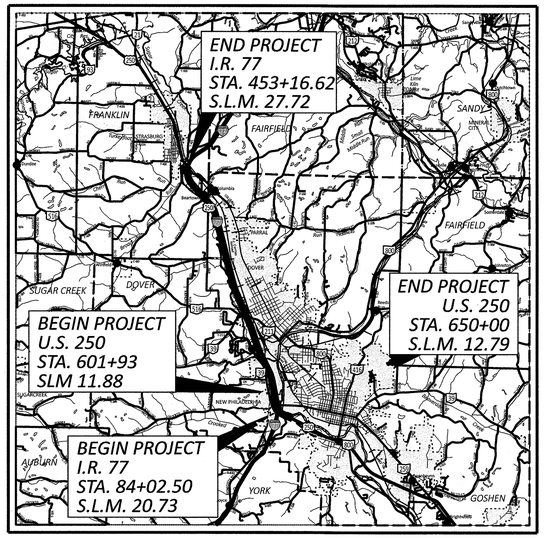
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
TUS-77-20.73, TUS-250-11.88

DOVER TOWNSHIP
FRANKLIN TOWNSHIP
GOSHEN TOWNSHIP
TUSCARAWAS COUNTY



LOCATION MAP

LATITUDE: 40°32'20" LONGITUDE: 81°29'55"

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN DESIGNATION (SEE SHEET P.11)

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E200(364)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RESURFACING OF I.R. 77 FROM SLM 20.73 TO SLM 27.72 A DISTANCE OF 6.99 MILES AND RESURFACING U.S. 250 FROM SLM 11.88 TO SLM 12.79 A DISTANCE OF 0.91 MILES. THIS WORK INCLUDES RESURFACING THE RAMPS AT THE INTERCHANGES WITHIN THE PROJECT, PAVEMENT MARKING, REPLACING SEGMENTS OF GUARDRAIL, AND EROSION CONTROL REMEDIATION AT THE STRASBURG INTERCHANGE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 2.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES
*NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)**
**ROUTINE MAINTENEANCE PROJECT*

LIMITED ACCESS

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

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 11
ENGINEERING
NEW PHILADELPHIA, OHIO

ENGINEER'S SEAL:

STATE OF OHIO
ADRIENNE NICOLE SLANINA
E-74336
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Adrienne N. Slanina
DATE: 6/9/2022

STANDARD CONSTRUCTION DRAWINGS

BP-2.1	1/21/22	RM-4.2	4/17/20	MT-95.30	7/19/19	MT-101.70	1/17/20	TC-41.20	10/18/13	800-2019	7/15/22		
BP-2.5	1/21/22			MT-95.31	7/19/19	MT-101.75	1/17/20	TC-42.20	10/18/13	807	1/21/22		
BP-3.1	1/21/22	PCB-91	7/17/20	MT-95.32	4/19/19	MT-101.90	7/17/20	TC-52.10	10/18/13	808	1/18/19		
BP-5.1	1/21/22			MT-95.40	1/17/20	MT-102.10	1/17/20	TC-52.20	1/15/21	821	4/20/12		
BP-9.1	1/18/19	DM-2.1	1/18/13	MT-95.45	1/17/20	MT-102.20	4/19/19	TC-61.30	7/19/19	832	10/19/18		
		DM-4.1	7/17/20	MT-95.50	7/21/17	MT-104.10	10/16/15	TC-65.10	1/17/14	846	4/17/15		
MGS-1.1	7/16/21	DM-4.3	1/15/16	MT-97.10	4/19/19	MT-105.10	1/17/20	TC-65.11	7/21/17	850	4/15/22		
MGS-2.1	1/19/18	DM-4.4	1/15/16	MT-97.12	1/20/17			TC-71.10	7/16/21	908	10/20/17		
MGS-3.1	1/19/18			MT-98.10	1/17/20			TC-72.20	7/20/18	921	4/20/12		
MGS-3.2	1/18/13			MT-98.11	1/17/20			TC-73.20	1/17/20				
MGS-4.2	7/19/13			MT-98.20	4/19/19			TC-74.10	1/21/22				
MGS-4.3	1/18/13			MT-98.21	1/17/20								
MGS-5.2	7/15/16			MT-98.22	1/17/20								
MGS-5.3	7/15/16			MT-98.28	1/17/20								
				MT-99.20	4/19/19								

APPROVED Thomas D. Gray
DATE 6-10-2022 *DISTRICT DEPUTY DIRECTOR*

APPROVED _____
DATE _____ *DIRECTOR, DEPARTMENT OF TRANSPORTATION*

TITLE SHEET

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.01 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 6/9/2022 TIME: 3:40:00 PM USER: aslanina
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GT001.dgn

THERE ARE NO EXISTING LANDSCAPED ARES WITHIN THE WORK LIMITS.

HORIZONTAL SCALE IN FEET
0 250 500 1000

SCHEMATIC PLAN
STA. 770+00.00 TO STA. 335+00.00

BEGIN WORK
I.R. 77
STA. 795+10
SLM 15.52

℄ CONST. I.R. 77

PROP. MEDIAN CROSSOVER
STA. 797+50

STATION EQUATION
STA. 1000+00 BK. =
STA. 14+00 AH.

I.R. 77 CURVE DATA
P.I. STA. 24+35.10
Δ = 26°43'00" LT.
Dc = 1°28'00"
T = 927.65'
L = 1,821.56'
E = 108.63'
R = 3,906.44'

N 38°26'25" E
N 55°48'48" E
N 49°21'09" E

P.C. STA. 780+15.50
P.T. STA. 797+52.81
P.C. STA. 15+07.45
P.T. STA. 996+54.19

I.R. 77 CURVE DATA
P.I. STA. 788+90.87
Δ = 17°22'23" RT.
Dc = 1°00'00"
T = 875.37'
L = 1,737.31'
E = 66.48'
R = 5,729.58'

SUSPEND WORK
I.R. 77
STA. 799+90
SLM 15.61

I.R. 77 CURVE DATA
P.I. STA. 990+24.63
Δ = 18°38'00" RT.
Dc = 1°28'00"
T = 640.88'
L = 1,270.44'
E = 52.22'
R = 3,906.44'

I.R. 77 CURVE DATA
P.I. Sta. 82+11.35
Δ = 27° 31' 00" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 200.00'
Θ = 1° 30' 00"
LT = 133.34'
ST = 66.67'
x = 199.99'
y = 1.75'
k = 100.00'
p = 0.44'
Dc = 24° 31' 00" (LT)
Lc = 1,634.44'
Ts = 1,035.37'
Es = 113.28'

RESUME WORK
I.R. 77
STA. 76+68.55

BEGIN PROJECT
I.R. 77
STA. 84+02.50
S.L.M. 20.73

E200(364)

N 20° 54' 30" E

T.S. STA. 71+75.98
S.C. STA. 73+75.98

BEGIN WORK
U.S. 250
STA. 591+08.54

U.S. 250 E.B. CURVE DATA
P.I. STA. 599+41.96
Δ = 7°46'00" (RT)
Dc = 0°28'00"
R = 12277.67'
T = 833.42'
L = 1664.29'
E = 28.26'

BEGIN PROJECT
U.S. 250
STA. 601+93
SLM 11.88

E200(364)

C.S. STA. 90+10.42
S.T. STA. 92+10.42
C.R. 21
RAMP 'D'
S.C. STA. 618+49.61
S.R. 39
T.S. STA. 614+49.61
P.T. STA. 607+72.83
RAMP 'A'
RAMP 'C'
C.S. STA. 629+67.94
S.T. STA. 633+67.94
RAMP 'E'
RAMP 'F'
RAMP 'B'
BR. NO. TUS-250-1232 R
BR. NO. TUS-00250-12.320 L
BR. NO. TUS-00250-12.330 F
BR. NO. TUS-00250-12.170 R
BR. NO. TUS-00077-20.890 L&R
C.S. STA. 624+90.70
S.C. STA. 624+90.70
T.S. STA. 620+90.70
S.C. STA. 633+86.95
S.T. STA. 637+86.95
S.T. STA. 637+86.95 N.B. U.S. 250
℄ U.S. 250
S 59° 36' 30" E
MEDIAN CROSSOVER
STA. 647+32

END WORK
STA. 650+00

END PROJECT
U.S. 250
STA. 650+00
S.L.M. 12.79

E200(364)

P.C. STA. 591+08.54 E.B. U.S. 250 =
STA. 119+62.97 I.R. 77

P.C. STA. 127+78.14

U.S. 250 E.B. CURVE DATA
P.I. STA. 624+91.47
Δ = 60°44'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 1118.33'
Ts = 1041.86'
Es = 233.15'

U.S. 250 W.B. CURVE DATA
P.I. STA. 629+89.14
Δ = 51°51'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 896.25'
Ts = 898.44'
Es = 165.45'

I.R. 77 CURVE DATA
P.I. STA. 135+74.88
Δ = 15° 50' 00" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 796.74'
L = 1,583.33'
E = 55.13'

BR. NO. TUS-00077-21.950 L&R
BR. NO. TUS-00077-22.170 L&R
BR. NO. TUS-00077-22.350 L&R
MEDIAN CROSSOVER
STA. 175+00
N 14° 03' 30" W
N 22° 26' 30" W
N 6° 36' 30" W
P.T. STA. 143+61.47
P.C. STA. 163+01.06
P.T. STA. 179+77.73
Sugar Creek
S.R. 39
MEDIAN CROSSOVER
STA. 137+60
℄ CONST. I.R. 77
MATCH LINE STA. 190+00

I.R. 77 CURVE DATA
P.I. STA. 171+40.90
Δ = 8°23' 00" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 839.83'
L = 1,676.67'
E = 30.73'

I.R. 77 CURVE DATA
P.I. STA. 209+59.67
Δ = 5° 08' 00" (LT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 513.68'
L = 1,026.67'
E = 11.51'

MATCH LINE STA. 190+00
N 14° 03' 30" W
P.C. STA. 204+46.00
P.T. STA. 214+72.67
RAMP 'G'
RAMP 'H'
S.R. 39
BR. NO. TUS-00077-23.610 L&R
BR. NO. TUS-00077-23.370 L&R
S.R. 211
RAMP 'I'
RAMP 'J'
℄ I.R. 77
N 19° 11' 30" W
MEDIAN CROSSOVER
STA. 260+10
P.C. STA. 259+17.54
I.R. 77 CURVE DATA
P.I. STA. 268+24.43
Δ = 9° 03' 00" (RT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 906.89'
L = 1,810.00'
E = 35.83'
P.T. STA. 277+27.54
N 10° 8' 30" W
C.R. 80
BR. NO. TUS-00077-25.000
Sugar Creek
RAMP 'A'
RAMP 'B'
RAMP 'C'
RAMP 'D'
R.J. CORMAN R.R.
PROP. MEDIAN CROSSOVER
STA. 318+00
MATCH LINE STA. 335+00

TUS-77-20.73, TUS-250-11.88

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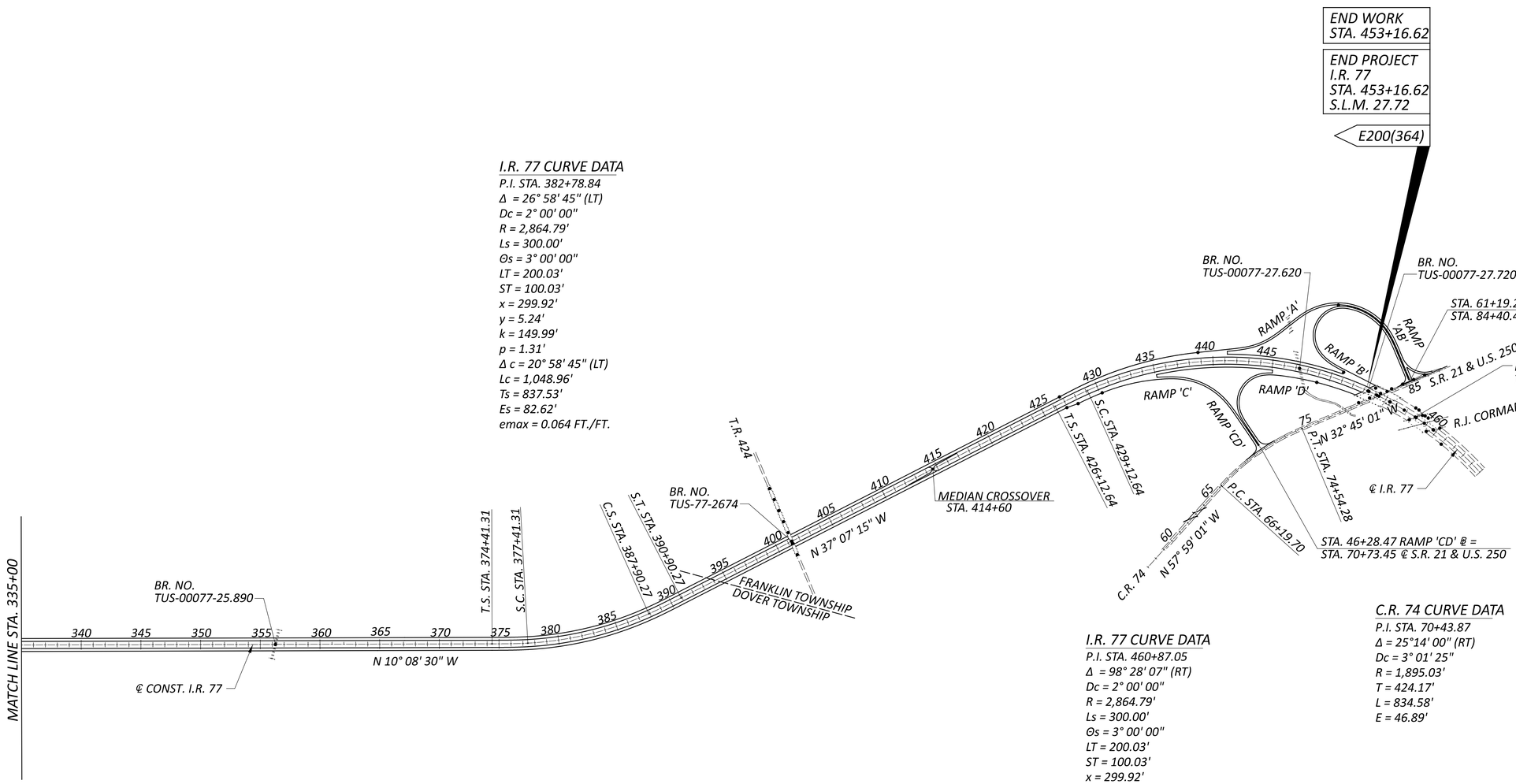
DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.02 TOTAL 71

THERE ARE NO EXISTING LANDSCAPED ARES WITHIN THE WORK LIMITS.



I.R. 77 CURVE DATA

P.I. STA. 382+78.84
Δ = 26° 58' 45" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δ c = 20° 58' 45" (LT)
Lc = 1,048.96'
Ts = 837.53'
Es = 82.62'
emax = 0.064 FT./FT.

I.R. 77 CURVE DATA

P.I. STA. 460+87.05
Δ = 98° 28' 07" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δc = 92° 28' 07" (RT)
Lc = 4,623.43'
Ts = 3,474.42'
Es = 1,524.56'
emax = 0.064 FT./FT.
C.S. Sta. 475+36.07
S.T. Sta. 478+36.07

C.R. 74 CURVE DATA

P.I. STA. 70+43.87
Δ = 25°14' 00" (RT)
Dc = 3° 01' 25"
R = 1,895.03'
T = 424.17'
L = 834.58'
E = 46.89'

HORIZONTAL SCALE IN FEET
0 250 500 1000

SCHEMATIC PLAN
STA. 335+00.00 TO STA. 465+00.00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.03 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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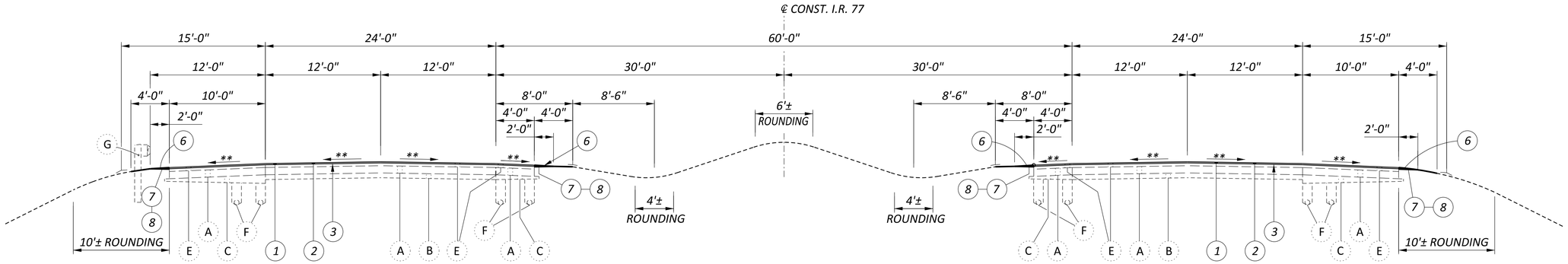
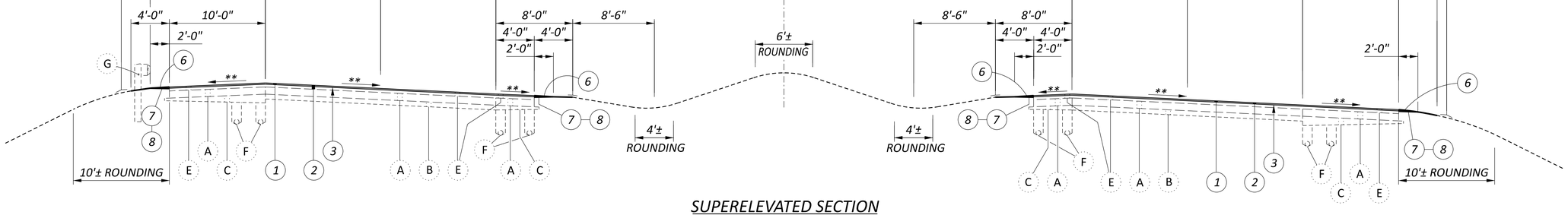


NORMAL SECTION

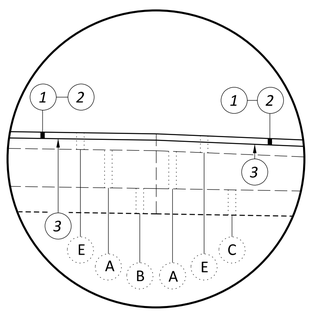
STA. 92+40.00 TO STA. 126+75.00
STA. 144+50.00 TO STA. 162+00.00
STA. 180+75.00 TO STA. 203+50.00
STA. 215+75.00 TO STA. 258+25.00
STA. 278+00.00 TO STA. 283+00.00

** MATCH EXISTING PAVEMENT SLOPE

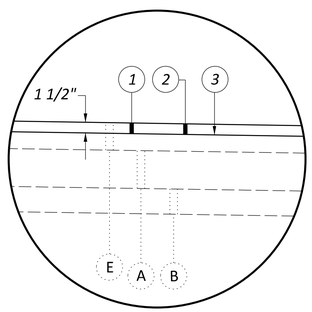


SUPERELEVATED SECTION

STA. 84+02.50 TO STA. 92+40.00
STA. 126+75.00 TO STA. 144+50.00
STA. 162+00.00 TO STA. 180+75.00
STA. 203+50.00 TO STA. 215+75.00
STA. 258+25.00 TO STA. 278+00.00



TYPICAL MAINLINE RESURFACING DETAIL
(MAINLINE & SHOULDER)



TYPICAL I.R. 77 RESURFACING DETAIL

PROPOSED LEGEND

1. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN
2. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, (1 1/2" DEPTH)
3. ITEM 407 - TACK COAT (0.085 GAL./S.Y.)
4. ITEM 209 - LINEAR GRADING (APPLIED WITH NEW GUARDRAIL INSTALLATION)
5. ITEM 606 - GUARDRAIL, TYPE MGS
6. ITEM 408 - PRIME COAT, AS PER PLAN
7. ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN (2' WIDE)
8. ITEM 209 - SHOULDER PREPARATION, AS PER PLAN (4' WIDE)
9. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN
10. ITEM 203 - 4" GRANULAR EMBANKMENT, AS PER PLAN
11. ITEM 304 - 6" AGGREGATE BASE

EXISTING LEGEND

- A — EXISTING 9" REINFORCED CONCRETE PAVEMENT
- B — EXISTING SUBBASE
- C — EXISTING AGGREGATE BASE
- D — EXISTING BITUMINOUS AGGREGATE BASE
- E — EXISTING ASPHALT CONCRETE
- F — EXISTING UNDERDRAIN
- G — EXISTING GUARDRAIL
- H — EXISTING CURB

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.04 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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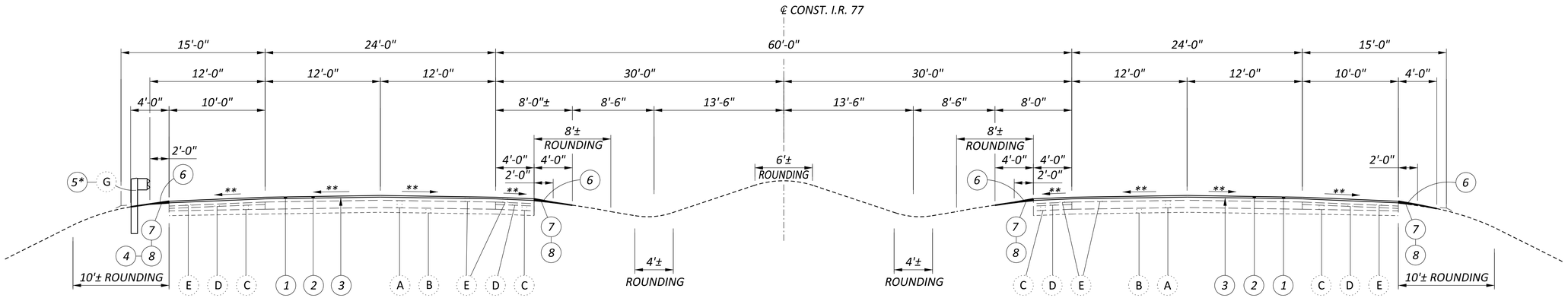
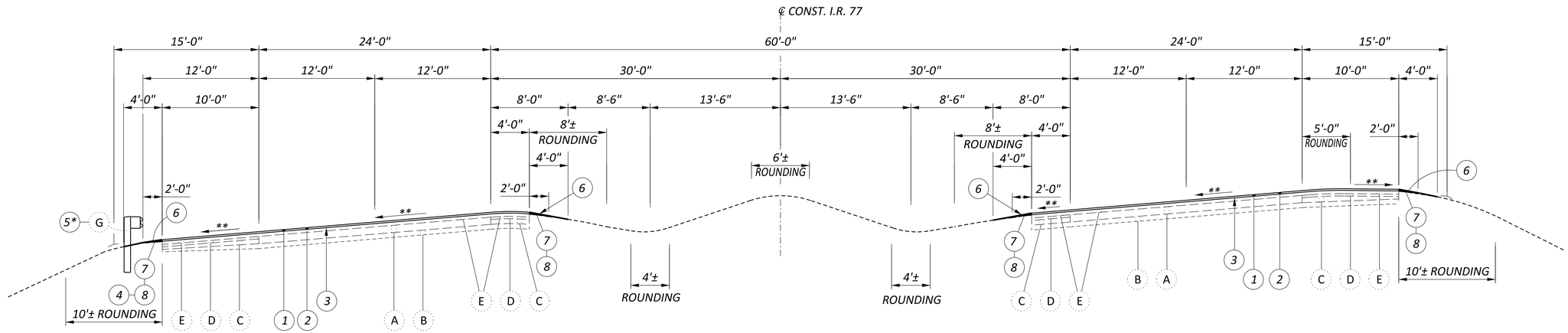


NORMAL SECTION

STA. 283+00.00 TO STA. 377+75.00
STA. 387+50.00 TO STA. 425+25.00



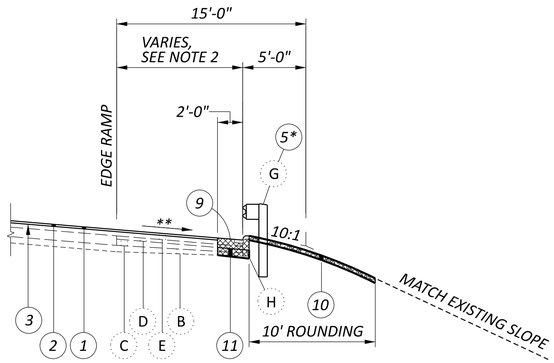
SUPERELEVATED SECTION

STA. 377+75 TO STA. 387+50.00
STA. 425+25.00 TO STA. 453+16.62

NOTES:

1. SEE SHEET NO. P.04 FOR LEGEND AND RESURFACING DETAILS

2. FOR CURB REPLACEMENT, THE CONTRACTOR SHALL PROVIDE AN OFFSET 2' FROM THE EXISTING FACE OF CURB TO LOCATE THE PROPOSED BASELINE FOR THE OUTSIDE GUTTER AND PAVEMENT REMOVAL LOCATION PER CMS 202.05. CONSTRUCT THE TYPE 4 COMBINATION CURB AND GUTTER PER SCD BP-5.1.



CURB REPLACEMENT DETAIL

STA. 448+25 TO STA. 452+40.71

* SEE GUARDRAIL ESTIMATED QUANTITIES FOR PROPOSED GUARDRAIL REPLACEMENT LOCATIONS.
** MATCH EXISTING PAVEMENT SLOPE

LEGEND

ITEM 202 - PAVEMENT REMOVED
ITEM 202 - CURB REMOVED

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.05 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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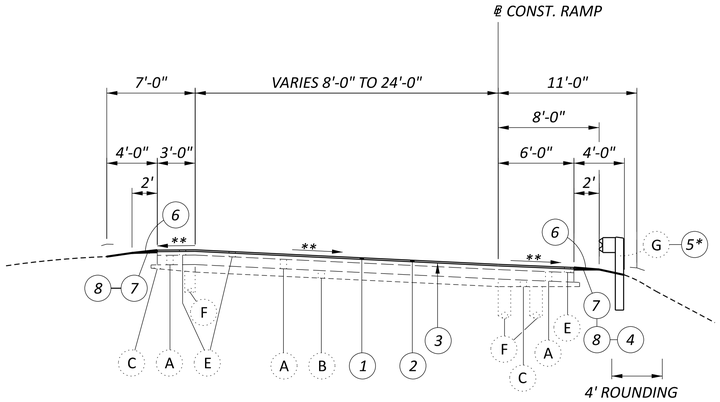


RAMP SUPERELEVATED SECTION

U.S. 250/S.R. 39 INTERCHANGE (EXIT 81)

RAMP 'A' STA. 0+21.75 TO STA. 8+20.75
RAMP 'B' STA. 0+20.52 TO STA. 19+78.14
RAMP 'C' STA. 1+85.61 TO STA. 16+12.70
RAMP 'D' STA. 0+21.00 TO STA. 6+69.30
RAMP 'E' STA. 5+19.06 TO STA. 16+25.12
RAMP 'F' STA. 3+65.00 TO STA. 13+17.00

S.R. 39 INTERCHANGE (EXIT 83)

RAMP 'G' STA. 16+42.48 TO STA. 20+00.00
RAMP 'G' STA. 22+50.00 TO STA. 25+87.81
RAMP 'H' STA. 12+00.00 TO STA. 16+50.00
RAMP 'H' STA. 17+50.00 TO STA. 19+52.26
RAMP 'I' STA. 0+04.14 TO STA. 5+50.00
RAMP 'I' STA. 9+00.00 TO STA. 9+47.55
RAMP 'J' STA. 0+12.50 TO STA. 4+00.00
RAMP 'J' STA. 6+50.00 TO STA. 12+50.00

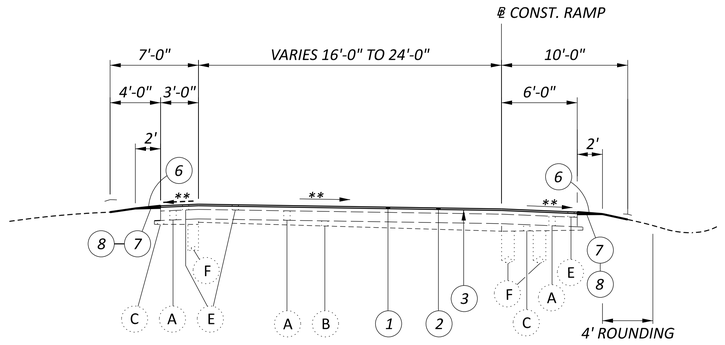
* *SEE GUARDRAIL ESTIMATED QUANTITIES FOR PROPOSED GUARDRAIL REPLACEMENT LOCATIONS.*

** *MATCH EXISTING PAVEMENT SLOPE*

BASELINE LOCATION RELATIVE TO DIRECTION OF TRAVEL

NOTE:

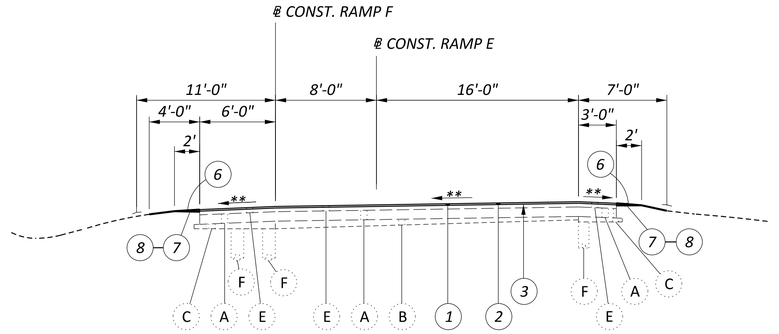
1. *SEE SHEET NO. P.04 FOR LEGEND AND RESURFACING DETAILS*



RAMP NORMAL SECTION

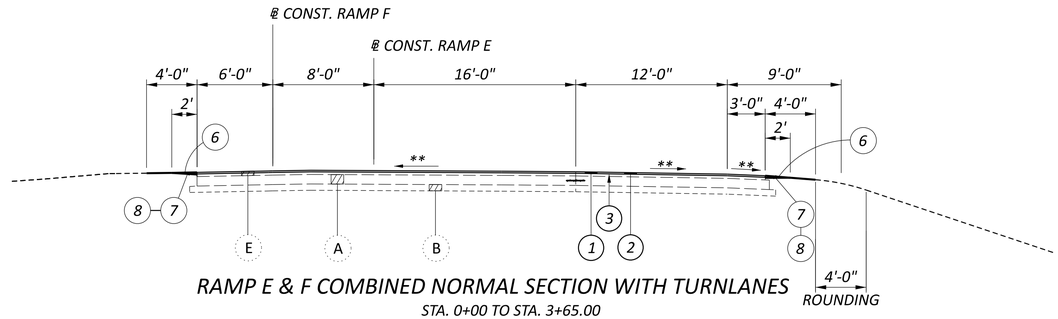
S.R. 39 INTERCHANGE (EXIT 83)

RAMP 'G' STA. 20+00.00 to STA. 22+50.00
RAMP 'H' STA. 16+50.00 to STA. 17+50.00
RAMP 'I' STA. 5+50.00 to STA. 9+00.00
RAMP 'J' STA. 4+00.00 to STA. 6+50.00
RAMP 'J' STA. 12+50.00 to STA. 14+55.80



RAMP E & F COMBINED NORMAL SECTION

STA. 3+65.00 TO STA. 5+19.06



RAMP E & F COMBINED NORMAL SECTION WITH TURNLANES

STA. 0+00 TO STA. 3+65.00

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.06 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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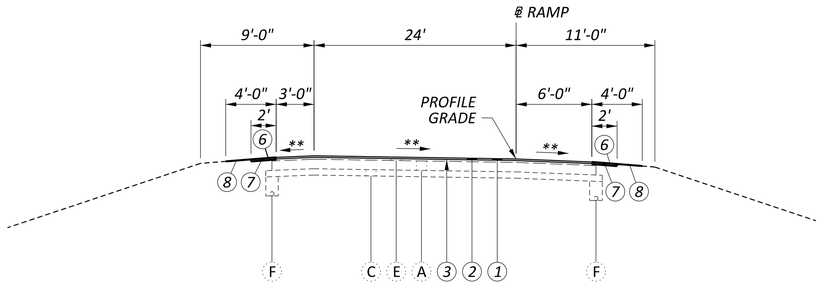
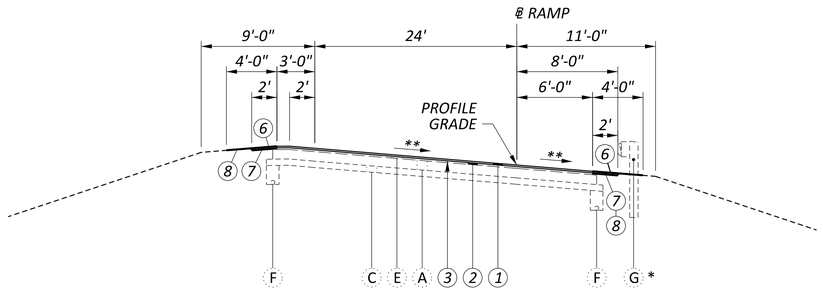


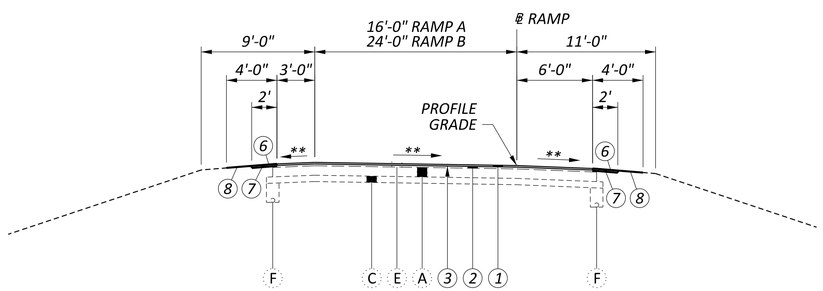
NORMAL SECTION (RAMPS)
(IN DIRECTION OF TRAVEL)

C.R. 80 INTERCHANGE (EXIT 85):
STA. 311+10.13 TO STA. 313+44.19 (℄ RAMP C)



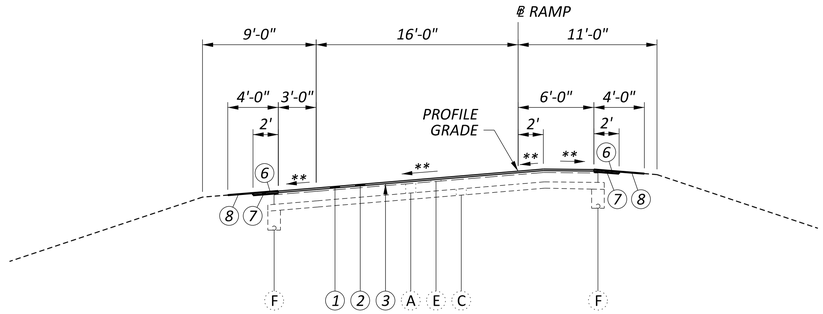
SUPERELEVATED SECTION (RAMPS)
(IN DIRECTION OF TRAVEL)

C.R. 80 INTERCHANGE (EXIT 85):
STA. 304+80.00 TO STA. 307+44.27 (℄ RAMP B)
STA. 313+44.19 TO STA. 315+00.00 (℄ RAMP C)



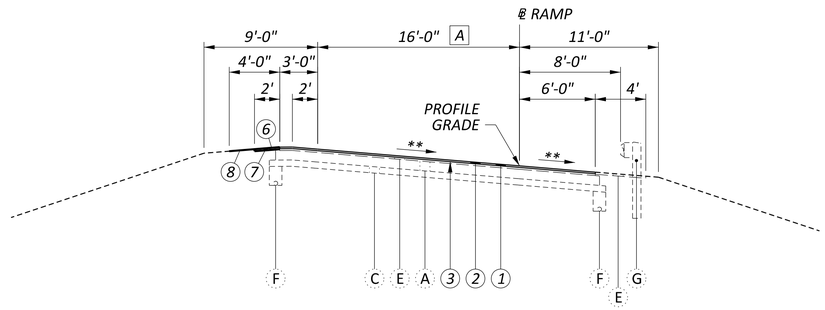
NORMAL SECTION (RAMPS)
(IN DIRECTION OF TRAVEL)

STA. 305+45.05 TO STA. 307+53.76 (℄ RAMP A)
STA. 307+44.27 TO STA. 308+69.04 (℄ RAMP B)



SUPERELEVATED SECTION (RAMPS)
(IN DIRECTION OF TRAVEL)

C.R. 80 INTERCHANGE (EXIT 85):
STA. 307+53.76 TO STA. 312+23.21 (℄ RAMP A)
STA. 308+46.22 TO STA. 312+13.44 (℄ RAMP D)



A VARIES 16' TO 24' FROM STA. 304+30.00 TO STA. 304+80.00 (℄ RAMP B)
VARIES 24' TO 16' FROM STA. 315+00.00 TO STA. 315+50.00 (℄ RAMP C)

SUPERELEVATED SECTION (RAMPS)
(IN DIRECTION OF TRAVEL)

C.R. 80 INTERCHANGE (EXIT 85):
STA. 296+00.25 TO STA. 305+45.05 (℄ RAMP A)
STA. 299+95.06 TO STA. 304+80.00 (℄ RAMP B)
STA. 315+00.00 TO STA. 325+47.86 (℄ RAMP C)
STA. 312+13.44 TO STA. 320+99.75 (℄ RAMP D)

NOTE:

1. SEE SHEET NO. P.04 FOR LEGEND AND RESURFACING DETAILS

* IN AREAS OF EXISTING GUARDRAIL FOR THE C.R. 80 INTERCHANGE, DO NOT DISTURB THE EXISTING PAVING UNDER GUARDRAIL

** MATCH EXISTING PAVEMENT SLOPE

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.07 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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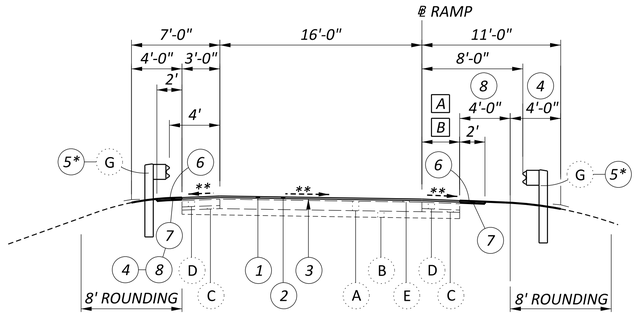


RAMPS
NORMAL & SUPERELEVATED SECTION
(IN DIRECTION OF TRAFFIC)

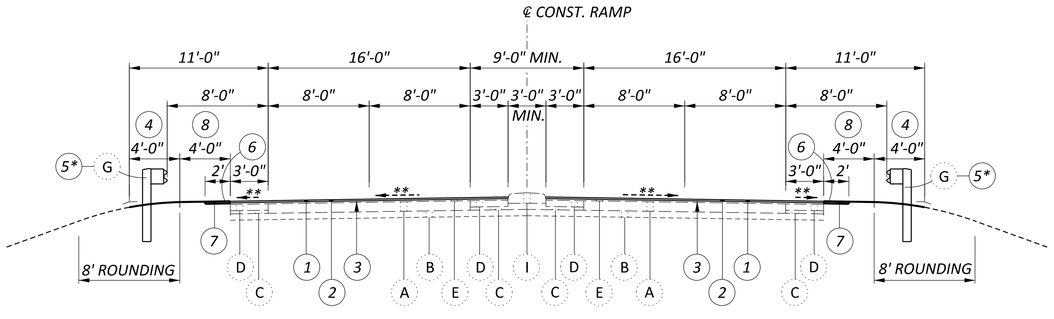
U.S. 250/S.R. 21 INTERCHANGE (EXIT 87):
RAMP 'A' STA. 41+26.00 TO STA. 52+38.67
RAMP 'B' STA. 42+80.22 TO STA. 50+79.86
RAMP 'C' STA. 34+96.08 TO STA. 43+96.59
RAMP 'D' STA. 38+99.72 TO STA. 45+21.39

A 3'-0" RAMP A & B
B 6'-0" RAMP C & D

NOTE:

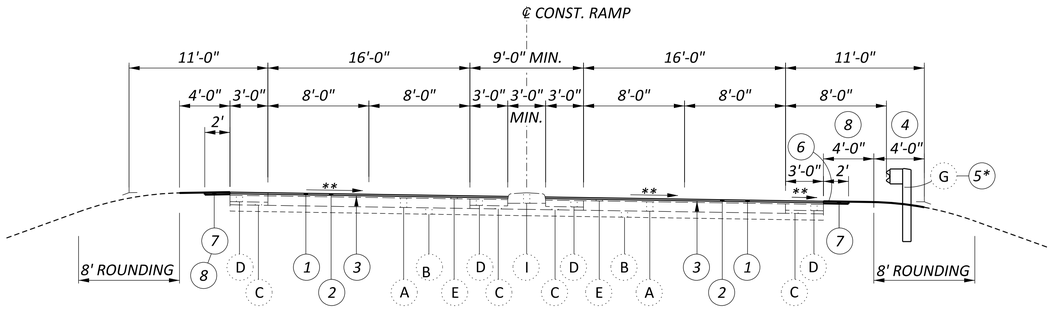
1. SEE SHEET NO. P.04 FOR LEGEND AND RESURFACING DETAILS

* SEE GUARDRAIL ESTIMATED QUANTITIES FOR PROPOSED GUARDRAIL REPLACEMENT LOCATIONS.
** MATCH EXISTING PAVEMENT SLOPE



RAMPS 'AB' & 'CD'
NORMAL SECTION

U.S. 250/S.R. 21 INTERCHANGE (EXIT 87):
RAMP 'AB' STA. 59+25.00 TO STA. 61+02.90
RAMP 'CD' STA. 43+96.59 TO STA. 46+28.47



RAMPS 'AB'
SUPERELEVATED SECTION

U.S. 250/S.R. 21 INTERCHANGE (EXIT 87):
RAMP 'AB' STA. 52+38.67 TO STA. 59+25.00

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.08 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:47:21 AM USER: mclark3
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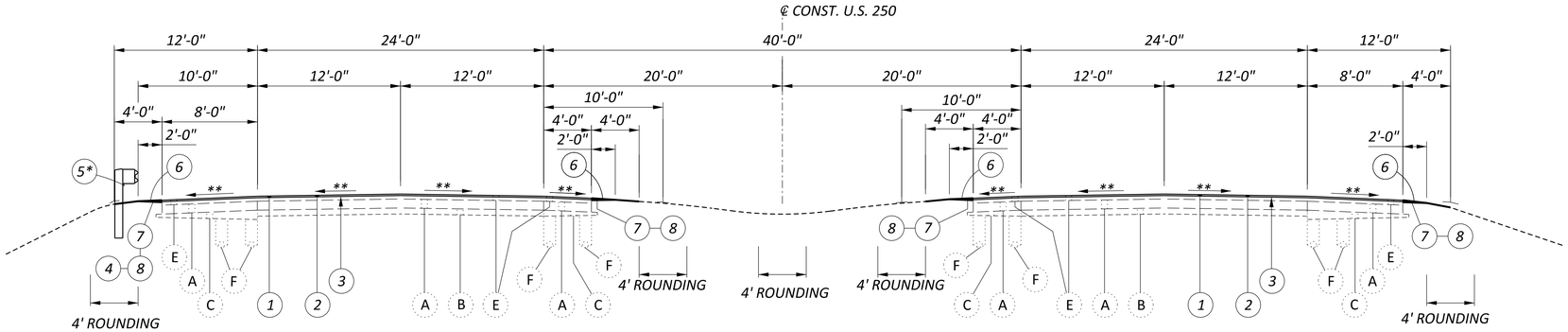


NORMAL SECTION

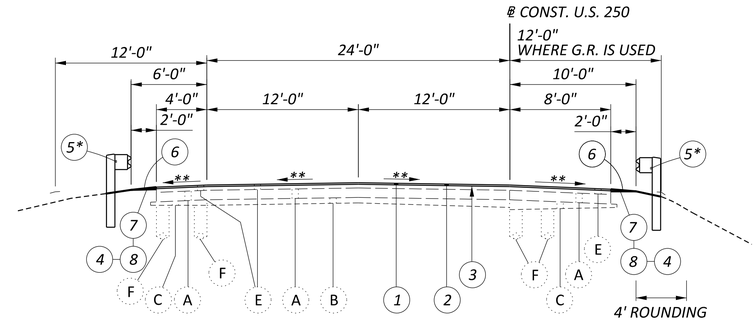
STA. 638+50.00 TO STA. 650+00.00

NOTE:

1. SEE SHEET NO. P.04 FOR LEGEND AND RESURFACING DETAILS

* SEE GUARDRAIL ESTIMATED QUANTITIES FOR PROPOSED GUARDRAIL REPLACEMENT LOCATIONS.

