

OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

FHWA REGION	STATE	FEDERAL PROJECT
5	OHIO	

PLAN NO. 155

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
				BEGIN	END				
1	POR	US224	(9.84)	9.84	12.99	3.15			
2	POR	SR44	(8.29)	8.29	8.35	0.06			
3	POR	SR5	(0.19-0.42)	0.19	0.77	0.58			
4	POR	SR44	(0.00)	0.00	0.20	0.20			
5	POR	SPUR SR44 (SPUR)	(0.11)	0.11	0.19	0.08			

FR-000F(17)

The Standard 1987 Specifications of the State of Ohio, Department of Transportation, Inc. changes and Supplemental Specifications listed in the plans and proposal shall govern improvements.

I hereby approve these plans and declare that the making of these improvements will closing of the highways to traffic on Parts No. and it will be provided by State forces. The closing to traffic of the highways will not be required No. 1-5 and provisions for the maintenance and safety will be as indicated in the proposal.

Approved Date 8-27-86 Francis V. Fischer District Deputy Director of Transportation

Approved Date 5-13-87 Walter J. Justinger Engineer of Bridges

Approved Date Engineer of Maintenance

Approved Date 5-29-87 James R. Longenecker 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

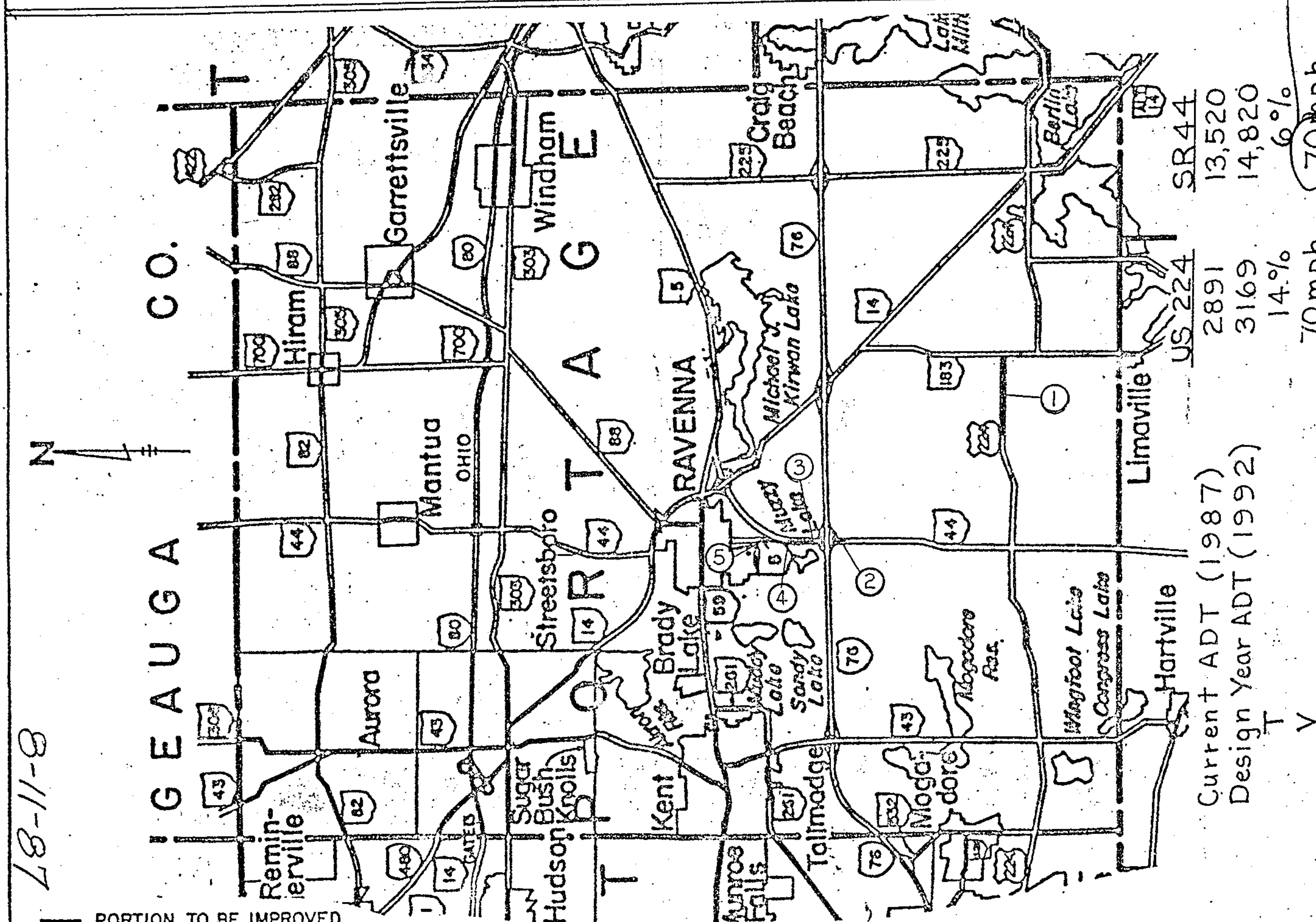
Approved Date 5/29/87 Warren J. Smith Director, Department of Transportation

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

STANDARD DRAWINGS	SUPPLEMENTAL SPECIFICATIONS
MT-99.10	11-14-86 55-845 2-25-86
BP-5	1-11-85 55-953 8-21-80
BP-13	1-11-85
CB-2-2-A18	5-1-79
HW-4B	4-1-80
MC-1	6-13-69
MC-6	1-30-84
BP-11	1-30-84
MT-99.20	11-14-86



LOCATION MAP

Sheets added 22A, 22B & 22C

521(87) for

8-11-87

GENERAL NOTES

2
25

PLAN NO.
155

ESTIMATED QUANTITIES:

Specific locations and usage of estimated quantities set up on this plan to be used as directed by the engineer shall be made a matter of record by incorporation into the final change order governing completion of this project. Estimated quantities of material shall not be ordered for delivery to the project unless authorized 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.

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.

INTERMEDIATE COURSE, SPOT LEVELING AND PATCHING:

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

TACK COAT: as per plan

407.04 Preparation of Surface. The Contractor shall be responsible for removing all dirt, vegetation, etc. to expose the existing paved shoulder at no additional cost to the State.

On this project, all cover aggregate required, in accordance with 407.06, shall be included in the unit bid price for 407 Tack Coat, As Per Plan

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 square yard.

ITEM 202 WEARING COURSE REMOVED:

Estimated quantities have been provided and shall be used where and as directed by the engineer.

ITEM 659 SEEDING AND MULCHING:

All areas shall be seeded with the mixture required for urban areas.

INTERSECTIONS:

Intersections shall be resurfaced a minimum of 25 ft. beyond the edgeline unless otherwise directed by the engineer. Estimated average thickness 1.25 inches. When aggregate intersections are encountered, the average thickness shall be 3.0 inches and any grading or prime necessary to accomplish work shall be included in the cost of Item 404.

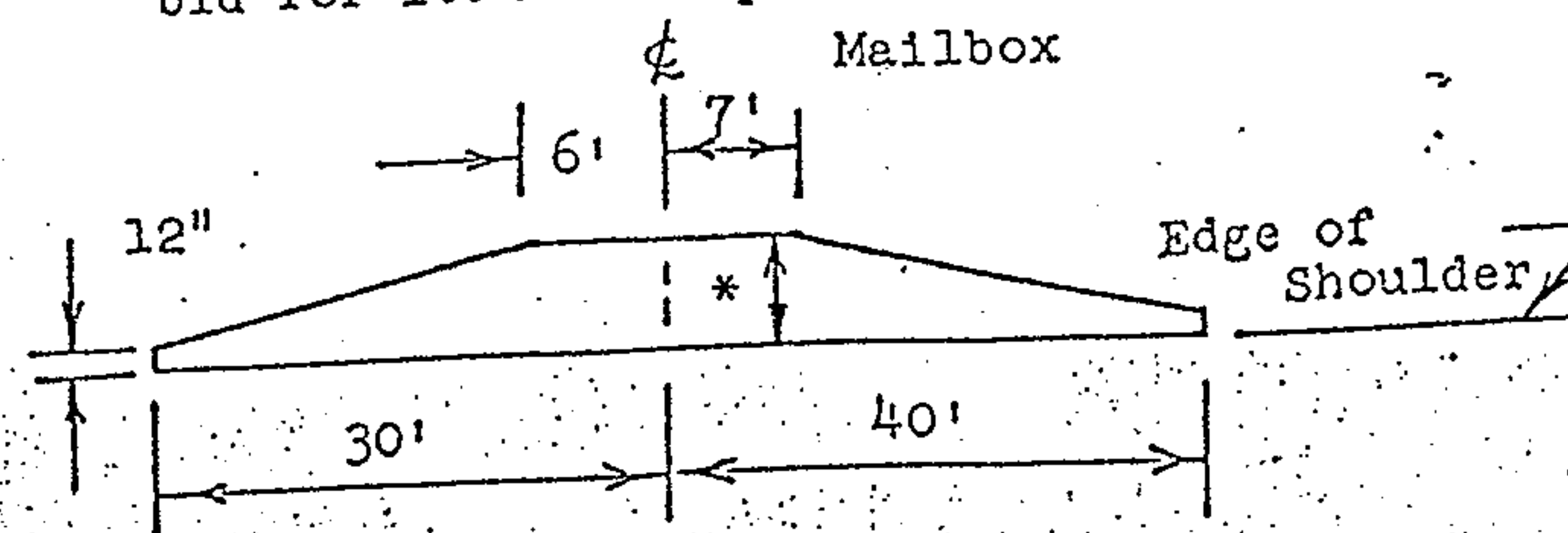
PAVED SHOULDERS:

402/403/404 Asphalt Concrete for shoulders may be placed in the same operation as adjacent pavement overlay.

PAVED MAILBOX APPROACHES:

All existing mailbox approaches shall be paved with 404 Asphalt Concrete as per typical shown or as near as practicable. Aggregate approaches shall have 2.0" minimum thickness; improved approaches shall have 1.0" minimum thickness. The contractor has the option of paving the mailbox approaches with either the paving of the driveways or the paving of the mainline and shoulders. Payment shall be as follows:

1. Should the contractor elect to pave the mailbox approaches with the driveways then all grading, prime, tack, tools, equipment, material and incidentals required to layout and construct the mailbox approaches shall be included in the unit price bid for Item 404 Asphalt Concrete AC-20 for Driveways.
2. Should the contractor elect to pave the mailbox approaches with the mainline and shoulders then all grading, prime, tack, tools, equipment, material and incidentals required to layout and construct the mailbox approaches shall be included in the unit price bid for Item 404 Asphalt Concrete AC-20.



* Variable Width - Maximum 6'-0"

ITEM 404 ASPHALT CONCRETE AC-20 FOR DRIVEWAYS:

This item of work shall consist of paving all existing driveways, 2" minimum aggregate or 1" minimum improved, a distance of 15 feet from the edge of the paved shoulder unless otherwise directed by the engineer. All grading, prime, tack, tools, equipment, material and incidentals required to layout and construct the driveways shall be included in the unit price bid for Item 404 Asphalt Concrete AC-20 for driveways.

ITEM SPECIAL MAILBOX SUPPORTS:

This item shall consist of replacing and resetting all non-standard mailbox supports with pressure treated four inch by four inch (nominal) timber posts meeting AASHTO M 133-81 AWPA P 8. Contractor shall be responsible for contacting local postmaster to determine proper height, depth of embedment and location of supports. All materials, labor, equipment, tools and incidentals necessary to complete the removal and installation of the existing mailbox on the new timber posts and resetting the mailbox posts shall be included in the unit price bid for Item Special Mailbox Supports.

ITEM 403 ASPHALT CONCRETE

An estimated quantity of Item 403 Asphalt Concrete has been provided to correct existing low paved shoulder profile:

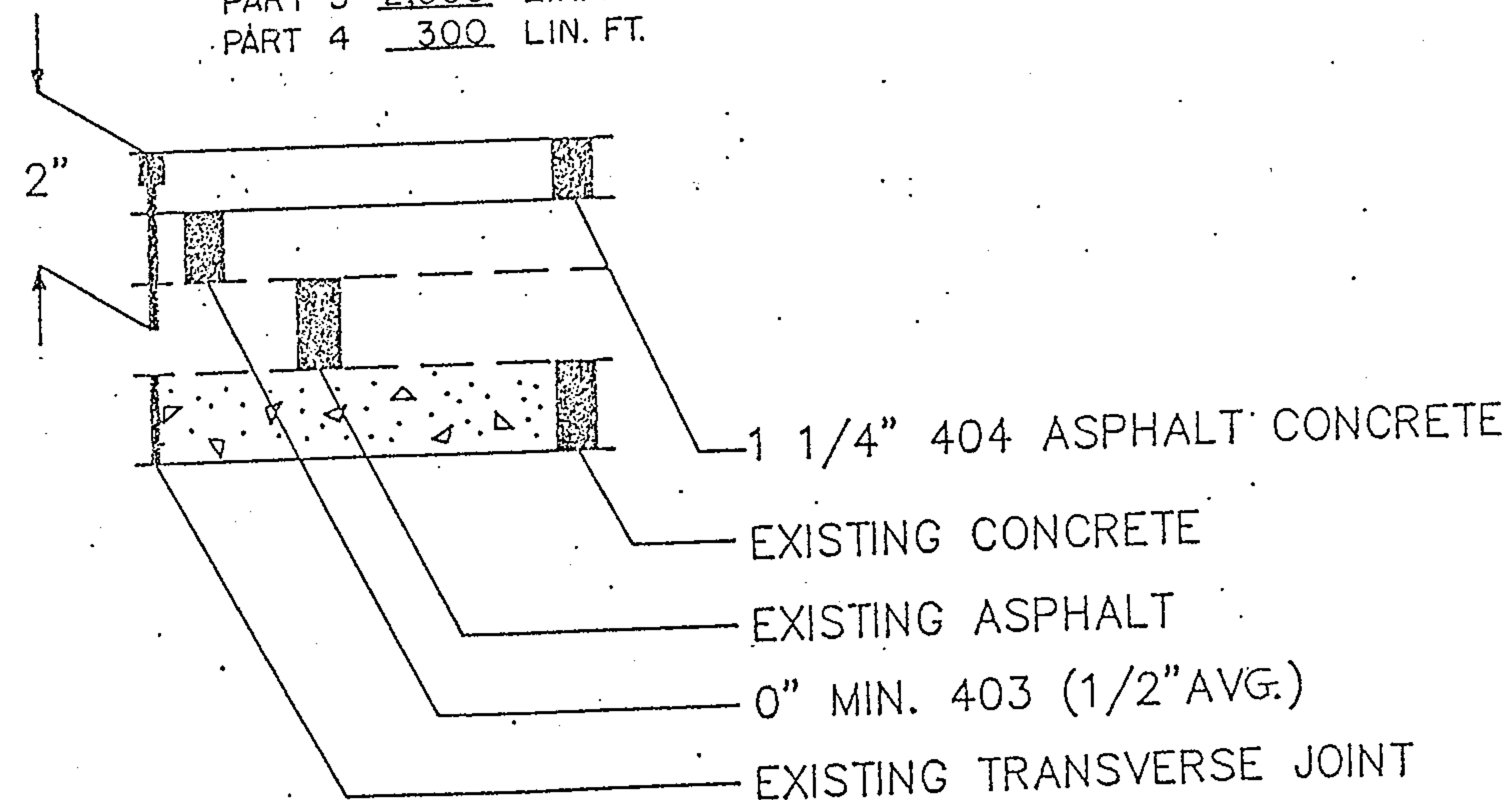
Item 403 ASPHALT CONCRETE	
PART 1	322 Cu. Yd.
PART 2	4 Cu. Yd.
PART 3	37 Cu. Yd.
PART 4	7 Cu. Yd.

