

OHIO DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
				BEGIN	END				
1	VAN.	US127	(9.14-9.30)	9.14	9.73	0.59			VAN WERT
2	VAN.	US127	(10.09)	10.09	10.88	0.79			VAN WERT
3	VAN.	US224	6.09-11.89	9.25	12.10	2.85			
4	VAN.	SR118	3.35-9.92	8.85	10.33	1.48			VAN WERT

CALCULATIONS BY: RLR  
DATE: 9-28-93  
CHECKED BY: LLR  
DATE: 9-30-93

FHWA REGION	STATE	FEDERAL PROJECT	
5	OHIO		

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PLAN NO.

1994 RESURFACING

The Standard 19.93 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. NONE and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts No. ALL and provision for the maintenance and safety of traffic will be as indicated in the proposal.

Approved  
Date 9/30/93

[Signature]  
District Deputy Director of Transportation

Approved  
Date \_\_\_\_\_

Engineer of Bridges

Approved  
Date \_\_\_\_\_

Engineer of Maintenance

Approved  
Date \_\_\_\_\_

Deputy Director, Operations

Approved  
Date \_\_\_\_\_

Assistant Deputy Director, Program Development

Approved  
Date \_\_\_\_\_

Chief Engineer, Construction

Approved  
Date \_\_\_\_\_

Chief Engineer, Design

Approved  
Date \_\_\_\_\_

Assistant Director, Department of Transportation

Approved  
Date \_\_\_\_\_

Director, Department of Transportation

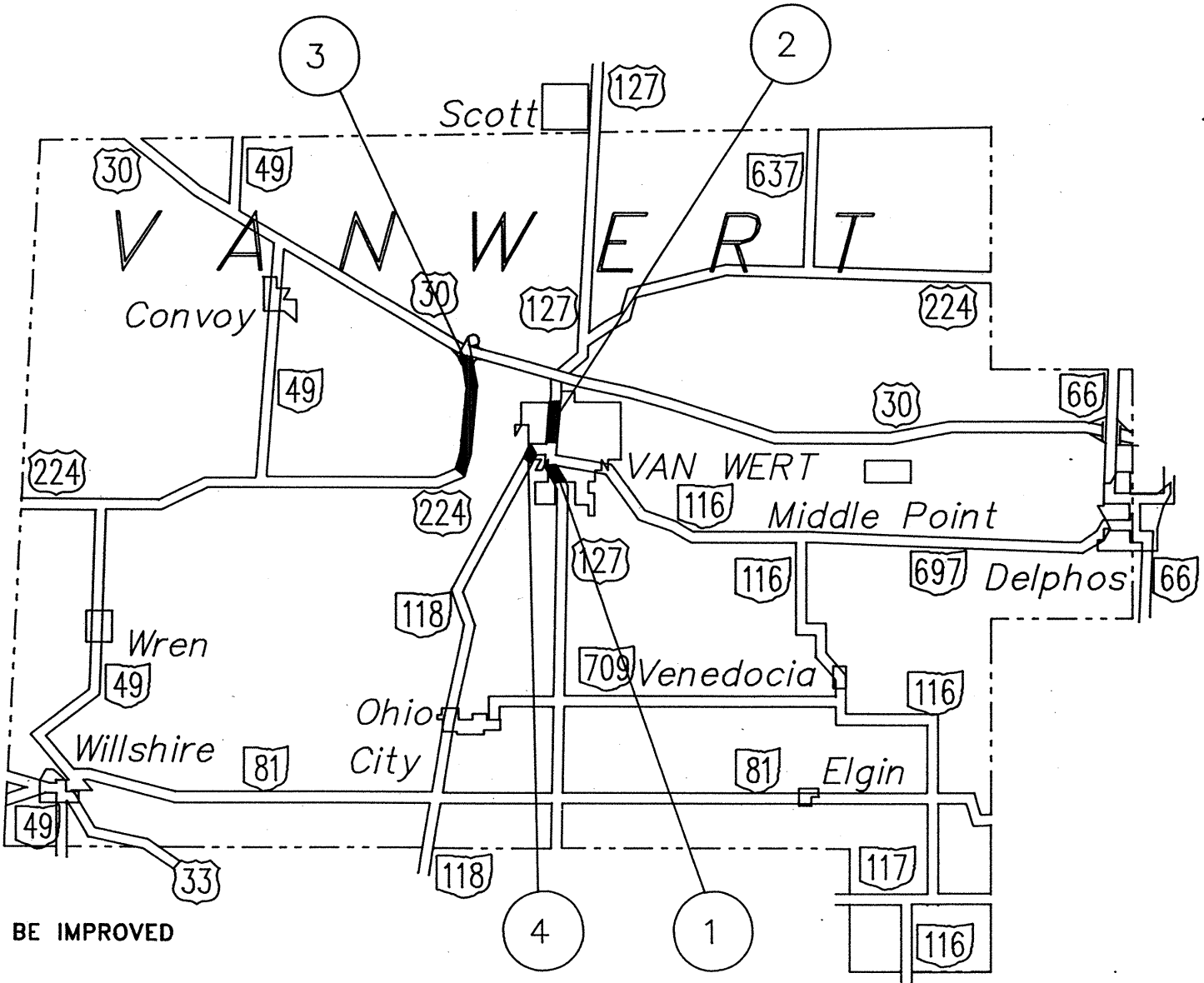
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR      DATE

STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
MT-99.10	11-14-86		
MT-99.20	04-29-88		
MT-97.10	04-29-88		
MT-97.11	10-04-89		
BP-3.1	02-21-92		
BP-4.1	02-21-92		

LOCATION MAP



— PORTION TO BE IMPROVED

# GENERAL NOTES

VANWERT COUNTY  
VAN-US127-9.14

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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 & BRIDGE TREATMENT:

THE NEW SURFACE COURSE SHALL BE FEATHERED OR BUTT JOINTED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. FOR THE MOST PART THE PROPOSED SURFACE WILL BE RAISED A MINIMUM OF 1 1/4". THE REMAINDER OF THE MATERIAL IS TO BE USED AS DETERMINED BY THE ENGINEER TO CORRECT ROUGH OR WEAK PAVEMENT, RUTTED AREAS, OR APPROACHES TO INTERSECTIONS, RAILROAD CROSSINGS OR BRIDGES.

SPREADING EQUIPMENT SHALL BE CAPABLE OF HAVING AN AUTOMATIC PROFILE CONTROL DEVICE ADDED TO BE USED WHEN DIRECTED BY THE ENGINEER. THE MINIMUM LENGTH OF THE SKI FOR THIS DEVICE SHALL BE 30'.

INTERMEDIATE COURSE, SPOT LEVELING AND PATCHING:

THIS MATERIAL SHALL BE PLACED IN A SEPERATE OPERATION WHERE AND AS DIRECTED BY THE ENGINEER.

ITEM 407 TACK COAT:

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

MAINTAINING TRAFFIC AT PLANED AREAS:

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE PLANING IS COMPLETE. ALL REQUIRED TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC. NO PLANED SURFACE SHALL REMAIN OPEN TO TRAFFIC MORE THAN (7) SEVEN DAYS BEFORE BEING COVERED WITH AN ASPHALT COURSE. IF THIS IS NOT DONE, LIQUIDATED DAMAGES WILL BE LEVIED AS PER SECTION 108.07 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

EXISTING CASTINGS:

EXISTING CASTINGS SHALL BE RAISED BY THEIR RESPECTIVE OWNERS.

EXTRA AREAS:

PRIVATE DRIVES SHALL BE FEATHERED IN 3'± USING 448 ASPHALT CONCRETE. THE 448 ASPHALT CONCRETE QUANTITIES FOR DRIVES, MAILBOXES, BRIDGE APPROACHES AND INTERSECTIONS ARE INCLUDED IN THE EXTRA AREA QUANTITIES.

ASPHALT CONCRETE PLACEMENT ON SHOULDERS:

THE ASPHALT CONCRETE ON THE SHOULDERS MAY BE PLACED AT THE SAME TIME THAT THE ASPHALT CONCRETE IS PLACED ON THE ADJACENT LANES OF PAVEMENT, HOWEVER, THE SHOULDERS SHALL BE PLACED IN A SEPARATE OPERATION IF THE CONTRACTOR'S EQUIPMENT DOES NOT HAVE THE CAPACITY TO PLACE THE MATERIAL PARALLEL TO THE EXISTING SHOULDER GRADES.

