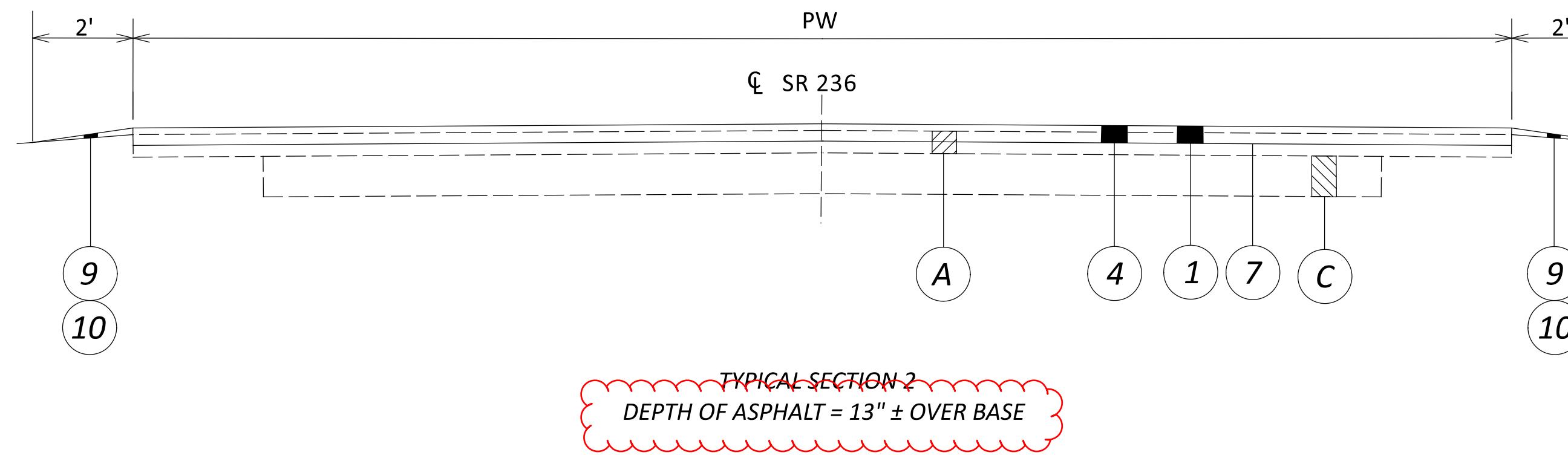
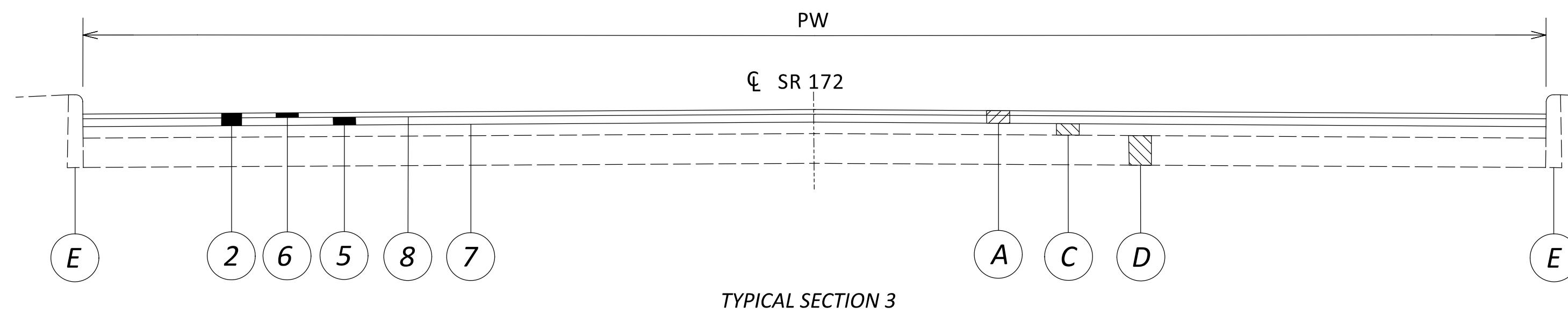


ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 93	19.26	20.67	1.41	28



ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 236	5.47	5.54	0.07	40
STA SR 236	5.54	5.56	0.02	36
STA SR 236	5.56	7.69	2.13	25

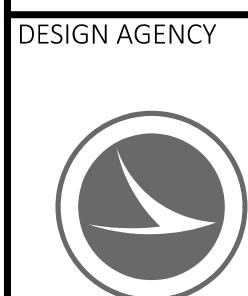


ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 172	6.39	6.42	0.03	61
STA SR 172	6.42	6.62	0.20	66

