STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ALL/PUT/VAN-66/189/190/697-VAR.

City of Delphos and Village of Ottoville
Marion, Monterey and Washington Townships
Allen, Putnam and Van Wert Counties

SEE SHEET 2 FOR LOCATIONS

LOCATION MAP

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION

	SR 66	SR 189	SR 190	SR 697
CURRENT ADT (2016)	2437	1386	3499	2206
DESIGN YEAR ADT (2038)	2400	1400	3500	2300
DESIGN HOURLY VOLUME (2038)	240	170	320	210
DIRECTIONAL DISTRIBUTION	0.55	0.52	0.58	0.56
TRUCKS (24 HOUR B&C)	0.08	0.04	0.03	0.13
DESIGN SPEED	Varies	35 mph	35 mph	35 mph
LEGAL SPEED	Varies	35 mph	35 mph	35 mph

DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAP	2
GENERAL NOTES AND MAINTENANCE OF TRAFFIC NOTES	3 - 5
ASPHALT CONCRETE	6 - 8
PAVEMENT MARKING SUB-SUMMARY	9
INTERSECTION SUB-SUMMARY	10 - 11
SAFETY EDGE DETAILS AND NOTES	12
CURB RAMP SUB-SUMMARY	13 - 14
CURB RAMP DETAILS	15 - 24
GENERAL SUMMARY	25
STRUCTURES OVER 20'	26

PROJECT DESCRIPTION

REHABILITATION OF 1.17 MILES OF ROADWAY ON SR 66, 0.87 MILES OF ROADWAY ON SR 190 AND 0.04 MILES OF ROADWAY ON SR 697 IN ALLEN COUNTY. REHABILITATION OF 2.46 MILES OF ROADWAY ON SR 66 AND 0.19 MILES OF ROADWAY ON SR 189 IN PUTNAM COUNTY. REHABILITATION OF 3.90 MILES OF ROADWAY ON SR 66 AND 0.69 MILES OF ROADWAY ON SR 697 IN VAN WERT COUNTY. REHABILITATION OF ROADWAY BY RESURFACING AND PLACING PAVEMENT MARKINGS. REHABILITATION IN THE CITY OF DELPHOS INCLUDES PAVEMENT PLANING, RESURFACING, CONSTRUCTING CURB RAMPS AND PLACING PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A	*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A	*
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A	*

* - (MAINTENANCE PROJECT)

2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PROPOSAL.

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

OHIO Utilities Protection SERVICE — Call Before You Dig 1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

PLAN PREPARED BY:
District One
Ohio Department of Transportation
Planning & Engineering

ENGINEERS SEAL

STATE OF OHIO — Eric J. Scheckelhoff E-63356 — REGISTERED PROFESSIONAL ENGINEER

SIGNED: Eric J. Scheckelhoff
DATE: 12/11/17

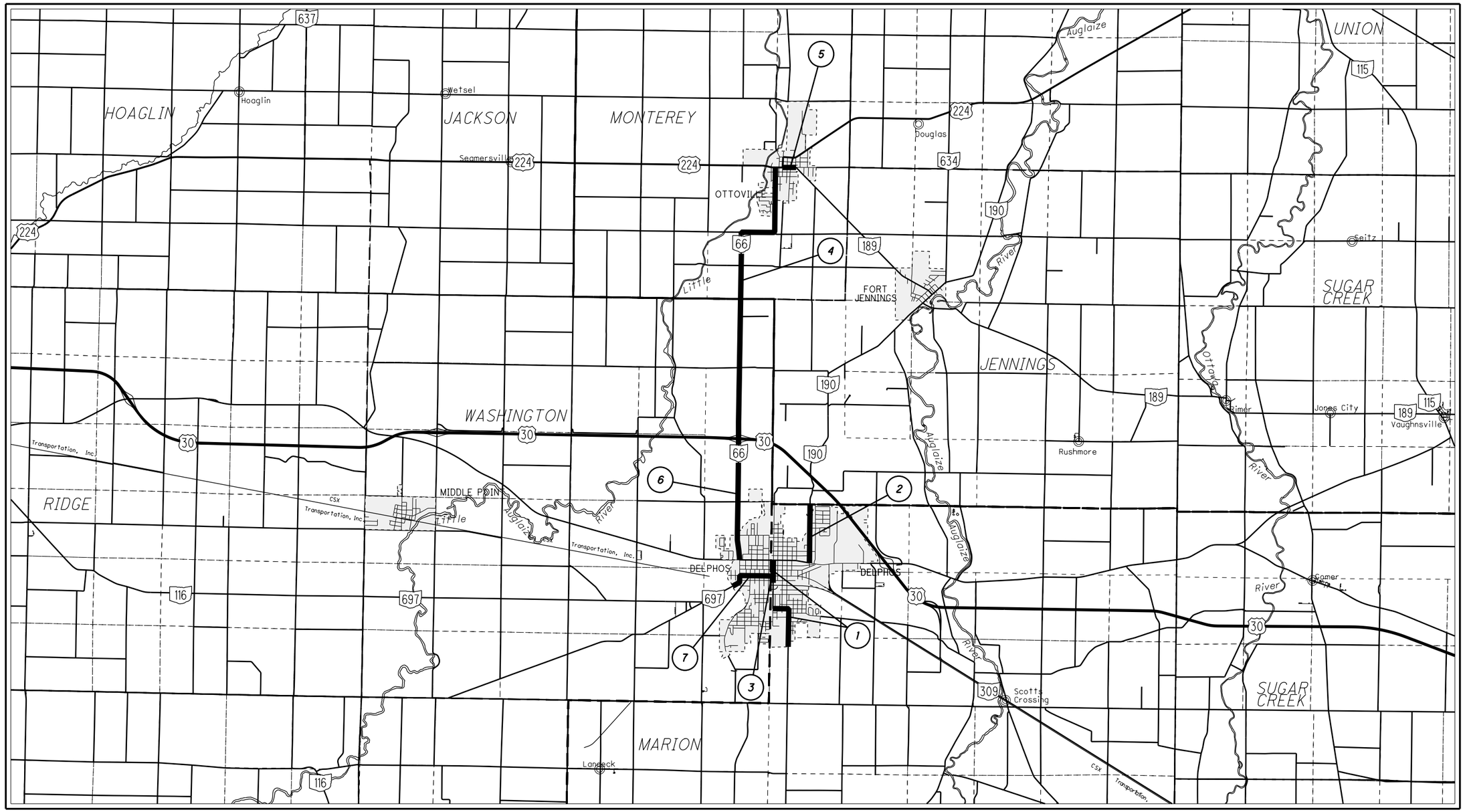
STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7/18/14	TC-64.10	1/20/17		800	1/19/18
BP-5.1	7/19/13	TC-65.10	1/17/14		832	1/17/14
BP-7.1	7/18/14	TC-65.11	7/21/17		843	4/18/03
		TC-71.10	1/20/17		875	1/17/14
MT-95.61	7/19/13					
MT-97.10	7/18/14	DM-4.3	1/15/16			
MT-97.12	1/20/17	DM-4.4	1/15/16			
MT-99.20	7/21/17					
MT-101.90	7/21/17					
MT-105.10	7/19/13					
MT-110.10	7/19/13					
MT-101.60	1/20/17					
TC-41.20	10/18/13					
TC-42.20	10/18/13					
TC-52.10	7/21/17					
TC-52.20	7/21/17					

APPROVED Kirk Shelton
DATE 12/11/17 DISTRICT DEPUTY DIRECTOR

APPROVED George Wrasp Jr.
DATE 12-21-17 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E101(074)
PID NO. 87210
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NORFOLK SOUTHERN
ALL/PUT/VAN-66/189/190/697-VAR.
1 / 26

ALL-/PUT/VAN-SR 66/SR 189/SR 190
180189 PID - 87210
Dist 1 3/22/2018
Contract Proposal Available @ www.contracts.dot.state.oh.us/home
I:\Projectdata\87210\Des



LOCATION MAP

LATITUDE: 40°54'13" LONGITUDE: 84°21'2"

SCALE IN MILES

0 1 2 3

N

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

(1) PART 1 - ALL-S.R. 66: BEGIN PROJECT AT S.L.M. 10.49
SUSPEND PROJECT AT S.L.M. 11.30
RESUME PROJECT AT S.L.M. 11.66
SUSPEND PROJECT AT S.L.M. 12.02

(2) PART 2 - ALL-S.R. 190: RESUME PROJECT AT S.L.M. 0.54
SUSPEND PROJECT AT S.L.M. 1.41

(3) PART 3 - ALL-S.R. 697: RESUME PROJECT AT S.L.M. 0.00
SUSPEND PROJECT AT S.L.M. 0.04

(4) PART 4 - PUT-S.R. 66: RESUME PROJECT AT S.L.M. 0.00
SUSPEND PROJECT AT S.L.M. 2.46

(5) PART 5 - PUT-S.R. 189: RESUME PROJECT AT S.L.M. 0.11
SUSPEND PROJECT AT S.L.M. 0.30

(6) PART 6 - VAN-S.R. 66: RESUME PROJECT AT S.L.M. 0.47
SUSPEND PROJECT AT S.L.M. 4.37

(7) PART 7 - VAN-S.R. 697: RESUME PROJECT AT S.L.M. 6.58
END PROJECT AT S.L.M. 7.27

LOCATION MAP

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_002.dgn Sheet 11-DEC-2017 5:24PM girwin

TRAFFIC:

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

RAILROAD CROSSINGS & BRIDGE TREATMENT:

THE NEW SURFACE COURSE SHALL BE FEATHERED OR BUTT JOINTED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

EXTRA AREAS:

EXTRA AREAS SHALL INCLUDE DRIVEWAYS, MAILBOX PULL-OFFS AND OTHER SIMILAR AREAS AS DETERMINED BY THE ENGINEER. DRIVEWAYS SHALL BE FEATHERED IN APPROXIMATELY 6 FEET USING ASPHALT CONCRETE. SOME DRIVES MAY REQUIRE MORE THAN 6 FEET TO ALLOW FOR ADEQUATE TRANSITION TO THE MAINLINE PAVEMENT. THESE TRANSITIONS WILL BE AS DIRECTED BY THE ENGINEER. THE ASPHALT CONCRETE QUANTITIES FOR DRIVES AND MAILBOXES ARE INCLUDED IN THE EXTRA AREA QUANTITIES IN THE PAVEMENT DATA TABLE.

ASPHALT CONCRETE PLACEMENT ON SHOULDERS AND GUTTERS:

THE ASPHALT CONCRETE ON THE SHOULDERS AND CONCRETE GUTTERS SHALL BE PLACED AT THE SAME TIME THAT THE ASPHALT CONCRETE IS PLACED ON THE ADJACENT LANES OF PAVEMENT. THE SHOULDER MATERIAL SHALL BE PLACED AT THE SAME CROSS SLOPE AS THE EXISTING SHOULDER OR CONCRETE GUTTER GRADES. NEW CONCRETE CURB AND GUTTER AT LOCATIONS OF CURB RAMPS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ASPHALT CONCRETE.

MAINTAINING TRAFFIC AT PLANED AREAS:

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE PLANING IS COMPLETE. THE PLANED AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING TEMPORARY MARKINGS. ALL REQUIRED WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC. NO PLANED SURFACE SHALL REMAIN OPEN TO TRAFFIC MORE THAN (7) DAYS BEFORE BEING COVERED WITH AN ASPHALT COURSE. IF THIS IS NOT DONE, LIQUIDATED DAMAGES WILL BE LEVIED AS PER SECTION 108.07 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN:

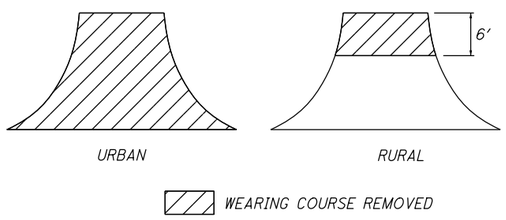
THIS ITEM SHALL MEET ALL REQUIREMENTS FOR ITEM 617 COMPACTED AGGREGATE WITH THE FOLLOWING EXCEPTION:

1) NO RECYCLED ASPHALT CONCRETE PAVEMENT SHALL BE USED IN THIS ITEM

ALL COSTS ASSOCIATED WITH THE EQUIPMENT, LABOR AND MATERIALS NECESSARY FOR SUPPLYING AND PLACING THIS ITEM SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

WEARING COURSE REMOVED AT INTERSECTIONS

TYPICAL WEARING COURSE REMOVED AT INTERSECTIONS AS DETAILED BELOW.



MAINTAINING TRAFFIC AT DROP-OFFS

WHERE PAVEMENT PLANING/WEARING COURSE REMOVED IS SPECIFIED THE CONTRACTOR SHALL MAINTAIN A DROP-OFF AT DRIVES AND INTERSECTIONS OF NO MORE THAN 1.5 INCHES. WHERE THE DEPTH OF THE REMOVAL EXCEEDS 1.5 INCHES THE CONTRACTOR SHALL PROVIDE TEMPORARY WEDGES OR OTHER MEANS APPROVED BY THE ENGINEER TO REDUCE THE DROP-OFF TO NO GREATER THAN 1.5 INCHES. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM ITEM FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 253 - PAVEMENT REPAIR:

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE PREPARED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

THE VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE 301 FOR ITEM 253 PAVEMENT REPAIR. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR.

253 PAVEMENT REPAIR	790 CUBIC YARD

WORK ZONE MARKINGS AND SIGNS

ERECT A GROOVED PAVEMENT SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. THE SIGN CODE IS W8-H15 AND THESES SIGNS SHALL BE PAID FOR AS ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	150 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS II	19.36 MILES

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGHTEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBPLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBPLOT AS DESCRIBED IN C&MS 446.05.

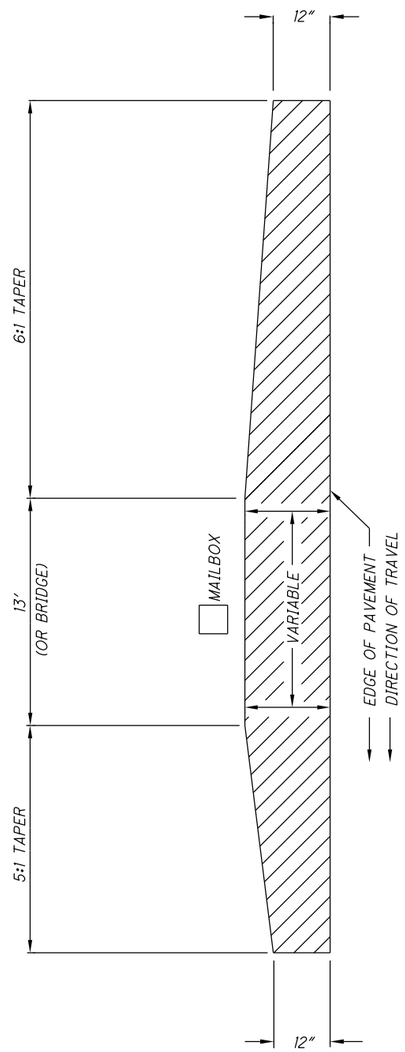
THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140 DEGREES F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_003.dgn Sheet 11-DEC-2017 5:24PM girwin



SINGLE - MAILBOX TURNOUT & BRIDGE APPROACHES

IF THERE IS A DISTANCE OF 100 FEET OR LESS BETWEEN MAILBOXES: APPROCHES SHALL BE PAVED THRU TO LAST MAILBOX. THIS AREA SHALL REPRESENT LOCATION OF BRIDGE (VARIABLE LENGTH, NO WORK) FOR BRIDGE APPROACHES.

IF THERE IS A DISTANCE OF 50 FEET OR LESS BETWEEN DRIVEWAY AND MAILBOX: APPROACH SHALL BE PAVED THRU TO MAILBOX.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIALS FROM ALL STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF 2 INCHES BELOW EXISTING PAVEMENT. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

WHEN UNSTABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF THIS MATERIAL SHALL BE TO A DEPTH OF 6 INCHES BELOW EXISTING PAVEMENT ELEVATION. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACKFILL OF THESE AREAS.

AN ADDITIONAL QUANTITY OF ASPHALT CONCRETE HAS BEEN SET UP TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAYS, MAILBOX AND BRIDGE APPROACHES.

ALL WORK, MATERIALS, EXCEPT ITEM 304, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT OF THE ASPHALT CONCRETE.

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS III AND X OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: JUNE 1, 2009 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEBSITE:

HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006(SP).PDF

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

III. HEAD PROTECTION (HARD HATS)
ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2003 TYPE 1 CLASS E-G REQUIREMENTS.

X. HIGH VISIBILITY SAFETY APPAREL
ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS 2 OR CLASS 3 REQUIREMENTS OF THE ANSI/ISEA 107-2004 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND HEADWEAR."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT OR JACKET WITHOUT A SAFETY VEST OVER IT. HIGH-VISIBILTY T-SHIRTS, SWEATSHIRTS OR ZIP UP HOODIES ARE NOT ACCEPTABLE. ALL WORKERS SHALL WEAR A SAFETY VEST OVER THE T-SHIRTS, SWEATSHIRTS, AND ZIP-UP HOODIES, REGARDLESS OF THEIR ANSI RATING.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 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 THE OFFICE OF COMMUNICATIONS. 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
LANE CLOSURES & RESTRICTIONS	> = 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	10 CU. YD.
659, SEEDING AND MULCHING	60 SQ. YD.
659, COMMERCIAL FERTILIZER	0.25 TON
659, WATER	10 M. GAL.

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.

CALCULATED GLI
CHECKED EJS

GENERAL NOTES

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_004.dgn Sheet 11-DEC-2017 5:24PM girwin

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

TWO-WAY TRAFFIC ON SR 66 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED TWENTY-ONE (21) CONSECUTIVE CALENDAR DAYS THAT THROUGH TRAFFIC ON SR 66 MAY BE DETOURED AS SHOWN ON THIS SHEET AND TO COMPLETE THE REPAIR WORK ON BRIDGE NO. VAN-66-0228 AND THE ASSOCIATED PAVEMENT WORK ON AND OFF THE BRIDGE. THE CLOSURE LIMITS SHALL BE RESTRICTED TO THESE WORK LIMITS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $5,000 PER DAY FOR EACH CALENDAR DAY SR 66 REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMITS. THE DETOUR SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO.

