

STATE OF OHIO,
DEPARTMENT OF TRANSPORTATION

RIC-30-8.56
EMERGENCY TYPE B

**CITY OF MANSFIELD
CITY OF ONTARIO
SPRINGFIELD TOWNSHIP
MADISON TOWNSHIP
RICHLAND COUNTY**

PROJECT DESCRIPTION

EMERGENCY TYPE B PROJECT TO PERFORM
PAVEMENT REPAIRS.

PROJECT EARTH DISTURBED AREA: N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A
NOTICE OF INTENT EARTH DISTURBED AREA: N/A

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR
THROUGH TRAFFIC AND HAS BEEN DECLARED A
LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION
OF THE DIRECTOR IN ACCORDANCE WITH THE
PROVISIONS OF SECTION 5511.02 OF THE OHIO
REVISED CODE.

2010 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED
IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE
THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT
PROVISIONS FOR THE MAINTENANCE AND SAFETY OF
TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND
ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION
(H) OF THE OHIO REVISED CODE, THE REVISED
PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN
ARE DETERMINED TO BE REASONABLE AND SAFE, AND
ARE HEREBY ESTABLISHED FOR THE DURATION OF
THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR
LIMITS HEREBY ESTABLISHED SHALL BECOME
EFFECTIVE WHEN APPROPRIATE SIGNS GIVING
NOTICE THEREOF ARE ERECTED.

APPROVED *Alan C. Bevil*
DATE 7-18-11 DISTRICT DEPUTY DIRECTOR

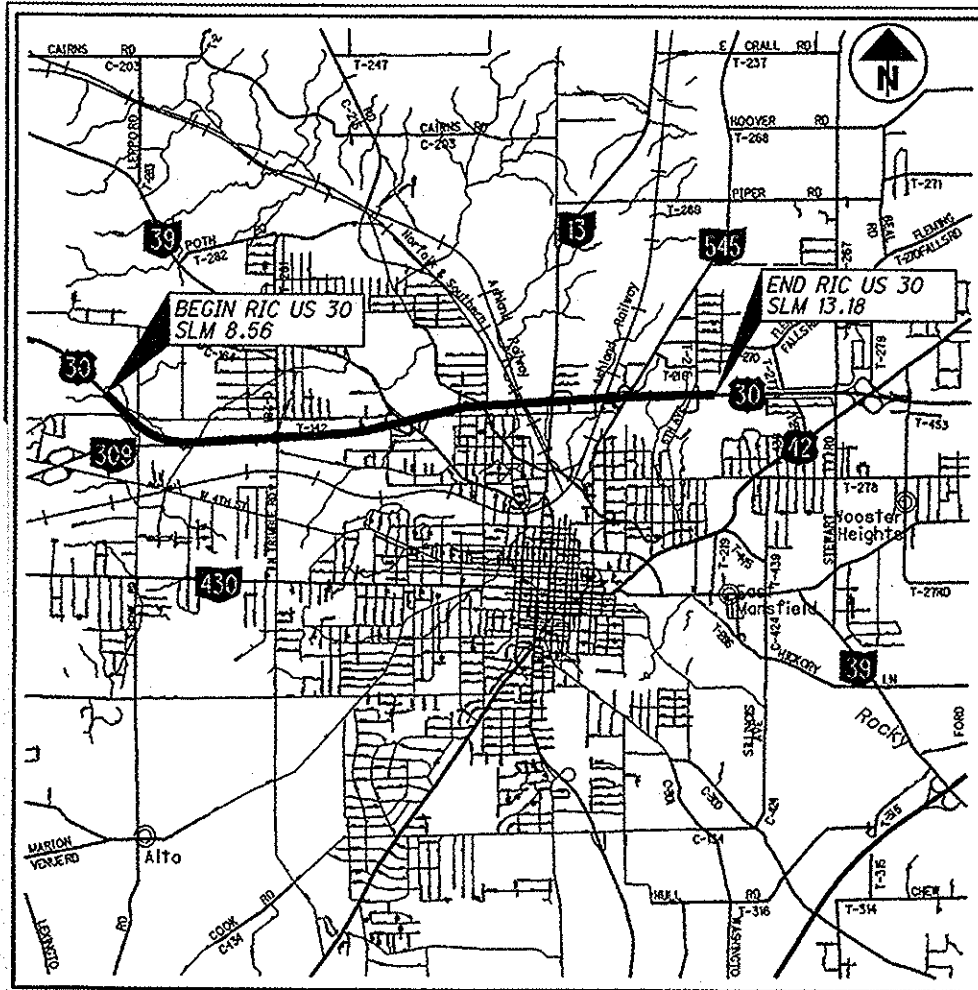
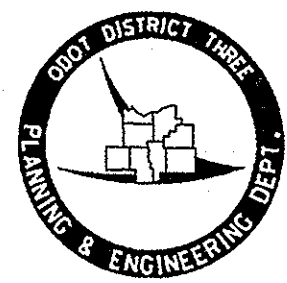
APPROVED *George W. Wright*
DATE 7-21-11 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

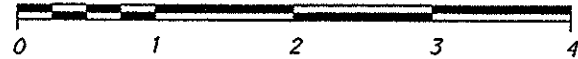
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988



LOCATION MAP

LATITUDE: 40°46'36" LONGITUDE: 82°31'54"

SCALE IN MILES

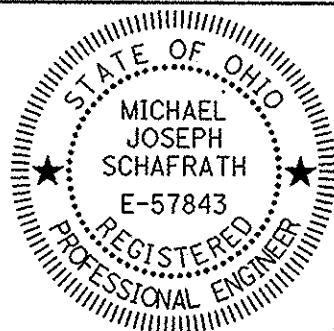


PORTION TO BE IMPROVED -----
INTERSTATE & DIVIDED HIGHWAY -----
UNDIVIDED STATE & FEDERAL ROUTES -----
OTHER ROADS -----

INDEX OF SHEETS:

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ROADWAY
ENGINEERS SEAL:



SIGNED: *Michael J. Schaftrath*
DATE: 7/18/11

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
DM-4.3	4/17/09	TC-42.10	1/19/07	SS800	7/15/11
DM-4.4	4/17/09	TC-42.20	1/21/11	SS832	5/5/09
		TC-52.10	1/19/07		
MT-35.10	4/20/01	TC-52.20	1/19/07		
MT-95.30	7/17/09	TC-71.10	1/21/11		
MT-95.50	4/17/09	TC-72.20	10/16/09		
MT-98.10	7/17/09	TC-73.10	1/19/01		
MT-98.11	7/17/09				
MT-98.20	7/17/09				
MT-98.22	7/17/09				
MT-98.28	7/17/09				
MT-98.20	1/16/09				
MT-101.90	1/16/09				
MT-105.10	1/16/09				
TC-41.20	1/19/01				

SPECIAL
PROVISIONS

PLAN PREPARED BY:

FEDERAL PROJECT NO.
STATE FUNDED

PID NO.
91422

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

RIC-30-8.56

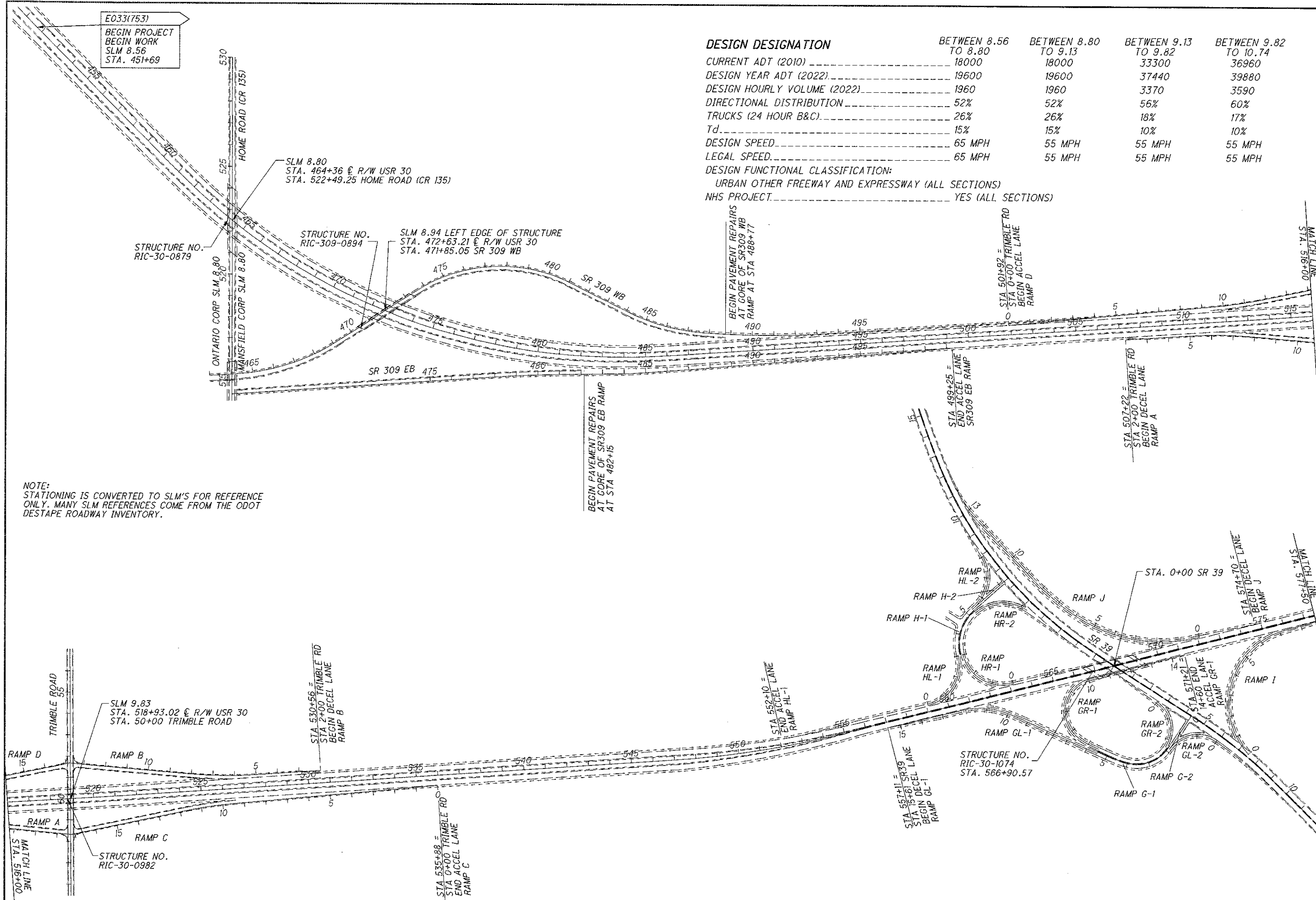
1
16

RIC-30-8.56
115004
Dist 3

PID 91422
8/25/2011

Contract Proposal available
@www.contracts.dot
state.oh.us/home

E033(753)
 BEGIN PROJECT
 BEGIN WORK
 SLM 8.56
 STA. 451+69



NOTE:
 STATIONING IS CONVERTED TO SLM'S FOR REFERENCE
 ONLY. MANY SLM REFERENCES COME FROM THE ODOT
 DESTAPE ROADWAY INVENTORY.

