SEE SHEET 2
FOR LOCATION MAP

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LOG-PAVE-FY26

RICHLAND, McARTHUR, MONROE & ZANE TOWNSHIPS (LOG)

SALEM TOWNSHIP (CHP)

VILLAGE OF WEST LIBERTY

LOGAN & CHAMPAIGN COUNTY

ROUTE	LOCATION	ADT	TRUCKS
LOG-117	*SLM 0.00 TO 5.83*	*8690*	*1370*
LOG-245	*SLM 2.11 TO 5.13*	*1800*	*160*
LOG-287	*SLM 0.00 TO 10.98*	*1780*	*160*
LOG-638	*SLM 0.00 TO 2.25*	*1700*	*180*

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E190 (775)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF RESURFACING WITH ASPHALT CONCRETE OF VARIOUS ROUTES IN LOGAN & CHAMPAIGN COUNTY.

PROJECT LOCATIONS

PARTICIPATION 1 = 01/S<2
LOG-117-SLM 0.00 TO 2.02

PARTICIPATION 2 = 02/STR
LOG-117-SLM 2.02 TO 5.83
LOG-245-SLM 2.11 TO 5.13
CHP-245-SLM 10.72 TO 10.76

PARTICIPATION 3 = 03/NFA
LOG-287-SLM 0.00 TO 10.98
LOG-638-SLM 0.00 TO 2.25

EARTH DISTURBED AREAS

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

** MAINTENANCE PROJECT*

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

DISTRICT DEPUTY DIRECTOR

John W. O'Brien
07

DIRECTOR, DEPARTMENT OF TRANSPORTATION

Pamela Boratyn

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 7 - ENGINEERING
1001 ST. MARYS AVE.
SIDNEY, OHIO

STANDARD CONSTRUCTION DRAWINGS						*SUPPLEMENTAL SPECIFICATIONS*		*SPECIAL PROVISIONS*
BP-3.1	*1/19/24*					*800*	*7/18/25*	
BP-3.2	*1/18/19*							
		TC-41.20	*10/18/13*					
DM-4.3	*1/15/16*	*TC-42.20*	*10/18/13*			*832*	*7/18/25*	
DM-4.4	*1/15/16*	*TC-52.10*	*10/18/13*					
		TC-52.20	*1/15/21*			*872*	*1/17/25*	
		TC-64.10	*7/21/23*			*874*	*4/17/20*	
		TC-65.10	*1/17/14*			*875*	*1/17/25*	
		TC-65.11	*1/17/25*					
MT-97.10	*7/18/25*	*TC-71.10*	*7/18/25*					
MT-97.12	*7/18/25*							
MT-99.20	*4/19/19*							
MT-101.90	*7/17/20*							
MT-105.10	*1/17/20*							

ENGINEER'S SEAL
ROADWAY
STATE OF OHIO
BENJAMIN J. ANKROM
E-82850
REGISTERED
PROFESSIONAL ENGINEER
Digitally signed by bankrom3
Date: 2025.12.12 14:54:22-05'00'

LOG-PAVE-FY26

DESIGN AGENCY

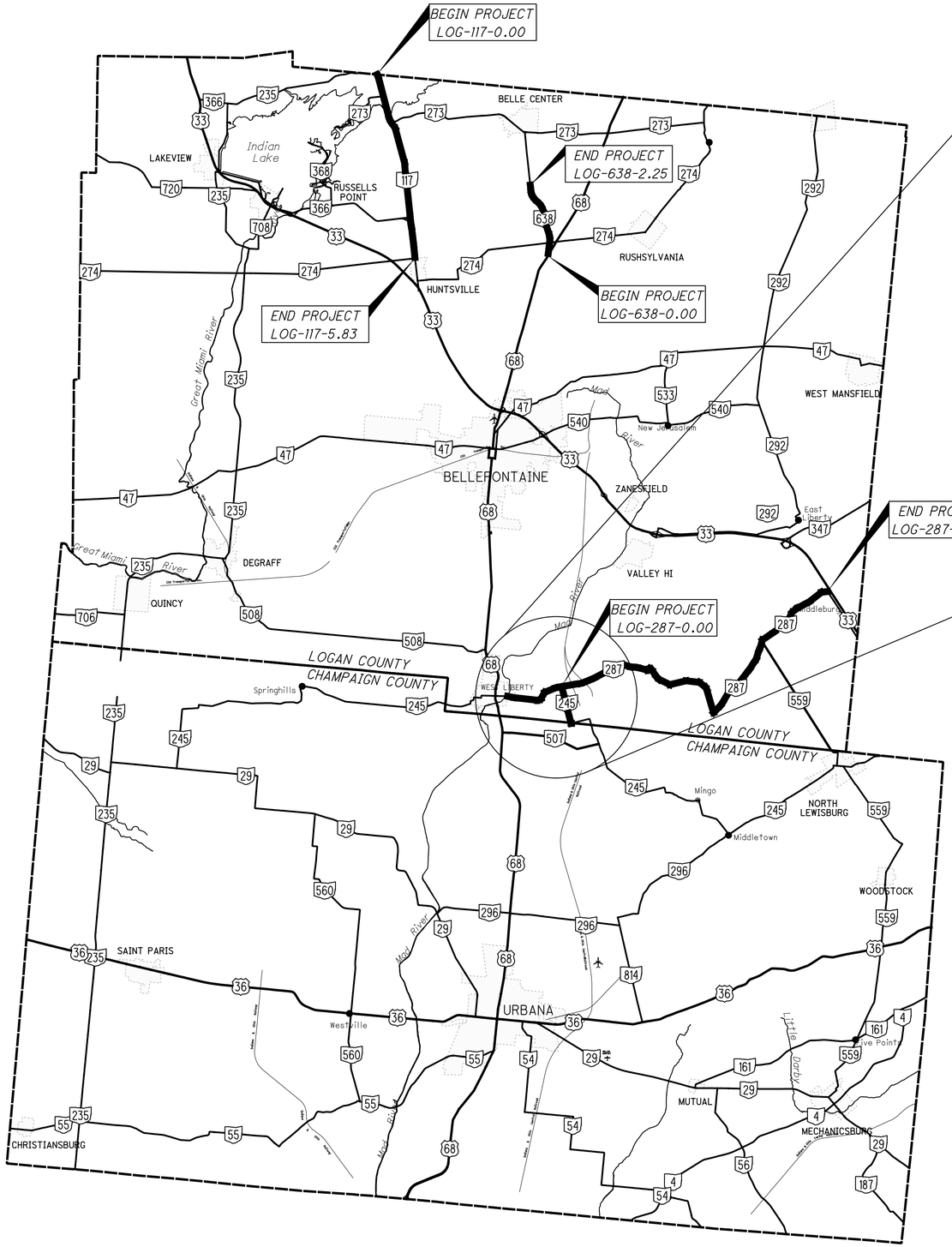
DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.1 TOTAL 12

