

SEE SHEET 2 FOR LOCATION MAP

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

MER-PAVE-FY25

JEFFERSON, GIBSON, LIBERTY & BLACK CREEK TOWNSHIPS

GRANVILLE, HOPEWELL, DUBLIN, RECOVERY & UNION TOWNSHIPS

VILLAGES OF FORT RECOVERY & ST. HENRY

MERCER COUNTY

FEDERAL PROJECT NUMBER

E240 (335)

RAILROAD INVOLVEMENT

R J CORMAN RAILROAD

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF RESURFACING WITH ASPHALT CONCRETE OF SR 29, SR 49, SR 118, SR 119 & SR 707 IN MERCER COUNTY.

PROJECT LOCATIONS

PARTICIPATION 1 = 01/S5K/05
MER-29-SLM 8.17 TO 10.93

PARTICIPATION 2 = 02/STR/05
MER-29-SLM 5.99 TO 8.17
MER-49-SLM 0.00 TO 5.05
MER-49-SLM 15.43 TO 21.46
MER-118-SLM 0.00 TO 4.61
MER-118-SLM 17.97 TO 21.82
MER-119-SLM 0.00 TO 2.06
MER-707-SLM 13.08 TO 16.11

PARTICIPATION 3 = 03/STR/05
MER-119-SLM 0.79 TO 2.06 (FULL DEPTH PAVEMENT REPAIRS IN FORT RECOVERY)

EARTH DISTURBED AREAS

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

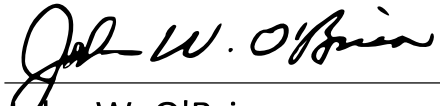
* MAINTENANCE PROJECT

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

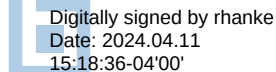
DIRECTOR, DEPARTMENT OF TRANSPORTATION



ENGINEER'S SEAL

ROADWAY



 R. Hanke, P.E. 

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ROUTE	LOCATION	ADT	TRUCKS
MER-29	SLM 5.99 TO 10.93	5960	785
MER-49	SLM 0.00 TO 5.05	3700	510
MER-49	SLM 15.43 TO 21.46	1425	405
MER-118	SLM 0.00 TO 4.61	3180	305
MER-118	SLM 17.97 TO 21.82	2210	400
MER-119	SLM 0.00 TO 2.06	3455	570
MER-707	SLM 13.08 TO 16.11	600	25

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

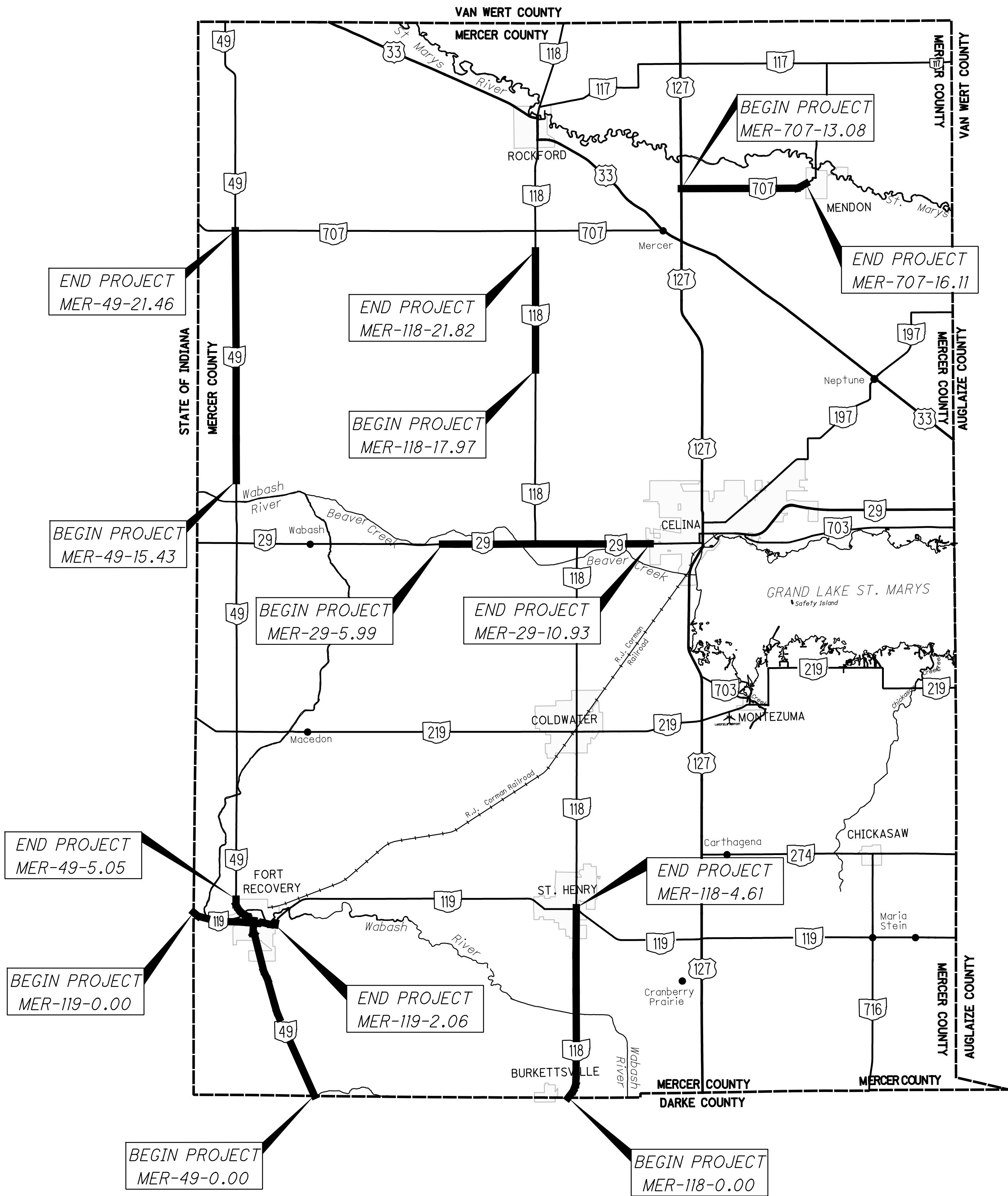
OHIO811.org
Before You Dig

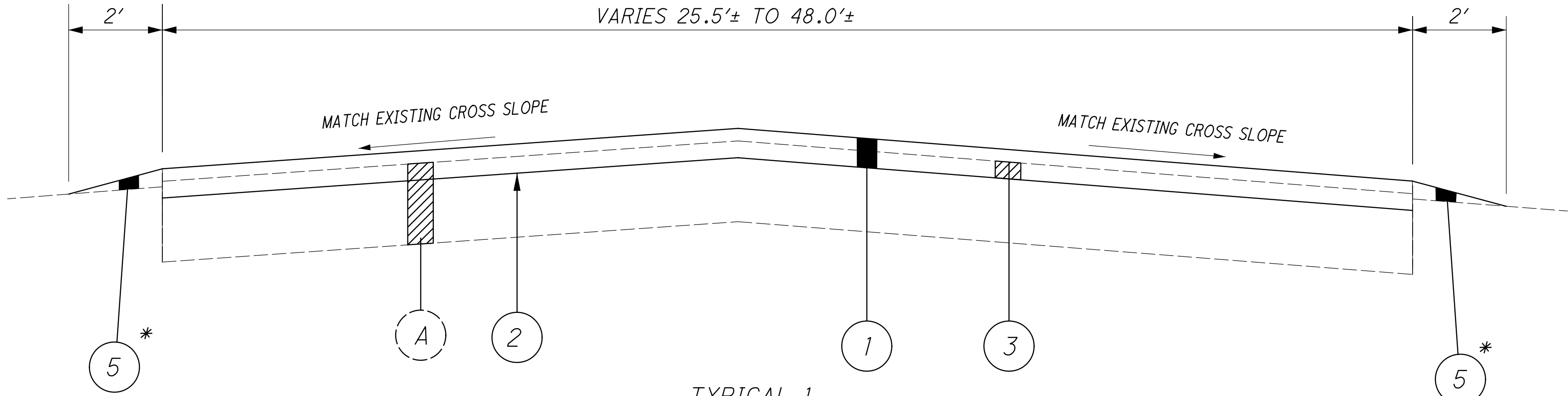
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

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

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/21/22					800	1/19/24
BP-3.2	1/18/19						
BP-7.1	7/21/23	TC-41.20	10/18/13			832	7/21/23
		TC-42.20	10/18/13				
		TC-52.10	10/18/13				
DM-4.3	1/15/16	TC-52.20	1/15/21			872	1/21/22
DM-4.4	1/15/16	TC-64.10	7/21/23			874	4/17/20
		TC-65.10	1/17/14			875	1/18/19
		TC-65.11	7/15/22				
MT-97.10	4/19/19	TC-71.10	4/21/23				
MT-97.11	1/20/17	TC-74.10	7/21/23				
MT-99.20	4/19/19						
MT-101.90	7/17/20	DBR-3-11	7/15/11				
MT-105.10	1/17/20						







