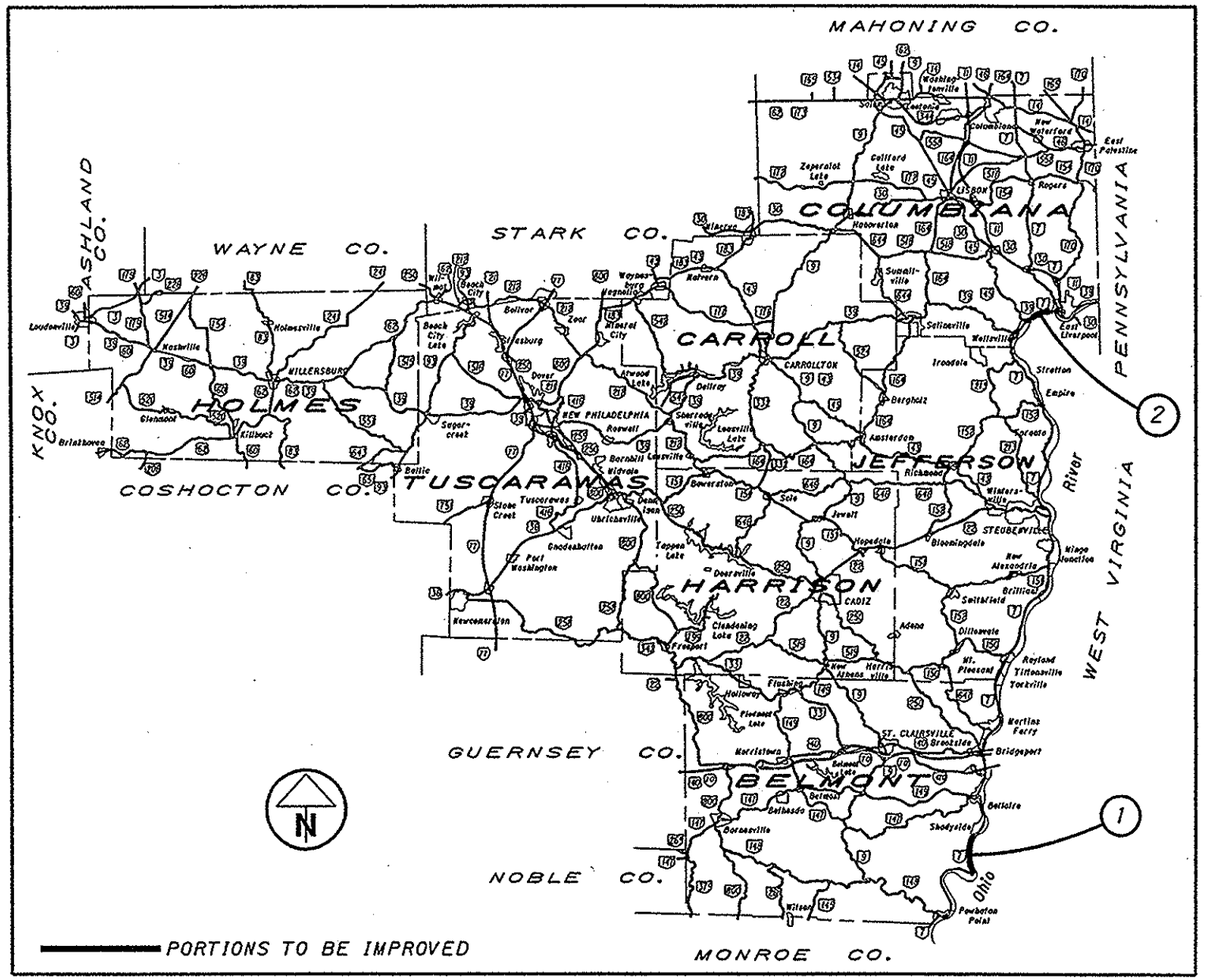
BEL - SR-7-8.70/COL-7-3.55
090008 PID - 77350
Dist 11 1/14/2009

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: N 39° 56′ 25″ LONGITUDE: W 80° 45′ 50″ (PART 1)
LATITUDE: N 40° 37′ 25″ LONGITUDE: W 80° 36′ 55″ (PART 2)

BEL-7-8.70/ COL-7-3.55
PREVENTIVE MAINTENANCE

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI BEGIN	PROJECT TERMINI END	NET LENGTH MILES	VILLAGE
1	BEL	SR 7	(8.61)	8.70	11.90	3.20	
2	COL	SR 7	(3.38)	3.55	5.20	1.65	

PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)

THE 2008 STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF 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 FOURTH ON THE PLANS AND ESTIMATES.

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

APPROVED DATE 9/19/08 — Richard A. Bibbe P.E. — DISTRICT DEPUTY DIRECTOR

APPROVED DATE 10-6-08 — James G. Beasley II — DIRECTOR, DEPARTMENT OF TRANSPORTATION

UNDERGROUND UTILITIES
2 WORKING DAYS BEFORE YOU DIG CALL 800-362-2764 (TOLL FREE) OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY
PLAN PREPARED BY ODOT DISTRICT 11

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10-19-07	MT-35.10	4-20-01	TC-41.20	1-19-01	800-2008	10-17-08
BP-9.1	4-15-05	MT-95.30	9-5-06	TC-42.20	7-16-04	832	4-25-06
		MT-95.31	9-5-06	TC-52.10	1-19-07		
DM-4.3	7-19-02	MT-95.32	9-5-06	TC-52.20	1-19-07		
DM-4.4	7-19-02	MT-98.10	10-19-07	TC-65.10	1-21-05		
		MT-98.11	10-19-07	TC-65.11	1-21-05		
		MT-98.20	10-19-07	TC-71.10	1-19-07		
		MT-98.22	10-19-07	TC-72.20	1-21-05	SPECIAL PROVISIONS	
		MT-98.28	10-19-07	TC-73.10	1-19-01		
		MT-99.20M	1-30-95				
		MT-105.10	10-18-02				
		MT-105.11	10-18-02				

ENGINEER'S SEAL:

STATE OF OHIO
SCOTT K. WARNER
E-65533
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Scott K. Warner
DATE: 9-18-08

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FEDERAL PROJECT NO. E060 (375)
PID NO. 77350
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
BEL-7-8.70/ COL-7-3.55

I:\PROJECTS\77350\Prod\Dgn\titlesht.dgn 18-SEP-2008 7:07AM jstruche

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS, BEL-7-8.77 (2001), BEL-7-8.68 (1973), COL-7-3.88 (1997), COL-7-3.37 (1950) SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT ODOT DISTRICT 11 OFFICE. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS OF ONE INCH VARYING IN THICKNESS FROM ONE INCH AT THE CROWN TO ONE INCH AT PAVEMENT EDGE AS SHOWN ON THE TYPICAL SECTIONS.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL EXCLUDE ALL STONE AND CRUSHED CARBONATE STONE.

