

POR 74-591

OHIO DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

| PART | COUNTY | ROUTE | SECTIONS | PROJECT TERMINI | | NET LENGTH MILES | TOWNSHIP | CITY | VILLAGE |
|------|--------|--------|----------------------------|-----------------|-------|------------------|---------------------------------|------|---------|
| | | | | BEGIN | END | | | | |
| 1 | POR | US-224 | (12.99) | 12.99 | 13.52 | 0.53 | Atwater | | |
| 2 | POR | 225 | (0.00-1.63) (5.24-9.71) | 0.00 | 10.26 | 7.56 | Deerfield Palmyra Atwater | | |

173(77)

1
4

LETTING

3/8/77

Comp

8/31/77

THOMAS ASPHALT

248326

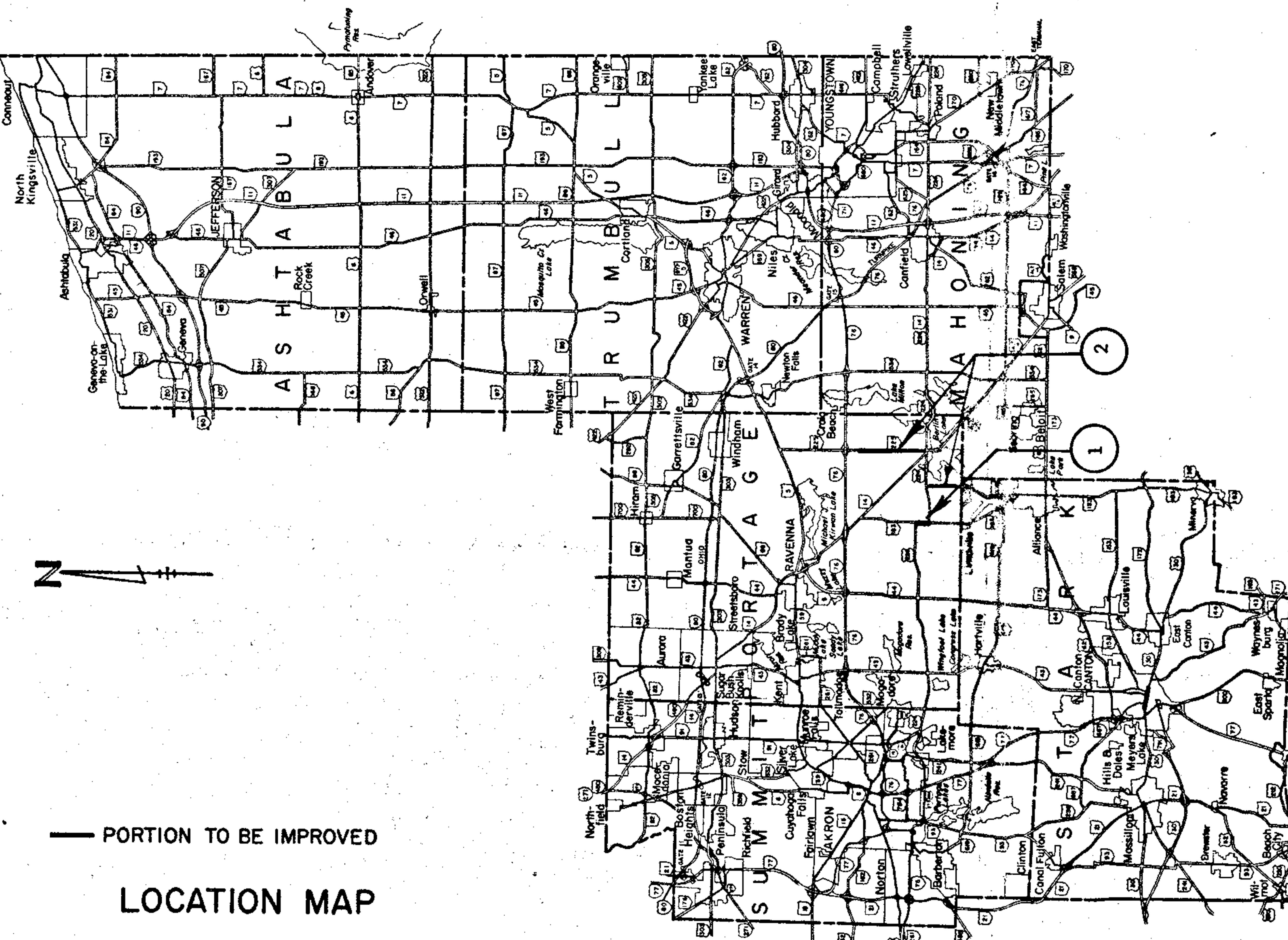
PLAN NO. 91

The Standard 1977 Specifications of the State of Ohio, Department of Transportation, including changes and Supplemental Specifications listed in the plans and proposal shall govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts No. and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts No. 1 & 2 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved
Date 11-23-76William M. G. Lander
District Deputy Director of TransportationApproved
Date 11-30-76Robert B. Pfleider
Engineer of BridgesApproved
Date 1-19-77R. L. Book
Engineer of MaintenanceApproved
Date 1-20-77Dennis Blaswood
Chief Engineer, OperationsApproved
Date 1-20-77Howard S. Nolan
Assistant Deputy Director, Program DevelopmentApproved
Date

Chief Engineer, Construction

Approved
Date 1-20-77R. E. Ballin
Chief Engineer, DesignApproved
Date 1-20-77David J. Vier
Assistant Director, Department of TransportationApproved
Date 1/20/77Richard D. Johnson
Director, Department of Transportation

| STANDARD DRAWINGS | SUPPLEMENTAL SPECIFICATIONS |
|-------------------|-----------------------------|
| BP-5 | 8/11/75 |
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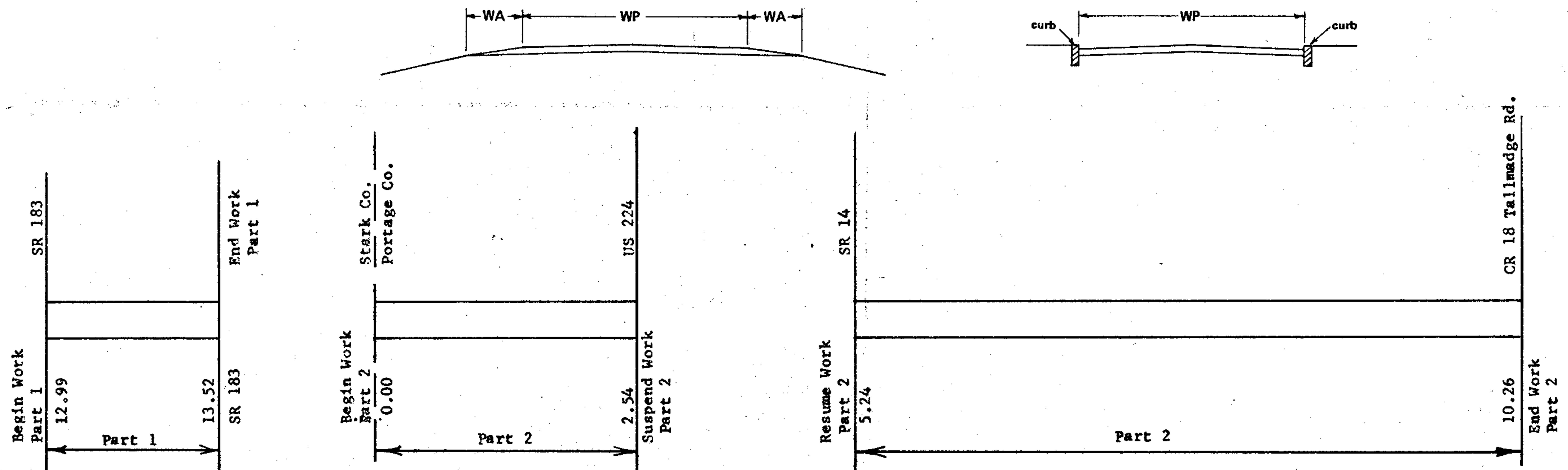
BN

ASPHALT CONCRETE

PLAN NO.

