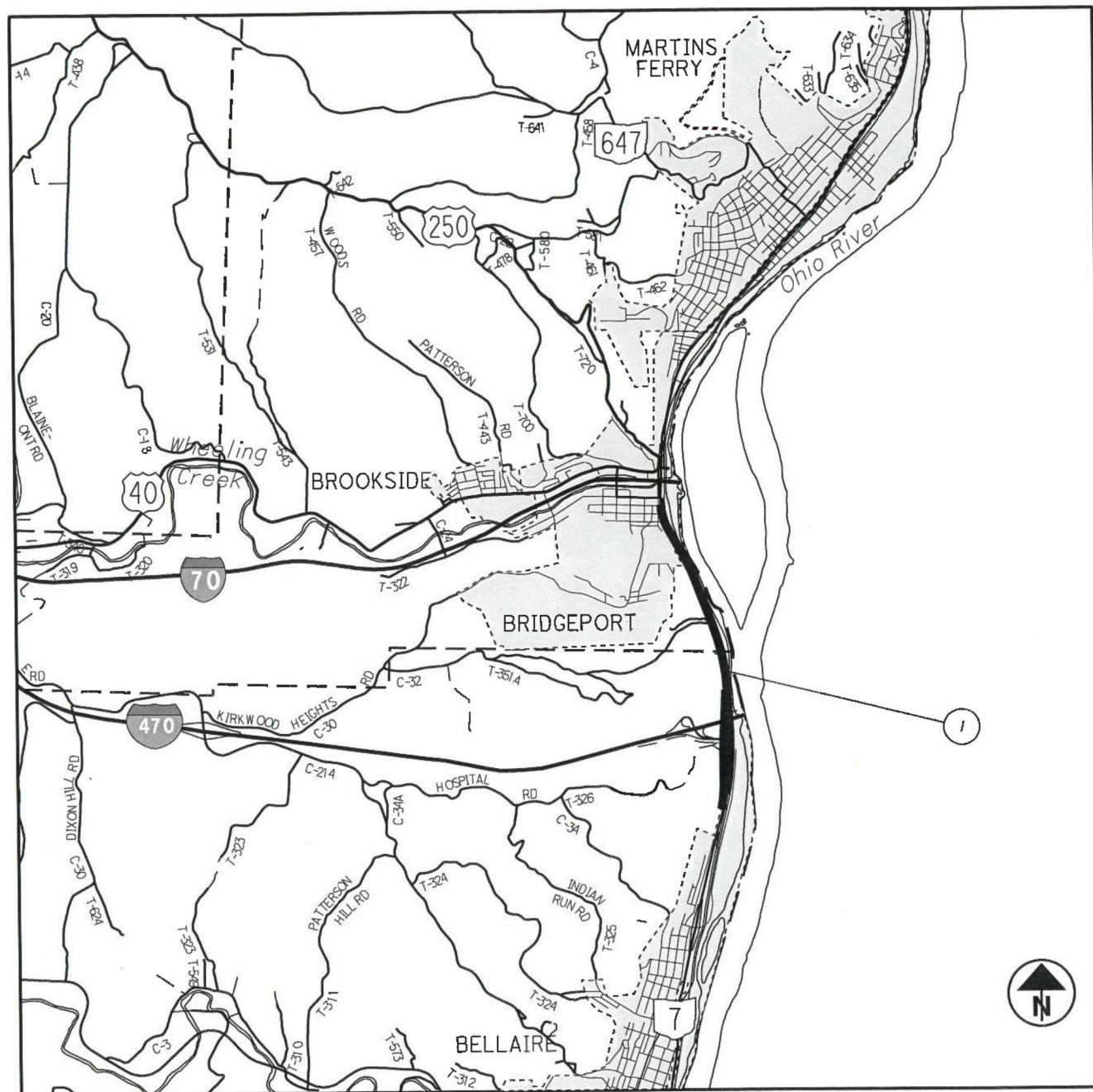


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## BEL-7-17.70 442 4-LANE RESURFACING



**LOCATION MAP**

LATITUDE: N 40° 03' 20"    LONGITUDE: W 80° 44' 00"

————— PORTIONS TO BE IMPROVED

PART	COUNTY	ROUTE	SECTION	PROJECT TERMINI		NET LENGTH MILES	VILLAGE/CITY
				BEGIN	END		
1	BEL	S.R. 7	17.70	17.70	20.08	2.38	VILLAGE OF BRIDGEPORT

PROJECT EARTH DISTURBED AREA = 1.9 Acres  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA = 0.3 Acres  
 NOTICE OF INTENT EARTH DISTURBED AREA = N/A (NOI NOT REQUIRED - ROUTINE MAINTENANCE PROJECT)  
 ADA DESIGN WAIVER: NONE REQUIRED  
 FOR DESIGN DESIGNATION SEE SHEET 2.