THE FIRST DAY THAT THE DETOUR IS IN EFFECT SHALL BE CONSIDERED THE STARTING DATE OF THE 21 DAY DETOUR/ CLOSURE LIMITATION. THE 21TH DAY OF THE 21 DAY DETOUR/ CLOSURE LIMITATION SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE. ON OR BEFORE THE 21 TH DAY, THE ROADWAY SHALL BE OPENED TO THE SAFE AND CONVENIENT USE OF THE TRAVELING PUBLIC. IF THE ROADWAY IS NOT OPENED BY THIS INTERIM COMPLETION DATE, DISINCENTIVES SHALL BE ASSESSED AS PER THE ABOVE SPECIFICATION.

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 AND 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 COMMENSURATED WITH THE WORK IN PROGRESS.

ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES, AS PER 614.02(a).

NOTICE OF CLOSURE SIGNS (W20-H13),SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

W20-H13

NOTE: THE CONTRACTOR IS TO SUPPLY DATES.

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 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 THE OFFICE OF COMMUNICATIONS. 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

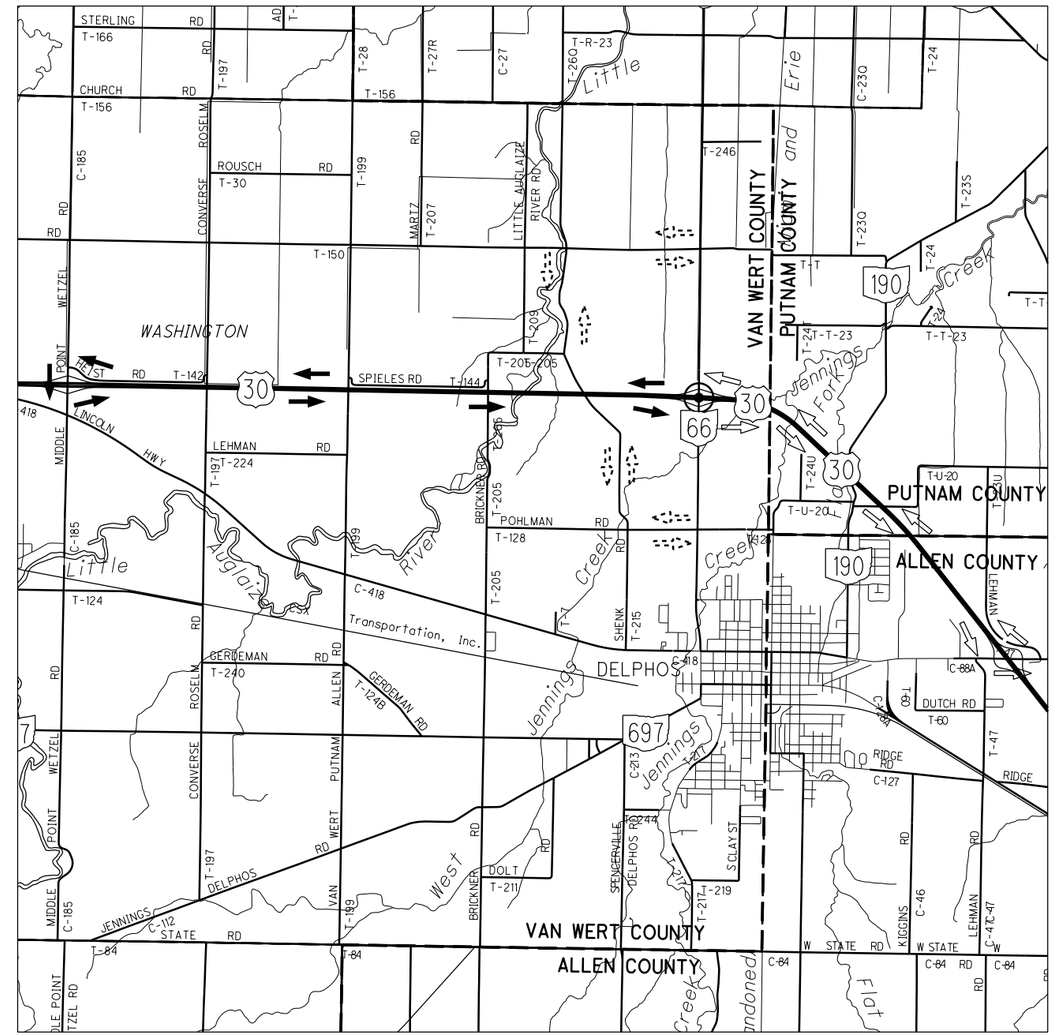
ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	>= 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RE-STRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON THIS SHEET. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THESE ROUTES IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING



WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER. THE REPLACEMENT PAVEMENT FOR ITEM 253 PAVEMENT REPAIR SHALL CONSIST OF 1-1/4" ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22 AND ITEM 407, TACK COAT PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22.

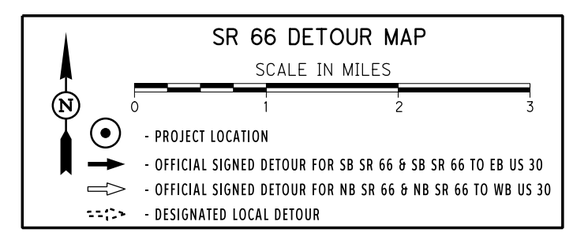
THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 253, PAVEMENT REPAIR = 20 CY

ITEM 407, TACK COAT = 20 GAL

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 =10 CY

ITEM 617, COMPACTED AGGREGATE = 50 CY



DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR DUST CONTROL PURPOSES:

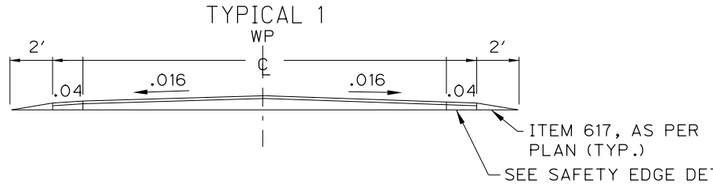
ITEM 616 - WATER = 1 MGAL

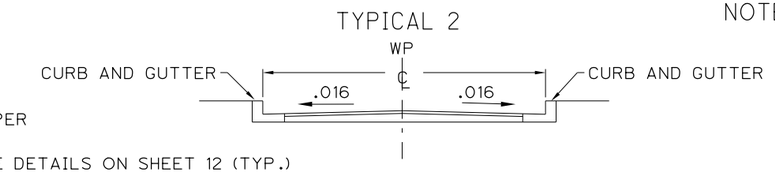
CALCULATED EJS
CHECKED MJM

MAINTENANCE OF TRAFFIC GENERAL NOTES - SR 66

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_005.dgn Sheet 11-DEC-2017 5:24PM girwin

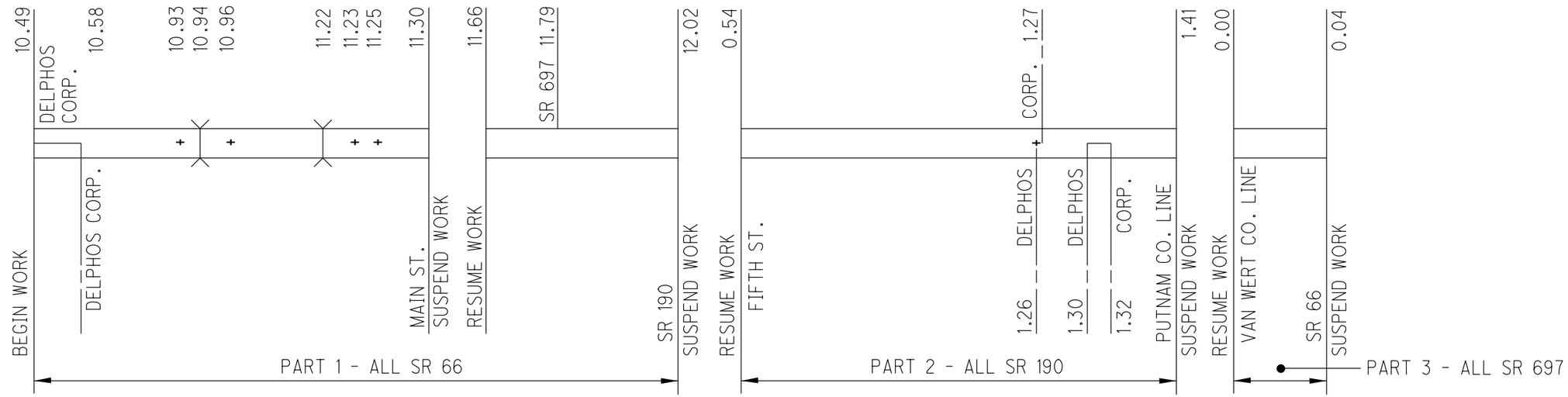




NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVE QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

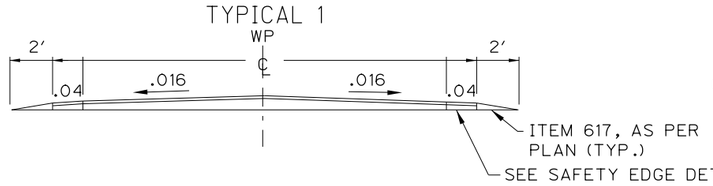
ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED	407 NON-TRACKING TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)	254 PAVEMENT PLANING, ASPHALT CONCRETE		254 PATCHING PLANED SURFACES	304 AGGREGATE BASE	617 COMPACTED AGGREGATE, AS PER PLAN	209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	875 LONGITUDINAL JOINT ADHESIVE
									THICKNESS 1 1/2"		THICKNESS 1 1/4"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1"	THICKNESS 2 1/4"	THICKNESS 1 1/4"	2% PLANED AREA		2 INCH AVG. TH.		1 LB. PER 5 FT.
	SLM	SLM		MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY	SY	SY	SY	CY	CY	MILE	LB
Part 1																				
ALL SR 66	10.49	11.14	01/S<2/PV/DELP	0.65	3432	27	1	10296		1441	358	10	286	10296		206		85	1.30	686
ALL SR 66	11.14	11.30	01/S<2/PV/DELP	0.16	845	28	2	2628		223	91				2628	53				169
ALL SR 66	11.30	11.66	NO WORK																	
ALL SR 66	11.66	12.02	01/S<2/PV/DELP	0.36	1901	52	2	10982		934	381				10982	220				380
Extra Areas								296	296	41	10		8							
Intersections								1700	1700	145	59									
Totals									1996	2784	909		294	10296	13610	479	10	85	1.30	1235
Part 2																				
ALL SR 190	0.54	1.26	01/S<2/PV/DELP	0.72	3802	24	1	10138		1419	352	11	282	10138		203		94	1.44	760
ALL SR 190	1.26	1.27	HALF 01 - HALF 03	0.01	53	24	1	141		20	5		4	141		3		1	0.02	11
ALL SR 190	1.27	1.30	03/S<2/PV	0.03	158	24	1	422		59	15	1	12	422		8		4	0.06	32
ALL SR 190	1.30	1.32	HALF 01 - HALF 03	0.02	106	24	1	282		39	10		8	282		6		3	0.04	21
ALL SR 190	1.32	1.41	03/S<2/PV	0.09	475	24	1	1267		177	44	1	35	1267		25		12	0.18	95
Extra Areas								688	688	58	24		19							
Intersections								521	521	45	18									
Totals									1209	1817	481		360	12250		245	20	114	1.74	919
Part 3																				
ALL SR 697	0.00	0.04	01/S<2/PV/DELP	0.04	211	50	2	1173		100	41				1173	23				42
Totals										100	41				1173	23				42

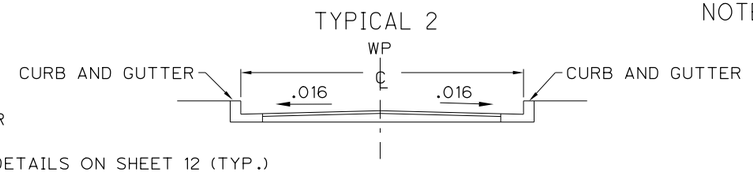
CALCULATED GLI
CHECKED EJS

ASPHALT CONCRETE

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_006.dgn Sheet 11-DEC-2017 5:24PM girwin

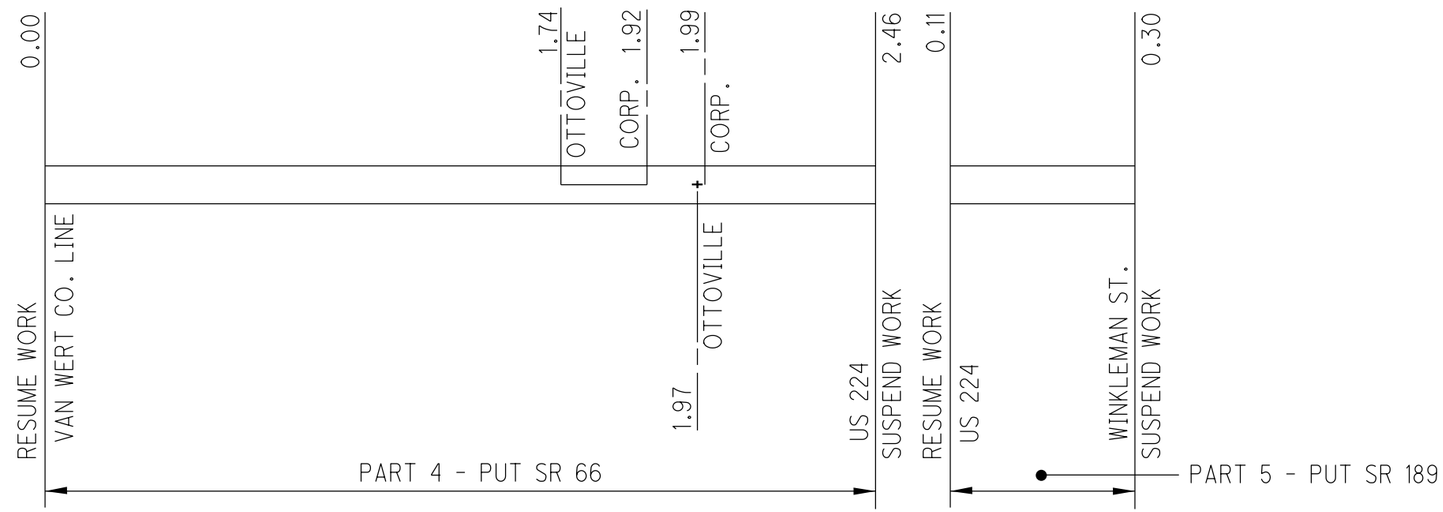




NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVE QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

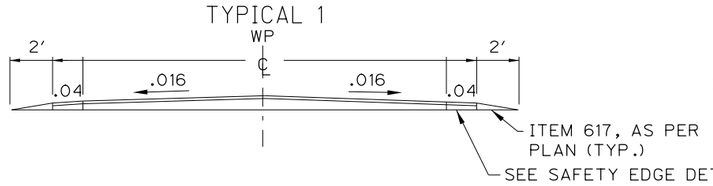
ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED	407 NON-TRACKING TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)	254 PAVEMENT PLANING, ASPHALT CONCRETE	254 PATCHING PLANED SURFACES	304 AGGREGATE BASE	617 COMPACTED AGGREGATE, AS PER PLAN	209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	875 LONGITUDINAL JOINT ADHESIVE
									THICKNESS 1 1/4"		THICKNESS 1 1/4"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1/2"	THICKNESS 1 1/4"	2% PLANED AREA		2 INCH AVG. TH.		1 LB. PER 5 FT.
	SLM	SLM		MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY	SY	SY	CY	CY	MILE	LB
Part 4																			
PUT SR 66	0.00	1.00	02/STR/PV	1.00	5280	27	1	15840		2218	550	15	220				130	2.00	1056
PUT SR 66	1.00	1.91	02/STR/PV	0.91	4805	25	1	13347		1869	463	14	185				119	1.82	961
PUT SR 66	1.91	1.96	02/STR/PV	0.05	264	28	1	821		70	29	1		821	16		7	0.10	53
PUT SR 66	1.96	2.00	02/STR/PV	0.04	211	25	1	587		50	20	1		587	12		5	0.08	42
PUT SR 66	2.00	2.40	02/STR/PV	0.40	2112	23	1	5397		459	187	6		5397	108		52	0.80	422
PUT SR 66	2.40	2.46	02/STR/PV	0.06	317	28	1	986		84	34			986	20				63
Extra Areas								448		38	16								
Intersections								1195	612	102	42								
Totals									612	4890	1378		405	7791	156	30	313	4.80	2597
Part 5																			
PUT SR 189	0.11	0.14	02/STR/PV	0.03	158	50	2	880		75	31			880	18				32
PUT SR 189	0.14	0.21	02/STR/PV	0.07	370	37	2	1499		127	52			1499	30				74
PUT SR 189	0.21	0.30	02/STR/PV	0.09	475	36	1	1901		162	66	1		1901	38		12	0.18	95
Extra Areas								56		5	2								
Intersections								307	307	26	11								
Totals									307	395	163			4280	86	10	12	0.18	201

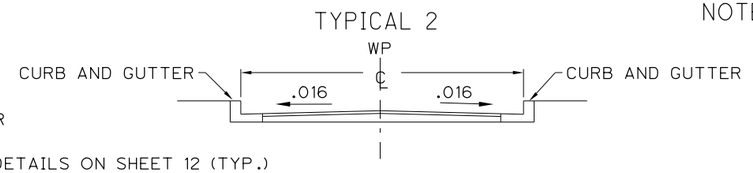
CALCULATED GLI
CHECKED EJS

ASPHALT CONCRETE

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_007.dgn Sheet 11-DEC-2017 5:24PM girwin

