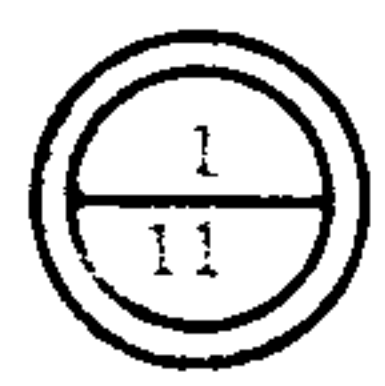


OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

398(78)

398(78)



PLAN NO. 108

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
				BEGIN	END				
1	POR	US 224	(0.00-9.18)	0.00	9.53 B	9.83	Suffield	Randolph	
2	POR	43	(2.73) (2.77)	2.73	2.79	0.04	Suffield		
3	POR	44	(2.80) (2.89)	2.80	2.94	0.12	Randolph		

The Standard 1977 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 through 3 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved
Date 12-19-77

William M. Goldman
District Deputy Director of Transportation

Approved
Date 1-19-78

Robert C. P. [Signature]
Engineer of Bridges

Approved
Date

Engineer of Maintenance

Approved
Date 4-3-78

George C. McInnis
Chief Engineer, Operations

Approved
Date 4-6-78

Howard E. [Signature]
Assistant Deputy Director, Program Development

Approved
Date

Chief Engineer, Construction

Approved
Date

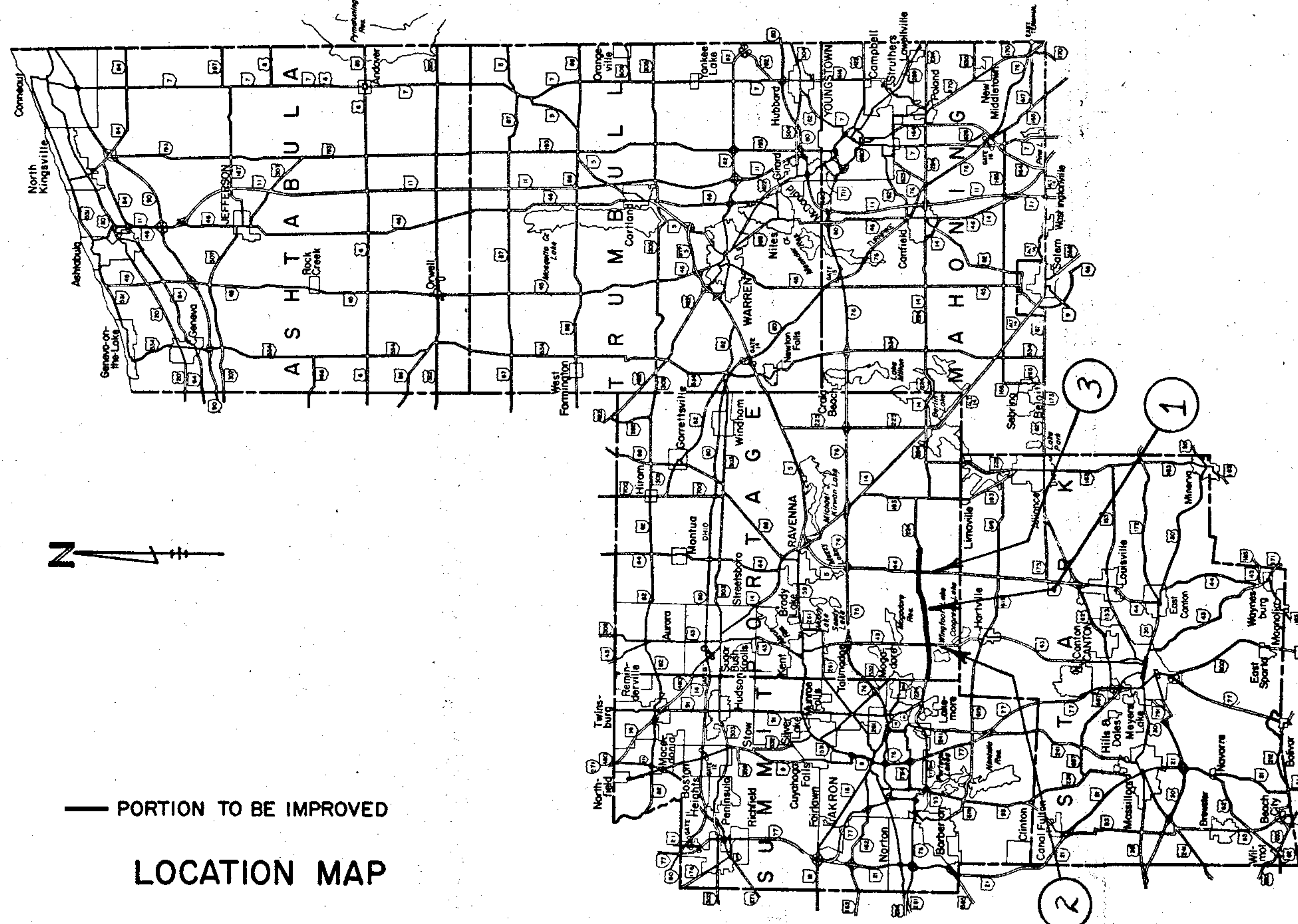
Chief Engineer, Design

Approved
Date

Assistant Director, Department of Transportation

Approved
Date 4-4-78

David L. [Signature]
Director, Department of Transportation



STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-5	8/11/75	SS-836	3-12-75
BP-11	1/3/75	848	2-23-78

EN

ASPHALT CONCRETE

PLAN NO.

108

2
11

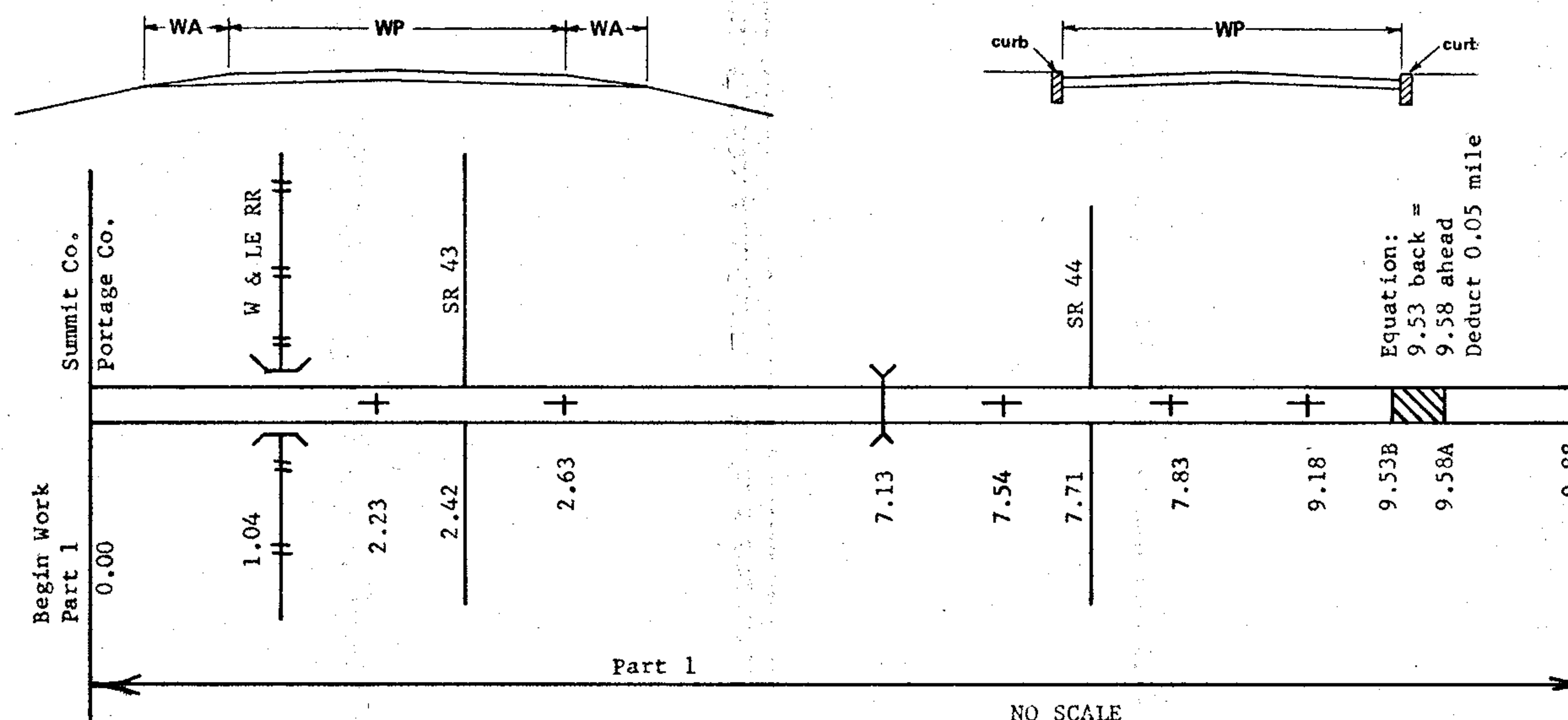
TYPICAL 1

TYPICAL 2

See Page 8
for bridge deck
treatment for
POR 224 0104
145' X 40' = 644 Sq.Yd.

POR 224 0713
93' X 44' = 455 Sq.Yd.

*The bridge deck areas
as shown above have been sub-
tracted from the pavement area.