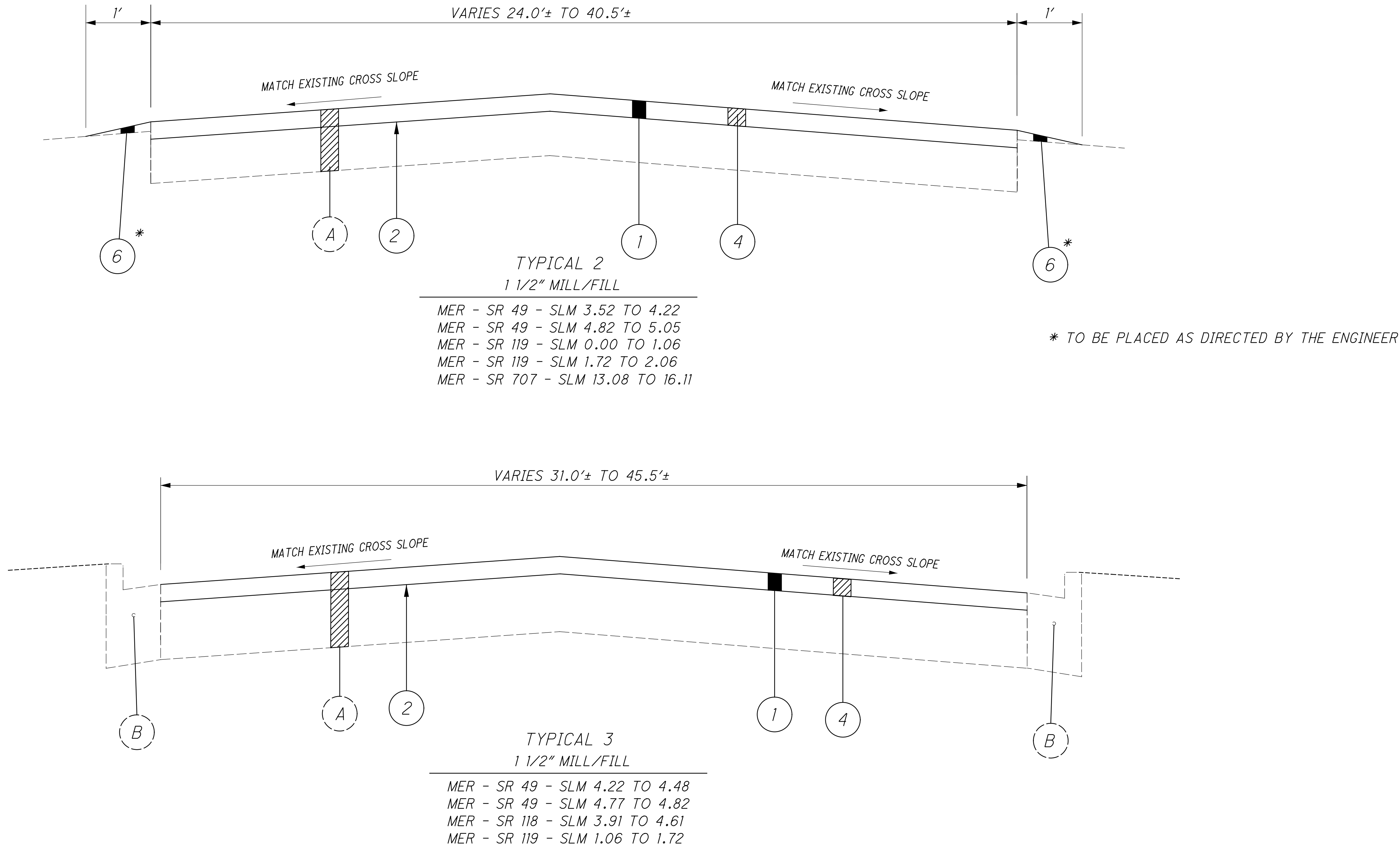
TYPICAL 1
1/2" PLANING / 1 1/2" RESURFACE
MER - SR 29 - SLM 5.99 TO 10.93
MER - SR 49 - SLM 0.00 TO 3.52
MER - SR 49 - SLM 15.43 TO 21.46
MER - SR 118 - SLM 0.00 TO 3.91
MER - SR 118 - SLM 17.97 TO 21.82

* 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 897 - PAVEMENT PLANING, ASPHALT CONCRETE, 1/2" DEPTH
- ④ - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" DEPTH
- ⑤ - ITEM 617 - COMPACTED AGGREGATE (2" AVERAGE THICKNESS)
- Ⓐ - EXISTING PAVEMENT
- Ⓑ - EXIXSTING CURB OR EXISTING CURB & GUTTER





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 897 - PAVEMENT PLANING, ASPHALT CONCRETE, 1/2" DEPTH
④ - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" DEPTH
⑤ - ITEM 617 - COMPACTED AGGREGATE (2" AVERAGE THICKNESS)
⑥ - ITEM 617 - COMPACTED AGGREGATE (1" AVERAGE THICKNESS)
Ⓐ - EXISTING PAVEMENT
Ⓑ - EXISTING CURB OR EXISTING CURB & GUTTER



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 253 – PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 – 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 OF THE DETERIORATED PAVEMENT. THE ESTIMATED PAVEMENT REMOVAL DEPTH IS 7⁺. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL AS PER 253.03. THE REPLACEMENT MATERIAL SHALL BE 9” OF ITEM 301 – ASPHALT CONCRETE BASE, (449), PG64-22.

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

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN = 250 SQ YD

FULL DEPTH PAVEMENT REPAIR LOCATIONS

LISTED BELOW ARE POSSIBLE REPAIR LOCATIONS THAT HAVE BEEN IDENTIFIED BY FIELD OBSERVATIONS. THESE LOCATIONS ARE FOR REFERENCE ONLY. ALL REPAIR LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

ROUTE	DIR.	SLM	SIZE
SR 119	WB	1.15	50’ X 6’
SR 119	WB	1.17	30’ X 6’
SR 119	WB	1.20	20’ X 6’
SR 119	WB	1.22	50’ X 4’
SR 119	WB	1.25	25’ X 6’
SR 119	WB	1.27	50’ X 6’
SR 119	WB	1.58	10’ X 10’
SR 119	WB	1.63	10’ X 6’
SR 119	EB	1.63	20’ X 8’
SR 119	WB	1.68	50’ X 6’
SR 119	WB	1.68	4’ X 10’
SR 119	WB	1.78	50’ X 4’
SR 119	WB	1.81	20’ X 4’

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/S5K/05
MER-29-SLM 8.17 TO 10.93 = 350 SY

PARTICIPATION 2 = 02/STR/05
MER-29-SLM 5.99 TO 8.17 = 300 SY
MER-49-SLM 0.00 TO 5.05 = 650 SY
MER-49-SLM 15.43 TO 21.46 = 700 SY
MER-118-SLM 0.00 TO 4.61 = 2500 SY
MER-118-SLM 17.97 TO 21.82 = 500 SY
MER-119-SLM 0.00 TO 2.06 = 500 SY
MER-707-SLM 13.08 TO 16.11 = 1000 SY
PARTICIPATION 2 TOTAL = 6150 SY

ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, TYPE A

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 SHALL BE ONE HALF INCH (1/2”) AS SHOWN ON THE TYPICAL SECTIONS.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING VARIES FROM 25.5’ TO 48.0’.

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

THERE ARE THIRTY FIVE (35) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING. THERE ARE FIFTY FOUR (54) ROADS THAT THE PROJECT WILL TIE INTO AT THESE THIRTY FIVE (35) INTERSECTIONS.

ITEM 897 – 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 897.04.

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

PARTICIPATION 1 = 01/S5K/05 = 25 SY
PARTICIPATION 2 = 02/STR/05 = 375 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 24.0’ TO 45.5’.

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

THERE ARE THIRTY (30) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING. THERE ARE FORTY (40) STREETS THAT THE PROJECT WILL TIE INTO AT THESE THIRTY (30) INTERSECTIONS.

THERE ARE APPROXIMATELY SIXTY SIX (66) 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

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

ITEM 611 – MANHOLE ADJUSTED TO GRADE = 20 EACH
ITEM 638 – VALVE BOX ADJUSTED TO GRADE = 13 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 ITEMS 611 & 638. ANY NEW CASTINGS REQUIRED SHALL BE FURNISHED TO THE CONTRACTOR BY THE VILLAGES OF FT. RECOVERY AND ST. HENRY. ADJUSTING DEVICES ON MANHOLE COVERS ARE PROHIBITED.

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:

ITEM 254 – PATCHING PLANED SURFACE, AS PER PLAN = 200 SY
(PARTICIPATION 2 = 02/STR/05)

PN 420 – SURFACE SMOOTHNESS REQUIREMENTS FOR PAVEMENTS

THE SMOOTHNESS REQUIREMENTS OF PROPOSAL NOTE 420 SHALL NOT APPLY TO THE PAVEMENT WITHIN THE VILLAGES OF CHATTANOOGA, FT. RECOVERY AND ST. HENRY.

VARIABLE THICKNESS (1/2” TO 1 1/2”) PLANING CALCULATIONS				
PART.	LOCATION	WIDTH	LENGTH	AREA
2	BEGIN PROJECT MER-29-5.99	30.5’ AVG.	50’	170 SY
2	MER-29-0780 REAR APPROACH	30.5’ AVG.	50’	170 SY
2	MER-29-0780 FWD APPROACH	30.5’ AVG.	50’	170 SY
1	END PROJECT MER-29-10.93	30.5’ AVG.	50’	170 SY
1	INTERSECTIONS	ALL INTERSECTION PAVEMENT		1750 SY
2	INTERSECTIONS	ALL INTERSECTION PAVEMENT		1100 SY
1	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		900 SY
2	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		600 SY
2	BEGIN PROJECT MER-49-0.00	25.5’ AVG.	50’	142 SY
2	MER-29-0217 REAR APPROACH	25.5’ AVG.	50’	142 SY
2	MER-49-0217 FWD APPROACH	25.5’ AVG.	50’	142 SY
2	1/2” TO 1 1/2” TRANS MER-49-3.52	25.5’ AVG.	50’	142 SY
2	INTERSECTIONS	ALL INTERSECTION PAVEMENT		950 SY
2	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		1100 SY
2	BEGIN PROJECT MER-49-15.43	29.0’ AVG.	50’	161 SY
2	END PROJECT MER-49-21.46	25.5’ AVG.	50’	142 SY
2	INTERSECTIONS	ALL INTERSECTION PAVEMENT		1750 SY
2	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		1650 SY
2	BEGIN PROJECT MER-118-0.00	30.5’ AVG.	50’	170 SY
2	1/2” TO 1 1/2” TRANS MER-118-3.91	30.5’ AVG.	50’	170 SY
2	INTERSECTIONS	ALL INTERSECTION PAVEMENT		2050 SY
2	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		700 SY
2	BEGIN PROJECT MER-118-17.97	28.5’ AVG.	50’	158 SY
2	END PROJECT MER-118-21.82	28.5’ AVG.	50’	158 SY
2	INTERSECTIONS	ALL INTERSECTION PAVEMENT		1100 SY
2	DRIVES/MB APPR.	ALL DRIVE AND MAILBOX APPROACH PAVEMENT		700 SY
			TOTAL	16,557 SY

VARIABLE THICKNESS PLANING QUANTITIES ARE INCLUDED WITH THE PAVEMENT CALCULATIONS



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 = 45 CY (PART 1 = 5 CY) (PART 2 = 40 CY)

ESTIMATED APPROACHES:

- 1 MB APPROACH - MER-29 SLM 10.84 LT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-49 SLM 1.50 RT = 5 CY
- 1 MB APPROACH - MER-49 SLM 2.30 LT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-49 SLM 2.28 RT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-49 SLM 2.56 LT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-49 SLM 3.42 LT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-118 SLM 3.07 RT = 5 CY
- 1 COMB. MB/DRIVE APPROACH - MER-118 SLM 20.76 RT = 5 CY
- 1 MB APPROACH - MER-119 SLM 2.05 LT = 5 CY

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 707.10.

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 THREE (3) EACH OF ITEM SPECIAL, MAILBOX REMOVED AND RESET HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 690 - SPECIAL - MAILBOX REMOVED AND RESET, 9 EACH
(PART 1 = 1 EACH) (PART 2 = 8 EACH)

ASPHALT SAFETY EDGES

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

PARTICIPATION 1 = 01/S5K/05
MER-29-SLM 8.17 TO 10.93 = 2.76 MILE

PARTICIPATION 2 = 02/STR/05
MER-29-SLM 5.99 TO 8.17 = 2.18 MILE
MER-49-SLM 0.00 TO 3.73 = 3.73 MILE
MER-49-SLM 15.43 TO 21.46 = 6.03 MILE
MER-118-SLM 0.00 TO 3.91 = 3.91 MILE
MER-118-SLM 17.97 TO 21.82 = 3.85 MILE
MER-119-SLM 0.00 TO 1.06 = 1.06 MILE
MER-707-SLM 13.08 TO 16.11 = 3.03 MILE
PARTICIPATION 2 TOTAL = 23.79 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 = 5.52 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,
TYPE 1 (448), PG70-22M = 15 CY

PARTICIPATION 2

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 47.58 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,
TYPE 1 (448), PG70-22M = 126 CY

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.

