

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MER-49 / 219-3.52 / 1.09

VILLAGE OF FORT RECOVERY
TOWNSHIPS OF RECOVERY AND WASHINGTON
MERCER COUNTY

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PROJECT DESCRIPTION

OVERLAY SR-49 AND SR-219 WITH FINE GRADED
POLYMER ASPHALT CONCRETE IN MERCER COUNTY.

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

2016 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF 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.

FEDERAL PROJECT NO.
E161 (407)

PID NO.
100937

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
R. J. CORMAN

MER-49 / 219 -
3.52 / 1.09

1
13

SEE SHEET 2 FOR LOCATION MAP

MER - SR 49/SR 219-03.52/01.09
180172 PID - 100937
Dist 7 3/8/2018

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

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.	
	Call Before You Dig 1-800-362-2764
(Non-members must be called directly)	
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988	

PLAN PREPARED BY:
OHIO DEPT. OF TRANSPORTATION
DISTRICT 7 PLANNING & ENGINEERING
SIDNEY, OH

ENGINEERS SEAL:

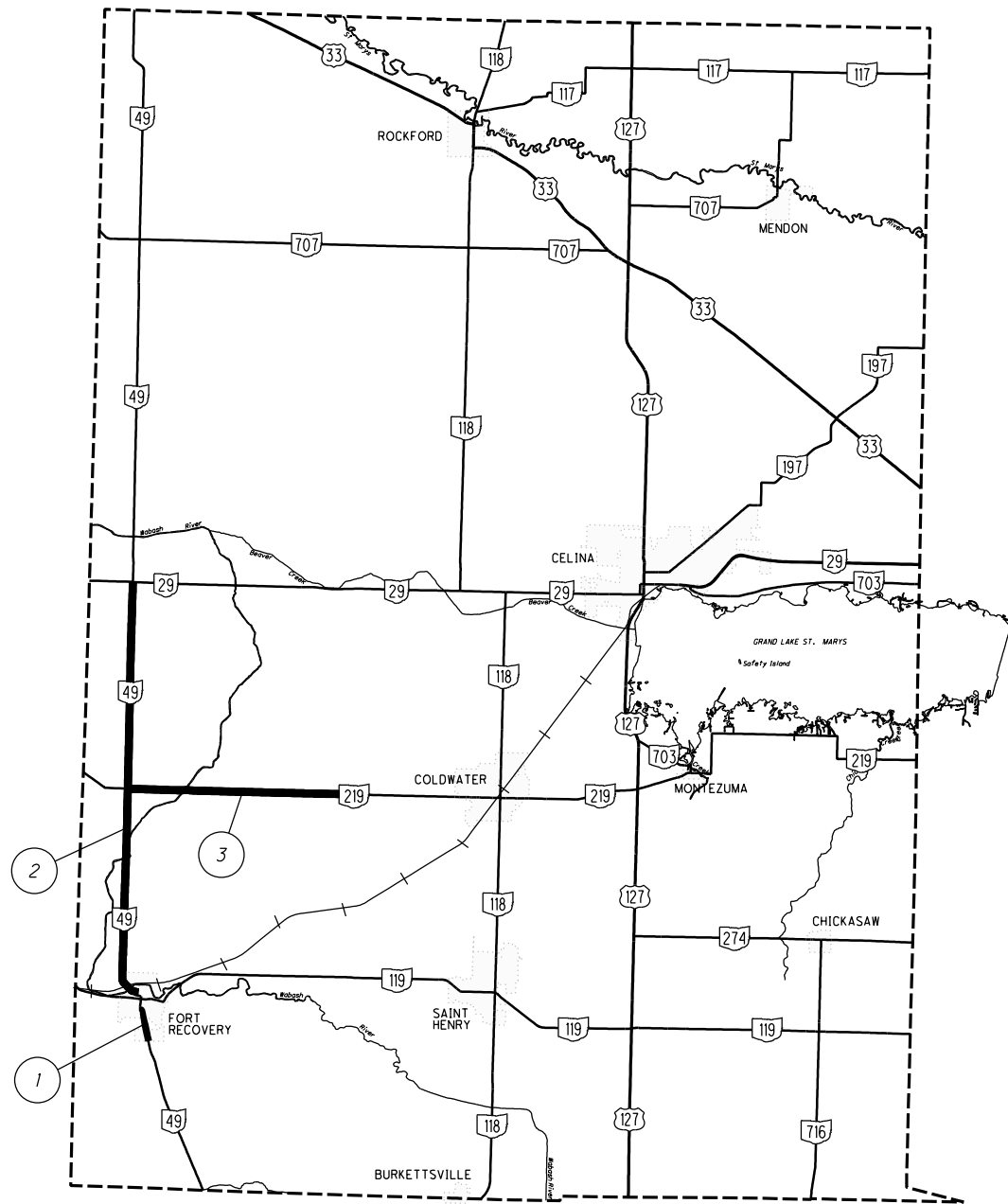


SIGNED: Ryan P. Hanke
DATE: 2-10-17

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	7/18/14	TC-64.10	1/20/17			800	1/19/18
BP-7.1	7/18/14	TC-65.10	1/17/14			832	1/17/14
		TC-65.11	7/15/16			897	1/16/15
DM-4.3	1/15/16	TC-71.10	1/20/17				
DM-4.4	1/15/16						
MT-97.10	7/18/14						
MT-97.12	1/20/17						
MT-99.20	7/19/13						
MT-101.90	7/17/15						
MT-105.10	7/19/13						
TC-41.20	10/18/13						
TC-42.20	10/18/13						
TC-52.10	10/18/13						
TC-52.20	7/15/16						

APPROVED: Randy Chevallier PE PS/MSX
DATE: 2/10/17 DISTRICT DEPUTY DIRECTOR

APPROVED: [Signature]
DATE: 12-21-17 DIRECTOR, DEPARTMENT OF
TRANSPORTATION



MERCER COUNTY
PROJECT LOCATIONS

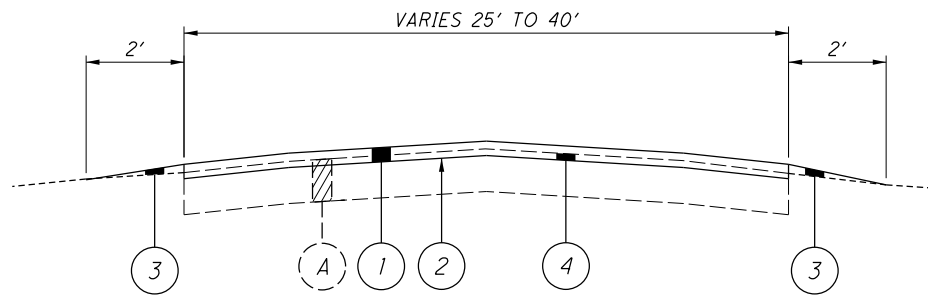
- 1 MER-49-03.52 TO 04.22
- 2 MER-49-04.70 TO 13.91
- 3 MER-219-01.09 TO 06.12