TYPICAL

TYPICAL 2



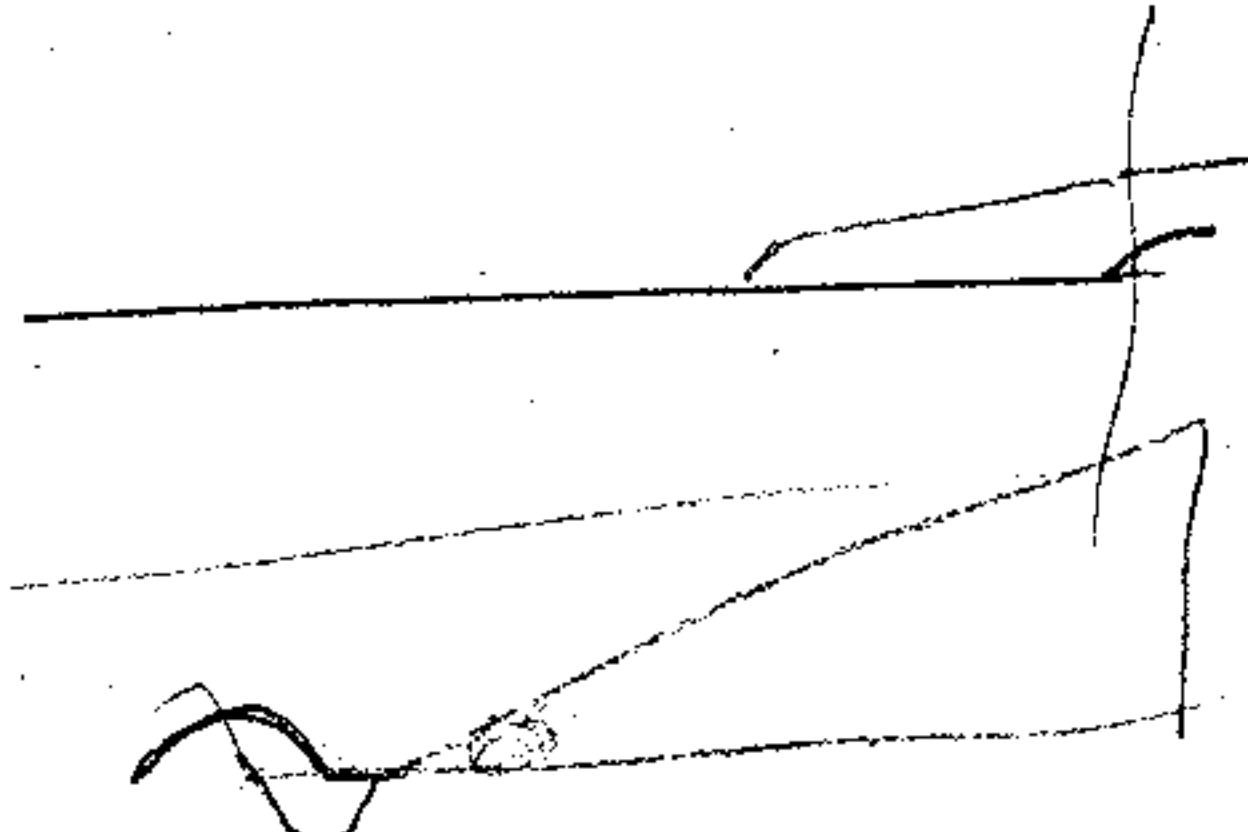
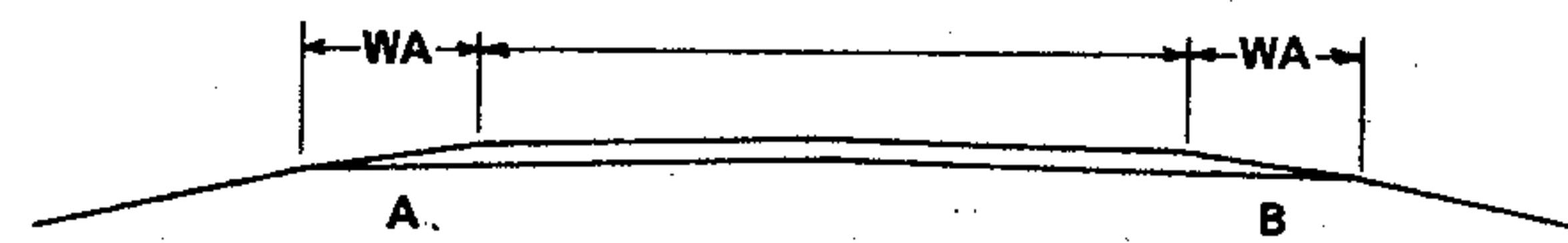
No Scale