**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.

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

APPROVED DATE 7-19-2021

*Thomas A. Gray*  
DISTRICT DEPUTY DIRECTOR

APPROVED DATE \_\_\_\_\_

\_\_\_\_\_  
DIRECTOR, DEPARTMENT OF TRANSPORTATION

**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)

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-2.1	7/17/15	MGS-2.1	1/19/18	MT-95.30	7/19/19	MT-101.90	7/17/20	TC-73.20	1/17/20	880-2419	7/16/21
BP-2.2	1/15/21	MGS-3.1	1/19/18	MT-95.40	1/17/20	MT-103.10	1/19/18			807	7/16/21
BP-2.5	7/19/13	MGS-3.2	1/18/13	MT-95.45	1/17/20	MT-104.10	10/16/15			808	7/16/21
BP-3.1	1/17/20	MGS-4.1	1/20/17	MT-95.50	7/21/17	MT-105.10	1/17/20			821	4/20/12
BP-5.1	7/16/21	MGS-4.2	7/19/13	MT-98.10	1/17/20					832	1/19/18
BP-9.1	1/18/19	MGS-5.2	7/15/16	MT-98.11	1/17/20	TC-41.20	10/18/13			850	4/16/21
		MGS-5.3	7/15/16	MT-98.20	4/19/19	TC-42.20	10/18/13			908	10/20/17
DM-1.1	7/17/20	MGS-6.1	1/19/18	MT-98.22	1/17/20	TC-52.10	10/18/13			921	4/20/12
DM-4.3	1/15/16	MGS-6.2	7/19/19	MT-98.28	1/17/20	TC-52.20	1/15/21				
DM-4.4	1/15/16			MT-99.20	4/19/19	TC-65.10	1/17/14				
		RM-3.1	7/20/18	MT-101.70	1/17/20	TC-65.11	7/21/17				
		RM-4.2	4/17/20	MT-101.75	1/17/20	TC-71.10	1/19/18				
MGS-1.1	7/16/21			MT-101.80	1/17/20	TC-72.20	7/20/18				

ENGINEER'S SEAL:



SIGNED: *D.A. Hoffman*  
DATE: 7/19/21

**INDEX OF SHEETS**

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FEDERAL PROJECT NO. E191(548)  
PID NO. 107564  
CONSTRUCTION PROJECT NO. NONE  
RAILROAD INVOLVEMENT NONE  
BEL-7-17.70  
1/22

**WORK ZONE PAVEMENT MARKINGS AND 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 SHALL BE 642 PAINT OR 807 PAINT AS SPECIFIED BELOW.

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER 641.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS.

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

ITEM 614 -WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	8.16 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	19.76 MILE
ITEM 614 -WORK ZONE CHANNELIZING LINE, CLASS I, 8", 807 PAINT	851 FT
ITEM 614 -WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	3188 FT
ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT	180 FT

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:

ITEM 614 - WORK ZONE MARKING SIGN (W8-11-48)	20 EACH
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**ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50 CU. YD.
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**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.

**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 R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

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 REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

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

ITEM 64, WORK ZONE INCREASED PENALTIES SIGN	8 EACH
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**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:

WZSZ REVISION NUMBER(S)	CNTY-RTE-SECT(S)	DIRECTION(S)
WZ-60633	BEL-7-17.70	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) 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 DIVIDED 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 SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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.

(CONTINUED...)

**WORK ZONE SPEED ZONES (WZSZS)**

(CONTINUED...)

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, 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.

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.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY (ASSUME 6 SIGNS FOR 5 MONTHS EACH)	30 SIGN MNTH
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**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 A STORAGE AREA REMOVED FROM THE INTERSTATE ROUTE RIGHT OF WAY. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHT 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.

