

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**WIL-20/127-0.00/13.96**

**NORTHWEST, BRIDGEWATER  
& BRADY TOWNSHIPS  
WILLIAMS COUNTY**

**PROJECT DESCRIPTION**

RESURFACE US 20 IN WILLIAMS COUNTY FROM THE INDIANA LINE TO SR 576. RESURFACE US 127 IN WILLIAMS COUNTY FROM SLM 13.93 TO 15.09. REPLACE EXISTING CURB RAMPS AT THE INTERSECTION OF SR 34 AND SR 49. PERFORM NECESSARY RELATED WORK.

PROJECT EARTH DISTURBED AREA: NA ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: NA ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: NA ACRES

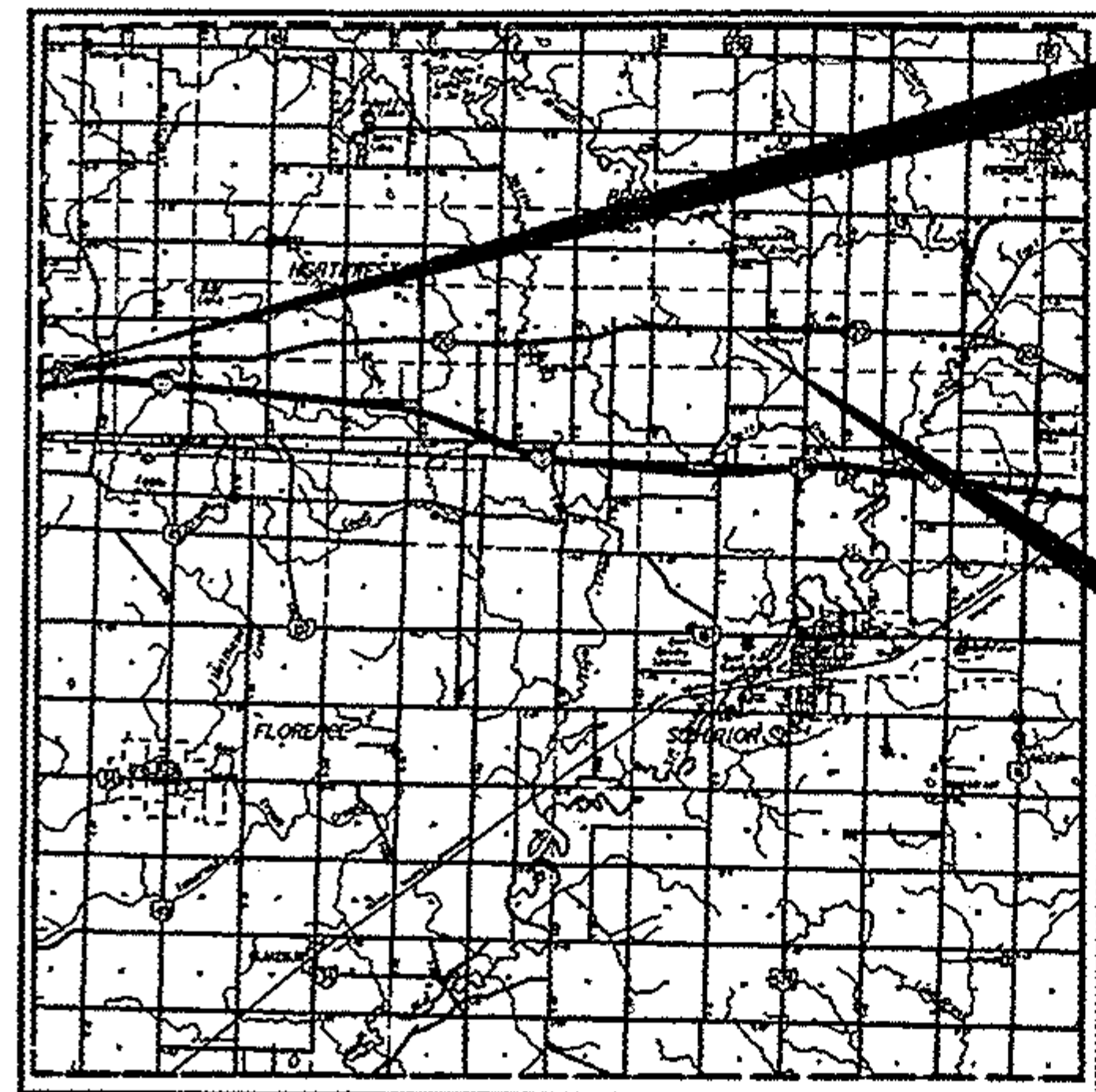
**2010 SPECIFICATIONS**

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY, AND THAT THE DETOUR WILL BE PROVIDED AS INDICATED ON SHEET 6.

APPROVED *[Signature]* P.E.  
DATE 16 Nov 13 DISTRICT DEPUTY DIRECTOR

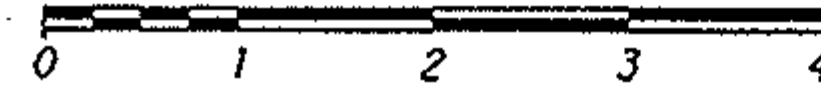
APPROVED *[Signature]*  
DATE 11-27-13 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 41°37'53" LONGITUDE: 84°48'21"

SCALE IN MILES



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

**INDEX OF SHEETS:**

|                              |       |
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| DESIGN DESIGNATION                | WIL-20<br>(0.00-9.11) | WIL-127<br>(13.93-15.09) |
|-----------------------------------|-----------------------|--------------------------|
| CURRENT ADT (2013)                | 4100                  | 3500                     |
| DESIGN YEAR ADT (2025)            | 4600                  | 3600                     |
| DESIGN HOURLY VOLUME (2025)       | 500                   | 400                      |
| DIRECTIONAL DISTRIBUTION          | 55%                   | 55%                      |
| TRUCKS (24 HOUR B&C)              | 46%                   | 12%                      |
| DESIGN SPEED                      | 60 MPH                | VARIES                   |
| LEGAL SPEED                       | 55 MPH                | VARIES                   |
| DESIGN FUNCTIONAL CLASSIFICATION: | RURAL MINOR ARTERIAL  | RURAL MAJOR ARTERIAL     |
| NHS PROJECT                       | NA                    |                          |

**DESIGN EXCEPTIONS**

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

CALL  
1-800-362-2764  
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:  
ODOT DISTRICT 2  
PLANNING & ENGINEERING

| ROADWAY: | STRUCTURES | STANDARD CONSTRUCTION DRAWINGS | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|----------|------------|--------------------------------|-----------------------------|--------------------|
|          |            | BP-3.1 4/20/12                 | 800 1/18/13                 |                    |
|          |            | BP-4.1 7/16/04                 | 823 7/20/12                 |                    |
|          |            | BP-7.1 10/15/10                | TC-65.10 4/20/12            | 832 5/5/09         |
|          |            |                                | TC-65.11 4/20/12            | 847 10/21/11       |
|          |            | DBR-2-73 7/15/11               |                             |                    |
|          |            | DBR-3-11 10/15/10              | TC-73.10 4/20/12            |                    |
|          |            | DS-1-92 7/18/03                | TST-1-99 4/18/08            |                    |
|          |            | RM-1.1 7/15/11                 |                             |                    |
|          |            | MT-97.10 10/15/10              |                             |                    |
|          |            | MT-97.12 10/15/10              |                             |                    |
|          |            | MT-99.20 1/16/09               |                             |                    |
|          |            | MT-101.90 11/02/12             |                             |                    |

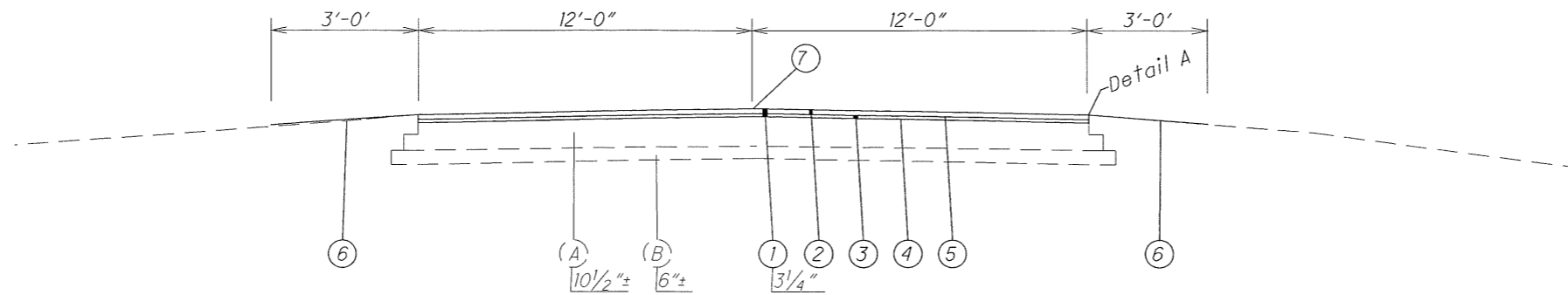
SIGNED: *[Signature]*  
DATE: 11-16-2012

SIGNED: *[Signature]*  
DATE: 11-19-12

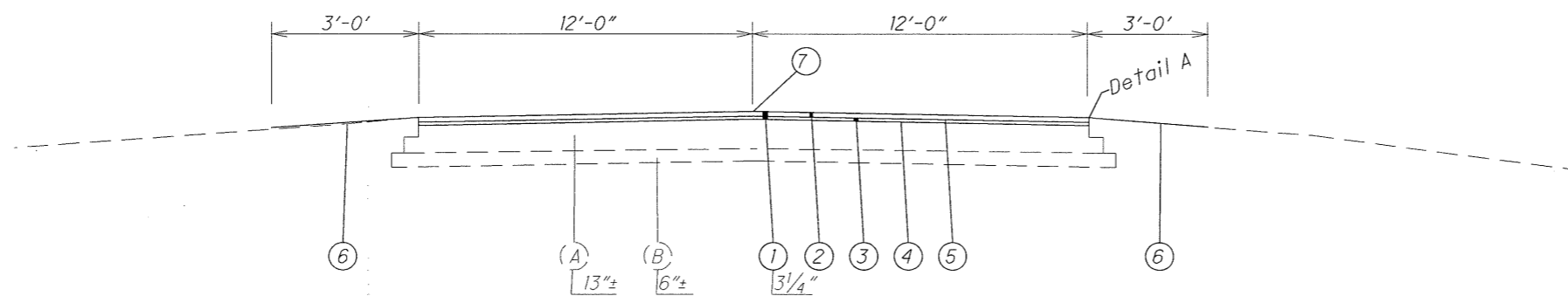
WIL-20/127-0.00/13.96  
138007  
DIST 02  
PID-88491  
3/7/2013

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

FEDERAL PROJECT NO. E100711  
PID NO. 88491  
CONSTRUCTION PROJECT NO.  
RAILROAD INVOLVEMENT NONE  
WIL-20/127-0.00/13.96  
1/43



Sta. 0+00 to Sta. 316+80



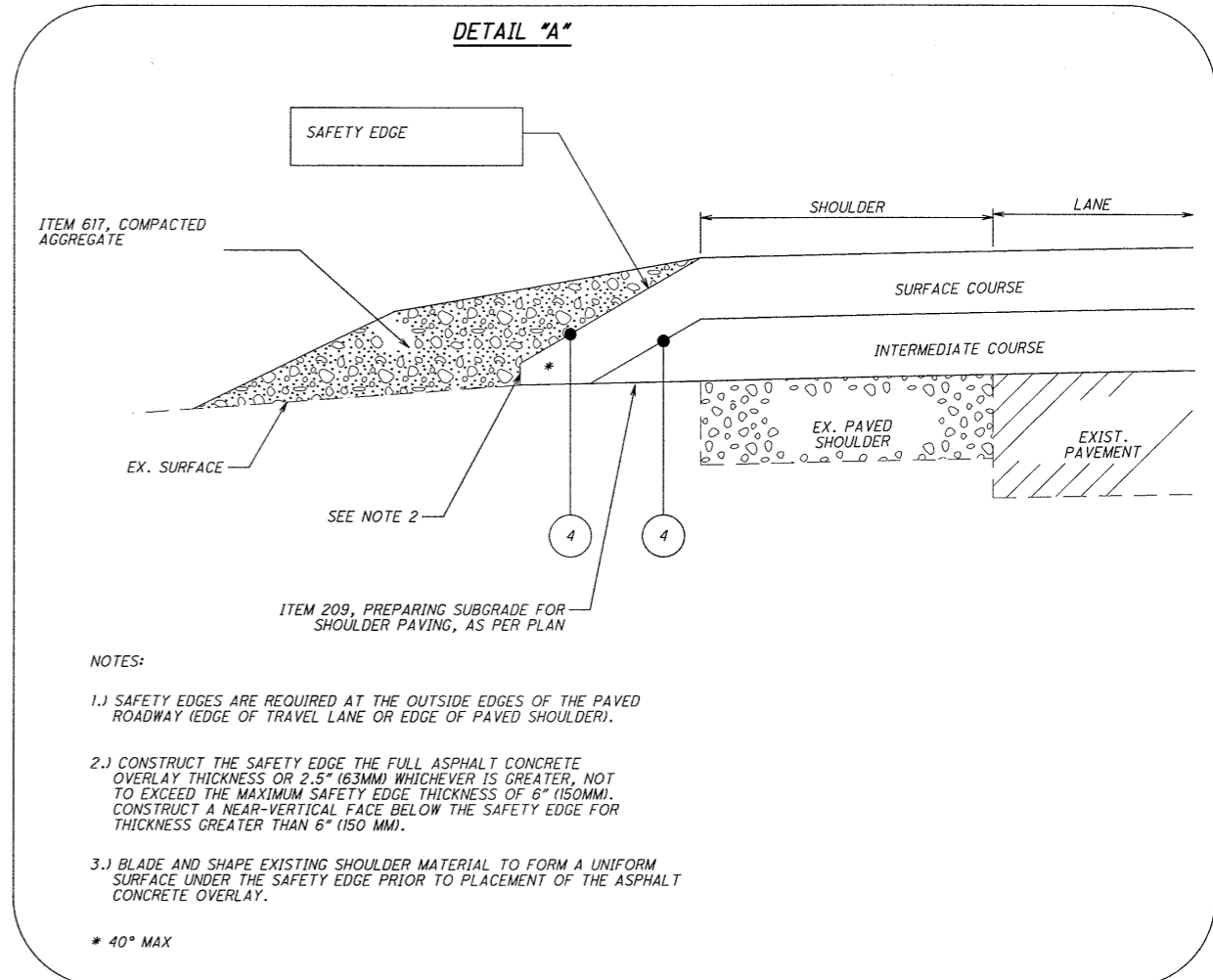
Sta. 316+80 to Sta. 481+00

EXISTING LEGEND

- (A) EXISTING ASPHALT SURFACE COURSE (THICKNESS AS SHOWN)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (THICKNESS AS SHOWN)

PROPOSED LEGEND

- (1) Item 254 Pavement Planing (Thickness Shown)
- (2) Item 442 1 1/2" Asphalt Concrete Surface Course, 12.5mm, Type A (446)
- (3) Item 442 3/4" Asphalt Concrete Intermediate Course, 19mm, Type A, (446)
- (4) Item 407 Tack Coat for Intermediate Course (0.04 Gal/Sy)
- (5) Item 407 Tack Coat (0.075 Gal/SY)
- (6) Item 617 - Compacted Aggregate
- (7) Item 409 - Sealing, Misc.: Longitudinal Joint Sealer

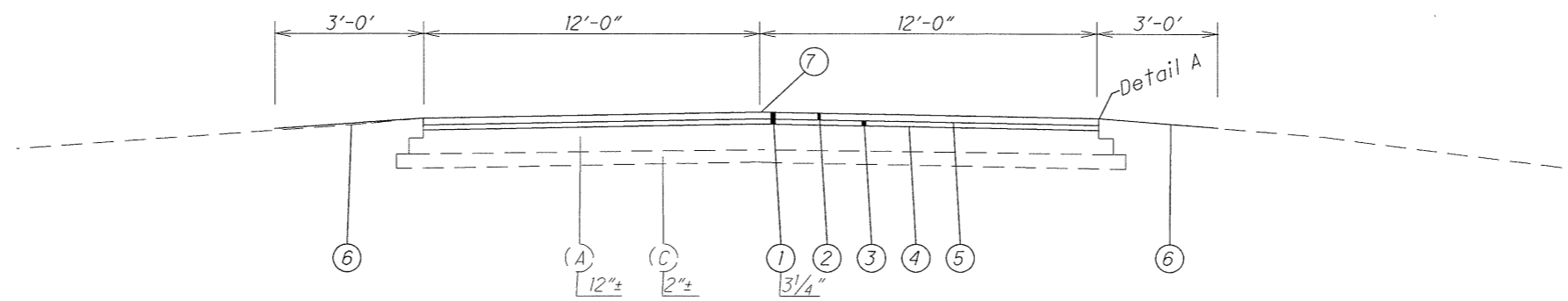


NOTES:

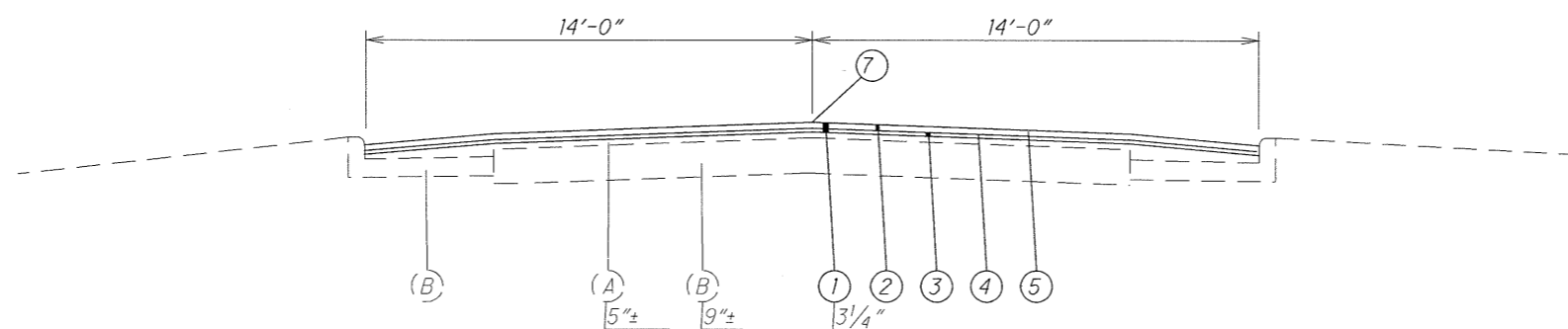
- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
- 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
- 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.

\* 40° MAX

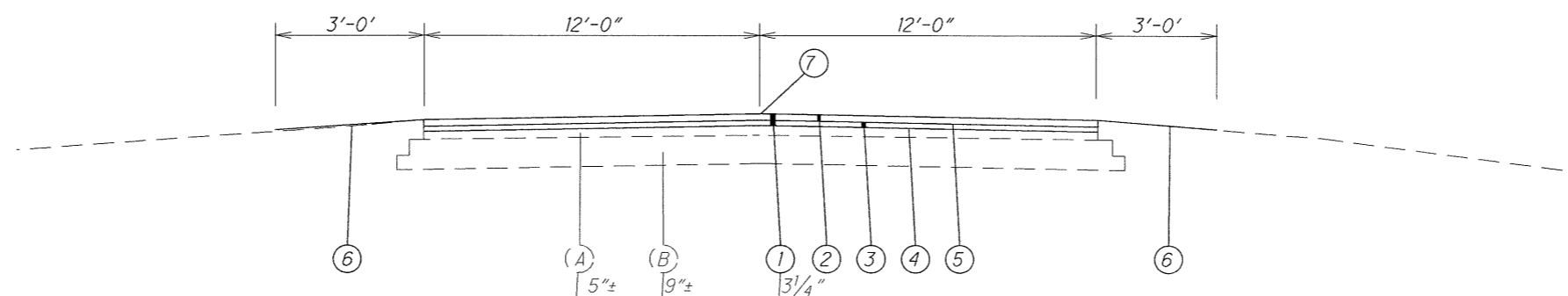
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Sta. 735+75 to Sta. 757+85



Sta. 768+50 to Sta. 783+79



Sta. 783+79 to Sta. 796+75

PROPOSED LEGEND

- ① Item 254 Pavement Planing (Thickness Shown)
- ② Item 442 1½" Asphalt Concrete Surface Course, 12.5mm, Type A (446)
- ③ Item 442 1¾" Asphalt Concrete Intermediate Course, 19mm, Type A, (446)
- ④ Item 407 Tack Coat for Intermediate Course (0.04 Gal/Sy)
- ⑤ Item 407 Tack Coat (0.075 Gal/Sy)
- ⑥ Item 617 - Compacted Aggregate
- ⑦ Item 409 - Sealing, Misc.: Longitudinal Joint Sealer

EXISTING LEGEND

- (A) EXISTING ASPHALT SURFACE COURSE (THICKNESS AS SHOWN)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (THICKNESS AS SHOWN)
- (C) SUB-BASE (THICKNESS AS SHOWN)

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**UTILITIES**

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

**PERMIT NOTIFICATION**

THE CONTRACTOR SHALL GIVE A 15 DAY NOTICE PRIOR TO ANY LANE RESTRICTION TO AVOID ANY CONFLICT OF PERMITTED LOADS DURING THIS CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING:

OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT 2 - PERMIT OFFICE  
317 EAST POE ROAD  
BOWLING GREEN, OHIO 43402  
PH: 419-373-4414

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**ROUNDING**

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

**ELEVATION DATUM**

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

**PLANING**

PAVEMENT SHALL BE PLANED BEFORE PAVEMENT REPAIRS ARE PERFORMED.

**PROFILE AND ALIGNMENT**

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL BE AS SHOWN ON THE TYPICAL SECTIONS.

**PART-WIDTH CONSTRUCTION**

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON SCD BP-3.1.

**ITEM 409, SEALER, MISC.: LONGITUDINAL JOINT SEALER**

**409.01 DESCRIPTION**

THE WORK SHALL CONSIST OF FURNISHING AND INSTALLING A HOT-APPLIED ASPHALTIC JOINT ADHESIVE/SEALER ON LONGITUDINAL COLD CONSTRUCTION JOINTS IN ASPHALT CONCRETE PAVEMENTS AS SHOWN IN THE PLANS IN ACCORDANCE WITH THESE SPECIAL PROVISIONS.

**409.02 MATERIALS**

MATERIALS SHALL MEET THE FOLLOWING REQUIREMENTS:

| Characteristic                | Test        | Value         |
|-------------------------------|-------------|---------------|
| Brookfield Viscosity @ 400° F | ASTM D 3236 | 4000-10000 cp |
| Cone Penetration @ 77° F      | ASTM D 5329 | 60-100        |
| Flow @ 140° F                 | ASTM D 5329 | 5mm max.      |
| Resilience @ 77° F            | ASTM D 5329 | 30% min.      |
| Ductility @ 77° F             | ASTM D 113  | 30 cm min.    |
| Ductility @ 39.2° F           | ASTM D 113  | 30 cm min.    |
| Tensile Adhesion @ 77° F      | ASTM D 5329 | 500% min.     |
| Softening Point               | ASTM D 36   | 170° F min.   |
| Asphalt Compatibility         | ASTM D 5329 | Pass          |

THE MATERIAL SHALL BE "CRAFCO PAVEMENT JOINT ADHESIVE, PRODUCT NO. 34524" OR APPROVED EQUAL.

**409.03 INSTALLATION**

INSTALLATION SHALL BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER.

**409.04 BASIS OF PAYMENT**

WORK UNDER THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER POUND, FURNISHED AND PLACED. PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK, COMPLETE IN PLACE AND ACCEPTED.

PAYMENT SHALL BE MADE UNDER:  
ITEM 409 - SEALER, MISC.: LONGITUDINAL JOINT SEALER

US 20  $\frac{48150 \times 1 \text{ POUND}}{4 \text{ FT}} = 12038 \text{ POUND}$

US 127  $\frac{5035 \times 1 \text{ POUND}}{4 \text{ FT}} = 1259 \text{ POUND}$

Total Carried to the General Summary: 13297 POUND

**ITEMS ADJUSTED TO GRADE**

THE FOLLOWING ITEMS HAVE BEEN CARRIED IN THE PLANS AS CONTINGENCY QUANTITIES AND SHOULD BE USED AS DIRECTED BY THE ENGINEER.

- ITEM 604 - MANHOLE ADJUSTED TO GRADE 7 EACH
- ITEM 604 - CATCH BASIN ADJUSTED TO GRADE 7 EACH

QUANTITIES CARRIED TO GENERAL SUMMARY.

**ITEM 253, PAVEMENT REPAIR:**

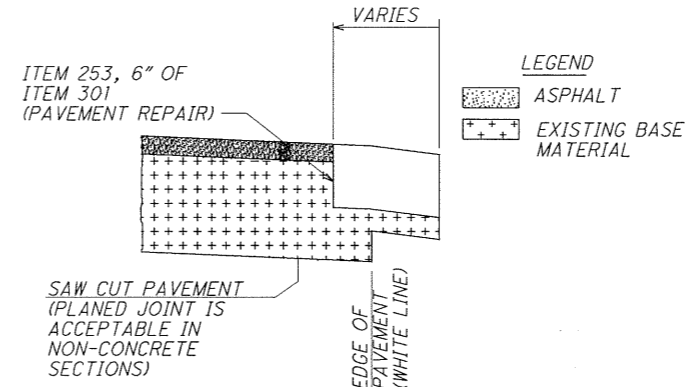
ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE COATED WITH PG GRADE LIQUID ASPHALT (SIDES AND BOTTOM) AT AN APPLICATION RATE OF 0.25 GAL. PER SQ YD.)

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED FOR 6" PAVEMENT REPAIR FOR US 20 AND US 127 AS DIRECTED BY THE ENGINEER AND BASED ON THE PERCENTAGE SHOWN BELOW.

US 20 -3% 4564 SQ YD

US 127 -3% 472 SQ YD

QUANTITY CARRIED TO THE GENERAL SUMMARY.



NOTE: THE ENGINEER SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO THE BEGINNING OF WORK. ANY ADJUSTMENTS NECESSARY SHALL BE AS DIRECTED BY THE ENGINEER.

**ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN**

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN ADDITIONAL WIDTH OF 10" OF EMBANKMENT, AGGREGATE, OR OTHER MATERIAL THAT EXISTS AT THE OUTSIDE EDGE OF PAVED ROADWAY TO PROVIDE A CROSS SECTION FOR A UNIFORM THICKNESS AND WIDTH OF SAFETY EDGE.

COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

A QUANTITY OF 19.54 MILES HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PREPARING SUBGRADE FOR SHOULDERS.

SMOOTHNESS PN 420 SHALL BE USED ON WIL-20

**ITEMS 442, ASPHALT CONCRETE SURFACE COURSE  
ITEMS 442, ASPHALT CONCRETE INTERMEDIATE COURSE**

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.  
1594 STATE STREET  
SCHENECTADY, NY 12304  
1-800-724-6306  
WWW.TRANSTECHSYS.COM

ADVANT-EDGE PAVING EQUIPMENT LLC  
P.O. BOX 9163  
NISKAYUNA, NY 12309-0163  
518-280-6090  
WWW.ADVANTEDGEPAVING.COM

TROXLER ELECTRONIC LABORATORIES, INC.  
3008 E. CORNWALLIS RD.  
RESEARCH TRIANGLE PARK, NC 27709  
1-877-TROXLER  
WWW.TROXLERLABS.COM

CARLSON SAFETY EDGE END GATE  
18425 50TH AVENUE EAST  
TACOMA, WA 98446  
253-875-8000

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 MM) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

ADDITIONAL QUANTITIES:

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE 172 CU. YD.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE 69 CU. YD.

QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

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**ITEM 618 - EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE)**

DESCRIPTION: THIS WORK CONSISTS OF GRINDING DEPRESSIONS (RUMBLE STRIPES) AND PLACING 4 INCH WIDE EDGE LINES SO AS TO BE VISIBLE FROM BOTH DIRECTIONS OF TRAVEL IN THE PAVEMENT AT THE LOCATION OF THE EDGE OF PAVEMENT. CONSTRUCT EDGE LINE, RUMBLE STRIPES ACCORDING TO TRAFFIC PLAN INSERT SHEET 206410.

CONSTRUCTION OF EDGE LINE, RUMBLE STRIPE: FURNISH EQUIPMENT TO GRIND THE DEPRESSIONS WITH A ROTARY CUTTING HEAD THAT WILL PRODUCE THE REQUIRED DIMENSIONS AND A PATTERN OF CUTTING TIPS TO PRODUCE A SMOOTH CUT WITH APPROXIMATELY 0.06 INCHES (1.5mm) BETWEEN PEAKS AND VALLEYS. ENSURE THAT THE CUTTING HEAD IS ON ITS OWN SUSPENSION SYSTEM, INDEPENDENT FROM THAT OF THE POWER UNIT, TO ALLOW THE HEAD TO ALIGN ITSELF WITH THE SLOPE PAVEMENT OR ANY IRREGULARITIES IN THE PAVEMENT SURFACE. EQUIP THE CUTTING TOOL WITH GUIDES OR A GUIDANCE SYSTEM, CLEARLY VISIBLE TO THE OPERATOR, TO PROVIDE FOR CONSISTENT ALIGNMENT. TAKE EFFECTIVE MEASURES TO CONTROL DUST DURING THE GRINDING OPERATION.

LOCATION AND PLACEMENT RESTRICTIONS OF EDGE LINE, RUMBLE STRIPE: EDGE LINE, RUMBLE STRIPES ARE NOT TO BE USED AT LOCATIONS WHERE THE LANE WIDTH IS LESS THAN 11 FEET AND THE POSTED SPEED LIMIT IS LESS THAN 50 MPH. ALSO A 2 FOOT MINIMUM PAVED SHOULDER WIDTH IS REQUIRED. DISCONTINUE EDGE LINE, RUMBLE STRIPES AT INTERSECTIONS, RIGHT TURN LANES, DRIVEWAYS, STRUCTURES AND 650 FEET FROM URBAN AND/OR RESIDENTIAL AREAS. DISCONTINUE RUMBLE STRIPES AT THE INTERSECTION OF TWO STATE ROUTES WHERE RAISED PAVEMENT MARKERS BEGIN OR END.