** MATCH EXISTING PAVEMENT SLOPE

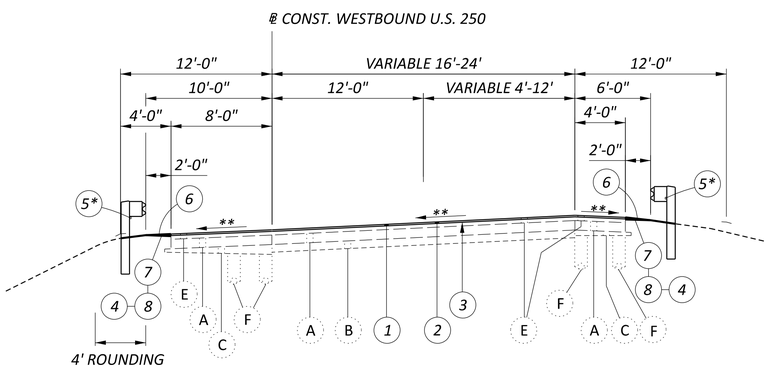


NORMAL SECTION

EASTBOUND U.S. 250

STA. 608+50.00 TO STA. 613+50.00

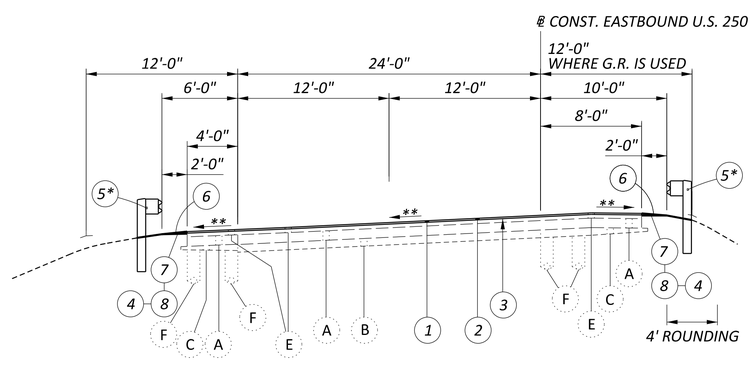
STA. 634+25.00 TO STA. 638+50.00



SUPERELEVATED SECTION

WESTBOUND U.S. 250

STA. 617+71.62 TO STA. 638+50.00



SUPERELEVATED SECTION

EASTBOUND U.S. 250

STA. 591+08.54 TO STA. 608+50.00

STA. 613+50.00 TO STA. 634+25.00

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.09 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:47:29 AM USER: mdark3
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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.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT OHIO UTILITIES PROTECTION SERVICE (OUPS) TO ASSURE THAT THERE ARE NO UTILITY CONFLICTS IN THE AREA OF THE NEW SIGN SUPPORTS AND GUARDRAIL. SHOULD A CONFLICT BE NOTED, THE CONTRACTOR SHALL MOVE THE SIGN IN ORDER TO AVOID THE CONFLICT. THE ADJUSTED LOCATION SHALL BE AT THE APPROVAL OF THE ENGINEER.

THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING AND/OR TRAFFIC SIGNALS) WITHIN THE LIMITS OF THIS PROJECT.

IN ADDITION TO THE INFORMATION OUTLINED IN THIS CONTRACT, THE CONTRACTOR SHALL TAKE THE FOLLOWING ACTION TO PROTECT ODOT'S FACILITIES DURING CONSTRUCTION:

HIGHWAY LIGHTING AND/OR TRAFFIC SIGNALS: EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR IS REQUIRED TO CONTACT ODOT DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY THE ODOT PROJECT ENGINEER/PROJECT SUPERVISOR, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES.

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY OTHER UTILITIES THROUGH OUPS OR DIRECTLY A MINIMUM OF FORTY-EIGHT HOURS IN ADVANCE OF ANY WORK.

PROFILE AND ALIGNMENT

THE WORK PROPOSED BY THIS PROJECT IS FOR THE PLANING AND PAVING OF THE EXISTING PAVEMENT. THE ALIGNMENT AND SUPERELEVATION RATES OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE ARE LISTED ON THIS SHEET.

PREVIOUS CONSTRUCTION PLANS

THE FOLLOWING PREVIOUS CONSTRUCTION PLANS ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 11 OFFICE:

TUS-39-12.64, INTERSECTION UPGRADE, (PID 99976), 2018
TUS-77-20.73/TUS-250-11.88, 4-LANE MAINTENANCE, (PID 81725), 2012
TUS-77-24.50, NEW INTERCHANGE CONSTRUCTION, (PID 19734), 2009
TUS-77-25.95, BRIDGE REMOVAL AND FILL, (PID 87890), 2014
TUS-77-20.16/TUS-250-18.90 BRIDGE OVERLAY, (PID 109155), 2019

THESE PLANS CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:
FTP://FTP.DOT.STATE.OH.US/PUB/CONTRACTS/ATTACH

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING.

ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

SURFACE COURSE COMPLETION REQUIREMENTS

ANY GIVEN LENGTH OF WORK ON WHICH RESURFACING OPERATIONS HAVE BEEN STARTED IN A CONSTRUCTION SEASON SHALL HAVE THE SURFACE COURSE PLACED THAT SAME SEASON.

COORDINATION OF RESURFACING AND PLANING OPERATIONS

ONCE THE PAVEMENT PLANING OPERATIONS HAVE COMMENCED, THE CONTRACTOR SHALL PLANE CONTINUOUSLY UNTIL ALL ELEMENTS OF WORK ASSOCIATED WITH THE PAVEMENT PLANING OPERATIONS ARE CONCLUDED. THE PAVEMENT PLANING OPERATIONS SHALL BE COMPLETED IN A TIMELY MANNER, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR MUST BEGIN PAVING OPERATIONS NO LATER THAN 4 DAYS AFTER THE START OF THE PAVEMENT PLANING.

IF ASPHALT CONCRETE IS TO BE APPLIED DIRECTLY ONTO PORTLAND CEMENT, CONCRETE, OR BRICK PAVEMENT, THE CONTRACTOR SHALL TACK THE EXISTING PAVEMENT WITH RUBBERIZED ASPHALT EMULSION CONFORMING TO C&MS 702.13.

ALL GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT FOR WHAT IS REQUIRED TO BE USED FOR SHOULDER MATERIAL INDICATED IN ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN AND THE 300 TON DELIVERED TO THE TUSCARWAS COUNTY GARAGE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, (1 1/2" AND 1 3/4" DEPTH)

THIS ITEM SHALL INCLUDE HAULING THE GRINDINGS FROM THE PAVEMENT PLANING OPERATION TO THE ADDRESS LISTED BELOW AND STOCKPILING THE MATERIAL IN A MANNER ACCEPTABLE TO THE ENGINEER. CONTINUOUS END DUMPING WILL NOT BE PERMITTED.

ALL PARTS: 300 TOTAL TONS (150 C.Y.) DELIVERED TO:

TUSCARAWAS COUNTY GARAGE
2201 REISER AVE. SE
NEW PHILADELPHIA, OH 44663
CONTACT: DAVE GLAZER
PHONE: 330-308-6590

ALL LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE SQUARE YARD BID PRICE FOR ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN, (PG70-22M)

FOLLOW SPECIFICATION 703.05 EXCEPT DO NOT USE COURSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

PROVIDE A MATERIAL TRANSFER VEHICLE IN ACCORDANCE WITH C&MS 401.12 WHEN PLACING THE ASPHALT SURFACE COURSE ON MAINLINE LANES ONLY.

THESE QUANTITES ARE CARRIED WITH THE RESURFACING ESTIMATED QUANTITY SHEETS.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

EXISTING RAISED PAVEMENT MARKERS SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR DISPOSAL OFF THE PROJECT. IN AREAS OF PAVEMENT PLANING ONLY, THE REQUIRMENT TO FILL THE DEPRESSIONS SHALL BE WAIVED.

SHIELD

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. THE CONTRACTOR SHALL ADHERE TO THE PROVISIONS SET FORTH IN CMS 107.10 CONCERNING THE PROTECTION AND RESTORATION OF ALL PUBLIC AND PRIVATE PROPERTY IMPACTED BY CONSTRUCTION OPERATIONS.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR WILL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED AGGREGATE SHOULDER. A SHIELD SHALL BE PROVIDED TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 617 - SHOULDER PREPARATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 617.04, GRADE THE LOOSENED BERM WITHIN FOUR FEET OF THE EDGE OF PAVEMENT TO ENSURE PROPER DRAINAGE. REMOVE EXCESS MATERIAL AND RECYCLE OR DISPOSE OF THE MATERIAL ACCORDING TO C&MS 105.16 AND 105.17.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

GRADED SHOULDERS SHALL BE RESHAPED AS PER THE REQUIREMENTS OF ITEM 617, COMPACTED AGGREGATE. GRINDINGS SHALL BE USED IN LIEU OF ITEM 617, COMPACTED AGGREGATE. IF THE AMOUNT OF GRINDINGS ARE NOT SUFFICIENT TO COVER THE COMPACTED AGGREGATE QUANTITY REQUIRED FOR THIS PLAN, THEN ADDITIONAL MATERIAL MEETING SPECIFICATION 617 SHALL BE PROCURED AND USED BY THE CONTRACTOR. ALL GRINDINGS SHALL ADHERE TO THE SPECIFICATIONS STATED IN CMS 617 AND MEET GRADATIONS CONFORMING TO CMS 703.18. THE COST FOR STORING THE GRINDINGS ON THE PROJECT AND PLACING THE GRINDINGS SHALL ALSO BE INCLUDED IN THIS ITEM.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT AND SHEET METAL COVERING THE EXISTING GRATE AND ADJUST THE EXISTING CASTING TO GRADE PER C&MS 611.11D. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN - **1 EACH**

THIS CATCH BASIN IS IDENTIFIED AS CB-1 ON SHEET P.24 AT STA. 94+34 (NORTHBOUND I.R. 77 @ THE GORE WITH WESTBOUND U.S. 250)

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT AND COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 646 - EPOXY PAVEMENT MARKINGS
ITEM 807 - WET REFLECTIVE EPOXY PAVEMENT MARKINGS

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS AS PER CMS 641.06. SEE STANDARD DRAWING TC-71.10 AND TC-72.20 FOR PAVEMENT MARKING DETAILS.

GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.10 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:47:38 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GN001.dgn

I.R. 77
DESIGN DESIGNATION (20.53 TO 20.84)

CURRENT ADT (2023) ---------- 19,000
DESIGN ADT (2035) ---------- 21,000
DESIGN HOURLY VOLUME (2035) ----2,100
DIRECTIONAL DISTRIBUTION ------- 51%
TRUCKS (24 HOUR B&C) ---------- 16%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (20.84 TO 20.89)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 32,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 51%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (20.89 TO 20.91)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 32,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 13%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (20.91 TO 21.20)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 32,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (21.20 TO 23.36)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 33,500
DESIGN HOURLY VOLUME (2035) ----3,400
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (22.35 TO 22.78)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 32,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 13%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (23.36 TO 23.37)

CURRENT ADT (2023) ---------- 32,500
DESIGN ADT (2035) ---------- 32,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (23.37 TO 25.02)

CURRENT ADT (2023) ---------- 34,500
DESIGN ADT (2035) ---------- 38,500
DESIGN HOURLY VOLUME (2035) ----3,500
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 15%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (25.02 TO 27.38)

CURRENT ADT (2023) ---------- 35,500
DESIGN ADT (2035) ---------- 35,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 13%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (27.38 TO 27.45)

CURRENT ADT (2023) ---------- 35,500
DESIGN ADT (2035) ---------- 35,500
DESIGN HOURLY VOLUME (2035) ----3,600
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 13%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (27.45 TO 27.56)

CURRENT ADT (2023) ---------- 35,500
DESIGN ADT (2035) ---------- 35,500
DESIGN HOURLY VOLUME (2035) ----3,200
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 13%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

I.R. 77
DESIGN DESIGNATION (27.56 TO 27.72)

CURRENT ADT (2023) ---------- 28,500
DESIGN ADT (2035) ---------- 33,000
DESIGN HOURLY VOLUME (2035) ----3,000
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 15%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN INTERSTATE
NHS PROJECT ---------- YES

U.S. 250
DESIGN DESIGNATION (11.88 TO 12.08)

CURRENT ADT (2023) ---------- 7,200
DESIGN ADT (2035) ---------- 8,000
DESIGN HOURLY VOLUME (2035) ----700
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY/EXPRESSWAY
NHS PROJECT ---------- YES

U.S. 250
DESIGN DESIGNATION (12.08 TO 12.20)

CURRENT ADT (2023) ---------- 7,200
DESIGN ADT (2035) ---------- 8,100
DESIGN HOURLY VOLUME (2035) ----800
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 14%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY/EXPRESSWAY
NHS PROJECT ---------- YES

U.S. 250
DESIGN DESIGNATION (12.20 TO 12.33)

CURRENT ADT (2023) ---------- 20,000
DESIGN ADT (2035) ---------- 20,500
DESIGN HOURLY VOLUME (2035) ----2,000
DIRECTIONAL DISTRIBUTION ------- 100%
TRUCKS (24 HOUR B&C) ---------- 18%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY/EXPRESSWAY
NHS PROJECT ---------- YES

U.S. 250
DESIGN DESIGNATION (12.33 TO 12.80)

CURRENT ADT (2023) ---------- 20,000
DESIGN ADT (2035) ---------- 20,500
DESIGN HOURLY VOLUME (2035) ----2,000
DIRECTIONAL DISTRIBUTION ------- 50%
TRUCKS (24 HOUR B&C) ---------- 18%
DESIGN SPEED ---------- 70 MPH
LEGAL SPEED ---------- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY/EXPRESSWAY
NHS PROJECT ---------- YES

STRUCTURE IDENTIFICATION SIGNS

A STRUCTURE IDENTIFICATION SIGN (I-H25b) SHALL BE PLACED AT EACH APPROACH TO THE STRUCTURE INDICATED IN THE PLANS, ON THE RIGHT SHOULDER, FACING TRAFFIC. THESE SIGNS ARE MAINTENANCE MARKERS, AND SHALL UTILIZE SCD TC-52.20 SIGN BLANK DETAIL SQ-1-3 FOR MOUNTING HOLE LOCATIONS, EXCEPT THE INTERIOR (THIRD) HOLE SHALL BE NON-PERFORMED. ADDITIONALLY, THE SIGNS SHALL HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND.

MOUNT SIGNS ON NEW NO. 2 POSTS AND INSTALL PER SCD TC-41.20. FOR SIGN LOCATIONS, SEE THE PLAN SHEETS P.23, P.24, AND P.34 FOR LOCATIONS. FOR SIGN QUANTITIES, SEE SIGNING ESTIMATED QUANTITIES ON SHEET NO. P.37.

I-H25b (12" x 12")

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE GUARDRAIL, INSTALL EMBANKMENT, GRADE AND REINSTALL GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THAT THE ENGINEER IS ASSURED OF COMPLIANCE.

ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN

INSTALL THIS MGS BRIDGE TERMINAL ASSEMBLY AS PER SCD MGS-3.1 EXCEPT CONNECT THE NESTED THRIE BEAM TO THE EXISTING THRIE-BEAM TERMINAL CONNECTOR. ADJUST THE HEIGHT TO THE REQUIRED MGS HEIGHT OVER FIFTY FEET.

ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN

INSTALL THIS MGS BRIDGE TERMINAL ASSEMBLY AS PER SCD MGS-3.2 EXCEPT CONNECT THE MGS W-BEAM RAIL TO THE EXISTING W-BEAM TERMINAL CONNECTOR. ADJUST THE HEIGHT TO THE REQUIRED MGS HEIGHT OVER FIFTY FEET.

RAISED PAVEMENT MARKERS (RPM'S)

THE CONTRACTOR SHALL OMIT PLACING RAISED PAVEMENT MARKERS ACROSS THE CONCRETE DECKS AND CONCRETE APPROACH SLABS.

GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.11 TOTAL 71

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:47:46 AM USER: mdark3
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ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF CMS ITEM 614, THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS, THE STANDARD CONSTRUCTION DRAWINGS, AND THE TRAFFIC CONTROL DETAILS DESCRIBED IN THESE PLANS.

THE MINIMUM LANE WIDTH FOR TRAFFIC CONTROL SHALL BE 11 FEET (EDGE LINE TO EDGE LINE) AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE MAINTENANCE OF TRAFFIC SCHEME. THE CONTRACTOR SHALL SUBMIT, IN WRITING, THIS MAINTENANCE OF TRAFFIC SCHEME AND A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

THE SHOULDERS SHALL HAVE THE EXISTING RUMBLE STRIPS REMOVED BEFORE TRAFFIC IS PERMITTED TO BE MAINTAINED ON THEM. SEE EXISTING RUMBLE STRIPS NOTE FOR ADDITIONAL INFORMATION.

THE PROPOSED MEDIAN SHOULDER PAVING SHALL BE COMPLETED BEFORE TRAFFIC IS PERMITTED TO BE MAINTAINED ON THEM.

ANY OPEN PAVEMENT TRENCH OR DROP-OFF SHALL BE ADEQUATELY MAINTAINED AND PROTECTED. THE PROTECTION USED SHALL MEET THE REQUIREMENTS OF STD DWG MT-101.90.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE WORK ZONES WHICH ALTERNATELY CLOSE BOTH THE PASSING AND TRAVEL LANE UNLESS THE DISTANCE BETWEEN THE LANE RESTRICTIONS EXCEEDS 2 MILES.

NO LANE CLOSURES CAN BE LEFT IN PLACE AT THE END OF A WORK SHIFT DURING DAYLIGHT HOURS.

ALL RAMPS MUST BE BUILT PART WIDTH AND CANNOT BE SHUT DOWN AT ANY TIME.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SMOOTH AND ORDERLY FLOW OF TRAFFIC THROUGH THE PROJECT AREA 24 HOURS PER DAY FOR THE DURATION OF THE PROJECT. THIS CONSISTS OF NOTIFYING THE OHIO STATE PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE WITHIN (30) MINUTES AFTER NOTIFICATION.

PAYMENT FOR PROVIDING WATCHMEN, FURNISHING, ERECTING, MAINTAINING AND REMOVING SIGNS, CONES, DRUMS, MARKERS, SPECIAL LIGHTING, FLOODLIGHTING, WORK ZONE PAVEMENT MARKINGS, WORK ZONE RAISED PAVEMENT MARKERS, ETC., SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL ADDITIONAL SIGNS OR OTHER TRAFFIC CONTROL DEVICES AS REQUIRED ABOVE. ALL COSTS INVOLVED IN FURNISHING, INSTALLING AND MAINTAINING THESE DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

UNLESS THE ENGINEER DEEMS IT PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMPS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE ANY EQUIPMENT ACROSS THE OPEN LANES OF THE ROADWAY.

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED...)

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.

THE CONTRACTOR WILL NOT PERFORM ANY WORK ON THIS PROJECT THAT REQUIRES A LANE CLOSURE BETWEEN THE HOURS OF 6:00 AM TO 7:00 PM ON MONDAY THROUGH THURSDAY, AND FROM 6:00 AM FRIDAY THROUGH 7:00 PM SUNDAY.

THE PLANING AND RESURFACING SHALL PROCEED CONTINUOUSLY DURING THE TIME FRAME SPECIFIED ABOVE, A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING, EXCEPT DURING HOLIDAYS AND EVENTS LISTED BELOW.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPENED DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THRU 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THRU 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THRU 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE BELOW:

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
ALL LANES OF I.R. 77 AND U.S. 250 WITHIN THE PROJECT LIMITS	6:00 AM TO 7:00 PM, MON THROUGH THU, AND 6:00 AM FRI THROUGH 7:00 PM SUN	EACH HOUR	$10,800

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, AS PER PLAN UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

IN ADDITION TO THE REQUIREMENTS OF SECTION 614.03 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY. THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY, THIRTY FEET (30') FROM THE EDGE OF TRAVELED HIGHWAY UNLESS BEHIND GUARDRAIL, WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT EITHER A STORAGE AREA REMOVED FROM THE INTERSTATE ROUTE RIGHT OF WAY OR DESIGNATED LOCATIONS APPROVED BY THE ENGINEER OUTSIDE THE CLEAR ZONE AND ENVIRONMENTALLY IMPORTANT AREAS. NO EQUIPMENT OR MATERIALS SHALL BE PARKED OR STORED IN THE MEDIAN OF THE HIGHWAY OR USACE FLOWAGE EASEMENTS. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGHOUT THE WORKSITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

MOVEMENT OF DRUMS

THE ROW OF DRUMS ALONG A CLOSED LANE SHALL BE MOVED OUT OF THE OPEN LANE ONTO THE NEW PAVEMENT AS SOON AS PAVING OPERATIONS PERMIT.

PERMITTED LANE CLOSURES ON INTERSTATE HIGHWAYS

ALL WORK ON THIS PROJECT ALONG I.R. 77 AND U.S. 250 THAT REQUIRES A LANE CLOSURE SHALL BE GOVERNED BY THE PERMITTED LANE CLOSURE SCHEDULE (PLCS). THE PLCS CAN BE ASSESSED AT THE FOLLOWING WEBSITE: HTTP://PLCM.DOT.STATE.OH.US

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.12 TOTAL 71

TUS-77-20.73, TUS-250-11.88
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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\MOT\Sheets\107570_MN001.dgn

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

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

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

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

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

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

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

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

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED...)

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS ENCOUNTER; OR
THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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. 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 THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

PART 1 (01/IMS/PV)
ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR
FOR ASSISTANCE ---------- 1,585 HOURS

PART 2 (02/NHS/PV)
ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR
FOR ASSISTANCE ---------- 215 HOURS

USE: 1,800 HOURS

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

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

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, 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 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. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH CMS 614.03.

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 AWAY FROM ALL 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.

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

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

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.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

PART 1 (01/IMS/PV)
ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN --- 72 SIGN MONTH
(ASSUMING 9 PCMS SIGNS FOR 8 MONTHS FOR I.R. 77)

PART 2 (02/NHS/PV)
ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN --- 16 SIGN MONTH
(ASSUMING 2 PCMS SIGNS FOR 8 MONTHS - U.S. 250)

USE: 88 SIGN MONTH

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL USE THIS MATERIAL TO MAINTAIN THE BRIDGE DECKS AND PAVEMENT THROUGHOUT THE DURATION OF THE CONTRACT.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

(01/IMS/PV) (I.R. 77)
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC,
AS PER PLAN ------ 44 CU. YD.

(02/NHS/PV) (I.R. 77)
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC,
AS PER PLAN ------ 6 CU. YD.

USE: 50 CU YD.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.13 TOTAL 71

TUS-77-20.73, TUS-250-11.88
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:48:03 AM USER: mdark3
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ITEM 614 - WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-60672	TUS-77 U.S. 250	N.B. & S.B. E.B. & W.B.

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRECONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDIED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATION (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

ITEM 614 - WORK ZONE SPEED ZONES (WZSZS) (CONTINUED)

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

PART 1 (01/IMS/PV)
ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY --- 56 SIGN MONTH
[ASSUMING 7 DSL SIGN ASSEMBLIES FOR 8 MONTHS FOR I.R. 77]

PART 2 (02/NHS/PV)
ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY --- 16 SIGN MONTH
[ASSUMING 2 DSL SIGN ASSEMBLIES FOR 8 MONTHS FOR U.S. 250]

USE: 72 SIGN MONTH

EXISTING RUMBLE STRIPS

IF THE CONTRACTOR CHOOSES TO MOVE TRAFFIC ONTO THE OUTSIDE SHOULDER TO MAINTAIN TRAFFIC, THE EXISTING RUMBLE STRIPS WILL HAVE TO BE REMOVED. THE AREA OF THE EXISTING RUMBLE STRIPS SHALL BE MILLED TO A DEPTH OF AT LEAST 2 INCHES; THE MILLED SURFACE AND THE SIDES SHALL BE COVERED WITH ODOT APPROVED AC LIQUID AND THEN FILLED WITH ASPHALT. PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL BE USED TO FILL THE RUMBLE STRIPS. PAYMENT FOR ALL WORK ASSOCIATED WITH MILLING, AC LIQUID, TRAFFIC CONTROL AND THE FILLING OF THE RUMBLE STRIPS SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED WITH ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

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

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1)SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

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

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

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

PART 1 (01/IMS/PV)
ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN --- 7 EACH

PART 2 (02/NHS/PV)
ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN --- 2 EACH

USE: 9 EACH

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

PART 1 (01/IMS/PV)
ITEM 614 - BARRIER REFLECTOR, TYPE 1 (ONE-WAY) ------ 70 EACH
PART 2 (02/NHS/PV)
ITEM 614 - BARRIER REFLECTOR, TYPE 1 (ONE-WAY) ------ 30 EACH

(USE: 100 EACH)

PART 1 (01/IMS/PV)
ITEM 614 - OBJECT MARKER, ONE-WAY ----------70 EACH
PART 2 (02/NHS/PV)
ITEM 614 - OBJECT MARKER, ONE-WAY ----------30 EACH

(USE: 100 EACH)

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.14 TOTAL 71

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:48:11 AM USER: mdark3
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ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS I, 807 PAINT
ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS I, 642 PAINT
ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS III, 642 PAINT
ITEM 614 - WORK ZONE MARKING SIGNS

THE CONTRACTOR SHALL BE REQUIRED TO INSTALL WORK ZONE MARKINGS AND SIGNS AT LOCATIONS IDENTIFIED BY THE ENGINEER PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

WORK ZONE PAVEMENT MARKINGS FOR MILLED SURFACES SHALL BE CLASS III, 642 PAINT. WORK ZONE PAVEMENT MARKINGS FOR NEWLY PAVED SURFACES SHALL BE CLASS I, 807 PAINT.

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER 614.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS.

WORK ZONE RAISED PAVEMENT MARKERS CANNOT BE USED TO SIMULATE (REPLACE) ANY TYPE OF WORK ZONE PAVEMENT MARKING.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE SIGNS:

PART 1 (01/IMS/PV)
ITEM 614 - WORK ZONE MARKING SIGN (W8-11-48 OR W8-H12a-48) - - - - - - 7 EACH

PART 2 (02/NHS/PV)
ITEM 614 - WORK ZONE MARKING SIGN (W8-11-48 OR W8-H12a-48) - - - - - - 2 EACH

USE: 9 EACH

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

DELINEATION OF EXISTING AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

PART 1 (01/IMS/PV)
ITEM 614, BARRIER REFLECTOR, TYPE 2, (UNIDIRECTIONAL) -- 50 EACH
PART 2 (02/NHS/PV)
ITEM 614, BARRIER REFLECTOR, TYPE 2, (UNIDIRECTIONAL) -- 20 EACH
(USE: 70 EACH)

PART 1 (01/IMS/PV)
ITEM 614, OBJECT MARKER, ONE-WAY ---------- 50 EACH
PART 2 (02/NHS/PV)
ITEM 614, OBJECT MARKER, ONE-WAY ---------- 20 EACH
(USE: 70 EACH)

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEMS.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER ***5 M. GAL.***

WORK ZONE PAVEMENT MARKINGS TABLE

LOCATION	614												FUNDING
	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 807 PAINT (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 807 PAINT (WHITE)	WORK ZONE EDGE LINE, CLASS III, 642 PAINT (YELLOW)	WORK ZONE EDGE LINE, CLASS III, 642 PAINT (WHITE)			WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	MILE	MILE	MILE	MILE	MILE	MILE			FT.	FT.	FT.	FT.	
PART 1													
NORTHBOUND I.R. 77	6.99	6.99	6.99	6.66	6.99	6.66					5,982	5,982	
NORTHBOUND I.R. 77 RAMPS	0.07	0.07	1.47	1.47	1.47	1.47			124	124	473	473	
SOUTHBOUND I.R. 77	6.99	6.99	6.99	7.54	6.99	7.54					4,352	4,352	
SOUTHBOUND I.R. 77 RAMPS			1.93	2.05	1.93	2.05			125	125	831	831	
SUB-TOTALS PART 1	**14.05**	**14.05**	**17.38**	**17.72**	**17.38**	**17.72**			**249**	**249**	**11,638**	**11,638**	**01/IMS/PV**
PART 2													
EASTBOUND AND WESTBOUND U.S. 250	1.31	1.31	1.41	1.96	1.41	1.96					1,452	1,452	
U.S. 250 RAMPS	0.04	0.04	0.36	0.30	0.36	0.30			68	68	611	611	
SUB-TOTALS PART 2	**1.35**	**1.35**	**1.77**	**2.26**	**1.77**	**2.26**			**68**	**68**	**2,063**	**2,063**	**02/NHS/PV**
SUB-TOTALS (01/IMS/PV)	**14.05**	**14.05**	**17.38**	**17.72**	**17.38**	**17.72**			**249**	**249**	**11,638**	**11,638**	**01/IMS/PV**
SUB-TOTALS (02/NHS/PV)	**1.35**	**1.35**	**1.77**	**2.26**	**1.77**	**2.26**			**68**	**68**	**2,063**	**2,063**	**02/NHS/PV**
TOTALS (CARRIED TO GENERAL SUMMARY)	**15.40**	**15.40**	**39.13**		**39.13**				**317**	**317**	**13,701**	**13,701**	

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.15 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 8:59:29 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\MOT\Sheets\107570_MN004.dgn

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
10	19		21			35	36			61	62	01/IMS/PV	02/NHS/PV						
																		ROADWAY	
LS												LS	LS	201	11000	LS		CLEARING AND GRUBBING	
			95									95		202	23000	95	SY	PAVEMENT REMOVED	
	356												356	202	23500	356	SY	WEARING COURSE REMOVED	
			377									377		202	32000	377	FT	CURB REMOVED	
						6,000	13,809					13,809	6,000	202	38000	19,809	FT	GUARDRAIL REMOVED	
	305											305		203	10000	305	CY	EXCAVATION	
	152											152		203	20000	152	CY	EMBANKMENT	
			51									51		203	35001	51	CY	GRANULAR EMBANKMENT, AS PER PLAN	P.56
	574		185									759		204	10000	759	SY	SUBGRADE COMPACTION	
			170									170		204	50001	170	SY	GEOTEXTILE FABRIC, AS PER PLAN	P.56
						1.14	2.62					2.62	1.14	209	60500	3.76	MILE	LINEAR GRADING	
						5,568.75	13,093.75					13,093.75	5,568.75	606	15050	18,662.5	FT	GUARDRAIL, TYPE MGS	
							1					1		606	26050	1	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
						8	9					9	8	606	26150	17	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
						7	8					8	7	606	26550	15	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						7	4					4	7	606	35003	11	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	P.11
						7	1					1	7	606	35103	8	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN	P.11
																		EROSION CONTROL	
			118									118		601	21060	118	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
			114									114		601	26001	114	CY	DUMPED ROCK FILL, TYPE B, AS PER PLAN	P.56
			20									20		601	38001	20	FT	PAVED GUTTER, TYPE 1-4, AS PER PLAN	P.56
			2									2		659	00100	2	EACH	SOIL ANALYSIS TEST	
			202									202		659	00300	202	CY	TOPSOIL	
	1,821											1,821		659	10000	1,821	SY	SEEDING AND MULCHING	
			91									91		659	14000	91	SY	REPAIR SEEDING AND MULCHING	
			0.25									0.25		659	20000	0.25	TON	COMMERCIAL FERTILIZER	
			0.38									0.38		659	31000	0.38	ACRE	LIME	
			10									10		659	35000	10	MGAL	WATER	
												8,850	1,150	832	30000	10,000	EACH	EROSION CONTROL	
																		DRAINAGE	
										250		200	50	605	31100	250	FT	AGGREGATE DRAINS	
1												1		611	98631	1	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	P.10
																		PAVEMENT	
											100	88	12	251	01010	100	CY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
	440,084											400,429	39,655	254	01001	440,084	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1 $\frac{1}{2}$"	P.10
	175												175	254	01001	175	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1 $\frac{3}{4}$"	P.10
										1,800		1,800		255	10111	1,800	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN (A)	P.61
										250			250	255	10111	250	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN (B)	P.61
										6,100		5,350	750	255	20000	6,100	FT	FULL DEPTH PAVEMENT SAWING	
	98											98		301	56000	98	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	132		19									151		304	20000	151	CY	AGGREGATE BASE	
	37,507											34,086	3,421	407	10000	37,507	GAL	TACK COAT	
	16,873											15,452	1,421	408	10001	16,873	GAL	PRIME COAT, AS PER PLAN	P.10
	10,735											9,718	1,017	442	00100	10,735	CY	ANTI-SEGREGATION EQUIPMENT	
	18,396											16,715	1,681	442	10351	18,396	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (447), AS PER PLAN	P.10
			416									416		609	23001	416	FT	COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN	P.56
						55							55	609	24510	55	FT	CURB, TYPE 4-C	
	84,375											77,282	7,093	617	20001	84,375	SY	SHOULDER PREPARATION, AS PER PLAN	P.10
	2,193											2,045	148	617	10101	2,193	CY	COMPACTED AGGREGATE, AS PER PLAN	P.10
	159,615											146,065	13,550	618	40100	159,615	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.16 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 10:13:48 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GG001.dgn

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	20		35		36		37				65	01/IMS/PV	02/NHS/PV						
																		TRAFFIC CONTROL	
											1,324	*1,173*	*151*	*621*	*00100*	*1,324*	*EACH*	*RPM*	
											1,302	*1,151*	*151*	*621*	*54000*	*1,302*	*EACH*	*RAISED PAVEMENT MARKER REMOVED*	
			9										*9*	*626*	*00102*	*9*	*EACH*	*BARRIER REFLECTOR, TYPE 1, ONE WAY*	
			78		*79*							*79*	*78*	*626*	*00110*	*157*	*EACH*	*BARRIER REFLECTOR, TYPE 2, ONE WAY*	
			19		*137*							*137*	*19*	*626*	*00110*	*156*	*EACH*	*BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL*	
							60					*20*	*40*	*630*	*02100*	*60*	*FT*	*GROUND MOUNTED SUPPORT, NO. 2 POST*	
							54					*54*		*630*	*03100*	*54*	*FT*	*GROUND MOUNTED SUPPORT, NO. 3 POST*	
							8					*8*		*630*	*08600*	*8*	*EACH*	*SIGN POST REFLECTOR*	
							62					*58*	*4*	*630*	*80100*	*62*	*SF*	*SIGN, FLAT SHEET*	
											2,290	*2,290*		*642*	*00800*	*2,290*	*FT*	*CURB MARKING, TYPE 1*	
											120	*120*		*642*	*00900*	*120*	*SF*	*ISLAND MARKING, TYPE 1*	
											346	*278*	*68*	*646*	*10400*	*346*	*FT*	*STOP LINE*	
											228	*128*	*100*	*646*	*10520*	*228*	*FT*	*CROSSWALK LINE, 24"*	
											37	*25*	*12*	*646*	*20300*	*37*	*EACH*	*LANE ARROW*	
											8	*6*	*2*	*646*	*20320*	*8*	*EACH*	*WRONG WAY ARROW*	
											39.13	*35.1*	*4.03*	*807*	*12010*	*39.13*	*MILE*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"*	
											15.4	*14.05*	*1.35*	*807*	*12110*	*15.4*	*MILE*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"*	
											13,872	*11,638*	*2,234*	*807*	*12310*	*13,872*	*FT*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"*	
											15,170	*12,941*	*2,229*	*807*	*12410*	*15,170*	*FT*	*WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"*	
											53.89	*49.15*	*4.74*	*850*	*10010*	*53.89*	*MILE*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)*	
											14,644	*12,941*	*1,703*	*850*	*10110*	*14,644*	*FT*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)*	
											13,530	*11,638*	*1,892*	*850*	*10130*	*13,530*	*FT*	*GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)*	
											0.64		*0.64*	*850*	*20010*	*0.64*	*MILE*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)*	
											525		*525*	*850*	*20110*	*525*	*FT*	*GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)*	
											342		*342*	*850*	*20130*	*342*	*FT*	*GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)*	
																		STRUCTURE REPAIR (TUS-77-2089L, SFN: 7902883)	
	34											*34*		*846*	*00111*	*34*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2089R, SFN: 7902913)	
	54											*54*		*846*	*00111*	*54*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2195L, SFN: 7902972)	
	60											*60*		*846*	*00111*	*60*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2195R, SFN: 7903006)	
	60											*60*		*846*	*00111*	*60*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2217L, SFN: 7903030)	
	36											*36*		*846*	*00111*	*36*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2217R, SFN: 7903065)	
	36											*36*		*846*	*00111*	*36*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2337L, SFN: 7903243)	
	42											*42*		*846*	*00111*	*42*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*
																		STRUCTURE REPAIR (TUS-77-2337R, SFN: 7903278)	
	42											*42*		*846*	*00111*	*42*	*CF*	*POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN*	*P.63*