DESIGN DESIGNATION

	BETWEEN 8.56 TO 8.80	BETWEEN 8.80 TO 9.13	BETWEEN 9.13 TO 9.82	BETWEEN 9.82 TO 10.74
CURRENT ADT (2010)	18000	18000	33300	36960
DESIGN YEAR ADT (2022)	19600	19600	37440	39880
DESIGN HOURLY VOLUME (2022)	1960	1960	3370	3590
DIRECTIONAL DISTRIBUTION	52%	52%	56%	60%
TRUCKS (24 HOUR B&C)	26%	26%	18%	17%
Td	15%	15%	10%	10%
DESIGN SPEED	65 MPH	55 MPH	55 MPH	55 MPH
LEGAL SPEED	65 MPH	55 MPH	55 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN OTHER FREEWAY AND EXPRESSWAY (ALL SECTIONS)			
NHS PROJECT	YES (ALL SECTIONS)			



DESIGN FILE: \\projects\91422\roadway\sheets\91422GB001.dgn
 WORKSTATION: mschafra DATE: 7/18/2011

MODELNAME: Sheet

DESIGN DESIGNATION

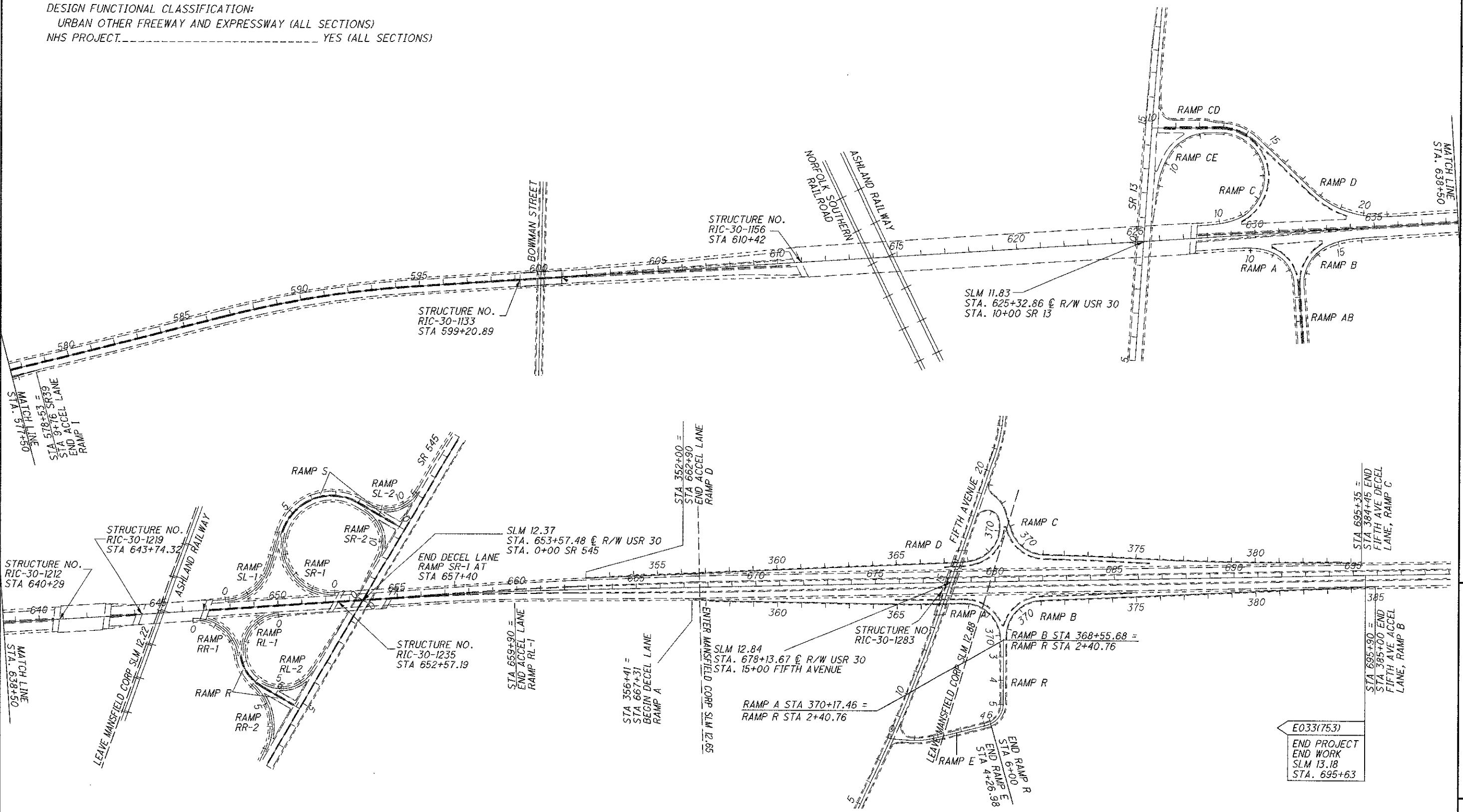
	BETWEEN 10.74 TO 11.83	BETWEEN 11.83 TO 12.35	BETWEEN 12.35 TO 12.83	BETWEEN 12.83 TO 13.02	BETWEEN 13.02 TO 13.18
CURRENT ADT (2010)	40110	39430	36650	32460	32460
DESIGN YEAR ADT (2022)	42540	42780	39640	37570	37570
DESIGN HOURLY VOLUME (2022)	3830	3850	3570	3380	3380
DIRECTIONAL DISTRIBUTION	50%	50%	60%	56%	56%
TRUCKS (24 HOUR B&C)	18%	19%	20%	21%	21%
Td	10%	11%	12%	12%	12%
DESIGN SPEED	55 MPH	55 MPH	55 MPH	55 MPH	60 MPH
LEGAL SPEED	55 MPH	55 MPH	55 MPH	55 MPH	60 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 URBAN OTHER FREEWAY AND EXPRESSWAY (ALL SECTIONS)
 NHS PROJECT. YES (ALL SECTIONS)