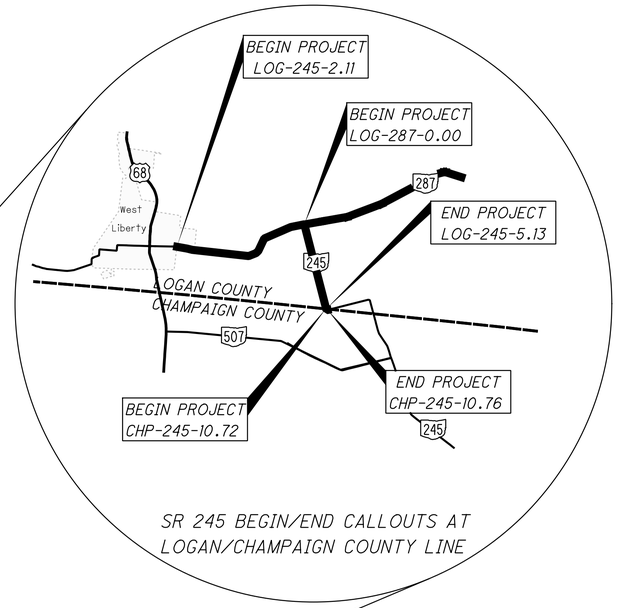
PROJECT LOCATIONS

PARTICIPATION 1 = 01/S<2
LOG-117-SLM 0.00 TO 2.02

PARTICIPATION 2 = 02/STR
LOG-117-SLM 2.02 TO 5.83
LOG-245-SLM 2.11 TO 5.13
CHP-245-SLM 10.72 TO 10.76

PARTICIPATION 3 = 03/NFA
LOG-287-SLM-0.00 TO 10.98
LOG-638-SLM 0.00 TO 2.25





SR 245 BEGIN/END CALLOUTS AT LOGAN/CHAMPAIGN COUNTY LINE

LATITUDE: 40° 22′ 27″ N LONGITUDE: 83° 47′ 21″ W

SCALE IN MILES
0 2 4 6 8

PORTION TO BE IMPROVED

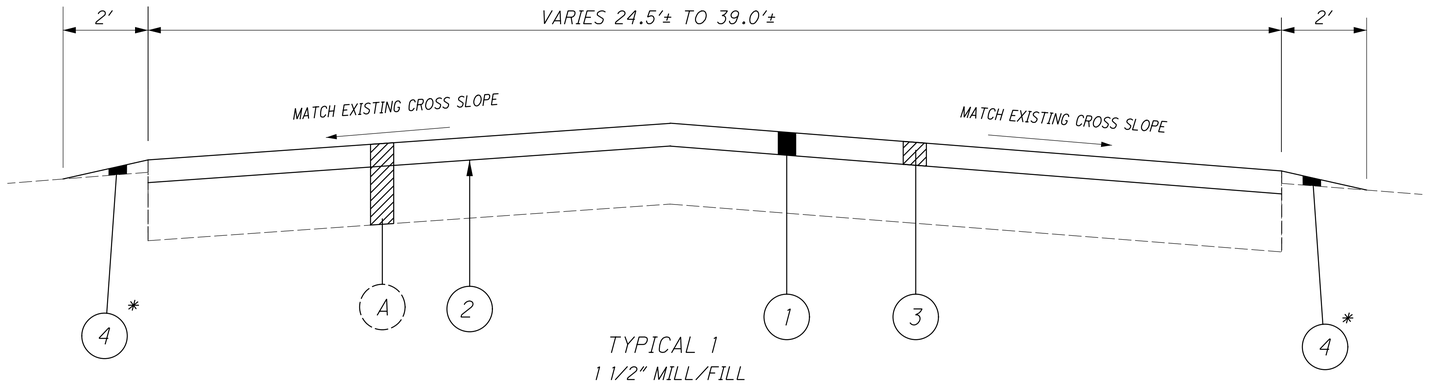
HORIZONTAL SCALE IN FEET
0 0 0

SCHEMATIC PLAN

DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.2 TOTAL 12

LOG-PAVE-FY26



TYPICAL 1

1 1/2" MILL/FILL

LOG-117-SLM 0.00 TO 5.83
LOG-245-SLM 2.11 TO 5.13
CHP-245-SLM 10.72 TO 10.76
LOG-287-SLM 0.00 TO 10.98
LOG-638-SLM 0.00 TO 2.25

* TO BE PLACED AS DIRECTED BY THE ENGINEER

LEGEND

(1) - ITEM 441 - 1 1/2" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 (448), PG70-22M
(2) - ITEM 407 - NON-TRACKING TACK COAT @ 0.085 GAL/SY
(3) - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" DEPTH
(4) - ITEM 617 - COMPACTED AGGREGATE (1" AVERAGE THICKNESS)

(A) - EXISTING PAVEMENT

TYPICAL SECTIONS

LOG-PAVE-FY26

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/12/2025 TIME: 8:14:12 AM USER: cpollic
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 07\Logan\107443\400-Engineering\Roadway\Sheets\107443_GY001.dgn

DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.3 TOTAL 12

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, (449), PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH. THE DEPTH SHALL BE 4 INCHES MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1 = 01/S<2 = 150 SY
LOG-117-SLM 0.00 TO 2.02 = 150 SY

PARTICIPATION 2 = 02/STR = 550 SY
LOG-117-SLM 2.02 TO 5.83 = 300 SY
LOG-245-SLM 2.11 TO 5.13 = 250 SY

PARTICIPATION 3 = 03/NFA = 1150 SY
LOG-287-SLM 0.00 TO 10.98 = 1000 SY
LOG-638-SLM 0.00 TO 2.25 = 150 SY

TOTAL = 1850 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND ONE HALF INCH (1 1/2") AS SHOWN ON THE TYPICAL SECTIONS.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING WILL VARY FROM 24.5' TO 39.0'.

