

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
HAN / ALL - 224 /
103 - 5.25 / 1.79
 Village of Bluffton
 Blanchard, Liberty
 and Richland Townships
 Hancock and Allen Counties

PROJECT DESCRIPTION

REHABILITATION OF 6.29 MILES OF ROADWAY ON US 224 IN HANCOCK COUNTY. REHABILITATE BY PAVEMENT PLANING, RESURFACING AND PLACING PAVEMENT MARKINGS. ALSO ADJUST PROFILE OF US 224 FROM SLM 11.24 TO SLM 11.37. REHABILITATION OF 0.25 MILES OF ROADWAY ON SR 103 IN ALLEN COUNTY. REHABILITATE BY RESURFACING AND PLACING PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

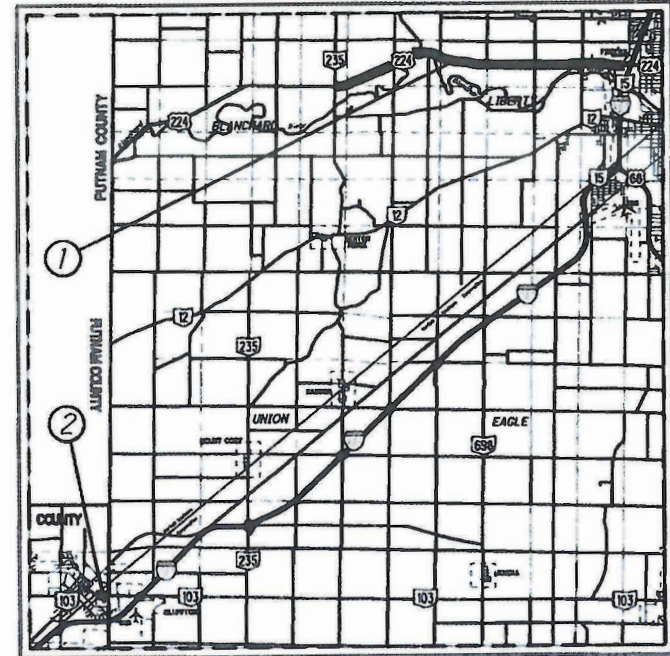
PROJECT EARTH DISTURBED AREA: 0.85 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.10 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A *

* - NOI NOT REQUIRED (ROUTINE MAINTENANCE PROJECT)

2019 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 TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 7, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.



LOCATION MAP

- ① HAN-224-5.25
- ② ALL-103-1.79

LATITUDE N 41 DEG. 3' 32" LONGITUDE W 83 DEG. 43' 56"

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

DESIGN DESIGNATION	US 224	SR 103
CURRENT ADT (2019)	11882	5111
DESIGN YEAR ADT (2041)	15500	5700
DESIGN HOURLY VOLUME (2041)	1400	550
DIRECTIONAL DISTRIBUTION	0.54	0.53
TRUCKS (24 HOUR B&C)	0.10	0.03
DESIGN SPEED	55 mph	35 mph
LEGAL SPEED	55 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:		
03 OTHER PRINCIPAL ARTERIAL (URBAN)		
04 MINOR ARTERIAL (RURAL)		
05 MAJOR COLLECTOR (URBAN)		
NHS PROJECT NO		

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC: HAN-USR 224 (SLM 11.24-11.37)	2
TYPICAL SECTIONS: HAN-USR 224 (SLM 11.24-11.37)	3-4 (Sheet 4 not used)
GENERAL NOTES	5-6
MOT NOTES & DETOUR MAP	7
GENERAL SUMMARY	8, 8A
ASPHALT CONCRETE	9-10
PAVEMENT MARKING SUB-SUMMARY	11
INTERSECTION SUB-SUMMARY	12
TRANSITION DETAIL	13
PLAN SHEETS: HAN-USR 224 (SLM 11.24-11.37)	14-15
SUBSUMMARY: HAN-USR 224 (SLM 11.24-11.37)	16
CROSS SECTIONS: HAN-USR 224 (SLM 11.24-11.37)	17-19, 19A
INTERSECTION DETAIL: HAN-USR 224 (SLM 11.24-11.37) (COUNTY ROAD 223)	20
DRIVE DETAILS: HAN-USR 224 (SLM 11.24-11.37)	21

PLAN PREPARED BY
 (SHEETS 1-4, 14-21):
 Van Horn, Hoover & Associates, Inc.
 3200 N. Main Street
 Findlay, Ohio 45840

PLAN PREPARED BY
 (SHEETS 1, 5-13):
 District One
 Ohio Department of Transportation
 Lima, Ohio 45801

<p>ENGINEERS SEAL</p> <p>SIGNED: <i>Daniel R. Stone</i> DATE: 4 Jan. 2021</p>	<p>ENGINEERS SEAL(ODOT)</p> <p>SIGNED: <i>Eric J. Scheckelhoff</i> DATE: 01/04/2021</p>
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STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	1/17/20	TC-64.10	1/17/20	800	1/15/21
BP-3.2	1/18/19	TC-65.10	1/17/14	832	10/19/18
BP-5.1	1/18/19	TC-65.11	7/21/17	872	4/17/20
BP-7.1	7/17/20	TC-71.10	1/19/18	874	4/17/20
				875	1/18/19
MT-97.10	4/19/19	DM-4.3	1/15/16	897	1/16/15
MT-97.12	1/20/17	DM-4.4	1/15/16		
MT-99.20	4/19/19				
MT-101.90	7/17/20				
MT-105.10	1/17/20				
MT-110.10	7/19/13				
TC-41.20	10/18/13				
TC-42.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	7/20/19				

APPROVED *Christopher A. High*
 DATE 11/4/2021 DISTRICT DEPUTY DIRECTOR

APPROVED _____
 DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

I:\Projects\107699\Design\Roadway\Sheets\107699_001.dgn Sheet 30-DEC-2020 12:39PM g.r.w.in

FEDERAL PROJECT NO. E191(154)
 PID NO. 107699
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT None
 HAN / ALL - 224 / 103 - 5.25 / 1.79
 1/21

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, UNLESS OTHERWISE NOTED IN THE PLANS (SEE SHEETS 5 THRU 8). 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.

