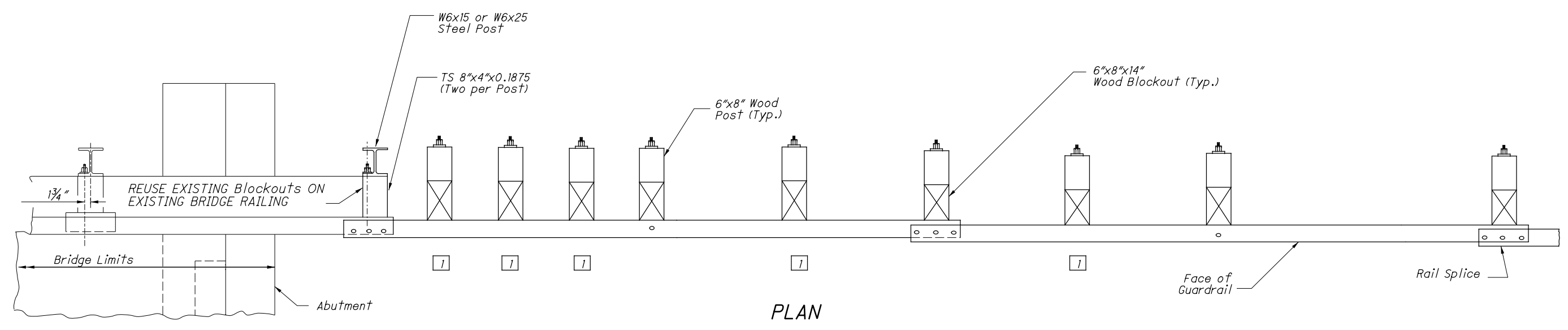


CALCULATED
XXX
CHECKED
XXX

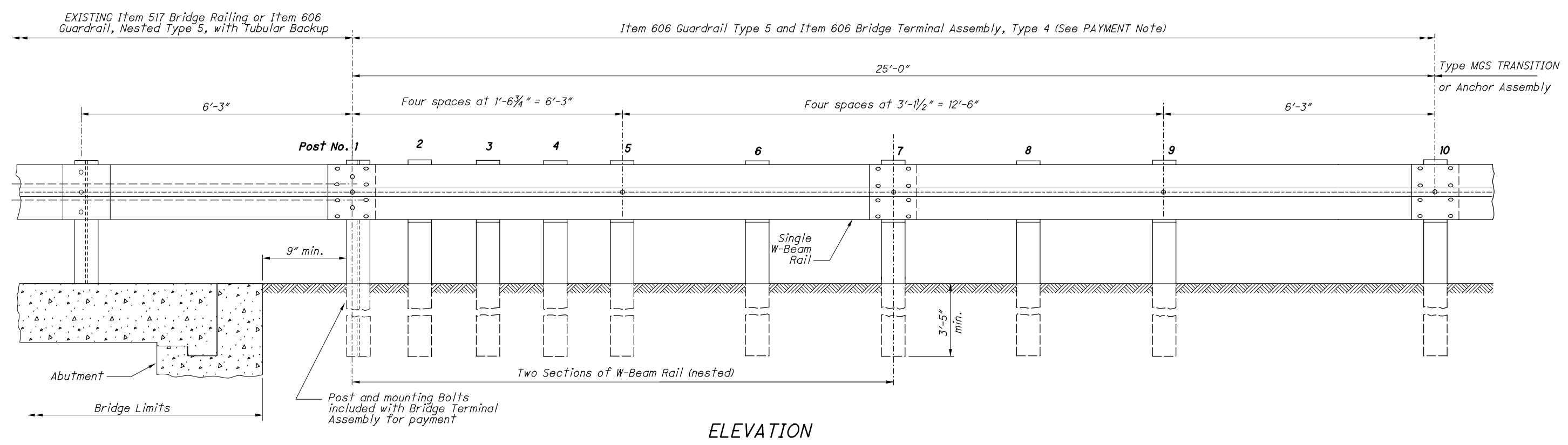
BRIDGE TERMINAL ASSEMBLY, TYPE 4

PIC-SR 316 / 752-
13.05 / 0.00

19
36



PLAN



ELEVATION

NOTES

GENERAL: For additional details, see PIS GR-1.1.

APPLICATION: The Type 4 Bridge Terminal Assembly shall connect Type 5/MGS Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Guardrail (as shown on Structural Engineering SCD DBR-2-73).

DETAIL INFORMATION: The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted 3/4"x2 1/2". Tighten the bolts as specified for expansion joints in Item 606.05.

POSTS: Posts may be set in drilled holes or driven to grade. See PIS GR-1.1 for additional Post embedment details. Guardrail is not attached to certain posts (see LEGEND).

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: Use wood blockouts only. Steel or plastic blockouts are not permitted. Notched wood blockouts are used with steel posts.

LEGEND

1 Guardrail is not attached to posts at Posts 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.

PAYMENT: Item 606 - Bridge Terminal Assembly, Type 4, AS PER PLAN, Each, includes the cost of ALL components INCLUDING TYPE 5 guardrail, posts and other hardware.

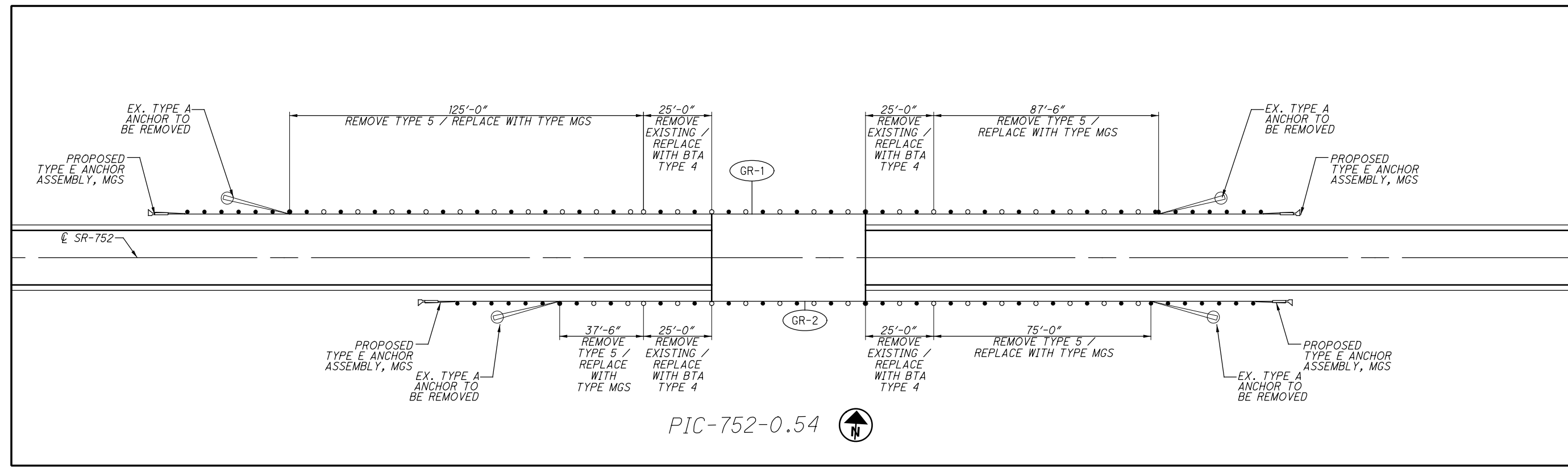
P.I.S. GR-3.4

I:\ProjectData\07824_PIC-316-13.05_Design\Roadway\Sheets\GR_001.dgn GR_102 12/16/2019 2:50:28 PM rmcneill

SEE SHEET	REFERENCE NUMBER	LOCATION			202	202	202	203	209	606	606	606	606	626
		ROUTE	SLM	SIDE	GUARDRAIL REMOVED, AS PER PLAN FT	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN EACH	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN EACH	EMBANKMENT, AS PER PLAN CY	LINEAR GRADING STA	GUARDRAIL, TYPE MGS FT	GUARDRAIL, TYPE MGS, WITH LONG POSTS FT	ANCHOR ASSEMBLY, MGS, TYPE E EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL EACH
18	GR-1	PIC-752	0.54	L	212.5	2	2	20	2.1	212.5		2	2	6
18	GR-2	PIC-752	0.54	R	112.5	2	2	10	1.1	112.5		2	2	4
18	GR-3	PIC-752	3.05	L	75	1		10	0.8	75		1		4
18	GR-4	PIC-752	3.05	R	175	2		20	1.8	175		2		6
19	GR-5	PIC-752	3.25	L	425	2		40	4.3	425		2		11
19	GR-6	PIC-752	3.25	R	475	2		45	4.8	475		2		12
20	GR-7	PIC-752	3.44	L	175	2		20	1.5	150		2		5
20	GR-8	PIC-752	3.44	R	150	2		20	1.5	150		2		5
21	GR-9	PIC-752	4.36	R	62.5	2		15	1.4	137.5		2		5
22	GR-10	PIC-752	4.61	L	112.5	2	2	10	1.1	112.5		2	2	4
22	GR-11	PIC-752	4.61	R	100	2	2	10	1.0	100		2	2	4
22	GR-12	PIC-752	7.53	L	387.5	2		40	3.9	387.5		2		10
22	GR-13	PIC-752	7.53	R	350	2		35	3.5	350		2		9
TOTALS CARRIED TO GENERAL SUMMARY					2812.5	25	8	295	28.6	2125	737.5	25	8	85

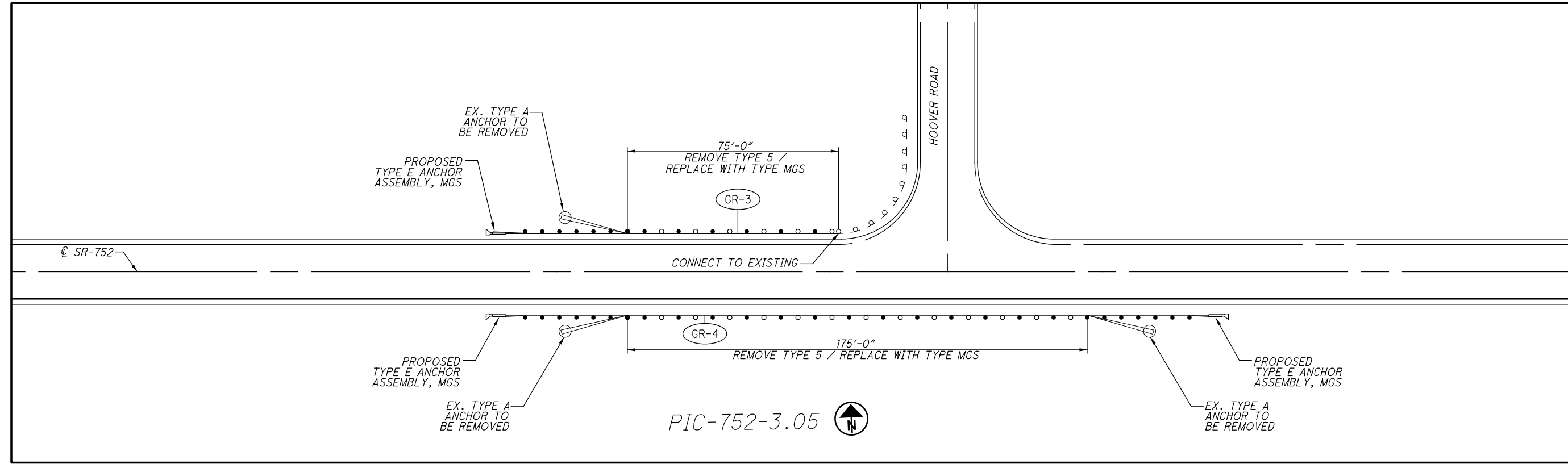
GUARDRAIL SUBSUMMARY

**PIC-SR 316 / 752 -
13.05 / 0.00**

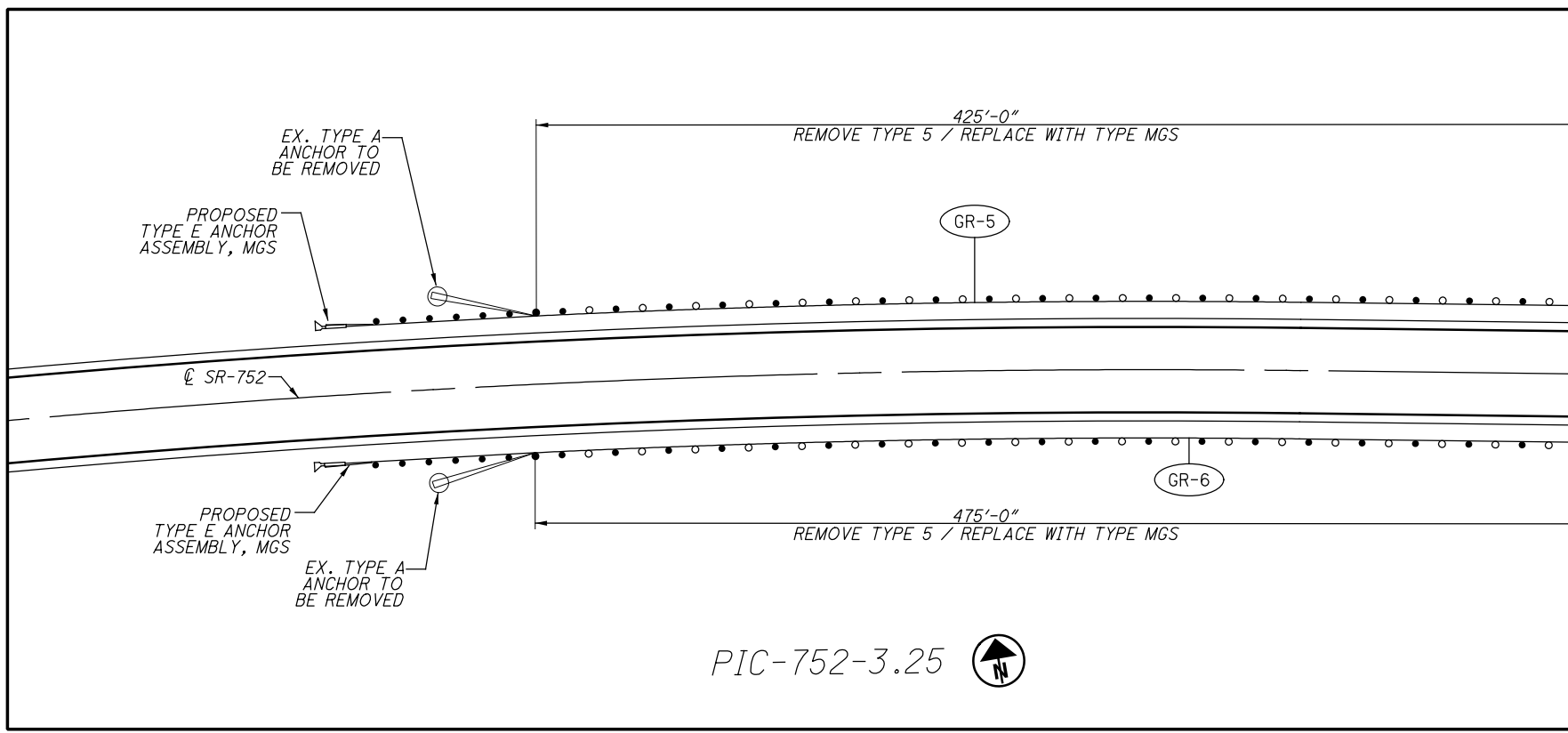


SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.
 FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20.

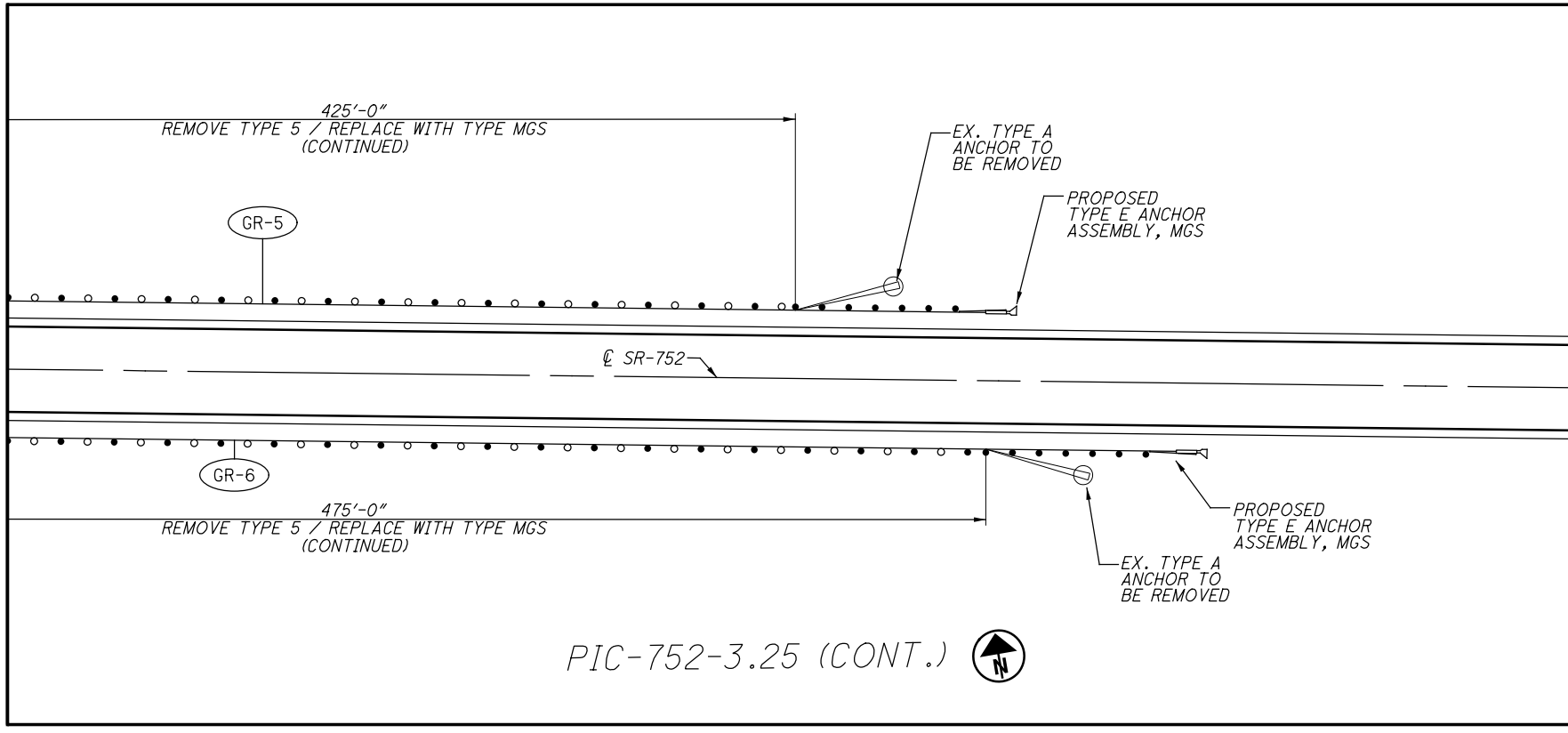


I:\Project+Data\07824_PIC-316-13.05_Design\Roadway\Sheets\GR_001.dgn GR_001 12/16/2019 2:50:30 PM rmcneill

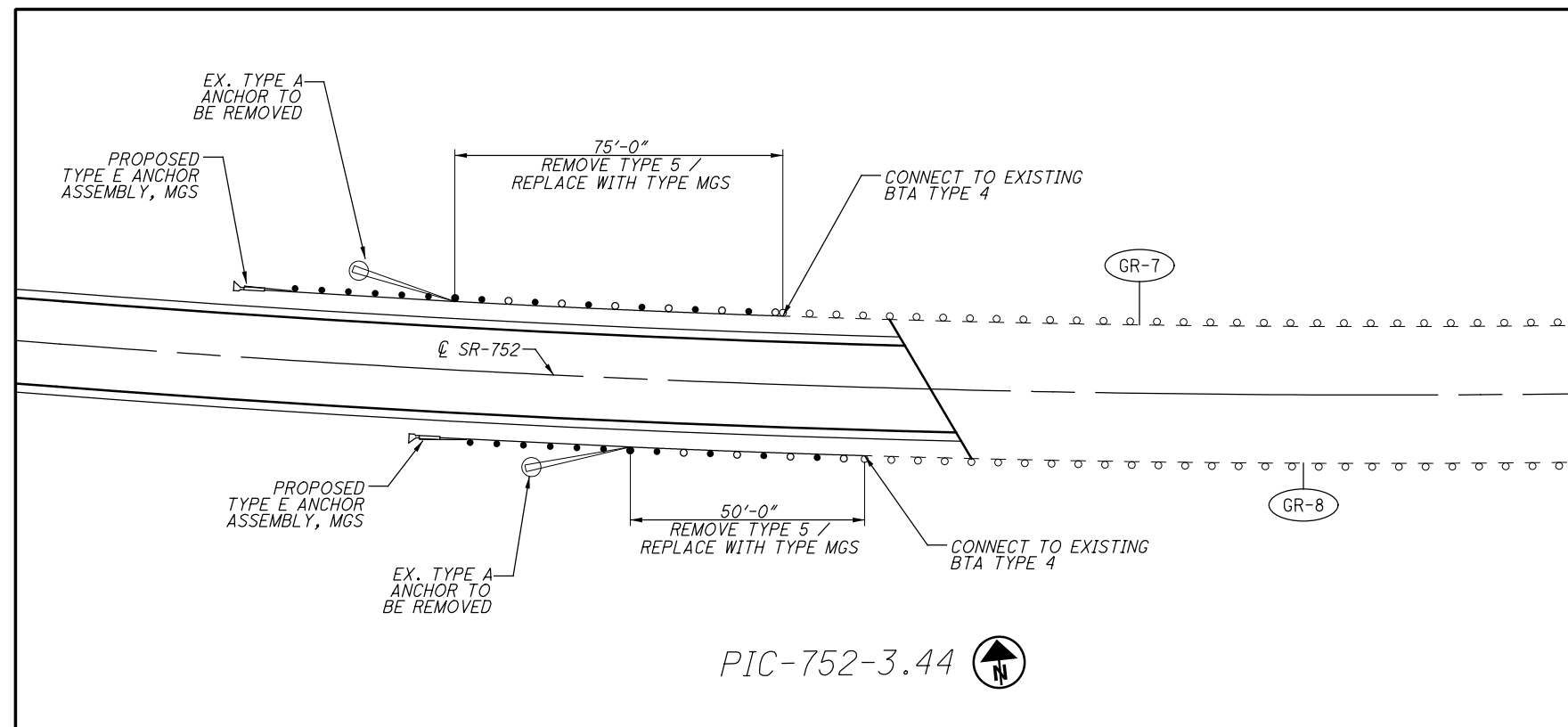


SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20.