TRAFFIC PAINT

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS PER THE REQUIREMENTS OF CMS 641.06. SEE SCD'S TC-65.10, TC-65.11, TC-71.10, TC-72.20 AND TC-73.10 FOR PAVEMENT MARKING DETAILS.

SURFACE COURSE COMPLETION REQUIREMENTS

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

ITEM 618 - RUMBLE STRIPS, (ASPHALT CONCRETE)

THIS WORK WILL CONSIST OF GRINDING DEPRESSIONS (RUMBLE STRIPS) IN THE PAVED SHOULDERS AS PER SCD BP-9.1 AT LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE AFTER ALL RESURFACING HAS BEEN COMPLETED. LANE CLOSURES PER SCD MT-95.30 WILL BE USED TO INSTALL ITEM 618, RUMBLE STRIPS, (ASPHALT CONCRETE).

UTILITIES

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

AEP OHIO POWER COMPANY
P.O. BOX 99
47687 NATIONAL ROAD
ST. CLAIRSVILLE, OHIO 43950
740-699-7845
ATTN: JEFF TURNER

COLUMBIA GAS TRANSMISSION
8462 STATE ROUTE 179
LAKEVILLE, OHIO 44638
419-827-2620
ATTN: JACK ROHRBAUGH

AT&T OHIO
3935 NORTHPOINTE ROAD
ZANESVILLE, OHIO 43701
740-454-3455
ATTN: SANDI RANDOLPH

COLUMBIA GAS OF OHIO, INC.
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OHIO 44130
440-891-2428
ATTN: DAN SUREN

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.

ITEM 614 - MAINTENANCE OF TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AS DESCRIBED BELOW AND IN ACCORDANCE WITH THE SPECIFICATIONS OF ITEM 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM. WHEN RAISED PAVEMENT MARKERS ARE TO BE INSTALLED THE REQUIRED CLOSURE SHALL REMAIN IN EFFECT UNTILL THE EPOXY IS DRY AND ALL FOREIGN MATTER OR DEBRIS CREATED BY THE INSTALLATION OF THE RPM CASTING IS REMOVED FROM THE ROADWAY.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT.

THE CONTRACTOR MAY USE CUNSTRUCTION DRUMS OR PORTABLE CONCRETE BARRIER BASED ON THE PLAN SPECIFICATIONS AND OPERATIONAL NEED. IN LIGHT OF THIS, THE USE OF PORTABLE CONCRETE BARRIER, OBJECT MARKERS OR BARRIER REFLECTORS WILL NOT BE SEPERATELY ITEMIZED IN THE PLAN.

MAINLINE:

AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION AT ALL TIMES AS PER SCD'S MT-95.30, MT-95.31, OR MT-95.32 AND "DROPOFFS IN WORK ZONES", (SHEET 5/14).

CONSTRUCTION WORK SHALL BE PERMITTED ON ONLY ONE SIDE OF THE DIRECTIONAL ROADWAY AT A TIME, AND ANY OPEN PAVEMENT TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH BARRICADES, DRUMS OR VERTICAL PANELS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE WORK ZONES THAT ALTERNATELY CLOSE BOTH THE PASSING LANE AND THE TRAVEL LANE UNLESS THE DISTANCE BETWEEN THE LANE RESTRICTIONS EXCEEDS TWO (2) MILES.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC - 100 CU YD (PART 1)

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC - 100 CU YD (PART 2)

RAMPS: **TOTAL 200 CU YD**

RAMP TRAFFIC SHALL BE MAINTAINED BY USE OF PORTIONS OF THE EXISTING OR RESURFACED PAVEMENT AND EXISTING SHOULDERS.

RAMP TRAFFIC MAY BE STOPPED BY MEANS OF FLAGGERS FOR INTERMITTENT PERIODS NOT TO EXCEED TEN (10) MINUTES DURING RAMP SHOULDER CONSTRUCTION OPERATIONS. HOWEVER, IN NO CASE SHALL TRAFFIC BE PERMITTED TO FORM A QUEUE WHICH EXTENDS BEYOND THE LIMITS OF THE RAMP ONTO THE SPEED CHANGE LANE, MAINLINE OR CROSSROAD PAVEMENT. THE LIMITS AND DURATION OF ANY TRAFFIC STOPPAGE SHALL AT ALL TIMES BE SUBJECT TO THE DIRECTION OF THE ENGINEER.

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 SEPERATELY ITEMIZED IN THE PLAN.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR (CONTINUED)

IN ADDITION TO THE REQUIREMENTS OF CMS 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 CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

1. 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. IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
2. ROUTINE PATROLLING THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF).
3. DIRECT TRAFFIC AT THE INTERSECTION OF SR 7 AND TR534 (PART 1).
4. DIRECT TRAFFIC AT THE INTERSECTION OF SR 7 AND CR427 (PART 2).
5. OTHER LOCATION ON THE PROJECT AS DEEMED APPROPRIATE BY THE ENGINEER.

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 AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHOULD NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 50 HOURS (PART 1)

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 50 HOURS (PART 2)

TOTAL 100 HOURS

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

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

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

A QUALIFIED FLAGGER SHALL BE EMPLOYED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S EQUIPMENT MUST BE EQUIPPED WITH AT LEAST ONE (1) AMBER FLASHING LIGHT. PAVERS, ROLLERS AND OTHER EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY WHEN PAVEMENT REPAIR OR PAVING OPERATIONS ARE SCHEDULED TO OCCUR WITHIN THE NEXT WORKDAY; OTHERWISE THE EQUIPMENT WILL BE STORED AT A STORAGE AREA, THE LOCATION OF WHICH SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. WHEN PARKING ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE PARKED EITHER THIRTY (30) FEET FROM THE OUTSIDE EDGE OF PAVEMENT OR SIX (6) FEET BEHIND GUARDRAIL WITH A MINIMUM OF 120 FEET OF GUARDRAIL PRECEEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL, OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC CONTROL DEVICES AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL SHALL ALSO BE AVAILABLE ON AN AROUND-THE-CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. PAYMENT FOR THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614- MAINTAINING TRAFFIC.