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:

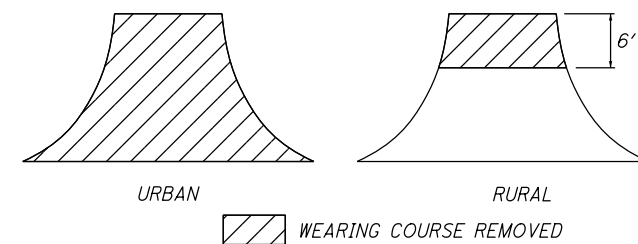
THE ASPHALT CONCRETE ON THE SHOULDERS AND CONCRETE GUTTERS SHALL BE PLACED AT THE SAME TIME THAT THE ASPHALT CONCRETE IS PLACED ON THE ADJACENT LANES OF PAVEMENT. THE SHOULDER MATERIAL SHALL BE PLACED AT THE SAME CROSS SLOPE AS THE EXISTING SHOULDER OR CONCRETE GUTTER GRADES. NEW CONCRETE CURB AND GUTTER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

WEARING COURSE REMOVED AT INTERSECTIONS

TYPICAL WEARING COURSE REMOVED AT INTERSECTIONS AS DETAILED BELOW.



COORDINATION OF CONTRACTORS AND INTERIM COMPLETION DATE:

WORK ON SR 103 IN THE VILLAGE OF BLUFFTON IS BEING COMPLETED BY ANOTHER CONTRACTOR. THE CONTRACTOR FOR THIS PROJECT SHALL COORDINATE WORK WITH THE VILLAGE OF BLUFFTON'S STREET PROJECT: JEFFERSON STREET RECONSTRUCTION - PHASE 2.

THE VILLAGE OF BLUFFTON'S JEFFERSON STREET PROJECT IS SCHEDULED TO BEGIN APRIL OF 2021. PAVEMENT BASE WORK IS ESTIMATED TO BEGIN JUNE OF 2021. SR 103 WILL BE CLOSED FOR THE DURATION OF THAT PROJECT AND UNTIL THE FINAL PAVEMENT AND PAVEMENT MARKINGS (TO BE COMPLETED WITH THIS PROJECT) ARE PLACED IN THEIR FINAL CONDITIONS. IT IS ESTIMATED THE FINAL PAVEMENT AND PAVEMENT MARKINGS COULD BE COMPLETED BY JULY 30, 2021.

THE VILLAGE OF BLUFFTON WILL NOTIFY ODOT'S PROJECT ENGINEER 30 DAYS PRIOR TO THE ESTIMATED COMPLETION DATE FOR THE PAVEMENT BASE WORK ON SR 103. ODOT'S PROJECT ENGINEER WILL SHARE THIS NOTIFICATION AND ESTIMATED DATE WITH THE CONTRACTOR. THE CONTRACTOR WILL BE PROVIDED A 14 DAY WINDOW TO COMPLETE THE PROPOSED FINAL PAVEMENT AND PAVEMENT MARKINGS WORK, AND THE 14 DAY WINDOW WILL BEGIN ON THE PROVIDED ESTIMATED DATE. A DAILY DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$750 FOR EACH FULL OR PARTIAL CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE 14 DAY WINDOW TO COMPLETE THE NOTED WORK.

THE CONTRACTOR WILL BE SUBJECT TO THE DAILY DISINCENTIVE FOR FAILURE TO COMPLETE THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THIS NOTE. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO BE COMPLETED DURING THE NOTED 14 DAY WINDOW. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

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 225 CUBIC YARD

THE ABOVE ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER. IT IS ESTIMATED THE REPAIRS WILL BE APPROXIMATELY 6 INCHES DEEP AND BE MOSTLY LONGITUDINAL REPAIRS. THE ESTIMATED WIDTH OF THESE REPAIRS ARE APPROXIMATELY 4 FEET. THERE ARE SEVERAL LOCATIONS WHERE THE ESTIMATED LENGTHS OF REPAIRS WILL BE BETWEEN APPROXIMATELY 50 FEET TO 100 FEET, AND THERE ARE A FEW LOCATIONS WHERE THE LENGTH OF REPAIRS ARE ESTIMATED TO BE APPROXIMATELY 200 FEET OR MORE.

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. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC.

ERECT A NO EDGE LINES SIGN IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A DO NOT PASS SIGN AT THE BEGINNING AND A PASS WITH CARE SIGN AT THE END OF EACH NO PASSING ZONE LACKING STANDARD CENTER LINE MARKINGS. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN 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, 614.055 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	62 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS I	6.54 MILES
ITEM 614, WORK ZONE CENTER LINE, CLASS II	13.08 MILES

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSURE 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 LENGTHEN 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

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, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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.

SINGLE - MAILBOX TURNOUT & BRIDGE APPROACHES

IF THERE IS A DISTANCE OF 100 FEET OR LESS BETWEEN MAILBOXES: APPROACHES SHALL BE PAVED THRU TO LAST MAILBOX.

IF THERE IS A DISTANCE OF 50 FEET OR LESS BETWEEN DRIVEWAY AND MAILBOX, APPROACHES SHALL BE PAVED THRU TO THE MAILBOX. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATION 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.

