

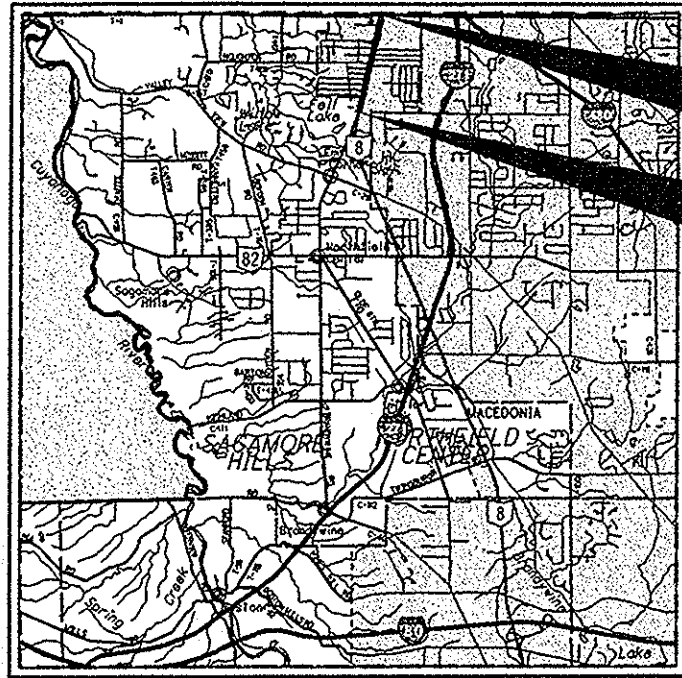
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

SUM-8-20.27
VILLAGE OF NORTHFIELD
SUMMIT COUNTY

PROJECT DESCRIPTION

IMPROVEMENT OF 1.05 MILES OF SR 8 BY PLANING THE SURFACE AND PLACING AN ASPHALT LAYER.

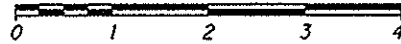
PROJECT EARTH DISTURBED AREA: 0 ACRES
ESTIMATED CONTRACTOR EDA: N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA: N/A (MAINTENANCE PROJECT)



LOCATION MAP

LATITUDE: 41°20'8" LONGITUDE: 81°31'51"

SCALE IN MILES



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	-----
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

DESIGN DESIGNATION

DESIGN FUNCTIONAL CLASSIFICATION:

URBAN MINOR ARTERIAL

NHS PROJECT ----- NO

DESIGN EXCEPTIONS

NONE

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTION	2
GENERAL NOTES	3-4
MAINTENANCE OF TRAFFIC NOTES	5
GENERAL SUMMARY	6-7
PAVEMENT CALCULATIONS	8
CURB RAMP SUB SUMMARY	9
PAVEMENT MARKING SUB SUMMARY	10
RAISED PAVEMENT MARKER SUB SUMMARY	11

2013 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 APPROVED 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.

SUM - SR 0008 20.27
140396 PID - 86937
Dist 4 6/26/2014
Contract Proposal Available @ www.contracts.dot.state.oh.us/home

FEDERAL PROJECT NO.
E091(311)

PID NO.
86937

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

SUM-8-20.27

1/11

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 UNDERGROUND
PROTECTION SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
ODOT-- DISTRICT 4, PLANNING & ENGINEERING
2088 SOUTH ARLINGTON RD
AKRON, OH 44306

ENGINEERS SEAL:

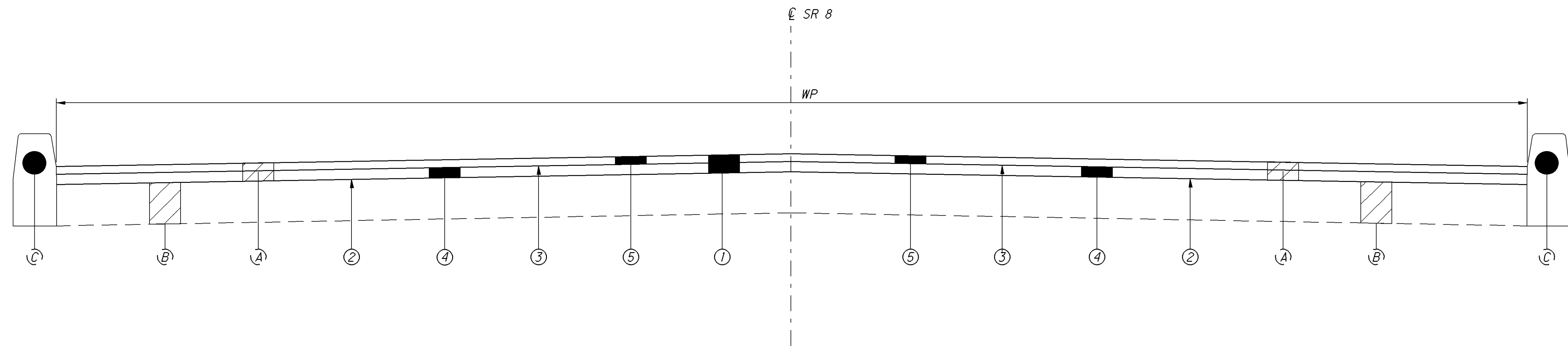
SIGNED: *Thomas Powell*
DATE: 03-26-14

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	4/20/12	TC-41.20	10/18/13	800-2013	4/18/14
BP-4.1	7/19/13	TC-42.20	10/18/13	821	4/20/12
BP-5.1	7/19/13	TC-52.10	10/18/13	832	1/17/14
BP-7.1	10/15/10	TC-52.20	1/17/14		
		TC-65.10	1/17/14		
DM-4.3	7/19/13	TC-65.11	1/17/14		
DM-4.4	7/20/12	TC-71.10	1/17/14		
		TC-82.10	10/18/13		
MT-95.31	7/19/13				
MT-95.32	7/19/13				
MT-97.10	7/19/13				
MT-97.12	7/19/13				
MT-99.20	7/19/13				
MT-101.90	7/19/13				
MT-105.10	7/19/13				
MT-110.10	7/19/13				

APPROVED: *[Signature]*
DATE: 3-28-14
DISTRICT DEPUTY DIRECTOR

APPROVED: *[Signature]*
DATE: 4-15-14
DIRECTOR, DEPARTMENT OF TRANSPORTATION

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SR 8 (1)			
SLM		AVG WP (FT)	LENGTH (MILES)
FROM	TO		
20.27	20.32	60	0.05
20.32	20.64	48	0.32
20.64	20.71	60	0.07
20.71	21.32	48	0.61

LEGEND

- ① ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T= 3½"), AS PER PLAN
- ② ITEM 407, TRACKLESS TACK @ 0.15 GAL/SY
- ③ ITEM 407, TRACKLESS TACK FOR INTERMEDIATE COURSE @ 0.04 GAL/SY
- ④ ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 PG64-22 (T= 2")
- ⑤ ITEM 448, ASPHALT CONCRETE SURFACE COURSE, TYPE PG70-22M, AS PER PLAN (T= 1 ½")
- (A) EXISTING ASPHALT SURFACE
- (B) EXISTING PLAIN CONCRETE BASE
- (C) EXISTING CURB

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, THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO & GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGPUPS), THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEAD-QUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
OGPUPS 1-800-925-0988
ODOT 330-786-3145 KEN GREENE

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.

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.

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.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS [AT LEAST 3 DAYS PRIOR TO PERFORMING THE WORK CONTACT THE TRAFFIC OFFICE AT 330-786-3147 TO CONFIRM THE WIDTHS]:

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 8	20.27 TO 21.32	12'

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 2 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. 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 PERTINENT BID ITEM.

