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.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO. OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE. NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN. NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- 601, TIED CONCRETE BLOCK MAT, TYPE 1 8 SQ. YD.
- 611, 6" CONDUIT, TYPE F 100 FT.
- 611. PRECAST REINFORCED CONCRETE OUTLET 4 EACH
- 605. 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC - 100 FT.

ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN, CLASS QC1P

THIS WORK SHALL CONSIST OF CONSTRUCTING THE CONCRETE INCLUDING A STAMPED PATTERN AND DYED COLORING FOR THE ROUNDABOUT SPLITTER ISLANDS.

MATERIALS:

- A. CONCRETE SHALL BE IN ACCORDANCE WITH THE PLANS AND SECTION 609 OF THE ODOT STANDARD SPECIFICATIONS. CONCRETE SHALL BE CLASS QC1P.
- B. FOLLOW THE MANUFACTURER'S MIXING AND INSTALLATION REQUIREMENTS FOR COLORIZED CONCRETE. PROVIDE ONE OF THE **FOLLOWING:**
 - 1. CHROMIX C-32 "QUARRY RED" AS MANUFACTURED BY LM SCOFIELD COMPANY (1-800-800-9900)
 - 2. MIX-READY 160 "BRICK RED" AS MANUFACTURED BY DAVIS COLORS (1-800-356-4848)
 - 3. COLORFLO 417 "PAVER RED" AS MANUFACTURED BY SOLOMON COLORS (1-800-624-0261)
- C. COLORED CONCRETE WILL BE AN INTEGRAL COLORING APPLICATION, WITH COLORING ADDITIVES MIXED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. MIX UNTIL COLOR ADDITIVES ARE UNIFORMLY DISPERSED THROUGHOUT MIXTURE. COLOR SHALL BE UNIFORM THROUGHOUT THE CONCRETE.
- D. CURING COMPOUND FOR COLORED CONCRETE SHALL COMPLY WITH ASTM C309 AND BE APPROVED BY COLOR ADDITIVE MANUFACTURER FOR USE WITH COLORED CONCRETE. PROVIDE JS CLEAR COAT SEALER OR APPROVED EQUAL ON ALL SURFACES IN MATCHING COLOR. E. ADMIXTURES: DO NOT USE CALCIUM CHLORIDE ADMIXTURES.

CONSTRUCTION REQUIREMENTS:

- A. PROVIDE ONE FIELD SAMPLE OF THE SURFACE COLORS, TEXTURES AND PATTERNS SPECIFIED FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING WORK. THE SAMPLE SHALL BE 4'X8' MINIMUM IN SIZE AND BE CONSTRUCTED USING THE SAME TECHNIQUE AND MATERIALS INTENDED FOR THE FINAL PAVED SURFACE.
- B. PREPARE SUBGRADE AND INSTALL COLORED CONCRETE IN ACCORDANCE WITH THE PLANS AND SECTION 609 OF THE ODOT STANDARD SPECIFICATIONS, EXCEPT AS NOTED HEREIN.
- C.FINISH: COLORED CONCRETE SHALL BE STAMPED WITH A HERRINGBONE USED BRICK PATTERN. OR APPROVED EQUAL CONTRACTOR TO GET APPROVAL OF PATTERN FROM THE ENGINEER PRIOR TO PLACEMENT OF CONCRETE.
- D. CURING: APPLY CURING COMPOUND FOR COLORED CONCRETE IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. APPLY CURING COMPOUND AT CONSISTENT TIME FOR EACH POUR TO MAINTAIN CLOSE COLOR CONSISTENCY.
- E. PROTECT ADJACENT FINISHED SURFACES FROM SPLATTERS.
- F. DO NOT ADD WATER TO CONCRETE AT JOB SITE, FOG OR SPRAY SURFACE WITH WATER. OR PUT INTO PUMPS OR ONTO TOOLS OR BROOMS.
- G.DO NOT APPLY COLOR ADDITIVES MEANT FOR INTEGRAL COLORING TO SURFACE OF CONCRETE.
- H. TRANSVERSE CONCRETE JOINTS SHALL BE SAWCUT AT 10' INTERVALS MEASURED PERPENDICULAR TO THE CENTERLINE OF THE ROAD TO A MINIMUM OF 2" DEPTH. DOWELS ARE NOT REQUIRED AT THE JOINTS.

PAYMENT WILL INCLUDE THE COST OF FURNISHING AND PLACING ALL OF THE MATERIALS, FINISHING, AND TESTING. ODOT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE PER SQUARE YARD FOR ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN, CLASS QC1P.

ADA CURB RAMPS

GEOMETRIC DETAILS FOR CURB RAMPS NOT CATEGORIZED PER SCD BP-7.1 ARE PROVIDED ON SHEETS 475- 479. BASIS OF PAYMENT FOR THESE RAMPS WILL FOLLOW C&MS SECTION 608 AND WILL BE INCLUDED IN THE TOTAL QUANTITY FOR PAY ITEM - 608 CURB RAMPS.

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

PROVIDE CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. FURNISH A STUB MEETING THE REQUIREMENTS OF 707 WITH A MINIMUM LENGTH OF 2 FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THOROUGHLY CLEAN AND REGALVANIZE OR OTHERWISE SUITABLY REPAIR THE FIELD WELDED JOINT, IF USED. MEET WELDING REQUIREMENTS OF 513.21.