LOCATE EDGE LINE, RUMBLE STRIPES ON THE PAVEMENT PER THE SPECIFICATIONS OF TRAFFIC PLAN INSERT SHEET 206410.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE EDGE LINE, RUMBLE STRIPES IN THE UNIT OF MILES (KILOMETERS) COMPLETED IN PLACE. THE DEPARTMENT WILL MEASURE QUANTITIES AS THE LENGTH OF COMPLETED GRINDING, INCLUDING THE GAPS, INTERSECTIONS AND OTHER SECTIONS OF PAVEMENT NOT BEING GROUND BETWEEN THE BEGINNING STRAIGHT LINE MILEAGE AND THE ENDING STRAIGHT LINE MILEAGE LISTED IN THE PLANS.

BASIS OF PAYMENT: THE DEPARTMENT WILL NOT PAY FOR REPAIRING SURFACE DAMAGE AND EXTRANEIOUS MARKS CAUSED BY THE CONTRACTORS OPERATIONS. THE DEPARTMENT WILL PAY FOR THE EDGE LINE PAVEMENT MARKINGS UNDER THEIR ASSOCIATED ITEM NUMBERS: ITEM 642 TRAFFIC PAINT OR ITEM 643 POLYESTER PAVEMENT MARKING. ERECT "NO EDGE LINE" SIGNS (W8-H12) IF THE GRINDING AND PAVEMENT MARKING OPERATIONS ARE NOT PERFORMED ON THE SAME DAY. THE "NO EDGE LINE" SIGNS SHALL BE IN PLACE PRIOR TO THE REMOVAL OF THE WORK ZONE. THE DEPARTMENT WILL PAY FOR THE "NO EDGE LINE" SIGNS UNDER ITEM 618 EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE).

WIL-20  
ITEM 618 EDGE LINE, RUMBLE STRIPE 18.20 MILE  
(ASPHALT CONCRETE)

QUANTITY CARRIED TO THE GENERAL SUMMARY.

**DESIGNATED DETOUR ROUTE**

DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

|  |             |
|--|-------------|
| ITEM 301, ASPHALT CONCRETE BASE,<br>PG 64-22                   | 716 CU. YD. |
| ITEM 448, ASPHALT CONCRETE SURFACE COURSE,<br>TYPE 1, PG 64-22 | 179 CU. YD. |
| ITEM 407, TACK COAT  | 322 GAL.    |
| ITEM 617, COMPACTED AGGREGATE,<br>TYPE A                       | 239 CU. YD. |

**ITEM 606 - ANCHOR ASSEMBLY, TYPE E**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27.75 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 209 - RESHAPING UNDER GUARDRAIL**

GRADED SHOULDERS AT LOCATIONS WHERE EXISTING GUARDRAIL IS REMOVED, OR WHERE NEW GUARDRAIL IS TO BE ERECTED, SHALL BE RESHAPED AS DIRECTED BY THE ENGINEER TO INSURE A SMOOTH DRAINABLE SURFACE FREE OF ALL IRREGULARITIES. EXCESS EXCAVATION RESULTING FROM RESHAPING SHOULDERS SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT FOR RESHAPING GRADED SHOULDERS AS DESCRIBED SHALL BE INCLUDED IN THE CONTRACT PRICE PER STATION FOR ITEM 209, RESHAPING UNDER GUARDRAIL.

**UNDERGROUND UTILITES NEAR GUARDRAIL INSTALLATION**

EXTREME CAUTION SHOULD BE EXERCISED IN THE AREAS WITH UNDERGROUND WATERLINES, DRAINS, CABLES, SEWERS OR OTHER UTILITIES. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ALL DAMAGE INFLICTED ON UNDERGROUND UTILITIES IN THE EXECUTION OF THIS CONTRACT. SECTIONS 105.07 AND 107.16 OF THE OHIO DEPARTMENT OF TRANSPORTATION MATERIALS AND SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ANY UTILITIES THAT MAY BE AFFECTED BY THE WORK PERFORMED FOR THIS CONTRACT. THE CONTRACTOR SHALL NOTIFY THE UTILITIES SUFFICIENTLY BEFORE WORK BEGINS SO THAT THE COMPANIES CAN LOCATE AND MARK THE LOCATION OF THEIR FACILITIES BEFORE ANY EXCAVATION OR POST DRIVING BEGINS. THE CONTRACTOR SHALL ALSO LOCATE AND AVOID UNDERGROUND DRAINAGE PIPES NOT ASSOCIATED WITH A PARTICULAR UTILITY COMPANY.

IF ANY CONFLICTS OCCUR THE ENGINEER SHALL DETERMINE WHETHER THE POSITION OF THE GUARDRAIL CAN BE ADJUSTED TO AVOID THE UTILITY OR IF RELOCATION OF THE UTILITY WILL BE REQUIRED.

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GENERAL NOTES

WIL-20/ 127-0.00/ 13.96

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JUS  
CHECKED  
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**ITEM 614, MAINTAINING TRAFFIC**

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

|              |                |
|--------------|----------------|
| CHRISTMAS    | FOURTH OF JULY |
| NEW YEARS    | LABOR DAY      |
| EASTER       | THANKSGIVING   |
| MEMORIAL DAY |                |

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

|                 |  |
|-----------------|--|
| DAY OF THE WEEK | TIME ALL LANES MUST BE OPEN TO TRAFFIC |
| SUNDAY          | 12:00N FRIDAY THROUGH 12:00N MONDAY    |
| MONDAY          | 12:00N FRIDAY THROUGH 12:00N TUESDAY   |
| TUESDAY         | 12:00N MONDAY THROUGH 12:00N WEDNESDAY |
| WEDNESDAY       | 12:00N TUESDAY THROUGH 12:00N THURSDAY |
| THURSDAY        | 12:00N WEDNESDAY THROUGH 12:00N MONDAY |
| FRIDAY          | 12:00N THURSDAY THROUGH 12:00N MONDAY  |
| SATURDAY        | 12:00N FRIDAY THROUGH 12:00N MONDAY    |

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

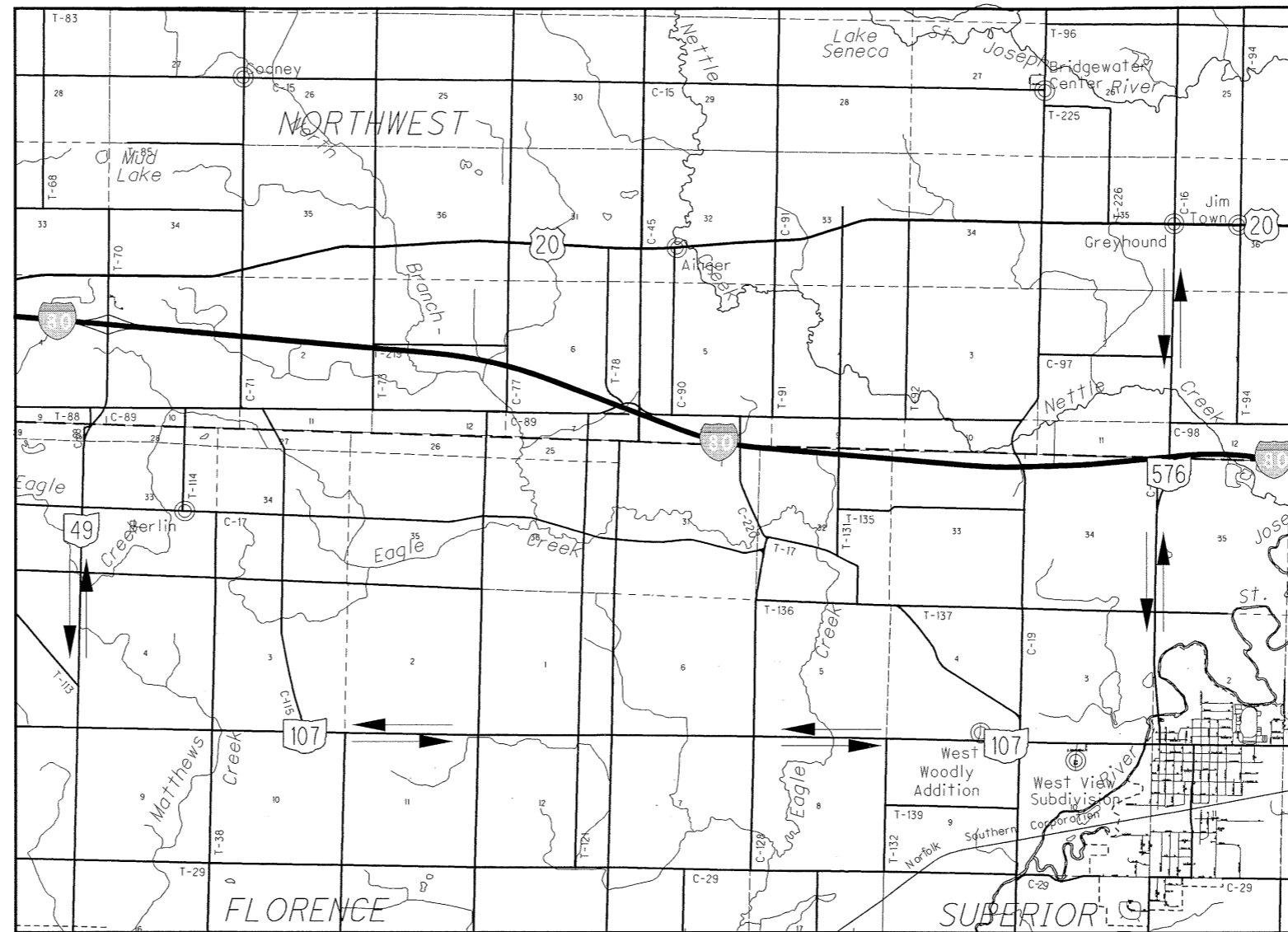
LOCATE 1 BARRICADE AT STA. 338+00 WEST OF STRUCTURE WIL-20-0643

LOCATE 1 BARRICADE AT STA. 342+50 EAST OF STRUCTURE WIL-20-0643

NOTICE OF CLOSURE SIGNS, W20-H14, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST TWO WEEKS IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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 SUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLAN.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 28 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH CMS 108.07.



**DETOUR ROUTE FOR WESTBOUND US 20**

1. US 20 TO SR 576 SOUTH
2. SR 576 SOUTH TO SR 107 WEST
3. SR 107 WEST TO SR 49 NORTH
4. SR 49 NORTH TO US 20

**DETOUR ROUTE FOR EASTBOUND US 20**

1. US 20 TO SR 49 SOUTH
2. SR 49 SOUTH TO SR 107 EAST
3. SR 107 EAST TO SR 576 NORTH
4. SR 576 NORTH TO US 20

**WORK ZONE MARKINGS AND SIGNS**

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 AND 614.11.

|  |         |
|--|---------|
| ITEM 614 - WORK ZONE MARKING SIGN          | 35 EACH |
| ITEM 614 - WORK ZONE CENTER LINE, CLASS II | 22 MILE |

**ITEM 614, REPLACEMENT SIGN**

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECAME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

**ITEM 614, REPLACEMENT DRUM**

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECAME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

**PLANED SURFACES**

NO PLANED SURFACES SHALL BE OPEN TO THE PUBLIC FOR MORE THAN 7 DAYS.

**PLACEMENT OF ASPHALT CONCRETE**

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

| SHEET NUMBER                                     |     |      |   |   |        |     |  |  |      |  | PARTICIPATION          |       | ITEM   | ITEM EXT. | GRAND TOTAL   | UNIT | DESCRIPTION<br>01/ STR/ PV | SEE SHEET NO. | CALCULATED<br>JJS | CHECKED<br>JMF |  |  |
|--|-----|------|---|---|--------|-----|--|--|------|--|------------------------|-------|--------|-----------|---|------|----------------------------|---------------|-------------------|----------------|--|--|
| 4  | 5   | 6    | 8 | 9 | 10     | 11  |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
| <b>ROADWAY</b>                                   |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   | 881    | 904 |  |  |      |  | 202                    | 30000 | 1785   | SQ FT     | WALK REMOVED  |      |                            |               |                   |                |  |  |
| 19.54  |     |      |   |   |        |     |  |  |      |  | 209                    | 72051 | 19.54  | MILE      | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN       |      | 4                          |               |                   |                |  |  |
|  |     |      |   |   | 89     |     |  |  |      |  | 608                    | 52001 | 89     | SQ FT     | CURB RAMP, AS PER PLAN, FLUSH                             |      |                            |               |                   |                |  |  |
|  |     |      |   |   | 213    | 75  |  |  |      |  | 608                    | 52010 | 288    | SQ FT     | CURB RAMP, TYPE A1  |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        | 817 |  |  |      |  | 608                    | 52040 | 817    | SQ FT     | CURB RAMP, TYPE B2  |      |                            |               |                   |                |  |  |
|  |     |      |   |   | 723    |     |  |  |      |  | 608                    | 52070 | 723    | SQ FT     | CURB RAMP, TYPE D   |      |                            |               |                   |                |  |  |
| <b>EROSION CONTROL</b>                           |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 832                    | 30000 | 1500   | EACH      | EROSION CONTROL   |      |                            |               |                   |                |  |  |
| <b>DRAINAGE</b>                                  |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 604                    | 09000 | 7      | EACH      | CATCH BASIN ADJUST TO GRADE                               |      |                            |               |                   |                |  |  |
| 7  |     |      |   |   |        |     |  |  |      |  | 604                    | 34500 | 7      | EACH      | MANHOLE ADJUST TO GRADE                                   |      |                            |               |                   |                |  |  |
| <b>PAVEMENT</b>                                  |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 253                    | 01000 | 5036   | SQ YD     | PAVEMENT REPAIR   |      |                            |               |                   |                |  |  |
| 5036   |     |      |   |   | 170076 |     |  |  |      |  | 254                    | 01000 | 170076 | SQ YD     | PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"                |      |                            |               |                   |                |  |  |
|  | 716 |      |   |   |        |     |  |  |      |  | 301                    | 46000 | 716    | CU YD     | ASPHALT CONCRETE BASE, PG 64-22                           |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 407                    | 10000 | 13079  | GALLON    | TACK COAT   |      |                            |               |                   |                |  |  |
|  | 322 |      |   |   | 12757  |     |  |  |      |  | 407                    | 14000 | 6804   | GALLON    | TACK COAT FOR INTERMEDIATE COURSE                         |      |                            |               |                   |                |  |  |
| 13297  |     |      |   |   | 6804   |     |  |  |      |  | 409                    | 98010 | 13297  | POUND     | SEALING, MISC.:LONGITUDINAL JOINT SEALER                  |      | 4                          |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 442                    | 10000 | 7261   | CU YD     | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)    |      |                            |               |                   |                |  |  |
| 174  |     |      |   |   | 7087   |     |  |  |      |  | 442                    | 20200 | 8339   | CU YD     | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) |      |                            |               |                   |                |  |  |
| 69   |     |      |   |   | 8270   |     |  |  |      |  | 448                    | 47020 | 179    | CU YD     | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22          |      |                            |               |                   |                |  |  |
|  |     | 179  |   |   |        |     |  |  |      |  | 617                    | 10100 | 1307   | CU YD     | COMPACTED AGGREGATE                                       |      |                            |               |                   |                |  |  |
|  |     | 239  |   |   | 1068   |     |  |  |      |  | 618                    | 41000 | 18.2   | MILE      | EDGE LINE, RUMBLE STRIP (ASPHALT CONCRETE)                |      |                            |               |                   |                |  |  |
|  |     | 18.2 |   |   |        |     |  |  |      |  | <b>TRAFFIC CONTROL</b> |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  | 604  |  | 621                    | 00100 | 604    | EACH      | RPM   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  | 648  |  | 621                    | 54000 | 648    | EACH      | RAISED PAVEMENT MARKER REMOVED                            |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  | 19.7 |  | 642                    | 00090 | 19.7   | MILE      | EDGE LINE, 4"   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  | 9.7  |  | 642                    | 00290 | 9.7    | MILE      | CENTER LINE   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  | 37   |  | 644                    | 00500 | 37     | FT        | STOP LINE   |      |                            |               |                   |                |  |  |
| <b>MAINTENANCE OF TRAFFIC</b>                    |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 614                    | 12460 | 35     | EACH      | WORK ZONE MARKING SIGN                                    |      |                            |               |                   |                |  |  |
|  |     | 35   |   |   |        |     |  |  |      |  | 614                    | 12500 | 5      | EACH      | REPLACEMENT SIGN  |      |                            |               |                   |                |  |  |
|  |     | 5    |   |   |        |     |  |  |      |  | 614                    | 12600 | 5      | EACH      | REPLACEMENT DRUM  |      |                            |               |                   |                |  |  |
|  |     | 22   |   |   |        |     |  |  |      |  | 614                    | 21400 | 22     | MILE      | WORK ZONE CENTER LINE, CLASS II                           |      |                            |               |                   |                |  |  |
| <i>FOR STRUCTURES (02/STR/BR) SEE SHTS 27-40</i> |     |      |   |   |        |     |  |  |      |  |                        |       |        |           |   |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 614                    | 11000 |        | LUMP      | MAINTAINING TRAFFIC                                       |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 623                    | 10000 |        | LUMP      | CONSTRUCTION LAYOUT STAKES                                |      |                            |               |                   |                |  |  |
|  |     |      |   |   |        |     |  |  |      |  | 624                    | 10000 |        | LUMP      | MOBILIZATION  |      |                            |               |                   |                |  |  |

GENERAL SUMMARY

WIL - 20 / 127 - 0.00 / 13.96

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| STATION TO STATION                      | SIDE | LENGTH = L | AVERAGE WIDTH = W | SURFACE AREA = A<br>A=(LxW) | CADD MEASURED AREA | 254                      |                                |  | 407                     |                         |  | 442   |                     | 617   |  |  |  |
|---|------|------------|-------------------|-----------------------------|--------------------|--------------------------|--------------------------------|--|-------------------------|-------------------------|--|---|---------------------|-------|--|--|--|
|   |      |            |                   |                             |                    | PAVEMENT PLANING, 3 1/4" | TACK COAT<br>(0.075 gal/sq yd) | TACK COAT FOR<br>INTERMEDIATE COURSE<br>(0.04 gal/sq yd) |                         |                         | ASPHALT CONCRETE<br>SURFACE COURSE, 12.5MM<br>TYPE A (448)<br>1 1/2" | ASPHALT CONCRETE<br>INTERMEDIATE COURSE,<br>19MM TYPE A (448)<br>1 3/4" | COMPACTED AGGREGATE |       |  |  |  |
|   |      |            |                   |                             |                    | SQ YD<br>A/9             | GAL<br>(A/9)0.075=             | GAL<br>(A/9)0.04=  | CU YD<br>(1/2)(A/9)/36= | CU YD<br>(1/4)(A/9)/36= | CU YD<br>2L(3/4"/12)/27  |   |                     |       |  |  |  |
| <b>US 20</b>                            |      |            |                   |                             |                    |                          |                                |  |                         |                         |  |   |                     |       |  |  |  |
| 0+00                                    |      | 23+50      | LT/RT             | 2350                        | 33.6               | 78960                    | 78987.9                        | 8776.4   | 658.2                   | 351.1                   |  | 365.7   | 426.6               | 47.1  |  |  |  |
| 23+50                                   |      | 53+50      | LT/RT             | 3000                        | 26.5               | 79500                    | 79456.3                        | 8828.5   | 662.1                   | 353.1                   |  | 367.9   | 429.2               | 60.2  |  |  |  |
| 53+50                                   |      | 88+50      | LT/RT             | 3500                        | 26.4               | 92400                    | 92282.2                        | 10253.6  | 769.1                   | 410.1                   |  | 427.2   | 498.4               | 70.2  |  |  |  |
| 88+50                                   |      | 144+25     | LT/RT             | 5575                        | 26.7               | 148852.5                 | 148876.5                       | 16541.8  | 1240.6                  | 661.7                   |  | 689.2   | 804.1               | 111.8 |  |  |  |
| 144+25                                  |      | 204+00     | LT/RT             | 5975                        | 26.5               | 158337.5                 | 158525.1                       | 17613.9  | 1321.1                  | 704.6                   |  | 733.9   | 856.2               | 119.9 |  |  |  |
| 204+00                                  |      | 245+50     | LT/RT             | 4150                        | 27.5               | 144125                   | 144515.9                       | 12724.0  | 954.3                   | 509.0                   |  | 530.2   | 618.5               | 83.2  |  |  |  |
| 245+50                                  |      | 285+00     | LT/RT             | 3950                        | 27.3               | 107835                   | 108166.6                       | 12018.5  | 901.4                   | 480.7                   |  | 500.8   | 584.2               | 79.2  |  |  |  |
| 285+00                                  |      | 338+00     | LT/RT             | 5300                        | 28.5               | 151050                   | 151332.5                       | 16814.7  | 1261.1                  | 672.6                   |  | 700.6   | 817.4               | 106.3 |  |  |  |
| 338+00                                  |      | 366+50     | LT/RT             | 2850                        | 30.4               | 86640                    | 86565.4                        | 9618.4   | 721.4                   | 384.7                   |  | 400.8   | 467.6               | 57.2  |  |  |  |
| 366+50                                  |      | 413+00     | LT/RT             | 4700                        | 30.2               | 141940                   | 142162.5                       | 15795.8  | 1184.7                  | 631.8                   |  | 658.2   | 767.9               | 94.3  |  |  |  |
| 413+00                                  |      | 481+50     | LT/RT             | 6850                        | 30.4               | 208240                   | 208289.4                       | 23142.3  | 1735.7                  | 925.7                   |  | 964.3   | 1125.0              | 137.4 |  |  |  |
| <b>INTERSECTIONS</b>                    |      |            |                   |                             |                    |                          |                                |  |                         |                         |  |   |                     |       |  |  |  |
| CR 1.5                                  |      |            | RT/LT             |                             |                    |                          | 1489.4                         | 165.5  | 12.4                    | 6.6                     |  | 6.9   | 8.0                 | -     |  |  |  |
| WILLIAM                                 |      |            | LT                |                             |                    |                          | 724.6                          | 80.5   | 6.1                     | 3.2                     |  | 3.4   | 3.9                 | -     |  |  |  |
| SR 49 South                             |      |            | RT                |                             |                    |                          | 1349.6                         | 150.0  | 11.3                    | 6.0                     |  | 6.3   | 7.3                 | -     |  |  |  |
| CR 3                                    |      |            | LT                |                             |                    |                          | 1535.4                         | 170.6  | 12.8                    | 6.8                     |  | 7.1   | 8.3                 | -     |  |  |  |
| CR 4                                    |      |            | RT                |                             |                    |                          | 1357.2                         | 150.8  | 11.3                    | 6.0                     |  | 6.3   | 7.3                 | -     |  |  |  |
| TR 5                                    |      |            | RT/LT             |                             |                    |                          | 1655.3                         | 183.9  | 13.8                    | 7.4                     |  | 7.7   | 8.9                 | -     |  |  |  |
| CR 6                                    |      |            | RT/LT             |                             |                    |                          | 1719.5                         | 191.1  | 14.3                    | 7.6                     |  | 8.0   | 9.3                 | -     |  |  |  |
| TR 6.75                                 |      |            | RT                |                             |                    |                          | 614.6                          | 68.3   | 5.1                     | 2.7                     |  | 2.8   | 3.3                 | -     |  |  |  |
| CR 7                                    |      |            | LT                |                             |                    |                          | 545.3                          | 60.6   | 4.5                     | 2.4                     |  | 2.5   | 2.9                 | -     |  |  |  |
| CR 7.25                                 |      |            | RT                |                             |                    |                          | 678.0                          | 75.3   | 5.6                     | 3.0                     |  | 3.1   | 3.7                 | -     |  |  |  |
| CR 8                                    |      |            | RT/LT             |                             |                    |                          | 1065.4                         | 118.4  | 8.9                     | 4.7                     |  | 4.9   | 7.6                 | -     |  |  |  |
| CR 8.5                                  |      |            | RT                |                             |                    |                          | 666.5                          | 74.1   | 5.6                     | 3.0                     |  | 3.1   | 3.6                 | -     |  |  |  |
| CR 9                                    |      |            | RT                |                             |                    |                          | 706.0                          | 78.4   | 5.9                     | 3.1                     |  | 3.3   | 3.8                 | -     |  |  |  |
| <b>US 127</b>                           |      |            |                   |                             |                    |                          |                                |  |                         |                         |  |   |                     |       |  |  |  |
| 735+75                                  |      | 747+00     | LT/RT             | 1125                        | 29.2               | 32850                    | 32831.4                        | 3647.9   | 273.6                   | 145.9                   |  | 152.0   | 177.3               | 22.6  |  |  |  |
| 747+00                                  |      | 757+85     | LT/RT             | 1085                        | 30.1               | 32658.5                  | 32588.2                        | 3620.9   | 271.6                   | 144.8                   |  | 150.9   | 176.0               | 21.8  |  |  |  |
| 768+50                                  |      | 779+50     | LT/RT             | 1100                        | 29.4               | 32340                    | 32321.6                        | 3591.3   | 269.3                   | 143.7                   |  | 149.6   | 174.6               | 22.1  |  |  |  |
| 779+50                                  |      | 796+75     | LT/RT             | 1725                        | 25.3               | 43642.5                  | 43695.7                        | 4855.1   | 364.1                   | 194.2                   |  | 202.3   | 236.0               | 34.6  |  |  |  |
| <b>INTERSECTIONS</b>                    |      |            |                   |                             |                    |                          |                                |  |                         |                         |  |   |                     |       |  |  |  |
| LYNNE ST.                               |      |            | RT                |                             |                    |                          | 491.3                          | 54.6   | 4.1                     | 2.2                     |  | 2.3   | 2.7                 | -     |  |  |  |
| E. NORTH ST.                            |      |            | RT/LT             |                             |                    |                          | 1234.2                         | 137.1  | 10.3                    | 5.5                     |  | 5.7   | 6.7                 | -     |  |  |  |
| E. CHURCH ST.                           |      |            | RT/LT             |                             |                    |                          | 1668.4                         | 185.4  | 13.9                    | 7.4                     |  | 7.7   | 9.0                 | -     |  |  |  |
| E. RINGS ST.                            |      |            | LT                |                             |                    |                          | 1157.9                         | 128.7  | 9.7                     | 5.2                     |  | 5.4   | 6.3                 | -     |  |  |  |
| E. CATHERINE ST.                        |      |            | LT                |                             |                    |                          | 723.5                          | 80.4   | 6.0                     | 3.2                     |  | 3.3   | 3.9                 | -     |  |  |  |
| LEGION ST.                              |      |            | LT                |                             |                    |                          | 695.3                          | 77.3   | 5.8                     | 3.1                     |  | 3.2   | 3.8                 | -     |  |  |  |
| SHEET TOTALS CARRIED TO GENERAL SUMMARY |      |            |                   |                             |                    |                          |                                | 170076   | 12757                   | 6804                    |  | 7087  | 8270                | 1068  |  |  |  |