IF NEITHER OF THE ABOVE CONDITIONS APPLY AND PER THE DIRECTION OF THE PROJECT ENGINEER, A MAILBOX TURNOUT SHALL BE PROVIDED AS PER THE ADJACENT DETAIL.

FOR MAILBOX TURNOUTS, 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 BACK FILL OF THESE AREAS. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

AT BRIDGES WITH NO EXISTING BRIDGE APPROACHES AND PER THE DIRECTION OF THE PROJECT ENGINEER, BRIDGE APPROACHES SHALL BE PROVIDED PER THE ADJACENT DETAIL. THE AREA SHOWING THE LOCATION OF THE BRIDGE WILL HAVE VARIABLE LENGTH AND NO WORK IS NEEDED WITHIN THIS AREA UNLESS NOTED OTHERWISE IN THE PLANS.

FOR BRIDGE APPROACHES, THE BRIDGE APPROACHES SHALL BE EXCAVATED TO A DEPTH OF 9 INCHES BELOW EXISTING ADJACENT PAVEMENT ELEVATIONS. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACK FILL TO A DEPTH OF 6 INCHES FOR THESE AREAS, AND ESTIMATED QUANTITIES OF ASPHALT SURFACE COURSE AND TACK COAT HAVE BEEN SET UP FOR PLACEMENT OF TWO ASPHALT CONCRETE SURFACE COURSES, EACH COURSE BEING 1 1/2 INCHES THICK, FOR THESE AREAS. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

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 XXIV AND XXXIV OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: NOVEMBER 1, 2018 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEB SITE:

[HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006\(SP\).PDF](http://www.dot.state.oh.us/policy/policiesandsops/policies/220-006(sp).pdf)

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

XXIV. 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 Z89.1-2009 TYPE I CLASS E-G REQUIREMENTS.

XXXIV. SAFETY APPAREL AND VEST (HIGH VISIBILITY)
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 II OR CLASS III REQUIREMENTS OF THE ANSI/ISEA 107-2015 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND ACCESSORIES."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET, OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

ENVIRONMENTAL COMMITMENT

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, THIS PROJECT MUST BE CONSTRUCTED IN ACCORDANCE WITH CONSTRUCTION NOISE ORDINANCES IN AFFECT FOR THE CITY OF FINDLAY. IF THE CONTRACTOR AND PROJECT ENGINEER DETERMINE THIS PROJECT CANNOT BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL CONSTRUCTION NOISE ORDINANCES, THE CITY OF FINDLAY (419) 424-7181 MUST BE CONTACTED BY THE CONTRACTOR AT LEAST 48 HOURS IN ADVANCE OF THE WORK THAT WOULD VIOLATE THESE NOISE ORDINANCES. ADDITIONALLY, THE CONTRACTOR MUST ENSURE RESIDENTS/AND OR BUSINESS OWNERS WITHIN A 500-FT. RADIUS OF THE CONSTRUCTION NOISE WILL BE NOTIFIED PRIOR TO COMMENCEMENT OF THE WORK IN VIOLATION OF THESE NOISE ORDINANCES.

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.

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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & < 2 WEEKS <= 12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 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 NOTIFICATION TIME TABLE.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

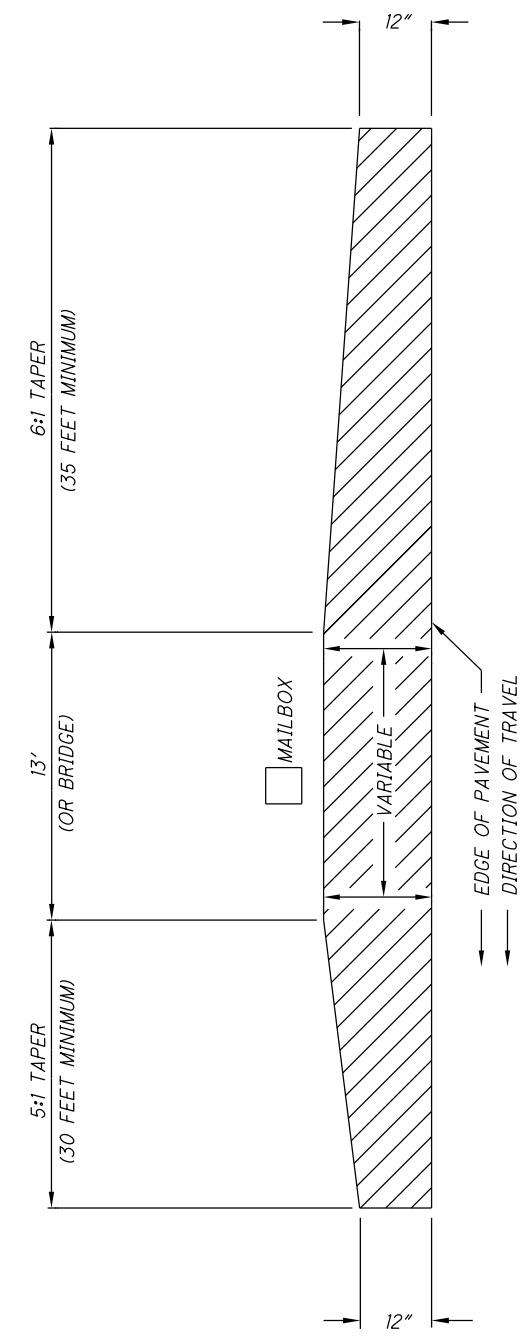
NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP 10101 HILLWOOD PARKWAY FORT WORTH, TX 76177 FAX: (817) 222-5920 [HTTP://CEAAA.FAA.GOV](http://ceaaa.faa.gov)

OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

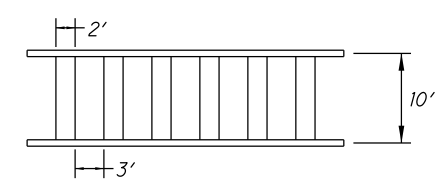
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446), PG64-22, AS PER PLAN

AS PER SUPPLEMENTAL SPECIFICATION 874, THE CONTRACTOR MAY CHOOSE TO UTILIZE SUPPLEMENTAL SPECIFICATION 872, VOID REDUCING ASPHALT MEMBRANE (VRAM), FOR THE LONGITUDINAL JOINT PREPARATION. IF THE CONTRACTOR CHOOSES TO USE SS 872, VOID REDUCING ASPHALT MEMBRANE (VRAM), THE JOINT CORING IN ACCORDANCE WITH 446.04 IS NOT REQUIRED FOR COLD LONGITUDINAL JOINTS PLACED OVER VOID REDUCING ASPHALT MEMBRANE (VRAM). CONSTRUCT COLD LONGITUDINAL JOINTS OVER VRAM USING THE SAME TECHNIQUES, EQUIPMENT, AND ROLLER PATTERNS USED ON THE REST OF THE MAT. OBTAIN 10 MAT CORES FOR EACH LOT OF MATERIAL IN ACCORDANCE WITH 446.04. PAY FACTORS FOR EACH LOT OF MATERIAL WILL BE DETERMINED ACCORDING TO TABLE 446.04-2.



CROSSWALK - AS PER PLAN

BELOW IS A DRAWING THAT SHOWS THE LAYOUT OF THE CROSSWALK - AS PER PLAN.



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ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED SEVEN (7) CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$3,500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP 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. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & 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. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

- COUNTY ROAD 223 JUST EAST/SOUTH OF USR 224 INTERSECTION.

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, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ACCESS TO ADJACENT PROPERTY

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

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTES, LOCAL ROUTES HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTES OR "DESIGNATED LOCAL DETOUR ROUTES." THESE ROUTES ARE 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 DETOURS ARE REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTES SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO THEIR 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 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, 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 ROUTES.

- ITEM 253 - PAVEMENT REPAIR = 10 CU YD
- ITEM 407 - TACK COAT = 20 GALLON
- ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 = 10 CU YD
- ITEM 617 - COMPACTED AGGREGATE = 20 CU YD

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 M GAL

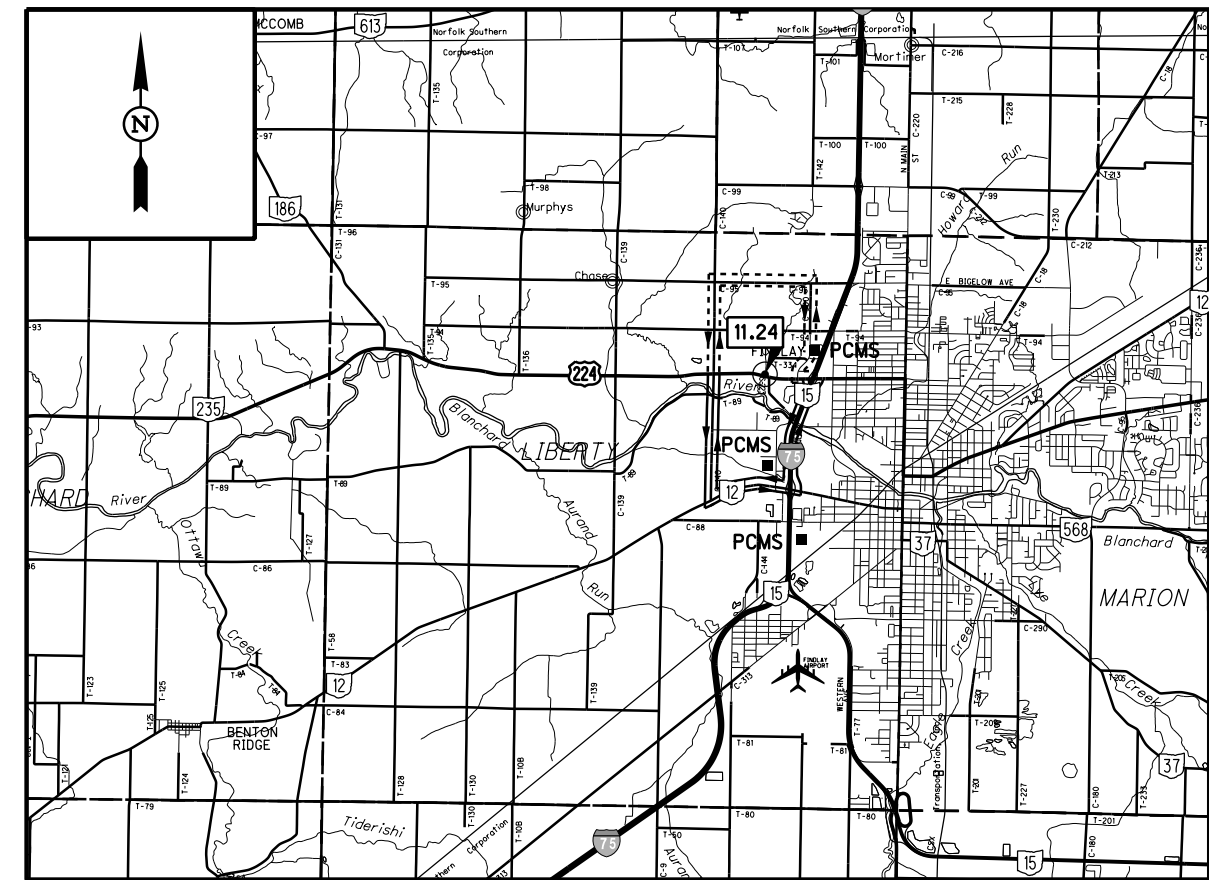
ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON THIS SHEET OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.



