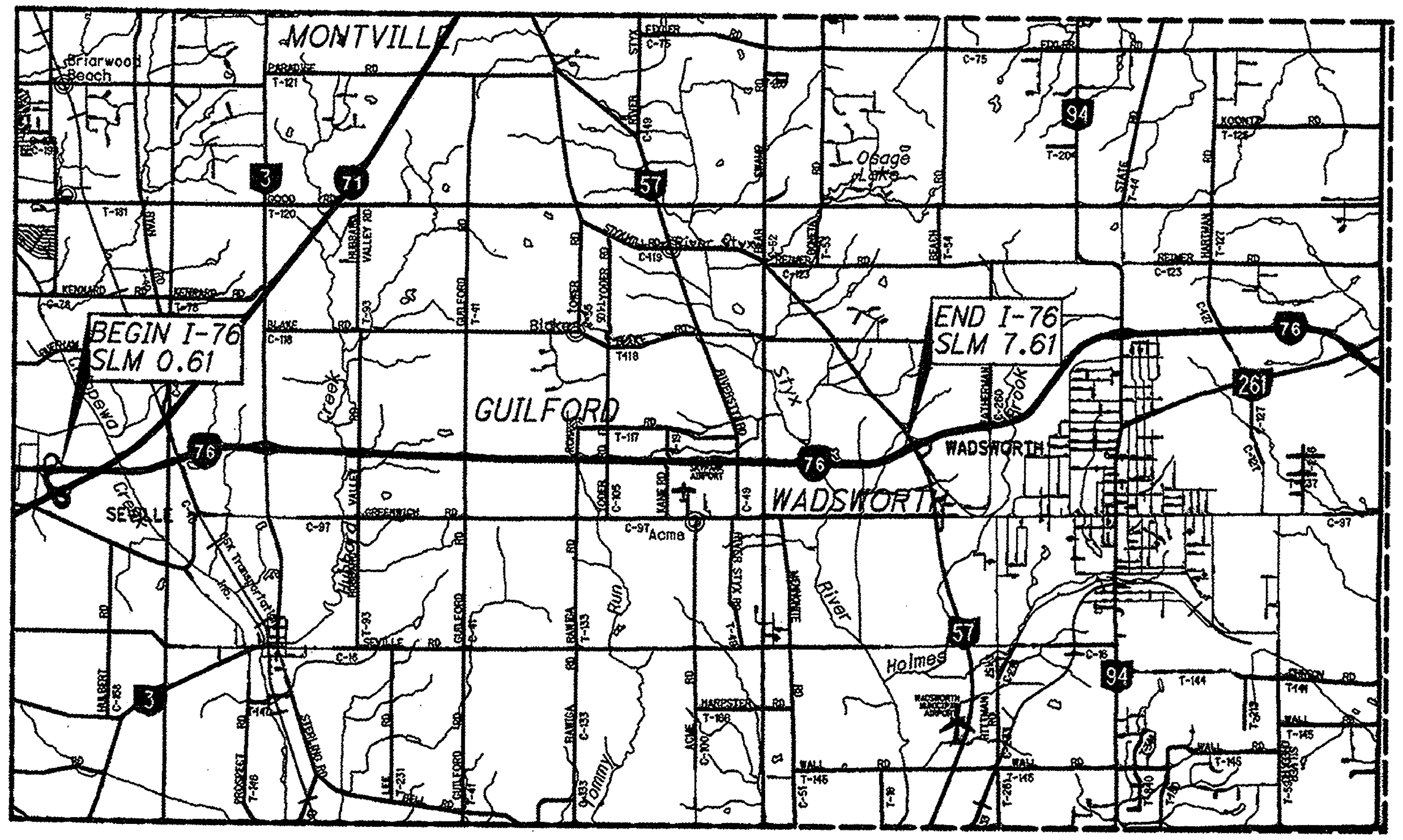

LOCATION MAP

LATITUDE: 41° 1′ 56″ LONGITUDE: 81° 49′ 49″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

DESIGN DESIGNATION

	0.61-2.32	2.32-7.61
CURRENT ADT (2010)	28290	30470
DESIGN YEAR ADT (2030)	28550	39330
DESIGN HOURLY VOLUME (2030)	2570	3540
DIRECTIONAL DISTRIBUTION	0.51	0.57
TRUCKS (24 HOUR B&C)	.32	0.30
DESIGN SPEED	65	65
LEGAL SPEED	65	65

DESIGN FUNCTIONAL CLASSIFICATION: RURAL INTERSTATE

DESIGN EXCEPTIONS APPROVAL DATE JUNE 11, 1992:
GRADED SHOULDER WIDTH
VERTICAL ALIGNMENT & STOPPING SIGHT DISTANCE
HORIZONTAL CLEARANCE

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MED-76-0.61
VILLAGE OF SEVILLE
WESTFIELD TOWNSHIP
GUILFORD TOWNSHIP
WADSWORTH TOWNSHIP

INDEX OF SHEETS:

PROJECT DESCRIPTION

PAVEMENT PLANING, PAVEMENT REPAIRS, DRAINAGE WORK, ASPHALT CONCRETE REPLACEMENT, TRAFFIC CONTROL ITEMS, GUARDRAIL RECONSTRUCTION, AND STRUCTURE MAINTENANCE.

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2008 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS 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.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIA SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIA SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED J. Hart
DATE 10/9/09 DISTRICT DEPUTY DIRECTOR

APPROVED Jolene M. Molitoris
DATE 10-28-09 DIRECTOR, DEPARTMENT OF TRANSPORTATION

STRUCTURE/CULVERT ENGINEERS SEAL:

STATE OF OHIO
DAVID C. MOLLENSHOTT
E-50210
REGISTERED PROFESSIONAL ENGINEER

SIGNED: David C. Mollenshott
DATE: 10/19/09

ROADWAY ENGINEERS SEAL:

STATE OF OHIO
MICHAEL JOSEPH SCHAFRATH
E-57843
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Michael J Schafrath
DATE: 10/9/09

STANDARD CONSTRUCTION DRAWINGS

										SUPPLEMENTAL SPECIFICATIONS	
BP-2.1	7/18/08	GR-2.1	1/16/04	MT-98.21	7/17/09	TC-22.10	1/19/01	TC-52.20	1/19/07	SS800	10/16/09
BP-2.2	7/18/08	GR-3.1	10/16/09	MT-98.22	7/17/09	TC-22.20	1/19/01	TC-61.30	4/17/09	SS802	01/16/09
BP-2.4	7/16/04	GR-4.2	1/19/07	MT-98.28	7/17/09	TC-31.21	4/20/01	TC-65.10	1/21/05	SS832	05/05/09
BP-3.1	10/19/07	RM-4.1	10/20/06	MT-98.29	7/17/09	TC-32.10	1/19/07	TC-65.11	1/21/05	SS836	04/15/05
BP-6.1	7/28/00	RM-4.2	10/19/07	MT-99.20	1/16/09	TC-32.11	1/19/07	TC-71.10	1/16/09	SS847	10/16/09
BP-9.1	4/15/05			MT-100.00	1/16/09	TC-41.10	10/19/07	TC-72.20	10/16/09	SS902	10/20/08
		MT-35.10	4/20/01	MT-101.60	4/17/09	TC-41.20	1/19/01	TC-73.10	1/19/01		
CB-1.1	7/15/05	MT-95.30	7/17/09	MT-101.70	1/16/09	TC-41.25	4/17/09				
		MT-95.40	7/17/09	MT-101.90	1/16/09	TC-41.30	1/19/07				
DM-1.1	4/21/06	MT-95.50	4/17/09	MT-105.10	1/16/09	TC-41.40	7/16/04				
DM-1.2	10/21/05	MT-95.70	7/17/09			TC-41.50	1/19/07				
DM-1.4	4/21/06	MT-95.82	9/05/06	TC-07.65	1/19/07	TC-42.10	1/19/07				
DM-4.3	4/17/09	MT-97.10	4/17/09	TC-12.30	1/19/07	TC-42.20	7/16/04				
DM-4.4	4/17/09	MT-98.10	7/17/09	TC-15.115	1/19/07	TC-51.11	4/20/01				
		MT-98.11	7/17/09	TC-18.24	1/18/02	TC-51.12	4/20/01				
GR-1.1	7/16/04	MT-98.20	7/17/09	TC-21.20	10/16/09	TC-52.10	1/19/07				

SPECIAL PROVISIONS

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:

DISTRICT THREE PRODUCTION DEPARTMENT

FEDERAL PROJECT NO. E040(717)

PID NO. 77475

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

MED-76-0.61

MED-76-0.61
101017 PID 77475
DIST 03 2/25/2010

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GT001.dg DATE: 10/9/2009
WORKSTATION: mschafra

MED-76-0.61 PID 77475

PROJECT GROUND COORDINATES - US SURVEY FEET

PRIMARY PROJECT CONTROL POINTS

PROJECT COORDINATES (FEET) ARE RELATIVE TO STATE PLANE GRID COORDINATES (METERS)
BY A PROJECT ADJUSTMENT FACTOR (PAF) MULTIPLIER OF 3.28121692I

	CENTERLINE I-76		PLANS MED-224-10.33/17.66 USED FOR ALIGNMENT			
NAME	STATION	OFFSET(ft)	NORTH(ft)	EAST(ft)	ELEVATION(ft)	FEATURE
ROW99	856+04.20	-19.54	497562.2600	2135559.7080	983.39	IPIN
ROW91	880+58.35	87.88	497439.7103	2138013.1420	983.96	IPIN

STATE PLANE GRID COORDINATES - METERS

PRIMARY PROJECT CONTROL POINTS

HORIZONTAL DATUM - NAD83(CORS96), OHIO NORTH ZONE (3401) FROM CORS
VERTICAL DATUM - NAVD88 (GPS DERIVED FROM CORS)

NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION
ROW99	151639.5508	650843.8056	302.786	5/8 IRON BAR
ROW91	151602.2019	651591.5264	299.912	5/8" IRON BAR w/ CUNNINHAM CAP

MONUMENTS TO BE SET DURING CONSTRUCTION

ITEM 604 MONUMENT ASSEMBLY	ITEM 604 REFERENCE MONUMENT
0	0

INTERSTATE ROUTE 76 MONUMENTATION/ALIGNMENT

	CENTERLINE I-76		PLANS MED-224-10.33/17.66 USED FOR ALIGNMENT			
NAME	STATION	OFFSET(ft)	NORTH(ft)	EAST(ft)	ELEVATION(ft)	FEATURE
MN01	922+75.07	24.95	498514.9282	2142087.1030	1039.78	CMON
MN02	923+25.52	24.86	498522.2660	2142136.6950	1040.61	CMON
MN03	958+63.54	77.96	498416.9323	2145665.8210	1097.15	CMON
MN04	959+36.27	78.04	498414.6322	2145736.5130	1091.43	CMON
MN05	968+62.93	78.05	498386.3809	2146664.7420	1063.74	CMON
MN06	969+35.66	77.94	498384.2744	2146737.4400	1058.17	CMON
MN25	1040+63.25	24.98	498219.9871	2153863.3280	1188.31	CMON
MN26	1041+13.18	25.03	498218.4318	2153913.2550	1189.23	CMON
MN13	1183+73.40	25.01	498078.3764	2168173.2570	977.21	CMON
MN14	1184+23.50	25.01	498077.9105	2168223.3540	977.37	CMON
MN15	1203+87.01	24.77	498059.9655	2170186.8800	978.37	CMON
MN16	1204+36.80	25.33	498059.2731	2170236.8070	978.55	CMON
MN17	1208+20.65	24.63	498063.4239	2170421.6550	979.45	CMON
MN18	1215+93.00	23.92	498268.4056	2171375.5470	1006.16	CMON
MN19	1216+42.59	23.85	498288.4891	2171421.7530	1008.03	CMON
MN20	1218+26.34	23.87	498364.3279	2171590.2370	1015.14	CMON
MN21	1218+76.11	23.45	498386.1972	2171635.1080	1017.15	CMON
MN10	1227+22.93	22.63	498756.8336	2172396.6190	1048.78	CMON
MN11	1239+50.31	30.83	499280.1582	2173505.1060	1098.53	CMON
MN12	1240+06.41	30.23	499301.9126	2173556.1850	1101.02	CMON
MN22	1246+85.06	27.23	499481.0343	2174202.8170	1128.61	CMON
			I-76 ALIGNMENT			
DV01	850+00.00	C/L	497546.4513	2134955.3950		
CL102	882+43.03	C/L	497526.4491	2138198.3640		
CL105	895+16.88	C/L	497725.2125	2139452.9030		
CL106	916+15.30	C/L	498385.5246	2141442.6180		
CL109	929+86.13	C/L	498582.5476	2142792.1190		
CL110	1040+88.24	C/L	498244.1974	2153889.0700		
CL113	1048+15.74	C/L	498229.7214	2154616.4130		
CL118	1202+97.93	C/L	498085.4478	2170097.9300		
CL114	1206+47.93	C/L	498089.3120	2170447.8510		
CL117	1216+19.96	C/L	498301.7603	2171391.6070		
CL119	1219+69.96	C/L	498448.2115	2171709.4300		
CL120	1236+31.10	C/L	499173.9677	2173203.6400		
CL121	1239+81.10	C/L	499320.4176	2173521.4630		
CL124	1244+81.10	C/L	499469.8017	2173997.9620		
CL125	1248+31.10	C/L	499631.0078	2174342.5090		
DV03	1253+00.00	C/L	499803.6051	2174805.7550		

INTERSTATE ROUTE 76 MONUMENTATION/ALIGNMENT

HORZ. DATUM - NAD83(CORS96), OHIO NORTH ZONE VERT. DATUM - NAVD88 GPS DERIVED

NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION
MN01	151929.8910	652833.1270	316.927	C/L REFERENCE MONUMENT
MN02	151932.1270	652848.2409	317.180	C/L REFERENCE MONUMENT
MN03	151900.0250	653923.7949	334.413	C/L REFERENCE MONUMENT
MN04	151899.3240	653945.9489	332.670	C/L REFERENCE MONUMENT
MN05	151890.7140	654228.2311	324.229	C/L REFERENCE MONUMENT
MN06	151890.0720	654250.3869	322.531	C/L REFERENCE MONUMENT
MN25	151840.0030	656422.1080	362.196	C/L REFERENCE MONUMENT
MN26	151839.5290	656437.3240	362.479	C/L REFERENCE MONUMENT
MN13	151796.8450	660783.2731	287.854	C/L REFERENCE MONUMENT
MN14	151796.7030	660798.5409	297.904	C/L REFERENCE MONUMENT
MN15	151791.2340	661396.9549	298.208	C/L REFERENCE MONUMENT
MN16	151791.0230	661412.1709	298.262	C/L REFERENCE MONUMENT
MN17	151792.2880	661468.5061	298.536	C/L REFERENCE MONUMENT
MN18	151855.0640	661759.2190	306.677	C/L REFERENCE MONUMENT
MN19	151860.8800	661773.3009	307.247	C/L REFERENCE MONUMENT
MN20	151883.9930	661824.6490	309.415	C/L REFERENCE MONUMENT
MN21	151890.6580	661838.3241	310.029	C/L REFERENCE MONUMENT
MN10	152003.6150	662070.4060	319.668	C/L REFERENCE MONUMENT
MN11	152163.1060	662408.2340	334.834	C/L REFERENCE MONUMENT
MN12	152169.7360	662423.8011	335.592	C/L REFERENCE MONUMENT
MN22	152224.3260	662620.8719	344.001	C/L REFERENCE MONUMENT
			I-76 ALIGNMENT	
DV01	151634.7329	650659.6322		POT
CL102	151628.6369	651647.9758		PC
CL105	151689.2130	652030.3151		PT
CL106	151890.4530	652636.7106		PC
CL109	151950.4987	653047.9912		PT
CL110	151847.3814	656429.9532		PC
CL113	151842.9697	656651.6219		PT
CL118	151799.0001	661369.8461		ST
CL114	151800.1778	661476.4897		SC
CL117	151864.9246	661764.1135		CS
CL119	151909.5578	661860.9748		ST
CL120	152130.7429	662316.3577		TS
CL121	152175.3757	662413.2190		SC
CL124	152220.9027	662558.4392		CS
CL125	152239.5562	662663.4451		ST
DV03	152261.6813	662804.6262		POT

TOTAL MONUMENTS - QUANTITY CARRIED TO GENERAL SUMMARY: 0 | 0

PROJECT GROUND COORDINATES - US SURVEY FEET

PROPERTY MONUMENTS & EXISTING RIGHT of WAY POINTS

PROJECT COORDINATES (FEET) ARE RELATIVE TO STATE PLANE GRID COORDINATES (METERS)
BY A PROJECT ADJUSTMENT FACTOR (PAF) MULTIPLIER OF 3.28121692I

	CENTERLINE I-76		PLANS MED-224-10.33/17.66 USED FOR ALIGNMENT			
NAME	STATION	OFFSET(ft)	NORTH(ft)	EAST(ft)	ELEVATION(ft)	FEATURE

STATE PLANE GRID COORDINATES - METERS

PROPERTY MONUMENTS & EXISTING RIGHT of WAY POINTS

HORIZONTAL DATUM - NAD83(1995), OHIO NORTH ZONE (3401) FROM CORS
VERTICAL DATUM - NAVD88 (GPS DERIVED FROM CORS)

NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION

R/W PIN MONUMENT

PAID TO BE RESET ITEM 604

0

MONUMENTS QUANTITY CARRIED TO GENERAL SUMMARY

PROJECT ADJ. FACTOR = 3.28121692I State Plane Grid (meters) to Project Ground (US Survey Feet)
ENG./METRIC CONV.= 3.280833333 US SURVEY FOOT TO METERS CONVERSION FACTOR
UNITLESS FACTOR = 1.000116918 State Plane Grid to Project Ground (same units)

PAF BASED ON:		Degrees	Minutes	Seconds
MEAN PROJECT LATITUDE =		41	2	15
MEAN PROJECT ELEVATION (FT)=	1175			

State Plane Grid Coordinates derived through a series of Static, Rapid Static, & VRS RTK GPS observations.
Points having prefix 'CP' are project control points. Point CP1 (Project Base Point) located by means of averaging multiple 2+ hour Static GPS sessions solved through the National Geodetic Survey's Online Positioning User Service (OPUS). Subsiquent control points positioned by overlapping Rapid Static GPS observations with Static base sessions processed through Trimble Geomatics Office (TGO) software radiating vectors from CP1 to all control points.
Points with prefix 'MB' and 'MN' are centerline & reference monuments located.
Points with prefix 'RE' are existing Right of Way corners and points with prefix 'RP' are Right of Way Pin Monuments set this project.
Grid coordinates and distances (meters) values are multiplied by the PAF to obtain Project ground values in feet.

CALCULATED JEK
CHECKED

HORIZONTAL SCALE IN FEET
0 50 100 200

CENTERLINE MONUMENTATION REFERENCE TIES AND BENCHMARKS

MED-76-0.61

2
138

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WORKSTATION: jkenyon DATE: 10/9/2009

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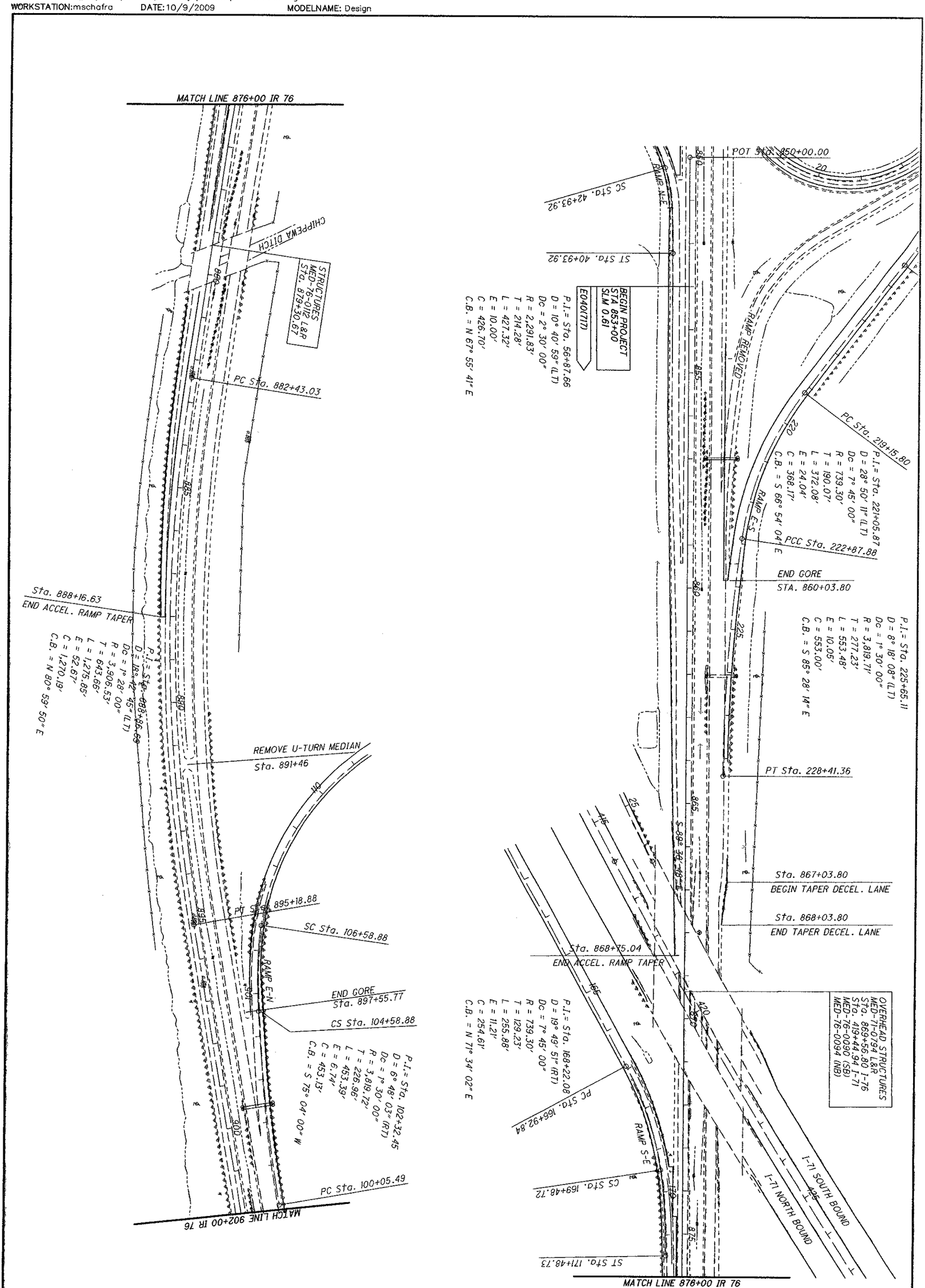
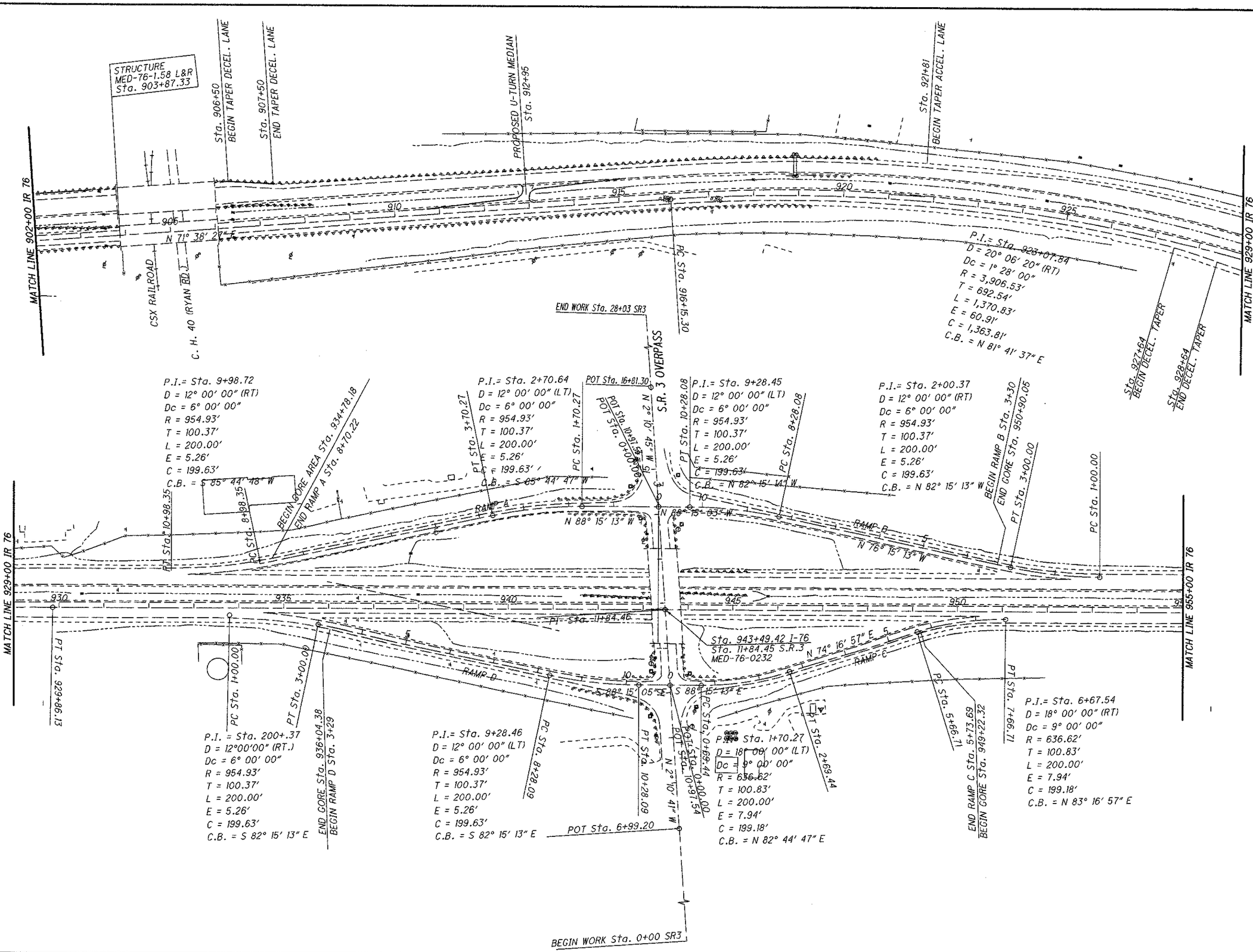
WORKSTATION: mschafra DATE: 10/9/2009 MODELNAME: Design



3 / 138	**MED-76-0.61**	**SCHEMATIC** **STA 853+00 TO STA 902+00**	CALCULATED MJS CHECKED BAD	0 100 50 200 HORIZONTAL SCALE IN FEET



CALCULATED MJS
CHECKED BAD

0 50 100 200
HORIZONTAL SCALE IN FEET

SCHEMATIC
STA 902+00 TO STA 955+00

MED-76-0.61

4
138

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WORKSTATION:mschafra DATE:10/9/2009 MODELNAME: Design

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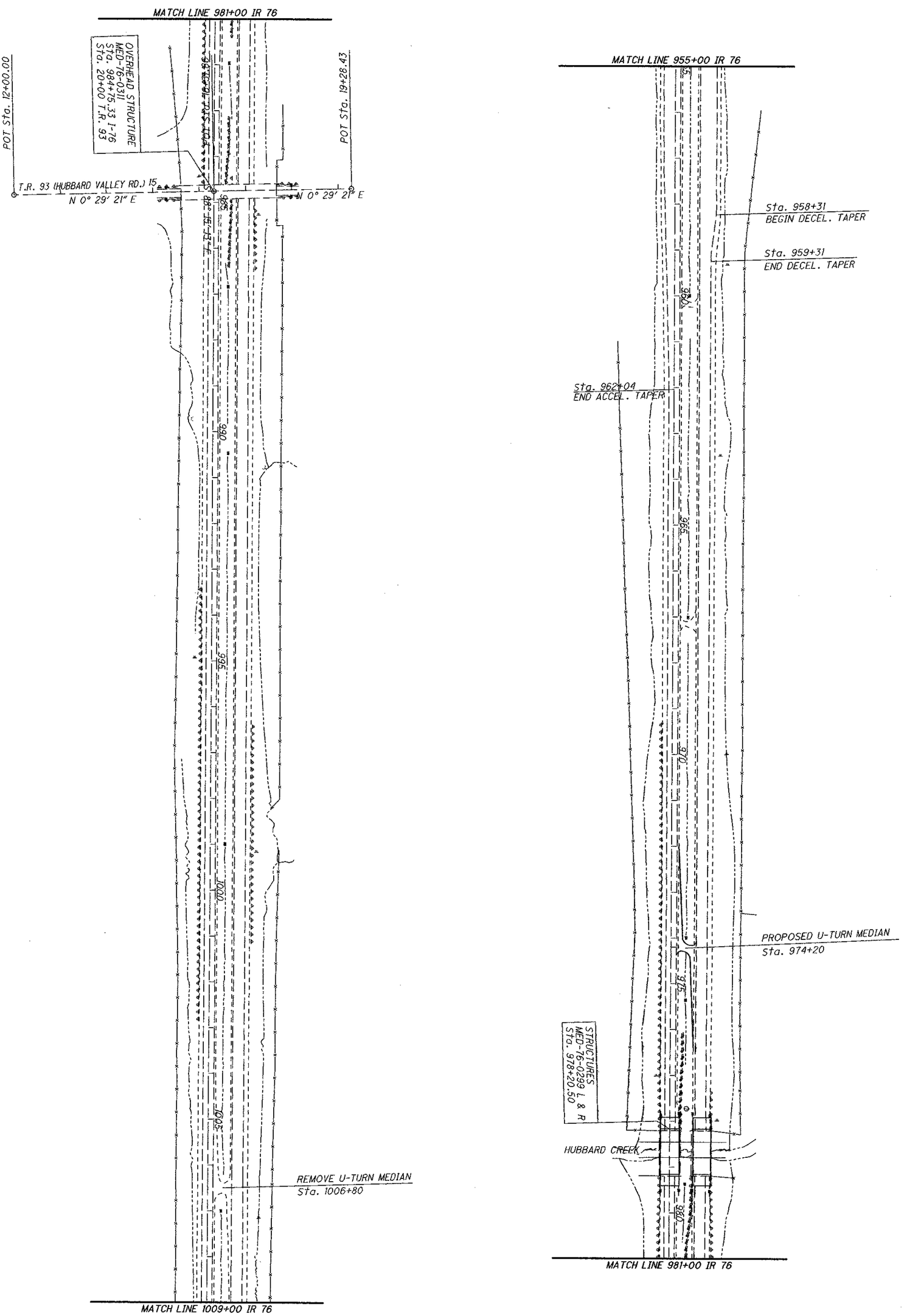
WORKSTATION: mschafra DATE: 10/9/2009 MODELNAME: Design



5 / 138	MED-76-0.61	SCHEMATIC STA 955+00 TO STA 1009+00	CALCULATED MJS CHECKED BAD	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GB004.dgn
WORKSTATION:mschafra DATE:10/9/2009 MODELNAME: Design

N

0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED MJS
CHECKED BAD

SCHEMATIC
STA 1009+00 TO STA 1063+00

MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\774750B005.dgn MODELNAME: Design
WORKSTATION:mschafra DATE:10/9/2009

CALCULATED MJS
CHECKED BAD

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC

STA 1063+00 TO STA 1115+00

MED-76-0.61

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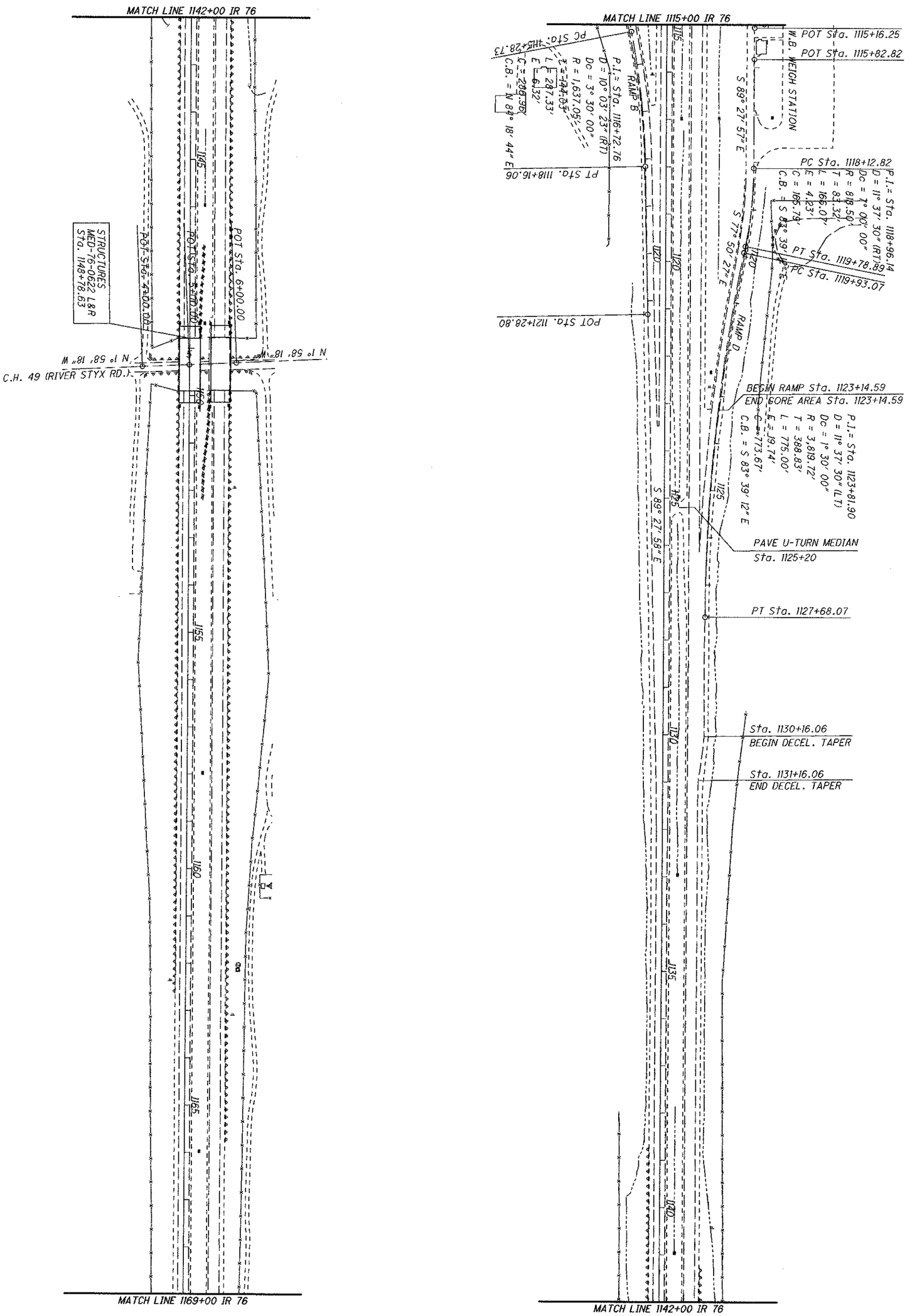
WORKSTATION:mschafra DATE: 10/9/2009 MODELNAME: Design



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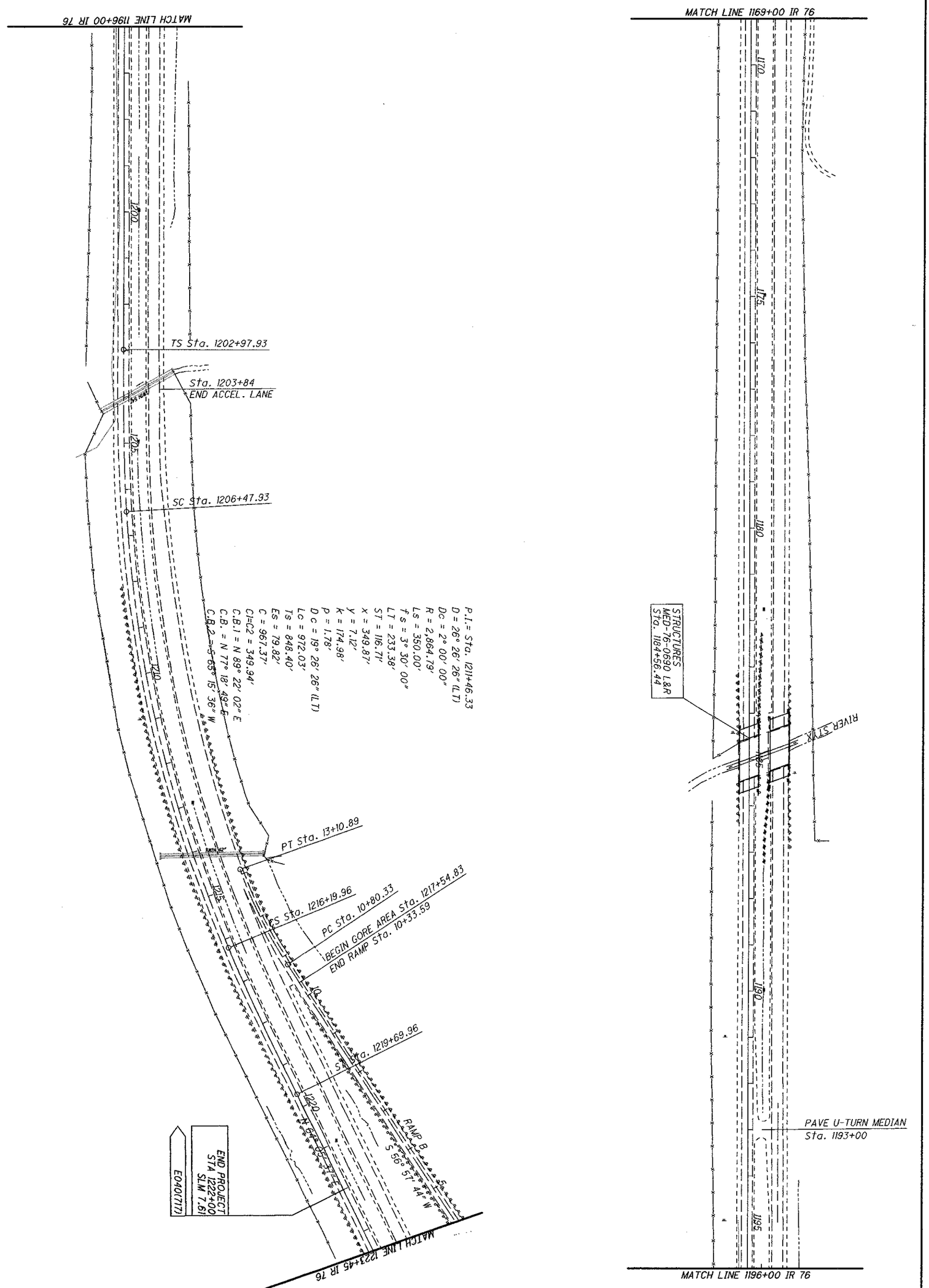
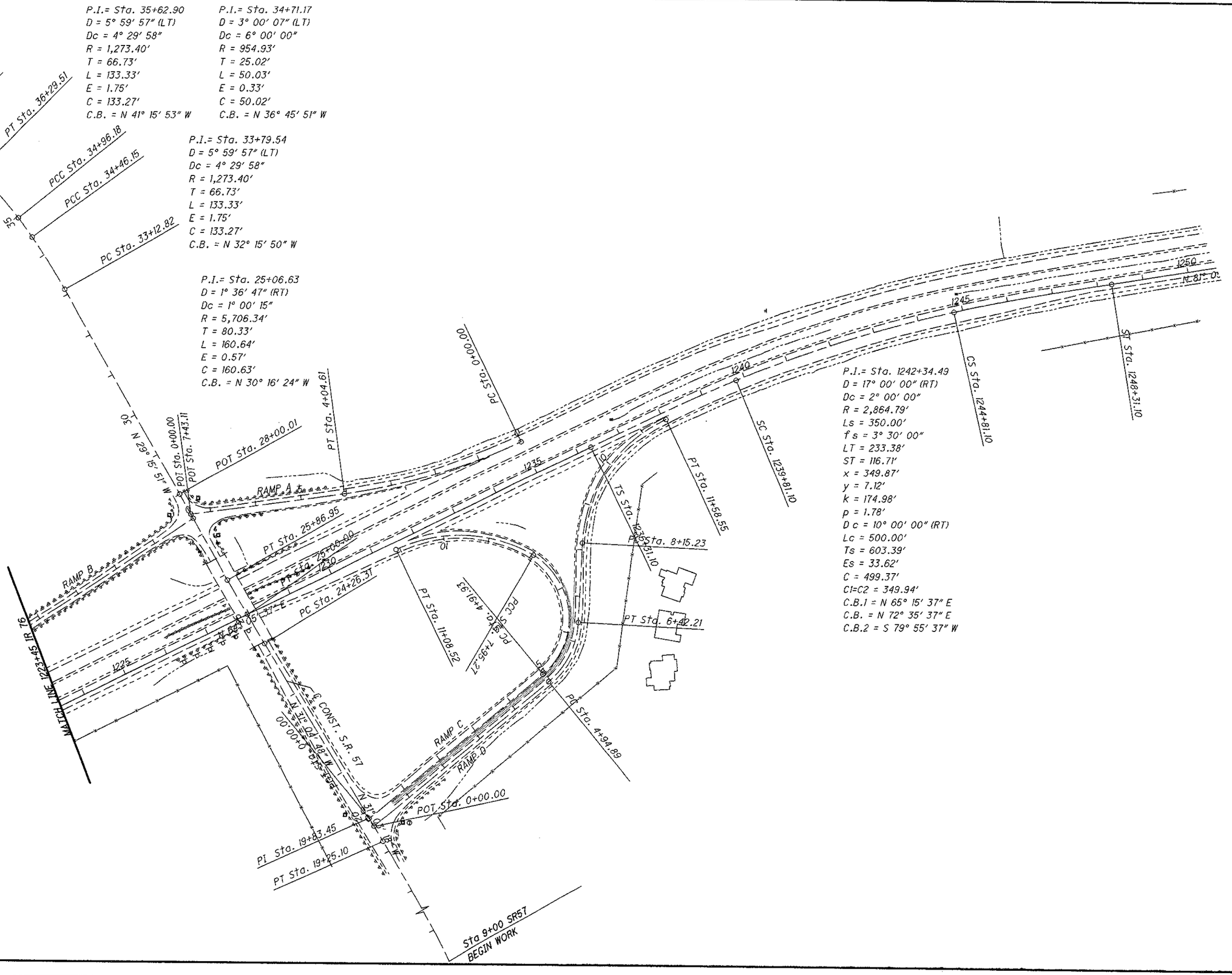
WORKSTATION: mschafra DATE: 10/9/2009 MODELNAME: Design



9 / 138	MED-76-0.61	SCHEMATIC STA 1169+00 TO STA 1223+45	CALCULATED MJS CHECKED BAD	0 100 50 200 HORIZONTAL SCALE IN FEET



DESIGN FILE: i: \projects \ 77475 \ roadway \ sheets \ 77475GB007.dgn
WORKSTATION:mschafra DATE:10/9/2009 MODELNAME: Design

CALCULATED MJS CHECKED BAD

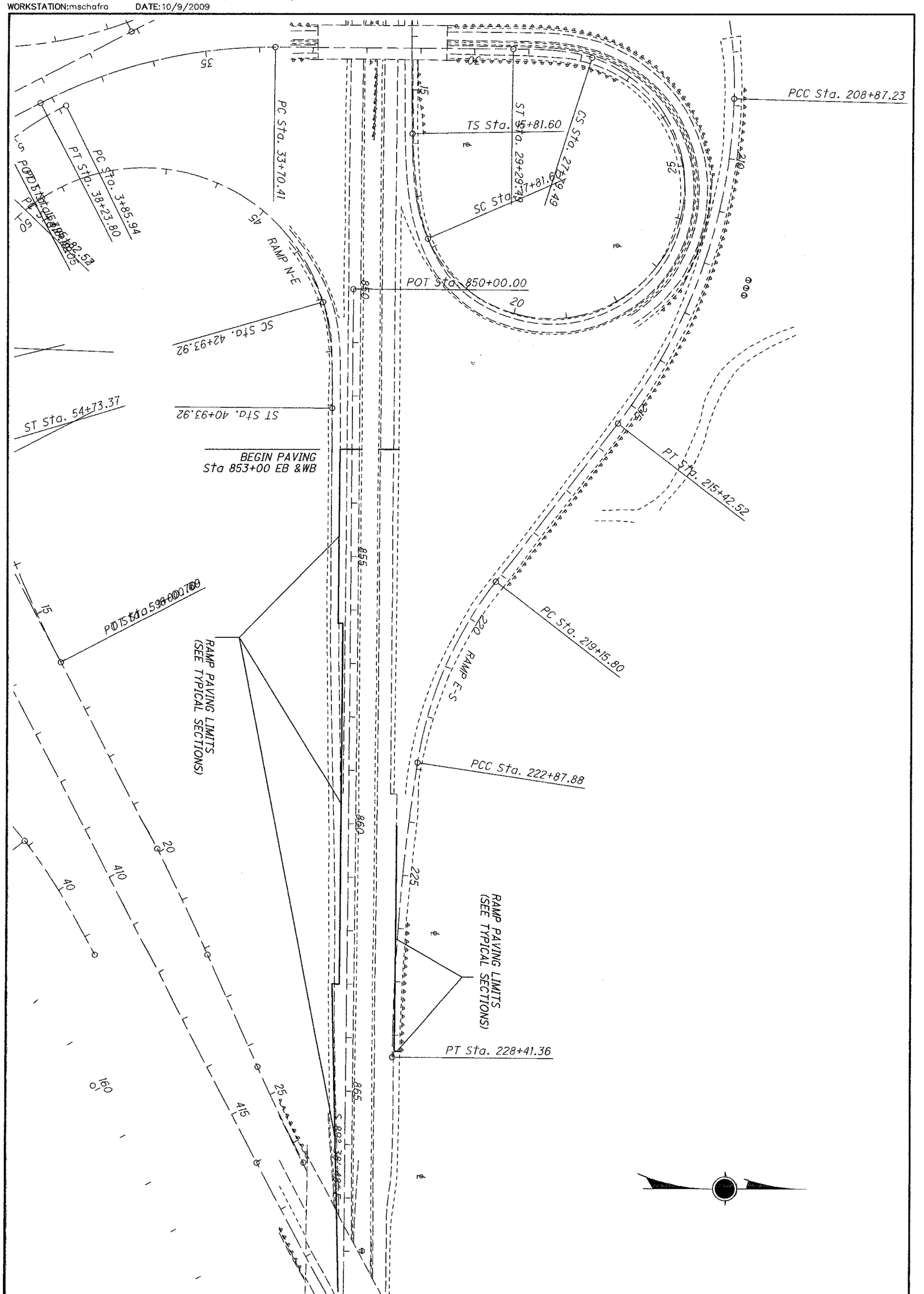
0 50 100 200 HORIZONTAL SCALE IN FEET

SCHEMATIC
STA 1223+45 TO STA 1250+00

MED-76-0.61

10
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION: mschafro DATE: 10/9/2009



11 / 138	MED-76-0.61	RAMPS N-E AND E-S PAVING LIMITS	CALCULATED MJS / CHECKED BAD

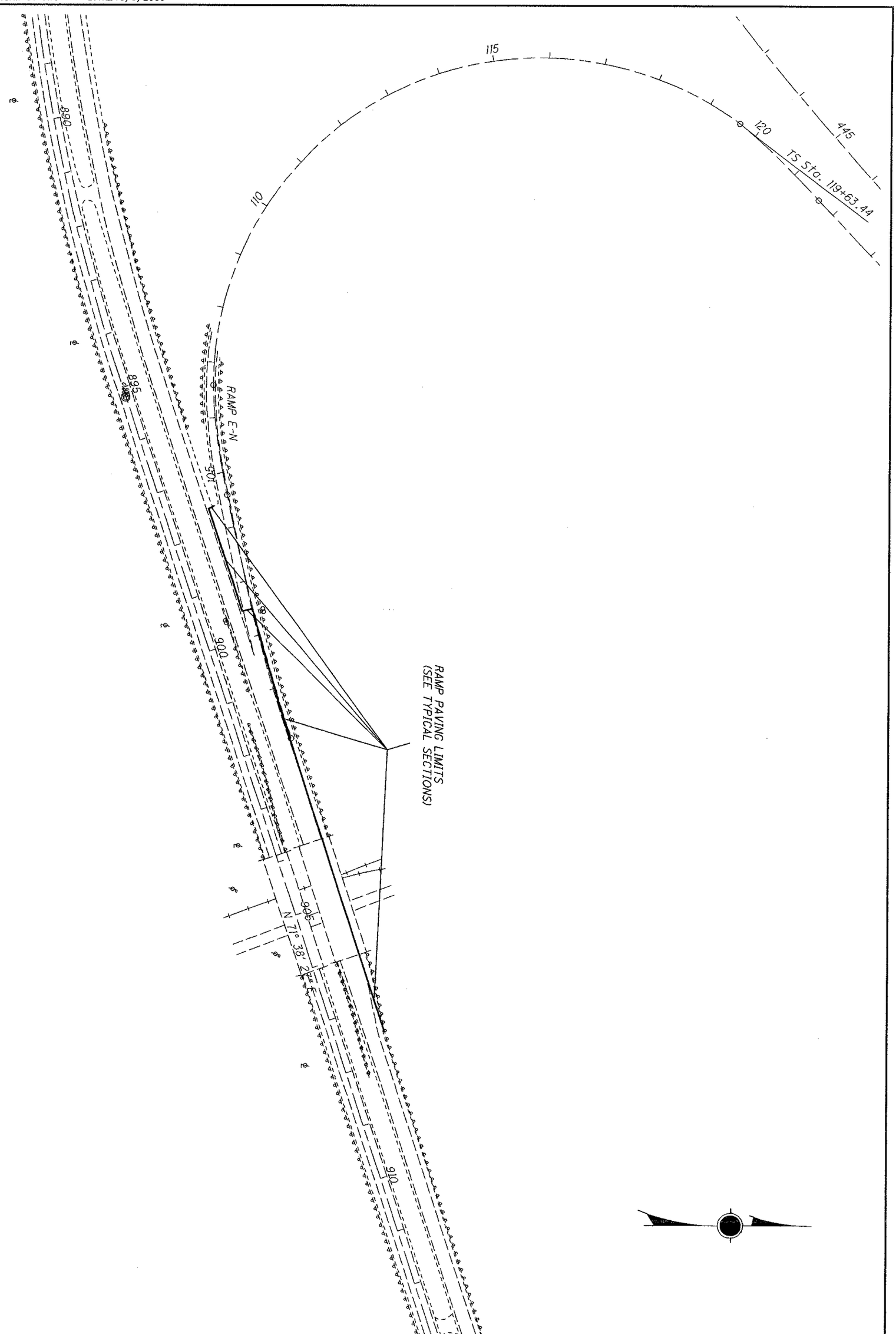
CALCULATED MJS
CHECKED BAD

RAMP S-E PAVING LIMITS

MED-76-0.61

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION:mschafra DATE:10/9/2009

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION:mschafro DATE: 10/9/2009

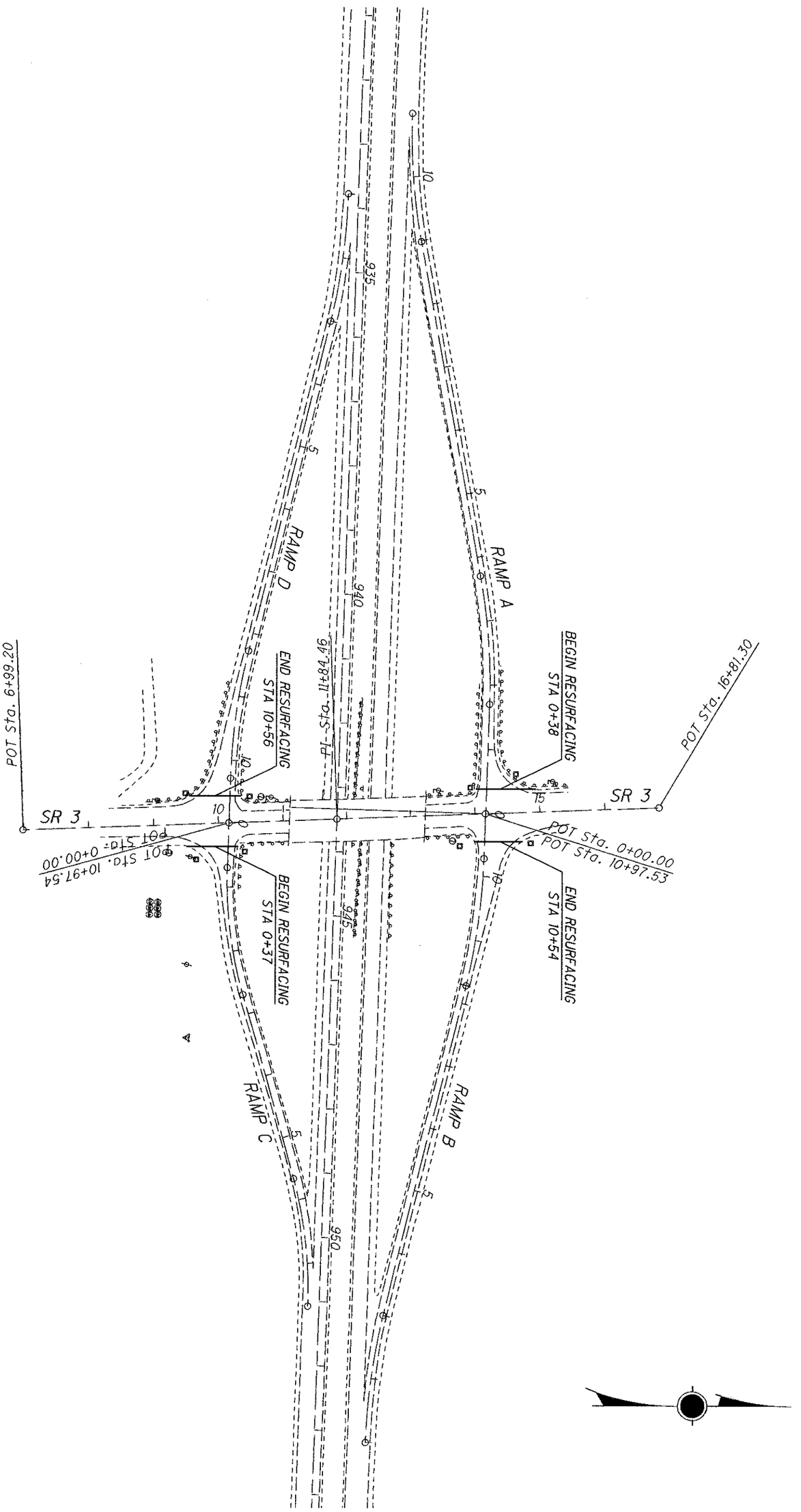


MED-76-0.61

RAMP E-N PAVING LIMITS

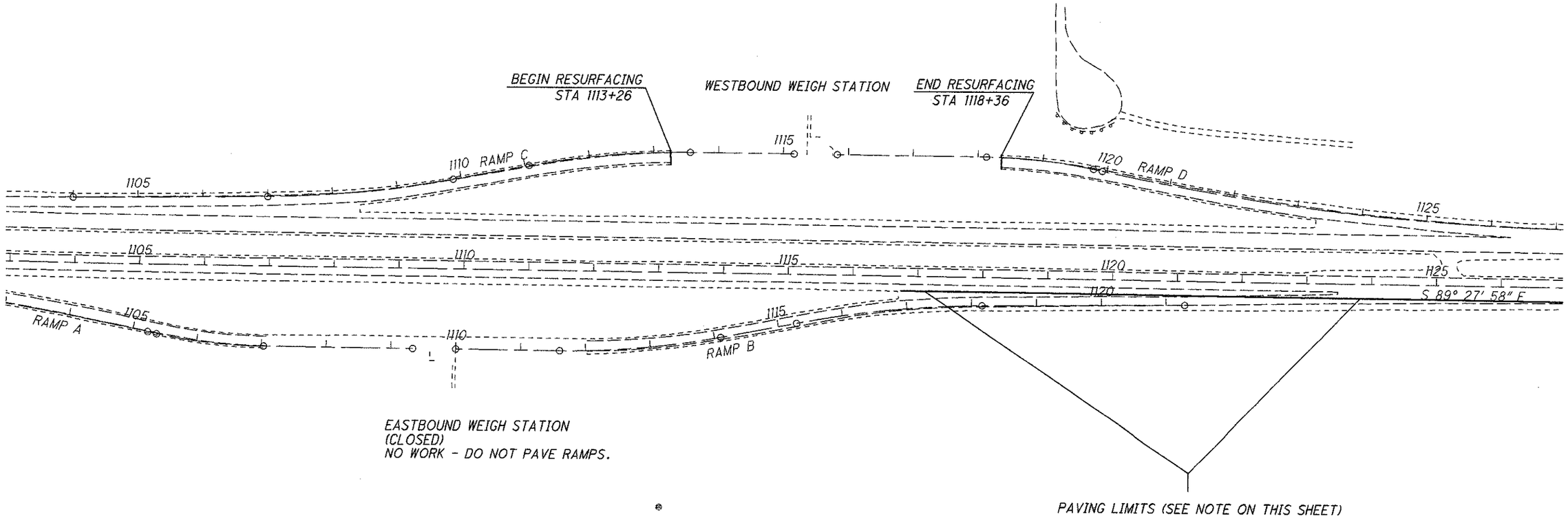
CALCULATED MJS
CHECKED BAD

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION: mschafra DATE: 10/9/2009



14 / 138	**MED-76-0.61**	**SR 3 PAVING LIMITS**	CALCULATED MJS / CHECKED BAD

FOR WESTBOUND WEIGH STATION REPAIRS,
SEE SHEET 63.



EASTBOUND WEIGH STATION
(CLOSED)
NO WORK - DO NOT PAVE RAMPS.

PAVING LIMITS (SEE NOTE ON THIS SHEET)

NOTE:
PAVE 10 FT WIDE RIGHT SHOULDER THROUGH RAMPS A AND B AS IF THEY WERE NOT THERE. MATCH THE SURFACE ALONG THE EDGE OF THIS PAVEMENT SO THAT WATER CAN REACH THE TURF SHOULDER. PLACE RUMBLE STRIPS AND EDGE LINE AS IF RAMPS A AND B DID NOT EXIST.

CALCULATED MJS
CHECKED BAD

WEIGH STATION PAVING LIMITS

MED-76-0.61

15
138

DESIGN FILE: i:\projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION:mschafro DATE:10/9/2009

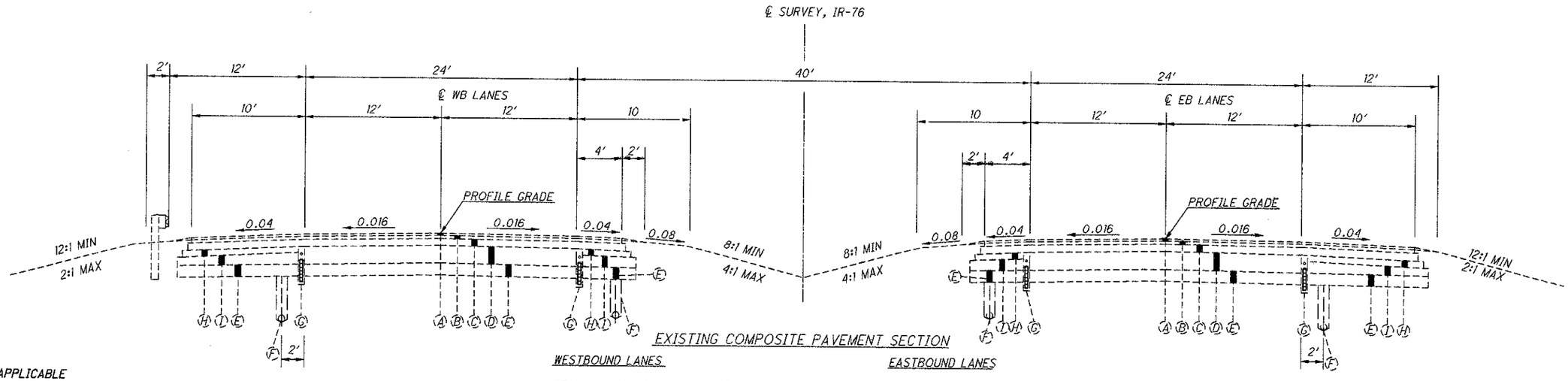
CALCULATED MJS
CHECKED BAD

SR 57 RAMP B PAVING LIMITS

MED-76-0.61

16
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA002.dgn
WORKSTATION:mschafro DATE:10/9/2009



EXISTING COMPOSITE PAVEMENT SECTION

FOR ALL APPLICABLE TYPICAL SECTIONS, THE 6" UNDERDRAINS PLACED AT THE EDGE OF SHOULDER SHALL BE PLACED AT THE EDGE OF THE PROPOSED ITEM 301, OR A MAXIMUM DISTANCE OF 1 FT IN FROM THE EDGE OF THE ITEM 301 IF THE FACE OF GUARDRAIL IS WITHIN 2 FT OF THE EDGE OF THE ITEM 301.

WESTBOUND LANES

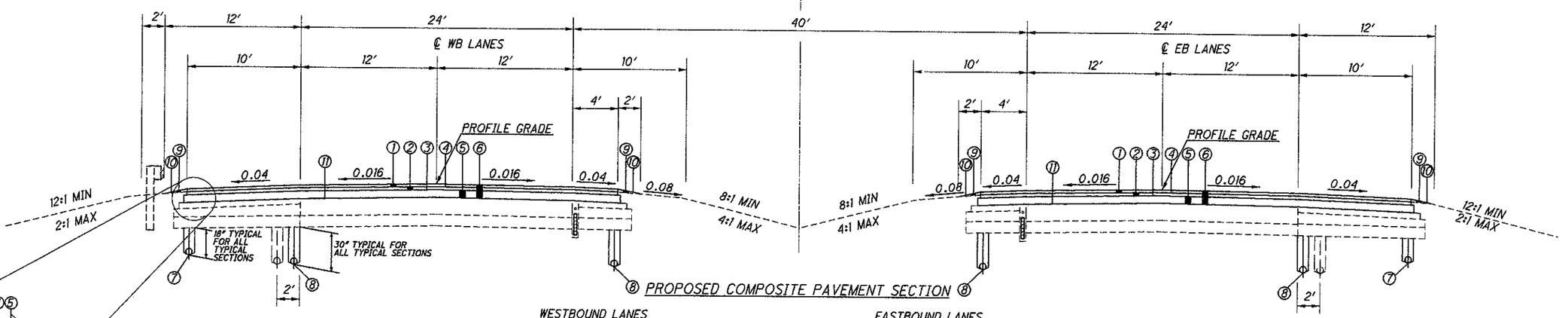
STA. 853+00 TO STA. 864+25 = 1125.00 L.F.
STA. 897+00 TO STA. 898+50 = 150.00 L.F.
STA. 912+00 TO STA. 914+00 = 200.00 L.F.
STA. 931+75 TO STA. 977+95.75 = 4,620.75 L.F.
STA. 979+44.75 TO STA. 1148+55.60 = 16,910.85 L.F.
STA. 1150+17.60 TO STA. 1184+10.16 = 3,392.56 L.F.
STA. 1185+46.26 TO STA. 1202+23.00 = 1676.74 L.F.
STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.

TOTAL = 28230.90 L.F.

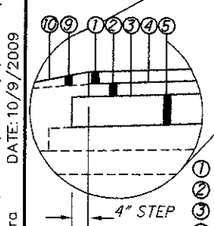
EASTBOUND LANES

STA. 853+00 TO STA. 863+00 = 1000.00 L.F.
STA. 875+50 TO STA. 879+04.63 = 354.63 L.F.
STA. 897+00 TO STA. 898+50 = 150.00 L.F.
STA. 912+00 TO STA. 914+00 = 200.00 L.F.
STA. 931+75 TO STA. 939+50 = 775.00 L.F.
STA. 949+00 TO STA. 977+95.75 = 2,895.75 L.F.
STA. 979+44.75 TO STA. 1148+57.20 = 16,912.45 L.F.
STA. 1150+19.20 TO STA. 1184+33.45 = 3,414.25 L.F.
STA. 1185+69.55 TO STA. 1202+23.00 = 1653.45 L.F.
STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.

TOTAL = 27510.53 L.F.



PROPOSED COMPOSITE PAVEMENT SECTION



WESTBOUND LANES

STA. 853+00 TO STA. 864+25 = 1125.00 L.F.
STA. 897+00 TO STA. 898+50 = 150.00 L.F.
STA. 912+00 TO STA. 914+00 = 200.00 L.F.
STA. 931+75 TO STA. 977+95.75 = 4,620.75 L.F.
STA. 979+44.75 TO STA. 1148+55.60 = 16,910.85 L.F.
STA. 1150+17.60 TO STA. 1184+10.16 = 3,392.56 L.F.
STA. 1185+46.26 TO STA. 1202+23.00 = 1676.74 L.F.
STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.

TOTAL = 28230.90 L.F.

EASTBOUND LANES

STA. 853+00 TO STA. 863+00 = 1000.00 L.F.
STA. 875+50 TO STA. 879+04.63 = 354.63 L.F.
STA. 897+00 TO STA. 898+50 = 150.00 L.F.
STA. 912+00 TO STA. 914+00 = 200.00 L.F.
STA. 931+75 TO STA. 939+50 = 775.00 L.F.
STA. 949+00 TO STA. 977+95.75 = 2,895.75 L.F.
STA. 979+44.75 TO STA. 1148+57.20 = 16,912.45 L.F.
STA. 1150+19.20 TO STA. 1184+33.45 = 3,414.25 L.F.
STA. 1185+69.55 TO STA. 1202+23.00 = 1653.45 L.F.
STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.

TOTAL = 27510.53 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
8. 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
9. ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
10. ITEM 408 PRIME COAT
11. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 4" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6" ± SUBBASE
- (F) EXISTING 6" UNDERDRAIN
- (G) EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- (H) EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- (I) EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")

HORIZONTAL SCALE IN FEET 0 5 10

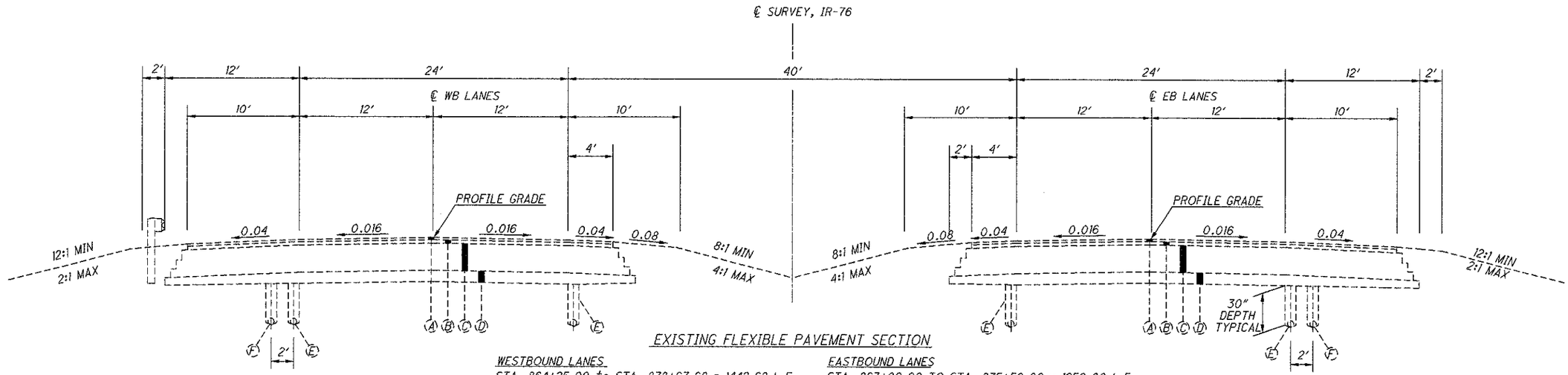
CALCULATED ADW
CHECKED MJS

TYPICAL SECTIONS

MED-76-0.61

17
138

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafro DATE:10/9/2009



EXISTING FLEXIBLE PAVEMENT SECTION

WESTBOUND LANES

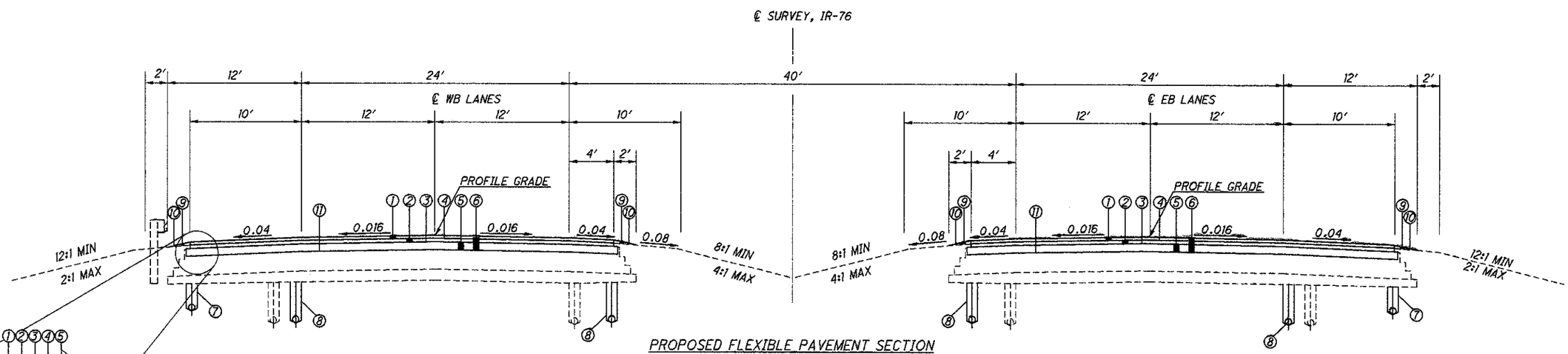
STA. 864+25.00 to STA. 878+67.68 = 1442.68 L.F.
STA. 898+50.00 to STA. 903+59.69 = 509.69 L.F.
STA. 906+27.69 TO STA. 912+00.00 = 572.31 L.F.

TOTAL = 2524.68 L.F.

EASTBOUND LANES

STA. 863+00.00 TO STA. 875+50.00 = 1250.00 L.F.
STA. 898+50.00 TO STA. 903+62.00 = 512.00 L.F.
STA. 906+30.00 TO STA. 912+00.00 = 570.00 L.F.
STA. 939+50.00 TO STA. 949+00.00 = 950 L.F.

TOTAL = 3282.00 L.F.



PROPOSED FLEXIBLE PAVEMENT SECTION

WESTBOUND LANES

STA. 864+25.00 to STA. 878+67.68 = 1442.68 L.F.
STA. 898+50.00 to STA. 903+59.69 = 509.69 L.F.
STA. 906+27.69 TO STA. 912+00.00 = 572.31 L.F.

TOTAL = 2524.68 L.F.

EASTBOUND LANES

STA. 863+00.00 TO STA. 875+50.00 = 1250.00 L.F.
STA. 898+50.00 TO STA. 903+62.00 = 512.00 L.F.
STA. 906+30.00 TO STA. 912+00.00 = 570.00 L.F.
STA. 939+50.00 TO STA. 949+00.00 = 950 L.F.

TOTAL = 3282.00 L.F.

SHOULDER DETAIL

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
8. 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
9. ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
10. ITEM 408 PRIME COAT
11. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 14" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 6" AGGREGATE BASE
- (E) EXISTING 4" SHALLOW PIPE UNDERDRAIN
- (F) EXISTING 6" UNDERDRAIN

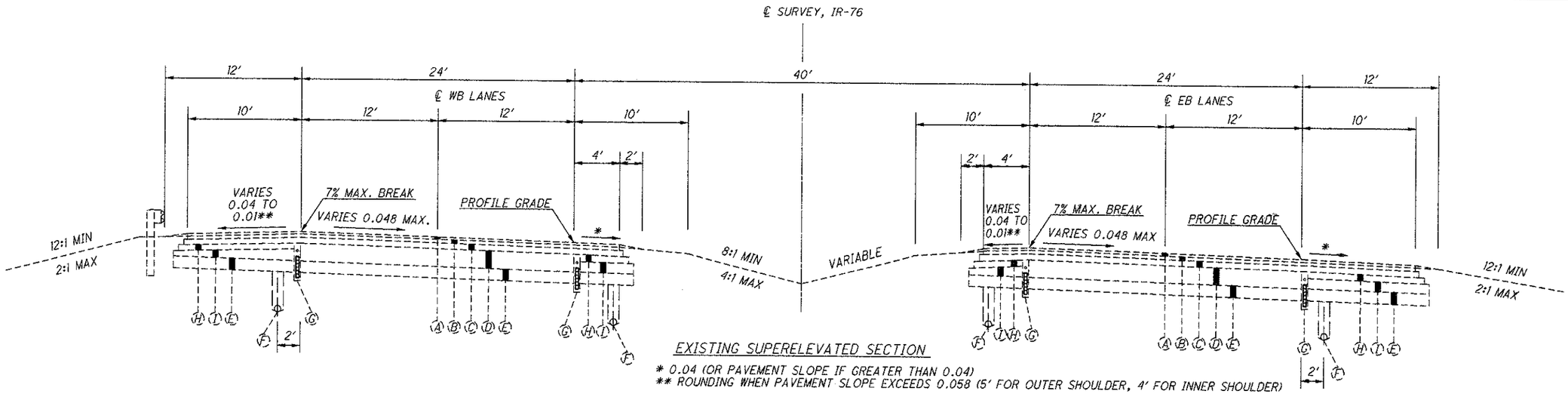
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED ADW
CHECKED MJS

TYPICAL SECTIONS

MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009



EXISTING SUPERELEVATED SECTION

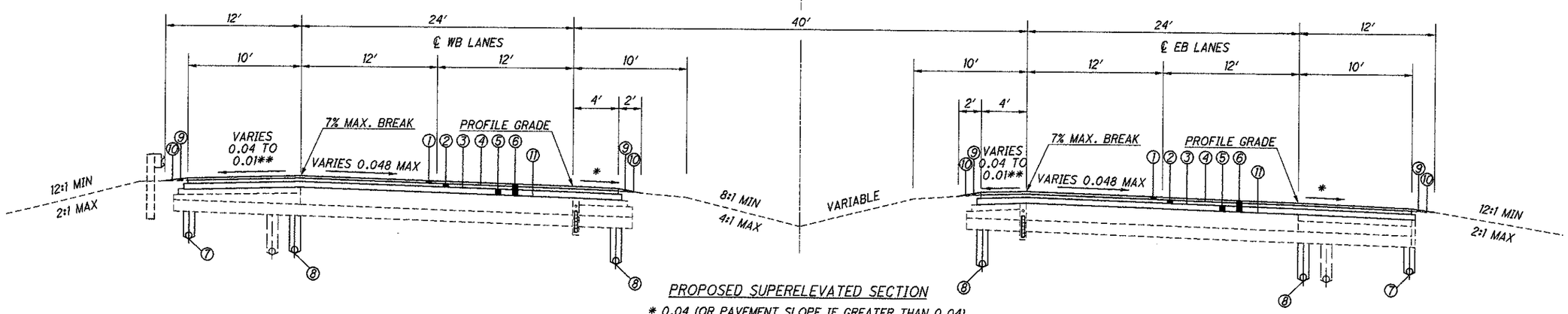
* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
** ROUNDING WHEN PAVEMENT SLOPE EXCEEDS 0.058 (5' FOR OUTER SHOULDER, 4' FOR INNER SHOULDER)

WESTBOUND LANES

STA. 880+10.42 TO STA. 897+00 = 1689.58 L.F.
STA. 914+00 TO STA. 931+75 = 1775 L.F.
STA. 1202+23.00 TO STA. 1220+45.00 = 1822.00 L.F.
TOTAL = 5286.58 L.F.

EASTBOUND LANES

STA. 880+47.37 TO STA. 897+00 = 1652.63 L.F.
STA. 914+00 TO 931+75 = 1775 L.F.
STA. 1202+23.00 TO STA. 1220+45.00 = 1822.00 L.F.
TOTAL = 5249.63 L.F.



PROPOSED SUPERELEVATED SECTION

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
** ROUNDING WHEN PAVEMENT SLOPE EXCEEDS 0.058 (5' FOR OUTER SHOULDER, 4' FOR INNER SHOULDER)

WESTBOUND LANES

STA. 880+10.42 TO STA. 897+00 = 1689.58 L.F.
STA. 914+00 TO STA. 931+75 = 1775 L.F.
STA. 1202+23.00 TO STA. 1220+45.00 = 1822.00 L.F.
TOTAL = 5286.58 L.F.

EASTBOUND LANES

STA. 880+47.37 TO STA. 897+00 = 1652.63 L.F.
STA. 914+00 TO 931+75 = 1775 L.F.
STA. 1202+23.00 TO STA. 1220+45.00 = 1822.00 L.F.
TOTAL = 5249.63 L.F.

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
⑦ 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
⑧ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
⑨ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
⑩ ITEM 408 PRIME COAT
⑪ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VARIABLE THICKNESS (3" OR GREATER) BITUMINOUS AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (T= 6" UNLESS NOTED)

HORIZONTAL SCALE IN FEET 0 5 10

CALCULATED ADW CHECKED MJS

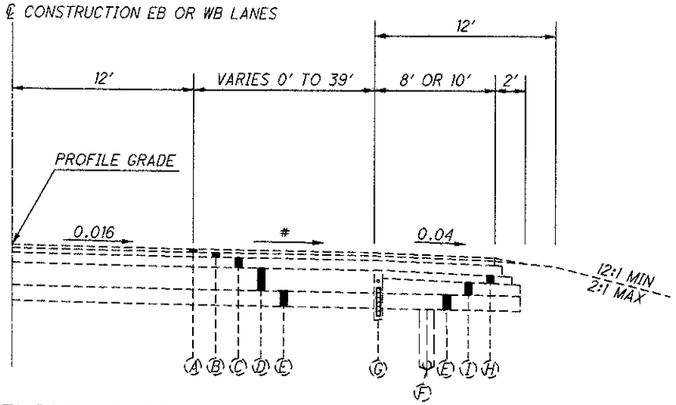
TYPICAL SECTIONS

MED-76-0.61

19
138

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009

℄ CONSTRUCTION EB OR WB LANES



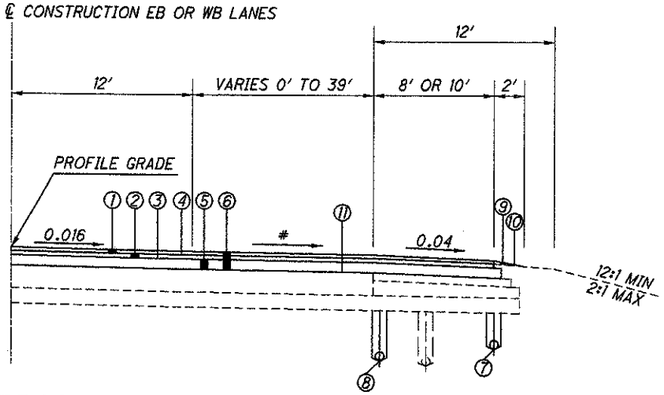
EXISTING SPEED CHANGE LANE SECTION

#SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES
STA. 930+46.00 TO STA. 934+48.18 = 402.18 L.F. (RAMP "A" S.R.3)
STA. 954+16.60 TO STA. 959+31.00 = 514.40 L.F. (RAMP "B" S.R.3)
TOTAL = 916.58 L.F.

EASTBOUND LANES
STA. 931+75.00 TO STA. 936+04.38 = 429.38 L.F. (RAMP "D" S.R.3)
STA. 949+10.64 TO STA. 962+04.00 = 1293.36 L.F. (RAMP "C" S.R.3)
TOTAL = 1722.74 L.F.