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.17 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 10:24:14 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GG002.dgn

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	12	13	14	15								01/IMS/PV	02/NHS/PV						
																		MAINTENANCE OF TRAFFIC	
		1,800										*1,585*	*215*	*614*	*11110*	*1,800*	*HOUR*	*LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE*	
				9								*7*	*2*	*614*	*12460*	*9*	*EACH*	*WORK ZONE MARKING SIGN*	
			9									*7*	*2*	*614*	*12484*	*9*	*EACH*	*WORK ZONE INCREASED PENALTIES SIGN*	
		50										*44*	*6*	*614*	*13001*	*50*	*CY*	*ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN*	*P.13*
			100									*70*	*30*	*614*	*13310*	*100*	*EACH*	*BARRIER REFLECTOR, TYPE 1, (ONE WAY)*	
				70								*50*	*20*	*614*	*13312*	*70*	*EACH*	*BARRIER REFLECTOR, TYPE 2, (UNIDIRECTIONAL)*	
			100	*70*								*120*	*50*	*614*	*13350*	*170*	*EACH*	*OBJECT MARKER, ONE WAY, (ONE WAY)*	
		88										*72*	*16*	*614*	*18600*	*88*	*SNMT*	*PORTABLE CHANGEABLE MESSAGE SIGN*	
				15.4								*14.05*	*1.35*	*614*	*20056*	*15.4*	*MILE*	*WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT*	
				15.4								*14.05*	*1.35*	*614*	*20560*	*15.4*	*MILE*	*WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT*	
				39.13								*35.1*	*4.03*	*614*	*22056*	*39.13*	*MILE*	*WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT*	
				39.13								*35.1*	*4.03*	*614*	*22360*	*39.13*	*MILE*	*WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT*	
				13,701								*11,638*	*2,063*	*614*	*23110*	*13,701*	*FT*	*WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT*	
				13,701								*11,638*	*2,063*	*614*	*23690*	*13,701*	*FT*	*WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT*	
				317								*249*	*68*	*614*	*26200*	*317*	*FT*	*WORK ZONE STOP LINE, CLASS I, 642 PAINT*	
				317								*249*	*68*	*614*	*26610*	*317*	*FT*	*WORK ZONE STOP LINE, CLASS III, 642 PAINT*	
				5								*5*		*616*	*10000*	*5*	*MGAL*	*WATER*	
			72									*56*	*16*	*808*	*18700*	*72*	*SNMT*	*DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY*	
																		INCIDENTALS	
	LS											*LS*	*LS*	*614*	*11001*	*LS*		*MAINTAINING TRAFFIC, AS PER PLAN*	*P.12*
												7	*1*	*619*	*16020*	*8*	*MNTH*	*FIELD OFFICE, TYPE C*	
												LS	*LS*	*623*	*10000*	*LS*		*CONSTRUCTION LAYOUT STAKES AND SURVEYING*	
												LS	*LS*	*624*	*10000*	*LS*		*MOBILIZATION*	

GENERAL SUMMARY

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 10:02:47 AM USER: mclark3
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DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.18 TOTAL 71

PAVEMENT SUBSUMMARY

SHEET NO.	202	203		204	254		301	304	407	408	442		617		618	659	FUNDING
	WEARING COURSE REMOVED	EXCAVATION	EMBANKMENT	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	ASPHALT CONCRETE BASE, PG64-22, (449)	AGGREATE BASE	TACK COAT	PRIME COAT, AS PER PLAN	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	ANTI-SEGREGATION EQUIPMENT	SHOULDER PREPARATION, AS PER PLAN	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	SEEDING AND MULCHING	
					1 ½"	1 ¾"			0.085 GAL/SY	0.4 GAL/SY							
	SQ. YD.	CU. YD.	CU. YD.	SQ. YD.	SQ. YD.	SQ. YD.	CU. YD.	CU. YD.	GAL.	GAL.	CU. YD.	CU. YD.	SQ. YD.	CU. YD.	FT.	SQ. YD.	
PART 1																	
SUB-TOTALS CARRIED FROM SHEET P.38					120,240				10,222		5,011	5,011					
SUB-TOTALS CARRIED FROM SHEET P.39					16,251				1,381	3,145	676		15,733	437	36914.12		
SUB-TOTALS CARRIED FROM SHEET P.40					39,000				3,319	3,146	1,623		15,724	436	36914.09		
SUB-TOTALS CARRIED FROM SHEET P.41					112,931				9,599		4,707	4,707					
SUB-TOTALS CARRIED FROM SHEET P.42					16,220				1,378	3,145	676		15,733	437	36910.92		
SUB-TOTALS CARRIED FROM SHEET P.43					38,751				3,296	3,050	1,613		15,248	425	35326.29		
SUB-TOTALS CARRIED FROM SHEET P.44					17,712				1,505		739						
SUB-TOTALS CARRIED FROM SHEET P.45					20,804				1,767		864						
SUB-TOTALS CARRIED FROM SHEET P.46					8,078				687	1,415	337		7,086	148			
SUB-TOTALS CARRIED FROM SHEET P.47					8,966				763	1,551	373		7,758	162			
SUB-TOTALS CARRIED FROM SHEET P.58		65	76	287			49	66	22		17					830	
SUB-TOTALS CARRIED FROM SHEET P.59					1,476				125		62						
SUB-TOTALS CARRIED FROM SHEET P.60		240	76	287			49	66	22		17					991	
SUB-TOTALS: PART 1		**305**	**152**	**574**	**400,429**		**98**	**132**	**34,086**	**15,452**	**16,715**	**9,718**	**77,282**	**2,045**	**146,065**	**1,821**	**01/IMS/PV**
PART 2																	
SUB-TOTALS CARRIED FROM SHEET P.48	356				23,723	175			2,064		1,017	1,017					
SUB-TOTALS CARRIED FROM SHEET P.49					9,331				794	1,138	388		5,685	119	13,549.98		
SUB-TOTALS CARRIED FROM SHEET P.50					4,775				407		200						
SUB-TOTALS CARRIED FROM SHEET P.51					1,538				132	283	64		1,408	29			
SUB-TOTALS CARRIED FROM SHEET P.57					288				24		12						
SUB-TOTALS: PART 2	**356**				**39,655**	**175**			**3,421**	**1,421**	**1,681**	**1,017**	**7,093**	**148**	**13,550**		**02/NHS/PV**
SUB-TOTALS: 01/IMS/PV		**305**	**152**	**574**	**400,429**		**98**	**132**	**34,086**	**15,452**	**16,715**	**9,718**	**77,282**	**2,045**	**146,065**	**1,821**	**01/IMS/PV**
SUB-TOTALS: 02/NHS/PV	**356**				**39,655**	**175**			**3,421**	**1,421**	**1,681**	**1,017**	**7,093**	**148**	**13,550**		**02/NHS/PV**
TOTALS CARRIED TO GENERAL SUMMARY	**356**	**305**	**152**	**574**	**440,084**	**175**	**98**	**132**	**37,507**	**16,873**	**18,396**	**10,735**	**84,375**	**2,193**	**159,615**	**1,821**	

PAVEMENT SUBSUMMARY

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.19 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 6:37:30 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GS001.dgn

POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM SUBSUMMARY

LOCATION	STATION	SKEW ANGLE	EXPANSION JOINT PAY LENGTH	JOINT WIDTH	PAVEMENT THICKNESS	846 POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN	FUNDING
			FT.	IN.	IN.	CU. FT.	
BR. NO. TUS-00077-20.890L, SFN: 7902883							
REAR ABUTMENT	*92+41.33*	*3° 54' 00" L.F.*	*40.1*	*20*	*3*	*17*	
FORWARD ABUTMENT	*94+06.97*	*3° 54' 00" L.F.*	*40.1*	*20*	*3*	*17*	
BR. NO. TUS-00077-20.890L, SFN: 7902883 TOTALS (CARRIED TO GENERAL SUMMARY)						**34**	**01/IMS/PV**
BR. NO. TUS-00077-20.890R, SFN: 7902913							
REAR ABUTMENT	*92+41.33*	*3° 54' 00" L.F.*	*67.4*	*20*	*3*	*28*	
FORWARD ABUTMENT	*94+06.97*	*3° 54' 00" L.F.*	*63.1*	*20*	*3*	*26*	
BR. NO. TUS-00077-20.890R, SFN: 7902913 TOTALS (CARRIED TO GENERAL SUMMARY)						**54**	**01/IMS/PV**
BR. NO. TUS-00077-21.950L, SFN: 7902972							
REAR ABUTMENT	*146+28.50*	*NONE*	*35.75*	*20*	*3*	*15*	
INTERMEDIATE JOINT	*148+14.50*	*NONE*	*35.75*	*20*	*3*	*15*	
INTERMEDIATE JOINT	*149+86.00*	*NONE*	*35.75*	*20*	*3*	*15*	
FORWARD ABUTMENT	*151+39.50*	*NONE*	*35.75*	*20*	*3*	*15*	
BR. NO. TUS-00077-21.950L, SFN: 7902972 TOTALS (CARRIED TO GENERAL SUMMARY)						**60**	**01/IMS/PV**
BR. NO. TUS-00077-21.950R, SFN: 7903006							
REAR ABUTMENT	*148+23.50*	*NONE*	*35.75*	*20*	*3*	*15*	
INTERMEDIATE JOINT	*149+86.00*	*NONE*	*35.75*	*20*	*3*	*15*	
INTERMEDIATE JOINT	*151+51.50*	*NONE*	*35.75*	*20*	*3*	*15*	
FORWARD ABUTMENT	*153+34.50*	*NONE*	*35.75*	*20*	*3*	*15*	
BR. NO. TUS-00077-21.950R, SFN: 7903006 TOTALS (CARRIED TO GENERAL SUMMARY)						**60**	**01/IMS/PV**
BR. NO. TUS-00077-22.170L, SFN: 7903030							
REAR ABUTMENT	*160+21.25*	*35° 00' 00" L.F.*	*43.6*	*20*	*3*	*18*	
FORWARD ABUTMENT	*163+22.75*	*35° 00' 00" L.F.*	*43.6*	*20*	*3*	*18*	
BR. NO. TUS-00077-22.170L, SFN: 7903030 TOTALS (CARRIED TO GENERAL SUMMARY)						**36**	**01/IMS/PV**
BR. NO. TUS-00077-22.170R, SFN: 7903065							
REAR ABUTMENT	*160+21.25*	*35° 00' 00" L.F.*	*43.6*	*20*	*3*	*18*	
FORWARD ABUTMENT	*163+22.75*	*35° 00' 00" L.F.*	*43.6*	*20*	*3*	*18*	
BR. NO. TUS-00077-22.170R, SFN: 7903065 TOTALS (CARRIED TO GENERAL SUMMARY)						**36**	**01/IMS/PV**
BR. NO. TUS-00077-23.370L, SFN: 7903243							
REAR ABUTMENT	*223+39.20*	*36° 36' 30" L.F.*	*51.1*	*20*	*3*	*21*	
FORWARD ABUTMENT	*225+00.80*	*36° 36' 30" L.F.*	*51.1*	*20*	*3*	*21*	
BR. NO. TUS-00077-23.370L, SFN: 7903243 TOTALS (CARRIED TO GENERAL SUMMARY)						42	**01/IMS/PV**
BR. NO. TUS-00077-23.370R, SFN: 7903278							
REAR ABUTMENT	*223+39.20*	*36° 36' 30" L.F.*	*51.1*	*20*	*3*	*21*	
FORWARD ABUTMENT	*225+00.80*	*36° 36' 30" L.F.*	*51.1*	*20*	*3*	*21*	
BR. NO. TUS-00077-23.370R, SFN: 7903278 TOTALS (CARRIED TO GENERAL SUMMARY)						**42**	**01/IMS/PV**

NOTE:
FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT DETAILS, SEE SHEET P.63.

POLYMER MODIFIED EXPANSION JOINT SUBSUMMARY

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.20 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:48:57 AM USER: mclark3
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CURB REPLACEMENT CALCULATIONS

R-1

ITEM 202 - CURB REMOVED
STA. 448+44 TO STA. 452+40.71 = 396.71 FT.
(USE: 377 FT.)

R-2

ITEM 202 - PAVEMENT REMOVED
STA. 448+25 TO STA. 452+40.71
((377' X 2' WIDE) + (39' X 2.5' WIDE)) ÷ 9 = 94.61 SQ. YD.
(USE: 95 SQ. YD)

C-1

ITEM 203 - SUBGRADE COMPACTION
STA. 448+25 TO STA. 452+40.71
(416' X 2.5' WIDE X 4' WIDTH) ÷ 9 = 184.89 SQ. YD.
(USE: 185 SQ. YD)

ITEM 304 - AGGREGATE BASE
STA. 448+25 TO STA. 452+40.71
(416' X 2.5' WIDE X 0.5' DEPTH) ÷ 27 = 19.26 CU. YD.
(USE: 19 CU. YD.)

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN
STA. 448+25 TO STA. 452+40.71 = 415.71 FT.
(USE: 416 FT.)

GE-1

ITEM 203 - GRANULAR EMBANKMENT, AS PER PLAN
STA. 448+25 TO STA. 452+40.71
(416' X 10 FT. WIDE X 4 ÷ 12 DEPTH) ÷ 27 = 51.36 CU. YD.
(USE: 51 CU. YD.)

EROSION REMEDIATION CALCULATIONS

DRF-1 DRF-2

ITEM 601 - DUMPED ROCK FILL, TYPE B, AS PER PLAN
DRF-1
STA. 449+70
10' X 20' X 3' ÷ 27 = 22.22 CU. YD.
DRF-2
STA. 449+90
((43' X (20' +15') ÷ 2) + (5' X 15')) X 3' ÷ 27 = 91.94 CU. YD.

SUBTOTAL: 22.22 CU. YD. + 91.44 CU. YD. = 113.66 CU. YD.
(USE: 114 CU. YD)

ITEM 204 - GEOTEXTILE FABRIC, AS PER PLAN
DRF-1
STA. 449+70
[(10' X 20') + (10'+10'+20'+20') X 3'] ÷ 9 = 42.22 SQ. YD.
DRF-2
STA. 449+90
[(43' X [(20' +15') ÷ 2]) + (20'+43'+5'+15' +5'+43') X 3'] ÷ 9 = 127.27 SQ. YD.

SUBTOTAL: 42.22 SQ. YD. + 127.27 SQ. YD. = 169.50 SQ. YD.
(USE: 170 CU. YD)

FL-1 FL-2 FL-3

ITEM 601 - TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT
FL-1
STA. 449+70
61.5' X 5.5' ÷ 9 = 37.58 SQ. YD.
FL-2
STA. 451+00
64.5' X 5.5' ÷ 9 = 39.42 SQ. YD.
FL-3
STA. 452+00
67.5' X 5.5' ÷ 9 = 41.25 SQ. YD.

SUBTOTAL: 37.58 SQ. YD. + 39.42 SQ. YD. + 41.25 SQ. YD. = 118.25 SQ. YD.
(USE: 118 SQ. YD)

PG-1

ITEM 601 - PAVED GUTTER, TYPE 1-4, AS PER PLAN
STA. 448+40
(USE: 20 FT)

EROSION CONTROL CALCULATIONS

ITEM 659 - SOIL ANALYSIS TEST
(USE: 2 EACH)

ITEM 659 - TOPSOIL
1821 SQ. YD. x 111 CU. YD./1000 SQ. YD. = 202.13 CU. YD.
(USE: 202 CU. YD.)

ITEM 659 - REPAIR SEEDING AND MULCHING
1821 SQ. YD. x 0.05 = 91.05 SQ. YD.
(USE: 91 SQ. YD.)

ITEM 659 - COMMERCIAL FERTILIZER
1821 SQ. YD. X 9 X 30 LB/1000 SQ. FT. ÷ 2000 = 0.25 TON
(USE: 0.25 TON)

ITEM 659 - LIME
1821 SQ. YD. X 9 X 1 AC./43560 SQ. FT. = 0.38 ACRE
(USE: 0.38 ACRE)

ITEM 659 - WATER
1821 SQ. YD. X 9 X 300 GAL/1000/1000 X 2 APP. = 9.83 M. GAL.
(USE: 10 M. GAL.)

TOTALS CARRIED TO GENERAL SUMMARY

CALCULATIONS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.21 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:04 AM USER: mclark3
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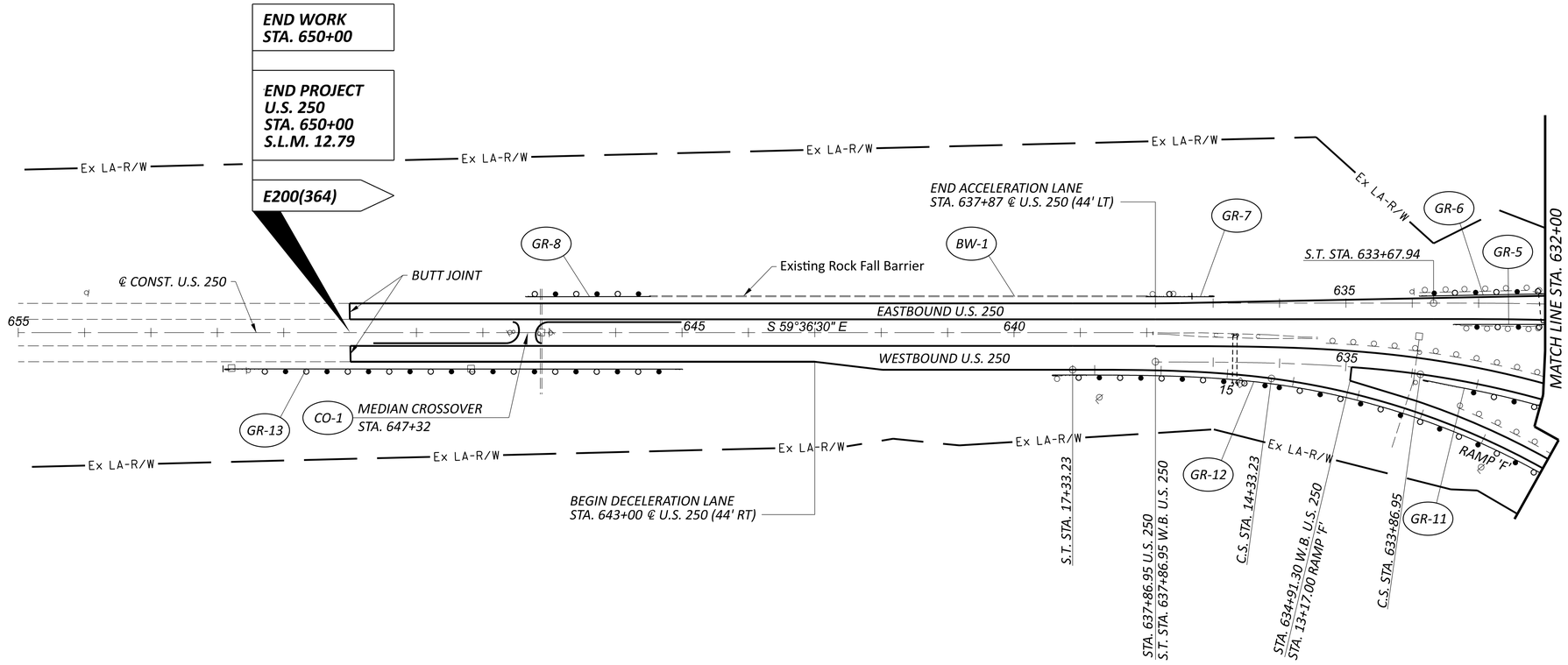

U.S. 250 E.B.
P.I. STA. 624+91.47
Δ = 60°44'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 1118.33'
Ts = 1041.86'
Es = 233.15'

U.S. 250 W.B.
P.I. STA. 629+89.14
Δ = 51°51'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 896.25'
Ts = 898.44'
Es = 165.45'

RAMP F
P.I. STA. 10+50.02
Δ = 59°29'30" (LT)
Dc = 5°00'00"
R = 1145.92
Ls = 300.00'
Θ = 7°30'00"
Lc = 889.83'
T = 806.62
E = 177.67'

NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*
3. *FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36*
4. *FOR CO-1 CROSSOVER DETAILS, SEE SHEET P.57*

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - U.S. 250
STA. 632+00 TO STA. 655+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.22 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:12 AM USER: mclark3
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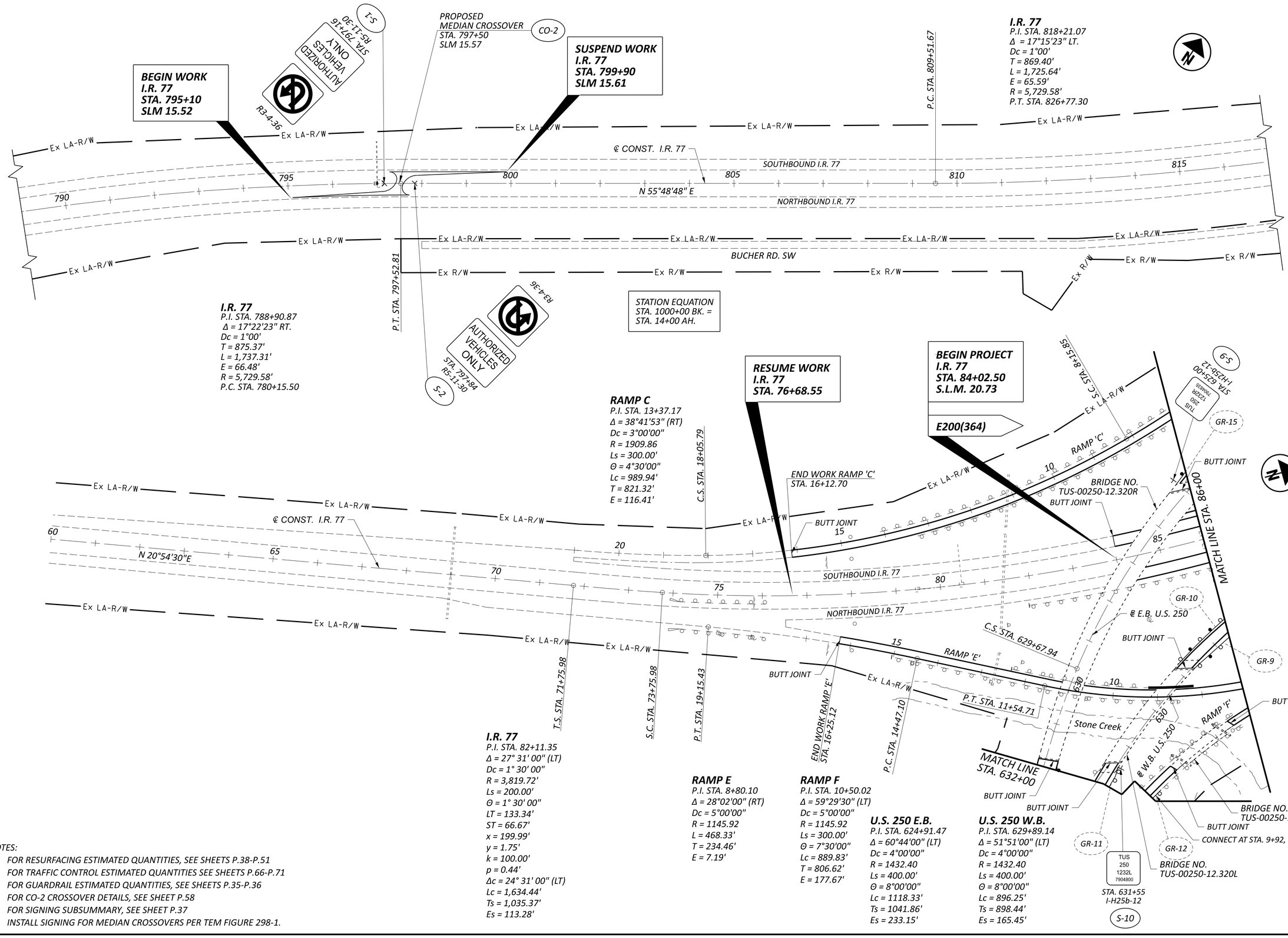

NOTES:

1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36
4. FOR CO-2 CROSSOVER DETAILS, SEE SHEET P.58
5. FOR SIGNING SUBSUMMARY, SEE SHEET P.37
6. INSTALL SIGNING FOR MEDIAN CROSSOVERS PER TEM FIGURE 298-1.

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77/ U.S. 250
STA. 790+00 TO STA. 86+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.23 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:19 AM USER: mclark3
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RAMP C
P.I. STA. 13+37.17
Δ = 38°41'53" (RT)
Dc = 3°00'00"
R = 1909.86
Ls = 300.00'
Θ = 4°30'00"
Lc = 989.94'
T = 821.32'
E = 116.41'

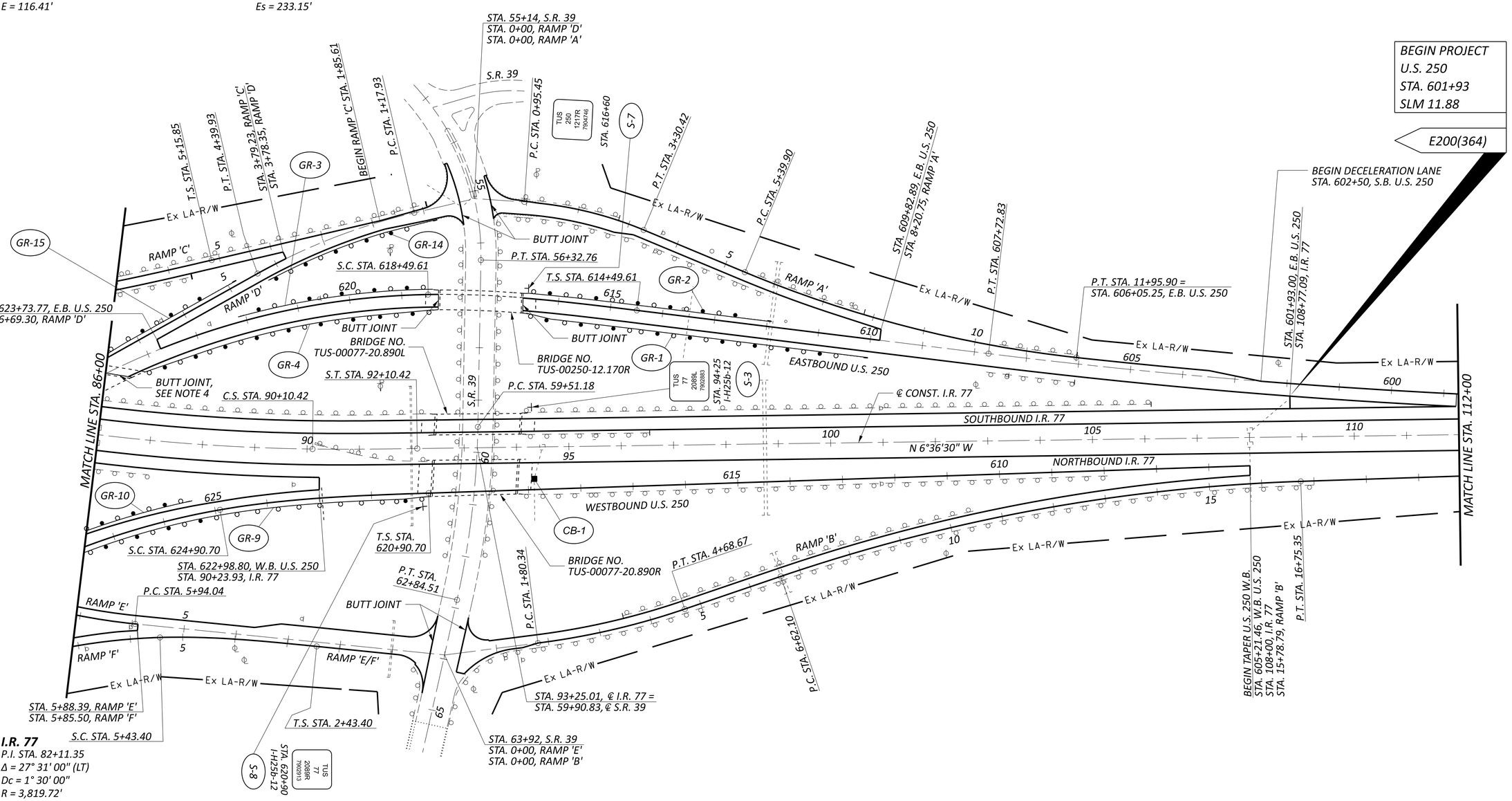
RAMP D
P.I. STA. 2+80.00
Δ = 16°06'00" (LT)
Dc = 5°00'00"
R = 1145.92'
L = 322.00'
T = 162.07'
E = 11.40'

U.S. 250 E.B.
P.I. STA. 624+91.47
Δ = 60°44'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 1118.33'
Ts = 1041.86'
Es = 233.15'

U.S. 250 E.B.
P.I. STA. 599+41.96
Δ = 7°46'00" (RT)
Dc = 0°28'00"
R = 12277.67'
T = 833.42'
L = 1664.29'
E = 28.26'

RAMP A
P.I. STA. 2+14.00
Δ = 18°47'50" (RT)
Dc = 8°00'00"
R = 716.20'
L = 234.97'
T = 118.55'
E = 9.75'

RAMP A
P.I. STA. 8+70.16
Δ = 16°24'00" (LT)
Dc = 2°30'00"
R = 2291.83'
L = 656.00'
T = 330.26'
E = 23.67'



I.R. 77
P.I. STA. 82+11.35
Δ = 27° 31' 00" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
Ls = 200.00'
Θ = 1° 30' 00"
LT = 133.34'
ST = 66.67'
x = 199.99'
y = 1.75'
k = 100.00'
p = 0.44'
Δc = 24° 31' 00" (LT)
Lc = 1,634.44'
Ts = 1,035.37'
Es = 113.28'

RAMP F
P.I. STA. 10+50.02
Δ = 59°29'30" (LT)
Dc = 5°00'00"
R = 1145.92
Ls = 300.00'
Θ = 7°30'00"
Lc = 889.83'
T = 806.62'
E = 177.67'

RAMP E
P.I. STA. 8+80.10
Δ = 28°02'00" (RT)
Dc = 5°00'00"
R = 1145.92
L = 468.33'
T = 234.46'
E = 7.19'

U.S. 250 W.B.
P.I. STA. 629+89.14
Δ = 51°51'00" (LT)
Dc = 4°00'00"
R = 1432.40
Ls = 400.00'
Θ = 8°00'00"
Lc = 896.25'
Ts = 898.44'
Es = 165.45'

RAMP B
P.I. STA. 3+25.00
Δ = 11°32'00" (LT)
Dc = 4°00'00"
R = 1432.40'
L = 288.33
T = 144.66'
E = 7.29'

RAMP B
P.I. STA. 11+72.43
Δ = 16°53'15" (RT)
Dc = 1°40'00"
R = 3437.75'
L = 1013.25'
T = 510.33'
E = 37.67'

NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*
3. *FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36*
4. *FOR CB-1 CALCULATIONS, SEE SHEET P.21*
5. *FOR SIGNING SUBSUMMARY, SEE SHEET P.37*
6. *INSTALL SIGNING FOR MEDIAN CROSSOVERS PER TEM FIGURE 298-1.*

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77/ U.S. 250
STA. 86+00 TO STA. 112+00

DESIGN AGENCY
DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.24 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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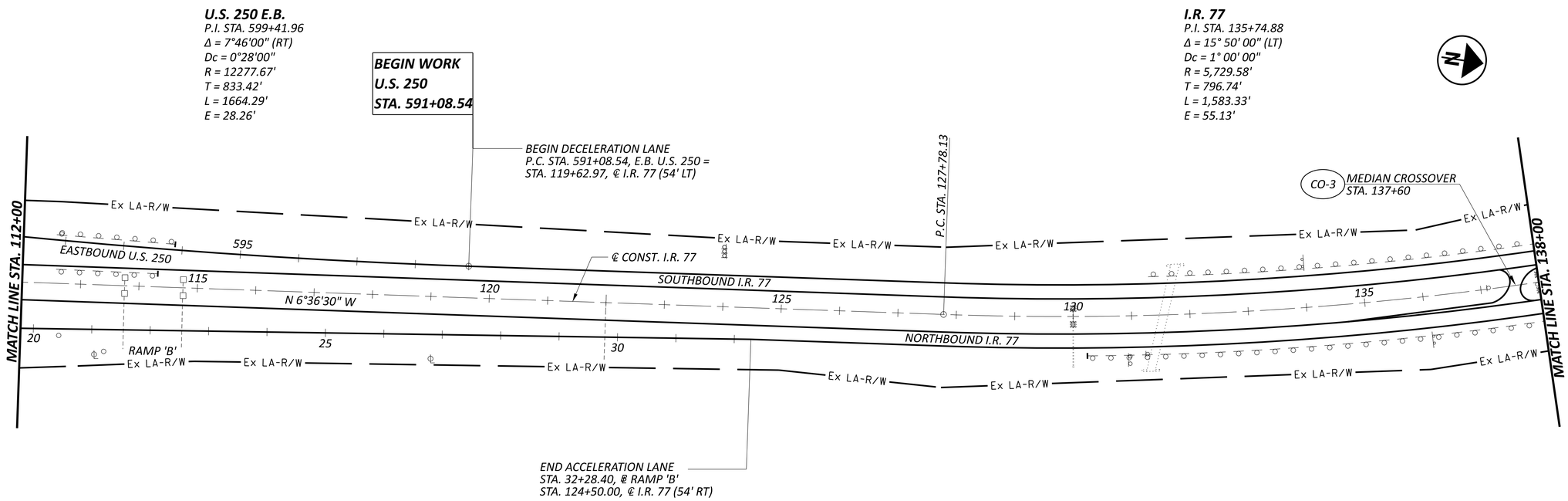

NOTES:

1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR CROSSOVER DETAILS, SEE SHEET P.59

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77/ U.S. 250
STA. 112+00 TO STA.164+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.25 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:34 AM USER: mclark3
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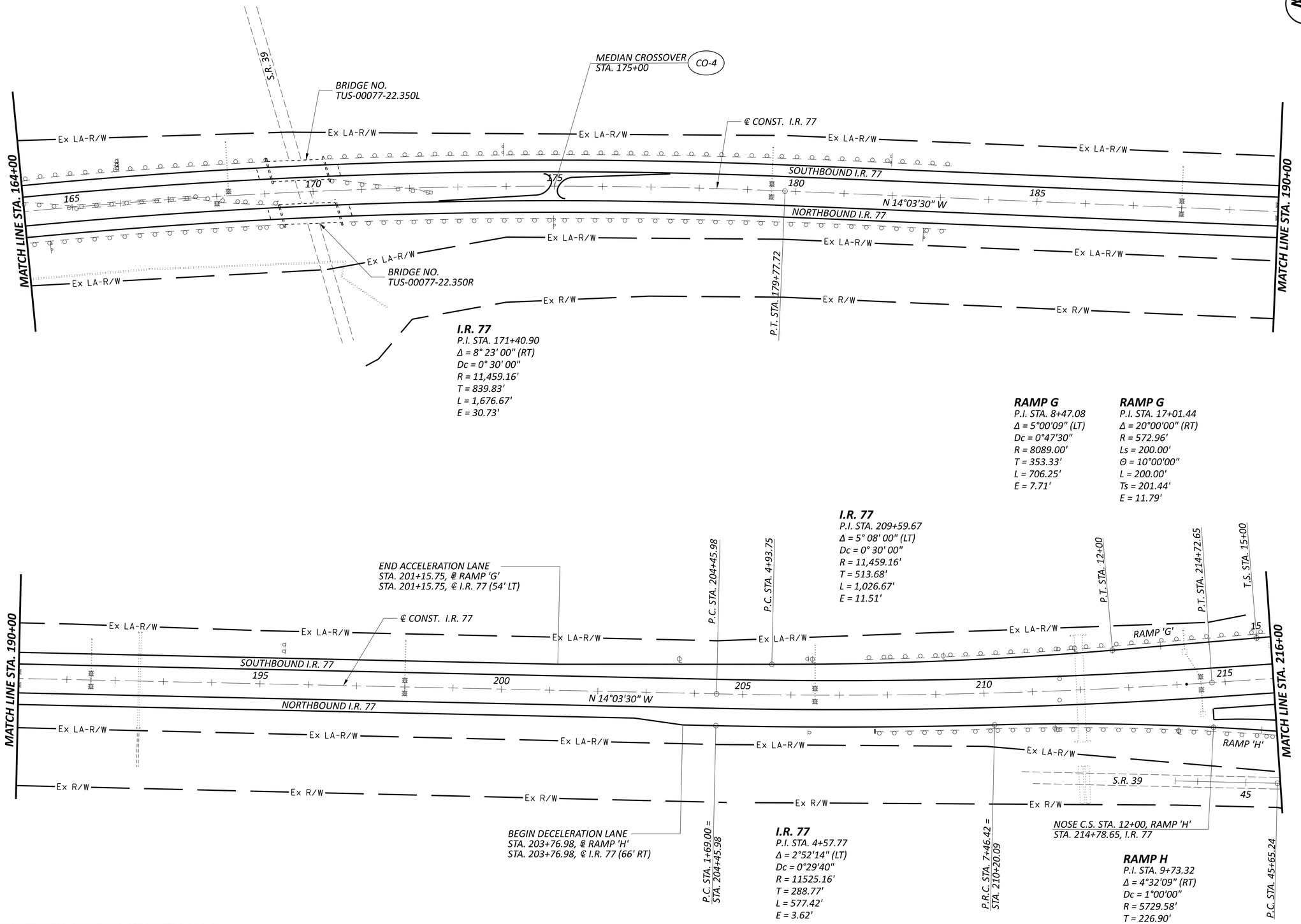

NOTES:

1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR CO-4 CROSSOVER DETAILS, SEE SHEET P.59