PROVIDE A MASONRY COLLAR PER STANDARD CONSTRUCTION DRAWING DM-1.1, TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB. WHEN PIPE OTHER THAN CORRUGATED METAL IS USED FOR THE LONGITUDINAL DRAINAGE.

PAYMENT FOR CUTTING INTO THE STRUCTURE AND PROVIDING THE CONNECTION DESCRIBED, IS INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 OR 522.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE. PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

DESCRIPTION:

THIS WORK CONSISTS OF PLACEMENT OF A SELF ADHESIVE GLASS FIBER MESH OVER JOINTS DESIGNATED IN THE PLAN AND/OR BY THE ENGINEER PRIOR TO PLACEMENT OF ASPHALT CONCRETE.

MATERIAL:

WHERE REINFORCEMENT IS PLACED BETWEEN SURFACE AND INTERMEDIATED COURSES. FURNISH GLASGRID FIBERCLASS REINFORCEMENT WITH MODIFIED POLYMER COATING AND PRESSURE-SENSITIVE ADHESIVE BACKING MEETING THE FOLLOWING PROPERTIES:

PROPERTIES	GlassGrid No. 8502
Material Width	5 ft.
Material - Self Adhesive fiberglass strand coated with elastomeric polymer per ASTM D6637	25% minimum dry pickup
Tensile Strength per ASTM D6637	655 x 1230 ± 85 lbs/in
Tensile Elongation ASTM D6637	2.5 ± 0.5%
Melting Point ASTM D276	>450 °F
Mass/Unit Area ASTM D5261	18 oz/sq yd
Grid pattern	0.5 in x 0.5 in

ITEM SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS, CONTINUED

WHERE REINFORCEMENT IS PLACED BETWEEN SURFACE COURSE AND A PLANED SURFACE. FURNISH GLASSGRID FIBERGLASS REINFORCEMENT WITH MODIFIED POLYMER COATING AND PRESSURE-SENSITIVE ADHESIVE BACKING BONDED TO A NONWOVEN POLYPROPYLENE MEETING THE **FOLLOWING PROPERTIES:**

PROPERTIES	GlassGrid No. GG200
Material Width	5 ft.
Material - Self Adhesive fiberglass strand coated with elastomeric polymer per ASTM D6637	25% minimum dry pickup
Tensile Strength per ASTM D6637	655 x 1230 ± 85 lbs/in
Tensile Elongation ASTM D6637	2.5 ± 0.5%
Melting Point ASTM D276	>450 °F
Mass/Unit Area ASTM D5261	22 oz/sq yd
Grid pattern	1.0 in x 0.75 in

BEFORE INSTALLATION SUBMIT A LETTER TO THE PROJECT ENGINEER WITH A STATEMENT CERTIFYING MATERIAL RECEIVED MEETS THE ABOVE PROPERTIES. SUBMIT TO THE PROJECT ENGINEER ACTUAL DATED (SALES FLYER DATA NOT ACCEPTABLE) TEST DATA WITH THE CERTIFICATION LETTER.

CONSTRUCTION:

PERFORM ALL REQUIRED REPAIRS PRIOR TO PLACING MESH.

ENSURE ALL AREAS WHERE MESH IS TO BE PLACED ARE FREE OF ALL DIRT AND OTHER LOOSE MATERIALS BY SWEEPING OR OTHER APPROVED METHOD. PLACE NON-TRACKING TACK COAT AT RATE SPECIFIED IN CMS AND WAIT 2 HOURS BEFORE PLACING THE MESH ON A PAVEMENT SURFACE THAT IS BETWEEN 40° F AND 140° F.

PLACE MESH UNDER TENSION TO PREVENT RIPPLING. REMOVE RIPPLES BY PULLING, OR IF NECESSARY (IN CURVES FOR EXAMPLE), BY CUTTING AND FLATTENING THE MESH. OVERLAP TRANSVERSE JOINTS OF THE MESH 3 TO 6 INCHES. OVERLAP LONGITUDINAL JOINTS OF THE MESH BY 1 INCH MINIMUM. ROLL THE MESH SURFACE 2 PASSES WITH A RUBBER COATED DRUM ROLLER, RUBBER TIRED ROLLER OR OTHER METHOD ACCEPTABLE TO THE MANUFACTURER. CLEAN RUBBER ROLLER IF BUILDUP ON THE RUBBER SURFACE INTERFERES WITH MESH PLACEMENT. DO NOT USE A STEEL DRUM ROLLER. PLACED MESH WILL HANDLE SPEED CONTROLLED EMERGENCY OR CONSTRUCTION TRAFFIC BUT DAMAGED SECTIONS MUST BE REMOVED AND/OR REPAIRED. AT THE CONTRACTOR'S EXPENSE. DO NOT ALLOW MUD OR OTHER MATERIAL TO COLLECT ON THE MESH PRIOR TO ASPHALT CONCRETE PLACEMENT. COVER MESH WITH ASPHALT CONCRETE THE SAME DAY UNLESS WEATHER BECOMES UNSUITABLE.

MEASUREMENT:

MEASURE MESH PLACEMENT BY THE LINEAL FEET OF JOINT COVERED. DO NOT ALLOW FOR MESH OVERLAP.