NO MILLED SURFACE SHALL BE EXPOSED FOR MORE THAN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

THERE ARE THIRTY SEVEN (37) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING. THERE ARE FORTY NINE (49) STREETS THAT THE PROJECT WILL TIE INTO AT THESE THIRTY SEVEN (37) INTERSECTIONS.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED 2 INCHES (2") IN DEPTH AND PATCHED PER 254.04.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

(PART 1 = 25 SY) (PART 2 = 75 SY) (PART 3 = 200 SY)
TOTAL = 300 SY

ASPHALT SAFETY EDGES

ASPHALT SAFETY EDGES SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-3.2 AT THE FOLLOWING LOCATIONS:

PARTICIPATION 1 = 01/S<2
LOG-117-SLM 0.00 TO 2.02 = 2.02 MILE

PARTICIPATION 2 = 02/STR
LOG-117-SLM 2.02 TO 5.83 = 3.81 MILE
LOG-245-SLM 2.11 TO 5.13 = 3.02 MILE
CHP-245-SLM 10.72 TO 10.76 = 0.04 MILE

PARTICIPATION 3 = 03/NFA
LOG-287-SLM 0.00 TO 10.98 = 10.98 MILE
LOG-638-SLM 0.00 TO 2.25 = 2.25 MILE

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO CONSTRUCT THE SAFETY EDGES:

PARTICIPATION 1

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 4.04 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,
TYPE 1 (448), PG70-22M = 11 CY

PARTICIPATION 2

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 13.74 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,
TYPE 1 (448), PG70-22M = 37 CY

PARTICIPATION 3

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 26.46 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,
TYPE 1 (448), PG70-22M = 70 CY

ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, (449), AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIAL FROM ALL EXISTING STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF FOUR INCHES (4") BELOW THE EXISTING PAVEMENT ELEVATION. ALL DRIVEWAY AND MAILBOX APPROACHES SHALL BE CONSTRUCTED AS PER TYPICAL SHOWN IN THE PLAN. EXCAVATED MATERIAL SHALL BE USED TO BACKUP THE NEW PAVEMENT OR REMOVED FROM THE PROJECT SITE AS DIRECTED BY THE PROJECT ENGINEER.

ANY PREVIOUSLY SEEDED AND MULCHED AREAS WITH ESTABLISHED GRASS DISTURBED BY THE REMOVAL AND REPLACEMENT OF THE MAILBOX APPROACHES THROUGHOUT THE LIMITS OF THE PROJECT WILL NEED REPAIRED ACCORDING TO ITEM 659 AND ARE CONSIDERED INCIDENTAL TO ITEM 301 - ASPHALT CONCRETE BASE, AS PER PLAN.

A QUANTITY OF ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22 (449), AS PER PLAN HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED IN THOSE AREAS EXCAVATED FOR DRIVEWAY AND MAILBOX APPROACHES AND THE CURVE LOCATIONS SPECIFIED.

ALL WORK, MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT AND INCLUDED IN THE COST OF ITEM 301 - ASPHALT CONCRETE BASE, (449), PG 64-22, AS PER PLAN.

ITEM 301 - ASPHALT CONCRETE BASE, PG 64-22, (449), AS PER PLAN
TOTAL = 69 CY
(PART 1 = 6 CY) (PART 2 = 15 CY) (PART 3 = 48 CY)

ESTIMATED APPROACHES:

1 MAILBOX APPROACH - LOG-117-SLM 0.79 LT = 6 CY
1 MAILBOX APPROACH - LOG-117-SLM 3.94 RT = 6 CY
1 MAILBOX APPROACH - LOG-117-SLM 4.08 RT = 3 CY
1 MAILBOX APPROACH - LOG-117-SLM 4.09 RT = 3 CY
1 MAILBOX APPROACH - LOG-117-SLM 4.18 RT = 3 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 2.37 LT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 2.42 LT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 4.17 LT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 6.85 RT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 7.17 RT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 7.68 RT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 9.98 RT = 6 CY
1 DRIVE/MB APPROACH - LOG-287-SLM 10.30 RT = 6 CY

APPROACHES SHOWN WITH 3 CY OF 301 ARE LOCATIONS THAT JUST NEED TO BE WIDENED OR LENGHTHENED. ALL 301 QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 690 - SPECIAL, MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF REMOVING AND RESETTING EXISTING MAILBOX SUPPORTS. THE CONTRACTOR SHALL TAKE GREAT CARE IN REMOVING AND RESETTING MAILBOX SUPPORTS TO THE CORRECT DISTANCE FROM THE EDGE OF PAVEMENT AS SHOWN ON THE APPROACH TYPICAL SHEET OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OR REPLACEMENT FOR DAMAGED OR IMPROPER HANDLING ON THEIR PART AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POSTMASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO BE REMOVED AND RESET. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10.

MAILBOXES REMOVED AND RESET SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR'S OPERATION OF CONSTRUCTING THE ASPHALT CONCRETE APPROACH IN JUDGMENT OF THE ENGINEER SHALL NOT BE PAID FOR.

PAYMENT SHALL BE FOR FINAL PERMANENT INSTALLATIONS ONLY. ALL LABOR, MATERIAL AND EQUIPMENT NEEDED TO COMPLETE THEIR WORK SHALL BE INCLUDED IN ITEM 690 - SPECIAL, MAILBOX REMOVED AND RESET. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 690 - SPECIAL - MAILBOX REMOVED AND RESET, 13 EACH
(PART 1 = 1 EACH) (PART 2 = 4 EACH) (PART 3 = 8 EACH)

GENERAL NOTES

DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.4 TOTAL 12

LOG-PAVE-FY26

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

PAVEMENT MARKINGS ON INTERSECTING ROADWAYS

THE EDGE LINE SHALL BE CONTINUED AROUND ALL RADII TO MATCH THE EXISTING EDGE LINE OF THE INTERSECTING ROUTE. IF THE INTERSECTING ROUTE HAS A CENTER LINE MARKING, THE CENTER LINE SHALL BE RE-STRIPED OVER THE AREA OF RESURFACING.

ITEM 618 - EDGE LINE RUMBLE STRIPE (ASPHALT CONCRETE)
ITEM 618 - CENTER LINE RUMBLE STRIPE (ASPHALT CONCRETE)
ITEM 874 - LONGITUDINAL JOINT PREPARATION

DESCRIPTION: THIS WORK CONSISTS OF GRINDING DEPRESSIONS (RUMBLE STRIPES) IN THE PAVEMENT.

CONSTRUCT RUMBLE STRIPES ACCORDING TO TRAFFIC STANDARD DRAWING TC-64.10.

LOCATION AND PLACEMENT RESTRICTIONS OF RUMBLE STRIPES: 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.

LOCATE RUMBLE STRIPES ON THE PAVEMENT PER THE SPECIFICATIONS OF STANDARD DRAWING TC-64.10.

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

BASIS OF PAYMENT: THE DEPARTMENT WILL NOT PAY FOR REPAIRING SURFACE DAMAGE AND EXTRANEOUS MARKS CAUSED BY THE CONTRACTOR'S OPERATIONS. THE DEPARTMENT WILL PAY FOR THE PAVEMENT MARKINGS ITEM 642 TRAFFIC PAINT, SEPARATELY.