NOTIFICATION OF WORK ZONE LANE RESTRICTIONS

THE CONTRACTOR WILL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTING ANY WORK ZONE RESTRICTIONS THAT WILL REDUCE THE WIDTH OR VERTICAL CLEARANCE OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION.

ITEM 614 - WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT (R2-1) (45 SPEED LIMIT) SIGNS AND SUPPORTS WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

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

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

CONSTRUCTION AND MATERIALS SPECIFICATIONS, ITEM 614, PARAGRAPH 614.02(B) INDICATES THAT THE 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, SPEED REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE SPEED REDUCTION IN THE OPPOSITE DIRECTION. SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF ANY LANE RESTRICTION EXPECTED TO LAST AT LEAST 30 CONSECUTIVE CALENDAR DAYS, OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE LANE REDUCTION OR SHIFT TAPER OR OTHER ROADWAY OR SHOULDER RESTRICTION. ON UNDIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED, ON THE SIDE NEAREST TRAFFIC, EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONE-HALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

WORK ZONE AHEAD SYMBOL SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON 2-LANE HIGHWAYS.

ITEM 614 - WORK ZONE SPEED LIMIT SIGN (CONTINUED)

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL. ON UNDIVIDED ROADWAYS, THE R2-1 (SPEED LIMIT) SIGN SHALL BE USED. ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (SPEED LIMIT) SIGN AND THE R2-H2A (TRUCK SPEED LIMIT) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD CONDITION, PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS.

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

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

ITEM 614, WORK ZONE SPEED LIMIT SIGN 30 EACH (PART 1)
ITEM 614, WORK ZONE SPEED LIMIT SIGN 16 EACH (PART 2)

TOTAL 46 EACH

ITEM 614 - WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF CMS 614.04.

ITEM 614, WORK ZONE MARKING SIGN 14 EACH (PART 1)
ITEM 614, WORK ZONE MARKING SIGN 10 EACH (PART 2)

TOTAL 24 EACH

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN

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 REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALITIES 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. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 14 EACH (PART 1)
ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 8 EACH (PART 2)

TOTAL 22 EACH

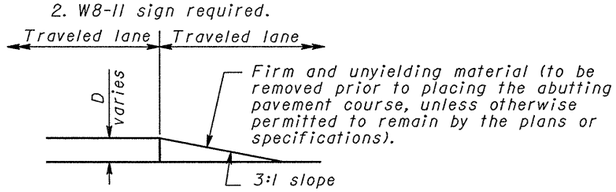
GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see T.E.M., Section 640-6. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for **Item 614 - Maintaining Traffic.**
2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with **SCD RM-4.2** and Item 622.
6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When W8-9 (Low Shoulder) signs or W8-9a (Shoulder Drop-Off) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750′ [230 m] in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all inter secting roadways within the limits of the condition. When the drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10′ [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5″ [125] and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
    a. Lengths greater than 60′ [18 m] - utilize appropriate treatment from Condition I.
    b. Lengths of 60′ [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. W8-11 sign required.



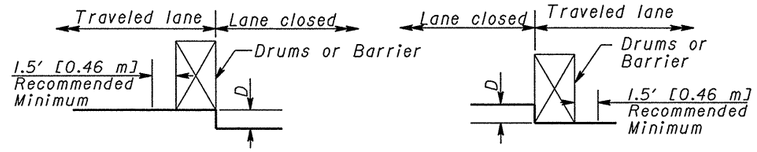
CONDITION I

DROP-OFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D	Treatment
≤1½″ [≤40]	Erect W8-11 sign.
1½″-3″ [40-75]	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3″-5″ [>75-125]	Lane closure utilizing drums as shown below.
>5″ [>125]	Lane closure utilizing portable concrete barrier as shown below.

* Cones may be used for daytime only conditions.



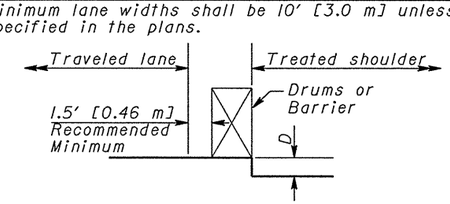
CONDITION II

DROP-OFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
2. The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials or concrete). For the purpose herein, its maximum width shall be considered to be 12′ [3.6 m].

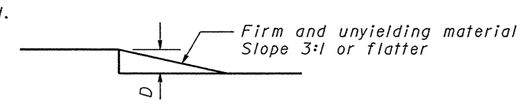
D	Treatment
≤1½″ [≤40]	1) Erect W8-9a signs.
>1½″-5″ [>40-125]	1) If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If minimum. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5″-12″ [125-305] Daylight only	If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.
>5″-24″ [>125-610]	1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.
>24″ [>610]	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10′ [3.0 m] unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bitumunos shoulder where a hot longitudnal joint per CMS 401.17 is required.
2. W8-9 signs required.



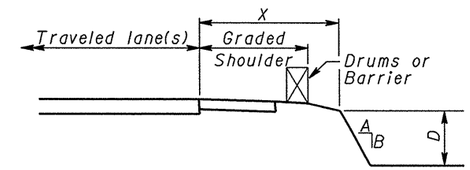
CONDITION III

DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

1. See Note 2 under Condition II.
2. Use Chart A or B below, as applicable.

CHART A

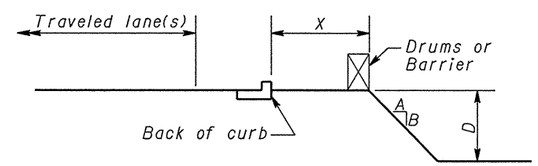
USE FOR: 1. Uncurbed Facilities.
2. Curbed Facilities, where:
   a. Curbs are less than 6″ [150] in height.
   b. Curbs are 6″ [150] or greater in height and the legal speed is greater than 40 mph [70 km/h].