CALCULATED
 MJS
 CHECKED
 ADB

0 200 400
 HORIZONTAL
 SCALE IN FEET

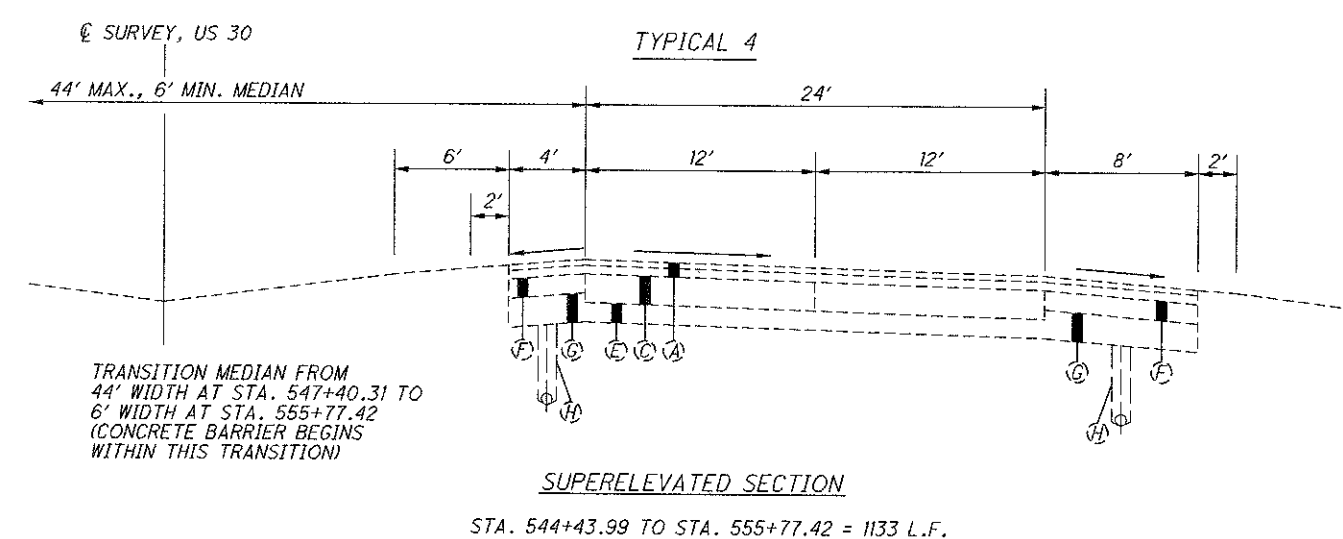
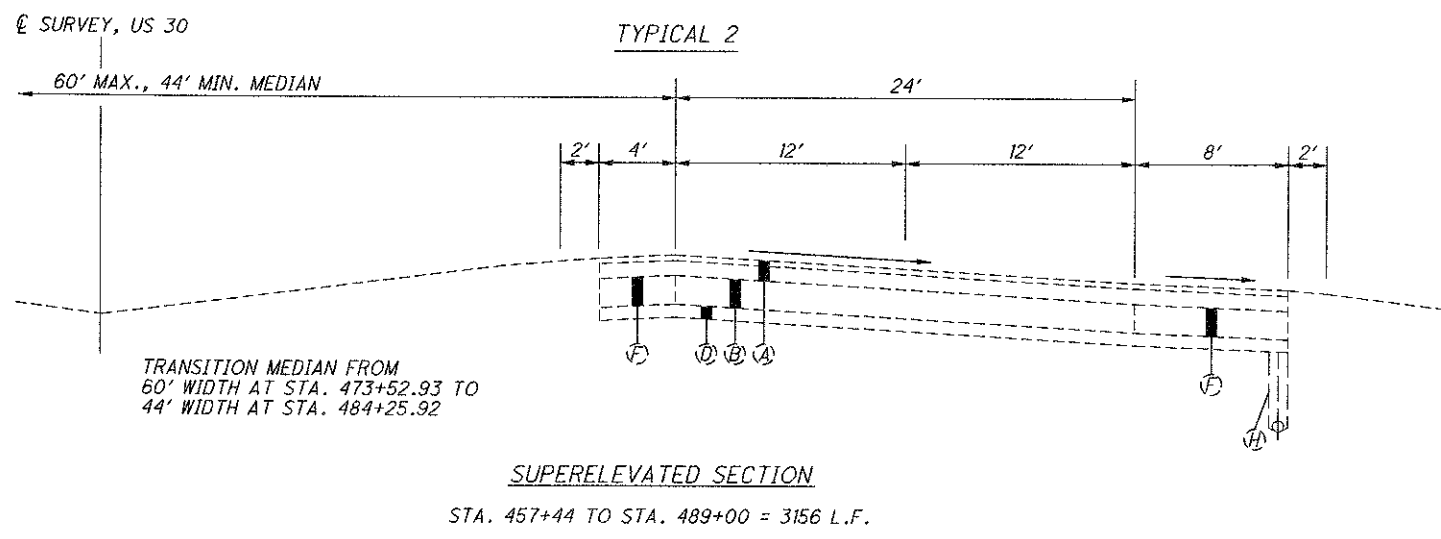
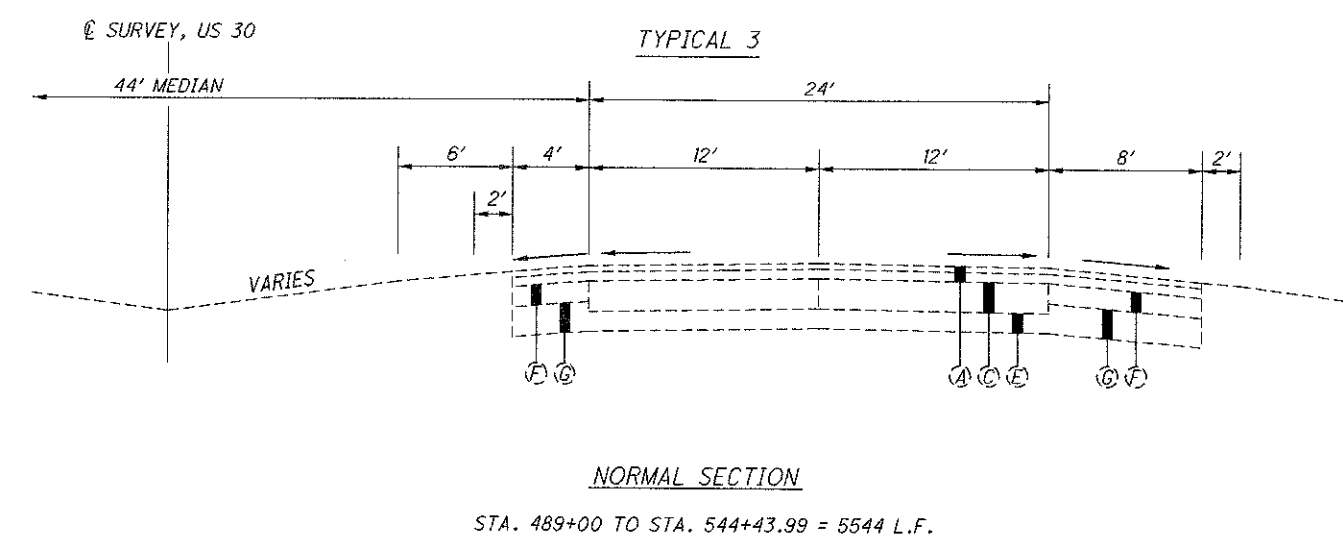
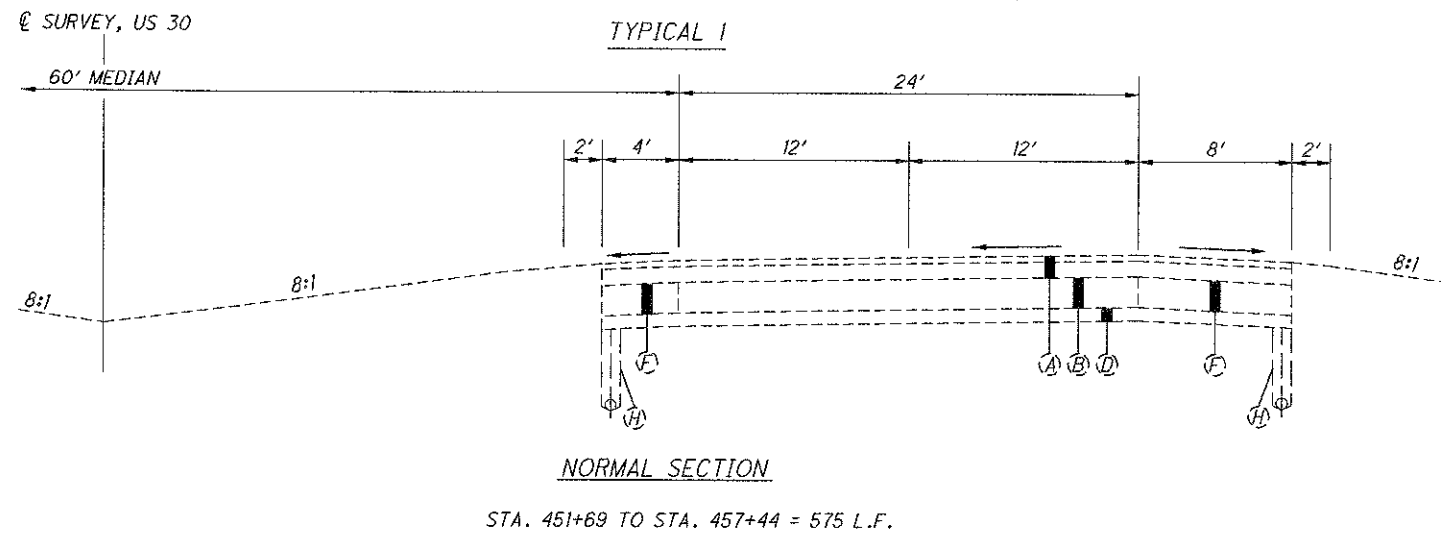
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SCHEMATIC / DESIGN DESIGNATION

RIC-30-8.56

DESIGN FILE: \\projects\91422\roadway\sheets\91422GY001.dgn
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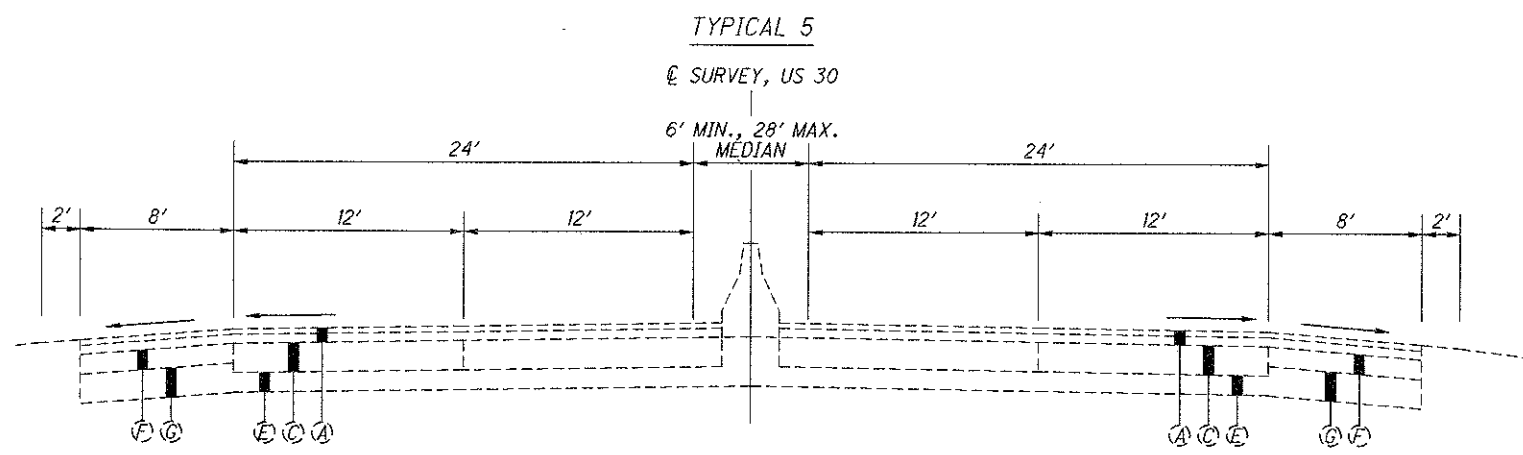
- LEGEND - EXISTING**
- (A) EXISTING ASPHALT CONCRETE VARIES, SEE PAVEMENT CORING INFORMATION
 - (B) EXISTING 9" BITUMINOUS AGGREGATE BASE
 - (C) EXISTING 9" REINFORCED CONCRETE
 - (D) EXISTING 4" SUBBASE
 - (E) EXISTING 6" SUBBASE
 - (F) EXISTING VARIABLE AGGREGATE BASE
 - (G) EXISTING VARIABLE SUBBASE
 - (H) EXISTING 6" UNDERDRAIN

CALCULATED	MJS	CHECKED	ADD

TYPICAL SECTIONS

RIC-30-8.56

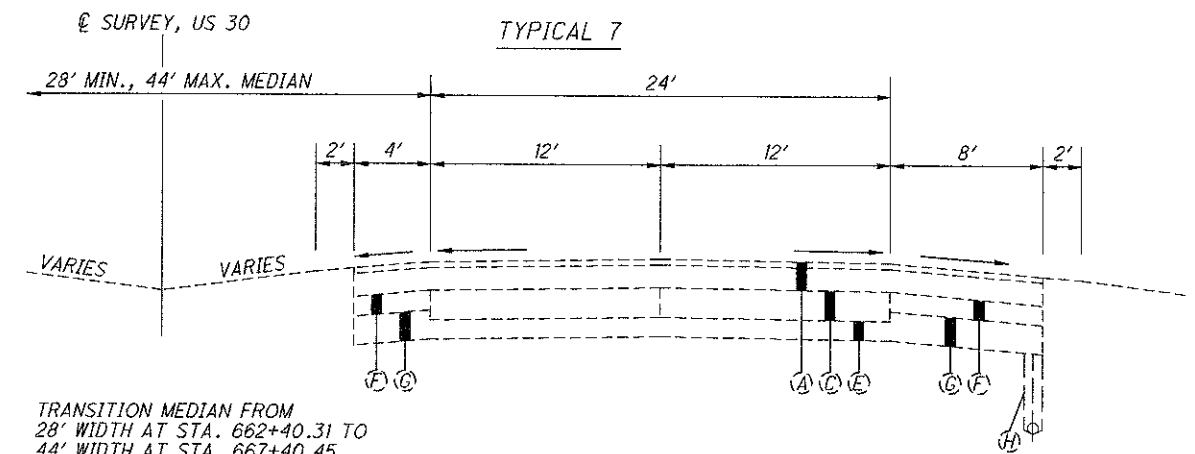
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 WORKSTATION: mschafra DATE: 7/18/2011