A QUANTITY OF 8.56 MILES OF ITEM 618 EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATIONS ARE:

(PART. 1) LOG-117 FROM SLM 0.00 TO SLM 0.60
(PART. 1) LOG-117 FROM SLM 1.30 TO SLM 2.02
(PART. 2) LOG-117 FROM SLM 2.02 TO SLM 3.62
(PART. 2) LOG-117 FROM SLM 4.35 TO SLM 5.71

A QUANTITY OF 6.53 MILES OF ITEM 618 CENTER LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATIONS ARE:

(PART. 1) LOG-117 FROM SLM 0.00 TO SLM 0.60
(PART. 1) LOG-117 FROM SLM 1.30 TO SLM 2.02
(PART. 2) LOG-117 FROM SLM 2.02 TO SLM 3.62
(PART. 2) LOG-117 FROM SLM 4.35 TO SLM 5.71
(PART. 3) LOG-638 FROM SLM 0.00 TO SLM 2.25

A QUANTITY OF 6.53 MILES OF ITEM 874 LONGITUDINAL JOINT PREPARATION HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATIONS ARE:

(PART. 1) LOG-117 FROM SLM 0.00 TO SLM 0.60
(PART. 1) LOG-117 FROM SLM 1.30 TO SLM 2.02
(PART. 2) LOG-117 FROM SLM 2.02 TO SLM 3.62
(PART. 2) LOG-117 FROM SLM 4.35 TO SLM 5.71
(PART. 3) LOG-638 FROM SLM 0.00 TO SLM 2.25

PAVEMENT MARKINGS: THE RUMBLE STRIPE SHALL BE DUST-FREE AND DRY WHEN THE PAVEMENT MARKINGS ARE APPLIED.

AC GAUGE OFFSET, AS PER PLAN

FOLLOW CMS 403, EXCEPT AS FOLLOWS:
-OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.

-DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC PERCENT. THE RAP AC PERCENT WILL BE WITHIN 0.5 PERCENT OF THE AVERAGE RAP AC PERCENT FROM THE JMF. IF RAP AC PERCENT IS OUTSIDE OF THE 0.5 PERCENT, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.5 PERCENT, THE JMF AND ALL JMF'S USING THIS PILE WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:
-ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. TOTAL AC PERCENT ADJUSTMENTS TO THE MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2 PERCENT FROM THE JMF DESIGN AC PERCENT. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC PERCENT AT ALL TIMES AFTERWARDS.

-RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199. FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

FOLLOW 1043.07 EXCEPT AS FOLLOWED:
-NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING CALIBRATION AND VERIFICATION PANS.

-DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC PERCENT AND GRADATION. RAP AC PERCENT WILL BE WITHIN 0.5 PERCENT OF RAP AC PERCENT AND THE PASSING THE NO. 4 SIEVE WITH BE WITHIN 5 PERCENT OF THE NO. 4 SIEVE BASED ON THE ESTABLISHED RAP PILE USED IN THE JMF. IF OUTSIDE OF 0.5 PERCENT, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.

-DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.

-MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
-IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

AC GAUGE OFFSET, AS PER PLAN (CONTINUED)

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.

2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.

3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.

4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC PERCENT TO OBTAIN THE OFFSET FOR THAT RUN.

5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.

6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.

7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE. DISTRICT TESTING MAY OPT TO TAKE ALL THREE PANS AND OFFSET THEIR AC GAUGE.

8. STORE THE VERIFICATION PAN IN THE PLANT LAB AND IN A MANNER IN WHICH TO AVOID HUMIDITY, MOISTURE, AND ALL OTHER SOURCES WHICH MAY POTENTIALLY CONTAMINATE THE SAMPLE IN THE PAN.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14 PERCENT OF THE JMF ASPHALT BINDER CONTENT. NOTIFY THE DEPARTMENT IF THE AC GAUGE EXCEEDS 0.14 PERCENT OF THE JMF. IF THE VERIFICATION PAN EXCEEDS ON THE HIGH SIDE AND IT**19/32S BELIEVED TO BE DUE TO EXCESS MOISTURE FROM HUMIDITY, THE DEPARTMENT MAY ALLOW THE VERIFICATION PAN TO BE PLACED IN AN OVEN AT 230 DEG F (110 DEG C) FOR ONE HOUR AND RERAN.

DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QA SAMPLES (QC, VA, AND SUBLOT) AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3 PERCENT OF OFFSET AC GAUGE. IF MORE THAN 0.3 PERCENT OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3 PERCENT OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QA SAMPLES ARE WITHIN 0.3 PERCENT OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF THE THIRD PAN IS STILL AVAILABLE, USE ALL THREE PANS. IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

GENERAL NOTES

LOG-PAVE-FY26

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/12/2025 TIME: 8:14:21 AM USER: cpollic
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DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.5 TOTAL 12

ITEM 614 - MAINTAINING TRAFFIC

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

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.

THE CONTRACTOR SHALL BE REQUIRED TO FURNISH AND ERECT "GROOVED PAVEMENT" SIGNS FOR ANY PLANED SURFACE OF THE ROADWAY REMAINING OPENED AT THE CONCLUSION OF A WORK DAY.

WORK ZONE MARKINGS SHALL BE COMPLETE AND IN PLACE ON ALL PAVEMENT, INCLUDING RAMPS, BEFORE EXPOSING THE PAVEMENT TO TRAFFIC.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

WORK HOURS

ALL WORK WITHIN THE VILLAGE OF WEST LIBERTY SHALL BE DONE BETWEEN THE HOURS OF 7:00AM AND 9:00PM.

WEST LIBERTY:
NO WORK IS PERMITTED IN WEST LIBERTY FROM JUNE 26, 2026 TO JUNE 28, 2026 WHICH IS DURING AND ONE DAY BEFORE AND AFTER THE WEST LIBERTY FIREWORKS CELEBRATION.

NO MILLED SURFACE ON SR 245 SHALL BE EXPOSED IN WEST LIBERTY DURING THIS TIME.

COORDINATION OF WORK:

LOG-PAVE-FY26 PID 107443
CHP-CR216/2/223 PID 114353
D07-CHIP-FY26 (A) PID 114554
LOG-CR32/CR130-5.68/10.13 PID 114354

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

ENVIRONMENTAL NOTES

PROTECTION OF LIONS CLUB PARK AT STATE ROUTE 245:
LIONS CLUB PARK IS LOCATED NORTH STATE ROUTE 245/BAIRD STREET IN THE VILLAGE OF WEST LIBERTY. THE CONTRACTOR SHALL NOT STAGE ANY EQUIPMENT OR MATERIALS WITHIN LIONS CLUB PARK, OUTSIDE OF THE EXISTING PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL ENSURE THAT THE PARK DRIVES OFF OF STATE ROUTE 245 ARE MAINTAINED DURING CONSTRUCTION AND THAT ACCESS TO LIONS CLUB PARK IS NOT RESTRICTED BY PROJECT CONSTRUCTION ACTIVITIES.

