OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

311(87)

CALCULATED BY RLM DATE 3-10-87

CHECKED BY SKW DATE 3-11-87

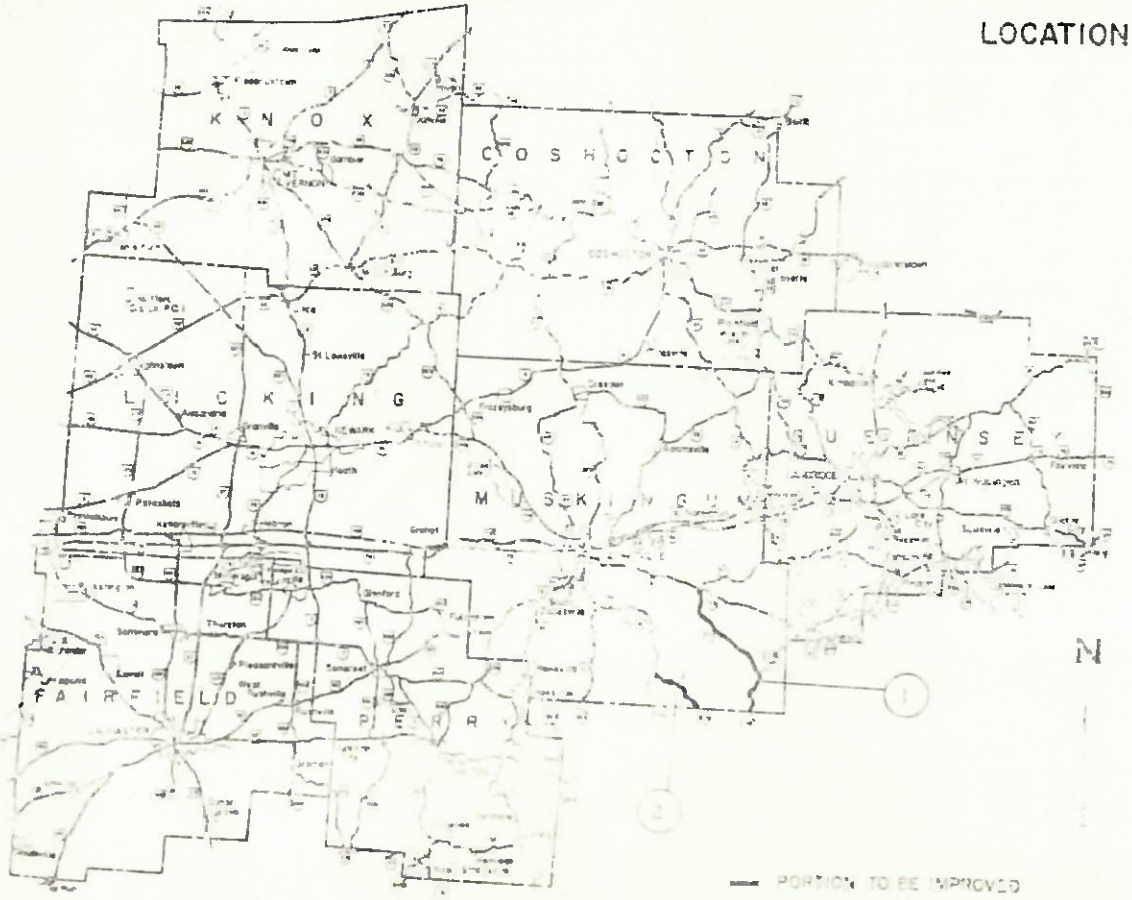
1/4

PLAN NO. 225

MUS-284-0.00
MUS-376-0.00

PART	COUNTY	ROUTE	SECTION	PROJECT TERMINI BEGIN	PROJECT TERMINI END	NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
1	MUS	SR 284	(000)	0.00	13.40	13.40			
2	MUS	SR 376	1000-0981	0.00	5.31	5.31			