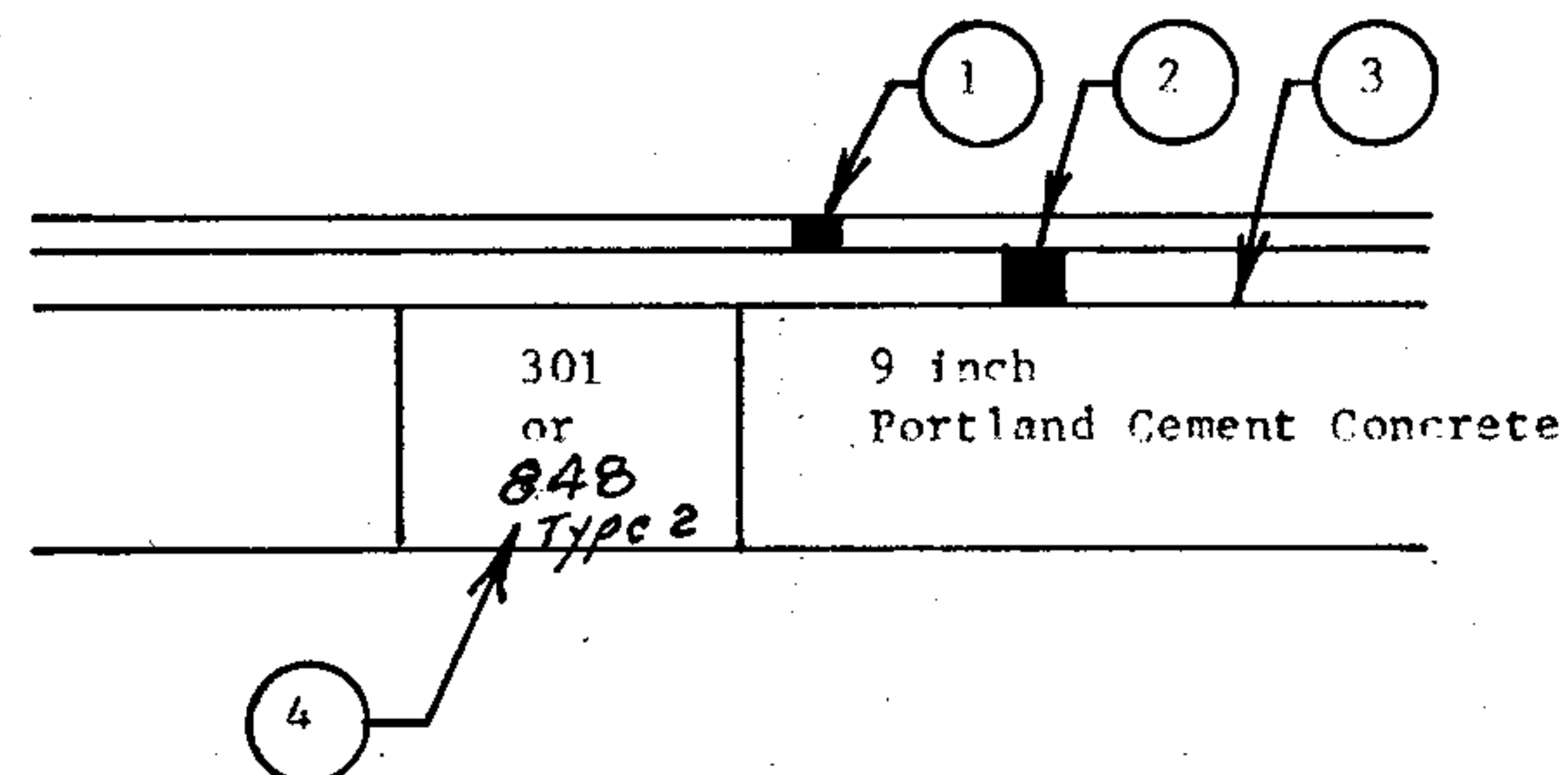


Special undercutting subgrade and subbase
In pavement replacement areas, where directed by the engineer the contractor shall undercut the subgrade and subbase to the depth required by the engineer, and backfill with compacted 310. The contractor may use broken pavement for compacted backfill as directed by the engineer. Payment for all of the operations described above shall be included in the Unit Price Bid for Item Special undercutting subgrade and subbase. A quantity of 50 Cu.Yds. has been carried to the General Summary.

A positive outlet for this undercut area to the ditch shall be made by the contractor as directed by the engineer. The outlet shall be constructed as shown on Std Dwg BP-5 Aggregate drains. Cost of this work shall be included in the Unit price bid for Item Aggregate Drains. A quantity of 50 Lin. Ft. has been carried to the General Summary.

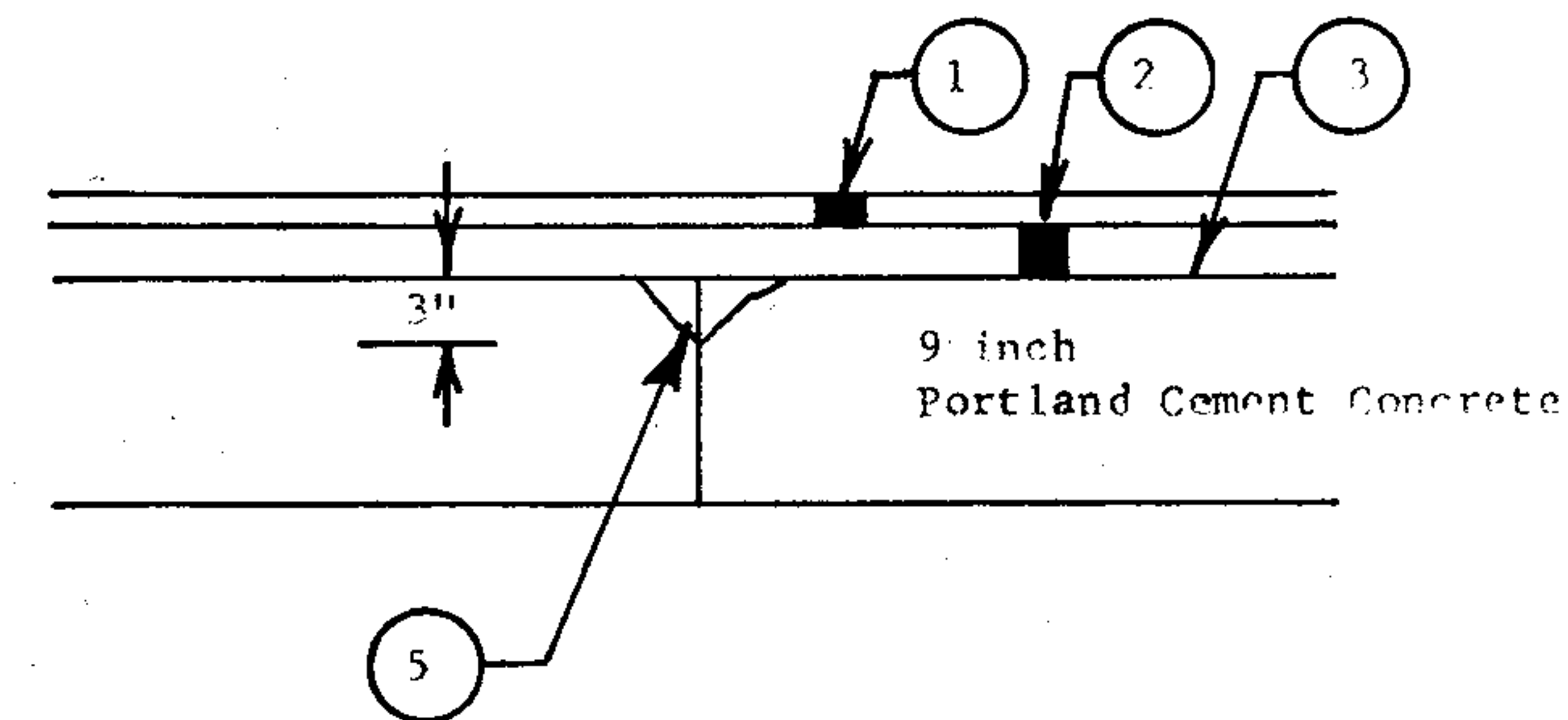
PAVEMENT DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	PROPOSED PAVEMENT								202 Precast Tr. Div. removed for storage EACH	202 wearing course removed SQ.YD.	Special Full Depth rigid removal & flexi. replace- ment SQ.YD.	Special Pressure relief joints LIN.FT.	Special under- cutting subgrade and subbase Cu. Yds	605 aggre- gate drains Lin.Ft.
			MILES	LIN. FT.					407		ASPHALT CONCRETE											
									TACK COAT @ .0.075 gal./s.y. GALS.	COVER AGGR. @ .7... lbs./s.y. TONS	ITEM 848		ITEM 848		ITEM							
											THICK INCHES 1.25	Type 2 CU. YDS.	THICK INCHES 0.75	Type 1 CU. YDS.	THICK INCHES	CU. YDS.						
1	US 224	0.00-2.23	2.23	11774	24	1	451	*30754	2307	108		1068		641								
1	US 224	2.23-2.63	0.40	2112	24/24	1	451	11264	845	39		391		235								
1	US 224	2.63-7.54	4.91	25925	24	1	451	*68678	5151	240		2385		1431								
1	US 224	7.54-7.83	0.29	1531	24/24	1	451	8166	612	29		284		170								
1	US 224	7.83-9.18	1.35	7128	24	1	451	19008	1426	67		660		396								
1	US 224	9.18-9.53 B	0.35	1848	24/24	1	451	9856	739	35		342		205								
1	US 224	9.58A-9.88	0.30	1584	24	1	451	4224	317	15		147		88								
	Extra areas calculated on Page 4							10306	772	41		357		211								
	Extra material for dip removal											200										
	Extra area for bridge deck treatment from pg. 8													77								
	Total Part 1		9.83	51902				162256	12169	574		5834		3454		136	300	100	500	50	50	

Full depth rigid pavement removal
and flexible replacement

- 1 848- 3/4" Asphalt Concrete AC-20, Type 1
- 2 848- 1 1/2" Asphalt Concrete AC-20, Type 2
- 3 407 - Tack Coat
- 3 407 - Cover Aggregate
- 4 Special - Full depth rigid pavement removal and flexible replacement
- 5 Special - Partial Depth pavement joint repair

Partial Depth Pavement Joint Repair



	Left			Right		
Station	Length (Ft.)	Width (Ft.)	Area (Sq.Ft.)	Length (Ft.)	Width (Ft.)	Area (Sq.Ft.)
0.70	12	12	144			
0.80				12	12	144
1.69	15	12	180			
2.09	12	12	144			
4.51				12	12	144
8.12	12	12	144			
Sub Total			612			288
Total						900

$$900 \div 9 = 100 \text{ Sq. Yd.}$$

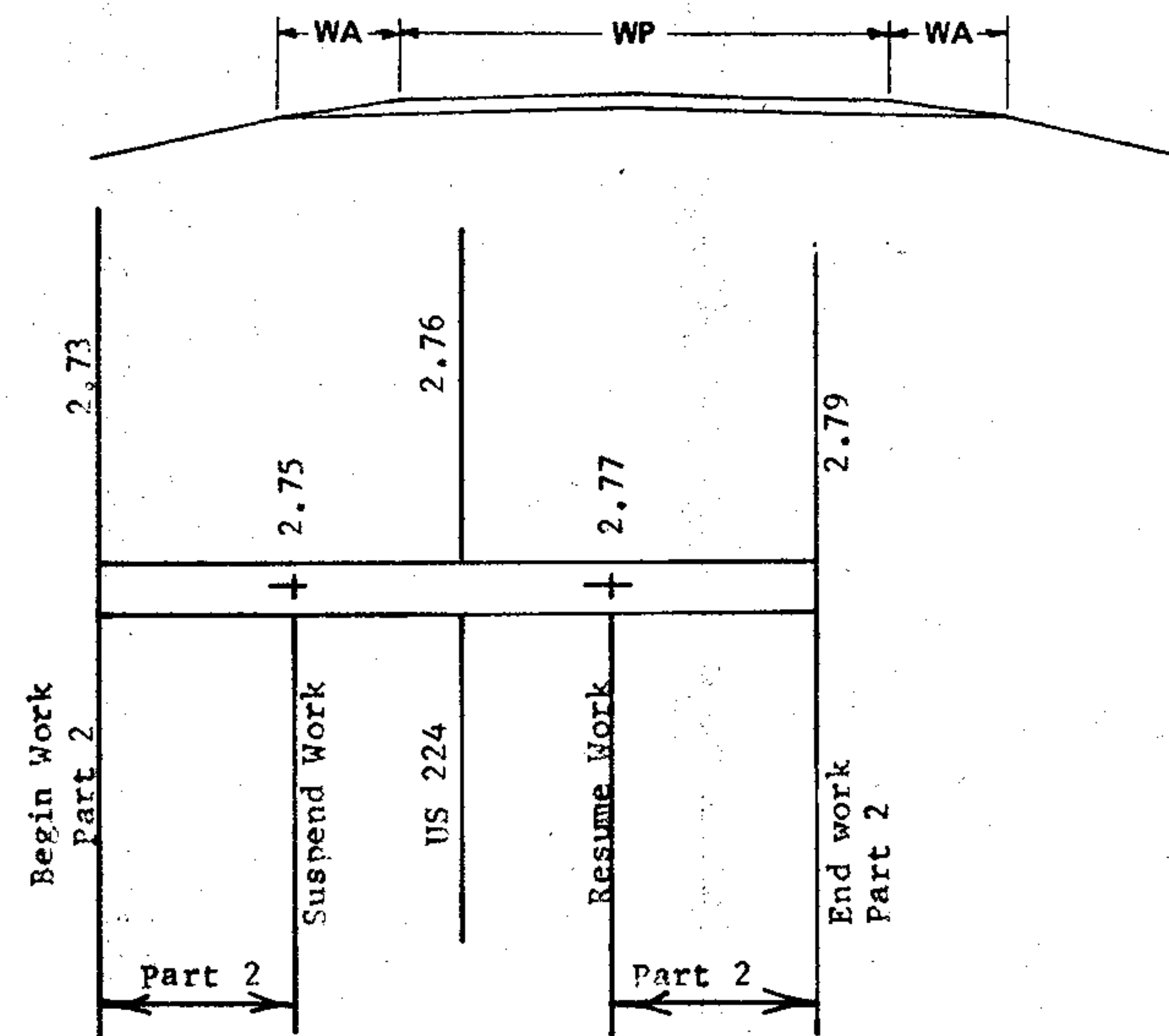
The area of partial depth pavement joint repair was
estimated as follows:

Transverse joints (12' long by 3' wide)
 $435 \times 12' \times 3' \div 9 = 1740 \text{ Sq. Yds.}$

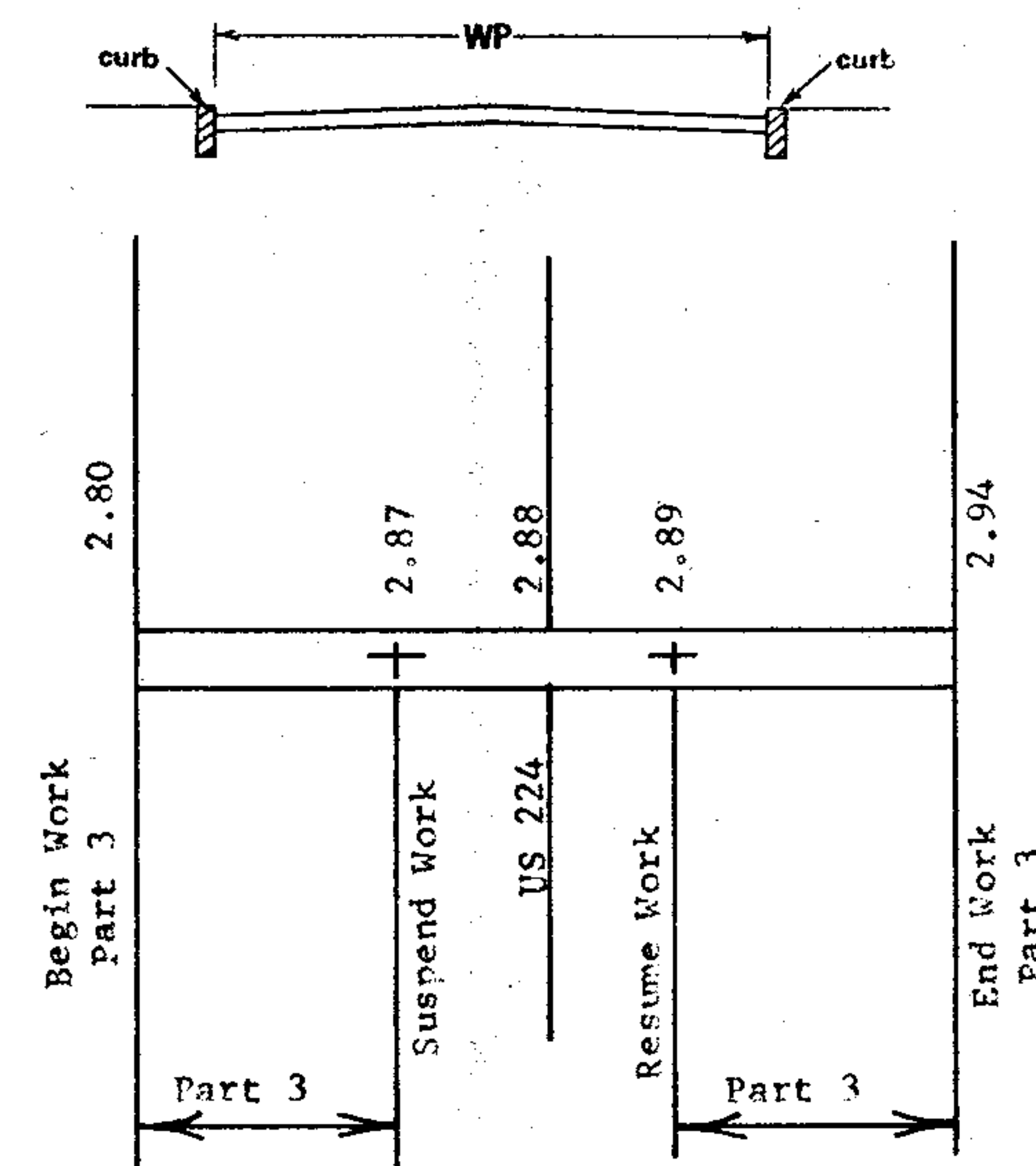
Longitudinal joints (60' long by 1' wide)
 $50 \times 60' \times 1' \div 9 = 333 \text{ Sq. Yds.}$

Total 2073 Sq. Yds.

TYPICAL I



TYPICAL 2



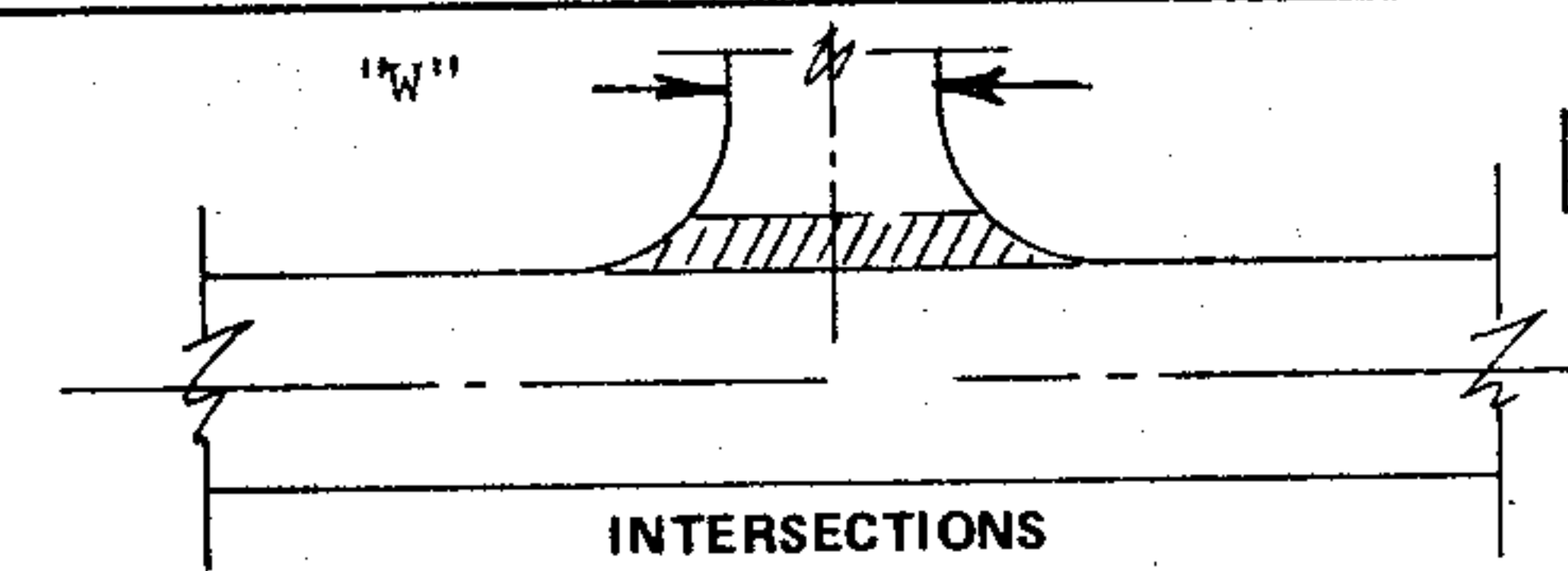
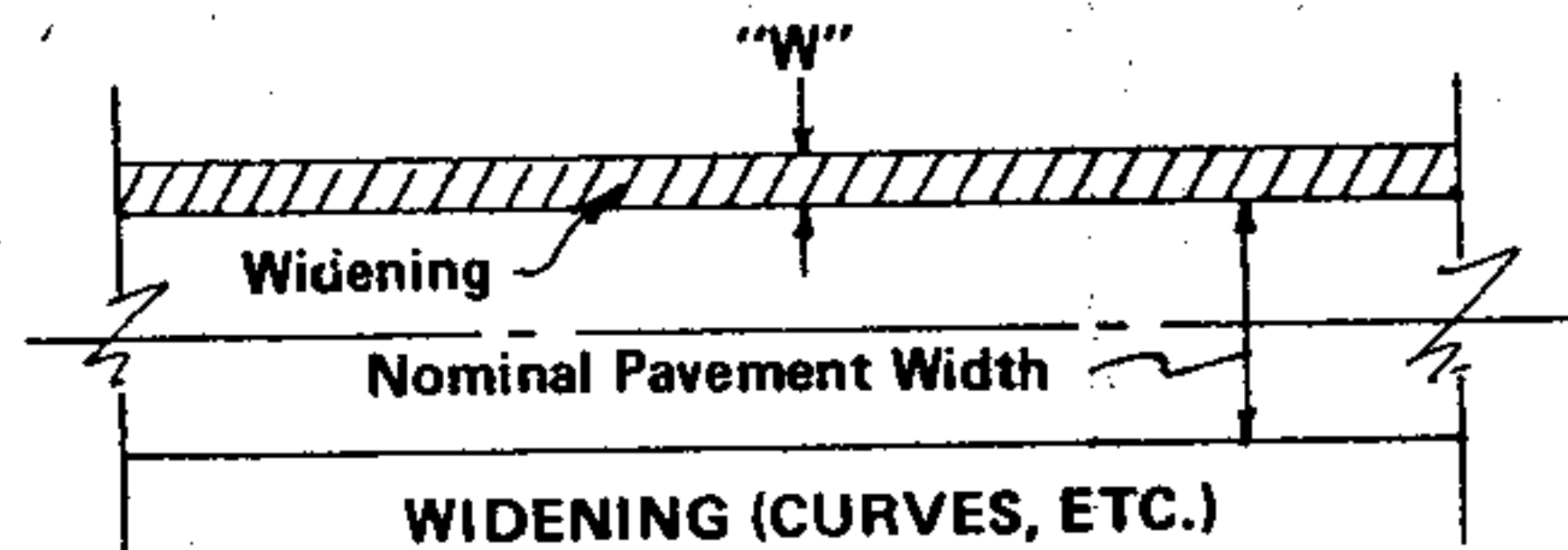
NO SCALE