LEGEND

(1)	254, PAVEMENT PLANNING, ASPHALT CONCRETE (T=1.5")	(A)	EXISTING ASPHALT CONCRETE (THICKNESS VARIES)
(2)	254, PAVEMENT PLANNING, ASPHALT CONCRETE (T=2")	(B)	EXISTING AGGREGATE BASE
(3)	897, PAVEMENT PLANNING, ASPHALT CONCRETE, CLASS A (T=1")	(C)	EXISTING BRICK (THICKNESS VARIES)
(4)	441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T=1.5")	(D)	EXISTING CONCRETE BASE (T=6")
(5)	441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T=1")	(E)	EXISTING CURB
(6)	424, FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B (448) (T=1")	(F)	EXISTING ASPHALT CONCRETE BASE
(7)	407, NON-TRACKING TACK COAT, @ 0.08 GAL/SY	(G)	EXISTING ASPHALT SHOULDER
(8)	407, NON-TRACKING TACK COAT, @ 0.05 GAL/SY	(H)	EXISTING CONCRETE MEDIAN
(9)	617, COMPACTED AGGREGATE, AS PER PLAN (T=1")	(I)	EXISTING CONCRETE DIVIDER
(10)	408, PRIME COAT, AS PER PLAN, @ 0.40 GAL/SY	(J)	EXISTING CONCRETE WALL
		(K)	EXISTING CURB AND GUTTER