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 164+00 TO STA. 216+00

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:41 AM USER: mclark3
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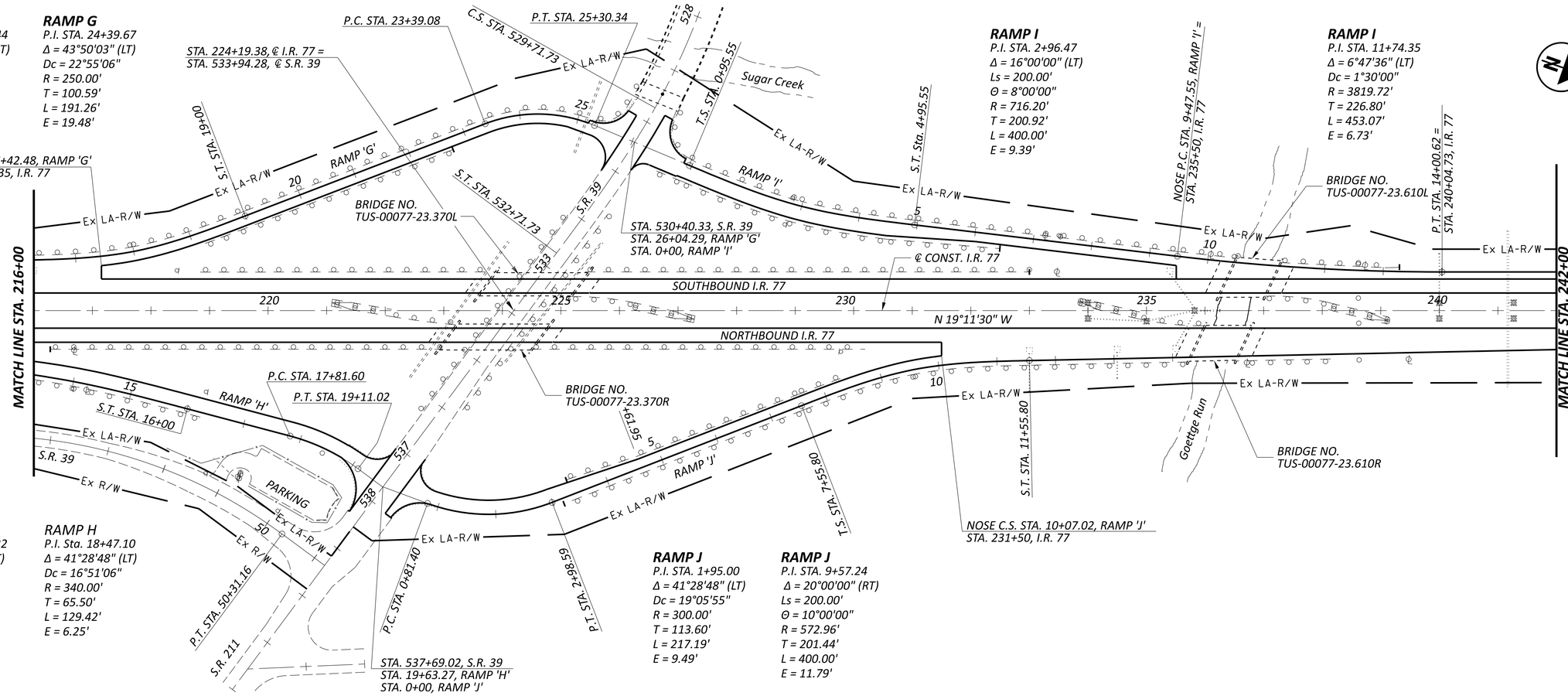
DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.26 TOTAL 71



NOTES:

1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR CO-5 CROSSOVER DETAILS, SEE SHEET P.59

PLAN SHEET - I.R. 77
STA. 216+00 TO STA. 268+00

DESIGN AGENCY

DESIGNER: MVC
REVIEWER: TES 05/12/22
PROJECT ID: 107570
SHEET: P.27 TOTAL: 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:48 AM USER: mclark3
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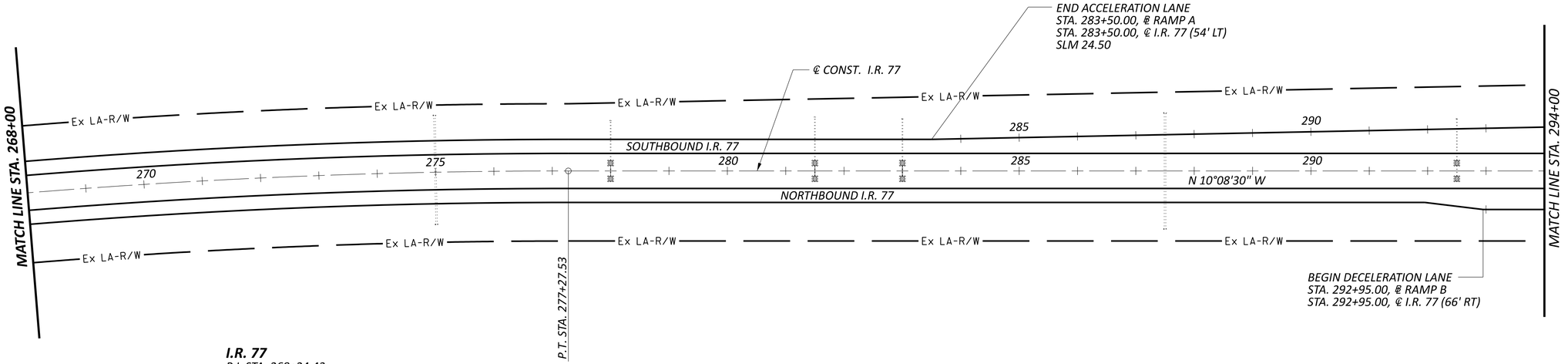

I.R. 77
P.I. STA. 268+24.43
Δ = 9°03' 00" (RT)
Dc = 0°30' 00"
R = 11,459.16'
T = 906.89'
L = 1,810.00'
E = 35.83'

NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 268+00 TO STA. 294+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.28 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:49:55 AM USER: mclark3
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RAMP A
P.I. Sta. 300+61.11
Δ = 28°42' 55" (LT)
Dc = 4° 15' 00"
R = 1348.14'
Ls = 238'
Θ = 5°03'27"
LT = 158.73'
ST = 79.39'
x = 237.81'
y = 7.00'
k = 118.97'
p = 1.75'
Δc = 23° 39' 28" (LT)
Lc = 556.65'
emax = 0.083

RAMP A
P.I. Sta. 310+44.70
Δ = 44° 02' 24" (RT)
Dc = 16° 30' 00"
R = 347.25'
T = 140.44'
L = 266.91'
E = 27.32'
emax = 0.016

OHIO AVE.
P.I. Sta. 99+88.60
Δ = 7° 40' 10" (RT)
Dc = 3° 45' 00"
R = 1527.89'
T = 102.41'
L = 204.52'
E = 3.43'
emax = NC

OHIO AVE.
P.I. Sta. 106+29.31
Δ = 6° 49' 00" (LT)
Dc = 2° 00' 00"
R = 2864.79'
T = 170.62'
L = 340.83'
E = 5.08'
emax = NC

RAMP C
P.I. Sta. 322+07.56
Δ = 24° 10' 44" (LT)
Dc = 1° 30' 00"
R = 3819.72'
T = 818.14'
L = 1,611.93'
E = 86.64'
emax = 0.041

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 294+00 TO STA. 323+00

P.T. STA. 100+90.71
STA. 104+39.00, ℄ OHIO AVE.
STA. 312+65.86, RAMP 'A'
STA. 310+80.13, RAMP 'C'
Sugar Creek
P.C. STA. 313+89.42
PROPOSED MEDIAN CROSSOVER STA. 318+00
CO-6
END WORK STA. 320+40
P.T. STA. 311+71.17
P.C. STA. 104+58.69
OHIO AVE.
S-4
STA. 317+66 R5-11-30
AUTHORIZED VEHICLES ONLY
R3-4-36
P.T. STA. 107+99.52
RAMP 'C'
T.S. STA. 296+00.25
STA. 296+00.00, ℄ I.R. 77 (79' LT)
NOSE STA. 298+52.24, RAMP 'A'
STA. 298+56.41, I.R. 77
S.C. STA. 298+38.25
P.T. STA. 303+94.90
P.C. STA. 309+04.26
RAMP 'A'
℄ CONST. I.R. 77
STA. 110+00.00, ℄ OHIO AVE.=
STA. 309+66.00, ℄ I.R. 77
TUS-77-2500
N 10°08'30" W
SOUTHBOUND I.R. 77
NORTHBOUND I.R. 77
MATCH LINE STA. 294+00
MATCH LINE STA. 323+00
BEGIN WORK STA. 315+60
P.C. STA. 295+41.57
PROGRESS ST.
NOSE STA. 299+92.36, RAMP 'B'
STA. 299+95.89, I.R. 77
RAMP 'B'
P.T. STA. 306+99.05
P.C. STA. 309+27.56
P.T. STA. 311+98.25
RAMP 'D'
P.C. STA. 313+61.44
STA. 113+14.00, ℄ OHIO AVE.
STA. 308+99.04, RAMP 'B'
STA. 308+16.22, RAMP 'D'
R.J. CORMAN R.R.
P.I. STA. 116+87.24
Δ = 0° 37' 30" RT
NOSE STA. 318+45.95, RAMP 'D'
STA. 318+43.58, I.R. 77
C.S. STA. 318+61.75
S.T. STA. 320+99.75
STA. 321+00.00, ℄ I.R. 77 (79' RT)
R3-4-36
AUTHORIZED VEHICLES ONLY
STA. 318+34 R5-11-30
S-5

RAMP B
P.I. Sta. 301+24.78
Δ = 17° 21' 44" (RT)
Dc = 1° 30' 00"
R = 3819.72'
T = 583.21'
L = 1,157.48'
E = 44.27'
emax = 0.041

RAMP D
P.I. STA. 310+70.79
Δ = 44° 49' 43" (LT)
Dc = 16° 30' 00"
R = 347.25'
T = 143.23'
L = 271.69'
E = 28.38'
emax = 0.016

RAMP D
P.I. STA. 316+80.60
Δ = 26° 19' 14" (RT)
Dc = 4° 15' 00"
R = 1348.14'
Ls = 238'
Θ = 5°03'27"
LT = 158.73'
ST = 79.39'
x = 237.81'
y = 7.00'
k = 118.97'
p = 1.75'
Δc = 21° 15' 47" (LT)
Lc = 500.31
emax = 0.083

NOTES:
1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR SIGNING SUBSUMMARY, SEE SHEET P.37
4. FOR CO-6 CROSSOVER DETAILS, SEE SHEET P.60
5. INSTALL SIGNING FOR MEDIAN CROSSOVERS PER TEM FIGURE 298-1.

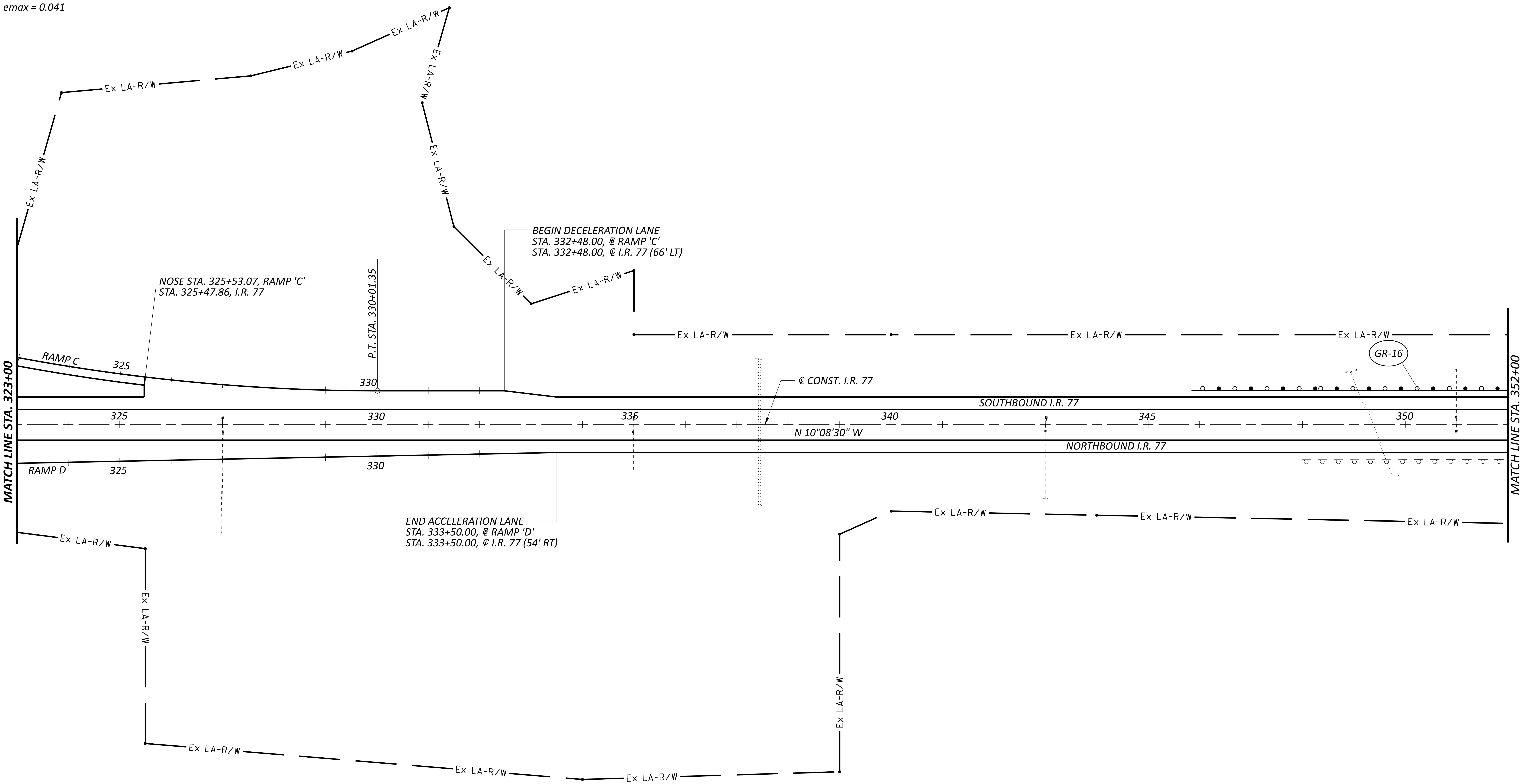
DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.29 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:03 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GP008.dgn

RAMP C
P.I. STA. 322+07.56
Δ = 24° 10' 44" (LT)
Dc = 1° 30' 00"
R = 3819.72'
T = 818.14'
L = 1,611.93'
E = 86.64'
emax = 0.041



NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*
3. *FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36*

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 323+00 TO STA. 352+00

DESIGN AGENCY

DESIGNER
MVC

REVIEWER
TES 05/12/22

PROJECT ID
107570

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:11 AM USER: mclark3
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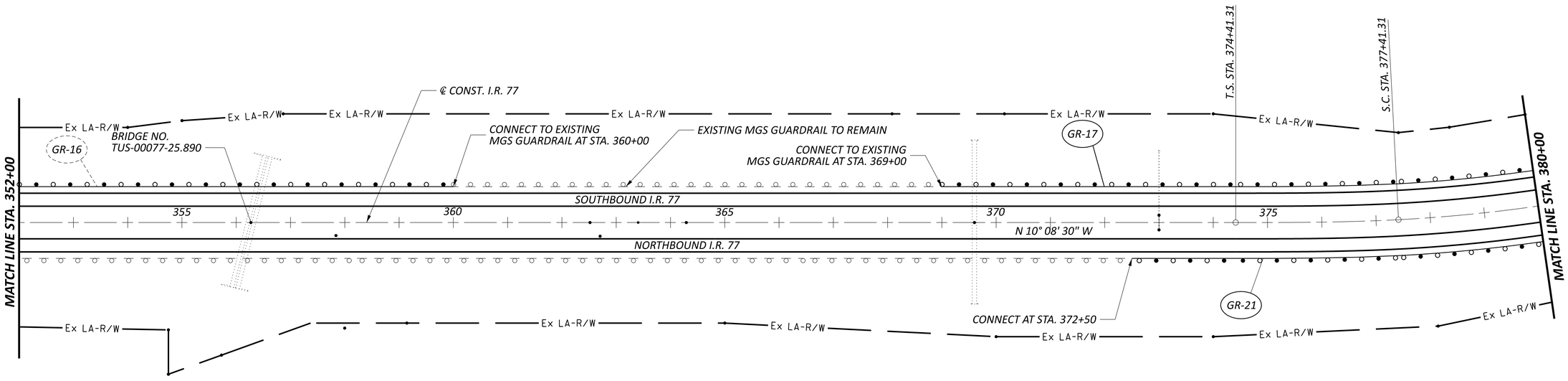
I.R. 77
P.I. STA. 382+78.84
Δ = 26° 58' 45" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δc = 20° 58' 45" (LT)
Lc = 1,048.96'
Ts = 837.53'
Es = 82.62'
emax = 0.064 FT./FT.



NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*
3. *FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36*

HORIZONTAL
SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 352+00 TO STA. 380+00

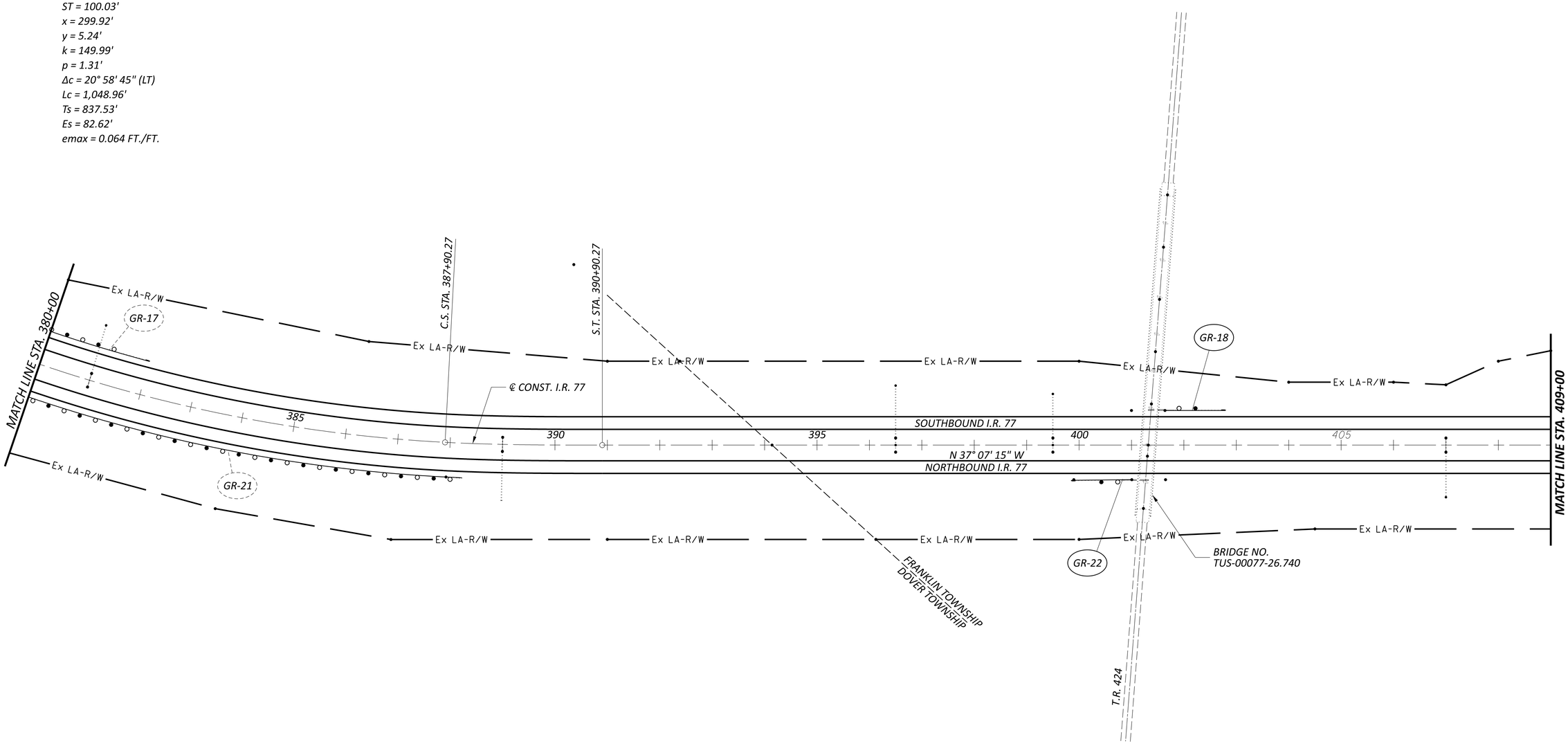
DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.31 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:19 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GP010.dgn

I.R. 77
P.I. STA. 382+78.84
Δ = 26° 58' 45" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δc = 20° 58' 45" (LT)
Lc = 1,048.96'
Ts = 837.53'
Es = 82.62'
emax = 0.064 FT./FT.



NOTES:
1. *FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51*
2. *FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71*
3. *FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36*

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 380+00 TO STA. 409+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.32 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:26 AM USER: mclark3
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MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:33 AM USER: mclark3
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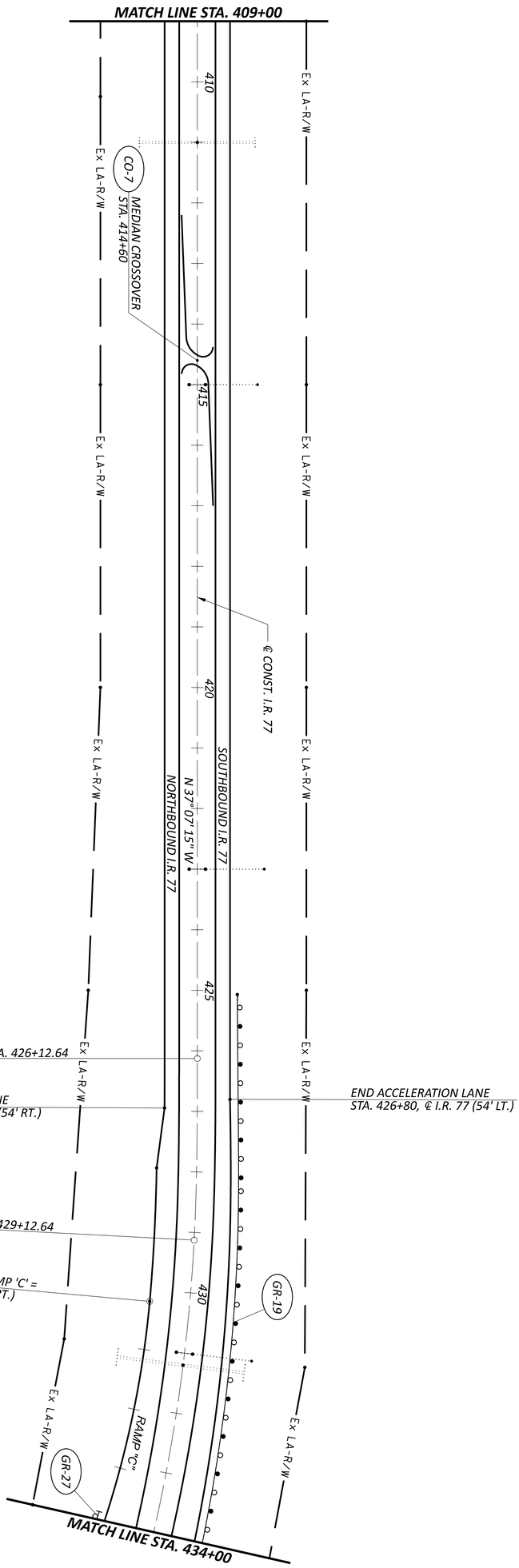

I.R. 77
P.I. STA. 460+87.05
Δ = 98° 28' 07" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δc = 92° 28' 07" (RT)
Lc = 4,623.43'
Ts = 3,474.42'
Es = 1,524.56'
emax = 0.064 FT./FT.

RAMP "C"
P.I. STA. 32+77.58
Δ = 17° 53' 03" (RT)
Dc = 3° 30' 00"
R = 1,637.02'
T = 257.58'
L = 510.98'
E = 20.14'

NOTES:
1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36
4. FOR CO-7 CROSSOVER DETAILS, SEE SHEET P.59

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.33 TOTAL 71
DESIGN AGENCY

PLAN SHEET - I.R. 77
STA. 409+00 TO STA. 434+00

HORIZONTAL SCALE IN FEET
0 100
50 200

RAMP "C"
D1 = 3° 30'
D2 = 10°
Δ1 = 3° 30'
Δ2 = 10°
Δ1+ Δ2 = 13° 30'
Θs = 6° 30'
Ls = 200.00'
T1 = 116.53'
T2 = 84.40'
Pa = 1.89'

RAMP "C"
P.I. STA. 39+80.12
Δ = 36° 19' 28" (RT)
Dc = 10° 00' 00"
R = 572.96'
T = 187.96'
L = 363.24'
Es = 53.39'

RAMP "C"
Δ = 46° 19' 28" (RT)
Ls = 200.00'
Θs = 10° 00' 00"
LT = 133.55'
ST = 66.86'
x = 199.39'
y = 11.61'
k = 99.90'
p = 2.91'
Ts = 342.24' Ah.

RAMP "A"
P.I. STA. 44+12.16
Δ = 32° 22' 24" (LT)
Dc = 10° 00' 00"
R = 572.96'
Ls = 200.00'
Θs = 10° 00' 00"
LT = 133.55'
ST = 66.86'
x = 199.39'
y = 11.61'
k = 99.90'
p = 2.91'
Δc = 12° 22' 24" (LT)
Lc = 123.73'
Ts = 267.06'
Es = 26.68'

RAMP "A"
P.I. STA. 50+32.41
Δ = 47° 35' 55" (RT)
Dc = 10° 59' 12"
R = 521.50'
Ls = 200.00'
Θs = 10° 59' 12"
LT = 133.59'
ST = 66.90'
x = 199.27'
y = 12.75'
k = 99.88'
p = 3.19'
Δc = 36° 36' 43" (RT)
Lc = 333.24'
Ts = 326.98' Bk.

RAMP "B"
P.I. STA. 57+90.48
Δ = 162° 04' 19" (LT)
Dc = 24° 54' 40"
R = 230.00'
Ls = 300.00'
Θs = 37° 22' 01"
LT = 204.91'
ST = 104.48'
x = 286.82'
y = 64.85'
k = 147.90'
p = 16.06'
Δc = 124° 42' 19" (LT)
Lc = 500.60'
Ts = 1510.26' Ah.

END WORK
END PROJECT
I.R. 77
STA. 453+16.62
S.L.M. 27.72

E200(364)

RAMP "AB"
P.I. STA. 55+20.25
Δ = 57° 59' 28" (RT)
Dc = 11° 26' 11"
R = 501.00'
Ls = 200.00'
Θs = 11° 26' 11"
LT = 133.61'
ST = 66.92'
x = 199.21'
y = 13.27'
k = 99.86'
p = 3.32'
Δc = 46° 33' 17" (RT)
Lc = 407.08'
Ts = 375.45' Ah.

I.R. 77
P.I. Sta. 460+87.05
Δ = 98° 28' 07" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
Ls = 300.00'
Θs = 3° 00' 00"
LT = 200.03'
ST = 100.03'
x = 299.92'
y = 5.24'
k = 149.99'
p = 1.31'
Δc = 92° 28' 07" (RT)
Lc = 4,623.43'
Ts = 3,474.42'
Es = 1,524.56'
emax = 0.064 FT./FT.
C.S. Sta. 475+36.07
S.T. Sta. 478+36.07

S.R. 21 & U.S. 250
P.I. STA. 70+43.87
Δ = 25° 14' 00" (RT)
Dc = 3° 01' 25"
R = 1,895.03'
T = 424.17'
L = 834.58'
E = 46.89'

RAMP "D"
Δ = 103° 32' 46" (RT)
Ls = 150.00'
Θs = 18° 41' 00"
LT = 100.56'
ST = 50.51'
x = 148.41'
y = 16.18'
k = 74.73'
p = 4.06'
Ts = 367.70' Bk.

RAMP "D"
P.I. STA. 42+67.42
Δ = 84° 51' 46" (RT)
Dc = 24° 54' 40"
R = 230.00'
T = 210.25'
L = 340.66'
E = 81.62'

RAMP "C"
RAMP "D"
D1 = 2° 30'
D2 = 24° 54' 40"
Δ1 = 2° 30'
Δ2 = 24° 54' 40"
Δ1+ Δ2 = 27° 24' 40"
Θs = 22° 24' 40"
Ls = 200.00'
T1 = 129.49'
T2 = 74.40'
Pa = 6.48'

RAMP "D"
P.I. STA. 47+45.43
Δ = 7° 44' 26" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
T = 155.05'
L = 309.62'
E = 5.24'

NOTES:
1. FOR RESURFACING ESTIMATED QUANTITIES, SEE SHEETS P.38-P.51
2. FOR TRAFFIC CONTROL ESTIMATED QUANTITIES SEE SHEETS P.66-P.71
3. FOR GUARDRAIL ESTIMATED QUANTITIES, SEE SHEETS P.35-P.36
4. FOR SIGNING SUBSUMMARY, SEE SHEET P.37
5. FOR EROSION CONTROL PLAN AND DETAILS, SEE SHEETS P.52-P.56

HORIZONTAL SCALE IN FEET
0 50 100 200

PLAN SHEET - I.R. 77
STA. 434+00 TO STA. 462+50

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.34 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 6:30:58 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GP013.dgn

GUARDRAIL ESTIMATED QUANTITIES - U.S. 250

REFERENCE NO.	SHEET NO.	STATION (+/-) FROM	STATION (+/-) TO	SIDE (DIRECTION OF TRAVEL)	202 GUARDRAIL REMOVED	209 LINEAR GRADING	CURVED RAIL ELEMENTS (FOR INFO ONLY) LENGTH	CURVED RAIL ELEMENTS (FOR INFO ONLY) RADIUS	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSSEMBLY, MGS TYPE B	606 ANCHOR ASSSEMBLY, MGS TYPE E, MASH 2016	606 ANCHOR ASSSEMBLY, MGS TYPE T	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN	609 CURB, TYPE 4-C	626 BARRIER REFLECTOR, TYPE 1, ONE WAY	626 BARRIER REFLECTOR, TYPE 2, ONE WAY	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL (YELLOW/RED)	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL (WHITE/RED)	FUNDING	COMMENTS
		FT.	FT.		FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH		FT.	EACH	EACH	EACH	EACH	
											PART 2										
		EASTBOUND U.S. 250																			
GR-1	P.24	610+00.90	616+57.10	LT.	650	650			606.25		1		1					8		8	
GR-2	P.24	611+91.00	616+59.70	RT.	463	463			418.75		1		1					6		6	
GR-3	P.24	618+40.70	622+15.70	RT.	375	375			362.50			1		1				5			
GR-4	P.24	618+42.00	624+19.80	LT.	578	578			556.25				1	1		18.2		7			
GR-5	P.22	631+92.60	633+30.10	LT.	138	138			125.00			1		1				3			
GR-6	P.22	632+01.40	633+88.90	RT.	188	188			175.00			1		1				3			
GR-7	P.22	637+00.00	638+00.00	RT.	68	100			25.00		1		1					3			
GR-8	P.22	645+47.29	647+34.79	RT.	188	188			175.00			1		1				3			
BW-1	P.22	638+00.00	645+47.29	RT.													9				
		WESTBOUND U.S. 250																			
GR-9	P.23-P.24	620+97.60	628+54.50	RT.	757	757			731.25				1	1				9			
GR-10	P.23-P.24	625+37.70	628+87.70	LT.	350	350			337.50			1		1				5			
GR-11	P.22-P.23	631+52.30	633+88.90	RT.	232	232			156.25		1		1			18.2		4			
GR-12	P.22-P.23	9+92 RAMP F	639+41.30	RT.	775	775			725.00		1							6		5		STA. 634+91.30, W.B. 250 = STA. 13+17, RAMP F; CONNECT TO EX. MGS G.R., ADJUST EX. HEIGHT AS NEEDED
GR-13	P.22	645+00.00	652+00.00	RT.	700	700			637.50		1	1						8			
		U.S. 250 RAMP D																			
GR-14	P.24	0+77.80	4+27.80	LT.	350	350			287.50		1	1						5			
GR-15	P.23-P.24	4+81.80	8+05.84	RT.	188	188			250.00		1		1			18.2		3			
		CONVERT FEET TO MILE				6,032															
						MILE															
		SUB-TOTALS: PART 2			6,000	1.14			5,568.75		8	7	7	7		54.60	9	78		19	02/NHS/PV	
		TOTALS CARRIED TO GENERAL SUMMARY			6,000	1.14			5,568.75		8	7	7	7		55	9	78	19		02/NHS/PV	

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:48 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GS003.dgn

GUARDRAIL ESTIMATED QUANTITIES - U.S. 250

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

GUARDRAIL ESTIMATED QUANTITIES - I.R. 77

REFERENCE NO.	SHEET NO.	STATION (+/-) FROM	STATION (+/-) TO	SIDE (DIRECTION OF TRAVEL)	202 GUARDRAIL REMOVED FT.	209 LINEAR GRADING FT.	CURVED RAIL ELEMENTS (FOR INFO ONLY) LENGTH FT.	CURVED RAIL ELEMENTS (FOR INFO ONLY) RADIUS FT.	606 GUARDRAIL, TYPE MGS FT.	606 ANCHOR ASSSEMBLY, MGS TYPE B EACH	606 ANCHOR ASSSEMBLY, MGS TYPE E, MASH 2016 EACH	606 ANCHOR ASSSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN EACH	609 CURB, TYPE 4-C FT.	626 BARRIER REFLECTOR, TYPE 1, ONE WAY EACH	626 BARRIER REFLECTOR, TYPE 2, ONE WAY EACH	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL (YELLOW/RED) EACH	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL (WHITE/RED) EACH	FUNDING	COMMENTS
									PART 1												
		SOUTHBOUND I.R. 77																			
GR-16	P.30-P.31	345+87.50	360+00.00	RT.	1413	1,413			1,400.00			1					16				CONNECT TO EX. MGS G.R., ADJUST EX. HEIGHT AS NEEDED
GR-17	P.31-P.32	369+00.00	382+00.00	RT.	1300	1,300			1,250.00		1						14				CONNECT TO EX. MGS G.R., ADJUST EX. HEIGHT AS NEEDED
GR-18	P.32	401+65.40	402+77.90	RT.	113	113			37.50		1		1				3				
GR-19	P.33-P.34	425+05.00	58+55 RAMP A	RT.	3350	3,350			3,287.50		1	1					15		41		STA. 438+80, I.R. 77 = STA. 38+80.00, RAMP 'A'
GR-20	P.34	443+95.00	449+20.00	RT.	525	525			462.50		1	1					7				
		NORTHBOUND I.R. 77																			
GR-21	P.31-P.32	372+50.00	388+25.00	RT.	1575	1,575			1,562.50			1					17				CONNECT TO EX. MGS G.R., ADJUST EX. HEIGHT AS NEEDED
GR-22	P.32	399+86.60	400+99.10	RT.	113	113			37.50		1		1				3				
GR-23	P.34	450+29.64	452+92.14	LT.	263	263			200.00	1			1				4				
		S.R. 21/U.S. 250 INT. RAMP A																			
GR-24	P.34	44+50.50	49+13.00	LT.	463	463			400.00		1	1						6			
		S.R. 21/U.S. 250 INT. RAMP B																			
GR-25	P.34	44+91.30	48+78.80	LT.	388	388			325.00		1	1						9			
GR-26	P.34	56+50.45 RAMP AB	453+91.39	RT.	1475	1,475			1,462.50			1		1					31		STA. 52+38.67, RAMP 'AB' = STA. 42+80.22, RAMP 'B' STA. 50+80.82, RAMP 'B' = STA. 450+92.12, I.R. 77
		S.R. 21/U.S. 250 INT. RAMP C																			
GR-27	P.34	433+87.25	45+47.31 RAMP CD	RT.	1175	1,175			1,125.00		1								25		STA. 435+10, I.R. 77 = STA. 34+96.08, RAMP C STA. 43+96.59, RAMP 'C' = STA. 43+95.59, RAMP 'CD' CONNECT TO EX. G.R. RADIUS, ADJUST EX. HEIGHT AS NEEDED
		S.R. 21/U.S. 250 INT. RAMP D																			
GR-28	P.33-P.34	41+21.71	43+46.71	LT.	225	225			162.50		1	1						6			
GR-29	P.34	45+40.91 RAMP CD	452+38.55	RT.	1431	1,431			1,381.25				1						19		STA. 49+00, RAMP 'D' = STA. 449+00, I.R. 77 STA. 38+99.72, RAMP 'D' = STA. 43+96.59, RAMP 'CD' CONNECT TO EX. MGS G.R., ADJUST EX. HEIGHT AS NEEDED
		CONVERT FEET TO MILE				13,809															
						MILE															
		SUB-TOTALS: PART 1			**13,809**	**2.62**			**13,093.75**	**1**	**9**	**8**	**4**	**1**			**79**	**21**	**116**	**01/IMS/PV**	
		TOTALS CARRIED TO GENERAL SUMMARY			**13,809**	**2.62**			**13,093.75**	**1**	**9**	**8**	**4**	**1**			**79**	**137**		**01/IMS/PV**	

GUARDRAIL ESTIMATED QUANTITIES - I.R. 77

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:50:55 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GS004.dgn

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SIGNING ESTIMATED QUANTITIES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT.	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT.	630 SIGN POST REFLECTOR EACH	630 SIGN, FLAT SHEET SQ. FT.	FUNDING
PART 1												
P.23	S-1	I.R. 77 MEDIAN	797+16		CL	R3-4-36	36" X 36"		13.50	2	9	
						R5-11-30	24" X 30"				5	
P.23	S-2	I.R. 77 MEDIAN	797+84		CL	R3-4-36	36" X 36"		13.50	2	9	
						R5-11-30	24" X 30"				5	
P.24	S-3	I.R. 77 S.B.	94+25.00		RT.	I-H25b-12	12" X 12"	10			1	
P.29	S-4	I.R. 77 MEDIAN	317+66		CL	R3-4-36	36" X 36"		13.50	2	9	
						R5-11-30	24" X 30"				5	
P.29	S-5	I.R. 77 MEDIAN	318+34.00		CL	R3-4-36	36" X 36"		13.50	2	9	
						R5-11-30	24" X 30"				5	
P.34	S-6	I.R. 77 N.B.	452+35.00		RT.	I-H25b-12	12" X 12"	10			1	
SUB-TOTALS PART 1								*20*	*54*	*8*	*58*	*01/IMS/PV*
PART 2												
P.24	S-7	U.S. 250 E.B.	616+60.00		RT.	I-H25b-12	12" X 12"	10			1	
P.24	S-8	U.S. 250 W.B.	620+90.00		RT.	I-H25b-12	12" X 12"	10			1	
P.23	S-9	U.S. 250 E.B.	625+00.00		RT.	I-H25b-12	12" X 12"	10			1	
P.23	S-10	U.S. 250 W.B.	631+55.00		RT.	I-H25b-12	12" X 12"	10			1	
SUB-TOTALS PART 2								*40*			*4*	*02/NHS/PV*
SUB-TOTALS 01/IMS/PV								*20*	*54*	*8*	*58*	*01/IMS/PV*
SUB-TOTALS 02/NHS/PV								*40*			*4*	*02/NHS/PV*
TOTALS CARRIED TO GENERAL SUMMARY								**60**	**54**	**8**	**62**	

SIGNING ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.37 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:02 AM USER: mclark3
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RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77

LOCATION	STATION		LENGTH	WIDTH	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT						FUNDING	COMMENTS
						202	254	407	442				
						WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	ANTI-SEGREGATION EQUIPMENT		
							1 ½"	0.085 GAL/SY					
	FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	IN.	CU. YD.	CU. YD.		
						PART 1							
NORTHBOUND I.R. 77													
MAINLINE	84+02.50	453+16.62	36914.12	24	98,438		98,438	8,367	1 ½	4,102	4,102		
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81													
U.S. 250 ACCELERATION LANE	90+23.93	108+00.00	1776.07	40-0	3,947		3,947	335	1 ½	164	164		
RAMP 'B' ACCELERATION LANE	108+00.00	124+50.00	1650.00	39-0	3,575		3,575	304	1 ½	149	149		
S.R. 39 INTERCHANGE - EXIT 83													
RAMP 'H' DECELERATION LANE TAPER	202+76.98	203+76.98	100.00	0-12	67		67	6	1 ½	3	3		
RAMP 'H' PARALLEL DECELERATION LANE	203+76.98	210+20.09	643.11	12	857		857	73	1 ½	36	36		
RAMP 'H' TAPERED WEDGE TO GORE	210+20.09	214+78.65	458.56	12-39	1,299		1,299	110	1 ½	54	54		
RAMP 'J' ACCCELERATION LANE FROM GORE	231+50.00	248+00.00	1650.00	39-0	3,575		3,575	304	1 ½	149	149		
C.R. 80 INTERCHANGE - EXIT 85													
RAMP 'B' DECELERATION LANE TAPER	291+95.00	292+95.00	100.00	0-12	67		67	6	1 ½	3	3		
RAMP 'B' PARALLEL DECELERATION LANE	292+95.00	295+41.57	246.57	12	329		329	28	1 ½	14	14		
RAMP 'B' TAPERED WEDGE TO GORE	295+41.57	299+92.36	450.79	12-39	1,277		1,277	109	1 ½	53	53		
RAMP 'D' ACCCELERATION LANE FROM GORE	318+45.95	333+50.00	1504.05	39-0	3,259		3,259	277	1 ½	136	136		
U.S.250/S.R. 21 INTERCHANGE - EXIT 87													
RAMP 'C' DECELERATION LANE TAPER	426+94.58	427+94.58	100.00	0-12	67		67	6	1 ½	3	3		
RAMP 'C' DECELERATION LANE	427+94.58	430+20.00	225.42	12	301		301	26	1 ½	13	13		
RAMP 'C' DECELERATION LANE TO GORE	430+20.00	435+10.00	490.00	12-41	1,443		1,443	123	1 ½	60	60		
RAMP 'D' ACCCELERATION LANE FROM GORE	445+08.00	450+57.06	549.06	39-18	1,739		1,739	148	1 ½	72	72		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19							**120,240**	**10,222**		**5,011**	**5,011**	**01/IMS/PV**	

RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.38 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:09 AM USER: mclark3
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RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77 MEDIAN SHOULDER

LOCATION	STATION		LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	GRADING WIDTH	GRADING AREA	BERMING WIDTH	BERMING AREA	PROPOSED PAVEMENT TREATMENT											
										254	407	408	442		617			618			
										PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	FUNDING	COMMENTS
										1 ½"	0.085 GAL/SY	0.4 GAL/SY									
	FROM	TO	FT.	FT.	SQ. YD.	FT.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
PART 1																					
MAINLINE	84+02.50	92+14.28	811.78	4	361	4	361	2	180	361	31	72	1 ½	15	361	2	10	811.78		
APPROACH SLAB	92+14.28	92+39.28	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
BR. NO. TUS-77-2089R	92+39.28	94+04.92	165.64	3	55	N/A	N/A	N/A	N/A	55	5		1 ½	2				165.64		SEE NOTE 1
APPROACH SLAB	94+04.92	94+29.92	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
MAINLINE	94+29.92	147+98.50	5,368.58	4	2,386	4	2,386	2	1,193	2,386	203	477	1 ½	99	2,386	2	66	5,368.58		
APPROACH SLAB	147+98.50	148+23.50	25.00	4	11	N/A	N/A	N/A	N/A	11	1		1 ½	0.46				25.00		
BR. NO. TUS-77-2195R	148+23.50	153+34.50	511.00	2.25	128	N/A	N/A	N/A	N/A	128	11		1 ½	5				511.00		SEE NOTE 1
APPROACH SLAB	153+34.50	153+59.50	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
MAINLINE	153+59.50	159+75.24	615.74	4	274	4	274	2	137	274	23	55	1 ½	11	274	2	8	615.74		
APPROACH SLAB	159+75.24	160+00.24	25.00	4	11	N/A	N/A	N/A	N/A	11	1		1 ½	0.46				25.00		
BR. NO. TUS-77-2217R	160+00.24	163+01.74	301.50	2	67	N/A	N/A	N/A	N/A	67	6		1 ½	3				301.50		SEE NOTE 1
APPROACH SLAB	163+01.74	163+26.74	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
MAINLINE	163+26.74	169+04.74	578.00	4	257	4	257	2	128	257	22	51	1 ½	11	257	2	7	578.00		
APPROACH SLAB	169+04.74	169+29.74	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
BR. NO. TUS-77-2235R	169+29.74	170+48.28	118.54	5.5	72	N/A	N/A	N/A	N/A	72	6		1 ½	3				118.54		SEE NOTE 1
APPROACH SLAB	170+48.28	170+73.28	25.00	5.5	15	4	11	2	6	15	1	2	1 ½	0.64	11	2	0.33	25.00		
MAINLINE	170+73.28	222+91.91	5,218.63	4	2,319	4	2,319	2	1,160	2,319	197	464	1 ½	97	2,319	2	64	5,218.63		
APPROACH SLAB	222+91.91	223+16.91	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
BR. NO. TUS-77-2337R	223+16.91	224+78.51	161.60	3	54	N/A	N/A	N/A	N/A	54	5		1 ½	2				161.60		SEE NOTE 1
APPROACH SLAB	224+78.51	225+03.51	25.00	5.5	15	4	11	2	6	15	1	2	1 ½	0.64	11	2	0.33	25.00		
MAINLINE	225+03.51	235+72.69	1,069.18	4	475	4	475	2	238	475	40	95	1 ½	20	475	2	13	1,069.18		
APPROACH SLAB	235+72.69	235+97.69	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
BR. NO. TUS-77-2361R	235+97.69	236+77.35	79.66	3.75	33	N/A	N/A	N/A	N/A	33	3		1 ½	1				79.66		SEE NOTE 1
APPROACH SLAB	236+77.35	237+02.35	25.00	5.5	15	4	11	2	6	15	1	2	1 ½	0.64	11	2	0.33	25.00		
MAINLINE	237+02.35	453+16.62	21,614.27	4	9,606	4	9,606	2	4,803	9,606	817	1,921	1 ½	400	9,606	2	267	21,614.27		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19										**16,251**	**1,381**	**3,145**		**676**	**15,733**		**437**	**36,914.12**	**01/IMS/PV**	

NOTE:

1. *CONTRACTOR TO VARY SHOULDER PAVEMENT PLANING ACROSS BRIDGE DECK TO AVOID PLANING OVER THE EXISTING PAVED SCUPPER OPENINGS. SEE 'PAVING ACROSS BRIDGES WITH SCUPPERS DETAIL' ON SHEET P.64 FOR MORE INFORMATION.*

RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77 MEDIAN SHOULDER

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.39 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:17 AM USER: mclark3
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RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77 OUTSIDE SHOULDER

LOCATION	STATION		LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	GRADING WIDTH	GRADING AREA	BERMING WIDTH	BERMING AREA	PROPOSED PAVEMENT TREATMENT										
										254	407	408	442		617			618	FUNDING	COMMENTS
										PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
										1 ½"	0.085 GAL/SY	0.4 GAL/SY								
	FROM	TO	FT.	FT.	SQ. YD.	FT.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
										PART 1										
MAINLINE	84+02.50	92+10.42	807.92	10	898	4	359	2	180	898	76	72	1 ½	37	359	2	10	807.92		
APPROACH SLAB	92+10.42	92+35.42	25.00	7.5	21	N/A	N/A	N/A	N/A	21	2		1 ½	0.87				25.00		
BR. NO. TUS-77-2089R	92+35.42	94+01.06	165.64	5	92	N/A	N/A	N/A	N/A	92	8		1 ½	4				165.64		SEE NOTE 1; SEE NOTE 2
APPROACH SLAB	94+01.06	94+26.06	25.00	7.5	21	N/A	N/A	N/A	N/A	21	2		1 ½	0.87				25.00		
MAINLINE	94+26.06	123+50.00	2,923.94	8	2,599	4	1,300	2	650	2,599	221	260	1 ½	108	1,300	2	36	2,923.94		
MAINLINE	123+50.00	124+50.00	100.00	9	100	4	44	2	22	100	9	9	1 ½	4	44	2	1.22	100.00		
MAINLINE	124+50.00	147+98.50	2,348.50	10	2,609	4	1,044	2	522	2,609	222	209	1 ½	109	1,044	2	29	2,348.50		
APPROACH SLAB	147+98.50	148+23.50	25.00	7.75	22	N/A	N/A	N/A	N/A	22	2		1 ½	1				25.00		
BR. NO. TUS-77-2195R	148+23.50	153+34.50	511.00	6	341	N/A	N/A	N/A	N/A	341	29		1 ½	14				511.00		SEE NOTE 1
APPROACH SLAB	153+34.50	153+59.50	25.00	7.75	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
MAINLINE	153+59.50	159+83.44	623.94	10	693	4	277	2	139	693	59	56	1 ½	29	277	2	8	623.94		
APPROACH SLAB	159+83.44	160+21.25	37.81	7.75	33	N/A	N/A	N/A	N/A	33	3		1 ½	1				37.81		
BR. NO. TUS-77-2217R	160+21.25	163+22.75	301.50	5.25	176	N/A	N/A	N/A	N/A	176	15		1 ½	7				301.50		SEE NOTE 1
APPROACH SLAB	163+22.75	163+47.75	25.00	7.75	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
MAINLINE	163+47.75	169+11.21	563.46	10	626	4	250	2	125	626	53	50	1 ½	26	250	2	7	563.46		
APPROACH SLAB	169+11.21	169+36.21	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
BR. NO. TUS-77-2235R	169+36.21	170+54.75	118.54	9.75	128	N/A	N/A	N/A	N/A	128	11		1 ½	5				118.54		SEE NOTE 1
APPROACH SLAB	170+54.75	170+79.75	25.00	11.5	32	4	11	2	6	32	3	2	1 ½	1	11	2	0.33	25.00		
MAINLINE	170+79.75	202+76.98	3,197.23	10	3,552	4	1,421	2	710	3,552	302	284	1 ½	148	1,421	2	39	3,197.23		
MAINLINE	202+76.98	203+76.98	100.00	9	100	4	44	2	22	100	9	9	1 ½	4	44	2	1	100.00		
MAINLINE	203+76.98	213+78.65	1,001.67	8	890	4	445	2	223	890	76	89	1 ½	37	445	2	12	1,001.67		
MAINLINE	213+78.65	214+78.65	100.00	6.8	76	4	44	2	22	76	6	9	1 ½	3	44	2	1	100.00		
MAINLINE	214+78.65	215+78.65	100.00	12	133	4	44	2	22	133	11	9	1 ½	6	44	2	1	100.00		
MAINLINE	215+78.65	222+74.06	695.41	10	773	4	309	2	155	773	66	62	1 ½	32	309	2	9	695.41		
APPROACH SLAB	222+74.06	222+99.06	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
BR. NO. TUS-77-2337R	222+99.06	224+60.66	161.60	9	162	N/A	N/A	N/A	N/A	162	14		1 ½	7				161.60		SEE NOTE 1
APPROACH SLAB	224+60.66	224+85.66	25.00	11.5	32	4	11	2	6	32	3	2	1 ½	1	11	2	0.33	25.00		
MAINLINE	224+85.69	231+50.00	664.31	10	738	4	295	2	148	738	63	59	1 ½	31	295	2	8	664.31		
MAINLINE	231+50.00	235+50.32	400.32	8	356	4	178	2	89	356	30	36	1 ½	15	178	2	5	400.32		
APPROACH SLAB	235+50.32	235+75.32	25.00	8	22	N/A	N/A	N/A	N/A	22	2		1 ½	1				25.00		
BR. NO. TUS-77-2361R	235+75.32	236+54.98	79.66	6.25	55	N/A	N/A	N/A	N/A	55	5		1 ½	2				79.66		SEE NOTE 1; SEE NOTE 2
APPROACH SLAB	236+54.98	236+79.98	25.00	8	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
MAINLINE	236+79.98	246+52.00	972.02	8	864	4	432	2	216	864	73	86	1 ½	36	432	2	12	972.02		
MAINLINE	246+52.00	247+52.00	100.00	9	100	4	44	2	22	100	9	9	1 ½	4	44	2	1	100.00		
MAINLINE	247+52.00	445+08.00	19,756.00	10	21,951	4	8,780	2	4,390	21,951	1,866	1,756	1 ½	915	8,780	2	244	19,756.00		END AT RAMP D GORE
MAINLINE	445+08.00	449+00.00	392.00	6-8	305	4	174	2	87	305	26	35	1 ½	13	174	2	5	392.00		
MAINLINE	449+00.00	453+16.62	416.62	8	370	4	185	2	93	370	31	37	1 ½	15	185	2	5	416.62		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19										**39,000**	**3,319**	**3,146**		**1,623**	**15,724**		**436**	**36,914.09**	**01/IMS/PV**	

NOTES:

1. *CONTRACTOR TO VARY SHOULDER PAVEMENT PLANING ACROSS BRIDGE DECK TO AVOID PLANING OVER THE EXISTING PAVED SCUPPER OPENINGS. SEE 'PAVING ACROSS BRIDGES WITH SCUPPERS DETAIL' ON SHEET P.64 FOR MORE INFORMATION.*

2. *THE CONTRACTOR SHALL IDENTIFY THE EXISTING RUMBLE STRIP PATTERN AND PLACE A STRIP ALONG THE NORTHBOUND WHITE EDGE LINE ACROSS THE BRIDGES IDENTIFIED IN THE TABLE ABOVE. THE WHITE EDGE LINES FOR U.S. 250 ON BRIDGE NO. TUS-77-2089R AND RAMP J ON BRIDGE NO. TUS-77-2361R SHALL NOT HAVE RUMBLE STRIPS.*

RESURFACING ESTIMATED QUANTITIES - NORTHBOUND I.R. 77 OUTSIDE SHOULDER

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.40 TOTAL 71

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:24 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ003.dgn

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77

LOCATION	STATION		LENGTH	WIDTH	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT						FUNDING	COMMENTS
						202	254	407	442				
						WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	ANTI-SEGREGATION EQUIPMENT		
							1 ½"	0.085 GAL/SY					
	FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	IN.	CU. YD.	CU. YD.		
PART 1													
SOUTHBOUND I.R. 77													
MAINLINE	*84+02.50*	*453+16.62*	*36,914.12*	*24*	*98,438*		*98,438*	*8,367*	*1 ½*	*4,102*	*4,102*		
S.R. 39 INTERCHANGE - EXIT 83													
RAMP 'G' ACCCELERATION LANE FROM GORE	*201+15.75*	*217+15.35*	*1,599.60*	*0-39*	*3,466*		*3,466*	*295*	*1 ½*	*144*	*144*		
RAMP 'I' TAPERED WEDGE FROM GORE	*235+50.00*	*240+04.73*	*454.73*	*39-12*	*1,288*		*1,288*	*109*	*1 ½*	*54*	*54*		
RAMP 'I' PARALLEL DECELERATION LANE	*240+04.73*	*246+50.00*	*645.27*	*12*	*860*		*860*	*73*	*1 ½*	*36*	*36*		
RAMP 'I' DECELERATION LANE TAPER	*246+50.00*	*247+50.00*	*100.00*	*12-0*	*67*		*67*	*6*	*1 ½*	*3*	*3*		
C.R. 80 INTERCHANGE - EXIT 85													
RAMP 'A' ACCCELERATION LANE FROM GORE	*283+50.00*	*298+56.41*	*1,506.41*	*0-39*	*3,264*		*3,264*	*277*	*1 ½*	*136*	*136*		
RAMP 'C' TAPERED WEDGE FROM GORE	*325+47.86*	*330+01.35*	*453.49*	*39-12*	*1,285*		*1,285*	*109*	*1 ½*	*54*	*54*		
RAMP 'C' PARALLEL DECELERATION LANE	*330+01.35*	*332+48.00*	*246.65*	*12*	*329*		*329*	*28*	*1 ½*	*14*	*14*		
RAMP 'C' DECELERATION LANE TAPER	*332+48.00*	*333+48.00*	*100.00*	*12-0*	*67*		*67*	*6*	*1 ½*	*3*	*3*		
U.S.250/S.R. 21 INTERCHANGE - EXIT 87													
RAMP 'A' ACCCELERATION LANE TO GORE	*426+80.00*	*441+20.00*	*1,440.00*	*0-40*	*3,200*		*3,200*	*272*	*1 ½*	*133*	*133*		
RAMP 'C' DECELERATION LANE FROM GORE	*450+92.12*	*453+16.62*	*224.50*	*39-14.5*	*667*		*667*	*57*	*1 ½*	*28*	*28*		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19							**112,931**	**9,599**		**4,707**	**4,707**	**01/IMS/PV**	

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.41 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:32 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ004.dgn

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77 MEDIAN SHOULDER

LOCATION	STATION		LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	GRADING WIDTH	GRADING AREA	BERMING WIDTH	BERMING AREA	PROPOSED PAVEMENT TREATMENT									FUNDING	COMMENTS
										254	407	408	442		617			618		
										PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
										1 ½"	0.085 GAL/SY	0.4 GAL/SY								
	FROM	TO	FT.	FT.	SQ. YD.	FT.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
PART 1																				
MAINLINE	84+02.50	92+18.39	815.89	4	363	4	363	2	181	363	31	72	1 ½	15	363	2	10	815.89		
APPROACH SLAB	92+18.39	92+43.39	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
BR. NO. TUS-77-2089L	92+43.39	94+09.03	165.64	3	55	N/A	N/A	N/A	N/A	55	5		1 ½	2				165.64		SEE NOTE 1
APPROACH SLAB	94+09.03	94+34.03	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
MAINLINE	94+34.03	146+03.50	5,169.47	4	2,298	4	2,298	2	1,149	2,298	195	460	1 ½	96	2,298	2	64	5,169.47		
APPROACH SLAB	146+03.50	146+28.50	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
BR. NO. TUS-77-2195L	146+28.50	151+39.50	511.00	2.25	128	N/A	N/A	N/A	N/A	128	11		1 ½	5				511.00		SEE NOTE 1
APPROACH SLAB	151+39.50	151+64.50	25.00	4	11	N/A	N/A	N/A	N/A	11	1		1 ½	0.46				25.00		
MAINLINE	151+64.50	160+17.25	852.75	4	379	4	379	2	190	379	32	76	1 ½	16	379	2	11	852.75		
APPROACH SLAB	160+17.25	160+42.25	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
BR. NO. TUS-77-2217L	160+42.25	163+43.75	301.50	2	67	N/A	N/A	N/A	N/A	67	6		1 ½	3				301.50		SEE NOTE 1
APPROACH SLAB	163+43.75	163+68.75	25.00	4	11	N/A	N/A	N/A	N/A	11	1		1 ½	0.46				25.00		
MAINLINE	163+68.75	168+90.21	521.46	4	232	4	232	2	116	232	20	46	1 ½	10	232	2	6	521.46		
APPROACH SLAB	168+90.21	169+15.21	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
BR. NO. TUS-77-2235L	169+15.21	170+33.75	118.54	3.75	49	N/A	N/A	N/A	N/A	49	4		1 ½	2				118.54		SEE NOTE 1
APPROACH SLAB	170+33.75	170+58.75	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
MAINLINE	170+58.75	223+36.49	5,277.74	4	2,346	4	2,346	2	1,173	2,346	199	469	1 ½	98	2,346	2	65	5,277.74		
APPROACH SLAB	223+36.49	223+61.49	25.00	4	11	4	11	2	6	11	1	2	1 ½	0.46	11	2	0.33	25.00		
BR. NO. TUS-77-2337L	223+61.49	225+23.09	161.60	3	54	N/A	N/A	N/A	N/A	54	5		1 ½	2				161.60		SEE NOTE 1
APPROACH SLAB	225+23.09	225+48.09	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
MAINLINE	225+48.09	236+00.66	1,052.57	4	468	4	468	2	234	468	40	94	1 ½	19	468	2	13.00	1,052.57		
APPROACH SLAB	236+00.66	236+25.66	25.00	5.5	15	4	11	2	6	15	1	2	1 ½	0.64	11	2	0.33	25.00		
BR. NO. TUS-77-2361L	236+25.66	237+05.32	79.66	3.75	33	N/A	N/A	N/A	N/A	33	3		1 ½	1				79.66		SEE NOTE 1
APPROACH SLAB	237+05.32	237+30.32	25.00	5.5	15	N/A	N/A	N/A	N/A	15	1		1 ½	0.64				25.00		
MAINLINE	237+30.32	453+13.42	21,583.10	4	9,592	4	9,592	2	4,796	9,592	815	1,918	1 ½	400	9,592	2	266	21,583.10		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19										**16,220**	**1,378**	**3,145**		**676**	**15,733**		**437**	**36,910.92**	**01/IMS/PV**	

NOTE:

1. *CONTRACTOR TO VARY SHOULDER PAVEMENT PLANING ACROSS BRIDGE DECK TO AVOID PLANING OVER THE EXISTING PAVED SCUPPER OPENINGS. SEE 'PAVING ACROSS BRIDGES WITH SCUPPERS DETAIL' ON SHEET P.64 FOR MORE INFORMATION.*

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77 MEDIAN SHOULDER

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.42 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:39 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ005.dgn

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77 OUTSIDE SHOULDER

LOCATION	STATION		LENGTH	PAVEMENT WIDTH	PAVEMENT AREA	GRADING WIDTH	GRADING AREA	BERMING WIDTH	BERMING AREA	PROPOSED PAVEMENT TREATMENT										
										254	407	408	442		617			618	FUNDING	REMARKS
										PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
										1 ½"	0.085 GAL/SY	0.4 GAL/SY								
	FROM	TO	FT.	FT.	SQ. YD.	FT.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
PART 1																				
MAINLINE	84+02.50	92+20.02	817.52	10	908	4	363	2	182	908	77	73	1 ½	38	363	2	10	817.52		
APPROACH SLAB	92+20.02	92+45.02	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
BR. NO. TUS-77-2089L	92+45.02	94+10.66	165.64	9	166	N/A	N/A	N/A	N/A	166	14		1 ½	7				165.64		SEE NOTE 1
APPROACH SLAB	94+10.66	94+35.66	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
MAINLINE	94+35.66	108+77.09	1,441.43	10	1,602	4	641	2	320	1,602	136	128	1 ½	67	641	2	18	1,441.43		
OMIT U.S. 250 DECELERATION LANE	108+77.09	119+62.97	1,085.88																	
MAINLINE	119+62.97	146+03.50	2,640.53	10	2,934	4	1,174	2	587	2,934	249	235	1 ½	122	1,174	2	33	2,640.53		
APPROACH SLAB	146+03.50	146+28.50	25.00	7.75	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
BR. NO. TUS-77-2195L	146+28.50	151+39.50	511.00	6	341	N/A	N/A	N/A	N/A	341	29		1 ½	14				511.00		SEE NOTE 1
APPROACH SLAB	151+39.50	151+64.50	25.00	7.75	22	N/A	N/A	N/A	N/A	22	2		1 ½	1				25.00		
MAINLINE	151+64.50	160+34.05	869.55	10	966	4	386	2	193	966	82	77	1 ½	40	386	2	11	869.55		
APPROACH SLAB	160+34.05	160+59.05	25.00	7.75	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
BR. NO. TUS-77-2217L	160+59.05	163+60.55	301.50	5.25	176	N/A	N/A	N/A	N/A	176	15		1 ½	7				301.50		SEE NOTE 1
APPROACH SLAB	163+60.55	163+85.55	25.00	7.75	22	N/A	N/A	N/A	N/A	22	2		1 ½	1				25.00		
MAINLINE	163+85.55	168+84.39	498.84	10	554	4	222	2	111	554	47	44	1 ½	23	222	2	6	0.09		
APPROACH SLAB	168+84.39	169+09.39	25.00	11.5	32	4	11	2	6	32	3	2	1 ½	1	11	2	0.33	25.00		
BR. NO. TUS-77-2235L	169+09.39	170+27.93	118.54	9.75	128	N/A	N/A	N/A	N/A	128	11		1 ½	5				118.54		SEE NOTE 1
APPROACH SLAB	170+27.93	170+52.93	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
MAINLINE	170+52.93	201+15.75	3,062.82	10	3,403	4	1,361	2	681	3,403	289	272	1 ½	142	1,361	2	38	3,062.82		
MAINLINE	201+15.75	201+66.55	50.80	9	51	4	23	2	11	51	4	4	1 ½	2	23	2	1	50.80		
MAINLINE	201+66.55	217+15.35	1,548.80	8	1,377	4	688	2	344	1,377	117	138	1 ½	57	688	2	19	1,548.80		
MAINLINE	217+15.35	223+54.31	638.96	10	710	4	284	2	142	710	60	57	1 ½	30	284	2	8	638.96		
APPROACH SLAB	223+54.31	223+79.31	25.00	11.5	32	4	11	2	6	32	3	2	1 ½	1	11	2	0.33	25.00		
BR. NO. TUS-77-2337L	223+79.31	225+40.91	161.60	9	162	N/A	N/A	N/A	N/A	162	14		1 ½	7				161.60		SEE NOTE 1
APPROACH SLAB	225+40.91	225+65.91	25.00	11.5	32	N/A	N/A	N/A	N/A	32	3		1 ½	1				25.00		
MAINLINE	225+65.91	235+50.00	984.09	10	1,093	4	437	2	219	1,093	93	88	1 ½	46	437	2	12	984.09		
MAINLINE	235+50.00	236+11.86	61.86	6.5	45	4	27	2	14	45	4	6	1 ½	2	27	2	1	61.86		
APPROACH SLAB	236+11.86	236+36.86	25.00	8	22	4	11	2	6	22	2	2	1 ½	1	11	2	0.33	25.00		
BR. NO. TUS-77-2361L	236+36.86	237+16.52	79.66	6.25	55	N/A	N/A	N/A	N/A	55	5		1 ½	2				79.66		SEE NOTE 1
APPROACH SLAB	237+16.52	237+41.52	25.00	8	22	N/A	N/A	N/A	N/A	22	2		1 ½	1				25.00		
MAINLINE	237+41.52	246+50.00	908.48	8	808	4	404	2	202	808	69	81	1 ½	34	404	2	11	908.48		
MAINLINE	246+50.00	247+50.00	100.00	9	100	4	44	2	22	100	9	9	1 ½	4	44	2	1	100.00		
MAINLINE	247+50.00	453+13.42	20,563.42	10	22,848	4	9,139	2	4,570	22,848	1,942	1,828	1 ½	952	9,139	2	254	20,563.42		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19										**38,751**	**3,296**	**3,050**		**1,613**	**15,248**		**425**	**35,326.29**	**01/IMS/PV**	

NOTE:

1. *CONTRACTOR TO VARY SHOULDER PAVEMENT PLANING ACROSS BRIDGE DECK TO AVOID PLANING OVER THE EXISTING PAVED SCUPPER OPENINGS. SEE 'PAVING ACROSS BRIDGES WITH SCUPPERS DETAIL' ON SHEET P.64 FOR MORE INFORMATION.*

RESURFACING ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77 OUTSIDE SHOULDER

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.43 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:47 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ006.dgn

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS

LOCATION	STATION FROM	STATION TO	LENGTH	WIDTH	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT 202 WEARING COURSE REMOVED	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN 1 ½"	407 TACK COAT 0.085 GAL/SY	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	FUNDING	COMMENTS
	FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	IN.	CU. YD.		
PART 1												
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81												
NORTHBOUND I.R. 77 RAMPS												
RAMP E												
LANE	5+88.39	16+25.12	1036.73	16	1,843		1,843	157	1 ½	77		
RAMP B												
EXTRA FOR INTERSECTION					307		307	26	1 ½	13		CADD AREA
LANE	0+30.86	15+78.79	1547.93	16	2,752		2,752	234	1 ½	115		
SOUTHBOUND I.R. 77 RAMPS												
RAMP C												
RAMP C TAPER TO RAMP C/D GORE	1+85.61	3+79.23	193.62	2-30	344		344	29	1 ½	14		
FROM RAMP C/D GORE	3+79.23	16+12.70	1233.47	16	2,193		2,193	186	1 ½	91		
RAMP A												
EXTRA FOR INTERSECTION					142		142	12	1 ½	6		CADD AREA
TURNLANES	0+30.15	2+78.00	247.85	24	661		661	56	1 ½	28		
TAPER	2+78.00	3+15.00	37.00	24-16	82		82	7	1 ½	3		
TAPER TO E.B. U.S. 250 GORE	3+15.00	8+20.75	505.75	16	899		899	76	1 ½	37		
S.R. 39 INTERCHANGE - EXIT 83												
NORTHBOUND I.R. 77 RAMPS												
RAMP H												
TRANSITION FROM RAMP GORE	12+00.00	14+50.00	250.00	16-24	556		556	47	1 ½	23		
LANES	14+50.00	19+42.27	492.27	24	1,313		1,313	112	1 ½	55		
EXTRA FOR INTERSECTION					214		214	18	1 ½	9		CADD AREA
RAMP J												
EXTRA FOR INTERSECTION					183		183	16	1 ½	8		CADD AREA
LANES	0+31.46	2+98.59	267.13	24	712		712	61	1 ½	30		
TRANSITION	2+98.59	4+61.95	163.36	24-16	363		363	31	1 ½	15		
LANE TO GORE	4+61.95	10+07.02	545.07	16	969		969	82	1 ½	40		
SOUTHBOUND I.R. 77 RAMPS												
RAMP G												
LANE FROM RAMP GORE	16+42.48	25+83.00	940.52	16	1,672		1,672	142	1 ½	70		
EXTRA FOR INTERSECTION					162		162	14	1 ½	7		CADD AREA
RAMP I												
EXTRA FOR INTERSECTION					251		251	21	1 ½	10		CADD AREA
LANES	0+21.28	4+50.00	428.72	24	1,143		1,143	97	1 ½	48		
TRANSITION	4+50.00	6+00.00	150.00	24-16	333		333	28	1 ½	14		
LANE TO GORE	6+00.00	9+47.55	347.55	16	618		618	53	1 ½	26		
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19							**17,712**	**1,505**		**739**	**01/IMS/PV**	

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.44 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:51:54 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ007.dgn

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS

LOCATION	STATION FROM	STATION TO	LENGTH	WIDTH	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT 202 WEARING COURSE REMOVED	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN 1 ½"	407 TACK COAT 0.085 GAL/SY	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	FUNDING	COMMENTS
	FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	IN.	CU. YD.		
PART 1												
C.R. 80 INTERCHANGE - EXIT 85												
NORTHBOUND I.R. 77 RAMPS												
RAMP B												
FROM GORE TO TRANSITION	*299+92.36*	*304+30.00*	*437.64*	*16*	*778*		*778*	*66*	*1 ½*	*32*		
TAPER	*304+30.00*	*304+80.00*	*50.00*	*16-24*	*111*		*111*	*9*	*1 ½*	*5*		
TURNLANES	*304+80.00*	*308+69.04*	*389.04*	*24*	*1,037*		*1,037*	*88*	*1 ½*	*43*		
EXTRA FOR INTERSECTION					*293*		*293*	*25*	*1 ½*	*12*		*CADD AREA*
RAMP D												
EXTRA FOR INTERSECTION					*321*		*321*	*27*	*1 ½*	*13*		*CADD AREA*
LANE	*308+46.22*	*318+45.95*	*999.73*	*16*	*1,777*		*1,777*	*151*	*1 ½*	*74*		
SOUTHBOUND I.R. 77 RAMPS												
RAMP A												
LANE FROM RAMP GORE	*298+52.24*	*312+35.44*	*1383.20*	*16*	*2,459*		*2,459*	*209*	*1 ½*	*102*		
EXTRA FOR INTERSECTION					*293*		*293*	*25*	*1 ½*	*12*		*CADD AREA*
RAMP C												
EXTRA FOR INTERSECTION					*275*		*275*	*23*	*1 ½*	*11*		*CADD AREA*
TURNLANES	*311+10.47*	*315+00.00*	*389.53*	*24*	*1,039*		*1,039*	*88*	*1 ½*	*43*		
TAPER	*315+00.00*	*315+50.00*	*50.00*	*24-16*	*111*		*111*	*9*	*1 ½*	*5*		
FROM TRANSITION TO GORE	*315+50.00*	*325+47.86*	*997.86*	*16*	*1,774*		*1,774*	*151*	*1 ½*	*74*		
U.S.250/S.R. 21 INTERCHANGE - EXIT 87												
NORTHBOUND I.R. 77 RAMPS												
RAMP C												
LANES FROM RAMP GORE	*34+96.08*	*46+28.47*	*1132.39*	*16*	*2,013*		*2,013*	*171*	*1 ½*	*84*		
EXTRA FOR INTERSECTION					*146*		*146*	*12*	*1 ½*	*6*		*CADD AREA*
RAMP D												
EXTRA FOR INTERSECTION					*173*		*173*	*15*	*1 ½*	*7*		*CADD AREA*
LANE	*36+67.84*	*45+21.39*	*853.55*	*16*	*1,517*		*1,517*	*129*	*1 ½*	*63*		
SOUTHBOUND I.R. 77 RAMPS												
RAMP A												
LANE FROM RAMP GORE	*41+26.00*	*61+03.22*	*1977.22*	*16*	*3,515*		*3,515*	*299*	*1 ½*	*146*		
EXTRA FOR INTERSECTION					*145*		*145*	*12*	*1 ½*	*6*		*CADD AREA*
RAMP B												
EXTRA FOR INTERSECTION					*67*		*67*	*6*	*1 ½*	*3*		*CADD AREA*
RAMP AB LANE	*52+38.67*	*61+03.22*	*864.55*	*16*	*1,537*		*1,537*	*131*	*1 ½*	*64*		
LANE TO GORE	*42+80.22*	*50+80.82*	*800.60*	*16*	*1,423*		*1,423*	*121*	*1 ½*	*59*		*STA. EQUATION* *STA. 52+38.67, RAMP 'AB' = STA. 42+80.22, RAMP B*
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19							**20,804**	**1,767**		**864**	**01/IMS/PV**	

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 6:29:36 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ008.dgn

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS SHOULDERS

LOCATION	STATION		LENGTH	PAVEMENT WIDTH		PAVEMENT AREA	GRADING WIDTH		GRADING AREA	BERMING WIDTH		BERMING AREA	254	407	408	442		617			618	FUNDING	COMMENTS
				LEFT	RIGHT		LEFT	RIGHT		LEFT	RIGHT		PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
													1 ½"	0.085 GAL/SY	0.4 GAL/SY								RAMP SIDES ARE DISPLAYED IN DIRECTION OF TRAVEL
	FROM	TO	FT.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
												PART 1											
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																							
NORTHBOUND I.R. 77 RAMPS																							
RAMP E																							
GORE TO PAVEMENT JOINT	5+88.39	16+25.12	1036.73	6	3	1,037	4	4	922	2	2	461	1,037	88	184	1 ½	43	922	1 ½	19.20			
RAMP B																							
INTERSECTION TO GORE	0+36.86	15+78.79	1541.93	3	6	1,542	4	4	1,371	2	2	685	1,542	131	274	1 ½	64	1,371	1 ½	28.55			
SOUTHBOUND I.R. 77 RAMPS																							
RAMP C																							
INTERSECTION WITH CURB AND GUTTER	0+29.16	1+01.55	72.39																				
FROM CURB AND GUTTER TO GORE	1+01.55	3+79.23	277.68		6	185		4	123		2	62	185	16	25	1 ½	8	123	1 ½	2.57			
GORE TO PAVEMENT JOINT	3+79.23	16+12.70	1233.47	3	6	1,233	4	4	1,096	2	2	548	1,233	105	219	1 ½	51	1,096	1 ½	22.84			
RAMP A																							
INTERSECTION WITH CURB AND GUTTER	0+30.08	1+22.27	92.19																				
FROM CURB AND GUTTER TO GORE	1+22.27	8+20.75	698.48	6	3	698	4	4	621	2	2	310	698	59	124	1 ½	29	621	1 ½	12.93			
S.R. 39 INTERCHANGE - EXIT 83																							
NORTHBOUND I.R. 77 RAMPS																							
RAMP H																							
FROM GORE	12+00.00	13+00.00	100.00	3	7	111	4	4	89	2	2	44	111	9	18	1 ½	5	89	1 ½	1.85			
TO INTERSECTION WITH CURB AND GUTTER	13+00.00	18+77.08	577.08	3	6	577	4	4	513	2	2	256	577	49	102	1 ½	24	513	1 ½	10.69			
INTERSECTION WITH CURB AND GUTTER	18+77.08	19+42.27	65.19																				
RAMP J																							
INTERSECTION WITH CURB AND GUTTER	0+31.46	0+96.19	64.70																				
FROM CURB AND GUTTER	0+96.19	9+06.00	809.81	3	6	810	4	4	720	2	2	360	810	69	144	1 ½	34	720	1 ½	15.00			
TO GORE	9+06.00	10+07.02	101.02	3	7	112	4	4	90	2	2	45	112	10	18	1 ½	5	90	1 ½	1.87			
SOUTHBOUND I.R. 77 RAMPS																							
RAMP G																							
FROM GORE	16+42.48	16+50.00	7.52	3	8	9	4	4	7	2	2	3	9	1	1	1 ½		7	1 ½	0.14			
LANE	16+50.00	19+00.00	250.00	3	7	278	4	4	222	2	2	111	278	24	44	1 ½	12	222	1 ½	4.63			
TO INTERSECTION WITH CURB AND GUTTER	19+00.00	25+19.32	619.32	3	6	619	4	4	551	2	2	275	619	53	110	1 ½	26	551	1 ½	11.47			
INTERSECTION WITH CURB AND GUTTER	25+19.32	25+83.17	63.85																				
RAMP I																							
INTERSECTION WITH CURB AND GUTTER	0+21.28	0+91.57	70.29																				
FROM CURB AND GUTTER	0+91.57	8+47.55	755.98	3	6	756	4	4	672	2	2	336	756	64	134	1 ½	31	672	1 ½	14.00			
TO GORE	8+47.55	9+47.55	100.00	3	7	111	4	4	89	2	2	44	111	9	18	1 ½	5	89	1 ½	1.85			
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19													**8,078**	**687**	**1,415**		**337**	**7,086**		**148**		**01/IMS/PV**	

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS SHOULDERS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.46 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:09 AM USER: mdark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ010.dgn

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS SHOULDERS

LOCATION	STATION		LENGTH	PAVEMENT WIDTH		PAVEMENT AREA	GRADING WIDTH		GRADING AREA	BERMING WIDTH		BERMING AREA	254	407	408	442		617			618	FUNDING	COMMENTS
				LEFT	RIGHT		LEFT	RIGHT		LEFT	RIGHT		PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
	FROM	TO	FT.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	1 ½"	0.085 GAL/SY	0.4 GAL/SY								RAMP SIDES ARE DISPLAYED IN DIRECTION OF TRAVEL
													SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
													PART 1										
C.R. 80 INTERCHANGE - EXIT 85																							
NORTHBOUND I.R. 77 RAMPS																							
RAMP B																							
GORE TO INTERSECTION WITH CURB AND GUTTER	299+92.35	307+67.24	774.89	3	6	775	4	4	689	2	2	344	775	66	138	1 ½	32	689	1 ½	14.35			
INTERSECTION WITH CURB AND GUTTER	307+67.24	308+69.04	101.80																				
RAMP D																							
INTERSECTION WITH CURB AND GUTTER	308+46.22	309+77.59	131.37																				
FROM CURB AND GUTTER TO GORE	309+77.59	318+45.95	868.36	3	6	868	4	4	772	2	2	386	868	74	154	1 ½	36	772	1 ½	16.08			
SOUTHBOUND I.R. 77 RAMPS																							
RAMP A																							
GORE TO INTERSECTION WITH CURB AND GUTTER	298+52.24	311+24.00	1,271.76	3	6	1,272	4	4	1,130	2	2	565	1,272	108	226	1 ½	53	1,130	1 ½	23.55			
INTERSECTION WITH CURB AND GUTTER (LEFT SIDE ONLY)	311+24.00	312+65.86	141.86																				
INTERSECTION (RIGHT SIDE W/OUT CURB)	311+24.00	311+72.91	48.91		6	33		4	22		2	11	33	3	4	1 ½	1	22	1 ½	0.45			
INTERSECTION (RIGHT SIDE RADIUS)	311+72.91	103+86.86 (C.R. 80)	81.64		6-8	63		4	36		2	18	63	5	7	1 ½	3	36	1 ½	0.76			
INTERSECTION (RIGHT SIDE TAPER)	103+86.86 (C.R. 80)	103+46.86 (C.R. 80)	40.00		8	36		4	18		2	9	36	3	4	1 ½	1	18	1 ½	0.37			
RAMP C																							
INTERSECTION WITH CURB AND GUTTER (LEFT SIDE)	310+80.13	311+69.00	88.87																				
INTERSECTION (LEFT SIDE ONLY W/OUT CURB)	311+69.00	311+95.73	26.73	3		9	4		12	2		6	9	1	2	1 ½	0.37	12	1 ½	0.25			
INTERSECTION (RIGHT SIDE TAPER)	103+06.96 (C.R. 80)	103+66.96 (C.R. 80)	60.00		8	53		4	27		2	13	53	5	5	1 ½	2	27	1 ½	0.56			
INTERSECTION (RIGHT SIDE RADIUS)	103+66.96 (C.R. 80)	311+95.73	117.69		8-6	92		4	52		2	26	92	8	10	1 ½	4	52	1 ½	1.09			
INTERSECTION WITH CURB AND GUTTER TO GORE	311+95.73	325+48.92	1,353.19	3	6	1,353	4	4	1,203	2	2	601	1,353	115	240	1 ½	56	1,203	1 ½	25.06			
U.S.250/S.R. 21 INTERCHANGE - EXIT 87																							
NORTHBOUND I.R. 77 RAMPS																							
RAMP C																							
FROM GORE TO CURB ON LEFT	34+96.08	42+21.22	725.14	3	6	725	4	4	645	2	2	322	725	62	129	1 ½	30	645	1 ½	13.43			
TO RAMP CD GORE	42+21.22	42+94.22	73.00	3	6	73		4	32		2	16	73	6	6	1 ½	3	32	1 ½	0.68			WITH LEFT CURB
RAMP CD (RAMP C SIDE)	42+94.22	46+28.47	334.25	3	6	334		4	149		2	74	334	28	30	1 ½	14	149	1 ½	3.09			
RAMP D																							
RAMP CD (RAMP D SIDE)	43+96.59	46+28.47	231.88	3	6	232		4	103		2	52	232	20	21	1 ½	10	103	1 ½	2.15			STA. 43+96.59, RAMP CD = STA. 38+99.72, RAMP D
TO RAMP CD GORE	38+99.72	40+00.00	100.28	3	6	100		4	45		2	22	100	9	9	1 ½	4	45	1 ½	0.93			
TO RAMP D GORE	40+00.00	45+21.39	521.39	3	6	521	4	4	463	2	2	232	521	44	93	1 ½	22	463	1 ½	9.66			
SOUTHBOUND I.R. 77 RAMPS																							
RAMP A																							
FROM GORE TO CURB LEFT	41+26.00	51+60.00	1,034.00	3	3	689	4	4	919	2	2	460	689	59	184	1 ½	29	919	1 ½	19.15			
FROM CURB LEFT TO RAMP AB GORE	51+60.00	52+38.67	78.67	3	3	52		4	35		2	17	52	4	7	1 ½	2	35	1 ½	0.73			
RAMP AB (RAMP A SIDE)	52+38.67	61+03.22	864.55	3	3	576		4	384		2	192	576	49	77	1 ½	24	384	1 ½	8.01			
RAMP B																							
FROM GORE TO CURB LEFT	50+80.82	44+45.00	635.82	3	3	424	4	4	565	2	2	283	424	36	113	1 ½	18	565	1 ½	11.77			SEE NOTE 1
FROM CURB LEFT TO RAMP AB GORE	44+45.00	42+80.22	164.78	3	3	110		4	73		2	37	110	9	15	1 ½	5	73	1 ½	1.53			STA. 42+80.22, RAMP B = STA. 52+38.67, RAMP AB
RAMP AB (RAMP B SIDE)	52+38.67	61+03.22	864.55	3	3	576		4	384		2	192	576	49	77	1 ½	24	384	1 ½	8.01			SEE NOTE 1
SUB-TOTALS: PART 1 CARRIED TO SHEET P.19													**8,966**	**763**	**1,551**		**373**	**7,758**		**162**		**01/IMS/PV**	

