

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT <https://ftp.dot.state.oh.us/pub/contracts/Attach/> FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

DRIVEWAYS

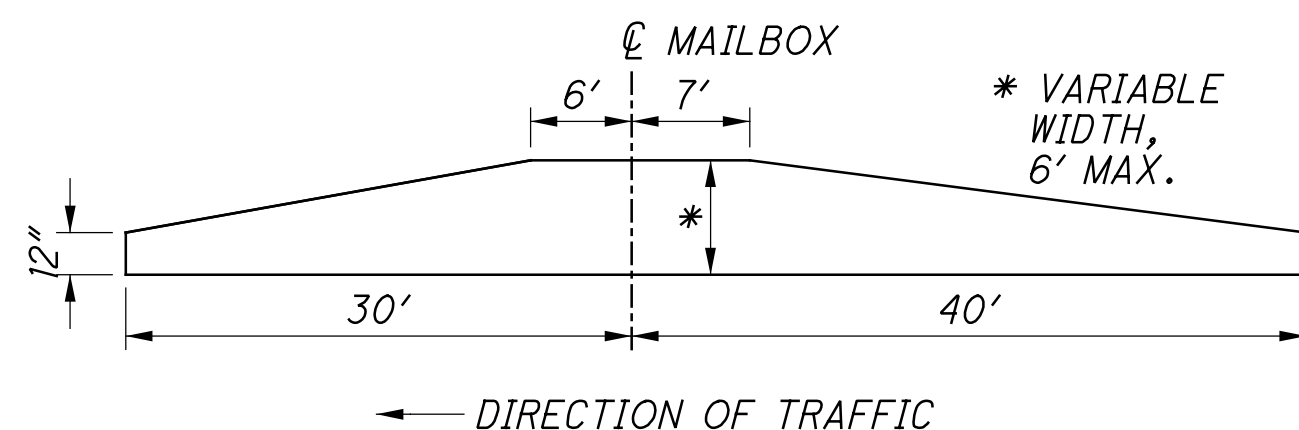
THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1"-2" OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

PAVED MAILBOX APPROACHES

ALL EXISTING MAILBOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE AS PER TYPICAL SHOWN OR AS NEAR AS PRACTICAL. AGGREGATE APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS; IMPROVED APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS. THE CONTRACTOR SHALL HAVE THE OPTION OF PAVING THE MAILBOX APPROACHES WITH EITHER THE PAVING OF THE DRIVEWAYS OR THE PAVING OF THE MAINLINE AND SHOULDERS. PAYMENT SHALL BE AS FOLLOWS:

1. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE DRIVEWAYS THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED FOR THE CONTRACTOR TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M (T=1.5").
2. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE MAINLINE AND SHOULDERS, THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M (T=1.5").



ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M

703.05 DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

- 251, PARTIAL DEPTH PAVEMENT REPAIR (441), SLM 0.14 - 3.47 - 500 SY
- SLM 8.04 - 9.31 - 600 SY
- SLM 9.31 - 10.58 - 600 SY

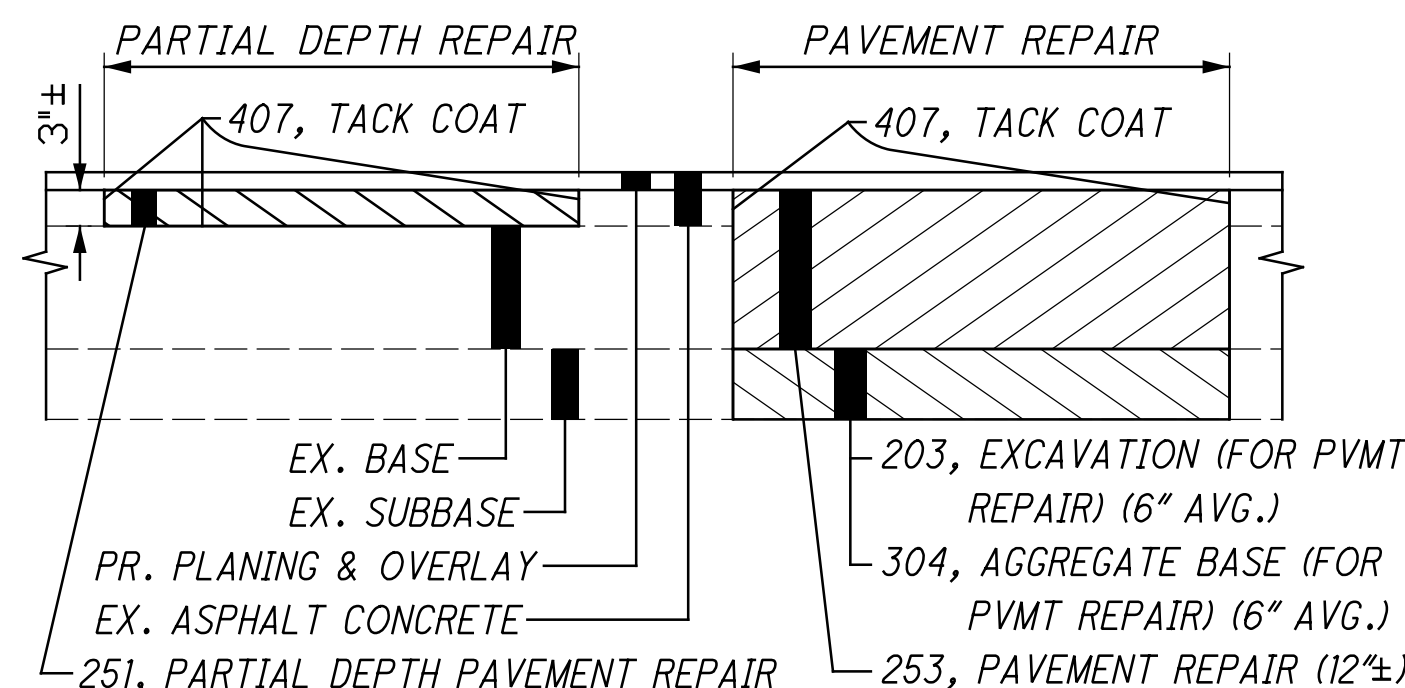
ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12"± 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

