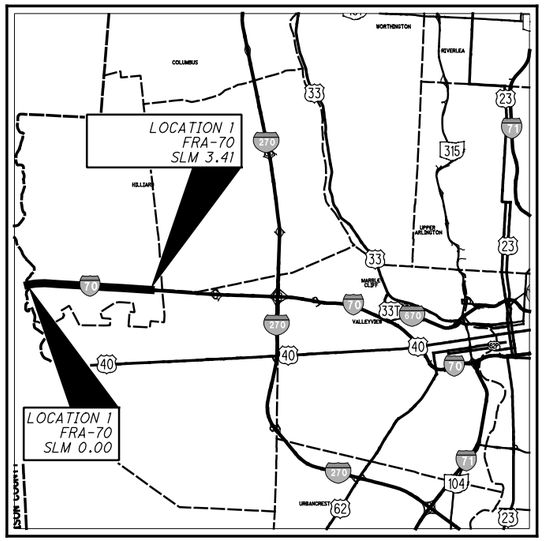
STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

FRA SP FY20 CONCRETE



LOCATION MAP

LATITUDE: 39°58'49.46" LONGITUDE: -83°13'16.36"

SCALE IN MILES

0 1 2 3 4

N

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

DESIGN DESIGNATION

CURRENT ADT (2019) 68,000
DESIGN YEAR ADT (2025) 76,000
DESIGN HOURLY VOLUME (2025) 9,880
DIRECTIONAL DISTRIBUTION 57%
TRUCKS (24 HOUR B&C) 13%
DESIGN SPEED 65 MPH
LEGAL SPEED 65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
01 INTERSTATE (URBAN)
NHS PROJECT YES

DESIGN EXCEPTIONS

N/A

LOC	COUNTY	ROUTE	BEGIN SLM	END SLM	COUNTY	TOWNSHIP
1	FRA	070	0.00	3.41	FRANKLIN	BROWN

INDEX OF SHEETS

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PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF SPOT CONCRETE SLAB REPAIR ON FRA-70.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

LIMITED ACCESS

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

2016 SPECIFICATIONS

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

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

PLANS CERTIFIED BY:
NAME: Grace V. Dennis DATE: 4-11-19
DISTRICT 6
OHIO DEPT. OF TRANSPORTATION

APPROVED: Patrick R. Blankenship
DISTRICT DEPUTY DIRECTOR
DATE: 4/12/19

APPROVED:
DIRECTOR, DEPARTMENT OF TRANSPORTATION
DATE:

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

PLAN PREPARED BY:
ODOT IN HOUSE DESIGN

ENGINEERS SEAL:
STATE OF OHIO KEVIN R. FIANT E-64877 REGISTERED PROFESSIONAL ENGINEER
SIGNED: Kevin Fiant
DATE: 4-11-19

STANDARD CONSTRUCTION DRAWINGS

BP-2.1	07/17/15	MT-95.30	07/21/17	TC-41.20	10/18/13		
BP-2.2	07/18/08	MT-95.31	07/21/17	TC-42.20	10/18/13		
BP-2.5	07/19/13	MT-95.32	07/21/17	TC-52.10	10/18/13		
BP-2.6	07/15/16	MT-95.50	07/21/17	TC-52.20	07/20/18		
BP-8.1	07/18/08	MT-98.22	01/20/17	TC-65.10	01/17/14		
		MT-99.20	07/20/18	TC-65.11	07/21/17		
		MT-101.90	07/21/17	TC-72.20	07/20/18		
		MT-105.10	07/19/13				

SUPPLEMENTAL SPECIFICATIONS

800	04/19/19
821	04/20/12
832	10/19/18
921	04/20/12

SPECIAL PROVISIONS

FEDERAL PROJECT NO. E190 (472)
PID NO. 100738
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
FRA SP FY20 CONCRETE

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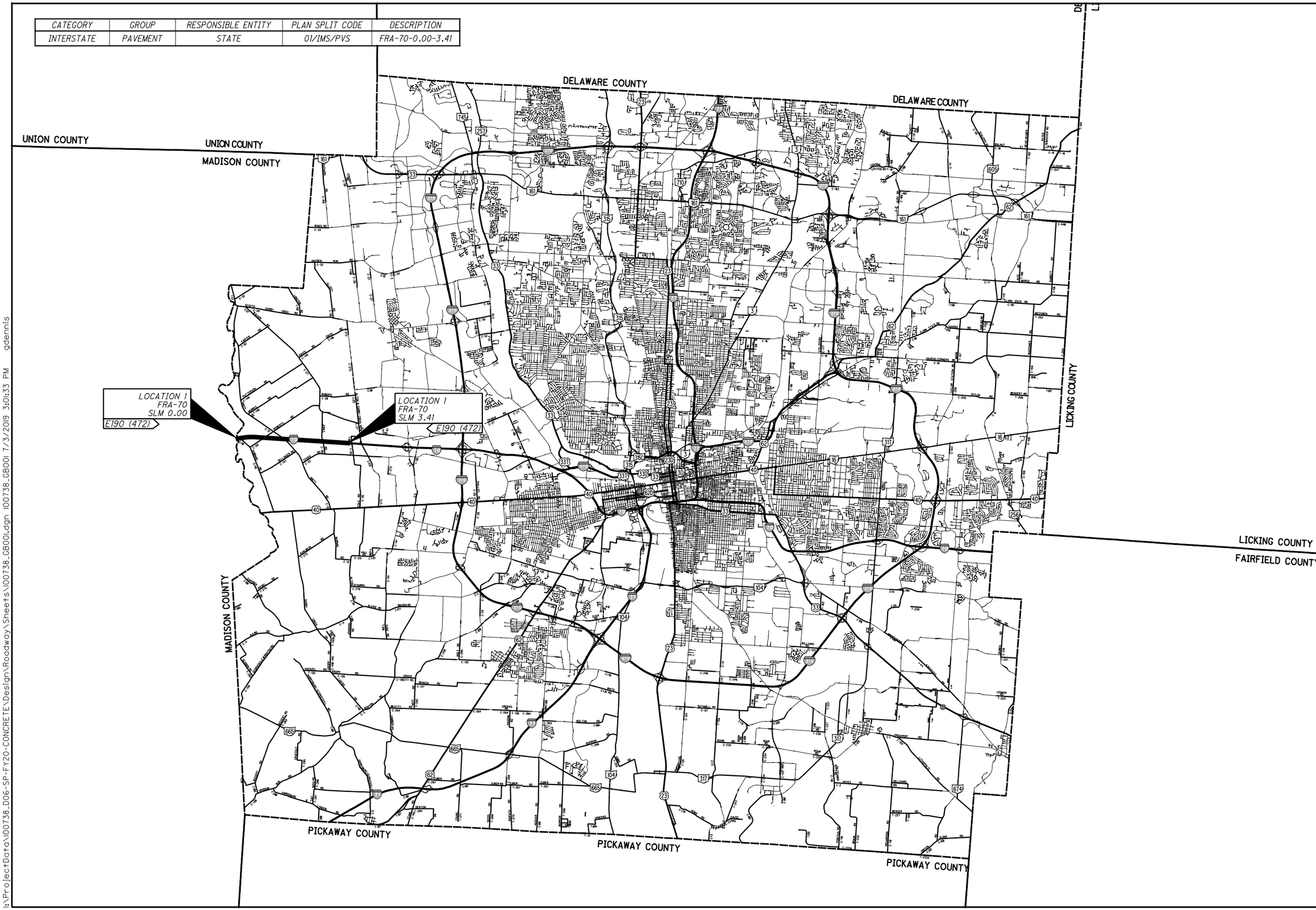
CATEGORY	GROUP	RESPONSIBLE ENTITY	PLAN SPLIT CODE	DESCRIPTION
INTERSTATE	PAVEMENT	STATE	01/IMS/PVS	FRA-70-0.00-3.41