RESURFACING ESTIMATED QUANTITIES - I.R. 77 RAMPS SHOULDERS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.47 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:16 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQ011.dgn

RESURFACING ESTIMATED QUANTITIES - EASTBOUND & WESTBOUND U.S. 250

LOCATION	STATION		LENGTH	WIDTH	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT							FUNDING	COMMENTS
						202	254		407	442				
						WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN		TACK COAT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	ANTI-SEGREGATION EQUIPMENT		
							1 ½"	1 ¾"	0.085 GAL/SY					
	FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	IN.	CU. YD.	CU. YD.		
								PART 2						
EASTBOUND U.S. 250														
U.S. 250 DECELERATION LANE TAPER TO GORE	591+08.54	601+93.00	1084.46	0-52.5	3,163		3,163		269	1 ½	132	132		
MAINLINE	601+93.00	616+44.75	1451.75	24	3,871		3,871		329	1 ½	161	161		
BR. NO. TUS-00250-12.170R (REAR APPROACH SLAB)	616+44.75	616+69.75	25.00	36	100		100		9	1 ½	4	4		PERFORM PROPOSED TREATMENT ON APPROACH SLABS (INCLUDES SHOULDERS)
OMIT BR. NO. TUS-00250-12.170R	616+69.75	618+30.25	160.50	24	428									
BR. NO. TUS-00250-12.170R (FORWARD APPROACH SLAB)	618+30.25	618+55.25	25.00	36	100		100		9	1 ½	4	4		PERFORM PROPOSED TREATMENT ON APPROACH SLABS (INCLUDES SHOULDERS)
MAINLINE	618+55.25	623+73.77	518.52	24	1,383		1,383		118	1 ½	58	58		
RAMP D GORE TO APPROACH SLAB	623+73.77	624+61.75	87.98	59-53	547		547		46	1 ½	23	23		
BR. NO. TUS-00250-12.320R (REAR APPROACH SLAB)	624+61.75	624+86.75	25.00	63	175			175	15	1 ¾	9	9		INCLUDES SHOULDERS: PLANE 1 ¾" DEPTH; PLACE 1 ¾" SURFACE COURSE
OMIT BR. NO. TUS-00250-12.320R	624+86.75	631+83.31	696.56											
BR. NO. TUS-00250-12.320R (FORWARD APPROACH SLAB)	631+83.31	632+08.31	25.00	56	156	156			13	1 ¾	8	8		INCLUDES SHOULDERS: REMOVE 1 ¾" WEARING COURSE; PLACE 1 ¾" SURFACE COURSE
MAINLINE TO END ACCERATION LANE	632+08.31	637+87.00	578.69	43.8-24	2,180		2,180		185	1 ½	91	91		
MAINLINE	637+87.00	650+00.00	1213.00	24	3,235		3,235		275	1 ½	135	135		
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81														
RAMP A DECELERATION LANE TAPER	602+50.00	603+50.00	100.00	0-12	67		67		6	1 ½	3	3		
U.S. 250 WITH RAMP A DECELERATION LANE	603+50.00	606+05.25	255.25	12	340		340		29	1 ½	14	14		
RAMP A DECELERATION LANE FLARE TO GORE	606+05.25	609+82.89	377.64	12-39	1,070		1,070		91	1 ½	45	45		
WESTBOUND U.S. 250														
MAINLINE TO I.R. 77 N.B. GORE	622+98.80	624+90.70	191.90	16	341		341		29	1 ½	14	14		FROM GORE
MAINLINE TAPER	624+90.70	628+48.89	358.19	16-24	796		796		68	1 ½	33	33		TO BUTT JOINT AT APPROACH SLAB
BR. NO. TUS-00250-12.320L (FORWARD APPROACH SLAB)	628+48.89	628+73.89	25.00	36	100	100			9	1 ¾	5	5		INCLUDES SHOULDERS: REMOVE 1 ¾" WEARING COURSE; PLACE 1 ¾" SURFACE COURSE
OMIT BR. NO. TUS-00250-12.320L	628+73.89	631+42.27	268.38	24	716									OMIT DECK
BR. NO. TUS-00250-12.320L (REAR APPROACH SLAB)	631+42.27	631+67.27	25.00	36	100	100			9	1 ¾	5	5		INCLUDES SHOULDERS: REMOVE 1 ¾" WEARING COURSE; PLACE 1 ¾" SURFACE COURSE
MAINLINE	631+67.27	650+00.00	1832.73	24	4,887		4,887		415	1 ½	204	204		
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81														
RAMP 'F' TAPERED WEDGE FROM GORE	634+91.30	639+11.59	420.29	39-12	1,191		1,191		101	1 ½	50	50		
RAMP 'F' PARALLEL DECELERATION LANE	639+11.59	642+00.00	288.41	12	385		385		33	1 ½	16	16		
RAMP 'F' DECELERATION LANE TAPER	642+00.00	643+00.00	100.00	12-0	67		67		6	1 ½	3	3		
SUB-TOTALS: PART 2 CARRIED TO SHEET P.19						**356**	**23,723**	**175**	**2,064**		**1,017**	**1,017**	**02/NHS/PV**	

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.48 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:24 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GQD13.dgn

RESURFACING ESTIMATED QUANTITIES - U.S. 250 SHOULDER

LOCATION	STATION FROM	STATION TO	LENGTH	PAVEMENT WIDTH LEFT	PAVEMENT WIDTH RIGHT	PAVEMENT AREA	GRADING WIDTH LEFT	GRADING WIDTH RIGHT	GRADING AREA	BERMING WIDTH LEFT	BERMING WIDTH RIGHT	BERMING AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	407 TACK COAT	408 PRIME COAT, AS PER PLAN	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	617 SHOULDER PREPARATION, AS PER PLAN	617 THICKNESS	617 COMPACTED AGGREGATE, AS PER PLAN	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	FUNDING	COMMENTS
													1 ½"	0.085 GAL/SY	0.4 GAL/SY								SHOULDER SIDES ARE DISPLAYED IN DIRECTION OF TRAVEL
			FT.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	FT.		
												PART 2											
EASTBOUND U.S. 250																							
OUTSIDE SHOULDER																							
DECELERATION LANE TO RAMP A GORE	591+08.54	593+58.54	250.00		8	222		4	111		2	56	222	19	22	1 ½	9	111	1 ½	2.31	250.00		
	593+58.54	608+82.89	1,524.35		8	1,355		4	677		2	339	1,355	115	136	1 ½	56	677	1 ½	14.11	1,524.35		
RAMP A GORE TO BR. NO. TUS-00250-12.170R	608+82.89	609+82.89	100.00		7	78		4	44		2	22	78	7	9	1 ½	3	44	1 ½	0.93	100.00		
	609+82.89	610+82.89	100.00		12	133		4	44		2	22	133	11	9	1 ½	6	44	1 ½	0.93	100.00		
	610+82.89	611+32.89	50.00		9	50		4	22		2	11	50	4	4	1 ½	2	22	1 ½	0.46	50.00		
	611+32.89	616+44.75	511.86		8	455		4	227		2	114	455	39	46	1 ½	19	227	1 ½	4.74	511.86		
OMIT BR. NO. TUS-00250-12.170R & REAR AND FWD. A.S.	616+44.75	618+55.25	210.50																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
TO RAMP D GORE	618+55.25	623+73.77	518.52		8	461		4	230		2	115	461	39	46	1 ½	19	230	1 ½	4.80	518.52		
RAMP D GORE TO BR. NO. TUS-00250-12.320R	623+73.77	624+61.75	87.98		6	59		4	39		2	20	59	5	8	1 ½	2	39	1 ½	0.81	87.98		
OMIT BR. NO. TUS-00250-12.320R & REAR AND FWD. A.S.	624+61.75	632+08.31	746.56																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
BR. NO. TUS-00250-12.320R FWD. A.S. TO ROCK WALL BARRIER	632+08.31	638+00.00	591.69		8	526		4	263		2	131	526	45	52	1 ½	22	263	1 ½	5.48	591.69		
ROCK WALL BARRIER	638+00.00	645+50.00	750.00		8	667							667	57		1 ½	28		1 ½		750.00		
MAINLINE	645+50.00	650+00.00	450.00		8	400		4	200		2	100	400	34	40	1 ½	17	200	1 ½	4.17	450.00		
MEDIAN SHOULDER																							
INCLUDED WITH I.R. 77 SOUTHBOUND SHOULDER	591+08.54	601+93.00																					
RAMP A GORE TO BR. NO. TUS-00250-12.170R	601+93.00	616+44.75	1,451.75	4		645	4		645	2		323	645	55	129	1 ½	27	645	1 ½	13.44	1,451.75		
OMIT BR. NO. TUS-00250-12.170R & REAR AND FWD. A.S.	616+44.75	618+55.25	210.50																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
TO BR. NO. TUS-00250-12.320R	618+55.25	624+61.75	606.50	4		270	4		270	2		135	270	23	54	1 ½	11.23	270	1 ½	5.62	606.50		
OMIT BR. NO. TUS-00250-12.320R & REAR AND FWD. A.S.	624+61.75	632+08.31	746.56																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
MAINLINE	632+08.31	650+00.00	1,791.69	4		796	4		796	2		398	796	68	159	1 ½	33.18	796	1 ½	16.59	1,791.69		
WESTBOUND U.S. 250																							
OUTSIDE SHOULDER																							
MAINLINE TO I.R. 77 N.B. GORE	622+98.80	628+48.89	550.09		8	489		4	244		2	122	489	42	49	1 ½	20	244	1 ½	5.09	550.09		
OMIT BR. NO. TUS-00250-12.320L & REAR AND FWD. A.S.	628+48.89	631+67.27	318.38																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
MAINLINE	631+67.27	633+41.30	174.03		8	155		4	77		2	39	155	13	16	1 ½	6	77	1 ½	1.61	174.03		
MAINLINE	633+41.30	633+91.30	50.00		9	50		4	22		2	11	50	4	4	1 ½	2	22	1 ½	0.46	50.00		
TO RAMP F GORE	633+91.30	634+91.30	100.00		12	133		4	44		2	22	133	11	9	1 ½	6	44	1 ½	0.93	100.00		
FROM RAMP F GORE	634+91.30	636+07.53	116.23		7	90		4	52		2	26	90	8	10	1 ½	4	52	1 ½	1.08	116.23		
MAINLINE	636+07.53	650+00.00	1,392.47		8	1,238		4	619		2	309	1,238	105	124	1 ½	52	619	1 ½	12.89	1,392.47		
MEDIAN SHOULDER																							
MAINLINE TO I.R. 77 N.B. GORE	622+98.80	628+48.89	550.09	4		244	4		244	2		122	244	21	49	1 ½	10	244	1 ½	5.09	550.09		
OMIT BR. NO. TUS-00250-12.320L & REAR AND FWD. A.S.	628+48.89	631+67.27	318.38																				APPROACH SLAB QUANTITIES CARRIED WITH MAINLINE
MAINLINE	631+67.27	650+00.00	1,832.73	4		815	4		815	2		407	815	69	163	1 ½	34	815	1 ½	16.97	1,832.73		
SUB-TOTALS: PART 2 CARRIED TO SHEET P.19													**9,331**	**794**	**1,138**		**388**	**5,685**		**119**	**13,549.98**	**02/NHS/PV**	

RESURFACING ESTIMATED QUANTITIES - U.S. 250 SHOULDERS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.49 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:31 AM USER: mdark3
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RESURFACING ESTIMATED QUANTITIES - U.S. 250 RAMPS

LOCATION	STATION FROM	STATION TO	LENGTH FT.	WIDTH FT.	PAVEMENT AREA SQ. YD.	PROPOSED PAVEMENT TREATMENT 202 WEARING COURSE REMOVED SQ. YD.	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN 1 ½" SQ. YD.	407 TACK COAT 0.085 GAL/SY GAL.	442 THICKNESS IN.	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN CU. YD.	FUNDING	COMMENTS
						PART 2						
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81												
WESTBOUND U.S. 250 RAMPS												
RAMP E/F												
EXTRA FOR INTERSECTION					*142*		*142*	*12*	*1 ½*	*6*		*CADD AREA*
TURNLANES	*0+27.74*	*3+15.00*	*287.26*	*36*	*1,149*		*1,149*	*98*	*1 ½*	*48*		
TAPER	*3+15.00*	*3+65.00*	*50.00*	*36-24*	*167*		*167*	*14*	*1 ½*	*7*		
TO RAMP E/F GORE	*3+65.00*	*5+88.39*	*223.39*	*24-44*	*844*		*844*	*72*	*1 ½*	*35*		
RAMP F												
FROM GORE TO APPROACH SLAB	*5+85.50*	*7+58.91*	*173.41*	*16*	*308*		*308*	*26*	*1 ½*	*13*		*BUTT JOINT AT END APPROACH SLAB*
OMIT BR. NO. TUS-00250-12.330F	*7+58.91*	*8+96.06*	*137.15*									
FROM APPROACH SLAB TO GORE	*8+96.06*	*13+17.00*	*420.94*	*16*	*748*		*748*	*64*	*1 ½*	*31*		*BUTT JOINT AT END APPROACH SLAB*
EASTBOUND U.S. 250 RAMPS												
RAMP D												
EXTRA FOR INTERSECTION					*244*		*244*	*21*	*1 ½*	*10*		*CADD AREA*
LANE THRU INTERSECTION	*0+29.16*	*1+85.61*	*156.45*	*18*	*313*		*313*	*27*	*1 ½*	*13*		
LANE	*1+85.61*	*3+78.35*	*192.74*	*16*	*343*		*343*	*29*	*1 ½*	*15*		
FROM RAMP C/D GORE TO E.B. U.S. 250 GORE	*3+78.35*	*6+69.30*	*290.95*	*16*	*517*		*517*	*44*	*1 ½*	*22*		
SUB-TOTALS: PART 2 CARRIED TO SHEET P.19							**4,775**	**407**		**200**	**02/NHS/PV**	

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:39 AM USER: mdark3
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RESURFACING ESTIMATED QUANTITIES - U.S. 250 RAMPS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.50 TOTAL 71

RESURFACING ESTIMATED QUANTITIES - U.S. 250 RAMPS SHOULDERS

LOCATION	STATION		LENGTH	PAVEMENT WIDTH		PAVEMENT AREA	GRADING WIDTH		GRADING AREA	BERMING WIDTH		BERMING AREA	254	407	408	442		617			618	FUNDING	COMMENTS
				LEFT	RIGHT		LEFT	RIGHT		LEFT	RIGHT		PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT	PRIME COAT, AS PER PLAN	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	SHOULDER PREPARATION, AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
													1 ½"	0.085 GAL/SY	0.4 GAL/SY								RAMP SIDES ARE DISPLAYED IN DIRECTION OF TRAVEL
	FROM	TO	FT.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	SQ. YD.	IN.	CU. YD.	MILE		
												PART 2											
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																							
WESTBOUND U.S. 250 RAMPS																							
COMBINED RAMP E/F																							
INTERSECTION TO GORE	0+27.74	5+88.39	560.65	6	3	561	4	4	498	2	2	249	561	48	100	1 ½	23	498	1 ½	10.38			
RAMP F																							
FROM GORE TO APPROACH SLAB	5+85.50	7+58.91	173.41	6	3	173	4	4	154	2	2	77	173	15	31	1 ½	7	154	1 ½	3.21			
OMIT BR. NO. TUS-00250-12.330F	7+58.91	8+96.06	137.15																				
FROM APPROACH SLAB TO GORE	8+96.06	13+17.00	420.94	6	3	421	4	4	374	2	2	187	421	36	75	1 ½	18	374	1 ½	7.80			
EASTBOUND U.S. 250 RAMPS																							
RAMP D																							
INTERSECTION WITH CURB AND GUTTER	0+29.16	1+01.55	72.39																				
FROM CURB AND GUTTER TO GORE	1+01.55	3+78.35	276.80	3		92	4		123	2		62	92	8	25	1 ½	4	123	1 ½	2.56			
GORE TO GORE	3+78.35	6+69.30	290.95	3	6	291	4	4	259	2	2	129	291	25	52	1 ½	12	259	1 ½	5.39			
SUB-TOTALS: PART 2 CARRIED TO SHEET P.19													**1,538**	**132**	**283**		**64**	**1,408**		**29**		**02/NHS/PV**	

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:46 AM USER: mclark3
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RESURFACING ESTIMATED QUANTITIES - U.S. 250 RAMPS SHOULDERS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05-12-22

PROJECT ID 107570

SHEET P.51 TOTAL 71

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:52:53 AM USER: mclark3
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TUS-77-20.73, TUS-250-11.88

S.T. STA. 50+80.82, ℄ RAMP 'B' = STA. 450+92.12, ℄ I.R. 77 (92.79' LT.)

℄ RAMP B

RAMP 'B'

GR-21

GR-27

RAMP B NOSE STA. 50+79.86 = ℄ STA. 450+89.10

N 17° 11' 12" E

END WORK
END PROJECT
I.R. 77
STA. 453+16.62
S.L.M. 27.72

E200(364)

SOUTHBOUND I.R. 77

℄ CONST. I.R. 77

448 449 450 451 452 453

GR-23

NORTHBOUND I.R. 77

EDGE OF TRAVELLED WAY RAMP 'D'

R-2

EX. ROCK FILL

C-1

EDGE OF TYPE 4 GUTTER

R-1

+40.71

RAMP D

+25

PG-1

SEE NOTE 1

CONST. LIMITS

EX. TWIN 96" RCP

4'

20'

10'

DRF-1

2:1

P.T. STA. 49+00, ℄ RAMP 'D' = STA. 449+00, ℄ I.R. 77 (79' RT.)

FL-1

FL-2

GE-1

GR-29

FL-3

DRF-2

58.5'

61.5'

64.5'

67.5'

5.5'

3.0'

3'

15'

EX. WASHOUT SPOIL PILE (REMOVE PORTIONS AS REQUIRED TO INSTALL RCP-2 TO THE SATISFACTION OF THE ENGINEER)

24:1

2.5:1

BRIDGE NO. TUS-00077-27.720 L&R

80

STREAM (DO NOT DISTURB)

℄ CONST. U.S. 250/S.R. 21

U.S. 250/S.R. 21

Ex LA-R/W

Ex LA-R/W

Ex LA-R/W

NOTES:

1. TRANSITION CURB HEIGHT FROM 0" TO 4" IN 10'.
2. FOR EROSION REMEDIATION CALCULATIONS, SEE SHEET P.21
3. FOR FLUME CROSS SECTIONS, SEE SHEETS P.53-P.55
4. FOR DRAINAGE DETAILS, SEE SHEET P.56
5. FOR CURB REPLACEMENT TYPICAL SECTION, SEE SHEET P.05
6. THE CONTRACTOR SHALL CLOSE THE SHOULDER PER SCD MT-95.45 TO PERFORM THIS WORK UNTIL THE CURB AND GUARDRAIL INSTALLATION IS COMPLETE.

LEGEND

ITEM 203 - GRANULAR EMBANKMENT, AS PER PLAN

ITEM 601 - DUMPED ROCK FILL, TYPE B, AS PER PLAN

HORIZONTAL SCALE IN FEET
0 10 20 40

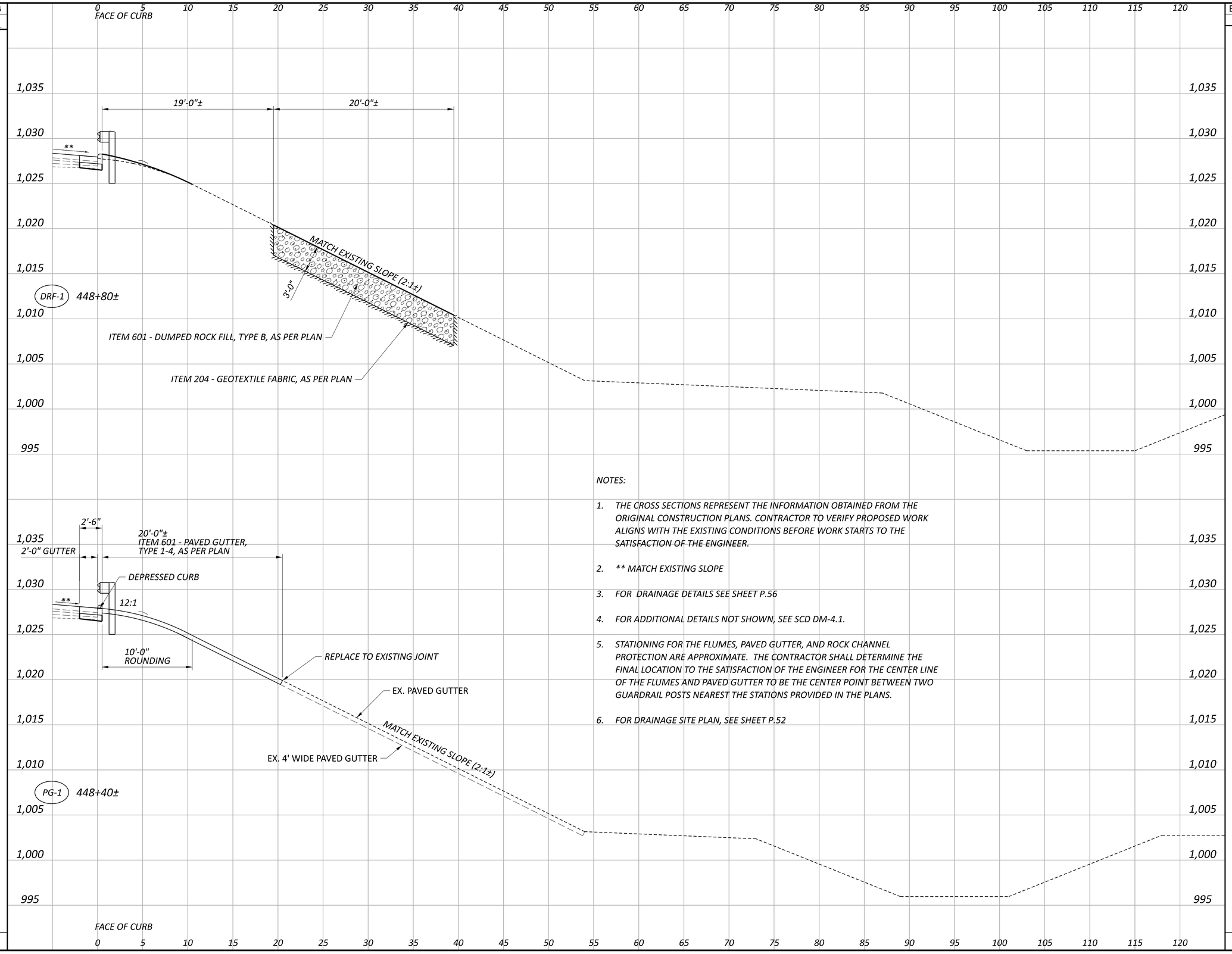
DRAINAGE SITE PLAN
STA. 448+00 TO STA. 453+00

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.52 TOTAL 71

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



NOTES:

1. THE CROSS SECTIONS REPRESENT THE INFORMATION OBTAINED FROM THE ORIGINAL CONSTRUCTION PLANS. CONTRACTOR TO VERIFY PROPOSED WORK ALIGNS WITH THE EXISTING CONDITIONS BEFORE WORK STARTS TO THE SATISFACTION OF THE ENGINEER.
2. ** MATCH EXISTING SLOPE
3. FOR DRAINAGE DETAILS SEE SHEET P.56
4. FOR ADDITIONAL DETAILS NOT SHOWN, SEE SCD DM-4.1.
5. STATIONING FOR THE FLUMES, PAVED GUTTER, AND ROCK CHANNEL PROTECTION ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE FINAL LOCATION TO THE SATISFACTION OF THE ENGINEER FOR THE CENTER LINE OF THE FLUMES AND PAVED GUTTER TO BE THE CENTER POINT BETWEEN TWO GUARDRAIL POSTS NEAREST THE STATIONS PROVIDED IN THE PLANS.
6. FOR DRAINAGE SITE PLAN, SEE SHEET P.52

EROSION CONTROL CROSS SECTIONS PG- 1 & DRF-1

DESIGN AGENCY

DESIGNER	MVC
REVIEWER	TES 05/12/22
PROJECT ID	107570
SHEET	P.53
TOTAL	71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:53:01 AM USER: mclark3
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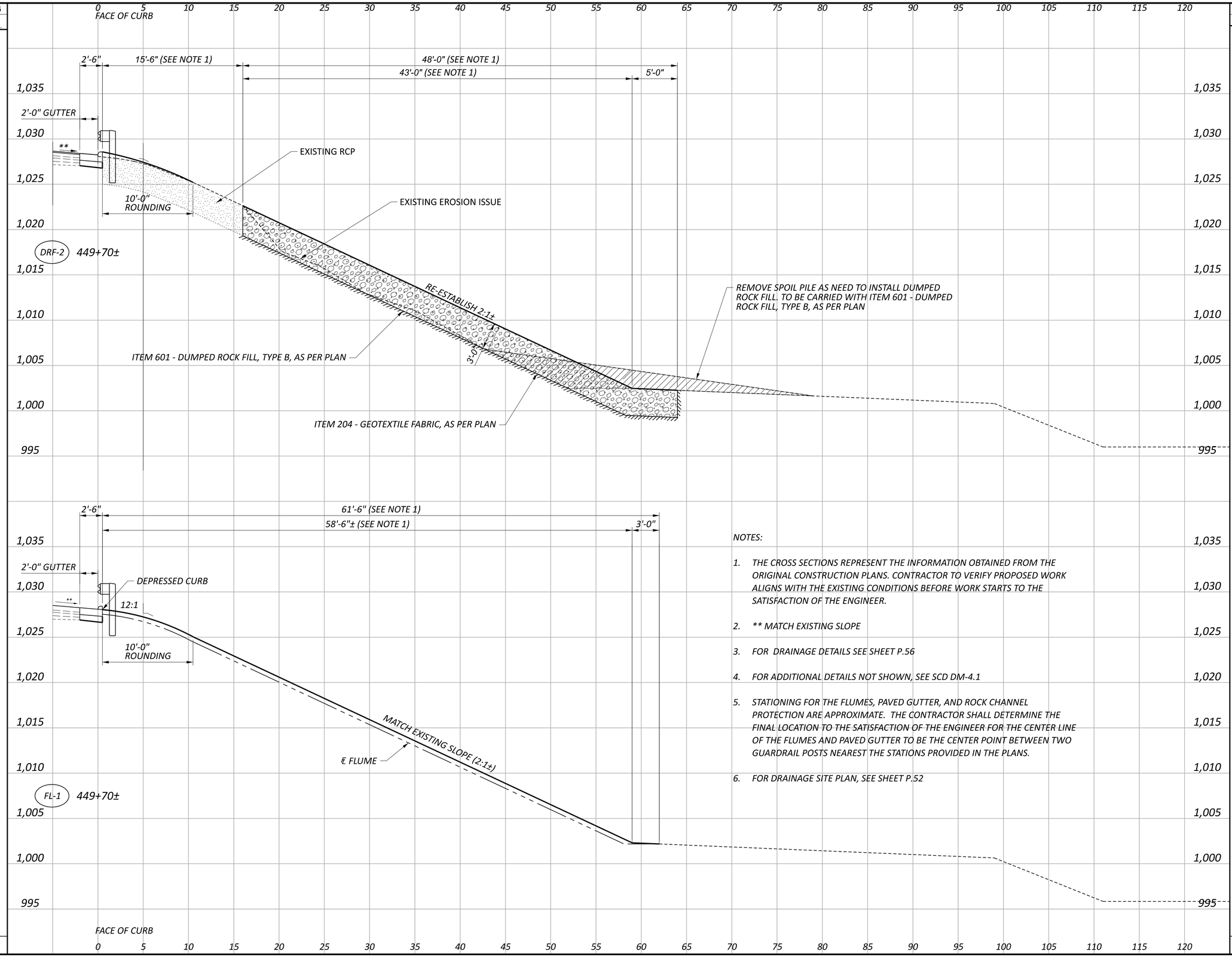
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



NOTES:

1. THE CROSS SECTIONS REPRESENT THE INFORMATION OBTAINED FROM THE ORIGINAL CONSTRUCTION PLANS. CONTRACTOR TO VERIFY PROPOSED WORK ALIGNS WITH THE EXISTING CONDITIONS BEFORE WORK STARTS TO THE SATISFACTION OF THE ENGINEER.
2. ** MATCH EXISTING SLOPE
3. FOR DRAINAGE DETAILS SEE SHEET P.56
4. FOR ADDITIONAL DETAILS NOT SHOWN, SEE SCD DM-4.1
5. STATIONING FOR THE FLUMES, PAVED GUTTER, AND ROCK CHANNEL PROTECTION ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE FINAL LOCATION TO THE SATISFACTION OF THE ENGINEER FOR THE CENTER LINE OF THE FLUMES AND PAVED GUTTER TO BE THE CENTER POINT BETWEEN TWO GUARDRAIL POSTS NEAREST THE STATIONS PROVIDED IN THE PLANS.
6. FOR DRAINAGE SITE PLAN, SEE SHEET P.52

EROSION CONTROL CROSS SECTIONS FL-1 & DRF-2

DESIGN AGENCY

DESIGNER	MVC
REVIEWER	TES 05/12/22
PROJECT ID	107570
SHEET	P.54
TOTAL	71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:53:08 AM USER: mclark3
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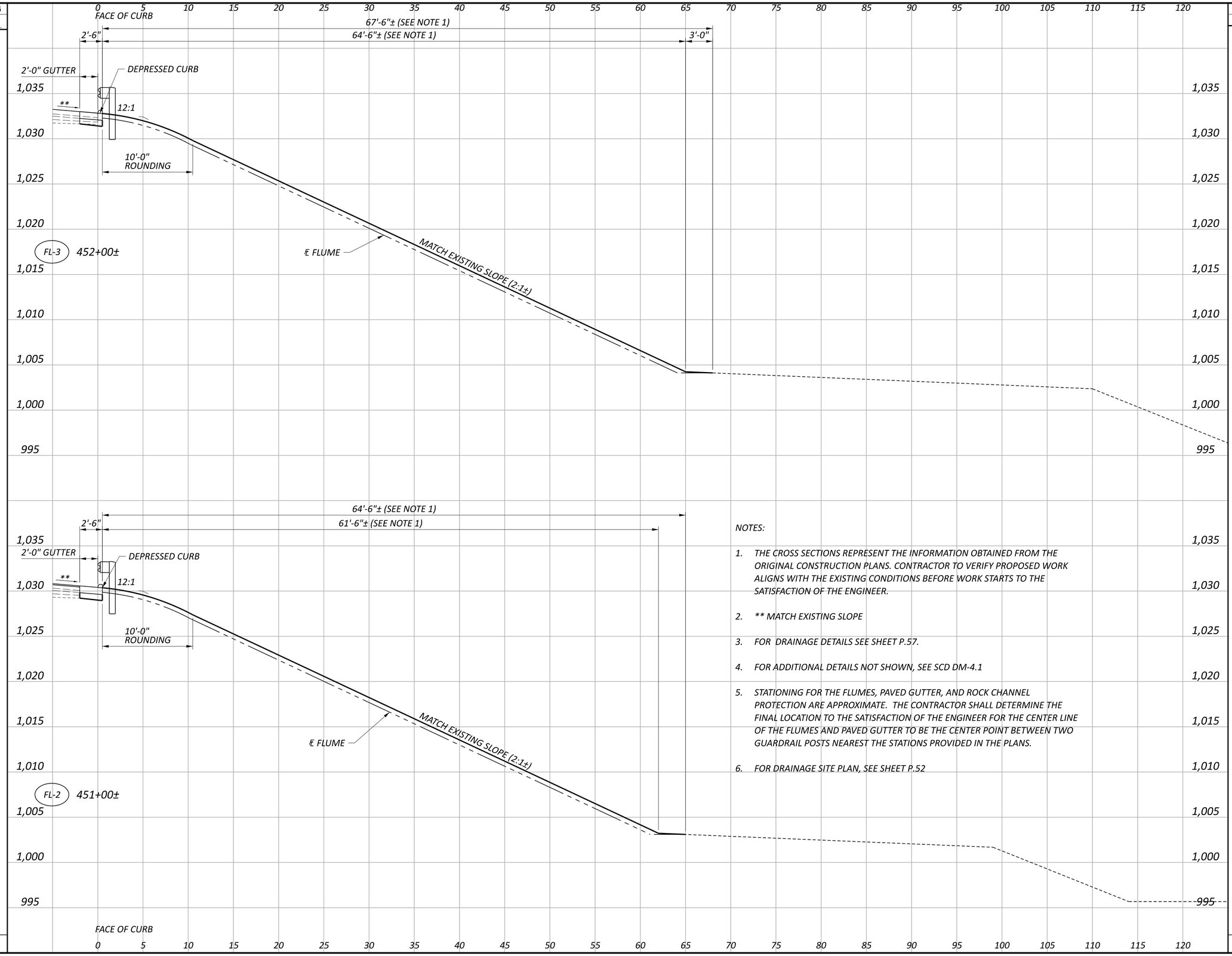
SEEDING	
END WIDTH	SQ. YDS.



NOTES:

1. THE CROSS SECTIONS REPRESENT THE INFORMATION OBTAINED FROM THE ORIGINAL CONSTRUCTION PLANS. CONTRACTOR TO VERIFY PROPOSED WORK ALIGNS WITH THE EXISTING CONDITIONS BEFORE WORK STARTS TO THE SATISFACTION OF THE ENGINEER.
2. ** MATCH EXISTING SLOPE
3. FOR DRAINAGE DETAILS SEE SHEET P.57.
4. FOR ADDITIONAL DETAILS NOT SHOWN, SEE SCD DM-4.1
5. STATIONING FOR THE FLUMES, PAVED GUTTER, AND ROCK CHANNEL PROTECTION ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE FINAL LOCATION TO THE SATISFACTION OF THE ENGINEER FOR THE CENTER LINE OF THE FLUMES AND PAVED GUTTER TO BE THE CENTER POINT BETWEEN TWO GUARDRAIL POSTS NEAREST THE STATIONS PROVIDED IN THE PLANS.
6. FOR DRAINAGE SITE PLAN, SEE SHEET P.52

END AREA		VOLUME	
CUT	FILL	CUT	FILL

EROSION CONTROL CROSS SECTIONS FL-2 & FL-3

DESIGN AGENCY

DESIGNER	MVC
REVIEWER	TES 05/12/22
PROJECT ID	107570
SHEET	P.55
TOTAL	71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:53:16 AM USER: mclark3
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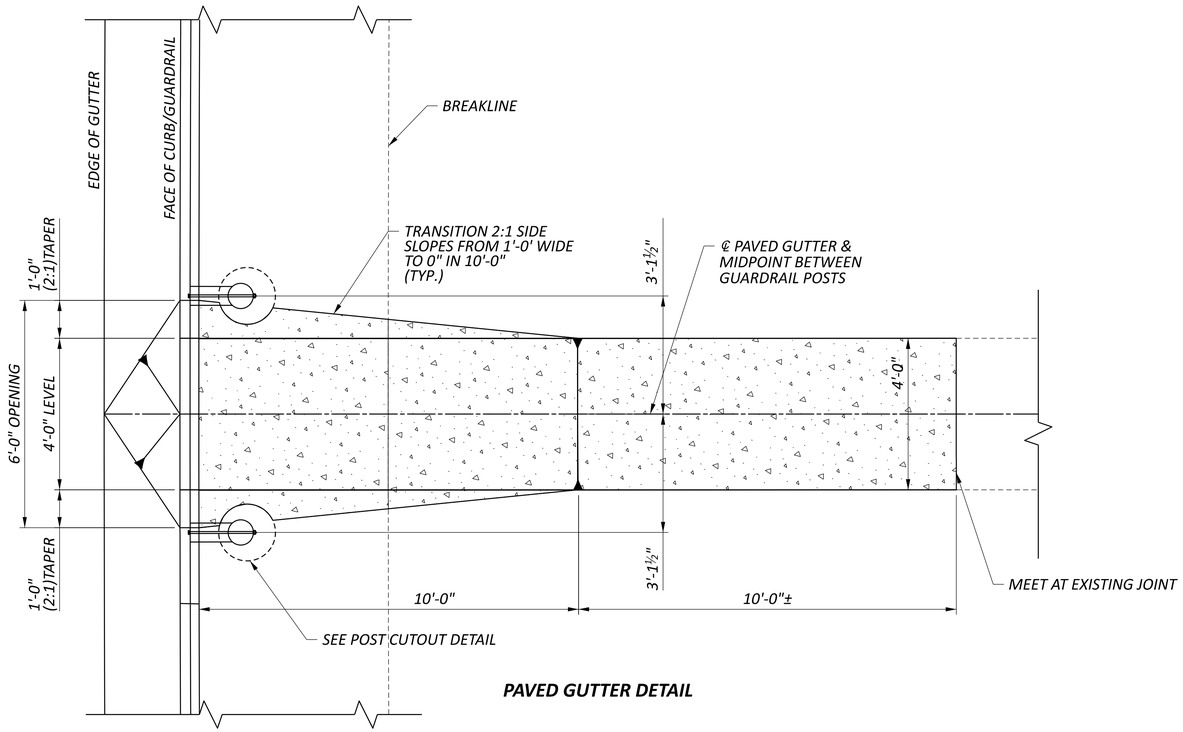
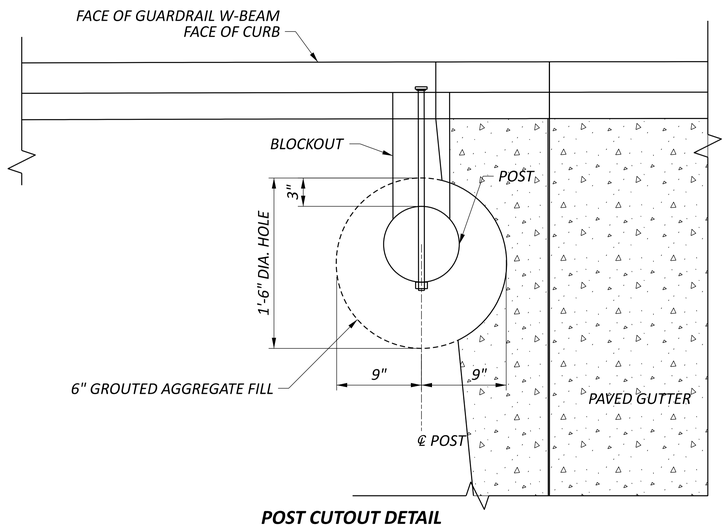


PAVED GUTTER DETAIL



POST CUTOUT DETAIL

ITEM 601 - PAVED GUTTER, TYPE 1-4, AS PER PLAN

THE CONTRACTOR TO CONSTRUCT THE PAVED GUTTER AS PER DM-2.1 AND THE DETAILS SHOWN ABOVE . POST CUTOUTS FOR GUARDRAIL INSTALLATION ARE INCLUDED IN THIS ITEM OF WORK.