- 252, FULL DEPTH PAVEMENT SAWING, SLM 8.04 - 9.31 - 1200 FT
- SLM 9.31 - 10.58 - 900 FT
- 253, PAVEMENT REPAIR, SLM 8.04 - 9.31 - 200 SY
- SLM 9.31 - 10.58 - 150 SY



ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

- 203, EXCAVATION (FOR PAVEMENT REPAIR) 59 CU YD
- SLM 8.04 - 9.31 - 34 CU YD
- SLM 9.31 - 10.58 - 25 CU YD

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

- 304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 59 CU YD
- SLM 8.04 - 9.31 - 34 CU YD
- SLM 9.31 - 10.58 - 25 CU YD

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

ROUTE	S.L.M. TO	S.L.M. FROM	LANE WIDTH
SR 82	0.14	3.47	12'
SR 82	8.04	10.58	12'

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

DS-1-92 DATED (REVISED) 7/15/2022
 A-1-20 DATED (REVISED) 1/21/2022

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 17th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, INCLUDING THE INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

PROPOSED WORK

SUM-480-0411

- PROVIDE QUANTITY AND ITEMS TO REPAIR THE FORWARD AND REAR PRESSURE RELIEF JOINTS.
- RESURFACE TOP 3" OF ASPHALT CONCRETE
- CLEARING AND GRUBBING 15' AROUND STRUCTURE
- NEW STRUCTURE ID SIGNS

SUM-82-1014

- PROVIDE QUANTITY AND ITEMS TO REPAIR THE FORWARD AND REAR PRESSURE RELIEF JOINTS.
- RESURFACE TOP 3" OF ASPHALT CONCRETE
- CLEARING AND GRUBBING 15' AROUND STRUCTURE
- NEW STRUCTURE ID SIGNS

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

WEARING COURSE REMOVED, AS PER PLAN (SUM-480-0411) (SUM-82-1014)

THE CONTRATOR SHALL REMOVE THE TOP 3" OF ASPHALT IN THE PRESSURE RELIEF JOINT AT SUM-480-0411 AND SUM-82-1014 AS DIRECTED BY THE PROJECT ENGINEER.

PRESSURE RELIEF JOINT (SUM-480-0411) (SUM-82-1014)

THE FOLLOWING ITEMS SHALL BE USED AS DIRECTED BY THE PROJECT ENGINEER TO REMOVE AND REPLACE THE TOP 3" OF ASPHALT IN THE PRESSURE RELIEF

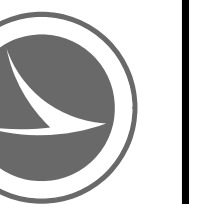
- ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449),
 SUM-480-0411 - 2 CY
 SUM-82-1014 - 1 CY
- ITEM 202, WEARING COURSE REMOVED, AS PER PLAN (T=3"),
 SUM-480-0411 - 25 SY
 SUM-82-1014 - 11 SY
- ITEM 407, TACK COAT, 702.13 @ 0.09 GAL/SY,
 SUM-480-0411 - 8 GAL
 SUM-82-1014 - 4 GAL

STRUCTURE GENERAL NOTES
SUM-480-0411, SUM-82-1014
UNDER SR 82, OVER POND BROOK

SFN

VARIOUS

DESIGN AGENCY



DESIGNER CHECKER

KMK

REVIEWER

MJP MM-DD-YY

PROJECT ID

110669

SUBSET TOTAL

1 2

SHEET TOTAL

P.19 20

CALC:	KMK	DATE:	8/9/2023
CHECKED:	MJP	DATE:	2/1/2024

ESTIMATED QUANTITIES																
SUM-480-0411 7706960 04/MS/47		SUM-82-1014 7707037 05/S>2/47		BRIDGE NO. / STRUCTURE FILE NO.						ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET		
LS		LS									201	11001	LS	CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES / STRUCTURES / CULVERTS	1 / 2	
25		11									202	23501	SY	WEARING COURSE REMOVED, AS PER PLAN (T=3")	1 / 2	
8		4									407	13900	GAL	TACK COAT, 702.13 @ 0.09 GAL/SY	1 / 2	
2		1									441	70101	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449)	1 / 2	
48											512	74550	FT	REMOVAL OF EXISTING PAVEMENT MARKING	1 / 2	

STRUCTURE ESTIMATED QUANTITIES
 SUM-480-0411, SUM-82-1014
 UNDER SR 82, OVER POND BROOK

SFN	VARIOUS	
DESIGN AGENCY		
DESIGNER	KMK	CHECKER
REVIEWER	MJP MM-DD-YY	
PROJECT ID	110669	
SUBSET	2	TOTAL 2
SHEET	P.20	TOTAL 20