PAYMENT:

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES. COMPLETED IN PLACE, AT THE CONTRACT PRICES, AS DESCRIBED ABOVE, AS FOLLOWS:

ITEM UNIT SPECIAL SQ. YD. DESCRIPTION

REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

DESIGN AGENCY



DESIGNER MJL REVIEWER JMB 08/19/21 ROJECT ID 108547

3-3 704

SEQUENCE OF CONSTRUCTION

STAGE 1 PRE PHASE SR 82

TEMPORARY:

- INSTALL TEMPORARY SIGNAL POLES AND SIGNALS.
- REMOVE EXISTING MEDIAN BARRIER ALONG SR 82 AND CONSTRUCT
- TEMPORARY MEDIAN PAVEMENT FOR CROSSOVER ON WEST END.
- CONSTRUCT TEMPORARY PAVEMENT ALONG RAMPS A, B, C & D.
- CONSTRUCT TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE
- IN GRASS MEDIAN ON EAST END FOR CROSSOVER.
 REMOVE EXISTING ISLANDS AT RAMPS AND CONSTRUCT TEMPORARY
- REMOVE EXISTING ISLANDS AT RAMPS AND CONSTRUCT TEN
 PAVEMENT.
- CONSTRUCT TEMPORARY PAVEMENT ALONG EAST SIDE OF SR 46 FROM EDGE OF PAVEMENT TO EXISTING PIERS.

TRAFFIC:

- SR 82 TRAFFIC WILL REDUCE TO TWO (2) LANES EASTBOUND AND WESTBOUND WHERE EXISTING MEDIAN BARRIER ALONG SR 82 IS REMOVED.
- E. MARKET STREET RAMP TO EASTBOUND SR 82 WILL BE CLOSED. - ALL RAMPS WILL REMAIN OPEN DURING THE DAY. NIGHT CLOSURES

STAGE 1 PHASE 1 SR 82

CONSTRUCTION:

- REMOVE EXISTING SR 82 WESTBOUND BRIDGE.

WILL BE USED TO INSTALL TEMPORARY PAVEMENT.

- CONSTRUCT SR 82 WESTBOUND BRIDGE. THIS INCLUDES
- PIERS, ABUTMENTS AND WALLS.
- CONSTRUCT AND RAISE SR 82 WESTBOUND PAVEMENT BETWEEN RAMPS.

TRAFFIC:

- WESTBOUND SR 82 TRAFFIC WILL BE REDUCED TO ONE (1) LANE TO ENTER INTO A CROSS OVER EAST OF THE INTERCHANGE. STA. 795+00 WESTBOUND TRAFFIC WILL CROSS BACK OVER AROUND STA. 757+00.
- E. MARKET STREET TO EASTBOUND SR 82 WILL BE CLOSED AND THE TWO (2) LANES OF SR 82, ONE WILL REMAIN ON SR 82
- AND THE OTHER LANE WILL BE DIRECTED TO SR 46 AS AN EXIT ONLY.
 SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 1 STEP 1 SR 82

CONSTRUCTION:

- CONTINUE TO CONSTRUCT SR 82 WESTBOUND BRIDGE.
- THIS INCLUDES PIERS, ABUTMENTS AND WALLS.
- CONTINUE TO CONSTRUCT AND RAISE SR 82 WESTBOUND PAVEMENT BETWEEN RAMPS.
- CONSTRUCT NORTHERN PORTION OF RAMP C.
- CONSTRUCT NORTHERN PORTION OF RAMP D, ALONG WITH TEMPORARY PAVEMENT FROM SR 46 TO RAMP D.

TRAFFIC:

- WESTBOUND SR 82 TRAFFIC WILL REMAIN IN THE CROSSOVER CONFIGURATION AS NOTED IN STAGE 1 PHASE 1.
- EASTBOUND SR 82 TRAFFIC WILL REMAIN IN THE PREVIOUS CONFIGURATION AS NOTED IN STAGE 1 PHASE 1.
- RAMP C & D WILL MAINTAIN ONE (1) LANE OF TRAFFIC.
- SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 1 STEP 2 SR 82

CONSTRUCTION:

- CONTINUE TO CONSTRUCT SR 82 WESTBOUND BRIDGE.
- THIS INCLUDES PIERS, ABUTMENTS AND WALLS.
- CONTINUE TO CONSTRUCT AND RAISE SR 82 WESTBOUND PAVEMENT BETWEEN RAMPS.
- FINISH CONSTRUCTION OF RAMP C.
- FINISH CONSTRUCTION OF RAMP D.

STAGE 1 PHASE 1 STEP 2 SR 82 (CONT.)

TRAFFIC:

- WESTBOUND SR 82 TRAFFIC WILL REMAIN IN THE CROSSOVER CONFIGURATION AS NOTED IN STAGE 1 PHASE 1.
- EASTBOUND SR 82 TRAFFIC WILL REMAIN IN THE PREVIOUS CONFIGURATION AS NOTED IN STAGE 1 PHASE 1.
- RAMP C & D WILL MAINTAIN ONE (1) LANE OF TRAFFIC.
- SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 2 SR 82

CONSTRUCTION:

- REMOVE EXISTING SR 82 EASTBOUND BRIDGE.
- CONSTRUCT SR 82 EASTBOUND BRIDGE. THIS INCLUDES PIERS, ABUTMENTS AND WALLS.
- CONSTRUCT AND RAISE SR 82 EASTBOUND PAVEMENT BETWEEN RAMPS.