THIS ITEM OF WORK INCLUDES ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT THE PAVED GUTTER TO THE SATISFACTION OF THE ENGINEER.

ITEM 203 - GRANULAR EMBANKMENT, AS PER PLAN

ALL PROVISIONS OF ODOT CMS 203 SHALL APPLY WITH THE FOLLOWING MODIFICATION. THE CONTRACTOR SHALL USE NUMBER 1 AND 2 AGGREGATE PER CMS 703.01.

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT AND COMPLETE THE INSTALLATION OF THE GRANULAR EMBANKMENT, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 203, GRANULAR EMBANKMENT, AS PER PLAN.

ITEM 204 - GEOTEXTILE FABRIC, AS PER PLAN

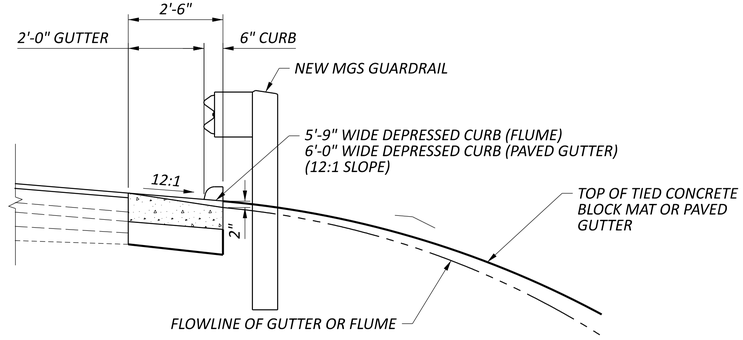
FOR THIS ITEM OF WORK THE CONTRACTOR SHALL LINE THE SURFACE OF THE UNDERCUT WITH GEOTEXTILE FABRIC, TYPE B CONFORMING TO 712.09 TO ACCEPT ITEM 601 - DUMPED ROCK FILL. PREPARE THE BOTTOM OF UNDERCUT TO RECEIVE THE GEOTEXTILE FABRIC TO A RELATIVELY SMOOTH SURFACE, FREE OF OBSTRUCTION AND DEBRIS. WITH THE LONG DIMENSION PARALLEL TO THE FLOW DIRECTION, LOOSELY PLACE THE FABRIC WITHOUT WRINKLES AND CREASES. WHERE JOINTS ARE NECESSARY, PROVIDE A 12-INCH MINIMUM OVERLAP, WITH THE UPSTREAM STRIP OVERLAPPING THE DOWNSTREAM STRIP. PLACE SECURING PINS WITH WASHERS AT A MINIMUM DISTANCE APART OF 2 FEET ALONG THE JOINTS AND AT A MINIMUM DISTANCE APART OF 5 FEET EVERYWHERE ELSE. WHEN REQUIRED BY THE PLANS FILL ALL VOIDS WITH GROUT.

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT AND COMPLETE THE INSTALLATION OF THE GEOTEXTILE FABRIC DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 204 - GEOTEXTILE FABRIC, AS PER PLAN.

ITEM 601 - DUMPED ROCK FILL,TYPE B, AS PER PLAN

THE CONTRACTOR SHALL INSTALL THIS ITEM AS PER CMS 601.08. THIS ITEM OF WORK INCLUDES ALL EXCAVATION AND REMOVAL OF MATERIALS NECESSARY TO STABILIZE THE WASHOUTS AND PROVIDE A RELATIVELY SMOOTH SURFACE TO INSTALL THE GEOTEXTILE FABRIC.

ALL LABOR, EQUIPMENT, EXCAVATION, AND MATERIALS NECESSARY TO CONSTRUCT AND COMPLETE THE INSTALLATION OF THE DUMPED ROCK DESCRIBED ABOVE AND SHOWN IN THE PLANS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 601 - DUMPED ROCK FILL, TYPE B, AS PER PLAN.



CURB OPENING DETAIL

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN

THE CONTRACTOR TO CONSTRUCT THE CURB AND GUTTER IN THE PLANS PER SCD BP-5.1 AND THE REQUIREMENT STIPULATED IN THIS NOTE.

THE CONTRACTOR SHALL LOCATE THE EXISTING CURB AND PROVIDE AN OFFSET 2' FROM THE EXISTING FACE OF CURB TO ESTABLISH THE PROPOSED BASELINE FOR THE OUTSIDE GUTTER AND PAVEMENT REMOVAL LOCATION PER CMS 202.05. CONSTRUCT THE TYPE 4 CURB AND GUTTER PER SCD BP-5.1 AND PROVIDE CUTOUTS FOR THE PAVED GUTTER AND FLUME PER THE DETAIL ABOVE AND DEPRESS THE GUTTER AND CURB FLOWLINE 2" AS PER SCD DM-4.1 AT THE LOCATIONS IDENTIFIED IN THE PLANS TO THE SATISFACTION OF THE ENGINEER.

THIS ITEM OF WORK INCLUDES ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PLACE THE CURB TO THE SATISFACTION OF THE ENGINEER.

DRAINAGE DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.56 TOTAL 71

TUS-77-20.73, TUS-250-11.88
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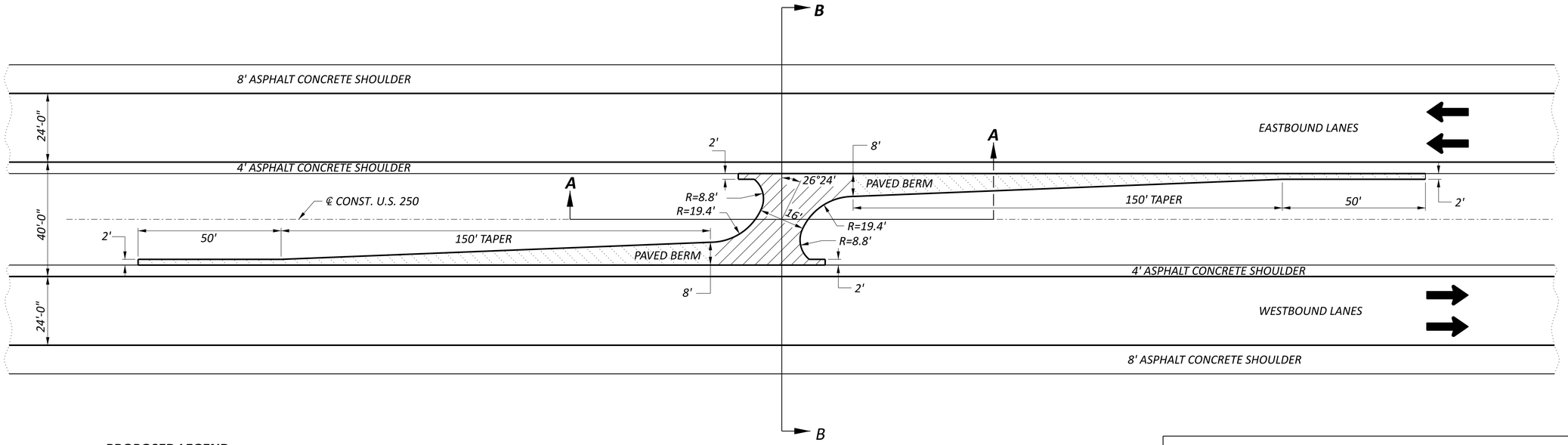
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Drainage\Sheets\107570_DD001.dgn



PROPOSED LEGEND

1. ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447), AS PER PLAN
2. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3¼" NOMINAL DEPTH)
3. ITEM 407 - TACK COAT (APPLIED @ 0.085 GALS./SQ.YD.)

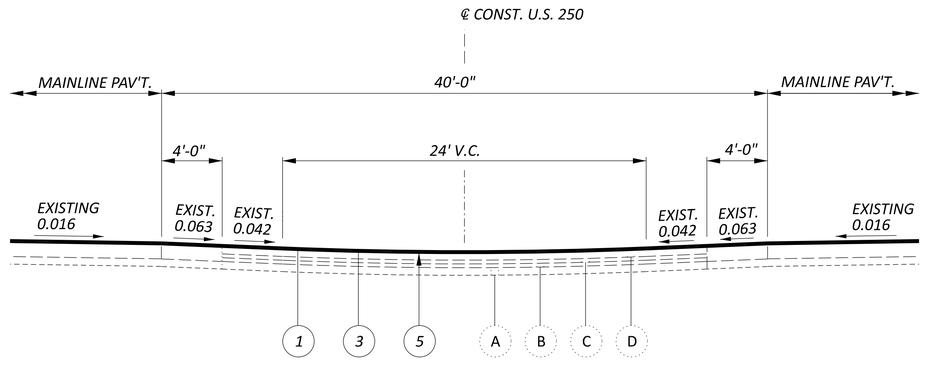
EXISTING LEGEND

- A — EXISTING SUBBASE
- B — EXISTING AGGREGATE BASE
- C — EXISTING BITUMINOUS AGGREGATE BASE
- D — EXISTING ASPHALT CONCRETE

PLAN (CO-1) STA. 647+32

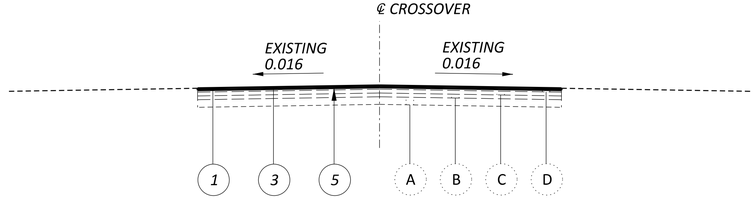
SCALE 1:200

CADD GENERATED AREA	= 889 SQ. FT.
CADD GENERATED AREA (850 SQ. FT. X 2 TAPERS)	= 1700 SQ. FT.
TOTAL MEDIAN CROSS-OVER AREA	= 2589 SQ. FT.



SECTION B-B

SCALE 1:50



SECTION A-A

SCALE 1:50

ESTIMATED QUANTITIES

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (1 1/2" DEPTH)
2589 SQ. FT. ÷ 9 = 288 SQ. YD.
USE: 288 SQ. YD. (02/NHS/PV)

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447), AS PER PLAN
2589 SQ. FT. X 1½" ÷ 12 ÷ 27 = 11.99 CU. YD.
USE: 12 CU. YD. (02/NHS/PV)

ITEM 407 - TACK COAT
2589 SQ. FT ÷ 9 X 0.085 = 24.45 GALLON
USE: 24 GAL. (02/NHS/PV)

ESTIMATED QUANTITIES CARRIED TO SHEET P.19

MEDIAN CROSSOVER DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.57 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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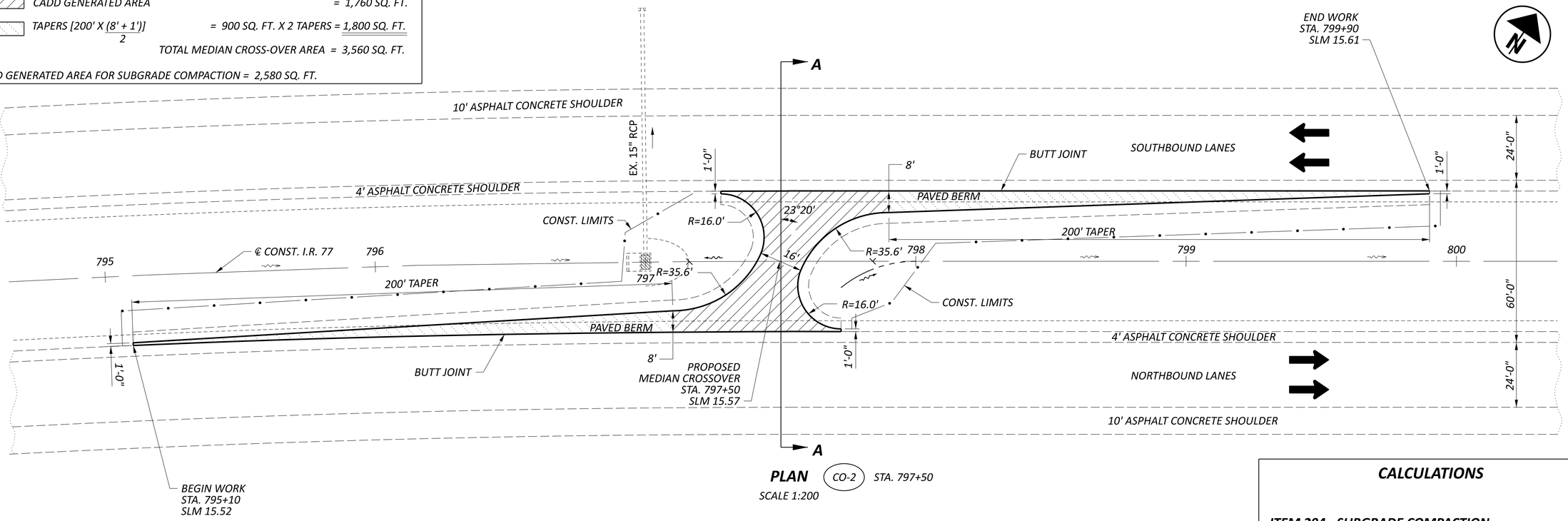
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Roadway\Sheets\107570_GA002.dgn

CADD GENERATED AREA = 1,760 SQ. FT.

TAPERS [200' X (8' + 1')] / 2 = 900 SQ. FT. X 2 TAPERS = 1,800 SQ. FT.

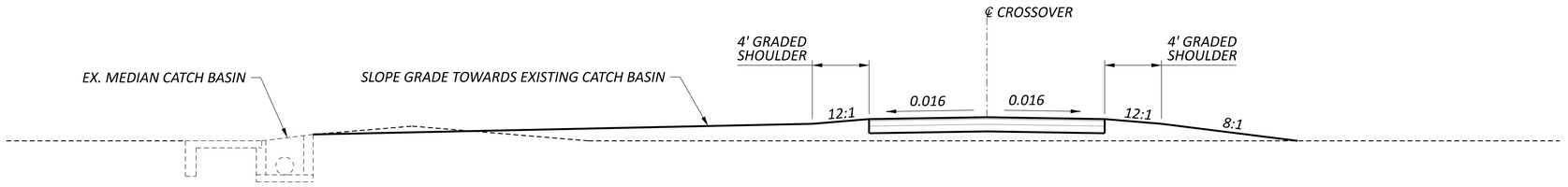
TOTAL MEDIAN CROSS-OVER AREA = 3,560 SQ. FT.

CADD GENERATED AREA FOR SUBGRADE COMPACTION = 2,580 SQ. FT.



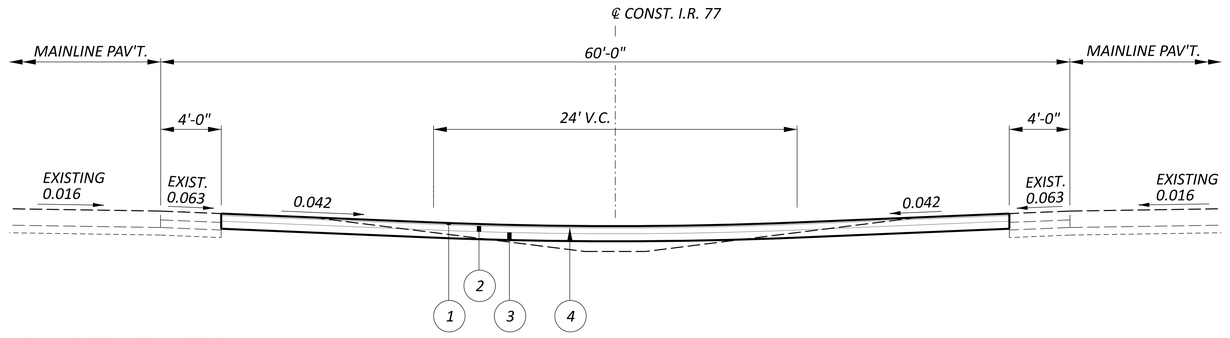
PLAN (CO-2) STA. 797+50

SCALE 1:200



PROFILE ALONG ℄ CONST. I.R. 77

SCALE 1:50



SECTION A-A

SCALE 1:50

NOTES:

1. FOR CO-2 CROSSOVER LOCATION, SEE SHEET P.23
2. CALCULATIONS CARRIED TO RESURFACING SUBSUMMARY ON SHEET P.19

PROPOSED LEGEND

(1) ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN
(2) ITEM 301 - 4 1/2" ASPHALT CONCRETE BASE
(3) ITEM 304 - 6" AGGREGATE BASE
(4) ITEM 407 - TACK COAT (APPLIED @ 0.055 GALS./SQ. YD.)

CALCULATIONS

ITEM 204 - SUBGRADE COMPACTION

2,580 SQ. FT. (CADD GENERATED AREA) ÷ 9 = 286.67 CU. YD.

(USE: 287 SQ. YD.)

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447), AS PER PLAN

3,560 SQ. FT. X 1 1/2" ÷ 12 ÷ 27 = 16.48 CU. YD.

(USE: 17 CU. YD.)

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)

3,560 SQ. FT. X 4 1/2" ÷ 12 ÷ 27 = 49.44 CU. YD.

(USE: 49 CU. YD.)

ITEM 304 - AGGREGATE BASE

3,560 SQ. FT. X 6" ÷ 12 ÷ 27 = 65.92 CU. YD.

(USE: 66 CU. YD.)

ITEM 407 - TACK COAT

3,560 SQ. FT. ÷ 9 X 0.055 = 21.76 GAL.

(USE: 22 GAL.)

ITEM 203 - EXCAVATION

65 CU. YD. (CADD GENERATED VOLUME)

(USE: 65 CU. YD.)

ITEM 203 - EMBANKMENT

76 CU. YD. (CADD GENERATED VOLUME)

(USE: 76 CU. YD.)

ITEM 659 - SEEDING AND MULCHING

830 SQ. YD. (CADD GENERATED AREA)

(USE: 830 SQ. YD.)

MEDIAN CROSSOVER DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.58 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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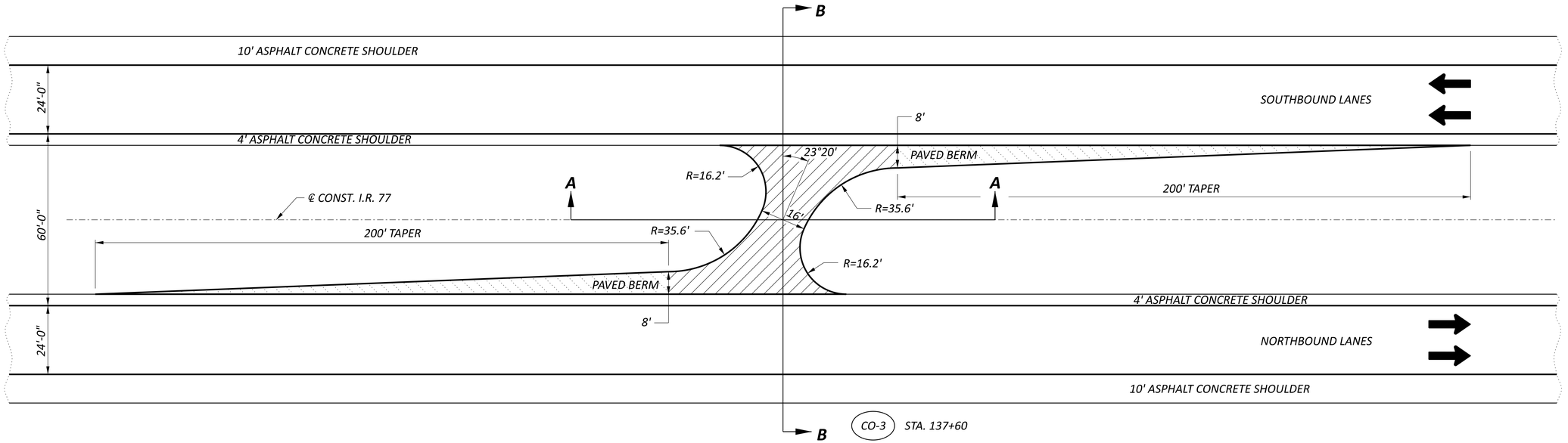
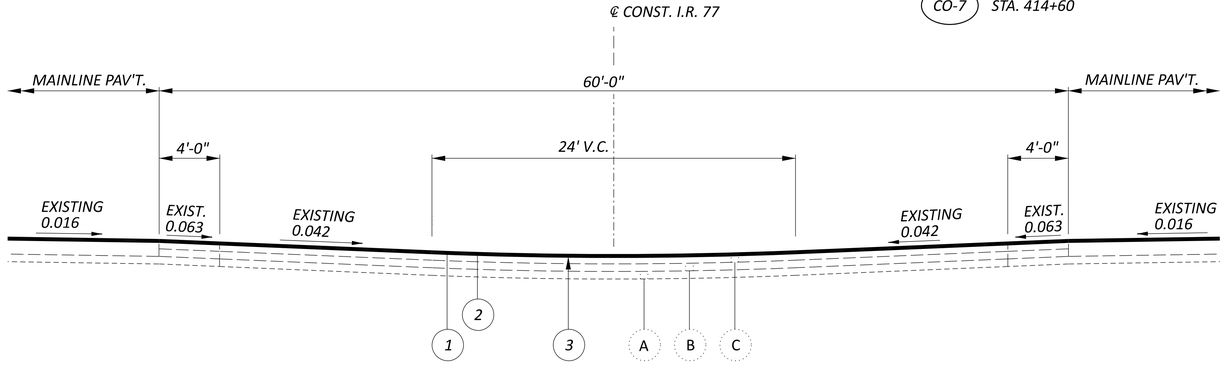
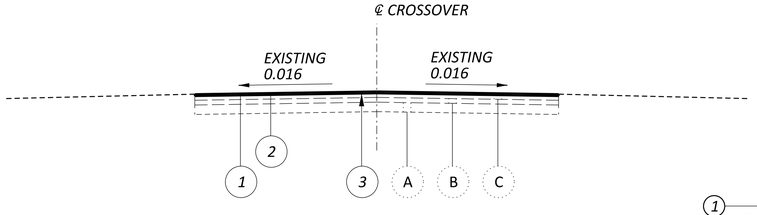


PLAN
SCALE 1:200

CO-3	STA. 137+60
CO-4	STA. 175+00
CO-5	STA. 260+10
CO-7	STA. 414+60



SECTION B-B
SCALE 1:50



SECTION A-A
Scale 1:50

	CADD GENERATED AREA = 1,720 SQ. FT.
	TAPERS [200' X (8' + 0')/2] = 800 SQ. FT. X 2 TAPERS = 1,600 SQ. FT.

TOTAL MEDIAN CROSS-OVER AREA = 3,320 SQ. FT.
X 4 LOCATIONS = 13,280 SQ. FT.

CALCULATIONS

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (1 1/2" DEPTH)

13,280 SQ. FT. ÷ 9 = 1475.56 SQ. YD.

USE: 1,476 SQ. YD.
(01/IMS/PV)

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE,
12.5MM, TYPE B, (447), AS PER PLAN

13,280 SQ. FT. X 1½" ÷ 12 ÷ 27 = 61.48 CU. YD.

USE: 62 CU. YD.
(01/IMS/PV)

ITEM 407 - TACK COAT
13,280 SQ. FT ÷ 9 X 0.085 = 125.42 GALLON

USE: 125 GALLON
(01/IMS/PV)

CALCULATIONS CARRIED TO SHEET P.19

EXISTING LEGEND

- (A) EXISTING SUBBASE
- (B) EXISTING AGGREGATE BASE
- (C) EXISTING ASPHALT CONCRETE PAVEMENT

PROPOSED LEGEND

- (1) ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447), AS PER PLAN
- (2) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1 1/2" DEPTH)
- (3) ITEM 407 - TACK COAT (APPLIED @ 0.085 GALS./SQ. YD.)

MEDIAN CROSSOVER DETAILS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.59 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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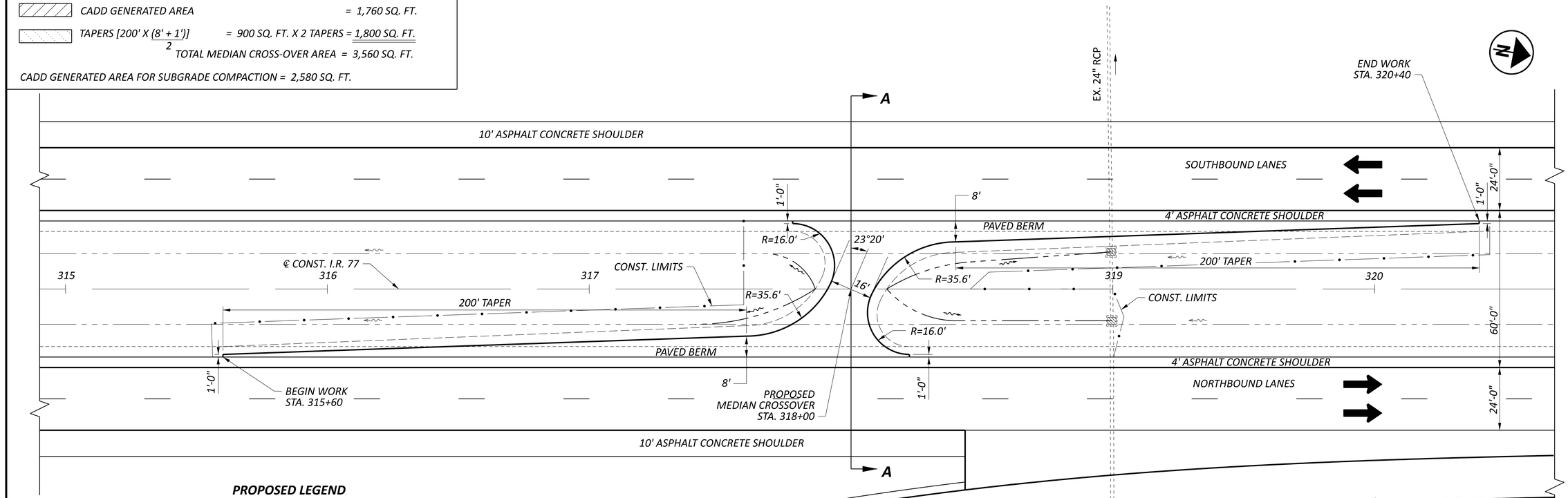
CADD GENERATED AREA = 1,760 SQ. FT.

TAPERS [200' X (8' + 1')] / 2 = 900 SQ. FT. X 2 TAPERS = 1,800 SQ. FT.

TOTAL MEDIAN CROSS-OVER AREA = 3,560 SQ. FT.

CADD GENERATED AREA FOR SUBGRADE COMPACTION = 2,580 SQ. FT.



PROPOSED LEGEND

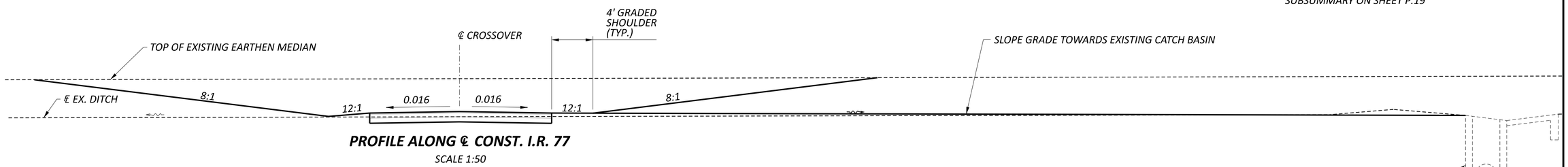
1. ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN
2. ITEM 301 - 4 1/2" ASPHALT CONCRETE BASE
3. ITEM 304 - 6" AGGREGATE BASE
4. ITEM 407 - TACK COAT (APPLIED @ 0.055 GALS./SQ. YD.)

PLAN (CO-6) STA. 318+00

SCALE 1:20

NOTES:

1. FOR CO-6 CROSSOVER LOCATION, SEE SHEET P.29
2. CALCULATIONS CARRIED TO RESURFACING SUBSUMMARY ON SHEET P.19



PROFILE ALONG ℄ CONST. I.R. 77

SCALE 1:50

CALCULATIONS

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447), AS PER PLAN

3,560 SQ. FT. X 1 1/2" ÷ 12 ÷ 27 = 16.48 CU. YD.

(USE: 17 CU. YD.)

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)

3,560 SQ. FT. X 4 1/2" ÷ 12 ÷ 27 = 49.44 CU. YD.

(USE: 49 CU. YD.)

ITEM 304 - AGGREGATE BASE

3,560 SQ. FT. X 6" ÷ 12 ÷ 27 = 65.92 CU. YD.

(USE: 66 CU. YD.)

ITEM 407 - TACK COAT

3,560 SQ. FT. ÷ 9 X 0.055 = 21.76 GAL.

(USE: 22 GAL.)

ITEM 203 - EXCAVATION

240 CU. YD. (CADD GENERATED VOLUME)

(USE: 240 CU. YD.)

ITEM 204 - SUBGRADE COMPACTION

2,580 SQ. FT. (CADD GENERATED AREA) ÷ 9 = 286.67 CU. YD.

(USE: 287 SQ. YD.)

ITEM 659 - SEEDING AND MULCHING

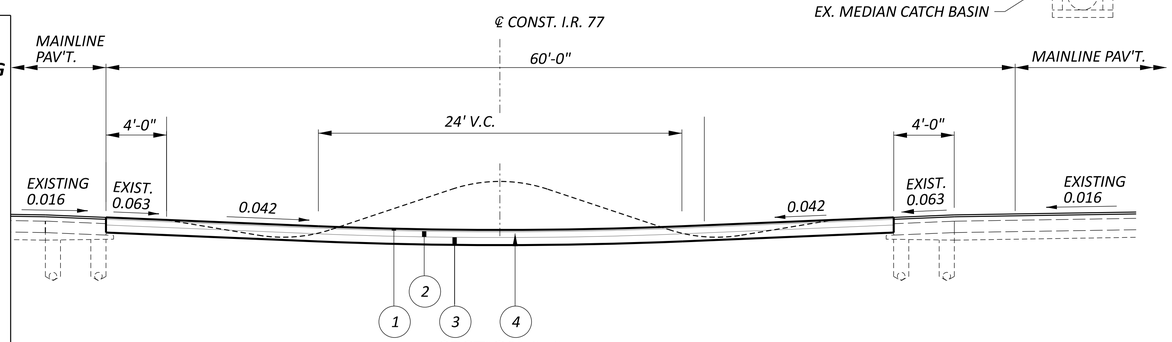
820 SQ. YD. (CADD GENERATED AREA)

(USE: 991 SQ. YD.)

ITEM 203 - EMBANKMENT

76 CU. YD. (CADD GENERATED VOLUME)

(USE: 76 CU. YD.)



SECTION A-A

SCALE 1:50

MEDIAN CROSSOVER DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.60 TOTAL 71

TUS-77-20.73, TUS-250-11.88

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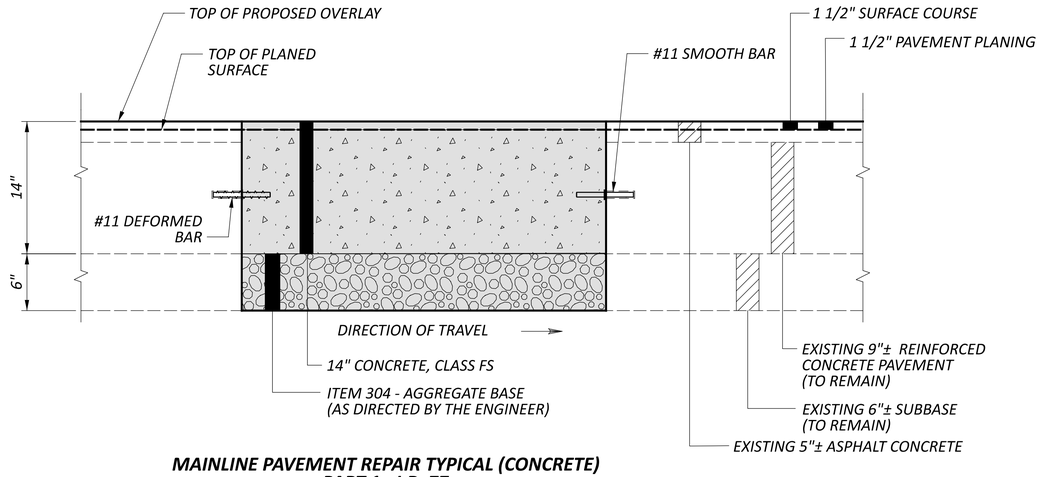


MAINLINE PAVEMENT REPAIR TYPICAL (CONCRETE)
PART 1 - I.R. 77

FOR DETAILS NOT SHOWN SEE STANDARD CONSTRUCTION DRAWING BP-2.5
FOR TRANSVERSE JOINT REPAIR DETAILS AND BP-2.1 FOR LONGITUDINAL JOINT DETAILS

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN (A)

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

THIS WORK CONSISTS OF REMOVING THE EXISTING ASPHALT CONCRETE, REINFORCED CONCRETE, AND THE AGGREGATE BASE COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL; PLACING ITEM 304 AGGREGATE BASE; THEN INSTALLING DOWEL RODS FOLLOWED BY CONCRETE PAVEMENT, CLASS FS. POUR CONCRETE TO EXISTING SURFACE.

THIS WORK SHALL BE COMPLETED BEFORE MILLING AND RESURFACING BEGINS.

ALL OTHER PROVISIONS OF STANDARD CONSTRUCTION DRAWINGS BP-2.1 AND BP-2.5 APPLY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY:

14" CONCRETE, FS	700 CU. YD.
ITEM 304 - AGGREGATE BASE	300 CU. YD.
ITEM 509 - EPOXY COATED REINFORCING STEEL	16,736 POUNDS
ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	2,700 EACH

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

PART 1 (01/IMS/PV)
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, FS, AS PER PLAN (A) - **1,800 SQ. YD.**

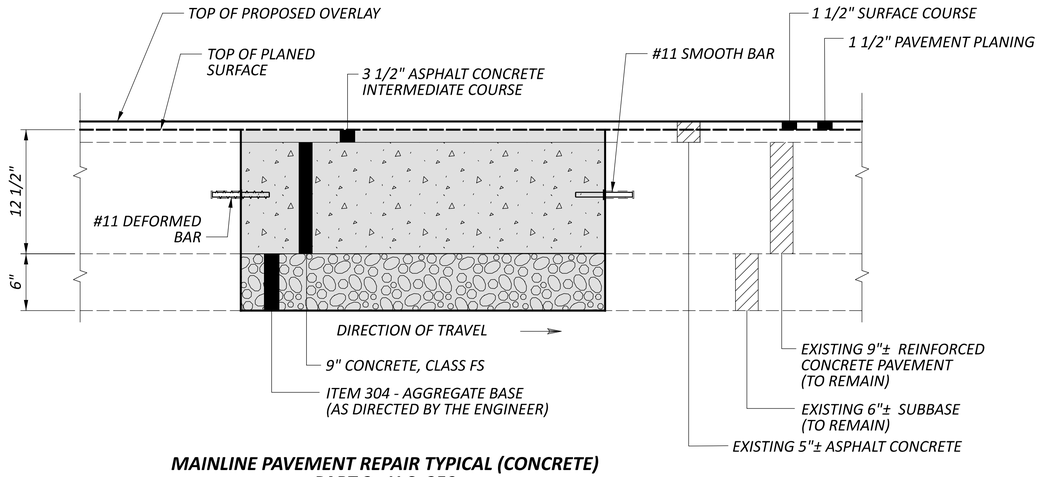
PART 1 (01/IMS/PV)
ITEM 255 - FULL DEPTH PAVEMENT SAWING --------- 5,350 FT.
PART 2 (02/NHS/PV)
ITEM 255 - FULL DEPTH PAVEMENT SAWING --------- 750 FT.
(USE: 6,100 FT.)

ITEM 605 - AGGREGATE DRAINS

THIS ITEM SHALL BE USED TO CONSTRUCT AGGREGATE DRAINS AND SHALL MEET THE REQUIREMENTS OF ITEM 605, AGGREGATE DRAINS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

ITEM 605 - AGGREGATE DRAINS	200 FT. (I.R. 77) (01/IMS/PV)
ITEM 605 - AGGREGATE DRAINS	50 FT. (U.S. 250) (02/NHS/PV)
	(USE: 250 FT.)



MAINLINE PAVEMENT REPAIR TYPICAL (CONCRETE)
PART 2 - U.S. 250

FOR DETAILS NOT SHOWN SEE STANDARD CONSTRUCTION DRAWING BP-2.5
FOR TRANSVERSE JOINT REPAIR DETAILS AND BP-2.1 FOR LONGITUDINAL JOINT DETAILS

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN (B)

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

THIS WORK CONSISTS OF REMOVING THE EXISTING ASPHALT CONCRETE, REINFORCED CONCRETE, AND THE AGGREGATE BASE COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL; PLACING ITEM 304 AGGREGATE BASE; THEN INSTALLING DOWEL RODS FOLLOWED BY CONCRETE PAVEMENT, CLASS FS. POUR 9" CONCRETE, PLACE ASPHALT CONCRETE INTERMEDIATE COURSE TO EXISTING SURFACE.

THIS WORK SHALL BE COMPLETED BEFORE MILLING AND RESURFACING BEGINS.

ALL OTHER PROVISIONS OF STANDARD CONSTRUCTION DRAWINGS BP-2.1 AND BP-2.5 APPLY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY:

9" CONCRETE, FS	700 CU. YD.
ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (449)	700 CU. YD.
ITEM 304 - AGGREGATE BASE	300 CU. YD.
ITEM 509 - EPOXY COATED REINFORCING STEEL	16,736 POUNDS
ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	2,700 EACH

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

PART 2 (02/NHS/PV)
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, FS, AS PER PLAN (B) - **250 SQ. YD.**

PAVEMENT REPAIR DETAILS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.61 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/20/2022 TIME: 7:11:19 AM USER: mclark3
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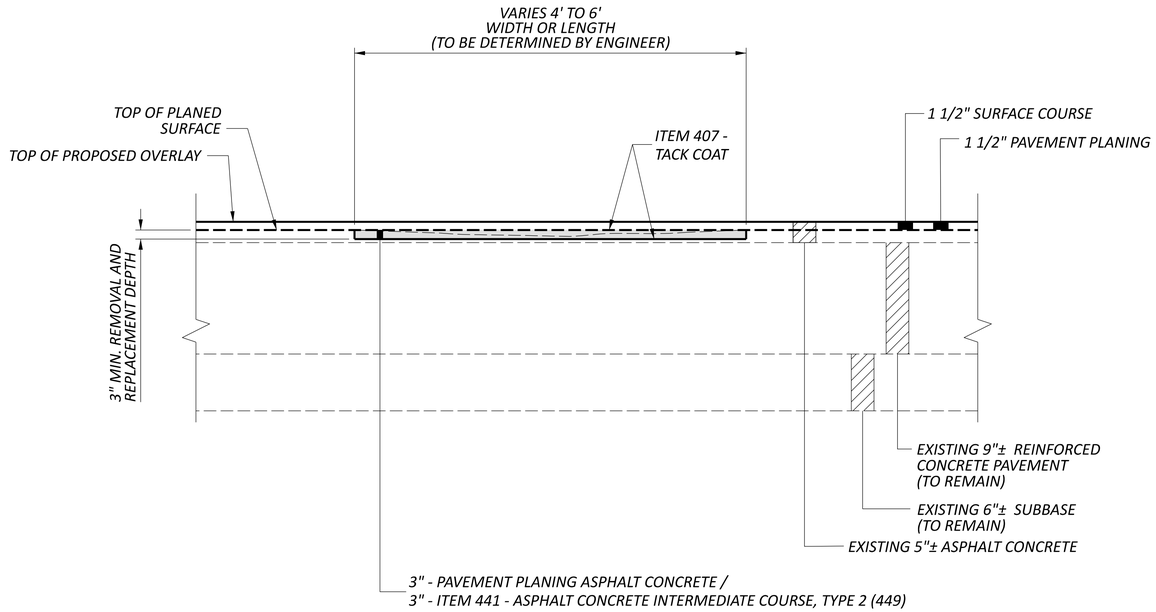

PARTIAL DEPTH PAVEMENT REPAIR TYPICAL

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

THIS ITEM OF WORK SHALL ADHERE TO THE REQUIREMENTS DETAILED IN CMS 251 USING ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 FOR THE PAVEMENT LIFTS.