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:

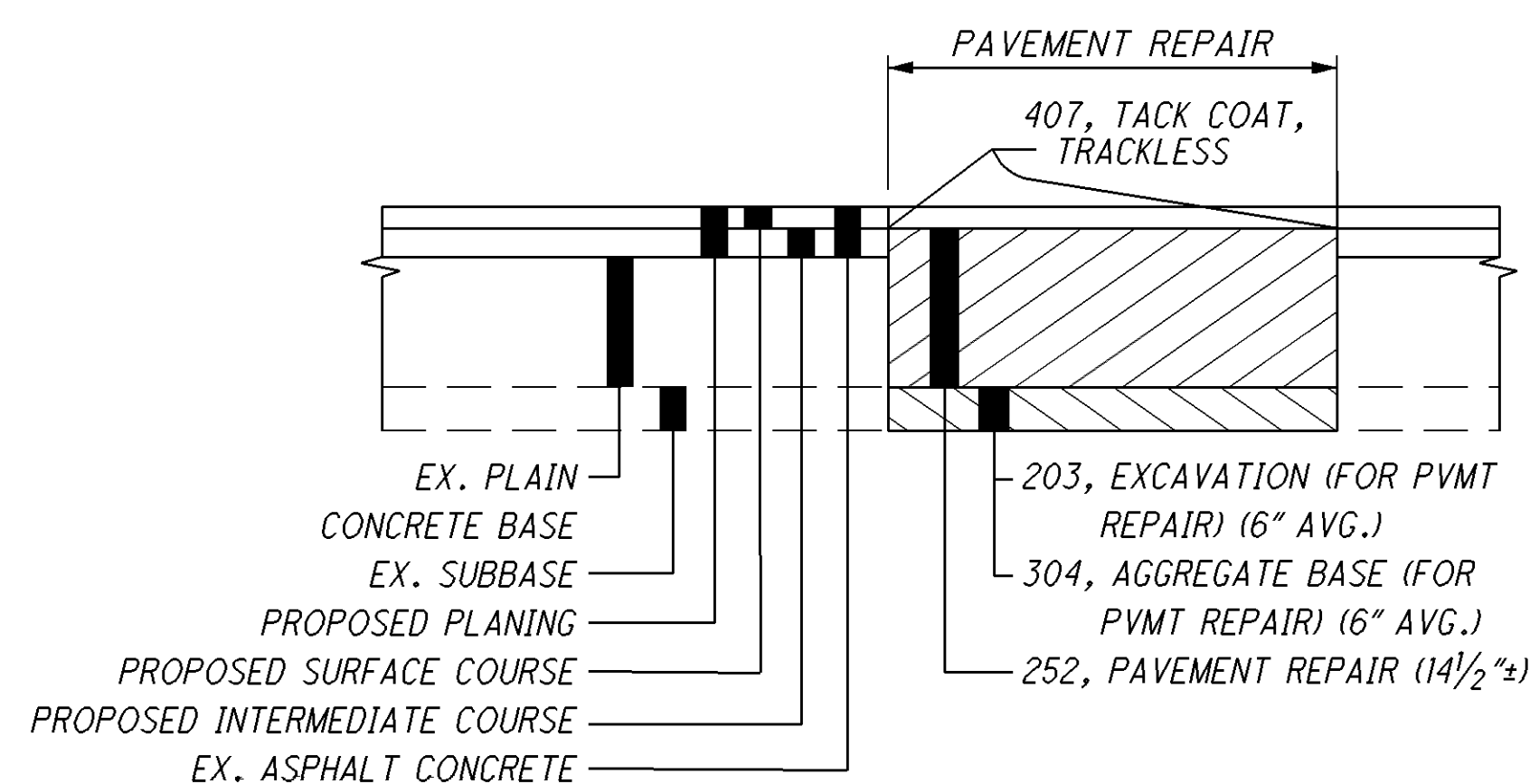
203, EXCAVATION (FOR PAVEMENT REPAIR) 200 CU YD

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

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 14 1/2" ± 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 WILL BE PERFORMED AFTER THE COMPLETION OF MAINLINE INTERMEDIATE COURSE PAVING. ALSO, THIS ITEM WILL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE INTERMEDIATE COURSE PAVING. 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

252, FULL DEPTH PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN, 1200 SQ YD

252, FULL DEPTH PAVEMENT SAWING, 3600 FT



ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED IN CONFORMANCE WITH ITEM 254 IN THE CMS EXCEPT THE DEPTH SHALL VARY FROM 3 1/2" TO THE TOP OF THE CONCRETE WHICHEVER IS FIRST. THIS WORK SHALL BE PERFORMED SO THAT THE BRICK BASE IS NOT DISTURBED. ALL EQUIPMENT, LABOR, TOOLS, AND OTHER INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

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) 200 CU YD

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

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 609- CURB TYPE 6

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND ARE TO BE USED AS DIRECTED BY THE ENGINEER TO REPAIR THE EXISTING CURB.