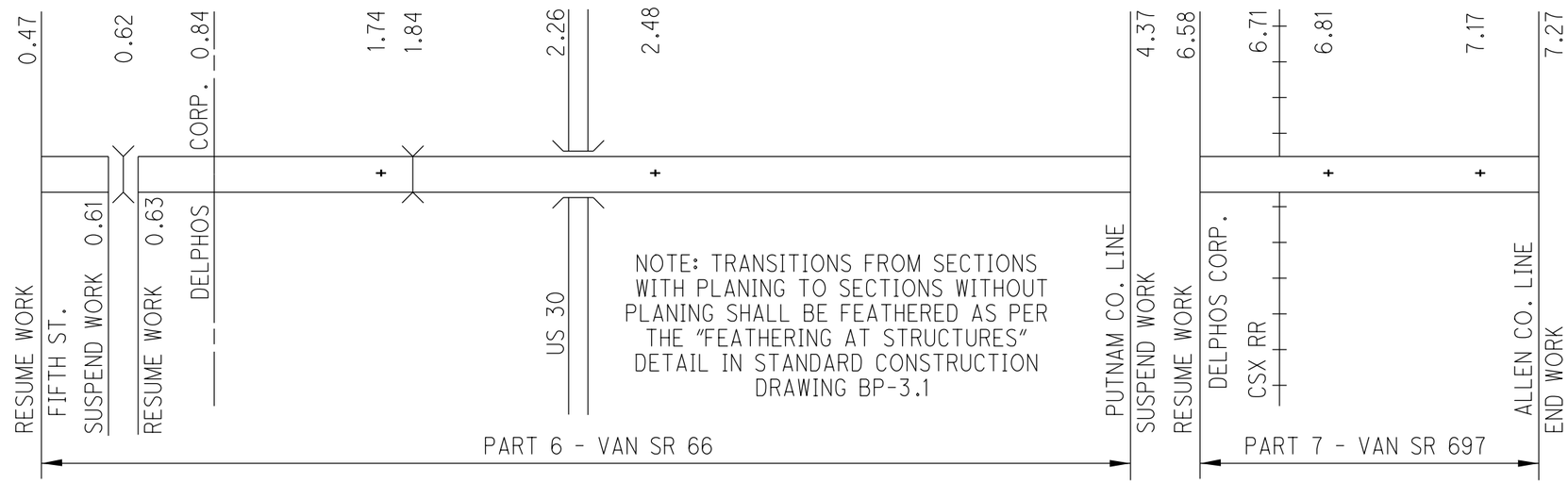




NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVE QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

NOTE: DRAWINGS NOT TO SCALE



NOTE: TRANSITIONS FROM SECTIONS WITH PLANING TO SECTIONS WITHOUT PLANING SHALL BE FEATHERED AS PER THE "FEATHERING AT STRUCTURES" DETAIL IN STANDARD CONSTRUCTION DRAWING BP-3.1

PAVEMENT DATA

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202 WEARING COURSE REMOVED	407 NON-TRACKING TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		441 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)		254 PAVEMENT PLANING, ASPHALT CONCRETE			254 PATCHING PLANED SURFACES	304 AGGREGATE BASE	617 COMPACTED AGGREGATE, AS PER PLAN	209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	875 LONGITUDINAL JOINT ADHESIVE
									THICKNESS 1 1/4"		THICKNESS 1 1/4"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1"	THICKNESS 1/2"	THICKNESS 2 1/4"	THICKNESS 2 1/2"	THICKNESS 1 1/4"	2% PLANED AREA		2 INCH AVG. TH.		1 LB. PER 5 FT.
	SLM	SLM		MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY	CY	SY	SY	SY	SY	CY	CY	MILE	LB
Part 6																						
VAN SR 66	0.47	0.61	01/S<2/PV/DELP	0.14	739	28	1	2300		322	80	2	64		2300			46		18	0.28	148
VAN SR 66	0.61	0.63	No Work																			
VAN SR 66	0.63	0.75	01/S<2/PV/DELP	0.12	634	28	1	1971		276	68	2	55		1971			39		16	0.24	127
VAN SR 66	0.75	0.84	01/S<2/PV/DELP	0.09	475	26	1	1373		192	48	1	38		1373			27		12	0.18	95
VAN SR 66	0.84	1.73	03/S<2/PV	0.89	4699	26	1	13575		1901	471	14		189						116	1.78	940
VAN SR 66	1.73	1.81	03/S<2/PV	0.08	422	32	1	1502		210	52	1		21						10	0.16	84
VAN SR 66	1.81	1.89	03/S<2/PV	0.08	422	38	1	1783		152	62	1					1783	36		5	0.08	84
VAN SR 66	1.89	2.06	03/S<2/PV	0.17	898	32	1	3191		447	111	3		44						22	0.34	180
VAN SR 66	2.06	2.20	03/S<2/PV	0.14	739	29	1	2382		333	83	2		33						18	0.28	148
VAN SR 66	2.20	2.23	03/S<2/PV	0.03	158	31	1	546		76	19			8						4	0.06	32
VAN SR 66	2.23	2.32	03/S<2/PV	0.09	475	36	1	1901		162	66	1				1901		38		6	0.08	95
VAN SR 66	2.32	2.34	03/S<2/PV	0.02	106	31	1	364		51	13			5						3	0.04	21
VAN SR 66	2.34	4.37	02/STR/PV	2.03	10718	27	1	32155		4502	1117	31		447						265	4.06	2144
Extra Areas								592		50	21											
Intersections								506	366	146	60											
Totals									366	8820	2329		157	747	5644	1901	1783	186	40	495	7.58	4098
Part 7																						
VAN SR 697	6.58	6.81	01/S<2/PV/DELP	0.23	1214	26	1	3508		491	122	4	97		3508			70		30	0.46	243
VAN SR 697	6.81	7.17	01/S<2/PV/DELP	0.36	1901	40	2	8448		718	293						8448	169				380
VAN SR 697	7.17	7.27	01/S<2/PV/DELP	0.10	528	50	2	2933		249	102						2933	59				106
Extra Areas								96		8	3											
Intersections								6806	415	579	237											
Totals									415	2045	761		97		3508		11381	298	10	30	0.46	729

CALCULATED GLI
CHECKED EJS

ASPHALT CONCRETE

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_008.dgn Sheet 11-DEC-2017 5:24PM girwin

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		621		642		644						
						RPM	RPM REMOVED	EDGE LINE	CENTER LINE	STOP LINE	CHANNELIZING LINE	CROSSWALK LINE	LANE ARROW	RR SYMBOL MARKING	SCHOOL SYBOL MARKING	PARKING STALL MARKING
	SLM	SLM		MILES	FEET	EACH	EACH	MILE	MILE	FT	FT	FT	EACH	EACH	EACH	FT
Part 1																
ALL SR 66	10.49	11.14	01/S<2/PV/DELP	0.65	3432			1.14	0.65	30						
ALL SR 66	11.14	11.30	01/S<2/PV/DELP	0.16	845				0.16	16		64				
ALL SR 66	11.30	11.66	NO WORK	0.36	1901				0.36							
ALL SR 66	11.66	12.02	01/S<2/PV/DELP	0.36	1901				0.36	334	342	1093	14	1		1472
	SUB-TOTALS							1.14	1.53	380	342	1157	14	1		1472
Part 2																
ALL SR 190	0.54	1.26	01/S<2/PV/DELP	0.72	3802			1.44	0.72							
ALL SR 190	1.26	1.27	HALF 01 - HALF 03	0.01	53			0.02	0.01							
ALL SR 190	1.27	1.30	03/S<2/PV	0.03	158			0.06	0.03							
ALL SR 190	1.30	1.32	HALF 01 - HALF 03	0.02	106			0.04	0.02							
ALL SR 190	1.32	1.41	03/S<2/PV	0.09	475			0.18	0.09							
	SUB-TOTALS							1.74	0.87							
Part 3																
ALL SR 697	0.00	0.04	01/S<2/PV/DELP	0.04	211				0.04	24	85		2			
	SUB-TOTALS								0.04	24	85		2			
Part 4																
PUT SR 66	0.00	1.00	02/STR/PV	1.00	5280	66	66	2.00	1.00	14						
PUT SR 66	1.00	1.91	02/STR/PV	0.91	4805	60	60	1.82	0.91							
PUT SR 66	1.91	1.96	02/STR/PV	0.05	264	3	3	0.10	0.05							
PUT SR 66	1.96	2.00	02/STR/PV	0.04	211			0.08	0.04							
PUT SR 66	2.00	2.40	02/STR/PV	0.40	2112			0.80	0.40							
PUT SR 66	2.40	2.46	02/STR/PV	0.06	317			0.12	0.06	10						
	SUB-TOTALS					129	129	4.92	2.46	24						
Part 5																
PUT SR 189	0.11	0.14	02/STR/PV	0.03	158				0.03							
PUT SR 189	0.14	0.21	02/STR/PV	0.07	370				0.07							
PUT SR 189	0.21	0.30	02/STR/PV	0.09	475				0.09							
	SUB-TOTALS								0.19							
Part 6																
VAN SR 66	0.47	0.61	01/S<2/PV/DELP	0.14	739			0.28	0.14	14						
VAN SR 66	0.61	0.63	01/S<2/PV/DELP	0.02	106			0.04	0.02							
VAN SR 66	0.63	0.75	01/S<2/PV/DELP	0.12	634			0.24	0.12						1	
VAN SR 66	0.75	0.84	01/S<2/PV/DELP	0.09	475			0.18	0.09			89				
VAN SR 66	0.84	1.73	03/S<2/PV	0.89	4699	59	59	1.78	0.89						1	
VAN SR 66	1.73	2.06	03/S<2/PV	0.33	1742	22	22	0.66	0.33							
VAN SR 66	2.06	2.20	03/S<2/PV	0.14	739	9	9	0.28	0.14							
VAN SR 66	2.20	2.34	03/S<2/PV	0.14	739	9	9	0.28	0.14	111						
VAN SR 66	2.34	4.37	02/STR/PV	2.03	10718	134	134	4.06	2.03							
	SUB-TOTALS					233	233	7.80	3.90	125		89			2	
Part 4																
VAN SR 697	6.58	6.81	01/S<2/PV/DELP	0.23	1214			0.46	0.23	52				2		
VAN SR 697	6.81	7.17	01/S<2/PV/DELP	0.36	1901				0.36	75	50	344	2			
VAN SR 697	7.17	7.27	01/S<2/PV/DELP	0.10	528				0.10	108	170	472	6			
	SUB-TOTALS							0.46	0.69	235	220	816	8	2		

Pavement Marking subtotals carried to Sheet 25.

Note: Unless otherwise noted, proposed pavement markings shall match the locations of existing pavement markings. Prior to starting the work, the contractor and project engineer shall confirm the locations of proposed pavement markings.

CALCULATED GLI
CHECKED EJS

PAVEMENT MARKING SUB-SUMMARY

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_009.dgn Sheet 11-DEC-2017 5:24PM girwin

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202 WEARING COURSE REMOVED THICKNESS 1 1/4"	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22 THICKNESS 1 1/4"
				SQ YD	SQ YD	GAL	CU YD
Part 1							
Marion Ave.	01/S<2/PV/DELP	10.74	R	50.6	50.6	4.3	1.8
Allen Ave.	01/S<2/PV/DELP	10.80	R	51.1	51.1	4.3	1.8
Holland Ave.	01/S<2/PV/DELP	10.87	R	52.0	52.0	4.4	1.8
Hunt St.	01/S<2/PV/DELP	10.93	L	175.0	175.0	14.9	6.1
Lima Ave.	01/S<2/PV/DELP	11.00	R	128.0	128.0	10.9	4.4
Suthoff St.	01/S<2/PV/DELP	11.06	R	39.3	39.3	3.3	1.4
Spencerville Rd.	01/S<2/PV/DELP	11.06	R	21.4	21.4	1.8	0.7
Extra Area	01/S<2/PV/DELP	11.06	L	80.0	80.0	6.8	2.8
Pierce St.	01/S<2/PV/DELP	11.09	R	65.0	65.0	5.5	2.3
Pierce St.	01/S<2/PV/DELP	11.09	L	44.4	44.4	3.8	1.5
Alley	01/S<2/PV/DELP	11.13	R	17.6	17.6	1.5	0.6
Franklin St.	01/S<2/PV/DELP	11.16	R	92.8	92.8	7.9	3.2
Franklin St.	01/S<2/PV/DELP	11.16	L	64.5	64.5	5.5	2.2
Alley	01/S<2/PV/DELP	11.20	R	30.0	30.0	2.6	1.0
Alley	01/S<2/PV/DELP	11.24	R	22.3	22.3	1.9	0.8
Alley	01/S<2/PV/DELP	11.24	L	30.2	30.2	2.6	1.0
Alley	01/S<2/PV/DELP	11.27	R	26.5	26.5	2.3	0.9
Alley	01/S<2/PV/DELP	11.27	L	26.0	26.0	2.2	0.9
1st St.	01/S<2/PV/DELP	11.72	R	106.8	106.8	9.1	3.7
1st St.	01/S<2/PV/DELP	11.72	L	177.1	177.1	15.1	6.1
2nd St.	01/S<2/PV/DELP	11.79	R	91.7	91.7	7.8	3.2
2nd St.	01/S<2/PV/DELP	11.79	L	75.3	75.3	6.4	2.6
3rd St.	01/S<2/PV/DELP	11.88	R	83.2	83.2	7.1	2.9
3rd St.	01/S<2/PV/DELP	11.88	L	79.0	79.0	6.7	2.7
4th St.	01/S<2/PV/DELP	11.94	R	70.0	70.0	6.0	2.4
Sub-Totals				1700	1700	145	59

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202 WEARING COURSE REMOVED THICKNESS 1 1/4"	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22 THICKNESS 1 1/4"
				SQ YD	SQ YD	GAL	CU YD
Part 2							
Alley	01/S<2/PV/DELP	0.61	L	21.6	21.6	1.8	0.8
6th St.	01/S<2/PV/DELP	0.65	L	110.0	110.0	9.4	3.8
Alley	01/S<2/PV/DELP	0.68	L	26.7	26.7	2.3	0.9
7th St.	01/S<2/PV/DELP	0.71	R	77.0	77.0	6.5	2.7
7th St.	01/S<2/PV/DELP	0.71	L	133.0	133.0	11.3	4.6
Alley	01/S<2/PV/DELP	0.75	L	27.5	27.5	2.3	1.0
Fairlane Dr.	01/S<2/PV/DELP	0.81	L	85.0	85.0	7.2	3.0
Ricker St.	01/S<2/PV/DELP	1.06	R	21.9	21.9	1.9	0.8
Krieft St.	01/S<2/PV/DELP	1.14	R	18.0	18.0	1.5	0.6
Sub-Totals				521	521	45	18

Intersection subtotals for Parts 1 & 2 carried to sheet 6.

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202 WEARING COURSE REMOVED THICKNESS 1 1/4"	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22 THICKNESS 1 1/4"
				SQ YD	SQ YD	GAL	CU YD
Part 4							
TR R23	02/STR/PV	0.50	R	77.0	13.3	6.5	2.7
TR R23	02/STR/PV	0.50	L	120.0	12.0	10.2	4.2
CR R	02/STR/PV	1.00	L	120.0	14.7	10.2	4.2
Extra Area	02/STR/PV	1.00	R	120.0		10.2	4.2
TR R	02/STR/PV	1.49	R	205.0	18.7	17.4	7.1
Westwood Dr.	02/STR/PV	1.91	L	77.0	77.0	6.5	2.7
Sunset Dr.	02/STR/PV	2.02	L	140.0	140.0	11.9	4.9
6th St.	02/STR/PV	2.21	R	48.0	48.0	4.1	1.7
Miller St.	02/STR/PV	2.27	L	75.0	75.0	6.4	2.6
5th St.	02/STR/PV	2.32	R	79.0	79.0	6.7	2.7
Alley	02/STR/PV	2.36	R	14.5	14.5	1.2	0.5
Alley	02/STR/PV	2.36	L	11.9	11.9	1.0	0.4
4th St.	02/STR/PV	2.39	R	68.0	68.0	5.8	2.4
4th St.	02/STR/PV	2.39	L	39.4	39.4	3.3	1.4
Sub-Totals				1195	612	102	42
Part 5							
Canal St.	02/STR/PV	0.17	R	81.5	81.5	6.9	2.8
Canal St.	02/STR/PV	0.17	L	70.0	70.0	6.0	2.4
Otto St.	02/STR/PV	0.23	R	69.7	69.7	5.9	2.4
Otto St.	02/STR/PV	0.23	L	64.4	64.4	5.5	2.2
Alley	02/STR/PV	0.27	R	21.4	21.4	1.8	0.7
Sub-Totals				307	307	26	11

Intersection subtotals for Parts 4 & 5 carried to sheet 7.

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202 WEARING COURSE REMOVED THICKNESS 1 1/4"	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22 THICKNESS 1 1/4"
				SQ YD	SQ YD	GAL	CU YD
Part 6							
North St.	01/S<2/PV/DELP	0.84	R	205.0	205.0	17.4	7.1
Pohlman Rd.	03/S<2/PV	1.34	R	104.1	16.0	8.8	3.6
Pohlman Rd.	03/S<2/PV	1.34	L	115.0	13.3	9.8	4.0
US 30 Ramp	03/S<2/PV	2.21	R	280.0	24.0	23.8	9.7
US 30 Ramp	03/S<2/PV	2.21	L	315.0	22.7	26.8	10.9
US 30 Ramp	03/S<2/PV	2.34	R	202.7	24.0	17.2	7.0
US 30 Ramp	03/S<2/PV	2.34	L	238.7	24.0	20.3	8.3
Carpenter Rd.	02/STR/PV	3.35	R	75.1	13.3	6.4	2.6
Carpenter Rd.	02/STR/PV	3.35	L	126.7	14.0	10.8	4.4
Blockberger Rd.	02/STR/PV	4.11	R	46.7	9.3	4.0	1.6
Sub-Totals				506	366	146	60

Intersection subtotals for Part 6 carried to sheet 8.

