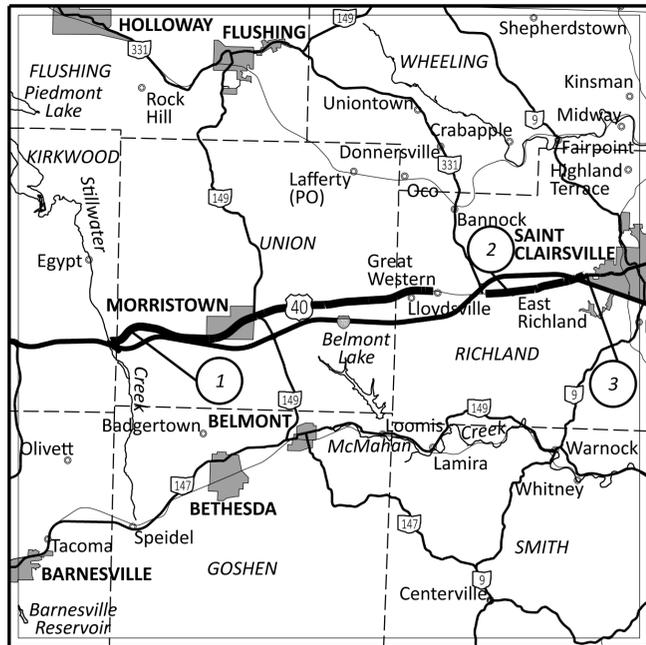


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## BEL-40-6.44

KIRKWOOD TOWNSHIP  
RICHLAND TOWNSHIP  
UNION TOWNSHIP  
VILLAGE OF MORRISTOWN  
BELMONT COUNTY



**LOCATION MAP**

LATITUDE: N 40° 04' 10"    LONGITUDE: W 81° 02' 35"



**DESIGN DESIGNATION**

SEE SHEET P.02

**DESIGN EXCEPTIONS**

NONE REQUIRED

**ADA DESIGN WAIVERS**

NONE REQUIRED

**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  
CAPITAL PROGRAMS ENGINEERING  
NEW PHILADELPHIA, OH

**INDEX OF SHEETS:**

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PART	COUNTY	ROUTE	FUNDING	PROJECT TERMINI		NET LENGTH MILES	CITY (VILLAGE)
				BEGIN	END		
1	BEL	U.S. 40	01/STR	6.44	14.57	8.13	MORRISTOWN
2	BEL	U.S. 40	01/STR	15.30	16.95	1.65	
3	BEL	U.S. 40	02/S5K	16.95	17.64	0.69	

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	1/19/24	MT-95.30	7/18/25	TC-41.20	10/18/13	800-2023	7/18/25		
BP-3.2	1/18/19	MT-97.10	7/18/25	TC-42.20	10/18/13	832	7/18/25		
BP-4.1	7/19/13	MT-97.12	7/18/25	TC-52.10	10/18/13	874	4/17/20		
		MT-99.20	4/19/19	TC-64.10	7/21/23				
		MT-101.90	7/17/20	TC-65.10	1/17/14				
DM-4.3	1/15/16	MT-102.20	4/19/19	TC-65.11	1/17/25				
DM-4.4	1/15/16	MT-102.30	10/16/15	TC-71.10	7/18/25				
		MT-105.10	1/17/20						

**FEDERAL PROJECT NUMBER**

E171(040)

**RAILROAD INVOLVEMENT**

NONE REQUIRED

**PROJECT DESCRIPTION**

**441 - 2-LANE RESURFACING**

RESURFACING WITH AREAS OF PAVEMENT REPAIRS ON 10.47 MILES OF U.S. 40 IN BELMONT COUNTY. THE WORK ALSO INCLUDES THE REMOVAL OF 0.95 MILES OF CONCRETE MEDIAN, PLACING NEW PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 0.0 ACRES  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES  
 NOTICE OF INTENT EARTH DISTURBED AREA: \* NOI NOT REQUIRED  
 \* ROUTINE MAINTENANCE PROJECT

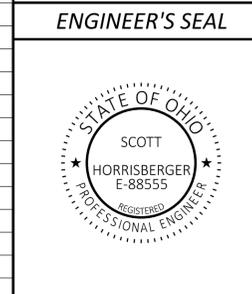
**2023 SPECIFICATIONS**

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.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Thomas D. Corey  
District 11 Deputy Director

Pamela Boratyn  
Director, Department of Transportation



TITLE SHEET

DESIGN AGENCY 
DESIGNER TLC
REVIEWER JPB 11-07-25
PROJECT ID 100665
SHEET TOTAL P.01   16

BEL-40-6.44

MODEL: Sheet PAPER: 34x22 (in.) DATE: 2/26/2026 TIME: 6:01:13 PM PLTDRV: OHDOT\_PDF\_Levels.plt PENTBL: OHDOT\_Pen.tbl USER: Scott.Horrisberger@dot.ohio.gov WORKSPACE: OHDOTCE\02 WORKSET: 100665 PRODUCE: OpenRoadsDesigner 24.00.00.205 pvc:\ohdot-pw-bentley.com\ohdot-pw-02\Documents\01 Active Projects\District 11\Belmont\100665\400-Engineering\Roadway\Sheets\100665\_GT001.dgn

**AC GAUGE OFFSET, AS PER PLAN**

FOLLOW 403, EXCEPT AS FOLLOWS:

-OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.

-DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC PERCENT. THE RAP AC PERCENT WILL BE WITHIN 0.3 PERCENT OF THE AVERAGE RAP AC PERCENT FROM THE JMF. IF RAP AC PERCENT IS OUTSIDE OF THE 0.3 PERCENT, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3 PERCENT, THE JMF AND ALL JMF'S USING THIS PILE WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

-ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. TOTAL AC PERCENT ADJUSTMENTS TO THE MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2 PERCENT FROM THE JMF DESIGN AC PERCENT. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC PERCENT AT ALL TIMES AFTERWARDS.

-RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

-FOLLOW 1043.07 EXCEPT AS FOLLOWS:

- NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING CALIBRATION AND VERIFICATION PANS.
- DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC PERCENT AND GRADATION. RAP AC PERCENT WILL BE WITHIN 0.3 PERCENT OF RAP AC PERCENT AND THE PASSING THE NO. 4 SIEVE WITH BE WITHIN 4 PERCENT OF THE NO. 4 SIEVE BASED ON THE ESTABLISHED RAP PILE USED IN THE JMF. IF OUTSIDE OF 0.3 PERCENT, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
- DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
- MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
- IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

-FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.