℄ CONSTRUCTION EB OR WB LANES



PROPOSED SPEED CHANGE LANE SECTION

#SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

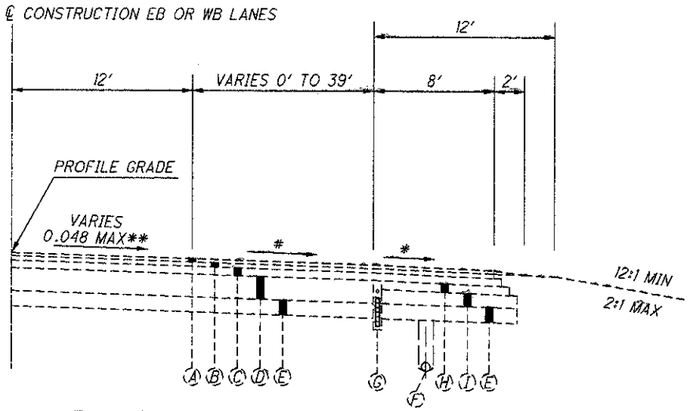
WESTBOUND LANES
STA. 930+46.00 TO STA. 934+78.18 = 432.18 L.F. (RAMP "A" S.R.3)
STA. 954+16.60 TO STA. 959+31.00 = 514.40 L.F. (RAMP "B" S.R.3)
STA. 1092+00.00 TO STA. 1105+75.00 = 1375 L.F. (RAMP "C" WEIGH STATION)
STA. 1123+14.59 TO STA. 1131+16.06 = 801.47 L.F. (RAMP "D" WEIGH STATION)
TOTAL = 1748.05 L.F.

EASTBOUND LANES
STA. 931+75.00 TO STA. 936+04.38 = 429.38 L.F. (RAMP "D" S.R.3)
STA. 949+22.32 TO STA. 962+04.00 = 1281.68 L.F. (RAMP "C" S.R.3)
TOTAL = 1711.06 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
8. 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
9. ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
10. ITEM 408 PRIME COAT
11. ITEM 407 TACK COAT, 702.13

℄ CONSTRUCTION EB OR WB LANES



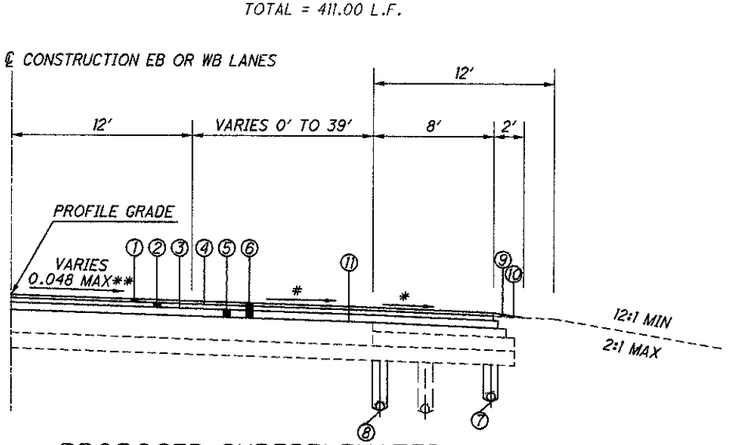
EXISTING SUPERELEVATED SPEED CHANGE LANE SECTION

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
** MAX PAVEMENT SLOPE FOR SR-57 RAMP "B" SPEED CHANGE LANE EXCEEDS .048
#SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES
STA. 953+16.60 TO STA. 954+16.60 = 100.00 L.F. (RAMP "B" S.R.3)
STA. 1203+84.00 TO STA. 1217+54.83 = 1370.83 L.F. (RAMP "B" S.R.57)
TOTAL = 1470.83 L.F.

EASTBOUND LANES
STA. 927+64.00 TO STA. 931+75.00 = 411.00 L.F. (RAMP "D" S.R.3)
TOTAL = 411.00 L.F.

℄ CONSTRUCTION EB OR WB LANES



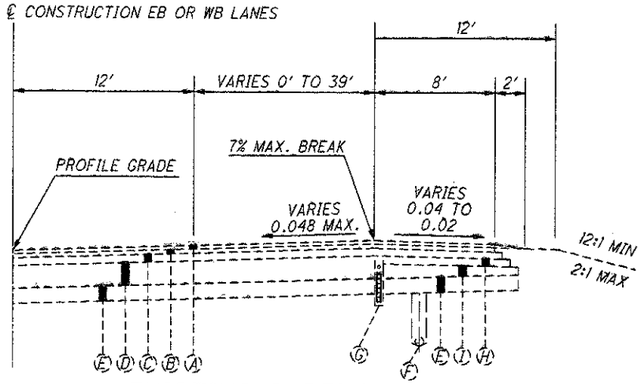
PROPOSED SUPERELEVATED SPEED CHANGE LANE SECTION

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
** MAX PAVEMENT SLOPE FOR SR-57 RAMP "B" SPEED CHANGE LANE EXCEEDS .048
#SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES
STA. 950+90.05 TO STA. 954+16.60 = 326.55 L.F. (RAMP "B" S.R.3)
STA. 1203+84.00 TO STA. 1214+70.00 = 1086.00 L.F. (RAMP "B" S.R.57)
STA. 1105+75.00 TO STA. 1108+40.00 = 265.00 L.F. (RAMP "C" WEIGH STATION, RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)
TOTAL = 1677.55 L.F.

EASTBOUND LANES
STA. 927+64.00 TO STA. 931+75.00 = 411.00 L.F. (RAMP "D" S.R.3)
TOTAL = 411.00 L.F.

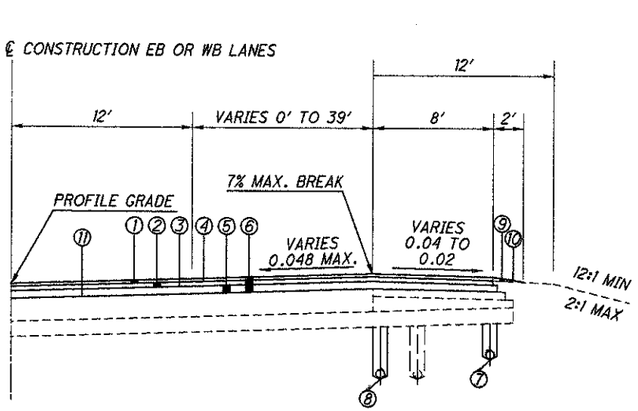
℄ CONSTRUCTION EB OR WB LANES



EXISTING SUPERELEVATED SPEED CHANGE LANE SECTION

WESTBOUND LANES
STA. 921+81.00 TO 930+46.00 = 865.00 L.F. (RAMP "A" S.R.3)
TOTAL = 865.00 L.F.

℄ CONSTRUCTION EB OR WB LANES



PROPOSED SUPERELEVATED SPEED CHANGE LANE SECTION

WESTBOUND LANES
STA. 921+81.00 TO 930+46.00 = 865.00 L.F. (RAMP "A" S.R.3)
TOTAL = 865.00 L.F.

LEGEND - EXISTING

(A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
(B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
(C) EXISTING 4" BITUMINOUS AGGREGATE BASE
(D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
(E) EXISTING 6" ± SUBBASE
(F) EXISTING 6" BASE PIPE UNDERDRAIN
(G) EXISTING SHALLOW UNDERDRAIN
(H) EXISTING 3" BITUMINOUS AGGREGATE BASE
(I) EXISTING AGGREGATE BASE (T= 6" UNLESS NOTED)

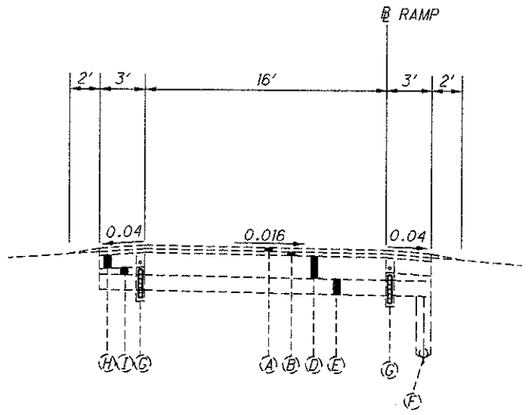
HORIZONTAL SCALE IN FEET
0 5 10

C.M.CULATED ADW
CHECKED MJS

TYPICAL SECTIONS

MED-76-0.61

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafro DATE:10/9/2009

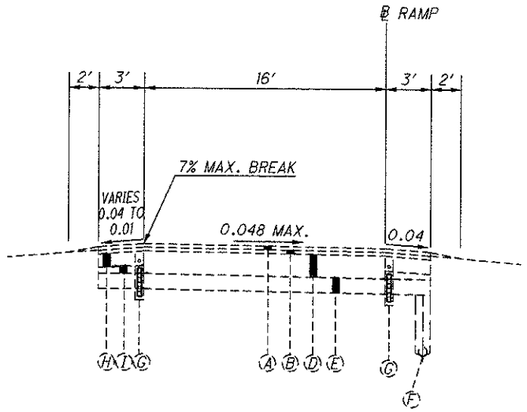


WESTBOUND EXISTING RAMP SECTION

°STA. 1110+50.00 TO STA. 1113+26.00 = 276.00 L.F. (RAMP "C" WEIGH STATION)
*STA. 1119+80.00 TO STA. 1123+14.59 = 334.59 L.F. (RAMP "D" WEIGH STATION)
°°STA. 1118+36.00 TO STA. 1119+80.00 = 144.00 L.F. (RAMP "D" WEIGH STATION)

TOTAL = 754.59 L.F.

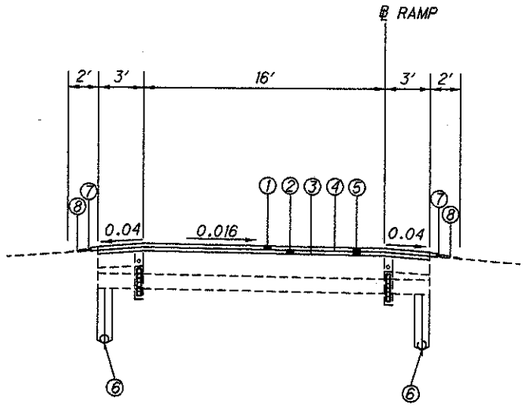
*PAVEMENT SLOPE VARIES FROM 1119+80 TO 1121+00
°PAVEMENT SLOPE VARIES FROM 1110+50.00 TO 1111+50.00
°°PAVEMENT SLOPE VARIES FROM 1118+50.00 TO 1119+80.00



EXISTING SUPERELEVATED RAMP SECTION

RAMP "C" (WEIGH STATION) STA. 1105+75.00 TO STA. 1110+50.00 = 475.00 L.F.

TOTAL = 475.00 L.F.

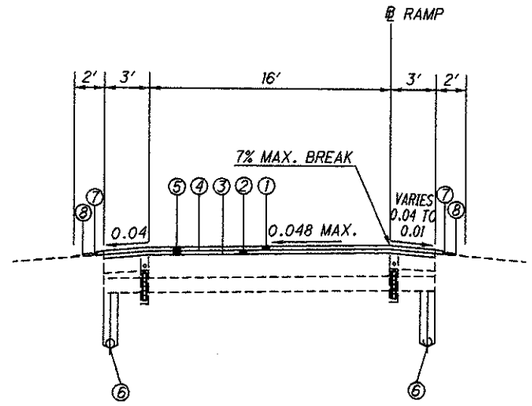


WESTBOUND PROPOSED RAMP SECTION

°RAMP "C" (WEIGH STATION) STA. 1110+50.00 TO STA. 1113+26.00 = 276.00 L.F. (RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)
*RAMP "D" (WEIGH STATION) STA. 1119+80.00 TO STA. 1123+14.59 = 334.59 L.F.
°°RAMP "D" (WEIGH STATION) STA. 1118+36.00 TO STA. 1119+80.00 = 144.00 L.F. (RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)

TOTAL = 754.59 L.F.

*PAVEMENT SLOPE VARIES FROM 1119+80 TO 1121+00
°PAVEMENT SLOPE VARIES FROM 1110+50.00 TO 1111+50.00
°°PAVEMENT SLOPE VARIES FROM 1118+50.00 TO 1119+80.00



PROPOSED SUPERELEVATED RAMP SECTION

RAMP "C" (WEIGH STATION) STA. 1108+40.00 TO STA. 1110+50.00 = 210.00 L.F.

TOTAL = 210.00 L.F.

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT, 702.13
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
⑦ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
⑧ ITEM 408 PRIME COAT

LEGEND - EXISTING

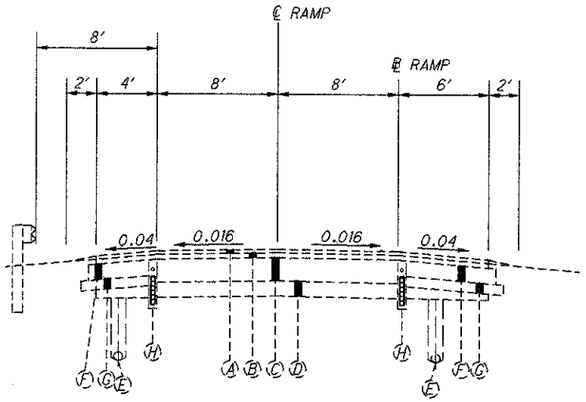
Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 2 3/4")
Ⓒ NOT USED
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING 6" BITUMINOUS AGGREGATE BASE
Ⓘ EXISTING 3" AGGREGATE BASE

HORIZONTAL SCALE IN FEET
0 5 10
CALCULATED ADW
CHECKED MJS

TYPICAL SECTIONS

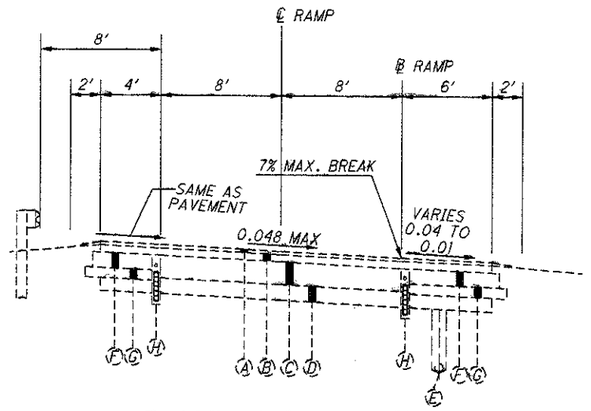
MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009



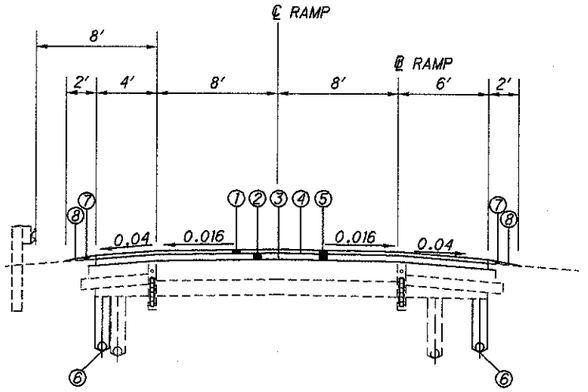
EXISTING RAMP SECTION

S.R. 3 RAMP "A" STA. 3+50.00 TO STA. 8+00.00 = 450.00 L.F.
S.R. 3 RAMP "B" STA. 5+25.00 TO STA. 7+50.00 = 225.00 L.F.
S.R. 3 RAMP "D" STA. 4+00.00 TO STA. 8+00.00 = 400.00 L.F.
TOTAL = 1075.00 L. F.



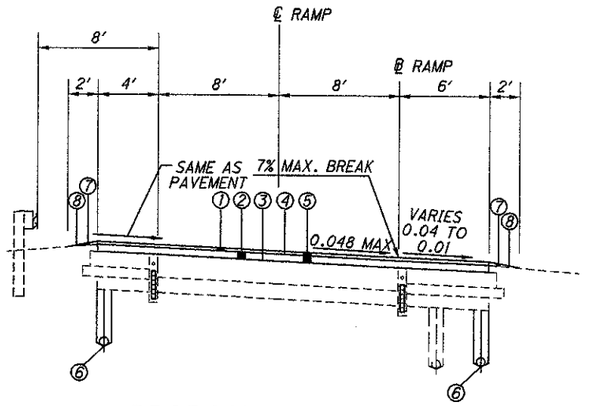
EXISTING RAMP SECTION

S.R. 3 RAMP "A" STA. 0+38.00 TO STA. 3+50.00 = 312.00 L.F.
S.R. 3 RAMP "A" STA. 8+00.00 TO STA. 8+98.35= 98.35 L.F.
S.R. 3 RAMP "B" STA. 0+0.00 TO STA. 5+25.00 = 525.00 L.F.
S.R. 3 RAMP "B" STA. 7+50.00 TO STA. 10+54.00 = 304.00 L.F.
S.R. 3 RAMP "C" STA. 0+37.00 TO STA. 7+58.16 = 721.16 L.F.
S.R. 3 RAMP "D" STA. 3+29.00 TO STA. 4+00.00 = 71 L.F.
S.R. 3 RAMP "D" STA. 8+00.00 TO STA. 10+56.00 = 256.00 L.F.
TOTAL = 2287.51 L. F.



PROPOSED RAMP SECTION

S.R. 3 RAMP "A" STA. 3+50.00 TO STA. 8+00.00 = 450.00 L.F.
S.R. 3 RAMP "B" STA. 5+25.00 TO STA. 7+50.00 = 225.00 L.F.
S.R. 3 RAMP "D" STA. 4+00.00 TO STA. 8+00.00 = 400.00 L.F.
TOTAL = 1075.00 L. F.



PROPOSED RAMP SECTION

S.R. 3 RAMP "A" STA. 0+38.00 TO STA. 3+50.00 = 312.00 L.F.
S.R. 3 RAMP "A" STA. 8+00.00 TO STA. 8+70.22= 70.22 L.F.
S.R. 3 RAMP "B" STA. 3+30.00 TO STA. 5+25.00 = 195.00 L.F.
S.R. 3 RAMP "B" STA. 7+50.00 TO STA. 10+54.00 = 304.00 L.F.
S.R. 3 RAMP "C" STA. 0+37.00 TO STA. 5+73.69 = 536.69 L.F.
S.R. 3 RAMP "D" STA. 3+29.00 TO STA. 4+00.00 = 71.00 L.F.
S.R. 3 RAMP "D" STA. 8+00.00 TO STA. 10+56.00 = 256.00 L.F.
TOTAL = 1744.91 L. F.

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT, 702.13
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
⑦ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
⑧ ITEM 408 PRIME COAT

LEGEND - EXISTING

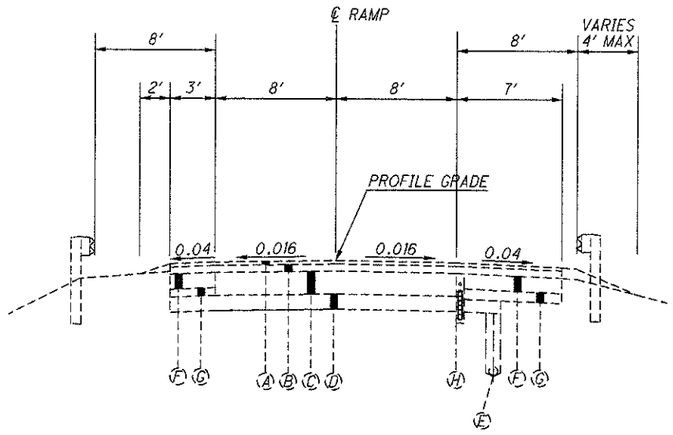
Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4)
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 2 3/4" RAMP, 1 3/4" SHOULDERS)
Ⓒ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓓ EXISTING 6" ± SUBBASE
Ⓔ EXISTING 6" UNDERDRAIN
Ⓕ EXISTING 6" BITUMINOUS AGGREGATE BASE
Ⓖ EXISTING 4" AGGREGATE BASE
Ⓗ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

HORIZONTAL SCALE IN FEET
0 5 10
CALCULATED ADW
CHECKED MJS

TYPICAL SECTIONS

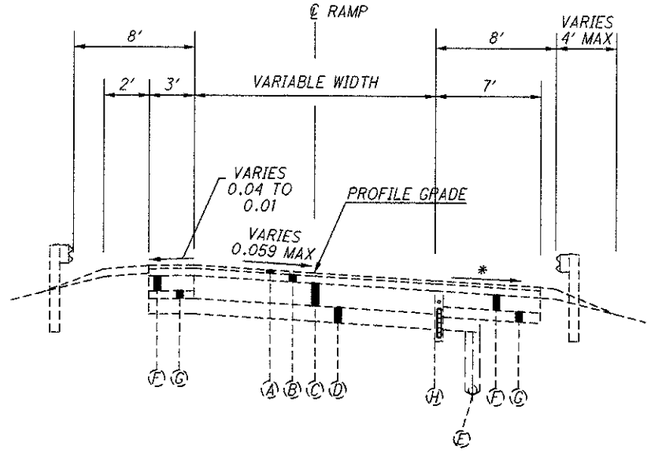
MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafro DATE:10/9/2009



EXISTING RAMP SECTION

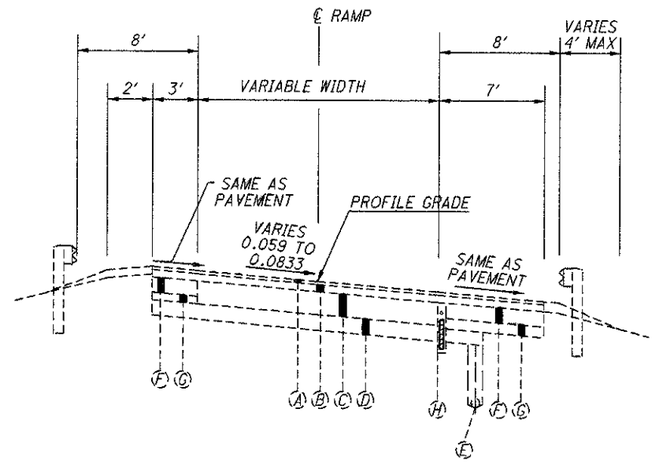
STA. 0+30.00 TO STA. 0+56.00 = 26.00 L.F. (RAMP "B" S.R.57, INT. RETURN AREA)
STA. 0+56.00 TO STA. 1+56.00 = 100.00 L.F. (RAMP "B" S.R.57, TAPER AREA)
STA. 1+56.00 TO STA. 10+33.59 = 900.00 L.F. (RAMP "B" S.R.57)
TOTAL = 1003.59 L.F.

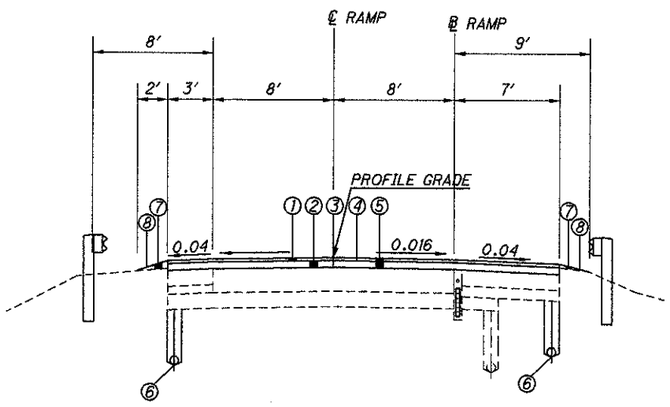


EXISTING SUPERELEVATED RAMP SECTIONS

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

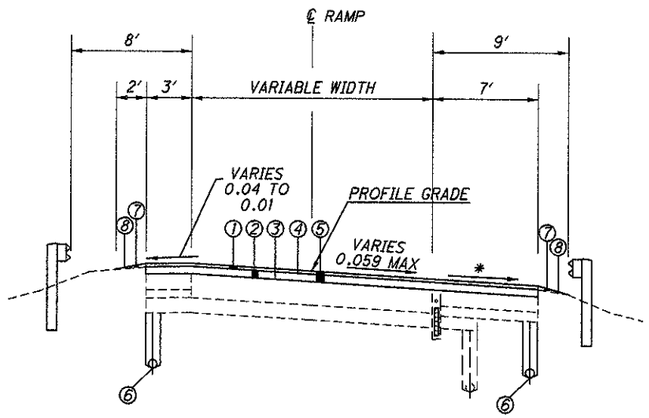
STA. 10+33.59 TO STA. 11+08.00 = 74.41 L.F. (RAMP "B" S.R.57)
STA. 11+08.00 TO STA. 13+10.89 = 202.89 L.F. (RAMP "B" S.R.57, RAMP GORE AREA)
TOTAL = 277.30 L.F.





PROPOSED RAMP SECTION

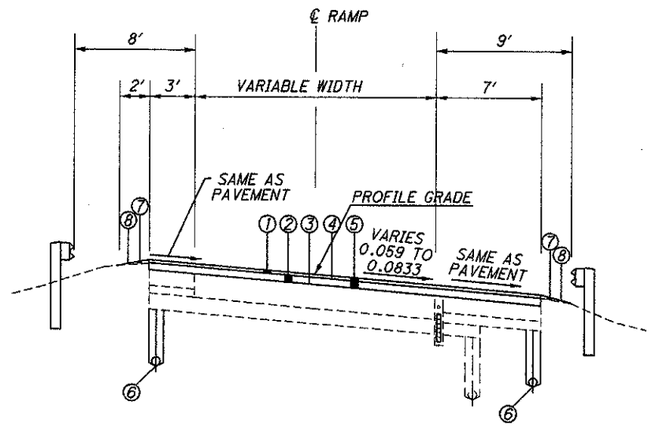
STA. 0+30.00 TO STA. 0+56.00 = 26.00 L.F. (RAMP "B" S.R.57, INT. RETURN AREA)
STA. 0+56.00 TO STA. 1+56.00 = 100.00 L.F. (RAMP "B" S.R.57, TAPER AREA)
STA. 1+56.00 TO STA. 10+33.59= 877.59 L.F. (RAMP "B" S.R.57)
TOTAL = 1003.59 L.F.



PROPOSED SUPERELEVATED RAMP SECTIONS

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

STA. 10+33.59 TO STA. 11+08.00 = 74.41 L.F. (RAMP "B" S.R.57)
STA. 11+08.00 TO STA. 13+10.89 = 202.89 L.F. (RAMP "B" S.R.57, RAMP GORE AREA)
TOTAL = 277.30 L.F.



LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT, 702.13
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
⑦ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
⑧ ITEM 408 PRIME COAT

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 2 3/4")
Ⓒ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓓ EXISTING 6" ± SUBBASE
Ⓔ EXISTING 6" UNDERDRAIN
Ⓕ EXISTING 6" BITUMINOUS AGGREGATE BASE
Ⓖ EXISTING AGGREGATE BASE (T = 3" LEFT SHOULDER, 4" RIGHT SHOULDER)
Ⓗ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

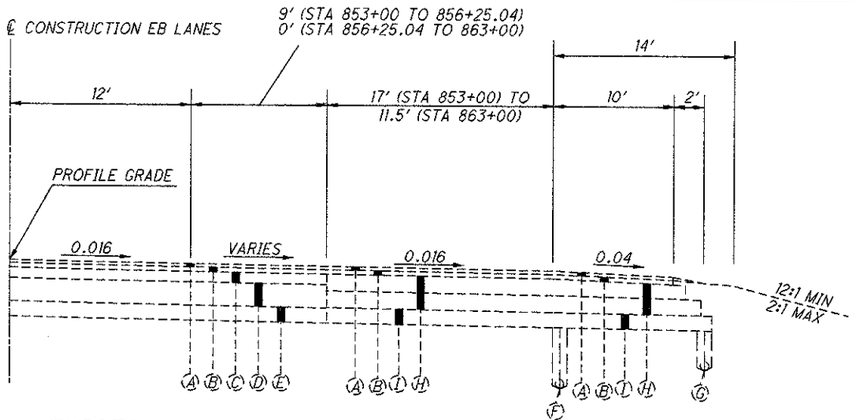
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED ADW
CHECKED MJS

TYPICAL SECTIONS

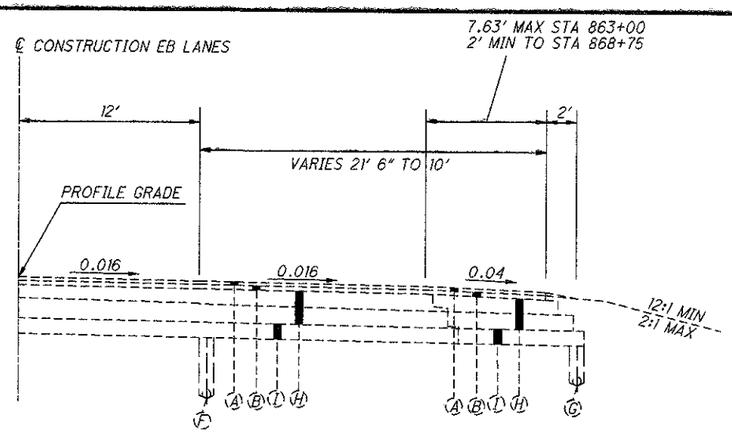
MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009



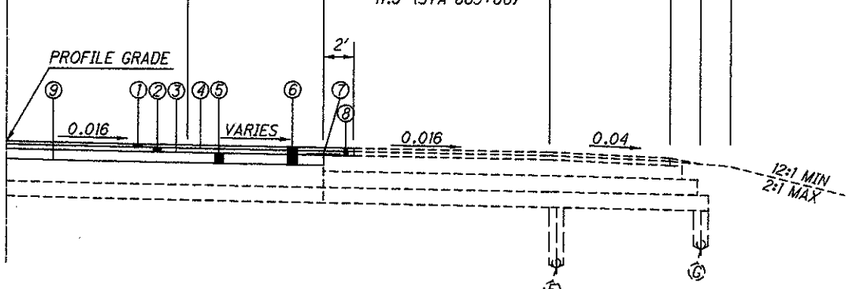
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 853+00.00 TO STA. 863+00 = 1000.00 L.F. (RAMP "N-E" I.R.71)
TOTAL = 1000.00 L.F.



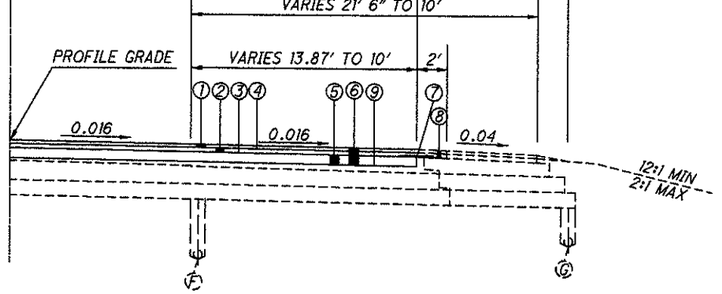
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 863+00.00 TO STA. 868+75.04 = 575.04 L.F. (RAMP "N-E" I.R.71)
TOTAL = 575.04 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 853+00.00 TO STA. 863+00 = 1000.00 L.F. (RAMP "N-E" I.R.71)
TOTAL = 1000.00 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 863+00.00 TO STA. 868+75.04 = 575.04 L.F. (RAMP "N-E" I.R.71)
TOTAL = 575.04 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
8. 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
9. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 4" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6" ± SUBBASE
- (F) EXISTING 6" BASE PIPE UNDERDRAIN
- (G) EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- (H) EXISTING 14" BITUMINOUS AGGREGATE BASE
- (I) EXISTING AGGREGATE BASE (T= 6")

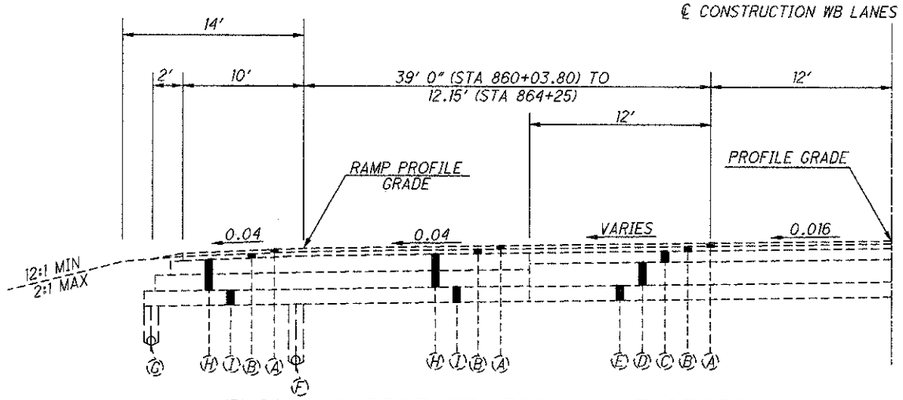
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

TYPICAL SECTIONS

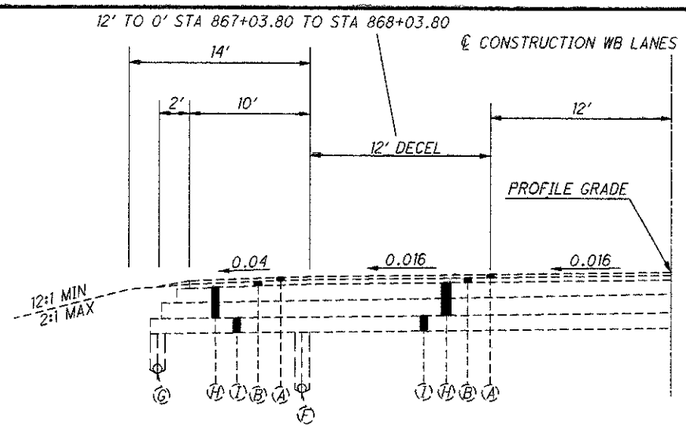
MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschofro DATE:10/9/2009



EXISTING DECELERATION LANE SECTION

WESTBOUND LANES
STA. 860+03.80 TO STA. 864+25 = 421.20 L.F. (RAMP "E-S" I.R.71)
TOTAL = 421.20 L.F.



EXISTING DECELERATION LANE SECTION

WESTBOUND LANES
STA. 864+25 TO STA. 868+03.80 = 378.80 L.F. (RAMP "E-S" I.R.71)
TOTAL = 378.80 L.F.

PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES
STA. 860+03.80 TO STA. 864+25 = 421.20 L.F. (RAMP "E-S" I.R.71)
TOTAL = 421.20 L.F.

PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES
STA. 864+25 TO STA. 868+03.80 = 378.80 L.F. (RAMP "E-S" I.R.71)
TOTAL = 378.80 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
8. 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
9. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 4" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6" ± SUBBASE
- (F) EXISTING 6" BASE PIPE UNDERDRAIN
- (G) EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- (H) EXISTING 14" BITUMINOUS AGGREGATE BASE
- (I) EXISTING AGGREGATE BASE (T= 6")

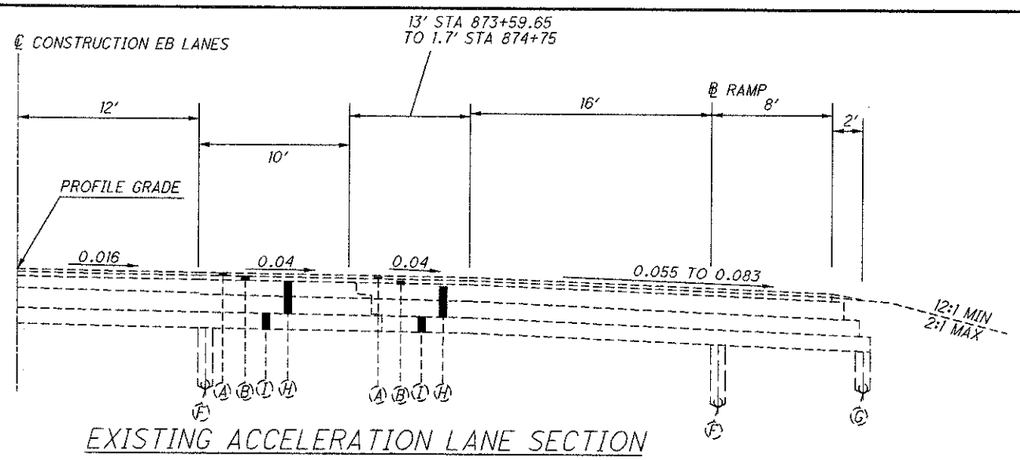
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

TYPICAL SECTIONS

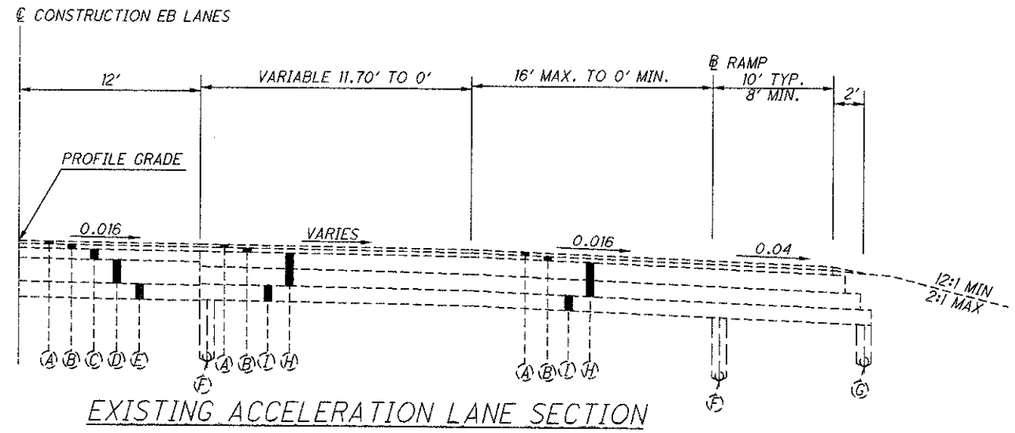
MED-76-0.61

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009



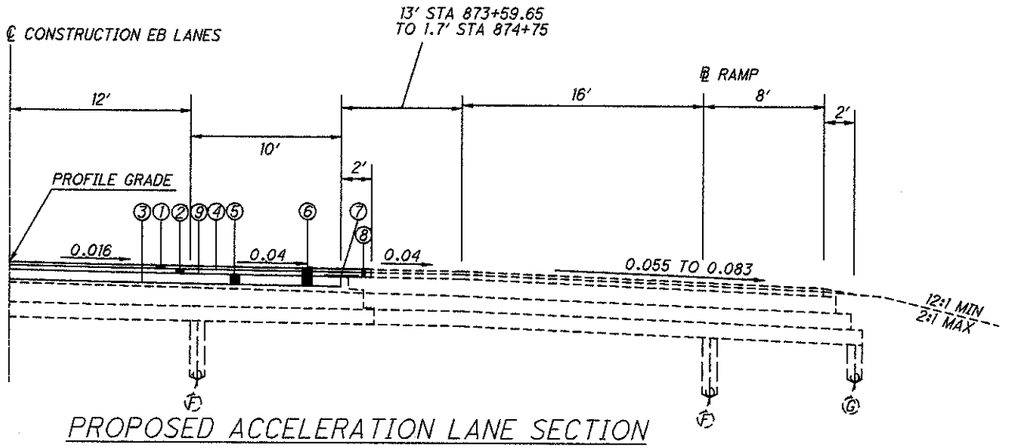
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 873+59.65 TO STA. 874+75 = 115.35 L.F. (RAMP "S-E" I.R.71)
TOTAL = 115.04 L.F.



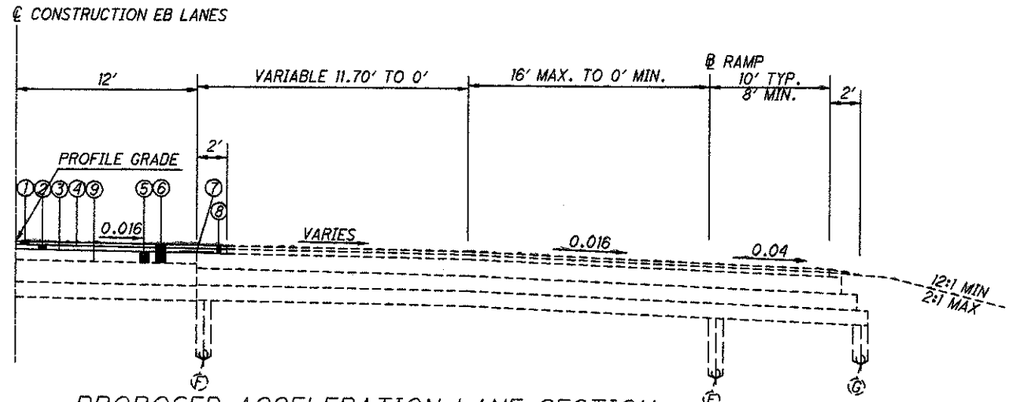
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 874+75.00 TO STA. 879+08.48 = 433.48 L.F. (RAMP "S-E" I.R.71)
STA. 880+50.92 TO STA. 881+50.00 = 99.08 L.F. (RAMP "S-E" I.R.71)
TOTAL = 532.56 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 873+59.65 TO STA. 874+75 = 115.35 L.F. (RAMP "S-E" I.R.71)
TOTAL = 115.04 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 874+75.00 TO STA. 879+08.48 = 433.48 L.F. (RAMP "S-E" I.R.71)
STA. 880+50.92 TO STA. 881+50.00 = 99.08 L.F. (RAMP "S-E" I.R.71)
TOTAL = 532.56 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
8. 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
9. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 4" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6" ± SUBBASE
- (F) EXISTING 6" BASE PIPE UNDERDRAIN
- (G) EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- (H) EXISTING 14" BITUMINOUS AGGREGATE BASE
- (I) EXISTING AGGREGATE BASE (T= 6")

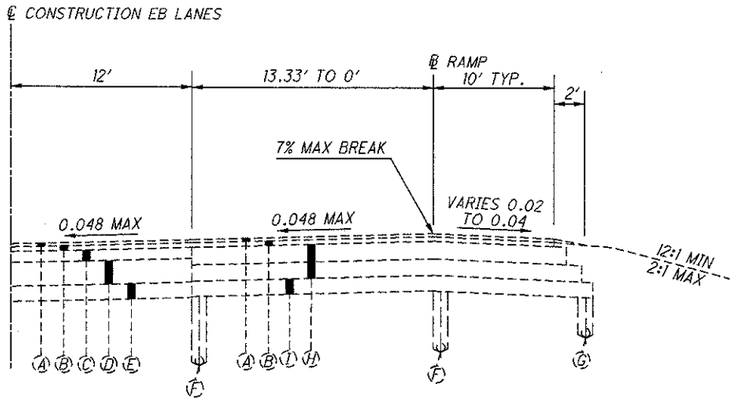
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

TYPICAL SECTIONS

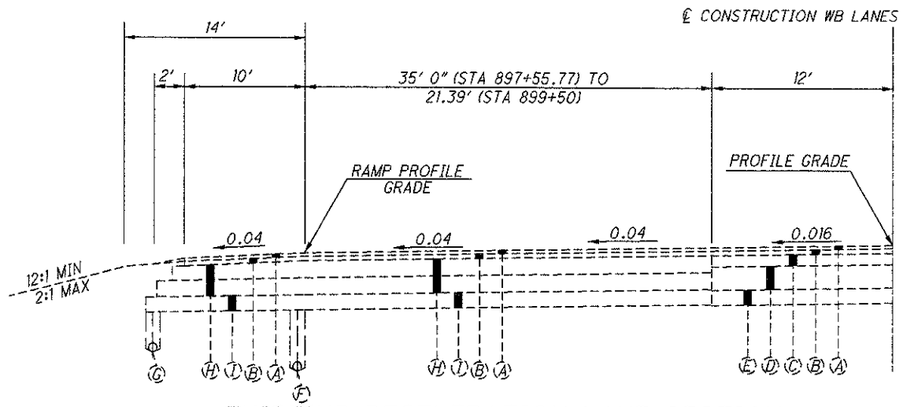
MED-76-0.61

DESIGN FILE: i:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE: 10/9/2009



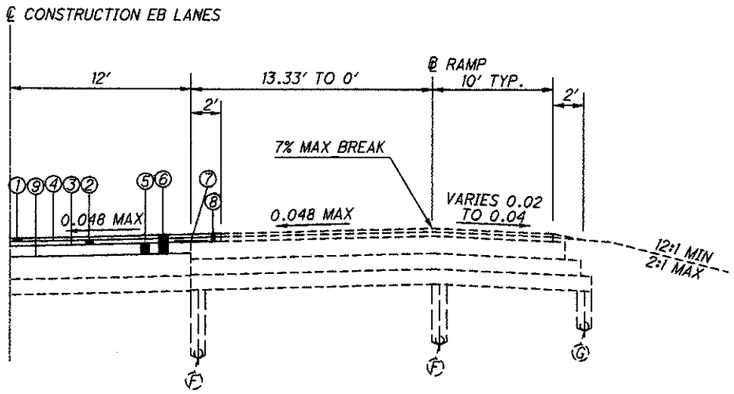
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 881+50.00 TO STA. 888+16.63 = 666.63 L.F. (RAMP "S-E" I.R.71)
TOTAL = 666.63 L.F.



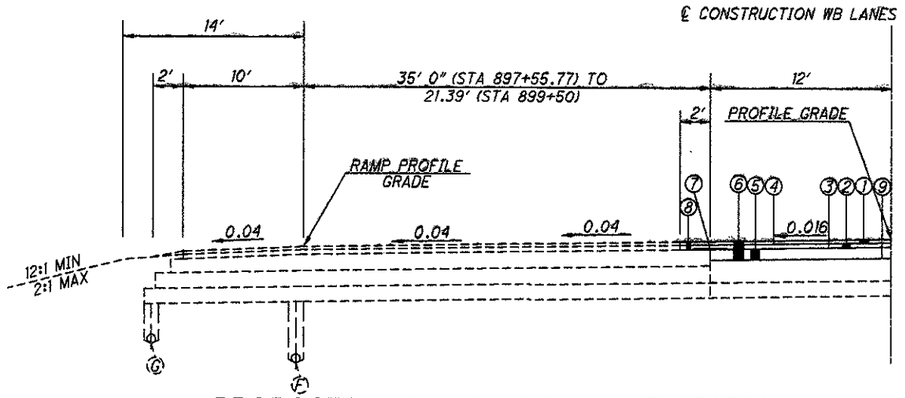
EXISTING DECELERATION LANE SECTION

WESTBOUND LANES
STA. 897+55.77 TO STA. 899+50 = 194.23 L.F. (RAMP "E-N" I.R.71)
TOTAL = 194.23 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 881+50.00 TO STA. 888+16.63 = 666.63 L.F. (RAMP "S-E" I.R.71)
TOTAL = 666.63 L.F.



PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES
STA. 897+55.77 TO STA. 899+50 = 194.23 L.F. (RAMP "E-N" I.R.71)
TOTAL = 194.23 L.F.

LEGEND - PROPOSED

1. 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
2. 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
3. ITEM 407, TACK COAT
4. ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
5. 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
6. 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
7. 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
8. 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
9. ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- (A) EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- (B) EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- (C) EXISTING 4" BITUMINOUS AGGREGATE BASE
- (D) EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6" ± SUBBASE
- (F) EXISTING 6" BASE PIPE UNDERDRAIN
- (G) EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- (H) EXISTING 14" BITUMINOUS AGGREGATE BASE
- (I) EXISTING AGGREGATE BASE (T= 6")

HORIZONTAL SCALE IN FEET
0 5 10

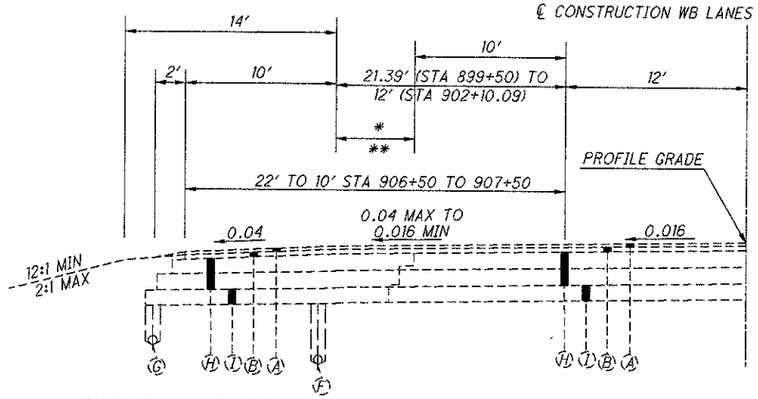
CALCULATED MJS
CHECKED BAD

TYPICAL SECTIONS

MED-76-0.61

27
138

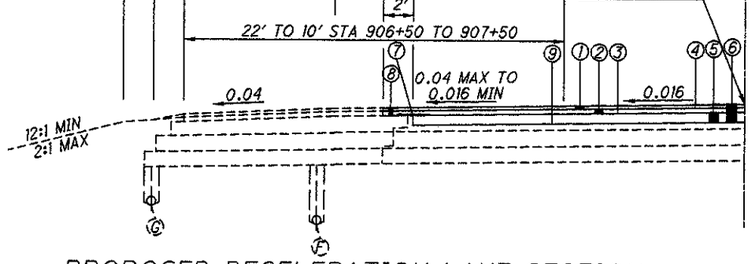
DESIGN FILE: I:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:machafra DATE:10/9/2009



* 11.39' TO 2' STA 899+50 TO 902+10.09
** 2' STA 902+10.09 TO 906+50

EXISTING DECELERATION LANE SECTION

WESTBOUND LANES
STA. 899+50 TO STA. 903+63.12 = 413.12 L.F. (RAMP "E-N" I.R.71)
STA. 906+31.08 TO STA. 907+50 = 118.92 L.F. (RAMP "E-N" I.R.71)
TOTAL = 532.04 L.F.



* 11.39' TO 2' STA 899+50 TO 902+10.09
** 2' STA 902+10.09 TO 906+50

PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES
STA. 899+50 TO STA. 903+63.12 = 413.12 L.F. (RAMP "E-N" I.R.71)
STA. 906+31.08 TO STA. 907+50 = 118.92 L.F. (RAMP "E-N" I.R.71)
TOTAL = 532.04 L.F.

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
⑨ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" BASE PIPE UNDERDRAIN
Ⓖ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
Ⓗ EXISTING 14" BITUMINOUS AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (T= 6")

HORIZONTAL SCALE IN FEET
0 5 10
CALCULATED MJS
CHECKED BAD

TYPICAL SECTIONS

MED-76-0.61

DESIGN FILE: i:\projects\77475\roadway\sheets\77475GY001.dgn
WORKSTATION:mschafra DATE:10/9/2009

GENERAL

ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND THE GEOID03 GEOID. HORIZONTAL POSITIONS ARE BASED ON THE OHIO STATE PLANE NORTH ZONE, A LAMBERT CONFORMAL CONIC MAP PROJECTION, THE NORTH AMERICAN DATUM OF 1983 ADJUSTED TO THE NATIONAL SPATIAL REFERENCE SYSTEM OF 2007 (NAD 83(CORS96)), AND THE GRS80 ELLIPSOID.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. MED-71-6.06 IS AN INTERCHANGE IMPROVEMENT PROJECT OF THE I-76/I-71 INTERCHANGE AND HAS AN ESTIMATED COMPLETION DATE OF FALL, 2010. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

UTILITY OWNERSHIP

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

MEDINA COUNTY ENGINEER
791 WEST SMITH ROAD
MEDINA, OH 44256
330 723-9561

VERIZON
6223 NORWALK ROAD
MEDINA, OH 44256
330 722-9453

MEDINA COUNTY SANITARY ENGINEER
791 WEST SMITH ROAD
MEDINA, OH 44256
330 723-9589

VERIZON BUSINESS
120 RAVINE STREET
AKRON, OH 44303
330 253-8267

OHIO EDISON COMPANY
6326 LAKE AVE.
ELYRIA, OH 44035
440 326-3207

GATHERCO INC.
5772 DRESSLER ROAD NW
NORTH CANTON, OH 44720
330 498-9553

TIME WARNER CABLE
530 SOUTH MAIN STREET, SUITE 1751
AKRON, OH 44311
330 630-7950

COLUMBIA GAS OF OHIO
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OH 44130
440 891-2428

VILLAGE OF CRESTON
100 NORTH MAIN STREET
CRESTON, OH 44217
330 435-4529

DOMINION EAST OHIO
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OH 44333
330 664-2409

CITY OF WADSWORTH
120 MAPLE STREET
WADSWORTH, OH 44281
330 335-2737

RANGE RESOURCES APPALACHIAN
125 STATE ROUTE 43
HARTVILLE, OH 44632
330 877-6747

VILLAGE OF SEVILLE
120 ROYAL CREST DRIVE
SEVILLE, OH 44273
330 769-4146

COLUMBIA GAS TRANSMISSION
589 NORTH STATE STREET
MEDINA, OH 44256
330 721-4163

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

CONSTRUCTION EQUIPMENT MEDIAN CROSSINGS

CONSTRUCTION EQUIPMENT SHALL CROSS THE MEDIAN ONLY AT U-TURN CROSSOVERS AND AT OTHER ADDITIONAL LOCATIONS APPROVED BY THE ENGINEER. A MAXIMUM OF TWO (2) ADDITIONAL EQUIPMENT CROSSINGS MAY BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE, AT THEIR EXPENSE, FOR THE RESTORATION OF THE TWO ADDITIONAL EQUIPMENT CROSSINGS TO A CONDITION AT LEAST EQUAL TO THAT EXISTING PRIOR TO THEIR WORK OPERATIONS.

EXISTING PLANS

EXISTING PLANS FOR UNDERDRAINS, THE WEIGH STATION AND THE REST AREA DEMOLITIONS CAN BE ACCESSED FROM THE ODOT FTP SITE LOCATED AT //CTRFS100/D03$/EXISTING PLANS/MED-76-0.61/

ROADWAY

ITEM 209 - LINEAR GRADING, AS PER PLAN

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER, AND UNDERNEATH EXISTING GUARDRAIL LOCATIONS AS NEEDED. IT IS ANTICIPATED THAT THERE MAY BE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 LINEAR GRADING.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

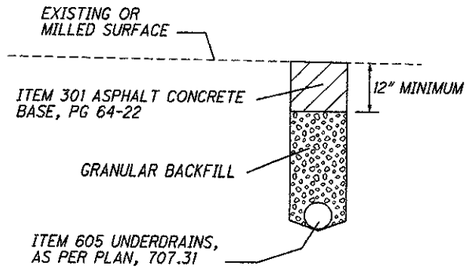
ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

ITEM 605 UNDERDRAINS, AS PER PLAN, 707.31

THE UNDERDRAINS ARE TO BE BACKFILLED WITH GRANULAR MATERIAL AS STATED IN CMS 605 AND THE TOP 12 INCHES (MINIMUM THICKNESS) SHALL BE FILLED WITH ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 AS SHOWN IN THE DETAIL BELOW. THE ITEM 301 MATERIAL CAN BE PLACED IN ONE LIFT.

THE COST OF THE ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 AND THE GRANULAR MATERIAL COMPLETED AND IN PLACE AS PER THE DETAIL SHALL BE INCLUDED IN THE COST OF ITEM 605 UNDERDRAINS, AS PER PLAN, 707.31



PAVEMENT

ITEM 253, PAVEMENT REPAIR, AS PER PLAN
ITEM 253, PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT ON THE MAINLINE, IN AREAS OF EXISTING PAVEMENT FAILURE. THE LOCATIONS WILL BE AT THE FULL DEPTH ASPHALT CONCRETE SECTIONS AS SHOWN ON THE TYPICAL SECTIONS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE PROPOSED ASPHALT CONCRETE BUILDUP. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 10" AND A DEPTH OF 3" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES FOR THE PARTIAL DEPTH REPAIRS. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. 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. FOR PAYMENT PURPOSES ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN OR ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	150 CU. YD.
ITEM 253 PAVEMENT REPAIR, AS PER PLAN	15 CU. YD.

ITEM 203 EXCAVATION
ITEM 304 AGGEGATE BASE

AFTER THE PAVED SHOULDERS ARE MILLED AND BEFORE THE ITEM 301 IS PLACED ON THE SHOULDERS, THERE MAY BE SOME SHOULDER AREAS THAT NEED IMPROVEMENT. AN ESTIMATED QUANTITY OF ITEM 203 EXCAVATION AND ITEM 304 AGGREGATE HAVE BEEN PROVIDED TO BE USED FOR THIS PURPOSE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY for ITEM 203 EXCAVATION AND ITEM 304 AGGREGATE BASE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD OF ITEM 203 EXCAVATION AND PER CU YD OF ITEM 304 AGGREGATE BASE. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 203 EXCAVATION	500 CU YD
ITEM 304 AGGREGATE BASE	500 CU YD

CALCULATED MJS
CHECKED BAD

GENERAL NOTES

MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GN001.dgn
WORKSTATION: mschafra DATE: 10/9/2009

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (4" OR 7")

THE INTENT OF THE PLANING IS TO MILL DOWN TO THE CONCRETE PAVEMENT ON THE MAINLINE WHICH IS APPROXIMATELY 7 INCHES IN DEPTH AND TO MILL THE SAME DEPTH ON THE PAVED SHOULDERS OF THE MAINLINE. THE INTENT OF THE PLANING ON THE RAMPS IS TO MILL DOWN TO THE TOP OF CONCRETE WHICH IS APPROXIMATELY 4 INCHES IN DEPTH AND TO MILL DOWN THE SAME DEPTH ON THE PAVED SHOULDERS OF THE RAMPS. IN THE FULL DEPTH ASPHALT CONCRETE MAINLINE SECTION, THE MILLING SHALL ESTABLISH THE PAVEMENT CROSS SLOPE TO BE 0.016 BETWEEN THE CROWN AND THE EDGELINE AND 0.04 FOR THE PAVED SHOULDERS.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE ALLOWED TO RUN OVER THE PLANED ROADWAY OF THE MANLINE PAVEMENT.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES, AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")

THIS ITEM SHALL INCLUDE MILLING AS NEEDED FOR BUTT JOINTS PER STANDARD DRAWING BP 3.1 AT THE BEGINNING AND END OF THE PROJECT, AND AT CONCRETE APPROACH SLABS AND/OR BRIDGE DECKS AT STRUCTURES. PLANING AT STRUCTURE APPROACHES MAY BE NEEDED IF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IS PLACED AT THE APPROACHES.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5", 3", 3.25", AND 5")

THIS ITEM SHALL INCLUDE MILLING AS DETAILED IN THE MAINTENANCE OF TRAFFIC SHEETS.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN

ON THIS PROJECT ITEM 301 COARSE AGGREGATE SHALL HAVE A TWO FACE CRUSH COUNT OF 75% PER ASTM D 5821. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT WILL BE 30%. ENSURE THAT A MINIMUM OF 50% OF THE VIRGIN FINE AGGREGATE USED IN THE ITEM 301 IS SAND MANUFACTURED FROM STONE OR AIR COOLED SLAG.

ALL COSTS TO BE INCLUDED IN ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN.

ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED AT TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN, AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

RECYCLED ASPHALT CONCRETE USAGE

THE GRINDINGS FROM THE PAVEMENT PLANING ON THIS PROJECT SHALL NOT BE USED AS RAP IN ANY ODOT ASPHALT CONCRETE MIX DESIGNS.

ITEM 407, TACK COAT
ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
ITEM 407, TACK COAT, 702.13

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.10 GAL. PER SQ. YD. PRIOR TO THE INTERMEDIATE COURSE AND SHALL BE 0.05 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COSTS AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407 TACK COAT, ITEM 407 TACK COAT FOR INTERMEDIATE COURSE, AND FOR ITEM 407 TACK COAT, 702.13.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE PLANING OF PAVEMENT BENEATH ALL OVERHEAD STRUCTURES, A REGISTERED SURVEYOR SHALL MEASURE THE VERTICAL CLEARANCES AND DOCUMENT THE MEASUREMENTS ON AN APPROVED OHIO DEPARTMENT OF TRANSPORTATION FORM AVAILABLE FROM THE DISTRICT BRIDGE OFFICE. THE MEASUREMENTS SHALL BE TAKEN AT THE LOCATIONS INDICATED ON THE APPROVED ODOT FORM AND SUBMITTED TO THE PROJECT ENGINEER. AFTER THE NEW PAVING HAS BEEN COMPLETED, A REGISTERED SURVEYOR AGAIN SHALL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM. THESE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT BRIDGE ENGINEER. THE RECORD SHALL BEAR THE STAMP OR SEAL OF THE REGISTERED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND WILL VERIFY THAT PRE-CONSTRUCTION VERTICAL CLEARANCES HAVE BEEN PRESERVED.

IN ADDITION TO ITEM 623 AND THE ITEMS OUTLINED ABOVE, THE CONTRACTOR SHALL PROVIDE FIELD SURVEYS FOR ALL ASPHALT TRANSITIONS. SEE DETAIL ON THIS SHEET. SAID SURVEY SHALL CONSIST OF ELEVATIONS TAKEN AT THE BRIDGE EXPANSION JOINT (WHERE APPLICABLE) AND EXTENDING AS SHOWN ON THE DETAILS. ELEVATIONS AFTER RESURFACING SHALL BE TAKEN ALONG EACH EDGE LINE AND LANE LINE AND SHALL BE TAKEN AT THE FOLLOWING DISTANCES: 0 FEET, 5 FEET, 10 FEET, 25 FEET, THEN EVERY 25 FEET AND AT THE END OF THE TRANSITION. THE CONTRACTOR SHALL PLOT THESE AT EACH LOCATION AT A SCALE OF 1 INCH EQUALS 10 FOOT HORIZONTALLY AND 1 INCH EQUALS 2 FOOT VERTICALLY. THIS SURVEY SHALL BE DONE AND THE PLOTTED RESULTS GIVEN TO THE ENGINEER AS SOON AS POSSIBLE AFTER THE PLACEMENT OF THE SURFACE COURSE.

CORRECTION OF UNACCEPTABLE ASPHALT CONCRETE TRANSITIONS

STRAIGHT GRADE - THE ASPHALT TRANSITIONS SHALL BE CONSIDERED UNACCEPTABLE IF THE FINAL GRADE VARIES FROM THE DESIRED STRAIGHT GRADE BY GREATER THAN 0.375 INCHES ANYWHERE THROUGHOUT THE LENGTH OF THE TRANSITION. THIS TOLERANCE IS REDUCED TO 0.25 INCHES FOR THE FIRST 5 FT ADJACENT TO AN EXPANSION JOINT.

THE CONTRACTOR IS TO PROVIDE THE NECESSARY SURVEY WORK TO SHOW THAT THESE STRAIGHT GRADES ARE MET ALONG EACH EDGE LINE AND LANE LINE.

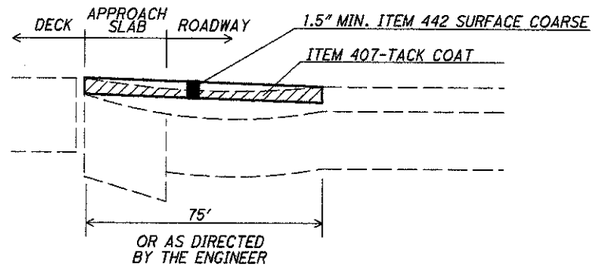
ALL UNACCEPTABLE ASPHALT CONCRETE TRANSITIONS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. THE REPAIR METHOD SHALL BE AS FOLLOWS:

A. DETERMINE FINAL GRADE LINE BY EXTENDING A STRAIGHT LINE FROM THE TOP OF THE BRIDGE END DAM JOINT TO A POINT 75 FT AWAY ON THE TOP OF RESURFACING.

B. REMOVE ASPHALT CONCRETE EXACTLY 1.5 INCHES BELOW THE FINAL GRADE.

C. PLACE ITEM 407 TACK COAT AND ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) TO DESIRED GRADE.

D. SURVEY TRANSITION TO VERIFY THAT THE REPAIR IS WITHIN THE ALLOWABLE TOLERANCE.



CORRECTION OF UNACCEPTABLE ASPHALT TRANSITIONS

ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE THE ASPHALT CONCRETE GRINDINGS RESULTING FROM ITEM 254. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS REQUIRED TO APPLY THE ITEM 408 PRIME COAT WITHIN 5 CALENDAR DAYS OF PLACING THE COMPACTED AGGREGATE, AS PER PLAN.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

TRAFFIC CONTROL

ITEM SPECIAL - AIR SPEED ZONE MARKING

THIS ITEM IS TO MEET CMS 644. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. THE ZONE IS TO START AT MED-76-5.00 (EASTBOUND SHOULDERS) AND END AT MED-76-6.00 (EASTBOUND SHOULDERS).

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT 3 TRAFFIC ENGINEER AND ONE COPY FOR THE DISTRICT CONSTRUCTION ENGINEER.

MEASUREMENT AND PAYMENT: THE FIVE (5) MARKINGS PLACED ON EACH OF THE TWO SHOULDERS IN EACH 1 MILE OF ROADWAY PER EACH DIRECTION OF TRAVEL EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS 1 EACH. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND SURVEYING FOR ACCEPTED WORK IS TO BE INCLUDED PER EACH IN ITEM SPECIAL, AIR SPEED ZONE MARKING.

ITEM 626 - BARRIER REFLECTOR

A QUANTITY OF ITEM 626 BARRIER REFLECTOR IS SETUP TO BE PLACED AT EXISTING AND PROPOSED GUARDRAIL RUNS, CONCRETE PARAPET WALLS, AND CONCRETE BARRIER RUNS.

LOOP DETECTORS AT WEIGH STATION

WHEN THE PAVING WORK IS COMPLETED ON THE EXIT RAMP TO THE WEIGH STATION, THE ENGINEER IS TO NOTIFY THE OHIO STATE PATROL SINCE THE LOOP DETECTORS MAY GET DAMAGED. INFORMATION WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. A SEPARATE CONTRACTOR FOR ODOT WILL PLACE NEW LOOP DETECTORS UNDER AN INTER-AGENCY CONTRACT. COOPERATION OF CONTRACTORS WILL BE REQUIRED.

CALCULATED MJS
CHECKED BAD

GENERAL NOTES

MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GN001.dgn
WORKSTATION:mschafra DATE:10/9/2009

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

DESCRIPTION. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT OVERLAY FABRIC COMPOSITE AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER. THIS FABRIC COMPOSITE MAY BE PLACED ON A MILLED SURFACE.

MATERIALS. PAVEMENT OVERLAY FABRIC COMPOSITE SHALL BE CONSTRUCTED OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85 PERCENT OF POLYOLEPHINES, POLYESTERS, AND POLYAMIDES BY WEIGHT, SHALL BE RESISTANT TO CHEMICAL ATTACK, MILDEW, ROT, AND ATTACHED TO A FIBERGLASS GRID. COMPOSITE SHALL MEET THE FOLLOWING PHYSICAL REQUIREMENTS:

PROPERTY	SPECIFICATION	TEST METHOD
PAVING FABRIC: GLASGRID CG200 OR APPROVED EQUAL		
GRAB TENSILE STRENGTH, LBS.	90 MIN.	ASTM D 1682
GRAB ELONGATION, PERCENT	50 MIN.	ASTM D 1682
ASPHALT RETENTION GAL./SY.	0.20 MIN.	AASHTO M-288
COMPOSITE ULTIMATE TENSILE STRENGTH (LBS/FT)	MD 6720 MIN XD 13440 MIN	ASTM D 6637
MAXIMUM ELONGATION	LESS THAN 3%	ASTM D 6637
PERCENT OPEN AREA	>50	TEX-621-J "TESTING GEOGRIDS"
MELTING POINT MIN (DEGREES F)	1000	ASTM C338
LOSS ON IGNITION %	>15	TEX-621-J "TESTING GEOGRIDS"
MASS/UNIT AREA	16.0 OZ. /SY MIN	ASTM D 5261-92

THE COMPOSITE FABRIC SHALL NOT BE EXPOSED TO ULTRAVIOLET RADIATION FOR MORE THAN 7 DAYS. THE FABRIC SHALL BE AT LEAST 60 INCHES BUT NO MORE THAN 150 INCHES IN WIDTH AND FURNISHED IN ROLLS OF APPROXIMATELY 104 YARDS IN LENGTH. THE FABRIC CAN BE CUT TO A 30 INCH WIDTH IF A 30 INCH WIDTH IS SPECIFIED IN THE PLAN.

THE ASPHALT SEALANT SHALL BE PG64-22 MEETING THE REQUIREMENTS OF 702.01.

CERTIFICATION SHALL BE FURNISHED IN ACCORDANCE WITH 101.061 BEFORE THE FABRIC IS PLACED. THE ENGINEER MAY REQUIRE SAMPLING FOR TESTING PURPOSES AS DIRECTED BY THE LABORATORY.

EQUIPMENT. THE CONTRACTOR SHALL PROVIDE EQUIPMENT FOR HEATING AND APPLYING BITUMINOUS MATERIAL. HEATING EQUIPMENT AND DISTRIBUTORS SHALL MEET THE REQUIREMENTS OF 407.

THE MECHANICAL LAYDOWN EQUIPMENT SHALL BE MOUNTED ON A FOUR-WHEELED VEHICLE THAT IS CAPABLE OF DRIVING OVER THE FABRIC WHILE IT IS BEING INSTALLED TO CONTROL THE TENSION ON THE MATERIAL. THE LAYDOWN MACHINE SHALL BE EQUIPPED WITH CLUTCHES TO ADJUST THE ROLL TENSION AND BROOMS TO SMOOTH OUT WRINKLES DURING INSTALLATION. MANUAL LAYDOWN MAY ONLY BE USED IN AREAS INACCESSIBLE TO THE LAYDOWN MACHINE.

CONSTRUCTION DETAILS

1 SURFACE PREPARATION. THE CRACKS AND ENTIRE ROAD SURFACE TO BE TREATED, AND AT LEAST ONE ADDITIONAL FOOT ON EACH SIDE, SHALL BE CLEANED BY SWEEPING, BLOWING, OR OTHER METHODS UNTIL ALL DUST, MUD, CLAY LUMPS, VEGETATION, AND FOREIGN MATERIAL ARE REMOVED ENTIRELY FROM THE PAVEMENT BEFORE THE BITUMINOUS MATERIAL IS APPLIED. CARE SHALL BE EXERCISED TO PREVENT MATERIAL SO REMOVED FROM BECOMING MIXED WITH THE NEW SURFACE. LARGE CRACKS AND POTHOLES SHOULD BE FILLED.

2 APPLICATION OF ASPHALT SEALANT. THE APPLICATION OF THE ASPHALT SEALANT SHALL CONFORM TO THE APPLICABLE PORTIONS OF 407. THE ASPHALT SEALANT SHALL BE UNIFORMLY SPRAYED OVER THE AREA TO BE COVERED BY FABRIC AT A RATE OF 0.25 TO 0.30 GALLON PER SQUARE YARD.

THE QUANTITY APPLIED WILL VARY WITH THE SURFACE CONDITION OF THE EXISTING PAVEMENT (DEGREE OF POROSITY, FOR EXAMPLE). THE FABRIC ALONE, UNDER HEAT OF THE OVERLAY, WILL ABSORB AT LEAST 0.20 GALLON PER SQUARE YARD. WITHIN INTERSECTIONS OR OTHER ZONES WHERE VEHICLE BRAKING IS COMMON PLACE, THE APPLICATION SHALL BE REDUCED 20 PERCENT. THE SEALANT SHALL BE APPLIED TO AN AREA TWO TO SIX INCHES WIDER THAN THE WIDTHS OF THE FABRIC BEING PLACED, BUT RESTRICTED TO THE AREA OF IMMEDIATE FABRIC LAYDOWN. APPLICATION SHALL BE BY DISTRIBUTOR WITH HAND SPRAYING ALLOWED ONLY WHERE THE DISTRIBUTOR CANNOT BE USED. ASPHALT SPILLS SHALL BE CLEANED FROM THE ROAD SURFACE TO AVOID FLUSHING AND POSSIBLE MOVEMENT AT THESE ASPHALT RICH AREAS.

THE ASPHALT CEMENT USED AS A SEALANT SHALL HAVE DISTRIBUTOR TANK TEMPERATURE BETWEEN 300 DEGREES AND 350 DEGREES F. APPLICATION TEMPERATURE IS NOT CRITICAL AFTER THE ASPHALT IS SPRAYED ON THE PAVEMENT. IF THE FABRIC IS TO BE OVER-SPRAYED, DISTRIBUTOR TANK TEMPERATURES SHOULD NOT EXCEED 350 DEGREES F TO AVOID DAMAGE TO THE FABRIC.

3 COMPOSITE FABRIC PLACEMENT. THE COMPOSITE FABRIC SHALL BE PLACED ON THE ASPHALT SEALANT AS SOON AS PRACTICAL AND BEFORE THE TACKINESS OF THE SEALANT IS LOST. THE COMPOSITE SHALL BE PLACED AS SMOOTHLY AS POSSIBLE TO AVOID WRINKLES. IT SHALL BE UNROLLED SO THAT THE SOFT SIDE IS UNWOUND INTO THE SEALANT AND THE GRID SIDE UP, THUS PROVIDING OPTIMUM BOND BETWEEN FABRIC AND PAVEMENT DURING THE CONSTRUCTION PROCESS. WRINKLES SEVERE ENOUGH TO CAUSE "FOLDS" SHALL BE SLIT AND LAID FLAT. SMALL WRINKLES, WHICH FLATTEN UNDER COMPACTION ARE NOT DETRIMENTAL TO PERFORMANCE. THE COMPOSITE SHALL BE BROOMED OR SQUEEGEED TO REMOVE AIR BUBBLES AND MAKE COMPLETE CONTACT WITH THE ROAD SURFACE AS RECOMMENDED BY THE FABRIC MANUFACTURER. THE FABRIC SHALL BE LAID STRAIGHT, WITHIN THE SEALANT AREA. MODERATE CURVES CAN BE NEGOTIATED BY STRETCHING THE FABRIC ON THE OUTSIDE OF THE CURVE BY ADJUSTING THE DRAG ON THE BRAKES OF THE LAYDOWN EQUIPMENT. TRANSVERSE JOINTS SHALL BE "SHINGLED" IN THE DIRECTION OF PAVING.

LONGITUDINAL JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC ONE TO TWO INCHES. TRANSVERSE JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC MINIMUM OF FOUR INCHES. ADDITIONAL SEALANT (ABOUT 0.20 GAL. PER SQ. YD.) SHALL BE ADDED TO THE JOINTS AS REQUIRED. THE ADDITIONAL SEALANT FOR TRANSVERSE JOINTS MAY BE APPLIED BY HAND SPRAYING OR WITH MOP AND BUCKET IF EXTREME CARE IS TAKEN TO NOT EXCEED THE SPECIFIED RATE.

TO ENHANCE THE BOND OF THE FABRIC WITH THE EXISTING PAVEMENT AND TO SMOOTH OUT ANY WRINKLES FOR FOLDS IN THE FABRIC, THE CONTRACTOR MAY BE REQUIRED TO PNEUMATICALLY ROLL THE FABRIC AFTER IT IS PLACED.

4 TREATMENT OF THE APPLIED COMPOSITE PRIOR TO THE ASPHALT CONCRETE. IT IS UNNECESSARY TO TACK COAT THE FABRIC PRIOR TO PLACEMENT OF THE OVERLAY UNLESS THERE ARE CIRCUMSTANCES SUCH AS DELAY OF OVERLAY, DUST ACCUMULATION OR UNDER APPLICATION OF SEALANT WHICH WOULD MAKE TACK COATING DESIRABLE. IF A TACK COAT IS REQUIRED, EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.02 TO 0.05 GALLON PER SQUARE YARD RESIDUAL ASPHALT. PLACEMENT OF THE ASPHALT CONCRETE OVERLAY SHALL CLOSELY FOLLOW FABRIC LAYDOWN. IN THE EVENT THAT THE SEALANT BLEEDS THROUGH THE FABRIC BEFORE THE ASPHALT CONCRETE IS PLACED, IT MAY BE NECESSARY TO BLOT THE SEALANT BY SPREADING SAND OR ASPHALT CONCRETE OVER THE AFFECTED AREAS. THIS WILL PREVENT ANY TENDENCY FOR CONSTRUCTION EQUIPMENT TO PICK UP THE FABRIC WHEN DRIVING OVER IT.

TURNING OF THE PAVER AND OTHER VEHICLES SHALL BE GRADUAL TO AVOID MOVEMENT OR DAMAGE TO THE COMPOSITE. UNESSENTIAL TRAFFIC ON COMPOSITE SHOULD BE ELIMINATED. IF IT IS NECESSARY TO OPEN THE ROAD TO TRAFFIC AFTER FABRIC PLACEMENT, BUT PRIOR TO PAVING, IT IS ADVISABLE TO SPREAD A SMALL AMOUNT OF SAND OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE COMPOSITE. THIS PRACTICE IS TO BE AVOIDED IF POSSIBLE TO PREVENT DAMAGE TO THE MEMBRANE. QUICK STOPS AND SHARP TURNS MAY DAMAGE THE MATERIAL. IF RAIN PRIOR TO THE OVERLAY SHOULD CAUSE A BLISTERED APPEARANCE AND SOME BOND LOSS THROUGHOUT THE MEMBRANE, IT SHOULD BE CORRECTED BY PNEUMATIC ROLLING UNTIL ADHESION IS RESTORED.

5 ASPHALT CONCRETE. THE ASPHALT CONCRETE OVERLAY SHALL CONFORM TO 401 SPECIFICATION WITH A MINIMUM THICKNESS OF 1.5"

METHOD OF MEASUREMENT. THE ACCEPTED FABRIC COMPOSITE PLACED IN ACCORDANCE WITH THESE SPECIFICATIONS AND AS DIRECTED WILL BE MEASURED BY THE SQUARE YARD OF ROADWAY, RAMPS, AND TURNOUTS COVERED BY THE COMPOSITE FABRIC. LAPS IN COMPOSITE FABRIC WILL NOT BE MEASURED.

BLOTTING THE SEALANT, SPREADING SAND OR ASPHALT CONCRETE OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE FABRIC, ROLLING TO RESTORE BOND, OR APPLICATION OF A TACK COAT WILL NOT BE MEASURED FOR DIRECT PAYMENT BUT SHALL BE CONSIDERED A NECESSARY PART OF THE CONSTRUCTION INVOLVED AND THE COST THEREFORE SHALL BE INCLUDED IN OTHER APPROPRIATE CONTRACT UNIT PRICES.

BASIS OF PAYMENT. THE ACCEPTED QUANTITIES OF PAVEMENT OVERLAY FABRIC COMPOSITE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS (INCLUDING ASPHALT SEALANT AND OVERLAP), TOOLS, EQUIPMENT AND INCIDENTALS FOR DOING ALL THE WORK INVOLVED IN FURNISHING AND PLACING THE COMPOSITE COMPLETE IN PLACE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ITEM	UNIT	DESCRIPTION
SPECIAL	SQUARE YARD	PAVEMENT OVERLAY FABRIC COMPOSITE

ITEM 614 AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SIGN, FREEWAY/EXPRESSWAY

THIS ITEM SHALL CONSIST OF THE FURNISHING, INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL, OF ONE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SIGN ON YIELDING POST SUPPORTS.

ON THE FIRST DAY OF WORK, INSTALL ONE ARRA SIGN NEAR THE BEGINNING OF THE PROJECT IN EACH ROUTE DIRECTION IN A LOCATION AS APPROVED BY THE ENGINEER. THE ARRA SIGN CONSISTS OF ONE 120" X 84" WHITE ON GREEN EXTRUSHEET SIGN WITH PICTOGRAPHS, ONE 120" X 24" BLACK ON ORANGE EXTRUSHEET SIGN, AND ONE 24" X 24" DIAMOND FLAT SHEET SIGN. THE SIGN FABRICATION DETAILS ARE FOUND ON THE OFFICE OF TRAFFIC ENGINEERING WEB PAGE AT:

http://www.dot.state.oh.us/Divisions/HighwayOps/Traffic/Pages/OTEHomePage.aspx

INSTALL THE SIGN ON THREE NO. 3 YIELDING POSTS AS PER STANDARD DRAWING TC-41.20, WITH ONE POST ON SIGN CENTERLINE AND ONE POST 12" FROM EACH END. SIGNS IN PROTECTED LOCATIONS MAY BE INSTALLED ON OTHER SUPPORTS AS APPROVED BY THE ENGINEER. USED SIGNS ARE ALLOWED PROVIDED THEY ARE IN A CONDITION ACCEPTABLE TO THE ENGINEER. REMOVE THE ARRA SIGN AND SUPPORTS AT THE END OF THE PROJECT. REMOVED ARRA SIGN AND SUPPORTS ARE THE PROPERTY OF THE CONTRACTOR.

THE BASIS OF PAYMENT SHALL BE AT THE CONTRACT UNIT BID PRICE PER EACH FOR ONE INSTALLED AND SUBSEQUENTLY REMOVED ARRA SIGN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, TOOLS AND OTHER INCIDENTALS TO PROVIDE FOR A COMPLETE AND ACCEPTED ITEM OF WORK.