STATE DETOUR MAP - USR 224



LEGEND

- - PROJECT LOCATION
- - OFFICIAL SIGNED DETOUR FOR USR 224
- - - - DESIGNATED LOCAL DETOUR
- - ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN (FOR CLOSURES AT 11.24 THRU 11.37)

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEK-ENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE TO THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

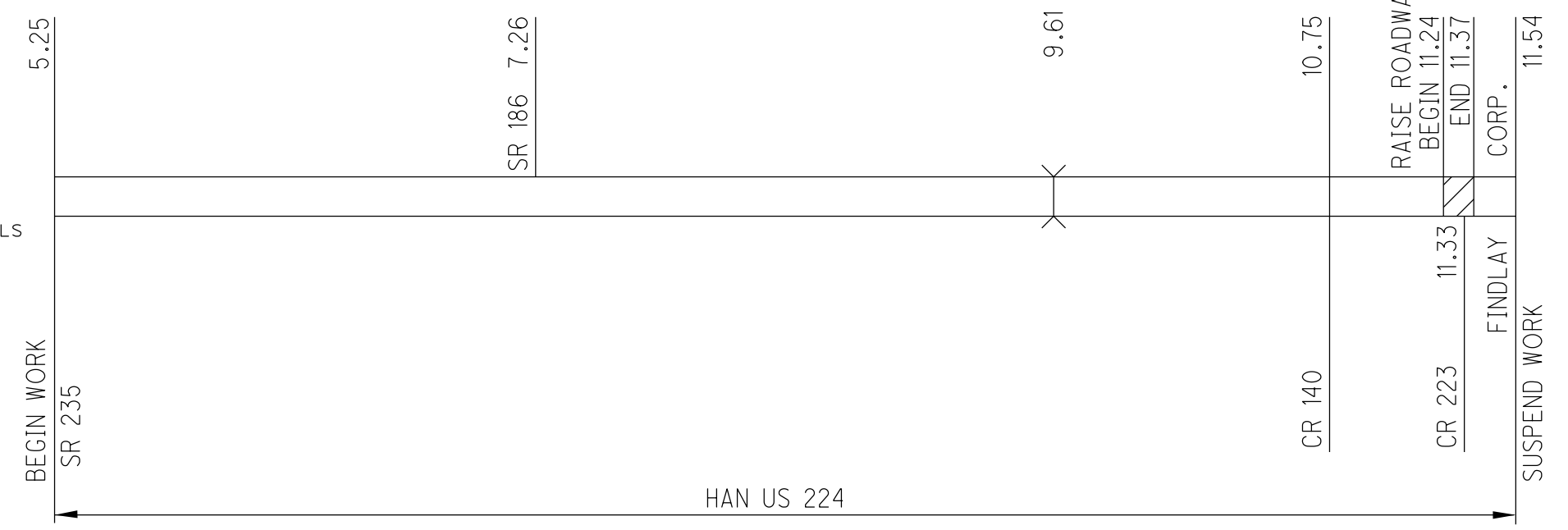
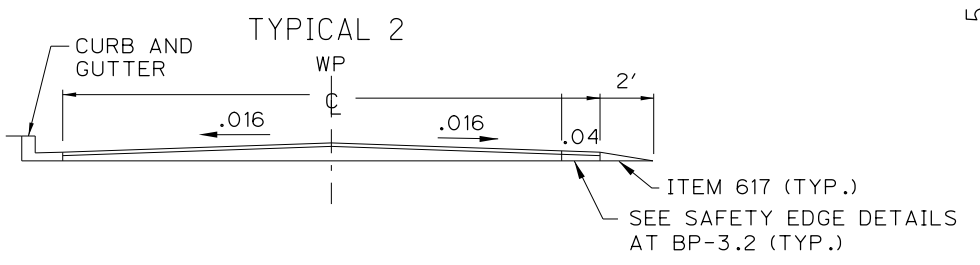
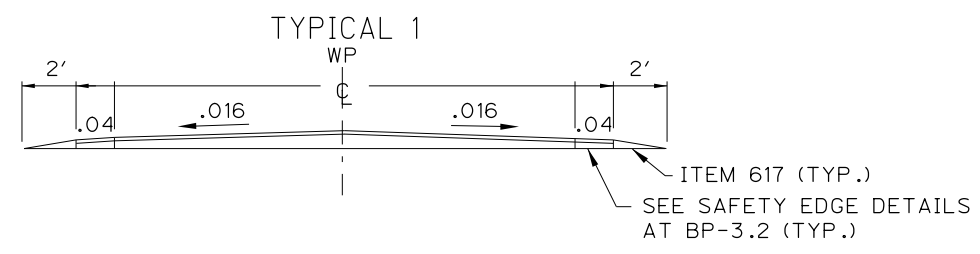
PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 3 SIGN MONTH (ASSUMING THREE PCMS SIGNS FOR ONE MONTH)