GENERAL NOTES

ITEM SPECIAL - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04

AN ESTIMATED QUANTITY OF SEE BELOW OF ITEM SPECIAL, SAWING AND SEALING TRANSVERSE JOINTS HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE WITH THIS ITEM:

PART 1 8000 LIN. FT.
PART 2 200 LIN. FT.
PART 3 2,000 LIN. FT.
PART 4 300 LIN. FT.



PRESSURE RELIEF JOINTS

QUANTITY FOR PRESSURE RELIEF JOINTS AND 605 AGGREGATE DRAINS ARE CARRIED TO THE GENERAL SUMMARY. PLACEMENT OF THESE ITEMS ARE TO AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH STANDARD DRAWINGS BP-11.

ITEM SPECIAL PRESSURE RELIEF JOINTS, TYPE "C" ITEM 605 AGGREGATE DRAINS

PART 1 288 LIN. FT. PART 3 37 LIN. FT. PART 1 288 LIN. FT. PART 3 12 LIN. FT.
PART 2 0 LIN. FT. PART 4 25 LIN. FT. PART 2 0 LIN. FT. PART 4 12 LIN. FT.

ITEM 203 LINEAR GRADING, METHOD D

ITEM 203 LINEAR GRADING, METHOD D:

THIS WORK SHALL CONSIST OF GRADING EXISTING SHOULDERS AND UTILIZING ITEM 203 BORROW AS NECESSARY SO AS TO PROVIDE POSITIVE DRAINAGE. REGRADING SHALL BE ACCOMPLISHED BY THE ADDITION OF, OR REMOVAL OF MATERIAL BETWEEN THE EDGE OF THE PAVED SHOULDER AND THE SHOULDER BREAK OVER POINT USING A SLOPE OF APPROXIMATELY 1"/FT. THE SHOULDER SHALL THEN BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING IS PERFORMED. ALL UNSUITABLE MATERIAL OBTAINED FROM ELIMINATION OF THE FALSE DITCH SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. AFTER THE GRADING AND COMPACTION OPERATIONS ARE COMPLETED THE DISTURBED AREAS SHALL BE SEEDED IN ACCORDANCE WITH ITEM 659 SEEDING AND MULCHING. COMPACTION REQUIREMENT AS PER ITEM 203 IS WAIVED FOR THIS OPERATION.

ITEM 203 BORROW, AS PER PLAN:

AN ESTIMATED QUANTITY OF MATERIAL HAS BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER. ALL BORROW SHALL BE RESTRICTED TO MATERIALS WHICH HAVE 50% BY WEIGHT PASSING THE NO. 200 SEIVE IN ORDER TO ELIMINATE SANDY SOILS AND SUPPORT GROWTH OF VEGETATION. ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 BORROW, AS PER PLAN.

ITEM 659 SEEDING AND MULCHING:

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED TO RESTORE VEGETATIVE GROWTH TO THE AREAS DISTURBED BY THE ITEM 203 LINEAR GRADING METHOD D. ALL AREAS SHALL BE SEEDED WITH THE MIXTURE REQUIRED FOR URBAN AREAS.

ITEM	DESCRIPTION	PART 1	PART 2	PART 3	PART 4
659	SEEDING AND MULCHING	8500 SQ.YDS.	200 SQ.YDS.	1100 SQ.YDS.	200 SQ.YDS.
659	COMMERCIAL FERTILIZER	0.76 TONS	0.02 TONS	0.10 TONS	0.02 TONS
659	AGRICULTURAL LIMING	3.83 TONS	0.09 TONS	0.49 TONS	0.09 TONS

THE CONTRACTOR HAS THE OPTION OF USING SS-943 IN LIEU OF 659.06 MATERIAL.

PART 1-US 224

S.L.M. 9.84 TO S.L.M. 11.72
S.L.M. 11.74 TO S.L.M. 11.89
S.L.M. 11.92 TO S.L.M. 12.99

PART 2-SR 44

S.L.M. 8.29 LT. TO S.L.M. 8.35 LT.

PART 3-SR 5

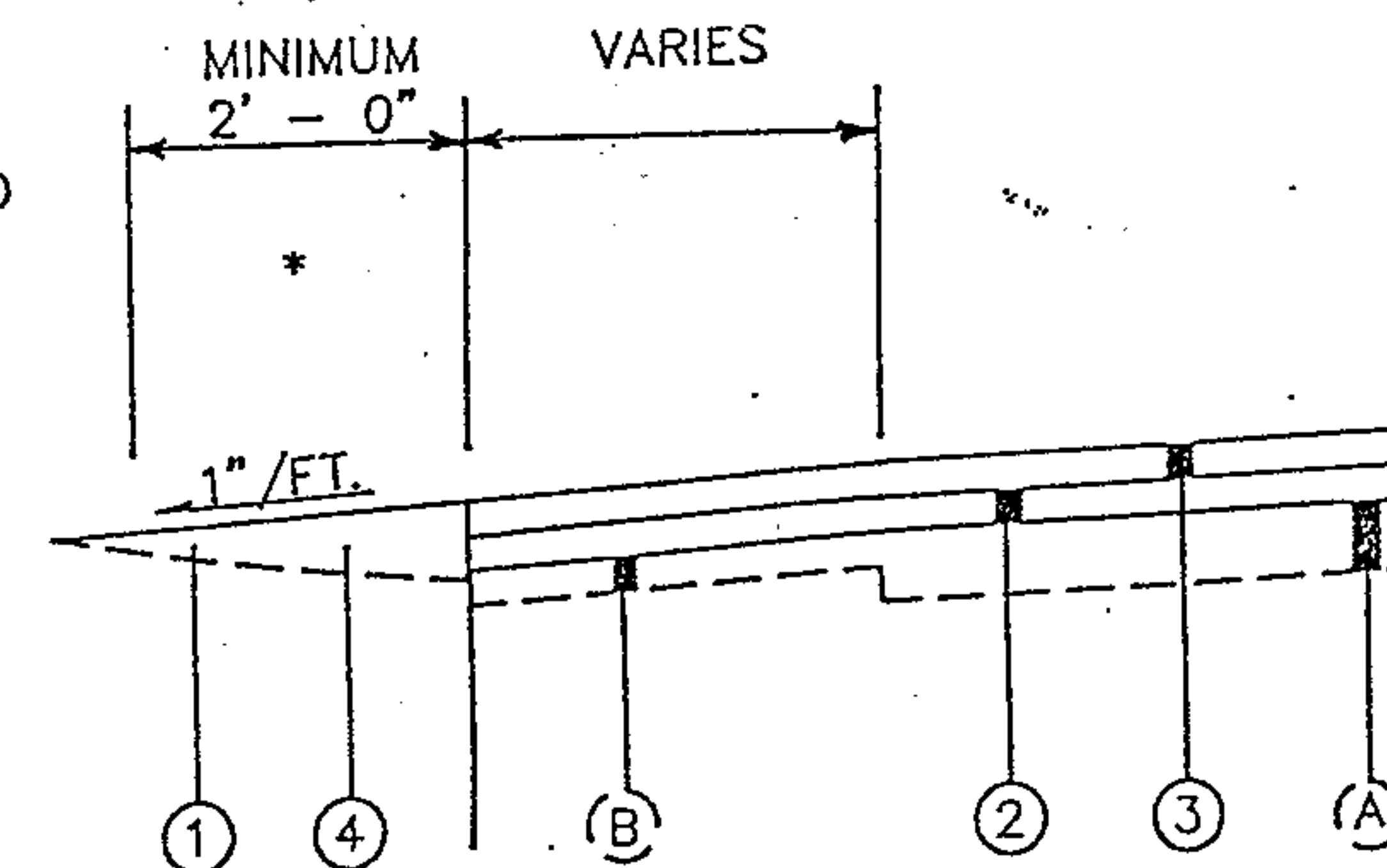
S.L.M. 0.19 LT. TO S.L.M. 0.77 LT.

PART 4-SR 44 SPUR

S.L.M. 0.00 LT. TO S.L.M. 0.11 LT.

* AREAS TO BE GRADED AND SEEDED

NO SCALE



LEGEND

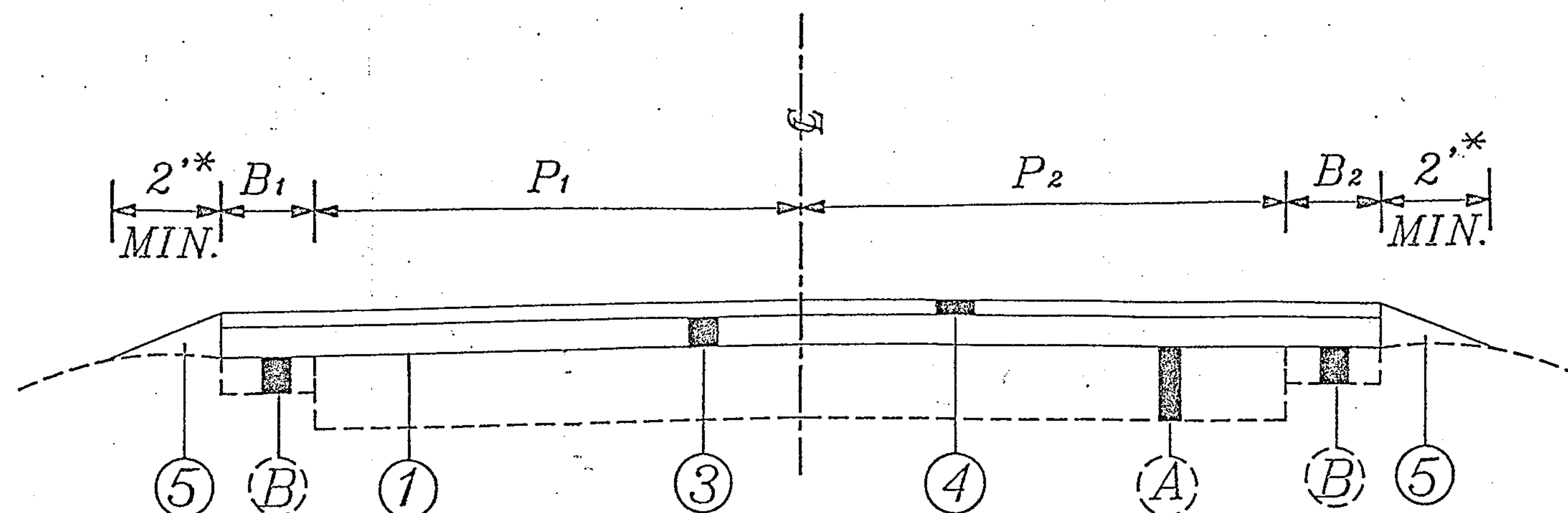
①	203	LINEAR GRADING METHOD D
②	403 1.00"	ASPHALT CONCRETE AC-20
③	404 1.00"	ASPHALT CONCRETE AC-20
④	203	BORROW

(A)	EXISTING PAVEMENT
(B)	EXISTING PAVED SHOULDER

ITEM SPECIAL DITCH CLEANOUT

STATIONS OF SPECIAL DITCH CLEANOUT ARE INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE OPERATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL DITCH CLEANOUT.