CALCULATED MJS CHECKED BAD

GENERAL NOTES

MED-76-0.61

30A 138

REVISED: 10/29/09

DESIGN FILE: I: \projects\77475\roadway\sheets\77475GN001.dgn
WORKSTATION:ksalay DATE:10/29/2009

ITEM 614, MAINTAINING TRAFFIC: GENERAL

ONE LANE OF TRAFFIC IN EACH DIRECTION ON IR-76 SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

ESTIMATED QUANTITIES - MAINTENANCE OF TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 300 CU YD

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

TEMPORARY WEDGES AT END OF RAMPS, PAVEMENT LAYER ENDS, APPROACH SLABS OR BRIDGE DECKS ARE TO BE CONSTRUCTED AS PER STANDARD DRAWING BP-3.1.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 250 CU YD

ITEM 614, MAINTAINING TRAFFIC

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE CONTRACTOR SHALL SUSPEND WORK UNTIL THE NECESSARY REQUIREMENTS ARE CORRECTED.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 MAINTAINING TRAFFIC.

HOLIDAY WORK RESTRICTIONS

THERE WILL BE WORK RESTRICTIONS FOR THE HOLIDAYS LISTED BELOW. ALL WORK ON IR-76, RAMPS, AND US ROUTE AND STATE ROUTE STRUCTURE WORK SHALL NOT BE UNDER CONSTRUCTION DURING THE FOLLOWING HOLIDAYS: (NO WORK IS PERMITTED ON THESE DAYS)

EASTER	FOURTH OF JULY
MOTHER'S DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE "NO WORK" APPLIES DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THE PERIOD OF TIME THAT "NO WORK" SHALL APPLY:

DAY OF THE WEEK

WEEKENDS	12:00N FRIDAY THRU 6:00AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00AM MONDAY

IN SUCH CASES WHERE DRUMS OR CONES ARE BEING USED AND IT IS SAFE TO OPEN THE LANES UP TO TRAFFIC, THE CONTRACTOR WILL BE REQUIRED TO OPEN THE LANES UP TO TRAFFIC DURING THE ABOVE HOLIDAYS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. AMBER LIGHT SHALL BE VISIBLE TO ALL DIRECTIONS OF TRAFFIC A MINIMUM OF 0.25 MILE.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY A MIN. OF 6 FT BEHIND GUARDRAIL OR 30 FT FROM THE NEAREST EDGE OF PAVEMENT WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE OF THE ROADWAY RIGHT-OF-WAY. THE LOCATION SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL SCHEDULE THEIR WORK AND METHODS IN ORDER TO MEET THE INTENT OF THE PLANS. THE PAVEMENT SURFACES TO BE USED BY THE TRAVELING PUBLIC SHALL BE ABLE TO DRAIN FREELY. ALL COSTS TO MAINTAIN THE ROADWAY AS PER THE CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE PLANS SHALL BE INCLUDED IN ITEM 614 LUMP SUM MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

GENERAL LANE CLOSURE LIMITATIONS

THE INTENT OF THE LANE CLOSURE LIMITATIONS IN THIS PLAN NOTE IS TO SUPPLEMENT OTHER TIME LIMITATIONS WHICH APPEAR IN THIS CONTRACT.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY:

1. BETWEEN DECEMBER 1, 2009 THRU APRIL 14, 2010 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
2. BETWEEN APRIL 15, 2010 THRU NOVEMBER 15, 2010, ONE LANE MAY BE CLOSED IN EACH DIRECTION.
3. BETWEEN NOVEMBER 16, 2010 THRU APRIL 15, 2011 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
4. BETWEEN APRIL 16, 2011 THRU THE PROJECT COMPLETION DATE, ONE LANE MAY BE CLOSED IN EACH DIRECTION.

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

ACTIVITIES DURING WINTER MONTHS

AFTER THE CONTRACTOR HAS SHUT DOWN CONSTRUCTION ACTIVITIES FOR THE WINTER, THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT THROUGHOUT THE WINTER AND ODOT WILL PERFORM SNOW AND ICE OPERATIONS DURING THE WINTER MONTHS.

ITEM 614, WORK ZONE MARKING SIGN:

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 20 EACH

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
3149 FRANTZ RD
MEDINA, OHIO 44256
330-725-4921

LAW ENFORCEMENT OFFICERS 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. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

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

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

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

ITEM 614, REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED BUT GOOD CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PAVEMENT MARKINGS AFTER STAGES 1 AND 2

WHEN BOTH STAGES 1 AND 2 PAVEMENT SURFACE COURSE HAS BEEN COMPLETED AND BY NOVEMER 15, 2010, PAVEMENT MARKINGS FOR LANE LINES AND EDGE LINES SHALL BE PLACED USING ITEM 642 TYPE 1 MATERIAL. THE PAVEMENT MARKINGS SHALL BE PLACED SUCH THAT THEY INCLUDE THE PAVEMENT TAPER AREAS USED IN THE MAINTENANCE OF TRAFFIC PHASING. IT IS ESTIMATED THAT THE PAVEMENT MARKINGS NEED TO BE REPLACED FROM STATION 940+20 TO STATION 1222+00. THE FOLLOWING PAY ITEMS ARE PROVIDED FOR THIS USE AND CARRIED TO THE GENERAL SUMMARY:

ITEM 642 EDGE LINE, TYPE 1 21.36 MILE (10.68 MILES EACH YELLOW AND WHITE)
ITEM 642 LANE LINE, TYPE 1 10.68 MILE

REVISED: 10/30/09

CALCULATED MJS CHECKED BAD

MAINTENANCE OF TRAFFIC

MED-76-0.61

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WORKSTATION:ksaley DATE:10/30/2009

ITEM 614, WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).

2. NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703- 235-0528.

3. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-614-599-7915.

4. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTS'S CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.

2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.

3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.

4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.

5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.

6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.

7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.

8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.

9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.

11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL NOT PAY THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 13 MONTHS

ITEM 614, BARRIER REFLECTOR, TYPE B

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET. BARRIER REFLECTORS SHALL BE STACKED IN SETS OF 3 BARRIER REFLECTORS PER SET AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.70.

AN ESTIMATED QUANTITY OF 9515 EACH OF ITEM 614 BARRIER REFLECTOR, TYPE B HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

614 WORK ZONE INCREASED PENALTIES SIGN

R11-H5a SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 20 EACH

TEMPORARY CROSSOVER

THE HORIZONTAL AND VERTICAL CURVES IN THE TEMPORARY CROSSOVERS ARE DESIGNED FOR 55 MPH AND THE WORK ZONE HAS A SPEED LIMIT OF 55 MPH. THE ADVISORY SPEED LIMIT ENTERING THE TEMPORARY CROSSOVER SHALL BE 45 MPH.

ALL SIGNING AS PER MT-95.70 SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC.

614 WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS (R2-1) (55 MPH SPEED LIMIT) WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

SPEED REDUCTION SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-95.50. A SIGN TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL. ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (SPEED LIMIT) SIGN AND THE R2-H2a (TRUCK SPEED LIMIT) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

THE WORK ZONE SPEED LIMIT SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE, BE MOUNTED ON TWO (2) ITEM 630 GROUND MOUNTED SUPPORTS, NO. 3 POSTS, AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING OF THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

614	WORK ZONE SPEED LIMIT SIGN	64 EACH
614	SPEED ZONE AHEAD SYMBOL SIGN	4 EACH

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

THE PAVEMENT COMPOSITION SHALL CONSIST OF 1.5 INCHES OF SURFACE COURSE INSTEAD OF 1.25 INCHES OF SURFACE COURSE AS STATED IN ITEM 615 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS. BOTH INTERMEDIATE AND SURFACE COURSES SHALL BE DESIGNED AS HEAVY MIX DESIGNS.

ITEM 615 ROADS FOR MAINTAINING TRAFFIC

AS PART OF THE TEMPORARY CROSSOVER CONSTRUCTION, A 12" DRAINAGE PIPE WILL BE REQUIRED TO BE PLACED UNDER THE CROSSOVERS. AT THE WEST END CROSSOVERS, 225 FT OF 12" PIPE IS REQUIRED. AT THE EAST END CROSSOVERS, 225 FT OF 12" PIPE IS ALSO REQUIRED. PAYMENT IS INCLUDED UNDER ITEM 615 ROADS FOR MAINTAINING TRAFFIC, LUMP SUM.

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WORKSTATION:mschafra DATE:10/9/2009

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PCMS LOCATIONS SHALL BE LOCATED IN ADVANCE OF THE BEGINNING AND END OF THE PROJECT TO NOTIFY THE TRAVELLING PUBLIC OF CONSTRUCTION WORK BEING DONE. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
26 SIGN-MONTH

SEQUENCE OF CONSTRUCTION (IR76 TEMPORARY CROSSOVER SECTION)

ADDITIONAL MOT DETAILS AND NOTES ARE SHOWN IN THE PLAN AND PROFILE CROSSOVER SHEETS AND THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

STAGE 1
PHASE 1:
1. SHOULDER RECONSTRUCTION OF THE 10 FOOT WIDE OUTSIDE WESTBOUND PAVED SHOULDER FROM STA 966+96 TO STA 1195+00. THIS INCLUDES PLACING THE UNDERDRAINS.
2. 3.25" PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE WESTBOUND PAVED SHOULDER FROM STA 961+52 TO STA 966+96, AND FROM STA 1195+00 TO STA 1204+00.
3. 3.25" PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE EASTBOUND PAVED SHOULDER FROM STA 945+81 TO STA 950+50, AND FROM STA 960+00 TO STA 966+86.
4. 3.25" PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE EASTBOUND PAVED SHOULDER FROM STA 1195+00 TO STA 1200+39.
PHASE 2:
1. CLOSE THE PASSING LANE AND DIVERT TRAFFIC INTO THE DRIVING LANE AND CONSTRUCT THE TEMPORARY CROSSOVERS AT THE WEST END.
PHASE 3:
1. CLOSE THE PASSING LANE AND DIVERT TRAFFIC INTO THE DRIVING LANE AND CONSTRUCT THE TEMPORARY CROSSOVERS AT THE EAST END. PHASES 2 AND 3 MAY BE CONSTRUCTED AT THE SAME TIME.
PHASE 4:
1. MOVE EASTBOUND TRAFFIC INTO THE WESTBOUND PASSING LANE UTILIZING THE TEMPORARY CROSSOVER THAT WAS JUST BUILT.
2. CONSTRUCT EASTBOUND LANES UP TO THE INTERMEDIATE COURSE FROM STA 966+96 TO STA 1195+00. THIS WORK INCLUDES UNDERDRAINS, PERFORMING CONCRETE PAVEMENT REPAIRS, PLACING ASPHALT CONCRETE, AND PLACING WORK ZONE PAVEMENT MARKINGS.

STAGE 2
PHASE 1:
1. MOVE WESTBOUND TRAFFIC INTO THE EASTBOUND PASSING LANE UTILIZING THE TEMPORARY CROSSOVER THAT WAS BUILT.
2. CONSTRUCT WESTBOUND LANES FROM STA 966+86 TO STA 1195+00, INCLUDING 5 FT WIDE PLANING AND PAVING, 3.25" DEEP, OF THE OUTSIDE PAVED SHOULDER. THIS WORK INCLUDES AN UNDERDRAIN ON THE MEDIAN SHOULDER, PERFORMING CONCRETE PAVEMENT REPAIRS, PLACING ASPHALT CONCRETE, LINEAR GRADING, COMPACTED AGGREGATE, AND PLACING WORK ZONE PAVEMENT MARKINGS.
PHASE 2:
1. PERFORM LINEAR GRADING, PLACE SURFACE COURSE IN EASTBOUND LANES FROM STA 966+86 TO STA 1195+00, PLACE COMPACTED AGGREGATE, AND WORK ZONE PAVEMENT MARKINGS.

SEQUENCE OF CONSTRUCTION (IR76 PART WIDTH CONSTRUCTION)

ADDITIONAL MOT DETAILS ARE SHOWN IN THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

STAGE 3
PHASE 1:
1. MOVE TRAFFIC INTO PASSING LANE FOR EASTBOUND DIRECTION AND RECONSTRUCT 10 FT WIDE PAVED OUTSIDE SHOULDER AND REPLACE UNDERDRAINS FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00.
2. MOVE TRAFFIC INTO PASSING LANE FOR WESTBOUND DIRECTION AND RECONSTRUCT 4 FT WIDE PAVED INSIDE SHOULDER AND REPLACE UNDERDRAIN FROM STA 853+00 TO STA 966+96 AND FROM STA 1195+00 TO 1222+00. ALSO PLACE ITEM 617 FOR SHOULDER BACKUP.
PHASE 2:
1. MOVE TRAFFIC INTO DRIVING LANE FOR EASTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT PASSING LANE AND INSIDE SHOULDER UP TO INTERMEDIATE COURSE, REPLACE UNDERDRAIN FROM STA 853+00 TO STA 966+96 AND FROM STA 1195+00 TO 1222+00, AND APPLY WORK ZONE PAVEMENT MARKINGS.
2. MOVE TRAFFIC INTO DRIVING LANE FOR WESTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT PASSING LANE AND OUTSIDE SHOULDER UP TO INTERMEDIATE COURSE, REPLACE UNDERDRAINS FROM STA 853+00 TO STA 966+96 AND FROM STA 1195+00 TO 1222+00, AND APPLY WORK ZONE PAVEMENT MARKINGS.
PHASE 3:
1. MOVE TRAFFIC INTO PASSING LANE FOR EASTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT DRIVING LANE UP TO INTERMEDIATE COURSE FROM STA 853+00 TO STA 966+96 AND FROM STA 1195+00 TO 1222+00, PLACE 3 FT TAPERED WEDGE, AND APPLY WORK ZONE PAVEMENT MARKINGS.
2. MOVE TRAFFIC INTO PASSING LANE FOR WESTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT DRIVING LANE UP TO INTERMEDIATE COURSE FROM STA 853+00 TO STA 966+96 AND FROM STA 1195+00 TO 1222+00, PLACE 3 FT TAPERED WEDGE, AND APPLY WORK ZONE PAVEMENT MARKINGS.
PHASE 4:
1. PERFORM LINEAR GRADING.
2. REMOVE 3 FT TAPERED WEDGE AND PLACE SURFACE COURSE FULL WIDTH IN BOTH DIRECTIONS.
3. PLACE COMPACTED AGGREGATE ON SHOULDERS.
4. PLACE FINAL PAVEMENT MARKINGS, RPM'S, BARRIER REFLECTORS AND RUMBLE STRIPS ON ENTIRE LENGTH OF THE PROJECT.

SEQUENCE OF CONSTRUCTION (SR 3 RAMPS)

THE DEFINITION OF THE RAMP LIMITS ARE FROM THE INTERSECTION WITH THE SIDE ROAD AT THE SIDE ROAD'S EDGE LINE AND DOWN THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS IN THE GRASSY AREA. THE SEQUENCE OF CONSTRUCTION FOLLOWS:

PHASE 1:
1. CONSTRUCTION CAN ONLY BE BETWEEN 9:00PM TO 6:00AM.
2. USE DRUMS FOR PART WIDTH MAINTENANCE OF TRAFFIC.
3. PLANE DOWN TO THE CONCRETE (APPROX. 4"), AND MATCH THAT DEPTH ACROSS THE PAVED SHOULDERS.
4. PLACE WORK ZONE PAVEMENT MARKINGS.
5. PLACE UNDERDRAIN AND MILL AND FILL THE 6 FT WIDE PAVED SHOULDER WITH 5" OF ITEM 301 WHILE MAINTAINING TRAFFIC ON THE 16 FT WIDE RAMP.
6. MOVE TRAFFIC ONTO THE 6 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, UNDERDRAIN REPLACEMENT, MILL AND FILL THE 4 FT WIDE SHOULDER WITH 3" OF ITEM 301, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
7. PLACE TRAFFIC ON THE 4 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
8. PERFORM LINEAR GRADING.
8. PLACE SURFACE COURSE.
9. PLACE COMPACTED AGGREGATE, FINAL PAVEMENT MARKINGS, AND RPM'S.

WITH THE UNDERSTANDING THAT NOT ALL THIS WORK CAN BE DONE IN ONE NIGHT, THE CONTRACTOR WILL BE RESPONSIBLE FOR OPENING UP THE RAMP IN THE MORNING AND MEETING THE DROPOFFS IN WORK ZONES REQUIREMENTS. ALL MAINTENANCE OF TRAFFIC WILL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC UNLESS OTHERWISE SHOWN IN THE PLANS.

SEQUENCE OF CONSTRUCTION (SR 57 WESTBOUND ENTRANCE RAMP)

THE DEFINITION OF THE RAMP LIMITS ARE FROM THE INTERSECTION WITH THE SIDE ROAD AT THE SIDE ROAD'S EDGE LINE AND DOWN THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS IN THE GRASSY AREA. THE SEQUENCE OF CONSTRUCTION FOLLOWS:

PHASE 1:
1. USE DRUMS FOR PART WIDTH MAINTENANCE OF TRAFFIC.
2. PLANE DOWN TO THE CONCRETE (APPROX. 4"), AND MATCH THAT DEPTH ACROSS THE PAVED SHOULDERS.
3. PLACE WORK ZONE PAVEMENT MARKINGS.
4. PLACE UNDERDRAIN AND MILL AND FILL THE 7 FT WIDE PAVED SHOULDER WITH 5" OF ITEM 301 WHILE MAINTAINING TRAFFIC ON THE 16 FT WIDE RAMP.
6. MOVE TRAFFIC ONTO THE 7 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, UNDERDRAIN REPLACEMENT, MILL AND FILL THE 3 FT WIDE SHOULDER WITH 3" OF ITEM 301, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
7. PLACE TRAFFIC ON THE 3 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
8. PERFORM LINEAR GRADING.
8. PLACE SURFACE COURSE.
9. PLACE COMPACTED AGGREGATE, FINAL PAVEMENT MARKINGS, AND RPM'S, AND PERFORM GUARDRAIL WORK.

PROJECT INTERIM COMPLETION DATES

1. DUE TO THE WORK IN THE INTERCHANGE AREA OF I-71 AND I-76 ON THE ADJOINING MED-71-6.06 PROJECT, THE CONTRACTOR IS LIMITED IN THEIR WORK SUCH THAT AT THE WEST END OF THE PROJECT, STAGE 3 WORK MUST NOT BEGIN UNTIL AFTER STAGES 1 AND 2 HAVE BEEN COMPLETED.

2. THE SURFACE COURSE AND INTERIM PAVEMENT MARKINGS FOR STAGES 1 AND 2 SHALL BE COMPLETED ON OR BEFORE NOVEMBER 15, 2010. THE WESTBOUND WEIGH STATION RAMPS FROM THE GORE AREA TO THE PARKING LOT AND THE WEIGH STATION PARKING LOT WORK IS EXEMPT AND IS TO BE PERFORMED DURING THE 2011 SEASON. DRUMS ARE TO BE PLACED ALONG THE MAINLINE SHOULDER AS PER STD DWG MT-98.29.

3. FINAL (THERMOPLASTIC) PAVEMENT MARKINGS ARE TO BE PLACED WHEN ALL PAVEMENT WORK HAS BEEN COMPLETED FOR THE ENTIRE PROJECT WHICH IS IN THE 2011 CONSTRUCTION SEASON.

4. FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN THE AMOUNT PER CMS 108.07.

SR 3 RAMP WORK NOTIFICATIONS

THE CONTRACTOR IS TO PROVIDE THEIR WORK SCHEDULE TO SCHNEIDER TRUCKING 7 CALENDAR DAYS PRIOR TO WORKING ON THE SR 3 RAMPS. THIS SCHEDULE SHOULD BE SIMPLIFIED AND THE INFORMATION PROVIDED MUST BE COORDINATED WITH THIS TRUCKING COMPANY. THE TELEPHONE NUMBER TO SCHNEIDER TRUCKING IS 1-330-769-1111. DOCUMENTATION IS TO BE PROVIDED TO THE ENGINEER WITHIN 2 WORKING DAYS OF THIS NOTIFICATION TO ENSURE COMPLIANCE PRIOR TO THE WORK BEING PERFORMED. WORK IS NOT TO START ON THESE RAMPS UNTIL THIS REQUIREMENT IS MET.

CALCULATED MJS | CHECKED BAD

MAINTENANCE OF TRAFFIC

MED-76-0.61

DESIGN FILE: I: \projects\77475\roadway\sheets\77475MN001.dgn
WORKSTATION:mschafro DATE:10/9/2009

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE,
CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: QSCZCVR-T4
DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES
REVISION DATE: 5/13/99 REV. J
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10
DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, QG
REVISION DATE: 11/19/97 REV. D
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16
DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, QG
REVISION DATE: 7/30/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 354051Z
DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, QG, 24, 30, 36
REVISION DATE: 5/17/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18
DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, QG
REVISION DATE: 6/25/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260
DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY
REVISION DATE: 11/19/97 REV. C
ODOT APPROVAL DATE: 8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS450
DRAWING NAME: CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEV & SECTIONS
REVISION DATE: 3/12/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS455
DRAWING NAME: TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 2/18/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS461
DRAWING NAME: TRACC TRANSITION TO CONCRETE SAFETY SHAPE BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS462
DRAWING NAME: TRACC TRANSITION TO CONCRETE BARRIER SINGLE SLOPE PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99
ODOT APPROVAL DATE: 8/27/99

3. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR, DISTRIBUTED BY ROAD SYSTEMS INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515, (TELEPHONE 330-799-9291)

THE TAU-II FOR THIS NOTE IS A PARALLEL 8-BAY UNIT (24' LONG AND 35" WIDE). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: A040416
DRAWING NAME: UNIVERSAL TAU-II PARTS LIST
REVISION DATE: 4/22/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040420
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP
REVISION DATE: 4/28/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040105
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP
(REFERENCED ON A04020)
REVISION DATE: 1/07/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: BO40239
DRAWING NAME: APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL 60 MPH UNIT)
REVISION DATE: 4/21/04
ODOT APPROVAL DATE: 10/16/04

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT. WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR
SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY
THE MANUFACTURER.

ITEM 614 WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE CONCRETE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FT FROM THE EDGE OF PAVEMENT. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

ITEM 253, PAVEMENT REPAIR, AS PER PLAN
ITEM 253, PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

PRIOR TO PLACING PORTABLE CONCRETE BARRIER, THE CONTRACTOR IS REQUIRED TO PERFORM PAVEMENT REPAIRS ON THE MAINLINE WHERE TRAFFIC WILL BE MAINTAINED. THE INTENT IS TO PERFORM ENOUGH PAVEMENT REPAIRS PRIOR TO PLACING PCB AND SHIFTING TRAFFIC, SO WE CAN MINIMIZE ANY PAVEMENT BLOWUPS WHILE TRAFFIC IS DRIVING IN THAT LANE.

THE OTHER GENERAL NOTE FOR ITEM 253 PAVEMENT REPAIR REQUIREMENTS ALSO APPLY TO THESE ITEMS OF WORK, WITH A MAXIMUM DEPTH OF ASPHALT CONCRETE REPLACEMENT BEING THE DEPTH OF THE EXISTING ASPHALT CONCRETE ABOVE THE CONCRETE PAVEMENT.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIRS. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH AND ITEM 253 PAVEMENT REPAIR, AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	500 CU. YD.
ITEM 253 PAVEMENT REPAIR, AS PER PLAN	175 CU. YD.

ITEM 203 EXCAVATION
ITEM 203 EMBANKMENT

THESE ITEMS ARE TO BE USED IN THE MEDIAN FOR SOFT AND WET SOILS PRIOR TO CONSTRUCTING THE TEMPORARY CROSSOVERS. AN ESTIMATED QUANTITY OF ITEM 203 EXCAVATION AND ITEM 203 EMBANKMENT HAVE BEEN PROVIDED TO BE USED FOR THIS PURPOSE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY for ITEM 203 EXCAVATION AND ITEM 203 EMBANKMENT. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD OF ITEM 203 EXCAVATION AND PER CU YD OF ITEM 203 EMBANKMENT. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

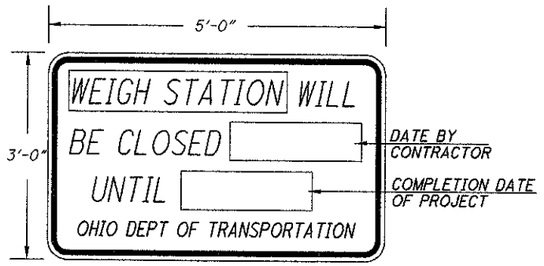
ITEM 203 EXCAVATION	50 CU YD
ITEM 203 EMBANKMENT	50 CU YD

DUST CONTROL

AN ESTIMATED QUANTITY OF 10 MGAL OF ITEM 616 WATER IS INCLUDED IN THE GENERAL SUMMARY TO BE USED FOR DUST CONTROL.

NOTICE OF CLOSURE SIGNS

THIS SIGN SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED WESTBOUND WEIGH STATION CLOSURE AT THE ENTRANCE RAMP. THE SIGN SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE RAMP FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGN INCLUDING SUPPORTS.



W20-H14

WEIGH STATION USE

THE CONTRACTOR MAY USE THE WEIGH STATIONS AS EQUIPMENT AND MATERIAL STORAGE AND FIELD OFFICES FOR THIS PROJECT ONLY. THESE AREAS ARE TO BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION ON OR BEFORE THE CONTRACT COMPLETION DATE. THE HIGHWAY PATROL PLANS TO HAVE THE WEST BOUND WEIGH STATION OPERATIONAL AFTER THE COMPLETION OF THIS PROJECT.

ABANDONED REST AREA USE

THE CONTRACTOR MAY USE THE ABANDONED REST AREAS LOCATED NEAR STATION 1060+00 AS EQUIPMENT AND MATERIAL STORAGE AND FIELD OFFICES FOR THIS PROJECT ONLY. NOTE THAT THERE ARE ABANDONED WATER WELLS ON THESE SITES. THESE AREAS ARE TO BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION ON OR BEFORE THE CONTRACT COMPLETION DATE.

622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN
622 PORTABLE CONCRETE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE CONCRETE BARRIER (PCB) AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS SEE SCD RM-4.1. PLEASE NOTE THAT SCD RM-4.1 WAS UPDATED 10-20-06 TO PROVIDE A PCB WHICH IS COMPATIBLE WITH NCHRP 350 CRITERIA.

PORTABLE CONCRETE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF MATERIAL MANAGEMENT WEB PAGE. THE APPROVED LIST OF GLARE SCREENS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT, AND CHOOSING THE APPROVED LIST LINK.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE. THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE CONCRETE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER. FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

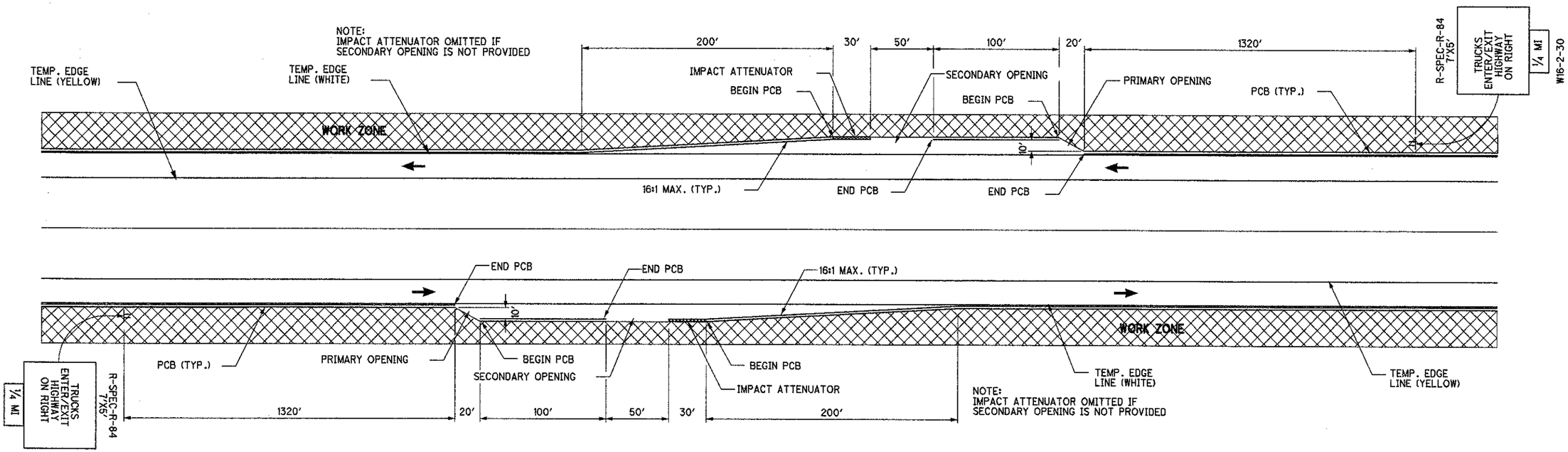
PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE CONCRETE BARRIER, 50 INCH, AS PER PLAN AND ITEM 622 PORTABLE CONCRETE BARRIER, 50 INCH, BRIDGE MOUNTED, AS PER PLAN

CALCULATED MJS CHECKED BAD

MAINTENANCE OF TRAFFIC

MED-76-0.61

DESIGN FILE: I: \projects\77475\roadway\sheets\77475MN001.dgn DATE:10/9/2009
WORKSTATION:mschafra



CONSTRUCTION ACCESS POINTS, TYPICAL

CONSTRUCTION ACCESS POINTS

CONSTRUCTION ACCESS POINT LOCATIONS MAY BE SELECTED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER. THEY SHALL BE IN ACCORDANCE WITH THE DETAILS ON THIS SHEET. THE LOCATIONS SHALL BE SELECTED FOR GOOD SIGHT DISTANCE AND EASE OF ACCESS FOR ENTERING VEHICLES (AVOID LOCATIONS JUST BEYOND CREST VERTICAL CURVES, ON CURVES TO THE SIDE OF THE ROAD WITH THE BARRIER, JUST BEYOND OVERHEAD STRUCTURES, ON UPGRADES, ETC.) IN THE EVENT THAT THE ENGINEER DETERMINES THAT AN ACCESS POINT DOES NOT FUNCTION IN A SAFE MANNER, THE ENGINEER SHALL ORDER IT IMMEDIATELY CLOSED AT NO COST TO THE STATE. ACCESS POINTS WHICH INCLUDE THE SECONDARY OPENING SHALL ALSO INCLUDE AN OPERABLE IMPACT ATTENUATOR AS DETAILED. WHEN AN IMPACT ATTENUATOR BECOMES INOPERABLE FOR ANY REASON, THE ENGINEER SHALL ORDER THE SECONDARY OPENING TO BE IMMEDIATELY CLOSED WITH THE PORTABLE CONCRETE BARRIER. ACCESS POINTS MAY BE RELOCATED, SUBJECT TO THE APPROVAL OF THE ENGINEER, AS NECESSARY TO ACCOMPLISH CONSTRUCTION ACTIVITIES.

ALL COSTS FOR RELOCATION OF PORTABLE CONCRETE BARRIER, INSTALLATION, REPAIR, REPLACEMENT, AND REMOVAL OF IMPACT ATTENUATORS, GRADING FOR ACCESS DRIVES AND RELATED COSTS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

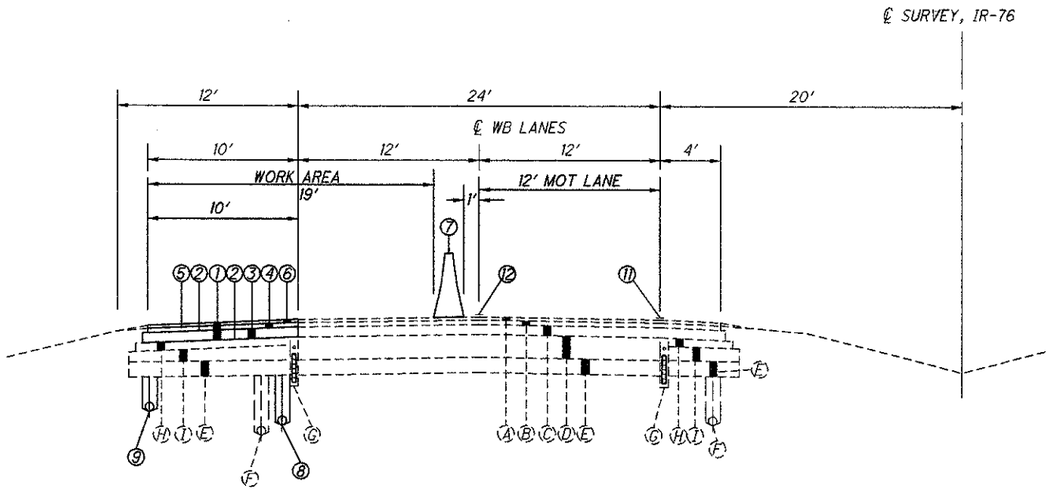
DESIGN FILE: i:\projects\77475\roadway\sheets\77475MP005.dgn MODELNAME: Design
WORKSTATION:mschafra DATE: 10/9/2009

HORIZONTAL SCALE IN FEET

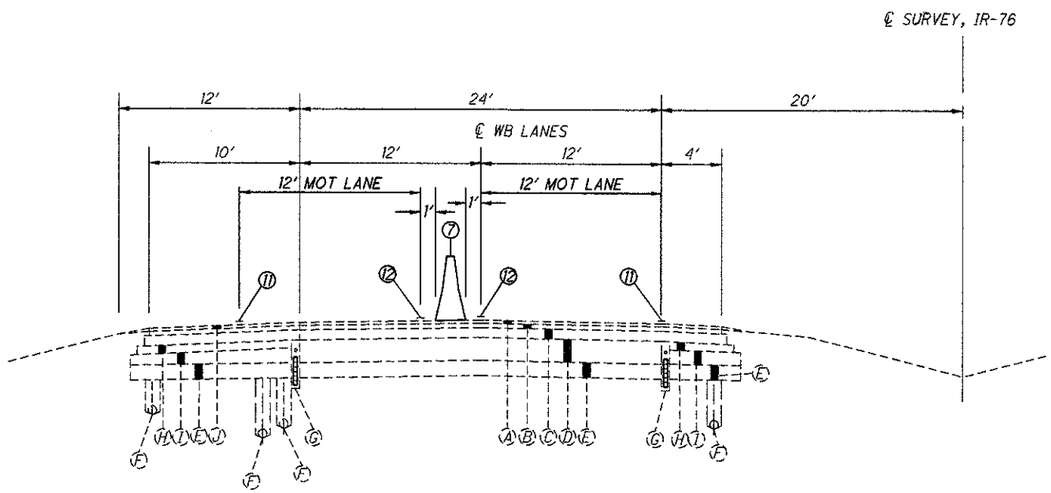
CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC
CONSTRUCTION ACCESS POINTS, TYPICAL

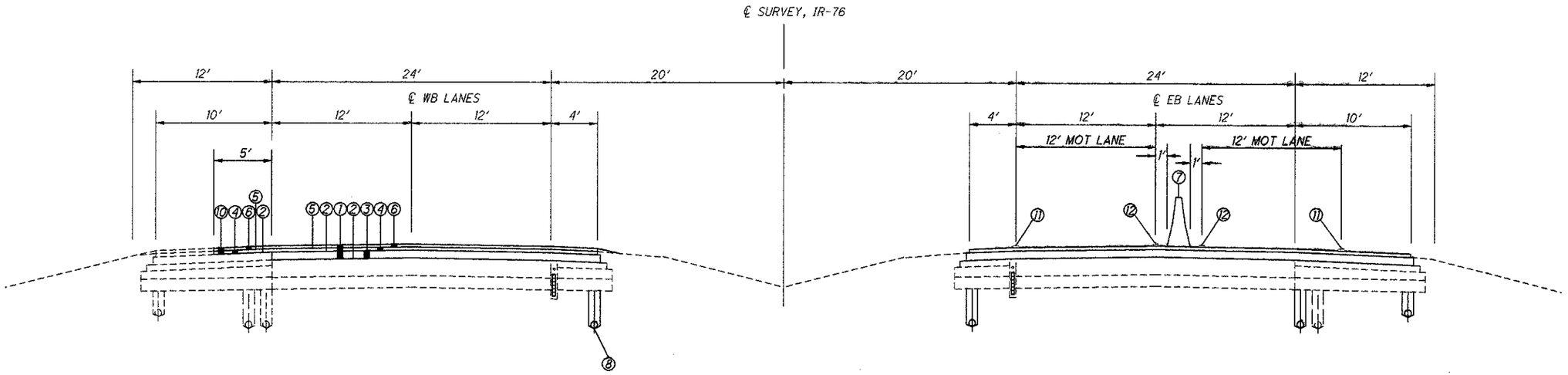
MED-76-0.61



STAGE 1 - PHASE 1 (SHOULDER RECONSTRUCTION)
STA. 966+96.09 TO STA. 1195+00 = 22803.91 L.F.



STAGE 1 - PHASE 4 (CONSTRUCT EB LANES UP TO THE INTERMEDIATE COURSE, MAINTAIN TRAFFIC IN WB LANES)
STA. 966+96.09 TO STA. 1195+00 = 22803.91 L.F.



STAGE 2 - PHASE 1 (CONSTRUCT WB LANES, MAINTAIN TRAFFIC IN EB LANES)
STA. 966+86.09 TO STA. 1195+00 = 22813.91 L.F.

STAGE 2 - PHASE 2 (PLACE SURFACE COURSE IN EB LANES)
STA. 966+86.09 TO STA. 1195+00 = 22813.91 L.F.

LEGEND - PROPOSED

① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")
② ITEM 407 TACK COAT
③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4")
④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")
⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
⑥ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50")
⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
⑧ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
⑨ ITEM 605 BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
⑩ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")
⑪ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑫ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
OUTSIDE SHOULDER: T = 3")
Ⓙ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/2")

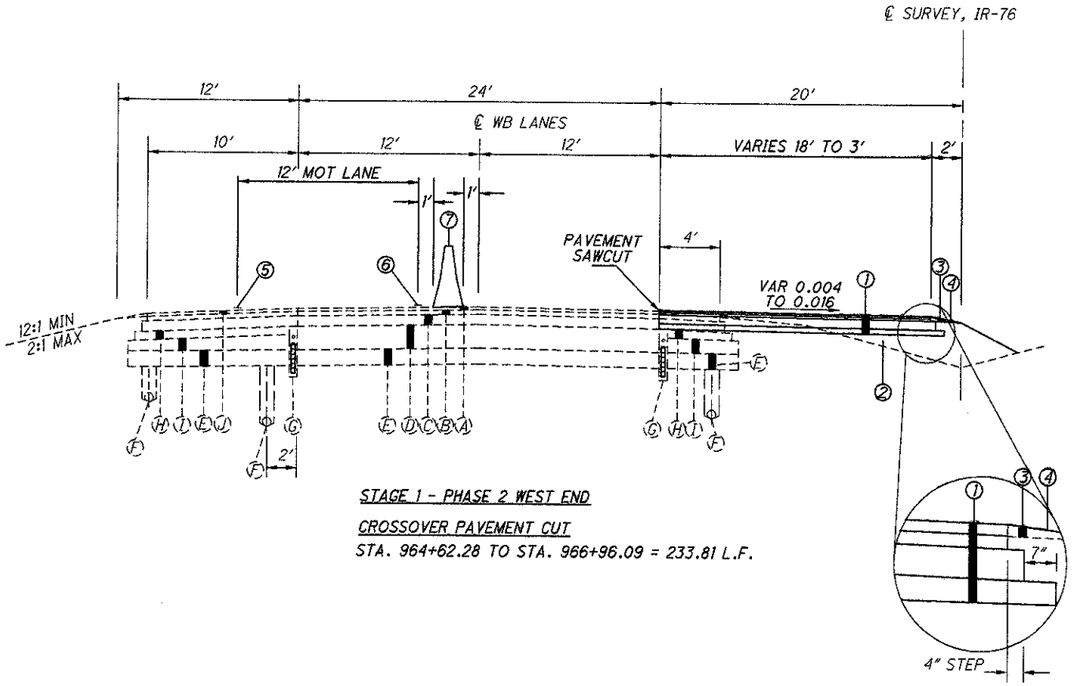
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

CROSSOVER TYPICAL SECTIONS
STAGE 1 - PHASES 1 & 4, STAGE 2 - PHASES 1 & 2

MED-76-0.61

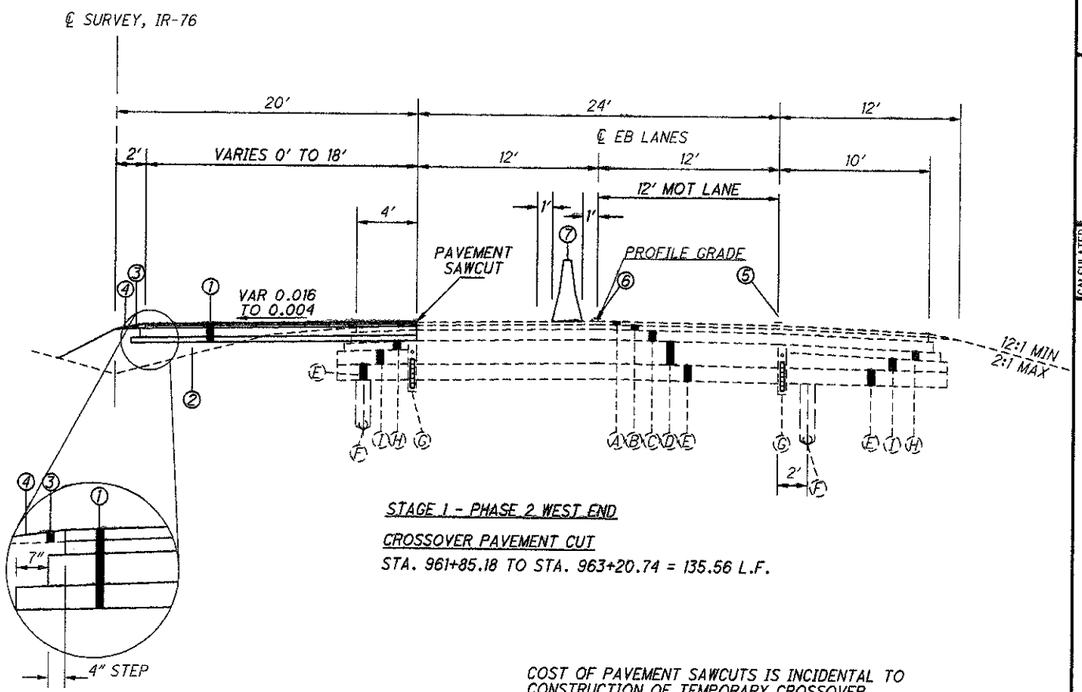
DESIGN FILE: I: \projects\77475\roadway\sheets\77475MY001.dgn
WORKSTATION:mschafro DATE:10/9/2009



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT CUT

STA. 964+62.28 TO STA. 966+96.09 = 233.81 L.F.

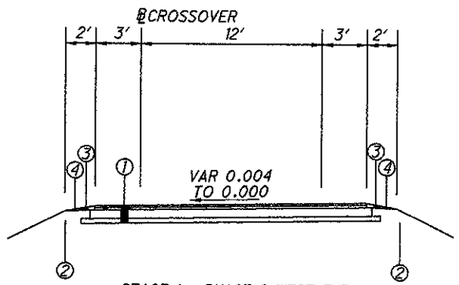


STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT CUT

STA. 961+85.18 TO STA. 963+20.74 = 135.56 L.F.

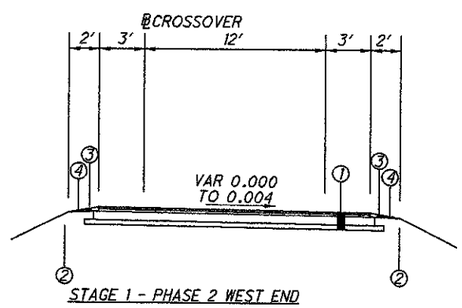
COST OF PAVEMENT SAWCUTS IS INCIDENTAL TO CONSTRUCTION OF TEMPORARY CROSSOVER.



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT

STA. 963+20.74 TO STA. 963+48.04 = 27.30 L.F.



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT

STA. 963+48.04 = 964+62.28 = 114.24 L.F.

LEGEND - PROPOSED

① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
③ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
④ ITEM 408 PRIME COAT
⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
OUTSIDE SHOULDER: T = 3")
Ⓙ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/2")

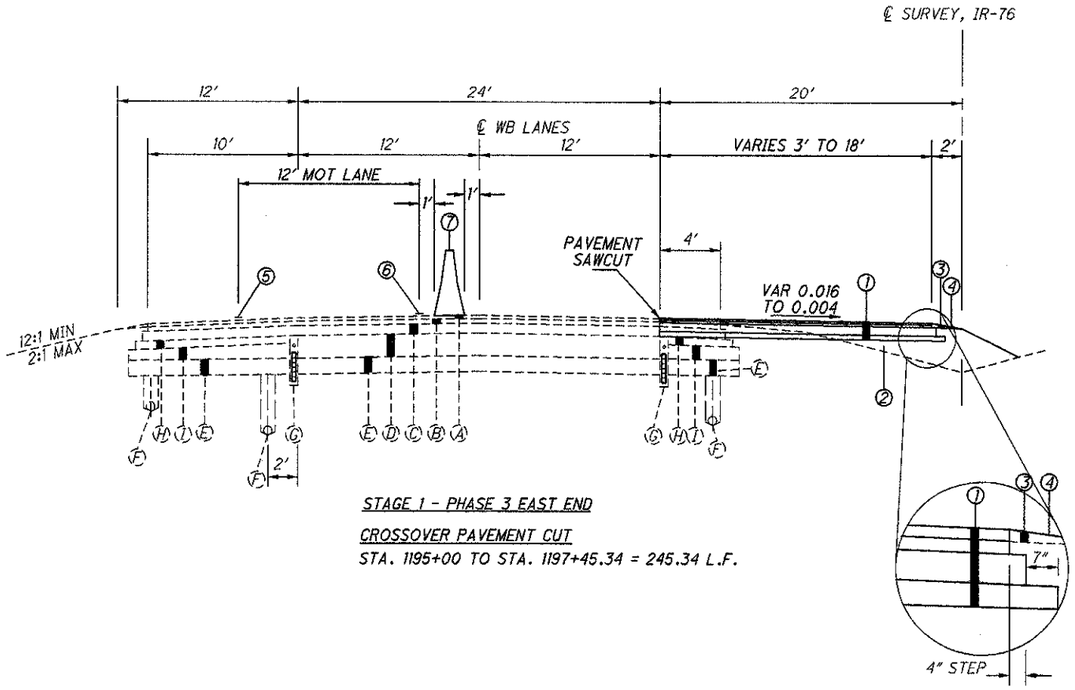
CALCULATED MJS
CHECKED BAD

HORIZONTAL SCALE IN FEET
0 5 10

STAGE 1 - PHASE 2 CROSSOVER TYPICAL SECTIONS - WEST END

MED-76-0.61

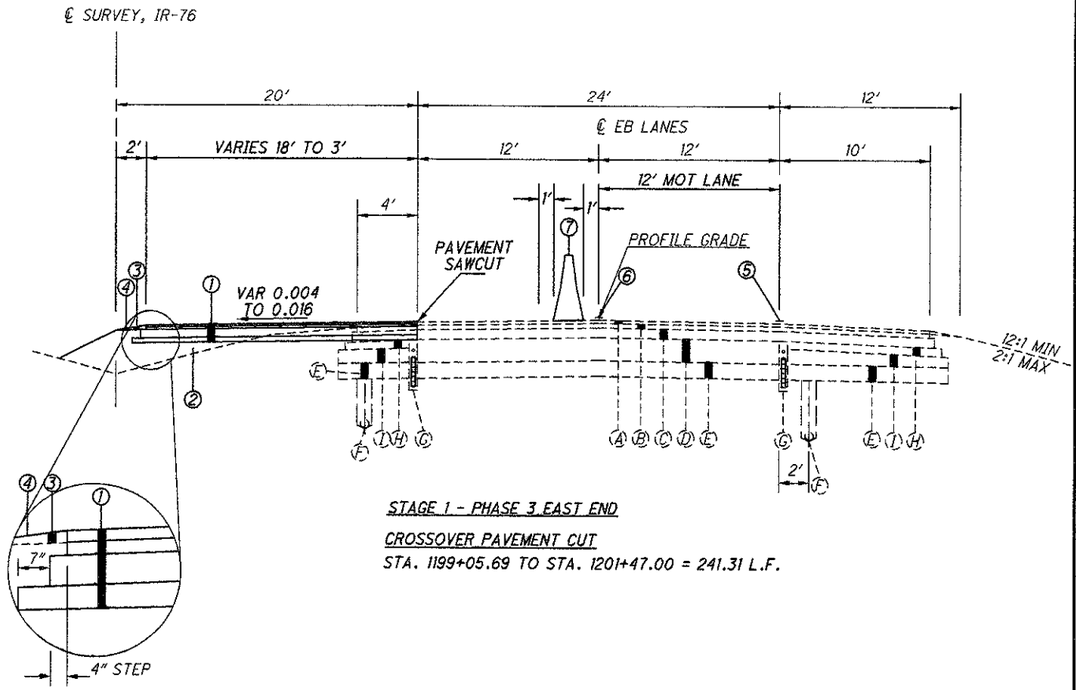
DESIGN FILE: I:\projects\77475\roadway\sheets\77475MY001.dgn
WORKSTATION:mschafro DATE:10/9/2009



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT CUT

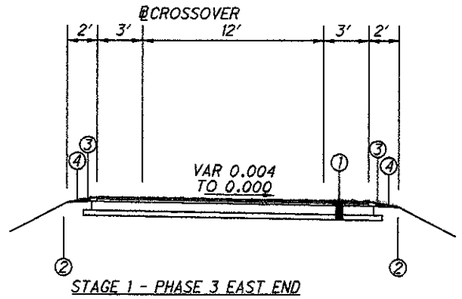
STA. 1195+00 TO STA. 1197+45.34 = 245.34 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT CUT

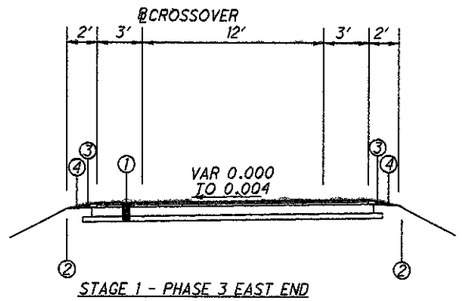
STA. 1199+05.69 TO STA. 1201+47.00 = 241.31 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT

STA. 1197+45.34 TO STA. 1198+23.51 = 78.17 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT

STA. 1198+23.51 = 1199+05.69 = 82.18 L.F.

LEGEND - PROPOSED

① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
③ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
④ ITEM 408 PRIME COAT
⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
OUTSIDE SHOULDER: T = 3")

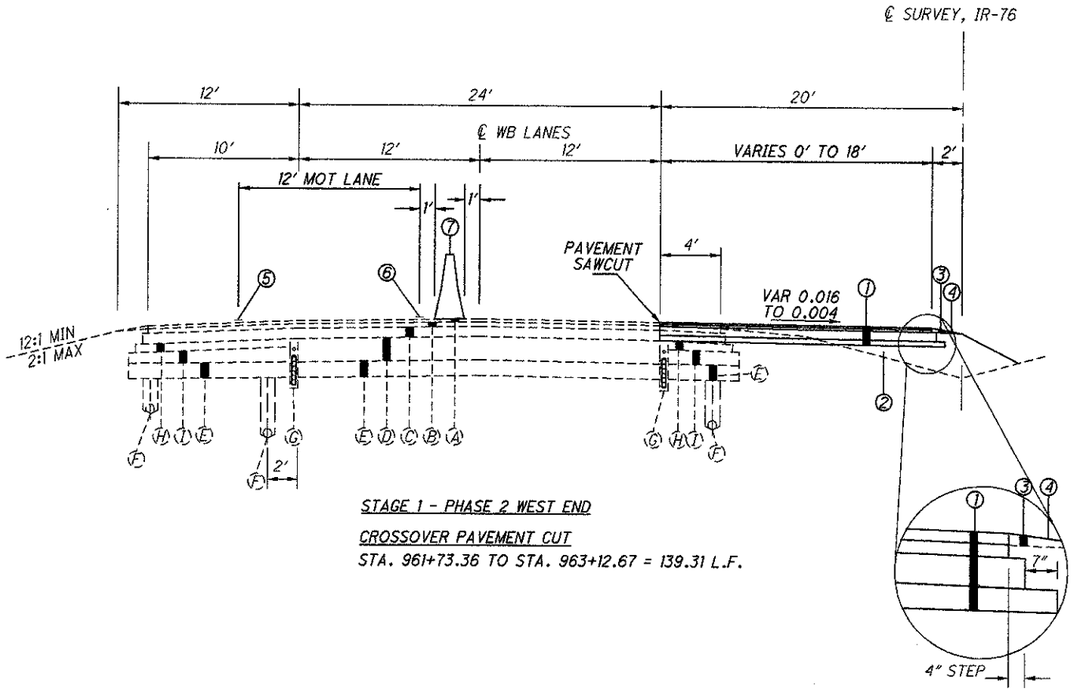
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

STAGE 1 - PHASE 3 CROSSOVER TYPICAL SECTIONS - EAST END

MED-76-0.61

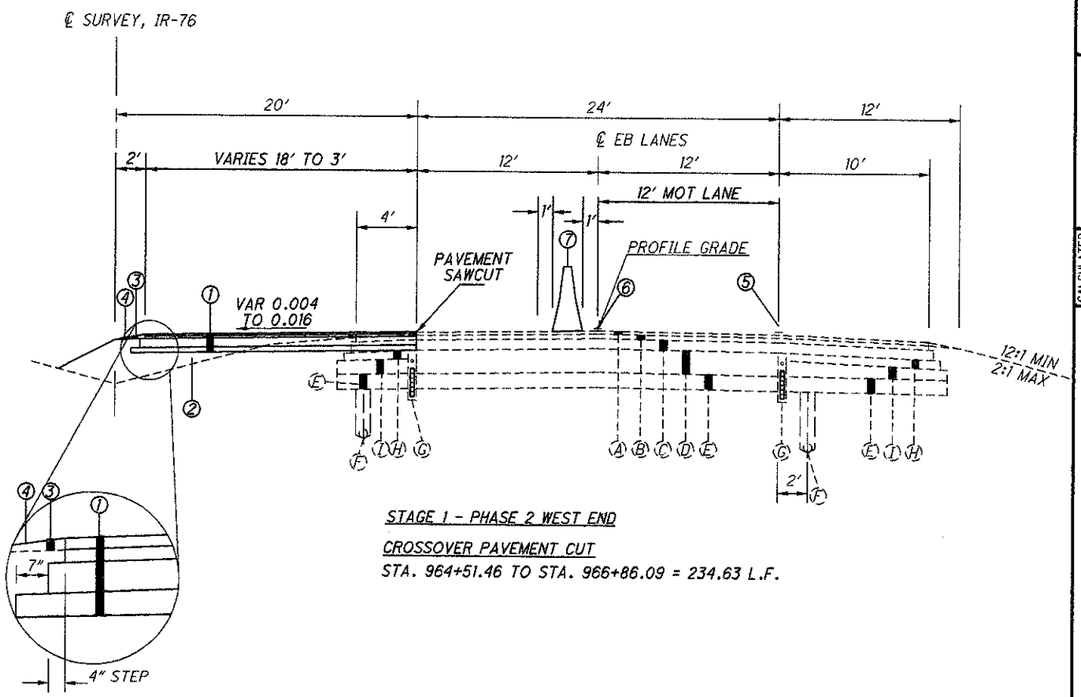
DESIGN FILE: I:\projects\77475\roadway\sheets\77475MY001.dgn
WORKSTATION:mschafra DATE: 10/9/2009



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT CUT

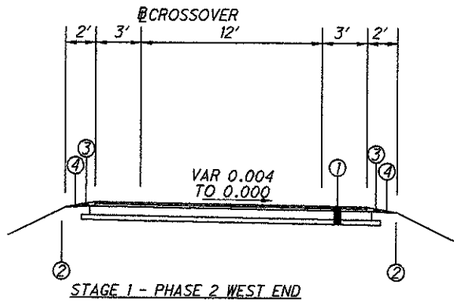
STA. 961+73.36 TO STA. 963+12.67 = 139.31 L.F.



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT CUT

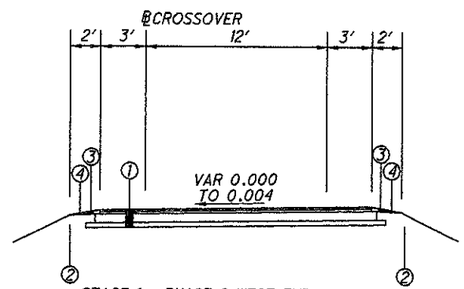
STA. 964+51.46 TO STA. 966+86.09 = 234.63 L.F.



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT

STA. 963+12.67 TO STA. 963+43.05 = 30.38 L.F.



STAGE 1 - PHASE 2 WEST END

CROSSOVER PAVEMENT

STA. 963+43.05 TO STA. 964+51.46 = 108.41 L.F.

LEGEND - PROPOSED

① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
③ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
④ ITEM 408 PRIME COAT
⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
OUTSIDE SHOULDER: T = 3")

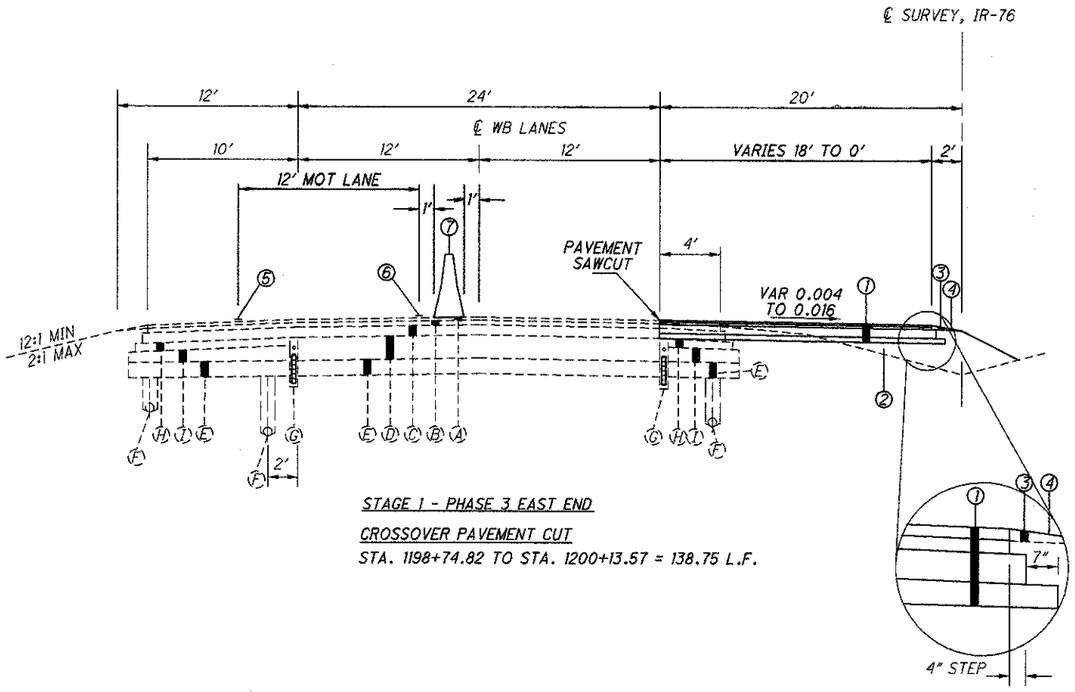
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED MJS
CHECKED BAD

STAGE 1 - PHASE 2 CROSSOVER TYPICAL SECTIONS - WEST END

MED-76-0.61

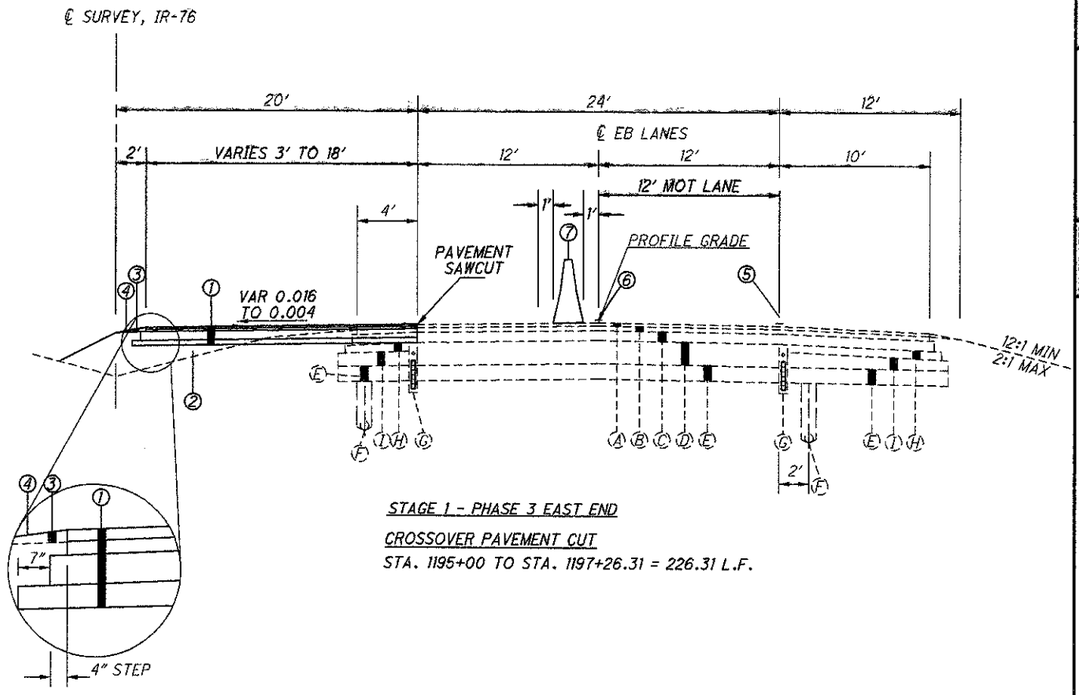
DESIGN FILE: I:\projects\77475\roadway\sheets\77475MY001.dgn
WORKSTATION:mschafra DATE:10/9/2009



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT CUT

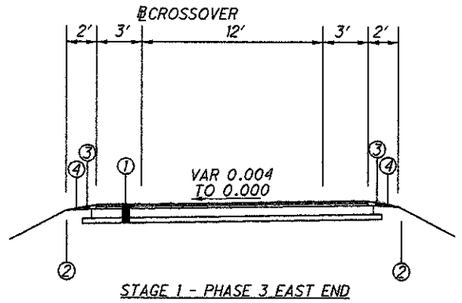
STA. 1198+74.82 TO STA. 1200+13.57 = 138.75 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT CUT

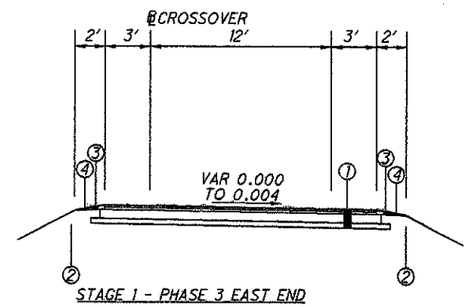
STA. 1195+00 TO STA. 1197+26.31 = 226.31 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT

STA. 1197+26.31 TO STA. 1198+48.04 = 121.73 L.F.



STAGE 1 - PHASE 3 EAST END

CROSSOVER PAVEMENT

STA. 1198+48.04 TO STA. 1198+74.82 = 26.78 L.F.

LEGEND - PROPOSED

① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
③ ITEM 617, COMPACTED AGGREGRATE, AS PER PLAN
④ ITEM 408 PRIME COAT
⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
Ⓔ EXISTING 6" ± SUBBASE
Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
OUTSIDE SHOULDER: T = 3")

HORIZONTAL SCALE IN FEET
0 5 10

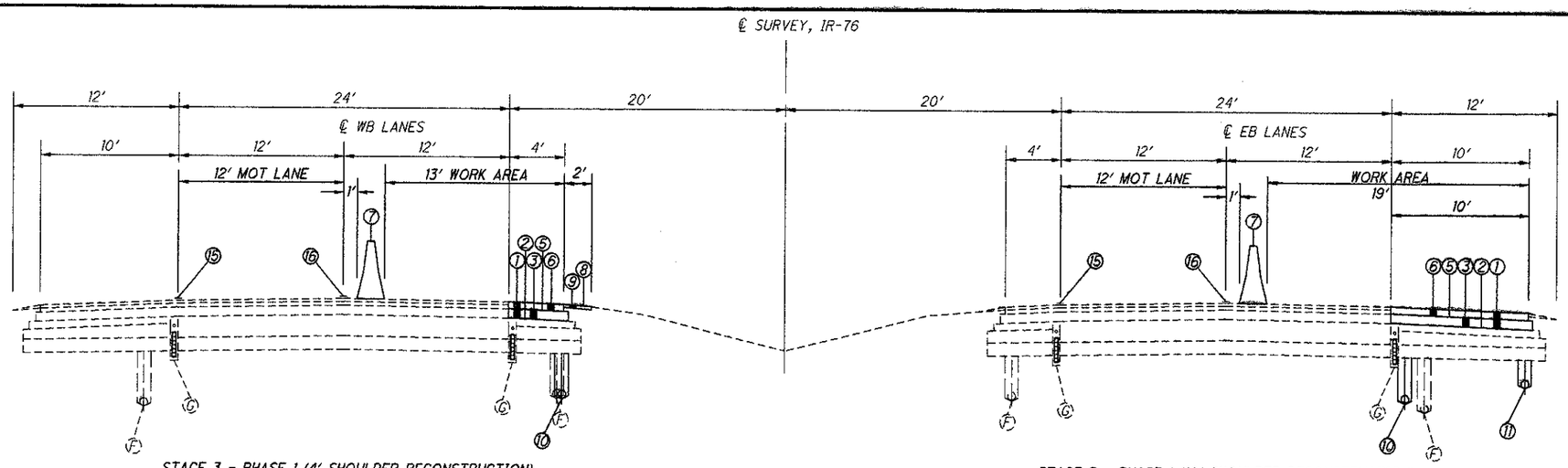
CALCULATED MJS
CHECKED BAD

STAGE 1 - PHASE 3 CROSSOVER TYPICAL SECTIONS - EAST END

MED-76-0.61

39
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475MY001.dgn
WORKSTATION:mschafra DATE: 10/9/2009



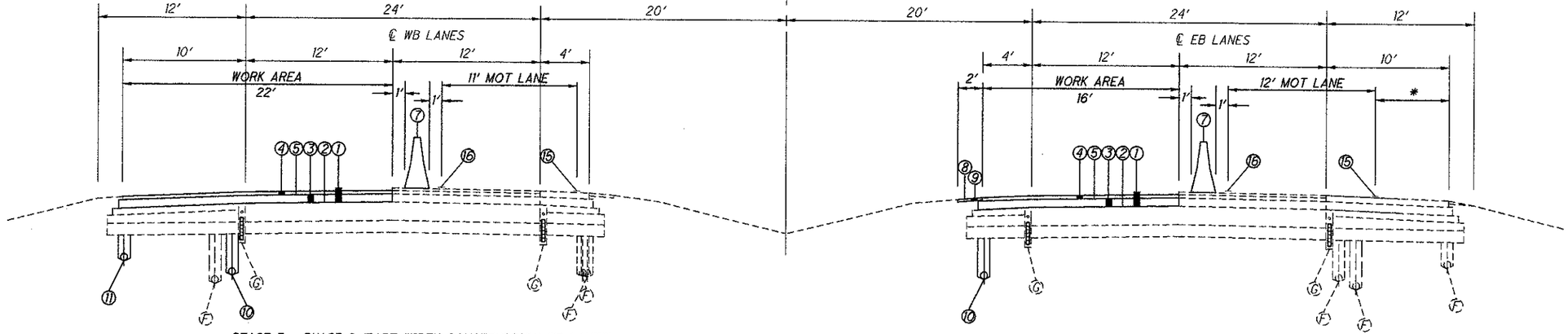
STAGE 3 - PHASE 1 (4' SHOULDER RECONSTRUCTION)

STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

STAGE 3 - PHASE 1 (10' SHOULDER RECONSTRUCTION)

STA. 853+00 TO STA. 966+86.09 = 11386.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

NOTE: FOR ALL APPLICABLE TYPICAL SECTIONS, THE 6" UNDERDRAINS PLACED AT THE EDGE OF SHOULDER SHALL BE PLACED AT THE EDGE OF THE PROPOSED ITEM 301, OR A MAXIMUM DISTANCE OF 1 FT IN FROM THE EDGE OF THE ITEM 301 IF THE FACE OF GUARDRAIL IS WITHIN 2 FT OF THE EDGE OF THE ITEM 301.



STAGE 3 - PHASE 2 (PART WIDTH CONSTRUCTION WB LANES)

STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

STAGE 3 - PHASE 2 (PART WIDTH CONSTRUCTION EB LANES)

STA. 853+00 TO STA. 966+86.09 = 11386.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

* 6' TYPICAL, 2' MINIMUM IF CONTRACTOR WANTS TO INCREASE THE WORK AREA TO 20' WIDTH MAXIMUM

LEGEND - PROPOSED

① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")
② ITEM 407 TACK COAT
③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4")
④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")
⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
⑥ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (3.25")
⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
⑧ ITEM 408 PRIME COAT
⑨ ITEM 617 COMPACTED AGGREGATE, AS PER PLAN
⑩ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
⑪ ITEM 605 6" BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
⑫ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50")
⑬ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5")
⑭ ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (3' TAPERED WEDGE, 1.5" TO 0")
⑮ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑯ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓕ EXISTING 6" UNDERDRAIN
Ⓒ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

HORIZONTAL SCALE IN FEET
0 5 10

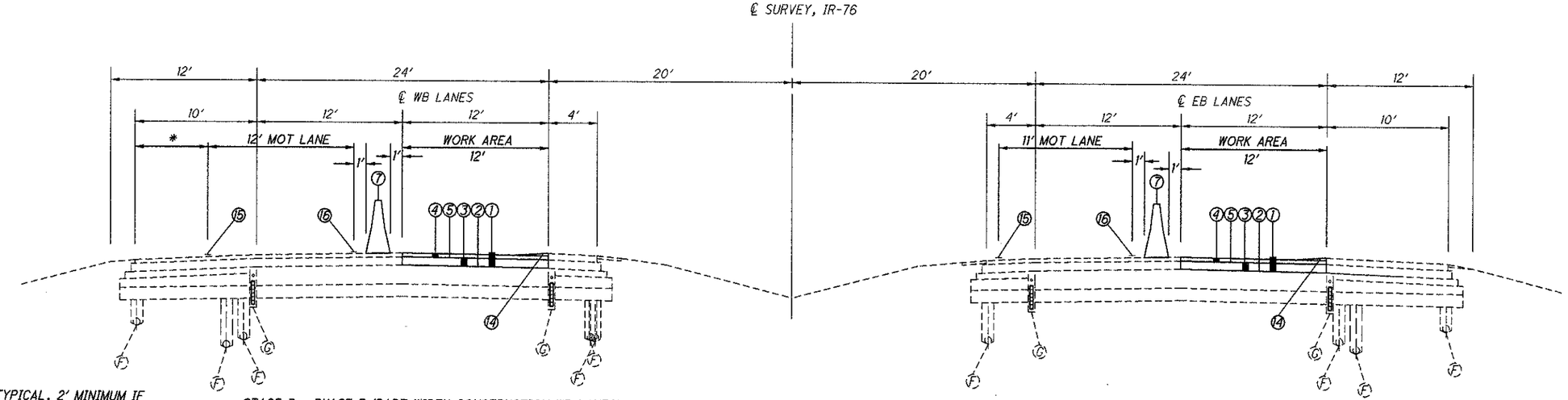
CALCULATED MJS
CHECKED BAD

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS STAGE 3 - PHASE 1 AND 2

MED-76-0.61

40
138

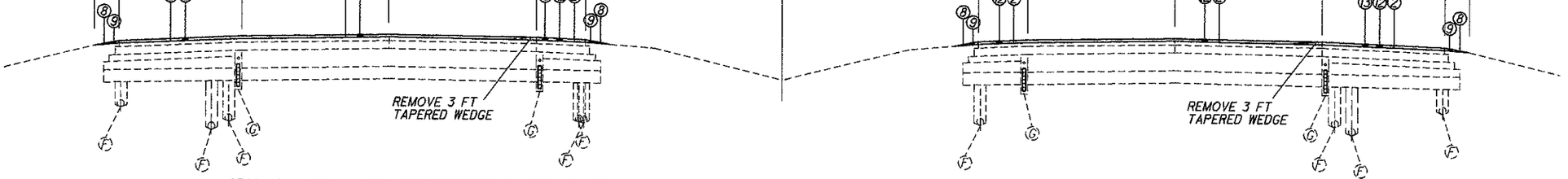
DESIGN FILE: i:\projects\77475\roadway\sheets\77475MY002.dgn
WORKSTATION:mschafro DATE:10/9/2009



* 6' TYPICAL, 2' MINIMUM IF CONTRACTOR WANTS TO INCREASE THE WORK AREA TO 16' WIDTH MAXIMUM

STAGE 3 - PHASE 3 (PART WIDTH CONSTRUCTION WB LANES)
STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

STAGE 3 - PHASE 3 (PART WIDTH CONSTRUCTION EB LANES)
STA. 853+00 TO STA. 966+86.09 = 11386.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.



STAGE 3 - PHASE 4 (PART WIDTH SURFACE COURSE CONSTRUCTION WB LANES USING DRUMS)
STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

STAGE 3 - PHASE 4 (PART WIDTH SURFACE COURSE CONSTRUCTION EB LANES USING DRUMS)
STA. 853+00 TO STA. 966+86.09 = 11386.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

LEGEND - PROPOSED

① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")
② ITEM 407 TACK COAT
③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4")
④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")
⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
⑥ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (3.25")
⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
⑧ ITEM 408 PRIME COAT
⑨ ITEM 617 COMPACTED AGGREGATE, AS PER PLAN
⑩ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
⑪ ITEM 605 6" BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
⑫ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50")
⑬ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5")
⑭ ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (3' TAPERED WEDGE, 1.5" TO 0")
⑮ ITEM 614 WORK ZONE EDGE LINE (WHITE)
⑯ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

Ⓕ EXISTING 6" UNDERDRAIN
Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

DESIGN FILE: I: \projects\77475\roadway\sheets\77475MY002.dgn
WORKSTATION:mschafro DATE:10/9/2009

CALCULATED MJS
CHECKED BAD

HORIZONTAL SCALE IN FEET
0 5 10

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS - PHASES 3 AND 4 STAGE 3

MED-76-0.61

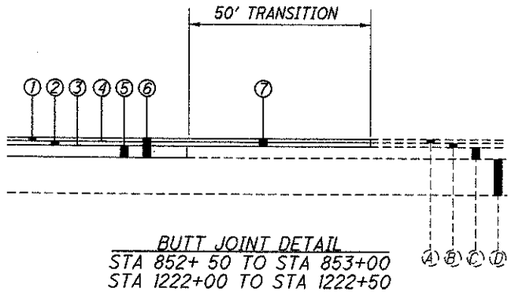
ADDITIONAL MAINTENANCE OF TRAFFIC QUANTITIES NEEDED ABOVE AND BEYOND WHAT IS SHOWN IN THE TYPICAL SECTIONS. ALSO NOTE, MOT ITEMS HAVE BEEN CALCULATED THROUGH RAMP AREAS.

