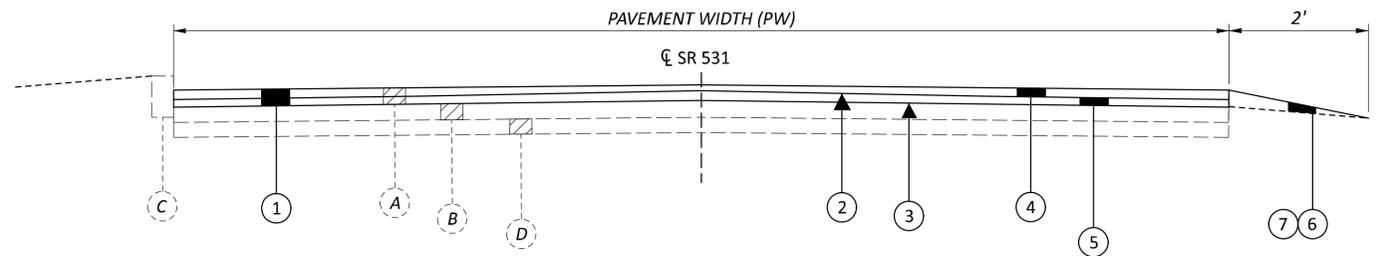
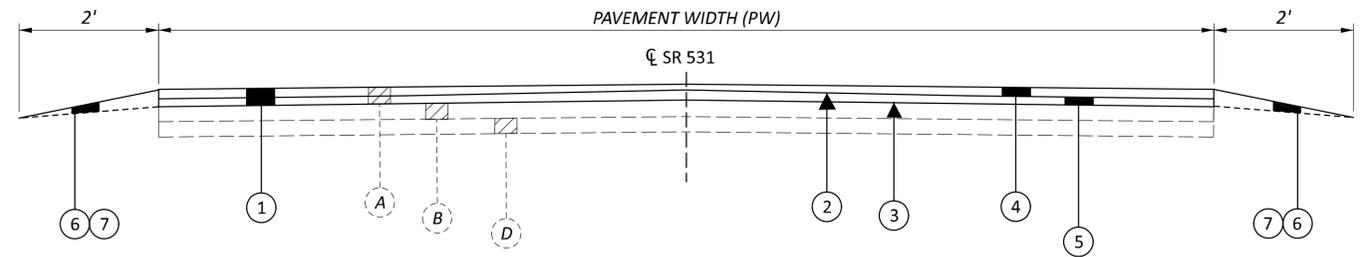


TYPICAL SECTION 1



TYPICAL SECTION 2



TYPICAL SECTION 3

LEGEND

- 1 ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 2")
- 2 ITEM 407, NON-TRACKING TACK COAT @ 0.06 GAL/SY
- 3 ITEM 407, NON-TRACKING TACK COAT @ 0.09 GAL/SY
- 4 ITEM 424, FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A, (449), AS PER PLAN (T=0.75")*
- 5 ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448) (T = 1.25")

- 6 ITEM 617 COMPACTED AGGREGATE, AS PER PLAN (T = 2")
- 7 ITEM 408 PRIME COAT @ 0.40 GAL/SY, AS PER PLAN

- A EXISTING ASPHALT SURFACE (T=VARIES)
- B BRICK/CONCRETE (ASPHALT FROM SLM 7.81 TO 8.21 ON SR 531)
- C EXISTING CURB
- D EXISTING AGGREGATE BASE (T=6")

*TRUCK ADT < 1500

B DELETED

TYPICAL SECTION 1				
ROUTE	SLM		LENGTH (MILES)	PW (AVG) (FT)
	FROM	TO		
ATB 84	11.99	12.47	0.48	32
ATB 84	12.47	12.87	0.40	36
ATB 84	12.87	12.99	0.12	35
ATB 84	12.99	13.04	0.05	42
ATB 84	13.04	13.30	0.26	45
ATB 84	13.30	13.42	0.12	50
ATB 531	7.52	8.43	0.91	36
ATB 531	8.43	8.73	0.30	42
ATB 531	8.73	9.07	0.34	36
ATB 531	9.07	9.16	0.09	41
ATB 531	9.22	9.42	0.20	29
ATB 531	9.47	9.89	0.42	27