COOPERATION WITH RAILROAD (R.J. CORMAN RAILROAD)

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.

R.J. CORMAN RAILROAD
CROSSING LOCATION: MER-49-5.01

PAVING AT RAILROAD CROSSINGS

THE RAILROAD CROSSING AT MER-49-5.01: SUSPEND AND RESUME RESURFACING AT THE EXISTING RAILROAD CROSSING MATERIALS, APPROXIMATELY 3 FEET FROM NEAREST RAIL. THE CONTRACTOR SHALL VERIFY THE ACTUAL JOINT LOCATIONS WITH THE ENGINEER BEFORE PERFORMING WORK.

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

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 EXTRANEIOUS MARKS CAUSED BY THE CONTRACTOR'S OPERATIONS. THE DEPARTMENT WILL PAY FOR THE PAVEMENT MARKINGS ITEM 642 TRAFFIC PAINT, SEPARATELY.

A QUANTITY OF 35.96 MILES OF ITEM 618 EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATIONS ARE:

- (PART. 2) MER-29 FROM SLM 5.99 TO SLM 8.17
- (PART. 1) MER-29 FROM SLM 8.17 TO SLM 10.81
- (PART. 2) MER-49 FROM SLM 15.43 TO SLM 19.84
- (PART. 2) MER-118 FROM SLM 0.00 TO SLM 3.79
- (PART. 2) MER-118 FROM SLM 17.97 TO SLM 21.99
- (PART. 2) MER-119 FROM SLM 0.00 TO SLM 0.94

A QUANTITY OF 17.98 MILES OF ITEM 618 CENTER LINE, RUMBLE STRIPE (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATIONS ARE:

- (PART. 2) MER-29 FROM SLM 5.99 TO SLM 8.17
- (PART. 1) MER-29 FROM SLM 8.17 TO SLM 10.81
- (PART. 2) MER-49 FROM SLM 15.43 TO SLM 19.84
- (PART. 2) MER-118 FROM SLM 0.00 TO SLM 3.79
- (PART. 2) MER-118 FROM SLM 17.97 TO SLM 21.99
- (PART. 2) MER-119 FROM SLM 0.00 TO SLM 0.94

A QUANTITY OF 17.93 MILES OF ITEM 874 LONGITUDINAL JOINT PREPARATION HAS BEEN CARRIED TO THE GENERAL SUMMARY. THE SEGMENT LOCATION IS:

- (PART. 2) MER-29 FROM SLM 5.99 TO SLM 8.17
- (PART. 1) MER-29 FROM SLM 8.17 TO SLM 10.93
- (PART. 2) MER-49 FROM SLM 15.43 TO SLM 19.84
- (PART. 2) MER-118 FROM SLM 0.00 TO SLM 3.79
- (PART. 2) MER-118 FROM SLM 17.97 TO SLM 21.82
- (PART. 2) MER-119 FROM SLM 0.00 TO SLM 0.94

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

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

RPH 3-7-24

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ADA WAIVER

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES.

ADA FEATURE	APPROVAL DATE	LOCATION
RMP0026649	3/4/2024	SR-118 & ASH ST, NE
RMP0026654	3/4/2024	SR-118 & ASH ST, NW
RMP0026650	3/4/2024	SR-118 & ASH ST, SE
RMP0026651	3/4/2024	SR-118 & ASH ST, SW
RMP0026646	3/4/2024	SR-118 & BECKMAN AVE, NW
RMP0026647	3/4/2024	SR-118 & BECKMAN AVE, SW
RMP0026637	3/4/2024	SR-118 & COLUMBUS ST, NE
RMP0026636	3/4/2024	SR-118 & COLUMBUS ST, NW
RMP0026658	3/4/2024	SR-118 & COLUMBUS ST, SE
RMP0026638	3/4/2024	SR-118 & COLUMBUS ST, SW
RMP0026657	3/4/2024	SR-118 & HICKORY ST, NW
RMP0026656	3/4/2024	SR-118 & HICKORY ST, SW
RMP0026644	3/4/2024	SR-118 & JIM LACHEY DR, NE
RMP0026645	3/4/2024	SR-118 & JIM LACHEY DR, SE
RMP0026524	2/29/2024	SR-119 & 1ST ST, NE, WEST CROSSING
RMP0026536	2/29/2024	SR-119 & 1ST ST, SE
RMP0026548	2/28/2024	SR-119 & FORT SITE ST, NE
RMP0026578	2/28/2024	SR-119 & FORT SITE ST, NW, EAST CROSSING
RMP0026549	2/28/2024	SR-119 & FORT SITE ST, NW, SOUTH CROSSING
RMP0026550	2/28/2024	SR-119 & FORT SITE ST, SW
RMP0026526	2/29/2024	SR-119 & HIGH ST, SW
RMP0026563	3/1/2024	SR-119 & JOHN ST, SE
RMP0026533	2/29/2024	SR-119 & JOHN ST, SW
RMP0026525	2/29/2024	SR-119 & MAIN ST, NW, SOUTH CROSSING
RMP0026544	2/29/2024	SR-119 & MAIN ST, SE
RMP0026573	2/29/2024	SR-119 & MAIN ST, SW
RMP0026538	2/29/2024	SR-119 & SR-49, NE, WEST CROSSING
RMP0026539	2/29/2024	SR-119 & SR-49, NW, SOUTH CROSSING
RMP0026571	2/29/2024	SR-119 & SR-49, SW, EAST CROSSING
RMP0026570	3/1/2024	SR-119 & SR-49, SW, NORTH CROSSING
RMP0026575	2/29/2024	SR-119 & WAYNE ST, NE, SOUTH CROSSING
RMP0026546	2/29/2024	SR-119 & WAYNE ST, NW, EAST CROSSING
RMP0026545	2/29/2024	SR-119 & WAYNE ST, NW, SOUTH CROSSING
RMP0026576	2/29/2024	SR-119 & WAYNE ST, SE
RMP0026547	2/28/2024	SR-119 & WAYNE ST, SW, NORTH CROSSING
RMP0026564	2/29/2024	SR-119 & WILLIAMS ST, SW
RMP0026532	3/1/2024	SR-49 & CENTER ST, NE
RMP0026588	3/1/2024	SR-49 & CENTER ST, NW
RMP0026589	3/1/2024	SR-49 & CENTER ST, SE
RMP0026561	3/4/2024	SR-49 & CENTER ST, SW
RMP0026560	3/4/2024	SR-49 & FREMONT ST, NE
RMP0026559	3/4/2024	SR-49 & FREMONT ST, SE
RMP0026592	3/1/2024	SR-49 & MILLIGAN ST, NE
RMP0026591	3/1/2024	SR-49 & MILLIGAN ST, NW
RMP0026562	3/1/2024	SR-49 & MILLIGAN ST, SE
RMP0026590	3/1/2024	SR-49 & MILLIGAN ST, SW
RMP0026553	3/4/2024	SR-49 & WAYNE ST, NE
RMP0026580	3/4/2024	SR-49 & WAYNE ST, NW
RMP0026581	3/4/2024	SR-49 & WAYNE ST, SE
RMP0026594	3/1/2024	SR-49 & WIGGS ST, NW
RMP0026593	3/1/2024	SR-49 & WIGGS ST, SW

WALK REPLACEMENT/ DETECTABLE WARNING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING DETECTABLE WARNING WHERE INDICATED IN THESE NOTES AND PLANS. WORKING CLOSELY WITH THE PROJECT ENGINEER, LOCATIONS MENTIONED SHALL CONSIST OF REMOVING SECTIONS OF EXISTING WALK AND REPLACING THE WALK TO INCLUDE A DETECTABLE WARNING MADE FROM AN APPROVED PRODUCT. THE CONTRACTOR SHALL NOT BE PERMITTED TO REMOVE LARGE SECTIONS OF EXISTING WALK DUE TO ITS CURRENT CONDITION.

WORK LOCATION NOT SHOWN IN THESE PLANS:

1). NE CORNER OF SR-119 AND MAIN ST SOUTH CROSSING, SAW CUT 5’ X3’ AND REMOVE THE EXISTING CONCRETE THAT BUTTS UP TO SR-119; AND INSTALL NEW WALK TO INCLUDE A 4’ X2’ DETECTABLE WARNING FROM APPROVED MATERIAL.

TOTALS CARRIED TO GENERAL SUMMARY:
ITEM 202 WALK REMOVED = 15 SF
ITEM 608 CONCRETE WALK, 4”= 15 SF
ITEM 608 DETECTABLE WARNING = 8 SF

WALK REPLACEMENT/ CURB RAMP SUBSUMMARY

7	14	15	ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION
15	266	37	202	30000	318	SF	WALK REMOVED
		6	202	32000	6	FT	CURB REMOVED
	18		202	32500	18	FT	CURB AND GUTTER REMOVED
15	128		608	10000	143	SF	4” CONCRETE WALK
	165	40	608	52000	205	SF	CURB RAMP
8	72		608	53020	80	SF	DETECTABLE WARNING
QUANTITIES CARRIED TO GENERAL SUMMARY							

GENERAL NOTES



DESIGNER	
TMK	
REVIEWER	
RPH	3-7-24
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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.

PROJECT SCHEDULE

THE WORK IN THESE AREAS MUST BE COMPLETED BY SEPT. 30, 2024:

MER-49-SLM 0.00 TO 5.05
MER-119-SLM 0.00 TO 2.06
MER-707-SLM 13.08 TO 16.11
MER-118-SLM 0.00 TO 4.61 (PAVEMENT REPAIRS ONLY) – THE PAVEMENT REPAIRS FOR THIS ROADWAY SEGMENT MUST BE COMPLETED BY SEPT. 30, 2024. THE PLANING/RESURFACING OF MER-118-SLM 0.00 TO 4.61 MAY NOT BEGIN UNTIL THE PAVEMENT REPAIRS IN THIS AREA HAVE BEEN COMPLETED. ALL WORK FOR THIS SEGMENT MUST BE DONE BY JULY 31, 2025.

FT. RECOVERY:
NO WORK IS PERMITTED IN FT. RECOVERY FROM AUG 21, 2024 TO AUG 25, 2024 WHICH IS DURING AND ONE DAY BEFORE AND AFTER THE WOW FESTIVAL AT THE AMBASSADOR PARK.

NO MILLED SURFACE ON SR 49 OR SR 119 SHALL BE EXPOSED IN THE VILLAGE OF FT. RECOVERY DURING THIS TIME.

ST. HENRY:
NO WORK IS PERMITTED IN ST. HENRY FROM JULY 2, 2025 TO JULY 7, 2025 WHICH IS DURING AND ONE DAY BEFORE AND AFTER THE ST. HENRY COMMUNITY PICNIC.

NO MILLED SURFACE ON SR 118 SHALL BE EXPOSED IN THE VILLAGE OF ST. HENRY DURING THIS TIME.