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		407	441			254				897		304	617	209	874	875			
									WEARING COURSE REMOVED		NON-TRACKING TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446) A.P.P.	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (448)	PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACES	CLASS A FINE PLANING	PATCHING PLANED SURFACES	AGGREGATE BASE	COMPACTED AGGREGATE	PREPARING SUBGRADE FOR SHOULDER PAVING	LONGITUDINAL JOINT PREPARATION	LONGITUDINAL JOINT ADHESIVE			
									THICKNESS 1 1/2"	VARIABLE THICKNESS		THICKNESS 1 1/2"	THICKNESS 1 1/2"	THICKNESS 1 1/2"	THICKNESS 1 1/2"	THICKNESS 2"	VARIABLE THICKNESS	2% PLANED AREA	THICKNESS 1/2"	2% PLANED AREA	QUANTITY FOR DRIVEWAYS	2 INCH AVG. TH.			1 LB. PER 4 FT. (1 1/2" PAVE)			
SLM	SLM			MILES	FEET	FEET	SY	SY	SY	GAL	CY	CY	CY	SY	SY	SY	SY	SY	SY	SY	SY	CY	CY	MILE	MILE	LB		
Part 1																												
US 224	5.25	8.00	01/STR/PV	2.75	14520	30	1	48400	167		4114	2017								48400	968	100	359	5.50	2.75			
US 224	8.00	9.59	01/STR/PV	1.59	8395	27	1	25186			2141	1049								25186	504	65	207	3.18	1.59			
US 224	9.59	9.63	01/STR/PV	0.04	211	varies	bridge	890			76	37			332	558	18					5	0.08	0.04				
US 224	9.63	10.45	01/STR/PV	0.82	4330	27	1	12989			1104	541								12989	260	35	107	1.64	0.82			
US 224	10.45	10.64	01/STR/PV	0.19	1003	28.5	1	3177			270	132								3177	64		25	0.38	0.19			
US 224	10.64	10.75	01/STR/PV	0.11	581	36 *	1	2323			197		97							2323	46		14	0.22		145		
US 224	10.75	10.84	02/S<2/PV	0.09	475	36 *	1	1901			162		79										12	0.18		119		
US 224	10.84	11.27	02/S<2/PV	0.43	2270	27	1	6811	150		579		284										56	0.86		568		
US 224	11.27	11.40	02/S<2/PV	0.13	686	27	1	2059			175		86										17	0.26		172		
US 224	11.40	11.54	02/S<2/PV	0.14	739	35.5 *	2	2916			248		121										9	0.14		185		
Extra Areas								1144	150	994	97	41	7															
Intersections								2825	1065	1760	240			118														
Totals												1532	2754	9403	3817	674	118	11628	332	558	500	92075	1842	200	811	12.44	5.39	1189

ASPHALT CONCRETE

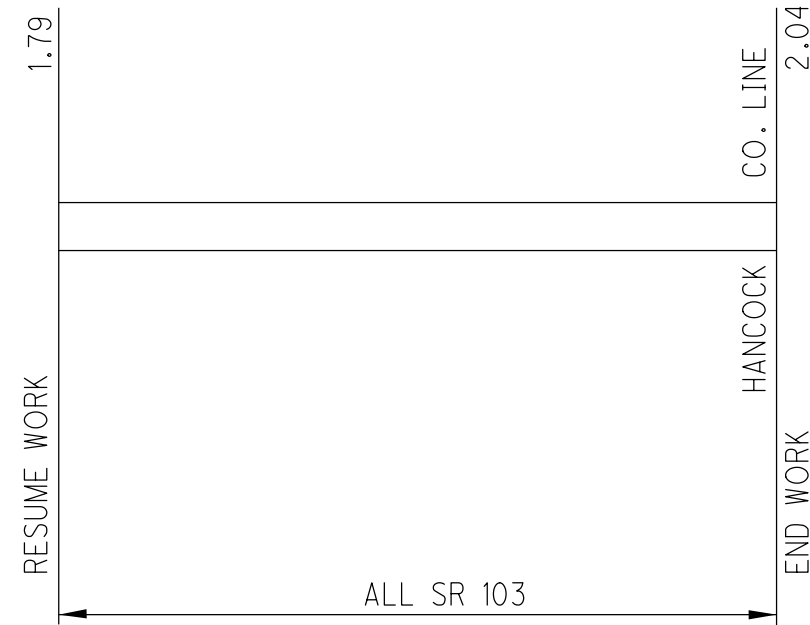
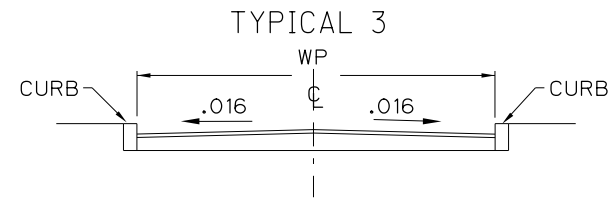
HAN / ALL - 224 / 103-5.25 / 1.79

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NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