LOCATION MAP



The Standard 19 87 Specifications of the State of Ohio, Department of Transportation, including changes and Supplemental Specifications listed in the plans and proposal shall govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts No. None and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts No. 1 and 2 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved Date 3-11-87 — John M. Hogan, District Deputy Director of Transportation

Approved Date _____ — Engineer of Bridges

Approved Date _____ — Engineer of Maintenance

Approved Date 3/11/87 — Deputy Director, Operations

Approved Date _____ — Assistant Deputy Director, Program Development

Approved Date _____ — Chief Engineer, Construction

Approved Date _____ — Chief Engineer, Design

Approved Date _____ — Assistant Director, Department of Transportation

Approved Date _____ — Director, Department of Transportation

STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	

311(87)

M & R 894 REV. 1-1-73

MUS-284-0.00
MUS-376-0.00

PLAN NO. 225

2/4

CALCULATED BY RLM DATE 3-16-87

CHECKED BY [illegible] DATE [illegible]

PAVEMENT TREATMENT

TYPICAL SECTION

* NOTE: Cover Aggregate shall contain at least 90% by weight of fractured pieces

NOTE: Cover all Bridges Full Width.

★: Division of Item 408 between the 18' and 20' sections in Part 2 shall be determined by the Engineer.

*NOTES

1. SEAL COAT: Not less than five days nor more than twenty days shall elapse after completion of the mix before the Seal Coat is applied.

2. PENETRATION CHOKE: Choke to be applied in two applications, approximately 0.004 cu. yd./sq. yd. shall be applied immediately on the mix after initial rolling. Not earlier than two days nor later than five days following the final rolling the penetration coat and final choke application shall be performed in accordance with the provisions of 409.07 and 409.08.

3. MIX BITUMINOUS MATERIAL: Include 0.20 gal./sq. yd. to be applied as a penetration.

PAVEMENT DATA																SHOULDER DATA			
			LENGTH					407		405			408		409				
								TACK	COV AGGR.	MIX		CHOKE	SEAL		SEAL		SHOULDER PREPARATION		COMPACTED AGGREGATE	
PART	ROUTE	LOG POINT TO LOG POINT	MILES	LIN. FT.	WP FEET	EXISTING TYPE PAVEMENT	AREA IN SQ. YDS.	Bit. Matl. @ ..... gal./s.y. GAL.	Cover Aggr. @ ..... lbs./s.y. TON	Bit. Matl. @ ..... gal./s.y. GAL.	Mix Aggr. @ ..... c.y./s.y. CU. YD.	Aggr. @ ..... c.y./s.y. CU. YD	Bit. Prime Coat @ .040 gal./s.y. GAL.	Aggr. @ ..... c.y./s.y. CU. YD.	Bit. Matl. @ .030 gal./s.y. GAL.	Aggr. * No 8 @ 0.0085 c.y./s.y. CU. YD.	WA FEET	SQ. YD.	AVG. THICK INCHES	CU. YD.
1	SR 254	000 - 1340	1340	70,752	18	409 on 404	141,504						4,000		42,451	1,203				
2	SR 376	000 - 098	098	5,174	20	409 on 404	11,498								3,449	98				
		098 - 531	4.33	22,862	18	409 on 404	45,724								13,717	389				
	TOTALS	PART 2	531	28,036			57,222						★1,700		17,166	487				

DEPARTMENT OF TRANSPORTATION
M&R 710 REV. 4-85

CALCULATED BY RLM DATE 3-10-87 MUS-284-0.00
CHECKED BY SKW DATE 3-11-87 MUS-376-0.00 (3/4)

PLAN NO. 225 (3/4)

GENERAL SUMMARY

ITEM	PART 1	PART 2		GRAND TOTAL PARTS 1 AND 2	UNIT	DESCRIPTION
408	4,000	1,700		5,700	Gal.	Bituminous Prime Coat
409	42,451	17,166		59,617	Gal.	Seal Coat Bituminous Material
409	1,203	487		1,690	Cu.Yd.	Seal Coat Cover Aggregate, No. 8
624				Lump	Lump	Mobilization
614				Lump	Lump	Maintaining Traffic

GENERAL NOTES

TRAFFIC:
Traffic shall be maintained at all times. The length of restricted traffic zones shall be kept to a minimum consistent with the specification requirements for protection of completed courses.

