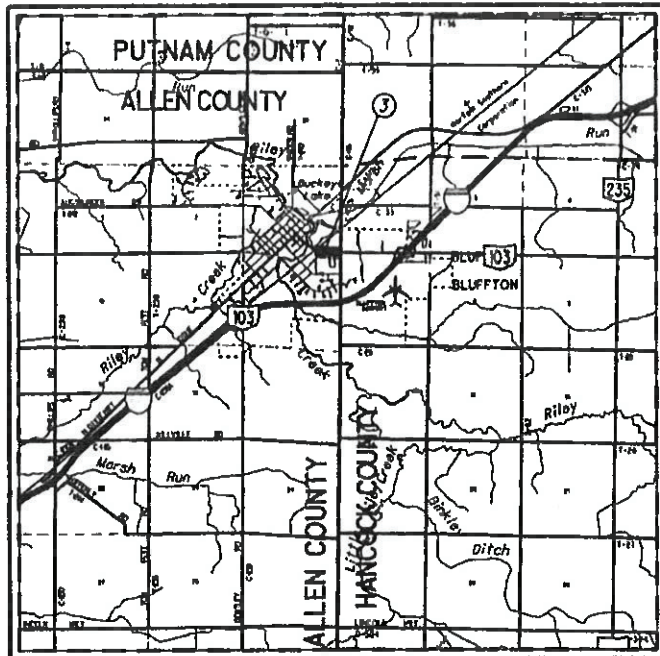


PUT - /HAN/ALL-US 224/SR 103-Var.  
 200327 PID - 98469  
 Dist 1 6/4/2020



LOCATION MAP

③ Part 3 - Not applicable. No longer part of project.  
 See Sheet 2 for Parts 1 & 2 - PUT/HAN US 224

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

DESIGN DESIGNATION	Part 1 PUT 224	Part 2 HAN 224
CURRENT ADT (2018)	6570	3726
DESIGN YEAR ADT (2040)	6600	5200
DESIGN HOURLY VOLUME (2040)	600	400
DIRECTIONAL DISTRIBUTION	0.50	0.51
TRUCKS (24 HOUR B&C)	0.06	0.18
DESIGN SPEED	Varies	55 mph
LEGAL SPEED	Varies	55 mph
DESIGN FUNCTIONAL CLASSIFICATION:		
MAJOR COLLECTOR		
NHS PROJECT:	NO	

**UNDERGROUND UTILITIES**  
 CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

Call Before You Dig  
 1-800-362-2764  
 (Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE  
 1-800-925-0988

PLAN PREPARED BY:  
 District One  
 Ohio Department of Transportation  
 Lima, Ohio

ENGINEERS SEAL

SIGNED: *Eric J. Schreckelhoff*  
 DATE: *March 20, 2020*

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION

**PUT / HAN / ALL -  
 224 / 103 - VAR.**

Villages of Bluffton and Ottawa  
 Ottawa, Blanchard,  
 and Richland Townships  
 Putnam, Hancock and Allen Counties

NOTE: THE WORK ALONG ALL-SR 103 WITHIN THE VILLAGE OF BLUFFTON HAS BEEN REMOVED FROM THE PROJECT & NO LONGER APPLIES

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAP	2, 2A
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STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	1/17/20	TC-64.10	1/17/20	800	4/17/20
BP-3.2	1/18/19	TC-65.10	1/17/19	832	10/19/18
BP-5.1	1/18/19	TC-65.11	7/21/17		
BP-7.1	7/20/18	TC-71.10	1/19/18	872	7/19/19
				874	10/18/19
				875	1/18/19
MT-97.10	4/19/19	DM-4.3	1/15/16		
MT-97.12	1/20/17	DM-4.4	1/15/16		
MT-99.20	4/19/19				
MT-101.90	7/21/17				
MT-105.10	1/17/20				
MT-110.10	7/19/13				
TC-41.20	10/18/13				
TC-42.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	7/20/18				