I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\GR_001.dgn GR_002 12/16/2019 2:50:31PM rmcneill

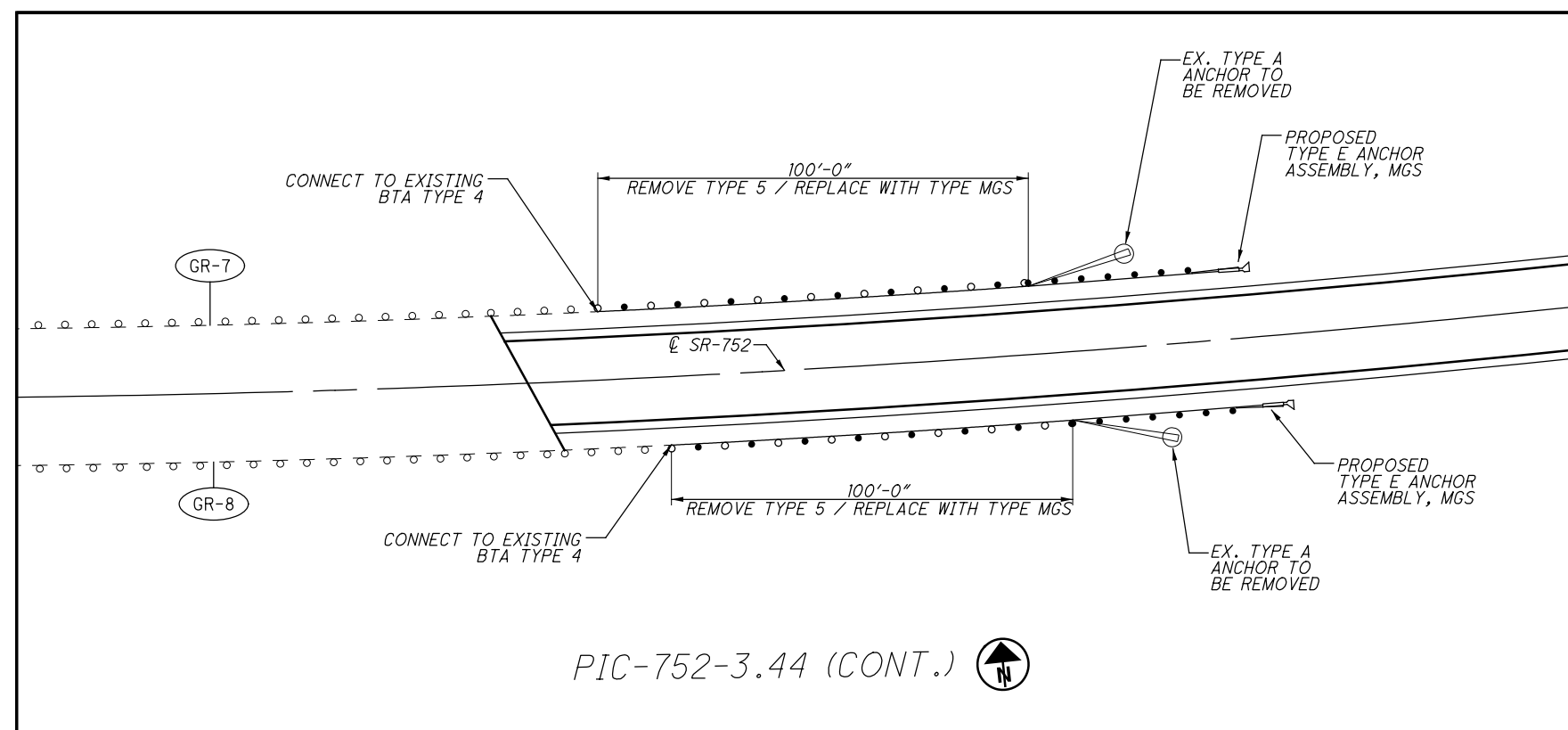


PIC-752-3.44

SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

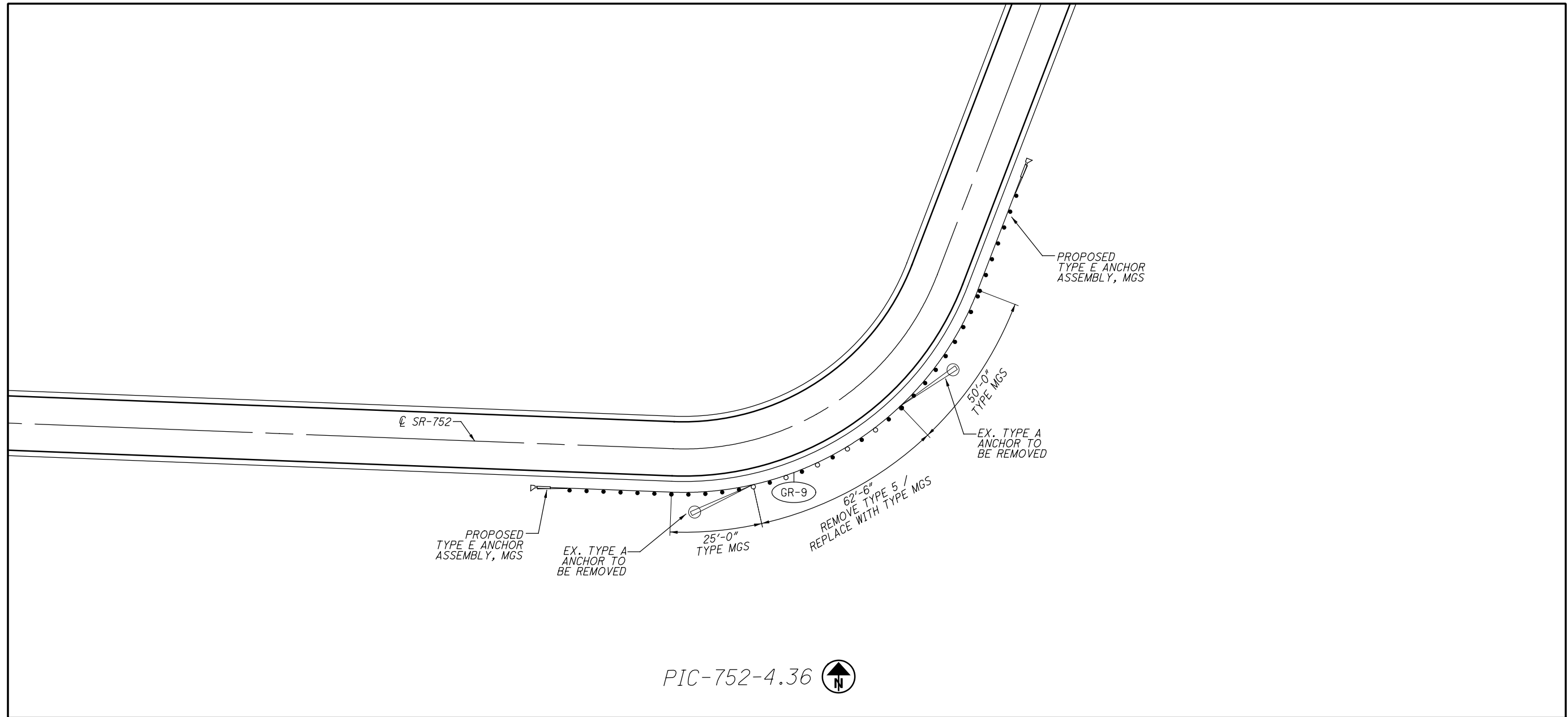
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20.



PIC-752-3.44 (CONT.)

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\GR_001.dgn GR_003 12/16/2019 2:50:32 PM rmcneill

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\GR_001.dgn GR_004 12/16/2019 2:50:33 PM rmcneill



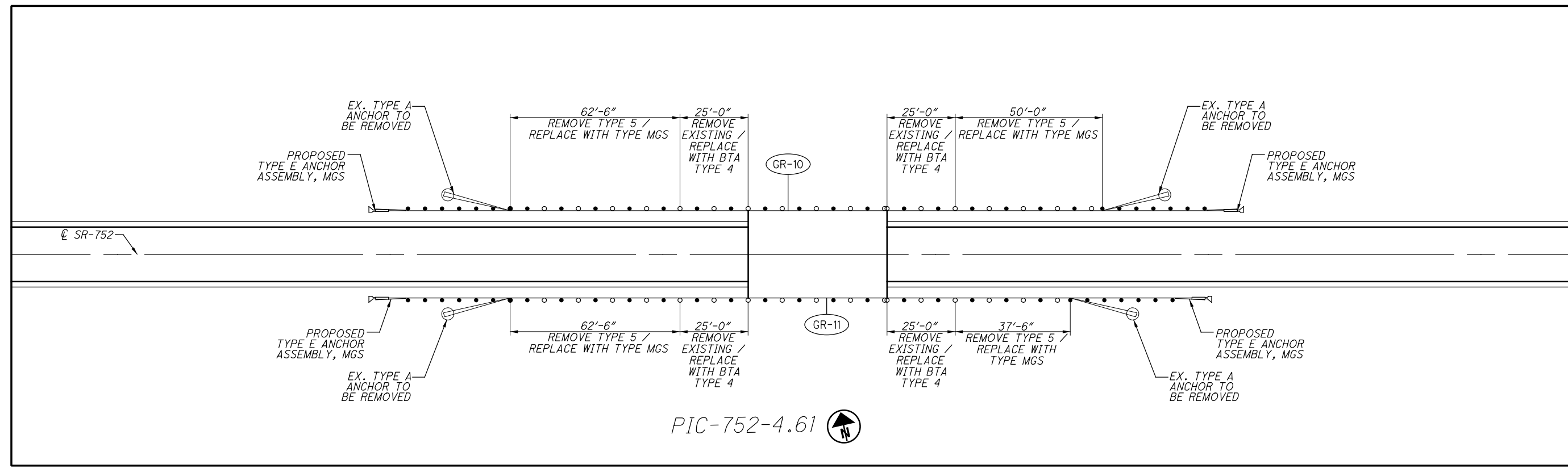
SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20.

CALCULATED
RAM
CHECKED
XXX

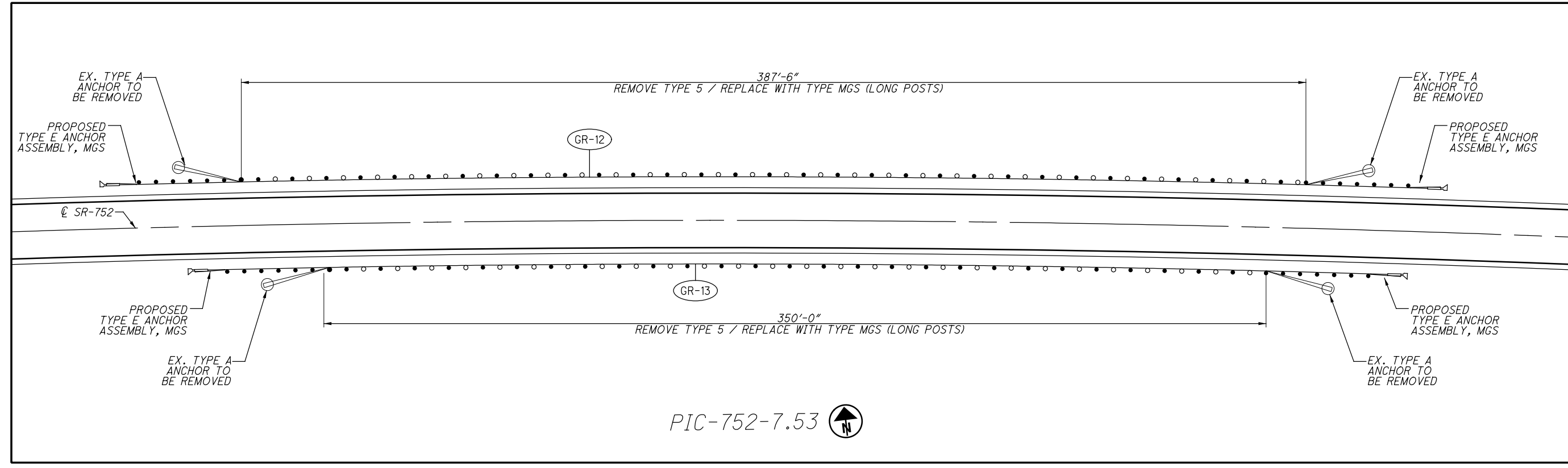
GUARDRAIL PLAN

**PIC-SR 316 / 752-
13.05 / 0.00**



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

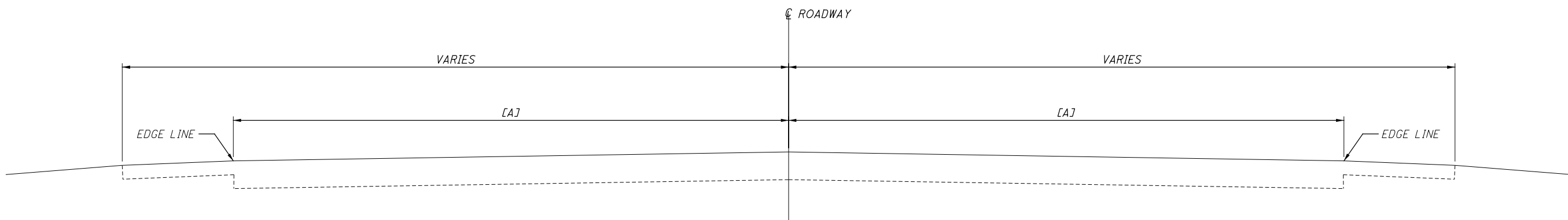
PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20.



I:\ProjectData\07824_PIC-316-13.05_Design\Roadway\Sheets\GR_001.dgn GR_005 12/16/2019 2:50:34 PM rmcneill

I:\Project+Data\07824_PIC-316-13.05\Design\Roadway\Sheets\GG-001.dgn TS_001 12/16/2019 2:50:34 PM rmcneill

LOCATION						642			644												646			REMARKS										
L O C A T I O N	C O U N T Y	R O U T E	B E G I N G S L M	E N D S L M	L E N G T H	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 8"	CHANNELIZING LINE, 12"	STOP LINE	CROSSWALK LINE	TRANSVERSE/ DIAGONAL LINE	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING	LANE ARROW					WORD ON PAVEMENT "ONLY"	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE				
						W	Y			W	Y										LT	LT	THRU		RT		RT	W			Y			
						MI	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	FT		EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE
1	PIC	752	0.00	1.74	1.74					3.48			1.74																			MAINLINE		
			1.92	2.32	0.40					0.80			0.40																			MAINLINE		
			2.32	3.34	1.02					2.04			1.02																			MAINLINE		
			3.34	3.39	0.05																				0.10					0.05	CONCRETE BRIDGE DECK			
			3.39	8.43	5.04					10.08			5.04																		MAINLINE			
			0.00													14																US-23		
			1.43																1															
			1.56																														RR CROSSING	
			1.58																														RR CROSSING	
			1.70																1															
			2.13													60																		
			2.31																															
			2.34																															CIRCLEVILLE AVE
			2.56																															CIRCLEVILLE AVE
			5.14																		1													
			5.22																															TR-8
			6.27																															TR-8
			6.30																															TR-84
			8.43																															SR-674
TOTAL CARRIED TO GENERAL SUMMARY										16.40			8.20			113	60									0.10				0.05				



TYPICAL EDGE LINE PLACEMENT DETAIL

LOCATION	ROUTE	LANE WIDTH [A]
1	PIC-752	10'
2	PIC-752	10'

PAVEMENT MARKING SUBSUMMARY

PIC-SR 316 / 752-
13.05 / 0.00

26
36

CALCULATED
RAM
CHECKED
XXX

DETAIL	STANDARD DRAWING TC-65.10
1	EDGE LINE
2	CHANNELIZING LINE
3	LANE LINE
4	CENTER LINE

DETAIL	STANDARD DRAWING TC-65.11
5	ENTRANCE RAMP
6	EXIT RAMP
7	4 LANE DIVIDED TO 2 LANE TRANSITION
8	4 LANE UNDIVIDED TO 2 LANE TRANSITION
9	MULTILANE DIVIDED HIGHWAY