WORK HOURS

ALL WORK WITHIN THE VILLAGES OF CHATTANOOGA, FT. RECOVERY AND ST. HENRY SHALL BE DONE BETWEEN THE HOURS OF 7:00AM AND 9:00PM.

COORDINATION OF WORK:

MER-PAVE-FY25 (PID 109767) – MER-29-SLM 5.99 to 10.93
MER-BH-FY25 (PID 114956)
MER-CR VAR PM FY25 (PID 114083)
INDOT PROJECT

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.

ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

* DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

* DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

* FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST’S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS’ DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS.

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

RPH 3-7-24

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	8	11	12	13	17	18	19	22	01/S5K/05	02/STR/05	03/STR/05						
																		ROADWAY	
										411		411		202	23500	411	SY	WEARING COURSE REMOVED	
		318										318		202	30000	318	SF	WALK REMOVED	
		6										6		202	32000	6	FT	CURB REMOVED	
		18										18		202	32500	18	FT	CURB AND GUTTER REMOVED	
	53.1										5.52	47.58		209	72050	53.1	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
		143										143		608	10000	143	SF	4" CONCRETE WALK	
		205										205		608	52000	205	SF	CURB RAMP	
		80										80		608	53020	80	SF	DETECTABLE WARNING	
	9										1	8		SPECIAL	69050350	9	EACH	MAILBOX REMOVED AND RESET	6
20												20		611	99654	20	EACH	DRAINAGE MANHOLE ADJUSTED TO GRADE	
																		PAVEMENT	
6,500											350	6,150		251	01041	6,500	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	5
250													250	253	01001	250	SY	PAVEMENT REPAIR, AS PER PLAN	5
				26,218	17,493	85,423				1,490		130,624		254	01000	130,624	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 ½" Depth	
200												200		254	01601	200	SY	PATCHING PLANED SURFACE, AS PER PLAN	5
	45										5	40		301	56001	45	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	6
				14,813	22,196	7,263				237	4,591	39,918		407	20000	44,509	GAL	NON-TRACKING TACK COAT	
	141			7,262	10,880	3,551				144	2,266	19,712		441	50100	21,978	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
				1,128	1,790	145						363		617	10100	3,063	CY	COMPACTED AGGREGATE	
	35.96											5.28		618	41000	35.96	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
	17.98											2.64		618	43000	17.98	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
	17.93											2.76		874	21000	17.93	MILE	LONGITUDINAL JOINT PREPARATION	
				140,361	234,698						51,175	323,884		897	01010	375,059	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, ½" Depth	
				7,648	8,909					905	2,820	14,642		897	01010	17,462	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, Variable Depth	
400											25	375		897	02001	400	SY	PATCHING PLANED SURFACE, AS PER PLAN	5
																		WATER WORK	
13												13		638	10800	13	EACH	VALVE BOX ADJUSTED TO GRADE	
																		TRAFFIC CONTROL	
									1,776		1,632	144		621	00100	1,776	EACH	RPM	
									1,776		1,632	144		621	54000	1,776	EACH	RAISED PAVEMENT MARKER REMOVED	
							50.08	6.06			5.52	50.62		642	00104	56.14	MILE	EDGE LINE, 6", TYPE 1	
							26.37	3.03			3.02	26.38		642	00300	29.4	MILE	CENTER LINE, TYPE 1	
							345				345			644	00400	345	FT	CHANNELIZING LINE, 8"	
							681	100			71	710		644	00500	781	FT	STOP LINE	
							3,331	473				3,804		644	00620	3,804	FT	CROSSWALK LINE, 12"	
							434				335	99		644	00700	434	FT	TRANSVERSE/DIAGONAL LINE	
							1					1		644	01000	1	EACH	RAILROAD SYMBOL MARKING	
							3	1				4		644	01110	4	EACH	SCHOOL SYMBOL MARKING, 96"	
							474	252				726		644	01200	726	FT	PARKING LOT STALL MARKING	
							4				4			644	01300	4	EACH	LANE ARROW	
							1					1		644	01600	1	EACH	HANDICAP SYMBOL MARKING	
										438		438		512	33010	438	SY	STRUCTURE REPAIR (MER-118-0201) TYPE 3 WATERPROOFING	
										200		200		517	75600	200	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
										88		88		516	31001	88	FT	STRUCTURE REPAIR (MER-119-0053) JOINT SEALER, AS PER PLAN	22
										76		76		516	31001	76	FT	STRUCTURE REPAIR (MER-119-0081) JOINT SEALER, AS PER PLAN	22
										91		91		516	31001	91	FT	STRUCTURE REPAIR (MER-29-0693) JOINT SEALER, AS PER PLAN	20
										1		1		519	12300	1	SY	STRUCTURE REPAIR (MER-49-0217) PATCHING CONCRETE BRIDGE DECK - TYPE B	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

RPH 3-7-24

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DESIGN AGENCY	
	
DESIGNER	
TMK	
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PARTICIPATION	ROUTE	TYPICAL SECTION	LOCATION		LENGTH (L)		AVERAGE WIDTH (W)	SURFACE AREA (A) A=L*W		254 PAVEMENT PLANING, ASPHALT CONCRETE 1 ½" Depth		407 NON-TRACKING TACK COAT 0.085 Ga/SY		441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M 1 ½" Thickness		617 COMPACTED AGGREGATE 1" Ave. Thickness	617 COMPACTED AGGREGATE 2" Ave Thickness		897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A 1/2" Depth	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, Variable Depth (1/2" to 1 1/2")			
																							SLM
			FROM	TO	MILE	FT	FT	SY		SY		GAL		CY		CY	CY		SY	SY			
2	SR 29	1	5.99	6.91	0.92	4858	30.5	16462				1399		686			120		16292	170			
	SR 29	STR1	6.91	6.96																			
2	SR 29	1	6.96	7.80	0.84	4436	30.5	15030				1278		626			110		14860	170			
	SR 29	STR	7.80	7.82																			
2	SR 29	1	7.82	8.17	0.35	1848	30.5	6263				532		261			46		6093	170			
1	SR 29	1	8.17	9.01	0.84	4436	30.5	15030				1278		626			110		15030				
1	SR 29	1	9.01	9.13	0.12	634	38.5	2710				230		113			17		2710				
1	SR 29	1	9.13	9.17	0.04	212	48.0	1126				96		47			5		1126				
1	SR 29	1	9.17	9.21	0.04	212	42.0	986				84		41			5		986				
1	SR 29	1	9.21	9.30	0.09	476	37.0	1954				166		82			12		1954				
1	SR 29	1	9.30	9.43	0.13	687	32.5	2479				211		103			17		2479				
1	SR 29	1	9.43	10.35	0.92	4858	30.5	16462				1399		686			120		16462				
1	SR 29	1	10.35	10.40	0.05	265	32.5	953				81		40			7		953				
1	SR 29	1	10.40	10.88	0.48	2535	30.5	8589				730		358			63		8589				
1	SR 29	1	10.88	10.93	0.05	264	36.0	1056				90		44			7		886	170			
1	SR 29	INT 0.5						1750				149		73						1750			
2	SR 29	INT 0.5						1100				94		46						1100			
1	SR 29	DR/MB 0.5						900				77		38						900			
2	SR 29	DR/MB 0.5						600				51		25						600			
2	SR 49	1	0.00	2.17	2.17	11458	25.5	32463				2759		1353			283		32179	284			
	SR 49	STR	2.17	2.18																			
2	SR 49	1	2.18	3.52	1.34	7076	25.5	20046				1704		835			175		19762	284			
2	SR 49	2	3.52	4.09	0.57	3010	26.0	8694		8694		739		362		19							
2	SR 49	2	4.09	4.13	0.04	212	36.5	857		857		73		36		2							
2	SR 49	2	4.13	4.22	0.09	476	38.0	2006		2006		171		84		3							
2	SR 49	3	4.22	4.34	0.12	634	33.0	2323		2323		198		97									
2	SR 49	3	4.34	4.36	0.02	106	35.0	411		411		35		17									
2	SR 49	3	4.36	4.48	0.12	634	37.0	2605		2605		222		109									
	SR 49	SKIP	4.48	4.77	RECENTLY PAVED																		
2	SR 49	3	4.77	4.82	0.05	265	37.0	1085		1085		92		45									
2	SR 49	2	4.82	4.88	0.06	317	31.5	1109		1109		94		46		2							
2	SR 49	2	4.88	4.90	0.02	106	37.0	434		434		37		18		1							
	SR 49	STR	4.90	4.92																			
2	SR 49	2	4.92	4.97	0.05	264	35.0	1027		1027		87		43		2							
2	SR 49	2	4.97	5.01	0.04	212	30.0	704		704		60		29		1							
	SR 49	RRX	5.01	5.01	RAILROAD CROSSING																		
2	SR 49	2	5.01	5.05	0.04	212	32.5	763		763		65		32		1							
2	SR 49	INT 0.5						950				81		40						950			
2	SR 49	INT 1.5						3150		3150		268		131									
2	SR 49	DR/MB 0.5						1100				94		46						1100			
2	SR 49	DR/MB 1.5						1050		1050		89		44									
LEGEND FOR AUXILIARY AREAS IN "TYPICAL" COLUMN										PART.	SUBTOTALS												
STR: SKIP CONCRETE DECK & APPROACH SLABS										1			4591		2251				51175	2820			
STR1: SEE STRUCTURE SHEETS FOR DETAILS										2		26218		10222		5011		31	363	89186	4828		
INT 0.5: INTERSECTIONS Within ½" Planed Areas																							
INT 1.5: INTERSECTIONS Within 1 ½" Planed Areas																							
DR/MB 0.5: DRIVES AND MAILBOX APPROACHES Within ½" Planed Areas																							
DR/MB 1.5: DRIVES AND MAILBOX APPROACHES Within 1 ½" Planed Areas																							
TOTALS CARRIED TO GENERAL SUMMARY											26218		14813		7262		31	1097		140361	7648		

PAVEMENT SUBSUMMARY

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

RPH MM-DD-YY

PROJECT ID

109767

SHEET

P.11

TOTAL

23

MODEL: Steel_SurvF1 PAPERSIZE: 34x22 (in.) DATE: 3/12/2024 TIME: 7:58:15 AM USER: lknkape
 www:\vhbldi-pw.bentley.com:rhbldi-pw-02\Documents\01 Active Projects\District 07\Mercer\109767\400-Engineering\Roadway\Sheets\109767_GS002.dgn