LATITUDE: 40° 28' 47" N LONGITUDE: 84° 46' 01" W



PORTION TO BE IMPROVED -----
INTERSTATE HIGHWAY -----
FEDERAL ROUTES -----
STATE ROUTES -----
OTHER ROADS -----

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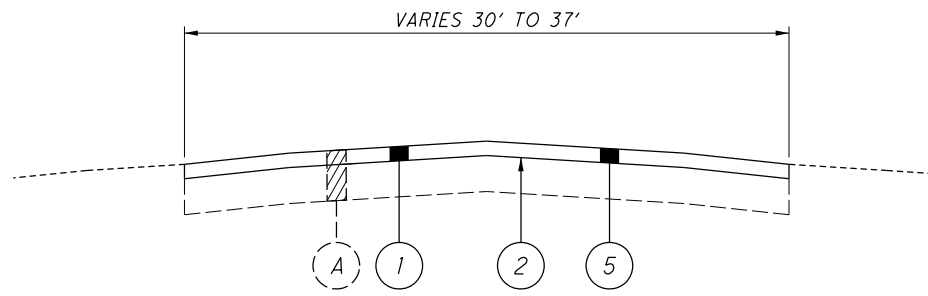
TYPICAL 1

1/2" PLANING AND 1" OVERLAY SECTION

SR 49	SLM	3.52	TO	4.09
SR 49	SLM	4.99	TO	7.81
SR 49	SLM	7.85	TO	13.91
SR 219	SLM	1.09	TO	2.32
SR 219	SLM	2.36	TO	2.58
SR 219	SLM	2.59	TO	6.12

LEGEND

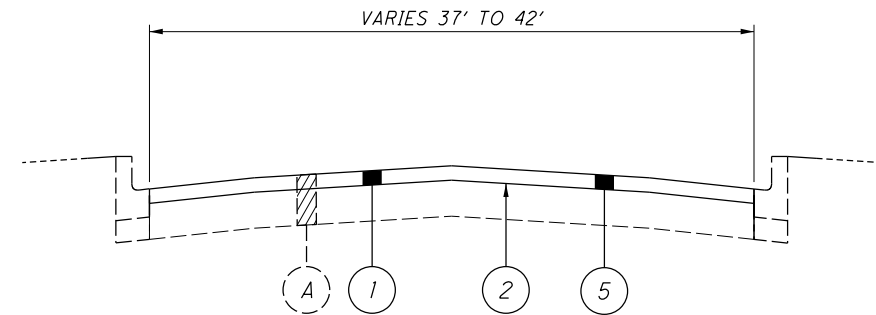
- (A) EXISTING ASPHALT PAVEMENT
- (1) ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
- (2) ITEM 407 - TACK COAT (.085 GAL/SY.)
- (3) ITEM 617 - COMPACTED AGGREGATE (1" AVG.)
- (4) ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1/2" DEPTH
- (5) ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1" DEPTH



TYPICAL 2

1" MILL/FILL OF UNCURBED SECTION

SR 49	SLM	4.09	TO	4.22
SR 49	SLM	4.82	TO	4.88
SR 49	SLM	4.92	TO	4.99



TYPICAL 3

1" MILL/FILL OF CURBED SECTION

SR 49	SLM	4.70	TO	4.82
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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 AND SHALL LLIST 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.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF 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 253 – PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 – PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE PAVEMENT REPAIR 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, PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF FOUR FEET (4.0') IN WIDTH AND FOUR INCHES (4") IN DEPTH OR AS DIRECTED BY THE ENGINEER AND SHALL BE FINISHED TO ACCOMMODATE THE PROPOSED OVERLAY.

A QUANTITY OF 2000 SQ YDS FOR SR 49 AND 250 SQ. YDS FOR SR 219 HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN = 2250 SQ YD

COOPERATION WITH RAILROAD (R.J. CORMAN)

THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROAD WITHIN PROJECT LIMITS. THE CONTRACTOR SHALL CONTACT THE FOLLOWING, AT LEAST 30 DAYS IN ADVANCE, IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK PERFORMED WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER WRITTEN AUTHORIZATION AND/OR FLAGGING PROTECTION FROM THE RAILROAD. SEE "PAVING AT RAILROAD CROSSINGS" NOTE FOR ADDITIONAL DETAILS.

CROSSING LOCATIONS: MER-49-4.99

R.J. CORMAN RAILROAD COMPANY
ATTENTION: MS. DEBBIE HAWLEY, PROPERTY MANAGER
PHONE: (859) 881-2499

PAVING AT RAILROAD CROSSINGS

THE RAILROAD CROSSING AT MER-49-4.99: SUSPEND AND RESUME RESURFACING AT THE EXISTING RAILROAD CROSSING MATERIALS, APPROXIMATELY 2 FEET FROM NEAREST RAIL. THE CONTRACTOR SHALL VERIFY THE ACTUAL JOINT LOCATIONS WITH THE ENGINEER BEFORE PERFORMING WORK.

ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 897 – 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 WILL VARY FROM ONE-HALF INCH (1/2") TO ONE INCH (1").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING VARIES FROM TWENTY-FIVE FEET (25') TO FORTY-TWO FEET (42').

THE CONTRACTOR SHALL BEGIN PLACEMENT OF ITEM 424 – FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B WITHIN SEVEN (7) DAYS AFTER ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE IS COMPLETED ON A DAILY OPERATION.

THERE ARE TWNETY-EIGHT (28) INTERSECTIONS WITHIN THE LIMITS AND QUANTITY OF THE PAVEMENT PLANING.

THERE ARE APPROXIMATELY TWENTY-SEVEN (27) CASTINGS WITHIN THE PLANING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR AND EQUIPMENT NECESSARY TO MAINTAIN TRAFFIC AROUND THE CASTINGS AND SHALL INCLUDE THE COST IN THE UNIT PRICE BID FOR: ITEM 614 – MAINTAINING TRAFFIC.

ITEM 611 – MANHOLE ADJUSTED TO GRADE = 12 EACH
ITEM 638 – VALVE BOX ADJUSTED TO GRADE = 15 EACH

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF CASTINGS SHALL BE INCLUDED IN ITEM 611 AND ITEM 638. ANY NEW CASTINGS REQUIRED SHALL BE FURNISHED TO THE CONTRACTOR BY THE VILLAGE OF FORT RECOVERY.