(...CONTINUED)

**AC GAUGE OFFSET, AS PER PLAN (...CONTINUED)**

2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC PERCENT TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE. DISTRICT TESTING MAY OPT TO TAKE ALL THREE PANS AND OFFSET THEIR AC GAUGE.
8. STORE THE VERIFICATION PAN IN THE PLANT LAB AND IN A MANNER IN WHICH TO AVOID HUMIDITY, MOISTURE, AND ALL OTHER SOURCES WHICH MAY POTENTIALLY CONTAMINATE THE SAMPLE IN THE PAN.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14 PERCENT OF THE JMF ASPHALT BINDER CONTENT. NOTIFY THE DEPARTMENT IF THE AC GAUGE EXCEEDS 0.14 PERCENT OF THE JMF. IF THE VERIFICATION PAN EXCEEDS ON THE HIGH SIDE AND IT'S BELIEVED TO BE DUE TO EXCESS MOISTURE FROM HUMIDITY, THE DEPARTMENT MAY ALLOW THE VERIFICATION PAN TO BE PLACED IN AN OVEN AT 230 DEG F (110 DEG C) FOR ONE HOUR AND RERAN.

DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QA SAMPLES (QC, VA, AND SUBLOT) AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3 PERCENT OF OFFSET AC GAUGE. IF MORE THAN 0.3 PERCENT OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3 PERCENT OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QA SAMPLES ARE WITHIN 0.3 PERCENT OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF THE THIRD PAN IS STILL AVAILABLE, USE ALL THREE PANS. IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

**EXISTING PLANS**

THE FOLLOWING EXISTING PLANS ARE AVAILABLE FOR REFERENCE AT THE DISTRICT 11 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, 2201 REISER AVE. S.E., NEW PHILADELPHIA, OHIO, 44663:

BEL-40-(5.64-7.10) ~ WIDENING DESIGN (1955)

IN ADDITION, THE EXISTING PLANS CAN BE FOUND ON THE DEPARTMENT'S WEBSITE AT THE FOLLOWING ADDRESS:

<https://ftp.dot.state.oh.us/pub/Contracts/Attach>

**ITEM 202 - INLET ABANDONED**

ABANDON MEDIUM INLETS PER C&MS 202 AT THE FOLLOWING LOCATIONS:

PART 1:

- SLM 6.70 - 1 EACH
- SLM 6.73 - 1 EACH
- SLM 6.77 - 1 EACH
- SLM 6.84 - 1 EACH
- SLM 6.99 - 1 EACH
- SLM 7.03 - 1 EACH
- SLM 7.09 - 1 EACH
- SLM 7.14 - 1 EACH
- SLM 7.20 - 1 EACH
- SLM 7.31 - 1 EACH

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

**ITEM 202 - INLET ABANDONED 10 EACH (01/STR)**

**ITEM 202 - CONCRETE MEDIAN REMOVED, AS PER PLAN**

IN ADDITION TO WORK INCLUDED UNDER C&MS SECTION 202.05, WORK FOR THIS ITEM WILL INCLUDE THE REMOVAL OF THE ASPHALT COURSES, REMOVAL OF THE INTEGRAL CONCRETE CURB AND REINFORCED CONCRETE BASE PAVEMENT, REMOVAL OF THE CONCRETE MEDIAN PAVEMENT, AND EXCAVATION OF MATERIAL TO THE THE BOTTOM OF THE CONCRETE BASE PAVEMENT TO ALLOW FOR PLACING ITEM 301 AS BACKFILL AS SHOWN IN THE 'CONCRETE MEDIAN REMOVED, AS PER PLAN DETAIL' ON P.13.

**MEDIAN SUBGRADE STABILIZATION**

THE FOLLOWING QUANTITY HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER FOR REPAIR OF THE MEDIAN SUBGRADE AFTER THE CONCRETE MEDIAN IS REMOVED AND TO PROVIDE ADDITIONAL BACKFILL TO REPAIR ANY DAMAGE AROUND AND NEAR INLETS THAT ARE BEING ABANDONDED.

<b>ITEM 304 - AGGREGATE BASE</b>	<b>560 CU YD</b>
4 CU YD AT 10 INLETS = 40 CU YD	
3492' x 4' x 1' AVG. / 27 = 517.33 CU YD	
TOTAL = 557.33	

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 11-07-25

PROJECT ID

100665

SHEET TOTAL

P.04 | 16

**ITEM 614 - MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES PER ITEM 614 AND AS PER SCD MT-97.12 OR MT-95.30. THE LENGTH OF RESTRICTED TRAFFIC LANES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE CMS REQUIREMENTS FOR THE PROTECTION OF WORK ITEMS, WHICH NECESSITATE THE RESTRICTION. THE LIMITS AND DURATION OF LANE CLOSURES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE PLANING AND RESURFACING WILL PROCEED CONTINUOUSLY A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING, EXCEPT FOR THE HOLIDAYS AND EVENTS LISTED BELOW. ANY OPEN PAVEMENT TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR PORTABLE BARRIER, PER SCD MT-101.90.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN W8-15 "GROOVED PAVEMENT SIGNS PER CMS 614.055.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN SIGNS W8-1 (48"x48") "BUMP" AND W8-2 (48"x48") "DIP" WITH W13-1P (24"x24") ADVISORY SPEED PLAQUE WITH SPEEDS APPROVED BY THE ENGINEER FOR ALL BUTT JOINT LOCATIONS, WHILE THE BUMP OR DIP CONDITION EXISTS.

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

- MEMORIAL DAY GENERAL/REGULAR ELECTION DAY (NOV.)
- LABOR DAY
- FOURTH OF JULY
- THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN 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 THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1,200 FOR EACH HOUR THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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.

WHEN RAISED PAVEMENT MARKERS ARE TO BE INSTALLED, THE REQUIRED LANE CLOSURE SHALL REMAIN IN EFFECT UNTIL THE EPOXY IS DRY AND ALL FOREIGN MATTER OR DEBRIS CREATED BY THE INSTALLATION OF THE RPM CASTING IS REMOVED FROM THE ROADWAY.

(CONTINUED...)