ITEM 202, CURB REMOVED, 650 FT
ITEM 609, CURB TYPE 6, 650 FT

ITEM 611- MANHOLE ADJUSTED TO GRADE, AS PER PLAN

GRADE RINGS SHALL NOT BE USED TO ADJUST MANHOLES TO GRADE. ALL OTHER REQUIREMENTS SHALL STILL BE APPLICABLE.

ITEM 611, MANHOLE ADJUSTED TO GRADE, AS PER PLAN 10 EACH

ITEM 611- CATCH BASIN ADJUSTED TO GRADE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AND IS TO BE USED AS DIRECTED BY THE ENGINEER TO ADJUST CATCH BASINS TO GRADE.

611, CATCH BASIN ADJUSTED TO GRADE, 9 EACH

CURB RAMPS / DETECTABLE WARNINGS

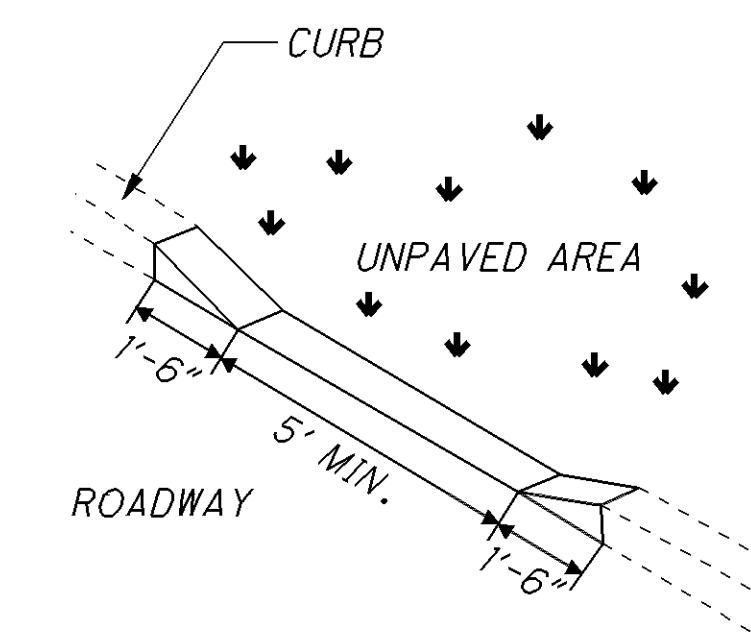
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

PEDESTRIAN CURB CUTS

THE CONTRACTOR WILL PROVIDE CURB CUTS, AS DETAILED BELOW WHERE CURB CURRENTLY EXISTS. THE FOLLOWING ITEMS WILL BE USED TO REMOVE THE EXISTING CURB AND INSTALL NEW PEDESTRIAN CURB CUTS (ALL ITEMS MAY NOT BE USED AT ALL LOCATIONS):

- ITEM 202, CURB REMOVED
- ITEM 203, EXCAVATION
- ITEM 203, EMBANKMENT
- ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2
- ITEM 609, CURB, TYPE 6
- ITEM 659, SEEDING AND MULCHING

REFER TO THE CURB RAMP SUB-SUMMARY FOR LOCATIONS AND QUANTITIES.



PEDESTRIAN CURB CUT

ITEM 638- VALVE BOX ADJUSTED TO GRADE

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AND IS TO BE USED AS DIRECTED BY THE ENGINEER TO ADJUST EXISTING VALVE BOXES TO GRADE.

638, VALVE BOX ADJUSTED TO GRADE, 4 EACH

ITEM SPECIAL - TACK COAT, TRACKLESS TACK

ITEM SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION.

