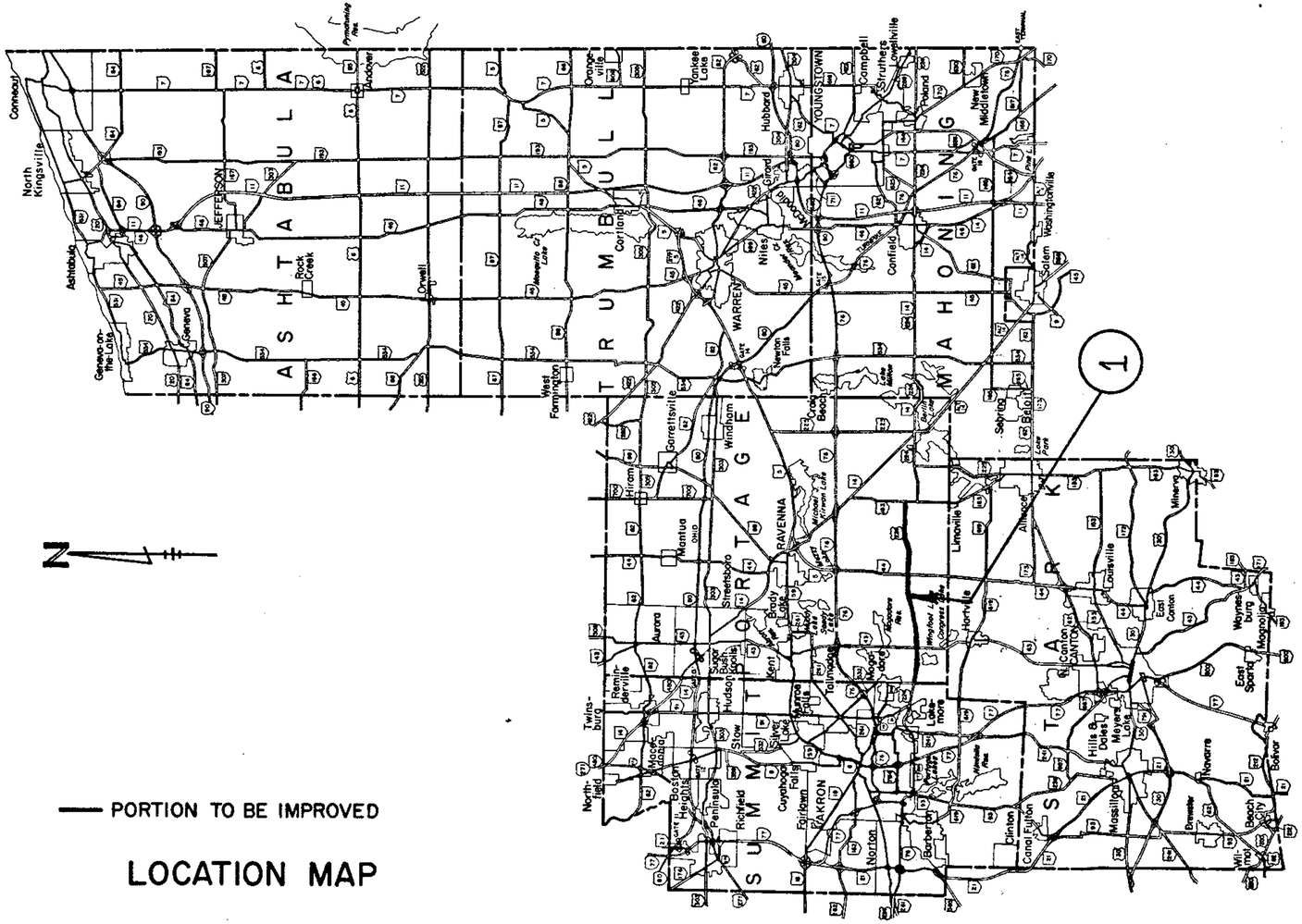
OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

320(76)

1/6

PLAN NO. 193

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII BEGIN	PROJECT TERMINII END	NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
1	POR	US-224	(0.00-9.58)	0.00	12.99	12.94	Suffield Randolph Atwater		



PORTION TO BE IMPROVED

LOCATION MAP

The Standard 19 75 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. _____ 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 provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved Date March 17, 1976 — William M. Goldsmith, District Deputy Director of Transportation