HORIZONTAL SCALE IN FEET
0 125 350 700

CALCULATED GVD
CHECKED XXX

LOCATION MAP
FRANKLIN COUNTY

FRA SP FY20
CONCRETE

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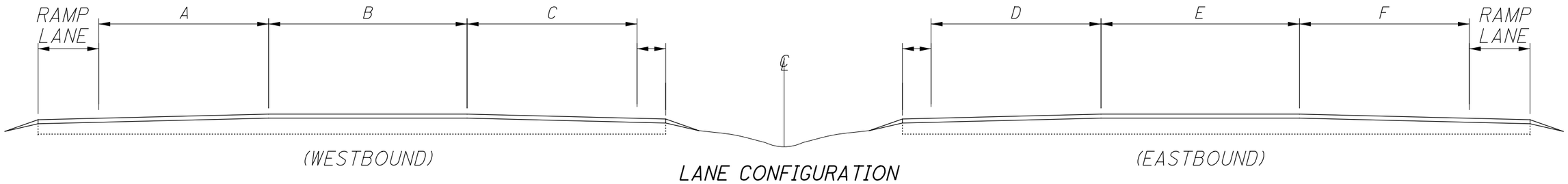
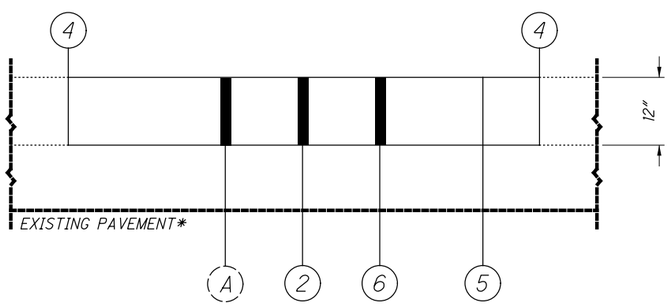
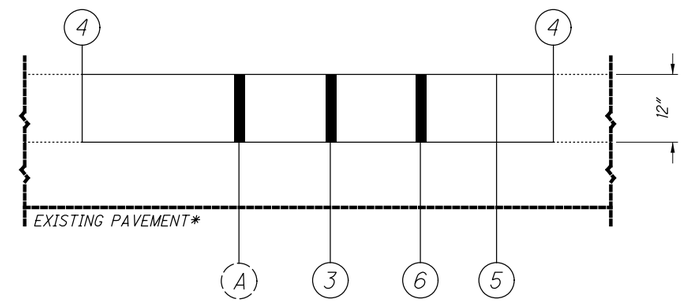


LANE CONFIGURATION



FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN, DETAIL

FOR MORE INFORMATION REGARDING ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN, SEE GENERAL NOTES.



FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN, DETAIL

FOR MORE INFORMATION REGARDING ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN, SEE GENERAL NOTES.

LEGEND:

- (A) EXISTING PAVEMENT AND BASE (SEE SHEET 5)
- (2) ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN
- (3) ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN
- (4) ITEM 255 - FULL DEPTH PAVEMENT SAWING
- (5) ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT
- (6) ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1

*EXISTING PAVEMENT MAY INCLUDE ASPHALT, PLAIN CONCRETE AND/OR REINFORCED CONCRETE. REFER TO SHEET 5 FOR MORE DETAILS.

CALCULATED GVD
CHECKED XXX

TYPICAL DETAILS

FRA SP FY20 CONCRETE

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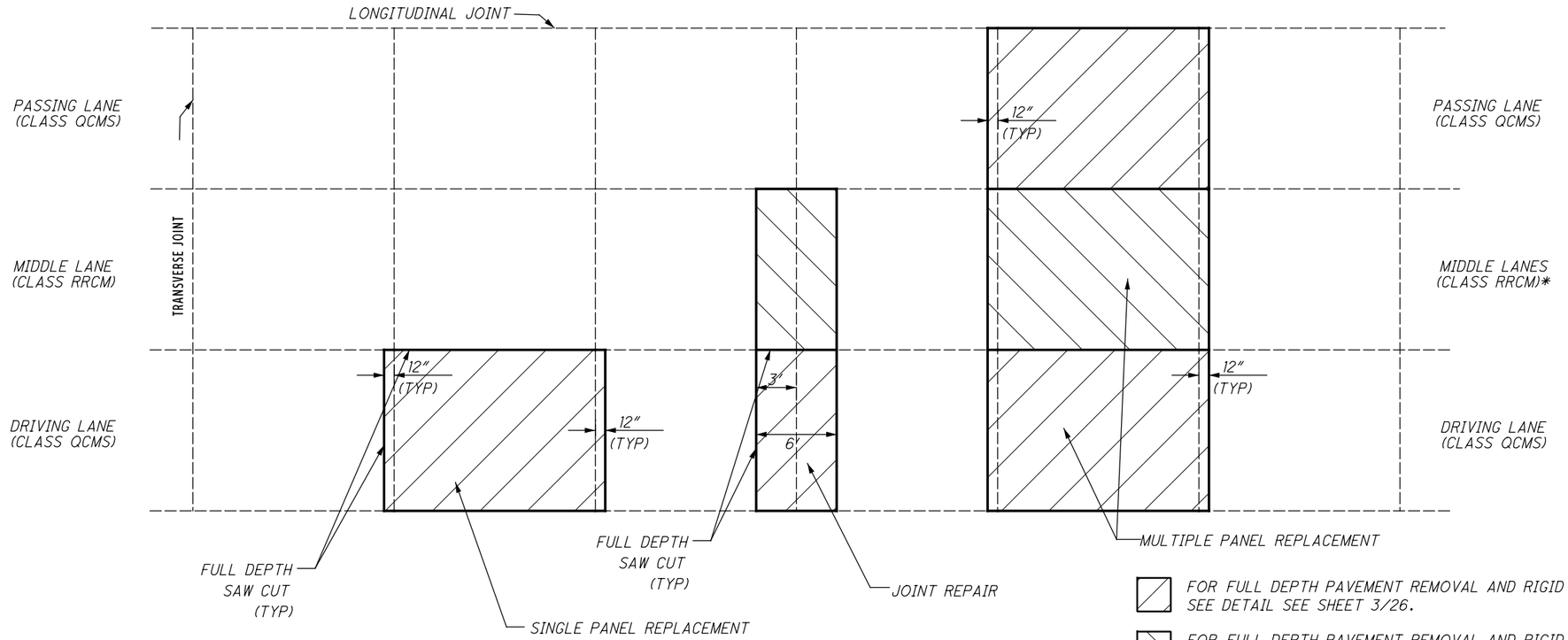
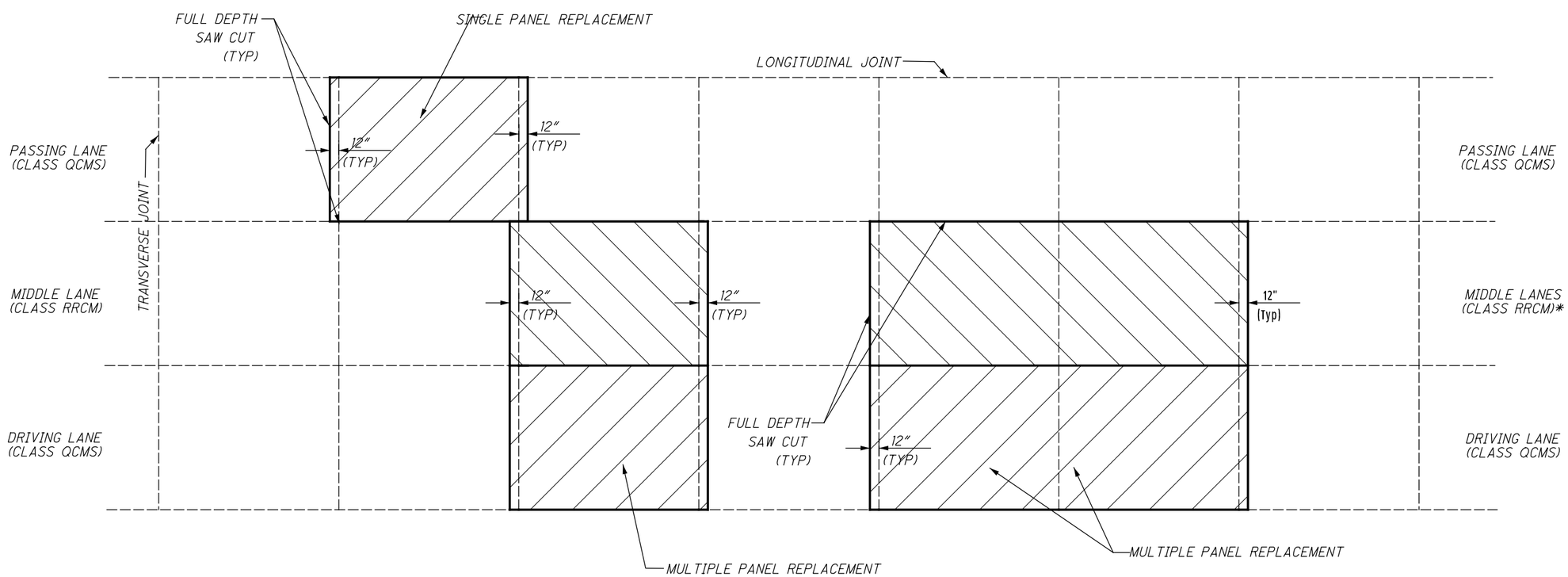


