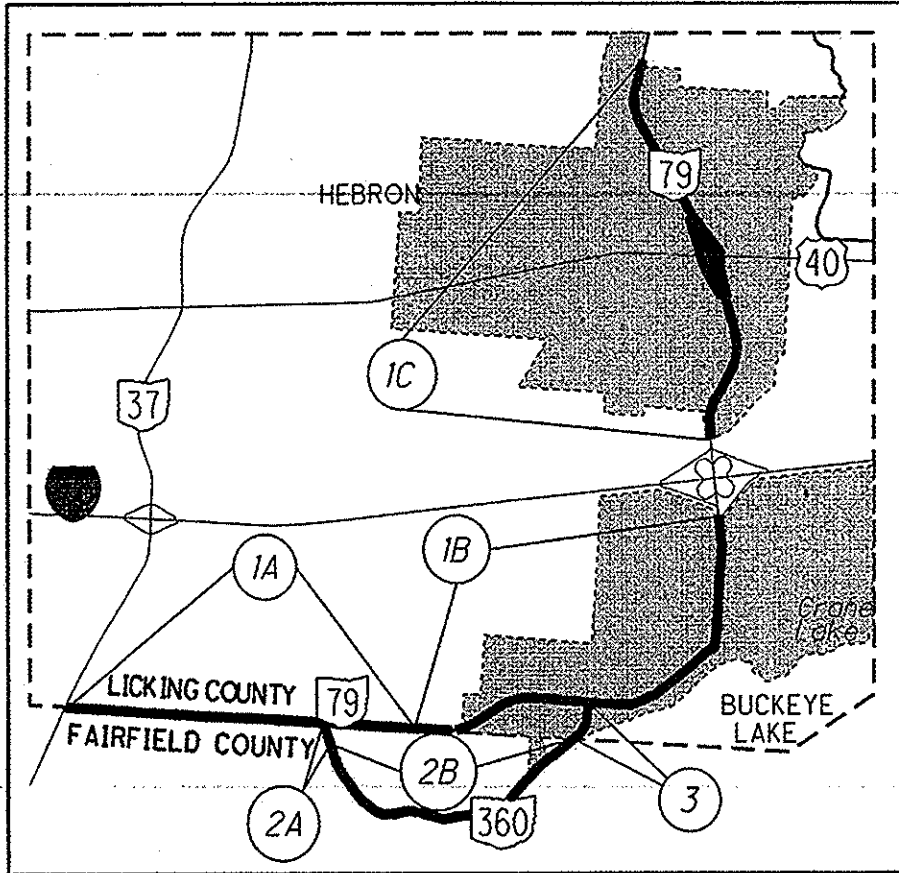


LOCATION MAP



PORTION TO BE IMPROVED

LON/LAT: 82° 29' 02" / 39° 55' 50"

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

VILLAGE OF BUCKEYE LAKE
VILLAGE OF HEBRON
UNION & WALNUT TOWNSHIPS
LICKING & FAIRFIELD COUNTIES

PROJECT DESCRIPTION:

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON SR 79 IN LICKING COUNTY AND SR 360 IN FAIRFIELD AND LICKING COUNTIES.

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)

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY OR VILLAGE
1A	LIC	79	0.09	1.35	1.26	
1B	LIC	79	1.35	4.18*	2.83	BUCKEYE LAKE
1C	LIC	79	4.60	6.56	1.96	HEBRON
2A	FAI	360	0.00	0.26	0.26	BUCKEYE LAKE
2B	FAI	360	0.26	1.72	1.46	BUCKEYE LAKE
3	LIC	360	0.00	0.22	0.22	BUCKEYE LAKE

*NOTE: SUPEND WORK ON SR 79 AT SLM 4.18 AND RESUME WORK AT SLM 4.60.

INDEX OF SHEETS:

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DESIGN DESIGNATION	LOCATION				
	1A	1B	1C	2A/2B	3
	LIC-79 (0.00-1.35)	LIC-79 (1.35-4.08)	LIC-79 (4.08-6.56)	FAI-360	LIC-360
Functional Classification	RMC	RMC	RPA	RMC	RMC
Opening Year ADT (2012)	4,100	9,300	20,000	780	1,400
Design Year ADT (2024)	4,500	10,000	23,000	940	1,800
Design Hourly Volume (2024)	400	900	2100	90	160
Directional Distribution	53%	53%	53%	53%	53%
Trucks (24 Hour B&C)	4%	3%	14%	8%	3%
Design Speed	55mph	55mph	55mph	40mph	40mph
Legal Speed	55/35mph	55/35mph	35/55mph	40mph	40mph

RMC = RURAL MAJOR COLLECTOR
RPA = RURAL PRINCIPAL ARTERIAL

DESIGN EXCEPTIONS: NONE

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:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PLANNING AND
ENGINEERING OFFICE

ENGINEER'S SEAL
STATE OF OHIO
DOUGLAS N. MORGAN
E-63839
REGISTERED PROFESSIONAL ENGINEER

SIGNED: *Douglas N. Morgan*
DATE: **3-7-2013**

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	MT-98.22	7-20-12	800	4-19-13
BP-4.1	7-16-04	MT-98.28	7-20-12	821	4-20-12
		MT-99.20	7-20-12	832	5-5-09
		MT-101.90	10-19-12		
MT-95.30	7-20-12	MT-105.10	7-20-12		
MT-95.31	7-20-12				
MT-95.32	7-20-12	TC-65.10	4-20-12		
MT-97.10	7-20-12	TC-65.11	4-20-12		
MT-97.12	7-20-12	TC-71.10	10-19-12		
MT-98.10	7-20-12	TC-72.20	7-20-12		
MT-98.11	7-20-12	TC-73.10	4-20-12		
MT-98.20	7-20-12	TC-82.10	1-18-13		

2013 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.

APPROVED *[Signature]*
DATE **3/7/13** DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE **3-21-13** DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E036 (436)**

PID NO. **76432**

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT **NONE**

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

LIC - SR-79-0.00; FAI/LIC-360-0.00/0.00
130380 PID - 76432
Dist 5 6/6/2013
Contract Proposal Available @ www.ohio.gov
contracts.dot.state.oh.us/home

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UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 35 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235 PHONE: 614-387-2346

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT. THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVMENT MARKINGS.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH. PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

ITEM 209 LINEAR GRADING

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING. LINEAR GRADING MUST TAKE PLACE BEFORE SURFACE COURSE IS PLACED.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

ITEM 209 LINEAR GRADING

- LOCATION 1A – 2.45 MILE
- LOCATION 1B – 1.30 MILE
- LOCATION 1C – 7.71 MILE
- LOCATION 2A – 0.47 MILE
- LOCATION 2B – 2.86 MILE
- LOCATION 3 – 0.44 MILE

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING ON SR 79 AND SR 360 SHALL BE 1.5" FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS (IF ANY), EXCEPT ON SR 79 FROM SLM 3.51 TO SLM 4.18 WHERE THE DEPTH OF PLANING SHALL BE 3". THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

ITEM 253 PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO THE PLANING OPERATION. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 7". THE MINIMUM WIDTH SHALL BE 4 FT. AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED IN TWO LIFTS).

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253 PAVEMENT REPAIR

- LOCATION 1A - 100 CU.YD.
- LOCATION 1B - 150 CU.YD.
- LOCATION 2A - 5 CU.YD.
- LOCATION 2B - 195 CU.YD.

ITEM 407 TACK COAT

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

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 408 PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

THE FOLLOWING QUANTITIES OF PRIME COAT, AS PER PLAN HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN

- LOCATION 1A - (((1.35-0.09)x5280)-191) x4/9 x 0.40 GAL./SY = 1,149 GAL
- LOCATION 1B - (((3.45-1.35)x5280)-391) x4/9 x 0.40 GAL./SY = 1,902 GAL
- LOCATION 1C - 2x(((6.56-4.60)x5280)-167) x4/9 x 0.40 GAL./SY = 3,620 GAL
- LOCATION 2A - (((0.26-0.00)x5280)-123) x4/9 x 0.40 GAL./SY = 223 GAL
- LOCATION 2B - (((1.72-0.26)x5280)-163.5) x4/9 x 0.40 GAL./SY = 1,342 GAL
- LOCATION 3 - (((0.22-0.00)x5280) x4/9) x 0.40 GAL./SY = 207 GAL

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CALCULATED
LME
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DNM

GENERAL NOTES

LIC-79-0.00
FAI/LIC-360-0.00/0.00

ITEM 407, TACK COAT, TRACKLESS TACK, INTERMEDIATE AND SURFACE COURSES

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH A TRACKLESS TACK ASPHALT EMULSION.

ALTERNATE PRODUCTS TO BE USED MUST BE ON FILE WITH THE NEW PRODUCT ENGINEER AT THE TIME OF THE ADVERTISEMENT DATE OF THE PROJECT PLANS. PLEASE CONTACT BRAD YOUNG, ODOT NEW PRODUCT ENGINEER, 614-351-2882.

THIS WORK IS CONSIDERED AN EXPERIMENTAL CONSTRUCTION FEATURE FOR EVALUATION OF PRODUCTS THAT ARE ON FILE WITH THE NEW PRODUCT ENGINEER.

MEET ALL REQUIREMENTS OF ODOT 407 TACK COAT IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRED BY THE CONTRACT, EXCEPT AS NOTED BELOW.

A MANUFACTURER'S REPRESENTATIVE MUST BE AT THE PROJECT SITE DURING THE FIRST TWO DAYS OF APPLICATION OF TRACKLESS TACK.

MATERIAL: IF USING BLACKLIDGE TRACKLESS TACK THE MATERIAL WILL CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	AASHTO T59	15	100
STORAGE STABILITY, 24 HRS, %	AASHTO T59	--	1
STORAGE STABILITY, 5 DAYS, %	AASHTO T59	--	5
RESIDUE BY DISTILLATION, %	AASHTO T59	50	--
OIL DISTILLATE, %	AASHTO T59	--	1
SIEVE TEST, %	AASHTO T59	--	0.30
TEST ON RESIDUE			
PENETRATION, @ 25°C,	AASHTO T49	--	20
SOFTENING POINT RANGE DEG C	AASHTO T53	65	--
SOLUBILITY, %	AASHTO T44	97.5	--
ORIGINAL BINDER DSR@82°C G* $\sin \delta$ 10 RAD/SEC	AASHTO T315	1.00	--

FOR TRACKLESS TACK OTHER THAN BLACKLIDGE TRACKLESS TACK, THE MATERIAL WILL CONFORM TO THE PHYSICAL PROPERTIES SUPPLIED BY THE NEW PRODUCT ENGINEER FOR THE TESTS LISTED BELOW:

PARAMETER	TEST METHOD
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	AASHTO T59
STORAGE STABILITY, 24 HRS, %	AASHTO T59
STORAGE STABILITY, 5 DAYS, %	AASHTO T59
RESIDUE BY DISTILLATION, %	AASHTO T59
OIL DISTILLATE, %	AASHTO T59
SIEVE TEST, %	AASHTO T59
TEST ON RESIDUE	
PENETRATION, @ 25°C,	AASHTO T49
SOFTENING POINT RANGE DEG C	AASHTO T53
SOLUBILITY, %	AASHTO T44
ORIGINAL BINDER DSR@82°C G* $\sin \delta$ 10 RAD/SEC	AASHTO T315

NOTE: TRACKLESS TACK SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC.

ITEM 407, TACK COAT, TRACKLESS TACK, INTERMEDIATE AND SURFACE COURSES (con't.)

ACCEPTANCE AND SAMPLING OF MATERIALS: FOR ALL TRACKLESS TACK SUPPLY CERTIFIED TEST DATA FROM AN INDEPENDENT LABORATORY TO THE ENGINEER AND TO THE DISTRICT LABORATORY SHOWING THE TRACKLESS TACK SUPPLIED WAS TESTED FOR AND MEETS THE PROPERTIES SUPPLIED BY THE NEW PRODUCT ENGINEER.

DURING CONSTRUCTION, ODOT PERSONNEL WILL SAMPLE AND SUPPLY TO THE DISTRICT TEST LAB A MINIMUM OF 2 QUARTS OF TRACKLESS TACK SAMPLED FROM THE DISTRIBUTOR ON THE FIRST DAY OF APPLICATION. CLEARLY MARK ON THE SAMPLES THE MANUFACTURER'S NAME, PROJECT NUMBER, AND THE WORDS "TRACKLESS TACK".

ADDITIONAL SAMPLING OF BLACKLIDGE TRACKLESS TACK WILL FOLLOW THE REQUIREMENTS OF ITEM 407. FOR ALTERNATE TRACKLESS TACK MATERIAL, 2 QUARTS OF MATERIAL WILL BE SAMPLED EACH DAY THE MATERIAL IS USED.

EQUIPMENT: SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF PREVIOUSLY USED MATERIAL CHARGE IS DIFFERENT THAN THE PROPOSED MATERIAL.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE TRACKLESS TACK WITH A DISTRIBUTOR. IF TRACKLESS TACK IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.1 GALLONS PER SQUARE YARD. DO NOT DILUTE TRACKLESS TACK. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. DO NOT EXCEED 180°F. THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TRACKLESS TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

PERFORMANCE OF TRACKLESS TACK: FOR ANY TRACKLESS TACK USED SUPPLY DATA FOR SHEAR AND TENSILE BOND STRENGTH ACCORDING TO METHODS DESCRIBED IN VIRGINIA TRANSPORTATION RESEARCH COUNCIL REPORT VTRC 09-R21. RANDOMLY TAKE 6-4 INCH DIAMETER CORES FROM THE PROJECT AND PERFORM 3 SHEAR AND 3 TENSILE BOND STRENGTH TESTS. BE SURE CORES TAKEN INCLUDE BOTH AN ASPHALT LAYER ABOVE AND ASPHALT LAYER BELOW THE TRACKLESS TACK LAYER.

DETERMINE THE TIME TO SET FOR THE MATERIAL TO BECOME TRACKLESS. THE ENGINEER WILL REPORT ANY ISSUES WITH EXCESSIVE TIME TO SET, OR AFTER SET ISSUES WITH STICKINESS, OR PICKUP OF THE TACK TO THE DET AND NEW PRODUCT ENGINEER, BRAD YOUNG 614-351-2882.

IF THE CERTIFIED TEST DATA FAILS TO MEET THE LAB TESTING CRITERIA, OR FIELD SAMPLES FAIL TO MEET THE LAB TEST CRITERIA, OR THE TRACKLESS TACK FAILS TO PERFORM SATISFACTORILY IN THE FIELD, AS NOTED ABOVE, THE CONTRACTOR WILL BE REQUIRED TO REPLACE AND SUPPLY BLACKLIDGE TRACKLESS TACK FOR THE REMAINDER OF THE PROJECT AT NO COST TO THE DEPARTMENT. ANY FAILING EXPERIMENTAL TRACKLESS TACK PRODUCT WILL BE REMOVED FROM THE NEW PRODUCT ENGINEER'S LIST.

ITEM 407, TACK COAT, TRACKLESS TACK, INTERMEDIATE AND SURFACE COURSES (con't.)

IN THE EVENT THE PRODUCT FAILS TO PERFORM TO THE SATISFACTION OF THE DEPARTMENT, THE MANUFACTURER MAY PERFORM THE FOLLOWING ITEMS IN ORDER TO BE CONSIDERED FOR FUTURE EXPERIMENTAL CONSTRUCTION FEATURE PROJECTS:

1. SUBMIT IN WRITING TO THE DEPARTMENT THE REASON(S) WHY PRODUCT FAILED TO PERFORM AND DETAIL CHANGES THAT WILL BE MADE TO ELIMINATE THE CAUSE(S) OF FAILURE, AND
2. PROPOSE CHANGES TO THE PRODUCT'S SPECIFICATIONS, AND
3. SUBMIT SAMPLES OF THE REDEVELOPED PRODUCT TO THE LABORATORY FOR TESTING TO THE NEW SPECIFICATIONS, AND
4. DEMONSTRATE TO THE DEPARTMENT SUCCESSFUL USE OF THE MATERIAL ON AT LEAST ONE NON-ODOT PROJECT.

WHEN THE ABOVE ITEMS ARE COMPLETED TO THE DEPARTMENT'S SATISFACTION, THE REDEVELOPED AND FIELD TESTED PRODUCT MAY BE PUT BACK ON FILE WITH THE NEW PRODUCT ENGINEER AND EVALUATED ON FUTURE ODOT PROJECTS USING THE EXPERIMENTAL CONSTRUCTION FEATURE PROCESS.

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL TYPICALLY EXTEND 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT). THERE ARE 5 TYPES OF DRIVES: CONCRETE, ASPHALT, GRAVEL, GRAVEL WITH ASPHALT APRON AND FIELD/OIL WELL DRIVES. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK 4' INTO THE DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (PREFERRED 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (PREFERRED 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M

LOCATION 1A - 6 CU.YD.
LOCATION 1B - 36 CU. YD.
LOCATION 2B - 50 CU.YD.
LOCATION 3 - 12 CU.YD.

ITEM 202 WEARING COURSE REMOVED

LOCATION 1A - 170 SQ.YD.,
LOCATION 1B - 1,020 SQ.YD.
LOCATION 2B - 1,440 SQ.YD.
LOCATION 3 - 350 SQ.YD.

CALCULATED
LME
CHECKED
DNM

GENERAL NOTES

LIC-79-0.00
FAI / LIC-360-0.00 / 0.00

3
32

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SAFETY EDGE PLAN NOTE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANS TECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transstechsys.com

Advant-Edge Paving Equipment, LLC.
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advantaedgepaving.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-875-8000

Troxler Electronics Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M

LOCATION 1A - 18 CU.YD.
LOCATION 2A - 2 CU.YD.
LOCATION 3 - 2 CU.YD.

LOCATION 1B - 10 CU.YD.
LOCATION 2B- 12 CU. YD.

ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.

ITEM 621 RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M

LOCATION 1A - 2 CU.YD.
LOCATION 1B - 1 CU.YD.
LOCATION 2B- 27 CU.YD.
LOCATION 3 - 2 CU.YD.

ITEM 202 WEARING COURSE REMOVED

LOCATION 1A - 50 SQ.YD.
LOCATION 1B - 30 SQ.YD.
LOCATION 2B - 780 SQ. YD.
LOCATION 3 - 50 SQ.YD.

ITEM 611 CATCH BASIN/ MANHOLE ADJUSTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS & MANHOLES THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE RESPECTIVE OWNERS.

LOCATION 1B:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE - 6 EACH
ITEM 611 - MANHOLE ADJUSTED TO GRADE - 18 EACH

LOCATION 2B:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE - 1EACH
ITEM 611 - MANHOLE ADJUSTED TO GRADE - 8 EACH

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN THE 2-LANE SECTION, BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.12.

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES IN THE 4-LANE SECTION, BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS MT-95.31 & MT-95.32.

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

ITEM 614, MAINTAINING TRAFFIC (CONT'D)

DUE TO CONFLICTS WITH OTHER PROJECTS, THE CONTRACTOR CANNOT WORK ON LOCATION 1A, LOCATION 1B OR LOCATION 1C UNTIL APRIL 1, 2014. THE WORK ON THESE LOCATIONS MUST BE COMPLETED BY AUGUST 31, 2014.

THE CONTRACTOR MUST COMPLETE ALL OF THE WORK ON LOCATION 2A, LOCATION 2B AND LOCATION 3 BY OCTOBER 31, 2013.

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

ONLY ITEM 614 WORK ZONE CENTER LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN. ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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 ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED. **BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.**

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (CU. YD.)
1A	S.R. 79	BEGIN WORK	0.09	1.2
1A	S.R. 79	BRIDGE: LIC-79-0115	1.15	2.4
1A	S.R. 79	TOTAL		3.6
1B	S.R. 79	BRIDGE: LIC-79-0186	1.86	2.4
1B	S.R. 79	BRIDGE: LIC-79-0419	4.18	3.2
1B	S.R. 79	TOTAL		5.6
2A	S.R. 360	BEGIN WORK	0.00	1.0
2A	S.R. 360	BRIDGE: FAI-360-0007	0.07	2.0
2A	S.R. 360	TOTAL		3.0
2B	S.R. 360	BRIDGE: FAI-360-0045	0.45	2.0
2B	S.R. 360	TOTAL		2.0
3	S.R. 360	END WORK	0.22	1.1
3	S.R. 360	TOTAL		1.1

THE GRINDING FOR BUTT JOINTS THROUGHOUT THE PROJECT SHALL BE INCLUDED WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

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ITEM 614 WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITY OF WORK ZONE MARKING SIGNS HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINE): LOC. 1A-2, LOC. 1B-7, LOC. 1C-8, LOC.2A-1, LOC. 2B-1, LOC. 3-2
R4-1 (DO NOT PASS): LOC. 1A-5, LOC. 1B-6, LOC.2A-1, LOC. 2B-9, LOC. 3-2
R4-2 (PASS WITH CARE): LOC. 1A-4, LOC. 1B-4, LOC.2B-7

TOTALS:

**LOCATION 1A – 11 EACH, LOCATION 1B – 17 EACH, LOCATION 1C – 8 EACH
LOCATION 2A – 2 EACH, LOCATION 2B-17 EACH, LOCATION 3 – 4 EACH**

W8-H15 (GROOVED PAVEMENT) SIGNS SHALL BE INCLUDED WITH LUMP SUM PAYMENT FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS 614.055.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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

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

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

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

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

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

PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. (CONT'D)

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

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

LOCATION 1B – 50 HRS, LOCATION 1C – 40 HRS

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

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

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGNS 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 PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. 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.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 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 PRE-PROGRAMMED 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 PRE-PROGRAMMED 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 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.

A TOTAL OF 4 PCMS SHALL BE REQUIRED FOR THIS PROJECT.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

**LOCATION 1A – 20 DAY, LOCATION 1B – 40 DAY, LOCATION 1C – 40 DAY
LOCATION 2A – 5 DAY, LOCATION 2B – 17 DAY, LOCATION 3 – 3 DAY**

COOPERATION BETWEEN CONTRACTORS

THE STATE OF OHIO HAS CONTRACTED PROJECT: **LIC-70-15.30 PID 84669**, WHICH MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. ALSO, THE VILLAGE OF BUCKEYE LAKE WILL HAVE A CONTRACTOR WORKING WITHIN THE VILLAGE CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT CONFLICT WITH ONE ANOTHER.

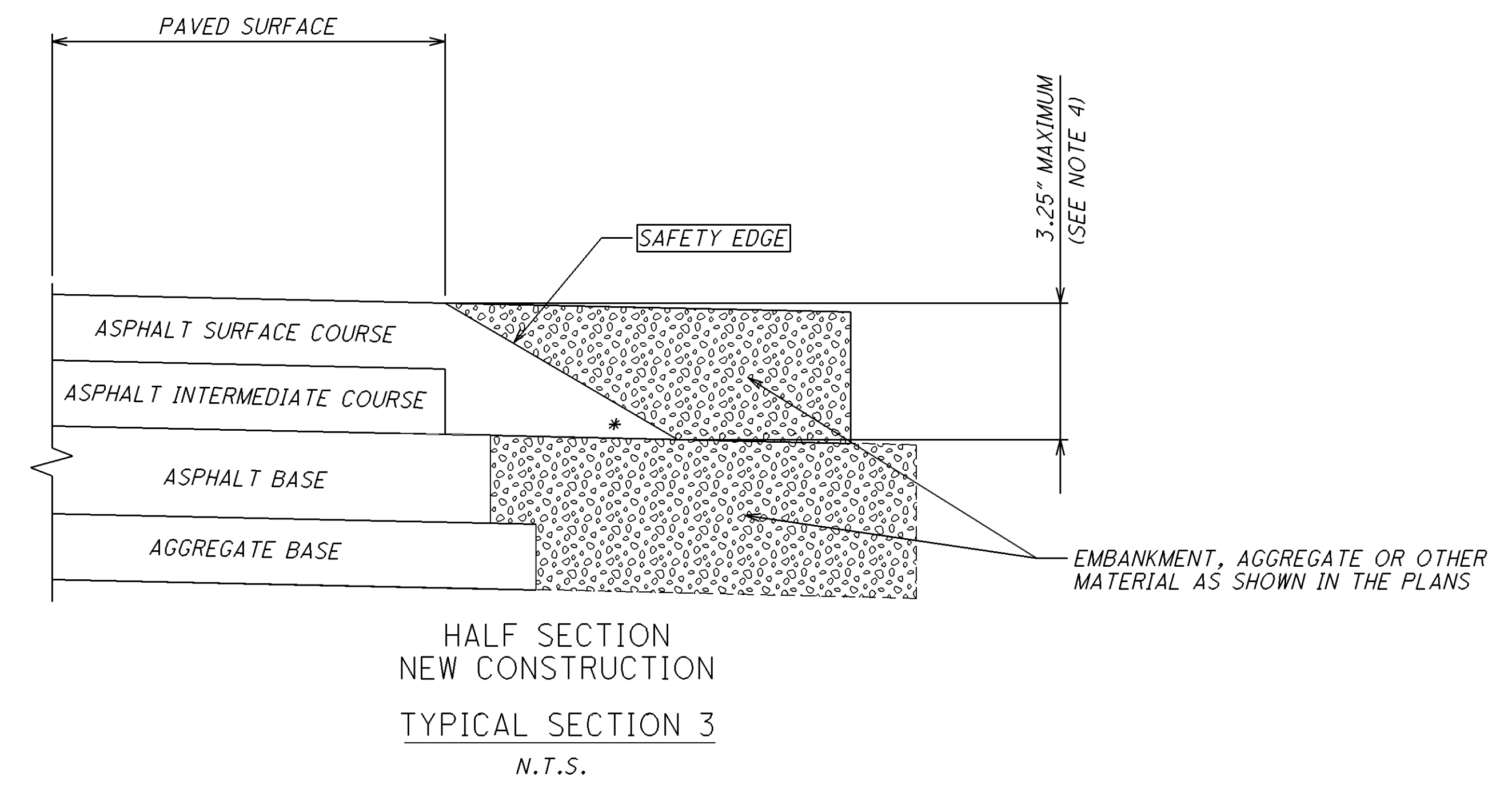
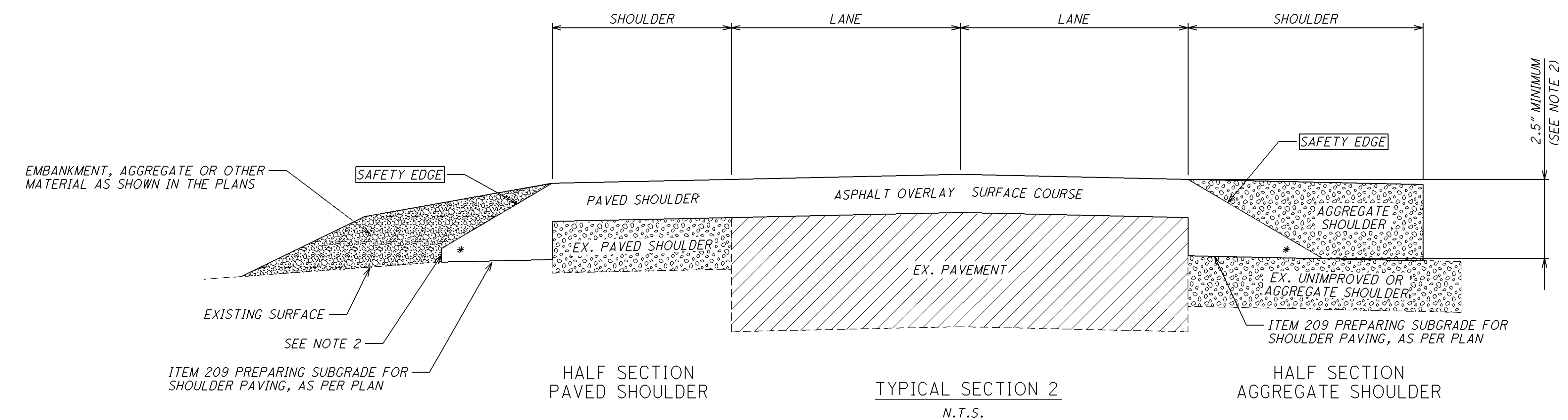
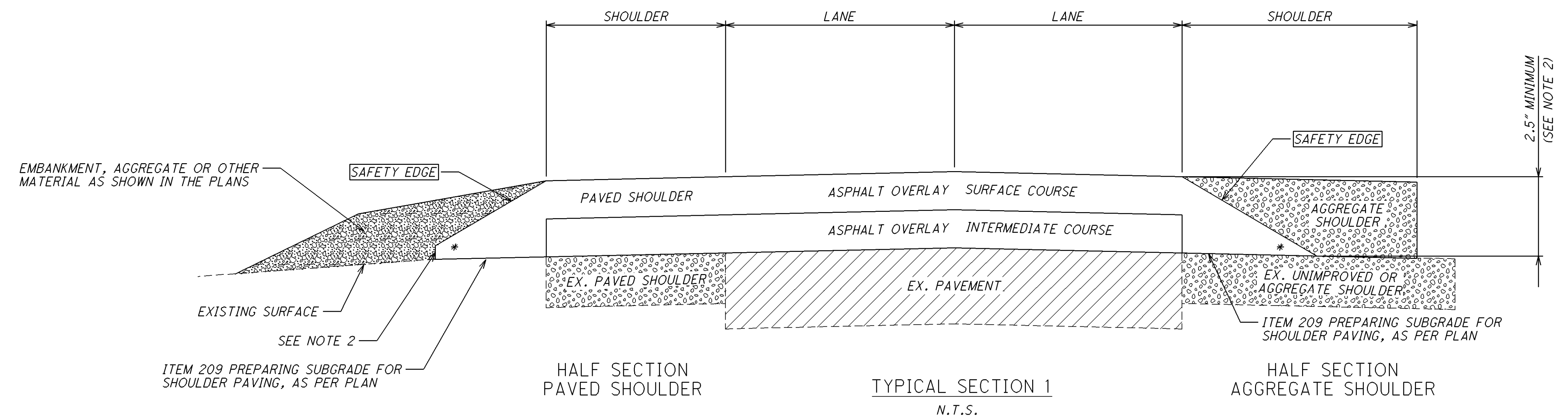
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NOTES:

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
 - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
 - 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
 - 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).
- * 40° MAX

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PAVEMENT DATA																									
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254				407				448				442		614
					SQ. YD.	SQ. YD.					GAL.	GAL.	GAL.	GAL.	INCHES	CU. YD.	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.	MILE			
																							MILES	LIN. FT.	
1A	LIC	S.R. 79	0.09	1.35	1.26	6,652.8	20.0	1	448	14,784.0	14,784.0	1,108.8	739.2			1.75		718.7	1.25	513.4				2.52	
1A	DEDUCT FOR BRIDGES (FROM SHEET 13)									(424.4)		(31.9)	(21.3)			1.75		(20.6)	1.25	(14.7)				(0.07)	
TOTALS CARRIED TO LOCATION 1A SUB-SUMMARY											14,784.0	1,076.9	717.9					698.1		498.7			2.45		
1B	LIC	S.R. 79	1.35	1.86	0.51	2,692.8	20.0	1	448	5,984.0	5,984.0	448.8	299.2			1.75		290.9	1.25	207.8				1.02	
1B	LIC	S.R. 79	1.86	3.51	1.65	8,712.0	20.0	1	448	19,360.0	19,360.0		1,452.0	968.0	1.75		941.2	1.25	672.3					3.30	
1B	LIC	S.R. 79 N.B.	3.51	4.04	0.53	2,798.4	20.0	3	448	6,218.7	6,218.7		466.5	311.0	1.75		302.3	1.25	216.0						
1B	LIC	S.R. 79 S.B.	3.51	4.04	0.53	2,798.4	20.0	3	448	6,218.7	6,218.7		466.5	311.0	1.75		302.3	1.25	216.0						
MEDIAN CROSS-OVERS (19 TOTAL CROSS-OVERS = 1650 SQ. YD.)									448	1,650.0	1,650.0		123.8	82.5	1.75		80.3	1.25	57.3						
1B	LIC	S.R. 79	4.04	4.18	0.14	739.2	60.0	1	448	4,928.0	4,928.0		369.6	246.4	1.75		239.6	1.25	171.2					0.28	
1B	DEDUCT FOR BRIDGES (FROM SHEET 13)									(868.9)				(65.2)	(43.5)	1.75		(42.3)	1.25	(30.2)				(0.12)	
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY											44,359.4	448.8	299.2	2,813.2	1,875.4			2,114.3		1,510.4			4.48		
1C	LIC	S.R. 79 N.B.	4.60	4.74	0.14	739.2	24.0	4	446	1,971.2	1,971.2	147.9								1.5	82.2				
1C	LIC	S.R. 79 N.B.	4.74	6.56	1.82	9,609.6	24.0	5	446	25,625.6	25,625.6	1,922.0								1.5	1,067.8				
1C	LIC	S.R. 79 S.B.	4.60	4.74	0.14	739.2	24.0	4	446	1,971.2	1,971.2	147.9								1.5	82.2				
1C	LIC	S.R. 79 S.B.	4.74	6.56	1.82	9,609.6	24.0	5	446	25,625.6	25,625.6	1,922.0								1.5	1,067.8				
1C	DEDUCT FOR BRIDGES (FROM SHEET 13)									(890.6)	(890.6)	(66.8)								1.5	(37.2)				
TOTALS CARRIED TO LOCATION 1C SUB-SUMMARY											54,303.0	4,073.0								2,262.8					
2A	FAI	S.R. 360	0.00	0.20	0.20	1,056.0	20.0	1	448	2,346.7	2,346.7		176.1	117.4	1.00	65.2		1.25	81.5					0.40	
2A	FAI	S.R. 360	0.20	0.26	0.06	316.8	20.0	2	448	704.0	704.0		52.8	35.2	1.00	19.6		1.25	24.5					0.12	
2A	DEDUCT FOR BRIDGES (FROM SHEET 13)									(273.3)	(273.3)		(20.5)	(13.7)	1.00	(7.5)		1.25	(9.4)						
TOTALS CARRIED TO LOCATION 2A SUB-SUMMARY											2,777.4			208.4	138.9			77.3		96.6			0.52		
2B	FAI	S.R. 360	0.26	1.72	1.46	7,708.8	20.0	2	448	17,130.7	17,130.7		1,284.9	856.6	1.00	475.9		1.25	594.9					2.92	
2B	DEDUCT FOR BRIDGES (FROM SHEET 13)									(363.3)	(363.3)		(27.3)	(18.2)	1.00	(10.0)		1.25	(12.6)					(0.06)	
TOTALS CARRIED TO LOCATION 2B SUB-SUMMARY											16,767.4			1,257.6	838.4			465.9		582.3			2.86		
3	LIC	S.R. 360	0.00	0.22	0.22	1,161.6	20.0	2	448	2,581.3	2,581.3		193.6	129.1	1.00	71.8		1.25	89.7					0.44	
TOTALS CARRIED TO LOCATION 3 SUB-SUMMARY											2,581.3			193.6	129.1			71.8		89.7			0.44		

ASPHALT CONCRETE DATA

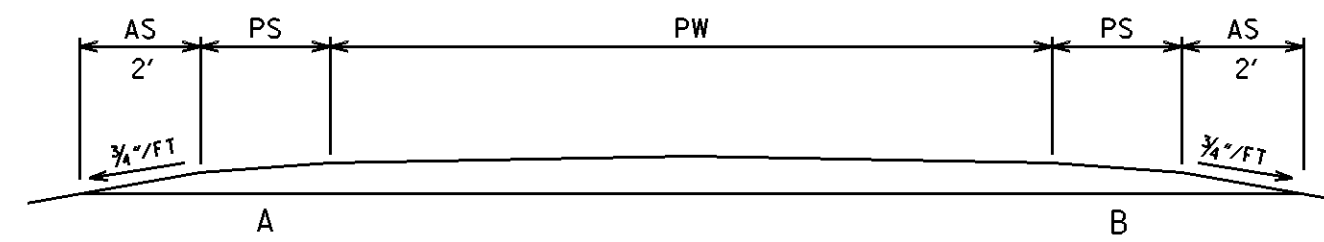
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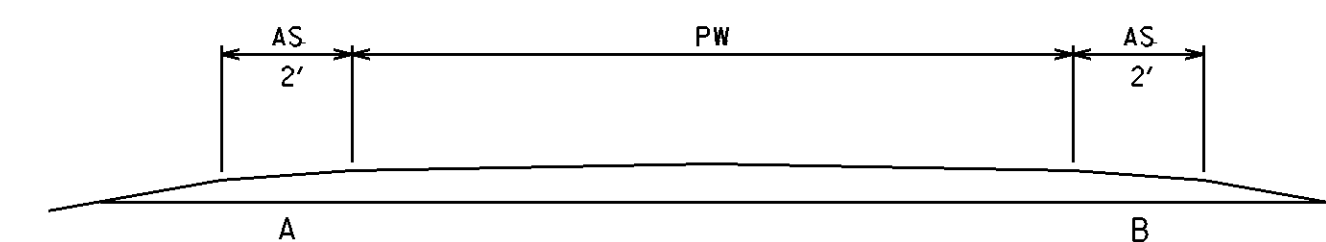
NOTE:
 THE PAVEMENT WIDTHS SHOWN IN THE "PAVEMENT DATA" TABLES ON SHEET 6 ARE THE WIDTHS WHICH HAVE BEEN DETERMINED TO HAVE SUFFICIENT ROADWAY BASE FOR PAVING. IF ACTUAL ROADWAY WIDTHS DIFFER, THE ROADWAY SHALL BE PAVED ONLY THE WIDTH SHOWN IN THE AFOREMENTIONED TABLES. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLE, PAVING SHALL BE CENTERED ABOUT THE FULL WIDTH OF THE ROADWAY AND ANY EXCESS EXISTING PAVEMENT ON THE EDGES SHALL BE COVERED WITH ITEM 617 COMPACTED AGGREGATE. PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.

PW = PAVEMENT WIDTH
 PS = PAVED SHOULDER
 AS = AGGREGATE SHOULDER

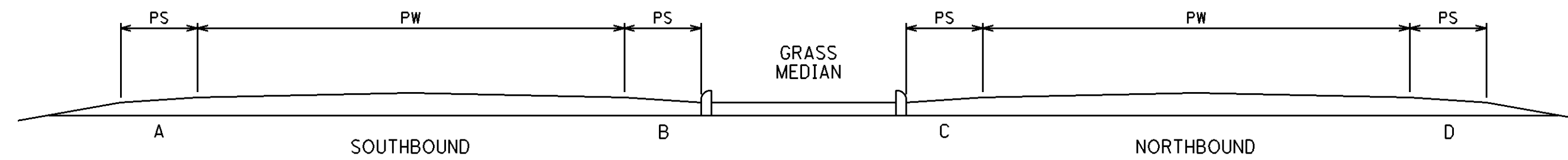
TYPICAL 1



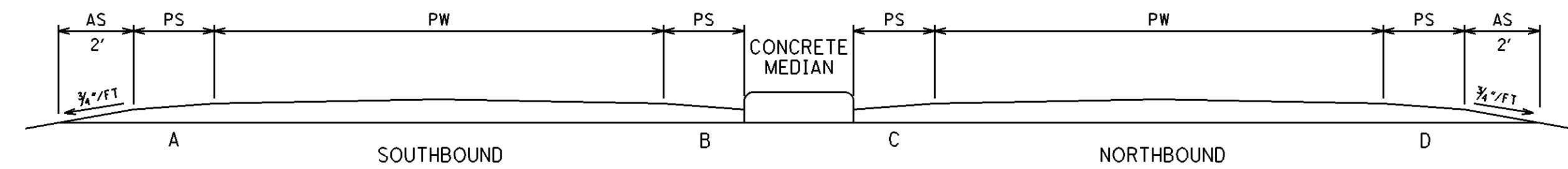
TYPICAL 2



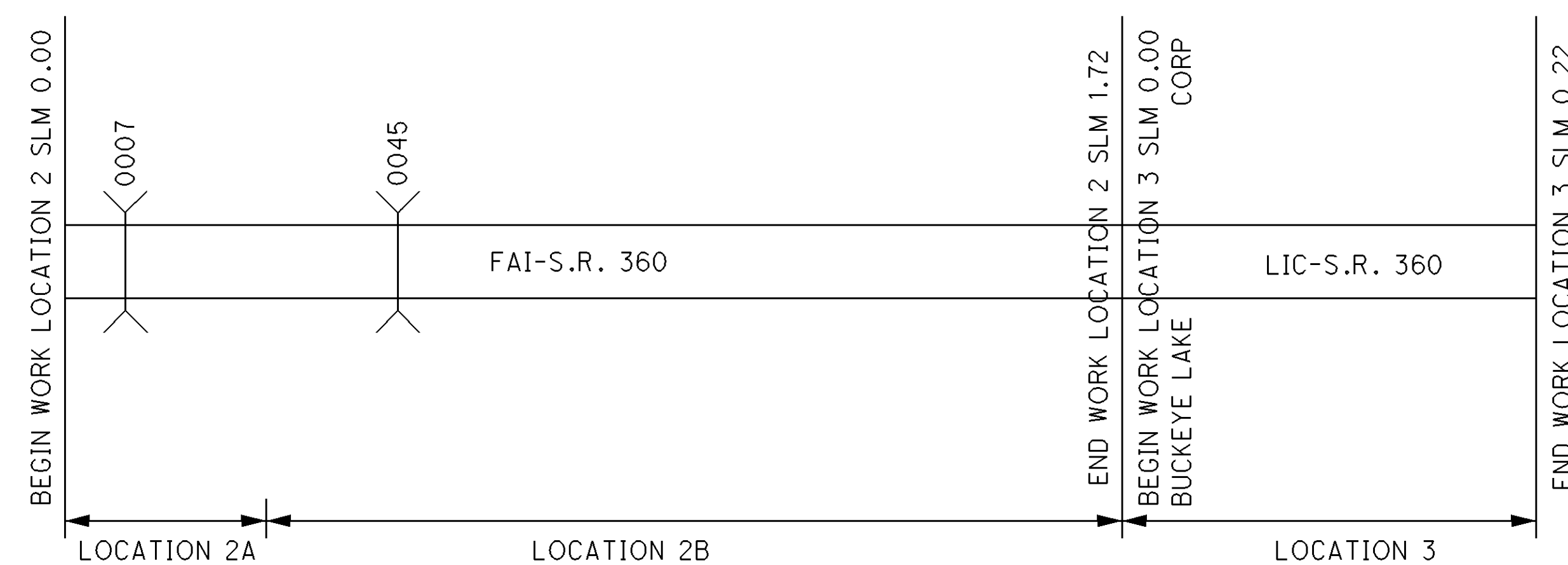
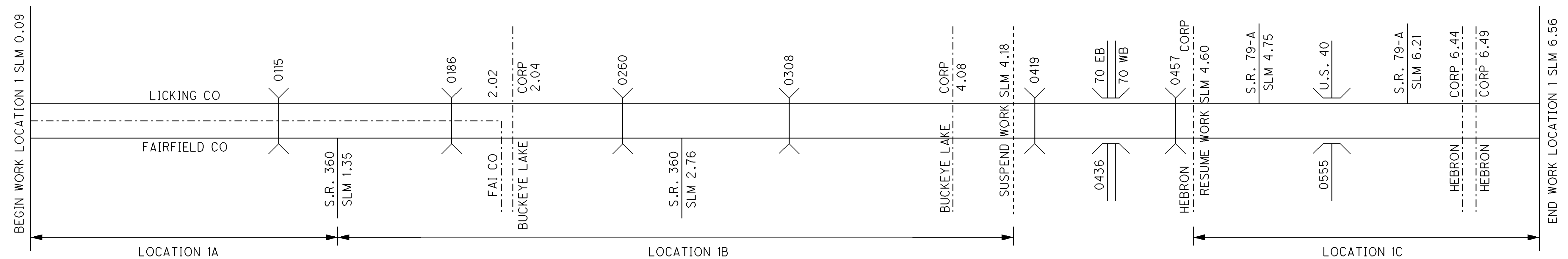
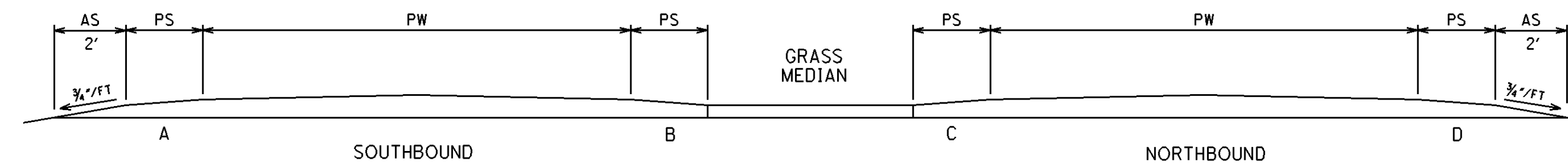
TYPICAL 3



TYPICAL 4



TYPICAL 5



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ASPHALT CONCRETE DATA

LIC-79-0.00
 FAI/LIC-360-0.00/0.00

CALCULATED
 LME
 CHECKED
 DNM

SEE SHEET 7 FOR TYPICALS, STRAIGHT LINE AND NOTE

CALCULATED
LME
CHECKED
DNM

SHOULDER DATA																										
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	209		254	407			448 ASPHALT CONCRETE				617			
					MILES	LIN. FT.		A	B	C	D		SQ. YD.	MILE	SQ. YD.	GAL.	GAL.	GAL.	GAL.	INCHES	CU. YD.	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.
																	PREPARE SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE @ 0.075 GAL./S.Y.	TACK COAT, TRACKLESS TACK, SURFACE COURSE @ 0.05 GAL./S.Y.	INTERMEDIATE COURSE, TYPE 1, PG 64-22	INTERMEDIATE COURSE, TYPE 2, PG 64-22	SURFACE COURSE, TYPE 1, PG 70-22M	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)
1A	LIC	S.R. 79	0.09	1.35	1.26	6652.8	1	1.5	1.5			2,217.6	2.52	2,217.6	166.3	110.9				1.75		107.8	1.25	77.0	2.00	164.3
DEDUCT FOR BRIDGES (FROM SHEET 13)												(63.7)	(0.07)	(63.7)	(4.7)	(3.1)				1.75		(3.1)	1.25	(2.3)	2.00	(4.8)
TOTALS CARRIED TO LOCATION 1A SUB-SUMMARY												2.45	2,153.9	161.6	107.8							104.7		74.7		159.5
1B	LIC	S.R. 79	1.35	1.86	0.51	2692.8	1	1.5	1.5			897.6	1.02	897.6	67.4	44.9			1.75		43.7	1.25	31.2	2.00	66.5	
1B	LIC	S.R. 79	1.86	2.04	0.18	950.4	1	1.5	1.5			316.8	0.36	316.8			23.8	15.9	1.75		15.4	1.25	11.0	2.00	23.5	
1B	LIC	S.R. 79	2.04	2.44	0.40	2112.0	1	1.5	1.5			704.0		704.0			52.8	35.2	1.75		34.3	1.25	24.5	2.00	52.2	
1B	LIC	S.R. 79	2.44	2.58	0.14	739.2	1	5	1.5			533.9		533.9			40.1	26.7	1.75		26.0	1.25	18.6	2.00	9.2	
1B	LIC	S.R. 79	2.58	2.63	0.05	264.0	1	5	5			293.4		293.4			22.1	14.7	1.75		14.3	1.25	10.2	2.00	3.3	
1B	LIC	S.R. 79	2.63	3.11	0.48	2534.4	1	5	1.5			1,830.4		1,830.4			137.3	91.6	1.75		89.0	1.25	63.6	2.00	31.3	
1B	LIC	S.R. 79	3.11	3.15	0.04	211.2	1	1.5	5			152.6		152.6			11.5	7.7	1.75		7.5	1.25	5.3	2.00	2.7	
1B	LIC	S.R. 79	3.15	3.25	0.10	528.0	1	4	1.5			322.7		322.7			24.3	16.2	1.75		15.7	1.25	11.3	2.00	6.6	
1B	LIC	S.R. 79	3.25	3.34	0.09	475.2	1	1.5	1.5			158.4		158.4			11.9	8.0	1.75		7.7	1.25	5.5	2.00	5.9	
1B	LIC	S.R. 79	3.34	3.45	0.11	580.8	1	4	1.5			355.0		355.0			26.7	17.8	1.75		17.3	1.25	12.4	2.00	7.2	
1B	LIC	S.R. 79	3.45	4.04	0.59	3115.2	3	3	2	2	3	3,461.4		3,461.4			259.7	173.1	1.75		168.3	1.25	120.2	2.00		
1B	LIC	S.R. 79	4.04	4.06	0.02	105.6	1	4.5 (AVG.)	4.5 AVG			105.6		105.6			8.0	5.3	1.75		5.2	1.25	3.7	2.00		
1B	LIC	S.R. 79	4.06	4.18	0.12	633.6	1	6	6			844.8		844.8			63.4	42.3	1.75		41.1	1.25	29.4	2.00		
DEDUCT FOR BRIDGES (FROM SHEET 13)												(201.5)	(0.08)	(201.5)			(15.1)	(10.0)	1.75		(9.8)	1.25	(7.0)	2.00	(9.7)	
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY												1.30	9,775.1	67.4	44.9	666.5	444.5					475.7		339.9		198.7
2A	FAI	S.R. 360	0.00	0.09	0.09	475.2	1	3	3			316.8	0.18	316.8			23.8	15.9	1.00		8.8		1.25	11.0	2.00	11.8
2A	FAI	S.R. 360	0.09	0.18	0.09	475.2	1	3	1.5			237.6	0.18	237.6			17.9	11.9	1.00		6.6		1.25	8.3	2.00	11.8
2A	FAI	S.R. 360	0.18	0.20	0.02	105.6	1	1.5 (AVG.)	0.8 AVG			27.0	0.04	27.0			2.1	1.4	1.00		0.8		1.25	1.0	2.00	2.7
2A	FAI	S.R. 360	0.20	0.26	0.06	316.8	2						0.12											2.00	7.9	
DEDUCT FOR BRIDGES (FROM SHEET 13)												(109.3)	(0.05)	(109.3)			(8.1)	(5.4)	1.00		(3.0)		1.25	(3.8)	2.00	(3.1)
TOTALS CARRIED TO LOCATION 2A SUB-SUMMARY												0.47	472.1			35.7	23.8					13.2		16.5		31.1
2B	FAI	S.R. 360	0.26	1.72	1.46	7708.8	2						2.92											2.00	190.4	
DEDUCT FOR BRIDGES (FROM SHEET 13)												(0.06)													2.00	(4.1)
TOTALS CARRIED TO LOCATION 2B SUB-SUMMARY												2.86														186.3
3	LIC	S.R. 360	0.00	0.22	0.22	1161.6	2						0.44											2.00	28.7	
TOTALS CARRIED TO LOCATION 3 SUB-SUMMARY												0.44														28.7

PAVED SHOULDER DATA

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

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NOTE 1: THE PAVED SHOULDERS ALONG S.R. 79 HAVE NOT BEEN DEDUCTED FOR THE INTERSECTION OF ENTERPRISE DRIVE, THEREFORE, THE WIDTH USED FOR THE TURN LANES IS EQUAL TO THE TOTAL WIDTH OUTSIDE OF MAINLINE PAVEMENT MINUS THE SHOULDER WIDTH.