OK BFG

Approved Date 3-22-76 — Robert B. Pfeifer, Engineer of Bridges

Approved Date 4-7-76 — R. L. Zook, Engineer of Maintenance

Approved Date _____ — Thomas [illegible], Chief Engineer, Operations

VB Approved Date 4-8-76 — Howard E. [illegible], Assistant Deputy Director, Program Development

Approved Date _____ — Chief Engineer, Construction

Approved Date _____ — Chief Engineer, Design

Approved Date 4-8-76 — David R. Weis, Assistant Director, Department of Transportation

Approved Date 4/8/76 — Richard D. Rankin, Director, Department of Transportation

STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-11	1/3/75	SS 803	1/22/76
BP-5	8-11-75		

BN

M & R 696 REV. 1-1-73

*Estimated material to be used for dip removal
**Actual locations to be determined by the engineer at the pre-construction conference

PLAN NO. 193 — 2/6

PART	ROAD	FACILITY ** Log Point	AREA			TACK 407		ASPHALT CONCRETE 403		* 404		COMPACTED AGGREGATE 617				PRIME 408	SEAL 409		Special Full Depth pavement Removal and Flexible Replacement	Special 2' Wide Pressure Relief Joints		
			LENGTH IN FEET	WIDTH IN FEET	AREA IN SQ. YDS.	Bit. Matl. SS-1 @0.075 gal./s.y. GAL.	Cover Aggr. @7 lbs./s.y. TONS	MIN. THICK INCHES	CU. YDS.	AVG. THICK INCHES	CU. YDS.	WIDTH	AREA IN SQ. YDS.	AVG. THICK	CU. YDS.	Bit. Matl. @ gal./s.y. GAL.	Bit. Matl. @ gal./s.y. GAL.	Aggr. @ c.y./s.y. CU. YD.	Sq. Yds.	Lin. Ft.		
1	US 224	0.90	2	24																24		
		1.10	2	24																24		
		1.60	2	24																24		
		2.10	4	24	11														11			
		2.18	4	24	11														11			
		2.40	4	24	11														11			
		2.45	4	24	11														11			
		3.25	100	24	267	20	1			4.0	30											
		3.80	100	24	267	20	1			4.0	30											
		4.20	4	24	11														11			
		4.40	2	24																24		
		4.50	4	24	11														11			
		4.55	4	24	11														11			
		4.80	4	24	11														11			
		4.90	4	24	11														11			
		5.10	2	24																24		
		5.15	4	24	11														11			
		5.25	4	24	11														11			
		5.45	4	24	11														11			
		5.90	4	24	11														11			
		6.00	4	24	11														11			
		6.20	4	24	11														11			
		6.30	4	24	11														11			
		6.40	4	24	11														11			
		6.45	4	24	11														11			

M & R 696 REV. 1-1-73

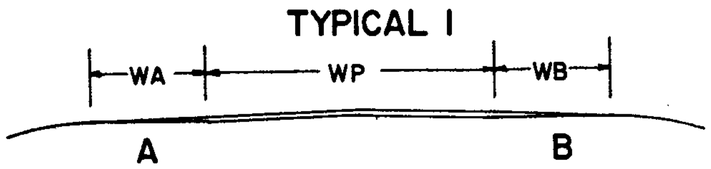
PLAN NO. 193 (3/6)

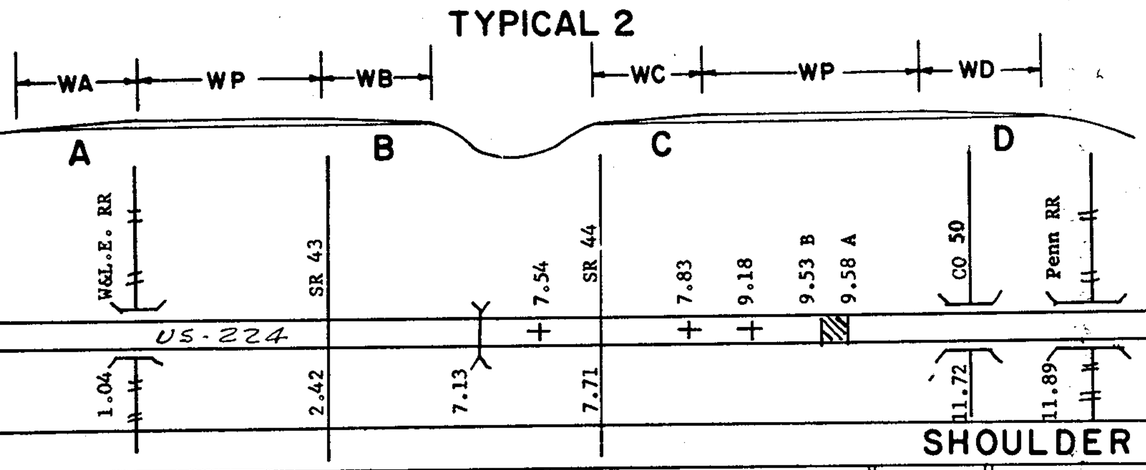
*Estimated material to be used for dip removal.
**Actual locations to be determined by the engineer at the pre-construction conference.