PROJECT DESCRIPTION

REHABILITATION OF 8.21 MILES OF ROADWAY ON US 224 IN PUTNAM COUNTY, 5.25 MILES OF ROADWAY ON US 224 IN HANCOCK COUNTY, AND OF 0.27 MILES OF ROADWAY ON SR 103 IN ALLEN COUNTY. REHABILITATE BY RESURFACING AND PLACING PAVEMENT MARKINGS. PAVEMENT PLANING AND CONSTRUCTION OF CURB RAMP WILL OCCUR IN THE VILLAGE OF OTTAWA. ALSO, CENTER LINE RUMBLE STRIPES WILL BE INSTALLED ALONG THE RESURFACED SECTIONS OF US 224 IN PUTNAM AND HANCOCK, ALONG 8.64 MILES OF SR 31 IN HARDIN COUNTY, AND ALONG 4.71 MILES ALONG SR 65 IN PUTNAM.

NOTE: THE WORK ALONG SR 103 SECTION HAS BEEN REMOVED FROM THE PROJECT AND NO LONGER APPLIES

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A *
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A *
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A *
* - (MAINTENANCE PROJECT)	

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PROPOSAL.

APPROVED *Christy A. Heger*  
 DATE *03/06/2020* DISTRICT DEPUTY DIRECTOR

APPROVED *Paul Marshall*  
 DATE *3/20/2020* DIRECTOR, DEPARTMENT OF TRANSPORTATION

PROJECT NO. E190(728)  
 PID NO. 98469  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT NONE  
 PUT / HAN / ALL - 224 / 103 - VAR.  
 1 / 15

Contract Proposal Available @  
 www.contracts.dot.state.oh.us/home

**TRAFFIC:**

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

**RAILROAD CROSSINGS & BRIDGE TREATMENT:**

THE NEW SURFACE COURSE SHALL BE FEATHERED OR BUTT JOINTED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED, UNLESS OTHERWISE NOTED IN THE PLANS (SEE SHEETS 5 AND 6). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

**ALIGNMENT AND PROFILE:**

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

**EXTRA AREAS:**

EXTRA AREAS SHALL INCLUDE DRIVEWAYS, MAILBOX PULL-OFFS AND OTHER SIMILAR AREAS AS DETERMINED BY THE ENGINEER. DRIVEWAYS SHALL BE FEATHERED IN APPROXIMATELY 6 FEET USING ASPHALT CONCRETE. SOME DRIVES MAY REQUIRE MORE THAN 6 FEET TO ALLOW FOR ADEQUATE TRANSITION TO THE MAINLINE PAVEMENT. THESE TRANSITIONS WILL BE AS DIRECTED BY THE ENGINEER. THE ASPHALT CONCRETE QUANTITIES FOR DRIVES AND MAILBOXES ARE INCLUDED IN THE EXTRA AREA QUANTITIES IN THE PAVEMENT DATA TABLE.

**ASPHALT CONCRETE PLACEMENT ON SHOULDERS AND GUTTERS:**

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

**MAINTAINING TRAFFIC AT PLANED AREAS:**

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE PLANING IS COMPLETE. THE PLANED AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING TEMPORARY MARKINGS. ALL REQUIRED WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC. NO PLANED SURFACE SHALL REMAIN OPEN TO TRAFFIC MORE THAN (7) DAYS BEFORE BEING COVERED WITH AN ASPHALT COURSE. IF THIS IS NOT DONE, LIQUIDATED DAMAGES WILL BE LEVIED AS PER SECTION 108.07 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

**ITEM 617 COMPACTED AGGREGATE, AS PER PLAN:**

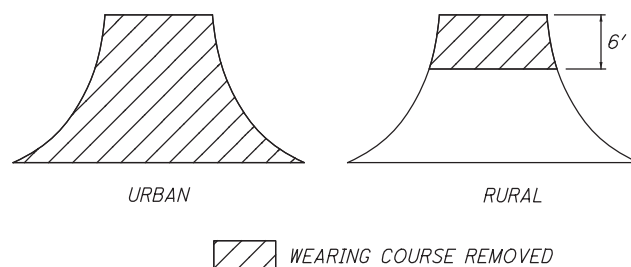
THIS ITEM SHALL MEET ALL REQUIREMENTS FOR ITEM 617 COMPACTED AGGREGATE WITH THE FOLLOWING EXCEPTION:

- 1) NO RECYCLED ASPHALT CONCRETE PAVEMENT SHALL BE USED IN THIS ITEM

ALL COSTS ASSOCIATED WITH THE EQUIPMENT, LABOR AND MATERIALS NECESSARY FOR SUPPLYING AND PLACING THIS ITEM SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

**WEARING COURSE REMOVED AT INTERSECTIONS**

TYPICAL WEARING COURSE REMOVED AT INTERSECTIONS AS DETAILED BELOW.



**ITEM 253 - PAVEMENT REPAIR:**

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE PREPARED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

THE VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE 301 FOR ITEM 253 PAVEMENT REPAIR. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR.

253 PAVEMENT REPAIR 160 CUBIC YARD

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

**WORK ZONE MARKINGS AND SIGNS**

ERECT A GROOVED PAVEMENT SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC.

ERECT A NO EDGE LINES SIGN IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A DO NOT PASS SIGN AT THE BEGINNING AND A PASS WITH CARE SIGN AT THE END OF EACH NO PASSING ZONE LACKING STANDARD CENTER LINE MARKINGS. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04, 614.055 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	133 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS I	13.73 MILES
ITEM 614, WORK ZONE CENTER LINE, CLASS II	27.46 MILES

**446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS**

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBPLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBPLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140 DEGREES F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

**ITEM 614, MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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SINGLE - MAILBOX TURNOUT & BRIDGE APPROACHES

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

IF THERE IS A DISTANCE OF 50 FEET OR LESS BETWEEN DRIVEWAY AND MAILBOX, APPROACHES SHALL BE PAVED THRU TO THE MAILBOX. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATION OF MATERIALS FROM ALL STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF 2 INCHES BELOW EXISTING PAVEMENT. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

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

FOR MAILBOX TURNOUTS, WHEN UNSTABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF THIS MATERIAL SHALL BE TO A DEPTH OF 6 INCHES BELOW EXISTING PAVEMENT ELEVATION. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACK FILL OF THESE AREAS. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

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

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

AN ADDITIONAL QUANTITY OF ASPHALT CONCRETE HAS BEEN SET UP TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAYS, MAILBOX AND BRIDGE APPROACHES.

ALL WORK, MATERIALS, EXCEPT ITEM 304, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT OF THE ASPHALT CONCRETE.

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS III AND X OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: JUNE 1, 2009 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEB SITE:

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

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

III. HEAD PROTECTION (HARD HATS)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2003 TYPE I CLASS E-G REQUIREMENTS.

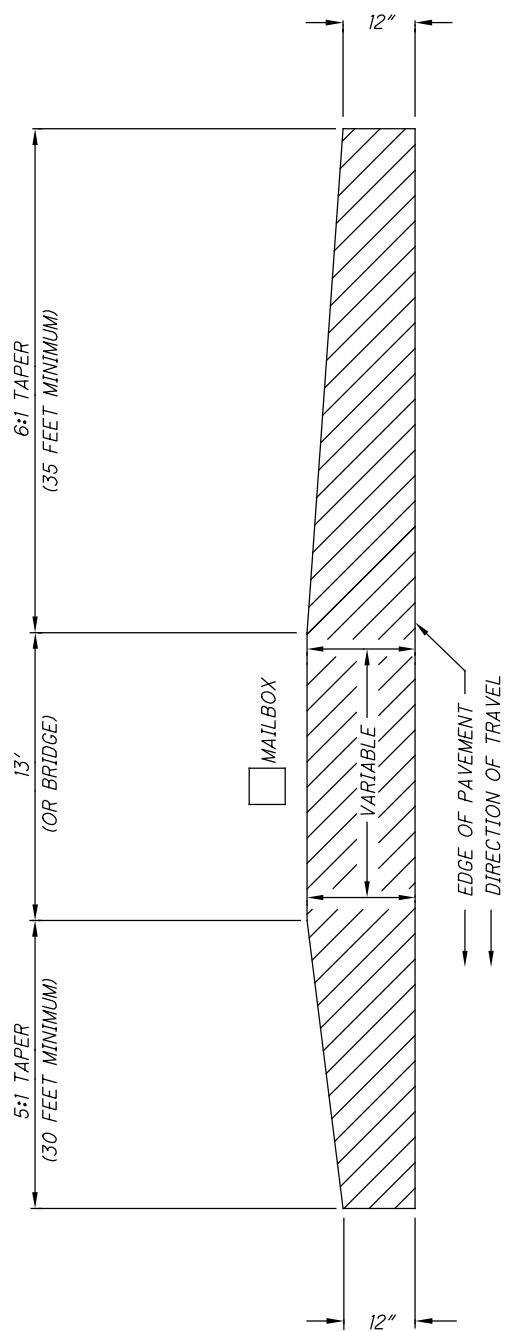
X. HIGH VISIBILITY SAFETY APPAREL

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS 2 OR CLASS 3 REQUIREMENTS OF THE ANSI/ISEA 107-2004 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND HEAD WEAR."

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

ENVIROMENTAL COMMITMENT

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, THIS PROJECT MUST BE CONSTRUCTED IN ACCORDANCE WITH CONSTRUCTION NOISE ORDINANCES IN AFFECT FOR THE VILLAGE OF OTTAWA. IF THE CONTRACTOR AND PROJECT ENGINEER DETERMINE THIS PROJECT CANNOT BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL CONSTRUCTION NOISE ORDINANCES, JOHN WILLIAMS (419-523-5020) MUST BE CONTACTED BY THE CONTRACTOR AT LEAST 48 HOURS IN ADVANCE OF THE WORK THAT WOULD VIOLATE THESE NOISE ORDINANCES. ADDITIONALLY, THE CONTRACTOR MUST ENSURE RESIDENTS/AND OR BUSINESS OWNERS WITHIN A 500-FOOT RADIUS OF THE CONSTRUCTION NOISE WILL BE NOTIFIED PRIOR TO COMMENCEMENT OF THE WORK IN VIOLATION OF THESE NOISE ORDINANCES.



NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & < 2 WEEKS <= 12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