TYPICAL SECTIONS



DESIGNER

MP

REVIEWER

MJP 06-12-25

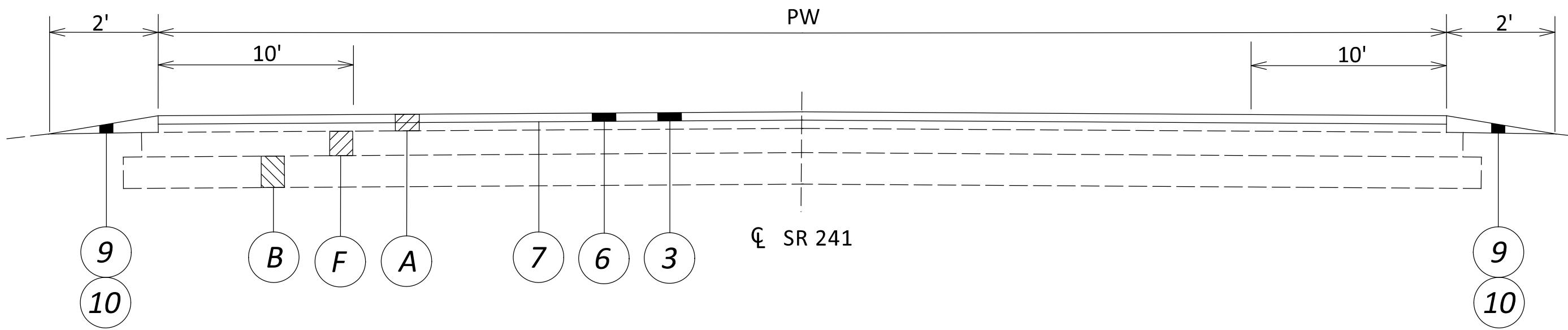
PROJECT ID

113028

SHEET TOTAL

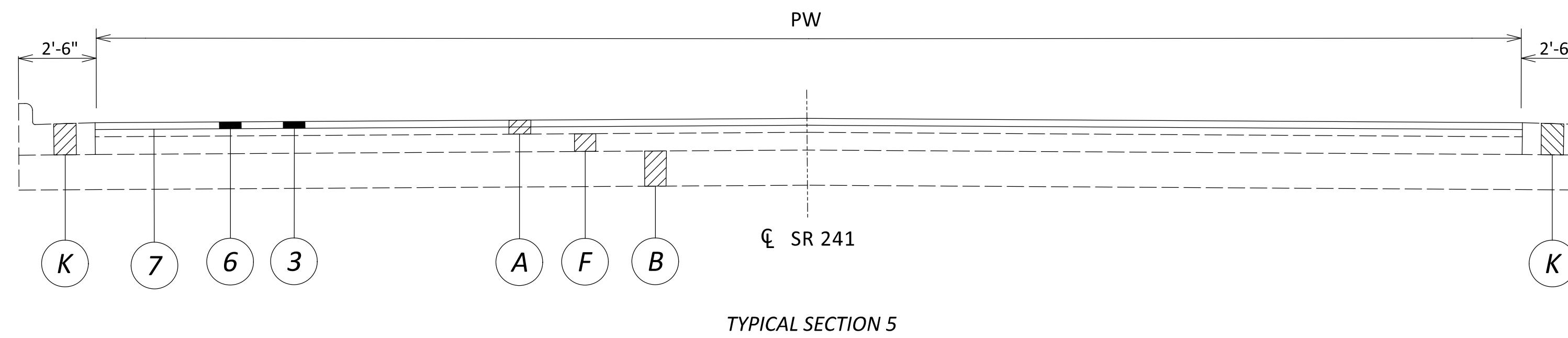
P.3

21



TYPICAL SECTION 4
TOTAL DEPTH OF ASPHALT OVER AGGREGATE BASE = 12"
SIMILAR FOR TYPICAL SECTION 5, 6, AND 7

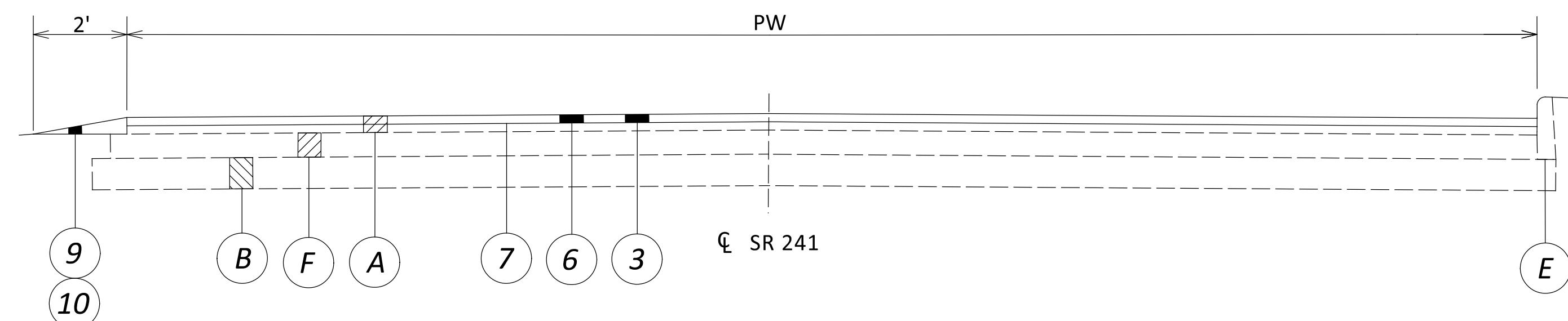
ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 241	6.02	6.21	0.19	44
STA SR 241	6.21	6.43	0.22	58
STA SR 241	6.43	6.89	0.46	44
STA SR 241	6.89	6.94	0.05	50
STA SR 241	6.94	6.99	0.05	58



TYPICAL SECTION 5

ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 241	6.99	7.19	0.20	36
STA SR 241	7.19	7.24	0.05	42
STA SR 241	7.24	7.49	0.25	48
STA SR 241	7.50	7.59	0.09	48
STA SR 241	7.80	7.81	0.01	55
STA SR 241	7.85	7.86	0.01	85
STA SR 241	7.86	7.88	0.02	48

NOTE: RAILROAD CROSSING (SLM 7.49 - SLM 7.50)



TYPICAL SECTION 6

ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)
	FROM	TO		
STA SR 241	7.59	7.66	0.07	54