TRANSITION MEDIAN FROM
 6' WIDTH AT STA. 654+77.77 TO
 10' WIDTH AT STA. 657+90.31 TO
 28' WIDTH AT STA. 662+40.31

NORMAL SECTION

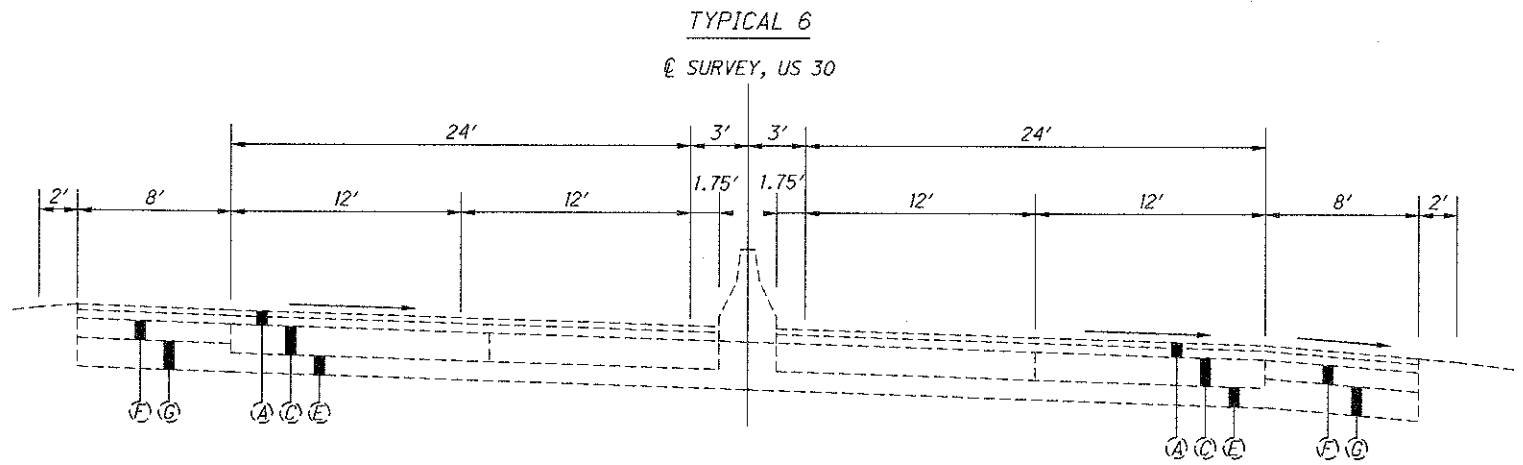
STA. 555+77.42 TO STA. 584+26.81 = 2849 L.F.
 STA. 597+06.81 TO STA. 600+95 = 388 L.F.
 STA. 646+30.00 TO STA. 662+40.31 = 1610 L.F.
 DEDUCT FOR BRIDGES & APPROACH SLABS



TRANSITION MEDIAN FROM
 28' WIDTH AT STA. 662+40.31 TO
 44' WIDTH AT STA. 667+40.45

NORMAL SECTION

STA. 662+40.31 TO STA. 697+74 = 3534 L.F.



SUPERELEVATED SECTION

STA. 584+26.81 TO STA. 597+06.81 = 1280 L.F.

LEGEND - EXISTING

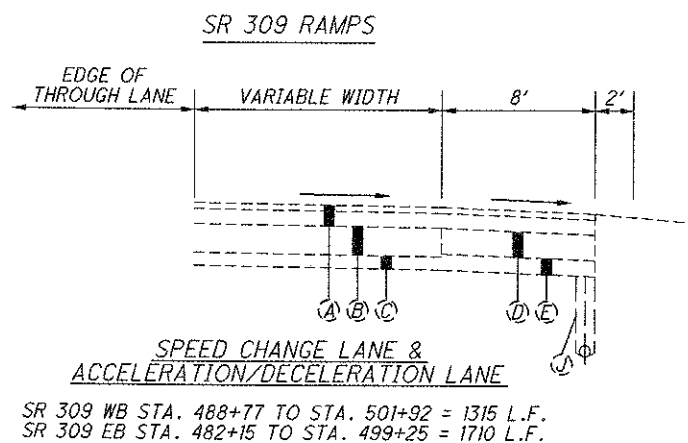
- Ⓐ EXISTING ASPHALT CONCRETE VARIES, SEE PAVEMENT CORING INFORMATION
- Ⓑ EXISTING 9" BITUMINOUS AGGREGATE BASE
- Ⓒ EXISTING 9" REINFORCED CONCRETE
- Ⓓ EXISTING 4" SUBBASE
- Ⓔ EXISTING 6" SUBBASE
- Ⓕ EXISTING VARIABLE AGGREGATE BASE
- Ⓖ EXISTING VARIABLE SUBBASE
- Ⓗ EXISTING 6" UNDERDRAIN

CALCULATED		KRB	CHECKED	ADB
HORIZONTAL SCALE IN FEET				

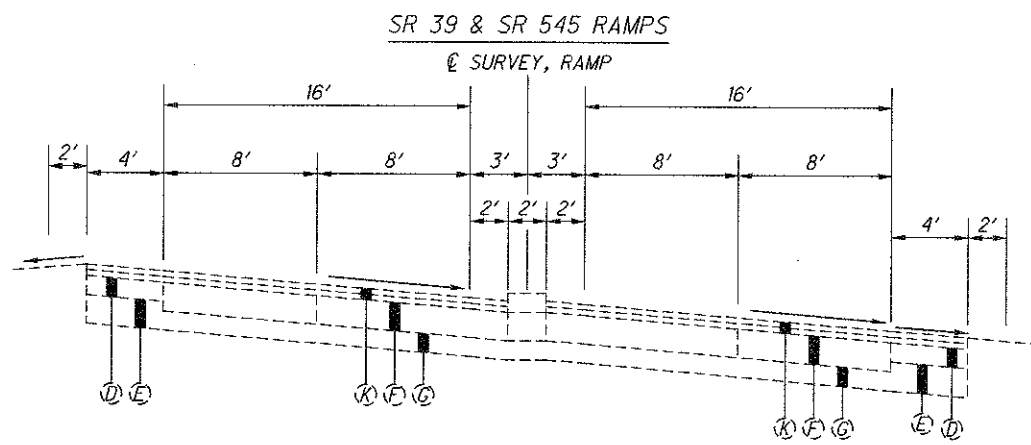
TYPICAL SECTIONS

RIC-30-8.56

DESIGN FILE: \\projects\91422\roadway\sheets\91422G001.dgn
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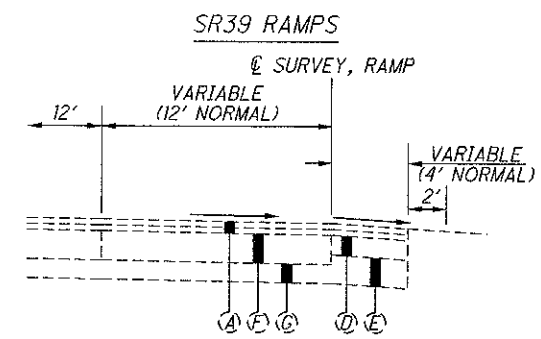


SR 309 WB STA. 488+77 TO STA. 501+92 = 1315 L.F.
 SR 309 EB STA. 482+15 TO STA. 499+25 = 1710 L.F.



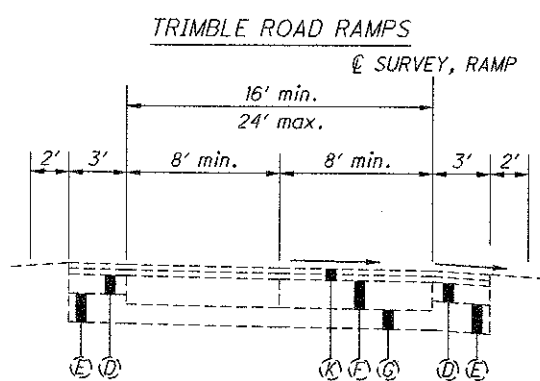
SUPERELEVATED SECTION

RAMP G-1 STA. 2+38.20 TO STA. 5+46.32 = 308 L.F.
 RAMP H-1 STA. 3+04.15 TO STA. 5+29.15 = 225 L.F.
 RAMP R VARIOUS FROM STA. 2+71.36 TO STA. 5+90 = 319 L.F.
 RAMP S VARIOUS FROM STA. 4+06.97 TO STA. 10+00 = 593 L.F.



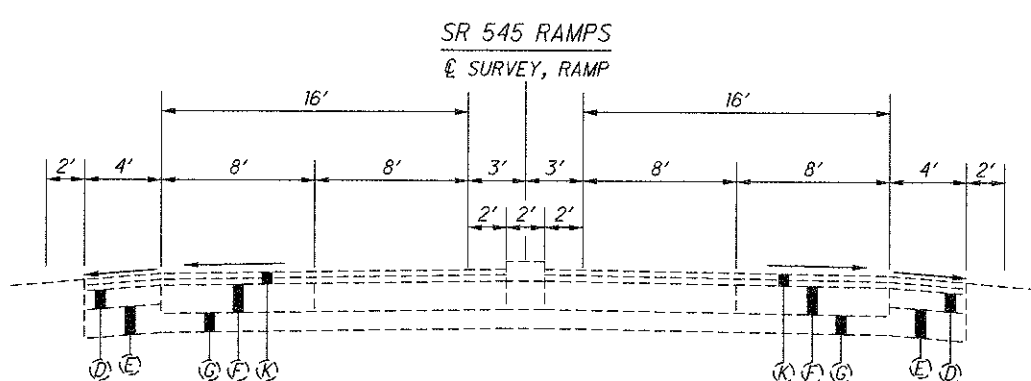
SPEED CHANGE LANE & ACCELERATION/DECELERATION LANE

RAMP GL-1 STA. 15+60.82 TO STA. 10+70.89 = 490 L.F.
 RAMP GR-1 STA. 9+60.00 TO STA. 14+60.00 = 500 L.F.
 RAMP HL-1 STA. 552+10.00 TO STA. 559+70.00 = 760 L.F.
 RAMP HR-1 STA. 562+35.00 TO STA. 566+35.00 = 400 L.F.
 RAMP I STA. 575+53.00 TO STA. 578+53.00 = 300 L.F.
 RAMP J STA. 570+81.00 TO STA. 574+70.00 = 389 L.F.