ALTERNATE PRODUCTS TO BE USED MUST BE ON FILE WITH THE NEW PRODUCT ENGINEER AT THE TIME OF THE ADVERTISEMENT DATE OF THE PROJECT PLANS. PLEASE CONTACT BRAD YOUNG, ODOT NEW PRODUCT ENGINEER, 614-351-2882.

THIS WORK IS CONSIDERED AN EXPERIMENTAL CONSTRUCTION FEATURE FOR EVALUATION OF PRODUCTS THAT ARE ON FILE WITH THE NEW PRODUCT ENGINEER.

MEET ALL REQUIREMENTS OF ODOT 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

A MANUFACTURER'S REPRESENTATIVE MUST BE AT THE PROJECT SITE DURING THE FIRST TWO DAYS OF APPLICATION OF TRACKLESS TACK.

MATERIAL: IF USING BLACKLIDGE TRACKLESS TACK THE MATERIAL WILL CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	AASHTO T59	15	100
STORAGE STABILITY, 24 HRS, %	AASHTO T59	--	1
STORAGE STABILITY, 5 DAYS, %	AASHTO T59	--	5
RESIDUE BY DISTILLATION, %	AASHTO T59	50	--
OIL DISTILLATE, %	AASHTO T59	--	1
SIEVE TEST, %	AASHTO T59	--	0.30
TEST ON RESIDUE			
PENETRATION, @ 25°C,	AASHTO T49	--	20
SOFTENING POINT RANGE DEG C	AASHTO T53	65	--
SOLUBILITY, %	AASHTO T44	97.5	--
ORIGINAL BINDER DSR@82°C G*/SIN δ,10 RAD/SEC	AASHTO T315	1.00	--

FOR TRACKLESS TACK OTHER THAN BLACKLIDGE TRACKLESS TACK, THE MATERIAL WILL CONFORM TO THE PHYSICAL PROPERTIES SUPPLIED BY THE NEW PRODUCT ENGINEER FOR THE TESTS LISTED BELOW:

PARAMETER	TEST METHOD
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	AASHTO T59
STORAGE STABILITY, 24 HRS, %	AASHTO T59
STORAGE STABILITY, 5 DAYS, %	AASHTO T59
RESIDUE BY DISTILLATION, %	AASHTO T59
OIL DISTILLATE, %	AASHTO T59
SIEVE TEST, %	AASHTO T59
TEST ON RESIDUE	
PENETRATION, @ 25°C,	AASHTO T49
SOFTENING POINT RANGE DEG C	AASHTO T53
SOLUBILITY, %	AASHTO T44
ORIGINAL BINDER DSR@82°C G*/SIN δ,10 RAD/SEC	AASHTO T315

NOTE: TRACKLESS TACK SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC.

ACCEPTANCE AND SAMPLING OF MATERIALS: FOR ALL TRACKLESS TACK SUPPLY CERTIFIED TEST DATA FROM AN INDEPENDENT LABORATORY TO THE ENGINEER AND TO THE DISTRICT LABORATORY SHOWING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS THE PROPERTIES SUPPLIED BY THE NEW PRODUCT ENGINEER.

DURING CONSTRUCTION, ODOT PERSONNEL WILL SAMPLE AND SUPPLY TO THE DISTRICT TEST LAB A MINIMUM OF 2 QUARTS OF TRACKLESS TACK SAMPLED FROM THE DISTRIBUTOR ON THE FIRST DAY OF APPLICATION. CLEARLY MARK ON THE SAMPLES THE MANUFACTURER'S NAME, PROJECT NUMBER, AND THE WORDS "TRACKLESS TACK".

ADDITIONAL SAMPLING OF BLACKLIDGE TRACKLESS TACK WILL FOLLOW THE REQUIREMENTS OF ITEM 407. FOR ALTERNATE TRACKLESS TACK MATERIAL, 2 QUARTS OF MATERIAL WILL BE SAMPLED EACH DAY THE MATERIAL IS USED.