ITEMS 251 & 253 - PARTIAL DEPTH PAVEMENT REPAIR & PAVEMENT REPAIR:

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE PREPARED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT (MAXIMUM - 3" FOR ITEM 251 PARTIAL DEPTH REPAIR AND 3"- 8" MAXIMUM FOR ITEM 253 PAVEMENT REPAIR). THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.05.

THE VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE 301 AND/OR 402 ASPHALT. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD OF ITEMS 251 PARTIAL DEPTH PAVEMENT REPAIR AND 253 PAVEMENT REPAIR.

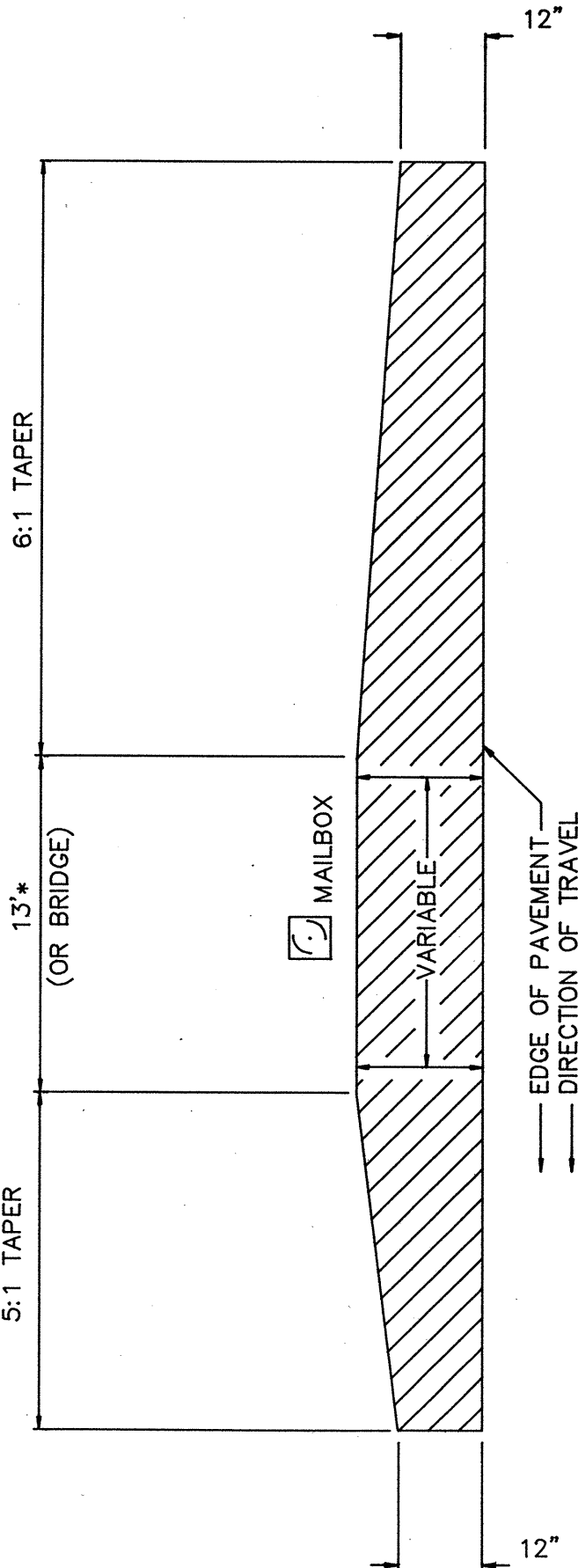
251 PARTIAL DEPTH REPAIR	<u>25</u>	SQ.YD.
253 PAVEMENT REPAIR	<u>25</u>	SQ.YD.

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# SINGLE — MAILBOX TURNOUT & BRIDGE APPROACHES

\* IF THERE IS A DISTANCE OF 100' OR LESS BETWEEN MAILBOXES: APPROCHES SHALL BE PAVED THRU TO LAST MAILBOX. THIS AREA SHALL REPRESENT LOCATION OF BRIDGE (VARIABLE LENGTH, NO WORK) FOR BRIDGE APPROACHES.