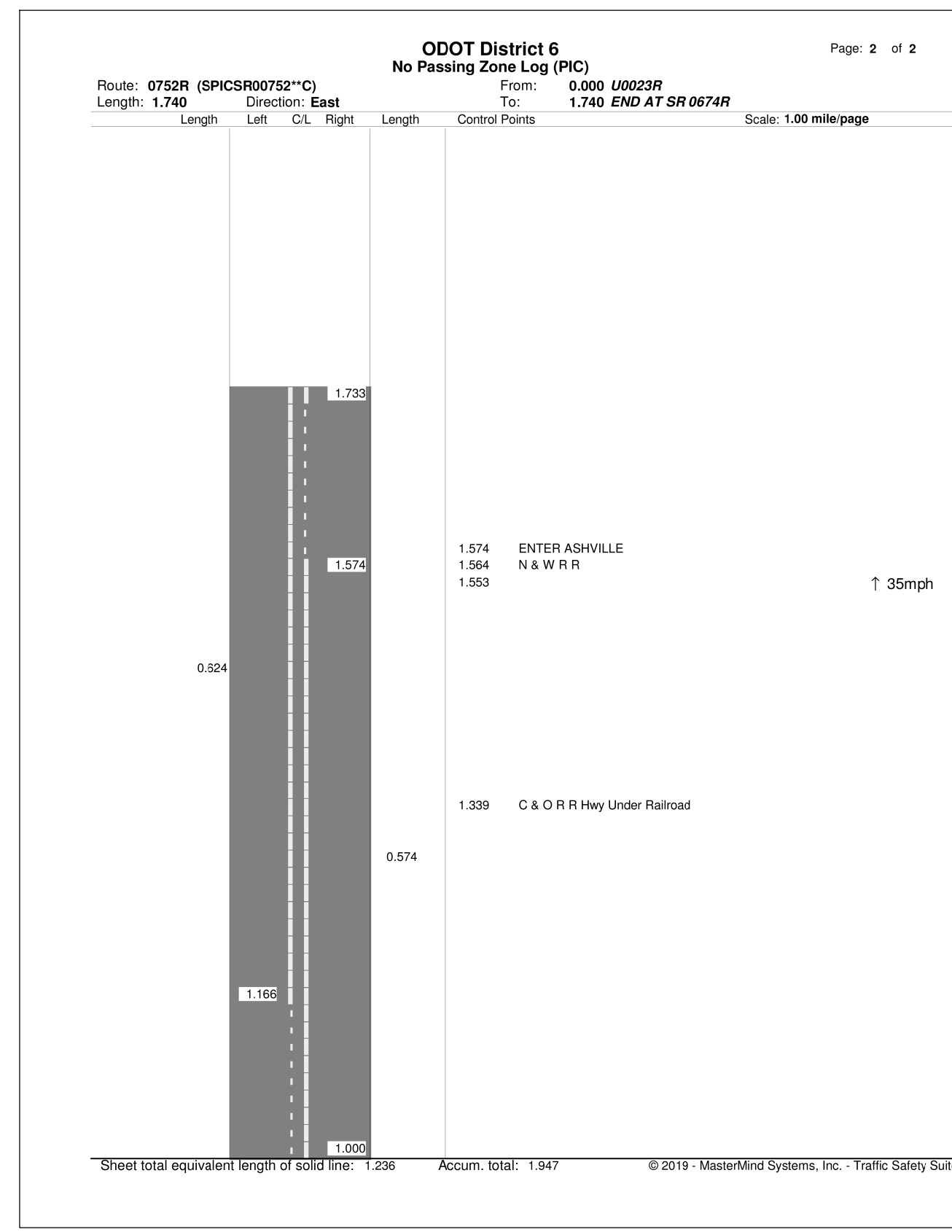
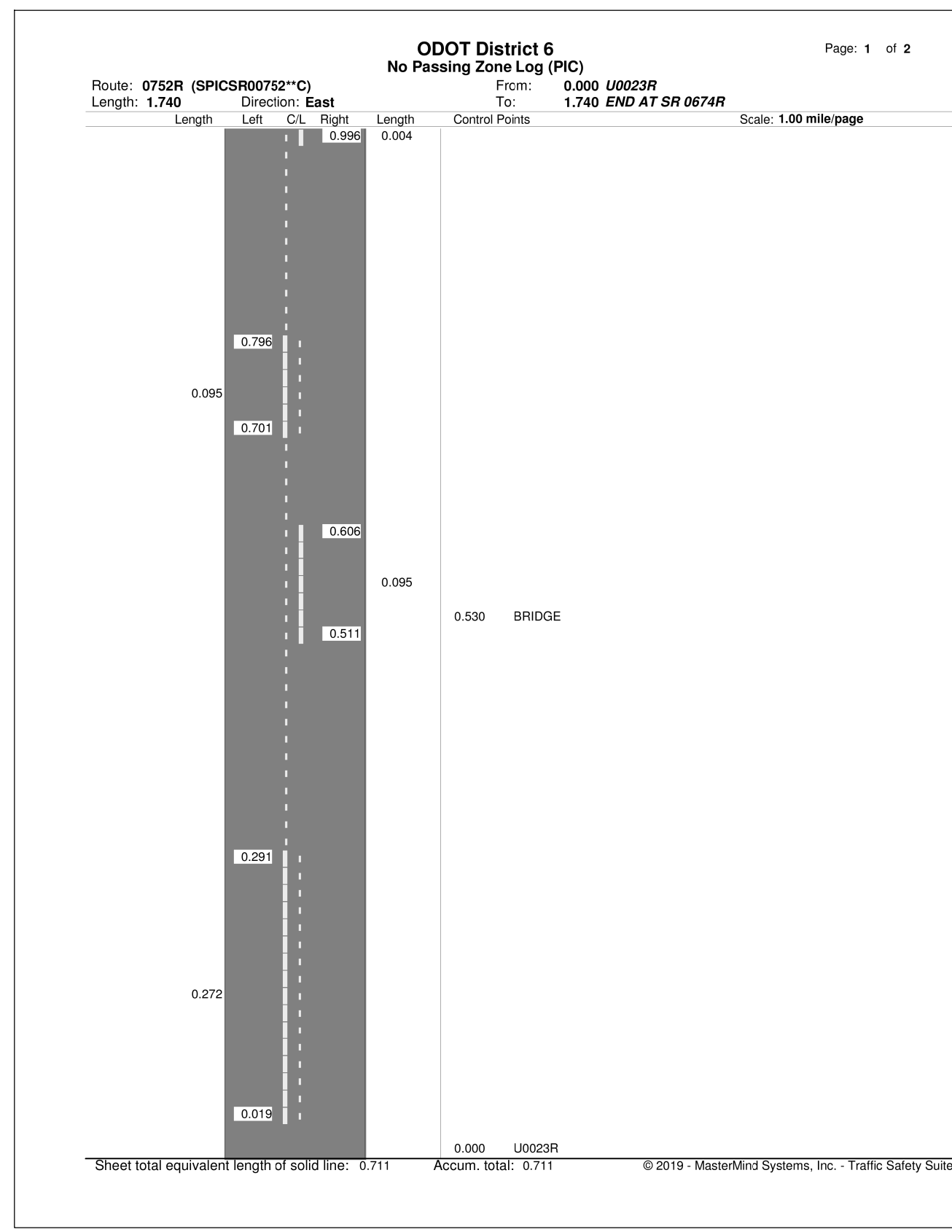
DETAIL	STANDARD DRAWING TC-65.11
10	APPROACH W/ LEFT TURN LANE
11	STOP APPROACH
12	TWO WAY LEFT TURN LANE
13	ONE LANE BRIDGE
14	HORIZONTAL CURVE

LOCATION							REFLECTOR TYPE										621		REMARKS		
L O C A T I O N	C O U N T Y	R O U T E	B E G I N I N G M	E N D I N G M	L E N G T H F T	D E T A I L	ONE WAY				TWO WAY						RAISED PAVEMENT MARKER REMOVED	RPM, AS PER PLAN			
							WHITE		YELLOW	WHITE RED		YELLOW RED	YELLOW YELLOW								
							RIGHT EDGE LINE	LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE	CHANNELIZING LINE	LANE LINE	LEFT EDGE LINE	CENTER LINE							
							40'	80'	120'	80'	40'	80'	40'	80'	80'	80'			20'	40'	80'
1	PIC	752	0.00	1.74	9187	4											115	115	115	MAINLINE	
			1.92	2.32	2112	4											27	27	27	MAINLINE	
			2.32	5.50	16790	4											210	210	210	MAINLINE	
			5.50	5.52	106	14												3	3	3	HORIZONTAL CURVE > 5 DEGREES
			5.52	8.43	15365	4												193	193	193	MAINLINE
			0.00			11	11	5										16	16	16	STOP APPROACH
			1.56			11	11	5										16	16	16	STOP APPROACH
			1.58			11	11	5										16	16	16	STOP APPROACH
			2.31			11	11	5										16	16	16	STOP APPROACH
			2.34			11	11	5										16	16	16	STOP APPROACH
			5.14			11	11	5										16	16	16	STOP APPROACH
			5.22			11	11	5										16	16	16	STOP APPROACH
			6.27			11	11	5										16	16	16	STOP APPROACH
			6.30			11	11	5										16	16	16	STOP APPROACH
			8.43			11	11	5										16	16	16	STOP APPROACH
TOTALS CARRIED TO GENERAL SUMMARY															708	708					

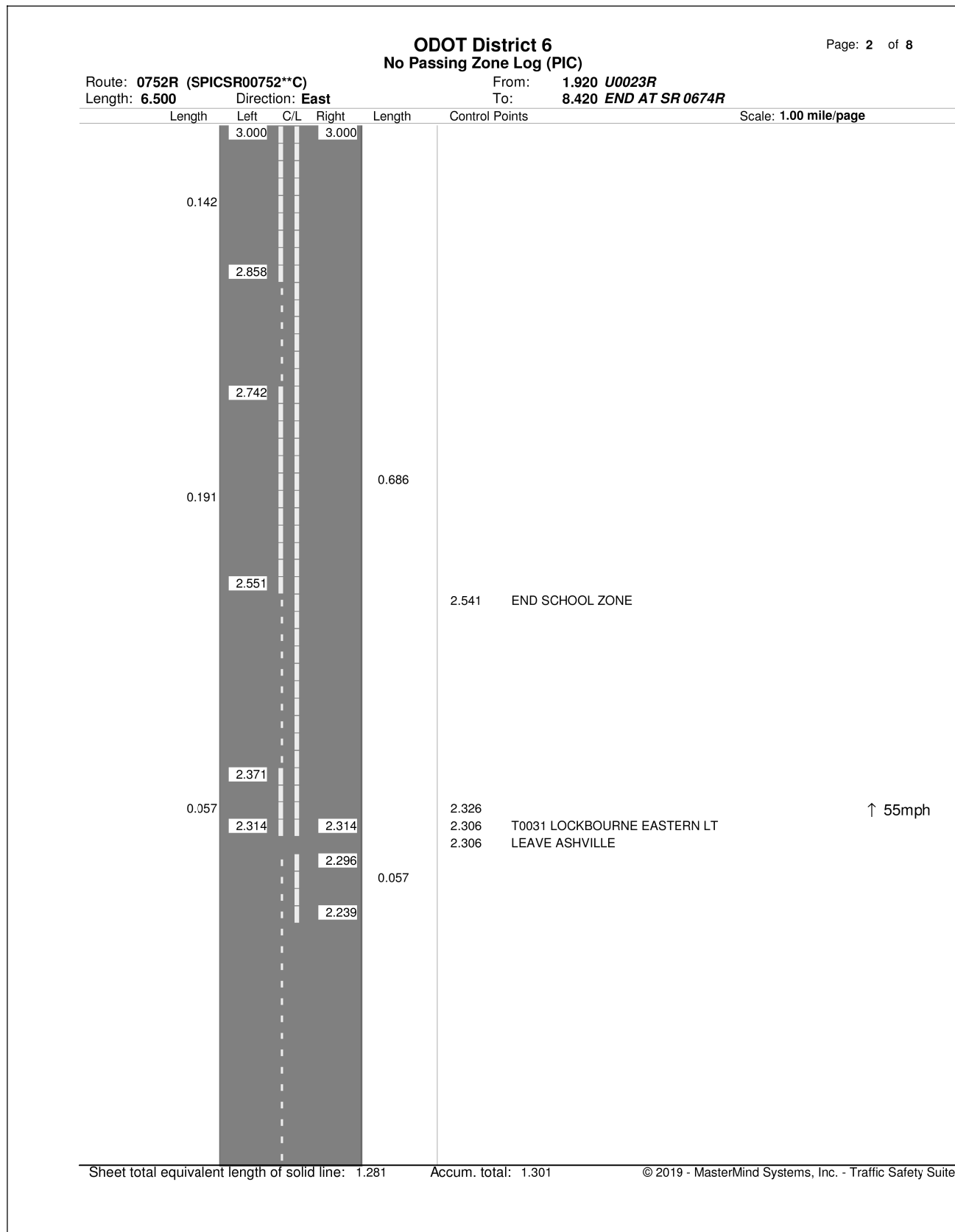
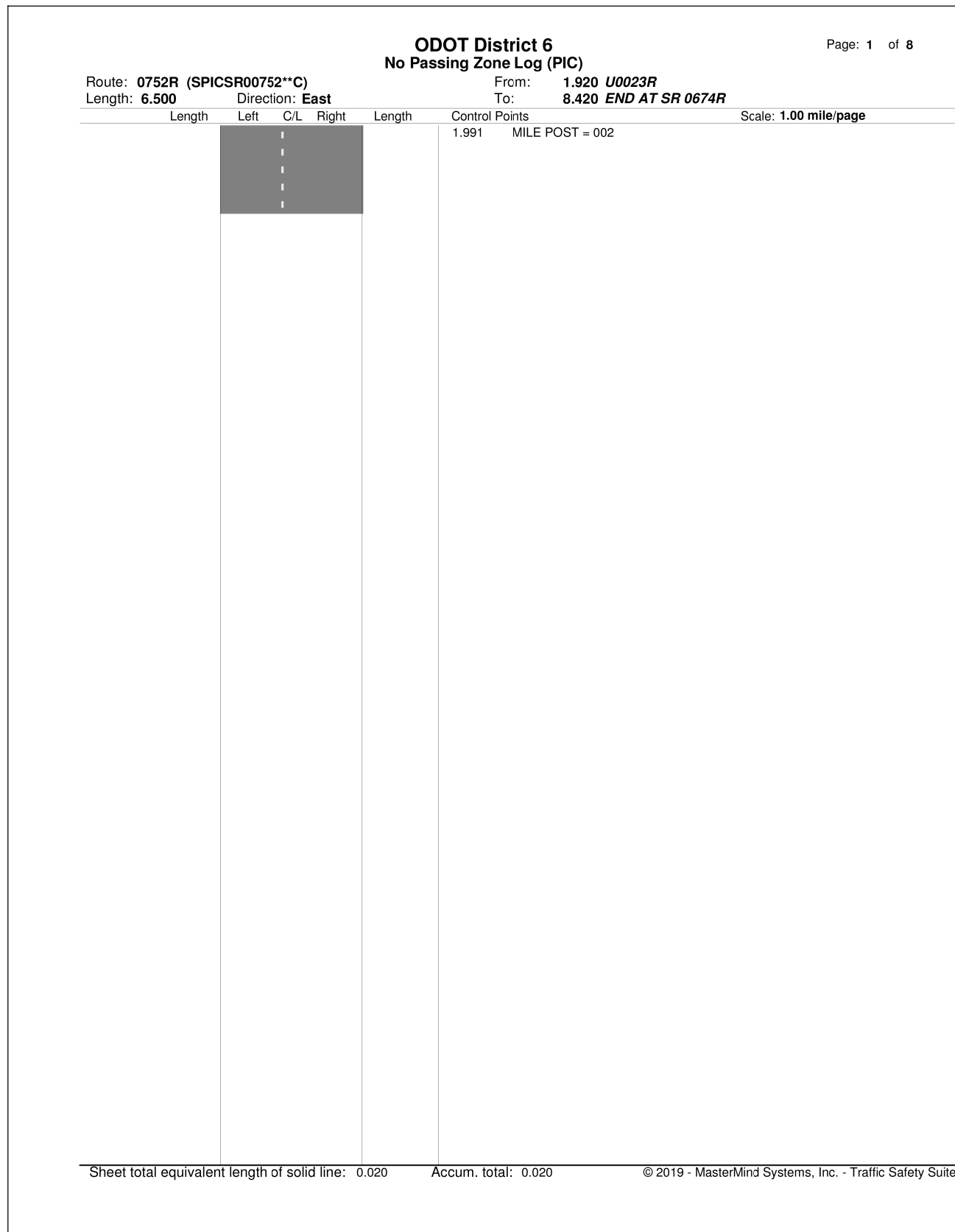
CALCULATED RAM CHECKED XXX
RAISED PAVEMENT MARKER SUBSUMMARY
 PIC-SR 316 / 752 -
 13.05 / 0.00
 27
 36

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\GG_001.dgn TS_002 12/16/2019 2:50:35 PM rmcneill

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\MM_001.dgn MM_001 12/16/2019 2:50:36 PM rmcneill



I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\MM_002.dgn MM_002 12/16/2019 2:51:00 PM rmcneill



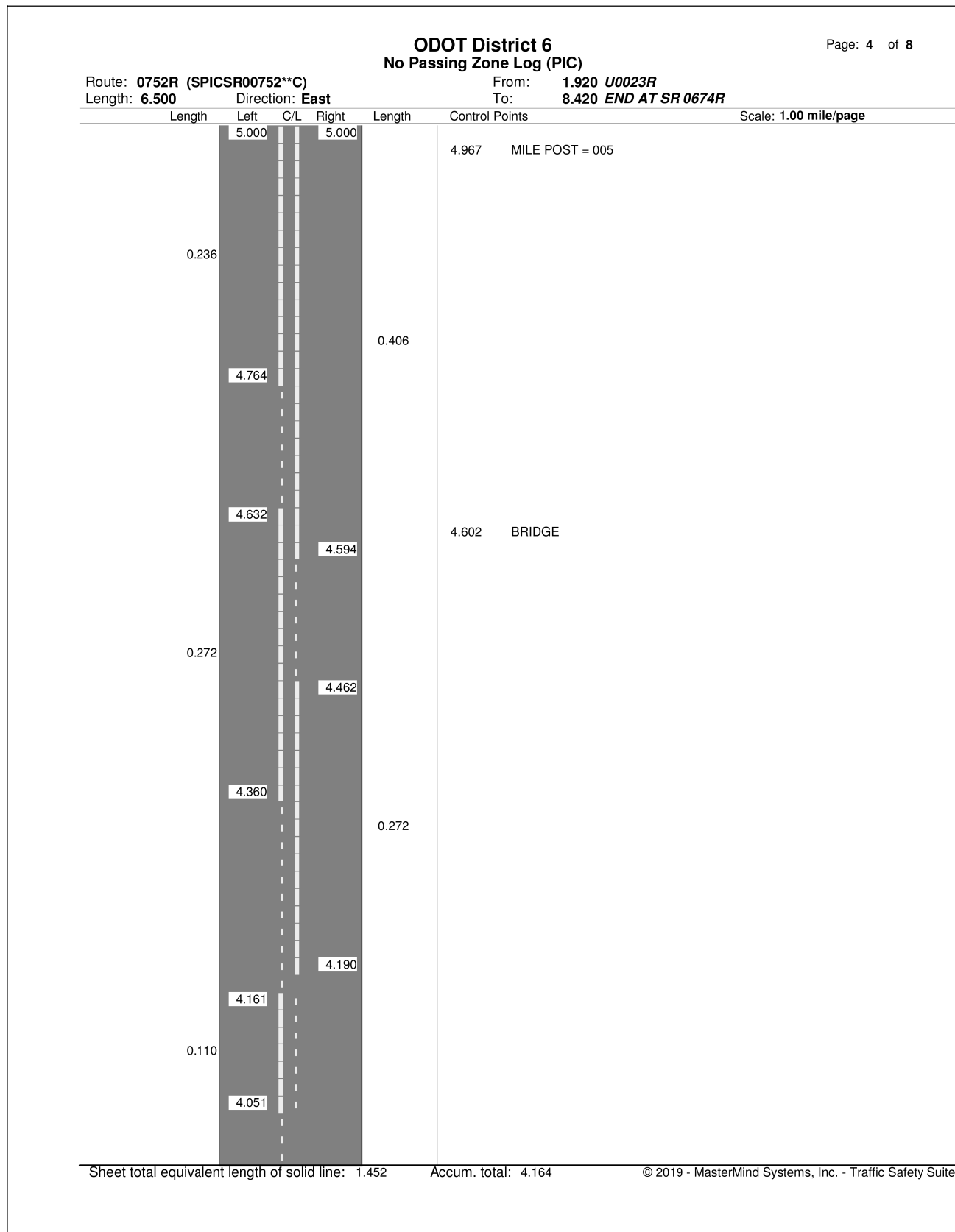
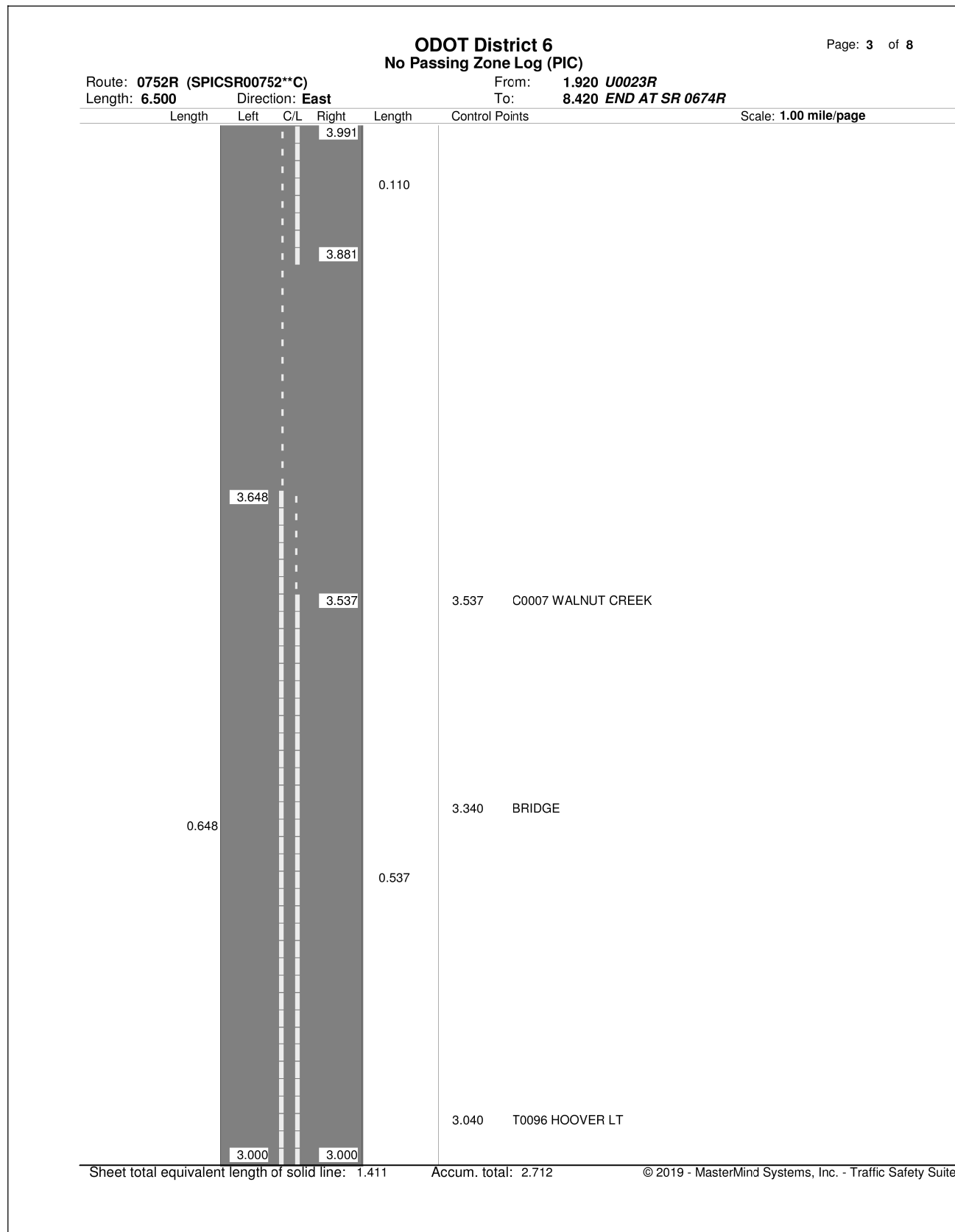
CALCULATED
RAM
CHECKED
XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316 / 752-
13.05 / 0.00