EQUIPMENT: SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO

APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180° F. DO NOT EXCEED 180°F. THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

PERFORMANCE OF TRACKLESS TACK: FOR ANY TRACKLESS TACK USED SUPPLY DATA FOR SHEAR AND TENSILE BOND STRENGTH ACCORDING TO METHODS DESCRIBED IN VIRGINIA TRANSPORTATION RESEARCH COUNCIL REPORT VTRC 09-R21. RANDOMLY TAKE 6-4 INCH DIAMETER CORES FROM THE PROJECT AND PERFORM 3 SHEAR AND 3 TENSILE BOND STRENGTH TESTS. BE SURE CORES TAKEN INCLUDE BOTH AN ASPHALT LAYER ABOVE AND ASPHALT LAYER BELOW THE TRACKLESS TACK LAYER.

DETERMINE THE TIME TO SET FOR THE MATERIAL TO BECOME TRACKLESS. THE ENGINEER WILL REPORT ANY ISSUES WITH EXCESSIVE TIME TO SET, OR AFTER SET ISSUES WITH STICKINESS, OR PICKUP OF THE TACK TO THE DET AND NEW PRODUCT ENGINEER, BRAD YOUNG 614-351-2882.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE AND SUPPLY BLACKLIDGE TRACKLESS TACK FOR THE REMAINDER OF THE PROJECT AT NO COST TO THE DEPARTMENT.

ANY FAILING EXPERIMENTAL TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE NEW PRODUCT ENGINEER'S LIST.

IN THE EVENT THE PRODUCT FAILS TO PERFORM TO THE SATISFACTION OF THE DEPARTMENT, THE MANUFACTURER MAY PERFORM THE FOLLOWING ITEMS IN ORDER TO BE CONSIDERED FOR FUTURE EXPERIMENTAL CONSTRUCTION FEATURE PROJECTS:

1. SUBMIT IN WRITING TO THE DEPARTMENT THE REASON(S) WHY PRODUCT FAILED TO PERFORM

- AND DETAIL CHANGES THAT WILL BE MADE TO ELIMINATE THE CAUSE(S) OF FAILURE, AND
2. PROPOSE CHANGES TO THE PRODUCT'S SPECIFICATIONS, AND
3. SUBMIT SAMPLES OF THE REDEVELOPED PRODUCT TO THE LABORATORY FOR TESTING TO THE NEW SPECIFICATIONS, AND
4. DEMONSTRATE TO THE DEPARTMENT SUCCESSFUL USE OF THE MATERIAL ON AT LEAST ONE NON-ODOT PROJECT.

WHEN THE ABOVE ITEMS ARE COMPLETED TO THE DEPARTMENT'S SATISFACTION, THE REDEVELOPED AND FIELD TESTED PRODUCT MAY BE PUT BACK ON FILE WITH THE NEW PRODUCT ENGINEER AND EVALUATED ON FUTURE ODOT PROJECTS USING THE EXPERIMENTAL CONSTRUCTION FEATURE PROCESS.

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CALCULATED
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GENERAL NOTES

SUM - 8 - 20.27

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT AND COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.

5. TRUCK MOUNTED ATTENUATORS (TMA'S) SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS ONE (1) MILE.

7. ONLY DURING OFF-PEAK PERIODS (a ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

8. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

PLANED SURFACES

TRAFFIC IS NOT PERMITTED TO BE MAINTAINED ON THE MILLED SURFACE EXCEPT AS REQUIRED TO MAINTAIN ACCESS TO DRIVEWAYS.

9. A QUANTITY OF 10 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

10. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

11. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGN HAS BEEN INCLUDED IN THE PLAN. THIS QUANTITY SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING SIGNS: W8-1 [BUMP], W8-H13 [NO EDGE LINES], R4-1 [DO NOT PASS], R4-2 [PASS WITH CARE], W8-11 [UNEVEN LANES]. THESE QUANTITIES SHALL BE AS PER 614.04.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

PHASE I- PLANED SURFACE

- 614, WORK ZONE LANE LINE, CLASS II, 2.10 MILE
- 614, WORK ZONE CENTER LINE, CLASS II, 1.08 MILE
- 614, WORK ZONE STOP LINE, CLASS I, 198 FT
- 614, WORK ZONE CHANNELIZING LINE, CLASS I, 144 FT
- 614, WORK ZONE MARKING SIGN, (ALL PHASES) 16 EACH