\*\* IF THERE IS A DISTANCE OF 50' OR LESS BETWEEN DRIVEWAY AND MAILBOX: APPROACH SHALL BE PAVED THRU TO MAILBOX.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIALS FROM ALL STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF (2) TWO INCHES BELOW EXISTING PAVEMENT. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

WHEN UNSTABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF THIS MATERIAL SHALL BE TO A DEPTH OF SIX INCHES BELOW EXISTING PAVEMENT ELEVATION. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACKFILL OF THESE AREAS.

AN ESTIMATED QUANTITY OF 408 BITUMINOUS PRIME COAT HAS BEEN SET UP TO BE USED IN THE AREAS OF EXCAVATION.

AN ADDITIONAL QUANTITY OF 448 ASPHALT CONCRETE AC-20 HAS BEEN SET UP TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAYS, MAILBOX AND BRIDGE APPROACHES.

ALL WORK, MATERIALS, EXCEPT 304 AND 408, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT OF THE 448 ASPHALT CONCRETE AC-20.

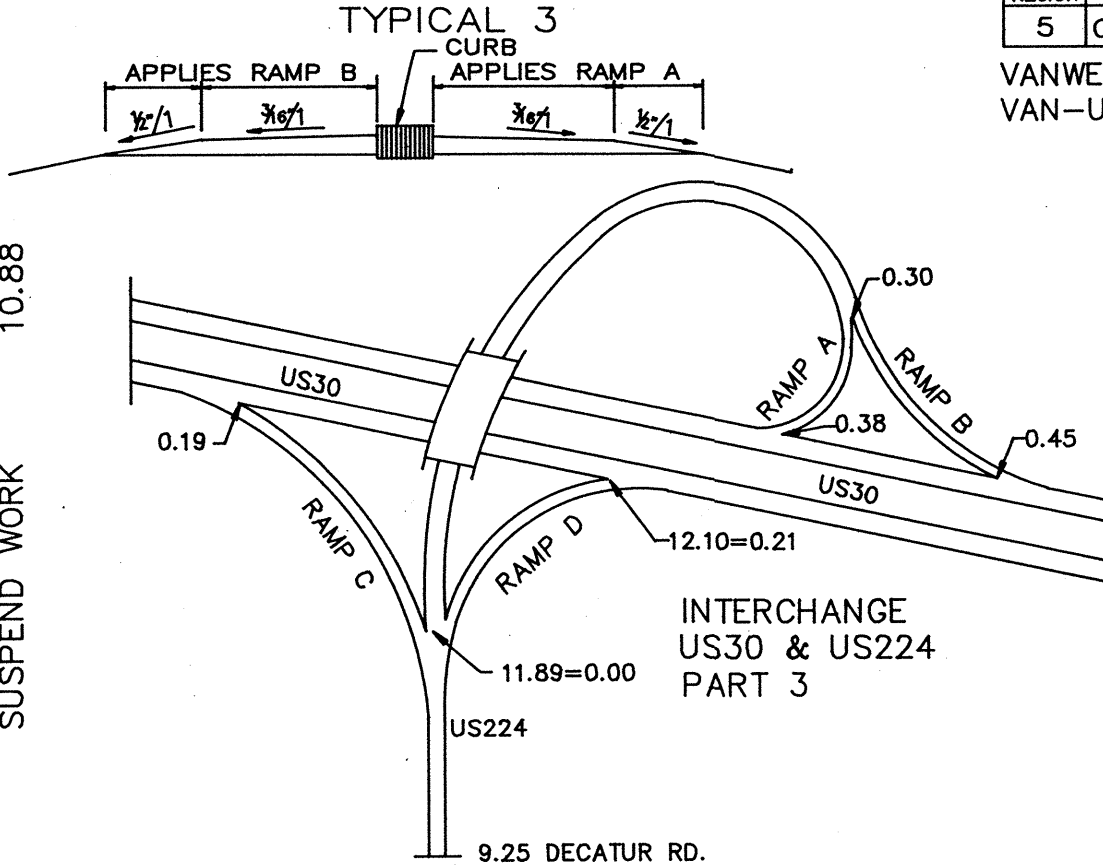
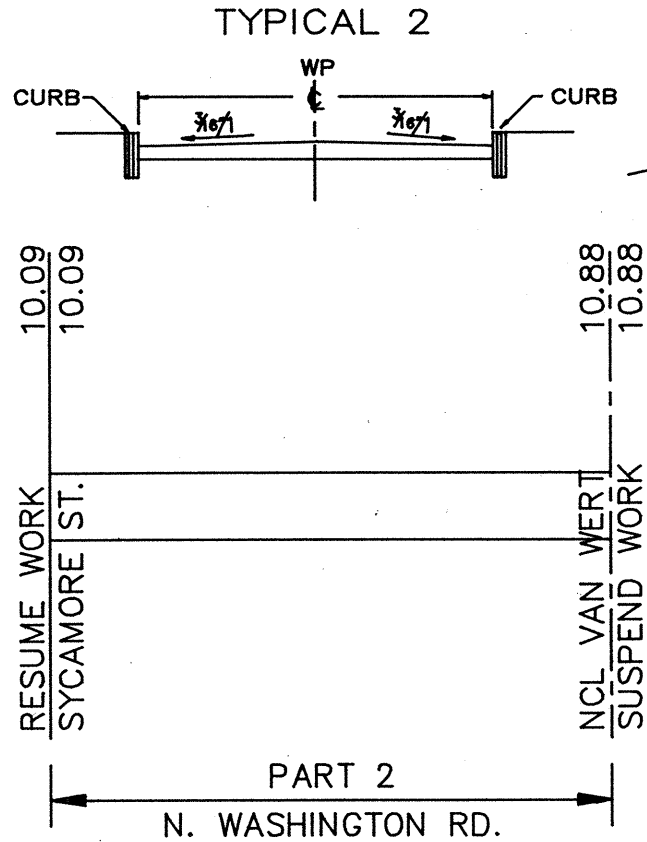
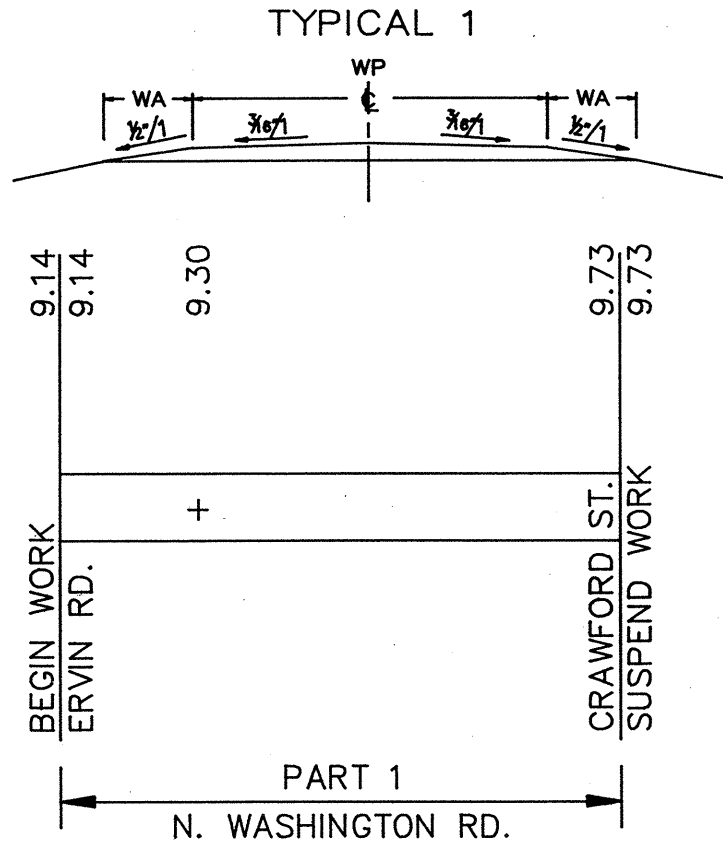
ASPHALT CONCRETE

FHWA REGION	STATE	PROJECT
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VAN-US127-9.14

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\*NOTE: ESITMATED  
QUANTITIES

\*\*NOTE: EXTRA AREAS  
FOR INTERSECTIONS

\*\*NOTE: EXTRA AREA  
QUANTITIES CARRIED  
TO SHT 7 OF 8.