X	D	A/B	Treatment Required	
			Day	Night
0-4′ [0-1.2 m]	Any	Any	(a)	(a)
4′-30′ [1.2-9.1 m]	Any	3:1 or Flatter	None	None
4′-12′ [1.2-3.6 m]	≤3″ [≤75]	Steeper than 3:1	None	None
4′-12′ [1.2-3.6 m]	>3″-≤12″ [>75-≤305]	Steeper than 3:1	Drums	Drums
4′-12′ [1.2-3.6 m]	>12″ [>305]	Steeper than 3:1	Drums	Barrier
>12′-20′ [>3.6-6.1 m]	<12″ [<305]	Steeper than 3:1	None	None
>12′-20′ [>3.6-6.1 m]	>12″-≤24″ [>305-≤610]	Steeper than 3:1	Drums	Drums
>12′-20′ [>3.6-6.1 m]	>24″ [>610]	Steeper than 3:1	Drums	Barrier
>20′-30′ [>6.1-9.1 m]	<24″ [<610]	Steeper than 3:1	None	None
>20′-30′ [>6.1-9.1 m]	>24″ [>610]	Steeper than 3:1	Drums	Barrier
>30′ [>9.1 m]	Any	Any	None	None
(a) Use treatment specified under Condition II.				

CHART B

USE FOR: Curbed facilities, where the curb is 6″ [150] or greater in height and the legal speed is 40 mph [70 km/h] or less.



X	D	A/B	Treatment Required	
			Day	Night
0-10′ [0-3.0 m]	<12″ [<305]	Any	None	Drums
0-10′ [0-3.0 m]	>12″ [>305]	Any	Drums	Drums
>10′ [>3.0 m]	Any	Any	None	None

NOTE: All metric dimensions (in brackets [ ]) are in millimeters unless otherwise noted.

DROPOFFS IN WORK ZONES

BEL-7-8.70/
COL-7-3.55

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SHEET NUMBER 3	4			7	8	9	10			13	14		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																	ROADWAY	
				2048	823								202	23500	2871	SQ YD	WEARING COURSE REMOVED	
																	EROSION CONTROL	
													832	30000	1000	EACH	EROSION CONTROL	
																	PAVEMENT	
				11225	4989								407	10000	16214	GALLON	TACK COAT	
				4157	1848								424	12011	6005	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B,	2
																	WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN	
				12.80	6.60								618	40600	19.40	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE)	
																	TRAFFIC CONTROL	
										581	231		621	00100	812	EACH	RPM	
										581	231		621	54000	812	EACH	RAISED PAVEMENT MARKER REMOVED	
						15.02	6.60						642	00100	21.62	MILE	EDGE LINE, TYPE 1	
						6.60	3.30						642	00200	9.90	MILE	LANE LINE, TYPE 1	
						0.24							642	00300	0.24	MILE	CENTER LINE, TYPE 1	
						1766	400						642	00400	2166	FT	CHANNELIZING LINE, TYPE 1	
						91							642	00500	91	FT	STOP LINE, TYPE 1	
						399							642	00700	399	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
						121							642	00800	121	FT	CURB MARKING, TYPE 1	
						2308							642	00900	2308	SQ FT	ISLAND MARKING, TYPE 1	
						4	5						642	01300	9	EACH	LANE ARROW, TYPE 1	
																	MAINTAINING TRAFFIC	
100													614	11100	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR	3
	24												614	12460	24	EACH	WORK ZONE MARKING SIGN	4
	46												614	12470	46	EACH	WORK ZONE SPEED LIMIT SIGN	4
	22												614	12484	22	EACH	WORK ZONE INCREASED PENALTIES SIGN	4
200													614	13000	200	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	3
						6.60	3.30						614	20100	9.90	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT	
						0.24							614	21100	0.24	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
						15.02	6.60						614	22100	21.62	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	
						1766	400						614	23200	2166	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
						399							614	25200	399	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
						91							614	26200	91	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
LUMP													614	11000	LUMP		MAINTAINING TRAFFIC	
													623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
													624	10000	LUMP		MOBILIZATION	

CALCULATED JAS
CHECKED SKW

GENERAL SUMMARY

BEL-7-8.70/
COL-7-3.55

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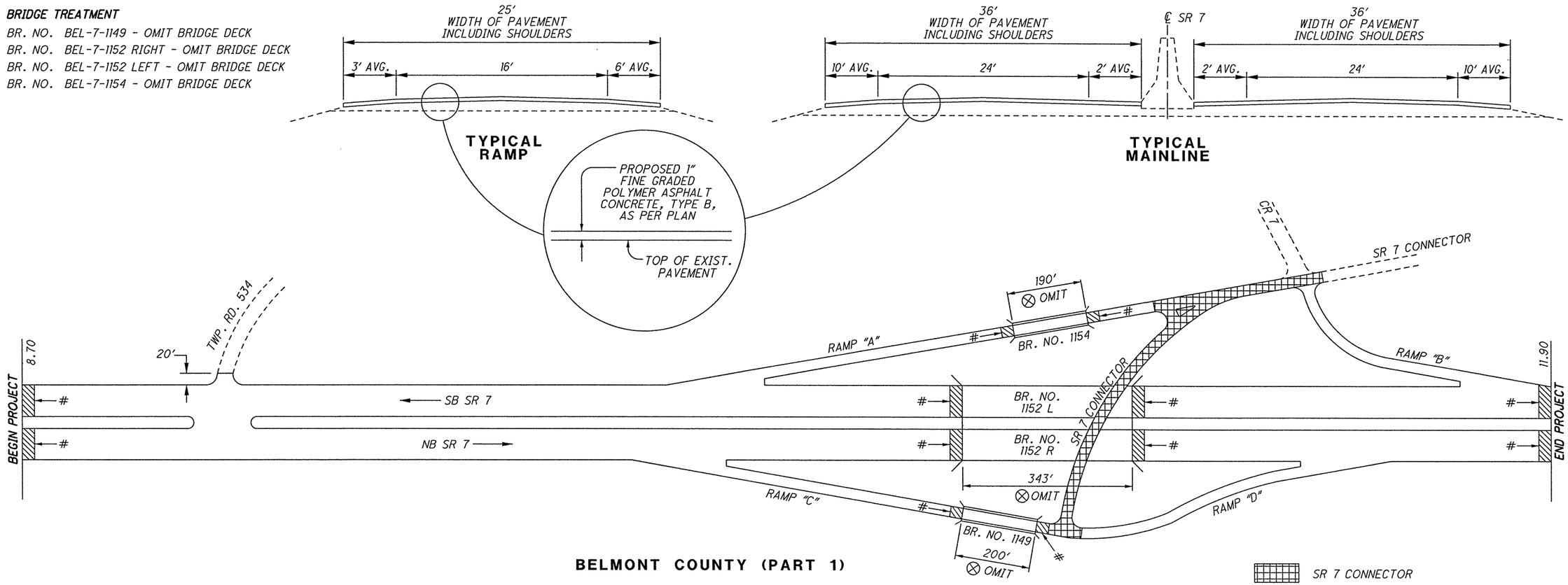
BRIDGE TREATMENT