ADJUSTING DEVICES ON MANHOLE COVERS ARE PROHIBITED.

ITEM 897 – PATCHING PLANED SURFACE

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

AN ESTIMATED QUANTITY OF 200 SQ YDS FOR SR 49 AND 50 SQ YDS FOR SR 219 HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 897 – PATCHING PLANED SURFACE = 250 SQ YD

ITEM 301 – ASPHALT CONCRETE BASE, PG 64-22, 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 THE APPROACH TYPICALS 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.

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

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, PG-22, AS PER PLAN.

ITEM 301 – ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN = 25 CU. YD.

ESTIMATED NUMBER OF APPROACHES:
5 MAILBOX APPROACHES
2 DRIVE APPROACHES

ITEM 690 – SPECIAL, MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF REMOVING AND RESETTNG EXISTING MAILBOX SUPPORTS. THE CONTRACTOR SHALL TAKE GREAT CARE IN REMOVING AND RESETTNG 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.

A QUANTITY OF FIVE (5) EACH OF ITEM SPECIAL, MAILBOX REMOVED AND RESET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 690 – SPECIAL – MAILBOX REMOVED AND RESET = 5 EACH

CALCULATED
TMK

CHECKED
JMK

GENERAL NOTES

MER-49 / 219 -
3.52 / 1.09

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13

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SAFETY EDGE NOTE FOR THIN OVERLAYS

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.

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 SAFET Slope 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

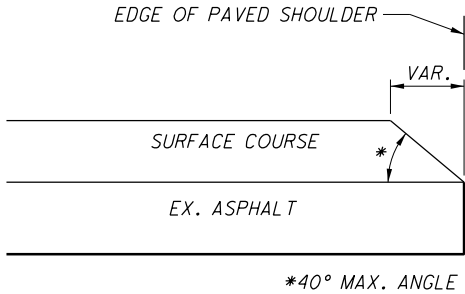
CARLSON SAFETY EDGE END GATE, 18425 50TH AVENUE EAST TACOMA, WA 98446 253-875-8000

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

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.

ALL EQUIPMENT, LABOR, AND MATERIALS TO CONSTRUCT A SAFETY EDGE AS DETAILED SHALL BE INCIDENTAL TO THE PAVING OPERATION AND ALL COSTS ASSOCIATED SHALL BE INCLUDED IN ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B.



SAFETY EDGE DETAIL

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.

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.

COORDINATION OF WORK AND SEQUENCE OF WORK

THE CONTRACTOR IS ADVISED THAT CONSTRUCTION OPERATIONS MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT CONSTRUCTION ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH THOSE ADJACENT CONSTRUCTION PROJECTS.

ODOT WILL HAVE A TWO (2) CONCURRENT PROJECTS WITH ADJACENT CONSTRUCTION ZONES, AS FOLLOWS:

PID 98637:
MER-49-4.90, BRIDGE REPAIR, INCLUDING NEW RIGID OVERLAY. THE ESTIMATED DURATION OF CLOSURE IS TWENTY-EIGHT (28) DAYS.

MER-29-03.21, BRIDGE REPAIR, INCLUDING NEW RIGID OVERLAY. THE ESTIMATED DURATION OF CLOSURE IS TWENTY-EIGHT (28) DAYS. WHILE THIS BRIDGE CLOSURE IS NOT WITHIN THE RESURFACING LIMITS, THE DETOUR ROUTE FOR THIS CLOSURE WILL USE PORTIONS OF SR 49 AND SR 219.

PID 99377:
MER-49-6.52, REMOVE AND REPLACE EXISTING CULVERT. THE ESTIMATED DURATION OF CLOSURE IS SEVEN (7) DAYS.

NO WORK SHALL BEGIN ALONG SR 49 FROM SLM 4.70 TO SR 219 (SLM 9.36) UNTIL AFTER THE WORK IS COMPLETED AT THE MER-49-4.90 AND MER-49-6.52 SITES. THE CONCURRENT PROJECTS HAVE A PROPOSED COMPLETION DATE OF JUNE 30TH, 2018 FOR WORK WITHIN THE LIMITS OF RESURFACING.

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS.

THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE LAYOUT OF ALL PAVEMENT MARKINGS WITH THE ENGINEER.

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

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

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. RUMBLE STRIPES ARE NOT TO BE USED WHERE THE SHOULDER WIDTH IS LESS THAN 2 FEET, NOR GREATER THAN 4 FEET. DISCONTINUE 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.

THE DEPARTMENT WILL MEASURE 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.

THE DEPARTMENT WILL PAY FOR THE PAVEMENT MARKINGS SEPARATELY. THE RUMBLE STRIPES SHALL BE DUST-FREE AND DRY WHEN THE PAVEMENT MARKINGS ARE APPLIED.

THE LOCATIONS ARE:

MER-49 FROM SLM 5.16 TO SLM 11.25
MER-49 FROM SLM 11.75 TO SLM 13.91

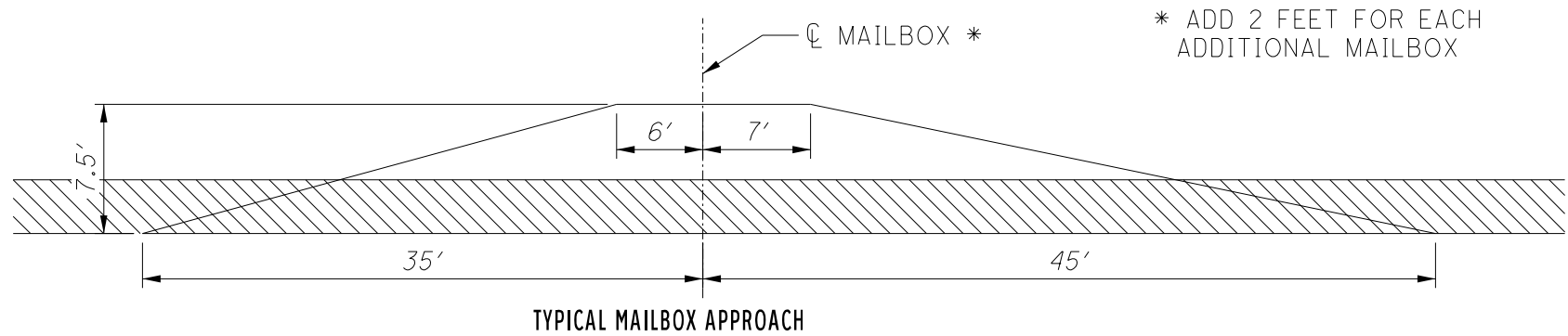
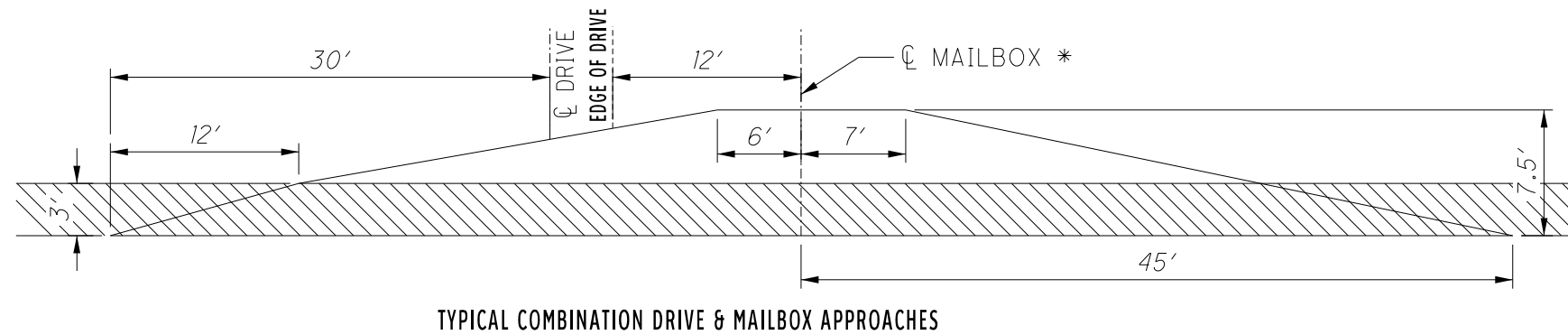
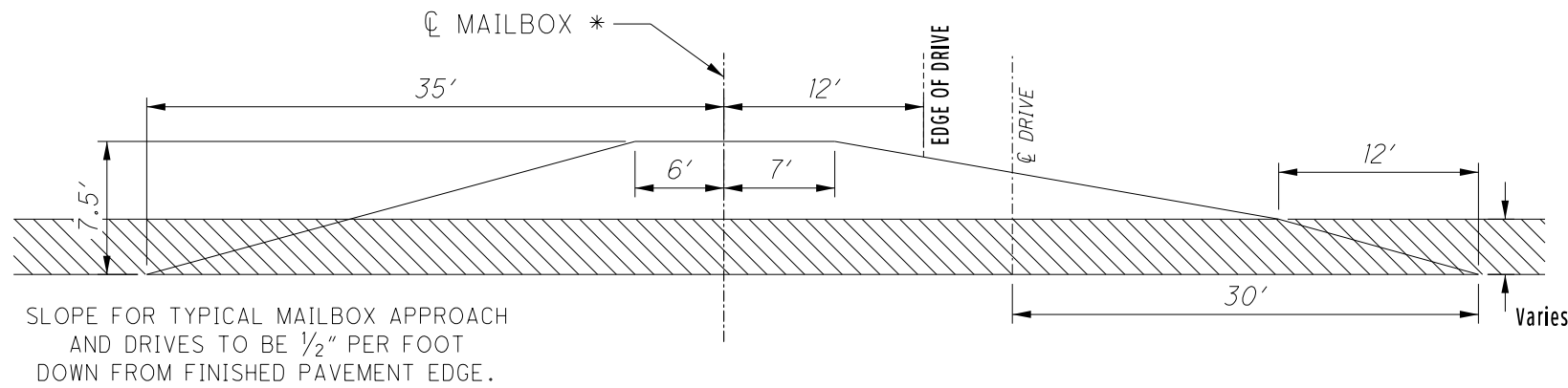
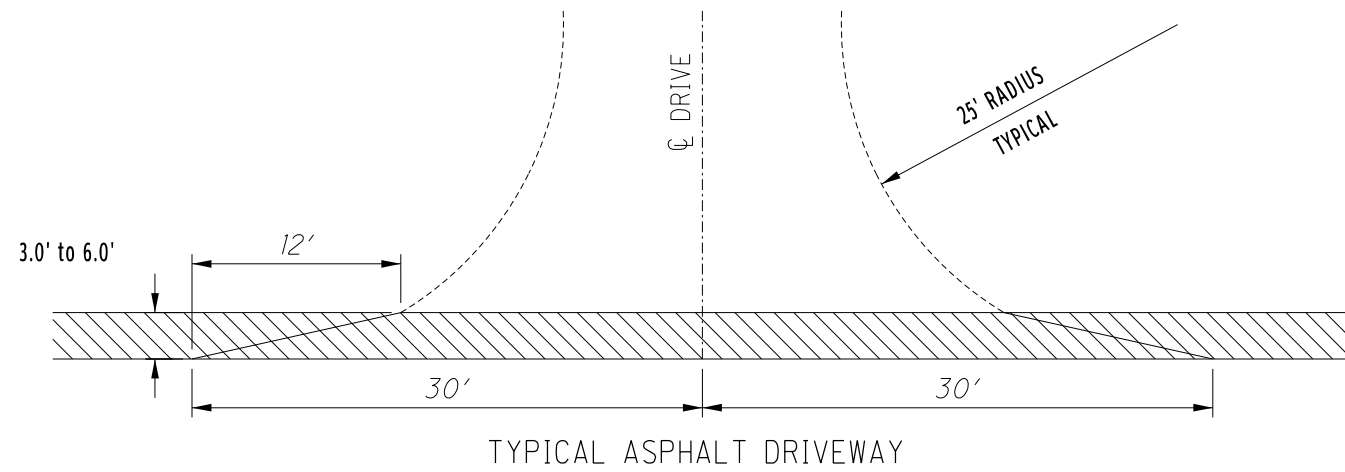
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 618 EDGE LINE,
RUMBLE STRIPE (ASPHALT CONCRETE) = 16.5 MILE