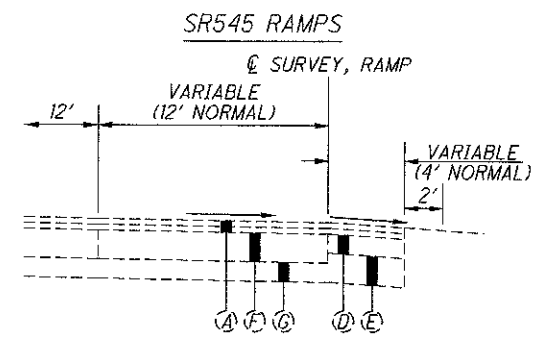
NORMAL SECTION

RAMP A STA. 7+98.00 TO STA. 13+40 = 542 L.F.
 RAMP B STA. 7+98.00 TO STA. 13+40 = 542 L.F.
 RAMP C STA. 11+82.00 TO STA. 16+90 = 508 L.F.
 RAMP D STA. 11+82.00 TO STA. 16+90 = 508 L.F.



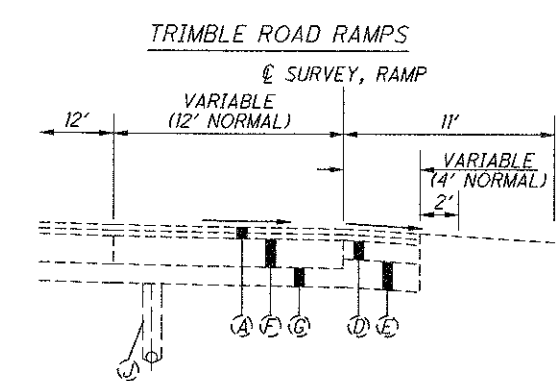
NORMAL SECTION

RAMP R VARIOUS FROM STA. 2+71.36 TO STA. 5+90 = 319 L.F.
 RAMP S VARIOUS FROM STA. 4+06.97 TO STA. 10+00 = 593 L.F.



SPEED CHANGE LANE & ACCELERATION/DECELERATION LANE

RAMP RR-1 STA. 0+32.00 TO STA. 0+80.00 = 48 L.F.
 RAMP RL-1 STA. 649+40.00 TO STA. 659+90.00 = 1050 L.F.
 RAMP SR-1 STA. 651+65.00 TO STA. 657+40.00 = 575 L.F.
 RAMP SL-1 STA. 646+43.00 TO STA. 647+93.00 = 150 L.F.



SPEED CHANGE LANE & ACCELERATION/DECELERATION LANE

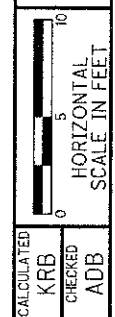
RAMP A STA. 2+00.00 TO STA. 7+98.00 = 598 L.F.
 RAMP B STA. 2+00.00 TO STA. 7+98.00 = 598 L.F.
 RAMP C STA. 0+00.00 TO STA. 11+82.00 = 1182 L.F.
 RAMP D STA. 0+00.00 TO STA. 11+82.00 = 1182 L.F.

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SAME DEPTH AS MAINLINE, SEE PAVEMENT CORING INFORMATION
- (B) EXISTING 9" BITUMINOUS AGGREGATE BASE
- (C) EXISTING 4" SUBBASE
- (D) EXISTING VARIABLE AGGREGATE BASE
- (E) EXISTING VARIABLE SUBBASE
- (F) EXISTING 9" REINFORCED CONCRETE
- (G) EXISTING 6" SUBBASE
- (H) EXISTING 7" BITUMINOUS AGGREGATE BASE
- (I) EXISTING VARIABLE BITUMINOUS AGGREGATE BASE
- (J) EXISTING 6" UNDERDRAIN
- (K) EXISTING 3" ASPHALT CONCRETE

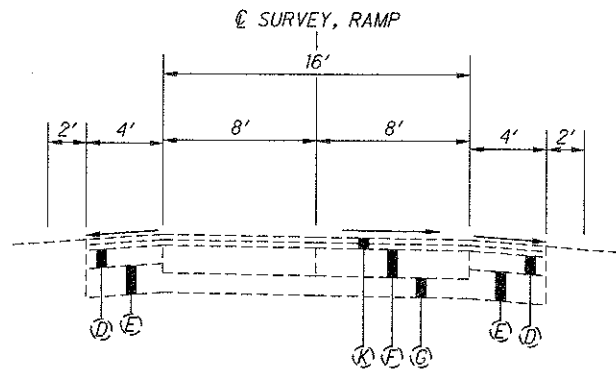
TYPICAL SECTIONS

RIC-30-8.56



CALCULATED
 KRB
 CHECKED
 ADB

SR 39 & SR 545 RAMPS

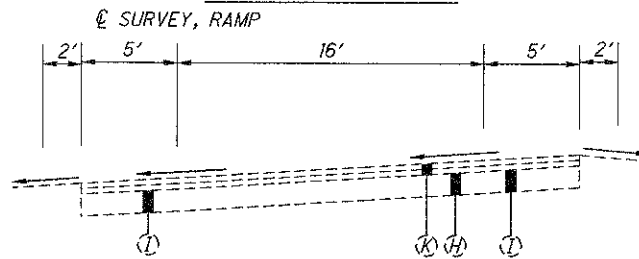


NORMAL SECTION

- RAMP GR-2 STA. 0+60 TO STA. 2+38.20 = 178 L.F. *****
- RAMP GR-1 STA. 5+46.32 TO STA. 9+60.00 = 414 L.F.
- RAMP GL-2 STA. 0+60.00 TO STA. 2+51.16 = 191 L.F.
- RAMP GL-1 STA. 5+46.32 TO STA. 10+70.89 = 525 L.F.
- RAMP G-2 STA. 0+30.00 TO STA. 1+25.00 = 95 L.F.*****
- RAMP HR-1 STA. 0+80.00 TO STA. 3+04.15 = 224 L.F.
- RAMP HR-2 STA. 5+29.15 TO STA. 7+60.00 = 231 L.F.
- RAMP HL-1 STA. 0+80.00 TO STA. 3+04.15 = 224 L.F.
- RAMP HL-2 STA. 6+00.00 TO STA. 7+38.00 = 138 L.F.
- RAMP H-2 STA. 5+29.15 TO STA. 7+20.00 = 191 L.F.*****
- RAMP I STA. 0+92.00 TO STA. 6+79.20 = 587 L.F.
- RAMP J STA. 1+29.00 TO STA. 13+08.00 = 1179 L.F.***
- RAMP RR-1 STA. 0+80.00 TO STA. 2+71.36 = 191 L.F.
- RAMP RR-2 STA. 4+53.00 TO STA. 6+50.00 = 197 L.F.
- RAMP RL-1 STA. 0+59.00 TO STA. 2+71.36 = 212 L.F.
- RAMP RL-2 STA. 5+00.00 TO STA. 6+05.00 = 105 L.F.
- RAMP SR-1 STA. 0+80.00 TO STA. 4+06.97 = 327 L.F.
- RAMP SR-2 STA. 9+07.00 TO STA. 10+27.00 = 120 L.F. **
- RAMP SL-1 STA. 0+69.00 TO STA. 4+06.97 = 338 L.F.
- RAMP SL-2 STA. 9+09.00 TO STA. 10+14.00 = 105 L.F.

- ** EXISTING CURB ON LEFT SIDE
- *** EXISTING CURB & GUTTER ON RIGHT SIDE (STA 9+25 TO 13+08)
- **** EXISTING CURB ON BOTH SIDES
- ***** EXISTING CURB ON RIGHT SIDE

FIFTH AVENUE RAMPS

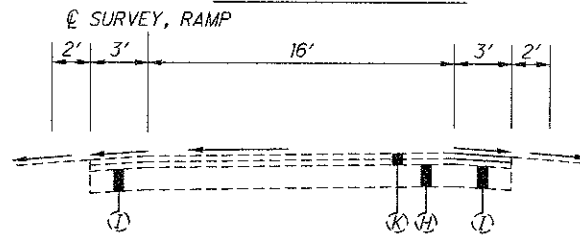


SUPERELEVATED SECTION

- RAMP A STA. 367+78.59 TO STA. 370+17.46 = 239 L.F.
- RAMP B STA. 368+55.68 TO STA. 369+48.00 = 92 L.F.
- RAMP C STA. 366+95.00 TO STA. 368+32.17 = 137 L.F.
- RAMP C STA. 369+21.47 TO STA. 371+08.54 BACK = 187 L.F.
- RAMP C STA. 371+75.21 TO STA. 374+00.77 = 226 L.F. *****
- RAMP D STA. 368+97.00 TO STA. 371+50.00 = 253 L.F.

***** EXISTING CURB ON RIGHT SIDE

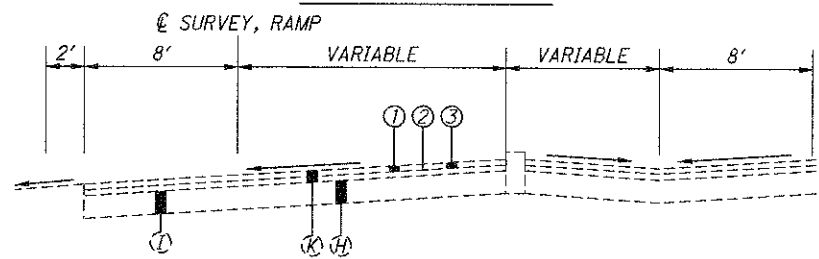
FIFTH AVENUE RAMPS



NORMAL SECTION

- RAMP A STA. 364+90.97 TO STA. 367+78.59 = 288 L.F.
- RAMP C STA. 368+32.17 TO STA. 369+21.47 = 89 L.F.
- RAMP C STA. 371+19.62 AHEAD TO STA. 371+75.21 = 56 L.F.
- RAMP C STA. 374+00.77 TO STA. 375+46.00 = 145 L.F. *****
- ***** EXISTING CURB ON RIGHT SIDE

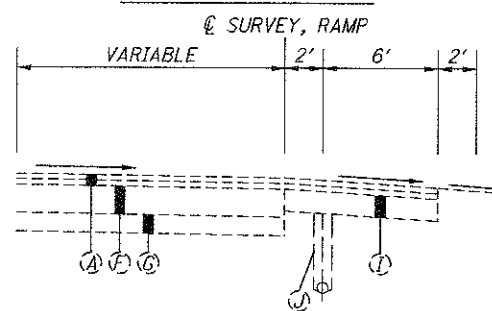
FIFTH AVENUE RAMPS



SUPERELEVATED SECTION

- RAMP B STA. 369+48.00 TO STA. 375+00.00 = 552 L.F.
- RAMP D STA. 362+00.00 TO STA. 368+97.00 = 697 L.F.
- (EXISTING CURB ON RAMP D (STA 366+53 TO 368+97))

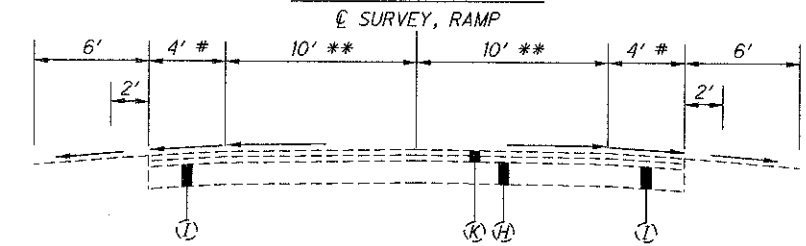
FIFTH AVENUE RAMPS



SPEED CHANGE LANE & ACCELERATION/DECELERATION LANE

- RAMP A STA. 356+40.55 TO STA. 364+45.82 BACK = 805 L.F.
- RAMP A STA. 364+46.09 AHEAD TO STA. 364+90.97 = 45 L.F.
- RAMP B STA. 375+00.00 TO STA. 385+00.00 = 1000 L.F.
- RAMP C STA. 375+46.00 TO STA. 384+45.00 = 899 L.F.
- RAMP D STA. 352+00.00 TO STA. 362+00.00 = 1000 L.F.