BR. NO. BEL-7-1149 - OMIT BRIDGE DECK
BR. NO. BEL-7-1152 RIGHT - OMIT BRIDGE DECK
BR. NO. BEL-7-1152 LEFT - OMIT BRIDGE DECK
BR. NO. BEL-7-1154 - OMIT BRIDGE DECK



BELMONT COUNTY (PART 1)

BUTT JOINT AS PER STD. DWG. BP-3.1 ⊗ OMIT ✳ PLANIMETERED AREA

PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)	LENGTH MILES	LENGTH FEET	(AVG.) WIDTH OF PAVEMENT INCLUDING SHOULDERS FEET	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	407 TACK COAT @ 0.075 Gal/SY GALLONS	424 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN CU. YD.		202 WEARING COURSE REMOVED SQ. YD.	618 RUMBLE STRIPS, (ASPHALT CONCRETE) MILE						
1	SR 7 NB	8.70 TO 11.90	3.20	16896	36	ASPHALT	67584	5069	1877		1024	6.40						
1	SR 7 SB	8.70 TO 11.90	3.20	16896	36	ASPHALT	67584	5069	1877		1024	6.40						
1	✳ RAMP "A" QUANTITIES					ASPHALT	2800	210	78									
1	✳ RAMP "B" QUANTITIES					ASPHALT	2000	150	56									
1	✳ RAMP "C" QUANTITIES					ASPHALT	2075	156	58									
1	✳ RAMP "D" QUANTITIES					ASPHALT	2300	173	64									
1	✳ SR 7 CONNECTOR QUANTITIES					ASPHALT	5000	375	139									
1	✳ TWP. RD. 534 QUANTITIES					ASPHALT	300	23	8									
1																		
	(PART 1) TOTALS CARRIED TO GENERAL SUMMARY							11225	4157		2048	12.80						

CALCULATED JAS CHECKED SKW

PAVEMENT DATA

BEL-7-8.70/
COL-7-3.55

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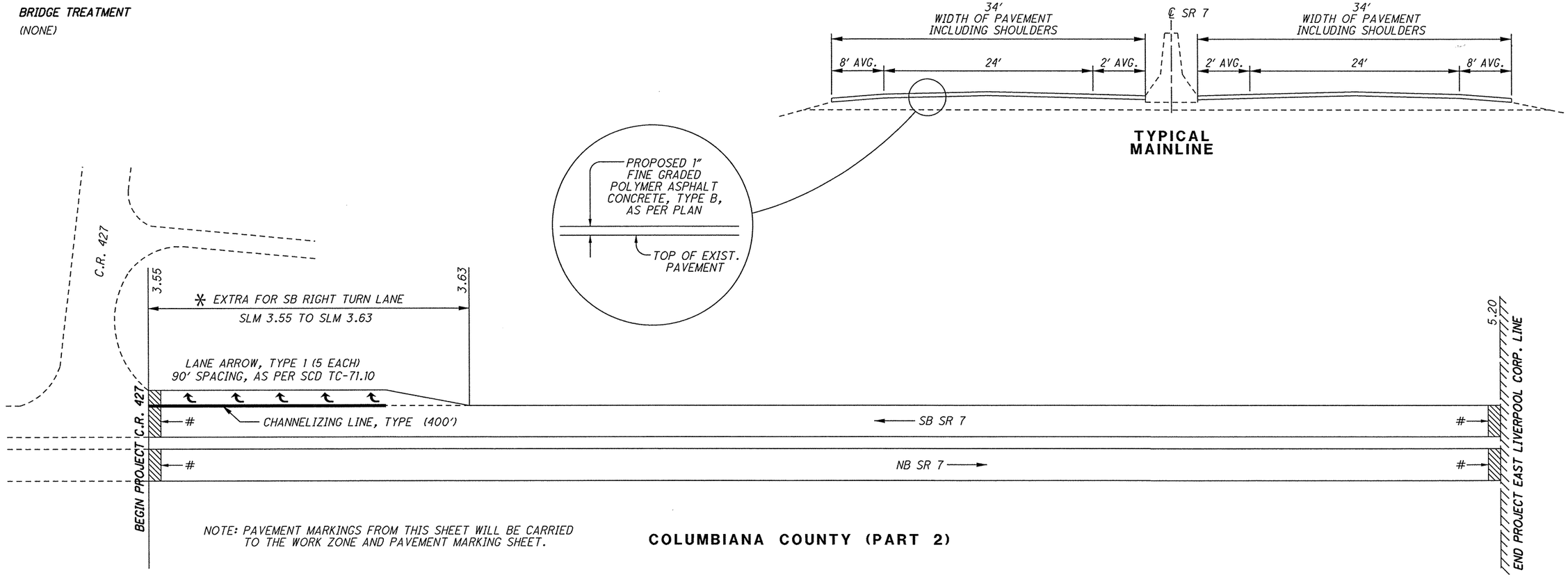
BRIDGE TREATMENT
(NONE)