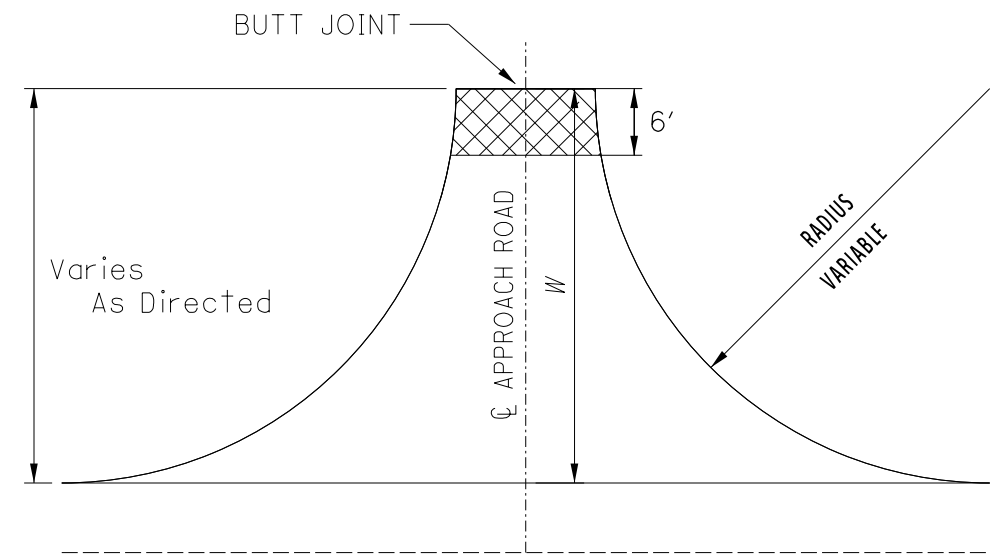
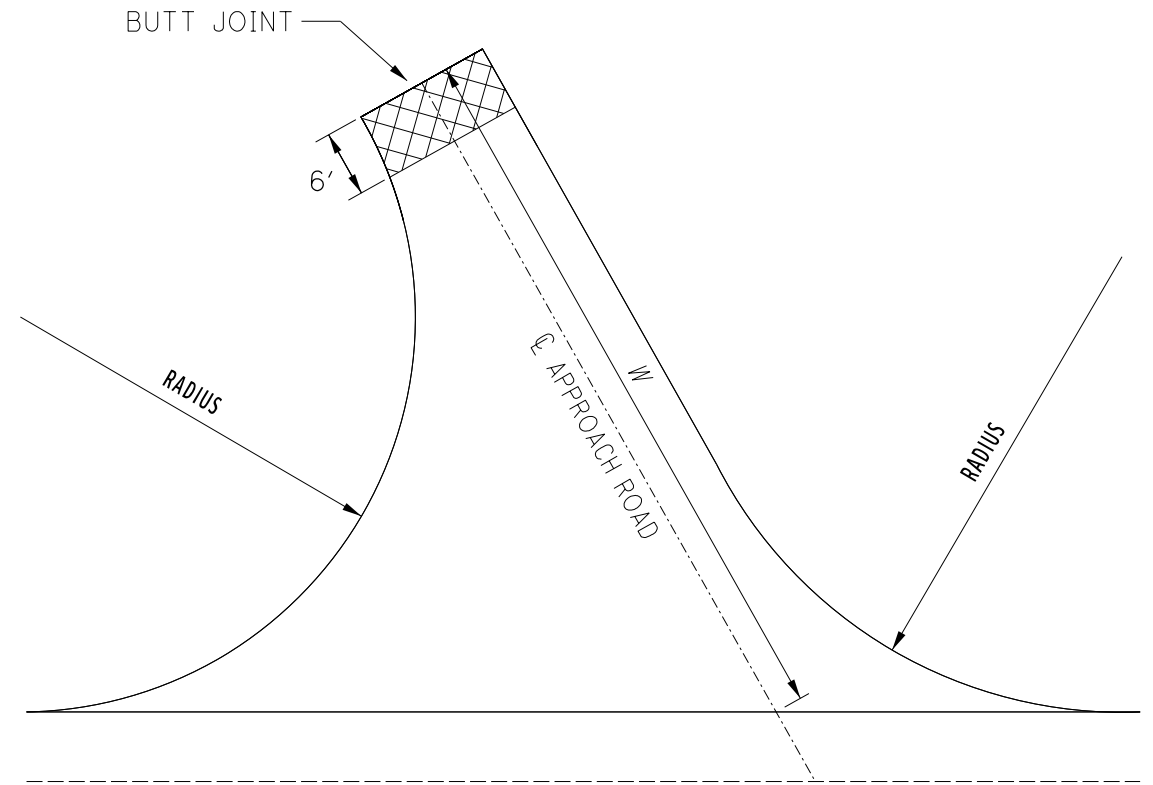
CALCULATED	GENERAL NOTES		
TMK			
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	MER-49 / 219 - 3.52 / 1.09		

7 13 MER-49 / 219 - 3.52 / 1.09	PAVEMENT SUBSUMMARY		CALCULATED
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* ADD 2 FEET FOR EACH
ADDITIONAL MAILBOX