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
2			9	11	12	13	14	15	18		01/ NHS/PV	02/ SAF/OT						
<b>ROADWAY</b>																		
LS											LS		201	11000	LS	CLEARING AND GRUBBING		
							17,844						17,844	202	38000	17,844	FT	GUARDRAIL REMOVED
									33				33	204	10000	33	SY	SUBGRADE COMPACTION
				4.81	1.19								6	209	60500	6	MILE	LINEAR GRADING
							16,800						16,800	606	15050	16,800	FT	GUARDRAIL, TYPE MGS
							237.5						237.5	606	15150	237.5	FT	GUARDRAIL, TYPE MGS HALF POST SPACING
							50						50	606	15550	50	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS
							1						1	606	25550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE A
							3						3	606	26050	3	EACH	ANCHOR ASSEMBLY, MGS TYPE B
							9						9	606	26150	9	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)
							13						13	606	26550	13	EACH	ANCHOR ASSEMBLY, MGS TYPE T
							3						3	606	35002	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
							1						1	606	35006	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, BARRIER DESIGN
							3						3	606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
							1						1	606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), (55 MPH, 24")
<b>EROSION CONTROL</b>																		
													23,000	832	30000	23,000	EACH	EROSION CONTROL
<b>DRAINAGE</b>																		
									100				100	605	31100	100	FT	AGGREGATE DRAINS
									10				10	611	99500	10	EACH	INLET, MISC.: NO, I-3C, TYPE A
									10				10	611	99500	10	EACH	INLET, MISC.: CLEANOUT INLET
<b>PAVEMENT</b>																		
									100				100	251	01010	100	CY	PARTIAL DEPTH PAVEMENT REPAIR (441)
			65,666	9,474	23,983	3,060							102,183	254	01000	102,183	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1-1/2"
			1,969	286	719	94							3,068	254	01600	3,068	SY	PATCHING PLANED SURFACE
													550	255	10011	550	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS OC1, AS PER PLAN
													1,800	255	20000	1,800	FT	FULL DEPTH PAVEMENT SAWING
													8	302	46000	8	CY	ASPHALT CONCRETE BASE, PG64-22
													5	304	20000	5	CY	AGGREGATE BASE
			5,581	807	2,039	259							8,686	407	20000	8,686	GAL	NON-TRACKING TACK COAT
					1,646	307							1,953	408	10001	1,953	GAL	PRIME COAT, AS PER PLAN
			2,736										2,736	442	00100	2,736	CY	ANTI-SEGREGATION EQUIPMENT
			2,736	395	999	129							4,259	442	10351	4,259	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (447), AS PER PLAN
							54						54	609	24510	54	FT	CURB, TYPE 4-C
					169	29							198	617	10100	198	CY	COMPACTED AGGREGATE
						18,530							18,530	618	40100	18,530	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

**GENERAL SUMMARY**

**BEL-7-17.70**



SHEET NO.	ROUTE	SLM		621				646						807						850				COMMENTS						
				RPM			RAISED PAVEMENT MARKER REMOVED	STOP LINE	TRANSVERSE/DIAGONAL LINE (YELLOW)	CHEVRON MARKING	CURB MARKING	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, 8"	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 8" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)							
				SPACING	YELLOW/RED	WHITE/RED																			FT	FT	FT	FT	FT	FT
FROM	TO	FT	EACH	EACH	EACH	FT	FT	FT	FT	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	MILE	FT	FT	FT									
	NB 7	17.74	19.76	80		135	135											2.02	2.02	2.02				6.06						
20	7	17.92	18.07	40		21	21																						NB COLLECTOR DISTRIBUTOR EXIT	
20	7	18.28	18.52	40		17	17																						NB COLLECTOR DISTRIBUTOR ENTRANCE	
22	7	19.64	19.70	40		6	6	36			50																		RAMP B - AUXILIARY	
21	7	18.80	18.99			9	9	12			82																		CR 32 (KILGORE RD) INTERSECTION	
	SB 7	17.7	19.76	80		137	137											2.06	2.06	2.06				6.18						
20	7	17.76	18.00	40		17	17																						SB COLLECTOR DISTRIBUTOR ENTRANCE	
20	7	18.36	18.50	40		17	17				111																		SB COLLECTOR DISTRIBUTOR EXIT	
22	7	19.45	19.62	40		5	5																						RAMP A - AUXILIARY	
21	7	18.19						42			48																		IR 470 RAMP INTERSECTION	
	NB C-D	0.00	0.24	80		17	17																							
	SB C-D	0.00	0.42	80		29	29																							
	RAMP A	0.00	0.09	80		7	7																							
	RAMP B	0.00	0.11	80		9	9	18																						
SUBTOTAL						62	373	435	90	130	287	86	18	2																01/NHS/PV FUNDING
SUBTOTAL															4.94	4.94	4.08	851	3187	3788	13.96	3788	851	3188					02/SAF/OT FUNDING	
TOTALS CARRIED TO GENERAL SUMMARY						435	435	435	90	130	287	86	18	2	9.88	4.08	851	3188	3788	13.96	3788	851	3188							