PART	ROAD	FACILITY ** Log Point	AREA			TACK 407		ASPHALT CONCRETE 403		* 404		COMPACTED AGGREGATE 617				PRIME 408	SEAL 409		Special Full Depth Pavement Removal and Flexible replacement	Special 2' wide Pressure Relief Joints		
			LENGTH IN FEET	WIDTH IN FEET	AREA IN SQ. YDS.	Bit. Matl. SS-1 @ 0.075 gal./s.y. GAL.	Cover Aggr. @ 7 lbs./s.y. TONS	MIN. THICK INCHES	CU. YDS.	AVG. THICK INCHES	CU. YDS.	WIDTH	AREA IN SQ. YDS.	AVG. THICK	CU. YDS.	Bit. Matl. @ ..... gal./s.y. GAL.	Bit. Matl. @ ..... gal./s.y. GAL.	Aggr. @ ..... c.y./s.y. CU. YD.	Sq. Yds.	Lin. Ft.		
1	US 224	6.60	4	24	11														11			
		EB 6.95	4	24	11														11			
		WB 6.95	4	24	11														11			
		7.00	4	24	11														11			
		7.10	2	24																24		
		7.20	2	24																24		
		7.25	100	24	267	20	1			3.0	22											
		7.30	4	24	11														11			
		7.55	4	24	11														11			
		7.65	4	24	11														11			
		7.66	4	24	11														11			
		7.68	4	24	11														11			
		7.70	4	24	11														11			
		7.90	4	24	11														11			
		8.79	4	24	11														11			
		9.23	4	24	11														11			
		9.28	125	24	333	25	1			2.0	19											
		9.48	4	24	11														11			
		9.60	50	24	133	10	1			3.0	11											
		11.80	2	24																24		
		11.85	2	24																24		
		11.86	2	24																24		
		11.95	2	24																24		
		12.07	4	24	11														11			
Quantities to summary sheet						95	5				112								363	264		

M & R 691 REV. 1-1-73

SHOULDER TREATMENT





NO SCALE

*NOTES

1. SEAL COAT: After completion of the mix the Seal Coat shall be applied when directed by the Engineer.

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.

4. PRIME COAT: A minimum of 36 hours shall elapse after completion of Prime Coat before any subsequent treatment.

5. MIX: Mix to be completed on shoulders within _____ days following completion of the adjacent pavement.

6. SHIELD: The contractor shall provide a shield to prevent the spraying or drifting of liquid bituminous material onto the edge of the pavement or edgelines. The attention of the contractor is directed to 107.12 of the Specifications.

7. APPLICATION RATE: The rate of application for mix bituminous material shall be _____ gal. per sq. yd. for slag or _____ gal. per sq. yd. for gravel or stone.

4/6

PLAN NO. 193

SHOULDER DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH MILES	LENGTH LIN. FT.	TYPICAL	EXISTING TYPE - WIDTH(ft.) A TYPE	A WIDTH	B TYPE	B WIDTH	C TYPE	C WIDTH	D TYPE	D WIDTH	AREA SQ. YDS.	407 TACK Bit. Matl. @ ..... gal./s.y. Gals.	407 TACK Cover Aggr. @ ..... lbs./s.y. Tons	405 MIX Bit. Matl. @ ..... gal./s.y. Gals.	405 MIX Mix Aggr. @ ..... c.y./s.y. Cu. Yds.	405 CHOKE Aggr. @ ..... c.y./s.y. Cu. Yds.	408 PRIME Bit. Matl. MC-30 @ 0.50 gal./s.y. Gals.	409 SEAL Bit. Matl. MC 3000 @ 0.35 gal./s.y. Gals.	409 SEAL Aggr. #8 @ 0.008 c.y./s.y. Cu. Yds.	617 Shoulder Preparation Sq. Yds.	617 Compacted Aggregate Cu. Yds.	404 Asphalt Concrete @ 2" Average Thickness Cu.Yds.	*NOTES
1	US-224	0.00-7.54	7.54	39,811	1	409	3	409	3					26,541												
		7.54-7.83	0.29	1,531	2	409	3					409	3	1,021												
		7.83-9.18	1.35	7,128	1	409	3	409	3					4,752												
		9.18-9.53 B	0.35	1,848	2	409	3					409	3	1,232												
		9.58 A-12.99	3.41	18,005	1	409	3	409	3					12,003												
		Total Part 1	12,94	68,323										45,549						22,775	15,942	364	45,549		2531	4-6

