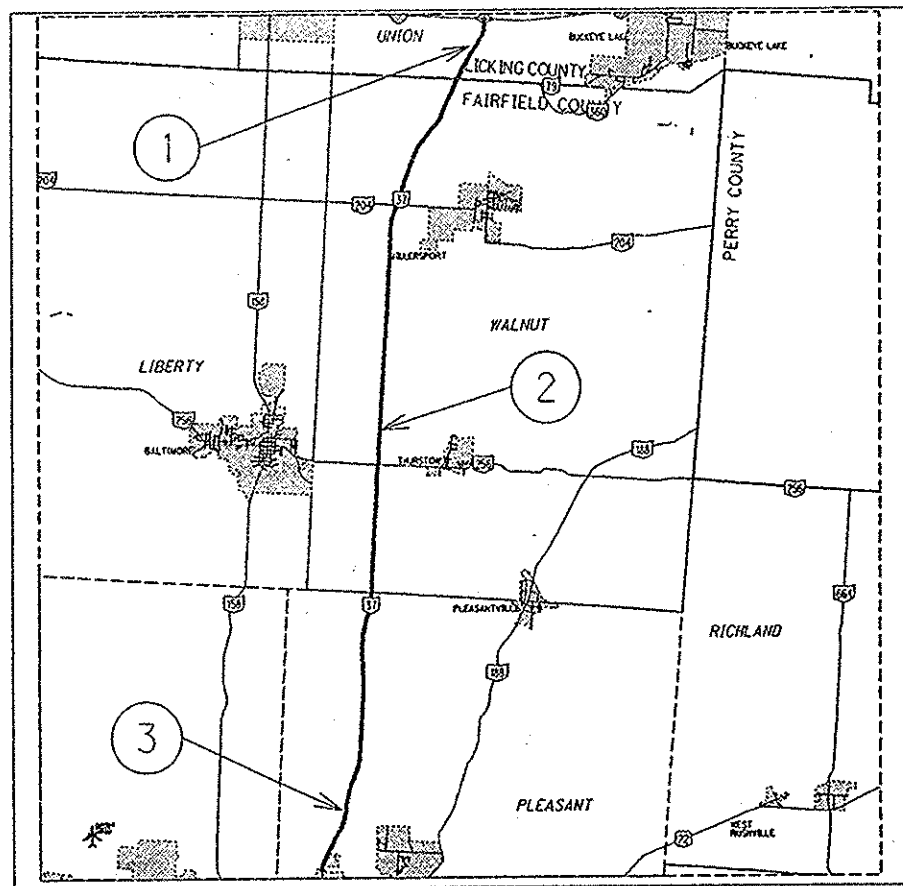


LIC/FAI-37-24.45
118016
Dist 5

PID 83851
7/21/2011

Contract Proposal available
@www.contracts.dot.state.oh.us/home



LOCATION MAP
LON/LAT: 82° 34' 04" / 39° 50' 51"
PORTION TO BE IMPROVED

DESIGN DESIGNATION	LOC. 1	LOC. 2	LOC. 3
	LIC-37	FAI-37	FAI-37
Functional Classification	RMA	RMA	UPA
Opening Year ADT (2011)	9100	6600	9500
Design Year ADT (2023)	10100	7300	10500
Design Hourly Volume (2023)	1010	730	1050
Directional Distribution	55%	55%	55%
Trucks (24 Hour B&C)	8%	9%	7%
Design Speed	55mph	55mph	55mph
Legal Speed	55mph	55mph	55mph

RMA = RURAL MINOR ARTERIAL
UPA = URBAN PRINCIPAL ARTERIAL

DESIGN EXCEPTIONS: NONE

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PRODUCTION OFFICE

ENGINEER'S SEAL

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

SIGNED: *Douglas N. Morgan*
DATE: 5-23-2011

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-2.1	7-18-08	TC-65.10	1-21-05	800	4-15-11
BP-2.5	7-18-08	TC-65.11	1-21-05	817	4-15-11
BP-3.1	10-19-07	TC-71.10	1-21-11	832	5-5-09
BP-4.1	7-16-04	TC-73.10	1-19-01		
MT-97.10	10-15-10				
MT-97.12	10-15-10				
MT-99.20	1-16-09				
MT-101.90	1-16-09				
MT-105.10	1-16-09				
				SPECIAL PROVISIONS	

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

LIC-37-24.45
FAI-37-0.00

UNION, WALNUT AND
PLEASANT TOWNSHIPS
LICKING AND FAIRFIELD COUNTIES

INDEX OF SHEETS:

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PROJECT DESCRIPTION:

ASPHALT CONCRETE RESURFACING, AND RELATED
WORK, ON S.R. 37 IN LICKING AND FAIRFIELD
COUNTIES.

Project Earth Disturbed Area =
N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area =
N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area =
N/A (Maintenance Project)

LOCATION	COUNTY	ROUTE	BEGIN	END	LENGTH	CITY/VILLAGE
			SLM	SLM	MILES	
1	LIC	37	24.45	25.60	1.15	
2	FAI	37	0.00	10.40	10.40	
3	FAI	37	10.40	12.92	2.52	

2010 SPECIFICATIONS

THE STANDARD 2010 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PROPOSAL.

APPROVED *[Signature]*
DATE 5/24/11 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 6-3-11 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
E080 (259)

PID NO.
83851

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NORFOLK SOUTHERN CORPORATION

LIC-37-24.45
FAI-37-0.00

UTILITIES

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

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

IN ORDER FOR ODOT TO PROPERLY PERMIT OVERSIZE LOADS, PREPARE PROPER SIGNING WHEN REQUIRED AND FURTHER TO NOTIFY THE GENERAL MOTORING PUBLIC, THE CONTRACTOR SHALL NOTIFY (IN WRITING) THE DISTRICT 5 CONSTRUCTION ENGINEER WITH COPIES FOR THE DISTRICT 5 ROADWAY SERVICES MANAGER AND PROJECT ENGINEER NOT LESS THAN 21 DAYS BEFORE SUCH CLOSURE OR LANE RESTRICTIONS.

SEND NOTIFICATION TO:
DISTRICT 5 CONSTRUCTION ENGINEER
P.O. BOX 306
JACKSONSTOWN, OH 43030
PHONE: (740) 323-4400 EXT. 5241

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

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

ITEM 407 TACK COAT

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

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

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

CONTINGENCY QUANTITIES

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

ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN

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

MAIL BOX TURN OUTS

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 1, PG 64-22
LOCATION 1 - 1 CU.YD.
LOCATION 2 - 16 CU.YD.
LOCATION 3 - 8 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 1 CU.YD.
LOCATION 2 - 20 CU.YD.
LOCATION 3 - 10 CU.YD.

ITEM 202 WEARING COURSE REMOVED
LOCATION 3 - 270 SQ.YD.

ITEM 408 PRIME COAT, AS PER PLAN

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

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

ITEM 408 PRIME COAT, AS PER PLAN
LOCATION 1 - 1,754 SQ.YD. x 0.40 GAL./SQ YD = 702 GAL
LOCATION 2 - 24,292 SQ.YD. x 0.40 GAL./SQ YD = 9,717 GAL
LOCATION 3 - 5,922 SQ.YD. x 0.40 GAL./SQ YD = 2,369 GAL

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT EXISTING MARKING LOCATIONS (i.e. BY USE OF VIDEO, PICTURES) AND PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS.

ITEM 614 WORK ZONE MARKING SIGN

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

W8-H12a (NO EDGE LINES): LOCATION 1 - 2 EACH, LOCATION 2 - 10 EACH, LOCATION 3 - 4 EACH
W8-H15 (GROOVED PAVEMENT): LOCATION 1 - 3 EACH, LOCATION 2 - 5 EACH, LOCATION 3 - 9 EACH
R4-1 (DO NOT PASS): LOCATION 1 - 4 EACH, LOCATION 2 - 26 EACH, LOCATION 3 - 6 EACH
R4-2 (PASS WITH CARE): LOCATION 1 - 2 EACH, LOCATION 2 - 27 EACH, LOCATION 3 - 3 EACH

ITEM 614, WORK ZONE MARKING SIGN
LOCATION 1 - 11 EACH
LOCATION 2 - 68 EACH
LOCATION 3 - 22 EACH

RESIDENTIAL AND COMMERCIAL DRIVES

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

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

ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 1, PG 64-22
LOCATION 1 - 2 CU.YD.
LOCATION 2 - 25 CU.YD.
LOCATION 3 - 10 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 3 CU.YD.
LOCATION 2 - 31 CU.YD.
LOCATION 3 - 13 CU.YD.

ITEM 202 WEARING COURSE REMOVED
LOCATION 3 - 350 SQ.YD.

CALCULATED
LME
CHECKED
DNM

GENERAL NOTES

LIC-37-24.45
FAI-37-0.00

2
20

ITEM 209 LINEAR GRADING

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

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

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE

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

ITEM 209 LINEAR GRADING
LOCATION 1 - 0.5 MILE
LOCATION 2 - 2 MILE
LOCATION 3 - 2 MILE

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.

MINIMUM BUTT JOINT LENGTHS SHALL BE 35' ON THE MAINLINE AND 10' ON THE EXTRA AREAS.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				CU. YD.
1	S.R. 37	BEGIN WORK	24.83	1.7
2	S.R. 37	BRIDGE: FAI-37-0086	0.86	2.2
2	S.R. 37	RR CROSSING	5.90	2.2
2	S.R. 37	BRIDGE: FAI-37-0736	9.93	2.2
2		TOTAL		6.6
3	S.R. 37	END WORK	12.92	1.4

WEARING COURSE REMOVED FOR BUTT JOINT AT LOCATION 1 AND FOR BUTT JOINTS AT BRIDGES IN LOCATION 2 IS INCLUDED IN BRIDGE DECK TREATMENT DATA ON SHEET 10.

WEARING COURSE REMOVED FOR BUTT JOINTS AT RR CROSSING ARE DETAILED AND CARRIED FROM SHEET 7.

THERE IS NO WEARING COURSE REMOVED REQUIRED FOR THE BUTT JOINT AT THE END OF THE PROJECT SINCE THIS SECTION INCLUDES PAVEMENT PLANING.

ITEM 253 PAVEMENT REPAIR

ALL REPAIRS SHALL TAKE PLACE PRIOR TO THE PLANING/PAVING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 8". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 8" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED AS DIRECTED).

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

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

ITEM 253 PAVEMENT REPAIR
LOCATION 2 - 30 CU. YD.