**ITEM 614 - MAINTAINING TRAFFIC (CONTINUED...)**

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**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.

**ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS II, 642 PAINT**

**ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS III, 642 PAINT**

THE CONTRACTOR SHALL INSTALL ITEM 614 - WORK ZONE CENTER LINE, CLASS II OR CLASS III, 642 PAINT PRIOR TO OPENING THE LANE TO TRAFFIC, OR WHEN THE EXISTING MARKINGS HAVE BEEN COVERED OR DAMAGED, AS PER CMS 614.11.

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

WORK ZONE PAVEMENT MARKINGS TABLE						
PART	LOCATION	614				FUNDING
		WORK ZONE CENTER LINE, CLASS II, 642 PAINT	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		MILE	MILE	FT.	FT.	
1	U.S. 40	24.39	24.39	1,329	102	01/STR
2	U.S. 40	4.95	4.95			01/STR
3	U.S. 40	2.07	2.07		387	02/S5K
<b>SUB-TOTALS PARTS 1 &amp; 2</b>		<b>29.34</b>	<b>29.34</b>	<b>1,329</b>	<b>102</b>	<b>01/STR</b>
<b>SUB-TOTALS PARTS 3</b>		<b>2.07</b>	<b>2.07</b>		<b>387</b>	<b>02/S5K</b>
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>		<b>31.41</b>	<b>31.41</b>	<b>1,329</b>	<b>489</b>	

**WINDOW CONTRACT TABLE**

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OF WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER HOUR	START EXECUTION DATE	END COMPLETION DATE
ALL WORK ON U.S. 40	153 DAYS	\$1,200	CONTRACT EXECUTION DATE	10-31-2026

**ITEM 614 - WORK ZONE MARKING SIGNS**

THE CONTRACTOR SHALL ERECT "NO EDGE LINES" (W8-H12a) SIGNS IN ADVANCE OF ANY SECTION OF ROADWAY LACKING CMS STANDARD EDGE LINE MARKINGS, AS PER CMS 614.04.

IN THE EVENT THE CONTRACTOR CANNOT INSTALL THE WORK ZONE CENTER LINE, CLASS III, DUE TO CONDITIONS BEYOND HIS CONTROL, OR WHEN CLASS II PAVEMENT MARKINGS ARE USED, AN ESTIMATED CONTINGENCY QUANTITY FOR "DO NOT PASS" (R4-1) AND "PASS WITH CARE" (R4-2) SIGNS HAVE BEEN PROVIDED IN THE "WORK ZONE MARKING SIGN TABLE" WHICH SHALL BE ERECTED BY THE CONTRACTOR IN LIEU OF THE AFOREMENTIONED PAVEMENT MARKINGS. THE APPROPRIATE SIGNAGE SHALL BE PLACED AS PER OMUTCD SECTIONS 2B.28 AND 2B.29 PRIOR TO THE COVERING, OR REMOVAL OF EXISTING PAVEMENT MARKINGS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR WORK ZONE MARKING SIGNS PER THE REQUIREMENTS ABOVE AND ITEM 614 OF THE SPECIFICATIONS.

ITEM 614 - WORK ZONE MARKING SIGN 110 EACH

WORK ZONE MARKING SIGN TABLE					
PART	LOCATION	614			FUNDING
		WORK ZONE MARKING SIGN			
		NO EDGE LINES (W8-H12a)	DO NOT PASS (R4-1)	PASS WITH CARE (R4-2)	
		EACH	EACH	EACH	
1	U.S. 40	80	6	6	01/STR
2	U.S. 40	4	2	2	01/STR
3	U.S. 40	6	2	2	02/S5K
<b>SUB-TOTALS PARTS 1 &amp; 2</b>		<b>100</b>			<b>01/STR</b>
<b>SUB-TOTALS PARTS 3</b>		<b>10</b>			<b>02/S5K</b>
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>		<b>110</b>			

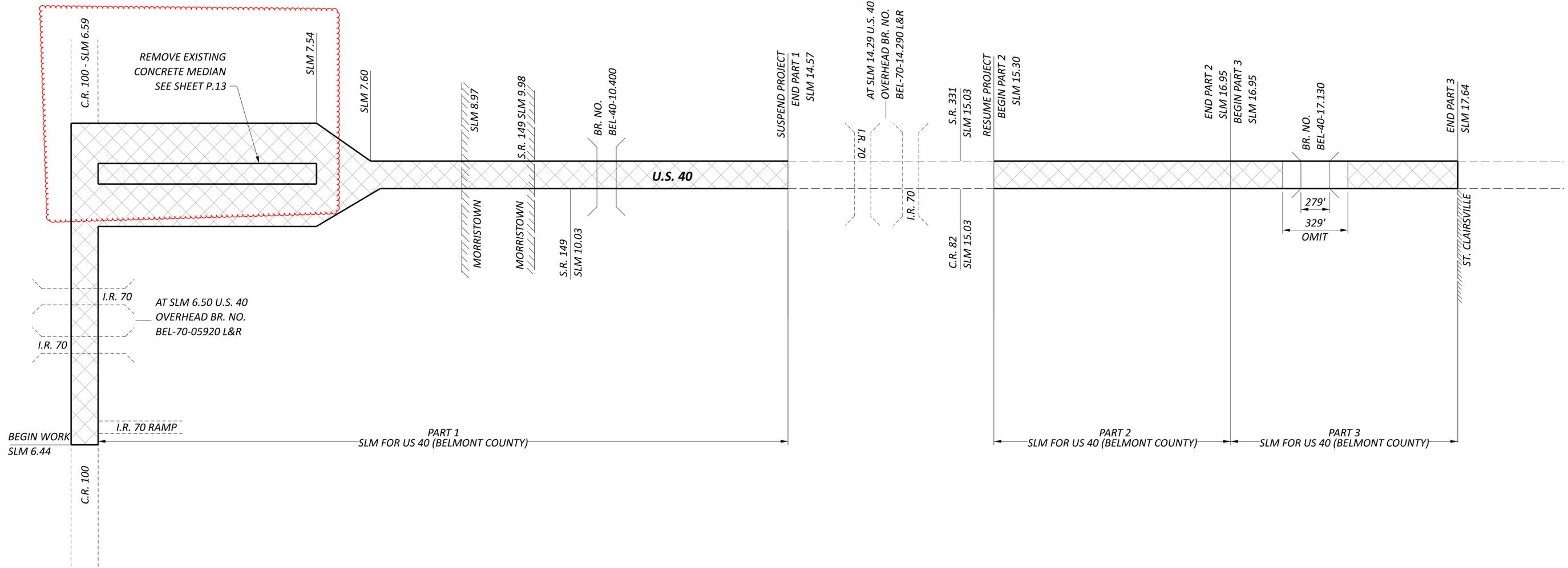
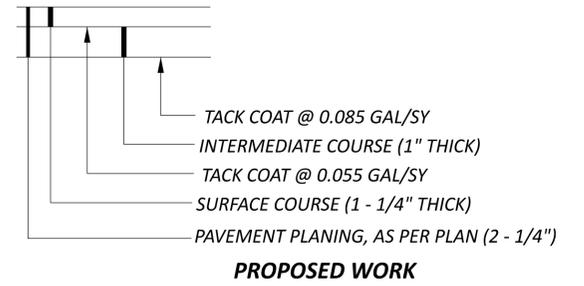
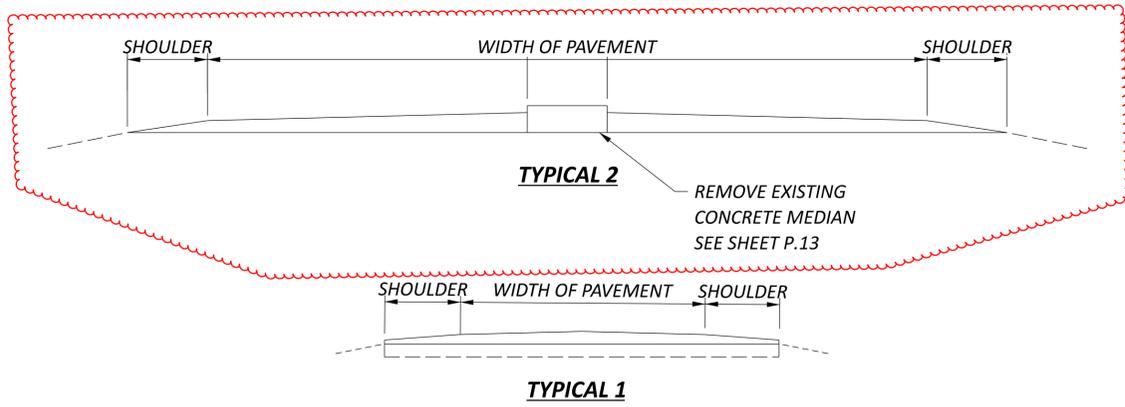