*SEE SHEET P.3 FOR LEGEND

TYPICAL SECTIONS



DESIGNER

MP

REVIEWER

MJP 06-12-25

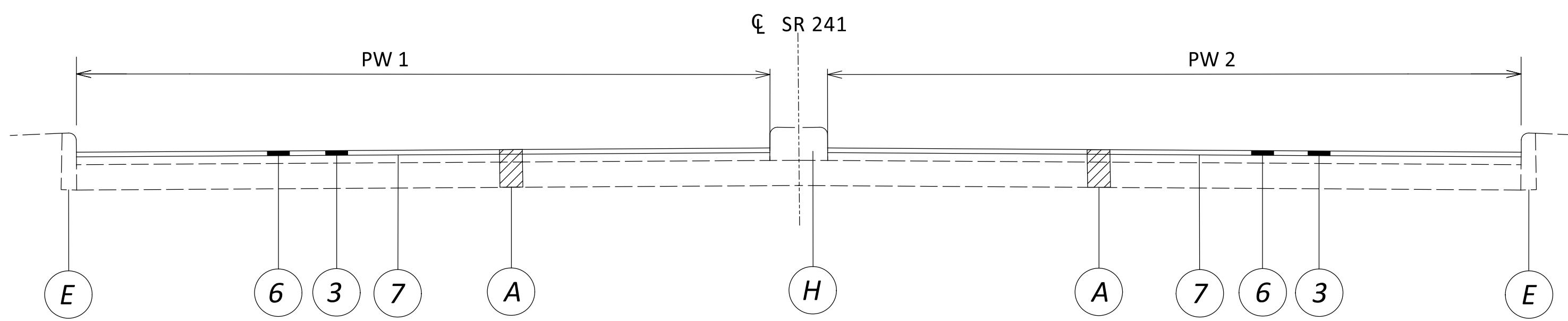
PROJECT ID

113028

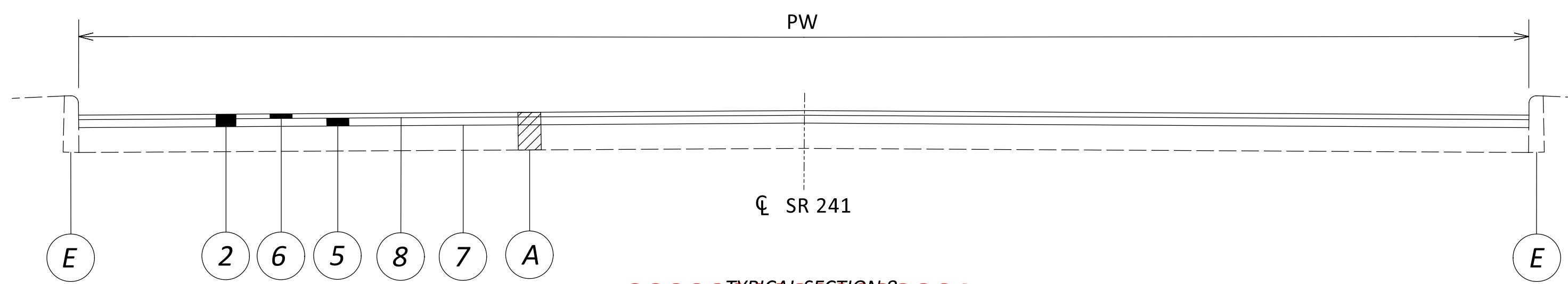
SHEET TOTAL

P.4

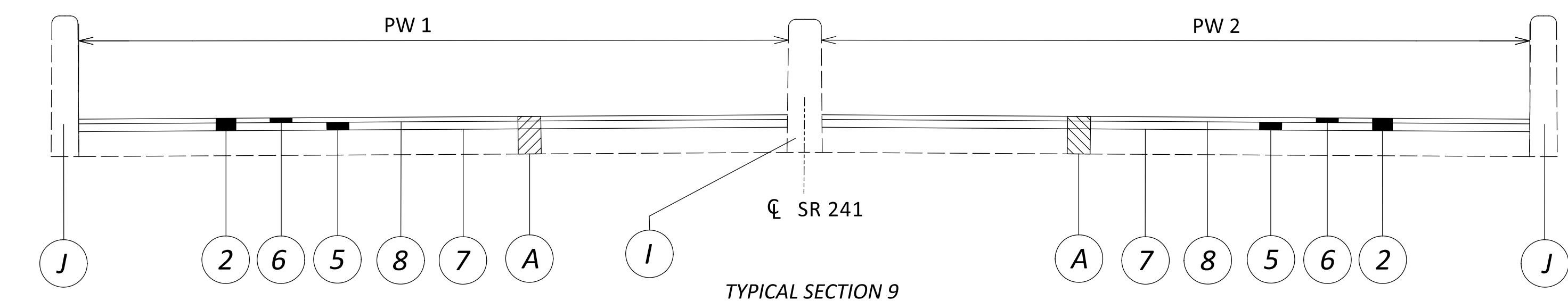
21



ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)	
	FROM	TO		PW 1	PW 2
STA SR 241	7.66	7.80	0.14	26	26



ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)	
	FROM	TO		PW 1	PW 2
STA SR 241	7.88	8.56	0.68	47	
STA SR 241	8.60	8.84	0.24	47	



ROUTE	SLM		LENGTH (MILES)	AVG PW (FEET)	
	FROM	TO		PW 1	PW 2
STA SR 241	8.56	8.60	0.04	26	26

*SEE SHEET P.3 FOR LEGEND

TYPICAL SECTIONS

DESIGNER
MPREVIEWER
MJP 06-12-25PROJECT ID
113028SHEET TOTAL
P.5 21

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, OHIO 811, 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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

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.