CALC BY: MJS CHKD BY: BAD

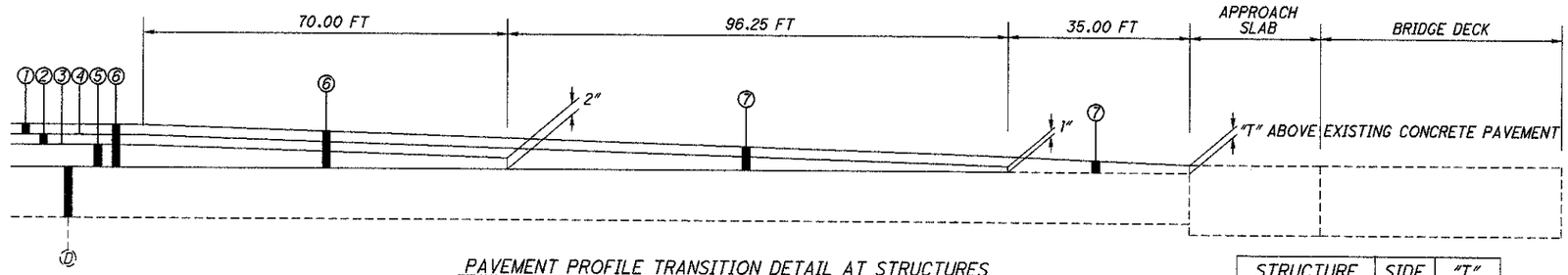
BEGIN STATION	END STATION	DESCRIPTION	WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	622 PORTABLE CONCRETE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5")	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3")	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (5")	442 ADDITIONAL THICKNESS	442 ASPHALT CONCRETE INTERMEDIATE COURSE,19MM, TYPE A (446)	407 TACK COAT, AT 0.10 GALLON PER SQ. YD.	301 AVG. THICKNESS	301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN	614 AVG. THICKNESS	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW)	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE)	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT	SHOULDER PREP WIDTH AND AVERAGE THICKNESS OF COMPACTED AGGREGATE	209 LINEAR GRADING	408 PRIME COAT AT 0.40 GALLON PER SQ. YD.	617 SHOULDER PREPARATION, (2' AVERAGE WIDTH)	617 COMPACTED AGGREGATE, AS PER PLAN
			FT	FT	SY	FT	EACH	FT	SQ YD	SQ YD	SQ YD	IN	CY	GAL	IN	CU YD	IN	CU YD	MILE	MILE	FT	FT		MILE	GAL	SY	CY
STAGE 1 - PHASE 1																												
3.25" PLANING & PAVING, 5' WIDE (QUANTITIES & MOT ITEMS ALREADY INCLUDED ON PLAN & PROFILE SHEETS FOR CROSSOVERS)																												
STAGE 1 - PHASES 2, 3, & 4 AND STAGE 2 - PHASE 1																												
MOT QUANTITIES ALREADY INCLUDED ON PLAN & PROFILE SHEETS FOR CROSSOVERS																												
STAGE 2 - PHASES 1 & 2																												
WORK ZONE PAVEMENT MARKINGS PLACED AFTER SURFACE COURSE ALREADY INCLUDED ON PAVEMENT MARKING SHEET.																												
STAGE 3 - PHASE 1																												
853+00.	966+96.	4 FT WB INSIDE SHOULDER RECONSTRUCTION	4	11396	5065	11588	1	411				1.50	211						2.41									
1195+00.	1222+00.	4 FT WB INSIDE SHOULDER RECONSTRUCTION	4	2700	1200	2892	1					1.50	50						0.77									
853+00.	966+96.	10 FT EB OUTSIDE SHOULDER RECONSTRUCTION	10	11396	12662	11588	1	411				1.50	528						2.41									
1195+00.	1222+00.	10 FT EB OUTSIDE SHOULDER RECONSTRUCTION	10	2700	3000	2892	1					1.50	125						0.77									
STAGE 3 - PHASE 2																												
853+00.	966+96.	2 FT EB INSIDE SHOULDER BACKUP/ADJ TAPERED PCB	2	11396	2532	192	1												2.42	2.42			2'x2"	2.158	1013	2532	141
1195+00.	1222+00.	2 FT EB INSIDE SHOULDER BACKUP/ADJ TAPERED PCB	2	2700	600	192	1												0.77	0.77			2'x2"	0.511	240	600	33
853+00.	966+96.	ADJUST TAPERED END SECTION OF PCB				192	1												0.26	0.26							
1195+00.	1222+00.	ADJUST TAPERED END SECTION OF PCB				192	1												0.26	0.26							
STAGE 3 - PHASE 3																												
853+00.	966+96.	3' TAPERED WEDGE, 1.5" TO 0", EB/MOVE PCB	3	11396	3799	11588	1	411						380			0.75	79	2.42	2.42							
1195+00.	1222+00.	3' TAPERED WEDGE, 1.5" TO 0", EB/MOVE PCB	3	2700	900	2892	1							90			0.75	19	0.77	0.77							
853+00.	966+96.	3' TAPERED WEDGE, 1.5" TO 0", WB/MOVE PCB	3	11396	3799	11588	1	411						380			0.75	79	2.42	2.42							
1195+00.	1222+00.	3' TAPERED WEDGE, 1.5" TO 0", WB/MOVE PCB	3	2700	900	2892	1							90			0.75	19	0.77	0.77							
STAGE 3 - PHASE 4																												
853+00.	966+96.	1.5" PLANING OF 10 FT EB OUTSIDE SHOULDER	10	11396	12662				12662																			
1195+00.	1222+00.	1.5" PLANING OF 10 FT EB OUTSIDE SHOULDER	10	2700	3000				3000																			
853+00.	966+96.	1.5" PLANING OF 4 FT WB INSIDE SHOULDER	4	11396	5065				5065																			
1195+00.	1222+00.	1.5" PLANING OF 4 FT WB INSIDE SHOULDER	4	2700	1200				1200																			
DEDUCT FOR STRUCTURES:																												
STRUCT. MED-76-1.12R&L (STA 879+00)			14	142.74	-222	-571			-222			1.50	-9	-22			0.75	-5					2'x2"	-0.108	-51	-127	-7
STRUCT. MED-76-1.58R&L (STA 903+60)			14	268	-417	-1072			-417			1.50	-17	-42			0.75	-9					2'x2"	-0.203	-95	-238	-13
SR 3 INTERCHANGE																												
0+38.	8+70.	ENTRANCE RAMP "A" WESTBOUND	6	832	555						555				5	77			0.32	0.32							
0+38.	8+70.	ENTRANCE RAMP "A" WESTBOUND	4	832	370				370						3	31											
3+30.	10+54.	EXIT RAMP "B" WESTBOUND	6	724	483						483				5	67			0.27	0.27	294	162					
3+30.	10+54.	EXIT RAMP "B" WESTBOUND	4	724	322				322						3	27											
0+37.	5+74.	ENTRANCE RAMP "C" EASTBOUND	6	537	358						358				5	50			0.20	0.20							
0+37.	5+74.	ENTRANCE RAMP "C" EASTBOUND	4	537	239				239						3	20											
3+29.	10+56.	EXIT RAMP "D" EASTBOUND	6	727	485						485				5	67			0.28	0.28	244	166					
3+29.	10+56.	EXIT RAMP "D" EASTBOUND	4	727	323				323						3	27											
921+81.	934+78.	ACCEL RAMP "A" WESTBOUND																			294						
950+90.	959+31.	DECEL RAMP "B" WESTBOUND																			648						
949+22.	962+04.	ACCEL RAMP "C" EASTBOUND																			266						
927+64.	936+04.	DECEL RAMP "D" EASTBOUND																			522						
SR 57 INTERCHANGE																												
0+16.	10+34.	ENTRANCE RAMP "B" WESTBOUND	7	1018	792						792				5	110			0.39	0.39							
0+16.	10+34.	ENTRANCE RAMP "B" WESTBOUND	3	1018	339				339						3	28											
1203+84.	1217+55.	ACCEL RAMP "B" WESTBOUND																	0.52	0.52	470						
TOTALS CARRIED TO GENERAL SUMMARY					60,011	57,045	12	1,644	21,288	1,593	2,673		888	876		504		182	18.43	12.07	2,738	328		2.36	1,107	2,767	154

MAINTENANCE OF TRAFFIC SUBSUMMARY

MED-76-0.61



BUTT JOINT DETAIL
STA 852+ 50 TO STA 853+00
STA 1222+00 TO STA 1222+50



PAVEMENT PROFILE TRANSITION DETAIL AT STRUCTURES

NOTE: DETAIL DOES NOT APPLY TO STRUCTURE MED-76-0158 L/R (FULL DEPTH ASPHALT CONCRETE AT APPROACHES)

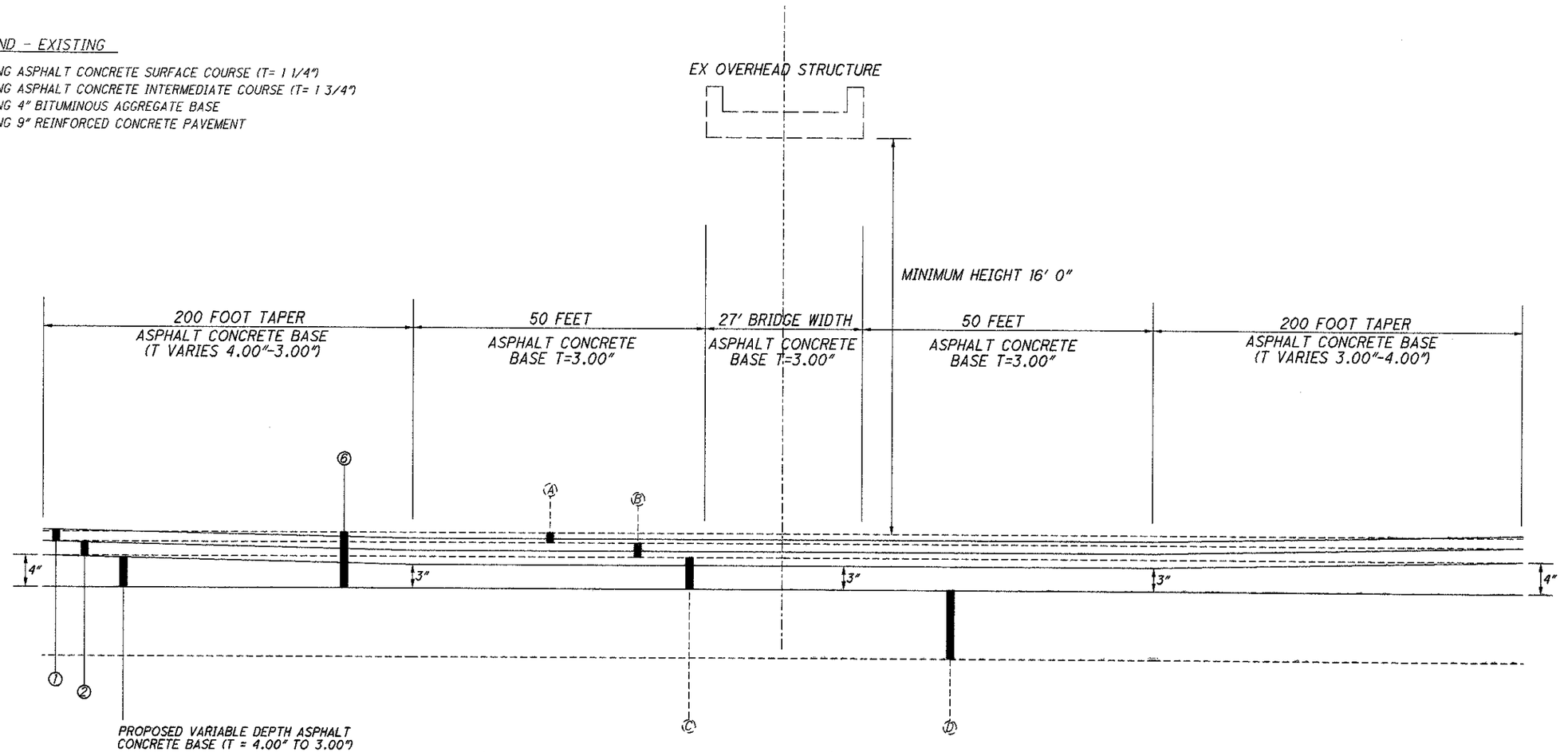
STRUCTURE	SIDE	"T"
MED-76-0112	L	1 1/2"
	R	2"
MED-76-0299	L	1 1/2"
	R	2 1/2"
MED-76-0622	L	1 1/2"
	R	1 1/2"
MED-76-0690	L	1 3/4"
	R	1 1/2"

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
⑦ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

LEGEND - EXISTING

Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT



PAVEMENT PROFILE TRANSITION DETAIL UNDER OVERHEAD STRUCTURE AT STA 984+79.36 (MED-76-0311)

HORIZONTAL SCALE IN FEET 0 5 10

CALCULATED ADW CHECKED MJS

PAVEMENT TRANSITION DETAILS

MED-76-0.61

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA001.dgn
WORKSTATION:mschafra DATE:10/9/2009

29	48	49	50	51	52	53	54	55	56	58	63	75	77	80	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
																			ROADWAY ITEMS	
														LUMP	201	11000	LUMP		CLEARING AND GRUBBING	
											1,400				202	23000	1,400	SQ YD	PAVEMENT REMOVED	
												10			202	35100	10	FT	PIPE REMOVED, 24" AND UNDER	
													2,475		202	38200	2,475	FT	GUARDRAIL REMOVED FOR REUSE	
													2		202	42040	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
												1			202	58100	1	EACH	CATCH BASIN REMOVED	
500										710					203	10000	1,210	CU YD	EXCAVATION	
										200		11			203	20000	211	CU YD	EMBANKMENT	
										1,134	1,631				204	10000	2,765	SQ YD	SUBGRADE COMPACTION	
													24.75		209	15000	24.75	STATION	RESHAPING UNDER GUARDRAIL	
			26.61	1.81											209	60501	28.42	MILE	LINEAR GRADING, AS PER PLAN	29
													2,475		606	16500	2,475	FT	GUARDRAIL REBUILT, TYPE 5	
													2		606	26500	2	EACH	ANCHOR ASSEMBLY, TYPE T	
																			PAVEMENT ITEMS	
15															253	02001	15	CU YD	PAVEMENT REPAIR, AS PER PLAN	29
150															253	90000	150	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	29
	97,229	103,177	108,011												254	01001	308,417	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7.00")	30
				14,118											254	01001	14,118	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (4.00")	30
	4,684	3,321	3,309												254	01001	11,314	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")	30
											231				255	10001	231	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN	63
					7,754	1,792	3,791	905	1,348						255	10150	15,590	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS	
					27,654	8,018	13,848	4,022	4,748		3,982				255	20000	62,272	FT	FULL DEPTH PAVEMENT SAWING	
	11,090	11,748	12,328							246					301	46011	35,412	CU YD	ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN	30
500										186					304	20000	686	CU YD	AGGREGATE BASE	
	5,002	5,297	5,290							48					407	10000	15,637	GALLON	TACK COAT	
	5,088	5,313	5,303	706						48					407	14000	16,458	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
	10,177	10,632	11,135	1,413											407	13900	33,357	GALLON	TACK COAT, 702.13	
			12,486	851											408	10000	13,337	GALLON	PRIME COAT	
	4,241	4,430	4,423	591						40					442	10000	13,725	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
	4,944	5,164	5,159	981						48					442	10100	16,296	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	
											1,400				451	14000	1,400	SQ YD	9" REINFORCED CONCRETE PAVEMENT	
			1,734	118						4					617	10101	1,856	CU YD	COMPACTED AGGREGATE, AS PER PLAN	30
			31,219	2,128						64					617	20000	33,411	SQ YD	SHOULDER PREPARATION	
			140,483												618	40100	140,483	FT	RUMBLE STRIPS, (ASPHALT CONCRETE)	
	168	168													SPECIAL	45132000	336	FT	PRESSURE RELIEF JOINT, TYPE C	
	804	319													SPECIAL	69012060	1123 **	SQ YD	PAVEMENT OVERLAY FABRIC COMPOSITE **	30A
																			EROSION CONTROL	
												1			601	34000	1	CU YD	ROCK CHANNEL PROTECTION, TYPE A WITHOUT FILTER	
										1,102					659	10000	1,102	SQ YD	SEEDING AND MULCHING	
															832	15000	LUMP		STORM WATER POLLUTION PREVENTION PLAN	
															832	30000	5,000	EACH	EROSION CONTROL	
												21			836	10030	21	SQ YD	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3	

NOTE: ** NONFEDERAL FUNDING FOR THIS ITEM.

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GENERAL SUMMARY

MED-76-0.61

I:\projects\77475\roadway\sheets\77475GG001.xls

SHEET NUMBER													ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
31	32	33	34	42	58	59	60	61	62	75	77	78						
																	DRAINAGE	
										164			601	21050	164	SQ YD	TIED CONCRETE BLOCK MAT, TYPE 1	
										5,669			603	01500	5669	FT	6" CONDUIT, TYPE F	
					25								603	05700	25	FT	15" CONDUIT, TYPE A	
										10			603	06100	10	FT	15" CONDUIT, TYPE C	
										1			604	04100	1	EACH	CATCH BASIN, NO. 2-2A	
										2			604	09000	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
										2			604	09910	2	EACH	CATCH BASIN FRAME AND GRATE	
										91			604	36600	91	EACH	PRECAST REINFORCED CONCRETE OUTLET	
										144,126			605	13301	144126	FT	6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31	29
										65,885			605	14001	65885	FT	6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31	29
																	MAINTENANCE OF TRAFFIC	
											1,412.5		202	38000	1412.5	FT	GUARDRAIL REMOVED	
											6		202	47000	6	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
			50										203	10000	50	CU YD	EXCAVATION	
			50										203	20000	50	CU YD	EMBANKMENT	
				2.36									209	60500	2.36	MILE	LINEAR GRADING	
			175										253	02001	175	CU YD	PAVEMENT REPAIR, AS PER PLAN	34
			500										253	90000	500	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	34
				21,288									254	01001	21288	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5")	30
				1,593									254	01001	1593	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3")	30
						12,971	500	642	299				254	01001	14412	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")	30
				2,673									254	01001	2673	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (5")	30
				504									301	46011	504	CU YD	ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN	30
				876		1,297	50	64	30				407	10000	2317	GALLON	TACK COAT	
						648	25	32	15				407	14000	720	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
				1,107									408	10000	1107	GALLON	PRIME COAT	
						541	21	27	12				442	10000	601	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
				888		631	24	32	15				442	10100	1590	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	
											6		606	35000	6	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
120													614	11110	120	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	31
	13												614	11500	13	MONTH	WORKSITE TRAFFIC SUPERVISOR	32
											1,412.5		SPECIAL	61412200	1412.5	FT	WORK ZONE GUARDRAIL	77
				12		1	3	3	1				614	12336	20	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
20													614	12460	20	EACH	WORK ZONE MARKING SIGN	
	64												614	12470	64	EACH	WORK ZONE SPEED LIMIT SIGN	
	20												614	12484	20	EACH	WORK ZONE INCREASED PENALTIES SIGN	
	4												614	12410	4	EACH	SPEED ZONE AHEAD SYMBOL SIGN	
10													614	12500	10	EACH	REPLACEMENT SIGN	
100													614	12600	100	EACH	REPLACEMENT DRUM	
						1	1						614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
550				182									614	13000	732	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
											30		614	13200	30	EACH	BARRIER REFLECTOR, TYPE A	33
	9,515										12		614	13300	9527	EACH	BARRIER REFLECTOR, TYPE B	
		26											614	18601	26	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	
												14.52	614	20550	14.52	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
				30.50		18.51	2.18	18.90	1.20				614	22100	71.29	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	
												29.84	614	22350	29.84	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
				2,738									614	23200	2,738	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
												3,582	614	23680	3,582	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
																	REVISED: 10/30/09	

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GENERAL SUMMARY

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31	33	42	59	60	61	62	77	78	78A	79				ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
																		MAINTENANCE OF TRAFFIC (CONTINUED)	
		328												614	26200	328	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
								164						614	26610	164	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
			3	4	4	3								614	30200	14	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
														614	50000	2	EACH	AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SIGN, FREEWAY/EXPRESSWAY	30A
			LUMP	LUMP	LUMP	LUMP								615	10000	LUMP		ROADS FOR MAINTAINING TRAFFIC	
			526	650	627	665								615	20001	2468	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	32
	10													616	10000	10	MGAL	WATER	
		154												617	10101	154	CU YD	COMPACTED AGGREGATE, AS PER PLAN	30
		2,767												617	20000	2767	SQ YD	SHOULDER PREPARATION	
		57,045	23,814	1,819	24,649	1,058								622	40031	108385	FT	PORTABLE CONCRETE BARRIER, 50", AS PER PLAN	34
		1,644	450		450									622	40047	2544	FT	PORTABLE CONCRETE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN	34
21.36														642	00100	21.36	MILE	EDGE LINE, TYPE 1	
10.68														642	00200	10.68	MILE	LANE LINE, TYPE 1	

STRUCTURES	
MED-76-0112L (SFN 5204356)	114
MED-76-0158L (SFN 5204429)	114
MED-76-0158R (SFN 5204437)	114
MED-76-0299L (SFN 5204593)	115
MED-76-0299R (SFN 5204658)	115
MED-76-0311 (SFN 5204682)	116
MED-76-0399 (SFN 5204704)	116
MED-76-0516 (SFN 5204712)	116
MED-76-0622L (SFN 5204747)	116
MED-76-0622R (SFN 5204771)	117
MED-76-0690L (SFN 5204801)	117
MED-76-0690R (SFN 5204836)	117

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GENERAL SUMMARY

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Revised: 10/29/09

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77	78	78A	79	81		106	107	108	109	110	111	112	113	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
																		TRAFFIC CONTROL	
			775											621	00100	775	EACH	RPM	
			746											621	54000	746	EACH	RAISED PAVEMENT MARKER REMOVED	
303														626	00100	303	EACH	BARRIER REFLECTOR	
						45.0	56.5	73.0	34.0		24.0			630	02101	232.5	FT	GROUND MOUNTED SUPPORT, NO. 2 POST, AS PER PLAN	80
						117.5	86.0	127.5	122.0	94.5	161.5	131.6	13.0	630	03101	853.6	FT	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	80
						15.0		15.0	15.0					630	04101	45.0	FT	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	80
						32.7			34.3					630	06400	67.0	FT	GROUND MOUNTED SUPPORT, S4X7.7 BEAM	
								33.8						630	06500	33.8	FT	GROUND MOUNTED SUPPORT, W6X9 BEAM	
						42.3								630	07000	42.3	FT	GROUND MOUNTED SUPPORT, W8X18 BEAM	
							99.5		47.1					630	07500	146.6	FT	GROUND MOUNTED SUPPORT, 10X22 BEAM	
							46.7	46.1			44.4			630	07600	137.2	FT	GROUND MOUNTED SUPPORT, 10X12 BEAM	
											29.0			630	08005	29.0	FT	ONE WAY SUPPORT, NO. 3 POST, AS PER PLAN	80
									1	6	5			630	08600	12	EACH	SIGN POST REFLECTOR	
						4	6	4	4		2			630	09000	20	EACH	BREAKAWAY BEAM CONNECTION	
				8										630	09100	8	EACH	SURFACE PREPARATION, EXISTING SUPPORT SECTION	
				8										630	09104	8	EACH	COATING, EPOXY PRIME COAT, SUPPORT SECTION	
				8										630	09106	8	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION	
				8										630	09108	8	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION	
										2	4	2		630	75001	8	EACH	SIGN ATTACHMENT ASSEMBLY, AS PER PLAN	80
						113.3	101.0	80.5	117.6	122.7	107.7	131.2	56.0	630	80100	830.0	SQ FT	SIGN, FLAT SHEET	
									16.0					630	80101	16.0	SQ FT	SIGN, FLAT SHEET, AS PER PLAN	80
						528.0	676.0	435.5	204.0	32.0	86.0	86.0		630	80200	2,047.5	SQ FT	SIGN, GROUND MOUNTED EXTRUSHEET	
								16.0		140.0	280.0	140.0		630	80224	576.0	SQ FT	SIGN, OVERHEAD EXTRUSHEET	
						4	8	4	4	2	1			630	82000	23	EACH	SIGN BACKING ASSEMBLY	
						4	6	4	4		2			630	84500	20	EACH	GROUND MOUNTED BEAM SUPPORT FOUNDATION	
						14	27	22	19	25	31	31	10	630	84900	179	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
						2	4	4	2	1	1	1		630	85100	15	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
						5	6	6	3	1		3		630	85400	24	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
						9	15	17	11	7	18	10	1	630	86002	88	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
						4	10		4		2			630	86102	20	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL	
								2						630	86103	2	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL, AS PER PLAN	80
										2	4	2		630	87400	8	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
						46	65	57	45	57	69	77	20	630	97700	436	EACH	SIGNING, MISC.: SIGN DATA COLLECTION	80
		0.24												642	00100	0.24	MILE	EDGE LINE, TYPE 1	
		0.12												642	00300	0.12	MILE	CENTER LINE, TYPE 1	
	29.84													644	00100	29.84	MILE	EDGE LINE	
	14.52													644	00200	14.52	MILE	LANE LINE	
	3,582													644	00400	3,582	FT	CHANNELIZING LINE	
	164													644	00500	164	FT	STOP LINE	
	710													644	00700	710	FT	TRANSVERSE/DIAGONAL LINE	
	1													SPECIAL	64440000	1	EACH	AIR SPEED ZONE MARKING	30
														SPECIAL	10810000	LUMP		CPM PROGRESS SCHEDULE	
														614	11000	LUMP		MAINTAINING TRAFFIC	
														619	16020	18	MONTH	FIELD OFFICE, TYPE C	
														623	10001	LUMP		CONSTRUCTION LAYOUT STAKES, AS PER PLAN	30
														624	10000	LUMP		MOBILIZATION	

CALC'D MJS CHECKED BAD

GENERAL SUMMARY

MED-76-0.61

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EB MAINLINE PAVEMENT QUANTITIES						407	407	407	442		442		301	254	254	SPECIAL	SPECIAL				CALC BY: MJS CHKCED BY: BAD
BEGIN STATION	END STATION	DESCRIPTION	PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	TACK COAT, 702.13 AT 0.10 GAL PER SQ. YD.	TACK COAT, AT 0.05 GAL PER SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GAL PER SQ. YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE,19MM, TYPE A (446)	THICKNESS	ASPHALT CONCRETE SURFACE COURSE,12.5MM, TYPE A (446)	ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN (4" THICK)	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25" AVERAGE) #	PAVEMENT OVERLAY FABRIC COMPOSITE (30" WIDE)	PRESSURE RELIEF JOINT, TYPE C				
			FT	FT	SY	GAL	GAL	GAL	IN	CY	IN	CY	CY	SY	SY	SQ YD	STA	FT			
		EASTBOUND																			
852+50.	853+00.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133		881+40.	24			
853+00.	863+00.	Composite Pavement Mainline	24	1000	2667	267	133	133	1.75	130	1.50	111	296	2667			977+15.	24			
863+00.	875+50.	Flexible Pavement Mainline	24	1250	3333	333	167	167	1.75	162	1.50	139	370	3333			980+20.	24			
875+50.	898+50.	Composite Pavement Mainline	24	2300	6133	613	307	307	1.75	298	1.50	256	681	5433			1147+80.	24			
898+50.	903+62.	Flexible Pavement Mainline	24	512	1365	137	68	68	1.75	66	1.50	57	152	1365			1151+00.	24			
903+62.	906+30.	Composite Pavement Mainline	24	268	715	72	36	36	1.75	35	1.50	30	79	715			1184+45.	24			
906+30.	912+00.	Flexible Pavement Mainline	24	570	1520	152	76	76	1.75	74	1.50	63	169	1520			1186+65.	24			
912+00.	939+50.	Composite Pavement Mainline	24	2750	7333	733	367	367	1.75	356	1.50	306	815	7333							
939+50.	949+00.	Flexible Pavement Mainline	24	950	2533	253	127	127	1.75	123	1.50	106	281	2533							
949+00.	1222+00.	Composite Pavement Mainline	24	27300	72800	7280	3640	3640	1.75	3539	1.50	3033	8089	70700							
1222+00.	1222+50.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133						
853+00.	856+25.	ACCEL LANE "N-E" IR-71	9	325	325	33	16	16	1.75	16	1.50	14	36	325							
853+00.	863+00.	ACCEL LANE "N-E" IR-71	2	1000	222	22		11	1.75	11	1.50	9			222	278					
863+00.	868+75.	ACCEL LANE "N-E" IR-71	11.94	575	763	76	38	38	1.75	37	1.50	32	85	763	128	160					
873+60.	874+75.	ACCEL LANE "S-E" IR-71	10	115	128	13	6	6	1.75	6	1.50	5	14	128	26	32					
874+75.	879+09.	ACCEL LANE "S-E" IR-71	2	434	96	10		5	1.75	5	1.50	4			96	121					
880+51.	881+50.	ACCEL LANE "S-E" IR-71	2	99	22	2		1	1.75	1	1.50	1			22	28					
881+50.	888+17.	ACCEL LANE "S-E" IR-71	2	667	148	15		7	1.75	7	1.50	6			148	185					
927+64.	928+64.	TAPER "D" SR3	6	100	67	7	3	3	1.75	3	1.50	3	7	67							
928+64.	933+78.	DECEL LANE "D" SR3	12	514	685	69	34	34	1.75	33	1.50	29	76	685							
933+78.	936+04.	RAMP GORE AREA "D" SR3	VAR	226	537	54	27	27	1.75	26	1.50	22	60	537							
949+22.	950+98.	RAMP GORE AREA "C" SR 3	VAR	176	290	29	15	15	1.75	14	1.50	12	32	290							
950+98.	956+76.	ACCEL LANE "C" SR 3	12	578	771	77	39	39	1.75	37	1.50	32	86	771							
956+76.	962+04.	TAPER "C" SR 3	6	528	352	35	18	18	1.75	17	1.50	15	39	352							
		DEDUCT FOR STRUCTURES:																			
		STRUCT. MED-76-1.12R (STA 879+00)	24	142.74	-381	-38	-19	-19	1.75	-19	1.50	-16	-42	-381	700						
		STRUCT. MED-76-1.58R (STA 903+60)	24	268	-715	-72	-36	-36	1.75	-35	1.50	-30	-79	-715							
		STRUCT. MED-76-2.99R (STA 978+00)	24	149	-397	-40	-20	-20	1.75	-19	1.50	-17	-44	-397	700						
		STRUCT. MED-76-6.22R (STA 1149+50)	24	162	-432	-43	-22	-22	1.75	-21	1.50	-18	-48	-432	700						
		STRUCT. MED-76-6.90R (STA 1185+50)	24	136.1	-363	-36	-18	-18	1.75	-18	1.50	-15	-40	-363	700						
		OVERHEAD STRUCT. MED-76-3.11 (STA 984+79)											-24								
		TOTAL DEDUCT STRUCTURES			-2288	-229	-115	-115		-112		-96	-277	-2288	2800						
		EXISTING MEDIAN CROSSOVERS																			
1125+20.					488	49		24	1.75	24	1.50	20			488						
1193+00.					488	49		24	1.75	24	1.50	20			488						
		NOTE: # SEE DETAIL ON SHEET 43.																			
Totals Carried to Gen. Sum.					101759	10177	5002	5088		4944		4241	11090	97229	4684	804		168			
		Butt joints required at concrete approach slabs and/or bridge decks at structures																			

PAVEMENT DATA (EASTBOUND MAINLINE)

MED-76-0.61

WB MAINLINE PAVEMENT QUANTITIES

BEGIN STATION	END STATION	DESCRIPTION	PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	407 TACK COAT, 702.13 AT 0.10 GAL PER SQ. YD.	407 TACK COAT, AT 0.05 GAL PER SQ. YD.	407 TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GAL PER SQ. YD.	442 THICKNESS	442 ASPHALT CONCRETE INTERMEDIATE COURSE,19MM, TYPE A (446)	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE,12.5MM, TYPE A (446)	301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN (4" THICK)	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25" AVERAGE) #	SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE (30" WIDE)	SPECIAL PRESSURE RELIEF JOINT, TYPE C			
			FT	FT	SY	GAL	GAL	GAL	IN	CY	IN	CY	CY	SY	SY	SQ YD	STA	FT		
WESTBOUND																				
852+50.	853+00.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133		881+05.	24		
853+00.	864+25.	Composite Pavement Mainline	24	1125	3000	300	150	150	1.75	146	1.50	125	333	3000			977+15.	24		
864+25.	878+68.	Flexible Pavement Mainline	24	1443	3848	385	192	192	1.75	187	1.50	160	428	3848						
878+68.	898+50.	Composite Pavement Mainline	24	1982	5285	529	264	264	1.75	257	1.50	220	587	4585						
898+50.	903+60.	Flexible Pavement Mainline	24	510	1360	136	68	68	1.75	66	1.50	57	151	1360						
903+60.	906+28.	Composite Pavement Mainline	24	268	715	72	36	36	1.75	35	1.50	30	79	715						
906+28.	912+00.	Flexible Pavement Mainline	24	572	1525	153	76	76	1.75	74	1.50	64	169	1525						
912+00.	1222+00.	Composite Pavement Mainline	24	31000	82667	8267	4133	4133	1.75	4019	1.50	3444	9185	80567						
1222+00.	1222+50.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133		980+20.	24		
860+04.	864+25.	DECEL LANE "E-S" IR-71	12	421	561	56	28	28	1.75	27	1.50	23	62	561	94	117				
864+25.	867+04.	DECEL LANE "E-S" IR-71	12	279	372	37	19	19	1.75	18	1.50	16	41	372						
867+04.	868+04.	DECEL LANE "E-S" IR-71	6	100	67	7	3	3	1.75	3	1.50	3	7	67						
897+56.	899+50.	DECEL LANE "E-N" IR-71	2	194	43	4		2	1.75	2	1.50	2			43	54				
899+50.	903+63.	DECEL LANE "E-N" IR-71	10	413	459	46	23	23	1.75	22	1.50	19	51	459	92	115				
906+31.	907+50.	DECEL LANE "E-N" IR-71	10	119	132	13	7	7	1.75	6	1.50	6	15	132	26	33				
921+81.	926+99.	TAPER "A SR 3"	6	518	345	35	17	17	1.75	17	1.50	14	38	345			1147+80.	24		
926+99.	932+50.	ACCEL LANE "A" SR 3	12	551	735	74	37	37	1.75	36	1.50	31	82	735			1151+00.	24		
932+50.	934+78.	RAMP GORE AREA "A" SR 3	VAR	228	290	29	15	15	1.75	14	1.50	12	32	290			1183+20.	24		
950+90.	953+17.	RAMP GORE AREA "B" SR 3	VAR	227	535	54	27	27	1.75	26	1.50	22	59	535			1186+40.	24		
953+17.	958+31.	DECEL LANE "B" SR 3	12	514	685	69	34	34	1.75	33	1.50	29	76	685						
958+31.	959+31.	TAPER "B" SR 3	6	100	67	7	3	3	1.75	3	1.50	3	7	67						
1092+00.	1108+40.	ACCEL LANE "C" WEIGH ST.	VAR	1640	2445	245	122	122	1.75	119	1.50	102	272	2445						
1123+14.	1127+68.	RAMP GORE AREA "D" WEIGH ST.	VAR	454	1066	107	53	53	1.75	52	1.50	44	118	1066						
1127+68.	1130+16.	DECEL LANE "D" WEIGH ST.	12	248	331	33	17	17	1.75	16	1.50	14	37	331						
1130+16.	1131+16.	DECEL TAPER "D" WEIGH STATION	6	100	67	7	3	3	1.75	3	1.50	3	7	67						
1203+84.	1209+27.	TAPER "B" SR 57	6	543	362	36	18	18	1.75	18	1.50	15	40	362						
1209+27.	1214+70.	ACCEL LANE "B" SR 57	12	543	724	72	36	36	1.75	35	1.50	30	80	724						
1214+70.	1217+55.	RAMP GORE AREA"B" SR 57	VAR	285	622	62	31	31	1.75	30	1.50	26	69	622						
DEDUCT FOR STRUCTURES:																				
STRUCT. MED-76-1.12L (STA 879+00)			24	142.74	-381	-38	-19	-19	1.75	-19	1.50	-16	-42	-381	700					
STRUCT. MED-76-1.58L (STA 903+60)			24	268	-715	-72	-36	-36	1.75	-35	1.50	-30	-79	-715						
STRUCT. MED-76-2.99L (STA 978+00)			24	149	-397	-40	-20	-20	1.75	-19	1.50	-17	-44	-397	700					
STRUCT. MED-76-6.22L (STA 1149+50)			24	162.16	-432	-43	-22	-22	1.75	-21	1.50	-18	-48	-432	700					
STRUCT. MED-76-6.90L (STA 1185+50)			24	136.1	-363	-36	-18	-18	1.75	-18	1.50	-15	-40	-363	700					
OVERHEAD STRUCT. MED-76-3.11 (STA 984+79)													-24							
TOTAL DEDUCT STRUCTURES					-2288	-229	-115	-115		-112		-96	-277	-2288	2800					
	NOTE: # SEE DETAIL ON SHEET 43.																			
Totals Carried to Gen. Sum.					106,286	10,632	5,297	5,313		5,164		4,430	11,748	103,177	3,321	319		168		
	Butt joints required at concrete approach slabs and/or bridge decks at structures																			

CALC BY: MJS
CHKCED BY: BAD

PAVEMENT DATA (WESTBOUND MAINLINE)

MED-76-0.61

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MAINLINE SHOULDER PAVEMENT QUANTITIES

BEGIN STATION	END STATION	DESCRIPTION	COMBINED PAVED SHOULDER WIDTH (FOR INTERMEDIATE & SURFACE COURSE)	COMBINED PAVED SHOULDER WIDTH (FOR ITEM 301)	PAVEMENT LENGTH	PAVEMENT AREA (INTERMEDIATE & SURFACE COURSE)	PAVEMENT AREA (ITEM 301)	407 TACK COAT, 702.13 AT 0.10 GAL PER SQ. YD.	407 TACK COAT, AT 0.05 GALLON PER SQ. YD.	407 TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GAL PER SQ. YD.	442 THICKNESS	442 ASPHALT CONCRETE INTERMEDIATE COURSE,19MM, TYPE A (446)	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE,12.5MM, TYPE A (446)	301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN (4" THICK) (4" WIDE STEP INCLUDED IN CALCULATIONS)	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")	254 # PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25" AVERAGE)	618 RUMBLE STRIPS, (ASPHALT CONCRETE)	SHOULDER PREP WIDTH AND AVERAGE THICKNESS OF COMPACTED AGGREGATE	209 LINEAR GRADING, AS PER PLAN	408 PRIME COAT AT 0.40 GALLON PER SQ. YD.	617 SHOULDER PREPARATION, (2' AVERAGE WIDTH)	617 COMPACTED AGGREGATE, AS PER PLAN
			FT	FT	FT	SY	SY	GAL	GAL	GAL	IN	CY	IN	CY	CY	SY	SY	FT		MILE	GAL	SY	CY
EASTBOUND																								
852+50.	853+00.	MAINLINE INSIDE (BUTT JOINT)	4		50	22		2		1	1.75	1	1.50	1			22	50	2'x2"	0.009	4	11	1
853+00.	863+00.	MAINLINE INSIDE (ACCEL LANE "N-E" IR-71)	4	4.33	1000	444	481	48	22	22	1.75	22	1.50	19	53	481		1000	2'x2"	0.189	89	222	12
863+00.	868+75.	MAINLINE INSIDE (ACCEL LANE "N-E" IR-71)	4	4.33	575	256	277	28	13	13	1.75	12	1.50	11	31	277		575	2'x2"	0.109	51	128	7
868+75.	873+60.	MAINLINE INSIDE & OUTSIDE	14	14.67	485	754	791	79	38	38	1.75	37	1.50	31	88	791		970	2'x2"	0.184	86	216	12
873+60.	874+75.	MAINLINE INSIDE (ACCEL LANE "S-E" IR-71)	4	4.33	115	51	55	6	3	3	1.75	2	1.50	2	6	55		115	2'x2"	0.022	10	26	1
874+75.	888+17.	MAINLINE INSIDE (ACCEL LANE "S-E" IR-71)	4	4.33	1342	596	646	65	30	30	1.75	29	1.50	25	72	529		1342	2'x2"	0.254	119	298	17
888+17.	927+64.	MAINLINE INSIDE & OUTSIDE	14	14.67	3947	6140	6434	643	307	307	1.75	298	1.50	256	715	6434		7894	2'x2"	1.495	702	1754	97
927+64.	936+04.	MAINLINE INSIDE & OUTSIDE (DECEL LANE "D" SR3)	12	12.67	840	1120	1183	118	56	56	1.75	54	1.50	47	131	1183		1680	2'x2"	0.318	149	373	21
936+04.	949+11.	MAINLINE INSIDE & OUTSIDE	14	14.67	1307	2033	2130	213	102	102	1.75	99	1.50	85	237	2130		2614	2'x2"	0.495	232	581	32
949+11.	962+04.	MAINLINE INSIDE & OUTSIDE (ACCEL LANE "C" SR3)	12	12.67	1293	1724	1820	182	86	86	1.75	84	1.50	72	202	1820		2586	2'x2"	0.49	230	575	32
962+04.	1222+00.	MAINLINE INSIDE & OUTSIDE	14	14.67	25996	40438	42373	4237	2022	2022	1.75	1966	1.50	1685	4708	41149		51992	2'x2"	9.847	4622	11554	642
1222+00.	1222+50.	MAINLINE INSIDE & OUTSIDE (BUTT JOINT)	14		50	78		8		4	1.75	4	1.50	3			78	100	2'x2"	0.019	9	22	1
		ADD / DEDUCT FOR STRUCTURES:																						
		STRUCT. MED-76-1.12R (STA 879+00)	4	4.33	142.74	-63	-69	-7	-3	-3	1.75	-3	1.50	-3	-8	-69	117	-143	2'x2"	-0.027	-13	-32	-1
		STRUCT. MED-76-1.58R (STA 903+60)	14	14.67	268	-417	-437	-44	-21	-21	1.75	-20	1.50	-17	-49	-437		-536	2'x2"	-0.102	-48	-119	-7
		STRUCT. MED-76-2.99R (STA 978+00)	14	14.67	149	-232	-243	-24	-12	-12	1.75	-11	1.50	-10	-27	-243	408	-298	2'x2"	-0.056	-26	-66	-4
		STRUCT. MED-76-6.22R (STA 1149+50)	14	14.67	162	-252	-264	-26	-13	-13	1.75	-12	1.50	-11	-29	-264	408	-324	2'x2"	-0.061	-29	-72	-4
		STRUCT. MED-76-6.90R (STA 1185+50)	14	14.67	136.1	-212	-222	-22	-11	-11	1.75	-10	1.50	-9	-25	-222	408	-272	2'x2"	-0.052	-24	-60	-3
		OVERHEAD STRUCT. MED-76-3.11 (STA 984+79)													-14									
		TOTAL DEDUCT STRUCTURES				-1176	-1235	-123	-60	-60		-56		-50	-138	-1235	1341	-1573		-0.298	-140	-349	-19
TOTAL EASTBOUND						52480	54955	5506	2619	2624		2552		2187	6105	53614	1441	69345		13.133	6163	15411	856
		WESTBOUND																						
852+50.	853+00.	MAINLINE INSIDE & OUTSIDE (BUTT JOINT)	14		50	78		8		4	1.75	4	1.50	3			78	100	2'x2"	0.019	9	22	1
853+00.	860+04.	MAINLINE INSIDE & OUTSIDE	14	14.67	704	1095	1148	115	55	55	1.75	53	1.50	46	128	1148		1408	2'x2"	0.267	125	313	17
860+04.	864+25.	MAINLINE INSIDE (DECEL LANE "E-S" IR-71)	4	4.33	421	187	203	20	9	9	1.75	9	1.50	8	23	203		421	2'x2"	0.08	38	94	5
864+25.	868+04.	MAINLINE INSIDE & OUTSIDE (DECEL LANE "E-S" IR-71)	14	14.67	379	590	618	62	30	30	1.75	29	1.50	25	69	618		758	2'x2"	0.144	67	168	9
868+04.	878+68.	MAINLINE INSIDE & OUTSIDE	14	14.67	1064	1655	1734	173	83	83	1.75	80	1.50	69	193	1306		2128	2'x2"	0.403	189	473	26
878+68.	897+56.	MAINLINE INSIDE & OUTSIDE	14	14.67	1888	2937	3077	308	147	147	1.75	143	1.50	122	342	3077		3776	2'x2"	0.715	336	839	47
897+56.	899+50.	MAINLINE INSIDE (DECEL LANE "E-N" IR-71)	4	4.33	194	86	93	9	4	4	1.75	4	1.50	4	10	93		194	2'x2"	0.037	17	43	2
899+50.	907+50.	MAINLINE INSIDE (DECEL LANE "E-N" IR-71)	4	4.33	800	356	385	39	18	18	1.75	17	1.50	15	43	385		800	2'x2"	0.152	71	178	10
907+50.	912+00.	MAINLINE INSIDE & OUTSIDE	14	14.67	450	700	734	73	35	35	1.75	34	1.50	29	82	734		900	2'x2"	0.17	80	200	11
912+00.	921+81.	MAINLINE INSIDE & OUTSIDE	14	14.67	981	1526	1599	160	76	76	1.75	74	1.50	64	178	1599		1962	2'x2"	0.372	174	436	24
921+81.	934+78.	MAINLINE INSIDE & OUTSIDE (ACCEL LANE "A" SR3)	12	12.67	1297	1729	1826	183	86	86	1.75	84	1.50	72	203	1826		2594	2'x2"	0.491	230	576	32
934+78.	950+90.	MAINLINE INSIDE & OUTSIDE	14	14.67	1612	2508	2628	263	125	125	1.75	122	1.50	105	292	2628		3224	2'x2"	0.611	286	716	40
950+90.	959+31.	MAINLINE INSIDE & OUTSIDE (DECEL LANE "B" SR3)	12	12.67	841	1121	1184	118	56	56	1.75	54	1.50	47	132	1184		1682	2'x2"	0.319	150	374	21
959+31.	1092+00.	MAINLINE INSIDE & OUTSIDE	14	14.67	13269	20641	21628	2163	1032	1032	1.75	1003	1.50	860	2403	21200		26538	2'x2"	5.026	2359	5897	328
1092+00.	1108+40.	MAINLINE INSIDE & OUTSIDE (ACCEL LANE "C" WEIGH STA)	12	12.67	1640	2187	2309	231	109	109	1.75	106	1.50	91	257	2309		3280	2'x2"	0.621	292	729	41
1108+40.	1123+15.	MAINLINE INSIDE & OUTSIDE	14	14.67	1475	2294	2404	240	115	115	1.75	112	1.50	96	267	2404		2950	2'x2"	0.559	262	656	36
1123+15.	1131+16.	MAINLINE INSIDE & OUTSIDE (DECEL LANE "D" WEIGH STA)	12	12.67	801	1068	1128	113	53	53	1.75	52	1.50	45	125	1128		1602	2'x2"	0.303	142	356	20
1131+16.	1203+84.	MAINLINE INSIDE & OUTSIDE	14	14.67	7268	11306	11847	1185	565	565	1.75	550	1.50	471	1316	10991		14536	2'x2"	2.753	1292	3230	179
1203+84.	1217+55.	MAINLINE INSIDE & OUTSIDE (ACCEL LANE "B" SR57)	12	12.67	1371	1828	1930	193	91	91	1.75	89	1.50	76	214	1930		2742	2'x2"	0.519	244	609	34
1217+55.	1222+00.	MAINLINE INSIDE & OUTSIDE	14	14.67	445	692	725	73	35	35	1.75	34	1.50	29	81	725		890	2'x2"	0.169	79	198	11
1222+00.	1222+50.	MAINLINE INSIDE & OUTSIDE (BUTT JOINT)	14		50	78		8		4	1.75	4	1.50	3			78	100	2'x2"	0.019	9	22	1
		ADD / DEDUCT FOR STRUCTURES:																						
		STRUCT. MED-76-1.12R (STA 879+00)	14	14.67	142.74	-222	-233	-23	-11	-11	1.75	-11	1.50	-9	-26	-233	428	-285	2'x2"	-0.054	-25	-63	-4
		STRUCT. MED-76-1.58R (STA 903+60)	4	4.33	268	-119	-129	-13	-6	-6	1.75	-6	1.50	-5	-14	-129		-268	2'x2"	-0.051	-24	-60	-2
		STRUCT. MED-76-2.99R (STA 978+00)	14	14.67	149	-232	-243	-24	-12	-12	1.75	-11	1.50	-10	-27	-243	428	-298	2'x2"	-0.056	-26	-66	-4
		STRUCT. MED-76-6.22R (STA 1149+50)	14	14.67	162	-252	-264	-26	-13	-13	1.75	-12	1.50	-11	-29	-264	428	-324	2'x2"	-0.061	-29	-72	-4
		STRUCT. MED-76-6.90R (STA 1185+50)	14	14.67	136.1	-212	-222	-22	-11	-11	1.75	-10	1.50	-9	-25	-222	428	-272	2'x2"	-0.052	-24	-60	-3
		OVERHEAD STRUCT. MED-76-3.11 (STA 984+79)													-14									
		TOTAL DEDUCT STRUCTURES				-1037	-1091	-108	-53	-53		-50		-44	-135	-1091	1712	-1447		-0.274	-128	-321	-17
TOTAL WESTBOUND						53625	56109	5629	2671	2679		2607		2236	6223	54397	1868	71138		13.475	6323	15808	878
Totals Carried to Gen. Sum.						106,105	111,064	11,135	5,290	5,303		5,159		4,423	12,328	108,011	3,309	140,483		26.61	12,486	31,219	1,734

Butt joints required at concrete approach slabs and/or bridge decks at structures

NOTE: # SEE DETAIL ON SHEET 43.

CALC BY: MJS
CHK'D BY: BAD

SHOULDER DATA (MAINLINE)

MED-76-0.61

50
138

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RAMP PAVEMENT QUANTITIES

BEGIN STATION	END STATION	DESCRIPTION	AVG. PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	407 TACK COAT, 702.13 AT 0.10 GALLON PER SQ. YD.	407 TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GALLON PER SQ. YD.	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE,12.5MM, TYPE A (446)	442 THICKNESS	442 ASPHALT CONCRETE (INTERMEDIATE COURSE,19MM, TYPE A (446)	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (4")	SHOULDER PREP WIDTH AND AVERAGE THICKNESS OF COMPACTED AGGREGATE	209 LINEAR GRADING, AS PER PLAN	408 PRIME COAT AT 0.40 GALLON PER SQ YD	617 SHOULDER PREPERATION, 2' AVERAGE WIDTH	617 COMPACTED AGGREGATE, AS PER PLAN
			FT	FT	SY	GAL	GAL	IN	CY	IN	CY	SY	FT	MILE	GAL	SY	CY
S.R. 3 INTERCHANGE																	
ENTRANCE	**RAMP "A"**	**WESTBOUND**															
0+38.	1+12.	RAMP (intersection)	VAR	74	255	26	13	1.50	11	2.50	18	255					
1+12.	8+70.	RAMP	16	758	1348	135	67	1.50	56	2.50	94	1348					
0+38.	8+70.	RAMP SHOULDERS	10	832	924	92	46	1.50	39	2.50	64	924	2'x2"	0.315	148	370	21
EXIT	**RAMP "B"**	**WESTBOUND**															
8+28.	10+54.	RAMP (intersection)	VAR	226	633	63	32	1.50	26	2.50	44	633					
3+30.	8+28.	RAMP	16	498	885	89	44	1.50	37	2.50	61	885					
3+30.	10+54.	RAMP SHOULDER	10	724	804	80	40	1.50	34	2.50	56	804	2'x2"	0.274	129	322	18
ENTRANCE	**RAMP "C"**	**EASTBOUND**															
0+37.	1+05.	RAMP (intersection)	VAR	68	210	21	11	1.50	9	2.50	15	210					
1+05.	5+74.	RAMP	16	469	834	83	42	1.50	35	2.50	58	834					
0+37.	5+74.	RAMP SHOULDER	10	537	597	60	30	1.50	25	2.50	41	597	2'x2"	0.203	95	239	13
EXIT	**RAMP "D"**	**EASTBOUND**															
3+29.	8+32.	RAMP	16	503	894	89	45	1.50	37	2.50	62	894					
8+32.	10+56.	RAMP (intersection)	VAR	224	625	63	31	1.50	26	2.50	43	625					
3+29.	10+56.	RAMP SHOULDER	10	727	808	81	40	1.50	34	2.50	56	808	2'x2"	0.275	129	323	18
WB WEIGH STATION																	
EXIT	**RAMP "D"**	**WESTBOUND**															
1118+36.	1123+15.	RAMP D	16	479	852	85	43	1.50	36	2.50	59	852					
1118+36.	1123+15.	RAMP SHOULDER	6	479	319	32	16	1.50	13	2.50	22	319	2'x2"	0.181	85	213	12
ENTRANCE	**RAMP "D"**	**WESTBOUND**															
1108+40.	1113+26.	RAMP C	16	486	864	86	43	1.50	36	2.50	60	864					
1108+40.	1113+26.	RAMP SHOULDER	6	486	324	32	16	1.50	14	2.50	23	324	2'x2"	0.184	86	216	12
S.R. 57 INTERCHANGE																	
0+56.	10+34.	RAMP	16	978	1739	174	87	1.50	72	2.50	121	1739					
0+30.	0+56.	RAMP (intersection)	VAR	26	87	9	4	1.50	4	2.50	6	87					
0+30.	10+34.	RAMP SHOULDER	10	1004	1116	112	56	1.50	47	2.50	78	1116	2'x2"	0.380	178	446	25
	Total Carried to General Summary				**14,118**	**1,413**	**706**		**591**		**981**	**14,118**		**1.81**	**851**	**2,128**	**118**

CALC BY: MJS
CHK'D BY: BAD

PAVEMENT & SHOULDER DATA (RAMPS)

MED-76-0.61

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							255	255									255	255	
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing						Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing	

EB DRIVING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS

STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT
852+50	865+70	6	12	8.00	TRANSVERSE	11	88.00	396.00		1063+70	1076+90	15	12	20.00	TRANSVERSE	51	1020.00	2754.00
865+70	878+90	6	12	8.00	TRANSVERSE	5	40.00	180.00		1063+70	1076+90	10	12	13.33	TRANSVERSE	1	13.33	44.00
865+70	878+90	50	12	66.67	LONGITUDINAL	1	66.67	124.00		1076+90	1090+10	6	12	8.00	TRANSVERSE	16	128.00	576.00
865+70	878+90	10	12	13.33	TRANSVERSE	20	266.67	880.00		1090+10	1103+30	6	12	8.00	TRANSVERSE	15	120.00	540.00
878+90	892+10	6	12	8.00	TRANSVERSE	14	112.00	504.00		1090+10	1103+30	8	12	10.67	TRANSVERSE	1	10.67	40.00
878+90	892+10	9	12	12.00	TRANSVERSE	1	12.00	42.00		1103+30	1116+50	6	12	8.00	TRANSVERSE	9	72.00	324.00
878+90	892+10	8	12	10.67	TRANSVERSE	3	32.00	120.00		1103+30	1116+50	8	12	10.67	TRANSVERSE	2	21.33	80.00
892+10	905+30	6	12	8.00	TRANSVERSE	11	88.00	396.00		1103+30	1116+50	6	10	6.67	TRANSVERSE	1	6.67	32.00
892+10	905+30	15	12	20.00	TRANSVERSE	1	20.00	54.00		1116+50	1129+70	6	12	8.00	TRANSVERSE	14	112.00	504.00
892+10	905+30	125	12	166.67	TRANSVERSE	1	166.67	274.00		1129+70	1142+90	6	12	8.00	TRANSVERSE	20	160.00	720.00
905+30	918+50	6	12	8.00	TRANSVERSE	11	88.00	396.00		1129+70	1142+90	8	12	10.67	TRANSVERSE	2	21.33	80.00
905+30	918+50	10	12	13.33	TRANSVERSE	2	26.67	88.00		1142+90	1156+10	6	12	8.00	TRANSVERSE	11	88.00	396.00
918+50	931+70	6	12	8.00	TRANSVERSE	7	56.00	252.00		1142+90	1156+10	15	12	20.00	TRANSVERSE	10	200.00	540.00
931+70	944+90	6	12	8.00	TRANSVERSE	5	40.00	180.00		1142+90	1156+10	7	12	9.33	TRANSVERSE	20	186.67	760.00
944+90	958+10	6	12	8.00	TRANSVERSE	8	64.00	288.00		1142+90	1156+10	9	12	12.00	TRANSVERSE	1	12.00	42.00
958+10	971+30	6	12	8.00	TRANSVERSE	13	104.00	468.00		1156+10	1169+30	6	12	8.00	TRANSVERSE	21	168.00	756.00
958+10	971+30	15	12	20.00	TRANSVERSE	10	200.00	540.00		1156+10	1169+30	8	12	10.67	TRANSVERSE	1	10.67	40.00
958+10	971+30	8	12	10.67	TRANSVERSE	1	10.67	40.00		1169+30	1182+50	6	12	8.00	TRANSVERSE	14	112.00	504.00
958+10	971+30	10	12	13.33	TRANSVERSE	25	333.33	1100.00		1169+30	1182+50	6	10	6.67	TRANSVERSE	1	6.67	32.00
971+30	984+50	6	12	8.00	TRANSVERSE	2	16.00	72.00		1182+50	1195+70	6	12	8.00	TRANSVERSE	5	40.00	180.00
971+30	984+50	12	12	16.00	TRANSVERSE	6	96.00	288.00		1182+50	1195+70	11	12	14.67	TRANSVERSE	20	293.33	920.00
971+30	984+50	10	12	13.33	TRANSVERSE	23	306.67	1012.00		1182+50	1195+70	14	12	18.67	TRANSVERSE	9	168.00	468.00
971+30	984+50	8	12	10.67	TRANSVERSE	16	170.67	640.00		1182+50	1195+70	10	12	13.33	TRANSVERSE	8	106.67	352.00
971+30	984+50	9	12	12.00	TRANSVERSE	20	240.00	840.00		1182+50	1195+70	9	12	12.00	TRANSVERSE	1	12.00	42.00
971+30	984+50	7	12	9.33	TRANSVERSE	24	224.00	912.00		1195+70	1208+90	6	12	8.00	TRANSVERSE	13	104.00	468.00
984+50	997+70	6	12	8.00	TRANSVERSE	13	104.00	468.00		1195+70	1208+90	8	12	10.67	TRANSVERSE	1	10.67	40.00
997+70	1010+90	6	12	8.00	TRANSVERSE	13	104.00	468.00		1195+70	1208+90	16	12	21.33	TRANSVERSE	2	42.67	112.00
997+70	1010+90	22	12	29.33	TRANSVERSE	2	58.67	136.00		1195+70	1208+90	10	12	13.33	TRANSVERSE	4	53.33	176.00
1010+90	1024+10	6	12	8.00	TRANSVERSE	10	80.00	360.00		1195+70	1208+90	105	6	70.00	LONGITUDINAL	1	70.00	222.00
1010+90	1024+10	6	10	6.67	TRANSVERSE	1	6.67	32.00		1208+90	1222+00	6	12	8.00	TRANSVERSE	15	120.00	540.00
1010+90	1024+10	15	12	20.00	TRANSVERSE	10	200.00	540.00		1208+90	1222+00	15	12	20.00	TRANSVERSE	5	100.00	270.00
1024+10	1037+30	6	12	8.00	TRANSVERSE	14	112.00	504.00		1208+90	1222+00	8	12	10.67	TRANSVERSE	19	202.67	760.00
1037+30	1050+50	6	12	8.00	TRANSVERSE	18	144.00	648.00										
1050+50	1063+70	6	12	8.00	TRANSVERSE	14	112.00	504.00										
1050+50	1063+70	15	12	20.00	TRANSVERSE	5	100.00	270.00										
1063+70	1076+90	6	12	8.00	TRANSVERSE	9	72.00	324.00										
SUBTOTALS THIS COLUMN						350	3,961.33	14,340.00		SUBTOTALS THIS COLUMN						314	3,792.67	13,314.00
										TOTALS THIS PAGE						664	7,754	27,654

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CALC BY: AMH
CHK'D BY: MJS

PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

							255	255									255	255	
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing						Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing	

EB PASSING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS

STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT
852+50	865+70	6	12	8.00	TRANSVERSE	6	48.00	216.00										
865+70	878+90	6	12	8.00	TRANSVERSE	2	16.00	72.00										
878+90	892+10	6	12	8.00	TRANSVERSE	1	8.00	36.00										
892+10	905+30	6	12	8.00	TRANSVERSE	4	32.00	144.00										
905+30	918+50	6	12	8.00	TRANSVERSE	1	8.00	36.00										
918+50	931+70	6	12	8.00	TRANSVERSE	7	56.00	252.00										
918+50	931+70	6	20	13.33	TRANSVERSE	1	13.33	52.00										
931+70	944+90	6	12	8.00	TRANSVERSE	7	56.00	252.00										
944+90	958+10	6	12	8.00	TRANSVERSE	6	48.00	216.00										
958+10	971+30	6	12	8.00	TRANSVERSE	13	104.00	468.00										
971+30	984+50	6	12	8.00	TRANSVERSE	12	96.00	432.00										
971+30	984+50	8	12	10.67	TRANSVERSE	1	10.67	40.00										
971+30	984+50	9	12	12.00	TRANSVERSE	1	12.00	42.00										
984+50	997+70	6	12	8.00	TRANSVERSE	12	96.00	432.00										
997+70	1010+90	6	12	8.00	TRANSVERSE	1	8.00	36.00										
1010+90	1024+10	6	12	8.00	TRANSVERSE	4	32.00	144.00										
1010+90	1024+10	6	10	6.67	TRANSVERSE	1	6.67	32.00										
1024+10	1037+30	6	12	8.00	TRANSVERSE	9	72.00	324.00										
1037+30	1050+50	6	12	8.00	TRANSVERSE	7	56.00	252.00										
1050+50	1063+70	6	12	8.00	TRANSVERSE	3	24.00	108.00										
1076+90	1090+10	6	12	8.00	TRANSVERSE	2	16.00	72.00										
1090+10	1103+30	6	12	8.00	TRANSVERSE	12	96.00	432.00										
1103+30	1116+50	6	12	8.00	TRANSVERSE	8	64.00	288.00										
1103+30	1116+50	6	10	6.67	TRANSVERSE	1	6.67	32.00										
1103+30	1116+50	8	12	10.67	TRANSVERSE	1	10.67	40.00										
1103+30	1116+50	10	12	13.33	TRANSVERSE	1	13.33	44.00										
1116+50	1129+70	6	12	8.00	TRANSVERSE	16	128.00	576.00										
1129+70	1142+90	6	12	8.00	TRANSVERSE	18	144.00	648.00										
1142+90	1156+10	6	12	8.00	TRANSVERSE	11	88.00	396.00										
1156+10	1169+30	6	12	8.00	TRANSVERSE	17	136.00	612.00										
1169+30	1182+50	6	12	8.00	TRANSVERSE	12	96.00	432.00										
1169+30	1182+50	6	10	6.67	TRANSVERSE	1	6.67	32.00										
1182+50	1195+70	6	12	8.00	TRANSVERSE	7	56.00	252.00										
1195+70	1208+90	6	12	8.00	TRANSVERSE	7	56.00	252.00										
1208+90	1222+00	6	12	8.00	TRANSVERSE	9	72.00	324.00										
SUBTOTALS THIS COLUMN						222	1,792.00	8,018.00		SUBTOTALS THIS COLUMN						0	0.00	0.00
										TOTALS THIS PAGE						222	1,792	8,018

CALC BY: AMH
CHK'D BY: MJS

PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

CALC BY: AMH
CHK'D BY: MJS

							255	255									255	255
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing						Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing

WB DRIVING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS

STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT	STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT
852+50	865+70	6	12	8.00	TRANSVERSE	3	24.00	108.00	1116+50	1129+70	10	12	13.33	TRANSVERSE	1	13.33	44.00
852+50	865+70	8	12	10.67	TRANSVERSE	2	21.33	80.00	1116+50	1129+70	6	30	20.00	TRANSVERSE	1	20.00	72.00
852+50	865+70	18	12	24.00	TRANSVERSE	1	24.00	60.00	1116+50	1129+70	24	6	16.00	TRANSVERSE	3	48.00	180.00
878+90	892+10	6	12	8.00	TRANSVERSE	11	88.00	396.00	1129+70	1142+90	6	12	8.00	TRANSVERSE	11	88.00	396.00
878+90	892+10	9	12	12.00	TRANSVERSE	1	12.00	42.00	1129+70	1142+90	20	6	13.33	LONGITUDINAL	1	13.33	52.00
892+10	905+30	6	12	8.00	TRANSVERSE	1	8.00	36.00	1129+70	1142+90	8	12	10.67	TRANSVERSE	2	21.33	80.00
905+30	918+50	6	12	8.00	TRANSVERSE	4	32.00	144.00	1129+70	1142+90	6	6	4.00	TRANSVERSE	1	4.00	24.00
905+30	918+50	70	6	46.67	LONGITUDINAL	1	46.67	152.00	1129+70	1142+90	14	12	18.67	TRANSVERSE	1	18.67	52.00
905+30	918+50	100	6	66.67	LONGITUDINAL	1	66.67	212.00	1142+90	1156+10	6	12	8.00	TRANSVERSE	8	64.00	288.00
918+50	931+70	6	12	8.00	TRANSVERSE	12	96.00	432.00	1142+90	1156+10	12	12	16.00	TRANSVERSE	1	16.00	48.00
918+50	931+70	8	12	10.67	TRANSVERSE	2	21.33	80.00	1142+90	1156+10	16	12	21.33	TRANSVERSE	1	21.33	56.00
918+50	931+70	15	12	20.00	TRANSVERSE	1	20.00	54.00	1142+90	1156+10	6	6	4.00	LONGITUDINAL	1	4.00	24.00
931+70	944+90	6	12	8.00	TRANSVERSE	3	24.00	108.00	1142+90	1156+10	11	12	14.67	TRANSVERSE	5	73.33	230.00
931+70	944+90	12	12	16.00	TRANSVERSE	1	16.00	48.00	1142+90	1156+10	15	12	20.00	TRANSVERSE	11	220.00	594.00
931+70	944+90	10	12	13.33	TRANSVERSE	6	80.00	264.00	1142+90	1156+10	10	12	13.33	TRANSVERSE	2	26.67	88.00
931+70	944+90	52	12	69.33	LONGITUDINAL	1	69.33	128.00	1156+10	1169+30	6	12	8.00	TRANSVERSE	12	96.00	432.00
931+70	944+90	15	12	20.00	TRANSVERSE	2	40.00	108.00	1156+10	1169+30	170	12	226.67	LONGITUDINAL	1	226.67	364.00
931+70	944+90	8	12	10.67	TRANSVERSE	4	42.67	160.00	1156+10	1169+30	9	12	12.00	TRANSVERSE	1	12.00	42.00
944+90	958+10	6	12	8.00	TRANSVERSE	6	48.00	216.00	1169+30	1182+50	6	12	8.00	TRANSVERSE	14	112.00	504.00
944+90	958+10	8	12	10.67	TRANSVERSE	1	10.67	40.00	1169+30	1182+50	8	12	10.67	TRANSVERSE	3	32.00	120.00
958+10	971+30	6	12	8.00	TRANSVERSE	1	8.00	36.00	1182+50	1195+70	6	12	8.00	TRANSVERSE	9	72.00	324.00
971+30	984+50	6	12	8.00	TRANSVERSE	9	72.00	324.00	1182+50	1195+70	12	12	16.00	TRANSVERSE	6	96.00	288.00
971+30	984+50	8	12	10.67	TRANSVERSE	1	10.67	40.00	1182+50	1195+70	8	12	10.67	TRANSVERSE	1	10.67	40.00
984+50	997+70	6	12	8.00	TRANSVERSE	6	48.00	216.00	1182+50	1195+70	10	12	13.33	TRANSVERSE	2	26.67	88.00
984+50	997+70	100	6	66.67	LONGITUDINAL	1	66.67	212.00	1195+70	1208+90	6	12	8.00	TRANSVERSE	15	120.00	540.00
984+50	997+70	120	6	80.00	LONGITUDINAL	1	80.00	252.00	1195+70	1208+90	12	12	16.00	TRANSVERSE	20	320.00	960.00
997+70	1010+90	6	12	8.00	TRANSVERSE	12	96.00	432.00	1195+70	1208+90	50	12	66.67	TRANSVERSE	1	66.67	124.00
1010+90	1024+10	6	12	8.00	TRANSVERSE	9	72.00	324.00	1195+70	1208+90	8	12	10.67	TRANSVERSE	1	10.67	40.00
1024+10	1037+30	6	12	8.00	TRANSVERSE	16	128.00	576.00	1195+70	1208+90	16	12	21.33	TRANSVERSE	1	21.33	56.00
1037+30	1050+50	6	12	8.00	TRANSVERSE	2	16.00	72.00	1195+70	1208+90	6	15	10.00	LONGITUDINAL	2	20.00	84.00
1050+50	1063+70	6	12	8.00	TRANSVERSE	3	24.00	108.00	1208+90	1222+00	6	12	8.00	TRANSVERSE	11	88.00	396.00
1063+70	1076+90	6	12	8.00	TRANSVERSE	6	48.00	216.00	1208+90	1222+00	6	30	20.00	LONGITUDINAL	1	20.00	72.00
1076+90	1090+10	6	12	8.00	TRANSVERSE	11	88.00	396.00	1208+90	1222+00	8	12	10.67	TRANSVERSE	1	10.67	40.00
1090+10	1103+30	6	12	8.00	TRANSVERSE	11	88.00	396.00	1208+90	1222+00	6	6	4.00	LONGITUDINAL	1	4.00	24.00
1103+30	1116+50	6	12	8.00	TRANSVERSE	8	64.00	288.00	1208+90	1222+00	7	12	9.33	TRANSVERSE	1	9.33	38.00
1116+50	1129+70	6	12	8.00	TRANSVERSE	8	64.00	288.00									
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PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

							255	255									255	255	
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing							Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing

WB PASSING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS

STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT
852+50	865+70	6	12	8.00	TRANSVERSE	1	8.00	36.00										
852+50	865+70	8	12	10.67	TRANSVERSE	2	21.33	80.00										
878+90	892+10	6	12	8.00	TRANSVERSE	3	24.00	108.00										
905+30	918+50	6	12	8.00	TRANSVERSE	3	24.00	108.00										
918+50	931+70	6	12	8.00	TRANSVERSE	5	40.00	180.00										
944+90	958+10	6	12	8.00	TRANSVERSE	2	16.00	72.00										
958+10	971+30	6	12	8.00	TRANSVERSE	4	32.00	144.00										
971+30	984+50	6	12	8.00	TRANSVERSE	7	56.00	252.00										
984+50	997+70	6	12	8.00	TRANSVERSE	4	32.00	144.00										
997+70	1010+90	6	12	8.00	TRANSVERSE	1	8.00	36.00										
1010+90	1024+10	6	12	8.00	TRANSVERSE	3	24.00	108.00										
1024+10	1037+30	6	12	8.00	TRANSVERSE	2	16.00	72.00										
1037+30	1050+50	6	12	8.00	TRANSVERSE	3	24.00	108.00										
1063+70	1076+90	6	12	8.00	TRANSVERSE	1	8.00	36.00										
1076+90	1090+10	6	12	8.00	TRANSVERSE	3	24.00	108.00										
1090+10	1103+30	6	12	8.00	TRANSVERSE	5	40.00	180.00										
1103+30	1116+50	6	12	8.00	TRANSVERSE	5	40.00	180.00										
1116+50	1129+70	6	12	8.00	TRANSVERSE	3	24.00	108.00										
1116+50	1129+70	6	30	20.00	TRANSVERSE	1	20.00	72.00										
1129+70	1142+90	6	12	8.00	TRANSVERSE	1	8.00	36.00										
1142+90	1156+10	6	12	8.00	TRANSVERSE	6	48.00	216.00										
1156+10	1169+30	6	12	8.00	TRANSVERSE	7	56.00	252.00										
1169+30	1182+50	6	12	8.00	TRANSVERSE	5	40.00	180.00										
1169+30	1182+50	8	12	10.67	TRANSVERSE	1	10.67	40.00										
1182+50	1195+70	6	12	8.00	TRANSVERSE	9	72.00	324.00										
1182+50	1195+70	7	12	9.33	TRANSVERSE	1	9.33	38.00										
1195+70	1208+90	6	12	8.00	TRANSVERSE	8	64.00	288.00										
1195+70	1208+90	6	15	10.00	TRANSVERSE	2	20.00	84.00										
1208+90	1222+00	6	12	8.00	TRANSVERSE	12	96.00	432.00										
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										TOTALS THIS PAGE						110	905	4,022

CALC BY: AMH
CHK'D BY: MJS

PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

								255	255									255	255		CALC BY: AMH CHKD BY: MJS
					Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing						Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing		

RAMP FULL DEPTH PAVEMENT REPAIR LOCATIONS

RAMP	STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT
SR57 "B"	4+53	10+85	6	16	10.67	TRANSVERSE	3	32.00	132.00										
SR57 ACCEL	12+96	13+37	6	12	8.00	TRANSVERSE	2	16.00	72.00										
WEIGH STA "D"	1116+77	1123+14	6	16	10.67	TRANSVERSE	12	128.00	528.00										
WEIGH STA "D"	1116+77	1123+14	16	16	28.44	TRANSVERSE	1	28.44	64.00										
WEIGH STA "D"	1116+77	1123+14	34	16	60.44	TRANSVERSE	1	60.44	100.00										
WEIGH STA "D"	1116+77	1123+14	20	16	35.56	TRANSVERSE	1	35.56	72.00										
WEIGH STA "C"	1114+54	1115+79	10	16	17.78	TRANSVERSE	1	17.78	52.00										
WEIGH STA "C"	1114+54	1115+79	16	16	28.44	TRANSVERSE	1	28.44	64.00										
WEIGH STA "C"	1114+54	1115+79	117	16	208.00	TRANSVERSE	1	208.00	266.00										
SR3 "B" DECEL	951+36	957+92	6	12	8.00	TRANSVERSE	7	56.00	252.00										
SR3 "B" DECEL	951+36	957+92	6	16	10.67	TRANSVERSE	1	10.67	44.00										
SR3 "B" RAMP	3+47	10+16	6	16	10.67	TRANSVERSE	10	106.67	440.00										
SR3 "B" RAMP	3+47	10+16	6	24	16.00	TRANSVERSE	2	32.00	120.00										
SR3 "B" RAMP	3+47	10+16	6	30	20.00	TRANSVERSE	1	20.00	72.00										
SR3 "A" RAMP	1+23	9+75	6	16	10.67	TRANSVERSE	12	128.00	528.00										
SR3 "A" ACCEL	924+63	934+02	6	12	8.00	TRANSVERSE	4	32.00	144.00										
SR3 "A" ACCEL	924+63	934+02	8	11	9.78	TRANSVERSE	1	9.78	38.00										
SR3 "A" ACCEL	924+63	934+02	6	10	6.67	TRANSVERSE	1	6.67	32.00										
SR3 "A" ACCEL	924+63	934+02	6	9	6.00	TRANSVERSE	4	24.00	120.00										
SR3 "A" ACCEL	924+63	934+02	6	8	5.33	TRANSVERSE	2	10.67	56.00										
SR3 "A" ACCEL	924+63	934+02	6	7	4.67	TRANSVERSE	1	4.67	26.00										
SR3 "A" ACCEL	924+63	934+02	6	6	4.00	TRANSVERSE	1	4.00	24.00										
SR3 "D" DECEL	928+85	934+27	6	12	8.00	TRANSVERSE	8	64.00	288.00										
SR3 "D" DECEL	928+85	934+27	6	9	6.00	TRANSVERSE	1	6.00	30.00										
SR3 "D" RAMP	3+55	10+38	6	16	10.67	TRANSVERSE	6	64.00	264.00										
SR3 "D" RAMP	3+55	10+38	6	20	13.33	TRANSVERSE	2	26.67	104.00										
SR3 "D" RAMP	3+55	10+38	6	22	14.67	TRANSVERSE	1	14.67	56.00										
SR3 "D" RAMP	3+55	10+38	6	25	16.67	TRANSVERSE	1	16.67	62.00										
SR3 "C" RAMP	2+11	5+84	6	16	10.67	TRANSVERSE	7	74.67	308.00										
SR3 "C" ACCEL	951+31	959+12	6	12	8.00	TRANSVERSE	7	56.00	252.00										
SR3 "C" ACCEL	951+31	959+12	6	10	6.67	TRANSVERSE	1	6.67	32.00										
SR3 "C" ACCEL	951+31	959+12	6	9	6.00	TRANSVERSE	1	6.00	30.00										
SR3 "C" ACCEL	951+31	959+12	6	8	5.33	TRANSVERSE	1	5.33	28.00										
SR3 "C" ACCEL	951+31	959+12	6	6	4.00	TRANSVERSE	2	8.00	48.00										
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											TOTALS THIS PAGE						108	1,348	4,748

RAMP PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

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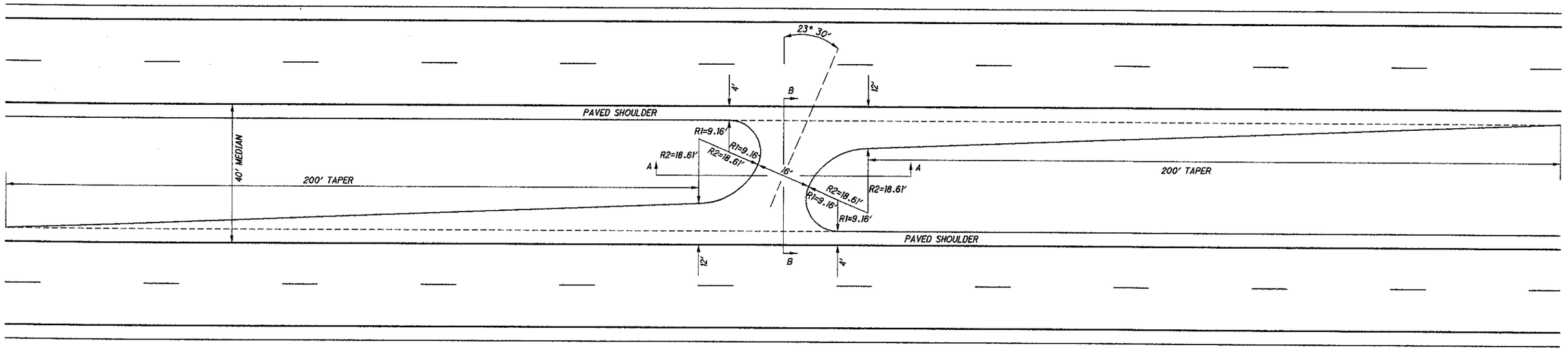
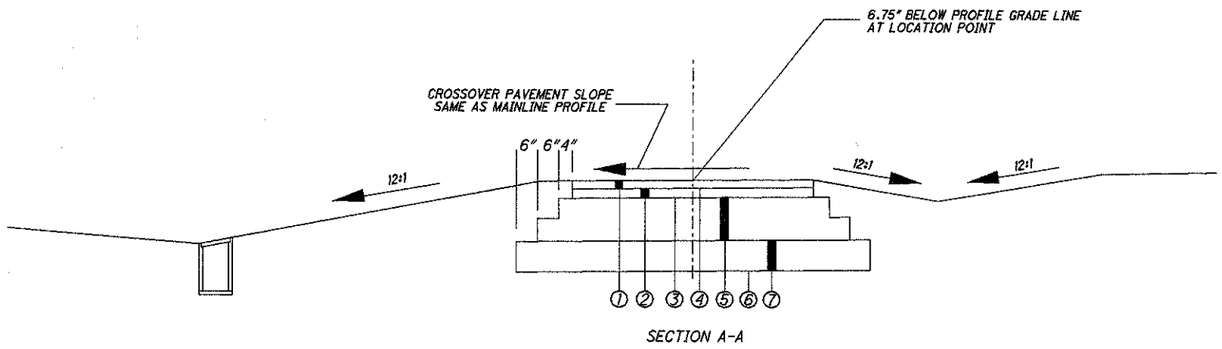
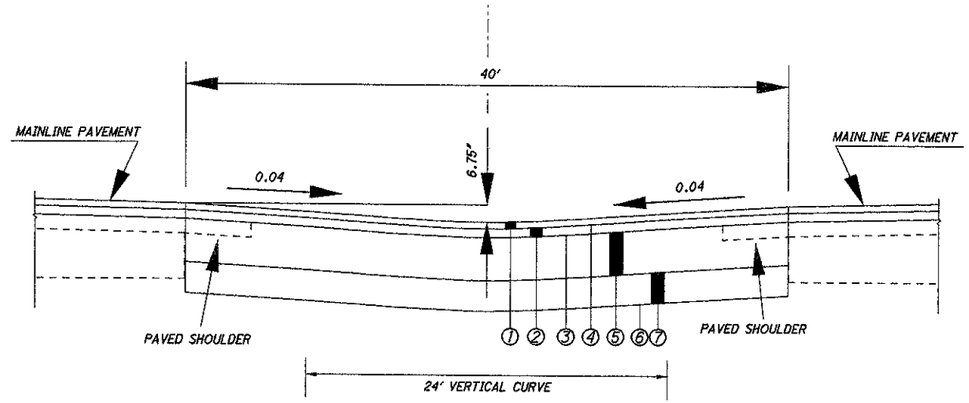




SECTION A-A



SECTION B-B

PROPOSED U-TURN MEDIAN CROSSOVERS INCLUDING PAVED SHOULDER:
STA 912+95
STA 974+20

LEGEND - PROPOSED

① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
③ ITEM 407, TACK COAT
④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
⑤ 8.50" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
⑥ ITEM 204 SUBGRADE COMPACTION
⑦ 6.00" ITEM 304 AGGREGATE BASE

HORIZONTAL SCALE IN FEET
0 7.5 15 30

CALCULATED MJS
CHECKED BAD

U-TURN MEDIAN CROSSOVER DETAILS

MED-76-0.61

57
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA004.dgn
WORKSTATION:mschafra DATE:10/9/2009

U-TURN MEDIAN CROSSING SUB-SUMMARY

CALC BY: MJS
CHKD BY: BAD

LOCATION		AREA		203 EXCAVATION		203 EMBANKMENT	204 SUBGRADE COMPACTION	301 THICKNESS	301 ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN	304 THICKNESS	304 AGGREGATE BASE	407 TACK COAT @ 0.05 GAL / SQ YD	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL / SQ YD	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	442 THICKNESS	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	603 15" CONDUIT, TYPE A	617 THICKNESS	617 COMPACTED AGGREGATE, AS PER PLAN	617 SHOULDER PREPARATION (AROUND RADII AREA, 4 FT WIDE)	659 SEEDING AND MULCHING
		SQ YD		CU YD		CU YD	SQ YD	INCH	CU YD	INCH	CU YD	GALLON	GALLON	INCH	CU YD	INCH	CU YD	FT	INCH	CU YD	SQ YD	SQ YD
PROPOSED U-TURN																						
MEDIAN	912+95	558		200						6	93											
MEDIAN	912+95	226				100																
MEDIAN	912+95	567					567															251
MEDIAN	912+95	520						8.50	123													
MEDIAN	912+95	488										24	24	1.50	20	1.75	24					
MEDIAN	912+95	32																	1.50	2	32	
PROPOSED U-TURN																						
MEDIAN	974+20	558		150						6	93											
MEDIAN	974+20	226				100																
MEDIAN	974+20	567					567															251
MEDIAN	974+20	520						8.50	123													
MEDIAN	974+20	488										24	24	1.50	20	1.75	24	25				
MEDIAN	974+20	32																	1.50	2	32	
REMOVED U-TURN																						
MEDIAN	891+46	275		180																		300
REMOVED U-TURN																						
MEDIAN	1006+80	275		180																		300
TOTALS CARRIED TO GENERAL SUMMARY				**710**		**200**	**1134**		**246**		**186**	**48**	**48**		**40**		**48**	**25**		**4**	**64**	**1102**