SEE SHEET 7 FOR TYPICALS, STRAIGHT LINE AND NOTE

SHOULDER/EXTRA AREA DATA

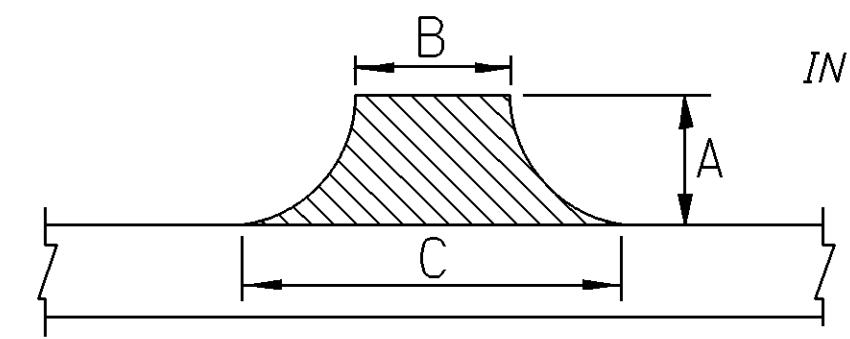
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER OR RAMP AREA	254	407	442		617			
					MILES	LIN. FT.		A	B	C	D		PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)		
																			SQ. YD.	SQ. YD.
1C	LIC	S.R. 79	4.60	4.74	0.14	739.2	4	10	2	2	10	1,971.2	1,971.2	147.9	1.50	82.2	2.00	18.3		
1C	LIC	S.R. 79	4.74	6.56	1.82	9609.6	5	10	2	2	10	25,625.6	25,625.6	1,922.0	1.50	1,067.8	2.00	237.3		
N.B. OFF RAMP TO U.S. 40						1091.0	1	3	6			1,091.0	1,091.0	81.9	1.50	45.5	2.00	27.0		
N.B. ON RAMP FROM U.S. 40						1063.0	1	3	6			1,063.0	1,063.0	79.8	1.50	44.3	2.00	26.3		
S.B. OFF RAMP TO U.S. 40						941.0	1	6	3			941.0	941.0	70.6	1.50	39.3	2.00	23.3		
S.B. ON RAMP FROM U.S. 40						1189.0	1	6	3			1,189.0	1,189.0	89.2	1.50	49.6	2.00	29.4		
DEDUCT FOR BRIDGES (FROM SHEET 13)												(445.4)	(445.4)	(33.4)	1.50	(18.5)	2.00	(8.3)		
DESCRIPTION								TURN LANE/ RAMP LENGTH		TURN LANE/ RAMP WIDTH										
1C	LIC	S.R. 79 N.B.	LEFT TURN LANE ONTO HIGH ST. (SEE NOTE 1)					273.0 (AVG.)		12.0		364.0	364.0	27.3	1.50	15.2				
1C	LIC	S.R. 79 S.B.	RIGHT TURN LANE ONTO HIGH ST. (SEE NOTE 1)					227.0 (AVG.)		5.0		126.1	126.1	9.5	1.50	5.3				
1C	LIC	S.R. 79	CROSS OVER AT HIGH ST. INTERSECTION									155.0	155.0	11.7	1.50	6.5				
1C	LIC	S.R. 79 N.B.	DECELERATION LANE TO U.S. 40									1,583.0	1,583.0	118.8	1.50	66.0				
1C	LIC	S.R. 79 N.B.	OFF RAMP TO U.S. 40					1,091.0		16.0 (AVG.)		1,939.6	1,939.6	145.5	1.50	80.9				
1C	LIC	S.R. 79 N.B.	ON RAMP FROM U.S. 40					1,063.0		16.0 (AVG.)		1,889.8	1,889.8	141.8	1.50	78.8				
1C	LIC	S.R. 79 N.B.	ACCELERATION LANE FROM U.S. 40									2,500.0	2,500.0	187.5	1.50	104.2				
1C	LIC	S.R. 79 S.B.	DECELERATION LANE TO U.S. 40									1,583.0	1,583.0	118.8	1.50	66.0				
1C	LIC	S.R. 79 S.B.	OFF RAMP TO U.S. 40					941.0		16.0 (AVG.)		1,672.9	1,672.9	125.5	1.50	69.8				
1C	LIC	S.R. 79 S.B.	ON RAMP FROM U.S. 40					1,189.0		16.0 (AVG.)		2,113.8	2,113.8	158.6	1.50	88.1				
1C	LIC	S.R. 79 S.B.	ACCELERATION LANE FROM U.S. 40									2,611.0	2,611.0	195.9	1.50	108.8				
1C	LIC	S.R. 79 N.B.	LEFT TURN LANE ONTO ENTERPRISE DR. (SEE NOTE 1)					326.0 (AVG.)		12.0		434.7	434.7	32.7	1.50	18.2				
1C	LIC	S.R. 79 N.B.	RIGHT TURN LANE ONTO ENTERPRISE DR. (SEE NOTE 1)					385.0 (AVG.)		5.0		213.9	213.9	16.1	1.50	9.0				
1C	LIC	S.R. 79 S.B.	LEFT TURN LANE ONTO ENTERPRISE DR. (SEE NOTE 1)					366.0 (AVG.)		12.0		488.0	488.0	36.6	1.50	20.4				
1C	LIC	S.R. 79 S.B.	RIGHT TURN LANE ONTO ENTERPRISE DR. (SEE NOTE 1)					393.0 (AVG.)		5.0		218.3	218.3	16.4	1.50	9.1				
1C	LIC	S.R. 79	CROSS OVER AT ENTERPRISE DR. INTERSECTION									558.0	558.0	41.9	1.50	23.3				
TOTAL CARRIED TO LOCATION 1C SUB-SUMMARY													49,886.5	3,742.6		2,079.8		353.3		

CALCULATED
BCT
CHECKED
DNM

PAVED SHOULDER AND EXTRA AREA DATA

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

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INTERSECTIONS

$$AREA = \left[\frac{A(B+C)}{2} \right] \times 9$$

EXTRA AREAS

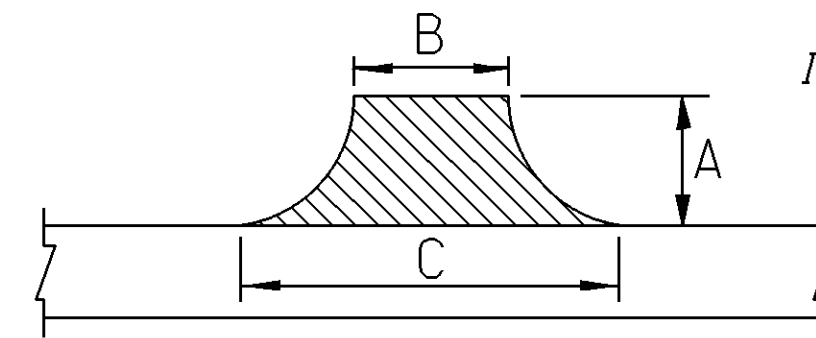
LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202	407		448 ASPHALT CONCRETE			
					WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE @ 0.075 GAL./S.Y. GAL.		THICKNESS IN.	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.			
													DETAIL DIMENSION		
													A	B	C
FT.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.					
1A	LIC	S.R. 79	RT	MILLERSPORT RD.	68	24	102	476.0	476.0	35.7			1.25	16.6	
TOTALS CARRIED TO LOCATION 1A SUB-SUMMARY									476.0	35.7				16.6	
1B	LIC	S.R. 79	LT	CANAL RD.	35	24	55	153.7	153.7		11.6		1.25	5.4	
1B	LIC	S.R. 79	RT	HART DR.	36	25	79	208.0	208.0		15.6		1.25	7.3	
1B	LIC	S.R. 79	LT	N. LYNWOOD DR.	30	22	50	120.0	120.0		9.0		1.25	4.2	
1B	LIC	S.R. 79	RT	FAIROAKS LN.	30	15	45	100.0	100.0		7.5		1.25	3.5	
1B	LIC	S.R. 79	RT	COTTAGE ST.	25	14	47	84.8	84.8		6.4		1.25	3.0	
1B	LIC	S.R. 79	RT	ROSEBRAUGH CIRCLE (WEST)	28	13	56	107.4	107.4		8.1		1.25	3.8	
1B	LIC	S.R. 79	RT	ROSEBRAUGH CIRCLE (EAST)	20	12	45	63.4	63.4		4.8		1.25	2.3	
1B	LIC	S.R. 79	LT	HILTON RD.	35	22	60	159.5	159.5		12.0		1.25	5.6	
1B	LIC	S.R. 79	RT	SPRINGER ST.	24	17	52	92.0	92.0		6.9		1.25	3.2	
1B	LIC	S.R. 79	LT	LEROY ST.	32	20	54	131.6	131.6		9.9		1.25	4.6	
1B	LIC	S.R. 79	LT	CLIFF ST.	25	22	41	87.5	87.5		6.6		1.25	3.1	
1B	LIC	S.R. 79	RT	TANNER ST.	23	14	30	56.3	56.3		4.3		1.25	2.0	
1B	LIC	S.R. 79	LT	ELLIOT ST.	22	15	45	73.4	73.4		5.6		1.25	2.6	
1B	LIC	S.R. 79	LT	STEWART AVE.	21	12	50	72.4	72.4		5.5		1.25	2.6	
1B	LIC	S.R. 79	RT	CHURCH ST.	25	24	43	93.1	93.1		7.0		1.25	3.3	
1B	LIC	S.R. 79	LT	EVERETT AVE.	25	22	44	91.7	91.7		6.9		1.25	3.2	
1B	LIC	S.R. 79	RT	PARK PLACE	35	24	47	138.1	138.1		10.4		1.25	4.8	
1B	LIC	S.R. 79	LT	FIRST ST.	20	14	40	60.0	60.0		4.5		1.25	2.1	
1B	LIC	S.R. 79	LT	SECOND ST.	16	13	28	36.5	36.5		2.8		1.25	1.3	
1B	LIC	S.R. 79	RT	GRAND STAFF RD.	17	21	32	50.1	50.1		3.8		1.25	1.8	
1B	LIC	S.R. 79	LT	THIRD ST.	15	18	36	45.0	45.0		3.4		1.25	1.6	
1B	LIC	S.R. 79	RT	UNION AVE.	20	14	21	38.9	38.9		3.0		1.25	1.4	
1B	LIC	S.R. 79	LT	FOURTH ST.	17	12	28	37.8	37.8		2.9		1.25	1.4	
1B	LIC	S.R. 79	RT	MYERS AVE.	20	11	24	38.9	38.9		3.0		1.25	1.4	
1B	LIC	S.R. 79	LT	FIFTH ST.	16	12	32	39.2	39.2		3.0		1.25	1.4	
1B	LIC	S.R. 79	RT	CENTRAL AVE.	21	15	20	40.9	40.9		3.1		1.25	1.5	
1B	LIC	S.R. 79	LT	SIXTH ST.	24	14	30	58.7	58.7		4.5		1.25	2.1	
1B	LIC	S.R. 79	RT	HIGHLAND AVE.	22	13	23	44.0	44.0		3.3		1.25	1.6	
1B	LIC	S.R. 79	LT	SEVENTH ST.	16	14	40	48.0	48.0		3.6		1.25	1.7	
1B	LIC	S.R. 79	RT	SEYMOUR AVE.	25	14	35	68.1	68.1		5.2		1.25	2.4	
1B	LIC	S.R. 79	RT	SIXTH AVE.	22	13	37	61.2	61.2		4.6		1.25	2.2	
1B	LIC	S.R. 79	RT	FAIRVIEW AVE.	20	30	50	88.9	88.9		6.7		1.25	3.1	
1B	LIC	S.R. 79	LT	TRUCK STOP EXIT	35	26	48	143.9	143.9		10.8		1.25	5.0	
1B	LIC	S.R. 79	LT	TRUCK STOP ENTRANCE	43	35	120	370.3	370.3		27.8		1.25	12.9	
1B	LIC	S.R. 79	RT	MILL DAM RD.	85	37	124	760.3	760.3		57.1		1.25	26.4	
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY									3,863.6		291.2			135.8	

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EXTRA AREA DATA

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00



INTERSECTIONS

$$AREA = \left[A \frac{(B + C)}{2} \right] / 9$$

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EXTRA AREAS															
LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA	202		407		448 ASPHALT CONCRETE		
					DETAIL DIMENSION				WEARING COURSE REMOVED	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE @ 0.075 GAL./S.Y.	TACK COAT, TRACKLESS TACK, SURFACE COURSE @ 0.05 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 1, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 64-22
					A	B	C								
					FT.	FT.	FT.								
2A	FAI	S.R. 360	CL	AT S.R. 79	50	22	115	380.6	380.6	28.6	19.0	1.00	10.6	1.25	13.3
TOTALS (CARRIED TO LOCATION 2A SUB-SUMMARY)									380.6	28.6	19.0		10.6		13.3
2B	FAI	S.R. 360	RT	LAKESIDE RD.	30	21	74	158.4	158.4	11.9				1.25	5.5
2B	FAI	S.R. 360	LT	SECOND ST.	20	12	36	53.4	53.4	4.1				1.25	1.9
2B	FAI	S.R. 360	RT	SELLERS DR.	25	16	70	119.5	119.5	9.0				1.25	4.2
2B	FAI	S.R. 360	LT	FAIRFIELD DR.	24	12	34	61.4	61.4	4.7				1.25	2.2
2B	FAI	S.R. 360	LT	NEWARK ST.	18	12	36	48.0	48.0	3.6				1.25	1.7
2B	FAI	S.R. 360	RT	SELLERS DR. N.E.	43	18	62	191.2	191.2	14.4				1.25	6.7
2B	FAI	S.R. 360	LT	HOLLYWOOD DR.	20	15	50	72.3	72.3	5.5				1.25	2.6
2B	FAI	S.R. 360	LT	GRAND AVE.	25	12	55	93.1	93.1	7.0				1.25	3.3
TOTALS (CARRIED TO LOCATION 2B SUB-SUMMARY)									797.3	60.2				28.1	
3	LIC	S.R. 360	LT	ELM HURST LANE (SKIP)											
3	LIC	S.R. 360	RT	NORTH BANK (SKIP)											
3	LIC	S.R. 360	LT	MAPLEWOOD DR. (SKIP)											
3	LIC	S.R. 360	CL	AT S.R. 79	40	25	80	233.4	233.4	17.6	11.7	1.00	6.5	1.25	8.2
TOTALS (CARRIED TO LOCATION 3 SUB-SUMMARY)									233.4	17.6	11.7		6.5		8.2

EXTRA AREA DATA

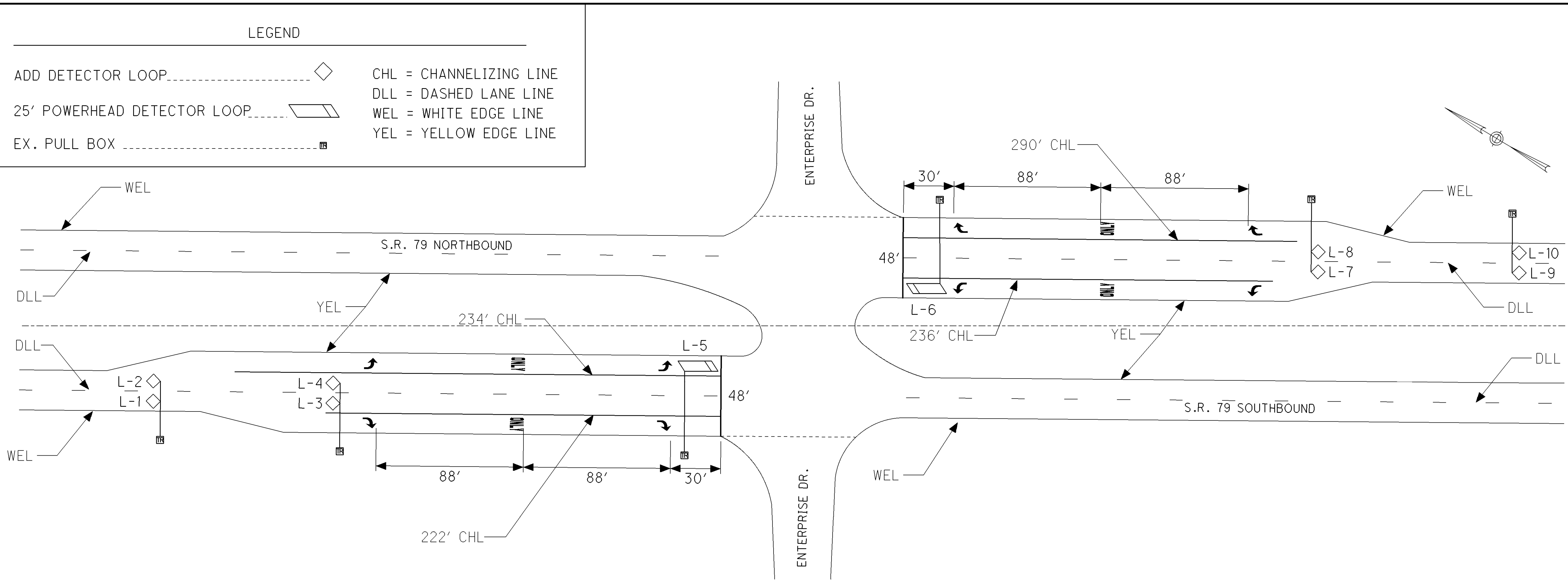
LIC-79-0.00
FAI/ LIC-360-0.00/ 0.00

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CALCULATED
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INTERSECTION DETAIL - ENTERPRISE DRIVE

LIC-79-0.00
FAI/LIC-360-0.00/0.00



ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWER HEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS CURRENTLY CALLED FOR IN THE PLANS. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET. ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10. ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANNED SURFACE OR THE PROPOSED INTERMEDIATE COURSE AT A DEPTH OF 4" FROM THE PROPOSED SURFACE ELEVATION. THE CONTRACTOR SHALL TEST ALL LEAD-IN CABLES PRIOR TO MAKING THE FINAL SPLICE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.10. FINAL LOCATIONS, SIZE AND ORIENTATION SHALL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632, DETECTOR LOOP, AS PER PLAN. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARY FOR THE ABOVE PURPOSES.

ITEM 632 DETECTOR LOOP, AS PER PLAN
LOCATION 1C - 10 EACH

2 POWERHEAD, 8 DILEMMA

PAVEMENT MARKING QUANTITIES

SR 79 NORTHBOUND:
ITEM 644 CHANNELIZING LINE 222 + 234 = 456 FT
ITEM 644 STOP LINE 48 FT
ITEM 644 LANE ARROW 4 EACH
ITEM 644 WORD ON PAVEMENT, 96" 2 EACH

SR 79 SOUTHBOUND:
ITEM 644 CHANNELIZING LINE 290 + 236 = 526 FT
ITEM 644 STOP LINE 48 FT
ITEM 644 LANE ARROW 4 EACH
ITEM 644 WORD ON PAVEMENT, 96" 2 EACH

SR 79 TOTALS:
ITEM 644 CHANNELIZING LINE 456 + 526 = 982 FT
ITEM 644 STOP LINE 48 + 48 = 96 FT
ITEM 644 LANE ARROW 4 + 4 = 8 EACH
ITEM 644 WORD ON PAVEMENT, 96" 2 + 2 = 4 EACH

PAVEMENT MARKING QUANTITIES CARRIED TO SHEET 24

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LOCATION 1A

DETAIL ① LIC-79-0115: BUTT JOINT AT BRIDGE DECK, PAVE OVER APPROACH SLABS

LOCATION 1B

DETAIL ② LIC-79-0186: BUTT JOINT AT APPROACH SLABS
 LIC-79-0260: MILL & FILL SAME AS ROADWAY
 DETAIL ③ LIC-79-0308: MILL 1.5" AND PLACE 1.5" SURFACE COURSE ONLY
 DETAIL ④ LIC-79-0149: BUTT JOINT AT REAR APPROACH SLAB ONLY

LOCATION 1C

DETAIL ④ LIC-79-0457: BUTT JOINT AT FORWARD APPROACH SLAB ONLY
 DETAIL ④ LIC-79-0555RT: BUTT JOINT AT APPROACH SLABS
 DETAIL ④ LIC-79-0555LT: BUTT JOINT AT APPROACH SLABS

LOCATION 2A

DETAIL ⑤ FAI-360-0007: MILL 4"±, WATERPROOF AND PAVE SAME AS ROADWAY

LOCATION 2B

DETAIL ⑥ FAI-360-0045: BUTT JOINT AT APPROACH SLABS

DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

BRIDGE DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAILS (SHEETS 14 & 15)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 6)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 8)	202		253	407			448 ASPHALT CONCRETE				512	516	
											WEARING COURSE REMOVED	PAVEMENT REPAIR	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT, 702.13 @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SEWER	INTERMEDIATE COURSE, TYPE 1, PG 64-22	INTERMEDIATE COURSE, TYPE 2 PG 64-22	SEWER	SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN	
											SQ.YD.	CU. YD.	GAL.	GAL.	GAL.	INCHES	CU. YD.	CU. YD.	INCHES	CU. YD.	SQ.YD.	FEET	
1A	LIC-79-0115	141	45.3	709.7	25.0	44.0	244.4	1	424.4	63.7	138.9			10.5					1.50	5.8		56.0	
SUB-TOTALS										424.4	63.7												
TOTALS CARRIED TO LOCATION 1A SUB-SUMMARY											138.9			10.5							5.8		56.0
1B	LIC-79-0186	158	45.3	795.3	25.0	44.0	244.4	2	462.2	69.3												52.0	
1B	LIC-79-0260	38	35	147.8	15.0	34.0	113.3		151.1	49.1			19.6		13.1	1.75		12.7	1.25	9.1			
1B	LIC-79-0308	65	36	260.0	25.0	34.0	188.9	3	255.6	83.1	448.9			33.7					1.50	18.7			
1B	LIC-79-0419	86.24	72	690.0	15.0	72.0	240.0	4				38.9										72.0	
SUB-TOTALS										868.9	201.5												
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY											448.9	38.9	19.6	33.7	13.1			12.7		27.8		124.0	
1C	LIC-79-0457	137	72	1,096.0	25.0	72.0	400.0	4														72.0	
1C	LIC-79-0555L	137	36	548.0	15.0	34.5	115.0	4	445.3	222.7												72.0	
1C	LIC-79-0555R	137	36	548.0	15.0	34.5	115.0	4	445.3	222.7												72.0	
SUB-TOTALS										890.6	445.4												
TOTALS CARRIED TO LOCATION 1C SUB-SUMMARY																						216.0	
2A	FAI-360-0007	93	40	413.4	15.0	40.0	133.3	5	273.3	109.3	546.7			41.1		1.50	22.8		1.50	22.8	413.4		
SUB-TOTALS										273.3	109.3												
TOTALS CARRIED TO LOCATION 2A SUB-SUMMARY											546.7			41.1		22.8		22.8		413.4			
2B	FAI-360-0045	123.5	42	576.4	20.0	34.0	151.1	6	363.3													40.0	
SUB-TOTALS										363.3													
TOTALS CARRIED TO LOCATION 2B SUB SUMMARY																						40.0	

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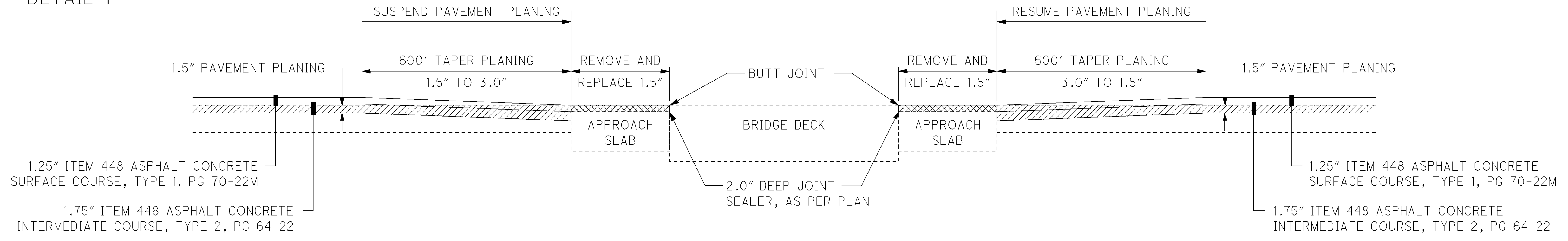
BRIDGE DECK TREATMENT DATA

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FAI/LIC-360-0.00/ 0.00

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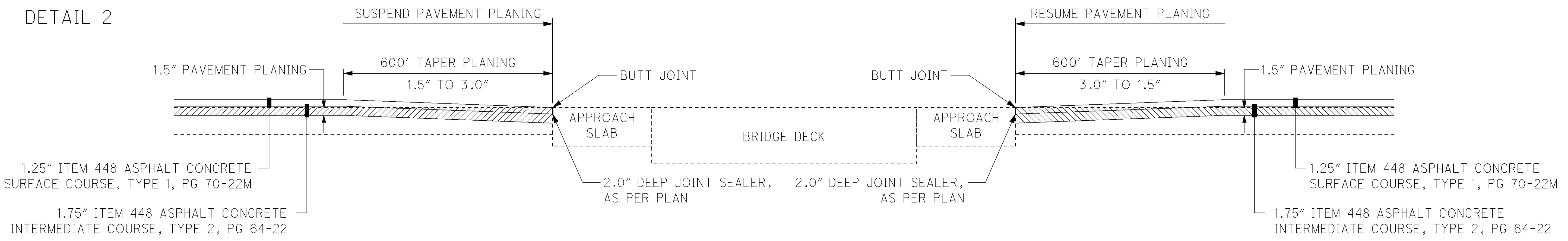
CALCULATED
LME
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DETAIL 1



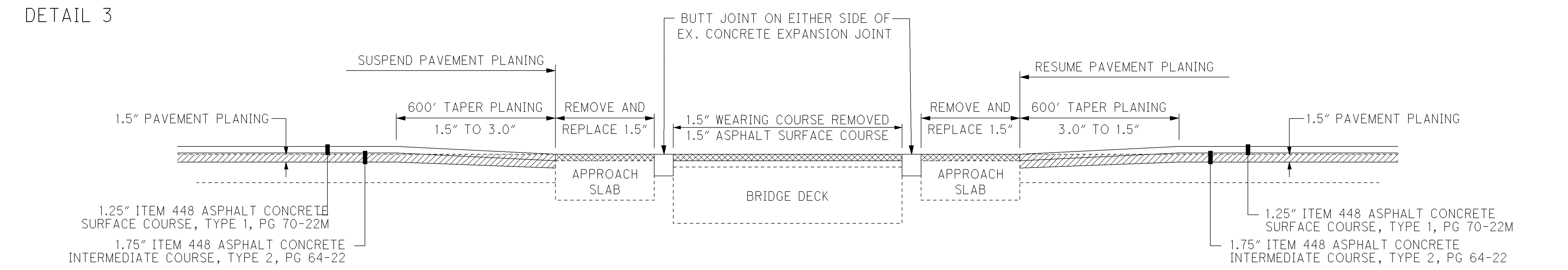
LIC-79-0115

DETAIL 2



LIC-79-0186

DETAIL 3



LIC-79-0308

ITEM 202 WEARING COURSE REMOVED

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DETAILS NOT TO SCALE

BRIDGE DECK TREATMENT DATA

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

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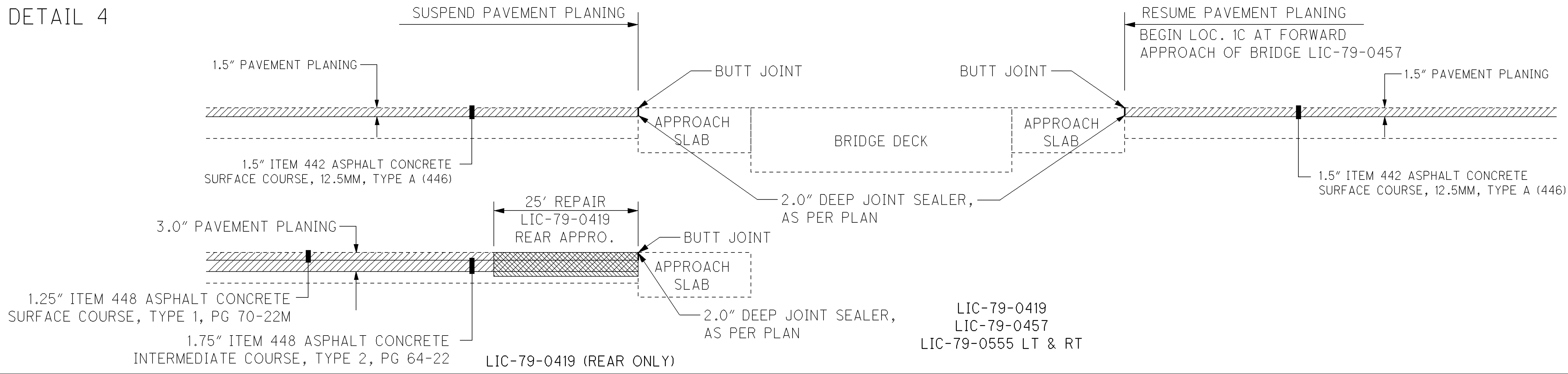
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CHECKED
DNM