BUTT JOINT AS PER STD. DWG. BP-3.1

* PLANIMETERED AREA

PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)	LENGTH MILES	LENGTH FEET	(AVG.) WIDTH OF PAVEMENT INCLUDING SHOULDERS FEET	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	407 TACK COAT @ 0.075 Gal/SY GALLONS	424 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN CU. YD.		202 WEARING COURSE REMOVED SQ. YD.	618 RUMBLE STRIPS, (ASPHALT CONCRETE) MILE						
2	SR 7 NB	3.55 TO 5.20	1.65	8712	34	ASPHALT	32,912	2468	914		378	3.30							
2	SR 7 SB	3.55 TO 5.20	1.65	8712	34	ASPHALT	32,912	2468	914		378	3.30							
2	* EXTRA FOR SB RIGHT TURN LANE SLM 3.55 TO SLM 3.63					ASPHALT	700	53	20		67								
(PART 2) TOTALS CARRIED TO GENERAL SUMMARY								4989	1848		823	6.60							

CALCULATED JAS
CHECKED SKW

PAVEMENT DATA

BEL-7-8.70/
COL-7-3.55

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PART	ROUTE	SLM TO SLM	SIDE	642 EDGE LINE, TYPE 1 YELLOW	642 EDGE LINE, TYPE 1 WHITE	642 LANE LINE, TYPE 1	642 CENTER LINE, TYPE 1	642 8" CHANNELIZING LINE, TYPE 1	642 TRANSVERSE/ DIAGONAL LINE, TYPE 1 YELLOW	642 TRANSVERSE/ DIAGONAL LINE, TYPE 1 WHITE	642 STOP LINE, TYPE 1	642 LANE ARROW, TYPE 1	642 CURB MARKING, TYPE 1 (YELLOW)	642 ISLAND MARKING, TYPE 1 (YELLOW)	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT YELLOW	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT WHITE	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	614 WORK ZONE TRANSVERSE/ DIAGONAL LINE, CLASS I, 642 PAINT YELLOW	614 WORK ZONE TRANSVERSE/ DIAGONAL LINE, CLASS I, 642 PAINT WHITE	614 WORK ZONE STOP LINE, CLASS I, 642 PAINT
				MILE	MILE	MILE	MILE	FT	FT	FT	FT	EACH	FT	SQ FT	MILE	MILE	MILE	MILE	FT	FT	FT	FT
1	SR 7 NB	MAINLINE 8.70 TO 11.90	CTR			3.20												3.20				
			LT	3.20											3.20							
			RT		3.20											3.20						
1	SB 7 SB	MAINLINE 8.70 TO 11.90	CTR			3.20												3.20				
			LT	3.20											3.20							
			RT		3.20											3.20						
1	SR 7 NB	EXIT RAMP "C" SR 7 CONN. INT. @ SLM 11.46	LT	0.19		0.05		417							0.19			0.05	417			
			RT		0.18											0.18						
1	SR 7 NB	ENTRANCE RAMP "D" SR 7 CONN. INT. @ SLM 11.80	LT	0.16		0.05		200							0.16			0.05	200			
			RT		0.16											0.16						
1	SR 7 SB	EXIT RAMP "B" SR 7 CONN. INT. @ SLM 11.86	LT	0.12		0.05		356							0.12			0.05	356			
			RT		0.13						64					0.13						64
1	SR 7 SB	ENTRANCE RAMP "A" SR 7 CONN. INT. @ SLM 11.52	LT	0.24		0.05		200							0.24			0.05	228			
			RT		0.29											0.29						
1	SR 7 CONNECTOR		CTR				0.24			65			121	133			0.24					65	
			LT	0.18				228							0.18				200			
			RT	0.24											0.24							
1	TWP. RD. 534 INTERSECTION		CTR	0.33				365	334		27	4		2175	0.33				365	334		27
NOTE: CENTERLINE AND SIDE IS BASED ON THE DIRECTION OF TRAVEL AND THE CENTER OF PAVEMENT.																						
				7.86	7.16				334	65					7.86	7.16				334	65	
TOTALS CARRIED TO GENERAL SUMMARY				15.02		6.60	0.24	1766	399		91	4	121	2308	15.02		0.24	6.60	1766	399		91

CALCULATED JAS
CHECKED SKW

WORK ZONE AND PAVEMENT MARKING SUB-SUMMARY

BEL-7-8.70/
COL-7-3.55

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PART	ROUTE	SLM TO SLM	SIDE	642 EDGE LINE, TYPE 1 YELLOW	642 EDGE LINE, TYPE 1 WHITE	642 LANE LINE, TYPE 1	642 8" CHANNELIZING LINE, TYPE 1				642 LANE ARROW, TYPE 1			614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT YELLOW	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT WHITE	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT				
				MILE	MILE	MILE	FT				EACH			MILE	MILE	MILE	FT				
2	SR 7 NB	MAINLINE 3.55 TO 5.20	CTR			1.65										1.65					
			LT	1.65										1.65							
			RT		1.65										1.65						
2	SB 7 SB	MAINLINE 3.55 TO 5.20	CTR			1.65										1.65					
			LT	1.65										1.65							
			RT		1.65										1.65						
2	RIGHT TURN LANE 3.55 TO 3.63		RT				400				5						400				
				3.30	3.30									3.30	3.30						
TOTALS CARRIED TO GENERAL SUMMARY				6.60		3.30	400				5			6.60		3.30	400				

NOTE: CENTERLINE AND SIDE IS BASED ON THE DIRECTION OF TRAVEL AND THE CENTER OF PAVEMENT.