MED-76-0.61

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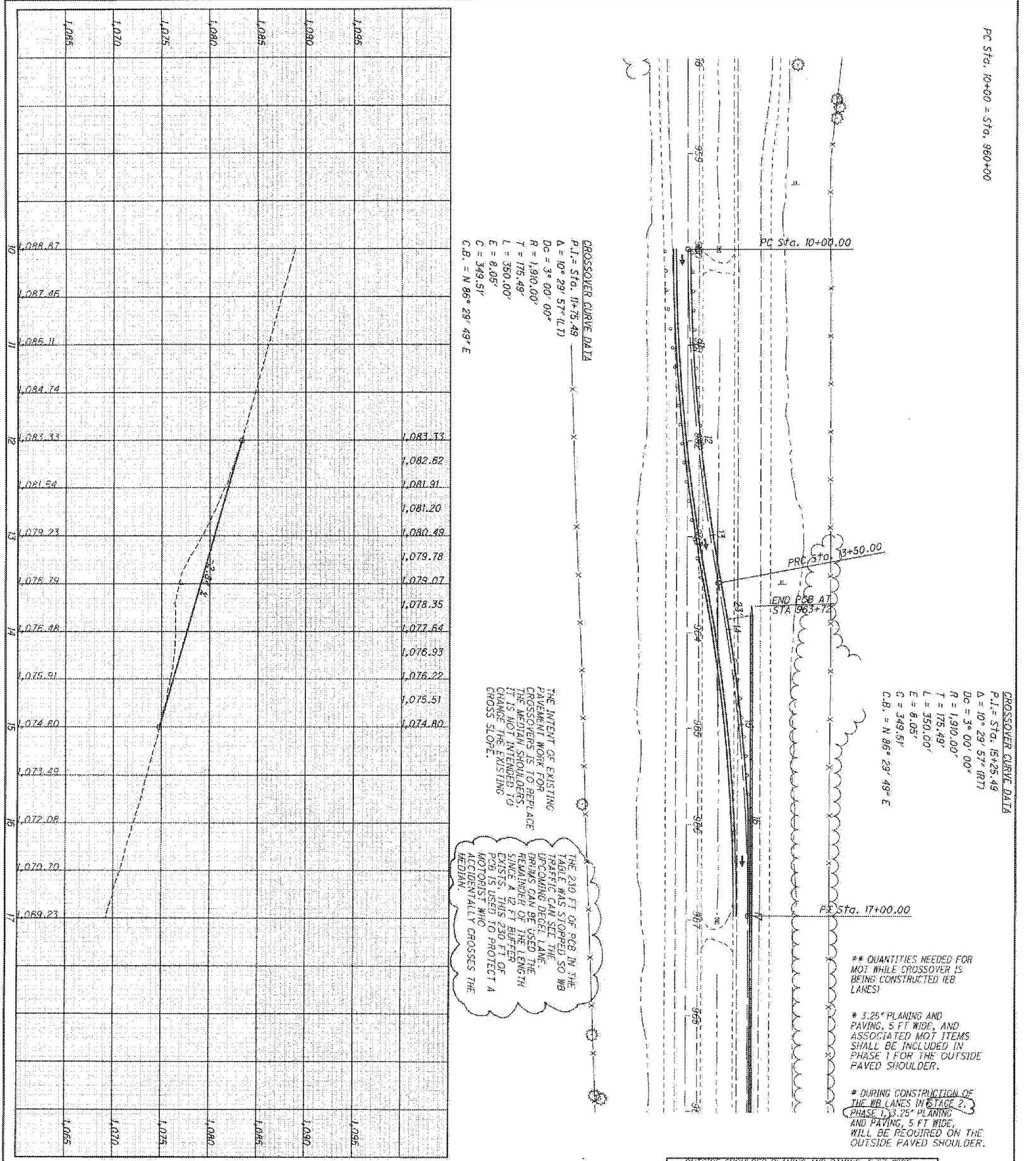
DESIGN FILE: I:\projects\77475\roadway\sheets\77475MP001.dgn
WORKSTATION:mschafra DATE: 2/17/2010



OUTSIDE SHOULDER PLANING AND PAVING, 5 FT WIDE

REF NO.	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	615 ROADS FOR MAINTAINING TRAFFIC LUMP	614 WORK ZONE CROSSOVER LIGHTING SYSTEM EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, APP SQ YD	622 PORTABLE CONCRETE BARRIER, 50" AS PER PLAN FT	614 WORK ZONE ARROW, CLASS I, 642 PAINT EACH	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW) MILE	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE) MILE	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.5") CU YD	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75") CU YD	254 PAVEMENT PLANING, ASPHALT CONCRETE, APP (3.25") SQ YD	407 TACK COAT GALLON	407 TACK COAT FOR INTERMEDIATE COURSE GALLON	622 PORTABLE CONCRETE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN FT
	PHASE 2 CROSSOVER				LUMP	1	639		3								
	DEDUCTION FOR OVERLAP W/ PHASE 3						-113										
	963+72	966+96.09	WB SIDE				STAGE 1, PHASE 4	324									
	940+20	966+96.09								0.51							
	960+00	966+96.09									0.13						
	966+96.09	1195+00	WB SIDE				STAGE 1, PHASE 4	22364		8.64	8.64	528 #	616 #	12669 #	1267 #	633 #	450
STG 1, PH 1	961+52	966+96.09	WB	3.25" P&P FOR MOT TAPER AREA				230 *		0.10	0.10	13 *	15 *	302 *	30 *	15 *	
	961+52	963+82															
	946+45	966+96.09								0.39 **							
	958+00	966+96.09	EB	1 **			STAGE 1, PHASE 2	896 **									
TOTALS CARRIED TO GENERAL SUMMARY				1	LUMP	1	526	23814	3	9.64	8.87	541	631	12971	1297	648	450

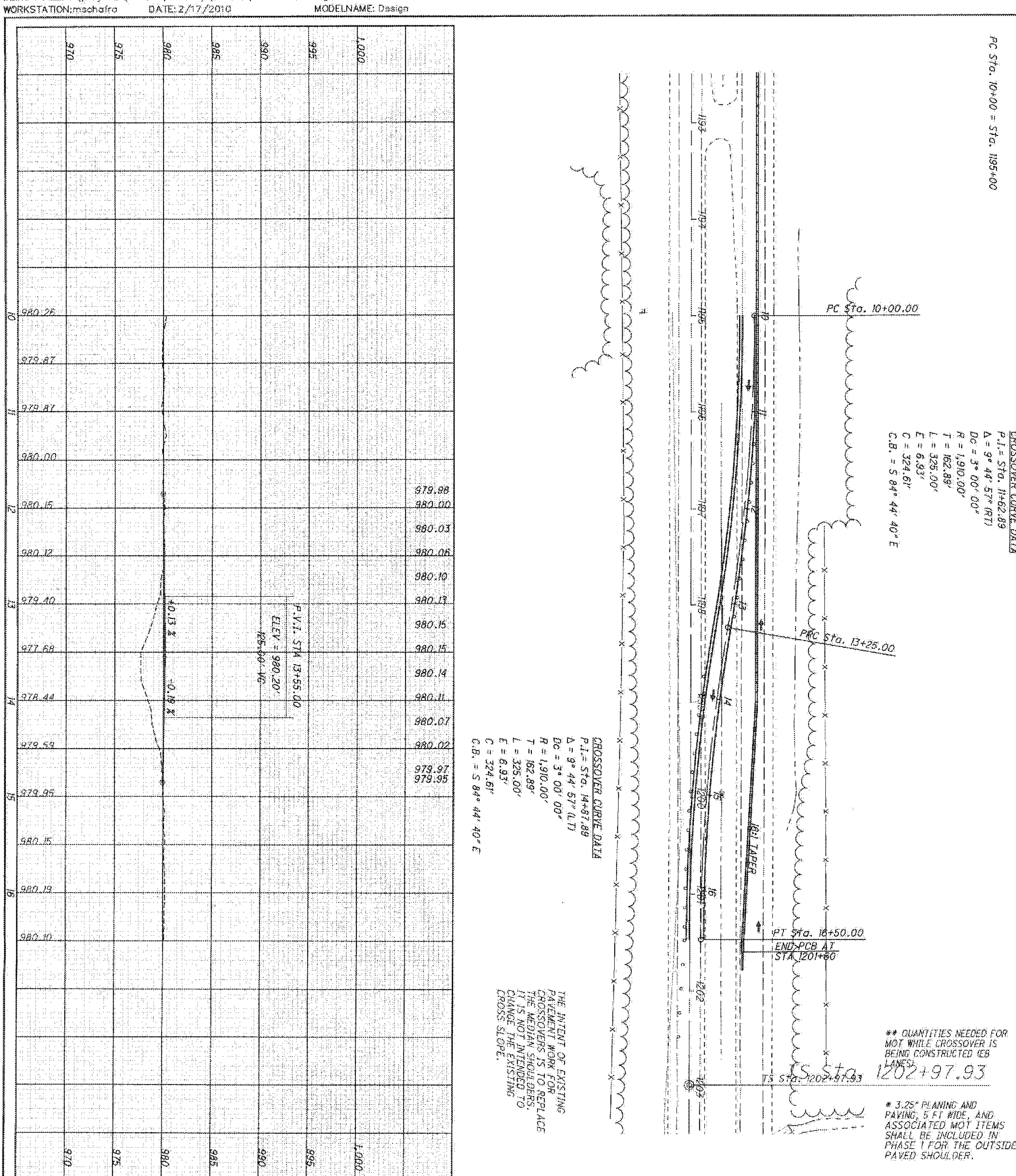
MED-76-0.61

PLAN AND PROFILE - STAGE 1 - PHASE 4
CROSSOVER - WEST END

CALCULATED DV
CHECKED MJS

0 50 25 100
HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\roadway\sheets\77475MP002.dgn
WORKSTATION: mschafra DATE: 2/17/2010 MODELNAME: Design



REF NO.	STATION FROM	STATION TO	SIDE	615 ROADS FOR MAINTAINING TRAFFIC	614 WORK ZONE CROSSOVER LIGHTING SYSTEM	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, APP	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	622 PORTABLE CONCRETE BARRIER, 50", AS PER PLAN	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW)	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE)	OUTSIDE SHOULDER PLANING AND PAVING, 5 FT WIDE: 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.5")	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")	254 PAVEMENT PLANING, ASPHALT CONCRETE, APP (3.25")	407 TACK COAT	407 TACK COAT FOR INTERMEDIATE COURSE
				LUMP	EACH	SQ YD	EACH	FT	EACH	MILE	MILE	CU YD	CU YD	SQ YD	GALLON	GALLON
	PHASE 3 CROSSOVER			LUMP	1	767			4							
	DEDUCTION FOR	OVERLAP W/ PHASE 2				-117										
	1195+00	1201+60	WB SIDE				1	660 STAGE 1, PHASE 4								
	1195+00	1201+47.01								0.12	0.12					
	1195+00	1215+35	WB SIDE							0.39	0.39					
	1185+00	1204+00	WB SIDE 3.25" P&P NEEDED FOR STG 1 PH 4									21 *	24 *	500 *	50 *	25 *
	1199+00	1199+64	WB SIDE 3.25" P&P NEEDED FOR STG 1 PH 4				1 *	64 * PCB 16:1 TAPER @ 4' OFFSET								
	1195+00	1215+35								0.39 *	0.39 *					
	1193+00	1201+47.01	EB FOR STG 1, PH 3 FOR CROSSOVER WORK				1 **	847 ** STAGE 1, PHASE 3								
	1181+45	1201+47.01								0.38 **						
TOTALS CARRIED TO GENERAL SUMMARY				LUMP	1	650	3	1571	4	1.28	0.90	21	24	500	50	25

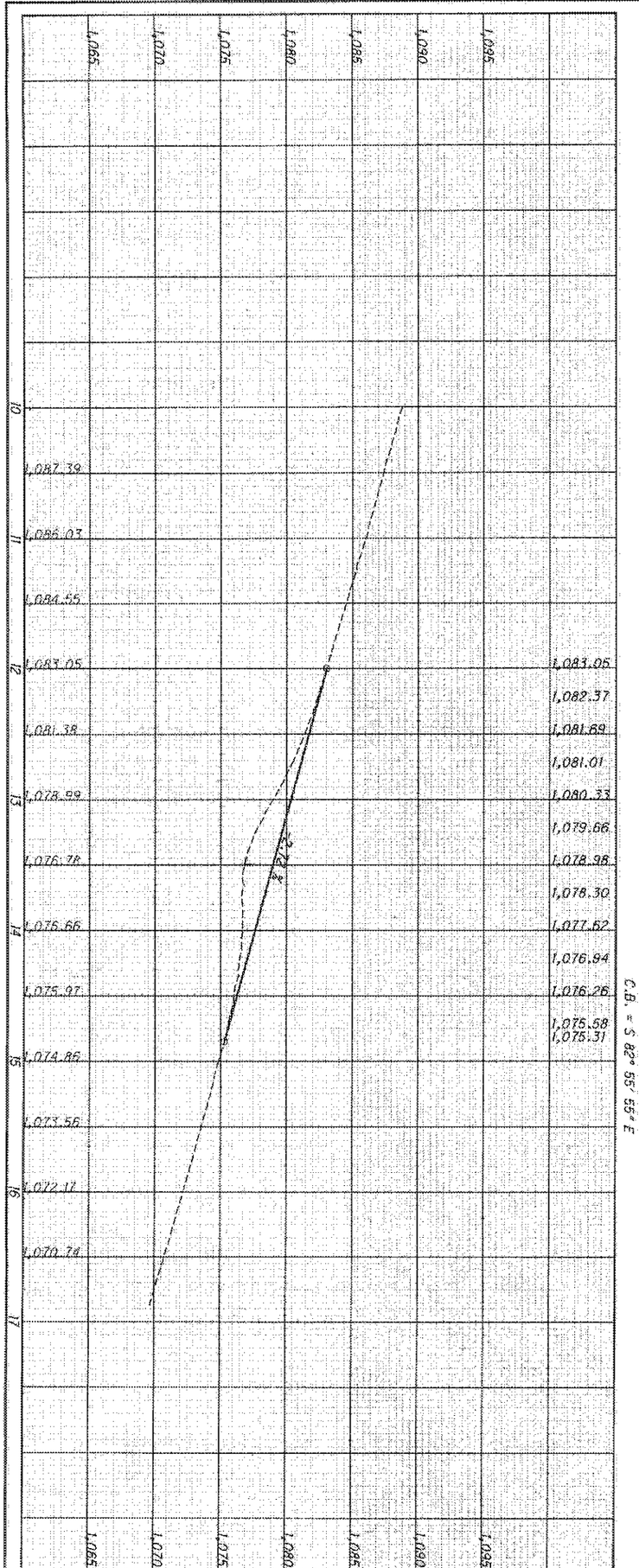
MED-76-0.61

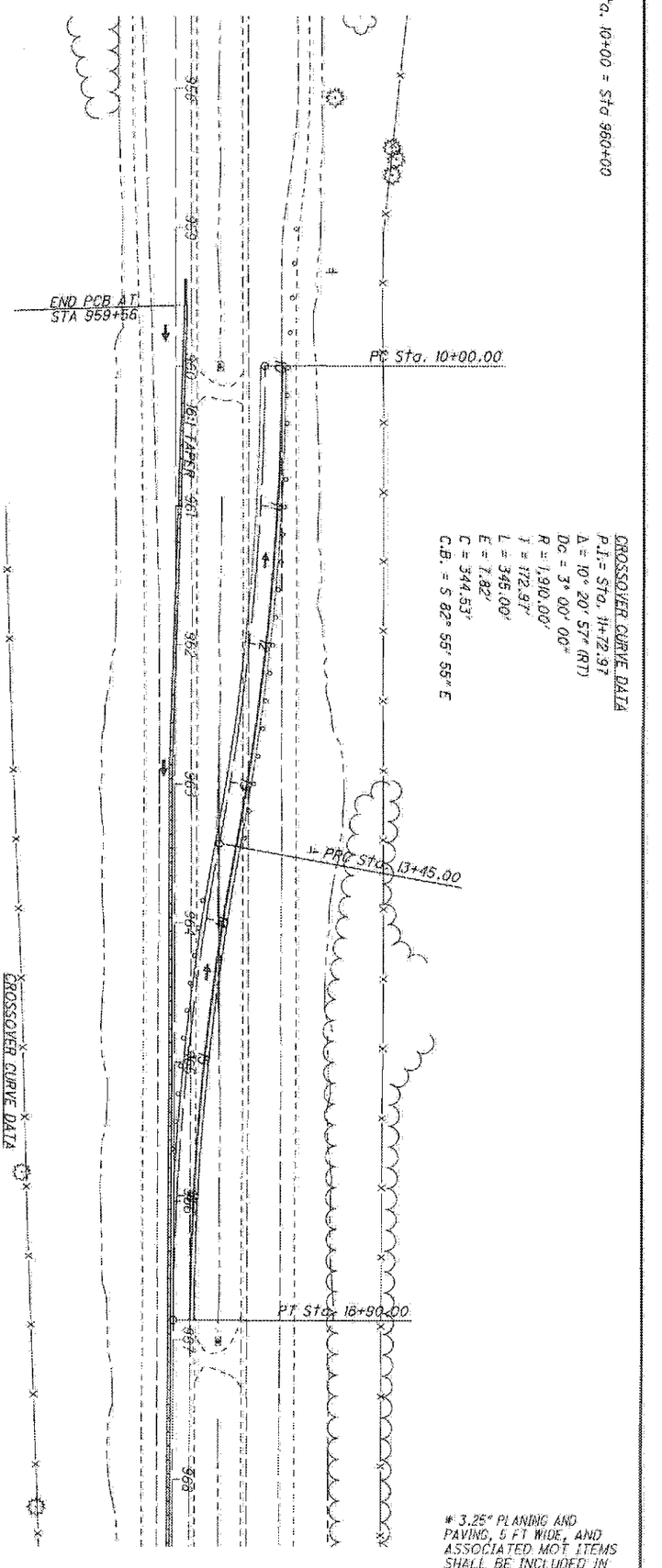
PLAN AND PROFILE - STAGE 1 - PHASE 4
CROSSOVER - EAST END

CALCULATED DV
CHECKED MJS

HORIZONTAL SCALE IN FEET 0 25 50 100

DESIGN FILE: I:\projects\77475\roadway\sheets\77475MP003.dgn
WORKSTATION:mschafro DATE: 2/17/2010





REF NO.	STATION FROM	STATION TO	SIDE	615 ROADS FOR MAINTAINING TRAFFIC	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	615 PAVEMENT FOR MAINTAINING TRAFFIC CLASS A, APP	622 PORTABLE CONCRETE BARRIER, 50" AS PER PLAN	614 WORK ZONE ARROW, CLASS I, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW)	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE)	OUTSIDE SHOULDER PLANING AND PAVING, 5 FT WIDE: 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) 11.5ft	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) 11.75ft	254 PAVEMENT PLANING, ASPHALT CONCRETE, APP (3.25")	407 TACK COAT	407 TACK COAT FOR INTERMEDIATE COURSE	622 PORTABLE CONCRETE BARRIER, 50", BRIDGE MOUNTED, AS PER PLAN
				LUMP	EACH	SQ YD	FT	EACH	MILE	MILE	CU YD	CU YD	SQ YD	GALLON	GALLON	FT
	PHASE 2	CROSSOVER		LUMP		627		4								
	959+56	966+86.09	EB SIDE STG 2, PH 1	1		730										
	960+00	966+86.09							0.13	0.13						
	966+86.09	1195+00					22364		8.64	8.64						
	945+81	966+86.09							0.40	0.40						
	945+81	950+50	EB SIDE								11 *	13 *	261 *	26 *	13 *	450
	960+00	966+86.09	EB SIDE								16 *	19 *	381 *	38 *	19 *	
	943+81	950+50	EB SIDE NEEDED FOR STG2, PH 1 *				669 *									
	958+00	966+86.09	EB SIDE NEEDED FOR STG2, PH 1 *				886 *									
	337+21	966+86.09								0.56 *						
TOTALS CARRIED TO GENERAL SUMMARY				LUMP	3	627	24649	4	9.17	9.73	27	32	642	64	32	450

61
13.8

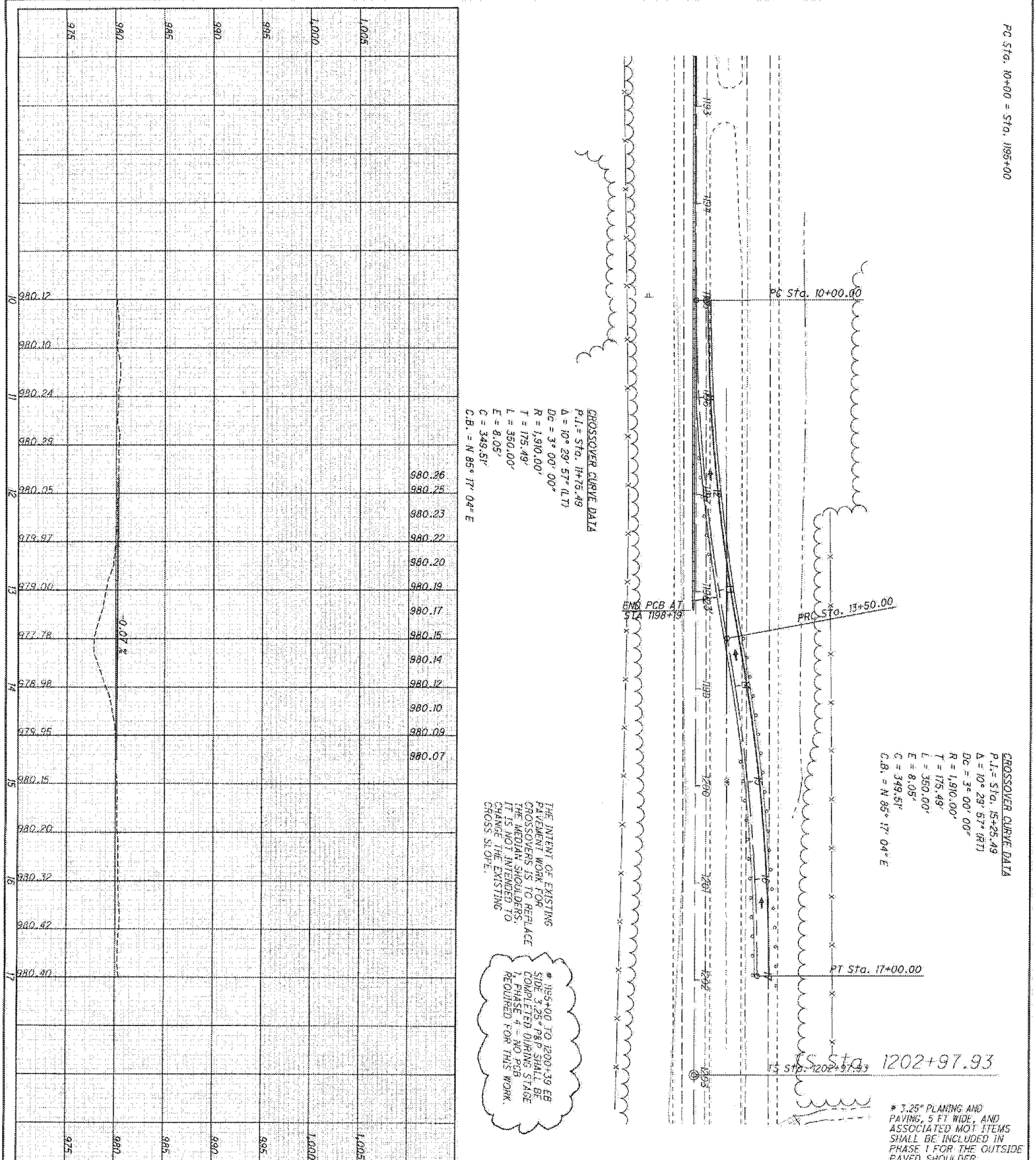
MED-76-0.61

PLAN AND PROFILE - STAGE 2 - PHASE 1
CROSSOVER - WEST END

CALCULATED DV
CHECKED MJS

0 50
25 100
HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\roadway\sheets\77475MP004.dgn
WORKSTATION: mschafra DATE: 2/17/2010 MODELNAME: Design



REF NO.	STATION FROM	STATION TO	SIDE	615 ROADS FOR MAINTAINING TRAFFIC	622 PORTABLE CONCRETE BARRIER, 50" AS PER PLAN	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, APP	614 WORK ZONE ARROW, CLASS 1, 642 PAINT	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW)	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE)	OUTSIDE SHOULDER PLANING AND PAVING, 5 FT WIDE: 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448) (1.5")	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) (1.75")	254 PAVEMENT PLANING, ASPHALT CONCRETE, APP (3.25")	407 TACK COAT	TACK COAT FOR INTERMEDIATE COURSE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)
				LUMP	FT	SQ YD	EACH	MILE	MILE	CU YD	CU YD	SQ YD	GALLON	GALLON	EACH
	PHASE 3	CROSSOVER		LUMP		665	3								
	1195+00	1198+19	EB SIDE	STG 2, PH 1	319										
	1195+00	1201+96.09							0.13						
	1195+00	1221+76						0.51							
	1195+00	1200+39	EB SIDE	3.25" P&P NEEDED FOR STG 2, PH 1 #						12 *	15 *	299 *	30 *	15 *	
															1 *
TOTALS CARRIED TO GENERAL SUMMARY				LUMP	319	665	3	0.51	0.13	12	15	299	30	15	1

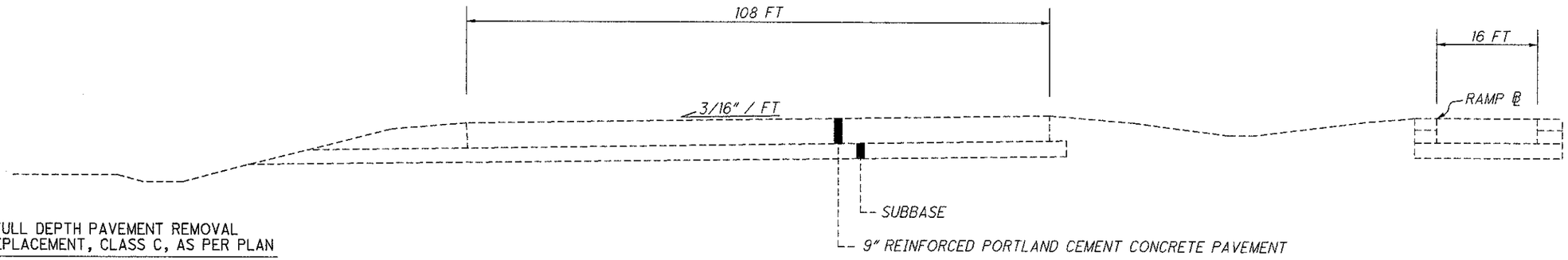
MED-76-0.61

PLAN AND PROFILE - STAGE 2 - PHASE 1
CROSSOVER - EAST END

CALCULATED DV
CHECKED MJS

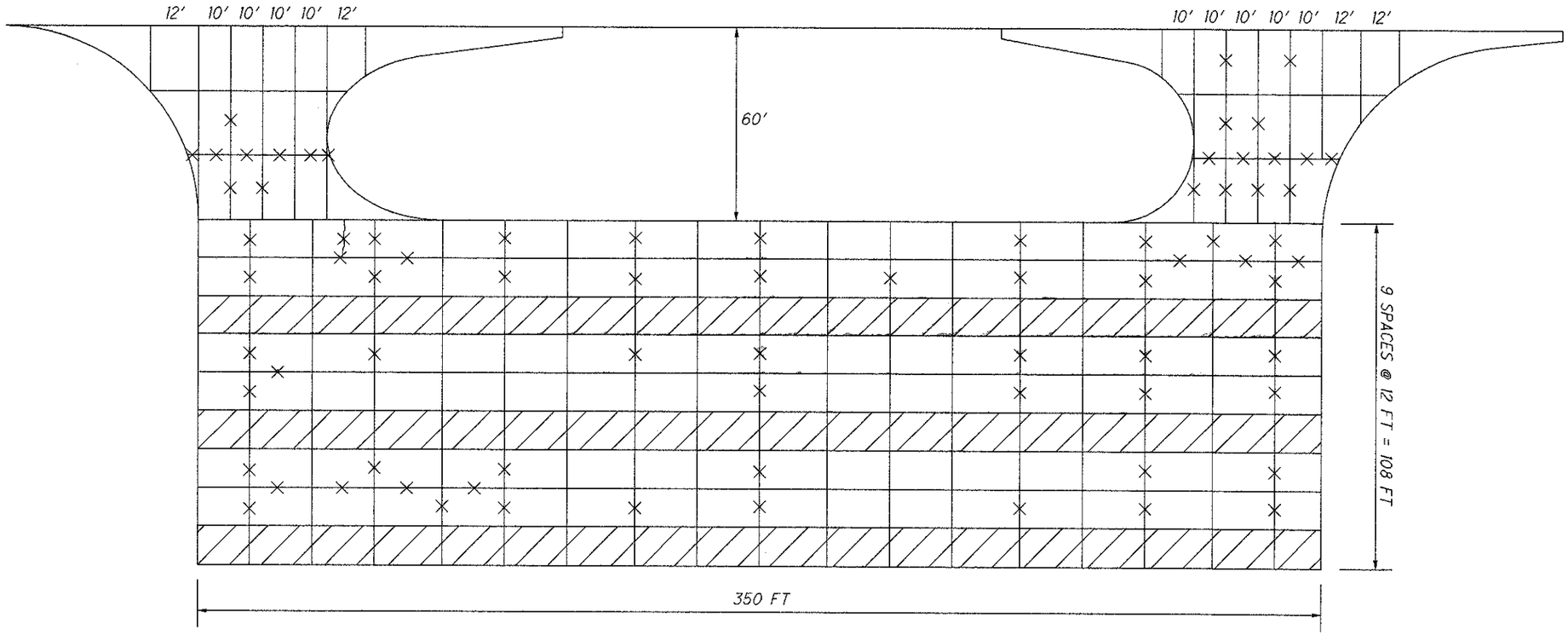
0 50 25 100 HORIZONTAL SCALE IN FEET

EXISTING TYPICAL
WESTBOUND WEIGH STATION



ITEM 255 - FULL DEPTH PAVEMENT REMOVAL
AND RIGID REPLACEMENT, CLASS C, AS PER PLAN

SINCE THE ITEM 255 REPAIRS ARE ONLY 2 FT WIDE,
THE DOWELING REQUIREMENTS ARE WAIVED.



× 2 FT WIDE ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN

FULL SLAB REPLACEMENT ITEM 451 - 9" REINFORCED CONCRETE PAVEMENT (MATCH EXISTING JOINTS)

2 FT WIDE JOINT REPLACEMENTS (NOT DOWELED)
ITEM 204 SUBGRADE COMPACTION = 231 SQ YDS
ITEM 255 FULL DEPTH PAVEMENT SAWING = 2232 FT
ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, APP = 231 SQ YDS

FULL SLAB REPLACEMENTS
ITEM 204 SUBGRADE COMPACTION = 1400 SQ YDS
ITEM 255 FULL DEPTH PAVEMENT SAWING = 1750 FT
ITEM 202 PAVEMENT REMOVED = 1400 SQ YDS
ITEM 451 9" REINFORCED CONCRETE PAVEMENT = 1400 SQ YDS

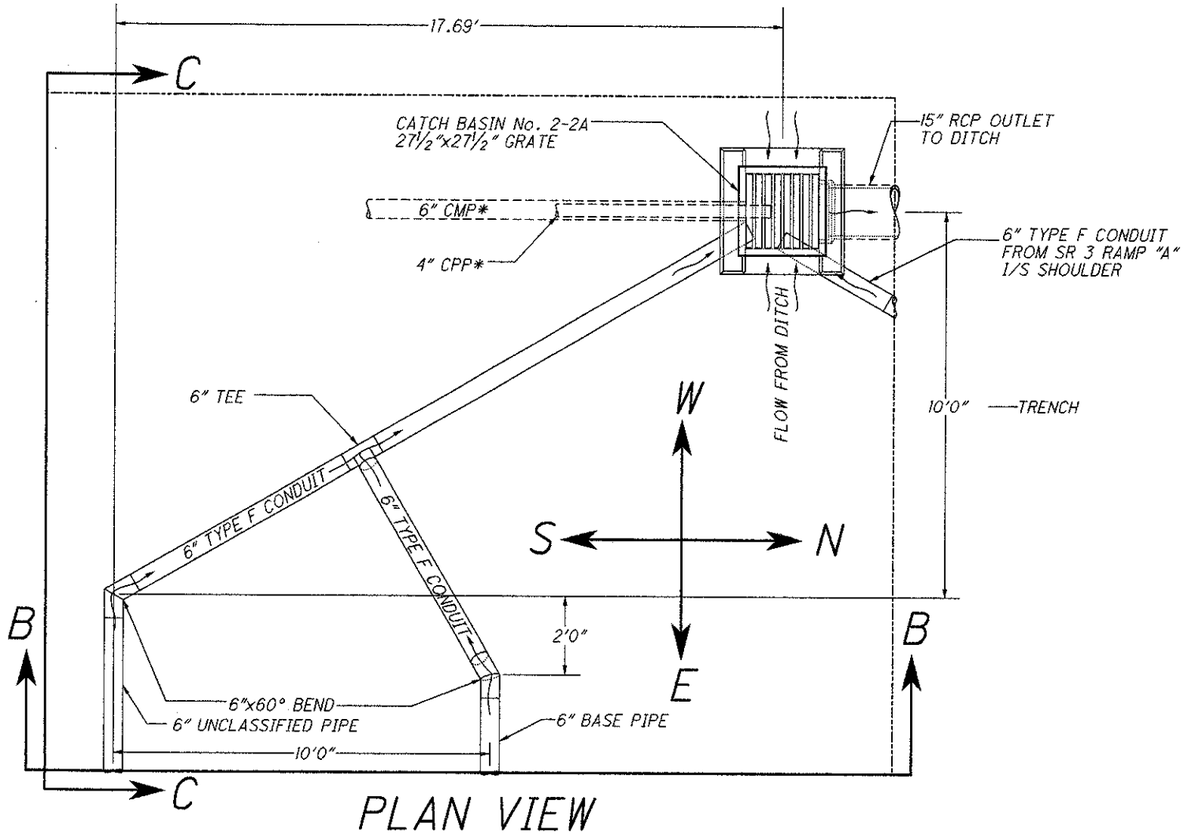
DESIGN FILE: I:\projects\77475\roadway\sheets\77475GA003.dgn
WORKSTATION:mschafra DATE:10/8/2009

CALCULATED MJS CHECKED BAD

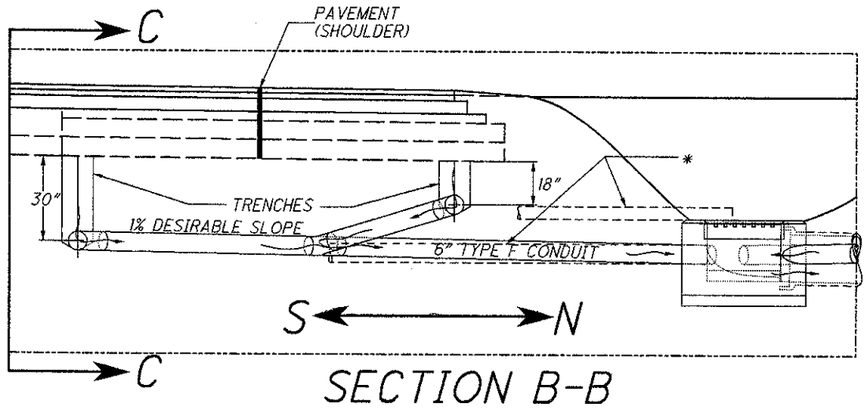
CONCRETE PAVEMENT AND JOINT REPAIRS
WESTBOUND WEIGH STATION PARKING AREA

MED-76-0.61

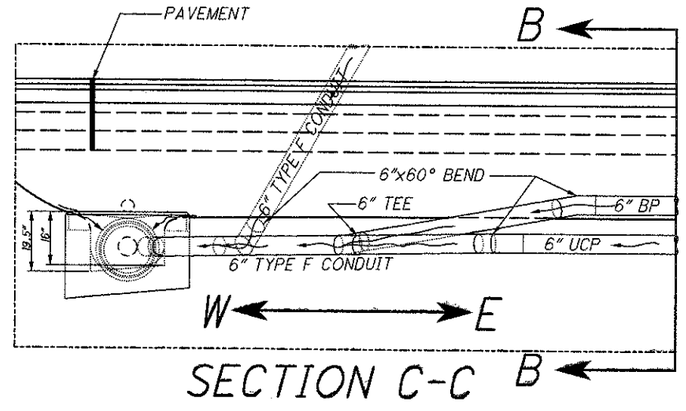
PROPOSED CONNECTION FOR CATCH BASIN AT STA.936+50
(GORE AREA BETWEEN SR 3 RAMP "A" & I-76 WB LANE)



PLAN VIEW



SECTION B-B



SECTION C-C

NOTES

- DRAWING IN 40 SCALE, WITH 1in = 4ft
- CB DIMENSIONS SHOWN SPECIFIC TO THIS CB
- CATCH BASIN HAS -93.69ft OFFSET FROM CENTER OF EB LANE
- *EXISTING PIPE
- PROPOSED CONNECTION (INVOLVING 6" CPP) WILL ALSO BE USED FOR CB AT STA. 936+74, BETWEEN I-76 EB & SR 3 RAMP "D" (OFFSET +27.83ft) AND CB AT STA. 1219+53 BETWEEN I-76 WB AND SR 57 RAMP "B" (OFFSET -97.05ft)
- CORING INTO SIDE OF CATCH BASINS SHALL BE INCLUDED IN THE COST OF THE UNDERDRAIN PAY ITEMS.

CALCULATED AMH CHECKED MJS

UNDERDRAIN DETAILS

MED-76-0.61

64
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475DS003.dgn
WORKSTATION: mschafra DATE: 10/8/2009

PROPOSED CONNECTIONS FOR INSIDE LANE UNDERDRAINS TO MEDIAN CATCH BASINS

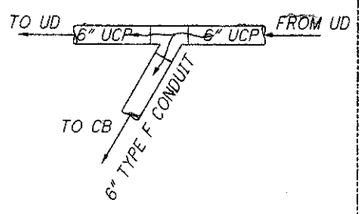
CONNECTION #1:

TYPE: CONTINUOUS

USED FOR: REGULAR OUTLET TO CB

PARTS: (1) 6"x60° WYE

6" TYPE F CONDUIT: 19ft



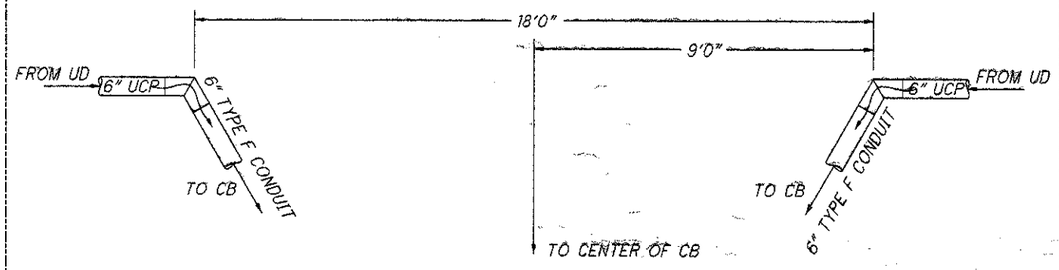
CONNECTION #2:

TYPE: DISCONTINUOUS

USED FOR: LOW POINT WITH A BREAK

PARTS: (2) 6"x60° BEND

6" TYPE F CONDUIT: 2 X 19ft



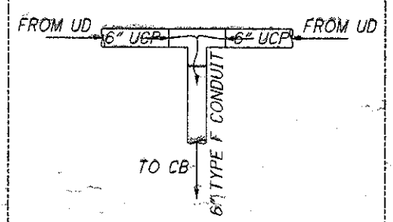
CONNECTION #3:

TYPE: CONTINUOUS

USED FOR: REGULAR LOW POINT

PARTS: (1) 6" TEE

6" TYPE F CONDUIT: 16ft



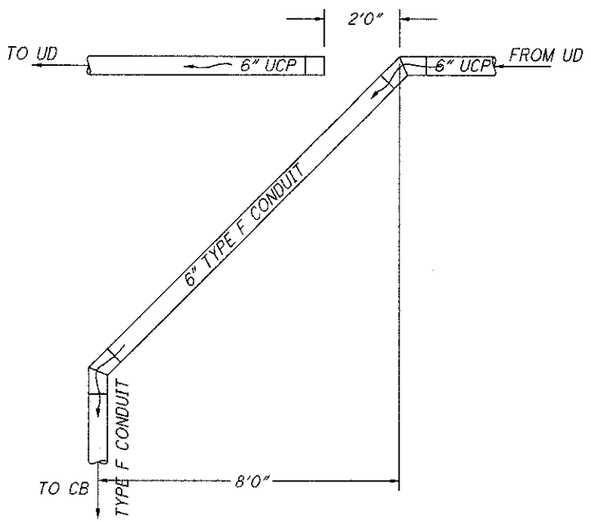
CONNECTION #4:

TYPE: DISCONTINUOUS

USED FOR: TYING UD CONDUIT TO EXISTING PERPENDICULAR INLET

PARTS: (2) 6"x45° BEND
(1) PLUG

6" TYPE F CONDUIT: 12ft+8ft



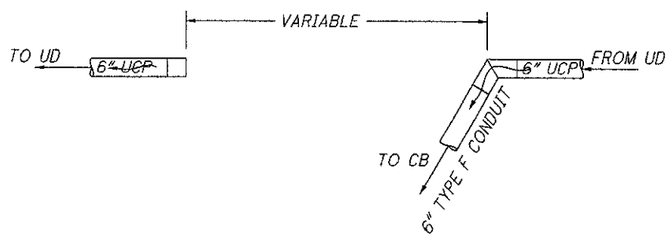
CONNECTION #5:

TYPE: DISCONTINUOUS

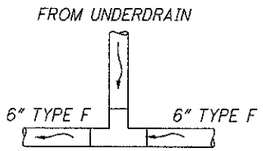
USED FOR: REGULAR BREAK

PARTS: (1) 6"x60° BEND
(1) 6" PLUG

6" TYPE F CONDUIT: 19ft



OPTIONAL CONNECTION #6:



SHOWN AS OPTIONAL ON SHEET 67

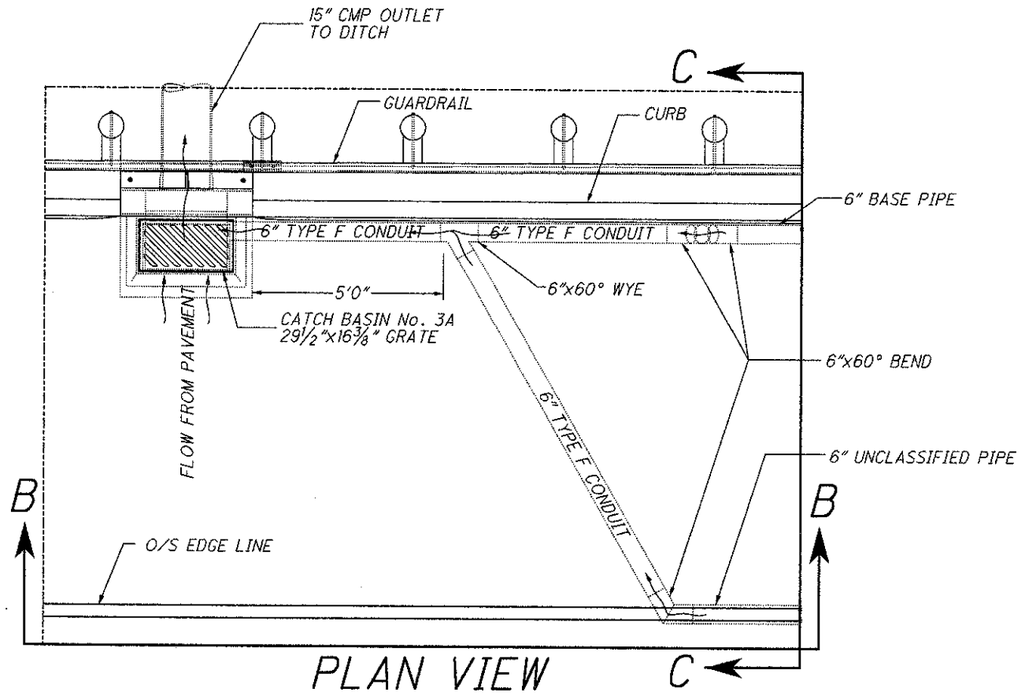
DESIGN FILE: I:\projects\77475\roadway\sheets\77475DS003.dgn
WORKSTATION: mschafra DATE: 10/8/2009

CALCULATED AMH
CHECKED MJS

UNDERDRAIN DETAILS

MED-76-0.61

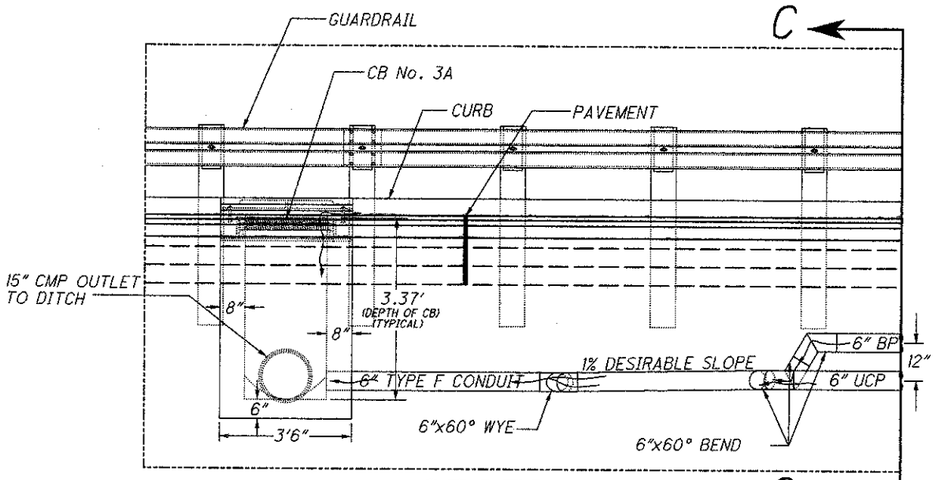
PROPOSED CONNECTION FOR OUTLETTING OUTSIDE UNDERDRAINS INTO BRIDGE CATCH BASINS*



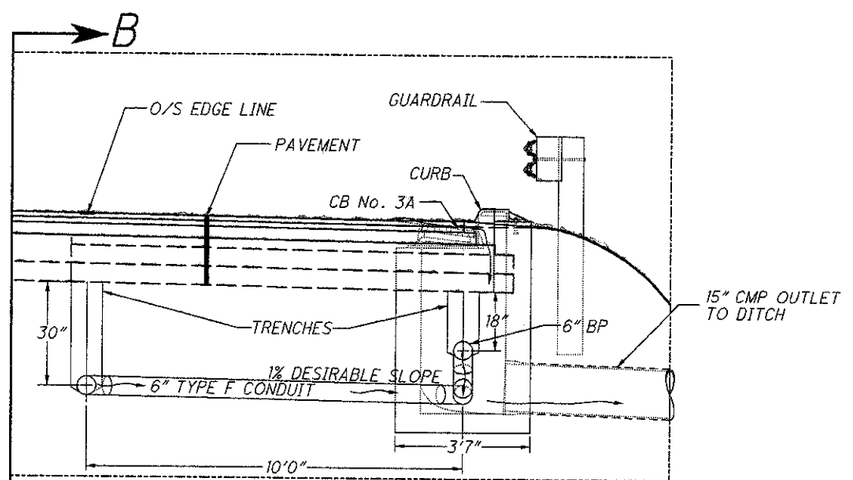
PLAN VIEW

NOTES

- DRAWING IN 40 SCALE, WITH 1in = 4ft
- *ALSO OCCURS AT THESE LOCATIONS WITHIN THE PROJECT:
  - STA. 906+41 EB
  - STA. 979+51 EB
  - STA. 979+53 WB
  - STA. 1148+45 WB
  - STA. 1148+47 EB
  - STA. 1185+45 WB
  - STA. 1185+81 EB



SECTION B-B



SECTION C-C

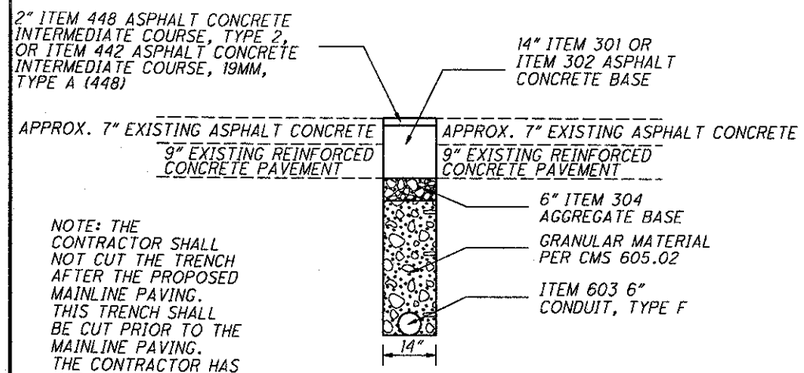
CALCULATED AMH
CHECKED MJS

UNDERDRAIN DETAILS

MED-76-0.61

66
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475DS003.dgn
WORKSTATION: mschafra DATE: 10/8/2009



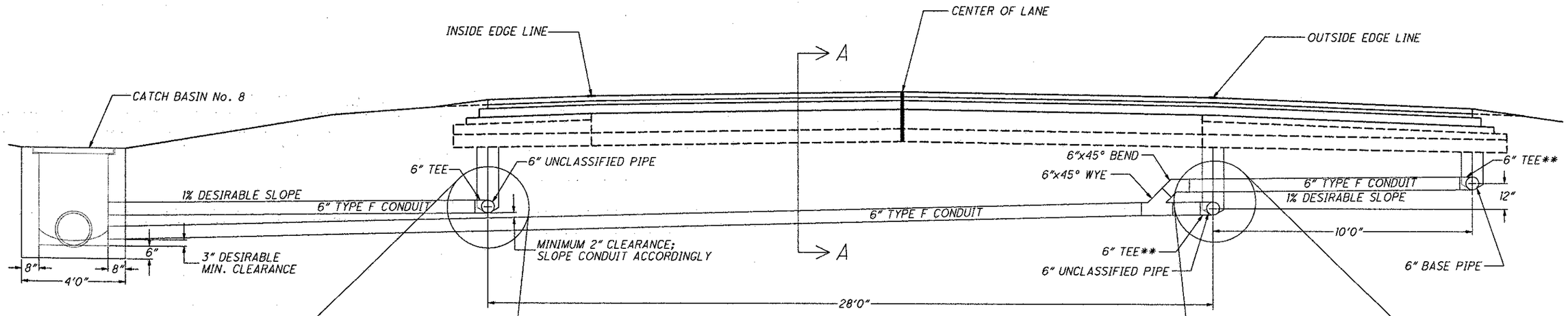
NOTE: THE CONTRACTOR SHALL NOT CUT THE TRENCH AFTER THE PROPOSED MAINLINE PAVING. THIS TRENCH SHALL BE CUT PRIOR TO THE MAINLINE PAVING. THE CONTRACTOR HAS THE OPTION TO BORE UNDER THE PAVEMENT INSTEAD OF OPEN CUTTING A TRENCH.

TRENCH DETAIL SECTION A-A

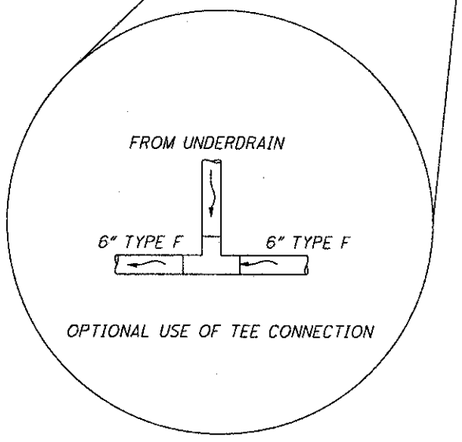
PROPOSED CONNECTION FOR OUTLETTING OUTSIDE UNDERDRAINS INTO MEDIAN CATCH BASINS*

NOTES

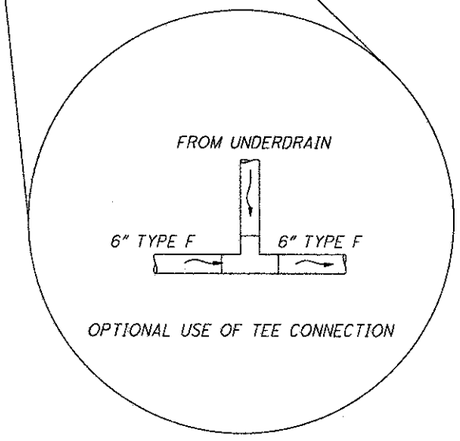
- DRAWING IN 40 SCALE, WITH 1in = 4ft, EXCEPT TRENCH DETAIL.
- *OCCURS AT THESE LOCATIONS WITHIN THE PROJECT:
  - STA. 945+77 WB
  - STA. 1014+99 EB
  - STA. 1023+00 EB
  - STA. 1165+98 WB
  - STA. 1165+98 EB
  - STA. 1174+97 EB
- **6"x90° BEND TO BE USED INSTEAD OF TEE AT STA. 859+90 WB
- ALL COSTS TO PLACE 6" TYPE F CONDUIT UNDER THE EXISTING MAINLINE WILL BE INCLUDED IN ITEM 603 6" CONDUIT, TYPE F INCLUDING PAVEMENT REMOVAL AND REPLACEMENT AS SHOWN IN THE TRENCH DETAIL.



CROSS SECTION VIEW



OPTIONAL USE OF TEE CONNECTION



OPTIONAL USE OF TEE CONNECTION

CALCULATED AMH
CHECKED MJS

UNDERDRAIN DETAILS

MED-76-0.61

67
138

DESIGN FILE: I:\projects\77475\roadway\sheets\77475DS003.dgn
WORKSTATION: mschafra DATE: 10/19/2009

INSIDE EDGE OF PAVEMENT -- (WESTBOUND)

STATION LIMITS LP= LOW POINT HP=HIGH POINT			LOCATION		TYPE OF OUTLET	603	605	BENDS & BRANCHES						
"X" DENOTES OUTLET LOCATION						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG
BEGIN	END					LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
852+50	859+95	X	WB		MEDIAN CB	20	745		2					1
859+97	866+51	X			MEDIAN CB	19	654			1				
866+51	869+93	X			MEDIAN CB	12	342			1				
869+93	873+65 LP	X			MEDIAN CB	16	372						1	
X 873+65 LP	874+85				-	-	120	-	-	-	-	-	-	-
X 874+85	878+65				MEDIAN CB	19	380			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
880+37	886+90	X			MEDIAN CB	19	553				1			
X 886+90	896+09				MEDIAN CB	19	919				1			
X 896+09	903+46				MEDIAN CB	19	737			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
X 906+48	909+08				MEDIAN CB	19	260			1				
X 909+08	911+00 HP				MEDIAN CB	19	192			1				
911+00 HP	917+92	X			MEDIAN CB	19	692				1			
X 918+10	921+09				MEDIAN CB	19	299				1			
X 921+09	924+59				MEDIAN CB	19	350			1				
X 924+59	930+57				MEDIAN CB	19	598			1				
X 930+59	938+07				MEDIAN CB	20	648		2					1
X 938+07	945+86				MEDIAN CB	19	779			1				
X 945+86	953+16 HP				MEDIAN CB	19	730			1				
953+16 HP	959+92	X			MEDIAN CB	20	676		2					1
959+94	966+92	X			MEDIAN CB	20	698		2					1
966+94	973+90	X			MEDIAN CB	19	696			1				
973+90	976+84	X			MAN HOLE	19	294				1			
X 976+84	977+74				MAN HOLE	19	90				1			
BRIDGE					-	-	-	-	-	-	-	-	-	-
X 979+45	986+93				MEDIAN CB	19	748			1				
X 986+93	990+56				MEDIAN CB	19	363			1				
X 990+56	999+09				MEDIAN CB	19	853			1				
X 999+09	1007+08				MEDIAN CB	19	799			1				
X 1007+08	1015+08				MEDIAN CB	19	800			1				
X 1015+08	1023+09				MEDIAN CB	19	801			1				
X 1023+09	1033+40				MEDIAN CB	19	1031			1				
X 1033+40	1042+09				MEDIAN CB	19	869			1				
X 1042+09	1050+21				MEDIAN CB	19	812			1				
X 1050+21	1055+98				MEDIAN CB	19	577			1				
X 1055+98	1060+08			▼	MEDIAN CB	19	410			1				
SUBTOTALS THIS COLUMN						621	19887	0	8	22	6	0	1	4

INSIDE EDGE OF PAVEMENT -- (WESTBOUND)

STATION LIMITS			LOCATION		TYPE OF OUTLET	603	605	BENDS & BRANCHES						
"X" DENOTES OUTLET LOCATION						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG
BEGIN	END					LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
X 1060+08	1068+00 HP		WB		MEDIAN CB	19	792			1				
1068+00 HP	1074+90	X			MEDIAN CB	19	690			1				
1074+90	1077+89	X			MEDIAN CB	19	299				1			
X 1078+07	1081+08				MEDIAN CB	19	301				1			
X 1081+08	1087+07				MEDIAN CB	19	599			1				
X 1087+07	1094+00 HP				MEDIAN CB	19	693			1				
1094+00 HP	1099+90	X			MEDIAN CB	19	590			1				
1099+90	1108+90	X			MEDIAN CB	19	900			1				
1108+90	1116+89	X			MEDIAN CB	19	799			1				
1116+89	1124+89	X			MEDIAN CB	19	800			1				
1124+89	1132+88	X			MEDIAN CB	19	799			1				
1132+88	1140+88	X			MEDIAN CB	19	800			1				
1140+88	1148+38	X			MEDIAN CB	19	750			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
1150+31	1157+90	X			MEDIAN CB	20	759		2					1
1157+92	1165+90	X			MEDIAN CB	20	798		2					1
1165+92	1174+97 LP	X			MEDIAN CB	16	905						1	
X 1174+97 LP	1184+02				-	-	905	-	-	-	-	-	-	-
BRIDGE					-	-	-	-	-	-	-	-	-	-
X 1185+61	1190+04				BRIDGE CB	6	443				1			
X 1190+06	1200+06				MEDIAN CB	20	1000		2					1
X 1200+06	1205+04				MEDIAN CB	19	498			1				
X 1205+06	1213+04				MEDIAN CB	20	798		2					1
X 1213+06	1221+07				MEDIAN CB	20	801		2					1
X 1221+07	1222+00			▼	MEDIAN CB	19	93			1				
SUBTOTALS THIS COLUMN						407	15812	0	10	13	3	0	1	5
TOTALS THIS PAGE						1028	35699	0	18	35	9	0	2	9

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UNDERDRAIN QUANTITIES

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OUTSIDE EDGE OF PAVEMENT -- (WESTBOUND)

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STATION LIMITS "X" DENOTES OUTLET LOCATION				STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES					
	BEGIN	END			BEGIN	END				6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
	EDGE LINE				OUTSIDE OF SHOULDER					LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH
	852+50	860+03	X		852+50	860+03	X	WB	MEDIAN CB	56	753	753	-	-	1	1			2	
	864+20	868+25	X		864+20	868+25	X		ON SLOPE	28	405	405	1	1.80	1	1				2
	868+25	873+65 LP	X		868+25	873+65 LP	X		ON SLOPE	28	540	540	1	1.80	1	1				2
X	873+65 LP	878+41		X	873+65 LP	878+41			-	-	476	476	-	-	-	-	-	-	-	-
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
	880+15	886+99 LP	X		880+15	886+99 LP	X		ON SLOPE	28	684	684	1	1.80	1	1				2
X	886+99 LP	895+00		X	886+99 LP	895+00			-	-	801	801	-	-	-	-	-	-	-	-
X	895+00	903+44		X	895+00	903+44			ON SLOPE	28	844	844	1	1.80	1	1				2
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
X	906+40	911+00 HP		X	906+40	911+00 HP			ON SLOPE	28	460	460	1	1.80	1	1			2	
	911+00 HP	918+01 LP	X		911+00 HP	918+01 LP	X		ON SLOPE	28	701	701	1	1.80	1	1				2
X	918+01 LP	921+81		X	918+01 LP	924+50			-	-	380	649	-	-	-	-	-	-	-	-
	-	-		X	924+50	930+00			ON SLOPE	18	-	550	1	1.80						1
	-	-		X	930+00 7+68 RAMP "A" (SR 3)	935+70			ON SLOPE	28	-	570	1	1.80						1
X	936+60	945+77		X	936+62	945+77			OUTSIDE CB	27	917	915	-	-				2		1
X	945+77	950+75		X	945+77	950+75			MEDIAN CB	56	498	498	-	-	1	1				2
	958+31	962+00	X		953+19 0+98 RAMP "B" (SR 3)	962+00	X		ON SLOPE	38	369	681	1	1.80	1	1				2
	962+00	970+00	X		962+00	970+00	X		ON SLOPE	28	800	800	1	1.80	1	1				2
	970+00	976+75 LP	X		970+00	976+75 LP	X		ON SLOPE	35	675	675	1	1.80	1	1				2
X	976+75 LP	977+80		X	976+75 LP	977+80			-	-	105	105	-	-	-	-	-	-	-	-
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
X	979+64	986+00		X	979+53	986+00			BRIDGE CB	22	636	647	-	-			1	3		
X	986+00	991+00		X	986+00	991+00			ON SLOPE	31	500	500	1	1.80	1	1				2
X	991+00	995+40		X	991+00	995+40			ON SLOPE	28	440	440	1	1.80	1	1				2
X	995+40	1000+00		X	995+40	1000+00			ON SLOPE	28	460	460	1	1.80	1	1				2
X	1000+00	1005+00		X	1000+00	1005+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1005+00	1010+00		X	1005+00	1010+00			ON SLOPE	31	500	500	1	1.80	1	1				2
X	1010+00	1015+00		X	1010+00	1015+00			ON SLOPE	33	500	500	1	1.80	1	1				2
X	1015+00	1020+00		X	1015+00	1020+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1020+00	1025+00		X	1020+00	1025+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1025+00	1030+02		X	1025+00	1030+02			ON SLOPE	28	502	502	1	1.80	1	1				2
X	1030+02	1035+00		X	1030+02	1035+00			ON SLOPE	28	498	498	1	1.80	1	1				2
X	1035+00	1040+02		X	1035+00	1040+02			ON SLOPE	31	502	502	1	1.80	1	1				2
X	1040+02	1046+00		X	1040+02	1046+00			ON SLOPE	31	598	598	1	1.80	1	1				2
TOTALS THIS PAGE										829	16044	17754	23	41.40	23	23	1	5	4	45

UNDERDRAIN QUANTITIES

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OUTSIDE EDGE OF PAVEMENT -- (WESTBOUND)

CALC BY: AMH
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STATION LIMITS "X" DENOTES OUTLET LOCATION								LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES					
BEGIN EDGE LINE		END EDGE LINE		BEGIN OUTSIDE OF SHOULDER		END OUTSIDE OF SHOULDER				6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
										LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH
X	1046+00	1050+02		X	1046+00	1050+02		WB	ON SLOPE	28	402	502	1	1.80	1	1				2
X	1050+02	1055+89		X	1050+02	1055+89			ON SLOPE	57	587	587	1	1.80	1	1				2
X	1055+89	1060+00		X	1055+89	1060+00			MEDIAN CB	56	411	411	-	-	1	1				2
X	1060+00	1068+00 HP		X	1060+00	1068+00 HP			ON SLOPE	36	800	800	1	1.80	1	1				2
	1068+00 HP	1073+00	X		1068+00 HP	1073+00	X		ON SLOPE	28	500	500	1	1.80	1	1				2
	1073+00	1077+98 LP	X		1073+00	1077+98 LP	X		ON SLOPE	29	498	498	1	1.80	1	1				2
X	1077+98 LP	1083+00		X	1077+98 LP	1083+00			-	-	502	502	-	-	-	-	-	-	-	-
X	1083+00	1088+00		X	1083+00	1088+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1088+00	1092+00		X	1088+00	1094+00 HP			ON SLOPE	28	400	600	1	1.80	1	1				2
	-	-			1094+00 HP	1100+00	X		ON SLOPE	36	-	600	1	1.80						1
	-	-			1100+00 WEIGH STATION RAMP "C"	1104+02	X		ON SLOPE	43	-	402	1	1.80						1
	1108+40	1111+75	X																	
	1111+75	1116+98	X		1108+40	1116+98	X		ON SLOPE	50	858	858	-	-	1	1				2
	1116+98	1122+23	X		1116+98	1122+25	X		OUTSIDE CB	30	525	527	-	-				2		1
	1130+16	1133+00	X		1124+95 WEIGH STATION RAMP "D"	1133+00	X		ON SLOPE	28	284	805	1	1.80	1	1				2
	1133+00	1141+25	X		1133+00	1141+25	X		ON SLOPE	28	825	825	1	1.80	1	1				2
	1141+25	1148+34	X		1141+25	1148+45	X		BRIDGE CB	22	709	720	-	-			1	3		
BRIDGE				BRIDGE					-	-	-	-	-	-	-	-	-	-	-	-
	1150+28	1155+00	X		1150+28	1155+00	X		ON SLOPE	26	472	472	1	1.80	1	1				2
	1155+00	1160+00	X		1155+00	1160+00	X		ON SLOPE	26	500	500	1	1.80	1	1				2
	1160+00	1165+98	X		1160+00	1165+98	X		MEDIAN CB	56	598	598	-	-	1	1				2
	1165+98	1174+97 LP	X		1165+98	1174+97 LP	X		MEDIAN CB	56	899	899	-	-	1	1				2
X	1174+97 LP	1180+25		X	1174+97 LP	1180+25			-	-	528	528	-	-	-	-	-	-	-	-
X	1180+25	1183+87		X	1180+25	1183+87			ON SLOPE	27	362	362	1	1.80	1	1				2
BRIDGE				BRIDGE					-	-	-	-	-	-	-	-	-	-	-	-
X	1185+56	1191+00		X	1185+45	1191+00			BRIDGE CB	22	444	555	-	-			1	3		
X	1191+00	1196+00		X	1191+00	1196+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1196+00	1201+00		X	1196+00	1201+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1201+00	1209+27		X	1201+00	1206+00			ON SLOPE	28	827	500	1	1.80	1	1				2
	-	-		X	1206+00 13+11 RAMP "B" (SR 57)	1214+70			ON SLOPE	23	-	870	1	1.80						1
X	1219+65	1222+00		X	1219+67	1222+00		▼	OUTSIDE CB	32	235	233	-	-				2		1
TOTALS THIS PAGE										879	13666	16154	18	32.40	19	19	2	10	0	43

UNDERDRAIN QUANTITIES

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INSIDE EDGE OF PAVEMENT -- (EASTBOUND)

STATION LIMITS "X" DENOTES OUTLET LOCATION			LOCATION		TYPE OF OUTLET	603 6" TYPE F CONDUIT, NON-PERFORATED	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	BENDS & BRANCHES 6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG
BEGIN		END				LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
	852+50	859+95	X	EB	MEDIAN CB	20	745		2					1
	859+97	866+52	X		MEDIAN CB	20	655		2					1
	866+54	869+94	X		MEDIAN CB	11	340			1				
	869+94	873+56	X		MEDIAN CB	19	362				1			
X	873+71	874+85			MEDIAN CB	19	111				1			
X	874+85	878+76			MEDIAN CB	19	391			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
	880+50	886+99 LP	X		MEDIAN CB	16	649						1	
X	886+99 LP	896+09			-	-	910	-	-	-	-	-	-	-
X	896+09	903+47			MEDIAN CB	19	738			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
X	906+48	909+05			MEDIAN CB	19	257			1				
X	909+07	911+00 HP			MEDIAN CB	20	193		2					1
	911+00 HP	918+01 LP	X		MEDIAN CB	19	701			1				
X	918+01 LP	921+09			-	-	308	-	-	-	-	-	-	-
X	921+09	924+59			MEDIAN CB	19	350			1				
X	924+59	930+60			MEDIAN CB	19	601			1				
X	930+60	938+04			MEDIAN CB	19	744			1				
X	938+06	945+86			MEDIAN CB	20	780		2					1
X	945+86	953+16 HP			MEDIAN CB	19	730			1				
	953+16 HP	959+91	X		MEDIAN CB	19	675			1				
	959+91	966+92	X		MEDIAN CB	20	701		2					1
	966+94	973+90	X		MEDIAN CB	19	696			1				
	973+90	976+66	X		MAN HOLE	19	276				1			
X	976+84	977+73			MAN HOLE	19	89				1			
BRIDGE					-	-	-	-	-	-	-	-	-	-
X	979+45	986+93			MEDIAN CB	19	748			1				
X	986+93	990+56			MEDIAN CB	19	363			1				
X	990+56	999+06			MEDIAN CB	19	850			1				
X	999+08	1007+08			MEDIAN CB	20	800		2					1
X	1007+08	1015+08			MEDIAN CB	19	800			1				
X	1015+08	1023+09			MEDIAN CB	19	801			1				
X	1023+09	1033+40			MEDIAN CB	19	1031			1				
X	1033+40	1042+09			MEDIAN CB	19	869			1				
X	1042+09	1050+21			MEDIAN CB	19	812			1				
X	1050+21	1055+95			MEDIAN CB	19	574			1				
X	1055+97	1060+08		▼	MEDIAN CB	20	411		2					1
SUBTOTALS THIS COLUMN						604	20061	0	14	20	4	0	1	7

INSIDE EDGE OF PAVEMENT -- (EASTBOUND)

STATION LIMITS "X" DENOTES OUTLET LOCATION			LOCATION		TYPE OF OUTLET	603 6" TYPE F CONDUIT, NON-PERFORATED	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	BENDS & BRANCHES 6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG
BEGIN		END				LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
X	1060+08	1068+00 HP		EB	MEDIAN CB	19	792			1				
	1068+00 HP	1074+90	X		MEDIAN CB	19	690			1				
	1074+90	1077+98 LP	X		MEDIAN CB	19	308			1				
X	1077+98 LP	1081+08			-	-	310	-	-	-	-	-	-	-
X	1081+08	1087+07			MEDIAN CB	19	599			1				
X	1087+07	1094+00 HP			MEDIAN CB	19	693			1				
	1094+00 HP	1099+90	X		MEDIAN CB	19	590			1				
	1099+90	1108+91	X		MEDIAN CB	20	901		2					1
	1108+93	1116+90	X		MEDIAN CB	20	797		2					1
	1116+92	1124+90	X		MEDIAN CB	20	798		2					1
	1124+92	1132+89	X		MEDIAN CB	20	797		2					1
	1132+91	1140+89	X		MEDIAN CB	20	798		2					1
	1140+91	1148+38	X		MEDIAN CB	19	748			1				
BRIDGE					-	-	-	-	-	-	-	-	-	-
	1150+32	1157+89	X		MEDIAN CB	19	757			1				
	1157+89	1165+89	X		MEDIAN CB	19	800			1				
	1165+89	1174+97 LP	X		MEDIAN CB	16	908						1	
X	1174+97 LP	1184+09			-	-	912	-	-	-	-	-	-	-
BRIDGE					-	-	-	-	-	-	-	-	-	-
X	1185+71	1190+07			BRIDGE CB	8	436				1			
X	1190+07	1200+03			MEDIAN CB	19	996			1				
X	1200+05	1205+07			MEDIAN CB	20	502		2					1
X	1205+07	1213+07			MEDIAN CB	19	800			1				
X	1213+07	1221+04			MEDIAN CB	19	797			1				
X	1221+06	1222+00		▼	MEDIAN CB	20	94		2					1
SUBTOTALS THIS COLUMN						392	15823	0	14	12	1	0	1	7
TOTALS THIS PAGE						996	35884	0	28	32	5	0	2	14

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UNDERDRAIN QUANTITIES

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OUTSIDE EDGE OF PAVEMENT -- (EASTBOUND)

STATION LIMITS "X" DENOTES OUTLET LOCATION				STATION LIMITS "X" DENOTES OUTLET LOCATION				LOCATION	TYPE OF OUTLET	603 6" TYPE F CONDUIT, NON-PERFORATED LIN. FT.	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31 LIN. FT.	605 6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP LIN. FT.	SPECIAL PRECAST REINFORCED CONCRETE OUTLET EACH	601 TIED CONCRETE BLOCK MAT, TYPE 1 SQ. YD.	BENDS & BRANCHES 6" X 45° WYE EACH	6" X 45° BEND EACH	6" X 60° WYE EACH	6" X 60° BEND EACH	6" X 90° BEND EACH	6" TEE EACH
	BEGIN EDGE LINE	END			BEGIN OUTSIDE OF SHOULDER	END														
	852+50	879+00			852+50	879+00		EB												
	NO UNDERDRAIN WORK				NO UNDERDRAIN WORK															
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
	880+67	886+99 LP	X		880+67	886+99 LP	X		ON SLOPE	25	632	632	1	1.80	1	1				2
X	886+99 LP	895+50		X	886+99 LP	895+50			-	-	851	851	-	-	-	-	-	-	-	-
X	895+50	903+48		X	895+50	903+48			ON SLOPE	30	798	798	1	1.80	1	1				2
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
X	906+52	911+00 HP		X	906+41	911+00 HP			BRIDGE CB	22	459	448	-	-			1	3		
	911+00 HP	918+01 LP	X		911+00 HP	918+01 LP	X		ON SLOPE	27	701	701	1	1.80	1	1				2
X	918+01 LP	925+00		X	918+01 LP	925+00			-	-	699	699	-	-	-	-	-	-	-	-
X	925+00	927+64		X	925+00	930+00			ON SLOPE	27	500	264	1	1.80	1	1				2
	-	-		X	930+00 4+00 RAMP "D" (SR 3)	936+70			ON SLOPE	25	670	-	1	1.80						1
X	936+84	945+05		X	936+86	945+05			OUTSIDE CB	26	819	821	-	-				2		1
X	945+05	950+00		X	945+05	949+22			ON SLOPE	56	417	495	1	1.80						
	956+76	959+90	X		950+04 6+64 RAMP "C" (SR 3)	959+90	X		ON SLOPE	34	986	314	1	1.80	1	1				2
	959+90	965+00	X		959+90	965+00	X		ON SLOPE	34	510	510	1	1.80	1	1				2
	965+00	970+00	X		965+00	970+00	X		ON SLOPE	28	500	500	1	1.80	1	1				2
	970+00	976+75 LP	X		970+00	976+75 LP	X		ON SLOPE	28	675	675	1	1.80	1	1				2
X	976+75 LP	977+70		X	976+75 LP	977+70			-	-	95	95	-	-	-	-	-	-	-	-
	BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-	-	-	-
X	979+62	985+50		X	979+51	985+50			BRIDGE CB	22	599	588	-	-			1	3		2
X	985+50	994+00		X	985+50	994+00			ON SLOPE	35	850	850	1	1.80	1	1				2
X	994+00	1000+00		X	994+00	1000+00			ON SLOPE	28	600	600	1	1.80	1	1				2
X	1000+00	1005+00		X	1000+00	1005+00			ON SLOPE	28	500	500	1	1.80	1	1				2
X	1005+00	1014+99		X	1005+00	1014+99			ON SLOPE	28	999	999	1	1.80	1	1				2
X	1014+99	1023+00		X	1014+99	1023+00			MEDIAN CB	56	801	801	-	-	1	1				2
X	1023+00	1030+02		X	1023+00	1030+02			MEDIAN CB	56	702	702	-	-	1	1				2
X	1030+02	1035+00		X	1030+02	1035+00			ON SLOPE	36	498	498	1	1.80	1	1				2
X	1035+00	1040+02		X	1035+00	1040+02			ON SLOPE	28	502	502	1	1.80	1	1				2
X	1040+02	1045+00		X	1040+02	1045+00			ON SLOPE	28	498	498	1	1.80	1	1				2
X	1045+00	1050+02		X	1045+00	1050+02			ON SLOPE	28	502	502	1	1.80	1	1				2
X	1050+02	1055+00		X	1050+02	1055+00			ON SLOPE	34	498	498	1	1.80	1	1				2
TOTALS THIS PAGE										769	16861	15341	19	34.20	19	19	2	8	0	42

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UNDERDRAIN QUANTITIES

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OUTSIDE EDGE OF PAVEMENT -- (EASTBOUND)

STATION LIMITS "X" DENOTES OUTLET LOCATION				STATION LIMITS OUTSIDE OF SHOULDER				LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES					
BEGIN EDGE LINE		END EDGE LINE		BEGIN OUTSIDE OF SHOULDER		END OUTSIDE OF SHOULDER				6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
										LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH
X	1055+00	1061+23		X	1055+00	1061+23		EB	ON SLOPE	43	623	623	1	1.80	1	1				2
X	1061+23	1068+00 HP		X	1061+23	1068+00 HP			OUTSIDE CB	24	677	677	-	-	1	1				2
	1068+00 HP	1073+00	X		1068+00 HP	1073+00	X		ON SLOPE	47	500	500	1	1.80	1	1				2
	1073+00	1077+98 LP	X		1073+00	1077+98 LP	X		ON SLOPE	43	498	498	1	1.80	1	1				2
X	1077+98 LP	1085+00		X	1077+98 LP	1085+00			-	-	702	702	-	-	-	-	-	-	-	-
X	1085+00	1094+00 HP		X	1085+00	1094+00 HP			ON SLOPE	28	900	900	1	1.80	1	1				2
	1094+00 HP	1100+00	X		1094+00 HP	1100+00	X		ON SLOPE	58	600	600	1	1.80	1	1				2
	1100+00	1107+00	X		1100+00	1107+00	X		ON SLOPE	38	700	700	1	1.80	1	1				2
	1107+00	1113+96	X		1107+00	1113+96	X		OUTSIDE CB	45	696	696	-	-	1	1				2
	1113+96	1123+00	X		1113+96	1123+00	X		ON SLOPE	50	904	904	1	1.80	1	1				2
	1123+00	1130+00	X		1123+00	1130+00	X		ON SLOPE	33	700	700	1	1.80	1	1				2
	1130+00	1138+60	X		1130+00	1138+60	X		ON SLOPE	28	860	860	1	1.80	1	1				2
	1138+60	1143+60	X		1138+60	1143+60	X		ON SLOPE	28	500	500	1	1.80	1	1				2
	1143+60	1148+36	X		1143+60	1148+47	X		BRIDGE CB	22	487	476	-	-			1	3		
BRIDGE				BRIDGE					-	-	-	-	-	-	-	-	-	-	-	-
	1150+30	1156+60	X		1150+30	1156+60	X		ON SLOPE	28	630	630	1	1.80	1	1				2
	1156+60	1162+80	X		1156+60	1162+80	X		ON SLOPE	28	620	620	1	1.80	1	1				2
	1162+80	1165+98	X		1162+80	1165+98	X		MEDIAN CB	56	618	618	-	-	1	1				2
	1165+98	1174+97 LP	X		1165+98	1174+97 LP	X		MEDIAN CB	56	899	899	-	-	1	1				2
X	1174+97 LP	1180+02		X	1174+97 LP	1180+02			-	-	505	505	-	-	-	-	-	-	-	-
X	1180+02	1184+22		X	1180+02	1184+22			ON SLOPE	24	420	420	1	1.80	1	1				2
BRIDGE				BRIDGE					-	-	-	-	-	-	-	-	-	-	-	-
X	1185+92	1190+02		X	1185+81	1190+02			BRIDGE CB	22	421	410	-	-			1	3		
X	1190+02	1195+00		X	1190+02	1195+00			ON SLOPE	28	498	498	1	1.80	1	1				2
X	1195+00	1200+05		X	1195+00	1200+05			ON SLOPE	28	505	505	1	1.80	1	1				2
X	1200+05	1209+00		X	1200+05	1209+00			ON SLOPE	28	895	895	1	1.80	1	1				2
X	1209+00	1215+50		X	1209+00	1215+50			ON SLOPE	28	650	650	1	1.80	1	1				2
X	1215+50	1222+00		X	1215+50	1222+00			ON SLOPE	24	650	650	1	1.80	1	1				2
TOTALS THIS PAGE										837	16658	16636	18	32.40	22	22	2	6	0	44

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RAMPS

STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605		SPECIAL	601	BENDS & BRANCHES					
"X" DENOTES OUTLET LOCATION "#" DENOTES TIE-IN						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31		PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
BEGIN	END		SIDE			LIN. FT.	LIN. FT.		EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH
SR 3 RAMPS																
RAMP "A"																
X 7+68	1+00		OUTSIDE SHOULDER	WB	ON SLOPE	20	668	-	1	1.80						1
X 6+90	1+00		INSIDE SHOULDER	WB	CATCH BASIN	45	590	-	-	-				2		
RAMP "B"																
X 0+98	10+50		OUTSIDE SHOULDER	WB	ON SLOPE	20	952	-	1	1.80						1
X 3+50	10+50		INSIDE SHOULDER	WB	ON SLOPE	20	700	-	1	1.80					1	
RAMP "C"																
0+50	5+50	X	OUTSIDE SHOULDER	EB	ON SLOPE	35	500	-	1	1.80					1	
0+50	5+50	X	INSIDE SHOULDER	EB	IN GORE AREA	15	500	-	1	1.80					1	
RAMP "D"																
X 4+00	10+25		OUTSIDE SHOULDER	EB	ON SLOPE	18	625	-	1	1.80						1
X 4+00	10+25		INSIDE SHOULDER	EB	CATCH BASIN	25	625	-	-	-				2		
WEIGH STATION RAMPS																
RAMP "C"																
1104+02	1111+25 LP	X	OUTSIDE SHOULDER	WB	ON SLOPE	20	723	-	1	1.80						1
X 1111+25 LP	1113+25		OUTSIDE SHOULDER	WB	-	-	200	-	-	-	-	-	-	-	-	-
1108+40	1111+25 LP	X	INSIDE SHOULDER	WB	ON SLOPE	20	285	-	1	1.80						1
X 1111+25 LP	1115+00		INSIDE SHOULDER	WB	-	-	375	-	-	-	-	-	-	-	-	-
RAMP "D"																
1116+00	1122+30	X	INSIDE SHOULDER	WB	CATCH BASIN	15	630	-	-	-				2		
1118+15	1124+95	X	OUTSIDE SHOULDER	WB	ON SLOPE	20	680	-	1	1.80						1
SR 57 RAMPS																
RAMP "B"																
0+50	4+05	X	OUTSIDE SHOULDER	WB	ON SLOPE	14	355	-	1	1.80						1
4+05	7+00	X	OUTSIDE SHOULDER	WB	ON SLOPE	14	295	-	1	1.80						1
7+00	9+95	X	OUTSIDE SHOULDER	WB	ON SLOPE	15	295	-	1	1.80						1
9+95	13+11	#	OUTSIDE SHOULDER	WB	ON SLOPE	15	316	-	1	1.80						1
TOTALS THIS PAGE						331	9314		13	23.40	0	0	0	6	3	10

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UNDERDRAIN QUANTITIES

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DRAINAGE SUB-SUMMARY

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* CATCH BASIN DEPTHS ARE MEASURED FROM THE TOP CENTER OF THE GRATE. CONTRACTOR IS TO VERIFY ALL DEPTHS.