CALCULATED GLI
CHECKED EJS

INTERSECTION SUB-SUMMARY

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_010.dgn Sheet 11-DEC-2017 5:24PM girwin

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202 WEARING COURSE REMOVED THICKNESS 1 1/4"	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22 THICKNESS 1 1/4"
				SQ YD	SQ YD	GAL	CU YD
Part 7							
State St.	01/S<2/PV/DELP	6.71	R	256.7	13.3	21.8	8.9
1st St.	01/S<2/PV/DELP	6.74	R	289.3	14.7	24.6	10.0
Alley	01/S<2/PV/DELP	6.78	R	226.7	42.0	19.3	7.9
Alley	01/S<2/PV/DELP	6.78	L	322.0	20.7	27.4	11.2
2nd St.	01/S<2/PV/DELP	6.81	L	470.3	20.7	40.0	16.3
State St.	01/S<2/PV/DELP	6.81	L	323.4	18.7	27.5	11.2
Alley	01/S<2/PV/DELP	6.85	L	244.9	24.0	20.8	8.5
Maple St.	01/S<2/PV/DELP	6.90	L	268.8	14.7	22.8	9.3
Bredeick St.	01/S<2/PV/DELP	6.96	R	288.9	16.0	24.6	10.0
Bredeick St.	01/S<2/PV/DELP	6.96	L	320.0	16.0	27.2	11.1
Cass St.	01/S<2/PV/DELP	7.03	R	284.7	16.0	24.2	9.9
Cass St.	01/S<2/PV/DELP	7.03	L	377.8	16.7	32.1	13.1
Alley	01/S<2/PV/DELP	7.07	R	284.7	16.0	24.2	9.9
Alley	01/S<2/PV/DELP	7.07	L	377.8	16.7	32.1	13.1
Clay St.	01/S<2/PV/DELP	7.10	R	320.7	25.3	27.3	11.1
Clay St.	01/S<2/PV/DELP	7.10	L	294.7	18.7	25.0	10.2
Jefferson St.	01/S<2/PV/DELP	7.17	R	287.1	18.7	24.4	10.0
Jefferson St.	01/S<2/PV/DELP	7.17	L	219.1	21.3	18.6	7.6
Alley	01/S<2/PV/DELP	7.20	R	284.7	16.0	24.2	9.9
Alley	01/S<2/PV/DELP	7.20	L	377.8	16.7	32.1	13.1
Canal St.	01/S<2/PV/DELP	7.24	R	273.0	17.3	23.2	9.5
Canal St.	01/S<2/PV/DELP	7.24	L	413.1	14.7	35.1	14.3
Sub-Totals				6806	415	579	237

Intersection subtotals for Part 7 carried to sheet 8.

CALCULATED GLI
CHECKED EJS

INTERSECTION SUB-SUMMARY

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_011.dgn Sheet 11-DEC-2017 5:24PM girwin

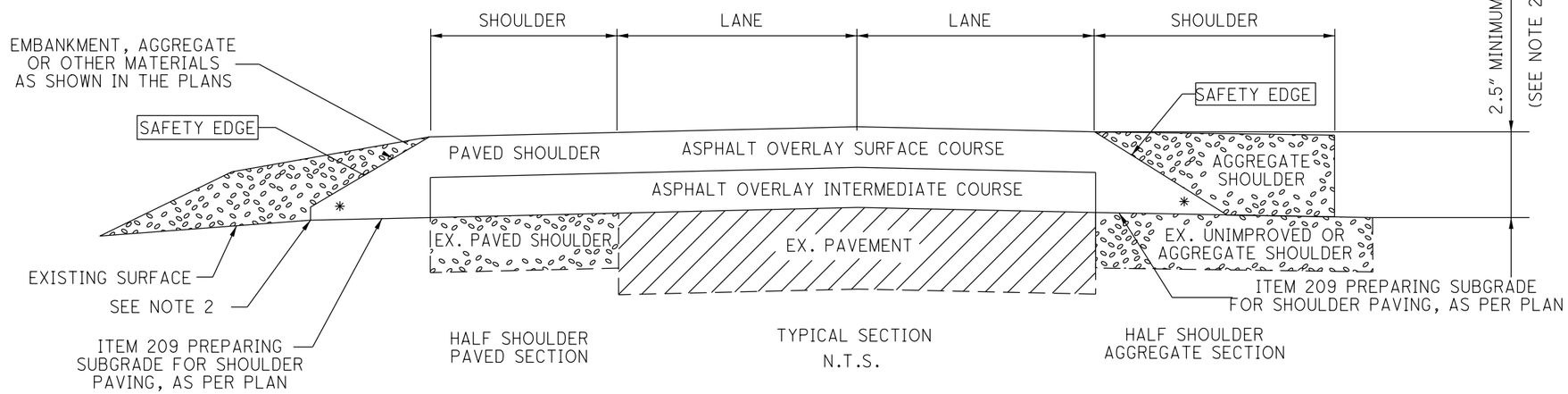
NOTES

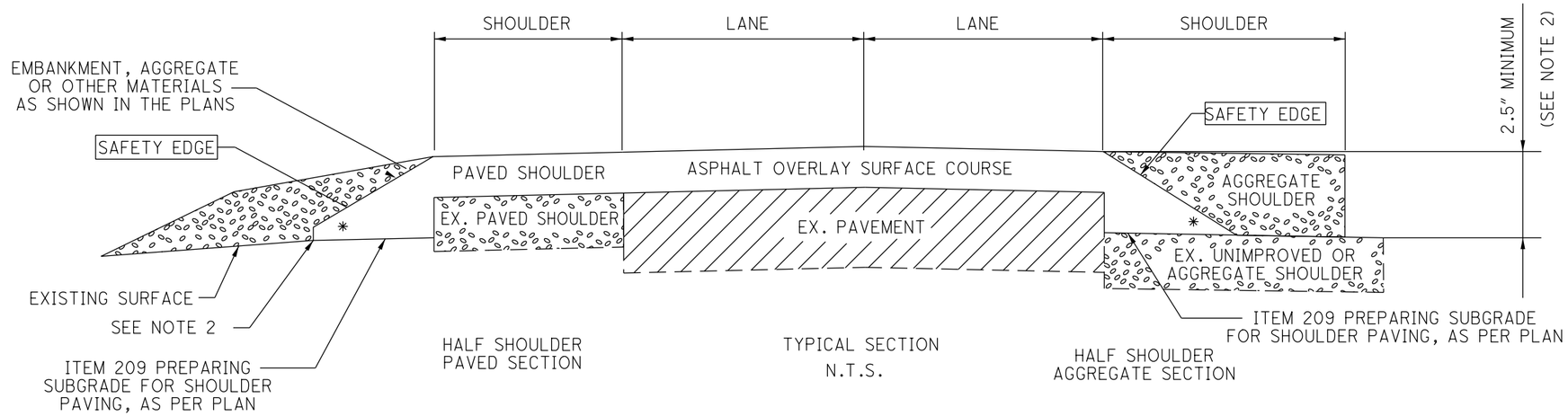
1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF PAVED ROADWAY (EDGE TRAVELED LANE OR EDGE OF SHOULDER).

2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5″ WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6″. CONSTRUCT A NEAR VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6″

3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SFAETY EGDE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.

* 40° MAX.





SAFETY EDGE PLAN NOTE

In addition to the requirements of 401.02, attach a device to the screed of the paver that confines the material at the end gate and extrudes the asphalt material in such way that results in a compacted wedge shape pavement edge of approximately 30 degrees (not steeper than 40 degrees). Ensure the device maintains contact with the existing surface, and allow for automatic transition to cross roads, driveways and obstructions. Do not use conventional single plate strike off.

Construction of the safety edge can be omitted at locations where existing width of graded shoulder or berm is less than 12″. Projects with varying condition should use safety edge where possible. Plan preparation has made every reasonable attempt to identify possible safety edge locations.

Use the TransTech Safety Wedge Maker, the Carlson Safety Edge End Gate, the Advant-Edger, the Troxler SafeTSlope or a similar approved-equal device that produces the same wedge consolidation results. Contact information for these wedge shape compaction devices is the following:

TransTech Systems, Inc.
1594 State St
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Advant-Edge Paving Equipment LLC
PO Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advataedgepaving.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-8975-8000

Troxler Electronic Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

If electing to use a similar device, provide proof that the device has been used on previous projects with acceptable results or construct a test section prior to the beginning of work and demonstrate wedge compaction to the satisfaction of the Engineer. Short sections of handwork will be allowed when necessary for transitions and turnouts or otherwise authorized by the Engineer.

In addition to the requirements of 401.16, make the first roller pass 8 to 12 inches away from tapered edge. Do not roll the taper.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

Prepare the shoulder for paving a consistent safety edge in both thickness and width.

Prior to paving the safety edge, grade an area 10 inches wide, beginning at the edge of the paved roadway, to provide a level surface free of vegetation for construction of the safety edge. If necessary, excavate the graded area to the depth necessary to construct the safety edge. Compact the graded shoulder according to 617.05, or as directed by the engineer.

ITEM 441 ASPHALT CONCRETE SURFACE COURSE TYPE 1

A quantity of asphalt material has been included in the general summary to allow for construction of the safety edge as detailed on this sheet.

CALCULATED GLI
CHECKED EJS

SAFETY EDGE DETAILS AND NOTES

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_012.dgn Sheet 11-DEC-2017 5:24PM girwin

Ref. No.	Intersecting Street	Side	Quantities							Dimensions			
			202		608					Ramp		Landing	
			Walk Removed	Curb Removed	Curb Ramp A2	Curb Ramp A1	Detectable Warning	4" Concrete Walk	Curb	Width	Length	Width	Length
			SF	FT	SF	SF	SF	SF	FT	FT	FT	FT	FT
1-R	SR 66 & Allen	Rt.	12				8	36					
2-R	SR 66 and Holland Ave.	Rt.					8	21					
3-R		Rt.	14				8	21					
4-R	SR 66 and Lima Ave.	Rt.	46				8	68					
5-R		Rt.	48				8	83					
6-R	SR 66 and Suthoff St.	Rt.	14				8	14					
7-R		Rt.	15				8	15					
8-R		Lt.					8	12					
9-R		Rt.	7				8	33					
10-R	SR 66 and Pierce St.	Rt.	16	21			8	30	29				
11-R		Lt.	12				8	12					
12-R		Lt.	11				8	16					
13-R		Rt.	30	6	56					4	7' 4"	4	4
14-R		Lt.					8	20					
15-R		Rt.	22	19			8	34	22				
16-R		Lt.	15				8	15					
17-R	SR 66 and Franklin St.	Rt.	26	6	35					4	6' 5"		
18-R		Rt.	25	5	55					4	6' 4"	4	5
19-R		Lt.	19				8	19					
20-R		Rt.	20	6	28					4	5		
21-R		Rt.	28	15	48				18	4	9		
22-R	SR 66 and Main St.	Rt.	27	6	30					4	6' 2"		
23-R		Lt.	19	7	21				3	4	4' 8"		
24-R		Lt.	18	4	18					4	4' 5"		
25-R	SR 66 and First St.	Rt.	84	18		64		20	3	4	6' 4"		
26-R		Lt.	178	28		84		94	9	4	6	4	4
27-R		Rt.	99	20			16	99	20				
28-R		Lt.	132				16	132					
	Totals		937	161	291	148	160	794	104				

Note: Curb Ramp subtotals carried to General Summary (Sheet 25)

CALCULATED GLI
CHECKED EJS

CURB RAMP SUB-SUMMARY

ALL/PUT/VAN-66/
189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_013.dgn Sheet 11-DEC-2017 5:24PM girwin

Ref. No.	Intersecting Street	Side	Quantities											Dimensions			
			202			608								Ramp		Landing	
			Walk Removed	Curb Removed	Curb and Gutter Removed	Curb Ramp A2	Curb Ramp C2	Curb Ramp B3	Curb Ramp A1	Detectable Warning	4" Concrete Walk	Curb	Curb and Gutter	Width	Length	Width	Length
			SF	FT	FT	SF	SF	SF	SF	SF	SF	FT	FT	FT	FT	FT	FT
29-R	SR 697 and First St.	Rt.	23							8	32						
30-R		Rt.	39		6	50								4	9' 3"		
31-R		Rt.	43		8	50							1	4	9' 2"		
32-R	SR 697 and Second St.	Rt.	23	7		26						3		4	5' 9"		
33-R		Rt.	18	6		21						2		4	4' 5"		
34-R		Lt.	10	21		30						21		4	6		
35-R		Lt.	64	8		68						2		4	9	4	5
36-R		Lt.	104		18	104							9	4	8' 3"	4	4
37-R		Lt.	83		24	84							12	4	8	4	4
38-R	SR 697 and Maple St.	Lt.	18	6		20						2		4	4' 5"		
39-R		Lt.	19	6		21						2		4	4' 8"		
40-R		Lt.	18	6		20						2		4	4' 5"		
41-R		Lt.	20	6		22						2		4	4' 10"		
42-R	SR 697 and Bredeick St.	Rt.	20	4		22								4	5		
43-R		Rt.	27	4		29								4	6' 8"		
44-R		Lt.	85	18		85					12	6		4	5' 9"	4	4
45-R		Rt.	140	16		134					6	4		4	6' 8"	4	4
46-R		Lt.	100	14		101					12	4		4	8' 5"	4	4
47-R	SR 697 and Cass St.	Rt.	30	6		41								4	7' 6"		
48-R		Rt.	35	6		37						2		4	8' 8"		
49-R		Lt.	102	7			115					1		4	9' 6"	4	4
50-R		Lt.	20		4	22								4	5		
51-R		Rt.	18	4		20								4	4' 4"		
52-R		Rt.	22	4		24								4	5' 6"		
53-R		Lt.	14	4		16								4	3' 6"		
54-R		Lt.	108	4			110							4	11	4	4
55-R	SR 697 and Clay St.	Rt.	183	27		152						15		4	12' 3"	4	5
56-R		Lt.	168	26		137						14		4	11	4	4
57-R		Rt.	160	25		140						13		4	10' 5"	4	5
58-R		Lt.	173	26		137						14		4	10' 4"	4	4
59-R	SR 697 and Jefferson St.	Rt.	26	7		28						2		5	5' 3"		
60-R		Rt.	38	7		40						2		5	8' 2"		
61-R		Lt.	72	19				82						4' 10"	16' 3"		
62-R		Rt.	421	42					154		267	14		4	6	4	4
63-R		Lt.	102	18		117					10	5		4	7' 10"	4	4
64-R		Rt.	130							50	130						
65-R		Rt.	228	28					77		151	14		4	6	4	4
66-R		Lt.	159	20					77		82	6		4	6	4	4
	Totals		3063	402	60	1798	225	82	308	58	702	152	22				

Note: Curb Ramp subtotals carried to General Summary (Sheet 25)

Ref. No.	Intersecting Street	Side	Quantities					Dimensions			
			202		608			Ramp		Landing	
			Walk Removed	Curb Removed	Curb Ramp A2	Detectable Warning	4" Concrete Walk	Width	Length	Width	Length
			SF	FT	SF	SF	SF	FT	FT	FT	FT
67-R	SR 66 and Fifth St.	Rt.	22			8	22				
68-R		Rt.	12			8	12				
69-R	SR 66 and Fourth St.	Rt.	32			8	32				
70-R		Lt.				8	14				
71-R		Rt.	47			8	47				
72-R		Lt.	49	1		8	51				
73-R	SR 189 and Otto St.	Lt.	32	5	43			4	8		
	Totals		194	6	43	48	178				

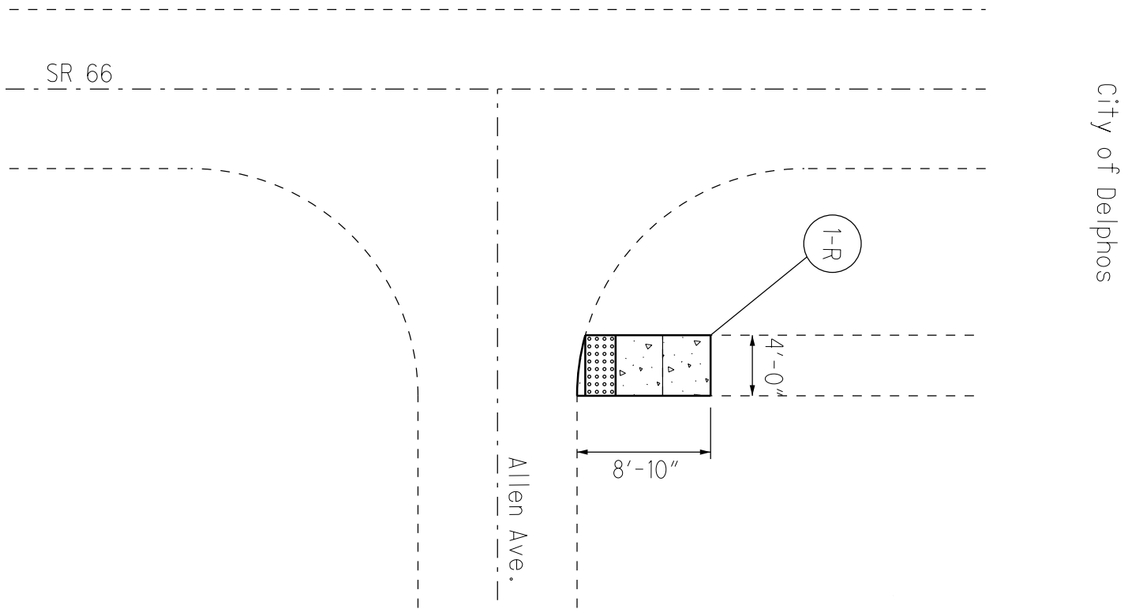
Note: Curb Ramp subtotals carried to General Summary (Sheet 25)