TYPICAL SECTION I



* MINIMUM 2'-0" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PART	FROM	TO		P ₁	B ₁		P ₂	B ₂
I-US 224	S.L.M. 9.84	S.L.M. 11.72		12'-0"	3'-0"		12'-0"	3'-0"
	11.74	11.89		12'-0"	3'-0"		12'-0"	3'-0"
	11.92	12.82		12'-0"	3'-0"		12'-0"	3'-0"
	12.82	12.91		12'-0"	10'-0"		12'-0"	3'-0"
	11.72	11.74	STRUCTURE					
	11.89	11.92	STRUCTURE					

LEGEND

① 407

TACK COAT

③ 403

ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)

④ 404 1.00"

ASPHALT CONCRETE AC-20

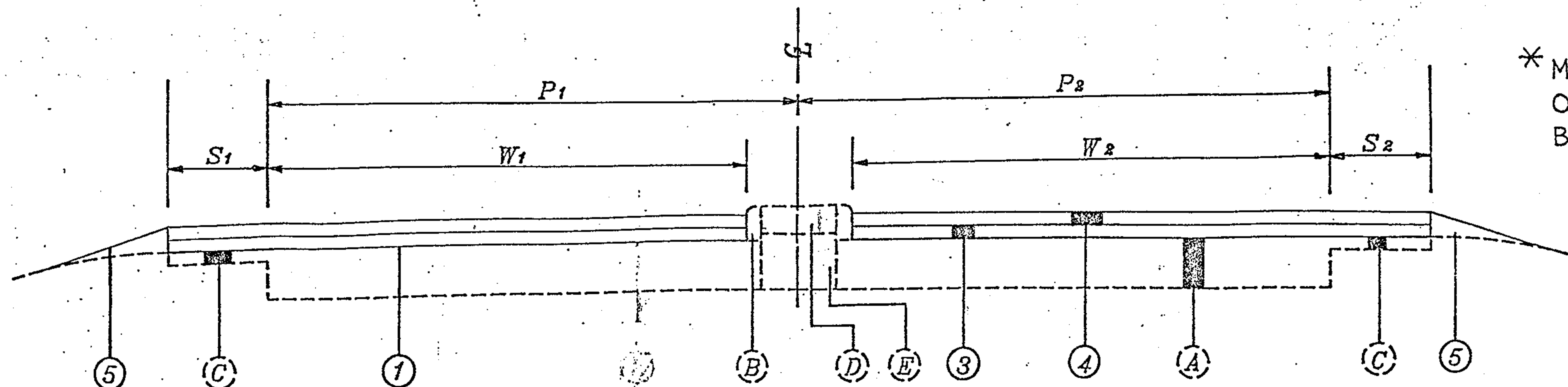
⑤ 203

METHOD D LINEAR GRADING

④ 404

EXISTING REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
EXISTING PAVED SHOULDER

TYPICAL SECTION III A



* MINIMUM 2'-0" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PART	FROM	TO	P ₁	W ₁	S ₁	P ₂	W ₂	S ₂
1-US224	S.L.M. 12.91	S.L.M. 12.99	16'-9"	14'-0"	10'-0"	17'-9"	15'-0"	3'-0"

LEGEND

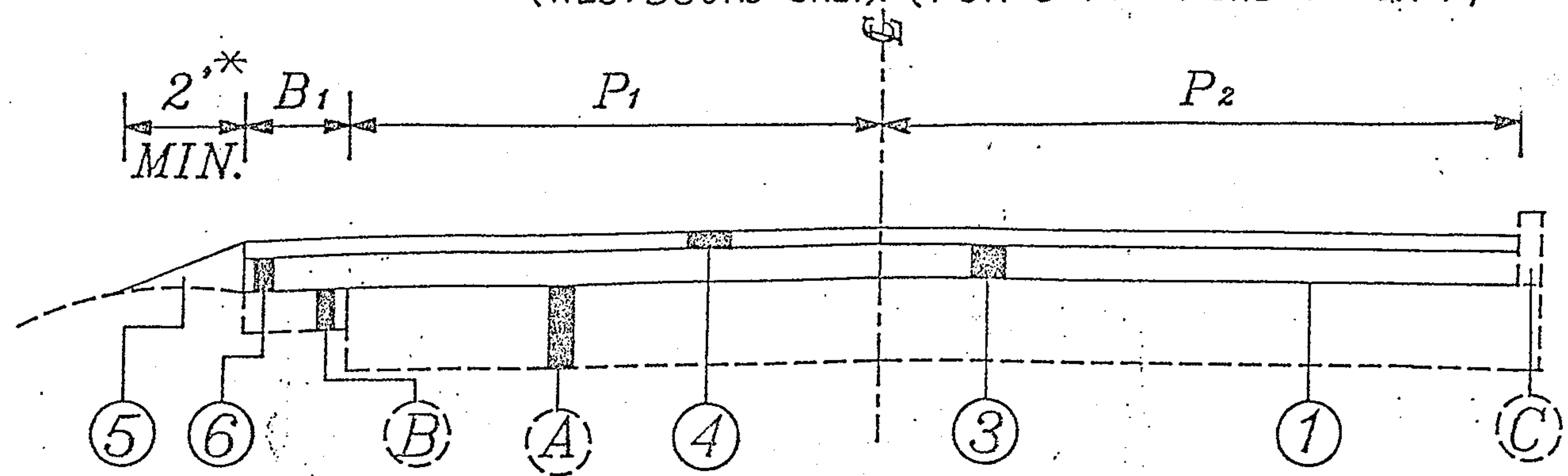
- ① 407 TACK COAT
- ② COVER ASPHALT
- ③ 403 ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)
- ④ 404 1.00" ASPHALT CONCRETE AC-20
- ⑤ 203 METHOD D LINEAR GRADING (2.00 FEET MINIMUM)*

- (A) EXISTING REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (B) EXISTING STANDARD TYPE 2A CONCRETE CURB
- (C) 404 EXISTING SHOULDER
- (D) EXISTING CONCRETE MEDIAN
- (E) EXISTING SUBBASE

TYPICAL SECTION I

(SOUTHBOUND ONLY)-(POR-44 FROM 8.29 TO 8.35)
(WESTBOUND ONLY)-(POR-5 FROM 0.19 TO 0.77)

* MINIMUM 2'-0" UNLESS
OTHERWISE DIRECTED
BY THE ENGINEER.

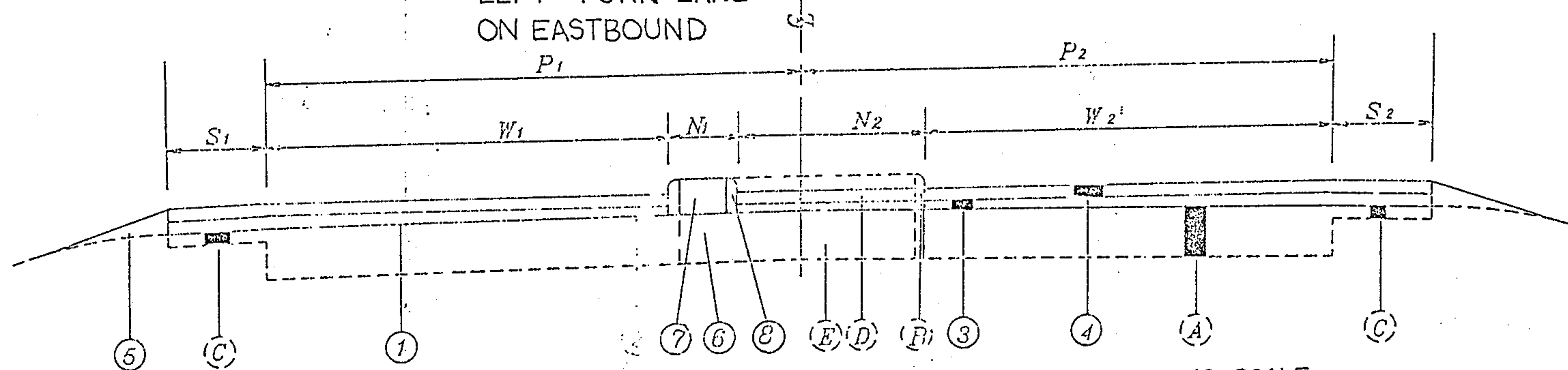


PART	FROM	TO		P ₁	B ₁		P ₂	B ₂
2-SR44	S.L.M. 8.29	S.L.M. 8.35		12'-0"	4'-0"		13'-0" TO 25'-0"	
3-SR5	S.L.M. 0.19	S.L.M. 0.21		12'-0"	4'-0"		13'-0" TO 22'-0"	
	0.21	0.33		12'-0"	4'-0"		13'-0"	
	0.33	0.34		23'-0"	0'-0"		13'-0"	
	0.38	0.39		24'-0"	4'-0"		13'-0"	
	0.44	0.54		24'-0"	4'-0"		13'-0"	
	0.54	0.56		24'-0"	4'-0"		25'-0"	

LEGEND

- ① 407 TACK COAT
- ③ 403 ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)
- ④ 404 ASPHALT CONCRETE AC-20
- ⑤ 203 METHOD D LINEAR GRADING
- ⑥ 403 ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)
- ④ 404 EXISTING REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- ⑤ 404 EXISTING PAVED SHOULDER
- ⑥ EXISTING CONCRETE CURB (TYPE 2A)

TYPICAL SECTION III LT B
WESTBOUND AND — (POR. 5 FROM 0.19 TO 0.77)
LEFT TURN LANE
ON EASTBOUND



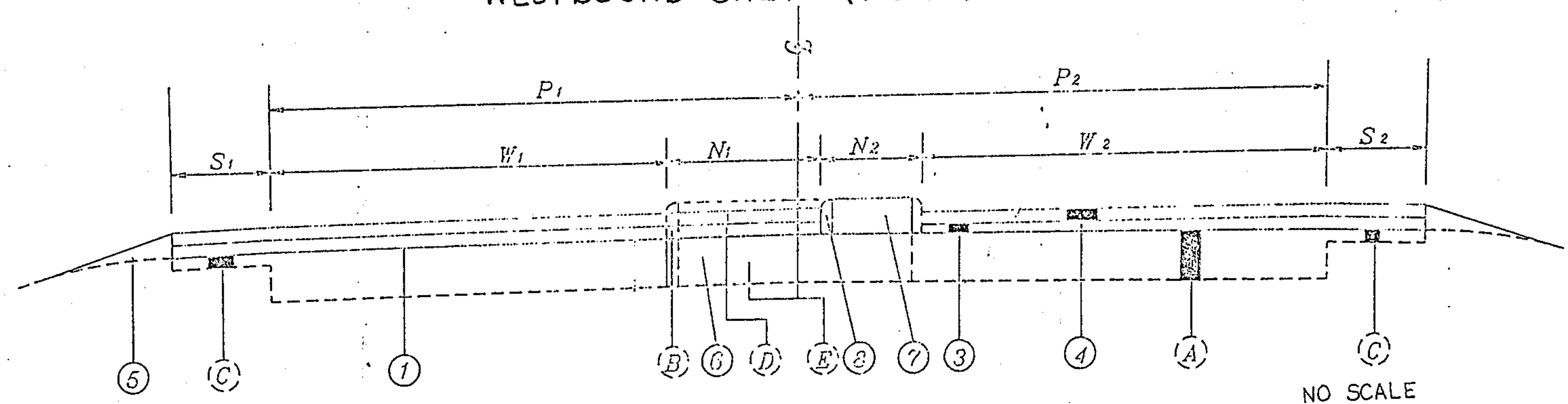
PART	FROM	TO	P ₁	W ₁	S ₁	N ₁	P ₂	W ₂	S ₂	N ₂
3-SR5	SLM 0.34	SLM 0.35	42'-3"	36'-0"	0'-0"	12'-6" to 2'-6"	30'-3"	24'-0"		0'-0" to 10'-0"
	0.35	0.354	42'-3"	36'-0"	0'-0"	2'-6"	30'-3"	24'-0"		10'-0"
	0.354	0.38	43'-3"	37'-0"	4'-0"	2'-6"	30'-3"	24'-0"		10'-0"

LEGEND

- (1) 407 TACK COAT
- (3) 403 ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)
- (4) 404 1.00" ASPHALT CONCRETE AC-20
- (5) 203 METHOD D LINEAR GRADING
- (6) 305 9" PORTLAND CEMENT CONCRETE BASE
- (7) 612 CONCRETE MEDIAN
- (8) 609 CURB, STANDARD TYPE 6

- (A) EXISTING REINFORCED PORTLAND CEMENT CONCRETE
- (B) EXISTING STANDARD TYPE 2 CONCRETE CURB TO BE REMOVED
- (C) 404 EXISTING SHOULDER
- (D) EXISTING GRASS MEDIAN-TO BE REMOVED.
- (E) EXISTING SUBBASE TO BE REMOVED

TYPICAL SECTION III LT A WESTBOUND ONLY - (POR-5 FROM 0.19 TO 0.77)



PART	FROM	TO	P ₁	W ₁	S ₁	N ₁	P ₂	W ₂	S ₂	N ₂
3-SR5	SLM 0.39	SLM 0.43	43'-3"	37'-0"	4'-0"	10'-0"	30'-3"	24'-0"		2'-6"
	0.43	0.44	43'-3"	37'-0"	4'-0"	10'-0" TO 0'-0"	30'-3"	24'-0"		2'-6" TO 12'-6"

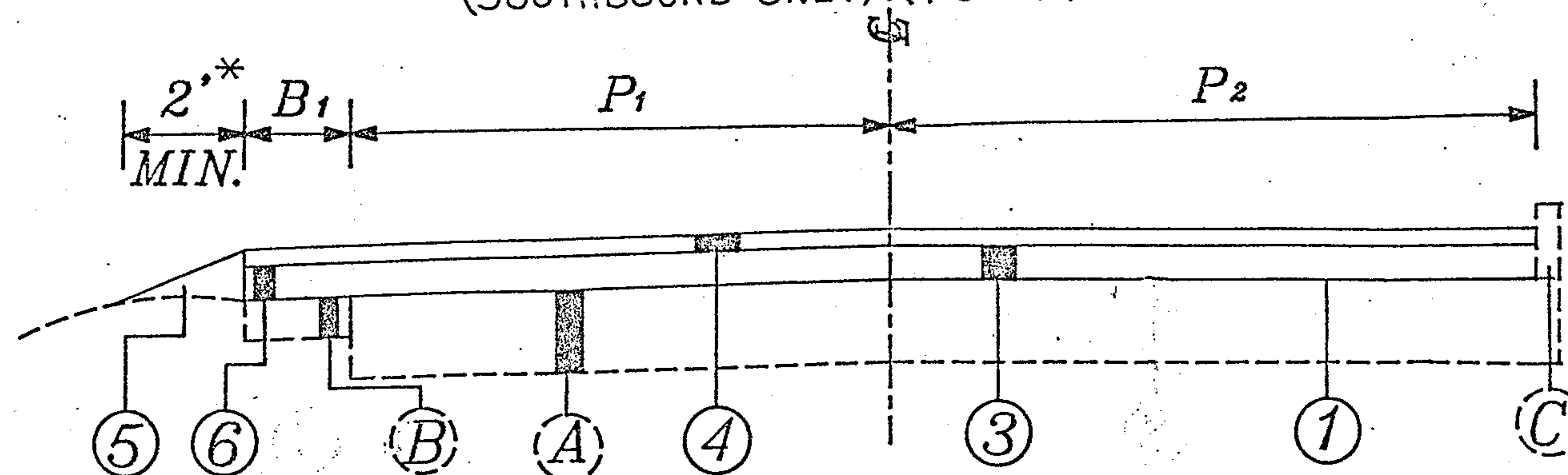
LEGEND

- (1) 407 TACK COAT
- (3) 403 ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)
- (4) 404 1.00" ASPHALT CONCRETE AC-20
- (5) 203 METHOD D LINEAR GRADING
- (6) 305 9" PORTLAND CEMENT CONCRETE BASE
- (7) 612 CONCRETE MEDIAN
- (8) 609 CURB, STANDARD TYPE 6

- (A) EXISTING — REINFORCED PORTLAND CEMENT CONCRETE
- (B) EXISTING STANDARD TYPE 2A CONCRETE CURB - TO BE REMOVED
- (C) 404 EXISTING SHOULDER
- (D) EXISTING GRASS MEDIAN-TO BE REMOVED.
- (E) EXISTING SUBBASE

TYPICAL SECTION I

(WESTBOUND ONLY) - (POR-5 FROM 0.19 TO 0.77)
(SOUTHBOUND ONLY) (POR-44 SPUR FROM 0.00 TO 0.11)



* MINIMUM 2'-0" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

** NO RESURFACING FROM S.L.M. 0.11 TO S.L.M. 0.20; STRIPING ONLY.

PART	FROM	TO		P ₁	B ₁		P ₂	B ₂
3-SR 5	S.L.M. 0.56	S.L.M. 0.59		24'-0"	4'-0"		25'-0" to 13'-0"	
	0.59	0.65		24'-0"	4'-0"		13'-0"	
	0.65	0.77		12'-0"	4'-0"		13'-0"	
4-SR44 SPUR	S.L.M. 0.00	S.L.M. 0.11	**	12'-0"	4'-0"		13'-0"	
	0.11	0.20	**					

LEGEND

① 407

③ 403

④ 404 1.00"

⑤ 203

⑥ 403

④ 404

⑤ 404

⑥ 404

TACK COAT

ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)

ASPHALT CONCRETE AC-20

METHOD D LINEAR GRADING

ASPHALT CONCRETE AC-20 (ESTIMATED @ 1.00 INCHES)

EXISTING REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

EXISTING PAVED SHOULDER

EXISTING CONCRETE CURB (TYPE 2A)

† includes length of
2 bridges - see sheet 15.