PAVEMENT ESTIMATED QUANTITIES

WIL - 20 / 127 - 0.00 / 13.96

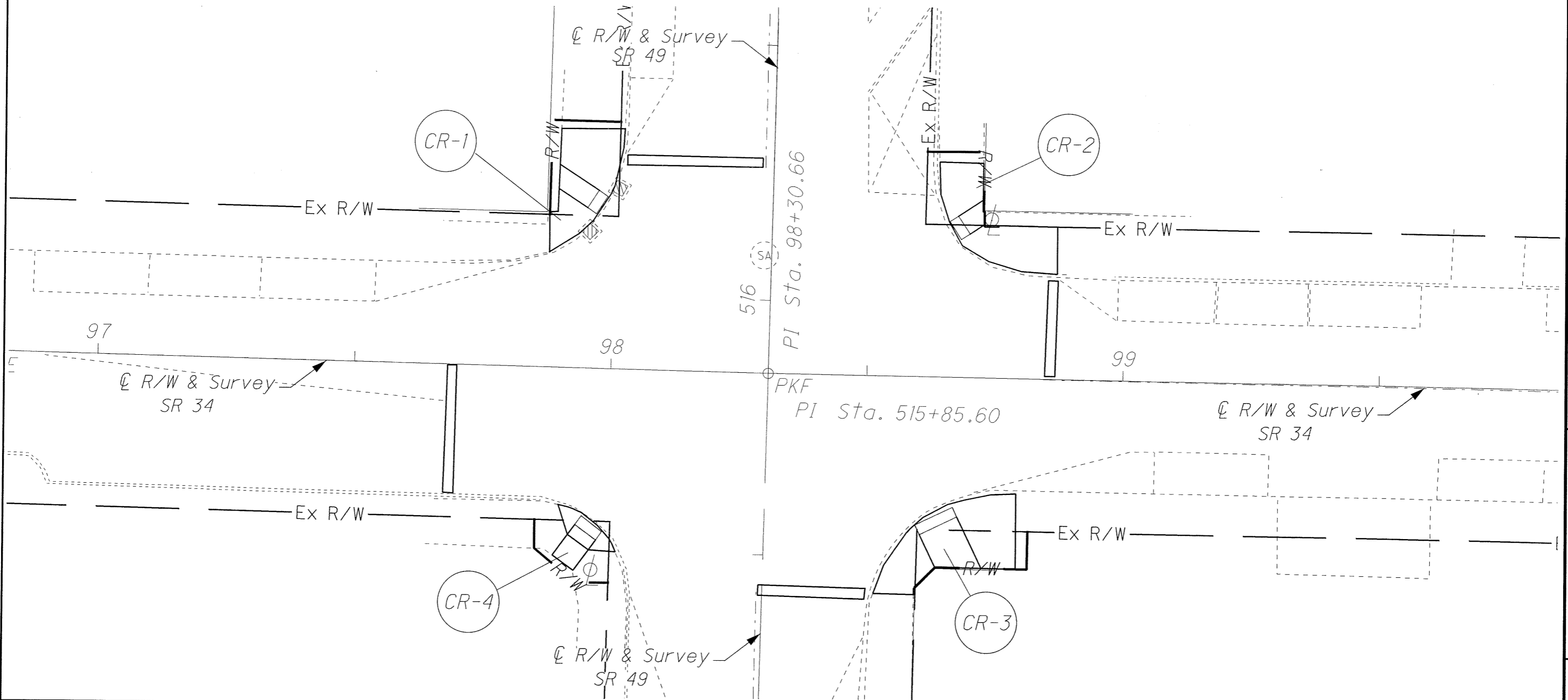
CALCULATED  
JJS  
CHECKED  
JMF





| SHEET NO.                         | REFERENCE NO. | LOCATION | ROUTE  | STATION | SIDE | NEAREST CROSS STREET NAME | 202          |  |  | 608                                   |                    |                   |  |
|-----------------------------------|---------------|----------|--------|---------|------|---------------------------|--------------|--|--|---------------------------------------|--------------------|-------------------|--|
|                                   |               |          |        |         |      |                           | WALK REMOVED |  |  | CURB RAMP, AS PER PLAN DETAIL (FLUSH) | CURB RAMP, TYPE A1 | CURB RAMP, TYPE D |  |
|                                   |               |          |        |         |      |                           | SQ FT        |  |  | SQ FT                                 | SQ FT              | SQ FT             |  |
| 22                                | CR-1          | 1        | US 127 | 745+88  | RT   | LYNNE ST.                 | 27           |  |  | 42                                    |                    |                   |  |
| 22                                | CR-2          | 1        | US 127 | 746+54  | RT   | LYNNE ST.                 | 45           |  |  | 47                                    |                    |                   |  |
| 24                                | CR-3          | 1        | US 127 | 771+34  | LT   | E. NORTH ST.              | 81           |  |  |                                       | 82                 |                   |  |
| 24                                | CR-4          | 1        | US 127 | 771+90  | LT   | E. NORTH ST.              | 58           |  |  |                                       | 60                 |                   |  |
| 24                                | CR-5          | 1        | US 127 | 771+33  | RT   | E. NORTH ST.              | 78           |  |  |                                       | 80                 |                   |  |
| 24                                | CR-6          | 1        | US 127 | 771+90  | RT   | E. NORTH ST.              | 69           |  |  |                                       | 73                 |                   |  |
| 24                                | CR-7          | 1        | US 127 | 774+74  | LT   | E. CHURCH ST.             | 68           |  |  |                                       | 70                 |                   |  |
| 24                                | CR-8          | 1        | US 127 | 775+29  | LT   | E. CHURCH ST.             | 73           |  |  |                                       | 74                 |                   |  |
| 24                                | CR-9          | 2        | US 127 | 774+73  | RT   | E. CHURCH ST.             | 69           |  |  |                                       | 70                 |                   |  |
| 24                                | CR-10         | 1        | US 127 | 775+30  | RT   | E. CHURCH ST.             | 79           |  |  |                                       | 81                 |                   |  |
| 24                                | CR-11         | 1        | US 127 | 778+06  | LT   | E. RINGS ST.              | 59           |  |  |                                       | 64                 |                   |  |
| 24                                | CR-12         | 2        | US 127 | 778+51  | LT   | E. RINGS ST.              | 53           |  |  |                                       | 69                 |                   |  |
| 25                                | CR-13         | 1        | US 127 | 781+71  | LT   | E. CATHERINE ST.          | 35           |  |  | 58                                    |                    |                   |  |
| 25                                | CR-14         | 1        | US 127 | 782+25  | LT   | E. CATHERINE ST.          | 57           |  |  | 106                                   |                    |                   |  |
| 25                                | CR-15         | 1        | US 127 | 783+92  | LT   | LEGION ST.                | 30           |  |  | 49                                    |                    |                   |  |
| TOTALS CARRIED TO GENERAL SUMMARY |               |          |        |         |      |                           | 881          |  |  | 89                                    | 213                | 723               |  |

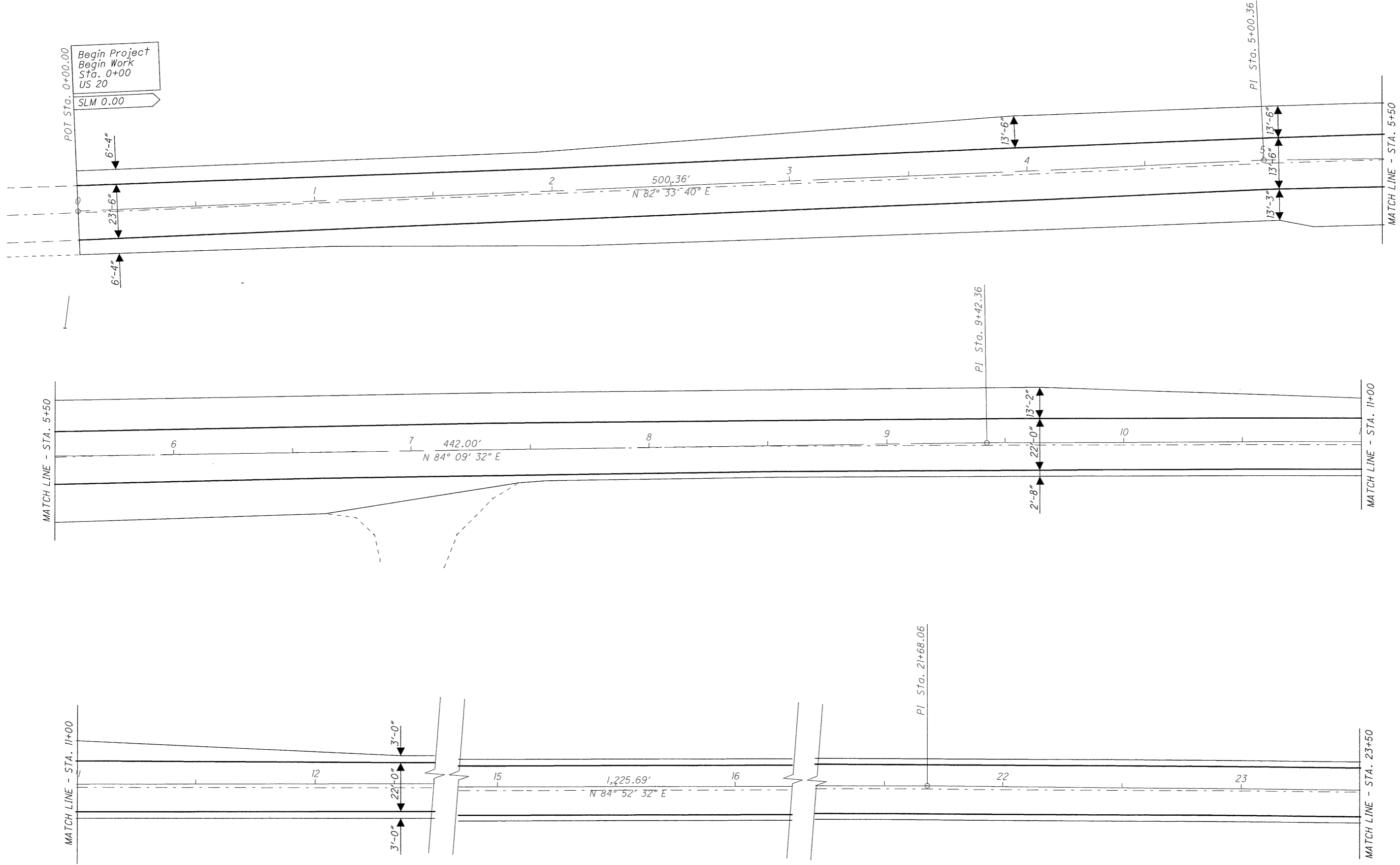
| REFERENCE NO.                     | LOCATION | ROUTE | STATION | SIDE | NEAREST CROSS STREET NAME | 202          |  | 608                |                    |
|-----------------------------------|----------|-------|---------|------|---------------------------|--------------|--|--------------------|--------------------|
|                                   |          |       |         |      |                           | WALK REMOVED |  | CURB RAMP, TYPE A1 | CURB RAMP, TYPE B2 |
|                                   |          |       |         |      |                           | SQ FT        |  | SQ FT              | SQ FT              |
| CR-1                              | 2        | SR 34 | 97+97   | LT   | SR 49                     | 227          |  |                    | 224                |
| CR-2                              | 2        | SR 34 | 98+67   | LT   | SR 49                     | 276          |  |                    | 268                |
| CR-3                              | 2        | SR 34 | 98+63   | RT   | SR 49                     | 326          |  |                    | 325                |
| CR-4                              | 2        | SR 34 | 97+97   | RT   | SR 49                     | 75           |  | 75                 |                    |
| TOTALS CARRIED TO GENERAL SUMMARY |          |       |         |      |                           | 904          |  | 75                 | 817                |



CALCULATED  
JJS  
CHECKED  
JMF

WIL-20/127-0.00/13.96 CURB RAMP CALCULATIONS - SR 49 & SR 34

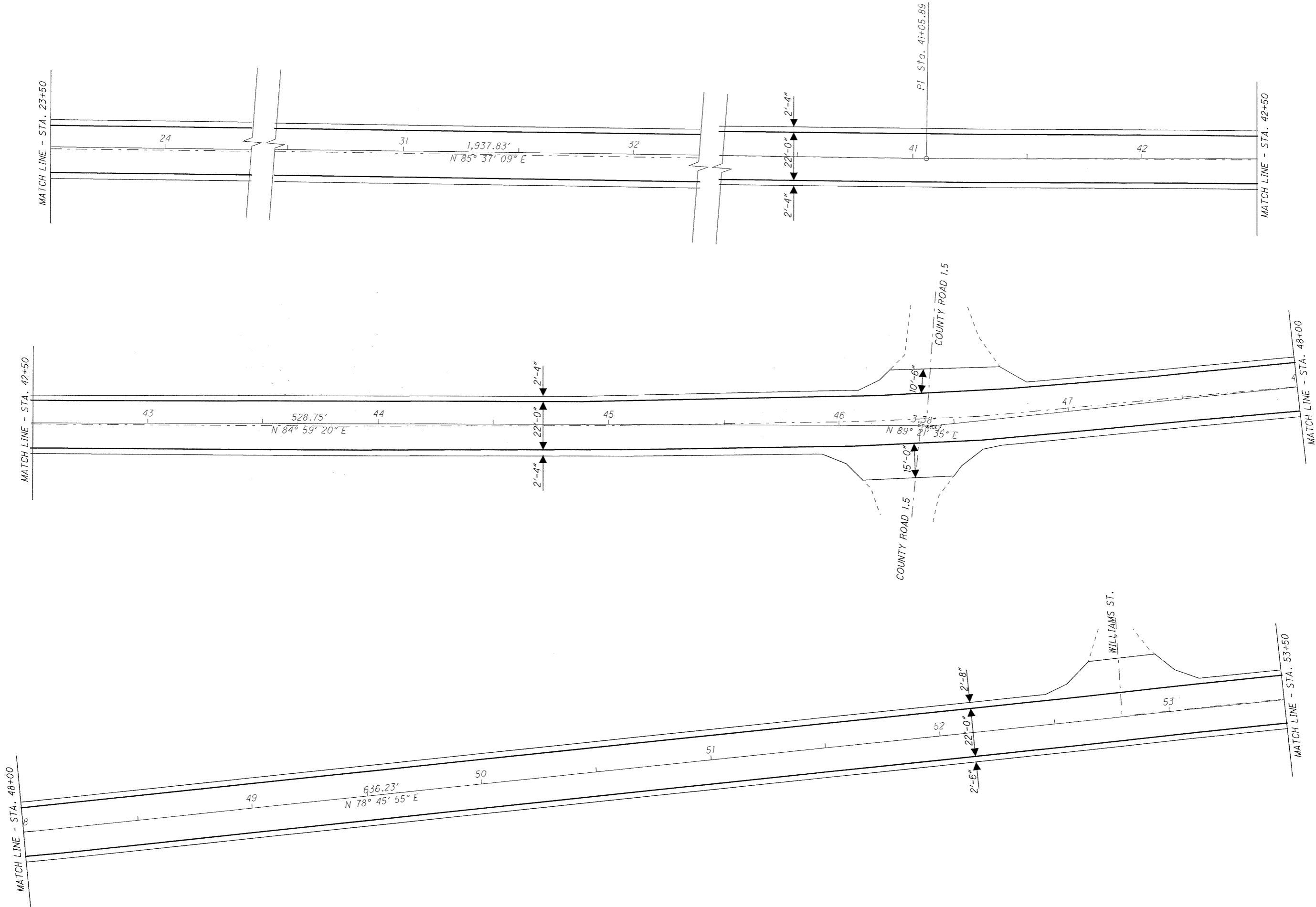
11  
43



CALCULATED  
JUS  
CHECKED  
JMF

0 10 20  
HORIZONTAL  
SCALE IN FEET

**PLAN SHEET - US 20**  
**STA. 0+00 TO STA. 23+50**



MATCH LINE - STA. 42+50

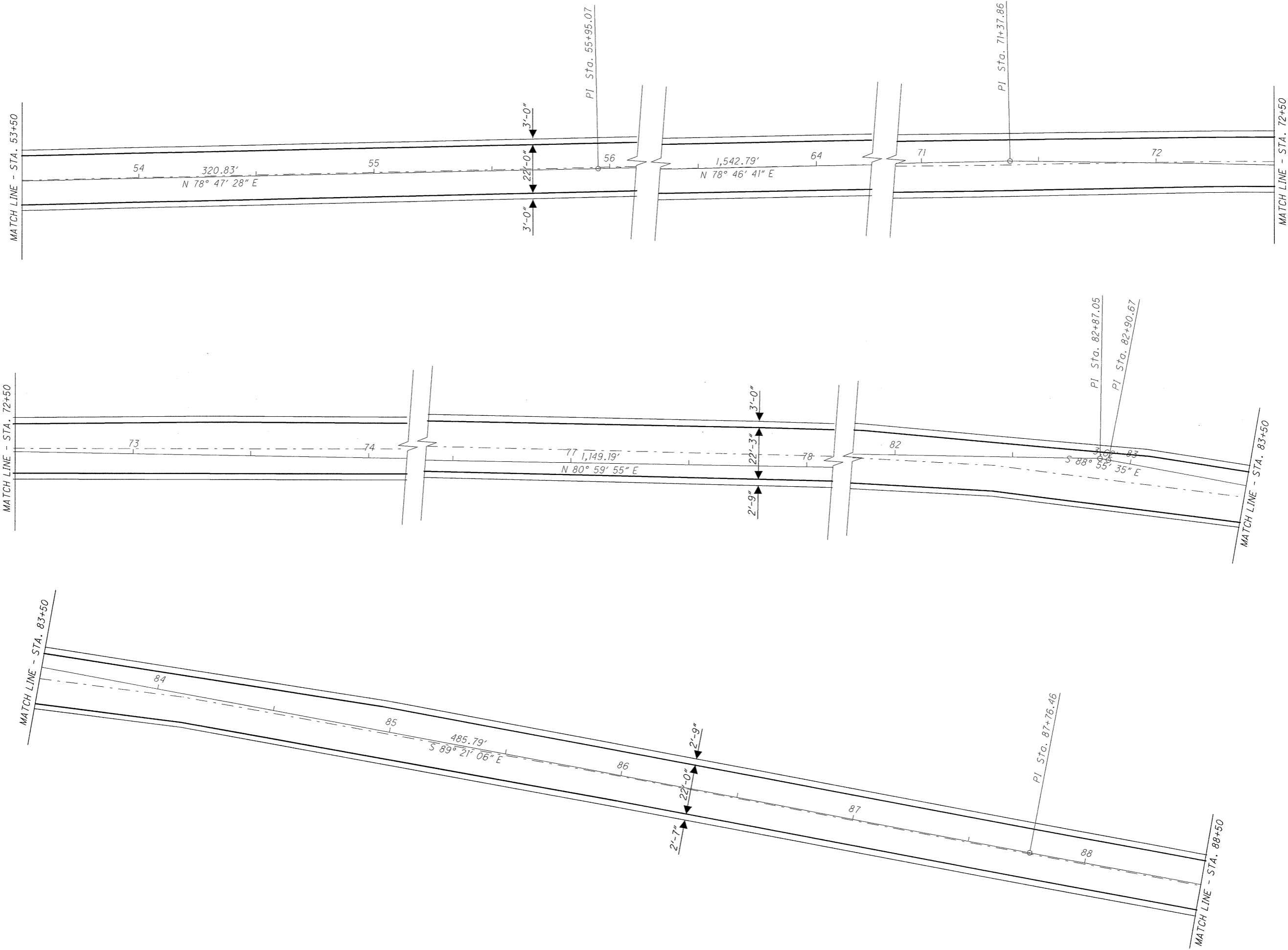
MATCH LINE - STA. 23+50

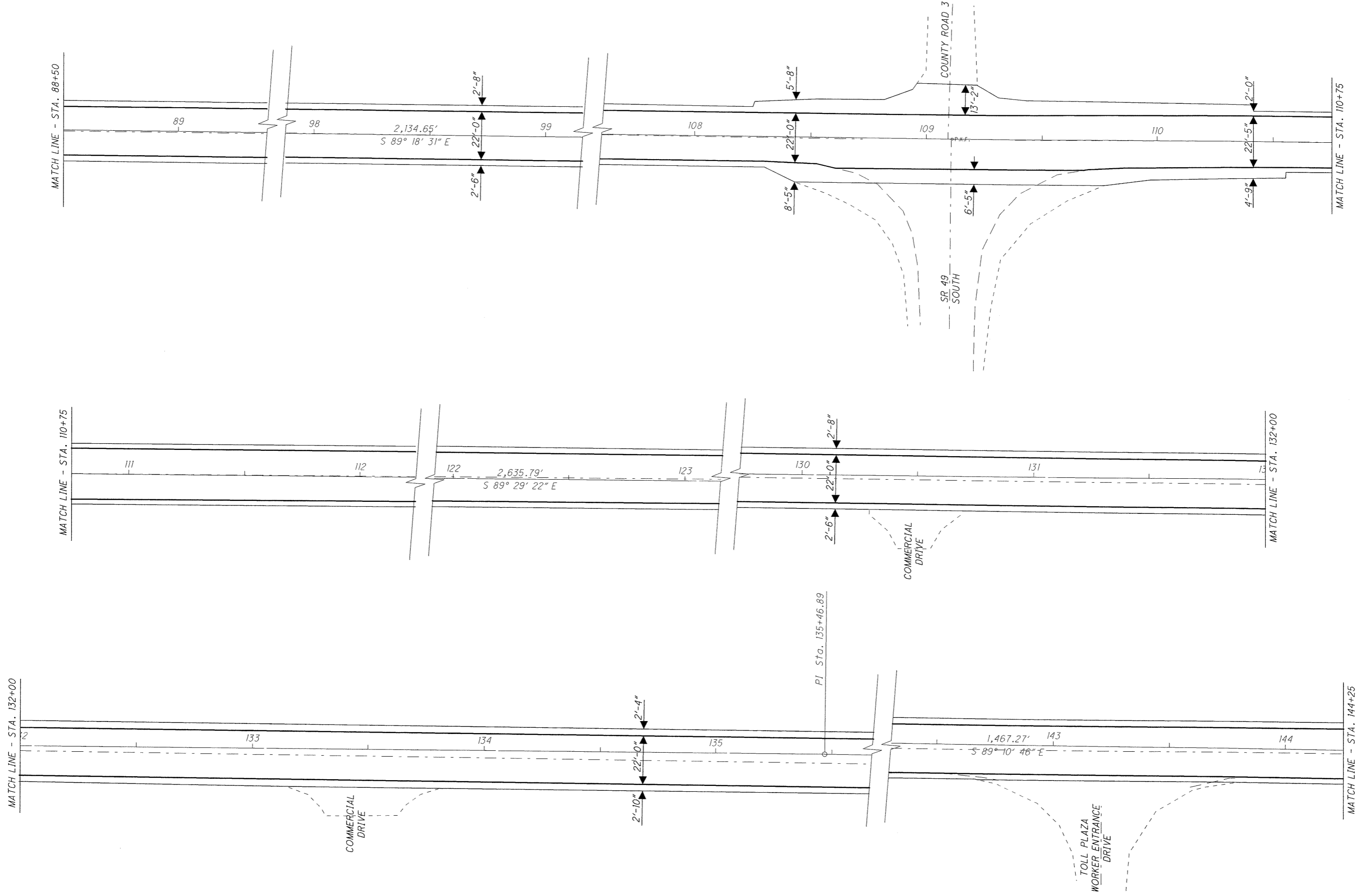
MATCH LINE - STA. 48+00

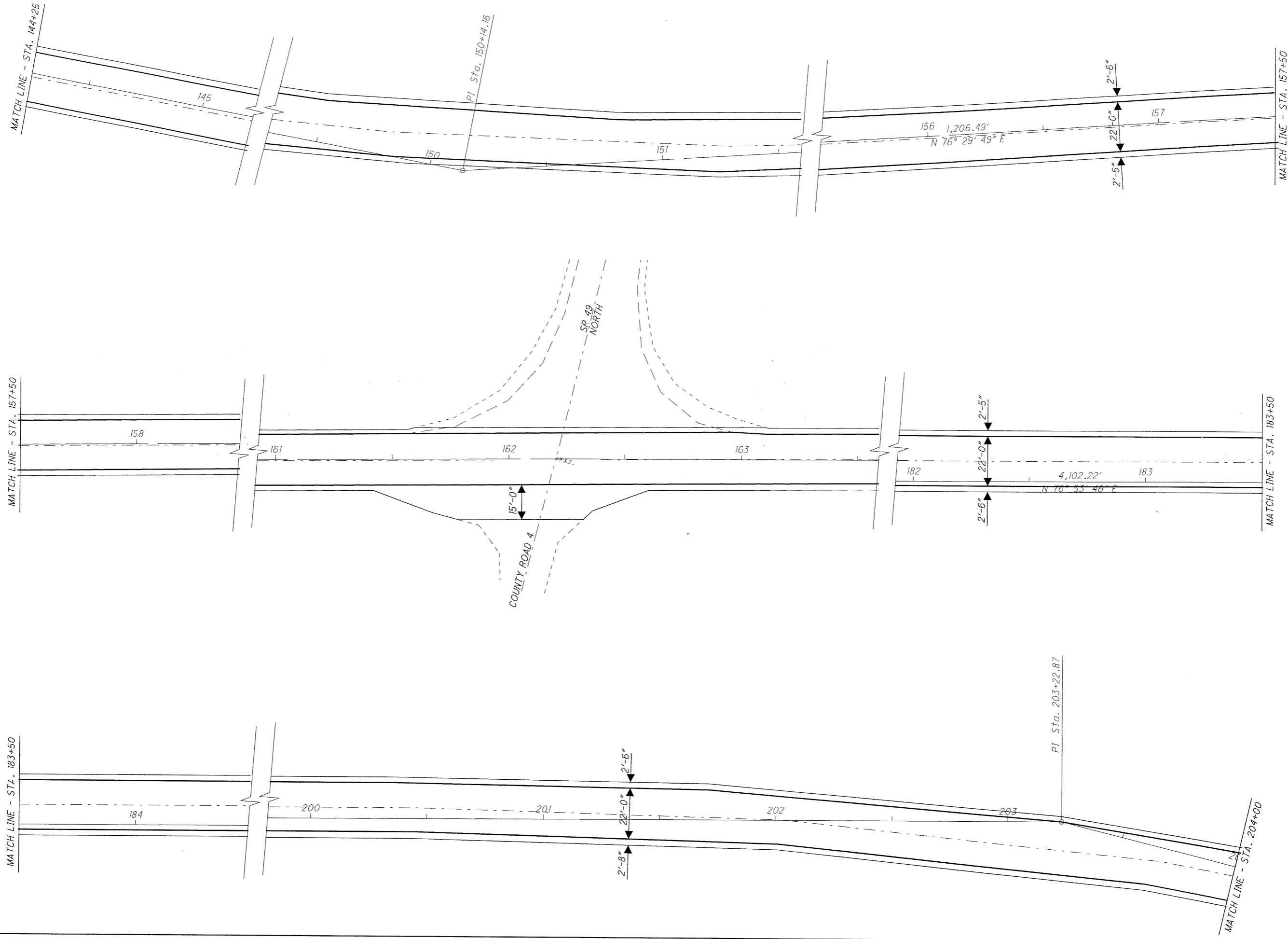
MATCH LINE - STA. 42+50

MATCH LINE - STA. 53+50

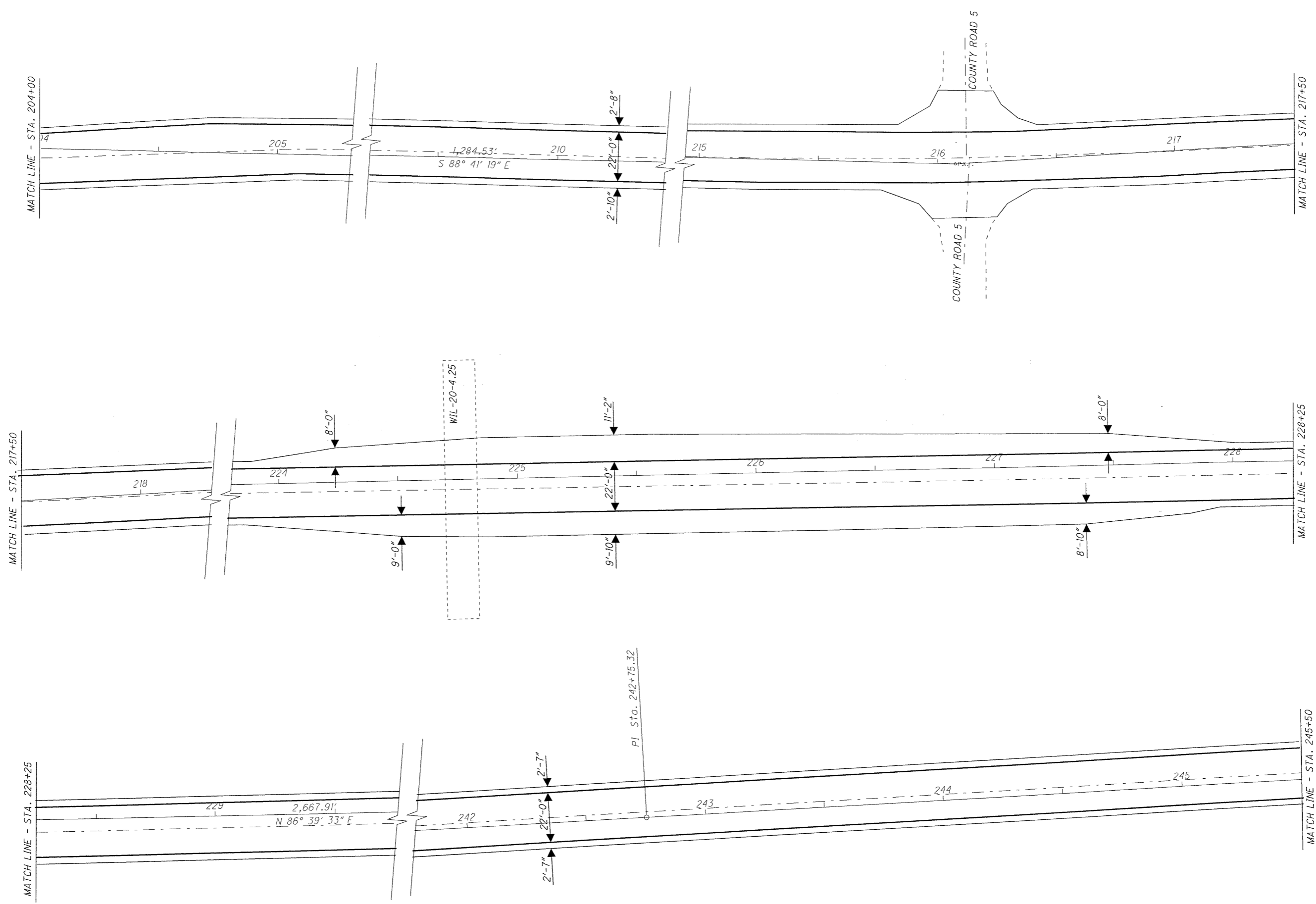


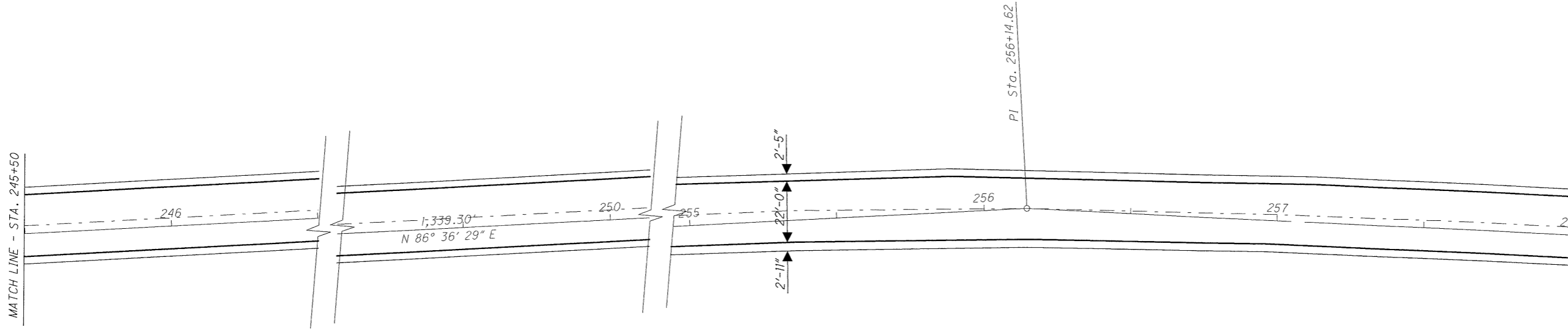
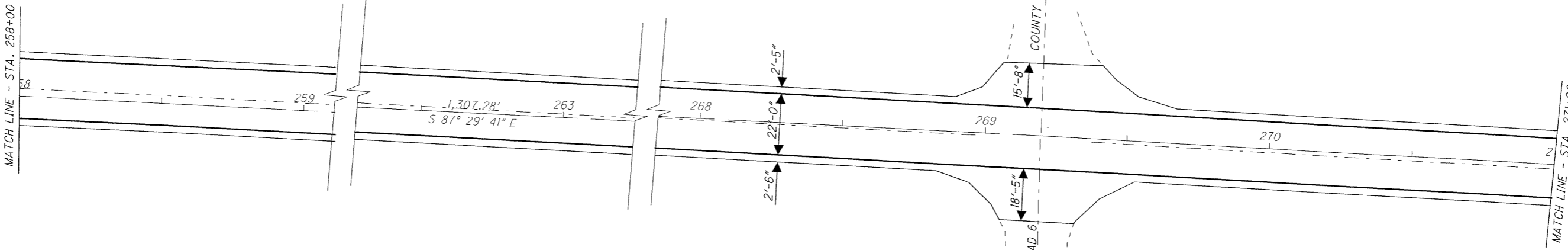
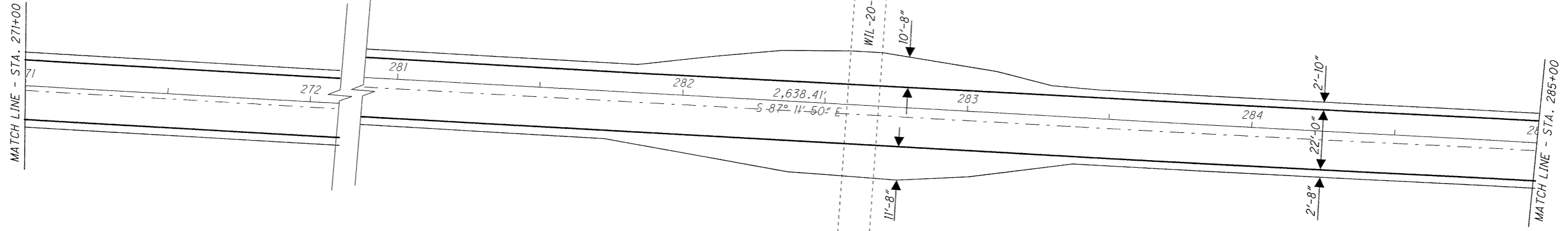