PROTECTION OF MAD RIVER WATER TRAIL ON STATE ROUTE 245: THE MAD RIVER WATER TRAIL PASSES UNDER STATE ROUTE 245 AT THE WESTERN END OF THE PROJECT CORRIDOR. AN ACCESS POINT FOR THE MAD RIVER WATER TRAIL IS LOCATED OFF OF STATE ROUTE 245 AT APPROXIMATELY SLM 2.15. THE CONTRACTOR SHALL BE ALERT TO PADDLERS AND SHALL ACCOMMODATE ACCESS BY PADDLERS, INCLUDING ENTRY TO THE RIVER AND PASSAGE UNDER THE BRIDGE. THE CONTRACTOR SHALL NOT UTILIZE THE ACCESS DRIVE FOR EQUIPMENT OR MATERIALS STAGING.

PROTECTION OF MAC-O-CHEE FISH ACCESS ON SR 245:
A FISHING ACCESS POINT IS LOCATED ON THE SOUTH SIDE OF SR 245, AND BETWEEN TR-47 (MCCLAIN ROAD) AND MACOCHEE CREEK. THE CONTRACTOR SHALL NOT STAGE EQUIPMENT OR MATERIALS WITHIN THIS AREA. THE CONTRACTOR SHALL NOT RESTRICT PUBLIC ACCESS TO THIS AREA.

GENERAL NOTES

DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.6 TOTAL 12

LOG-PAVE-FY26

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
				4	5	8	10	11	12		01/S<2	02/STR	03/NFA						
																		ROADWAY	
				44.24							4.04	13.74	26.46	209	72050	44.24	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
				13							1	4	8	SPECIAL	69050350	13	EACH	MAILBOX REMOVED AND RESET	4
																		PAVEMENT	
				1,850							150	550	1,150	251	01041	1,850	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	4
						363,034					37,425	118,024	207,585	254	01000	363,034	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 ½" Depth	
				300							25	75	200	254	01601	300	SY	PATCHING PLANED SURFACE, AS PER PLAN	4
				69							6	15	48	301	56001	69	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	4
						30,863					3,182	10,036	17,645	407	20000	30,863	GAL	NON-TRACKING TACK COAT	
				118		15,126					1,571	4,954	8,719	441	50100	15,244	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
						1,441					132	446	863	617	10100	1,441	CY	COMPACTED AGGREGATE	
					8.56						2.64	5.92		618	41000	8.56	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
					6.53						1.32	2.96	2.25	618	43000	6.53	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
					6.53						1.32	2.96	2.25	874	21000	6.53	MILE	LONGITUDINAL JOINT PREPARATION	
																		TRAFFIC CONTROL	
								2,258			140	503	1,615	621	00100	2,258	EACH	RPM	
								3,958			140	503	3,315	621	54000	3,958	EACH	RAISED PAVEMENT MARKER REMOVED	
							44.32				4.04	13.82	26.46	642	00104	44.32	MILE	EDGE LINE, 6", TYPE 1	
							22.12				2.02	6.87	13.23	642	00300	22.12	MILE	CENTER LINE, TYPE 1	
							273				31	88	154	644	00500	273	FT	STOP LINE	
																		STRUCTURE REPAIR (LOG-117-0126)	
									91		91			516	31001	91	FT	JOINT SEALER, AS PER PLAN	12
																		STRUCTURE REPAIR (LOG-287-0068)	
									74				74	516	31001	74	FT	JOINT SEALER, AS PER PLAN	12
																		STRUCTURE REPAIR (LOG-287-0885)	
									68				68	516	31001	68	FT	JOINT SEALER, AS PER PLAN	12
																		STRUCTURE REPAIR (LOG-287-1058)	
									67				67	516	31001	67	FT	JOINT SEALER, AS PER PLAN	12
							143				16	39	88	614	12460	143	EACH	**MAINTENANCE OF TRAFFIC** WORK ZONE MARKING SIGN	
							44.24				4.04	13.74	26.46	614	21100	44.24	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
							546				62	176	308	614	26610	546	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
											LS	LS	LS	614	11000	LS		**INCIDENTALS** MAINTAINING TRAFFIC	
											LS	LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER
TMK

REVIEWER
BJA MM-DD-YY

PROJECT ID
107443

SHEET P.7 TOTAL 12

LOG-PAVE-FY26

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/12/2025 TIME: 8:14:31 AM USER: cpollic
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PARTICIPATION	ROUTE	TYPICAL SECTION	LOCATION SLM FROM	LOCATION SLM TO	LENGTH (L) MILE	LENGTH (L) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=LxW SY		254 PAVEMENT PLANING, ASPHALT CONCRETE 1 ½" Depth SY		407 NON-TRACKING TACK COAT 0.085 Gal/SY GAL		441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M 1 ½" Thickness CY		617 COMPACTED AGGREGATE 1" Ave. Thickness CY
1	LOG 117	1	0.00	1.26	1.26	6653	30.0	22176		22176		1885		924		82
1	LOG 117	1	1.26	2.02	0.76	4013	30.5	13599		13599		1156		567		50
1	LOG 117	INT						550		550		47		23		
1	LOG 117	DR/MB						1100		1100		94		46		
2	LOG 117	1	2.02	3.62	1.60	8448	30.5	28629		28629		2434		1193		104
	LOG 117	STR	3.62	3.66												
2	LOG 117	1	3.66	3.87	0.21	1109	31.0	3819		3819		325		159		14
2	LOG 117	1	3.87	3.93	0.06	317	39.0	1373		1373		117		57		4
2	LOG 117	1	3.93	4.56	0.63	3327	31.0	11458		11458		974		477		41
2	LOG 117	1	4.56	5.74	1.18	6231	31.5	21806		21806		1854		909		77
2	LOG 117	1	5.74	5.81	0.07	370	37.5	1540		1540		131		64		5
2	LOG 117	1	5.81	5.83	0.02	106	31.5	370		370		31		15		1
2	LOG 117	INT						1100		1100		94		46		
2	LOG 117	DR/MB						800		800		68		33		
2	LOG 117	ACCEL						550		550		47		23		
2	LOG 245	1	2.11	3.98	1.87	9874	25.5	27975		27975		2378		1166		122
2	LOG 245	1	3.98	5.13	1.15	6072	25.0	16867		16867		1434		703		75
2	CHP 245	1	10.72	10.76	0.04	212	25.0	587		587		50		24		3
2	LOG 245	INT						700		700		60		29		
2	LOG 245	DR/MB						300		300		26		13		
2	CHP 245	INT						150		150		13		6		
3	LOG 287	1	0.00	10.98	10.98	57975	24.5	157819		157819		13414		6576		716
3	LOG 287	INT						3000		3000		255		125		
3	LOG 287	DR/MB						5000		5000		425		208		
3	LOG 638	1	0.00	0.06	0.06	317	35.0	1232		1232		105		51		4
3	LOG 638	1	0.06	0.28	0.22	1162	28.5	3678		3678		313		153		14
3	LOG 638	1	0.28	1.43	1.15	6072	30.5	20577		20577		1749		857		75
3	LOG 638	1	1.43	1.73	0.30	1584	30.0	5280		5280		449		220		20
3	LOG 638	1	1.73	2.25	0.52	2746	29.5	8999		8999		765		375		34
3	LOG 638	INT						1600		1600		136		67		
3	LOG 638	DR/MB						400		400		34		17		