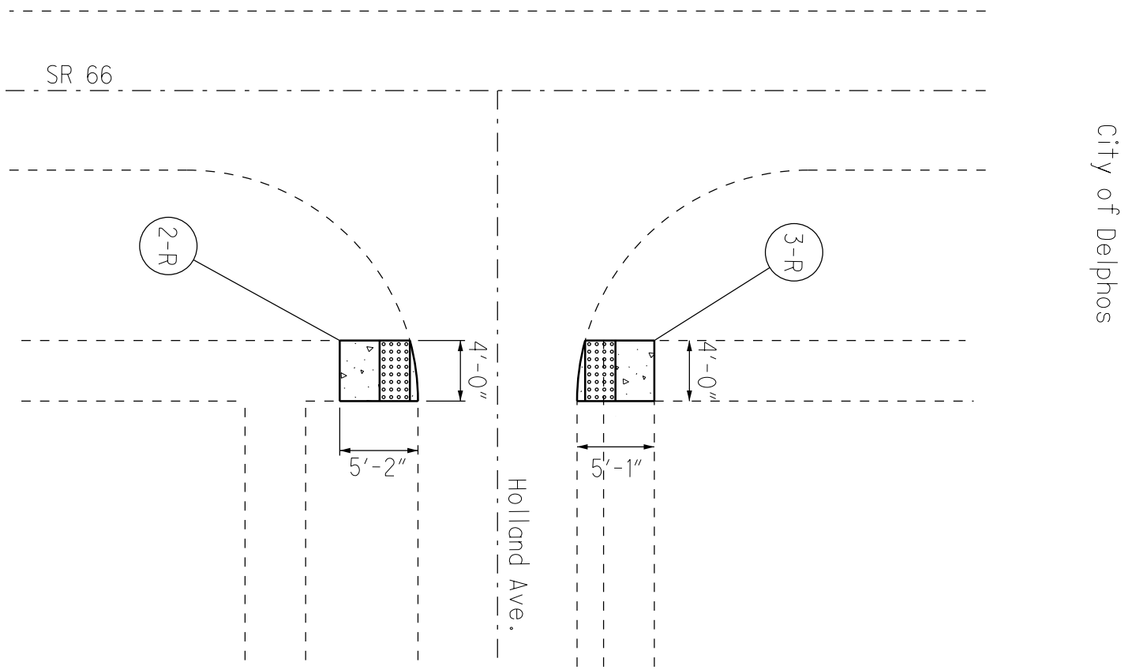
CALCULATED GLI
CHECKED EJS

CURB RAMP SUB-SUMMARY

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_014.dgn Sheet 11-DEC-2017 5:24PM girwin



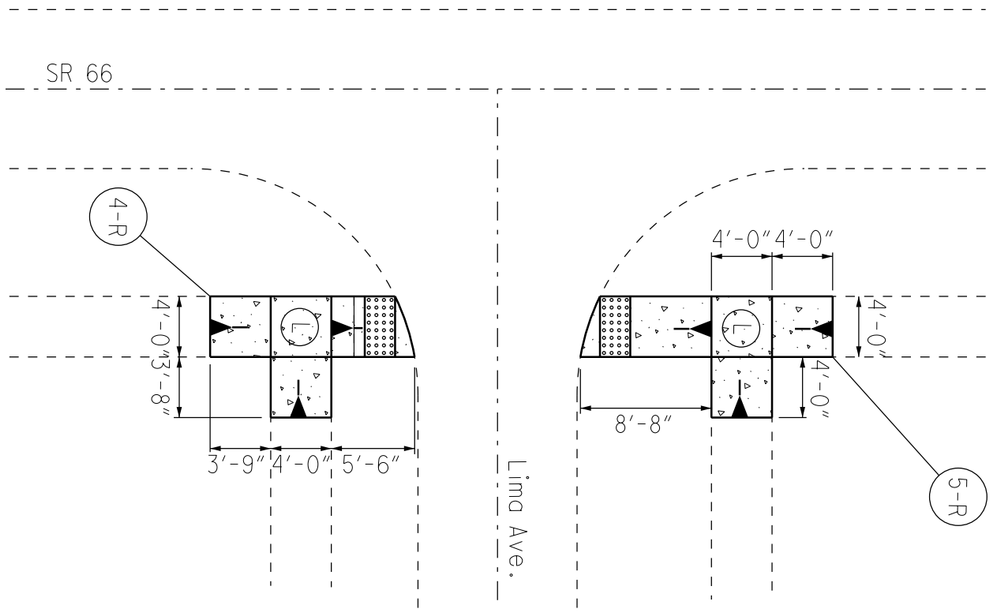


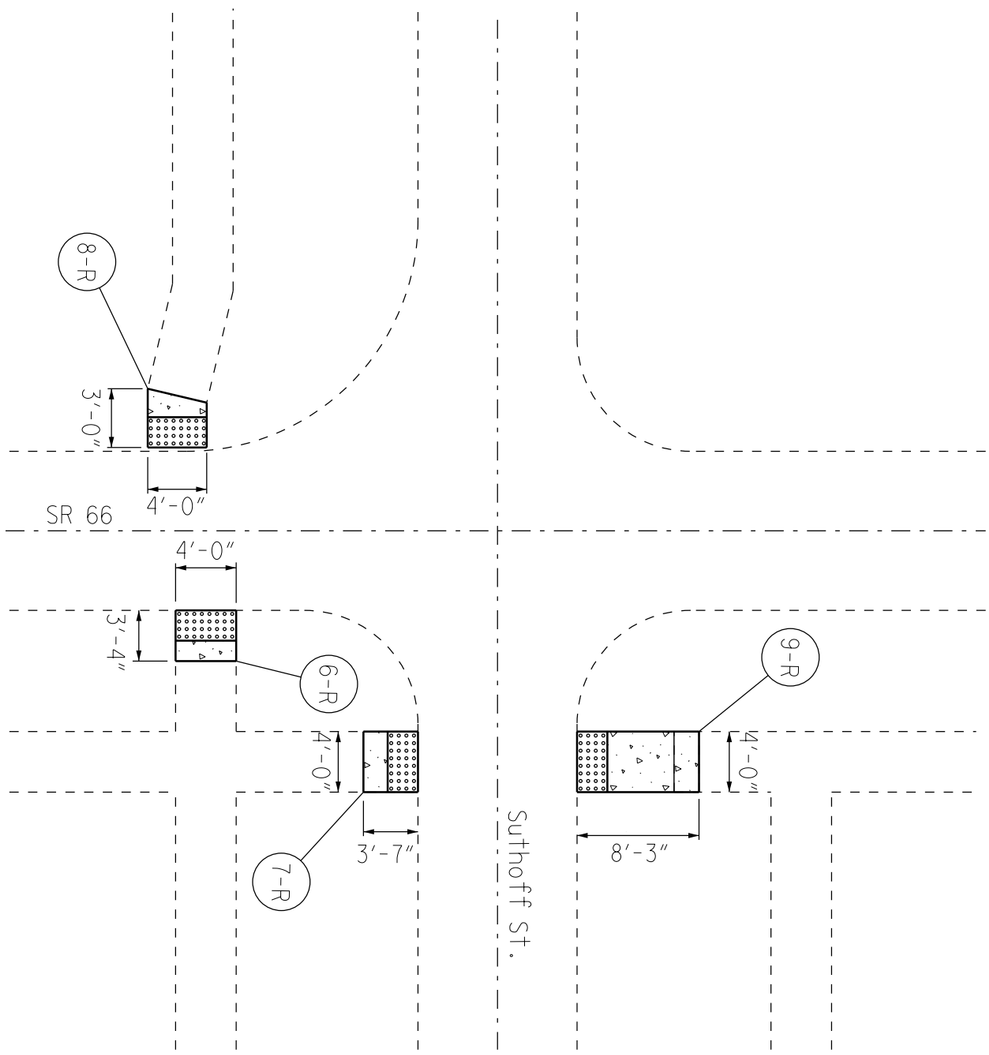
- Not To Scale
- Detectable Warning
- Landing

ALL/PUT/VAN-66/ 189/190/697-VAR.

CURB RAMP DETAILS

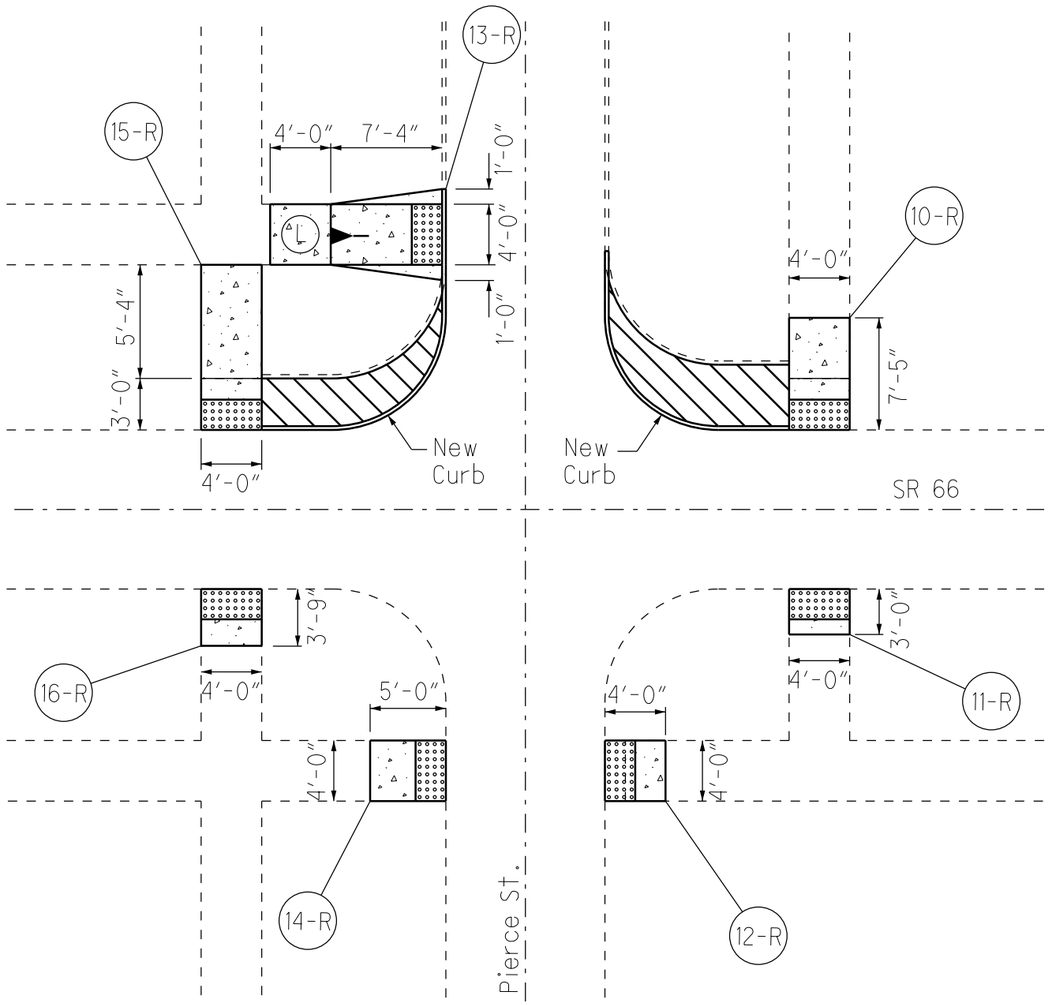
CALCULATED GLI
CHECKED EJS



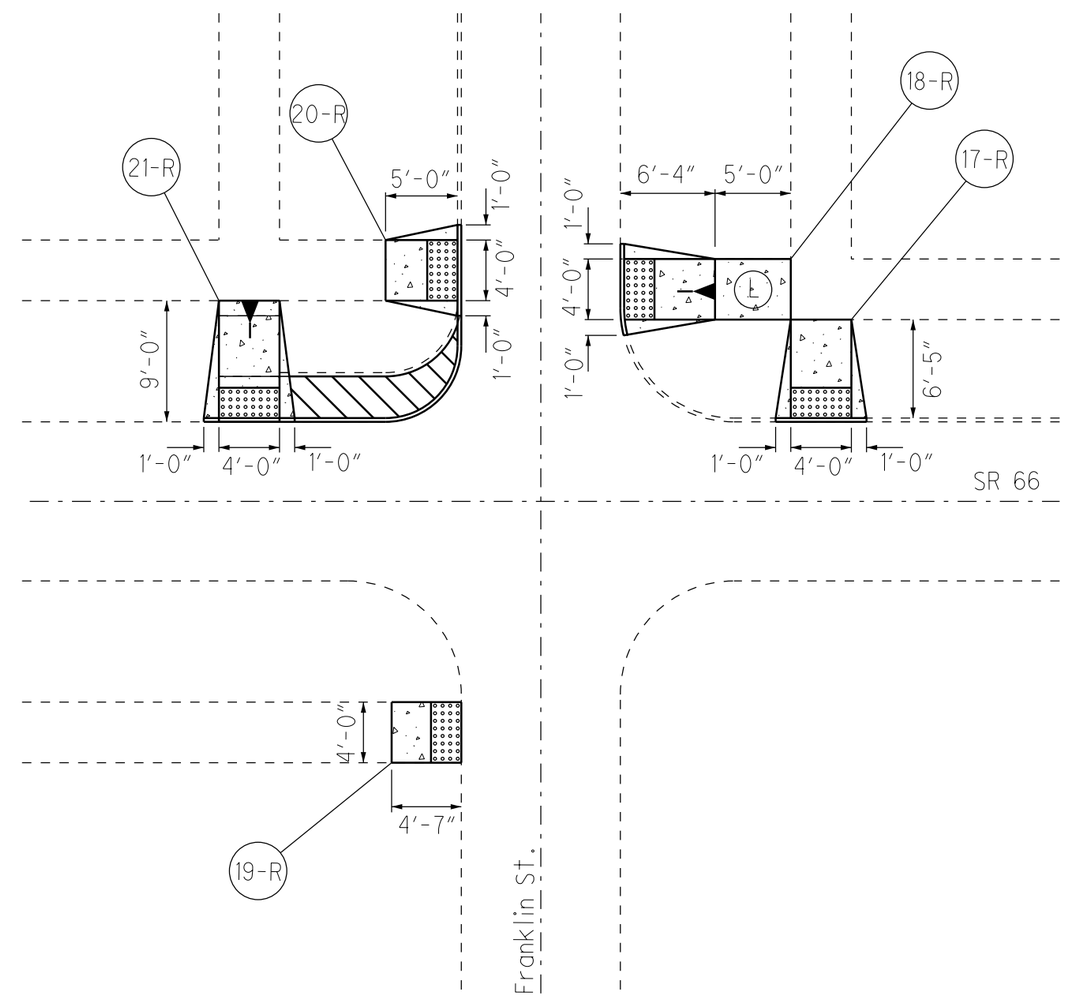


- Not To Scale
- Detectable Warning
- Landing

16/26	ALL/PUT/VAN-66/ 189/190/697-VAR.	CURB RAMP DETAILS	CALCULATED GLI CHECKED EJS



Remove pavement in this area and return to grade. Place new curb at specified location.



Remove pavement in this area and return to grade. Place new curb at specified location.

- Not To Scale

- Detectable Warning

(L) - Landing

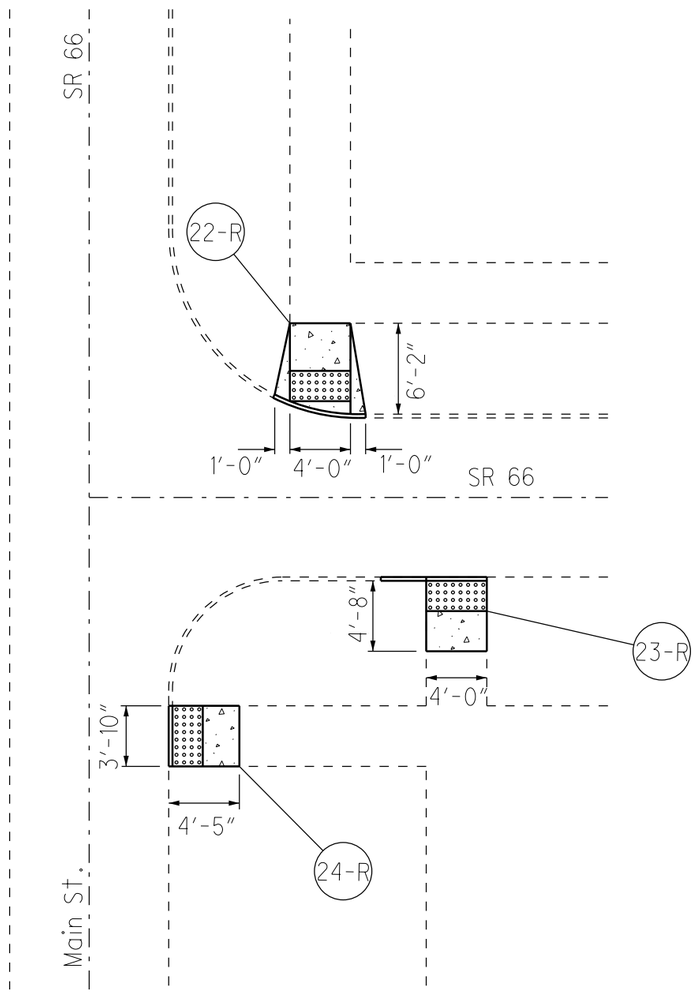
CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