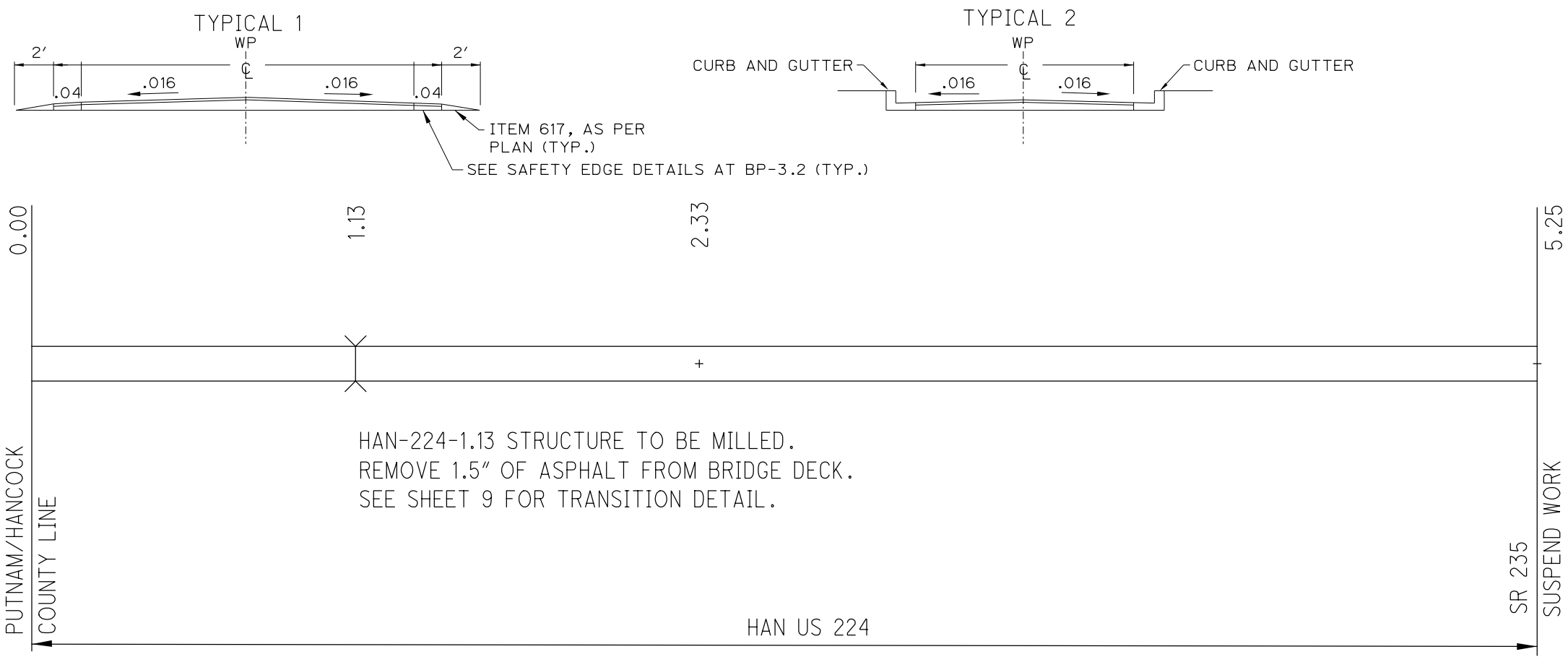
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	6 CU. YD.
659, SEEDING AND MULCHING	50 SQ. YD.
659, COMMERCIAL FERTILIZER	0.06 TON
659, WATER	1 M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.



NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

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

NOTE: DRAWINGS NOT TO SCALE

HAN-224-1.13 STRUCTURE TO BE MILLED.  
REMOVE 1.5" OF ASPHALT FROM BRIDGE DECK.  
SEE SHEET 9 FOR TRANSITION DETAIL.

PAVEMENT DATA

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202	407	441			254				304	617	209	874	875	
				WEARING COURSE REMOVED	NON-TRACKING TACK COAT				ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446), PG 64-22		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)		PAVEMENT PLANING, ASPHALT CONCRETE		PATCHING PLANED SURFACES	AGGREGATE BASE	COMPACTED AGGREGATE, AS PER PLAN	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	LONGITUDINAL JOINT PREPARATION	LONGITUDINAL JOINT ADHESIVE			
				VARIABLE THICKNESS					THICKNESS 1 1/2"	THICKNESS 1 1/4"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1 3/4"	THICKNESS 1/2"	THICKNESS 1 1/2"	VARIABLE THICKNESS						2% PLANED AREA	2 INCH AVG. TH.	
SLM	SLM			MILES	FEET	FEET		SY	SY	GAL	CY	CY	CY	CY	SY	SY	SY	SY	CY	CY	MILE	FT	LB
<b>Part 2</b>																							
HAN US 224	0.00	1.00	02/STR/PV	1.00	5280	28	1	16133		1371	672		15		16133			323		130	2.00	5280	
HAN US 224	1.00	1.12	02/STR/PV	0.12	634	27	1	1901		162	79		2		1901			38		16	0.24	634	
HAN US 224	1.12	1.15	02/STR/PV	Bridge	158	27	1	739		63	31		1		297	442		15		4	0.06	158	
HAN US 224	1.15	5.25	02/STR/PV	4.10	21648	27	1	64343		5469	2681		63		64343			1287		535	8.20	21648	
Extra Areas								1336		114	56												
Intersections								478		41	20												
<b>Totals</b>									478	7219		3619			82377	297	442	1662	35	684	10.50	27720	

ASPHALT CONCRETE

PUT / HAN / ALL -  
224 / 103 - VAR.