ASPHALT CONCRETE

No. of Full Depth Repair Areas

Part 1 - 79 areas

Parts 2, 3 & 4 - Contingency quantity

PLAN NO.
155

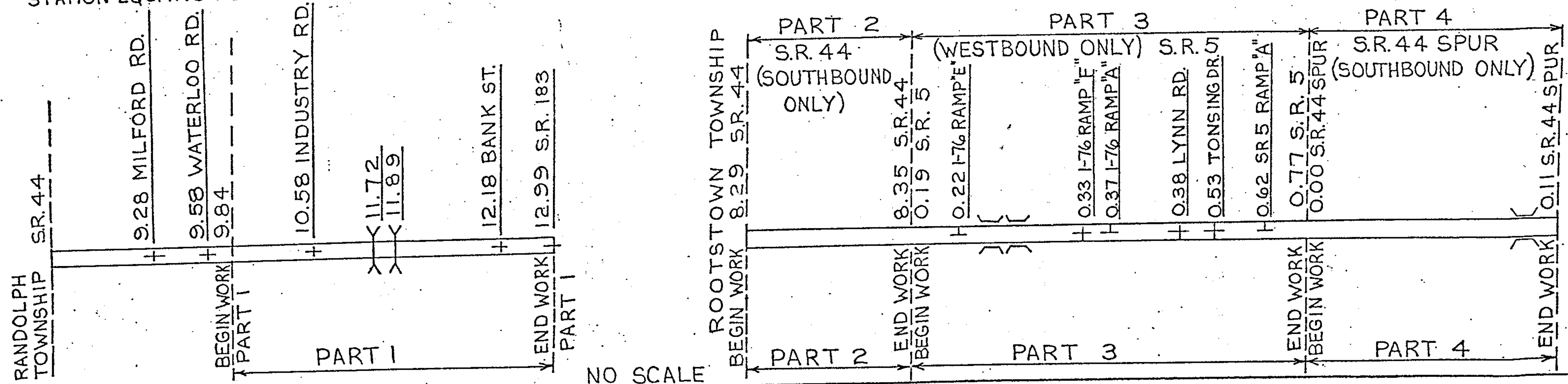
11
25

*** FIRST 25 FEET IS ASPHALT CONCRETE PAVEMENT.

⊕ Pavement Sawing
Part 1 2800 lin. ft.
Part 2 45 lin. ft.

SEE PAGES 5, 6, 7 FOR TYPICAL SECTIONS.
REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT.
* SEE PAGE 14 FOR TRAFFIC ISLAND DETAILS FOR PAVEMENT.
** WIDENINGS, LANE TAPERS, AND TURNING LANE.

STATION EQUATION: S.L.M. 9.53 BACK = S.L.M. 9.58 AHEAD



NO SCALE

PAVEMENT DATA

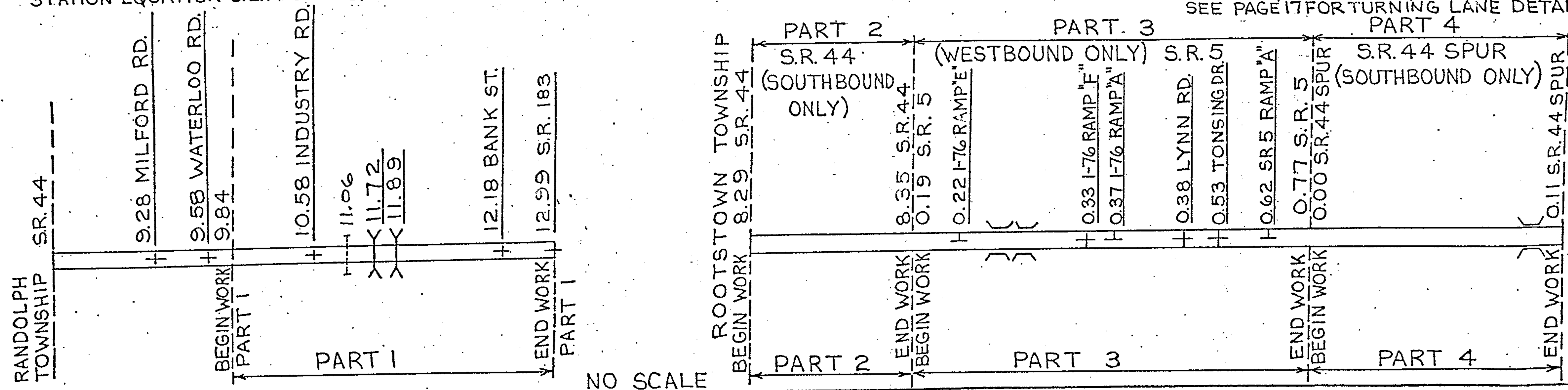
PART	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	PROPOSED PAVEMENT						SPECIAL CRACK SEALING LBS. HOT APPLIED EACH	202 PRECAST TRAFFIC DIVIDER REMOVED EACH	202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE EACH	202 WEARING COURSE REMOVED SQ. YD.	SPECIAL FULL DEPTH RIGID AND FLEXIBLE PAVEMENT REPLACEMENT SQ. YD.	SPECIAL PARTIAL DEPTH PAVEMENT JOINT REPAIR SQ. YD.		
									407		ASPHALT CONCRETE											
			MILES	LIN. FT.					TACK COAT @ .075 gal./s.y. GALS.	COVER AGGR. @ lbs./s.y. TONS	ITEM 403		ITEM 404								ITEM	
											THICK INCHES 1.00	CU. YDS.	THICK INCHES 1.00	CU. YDS.							THICK INCHES	CU. YDS.
1	US 224	9.84-11.72	1.88	9926	24	#	#	26,469	1985			735		735			6721					
		11.74-11.89	.15	792	24	#	#	2112	158			59		59			536					
		11.92-12.91	.99	5227	24	#	#	13939	1045			387		387			3539					
	*	12.91-12.99	.08	422	29	#	#	1360	102			38		38			346					
		INTERSECTIONS						600	45			(AVE) 1.25		21			152					
	**	EXTRA AREA						3020	227			84		84			767					
		TOTAL PART 1	3.15	16367				47,500	3562			1303		1324			12061	8	50	375	934	434
2	SR 44	8.29-8.32	.03	158	25	#	#/***	439	33			12		12			112					
		8.32-8.34	.02	106	37	#	#	436	33			12		12			110					
		8.34-8.35	.01	53	(AVE) 31	#	#	183	14			5		5			46					
		INTERSECTIONS						150	11			(AVE) 1.25		5			38					
		EXTRA AREA						42	3			1		1			11					
		TOTAL PART 2	.06	317				1250	94			30		35			317				25	

ASPHALT CONCRETE

PLAN NO.
155

12
25

STATION EQUATION: S.L.M. 9.53 BACK = S.L.M. 9.58 AHEAD



- # SEE PAGES 7,8 FOR TYPICAL SECTIONS.
- # REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT.
- * PART 3 HAS NO RESURFACING; STRIPING ONLY.
- ** WIDENINGS, LANE TAPERS, AND TURNING LANE. - SEE PAGE 17 FOR TURNING LANE DETAILS.

NO SCALE

PAVEMENT DATA

PART *	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	PROPOSED PAVEMENT								SPECIAL CRACK SEALING LBS. HOT APPLIED	SPECIAL Full Depth Rigid Pavement Removal & Flexible Replacement Sq. Yd.	SPECIAL Pavement Sawing Lin. Ft.			
			MILES	LIN. FT.					407		ASPHALT CONCRETE											
									TACK COAT @ .075 gal./s.y. GALS.	COVER AGGR. @ lbs./s.y. TONS	ITEM 403		ITEM 404		ITEM 305							
									THICK INCHES 1.00	CU. YDS.	THICK INCHES 1.00	CU. YDS.	THICK INCHES 9.00	SQ. YDS.								
3	SR 5	0.19 - 0.21	.02	106	(AVE.) 31	#	#	365	27		10		10			98						
		0.21 - 0.33	.12	634	25	#	#	1761	132	6	49		49			447						
		0.33 - 0.35	.02	106	36	#	#	424	32	2	12		12		22	107						
		0.35 - 0.54	.19	1003	37	#	#	4123	309	12	115		115		521	1047						
		0.54 - 0.56	.02	106	49	#	#	577	43	1	16		16			146						
		0.56 - 0.59	.03	158	(AVE.) 43	#	#	755	57	2	21		21			192						
		0.59 - 0.65	.06	317	37	#	#	1303	98	5	36		36			331						
		0.65 - 0.77	.12	634	25	#	#	1761	132	6	49		49			447						
		INTERSECTIONS						1350	101	3		(AVE.) 1.25	47			343						
	**	EXTRA AREA						681	51	2	19		19		7	173						
		TOTAL PART 3	.58	3064				13100	982	43	327		374		550	3331	25	45				
4	SR44 SPUR	0.00 - 0.11	.11	581	25	#	#	1614	121	6	45		45			410						
*		EXTRA AREA						36	3		1		1			9						
		TOTAL PART 4	.11	581				1650	124	6	46		46			419	25	45				

PAVED SHOULDERS

13
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PLAN NO.
155

SEE PAGES 5,6,7 FOR TYPICAL SECTION DETAILS.

* TURNING LANE SHOULDERS

○ SEE NOTE ON SHEET 2 FOR ADDITIONAL QUANTITIES

ITEM 202 PIPE REMOVED FOR RE-USE:

ONE 4' LONG SECTION OF CONDUIT ON EACH END OF THE CULVERT LOCATED AT SLM 11.06 SHALL BE REMOVED AND RESET AS DIRECTED. THE WORK SHALL INCLUDE EXCAVATION AND DISPOSAL OF ANY EXCESS OR UNSUITABLE MATERIAL AND SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 202 PIPE REMOVED FOR REUSE. EACH HEADWALL IS TO BE REPLACED WITH TYPE HW-4B AND THE UNIT PRICE SHALL INCLUDE EXCAVATING, BACKFILL, REMOVAL OF EXISTING HEADWALLS, AND OTHER INCIDENTALS NECESSARY FOR COMPLETION OF ITEM 602 CONCRETE MASONRY. THE NECESSARY QUANTITIES OF SEEDING, FERTILIZER, AND LIMING HAVE BEEN INCLUDED IN THE QUANTITIES CARRIED TO THE GENERAL SUMMARY FROM SHEET 4.

* NOTES

1. ITEM 403 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.
2. ITEM 301 BITUMINOUS AGGREGATE: MAY BE USED IN LIEU OF ITEM 402 ASPHALT CONCRETE.
3. ITEM 408 BITUMINOUS PRIME COAT: AFTER APPLICATION OF THE PRIME COAT, NO FURTHER TREATMENT SHALL BE PERFORMED UNTIL SO DIRECTED BY THE ENGINEER.
4. 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.

** ONE STATION EQUALS 100 LIN.FT.
STATIONS SHALL BE MEASURED ALONG EACH
EDGE OF PAVEMENT

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		403		404		408	407		203	604	SPECIAL	# 202	602	* N O T E S
			MILES	LIN.FT.		A	B	C	D		LINEAR GRADING METHOD "D"		ASPHALT CONCRETE		ASPHALT CONCRETE		PRIME	TACK		BORROW	CATCH BASIN ADJUSTED TO GRADE	DITCH CLEAN OUT	PIPE REMOVED FOR RE-USE OR CONCRETE MASONRY		
											DEPTH INCHES	**STA.	1.00	CU.YDS.	1.00	CU.YDS.	Bit. Matl. gal./sy. GALS.	Bit. Matl. @.075 gal./sy. GALS.	CU. YDS.					EACH	
1	US224	9.84 - 11.72	1.88	9926	#	3	3			6617		199		184		184		496				4	8		
		11.74 - 11.89	.15	792	#	3	3			528		16		15		15		40							
		11.92 - 12.82	.90	4752	#	3	3			3168		95		88		88		238							
		12.82 - 12.91	.09	475	#	10	3			686		10		19		19		51							
		12.91 - 12.99	.08	422	#	10	3			610		8		17		17		46							
	*	EXTRA AREAS								491		14		14		14		37				5			
		TOTAL PART 1	3.10	16,367						12100		342		337		337		908		411		9	8	2.18	
2	SR44	8.29 - 8.35	.06	317	#	4				141		3		4		4		11							
		EXTRA AREAS								9								1							
		TOTAL PART 2	.06	317						150		3		4		4		12		4		1			

PAVED SHOULDERS

SEE PAGES 6,7 FOR TYPICAL SECTION DETAILS.
O SEE NOTE ON SHEET 2 FOR ADDITIONAL QUANTITIES

* NOTES

1. ITEM 403 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.
2. ITEM 301 BITUMINOUS AGGREGATE: MAY BE USED IN LIEU OF ITEM 402 ASPHALT CONCRETE.
3. ITEM 408 BITUMINOUS PRIME COAT: AFTER APPLICATION OF THE PRIME COAT, NO FURTHER TREATMENT SHALL BE PERFORMED UNTIL SO DIRECTED BY THE ENGINEER.
4. 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.