29
36

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\MM_003_12/16/2019 2:51:23 PM rmcneill



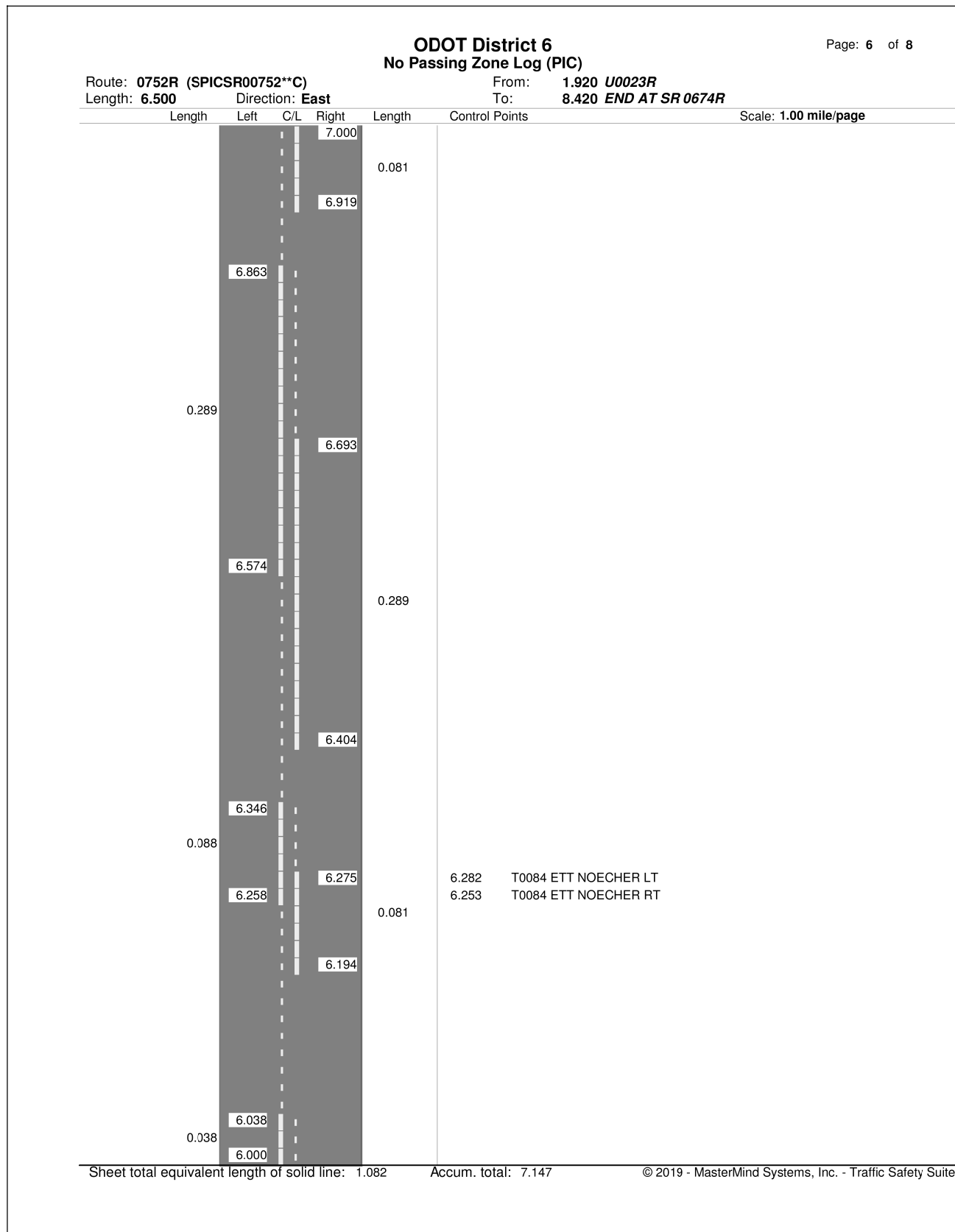
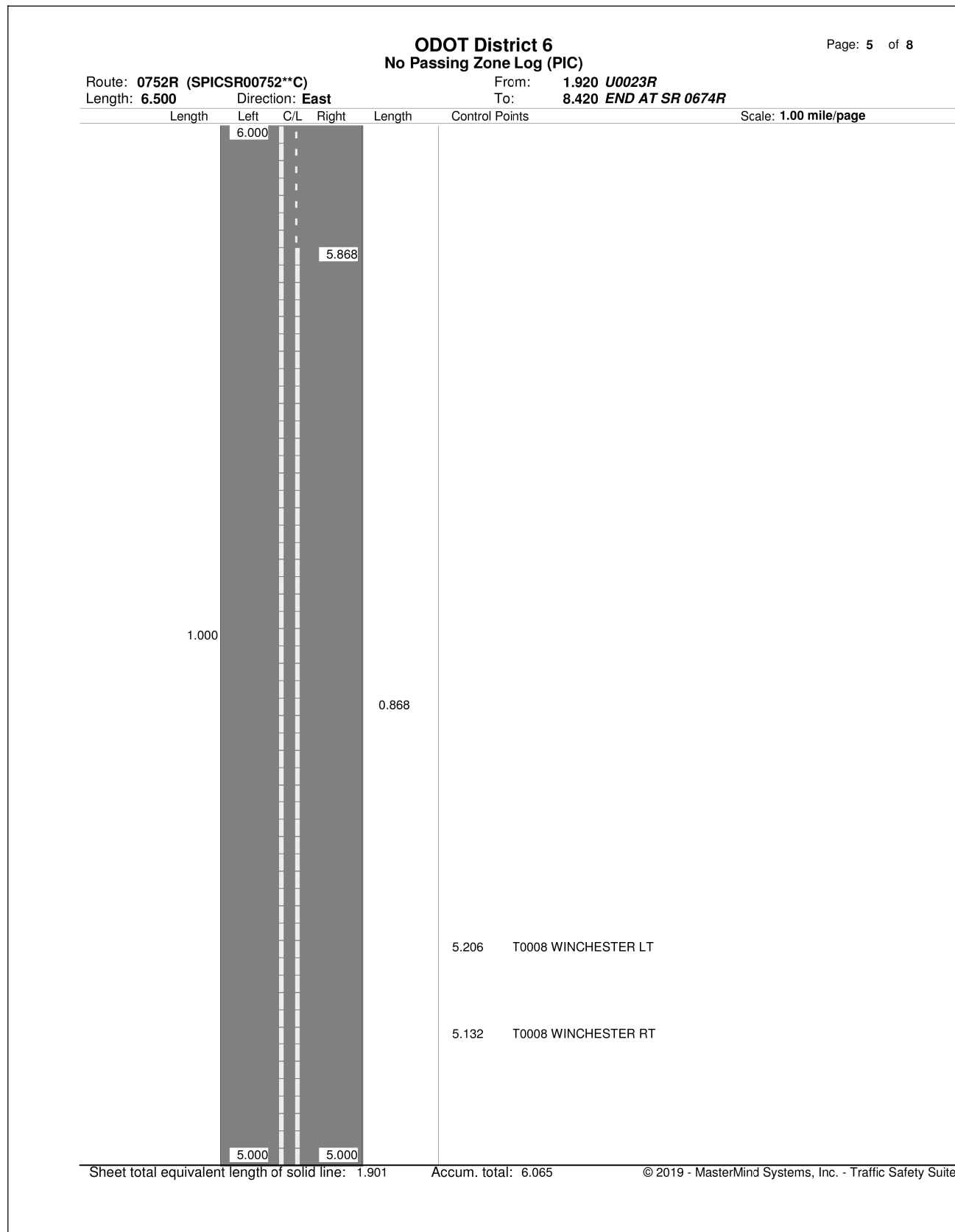
CALCULATED
RAM
CHECKED
XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316 / 752 -
13.05 / 0.00

30
36

I:\ProjectData\07824_PIC-316-13.05\Design\Roadway\Sheets\MM_004.dgn MM_004 12/16/2019 2:51:47 PM rmcneill



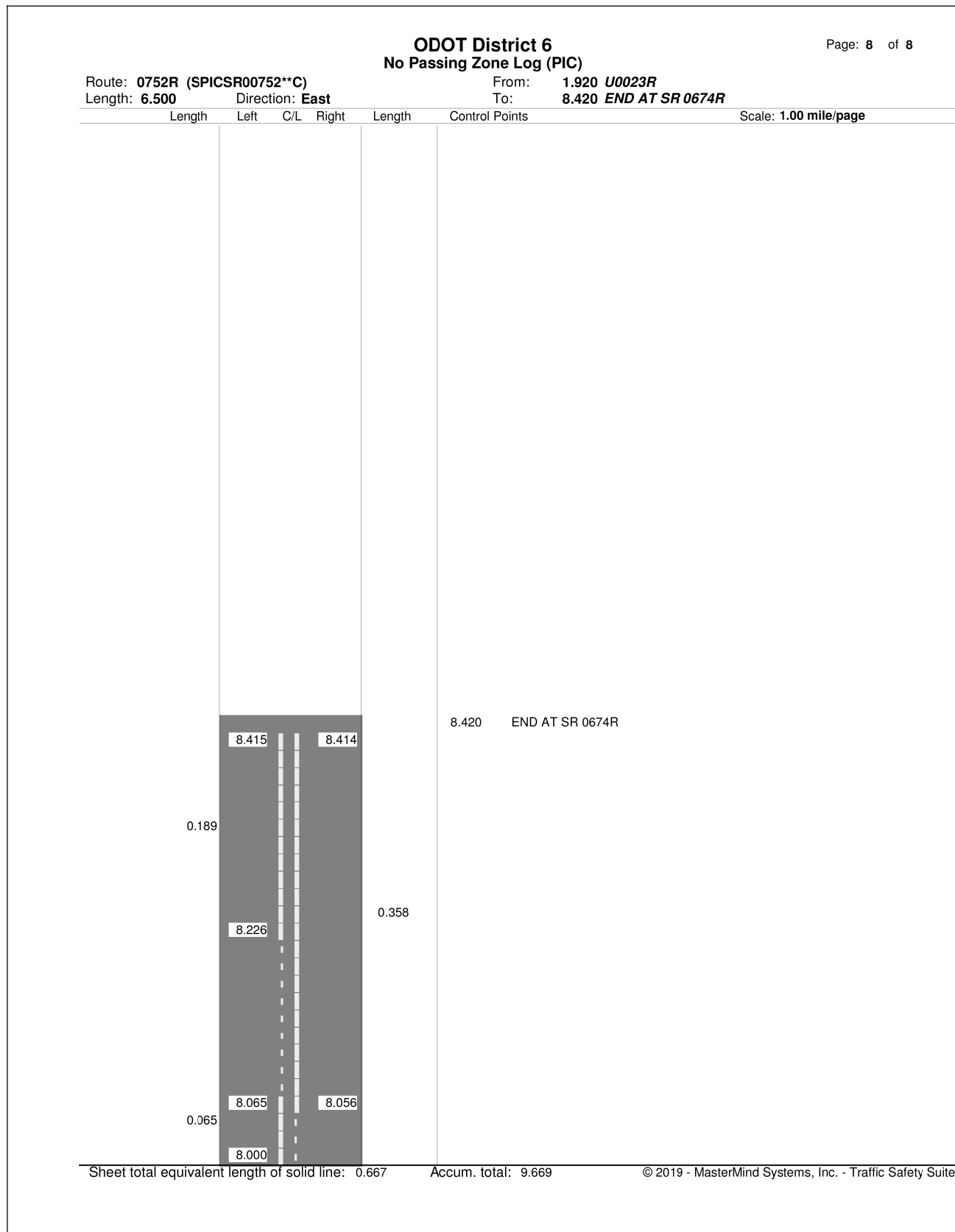
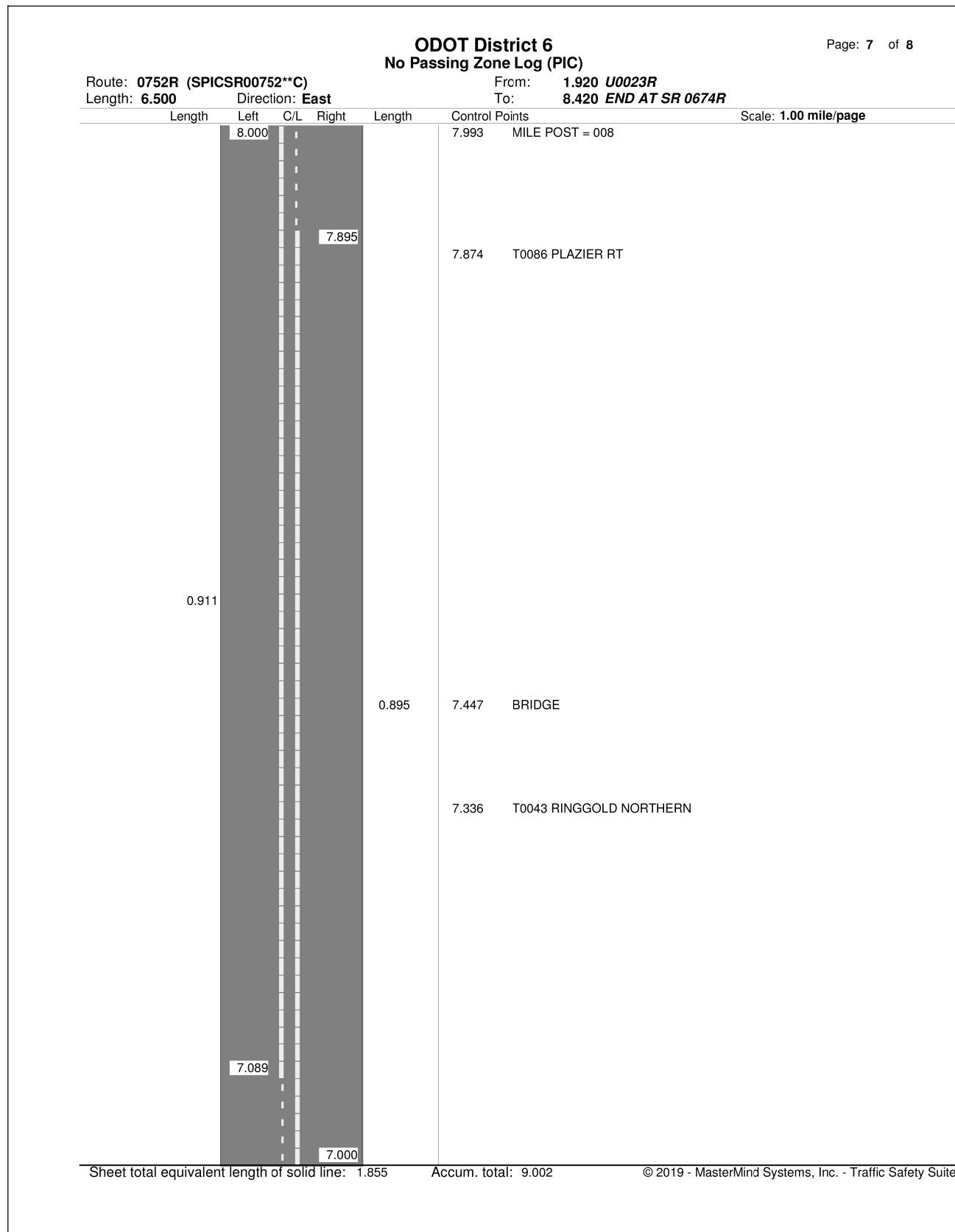
CALCULATED
RAM
CHECKED
XXX

TRAFFIC CONTROL - NO PASSING ZONES

**PIC-SR 316 / 752-
13.05 / 0.00**

31
36

I:\Project+Data\07824_PIC-316-13.05\Design\Roadway\Sheets\MM_005_12/16/2019 2:52:10 PM rmcneill



CALCULATED
RAM
CHECKED
XXX

TRAFFIC CONTROL - NO PASSING ZONES

**PIC-SR 316 / 752 -
13.05 / 0.00**

32
36

ITEM 409-SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW ASPHALT CONCRETE OVERLAY OF BRIDGES. ASPHALT CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE ABUTMENT AND APPROACH SLAB JOINTS.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953) OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R.MEADOWS, INC., P.O. BOX 543, ELGIN, ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

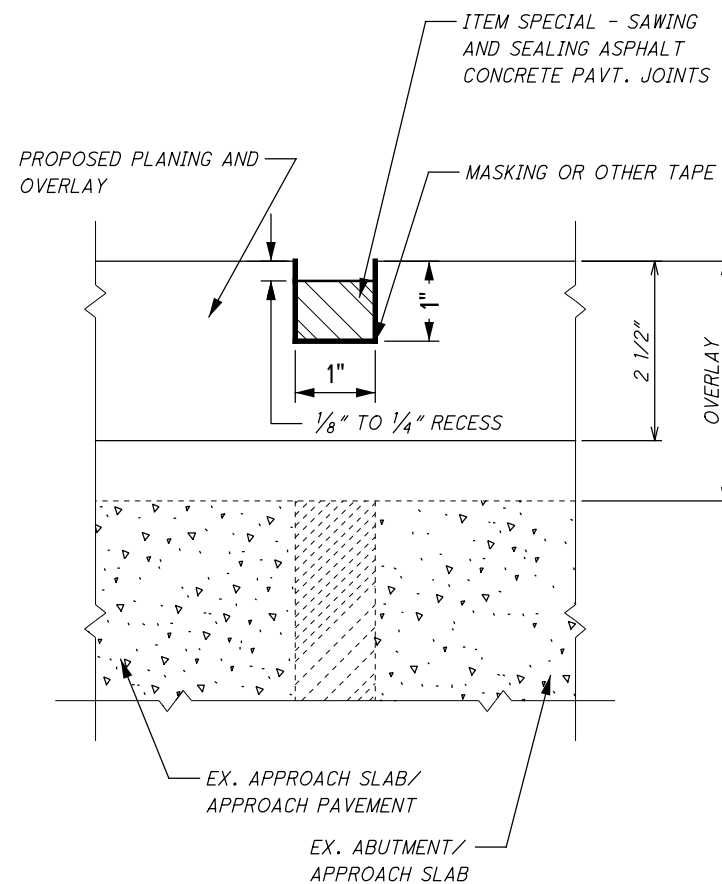
C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 PSI SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RE-CLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 1/4" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.



SAWING AND SEALING JOINTS DETAIL

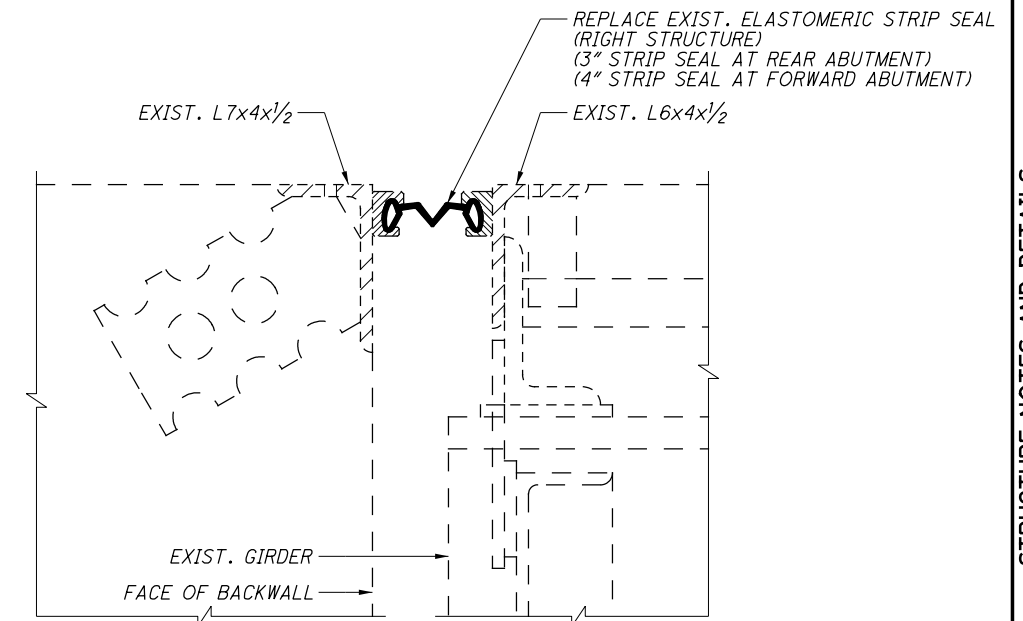
THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

THE UNIT PRICE PER LINEAR FOOT FOR ITEM 409 - "SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.