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PAVEMENT SUBSUMMARY

DESIGN AGENCY



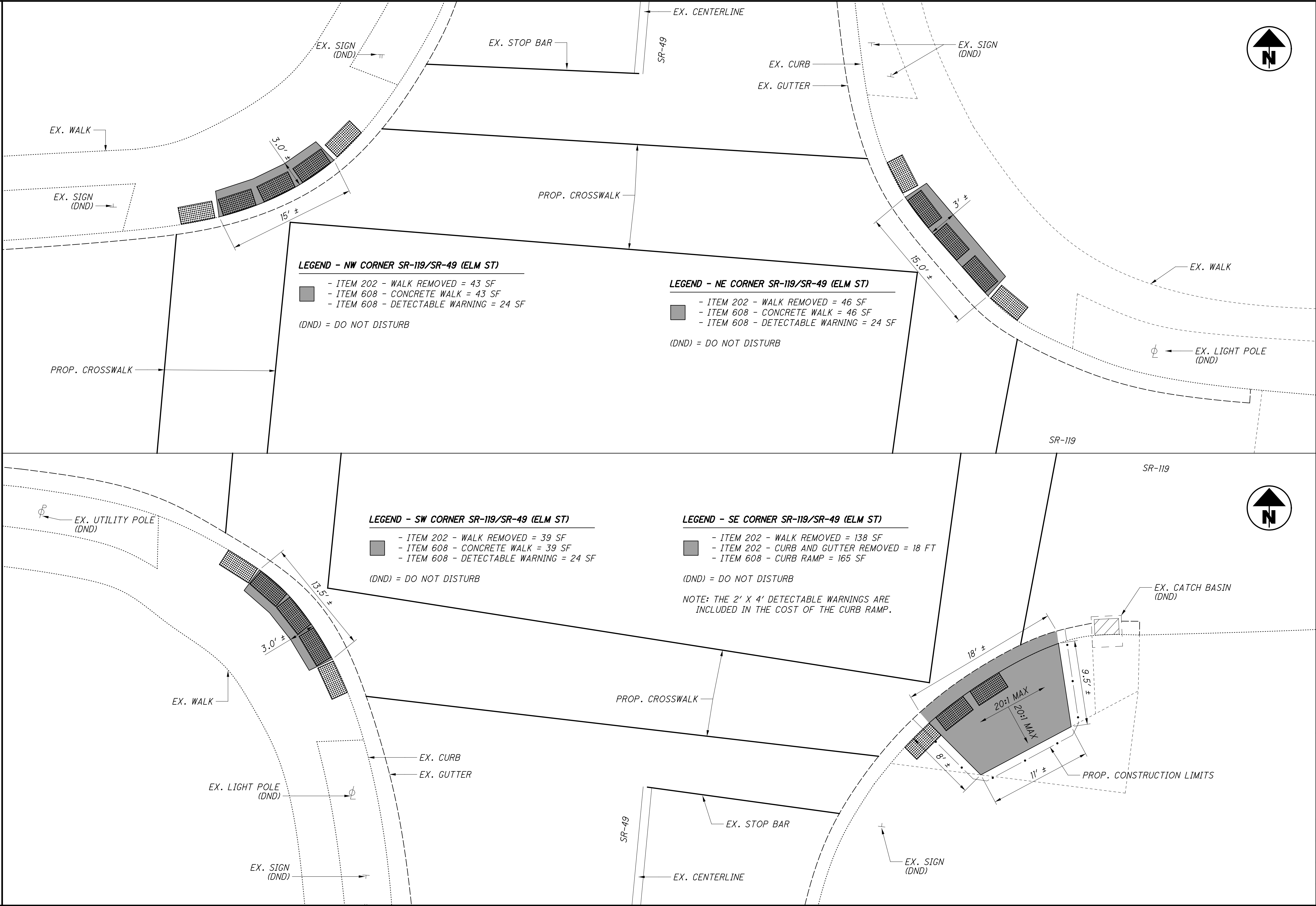
DESIGNER
TMK

REVIEWER	
RPH	3-7-

PROJECT ID
109767

SHEET	TOTAL
P.12	2

PARTICIPATION	ROUTE	TYPICAL SECTION	LOCATION		LENGTH (L)		AVERAGE WIDTH (W)	SURFACE AREA (A) A=LxW		254		407		441		617	617		897	897		
										PAVEMENT PLANING, ASPHALT CONCRETE 1 ½" Depth		NON-TRACKING TACK COAT 0.085 Gal/SY		ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M 1 ½" Thickness		COMPACTED AGGREGATE 1" Ave. Thickness	COMPACTED AGGREGATE 2" Ave. Thickness		PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A ½" Depth	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, Variable Depth (1/2" to 1 1/2")		
			FROM	TO	MILE	FT	FT	SY		SY		GAL		CY		CY	CY		SY	SY		
2	SR 119	2	0.00	0.53	0.53	2799	29.0	9017		9017		766		376		17						
	SR 119	STR1	0.53	0.55																		
2	SR 119	2	0.55	0.80	0.25	1320	29.0	4253		4253		362		177		8						
	SR 119	STR1	0.80	0.82																		
2	SR 119	2	0.82	1.03	0.21	1109	29.0	3573		3573		304		149		7						
2	SR 119	2	1.03	1.06	0.03	159	40.5	713		713		61		30		1						
2	SR 119	3	1.06	1.28	0.22	1162	31.0	4001		4001		340		167								
2	SR 119	3	1.28	1.31	0.03	159	34.5	607		607		52		25								
2	SR 119	3	1.31	1.35	0.04	212	45.5	1068		1068		91		45								
2	SR 119	3	1.35	1.39	0.04	212	42.0	986		986		84		41								
2	SR 119	3	1.39	1.42	0.03	159	40.5	713		713		61		30								
2	SR 119	3	1.42	1.50	0.08	423	39.5	1854		1854		158		77								
2	SR 119	3	1.50	1.72	0.22	1162	37.5	4840		4840		411		202								
2	SR 119	2	1.72	1.83	0.11	581	31.5	2033		2033		173		85		4						
2	SR 119	2	1.83	1.90	0.07	370	29.5	1211		1211		103		51		3						
2	SR 119	2	1.90	2.00	0.10	528	28.5	1672		1672		142		70		4						
2	SR 119	2	2.00	2.06	0.06	317	29.5	1038		1038		88		43		2						
2	SR 119	INT 1.5						2850		2850		242		119								
2	SR 119	DR/MB 1.5						700		700		60		29								
2	SR 707	2	13.08	15.94	2.86	15101	24.0	40269		40269		3423		1678		93						
2	SR 707	2	15.94	15.99	0.05	265	37.0	1085		1085		92		45		2						
2	SR 707	2	15.99	16.11	0.12	634	24.0	1690		1690		144		70		4						
2	SR 707	INT 1.5						400		400		34		17								
2	SR 707	DR/MB 1.5						850		850		72		25								





LEGEND - SR-119/FORT RECOVERY MONUMENT

- ITEM 202 - WALK REMOVED = 37 SF
- ITEM 202 - CURB REMOVED = 6 FT
- ITEM 608 - CURB RAMP = 40 SF

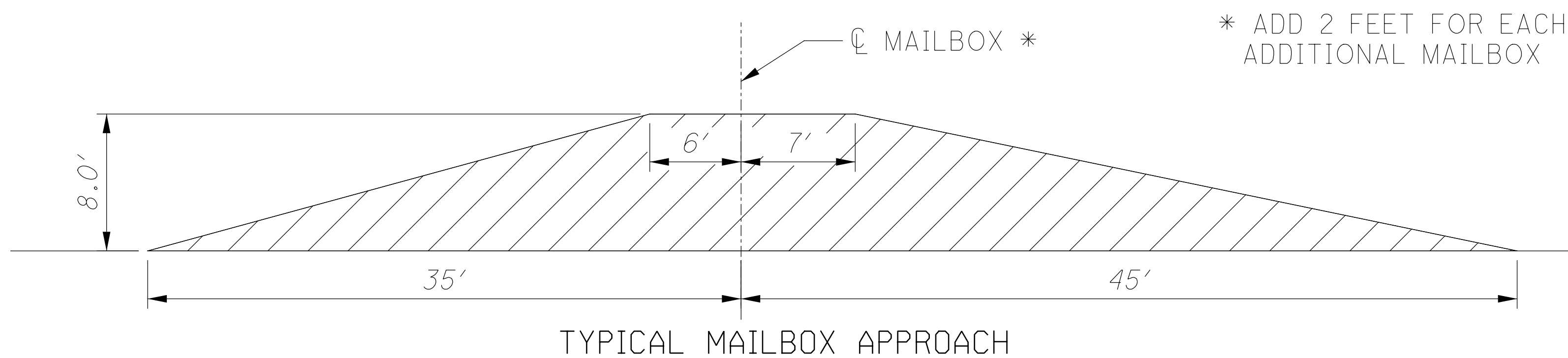
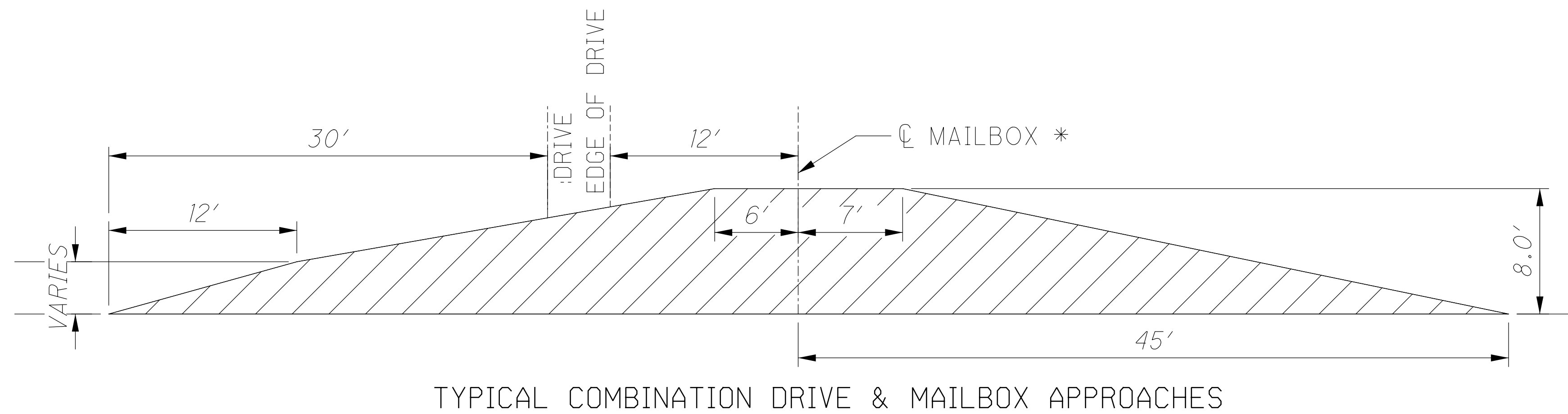
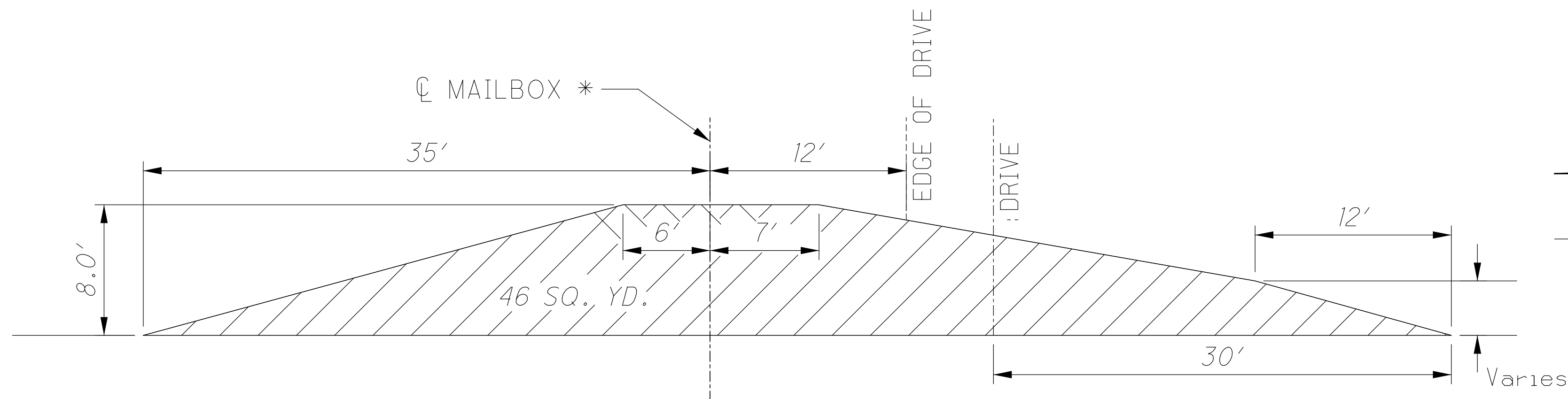
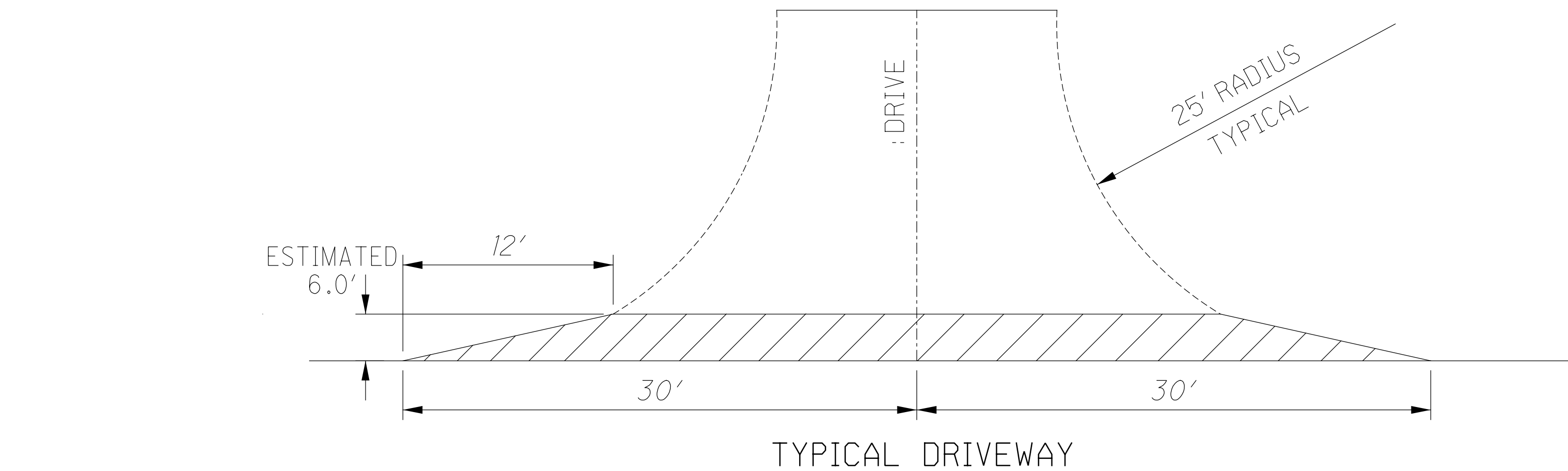
(DND) = DO NOT DISTURB