FOR FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS SEE DETAIL SEE SHEET 3/26.

FOR FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM SEE DETAIL SEE SHEET 3/26.

SEE STANDARD DRAWING BP-2.5



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TYPICAL DETAILS

FRA SP FY20 CONCRETE

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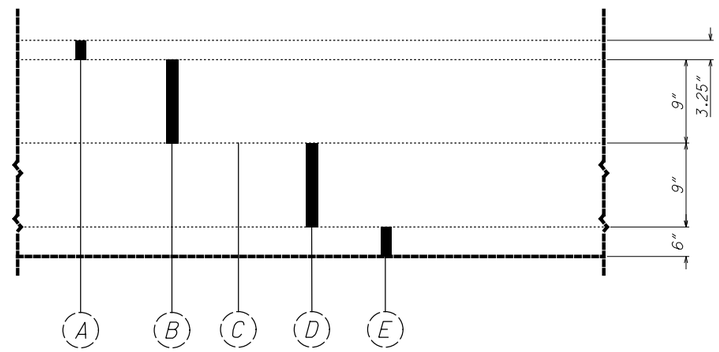

FRA-70 SLM 0.00 TO SLM 3.41

(A) EXISTING ASPHALT CONCRETE PAVEMENT

(B) EXISTING UNBONDED CONCRETE

(C) EXISTING SLURRY SEAL BOND BREAKER

(D) EXISTING REINFORCED CONCRETE

(E) EXISTING BASE

CALCULATED GVD
CHECKED XXX

EXISTING TYPICAL SECTIONS

FRA SP FY20 CONCRETE

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NOTIFICATION OF CONSTRUCTION INITIATION:
AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

GENERAL:
THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALIGNMENT AND PROFILE:
THE WORK PROPOSED BY THIS PROJECT IS FOR THE REPAIR OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:
THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

REMOVAL ITEMS:
UNLESS OTHERWISE INSTRUCTED, ASPHALT AND MISCELLANEOUS HARDWARE DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

WORK LIMITS:
THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONTINGENCY QUANTITIES:
CONTINGENCY REPAIR QUANTITIES ARE CONTAINED WITHIN THIS PLAN. THESE CONTINGENCY QUANTITIES ARE ONLY TO BE USED WITHIN THE LIMITS OF WORK DEFINED IN THIS PROJECT. 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.

OVERHEAD STRUCTURES - VERTICAL CLEARANCE:
IT IS THE INTENT OF THIS PROJECT THAT THE EXISTING VERTICAL CLEARANCES AT OVERHEAD STRUCTURES IS NOT TO BE REDUCED FROM EXISTING. THE CONTRACTOR SHALL USE GREAT CARE AT THESE LOCATIONS NOT TO ALTER THE CURRENT VERTICAL CLEARANCE.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN:
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REMOVAL SHALL INCLUDE LOOSE AREAS OF THE EXISTING SLURRY SEAL BOND BREAKER, THE 9" OF NON-REINFORCED CONCRETE PAVEMENT AND THE 3.00" OF ASPHALT CONCRETE. THE REPLACEMENT SHALL INCLUDE PATCHING OF THE EXISTING SLURRY SEAL BOND BREAKER WITH SPRAY PATCH AND 12" OF RIGID REPLACEMENT. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS. THIS ITEM OF WORK SHALL ALSO BE PERFORMED AS SHOWN ON DETAIL SHEET 3 AND STANDARD DRAWING BP-2.5.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN:
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REMOVAL SHALL INCLUDE LOOSE AREAS OF THE EXISTING SLURRY SEAL BOND BREAKER, THE 9" OF NON-REINFORCED CONCRETE PAVEMENT AND THE 3.00" OF ASPHALT CONCRETE. THE REPLACEMENT SHALL INCLUDE PATCHING OF THE EXISTING SLURRY SEAL BOND BREAKER WITH SPRAY PATCH AND 12" OF RIGID REPLACEMENT. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS. THIS ITEM OF WORK SHALL ALSO BE PERFORMED AS SHOWN ON DETAIL SHEET 3 AND STANDARD DRAWING BP-2.5.

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT:
THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH ALL ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, AS PER PLAN. PLANING ON EDGE ABUTTING SHOULDER SHALL EXTEND ONTO SHOULDER FAR ENOUGH TO ENSURE PROPER DRAINAGE OFF OF THE PAVEMENT. THE ENGINEER IS TO DETERMINE THE EXTENT OF GRINDING TO ENSURE PROPER DRAINAGE.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:
THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES OR PAINT MARKINGS. THE STAKES OR PAINT MARKINGS SHALL BE SPACED AT 200 FT INTERVALS AND EXTEND THROUGHOUT THE LENGTH OF THE PROJECT. PLACEMENT OF THE STAKES OR PAINT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED, MISSING STAKES, OR PAINT MARKINGS. PAINT MARKINGS SHALL BE PLACED ON CURBS AND USED IN AREAS WHERE THE PLACEMENT OF STAKES IS NOT POSSIBLE AND APPROVED BY THE PROJECT ENGINEER.