ITEM 621 RAISED PAVEMENT MARKER REMOVED

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

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

ITEM 621 RAISED PAVEMENT MARKER REMOVED
LOCATION 1 - 75 EACH
LOCATION 2 - 790 EACH
LOCATION 3 - 299 EACH

ITEM 251 PARTIAL DEPTH REPAIR, MISC.: CENTER LINE JOINT REPAIR

AN ESTIMATED QUANTITY FOR PARTIAL DEPTH PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AT THE LOCATIONS SHOWN IN THE TABLE BELOW, OR AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO THE PAVING OPERATIONS. THE ROADWAY SHALL BE EXCAVATED 3" IN DEPTH AND 2' (FEET) WIDE CENTERED ABOUT THE CENTER LINE CONSTRUCTION JOINT. AFTER 3" EXCAVATION, THE CONTRACTOR SHALL PLACE AND COMPACT 3" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 TO BE FLUSH WITH EXISTING ROADWAY SURFACE.

ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 251 PARTIAL DEPTH REPAIR, MISC.: CENTER LINE JOINT REPAIR.

LOCATION	BEGIN SLM	END SLM	LENGTH	CU.YD.
1	24.89	25.37	2,535'	47.0
2	0.14	2.10	10,349'	192.0
2	2.38	8.86	34,215'	634.0
2	TOTAL			826.0

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING SHALL BE 1.5" FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS, BETWEEN SLM 8.86 AND SLM 12.92. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS MT-97.10 AND MT-97.12.

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

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION WHILE REMOVING AND REPLACING THE PRESSURE RELIEF JOINTS FOR STRUCTURE LIC-37-2451. THE EXISTING TYPE A PRESSURE RELIEF JOINTS WILL BE REMOVED AND REPLACED WITH A JEENE SEAL (SEE SHEET 5 FOR DETAILS). THE CONTRACTOR SHALL USE METAL PLATES TO COVER THE 4 FOOT WIDE JOINT AREA UNTIL THE NEW JOINT IS CONSTRUCTED, CURED AND READY FOR TRAFFIC.

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

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

CALCULATED
LME
CHECKED
DNM

GENERAL NOTES

LIC-37-24.45
FAI-37-0.00

3
20

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER WITH AN OFFICIAL PATROL CAR (CAR WITH TOP MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

IN ADDITION TO THE 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 THE FOLLOWING TRAFFIC CONTROL TASKS:

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

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

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

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

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

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, CONT'D

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

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

LOCATION 1 - 10 HRS, LOCATION 2 - 70 HRS, LOCATION 3 - 20 HRS

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

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

ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWER HEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS CURRENTLY CALLED FOR IN THE PLANS. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

SYSTEM LOOPS SHALL BE AS DEPICTED IN THE PLANS.

ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANED SURFACE OR THE PROPOSED INTERMEDIATE COURSE AT A DEPTH OF 4" FROM THE PROPOSED SURFACE ELEVATION. IF THE CONTRACTOR SO CHOOSES, THEY MAY CUT THE DETECTOR LOOPS INTO THE EXISTING ASPHALT BEFORE PLANING BUT SHALL MAKE SURE THE MATERIAL USED TO FILL THE SAW CUT IS LEFT FAR ENOUGH BELOW THE SURFACE COURSE THAT IT WILL NOT BE DISTURBED DURING THE PLANING OPERATION. THE CONTRACTOR SHALL TEST ALL LEAD-IN CABLES PRIOR TO MAKING THE FINAL SPLICE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.10. FINAL LOCATIONS, SIZE AND ORIENTATION SHALL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632, DETECTOR LOOP, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITIES ARE CARRIED TO THE LOCATION SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER WHEN NECESSARY TO REPLACE DETECTOR LOOPS.

LOCATION 2 - 16 EACH

S.R.37 @ S.R. 204 - 4 DELIMNA ZONE, 6 POWERHEAD
S.R.37 @ S.R. 256 - 4 DELIMNA ZONE, 2 POWERHEAD

LOCATION 3 - 20 EACH

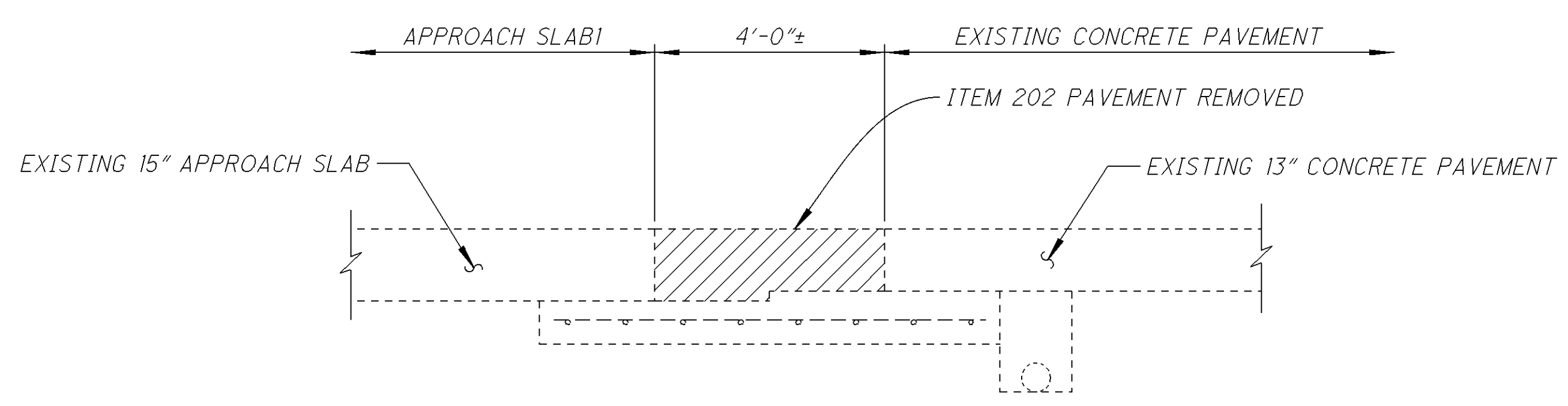
S.R.37 @ COONPATH RD. - 4 DELIMNA ZONE, 2 POWERHEAD, 4 SYSTEM
S.R.37 @ RAINBOW DR. - 4 DELIMNA ZONE, 6 POWERHEAD

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

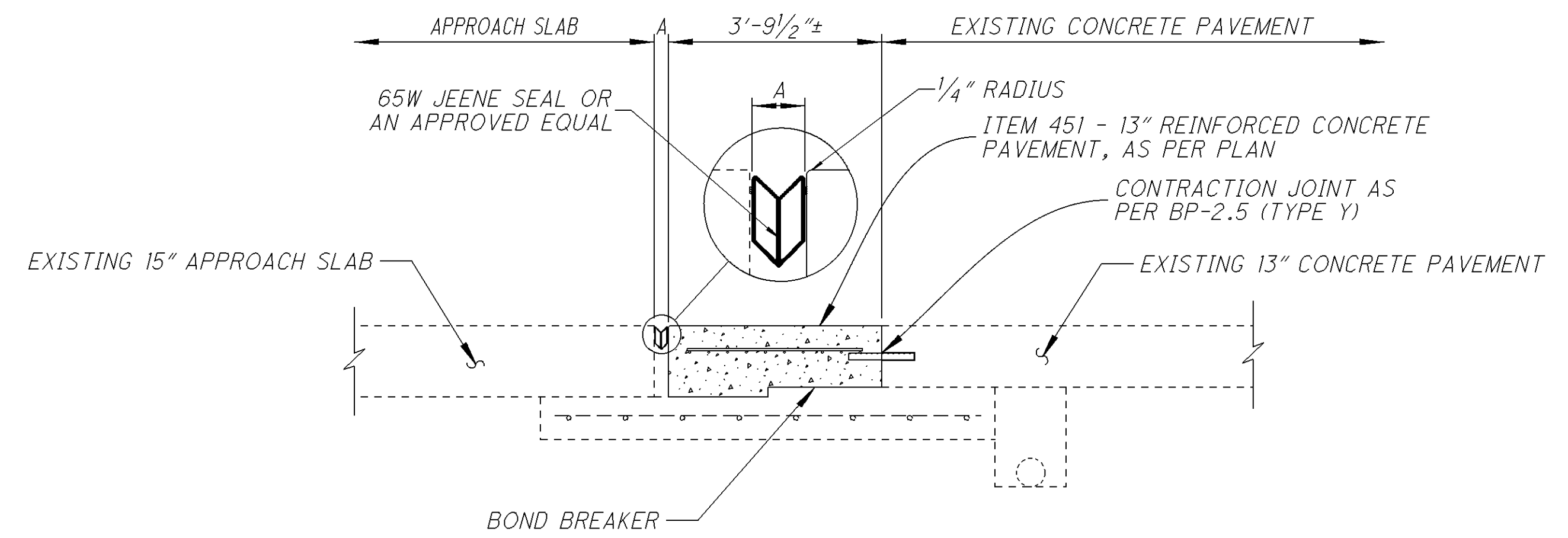
THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 35 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER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

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

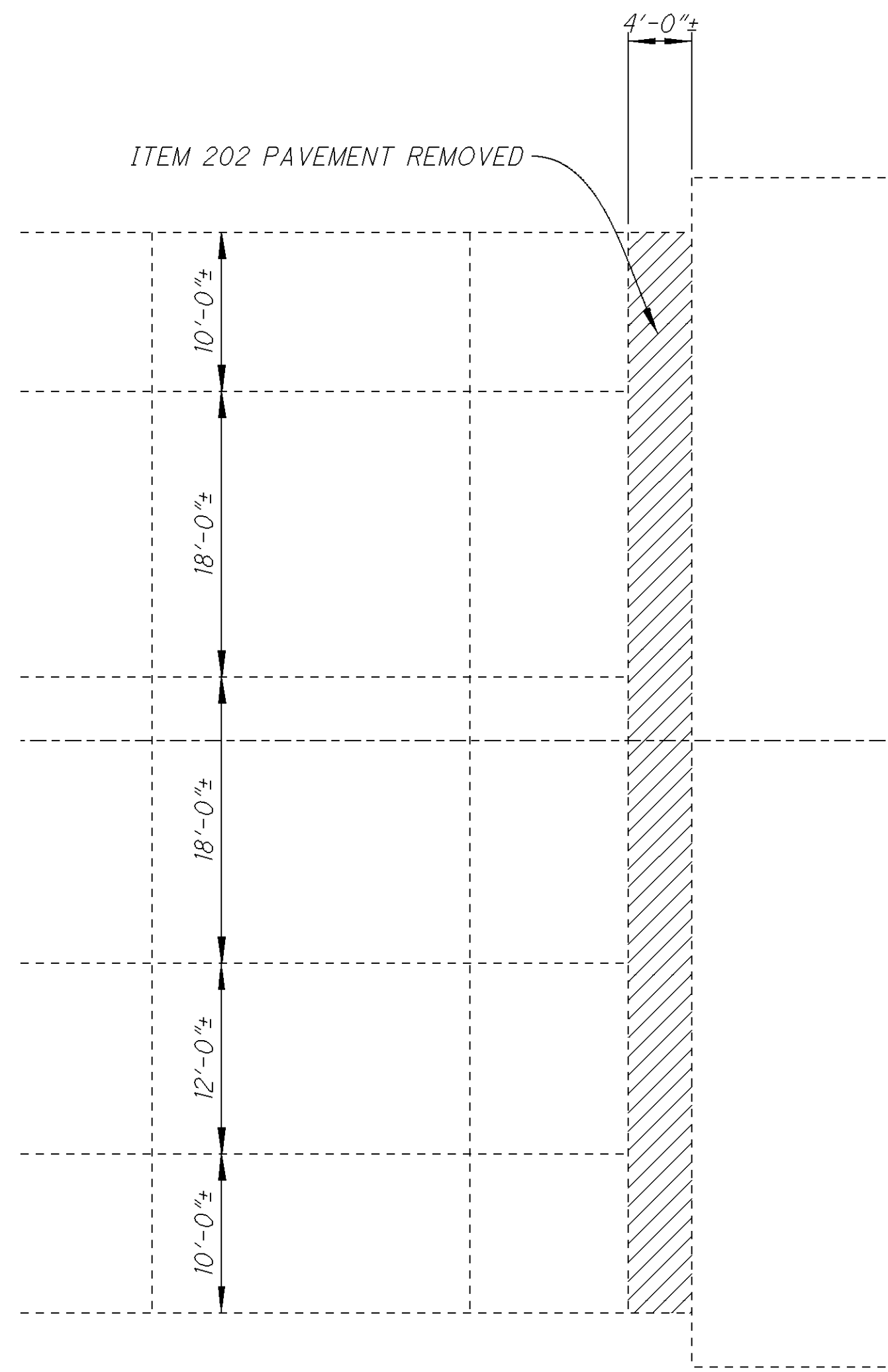
OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346