TYPICAL SECTION 2				
ROUTE	SLM		LENGTH (MILES)	PW (AVG) (FEET)
	FROM	TO		
ATB 531	9.89	9.95	0.06	46
ATB 531	9.95	10.08	0.13	64

TYPICAL SECTION 3				
ROUTE	SLM		LENGTH (MILES)	PW (AVG) (FEET)
	FROM	TO		
ATB 531	10.08	10.24	0.16	46



UTILITIES

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

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

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

WORK LIMITS

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

PROFILE AND ALIGNMENT

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

PAVEMENT MARKING LANE WIDTHS

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

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 84	11.99 12.87	16'
SR 84	12.87 13.42	12'
SR 531	7.52 8.43	15'
SR 531	8.43 8.71	12'
SR 531	9.14 10.24	12'

*ALL OTHER LOCATIONS (SLM 8.71-9.14) ARE CURBED WITH A CENTERLINE.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 2 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

SEEDING AND MUNCHING, FERTILIZER AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- 209, LINEAR GRADING, 27 STA.
- 659, SEEDING AND MULCHING, 751 SQ YD
- 659, COMMERCIAL FERTILIZER, 0.10 TON
- 659, LIME, 0.16 ACRES
- 659, WATER, 4.05 M. GAL.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

CURB RAMPS / DETECTABLE WARNINGS

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING. REFER TO THE CURB RAMP SUBSUMMARY AND DETAILS FOR LOCATION, QUANTITIES, AND DIMENSIONS. ADDITIONAL REQUIREMENTS AND SPECIFICATIONS FOR CONSTRUCTION ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1 AND SECTION 608.07 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

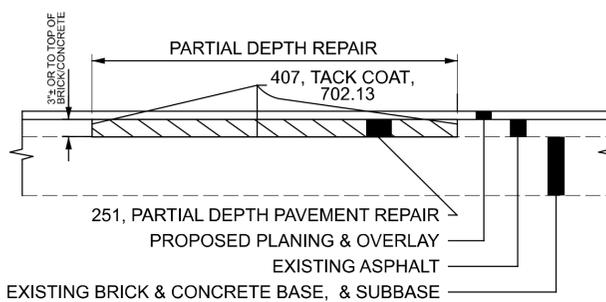
PAVING AT RAILROAD CROSSING

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

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

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

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 251, PARTIAL DEPTH PAVEMENT REPAIR (441), 2000 SQ. YD.

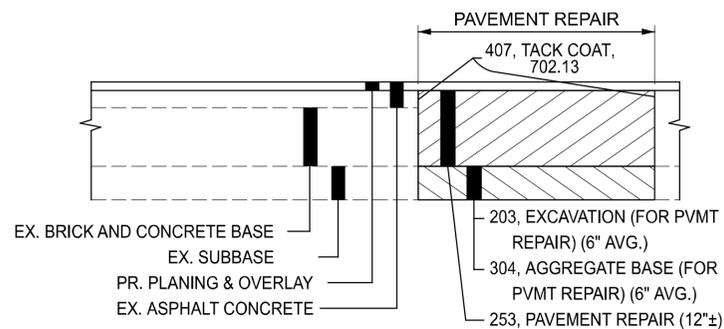


ITEM 253 - PAVEMENT REPAIR

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

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

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 252, FULL DEPTH PAVEMENT SAWING, 1,575 FT
 253, PAVEMENT REPAIR, 350 SQ YD



**NOTE: CONTRACTOR SHALL TAKE CAUTION WITH FULL DEPTH REPAIRS ON SR 84 DUE TO TROLLEY TRACKS

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 203, EXCAVATION (FOR PAVEMENT REPAIR) 59 CU YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=2")

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

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 59 CU YD

ITEM 408 - PRIME COAT, AS PER PLAN

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

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A, (449), AS PER PLAN (T=0.75")