PAVEMENT DATA

[illegible]

EXTRA AREA AND DEDUCTIONS

FOR PAVEMENT



PLAN NO. 108

11

P A R T	Inter- secting ROUTE with US 224	LOG POINT TO LOG POINT	SIDE of US 224	DESCRIPTION	LENGTH		WIDTH "W" IN FEET	AREA IN SQ. YDS.	PROPOSED ITEMS												
					MILES	LIN. FT.			407		ASPHALT CONCRETE			Monument box adj- usted to grade Each							
									TACK COAT @ .0075 gal./s.y. Gals.	COVER AGGR. @ .7... lbs./s.y. Tons	THICK INCHES 1.25	CU. YDS.									THICK INCHES 0.75
												ITEM 848 Type 2	ITEM 848 Type 1								
1	Martin	0.000-0.010	south		0.01	50	20	111	8	1		4	2		1						
1	Martin	0.015-0.025	north		0.01	50	20	111	8	1		4	2								
1	Rhodes	0.000-0.013	south		0.01	70	20	156	12	1		5	3								
1	Rhodes	0.018-0.031	north		0.01	70	20	156	12	1		5	3								
1	Congress Lake	0.000-0.013	south		0.01	70	20	156	12	1		5	3		1						
1	Congress Lake	0.018-0.031	north		0.01	70	20	156	12	1		5	3								
1	May	0.000-0.016	south		0.02	85	20	189	14	1		7	4		1						
1	May	0.021-0.035	north		0.01	75	20	167	12	1		6	3								
1	Conley	0.000-0.017	south		0.02	90	20	200	15	1		7	4								
1	Conley	0.022-0.037	north		0.02	80	20	178	13	1		6	4								
1	Schroeder	0.000-0.014	south		0.01	75	20	167	13	1		6	3		1						
1	Schroeder	0.019-0.028	north		0.01	50	20	111	8	1		4	2								
1	Waterloo	0.000-0.076	south		0.08	400	24	1067	80	4		37	22		1						
1	Waterloo	0.091-0.171	north		0.08	400	24	1067	80	4		37	22								
1	Hartville	0.000-0.052	south		0.05	275	20	611	46	2		21	13		1						
1	Hartville	0.060-0.117	north		0.06	300	20	667	50	2		23	13								
1	New Milford	0.000-0.020	south		0.02	108	20	240	18	1		8	5		1						
1	New Milford	0.025-0.048	north		0.02	122	20	271	20	1		9	6								
1	Waterloo	0.000-0.085	south		0.09	450	24	1200	90	4		42	25		1						
1	Waterloo	0.090-0.218	north		0.13	675	24	1800	135	6		63	37								
	Extra areas for intersection radii							1525	114	5		53	32								
	Total Extra area for Part I							10306	772	41		357	211		8						

PAVED SHOULDERS

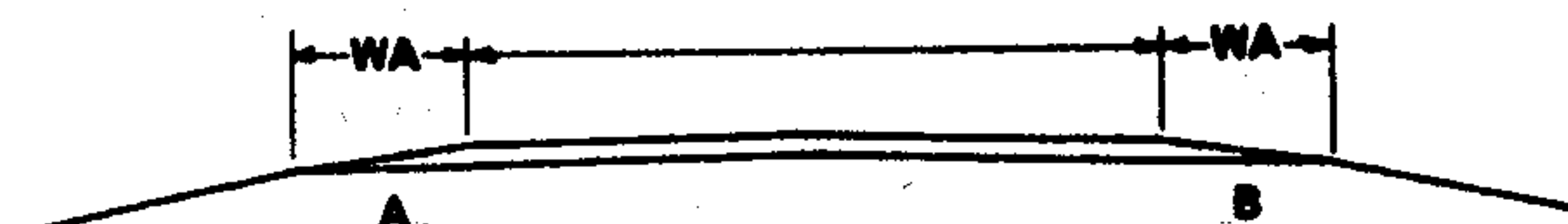
NOTES

PLAN NO. 108

5
11

* The bridge deck lengths for
POR 224 0104 and
POR 224 0713 have been
deducted to arrive at the
pavement length as shown

TYPICAL 1



TYPICAL 2



*** Item 617- Compacted aggregate
existing shoulder already paved.
Material to be used to back up
shoulders

**** Item 617-Compacted aggregate
extra material has been provided and
shall be used as specified in note
No. 4 prior to placing the bituminous
prime coat.

ITEM 411 - STABILIZED CRUSHED AGGREGATE: Whenever 411 stabilized
crushed aggregate is stipulated, the first paragraph of 411.03 is
waived and subgrade compaction shall be to the satisfaction of the
Engineer.

** One station equals 100 lin. ft.
Stations shall be measured along each
edge of pavement.

1. **ITEM 203 LINEAR GRADING:** This work shall consist of preparing a
subgrade for the shoulder paving by excavating the existing shoulder material to the
depth shown in the plan, or as directed by the Engineer to remove any unstable
material and by shaping and compacting the subgrade. The unsound or broken edge
of bituminous pavements shall first be trimmed to a line established by the Engineer.
The existing shoulder then shall be excavated and the subgrade shaped and
compacted. Compaction shall be carried out to the satisfaction of the Engineer by
means of a trench roller, 401.11. Areas graded in excess of depths specified or
directed by the Engineer shall be backfilled to desired grade using 617 Compacted
Aggregate at the contractor's expense. Excavated material shall be disposed of as
indicated in the plan.

- ☒ a. Used to back up shoulders where required; the balance to be disposed of
as directed by the Engineer.
- ☐ b. Disposed of by the Contractor at his own responsibility outside the limits
of the right-of-way.
- ☐ c. Wasted adjacent to the pavement and within the right-of-way as directed
by the Engineer.

2. **ITEM 848 ASPHALT CONCRETE:** Prior to placing a bituminous mixture for
shoulder paving, the edge of the existing pavement, for the full depth of the trench,
shall be coated with bituminous material in accordance with 401.12.

3. **ITEM 301 BITUMINOUS AGGREGATE BASE** may be used in lieu of Item
848 Asphalt Concrete, Type 2

4. **ITEM 617 COMPACTED AGGREGATE:** A quantity of Item 617 Compacted
Aggregate has been provided for areas where the shoulders were low prior to
grading and/or low areas caused by removal of unsuitable material.

5. **ITEM 408 BITUMINOUS PRIME COAT:** After application of the Prime
Coat, no further treatment shall be performed until so directed by the Engineer.

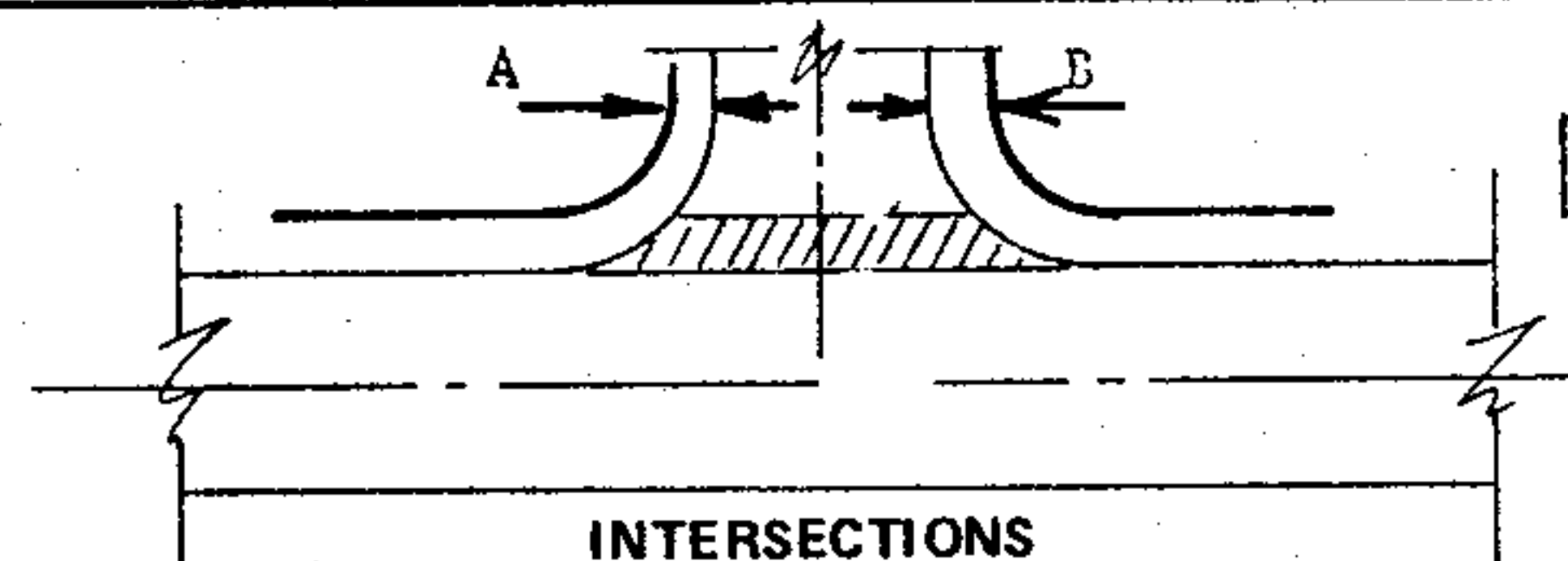
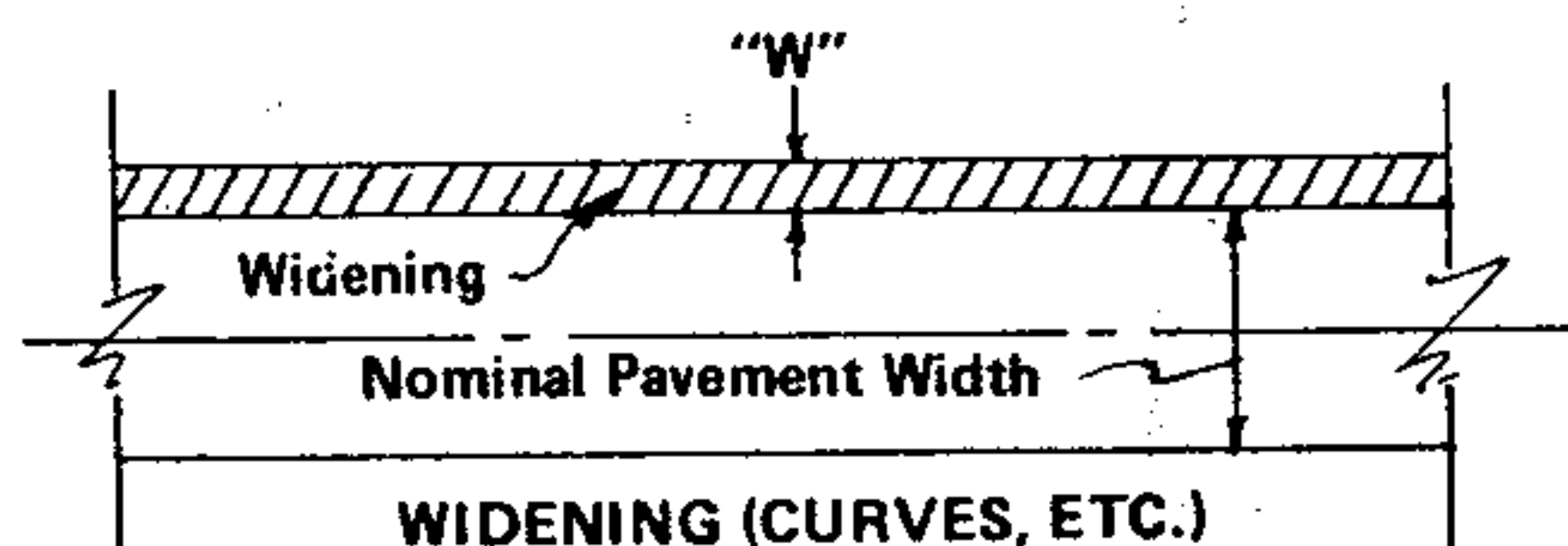
PAVED SHOULDER DATA