TRAFFIC:

- E. MARKET STREET TO EASTBOUND SR 82 WILL BE CLOSED AND THE TWO (2) LANES OF SR 82, ONE WILL ENTER CROSSOVER AT STA. 757+00 AND THE OTHER LANE WILL BE DIRECTED TO SR 46. TRAFFIC WILL CROSS BACK OVER AT STA. 795+00.
- ONE (1) WESTBOUND LANE WILL REMAIN ON SR 82 AND THE OTHER LANE WILL BE DIRECTED TO SR 46.
- SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 2 STEP 1 SR 82

CONSTRUCTION:

- CONTINUE TO CONSTRUCT SR 82 EASTBOUND BRIDGE BETWEEN RAMPS. THIS INCLUDES PIERS, ABUTMENTS AND WALLS.
- CONTINUE TO CONSTRUCT AND RAISE SR 82 EASTBOUND PAVEMENT BETWEEN RAMPS.
- CONSTRUCT SOUTHERN PORTION OF RAMPS A & B.

TRAFFIC:

- EASTBOUND TRAFFIC WILL REMAIN IN THE CROSSOVER CONFIGURATION AS NOTED ON STAGE 1 PHASE 2.
- WESTBOUND TRAFFIC WILL REMAIN IN THE PREVIOUS CONFIGURATION AS NOTED ON STAGE 1 PHASE 2.
- ALL RAMPS MAINTAIN ONE (1) LANE OF TRAFFIC.
- SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 2 STEP 2 SR 82

CONSTRUCTION:

- CONTINUE TO CONSTRUCT SR 82 EASTBOUND BRIDGE BETWEEN RAMPS. THIS INCLUDES PIERS, ABUTMENTS AND WALLS.
- CONTINUE TO CONSTRUCT SR 82 EASTBOUND PAVEMENT TO BE RAISED AND WIDENED BETWEEN RAMPS.
- FINISH CONSTRUCTION OF RAMP A.
- FINISH CONSTRUCTION ON RAMP B, ALONG WITH TEMPORARY PAVEMENT FROM SR 46 TO RAMP B FOR THE SOUTHBOUND LEFT TRAFFIC.

TRAFFIC:

- EASTBOUND TRAFFIC WILL REMAIN IN THE CROSSOVER CONFIGURATION AS NOTED IN STAGE 1 PHASE 2.
- WESTBOUND TRAFFIC WILL REMAIN IN THE PREVIOUS CONFIGURATION AS NOTED IN STAGE 1 PHASE 2.
- ALL RAMPS MAINTAIN ONE (1) LANE OF TRAFFIC.
- SR 46 WILL REMAIN IN ITS EXISTING LANE CONFIGURATION.

STAGE 1 PHASE 3 SR 82

CONSTRUCTION:

- CONSTRUCT SR 82 AND RAMP FINAL SURFACE COURSE AND PAVEMENT MARKINGS (AFTER STAGE 1 PHASE 2 STEP 2 SR 46).

TRAFFIC:

- SHIFT TRAFFIC INTO FINAL CONFIGURATION AND CLOSE LANES PER PERMITTED LANE CLOSURES.

STAGE 1 PHASE 1 STEP 1 SR 46

CONSTRUCTION:

- CONSTRUCT SR 82 WESTBOUND BRIDGE CENTER PIER.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL DROP THE LEFT LANE AND TWO (2) THROUGH LANES WILL SHIFT EAST ONTO TEMPORARY PAVEMENT. ONE (1) THROUGH AND ONE (1) DESIGNATED LEFT TURN LANE UNDER SR 82 BRIDGE.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT WEST ONTO TEMPORARY PAVEMENT. TWO (2) THROUGH LANES AND ONE (1) DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.

STAGE 1 PHASE 1 STEP 2 SR 46

CONSTRUCTION:

- CONSTRUCT SR 82 WESTBOUND BRIDGE ABUTMENTS AND OUTSIDE PIERS.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL DROP THE LEFT LANE AND TWO (2) THROUGH LANES WILL SHIFT WEST. ONE (1) THROUGH AND ONE (1) DESIGNATED LEFT TURN LANE UNDER SR 82 BRIDGE.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT EAST NORTH OF THE RAMPS. TWO (2) THROUGH LANES AND ONE (1) DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.

STAGE 1 PHASE 2 STEP 1 SR 46

CONSTRUCTION:

- CONSTRUCT SR 82 EASTBOUND BRIDGE CENTER PIER.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL DROP THE LEFT LANE AND TWO (2) THROUGH LANES WILL SHIFT EAST ONTO TEMPORARY PAVEMENT. ONE (1) THROUGH AND ONE (1) DESIGNATED LEFT TURN LANE UNDER SR 82 BRIDGE.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT WEST ONTO TEMPORARY PAVEMENT. TWO (2) THROUGH LANES AND ONE (1) DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.

STAGE 1 PHASE 2 STEP 2 SR 46

CONSTRUCTION:

- CONSTRUCT SR 82 EASTBOUND BRIDGE ABUTMENTS AND OUTSIDE PIERS.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL DROP THE LEFT LANE AND TWO (2) THROUGH LANES WILL SHIFT WEST. ONE (1) THROUGH AND ONE (1) DESIGNATED LEFT TURN LANE UNDER SR 82 BRIDGE.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT EAST NORTH OF THE RAMPS. TWO (2) THROUGH LANES AND ONE (1) DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.