THIS ITEM SHALL INCLUDE VERIFICATION THAT VERTICAL CLEARANCE IS MAINTAINED.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

ITEM 632 - DETECTOR LOOP, AS PER PLAN:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED LOOP DETECTORS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING LOOP DETECTORS LISTED IN THE PLAN BEFORE THE PAVEMENT PLANING DESTROYS THEM. ALL LOOP WIRE SHALL BE IDENTIFIED WITH A PLASTIC TAG (WBLT, EBRT, ETC.) AT THE SPLICE POINT OR AT ENTRANCE TO THE CONTROL CABINET. WHEN A PULLBOX IS NOT USED, THE SOLDERED SPLICE SHALL BE MADE IN AN ANCHOR BASE, STRAIN POLE OR A CONDUIT RISER SPECIFIED BY THE PROJECT ENGINEER, EXCEPT WHERE A CONTROLLER CABINET IS MOUNTED ON THAT POLE IN WHICH CASE THE LOOP WIRE SHALL BE ROUTED DIRECTLY INTO THE CABINET. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER PRIOR TO THE COMMENCEMENT OF WORK, A COPY OF THE IMSA CERTIFICATION PAPERS FOR ALL SIGNAL TECHNICIANS WORKING ON THIS PROJECT. THE CONTRACTOR SHALL ALSO CONTACT THE TRANSPORTATION DIVISION SIGNALS MANAGEMENT ENGINEER AT LEAST FORTY-EIGHT HOURS (EXCLUDING SAT & SUN) IN ADVANCE OF THIS ITEM OF WORK. ALL DETECTOR LOOPS SHALL BE REPLACED AND FUNCTIONAL WITHIN 48 HOURS OF BEING REMOVED. THE CONTRACTOR SHALL ALSO PROTECT ANY INLET OR CATCH BASIN FROM FOREIGN MATERIAL OR CONSTRUCTION DEBRIS ENTERING THE INLET OR CATCH BASIN WHILE CUTTING DETECTOR LOOPS.

THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - DETECTOR LOOP, AS PER PLAN = 4 EACH

ITEM 632 - LOOP DETECTOR TIE IN:
THIS ITEM SHALL BE USED TO CONNECT AND SPLICE THE PROPOSED LOOP DETECTORS TO THE APPROPRIATE EXISTING LEAD IN CABLE INSIDE THE PULL BOX.

THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - LOOP DETECTOR TIE IN = 4 EACH

ITEM 642 - PAVEMENT MARKING:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CORRECT LOCATION AT THE CONTRACTORS EXPENSE.

UNDERGROUND UTILITIES:
THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT SHOULD NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA. THE CONTRACTOR WILL GIVE NOTICE OF INTENT TO CONSTRUCT TO THE OHIO UTILITIES PROTECTION SERVICE, PRODUCERS UNDERGROUND PROTECTION SERVICE, AND OWNERS OF UNDERGROUND FACILITIES THAT ARE NOT MEMBERS OF A REGISTERED PROTECTION SERVICE IN ACCORDANCE WITH SECTION 153.64 OF THE OHIO REVISED CODE. THE ABOVE, MENTIONED NOTICE SHALL BE GIVEN AT LEAST TWO WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.

OHIO UTILITY PROTECTION SERVICE 1-800-362-2764
PRODUCERS UNDERGROUND PROTECTION SERVICE 1-614-587-0486
NON-MEMBERS MUST BE CALLED DIRECTLY.

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

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

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HIGHWAY LIGHTING AND TRAFFIC SIGNALS:
EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE ODOT CONTRACTOR IS REQUIRED TO CONTACT ODOT, DISTRICT 6 TRAFFIC MAINTENANCE DEPARTMENT DIRECTLY ONCE LINES ARE MARKED BY OUPS SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT CAN BE DISCUSSED OR CONFIRMED AS NECESSARY PRIOR TO EXCAVATION. THE CONTRACTOR SHALL NOTIFY DISTRICT 6 TRAFFIC MAINTENANCE AT 740-833-8198 AND THE CONSTRUCTION PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO VERIFY/DISCUSS ODOT OWNED UTILITIES.

WATERSHED PROTECTION:
THE PROJECT IS LOCATED WITHIN SEVERAL SOURCE WATER PROTECTION AREAS. IT IS ESSENTIAL THAT ALL ACTIVITIES ASSOCIATED WITH THIS WORK BE PERFORMED IN A MANNER CONSISTENT WITH BEST WATERSHED MANAGEMENT PRACTICES INCLUDING, BUT NOT LIMITED TO: AREAS OF DISTURBED GROUND SHALL HAVE APPROPRIATE EROSION AND SEDIMENT CONTROLS. IF HAZARDOUS/TOXIC MATERIALS INCLUDING BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS, ARE STORED ON SITE, THEY SHALL BE STORED IN A DOUBLE-CONTAINMENT MANNER. ALL EQUIPMENT REPAIRS, MAINTENANCE, AND MECHANICAL WORK THAT COULD RESULT IN THE RELEASE OF HAZARDOUS/TOXIC MATERIALS SHALL BE PERFORMED IN AN APPROPRIATELY CONTAINED AREA, PREFERABLY OFF SITE OR AN APPROPRIATE OFF-SITE FACILITY. IN THE EVENT THAT ANY HAZARDOUS/TOXIC MATERIALS INCLUDING, BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS ARE SPILLED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY EMERGENCY SERVICES BY CALLING 911 AND THE OHIO EPA @ (800) 282-9378. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE DETAILED INFORMATION RELATIVE TO THE TYPE AND QUANTITY OF MATERIAL THAT HAS BEEN SPILLED AS WELL AS THE EXACT LOCATION AND THE EXACT TIME AT WHICH THE SPILL OCCURRED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INFORMING ALL SUBCONTRACTORS AND OTHER AGENTS OF THESE RESPONSIBILITIES, PRECAUTIONS, AND PROHIBITIONS.

SCENIC RIVER AVOIDANCE:
UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THE BIG DARBY CREEK. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN 1,000 FEET OF THE RIVER.

ENVIRONMENTAL COMMITMENTS:
1. *ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS.*
2. *CONTRACTOR SHALL AVOID WORKING BEYOND PROPOSED CONSTRUCTION LIMITS, BELOW THE ORDINARY HIGH WATER MARK OF STREAMS, WITHIN STREAM DITCHES UNLESS OTHER WISE APPROVED TO DO SO BY DISTRICT 6 ENVIRONMENTAL TEAM.*
3. *NO TREE CLEARING IS REQUIRED OR PERMITTED ON THIS PROJECT.*
4. *THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY SOTRAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA.*
5. *UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THE BIG DARBY CREEK, A NATIONAL AND STATE SCENIC RIVER. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN 1,000 FEET OF THE SCENIC RIVER.*

ITEM 614 - MAINTAINING TRAFFIC:
ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM,

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS
NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S EVE	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SPECIAL EVENTS:
NO SPECIAL EVENTS

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

PUBLIC OUTREACH AND NOTIFICATION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dot.ohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

NOTIFICATION OF TRAFFIC RESTRICTIONS
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW. THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICATION PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

Notification Time Frame Table

Item	Duration of Closure	Notification due to District 6 Communications Office	Sign Displayed to Public
Ramp & Road Closures	>= 2 weeks	21 calendar days prior to closure	14 calendar days prior to closure
	> 12 hours & < 2 weeks	14 calendar days prior to closure	7 calendar days prior to closure
	< 12 hours	4 business days prior to closure	2 business days prior to closure
Lane Closures & Restrictions	>= 2 weeks	14 calendar days prior to closure	
	< 2 weeks	5 business days prior to closure	
Start of Construction & Traffic Pattern Changes	N/A	14 calendar days prior to implementation	

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

PERMITTED LANE CLOSURES
THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

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 PLANS.