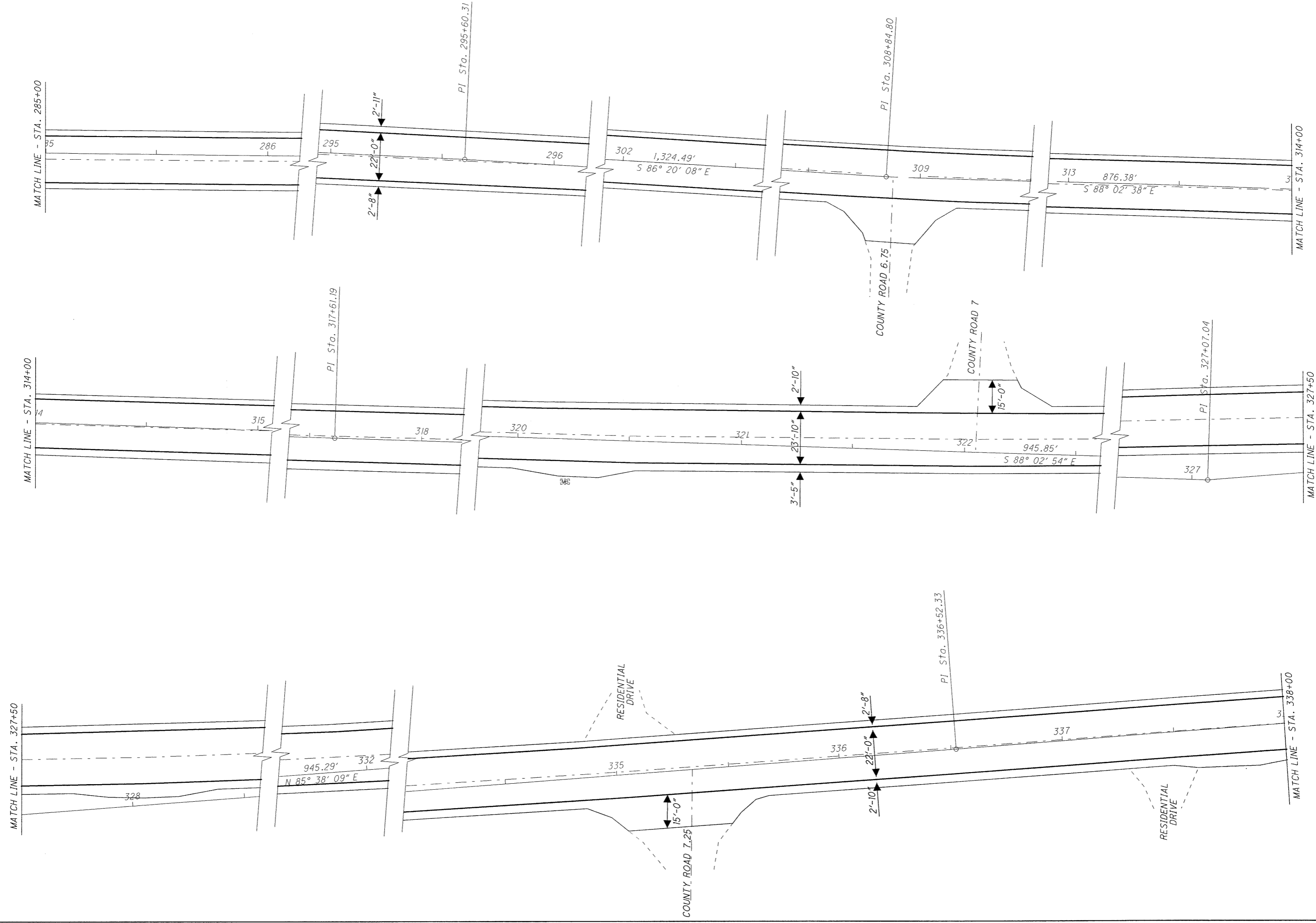




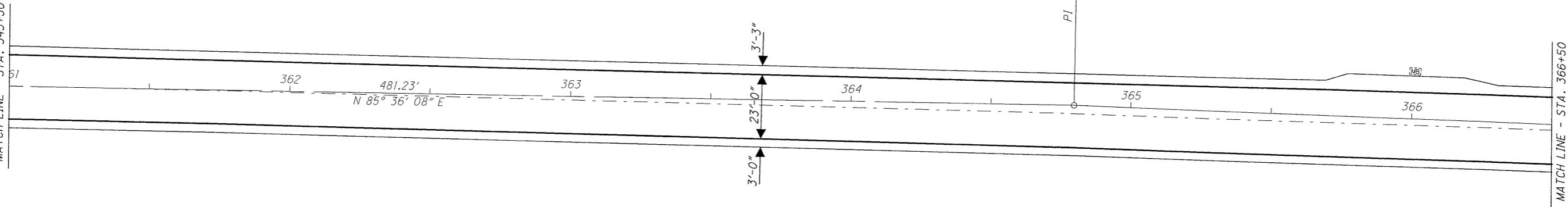






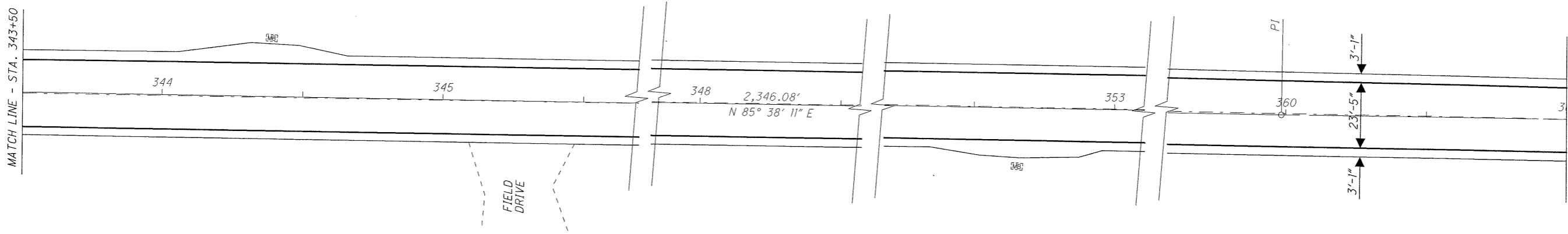


MATCH LINE - STA. 343+50



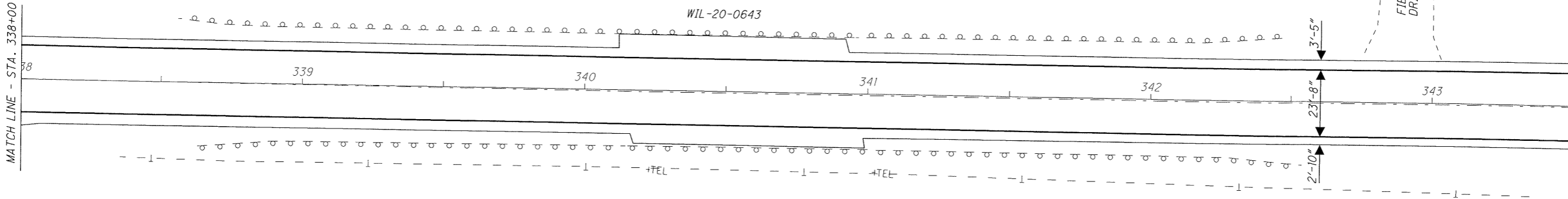
MATCH LINE - STA. 366+50

MATCH LINE - STA. 343+50

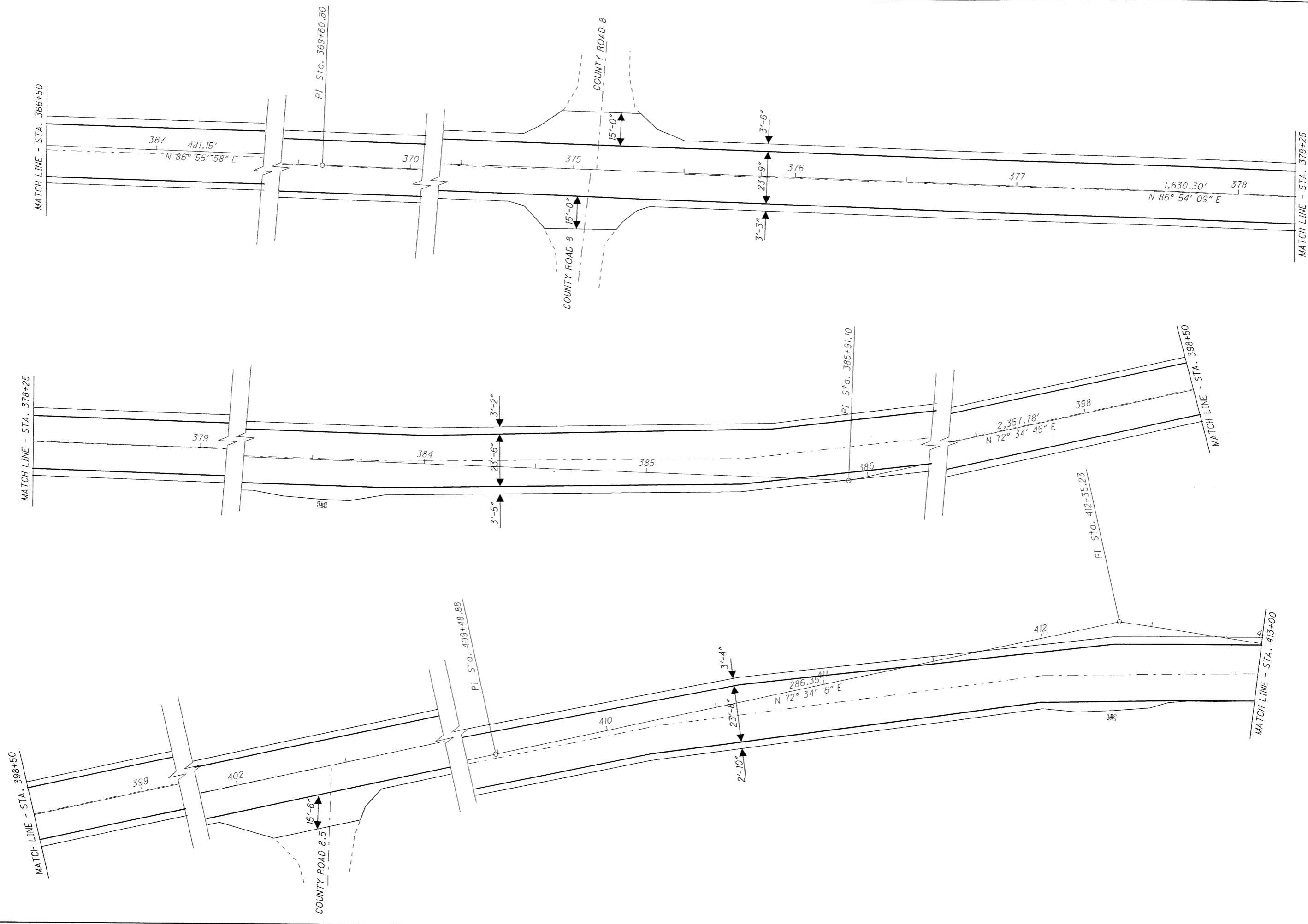


MATCH LINE - STA. 361+00

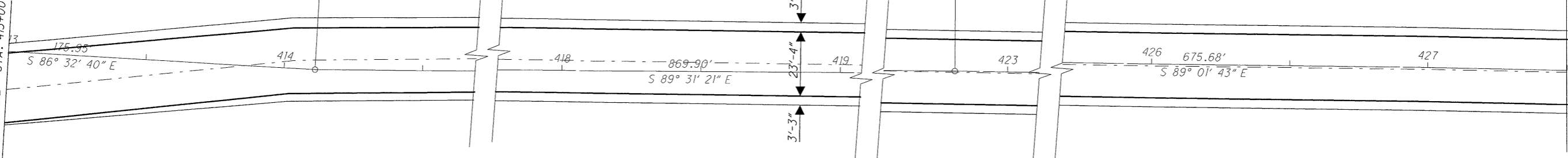
MATCH LINE - STA. 338+00



MATCH LINE - STA. 343+50

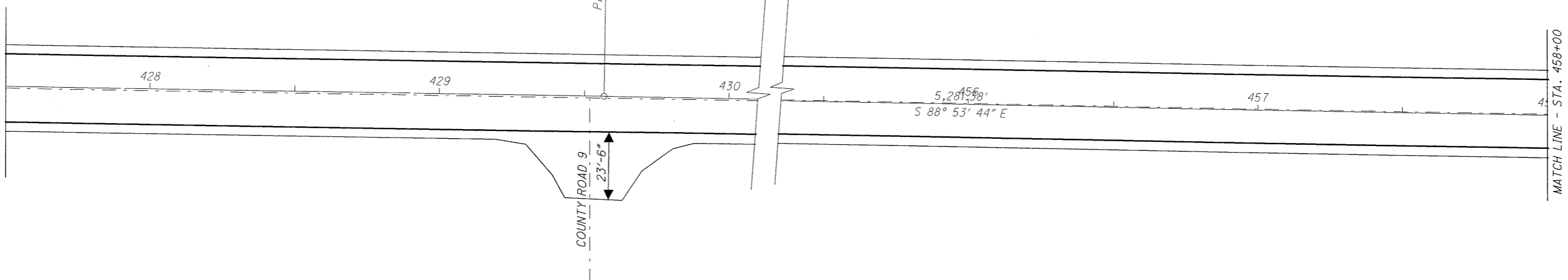


MATCH LINE - STA. 413+00



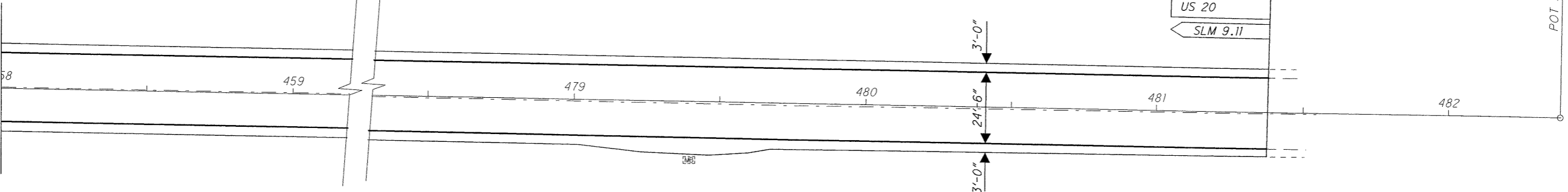
MATCH LINE - STA. 427+50

MATCH LINE - STA. 427+50



MATCH LINE - STA. 458+00

MATCH LINE - STA. 458+00



POT Sta. 482+38.14

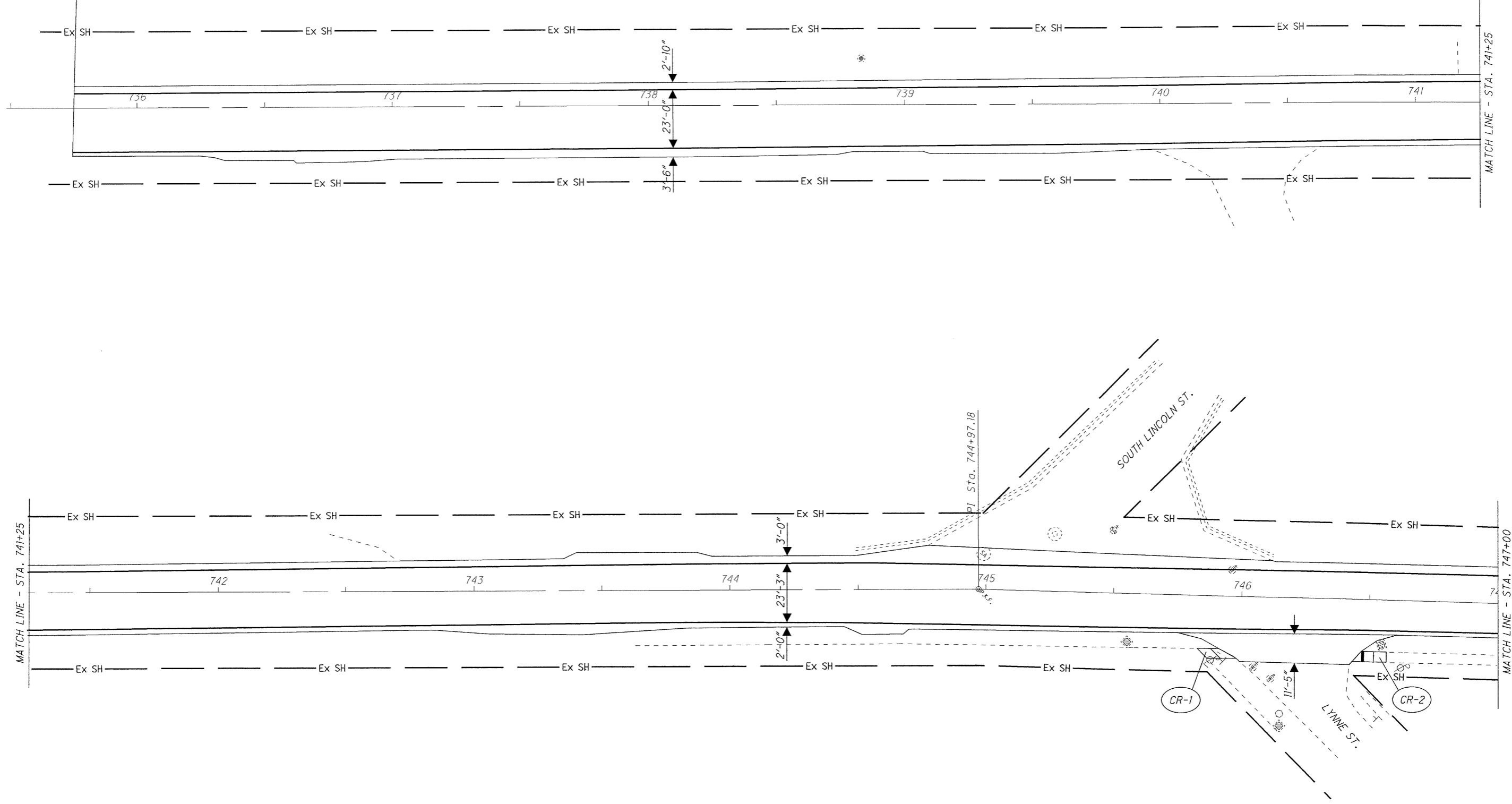
CALCULATED  
JJS  
CHECKED  
JMF

HORIZONTAL SCALE IN FEET

PLAN SHEET - US 20  
STA. 413+00 TO STA. 481+38

BEGIN PROJECT  
BEGIN WORK  
STA. 735+75  
US 127

SLM 13.93

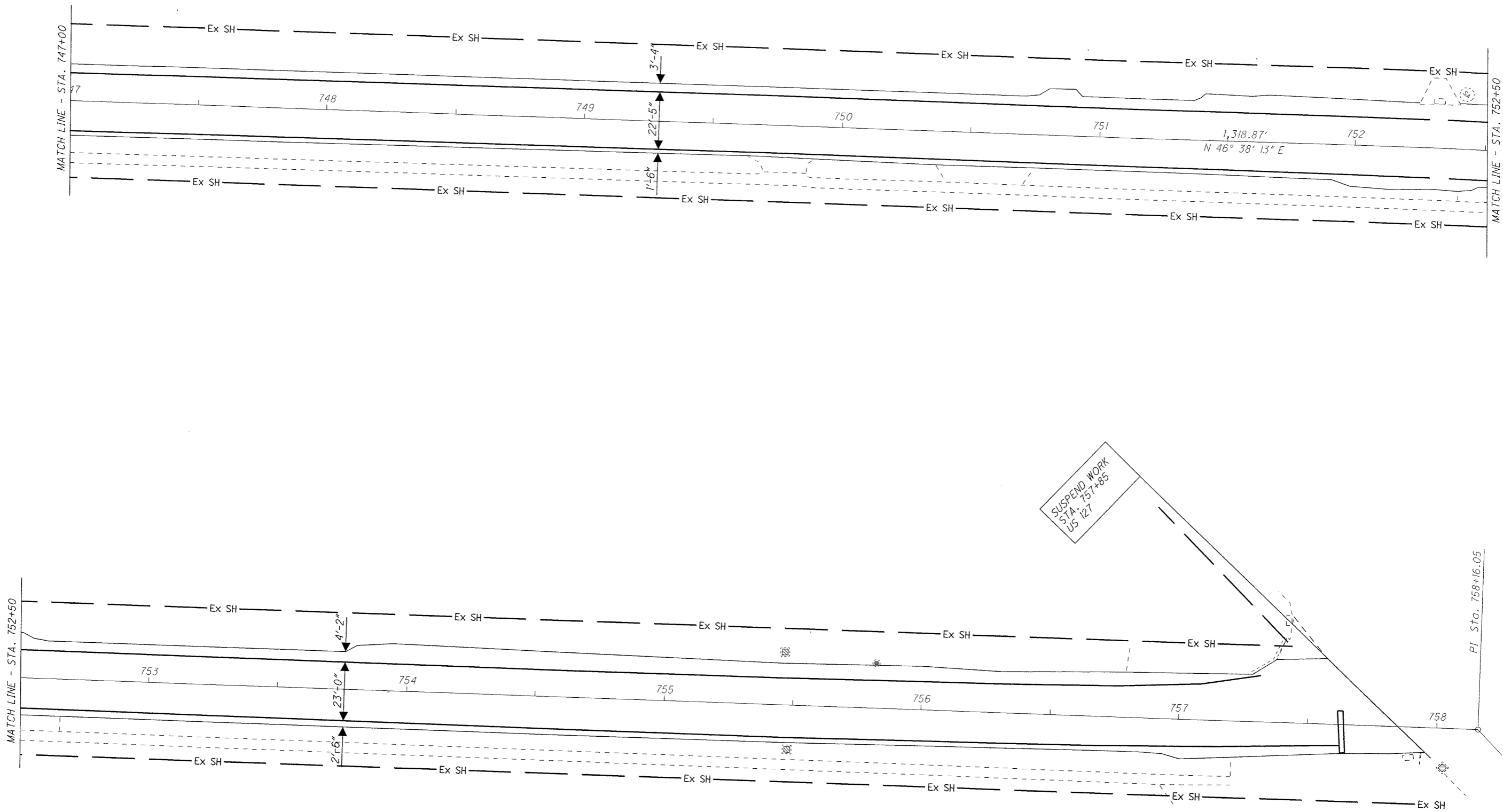


|            |     |         |     |
|------------|-----|---------|-----|
| CALCULATED | JUS | CHECKED | JMF |
|------------|-----|---------|-----|

0 20 40  
HORIZONTAL  
SCALE IN FEET

PLAN SHEET - US 127  
STA. 735+75 TO STA. 747+00

WIL-20/127-0.00/13.96



CALCULATED  
JJS  
CHECKED  
JMF

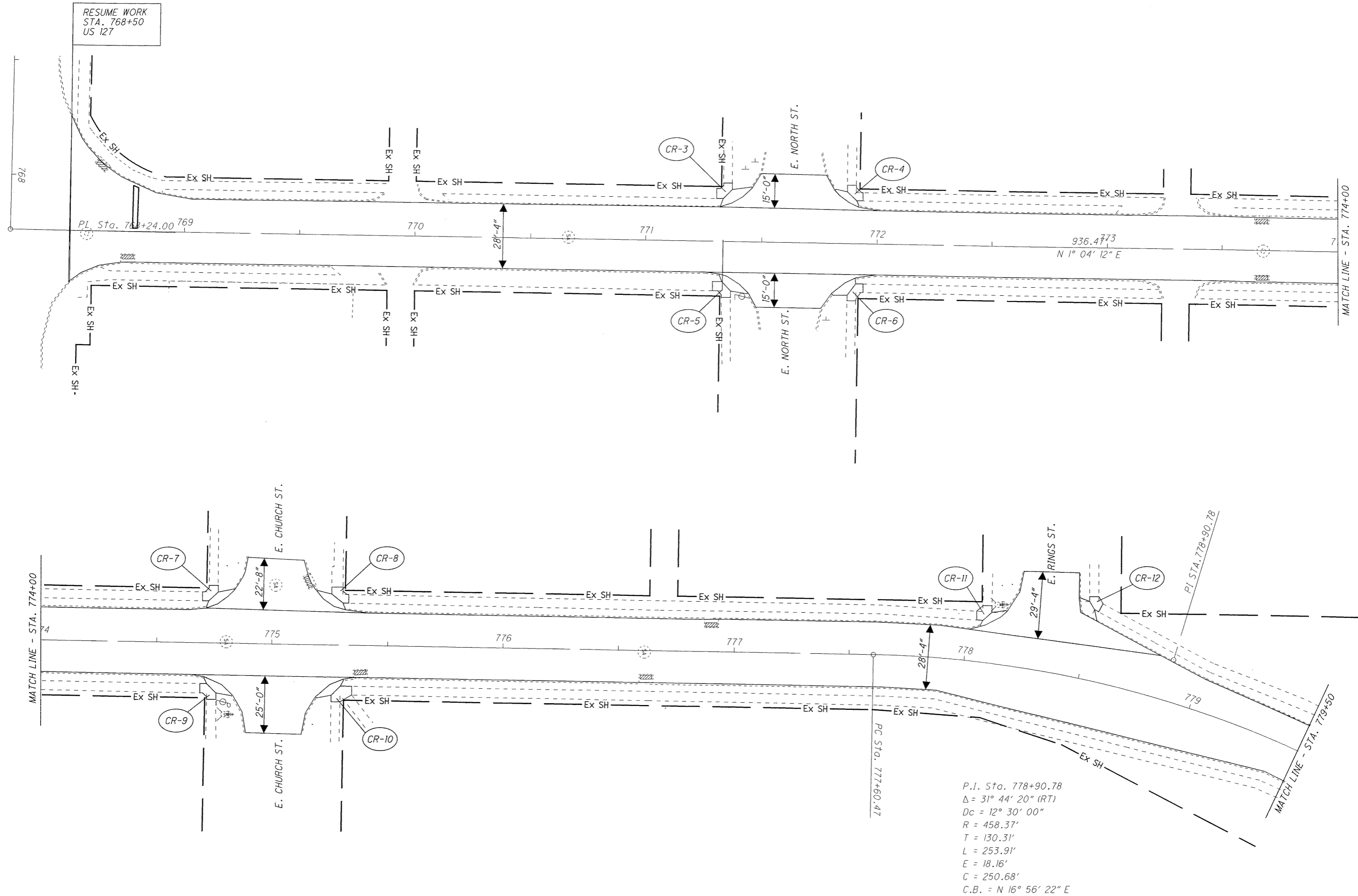
0 10 20 40  
HORIZONTAL  
SCALE IN FEET

PLAN SHEET - US 127  
STA. 747+00 TO STA. 757+85

WIL-20/127-0.00/13.96



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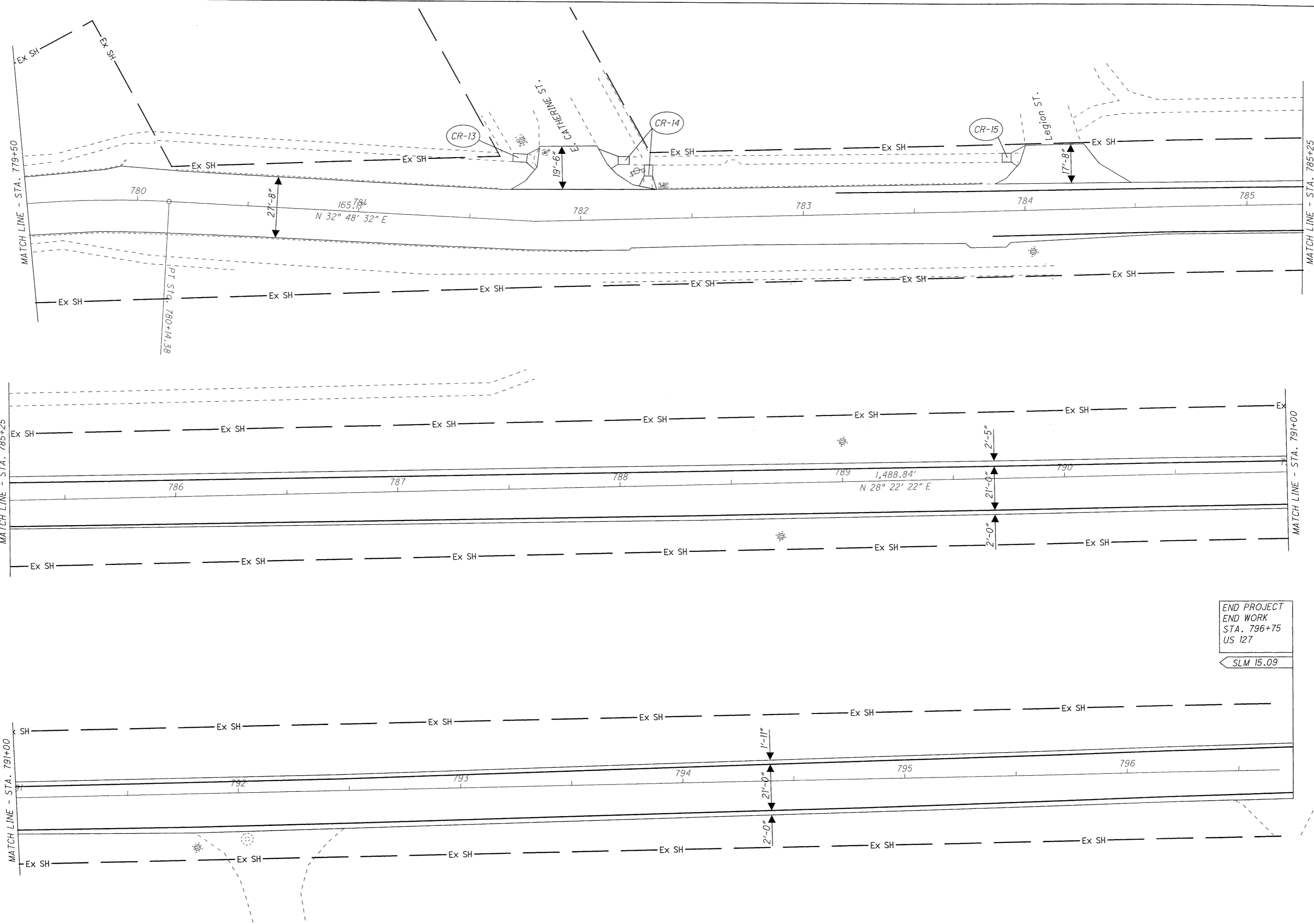