RAILROAD CROSSINGS:
The new surface course shall be feathered or butt jointed to meet the rail grades as specified.

ALIGNMENT AND PROFILE:
The work proposed by this project is for the resurfacing of the existing pavement. The alignment of the existing pavement will not be changed, and the profile of the proposed surface will be similar to that of the existing pavement except that it will be raised an amount equal to the thickness of the resurfacing course or courses specified in these plans.

CONTROL OF ONE WAY TRAFFIC:
In addition to the requirements of the Ohio Manual of Uniform Traffic Control Devices and Material Specifications the following requirements shall apply
Communications between flagmen shall be by two-way radio during the paving operations
Payment for the above shall be included in Item 614 Maintaining Traffic

TRAFFIC (Continued):
Traffic shall not be permitted on the newly applied 409 seal for a minimum period of one hour

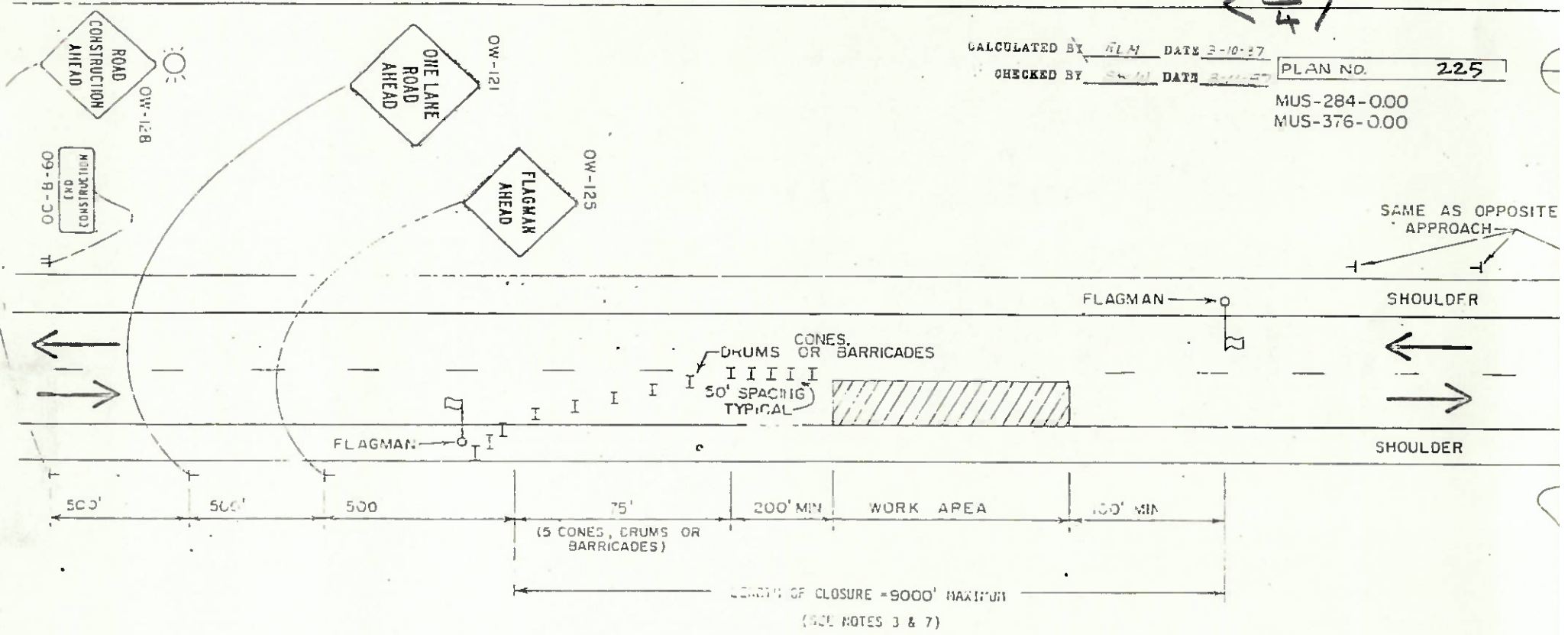
ITEM 408 PRIME COAT
An estimated quantity of Item 408 Prime Coat has been included in the plan to be applied as directed by the Engineer to areas where the pavement is deteriorated to the extent that only an aggregate surface remains. These areas shall have a prime coat applied at a rate of .040 gal. per sq. yd. After application of the prime coat, the Engineer shall determine when the 409 seal may be applied