LEGEND FOR AUXILLARY AREAS IN "TYPICAL" COLUMN

STR: SKIP CONCRETE DECK & APPROACH SLABS

INT: INTERSECTIONS

DR/MB: DRIVES AND MAILBOX APPROACHES

	PART.		SUBTOTALS					
	1		*37425*		*3182*		*1560*		*132*					
	2		*118024*		*10036*		*4917*		*446*					
	3		*207585*		*17645*		*8649*		*863*					
TOTALS CARRIED TO GENERAL SUMMARY			363034		30863		15126		1441					

PAVEMENT CALC SHEET 1

PAVEMENT SUBSUMMARY

DESIGN AGENCY

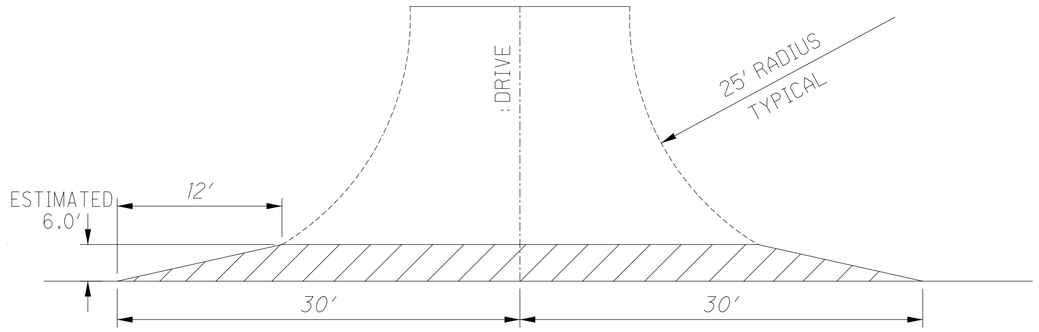
DESIGNER TMK

REVIEWER BJA MM-DD-YY

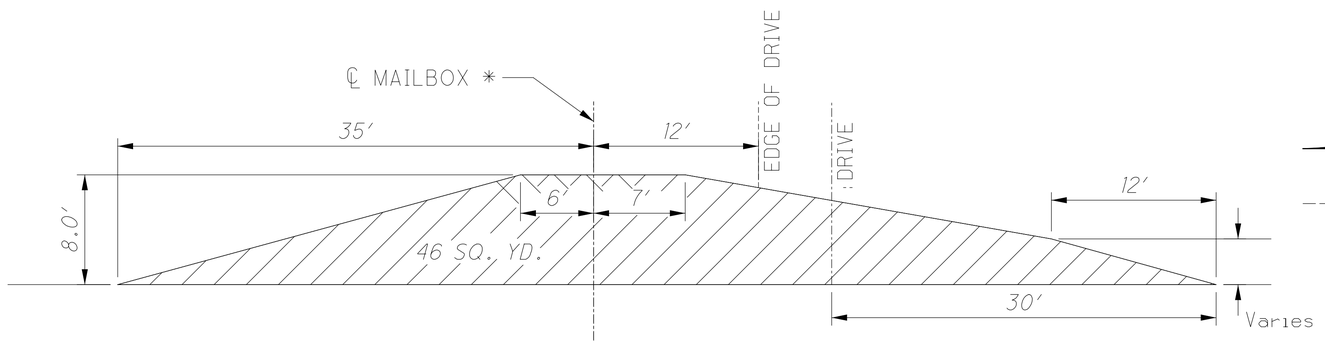
PROJECT ID 107443

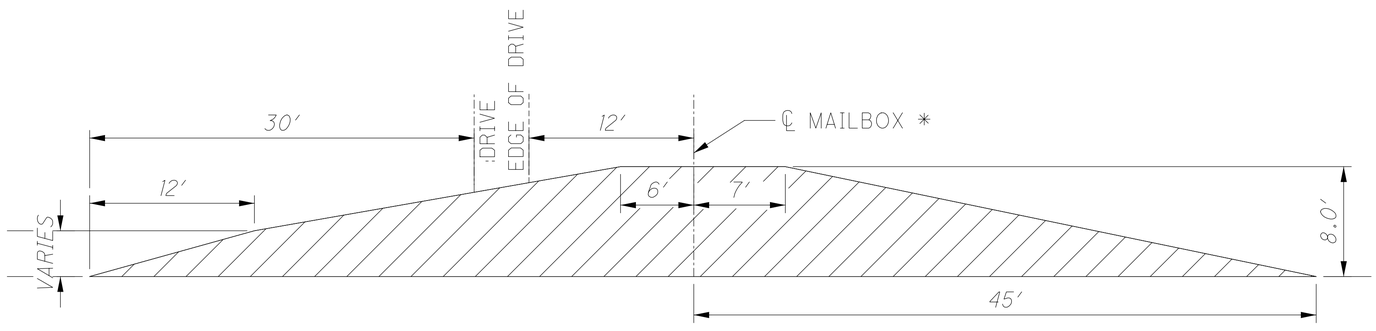
SHEET P.8 TOTAL 12

LOG-PAVE-FY26

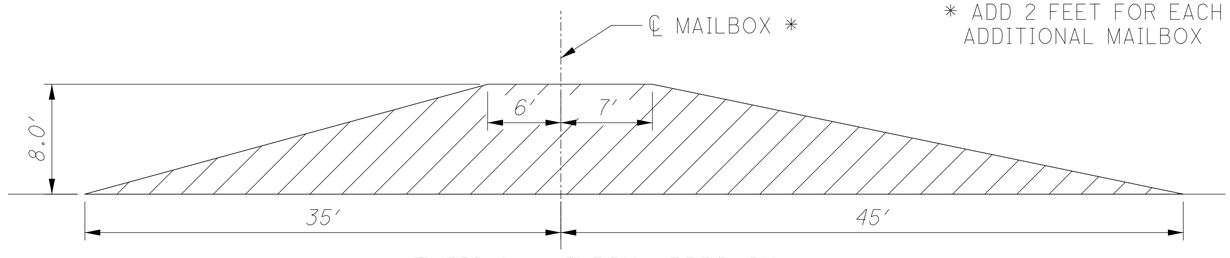


TYPICAL DRIVEWAY

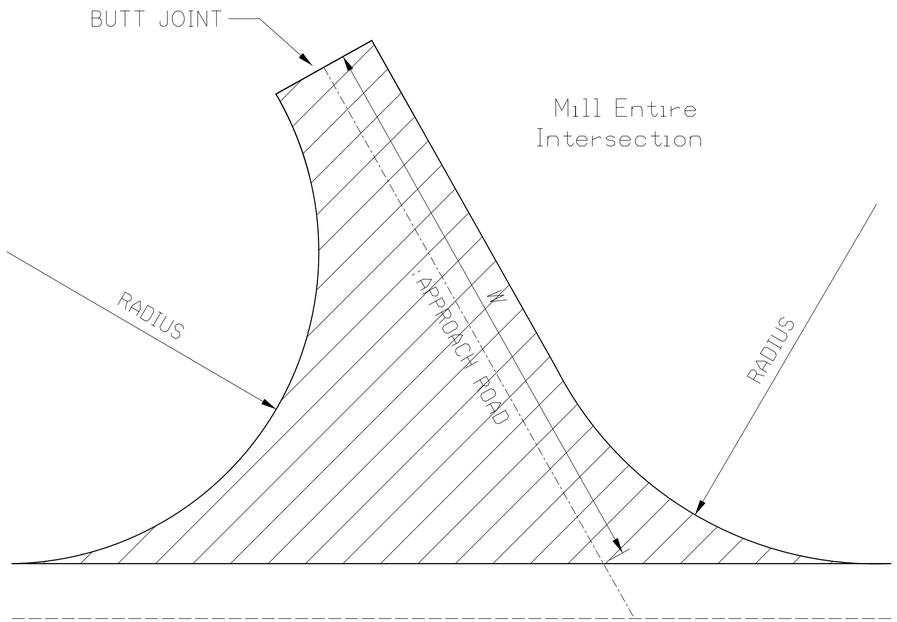


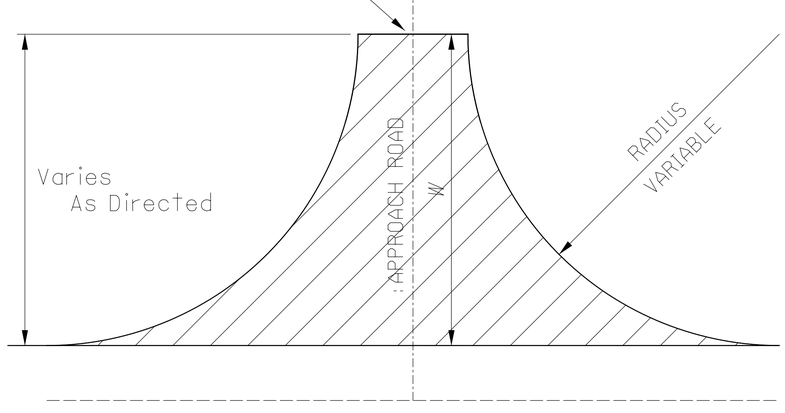


TYPICAL COMBINATION DRIVE & MAILBOX APPROACHES



TYPICAL MAILBOX APPROACH





TYPICAL APPROACH ROAD PAVING

W = To Back of Radius or As Directed By the Engineer

PAVEMENT PLANING

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

TYPICAL APPROACHES FOR ROADS,
DRIVES, AND MAILBOXES

DRIVE DETAILS

DESIGN AGENCY

DESIGNER
TMK

REVIEWER
BJA MM-DD-YY

PROJECT ID
107443

SHEET P.9 | TOTAL 12

LOG-PAVE-FY26

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PAVEMENT MARKING SUBSUMMARY

PARTICIPATION	ROUTE	SLM / LOCATION		LANE WIDTH	SOLID LINE EQUIVALENT	614 WORK ZONE MARKING SIGN		614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT			642 EDGE LINE, 6", TYPE 1	642 CENTER LINE, TYPE 1			644 STOP LINE