0 20 40  
HORIZONTAL SCALE IN FEET

CALCULATED JUS  
CHECKED JMF

PLAN SHEET - US 127  
STA. 768+50 TO STA. 779+50

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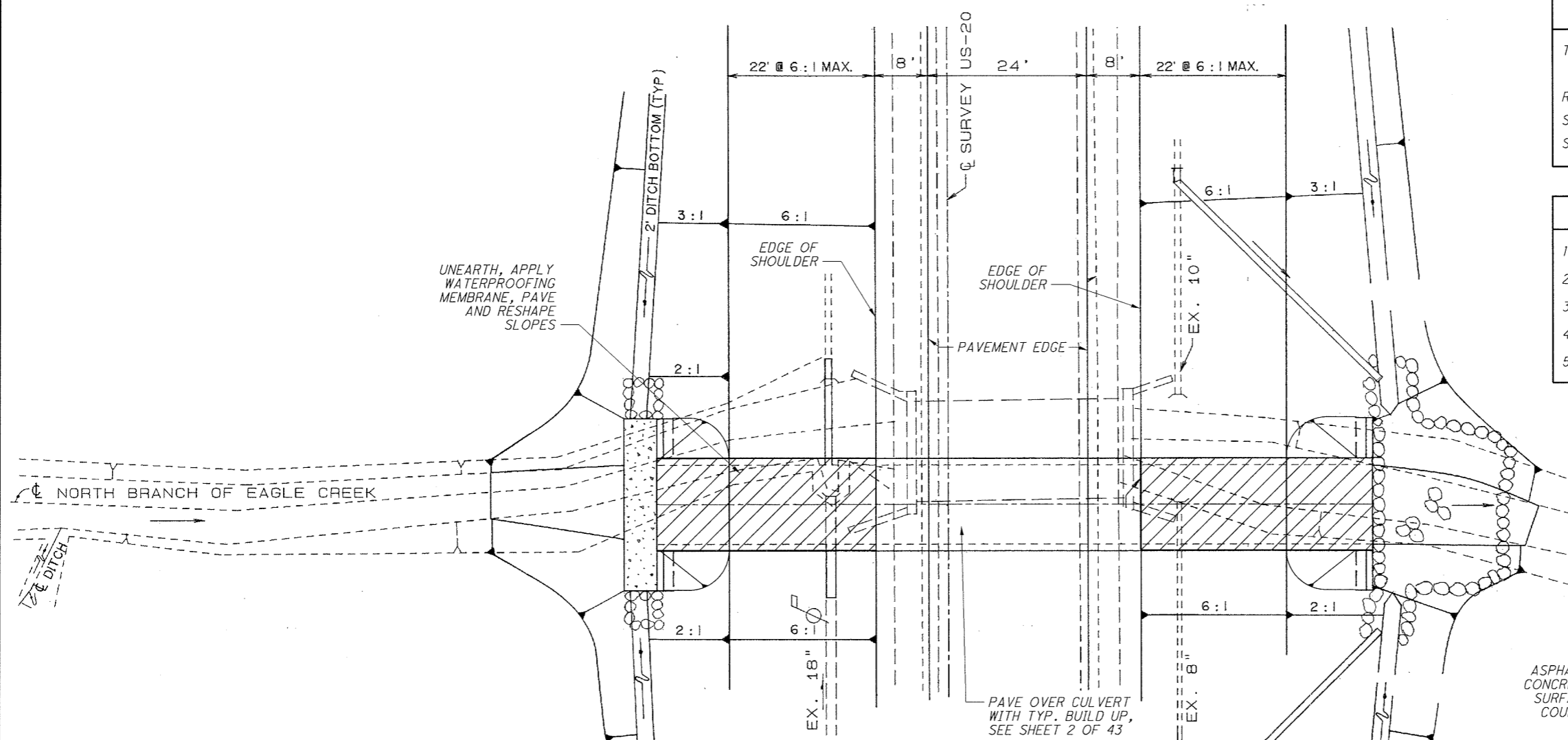
END PROJECT  
 END WORK  
 STA. 796+75  
 US 127  
 SLM 15.09

CALCULATED  
 JJS  
 CHECKED  
 JMF

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

PLAN SHEET - US 127  
 STA. 779+50 TO STA. 796+75

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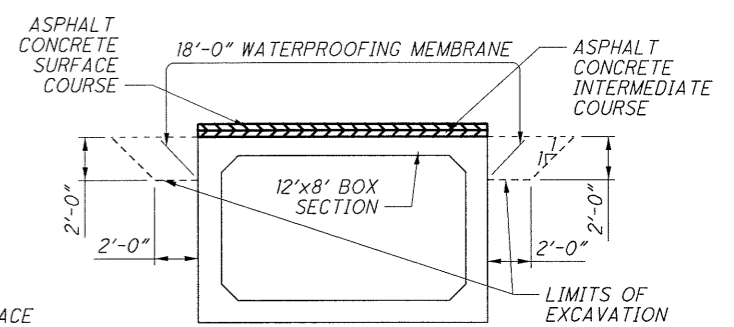


PLAN

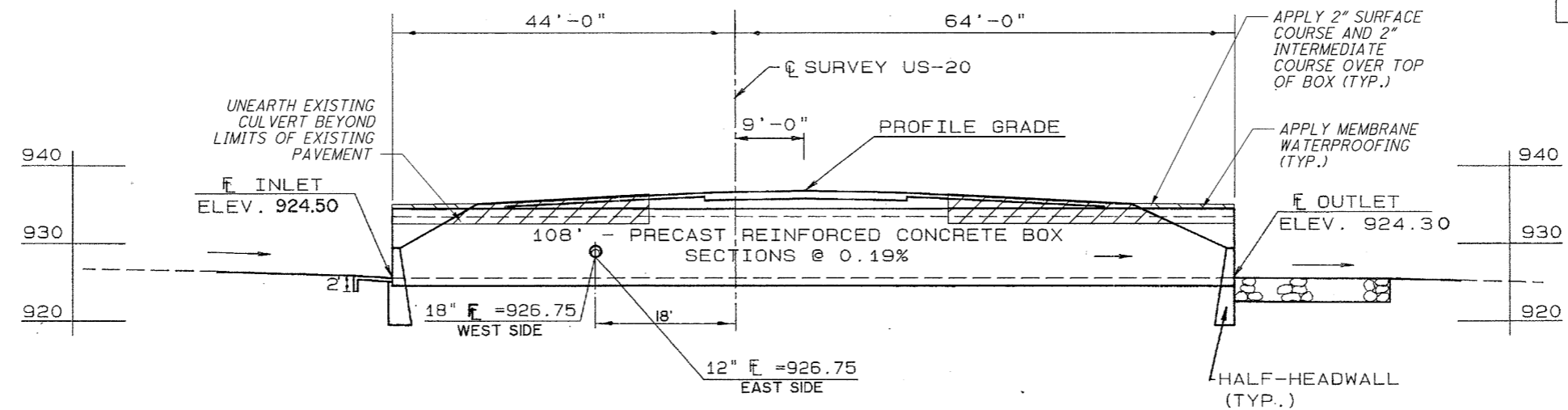
| EXISTING STRUCTURE  |
|---|
| TYPE: 108'-12'x8' CONDUIT TYPE A, PRECAST REINFORCED CONCRETE BOX CULVERT WITH HALF HEADWALLS |
| ROADWAY: 40' ROADWAY WIDTH  |
| SKEW: NONE  |
| STRUCTURAL FILE NUMBER: 8600953   |

| PROPOSED STRUCTURE                                 |
|--|
| 1. MAINTAIN TRAFFIC AS PER MT-101.90               |
| 2. UNEARTH CULVERT ENDS.                           |
| 3. INSTALL MEMBRANE WATERPROOFING ON CULVERT ENDS. |
| 4. BACKFILL EXCAVATION AND REGRADE CULVERT ENDS.   |
| 5. PAVE CULVERT.                                   |

- REMOVE 4"± EXISTING WEARING SURFACE



CULVERT SECTION



ELEVATION

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION  
 DATE: 8600953  
 REVIEWED: BPN  
 DRAWN: BPN  
 CHECKED: DAH  
 WILLIAMS COUNTY  
 STRUCTURE NO.: WIL-20-0425  
 OVER N. BRANCH EAGLE CREEK  
 SITE PLAN  
 WIL-20/127-0.00/13.96  
 PID No. 88491  
 1/2  
 27/43

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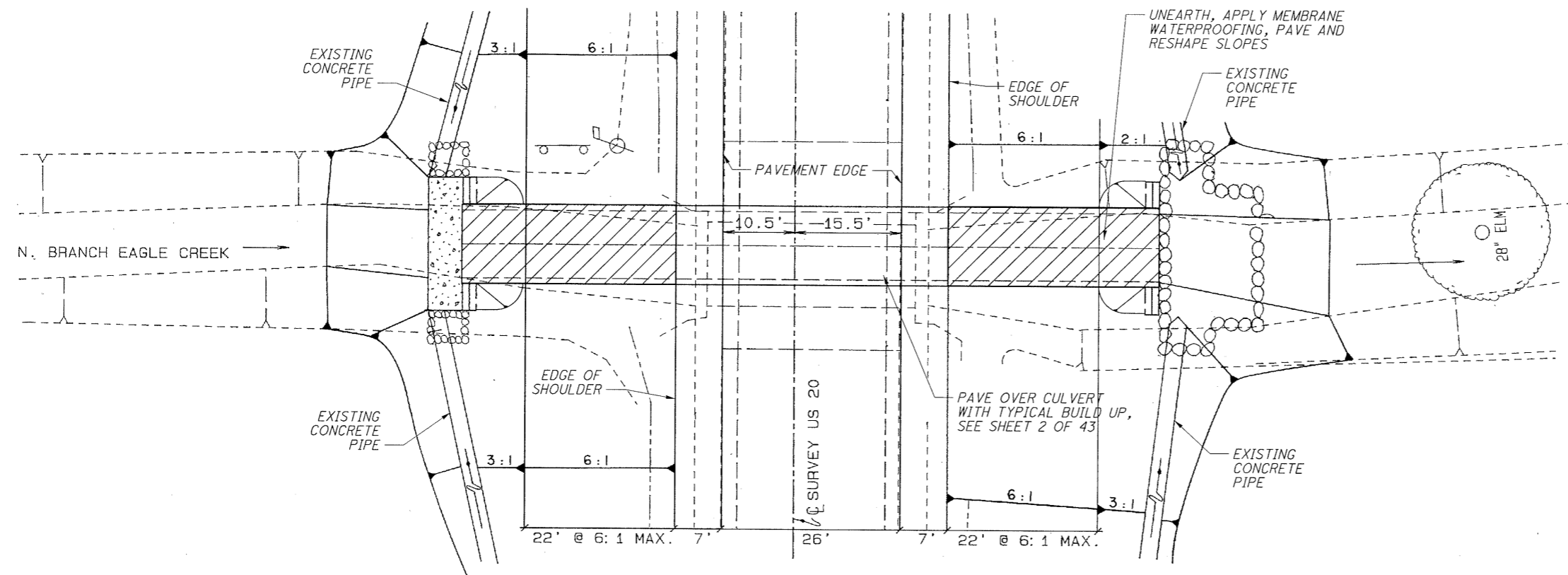
| ESTIMATED QUANTITIES (02/STR/BR) |           |       |        |  |       |       |        |      |         |  |
|----------------------------------|-----------|-------|--------|--|-------|-------|--------|------|---------|--|
| ITEM                             | EXTENSION | TOTAL | UNIT   | DESCRIPTION  | ABUT. | PIERS | SUPER. | GEN. | SHEET # |  |
| 202                              | 23500     | 107   | SQ YD  | WEARING COURSE REMOVED                                   |       |       |        | 107  |         |  |
| 407                              | 10000     | 8     | GALLON | TACK COAT  |       |       |        | 8    |         |  |
| 442                              | 10000     | 6     | CU YD  | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)    |       |       |        | 6    |         |  |
| 442                              | 20200     | 6     | CU YD  | ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) |       |       |        | 6    |         |  |
| 503                              | 21100     | 31    | CU YD  | UNCLASSIFIED EXCAVATION                                  |       |       |        | 31   |         |  |
| 512                              | 33000     | 122   | SQ YD  | TYPE 2 WATERPROOFING                                     |       |       |        | 122  |         |  |

**EXISTING STRUCTURE VERIFICATION:**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 513.04.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

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PLAN

**EXISTING STRUCTURE**

TYPE: 102'-10'x6' CONDUIT TYPE A, PRECAST REINFORCED CONCRETE BOX CULVERT WITH HALF HEADWALLS

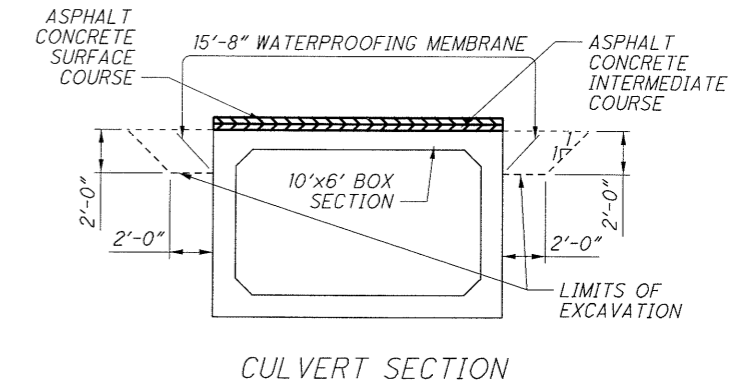
ROADWAY: 40' ROADWAY WIDTH

SKEW: NONE

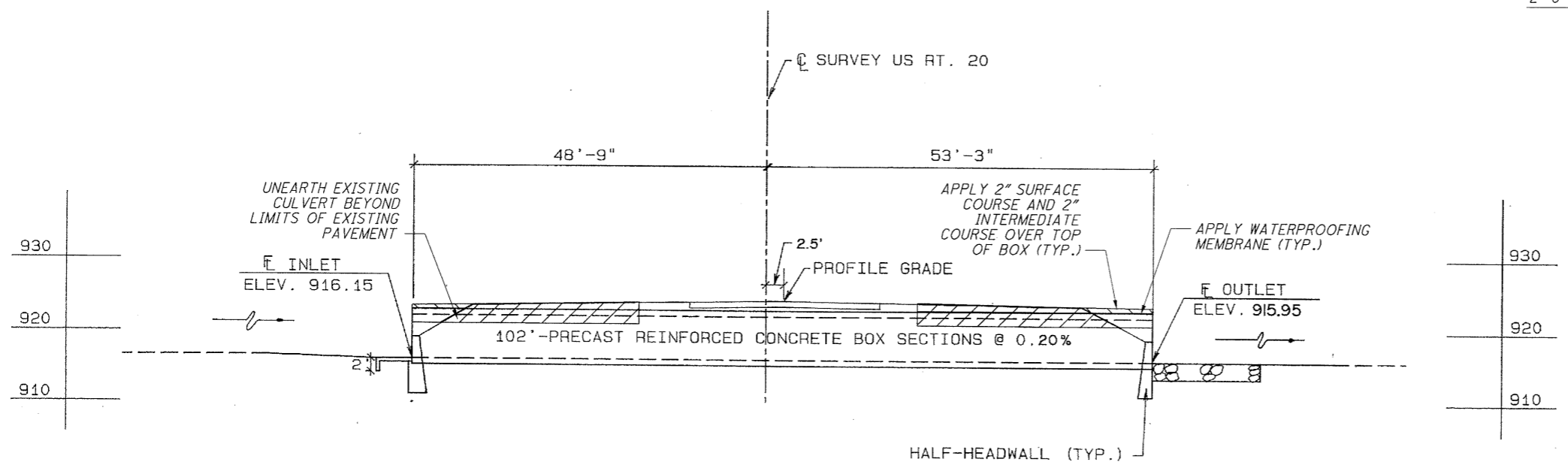
STRUCTURAL FILE NUMBER: 8600988

- PROPOSED STRUCTURE**
1. MAINTAIN TRAFFIC AS PER MT-101.90.
  2. UNEARTH CULVERT ENDS.
  3. INSTALL MEMBRANE WATERPROOFING ON CULVERT ENDS.
  4. BACKFILL EXCAVATION AND REGRADE CULVERT ENDS.
  5. PAVE CULVERT.

- REMOVE 4"± EXISTING WEARING SURFACE



CULVERT SECTION



ELEVATION

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION

REVIEWED DATE: \_\_\_\_\_

STRUCTURE FILE NUMBER: 8600988

WILLIAMS COUNTY

**SITE PLAN**

STRUCTURE NO. WIL-20-0534

OVER N. BRANCH OF EAGLE CREEK

WIL-20/127-0.00/13.96

PID No. 88491

1/2

29/43

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| ESTIMATED QUANTITIES (02/STR/BR) |           |       |        |  |       |       |        |      |         |  |
|----------------------------------|-----------|-------|--------|--|-------|-------|--------|------|---------|--|
| ITEM                             | EXTENSION | TOTAL | UNIT   | DESCRIPTION  | ABUT. | PIERS | SUPER. | GEN. | SHEET # |  |
| 202                              | 23500     | 81    | SQ YD  | WEARING COURSE REMOVED                                   |       |       |        | 81   |         |  |
| 407                              | 10000     | 6     | GALLON | TACK COAT  |       |       |        | 6    |         |  |
| 442                              | 10000     | 5     | CU YD  | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)    |       |       |        | 5    |         |  |
| 442                              | 20200     | 5     | CU YD  | ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) |       |       |        | 5    |         |  |
| 503                              | 21100     | 28    | CU YD  | UNCLASSIFIED EXCAVATION                                  |       |       |        | 28   |         |  |
| 512                              | 33000     | 98    | SQ YD  | TYPE 2 WATERPROOFING                                     |       |       |        | 98   |         |  |

**EXISTING STRUCTURE VERIFICATION:**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 513.04.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN AGENCY  
OHIO DEPARTMENT  
OF TRANSPORTATION

REVIEWED DATE  
STRUCTURE FILE NUMBER  
8600988

DRAWN BPN  
REVISED  
DESIGNED BPN  
CHECKED DAH

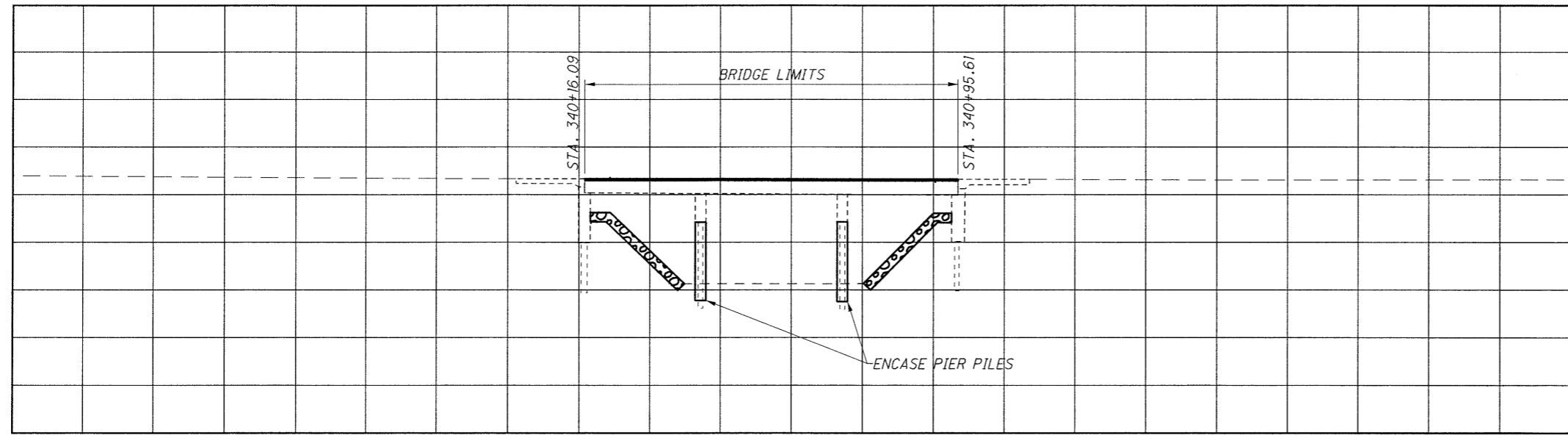
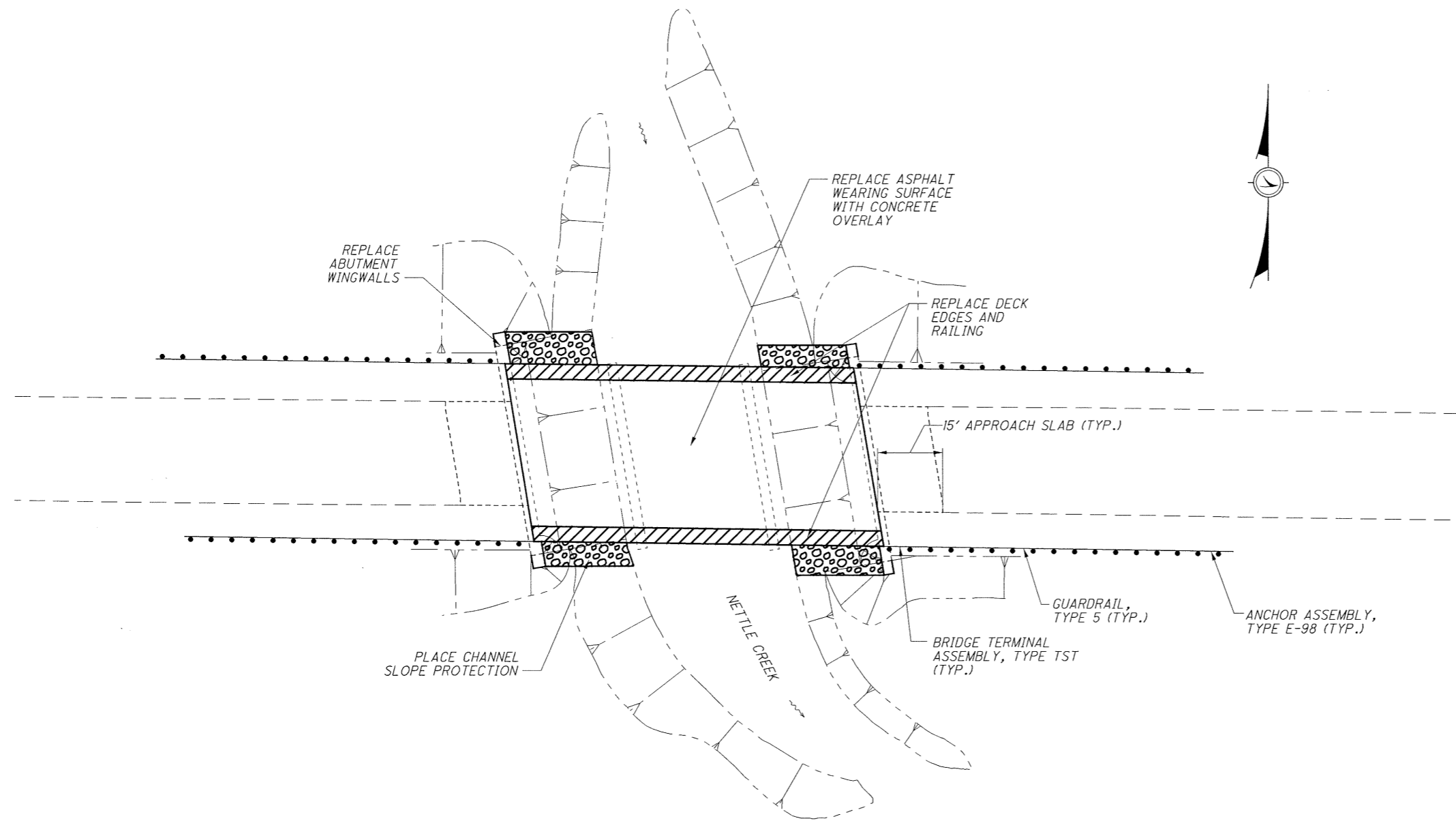
ESTIMATED QUANTITIES AND GENERAL NOTES  
STRUCTURE NO. WIL-20-0534  
OVER N. BRANCH EAGLE CREEK

WIL-20/127-  
0.00/13.96  
PID No. 88491

2 / 2

30  
43

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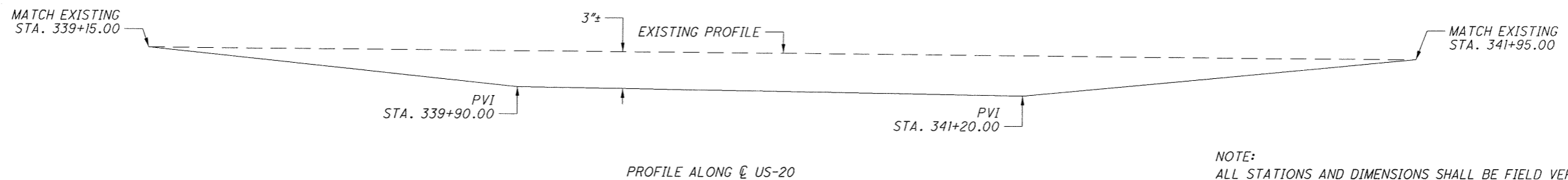
| EXISTING STRUCTURE  |  |
|---|--|
| TYPE: CONTINUOUS CONCRETE SLAB WITH CAPPED PILE ABUTMENTS AND PIERS |  |
| SPANS: 24'-0", 30'-0", 24'-0" C/C BEARINGS                          |  |
| ROADWAY: 40'-0" F/F GUARDRAILS                                      |  |
| LOADING: S-20-46  |  |
| SKEW: 10°-00'-00" R.F.  |  |
| APPROACH SLABS: AS-4-47   |  |
| ALIGNMENT: TANGENT  |  |
| WEARING SURFACE: 4"± ASPHALT ASPHALT CONCRETE                       |  |
| STRUCTURAL FILE NUMBER: 8600996                                     |  |
| COORDINATES: LATITUDE 41° 38' 23"                                   |  |
| LONGITUDE 84° 40' 57"   |  |

| PROPOSED WORK:   |  |
|--|--|
| 1. CLOSE BRIDGE TO TRAFFIC, DETOUR SR-49, SR-107, SR-576.                              |  |
| 2. REMOVE PORTIONS OF STRUCTURE.   |  |
| 3. REMOVE ASPHALT WEARING SURFACE.   |  |
| 4. RECONSTRUCT DECK EDGES AND ABUTMENTS.   |  |
| 5. PREPARE DECK SURFACE WITH HYDRODEMOLITION AND INSTALL NEW CONCRETE WEARING SURFACE. |  |
| 6. ENCASE STEEL PIER PILES.  |  |
| 7. PLACE CHANNEL SLOPE PROTECTION.   |  |
| 8. INSTALL NEW BRIDGE RAILING.   |  |
| 9. INSTALL NEW APPROACH GUARDRAIL.   |  |
| 10. OPEN TO TRAFFIC.   |  |

|   |  |                                  |
|---|--|----------------------------------|
| DESIGN AGENCY<br>OHIO DEPARTMENT<br>OF TRANSPORTATION | REVIEWED DATE  | STRUCTURE FILE NUMBER<br>8600996 |
|   | DRAWN BPN  | REVISOR                          |
| WILLIAMS COUNTY<br>STA. 340+16.09<br>STA. 340+95.61   | DESIGNED BPN   | CHECKED DAH                      |
|   | SITE PLAN<br>BRIDGE NO. WIL-20-0643<br>OVER NETTLE CREEK |                                  |
| WIL-20/127-<br>0.00/13.96<br>PID No. 88491            | 1 / 9  |                                  |
|   |  | 31<br>43                         |