PAVEMENT MARKING LANE WIDTHS

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

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 93	19.26 TO 20.67	12'
SR 236	5.47 TO 7.69	10'
SR 172	6.39 TO 6.62	18' (OUTER)
SR 172	6.39 TO 6.62	10' (INNER)
SR 241	6.02 TO 8.84	12'

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT <https://ftp.dot.state.oh.us/pub/contracts/Attach/> FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 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. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT UNLESS SHOWN OTHERWISE ON THE ASPHALT CONCRETE CALCULATIONS SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

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.

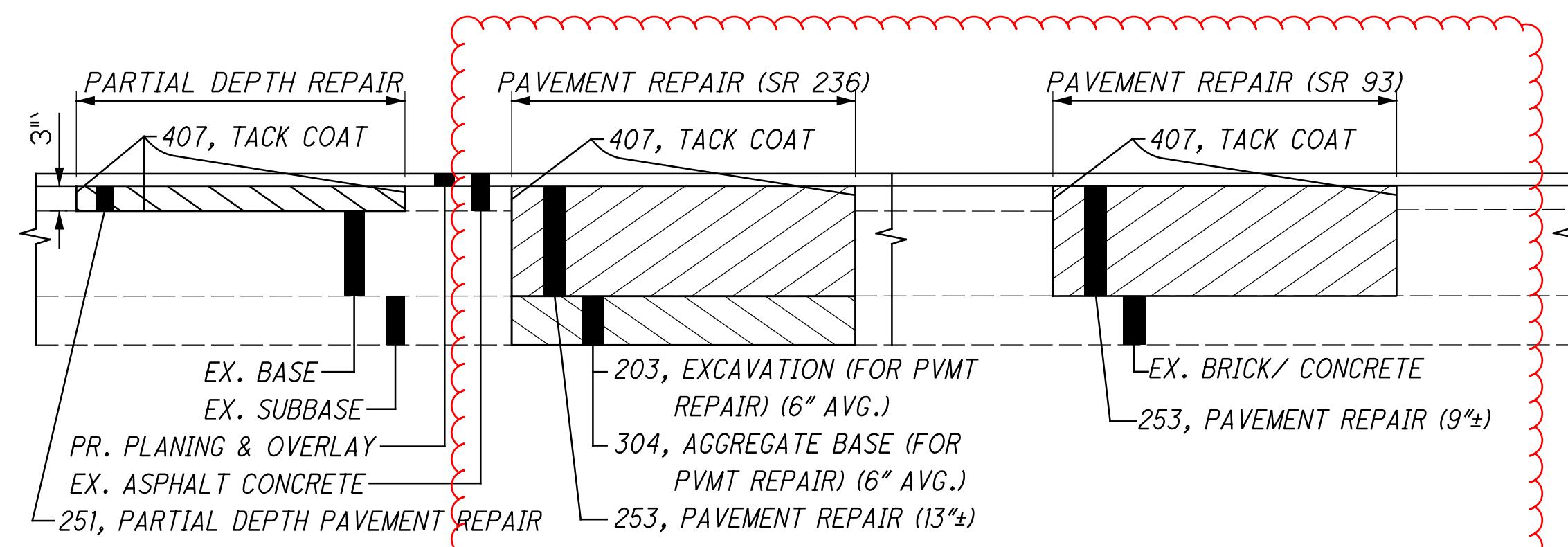
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

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. 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:

SR 241:
251, PARTIAL DEPTH PAVEMENT REPAIR, 100 SQ. YD.

SR 93 & SR 236:
251, PARTIAL DEPTH PAVEMENT REPAIR (LONGITUDINAL), 900 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 9"±(SR93) AND 13"±(SR236) OF 301 ASPHALT CONCRETE BASE, PG70-22M. 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:

SR 93 & SR 236:
253, PAVEMENT REPAIR (SR 93), 75 SQ YD
253, PAVEMENT REPAIR (SR 236), 75 SQ YD

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) 10 CU YD

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) 10 CU YD

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN**ITEM 623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR MONUMENT ASSEMBLIES, AND 2' IN LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN, 35 EACH

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN, 10 EACH

ITEM 638 - VALVE BOX ADJUSTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING VALVE BOXES TO GRADE.

ITEM 638 - VALVE BOX ADJUSTED TO GRADE, 15 EACH

CATCH BASIN ADJUSTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, 20 EACH
ITEM SPECIAL - MISCELLANEOUS METAL, 800 LB



DESIGNER
MP

REVIEWER
MJP 06-12-25

PROJECT ID
113028

SHEET TOTAL
P.6 21

GENERAL NOTES

