

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING 203, LINEAR GRADING, AND PAVING UNDER THE GUARDRAIL USING 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, UNDER GUARDRAIL, PG 64-22.

ITEM 203, LINEAR GRADING, SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 203.05.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 203.02 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

HERBICIDE SHALL BE EPA APPROVED FOR PAVING UNDER GUARDRAIL. IT SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S INSTRUCTIONS.

EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE OHIO DEPARTMENT OF AGRICULTURE AS A COMMERCIAL APPLICATOR AND ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING SHALL BE LICENSED AS COMMERCIAL OPERATORS IN THE APPROPRIATE SPRAY CATEGORY.

HERBICIDE LABEL, MATERIAL SAFETY DATA SHEET AND COPY OF APPLICATORS LICENSES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION PRIOR TO COMMENCING WORK.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 203, LINEAR GRADING.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 448 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

- METHOD A: 1) SET GUARDRAIL POSTS
2) PLACE ITEM 448

METHOD B: 1) PLACE ITEM 448

2) BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)

3) SET GUARDRAIL POSTS

4) PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE A BITUMINOUS CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1,

ENVIRONMENTAL COMMITMENT

INDIANA BAT

THE PROJECT IS WITHIN THE RANGE OF THE FEDERALLY ENDANGERED INDIANA BAT (MYOTIS SODALIS). THE PROJECT MAY IMPACT SUMMER AND BROOD REARING HABITATS FOR THIS SPECIES (I.E., TREES WITH LOOSE OR PEELING BARK AND/OR CAVITIES GREATER THAN 3-4 INCHES IN SIZE). TO PREVENT HARM TO THESE BATS, THE REMOVAL OF ANY POTENTIAL ROOST TREES MUST BE COMPLETED BETWEEN SEPTEMBER 15TH AND APRIL 15TH.

Station	Length	203	203	870	304	411
		EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	EMBANKMENT	SEEDING AND MULCHING	AGGREGATE BASE	STABILIZED CRUSHED AGGREGATE GRAVEL
	Lin Ft	CU. YD.	CU. YD.	SQ. YD.	CU. YD.	CU. YD.
5+50.00	25	0	1	15	0	0
5+75.00	25	0	3	30	0	0
6+00.00	25	6	7	46	0	0
6+25.00	8.85	5	2	15	0	0
6+33.85	26.71	22	2	39	0	0
6+60.56	39.44	25	7	78	0	0
7+00.00	50	13	17	118	13	0
7+50.00	50	6	23	104	41	0
8+00.00	14.50	0	7	22	17	0
8+14.50	35.50	4	30	74	47	12
8+50.00	50	9	59	136	64	32
9+00.00	50.24	13	64	156	46	15
9+50.24	23.25	9	37	40	7	0
9+73.49	53.03	29	77	0	0	0
10+26.52	23.24	14	28	55	0	0
10+49.76	22.66	8	26	91	1	0
10+72.42	27.58	12	25	81	3	9
11+00.00	25	11	24	65	6	14
11+25.00	28.51	3	23	59	10	7
11+53.51	21.49	4	14	43	8	2
11+75.00	25	11	15	68	8	3
12+00.00	25	15	13	90	8	0
12+25.00	24.23	18	7	70	7	0
12+49.23	25.77	20	7	61	6	0
12+75.00	25	20	10	74	4	0
13+00.00	25	20	9	65	3	0
13+25.00	25	23	9	43	2	0
13+50.00	10.88	8	3	11	1	0
13+60.88	14.12	6	3	13	0	0
13+75.00	25	12	6	35	0	0
14+00.00	15.26	10	4	29	0	0
14+15.26	9.74	6	2	18	0	0
14+25.00	25	9	7	46	0	0
14+50.00	50	0	7	46	0	0
15+00.00	0	0	0	0	0	0
TOTAL CARRIED TO THE GENERAL SUMMARY		371.0	578.0	1936.0	302.0	94.0

THE VALUES REPRESENTED IN THIS TABLE HAVE BEEN CARRIED OVER FROM THE CROSS SECTION SHEETS.

* THE ITEM 304 CALCULATED IN THIS TABLE ACCOUNTS FOR THE ADDITIONAL MATERIAL NECESSARY TO MAKE UP THE DIFFERENCE BETWEEN THE PAVEMENT REMOVED AND THE BOTTOM OF PAVEMENT DESIGN CAUSED BY THE CHANGE IN VERTICAL ALIGNMENT.

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