STRIP SEAL EXPANSION JOINT DETAIL

NOTES:

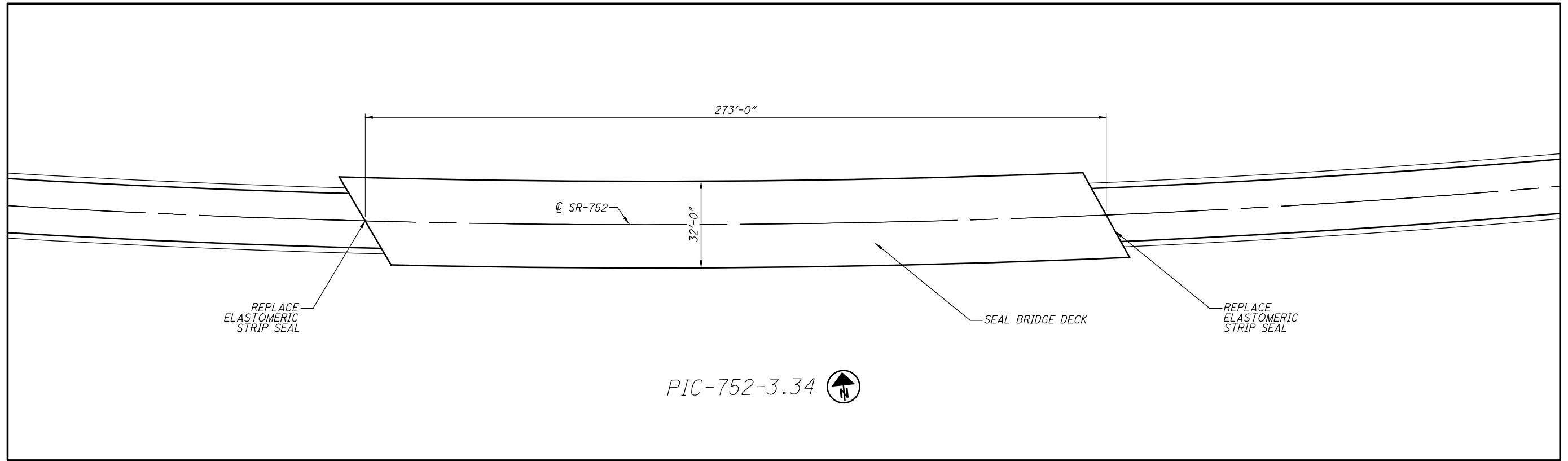
1. REMOVAL OF EXISTING ELASTOMERIC STRIP SEAL SHALL BE PAID FOR UNDER ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS.

I:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\SP_001.dgn SP_101.12/16/2019 2:52:34 PM rmcneill

DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6	
DATE MM/DD/YY XXX	STRUCTURE FILE NUMBER N/A
DRAWN RAM	REVIEWED XXX
DESIGNED RAM	CHECKED XXX
STRUCTURE NOTES AND DETAILS	
PIC-SR 316 / 752 - 13.05 / 0.00 PID No. 107824	
1 / 4	33 36

PARTICIPATION					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
01/S&2/PV	02/STR/PV	03/STR/BR	04/S&2/PV	05/S&2/PV						
		970			512	10050	970	SQ YD	PIC-752-3.34 SFN: 6503675 SEALING OF CONCRETE SURFACES (NON-EPOXY)	
		52			516	01301	52	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN	
		88			516	31200	88	FT	PIC-752-4.61 SFN: 6503683 SPECIAL - SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	

I:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\SP_001.dgn SP_001 12/16/2019 2:52:36 PM rmcneill



LOCATION				QUANTITIES				REMARKS	STRUCTURE NOTES
COUNTY	ROUTE	STATION	DECK AREA	512	516				
			SQ FT	SEALING OF CONCRETE SURFACES (NON-EPOXY)	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN				
				SQ YD	FT				
PIC	752	3.34		970	52			PIC-752-3.34 SFN: 6503675 SKEW: 30°	
TOTALS CARRIED TO STRUCTURE QUANTITIES				970	52				

SITE PLAN
PIC-752-3.34
BRIDGE OVER WALNUT CREEK

DESIGNED RAM	DRAWN RAM	REVIEWED XXX	DATE MM/DD/YY
CHECKED XXX	REVISED XXX	STRUCTURE FILE NUMBER 6503675	DESIGN AGENCY THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

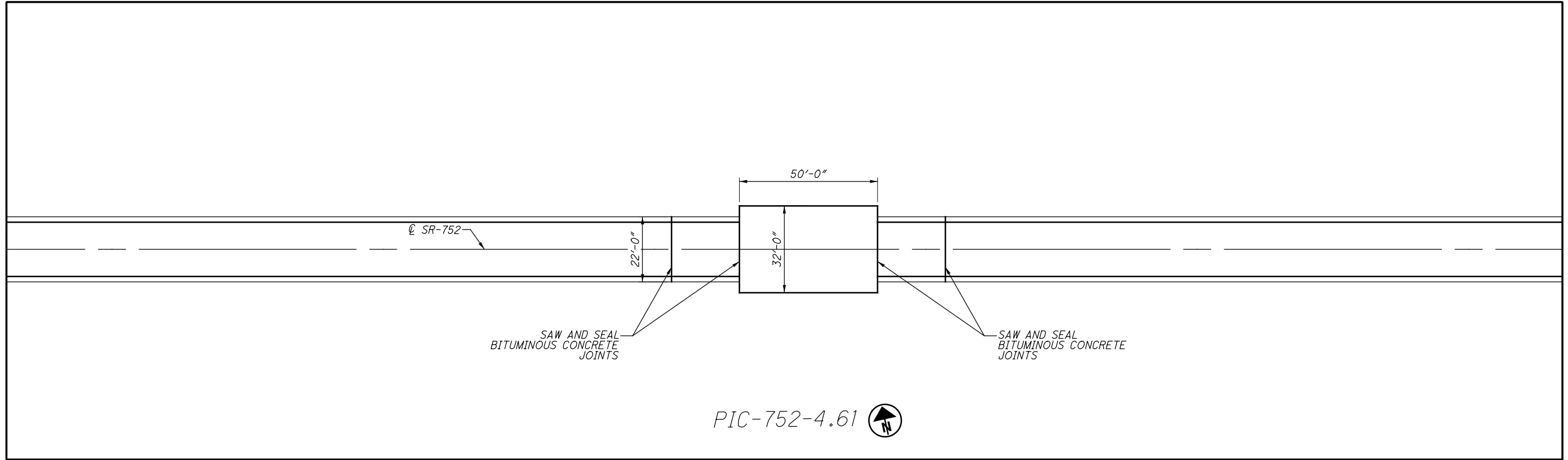
PICKAWAY
STA.
STA.

PIC-SR 316 / 752-
13.05 / 0.00
PID No. 107824

3 / 4

35
36

I:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\SP_001.dgn SP_002 12/16/2019 2:52:37 PM rmcneill



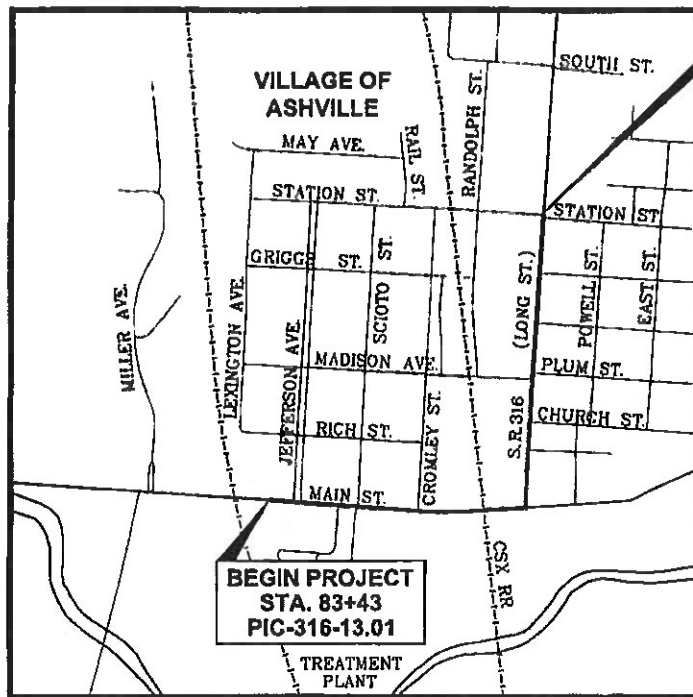
LOCATION				QUANTITIES				REMARKS	STRUCTURE NOTES
COUNTY	ROUTE	SLOPE	DECK AREA						
					516			PIC-752-4.61 SFN: 6503683	
						SPECIAL - SAWING AND SEALING BITUMINOUS CONCRETE JOINTS		SKEW: 0°	
						FT			
			SQ FT						
PIC	752	4.61			88		FOUR LOCATIONS		
TOTALS CARRIED TO STRUCTURE QUANTITIES					88				

SITE PLAN
PIC-752-4.61
BRIDGE OVER CREEK

DESIGNED RAM XXX	CHECKED XXX	DRAWN RAM XXX	REVIEWED XXX	DATE MM/DD/YY 6503683	DESIGN AGENCY THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6
------------------------	----------------	---------------------	-----------------	-----------------------------	--

PIC-SR 316 / 752 -
13.05 / 0.00
PID No. 107824

4 / 4



LOCATION MAP

SCALE: 1" = 600'

LATITUDE: 39°42'49.17" LONGITUDE: -82°57'12.96"

PORTION TO BE IMPROVED	
COUNTY ROAD	
INTERSTATE ROUTE	
STATE ROUTE	

DESIGN DESIGNATION

ADT (2016)	4339
DESIGN YEAR ADT (2032)	4800
DESIGN HOURLY VOLUME (2032)	620
DIRECTIONAL DISTRIBUTION	56%
TRUCKS (24 HOURS B&C)	2%
DESIGN SPEED	35 MPH
LEGAL SPEED	25 MPH
FUNCTIONAL CLASSIFICATION	05 - MAJOR COLLECTOR (RURAL)

DESIGN EXCEPTIONS

NONE REQUIRED

PLANS PREPARED BY:

TEBBE CIVIL ENGINEERING, LLC

4700 LAKEHURST DRIVE ~ SUITE 135
DUBLIN, OHIO 43016

ENGINEER'S SEAL:



SIGNED: *Christopher Michael Tebbe*
DATE: DECEMBER 24, 2019

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PIC-316 - 13.05-13.68
PART 2
VILLAGE OF ASHVILLE
PICKAWAY COUNTY
FOR PART 1 SEE PIC-316/752-13.05/0.00

INDEX OF SHEETS

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3
GENERAL NOTES	4-6
MAINTENANCE OF TRAFFIC NOTES AND DETAILS	7-8
GENERAL SUMMARY	9-10
PAVEMENT AND DEMOLITION SUBSUMMARIES	11
DEMOLITION PLAN	12-16
ROADWAY PLAN SUBSUMMARY	17
ROADWAY PLAN AND PROFILE	18-27
CROSS SECTIONS	28-44
GRADING PLAN	45-48
STORM SEWER PROFILES	49-52
INTERSECTION DETAILS	53-56
DRIVE AND ALLEY SUBSUMMARY	57
DRIVE AND ALLEY DETAILS	58-61
TRAFFIC CONTROL SUBSUMMARY	62
TRAFFIC CONTROL PLAN	63-66

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS
ODOT	COLUMBUS	ODOT
SEE PART 1	SEE PART 1	SEE PART 1

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF PAVEMENT REPAIRS AND PAVEMENT PLANING/RESURFACING ON SR 316 IN THE VILLAGE OF ASHVILLE, PICKAWAY COUNTY. ALSO INCLUDED ARE NEW CURB, SIDEWALK AND DRAINAGE IMPROVEMENTS.

EARTH DISTURBING ACTIVITY

PROJECT EARTH DISTURBED AREA	0.93 AC.
PROPOSED WALK & PAVEMENT (0.51 AC.)	
GREEN SPACE (0.42 AC.)	
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.00 AC.
TOTAL EARTH DISTURBING ACTIVITY	0.93 AC.

* THIS PROJECT CONTAINS LESS THAN 1 ACRE OF EARTH DISTURBING ACTIVITY AND IS CONSIDERED A MAINTENANCE PROJECT. NOTICE OF INTENT (NOI) AND BMPS ARE NOT REQUIRED.



2019 SPECIFICATIONS

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

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.

APPROVED: *Michael R. Blaford*
DATE: 12/30/19 DISTRICT DEPUTY DIRECTOR

APPROVED: *Paul Markley*
DATE: 1/12/20 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJ NO. E190 (151)
PID NO. 107824
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
PIC-316 - 13.05-13.68 PART 2
1/66

LEGEND	
LINETYPES	
EXISTING FENCE	—x—x—x—x—
EXISTING GAS	—G—G—G—G—
EXISTING RIGHT-OF-WAY	—R/W—
EXISTING SANITARY SEWER	—SA—SA—
EXISTING SANITARY SEWER, FORCE MAIN	—FM—FM—
EXISTING WATER	—W—W—
EXISTING STORM SEWER	—ST—ST—
EXISTING UNDERGROUND TELEPHONE	—UGT—UGT—
EXISTING UNDERGROUND ELECTRIC	—UGE—UGE—
EXISTING OVERHEAD ELECTRIC WIRE	—OHE—OHE—
POWER POLE W/GUY WIRE & LIGHT POLE	—OHE—OHE—
SYMBOLS	
EXISTING CATCH BASIN	□
EXISTING CURB INLET	⊞
EXISTING SANITARY MANHOLE	⊙
EXISTING FIRE HYDRANT	⊕
EXISTING SIGN	—
EXISTING TREE W/SIZE	⊙
EXISTING SHRUB	⊙
EXISTING SHRUB ROW	⊙
EXISTING LIGHT POLE	⊕
EXISTING POWER POLE	⊕
EXISTING POWER POLE W/LIGHT	⊕
EXISTING GAS VALVE	GV⊙
EXISTING WATER VALVE	WV⊙
EXISTING STORM MANHOLE	○
EXISTING GAS METER	EM
PROPOSED CATCH BASIN	■
PROPOSED MANHOLE	●
ABBREVIATIONS	
EXISTING	EX.
TOP OF CASTING	TC
PROPOSED	PROP.
RIGHT-OF-WAY	R/W
EDGE OF PAVEMENT	E/P

PLAN SPLIT TABLE					
PART #	CATEGORY	GROUP	RESPONSIBLE ENTITY	PLAN SPLIT CODE	DESCRIPTION
1	STP<200000	PAVEMENT	STATE	01/S<2/PV	PART 1 - PIC-752-0.00 TO 1.74 AND PIC-752-1.92 TO 2.32
1	STP RURAL	PAVEMENT	STATE	02/STR/PV	PART 1 - PIC-752-2.32 TO 8.43
1	STP RURAL	BRIDGE	STATE	03/STR/BR	BRIDGE ON PIC-752, SFN: 6503675
2	STP<200000	PAVEMENT	STATE	04/S<2/PV	PART 2 - PIC-316-13.05 TO 13.68 - STATE FUNDED PAVING WORK
2	STP<200000	PAVEMENT	NON-STATE	05/S<2/PV	ITEMS TO BE PAID 100% BY THE VILLAGE OF ASHVILLE INCLUDING OPWC FUNDS

S.R. 316 C/L REFERENCE TABLE				
LINE	START	END	BEARING	DISTANCE
L1	CP-1	CP-10	S85°55'12"E	1182.82'
L2	CP-10	CP-11	N86°26'14"E	499.54'
L3	CP-11	CP-26	N03°40'18"E	1933.63'

CONTROL POINTS				
POINT	NORTH	EAST	DESCRIPTION	
CP-1	624330.12	1839207.96	STEEL SPIKE SET IN W. MAIN ST., WEST OF JEFFERSON AVE.	
CP-2	624312.33	1839457.33	MAGNETIC NAIL SET IN INT. W. MAIN ST. & JEFFERSON AVE.	
CP-3	624362.21	1839460.89	1/2" REBAR SET IN JEFFERSON AVE., NORTH OF W. MAIN ST.	
CP-4	624285.99	1839826.70	MAGNETIC NAIL SET IN INT. W. MAIN ST. & SCIOTO ST.	
CP-5	624236.11	1839823.14	STEEL SPIKE SET IN SCIOTO ST., SOUTH OF W. MAIN ST.	
CP-6	624285.28	1839836.67	MAGNETIC NAIL SET IN INT. W. MAIN ST. & SCIOTO ST.	
CP-7	624335.15	1839840.23	STEEL SPIKE SET IN SCIOTO ST., NORTH OF W. MAIN ST.	
CP-8	624258.58	1840210.94	MAGNETIC NAIL SET IN INT. W. MAIN ST. & CROMLEY ST.	
CP-9	624308.45	1840214.50	STEEL SPIKE SET IN CROMLEY ST., NORTH OF W. MAIN ST.	
CP-10	624245.96	1840387.79	MAGNETIC NAIL SET IN INT. W. MAIN ST., ANGLE POINT	
CP-11	624277.01	1840886.37	MAGNETIC NAIL SET IN INT. W. MAIN ST. & LONG ST.	
CP-12	624635.02	1840909.34	MAGNETIC NAIL SET IN INT. WRIGHT ST. & LONG ST.	
CP-13	624632.89	1840959.29	STEEL SPIKE SET IN WRIGHT ST., EAST OF LONG ST.	
CP-14	624812.31	1840920.72	MAGNETIC NAIL SET IN INT. CHURCH ST. & LONG ST.	
CP-15	624809.10	1840970.61	STEEL SPIKE SET IN CHURCH ST., EAST OF LONG ST.	
CP-16	625078.67	1840937.81	MAGNETIC NAIL SET IN INT. MADISON AVE. & LONG ST.	
CP-17	625081.87	1840887.91	STEEL SPIKE SET IN MADISON AVE., WEST OF LONG ST.	
CP-18	625117.68	1840940.31	MAGNETIC NAIL SET IN INT. PLUM ST. & LONG ST.	
CP-19	625114.48	1840990.21	STEEL SPIKE SET IN PLUM ST., EAST OF LONG ST.	
CP-20	625430.68	1840960.40	MAGNETIC NAIL SET IN INT. CHERRY ST. & LONG ST.	
CP-21	625427.48	1840010.29	STEEL SPIKE SET IN CHERRY ST., EAST OF LONG ST.	
CP-22	625745.04	1840980.57	MAGNETIC NAIL SET IN INT. HARRISON ST. & LONG ST.	
CP-23	625741.84	1841030.47	STEEL SPIKE SET IN HARRISON ST., EAST OF LONG ST.	
CP-24	626086.34	1841002.47	MAGNETIC NAIL SET IN INT. E. STATION ST. & LONG ST.	
CP-25	626083.13	1841052.37	STEEL SPIKE SET IN E. STATION ST., EAST OF LONG ST.	
CP-26	626106.87	1841003.79	MAGNETIC NAIL SET IN INT. W. STATION ST. & LONG ST.	
CP-27	626206.66	1841010.19	STEEL SPIKE SET IN LONG ST., NORTH OF W. STATION ST.	
CP-28	626133.68	1840586.04	MAGNETIC NAIL SET IN INT. W. STATION ST. & RANDOLPH ST.	
CP-29	626083.75	1840583.37	STEEL SPIKE SET IN RANDOLPH ST., SOUTH OF W. STATION ST.	
CP-30	626183.57	1840589.25	STEEL SPIKE SET IN RANDOLPH ST., NORTH OF W. STATION ST.	
CP-31	624283.22	1840986.17	STEEL SPIKE SET IN E. MAIN ST., EAST OF LONG ST.	