NOTE: THE 2' X 4' DETECTABLE WARNING IS INCLUDED IN THE COST OF THE CURB RAMP

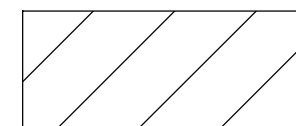


CURB RAMP

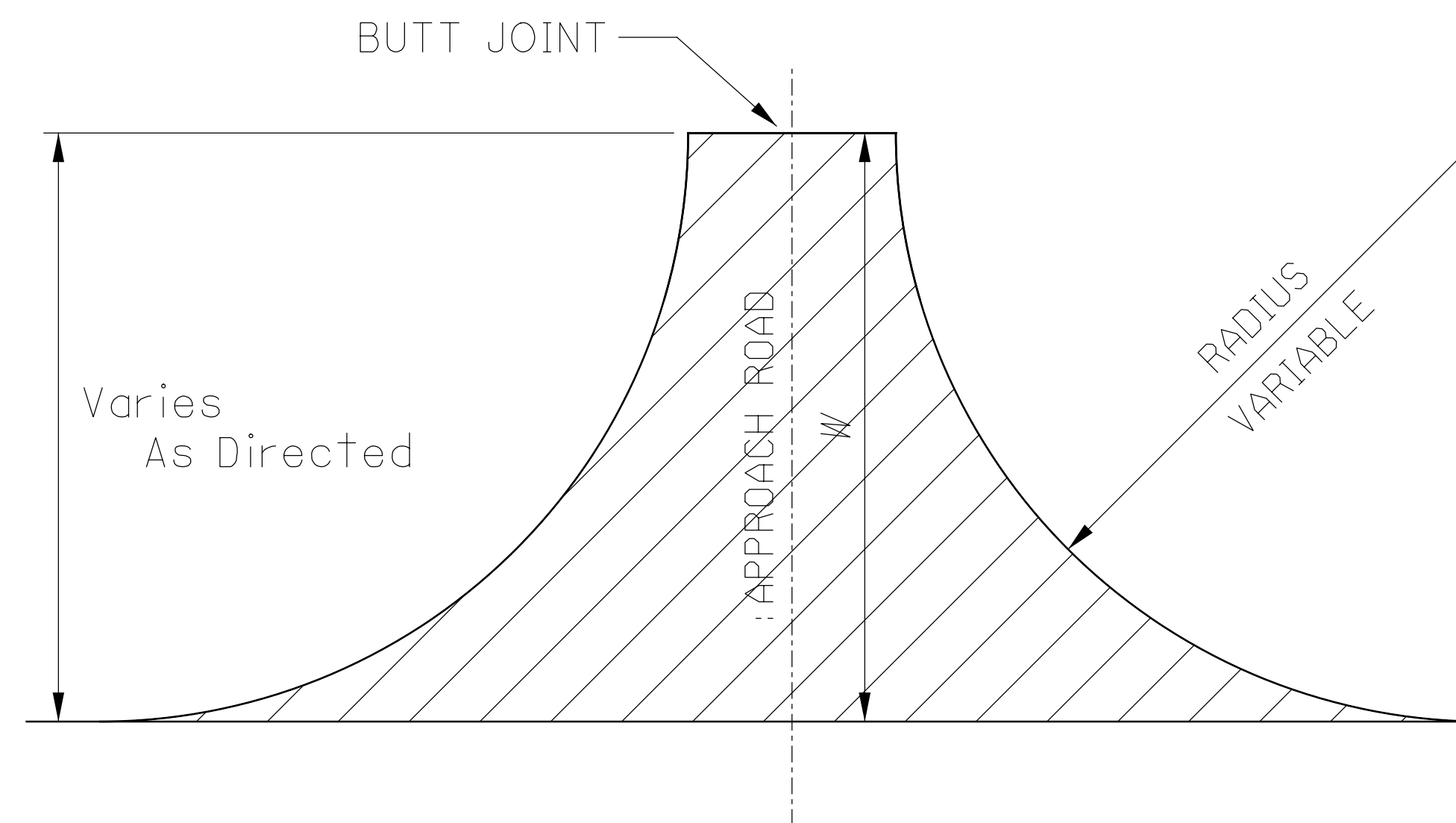
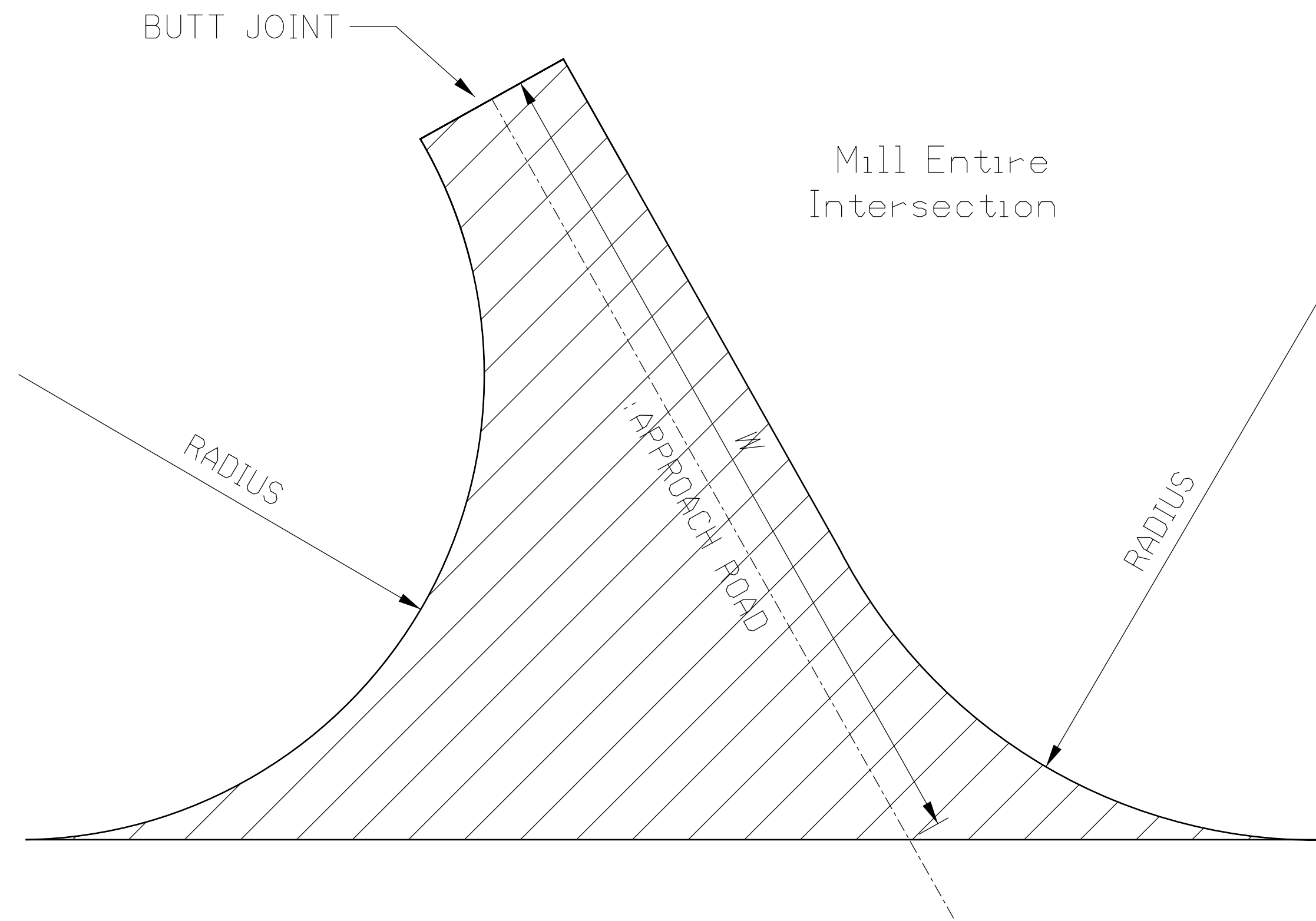
DESIGN AGENCY	
DESIGNER	
BTC	
REVIEWER	
TMK 3-7-24	
PROJECT ID	
109767	
SHEET	TOTAL
P.15	23