CALCULATED JAS
CHECKED SKW

WORK ZONE AND PAVEMENT MARKING SUB-SUMMARY

BEL-7-8.70/
COL-7-3.55

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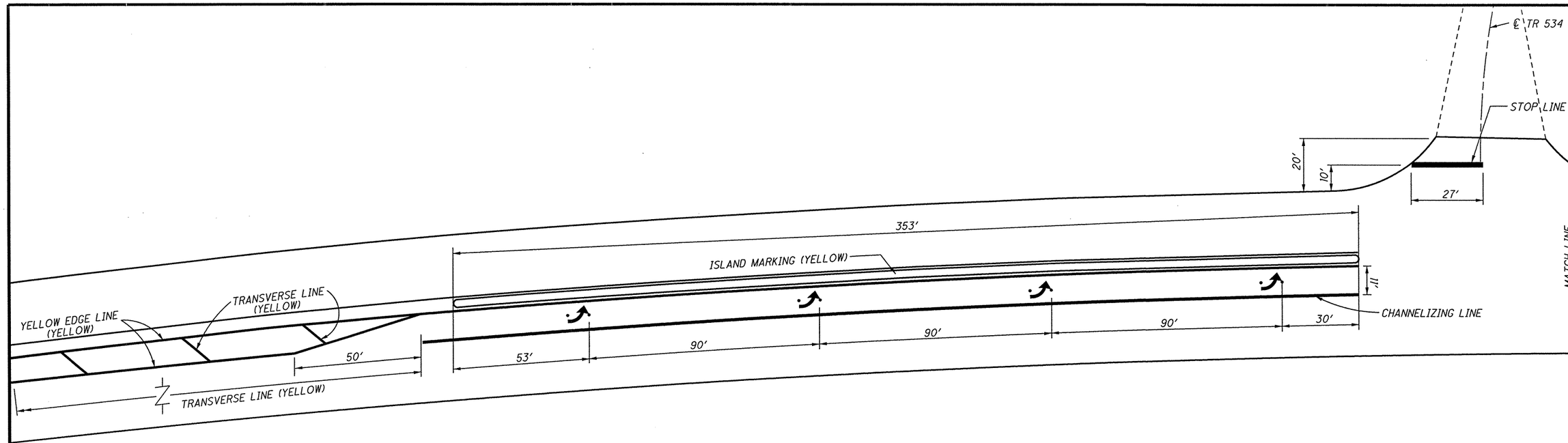
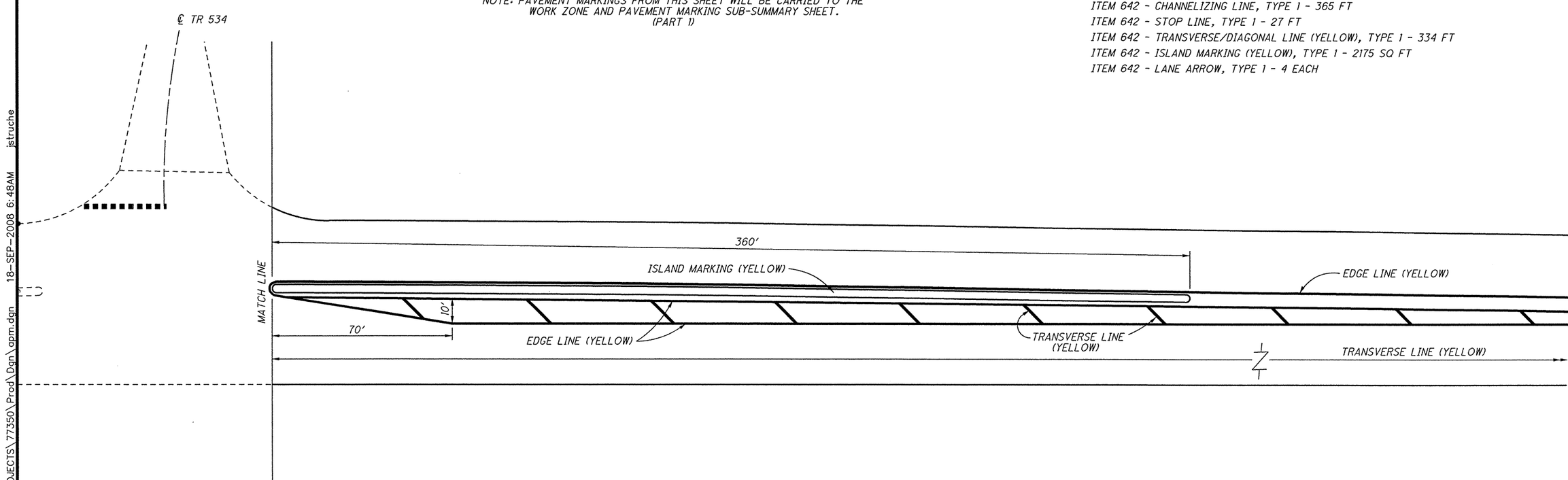


NOTE: PAVEMENT MARKINGS FROM THIS SHEET WILL BE CARRIED TO THE WORK ZONE AND PAVEMENT MARKING SUB-SUMMARY SHEET. (PART 1)

T.R. 534 INTERSECTION

ITEM 642 - EDGE LINE (YELLOW), TYPE 1 - 0.33 MILE
ITEM 642 - CHANNELIZING LINE, TYPE 1 - 365 FT
ITEM 642 - STOP LINE, TYPE 1 - 27 FT
ITEM 642 - TRANSVERSE/DIAGONAL LINE (YELLOW), TYPE 1 - 334 FT
ITEM 642 - ISLAND MARKING (YELLOW), TYPE 1 - 2175 SQ FT
ITEM 642 - LANE ARROW, TYPE 1 - 4 EACH