FIFTH AVENUE RAMPS

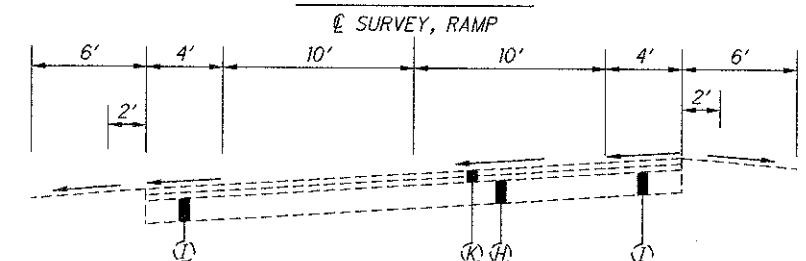


NORMAL SECTION

- ** VARIES 12' TO 9' ON RAMP R
- # 3' ON RAMP R

- RAMP E STA. 0+30.00 TO STA. 0+82.38 = 52 L.F.
- RAMP E STA. 1+76.84 TO STA. 4+26.98 = 250 L.F.
- RAMP R STA. 2+40.76 TO STA. 5+00.00 = 259 L.F.

FIFTH AVENUE RAMP



SUPERELEVATED SECTION

- RAMP E STA. 0+82.38 TO STA. 1+76.84 = 95 L.F.
- RAMP R STA. 5+00.00 TO 6+00.00 = 100 L.F.

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SAME DEPTH AS MAINLINE, SEE PAVEMENT CORING INFORMATION
- (B) EXISTING 9" BITUMINOUS AGGREGATE BASE
- (C) EXISTING 4" SUBBASE
- (D) EXISTING VARIABLE AGGREGATE BASE
- (E) EXISTING VARIABLE SUBBASE
- (F) EXISTING 9" REINFORCED CONCRETE
- (G) EXISTING 6" SUBBASE
- (H) EXISTING 7" BITUMINOUS AGGREGATE BASE
- (I) EXISTING VARIABLE BITUMINOUS AGGREGATE BASE
- (J) EXISTING 6" UNDERDRAIN
- (K) EXISTING 3" ASPHALT CONCRETE

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TYPICAL SECTIONS

RIC-30-8.56

GENERAL ITEMS

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. PID 79352, PROJECT 514101 RIC-30-13.18 IS A FOUR LANE MINOR REHAB PROJECT AND PID 23817, PROJECT 368101 RIC-30-4.07 IS A FOUR LANE RESURFACING PROJECT, BOTH SCHEDULED TO COMPLETE WORK IN THE FALL OF THE 2011 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

GAS
COLUMBIA GAS OF OHIO
920 WEST GOODALE BLVD.
COLUMBUS, OHIO 43212
614-460-2120

GAS
MARATHON ASHLAND PIPELINE
539 SOUTH MAIN STREET, RM 193M
FINDLAY, OHIO 45840
419-421-2211

TELEPHONE
EMBARQ
175 ASHLAND ROAD
MANSFIELD, OHIO 44907
419-755-7956

ELECTRIC
OHIO EDISON COMPANY
1717 ASHLAND ROAD
MANSFIELD, OHIO 44905
419-521-6178

SEWER
CITY OF MANSFIELD
30 NORTH DIAMOND STREET
MANSFIELD, OHIO 44902
419-755-9702

CABLE T.V.
TIME WARNER CABLE
1575 LEXINGTON AVENUE
MANSFIELD, OHIO 44901
419-756-6091, EXT 5109

CITY OF ONTARIO
555 STUMBO ROAD,
ONTARIO, OHIO 44862
419-529-3723

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

PAVEMENT ITEMS

ITEM 252 FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN

THE EXISTING 9" CONCRETE PAVEMENT AND APPROXIMATELY 6.5" OF ASPHALT CONCRETE SHALL BE REMOVED AS PART OF THIS PAY ITEM. CLEAN AND COAT THE VERTICAL FACES WITH AN ASPHALT MATERIAL COMPLYING WITH 407.02. PLACE APPROXIMATELY 14" OF ITEM 301 ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN AND 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448). THE SURFACE COURSE SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE CONTRACTOR MAY USE AN ITEM 302 MIX INSTEAD OF AN ITEM 301 MIX AS LONG AS THE "AS PER PLAN" NOTE IS INCORPORATED INTO THE MIX.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE DESCRIBED PAVEMENT REPAIR WORK, IN ADDITION TO THE REST OF THE REQUIREMENTS IN CMS ITEM 252. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 252 FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN.

ITEM 253. PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF THE EXISTING 6.5" AVERAGE DEPTH ASPHALT CONCRETE ON TOP OF THE EXISTING CONCRETE PAVEMENT ON THE MAINLINE, IN AREAS OF EXISTING ASPHALT CONCRETE PAVEMENT FAILURE. THIS ITEM OF WORK ALSO INCLUDES REMOVAL AND REPLACEMENT OF 6.5" AVERAGE DEPTH OF ASPHALT CONCRETE IN THE FULL DEPTH ASPHALT SECTION AT THE WEST END OF THE PROJECT. THIS PAY ITEM IS NOT TO BE USED WHERE ITEM 252 REPAIRS WILL BE DONE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PARTIAL DEPTH PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, AS PER PLAN PLACED IN THE FIRST LIFT AND 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448) IN THE SECOND LIFT. THE SURFACE COURSE SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PARTIAL DEPTH PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH.

ITEM 301 ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN

ITEM 301 ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN SHALL BE USED FOR ITEM 253 AND ITEM 252 REPAIRS AT DEPTHS AS DETAILED IN THE PLANS.

ON THIS PROJECT ITEM 301 COARSE AGGREGATE SHALL HAVE A TWO FACE CRUSH COUNT OF 75% PER ASTM D 5821. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT WILL BE 30%. ENSURE THAT A MINIMUM OF 50% OF THE VIRGIN FINE AGGREGATE USED IN THE ITEM 301 IS SAND MANUFACTURED FROM STONE OR AIR COOLED SLAG.

ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH ITEM 301 SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

ALL OF THE ABOVE COSTS SHALL BE INCLUDED IN ITEM 301 ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN (CU YD).

PAVEMENT CORING INFORMATION

BELOW IS PAVEMENT CORING INFORMATION TO HELP DETERMINE THE EXISTING PAVEMENT COMPOSITION.

ROUTE	COUNTY	SLM	DRIVING LANE	ASPHALT (IN.)	CONCRETE (IN.)	DIRECTION
30	RIC	9.00	INSIDE	14.00		EB
30	RIC	9.00	OUTSIDE	14.00		EB
30	RIC	9.00	SHOULDER	6.00		EB
30	RIC	9.00	INSIDE	14.00		EB
30	RIC	9.00	OUTSIDE	14.00		EB
30	RIC	9.00	SHOULDER	7.00		EB
30	RIC	9.80	INSIDE	6.50	9.00	WB
30	RIC	9.80	OUTSIDE	6.50	9.00	WB
30	RIC	9.80	SHOULDER	7.50		WB
30	RIC	9.80	INSIDE	6.50	15.00	WB
30	RIC	9.80	OUTSIDE	6.50	15.00	WB
30	RIC	9.80	SHOULDER	9.00		WB
30	RIC	9.90	INSIDE	7.00	14.50	EB
30	RIC	9.90	OUTSIDE	6.50	14.00	EB
30	RIC	9.90	SHOULDER	8.50		EB
30	RIC	9.90	INSIDE	6.50	9.00	EB
30	RIC	9.90	OUTSIDE	6.50	8.50	EB
30	RIC	9.90	SHOULDER	8.50		EB
30	RIC	11.00	INSIDE	6.00	8.50	WB
30	RIC	11.00	OUTSIDE	6.00	13.00	WB
30	RIC	11.00	SHOULDER	6.50		WB
30	RIC	11.00	INSIDE	5.00	8.50	WB
30	RIC	11.00	OUTSIDE	5.00	8.50	WB
30	RIC	11.00	SHOULDER	6.00		WB

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**ITEM 614. MAINTAINING TRAFFIC
(LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)**

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

ALSO, NO WORK SHALL BE PERFORMED AT THE TRIMBLE RD INTERCHANGE DURING THE RICHLAND COUNTY FAIR (08/08/2010 THRU 08/14/2010), NO WORK SHALL BE PERFORMED WHICH DETOURS TRAFFIC ONTO TRIMBLE RD DURING THE RICHLAND COUNTY FAIR, NO WORK SHALL BE PERFORMED AND RAMP SHALL BE OPEN AT THE SR545 INTERCHANGE DURING HALLOWEEN WEEKEND, AND NO WORK SHALL BE PERFORMED AND RAMP SHALL BE OPEN AT THE SR545 INTERCHANGE AND FIFTH AVE INTERCHANGE DURING MANSFIELD MOTOR SPEEDWAY EVENTS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

ITEM 614. WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (W8-H13-36) NO EDGE LINE = 15 EACH

ITEM 614. MAINTAINING TRAFFIC

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE ODOT, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614. MAINTAINING TRAFFIC: GENERAL

AS A MINIMUM, ONE 10' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON US30. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:
THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR IS PERMITTED TO WORK AT NIGHT. FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE HIGHWAY. TO INSURE THE ADEQUACY OF THE FLOODLIGHTING PLACEMENT PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY A MIN. OF 6 FT BEHIND GUARDRAIL OR 30 FT FROM THE NEAREST EDGE OF PAVEMENT WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE OF THE ROADWAY RIGHT-OF-WAY. THE LOCATION SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

614 WORK ZONE INCREASED PENALTIES SIGN

R11-H5a SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT BID PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 23 EACH

614 WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS (R2-1) WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS (55 MPH SPEED LIMIT FROM SLM 8.56 TO SLM 9.05, 45 MPH FROM SLM 9.05 TO SLM 13.18):

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE CONTRACTOR WILL BE REQUIRED TO FILL OUT A DAILY WORK ZONE SPEED ZONE TRACKING REPORT. THIS REPORT FORM WILL BE SUPPLIED AT THE PRECONSTRUCTION MEETING.