PAVED SHOULDER DATA																									
P A R T	ROUTE	LOG POINT TO LOG POINT	LENGTH		T Y P I C A L	PROPOSED WIDTH (FT.)				SHOULDER AREA SQ. YDS.	203		848 Type 2		411		408	409		617***	605	407	848 Type 1	N O T E S	
			MILES	LIN. FT.		A	B	C	D		LINEAR GRADING		ASPHALT CONCRETE		STABILIZED CRUSHED AGGREGATE		PRIME	SEAL		COMPACTED AGGREGATE	AGGREGATE DRAINS	Tack Coat @ 0.075 Gal/SY	Asphalt Concrete at 3/4" Avg. thickness		
											DEPTH INCHES	**STA.	AVG. THICK INCHES	CU. YDS.	AVG. THICK INCHES	CU. YDS.	Bit. Matl. MC 30 or 70 @ 0.50 gal./s.y. GALS.	Bit. Matl. MC 800 or 3000 @ 0.35 gal./s.y. GALS.	Aggr. #8 @ 0.008 c.y./s.y. CU. YDS.	" 2.0 aver- age thickness CU. YDS.	LIN. FT.	GALS.	CU. Yds.		
1	224	0.00-2.23	2.23	*11629	1	3	3		7753			1.25	269					2714	62	431		581	161		
1	224	2.23-2.63	0.40	2112	2	3		3	1408			1.25	49					493	11	78		106	29		
1	224	2.23-2.63	0.40	2112	2		3	3	1408	0.75	42.24	3.00	117			704	493	11	78				29		
1	224	2.63-7.54	4.91	*25832	1	3	3		17221			1.25	598					6027	138	957			359		
1	224	7.54-7.83	0.29	1531	2	3		3	1021			1.25	35					357	8	57		77	21		
1	224	7.54-7.83	0.29	1531	2		3	3	1021	0.75	30.62	3.00	85			511	357	8	57				21		
1	224	7.83-9.18	1.35	7128	1	3	3		4752			1.25	165					1663	38	264			99		
1	224	9.18-9.53 B	0.35	1848	2	3		3	1232			1.25	43					431	10	68		92	26		
1	224	9.18-9.53 B	0.35	1848	2		3	3	1232	0.75	36.96	3.00	103			616	431	10	68				26		
1	224	9.58 A-9.88	0.30	1584	1	3	3		1056			1.25	37					370	8	59		79	22		
		Extra areas calculated on page 6							2377		71.30		135					1195	832	19.03	135			51	
		**** Extra material																		100					4
	Total Part 1		9.83	51664					40481		181.12		1636					3026	14168	323.03	2352		935	844	

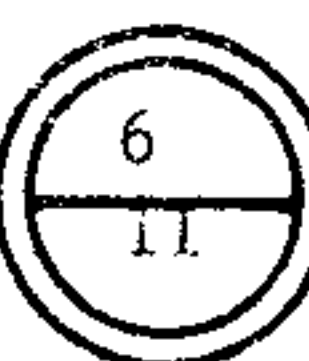
EXTRA AREA AND DEDUCTIONS

FOR PAVED SHOULDERS

** One station equals 100 Lin. Ft.
Stations shall be measured along
each edge of pavement



PLAN NO. 108



P A R T	Inter- secting ROUTE with US 224	LOG POINT TO LOG POINT	SIDE of US 224	PROPOSED SHOULDER WIDTH (FT)				LENGTH		WIDTH "W" IN FEET	Shoulder AREA IN SQ. YDS.	PROPOSED ITEMS								408	409	617		
				A	B	C	D	MILES	LIN. FT.			407		ASPHALT CONCRETE			203		Prime	Seal		Compact- ed aggregate CU.YDS		
												TACK COAT @..... gal./s.y. Gals.	COVER AGGR. @..... lbs./s.y. Tons	THICK INCHES 2.00	CU. YDS.		THICK INCHES 0.75	Linear Grading		Bit.Matl	Bit.Matl			Aggr
															ITEM 84B Type 2	ITEM 84B Type 1		Depth inches	** STA	MC 30or 70 @0.50 Gal/SY GALS	MC 300 or 3000 @ 0.35 Gal/SY GAL.			#8 @ 0.008 CY/SY CU.Yds.
1	Martin	0.000-0.010	south	3	3			0.01	50		33				2	1		0.75	1.00	17	12	0.26	2	
1	Martin	0.015-0.025	north	3	3			0.01	50		33				2	1		0.75	1.00	17	12	0.26	2	
1	Rhodes	0.000-0.013	south	3	3			0.01	70		47				3	1		0.75	1.40	24	16	0.38	3	
1	Rhodes	0.018-0.031	north	3	3			0.01	70		47				3	1		0.75	1.40	24	16	0.38	3	
1	Congress Lake	0.000-0.013	south	3	3			0.01	70		47				3	1		0.75	1.40	24	16	0.38	3	
1	Congress Lake	0.018-0.031	north	3	3			0.01	70		47				3	1		0.75	1.40	24	16	0.38	3	
1	May	0.000-0.016	South	3	3			0.02	85		57				3	1		0.75	1.70	29	20	0.46	3	
1	May	0.021-0.035	north	3	3			0.01	75		50				3	1		0.75	1.50	25	18	0.40	3	
1	Conley	0.000-0.017	south	3	3			0.02	90		60				3	1		0.75	1.80	30	21	0.48	3	
1	Conley	0.022-0.037	north	3	3			0.02	80		53				3	1		0.75	1.60	27	19	0.42	3	
1	Schroeder	0.000-0.014	south	3	3			0.01	75		50				3	1		0.75	1.50	25	18	0.40	3	
1	Schroeder	0.019-0.028	north	3	3			0.01	50		33				2	1		0.75	1.00	17	12	0.26	2	
1	Waterloo	0.000-0.076	south	3	3			0.08	400		267				15	6		0.75	8.00	134	93	2.14	15	
1	Waterloo	0.082-0.158	north	3	3			0.08	400		267				15	6		0.75	8.00	134	93	2.14	15	
1	Hartville	0.000-0.052	south	3	3			0.05	275		183				10	4		0.75	5.50	92	64	1.46	10	
1	Hartville	0.057-0.114	north	3	3			0.06	300		200				11	4		0.75	6.00	100	70	1.60	11	
1	New Milford	0.000-0.020	south	3	3			0.02	108		72				4	2		0.75	2.16	36	25	0.58	4	
1	New Milford	0.025-0.048	north	3	3			0.02	122		81				5	2		0.75	2.44	41	28	0.65	5	
1	Waterloo	0.000-0.085	south	3	3			0.09	450		300				17	6		0.75	9.00	150	105	2.40	17	
1	Waterloo	0.090-0.218	north	3	3			0.13	675		450				25	9		0.75	13.50	225	158	3.60	25	
Total extra area for part 1								0.68	3565		2377				135	51			71.30	1195	832	19.03	135	

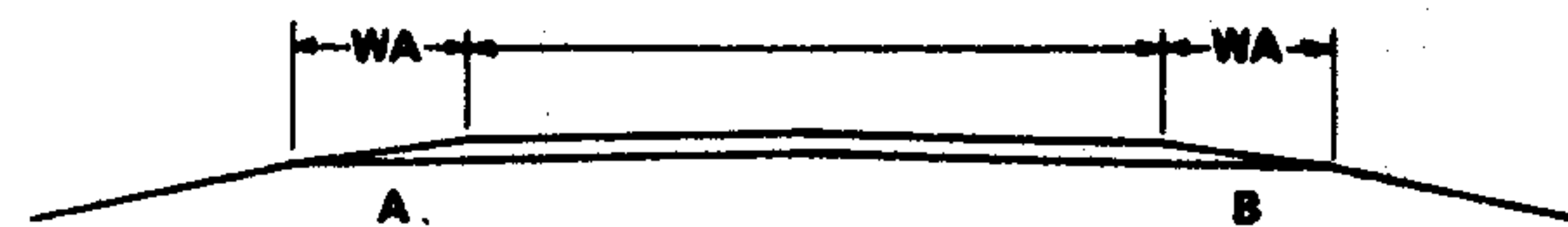
PAVED SHOULDERS

*NOTES

PLAN NO.	08
----------	----

$$\frac{7}{11}$$

TYPICAL I



TYPICAL 2



ITEM 411 - STABILIZED CRUSHED AGGREGATE: Whenever 411 stabilized crushed aggregate is stipulated, the first paragraph of 411.03 is waived and subgrade compaction shall be to the satisfaction of the Engineer.

**** One station equals 100 lin. ft. Stations shall be measured along each edge of pavement.**

- 1. ITEM 203 LINEAR GRADING:** This work shall consist of preparing a subgrade for the shoulder paving by excavating the existing shoulder material to the depth shown in the plan, or as directed by the Engineer to remove any unstable material and by shaping and compacting the subgrade. The unsound or broken edge of bituminous pavements shall first be trimmed to a line established by the Engineer. The existing shoulder then shall be excavated and the subgrade shaped and compacted. Compaction shall be carried out to the satisfaction of the Engineer by means of a trench roller, 401.11. Areas graded in excess of depths specified or directed by the Engineer shall be backfilled to desired grade using 617 Compacted Aggregate at the contractor's expense. Excavated material shall be disposed of as indicated in the plan.

- ☒ a. Used to back up shoulders where required; the balance to be disposed of as directed by the Engineer.
- ☐ b. Disposed of by the Contractor at his own responsibility outside the limits of the right-of-way.
- ☐ c. Wasted adjacent to the pavement and within the right-of-way as directed by the Engineer.