STAGE 2 PRE PHASE SR 46

TEMPORARY:

- CONSTRUCT TEMPORARY PAVEMENT ALONG THE WEST SIDE OF SR 46. TRAFFIC:
- SR 46 NORTHBOUND WILL MAINTAIN TWO (2) THROUGH LANDES SOUTH OF THE RAMPS UNDER THE SR 82 BRIDGE, ONE (1) THROUGH LANE WILL REMAIN AND ONE (1) DESIGNATED LEFT TURN LANE.
- SR 46 SOUTHBOUND TRAFFIC WILL MAINTAIN ONE (1) THROUGH LANE NORTH OF THE RAMPS. UNDER THE SR 82 BRIDGE, TWO (2) THROUGH LANDES AND ONE (1) DESIGNATED LEFT TURN LANE.

STAGE 2 PHASE 1 SR 46

CONSTRUCTION:

- CONSTRUCT AND WIDEN SR 46 EAST SIDE OF ROAD, SOUTH OF THE RAMPS TO NORTH OF KETTERING STREET.
- CONSTRUCT SR 46 SHOULDERS ON THE EAST SIDE FROM NORTH OF KETTERING STREET TO JUST SOUTH OF E. MARKET STREET.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL MAINTAIN TWO (2) THROUGH LANES SOUTH OF THE RAMPS SHIFTED TO THE WEST ON SR 46. UNDER THE SR 82 BRIDGE, ONE (1) THROUGH LANES WILL REMAIN AND TWO (2) DESIGNATED LEFT TURN LANES.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT WEST NORTH OF THE RAMPS ONTO TEMPORATY PAVEMENT. TWO (2) THROUGH LANES NORTH OF THE BRIDGE WILL TRAVEL SOUTH UNDER THE BRIDGE. TWO (2) THROUGH LANES AND ONE (1) DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.
- SR 46 NORTH OF KETTERING STREET, ONE LANE OF TRAFFIC NORTH AND SOUTHBOUND WILL SHIFT WEST TO THE EXISTING SHOULDER.

STAGE 2 PHASE 1 STEP 1 SR 46

CONSTRUCTION:

- CONSTRUCT RAMP B & C PAVEMENT TIE IN WITH SR 46.
- CONSTRUCT RAMP B & C TEMPORARY PAVEMENT TO

TIE INTO SR 46.

TO NORTH OF KETTERING STREET.

TRAFFIC:

- NORTHBOUND TRAFFIC WILL REMAIN IN THE SAME CONFIGURATION AS NOTED IN STAGE 2 PHASE 1.

- CONSTRUCT THE CENTER PORTION OF SR 46 NORTH OF THE RAMPS

- SOUTHBOUND TRAFFIC WILL REMAIN IN THE SAME CONFIGURATION AS NOTED IN STAGE 2 PHASE 1.
- SR 46 SOUTHBOUND LEFT TO RAMP B ALONG WITH THE RAMP C LEFT TO SR 46 SOUTHBOUND WILL BE CLOSED.

STAGE 2 PHASE 2 SR 46

- CONSTRUCTION:
 CONSTRUCT AND WIDEN SR 46 WEST SIDE OF ROAD, SOUTH OF THE
- RAMPS TO NORTH OF KETTERING STREET.
 CONSTRUCT SR 46 SHOULDERS ON THE WEST SIDE FROM NORTH OF KETTERING STREET TO JUST SOUTH OF E. MARKET STREET.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL MAINTAIN TWO (2) THROUGH LANES SOUTH OF THE RAMPS SHIFTED TO THE EAST ON SR 46. UNDER THE SR 82 BRIDGE, ONE (1) THROUGH LANES WILL REMAIN AND TWO (2) DESIGNATED LEFT TURN LANES.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT EAST NORTH OF THE RAMPS.
 TWO (2) THROUGH LANES NORTH OF THE BRIDGE WILL TRAVEL SOUTH
 UNDER THE BRIDGE. TWO (2) THROUGH LANES AND ONE (1)
 DESIGNATED LEFT TURN LANE WILL REMAIN UNDER SR 82 BRIDGE.
 -SR 46 NORTH OF KETTERING STREET, ONE LANE OF TRAFFIC NORTH AND
 SOUTHBOUND WILL SHIFT EAST TO THE SHOULDER.

DESIGN AGENCY

ESIGNER



REM
REVIEWER
KF 08/19/21
PROJECT ID

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46/82

STAGE 2 PHASE 2 STEP 1 SR 46

CONSTRUCTION:

- CONSTRUCT RAMP A & D PAVEMENT TIE IN WITH SR 46, INCLUDING THE ISLANDS.
- WEEKEND CLOSURE OF THE RAMP MAY BE REQUIRED TO CONSTRUCT THE RAMP TIE IN.

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL REMAIN IN THE SAME CONFIGURATION AS NOTED IN STAGE 2 PHASE 2.
- SR 46 SOUTHBOUND TRAFFIC WILL REMAIN IN THE SAME CONFIGURATION AS NOTED IN STAGE 2 PHASE 2.
- SR 46 NORTHBOUND LEFT TO RAMP D ALONG WITH THE RAMP A LEFT TO SR 46 NORTHBOUND WILL BE CLOSED.