**BRIDGE TREATMENT**

BEL-40-10.400 (SFN:0701505) - PERFORM PROPOSED WORK  
 BEL-40-17.13 (SFN: 0701564) - OMIT BRIDGE DECK AND APPROACH SLABS

 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN



PAVEMENT DETAILS

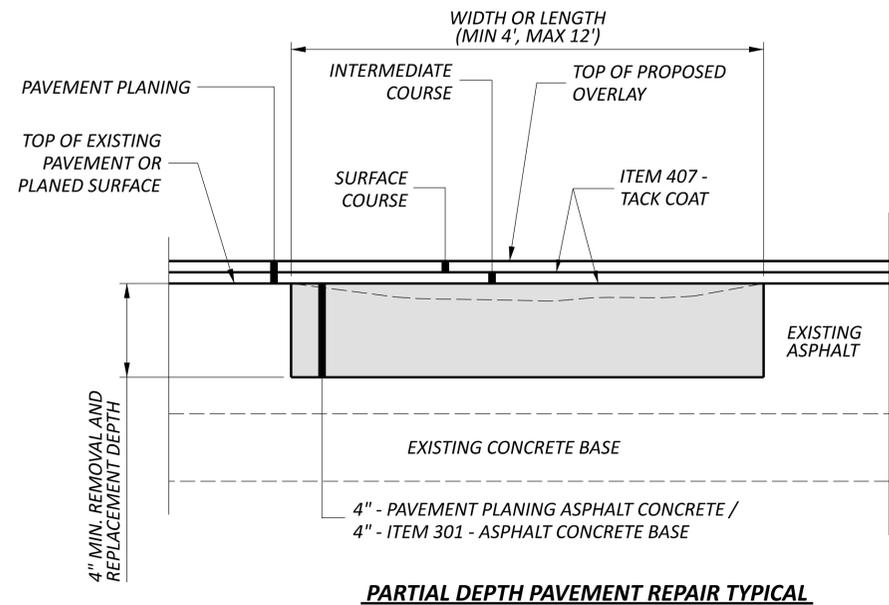
DESIGN AGENCY



DESIGNER	TLC
REVIEWER	JPB
PROJECT ID	11-07-25
	100665
SHEET	TOTAL
P.08	16

PAVEMENT DATA																						
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	DEDUCTIONS FOR BRIDGES	FEET (WITH DEDUCTIONS)	WIDTH OF PAVEMENT	TYPICAL (SEE P.08)	EXISTING PAVEMENT TYPE	PAVEMENT AREA	202	254	407		441			FUNDING			
			WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN								TACK COAT		IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), (PG70-22M)	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	IN.		ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS), AS PER PLAN		
												2 1/4"	0.055								0.085	CU. YD.
FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.														
1	BEL	U.S. 40	6.44	6.59	0.15		792	20	1	ASPHALT	1,760	1,760	97	150	1 1/4	61	1	49				
1	BEL	U.S. 40	6.59	7.54	0.95		5,016	52	2	ASPHALT	28,981	28,981	1,594	2,463	1 1/4	1,006	1	805				
1	BEL	U.S. 40	7.54	7.60	0.06		317	32	1	ASPHALT	1,127	1,127	62	96	1 1/4	39	1	31				
1	BEL	U.S. 40	7.60	12.55	4.95		26,136	23	1	ASPHALT	66,792	66,792	3,674	5,677	1 1/4	2,319	1	1,855				
1	BEL	U.S. 40	12.55	14.57	2.02		10,666	24	1	ASPHALT	28,443	28,443	1,564	2,418	1 1/4	988	1	790				
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							928	10			1,031	1,031							1 1/4	36		
EXTRA FOR MAILBOX TURNOUTS							54	EA. x 20 SQ. YD.			1,080	1,080	59	92	1 1/4	4	1	3				
EXTRA FOR WIDENING							5%				6,355	6,355	350	540	1 1/4	221	1	392				
SUB-TOTALS: PART 1												1,031	134,538	7,400	11,436		4,638		3,925		36	01/STR
2	BEL	U.S. 40	15.30	16.95	1.65		8,712	24	1	ASPHALT	23,232	23,232	1,278	1,975	1 1/4	807	1	645				