RIGHT OF WAY PERMITS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

USE OF STANDARD DRAWINGS
FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPS WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' CENTER ON CENTER IN THE TAPERS AND 80' CENTER ON CENTER IN THE TANGENT SECTIONS.

TRUCK MOUNTED ATTENUATOR (TMA)
WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A MULTILANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELLED LANES, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT THE WORK AREA IN ACCORDANCE WITH STANDARD DRAWINGS MT-95.30, MT-95.31, MT-95.32 OR OMUTCD TYPICAL APPLICATION (TA) 4 AND TA-6. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLASHING ARROW PANEL AT THE BEGINNING OF THE MERGE TAPER. THE TMA SHALL MEET NCHRP 350 OR MASH TL-3 COMPLIANT AND SHOULD BE OPERATED AND LOCATED PER MANUFACTURERE RECOMMENDATIONS AND AASHTO'S ROADSIDE DESIGN GUIDE. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

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

WORK ZONE PAVEMENT MARKINGS, CLASS I, 642 PAINT:
THESE ITEMS ARE TO BE PERFORMED AT ALL PAVEMENT REPAIR AREAS. THE CONTRACTOR SHALL MAINTAIN THESE MARKINGS UNTIL THE PERMANENT MAKINGS CAN BE PLACED IN ACCORDANCE WITH ITEM 642 PAVEMENT MARKINGS.

WORK ZONE LANE LINE, CLASS I, 642 PAINT, 6" = 0.68 MILE
WORK ZONE EDGE LINE, CLASS I, 642 PAINT, 6" = 1.72 MILE
WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, 12" = 180 FT

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SHORT DURATION RAMP CLOSURES:
SHORT DURATION RAMP CLOSURES SHALL ONLY BE PERMITTED DURING THE HOURS LISTED IN THE LANE VALUE CONTRACT TABLE FOR WHEN THE FREEWAY IS REDUCED TO ONE LANE. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

SHORT DURATION RAMP CLOSURES FOR ALL RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

- POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH THE DETOUR SIGNS NOTE.

SHORT DURATION RAMP CLOSURES FOR ALL RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

TRAFFIC SHALL BE DIRECTED TO THE NEXT INTERCHANGE, IF AVAILABLE, TO TURN AROUND. IF THE USE OF THE NEXT INTERCHANGE IS NOT POSSIBLE, AN ALTERNATIVE DETOUR ROUTE WILL BE PROVIDED BY THE ENGINEER.

USE OF WEIGHTED CHANNELIZERS:
THE WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZERS SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE, WHICH EXTENDS ABOVE THE 42" MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZERS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETRO REFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZERS SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETRO REFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZERS SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS. WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELIZERS SHALL BE 40 FEET.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS:
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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TCP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:
•DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
•DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).
IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TCP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:
•FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE. THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT.
THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE 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 480 HOURS.
THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:
THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TEMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLE SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETRO REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN CONJUNCTION WITH LANE CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE PLACEMENT, OPERATION, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9" BY 15" MINIMUM, FACING TRAFFIC. THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NEEDED.

THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC, WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03 SHALL MAINTAIN THE PCMS UNIT IN GOOD WORKING ORDER. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATIONS AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 104.04. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE FOLLOWING QUANTITY HAS BEEN PROVIDED.

CALCULATED GVD
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MAINTENANCE OF TRAFFIC NOTES

FRA SP FY20 CONCRETE

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ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT'D):
ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN:
(1 SIGNS X 2 MONTHS) = 2 SNMT

ITEM 614 - DETOUR SIGNING
SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:
•APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
•AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
•AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
•AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
•APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
•AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
•EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
•EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
•AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614 - DETOUR SIGNING = LUMP SUM

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:
PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, LEO HOURS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

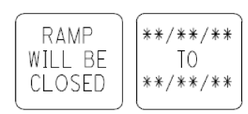
COORDINATION WITH ADJACENT PROJECTS:
THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS. MAD-70-8.62, PID 107109. COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

INTERSTATE ENTRANCE RAMP CLOSURES (FRANKLIN COUNTY ONLY):
IF THE INTERSTATE IS REDUCED TO ONE THROUGH LANE, ALL NON-INTERSTATE ENTRANCE RAMPS ENTERING DIRECTLY INTO THE WORK ZONE TRANSITION AREA, ACTIVITY AREA OR TERMINATION AREA AS DEFINED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) OR ENTERING WITHIN 1000 FEET OF THE FIRST ARROW BOARD SHALL BE CLOSED IN ACCORDANCE WITH THE SHORT DURATION RAMP CLOSURES NOTE.

NOTIFICATION OF RAMP CLOSURES:
NOTIFY THE ENGINEER IN WRITING AT LEAST 7 DAYS IN ADVANCE OF THE RAMP CLOSURE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN 2 CLASS A PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) IN ACCORDANCE WITH SUPPLEMENT 1061. PCMS'S SHALL BE POSITIONED TO DISPLAY THE DATE AND DURATION OF THE RAMP CLOSURE FOR THE PERIOD OF TIME AND AT THE RAMPS SPECIFIED IN THE PLANS FOR FULL CLOSURE, OR AS DIRECTED BY THE ENGINEER.

PROVIDE THE FOLLOWING MESSAGES, OR OTHER MESSGAES AS DIRECTED BY THE ENGINEER (* DENOTED LIMITS OF EACH SCREEN MESSAGE):



BEFORE CLOSURE

THE CONTRACTOR OR ENGINEER SHALL PROVIDE THE ACTUAL DATES AND TIMES.

LANE VALUE CONTRACT TABLE:
THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE.

LANE VALUE CONTRACT TABLE

Section (SLM)	Existing Number of Lanes per Direction	Lane closures are NOT permitted:				Disincentive Amounts per minute per lane
		Lane Reduction	Mon to Fri	Sat	Sun	
FRA-70						
Madison County Line (0.00) to Hilliard Rome Road (4.68)	3	3 to 2	5AM-9AM & 2PM-7PM	No Restriction	No Restriction	$260
		3 to 1	5AM-8PM	6AM-9PM	6AM-11PM	$260
Short term shoulder closures are permitted any time except 5AM-9AM and 3PM-6PM Monday-Friday.						