		FROM	TO	FT	MILE	EACH		MILE	FT			MILE	MILE			FT
1	LOG 117	0.00	2.02	12.0	2.86	16		4.04				4.04	2.02			
1	LOG 117	SLM 0.71/ SR 273W							30							15
1	LOG 117	SLM 1.54/ SR 273E							32							16
2	LOG 117	2.02	5.83	12.0	2.09	21		7.62				7.62	3.81			
2	LOG 117	SLM 4.56/ SR 366							44							22
2	LOG 117	SLM 4.56/ TR 100							32							16
2	LOG 117	SLM 4.81 to 4.85/ SR 366 RAMP										0.08				
2	LOG 245	2.11	5.13	11.0	4.16	16		6.04				6.04	3.02			
2	LOG 245	SLM 3.98/ SR 245							48							24
2	CHP 245	10.72	10.76	11.0	0.08	2		0.08				0.08	0.04			
2	CHP 245	SLM 10.75/ SR 245							28							14
2	CHP 245	SLM 10.75/ TR 223							24							12
3	LOG 287	0.00	10.98	10.5	19.03	68		21.96				21.96	10.98			
3	LOG 287	SLM 5.69/CR15/CR41							28							14
3	LOG 287	SLM 10.98/SR 347							36							18
3	LOG 287	SLM 8.37/SR 559							48							24
3	LOG 287	SLM 9.82/COLUMBUS							80							40
3	LOG 638	0.00	2.25	11.5	3.51	20		4.5				4.5	2.25			
3	LOG 638	SLM 0.00/ SR 638							28							14
3	LOG 638	SLM 0.41/ SR 274W							46							23
3	LOG 638	SLM 0.41/ SR 274E							42							21
					PART.	SUBTOTALS										
					1	*16*		*4.04*	*62*			*4.04*	*2.02*			*31*
					2	*39*		*13.74*	*176*			*13.82*	*6.87*			*88*
					3	*88*		*26.46*	*308*			*26.46*	*13.23*			*154*
TOTALS CARRIED TO GENERAL SUMMARY						143		44.24	546			44.32	22.12			273

LOG-PAVE-FY26

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/12/2025 TIME: 8:14:45 AM USER: cpollic
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DESIGN AGENCY