M & R 693 REV. 10-1-74

PLAN NO. 93 (5/6)

GENERAL SUMMARY

ITEM	Part 1	GRAND TOTAL Part 1	UNIT	DESCRIPTION
407	95	95	Gals.	Tack Coat, SS–1, SS–1H, MS–2, RS–1 or RC–250
407	5	5	Tons	Cover Aggregate
403			Cu. Yds.	Asphalt Concrete AC–20
404	2,643	2,643	Cu. Yds.	Asphalt Concrete AC–20
408	22,775	22,775	Gals.	Bituminous Prime Coat, (RT 2 or 3), (MC 30 or 70), or Primer 20
409	15,942	15,942	Gals.	Seal coat bituminous material RS-2, CRS-2, CRAE 800, (MC 800 or 3000) or (RT 9 or 10)
409	364	364	Cu.Yds.	Seal coat cover aggregate No. 8
Special	264	264	Lin.Ft.	Pressure relief joints, as per plan
Special	363	363	Sq.Yds.	Full depth pavement removal and flexible replacement.
617	45,549	45,549	Sq. Yds.	Shoulder Preparation, As per plan
617			Cu. Yds.	Compacted Aggregate
614	Lump	Lump	Lump	Maintaining Traffic

GENERAL NOTES

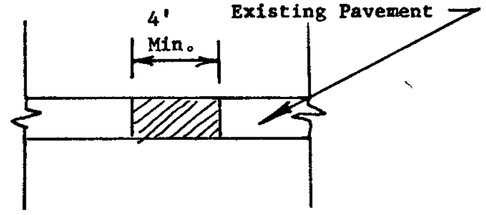
TRAFFIC:
Traffic shall be maintained at all times. The length of restricted traffic zones shall be kept to a minimum consistent with the specification requirements for protection of completed courses.

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

INTERMEDIATE COURSE AND/OR SPOT LEVELING OR PATCHING:
This material shall be placed in a separate operation where and as directed by the engineer.

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.

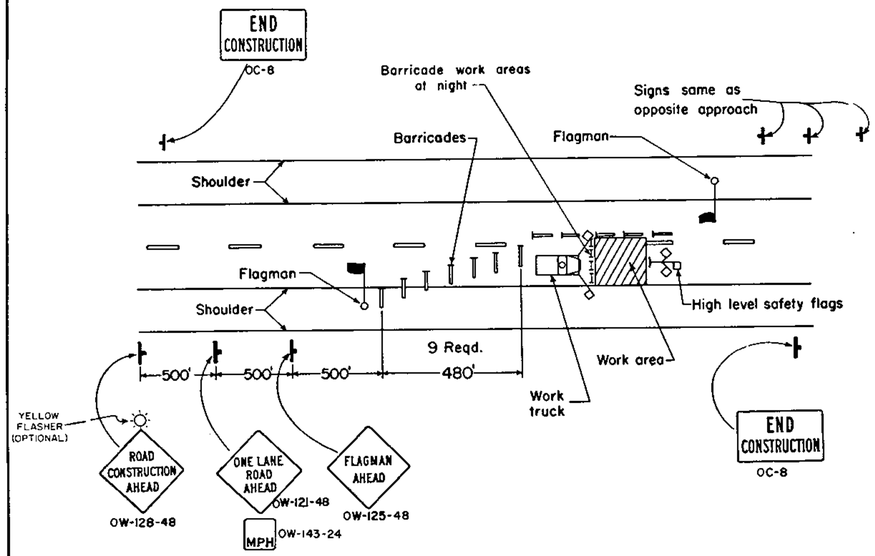
TACK COAT:
The tack coat operation shall be as determined at a pre-construction conference as per 407.05, and application rates shall not exceed 0.10 gal. per sq. yd.



ITEM Special: Full depth pavement removal and flexible replacement. Item estimated only and to be placed where and as directed by the engineer. Patches shall be complete and open to traffic at the end of each day's operation.