STATION	CB LOCATION	EXISTING DEPTH (FT) *	OFFSET	NOTES	603 6" TYPE F CONDUIT, NON-PERFORATED	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	605 6" BASE PIPE UNDERDRAINS, 707.31 18" DEEP	SPECIAL PRECAST REINFORCED CONCRETE OUTLET	601 TIED CONCRETE BLOCK MAT, TYPE 1	202 CATCH BASIN REMOVED	202 PIPE REMOVED, 24" AND UNDER	203 EMBANKMENT	601 ROCK CHANNEL PROTECTION, TYPE A WITHOUT FILTER	603 15" CONDUIT, TYPE C	604 CATCH BASIN ADJUSTED TO GRADE	604 CATCH BASIN, NO. 2-2A	604 CATCH BASIN FRAME & GRATE	836 SEEDING & EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3
		FT	FT		LIN FT	LIN FT	LIN FT	EACH	SQ YD	EACH	FT	CU YD	CU YD	FT	EACH	EACH	EACH	SQ YD
936+74.47	EB O/S	3.67	27.83	Replace catch basin: Side inlet required only on east side of catch basin. Remove and replace 10 feet of 15" concrete pipe (going south). 25 feet by 7.5 feet by 1.5 feet deep embankment, and turf reinforcing mat needed.						1	10	11		10		1		21
1059+99.84	WB O/S	3.67	-104.26	New 29" X 29" frame & grate needed as per dimensions of catch basin 2-2A. 1 cu yd R.C.P. Type A needed.									1				1	
1061+22.76	EB O/S	3.17	29.98	New frame and grate needed. Use frame and grate specified with catch basin no. 2-2A, light duty flat grate East Jordan 5110, Type M1 or approved equal.											1		1	
1062+73.54	EB O/S	2.67	30.01	Adjust catch basin to grade.											1			
				Underdrain Quantities:														
				Totals from Sheet 68	1028	35699												
				Totals from Sheet 69	829	16044	17754	23	41.40									
				Totals from Sheet 70	879	13666	16154	18	32.40									
				Totals from Sheet 71	996	35884												
				Totals from Sheet 72	769	16861	15341	19	34.20									
				Totals from Sheet 73	837	16658	16636	18	32.40									
				Totals from Sheet 74	331	9314		13	23.40									
				TOTALS	5669	144126	65885	91	163.80	1	10	11	1	10	2	1	2	21

DRAINAGE SUB-SUMMARY

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GUARDRAIL NOTES

CONNECTING GUARDRAIL TO EXISTING RAIL

IN LOCATIONS WHERE TYPE 5 GUARDRAIL, TERMINAL ASSEMBLIES, ETC. ARE TO BE CONNECTED TO EXISTING RAIL SOME MODIFICATIONS MAY BE REQUIRED, INCLUDING EXTRA POSTS, DRILLING HOLES AND POSSIBLY PARTIAL SECTIONS OF ADDITIONAL RAIL ELEMENTS. THE COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TYPE 5 GUARDRAIL. IF ADDITIONAL PORTIONS OF RAIL ELEMENT ARE USED THE LINEAL MEASUREMENT OF THIS ADDITIONAL PORTION SHALL BE ADDED FOR PAYMENT.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN ON STANDARD CONSTRUCTION DRAWING GR-1.1. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

LOCATIONS OF GUARDRAIL

THE GUARDRAIL PROTECTION PROVIDED IN THIS PLAN SHALL BE LOCATED IN THE FIELD TO ASSURE THAT THE INSTALLATION WILL AFFORD THE MAXIMUM PROTECTION FOR TRAFFIC. THIS LOCATION SHALL BE POSITIONED AS FAR AS POSSIBLE FROM THE EDGE OF PAVEMENT WHILE MAINTAINING PROPER GRADE IN FRONT OF GUARDRAIL.

SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE 617 MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
4. INSTALL BARRIER REFLECTORS.

DESIGN FILE: I:\projects\77475\roadway\sheets\77475GR_GN.dgn
WORKSTATION: mschafra DATE: 10/8/2009

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LOCATION				626			614		202	202	606	606	606	202	SPECIAL	202	NOTES
DIRECTION		FROM	TO	BARRIER REFLECTOR			BARRIER REFLECTOR		GUARDRAIL REMOVED FOR REUSE	ANCHOR ASSEMBLY REMOVED, TYPE T	GUARDRAIL REBUILT, TYPE 5	ANCHOR ASSEMBLY, TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 1	BRIDGE TERMINAL ASSEMBLY REMOVED	WORK ZONE GUARDRAIL	GUARDRAIL REMOVED	
				TYPE A	TYPE B	TYPE A2	TYPE A	TYPE B									
				EACH	EACH	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	EACH	FT	FT	
MAINLINE																	
EB	OUTSIDE	888+17	919+28	31	2												
EB	OUTSIDE	941+70	943+82	2	2												
EB	OUTSIDE	969+35	985+30	16	1												
EB	OUTSIDE	993+50	1003+00	11													
EB	OUTSIDE	1029+69	1031+69	3													
EB	OUTSIDE	1091+63	1093+50	3													
EB	OUTSIDE	1138+84	1162+67	24	1												
EB	OUTSIDE	1183+18	1186+37	4	1												
EB	OUTSIDE	1208+15	1223+32	17													
EB	INSIDE	876+76	880+13		2	3											
EB	INSIDE	901+45	906+09		3	3											
EB	INSIDE	941+62	943+93	1		3											
EB	INSIDE	975+79	979+23		2	3											
EB	INSIDE	983+11	985+05	1		2											
EB	INSIDE	1029+51	1031+45	1		2											
EB	INSIDE	1091+44	1093+39	1		2											
EB	INSIDE	1146+40	1149+97		2	3											
EB	INSIDE	1182+09	1185+60		2	3											
MAINLINE																	
WB	OUTSIDE	877+95	880+84	3	1												
WB	OUTSIDE	890+31	895+48	6													
WB	OUTSIDE	907+50	920+75	14													
WB	OUTSIDE	943+13	945+25	2	2												
WB	OUTSIDE	977+35	981+55	4	2												
WB	OUTSIDE	984+63	986+40	2	1												
WB	OUTSIDE	996+50	1001+13	6													
WB	OUTSIDE	1029+68	1031+68	3													
WB	OUTSIDE	1077+38	1080+76	5													
WB	OUTSIDE	1092+99	1094+64	2	1												
WB	OUTSIDE	1141+33	1161+03	20	1												
WB	OUTSIDE	1183+42	1186+87	4	1												
WB	INSIDE	879+14	882+39		2	3											
WB	INSIDE	903+82	908+44		3	3											
WB	INSIDE	943+06	945+37	1		3											
WB	INSIDE	978+21	981+62		2	3											
WB	INSIDE	984+53	986+47	1		2											
WB	INSIDE	1030+93	1032+87	1		2											
WB	INSIDE	1092+87	1094+81	1		2											
WB	INSIDE	1148+84	1152+34		2	3											
WB	INSIDE	1184+39	1187+71		2	3											
SR 57 INTERCHANGE RAMP B																	
WB	OUTSIDE	1211+14	0+66	17					1575	1	1575	1					
WB	INSIDE	9+71	0+58	10					900	1	900	1					
CROSSOVER PHASE 2 (EB FLOW IN WB LANE)																	
WB	INSIDE	976+49	979+18				3	2									Guardrail and barrier reflectors must be added for each crossover phase, whereas the inside westbound lane will have reverse traffic flow (i.e. eastbound flow) for Crossover Phase 2, and the inside eastbound lane will have reverse traffic flow (i.e. westbound flow) for Crossover Phase 3 (refer to the standard drawing on Adjustments for Two-Lane, Two-Way Operation on Four-lane Divided Roadways, MT-95.82). For mainline bridges, there shall be a typical guardrail approach installation connected to the parapet, with a guardrail taper connecting the end of the Standard Flare Arc of the work zone guardrail as close to the end of the Standard Flare Arc (i.e. the Standard Flare Arc which leads to the Impact Attenuator) of the exisiting guardrail, only using full panels of work zone guardrail (12.5' panels). Barrier Reflectors, Type A, shall be installed on the work zone guardrail at each end of the entire segment, as well as at the midpoint of the entire work zone guardrail segment. Barrier Reflectors, Type B, shall be installed on the parapet adjacent to the work zone guardrail, as well as at the parapet's midpoint. All reflectors are to face the direction of the reverse traffic flow. For a non-mainline bridge median guardrail section, a work zone guardrail taper will connect the ends of the existing guardrail segment to a spot on the corresponding exisiting guardrail segment near its impact attenuator, only using full panels of work zone guardrail. Barrier Reflectors, Type A, need only be applied to each end of each entire work zone guardrail segment, facing the reverse traffic flow. At station 976+75, due to the work zone guardrail crossing a manhole, the guardrail posts must be installed so as to avoid the manhole.
WB	INSIDE	976+49	978+23										1	1	175.0	175.0	
WB	INSIDE	984+03	984+53				2								50.0	50.0	
WB	INSIDE	1030+43	1030+93				2								50.0	50.0	
WB	INSIDE	1092+00	1092+87				2								87.5	87.5	
WB	INSIDE	1147+09	1149+91				3	2									
WB	INSIDE	1147+09	1148+43										1	1	175.0	175.0	
WB	INSIDE	1182+09	1185+26				3	2									
WB	INSIDE	1182+83	1184+44										1	1	162.5	162.5	
CROSSOVER PHASE 3 (WB FLOW IN EB LANE)																	
EB	INSIDE	978+23	980+92				3	2									
EB	INSIDE	979+18	980+92										1	1	175.0	175.0	
EB	INSIDE	985+05	985+93				2								87.5	87.5	
EB	INSIDE	1031+45	1031+95				2								50.0	50.0	
EB	INSIDE	1093+39	1094+02				2								62.5	62.5	
EB	INSIDE	1148+83	1151+65				3	2									
EB	INSIDE	1149+91	1151+65										1	1	175.0	175.0	
EB	INSIDE	1184+52	1186+95				3	2									
EB	INSIDE	1185+34	1186+95										1	1	162.5	162.5	
SUBTOTALS				217	38	48											
TOTAL CARRIED TO GENERAL SUMMARY				303			30	12	2475	2	2475	2	6	6	1412.5	1412.5	

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GUARDRAIL & BARRIER REFLECTOR SUB-SUMMARY

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PAVEMENT MARKING SUB-SUMMARY

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MAINLINE & INTERCHANGES					644							644 AUXILIARY MARKINGS (740.04)								SPECIAL	614							
		FROM	TO	LANE WIDTH	YELLOW EDGE LINE		LANE LINE	WHITE EDGE LINE		YELLOW CENTER LINE		CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	TRANSVERSE/DIAGONAL LINE	RAILROAD SYMBOL MARKING	LANE ARROW			AIR SPEED ZONE MARKING	WORK ZONE LANE LINE, CLASS III, 642 PAINT		WORK ZONE EDGE LINE, CLASS III, 642 PAINT		WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																	TURN											
					HIGHWAY MILES	TOTAL (PAY QUANTITY)		HIGHWAY MILES	TOTAL (PAY QUANTITY)	HIGHWAY MILES	TOTAL (PAY QUANTITY)						LEFT	RIGHT	THRU									
				FT	MILE	MILE	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	EACH			EACH	MILE		MILE		FT		FT	
EB	ML	852+50	927+64	12	1.42	1.42	1.42	1.42	1.42												1.42		2.84					
EB	ML	927+64	936+04	12	0.16	0.16	0.16														0.16		0.16					
EB	ML	936+04	949+22	12	0.25	0.25	0.25	0.25	0.25												0.25		0.50					
EB	ML	949+22	962+04	12	0.24	0.24	0.24														0.24		0.24					
EB	ML	962+04	1222+50	12	4.93	4.93	4.93	4.93	4.93											1	4.93		9.86					
WB	ML	852+50	921+81	12	1.31	1.31	1.31	1.31	1.31												1.31		2.62					
WB	ML	921+81	934+78	12	0.25	0.25	0.25														0.25		0.25					
WB	ML	934+78	950+90	12	0.31	0.31	0.31	0.31	0.31												0.31		0.62					
WB	ML	950+90	959+31	12	0.16	0.16	0.16														0.16		0.16					
WB	ML	959+31	1092+00	12	2.51	2.51	2.51	2.51	2.51												2.51		5.02					
WB	ML	1092+00	1108+40	12	0.31	0.31	0.31														0.31		0.31					
WB	ML	1108+40	1123+14	12	0.28	0.28	0.28	0.28	0.28												0.28		0.56					
WB	ML	1123+14	1131+16	12	0.15	0.15	0.15														0.15		0.15					
WB	ML	1131+16	1203+84	12	1.38	1.38	1.38	1.38	1.38												1.38		2.76					
WB	ML	1203+84	1217+55	12	0.26	0.26	0.26														0.26		0.26					
WB	ML	1217+55	1222+50	12	0.09	0.09	0.09	0.09	0.09												0.09		0.18					
IR-71																												
EB	ACCEL N-E	853+00	868+75	VAR			0.09					325									0.09				325			
WB	DECEL E-S	860+04	868+04	12			0.03					279			20						0.03				279			
EB	ACCEL S-E	873+60	888+17	VAR			0.00					0.00									0.00							
WB	DECEL E-N	897+56	907+50	12			0.03					364			18						0.03				364			
SR-3 INTERCHANGE																												
EB	DECEL.	927+64.	936+04.	VAR			0.06	0.16	0.16			261			83						0.06		0.16		261			
EB	RAMP D	3+30.	10+75.9	16	0.14	0.14		0.14	0.14			122	83		180								0.28		122		83	
EB	ACCEL.	949+22.	962+04.	VAR			0.05	0.24	0.24			133									0.05		0.24		133			
EB	RAMP C	0+25.	5+74.	16	0.10	0.10		0.10	0.10														0.20					
WB	ACCEL.	921+81.	934+78.	VAR			0.05	0.25	0.25			147									0.05		0.25		147			
WB	RAMP A	0+26.	8+70.	16	0.16	0.16		0.16	0.16														0.32					
WB	DECEL.	950+90.	959+31.	VAR			0.06	0.16	0.16			324			114						0.06		0.16		324			
WB	RAMP B	3+30.	10+72.	16	0.14	0.14		0.14	0.14			147	81		123								0.28		147		81	
WEIGH STATION																												
WB	DECEL	1123+14.	1131+16.	VAR			0.04	0.15	0.15			609			172						0.04		0.15		609			
WB	RAMP D	1118+13.	1123+14.	16	0.09	0.09		0.09	0.09														0.18					
WB	ACCEL	1092+00.	1108+40.	VAR			0.05	0.31	0.31			636									0.05		0.31		636			
WB	RAMP C	1108+40.	1113+41.	16	0.09	0.09		0.09	0.09														0.18					
SR-57 INTERCHANGE																												
WB	RAMP B	0+16.	10+34.	16	0.19	0.19		0.19	0.19														0.38					
WB	ACCEL	1203+84.	1217+55.	VAR			0.05	0.26	0.26			235									0.05		0.26		235			
	TOTALS CARRIED TO GENERAL SUMMARY					14.92	14.52		14.92			3,582	164		710					1	14.52		29.84		3,582		164	

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PAVEMENT MARKING SUB-SUMMARY

CALC BY: ADW
CHKD BY: BAD

MAINLINE & INTERCHANGES				642 TYPE 1						644 AUXILIARY MARKINGS (740.04)							SPECIAL	614							
		LENGTH (FT)	MATCH EXISTING LANE WIDTHS	YELLOW EDGE LINE			YELLOW CENTER LINE			CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	TRANSVERSE/DIAGONAL LINE	RAILROAD SYMBOL MARKING	LANE ARROW			AIR SPEED ZONE MARKING	WORK ZONE LANE LINE, CLASS III, 642 PAINT		WORK ZONE EDGE LINE, CLASS III, 642 PAINT		WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				HIGHWAY MILES	TOTAL (PAY QUANTITY)		HIGHWAY MILES	TOTAL (PAY QUANTITY)							TURN LEFT	TURN RIGHT	TURN THRU								
				MILE	MILE		MILE	MILE		FT	FT	FT	FT	EACH	EACH			EACH	MILE		MILE		FT		FT	
MED-76-0311 (TH 93)		207	X	0.08	0.08		0.04	0.04																	
MED-76-0399 (CH 41)		207	X	0.08	0.08		0.04	0.04																	
MED-76-0516 (CH 105)		207	X	0.08	0.08		0.04	0.04																	
TOTALS CARRIED TO GENERAL SUMMARY					0.24			0.12																	

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LOCATION					202	621	PRISMATIC RETRO-REFLECTOR TYPES					
							ONE- WAY		TWO-WAY			
DIR.	LANE	FROM	TO	DETAIL	RAISED PAVEMENT MARKER REMOVED	RPM	WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED	YELLOW/ RED	REMARKS
					EACH	EACH						
EB	ML	852+50	1222+50	5	309	309	309					4-LANE DIVIDED AT 120 FT SPACING
WB	ML	852+50	1222+50	5	309	309	309					4-LANE DIVIDED AT 120 FT SPACING
IR-71												
EB	ACCEL	853+00	868+75	2	9	9				9		EASTBOUND ACCELERATION LANE
WB	DECEL	860+04	868+04	3	7	7				7		WESTBOUND DECELERATION LANE
EB	ACCEL S-E	873+60	888+17	2	0	0				0		EASTBOUND ACCELERATION LANE
WB	DECEL E-N	897+56	907+50	3	10	10				10		WESTBOUND DECELERATION LANE
SR-3 INTERCHANGE												
EB	DECEL.	934+74.	936+04.	3	9	9				9		EASTBOUND DECELERATION GORE AREA
EB	RAMP D	3+30.	10+76.	3	9	9					9	EASTBOUND DECELERATION RAMP D
EB	ACCEL.	949+22.	950+55.	2	4	4				4		EASTBOUND ACCELERATION LANE
EB	RAMP C	0+25.	5+74.	2	7	7					7	EASTBOUND ACCELERATION RAMP C
WB	ACCEL.	933+31.	934+78.	2	4	4				4		WESTBOUND ACCELERATION LANE
WB	RAMP A	0+26.	8+70.	2	12	12					12	WESTBOUND ACCELERATION RAMP A
WB	DECEL.	950+90.	952+51.	3	9	9				9		WESTBOUND DECELERATION GORE AREA
WB	RAMP B	3+30.	10+72.	3	9	9					9	WESTBOUND DECELERATION RAMP B
WEIGH STATION												
WB	DECEL	1123+14.	1126+18.	3	15	17				17		WESTBOUND DECELERATION GORE AREA
WB	RAMP D	1118+13.	1123+14.	3	4	5					5	WESTBOUND DECELERATION RAMP D
WB	ACCEL	1102+04.	1108+40.	2	0	17				17		WESTBOUND ACCELERATION LANE
WB	RAMP C	1108+40.	1113+41.	2	0	9					9	WESTBOUND ACCELERATION RAMP C
SR-57 INTERCHANGE						0						
WB	RAMP B	0+15.63	11+17.11	2	7	7				7		WESTBOUND ACCELERATION RAMP B
WB	ACCEL	1215+20.	1217+55.	2	13	13					13	WESTBOUND ACCELERATION LANE
TOTALS CARRIED TO GENERAL SUMMARY					**746**	**775**	**618**			**93**	**64**	

DETAIL	
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL. LANE
5	MULTILANE DIVIDED/ EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	2 LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
18	FIRE HYDRANT
GAP	CENTER LINE AT 80 FT. TYP.

CALC BY: ADW
CHK'D BY: BAD

RAISED PAVEMENT MARKER SUB-SUMMARY

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CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY ENGINEER" UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

LAYOUT OF WORK

PRIOR TO REMOVING OR ERECTING SIGNS OR SIGN SUPPORTS, THE CONTRACTOR SHALL FIELD LAYOUT AND IDENTIFY, BY TYPE OF WORK, SIGNS AND SIGN SUPPORTS TO BE ERECTED OR REMOVED. THIS LAYOUT MAY BE ACCOMPLISHED BY STAKING OR BY PLACING CLEARLY DISCERNABLE PAINTED MARKINGS ON THE EDGE OF PAVEMENT OR BY OTHER METHODS APPROVED BY THE ENGINEER. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT. PAYMENT FOR LAYOUT OF WORK, INCLUDING ALL MATERIALS AND LABOR, SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

RESTORATION OF DISTURBED AREAS

THE CONTRACTOR SHALL RESTORE ALL SEEDED AND SODDED AREAS, PAVED BERMS, AND OTHER DISTURBED AREAS TO A CONDITION EQUAL TO OR BETTER TO THAT EXISTING BEFORE THIS WORK WAS STARTED. ALL RESTORATION WORK SHALL BE DONE IN ACCORDANCE WITH THE PERTINENT SPECIFICATION ITEM AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR ALL RESTORATION WORK, INCLUDING MATERIALS AND LABOR SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

CLEARING AND GRUBBING SHALL BE PERFORMED IN AREAS AS DIRECTED BY THE ENGINEER TO PROVIDE ADEQUATE CLEAR SITE DISTANCE TO SIGNS ERECTED AS PART OF THIS PLAN. SEE SHEET NO. 82 FOR CLEARING AND GRUBBING GUIDE DETAIL. THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY TO COMPLETE THE ABOVE DESCRIBED WORK:

201 - CLEARING AND GRUBBING LUMP

ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION:

THIS ITEM OF WORK SHALL CONSIST OF COLLECTING AND RECORDING INFORMATION FOR ANY WORK INVOLVING PERMANENT SIGNING INCLUDING SIGN REMOVAL, SIGN RELOCATION OR NEW SIGN INSTALLATION ON THIS PROJECT. DISTRICT THREE HAS A SIGN INVENTORY SYSTEM IN OPERATION. WORK PERFORMED ON EXISTING SIGNS AND INSTALLATION OF NEW SIGNS WILL AFFECT THE ACCURACY OF THE INVENTORY. ALL EXISTING SIGNS HAVE A BAR CODE STICKER. THE BAR CODE STICKER NUMBER FOR ANY SIGNS REMOVED ON THE PROJECT SHALL BE RECORDED COMPLETELY AND ACCURATELY SO THEY CAN BE REMOVED FROM THE INVENTORY. THE BAR CODE STICKER NUMBER FOR ANY SIGNS THAT ARE NEW OR RELOCATED SHALL ALSO BE RECORDED COMPLETELY AND ACCURATELY. NEW SIGNS REQUIRE NEW BAR CODE STICKERS WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ANY STICKERS NOT USED ARE TO BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT.

THE INFORMATION SHALL BE COLLECTED FROM ALL SIGNS REMOVED, RELOCATED OR INSTALLED ON THE PROJECT AND RECORDED COMPLETELY AND ACCURATELY BY A PERSON FAMILIAR WITH SIGNING TERMINOLOGY. THE INFORMATION REQUIRED APPEARS ON A FORM WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ALL SECTIONS OF THE FORM SHALL BE COMPLETED FROM THE INFORMATION COLLECTED FOR EACH SIGN. NOTE THAT THE STRAIGHT LINE MILEAGE LOG POINT OF THE SIGN REMOVAL, RELOCATION OR INSTALLATION IS TO BE PROVIDED. PROJECT STATIONING IS NOT ACCERTABLE. AFTER THE FORM IS COMPLETED, IT SHALL BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT. A COPY OF THIS FORM IS AVAILABLE UPON REQUEST FOR THE CONTRACTOR TO REVIEW FOR BIDDING PURPOSES. FOR A COPY OF THIS FORM PLEASE CALL 1-419-207-7045, ROADWAY SERVICES MANAGER. ALL COMPLETED FORMS FOR THE PROJECT ARE TO BE PROVIDED TO THE ENGINEER NOT LATER THAN 30 CALENDAR DAYS AFTER COMPLETION OF SIGNING WORK ITEMS.

PAYMENT FOR THE LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK WHICH INCLUDES COLLECTION OF INFORMATION, COMPLETION OF THE FORMS SUPPLIED TO THE CONTRACTOR, INSTALLATION OF BAR CODE STICKERS, MEASURING OF THE SIGNS AND ANY OTHER WORK IN ORDER TO COMPLETE THE FORM SHALL BE INCLUDED IN THE COST OF ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION PER EACH.

BRIDGE LOCATION MARKER SIGN

THE BRIDGE LOCATION MARKER SIGN INDICATES THE COUNTY, THE ROUTE, AND THE STRAIGHT LINE MILEAGE OF THE STRUCTURE. THE CONTRACTOR SHALL REMOVE THE EXISTING BRIDGE LOCATION MARKER SIGNS FOR REERECTION ON EXISTING OR NEW SUPPORTS AS SHOWN IN THE PLANS. IF THERE ARE ANY QUESTIONS ABOUT THE LOCATION, PLEASE CONTACT THE DISTRICT 3 BRIDGE ENGINEER @ 1-419-207-7149

MILE MARKER LOCATION

THE LOCATION OF MILE MARKERS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF PLANNED DATE OF MARKER INSTALLATION. THE ENGINEER SHALL CONTACT JERRY WATSON, ROADWAY INFORMATION FIELD OPERATIONS, OFFICE OF TECHNICAL SERVICES, 614-752-5733 WHICH SHALL LOCATE THE LONGITUDINAL POSITIONS OF THE MILE MARKERS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET MARKERS FOR THE OPPOSITE ROASEAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITIONS FALL WITHIN 50 FEET OF A MILE MARKER SHALL BE OMITTED.

ITEM 630 - GROUND MOUNTED SUPPORT, (BY SIZE), AS PER PLAN

GROUND MOUNTED POST SUPPORTS USED ON THIS PROJECT SHALL BE U-CHANNEL DESIGN AND BE PER CMS 630.06 AND SCD TC-41.20 WITH THE FOLLOWING EXCEPTIONS.

POST SUPPORTS EXPOSED TO TRAFFIC SHALL BE STUBBED AND SPLICED PER THE FOLLOWING PROCEDURE:

1) DRIVE 5'-6" LONG STUB TO WITHIN 12" OF GROUND SURFACE.
2) BOLT UPPER SIGN POST TO STUB USING QUANTITY OF THREE 5/16" STAINLESS STEEL BOLTS, LOCK WASHERS, AND NUTS WITH A MINIMUM OF 4" CENTER TO CENTER SPACING.
3) THE UPPER POST SHALL BE SPLICED BEHIND THE STUB POST TO MINIMIZE THE POSSIBILITY OF VEHICLE SNAGGING.
4) PLACE NO MORE THAN TWO POSTS PER SIGN WITHIN 7' SPACING UNLESS LOCATED BEHIND GUARDRAIL
5) DESIGNATE SUPPORTS INSTALLED WITH THIS METHOD AS "BREAKAWAY TYPE = U-CHANNEL SPLICE (NON-BREAKAWAY)" ON DISTRICT 3 SIGN DATA COLLECTION FORM.
6) COST OF SPLICE CONNECTION AND OVERLAP OF POSTS SHALL BE INCIDENTAL TO THE COST OF EACH SIGN SUPPORT.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT.

ITEM 630 - ONE-WAY SUPPORT NO. 3 POST, AS PER PLAN

GROUND MOUNTED SUPPORTS USED FOR ONE-WAY SUPPORTS SHALL BE PER THE REQUIREMENTS OF THIS PLAN. ATTACHMENT OF THE ONE-WAY SIGNS SHALL BE PER THE "ALTERNATE ONE-WAY SIGN ATTACHMENT" DETAIL ON SCD TC-41.50.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT.

ITEM 630 - SIGN ATTACHMENT ASSEMBLY, AS PER PLAN

THIS PAY ITEM IS PER CMS 630.06, IN ADDITION THIS ITEM SHALL INCLUDE REMOVAL AND DISPOSAL OF ANY EXISTING SIGN ATTACHMENT ASSEMBLIES THAT ARE BEING REPLACED.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE PER EACH.

ITEM 630 - REMOVAL OF GROUND MOUNTED BEAM SUPPORT, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE THE REMOVAL OF AN EXISTING WOOD BEAM SIGN SUPPORT. THE SUPPORT SHALL BE FULLY REMOVED FROM THE GROUND OR CUT OFF A MINIMUM 1 FOOT BELOW GRADE. BACKFILL AND RESTORE SURFACES TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE WORK STARTED. DISPOSE OF SURPLUS MATERIAL PER CMS 603.10 AT NO COST TO THE DEPARTMENT.

BASIS OF PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH.

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

THE W8-13 "BRIDGE ICES BEFORE ROAD" SIGN SHALL BE PER THE REQUIREMENTS OF CMS 630.04. IN ADDITION, THE SIGN SHALL BE HINGED PER THE DETAIL SHOWN ON SHEET NO. 82 OF THIS PLAN. ALL REFLECTIVE SHEETING MATERIALS SHALL BE CONTAINED ON THE ODOT LIST OF PREQUALIFIED SIGN SHEETING MATERIALS.

BASIS OF PAYMENT SHALL BE PER CMS 630.14 AT THE UNIT PRICE BID PER SQ. FT FOR:

ITEM 630, SIGN, FLAT SHEET, AS PER PLAN

MAINTAINING TRAFFIC FOR SIGN WORK

THE INTENT IS TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY TO, THE CONTRACTOR AND THE TRAVELING PUBLIC.

PROCEDURES FOR MAINTAINING TRAFFIC SHALL BE IN COMPLIANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND STANDARD CONSTRUCTION DRAWINGS AS LISTED ON THE TITLE SHEET OF THIS PLAN. WORK ON OR BEYOND THE SHOULDER SHALL BE IN ACCORANCE WITH FIGURES 6H-1, 6H-3, AND 6H-4 OF THE OMUTCD. FLAGGING PROCEDURES SHALL BE IN ACCORDANCE WITH FIGURE 6E-1 OF THE OMUTCD.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, AND MAINTAIN IN PROPER POSITION, CLEAN, LEGIBLE DEVICES IN GOOD WORKING CONDITION AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, BARRICADES, CONES, AND ALL OTHER TRAFFIC CONTROL DEVISES NECESSARY FOR THE MAINTENANCE OF TRAFFIC. ALL SIGNS SHALL BE REFLECTORIZED WITH TYPE G REFLECTIVE SHEETING.

PLACEMENT OF ALL TRAFFIC CONTROL DEVICES SHALL START AND PROCEED IN THE DIRECTION OF THE FLOW OF TRAFFIC. REMOVAL OF TRAFFIC CONTROL DEVICES SHALL START AT THE END OF THE CONSTRUCTION AREA AND PROCEED TOWARD THE ONCOMING TRAFFIC. THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF ALL NECESSARY TRAFFIC CONTROL DEVICES BEFORE BEGINNING WORK. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL OF THE BEFORE MENTIONED TRAFFIC CONTRL DEVICES AS SOON AS WORK IS SUSPENDED OR COMPLETED. ADVANCE WARNING SIGNS MAY BE COVERED FROM VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, AS DETERMINED BY THE ENGINEER.

LANE CLOSURES (TAPERS AND TRANSITIONS) MAY BE ACCOMPLISHED BY THE USE OF TRAFFIC CONES, WITH A 28" MINIMUM HEIGHT. WITH THE APPROVAL OF THE ENGINEER, CONES MAY BE USED FOR SHORT TIME CLOSURES. THE CONES SHALL BE SPACED CENTER TO CENTER FROM THE BEGINNING OF THE FIRST LANE CLOSURE THROUGH THE WORK AREA(S) AS PER THE STANDARD CONSTRUCTION DRAWINGS. REFLECTORIZED BARRICADES OR DRUMS MAY BE USED IN LIEU OF TRAFFIC CONES, IF DESIRED.

NO LANE CLOSURES SHALL OCCUR ON ANY ROAD FROM 12:00 NOON THE DAY PRECEDING A STATE HOLIDAY THROUGH 6:00 PM THE DAY AFTER. NO TRAFFIC CLOSURES WILL OCCUR ON SATURDAY OR SUNDAY WITHOUT THE APPROVAL OF THE ENGINEER.

ON TWO-LANE HIGHWAYS, ONE-LANE CLOSURES SHALL BE OPERATED BY USE OF FLAGGERS AND WILL BE REQUIRED WHENEVER TRAFFIC IS RESTRICTED TO LESS THAN THE NORMAL WIDTH OF THE TWO-LANE PAVEMENT AS PER STANDARD CONSTRUCTION DRAWING MT-97.10.

A FLASHING ARROW PANEL SHALL BE REQUIRED WHENEVER ANY WORK IS BEING DONE UPON ANY TRAVELED PORTION OF A MULTI-LANE HIGHWAY. SEE STANDARD CONSTRUCTION DRAWING MT-35.10 FOR FLASHING ARROW PANEL SIZE.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

PAYMENT FOR ALL OF THE ABOVE INCLUDING PROVIDING, ERECTING, MAINAINING, AND REMOVING ALL LIGHTS, SIGNS BARRICADES, DRUMS CONES AND ALL OTHER TRAFFIC CONTROL DEVICES, SHALL BE INCLUDED IN THE LUMP SUM BID FOR THIS ITEM.

CALCULATED: EAS
CHECKED: RJR

GENERAL NOTES

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DESIGN FILE: I:\projects\77475\Signing\sheets\77475GN001.dgn
WORKSTATION: eellison DATE: 10/8/2009

PROTECTIVE COATING OF OVERHEAD SIGN SUPPORT SECTIONS

GENERAL

Overhead sign supports can be separated into major sections such as end frames, trusses, vertical poles and cantilever arms. For the implementation of this work item it will be beneficial to refer to the major sections of the overhead sign supports rather than the whole support. More specific instructions and flexibility can be given based upon the unit of measure and payment per major support section.

The protective coating of overhead sign support sections shall be a four part process to include surface preparation followed by a three coat paint system. This three coat system shall consist of an organic zinc prime coat, an epoxy intermediate coat and a urethane finish coat, with each coat being a different color. The purpose of this coating is to provide protection for new (unweathered) and older (weathered) galvanized steel support sections from corrosive elements in the atmosphere. Coating and surface preparation of new galvanized support sections should be done by the manufacturer.

In the field, the Contractor shall take all necessary precautions to comply with pollution laws, rules or regulations of Federal, State or Local agencies. The coating materials specified for the work can be hazardous to the health of the applicator if not applied as per manufacturer's instruction. The Contractor shall follow the data sheet and the label on the paint containers. These precautions shall include the use of respirators and eye and skin protection as specified. The Contractor shall also insure that his painting operations and locations will not endanger or adversely affect the public in general.

The proposed cleaning and coating operations shall be performed only when the ambient temperature is 50 degrees F (10 Degrees C) or above. Paint shall not be applied during rain, fog or mist, or when the steel surface temperature is less than 5 degrees F (3 degrees C) above the dew point. Paint shall not be applied to wet or damp surfaces or on frosted or ice-coated surfaces. Paint shall not be applied when the relative humidity is greater than 85%. All steel surfaces of trusses and end frames including the welded areas, ballast enclosure mounting bracket and base plates are to be cleaned and coated. Before each coating is applied, it shall be mixed with an approved power mechanical mixer to a uniform consistency which shall be maintained during its application. Each coat shall be applied in a workmanlike manner as a continuous film of uniform thickness which is free of holidays, pores, runs or sags. All coats shall be applied by brush or roller. Thinning of paint is strictly prohibited. Paint not capable of being applied as specified shall not be used. The coating shall penetrate all joints and connections. The Engineer shall be notified 24 hours prior to any cleaning or coating operations so that inspection services can be provided.

COATING SYSTEM

The coating system shall be a three coat paint system conforming to 708.02. Supply the primer, intermediate and finish coats from the same manufacturer.

SURFACE PREPARATION, EXISTING SUPPORT SECTIONS

Existing, weathered galvanized support sections should have their surface preparation as well as their protective coating done under conditions of temperature and humidity within the same range as specified by the manufacturer of the organic zinc prime coat material to be used immediately after this cleaning operation. The support sections shall be prepared for coating by SSPC-SP1 (solvent cleaning) followed by SSPC-SP10 (near white blast cleaning). Before the prepared surface degrades from the prescribed standards, the prime coat shall be applied. In every case, the surface shall be coated with organic zinc prime coat on the same day as the surface preparation. Careful handling and storage will be required to prevent any scraping, marring, or other damage to the prepared surface. Payment shall include all labor, equipment, handling, transportation costs and materials necessary to accomplish this item of work per major support section.

Basis of payment will be as follows:

Item 630 - Surface Preparation, Existing Support Section at contract bid price per each major support section.

COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTIONS

This item shall consist of the application of one (1) coat of an organic zinc primer to support sections. The total dry film thickness of this coat shall be between 1.5 to 2.0 mils (38 to 51 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. The color of this coat shall be noticeably different from the base material and other proposed coats.

This coat shall in all cases be applied over surfaces that were prepared earlier that same day. The thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the average dry film thickness of this coat over the entire support section is less than the specified 1.5 to 2.0 mils (38 to 51 micrometers) but is at least 1.25 mils (32 micrometers), the contract bid price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16-2/3%. If the deficiency of coating is more than that 16-2/3% [i.e., the average dry film thickness is less than 1.25 mils (32 micrometers)] the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

Payment shall include all labor, equipment, handling costs and materials necessary to accomplish this item of work. This prime coat shall be manufactured by the same company supplying the intermediate and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Organic Zinc Prime Coat, Support Section at contract bid price per each major support section.

COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTIONS

This item shall consist of the application of one (1) coat of epoxy to support sections. The total dry film thickness of this coat shall not be less than six (6.0) mils (152 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the average dry film thickness of this coat over the entire support section is less than the specified 6.0 mils (152 micrometers), but is at least 5.0 mils (127 micrometers), the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16-2/3%. If the deficiency of coating is more than 16-2/3%, [i.e. the average dry film thickness is less than 5.0 mils (127 micrometers)], the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

At least 24 hours but no more than three (3) days shall elapse after the application of the organic zinc prime coat and before the application of the epoxy intermediate coat. Surfaces shall in all cases be clean before the intermediate coat is applied.

Payment shall include all labor, equipment, handling cost and material necessary to accomplish this item of work. This intermediate coat shall be manufactured by the same company supplying the prime and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Epoxy Intermediate Coat, Support Section at contract bid price per each major support section.

COATING, URETHANE TOP COAT, SUPPORT SECTION

This item shall consist of the application of one (1) coat of urethane to support sections. The total dry film thickness of this coat shall not be less than 1.5 mils (38 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used. The color of this coat shall be medium grey.

When the average dry film thickness of this coat over the entire support section is less than the specified 1.5 mils(38 micrometers) but is at least 1.0, mil(25 micrometers), the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 33-1/3%. If the deficiency of coating is more than 33-1/3%, [i.e. the average dry film thickness is less than 1.0 mil(25 micrometers)], the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

At least 24 hours but no more than three (3) days shall elapse after the application of the epoxy intermediate coat and before the application of the urethane finish coat. Surfaces shall in all cases be clean before the finish coat is applied.

Payment shall include all labor, equipment, handling cost and materials necessary to accomplish this item of work. This finish coat shall be manufactured by the same company supplying the prime and intermediate coats. A properly calibrated, dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Urethane Top Coat, Support Section at contract bid price per each major support section.

PREQUALIFICATION

Prior to use, the contractor shall submit to the Director copies of the manufacturer's certified test data showing that the material complies with the requirements of this specification. The test data shall include the brand name of the paint, name of manufacturer, number of the lot tested and date of manufacture. When the paint has been approved by the Director, further performance testing by the manufacturer will not be required unless the formulation of manufacturing process has been changed. In which case new certified test results will be required.

SIGN NO.	STATION	VERTICAL POLES	CANTILEVER ARM
123	10+45	1	1
144	13+65	1	1
158	19+18	1	1
178	26+85	1	1

THE TOTAL NUMBER OF MAJOR SUPPORT SECTIONS THAT SHALL RECEIVE PROTECTIVE COATING = 8

PAYMENT WILL BE MADE UNDER:

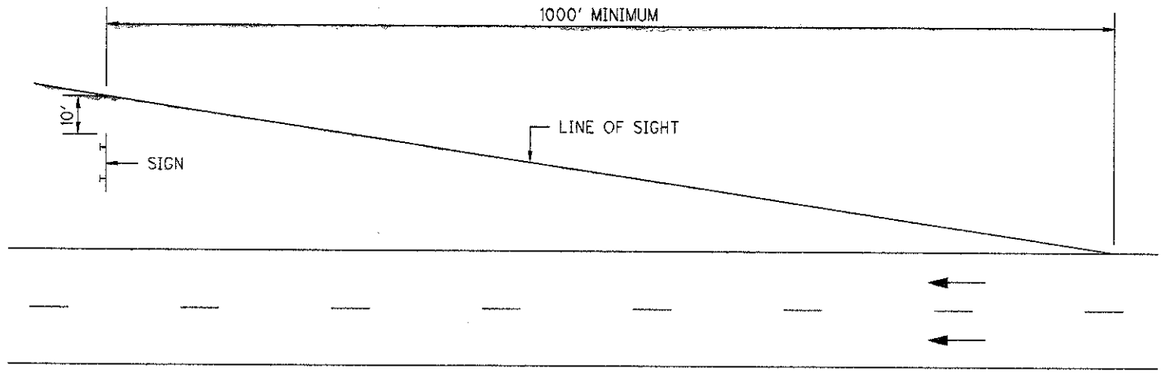
TOTAL	ITEM	EXTENSION	UNIT	DESCRIPTION
8	630	09100	EACH	SURFACE PREPARATION, EXISTING SUPPORT SECTION
8	630	09104	EACH	COATING, EPOXY PRIME COAT, SUPPORT SECTION
8	630	09106	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION
8	630	09108	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION

CALCULATED EAS
CHECKED RJR

GENERAL NOTES

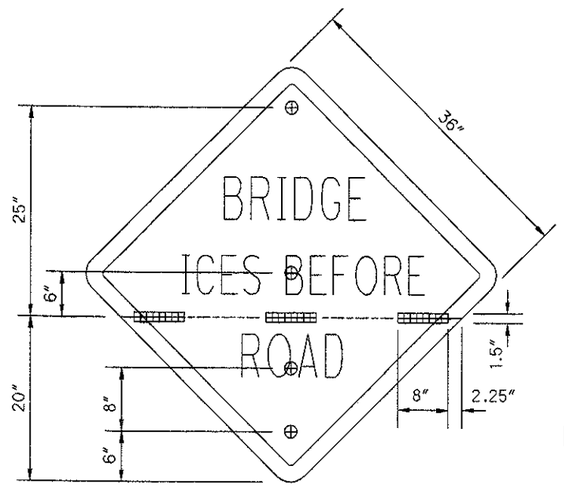
MED-76-0.61

DESIGN FILE: I:\projects\77475\Signing\sheets\77475GN001.dgn
WORKSTATION: eellison DATE: 10/8/2009



TYPICAL GUIDE FOR CLEARING AND GRUBBING

"THIS DETAIL APPLIES TO ALL SIGNS ON THIS PROJECT"



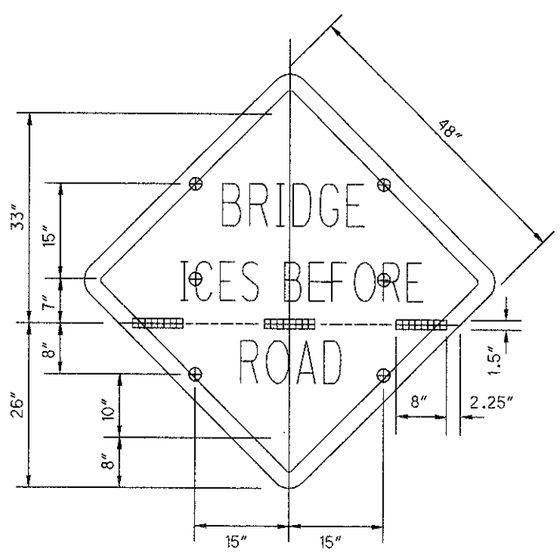
1) THE SIGN SHALL BE JOINED WITH AN 8" LONG BY 1-1/2" WIDE STAINLESS STEEL HINGE WHICH IS RIVETED TO EACH SECTION OF THE SIGN AND THEN COVERED WITH YELLOW REFLECTIVE SHEETING, (TYPE F-730.18) TO MATCH THE BACKGROUND OF THE SIGN.

2) TO FOLD THE SIGN DOWN, REMOVE THE TOP TWO BOLTS, FOLD THE UPPER PART OF THE SIGN DOWN AND INSERT A BOLT THROUGH THE LOWEST HOLE IN THE SIGN AND INTO THE POST. FASTEN THE BOLT TO PREVENT THE SIGN FROM FLOPPING IN THE WIND AND SUSTAINING DAMAGE.

3) MOUNT ON ONE NO. 3 SIGN SUPPORTS.

HOLES DRILLED AS PER TC-52.10

W8-13-36 HINGED SIGN DETAIL



1) THE SIGN SHALL BE JOINED WITH AN 8" LONG BY 1-1/2" WIDE STAINLESS STEEL HINGE WHICH IS RIVETED TO EACH SECTION OF THE SIGN AND THEN COVERED WITH YELLOW REFLECTIVE SHEETING, (TYPE F-730.18) TO MATCH THE BACKGROUND OF THE SIGN.

2) TO FOLD THE SIGN DOWN, REMOVE THE TOP TWO BOLTS, FOLD THE UPPER PART OF THE SIGN DOWN AND INSERT A BOLT THROUGH THE LOWEST HOLE IN THE SIGN AND INTO THE POST. FASTEN THE BOLT TO PREVENT THE SIGN FROM FLOPPING IN THE WIND AND SUSTAINING DAMAGE.

3) MOUNT ON TWO NO. 3 SIGN SUPPORTS.

HOLES DRILLED AS PER TC-52.10

W8-13-48 HINGED SIGN DETAIL

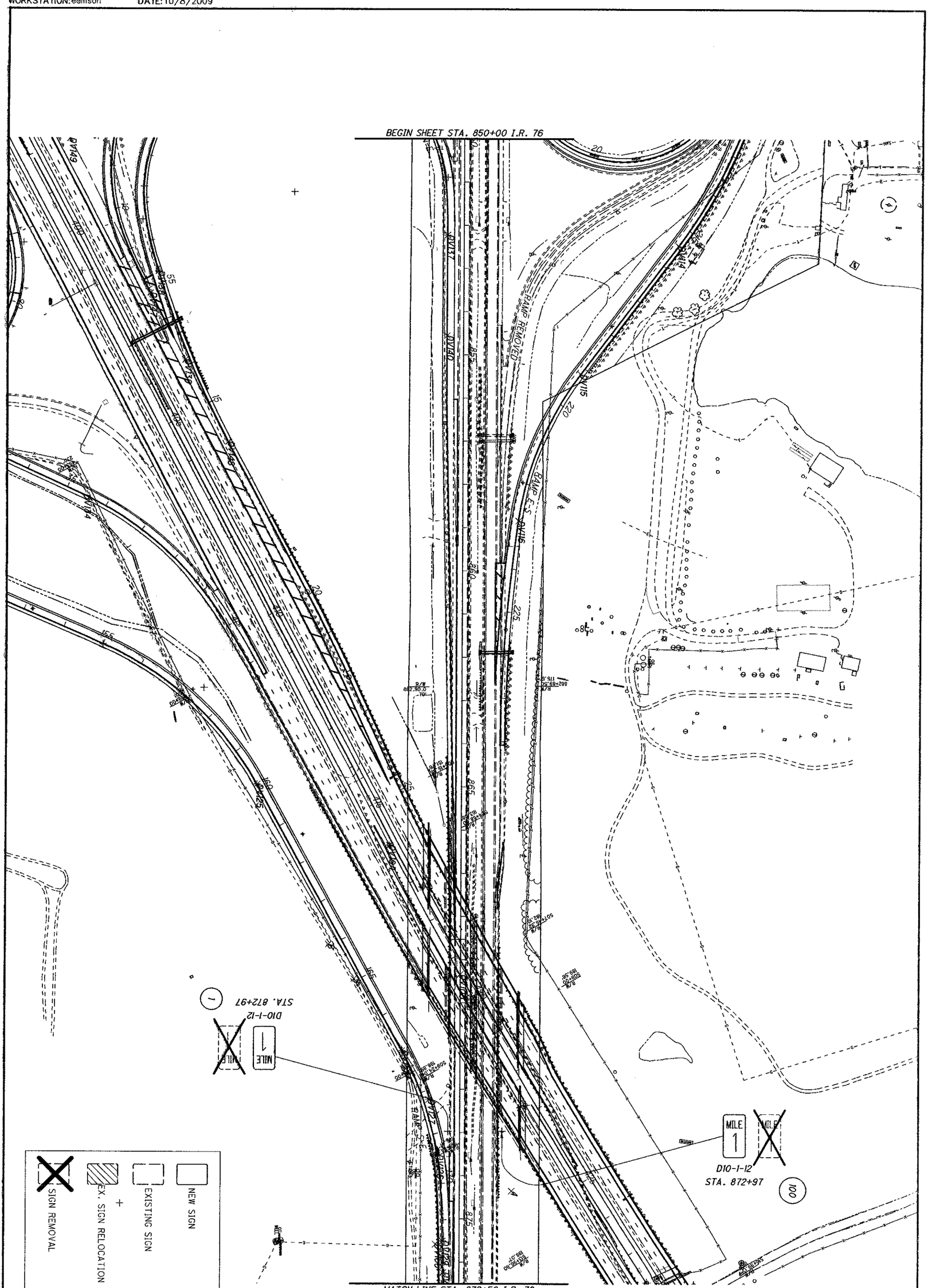
CALCULATED EAS CHECKED RJR

SIGNING DETAIL

MED-76-0.61

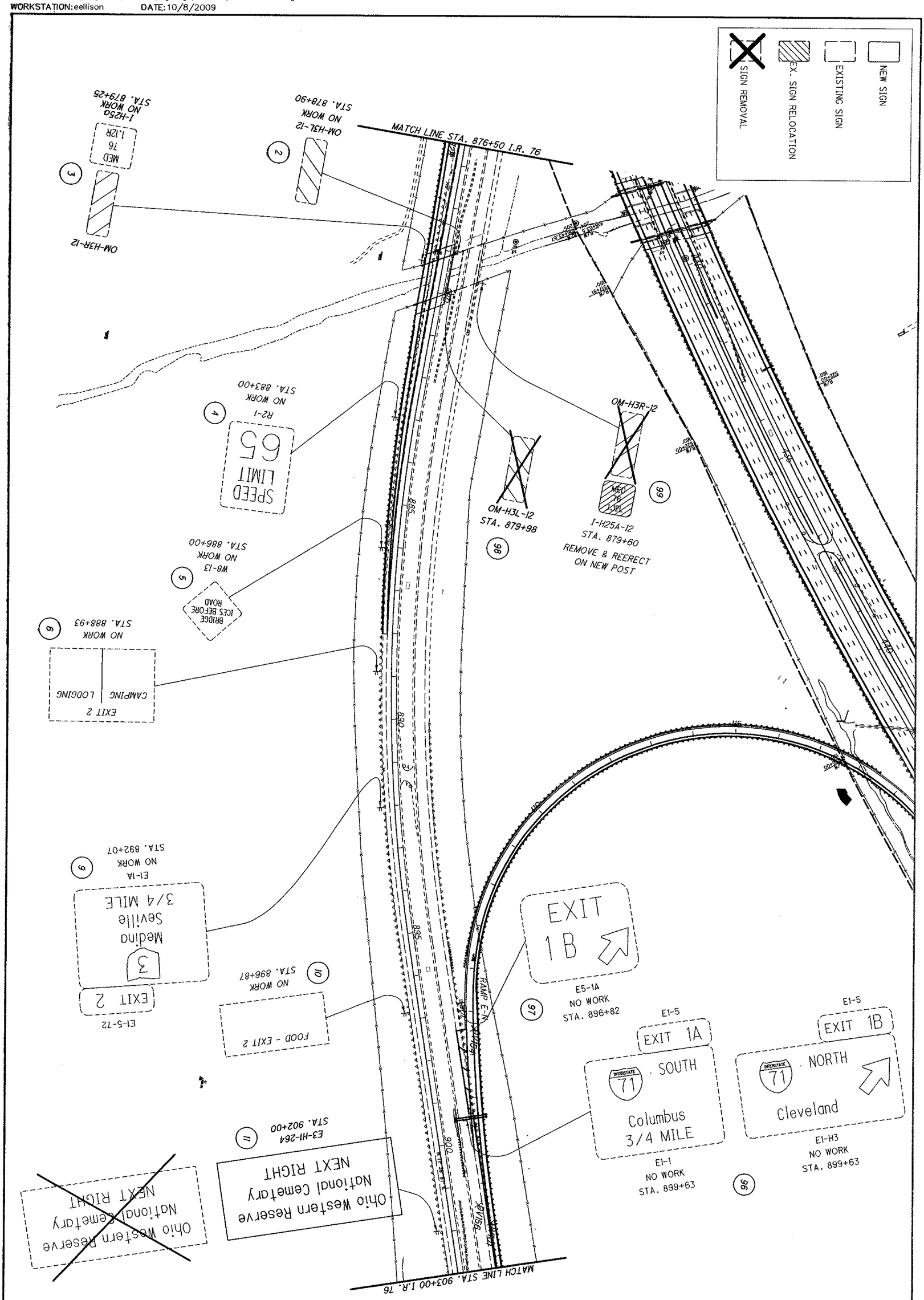
DESIGN FILE: I:\projects\77475\Signing\sheets\77475TD001.dgn
WORKSTATION: cellison DATE: 10/8/2009

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP001.dgn
WORKSTATION: eellison DATE: 10/8/2009



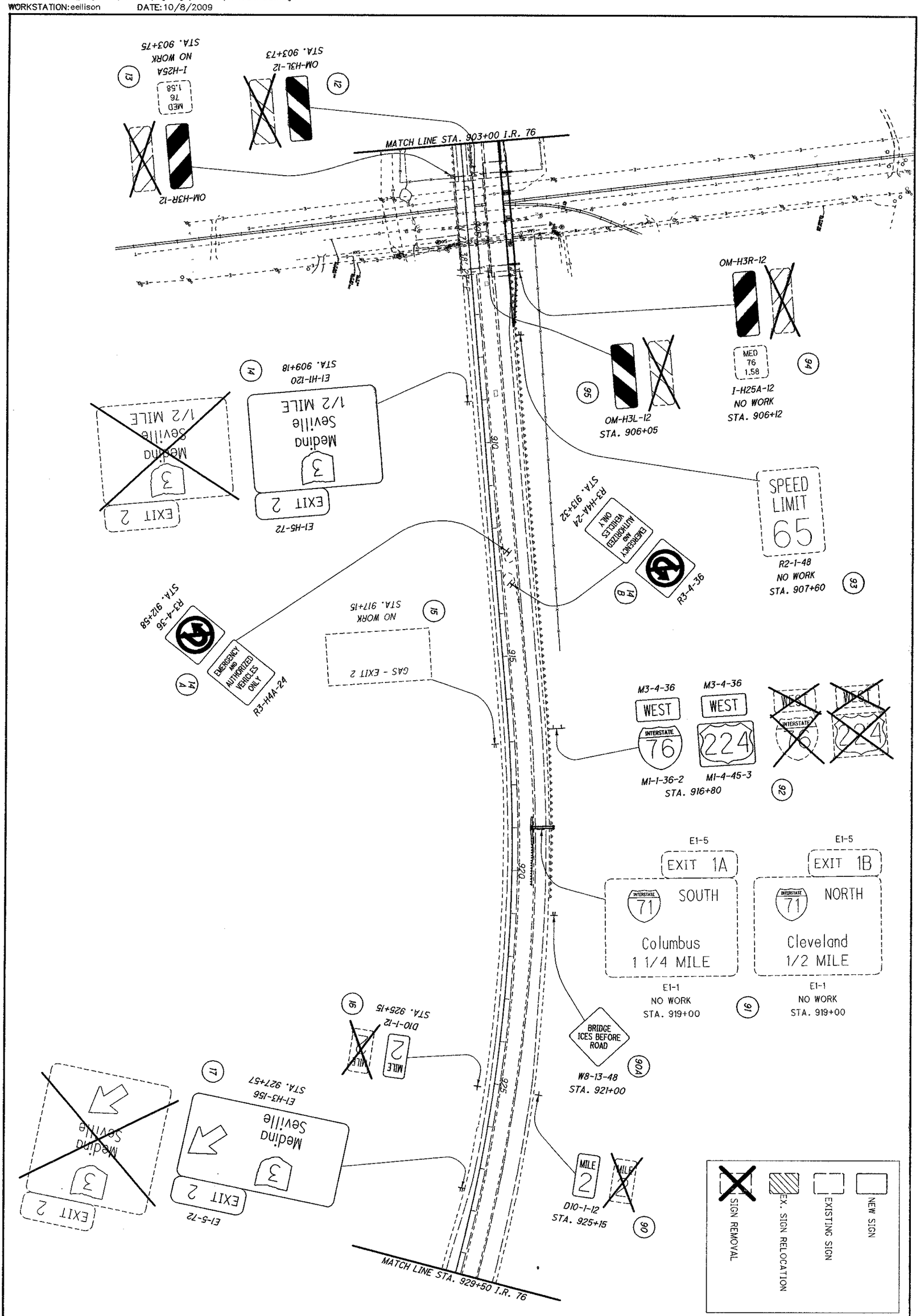
83/138	MED-76-0.61	SIGNING PLAN SHEET - IR 76 STA. 850+00 TO STA. 876+50	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I: \projects\77475\Signing\sheets\77475TP002.dgn
WORKSTATION: eellison DATE: 10/8/2009



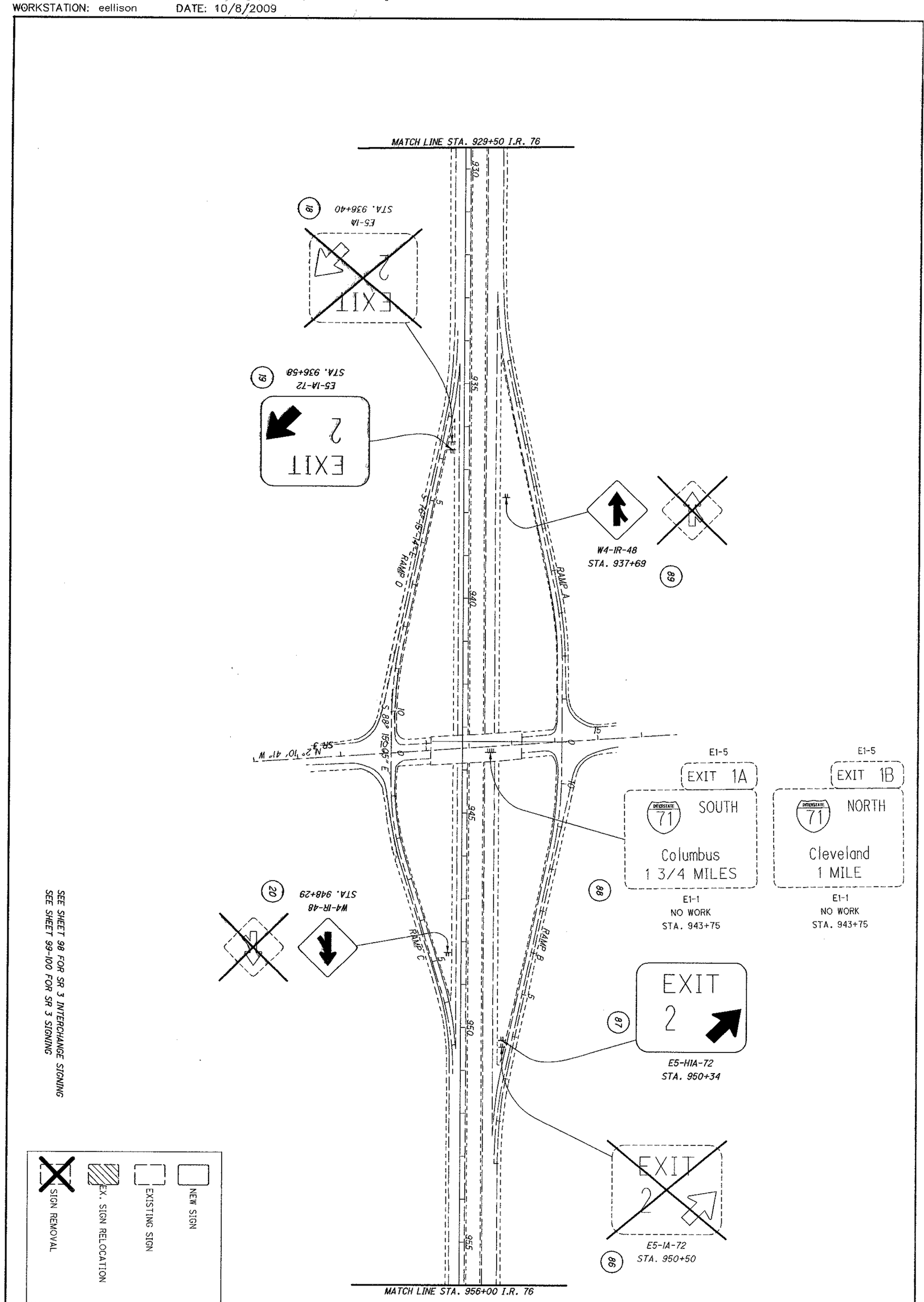
84 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 876+50 TO STA. 903+00	CALCULATED EAS CHECKED RJR	0 100 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP003.dgn
WORKSTATION: eellison DATE: 10/8/2009



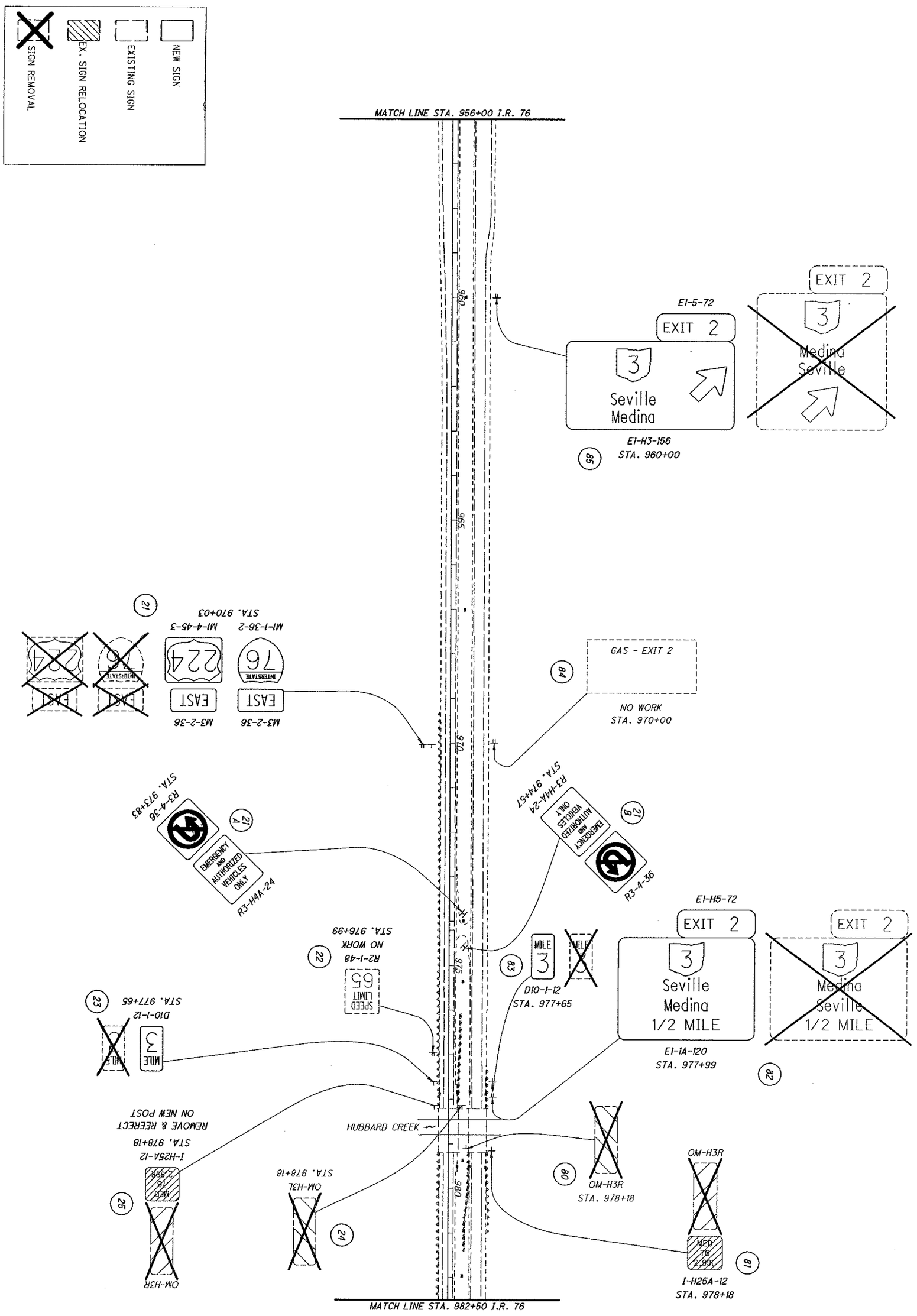
85/138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 903+00 TO STA. 929+50	CALCULATED EAS CHECKED RJR 0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP004.dgn
WORKSTATION: eellison DATE: 10/8/2009



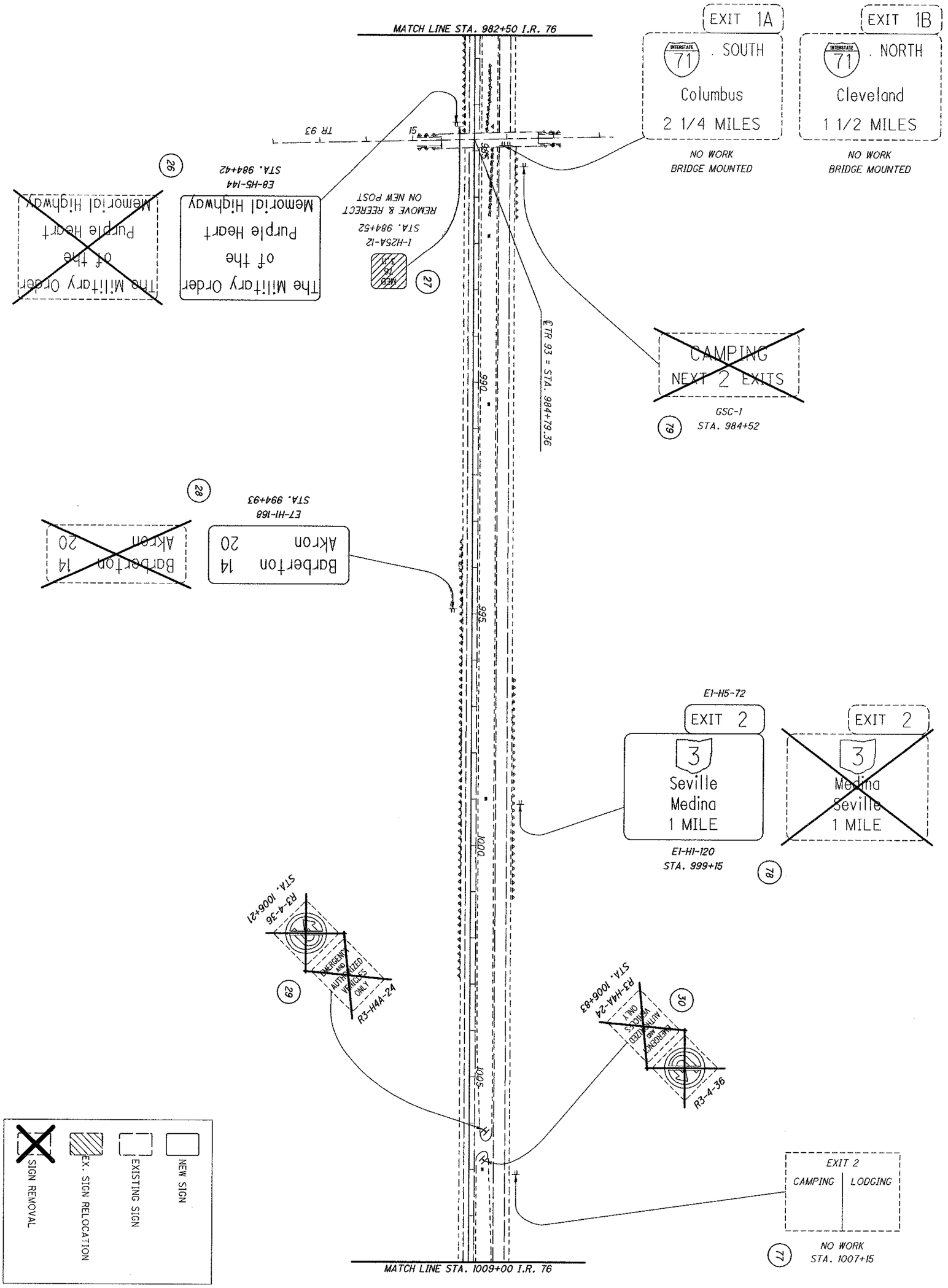
86 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 929+50 TO STA. 956+00	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP005.dgn
WORKSTATION: eellison DATE: 10/8/2009



87 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 956+00 TO STA. 982+50	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

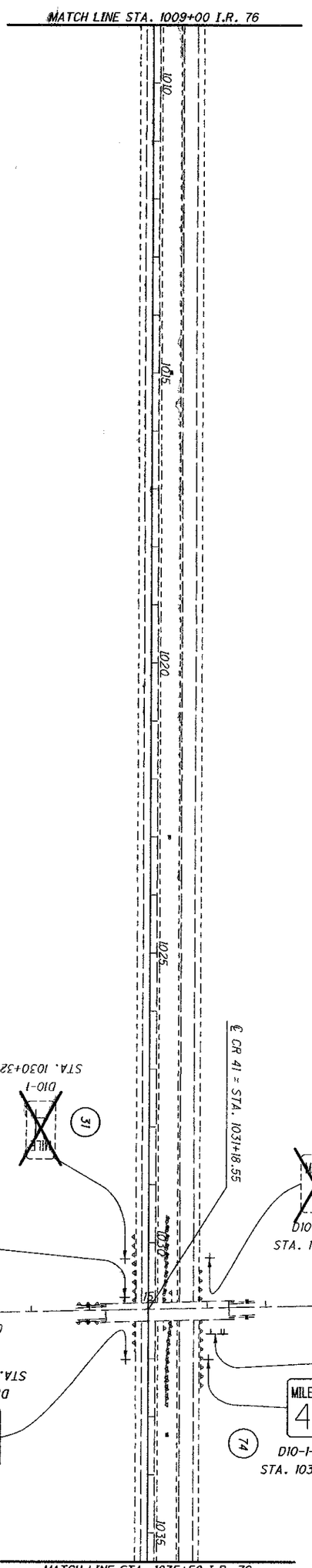
DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP006.dgn
WORKSTATION: eellison DATE: 10/8/2009



88 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 982+50 TO STA. 1009+00	CALCULATED EAS CHECKED RJR 0 100 50 200 HORIZONTAL SCALE IN FEET N

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP007.dgn
WORKSTATION: eellison DATE: 10/8/2009

SIGN REMOVAL
EX. SIGN RELOCATION
EXISTING SIGN
NEW SIGN



89 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1009+00 TO STA. 1035+50	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

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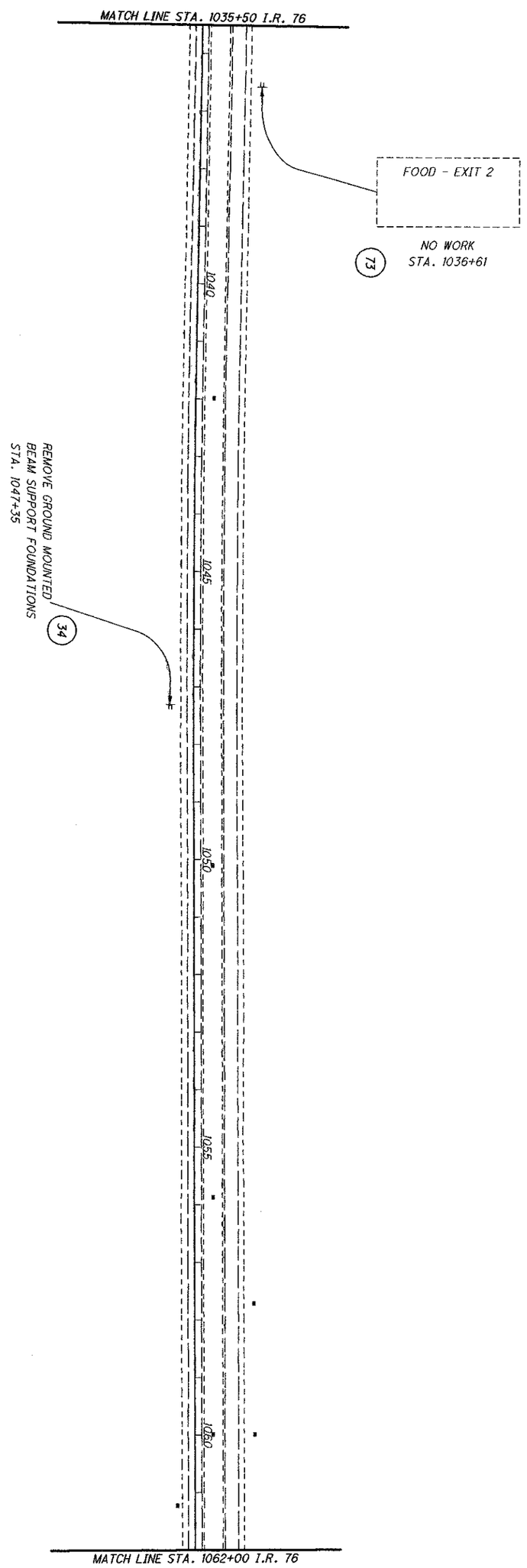


SIGN REMOVAL
EX. SIGN RELOCATION
EXISTING SIGN
NEW SIGN

90
138

MED-76-0.61

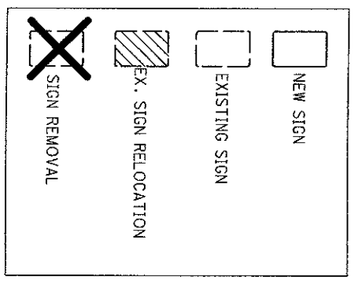
SIGNING PLAN SHEET - I-76
STA. 1035+50 TO STA. 1062+00

CALCULATED EAS
CHECKED RJR

0 100
50 200
HORIZONTAL SCALE IN FEET

N

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP009.dgn
WORKSTATION: eellison DATE: 10/8/2009



MATCH LINE STA. 1062+00 I.R. 76

1065

1070

1075

1080

1085

35

STA. 1082+85
D10-1-12

MILE 5

REMOVE GROUND MOUNTED BEAM SUPPORT FOUNDATIONS
STA. 1085+42

36

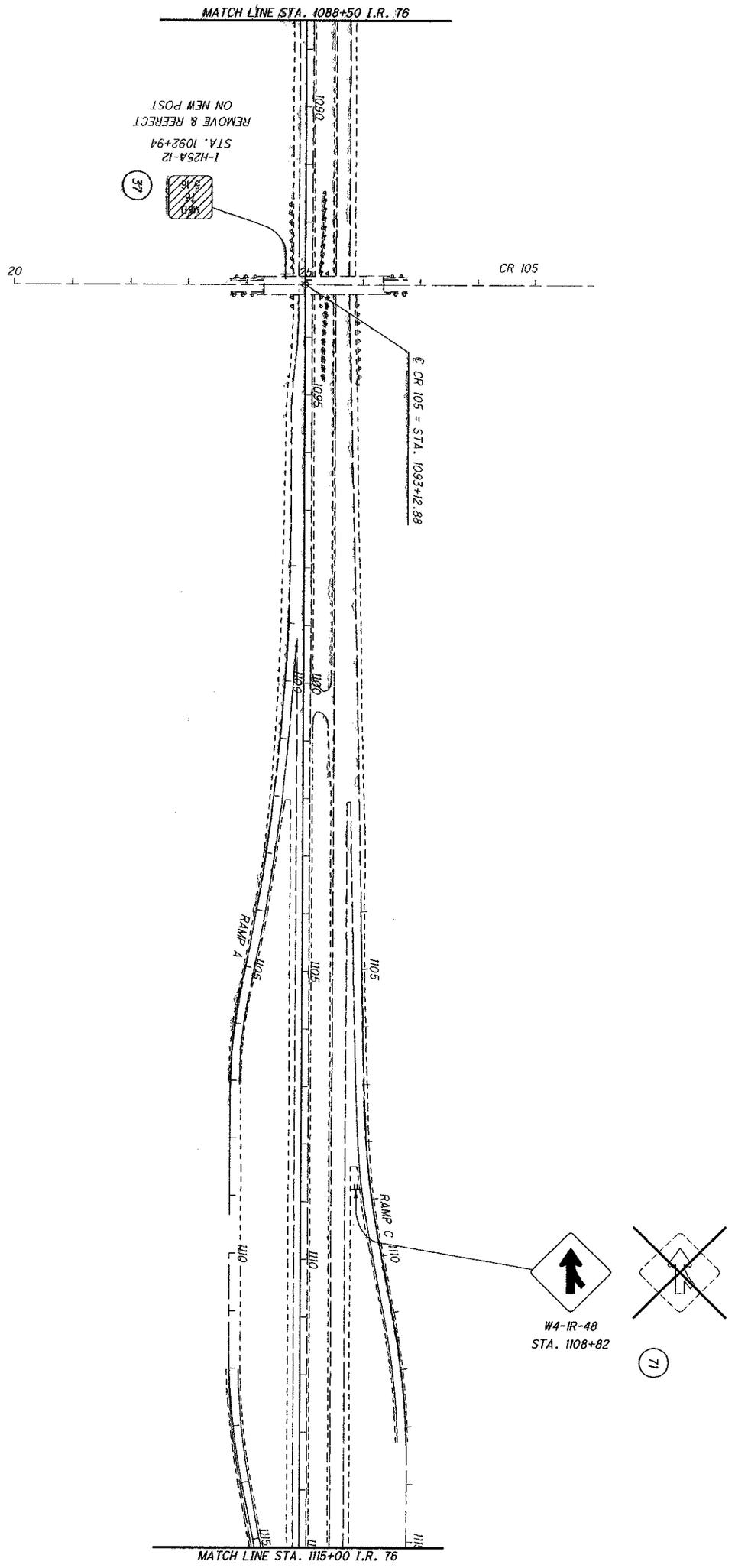
MILE 5
D10-1-12
STA. 1082+82

72

MATCH LINE STA. 1088+50 I.R. 76

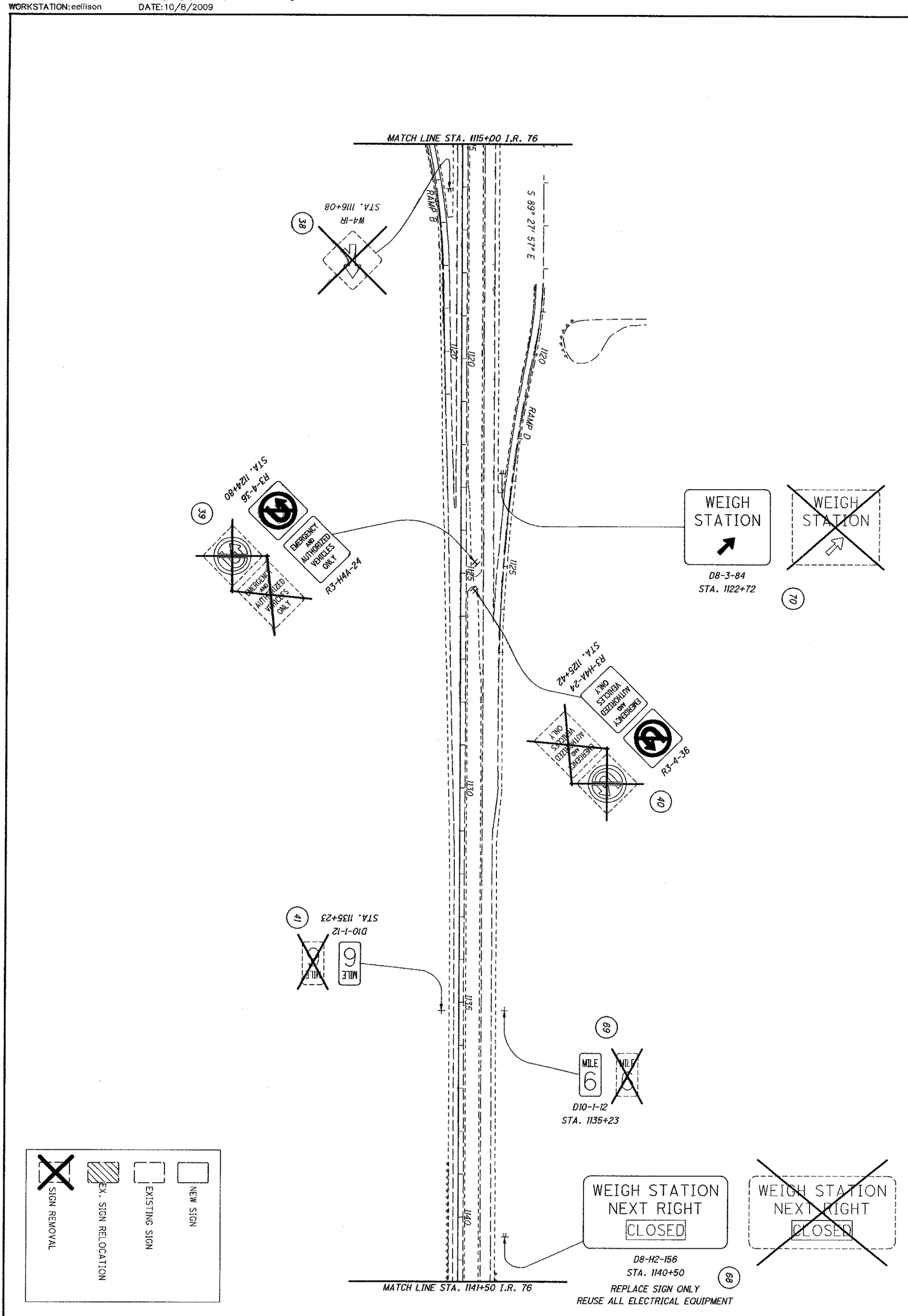
91 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1062+00 TO STA. 1088+50	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0010.dgn
WORKSTATION: eellison DATE: 10/8/2009