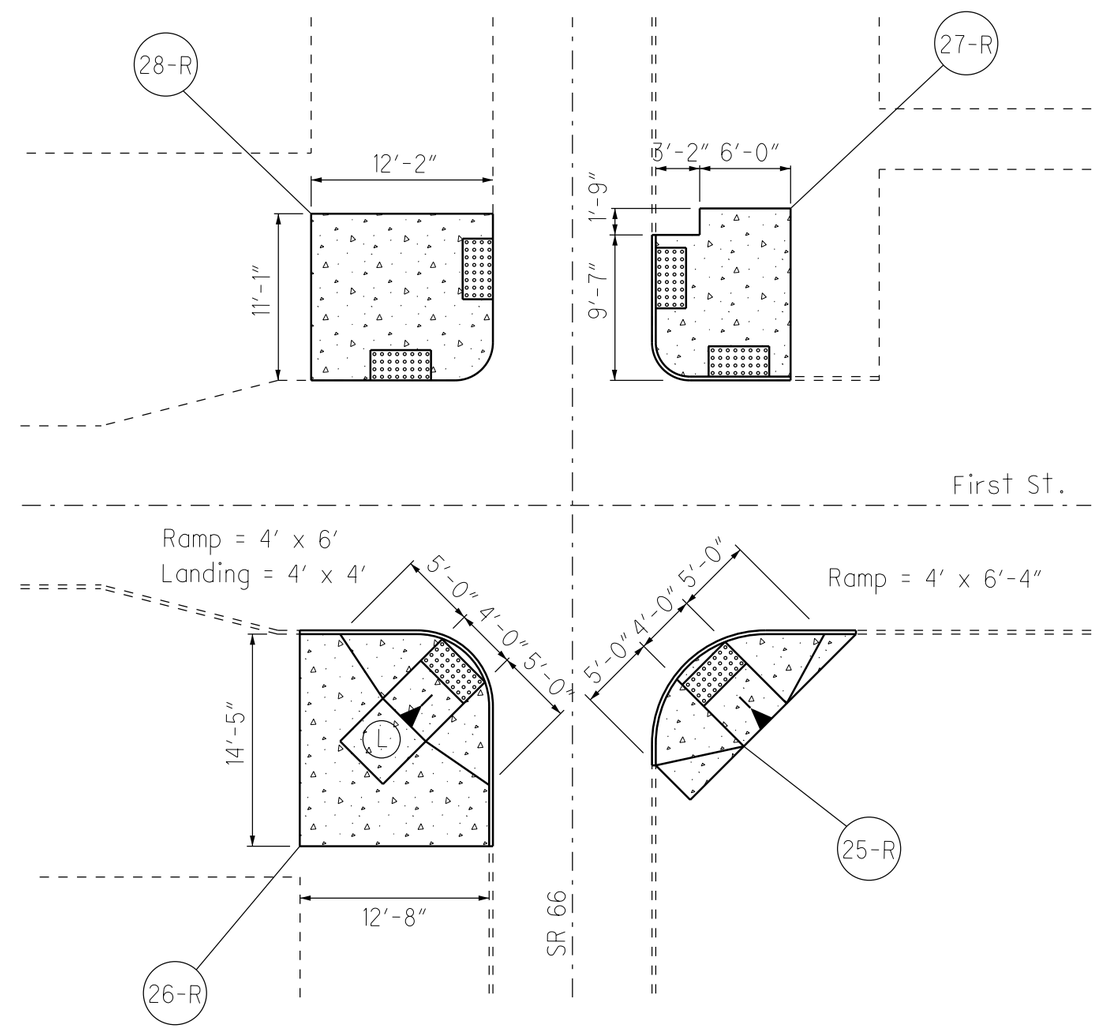
ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_017.dgn Sheet 11-DEC-2017 5:24PM gir-win

City of Delphos



City of Delphos



- Not To Scale

- Detectable Warning

(L) - Landing

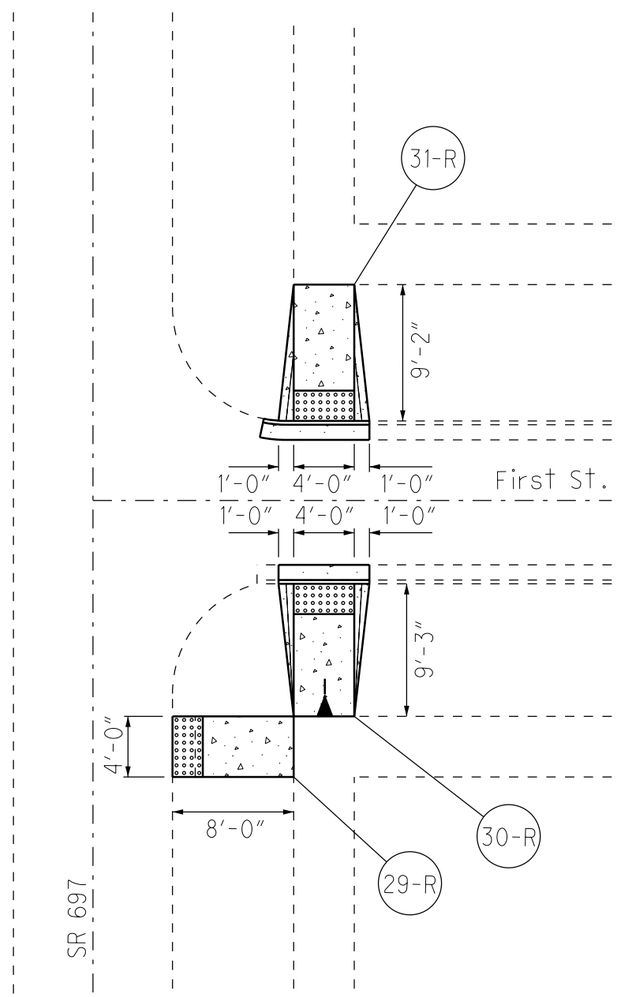
CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

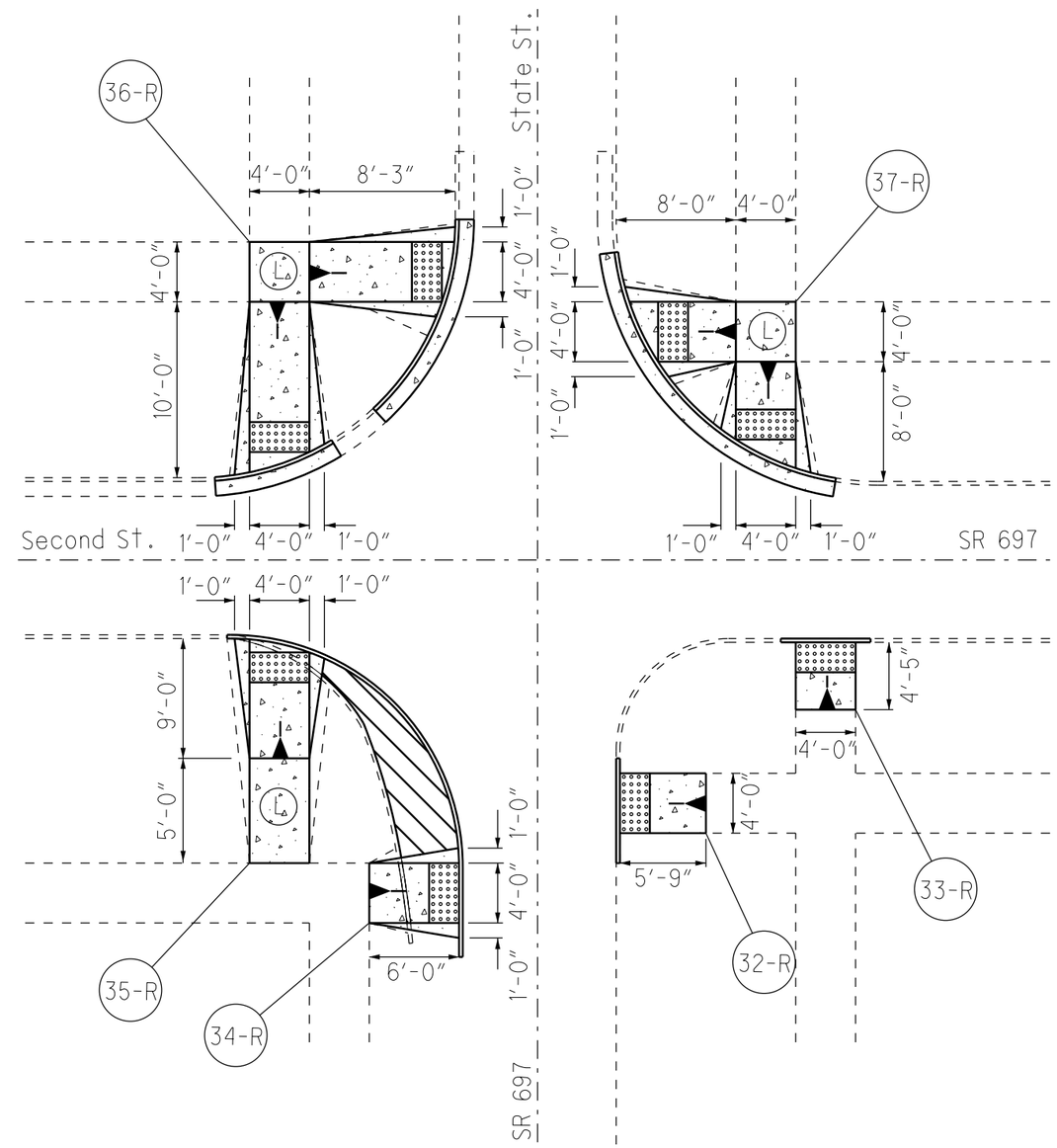
ALL/PUT/VAN-66/ 189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_018.dgn Sheet 11-DEC-2017 5:24PM girwin

City of Delphos



City of Delphos



Remove pavement in this area and return to grade. Place new curb at specified location.

- Not To Scale

- Detectable Warning

(L) - Landing

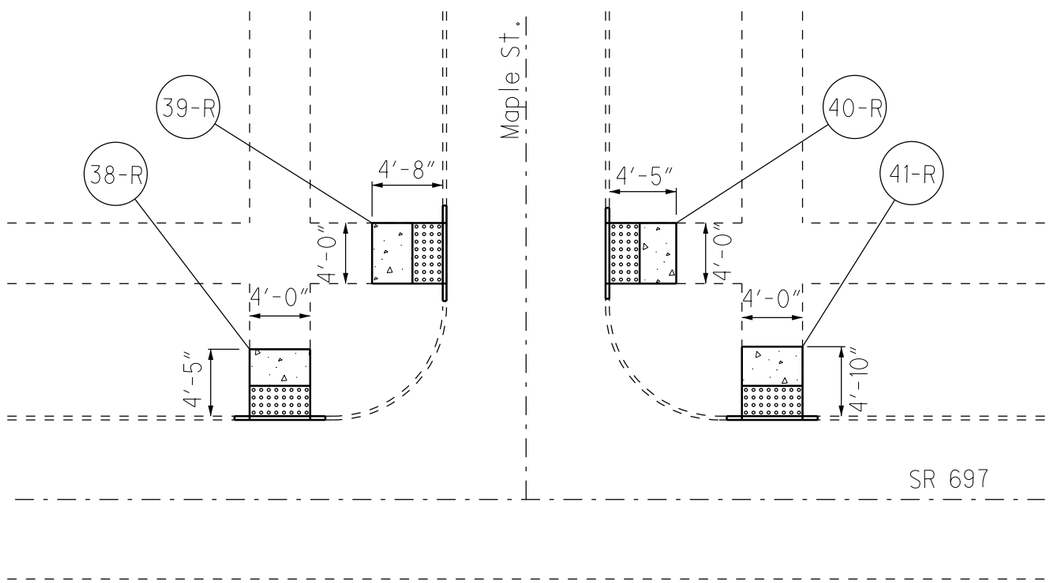
CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

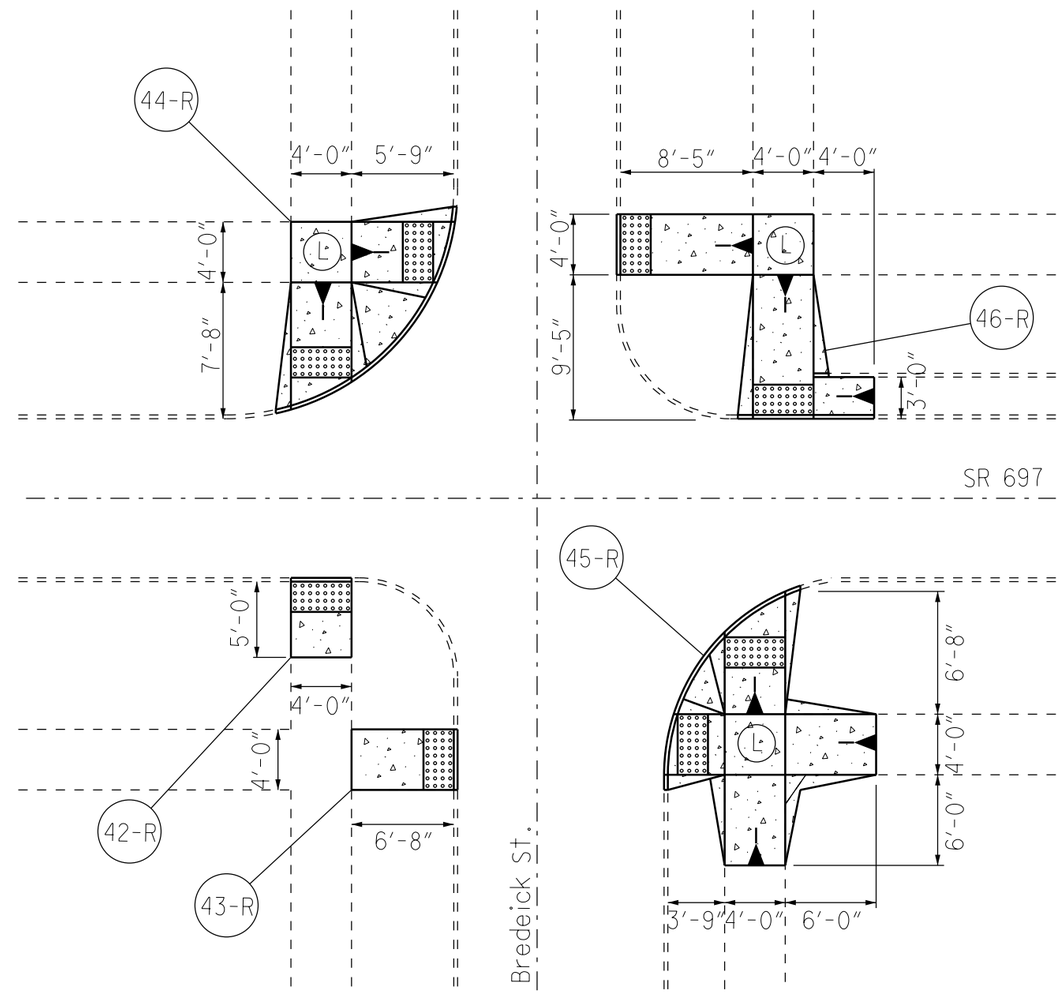
ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_019.dgn Sheet 11-DEC-2017 5:24PM girwin

City of Delphos



City of Delphos



Note: For 45-R lower the elevation of the landing pad 6" so that the proper grade can be achieved at the ramps.

- Not To Scale

- Detectable Warning

(L) - Landing

CALCULATED GLI
CHECKED EJS

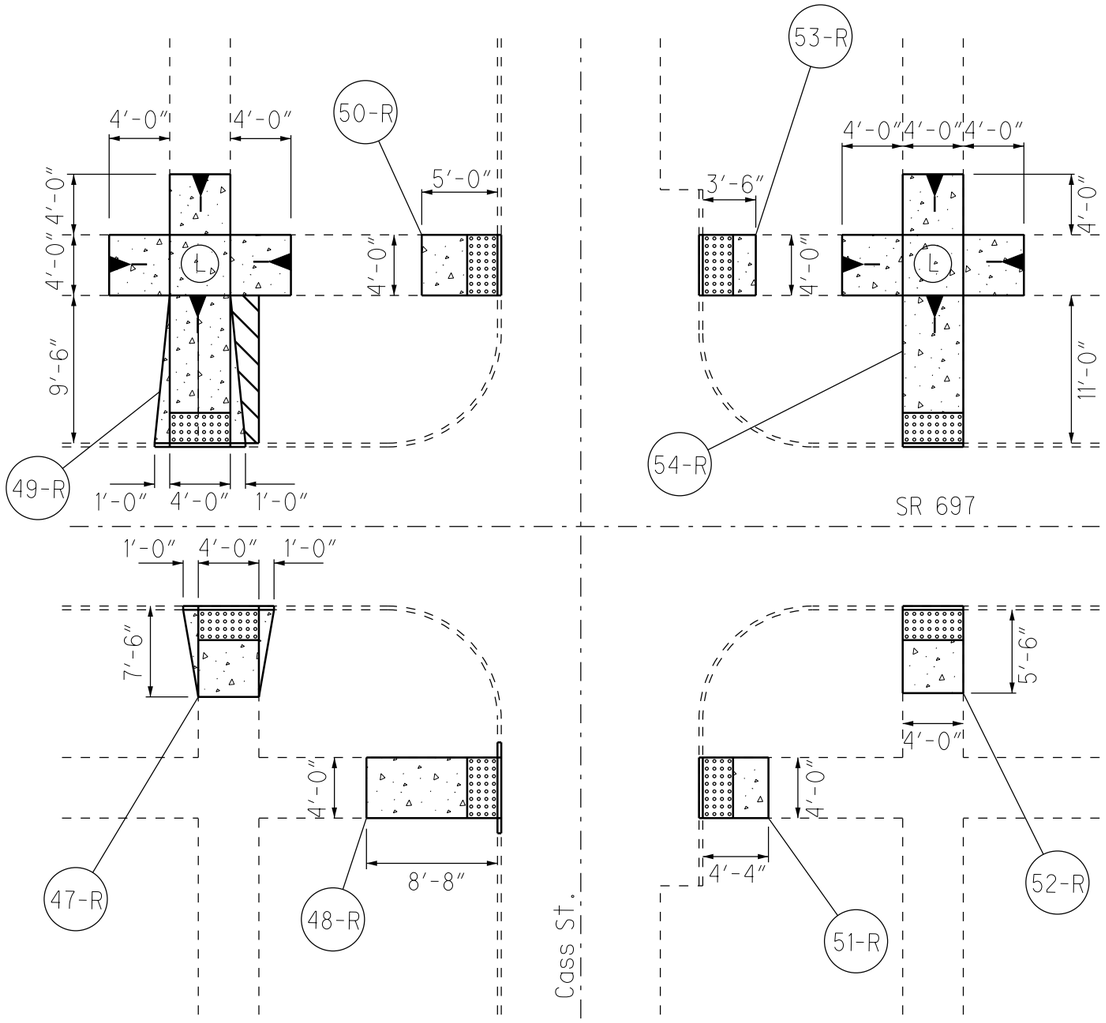
CURB RAMP DETAILS

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_020.dgn Sheet 11-DEC-2017 5:24PM girwin