STAGE 2 PHASE 3 SR 46

CONSTRUCTION:

- INSTALL UPDATED TEMPORARY SIGNAL POLES AND SIGNALS.
- CONSTRUCT THE REMAINING PORTIONS OF ISLANDS WITHIN THE RAMP INTERSECTIONS AND ON SR 46.
- CONSTRUCT FINAL TRAFFIC SIGNAL AND CONTROLLER.
- CONSTRUCT SR 46 FINAL SURFACE COURSE AND PAVEMENT **MARKINGS**

TRAFFIC:

- SR 46 NORTHBOUND TRAFFIC WILL SHIFT INTO THE DDI
- CONFIGURATION WITH TWO (2) LANES.
- SR 46 SOUTHBOUND TRAFFIC WILL SHIFT INTO THE DDI CONFIGURATION WITH TWO (2) LANES.
- PRIOR TO SHIFTING INTO DDI CONFIGURATION, CONTRACTOR SHALL WORK WITH ODOT AND CITY TO NOTIFY PUBLIC IN ADVANCE OF THE NEW TRAFFIC PATTERNS.
- MAINTAIN A MINIMUM OF ONE (1) THRU LANE IN EACH DIRECTION WHEN CONSTRUCTING SR 46 FINAL SURFACE COURSE AND PAVEMENT MARKINGS.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 615. CLASS A PAVEMENT WILL BE USED ON THIS PROJECT. THE ALIGNMENT AND PAVEMENT TYPICAL SECTION SHALL BE AS DETAILED ON SHEETS 59 - 148. THE EXISTING PAVEMENT/SHOULDER SHALL BE SAWCUT AS PER 203.04(E).

QUANTITY HAS BEEN PROVIDED IN THE MOT SUBSUMMARIES FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN WHICH INCLUDES PAVEMENT PLACED, MAINTAINED, AND REMOVED.

PAVEMENT FOR MAINTAINING TRAFFIC SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL WORK ZONE TRAFFIC CONTROL DEVICES. SIGNS, PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIERS HAVE BEEN ERECTED AND APPROVED BY THE ENGINEER.

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 615. EXISTING FEATURES OUTSIDE OF THE PROPOSED WORK LIMITS THAT WERE IMPACTED BY THE INSTALLATION OF PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF PROJECT.

ALL WORK ASSOCIATED WITH REMOVAL AND RESTORATION OF EXISTING SHOULDER PAVEMENT, MEDIAN BARRIER, GRADING, ETC. ARE CONSIDERED INCIDENTAL TO THIS ITEM ALONG WITH REMOVAL OF TEMPORARY DRAINAGE FACILITIES AND RESTORATION OF EXISTING MODIFIED CATCH BASINS TO THEIR ORIGINAL CONDITION.

ALTHOUGH ESTIMATES FOR TEMPORARY EXCAVATION AND EMBANKMENT ARE PROVIDED IN THE EARTHWORK FOR MAINTAINING TRAFFIC GENERAL NOTE, THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITH PAYMENT FOR ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) AND TRUMBULL COUNTY (330-675-2640) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING ANY EXISTING SIGNS THAT CONFLICT WITH THE DETOURS OR AS DIRECTED BY THE ENGIEER. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PER-MITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCE-MENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSI-BILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CON-SIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST *IS APPROPRIATE.*

IN GENERAL LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONE.

THE LEOS WORK AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COM-MUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RE-TURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINT-ENANCE 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 400 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) IN-CURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614. LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE B, AS PER PLAN

TRAFFIC COMPACTED SURFACE SHALL BE UTILIZED WHEN TEMPORARY PAVEMENT IS NECESSARY FOR PHASED DRIVEWAY CONSTRUCTION AND SHALL BE CONSTRUCTED PER ODOT C&MS SECTION 410. UPON COMPLETION OF THE DRIVEWAY CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE TRAFFIC COMPACTED SURFACE AND RESTORE EXISTING GRADING TO THE ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE B, AS PER PLAN, 250 CY

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 2.500 CU. YD. EMBANKMENT FOR MAINTAINING TRAFFIC 2.500 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION. EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

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 ELEVEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK, EXCEPT ON THE SR-82 BRIDGE WHERE A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED.
- 2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
- 3. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
- 4. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie 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.
- 5. A QUANTITY OF 75 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER AND HAS BEEN CARRIED TO THE GENERAL SUMMARY.
- 6. 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.
- 7. THE CONTRACTOR SHALL PLACE THE SIGNS: W8-1 [BUMP] PER OMUTCD 2C.28; W8-11 [UNEVEN LANES] PER OMUCTD 6F.45; AND W6-3 [TWO-WAY TRAFFIC] PER OMUTCD 6F.32. WORK ZONE MARKING SIGNS SHALL BE PROVIDED PER CMS 614.04. PAYMENT FOR FOR THESE SIGNS SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614-MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

NOTIFICATION SHALL BE GIVEN TO ADJOINING PROPERTIES A MINIMUM OF TWO BUSINESS DAYS IN ADVANCE OF ACCESS INTERRUPTIONS. THE CONTRACTOR SHALL PROVIDE APPROPRIATE SIGHT DISTANCE AT THE DRIVEWAYS.