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| ESTIMATED QUANTITIES (02/STR/BR) |           |        |         |   |       |       |        |      |         |        |
|----------------------------------|-----------|--------|---------|---|-------|-------|--------|------|---------|--------|
| ITEM                             | EXTENSION | TOTAL  | UNIT    | DESCRIPTION   | ABUT. | PIERS | SUPER. | GEN. | SHEET # |        |
| 202                              | 11003     | LUMP   |         | STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN   |       |       |        |      | LUMP    | 3 OF 9 |
| 202                              | 38000     | 400    | FT      | GUARDRAIL REMOVED   |       |       |        | 400  |         |        |
| 202                              | 42000     | 2      | EACH    | ANCHOR ASSEMBLY REMOVED, TYPE A   |       |       |        | 2    |         |        |
| 202                              | 42206     | 2      | EACH    | ANCHOR ASSEMBLY REMOVED   |       |       |        | 2    |         |        |
| 202                              | 47000     | 4      | EACH    | BRIDGE TERMINAL ASSEMBLY REMOVED  |       |       |        | 4    |         |        |
| 209                              | 15000     | 6      | STATION | RESHAPING UNDER GUARDRAIL   |       |       |        | 6    |         |        |
| 503                              | 21101     | 77     | CU YD   | UNCLASSIFIED EXCAVATION, AS PER PLAN  | 77    |       |        |      |         | 3 OF 9 |
| SPECIAL                          | 50771200  | 44     | FT      | PILE ENCASEMENT, 36" DIAMETER   |       | 44    |        |      |         |        |
| 509                              | 10000     | 8058   | POUND   | EPOXY COATED REINFORCING STEEL  | 796   |       | 7262   |      |         |        |
| 509                              | 20001     | 200    | POUND   | REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN                 |       |       |        | 200  |         |        |
| 510                              | 10000     | 368    | EACH    | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT   | 76    |       | 292    |      |         |        |
| 511                              | 34000     | 32     | CU YD   | CLASS S CONCRETE, SUPERSTRUCTURE  |       |       | 32     |      |         |        |
| 511                              | 45700     | 11     | CU YD   | CLASS C CONCRETE, ABUTMENT  | 11    |       |        |      |         |        |
| 512                              | 10050     | 57     | SQ YD   | SEALING OF CONCRETE SURFACES (NON-EPOXY)  | 23    |       | 34     |      |         |        |
| 516                              | 31000     | 49     | FT      | JOINT SEALER, 705.04  |       |       |        | 49   |         |        |
| SPECIAL                          | 51631200  | 24     | FT      | SAWING AND SEALING BITUMINOUS CONCRETE JOINTS   |       |       |        | 24   |         |        |
| 517                              | 70000     | 168.84 | FT      | RAILING (TWIN STEEL TUBE)   |       |       | 168.84 |      |         |        |
| 518                              | 21200     | 10     | CU YD   | POROUS BACKFILL WITH FILTER FABRIC  | 10    |       |        |      |         |        |
| SPECIAL                          | 51822300  | 190    | FT      | STEEL DRIP STRIP  |       |       | 190    |      |         |        |
| 518                              | 40000     | 40     | FT      | 6" PERFORATED CORRUGATED PLASTIC PIPE   | 40    |       |        |      |         |        |
| 518                              | 40010     | 32     | FT      | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS                             | 32    |       |        |      |         |        |
| 519                              | 11101     | 36     | SQ FT   | PATCHING CONCRETE STRUCTURE, AS PER PLAN  |       |       |        | 36   |         | 3 OF 9 |
| SPECIAL                          | 53000200  | LUMP   |         | STRUCTURE, MISC.: SURVEY OF EXISTING STRUCTURE  |       |       | LUMP   |      |         | 3 OF 9 |
| 601                              | 20000     | 2      | SQ YD   | CRUSHED AGGREGATE SLOPE PROTECTION  | 2     |       |        |      |         |        |
| 601                              | 32205     | 70     | CU YD   | ROCK CHANNEL PROTECTION, TYPE C WITH FABRIC FILTER, AS PER PLAN                           |       |       |        | 70   |         | 3 OF 9 |
| 606                              | 13000     | 400    | FT      | GUARDRAIL, TYPE 5   |       |       |        | 400  |         |        |
| 606                              | 22010     | 4      | EACH    | ANCHOR ASSEMBLY, TYPE E-98  |       |       |        | 4    |         |        |
| 606                              | 32160     | 4      | EACH    | BRIDGE TERMINAL ASSEMBLY, TYPE TST  |       |       |        | 4    |         |        |
| 848                              | 10201     | 358    | SQ YD   | SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (THICKNESS 2") |       |       | 358    |      |         | 3 OF 9 |
| 848                              | 20000     | 358    | SQ YD   | SURFACE PREPARATION USING HYDRODEMOLITION   |       |       | 358    |      |         |        |
| 848                              | 30200     | 20     | CU YD   | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY               |       |       | 20     |      |         |        |
| 848                              | 50000     | 13     | SQ YD   | HAND CHIPPING   |       |       | 13     |      |         |        |
| 848                              | 50100     | LUMP   |         | TEST SLAB   |       |       | LUMP   |      |         |        |
| 848                              | 50300     | 438    | SQ YD   | WEARING COURSE REMOVED, ASPHALT   |       |       | 358    | 80   |         |        |



NOTE:  
ALL STATIONS AND DIMENSIONS SHALL BE FIELD VERIFIED AS PER  
ITEM, SPECIAL, STRUCTURE MISC.: SURVEY OF EXISTING STRUCTURE

**ESTIMATED QUANTITIES**  
 BRIDGE NO. WIL-20-0643  
 OVER NETTLE CREEK

DESIGN AGENCY  
 OHIO DEPARTMENT  
 OF TRANSPORTATION  
 DATE  
 REVIEWED  
 STRUCTURE FILE NUMBER  
 8600996  
 DRAWN  
 BPN  
 REVISION  
 DESIGNED  
 BPN  
 CHECKED  
 DAH



**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- DS-1-92 DATED/REVISED 7-18-2003
- DBR-2-73 DATED/REVISED 7-15-2011
- TST-1-99 DATED/REVISED 4-18-2008

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

- 847 DATED/REVISED 10-21-2011

**DESIGN DATA:**

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUBSTR.)  
 CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTR.)  
 REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI

**DECK PROTECTION METHOD:**

EPOXY COATED REINFORCING STEEL  
 2 1/2" CONCRETE COVER  
 SUPERPLASTICIZED DENSE CONCRETE OVERLAY  
 STEEL DRIP STRIP

**ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN:**

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVE, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90 POUND (41 KILOGRAM) CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

**SUBSTRUCTURE CONCRETE REMOVAL:**

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMER EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS (16 KILOGRAMS) FOR REMOVAL WITHIN 18 INCHES (450 MM) OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH (450) LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS (4 KILOGRAMS) UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

**CUT LINE CONSTRUCTION JOING PREPARATION:**

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH (25MM) DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

**ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:**

THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE GRANULAR MATERIAL 703.17, PLACED AND COMPACTED IN 6 INCH LIFTS AS PER 304.05.

**ROCK CHANNEL PROTECTION, TYPE C, WITH FABRIC FILTER AS PER PLAN:**

ALL WORK FOR THE ABOVE ITEMS SHALL BE PERFORMED DURING PERIODS OF LOW CHANNEL FLOW. WORK SHALL BE LIMITED TO CHANNEL BANKS. NO EQUIPMENT, EXCAVATIONS OR COFFERDAMS SHALL BE PERMITTED WITHIN THE WATER BELOW THE NORMAL FLOW OF THE CHANNEL ESTABLISHED BY THE BANK VEGETATION.

**UTILITY LINES:**

THE UTILITY(IES) SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INTERFERENCE TO EITHER WILL BE HELD TO A MINIMUM.

**EXISTING STRUCTURE VERIFICATION:**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FILED OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02.

**ITEM 509, REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

**ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN:**

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT. PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM BLASTING. FLAT PATCHES PLACED ON BRIDGE DECKS, SIDEWALKS, APPROACH SLABS, ETC. SHALL BE PLACED, FINISHED AND CURED AS PER CLASS S CONCRETE, ITEMS 499 AND 511. ON OTHER SURFACES, REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDING SURFACE. APPLY MEMBRANE CURING ACCORDING TO 511.17, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES. AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

**ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN:**

THE FINAL BRIDGE DECK AND APPROACH SURFACE SMOOTHNESS SHALL COMPLY WITH PROPOSAL NOTE 555, DATED 1/20/2012.

**ITEM, SPECIAL, STRUCTURE MISC: SURVEY OF EXISTING STRUCTURE**

PRIOR TO PERFORMING ANY STRUCTURAL REMOVAL OPERATIONS AND BRIDGE DECK DEMOLITION THE CONTRACTOR SHALL MAKE A SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:

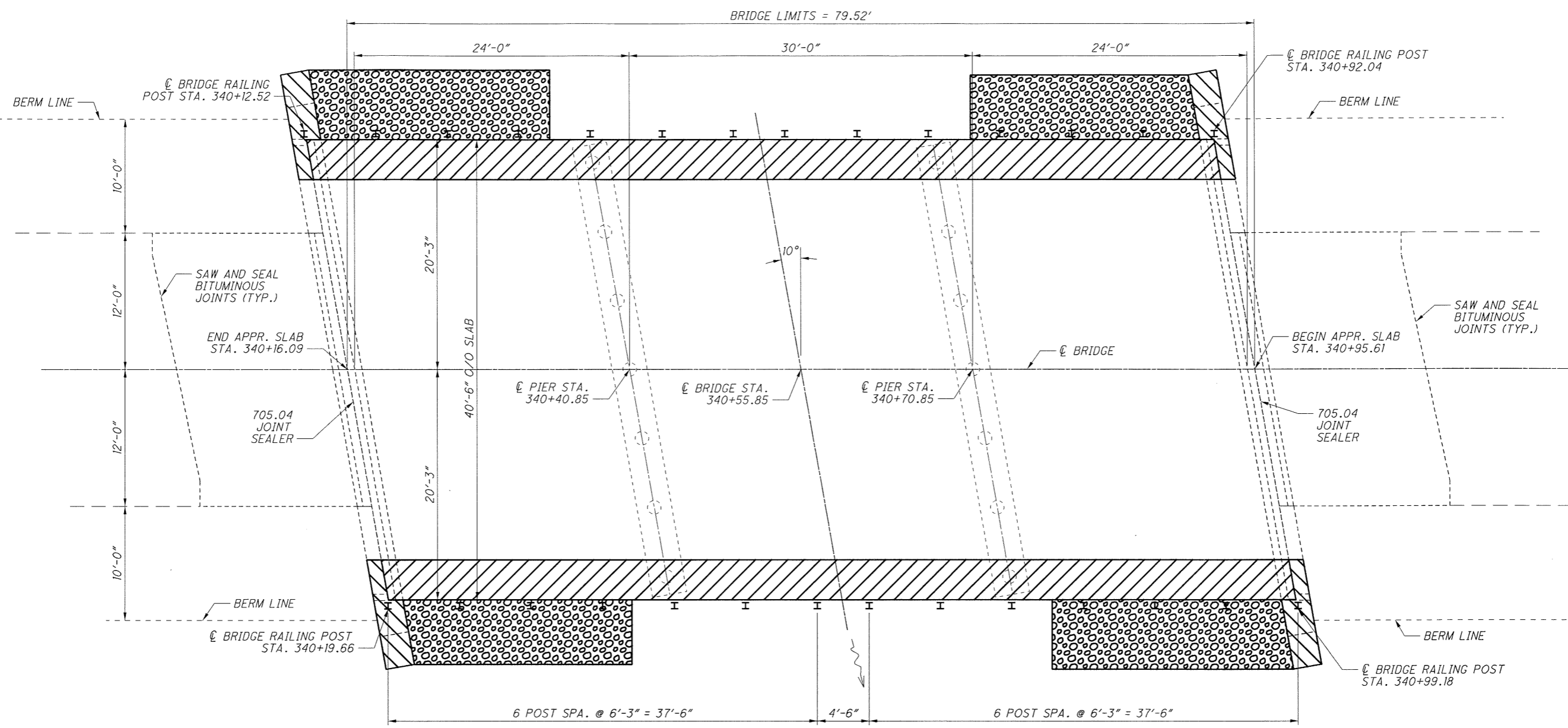
1. TAKE ELEVATIONS ON THE BRIDGE DECK ALONG ALL CURBS, CROWNS, CONSTRUCTION JOINTS AND EXPANSION JOINTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING THE DECK SCREED TABLE.
2. TAKE ELEVATIONS AT BRIDGE APPROACHES. THE CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE PAVEMENT PROFILES. PAVEMENT TRANSITIONS PROFILES SHALL MEET THE CRITERIA IN THE ODOT LOCATION AND DESIGN MANUAL.

ALL SURVEY AND FIELD INFORMATION SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO FINAL BRIDGE DECK OVERLAY AND APPROACH TRANSITIONS. THE ENGINEER SHALL HAVE THE AUTHORITY TO MAKE REVISIONS TO THE FINAL PLAN.

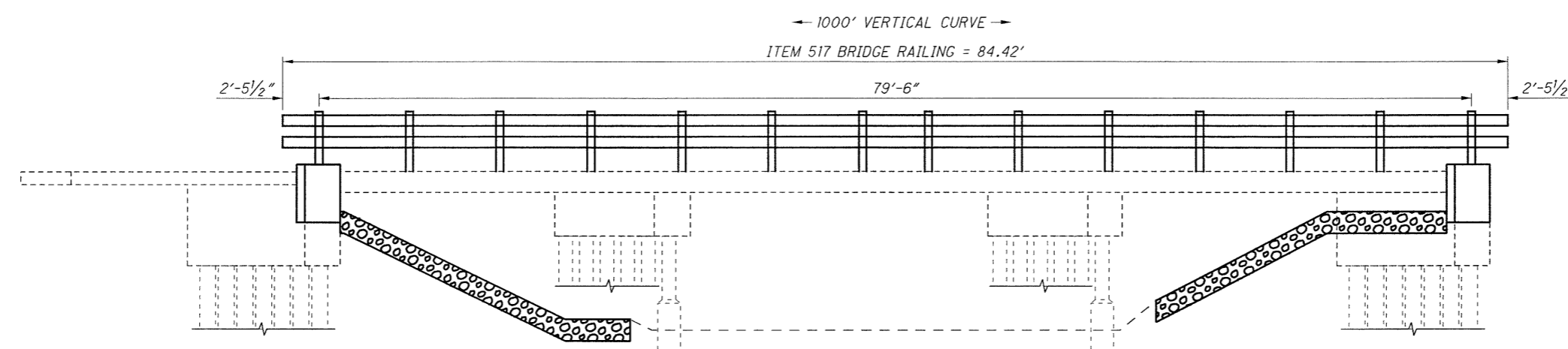
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|---|----------|-----------------------------------|---------|
| DESIGN AGENCY                               |          | OHIO DEPARTMENT OF TRANSPORTATION |         |
| DATE  | REVIEWED | STRUCTURE FILE NUMBER             | 8600996 |
| DRAWN                                       | BPN      | REVISID                           |         |
| DESIGNED                                    | BPN      | CHECKED                           | DAH     |
| GENERAL NOTES                               |          |                                   |         |
| WIL-20/127-0.00/13.96<br>PID No. 88491      |          |                                   |         |
| BRIDGE NO. WIL-20-0643<br>OVER NETTLE CREEK |          |                                   |         |
| 3/9   |          | 33/43                             |         |

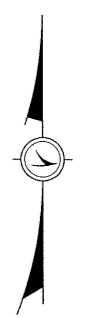
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GENERAL PLAN



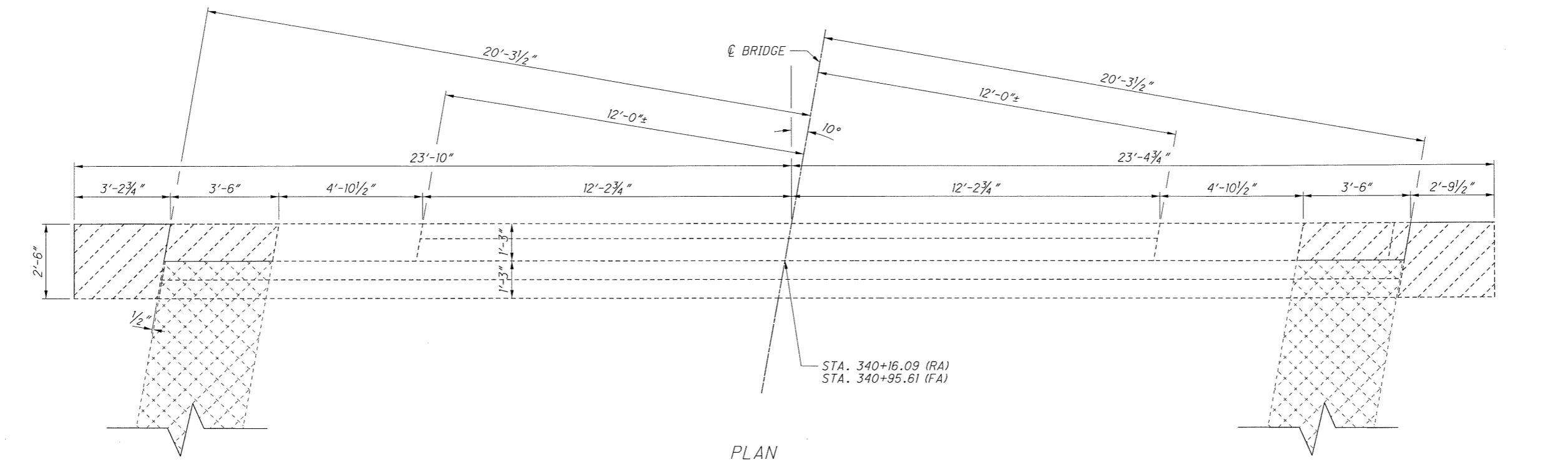
GENERAL ELEVATION



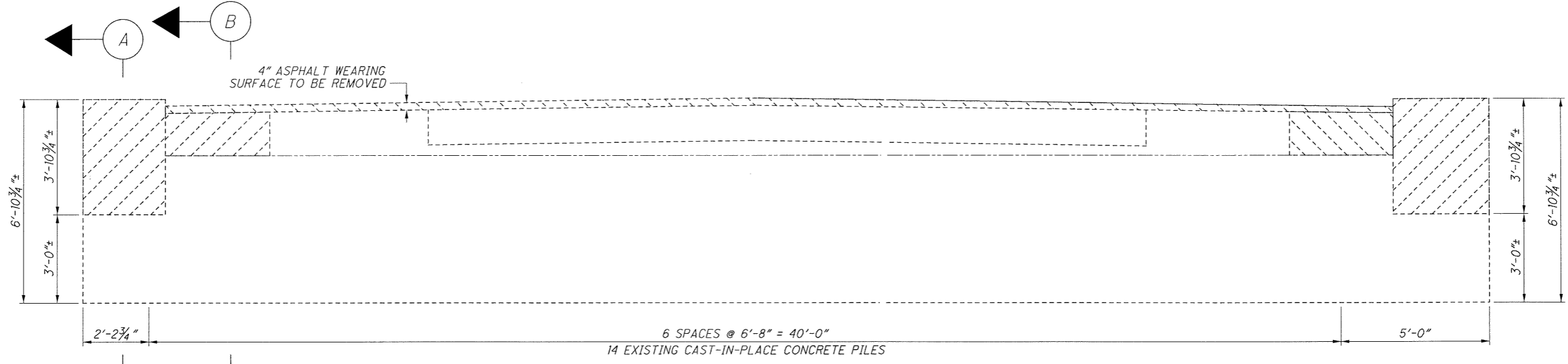
GENERAL PLAN AND ELEVATION  
 BRIDGE NO. WIL-20-0643  
 OVER NETTLE CREEK

|                       |                                   |
|-----------------------|-----------------------------------|
| DESIGNED              | DAH                               |
| CHECKED               | DAH                               |
| DRAWN                 | BPN                               |
| REVIEWED              | BPN                               |
| DATE                  | 8/6/09                            |
| STRUCTURE FILE NUMBER | 8600996                           |
| DESIGN AGENCY         | OHIO DEPARTMENT OF TRANSPORTATION |

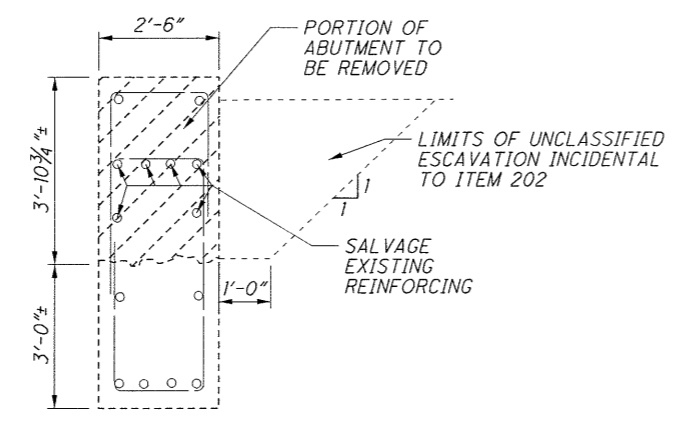
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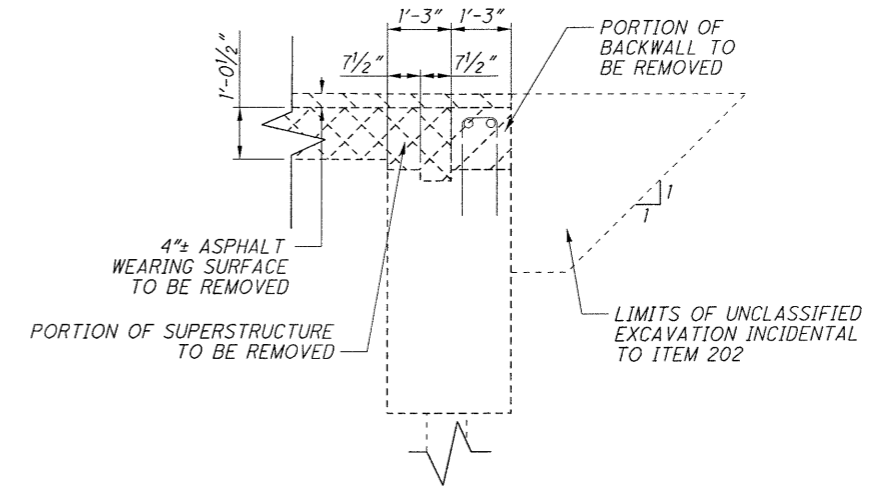
PLAN



ELEVATION



SECTION A-A



SECTION B-B

ABUTMENT REMOVAL DETAILS  
 BRIDGE NO. WIL-20-0643  
 OVER NETTLE CREEK

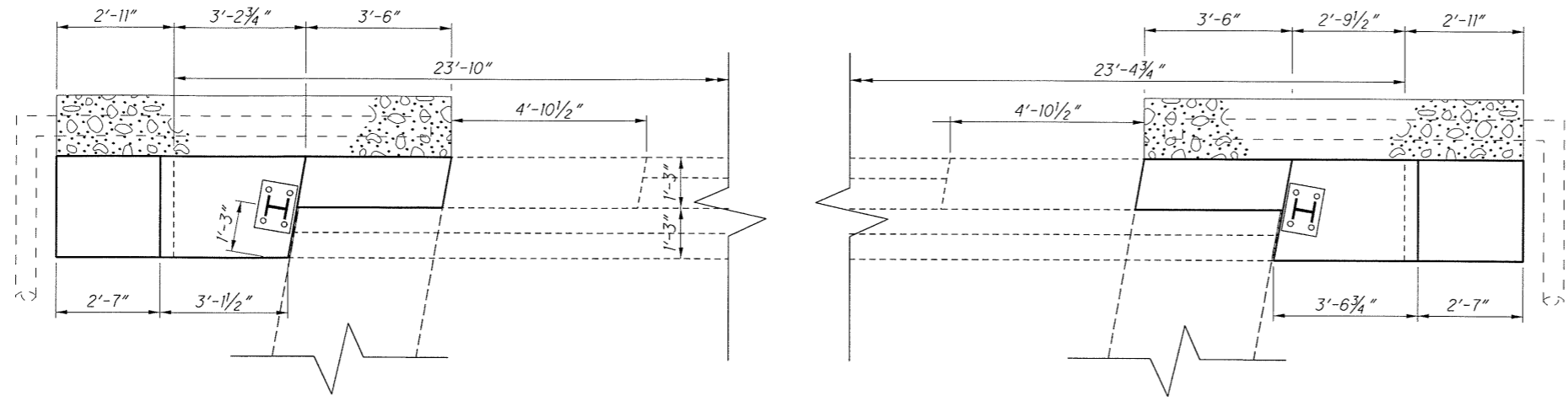
WIL-20/127-  
 0.00/13.96  
 PID No. 88491

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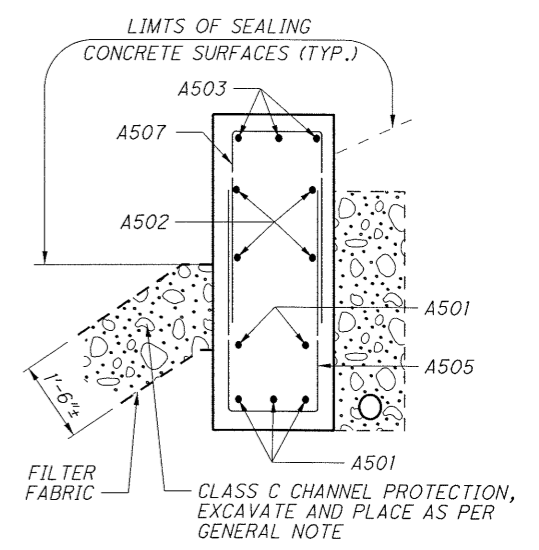
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|          |                       |                   |
|----------|-----------------------|-------------------|
| DESIGNED | DATE                  | DESIGN AGENCY     |
| BPN      |                       | OHIO DEPARTMENT   |
| CHECKED  | STRUCTURE FILE NUMBER | OF TRANSPORTATION |
| DAH      | 8600996               |                   |
| DRAWN    | REVIEWED              |                   |
| BPN      |                       |                   |
| REVISID  |                       |                   |

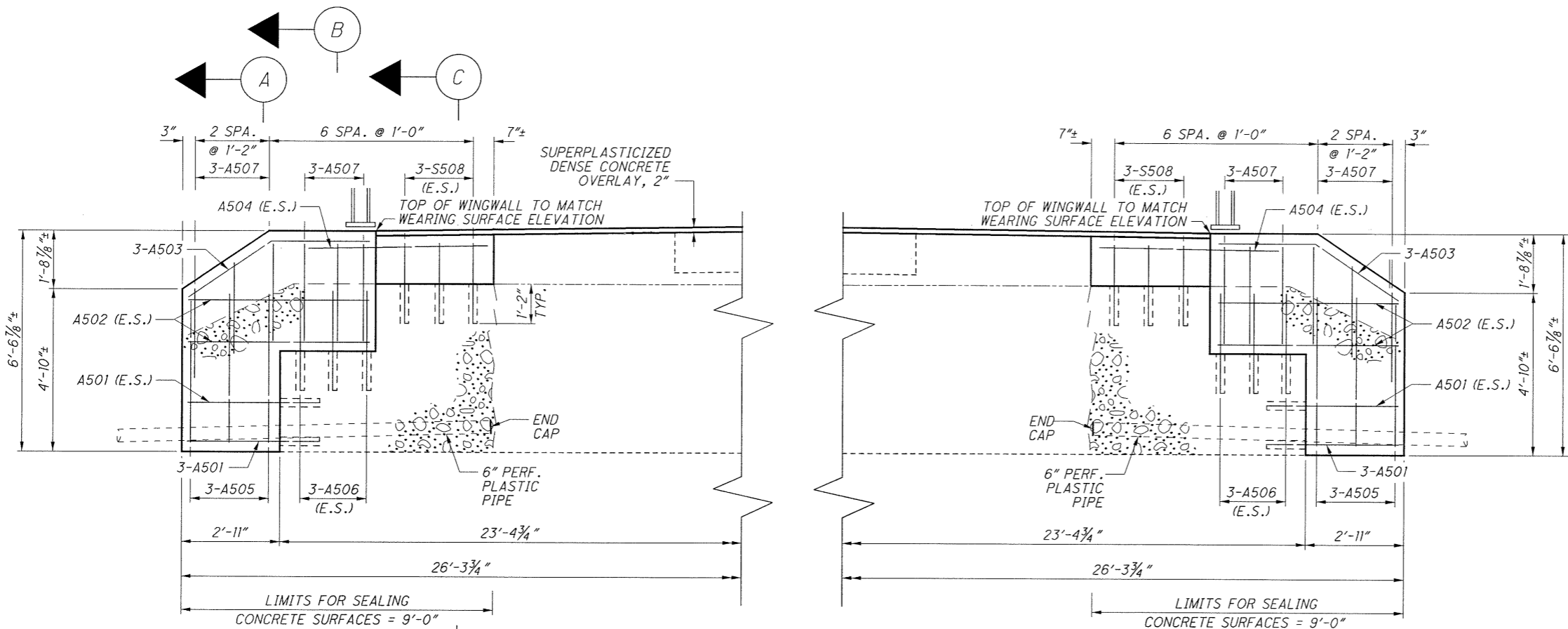
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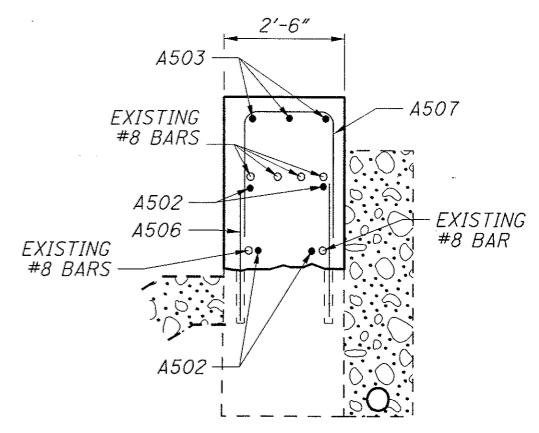
PLAN