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ROUTE	FROM	TO	PLAN SPLITS	DISTANCE	618	643	423	LOCATION DESCRIPTION
					CENTER LINE RUMBLE STRIPS	CENTER LINE PAVEMENT MARKING	CRACK SEALING	
		SLM	SLM	MILES	MILES	MILES	LBS	
<b>Part 4</b>								
HAR SR 31	0.00	1.90	03/SAF/OT	1.90	1.90	1.90	2196.4	Union County Line to Village of Mt Victory
HAR SR 31	2.80	9.54	03/SAF/OT	6.74	6.74	6.74	7791.44	Village of Mt Victory to City of Kenton
<b>Totals</b>					<b>8.64</b>	<b>8.64</b>	<b>9987.84</b>	
<b>PART 5</b>								
PUT SR 65	1.84	6.55	03/SAF/OT	4.71	4.71	4.71	5444.76	Village of Columbus Grove to Village of Ottawa
<b>Totals</b>					<b>4.71</b>	<b>4.71</b>	<b>5444.76</b>	

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		618	621		642		644			
						CENTERLINE RUMBLE STRIPE	RPM	RPM REMOVED	EDGE LINE	CENTER LINE	STOP LINE	CROSSWALK LINE	CROSSWALK LINE AS PER PLAN	RR SYMBOL MARKING
						MILE	EACH	EACH	MILE	MILE	FT	FT	FT	EACH
		SLM	SLM	MILES	FEET	MILE	EACH	EACH	MILE	MILE	FT	FT	FT	EACH
<b>Part 1</b>														
PUT US 224	21.40	21.52	01/S<2/PV	0.12	634					0.12	22			1
PUT US 224	21.52	21.58	01/S<2/PV	0.06	317				0.12	0.06				
PUT US 224	21.58	21.69	01/S<2/PV	0.11	581				0.22	0.11	24	96		
PUT US 224	21.69	22.11	01/S<2/PV	0.42	2218				0.84	0.42	21			
PUT US 224	22.11	22.99	01/S<2/PV	0.88	4646				1.76	0.88				
PUT US 224	22.99	23.16	01/S<2/PV	0.17	898				0.34	0.17				
PUT US 224	23.16	23.45	02/STR/PV	0.29	1531		19	19	0.58	0.29				
PUT US 224	23.45	27.20	02/STR/PV	3.75	19800	3.75	248	248	7.5	3.75				
PUT US 224	27.20	27.46	02/STR/PV	0.26	1373		17	17	0.52	0.26				
PUT US 224	27.46	29.61	02/STR/PV	2.15	11352	2.15	142	142	4.3	2.15	62			
<b>SUB-TOTALS</b>						<b>5.90</b>	<b>426</b>	<b>426</b>	<b>16.18</b>	<b>8.21</b>	<b>129</b>	<b>96</b>		<b>1</b>
<b>Part 2</b>														
HAN US 224	0.00	1.00	02/STR/PV	1.00	5280	1.00	66	66	2.00	1.00				
HAN US 224	1.00	5.25	02/STR/PV	4.25	22440	4.25	281	281	8.50	4.25	55			
<b>SUB-TOTALS</b>						<b>5.25</b>	<b>347</b>	<b>347</b>	<b>10.50</b>	<b>5.25</b>	<b>55</b>			