92/138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1088+50 TO STA. 1115+00	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0011.dgn
WORKSTATION: eellison DATE: 10/8/2009



93/138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1115+00 TO STA. 1141+50	CALCULATED EAS CHECKED RJR 0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0012.dgn
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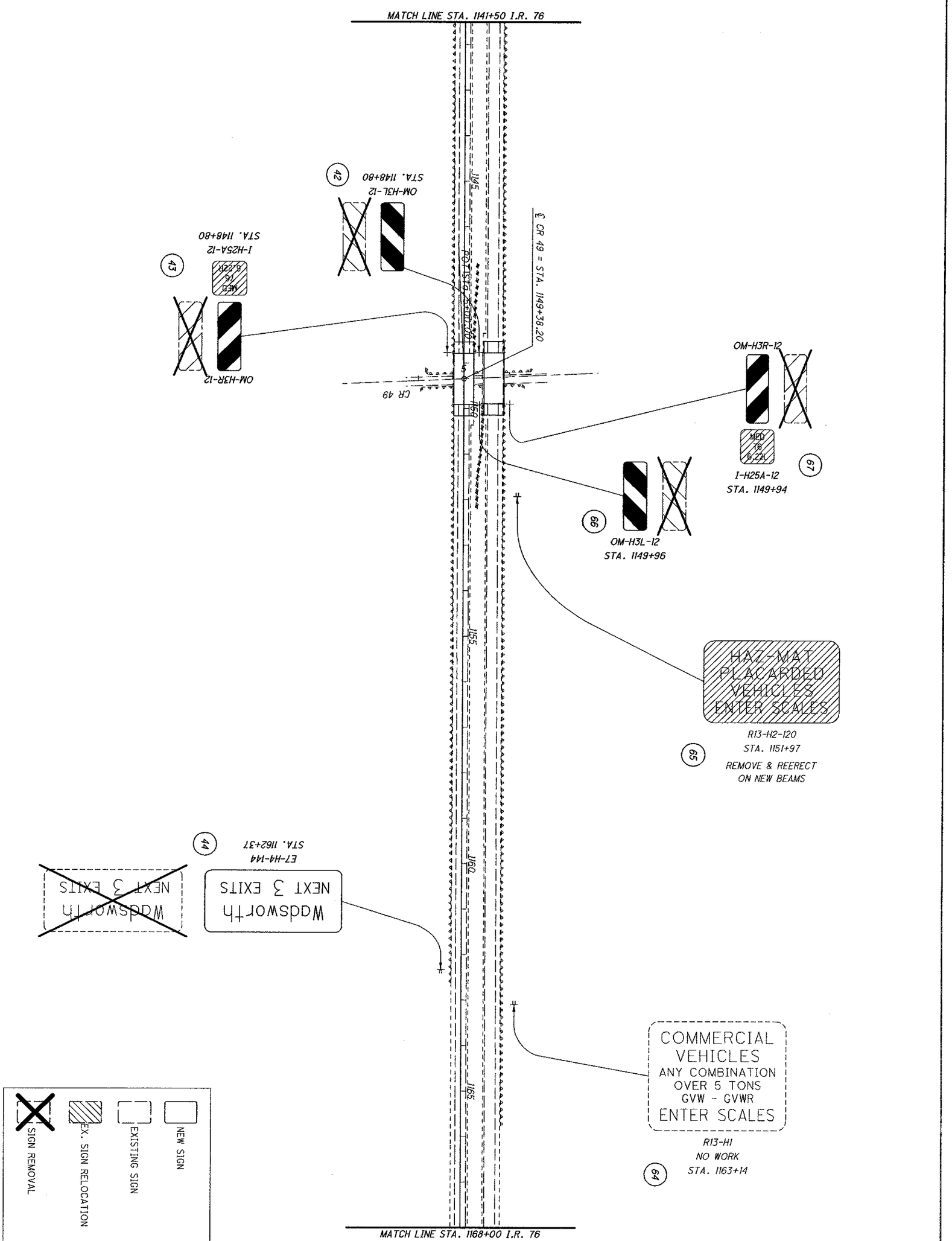
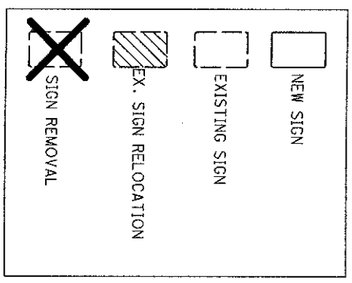


94 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1141+50 TO STA. 1168+00	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0013.dgn
WORKSTATION: eellison DATE: 10/8/2009



MATCH LINE STA. 1168+00 I.R. 76

1170

1175

1180

1185

1190

63 WEIGH STATION 1 MILE
D8-1-96
STA. 1175+99

WEIGH STATION 1 MILE

49 OM-H3L-12 STA. 1184+49

45 E1-H1-132 STA. 1184+22
Ritt Mqn
Medina
1 MILE
57
EXIT 7
E1-H5-72

Ritt Mqn 1 MILE 57 EXIT 7

OM-H3R-12

MED 1S 6.90K
I-H25A-12
STA. 1185+14
62

PREPASS
FOLLOW
IN - CAB SIGNALS
NO WORK
STA. 1185+33
60

47 I-H25A-12 STA. 1184+65
MED 1S 6.90K
OM-H3R-12

OM-H3L-12
STA. 1185+33
61

49 D12-H17B-108 STA. 1191+02
HOSPITAL NEXT RIGHT

HOSPITAL NEXT RIGHT

D10-1-12 STA. 1187+80
MILE 7
48

MILE 7 MILE
D10-1-12
STA. 1187+72
59

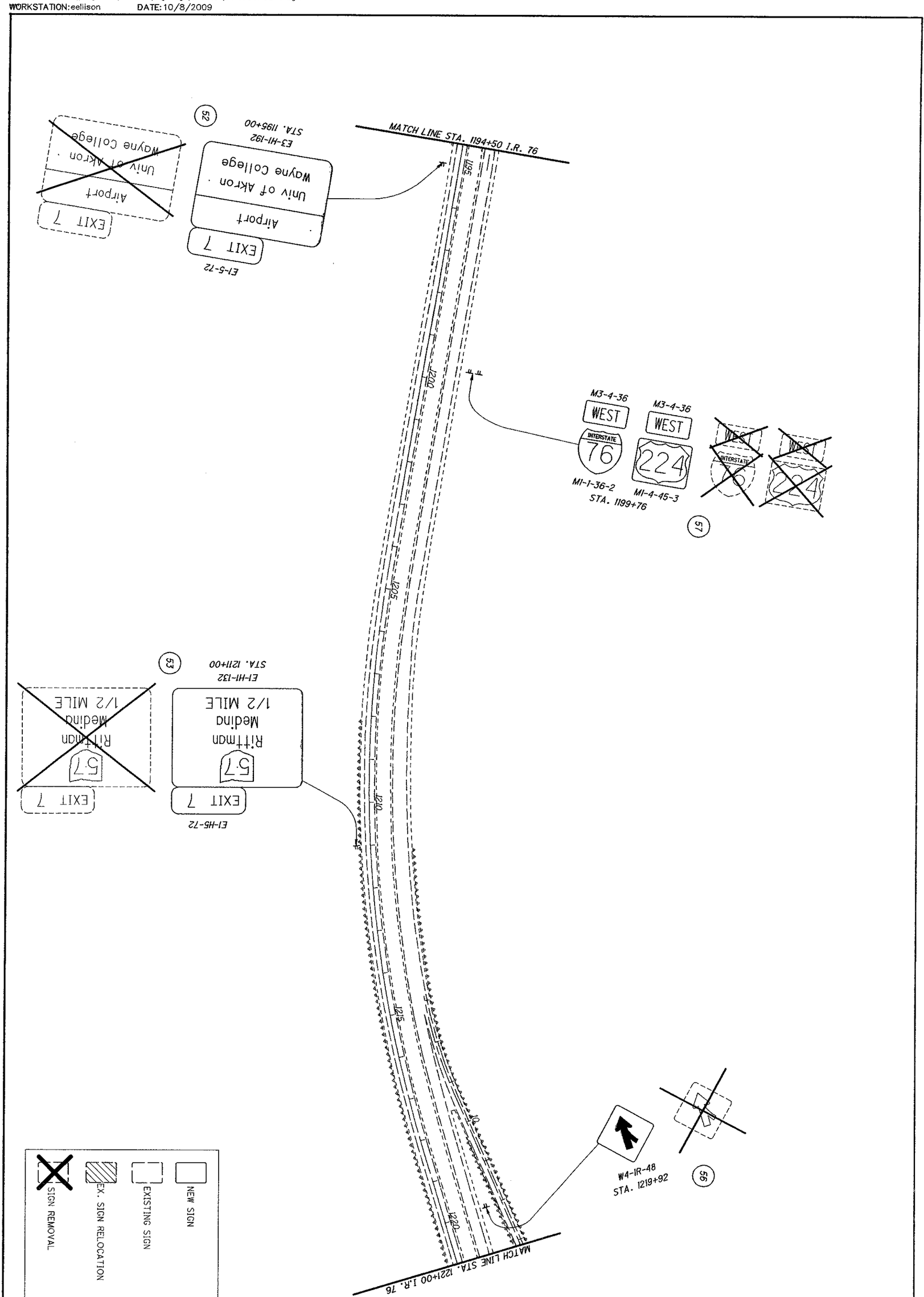
SPEED LIMIT 65
R2-1-48
NO WORK
STA. 1192+87
58

50 R3-4-36 STA. 1192+61
EMERGENCY AND AUTHORIZED VEHICLES ONLY
R3-H4A-24

EMERGENCY AND AUTHORIZED VEHICLES ONLY
R3-H4A-24 STA. 1193+29
51
R3-4-36

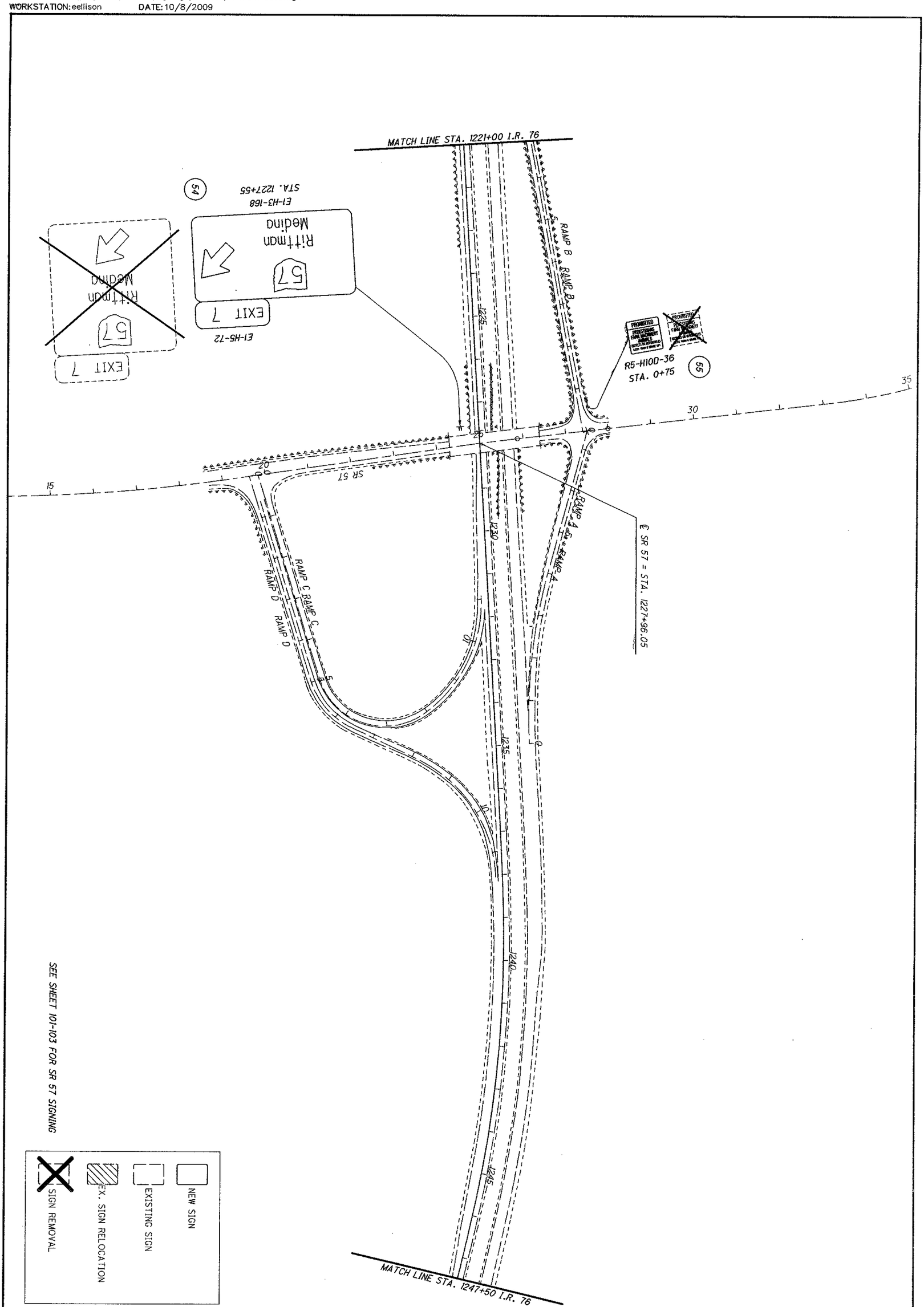
MATCH LINE STA. 1194+50 I.R. 76

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0014.dgn
WORKSTATION: eellison DATE: 10/8/2009



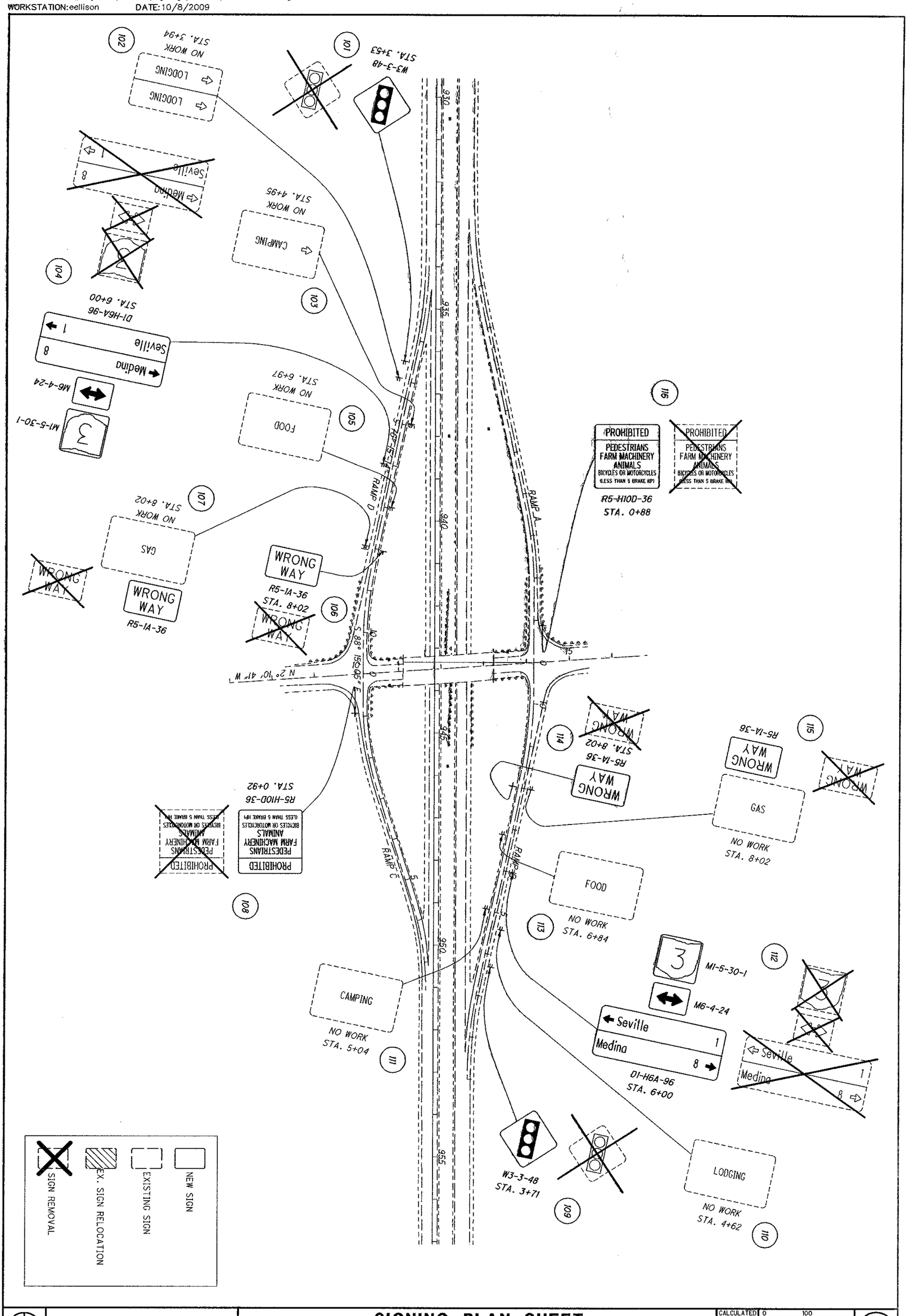
96 / 138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1194+50 TO STA. 1221+00	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0015.dgn
WORKSTATION: eellison DATE: 10/8/2009



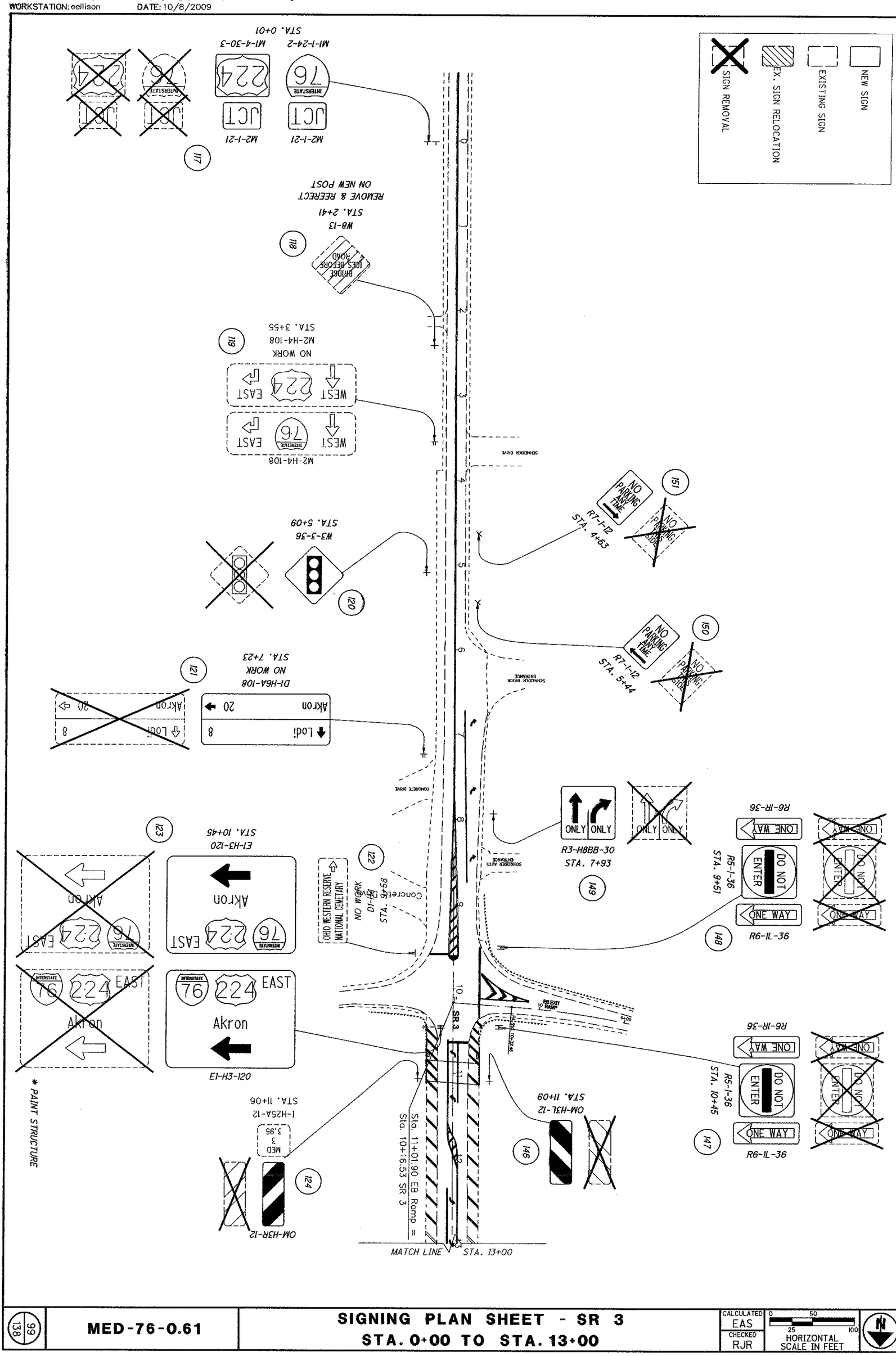
97/138	MED-76-0.61	SIGNING PLAN SHEET - I-76 STA. 1221+00 TO STA. 1247+50	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0016.dgn
WORKSTATION: eellison DATE: 10/8/2009



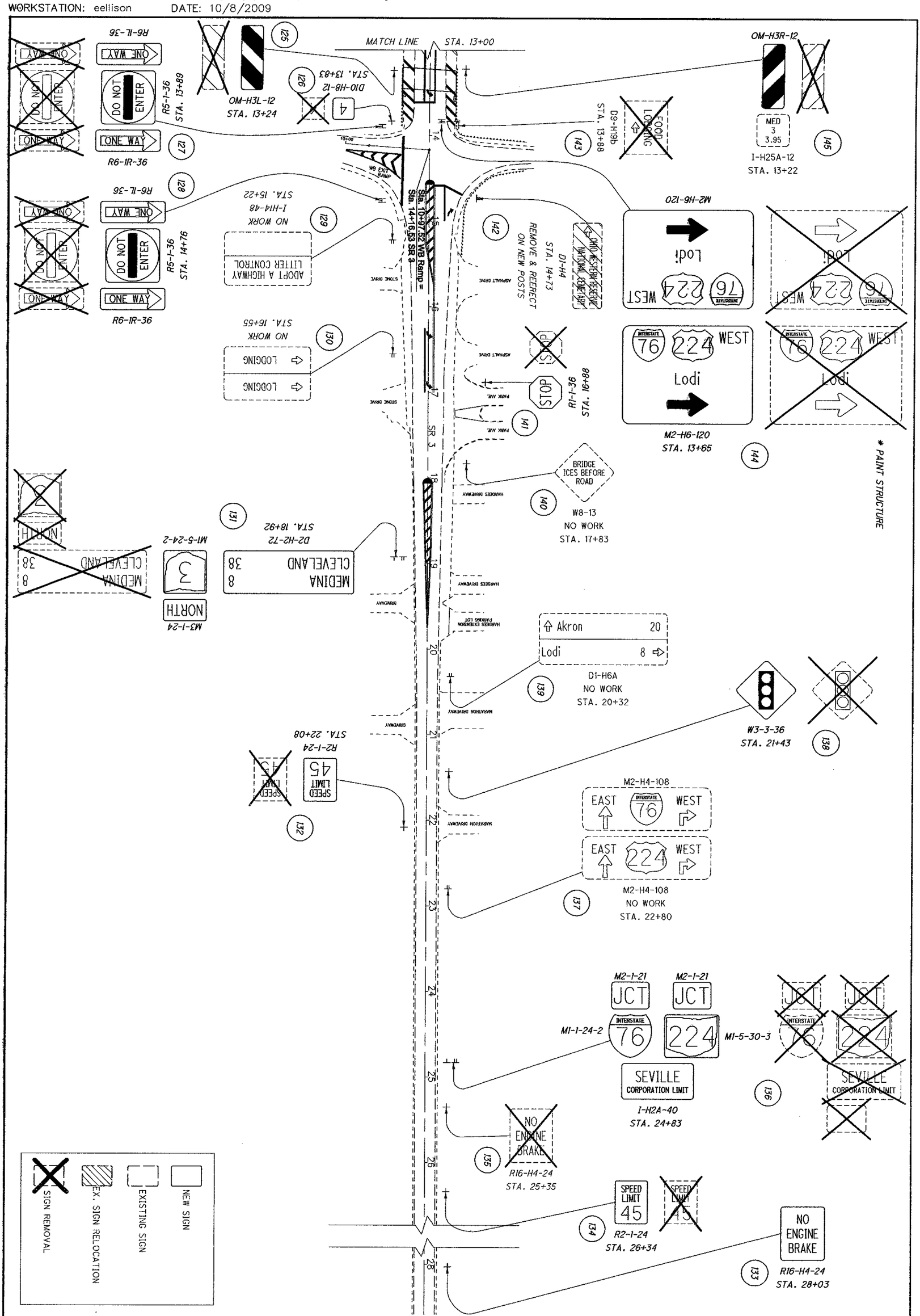
98 / 138	MED-76-0.61	SIGNING PLAN SHEET SR 3 INTERCHANGE	CALCULATED EAS CHECKED RJR	0 100 50 200 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0017.dgn
WORKSTATION: eellison DATE: 10/8/2009



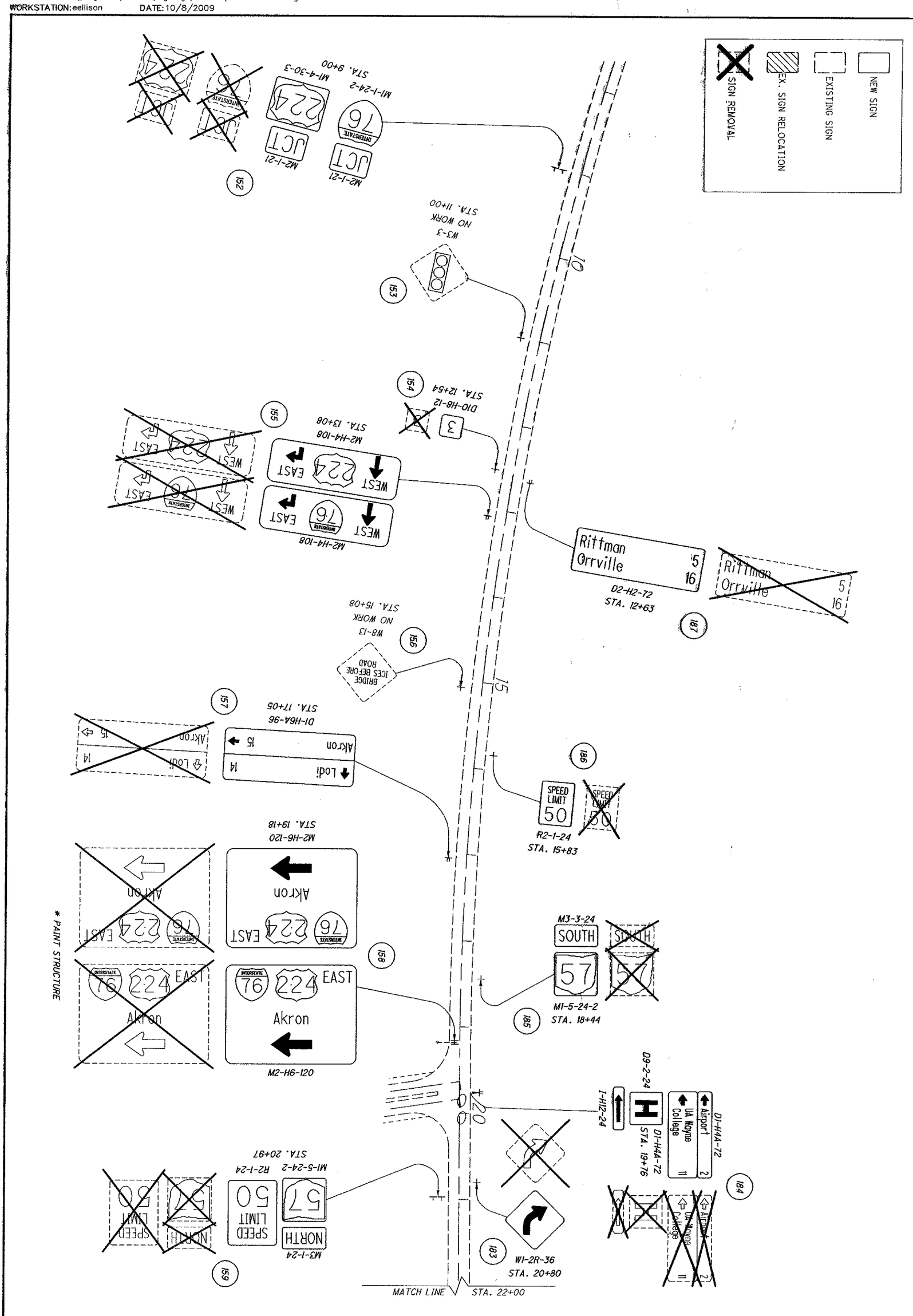
99 / 138	MED-76-0.61	SIGNING PLAN SHEET - SR 3 STA. 0+00 TO STA. 13+00	CALCULATED EAS CHECKED RJR	0 50 25 100 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0018.dgn
WORKSTATION: eellison DATE: 10/8/2009



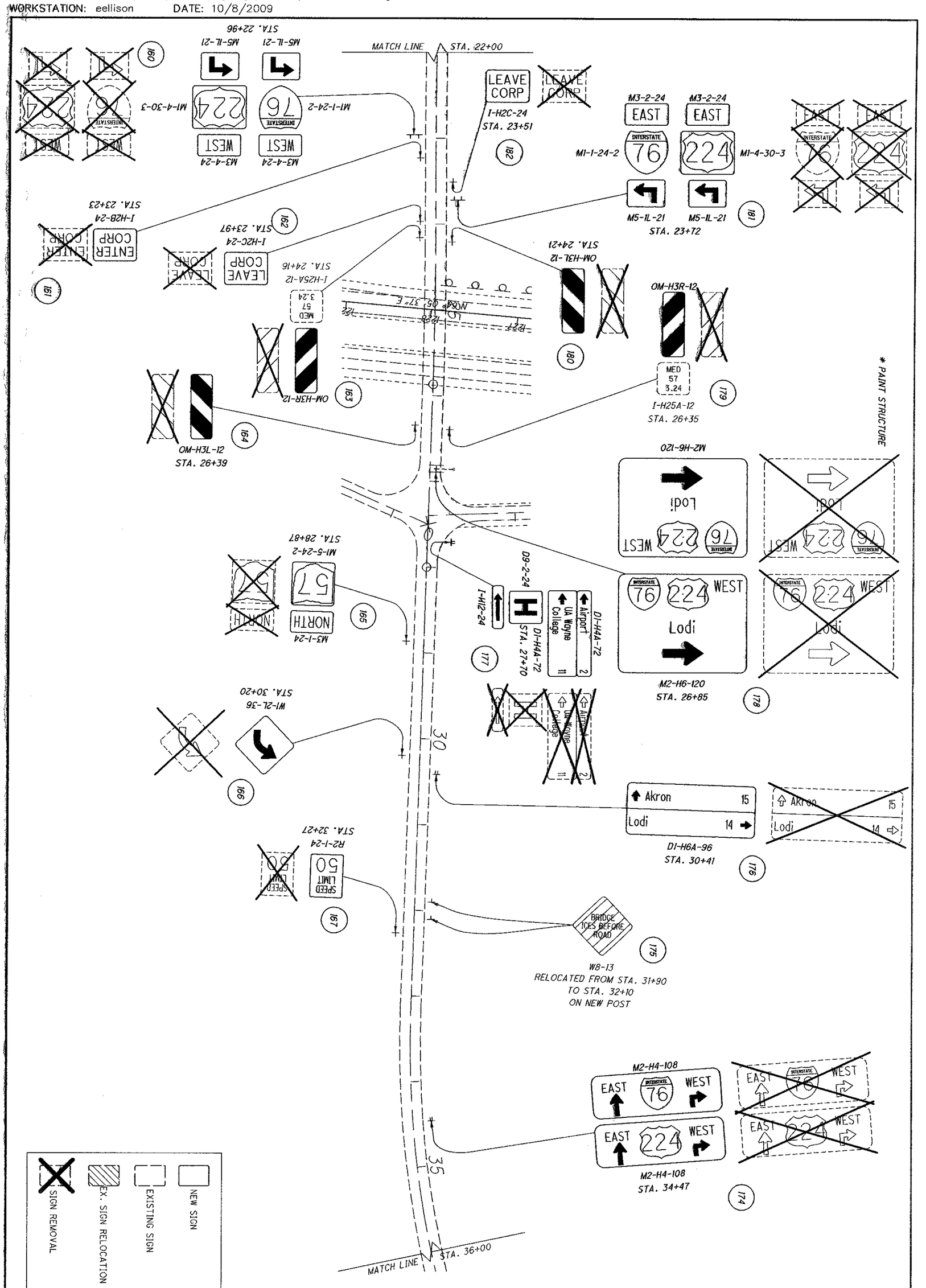
100 / 138	MED-76-0.61	SIGNING PLAN SHEET - SR 3 STA. 13+00 TO STA. 29+00	CALCULATED EAS CHECKED RJR	0 50 25 100 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0019.dgn
WORKSTATION: eellison DATE: 10/8/2009



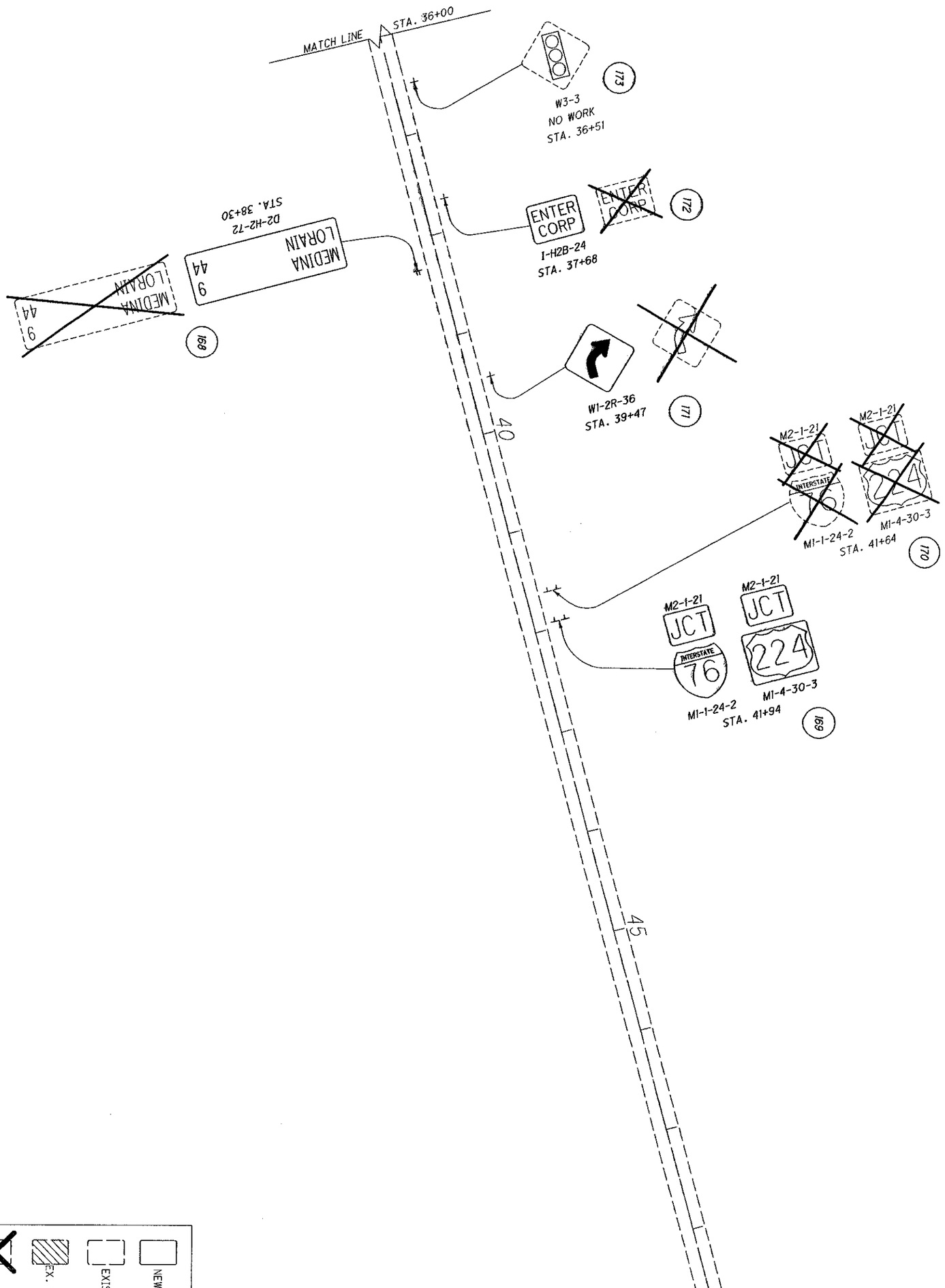
101 / 138	MED-76-0.61	SIGNING PLAN SHEET - SR 57 STA. 8+00 TO STA. 22+00	CALCULATED EAS CHECKED RJR	0 50 25 100 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0020.dgn
WORKSTATION: eellison DATE: 10/8/2009



102 / 138	MED-76-0.61	SIGNING PLAN SHEET - SR 57 STA. 22+00 TO STA. 36+00	CALCULATED EAS CHECKED RJR	0 50 25 100 HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\77475TP0021.dgn
WORKSTATION: eellison DATE: 10/8/2009



SIGN REMOVAL
EX. SIGN RELOCATION
EXISTING SIGN
NEW SIGN

103
138

MED-76-0.61

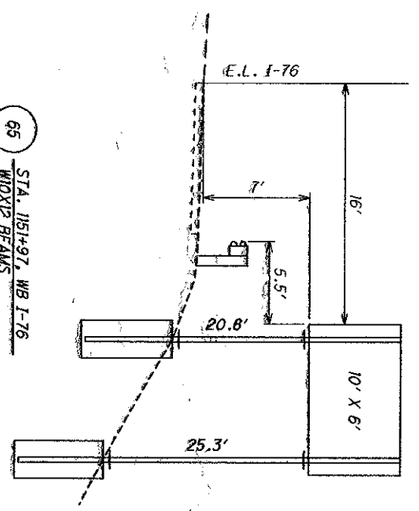
SIGNING PLAN SHEET - SR 57
STA. 36+00 TO STA. 45+00

CALCULATED EAS
CHECKED RJR

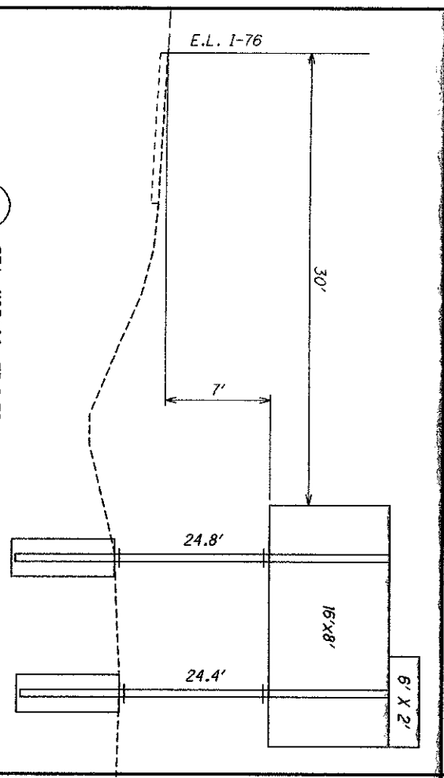
0 50
25 100
HORIZONTAL SCALE IN FEET

DESIGN FILE: I:\projects\77475\Signing\sheets\elevations.dgn
WORKSTATION: eellison DATE: 10/8/2009

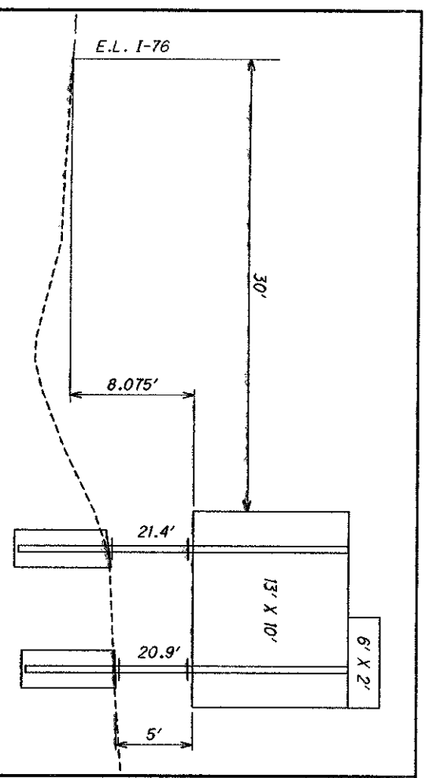
65 STA. 1151+97, WB I-76
W10X12 BEAMS



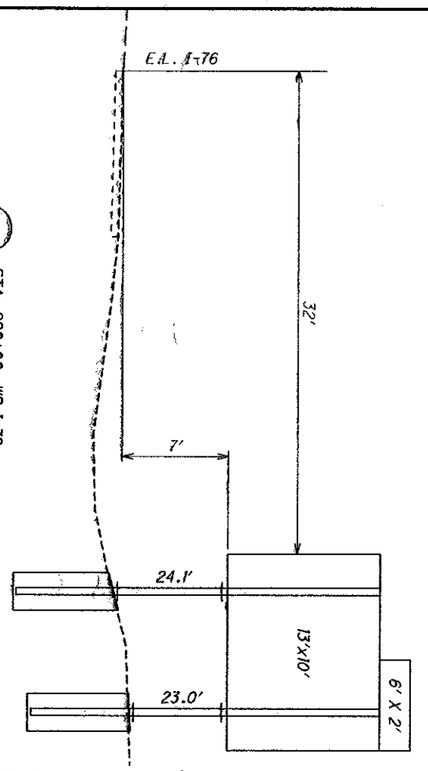
52 STA. 1195+00, EB I-76
W10X22 BEAMS



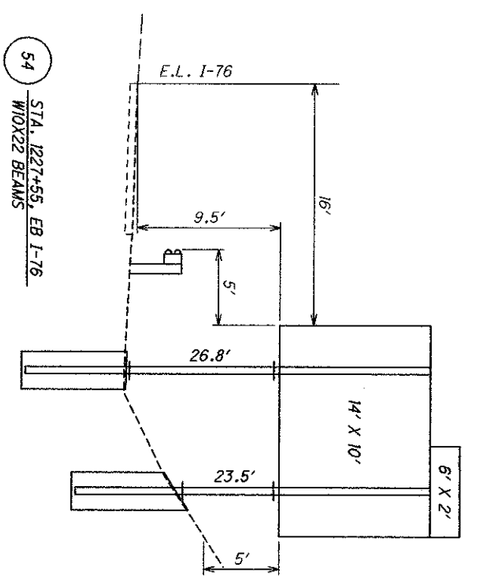
17 STA. 927+57, EB I-76
W8X18 BEAMS



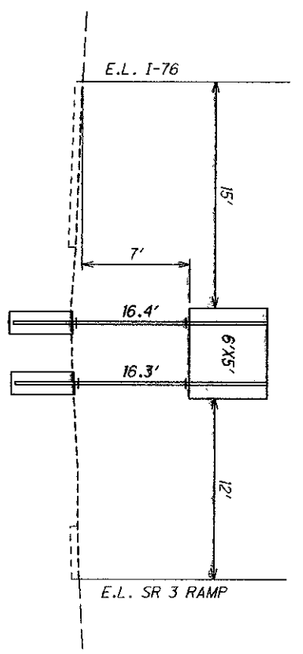
85 STA. 960+00, WB I-76
W10X22 BEAMS



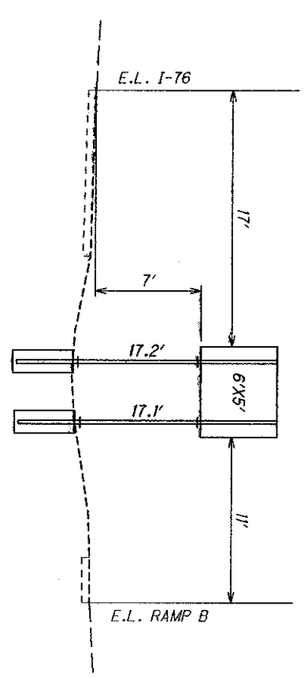
54 STA. 1227+55, EB I-76
W10X22 BEAMS



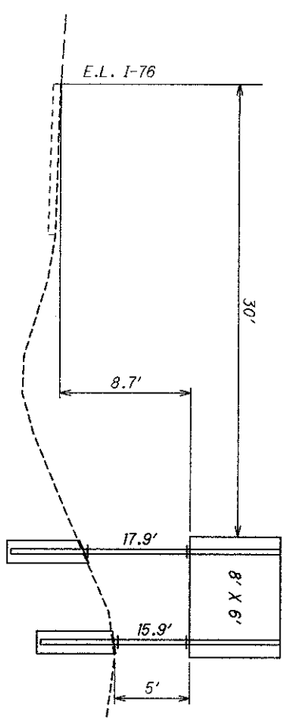
19 STA. 936+58, EB I-76
S4X7.7 BEAMS



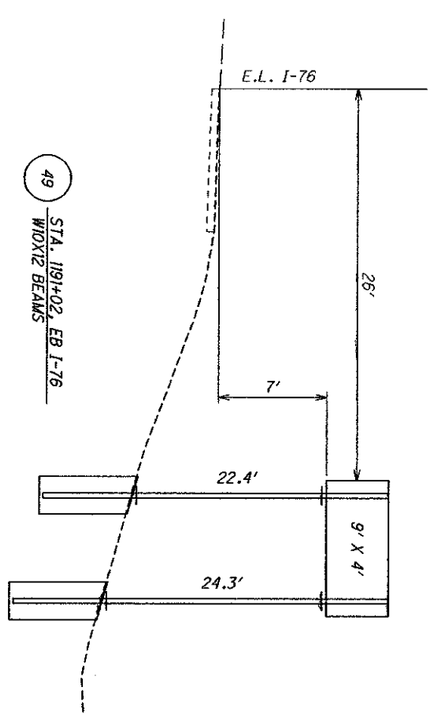
87 STA. 950+34, WB I-76
S4X7.7 BEAMS



63 STA. 1175+99, WB I-76
W6X9 BEAMS



49 STA. 1191+02, EB I-76
W10X12 BEAMS



104
138

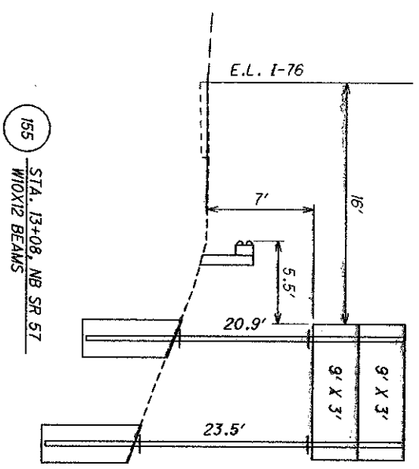
MED-76-0.61

ELEVATIONS

0 5
2.5 10
HORIZONTAL SCALE IN FEET

CALCULATED EAS
CHECKED RJR

DESIGN FILE: I:\projects\77475\Signing\sheets\elevations.dgn
WORKSTATION: eellison DATE: 10/8/2009



105
138

MED-76-0.61

ELEVATIONS

0 5
2.5 10
HORIZONTAL SCALE IN FEET

CALCULATED EAS
CHECKED RJR

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS								Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam						
							SQ FT				EACH							FOOT								Each	Each	Each	Each	Each	Each
83		1	I-76, EB	872+97	D10-1-12	12X24			2.0		1		1						11.5											2	
84		2	I-76, EB	878+90 (MED)	OM-H3L	NO WORK																								
84		3	I-76, EB	879+25	OM-H3R I-H25a	NO WORK NO WORK																								
84		4	I-76, EB	883+00	R2-1	NO WORK																								
84		5	I-76, EB	886+00	W8-13	NO WORK																								
84		6	I-76, EB	888+93	LOGO SIGN	NO WORK																								
84		9	I-76, EB	892+00	E1-H5 E1-1	NO WORK NO WORK																								
84		10	I-76, EB	896+87	LOGO SIGN	NO WORK																								
84		11	I-76, EB	902+00	E3-H1-264	264X84	154.0							1															2	
85		12	I-76, EB	903+73 (MED)	OM-H3L-12	12X36			3.0				1																2	
85		13	I-76, EB	903+75	OM-H3R-12 I-H25a	12X36 NO WORK			3.0				1																2	
85		14	I-76, EB	909+18	E1-H5-72 E1-H1-120	72X24 120X144	12.0 120.0						1	1													2			4	
85		14A	I-76, EB	912+58 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0											13.5										2	
85		14B	I-76, EB	913+32 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0											13.5										2	
85		15	I-76, EB	917+15	LOGO	NO WORK																								
85		16	I-76, EB	925+15	D10-1-12	12X24			2.0		1		1						11.5											2	
85	104	17	I-76, EB	927+57	E1-H5-72 E1-H3-156	72X24 156X120	12.0 130.0					2	1	1											21.4 | 20.9			2		2	2	4	
86		18	I-76, EB	936+40	E5-H1a							2		1																1	
86	104	19	I-76, EB	936+58	E5-H1a-72	72X60	30.0																16.4 | 16.3					2	2	1	
86		20	I-76, EB	948+29	W4-1R-48	48X48			16.0		2		1							16.0 | 16.0											2	
87		21	I-76, EB	970+03	M3-2-36 (BL) M1-1-36-2 M3-2-36 M1-4-45-3	36X18 36X36 36X18 45X36			4.5 9.0 4.5 11.25		1 1		4							15.5 | 16.0	15.0										8	
87		21A	I-76, EB	973+83 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0											13.5										2	
87		21B	I-76, EB	974+57 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0											13.5										2	
87		22	I-76, EB	976+99	R2-1	NO WORK																								
87		23	I-76, EB	977+65	D10-1-12	12X24			2.0				1																2	
87		24	I-76, EB	978+18 (MED)	OM-H3L						1		1																1	
87		25	I-76, EB	978+18	OM-H3R I-H25a-12						1		1			1			11.0										2	
88		26	I-76, EB	984+42	E8-H5	NO WORK																								
88		27	I-76, EB	984+52	I-H25a-12						1					1			11.0										1	
88		28	I-76, EB	994+93	E7-H1-168	168X60	70.0							1															2	
SUBTOTALS							528.0		113.3		9	4	14	5		2			45.0	117.5	15.0	32.7		42.3			4	4	46	

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SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

SIGN SUB-SUMMARY - REFERENCE NUMBERS

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630

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS								Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam					
							SQ FT				EACH							FOOT								Each	Each	Each	Each	Each	Each
88		29	I-76, EB	1006+21 (MED)	R3-4-36 R3-H4a-24						1		2																2	
88		30	I-76, EB	1006+83 (MED)	R3-4-36 R3-H4a-24						1		2																2	
89		31	I-76, EB	1030+32	D10-1						1		1																1	
89		32	I-76, EB	1030+98	I-H25a-12						1					1			11.0										1	
89		33	I-76, EB	1032+05	D10-1-12	12X24			2.0										11.5										1	
90		34	I-76, EB	1047+35	FOUNDATIONS							2																		
91		35	I-76, EB	1082+85	D10-1-12	12X24			2.0		1		1						11.5										2	
91		36	I-76, EB	1085+42	FOUNDATIONS							2																		
92		37	I-76, EB	1092+94	I-H25a-12						1					1			11.0										1	
93		38	I-76, EB	1116+08	W4-1R						2		1																1	
93		39	I-76, EB	1124+80 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0		1		2							13.5									4	
93		40	I-76, EB	1125+42 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0		1		2							13.5									4	
93		41	I-76, EB	1135+23	D10-1-12	12X24			2.0				1																2	
94		42	I-76, EB	1148+80 (MED)	OM-H3L-12	12X36			3.0				1																2	
94		43	I-76, EB	1148+80	OM-H3R-12 I-H25a-12	12X36			3.0				1			1													3	
94		44	I-76, EB	1162+37	E7-H4-144	144X60	60.0							1															2	
95		45	I-76, EB	1184+22	E1-H5-72 E1-H1-132	72X24 132X144	12.0 132.0						1	1													2		4	
95		46	I-76, EB	1184+49 (MED)	OM-H3L-12	12X36			3.0				1																2	
95		47	I-76, EB	1184+65	OM-H3R-12 I-H25a-12	12X36			3.0				1			1													3	
95		48	I-76, EB	1187+80	D10-1-12	12X24			2.0		1		1						11.5										2	
95	104	49	I-76, EB	1191+02	D12-H17b-108	108X48	36.0					2		1											22.4 | 24.3			2	2	2	
95		50	I-76, EB	1192+67 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0		1		2							13.5									4	
95		51	I-76, EB	1193+29 (MED)	R3-4-36 R3-H4a-24	36X36 24X30			9.0 5.0		1		2							13.5									4	
96	104	52	I-76, EB	1195+00	E1-H5-72 E3-H1-192	72X24 192X96	12.0 128.0					2	1	1											24.8 | 24.4		2	2	2	4	
96		53	I-76, EB	1211+00	E1-H5-72 E1-H1-132	72X24 132X144	12.0 132.0						1	1													2		4	
97	104	54	I-76, EB	1227+55	E1-H5-72 E1-H3-168	72X24 168X120	12.0 140.0					2	1	1											26.8 | 23.5		2	2	2	4	
97		55	SR 57, RAMP B	0+75	R5-H10D-36	36X36			9.0				1																2	
96		56	I-76, WB	1219+92	W4-1R-48	48X48			16.0		2		1							16.0 | 16.0									2	
SUBTOTALS							676.0		101.0		15	10	27	6		4			56.5	86.0					46.7	99.5	8		6	6	65	

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	630 GROUND MOUNTED SUPPORTS								Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	630 Sign Post Reflector, Red
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam					
							SQ FT				EACH							FOOT									Each	Each	Each	Each	Each	Each
96		57	I-76, WB	1199+76	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36			4.5 9.0 4.5 11.25		1 1		4							15.0 | 15.5 16.5 | 17.0										8	
95		58	I-76, WB	1192+87	R2-1-48	NO WORK																								
95		59	I-76, WB	1187+72	D10-1-12	12X24			2.0		1		1						11.5											2	
95		60	I-76, WB	1185+33	PREPASS	NO WORK																									
95		61	I-76, WB	1185+33 (MED)	OM-H3L-12	12X36			3.0		1		1						13.5											2	
95		62	I-76, WB	1185+14	OM-H3R-12 I-H25a-12	12X36			3.0		1		1			1			13.5											3	
95	104	63	I-76, WB	1175+99	D8-1-96	96X72	48.0				2			1									17.9 | 15.9					2	2	2	
94		64	I-76, WB	1163+14	COM VEH	NO WORK																									
94	104	65	I-76, WB	1151+97	R13-H2-120										2	1									20.8 | 25.3			2	2	1	
94		66	I-76, WB	1149+96 (MED)	OM-H3L-12	12X36			3.0				1																	2	
94		67	I-76, WB	1149+94	OM-H3R-12 I-H25a-12	12X36			3.0				1			1														3	
93		68	I-76, WB	1140+50	D8-H2-156	156X72	78.0							1															2	
93		69	I-76, WB	1135+23	D10-1-12	12X24			2.0				1																2	
93		70	I-76, WB	1122+72	D8-3-84	84X78	45.5							1															2	
92		71	I-76, WB	1108+82	W4-1R-48	48X48		16.0			2		1							16.0 | 16.0									2	
91		72	I-76, WB	1082+82	D10-1-12	12X24			2.0		1		1						11.5											2	
90		73	I-76, WB	1036+61	LOGO	NO WORK																									
89		74	I-76, WB	1032+05	D10-1-12	12X24			2.0										11.5											1	
89		75	I-76, WB	1031+61	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36			4.5 9.0 4.5 11.25		1 1		4							15.5 | 16.0		15.0								8	
89		76	I-76, WB	1030+30	D10-1-12						1		1																1	
88		77	I-76, WB	1007+15	LOGO	NO WORK																									
88		78	I-76, WB	999+15	E1-H5-72 E1-H1-120	72X24 120X144	12.0 120.0						1	1														2		4	
88		79	I-76, WB	984+52	GSC-1						2			1															1	
87		80	I-76, WB	978+18 (MED)	OM-H3L-12						1		1																1	
87		81	I-76, WB	978+18	OM-H3R-12 I-H25a-12						1		1			1			11.5										2	
87		82	I-76, WB	977+99	E1-H5-72 E1-H1-120	72X24 120X144	12.0 120.0						1	1														2		4	
87		83	I-76, WB	977+65	D10-1-12	12X24			2.0				1																2	
SUBTOTALS							435.5	16.0	80.5		17		22	6	2	4			73.0	127.5	15.0		33.8		46.1		4		4	4	57	

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SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

SIGN SUB-SUMMARY - REFERENCE NUMBERS

CALC BY EAS
CHK'D BY CVH

630

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS: Ground Mounted Extrusheet (SQ FT)	SIGNS: Overhead Mounted Extrusheet (SQ FT)	SIGNS: Flat Sheet (SQ FT)	SIGNS: Flat Sheet, As Per Plan (Hinged) (SQ FT)	Removal of Ground Mounted Support: Post (EACH)	Removal of Ground Mounted Support: Beam (EACH)	Removal of Ground Mounted Sign and Disposal: Minor (EACH)	Removal of Ground Mounted Sign and Disposal: Major (EACH)	Removal of Ground Mounted Beam Support and Disposal, As Per Plan (EACH)	Removal of Ground Mounted Sign and Reerection (EACH)	Removal of Overhead Mounted Sign and Disposal (EACH)	GROUND MOUNTED SUPPORTS: One-Way No.3, As Per Plan (FOOT)	No. 2, As Per Plan (FOOT)	No. 3, As Per Plan (FOOT)	No. 4, As Per Plan (FOOT)	S4 x 7.7 Beam (FOOT)	W6 x 9 Beam (FOOT)	W8 x 18 Beam (FOOT)	W10 x 12 Beam (FOOT)	W10 x 22 Beam (FOOT)	Sign Backing Assembly (Each)	Sign Attachment Assembly, As Per Plan (Each)	Ground Mounted Beam Support Foundation (Each)	Breakaway Beam Connection (Each)	Sign Data Collection (Each)	Sign Post Reflector, Red (Each)
87		84	I-76, WB	970+00	LOGO	NO WORK																									
87	104	85	I-76, WB	960+00	E1-H5-72 E1-H3-156	72X24 156X120	12.0 130.0					2	1	1											24.1 | 23.0	2		2	2	4	
86		86	I-76, WB	950+50	E5-H1a							2		1																1	
86	104	87	I-76, WB	950+34	E5-H1a-72	72X60	30.0															17.2 | 17.1						2	2	1	
86		88	I-76, WB	943+75	E1-1-150 E1-1-150	NO WORK NO WORK																									
86		89	I-76, WB	937+69	W4-1R-48	48X48			16.0		2		1							16.0 | 16.0										2	
85		90	I-76, WB	925+15	D10-1-12	12X24			2.0		1		1						11.5											2	
85		90A	I-76, WB	921+00	W8-13-48	48X48				16.0										16.0 | 16.5										1	
85		91	I-76, WB	919+00	E1-1-150 E1-1-150	NO WORK NO WORK																									
85		92	I-76, WB	916+80	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36			4.5 9.0 4.5 11.25		1 1 		4							 15.5 | 16.0	15.0 									8	
85		93	I-76, WB	907+60	R2-1-48	NO WORK																									
85		94	I-76, WB	906+12	OM-H3R-12 I-H25a-12	12X36			3.0				1			1														3	
85		95	I-76, WB	906+05	OM-H3L-12	12X36			3.0				1																	2	
84		96	I-76, WB	899+63	E1-H3-192 E1-1-150	NO WORK NO WORK																									
84		97	I-76, WB	896+82	E5-H1A	NO WORK																									
84		98	I-76, WB	879+98	OM-H3L-12						1		1																	1	
84		99	I-76, WB	879+60	OM-H3R-12 I-H25a-12						1		1			1			11.0											2	
83		100	I-76, WB	872+97	D10-1-12	12X24			2.0		1		1						11.5											2	
98		101	SR 3, RAMP D	3+53	W3-3-48	48X48			16.0				1																	2	
98		102	SR 3, RAMP D	3+94	LOGO	NO WORK																									
98		103	SR 3, RAMP D	4+95	LOGO	NO WORK																									
98		104	SR 3, RAMP D	6+00	M1-5-30-1 M6-4-24 D1-H6a-96	30X30 24X18 96X48	32.0		6.3 3.0				2	1												1				6	
98		105	SR 3, RAMP D	6+97	LOGO	NO WORK																									
98		106	SR 3, RAMP D	8+02	R5-1a-36	36X24			6.0		1		1							12.5										2	
98		107	SR 3, RAMP D	8+02	LOGO R5-1a-36	NO WORK 36X24			6.0		1		1					MOUNT ON BEAM SUPPORTS									1				2	1
98		108	SR 3, RAMP C	0+92	R5-H10d-36	36X36			9.0		1		1							13.5										2	
98		109	SR 3, RAMP B	3+71	W3-3-48	48X48			16.0				1																	2	
98		110	SR 3, RAMP B	4+62	LOGO	NO WORK																									
SUBTOTALS							204.0		117.6	16.0	11	4	19	3		2			34.0	122.0	15.0	34.3				47.1	4		4	4	45	1

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MED-76-0.61

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SIGN SUB-SUMMARY - REFERENCE NUMBERS

CALC BY EAS
CHK'D BY CVH

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Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS: Ground Mounted Extrusheet	SIGNS: Overhead Mounted Extrusheet	SIGNS: Flat Sheet	SIGNS: Flat Sheet, As Per Plan (Hinged)	Removal of Ground Mounted Support: Post	Removal of Ground Mounted Support: Beam	Removal of Ground Mounted Sign and Disposal: Minor	Removal of Ground Mounted Sign and Disposal: Major	Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS: One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam	Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							SQ FT				EACH							FOOT									Each	Each	Each	Each	Each	Each
98		111	SR 3, RAMP B	5+04	LOGO	NO WORK																										
98		112	SR 3, RAMP B	6+00	M1-5-30-1 M6-4-24 D1-H6a-96	30X30 24X18 96X48	32.0		6.3 3.0				2	1													1				6	
98		113	SR 3, RAMP B	6+84	LOGO	NO WORK																										
98		114	SR 3, RAMP B	8+02	R5-1A-36	36X24			6.0		1		1							12.5											2	1
98		115	SR 3, RAMP B	8+02	LOGO R5-1a-36	NO WORK 36X24			6.0		1		1					MOUNT ON BEAM SUPPORTS									1				2	1
98		116	SR 3, RAMP A	0+88	R5-H10d-36	36X36			9.0		1		1							13.5											2	
99		117	SR 3, NB	0+01	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X15 24X24 21X15 30X24			2.2 4.0 2.2 5.0				4																			8	
99		118	SR 3, NB	2+41	W8-13						1					1				14.5											1	
99		119	SR 3, NB	3+55	M2-H4-108 M2-H4-108	NO WORK NO WORK																										
99		120	SR 3, NB	5+09	W3-3-36	36X36			9.0		1		1							14.5											2	
99		121	SR 3, NB	7+23	D1-H6a-108	NO WORK																										
99		122	SR 3, NB	9+58	D1-H4	NO WORK																										
99		123	SR 3, NB	10+45	M2-H6-120 M2-H6-120	120X84 120X84		70.0 70.0								2												2			4	
99		124	SR 3, NB	11+06	OM-H3R-12 I-H25a-12	12X36 NO WORK			3.0				1																		2	
100		125	SR 3, NB	13+24	OM-H3L-12	12X36			3.0				1																		2	
100		126	SR 3, NB	13+83	D10-H8-12	12X12			1.0	DOUBLE FACED			1																		2	
100		127	SR 3, NB	13+89	R5-1-36 R6-1L-36 R6-1R-36	36X36 36X12 36X12			9.0 3.0 3.0				3																		6	2
100		128	SR 3, NB	14+76	R5-1-36 R6-1L-36 R6-1R-36	36X36 36X12 36X12			9.0 3.0 3.0				3																		6	2
100		129	SR 3, NB	15+22	I-H14	NO WORK																										
100		130	SR 3, NB	16+55	LOGO SIGN	NO WORK																										
100		131	SR 3, NB	18+92	D2-H2-72 M3-1-24 M1-5-24-1	72X24 24X12 24X24			12.0 2.0 4.0				3							13.5											6	
100		132	SR 3, NB	22+08	R2-1-24	24X30			5.0		1		1							13.0											2	
100		133	SR 3, SB	28+03	R16-H4-24	24X30			5.0											13.0											1	
100		134	SR 3, SB	26+34	R2-1-24	24X30			5.0				1																		2	
100		135	SR 3, SB	25+35	R16-H4						1		1																		1	
SUBTOTALS							32.0	140.0	122.7		7		25	1		1	2			94.5						2	2			57	6

MED-76-0.61

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS								Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam					
							SQ FT				EACH							FOOT								Each	Each	Each	Each	Each	Each
100		136	SR 3, SB	24+86	M2-1-21 (BL) M1-1-24-2 M2-1-21 M1-5-30-3 I-H2a-40 BLUE SIGN	21X15 24X24 21X15 30X24 40X20			2.2 4.0 2.2 5.0 5.6		3		6							13.5	14.0						1				11	
100		137	SR 3, SB	22+80	M2-H4-108 M2-H4-108	NO WORK NO WORK																								
100		138	SR 3, SB	21+43	W3-3-36	36X36			9.0				1																	2	
100		139	SR 3, SB	20+32	D1-H6a	NO WORK																									
100		140	SR 3, SB	17+83	W8-13-36	NO WORK																									
100		141	SR 3, SB	16+88	R1-1-36	36X36			9.0		1		1							13.5										2	1
100		142	SR 3, SB	14+73	D1-H4						2					1				12.5	12.5									1	
100		143	SR 3, SB	13+88	D9-H19b						1		1																	1	
100		144	SR3, SB	13+65	M2-H6-120 M2-H6-120	120X84 120X84		70.0 70.0									2											2		4	
100		145	SR 3, SB	13+22	OM-H3R-12 I-H25a-12	12X36 NO WORK			3.0				1																	2	
99		146	SR 3, SB	11+09	OM-H3L-12	12X36			3.0				1																	2	
99		147	SR 3, SB	10+45	R5-1-36 R6-1R-36 R6-1L-36	36X36 36X12 36X12			9.0 3.0 3.0		2		3					14.5		13.5										6	2
99		148	SR 3, SB	9+51	R5-1-36 R6-1R-36 R6-1L-36	36X36 36X12 36X12			9.0 3.0 3.0		2		3					14.5		13.5										6	2
99		149	SR 3, SB	7+93	R3-H8bb-30	30X30			6.3		1		1							13.0										2	
99		150	SR 3, SB	5+44	R7-1-12L	12X18			1.5		1		1						12.0											2	
99		151	SR 3, SB	4+63	R7-1-12R	12X18			1.5		1		1						12.0											2	
101		152	SR 57, NB	9+00	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X15 24X24 21X15 30X24			2.2 4.0 2.2 5.0		2		4							14.0 14.5										8	
101		153	SR 57, NB	11+00	W3-3-36	NO WORK																									
101		154	SR 57, NB	12+54	D10-H8-12	12X12			1.0	DOUBLE FACED			1																	2	
101	105	155	SR 57, NB	13+08	M2-H4-108 M2-H4-108	108X36 108X36	27.0 27.0					2	2													20.9	23.5			2	2	4	
101		156	SR 57, NB	15+08	W8-13-36	NO WORK																									
101		157	SR 57, NB	17+05	D1-H6a-96	96X48	32.0						1																	2	
101		158	SR 57, NB	19+18	M2-H6-120 M2-H6-120	120X84 120X84		70.0 70.0									2											2		4	
101		159	SR 57, NB	20+97	M3-1-24 M1-5-24-2 R2-1-24	24X12 24X24 24X30			2.0 4.0 5.0		2		3							13.5 13.5										6	
SUBTOTALS							86.0	280.0	107.7		18	2	31			1	4	29.0	24.0	161.5						44.4		1	4	2	2	69	5

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SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS								Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam					
							SQ FT				EACH							FOOT								Each	Each	Each	Each	Each	Each
102		160	SR 57, NB	22+96	M3-4-24 M1-1-24-2 M5-1L-21 M3-4-24 M1-4-30-3 M5-1L-21	24X12 24X24 21X15 24X12 30X24 21X15			2.0 4.0 2.2 2.0 5.0 2.2		2		6							14.8 15.0										12	
102		161	SR 57, NB	23+23	I-H2b-24	24X18			3.0				1																2	
102		162	SR 57, NB	23+97	I-H2c-24	24X18			3.0				1																2	
102		163	SR 57, NB	24+16	OM-3R-12 I-H25a-12	12X36 NO WORK			3.0				1																2	
102		164	SR 57, NB	26+39	OM-3L-12	12X36			3.0				1																2	
102		165	SR 57, NB	28+87	M3-1-24 M1-5-24-2	24X12 24X24			2.0 4.0				2																4	
102		166	SR 57, NB	30+20	W1-2L-36	36X36			9.0				1																2	
102		167	SR 57, NB	32+27	R2-1-24	24X30			5.0				1																2	
103		168	SR 57, NB	38+30	D2-H2-72	72X24			12.0				1																2	
103		169	SR 57, SB	41+94	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X15 24X24 21X15 30X24			2.2 4.0 2.2 5.0											14.0 14.5										4	
103		170	SR 57, SB	41+64	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3						4		2																4	
103		171	SR 57, SB	39+47	W1-2R-36	36X36			9.0				1																2	
103		172	SR 57, SB	37+68	I-H2b-24	24X18			3.0				1																2	
103		173	SR 57, SB	36+51	W3-3-36	NO WORK																								
102		174	SR 57, SB	34+47	M2-H4-108 M2-H4-108	108X36 108X36	27.0 27.0							2															4	
102		175	SR 57, SB	32+10	W8-13-36	36X36										1				14.5									1	
102		176	SR 57, SB	30+41	D1-H6a-96	96X48	32.0							1															2	
102		177	SR 57, SB	27+70	D1-H4a-72 D1-H4a-72 D9-2-24 I-H12L-24	72X24 72X12 24X24 24X6			12.0 6.0 2.0 1.0		2		4							14.5	14.5									8	
102		178	SR 57, SB	26+85	M2-H6-120 M2-H6-120	120X84 120X84		70.0 70.0									2										2		4	
102		179	SR 57, SB	26+35	OM-H3R-12 I-H25a-12	12X36 NO WORK			3.0				1																2	
102		180	SR 57, SB	24+21	OM-H3L-12	12X36			3.0				1																2	
102		181	SR 57, SB	23+72	M3-2-24 M1-1-24 M5-1L-21 M3-2-24 M1-4-30-3 M5-1L-21	24X12 24X24 21X15 24X12 30X24 21X15			2.0 4.0 2.2 2.0 5.0 2.2		2		6							14.8 15.0										12	
SUBTOTALS							86.0	140.0	131.2		10		31	3		1	2			131.6							2		77	

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CALC BY EAS
CHK'D BY CVH

SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

SIGN SUB-SUMMARY - REFERENCE NUMBERS

CALC BY EAS
CHK'D BY CVH

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Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	SIGNS: Ground Mounted Extrusheet	SIGNS: Overhead Mounted Extrusheet	SIGNS: Flat Sheet	SIGNS: Flat Sheet, As Per Plan (Hinged)	Removal of Ground Mounted Support: Post	Removal of Ground Mounted Support: Beam	Removal of Ground Mounted Sign and Disposal: Minor	Removal of Ground Mounted Sign and Disposal: Major	Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS: One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam	Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red
							SQ FT				EACH							FOOT									Each	Each	Each	Each	Each	Each
102		182	SR 57, SB	23+51	I-H2c-24	24X18			3.0				1																		2	
101		183	SR 57, SB	20+80	W1-2R-36	36X36			9.0				1																		2	
101		184	SR 57, SB	19+76	D1-H4a-72 D1-H4a-72 D9-2-24 I-H12L-24	72X12 72X24 24X24 24X6			6.0 12.0 2.0 1.0				4																			8	
101		185	SR 57, SB	18+44	M3-3-24 M1-5-24-2	24X12 24X24			2.0 4.0				2																			4	
101		186	SR 57, SB	15+83	R2-1-24	24X30			5.0		1		1							13.0											2	
101		187	SR 57, SB	12+63	D2-H2-72	72X24			12.0				1																		2	
SUBTOTALS									56.0		1		10							13.0										20	

MED-76-0.61

MED-76-0112 L SFN 5204356

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
SPECIAL	51160000	423	SQ YD	BRIDGE DECK GROOVING	119
512	10100	208	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
847	10201	423	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	423	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

MED-76-0158 L SFN 5204429

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	110	FT	REMOVAL MISC.: RUBBER SEAL	118
512	10400	959	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
516	31000	110	FT	JOINT SEALER	

MED-76-0158 R SFN 5204437

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1	CU YD	PORTIONS OF STRUCTURE REMOVED. AS PER PLAN	119
202	98200	80	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
512	10400	969	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
512	10600	875	FT	CONCRETE REPAIR BY EPOXY INJECTION	
516	31000	80	FT	JOINT SEALER	

DESIGN FILE: I:\projects\77475\structures\strsum.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DATE 9/09
REVIEWED RDN
DRAWN GTS
REVISED
DESIGNED GTS
CHECKED DJV

STRUCTURE SUMMARY

MED-76-0.61

MED-76-0299 L SFN 5204593

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.1	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	76	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	418	SQ YD	BRIDGE DECK GROOVING	119
512	10100	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	76	FT	JOINT SEALER	
847	10201	418	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	11	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	418	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

MED-76-0299 R SFN 5204658

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.1	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	82	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	451	SQ YD	BRIDGE DECK GROOVING	119
512	10100	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	82	FT	JOINT SEALER	
601	27000	44	CU YD	DUMPED ROCK FILL, TYPE C	
847	10201	451	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	451	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

DESIGN FILE: I: \projects\77475\structures\strsum.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
DESIGNED GTS | CHECKED DJV
DRAWN GTS | REVISED
REVIEWED RDN | DATE 9/09

STRUCTURE SUMMARY

MED-76-0.61

MED-76-0311 SFN 5204682

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	441	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	606	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0399 SFN 5204704

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	424	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0516 SFN 5204712

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	426	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0622 L SFN 5204747

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	.3	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	87	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	.3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	540	SQ YD	BRIDGE DECK GROOVING	119
512	10100	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	87	FT	JOINT SEALER	
847	10201	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	15	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

DESIGN FILE: i:\projects\77475\structures\strsum.dgn DATE:10/14/2009
WORKSTATION:dmollens

DESIGN AGENCY: DISTRICT THREE, OFFICE OF PRODUCTION
DESIGNED: GTS | DRAWN: GTS | REVIEWED: RDN | DATE: 9/09
CHECKED: DJV | REVISED:

STRUCTURE SUMMARY

MED-76-0.61

MED-76-0622 R SFN 5204771

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	87	FT	REMOVAL MISC.: RUBBER SEAL	118
SPECIAL	51160000	540	SQ YD	BRIDGE DECK GROOVING	119
512	10100	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	87	FT	JOINT SEALER	
847	10201	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	14	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

MED-76-0690 L SFN 5204801

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.3	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	88	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	393	SQ YD	BRIDGE DECK GROOVING	119
512	10100	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	88	FT	JOINT SEALER	
847	10201	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

MED-76-0690 R SFN 5204836

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	88	FT	REMOVAL MISC.: RUBBER SEAL	118
SPECIAL	51160000	393	SQ YD	BRIDGE DECK GROOVING	119
512	10100	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	88	FT	JOINT SEALER	
847	10201	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)	119
847	20201	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)	119

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
DESIGNED: GTS | CHECKED: DJV
DRAWN: GTS | REVISED:
REVIEWED: RDN | DATE: 9/09

STRUCTURE SUMMARY

MED-76-0.61

DESIGN FILE: I:\projects\77475\structures\strsum.dgn
WORKSTATION:dmollens DATE:10/14/2009

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

847 DATED 10/16/09

EXISTING STRUCTURE VERIFICATION:

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

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DECK PROTECTION METHOD:

SUPERPLASTICIZED DENSE CONCRETE OVERLAY
SRS DECK SEALING
EPOXY INJECTION OF DECK CRACKS

DESIGN DATA:

CLASS S CONCRETE- COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
MED-76-0112L	MED-224-16.07 MED-76-0.61	1958 1995
MED-76-0158L	MED-76-0.61 MED-71-6.06	1995 2006
MED-76-0158R	MED-76-0.61	1995
MED-76-0299L	MED-224-15.75/SUM-224-0.00 MED-76-0.61	1964 1995
MED-76-0299R	MED-224-17.66/SUM-224-0.00 MED-76-0.61	1964 1995
MED-76-0311	MED-224-15.75/SUM-224-0.00 MED-76-0.61	1964 1995
MED-76-0399	MED-224-15.75/SUM-224-0.61 MED-76-0.61	1964 1995
MED-76-0511	MED-224-15.75/SUM-224-0.61 MED-76-0.61	1964 1995
MED-76-0622L/R	MED-224-17.66/SUM-224-0.00 MED-76-0.61	1964 1995
MED-76-0690L/R	MED-224-17.66/SUM-224-0.00 MED-76-0.61	1964 1995

PLACING ASPHALT CONCRETE ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE BUTT JOINT TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

ITEM 202 - REMOVAL MISC.: RUBBER SEAL:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ELASTOMERIC COMPRESSION SEAL GLAND BETWEEN THE APPROACH SLAB AND THE CONCRETE DECK.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN FILE: I:\projects\77475\structures\strnotes.dgn
WORKSTATION: tgschlett DATE: 10/19/2009

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION
DESIGNED: DCM DRAWN: DCM CHECKED: DJV REVISED: RDN DATE: 9/09

STRUCTURE GENERAL NOTES

MED-76-0.61

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL BE USED AT LOCATIONS IN THE PLAN.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. CHIPPING HAMMERS SHALL BE LIMITED TO THE 90 POUND CLASS.