BRIDGE DECK TREATMENT DATA

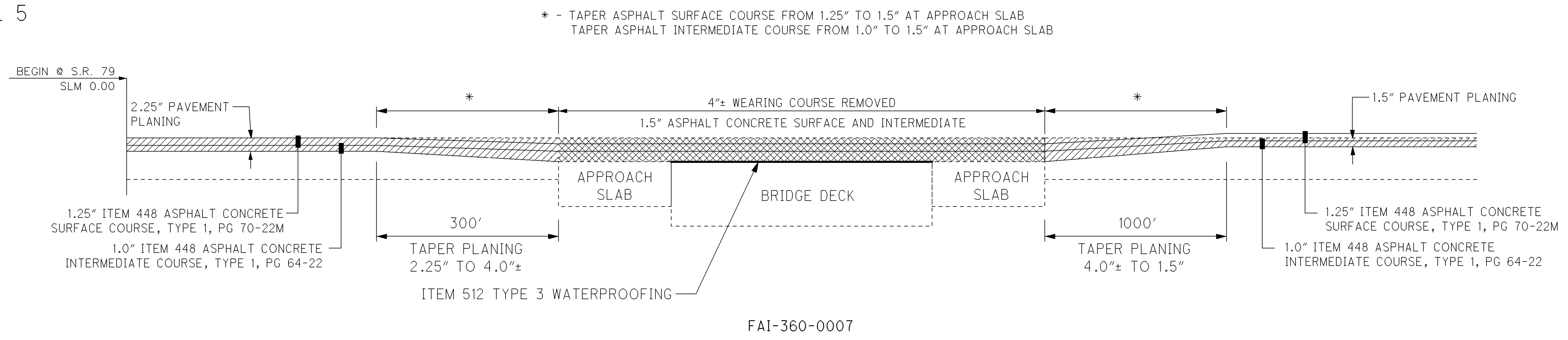
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FAI/LIC-360-0.00/ 0.00

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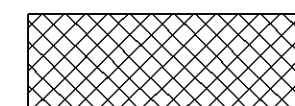
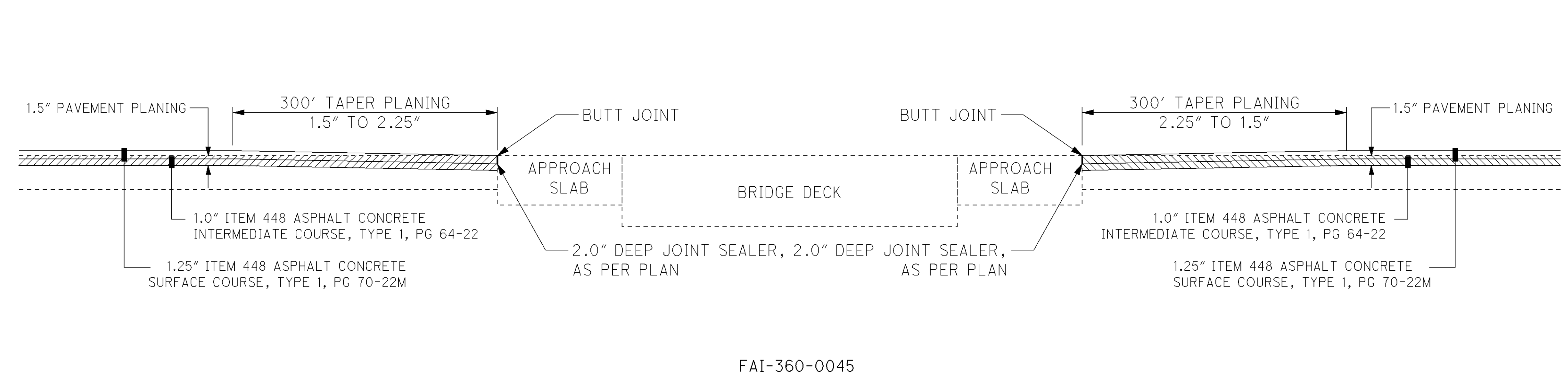
DETAIL 4



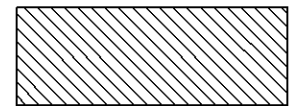
DETAIL 5



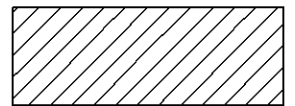
DETAIL 6



ITEM 202 WEARING COURSE REMOVED



ITEM 253 PAVEMENT REPAIR

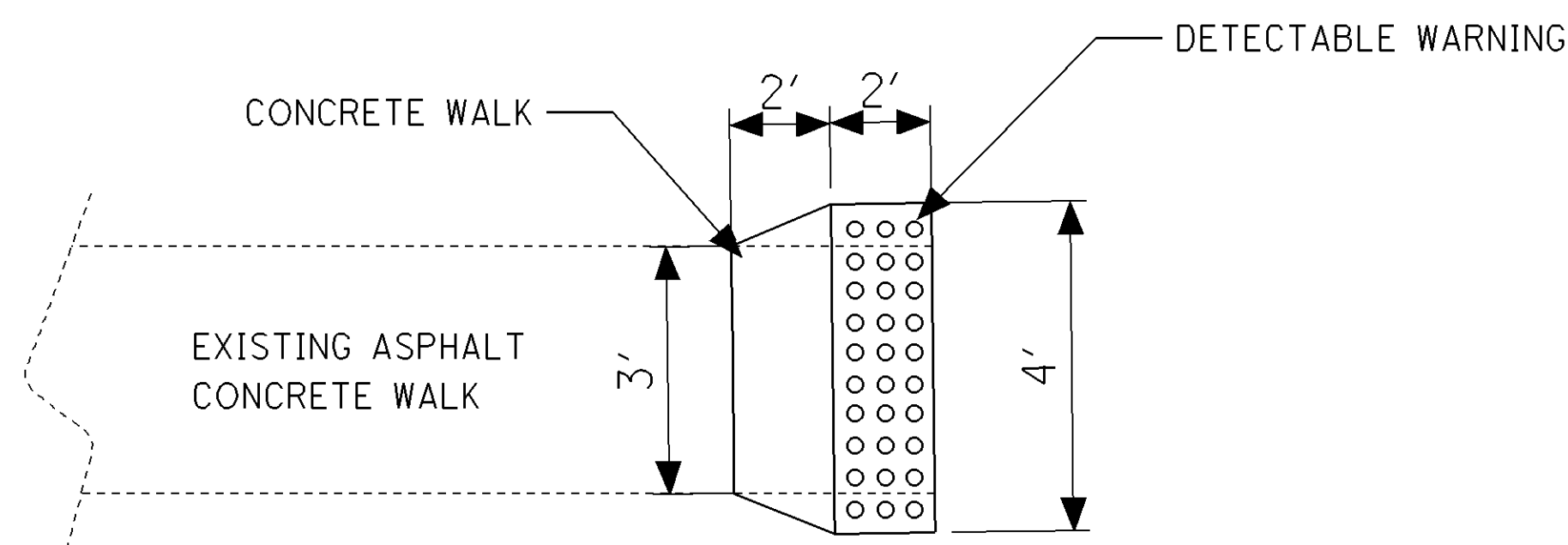
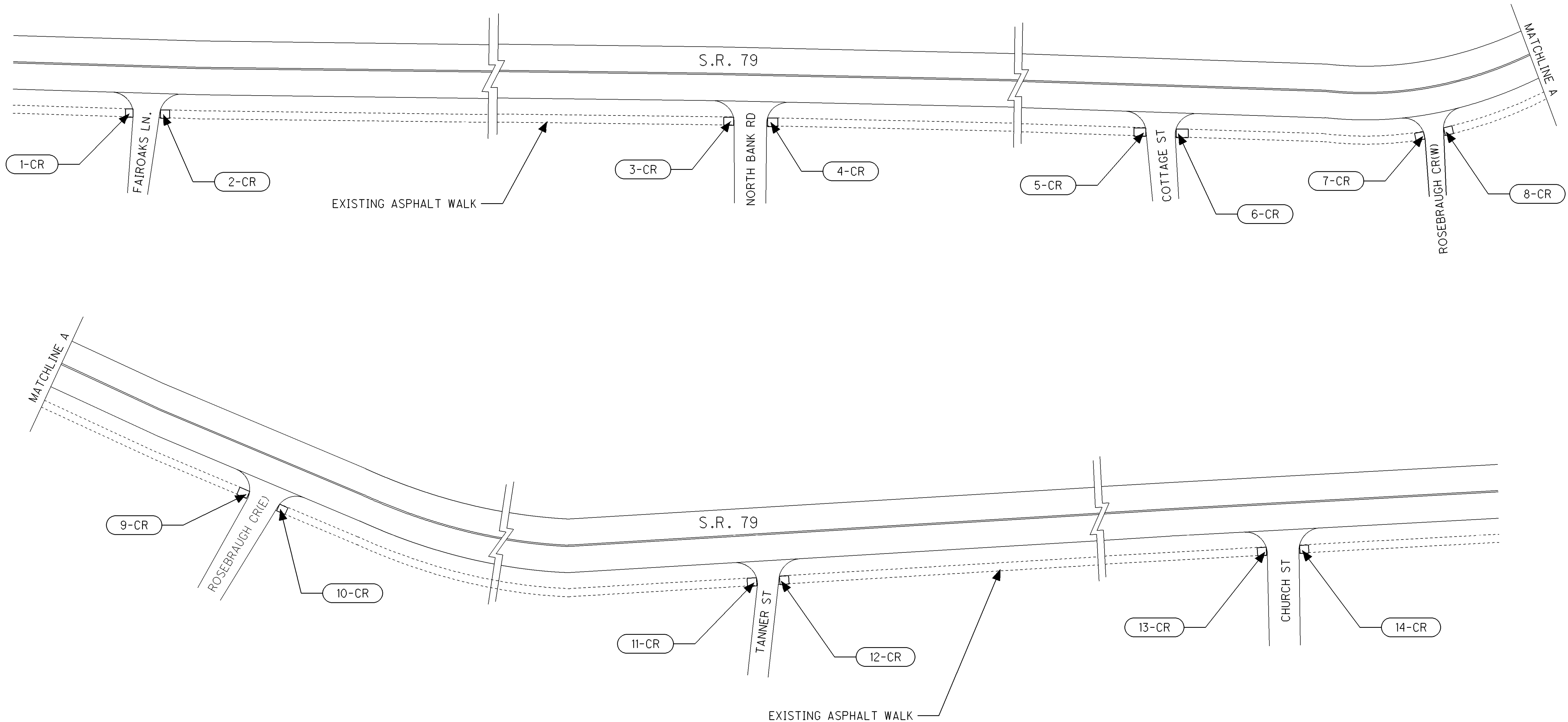


ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DETAILS NOT TO SCALE

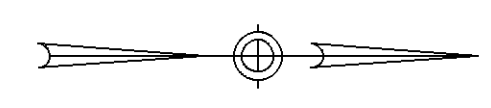
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TYPICAL DETECTABLE WARNING/WALK DETAIL

SEE SHEETS 18-20 FOR DETECTABLE WARNING DEVICE INSTALLATION STANDARDS
SEE SHEET 17 FOR QUANTITIES



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BUCKEYE LAKE CURB RAMP PLAN SHEET

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FAI/LIC-360-0.00/ 0.00

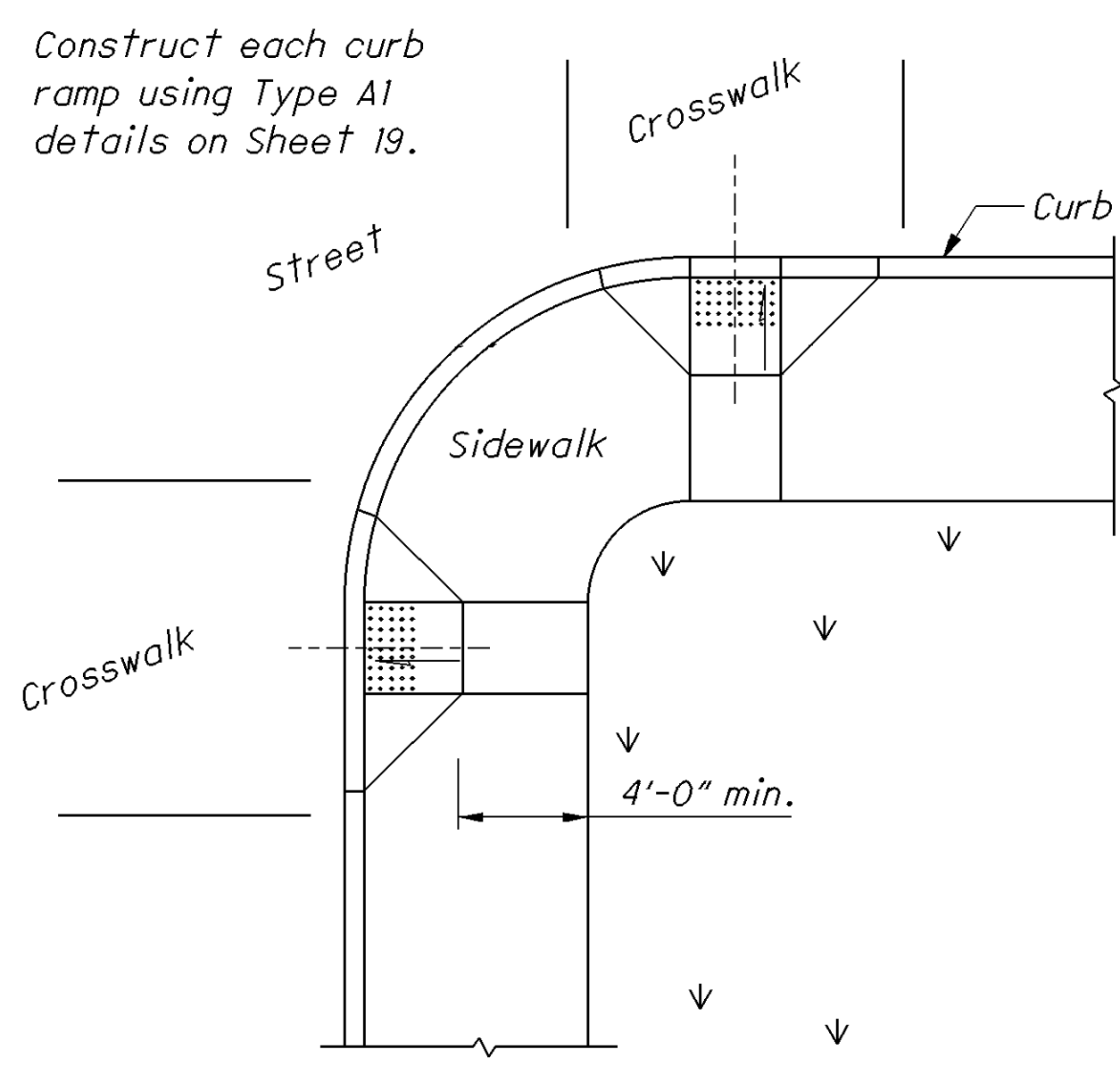
REFERENCE NO.	SHEET NO.	LOCATION	SIDE	202	202	608		690	690			609	COMMENTS
				WALK REMOVED, AS PER PLAN	CURB REMOVED	4" CONCRETE WALK, (CURB RAMP AREA)	4" CONCRETE WALK, (EXTRA WALK AREA)	SPECIAL-MISC.: DETECTABLE WARNING	SPECIAL-MISC.: CURB RAMPS,			CURB, TYPE 6	
				CL/LT/RT.	SQ. FT.	FT.	SQ. FT.	SQ. FT.	SQ. FT.	TYPE A1 EACH	TYPE A2 EACH	TYPE D EACH	
		S.R. 79 - BUCKEYE LAKE											
1-CR	16	FAIROAKS LANE	RT.	12.0				15.0					SOUTHEAST CORNER
2-CR	16	FAIROAKS LANE	RT.	12.0				15.0					NORTHEAST CORNER
3-CR	16	NORTH BANK ROAD (S.R. 360)	RT.	12.0				15.0					SOUTHEAST CORNER
4-CR	16	NORTH BANK ROAD (S.R. 360)	RT.	12.0				15.0					NORTHEAST CORNER
5-CR	16	COTTAGE STREET	RT.	12.0				15.0					SOUTHEAST CORNER
6-CR	16	COTTAGE STREET	RT.	12.0				15.0					NORTHEAST CORNER
7-CR	16	ROSEBRAUGH CIRCLE (W)	RT.	12.0				15.0					SOUTHEAST CORNER
8-CR	16	ROSEBRAUGH CIRCLE (W)	RT.	12.0				15.0					NORTHEAST CORNER
9-CR	16	ROSEBRAUGH CIRCLE (E)	RT.	12.0				15.0					SOUTHEAST CORNER
10-CR	16	ROSEBRAUGH CIRCLE (E)	RT.	12.0				15.0					NORTHEAST CORNER
11-CR	16	TANNER STREET	RT.	12.0				15.0					SOUTHEAST CORNER
12-CR	16	TANNER STREET	RT.	12.0				15.0					NORTHEAST CORNER
13-CR	16	CHURCH STREET	RT.	12.0				15.0					SOUTHEAST CORNER
14-CR	16	CHURCH STREET	RT.	12.0				15.0					NORTHEAST CORNER
SUB-TOTALS													
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY				168.0				210.0					

ITEM 202 WALK REMOVED, AS PER PLAN

THIS ITEM SHALL CONSIST OF REMOVING AND DISPOSING OF EXISTING WALK AS PER CMS 202.05 AT THE LOCATIONS SHOWN IN THE PLANS. THE EXISTING WALK IS CONSTRUCTED OUT OF ASPHALT CONCRETE. THIS ITEM SHALL INCLUDE THE COST TO REMOVE THE ASPHALT CONCRETE.

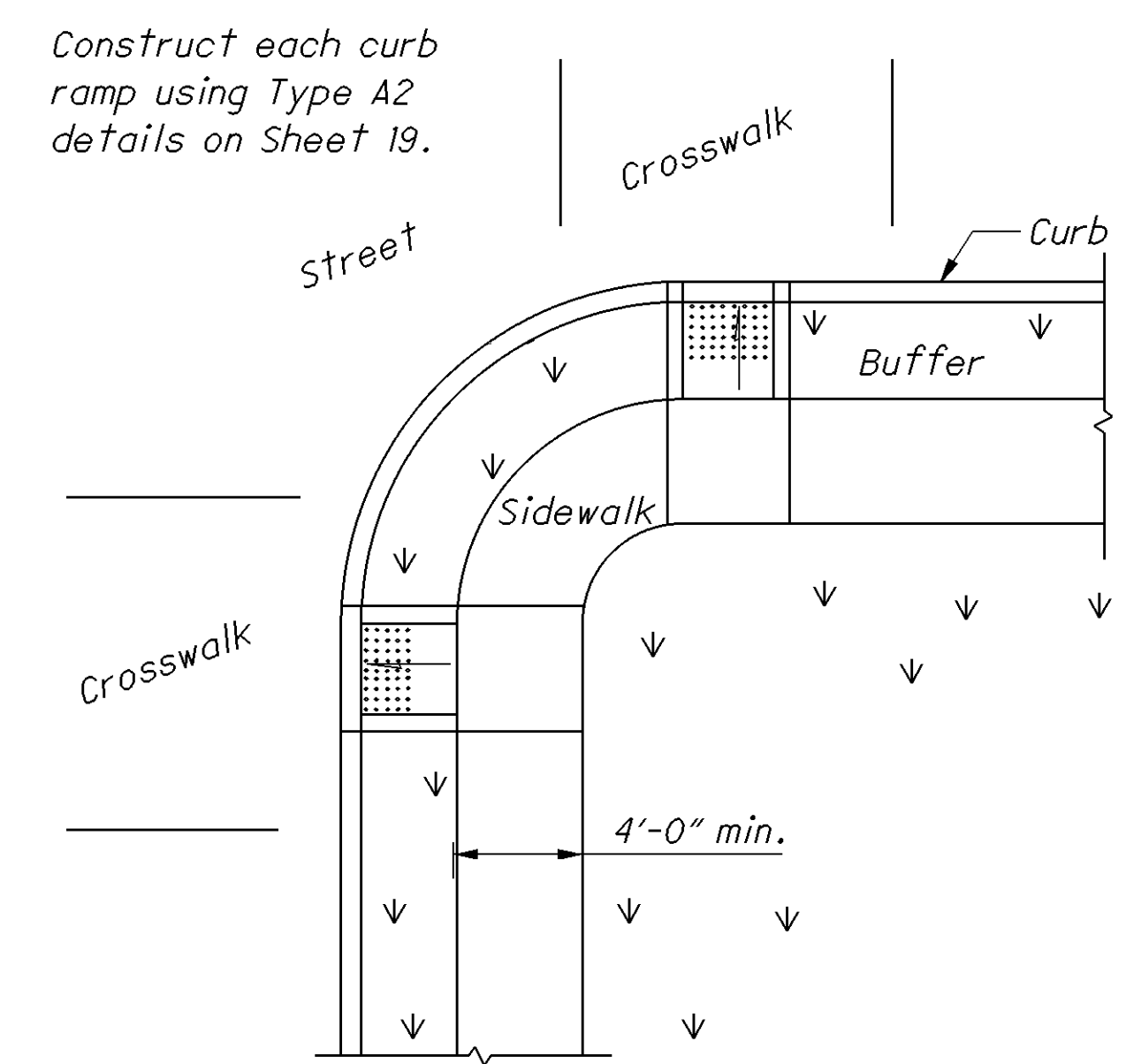
PAYMENT FOR ITEM 202 WALK REMOVED, AS PER PLAN SHALL BE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT OF WALK REMOVED, INCLUDING ALL OF THE LABOR, MATERIALS AND EQUIPMENT NEEDED TO COMPELTE THE WORK.

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Construct each curb ramp using Type A1 details on Sheet 19.

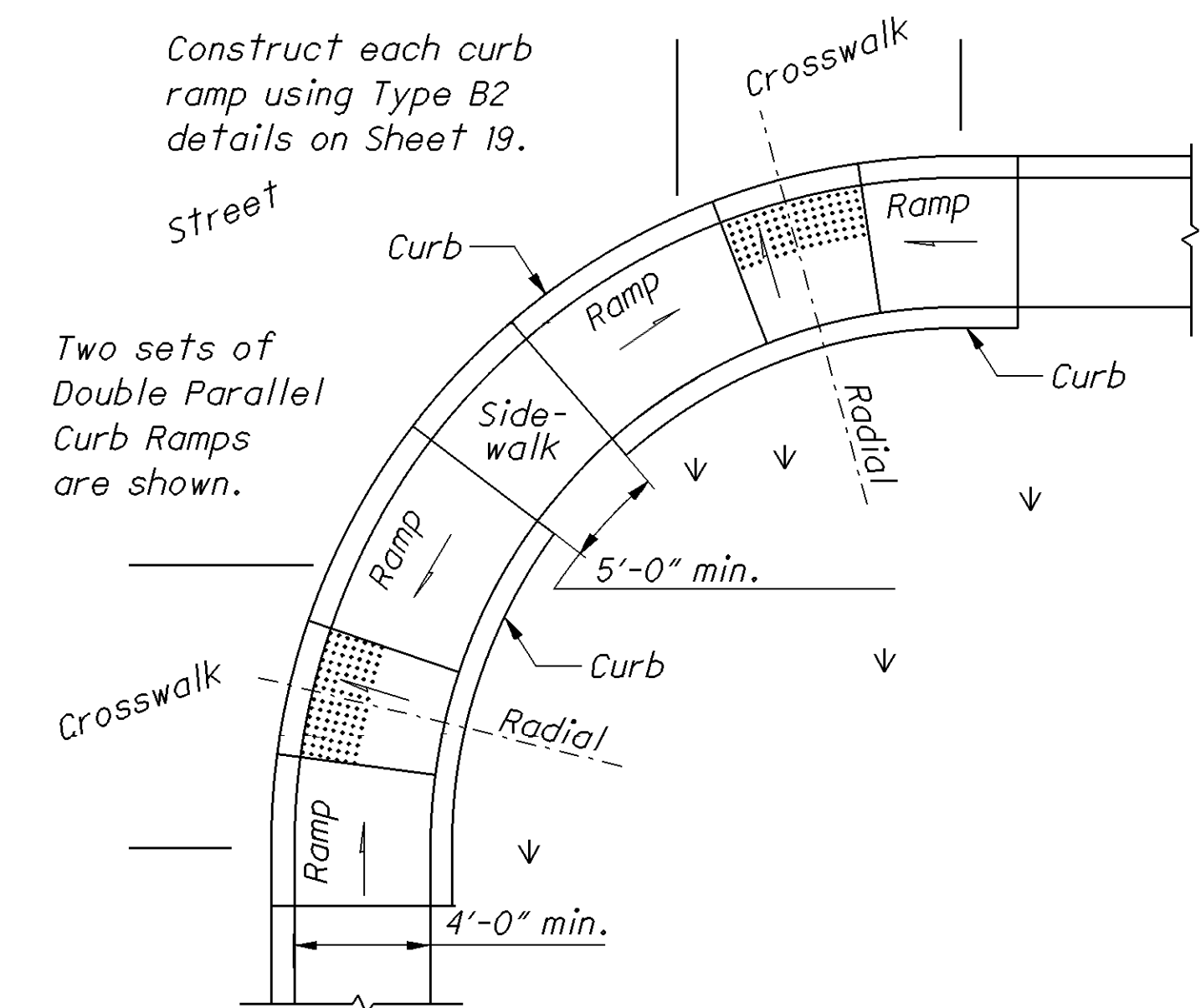
Use curb ramps with flared sides at locations with wide sidewalks.