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							250	10	1	ASPHALT	278	278							1 1/4	10		
EXTRA FOR MAILBOX TURNOUTS							23	EA. x 20 SQ. YD.			460	460	25	39	1 1/4	2	1	1				
EXTRA FOR WIDENING							5%				1,162	1,162	64	99	1 1/4	40	1	72				
SUB-TOTALS: PART 2												278	24,854	1,367	2,113		849		718		10	01/STR
3	BEL	U.S. 40	16.95	17.64	0.63	329	3,314	24	1	ASPHALT	8,837	8,837	486	751	1 1/4	307	1	245				
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							230	10	1	ASPHALT	256	256							1 1/4	9		
EXTRA FOR MAILBOX TURNOUTS							10	EA. x 20 SQ. YD.			200	200	11	17	1 1/4		1	1				
EXTRA FOR WIDENING							5%				442	442	24	38	1 1/4	15	1	27				
SUB-TOTALS: PART 3												256	9,479	521	806		322		273		9	02/S5K
SUB-TOTALS: PARTS 1 & 2												1,309	159,392	8,767	13,549		5,487		4,643		46	01/STR
SUB-TOTALS: PART 3												256	9,479	521	806		322		273		9	02/S5K
TOTALS (CARRIED TO GENERAL SUMMARY)												1,565	168,871	23,643		5,809		4,916		55		





**PARTIAL DEPTH PAVEMENT REPAIR TYPICAL**

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)**

THIS ITEM OF WORK SHALL ADHERE TO THE REQUIREMENTS DETAILED IN CMS 251 EXCEPT IN LIEU OF PLACING MULTIPLE SURFACE COURSE LIFTS FOR THE REPAIR, THE CONTRACTOR SHALL PLACE AND COMPACT ONE FOUR (4) INCH LIFT OF ITEM 301, ASPHALT CONCRETE BASE. 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 FOR THE CONTRACTOR. FINAL PAYMENT FOR THESE LOCATIONS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

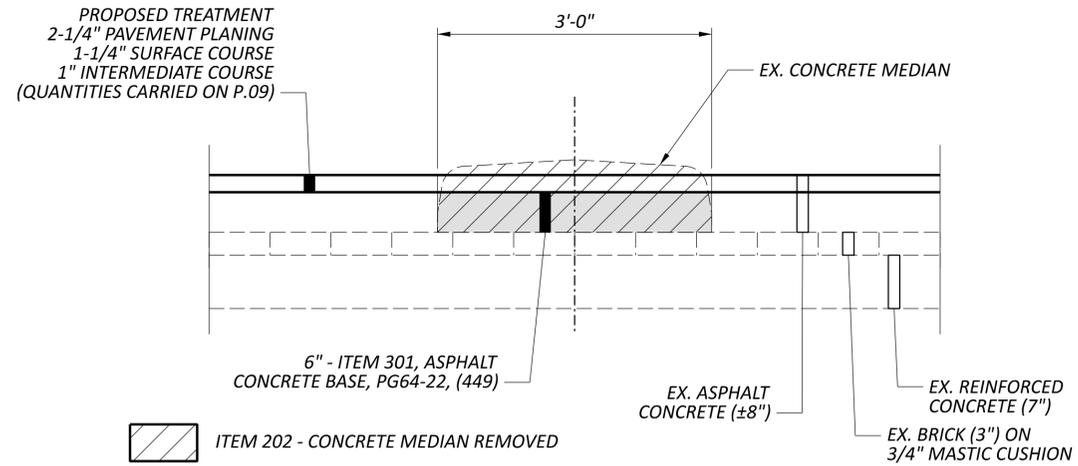
ALL PARTIAL DEPTH REPAIRS SHALL BE COMPLETED AFTER MILLING AND PRIOR TO COMMENCING PAVING OPERATIONS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE). THE ESTIMATED QUANTITIES FROM THIS SHEET ARE TO BE USED AS DIRECTED BY THE ENGINEER.

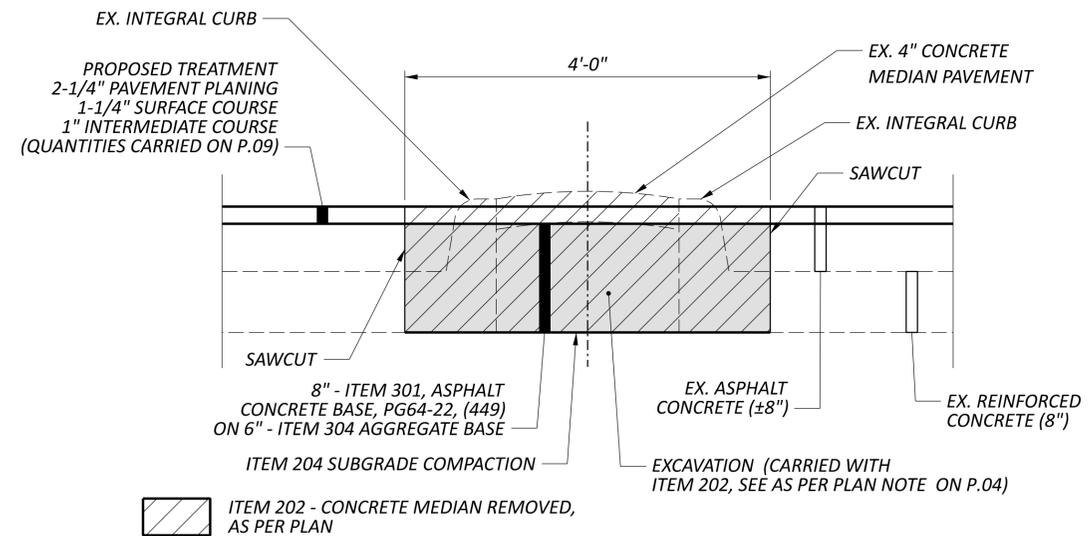
**ESTIMATED QUANTITIES:**

(PART 1 & 2)  
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 200 CU YD  
 TOTAL USE: **200 CU YD** (01/STR)