** ONE STATION EQUALS 100 LIN.FT.
STATIONS SHALL BE MEASURED ALONG EACH
EDGE OF PAVEMENT.

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		403		404		408	407		203	604	604	* N O T E S	
			MILES	LIN.FT.		A	B	C	D		LINEAR GRADING METHOD "D"		ASPHALT CONCRETE		ASPHALT CONCRETE		PRIME	TACK		BORROW	CATCH BASIN ADJUSTED TO GRADE	MONUMENT ADJUSTED TO GRADE		
											DEPTH INCHES	**STA.	Ø AVG. THICK INCHES	CU.YDS	AVG. THICK INCHES	CU.YDS.	Bit. Matl. @..... gal./sy. GALS.	Bit. Matl. @0.075 gal./sy. GALS.						
3	SR 5	0.19 - 0.33	.14	739	#	4				328		7		9		9								
		0.35-0.77	.42	2218	#	4				986		22		27		27								
		EXTRA AREAS								36				1		1								
		TOTAL PART 3	0.56	2,957						1350		29		37		37				36	4	1		
4	SR 44	0.00-0.11	.11	581	#	4				258		6		7		7								
	SPUR	EXTRA AREAS								7														
		TOTAL PART 4	0.11	581						265		6		7		7				7				

TYP. SEC. DRIP STRIP

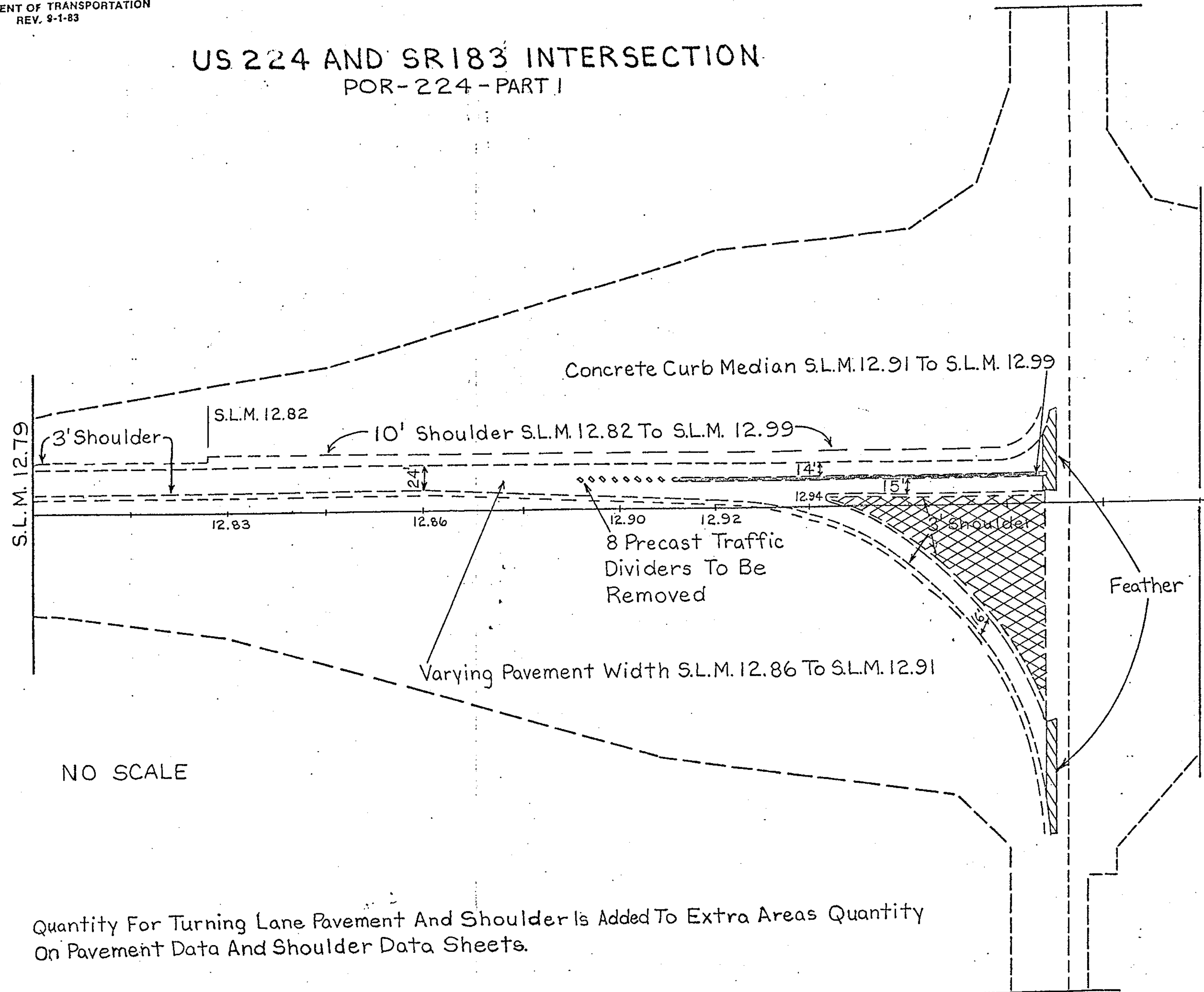
The proposed depth of asphalt resurfacing shall be altered to match the proposed depth of concrete overlay on the structure. The resurfacing thickness shall be adjusted as require at a rate of approximately 25' per inch of difference in the thickness unless otherwise directed by the Engineer.

US 224 AND SR183 INTERSECTION

POR-224-PART I

PLAN NO.
155

- XXXX Existing Grass Traffic Island
- Existing Concrete Curb Median



NO SCALE

Quantity For Turning Lane Pavement And Shoulder Is Added To Extra Areas Quantity On Pavement Data And Shoulder Data Sheets.

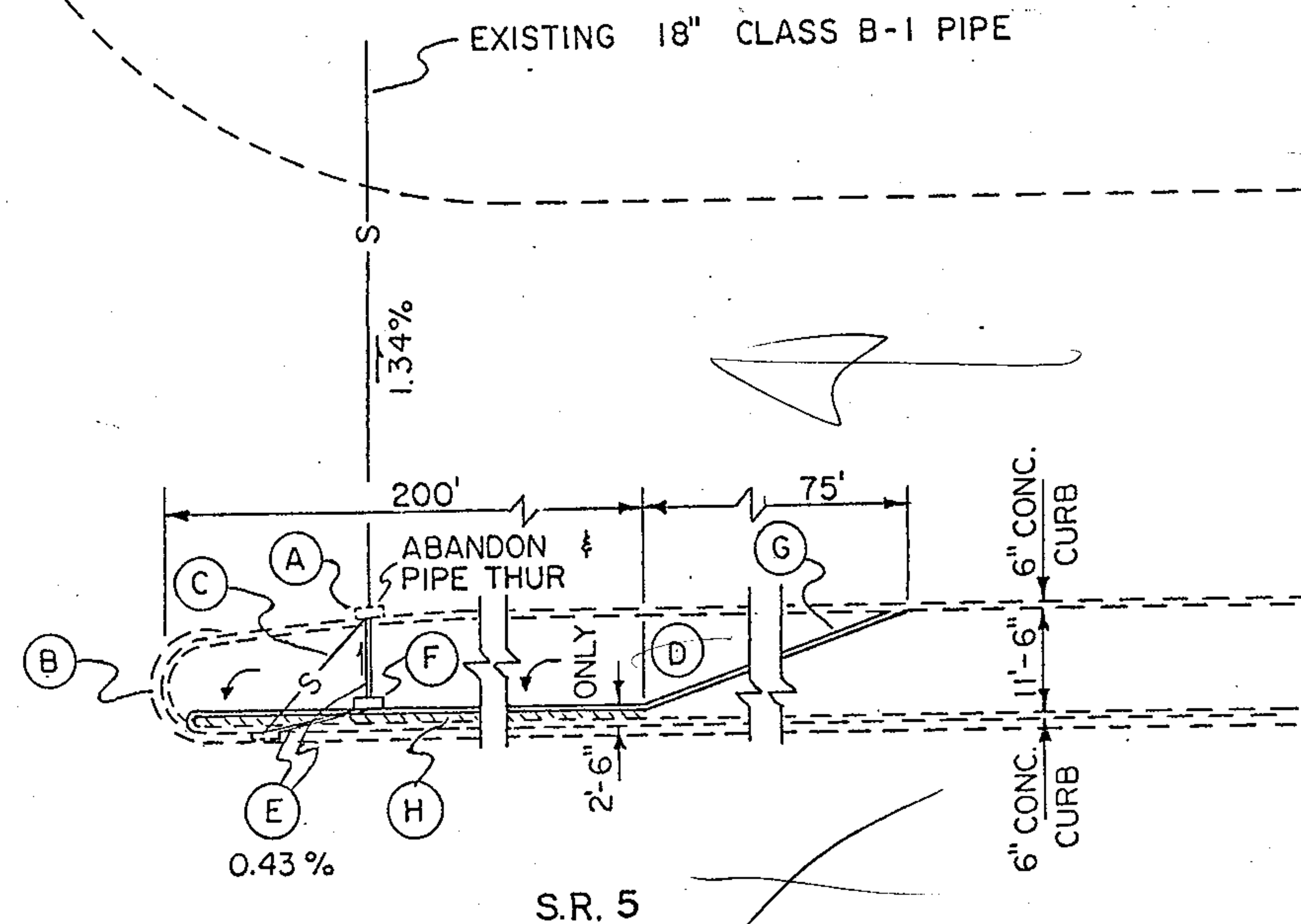
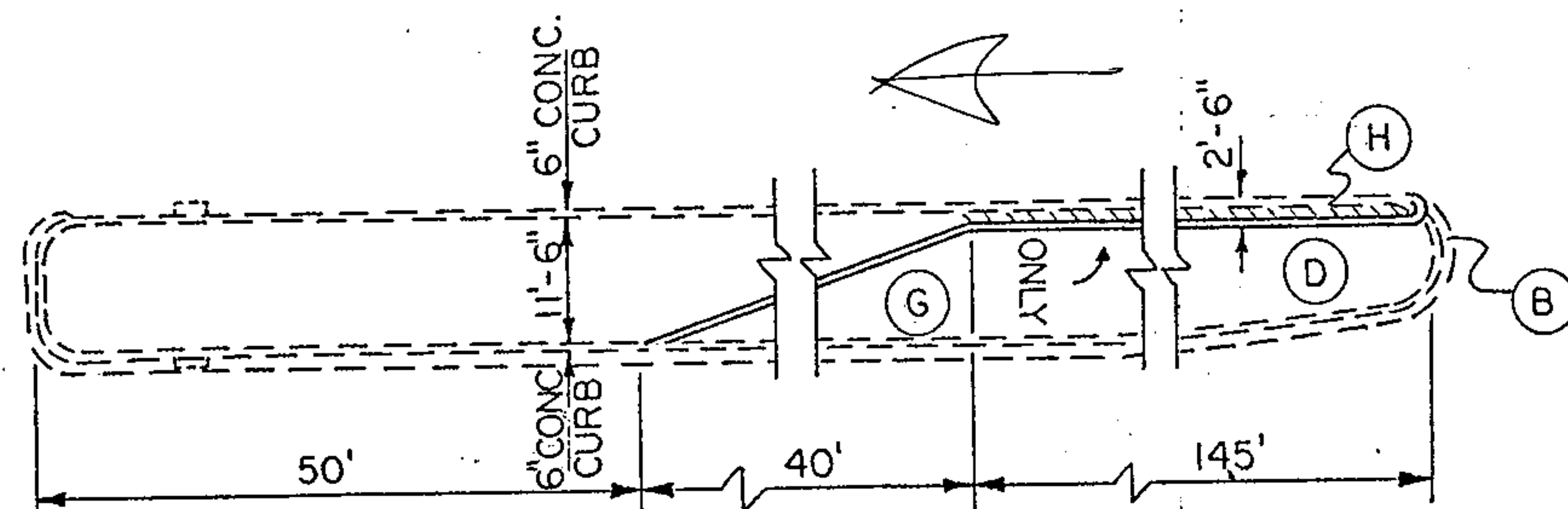
SR 5 INTERSECTION POR-5 - PART 3