PAVEMENT DATA

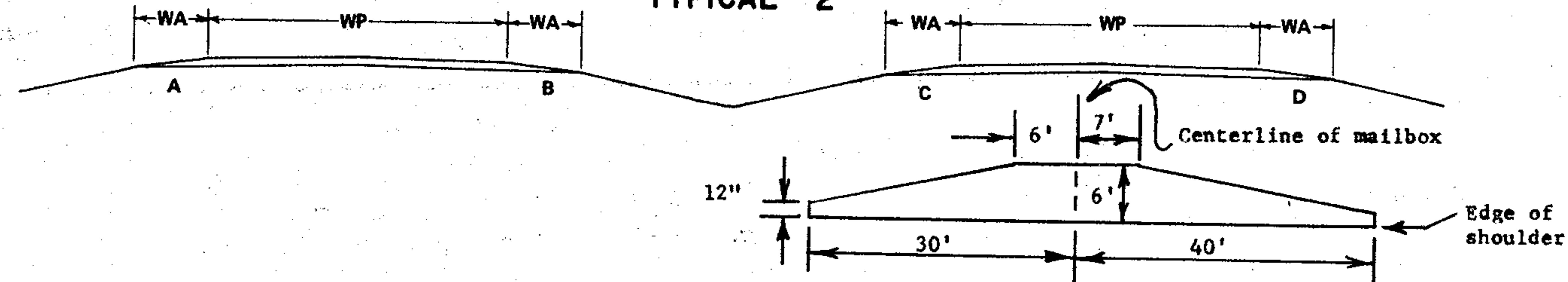
** 404 using 402 composition

SHOULDER TREATMENT

TYPICAL I



TYPICAL 2



** 404 for shoulders may be placed in the same operation as adjacent pavement overlay. All mailbox approaches, aggregate or improved, must be paved as per typical show above or as near as practicable. Pavement at all driveways must be feathered to provide a smooth transition. No drop-off greater than one inch (1") at outer edge of paved shoulder shall be accepted. All work including layout of mailbox approach and any 617 material necessary to meet the 1" tolerance stated above shall be included in the cost of Item 404.

404 using 402 composition


SHOULDER DATA

***NOTES**

1. **SEAL COAT**: After completion of the mix the Seal Coat shall be applied when directed by the Engineer.
2. **PENETRATION CHOKE**: Choke to be applied in two applications; approximately 0.004 cu. yd./sq. yd. shall be applied immediately on the mix after initial rolling. Not earlier than two days nor later than five days following the final rolling the penetration coat and final choke application shall be performed in accordance with the provisions of 409.07 and 409.08.
3. **MIX BITUMINOUS MATERIAL**: Include 0.20 gal./sq. yd. to be applied as a penetration.
4. **PRIME COAT**: A minimum of 0 hours shall elapse after completion of Prime Coat before any subsequent treatment.
5. **MIX**: Mix to be completed on shoulders within _____ days following completion of the adjacent pavement.
6. **SHIELD**: The contractor shall provide a shield to prevent the spraying or drifting of liquid bituminous material onto the edge of the pavement or edgelines. The attention of the contractor is directed to 107.12 of the Specifications.
7. **APPLICATION RATE**: The rate of application for mix bituminous material shall be _____ gal. per sq. yd. for slag or _____ gal. per sq. yd. for gravel or stone.
8. **CENTRAL MIXING**: When central mixing is used, the mix material shall be reduced 0.20 - 0.25 gal./sq. yd. to prevent in-transit drainage and applied as a penetration.

| PART | | ROUTE | LOG POINT TO LOG POINT | LENGTH | | EXISTING | | | | | | | | 407 | 405 | | | 408 | 409 | | 617 | 404* | 404* | | |
|------|-----|--|------------------------|--------|----------|----------|-------------------|-----|---|---|------|----------|------------|-------------|------------|-----------|-------|------------|------------|-------|----------------------|---------------------------|-------------------|---------------------------|-------------------|
| | | | | | | TYPICAL | TYPE - WIDTH(ft.) | | | | TACK | | | | | MIX | | CHOKE | | | SEAL | | | | |
| | | | | MILES | LIN. FT. | | A | B | C | D | AREA | SQ. YDS. | Bit. Matl. | Cover Aggr. | Bit. Matl. | Mix Aggr. | Aggr. | Bit. Matl. | Bit. Matl. | Aggr. | Shoulder Preparation | Asphalt Concrete @ 2 1/2" | Concrete @ 1 3/4" | Asphalt Concrete @ 2 1/2" | Concrete @ 1 3/4" |
| 1 | 224 | 12.99-13.52 | 0.53 | 2798 | 1 | 617 | 3 | 617 | 3 | | | 1866 | | | | | | | 933 | 653 | 15 | 186 | | 91 | 4,6 |
| 2 | 225 | 0.00-2.54 | 2.54 | 13411 | 1 | 617 | 3 | 617 | 3 | | | 8941 | | | | | | | 4470 | 3129 | 72 | 894 | | 435 | 4,6 |
| | 225 | 5.24-10.26 | 5.02 | 26506 | 1 | 617 | 2 | 617 | 2 | | | 11780 | | | | | | | 5890 | 4123 | 94 | 11780 | 838 | | 4,6 |
| | | Extra material for mailbox approaches @ 1.75 CY/approach | | | | | | | | | | | | | | | | | | | | | | 133 | |
| | | Total Part | 7.56 | 39917 | | | | | | | | 20721 | | | | | | | 10360 | 7252 | 166 | 20721 | 838 | 568 | |

PLAN NO. 91

3A
4

GENERAL NOTES

1. Lines of relatively short length such as intersection channelizing, or transition lines shall have a minimum of three (3) plastic dots.
2. Spotting of the surface course shall be either by embedding plastic dots into the surface on the final rolling operation or applying lane tape to the completed surface. Lane marking tape shall be used on leveling courses.