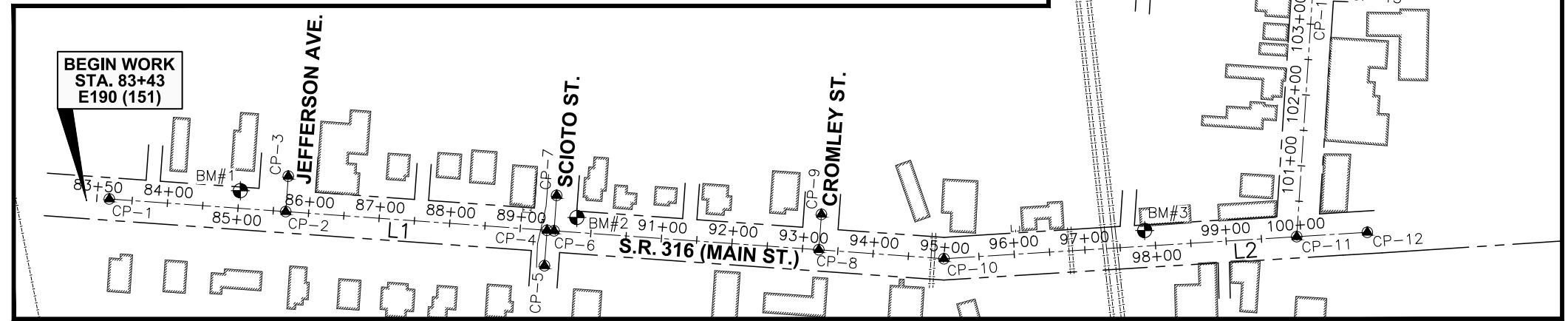
PROJECT DATUM

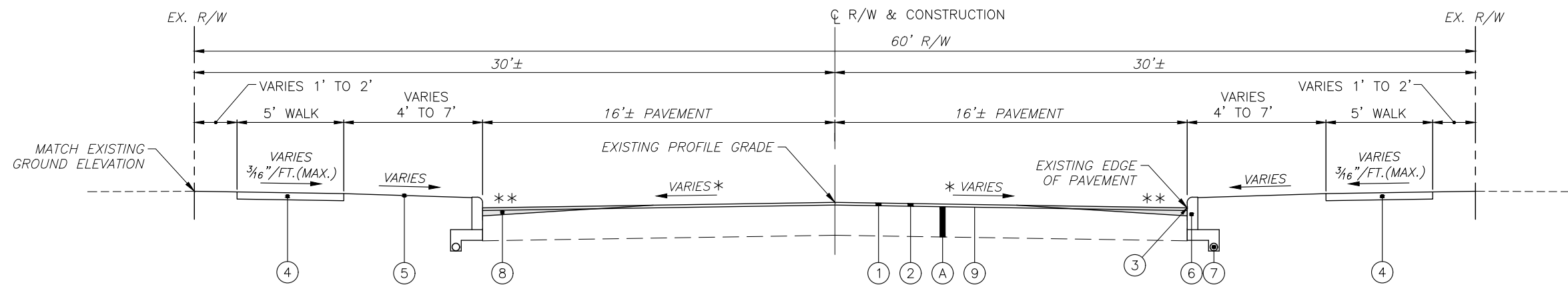
HORIZONTAL DATUM:
HORIZONTAL DATUM FOR THIS PROJECT IS OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE.

VERTICAL DATUM:
VERTICAL DATUM FOR THIS PROJECT IS NAVD88.

BENCHMARKS

- BM#1:**
SOUTHEAST CORNER OF CONCRETE STEP OF RESIDENCE #200, NORTH SIDE OF W. MAIN STREET, WEST OF JEFFERSON AVENUE.
ELEVATION: 702.69
APPROXIMATE LOCATION: N624342, E1839397
- BM#2:**
NORTH BOLT OF FIRE HYDRANT, NORTH SIDE W. MAIN STREET, EAST SIDE SCIOTO STREET.
ELEVATION: 708.18
APPROXIMATE LOCATION: N624302, E1839872
- BM#3:**
NORTH BOLT OF FIRE HYDRANT, NORTH SIDE OF W. MAIN STREET, EAST SIDE CENTER ALLEY.
ELEVATION: 709.08
APPROXIMATE LOCATION: N624284, E1840672
- BM#4:**
TOP OF EAST END LIBRARY SIGN, WEST SIDE LONG STREET, OPPOSITE WRIGHT STREET.
ELEVATION: 712.91
APPROXIMATE LOCATION: N624652, E1840880
- BM#5:**
SOUTH END OF TOP OF CONCRETE WALL, EAST SIDE LONG STREET, NORTH SIDE ALLEY, FIRST ALLEY NORTH OF PLUM STREET.
ELEVATION: 710.94
APPROXIMATE LOCATION: N625282, E1840981
- BM#6:**
TOP OF IRON PIN FOUND, WEST SIDE LONG STREET, SOUTH SIDE CONCRETE DRIVE.
ELEVATION: 711.57
APPROXIMATE LOCATION: N625892, E1840958

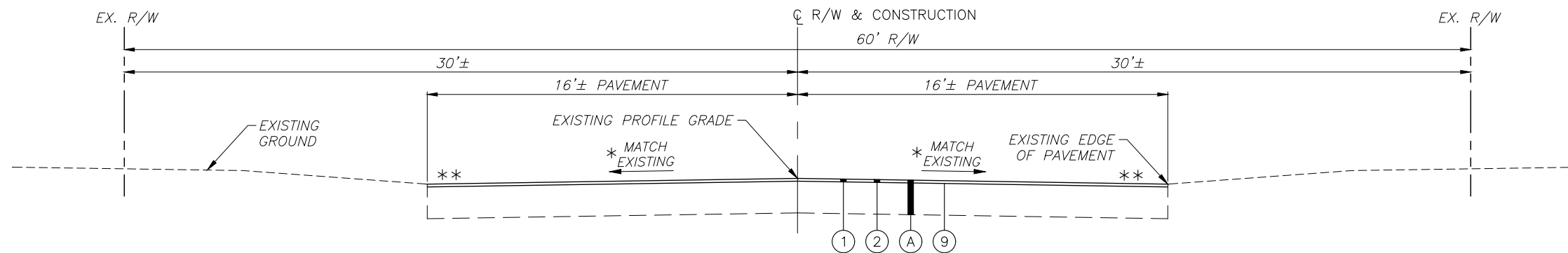




S.R. 316 ROADWAY SECTION W/CURB

SCALE: 1" = 3'

SLM: PIC-316-13.01 TO PIC-316-13.23 (STA. 83+43 TO 94+64)
PIC-316-13.26 TO PIC-316-13.67 (STA. 97+57 TO 118+21)



S.R. 316 ROADWAY SECTION

SCALE: 1" = 3'

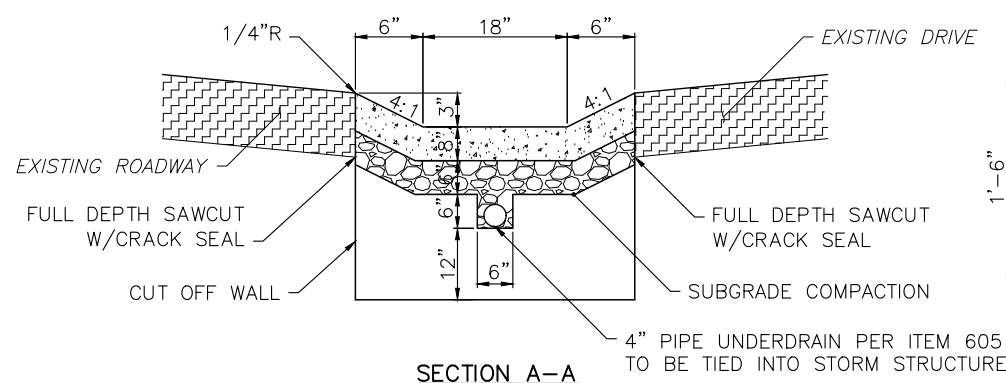
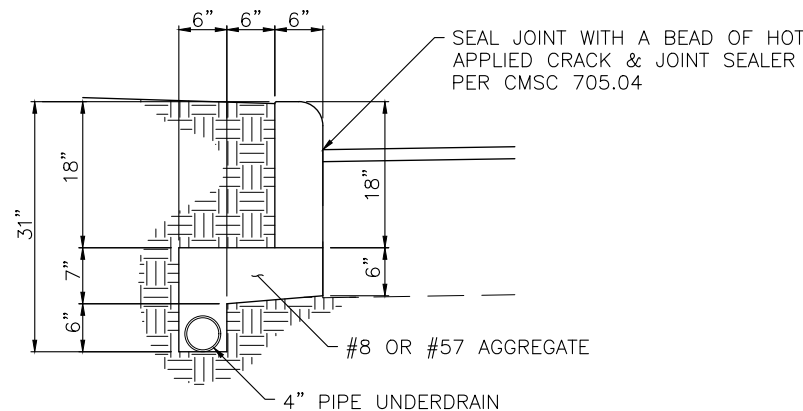
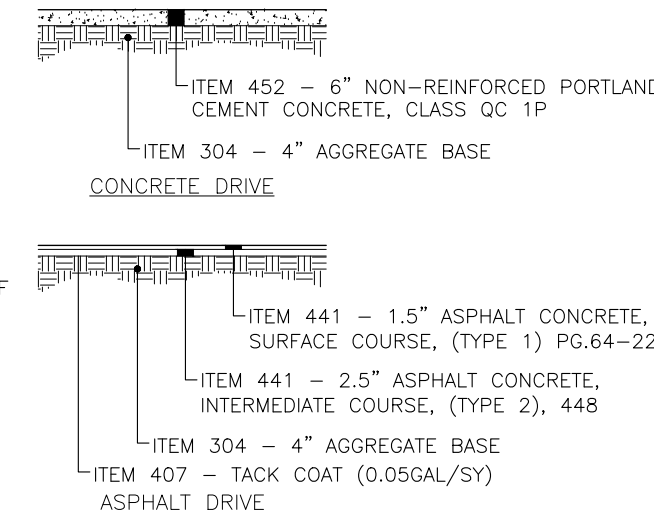
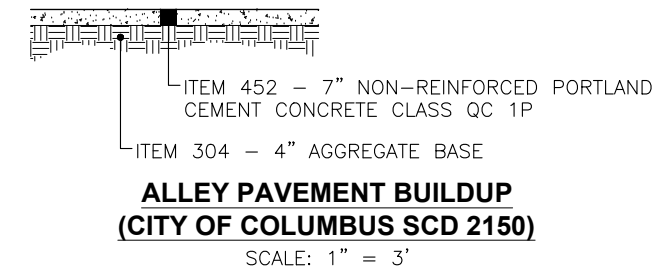
SLM: PIC-316-13.23 TO PIC-316-13.26 (STA. 94+64 TO 97+57)
PIC-316-13.67 TO PIC-316-13.68 (STA. 118+21 TO 118+64)

LEGEND

- ① ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE (FINAL)
- ② ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (446)
- ③ ITEM 423 - CRACK SEALING MISC.: FACE OF CURB
- ④ ITEM 608 - 4" CONCRETE WALK
- ⑤ ITEM 659 - SEEDING AND MULCHING
- ⑥ ITEM 609 - STRAIGHT 18" CONCRETE CURB, PER ODOT BP-5.1, TYPE 6
- ⑦ ITEM 605 - 4" SHALLOW PIPE UNDERDRAINS
- ⑧ ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑨ ITEM 407 - NON-TRACKING TACK COAT (0.08 GAL/SY)

LEGEND (CONTINUED)

- (A) EXISTING PAVEMENT BUILDUP (DEPTH VARIES)
- * PROPOSED PAVEMENT CROSS SLOPE TO MATCH EXISTING PAVEMENT CROSS SLOPE, UNLESS OTHERWISE SPECIFIED IN THE CROSS SECTIONS. SEE CROSS SECTIONS FOR DETAILS.
- ** FOR GRADING PURPOSES AND TO ACHIEVE PROPER CURB HEIGHT THROUGHOUT THIS PROJECT, VARIABLE DEPTH PAVEMENT PLANING WILL TAKE PLACE PRIOR TO THE FINAL 1½" MILL AND OVERLAY. THE 8' WIDE VARIABLE DEPTH PAVEMENT PLANING, DEPENDING ON LOCATION, WILL VARY IN DEPTH FROM 0" AND 6". SEE GRADING PLAN AND CROSS SECTIONS FOR DETAILS.



**ITEM 609 - STRAIGHT 18" CURB DETAIL WITH
ITEM 605 - 4" SHALLOW PIPE UNDERDRAIN**

SCALE: 1" = 1'

**ITEM 452 - 8" NON-REINFORCED PAVEMENT, MISC.:
PAVED GUTTER, AS PER PLAN (DM-2.1)**

SCALE: 1" = 1'

DRIVEWAY PAVEMENT BUILDUP

SCALE: 1" = 3'

GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

NOTIFICATION OF CONSTRUCTION INITIATION:

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

CONTRACTORS EQUIPMENT – OPERATION AND STORAGE:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

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. WORK LIMITS SHALL BE WITHIN THE EXISTING RIGHT OF WAY.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR TREATMENT ON THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING CENTERLINE OF PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING CENTERLINE OF PAVEMENT. BECAUSE VARIABLE DEPTH PAVEMENT PLANING IS USED TO ACHIEVE PROPER CURB HEIGHTS, PAVEMENT CROSS SLOPES MAY VARY. SEE CROSS SECTIONS FOR DETAILS.

VARIABLE DEPTH PAVEMENT PLANING AND FINAL MILLING:

CONTRACTOR TO STAGE PAVEMENT MILLING TO LIMIT AMOUNT OF TIME MILLED SURFACE IS EXPOSED. THE EXISTING ROADWAY (ASPHALT PAVEMENT) MAY CONTAIN A LAYER OF BRICK AS PART OF THE EXISTING PAVEMENT BUILDUP. CONTRACTOR TO CONTACT THE ENGINEER IF BRICK IS EXPOSED DURING MILLING.

DRAINAGE AT INTERSECTING STREETS:

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

ROUNDING:

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE

TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THROUGH OTHERWISE SHOWN.

UTILITIES:

THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OUPS A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OUPS DIRECTLY A MINIMUM OF 48 HOURS' NOTICE EXCLUDING WEEKENDS AND HOLIDAYS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

NO UTILITY RELOCATION WILL BE REIMBURSED NOR WILL DELAY CLAIMS BE PERMISSIBLE BASED ON LACK OF COORDINATION BETWEEN THE ODOT CONTRACTOR AND THE IMPACTED UTILITY.

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

VILLAGE OF ASHVILLE SERVICE DEPARTMENT
160 CHERRY STREET
ASHVILLE, OHIO 43103
740-983-4053

WATERLINE SANITARY SEWER & STORM SEWER ONLY
200 EAST STATION STREET
ASHVILLE, OHIO 43103
740-983-6367

COLUMBIA GAS OF OHIO
MICHAEL PAULES
3550 JOHNNY APPLESEED COURT
COLUMBUS, OHIO 43231
740-466-5131

SPRINT
STEVEN HUGHES
11370 ENTERPRISE PARK DRIVE
SHARONVILLE, OHIO 45241
513-459-5796

SOUTH CENTRAL POWER
MICHAEL CHALFAN
PO BOX 250
LANCASTER, OHIO 43130

CHARTER COMMUNICATIONS/SPECTRUM
SAM LUTZ
3760 INTERCHANGE ROAD
COLUMBUS, OHIO 43204
614-481-5047

VERIZON BUSINESS
AL GUEST
120 RAVINE STREET
AKRON, OHIO 44303
330-253-8267

CONSTRUCTION NOISE:

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7PM AND 7AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS:

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL

POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL: CP-11

LOCAL PROJECT NORTH: 624,277.01 USFT
LOCAL PROJECT EAST: 1,840,886.37 USFT

POSITIONING METHOD:

GPS RTK AVERAGE, MULTIPLE OBSERVATIONS ON MULTIPLE DAYS OF ODOT VIRTUAL REFERENCE SYSTEM

MONUMENT TYPE:

8" STAINLESS STEEL SPIKE SET IN ASPHALT AT THE CENTERLINE INTERSECTION OF W. MAIN STREET AND LONG STREET.

VERTICAL POSITIONING:

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12

HORIZONTAL POSITIONING:

REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS 80
MAP PROJECTION: OHIO SPC – SOUTH ZONE (3402)
COORDINATE SYSTEM: LOCAL
COMBINED SCALE FACTOR: 1.000000 (LOCAL GROUND)
ORIGIN OF COORDINATE SYSTEM: CP-11
LOCAL PROJECT NORTH: 624,277.01 USFT
LOCAL PROJECT EAST: 1,840,886.37 USFT

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

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.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING:

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRUCT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE CENTERLINE OF PAVEMENT UNLESS OTHERWISE NOTED.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

CLEARING AND GRUBBING:

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS
18"	13	1
30"	2	3

ITEM SPECIAL – SOIL STERILANT:

USE ONE OF THE SOIL STERILANT PRODUCTS LISTED BELOW OR AN APPROVED EQUAL. APPLY THE SOIL STERILANT TO LOCATION(S) WHERE IN-ROAD VEGETATION EXISTS AS DETERMINED BY THE ENGINEER. THIS SHOULD BE DONE IMMEDIATELY PRIOR TO PLACING THE PROPOSED (ROAD SURFACE).

PRAMITOL 25E
GIBA SPECIALTY CHEMICALS
MCINTOSH, ALABAMA 36553

ROUNDUP PRO L
MONSANTO COMPANY
800 N. LINDBERGH BLVD.
ST. LOUIS, MO. 63167

HYVAR XL
DUPONT CORPORATION
1007 MARKET STREET
WILMINGTON, DELAWARE 19898

COMPACT THE SITE FOLLOWING PLOWING OR DISKING. APPLY THE SOIL STERILANT AT THE SUGGESTED MANUFACTURER'S RATE.

THE PREFERRED TIME FRAME TO APPLY THE SOIL STERILANT IS BETWEEN JUNE 15 AND OCTOBER 15. VERY DRY SOIL CONDITIONS MAY RESULT IN POOR WEED CONTROL. DO NOT APPLY THE SOIL STERILANT TO SOIL OR BALLAST MATERIAL WHICH IS SATURATED WITH WATER. CONSULT WITH MANUFACTURER IN REGARD TO THE HANDLING AND PHYSICAL CHEMICAL HAZARDS ASSOCIATED WITH THE SOIL STERILANT.

PAYMENT FOR THE ABOVE REFERENCED ITEM IS INCLUDED IN THE PRICE PER SQUARE YARD OF ITEM SPECIAL, SOIL STERILANT. A QUANTITY OF 100 SQUARE YARDS IS INCLUDED IN THE GENERAL SUMMARY TO BE USED AT LOCATIONS AS DETERMINED BY THE ENGINEER.

EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE STATE OF OHIO, DEPARTMENT OF AGRICULTURE, AS A COMMERCIAL APPLICATOR. IN ADDITION, ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING OF HERBICIDE WILL BE LICENSED AS COMMERCIAL OPERATORS IN THE APPROPRIATE SPRAY CATEGORY. SUBMIT APPROPRIATE LICENSES TO THE PROJECT ENGINEER, PRIOR TO COMMENCING WORK, FOR VERIFICATION.

ITEM 611 – CATCH BASIN GRATE:

EXISTING CATCH BASINS SHALL BE MODIFIED BY REPLACING THE EXISTING GRATES WITH BICYCLE SAFE GRATES.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR REPLACEMENT OF EXISTING CATCH BASIN GRATES WITH BICYCLE SAFE GRATES:

611, CATCH BASIN GRATE, AS PER PLAN 4 EACH

ITEM SPECIAL – FILL AND PLUG EXISTING CONDUIT:

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12 OR 15 IN DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS

CALCULATED
CHECKED

GENERAL NOTES

PIC-316 - 13.05-13.68
PART 2

4
66

SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH AS SHOWN ON THE PLANS SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

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, THE CONTRACTOR SHALL 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, THE ENGINEER SHALL BE NOTIFIED 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, THE ENGINEER SHALL BE NOTIFIED 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 SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES:

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED:

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY VILLAGE OF ASHVILLE FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

ITEM SPECIAL- MISCELLANEOUS METAL:

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF

THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL, MISCELLANEOUS METAL 500 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM SPECIAL - PIPE CLEANOUT:

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

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

ITEM SPECIAL, PIPE CLEANOUT, 24" AND UNDER 500 FT

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:

605 4" UNCLASSIFIED PIPE UNDERDRAINS 50 FT.
 605 6" UNCLASSIFIED PIPE UNDERDRAINS 50 FT.