Construct each curb ramp using Type A2 details on Sheet 19.

Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

PERPENDICULAR CURB RAMPS

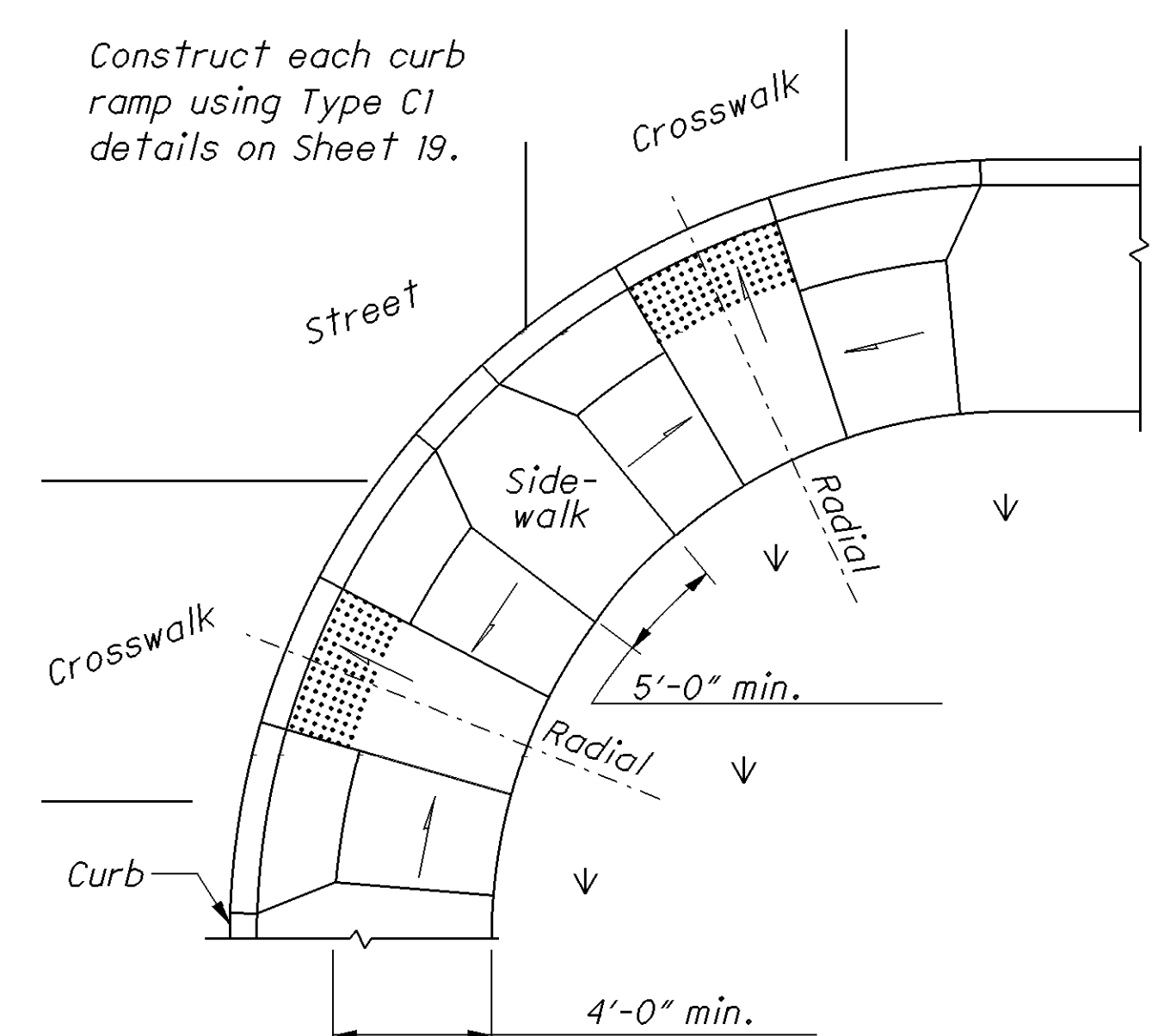


Construct each curb ramp using Type B2 details on Sheet 19.

Two sets of Double Parallel Curb Ramps are shown.

Place on streets having wide turning radius and where sidewalks are narrow.

PARALLEL CURB RAMPS



Construct each curb ramp using Type C1 details on Sheet 19.

Curb ramp placement where streets have wide turning radius, and sufficient sidewalk width.

COMBINATION CURB RAMPS

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 19 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown in the project plans.

The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

Excavate, form, place, finish, and cure according to 608.03.A, 608.03.B, 608.03.C, and 608.03.E.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 20. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/8" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

METHOD OF MEASUREMENT: The Department will measure Curb Ramps by the number of each completed curb ramp. The Department will measure Detectable Warnings in existing curb ramps and at grade crossings by the number of square feet completed.

Concrete Walk and Curb, Item 608 and 609, will be measured through out the curb ramp area and paid for under their respective Items.

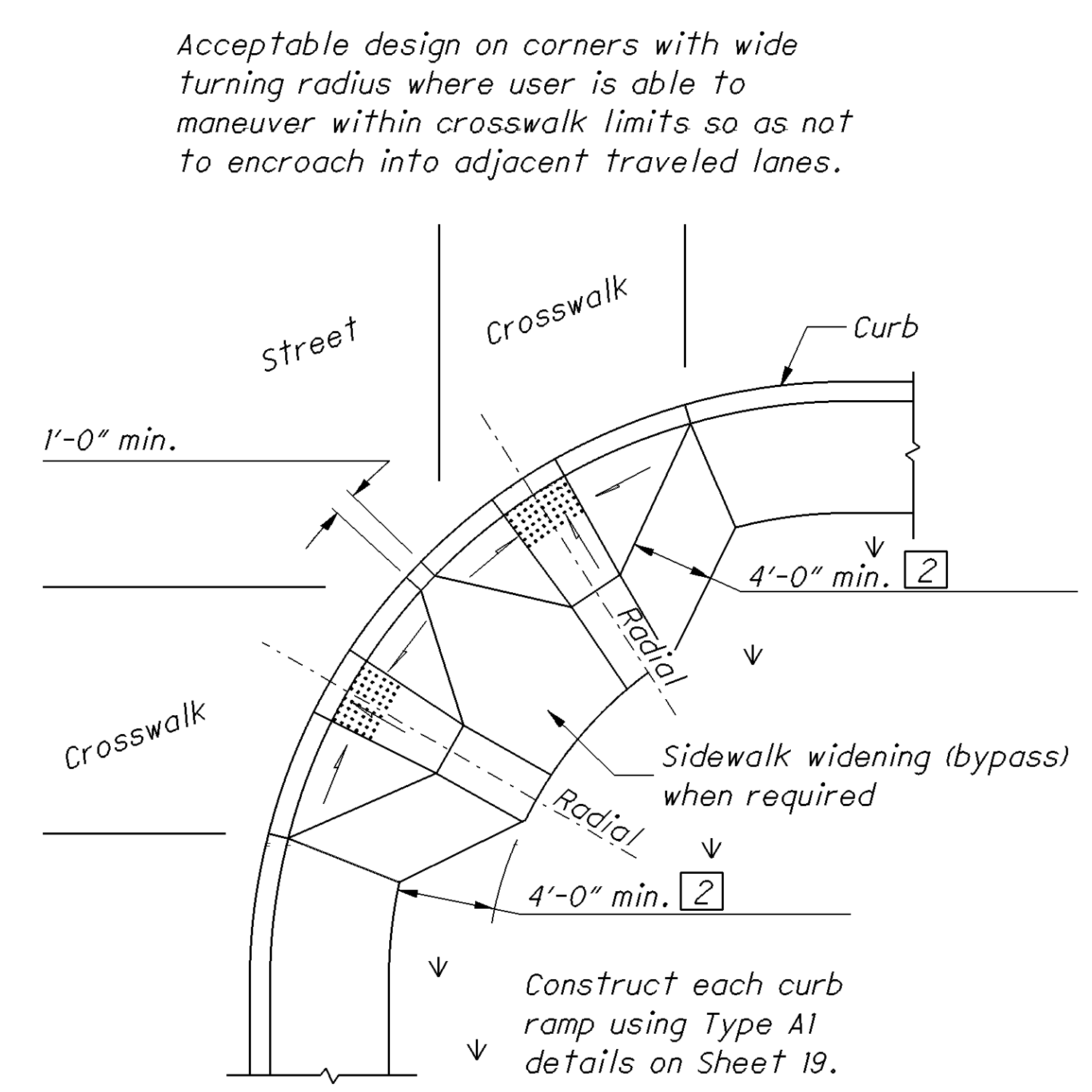
METHOD OF PAYMENT: New Curb Ramps constructed in new or existing Walk are paid for under Item 690 Special Misc.: Curb Ramp, Type -- (A1, A2, B1, B2, B3, C1, C2, or D) each, and includes the cost of any additional materials and installation (including detectable warnings), grading, forming and finishing.

Detectable Warnings constructed in existing curb ramps or for at-grade crossing locations are paid for under Item 690-Special Misc.: Detectable Warning (Sq. Ft.) and is full compensation for excavation, backfill, base course material, reinforcing steel, expansion joint materials, and any incidentals required to complete the installation as specified. The work to cast the tiles in place will also require removal of existing pavement or sidewalk (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

Removal of existing curb, pavement, walk (or existing curb ramps) are paid under Item 202.

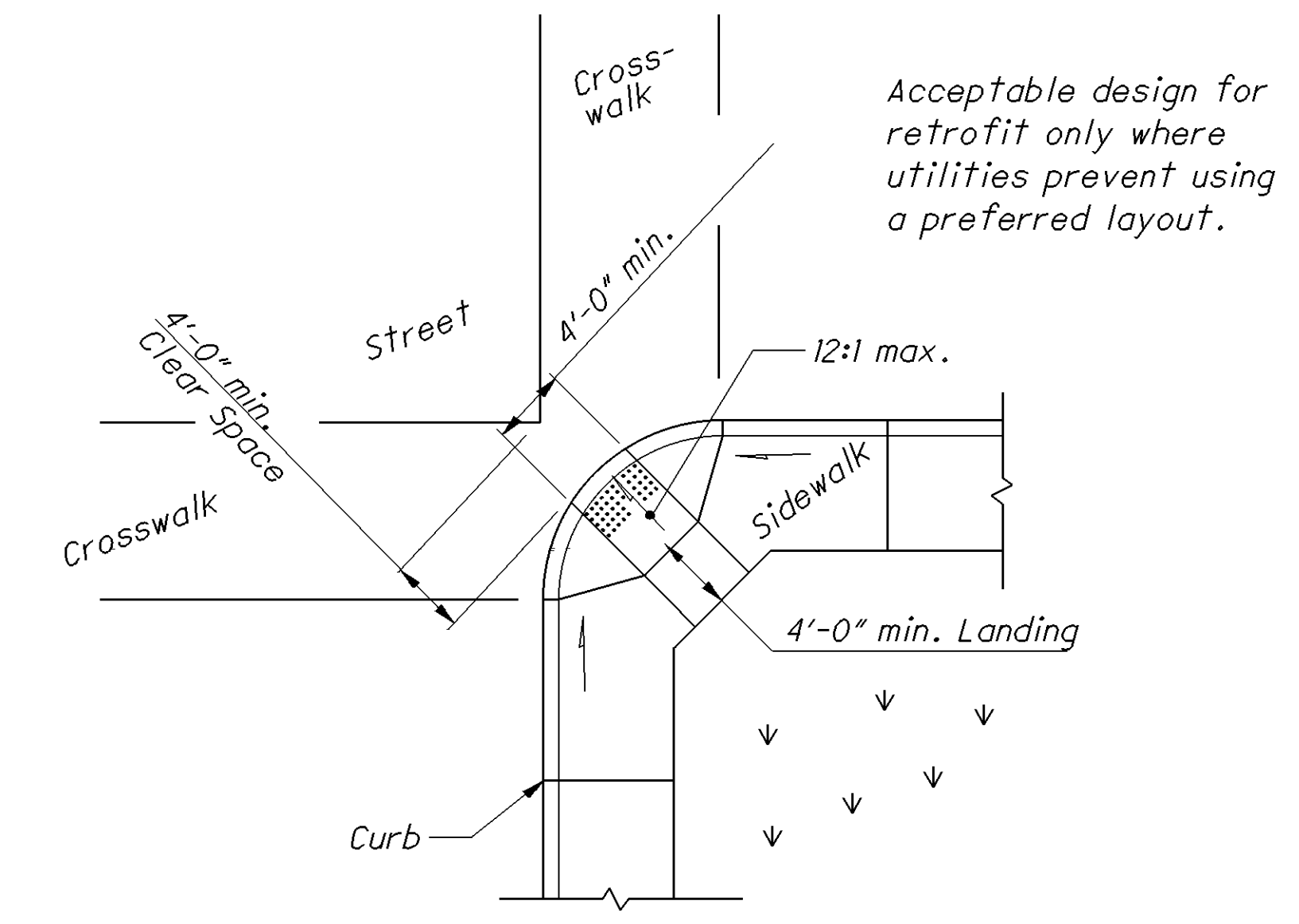
LEGEND

② May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.



Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS



Acceptable design for retrofit only where utilities prevent using a preferred layout.

DIAGONAL RAMP (Type D)

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0" .

ACCEPTABLE CONSTRUCTION PLACEMENT

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NOTES

The running slope of the ramp is preferred to be 12:1 or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

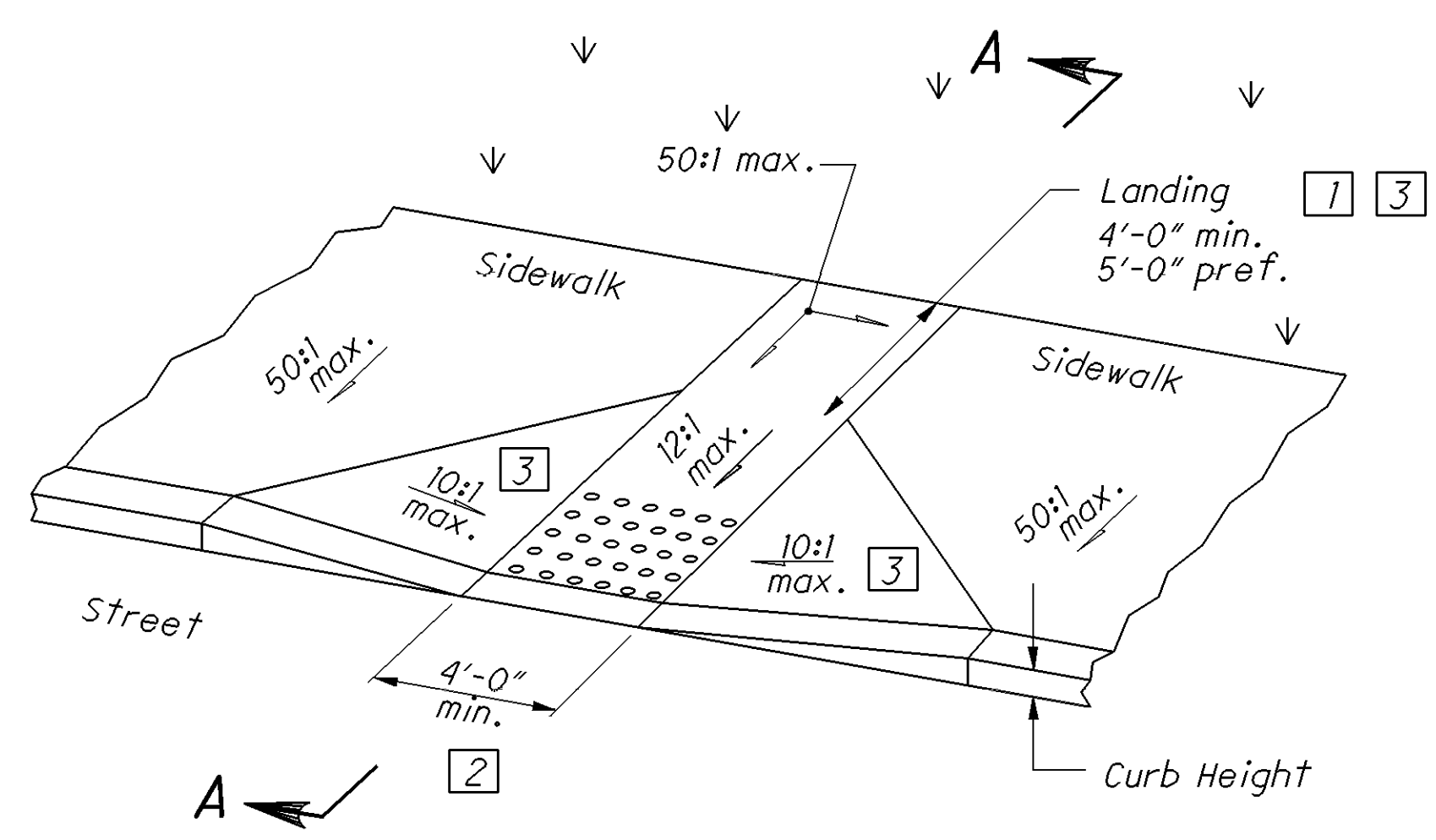
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope, unless otherwise shown.

LEGEND

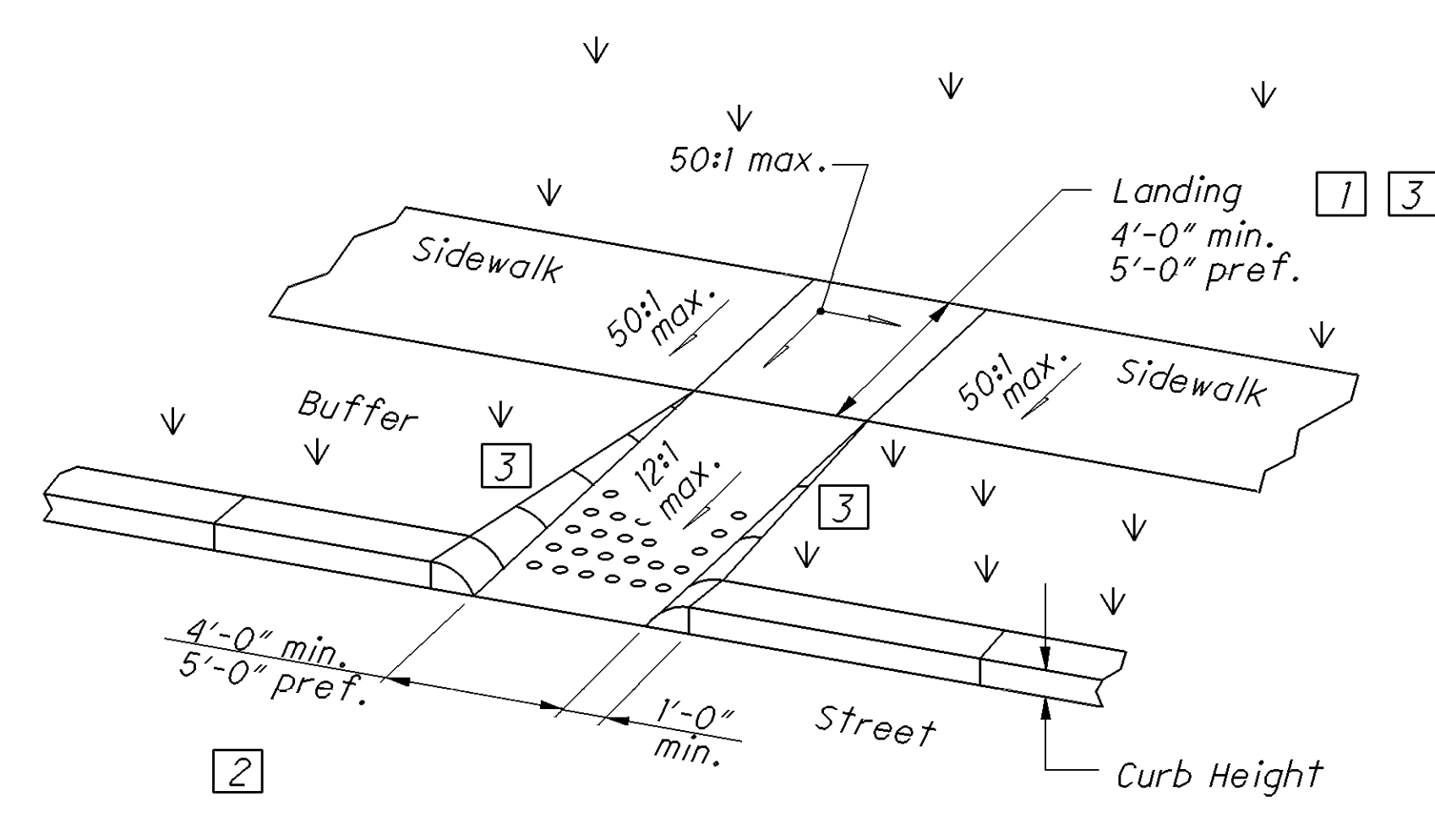
- 1 Dimension may be reduced to 3'-0" in existing sidewalks if the landing is unconstrained along the back edge.
- 2 May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
- 3 Where landing width (D) has been reduced to 3'-0" the flared sides shall have a maximum slope of 12:1.

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheelchair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.

See Sheet 20 for Sections.

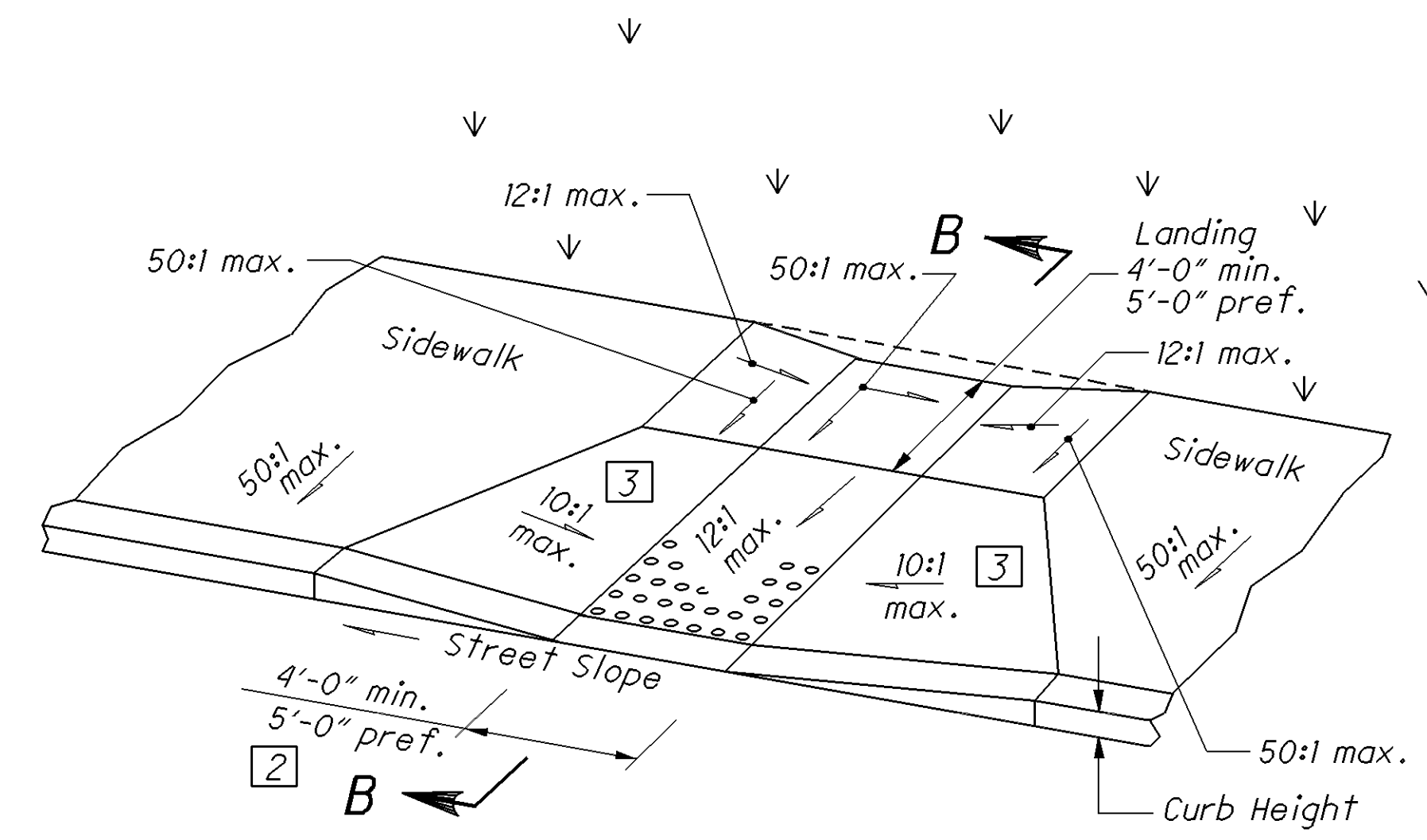


Type A1 (Perpendicular with flared sides)