SIGNS NEEDING TO BE PLACED WITHIN THE LIMITS OF PERMANENT OR TEMPORARY PAVEMENT SHALL BE PLACED ON PORTABLE SUPPORTS AS PER MT-105.10.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLANS. DESIGN AGENCY



DESIGNER REM REVIEWER KF 08/19/21

ROJECT ID 108547

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ITEM 622 - PORTABLE BARRIER, UNANCHORED

DURING THE PLACEMENT OF THE PORTABLE BARRIER ON SR 82 ONLY. TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

ALL COSTS INVOLVED IN PLACING THE PORTABLE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 622 PORTABLE BARRIER, UNANCHORED.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 DAYS CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT. THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$3,000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

DROPOFFS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND SIDE STREET APPROACHES/DRIVEWAYS GREATER THAN 1.25 INCH. THE CONTRACTOR SHALL PLACE A 12:1 ASPHALT WEDGE FOR ALL RESULTING ELEVATION DIFFERENCES GREATER THAN 1.25 INCH PRIOR TO OPENING TO TRAFFIC. THE PAVING OF INTERSECTION APPROACHES AND DRIVEWAYS SHALL BE PERFORMED WITHIN 7 DAYS OF MAINLINE SURFACE COURSE BEING APPLIED AND A DROPOFF BEING CREATED BETWEEN THE NEW SURFACE COURSE AND THE MILLED/EXISTING SIDE ROAD OR DRIVEWAY SURFACE. THE CONTRACTOR MAY ELECT TO PLACE A 12:1 ASPHALT WEDGE IN LIEU OF COMPLETING THE PAVING. HOWEVER THE ASPHALT CONCRETE USED FOR THE WEDGE SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 -MAINTAINING TRAFFIC AND SHALL INCLUDE THE REMOVAL OF THE WEDGE BEFORE THE INTERSECTION/DRIVEWAY IS PAVED.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 200 M. GAL.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT. THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. 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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER. PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS. THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

	NOTICE OF CLOSURE SIGN	TIME TABLE
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS PRIOR TO CLOSURE	14 CALENDAR DAYS
	> 12 HOURS & < 2 WEEKS PRIOR TO CLOSURE	7 CALENDAR DAYS
	<= 12 HOURS PRIOR TO CLOSURE	2 BUSINESS DAYS

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

RAMPS MAY BE CLOSED FOR SHORT DURATIONS IN ACCORDANCE WITH THE RAMP CLOSURES TABLE AND DETOUR SHEETS 54 - 58 . THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE RAMP CLOSURES TABLE FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED AMOUNT.

		RA	MP CLOSURES TABLE				
RAN	MP	PERMITTED WEEKEND CLOSURE	PERMITTED WEEKDAY NIGHTTIME CLOSURE	DISINCENTIVE AMOUNTS PER DAY			
A			N/A	\$36,700			
В	}	WEEKEND CLOSURE FRIDAY 8PM - MONDAY 6AM	10PM-6AM	\$21,500			
С	•		N/A	\$45,100			
D)		N/A	\$39,500			
MAR STRE			\$4,600				

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING. ERECTING. OPERATING. MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614. WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM 2 EA

ASPHALT PAVING LIMITATION

THE CONTRACTOR SHALL NOT ANTICIPATE OR SCHEDULE PLACING ASPHALT (ASPHALT SURFACE COURSE, ASPHALT INTERMEDIATE COURSE, ASPHALT CONCRETE BASE, ETC.) BETWEEN NOVEMBER 1 AND APRIL 1 WHEN SUBMITTING THEIR INITIAL BAR CHART PROGRESS SCHEDULE TO THE DISTRICT CONSTRUCTION ENGINEER (DCE) AS SPECIFIED IN CMS SECTION 108.02A. THIS LIMITATION SHALL ALSO INCLUDE INITIAL BASE LINE SCHEDULES AND ALL UPDATES IF A CPM SCHEDULE IS REQUIRED.

LANE VALUE CONTRACTING TABLE

ALL EXISTING LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXSITING PAVEMENT. ITEM 615 TEMPORARY PAVEMENT. AND THE PROPOSED PAVEMENT. THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS. SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER. 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST. AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER. SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER. 50". AS PER PLAN.

PHASING RESTRICTIONS

FROM NOVEMBER 1 THROUGH JANUARY 3. TRAFFIC SHALL BE MAINTAINED PER THE PHASING SHEETS 107 THROUGH 118. NO ADDITIONAL LANE CLOSURES SHALL BE PERMITTED DURING THIS TIME FRAME FOR WORK ON SR 46. FAILURE TO COMPLY WITH THIS RESTRICTION SHALL RESULT IN A DISINCENTIVE PENALTY OF \$4000/DAY THAT LANE CLOSURES EXIST BEYOND WHAT IS SHOWN ON THE STRUCTURE PHASING SHEETS. TRAFFIC SHALL BE PLACED IN THE SR 46 STAGE 2 PREPHASE PATTERN BY NOVEMBER 1. 2024. TRAFFIC SHALL NOT BE SHIFTED INTO SR 46 STAGE 2 PHASE 1 PATTERN UNTIL APRIL 1, 2025 WITHOUT APPROVAL OF THE ENGINEER. FAILURE TO MEET THESE REQUIREMENTS SHALL RESULT IN A DISINCENTIVE PENALTY OF \$4000/DAY.