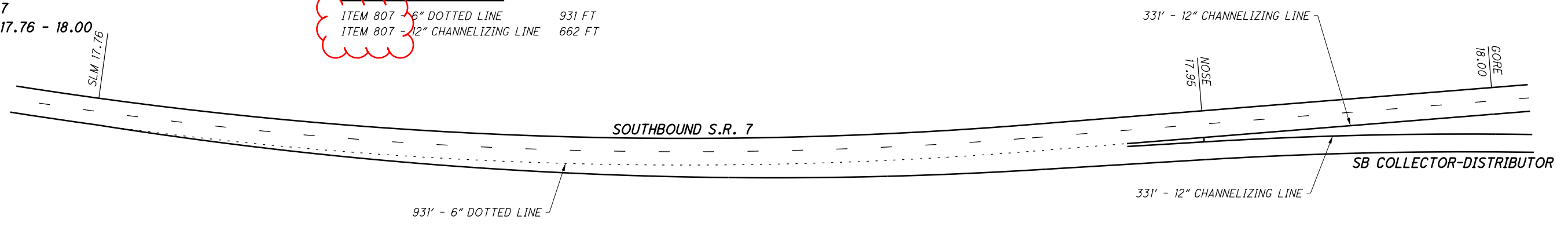
TRAFFIC CONTROL QUANTITIES

BEL-7-17.70

CALCULATED  
SAH  
CHECKED  
DAH

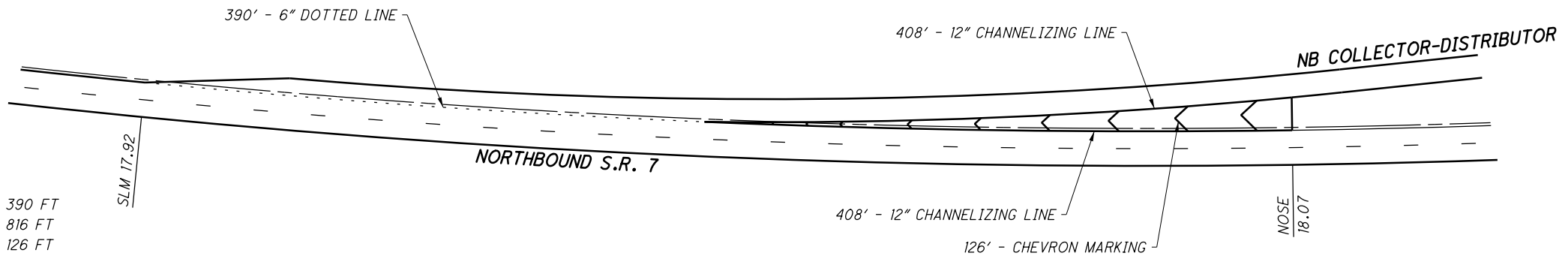
COUNTY: BEL  
ROUTE: 7  
SECTION: 17.76 - 18.00