17
25

PLAN NO.
155

LYNN ROAD

SLM 0.38

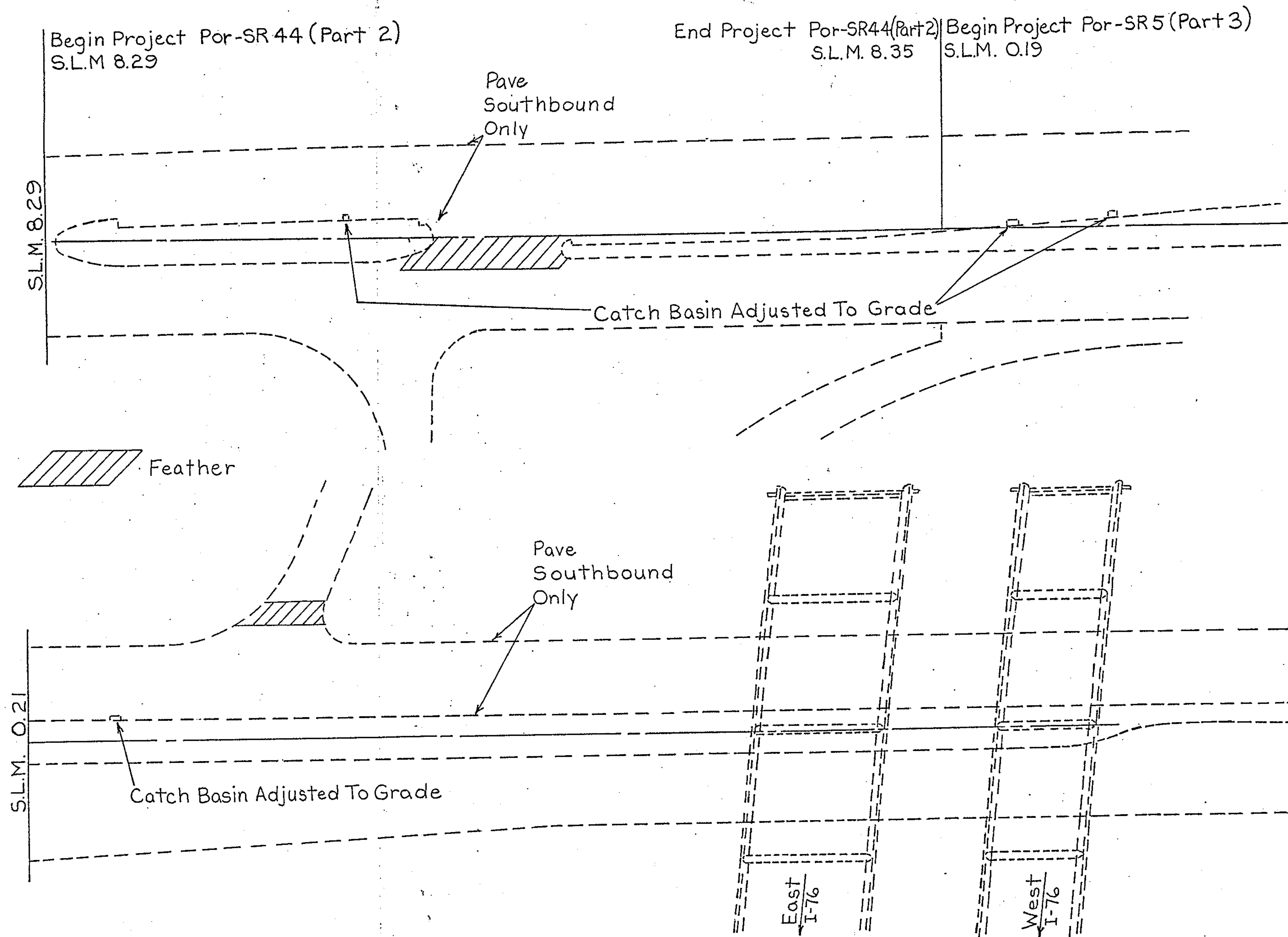


*NOTE: FLOW LINE AND GRATE ELEVATIONS SHALL BE
AS DIRECTED BY THE ENGINEER

TURNING LANE QUANTITIES TO GENERAL SUMMARY

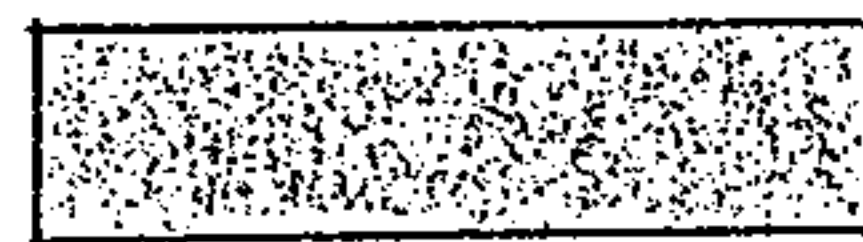
ITEM	LOCATION	DESCRIPTION	QUANTITY	UNIT
202	(A)	CATCH BASIN, ABANDONED	1	EACH
202	(B)	CURB REMOVED	50Q	LIN. FT.
202	(C)	PIPE REMOVED, 18" CLASS B-1	24	LIN. FT.
203	(D)	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	87	CY
603	(E)	*12" CONDUIT STANDARD TYPE "B"	30	LIN. FT.
604	(F)	*STANDARD No. 6 CATCH BASIN	1	EACH
609	(G)	CURB STANDARD TYPE "6"	500	LIN. FT.
612	(H)	CONCRETE MEDIAN	58	SY

SCALE 1" = 20'



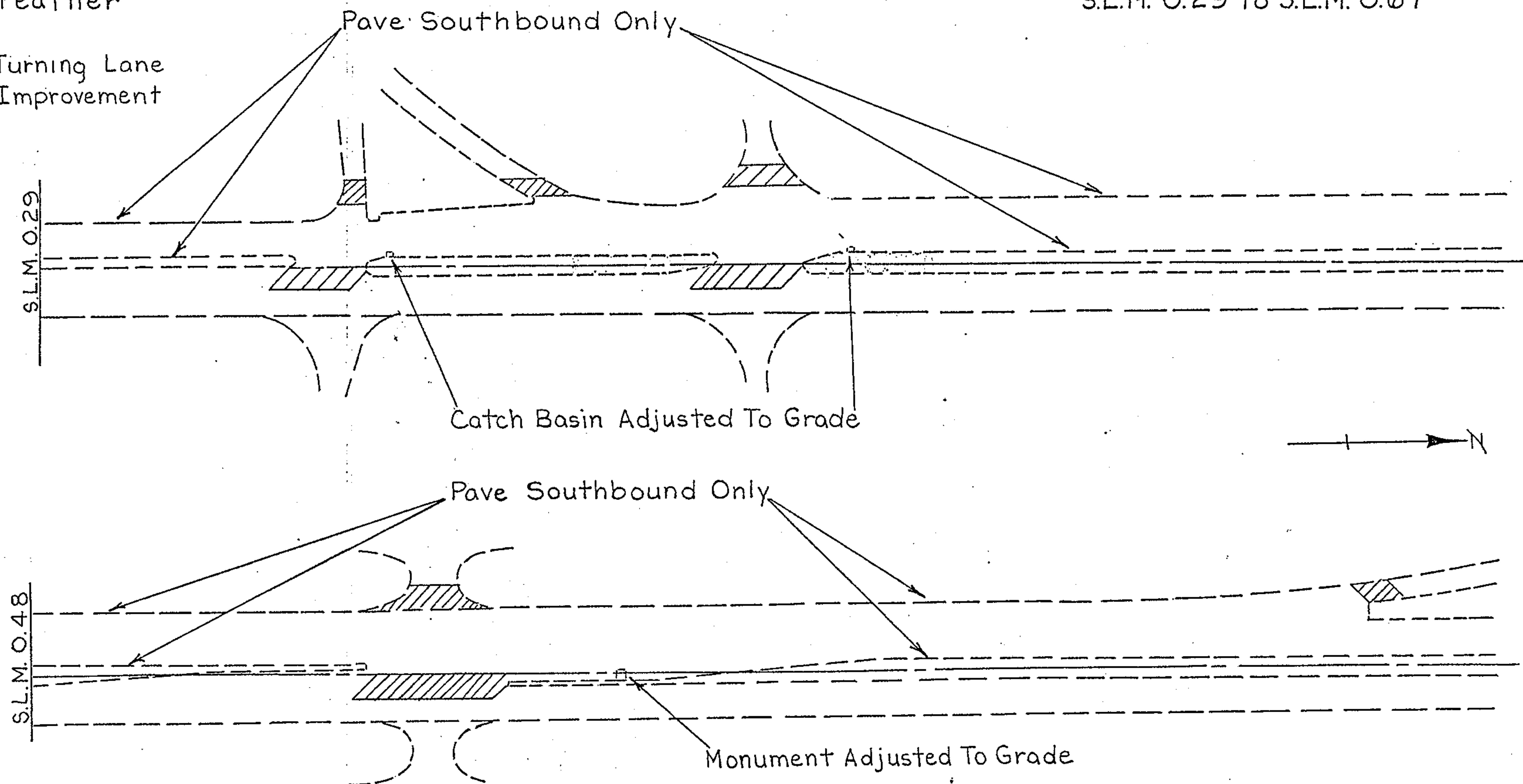


Feather

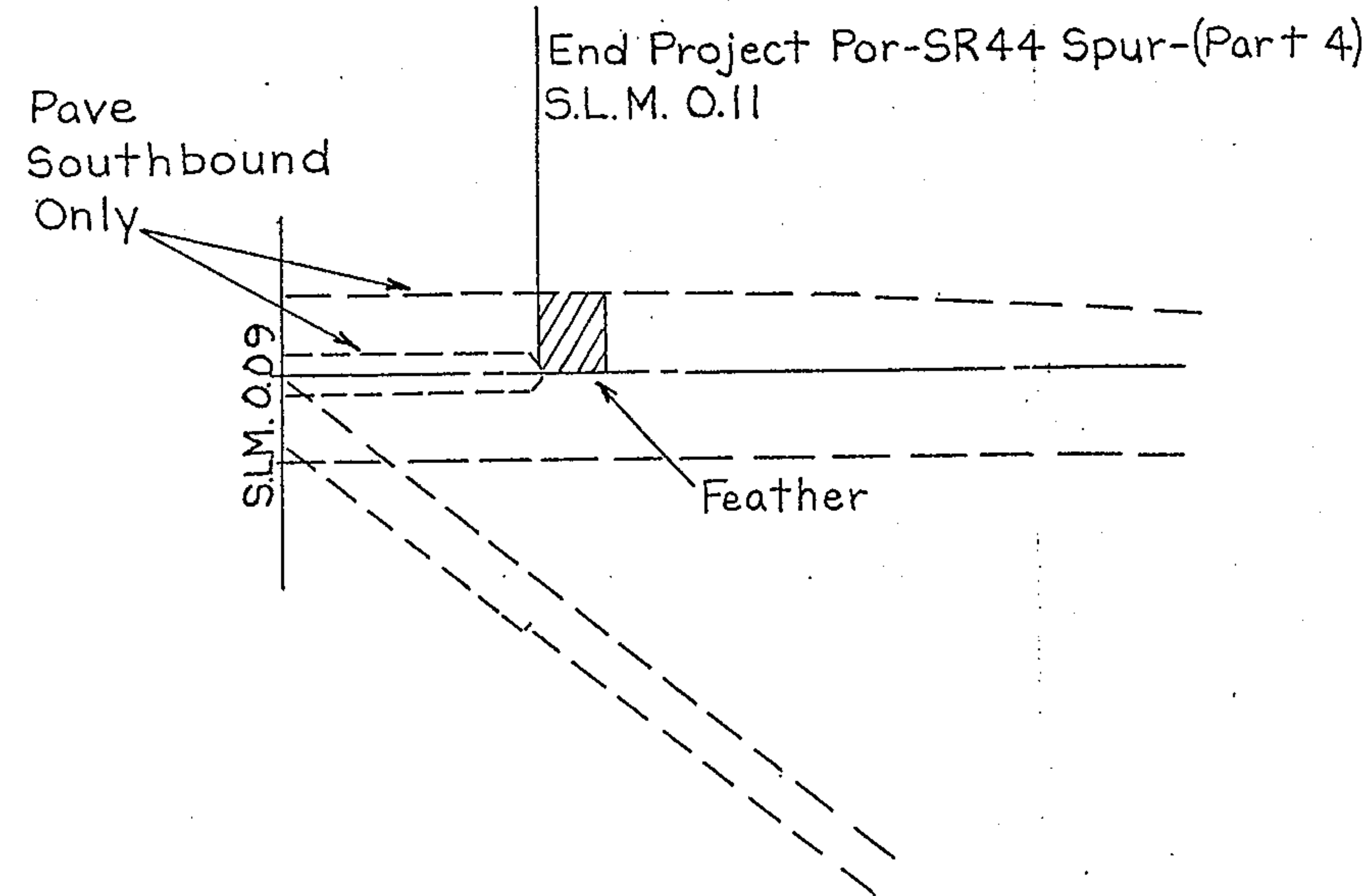
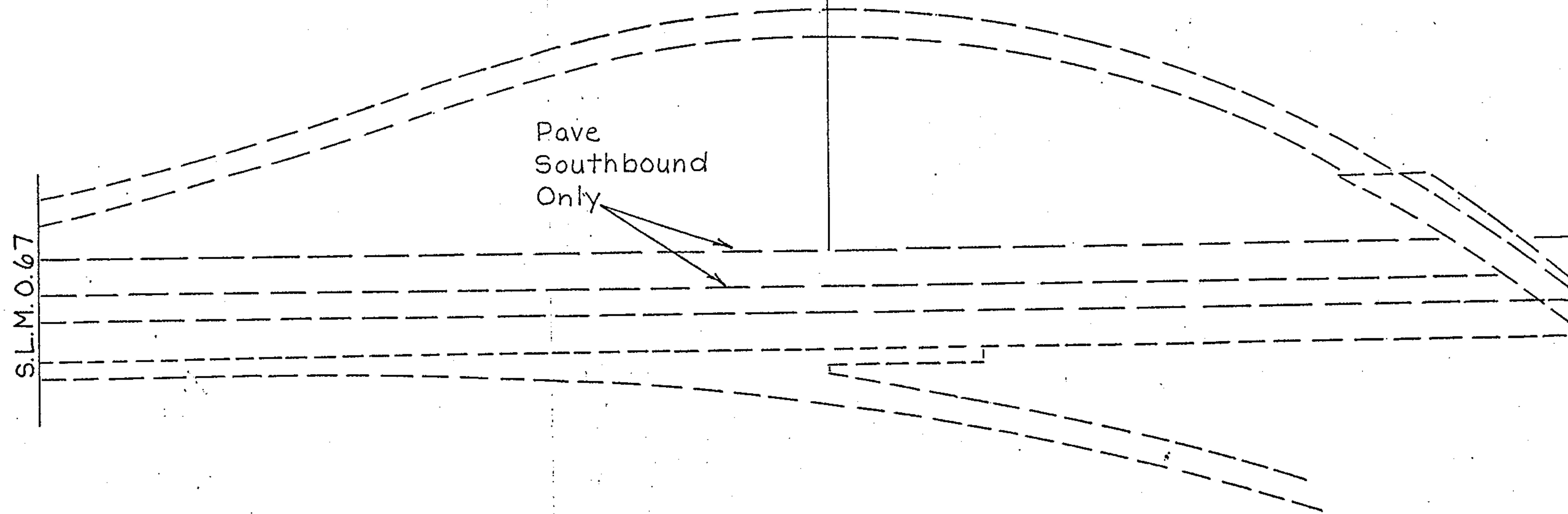


Turning Lane
Improvement

Por-SR5-Part 2
S.L.M. 0.29 to S.L.M. 0.67



End Project-Port-SR5(Part 3) S.L.M. 0.77 | Begin Project Port-SR44 Spur-(Part 4) S.L.M. 0.00