SEEDING AND MULCHING:

AREAS DISTURBED BY CONSTRUCTION ACTIVITIES AND AREAS WHERE EMBANKMENT HAVE BEEN PLACED SHALL BE REPAIRED WITH THE FOLLOWING QUANTITIES, AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED:

ITEM	QUANTITY	UNIT	DESCRIPTION
659	224	CU YD	TOPSOIL
659	101	SQ YD	REPAIR SEEDING AND MULCHING
659	101	SQ YD	INTER-SEEDING
659	0.03	TON	COMMERCIAL FERTILIZER
659	0.42	ACRE	LIME
659	16.3	M. GAL	WATER

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ENVIRONMENTAL:

THE CONTRACTOR SHALL TAKE CARE TO AVOID IMPACTING ANY STREAMS, DITCHES, AND/OR WETLANDS.

REMOVAL ITEMS:

UNLESS OTHERWISE INSTRUCTED, GUARDRAIL, POSTS, ASPHALT, CONCRETE, AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

MANHOLES AND OTHER CASTING STRUCTURES:

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS MAY BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS OR GIVE AUTHORIZATION TO ODOT TO ADJUST AS PART OF THIS CONTRACT. THIS WORK NEEDS TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED.

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES REQUIRING ADJUSTMENT THAT ARE OWNED BY PRIVATE UTILITIES NEED TO BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE ODOT CONTRACTOR SHALL NOTIFY THE PRIVATE OWNER MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THE WORK MAY BE PROPERLY SCHEDULED.

IF ADJUSTMENTS HAVE NOT BEEN COMPLETED 14 CALENDAR DAYS AFTER NOTIFICATION, THE ODOT CONTRACTOR WILL NOTIFY THE ODOT PROJECT ENGINEER AND PROVIDE SPECIFIC STATION LOCATIONS AND OWNER INFORMATION. THE ODOT PROJECT ENGINEER WILL WORK WITH THE DISTRICT UTILITY COORDINATOR TO ISSUE AN OBSTRUCTION REMOVAL NOTICE WITHIN 5 DAYS OF RECEIPT WHICH WILL INFORM THE PRIVATE UTILITY TO ADJUST THE STRUCTURES AS NECESSARY OR ODOT WILL AUTHORIZE THE ODOT CONTRACTOR TO ADJUST AS NEEDED AND BILL THE OWNER OF THE FACILITY FOR THE ADJUSTMENT TO THE STRUCTURE.

SHOULD THE CONTRACTOR FAIL TO NOTIFY PUBLIC SERVICE CORPORATIONS OR PRIVATE UTILITIES OF EXISTING MANHOLES, VALVE BOXES, AND OTHER STRUCTURES THAT REQUIRE ADJUSTMENTS TO GRADE, AND COVER THESE WITH THE PROPOSED ASPHALT TREATMENT, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER THE MANHOLES, VALVE BOXES, AND OTHER STRUCTURES AT THEIR OWN EXPENSE SO THAT THE NECESSARY ADJUSTMENTS CAN BE MADE. THE METHOD OF REMOVAL AND REPAIR OF THE ASPHALT SHALL MEET ALL REQUIREMENTS OF THE ODOT ENGINEER AND SHALL BE AT THE CONTRACTORS EXPENSE.

THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED. THE FOLLOWING QUANTITIES HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 MANHOLE ADJUSTED TO GRADE	5	EACH
ITEM 611 CATCH BASIN ADJUSTED TO GRADE	5	EACH
ITEM 638 VALVE BOX ADJUSTED TO GRADE	35	EACH

FIRE HYDRANTS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS AND FEES THAT ARE REQUIRED FOR THE USE OF ANY FIRE HYDRANTS. CONTACT JIM WELSH WITH THE VILLAGE OF ASHVILLE UTILITY DEPARTMENT AT (740) 983-6367. A SIAMESE VALVE IS TO BE USED ON THE HYDRANT OUTLET IF A HOSE IS TO BE LEFT CONNECTED AND UNATTENDED.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATIONS TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED

SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT.

PLANED PAVEMENT SHALL NOT BE EXPOSED TO TRAFFIC FOR MORE THAN 7 CALENDAR DAYS.

ITEM 617 - WATER:

THIS ITEM IS A CONTINGENCY QUANTITY AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 617 - WATER 2 MGAL

ITEM 254 - PATCHING PLANED SURFACE:

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER FOR AREAS NEEDING REPAIR FOLLOWING THE PAVEMENT PLANING OPERATION.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PATCHING PLANED SURFACE 250 SY

ITEM 644 - PAVEMENT MARKING:

IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE SURFACE PREP OBLITERATES THEM.

ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

EDGE LINE WIDTH = 6"
 LANE LINE WIDTH = 6"
 CENTER LINE WIDTH = 4"

PAVING AT RAILROAD CROSSINGS:

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET (15 METERS) FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

PART-WIDTH CONSTRUCTION:

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS:

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 177 CY

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 9 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS:

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22 89 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 9 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM SPECIAL – TRASH RECEPTACLE TO BE REMOVED, STORED AND REINSTALLED:

CONTRACTOR SHALL REMOVE AND STORE ALL TRASH RECEPTACLES WITHIN THE PROJECT LIMITS. UPON COMPLETION OF THE PROJECT, CONTRACTOR SHALL INSTALL TRASH RECEPTACLES AS DIRECTED BY THE ENGINEER.

ITEM 900 – SPECIAL: TRASH RECEPTACLE TO BE REMOVED, STORED AND REINSTALLED 4 EA

ITEM SPECIAL – OHIO PUBLIC WORKS COMMISSION SIGN

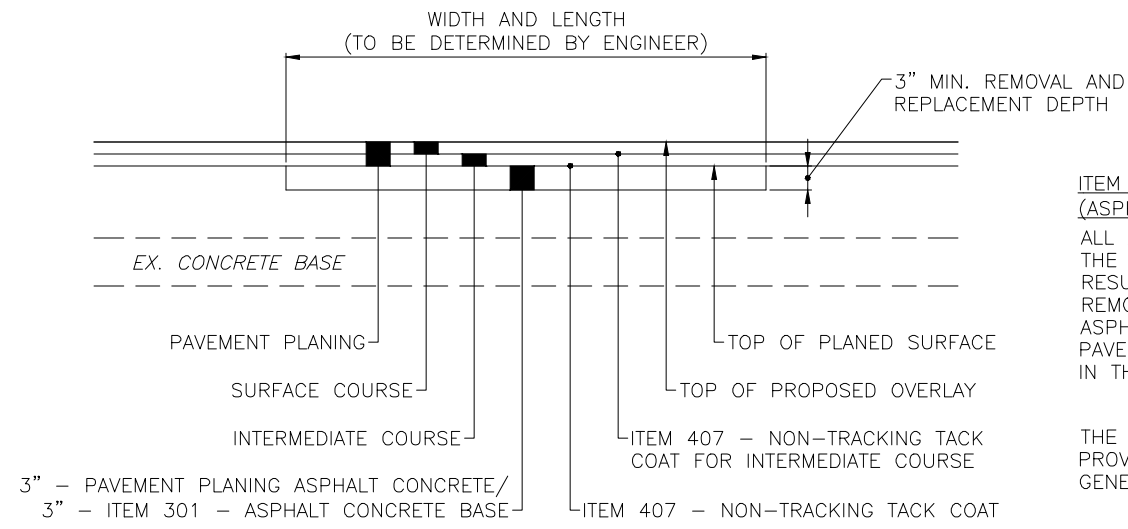
CONTRACTOR TO PLACE SIGNS AS DIRECTED BY ENGINEER.

ITEM 900 – SPECIAL: OPWC SIGN 2 EA

RAILROAD NOTES:

RR 1 ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN "SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTEREST".

RR 2 "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATION LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.



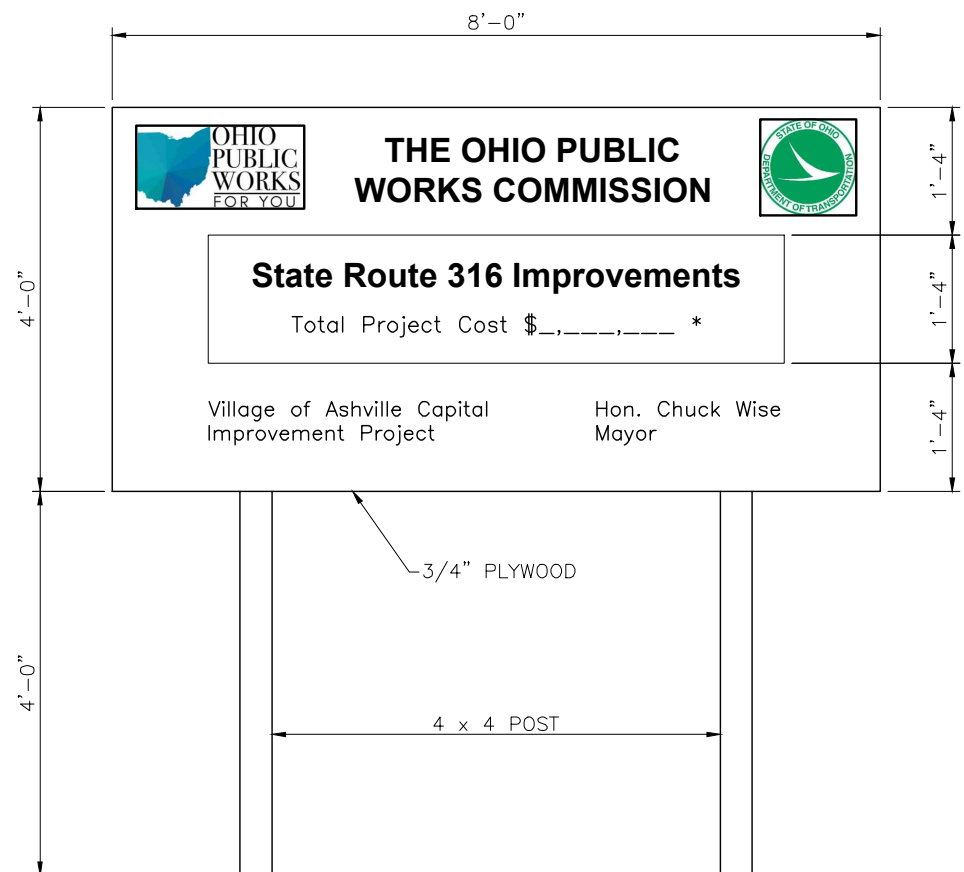
PARTIAL DEPTH PAVEMENT REPAIR SECTION

SCALE: 1" = 1'

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), TYPE A, AS PER PLAN:
ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. REPAIR AREAS SHALL CONSIST OF REMOVING 3" OF PAVEMENT AND PLACING 3" ITEM 301 ASPHALT CONCRETE BASE, PG64-22. PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, (ASPHALT CONCRETE BASE), AS PER PLAN 150 SY

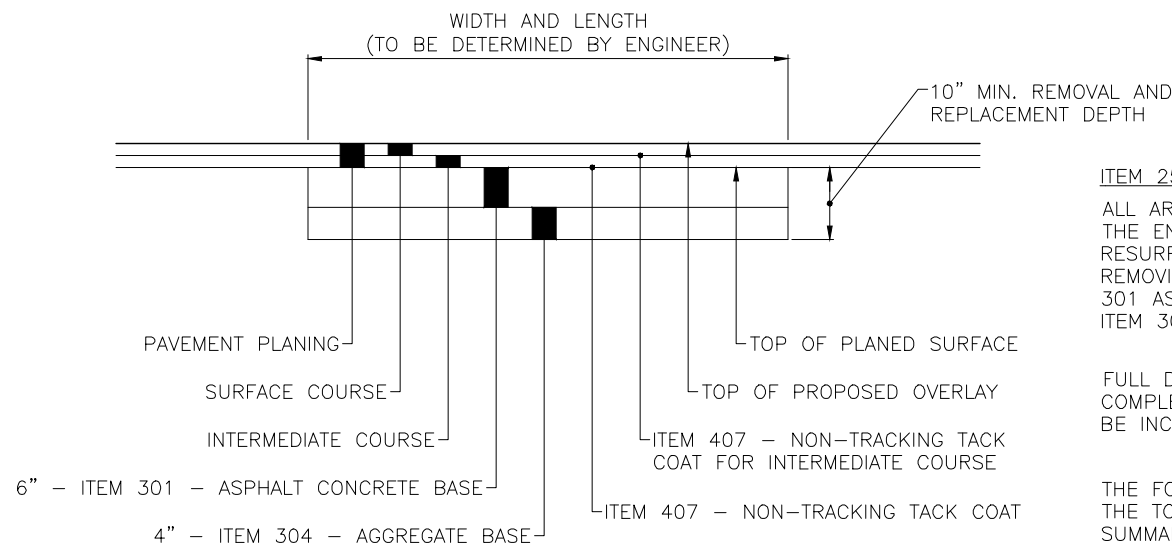


COLOR SPECIFICATIONS: 10% SCREEN OF PANTONE MATCHING SYSTEM 548 DARK BLUE FOR THE STATE OF OHIO GRAPHIC, PANTONE MATCHING SYSTEM 448 DARK BLUE FOR OHIO PUBLIC WORKS COMMISSION, PROJECT NAME, AND TOTAL PROJECT COST. BLACK WILL BE USED FOR THE BOX AROUND THE PROJECT NAME, TOTAL PROJECT COST, AND LOCAL PROJECT INFORMATION.

* – TOTAL PROJECT COST SHALL BE THE BID COST FOR PART 2 ONLY

ITEM SPECIAL - PROJECT SIGN

SCALE: 1" = 1'



PAVEMENT REPAIR SECTION

SCALE: 1" = 1'

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN:
ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. REPAIR AREAS SHALL CONSIST OF REMOVING 10" OF PAVEMENT AND PLACING 6" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 AND 4" OF ITEM 304 AGGREGATE BASE.

FULL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. SAWCUT SHALL BE INCIDENTAL TO THIS ITEM.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN 300 SY

GENERAL:

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:
THE OHIO DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND INPROPERLY PLACED SIGNS.

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 PLAN.

WORK SITE LIGHTING:

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 ON TWO LANE HIGHWAYS:

TRAFFIC SHALL BE MAINTAINED ON TWO LANE HIGHWAYS AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. TRAFFIC SHALL BE MAINTAINED BY FLAGGER FOR CLOSING 1 LANE OF A 2 LANE HIGHWAY FOR PAVING OPERATION AS PER STANDARD DRAWING MT-97.12.

LANES OPEN DURING HOLIDAYS:

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

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 FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON 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 DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

USE OF STANDARD DRAWINGS:

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING. IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMP WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' (FEET) CENTER ON CENTER IN THE TAPERS AND 80' (FEET) CENTER ON CENTER IN THE TANGENT SECTIONS.

TRUCK MOUNTED ATTENUATOR – TWO LANE ROADS

WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A TWO LANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELED LANE, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA ACCORDANCE WITH OMUTCD TYPICAL APPLICATION (TA)4, TA 6 AND TA 17, ALONG WITH STANDARD CONSTRUCTION DRAWING (SCD) MT 97.10. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLAGGERS AND/OR WARNING SIGNS AND DEVICES.

THE TMA SHALL MEET NCHRP 350 TEST LEVEL 3 CRITERIA FOR STANDARD AND OPTIONAL TESTS AT 100 KM/H (62 MPH) FOR DESIGN IMPACTS. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, TO BE USED AS DIRECTED.

THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED. 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 TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PLACEMENT OF THE PCMS 'S SHALL BE AS DIRECTED BY THE ENGINEER.

SIGN ACTIVATION SHALL BE 7 DAYS PRIOR TO CONSTRUCTION INITIATION OR AS DIRECTED BY THE ENGINEER. OPERATION AND MAINTENANCE 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 OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9 INCHES BY 15 INCHES MINIMUM, FACING TRAFFIC.

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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

12 SIGN MONTH (ASSUMING 2 PCMS SIGNS FOR 6 MONTHS)

NOTIFICATION OF CONSTRUCTION INITIATION:

AT LEAST FOURTEEN DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov AND THE DISTRICT WORK ZONE TRAFFIC MANAGER EMAIL AT d06.mot@dot.ohio.gov OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

PUBLIC OUTREACH AND NOTIFICATION:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dot.ohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CONSTRUCTION AND RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

PERMITTED LANE CLOSURES:

THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED IN ACCORDANCE WITH THE NOTIFICATION TIME FRAME TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED (EACH DIRECTION) AT ALL TIMES.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

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 PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS:

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER (AND VILLAGE OF ASHVILLE) IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	
DRIVEWAYS	<= 7 DAYS	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	DIRECT CONTACT WITH PROPERTY OWNER.

PLACEMENT OF ASPHALT CONCRETE:

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC NOTES

**PIC-316 - 13.05-13.68
PART 2**

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 2.8 MGAL

ACCESS TO PRIVATE PROPERTY:

MAINTAIN ACCESS TO COMMERCIAL PROPERTIES WITH ONLY ONE DRIVEWAY AT ALL TIMES BY USE OF PART WIDTH CONSTRUCTION. FOR COMMERCIAL PROPERTIES WITH MULTIPLE DRIVEWAYS, DO NOT CLOSE MORE THAN ONE DRIVEWAY AT A TIME.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

ITEM 614 – WORK ZONE CENTER LINE, CLASS III, 642 PAINT:

WORK ZONE CENTER LINE SHALL BE PLACED TO REFLECT THE PROPOSED CENTER LINE AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 – WORK ZONE CENTER LINE, CLASS III, 642 PAINT
0.63 MILE X 2 = 1.26 MILE TOTAL

WORK ZONE STOP LINE SHALL BE PLACED TO REFLECT THE EXISTING STOP LINE AS DETERMINED FROM THE EXISTING MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 – WORK ZONE STOP LINE, CLASS III, 6", 642 PAINT
350 FT TOTAL

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS. PAYMENT FOR ALL LABOR, EQUIPMENT, LAW ENFORCEMENT OFFICERS AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

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 PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 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 ENFORCEMENT 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).

IN ADDITION TO THE REQUIREMENT OF C&MS 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 ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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 ZONES.

LEOS 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 LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING 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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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. 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 RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT (JANUARY 18, 2019) AGENCY INVOLVED.

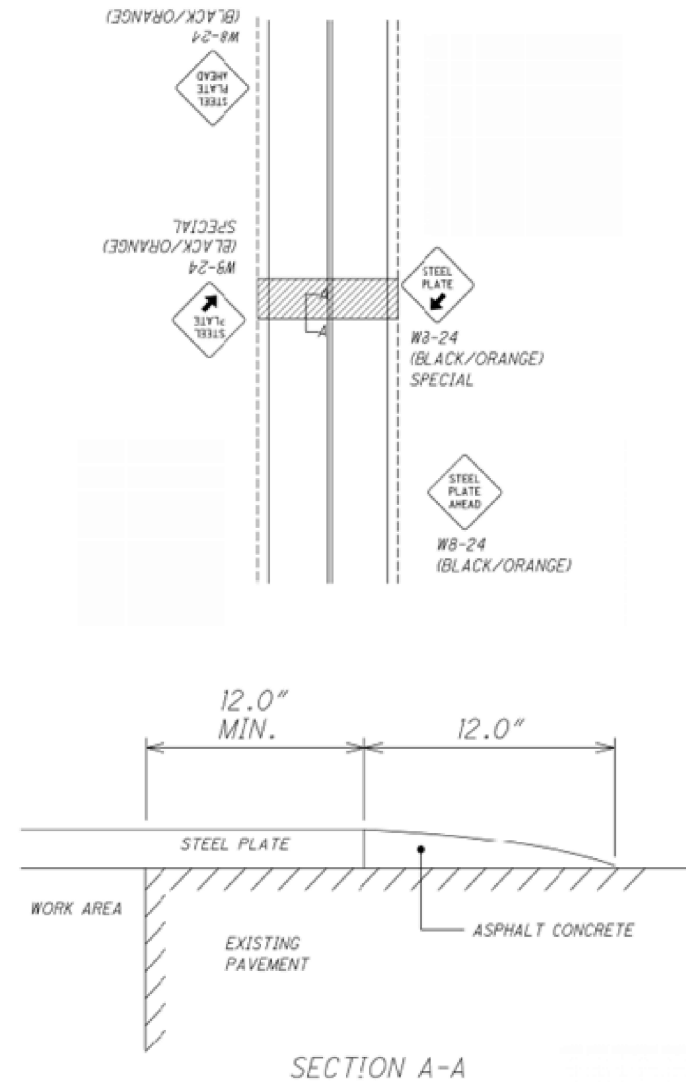
ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

LEO TO BE UTILIZED WHEN WORK DISRUPTS NORMAL SIGNAL OPERATION AT THE INTERSECTION OF MAIN STREET AND LONG STREET, OR AS DIRECTED BY THE ENGINEER.

ALLEY CLOSURES:

DURING CONSTRUCTION, ALLEY CLOSURES ARE REQUIRED TO USE TYPE III BARRICADES.