**ESTIMATED QUANTITIES**  
ITEM 807 - 6" DOTTED LINE 931 FT  
ITEM 807 - 12" CHANNELIZING LINE 662 FT



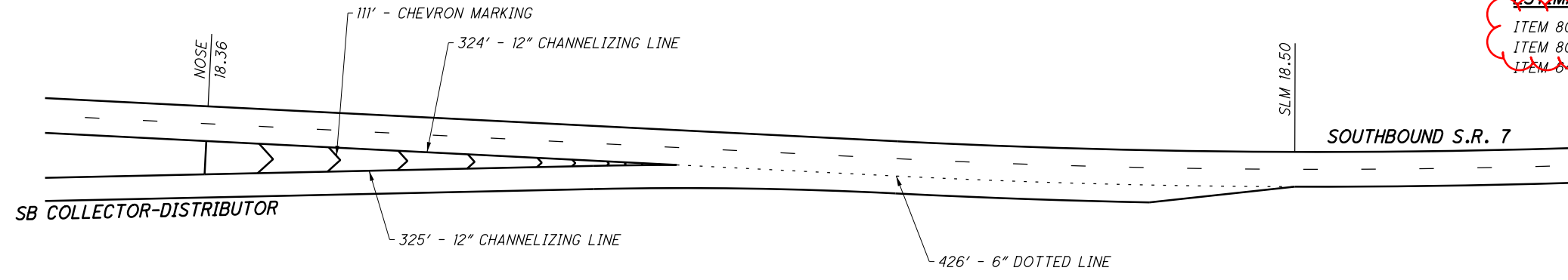
COUNTY: BEL  
ROUTE: 7  
SECTION: 17.92 - 18.07

**ESTIMATED QUANTITIES**  
ITEM 807 - 6" DOTTED LINE 390 FT  
ITEM 807 - 12" CHANNELIZING LINE 816 FT  
ITEM 807 - CHEVRON MARKING 126 FT



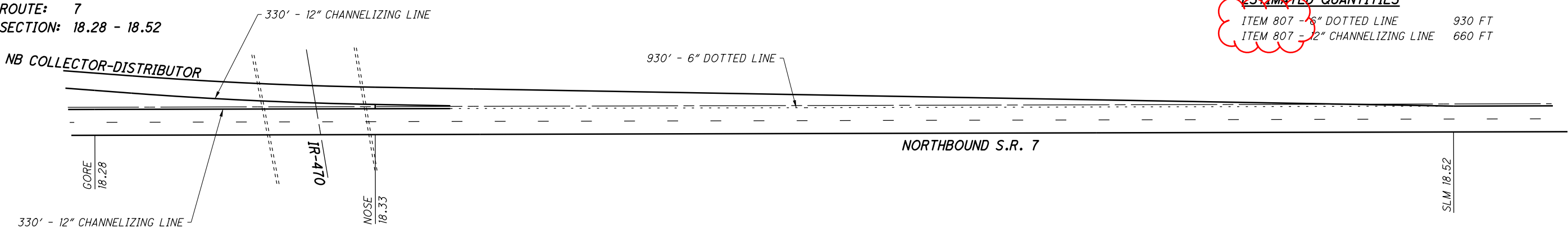
COUNTY: BEL  
ROUTE: 7  
SECTION: 18.36 - 18.50

**ESTIMATED QUANTITIES**  
ITEM 807 - 6" DOTTED LINE 426 FT  
ITEM 807 - 12" CHANNELIZING LINE 649 FT  
ITEM 846 - CHEVRON MARKING 111 FT