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MAINTENANCE OF TRAFFIC NOTES

FRA SP FY20 CONCRETE

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SHEET NUMBER									PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		6-7	8-11	12	26					01/IMS/PV							
																EROSION CONTROL	
										1000		832	30000	1000	EACH	EROSION CONTROL	
																PAVEMENT	
				1,631						1,631		255	10501	1,631	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	6
				4,193						4,193		255	10161	4,193	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	6
				24,896						24,896		255	20000	24,896	FT	FULL DEPTH PAVEMENT SAWING	6
				5,824						5,824		257	10000	5,824	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	
																TRAFFIC CONTROL	
					34					34		621	00100	34	EACH	RPM	
					34					34		621	54000	34	EACH	RAISED PAVEMENT MARKER REMOVED	
					1.72					1.72		642	00094	1.72	MILE	EDGE LINE, 6"	
					0.68					0.68		642	00194	0.68	MILE	LANE LINE, 6"	
					180					180		642	00394	180	FT	CHANNELIZING LINE, 12"	
																TRAFFIC SIGNALS	
		4								4		632	26500	4	EACH	DETECTOR LOOP	6
		4								4		632	27200	4	EACH	LOOP DETECTOR TIE IN	6
																MAINTENANCE OF TRAFFIC	
			480							480		614	11110	480	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	9
			LS							LS		614	12421	LS		DETOUR SIGNING	
			2							2		614	18601	2	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	10
			0.68							0.68		614	20110	0.68	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	8
			1.72							1.72		614	22110	1.72	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	8
			180							180		614	23210	180	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	8
																INCIDENTALS	
										LS		614	11000	LS		MAINTAINING TRAFFIC	
										LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	6
										LS		624	10000	LS		MOBILIZATION	

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GENERAL SUMMARY

FRA SP FY20 CONCRETE

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								255	255	255	257	
SHEET NUMBER	LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLANT CEMENT CONCRETE PAVEMENT	COMMENTS
								SY	SY	FT	SY	
13	1	FRA-70	86.09	87.51	0.05	1.47	WB	104	389	2,106	493	
14	1	FRA-70	87.52	88.58	1.48	2.54	WB	221	365	2,216	586	
15	1	FRA-70	88.60	89.01	2.56	2.97	WB	253	279	2,164	532	
16	1	FRA-70	89.01	89.33	2.97	3.29	WB	108	465	2,226	573	
17	1	FRA-70	89.34	89.39	3.30	3.35	WB	32	72	468	104	
18	1	FRA-70	86.06	86.72	0.02	0.68	EB	157	356	2,134	513	
19	1	FRA-70	86.72	87.28	0.68	1.24	EB	48	408	2,052	456	
20	1	FRA-70	87.29	87.88	1.25	1.84	EB	148	319	2,068	467	
21	1	FRA-70	87.89	88.28	1.85	2.24	EB	56	400	2,052	456	
22	1	FRA-70	88.31	88.64	2.27	2.60	EB	8	448	2,052	456	
23	1	FRA-70	88.65	89.04	2.61	3.00	EB	184	272	2,052	456	
24	1	FRA-70	89.05	89.29	3.01	3.25	EB	208	248	2,052	456	
25	1	FRA-70	89.29	89.40	3.25	3.36	EB	104	172	1,254	276	
TOTALS CARRIED TO GENERAL SUMMARY								1,631	4,193	24,896	5,824	

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PAVEMENT SUBSUMMARY

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							COMMENTS
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	86.09		0.05		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.10		0.06		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.11		0.07		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.11		0.07		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.12		0.08		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.15		0.11		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.18		0.14		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.18		0.14		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.19		0.15		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.20		0.16		WB	22	12	1	2		X								30.0	68	30.0							
1	FRA-70	86.24		0.20		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.24		0.20		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	86.24		0.20		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	86.26		0.22		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.26		0.22		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.34		0.30		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.35		0.31		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.40		0.36		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.42		0.38		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.43		0.39		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.47		0.43		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.48		0.44		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.48		0.44		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.50		0.46		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.53		0.49		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.61		0.57		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.68		0.64		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.73		0.69		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.74		0.70		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.77		0.73		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.79		0.75		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	86.82		0.78		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.01		0.97		WB	17	12	1	2		X								23.0	58	23.0							
1	FRA-70	87.02		0.98		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.07		1.03		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.09		1.05		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.13		1.09		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.14		1.10		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.18		1.14		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.20		1.16		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.22		1.18		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	87.25		1.21		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.30		1.26		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.37		1.33		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	87.37		1.33		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.40		1.36		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	87.51		1.47		WB	6	12	1	1		X								8.0	36	8.0							
																		TOTALS CARRIED TO SUBSUMMARY	104	389	2,106	493							