OVERNIGHT TRENCH CLOSING:
ANY OVERNIGHT TRENCH SHALL BE COMPLETELY BACKFILLED TO ADJACENT PAVEMENT SURFACE GRADE BY THE END OF EACH WORK DAY OR SHALL BE SECURELY PLATED OVER. THIS REQUIREMENT MAY BE MET BY TEMPORARILY PLACING SUB-BASE AND BASE MATERIAL TO MATCH THE EXISTING GRADE ADJACENT TO THE TRAVELED LANE. WHEN STEEL PLATES ARE USED THEY SHALL FOLLOW THE DIAGRAM BELOW:



THE ASPHALT CONCRETE USED SHALL BE AT THE APPROVAL OF THE PROJECT ENGINEER/MANAGER.

NO TRENCH SHALL BE LEFT OPEN OVERNIGHT. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED OR SECURELY PLATED AT THE DIRECTION OF THE ENGINEER.

STEEL PLATE TYPICAL

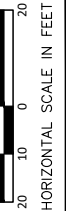
SIGNS ARE TO BE 36" x 36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48" x 48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER) ROADWAYS.

SIGN WB-24 SPECIAL (R/L) IS REQUIRED AT ALL PLATE LOCATIONS. SIGN WB-24 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER. SIGN WB-24 SHALL BE PLACED 100 FEET FROM STEEL PLATE.

SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).



CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC DETAIL

PIC-316 - 13.05-13.68
PART 2



CALCULATED
CHECKED

SHEET NUMBER								PARTICIPATION					ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4-6	7-8	11	17	44	57	62	01/S <2/PV	02/STR /PV	03/STR /BR	04/S <2/PV	05/S <2/PV						
ROADWAY																		
	LS											LS	201	11000	LS		CLEARING AND GRUBBING	
			524									524	202	23000	524	SY	PAVEMENT REMOVED (ASPHALT DRIVE)	
			175									175	202	23000	175	SY	PAVEMENT REMOVED (CONCRETE DRIVE)	
			82									82	202	23000	82	SY	PAVEMENT REMOVED (GRAVEL DRIVE)	
			25960									25960	202	30000	25960	SF	WALK REMOVED	
			2331									2331	202	32000	2331	FT	CURB REMOVED	
			262									262	202	35100	262	FT	PIPE REMOVED, 24" AND UNDER	
			1									1	202	58000	1	EACH	MANHOLE REMOVED	
			3									3	202	58100	3	EACH	CATCH BASIN REMOVED	
			18									18	202	58200	18	EACH	INLET REMOVED	
			342									342	SPECIAL	20270000	342	FT	FILL AND PLUG EXISTING CONDUIT	4
	500											500	SPECIAL	20270110	500	FT	PIPE CLEANOUT, 24" AND UNDER	5
			2331									2331	202	98200	2331	FT	REMOVAL MISC.: SANDSTONE CURB TO BE STORED	12
					559							559	203	10000	559	CY	EXCAVATION	
					134							134	203	20000	134	CY	EMBANKMENT	
	4											4	SPECIAL	90011000	4	EA	TRASH RECEPTACLE TO BE REMOVED, STORED AND REINSTALLED	6
PAVEMENT																		
	150											150	251	01041	150	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	5
	300											300	253	01001	300	SY	PAVEMENT REPAIR, AS PER PLAN	5
			14643							14643		254	01000	14643	SY	1-1/2" PAVEMENT PLANING, ASPHALT CONCRETE		
			2673							2673		254	01001	2673	SY	0" TO 6" VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	3	
	250											250	254	01600	250	SY	PATCHING PLANED SURFACE	6
	266											266	301	46000	266	CY	ASPHALT CONCRETE BASE, PG64-22	6
					115.3							115.3	304	20000	115.3	CY	AGGREGATE BASE	
					2.6							2.6	407	10000	2.6	GAL	TACK COAT	
			1173									1173	407	20000	1173	GAL	NON-TRACKING TACK COAT	
	4501											4501	423	98200	4501	FT	CRACK SEALING, MISC.: FACE OF CURB	3
			615			19.3						634.3	441	10000	634.3	CY	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
					32.2							32.2	441	50300	32.2	CY	2-1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
					282.7							282.7	452	10010	282.7	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC IP	
					292.1							292.1	452	11010	292.1	SY	7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC IP	
				28								28	452	19200	28	SY	8" NON-REINFORCED CONCRETE PAVEMENT, MISC: PAVED GUTTER, AS PER PLAN	3
			22141									22141	608	10000	22141	SF	4" CONCRETE WALK	
			1472									1472	608	52000	1472	SF	CURB RAMP	
			350		270							620	608	53020	620	SF	DETECTABLE WARNING	
			4501									4501	609	26000	4501	FT	CURB, TYPE 6	
	2										1	1	617	25000	2	MGAL	WATER	
DRAINAGE																		
			4776			1075						5851	605	05100	5851	FT	4" SHALLOW PIPE UNDERDRAINS	
	50											50	605	05200	50	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	5
	50											50	605	13300	50	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	5
			1093									1093	611	04401	1093	FT	12" CONDUIT TYPE B, AS PER PLAN	
			707									707	611	05901	707	FT	15" CONDUIT, TYPE B, AS PER PLAN	
			24									24	611	07401	24	FT	18" CONDUIT, TYPE B, AS PER PLAN	
			32									32	611	98180	32	EACH	CATCH BASIN, NO. 3A	
			16									16	611	98470	16	EACH	CATCH BASIN, NO. 2-2B	
	5											5	611	98630	5	EACH	CATCH BASIN ADJUSTED TO GRADE	5
	4											4	611	98645	4	EACH	CATCH BASIN GRATE, AS PER PLAN	4
			12									12	611	99574	12	EACH	MANHOLE, NO. 3	
	5											5	611	99654	5	EACH	MANHOLE ADJUSTED TO GRADE	5
	500											500	SPECIAL	61199820	500	LB	MISCELLANEOUS METAL	5

GENERAL SUMMARY

PIC-316 - 13.05-13.68
PART 2

19
66

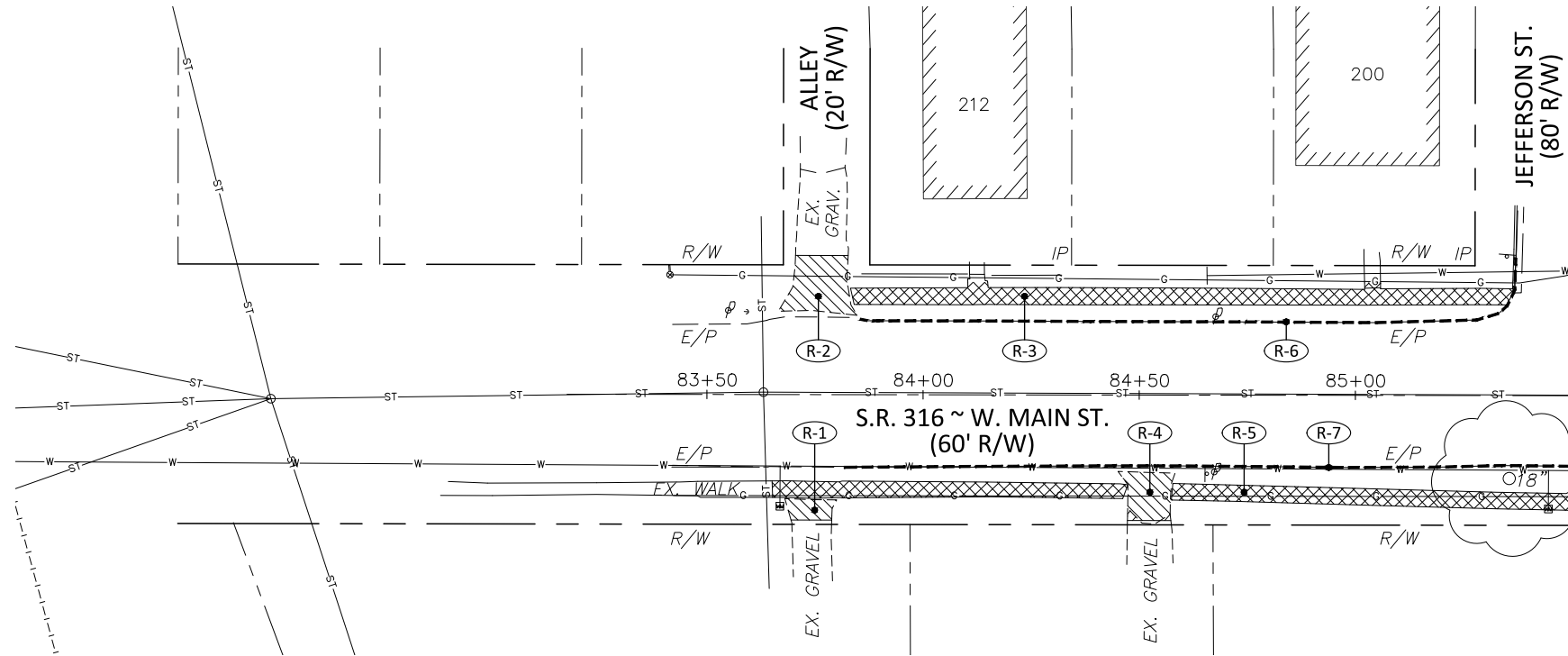
SHEET NUMBER								PARTICIPATION					ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4-6	7-8	11	17	44	57	62	01/S <2/PV	02/STR /PV	03/STR /BR	04/S <2/PV	05/S <2/PV						
WATER WORK																		
	35											35	638	10800	35	EACH	VALVE BOX ADJUSTED TO GRADE	5
MAINTENANCE OF TRAFFIC																		
		40									20	20	614	11110	40	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR	8
		12									6	6	614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	7
		1.26									0.63	0.63	614	21550	1.26	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
		350									175	175	614	26610	350	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		2.8									1.4	1.4	616	10000	2.8	MGAL	WATER	
EROSION CONTROL																		
	224											224	659	00300	224	CY	TOPSOIL	
					2014							2014	659	10000	2014	SY	SEEDING AND MULCHING	
	101											101	659	14000	101	SY	REPAIR SEEDING AND MULCHING	
	101											101	659	15000	101	SY	INTER-SEEDING	
	0.03											0.03	659	20000	0.03	TON	COMMERCIAL FERTILIZER	
	0.42											0.42	659	31000	0.42	ACRE	LIME	
	16.3											16.3	659	35000	16.3	MGAL	WATER	
											2500	2500	832	30000	5000	EA	EROSION CONTROL	
TRAFFIC CONTROL																		
							304					304	630	03100	304	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							107					107	630	80100	107	SF	SIGN, FLAT SHEET	
							25					25	630	84900	25	EA	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
							0.52				0.52		644	00300	0.52	MILE	CENTER LINE (DOUBLE SOLID)	
							350				350		644	00500	350	FT	STOP LINE	
							1182				1182		644	00600	1182	FT	CROSSWALK LINE	
							2				2		644	01000	2	EA	RAILROAD SYMBOL MARKING	
	2											2	SPECIAL	90011000	2	EA	OPWC SIGN	6
INCIDENTALS																		
											LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
											LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DEMOLITION PLAN SUB-SUMMARY												
SHEET NO.	202	202	202	202	202	202	202	202	202	202	202	
	PAVEMENT REMOVED (ASPHALT DRIVE)	PAVEMENT REMOVED (CONCRETE DRIVE)	PAVEMENT REMOVED (GRAVEL DRIVE)	WALK REMOVED	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	MANHOLE REMOVED	CATCH BASIN REMOVED	INLET REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT	REMOVAL MISC. SANDSTONE CURB TO BE STORED	
	SY	SY	SY	SF	FT	FT	EACH	EACH	EACH	FT	FT	
12	63	29	49	4247	518	76			3	55	518	
13	397	106	25	1313	344	124		2	3	140	344	
14	64			6724	410	5		1	3		410	
15				8095	613	57	1		7	55	613	
16		40	8	5581	446				1	92	446	
TOTALS CARRIED TO GENERAL SUMMARY	524	175	82	25960	2331	262	1	3	18	342	2331	

PAVEMENT SUB-SUMMARY											
VARIABLE DEPTH PAVEMENT PLANING QUANTITIES											
VARIABLE DEPTH PAVEMENT PLANING INFORMATION					DESIGN		ITEMS	REMARKS			
SHEET	COUNTY	ROUTE	BEGIN STATION	END STATION	HEIGHT	AVG MILL WIDTH		PVMT AREA	254 VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN		
						RT	LT				
					FT	FT	FT	SQ YD	SQ YD		
45	PIC	316 (MAIN STREET)	86+00	91+83	583	8		519	519	SEE GRADING PLAN AND	
45			86+08	89+10	302		8	269	269	CROSS SECTIONS FOR	
45			90+50	91+26	76		8	68	68	VARIABLE DEPTH PAVEMENT	
45			92+45	93+00	55		8	49	49	PLANING DETAILS.	
46			97+56	101+00	344		8	306	306		
46			97+56	98+50	98		8		88	88	
46		99+00	100+00	100		8		89	89		
46&47	PIC	316 (LONG STREET)	100+50	103+29	279	8		248	248		
47			104+00	105+00	100		8		89	89	
47			106+00	106+80	80		8		72	72	
47			108+50	109+97	147		8		131	131	
47			110+50	111+84	147		8		131	131	
48			112+10	118+34	624		8		555	555	
48		111+84	112+50	147		8		59	59		
TOTALS CARRIED TO GENERAL SUMMARY									2673		

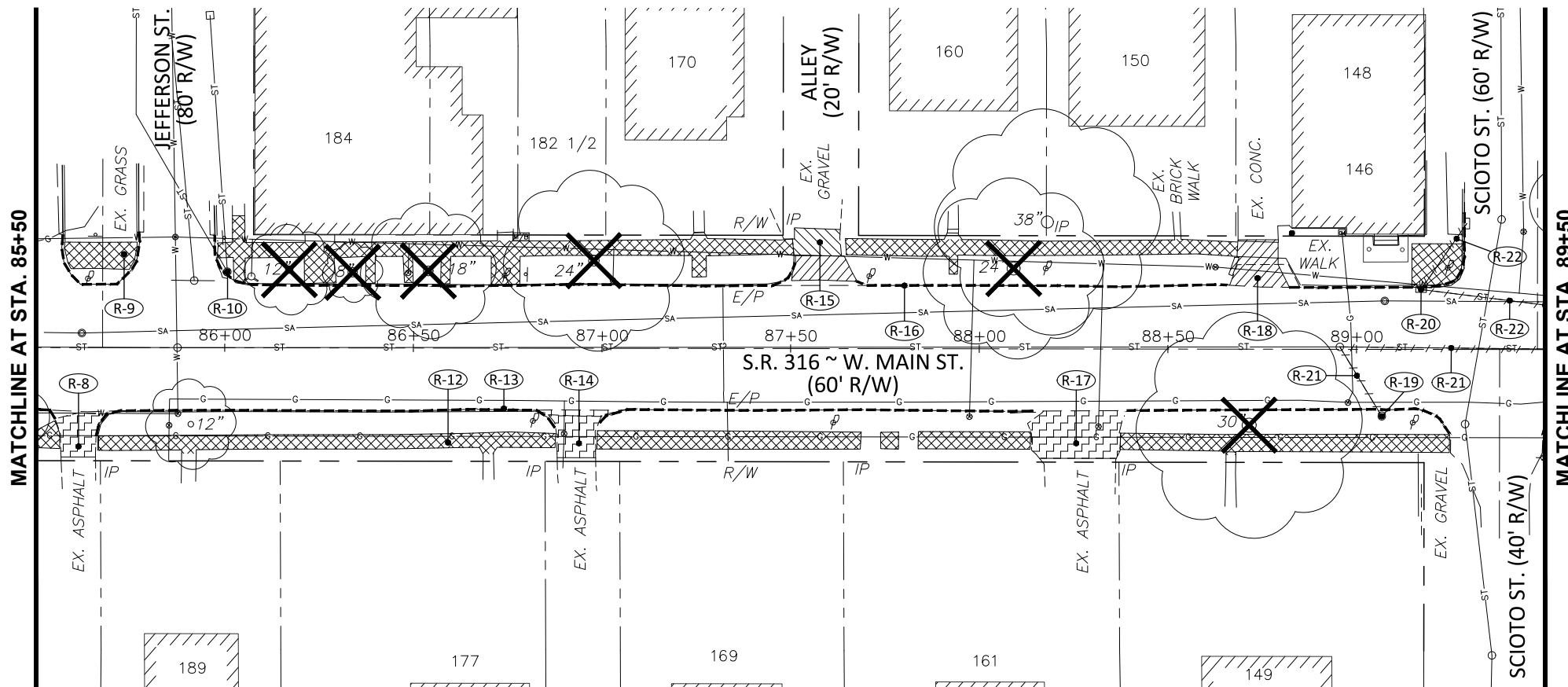
PAVEMENT SUB-SUMMARY											
1-1/2" PAVEMENT PLANING QUANTITIES											
1-1/2" PAVEMENT PLANING INFORMATION					DESIGN		ITEMS			REMARKS	
SHEET	COUNTY	ROUTE	BEGIN STATION	END STATION	HEIGHT	AVG MILL WIDTH	PVMT AREA	254	407	441	
								1-1/2" PAVEMENT PLANING, ASPHALT CONCRETE	NON-TRACKING TACK COAT	1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
					FT	FT	SQ YD	SQ YD	GAL	CU YD	
18,19,20&21	PIC	316 (MAIN STREET)	83+64	94+66	1102	34	4164	4164	333.1	174	
21			95+06	96+67	161	38	680	680	55.4	29	
22			97+56	100+00	244	38	1031	1031	82.5	43	
22,23,24, 25&26	PIC	316 (LONG STREET)	100+00	118+64	1864	38	7871	7871	629.7	328	
SIDE ROADS											
18&19	PIC	316 (MAIN STREET)	85+22	86+07	79	38	717	80	6.4	4	JEFFERSON AVENUE
19&20			89+12	89+74	52	25	1257	140	11.2	6	SCIOTO STREET
20			92+80	93+46	66	28	474	53	4.2	3	CROMLEY STREET
23	PIC	316 (LONG STREET)	103+33	103+85	52	42	734	82	6.6	4	WRIGHT STREET
24			105+16	1052+57	41	31	482	54	4.3	3	CHURCH STREET
24			107+79	108+25	46	33	623	69	5.5	3	MADISON AVENUE
24	PIC	316 (LONG STREET)	108+22	108+67	45	36	662	74	5.9	3	PLUM STREET
25			111+31	111+82	51	41	950	106	8.5	5	CHERRY STREET
26			114+58	115+00	42	36	673	75	6.0	3	HARRISON STREET
27			117+87	118+53	66	30	1476	164	13.1	7	STATION STREET
TOTALS CARRIED TO GENERAL SUMMARY								14643	1173	615	



LEGEND

- = ITEM 202 - WALK REMOVED
- = ITEM 202 - PAVEMENT REMOVED (CONCRETE DRIVE)
- = ITEM 202 - PAVEMENT REMOVED (ASPHALT DRIVE)
- = ITEM 202 - PAVEMENT REMOVED (GRAVEL DRIVE)
- = REMOVE EXISTING TREE

NOTE: ITEM 202 - REMOVAL MISC.: SANDSTONE CURB TO BE STORED. EXISTING SANDSTONE CURB MAY BE BURIED ALONG WEST MAIN STREET AND LONG STREET. CONTRACTOR SHALL PRESERVE THE INTEGRITY OF ANY SANDSTONE CURB ENCOUNTERED AND DELIVER TO THE SCIOTO STREET STORAGE YARD AS DIRECTED BY THE ENGINEER.



REF NO.	STATION TO STATION	SIDE	SY	EA	FT
R-14	86+93	RT.	17		
R-15	87+58	LT.			183
R-16	85+57 TO 89+29	LT.	11		
R-17	88+27	RT.		21	55
R-18	88+74	LT.	33		
R-19	89+07	RT.		1	
R-20	89+17	LT.		1	
R-21	88+96 TO 89+50	BOTH			55
R-22	88+17 TO 89+50	LT.			55
TOTAL TO DEMOLITION SUBSUMMARY			50	76	183

REF NO.	STATION TO STATION	SIDE	SY	EACH	FT
R-1	83+74	RT.	6		
R-2	83+77	LT.	20		
R-3	83+83 TO 85+36	LT.		597	
R-4	84+52	RT.	13		
R-5	83+43 TO 85+50	RT.		697	
R-6	83+85 TO 85+87	LT.		81	81
R-7	83+82 TO 85+50	RT.		85	85
R-8	85+61	RT.	13		
R-9	85+57 TP 88+68	LT.		1550	
R-10	86+00	LT.			1
R-12	85+50 TO 89+25	RT.		1403	
R-13	85+50 TO 89+25	RT.		169	169
TOTAL TO DEMOLITION SUBSUMMARY			13	39	4247