CALCULATED JAS
CHECKED SKW

AUXILIARY PAVEMENT MARKING

BEL-7-8.70/
COL-7-3.55

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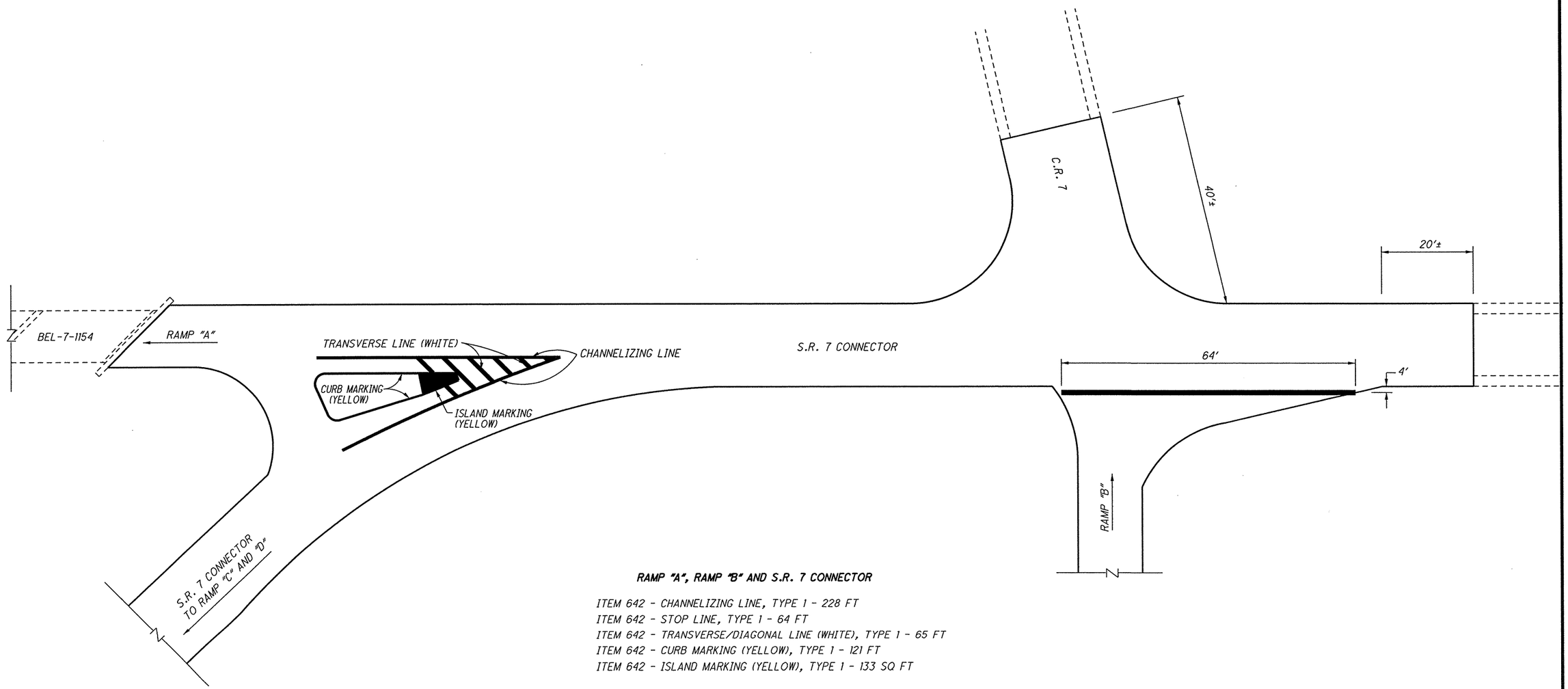

RAMP "A", RAMP "B" AND S.R. 7 CONNECTOR

ITEM 642 - CHANNELIZING LINE, TYPE 1 - 228 FT
ITEM 642 - STOP LINE, TYPE 1 - 64 FT
ITEM 642 - TRANSVERSE/DIAGONAL LINE (WHITE), TYPE 1 - 65 FT
ITEM 642 - CURB MARKING (YELLOW), TYPE 1 - 121 FT
ITEM 642 - ISLAND MARKING (YELLOW), TYPE 1 - 133 SQ FT

NOTE: PAVEMENT MARKINGS FROM THIS SHEET WILL BE CARRIED TO THE WORK ZONE AND PAVEMENT MARKING SUB-SUMMARY SHEET. (PART 1)

CALCULATED JAS
CHECKED SKW

AUXILIARY PAVEMENT MARKING

BEL-7-8.70/
COL-7-3.55

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PART	ROUTE	SLM	LOCATION	SPACING	621				REMARKS
						RPM			
					RAISED PAVEMENT MARKER REMOVED	2 WAY WHITE/RED	2 WAY YELLOW/RED	2 WAY YELLOW/YELLOW	
				FEET	EACH	EACH	EACH	EACH	
1	SR 7 NB	8.70 TO 11.90	MAINLINE	80	212	212			LANE LINE (CENTER LINE)
1	SR 7 SB	8.70 TO 11.90	MAINLINE	80	212	212			LANE LINE (CENTER LINE)
1	SR 7 NB	11.46	S.R. 7 CONN. INT. EXIT RAMP "C"	40	11	11			CHANNELIZING LINE (GORE AREA)
				80	14		14		YELLOW EDGE LINE (RAMP)
1	SR 7 NB	11.80	S.R. 7 CONN. INT. ENTRANCE RAMP "D"	80	12		12		YELLOW EDGE LINE (RAMP)
				40	6	6			CHANNELIZING LINE (GORE AREA)
1	SR 7 SB	11.86	S.R. 7 CONN. INT. EXIT RAMP "B"	40	10	10			CHANNELIZING LINE (GORE AREA)
				80	9		9		YELLOW EDGE LINE (RAMP)
1	SR 7 SB	11.52	S.R. 7 CONN. INT. ENTRANCE RAMP "A"	80	17		17		YELLOW EDGE LINE (RAMP)
				40	12	12			CHANNELIZING LINE (GORE AREA)
1	SR 7 CONNECTOR			40	33			33	YELLOW CENTER LINE (SR 7 CONNECTOR)
1	T.R. 534 INTERSECTION			80	23		23		YELLOW EDGE LINE (LEFT TURN LANE)
				40	10	10			CHANNELIZING LINE (LEFT TURN LANE)
NOTE: RPM SPACING AS PER STD. DWG. TC-65.11									
						473	75	33	
TOTALS CARRIED TO GENERAL SUMMARY					581	581			

CALCULATED JAS
CHECKED SKW

RPM SUB-SUMMARY

BEL-7-8.70/
COL-7-3.55

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PART	ROUTE	SLM	LOCATION	SPACING	621				REMARKS
					RAISED PAVEMENT MARKER REMOVED	RPM			
						2 WAY WHITE/RED	2 WAY YELLOW/RED	1 WAY WHITE	
				FEET	EACH	EACH	EACH	EACH	
2	SR 7 NB	3.55 TO 5.20	MAINLINE	80	110	110			LANE LINE (CENTER LINE)
2	SR 7 SB	3.55 TO 5.20	MAINLINE	80	110	110			LANE LINE (CENTER LINE)
2	SR 7 SB	3.55 TO 3.63	TURN LANE 3.55 TO 3.63	40	11	11			CHANNELIZING LINE (RIGHT TURN LANE)
NOTE: RPM SPACING AS PER STD. DWG. TC-65.11									
TOTALS CARRIED TO GENERAL SUMMARY					231	231			

CALCULATED JAS
CHECKED SKW

RPM SUB-SUMMARY

BEL-7-8.70/
COL-7-3.55

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