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

NOTE: DRAWINGS NOT TO SCALE



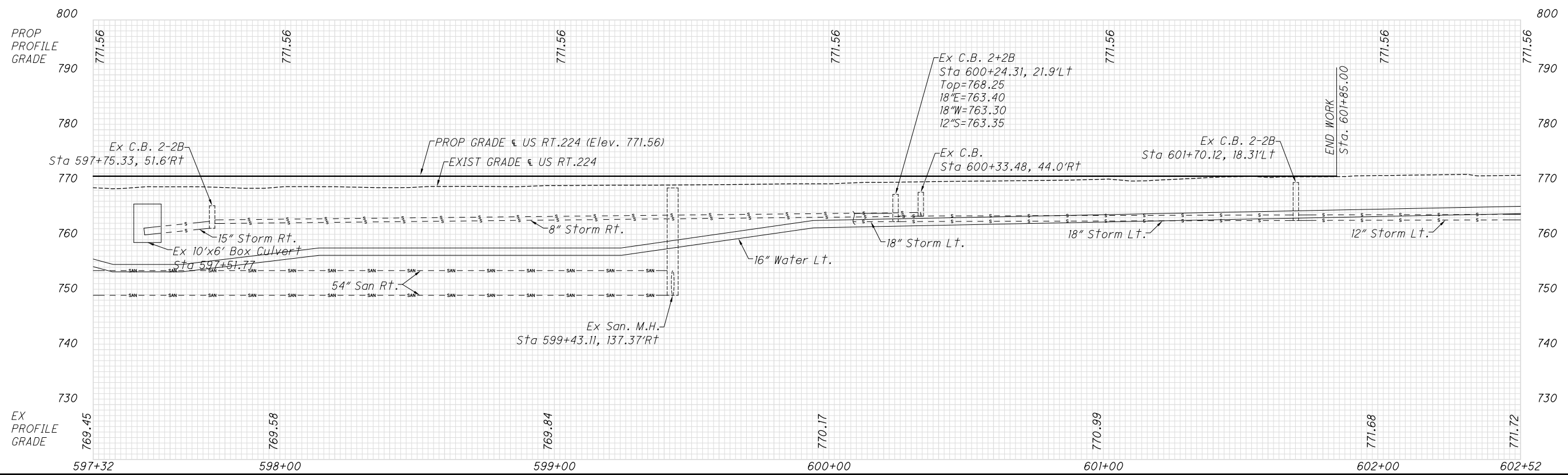
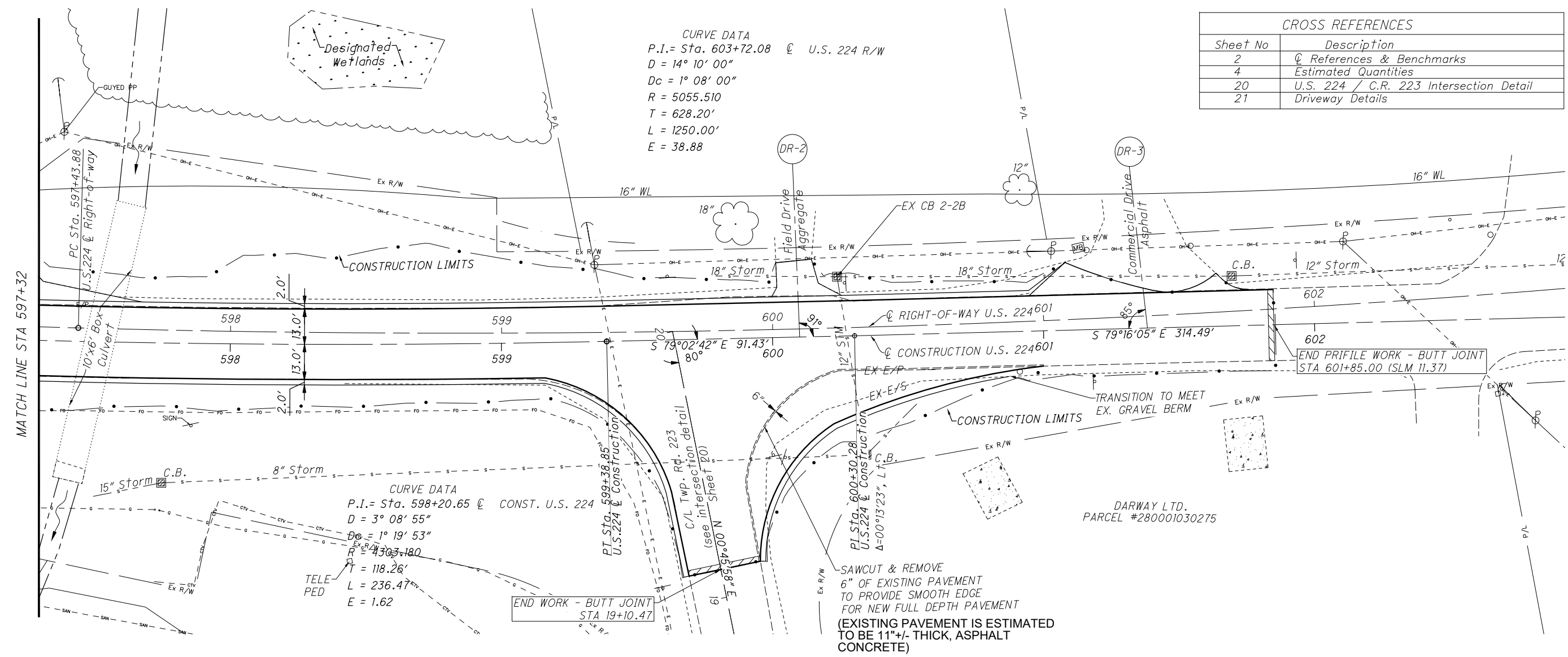
PAVEMENT DATA

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH FEET	TYPICAL SECTION	PAVT AREA SY	407	441		304	875
				NON-TRACKING TACK COAT GAL	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (448) CY				ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448) CY	AGGREGATE BASE CY	LONGITUDINAL JOINT ADHESIVE 1 LB. PER 5 FT. (1 1/4" PAVE) LB		
	SLM	SLM		MILES	FEET				THICKNESS 1 1/4"	THICKNESS 1 3/4"	QUANTITY FOR DRIVEWAYS		
Part 2													
SR 103	1.79	2.04	01/STR/PV	0.25	1320	26	3	3813	648	132	185	10	264
Extra Areas								152	26	5	7		
Intersections								75	13	3	4		
Totals									687	140	196	10	264