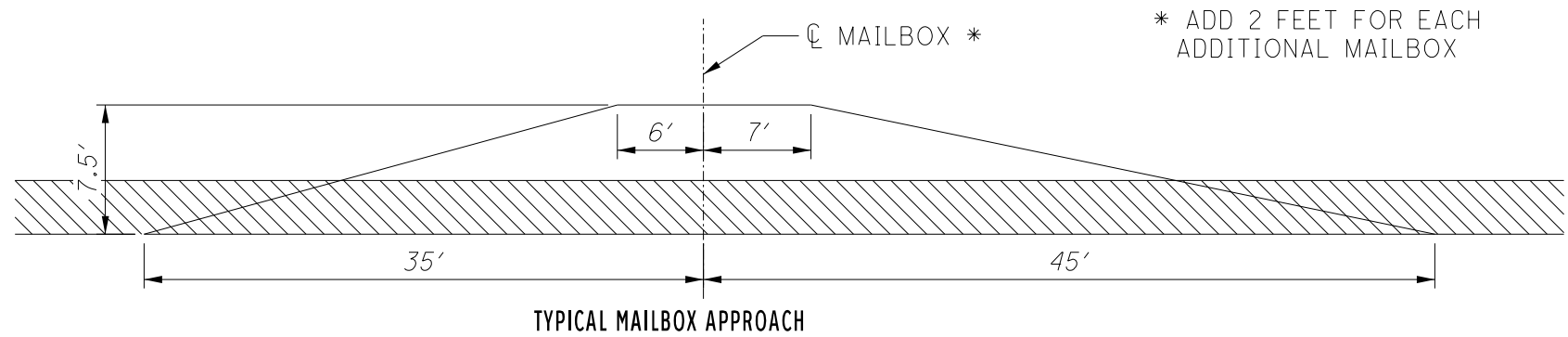
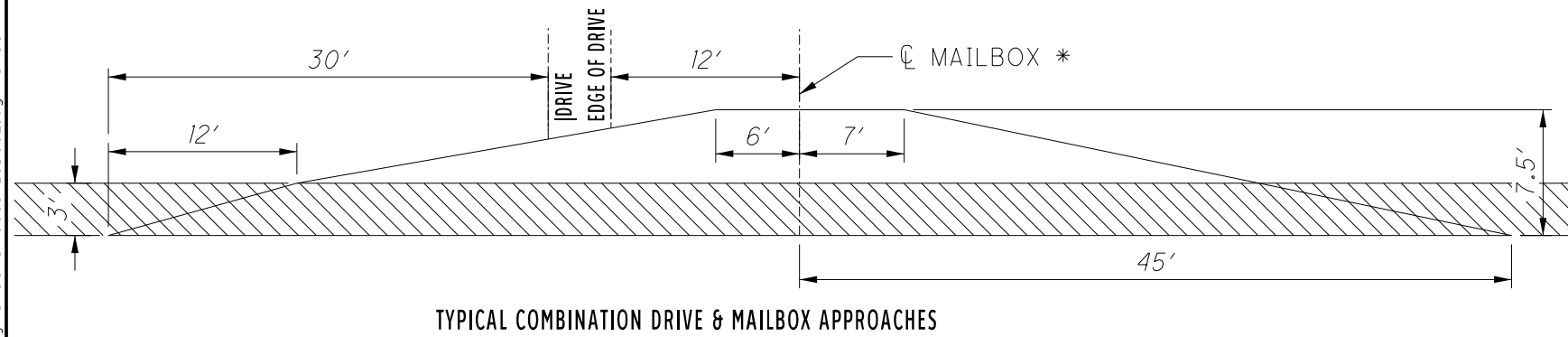
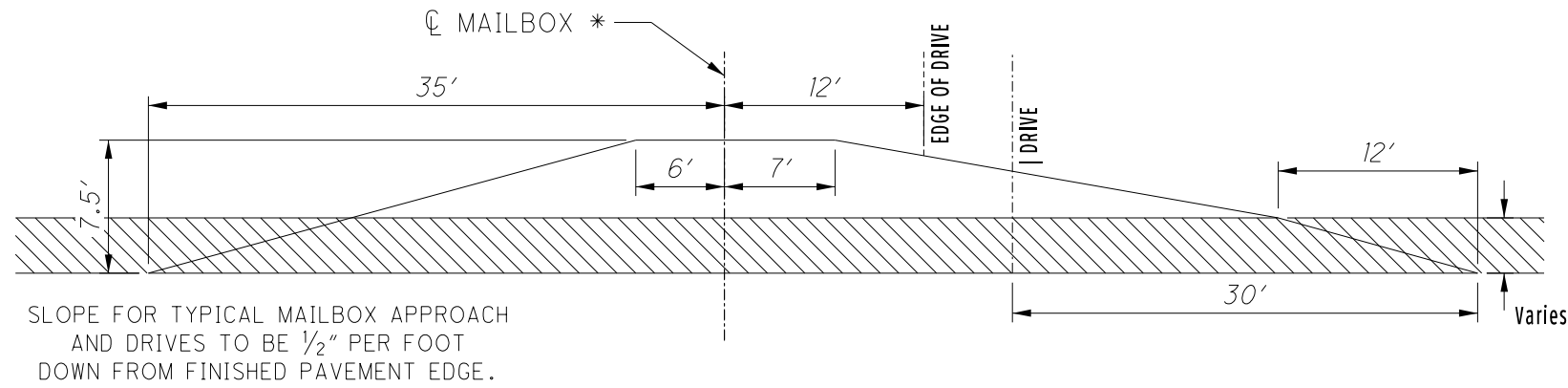
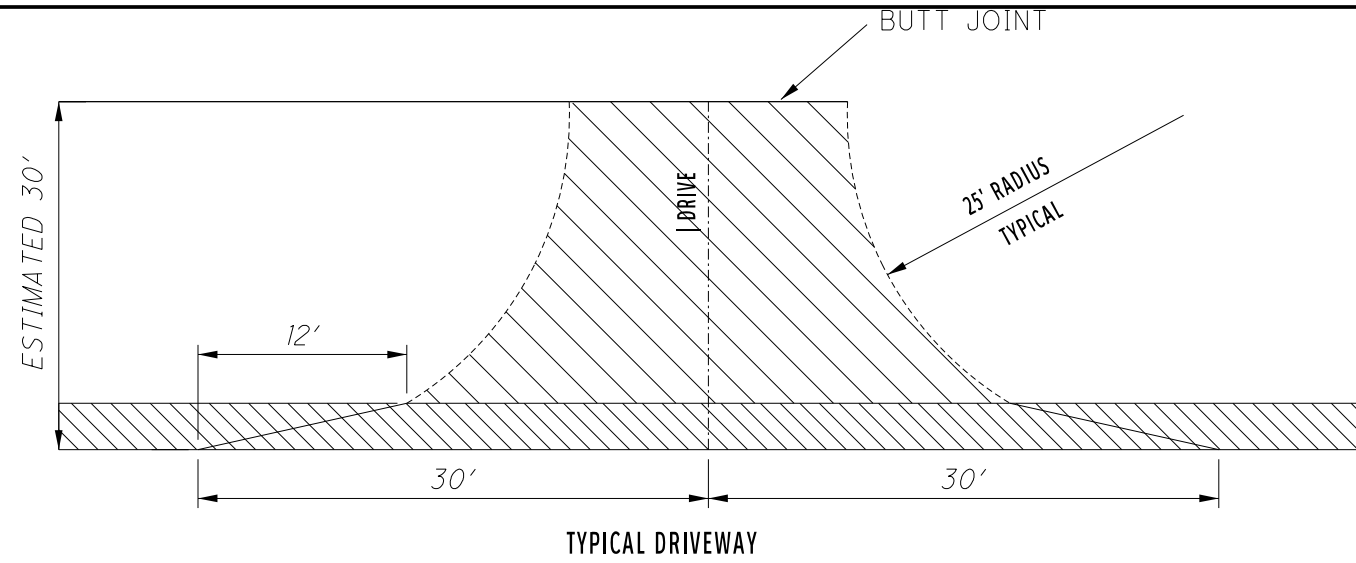
TYPICAL APPROACH ROAD PAVING