PHASE II- INTERMEDIATE COURSE

- 614, WORK ZONE LANE LINE, CLASS II, 2.10 MILE
- 614, WORK ZONE CENTER LINE, CLASS II, 1.08 MILE
- 614, WORK ZONE STOP LINE, CLASS I, 198 FT
- 614, WORK ZONE CHANNELIZING LINE, CLASS I, 144 FT

PHASE III- SURFACE COURSE

- 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 2.10 MILE
- 614, WORK ZONE CENTERLINE, CLASS III, 642 PAINT 1.08 MILE
- 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT 198 FT
- 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 144 FT

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

LANE CLOSURE RESTRICTIONS

THE CONTRACTOR SHALL PERFORM ALL PAVEMENT PLANING, RESURFACING, AND FULL DEPTH REPAIRS ON SR-8 FROM 8PM TO 6AM SUNDAY THROUGH THURSDAY.

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 OR EVENTS:

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 HOLIDAY OR EVENT	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 FRIDAY
THURSDAY (THANKSGIVING ONLY)	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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$3000 FOR EACH HOUR THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

WINTER TRAFFIC LIMITATIONS

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 15 AND APRIL 1. NOVEMBER 14 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND DISINCENTIVES OF \$500 SHALL BE ASSESSED FOR EACH CALENDAR DAY THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE CONTRACTOR MAY CLOSE LANES PRIOR TO APRIL 1 WITH WRITTEN APPROVAL FROM THE DISTRICT CONSTRUCTION ENGINEER.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 632 - DETECTOR LOOP, AS PER PLAN

THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE (330-786-3146) THREE WORKING DAYS PRIOR TO ANY PLANING OR TRENCHING AT THE FOLLOWING INTERSECTIONS:

- SR 8 AND SUMMIT PLAZA
- SR 8 AND LEDGE RD

LOOP DETECTORS DISTURBED BY PAVEMENT PLANING OR TRENCHING SHALL BE ABANDONED IN PLACE. THE LOOP DETECTOR WIRE WILL BE CUT INTO THE PAVEMENT AFTER THE PROPOSED SURFACE COURSE HAS BEEN PLACED. ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS SPECIFIED BELOW. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST IT. ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10 AND THE LOOP SHALL BE PLACED AT THE SAME LOCATION AS THE EXISTING LOOPS.

THE QUANTITIES LISTED BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE NEW LOOP DETECTOR WIRES SHALL BE RUN INTO THE EXISTING CONTROL BOX OR THE EXISTING PULLBOX. INCLUDED IN THIS ITEM IS THE POURED EPOXY TYPE CABLE SPLICE KIT (CONFORMING TO 725.15E) THAT MUST BE USED IN MAKING THESE CONNECTIONS. ALL NECESSARY MATERIAL, LABOR, SPLICE KITS AND EQUIPMENT SHALL BE INCIDENTAL TO PAYMENT OF THESE ITEMS.

632 DETECTOR LOOP, AS PER PLAN, 3 EACH (ADD)

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MAINTENANCE OF TRAFFIC GENERAL NOTES