EXISTING SLEEPER SLAB DETAIL



PROPOSED SLEEPER SLAB DETAIL



EXISTING PLAN

ITEM 516-STRUCTURAL JOINT OR JOINT SEALER, MISC: JEENE SEAL: FURNISH MATERIAL CONFORMING TO 705.11. THE SEAL CONFIGURATION SHOULD BE SIMILAR TO THE DETAILS SHOWN HERIN. ACCEPTED MANUFACTURES ARE: WATSON BOWMAN ACME CORP. (MODEL JEENE W PROFILE 65W) OR AN APPROVED EQUIVALENT. INSTALL THE SEAL ACCORDING TO THE MANUFACTURE'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE. FURNISH SEALS IN ONE CONTIUOUS PIECE UNLESS APPROVED BY THE ENGINEER.

PAYMENT: MEASUREMENT OF THE EXPANSION JOINT FOR PAYMENT PURPOSES SHALL BE ALONG THE CENTERLINE OF THE SLEEPER SLAB. PAYMENT SHALL BE PER FOOT OF ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC: JEENE SEAL AND SHALL INCLUDE 65W JEENE SEAL AS PROVIDED BY WATSON BOWMAN ACME CORPORATION, AMHERST, NEW YORK (800) 677-4922 OR AN APPROVED EQUAL, ALL LABOR, MATERIALS AND INCIDENTALS NEEDED TO CONSTRUCT THE JOINT AS SHOWN.

ITEM 451 - 13" REINFORCED CONCRETE PAVEMENT, AS PER PLAN
THIS ITEM SHALL CONSIST OF PLACING 13" PLUS OR MINUS OF REINFORCED CONCRETE AS SHOWN IN THE ABOVE DETAILS.

BOND BREAKER: A BOND BREAKER CONSISTING OF TWO 4 FOOT SHEETS OF CLEAR OR OPAQUE POLYETHYLENE FILM, ITEM 705.06, SHALL BE CENTERED ABOVE THE CONCRETE PAVEMENT BETWEEN THE SUBBASE AND THE SLEEPER SLAB. CARE SHALL BE TAKEN IN THE REMOVAL OF THE ASPHALT PAVEMENT IN THE AREA BENEATH THE POLYETHYLENE FILM TO ENSURE THE SURFACE OF THE SUBBASE IS SMOOTH. THE FILM SHALL HAVE A NOMINAL THICKNESS OF 4 MILS.

PAYMENT: PAYMENT SHALL BE PER SQUARE YARDS OF ITEM 451 - 13" REINFORCED CONCRETE PAVEMENT, AS PER PLAN. ALL LABOR, MATERIALS, PAVEMENT JOINTS, DOWELS BARS AND INCIDENTALS THAT ARE NOT SEPERATELY ITEMIZED THAT ARE NEEDED TO CONSTRUCT THE REINFORCED CONCRETE PAVEMENT AS SHOWN ABOVE SHALL BE INCLUDED FOR PAYMENT.

ESTIMATED QUANTITIES CARRIED TO SUB-SUMMARY SHEET 17

ITEM 202 PAVEMENT REMOVED - 61 SQ. YD.

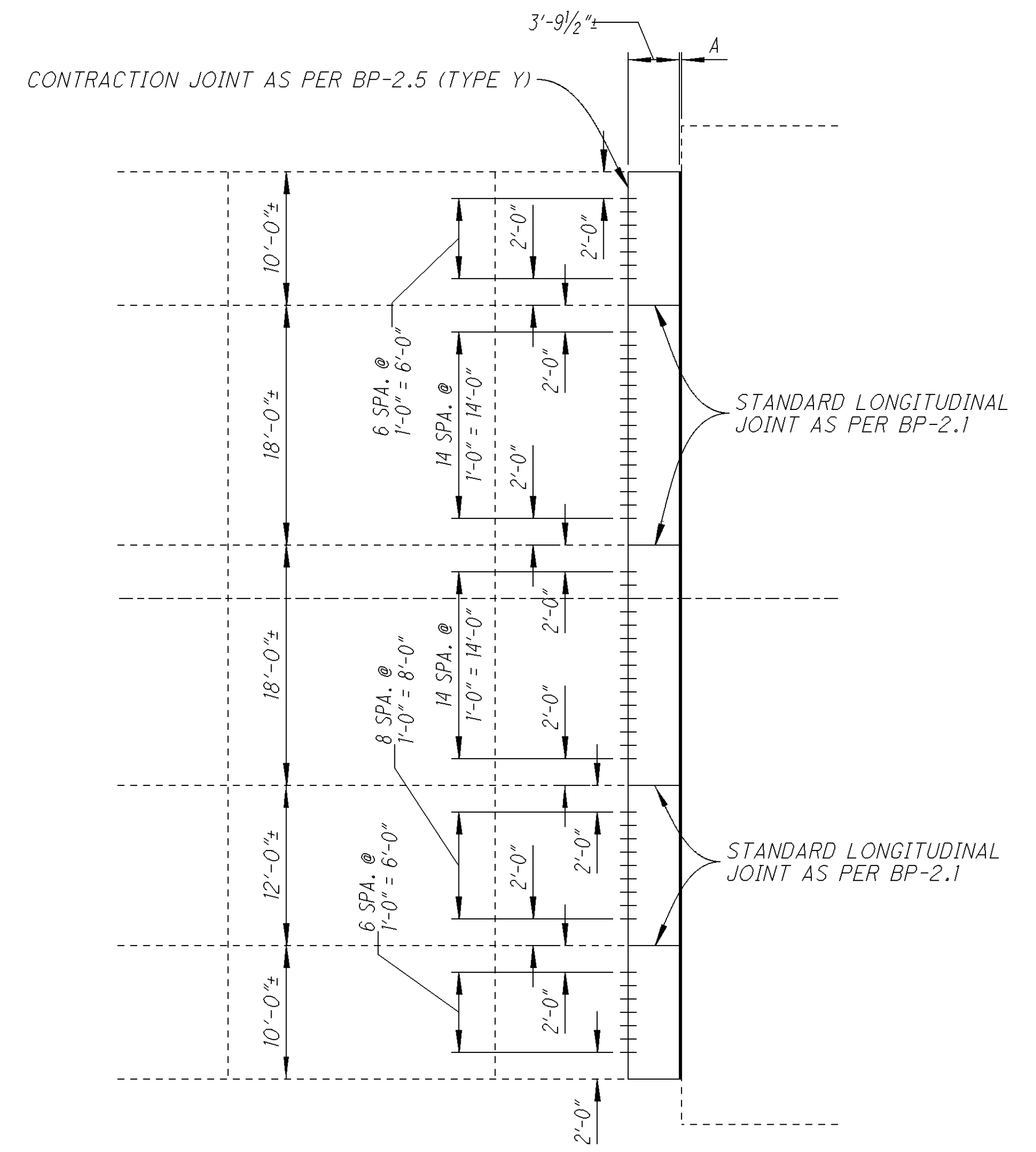
$$2 \times [(10' + 12' + 18' + 18' + 10') \times 4'/9] = 60.4 \text{ SQ. YD.}$$

ITEM 451 13" REINFORCED CONCRETE PAVEMENT, AS PER PLAN - 61 SQ. YD.