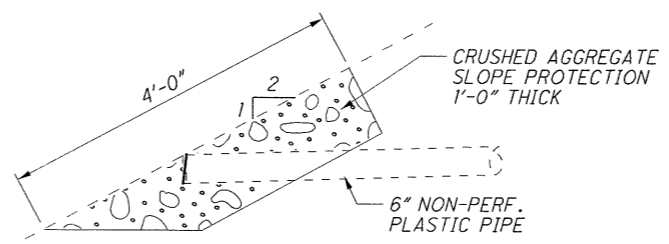
SECTION A-A



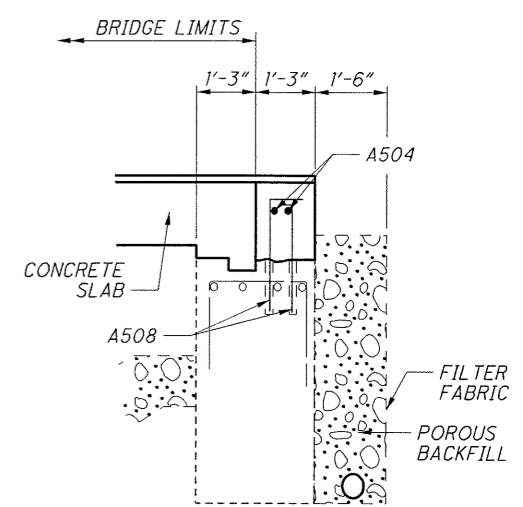
ELEVATION



SECTION B-B



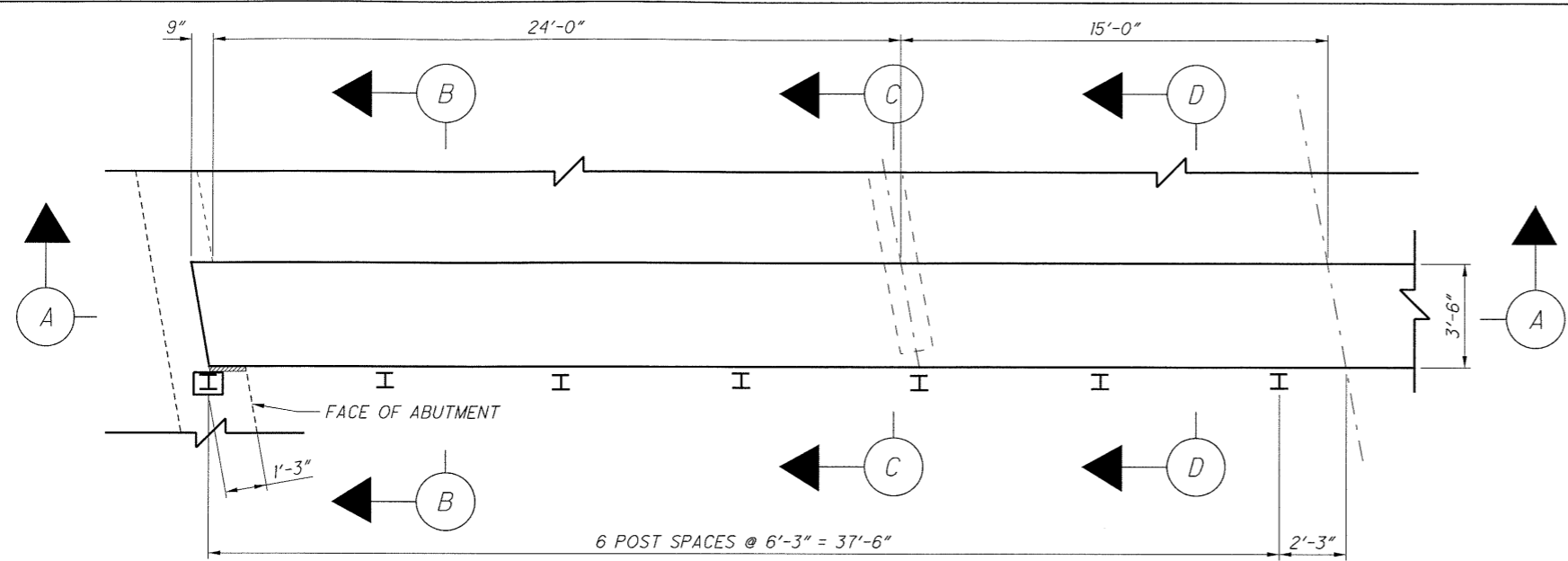
ABUTMENT DRAIN OUTLET DETAIL



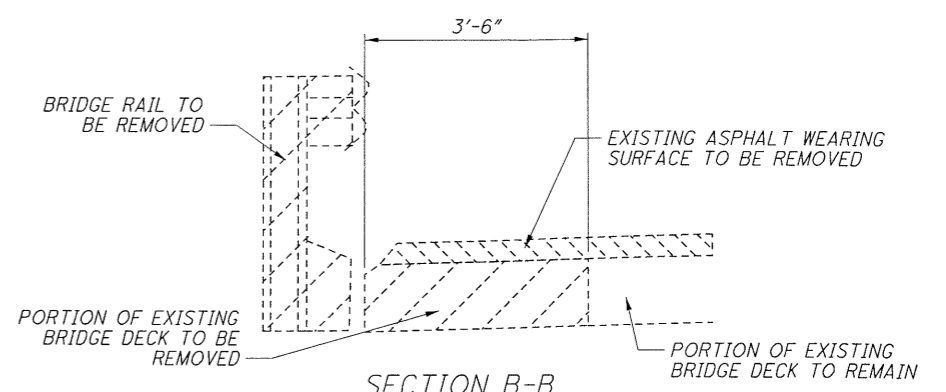
SECTION C-C

|                        |          |                                   |          |
|------------------------|----------|-----------------------------------|----------|
| DESIGN AGENCY          |          | OHIO DEPARTMENT OF TRANSPORTATION |          |
| DATE                   | REVIEWED | DATE                              | REVIEWED |
| STRUCTURE FILE NUMBER  | 8600996  | STRUCTURE FILE NUMBER             | 8600996  |
| DESIGNED               | BPN      | DRAWN                             | BPN      |
| CHECKED                | DAH      | REVISOR                           | DAH      |
| ABUTMENT DETAILS       |          |                                   |          |
| BRIDGE NO. WIL-20-0643 |          |                                   |          |
| OVER NETTLE CREEK      |          |                                   |          |
| WIL-20/127-0.00/1396   |          | PID No. 88491                     |          |
| 6 / 9                  |          | 36 / 43                           |          |

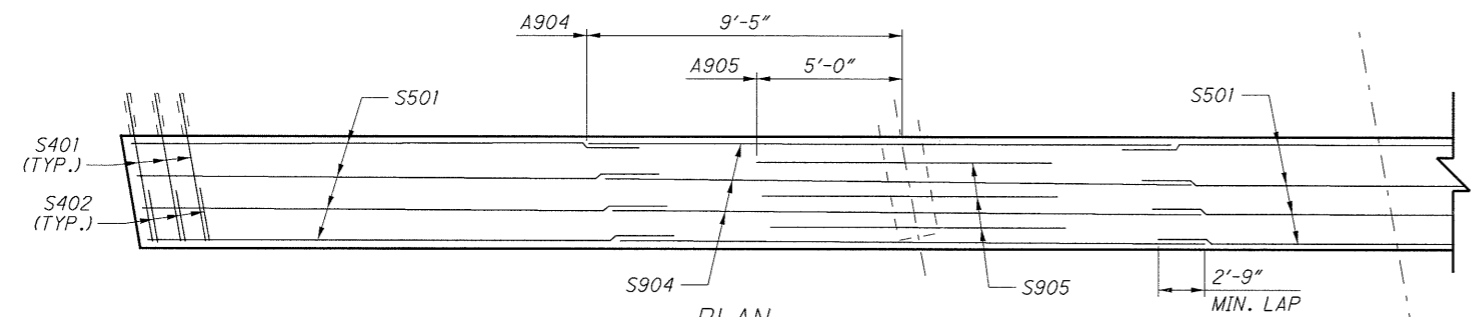
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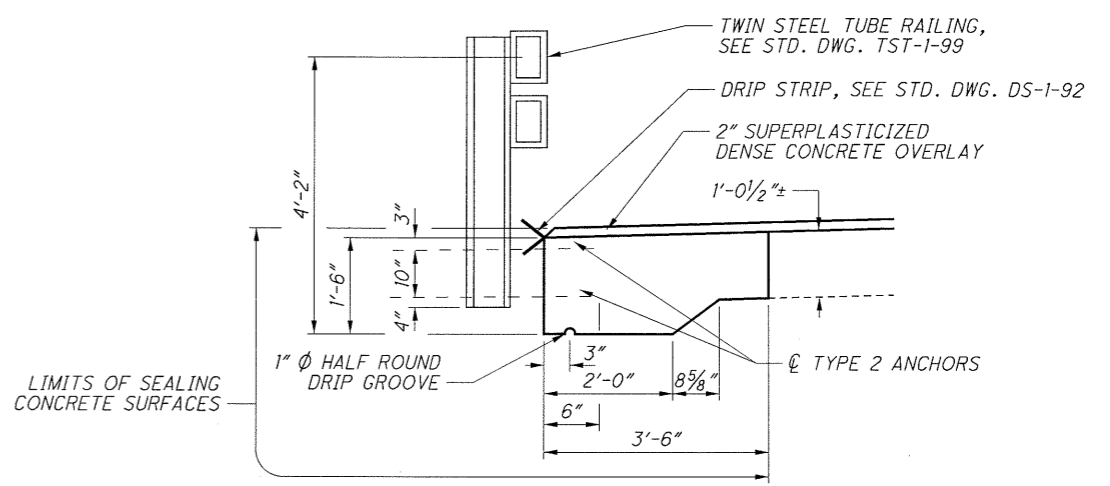
PLAN  
(DIMENSIONS)



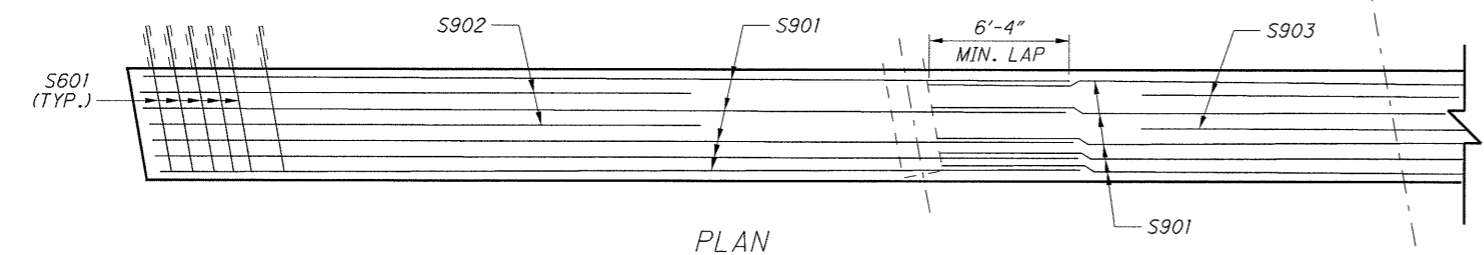
SECTION B-B  
(REMOVAL)



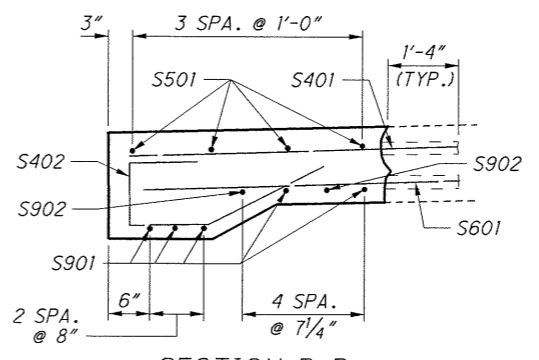
PLAN  
(TOP REINFORCING)



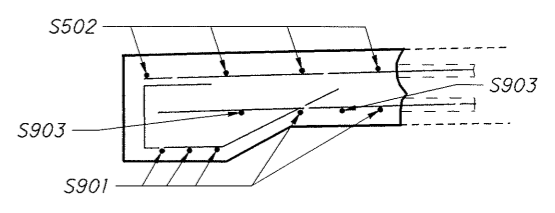
SECTION B-B  
(PROPOSED)



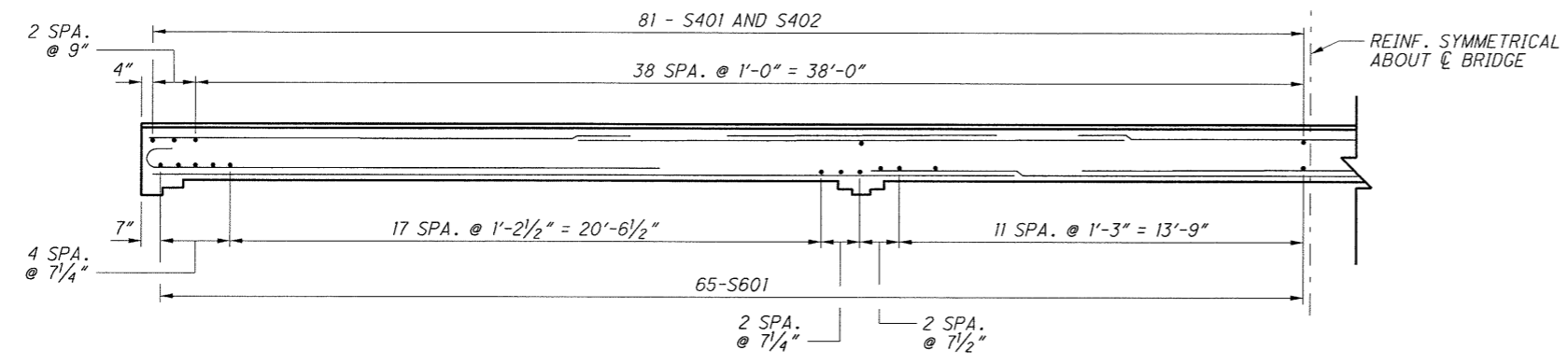
PLAN  
(BOTTOM REINFORCING)



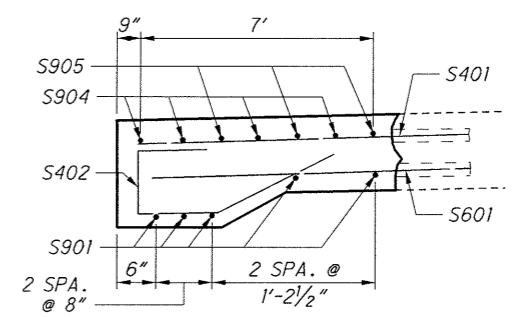
SECTION B-B  
(REINFORCEMENT)



SECTION D-D  
(REINFORCEMENT)

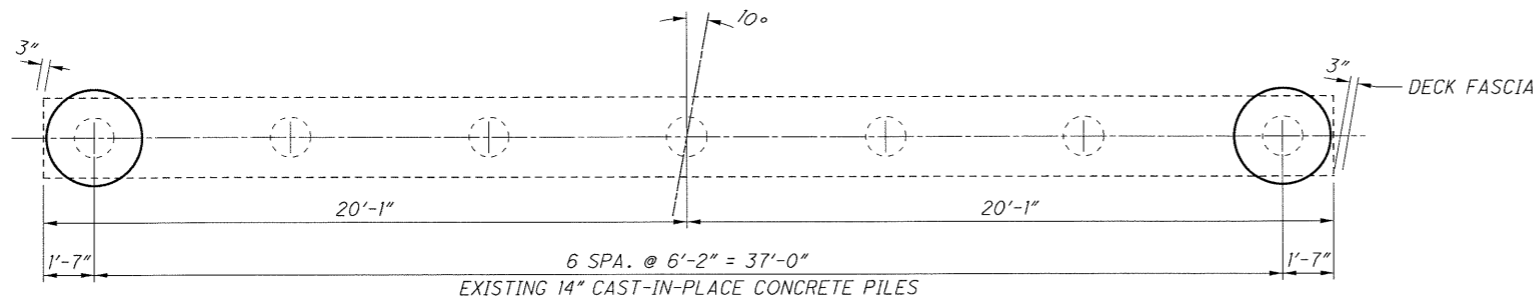


SECTION A-A

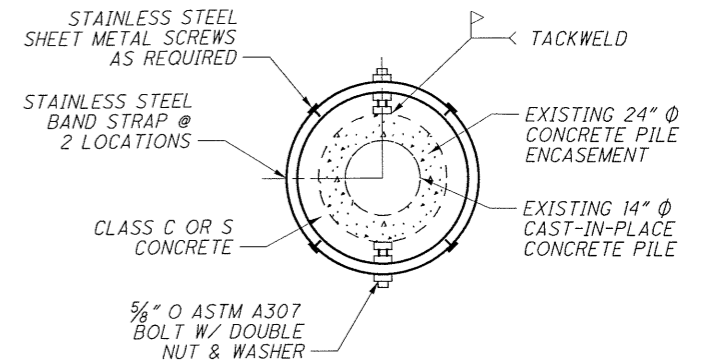


SECTION C-C  
(REINFORCEMENT)

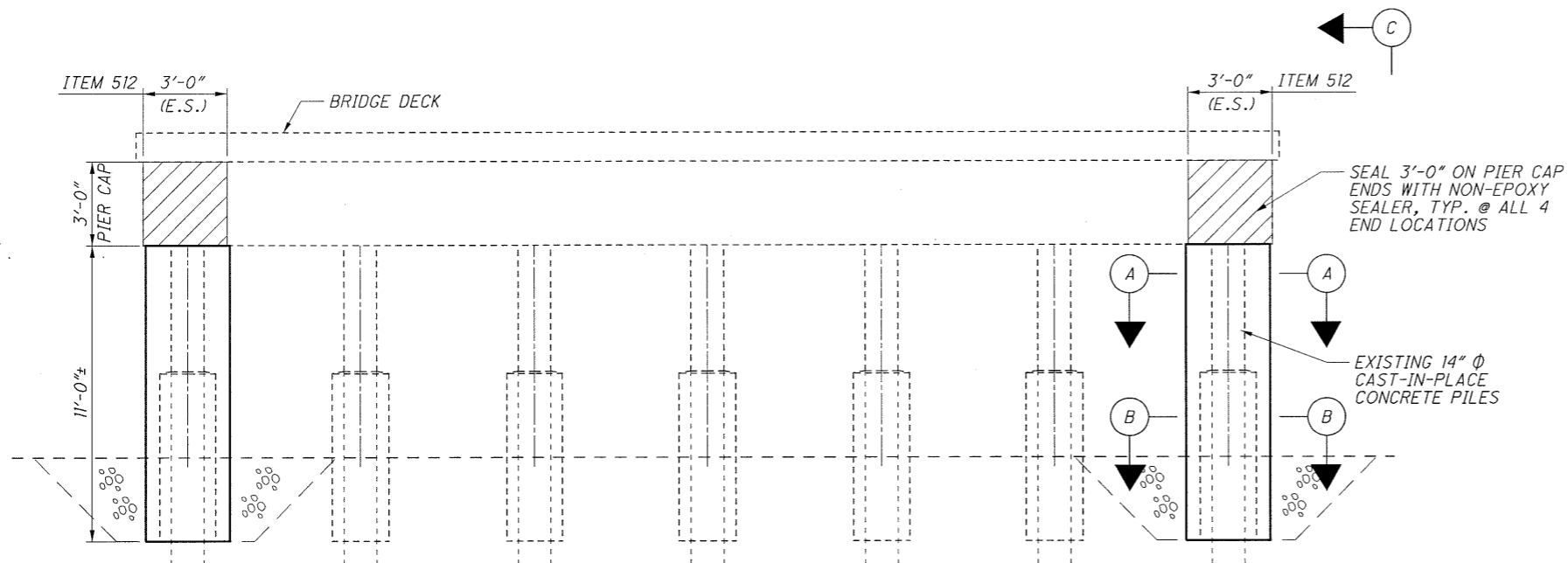
|                        |         |                                   |      |
|------------------------|---------|-----------------------------------|------|
| DESIGN AGENCY          |         | OHIO DEPARTMENT OF TRANSPORTATION |      |
| REVIEWED               | DATE    | DESIGNED                          | DATE |
| DRAWN                  | BPN     | CHECKED                           | DAH  |
| STRUCTURE FILE NUMBER  | 8600996 | SUPERSTRUCTURE DETAILS            |      |
| BRIDGE NO. WIL-20-0643 |         | OVER NETTLE CREEK                 |      |
| WIL-20/127-0.00/13.96  |         | PID No. 88491                     |      |
| 7/9                    |         | 37/43                             |      |



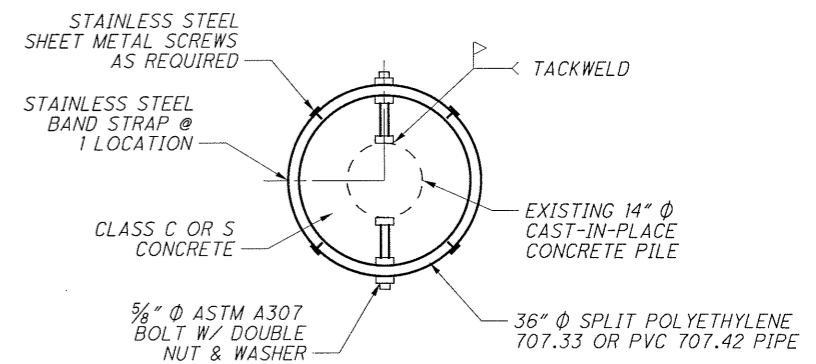
PIER PLAN



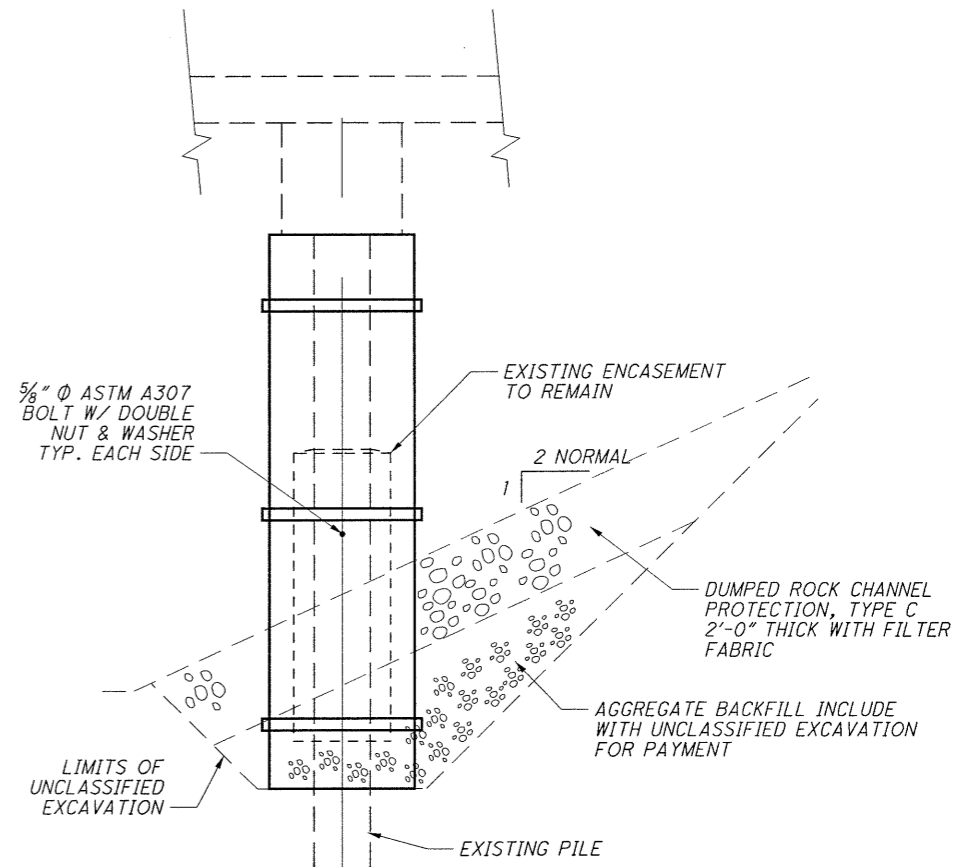
SECTION B-B



PIER ELEVATION



SECTION A-A



SECTION C-C

ITEM 507, PILE ENCASEMENT:

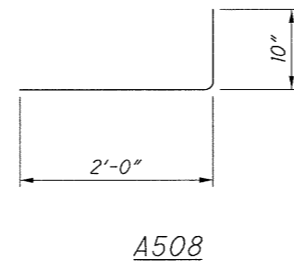
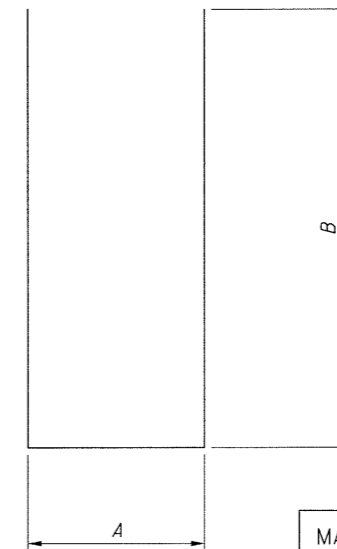
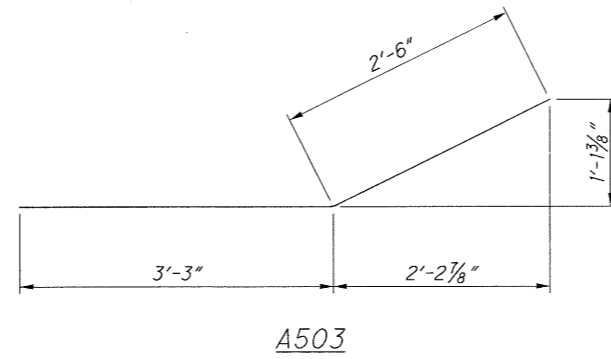
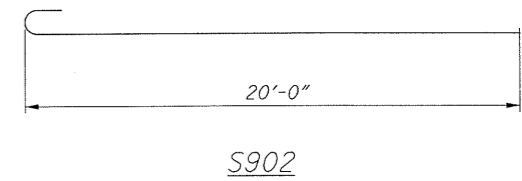
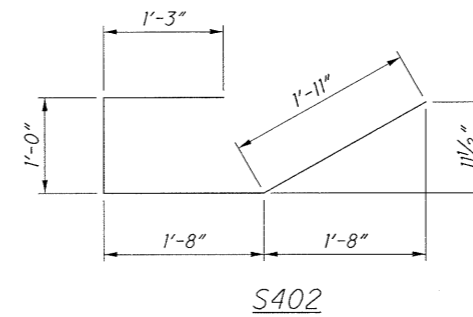
ALL WORK FOR THIS ITEM SHALL BE PERFORMED DURING PERIODS OF LOW CHANNEL FLOW NEAR EL. 610±. NO COFFERDAMS WILL BE PERMITTED WITHIN THE CHANNEL. TO LIMIT SEDIMENT IN THE CHANNEL ALL EXCAVATIONS AND PORTIONS OF EXISTING ENCASEMENT REMOVED SHALL BE DISPOSED AWAY FROM THE SITE. FILL FOR EXCAVATIONS BELOW THE LIMITS OF THE CHANNEL PROTECTION SHALL BE A CLEAN GRANULAR MATERIAL MEETING THE REQUIREMENTS OF ITEMS 306.17, GRANULAR MATERIAL TYPE B. PORTIONS OF EXISTING PILE ENCASEMENTS TO BE ENCASED WITHIN NEWFORMS SHALL BE CLEAN OF ALL LOOSE OR DISINTEGRATED CONCRETE AND FOREIGN MATERIAL. CLASS C OR CLASS S CONCRETE PROVIDED SHALL HAVE A SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICER. FORMS SHALL BE POLYETHYLENE PIPE (707.33) OR PVC PIPE (707.42). THE ENCASEMENT SHALL EXTEND BELOW AND ABOVE THE ESTABLISHED GROUND LINE AS SHOWN IN THE PLAN. POSITION THE FORM SO THAT IT IS CENTERED AROUND THE EXISTING PILE. FOR WET METHOD CONSTRUCTION, PLACE THE CONCRETE IN ONE CONTINUOUS OPERATION FROM THE BOTTOM OF THE ENCASEMENT TO THE TOP OF THE ENCASEMENT. AFTER THE CONCRETE HAS REACHED THE TOP OF THE ENCASEMENT, CONTINUE PUMPING TO REMOVE ALL CONTAMINATED CONCRETE AND UNTIL AN ACCEPTABLE QUALITY OF CONCRETE IS EVIDENT AT THE TOP OF THE ENCASEMENT. DO NOT VIBRATE CONCRETE WITH A VIBRATOR. ALL WASTE MATERIAL SHALL BE COLLECTED SO THAT IT DOES NOT ENTER THE CHANNEL. PAYMENT FOR PILE ENCASEMENT SHALL BE MADE PER LINEAR FOOT AND SHALL INCLUDE ALL COSTS FOR MATERIALS, LABOR AND EQUIPMENT TO INSTALL PILE ENCASEMENT. PAYMENT FOR REMOVAL OF ANY EXISTING PILE ENCASEMENT SHALL BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED.