(PART 3)  
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 20 CU YD  
 TOTAL USE: **20 CU YD** (02/S5K)



**CONCRETE MEDIAN REMOVAL DETAIL**  
 SLM 6.59 TO SLM 6.86



**CONCRETE MEDIAN REMOVED, AS PER PLAN DETAIL**  
 SLM 6.86 TO SLM 7.52

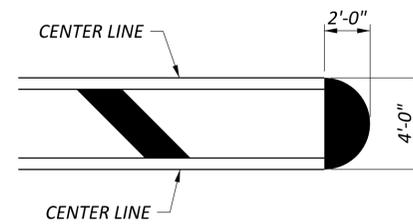
**MEDIAN REPAIR ESTIMATED QUANTITIES (PART 1 - 01/STR)**

<b>ITEM 202 - CONCRETE MEDIAN REMOVED</b> SLM 6.59 TO SLM 6.86 1367' x 3' / 9 = 455.67 SQ yd	<b>456 SQ FT (01/STR)</b>	<b>ITEM 252 - FULL DEPTH PAVEMENT SAWING</b> SLM 6.86 TO SLM 7.52 3492' x 2 SIDES - 6984'	<b>6984 FT (01/STR)</b>
<b>ITEM 202 - CONCRETE MEDIAN REMOVED, AS PER PLAN</b> SLM 6.86 TO SLM 7.52 3492' x 4' / 9 = 1552 SQ. YD.	<b>1552 SQ YD (01/STR)</b>	<b>ITEM 204 - SUBGRADE COMPACTION</b> SLM 6.86 TO SLM 7.52 3492' x 4' / 9 = 1552 SQ YD	<b>1552 FT (01/STR)</b>
<b>ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)</b> SLM 6.59 TO SLM 6.86 1367 x 3' x 6\"/>	<b>422 CU YD (01/STR)</b>	<b>ITEM 304 - AGGREGATE BASE</b> SLM 6.86 TO SLM 7.52 3492' x 4' x 8\"/>	<b>345 CU YD (01/STR)</b>
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>			



TRAFFIC CONTROL SUBSUMMARY

PART	SHEET NO.	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		621				RAISED PAVEMENT MARKER REMOVED	STOP LINE	646					632				FUNDING				
						RPM			ISLAND MARKING			LANE ARROW	EDGE LINE, 6" (WHITE)	LANE LINE, 6"	CENTER LINE	GROUND MOUNTED SIGN SUPPORT, NO. 3 POST	SIGN SUPPORT REFLECTOR	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL						
						SPACING	WHITE	YELLOW/ YELLOW												WHITE/ RED		TRANSVERSE/ DIAGONAL LINE	CHANNELIZING LINE, 8"	YELLOW	
FROM	TO	FT.		EACH	EACH	EACH	FT.	FT.	FT.	SQ.FT	EACH	MILE	MILE	MILE	FT	EACH	EACH	EACH							
1		BEL	U.S. 40	6.44	6.59	40		21	21						0.30		0.15								
1		BEL	U.S. 40	6.59	7.60	40		270	40		535				2.02		2.02								
1		BEL	U.S. 40 (E.B.)	6.59	7.28	120	32		32								0.69								
1		BEL	U.S. 40 (W.B.)	6.64	7.54	120	41		41						0.90										
1		BEL	U.S. 40	7.60	14.57	40		922	922						13.94		6.97								
1	P.15	BEL	U.S. 40	6.59	6.64	40		8	3	11	24		243	6	6			13.5	1	1	1				
1	P.16	BEL	U.S. 40	14.29	14.40	40		16	16			100		80			0.07								
1	P.16	BEL	U.S. 40	14.40	14.52	40		17	3	20	10	100		200	6		0.05								
1	*SEE ISLAND MARKING - U.S. 40			6.59	7.52									36											
<b>SUB-TOTALS PART 1</b>								<b>1,333</b>	<b>1,103</b>	<b>34</b>	<b>735</b>	<b>443</b>	<b>122</b>	<b>12</b>	<b>16.26</b>	<b>1.59</b>	<b>9.26</b>	<b>13.5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>01/STR</b>			
2		BEL	U.S. 40	15.30	16.95	40		219	219						3.30		1.65								
<b>SUB-TOTALS PART 2</b>								<b>219</b>	<b>219</b>						<b>3.30</b>		<b>1.65</b>						<b>01/STR</b>		
3		BEL	U.S. 40	16.95	17.64	40		93	93						1.38		0.69								
<b>SUB-TOTALS PART 3</b>								<b>93</b>	<b>93</b>						<b>1.38</b>		<b>0.69</b>						<b>02/S5K</b>		
<b>SUB-TOTALS PARTS 1 &amp; 2</b>								<b>1,552</b>	<b>1,322</b>	<b>34</b>	<b>735</b>	<b>443</b>	<b>122</b>	<b>12</b>	<b>19.56</b>	<b>1.59</b>	<b>10.91</b>	<b>13.5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>01/STR</b>			
<b>SUB-TOTALS PART 3</b>								<b>93</b>	<b>93</b>						<b>1.38</b>		<b>0.69</b>					<b>02/S5K</b>			
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>								<b>1,645</b>	<b>1,415</b>	<b>34</b>	<b>735</b>	<b>443</b>	<b>122</b>	<b>12</b>	<b>20.94</b>	<b>1.59</b>	<b>11.60</b>	<b>13.5</b>	<b>1</b>	<b>1</b>	<b>1</b>				



ISLAND MARKINGS - U.S. 40

- SLM 6.59      SLM 6.76
- SLM 6.78      SLM 6.90
- SLM 6.92      SLM 7.27
- SLM 7.29      SLM 7.30
- SLM 7.43      SLM 7.45
- SLM 7.47      SLM 7.52