		LANE V	ALUE CONTRA	ACT TABLE				
05071011 (0111)	054004	EXISTING NUMBER OF	LAN	DISINCENTIVE AMOUNTS				
SECTION (SLM)	SEASON	LANES PER DIRECTION	LANE REDUCTION	MON TO FRI	SAT	SUN	PER MINUTE PER LANE	
	SUMMER			7AM-8AM				
ELM RD/SR5 (14.08) TO SR46 (16.80) [EAST]	SPRING/FALL	RING/FALL 2 2 TO 1 2PM-6PM NO RESTRICTIO	NO RESTRICTION	NO RESTRICTION	\$235			
	WINTER			3PM-6PM				
ELM RD/SR5 (14.08) TO SR46 (16.80) [WEST]	SUMMER			7AM-8AM 2PM-7PM		NO RESTRICTIONS		
	SPRING/FALL	2	2 TO 1	7AM-9AM 2PM-6PM	NO RESTRICTIONS		\$235	
	WINTER			7AM-8AM 3PM-6PM				

ALL SHOULDER CLOSURES WILL FOLLOW THE TIME OF DAY AND DURATIONS GIVEN FOR A SINGLE LANE CLOSURE

DESIGN AGENCY

DESIGNER

REM REVIEWER KF 08/19/21 ROJECT ID 108547

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			34	37	38	40	41	42	46	53	01/SAF/21	ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SHEET NO.	
																MAINTENANCE OF TRAFFIC		1
				250							250	410	11001	250	СҮ	TRAFFIC COMPACTED SURFACE, TYPE B, AS PER PLAN	37	4
				400							400	614	11110	400	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		4
						14,400					14,400	614	11630	14,400	FT	INCREASED BARRIER DELINEATION		1
									15	28	43	614	12380	43	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		1
		1		LS							LS	614	12420	LS		DETOUR SIGNING		-
		1			2						2	614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM		1
						1,600					1,600	614	12801	1,600	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	40	-
				75							75	614	13000	75	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		1
						700					700	614	13310	700		BARRIER REFLECTOR, TYPE 1 (ONE-WAY)		
						60					60	614	13312	60		BARRIER REFLECTOR, TYPE 2 (ONE-WAY)		
																		1
						760					760	614	13350	760		OBJECT MARKER, ONE WAY		1
						200					200	614	13360	200		OBJECT MARKER, TWO WAY		1
								96			96	614	18601	96		PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	42	1
										1.28	1.28	614	20100	1.28		WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT		1
									0.25		0.25	614	20360	0.25	MILE	WORK ZONE LANE LINE, CLASS I, 4", 648		1
		1			1	1	2		1	<u> </u>	2	614	20550	2	NAILE	WORK 70NE LANE LINE CLASS III 4" 642 DAINT		-
		1								1.15	1.15	614	20550	1.15	MILE MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT WORK ZONE CENTER LINE, CLASS I, 642 PAINT		1
							1.5			1.13	1.15	614	21550	1.15	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		1
							1.5		1	11.09	11.09	614	22100	11.09		WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT		1
									15.41	11.03	15.41	614	22330	15.41	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 648		
									10111		10111	011	2233	231.12	171122			1
							4.5				4.5	614	22350	4.5	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT		1
									13,478		13,478	614	23140	13,478	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648		1
										8,624	8,624	614	23200	8,624	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		
							2,000				2,000	614	23680	2,000	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT		1
									194		194	614	24140	194	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 648		
																		1
							4.025			875	875	614	24200	875	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT		1
		1			1		1,835		450	-	1,835	614	24610	1,835	FI	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT		1
		1			1				450 137		450 137	614 614	25120 26120	450 137	FT FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 648 WORK ZONE STOP LINE, CLASS I, 648		1
									157	873	873	614	26200	873	FT FT	WORK ZONE STOP LINE, CLASS I, 648 WORK ZONE STOP LINE, CLASS I, 642 PAINT		1
		1								0.0	0,0	,						
							166				166	614	26610	166	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
							348				348	614	27250	348	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT		
										36	36	614	30200	36	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT		
				LS							LS	615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	37	1
									8,353	3,877	12,230	615	20001	12,230	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	37	1
					200						200	616	10000	200	MGAL	WATER		1
		†	+		200					1	1	622	41050	1	EACH	PORTABLE BARRIER, "Y" CONNECTOR		
		1	1		1				13,246	10,339	23,585	622	41100	23,585		PORTABLE BARRIER, UNANCHORED		
		1			1				8,070	1	8,070	622	41011	8,070		PORTABLE BARRIER, 50", AS PER PLAN	38	
								36			36	808	18700	36		DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		1
		_			_													1
		1			1					<u> </u>	25.000	100	F1200	35.000	F A C ! !	INCIDENTALS DEPARTMENT'S SHARE OF THE DISDLITE DESCRIPTION ADVISOR		1
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		1									LS	614	11000	LS		MAINTAINING TRAFFIC		1
		1									40	619	16020	40		FIELD OFFICE, TYPE C		
		1									LS	623	10000	LS	122277	CONSTRUCTION LAYOUT STAKES AND SURVEYING		
																		DESI
											LS	624	10000	LS		MOBILIZATION		1
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