$$2 \times [(10' + 12' + 18' + 18' + 10') \times 4'/9] = 60.4 \text{ SQ. YD.}$$

ITEM 516 STRUCTURAL JOINT OR JOINT SEALER, MISC.: JENNE SEAL - 136 FT

$$2 \times (10' + 12' + 18' + 18' + 10') = 136 \text{ FT}$$



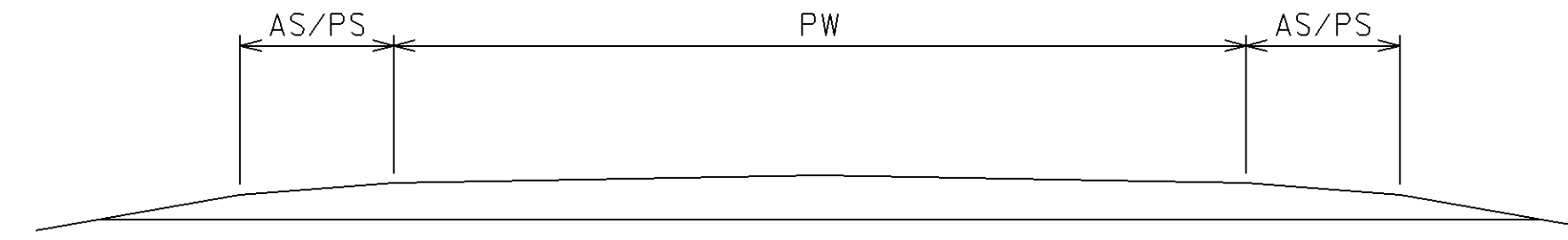
PROPOSED PLAN

GENERAL NOTES

**LIC-37-24.45
FAI-37-0.00**

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

TYPICAL 1



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

SEE SHEET 7 FOR STRAIGHT LINE INFORMATION

PAVEMENT DATA

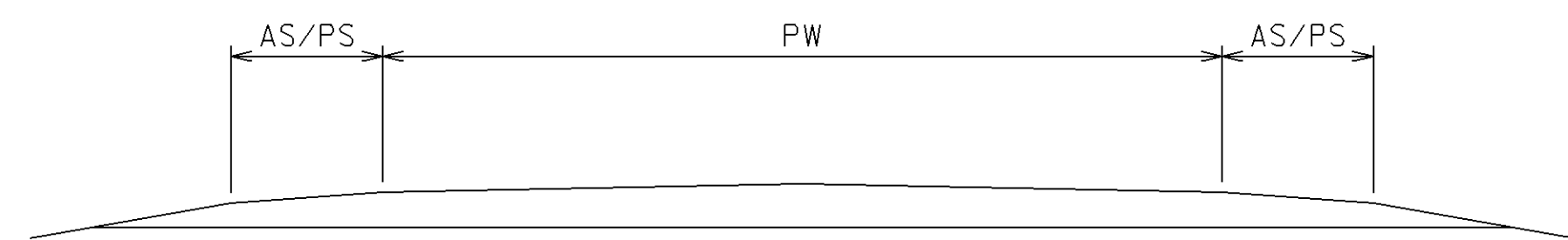
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		448 ASPHALT CONCRETE				614	
					MILES	LIN. FT.					SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	WORK ZONE CENTER LINE, CLASS II MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT MILE
1	LIC	S.R. 37	24.83	24.89	0.06	316.8	30.0 AVG	1	448	1,056.0			79.2	52.8	1.00	29.4	1.25	36.7	0.06	0.06
1	LIC	S.R. 37	24.89	25.37	0.48	2,534.4	24.0	1	448	6,758.4			506.9	338.0	1.00	187.8	1.25	234.7	0.48	0.48
1	LIC	S.R. 37	25.37	25.50	0.13	660.0	30.0 AVG	1	448	2,200.0			165.0	110.0	1.00	61.2	1.25	76.4	0.13	0.13
1	LIC	S.R. 37	25.50	25.60	0.10	528.0	36.0	1	448	2,112.0			158.4	105.6	1.00	58.7	1.25	73.4	0.10	0.10
DEDUCT FOR BRIDGES (FROM SHEET 10)										(416.7)			(31.3)	(20.9)	1.00	(11.6)	1.25	(14.5)		
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)													878.2	585.5		325.5		406.7	0.77	0.77
2	FAI	S.R. 37	0.00	0.01	0.01	45.0	36.0	1	448	180.0			13.5	9.0	1.00	5.0	1.25	6.3	0.01	0.01
2	FAI	S.R. 37	0.01	0.14	0.13	660.0	30.0 AVG	1	448	2,200.0			165.0	110.0	1.00	61.2	1.25	76.4	0.13	0.13
2	FAI	S.R. 37	0.14	2.10	1.96	10,348.8	24.0	1	448	27,596.8			2,069.8	1,379.9	1.00	766.6	1.25	958.3	1.96	1.96
2	FAI	S.R. 37	2.10	2.16	0.06	330.0	30.0 AVG	1	448	1,100.0			82.5	55.0	1.00	30.6	1.25	38.2	0.06	0.06
2	FAI	S.R. 37	2.16	2.32	0.16	844.8	36.0	1	448	3,379.2			253.5	169.0	1.00	93.9	1.25	117.4	0.16	0.16
2	FAI	S.R. 37	2.32	2.38	0.06	330.0	30.0 AVG	1	448	1,100.0			82.5	55.0	1.00	30.6	1.25	38.2	0.06	0.06
2	FAI	S.R. 37	2.38	8.86	6.48	34,214.4	24.0	1	448	91,238.4			6,842.9	4,562.0	1.00	2,534.4	1.25	3,168.0	6.48	6.48
2	FAI	S.R. 37	8.86	10.40	1.54	8,131.2	24.0	1	448	21,683.2	21,683.2		1,626.3	1,084.2	1.00	602.4	1.25	752.9	1.54	1.54
DEDUCT FOR BRIDGES (FROM SHEET 10)										(693.4)			(52.1)	(34.7)	1.00	(19.3)	1.25	(24.1)	(0.03)	(0.03)
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)										21,683.2			11,083.9	7,389.4		4,105.4		5,131.6	10.37	10.37
3	FAI	S.R. 37	10.40	11.26	0.86	4,540.8	24.0	1	448	12,108.8	12,108.8		908.2	605.5	1.00	336.4	1.25	420.5	0.86	0.86
3	FAI	S.R. 37	11.26	11.38	0.12	660.0	30.0 AVG	1	448	2,200.0	2,200.0		165.0	110.0	1.00	61.2	1.25	76.4	0.12	0.12
3	FAI	S.R. 37	11.38	11.54	0.16	819.0	36.0	1	448	3,276.0	3,276.0		245.7	163.8	1.00	91.0	1.25	113.8	0.16	0.16
3	FAI	S.R. 37	11.54	11.66	0.12	660.0	30.0 AVG	1	448	2,200.0	2,200.0		165.0	110.0	1.00	61.2	1.25	76.4	0.12	0.12
3	FAI	S.R. 37	11.66	12.51	0.85	4,488.0	24.0	1	448	11,968.0	11,968.0		897.6	598.4	1.00	332.5	1.25	415.6	0.85	0.85
3	FAI	S.R. 37	12.51	12.56	0.05	264.0	30.0 AVG	1	448	880.0	880.0		66.0	44.0	1.00	24.5	1.25	30.6	0.05	0.05
3	FAI	S.R. 37	12.56	12.92	0.36	1,900.8	35.0	1	448	7,392.0	7,392.0		554.4	369.6	1.00	205.4	1.25	256.7	0.36	0.36
TOTALS (CARRIED TO LOCATION 3 SUB-SUMMARY)										40,024.8			3,001.9	2,001.3		1,112.2		1,390.0	2.52	2.52

ASPHALT CONCRETE DATA

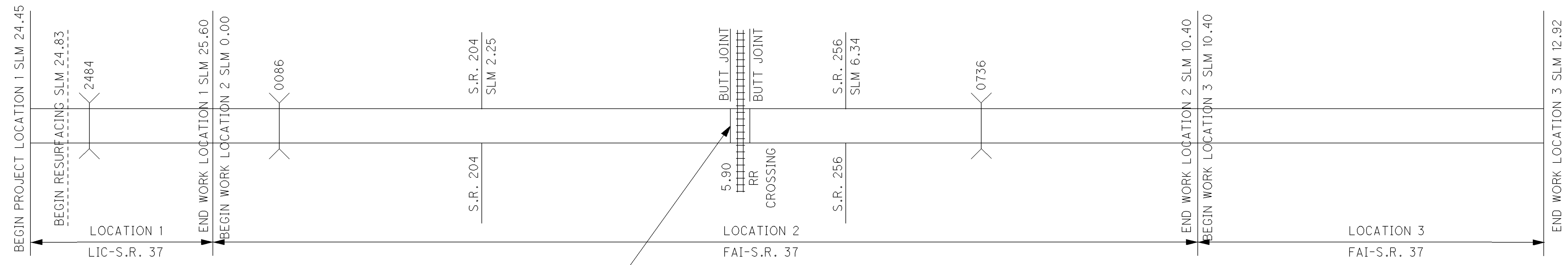
LIC-37-24.45
 FAI-37-0.00

CALCULATED
LME
CHECKED
DNM

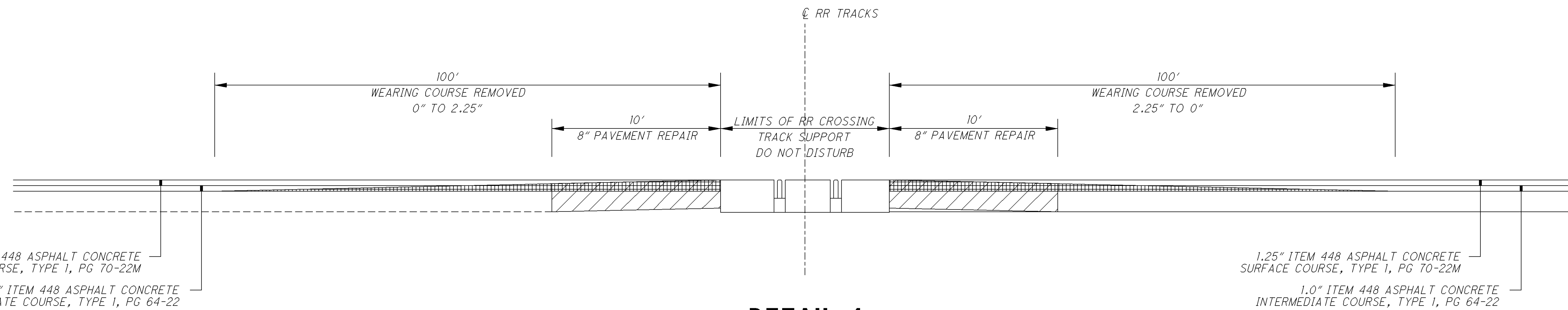
TYPICAL 1



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



FOR ADDITIONAL WORK AT RR CROSSING SEE DETAIL 1 BELOW



DETAIL 1

ESTIMATED QUANTITIES CARRIED TO SUB-SUMMARY SHEET 18
 ITEM 202 WEARING COURSE REMOVED - 623 SQ. YD.
 $2 \times [(24' + 4') \times 100' / 9] = 622.2 \text{ SQ. YD.}$
 ITEM 253 PAVEMENT REPAIR - 14 CU. YD.
 $2 \times [(24' + 4') \times 10' \times (8'' / 12'') / 27] = 13.8 \text{ CU. YD.}$