CALCULATED BY RLM DATE 3-10-87

CHECKED BY [illegible] DATE [illegible]

PLAN NO. 225

MUS-284-0.00
MUS-376-0.00



GENERAL NOTES

1. FLAGMEN SHALL BE USED TO CONTROL TRAFFIC CONTINUOUSLY FOR AS LONG AS ONE LANE OPERATION IS IN EFFECT. FLAGMEN SHALL BE ABLE TO COMMUNICATE WITH EACH OTHER AT ALL TIMES EITHER VERBALLY OR BY MEANS OF RADIO OR FIELD TELEPHONES. FLAGMAN STATIONS SHALL BE ADEQUATELY ILLUMINATED FOR NIGHT TIME OPERATIONS BY USE OF A 175 WATT MINIMUM LUMINAIRE.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS FOR THE LANE CLOSURES DURING DAYLIGHT HOURS ONLY.

3. WHEN THE AMBIENT TEMPERATURE EXCEEDS 80 DEGREES F, THE ENGINEER MAY INCREASE THE LENGTH OF CLOSURE TO ALLOW FOR SUFFICIENT COOLING OF THE NEW PAVEMENT.

   THE ENGINEER MAY SHORTEN THE MAXIMUM ALLOWABLE LENGTH OF CLOSURE TO RELIEVE EXCESSIVE TRAFFIC BACKUPS.

   ALL TRAFFIC CONTROL SIGNS, CHANNELIZING DEVICES, AND FLAGMEN SHALL BE MOVED FORWARD BEFORE THE CLOSURE REACHES THE MAXIMUM ALLOWABLE LENGTH. ONLY ONE SIDE OF THE ROAD SHALL BE CLOSED AT ANY TIME IN A WORK AREA.

4. THE TYPE B HIGH INTENSITY BARRICADE WARNING LIGHT SHOWN ON THE ROAD CONSTRUCTION AHEAD SIGN IS REQUIRED WHENEVER NIGHT LANE CLOSURE IS NECESSARY.

5. TYPE C STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON DRUMS OR BARRICADES FOR NIGHT LANE CLOSURES.

6. THE ADVANCE WARNING SIGNS "OW-128" "OW-121" AND "OW-125" SHALL BE MOVED BACK AS REQUIRED BY THE QUEUING OF STOPPED VEHICLES.

7. WITHIN THE LENGTH OF CLOSURE, PROVISION SHALL BE MADE TO CONTROL TRAFFIC ENTERING FROM INTERSECTING STREETS AND MAJOR DRIVES AS NECESSARY TO PREVENT WRONG WAY MOVEMENTS AND TO KEEP VEHICLES OFF OF NEW PAVEMENT NOT READY FOR TRAFFIC.

OHIO DEPARTMENT OF TRANSP

FLAGMEN CLOSING 1 LANE OF A 2 LANE HIGHWAY

TRAFFIC OPERATIONS