COUNTY: BEL  
ROUTE: 7  
SECTION: 18.28 - 18.52

**ESTIMATED QUANTITIES**  
ITEM 807 - 6" DOTTED LINE 930 FT  
ITEM 807 - 12" CHANNELIZING LINE 660 FT



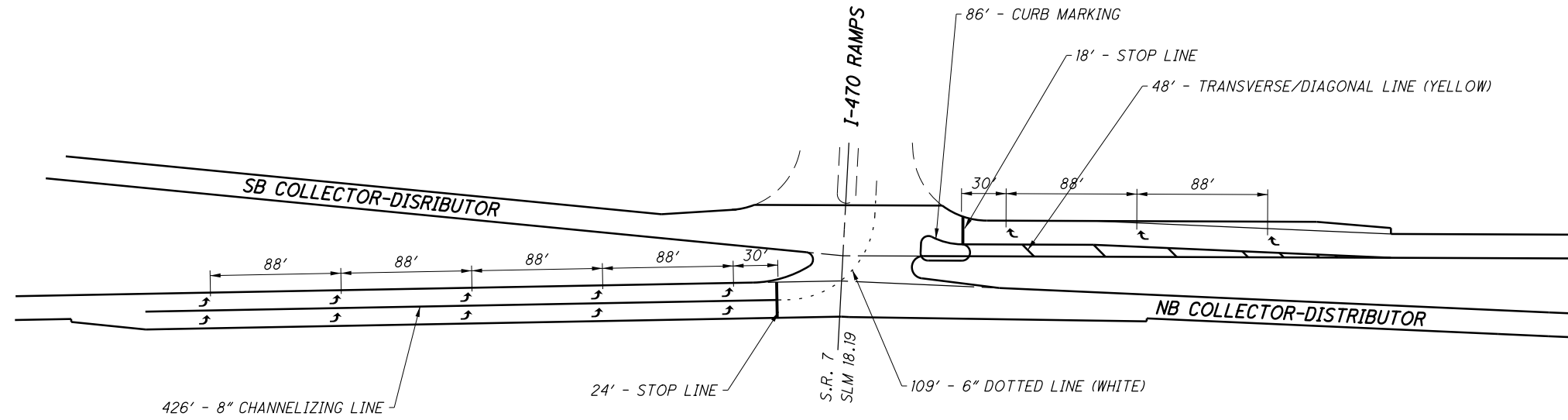
CALCULATED  
SAH  
CHECKED  
DAH

AUXILIARY PAVEMENT MARKING DETAILS

BEL-7-17.70

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COUNTY: BEL  
 ROUTE: 7  
 SECTION: 18.19



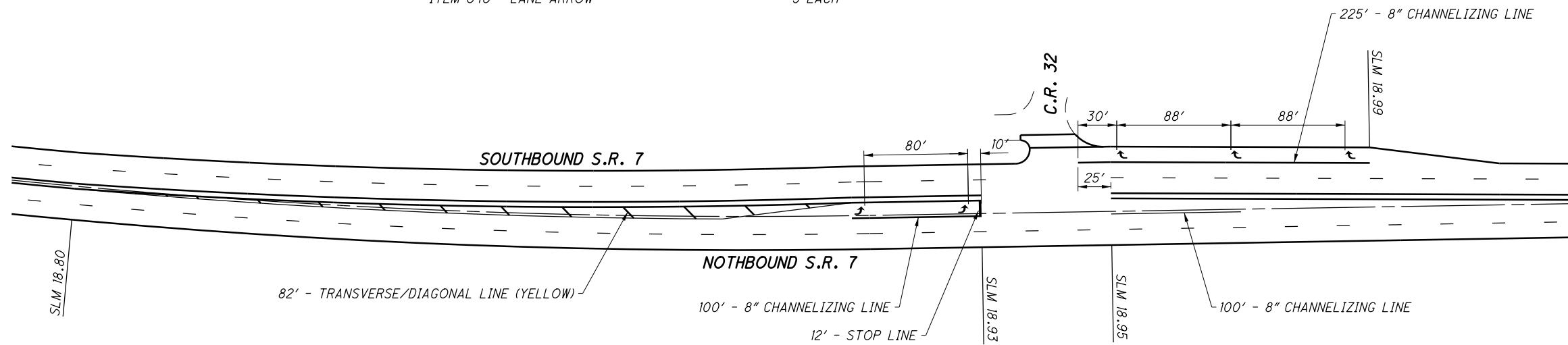
**ESTIMATED QUANTITIES**

ITEM 807 - 6" DOTTED LINE	109 FT
ITEM 807 - 8" CHANNELIZING LINE	426 FT
ITEM 646 - LANE ARROW	13 EACH
ITEM 646 - STOP LINE	42 FT
ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW)	48 FT
ITEM 646 - CURB MARKING	86 FT

COUNTY: BEL  
 ROUTE: 7  
 SECTION: 18.80 - 18.99

**ESTIMATED QUANTITIES**

ITEM 807 - 8" CHANNELIZING LINE	425 FT
ITEM 646 - STOP LINE	12 FT
ITEM 646 - TRANSVERSE/DIAGONAL LINE (YELLOW)	82 FT
ITEM 646 - LANE ARROW	5 EACH