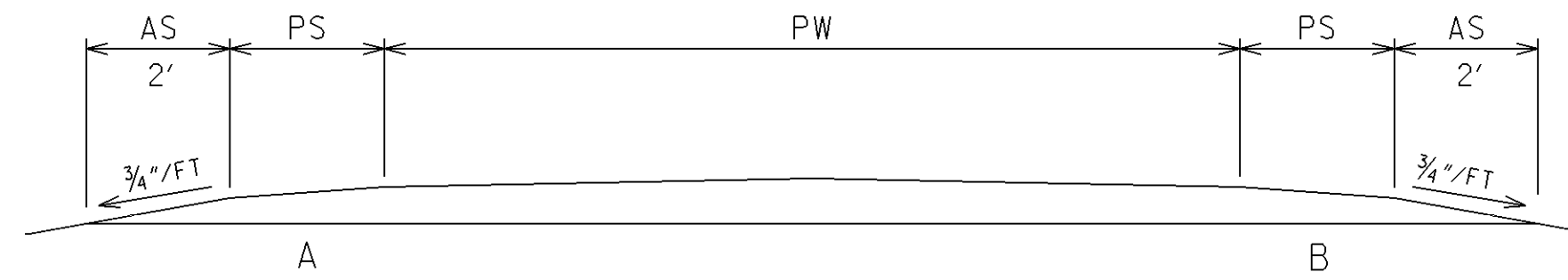
- ITEM 202 WEARING COURSE REMOVED
- ITEM 253 PAVEMENT REPAIR

ASPHALT CONCRETE DATA

**LIC-37-24.45
FAI-37-0.00**

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

TYPICAL 1



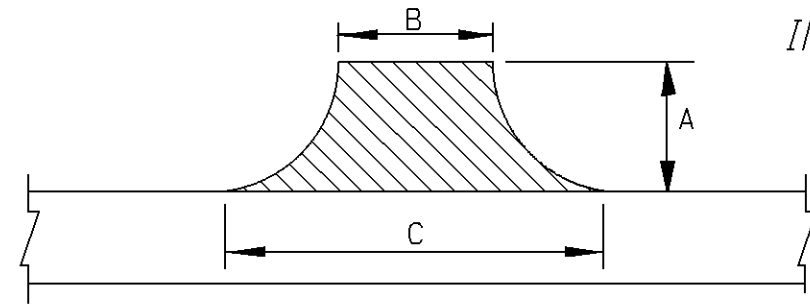
SHOULDER DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA SQ. YD.	254	407		448 ASPHALT CONCRETE				617		
					MILES	LIN. FT.		A	B		SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEPTH)	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	THICKNESS INCHES	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH) CU. YD.
1	LIC	S.R. 37	24.83	25.37	0.54	2851.2	1	2	2	1,267.2		95.0	63.4	1.00	35.2	1.25	44.0	2.25	79.2	
1	LIC	S.R. 37	25.37	25.39	0.02	110.0	1	3.0 AVG	3.0 AVG	73.3		5.5	3.7	1.00	2.0	1.25	2.5	2.25	3.1	
1	LIC	S.R. 37	25.39	25.60	0.21	1108.8	1	4	4	985.6		73.9	49.3	1.00	27.4	1.25	34.2	2.25	30.8	
DEDUCT FOR BRIDGES (FROM SHEET 10)										(55.6)		(4.2)	(2.8)	1.00	(1.5)	1.25	(1.9)	2.25	(3.5)	
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)												170.2	113.6		63.1		78.8		109.6	
2	FAI	S.R. 37	0.00	0.12	0.12	633.6	1	4	4	563.2		42.2	28.2	1.00	15.6	1.25	19.6	2.25	17.6	
2	FAI	S.R. 37	0.12	0.14	0.02	110.0	1	3.0 AVG	3.0 AVG	73.3		5.5	3.7	1.00	2.0	1.25	2.5	2.25	3.1	
2	FAI	S.R. 37	0.14	8.86	8.72	46041.6	1	2	2	20,462.9		1,534.7	1,023.1	1.00	568.4	1.25	710.5	2.25	1,279.0	
2	FAI	S.R. 37	8.86	10.40	1.54	8131.2	1	4	4	7,227.7	7,227.7	542.1	361.4	1.00	200.8	1.25	251.0	1.00	100.4	
DEDUCT FOR BRIDGES (FROM SHEET 10)										(115.5)		(8.7)	(5.8)	1.00	(3.2)	1.25	(4.0)	2.25	(7.2)	
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)											7,227.7	2,115.8	1,410.6		783.6		979.6		1,392.9	
3	FAI	S.R. 37	10.40	11.25	0.85	4488.0	1	4	4	3,989.3	3,989.3	299.2	199.5	1.00	110.8	1.25	138.5	1.00	55.5	
3	FAI	S.R. 37	11.25	11.70	0.45	2376.0	1	4	6	2,640.0	2,640.0	198.0	132.0	1.00	73.3	1.25	91.7	1.00	29.4	
3	FAI	S.R. 37	11.70	12.56	0.86	4540.8	1	2	2	2,018.1	2,018.1	151.4	100.9	1.00	56.1	1.25	70.1	1.00	56.1	
3	FAI	S.R. 37	12.56	12.92	0.36	1900.8	1	4	2	1,267.2	1,267.2	95.0	63.4	1.00	35.2	1.25	44.0	1.00	23.5	
TOTALS (CARRIED TO LOCATION 3 SUB-SUMMARY)											9,914.6	743.6	495.8		275.4		344.3		164.5	

L037_MPS_001.DGN 4-29-11

PAVED SHOULDER DATA

LIC-37-24.45
 FAI-37-0.00



INTERSECTIONS

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

* INDICATES INTERSECTING ROAD WHERE THE CONTRACTOR SHALL ONLY BUTT JOINT WHERE THE PROPOSED ASPHALT MEETS THE EXISTING. THE BUTT JOINT SHALL BE 10' (FEET) IN LENGTH. THE WEARING COURSE REMOVED CALCULATION FOR THESE AREAS WILL BE WIDTH "B" X LENGTH "10 FEET".

EXTRA AREAS															
LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202 WEARING COURSE REMOVED SQ. YD.	407		448 ASPHALT CONCRETE			
					DETAIL DIMENSION					TACK COAT @ 0.075 GAL./SQ. YD. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./SQ. YD. GAL.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.
					A	B	C								
					FT.	FT.	FT.								
1	LIC	S.R. 37	RT	* PALMER RD	40	22	67	197.8	24.4	14.9	9.9	1.00	5.5	1.25	6.9
1	LIC	S.R. 37	LT	* S.R. 79	45	45	160	512.5	50.0	38.5	25.7	1.00	14.3	1.25	17.8
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)									74.4	53.4	35.6		19.8		24.7
2	FAI	S.R. 37	RT	* BLACKLICK RD	35	18	59	149.8	20.0	11.3	7.5	1.00	4.2	1.25	5.3
2	FAI	S.R. 37	LT	* S.R. 204	45	24	106	325.0	26.7	24.4	16.3	1.00	9.1	1.25	11.3
2	FAI	S.R. 37	RT	* S.R. 204	45	26	111	342.5	28.9	25.7	17.2	1.00	9.6	1.25	11.9
2	FAI	S.R. 37	LT	* DEEP CUT RD	35	18	48	128.4	20.0	9.7	6.5	1.00	3.6	1.25	4.5
2	FAI	S.R. 37	LT	* BICKEL CHURCH RD	25	17	47	88.9	18.9	6.7	4.5	1.00	2.5	1.25	3.1
2	FAI	S.R. 37	RT	* BICKEL CHURCH RD	25	15	37	72.3	16.7	5.5	3.7	1.00	2.1	1.25	2.6
2	FAI	S.R. 37	LT	* CANAL RD	61	20	115	457.5	22.2	34.4	22.9	1.00	12.8	1.25	15.9
2	FAI	S.R. 37	RT	* CANAL RD	36	22	76	196.0	24.4	14.7	9.8	1.00	5.5	1.25	6.9
2	FAI	S.R. 37	LT	* S.R. 256	27	27	71	147.0	30.0	11.1	7.4	1.00	4.1	1.25	5.2
2	FAI	S.R. 37	RT	* S.R. 256	35	26	71	188.7	28.9	14.2	9.5	1.00	5.3	1.25	6.6
2	FAI	S.R. 37	RT	* HOLDER RD	36	23	81	208.0	25.6	15.6	10.4	1.00	5.8	1.25	7.3
2	FAI	S.R. 37	RT	* LEONARD RD	38	19	73	194.3	21.1	14.6	9.8	1.00	5.4	1.25	6.8
2	FAI	S.R. 37	LT	* LEITNAKER RD	26	17	50	96.8	18.9	7.3	4.9	1.00	2.7	1.25	3.4
2	FAI	S.R. 37	LT	* PLEASANTVILLE RD	36	20	85	210.0	22.2	15.8	10.5	1.00	5.9	1.25	7.3
2	FAI	S.R. 37	RT	* PLEASANTVILLE RD	36	21	62	166.0	23.3	12.5	8.3	1.00	4.7	1.25	5.8
2	FAI	S.R. 37	RT	TSCHOPP RD	39	20	83	223.2	223.2	16.8	11.2	1.00	6.2	1.25	7.8
2	FAI	S.R. 37	RT	CARROLL-EASTERN RD N.E.	40	20	86	235.6	235.6	17.7	11.8	1.00	6.6	1.25	8.2
2	FAI	S.R. 37	LT	CARROLL-EASTERN RD N.E.	40	20	86	235.6	235.6	17.7	11.8	1.00	6.6	1.25	8.2
2	FAI	S.R. 37	LT	MARQUETTE DRIVE N.E.	40	18	94	248.9	248.9	18.7	12.5	1.00	7.0	1.25	8.7
2	FAI	S.R. 37	RT	MARQUETTE DRIVE N.E.	45	17	89	265.0	265.0	19.9	13.3	1.00	7.4	1.25	9.3
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)									1,556.1	314.3	209.8		117.1		146.1
3	FAI	S.R. 37	LT	OLD MILL RD N.E.	40	22	95	260.0	260.0	19.5	13.0	1.00	7.3	1.25	9.1
3	FAI	S.R. 37	LT	COONPATH RD N.E.	50	25	100	347.3	347.3	26.1	17.4	1.00	9.7	1.25	12.1
3	FAI	S.R. 37	RT	COONPATH RD N.E.	50	25	100	347.3	347.3	26.1	17.4	1.00	9.7	1.25	12.1
3	FAI	S.R. 37	RT	TOWE DR	20	23	43	73.4	73.4	5.6	3.7	1.00	2.1	1.25	2.6
3	FAI	S.R. 37	LT	RAINBOW DR	60	34	130	546.7	546.7	41.1	27.4	1.00	15.2	1.25	19.0
3	FAI	S.R. 37	RT	RAINBOW DR	60	30	130	533.4	533.4	40.1	26.7	1.00	14.9	1.25	18.6
3	FAI	S.R. 37	LT	SHERMAN BLUFF WAY	15	60	125	154.2	154.2	11.6	7.8	1.00	4.3	1.25	5.4
3	FAI	S.R. 37	LT	CARPICO DR	50	24	110	372.3	372.3	28.0	18.7	1.00	10.4	1.25	13.0
TOTALS (CARRIED TO LOCATION 3 SUB-SUMMARY)									2,634.6	198.1	132.1		73.6		91.9