ODOT SHALL PERFORM A FINAL FIELD REVIEW PRIOR TO CONSTRUCTION AND AT THAT TIME, THE ENGINEER WILL DETERMINE AND MARK THE SIZE AND LOCATION FOR EACH REPAIR AND PROVIDE THAT INFORMATION TO THE CONTRACTOR. FINAL PAYMENT FOR THESE LOCATIONS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

ALL PARTIAL DEPTH REPAIRS SHALL BE COMPLETED PRIOR TO COMMENCING PAVING OPERATIONS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 251 - PARTIAL DEPTH REPAIR (441).

ESTIMATED QUANTITIES

PART 1 (01/IMS/PV)
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) 88 CU. YD.

PART 2 (O2/NHS/PV)
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) 12 CU. YD.

(USE: 100 CU. YD.)

PAVEMENT REPAIR DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.62 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:54:14 AM USER: mdark3
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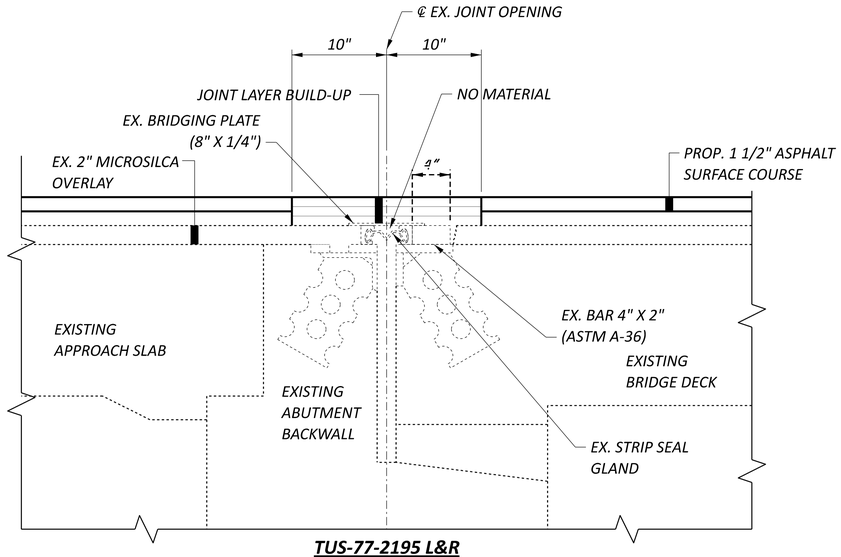
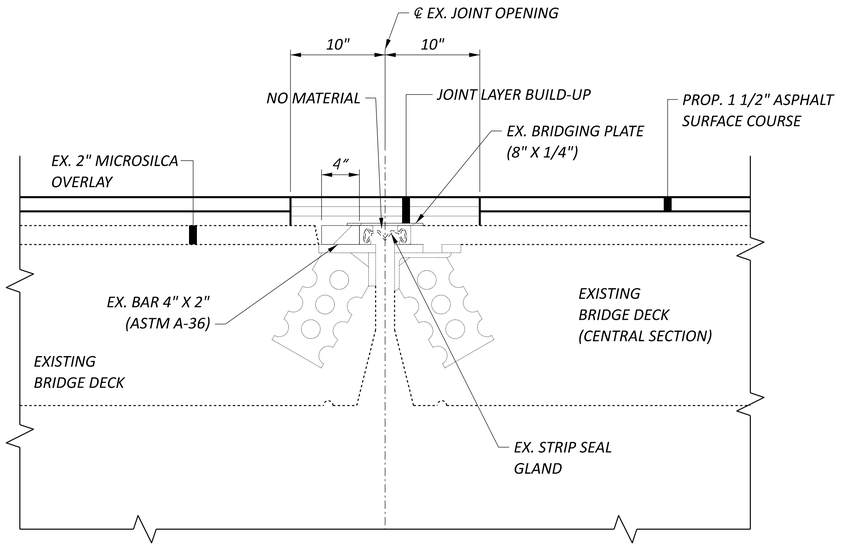
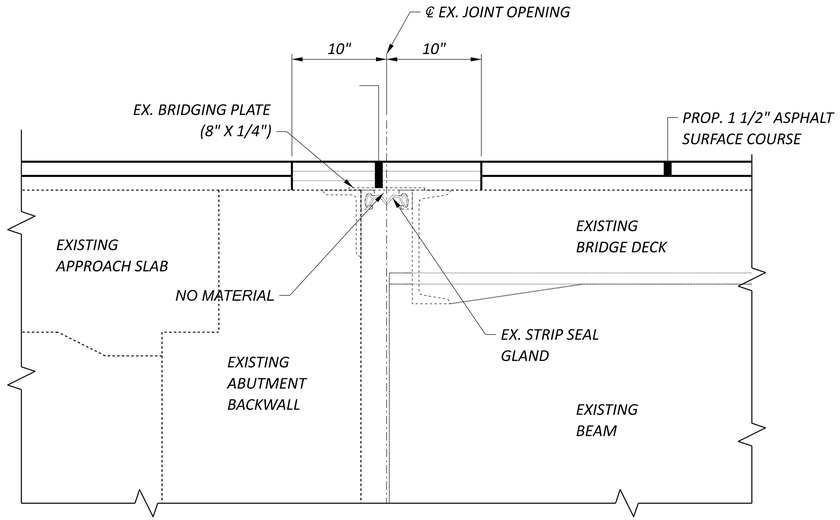


TUS-77-2195 L&R
EXPANSION JOINT SECTION
AT ABUTMENTS



TUS-77-2195 L&R
INTERMEDIATE JOINT SECTION



TUS-77-2089 L&R
TUS-77-2217 L&R
TUS-77-2337 L&R
EXPANSION JOINT SECTION
AT ABUTMENTS

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN

THE CONTRACTOR SHALL INSTALL POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM PER SUPPLEMENTAL SPECIFICATION EXCEPT FOR INSTALLING NEW BRIDGING PLATES.

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF CUBIC FEET AND WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS: ITEM 846 - CUBIC FEET, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.

SEE SHEET P.20 FOR ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM CALCULATIONS AND QUANTITIES PER STRUCTURE.

POLYMER MODIFIED ASPHALT EXPANSION JOINT DETAILS

DESIGN AGENCY

DESIGNER MVC
REVIEWER TES 05/12/22
PROJECT ID 107570
SHEET P.63 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:54:21 AM USER: mclark3
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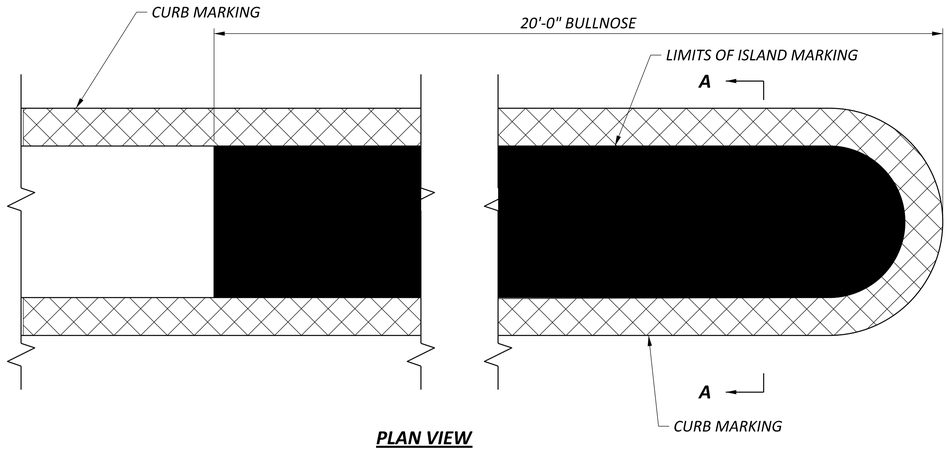
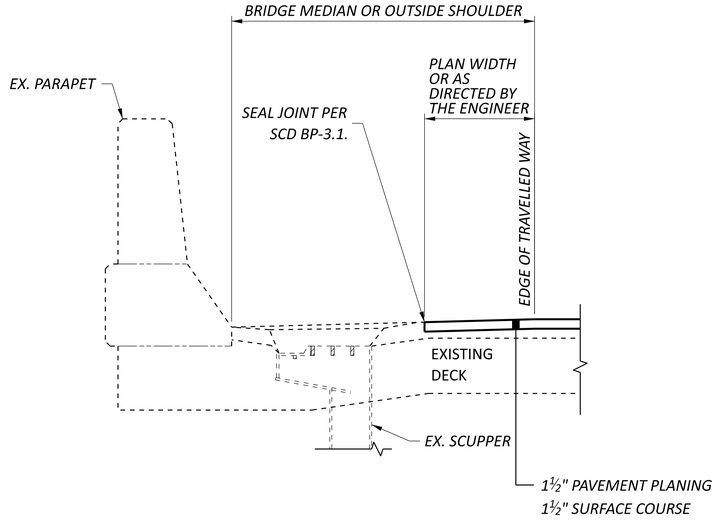
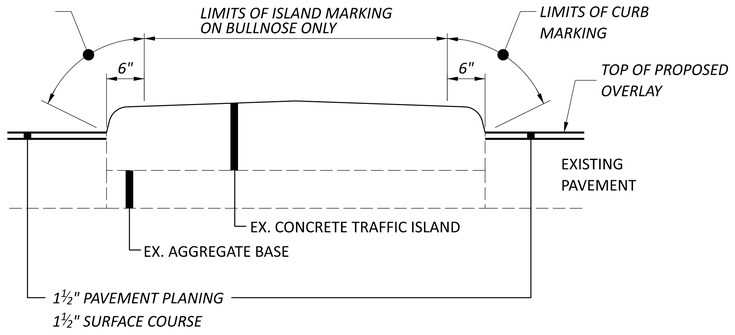


PLAN VIEW



CONTRACTOR TO REDUCE PLANING ACROSS THE BRIDGE DECK SHOULDERS AS STATED IN THE ESTIMATED QUANTITIES TO AVOID PLANING AND REPAVING OVER THE EXISTING SCUPPER OPENINGS. SEE SHOULDER PAVING ESTIMATED QUANTITIES FOR LOCATIONS AND PLAN WIDTHS.

PAVING ACROSS BRIDGES WITH SCUPPERS DETAIL



ELEVATION

SECTION A-A

RAISED MEDIAN PAVEMENT MARKING DETAIL

(FOR RAMPS A/B AND C/D AT EXIT 87)

MISCELLANEOUS DETAILS

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.64 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/13/2022 TIME: 10:54:29 AM USER: mdark3
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PAVEMENT MARKING SUBSUMMARY

SHEET NO.		621		642		646				807						850						FUNDING
		RPM	RAISED PAVEMENT MARKER REMOVED	CURB MARKING, TYPE 1 (YELLOW)	ISLAND MARKING, TYPE 1 (YELLOW)	STOP LINE	CROSSWALK LINE, 12"	LANE ARROW	WRONG WAY ARROW	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"		WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE)	GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE)	GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE)	GROOVING FOR 12" RECESSES PAVEMENT MARKING, (CONCRETE)	
		EACH	EACH	FT.	SQ. FT.	FT.	FT.	EACH	EACH	MILE	MILE	MILE		FT.	FT.	MILE	FT.	FT.	MILE	FT.	FT.	
PART 1																						
SUB-TOTALS CARRIED FROM SHEET P.66		413	413							13.65	6.99			5,982	7,218	20.64	7,218	5,982				
SUB-TOTALS CARRIED FROM SHEET P.67		398	398							14.53	6.99			4,352	5,723	21.52	5,723	4,352				
SUB-TOTALS CARRIED FROM SHEET P.68		164	142	540	60	124		11	3	2.94	0.07			473		3.01		473				
SUB-TOTALS CARRIED FROM SHEET P.69		198	198	1,750	60	154	128	14	3	3.98				831		3.98		831				
SUB-TOTALS: PART 1		**1,173**	**1,151**	**2,290**	**120**	**278**	**128**	**25**	**6**	**35.10**	**14.05**			**11,638**	**12,941**	**49.15**	**12,941**	**11,638**				**01/IMS/PV**
PART 2																						
SUB-TOTALS CARRIED FROM SHEET P.70		81	81							3.37	1.31			1,452	2,229	4.10	1703	1110	0.58	525	342	
SUB-TOTALS CARRIED FROM SHEET P.71		70	70			68	100	12	2	0.66	0.04			782		0.64		782	0.06			
SUB-TOTALS: PART 2		**151**	**151**			**68**	**100**	**12**	**2**	**4.03**	**1.35**			**2,234**	**2,229**	**4.74**	**1,703**	**1,892**	**0.64**	**525**	**342**	**02/NHS/PV**
SUB-TOTALS: 01/IMS/PV		**1,173**	**1,151**	**2,290**	**120**	**278**	**128**	**25**	**6**	**35.10**	**14.05**			**11,638**	**12,941**	**49.15**	**12,941**	**11,638**				**01/IMS/PV**
SUB-TOTALS: 02/NHS/PV		**151**	**151**			**68**	**100**	**12**	**2**	**4.03**	**1.35**			**2,234**	**2,229**	**4.74**	**1,703**	**1,892**	**0.64**	**525**	**342**	**02/NHS/PV**
TOTALS CARRIED TO GENERAL SUMMARY		**1,324**	**1,302**	**2,290**	**120**	**346**	**228**	**37**	**8**	**39.13**	**15.40**			**13,872**	**15,170**	**53.89**	**14,644**	**13,530**	**0.64**	**525**	**342**	

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 8:52:47 AM USER: mdark3
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TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.65 TOTAL 71

TRAFFIC CONTROL ESTIMATED QUANTITIES - NORTHBOUND I.R. 77

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING FT.	621 RPM 1-WAY WHITE EACH	621 RPM WHITE/RED EACH	621 RPM YELLOW/RED EACH	621 RPM YELLOW/YELLOW EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 CURB MARKING, TYPE 1 (YELLOW) FT.	642 ISLAND MARKING, TYPE 1 (YELLOW) SQ. FT.	646 STOP LINE FT.	646 CROSSWALK LINE, 24" FT.	646 LANE ARROW EACH	646 WRONG WAY ARROW EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" FT.	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	FUNDING	COMMENTS
PART 1																											
I.R. 77 NORTHBOUND																											
MAINLINE	*84+02.50*	*453+16.62*	*LT.*													*6.99*						*6.99*					
	84+02.50	*453+16.62*	*CENTER*	*120*	*309*				*309*									*6.99*						*6.99*			
	84+02.50	*90+23.93*	*RT.*														*0.12*						*0.12*			
	108+00.00	*214+78.65*	*RT.*														*2.02*						*2.02*			
	214+78.65	*231+50.00*	*RT.*														*0.32*						*0.32*			
	231+50.00	*299+95.89*	*RT.*														*1.30*						*1.30*			
	299+95.89	*318+43.58*	*RT.*														*0.35*						*0.35*			
	318+43.58	*435+10.00*	*RT.*														*2.21*						*2.21*			
	435+10.00	*445+08.00*	*RT.*														*0.19*						*0.19*			
	445+08.00	*453+16.62*	*RT.*														*0.15*						*0.15*			
ACCEL. LANE - U.S. 250	*90+23.93*	*95+11.89*	*LT.*	*40*		*13*			*13*											*975.92*				*975.92*		
	95+11.89	*108+00.00*	*LT.*																		*1288.11*		*1288.11*			
ACCEL. LANE - RAMP 'B'	*108+00.00*	*112+24.96*	*LT.*	*40*		*12*			*12*											*849.92*				*849.92*		
	112+24.96	*124+50.00*	*LT.*																		*1225.04*		*1225.04*			
DECEL. LANE - RAMP 'H'	*202+76.98*	*211+94.38*	*LT.*																		*917.40*		*917.40*			
	211+94.38	*214+78.65*	*LT.*	*40*		*15*			*15*											*568.54*				*568.54*		
ACCEL. LANE - RAMP 'J'	*231+50.00*	*235+90.94*	*LT.*	*40*		*12*			*12*											*881.88*				*881.88*		
	235+90.94	*248+00.00*	*LT.*																		*1209.06*		*1209.06*			
DECEL. LANE - RAMP 'B'	*291+95.00*	*297+16.70*	*LT.*																		*521.70*		*521.70*			
	297+16.70	*299+95.89*	*LT.*	*40*		*15*			*15*											*558.38*				*558.38*		
ACCEL. LANE - RAMP 'D'	*318+43.58*	*321+96.87*	*LT.*	*40*		*10*			*10*											*706.58*				*706.58*		
	321+96.87	*333+50.00*	*LT.*																		*1153.13*		*1153.13*			
DECEL. LANE - RAMP 'C'	*426+94.58*	*432+02.22*	*LT.*																		*507.64*		*507.64*			
	432+02.22	*435+10.00*	*LT.*	*40*		*16*			*16*											*615.56*				*615.56*		
ACCEL. LANE - RAMP 'D'	*445+08.00*	*449+20.55*	*LT.*	*40*		*11*			*11*											*825.10*				*825.10*		
	449+20.55	*453+16.62*	*LT.*																		*396.07*		*396.07*			
				309		*104*			*413*							*6.99*	*6.66*	*6.99*		*5981.88*	*7218.15*	*20.64*	*7218.15*	*5981.88*		
SUB-TOTALS CARRIED TO SHEET P.65				**413**					**413**							**13.65**		**6.99**		**5,982**	**7,218**	**20.64**	**7,218**	**5,982**	**01/IMS/PV**	

TRAFFIC CONTROL ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.66 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 7:31:52 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ002.dgn

TRAFFIC CONTROL ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING (FT.)	621 RPM 1-WAY WHITE (EACH)	621 RPM WHITE/RED (EACH)	621 RPM YELLOW/RED (EACH)	621 RPM YELLOW/YELLOW (EACH)	621 RAISED PAVEMENT MARKER REMOVED (EACH)	642 CURB MARKING, TYPE 1 (YELLOW) (FT.)	642 ISLAND MARKING, TYPE 1 (YELLOW) (SQ. FT.)	646 STOP LINE (FT.)	646 CROSSWALK LINE, 24" (FT.)	646 LANE ARROW (EACH)	646 WRONG WAY ARROW (EACH)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) (MILE)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) (MILE)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" (MILE)	807	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" (FT.)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) (FT.)	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) (MILE)	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) (FT.)	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT) (FT.)	FUNDING	COMMENTS
																PART 1										
I.R. 77 SOUTHBOUND																										
MAINLINE	84+02.50	453+16.62	LT.													6.99						6.99				
	84+02.50	453+16.62	CENTER	120	309				309									6.99				6.99				
	84+02.50	108+77.09	RT.														0.47					0.47				
	119+62.97	217+15.35	RT.														1.85					1.85				
	217+15.35	235+50.00	RT.														0.35					0.35				
	235+50.00	298+56.41	RT.														1.19					1.19				
	298+56.41	325+47.86	RT.														0.51					0.51				
	325+47.86	441+20.00	RT.														2.19					2.19				
	441+20.00	490+92.12	RT.														0.94					0.94				
	450+92.12	453+16.62	RT.														0.04					0.04				
DECEL. LANE - U.S. 250	108+77.09	111+94.93	LT.	40		17			17											635.68				635.68		
	111+94.93	119+62.97	LT.																		768.04		768.04			
ACCEL. LANE - RAMP 'G'	201+15.75	213+40.02	LT.																		1224.27		1224.27			
	213+40.02	217+15.35	LT.	40		10			10											750.66				750.66		
DECEL. LANE - RAMP 'I'	235+50.00	238+29.61	LT.	40		15			15											559.22				559.22		
	238+29.61	247+50.00	LT.																		920.39		920.39			
ACCEL. LANE - RAMP 'A'	283+50.00	295+03.30	LT.																		1153.30		1153.30			
	295+03.30	298+56.41	LT.	40		10			10											706.22				706.22		
DECEL. LANE - RAMP 'C'	325+47.86	328+26.21	LT.	40		15			15											556.70				556.70		
	328+26.21	333+48.00	LT.																		521.79		521.79			
ACCEL. LANE - RAMP 'A'	426+80.00	437+84.11	LT.																		1104.11		1104.11			
	437+84.11	441+20.00	LT.	40		9			9											671.78				671.78		
DECEL. LANE - RAMP 'B'	450+92.12	453+28.02	LT.	40		13			13											471.80				471.80		
	453+28.02	453+58.75	LT.																		30.73		30.73			
					309	89			398							6.99	7.54	6.99		4352.06	5722.63	21.52	5722.63	4352.06		
SUB-TOTALS CARRIED TO SHEET P.65					**398**				**398**							**14.53**		**6.99**		**4,352**	**5,723**	**21.52**	**5,723**	**4,352**	**01/IMS/PV**	

TRAFFIC CONTROL ESTIMATED QUANTITIES

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 7:39:17 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ003.dgn

DESIGN AGENCY

DESIGNER
MVC

REVIEWER
TES 05/12/22

PROJECT ID
107570

SHEET P.67 TOTAL 71

TRAFFIC CONTROL ESTIMATED QUANTITIES - NORTHBOUND I.R. 77 RAMPS

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING	621 RPM 1-WAY WHITE	621 RPM WHITE/RED	621 RPM YELLOW/RED	621 RPM YELLOW/YELLOW	621 RAISED PAVEMENT MARKER REMOVED	642 CURB MARKING, TYPE 1 (YELLOW)	642 ISLAND MARKING, TYPE 1 (YELLOW)	646 STOP LINE	646 CROSSWALK LINE, 24"	646 LANE ARROW	646 WRONG WAY ARROW	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	807	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE)	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT)	FUNDING	COMMENTS
				FT.	EACH	EACH	EACH	EACH	EACH	FT.	SQ. FT.	FT.	FT.	EACH	EACH	MILE	MILE	MILE		FT.	FT.	MILE	FT.	FT.		
														PART 1												
I.R. 77 NORTHBOUND																										
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																										
RAMP 'E'	*5+88.39*	*16+25.12*	*LT.*	*80*			*14*		*14*							*0.20*						*0.20*				*SEE RAMP 'E/F'*
	5+88.39	*16+25.12*	*RT.*														*0.20*					*0.20*				*SEE RAMP 'E/F'*
RAMP 'B'	*0+35.85*	*15+78.79*	*LT.*	*80*			*20*		*20*							*0.29*						*0.29*				
	0+35.85	*15+78.79*	*RT.*														*0.29*					*0.29*				
S.R. 39 INTERCHANGE - EXIT 83																										
RAMP 'H'	*12+00.00*	*19+42.64*	*LT.*	*80/40*			*16*		*16*							*0.14*						*0.14*				*INSTALL RPM'S PER SCD 73.20*
	12+00.00	*19+42.64*	*RT.*	*40*		*11*											*0.14*					*0.14*				*INSTALL RPM'S PER SCD 73.20*
	14+50.00	*18+00.00*	*CENTER*	*40*		*10*			*10*									*0.07*				*0.07*				
	18+00.00	*19+23.00*	*CENTER*	*40*		*4*			*4*											*123*				*123*		
	15+80.00		*LT. & RT.*												*2*											
	18+26.00		*LT.*											*1*												*LEFT TURN ARROW*
	18+92.00		*LT.*											*1*												
	19+23.00		*LT. & RT.*									*58*														
RAMP 'J'	*0+31.46*	*10+07.02*	*LT.*	*80*			*13*		*13*							*0.18*						*0.18*				
	0+31.46	*10+07.02*	*RT.*														*0.18*					*0.18*				
C.R. 80 INTERCHANGE - EXIT 85																										
RAMP 'B'	*299+92.36*	*307+67.24*	*LT.*	*80/40*			*16*		*16*							*0.15*						*0.15*				*INSTALL RPM'S PER SCD 73.20*
	299+92.36	*307+67.24*	*RT.*	*40*		*11*											*0.15*					*0.15*				*INSTALL RPM'S PER SCD 73.20*
	304+80.00	*308+30.00*	*LT.*	*40*		*10*			*10*											*350*				*350*		
	302+70.00		*CENTER*												*1*											
	305+28.00													*2*												*LEFT-THRU, RIGHT TURN ARROWS*
	306+08.00													*2*												*LEFT-THRU, RIGHT TURN ARROWS*
	306+88.00													*2*												*LEFT-THRU, RIGHT TURN ARROWS*
	307+68.00													*2*												*LEFT-THRU, RIGHT TURN ARROWS*
	308+30.00		*LT. & RT.*									*45*														*LEFT-THRU, RIGHT TURN ARROWS*
RAMP 'D'	*309+77.59*	*318+45.95*	*LT.*	*80*			*12*		*12*							*0.16*						*0.16*				
	309+77.59	*318+45.95*	*RT.*														*0.16*					*0.16*				
U.S.250/S.R. 21 INTERCHANGE - EXIT 87																										
RAMP 'C'	*34+96.08*	*45+78.00*	*LT.*	*80*			*15*		*15*							*0.20*						*0.20*				
	34+96.08	*45+78.00*	*RT.*														*0.20*					*0.20*				
	45+34.00		*CENTER*											*1*												*THRU ARROW*
	45+78.00		*LT. & RT.*									*21*														
RAMP 'CD' RAISED MEDIAN	*42+94.22*	*45+84.00*								*540*	*60*															*SEE RAISED MEDIAN PAVEMENT MARKING DETAIL, SHEET P.64*
RAMP 'D'	*45+78.00*	*43+96.59*	*LT.*	*80*			*3*		*3*							*0.03*						*0.03*				
	45+78.00	*43+96.59*	*RT.*														*0.03*					*0.03*				*STA. 43+96.59 RAMP CD = STA. 38+99.72*
	38+99.72	*45+21.39*	*LT.*	*80*			*9*		*9*							*0.12*						*0.12*				*STA. 43+96.59 RAMP CD = STA. 38+99.72*
	38+99.72	*45+21.39*	*RT.*														*0.12*					*0.12*				
						46	*118*		*142*	*540*	*60*	*124*		*11*	*3*	*1.47*	*1.47*	*0.07*		*473*		*3.01*		*473*		
SUB-TOTALS CARRIED TO SHEET P.65					**164**				**142**	**540**	**60**	**124**		**11**	**3**	**2.94**		**0.07**		**473**		**3.01**		**473**	**01/IMS/PV**	

TRAFFIC CONTROL ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.68 TOTAL 71

TUS-77-20.73, TUS-250-11.88
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 7:50:54 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ004.dgn

TRAFFIC CONTROL ESTIMATED QUANTITIES - SOUTHBOUND I.R. 77 RAMPS

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING FT.	621 RPM 1-WAY WHITE EACH	621 RPM WHITE/RED EACH	621 RPM YELLOW/RED EACH	621 RPM YELLOW/YELLOW EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	642 CURB MARKING, TYPE 1 (YELLOW) FT.	642 ISLAND MARKING, TYPE 1 (YELLOW) SQ. FT.	646 STOP LINE FT.	646 CROSSWALK LINE, 24" FT.	646 LANE ARROW EACH	646 WRONG WAY ARROW EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" FT.	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	FUNDING	COMMENTS
PART 1																										
I.R. 77 SOUTHBOUND																										
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																										
RAMP 'C'	*3+79.23*	*16+25.12*	*LT.*	*80*			*17*		*17*							*0.24*					*0.24*				
	0+23	*16+25.12*	*RT.*														*0.30*				*0.30*				
	3+08.75	*3+79.23*	*LT.*																*70.48*				*70.48*		
STATIONING ALONG S.R. 39	*54+67.50*	*55+52.50*	*RT.*										*128*												*CROSSWALK WIDTH = 8'*
RAMP 'A'	*0+35.85*	*8+20.75*	*LT.*	*80/40*			*16*		*16*							*0.15*					*0.15*				*INSTALL RPM'S PER SCD 73.20*
	0+35.85	*8+20.75*	*RT.*	*40*		*11*			*11*								*0.15*				*0.15*				*INSTALL RPM'S PER SCD 73.20*
	0+52		*LT. & RT.*									*34*													
	0+52	*2+45.00*	*CENTER*	*40*		*6*			*6*										*193*				*193*		
	0+83		*CENTER*											*1*											*LEFT TURN ARROW*
	1+49.00		*CENTER*											*1*											*LEFT TURN ARROW*
	2+15.00		*CENTER*											*1*											*LEFT TURN ARROW*
	3+15.00		*CENTER*												*1*										
S.R. 39 INTERCHANGE - EXIT 83																										
RAMP 'G'	*16+42.48*	*25+83.00*	*LT.*	*80*			*13*		*13*							*0.18*					*0.18*				
	16+42.48	*25+83.00*	*RT.*														*0.18*				*0.18*				
RAMP 'I'	*0+21.28*	*9+47.55*	*LT.*	*80/40*			*18*		*18*							*0.18*					*0.18*				*INSTALL RPM'S PER SCD 73.20*
	0+21.28	*9+47.55*	*RT.*	*40*		*11*			*11*								*0.18*				*0.18*				*INSTALL RPM'S PER SCD 73.20*
	0+42		*LT. & RT.*									*62*													
	0+42	*2+85.00*	*CENTER*	*40*		*7*			*7*										*243*				*243*		
	0+80		*CENTER*											*1*											
	1+46.00		*CENTER*											*1*											*LEFT TURN ARROW*
	2+12.00		*CENTER*											*1*											*LEFT TURN ARROW*
	3+35.00		*CENTER*												*1*										*LEFT TURN ARROW*
C.R. 80 INTERCHANGE - EXIT 85																										
RAMP 'A'	*298+52.24*	*311+24.00*	*LT.*	*80*			*17*		*17*							*0.24*					*0.24*				
	298+52.24	*312+25.00*	*RT.*														*0.27*				*0.27*				
RAMP 'C'	*311+79.00*	*325+53.07*	*LT.*	*80/40*			*24*		*24*							*0.26*					*0.26*				*INSTALL RPM'S PER SCD 73.20*
	311+25.00	*325+53.07*	*RT.*	*40*		*11*			*11*								*0.29*				*0.29*				*INSTALL RPM'S PER SCD 73.20*
	311+75.00		*LT. & RT.*									*29*													
	311+75.00	*315+00.00*	*CENTER*	*40*		*9*			*9*										*325*				*325*		
	31+13.00		*LT.*											*2*											*LEFT-THRU, RIGHT TURN ARROWS*
	312+93.00		*LT.*											*2*											*LEFT-THRU, RIGHT TURN ARROWS*
	313+73.00		*LT.*											*2*											*LEFT-THRU, RIGHT TURN ARROWS*
	314+53.00		*LT.*											*2*											*LEFT-THRU, RIGHT TURN ARROWS*
	317+00.00		*CENTER*												*1*										
U.S.250/S.R. 21 INTERCHANGE - EXIT 87																										
RAMP 'AB' RAISED MEDIAN	*51+60.00*	*60+55.00*								*1750*	*60*															*SEE RAISED MEDIAN PAVEMENT MARKING DETAIL, SHEET P.64*
RAMP 'A'	*41+26.00*	*60+55.00*	*LT.*	*80*			*25*		*25*							*0.37*					*0.37*				
	41+26.00	*60+55.00*	*RT.*														*0.37*				*0.37*				
RAMP 'B'	*50+80.82*	*60+55.00*	*LT.*	*80*			*13*		*13*							*0.31*					*0.31*				*STA.42+80.22 RAMP B = STA. 52+38.67*
	50+80.82	*60+55.00*	*RT.*														*0.31*				*0.31*				*STA.42+80.22 RAMP B = STA. 52+38.67*
	60+55.00		*LT. & RT.*									*29*													
						55	*143*		*198*	*1,750*	*60*	*154*	*128*	*14*	*3*	*1.93*	*2.05*			*831.48*		*3.98*		*831.48*		
SUB-TOTALS CARRIED TO SHEET P.65						**198**			**198**	**1,750**	**60**	**154**	**128**	**14**	**3**	**3.98**				**831**		**3.98**		**831**	**01/IMS/PV**	

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 8:09:17 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ005.dgn

TRAFFIC CONTROL ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.69 TOTAL 71

TRAFFIC CONTROL ESTIMATED QUANTITIES - EASTBOUND AND WESTBOUND U.S. 250

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING FT.	621 RPM 1-WAY WHITE EACH	621 RPM WHITE/RED EACH	621 RPM YELLOW/RED EACH	621 RPM YELLOW/YELLOW EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	646 STOP LINE FT.	646 CROSSWALK LINE, 24" FT.	646 LANE ARROW EACH	646 WRONG WAY ARROW EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" FT.	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (CONCRETE) FT.	FUNDING	COMMENTS
																PART 2										
U.S. 250 EASTBOUND																										
MAINLINE																										
	591+08.51	609+82.89	RT.												0.35				0.35							
	609+82.89	616+69.75	RT.												0.13				0.13							
BR. NO. TUS-00250-12.170R	616+69.75	618+30.25	RT.												0.03							0.03				OMIT RPM'S
	618+30.25	624+86.75	RT.												0.12				0.12							
BR. NO. TUS-00250-12.320R	624+86.75	631+83.31	RT.												0.13							0.13				OMIT RPM'S
	631+83.31	650+00.00	RT.												0.34				0.34							
	601+93.00	616+69.75	LT.											0.28					0.28							
BR. NO. TUS-00250-12.170R	616+69.75	618+30.25	LT.											0.03								0.03				OMIT RPM'S
	618+30.25	624+86.75	LT.											0.12					0.12							
BR. NO. TUS-00250-12.320R	624+86.75	631+83.31	LT.											0.13								0.13				OMIT RPM'S
	631+83.31	650+00.00	LT.											0.34					0.34							
	598+75.00	616+69.75	CENTER	120	16				16							0.34			0.34							
BR. NO. TUS-00250-12.170R	616+69.75	618+30.25	CENTER													0.03						0.03				OMIT RPM'S
	618+30.25	624+86.75	CENTER	120	6				6							0.12			0.12							
BR. NO. TUS-00250-12.320R	624+86.75	631+83.31	CENTER													0.13						0.13				OMIT RPM'S
	631+83.31	650+00.00	CENTER	120	16				16							0.34			0.34							
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																										
DECEL. LANE - RAMP 'A'	602+50.00	607+55.94	RT.															505.94		505.94						
	607+55.94	609+82.89	RT.	40		12			12								453.90				453.90					
ACCEL. LANE - RAMP 'D'	623+73.77	624+86.75	RT.	40		3			3								225.96				225.96					
BR. NO. TUS-00250-12.320R	624+86.75	626+57.85	RT.														342.20							342.20		OMIT RPM'S
BR. NO. TUS-00250-12.320R	626+57.85	631+83.31	RT.															525.46					525.46			OMIT RPM'S
	631+83.31	637+87.00	RT.															603.69		603.69						
U.S. 250 WESTBOUND																										
MAINLINE																										
	605+21.46	628+73.89	RT.												0.45				0.45							
BR. NO. TUS-00250-12.320L	628+73.89	631+42.27	RT.												0.05							0.05				OMIT RPM'S
	631+42.27	634+91.30	RT.												0.07				0.07							
	634+91.30	650+00.00	RT.												0.29				0.29							
	622+98.80	628+73.89	LT.											0.11					0.11							
BR. NO. TUS-00250-12.320L	628+73.89	631+42.27	LT.											0.05								0.05				OMIT RPM'S
	631+42.27	650+00.00	LT.											0.35					0.35							
	631+42.27	650+00.00	CENTER	120	16				16							0.35			0.35							
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																										
DECEL. LANE - RAMP 'F'	634+91.30	637+06.28	RT.	40		12			12								429.96				429.96					
	637+06.28	643+00.00	RT.															593.72		593.72						
				54	***27***				***81***					***1.41***	***1.96***	***1.31***	***1452.02***	***2228.81***	***4.10***	***1703.35***	***1109.82***	***0.58***	***525.46***	***342.20***			
SUB-TOTALS CARRIED TO SHEET P.65				**81**					**81**					**3.37**		**1.31**	**1,452**	**2,229**	**4.10**	**1,703**	**1,110**	**0.58**	**525**	**342**	**02/NHS/PV**	

TRAFFIC CONTROL ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.70 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 8/29/2022 TIME: 5:01:25 PM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ001.dgn

TRAFFIC CONTROL ESTIMATED QUANTITIES - U.S. 250 RAMPS

LOCATION	STATION FROM	STATION TO	SIDE (DIRECTION OF TRAVEL)	621 RPM SPACING FT.	621 RPM 1-WAY WHITE EACH	621 RPM WHITE/RED EACH	621 RPM YELLOW/RED EACH	621 RPM YELLOW/YELLOW EACH	621 RAISED PAVEMENT MARKER REMOVED EACH	646 STOP LINE FT.	646 CROSSWALK LINE, 24" FT.	646 LANE ARROW EACH	646 WRONG WAY ARROW EACH	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" MILE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12" FT.	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" (WHITE) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (ASPHALT) FT.	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE) MILE	850 GROOVING FOR 6" RECESSES PAVEMENT MARKING, (CONCRETE) FT.	850 GROOVING FOR 12" RECESSES PAVEMENT MARKING, (CONCRETE) FT.	FUNDING	COMMENTS
																		PART 2									
U.S. 250 EASTBOUND																											
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																											
RAMP 'D'																											
	0+23	6+69.30	LT.	80			9		9					0.12					0.12								
	3+10.00	3+78.35	RT.	40		3			3								68.35				68.35						
	3+78.35	6+69.30	RT.												0.06				0.06								
U.S. 250 WESTBOUND																											
U.S. 250/S.R. 39 INTERCHANGE - EXIT 81																											
RAMP 'E/F'																											
	0+50.07	5+85.50	RT.	40		11			11						0.10				0.10								INSTALL RPM'S PER SCD 73.20
	0+85.00	5+88.39	LT.	40			11		11					0.10					0.10								INSTALL RPM'S PER SCD 73.20
STATIONING ALONG S.R. 39	63+53.85	64+34.70	RT.								100																CROSSWALK WIDTH = 6'
	0+44.46		LT. & RT.							68																	
	0+42.96	3+15.00	RT.	40		8			8								272.04				272.04						
	0+44.32	3+15.00	RT.	40		8			8								270.68				270.68						
	3+15.00	5+00.00	CENTER	80		7			7							0.04			0.04								
	5+00.00	5+85.50		40		4			4								171.00				171.00						
	0+57.00		LT. & RT.									3															LEFT, LEFT-THRU, RIGHT TURN ARROWS
	1+23.00		LT. & RT.									3															LEFT, LEFT-THRU, RIGHT TURN ARROWS
	1+89.00		LT. & RT.									3															LEFT, LEFT-THRU, RIGHT TURN ARROWS
	2+55.00		LT. & RT.									3															LEFT, LEFT-THRU, RIGHT TURN ARROWS
	3+21.00		LT. & RT.										2														
RAMP 'F'																											
	5+85.50	7+58.91	LT. & RT.	80			3		3					0.03	0.03				0.06								
BR. NO. TUS-00250-12.330F	7+58.91	8+96.06	LT. & RT.											0.03	0.03									0.06			OMIT RPM'S
	8+96.06	13+17.00	LT. & RT.	80			6		6					0.08	0.08				0.16								
				41		29			70	68	100	12	2	0.36	0.30	0.04	782.07		0.64		782.07	0.06					
SUB-TOTALS CARRIED TO SHEET P.65				70					70	68	100	12	2	0.66		0.04	782		0.64		782	0.06			02/NHS/PV	

TRAFFIC CONTROL ESTIMATED QUANTITIES

DESIGN AGENCY

DESIGNER MVC

REVIEWER TES 05/12/22

PROJECT ID 107570

SHEET P.71 TOTAL 71

TUS-77-20.73, TUS-250-11.88

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/26/2022 TIME: 8:19:42 AM USER: mclark3
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\107570\400-Engineering\Traffic\Sheets\107570_TQ006.dgn