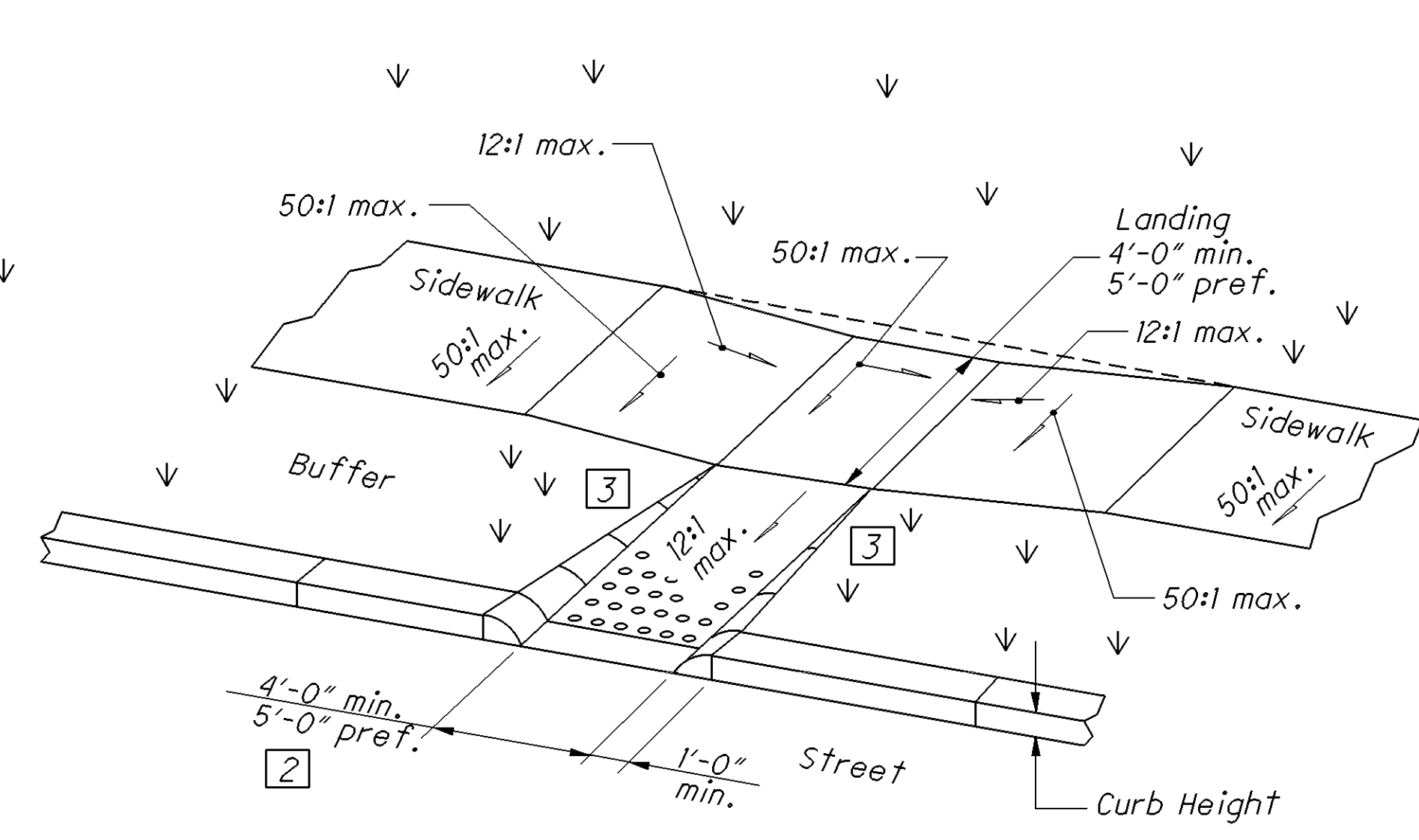


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

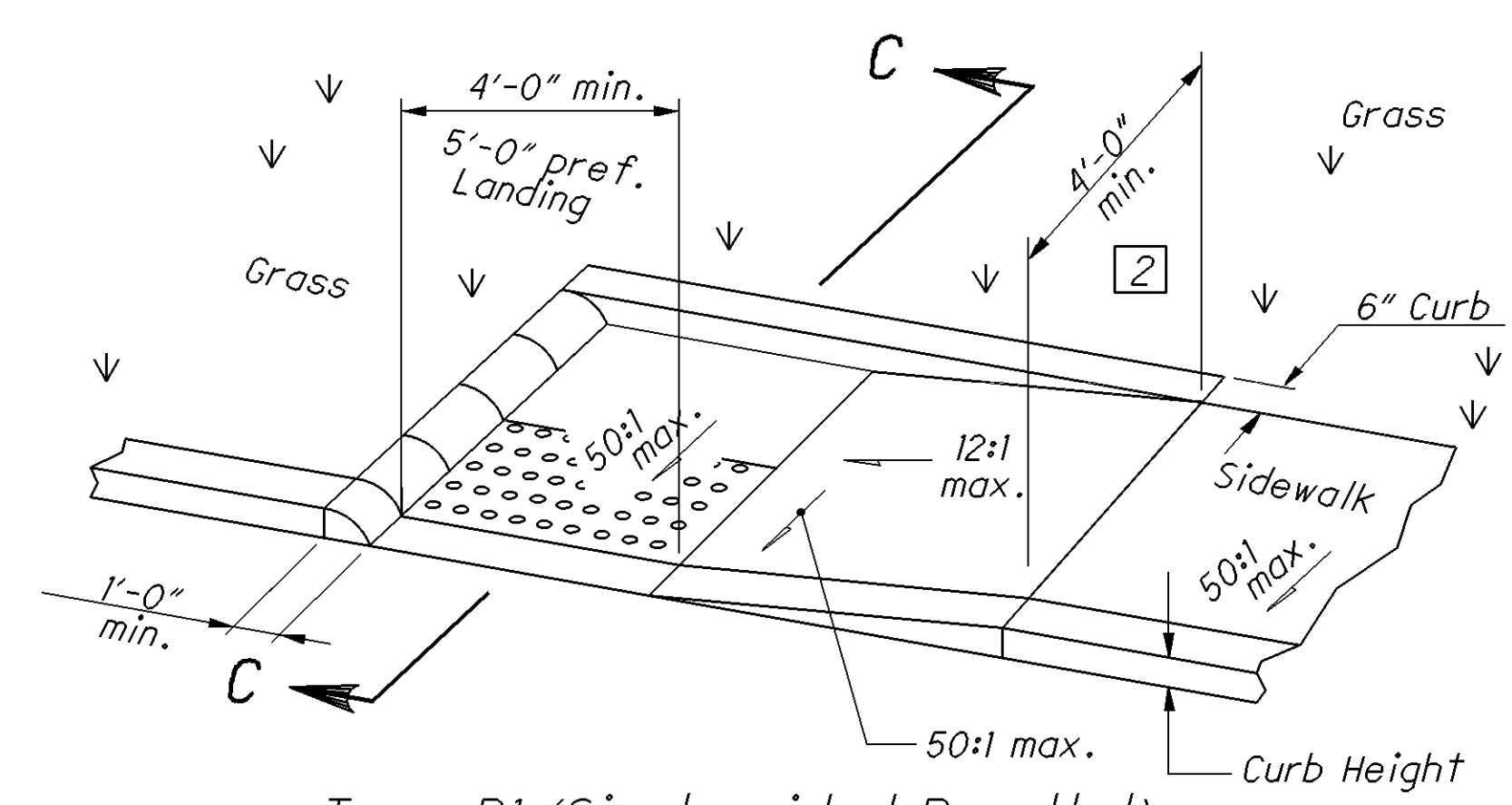


Type C1 (Combined with flared sides)

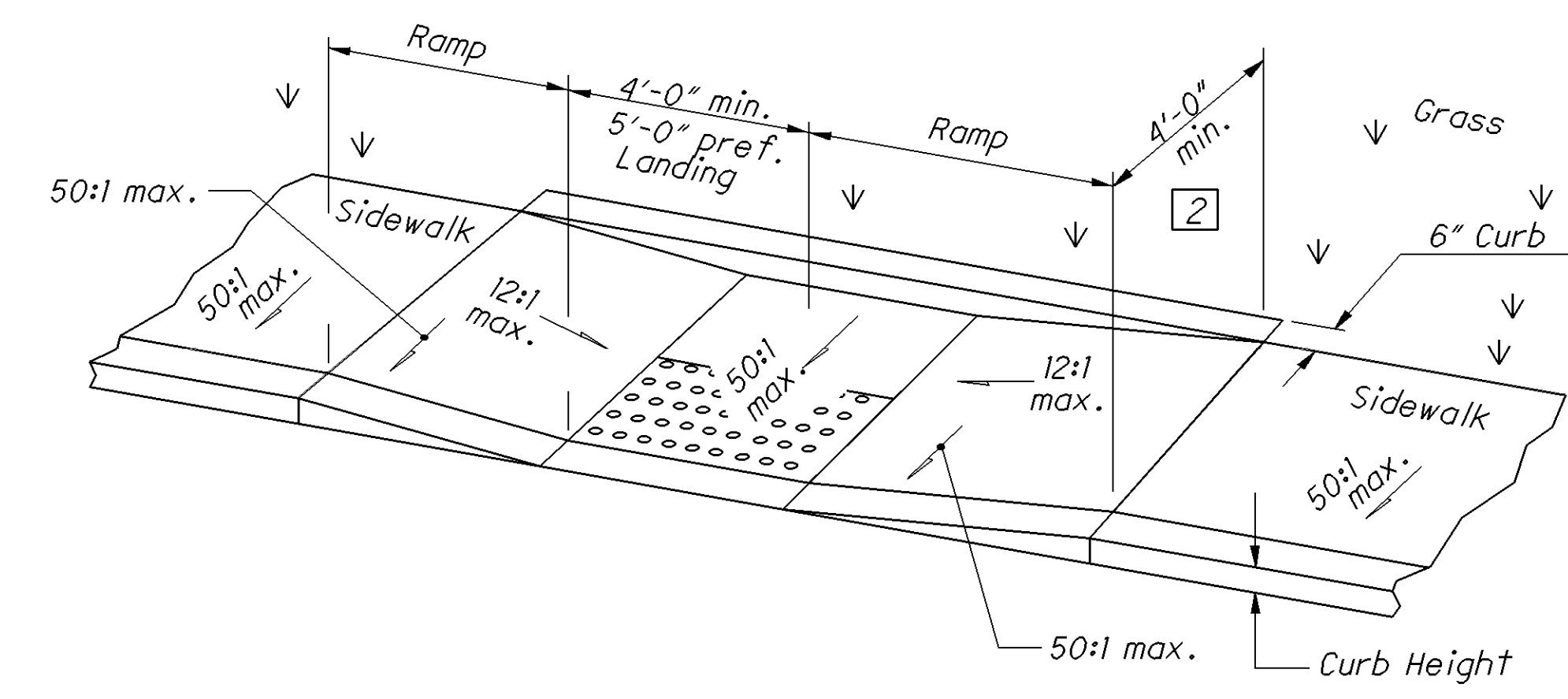


Type C2 (Combined with returned curb)

COMBINED CURB RAMP DETAILS

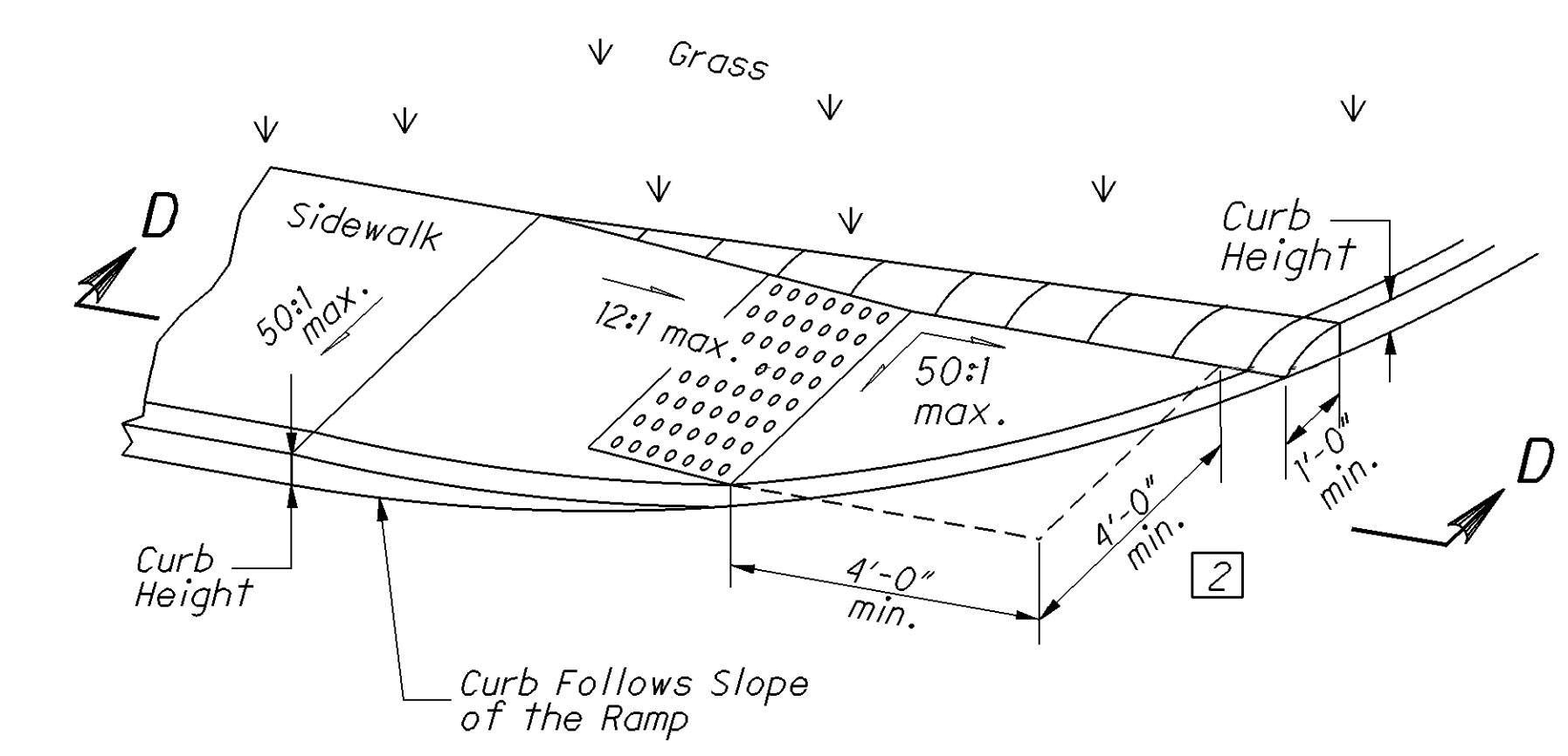


Type B1 (Single sided Parallel)



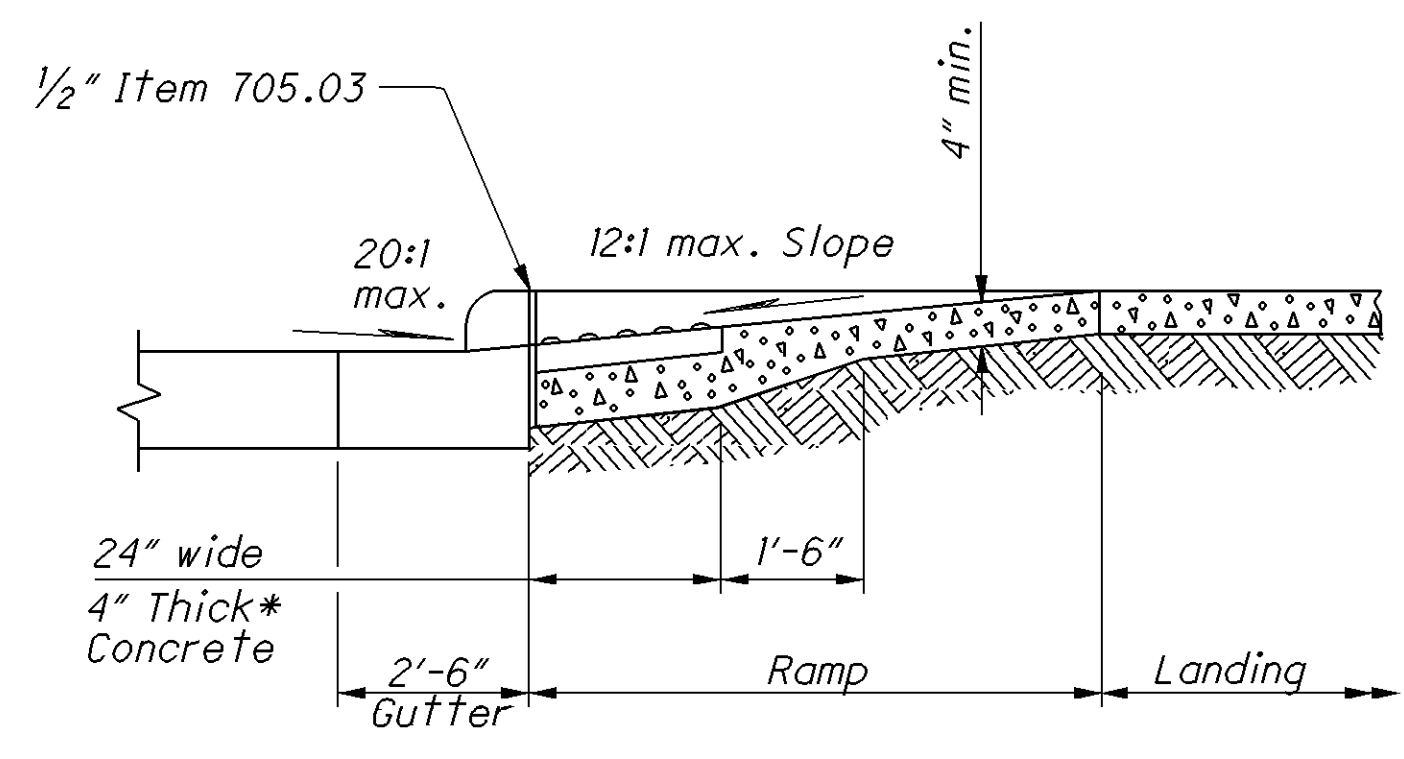
Type B2 (Double sided Parallel)

PARALLEL CURB RAMP DETAILS

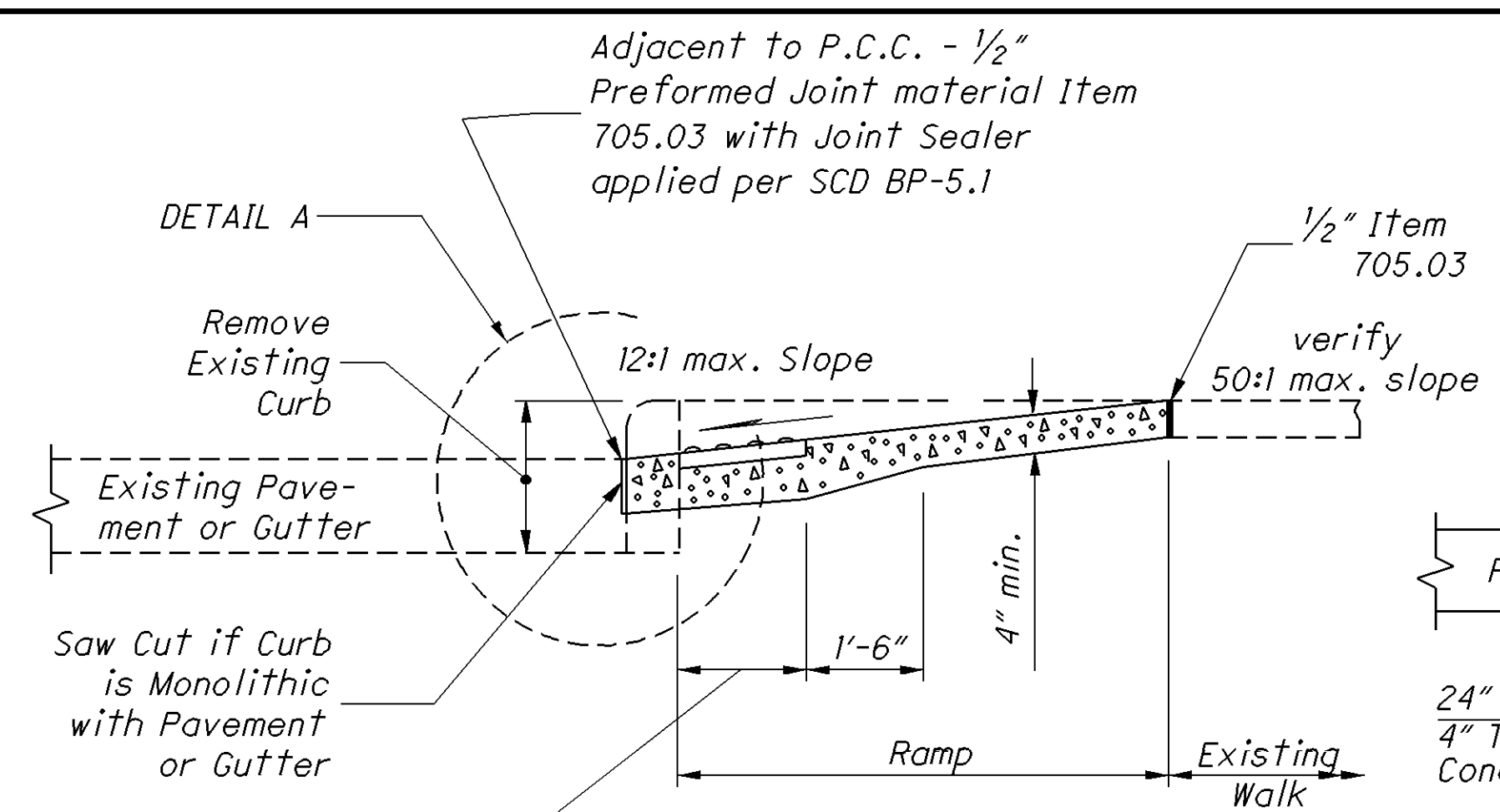


Type B3 (Single sided Parallel)

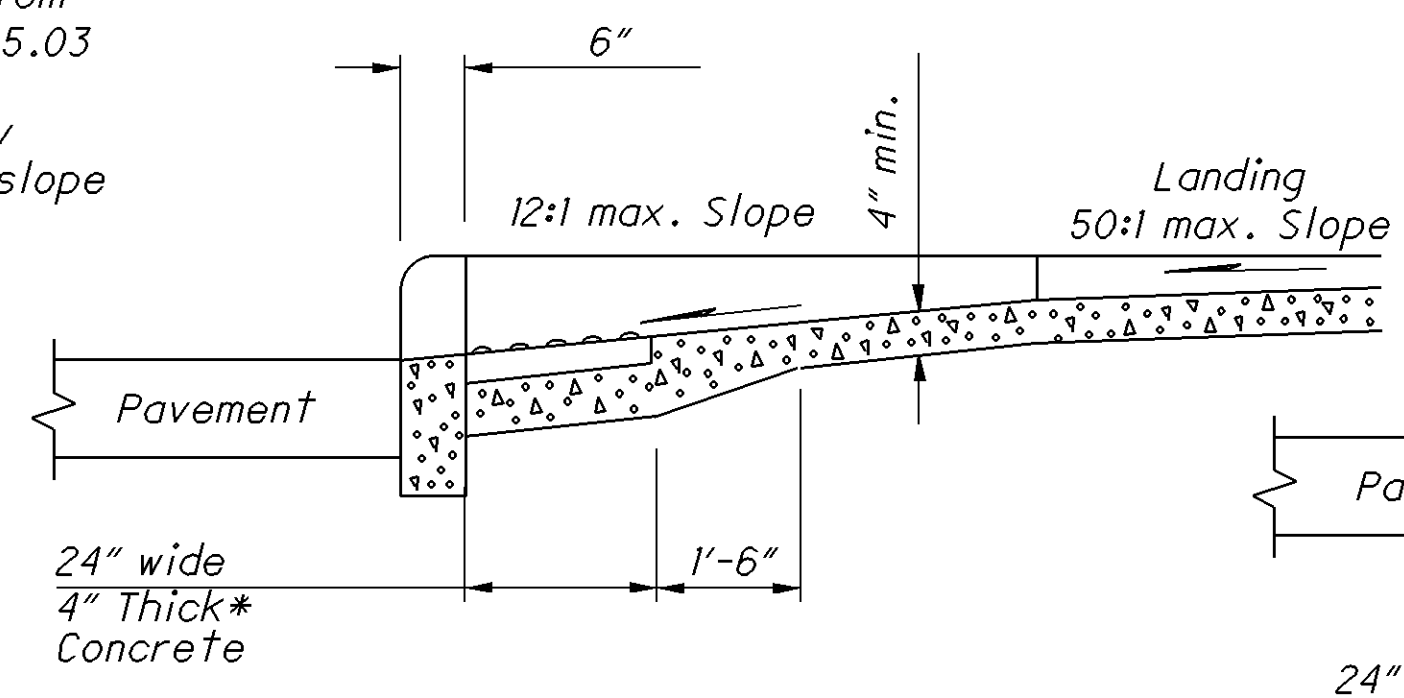
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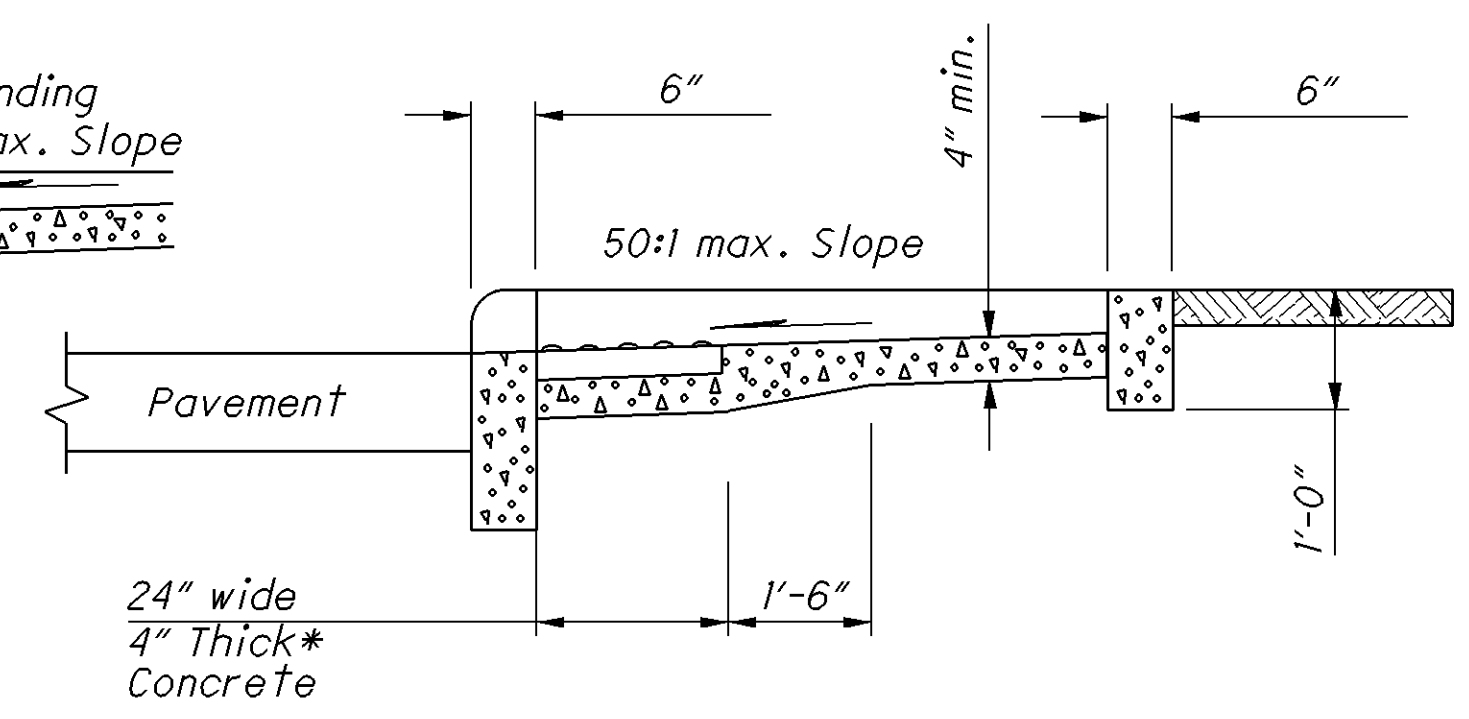
New gutter shown.
**SECTION A-A
NORMAL DETAIL**
See Sheet 19.