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|                         |     |                       |          |                       |                                   |
|-------------------------|-----|-----------------------|----------|-----------------------|-----------------------------------|
| DESIGNED                |     | DATE                  | REVIEWED | DATE                  | DESIGN AGENCY                     |
| BPJ                     | BPJ |                       | BPJ      |                       | OHTO DEPARTMENT OF TRANSPORTATION |
| CHECKED                 | DAH |                       | DAH      |                       |                                   |
| STRUCTURE FILE NUMBER   |     | STRUCTURE FILE NUMBER |          | STRUCTURE FILE NUMBER |                                   |
| 8600996                 |     | 8600996               |          | 8600996               |                                   |
| PIER ENCASEMENT DETAILS |     |                       |          |                       |                                   |
| BRIDGE NO. WIL-20-0643  |     |                       |          |                       |                                   |
| OVER NETTLE CREEK       |     |                       |          |                       |                                   |
| WIL-20/127-             |     | 0.00/13.96            |          | PID No. 88491         |                                   |
| 8                       |     | 9                     |          | 38                    |                                   |
|                         |     |                       |          | 43                    |                                   |

| MARK                               | NUMBER | LENGTH | SHAPE | WEIGHT |
|------------------------------------|--------|--------|-------|--------|
| REINFORCEMENT SCHEDULE - ABUTMENTS |        |        |       |        |
| A501                               | 20     | 3'-10" | STR   | 80     |
| A502                               | 16     | 5'-8"  | STR   | 95     |
| A503                               | 12     | 5'-9"  | BENT  | 72     |
| A504                               | 8      | 6'-0"  | STR   | 50     |
| A505                               | 12     | 10'-9" | BENT  | 135    |
| A506                               | 24     | 3'-1"  | STR   | 77     |
| A507                               | 24     | 7'-11" | BENT  | 198    |
| A508                               | 32     | 2'-8"  | BENT  | 89     |
| TOTAL WEIGHT = 796 LBS             |        |        |       |        |

| MARK                                    | NUMBER | LENGTH  | SHAPE | WEIGHT |
|---|--------|---------|-------|--------|
| REINFORCEMENT SCHEDULE - SUPERSTRUCTURE |        |         |       |        |
| S401                                    | 162    | 5'-1"   | STR   | 550    |
| S402                                    | 162    | 5'-7"   | BENT  | 604    |
| S501                                    | 16     | 17'-11" | STR   | 299    |
| S502                                    | 8      | 17'-8"  | STR   | 147    |
| S601                                    | 130    | 5'-2"   | STR   | 1009   |
| S901                                    | 30     | 30'-7"  | STR   | 3120   |
| S902                                    | 8      | 21'-3"  | BENT  | 578    |
| S903                                    | 4      | 18'-11" | STR   | 257    |
| S904                                    | 8      | 18'-4"  | STR   | 499    |
| S905                                    | 6      | 9'-9"   | STR   | 199    |
| TOTAL WEIGHT = 7262 LBS                 |        |         |       |        |



| MARK | A      | B     |
|------|--------|-------|
| A505 | 1'-10" | 4'-7" |
| A507 | 1'-10" | 3'-2" |

**NOTES**

ALL REINFORCING STEEL SHALL BE EPOXY COATED.

THE BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE. FOR EXAMPLE, AN A501 IS A #5 BAR. THE DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. "R" INDICATES THE INSIDE RADIUS.

REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT SHALL BE INCLUDED WITH THE ASSOCIATED CONCRETE ITEM.

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REINFORCEMENT SCHEDULE  
BRIDGE NO. WIL-20-0643  
OVER NETTLE CREEK

WIL-20/127 -  
0.00/13.96  
PID No. 88491

9/9

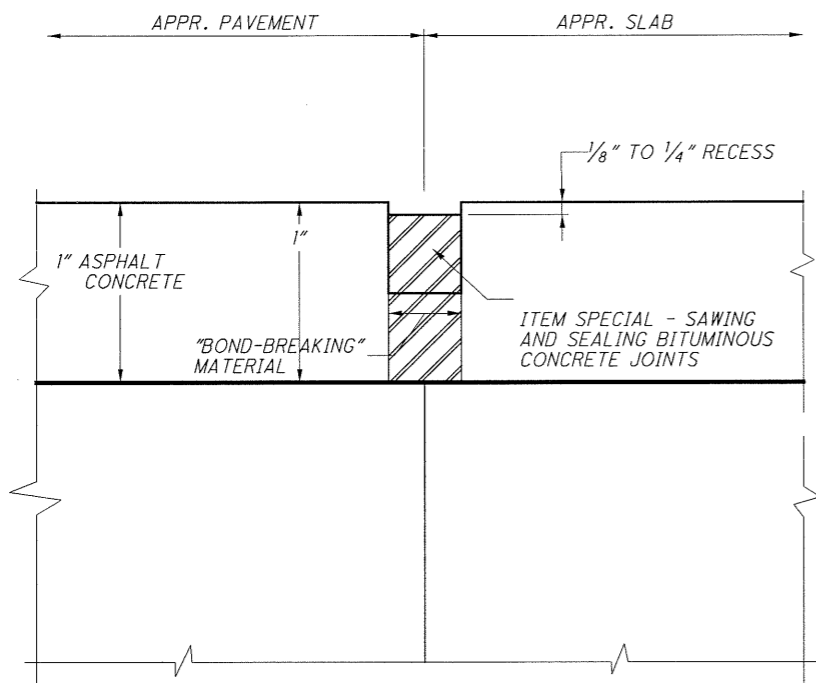
39/43

DESIGN AGENCY  
OHIO DEPARTMENT  
OF TRANSPORTATION

REVIEWED DATE  
STRUCTURE FILE NUMBER  
8600996

DRAWN BPN  
REVISOR  
DESIGNED BPN  
CHECKED DAH

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SEALING OF JOINTS AT ABUTMENTS AND ENDS OF APPROACH SLABS

ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW BITUMINOUS CONCRETE OVERLAY. BITUMINOUS CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE JOINT OF THE APPROACH SLAB & APPROACH PAVEMENT.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953) OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R.MEADOWS, INC., P.O. BOX 543, ELGIN, ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH APPROACH SLAB END.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 3/16" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL-"SAWING AND SEALING BITUMINOUS CONCRETE JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

THIS ITEM SHALL MEET THE MATERIAL (SECTION 2) AND SEALING (SECTION 3D) SPECIFICATIONS OF ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS.

SAWING AND SEALING BITUMINOUS CONCRETE

BRIDGE NO. WIL-20-0643  
OVER NETTLE CREEK

WIL-20/127 -  
0.00/13.96  
PID No. 88491

9A/9

40  
43

DESIGN AGENCY  
OHIO DEPARTMENT  
OF TRANSPORTATION

DATE  
REVIEWED  
STRUCTURE FILE NUMBER  
8600996

DRAWN  
BPN  
REVISOR  
DAH

DESIGNED  
BPN  
CHECKED  
DAH



| UTILITY OWNERS |   |
|----------------|---|
| TYPE           | NAME & ADDRESS  |
| GAS            | OHIO GAS<br>P.O. BOX 528<br>BRYAN, OHIO 43506<br>8800-331-7396                                      |
| MUNICIPAL      | VILLAGE OF EDON<br>108 EAST INDIANA STREET<br>EDON, OHIO 43518<br>419-272-2152                      |
| COMMUNICATIONS | FRONTIER NORTH<br>300 WEST GYPSY LANE ROAD<br>BUILDING A<br>BOWLING GREEN, OH 43402<br>419-354-9452 |
| ELECTRIC       | TOLEDO EDISON<br>6099 ANGOLA ROAD<br>HOLLAND, OHIO 43528<br>419-249-5218                            |

# RIGHT OF WAY LEGEND SHEET

## WIL-34-1.87

WILLIAMS COUNTY  
FLORENCE TOWNSHIP  
VILAGE OF EDON

SEC. 16, 17, 20, 21, T-7-N, R-1-E

### PROJECT DESCRIPTION

PROJECT CONSISTS OF REPLACING EXISTING CURB RAMP AT THE INTERSECTION OF SR 34 AND SR 49. PERFORM NECESSARY RELATED WORK.

### PROJECT CONTROL

BASIS OF BEARING - BEARINGS SHOWN HEREON ARE BASED UPON OHIO STATE PLANE COORDINATE SYSTEM (NORTH ZONE) NAD83 (CORS 96) AND ARE FOR THIS PROJECT ONLY.

STATE PLANE GRID - OHIO NORTH NAD83(CORS96)  
PROJECT ADJUSTMENT FACTOR - 1.0000

### PLANS PREPARED BY:

FIRM NAME: ODOT - DISTRICT 2

PLANS PREPARED BY: JOREY SUMMERSETT

FIELD REVIEW BY: RONALD J. LUMBREZER

DATE COMPLETED: 05/03/2012

OWNERSHIP VERIFIED BY: RONALD J. LUMBREZER

DATE COMPLETED: 05/02/2012

DATE COMPLETED: 06/13/2012

NOTES: THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.

### MONUMENT LEGEND

- DRILL HOLE SET
- IRON PIN SET W/ ID CAP
- P.K. NAIL FOUND
- MAG NAIL SET
- RAILROAD SPIKE SET

### STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- ▨ OUT-BUILDING

### LEGEND

SH = STANDARD HIGHWAY EASEMENT

### INDEX OF SHEETS:

|                         |     |
|-------------------------|-----|
| LEGEND SHEET            | 1   |
| RIGHT OF WAY PLAN SHEET | 2-3 |

### CONVENTIONAL SYMBOLS

|                             |                |                       |                |                     |                                 |
|-----------------------------|----------------|-----------------------|----------------|---------------------|---------------------------------|
| County Line                 | -----          | Railroad              | or -----       | Break Line Symbol   | Example                         |
| Township Line               | -----          | Guardrail (Ex)        | ○ ○ ○ ○ ○ (Pr) | Tree (Pr)           | ○ Tree (Ex) ○ Shrub (Ex) ○      |
| Section Line                | -----          | Construction Limits   | -----          | Tree (Remove)       | ✕ Shrub (Remove) ✕              |
| Corporation Line            | -----          | Edge of Pavement (Ex) | -----          | Evergreen (Ex)      | ★ Stump                         |
| Fence Line (Ex)             | x-x-x-x-x (Pr) | Edge of Pavement (Pr) | -----          | Evergreen (Remove)  | ✕ Stump (Remove) ✕              |
| Center Line                 | -----          | Edge of Shoulder (Ex) | -----          | Wetland (Pr)        | ~ Grass (Pr) ~ Aerial Target    |
| Right of Way (Ex)           | ----- Ex R/W   | Edge of Shoulder (Pr) | -----          | Post (Ex)           | ○ Mailbox (Ex) □ Mailbox (Pr) □ |
| Right of Way (Pr)           | ----- R/W      | Ditch / Creek (Ex)    | -----          | Light (Ex)          | ○ Telephone Marker (Ex) TEL     |
| Standard Highway Easo. (Ex) | ----- Ex SH    | Ditch / Creek (Pr)    | -----          | Fire Hydrant (Ex)   | ⊕ Water Meter (Ex) ⊕            |
| Temporary Right of Way      | ----- TMP      | Tree Line (Ex)        | -----          | Water Valve (Ex)    | ⊕ Utility Valve Unknown (Ex) ⊕  |
| Channel Ease. (Pr)          | ----- CH       | Ownership Hook Symbol | Example        | Telephone Pole (Ex) | ⊕ Power Pole (Ex) ⊕             |
| Utility Ease. (Ex)          | ----- Ex U     | Property Line Symbol  | Example        | Light Pole (Ex)     | ⊕                               |

I, Ronald J. Lumbrezer, P. S. conducted a survey of the existing conditions for the Ohio Department of Transportation in September of 2011. The results of the survey are contained herein.

The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinate System, North Zone. Coordinates were established using the ODOT VRS System. The Horizontal Datum is NAD 83, (CORS 96) and the Vertical Datum is NAVD88 (GPS Derived) with Geoid 09. The Map Protection was a Lamber Conformal Conic Two Parallel. The Project Coordinates are relative to State Plane Grid Coordinates (US Survey Foot) by a Project combined scale factor for this project of 1.000.

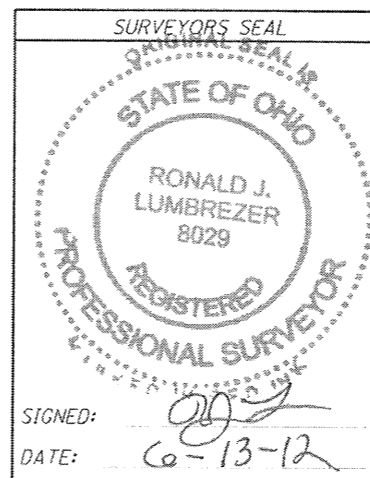
As part of this project I have reestablished the locations of the exiting property lines and the existing centerline of right of way for property takes contained herein.

As part of this project I have established the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as prepared the legaldescription necessary to acquire this parcels as shown herein.

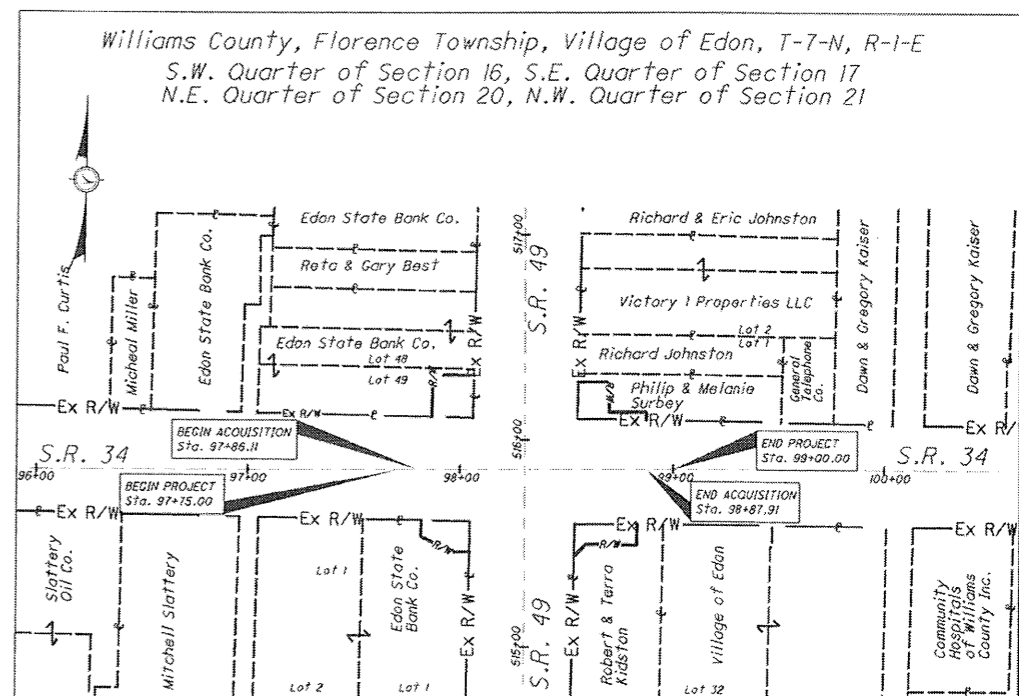
All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "A Minimum Standards for Boundary Surveys in the State of Ohio" unless so noted.

The words I and my as used herein are to mean that either myself or someone working under my direct supervision.

*Ronald J. Lumbrezer*  
Ronald J. Lumbrezer, Professional Land Surveyor No. 8029, Date: 6-13-12



### PROPERTY MAP



RIGHT OF WAY  
LEGEND SHEET

FEDERAL PROJECT NO.  
PID NO. 88491  
NON-FEDERAL

WIL-20/127-0.00/13.96  
1/3  
41  
43

I:\Projects\WIL-20/127-0.00/13.96\Drawings\88491\RL-001.dgn 13-JUN-2012 7:27AM Rumbrez

NOTE 1: THE EXISTING R/W WIDTH AND LOCATION WERE DETERMINED USING THE WILLIAMS COUNTY ORIGINAL PLAT OF EDON, OHIO, RECORDED IN THE WILLIAMS COUNTY RECORDERS OFFICE, VOLUME 2, PAGES 81-84 AS WELL AS EXISTING ODOT PLANS AND BOUNDARY SURVEYS FOUND IN THE WILLIAMS COUNTY ENGINEERS OFFICE RECORDS.

# WIL-34-1.87

WILLIAMS COUNTY

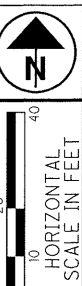
FLORENCE TOWNSHIP, VILLAGE OF EDON

SEC. 16, 17, 20, 21, T-7-N, R-1-E

NOTE 2: THE PROJECT REQUIRES THE ACQUISITION OF RIGHT OF WAY FROM THE PARCEL AT THE NW QUADRANT OF THE INTERSECTION OF INDIANA (SR 34) AND MICHIGAN (SR 49) IN THE VILLAGE OF EDON. THERE IS UNCERTAINTY AS TO THE LOT NUMBER AT THIS LOCATION AND AS TO THE CORRECT DEED(S) OF RECORD TO THE BANK AT THAT LOCATION.

THE AUDITOR'S WEBSITE SHOWS LOT 18 AT THE CORNER AND LOT 19 IMMEDIATELY NORTH. IT SHOWS BOTH PARCELS OWNED BY THE EDON STATE BANK. THE AUDITOR'S WEBSITE TEXT DATA ASSOCIATED WITH THESE PARCELS SHOWS THEM AS LOTS 48 & 49 BOTH OWNED BY THE BANK.

AFTER EXTENSIVE RESEARCH WE COULD NOT LOCATE A PLAT DOCUMENTING WHERE LOTS 48 & 49 ARE LOCATED. HOWEVER WE DID FIND A 1943 SURVEY FILED AT THE WILLIAMS COUNTY ENGINEERS OFFICE (VOL 3, PG 248) THAT SHOWS LOT 49 AT THE CORNER AND LOT 48 IMMEDIATELY NORTH. WE ALSO WERE UNABLE TO LOCATE A DEED TO THE BANK FOR LOT 49. THE WILLIAMS COUNTY ENGINEER HAS PERFORMED SIMILAR RESEARCH RESULTING IN THE SAME CONCLUSION.



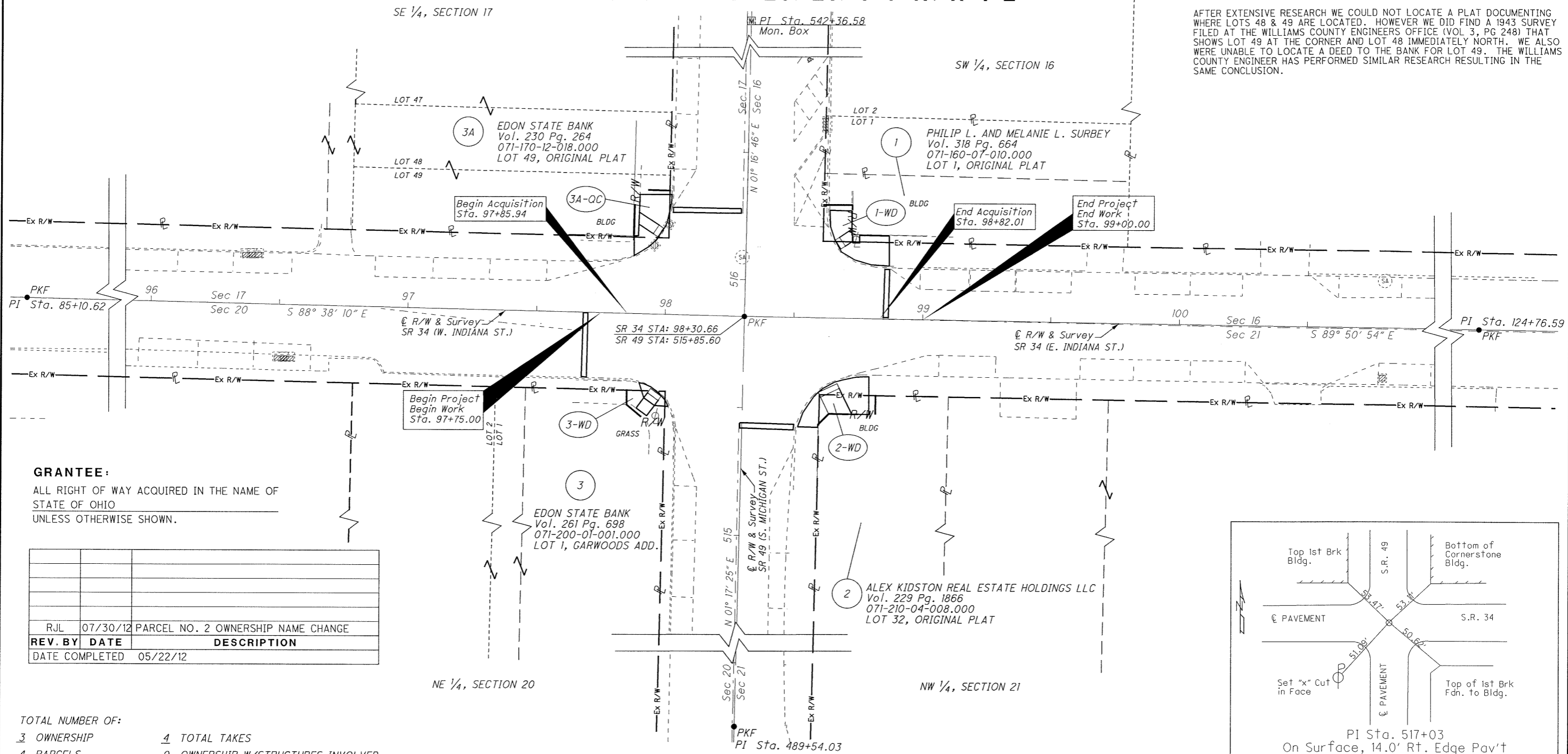
PID NO. 88491

R/W DESIGNER: JJS  
R/W REVIEWER: MDB

RIGHT OF WAY TOPO SHEET

WIL-20/127-0.00/13.96

2/3  
42  
43



**GRANTEE:**  
ALL RIGHT OF WAY ACQUIRED IN THE NAME OF  
STATE OF OHIO  
UNLESS OTHERWISE SHOWN.

| REV. BY        | DATE     | DESCRIPTION                        |
|----------------|----------|------------------------------------|
| RJL            | 07/30/12 | PARCEL NO. 2 OWNERSHIP NAME CHANGE |
| DATE COMPLETED |          | 05/22/12                           |

TOTAL NUMBER OF:  
 3 OWNERSHIP      1 TOTAL TAKES  
 4 PARCELS        0 OWNERSHIP W/STRUCTURES INVOLVED

ALL AREAS IN FLORENCE TOWNSHIP IN WILLIAMS COUNTY

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

| PARCEL NO. | OWNER                                 | OWNERS RECORD |      | AUDITOR'S PARCEL   | RECORD AREA | TOTAL P.R.O. | GROSS TAKE | P.R.O. IN TAKE | NET TAKE | STRUC-TURE | NET RESIDUE |       | TYPE FUND | REMARKS                           | AS ACQUIRED |      |
|------------|---------------------------------------|---------------|------|--------------------|-------------|--------------|------------|----------------|----------|------------|-------------|-------|-----------|-----------------------------------|-------------|------|
|            |                                       | BOOK          | PAGE |                    |             |              |            |                |          |            | LEFT        | RIGHT |           |                                   | BOOK        | PAGE |
| 1-WD       | PHILIP L. AND MELANIE L. SURBEY       | 318           | 664  | 071-160-07-010.000 | 0.073       | 0.000        | 0.004      | --             | 0.004    | ---        | 0.069       |       | STATE     |                                   |             |      |
| 2-WD       | ALEX KIDSTON REAL ESTATE HOLDINGS LLC | 229           | 1866 | 071-210-04-008.000 | 0.152       | 0.000        | 0.004      | ---            | 0.004    | ---        |             | 0.148 |           |                                   |             |      |
| 3-WD       | EDON STATE BANK                       | 261           | 698  | 071-200-01-001.000 | 0.164       | 0.000        | 0.003      |                | 0.003    |            |             | 0.161 |           |                                   |             |      |
| 3A-OC      | EDON STATE BANK                       | 230           | 264  | 071-170-12-018.000 | 0.147       | 0.000        | 0.006      |                | 0.006    |            | 0.141       |       |           | QC = quit claim, SEE NOTE 2 ABOVE |             |      |

# WIL-34-1.87

## WILLIAMS COUNTY

### FLORENCE TOWNSHIP, VILLAGE OF EDON

#### SEC. 16, 17, 20, 21, T-7-N, R-1-E

SE 1/4, SECTION 17

SW 1/4, SECTION 16

| REV. BY        | DATE     | DESCRIPTION                        |
|----------------|----------|------------------------------------|
| RJL            | 07/30/12 | PARCEL NO. 2 OWNERSHIP NAME CHANGE |
| DATE COMPLETED | 06/13/12 |                                    |

| 1-WD |                 |        |
|------|-----------------|--------|
|      | BEARING         | DIST   |
| A    | N 89° 05' 54" W | 11.40' |
| B    | N 01° 16' 46" E | 14.44' |
| C    | S 88° 43' 14" E | 10.97' |
| D    | S 0° 54' 06" W  | 11.71' |
| E    | S 89° 05' 54" E | 0.33'  |
| F    | S 0° 54' 06" W  | 2.66'  |

| 3A-QC |                 |        |
|-------|-----------------|--------|
|       | BEARING         | DIST   |
| Q     | N 1° 21' 50" E  | 18.47' |
| R     | S 88° 43' 14" E | 13.29' |
| S     | S 1° 16' 46" W  | 18.49' |
| T     | N 88° 38' 10" W | 13.32' |

| 3-WD |                 |        |
|------|-----------------|--------|
|      | BEARING         | DIST   |
| L    | S 88° 38' 10" E | 14.58' |
| M    | S 1° 17' 25" W  | 12.09' |
| N    | N 88° 42' 35" W | 6.55'  |
| O    | N 49° 48' 37" W | 10.34' |
| P    | N 1° 21' 50" E  | 5.62'  |

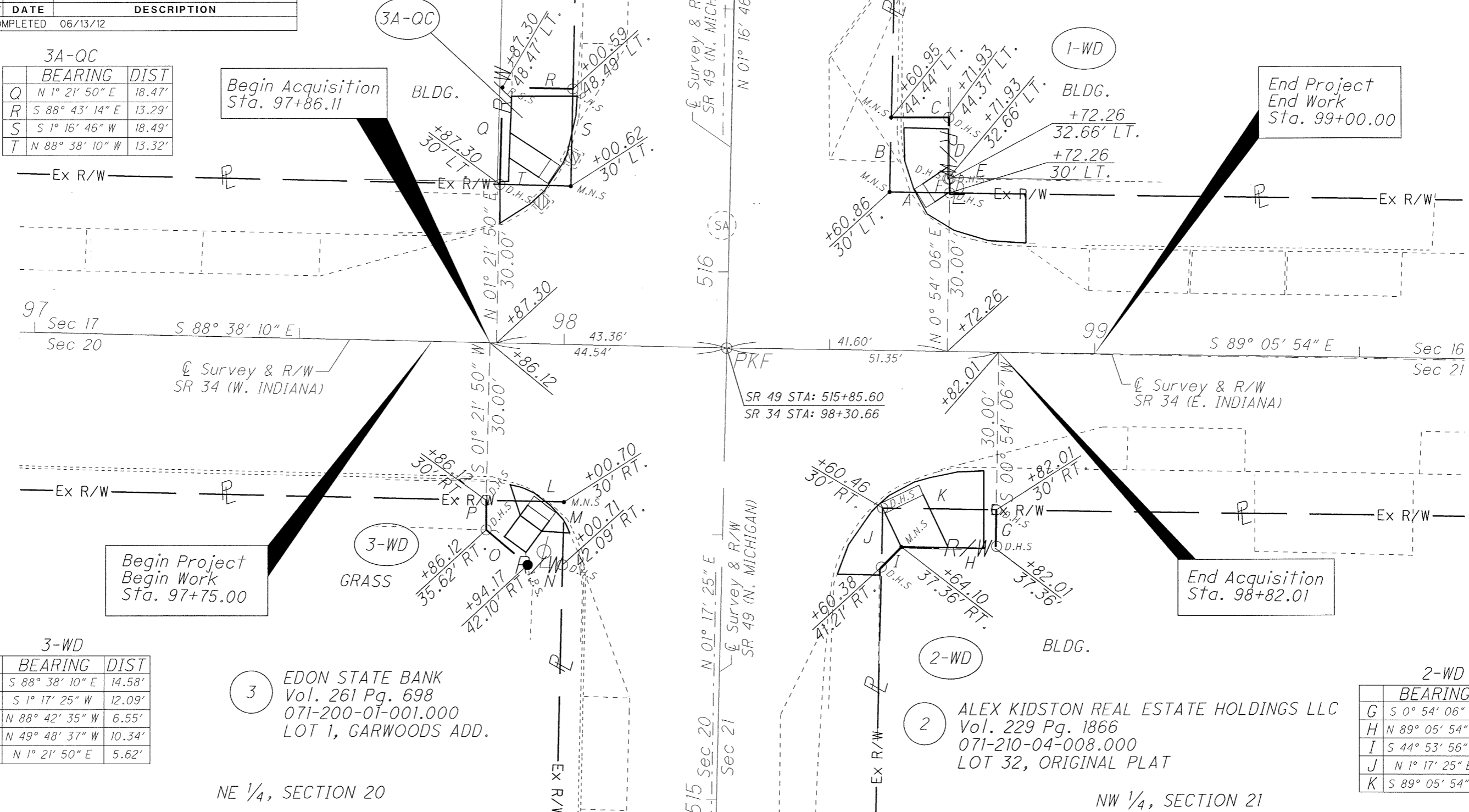
| 2-WD |                 |        |
|------|-----------------|--------|
|      | BEARING         | DIST   |
| G    | S 0° 54' 06" W  | 7.36'  |
| H    | N 89° 05' 54" W | 17.92' |
| I    | S 44° 53' 56" W | 5.35'  |
| J    | N 1° 17' 25" E  | 11.21' |
| K    | S 89° 05' 54" E | 21.56' |

3A EDON STATE BANK  
Vol. 230 Pg. 264  
071-170-12-018.000  
LOT 49, ORIGINAL PLAT

1 PHILIP L. AND MELANIE L. SURBEY  
Vol. 318 Pg. 664  
071-160-07-010.000  
LOT 1, ORIGINAL PLAT

3 EDON STATE BANK  
Vol. 261 Pg. 698  
071-200-01-001.000  
LOT 1, GARWOODS ADD.

2 ALEX KIDSTON REAL ESTATE HOLDINGS LLC  
Vol. 229 Pg. 1866  
071-210-04-008.000  
LOT 32, ORIGINAL PLAT



NE 1/4, SECTION 20

NW 1/4, SECTION 21



HORIZONTAL SCALE IN FEET  
0 5 10 20

PID NO. **88491**  
R/W DESIGNER: JUS  
R/W REVIEWER: RJL