CALCULATED
LME
CHECKED
DNM

EXTRA AREA DATA

LIC-37-24.45
FAI-37-0.00

BRIDGE TREATMENT

LOCATION 1

DETAIL ① LIC-37-2484 - PLACE SURFACE COURSE ONLY

LOCATION 2

DETAIL ② FAI-37-0086 - MILL & FILL, 1.25" ASPHALT CONCRETE SURFACE COURSE
 - BUTT JOINT 1.0" ASPHALT CONCRETE INTERMEDIATE COURSE AT APPROACH SLABS
 DETAIL ③ FAI-37-0736 - BUTT JOINT AT APPROACH SLABS

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

BRIDGE DATA

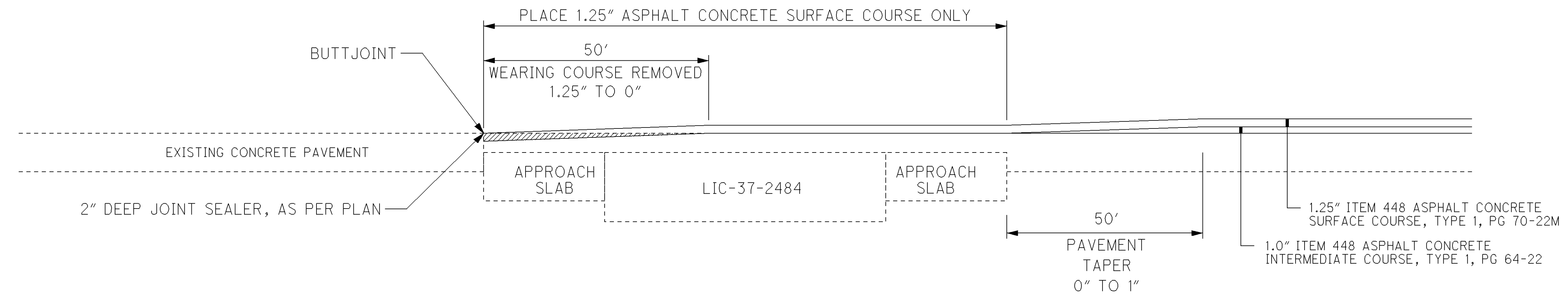
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)		AREA SQ. YD.	APPROACH SLAB		APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS) SQ. YD.	DETAILS (SHEET 11)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 6) SQ. YD.	SHOULDER DEDUCTIONS (CARRIED TO SHEET 8) SQ. YD.	202	407		448 ASPHALT CONCRETE			516
		LIN. FT.	LIN. FT.		WEARING COURSE REMOVED SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.					TACK COAT @ 0.075 GAL./S.Y. GAL.	S S E M Z K C C - H T	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	S S E M Z K C C - H T	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	2" DEEP JOINT SEALER, AS PER PLAN FEET	
																	INCHES
1	LIC-37-2484	95	44	464.5	15.0	44.0	73.3	1	416.7	55.6	244.4	40.3			1.25	18.7	44.0
SUB-TOTALS									416.7	55.6							
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)											244.4	40.3			18.7	44.0	
2	FAI-37-0086	61	32	216.9	15.0	32.0	53.3	2	242.7	40.4	1,203.5	20.3			1.25	9.4	
2	FAI-37-0736	119	40	528.9	25.0	40.0	111.1	3	450.7	75.1	933.3						80.0
SUB-TOTALS									693.4	115.5							
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)											2,136.8	20.3			9.4	80.0	

BRIDGE DECK TREATMENT DATA

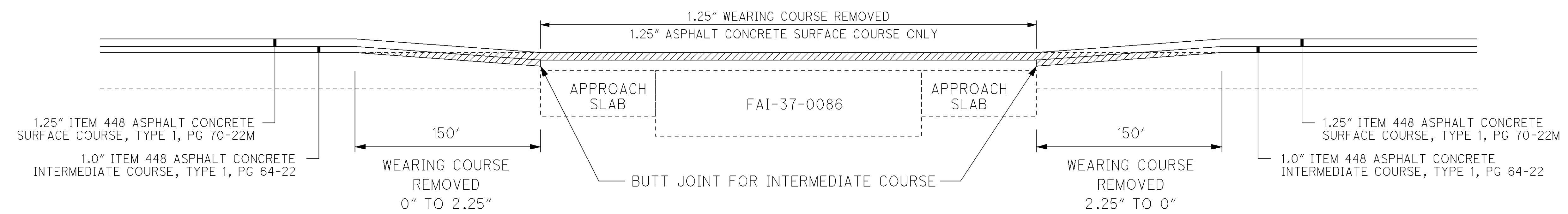
LIC-37-24.45
FAI-37-0.00

CALCULATED
LME
CHECKED
DNM

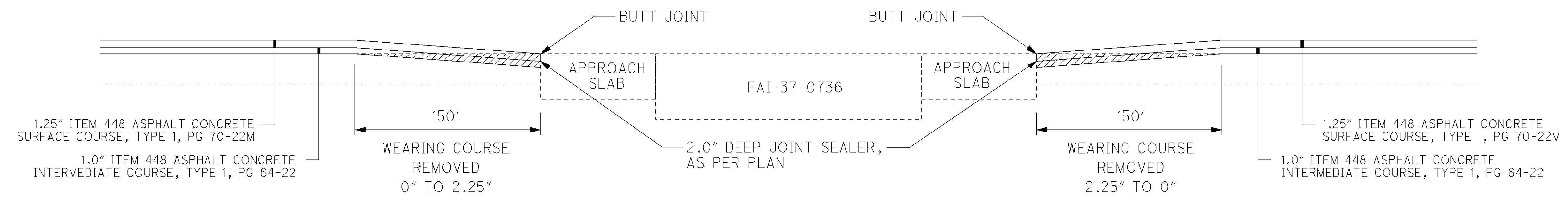
DETAIL 1



DETAIL 2



DETAIL 3



ITEM 817 EDGE LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y			T O T A L E D G E L I N E M I L E S	R E M A R K S
						W H I T E E D G E L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	H I G H W A Y M I L E S	R A M P M I L E S		
1	LIC	S.R. 37	24.83	25.60	0.77	1.54	1.54		1.54	
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)									1.54	
2	FAI	S.R. 37	0.00	10.40	10.40	20.80	20.80		20.80	
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)									20.80	
3	FAI	S.R. 37	10.40	12.92	2.52	5.04	5.04		5.04	
TOTAL (CARRIED TO LOCATION 3 SUB-SUMMARY)									5.04	

ITEM 817 CENTER LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y		T O T A L C E N T E R L I N E M I L E S	R E M A R K S	
						C E N T E R L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	E Q U I V A L E N T S O L I D L I N E			
1	LIC	S.R. 37	24.83	25.60	0.77	0.95	1.167	0.95	ADDED 0.18 MILE FOR TRANSITION AND TURN LANE	
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)									0.95	
2	FAI	S.R. 37	0.00	10.40	10.40	10.65	7.847	10.65	ADDED 0.25 MILE FOR TURN LANES	
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)									10.65	
3	FAI	S.R. 37	10.40	12.92	2.52	3.22	4.358	3.22	ADDED 0.70 MILE FOR TURN LANES	
TOTAL (CARRIED TO LOCATION 3 SUB-SUMMARY)									3.22	