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

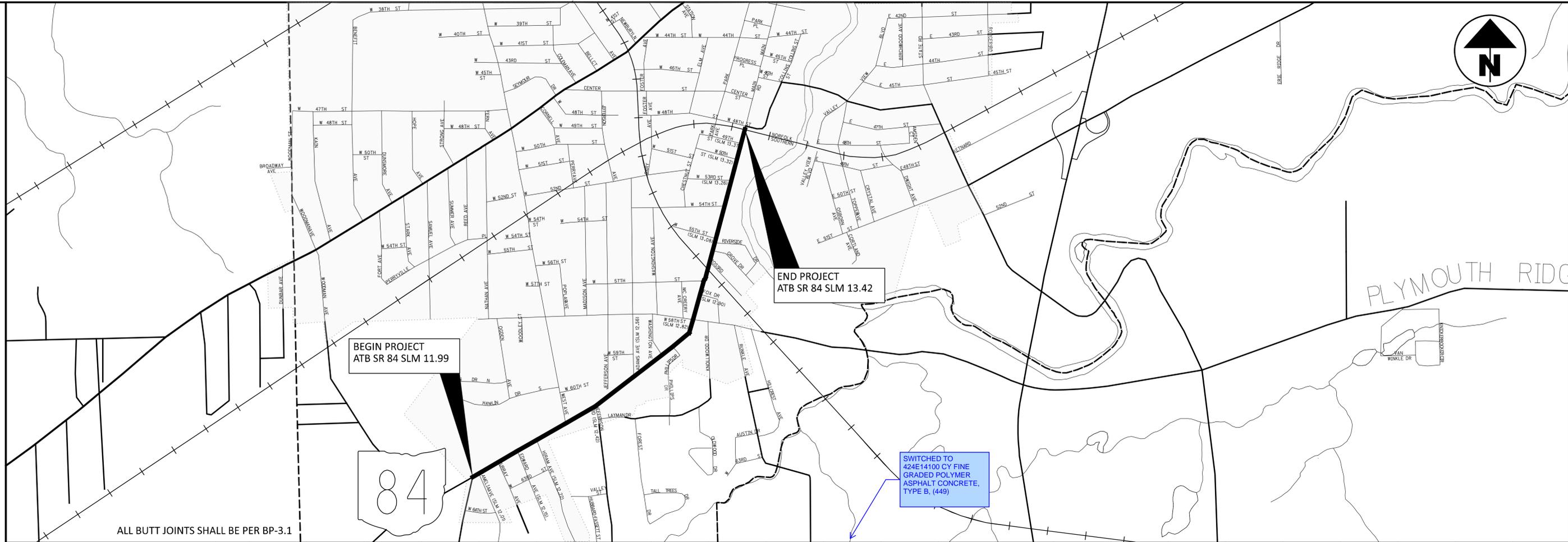
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DRIVEWAYS

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

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





ALL BUTT JOINTS SHALL BE PER BP-3.1

SLM RANGE	TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254		407		407		408		424		441		617	
							PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 2")	NON-TRACKING TACK COAT @ 0.06 GAL/SY	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A, (449), AS PER PLAN (T=0.75")	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1 1/4")	COMPACTED AGGREGATE, AS PER PLAN (T = 2")							
FT	FT	SQ YD	SQ YD	SY	GAL	GAL	GAL	CY	CY	CY										
SR 84																				
11.99	TO	12.47	1	L/R	2534.40	32.00	9011.20													
12.47	TO	12.87	1	L/R	2112.00	36.00	8448.00	9011.20	540.67	811.01		187.73	312.89							
12.87	TO	12.99	1	L/R	633.60	35.00	2464.00	8448.00	506.88	760.32		176.00	293.33							
12.99	TO	13.04	1	L/R	264.00	42.00	1232.00	2464.00	147.84	221.76		51.33	85.56							
13.04	TO	13.30	1	L/R	1372.80	45.00	6864.00	1232.00	73.92	110.88		25.67	42.78							
13.30	TO	13.42	1	L/R	633.60	50.00	3520.00	6864.00	411.84	617.76		143.00	238.33							
								3520.00	211.20	316.80		73.33	122.22							
INTERSECTIONS																				
SR 84																				
11.99	TO	13.42	1	L/R	VARIES	2.00	116.67	116.67	7.00	10.50		2.43	4.05							
SUBTOTALS								31655.87	1899.35	2849.03		659.50	1099.16							
TOTALS CARRIED TO GENERAL SUMMARY								31656	1900	2850		660	1100							