2. ITEM 848^{Type 2} ASPHALT CONCRETE: Prior to placing a bituminous mixture for shoulder paving, the edge of the existing pavement, for the full depth of the trench, shall be coated with bituminous material in accordance with 401.12.

3. ITEM 301 BITUMINOUS AGGREGATE BASE may be used in lieu of Item
848 Asphalt Concrete, Type 2

4. ITEM 617 COMPACTED AGGREGATE: A quantity of Item 617 Compacted Aggregate has been provided for areas where the shoulders were low prior to grading and/or low areas caused by removal of unsuitable material.

5. ITEM 408 BITUMINOUS PRIME COAT: After application of the Prime Coat, no further treatment shall be performed until so directed by the Engineer.

PAVED SHOULDER DATA

[illegible]

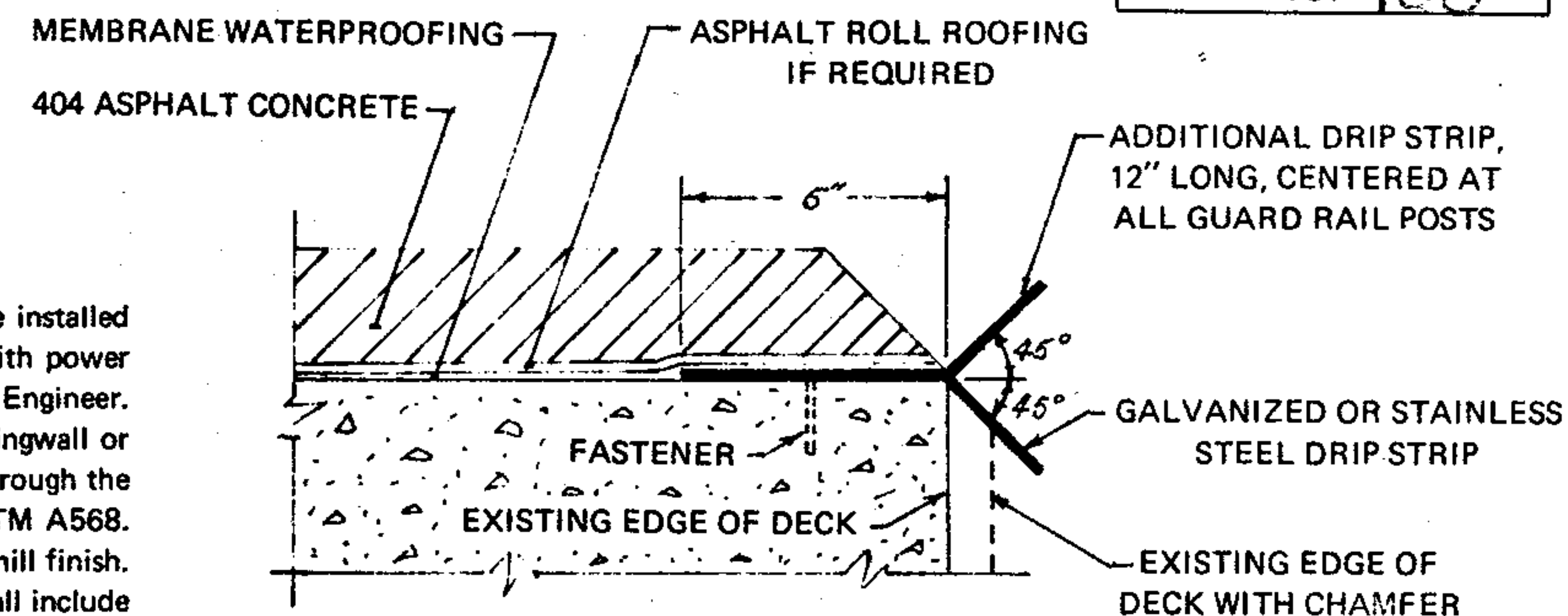
PROTECTIVE COURSE FOR MEMBRANE
WATERPROOFING

MEMBRANE WATERPROOFING, Sheet Type

1: A minimum of 1-1/2 inches of **848** Asphalt Concrete shall be placed over the membrane.

MEMBRANE WATERPROOFING: A minimum of 2-1/2 inches of ~~848~~ Asphalt Concrete shall be placed over the membrane.

DRIP STRIP: Prior to applying deck membrane waterproofing, a bent drip strip shall be installed along the edges of the deck as shown. The strips shall be fastened at 3'-0" c/c maximum with power driven pins or no. 10 galvanized screws and expansion anchors, subject to the approval of the Engineer. The strips shall be placed the full length of the deck, ending at the face of the abutment wingwall or steel end dam angle. Where splices are required a 3" (Min.) lap shall be used with a fastener through the lap. Steel for galvanized strips shall be 8" X 0.105" and shall meet the requirements of ASTM A568. Galvanizing shall be in accordance with 711.02. Stainless steel shall be 18 gauge ASTM 304 mill finish. Payment shall be at the contract price bid for item Special Sq. Ft. Steel Drip Strip, which shall include all materials, labor, tools and incidentals necessary to complete item.



* A 167-74, type 304,

TYP. SEC. DRIP STRIP

BRIDGE DECK DATA

[illegible]

GENERAL SUMMARY

ITEM	Part 1	Part 2	Part 3	GRAND TOTAL PARTS 1-3	UNIT	DESCRIPTION
407	13104	42	127	13273	Gals.	Tack Coat, SS-1, SS-1H, MS-2, RS-1 or RC-250
407	574	2	5	581	Tons	Cover Aggregate
848	7470	32	94	7596	Cu. Yds.	Asphalt Concrete AC-20, Type 2, Intermediate course
848	4298	14	45	4357	Cu. Yds.	Asphalt Concrete AC-20, Type 1, Surface course
408	3026	72	212	3310	Gals.	Bituminous prime coat (RT 2 or 3), (MC 30 or 70) or primer 20 for shoulders
409	14168	50	148	14366	Gals.	Seal coat bituminous material, RS-2, CRS-2, CRAE 800, (MC 800 or 3000) or (RT 9 or 10) for shoulders
409	323.03	2	3	328.03	Cu.Yds.	Seal coat cover aggregate, #8 for shoulders
202	136			136	Each	Precast traffic dividers removed for storage, as per plan
202	300			300	Sq.Yds.	Wearing course removed,
Special	100			100	Sq.Yds.	Full depth rigid ^{pavement} removed and flexible replacement, as per plan
Special	500			500	Lin.Ft.	Pressure relief joints, as per plan
203	181.12	4.26	12.68	198.06	Station	Linear grading,
604	8			8	Each	Monument box adjusted to grade
Special	50			50	Cu.Yds.	Undercutting subgrade and subbase, as per plan
605	50			50	Lin.Ft.	Aggregate drains
617					Sq. Yds.	Shoulder Preparation
617	2352	8	24	2384	Cu. Yds.	Compacted Aggregate
614	Lump	Lump	Lump	Lump	Lump	Maintaining Traffic

GENERAL NOTES

ITEM 202 Wearing Course Removed:
Estimated quantities have been designated and are to be used
where and as directed by the engineer.

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.

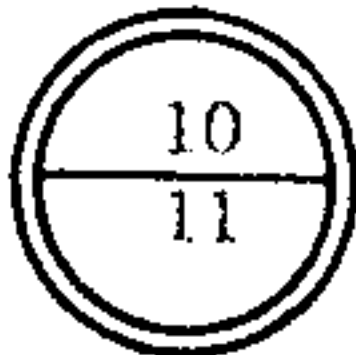
TACK COAT:

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: Pressure relief joints; Item estimated only and to be placed where and as directed by the engineer. Item may be placed at right angles to the pavement at deteriorated joints.

ITEM SPECIAL: Full depth rigid 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. See Page 2 A for approximate locations.

ITEM 202: Precast traffic dividers removed for storage. Precast traffic dividers to be removed by contractor and loaded into a vehicle provided by the State. Payment to include cost for filling holes, due to removal of traffic dividers, with asphalt concrete.



GENERAL SUMMARY

ITEM	Part 1	Part 2	Part 3		GRAND TOTAL <i>PARTS 1-3</i>	UNIT	DESCRIPTION
407						Gals.	Tack Coat, SS-1, SS-1H, MS-2, RS-1 or RC-250
407						Tons	Cover Aggregate
403						Cu. Yds.	Asphalt Concrete AC-20
404						Cu. Yds.	Asphalt Concrete AC-20
Special	246				246	Sq. Yds.	Patching concrete bridge decks, Type I
Special	1099				1099	Sq. Yds.	Membrane waterproofing
516	80				80	Lin.Ft.	Vertical extension of structural expansion joints
Special	2073				2073	Sq.Yds.	Partial depth pavement joint repair
617						Sq. Yds.	Shoulder Preparation
617						Cu. Yds.	Compacted Aggregate
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.

INTERMEDIATE COURSE AND/OR SPOT LEVELING OR PATCHING:

This material shall be placed in a separate operation where and as directed by the engineer.