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PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	87.52		1.48		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.56		1.52		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.81		1.77		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	87.83		1.79		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.85		1.81		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	87.86		1.82		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	87.89		1.85		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.89		1.85		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	87.89		1.85		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	87.89		1.85		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	87.91		1.87		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.92		1.88		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.95		1.91		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	87.98		1.94		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	87.99		1.95		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.00		1.96		WB	8	12	1	2		X								11.0	40	11.0							
1	FRA-70	88.00		1.96		WB	8	12	1	1			X						11.0		40	11.0							
1	FRA-70	88.00		1.96		WB	8	12	1	2				X						11.0	40	11.0							
1	FRA-70	88.03		1.99		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.03		1.99		WB	17	12	1	2				X						22.7	58	23.0							
1	FRA-70	88.04		2.00		WB	17	12	1	2		X								23.0	58	23.0							
1	FRA-70	88.04		2.00		WB	17	12	1	1			X						23.0		58	23.0							
1	FRA-70	88.04		2.00		WB	17	12	1	2				X						23.0	58	23.0							
1	FRA-70	88.04		2.00		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.06		2.02		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.07		2.03		WB	17	12	1	1			X						23.0		58	23.0							
1	FRA-70	88.07		2.03		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.08		2.04		WB	17	12	1	1			X						23.0		58	23.0							
1	FRA-70	88.08		2.04		WB	17	12	1	1			X						23.0		58	23.0							
1	FRA-70	88.08		2.04		WB	17	12	1	2				X						23.0	58	23.0							
1	FRA-70	88.08		2.04		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.09		2.05		WB	8	12	1	1			X						11.0		40	11.0							
1	FRA-70	88.09		2.05		WB	8	12	1	2				X						11.0	40	11.0							
1	FRA-70	88.09		2.05		WB	8	12	1	1			X						11.0		40	11.0							
1	FRA-70	88.12		2.08		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.17		2.13		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.20		2.16		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.24		2.20		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.32		2.28		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.35		2.31		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.36		2.32		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.38		2.34		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.38		2.34		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.38		2.34		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.38		2.34		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.39		2.35		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.45		2.41		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.45		2.41		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.45		2.41		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.52		2.48		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.52		2.48		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.53		2.49		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.53		2.49		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.53		2.49		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.54		2.50		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.58		2.54		WB	6	12	1	2		X								8.0	36	8.0							
																		TOTALS CARRIED TO SUBSUMMARY	221	365	2,216	586							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	88.60		2.56		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.60		2.56		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.61		2.57		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.61		2.57		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.68		2.64		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.69		2.65		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.69		2.65		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.70		2.66		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.74		2.70		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.75		2.71		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.77		2.73		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.78		2.74		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.78		2.74		WB	17	12	1	1			X						23.0		58	23.0							
1	FRA-70	88.79		2.75		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.79		2.75		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.80		2.76		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.80		2.76		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.80		2.76		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.81		2.77		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.83		2.79		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.83		2.79		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.83		2.79		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.85		2.81		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.85		2.81		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.86		2.82		WB	40	12	1	1			X						54.0		104	54.0							
1	FRA-70	88.88		2.84		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.88		2.84		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.90		2.86		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.91		2.87		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.93		2.89		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.93		2.89		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.93		2.89		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.94		2.90		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.95		3.91		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.95		3.91		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.95		3.91		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.95		3.91		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.95		3.91		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.96		3.92		WB	17	12	1	2		X								23.0	58	23.0							
1	FRA-70	89.96		3.92		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.96		3.92		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.96		3.92		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.96		3.92		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.97		3.93		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.97		3.93		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.98		3.94		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.99		2.95		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	88.99		2.95		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	88.99		2.95		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.00		2.96		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.00		2.96		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.01		2.97		WB	6	12	1	2				X						8.0	36	8.0							
																		TOTALS CARRIED TO SUBSUMMARY	253	279	2,164	532							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	89.01		2.97		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.02		2.98		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.02		2.98		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.04		3.00		WB	10	12	1	2				X						14.0	44	14.0							
1	FRA-70	89.06		3.02		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.06		3.02		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.08		3.04		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.09		3.05		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.11		3.07		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.11		3.07		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.13		3.09		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.14		3.10		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.15		3.11		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.16		3.12		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.16		3.12		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.16		3.12		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.18		3.14		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.18		3.14		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.19		3.15		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.22		3.18		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.22		3.18		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.22		3.18		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.23		3.19		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.24		3.20		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.25		3.21		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.25		3.21		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.25		3.21		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.26		3.22		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.26		3.22		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.26		3.22		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.27		3.23		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.27		3.23		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.28		3.24		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.28		3.24		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.28		3.24		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.28		3.24		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.28		3.24		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.29		3.25		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.29		3.22		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.30		3.26		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.30		3.26		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.30		3.26		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.31		3.27		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.31		3.27		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.31		3.27		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.31		3.27		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.32		3.28		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.32		3.28		WB	26	12	1	2		X								35.0	76	35.0							
1	FRA-70	89.33		3.29		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.33		3.29		WB	27	12	1	2		X								36.0	78	36.0							
1	FRA-70	89.33		3.29		WB	27	12	1	1			X						36.0		78	36.0							
1	FRA-70	89.33		3.29		WB	27	12	1	2				X						36.0	78	36.0							
																		TOTALS CARRIED TO SUBSUMMARY	108	465	2,226	573							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	89.34		3.30		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.35		3.31		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.35		3.31		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.35		3.31		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.36		3.32		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.37		3.33		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.37		3.33		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.37		3.33		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.37		3.33		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.37		3.33		WB	6	12	1	2				X						8.0	36	8.0							
1	FRA-70	89.39		3.35		WB	6	12	1	2		X								8.0	36	8.0							
1	FRA-70	89.39		3.35		WB	6	12	1	1			X						8.0		36	8.0							
1	FRA-70	89.39		3.35		WB	6	12	1	2		X								8.0	36	8.0							
																		TOTALS CARRIED TO SUBSUMMARY	32	72	468	104							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	86.06		0.02		EB	6	12	1	2							X			8.0	36	8.0							
1	FRA-70	86.06		0.02		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.08		0.04		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	86.08		0.04		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.08		0.04		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.08		0.04		EB	6	12	1	2					X				8.0		36	8.0							JOINT
1	FRA-70	86.08		0.04		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.09		0.05		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.09		0.05		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.09		0.05		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.09		0.05		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	86.11		0.07		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.17		0.13		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.18		0.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.23		0.19		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.23		0.19		EB	22	12	1	2							X			30.0	68	30.0							FULL SLAB
1	FRA-70	86.23		0.19		EB	3	12	1	2							X			4.0	30	4.0							PARTIAL JOINT
1	FRA-70	86.24		0.20		EB	8	12	1	2							X			11.0	40	11.0							JOINT
1	FRA-70	86.26		0.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.26		0.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.27		0.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.28		0.24		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.28		0.24		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.28		0.24		EB	10	12	1	1						X			14.0		44	14.0							JOINT
1	FRA-70	86.29		0.25		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.29		0.25		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.30		0.26		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.31		0.27		EB	17	12	1	1						X			23.0		58	23.0							FULL SLAB
1	FRA-70	86.31		0.27		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	86.32		0.28		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.32		0.28		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.33		0.29		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.34		0.30		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.34		0.30		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.35		0.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.36		0.32		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.37		0.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.37		0.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.40		0.36		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.41		0.37		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.45		0.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.45		0.41		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.49		0.45		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.50		0.46		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.50		0.46		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.60		0.56		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.61		0.57		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.61		0.57		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.66		0.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.66		0.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.67		0.63		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.67		0.63		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.68		0.64		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.70		0.66		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.71		0.67		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.71		0.67		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.72		0.68		EB	17	12	1	2							X			23.0	58	23.0							FULL SLAB
																		TOTALS CARRIED TO SUBSUMMARY	157	356	2,134	513							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	86.72		0.68		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.75		0.71		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	86.75		0.71		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.75		0.71		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.76		0.72		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.76		0.72		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.77		0.73		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.78		0.74		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.79		0.75		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.79		0.75		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.80		0.76		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.81		0.77		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.82		0.78		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.83		0.79		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.83		0.79		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.83		0.79		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.93		0.89		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.93		0.89		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.94		0.90		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.95		0.91		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.95		0.91		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.96		0.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.96		0.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.97		0.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.97		0.93		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	86.97		0.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.98		0.94		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.99		0.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	86.99		0.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.00		0.96		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.01		0.97		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.02		0.98		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.05		1.01		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.10		1.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.10		1.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.16		1.12		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.16		1.12		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.16		1.12		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.17		1.13		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.18		1.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.18		1.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.19		1.15		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.19		1.15		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.20		1.16		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.21		1.17		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.21		1.17		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.21		1.17		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.23		1.19		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.23		1.19		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.24		1.20		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.24		1.20		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.25		1.21		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.25		1.21		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.27		1.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.27		1.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.28		1.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.28		1.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	48	408	2,052	456							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	87.29		1.25		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.29		1.25		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.30		1.26		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.31		1.27		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.31		1.27		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.32		1.28		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.35		1.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.35		1.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.39		1.35		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.39		1.35		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.40		1.36		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.49		1.45		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.49		1.45		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.51		1.47		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.54		1.50		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.54		1.50		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.57		1.53		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.58		1.54		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.58		1.54		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.63		1.59		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.63		1.59		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.63		1.59		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.64		1.60		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.66		1.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.66		1.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.66		1.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.67		1.63		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.67		1.63		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.71		1.67		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.71		1.67		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.72		1.68		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.74		1.70		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.74		1.70		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.75		1.71		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.75		1.71		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.75		1.71		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.75		1.71		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.75		1.71		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.76		1.72		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.77		1.73		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.77		1.73		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.77		1.73		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	87.78		1.74		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.80		1.76		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.82		1.78		EB	3	12	1	2							X			4.0	30	4.0							JOINT