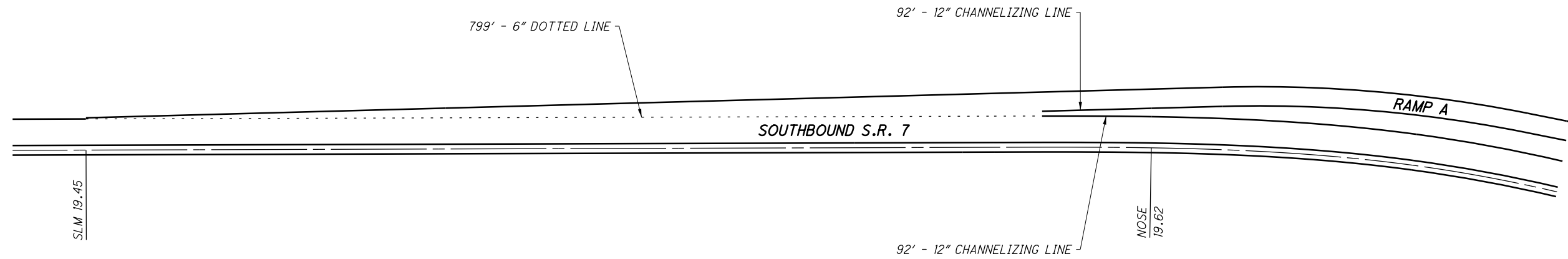
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AUXILIARY PAVEMENT MARKING DETAILS

BEL-7-17.70

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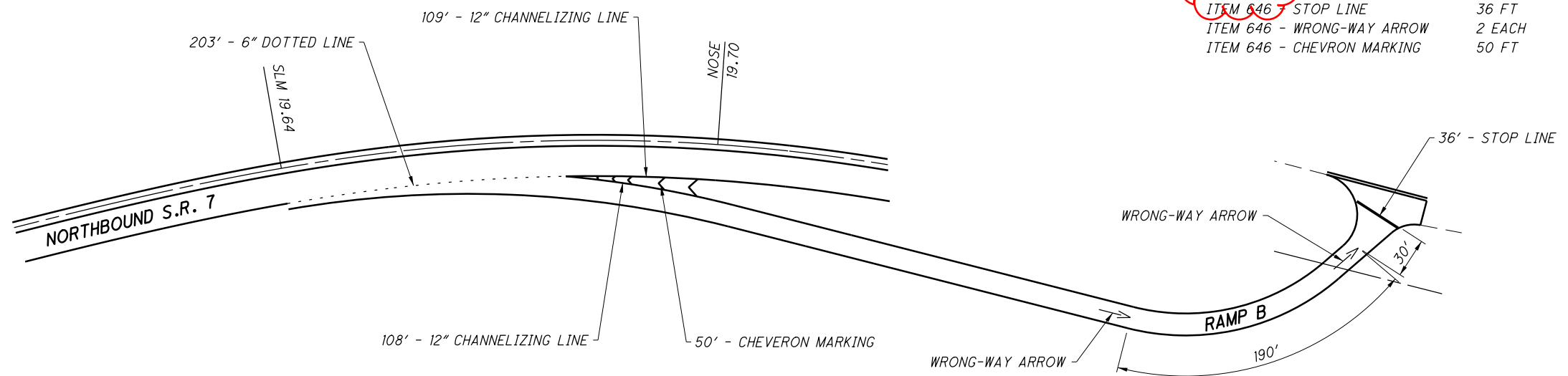
COUNTY: BEL  
 ROUTE: 7  
 SECTION: 19.45 - 19.62



**ESTIMATED QUANTITIES**

ITEM 807 - 6" DOTTED LINE	799 FT
ITEM 807 - 12" CHANNELIZING LINE	184 FT

COUNTY: BEL  
 ROUTE: 7  
 SECTION: 19.64 - 19.70



**ESTIMATED QUANTITIES**

ITEM 807 - 6" DOTTED LINE	203 FT
ITEM 807 - 12" CHANNELIZING LINE	217 FT
ITEM 646 - STOP LINE	36 FT
ITEM 646 - WRONG-WAY ARROW	2 EACH
ITEM 646 - CHEVRON MARKING	50 FT

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AUXILIARY PAVEMENT MARKING DETAILS

BEL-7-17.70