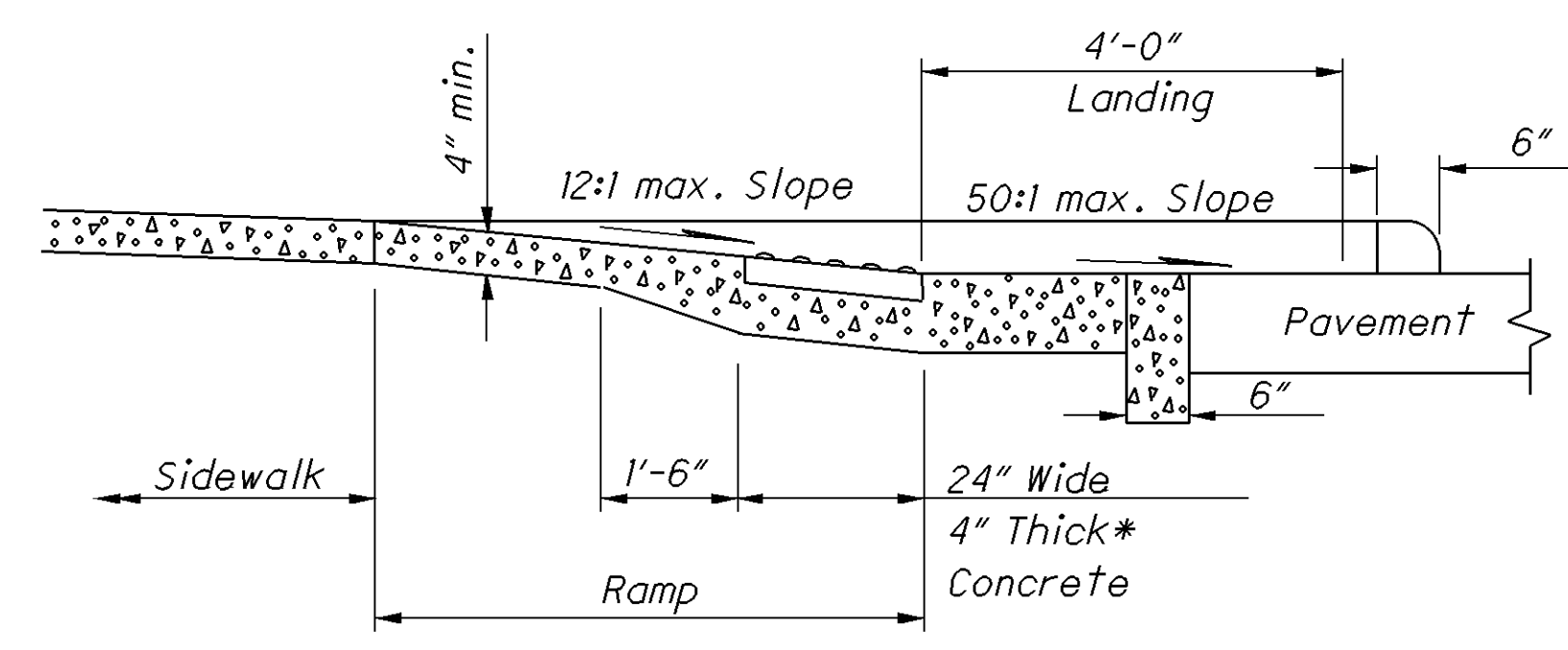
**SECTION A-A
EXISTING WALK DETAIL**
See Sheet 19.



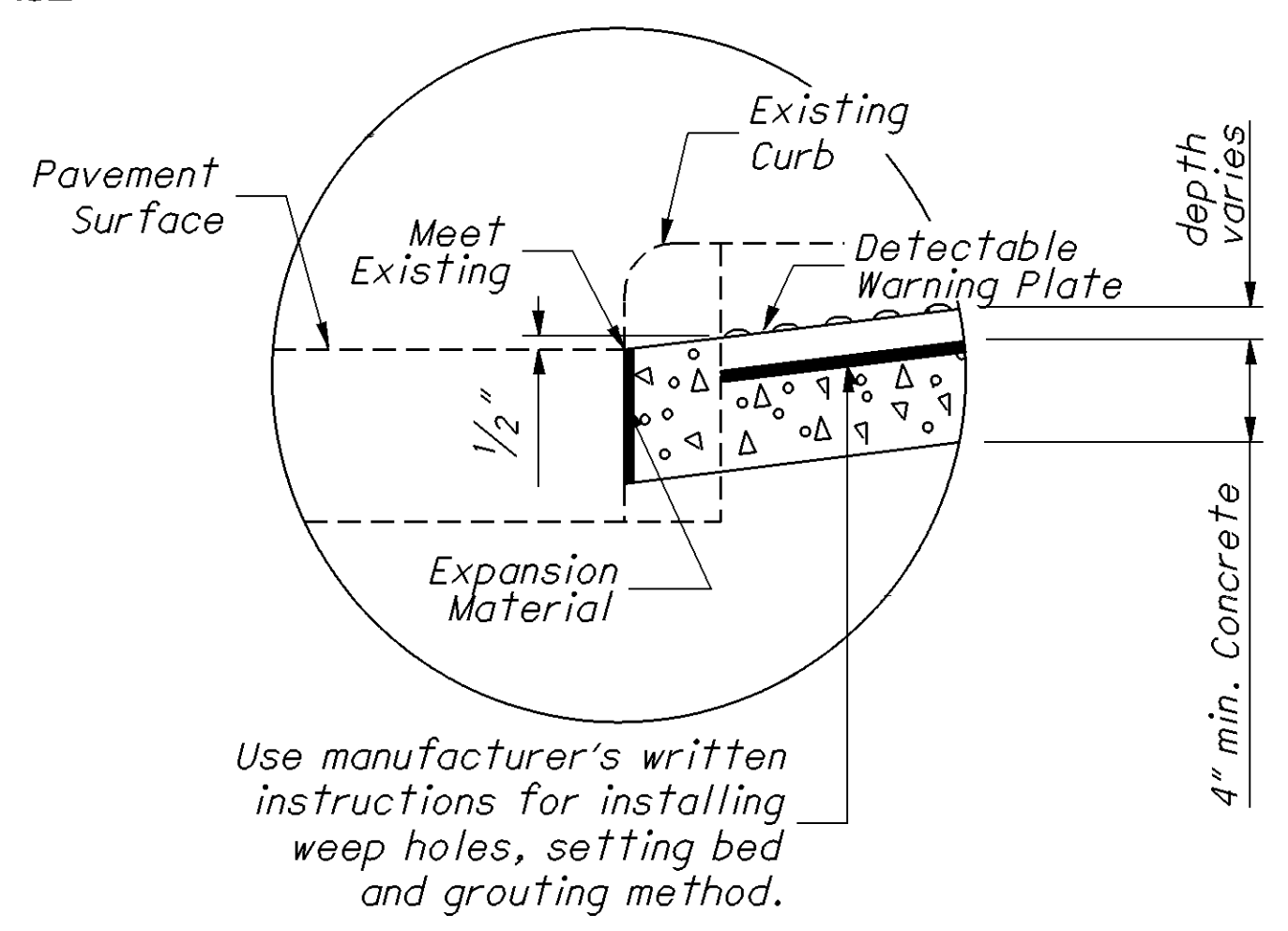
SECTION B-B
See Sheet 19.



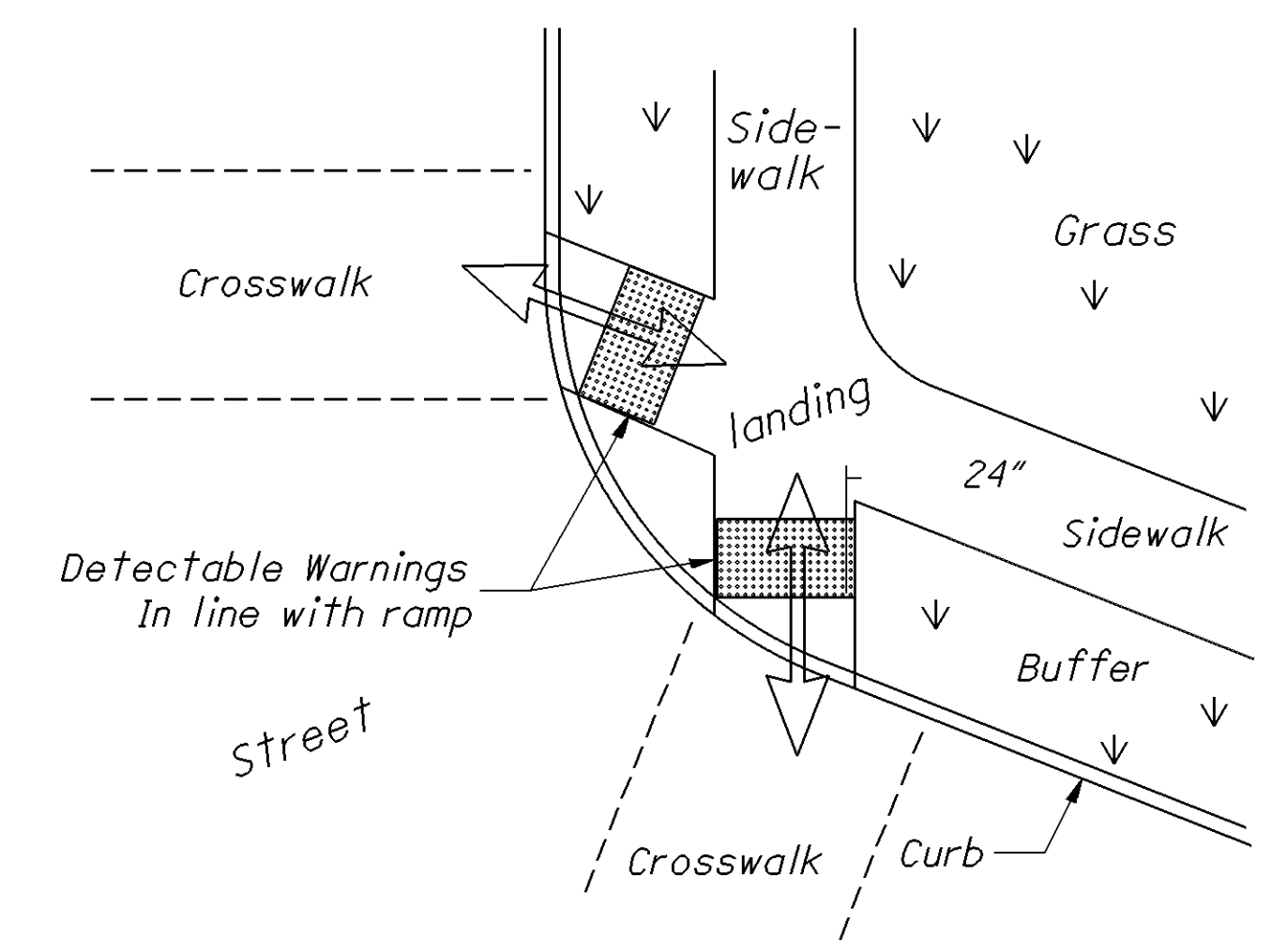
SECTION C-C
See Sheet 19.



SECTION D-D
See Sheet 19.



DETAIL A



DETECTABLE WARNING ALIGNMENT

*Where possible, pour ramp area integral with the curb, otherwise use 6 inch thick walk.

DETECTABLE WARNINGS NOTES

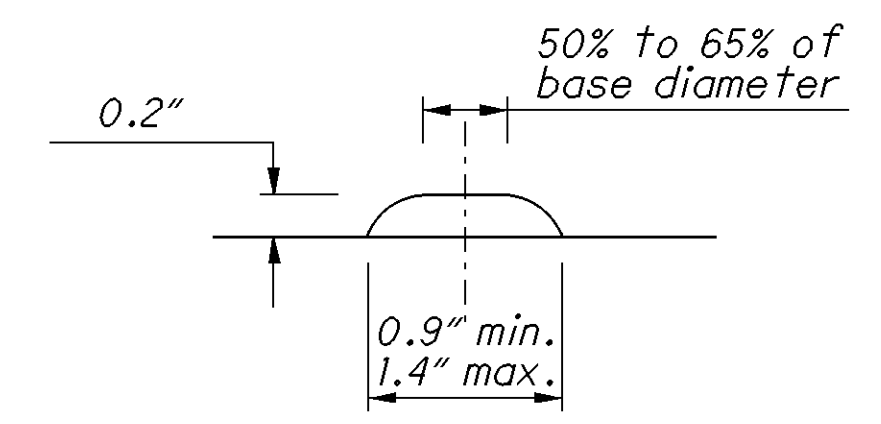
GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24 inch strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 18.

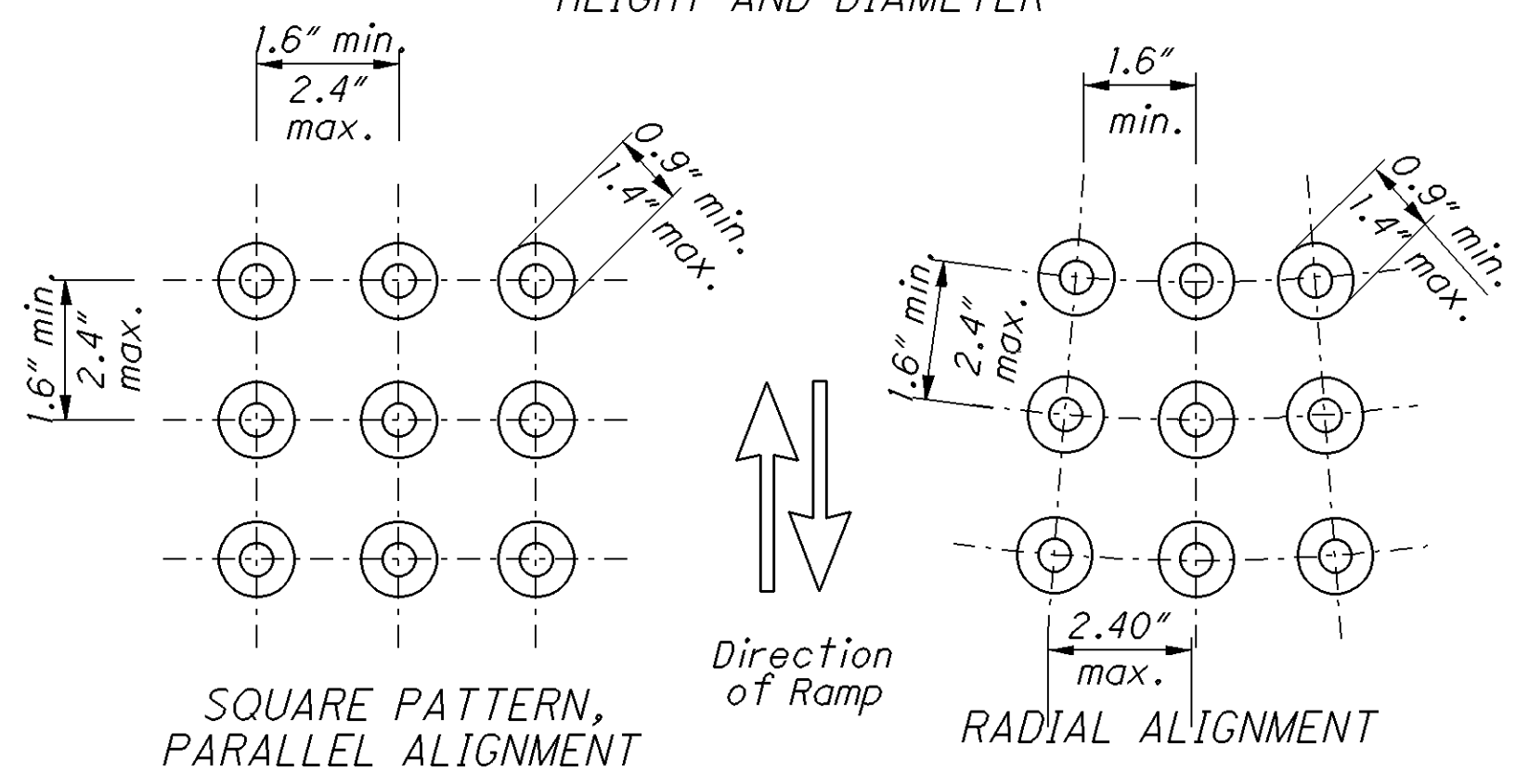
The depth of concrete underneath detectable warning products shall be a minimum of 4 inch. See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the detectable warnings should be flush with the back of the curb, but in skewed conditions at least one corner of the 24 inch strip should be adjacent to the back of curb. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

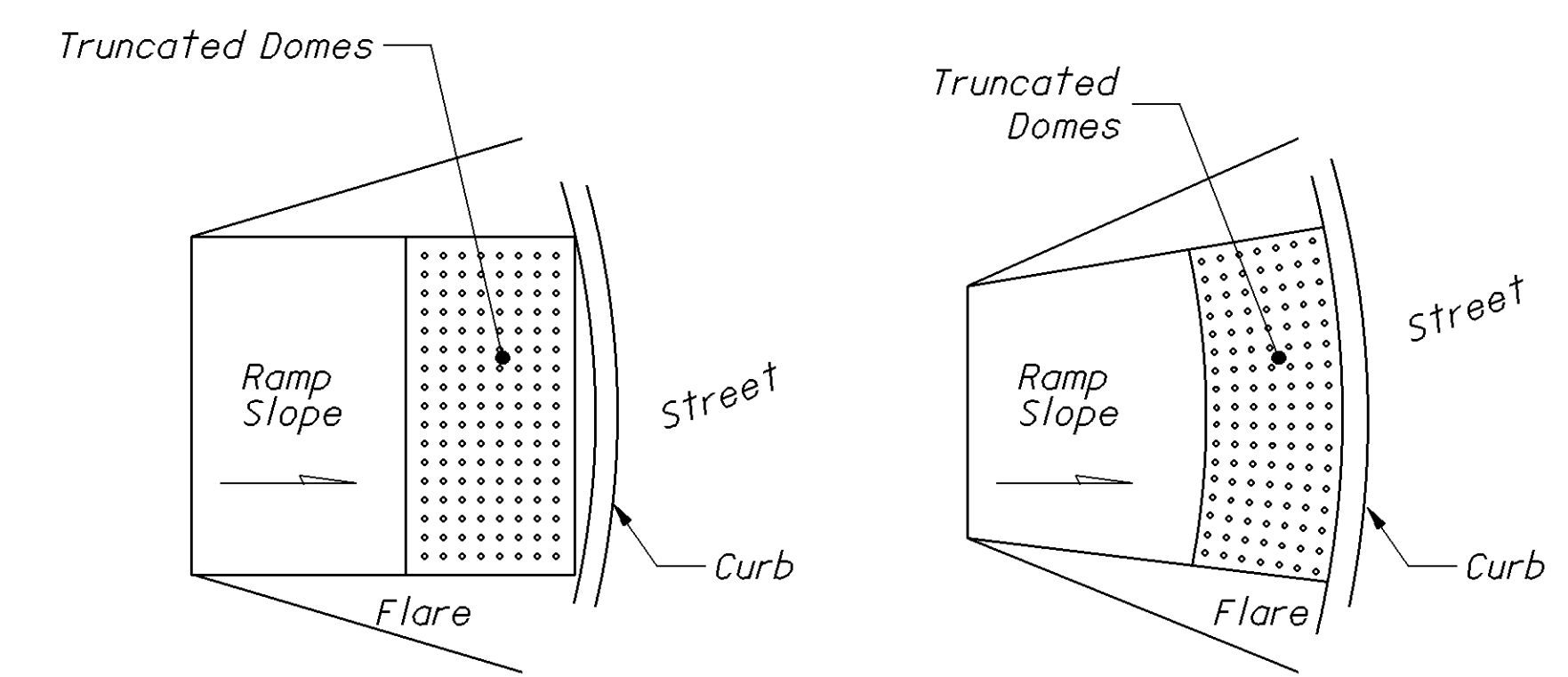
PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



HEIGHT AND DIAMETER



TRUNCATED DOMES DETAILS



DOME ALIGNMENT ON RADIUS CURB

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ITEM 648 EDGE LINE

L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (M I L E S)	I N F O R M A T I O N O N L Y						T O T A L E D G E L I N E 4"	I N F O R M A T I O N O N L Y						T O T A L E D G E L I N E 6"	R E M A R K S
						W H I T E E D G E L I N E, 4"			Y E L L O W E D G E L I N E, 4"				W H I T E E D G E L I N E, 6"			Y E L L O W E D G E L I N E, 6"				
			FROM	TO		TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES		MILE	TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES		
1A	LIC	S.R. 79	0.09	1.35	1.26	2.52	2.52					2.52								
TOTAL CARRIED TO LOCATION 1A SUB-SUMMARY											2.52									
1B	LIC	S.R. 79	1.35	3.51	2.16	4.32	4.32					4.32								
1B	LIC	S.R. 79	3.51	4.04	0.53	1.06	1.06	1.06	1.06			2.12						4 LANE DIVIDED		
1B	LIC	S.R. 79	4.04	4.18	0.14	0.28	0.28					0.28								
TOTAL CARRIED TO LOCATION 1B SUB-SUMMARY											6.72									
1C	LIC	S.R. 79	4.60	6.56	1.96							3.92	3.92		3.92	3.92		7.84	4 LANE DIVIDED	
1C	LIC	S.R. 79	N.B. OFF RAMP		0.21							0.21		0.21		0.21		0.42	OFF RAMP TO U.S. 40	
1C	LIC	S.R. 79	N.B. ON RAMP		0.20							0.20		0.20		0.20		0.40	ON RAMP FROM U.S. 40	
1C	LIC	S.R. 79	S.B. OFF RAMP		0.18							0.18		0.18		0.18		0.36	OFF RAMP TO U.S. 40	
1C	LIC	S.R. 79	S.B. ON RAMP		0.23							0.23		0.23		0.23		0.46	ON RAMP FROM U.S. 40	
TOTAL CARRIED TO LOCATION 1C SUB-SUMMARY											9.48									
2A	FAI	S.R. 360	0.00	0.26	0.26	0.52	0.52					0.52								
TOTAL CARRIED TO LOCATION 2A SUB-SUMMARY											0.52									
2B	FAI	S.R. 360	0.26	1.72	1.46	2.92	2.92					2.92								
TOTAL CARRIED TO LOCATION 2B SUB-SUMMARY											2.92									
3	LIC	S.R. 360	0.00	0.22	0.22	0.44	0.44					0.44								
TOTAL CARRIED TO LOCATION 3 SUB-SUMMARY											0.44									

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA - EDGE LINE

LIC-79-0.00
FAI/ LIC-360-0.00/ 0.00

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ITEM 648 LANE/DOTTED LINE																
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY			LANE LINE 4"	DOTTED LINE 4"	INFORMATION ONLY			LANE LINE 6"	DOTTED LINE 6"	REMARKS
			FROM	TO		TOTAL MILES	DASHED	SOLID			TOTAL MILES	DASHED	SOLID			
1B	LIC	S.R. 79	3.51	4.18	0.67	1.34	1.34		1.34							
1B	LIC	S.R. 79	E.B. ON RAMP							140					ON RAMP TO I.R. 70	
TOTAL CARRIED TO LOCATION 1B SUB-SUMMARY									1.34	140						
1C	LIC	S.R. 79	4.60	6.56	1.96						3.92	3.92		3.92	4 LANE DIVIDED	
1C	LIC	S.R. 79	N.B. OFF RAMP											480	OFF RAMP TO U.S. 40	
1C	LIC	S.R. 79	N.B. ON RAMP											600	ON RAMP FROM U.S. 40	
1C	LIC	S.R. 79	S.B. OFF RAMP											515	OFF RAMP TO U.S. 40	
1C	LIC	S.R. 79	S.B. ON RAMP											540	ON RAMP FROM U.S. 40	
TOTAL CARRIED TO LOCATION 1C SUB-SUMMARY													3.92	2,135		

NOTES:

1. PLACE THE DOTTED LINES PER STANDARD DRAWING TC-72.20 FOR A PARALLEL DECELERATION LANE AND A TAPERED ACCELERATION LANE.