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

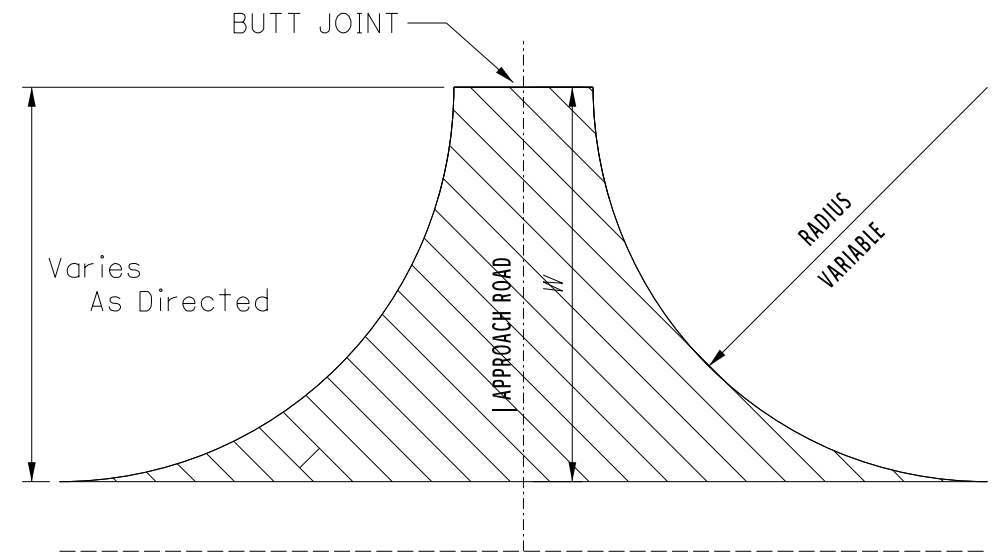
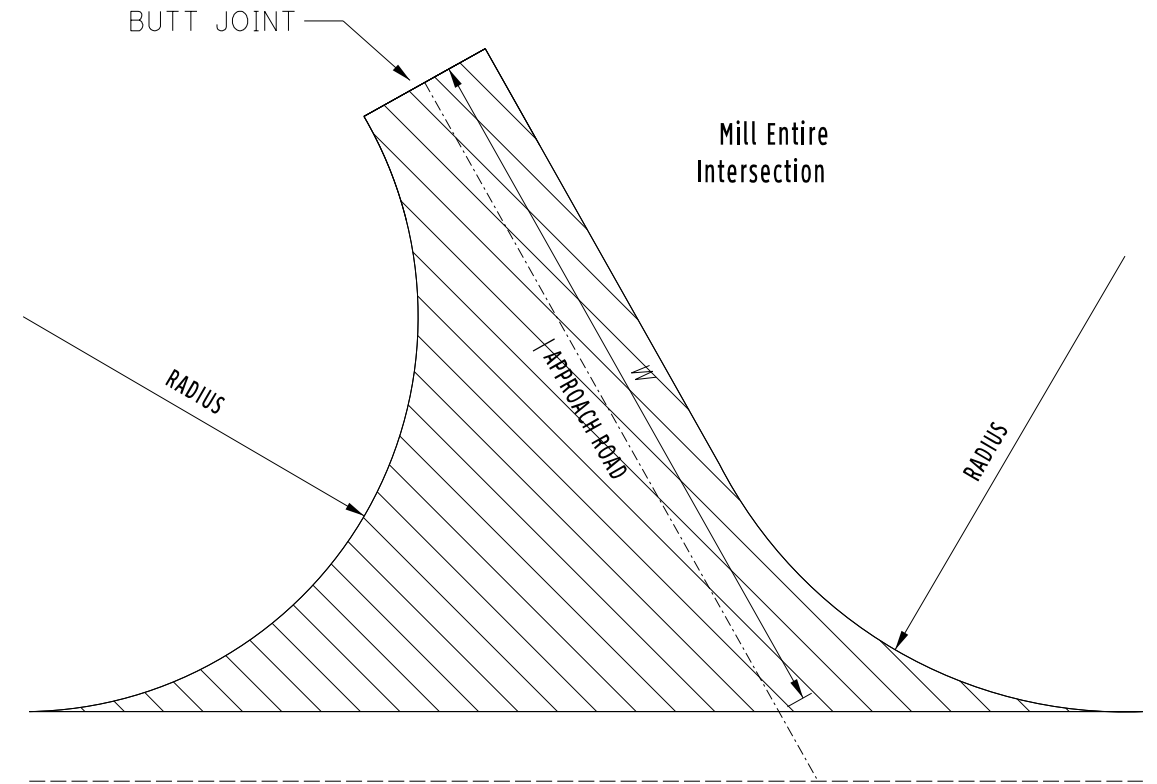
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

TYPICAL APPROACHES FOR ROADS,
DRIVES, AND MAILBOXES

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* ADD 2 FEET FOR EACH ADDITIONAL MAILBOX



TYPICAL APPROACH ROAD PAVING

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

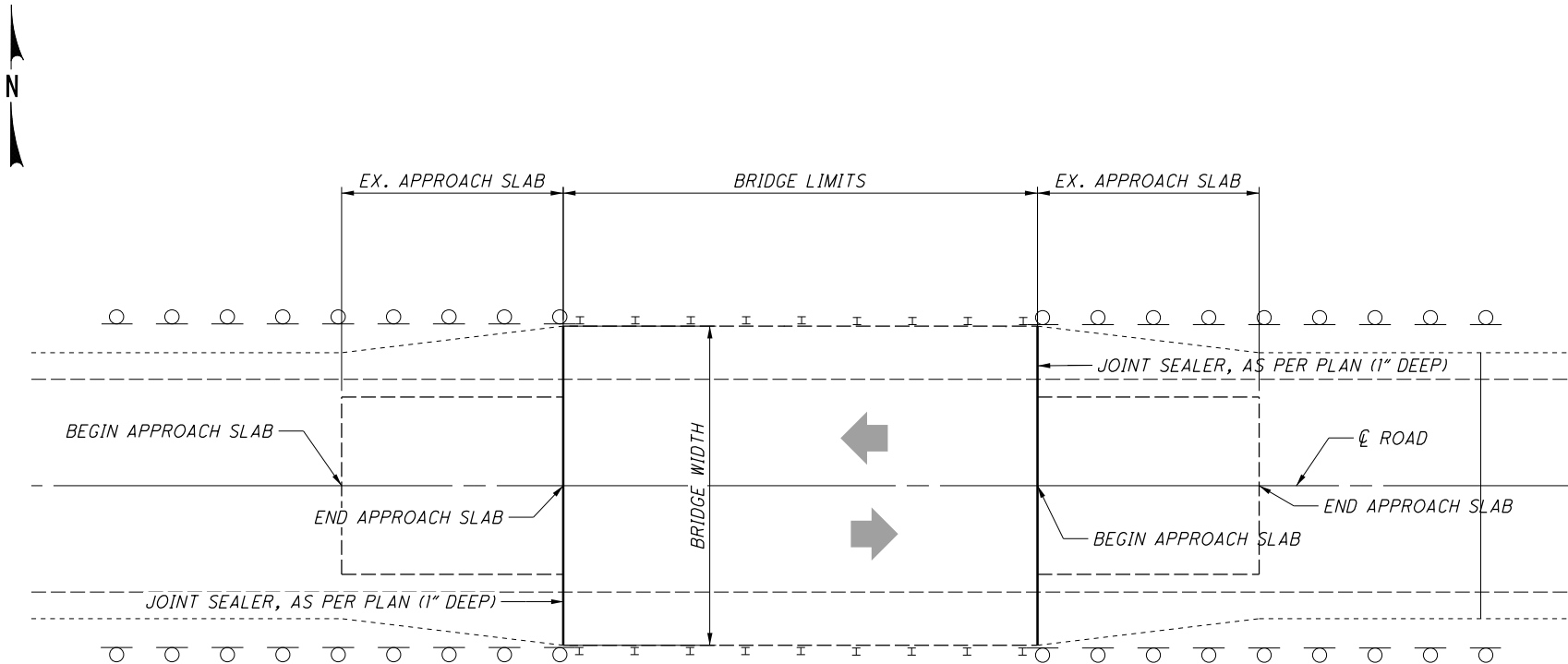
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