ITEM 642 - ISLAND MARKING (YELLOW)      36 SQ FT (01/STR)  
 6 SQ FT \* 12 LOCATIONS = 36 SQ FT

TOTALS CARRIED IN THE TABLE ABOVE

TRAFFIC CONTROL SUB-SUMMARY

DESIGN AGENCY



DESIGNER  
TLC

REVIEWER

JPB 11-07-25

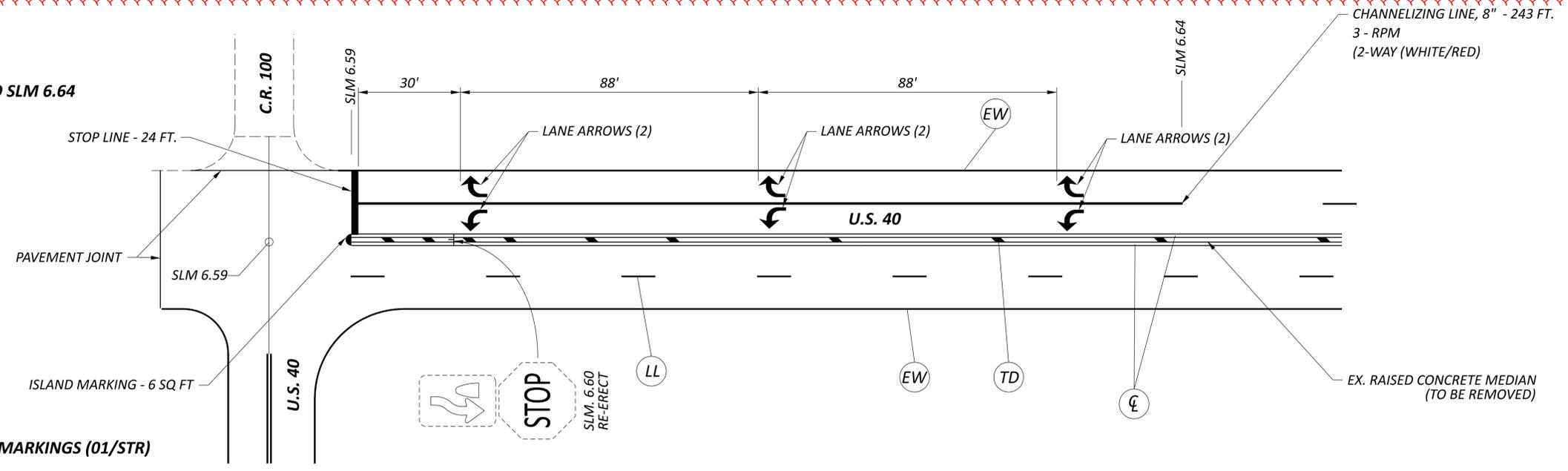
PROJECT ID

100665

SHEET TOTAL

P.14 | 16

COUNTY BEL  
ROUTE U.S. 40  
SECTION SLM 6.59 TO SLM 6.64  
PART 1



**ADDITIONAL PAVEMENT MARKINGS (01/STR)**

- ITEM 646 - STOP LINE - 24 FT.
- ITEM 646 - LANE ARROWS - 6 EACH
- ITEM 646 - CHANNELIZING LINE, 8" - 243 FT.
- ITEM 646 - ISLAND MARKING - 6 SQ FT

**ADDITIONAL RPM'S (01/STR)**

- ITEM 621 - RPM (WHITE/RED) - 3 EACH
- ITEM 621 - RAISED PAVEMENT MARKER REMOVED - 3 EACH

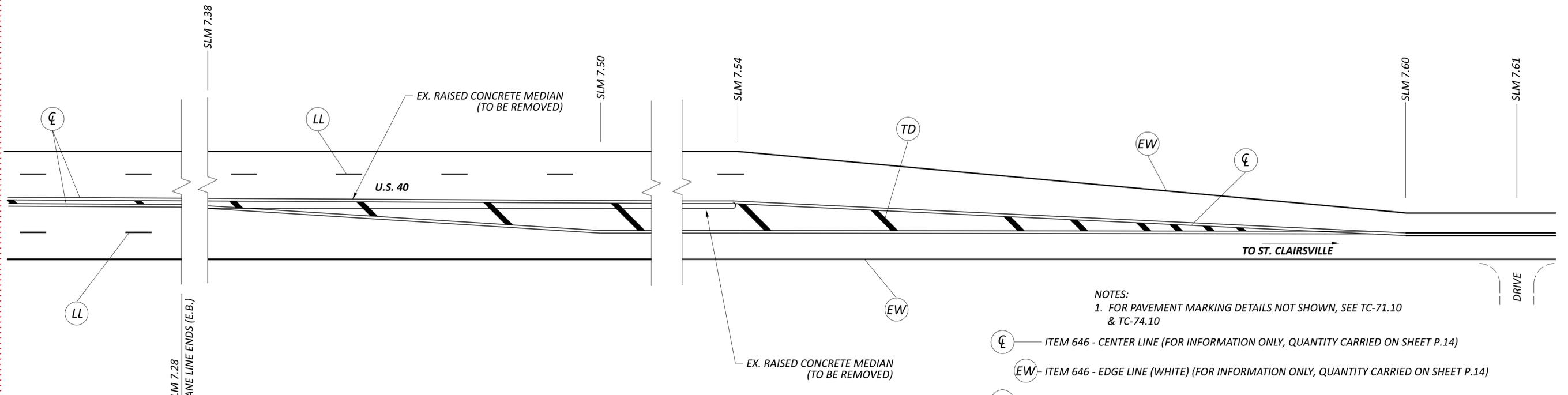
**TRAFFIC CONTROL QUANTITIES (01/STR)**

- ITEM 630 - GROUND MOUNTED SUPPORT, NO. 3 POST - 13.5 FT
- ITEM 630 - SIGN POST REFLECTOR - 1 EACH
- ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN AND REERECTION - 1 EACH
- ITEM 630 - REMOVAL OF GROUND MOUNTED SIGN SUPPORT AND DISPOSAL - 1 EACH

**NOTES:**

- ☉ - ITEM 646 - CENTER LINE (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- EW - ITEM 646 - EDGE LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- LL - ITEM 646 - LANE LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- TD - ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)

COUNTY BEL  
ROUTE U.S. 40  
SECTION SLM 7.38 TO SLM 7.60  
PART 1



**NOTES:**

1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE TC-71.10 & TC-74.10

- ☉ - ITEM 646 - CENTER LINE (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- EW - ITEM 646 - EDGE LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- LL - ITEM 646 - LANE LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)
- TD - ITEM 646 - TRANSVERSE/DIAGONAL LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)