* ADD 2 FEET FOR EACH ADDITIONAL MAILBOX



PAVEMENT PLANING



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

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

TYPICAL APPROACHES FOR ROADS,
DRIVES, AND MAILBOXES



PARTICIPATION	ROUTE	SLM / LOCATION		LANE WIDTH	SOLID LINE EQUIVALENT	614	614	614	614	614	614	614	642	642	644	644	644	644	644	644	644	644	644	644	
						WORK ZONE MARKING SIGN	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 8" , 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	WORK ZONE ARROW, CLASS III, 642 PAINT	WORK ZONE SCHOOL SYMBOL MARKING, 120" , CLASS III, 642 PAINT	WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 642 PAINT	EDGE LINE, 6" , TYPE 1	CENTER LINE, TYPE 1	CHANNELIZING LINE, 8"	STOP LINE	CROSSWALK LINE, 12"	TRANSVERSE/DIAGONAL LINE WHITE	TRANSVERSE/DIAGONAL LINE YELLOW	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING, 96"	PARKING LOT STALL MARKING	LANE ARROW LEFT	HANDICAP SYMBOL MARKING	
		FROM	TO	FT	MILE	EACH	MILE	FT	FT	EACH	EACH	EACH	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	
2	MER-29	5.99	8.17	12.0	1.22	24	4.36						4.36	2.18											
1	MER-29	8.17	10.93	12.0	2.67	27	6.04						5.52	3.02											
1	MER-29	SLM 8.17 / SR-118 WEST							76							38									
1	MER-29	SLM 9.17 / SR-118 EAST						690	66	8								283					4		
1	MER-29	SLM 10.93 / END PROJECT													345	33			52						
2	MER-49	0.00	4.12	10.5	3.09	39	8.24						8.24	4.12											
2	MER-49	4.12	4.48	12.0	0.72	2	0.72						0.20	0.36											
2	MER-49	SLM 4.22 / S ELM ST							40							20	101								
2	MER-49	SLM 4.28 E CENTER ST							48							24	340								
2	MER-49	SLM 4.40 FREMONT ST							24							12	95								
2	MER-49	SLM 4.48 SR-119 (BUTLER ST)							96							48	446								
2	MER-49	4.78	5.05	12.0	0.54	2	0.54						0.54	0.27											
2	MER-49	SLM 4.78 / WAYNE ST							168							84	370								
2	MER-49	SLM 5.01 RAILROAD							48		2					24			1						
2	MER-49	15.43	20.46	12.0	2.40	35	9.46						9.46	4.73											
2	MER-49	20.46	21.46	10.5	0.46	5	2.00						2.00	1.00											
2	MER-118	0.00	4.61	12.0	3.32	27	9.22						9.22	4.61											
2	MER-118	SLM 0.00 / SR-319							200							100									
2	MER-118	SLM 3.98 / HICKORY ST							34							17									
2	MER-118	SLM 4.10 / ASHE ST							78							39	205								
2	MER-118	SLM 4.24 / BECKMAN AVE							32							16	77								
2	MER-118	SLM 4.29 / JIM LACHEY DR							56							28	160								
2	MER-118	SLM 4.37 / SCHOOL MARKING								2										1					
2	MER-118	SLM 4.48 E COLUMBUS ST							38		2					19	329								
2	MER-118	SLM 4.60 / SCHOOL MARKING								2										1					
2	MER-118	SLM 4.61 / SR-119							140							70	400	99							
2	MER-118	17.97	21.99	11.5	1.17	19	8.04						8.04	4.02											
2	MER-119	0.00	2.06	12.0	2.48	18	4.12							2.06											
2	MER-119	EDGE LINE RT 0.00-1.06											1.06												
2	MER-119	EDGE LINE LT 0.00-1.10											1.10												
2	MER-119	EDGE LINE LT 1.78 - 2.06											0.28												
2	MER-119	EDGE LINE RT 2.00 - 2.06											0.06												
2	MER-119	SLM 1.19 / GEORGE ST															50								
2	MER-119	1.19	1.31																			30			
2	MER-119	SLM 1.31 / FORT SITE ST							26							13	114								
2	MER-119	1.31	1.35													60	270					78			
2	MER-119	SLM 1.35 / WAYNE ST							120																
2	MER-119	1.35	1.42																			108		1	
2	MER-119	SLM 1.42 / MAIN ST							72							36	327								
2	MER-119	1.42	1.50								2											96			
2	MER-119	1.50	1.60																	1		162			
					PART.																				
					1	27	6.04	690	142	8	0	0	5.52	3.02	345	71	0	0	335	0	0	0	4	0	
					2	171	46.7	0	1220	0	6	2	44.56	23.35	0	610	3284	99	0	1	3	474	0	1	
TOTALS CARRIED TO GENERAL SUMMARY						198	52.74	690	1362	8	6	2	50.08	26.37	345	681	3284	99	335	1	3	474	4	1	

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

BAB

REVIEWER

TMK 3-7-24

PROJECT ID

109767

SHEET

P.17

TOTAL

23

[illegible]

MER-PAVE-FY25

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 3/12/2024 TIME: 7:59:10 AM USER: ltknapke
pw:\lthiodod-pw.bentley.com:ohiodod-pw-02\Documents\01 Active Projects\District 07\Mercer\199767\400-Engineering\Traffic\Sheets\199767_T50003.dgn

[illegible]

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

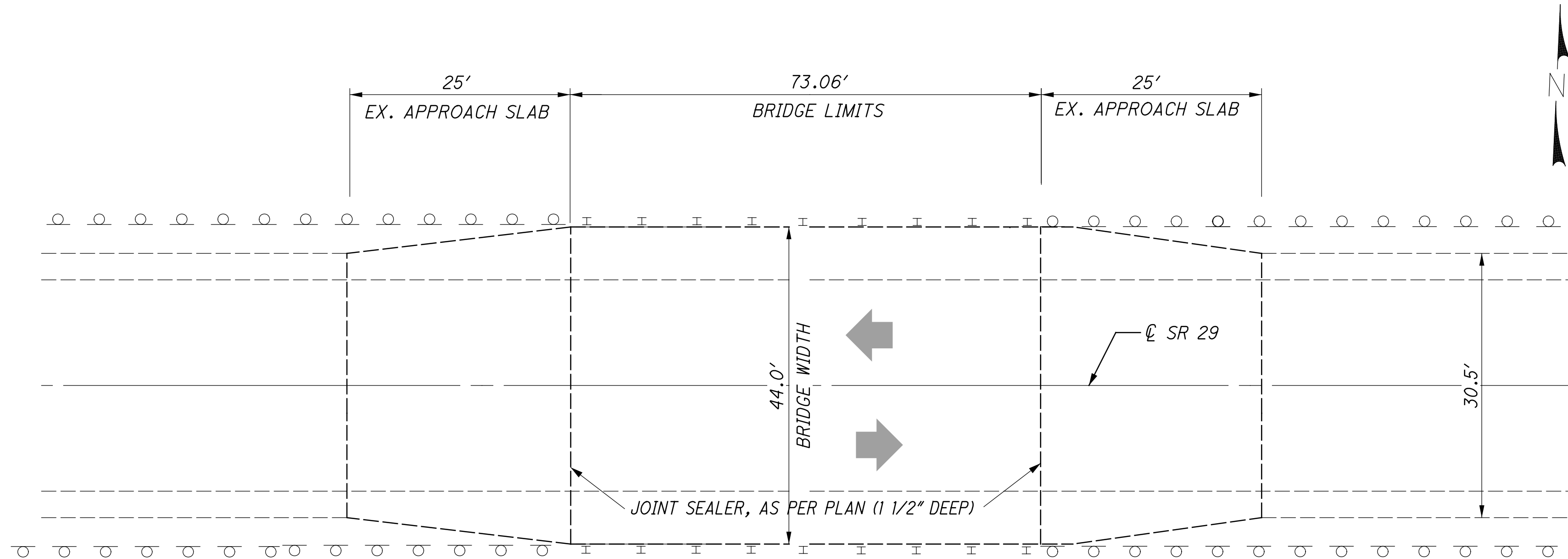
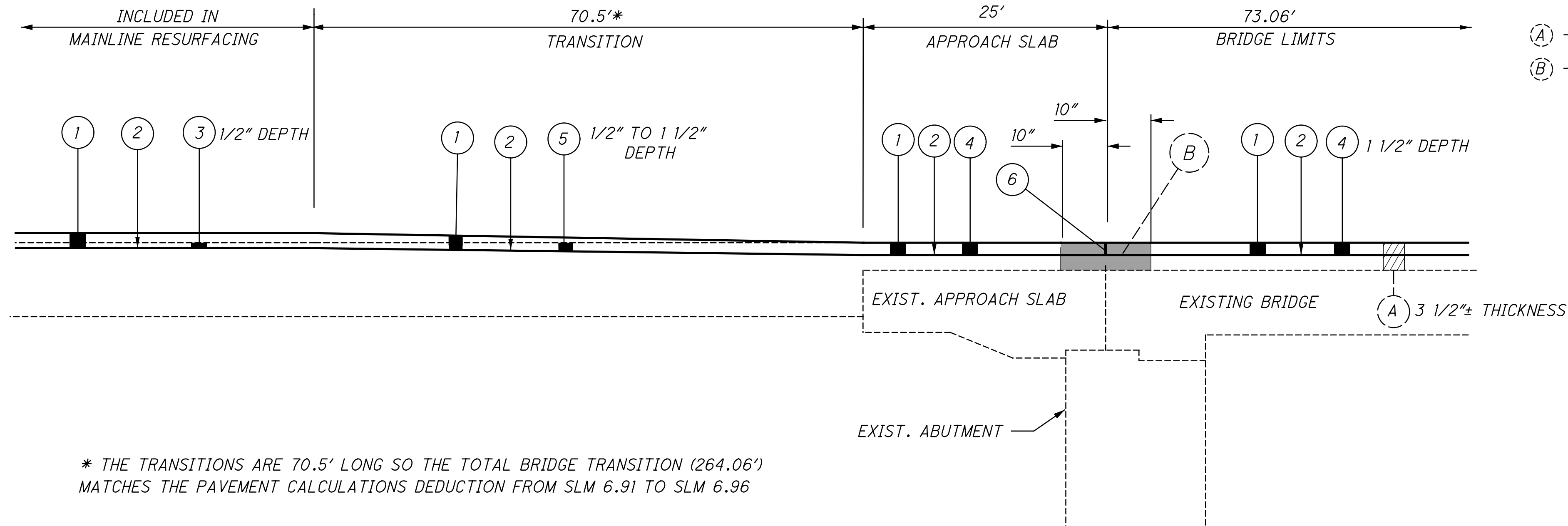


DESIGNER
BAB

REVIEWER
TMK 3-7-

PROJECT ID
109767

SHEET	TOTAL
P.19	2

PLAN VIEW
MER-29-0693PROFILE VIEW
MER-29-0693
(REAR SHOWN, FORWARD SIMILAR)

* THE TRANSITIONS ARE 70.5' LONG SO THE TOTAL BRIDGE TRANSITION (264.06') MATCHES THE PAVEMENT CALCULATIONS DEDUCTION FROM SLM 6.91 TO SLM 6.96

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 1/2" WIDE STRIP SHALL BE SAWCUT OUT OF THE THE PROPOSED OVERLAY. CENTER THE SAWCUT OVER THE CENTER OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINTS THAT WERE COVERED UP BY THE PROPOSED OVERLAY AND AT THE ENDS OF THE APPROACH SLABS. 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.