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

IF ANY REINFORCING STEEL IS DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE REINFORCING STEEL AT NO COST TO THE STATE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 - CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE TYPE A WATERPROOFING SHALL BE INCLUDED IN THIS ITEM.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL - BRIDGE DECK GROOVING:

THE BRIDGE DECK GROOVING SHALL MEET CMS 511.20.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS):

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING OVERLAY AS PER DETAILS IN THE PLAN.

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY TO BE REMOVED SHALL BE AS SPECIFIED IN THE PLANS, REGARDLESS OF THE AMOUNT OF SOLID EXISTING CONCRETE OVERLAY REMAINING.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE SURFACE FINISH REQUIREMENTS SHALL BE AS PER CMS 511.19 AND 511.20 (BRIDGE DECK GROOVING) IN LIEU OF THAT WHICH IS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 847.

SEE THE SUPPLEMENTAL SPECIFICATION FOR DETAILS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN:

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN AGENCY: DISTRICT THREE, OFFICE OF PRODUCTION

DESIGNED: DCM | DRAWN: DCM | CHECKED: DJV | REVISED: | REVIEWED: RDN | DATE: 9/09

STRUCTURE GENERAL NOTES

MED-76-0.61

DESIGN FILE: I:\projects\77475\structures\strnotes.dgn
WORKSTATION:dmollens DATE:10/14/2009

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0112L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0158L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0158R:

THE ABOVE STRUCTURES SHALL BE WORKED ON USING THE PART WIDTH CONSTRUCTION SETUP FOR THE CORRESPONDING ROADWAY WORK.

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0299L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0299R:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0622L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0622R:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0690L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0690R:

THE ABOVE STRUCTURES SHALL BE WORKED ON USING THE CONSTRUCTION SETUP FOR THE CORRESPONDING ROADWAY WORK.

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0311:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0399:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0516:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN ONE LANE MAY BE CLOSED USING FLAGGERS, AS PER STANDARD DRAWING MT-97.10.

SEALING PARAPETS OVER I-76 ROADWAY PORTIONS, SHALL ONLY OCCUR WHEN THE TRAFFIC HAS BEEN REMOVED FROM UNDER THE STRUCTURE.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

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

DESIGN FILE: I:\projects\77475\structures\strnotes.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVISED	DATE
DCM	DCM	RDN	9/09
CHECKED	REVISED		
DJV			

STRUCTURE MAINTENANCE OF TRAFFIC NOTES

MED-76-0,61

STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
5202922	MED-76-0091	UNDER I - 71	4 SPAN STEEL GIRDER	60°46′± R.F.	419′-0″±	72′-0″±	NO WORK
5202957	MED-76-0095	UNDER I - 71	4 SPAN STEEL GIRDER	59°52′± R.F.	416′-11″±	62′-4″±	NO WORK
5204356	MED-76-0112 L	OVER CHIPPEWA DITCH	3 SPAN CONCRETE SLAB	30° R.F.	92′-9″±	41′-0″±	DECK OVERLAY, SEALING PARAPETS, WINGWALLS/ABUTMENT AND PIER CAP ENDS
5204399	MED-76-0112 R	OVER CHIPPEWA DITCH	3 SPAN CONCRETE SLAB	30° R.F.	92′-5″±	59′-10″±	NO WORK
5204429	MED-76-0158 L	OVER B & O RAILROAD & RYAN RD (C.R. 40).	4 SPAN STEEL BEAM	0°	218′-0″±	54′-7″±	DECK SEALING & EXPANSION JOINT REPAIR
5204437	MED-76-0158 R	OVER B & O RAILROAD & RYAN RD (C.R. 40).	4 SPAN STEEL BEAM	0°	218′-0″±	40′-0″±	DECK SEALING, EXPANSION JOINT REPAIR AND EPOXY INJECTION
5200091	MED-76-0232	UNDER S.R. 3	4 SPAN STEEL BEAM	3° 55′± L.F.	211′-6″±	62′-0″	NO WORK
5204593	MED-76-0299 L	OVER HUBBARD CREEK	3 SPAN CONCRETE SLAB	0°	99′-0″±	38′-0″±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204658	MED-76-0299 R	OVER HUBBARD CREEK	3 SPAN CONCRETE SLAB	0°	99′-0″±	41′-0″±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR, APPROACH SLAB REPAIR AND SLOPE PROTECTION
5204682	MED-76-0311	UNDER T.H. 93	4 SPAN STEEL BEAM	1° 40′± L.F.	207′-2″±	26′-8″±	DECK & PARAPET SEALING
5204704	MED-76-0399	UNDER C.H. 41	4 SPAN STEEL BEAM	1° 40′± L.F.	207′-2″±	28′-0″±	DECK & PARAPET SEALING
5204712	MED-76-0516	UNDER C.H. 105	4 SPAN STEEL BEAM	0°	207′-2″±	28′-0″±	DECK & PARAPET SEALING
5204747	MED-76-0622 L	OVER C.H. 49	3 SPAN CONCRETE SLAB	0°	112′-0″±	43′-4″±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204771	MED-76-0622 R	OVER C.H. 49	3 SPAN CONCRETE SLAB	0°	112′-0″±	43′-4″±	DECK OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204801	MED-76-0690 L	OVER RIVER STYX	3 SPAN CONCRETE SLAB	20° ± R.F.	86′-1″±	41′-0″±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204836	MED-76-0690 R	OVER RIVER STYX	3 SPAN CONCRETE SLAB	20° ± R.F.	86′-1″±	41′-0″±	DECK OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION

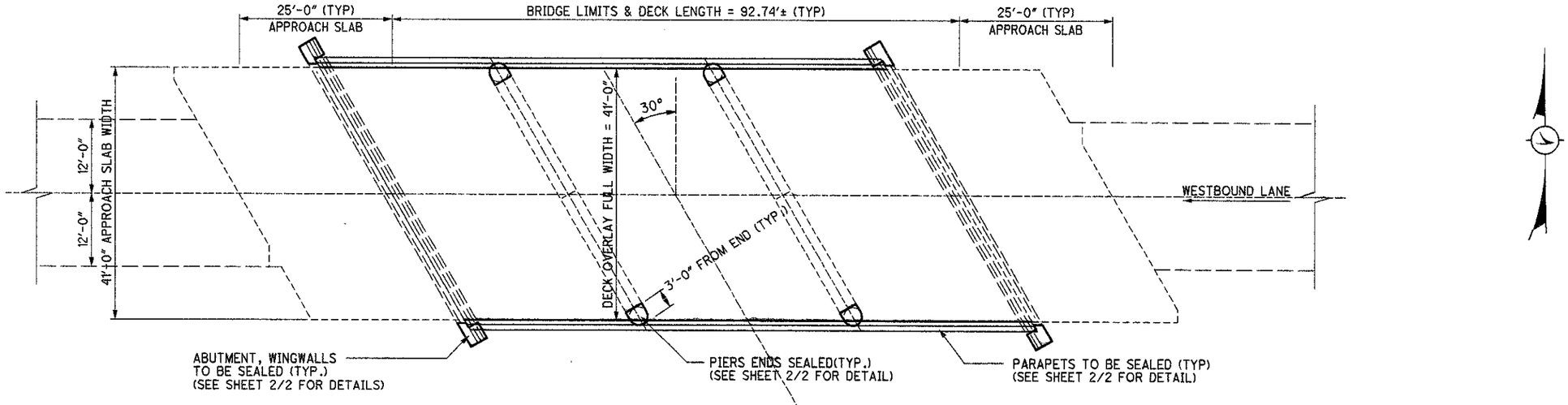
DESIGNED GTS | DRAWN GTS | CHECKED DJV | REVISED | DATE REVISED RDN 9/09

STRUCTURE INFORMATION

MED-76-0.61

121 / 138

DESIGN FILE: i:\projects\77475\structures\strinfor.dgn
WORKSTATION:dmollens DATE:10/14/2009



PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	0112L	0112R		
SPECIAL	423		SQ YD	BRIDGE DECK GROOVING
512	208		SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
847	423		SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)
847	12		CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP			TEST SLAB
847	423		SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1. NO WORK ON THE RIGHT STRUCTURE.
2. GUARDRAIL NOT SHOWN.
3. ON THE LEFT STRUCTURE, THE EXISTING 2" THICK CONCRETE OVERLAY AND ¼" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS).
4. THE LEFT STRUCTURE BRIDGE DECK SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK).
5. SEE SHEET 2/2 FOR OVERLAY DETAILS.
6. SEE SHEET 2/2 FOR SEALING DETAILS.

DESIGN AGENCY: DISTRICT THREE, OFFICE OF PRODUCTION
DESIGNED: GTS | DRAWN: GTS | REVIEWED: RDN | DATE: 9/09
CHECKED: DJV | REVISED: | STRUCTURE FILE NUMBER: 5204356/5204399

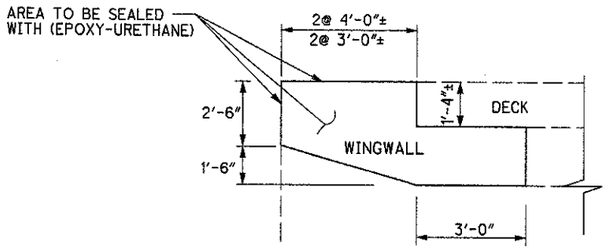
PLAN VIEW
MED-76-0112L&R OVER CHIPPEWA DITCH

MED-76-0.61

1 / 2

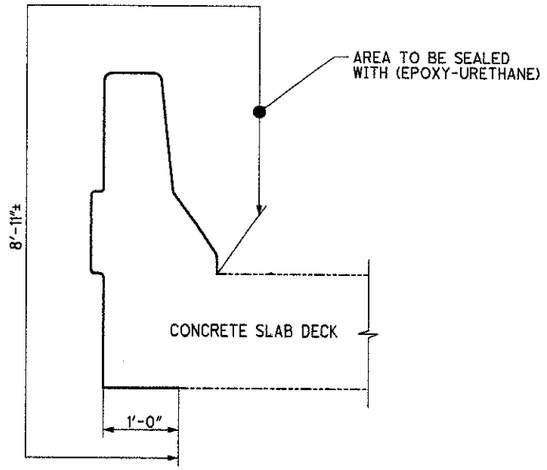
122
138

DESIGN FILE: I:\projects\77475\structures\MED76\med760112.dgn
WORKSTATION:dmollens
DATE:10/14/2009



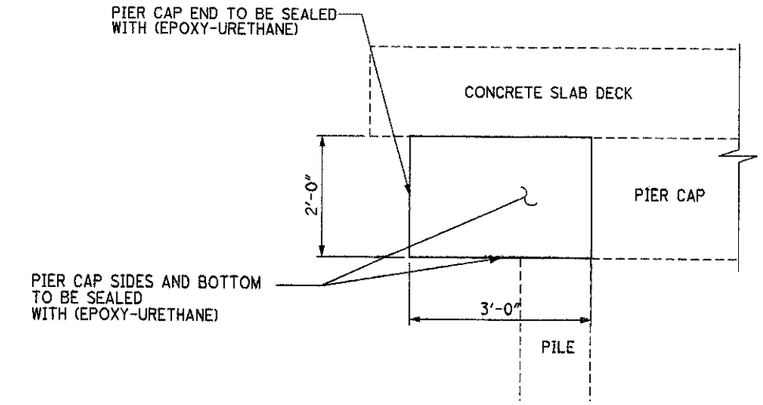
TYPICAL WINGWALL/ABUTMENT SEALING

(WINGWALLS ARE 1'-3" WIDE)
LEFT BRIDGE ONLY



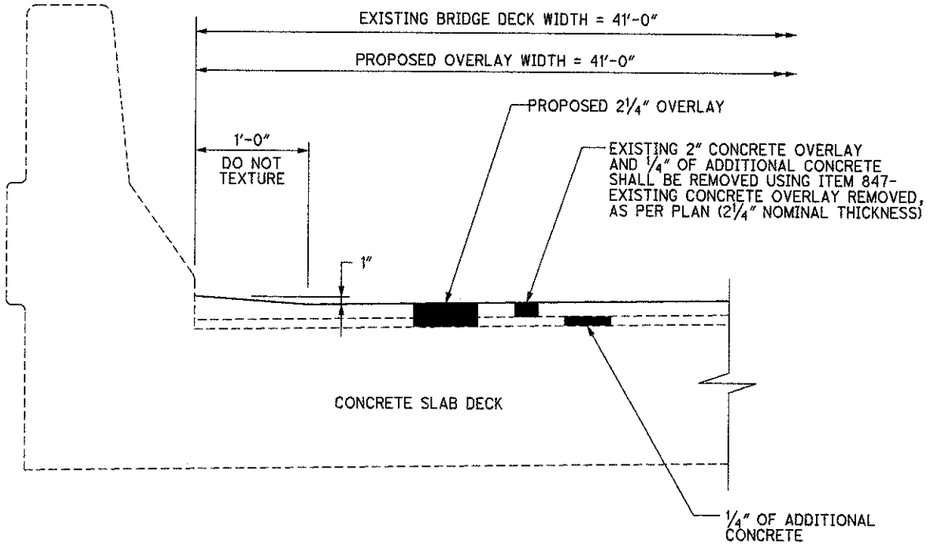
TYPICAL PARAPET SEALING

LENGTH = 92.8'±(LEFT BRIDGE ONLY)



TYPICAL PIER CAP SEALING

PIER CAP WIDTH = 3'-0"
LEFT BRIDGE ONLY



OVERLAY DETAIL

DECK LENGTH 92'-9"±

ITEM	QUANTITY	UNIT	DESCRIPTION
512	208	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/2.

NOTES:

1) THE PARAPETS, WINGWALLS AND PIER CAP ENDS SHALL BE SEALED WITH ITEM 512.

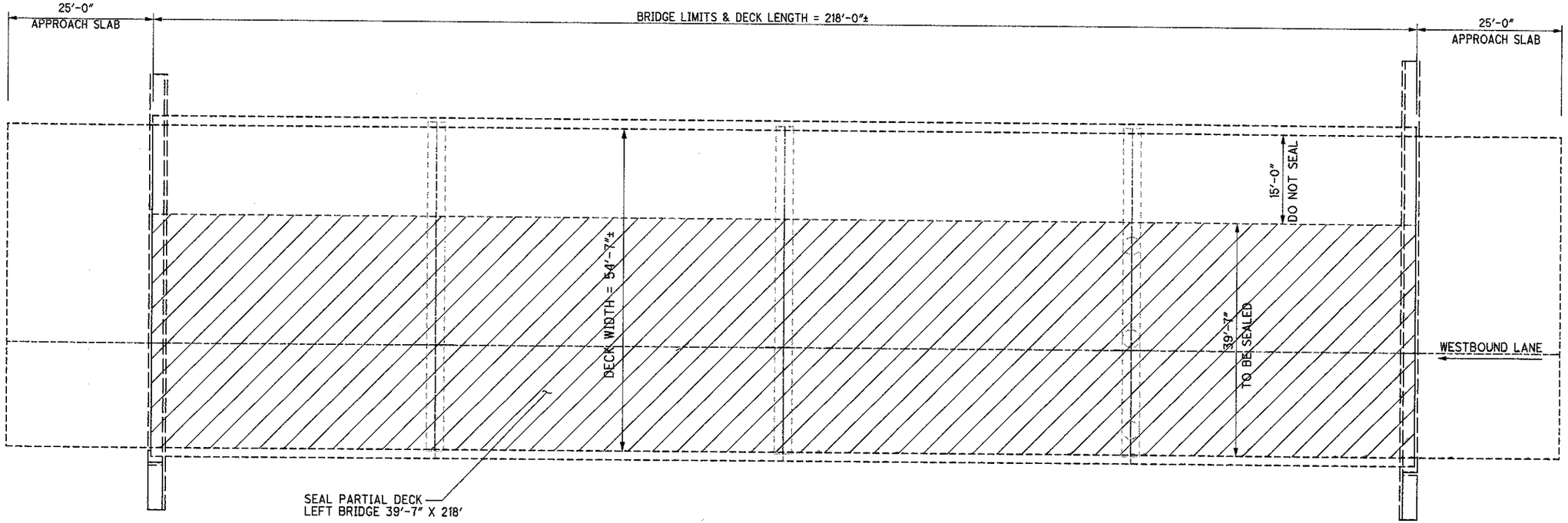
DESIGN FILE: I:\projects\77475\structures\MED76\med760112.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204356

SEALING AND OVERLAY DETAIL
MED-76-0112L OVER CHIPPEWA DITCH

MED-76-0.61



PLAN VIEW

ITEM	QUANTITY 0158L	QUANTITY 0158R	UNIT	DESCRIPTION
202		1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	110	80	FT	REMOVAL MISC.: RUBBER SEAL
511		1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	959	969	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS
512		875	FT	CONCRETE REPAIR BY EPOXY INJECTION
516	110	80	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

ITEM - 512 TREATING OF CONCRETE BRIDGE DECK WITH SRS.

REPAIR APPROACH SLAB BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

NOTES:

1. GUARDRAIL NOT SHOWN.
2. SEAL LARGE CRACKS ON RIGHT STRUCTURE DECK AND APPROACH SLABS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER WITH ITEM 512-CONCRETE REPAIR BY EPOXY INJECTION.
3. SEAL ALL OF RIGHT STRUCTURE DECK AND 39'-7" OF LEFT STRUCTURE DECK WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.
4. REPAIR APPROACH SLAB ON RIGHT STRUCTURE USING ITEM 202 AND 511. SEE SHEET 2/2 FOR DETAILS.
5. REMOVE EXISTING COMPRESSION SEAL WITH ITEM 202 AND SEAL JOINT WITH ITEM 516, ON BOTH STRUCTURES. SEE SHEET 2/2 FOR DETAILS.

DESIGN AGENCY: DISTRICT THREE OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | CHECKED DJV | REVIEWED RDN | DATE 9/09 | REVISED | STRUCTURE FILE NUMBER 5204429/5204437

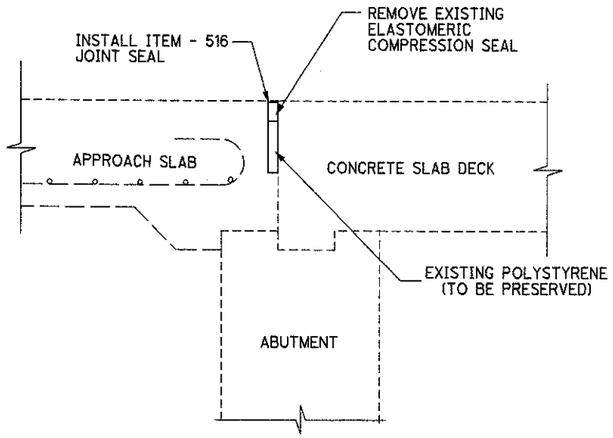
PLAN VIEW
MED-76-0158 L/R OVER B&O RAILROAD AND RYAN ROAD (C.R. 40)

MED-76-0.61

1 / 2

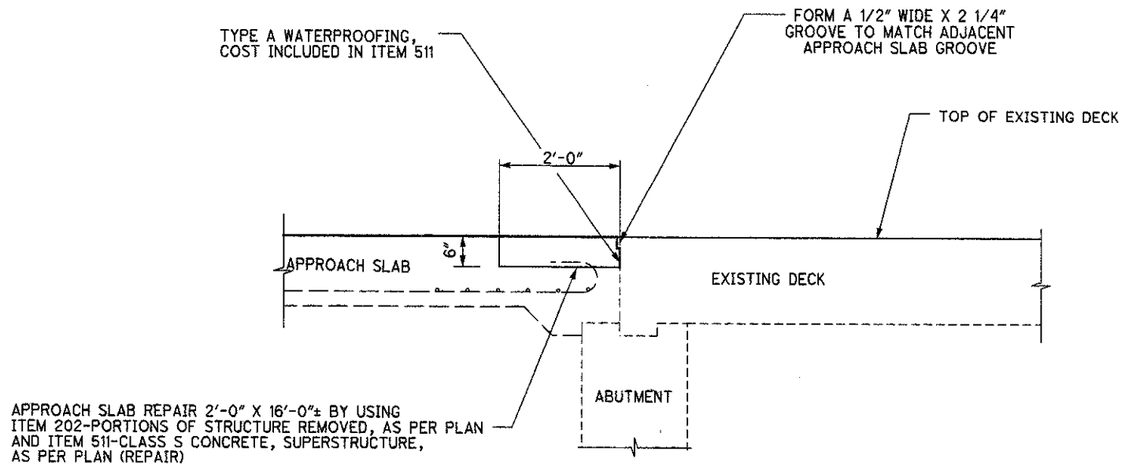
124
138

DESIGN FILE: I:\projects\77475\structures\MED76\med760158.dgn
WORKSTATION:dmollens
DATE:10/14/2009



JOINT REPAIR DETAIL

RIGHT BRIDGE WIDTH = 40'-0"
LEFT BRIDGE WIDTH = 54'-7"



APPROACH SLAB REPAIR DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	0158L	0158R		
202	110	80	FT	REMOVAL MISC.: RUBBER SEAL
202		1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511		1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
516	110	80	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/2.

NOTES:

1) THE APPROACH SLAB SHALL BE REPAIRED ON THE RIGHT STRUCTURE USING ITEMS 202 AND 511.

2) THE EXPANSION JOINT SHALL BE SEALED USING ITEMS 202 AND 516 ON BOTH STRUCTURES.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204429/5204437

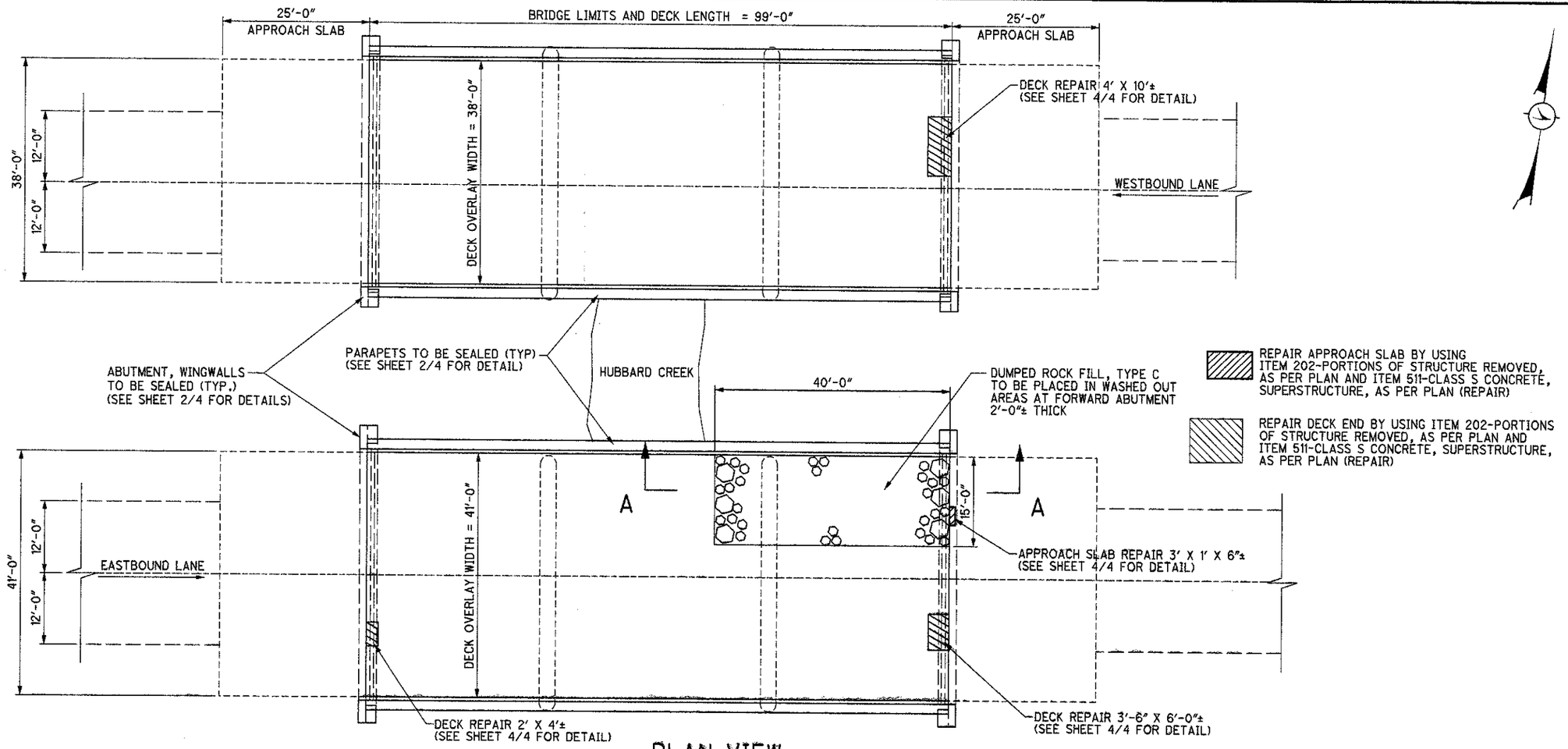
PLAN VIEW
MED-76-0158 L/R OVER B&O RAILROAD AND
RYAN ROAD (C.R. 40)

MED-76-0.61

2 / 2

125
138

DESIGN FILE: I:\projects\77475\structures\MED76\med760158.dgn
WORKSTATION:dmollens DATE:10/14/2009



PLAN VIEW

ITEM	QUANTITY 0299L	QUANTITY 0299R	UNIT	DESCRIPTION
202	1.1	1.1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	76	82	FT	REMOVAL MISC.: RUBBER SEAL
511	1.1	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	418	451	SQ YD	BRIDGE DECK GROOVING
512	209	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	76	82	FT	JOINT SEALER
601		44	CU YD	DUMPED ROCK FILL, TYPE C
847	418	451	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)
847	11	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	418	451	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (2¼" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1. GUARDRAIL NOT SHOWN.
2. THE EXISTING 2" THICK CONCRETE OVERLAY AND ¼" OF ADDITIONAL DECK THICKNESS, 41'-0" (RIGHT BRIDGE) AND 38'-0" (LEFT BRIDGE) WIDE SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS).
3. PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT LOCATIONS SHOWN ABOVE AND PER DETAILS ON SHEET 4/4 USING ITEMS 202 AND 511.
4. 41'-0" (RIGHT BRIDGE) AND 38'-0" (LEFT BRIDGE) OF THE BRIDGE DECK SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK).
5. SEE SHEET 3/4 FOR OVERLAY DETAIL.
6. SEE SHEET 2/4 FOR SEALING AND SLOPE PROTECTION DETAILS.

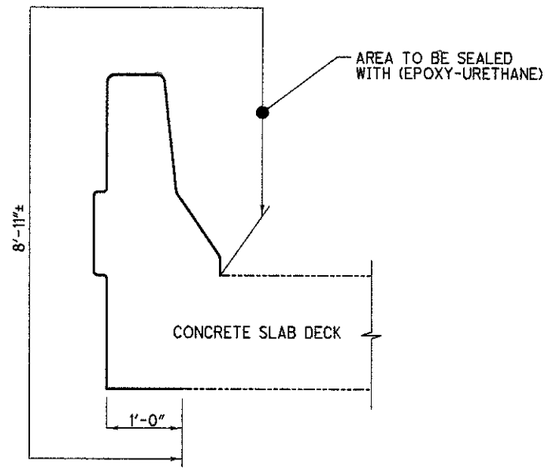
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204593/5204658	

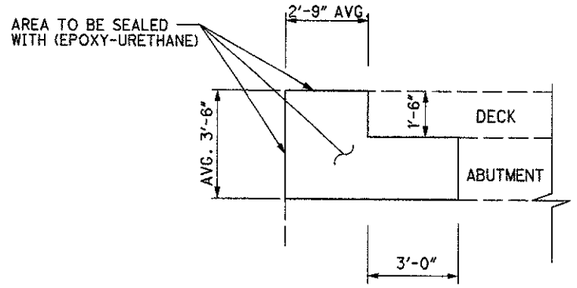
PLAN VIEW
MED-76-0299 L/R OVER HUBBARD CREEK

MED-76-0.61

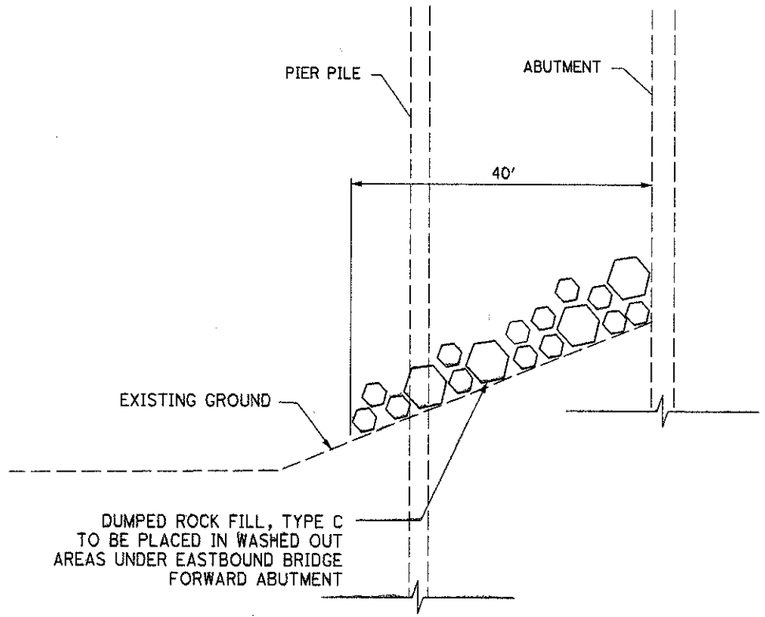
DESIGN FILE: i:\projects\77475\structures\MED76\med760299.dgn
WORKSTATION:dmollens DATE:10/14/2009



TYPICAL SECTION
AT PARAPET
LENGTH = 99'± (TYPICAL)



TYPICAL WINGWALL/ABUTMENT
SECTION
(WINGWALLS ARE 1'-3" WIDE)



SECTION A-A

ITEM	QUANTITY		UNIT	DESCRIPTION
	0299L	0299R		
512	209	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
601		44	CU YD	DUMPED ROCK FILL, TYPE C

ALL QUANTITIES CARRIED TO SHEET 1/4.

NOTES:

1) THE PARAPETS AND WINGWALLS SHALL BE SEALED WITH ITEM 512.

2) THE DUMPED ROCK FILL SHALL BE PLACED AT THE LOCATION ON SHEET 1/4.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

REVIEWED RDN | DATE 9/09
STRUCTURE FILE NUMBER 5204593/5204658

DRAWN GTS | REVISED
DESIGNED GTS | CHECKED DJV

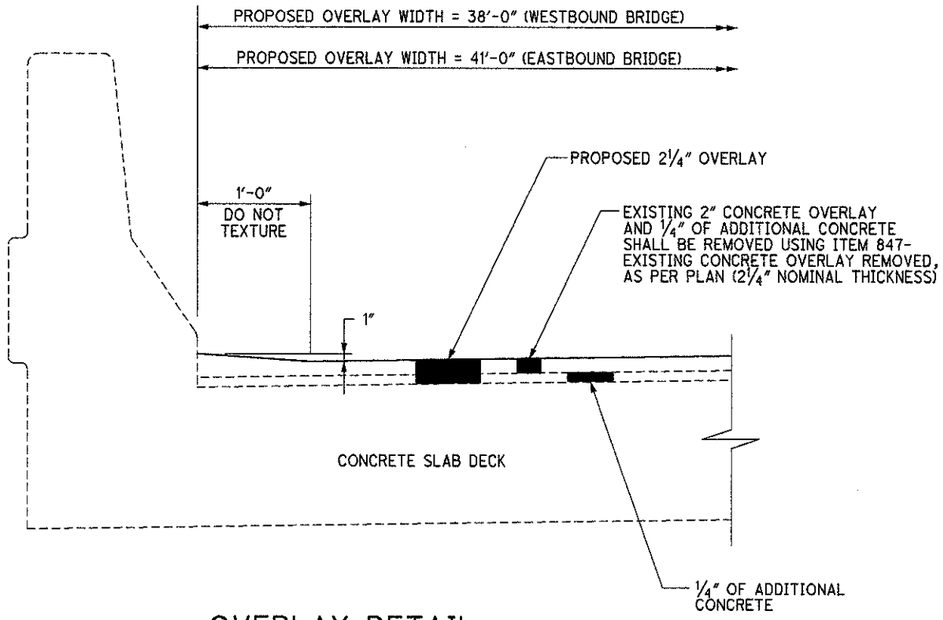
SEALING & SLOPE PROTECTION DETAILS
MED-76-0299 L/R OVER HUBBARD CREEK

MED-76-0.61

2 / 4

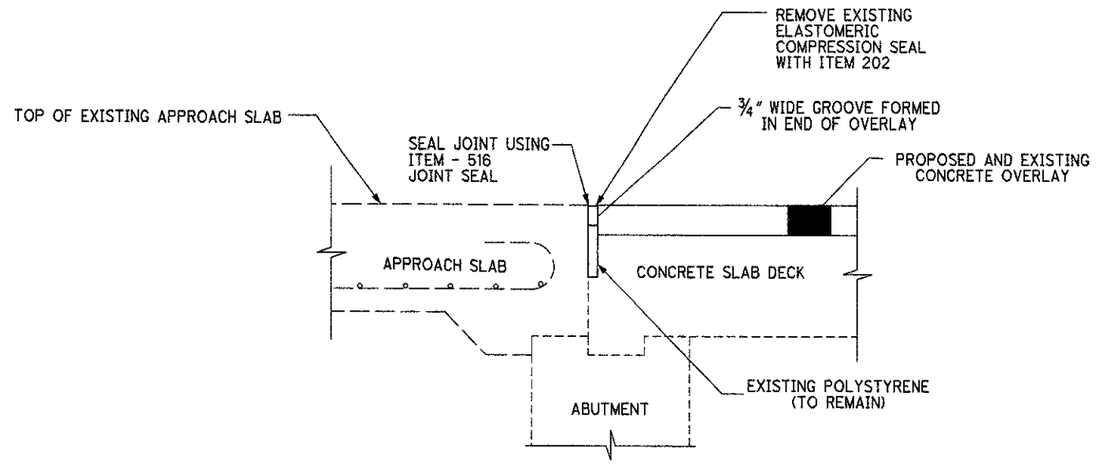
127
138

DESIGN FILE: I:\projects\77475\structures\MED76\med760299.dgn
WORKSTATION:dmoliens DATE:10/14/2009



OVERLAY DETAIL

DECK LENGTH 99'-0"±



JOINT SEALING DETAIL

LEFT BRIDGE WIDTH = 38'-0"±
RIGHT BRIDGE WIDTH = 41'-0"±

ITEM	QUANTITY 0299L	QUANTITY 0299R	UNIT	DESCRIPTION
202	76	82	FT	REMOVAL MISC.: RUBBER SEAL
516	76	82	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/4.

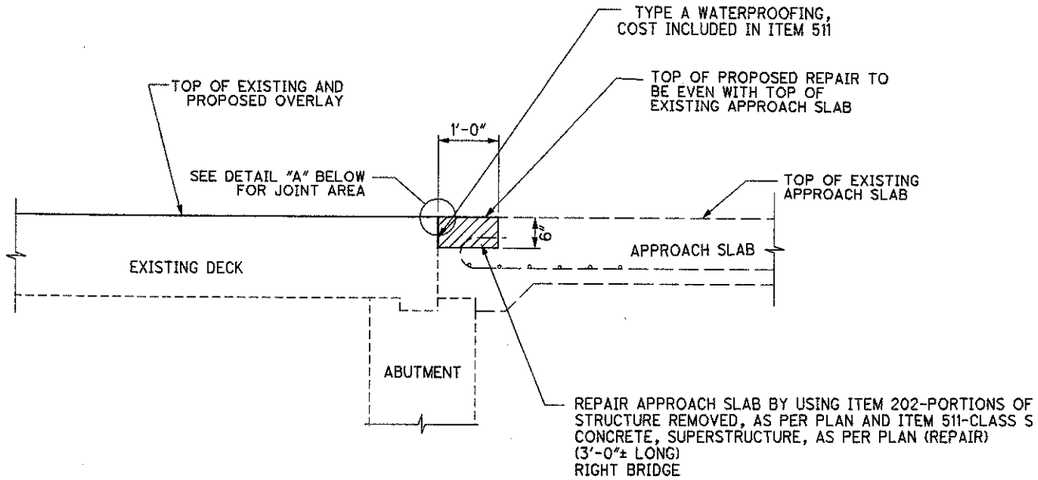
DESIGN FILE: I:\projects\77475\structures\MED76\med760299.dgn
WORKSTATION: dmollens DATE: 10/14/2009

DESIGN AGENCY: DISTRICT THREE
OFFICE OF PRODUCTION

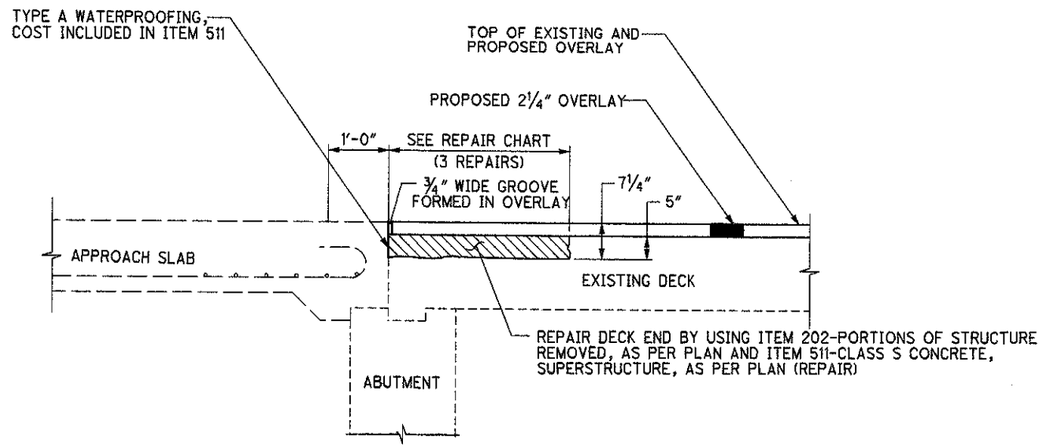
DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204593/5204658

OVERLAY AND JOINT SEALING DETAIL
MED-76-0299 L/R OVER HUBBARD CREEK

MED-76-0.61



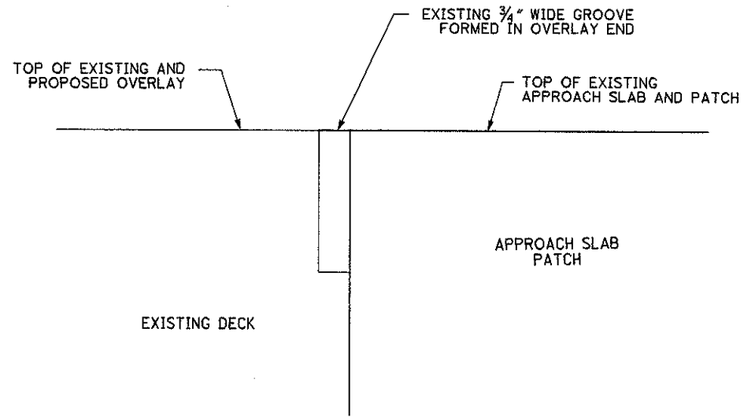
APPROACH SLAB REPAIR DETAIL



DECK END REPAIR DETAIL

REPAIR APPROACH SLAB BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

REPAIR DECK END BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)



DETAIL "A"

ITEM	QUANTITY 0299L	QUANTITY 0299R	UNIT	DESCRIPTION
202	1.1	1.1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1.1	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/4.

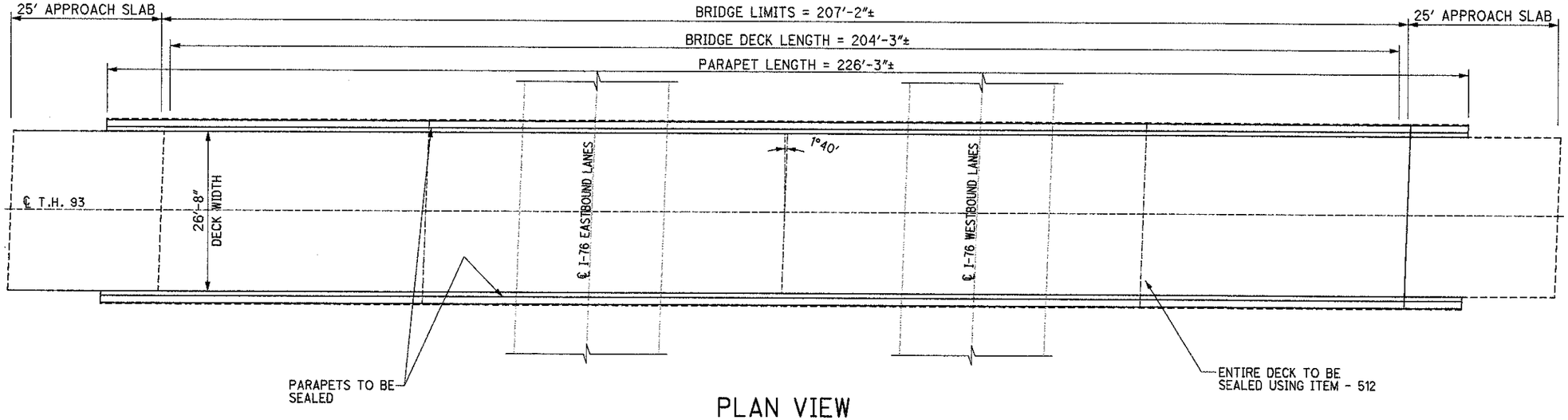
DECK END REPAIR CHART			
LENGTH	WIDTH	DEPTH	LOCATION
10'-0"±	4'-0"±	5"±	FORWARD ABUTMENT, WESTBOUND LEFT
6'-0"±	3'-6"±	5"±	FORWARD ABUTMENT, EASTBOUND RIGHT
4'-0"±	2'-0"±	5"±	REAR ABUTMENT, EASTBOUND RIGHT

DESIGN FILE: I:\projects\77475\structures\MED76\med760299.dgn
WORKSTATION:dmoliens DATE:10/14/2009

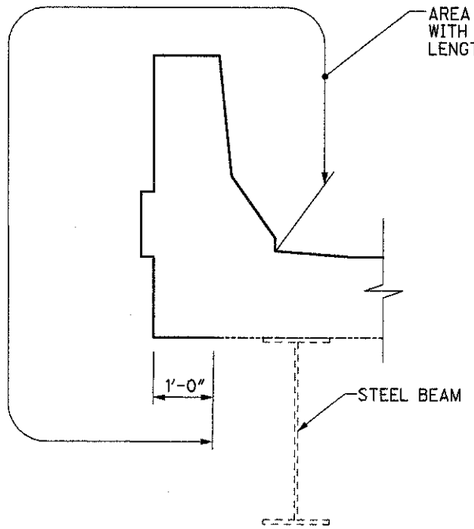
DESIGN AGENCY: DISTRICT THREE, OFFICE OF PRODUCTION
DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204593/5204658

APPROACH SLAB AND DECK END REPAIR DETAILS
MED-76-0299 L/R OVER HUBBARD CREEK

MED-76-0.61

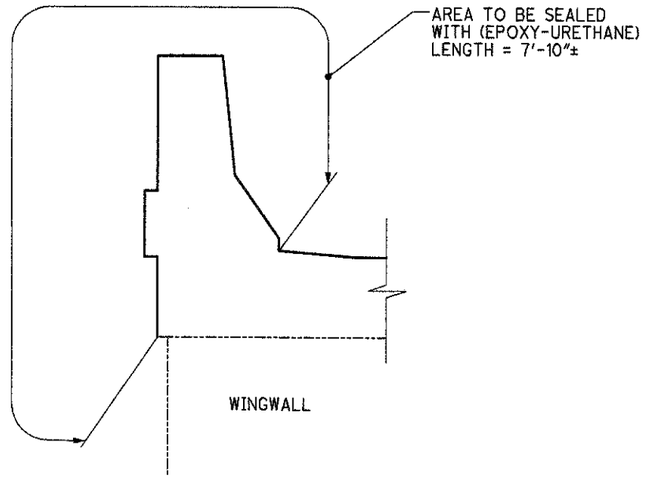


PLAN VIEW



TYPICAL PARAPET ON DECK

LENGTH = 204'-3"±



TYPICAL PARAPET ON WINGWALL

LENGTH = 11'-0"±/WINGWALL

ITEM	QUANTITY	UNIT	DESCRIPTION
512	441	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	606	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1) GUARDRAIL NOT SHOWN.

2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.

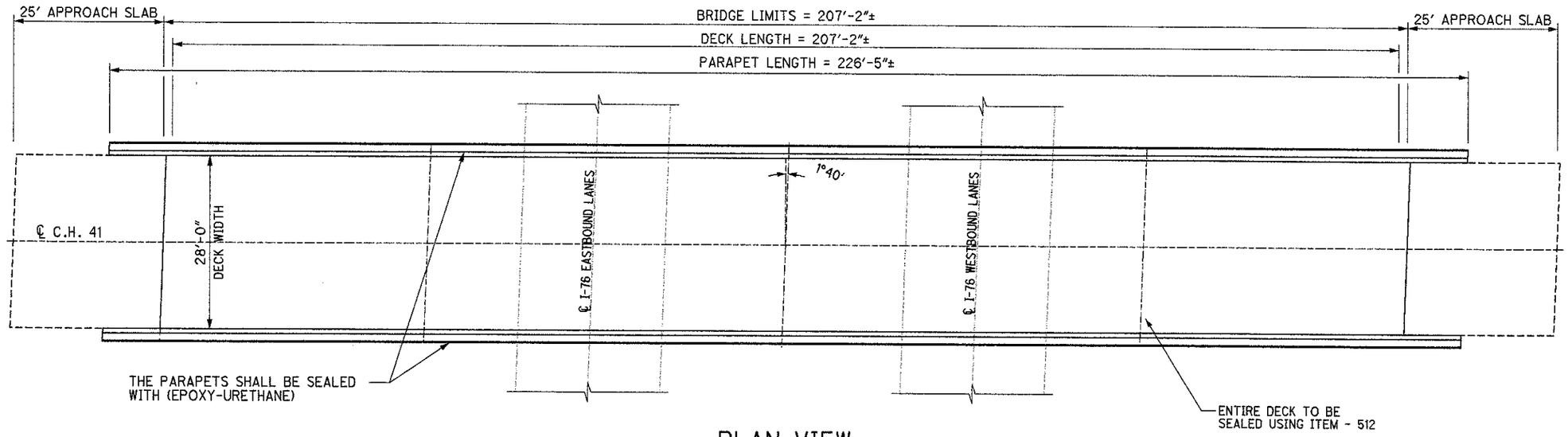
DESIGN FILE: I:\projects\77475\structures\MED76\med760311.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

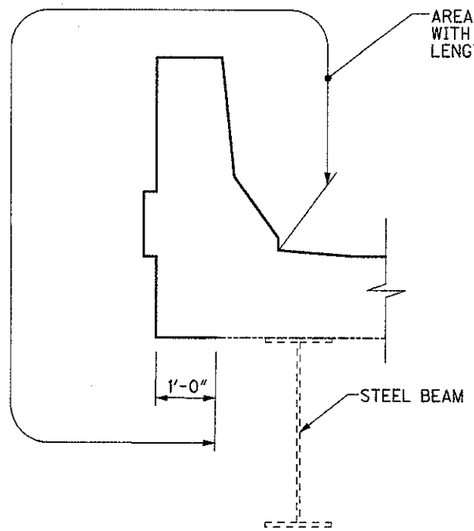
DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204682	

PLAN VIEW
MED-76-0311 OVER T.H. 93

MED-76-0.61

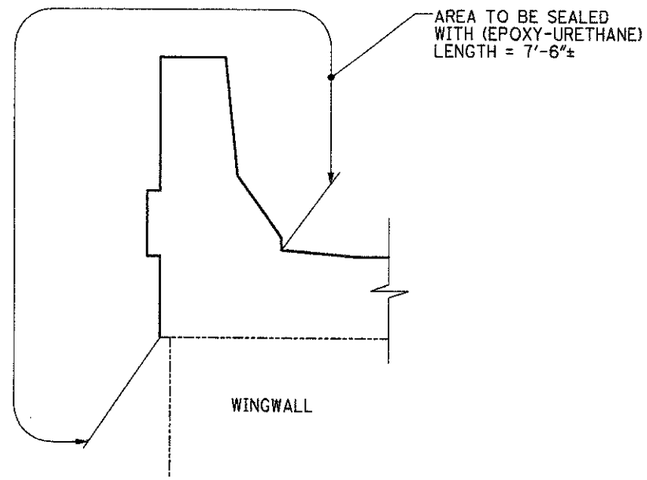


PLAN VIEW



TYPICAL PARAPET ON DECK

LENGTH = 204'-5"±



TYPICAL PARAPET ON WINGWALL

LENGTH = 11'-0"±/WINGWALL

ITEM	QUANTITY	UNIT	DESCRIPTION
512	424	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1) GUARDRAIL NOT SHOWN.

2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.

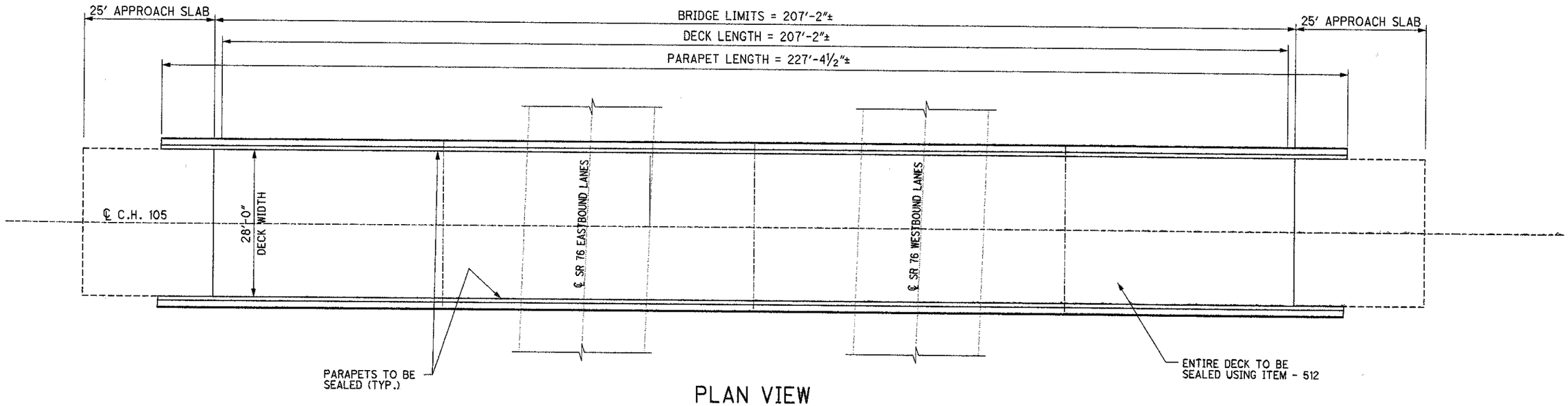
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204704	

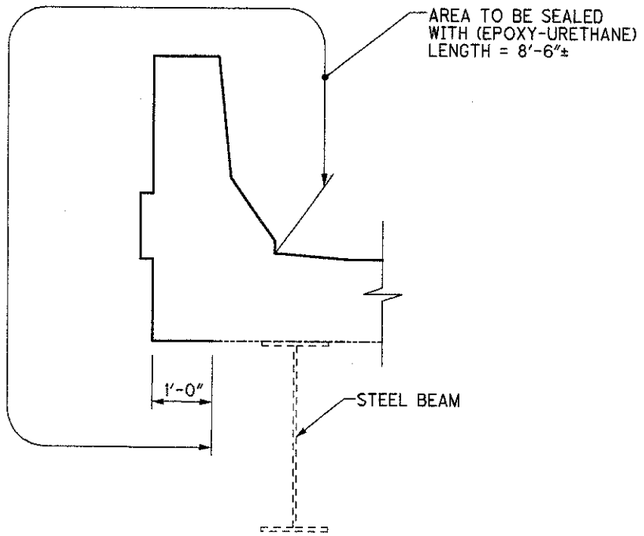
PLAN VIEW
MED-76-0399 UNDER C.H. 41

MED-76-0.61

DESIGN FILE: I: \projects\77475\structures\MED76\med760399.dgn
WORKSTATION: dmollens DATE: 10/14/2009

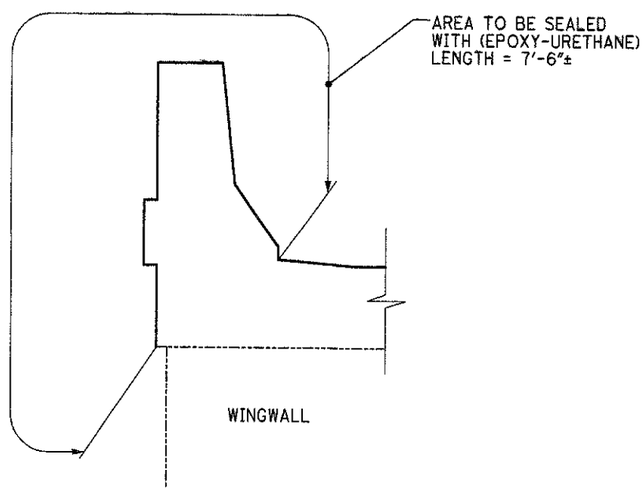


PLAN VIEW



TYPICAL PARAPET ON DECK

LENGTH = 204'-4½"±



TYPICAL PARAPET ON WINGWALL

LENGTH = 11'-6"±/WINGWALL

ITEM	QUANTITY	UNIT	DESCRIPTION
512	426	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1) GUARDRAIL NOT SHOWN.

2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.

DESIGN FILE: i:\projects\77475\structures\MED76\med760516.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | CHECKED DJV | REVISED
REVIEWED RDN 9/09 | DATE | STRUCTURE FILE NUMBER 5204712

PLAN VIEW
MED-76-0516 UNDER C.H. 105

MED-76-0.61

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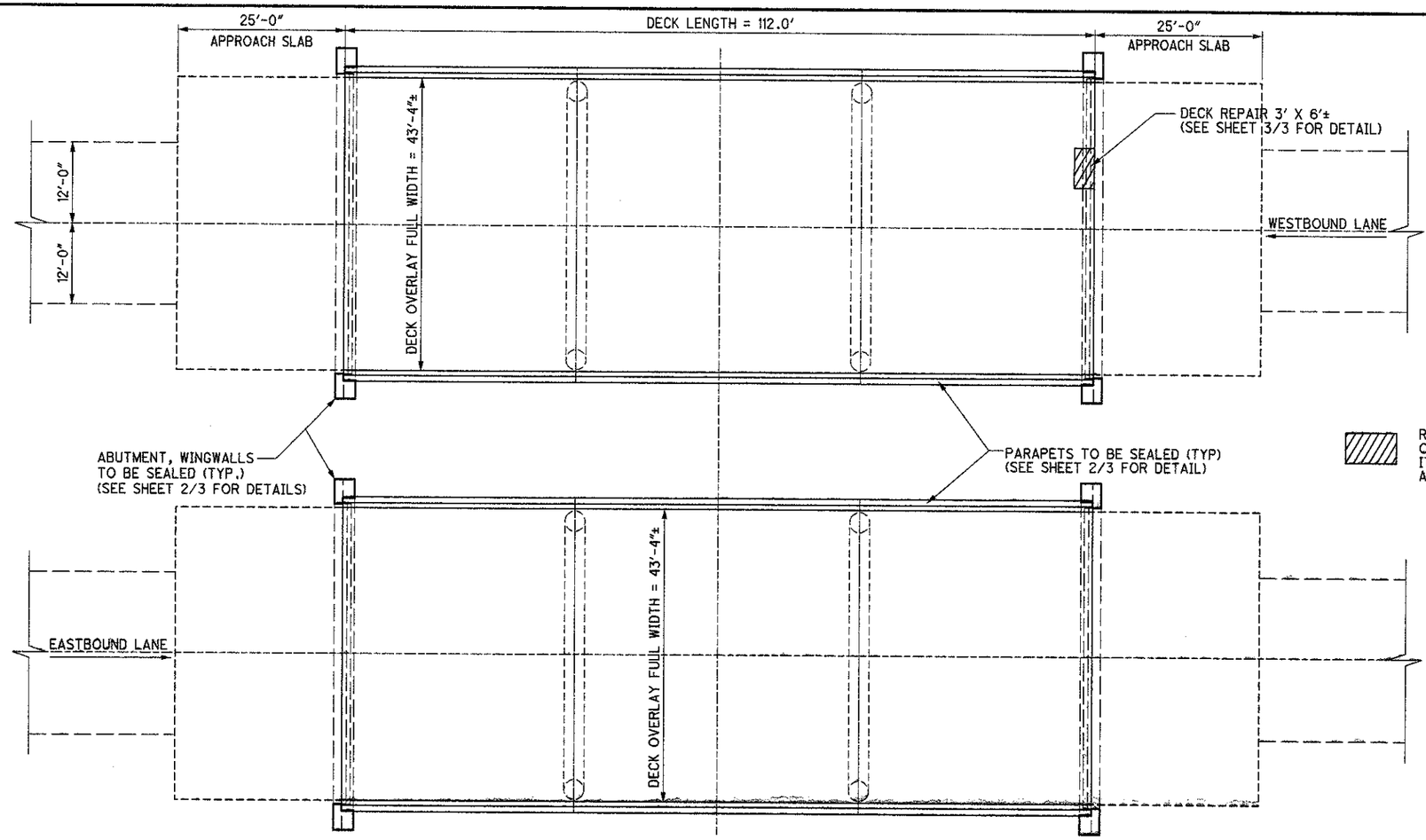


REPAIR DECK END BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

PLAN VIEW

ITEM	QUANTITY 0622L	QUANTITY 0622R	UNIT	DESCRIPTION
202	.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	87	87	FT	REMOVAL MISC.: RUBBER SEAL
511	.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	540	540	SQ YD	BRIDGE DECK GROOVING
512	244	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	87	87	FT	JOINT SEALER
847	540	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)
847	15	14	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	540	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1. GUARDRAIL NOT SHOWN.
2. REMOVE EXISTING RUBBER SEAL IN JOINT BETWEEN APPROACH SLAB AND DECK.
3. THE EXISTING 2" THICK CONCRETE OVERLAY AND ¼" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS).
4. PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT THE LOCATION SHOWN ABOVE AND DETAILS ON SHEET 3/3 USING ITEMS 202 AND 511.
5. THE BRIDGE DECKS SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK).
6. SEAL JOINT WITH ITEM 516.
7. SEE SHEET 3/3 FOR OVERLAY DETAILS.
8. SEE SHEET 2/3 FOR SEALING DETAILS.

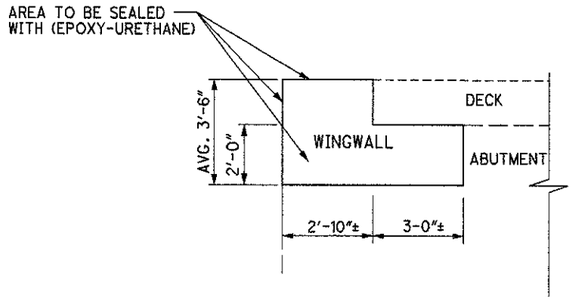
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204747/5204771	

PLAN VIEW
MED-76-0622 L/R OVER C.H. 49

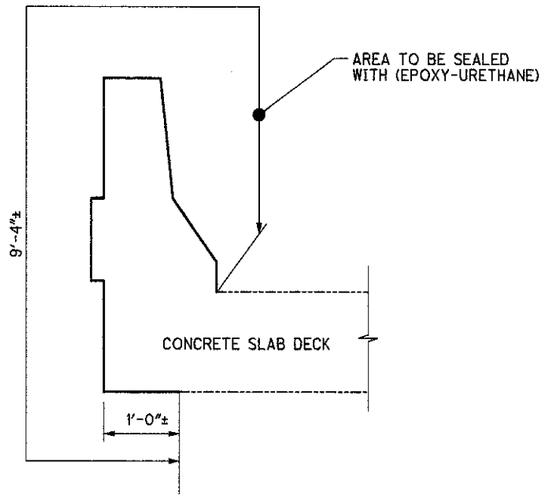
MED-76-0.61

DESIGN FILE: I:\projects\77475\structures\MED76\med760622.dgn
WORKSTATION:dmollens
DATE:10/14/2009



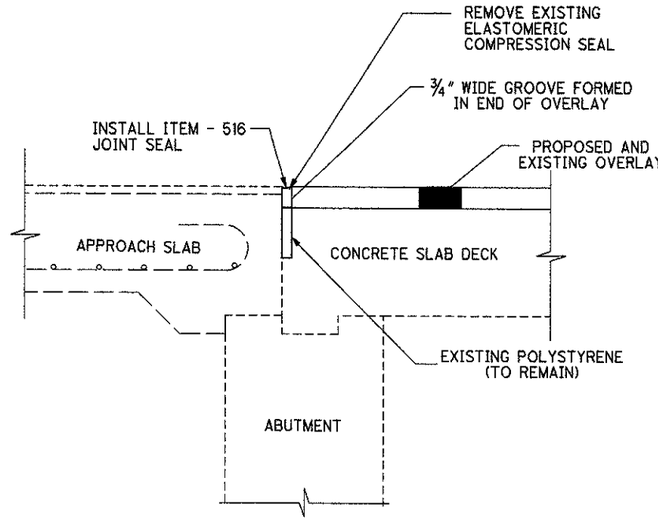
TYPICAL WINGWALL/ABUTMENT SECTION

(WINGWALLS ARE 1'-3" WIDE)



TYPICAL SECTION AT PARAPET

LENGTH = 112'± (LEFT AND RIGHT BRIDGE)



JOINT SEALING DETAIL

RIGHT BRIDGE WIDTH = 43'-4"
LEFT BRIDGE WIDTH = 43'-4"

ITEM	QUANTITY		UNIT	DESCRIPTION
	0622L	0622R		
202	87	87	FT	REMOVAL MISC.: RUBBER SEAL
512	244	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	87	87	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/3.

NOTES:

1) THE PARAPETS AND WINGWALLS/ABUTMENTS SHALL BE SEALED WITH ITEM 512.

DESIGN FILE: I: \projects\77475\structures\MED76\med760622.dgn
WORKSTATION:dmollens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204747/5204771	

SEALING DETAILS
MED-76-0622 L/R OVER C.H. 49

MED-76-0.61

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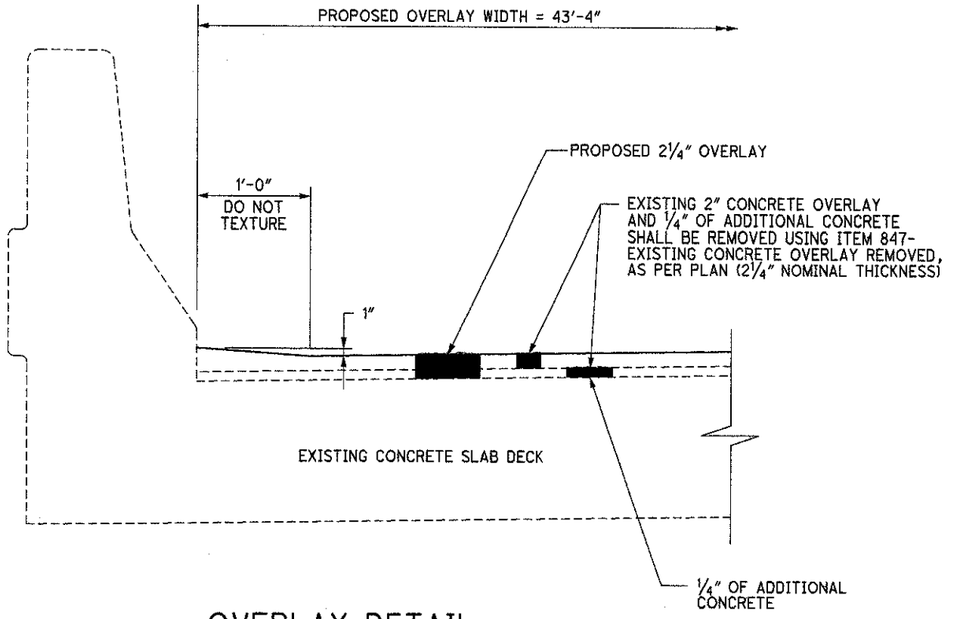
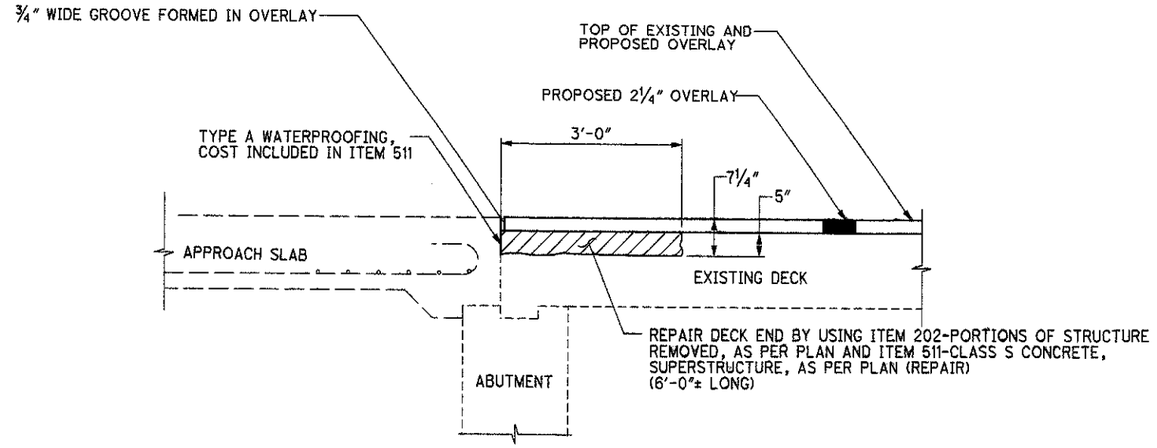


OVERLAY DETAIL

DECK LENGTH 112'-0"±



DECK END REPAIR DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	0622L	0622R		
202	.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/3.

DESIGN FILE: I: \projects\ 77475\ structures\ MED76\ med760622.dgn
WORKSTATION: dmollens
DATE: 10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204747/5204771

OVERLAY AND DECK END REPAIR DETAIL
MED-76-0622 L/R OVER C.H. 49

MED-76-0.61

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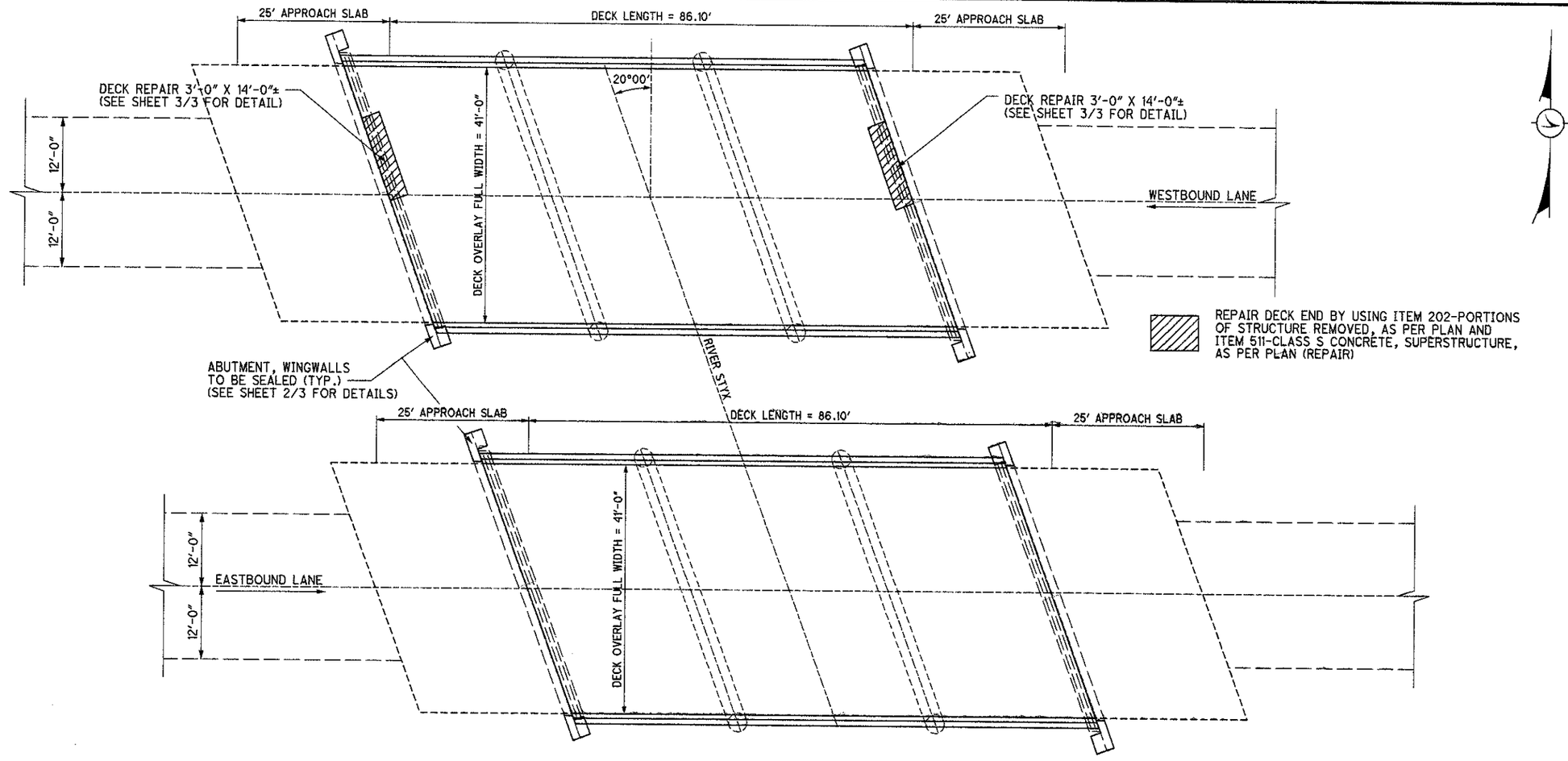
135
138



PLAN VIEW

ITEM	QUANTITY 0690L	QUANTITY 0690R	UNIT	DESCRIPTION
202	1.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	88	88	FT	REMOVAL MISC.: RUBBER SEAL
511	1.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	393	393	SQ YD	BRIDGE DECK GROOVING
512	190	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	88	88	FT	JOINT SEALER
847	393	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK)
847	10	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	393	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1. GUARDRAIL NOT SHOWN.
2. REMOVE EXISTING RUBBER SEAL IN JOINT BETWEEN APPROACH SLAB AND DECK.
3. THE EXISTING 2" THICK CONCRETE OVERLAY AND ¼" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2¼" NOMINAL THICKNESS).
4. PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT THE LOCATION SHOWN ABOVE AND PER DETAILS ON SHEET 3/3 USING ITEMS 202 AND 511.
5. THE BRIDGE DECKS SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2¼" THICK).
6. SEAL JOINT WITH ITEM 516.
7. SEE SHEET 3/3 FOR OVERLAY DETAILS.
8. SEE SHEET 2/3 FOR SEALING DETAILS.

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | CHECKED DJW | REVIEWED RDN | DATE 9/09 | REVISED | STRUCTURE FILE NUMBER 5204801/5204836

PLAN VIEW
MED-76-0690 L/R OVER RIVER STYX

MED-76-0.61

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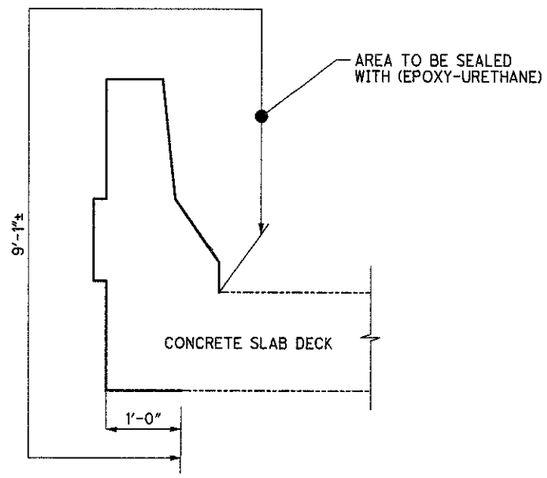
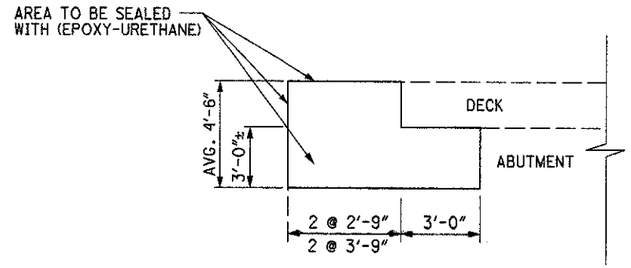
DESIGN FILE: I:\projects\77475\structures\MED76\med760690.dgn
WORKSTATION:dmollens DATE:10/14/2009



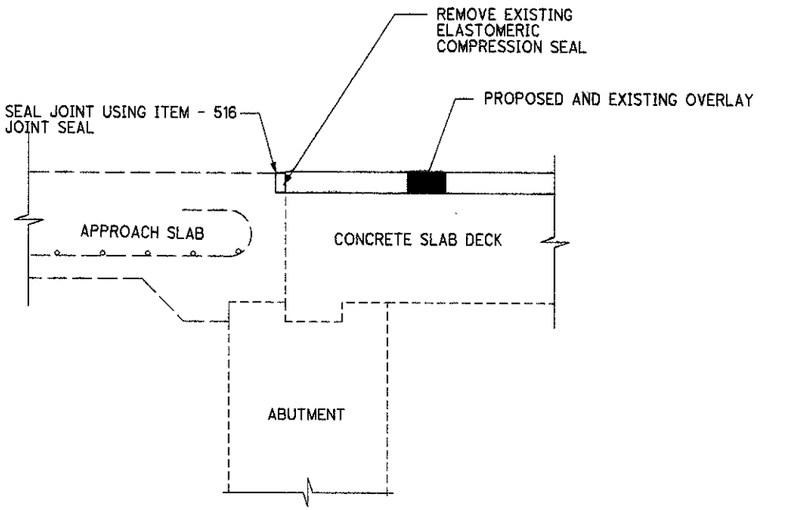
TYPICAL SECTION AT PARAPET

LENGTH = 86'-1"± (LEFT AND RIGHT BRIDGE)



TYPICAL WINGWALL/ABUTMENT SECTION

(WINGWALLS ARE 1'-3" WIDE)



JOINT SEALING DETAIL

RIGHT BRIDGE WIDTH = 41'-0"
LEFT BRIDGE WIDTH = 41'-0"

ITEM	QUANTITY		UNIT	DESCRIPTION
	0690L	0690R		
202	88	88	FT	REMOVAL MISC.: RUBBER SEAL
512	190	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	88	88	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/3.

NOTES:

1) THE PARAPETS AND WINGWALLS SHALL BE SEALED WITH ITEM 512.

2. THE JOINT SHALL BE SEALED USING ITEM-516.

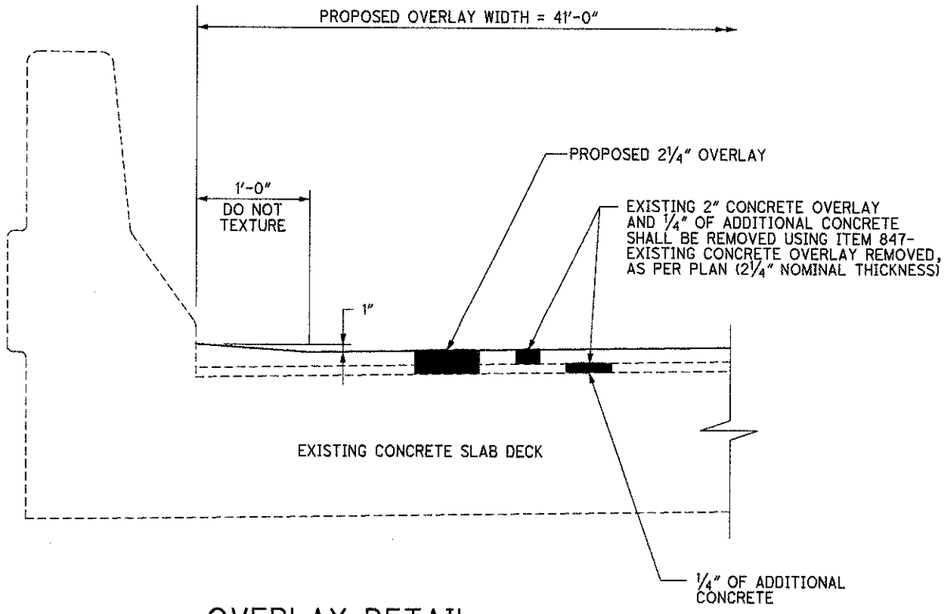
DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED	DRAWN	REVIEWED	DATE
GTS	GTS	RDN	9/09
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DJV		5204801/5204836	

SEALING DETAILS
MED-76-0690 L/R OVER RIVER STYX

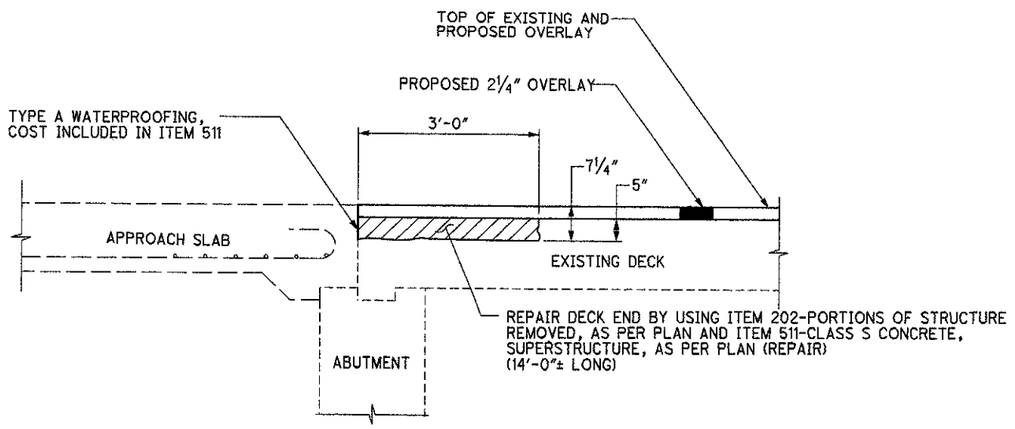
MED-76-0.61

DESIGN FILE: I:\projects\77475\structures\MED76\med760690.dgn
WORKSTATION:dmollens DATE:10/14/2009



OVERLAY DETAIL

DECK LENGTH 86'-1"±



DECK END REPAIR DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	0690L	0690R		
202	1.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/3.

DESIGN FILE: I:\projects\77475\structures\MED76\med760690.dgn
WORKSTATION:dmoliens DATE:10/14/2009

DESIGN AGENCY
DISTRICT THREE
OFFICE OF PRODUCTION

DESIGNED GTS | DRAWN GTS | REVIEWED RDN | DATE 9/09
CHECKED DJV | REVISED | STRUCTURE FILE NUMBER 5204801/5204836

OVERLAY AND DECK END REPAIR DETAIL
MED-76-0690 L/R OVER RIVER STYX

MED-76-0.61

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