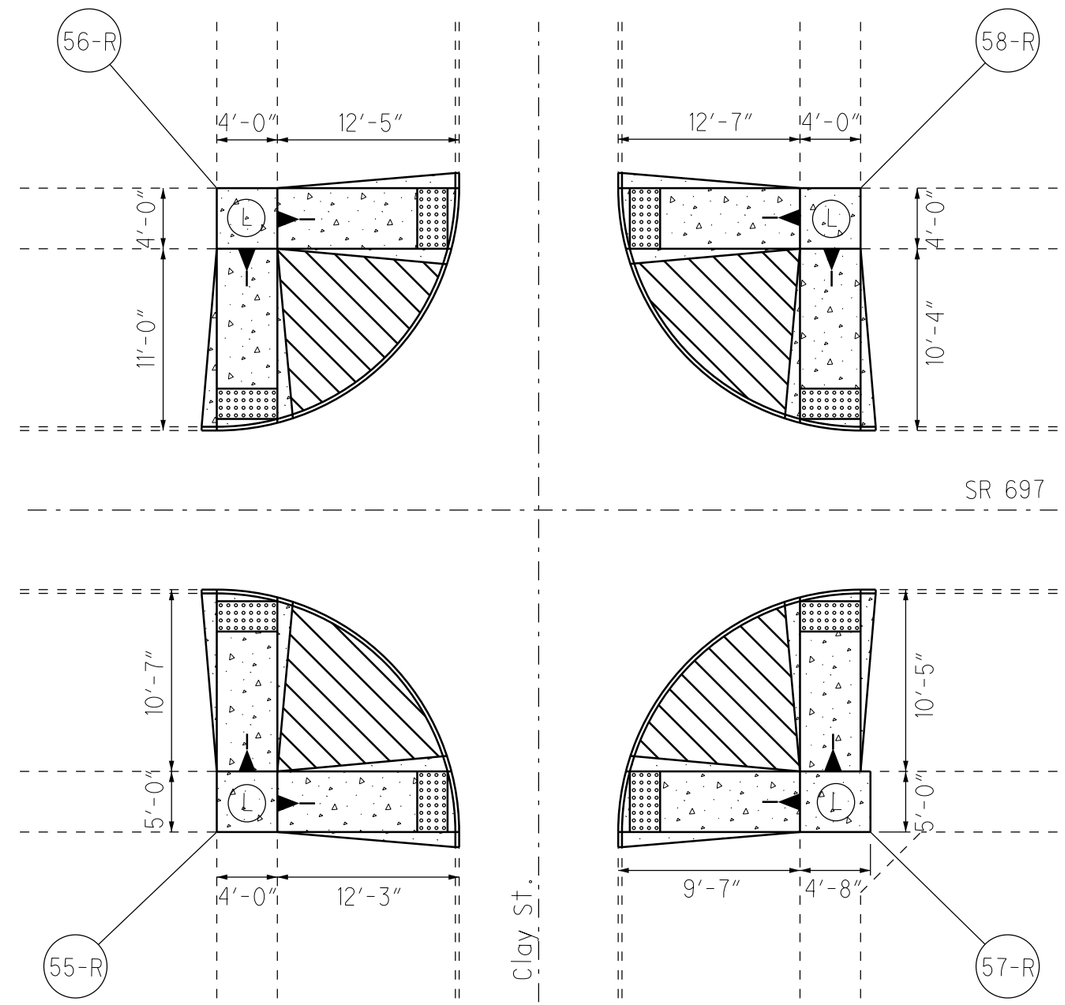
City of Delphos

Note: For 49-R and 54-R lower the elevation of the landing pad 4" so that the proper grade can be achieved at the ramp.



Remove concrete in this area and return to grade.

City of Delphos



Remove concrete in this area and return to grade.

- Not To Scale

- Detectable Warning

(L) - Landing

CALCULATED GLI
CHECKED EJS

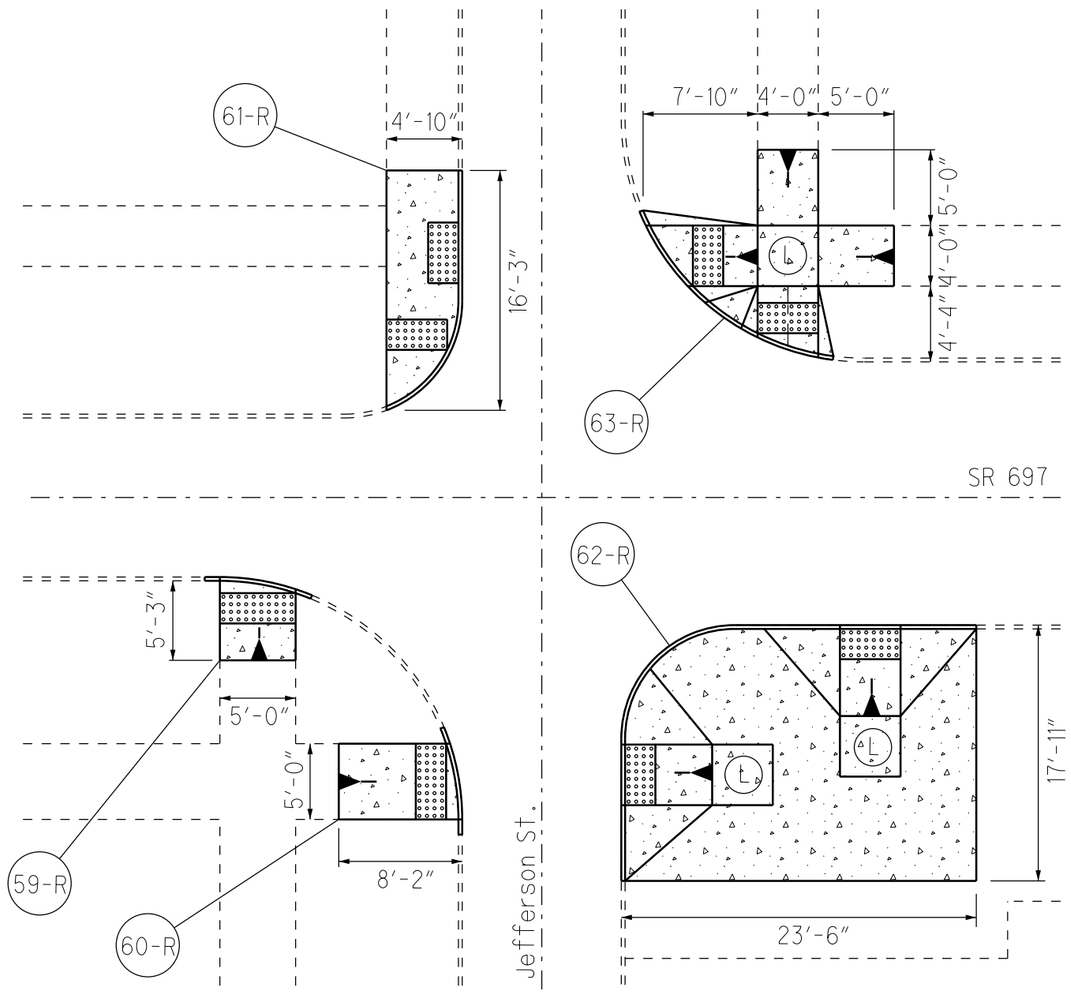
CURB RAMP DETAILS

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_021.dgn Sheet 11-DEC-2017 5:24PM girwin

Note: For 59-R lower the elevation of the landing pad 5″ so that the proper grade can be achieved at the ramp.

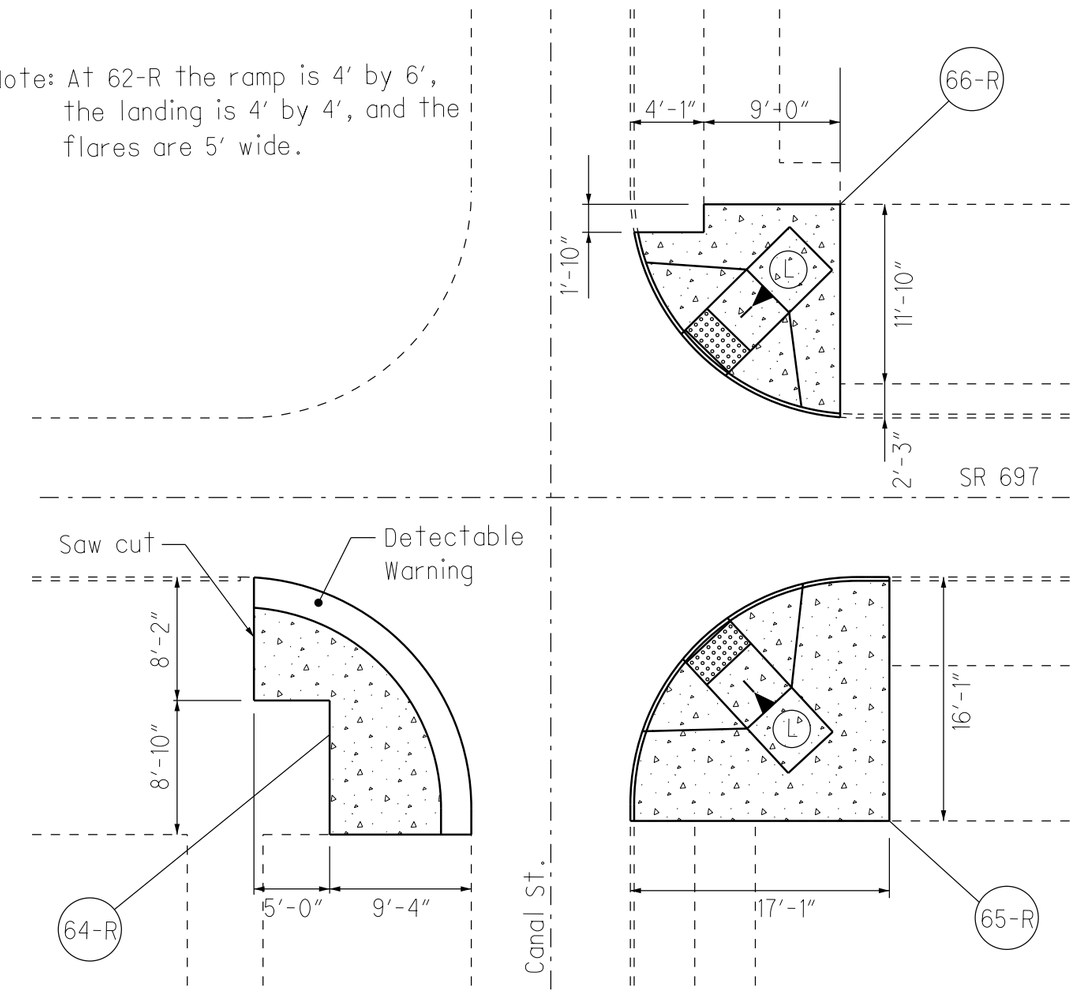
City of Delphos



Note: At 58-R the ramps are 4′ by 6′, the landings are 4′ by 4′, and the flares are 5′ wide.

City of Delphos

Note: At 62-R the ramp is 4′ by 6′, the landing is 4′ by 4′, and the flares are 5′ wide.



Note: At 60-R Detectable Warning needs placed around entire radius.

Note: At 61-R the ramp is 4′ by 6′, the landing is 4′ by 4′, and the flares are 5′ wide.

- Not To Scale

- Detectable Warning

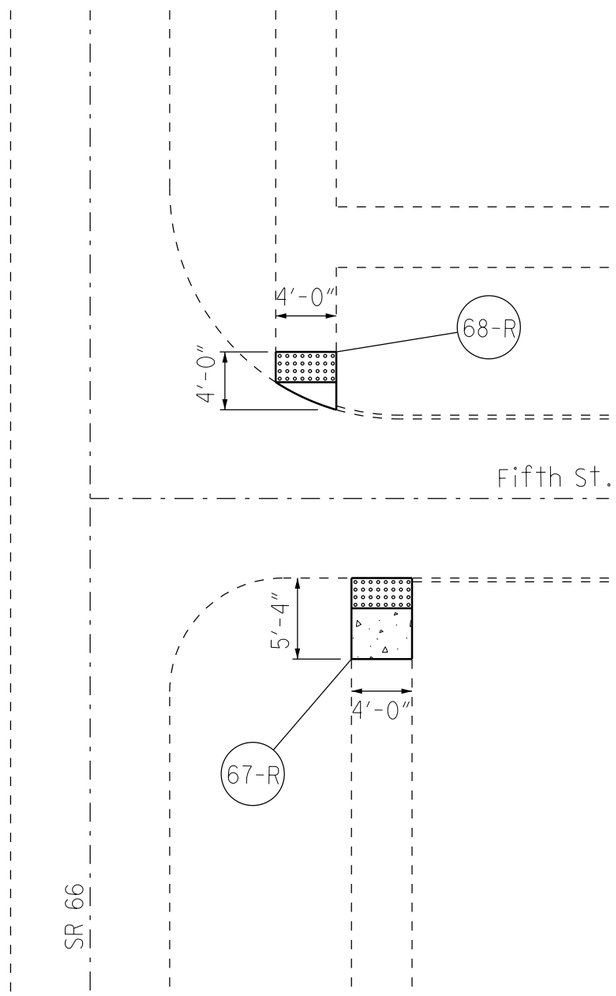
(L) - Landing

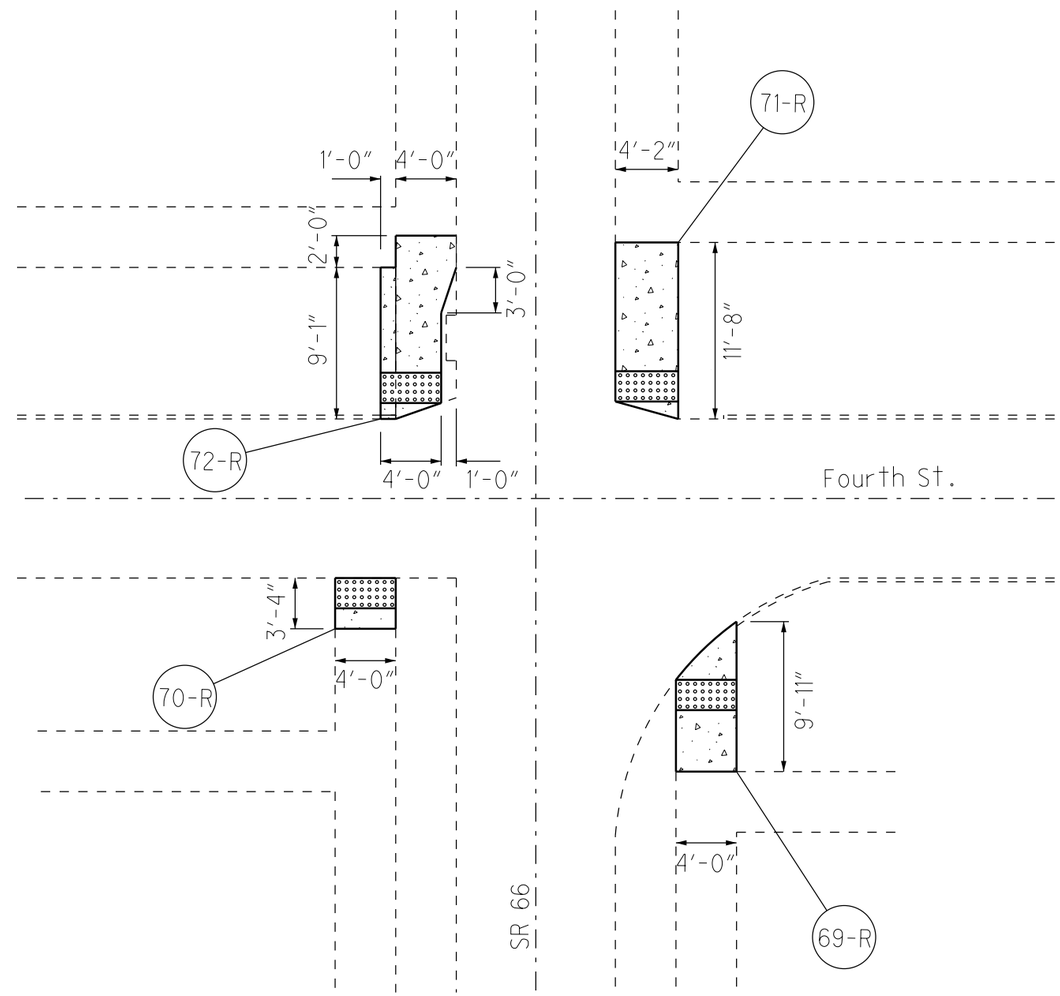
CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_022.dgn Sheet 11-DEC-2017 5:24PM girwin