ASPHALT CONCRETE

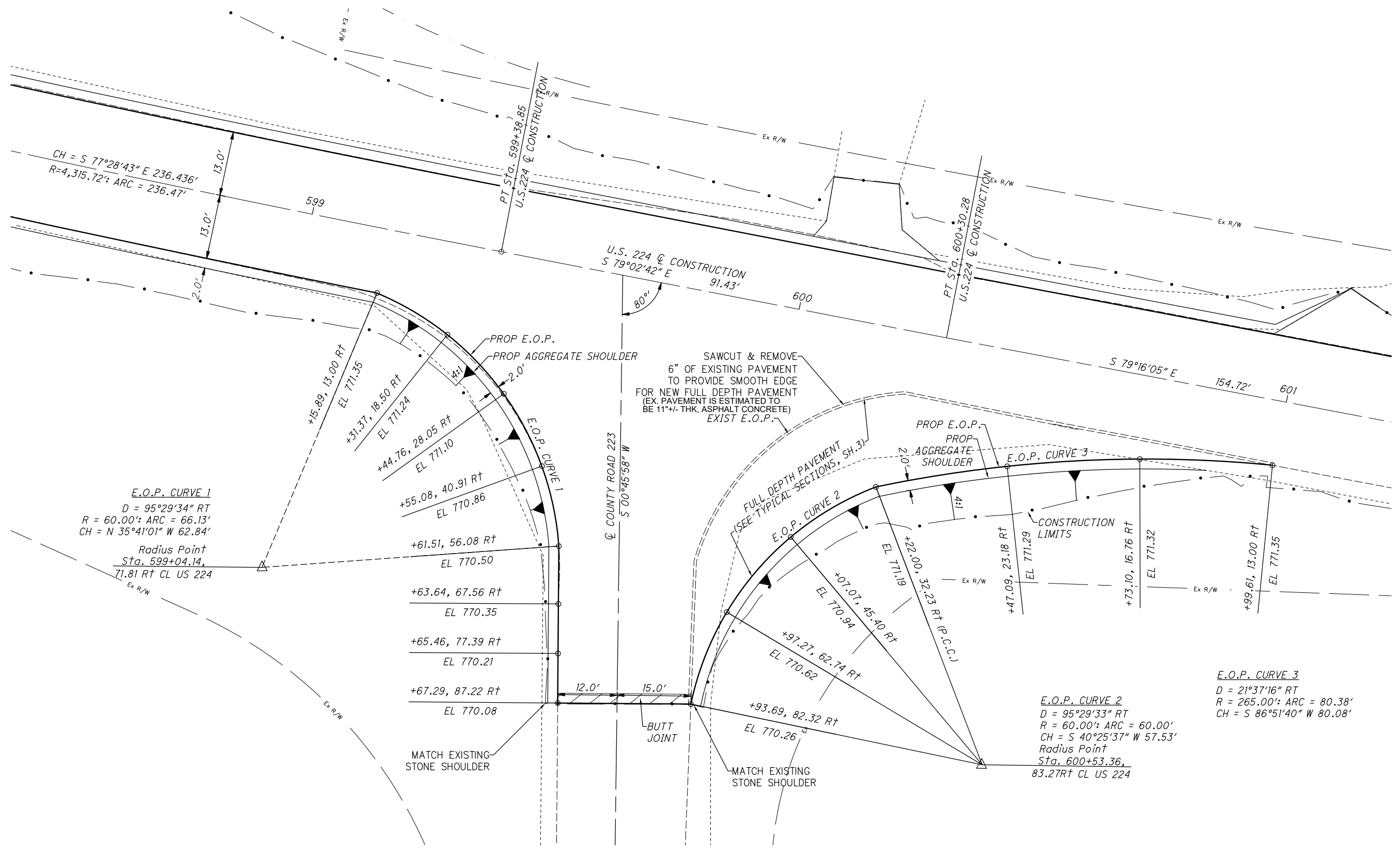
HAN / ALL -224 / 103-5.25 / 1.79

CROSS REFERENCES	
Sheet No	Description
2	☐ References & Benchmarks
4	Estimated Quantities
20	U.S. 224 / C.R. 223 Intersection Detail
21	Driveway Details



PLAN AND PROFILE - US ROUTE 224
 (SLM 11.24) STA: 597+32 TO STA: 601+85 (SLM 11.37)

HAN/ALL-224/
 103-5.25/1.79



E.O.P. CURVE 1
 D = 95°29'34" RT
 R = 60.00': ARC = 66.13'
 CH = N 35°41'01" W 62.84'

Radius Point
 Sta. 599+04.14,
 71.81 Rt CL US 224

MATCH EXISTING
 STONE SHOULDER

SAWCUT & REMOVE
 6" OF EXISTING PAVEMENT
 TO PROVIDE SMOOTH EDGE
 FOR NEW FULL DEPTH PAVEMENT
 (EX. PAVEMENT IS ESTIMATED TO
 BE 11"± THK. ASPHALT CONCRETE)
 EXIST E.O.P.

FULL DEPTH PAVEMENT
 (SEE TYPICAL SECTIONS, SH.3)

E.O.P. CURVE 2
 D = 95°29'33" RT
 R = 60.00': ARC = 60.00'
 CH = S 40°25'37" W 57.53'
 Radius Point
 Sta. 600+53.36,
 83.27 Rt CL US 224

E.O.P. CURVE 3
 D = 21°37'16" RT
 R = 265.00': ARC = 80.38'
 CH = S 86°51'40" W 80.08'

CALCULATED SEM CHECKED DRS

0 5 10 20
 HORIZONTAL SCALE IN FEET

INTERSECTION DETAIL - US 224
 CR 223

HAN/ALL-224/
 103-5.25/1.79