**PAVEMENT MARKING SUB-SUMMARY**

**PUT / HAN / ALL -  
224 / 103 - VAR.**

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INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202	407	441		
					WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)
					VARIABLE THICKNESS		THICKNESS 1 1/2"	THICKNESS 1 1/4"	THICKNESS 1 3/4"
				SQ YD	SQ YD	GAL	CY	CY	CY
<b>Part 1</b>									
Agner St.	01/S<2/PV	21.51	L	103.2	103.2	8.8	4.3		
Agner St.	01/S<2/PV	21.51	R	123.8	123.8	10.5	5.2		
Ohio St.	01/S<2/PV	21.58	L	72.6	72.6	6.2	3.0		
Ohio St.	01/S<2/PV	21.58	R	36.3	36.3	3.1	1.5		
Fair St.	01/S<2/PV	21.65	L	62.2	62.2	5.3	2.6		
Fair St.	01/S<2/PV	21.65	R	104.8	104.8	8.9	4.4		
Pershing St.	01/S<2/PV	21.70	L	57.0	57.0	4.8	2.4		
Patton St.	01/S<2/PV	21.77	L	58.3	58.3	5.0	2.4		
4th St.	01/S<2/PV	22.00	L	101.9	101.9	8.7	4.2		
Selhorst Dr.	01/S<2/PV	22.02	L	138.6	138.6	11.8	5.8		
Glenbrook Dr.	01/S<2/PV	22.14	L	177.6	177.6	15.1	7.4		
Mohawk Dr.	01/S<2/PV	22.24	L	122.7	122.7	10.4	5.1		
Eastowne Dr.	01/S<2/PV	22.62	R	75.2	75.2	6.4	3.1		
Fairview Dr.	01/S<2/PV	22.69	R	70.3	70.3	6.0	2.9		
Villa Dr.	01/S<2/PV	22.75	L	147.2	147.2	12.5	6.1		
Sunset Dr.	01/S<2/PV	22.76	R	83.6	83.6	7.1	3.5		
Ottawa Dr.	01/S<2/PV	22.94	R	114.0	114.0	9.7	4.8		
TR 7	02/STR/PV	23.44	L	137.0	137.0	11.6	5.7		
TR 7	02/STR/PV	23.44	R	130.6	130.6	11.1	5.4		
TR 5H	02/STR/PV	24.29	L	82.0	82.0	7.0	3.4		
TR 5H	02/STR/PV	24.29	R	97.4	97.4	8.3	4.1		
CR 5	02/STR/PV	25.45	L	299.7	299.7	25.5	12.5		
CR 5	02/STR/PV	25.45	R	186.3	186.3	15.8	7.8		
CR 5F	02/STR/PV	27.20	L	65.0	65.0	5.5	2.7		
Franklin St.	02/STR/PV	27.20	R	110.7	110.7	9.4	4.6		
Pearl St.	02/STR/PV	27.31	R	105.3	105.3	9.0	4.4		
CR 3	02/STR/PV	27.46	L	83.9	83.9	7.1	3.5		
Sugar Ridge St.	02/STR/PV	27.46	R	76.4	76.4	6.5	3.2		
TR 2	02/STR/PV	28.46	L	68.6	68.6	5.8	2.9		
TR 2	02/STR/PV	28.46	R	60.6	60.6	5.2	2.5		
TR 1	02/STR/PV	29.61	L	130.9	130.9	11.1	5.5		
CR 1	02/STR/PV	29.61	R	200.6	200.6	17.1	8.4		
Sub-Totals	01/S<2/PV				1649	140	69		
	02/STR/PV				3484	296	145		
Totals				3484	5134	436	214		

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202	407	441		
					WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)
					VARIABLE THICKNESS		THICKNESS 1 1/2"	THICKNESS 1 1/4"	THICKNESS 1 3/4"
				SQ YD	SQ YD	GAL	CY	CY	CY
<b>Part 2</b>									
TR 116	02/STR/PV	1.05	L	79.5	79.5	6.8	3.3		
CR 53	02/STR/PV	2.38	L	65.6	65.6	5.6	2.7		
CR 53	02/STR/PV	2.38	R	109.4	109.4	9.3	4.6		
CR 120	02/STR/PV	3.23	L	76.7	76.7	6.5	3.2		
TR 123	02/STR/PV	3.99	L	54.9	54.9	4.7	2.3		
TR 123	02/STR/PV	3.99	R	91.7	91.7	7.8	3.8		
Sub-Totals	01/S<2/PV								
	02/STR/PV				478	41	20		
Totals				0	478	41	20		

INTERSECTION SUB - SUMMARY

PUT / HAN / ALL -  
224 / 103 - VAR.