\*\*NOTE: DRAWINGS NOT  
TO SCALE

\*\*NOTE: ALL TOTALS  
CARRIED TO GENERAL  
SUMMARY

† = VARIABLE

MB = MONUMENT BOX

PAVEMENT DATA

PART	ROUTE	LOG POINT		LENGTH		WP FEET	T Y P I C A L	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YD.	PROPOSED PAVEMENT								202  WEARING COURSE REMOVED 1" AVG. DEPTH  SQ. YD.	254  PAVEMENT PLANING BITUMINOUS 1 1/2" AVG.  SQ. YD.	254  PATCHING PLANED SURFACE  SQ. YD.				
										407		ASPHALT CONCRETE												
		FROM	TO	MILES	LIN. FT.					TACK COAT ● 0.075 gal./s.y. GALLON	COVER AGGR. ● 0 lb./s.y. TON.	ITEM 448 INTERMEDIATE COURSE		ITEM 448 SURFACE COURSE		ITEM _____								
												THICK INCHES AVG.	TYPE 1, AC-20 CU. YD.	THICK INCHES AVG.	TYPE 1 AC-20 AS PER PLAN CU. YD.	THICK INCHES	CU. YD.							
1	US127	9.14	9.29	0.15	792	34	1	404	2992	224				1.50	125					2992	6			
1	US127	9.29	9.44	0.15	792	40	2	404	3520	264				1.50	147					3520	7			
1	US127	9.44	9.71	0.27	1426	34	2	404	5387	404				1.50	224					5387	11			
1	US127	9.71	9.73	0.02	106	42.5	2	404	501	38				1.50	21					501	1			
	TOTAL	PART	1	0.59	3116				12400	930					517					12400	25			
2	US127	10.09	10.88	0.79	4171	34	2	404	15757	1182				1.50	657					15757	32			
	TOTAL	PART	2	0.79	4171				15757	1182					657					15757	32			
3	US224	9.25	11.89	2.64	13939	24	1	404	37171	2788				1.50	1549					37171	74			
3	RAMP A	0.00	0.30	(0.30)	(1584)	17	3	404	2992	224				1.50	125					2992	6			
3	RAMP A	0.30	0.38	(0.08)	(422)	16	1	404	750	56				1.50	31					750	1			
3	RAMP B	0.00	0.30	(0.30)	(1584)	17	3	404	2992	224				1.50	125					2992	6			
3	RAMP B	0.30	0.45	(0.15)	(792)	16	1	404	1408	106				1.50	59					1408	3			
3	RAMP C	0.00	0.19	(0.19)	(1003)	16	1	404	1783	134				1.50	74					1783	4			
3	RAMP D	0.00	0.21	0.21	1109	16	1	404	1972	148				1.50	82					1972	8			
**	EXTRA	AREAS							400	30				†	17					400	1			
	TOTAL	PART	3	2.85	15048				49468	3710					2062					49468	103			