These sketches do not represent intersections, but only typical pavement marking configurations which may be encountered. The yellow and white plastic marking shall be placed where the corresponding paint colors would normally be required in accordance with the Uniform Traffic Manual.

| | |
|--|---------------------|
| BUREAU OF TRAFFIC CONTROL OHIO DEPARTMENT OF TRANSPORTATION | |
| TEMPORARY PAVEMENT MARKING FOR TWO LANE HIGHWAYS | |
| APPROVED _____ | DATE _____ |
| DR. <i>Joe</i> J. C. K. | ENGINEER OF TRAFFIC |

GENERAL SUMMARY

| ITEM | Part 1 | Part 2 | | GRAND TOTAL Parts 1&2 | UNIT | DESCRIPTION |
|------|--------|--------|--|-----------------------------|----------|--|
| 407 | 629 | 7100 | | 7729 | Gals. | Tack Coat, SS-1, SS-1H, MS-2, RS-1 or RC-250 |
| 407 | 29 | 331 | | 360 | Tons | Cover Aggregate |
| 403 | | | | | Cu. Yds. | Asphalt Concrete AC-20 |
| 404 | 409 | 6279 | | 6688 | Cu. Yds. | Asphalt Concrete AC-20 Using 402 composition |
| 604 | 2 | | | 2 | Each | Monument box adjusted to grade |
| 202 | 25 | | | 25 | Sq.Yd | Wearing course removed |
| 202 | | 500 | | 500 | Sq.Yd. | Full depth Pavement removed. Flexible replacement |
| 605 | | 150 | | 150 | Lin.Ft. | Aggregate drains |
| 408 | 933 | 10360 | | 11293 | Gals. | Bituminous prime coat (RT 2 or 3), (MC 30 or 70), or primer 20 for shoulders |
| 409 | 653 | 7252 | | 7905 | Gals. | Seal coat bituminous material; RS-2, CRS-2, CBAE-800, (MC 800 or 3000) or (RT 9 or 10) for shoulders |
| 409 | 15 | 166 | | 181 | Cu.Yd. | Seal coat cover aggregate #8 for shoulders |
| 301 | | 83 | | 83 | Cu.Yd. | Bituminous aggregate base, AC-20 or (RT-11 or RT-12) |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| 617 | 1866 | 20721 | | 22587 | Sq. Yds. | Shoulder Preparation, as per plan |
| 617 | | | | | Cu. Yds. | Compacted Aggregate |
| 614 | Lump | Lump | | Lump | Lump | Maintaining Traffic, as per plan |

Item 202: Full depth Pavement removed. flexible replacement. Item estimated only and to be placed where and as directed by the engineer. Patches shall be complete and open to traffic at the end of each day's operation.

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.

RAILROAD CROSSINGS:

The new surface course shall be feathered or butt jointed to meet the rail grades as specified.

INTERMEDIATE COURSE AND/OR SPOT LEVELING OR PATCHING:

This material shall be placed in a separate operation where and as directed by the engineer.

ALIGNMENT AND PROFILE:

The work proposed by this project is for the 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 except that it will be raised an amount equal to the thickness of the resurfacing course or courses specified in these plans.

TACK COAT:

The tack coat operation shall be as determined at a pre-construction conference as per 407.05, and application rates shall not exceed 0.10 gal. per sq. yd.

GENERAL NOTES

ITEM 409: All mailbox approaches shall be sealed in their entirety and the shoulder seal shall be continuous with omissions only at intersecting roads.

ITEM 617: Shoulder Preparation, as per plan

A dropped blade grader or other suitable equipment shall be used to grade out berm area to a depth of $1\frac{1}{2}$ " (\pm), or to a depth necessary to remove all organic material. Excessively graded areas shall be back-filled to desired grade using 617 compacted aggregate. All excess material shall be used to back up shoulder where needed or disposed of in conformance with Item 202 at the contractor's expense. Cost of this operation, additional aggregate, and disposal of excavated material shall be included in price bid for this Item 617 Shoulder Preparation, as per plan.

ITEM 202 Wearing Course Removed.

Estimated quantities have been designated and are to be used where and as directed by the engineer.