CALCULATED  
MPB  
CHECKED  
EJS

\*NOTE - Totals have been carried to Sheet 6

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED MPB	CHECKED EJS
3	4	5	6	7	10					01/S<2/ PV	02/STR/ PV	03/SAF/ OT								
<b>ROADWAY</b>																				
		3,484	478							1,649	2,313		202	23500	3,962	SY	WEARING COURSE REMOVED			
										588			202	30000	588	SF	WALK REMOVED			
										62			202	32000	62	FT	CURB REMOVED			
		13.24	10.5							0.34	23.4		209	72050	23.74	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING			
										558			608	10000	558	SF	4" CONCRETE WALK			
										136			608	53020	136	SF	DETECTABLE WARNING			
										2	5		623	39500	7	EACH	MONUMENT BOX ADJUSTED TO GRADE			
<b>EROSION CONTROL</b>																				
	10									10			659	00300	10	CY	TOPSOIL			
	50									50			659	10000	50	SY	SEEDING AND MULCHING			
	0.2									0.2			659	20000	0.2	TON	COMMERCIAL FERTILIZER			
	5									5			659	35000	5	MGAL	WATER			
										1,000			832	30000	1,000	EACH	EROSION CONTROL			
<b>PAVEMENT</b>																				
160										35	125		253	02000	160	CY	PAVEMENT REPAIR			
		140,606	82,377							32,509	190,474		254	01000	222,983	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 0.5" THICKNESS			
			297								297		254	01000	297	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" THICKNESS			
			442								442		254	01000	442	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE THICKNESS			
		2,812	1,662							650	3,824		254	01600	4,474	SY	PATCHING PLANED SURFACE			
		60	35							15	80		304	20000	95	CY	AGGREGATE BASE			
		12,282	7,219							2,918	16,583		407	20000	19,501	GAL	NON-TRACKING TACK COAT			
				15,432.6								15,432.6	423	00100	15,432.6	LB	CRACK SEALING, TYPE I			
		6,142	3,619							1,462	8,299		441	10000	9,761	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22			
		863	684							22	1,525		617	10100	1,547	CY	COMPACTED AGGREGATE			
		31,152	27,720								58,872		874	20000	58,872	FT	LONGITUDINAL JOINT PREPARATION			
		2,439								1,858	581		875	10000	2,439	LB	LONGITUDINAL JOINT ADHESIVE			
<b>TRAFFIC CONTROL</b>																				
				24.5							11.15	13.35	618	43000	24.5	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)			
				773							773		621	00100	773	EACH	RPM			
				773							773		621	54000	773	EACH	RAISED PAVEMENT MARKER REMOVED			
				26.68						3.28	23.4		642	00104	26.68	MILE	EDGE LINE, 6", TYPE 1			
				13.46						1.76	11.7		642	00300	13.46	MILE	CENTER LINE, TYPE 1			
				13.35								13.35	643	00300	13.35	MILE	CENTER LINE			
				184						67	117		644	00500	184	FT	STOP LINE			
				96						96			644	00600	96	FT	CROSSWALK LINE			
				1						1			644	01000	1	EACH	RAILROAD SYMBOL MARKING			
<b>MAINTENANCE OF TRAFFIC</b>																				
133										40	93		614	12460	133	EACH	WORK ZONE MARKING SIGN			
13.73										1.76	11.97		614	21000	13.73	MILE	WORK ZONE CENTER LINE, CLASS I			
27.46										3.52	23.94		614	21400	27.46	MILE	WORK ZONE CENTER LINE, CLASS II			
<b>INCIDENTALS</b>																				
										LS			614	11000	LS		MAINTAINING TRAFFIC			
										LS			624	10000	LS		MOBILIZATION			