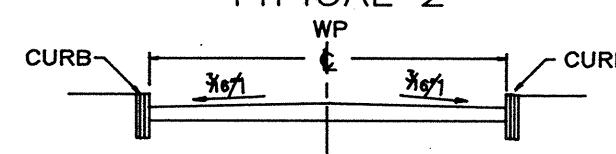
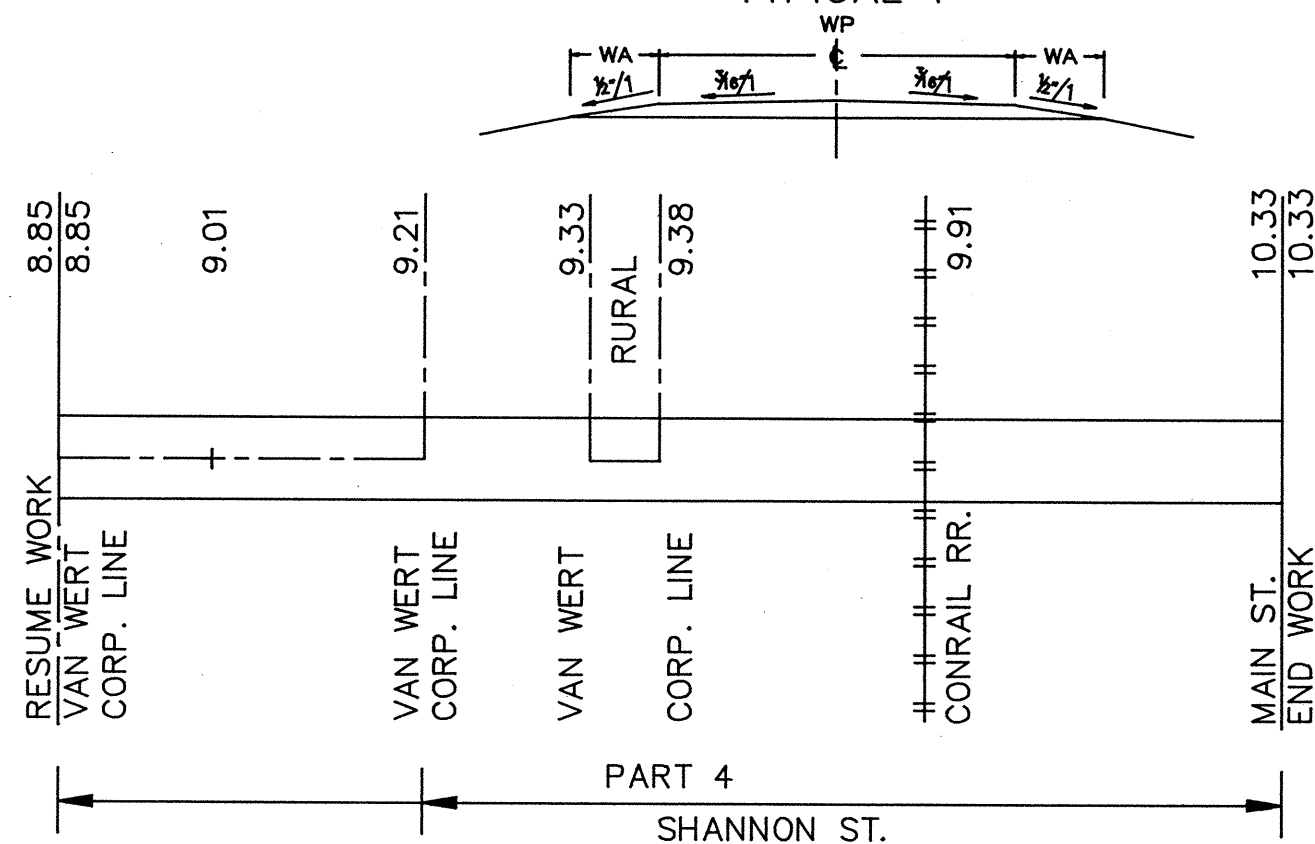
## TYPICAL 1 ASPHALT CONCRETE

## TYPICAL 2

FHWA REGION	STATE	PROJECT	
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VANWERT COUNTY  
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\*NOTE: ESTIMATED QUANTITIES

**\*\*NOTE: EXTRA AREAS  
FOR INTERSECTIONS**

\*\*NOTE: EXTRA AREA  
QUANTITIES CARRIED  
TO SHT 7 OF 8.

**\*\*NOTE: DRAWINGS NOT  
TO SCALE**

**\*\*NOTE: ALL TOTALS  
CARRIED TO GENERAL  
SUMMARY**

† = VARIABLE

**MB** = MONUMENT BOX

## PAVEMENT DATA

[illegible]

PAVED SHOULDERS

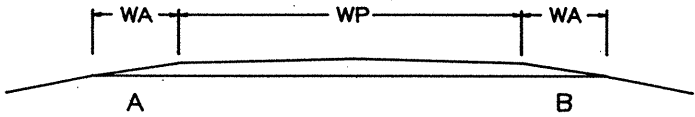
FHWA REGION	STATE	PROJECT	
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TYPICAL 1



≠ = Variable Thickness

\*NOTE: Estimated Quantity

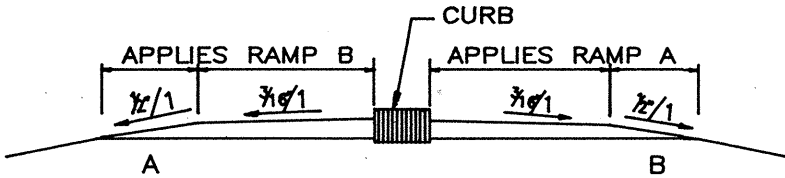
\*\*NOTE: Extra areas for all mailbox,  
driveway & bridge approaches

\*\*NOTE: Extra areas carried to sht 7  
of 8.