* Part 5 is striping only; no resurfacing

W-White Striping
Y-Yellow Striping

R-Right
L-Left

21
25

PLAN NO.
155

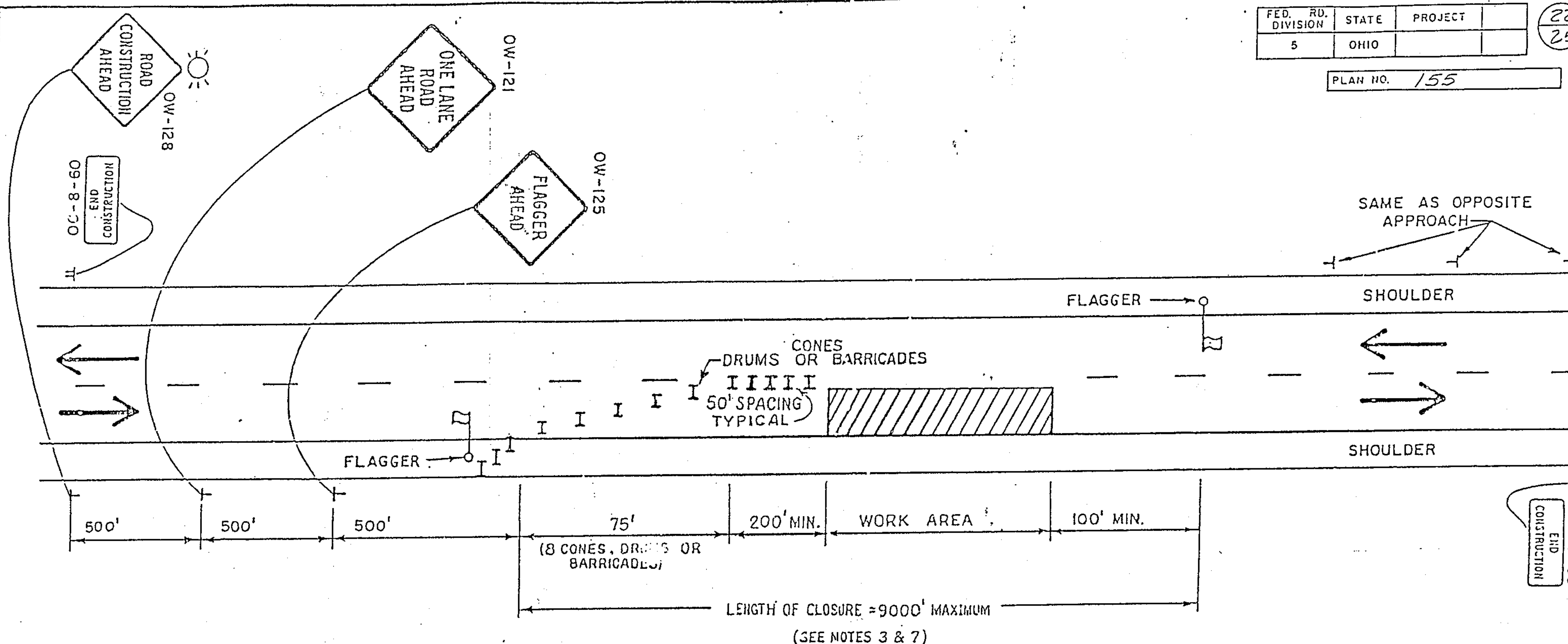
621 PAVEMENT MARKING QUANTITIES

PART	ROUTE	STATION OR S.L.M.	STATION OR S.L.M.	CENTER LINES			EDGE LINES	LANE LINES	STOP LINES	TRANSVERSE LINES	LANE ARROWS	WORD ON PAVEMENT 96" ONLY	CHANNELIZING LINE	ISLAND MARKING	REMARKS
		TO	FROM	DASHED MILE	SOLID MILE	TOTAL MILE	MILE	MILE	LIN. FT.	LIN. FT.	EACH	EACH	LIN. FT.	SQ. FT.	
1	Por-224	12.92	9.84	2.83	1.06	3.08									From 26 Mi. East of Waterloo Rd to Begin Conc. Med.
		13.00	9.84				6.32 ^W								From 26 Mi. East of Waterloo Rd to Jct. SR 183
		13.00							20						US 224 @ SR 183
	TOTAL	PART 1		2.83	1.06	3.08	6.32		20						
2	Por-44	8.35	8.29				0.06 ^W 0.06 ^Y								Southbound Only
	TOTAL	PART 2					0.12								
3	Por-5	0.35	0.19					0.16							From Jct. SR 44 to Jct. I-76 WB On Ramp
		0.77	0.35					0.84							From Jct. I-76 WB On Ramp to Jct. SR 44 Spur
		0.77	0.19				0.58 ^W 0.58 ^Y								From Jct. SR 44 to Jct. SR 44 Spur
		0.19									1 ^L	1	80		@ I-76 EB On Ramp
		0.35											196		@ I-76 WB On Ramp
		0.36								138					@ I-76 WB On Ramp
		0.38									2 ^R 1 ^L 3 ^L	3	545	100 ^Y	@ Lynn Rd.
		0.53										1	80		@ Tonsing Dr.
		0.63											100		SR 5 and SR 5 WB Off Ramp
	TOTAL	PART 3					1.16	1.00		138	7	5	1001	100	
4	Por 44 Spur	0.11	0.00				0.11 ^W 0.11 ^Y								From SR 5 to End Median
		0.11	0.00					0.11							From Jct. SR 5 to End 4-Lane Section
	TOTAL	PART 4					0.22	0.11							
5*	Por 44 Spur	0.20	0.11		0.16	0.18	0.09 ^W								From End Median to Jct. Pershing St.
	TOTAL	PART 5			0.16	0.18	0.09								

FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

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PLAN NO. 155



GENERAL NOTES

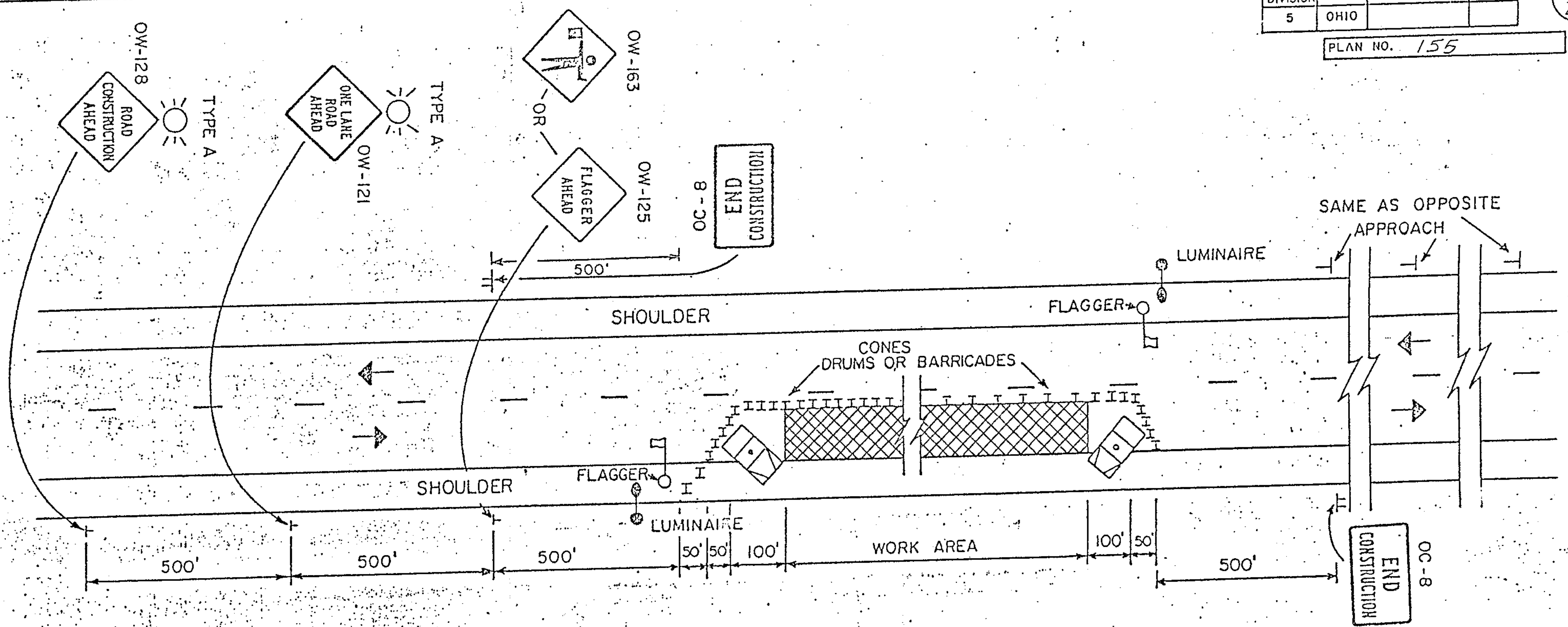
1. FLAGGERS SHALL BE USED TO CONTROL TRAFFIC CONTINUOUSLY FOR AS LONG AS ONE LANE OPERATION IS IN EFFECT. FLAGGERS SHALL BE ABLE TO COMMUNICATE WITH EACH OTHER AT ALL TIMES EITHER VERBALLY OR BY MEANS OF RADIO OR FIELD TELEPHONES. FLAGGER STATIONS SHALL BE ADEQUATELY ILLUMINATED FOR NIGHT TIME OPERATIONS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

ALL TRAFFIC CONTROL SIGNS, CHANNELIZING DEVICES, AND FLAGGERS 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.

OHIO DEPARTMENT OF TRANSPORTATION	
FLAGGERS CLOSING 1 LANE OF A 2 LANE HIGHWAY	DATE 12/80
PAVING OPERATIONS	
CX.	

REV. 4/87



GENERAL NOTES.

- The location of the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment. The distances shown are minimums.
- Flaggers shall be used to control traffic continuously for as long as a one lane operation is in effect. The flaggers shall communicate with each other at all times as described in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) in Section 7H: Control of Traffic Through Work Areas.
- Cones drums or barricades shall be spaced at approximately 50' to 60' center to center for the first 1000 feet of the work area and at a maximum of 100' to 120' center to center for the balance of the work area. Cones, drums or barricades on the advance and return tapers shall be spaced at 10' center to center. Cones may be substituted for barricades or drums for the lane closures during daylight hours only.
- Several small work sites close together shall be combined into one work area to make a closure not more than 2000 feet long including tapers. Closures of more than 2000 feet may be approved by the Engineer. The minimum length between closures shall be 2000 feet. Only one side of the road shall be closed in any one work area.
- The work vehicles shown at the beginning and end of the work area shall be in place and unoccupied whenever workers are in the work area. These work vehicles shall be removed from the pavement whenever workers are not in the work area. Other protective devices may be used in lieu of the work vehicles shown when approved by the Engineer. The vehicles shall be equipped with a 360° rotating or flashing amber beacon clearly visible a minimum of a 1 mile.
- The Type A flashing barricade warning lights shown on the "Road Construction Ahead" and the "One Lane Road Ahead" signs are required whenever a night lane closure is necessary.
- Type C steady burning barricade warning lights shall be erected on drums or barricades for night lane closures. The maximum spacing shall be identical to the channelizing device spacing requirements described in Note 3.
- Adequate area illumination to clearly identify the flagger station at night for long term operations shall be provided by using 150 watt minimum high pressure sodium luminaires or 250 watt minimum mercury luminaires. Luminaires shall be located adjacent to one flagger station for each direction of traffic as shown above. The mounting height for temporary luminaires shall be a minimum of 20 feet above the pavement and the overhead conductor clearance shall be 20 feet above the pavement.

OHIO DEPARTMENT OF TRANSPORTATION

FLAGGERS CLOSING
1 LANE OF A 2 LANE
HIGHWAY

DATE
12/82

FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

22B
25

INITIAL PAVEMENT MARKINGS FOR RESURFACED SECTIONS

GENERAL NOTES

PLAN NO. 155

In addition to the requirements of 621 and 847 the following shall apply:

621 Materials

Glass beads shall be kept dry during storage and prior to use.

621 SPECIAL EQUIPMENT

The Contractor's striping shall be equipped with an odometer graduated to 1/100 of a mile. The Engineer will determine the degree of accuracy of the Contractor's odometer and establish an adjustment factor as may be required to accurately determine the pay item quantities. The Engineer will periodically check the odometer's operation to assure maintenance of accurate measurements.

Failure of the odometer to function properly shall be cause to stop the work until the odometer is made to function properly. On short projects the Engineer may approve alternate methods to accurately measure the length of the various types of markings applied. If measurement of the work has to be done by the Department, the cost of the Department labor and equipment plus 10 percent shall be deducted from payment due the Contractor for the work. When measuring lane, edge and center line marking the odometer shall be started at the first marked line and remain in operation, until the end of the section being marked, where it shall be shut off and the reading of the odometer recorded.

Electrical foot counters shall be provided and installed in the striping. The counters shall individually tabulate the amount of footage applied by each striping gun on the center line carriage and lane line carriage, whether solid or dashed. The counters shall be 6 digit type with a reset feature.

The pavement marking equipment shall be equipped with a pressure regulated air jet which shall remove all debris from the pavement in advance of the applicator gun. The air jet shall operate when marking material is being applied and shall be synchronized with marking material application or remain "on" at all times.

The Contractor shall use an accurate dashing mechanism, capable of being easily adjusted

Provision for the above special equipment by the Contractor shall be incidental to the application.

847 LAYOUT AND PREMARKING

In addition to the requirements of 847 premarking for auxiliary markings shall be located from schematic forms provided at the pre-construction conference.

621 MATERIAL QUANTITY MEASUREMENT

The quantity of marking material or glass beads per unit of measurement will be computed by the Engineer at the end of each day's work. A day's applied mileage of less than 2 miles may be included in the next day's applied markings for the purpose of computing marking material and bead application rates.

The Contractor shall provide a calibrated measuring device acceptable to the Engineer for measuring material in the striping tanks.