2. THE DISTRICT HAS CHOSEN NOT TO PLACE THE CHEVRONS THAT ARE AN OPTION FOR THE PARALLEL DECELERATION LANE.

ITEM 648 CENTER LINE									
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY		TOTAL CENTER LINE	REMARKS
			FROM	TO		TOTAL MILES	EQUIVALENT SOLID LINE		
1A	LIC	S.R. 79	0.09	1.35	1.26	1.26	1.589	1.26	
TOTAL CARRIED TO LOCATION 1A SUB-SUMMARY								1.26	
1B	LIC	S.R. 79	1.35	3.51	2.16	2.16	3.212	2.16	
1B	LIC	S.R. 79	4.04	4.18	0.14	0.14	0.380	0.14	
1B	LIC	S.R. 79	4.03	4.05	0.02	0.02	0.040	0.02	EXTRA CENTER LINE FOR LEFT TURN LANE
1B	LIC	S.R. 79	4.12	4.18	0.06	0.06	0.120	0.06	EXTRA CENTER LINE FOR MEDIAN
TOTAL CARRIED TO LOCATION 1B SUB-SUMMARY								2.38	
2A	FAI	S.R. 360	0.00	0.26	0.26	0.26	0.520	0.26	
TOTAL CARRIED TO LOCATION 2A SUB-SUMMARY								0.26	
2B	FAI	S.R. 360	0.26	1.72	1.46	1.46	1.928	1.46	
TOTAL CARRIED TO LOCATION 2B SUB-SUMMARY								1.46	
3	LIC	S.R. 360	0.00	0.22	0.22	0.22	0.442	0.22	
TOTAL CARRIED TO LOCATION 3 SUB-SUMMARY								0.22	

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA - CENTER / LANE / DOTTED LINE

LIC-79-0.00
FAI / LIC-360-0.00 / 0.00

644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	8" CHANNELIZING LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		LANE ARROWS			REMARKS	
					WHITE	YELLOW				ONLY		72"	96"	THROUGH	LEFT	RIGHT		
										72"	96"							72"
FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH				
1A	LIC	S.R. 79	MILLERSPORT RD.	RT			31										PLACE 22' FROM CL OF S.R. 79	
TOTALS CARRIED TO LOCATION 1A SUB-SUMMARY							31											
1B	LIC	S.R. 79	CANAL RD.	LT			23										PLACE 18' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	HART DR.	RT			30										PLACE 19' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	N. LYNWOOD DR.	LT			15										PLACE 19' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	FAIROAKS DR.	RT			11										PLACE 21' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	COTTAGE ST.	RT			15										PLACE 21' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	ROSEBRAUGH CIRCLE (WEST)	RT			14										PLACE 23' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	ROSEBRAUGH CIRCLE (EAST)	RT			11										PLACE 22' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	HILTON RD.	LT			15										PLACE 25' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	SPRINGER ST.	RT			20										PLACE 19' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	LEROY ST.	LT			19										PLACE 16' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	CLIFF ST.	LT			16										PLACE 16' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	TANNER ST.	RT			10										PLACE 17' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	ELLIOT ST.	LT			14										PLACE 16' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	STEWART AVE.	LT			10										PLACE 18' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	CHURCH ST.	RT			15										PLACE 20' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	EVERETT AVE.	LT													PLACE 18' FROM CL OF S.R. 79	
1B	LIC	S.R. 79	BEGIN 4-LANE ON S.R. 79 S.B. LANES	CL			11		45				1		1		PLACE AT EXISTING LOCATIONS	
1B	LIC	S.R. 79	PARK PLACE	RT			10	44									12' FROM EDGE LINE OF S.R. 79	
1B	LIC	S.R. 79	FIRST ST.	LT			8	46									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	SECOND ST.	LT				44									PLACE AT EXISTING LOCATION	
1B	LIC	S.R. 79	GRAND STAFF RD.	RT			9	52									STOP BAR 22' FROM LL OF S.R. 79 N.B.	
1B	LIC	S.R. 79	THIRD ST.	LT			9	60									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	UNION AVE.	RT				48									PLACE AT EXISTING LOCATION	
1B	LIC	S.R. 79	FOURTH ST.	LT			6	52									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	MYERS AVE.	RT			16	48									STOP BAR 22' FROM LL OF S.R. 79 N.B.	
1B	LIC	S.R. 79	FIFTH ST.	LT			8	48									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	CENTRAL AVE.	RT				54									PLACE AT EXISTING LOCATION	
1B	LIC	S.R. 79	SIXTH ST.	LT			8	48									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	HIGHLAND AVE.	RT			16	42									STOP BAR 22' FROM LL OF S.R. 79 N.B.	
1B	LIC	S.R. 79	SEVENTH ST.	LT			9	48									STOP BAR 22' FROM LL OF S.R. 79 S.B.	
1B	LIC	S.R. 79	SEYMOUR AVE.	RT				48									PLACE AT EXISTING LOCATION	
1B	LIC	S.R. 79	SIXTH AVE.	RT			8	62									STOP BAR 22' FROM LL OF S.R. 79 N.B.	
1B	LIC	S.R. 79	FAIRVIEW AVE.	RT			17	66									STOP BAR 22' FROM LL OF S.R. 79 N.B.	
1B	LIC	S.R. 79	ON SR 79 END OF MEDIAN	CL		96											PLACE AT EXISTING LOCATION	
1B	LIC	S.R. 79	TRUCK STOP EXIT	LT			36										50' FROM SIGNAL HEADS	
1B	LIC	S.R. 79	ON SR 79 @ MILL DAM RD.	CL			37		74	1				1			PLACE AT EXISTING LOCATIONS	
1B	LIC	S.R. 79	MILL DAM RD.	RT			34		67								PLACE AT EXISTING LOCATIONS	
1B	LIC	S.R. 79	ON SR 79 AFTER MILL DAM RD.	CL		296	60		137	1				2			PLACE AT EXISTING LOCATIONS	
1B	LIC	S.R. 79	ON RAMP TO LR. 70	RT					144								DO NOT REPLACE THE CHEVRONS	
SUBTOTALS						392					2			1	3	1		
TOTALS CARRIED TO LOCATION 1B SUB-SUMMARY						392	540	810	467		2				5			

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PAVEMENT MARKING DATA - AUXILIARY LINES

LIC-79-0.00
FAI/LIC-360-0.00/ 0.00

644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	CROSSWALK LINE	8" CHANNELIZING LINE	12" CHANNELIZING LINE	WORD ON PAVEMENT		LANE ARROWS			REMARKS		
					WHITE	YELLOW					ONLY		THROUGH	LEFT	RIGHT			
											72"	96"						
											FT.	FT.					EACH	EACH
1C	LIC	S.R. 79 N.B.	INTERSECTION WITH HIGH STREET	RT						240		1		2		PLACE AT EXISTING LOCATIONS		
1C	LIC	S.R. 79 S.B.	INTERSECTION WITH HIGH STREET	LT						200		1			2	PLACE AT EXISTING LOCATIONS		
1C	LIC	S.R. 79 N.B.	OFF RAMP TO U.S. 40	RT			43	124		590						PLACE AT EXISTING LOCATIONS		
1C	LIC	S.R. 79 N.B.	ON RAMP FROM U.S. 40	RT				81		540						PLACE AT EXISTING LOCATIONS		
1C	LIC	S.R. 79 S.B.	OFF RAMP TO U.S. 40	LT			42	128		516						PLACE AT EXISTING LOCATIONS		
1C	LIC	S.R. 79 S.B.	ON RAMP FROM U.S. 40	LT				93		556						PLACE AT EXISTING LOCATIONS		
QUANTITIES CARRIED FROM SHEET 12										96			4		4	4	S.R. 79 & ENTERPRISE DRIVE INTERSECTION	
SUBTOTALS													6		6	6		
TOTALS CARRIED TO LOCATION 1C SUB-SUMMARY										181	426		3,624	6		12		
2A	FAI	S.R. 360	S.R. 360 INTERSECTION WITH S.R. 79	CL			49										PLACE 18' FROM CL S.R. 79	
TOTALS CARRIED TO LOCATION 2A SUB-SUMMARY										49								
2B	FAI	S.R. 360	LAKESIDE RD.	RT			22										PLACE AT 18' FROM CL S.R. 360	
2B	FAI	S.R. 360	SECOND ST.	LT			22										PLACE AT 16' FROM CL S.R. 360	
2B	FAI	S.R. 360	SELLERS DR.	RT			22										PLACE AT 17' FROM CL S.R. 360	
2B	FAI	S.R. 360	FAIRFIELD DR.	LT			11										PLACE AT 14' FROM CL S.R. 360	
2B	FAI	S.R. 360	NEWARK ST.	LT			10										PLACE AT 16' FROM CL S.R. 360	
2B	FAI	S.R. 360	SELLERS DR. N.E.	RT			24										PLACE AT 15' FROM CL S.R. 360	
2B	FAI	S.R. 360	HOLLYWOOD BLVD. N.E.	LT			16										PLACE AT 18' FROM CL S.R. 360	
2B	FAI	S.R. 360	GRAND AVE.	LT			12										PLACE AT 19' FROM CL S.R. 360	
TOTALS CARRIED TO LOCATION 2B SUB-SUMMARY										139								
3	LIC	S.R. 360	ELMHURST LANE	LT			18										PLACE AT 19' FROM CL S.R. 360	
3	LIC	S.R. 360	NORTH BANK	RT			71										PLACE AT 19' FROM CL S.R. 360	
3	LIC	S.R. 360	MAPLEWOOD DR.	LT			18										PLACE AT 17' FROM CL S.R. 360	
3	LIC	S.R. 360	S.R. 360 INTERSECTION WITH S.R. 79	CL			17										PLACE 17' FROM CL S.R. 79	
TOTALS CARRIED TO LOCATION 3 SUB-SUMMARY										124								

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PAVEMENT MARKING DATA - AUXILIARY LINES

LIC-79-0.00
FAI/LIC-360-0.00/0.00

*INCLUDES RPMS IN THE VILLAGE OF BUCKEYE LAKE THAT SHALL NOT BE REPLACED

DETAIL	SEE STD. DWG. TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	SEE STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
					RAISED PAVEMENT MARKER REMOVED	RPM		INFORMATION ONLY								
								ONE-WAY	TWO-WAY							
					MILES	LIN.FT.	EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED			
1A	LIC	S.R. 79	0.09	1.35	1.26	6,653	GAP/7	88	88	5		83			STOP S.B. AT S.R. 37	
TOTAL CARRIED TO LOCATION 1A SUB-SUMMARY								88	88							
1B	LIC	S.R. 79	1.35	2.04	0.69	3,643	GAP/7		46			46				
1B	LIC	S.R. 79	4.08	4.18	0.10	528	REM		59	32		7	20		WHITE/RED INCLUDES CHANNEL AT MILL DAM RD	
SUB-TOTALS										32		53	20			
TOTAL CARRIED TO LOCATION 1B SUB-SUMMARY								*257	105							
1C							10	13	7			7			40' CHANNEL SPACING	
1C								12	6			6			40' CHANNEL SPACING	
1C	LIC	S.R. 79	4.60	6.56	1.96	10,349	REM/3	317	317	32		285			STOP AT ENTERPRISE DR., 40' CHANNEL SPACING	
1C							2	45	45	16		15	14		INCLUDES GORE RPM	
1C							1	24	24			11	13		INCLUDES GORE/ACCELERATION RPM	
1C							2	41	41	16		13	12		INCLUDES GORE RPM	
1C							1	26	26			11	15		INCLUDES GORE/ACCELERATION RPM	
SUB-TOTALS										64			348	54		
TOTAL CARRIED TO LOCATION 1C SUB-SUMMARY								478	466							
2A	FAI	S.R. 360	0.00	0.26	0.26	1,373	GAP/7	31	31	16		15			STOP APPROACH AT S.R. 79	
TOTAL CARRIED TO LOCATION 2A SUB-SUMMARY								31	31							
2B	FAI	S.R. 360	0.26	1.72	1.46	7,709	GAP/7	99	99			99				
TOTAL CARRIED TO LOCATION 2B SUB-SUMMARY								99	99							
3	LIC	S.R. 360	0.00	0.22	0.22	1,162	GAP/7	32								
TOTAL CARRIED TO LOCATION 3 SUB-SUMMARY								*32								

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RAISED PAVEMENT MARKER DATA

LIC-79-0.00
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SHEET NUMBER												ITEM	ITEM EXT.	LOCATION 1A TOTALS	UNIT	DESCRIPTION
2	3	4	4A	6	8	10	13	21	22	23	25					
	170	50				476	139					202	23500	835	SQ YD	WEARING COURSE REMOVED
2.45					2.45							209	60500	2.45	MILE	LINEAR GRADING
												209	72051	2.45	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
100												253	02000	100	CU YD	PAVEMENT REPAIR
				14,784	2,154							254	01000	16,938	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				1,077	162	36						407	10000	1,275	GALLON	TACK COAT
							11					407	13900	11	GALLON	TACK COAT, 702.13
				718	108							407	14000	826	GALLON	TACK COAT FOR INTERMEDIATE COURSE
1,149												408	10001	1,149	GALLON	PRIME COAT, AS PER PLAN
				699	105							448	46050	804	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	6	20		499	75		6					448	46904	606	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						17						448	47020	17	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
							56					516	31011	56	FT	2" DEEP JOINT SEALER, AS PER PLAN
			11									614	12460	11	EACH	WORK ZONE MARKING SIGN
		3.6										614	13000	3.6	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			20									614	18401	20	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				2.45								614	21400	2.45	MILE	WORK ZONE CENTER LINE, CLASS II
					160							617	10101	160	CU YD	COMPACTED AGGREGATE, AS PER PLAN
											88	621	00100	88	EACH	RPM
											88	621	54000	88	EACH	RAISED PAVEMENT MARKER REMOVED
										31		644	00500	31	FT	STOP LINE
								2.52				648	00100	2.52	MILE	EDGE LINE, 4"
									1.26			648	00300	1.26	MILE	CENTER LINE

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LOCATION 1A SUB-SUMMARY

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FAI/ LIC-360-0.00/ 0.00

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SHEET NUMBER													ITEM	ITEM EXT.	LOCATION 1B TOTALS	UNIT	DESCRIPTION
2	3	4	4A	6	8	10	13	17	21	22	23	25					
	1,020	30				3,864	449						202	23500	5,363	SQ YD	WEARING COURSE REMOVED
								168					202	30001	168	SQ FT	WALK REMOVED, AS PER PLAN
1.30					1.30								209	60500	1.30	MILE	LINEAR GRADING
													209	72051	1.30	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
150							39						253	02000	189	CU YD	PAVEMENT REPAIR
				44,360	9,776								254	01000	54,136	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				449	68		20						407	10000	537	GALLON	TACK COAT
							34						407	13900	34	GALLON	TACK COAT, 702.13
				300	45		14						407	14000	359	GALLON	TACK COAT FOR INTERMEDIATE COURSE
				2,814	667	292							407	20000	3,773	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
				1,876	445								407	20100	2,321	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE
1,902													408	10001	1,902	GALLON	PRIME COAT, AS PER PLAN
				2,115	476		13						448	46050	2,604	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	36	11		1,511	340		28						448	46904	1,926	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
							136						448	47020	136	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
								124					516	31011	124	FT	2" DEEP JOINT SEALER, AS PER PLAN
		6											611	98630	6	EACH	CATCH BASIN ADJUSTED TO GRADE
		18											611	99654	18	EACH	MANHOLE ADJUSTED TO GRADE
			50										614	11110	50	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
			17										614	12460	17	EACH	WORK ZONE MARKING SIGN
		5.6											614	13000	5.6	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			40										614	18401	40	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				4.48									614	21400	4.48	MILE	WORK ZONE CENTER LINE, CLASS II
					199								617	10101	199	CU YD	COMPACTED AGGREGATE, AS PER PLAN
												105	621	00100	105	EACH	RPM
												257	621	54000	257	EACH	RAISED PAVEMENT MARKER REMOVED
											467		644	00400	467	FT	CHANNELIZING LINE, 8"
											540		644	00500	540	FT	STOP LINE
											810		644	00600	810	FT	CROSSWALK LINE
											392		644	00700	392	FT	TRANSVERSE/DIAGONAL LINE
											5		644	01300	5	EACH	LANE ARROW
											2		644	01410	2	EACH	WORD ON PAVEMENT, 96"
								6.72					648	00100	6.72	MILE	EDGE LINE, 4"
										1.34			648	00200	1.34	MILE	LANE LINE, 4"
										2.38			648	00300	2.38	MILE	CENTER LINE
										140			648	01500	140	FT	DOTTED LINE, 4"
								210					690	98200	210	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING

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LOCATION 1B SUB-SUMMARY
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SHEET NUMBER										ITEM	ITEM EXT.	LOCATION 1C TOTALS	UNIT	DESCRIPTION
2	4A	6	9	12	13	21	22	24	25					
7.71										209	60500	7.71	MILE	LINEAR GRADING
		54,303	49,887							254	01000	104,190	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
		4,073	3,743							407	10000	7,816	GALLON	TACK COAT
3,620										408	10001	3,620	GALLON	PRIME COAT, AS PER PLAN
		2,263	2,080							442	10000	4,343	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
					216					516	31011	216	FT	2" DEEP JOINT SEALER, AS PER PLAN
	40									614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
	8									614	12460	8	EACH	WORK ZONE MARKING SIGN
	40									614	18401	40	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
			354							617	10101	354	CU YD	COMPACTED AGGREGATE, AS PER PLAN
									466	621	00100	466	EACH	RPM
									478	621	54000	478	EACH	RAISED PAVEMENT MARKER REMOVED
				10						632	26501	10	EACH	DETECTOR LOOP, AS PER PLAN
								3,624		644	00404	3,624	FT	CHANNELIZING LINE, 12"
								181		644	00500	181	FT	STOP LINE
								426		644	00600	426	FT	CROSSWALK LINE
								12		644	01300	12	EACH	LANE ARROW
								6		644	01410	6	EACH	WORD ON PAVEMENT, 96"
						9.48				648	00104	9.48	MILE	EDGE LINE, 6"
							3.92			648	00204	3.92	MILE	LANE LINE, 6"
							2,135			648	01510	2,135	FT	DOTTED LINE, 6"

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LOCATION 1C SUB-SUMMARY

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SHEET NUMBER											ITEM	ITEM EXT.	LOCATION 2A TOTALS	UNIT	DESCRIPTION
2	4	4A	6	8	11	13	21	22	24	25					
					381	547					202	23500	928	SQ YD	WEARING COURSE REMOVED
0.47				0.47							209	60500	0.47	MILE	LINEAR GRADING
											209	72051	0.47	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
5											253	02000	5	CU YD	PAVEMENT REPAIR
			2,778	473							254	01000	3,251	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
						42					407	13900	42	GALLON	TACK COAT, 702.13
			209	36	29						407	20000	274	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
			139	24	19						407	20100	182	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE
223											408	10001	223	GALLON	PRIME COAT, AS PER PLAN
			78	14	11	23					448	46020	126	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
	2		97	17		23					448	46904	139	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
					14						448	47020	14	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
						414					512	33010	414	SQ YD	TYPE 3 WATERPROOFING
		2									614	12460	2	EACH	WORK ZONE MARKING SIGN
	3.0										614	13000	3.0	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		5									614	18401	5	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
			0.52								614	21400	0.52	MILE	WORK ZONE CENTER LINE, CLASS II
				32							617	10101	32	CU YD	COMPACTED AGGREGATE, AS PER PLAN
										31	621	00100	31	EACH	RPM
										31	621	54000	31	EACH	RAISED PAVEMENT MARKER REMOVED
									49		644	00500	49	FT	STOP LINE
							0.52				648	00100	0.52	MILE	EDGE LINE, 4"
								0.26			648	00300	0.26	MILE	CENTER LINE

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LOCATION 2A SUB-SUMMARY

LIC-79-0.00
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SHEET NUMBER												ITEM	ITEM EXT.	LOCATION 2B TOTALS	UNIT	DESCRIPTION
2	3	4	4A	6	8	11	13	21	22	24	25					
	1,440	780				798						202	23500	3,018	SQ YD	WEARING COURSE REMOVED
2.86												209	60500	2.86	MILE	LINEAR GRADING
					2.86							209	72051	2.86	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
195												253	02000	195	CU YD	PAVEMENT REPAIR
				16,768								254	01000	16,768	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				1,258		61						407	20000	1,319	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
				839								407	20100	839	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE
1,342												408	10001	1,342	GALLON	PRIME COAT, AS PER PLAN
				466								448	46020	466	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
	50	39		583								448	46904	672	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						29						448	47020	29	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
							40					516	31011	40	FT	2" DEEP JOINT SEALER, AS PER PLAN
		1										611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE
		8										611	99654	8	EACH	MANHOLE ADJUSTED TO GRADE
			17									614	12460	17	EACH	WORK ZONE MARKING SIGN
		2.0										614	13000	2.0	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			17									614	18401	17	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				2.86								614	21400	2.86	MILE	WORK ZONE CENTER LINE, CLASS II
						187						617	10101	187	CU YD	COMPACTED AGGREGATE, AS PER PLAN
											99	621	00100	99	EACH	RPM
											99	621	54000	99	EACH	RAISED PAVEMENT MARKER REMOVED
										139		644	00500	139	FT	STOP LINE
								2.92				648	00100	2.92	MILE	EDGE LINE, 4"
									1.46			648	00300	1.46	MILE	CENTER LINE

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LOCATION 2B SUB-SUMMARY

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SHEET NUMBER											ITEM	ITEM EXT.	LOCATION 3 TOTALS	UNIT	DESCRIPTION
2	3	4	4A	6	8	11	21	22	24	25					
	350	50				234					202	23500	634	SQ YD	WEARING COURSE REMOVED
0.44											209	60500	0.44	MILE	LINEAR GRADING
					0.44						209	72051	0.44	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
				2,582							254	01000	2,582	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				194		18					407	20000	212	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
				130		12					407	20100	142	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE
207											408	10001	207	GALLON	PRIME COAT, AS PER PLAN
				72		7					448	46020	79	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
	12	4		90							448	46904	106	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						9					448	47020	9	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
			4								614	12460	4	EACH	WORK ZONE MARKING SIGN
		1.1									614	13000	1.1	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			3								614	18401	3	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				0.44							614	21400	0.44	MILE	WORK ZONE CENTER LINE, CLASS II
					29						617	10101	29	CU YD	COMPACTED AGGREGATE, AS PER PLAN
										32	621	54000	32	EACH	RAISED PAVEMENT MARKER REMOVED
									124		644	00500	124	FT	STOP LINE
							0.44				648	00100	0.44	MILE	EDGE LINE, 4"
								0.22			648	00300	0.22	MILE	CENTER LINE

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LOCATION 3 SUB-SUMMARY

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"02/S<2/PV"			PARTICIPATION SPLITS				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
LOC. 1B	LOC. 2B	LOC. 3	"01/STR/PV" LOC. 1A TOTAL	"02/S<2/PV" LOC. 1B,2B & 3 TOTAL	"03/NHS/PV" LOC. 1C TOTAL	"04/S<2/BR" LOC. 2A TOTAL						
5,363	3,018	634	835	9,015		928	202	23500	10,778	SQ YD	WEARING COURSE REMOVED	
168				168			202	30001	168	SQ FT	WALK REMOVED, AS PER PLAN	17
1.30	2.86	0.44	2.45	4.60	7.71	0.47	209	60500	15.23	MILE	LINEAR GRADING	
1.30	2.86	0.44	2.45	4.60		0.47	209	72051	7.52	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
189	195		100	384		5	253	02000	489	CU YD	PAVEMENT REPAIR	
54,136	16,768	2,582	16,938	73,486	104,190	3,251	254	01000	197,865	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
537			1,275	537	7,816		407	10000	9,628	GALLON	TACK COAT	
34			11	34		42	407	13900	87	GALLON	TACK COAT, 702.13	
359			826	359			407	14000	1,185	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
3,773	1,319	212		5,304		274	407	20000	5,578	GALLON	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE	
2,321	839	142		3,302		182	407	20100	3,484	GALLON	TACK COAT, TRACKLESS TACK, SURFACE COURSE	
1,902	1,342	207	1,149	3,451	3,620	223	408	10001	8,443	GALLON	PRIME COAT, AS PER PLAN	2
					4,343		442	10000	4,343	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
	466	79		545		126	448	46020	671	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	
2,604			804	2,604			448	46050	3,408	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
1,926	672	106	606	2,704		139	448	46904	3,449	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
136	29	9	17	174		14	448	47020	205	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
						414	512	33010	414	SQ YD	TYPE 3 WATERPROOFING	
124	40		56	164	216		516	31011	436	FT	2" DEEP JOINT SEALER, AS PER PLAN	4
6	1			7			611	98630	7	EACH	CATCH BASIN ADJUSTED TO GRADE	
18	8			26			611	99654	26	EACH	MANHOLE ADJUSTED TO GRADE	

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GENERAL SUMMARY

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"02/S<2/PV"			PARTICIPATION SPLITS				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
			"01/STR/PV"	"02/S<2/PV"	"03/NHS/PV"	"04/S<2/BR"						
LOC. 1B	LOC. 2B	LOC. 3	LOC. 1A TOTAL	LOC. 1B,2B & 3 TOTAL	LOC. 1C TOTAL	LOC. 2A TOTAL						
50				50	40		614	11110	90	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
17	17	4	11	38	8	2	614	12460	59	EACH	WORK ZONE MARKING SIGN	
5.6	2.0	1.1	4	9		3	614	13000	16	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
40	17	3	20	60	40	5	614	18401	125	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4A
4.48	2.86	0.44	2.45	7.78		0.52	614	21400	10.75	MILE	WORK ZONE CENTER LINE, CLASS II	
199	187	29	160	415	354	32	617	10101	961	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
105	99		88	204	466	31	621	00100	789	EACH	RPM	
257	99	32	88	388	478	31	621	54000	985	EACH	RAISED PAVEMENT MARKER REMOVED	
					10		632	26501	10	EACH	DETECTOR LOOP, AS PER PLAN	12
467				467			644	00400	467	FT	CHANNELIZING LINE, 8"	
					3,624		644	00404	3,624	FT	CHANNELIZING LINE, 12"	
540	139	124	31	803	181	49	644	00500	1,064	FT	STOP LINE	
810				810	426		644	00600	1,236	FT	CROSSWALK LINE	
392				392			644	00700	392	FT	TRANSVERSE/DIAGONAL LINE	
5				5	12		644	01300	17	EACH	LANE ARROW	
2				2	6		644	01410	8	EACH	WORD ON PAVEMENT, 96"	
6.72	2.92	0.44	2.52	10.08		0.52	648	00100	13.12	MILE	EDGE LINE, 4"	
					9.48		648	00104	9.48	MILE	EDGE LINE, 6"	
1.34				1.34			648	00200	1.34	MILE	LANE LINE, 4"	
					3.92		648	00204	3.92	MILE	LANE LINE, 6"	
2.38	1.46	0.22	1.26	4.06		0.26	648	00300	5.58	MILE	CENTER LINE	
140				140			648	01500	140	FT	DOTTED LINE, 4"	
					2,135		648	01510	2,135	FT	DOTTED LINE, 6"	
210				210			690	98200	210	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING	
			11%	49%	37%	3%	103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
			11%	49%	37%	3%	614	11000	LUMP		MAINTAINING TRAFFIC	
			11%	49%	37%	3%	619	16000	3	MONTH	FIELD OFFICE, TYPE A	
			11%	49%	37%	3%	623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
			11%	49%	37%	3%	624	10000	LUMP		MOBILIZATION	

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