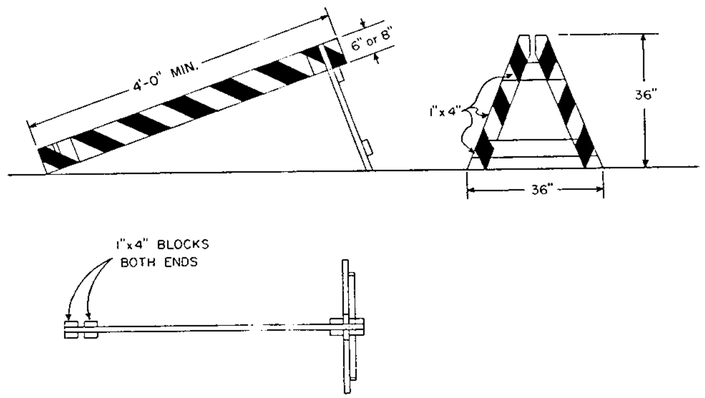
ITEM SPECIAL: Pressure relief joints; Item estimated only and to be placed where and as directed by the engineer.

ITEM 617: A dropped blade grader or other suitable equipment shall be used to grade out berm area to a depth of 2" (±). Graded material shall be used to back up treated shoulders; all excess material shall be removed from project at contractor's expense.



TYPICAL CONTROL OF WORK AREA

TYPICAL DEMOUNTABLE BARRICADE



BARRICADE

GENERAL NOTES

1. TRAFFIC CONTROL SHALL BE AS REQUIRED IN THE PROPOSAL AND AS DESCRIBED BELOW AND IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. ONE LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. FLAGMEN SHALL BE USED TO CONTROL TRAFFIC BOTH DAY AND NIGHT FOR AS LONG AS ONE LANE OPERATION IS IN EFFECT.
3. FLAGMEN MUST BE ABLE TO COMMUNICATE WITH EACH OTHER AT ALL TIMES AS DESCRIBED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES IN THE SECTION "FLAGMAN CONTROL." FLAGMEN STATIONS SHALL BE ADEQUATELY ILLUMINATED.
4. SEVERAL SMALL WORK SPOTS CLOSE TOGETHER SHALL BE COMBINED INTO ONE WORK AREA TO MAKE A CLOSURE NOT MORE THAN 2000 FEET LONG INCLUDING TAPERS. EACH WORK AREA IN THE PROJECT SHALL RECEIVE COMPLETE TREATMENT AS DESCRIBED. ONLY ONE SIDE OF THE ROAD SHALL BE CLOSED IN ANY ONE WORK AREA. UNDER CERTAIN CONDITIONS, CLOSURES MORE THAN 2000 FEET MAY BE PERMITTED IF APPROVED BY THE ENGINEER.
5. LANE TAPER - BARRICADES OR 55 GALLON STEEL DRUMS SHALL BE USED FOR LANE TAPER AND SHALL BE SUPPLEMENTED BY: YELLOW DELINEATORS OR STEADY BURNING YELLOW LIGHTS.
6. CENTER LINE - THE CONTRACTOR SHALL USE BARRICADES OR 55 GALLON STEEL DRUMS. BOTH THE BARRICADES & DRUMS SHALL BE PAINTED WITH REFLECTIVE ORANGE AND WHITE PAINT.
7. CONES MAY BE SUBSTITUTED FOR BARRICADES OR STEEL DRUMS DURING DAYLIGHT OPERATIONS.
8. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN PROPER POSITIONS, CLEAN, LEGIBLE AND IN GOOD WORKING CONDITION AT ALL TIMES. ALL SIGNS THAT ARE TO CONVEY THEIR MESSAGES DURING HOURS OF DARKNESS SHALL BE REFLECTORIZED OR ILLUMINATED. ALL SIGNS SHALL BE POST MOUNTED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
9. BEFORE TRAFFIC IS RETURNED TO ITS NORMAL FLOW PATTERN ALL SHOULDERS DAMAGED AS A RESULT OF CONTRACTOR'S OPERATIONS SHALL BE RESTORED AS PER SECTION 107.12 OF THE SPECIFICATIONS.
10. ALL VEHICLES, EQUIPMENT, MEN AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
11. THE POSTED ADVISORY SPEED SHALL BE AS DIRECTED BY THE ENGINEER.
12. PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING SIGNS, BARRICADES, CONES, MARKERS, ETC., SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

CLOSING 1 LANE OF 2 LANE HIGHWAY	DATE: 4-29-70, 5-13-70, 11-30-71, 1-24-73	
DRAWN BY: C.R.	APP. BY:	AS-7-13.00(A)51d