SPEED REDUCTION SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-95.50. A SIGN TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL. ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (SPEED LIMIT) SIGN AND THE R2-H2a (TRUCK SPEED LIMIT) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

THE WORK ZONE SPEED LIMIT SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE, BE MOUNTED ON TWO (2) ITEM 630 GROUND MOUNTED SUPPORTS, NO. 3 POSTS, AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT BID PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING OF THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

614 WORK ZONE SPEED LIMIT SIGN 60 EACH
614 SPEED ZONE AHEAD SYMBOL SIGN 8 EACH

ITEM 614. REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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ITEM 614. REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614. WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
2. NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703- 235-0528.
3. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-614-599-7915.
4. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTS'S CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.

ITEM 614. WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
- E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.

11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL NOT PAY THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 1 MONTH

ITEM 614. LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEO'S SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
2255 SOUTH MAIN ST.
MANSFIELD, OH 44907
419 756-2222

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614-LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

DESIGN FILE: i:\projects\91422\roadway\sheet\91422GN001.dgn
WORKSTATION: mschafra
MODELNAME: Sheet
DATE: 7/18/2011

DESIGN FILE: \\projects\91422\roadway\sheets\91422GN001.dgn
WORKSTATION: mschafra
DATE: 7/18/2011
MODELNAME: Sheet

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHALL BE DELINEATED ON A PERMANENT BASIS BY AFFIXING CONSPICUITY TAPE CONFORMING TO CMS 614.03, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CON'T)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 30 DAYS

CALCULATED
MJS
CHECKED
ADB

MAINTENANCE OF TRAFFIC NOTES

RIC-30-8.56

I:\projects\91422\roadway\sheets\91422GG001.xls

SHEET NUMBER										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
9	10	11	13	14	15	16									
										ROADWAY ITEMS					
					25					203	10000	25	CU YD	EXCAVATION	
										PAVEMENT ITEMS					
			996	405						252	01001	1,401	SQ YD	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN	8
			2,604	1,566						252	01500	4,170	FT	FULL DEPTH PAVEMENT SAWING	
			18	37						253	90000	55	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	8
					25					304	20000	25	CU YD	AGGREGATE BASE	
										DRAINAGE					
					200					605	31100	200	FT	AGGREGATE DRAINS	
										TRAFFIC CONTROL					
						16.64				644	00100	16.64	MILE	EDGE LINE	
						8.32				644	00200	8.32	MILE	LANE LINE	
										MAINTENANCE OF TRAFFIC					
		80								614	11110	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		1								614	11500	1	MONTH	WORKSITE TRAFFIC SUPERVISOR	
	8									614	12410	8	EACH	SPEED ZONE AHEAD SYMBOL SIGN	
	15									614	12460	15	EACH	WORK ZONE MARKING SIGN	
	60									614	12470	60	EACH	WORK ZONE SPEED LIMIT SIGN	
										614	12484	23	EACH	WORK ZONE INCREASED PENALTIES SIGN	
										614	12500	5	EACH	REPLACEMENT SIGN	
	20									614	12600	20	EACH	REPLACEMENT DRUM	
				30						614	18401	30	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	11
										MAINTAINING TRAFFIC					
										614	11000		LUMP	MAINTAINING TRAFFIC	
										624	10000		LUMP	MOBILIZATION	

GENERAL SUMMARY

RIC-30-8.56

CALC'D
MIS
CHECKED
AQB

EASTBOUND PAVEMENT REPAIRS

SLM	LANE(S) D=DRIVING LANE P=PASSING LANE AC=ACCEL LANE DC=DECEL LANE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	DEPTH	253	252	252			
							PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	FULL DEPTH RIDGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN	FULL DEPTH PAVEMENT SAWING			
BEGIN	END	FT	FT	SQ YD		INCH	CU YD	SQ YD	FT			
8.655	D	5	12	6.67	TRANSVERSE	16		6.67	29			
8.695	D	5	12	6.67	TRANSVERSE	6.5	1.20					
8.832	D	3	15	5.00	LONGITUDINAL	6.5	0.90					
8.953	D	4	12	5.33	TRANSVERSE	16		5.33	28			
8.963	D	3	12	4.00	TRANSVERSE	6.5	0.72					
8.963	BETWEEN D & SH	4	10	4.44	LONGITUDINAL	6.5	0.80					
8.983	D	4	12	5.33	TRANSVERSE	6.5	0.96					
9.316	D	8	12	10.67	TRANSVERSE	16		10.67	32			
9.366	D	7	12	9.33	TRANSVERSE	16		9.33	31			
9.462	D	6	12	8.00	TRANSVERSE	16		8.00	30			
9.473	D	6	12	8.00	TRANSVERSE	16		8.00	30			
9.484	D	8	12	10.67	TRANSVERSE	16		10.67	32			
9.665	DC TRIMBLE RD	6	12	8.00	TRANSVERSE	16		8.00	30			
9.733	D	10	12	13.33	TRANSVERSE	16		13.33	34			
9.744	D	4	12	5.33	TRANSVERSE	16		5.33	28			
9.798	D	8	12	10.67	TRANSVERSE	16		10.67	32			
9.806	P	6	12	8.00	TRANSVERSE	16		8.00	30			
9.838	D	4	12	5.33	TRANSVERSE	16		5.33	28			
9.844	P	8	12	10.67	TRANSVERSE	16		10.67	32			
9.858	D	5	12	6.67	TRANSVERSE	16		6.67	29			
9.869	D	8	12	10.67	TRANSVERSE	16		10.67	32			
9.925	P	6	12	8.00	TRANSVERSE	16		8.00	30			
9.994	AC TRIMBLE	6	14	9.33	TRANSVERSE	16		9.33	34			
10.062	AC TRIMBLE	4	14	6.22	TRANSVERSE	16		6.22	32			
10.073	AC TRIMBLE	8	13	11.56	TRANSVERSE	16		11.56	34			
10.107	AC TRIMBLE	4	12	5.33	TRANSVERSE	16		5.33	28			
10.242	P	6	12	8.00	TRANSVERSE	16		8.00	30			
10.254	D	6	12	8.00	TRANSVERSE	16		8.00	30			
10.265	D	10	12	13.33	TRANSVERSE	16		13.33	34			
10.288	D	8	12	10.67	TRANSVERSE	16		10.67	32			
10.323	D	5	12	6.67	TRANSVERSE	16		6.67	29			
10.345	D	8	12	10.67	TRANSVERSE	16		10.67	32			
10.369	D & P	6	24	16.00	TRANSVERSE	16		16.00	60			
10.392	D	6	12	8.00	TRANSVERSE	16		8.00	30			
10.503	D	7	12	9.33	TRANSVERSE	16		9.33	31			
10.503	10.517	BETWEEN D & SH	4	74	32.89	LONGITUDINAL	16	32.89	82			
10.546	10.647	BETWEEN D & SH	6	533	355.33	LONGITUDINAL	16	355.33	545			
10.591	D	6	12	8.00	TRANSVERSE	16		8.00	30			
10.648	D	6	12	8.00	TRANSVERSE	16		8.00	30			
10.652	D	6	12	8.00	TRANSVERSE	16		8.00	30			
SUBTOTALS THIS COLUMN							4.58	680.67	1670			

SLM	LANE(S) D=DRIVING LANE P=PASSING LANE AC=ACCEL LANE DC=DECEL LANE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	DEPTH	253	252	252			
							PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	FULL DEPTH RIDGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN	FULL DEPTH PAVEMENT SAWING			
BEGIN	END	FT	FT	SQ YD		INCH	CU YD	SQ YD	FT			
10.663	10.670	BETWEEN D & SH	6	37	24.67	LONGITUDINAL	16		24.67	49		
10.684	10.688	BETWEEN D & SH	6	21	14.00	LONGITUDINAL	16		14.00	33		
10.710		D	6	12	8.00	TRANSVERSE	16		8.00	30		
10.723		D	6	12	8.00	TRANSVERSE	16		8.00	30		
10.787		D	4	12	5.33	TRANSVERSE	6.5	0.96				
10.797		D	6	12	8.00	TRANSVERSE	16		8.00	30		
10.806		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.021	11.080	BETWEEN D & SH	6	12	8.00	LONGITUDINAL	16		8.00	24		
11.044		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.117		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.129		P	6	12	8.00	TRANSVERSE	16		8.00	30		
11.153	11.165	BETWEEN D & SH	6	63	42.00	LONGITUDINAL	16		42.00	75		
11.161		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.160	11.183	BETWEEN D & P	6	12	8.00	LONGITUDINAL	16		8.00	36		
11.184	11.198	BETWEEN D & SH	6	74	49.33	LONGITUDINAL	16		49.33	86		
11.220		D	4	12	5.33	TRANSVERSE	16		5.33	28		
11.223		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.238		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.262		D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.271		P	6	12	8.00	TRANSVERSE	16		8.00	30		
11.318		D & P	6	24	16.00	TRANSVERSE	16		16.00	60		
11.350		D & P	3	24	8.00	TRANSVERSE	6.5	1.44				
11.555		DC SR 13 & P	3	24	8.00	TRANSVERSE	6.5	1.44				
11.869		DC SR 13	3	12	4.00	TRANSVERSE	6.5	0.72				
12.116		AC SR 13, D, P	3	36	12.00	TRANSVERSE	6.5	2.17				
12.161		AC SR 13, D, P	3	36	12.00	TRANSVERSE	6.5	2.17				
12.173		D	6	12	8.00	TRANSVERSE	16		8.00	30		
12.234		D	6	12	8.00	TRANSVERSE	6.5	1.44				
12.265		D	4	12	5.33	TRANSVERSE	16		5.33	28		
12.341		D	6	12	8.00	TRANSVERSE	16		8.00	30		
12.390		D	4	12	5.33	TRANSVERSE	6.5	0.96				
12.410		D	8	12	10.67	TRANSVERSE	16		10.67	32		
12.633		D	7	12	9.33	TRANSVERSE	16		9.33	31		
12.803		P	8	12	10.67	TRANSVERSE	16		10.67	32		
12.818		D & P	4	24	10.67	TRANSVERSE	6.5	1.93				
SUBTOTALS THIS COLUMN							13.23	315.33	934			
TOTALS THIS PAGE							18	996	2604			

Note 1: The quantities on this sheet are for informational purposes only. Exact locations will be determined in the field.
 Note 2: Mile Marker 8 was referenced in the field relative to the use of the DMI in our vehicle.