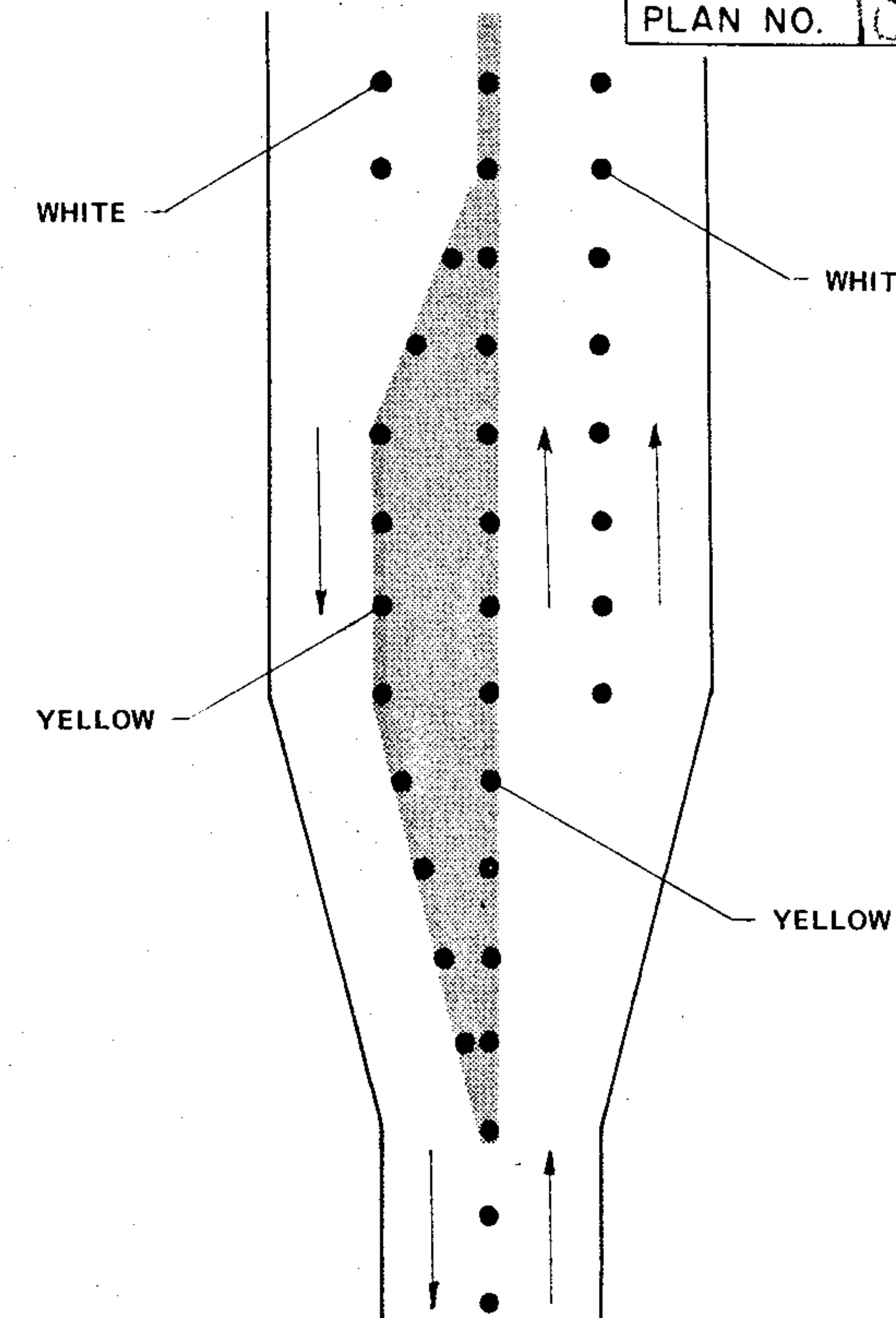
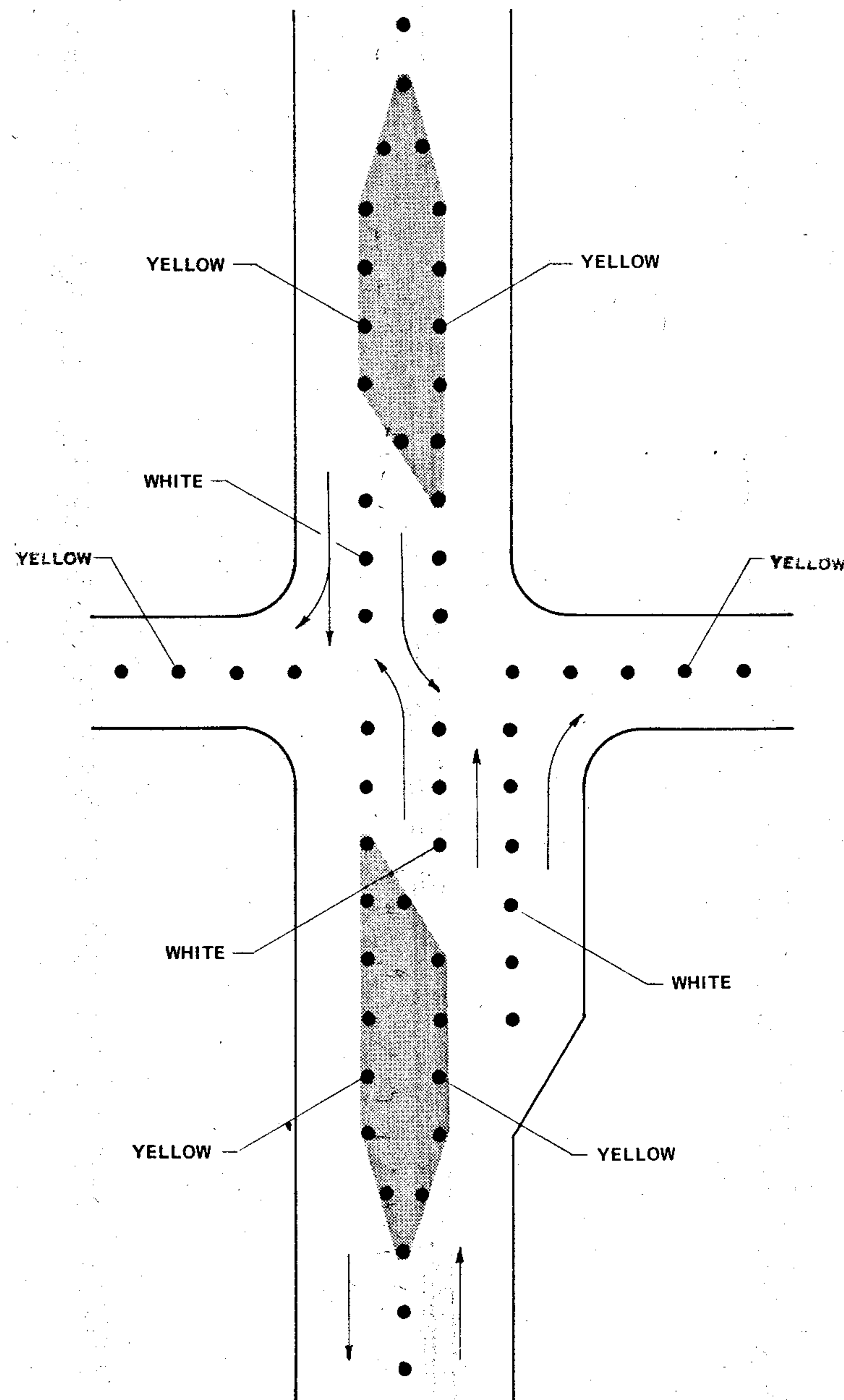
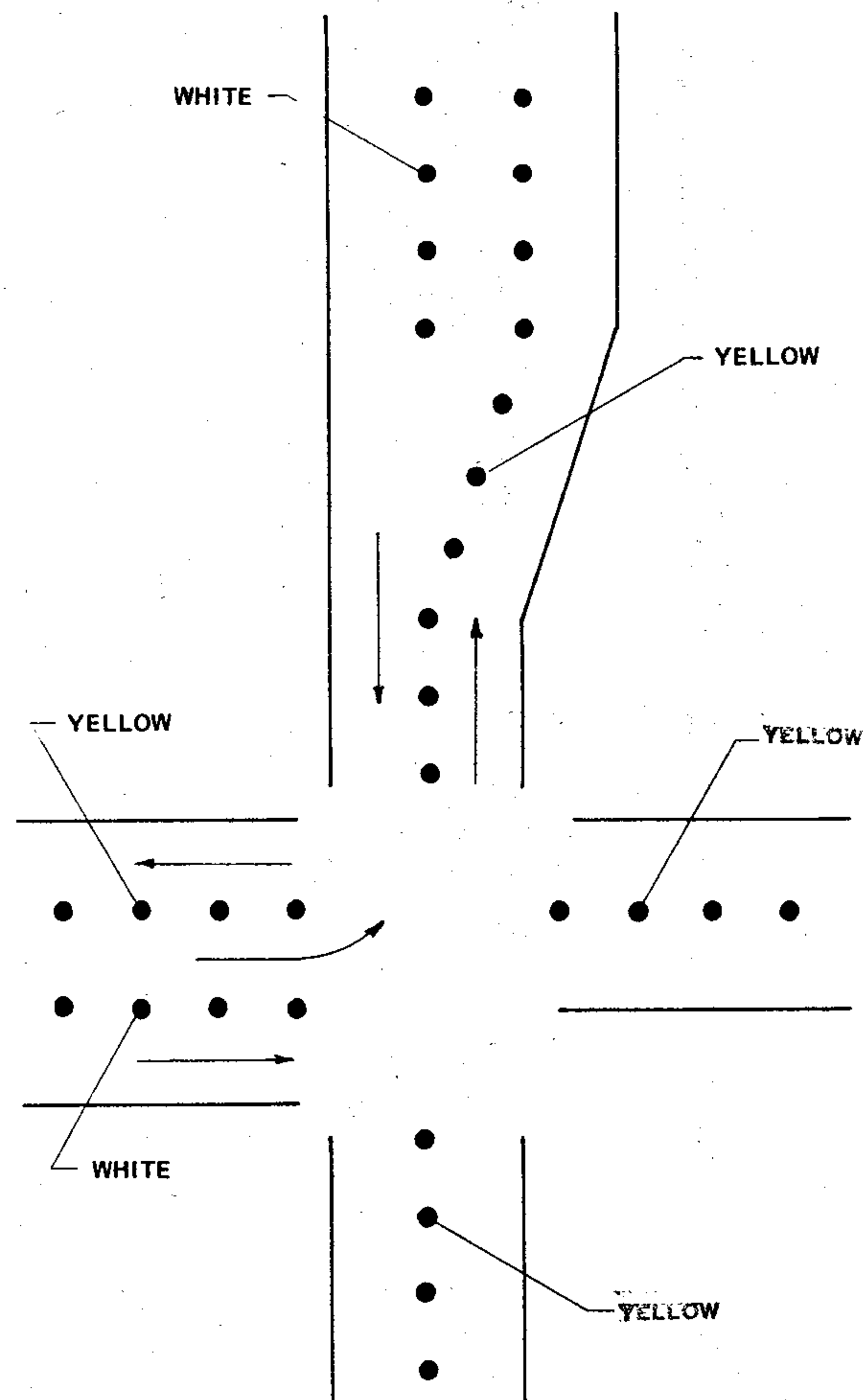
ALIGNMENT AND PROFILE:

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 Partial Depth Pavement Joint Repair
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.