EDGE / CENTER LINE DATA

LIC-37-24.45
FAI-37-0.00

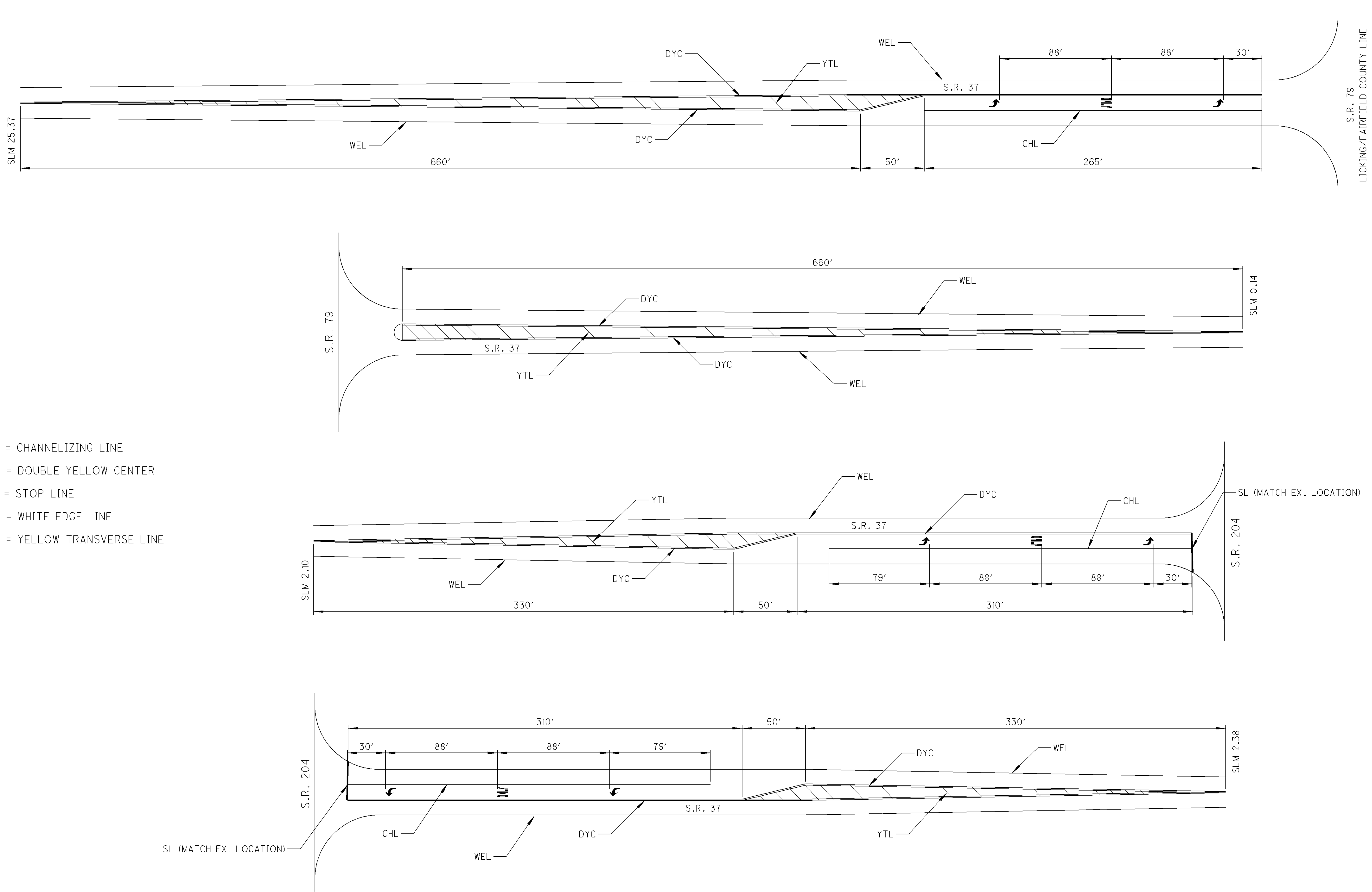
644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	SLM	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	8" CHANNELIZING LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		LANE ARROWS				ISLAND MARKING	RAILROAD MARKING SYMBOL	REMARKS	
						WHITE	YELLOW				ONLY		72"	96"	COMBINATION		TURN					
											72"	96"			LT./TH.	RT./TH.	LT.	RT.				
																						FT.
1	LIC	S.R. 37	PALMER RD	RT				30													PLACE 20' FROM S.R. 37 CENTER LNE	
1	LIC	S.R. 37	ON S.R. 37 BEFORE S.R. 79	CL			218			265		1									SEE SHEET 14	
1	LIC	S.R. 37	S.R. 79	LT				24													PLACE 32' FROM S.R. 37 CENTER LNE	
TOTALS (CARRIED TO LOCATION 1 SUB-SUMMARY)							218	54		265		1										
2	FAI	S.R. 37	ON S.R. 37 AFTER S.R. 79	CL			221											57			SEE SHEET 14	
2	FAI	S.R. 37	BLACKLICK RD	RT				23													PLACE 19' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	ON S.R. 37 BEFORE S.R. 204	CL			141	30		285		1									SEE SHEET 14	
2	FAI	S.R. 37	S.R. 204	LT				45													PLACE 24' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	S.R. 204	RT				45													PLACE 26' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	ON S.R. 37 AFTER S.R. 204	CL			141	30		285		1									SEE SHEET 14	
2	FAI	S.R. 37	DEEP CUT RD	LT				20													PLACE 19' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	BICKEL CHURCH RD	LT				20													PLACE 15' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	BICKEL CHURCH RD	RT				15													PLACE 18' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	CANAL RD	LT				55													PLACE 15' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	CANAL RD	RT				23													PLACE 21' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	ON S.R. 37 @ SLM 5.90 ±	CL															2		PLACE AS DIRECTED	
2	FAI	S.R. 37	ON S.R. 37 BEFORE S.R. 256	CL				12													MATCH EXISTING LOCATION	
2	FAI	S.R. 37	S.R. 256	LT				18													PLACE 18' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	S.R. 256	RT				19													PLACE 17' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	ON S.R. 37 AFTER S.R. 256	CL				12													MATCH EXISTING LOCATION	
2	FAI	S.R. 37	HOLDER RD	RT				17													PLACE 27' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	LEONARD RD	RT				18													PLACE 19' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	LEITNAKER RD	LT				19													PLACE 16' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	PLEASANTVILLE RD	LT				30													PLACE 18' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	PLEASANTVILLE RD	RT				14													PLACE 20' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	TSCHOPP RD	RT				15													PLACE 33' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	CARROLL-EASTERN RD N.E.	RT				20													PLACE 22' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	CARROLL-EASTERN RD N.E.	LT				20													PLACE 22' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	MARQUETTE DRIVE N.E.	LT				23													PLACE 22' FROM S.R. 37 CENTER LNE	
2	FAI	S.R. 37	MARQUETTE DRIVE N.E.	RT				24													PLACE 22' FROM S.R. 37 CENTER LNE	
TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)							503	567		570		2						57	2			
3	FAI	S.R. 37	OLD MILL RD N.E.	LT				33													PLACE 22' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	ON S.R. 37 BEFORE COONPATH RD N.E.	CL			213	24		225		1									SEE SHEET 15	
3	FAI	S.R. 37	COONPATH RD N.E.	LT				45													PLACE 22' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	COONPATH RD N.E.	RT				31													PLACE 24' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	ON S.R. 37 AFTER COONPATH RD N.E.	CL			225	24		239		1									SEE SHEET 15	
3	FAI	S.R. 37	TOWE DR	RT				11													PLACE 22' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	ON S.R. 37 BEFORE RAINBOW DR	CL				24		60		1									SEE SHEET 15	
3	FAI	S.R. 37	RAINBOW DR	LT				47													PLACE 22' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	RAINBOW DR	RT				54													PLACE 22' FROM S.R. 37 CENTER LNE	
3	FAI	S.R. 37	ON S.R. 37 AFTER RAINBOW DR	CL				24		60		1									SEE SHEET 15	
3	FAI	S.R. 37	BETWEEN RANBOW DR & SHERMAN BLUFF	CL			252			160		1									SEE SHEET 15	
3	FAI	S.R. 37	SHERMAN BLUFF WAY	LT				30													MATCH EXISTING LOCATION	
3	FAI	S.R. 37	BETWEEN SHERMAN BLUFF & CARPICO DR	CL			268			90		1						57			SEE SHEET 15	
3	FAI	S.R. 37	CARPICO DR	LT				36													MATCH EXISTING LOCATION	
TOTALS (CARRIED TO LOCATION 3 SUB-SUMMARY)							958	383		834		6						57				

CALCULATED
LME
CHECKED
DNM

AUXILIARY MARKING DATA

LIC-37-24.45
FAI-37-0.00



SEE SHEETS 12-13 FOR PAVEMENT MARKING QUANTITIES

CALCULATED	LIME
CHECKED	DNM

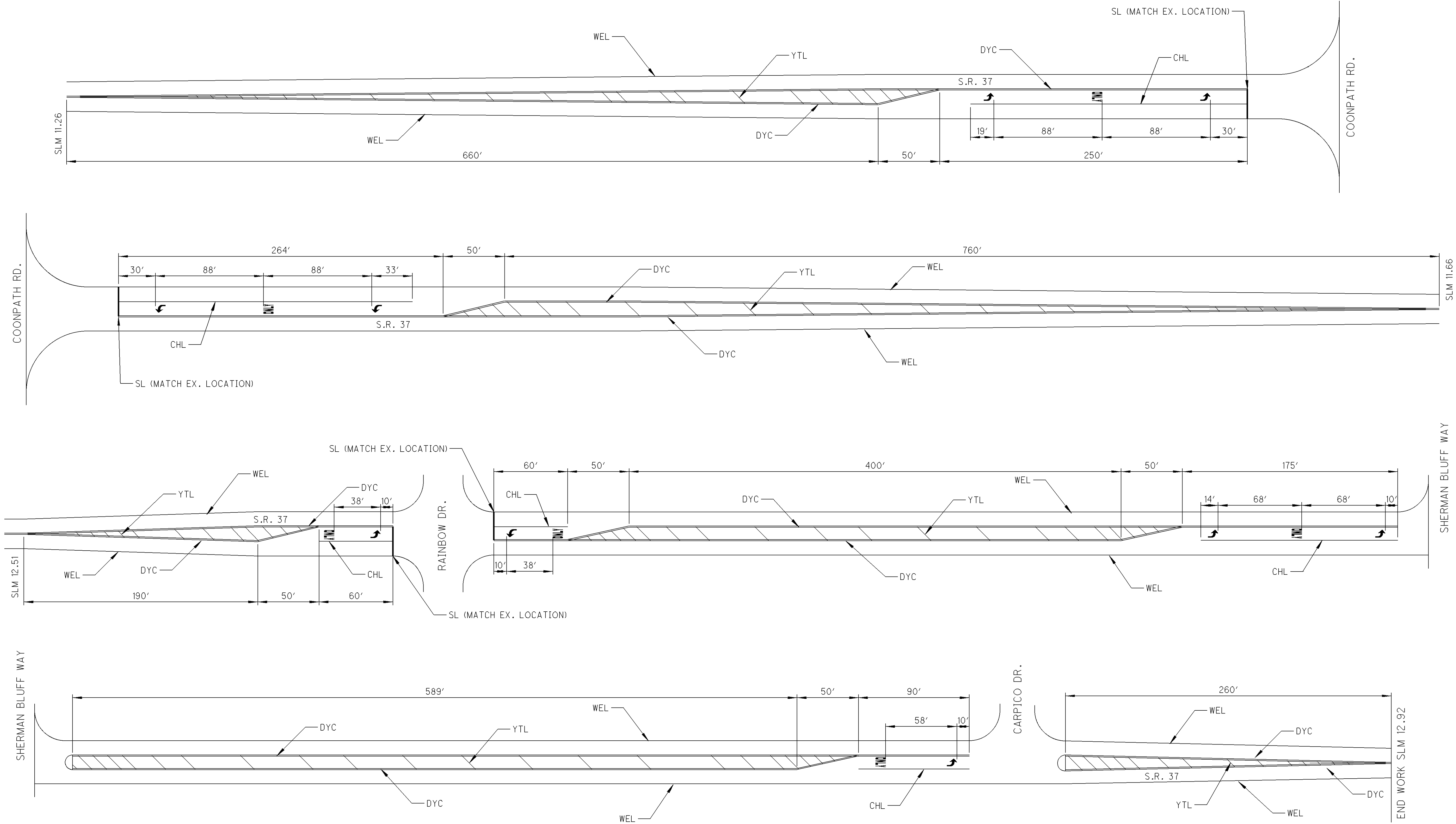
PAVEMENT MARKING DETAILS

**LIC-37-24.45
 FAI-37-0.00**

CALCULATED	LIVE
CHECKED	DNM

PAVEMENT MARKING DETAILS

LIC-37-24.45
FAI-37-0.00



- CHL = CHANNELIZING LINE
- DYC = DOUBLE YELLOW CENTER
- SL = STOP LINE
- WEL = WHITE EDGE LINE
- YTL = YELLOW TRANSVERSE LINE

SEE SHEETS 12-13 FOR PAVEMENT MARKING QUANTITIES

L037_PMD_002.dgn DATED 5/23/2011

DETAIL	SEE STD. DWG. TC-65.II
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	SEE STD. DWG. TC-65.II
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
								RPM	INFORMATION ONLY					
									ONE-WAY	TWO-WAY				
					MILES	LIN.FT.		WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED		
1	LIC	S.R. 37	24.83	24.89	0.06	317	GAP/REM	8			8			TRANSITION 80' SPACING
1	LIC	S.R. 37	24.89	25.37	0.48	2,534	GAP	32			32			
1	LIC	S.R. 37	25.37	25.60	0.23	1,214	10	35			27	8		
SUB-TOTALS											67	8		
TOTAL (CARRIED TO LOCATION 1 SUB-SUMMARY)								75						
2	FAI	S.R. 37	0.00	0.14	0.14	739	10	17			17			TRANSITION 80' SPACING
2	FAI	S.R. 37	0.14	0.68	0.54	2,851	GAP	36			36			
2	FAI	S.R. 37	0.68	0.72	0.04	211	11	5			5			PC 0.68 PT 0.72 LENGTH 211' DEG 9
2	FAI	S.R. 37	0.72	2.10	1.38	7,286	GAP	91			91			
2	FAI	S.R. 37	2.10	2.38	0.28	1,478	10	80	32		32	16		STOP AT S.R. 204 - DETAIL 7
2	FAI	S.R. 37	2.38	10.40	8.02	42,346	GAP	561	32		529			STOP AT S.R. 256 - DETAIL 7
SUB-TOTALS									64		710	16		
TOTAL (CARRIED TO LOCATION 2 SUB-SUMMARY)								790						
3	FAI	S.R. 37	10.40	11.26	0.86	4,541	GAP	57			57			
3	FAI	S.R. 37	11.26	11.66	0.40	2,112	10	93	32		46	15		STOP AT COONPATH RD. - DETAIL 7
3	FAI	S.R. 37	11.66	12.51	0.85	4,488	GAP	56			56			
3	FAI	S.R. 37	12.51	12.92	0.41	2,165	10/7/REM	93	32		47	14		STOP AT RAINBOW DR., 4 TURN LANES IN SECTION
SUB-TOTALS									64		206	29		
TOTAL (CARRIED TO LOCATION 3 SUB-SUMMARY)								299						