SUM-8-20.27

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MAIN ROUTE	INTERSECTING ROUTE	QUADRANT RL=REAR LT, RR=REAR RT FL=FWD LT, FR=FWD RT (LOOKING UPSTATION)	CURB RAMP TYPE (SCD BP-7.1, SHEET 2/3)	202	202	202	202	202		203	203	608	608	608	608		609	609	659		
				PAVEMENT REMOVED SQ YD	PAVEMENT REMOVED, ASPHALT SQ YD	WALK REMOVED SQ FT	CURB REMOVED FT	CURB AND GUTTER REMOVED FT		EXCAVATION (FOR WALK OR CURB RAMP INSTALLATION) CU YD	EMBANKMENT CU YD	4" CONCRETE WALK SQ FT	6" CONCRETE WALK SQ FT	CURB RAMP SQ FT	DETECTABLE WARNING SQ FT		COMBINATION CURB AND GUTTER, TYPE 2 FT	CURB, TYPE 6 FT	SEEDING AND MULCHING SQ YD		
SR 8	LEDGE RD	FR	B2			24.00		6.00						24.00							
SR 8	LEDGE RD	FL		1.78											8.00						
SR 8	LEDGE RD	RR					8.00			1.00	1.00							8.00	4.44		
SR 8	LEDGE RD	RL					8.00			1.00	1.00							8.00	4.44		
SR 8	MAY AVE	FL		1.78											8.00						
SR 8	MAY AVE	RL		1.78											8.00						
SR 8	ROSEWOOD AVE	FL	B2			40.00		10.00						40.00							
SR 8	ROSEWOOD AVE	RL	B2			40.00		10.00						40.00							
SR 8	BIRCH AVE	FL	B2			36.00		9.00						36.00							
SR 8	BIRCH AVE	RL	B2			36.00		9.00						36.00							
SR 8	CHESTNUT AVE	FL																			
SR 8	CHESTNUT AVE	RL				20.00		5.00						20.00							
SR 8	MAPLE AVE	FL		1.78											8.00						
SR 8	MAPLE AVE	RL													8.00						
SR 8	SUMMIT PLAZA	FR		1.78											8.00						
SR 8	SUMMIT PLAZA	RR		1.78											8.00						
SR 8	BEACH AVE	FL		1.78											8.00						
SR 8	BEACH AVE	RL		1.78											8.00						
SR 8	NORTH PLAZA DR	FR				28.00		7.00						28.00							
SR 8	NORTH PLAZA DR	RR		1.78											8.00						
SR 8	HOUGHTON RD	FL		1.78										8.00							
SR 8	HOUGHTON RD	RL		1.78										8.00							
SR 8	MAGNOLIA AVE	FR	B2			32.00		8.00						32.00							
SR 8	MAGNOLIA AVE	RR	B2			32.00		8.00						32.00							
SR 8	FELL AVE	FL	B2			36.00		9.00						36.00							
SR 8	FELL AVE	RL	B2			24.00		6.00						24.00							
SR 8	HEIGHTS AVE	FR	B2			64.00		16.00						64.00							
SR 8	HEIGHTS AVE	RR	B2			64.00		16.00						64.00							
SR 8	SUMMIT AVE	FR													8.00						
SR 8	SUMMIT AVE	RR		1.78																	
SR 8	KENNEDY AVE	FL	B2			24.00		6.00						24.00							
SR 8	KENNEDY AVE	RL	B2			24.00		6.00						24.00							
SR 8	LOWRIE BLVD	FL	B2			32.00		8.00						32.00							
SR 8	LOWRIE BLVD	RL	B2			32.00		8.00						32.00							
SR 8	JAMES PL	FL	B2			32.00		8.00						32.00							
SR 8	JAMES PL	RL	B2			32.00		8.00						32.00							
SUBTOTALS				0.00	21.33	0.00	652.00	16.00	163.00	0.00	2.00	2.00	0.00	0.00	668.00	80.00	0.00	0.00	16.00	8.89	0.00
TOTALS CARRIED TO GENERAL SUMMARY				0	22	0	652	16	163	0	2	2	0	0	668	80	0	0	16	9	0

CURB RAMP SUB SUMMARY	CALCULATED	9
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COUNTY	ROUTE	LOCATION						621	621	621	621		621	REMARKS
		RPM, LOW PROFILE, YELLOW/YELLOW	RPM, LOW PROFILE WHITE/RED					RPM, LOW PROFILE, WHITE	RPM, LOW PROFILE YELLOW/RED	RAISED PAVEMENT MARKER REMOVED				
		FROM	TO					EACH	EACH	EACH	EACH		EACH	
SUM	8	20.27	21.32					73	72				87	
TOTALS CARRIED TO GENERAL SUMMARY				0	0	0	0	73	72	0	0	0	87	

CALCULATED	CNC
	CHECKED
MAC	
RAISED PAVEMENT MARKER SUB SUMMARY	
SUM - 8 - 20.27	