- Not To Scale

- Detectable Warning

(L) - Landing

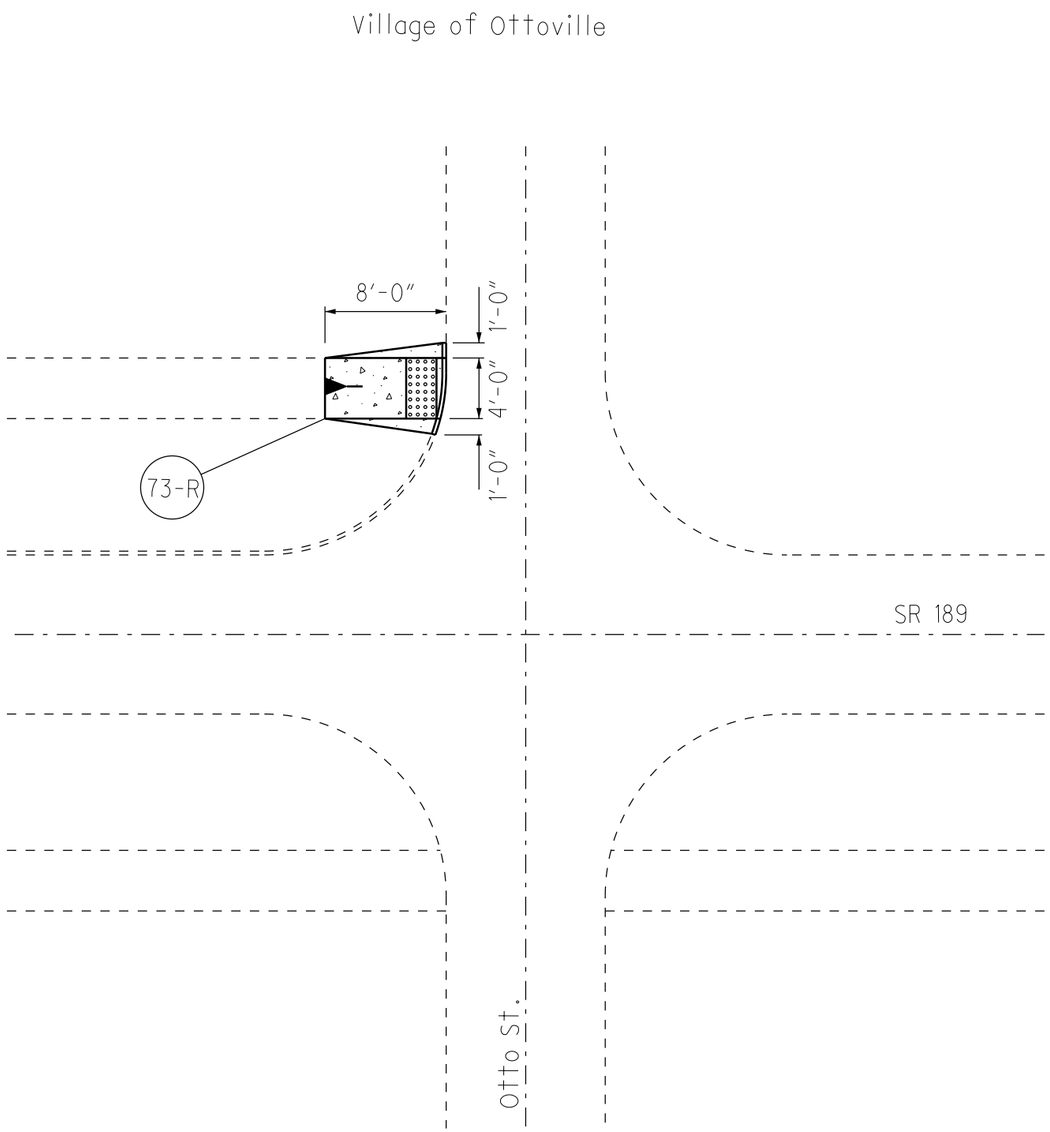
CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

ALL/PUT/VAN-66/189/190/697-VAR.

23/26

I:\Projectdata\87210\Design\Roadway\Sheets\87210_023.dgn Sheet 11-DEC-2017 5:24PM girwin



- Not To Scale

- Detectable Warning

(L) - Landing

CALCULATED GLI
CHECKED EJS

CURB RAMP DETAILS

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_024.dgn Sheet 11-DEC-2017 5:24PM girwin

SHEET NUM.										PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	6	7	8	9	13	14	26	01/SK/PV/DELP	02/STR/PV	03/SK2/PV	04/NFP/OT/DELP	05/BRO/BR					
																			ROADWAY
			3,205	919	781					3,722	956	227			202	23500	4,905	SY	WEARING COURSE REMOVED
							937	3,257			194		4,000		202	30000	4,194	SF	WALK REMOVED
							161	408			6		563		202	32000	569	FT	CURB REMOVED
								60					60		202	32500	60	FT	CURB AND GUTTER REMOVED
			3.04	4.98	8.04					3.93	9.04	3.09			209	72051	16.06	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
							794	880			178		1,496		608	10000	1,674	SF	4" CONCRETE WALK
							439	2,456			43		2,852		608	52000	2,895	SF	CURB RAMP
							160	106			48		218		608	53020	266	SF	DETECTABLE WARNING
								22					22		609	12000	22	FT	COMBINATION CURB AND GUTTER, TYPE 2
							104	152					256		609	26000	256	FT	CURB, TYPE 6
																			EROSION CONTROL
	10												10		659	00300	10	CY	TOPSOIL
	60												60		659	10000	60	SY	SEEDING AND MULCHING
	0.25												0.25		659	20000	0.25	TON	COMMERCIAL FERTILIZER
	10												10		659	35000	10	MGAL	WATER
												1,000			832	30000	1,000	EACH	EROSION CONTROL
																			PAVEMENT
790		20									250	130	410	20	253	02000	810	CY	PAVEMENT REPAIR
			14,783	12,071	13,164					26,164	12,071	1,783			254	01000	40,018	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25" DEPTH
			22,546		9,152					29,586	212	1,900			254	01000	31,698	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25" DEPTH
					1,901							1,901			254	01000	1,901	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.5" DEPTH
			747	242	484					1,120	242	111			254	01600	1,473	SY	PATCHING PLANED SURFACE
			30	40	50					40	40	40			304	20000	120	CY	AGGREGATE BASE
		20	4,701	5,285	10,865					7,284	9,841	3,726		20	407	20000	20,871	GAL	NON-TRACKING TACK COAT
		10	1,431	1,541	3,090					2,330	2,716	1,016		10	441	10000	6,072	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22
			654	405	1,001					852	852	356			441	50200	2,060	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
		50	199	325	525					257	590	202		50	617	10101	1,099	CY	COMPACTED AGGREGATE, AS PER PLAN
			2,196	2,798	4,827					3,152	4,942	1,727			875	10000	9,821	LB	LONGITUDINAL JOINT ADHESIVE
																			TRAFFIC CONTROL
						362					263	99			621	00100	362	EACH	RPM
						362					263	99			621	54000	362	EACH	RAISED PAVEMENT MARKER REMOVED
						16.06				3.81	8.98	3.27			642	00094	16.06	MILE	EDGE LINE, 6"
						9.68				3.36	4.68	1.64			642	00290	9.68	MILE	CENTER LINE
						788				14	24	111	639		644	00500	788	FT	STOP LINE
						647							647		644	00400	647	FT	CHANNELIZING LINE, 8"
						2,062							2,062		644	00600	2,062	FT	CROSSWALK LINE
						2							2		644	01100	2	EACH	SCHOOL SYMBOL MARKING, 72"
						3							3		644	01000	3	EACH	RAILROAD SYMBOL MARKING
						1,472							1,472		644	01200	1,472	FT	PARKING LOT STALL MARKING
						24							24		644	01300	24	EACH	LANE ARROW
																			STRUCTURE OVER 20 FOOT SPAN (VAN-66-0228)
									LS					LS	202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
									6					6	511	34444	6	CY	CLASS QC2 CONCRETE, BRIDGE DECK
									3					3	511	50210	3	CY	CLASS QC1 CONCRETE, SUBSTRUCTURE
									7					7	512	10100	7	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
									116					116	516	14600	116	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: 1" PRECOMPRESSED EXPANSION JOINT FILLER
									154					154	516	31000	154	FT	JOINT SEALER
									148					148	519	11100	148	SF	PATCHING CONCRETE STRUCTURE
									26					26	SPECIAL	51912610	26	FT	CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION
									74					74	843	50000	74	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR
																			MAINTENANCE OF TRAFFIC
150										50	50	50			614	12460	150	EACH	WORK ZONE MARKING SIGN
19.36										6.72	9.36	3.28			614	21400	19.36	MILE	WORK ZONE CENTER LINE, CLASS II
		1												1	616	10000	1	MGAL	WATER
																			INCIDENTALS
										LS					614	11000	LS		MAINTAINING TRAFFIC
										LS					624	10000	LS		MOBILIZATION

CALCULATED GLI
CHECKED EJS

GENERAL SUMMARY

ALL/PUT/VAN-66/189/190/697-VAR.

I:\Projectdata\87210\Design\Roadway\Sheets\87210_025.dgn Sheet 11-DEC-2017 5:24PM girwin

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

800 DATED 1/19/18
843 DATED 4/18/03

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THESE STRUCTURE CONFORM TO THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2007, AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

EXISTING STRUCTURE VERIFICATION

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

COPIES OF THE EXISTING PLANS ARE ON FILE AT THE DISTRICT ONE OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION.

CUT LINE CONSTRUCTION JOINT PREPARATION

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

A QUANTITY IS INCLUDED IN THE ESTIMATED QUANTITIES TO REPAIR ANY DETERIORATED AREAS ON THE PIERS CAPS, WINGWALLS, ABUTMENT, BACKWALLS, AND PARAPETS WITH ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, WHERE THE DEPTH OF PATCH IS EQUALTO OR LESS THAN 3 INCHES, AS LOCATED BY AND TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQ FT FOR ITEM 843 - PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: 1" PRECOMPRESSED EXPANSION JOINT FILLER

THIS ITEM IS TO BE PLACED IN THE EXISTING GAPS (OPENINGS/JOINTS) IN BETWEEN THE SIDES OF THE APPROACH SLABS AND TOES OF THE PARAPETS (TOP OF WINGWALLS). THIS ITEM SHALL CONSIST OF CLEANING THE JOINT AND THEN BLOWING THE GAPS/OPENINGS WITH OIL-FREE COMPRESSED AIR TO REMOVE DEBRI FROM THE CLEANING OPERATION.

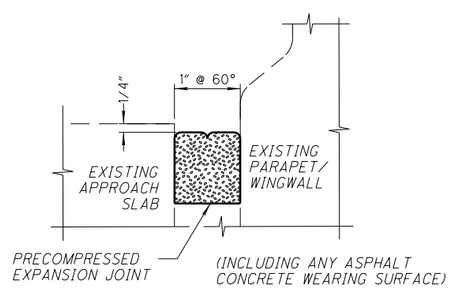
EXPANSION JOINT GAP VALUE LISTED BELOW IS ANTICIPATED BASED ON AVAILABLE RECORD DATA. FIELD MEASURE THE ACTUAL GAP AT THE TEMPERATURE PRIOR TO THE MANUFACTURING OF THE JOINT COMPONENTS. IF THE MEASURED VALUES ARE REASONABLY CLOSE TO THE GIVEN VALUES, THE FILLER SIZE GIVEN IN THE PLANS MAY BE USED. OTHERWISE, ADJUST THE SIZE AS RECOMMENDED BY THE MANUFACTURE AND APPROVED BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR MEASUREMENT AND ADJUSTMENT.

SURFACE PREPARATION:

BLAST CLEAN THE FACES TO WHICH THE SEAL MUST ADHERE SO THAT IT IS FREE OF FOREIGN MATERIAL SUCH AS DIRT, DUST, GREASE FORM RELEASE AGENTS, AND OTHER MATERIAL DETRIMENTAL TO THE ADHESION OF THE SEALANT ACCORDING TO THE MANUFACTURER SPECIFICATIONS. BLASTING ABRASIVE CONTAINING MORE THAN 1% FREE SILICA IS NOT ALLOWED. INSTALL JOINT AS PER THE MANUFACTURE'S SPECIFICATIONS.
MATERIALS:
USE PRECOMPRESSED EXPANSION JOINT FILLER SUCH AS THE EMSEAL BEJS SYSTEM OR AN APPROVED EQUAL, AS DIRECTED BY THE ENGINEER. EMSEAL BEJS SYSTEM CAN BE OBTAINED FROM:

EMSAL JOINT SYSTEMS, LTD.
25 BRIDLE LANE
WESTBOROUGH, MA 01581-2603
PHONE: (800)526-8365

PAYMENT FOR ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PREFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE FOOT CONTRACT PRICE FOR ITEM 516 - STRUCTURAL JOINT SEAL OR JOINT SEALER, MISC.: 1" PRECOMPRESSED EXPANSION JOINT FILLER, UNLESS SEPARATELY ITEMIZED IN THE PLANS.



ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF PORTIONS OF THE EXISTING APPROACH SLABS AND BACKWALLS ON VAN-66-0288. REMOVE THE EXISTING CONCRETE AS SHOWN IN THESE PLANS. THE EXISTING REBAR IN THE APPROACH SLABS AND BACKWALL SHALL REMAIN. THE CONTRACTOR SHALL CHIP ALL EXISTING CONCRETE OFF OF THE EXPOSED REBARS THAT ARE TO REMAIN TO CREATE A CLEAN SURFACE TO ENSURE PROPER ADHESION OF NEW CONCRETE.

THIS ITEM INCLUDES ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO REMOVE THE EXISTING CONCRETE, EXPOSE AND CHIP ALL CONCRETE FROM THE REINFORCING STEEL, AND INSTALL CONCRETE, AS SHOWN IN THESE PLANS. ALL EXPOSED REBARS SHALL BE CHIPPED AND CLEANED TO THE SATISFACTION OF THE ENGINEER.

STRUCTURE NO. VAN-66-0228; SFN 8101310 (OVER US 30)

05/BRO/BR

ITEM	EXT.	DESCRIPTION	UNIT	TOTAL
202	11201	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		LUMP
511	34444	CLASS QC 2 CONCRETE BRIDGE DECK	CY	6
511	50210	CLASS QC 1 CONCRETE, SUBSTRUCTURE	CY	3*
512	10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	SY	7
516	14600	STRUCTURAL JOINT OR JOINT SEALER, MISC.: 1" PRECOMPRESSED EXPANSION JOINT FILLER	FT	116
516	31000	JOINT SEALER	FT	154
519	11100	PATCHING CONCRETE SURFACE	SF	148
SPECIAL	519E12610	CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION	FT	26
843	50000	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	SF	74

NOTE: QUANTITIES CARRIED TO GENERAL SUMMARY

* - THIS QUANTITY INCLUDES EXTRAS TO ADDRESS THE PATCHES/REPAIRS IN THE BACKWALLS AT THE ENDS OF THE JOINTS.

ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY-URETHANE)

THE CONTRACTOR SHALL SEAL ALL LOCATIONS THAT ARE PATCHED OR REPAIRED. THE COLOR OF THE SEALER SHALL MATCH THE COLOR OF THE EXISTING SEALER. PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQ YD FOR ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

A QUANTITY OF THIS ITEM IS INCLUDED IN THE ESTIMATED QUANTITIES OF EACH STRUCTURE TO REPAIR ANY DETERIORATED AREAS WHERE THE DEPTH OF THE PATCH IS GREATER THAN 3 INCHES, AS LOCATED BY THE PROJECT ENGINEER, ALONG THE WINGWALLS, PIERS, ABUTMENT BACKWALLS, AND PARAPETS.

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQ FT FOR ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

EXISTING LEGEND

(A) *3 3/4" +/- Existing ASPHALT CONCRETE*

PROPOSED LEGEND

(1) *ITEM 254 - PAVEMENT PLANNING, ASPHALT CONCRETE (2 1/2" +/-)*

(2) *ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446)*

(3) *ITEM 407 - NON-TRACKING TACK COAT*

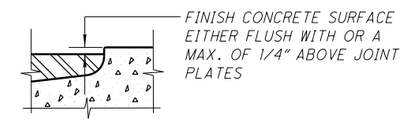
(4) *ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN*

(5) *ITEM 511 - CLASS QC 2 CONCRETE, BRIDGE DECK*

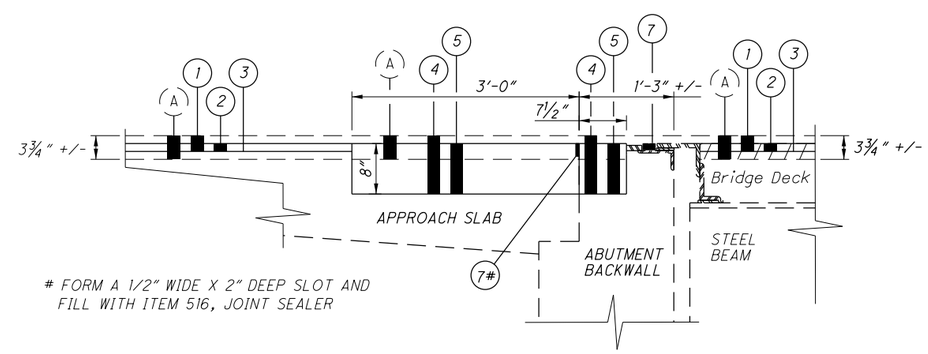
(6) *ITEM 511 - CLASS QC1 CONCRETE, SUBSTRUCTURE*

(7) *ITEM 516 - JOINT SEALER*

NOTE: PAVEMENT PLANNING DEPTH SHALL PROVIDE ENOUGHT DEPTH FOR ASPHALT CONCRETE SURFACE COURSE TO MATCH TOP OF EXPANSION JOINT AND PROPOSED CONCRETE SURFACE TO BE FINISHED EITHER FLUSH WITH OR A MAX OF 1/4" ABOVE JOINT PLATES. SEE DETAIL A.



DETAIL A



FORM A 1/2" WIDE X 2" DEEP SLOT AND FILL WITH ITEM 516, JOINT SEALER

DESIGN AGENCY
ODOT DISTRICT ONE
PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
EJS	LMD	XXX	
CHECKED	REVISED	STRUCTURE FILE NUMBER	
XXX	XXX	8101310	

STRUCTURE GENERAL NOTES
BRIDGE No. VAN-66-0228
SR 66 OVER US 30

ALL/PUT/VAN-66/189/190/697-VAR.
PID No. 87210

1/1

26/26

I:\Projectdata\87210\Design\Roadway\Sheets\87210_026.dgn Design 11-DEC-2017 5:14PM girwin