DESIGNER TMK

REVIEWER BJA MM-DD-YY

PROJECT ID 107443

SHEET P.10 TOTAL 12

PARTICIPATION	ROUTE	SLM FROM	SLM TO	RPM DETAIL	621 RPM ONE-WAY WHITE	621 RPM ONE-WAY YELLOW	621 RPM TWO-WAY WHITE/WHITE	621 RPM TWO-WAY YELLOW/YELLOW	621 RPM TWO-WAY WHITE/RED	621 RPM TWO-WAY YELLOW/RED	621 RPM EACH	621 RAISED PAVEMENT MARKER REMOVED EACH		REMARKS
1	LOG 117	0	1.72	GAP				114			114	114		
1	LOG 117	1.72	1.82	15				13			13	13		CURVE (40' SPACING)
1	LOG 117	1.82	2.02	GAP				13			13	13		
2	LOG 117	2.02	3.62	GAP				106			106	106		
	LOG 117	3.62	3.66											SKIP STRUCTURE LOG-117-0364
2	LOG 117	3.66	5.83	GAP				143			143	143		
2	LOG 245	2.11	2.97	GAP				57			57	57		
2	LOG 245	2.97	3.55	15				77			77	77		CURVE (40' SPACING)
2	LOG 245	3.55	3.98	GAP, 6				28			28	28		
2	LOG 245	3.98	5.13	GAP	16			76			92	92		STOP APPROACH AT SR 287
3	LOG 287	0	10.98	15 ,6	32			1450			1450	3150		MULTIPLE CURVESS (40' SPACING), DOUBLE EX RPMS
3	LOG 638	0	2.25	GAP,6	16			149			165	165		STOP APPROACH AT USR 68
				PART.	*SUBTOTALS*									
				1				*140*			*140*	*140*		
				2	*16*			*487*			*503*	*503*		
				3	*48*			*1599*			*1615*	*3315*		
				FOR INFORMATION ONLY	*64*			*2226*			-	-	-	
				TOTALS CARRIED TO GENERAL SUMMARY							2258	3958		

RAISE PAVEMENT MARKER DETAIL No.:

1 - TYPICAL SPACING/MULTILANE DIVIDED
2 - TAPERED ACCELERATION LANE
3 - DECELERATION LANE
4 - PARALLEL ACCELERATION LANE
5 - MULTILANE DIVIDED/EXPRESSWAY
6 - STOP APPROACH
7 - 1-LANE APPROACH W/ LEFT TURN LANE
8 - THRU APPROACH
9 - 2-LANE APPROACH W/ LEFT TURN LANE
10 - 4-LANE DIVIDED TO 2 LANE TRANSITION
11 - 4-LANE UNDIVIDED TO 2 LANE TRANSITION
12 - 2-LANE NARROW BRIDGE
13 - TWO-WAY LEFT TURN LANE
14 - 1-LANE BRIDGE
15 - HORIZONTAL CURVE
16 - HORIZONTAL CURVE, ALT.
17 - STOP APPROACH, ALT.

GAP - CENTERLINE AT 80 FT (TYPICAL)

RPM SUBSUMMARY

DESIGN AGENCY

DESIGNER TMK
REVIEWER BJA MM-DD-YY
PROJECT ID 107443
SHEET P.11 TOTAL 12

LOG-PAVE-FY26

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/12/2025 TIME: 8:14:49 AM USER: cpollic
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EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES 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. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

ITEM 516 - JOINT SEALER, AS PER PLAN (1 1/2" DEEP)

A 1 1/2" DEEP X ½" WIDE STRIP SHALL BE SAWCUT OUT OF THE THE PROPOSED OVERLAY. CENTER THE SAWCUT OVER THE EXISTING EXPANSION JOINTS THAT WERE COVERED UP BY THE PROPOSED OVERLAY. JOINT SEALER AS PER 705.04 SHALL USED TO SEAL THE JOINTS CREATED. THE CONTRACTOR SHALL MARK AND VERIFY THE LOCATIONS PRIOR TO ANY MILLING OR PAVING. A QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.

				LOG-117-0126	LOG-287-0068	LOG-287-0885	LOG-287-1058	ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
				91	74	68	67	516	31001	300	FT	JOINT SEALER, AS PER PLAN	
												QUANTITIES CARRIED TO GENERAL SUMMARY	

LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	SKEW ANGLE	STRUCTURE NAME	STRUCTURE FILE NUMBER	COMMENTS (WEARING COURSE)	APPROACH SLAB LENGTH	TOTAL APPROACH SLAB AREA	TYPE
FT.	FT.	SQ. YD.	DEGREE, MIN.				FT	SQ. YD.	
79.07	44.0	387	15 LF	LOG-117-0126	4601858	MILL & PAVE OVER AS ROADWAY SAW & SEAL OVER EXPANSION JOINTS	20	196	SINGLE SPAN PRESTRESSED CONCRETE BOX BEAM WITH CAPPED PILE SUBSTRUCTURE
175.13	40.0	778	45 RF	LOG-117-0364	4601866	SKIP CONCRETE BRIDGE DECK & APPROACH SLABS	25	222	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE
93.72	34.0	354	23 LF	LOG-245-0211	4602269	SKIP CONCRETE BRIDGE DECK & APPROACH SLABS BEGIN MILL & PAVE EAST OF BRIDGE	20	153	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	135	15 LF	LOG-245-0399	4602293	MILL & PAVE OVER AS ROADWAY	-	-	26′ X 10′ REINFORCED CONCRETE BOX CULVERT
86.24	32.0	307	30 LF	LOG-287-0068	4602730	MILL & PAVE OVER AS ROADWAY SAW & SEAL OVER EXPANSION JOINTS	25	178	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	-	0	LOG-287-0288	4602773	MILL & PAVE OVER AS ROADWAY	-	-	10′ X 5′ REINFORCED CONCRETE BOX CULVERT
-	-	-	39 LF	LOG-287-0450	4602854	MILL & PAVE OVER AS ROADWAY	-	-	TWIN 8′7″ X 5′11″ CORRUGATED METAL PIPE ARCH
-	-	-	0	LOG-287-0776	4602870	MILL & PAVE OVER AS ROADWAY	-	-	TWIN 60″ REINFORCED CONCRETE PIPE
66.60	32.0	237	20 RF	LOG-287-0885	4602889	MILL & PAVE OVER AS ROADWAY SAW & SEAL OVER EXPANSION JOINTS	25	178	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
79.56	32.0	283	15 LF	LOG-287-1058	4602919	MILL & PAVE OVER AS ROADWAY SAW & SEAL OVER EXPANSION JOINTS	25	178	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	-	0	LOG-638-0024	4603982	MILL & PAVE OVER AS ROADWAY	-	-	TWIN 48″ REINFORCED CONCRETE PIPES
-	-	-	5 LF	LOG-638-0144	4603990	MILL & PAVE OVER AS ROADWAY	-	-	30′ X 9′ REINFORCED CONCRETE BOX CULVERT

STRUCTURES

DESIGN AGENCY

DESIGNER TMK

REVIEWER BJA MM-DD-YY

PROJECT ID 107443

SHEET P.12 TOTAL 12

LOG-PAVE-FY26