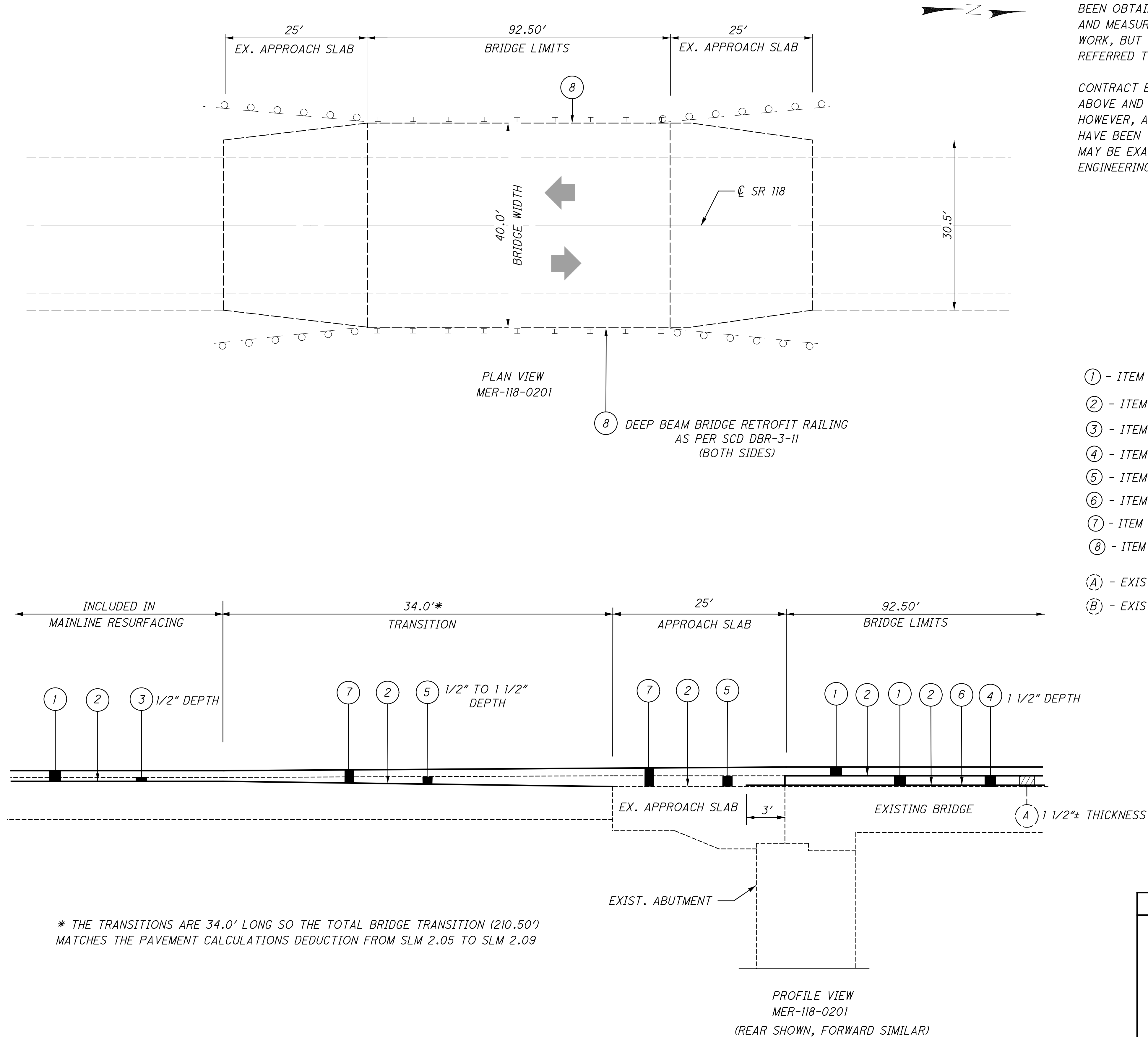
LEGEND

- 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 897 - PAVEMENT PLANING, ASPHALT CONCRETE, 1/2" DEPTH
- ④ - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" DEPTH
- ⑤ - ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, VAR. DEPTH (1/2" TO 1 1/2")
- ⑥ - ITEM 516 - JOINT SEALER, AS PER PLAN (1 1/2" DEEP)
- Ⓐ - EXISTING ASPHALT PAVEMENT
- Ⓑ - EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT

PROPOSED WORK

- 1) MARK AND VERIFY LOCATIONS OF THE EXPANSION JOINTS WITH THE ENGINEER PRIOR TO PLANING THE BRIDGE DECK. REMOVE 1 1/2" OF ASPHALT FROM THE BRIDGE DECK AND APPROACH SLABS. TRANSITION THE PLANING TO 1/2" DEPTH AS SHOWN IN THE PROFILE VIEW.
- 2) OVERLAY THE BRIDGE DECK, THE APPROACH SLABS, THE TRANSITIONS AND THE POLYMER MODIFIED ASPHALT EXPANSION JOINTS WITH ITEM 441, ASPHALT CONCRETE AS SHOWN IN THE PROFILE VIEW.
- 3) SAW CUT PER ITEM 516, JOINT SEALER, AS PER PLAN. THE SAW CUTS SHALL BE LOCATED OVER THE CENTER OF THE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINTS. SEAL THE JOINTS WITH 705.04 JOINT SEALER.





* THE TRANSITIONS ARE 34.0' LONG SO THE TOTAL BRIDGE TRANSITION (210.50') MATCHES THE PAVEMENT CALCULATIONS DEDUCTION FROM SLM 2.05 TO SLM 2.09

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.

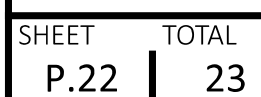
CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.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

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 897 - PAVEMENT PLANING, ASPHALT CONCRETE, 1/2" DEPTH
- ④ - ITEM 202 - WEARING COURSE REMOVED
- ⑤ - ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, VAR. DEPTH (1/2" TO 1 1/2")
- ⑥ - ITEM 512 - TYPE 3 WATERPROOFING
- ⑦ - ITEM 441 - VAR. THICKNESS (1 1/2" TO 3") ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 (448), PG70-22M
- ⑧ - ITEM 517 - DEEP BEAM BRIDGE RETROFIT RAILING
- Ⓐ - EXISTING ASPHALT PAVEMENT
- Ⓑ - EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINT

PROPOSED WORK

- 1) REMOVE ALL ASPHALT (1 1/2"±) FROM THE BRIDGE DECK AND APPROACH SLABS. TRANSITION THE PLANING TO 1/2" DEPTH AS SHOWN IN THE PROFILE VIEW.
- 2) REMOVE AND REPLACE THE WATERPROOFING ON THE BRIDGE DECK. THE NEW WATERPROOFING SHOULD EXTEND 3' ON TO THE APPROACH SLABS.
- 3) OVERLAY THE BRIDGE DECK, THE APPROACH SLABS AND THE TRANSITIONS WITH ITEM 441, ASPHALT CONCRETE AS SHOWN IN THE PROFILE VIEW.



ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B (MER-49-0217)

THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS ON THE BRIDGE DECK AND TOP OF BACKWALLS IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS ARE TO BE MARKED OUT BY THE ENGINEER. THE ENTIRE DECK AND APPROACH SLABS ARE NOT TO BE SOUNDED. PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

		MER-29-0693	MER-49-0217	MER-118-0201	MER-119-0053	MER-119-0081		ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
				411				202	23500	411	SY	WEARING COURSE REMOVED	
		564			491	435		254	01000	1490	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" DEPTH	
		89		71	42	35		407	20000	237	GAL	NON-TRACKING TACK COAT	
		44		61	21	18		441	50100	144	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
				438				512	33010	438	SY	TYPE 3 WATERPROOFING	
		91			88	76		516	31001	255	FT	JOINT SEALER, AS PER PLAN	17, 19
				200				517	75600	200	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
			1					519	12300	1	SY	PATCHING CONCRETE BRIDGE DECK, TYPE B	
		478		427				897	01010	905	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH (1/2" TO 1 1/2")	
												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., SEC				FT	SQ. YD.	
73.06	44.0	357	15 RF	MER-29-0693	5400279	1 1/2" MILL/FILL OVER BRIDGE DECK & APPROACH SLABS	25	207	CONTINUOUS REINFORCED CONCRETE SLAB ON REINFORCED CONCRETE SUBSTRUCTURE
99.46	40.0	442	40 RF	MER-29-0780	5400333	SKIP CONCRETE BRIDGE DECK (NEW BRIDGE)	20	178	3 SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	-	7 LF	MER-49-0001	5400619	MILL & PAVE OVER AS ROADWAY	-	-	TWIN 60" REINFORCED CONCRETE PIPES
66.50	32.0	237	0	MER-49-0217	5400694	SKIP CONCRETE BRIDGE DECK 1 SY OF DECK PATCHING AT FORWARD JOINT	15	107	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	-	20 LF	MER-49-0434	5400716	MILL & PAVE OVER AS ROADWAY	-	-	10' X 4' PRECAST REINFORCED CONCRETE BOX CULVERT
119.67	40.0	532	0	MER-49-0490	5400732	SKIP CONCRETE BRIDGE DECK	25	222	NON-COMPOSITE PRESTRESSED CONCRETE BOX BEAM ON CAPPED PILE SUBSTRUCTURE
-	-	-	11 RF	MER-49-1853	5400904	MILL & PAVE OVER AS ROADWAY	-	-	77" X 121" REINFORCED CONCRETE ELLIPTICAL PIPE
-	-	-	0	MER-49-1950	5400945	MILL & PAVE OVER AS ROADWAY	-	-	TWIN 60" REINFORCED CONCRETE PIPES
92.50	40.0	411	0	MER-118-0201	5401291	REMOVE ASPHALT & WATERPROOFING WATERPROOF & PAVE WITH 3" OF ASPHALT CONCRETE	25	196	3 SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
86.23	38.0	364	30 RF	MER-119-0053	5401895	1 1/2" MILL/FILL OVER BRIDGE DECK & APPROACH SLABS	15	127	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
73.00	38.0	308	0	MER-119-0081	5401925	1 1/2" MILL/FILL OVER BRIDGE DECK & APPROACH SLABS	15	127	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