CALC BY: KCK
 CHKD BY: HUS

PAVEMENT REPAIR QUANTITIES

RIC-30-8.56

WESTBOUND PAVEMENT REPAIRS

SLM	LANE(S) D=DRIVING LANE P=PASSING LANE AC=ACCEL LANE DC=DECEL LANE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	DEPTH	253	252	252		
							PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	FULL DEPTH RIDGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN	FULL DEPTH PAVEMENT SAWING		
BEGIN	END	FT	FT	SQ YD		INCH	CU YD	SQ YD	FT		
12.982	D	6	12	8.00	TRANSVERSE	16		8.00	30		
12.801	D & P	8	24	21.33	TRANSVERSE	16		21.33	64		
12.600	D & P	8	24	21.33	TRANSVERSE	16		21.33	64		
12.430	D & P	4	24	10.67	TRANSVERSE	6.5	1.93				
12.420	D	4	12	5.33	TRANSVERSE	16		5.33	28		
12.405	D	8	12	10.67	TRANSVERSE	16		10.67	32		
12.336	P	4	12	5.33	TRANSVERSE	6.5	0.96				
12.336	D	2	11	2.44	LONGITUDINAL	6.5	0.44				
12.324	D & P	4	24	10.67	TRANSVERSE	6.5	1.93				
12.234	D & P	4	24	10.67	TRANSVERSE	6.5	1.93				
12.189	D, DC SR13	4	24	10.67	TRANSVERSE	6.5	1.93				
12.171	D, DC SR13	6	24	16.00	TRANSVERSE	16		16.00	60		
12.159	D, P, DC SR 13	3	36	12.00	TRANSVERSE	6.5	2.17				
12.115	D & P	3	24	8.00	TRANSVERSE	6.5	1.44				
12.115	DC SR 13	8	12	10.67	TRANSVERSE	6.5	1.93				
12.115	12.078 DC SR 13	4	195	86.67	LONGITUDINAL	3	7.22				
11.275	D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.268	D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.202	D	6	12	8.00	TRANSVERSE	16		8.00	30		
11.108	P	4	12	5.33	TRANSVERSE	6.5	0.96				
11.064	D	4	12	5.33	TRANSVERSE	16		5.33	28		
11.060	D	4	12	5.33	TRANSVERSE	16		5.33	28		
11.026	D	4	12	5.33	TRANSVERSE	16		5.33	28		
11.010	D	5	12	6.67	TRANSVERSE	16		6.67	29		
10.988	D	3	12	4.00	TRANSVERSE	6.5	0.72				
10.981	D	4	12	5.33	TRANSVERSE	16		5.33	28		
10.873	D	4	12	5.33	TRANSVERSE	16		5.33	28		
10.813	D	8	12	10.67	TRANSVERSE	16		10.67	32		
10.763	D	5	12	6.67	TRANSVERSE	16		6.67	29		
10.720	D	6	12	8.00	TRANSVERSE	16		8.00	30		
10.720	P	6	6	4.00	TRANSVERSE	16		4.00	18		
10.691	D	4	12	5.33	TRANSVERSE	6.5	0.96				
10.688	DC SR 39	4	12	5.33	TRANSVERSE	6.5	0.96				
10.619	P	2	6	1.33	LONGITUDINAL	16		1.33	10		
10.595	D & P	4	24	10.67	TRANSVERSE	6.5	1.93				
10.583	AC SR 39	6	12	8.00	TRANSVERSE	16		8.00	30		
10.564	D, P, AC SR 39	4	36	16.00	TRANSVERSE	6.5	2.89				
10.553	D, AC SR 39	5	24	13.33	TRANSVERSE	16		13.33	58		
10.530	AC SR 39	4	12	5.33	TRANSVERSE	16		5.33	28		
10.497	AC SR 39	4	12	5.33	TRANSVERSE	16		5.33	28		
TOTALS THIS COLUMN							30.30	202.64	800		

SLM	LANE(S) D=DRIVING LANE P=PASSING LANE AC=ACCEL LANE DC=DECEL LANE SH=PAVED SHOULDER	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	DEPTH	253	252	252		
							PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	FULL DEPTH RIDGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN	FULL DEPTH PAVEMENT SAWING		
BEGIN	END	FT	FT	SQ YD		INCH	CU YD	SQ YD	FT		
10.463	D	12	12	16.00	TRANSVERSE	16		16.00	36		
10.448	D	5	12	6.67	TRANSVERSE	16		6.67	29		
10.421	D	4	12	5.33	TRANSVERSE	6.5	0.96				
10.416	D	4	12	5.33	TRANSVERSE	16		5.33	28		
10.367	D	6	12	8.00	TRANSVERSE	16		8.00	30		
10.284	P	6	12	8.00	TRANSVERSE	16		8.00	30		
10.213	D & P	3	24	8.00	TRANSVERSE	6.5	1.44				
10.202	D	3	12	4.00	TRANSVERSE	6.5	0.72				
10.180	D	8	12	10.67	TRANSVERSE	16		10.67	32		
10.168	D	10	12	13.33	TRANSVERSE	16		13.33	34		
10.078	D	5	12	6.67	TRANSVERSE	16		6.67	29		
10.055	D	4	12	5.33	TRANSVERSE	16		5.33	28		
10.021	DC TRIMBLE RD	4	12	5.33	TRANSVERSE	16		5.33	28		
9.986	DC TRIMBLE RD	4	12	5.33	TRANSVERSE	16		5.33	28		
9.862	D	4	12	5.33	TRANSVERSE	6.5	0.96				
9.849	D	7	12	9.33	TRANSVERSE	16		9.33	31		
9.843	D	6	12	8.00	TRANSVERSE	16		8.00	30		
9.835	D	3	12	4.00	TRANSVERSE	6.5	0.72				
9.815	D & P	5	24	13.33	TRANSVERSE	16		13.33	58		
9.794	D & P	6	24	16.00	TRANSVERSE	16		16.00	60		
9.785	D	6	12	8.00	TRANSVERSE	16		8.00	30		
9.706	D	5	12	6.67	TRANSVERSE	16		6.67	29		
9.685	D	6	12	8.00	TRANSVERSE	16		8.00	30		
9.672	D	5	12	6.67	TRANSVERSE	16		6.67	29		
9.627	AC TRIMBLE RD	6	12	8.00	TRANSVERSE	16		8.00	30		
9.584	D	4	6	2.67	TRANSVERSE	16		2.67	16		
9.571	AC TRIMBLE RD	6	12	8.00	TRANSVERSE	16		8.00	30		
9.275	D	8	12	10.67	TRANSVERSE	16		10.67	32		
9.238	D	5	12	6.67	TRANSVERSE	16		6.67	29		
9.219	D	3	12	4.00	TRANSVERSE	6.5	0.72				
9.155	D	4	12	5.33	TRANSVERSE	6.5	0.96				
SUBTOTALS THIS COLUMN							6.48	202.67	766		
TOTALS THIS PAGE							37	405	1566		

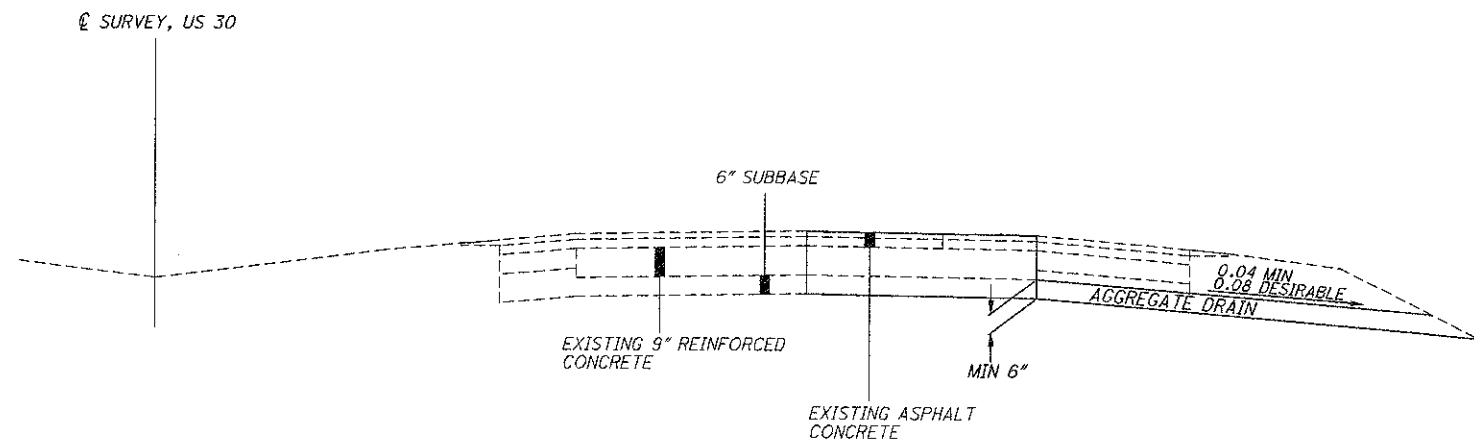
Note 1: The quantities on this sheet are for informational purposes only. Exact locations will be determined in the field.
 Note 2: Mile Marker 13 was referenced in the field relative to the use of the DMI in our vehicle.

CALC BY: KCK
 CHKD BY: MUS

PAVEMENT REPAIR QUANTITIES

RIC-30-8.56

DESIGN FILE: \\projects\91422\roadway\sheets\91422DD001.dgn
WORKSTATION: nmschaffra
MODEL NAME: Design
DATE: 7/18/2011



NOTES

- The bottom of the aggregate drains shall be at or below the bottom of the pavement's existing aggregate subbase at the point of contact.
- The aggregate drains shall outlet to the existing side slope.
- A quantity of 200 ft of Item 605 Aggregate Drains has been carried to the General Summary to be used as directed by the Engineer at locations where water is evident after pavement removal.
- A quantity of 25 cu yds of item 304 Aggregate Base and 25 cu yds of item 203 Excavation has been carried to the General Summary to be used as directed by the Engineer at locations where subgrade is saturated after pavement removal.
- Paved shoulder removal and replacement shall be included in the cost of item 605 Aggregate Drains

SEE SHEETS 13 AND 14 FOR ADDITIONAL FULL DEPTH REPAIR QUANTITIES.

CALCULATED
MJS
CHECKED
ADB

0 5 10
HORIZONTAL
SCALE IN FEET

FULL DEPTH PAVEMENT REPAIR WITH
AGGREGATE DRAIN DETAIL

RIC-30-8.56

15
16