The quantity of marking material used shall be determined by measuring the marking material in the tanks before and after marking material is applied. The Contractor shall cooperate with the Engineer in providing measurements whenever requested. The marking material application rate shall be determined by dividing the total gallons used by the appropriate marking length as determined from the foot counter as described within the Special Equipment Section of these notes. Any determination of pay deduction resulting from shortages in marking quantities shall be based on the measurements obtained by this method. The amount of glass beads applied will be ascertained by the Engineer by observation and from information supplied by the Contractor as to quantity used.

847. AUXILIARY PAVEMENT MARKING

For this project auxiliary markings shall be defined as: stop lines, crosswalk lines, transverse lines, railroad symbol markings, lane arrows, word on pavement and dotted lines except when used to extend edge lines.

STANDARD CONSTRUCTION DRAWING TC 71.10

The dimensions shown on Standard Construction Drawing TC 71.10 are nominal. Letters, numerals and symbols conforming to the requirements of section 38-17 of the 1978 National Manual On Uniform Traffic Control Devices may also be used. Any of the following standards for letters, numeral or symbol dimensioning may be used: A.) Standard dimensions shown on this detail or B.) Standard dimensions (either metric or their hard converted English unit equivalents) in accord with the 1977 Metric Edition Standard Alphabets For Highway Signs and Pavement Marking with Errata or C.) Standard dimensions shown in figures 3-17, 3-18, 7-2, 7-3, 8-2 or 9-6 of the 1978 National Manual On Uniform Traffic Control Devices.

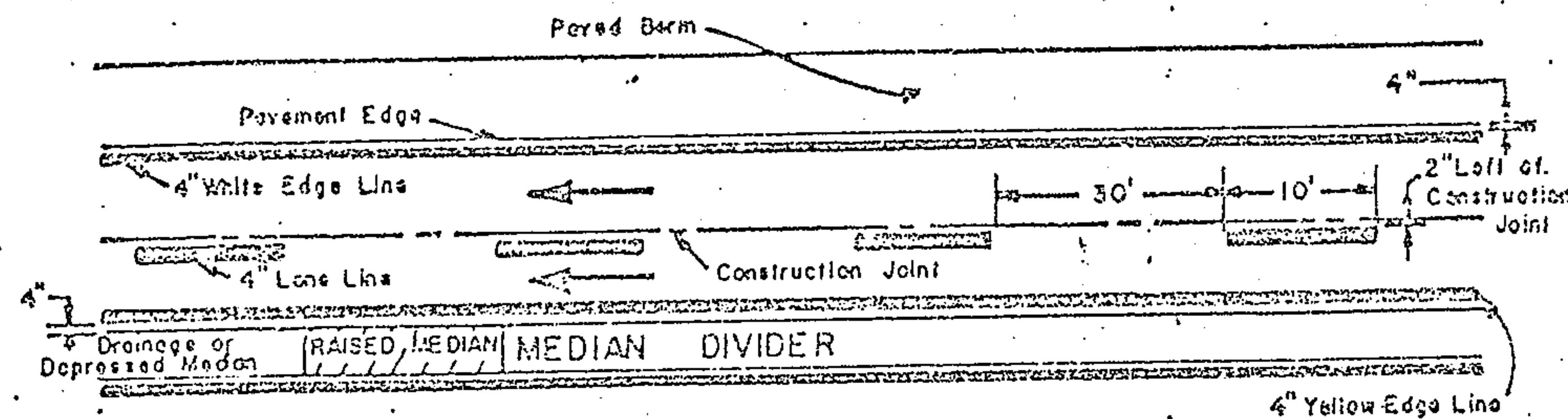
PAVEMENT MARKING TYPICAL DETAILS

FED. RD. DIST.	STATE	PROJECT
5	OHIO	

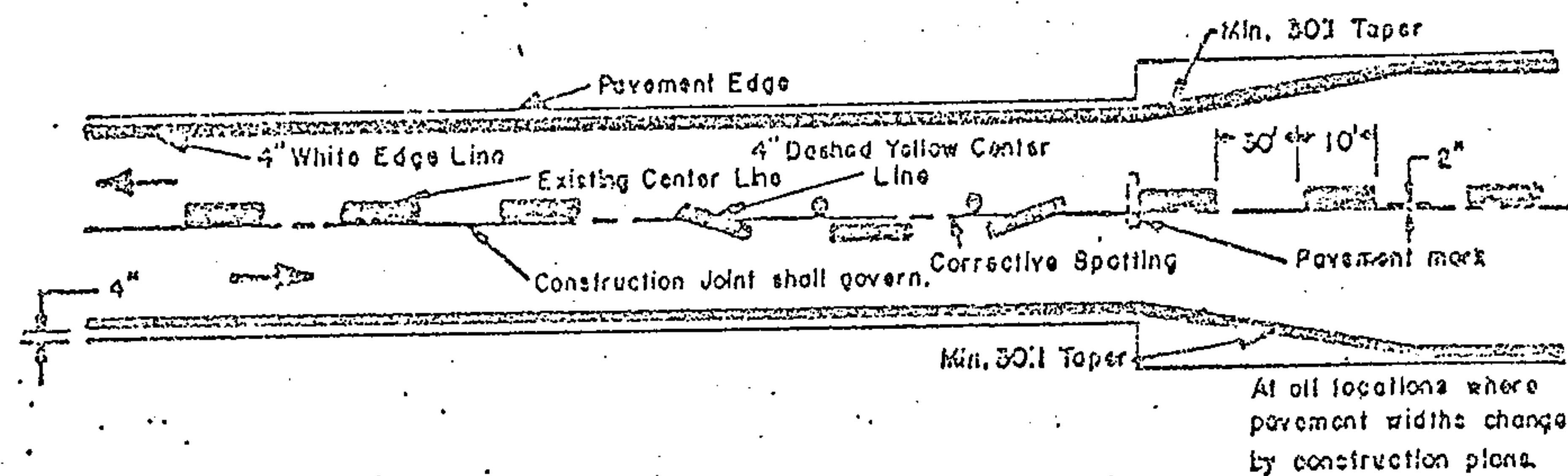
22C
25

PLAN NO. 155

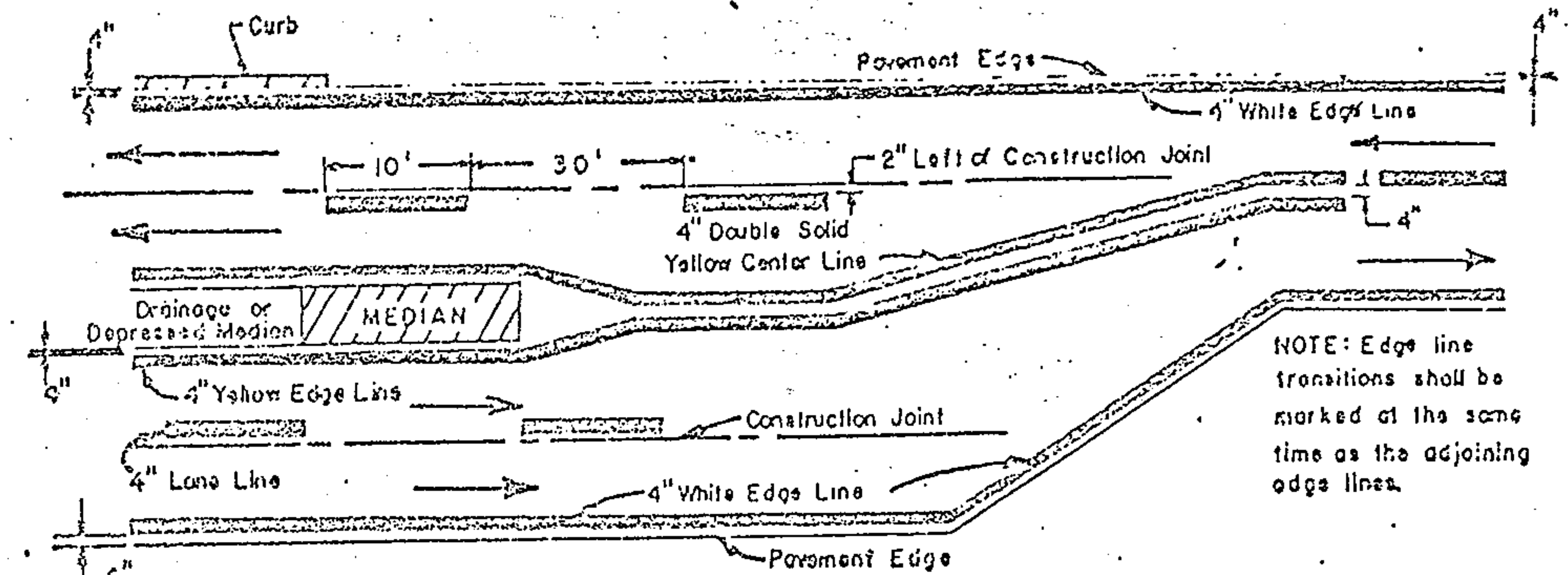
FREEWAY & EXPRESSWAY MAINLINE MARKINGS



TWO LANE MARKINGS



MULTILANE DIVIDED & UNDIVIDED HIGHWAY MARKINGS



NOTE: Edge line transitions shall be marked at the same time as the adjoining edge lines.

NOTES:

1. THE DISTANCE FROM THE PAVEMENT EDGE TO THE NEAR SIDE EDGE OF THE EDGELINE MAY BE INCREASED WITH THE APPROVAL OF THE ENGINEER IN ORDER TO MAINTAIN UNIFORM LANE WIDTH.
2. SEE TC 72.20 FOR PAVEMENT ENTRANCE AND EXIT RAMP TERMINALS.

DIVISION OF TRANSPORTATION	
PAVEMENT MARKING TYPICAL DETAILS	DATE 11/80
JUL. COR.	

12/81

GENERAL SUMMARY

ITEM	GENERAL SUMMARY										GRAND TOTAL 1 THRU 5	UNIT	DESCRIPTION
	PART 1		PART 2		PART 3		PART 4		PART 5				
407		4470		106		1084		144			5804	Gal.	Tack Coat, <i>as per plan</i>
											224	Ton	Cover Aggregate
403		1962		38		401		60			2461	Cu. Yd.	Asphalt Concrete AC-20
404		1661		39		411		53			2164	Cu. Yd.	Asphalt Concrete AC-20
Special		12061		317		3331		419			16128	Lbs.	Crack Sealing, <i>Hot Applied, 705.04</i>
202		50									50	Each.	Raised Pavement Markers Removed For Storage
202		8									8	Each	Precast Traffic Divider Removed
202		1180									1180	Sq. Yd.	Wearing Course Removed
203		411		4		36		7			458	Cu. Yd.	Borrow
203		342		3		29		6			380	Sta.	Linear Grading-Method "D"
202		8									8	Lin. Ft.	Pipe Removed For Re-use
Special		9									9	Sta.	Ditch Cleanout
604						1					1	Each	Monument Adjusted to Grade
604				1		4					5	Each	Catch Basin Adjusted To Grade
Special		434		25		25		25			509	Sq. Yd.	Partial Depth Pavement Joint Repair
Special		934		25		25		25			1009	Sq. Yd.	Full Depth Rigid Pavement ^{REMOVAL} and Flexible Replacement
602		2.18									2.18	Cu. Yd.	Concrete Masonry, <i>Class C</i>
516		91									91	Lin. Ft.	Vertical Extension of Structural Expansion Joints

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.

INTERMEDIATE COURSE, SPOT LEVELING AND PATCHING:

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

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.

COVER AGGREGATE:

Cover aggregate shall conform to 703.06.

GENERAL SUMMARY

ITEM	GENERAL SUMMARY										GRAND TOTAL PARTS 1-5	UNIT	DESCRIPTION	
	PART 1		PART 2		PART 3		PART 4		PART 5					
614		6.16								.36		6.52	Mile	Temporary Center Lines, Class II
624		Lump		Lump		Lump		Lump		Lump		Lump	Lump	Mobilization
614		Lump		Lump		Lump		Lump		Lump		Lump	Lump	Maintaining Traffic
621		20										20	Lin. Ft.	Stop Lines
621		6.32		.12		1.16		.22		.09		7.91	Mile	Edgelines
621		3.08								.18		3.26	Mile	Centerlines
621						1.00		.11				1.11	Mile	Lane Lines
621						138						138	Lin. Ft.	Transverse Lines
621						7						7	Each	Lane Arrows
621						5						5	Each	Word on Pavement, "ONLY", 96" inch
621						1001						1001	Lin. Ft.	Channelizing Lines
614		13		1		6		1				21	Each	Work Zone Marking Signs
605		288				12		12				312	Lin. Ft.	Aggregate Drains
659		8500		200		1100		200				10,000	Sq. Yd.	Seeding and Mulching
659		.76		.02		.10		.02				.90	Ton	Commercial Fertilizer
659		3.83		.09		.49		.09				4.50	Ton	Agricultural Liming
621						100						100	Sq. Ft.	Island Marking
SPECIAL		2,800		45		45		45				2,935	Lin. Ft.	Pavement Sawing

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:

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ITEM											GRAND TOTAL PARTS 1-5	UNIT	DESCRIPTION
	PART 1	PART 2	PART 3	PART 4	PART 5								
845	1384										1384	Sq. Yd.	Latex Modified Concrete Overlay-1 1/4 inches thick
845	91										91	Cu. Yd.	Latex Modified Concrete Overlay-Variable Thickness
845	2										2	Cu. Yd.	Full Depth Repair
Special	8,000	200	2,000	300							10,500	Lin. Ft.	Sawing and Sealing Asphalt Concrete Pavement Joints; 705.04
Special	288		37	25							350	Lin. Ft.	Pressure Relief Joints, Type C
609			500								500	Lin. Ft.	Curb, Standard Type 6
614			2.00	.22							2.22	Mile	Temporary Lane Lines, Class II
614		400									400	Lin. Ft.	Temporary Gore Marking, Class II
614	40										40	Lin. Ft.	Temporary Stop Lines, Class I
305			550								550	Sq. Yd.	Portland Cement Concrete Base
202			1								1	Each	Catch Basin Abandoned
202			500								500	Lin. Ft.	Curb Removed
202			24								24	Lin. Ft.	18" Class B-1 Pipe Removed
203			87								87	Cu. Yd.	Excavation Not Including Embankment Construction
603			30								30	Lin. Ft.	12" Conduit, Type "B"
604			1								1	Each	Catch Basin, Standard No. 6
612			58								58	Sq. Yd.	Concrete Median

GENERAL NOTES

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