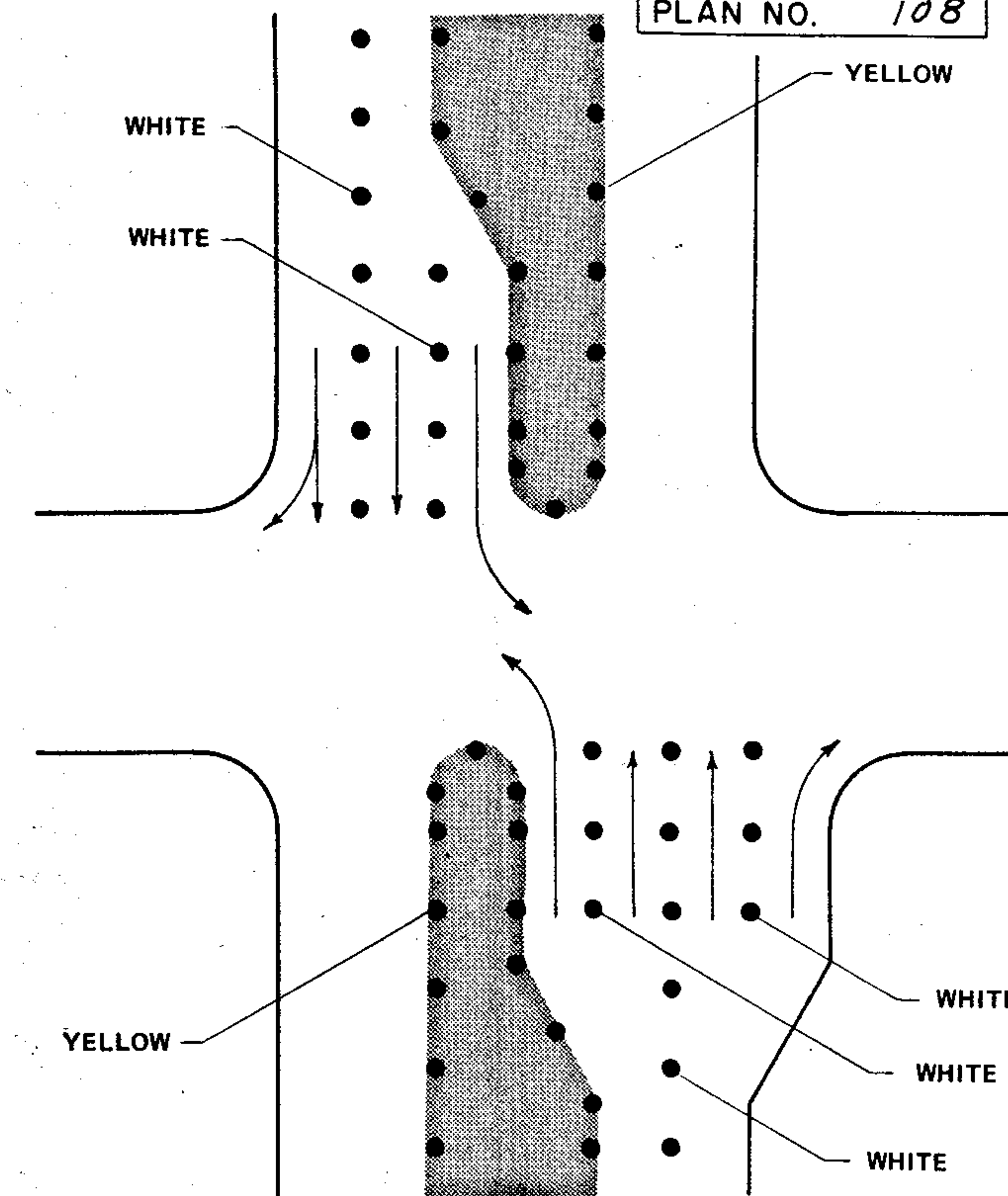
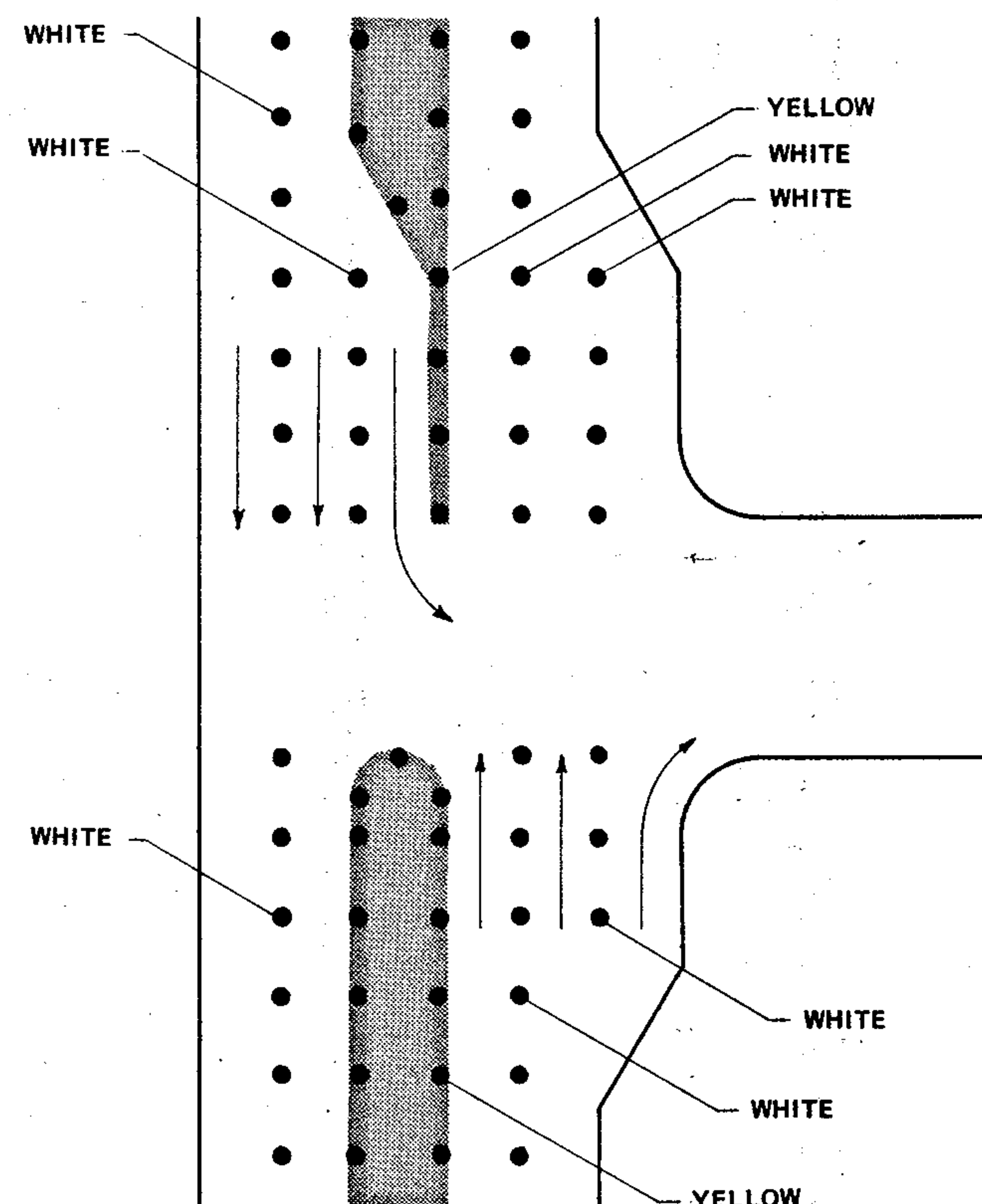
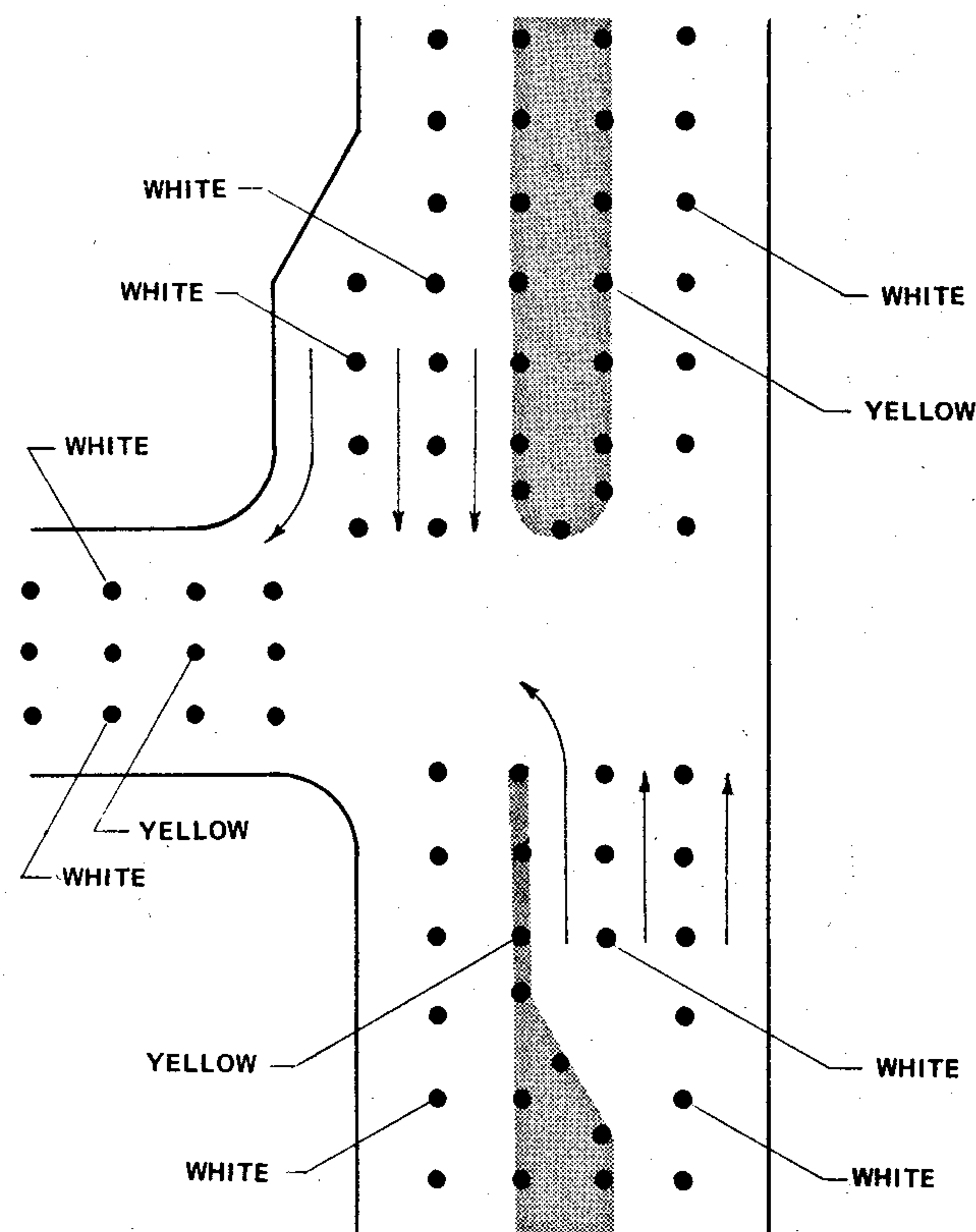


These sketches do not represent intersections, but only typical pavement marking configurations which may be encountered. The yellow and white plastic marking shall be placed where the corresponding paint colors would normally be required in accordance with the Uniform Traffic Manual.

GENERAL NOTES

1. Lines of relatively short length such as intersection channelizing, or transition lines shall have a minimum of three (3) plastic dots.
2. Spotting of the surface course shall be either by embedding plastic dots into the surface on the final rolling operation or applying lane tape to the completed surface. Lane marking tape shall be used on leveling courses.

BUREAU OF TRAFFIC CONTROL OHIO DEPARTMENT OF TRANSPORTATION	
TEMPORARY PAVEMENT MARKING FOR TWO LANE HIGHWAYS	DATE
APPROVED _____ DR. 888 CK.	ENGINEER OF TRAFFIC



GENERAL NOTES

1. Lines of relatively short length such as intersection channelizing, or transition lines shall have a minimum of three (3) plastic dots.
2. Spotting of the surface course shall be either by embedding plastic dots into the surface on the final rolling operation or applying lane tape to the completed surface. Lane marking tape shall be used on leveling courses.

These sketches do not represent intersections, but only typical pavement marking configurations which may be encountered. The yellow and white plastic marking shall be placed where the corresponding paint colors would normally be required in accordance with the Uniform Traffic Manual.

BUREAU OF TRAFFIC CONTROL OHIO DEPARTMENT OF TRANSPORTATION		
TEMPORARY PAVEMENT MARKING FOR FOUR LANE HIGHWAYS		DATE _____
APPROVED _____		ENGINEER OF TRAFFIC _____
DR. _____	CK. _____	_____