RAISED PAVEMENT MARKER DATA

**LIC-37-24.45
FAI-37-0.00**

LOCATION 1											ITEM	ITEM EXT.	LOCATION 1 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 5	Sht. 6	Sht. 8	Sht. 9	Sht. 10	Sht. 12	Sht. 13	Sht. 16					
			61								202	23000	61	SQ YD	PAVEMENT REMOVED
						75	245				202	23500	320	SQ YD	WEARING COURSE REMOVED
	0.5										209	60500	0.5	MILE	LINEAR GRADING
	47										251	98000	47	CU YD	PARTIAL DEPTH REPAIR, MISC.: CENTER LINE JOINT REPAIR
				879	171	54	41				407	10000	1,145	GALLON	TACK COAT
				586	114	36					407	14000	736	GALLON	TACK COAT FOR INTERMEDIATE COURSE
702											408	10001	702	GALLON	PRIME COAT, AS PER PLAN
3				326	64	20					448	46020	413	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
4				407	79		19				448	46904	509	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						25					448	47020	25	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
			61								451	16101	61	SQ YD	13" REINFORCED CONCRETE PAVEMENT, AS PER PLAN
			136								516	14600	136	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: JEENE SEAL
							44				516	31011	44	FT	2" DEEP JOINT SEALER, AS PER PLAN
		10									614	11110	10	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
11											614	12460	11	EACH	WORK ZONE MARKING SIGN
	2										614	13000	2	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				0.77							614	21400	0.77	MILE	WORK ZONE CENTER LINE, CLASS II
				0.77							614	21550	0.77	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
					110						617	10101	110	CU YD	COMPACTED AGGREGATE, AS PER PLAN
										75	621	00100	75	EACH	RPM
	75										621	54000	75	EACH	RAISED PAVEMENT MARKER REMOVED
									265		644	00400	265	FT	CHANNELIZING LINE
								54			644	00500	54	FT	STOP LINE
								218			644	00700	218	FT	TRANSVERSE/DIAGONAL LINE
								2			644	01300	2	EACH	LANE ARROW
								1			644	01410	1	EACH	WORD ON PAVEMENT, 96"
								1.54			817	00100	1.54	MILE	EDGE LINE
								0.95			817	00300	0.95	MILE	CENTER LINE

CALCULATED
LME
CHECKED
DNM

LOCATION 1 SUB-SUMMARY

**LIC-37-24.45
FAI-37-0.00**

LOCATION 2											ITEM	ITEM EXT.	LOCATION 2 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 6	Sht. 7	Sht. 8	Sht. 9	Sht. 10	Sht. 12	Sht. 13	Sht. 16					
				623		1,557	2,137				202	23500	4,317	SQ YD	WEARING COURSE REMOVED
	2										209	60500	2	MILE	LINEAR GRADING
		826									251	98000	826	CU YD	PARTIAL DEPTH REPAIR, MISC.: CENTER LINE JOINT REPAIR
		30		14							253	02000	44	CU YD	PAVEMENT REPAIR
			21,684		7,228						254	01000	28,912	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
			11,084		2,116	315	21				407	10000	13,536	GALLON	TACK COAT
			7,390		1,411	210					407	14000	9,011	GALLON	TACK COAT FOR INTERMEDIATE COURSE
9,717											408	10001	9,717	GALLON	PRIME COAT, AS PER PLAN
41			4,106		784	118					448	46020	5,049	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
51			5,132		980		10				448	46904	6,173	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						147					448	47020	147	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
							80				516	31011	80	FT	2" DEEP JOINT SEALER, AS PER PLAN
		70									614	11110	70	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
68											614	12460	68	EACH	WORK ZONE MARKING SIGN
	7										614	13000	7	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			10.37								614	21400	10.37	MILE	WORK ZONE CENTER LINE, CLASS II
			10.37								614	21550	10.37	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
					1,393						617	10101	1,393	CU YD	COMPACTED AGGREGATE, AS PER PLAN
										790	621	00100	790	EACH	RPM
	790										621	54000	790	EACH	RAISED PAVEMENT MARKER REMOVED
		16									632	26501	16	EACH	DETECTOR LOOP, AS PER PLAN
								570			644	00400	570	FT	CHANNELIZING LINE
								567			644	00500	567	FT	STOP LINE
								503			644	00700	503	FT	TRANSVERSE/DIAGONAL LINE
								57			644	00900	57	SQ FT	ISLAND MARKING
								2			644	01000	2	EACH	RAILROAD SYMBOL MARKING
								4			644	01300	4	EACH	LANE ARROW
								2			644	01410	2	EACH	WORD ON PAVEMENT, 96"
								20.80			817	00100	20.80	MILE	EDGE LINE
								10.65			817	00300	10.65	MILE	CENTER LINE

CALCULATED
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LOCATION 2 SUB-SUMMARY

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LOCATION 3									ITEM	ITEM EXT.	LOCATION 3 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 6	Sht. 8	Sht. 9	Sht. 12	Sht. 13	Sht. 16					
620					2,635				202	23500	3,255	SQ YD	WEARING COURSE REMOVED
	2								209	60500	2	MILE	LINEAR GRADING
			40,025	9,915					254	01000	49,940	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
			3,002	744	199				407	10000	3,945	GALLON	TACK COAT
			2,002	496	133				407	14000	2,631	GALLON	TACK COAT FOR INTERMEDIATE COURSE
2,369									408	10001	2,369	GALLON	PRIME COAT, AS PER PLAN
18			1,113	276	74				448	46020	1,481	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
23			1,390	345					448	46904	1,758	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
					92				448	47020	92	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
		20							614	11110	20	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
22									614	12460	22	EACH	WORK ZONE MARKING SIGN
	2								614	13000	2	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			2.52						614	21400	2.52	MILE	WORK ZONE CENTER LINE, CLASS II
			2.52						614	21550	2.52	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
				165					617	10101	165	CU YD	COMPACTED AGGREGATE, AS PER PLAN
								299	621	00100	299	EACH	RPM
	299								621	54000	299	EACH	RAISED PAVEMENT MARKER REMOVED
		20							632	26501	20	EACH	DETECTOR LOOP, AS PER PLAN
							834		644	00400	834	FT	CHANNELIZING LINE
							383		644	00500	383	FT	STOP LINE
							958		644	00700	958	FT	TRANSVERSE/DIAGONAL LINE
							57		644	00900	57	SQ FT	ISLAND MARKING
							9		644	01300	9	EACH	LANE ARROW
							6		644	01410	6	EACH	WORD ON PAVEMENT, 96"
						5.04			817	00100	5.04	MILE	EDGE LINE
						3.22			817	00300	3.22	MILE	CENTER LINE

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LOCATION 3 SUB-SUMMARY

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LOCATION 1 OFAH RURAL	LOCATION 2 OFAH RURAL		LOCATIONS 1 & 2 OFAH RURAL	LOCATION 3 OFAH URBAN		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
61			61			202	23000	61	SQ YD	PAVEMENT REMOVED	
320	4,317		4,637	3,255		202	23500	7,892	SQ YD	WEARING COURSE REMOVED	
0.5	2		2.5	2		209	60500	4.5	MILE	LINEAR GRADING	
47	826		873			251	98000	873	CU YD	PARTIAL DEPTH REPAIR, MISC.: CENTER LINE JOINT REPAIR	3
	44		44			253	02000	44	CU YD	PAVEMENT REPAIR	
	28,912		28,912	49,940		254	01000	78,852	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
1,145	13,536		14,681	3,945		407	10000	18,626	GALLON	TACK COAT	
736	9,011		9,747	2,631		407	14000	12,378	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
702	9,717		10,419	2,369		408	10001	12,788	GALLON	PRIME COAT, AS PER PLAN	2
413	5,049		5,462	1,481		448	46050	6,943	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
509	6,173		6,682	1,758		448	46904	8,440	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
25	147		172	92		448	47020	264	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
61			61			451	16101	61	SQ YD	13" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	5
136			136			516	14600	136	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: JEENE SEAL	5
44	80		124			516	31011	124	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
10	70		80	20		614	11110	100	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
11	68		79	22		614	12460	101	EACH	WORK ZONE MARKING SIGN	
2	7		9	2		614	13000	11	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
0.77	10.37		11.14	2.52		614	21400	13.66	MILE	WORK ZONE CENTER LINE, CLASS II	
0.77	10.37		11.14	2.52		614	21550	13.66	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
110	1,393		1,503	165		617	10101	1,668	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
75	790		865	299		621	00100	1,164	EACH	RPM	
75	790		865	299		621	54000	1,164	EACH	RAISED PAVEMENT MARKER REMOVED	
	16		16	20		632	26501	36	EACH	DETECTOR LOOP, AS PER PLAN	4
265	570		835	834		644	00400	1,669	FT	CHANNELIZING LINE	
54	567		621	383		644	00500	1,004	FT	STOP LINE	
218	503		721	958		644	00700	1,679	FT	TRANSVERSE/DIAGONAL LINE	
	57		57	57		644	00900	114	SQ FT	ISLAND MARKING	
	2		2			644	01000	2	EACH	RAILROAD SYMBOL MARKING	
2	4		6	9		644	01300	15	EACH	LANE ARROW	
1	2		3	6		644	01410	9	EACH	WORD ON PAVEMENT, 96"	
1.54	20.80		22.34	5.04		817	00100	27.38	MILE	EDGE LINE	
0.95	10.65		11.60	3.22		817	00300	14.82	MILE	CENTER LINE	
			0.82	0.18		103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
			0.82	0.18		614	11000	LUMP		MAINTAINING TRAFFIC	
			1.64	0.36		619	16000	2	MONTH	FIELD OFFICE, TYPE A	
			0.82	0.18		623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
			0.82	0.18		624	10000	LUMP		MOBILIZATION	

GENERAL SUMMARY

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