DESIGN AGENCY



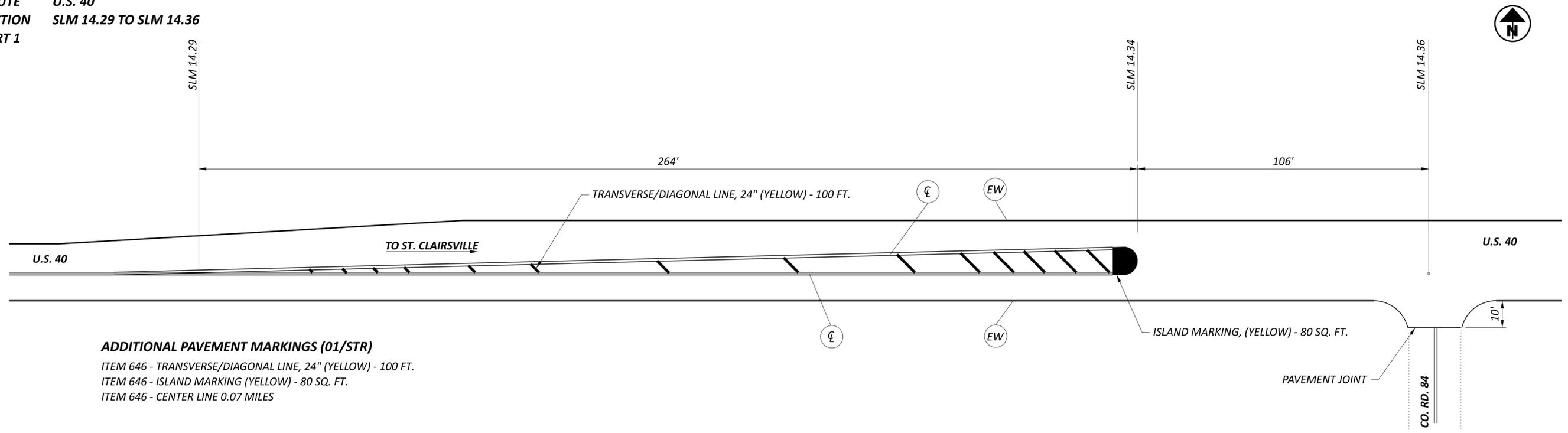
DESIGNER TLC

REVIEWER JPB 11-07-25

PROJECT ID 100665

SHEET TOTAL P.15 16

COUNTY BEL  
 ROUTE U.S. 40  
 SECTION SLM 14.29 TO SLM 14.36  
 PART 1

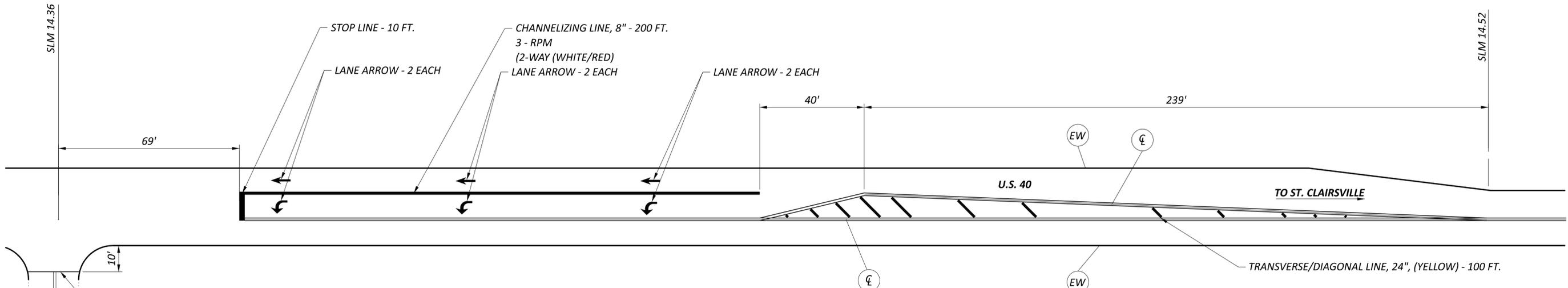


**ADDITIONAL PAVEMENT MARKINGS (01/STR)**

- ITEM 646 - TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) - 100 FT.
- ITEM 646 - ISLAND MARKING (YELLOW) - 80 SQ. FT.
- ITEM 646 - CENTER LINE 0.07 MILES

- ⊘ ITEM 646 - CENTER LINE (FOR INFO ONLY, LONG LINE QUANTITY CARRIED ON SHEET P.14)
- ⊘ ITEM 646 - EDGE LINE (WHITE) (FOR INFO ONLY, QUANTITY CARRIED ON SHEET P.14)

COUNTY BEL  
 ROUTE U.S. 40  
 SECTION SLM 14.36 TO SLM 14.52  
 PART 1



**ADDITIONAL PAVEMENT MARKINGS (01/STR)**

- ITEM 646 - TRANSVERSE/DIAGONAL LINE, 24" (YELLOW) - 100 FT.
- ITEM 646 - CHANNELIZING LINE, 8" - 200 FT.
- ITEM 646 - LANE ARROW - 6 EACH
- ITEM 646 - STOP LINE - 10 FT.
- ITEM 646 - CENTER LINE - 0.05 MILES

**ADDITIONAL RPM'S (01/STR)**

- ITEM 621 - RPM WHITE/RED) - 3 EACH
- ITEM 621 - RAISED PAVEMENT MARKER REMOVED - 3 EACH

**NOTES:**

1. FOR PAVEMENT MARKING DETAILS NOT SHOWN, SEE TC-71.10 & TC-74.10.

- ⊘ ITEM 646 - CENTER LINE (FOR INFORMATION ONLY, LONG LINE QUANTITY CARRIED ON SHEET P.14)
- ⊘ ITEM 646 - EDGE LINE (WHITE) (FOR INFORMATION ONLY, QUANTITY CARRIED ON SHEET P.14)

BEL-40-6.44

MODEL: Sheet PAPER: 34x22 (in.) DATE: 2/26/2026 TIME: 6:03:03 PM PLTDRV: OHDOT\_PDF Levels.plt PENTBL: OHDOT\_Pen.tbl USER: Scott.Horribarger@dot.ohio.gov WORKSPACE: OHDOTCE02 WORKSET: 100665 PRODUCT: OpenRoadsDesigner 24.00.00.205  
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AUXILIARY PAVEMENT MARKING DETAILS

DESIGN AGENCY



DESIGNER	TLC
REVIEWER	JPB
PROJECT ID	11-07-25
	100665
SHEET	TOTAL
P.16	16