\*\*NOTE: All totals carried to General  
Summary.

ITEM 408 BITUMINOUS PRIME COAT:  
After application of the Prime Coat, no  
further treatment shall be performed  
until so directed by the Engineer.

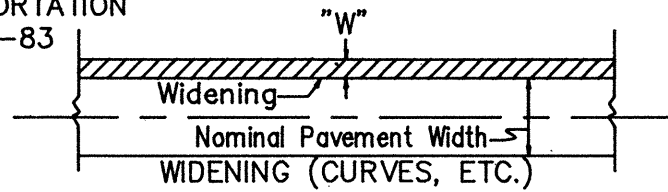
TYPICAL 3



PAVED SHOULDER DATA

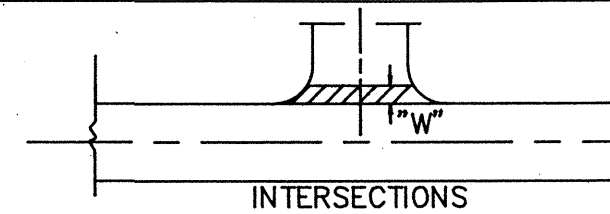
P A R T	ROUTE	LOG POINT		LENGTH		T Y P I C A L	PROPOSED WIDTH (FT.)				SHOULDER AREA SQ. YD.	203		448		448		408	407	304	617	617	617	254	254			
		FROM	TO	MILES	LIN.FT.		A	B	C	D		LINEAR GRADING		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1, AC-20	ASPHALT CONCRETE SURFACE COURSE TYPE 1 AC-20, AS PER PLAN	PRIME	TACK COAT	AGGREGATE BASE	COMPACTED AGGREGATE	SHOULDER PREPARATION	WATER	PAVEMENT PLANING BITUMINOUS 1 1/2" AVG. DEPTH	PATCHING PLANED SURFACE					
												DEPTH INCHES	***STA.			AVG. THICK INCHES	CU. YD.	AVG. THICK INCHES	CU. YD.	Bit. Matl.  ● .40 gal./s.y.  GALLON	Bit. Matl.  ● 0.075 gal./s.y.  GALLON				TYPE A  2 ● 2.0 FT.  2 IN. AVG. THICKNESS  CU. YD.	2 ● 2.5 FT.  AVERAGE WIDTH  SQ. YD.		M. GALLON
1	US127	9.14	9.29	0.15	792	1	0.5	0.5			88					1.50	4		7		20			88				
	TOTAL	PART	1	0.15	792						88						4		7		20			88				
3	US224	9.25	11.89	2.64	13939	1	8	8			24780					1.50	1033		1859		344		1	24780	50			
3	RAMP A	0.00	0.30	(0.30)	(1584)	3	4				704					1.50	29		53		39			704	1			
3	RAMP A	0.30	0.38	(0.08)	(422)	1	3	3			281					1.50	12		21		10			281	1			
3	RAMP B	0.00	0.30	(0.30)	(1584)	3		4			704					1.50	29		53		39			704	1			
3	RAMP B	0.30	0.45	(0.15)	(792)	1	3	3			528					1.50	22		40		20			528	1			
3	RAMP C	0.00	0.19	(0.19)	(1003)	1	3	3			669					1.50	28		50		25			669	1			
3	RAMP D	0.00	0.21	0.21	1109	1	3	3			739					1.50	31		55		27			739	1			
	TOTAL	PART	3	2.85	15048						28405						1184	150	2131	6	504		1	28405	56			
4	SR118	8.85	9.35	0.50	2640	1	3	2.5			1613					1.50	67		121		65			1613	3			
	TOTAL	PART	4	0.50	2640						1613						67	25	121	1	65			1613	3			





## EXTRA AREA AND DEDUCTIONS

QUANTITIES CARRIED FROM ASPHALT CONCRETE  
SHEET & PAVED SHOULDERS SHEET.



PLAN NO.



— VANWERT COUNTY  
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[illegible]

DEPARTMENT OF TRANSPORTATION  
M & R 710 REV. 4-85

## GENERAL SUMMARY

VANWERT COUNTY  
VAN-US127-9.14

PLAN NO.

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