TYPICAL APPROACHES FOR ROADS,
DRIVES, AND MAILBOXES

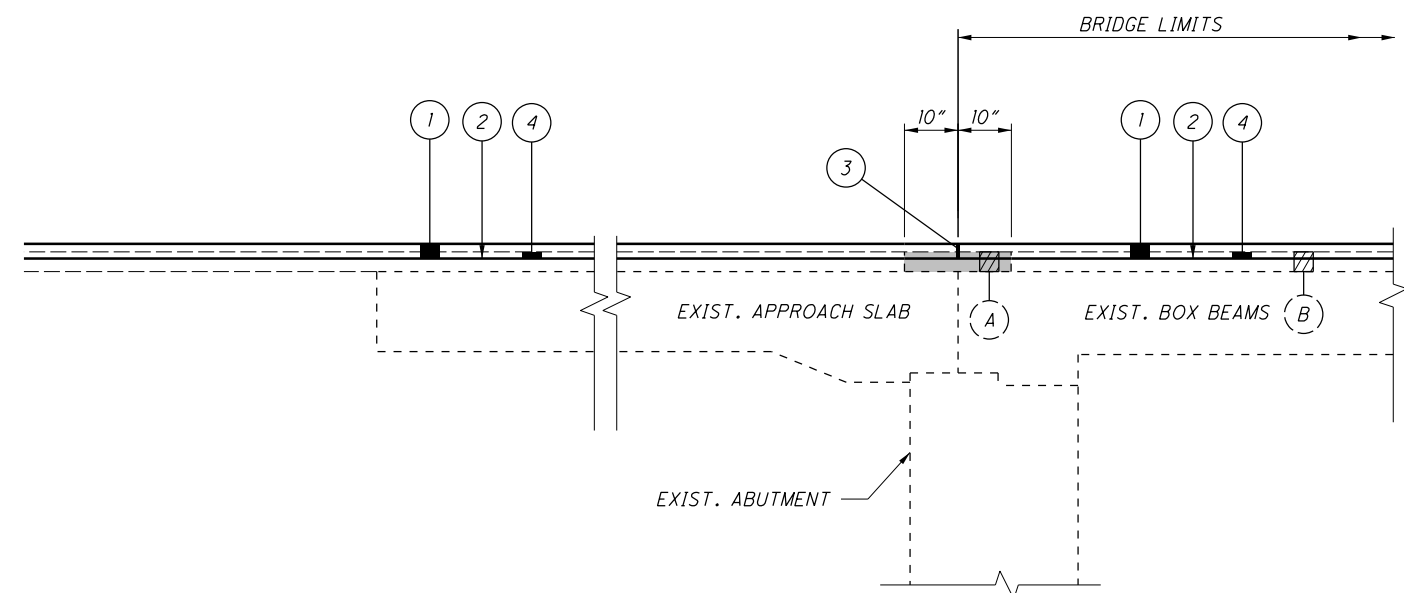




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PLAN VIEW MER-219-0258



PROFILE VIEW MER-219-0258

(REAR SHOWN, FORWARD SIMILAR)

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" DEEP)

A 1" DEEP X 1/2" WIDE STRIP SHALL BE SAWCUT OUT OF THE THE PROPOSED OVERLAY. CENTER THE SAWCUT IN THE CENTER OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM THAT WAS COVERED UP BY THE PROPOSED OVERLAY. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED. THE CONTRACTOR SHALL MARK AND VERIFY THE LOCATIONS WITH THE ENGINEER PRIOR TO ANY MILLING OR PAVING. A QUANTITY FOR EACH STRUCTURE HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES.

LEGEND

- 1 ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
- 2 ITEM 407 - TACK COAT (.085 GAL/SY.)
- 3 ITEM 516 - JOINT SEALER, AS PER PLAN (1" DEEP)
- 4 ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1/2" DEPTH
- A EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT
- B EXISTING 2"-3" ASPHALT PAVEMENT

EXISTING STRUCTURE

TYPE: PRETRESSED CONCRETE BOX BEAM

SPANS: 58'-0" c/c brgs.

ROADWAY WIDTH: 36'-0" F/F GUARDRAIL

LOADING: HS 20-44 AND ALTERNATE MILITARY LOADING

WEARING SURFACE: 2"-3" ASPHALT

SKEW: 0°

STRUCTURAL FILE NUMBER: 5403049

DATE BUILT: 1989

DISPOSITION: TO BE RESURFACED

PROPOSED WORK

1) MARK AND VERIFY LOCATIONS OF JOINT WITH THE ENGINEER. REMOVE 1/2" OF ASPHALT FROM THE BRIDGE DECK, THE APPROACH SLABS, AND THE POLYMER MODIFIED ASPHALT EXPANSION JOINT.

2) OVERLAY THE BRIDGE DECK, THE APPROACH SLABS, AND THE POLYMER MODIFIED ASPHALT EXPANSION JOINT WITH 1" OF FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B.

3) SAW CUT PER ITEM 516, JOINT SEALER, AS PER PLAN. THE SAW CUT SHALL BE LOCATED OVER THE CENTER OF THE EXISTING POLYMER JOINT.

CALCULATED
TMK
CHECKED
TMK

BRIDGE NO.: MER-219-0258

MER-49 / 219 -
3.52 / 1.09

12
13