1	FRA-70	87.82		1.78		EB	3	12	1	2							X			4.0	30	4.0							JOINT
1	FRA-70	87.82		1.78		EB	17	12	1	2							X			23.0	58	23.0							FULL SLAB
1	FRA-70	87.83		1.79		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.83		1.79		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.83		1.79		EB	3	12	1	1						X			4.0		30	4.0							JOINT
1	FRA-70	87.83		1.79		EB	12	12	1	1						X			16.0		48	16.0							JOINT
1	FRA-70	87.84		1.80		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.87		1.83		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.88		1.84		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.88		1.84		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.88		1.84		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.88		1.84		EB	6	12	1	2							X			8.0	36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	148	319	2,068	467							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	87.89		1.85		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.89		1.85		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.94		1.90		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.95		1.91		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.95		1.91		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.96		1.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.96		1.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.96		1.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.97		1.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.97		1.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.97		1.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.98		1.94		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.98		1.94		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.98		1.94		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.99		1.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.99		1.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.99		1.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	87.99		1.95		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.00		1.96		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.00		1.96		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.00		1.96		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.01		1.97		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.01		1.97		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.02		1.98		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.04		2.00		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.07		2.03		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.08		2.04		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	88.09		2.05		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.09		2.05		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	88.10		2.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.10		2.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.11		2.07		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.11		2.07		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.14		2.10		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.14		2.10		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.14		2.10		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.15		2.11		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.15		2.11		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.16		2.12		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.17		2.13		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.17		2.13		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.18		2.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.18		2.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.18		2.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.19		2.15		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.19		2.15		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.21		2.17		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.21		2.17		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.26		2.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.27		2.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.27		2.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.27		2.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.28		2.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.28		2.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.28		2.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.28		2.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	56	400	2,052	456							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	88.31		2.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.31		2.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.31		2.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.32		2.28		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.36		2.32		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.36		2.32		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.37		2.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.37		2.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.38		2.34		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.38		2.34		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.38		2.34		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.41		2.37		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.41		2.37		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.42		2.38		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.42		2.38		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.42		2.38		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.43		2.39		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.43		2.39		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.44		2.40		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.44		2.40		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.45		2.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.45		2.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.45		2.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.45		2.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.45		2.41		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.46		2.42		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.47		2.43		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.47		2.43		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.47		2.43		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.47		2.43		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.50		2.46		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.51		2.47		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.51		2.47		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.54		2.50		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.56		2.52		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.56		2.52		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.56		2.52		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.58		2.54		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.58		2.54		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.58		2.54		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.58		2.54		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.59		2.55		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.59		2.55		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.60		2.56		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.60		2.56		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.60		2.56		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.61		2.57		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.61		2.57		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.62		2.58		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.62		2.58		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.62		2.58		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.63		2.59		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.63		2.59		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.63		2.59		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.64		2.60		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.64		2.60		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.64		2.60		EB	6	12	1	2							X			8.0	36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	8	448	2,052	456							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	88.65		2.61		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.66		2.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.66		2.62		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.67		2.63		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.67		2.63		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.67		2.63		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.67		2.63		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.68		2.64		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.68		2.64		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.68		2.64		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.68		2.64		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.68		2.64		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.70		2.66		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.70		2.66		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.70		2.66		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.70		2.66		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.71		2.67		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.71		2.67		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.72		2.68		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.72		2.68		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.75		2.71		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.81		2.77		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.85		2.81		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.87		2.83		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.88		2.84		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.88		2.84		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.90		2.86		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.91		2.87		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.91		2.87		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.92		2.88		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.93		2.89		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.95		2.91		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.96		2.92		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.96		2.92		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.96		2.92		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.96		2.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.96		2.92		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.97		2.93		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.97		2.93		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.97		2.93		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.97		2.93		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	88.98		2.94		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	88.98		2.94		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.01		2.97		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.01		2.97		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.01		2.97		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.02		2.98		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.02		2.98		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.02		2.98		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.03		2.99		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.04		3.00		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.04		3.00		EB	6	12	1	2							X			8.0	36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	184	272	2,052	456							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS PRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	89.05		3.01		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.05		3.01		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.05		3.01		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.05		3.01		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.06		3.02		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.06		3.02		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.06		3.02		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.07		3.03		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.07		3.03		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.07		3.03		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.08		3.04		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.08		3.04		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.08		3.04		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.08		3.04		EB	6	12	2	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.09		3.05		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.09		3.05		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.09		3.05		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.09		3.05		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.09		3.05		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.10		3.06		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.10		3.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.10		3.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.10		3.06		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.11		3.07		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.11		3.07		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.11		3.07		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.11		3.07		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.11		3.07		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.12		3.08		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.12		3.08		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.12		3.08		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.12		3.08		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.13		3.09		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.14		3.10		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.14		3.10		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.14		3.10		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.15		3.11		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.15		3.11		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.15		3.11		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.16		3.12		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.18		3.14		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.22		3.18		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.22		3.18		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.23		3.19		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.24		3.20		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.24		3.20		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.25		3.21		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.25		3.21		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.26		3.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.26		3.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.26		3.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.26		3.22		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.27		3.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.27		3.23		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.28		3.24		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.28		3.24		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.29		3.25		EB	6	12	1	1						X			8.0		36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	208	248	2,052	456							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION							DESIGN				LANE								255	255	255	257							
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	SIDE	LENGTH OF REPAIR	WIDTH OF REPAIR	EACH	TYPICAL DETAIL NO.	SEE SHEET 3 FOR LANE CONFIGURATION								FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	FULL DEPTH PAVEMENT SAWING	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT							COMMENTS
											RAMP LANE	A	B	C	D	E	F	RAMP LANE	SY	SY	FT	SY							
1	FRA-70	89.29		3.25		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.29		3.25		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.30		3.26		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.30		3.26		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.31		3.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.31		3.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.31		3.27		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.31		3.27		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.31		3.27		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.32		3.28		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.33		3.29		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.33		3.29		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.33		3.29		EB	3	12	1	2							X			4.0	30	4.0							JOINT
1	FRA-70	89.33		3.29		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.33		3.29		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.33		3.29		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.35		3.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.35		3.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.35		3.31		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.36		3.32		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.36		3.32		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.37		3.33		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.37		3.33		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.37		3.33		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.37		3.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.37		3.33		EB	6	12	1	2							X			8.0	36	8.0							JOINT
1	FRA-70	89.38		3.34		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.38		3.34		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.38		3.34		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.38		3.34		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.38		3.34		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.39		3.35		EB	6	12	1	2					X					8.0	36	8.0							JOINT
1	FRA-70	89.39		3.35		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.39		3.35		EB	6	12	1	1						X			8.0		36	8.0							JOINT
1	FRA-70	89.40		3.36		EB	6	12	1	1						X			8.0		36	8.0							JOINT
																		TOTALS CARRIED TO SUBSUMMARY	104	172	1,254	276							

CALCULATED GVD
CHECKED XXX

PAVEMENT REPAIR PLAN

FRA SP FY20 CONCRETE

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LOCATION										642 - PAINT																REFLECTOR TYPE									621	
										EDGE LINE		LANE LINE	CENTER LINE (DOUBLE SOLID)	CHANNELIZING LINE		STOP LINE	TRANSVERSE/ DIAGONAL LINE		LANE ARROW					RPM DETAILS	TWO WAY							RAISED PAVEMENT MARKER REMOVED	RPM
																			LT	LT THRU	THRU	RT THRU	RT		WHITE WHITE				YELLOW RED		WHITE RED		
LOCATION	ROUTE	BEGIN STATE LOG	END STATE LOG	BEGIN SLM	END SLM	LENGTH		SIDE	DESCRIPTION	W	Y			W	Y		W	Y							RIGHT EDGE LINE	CHANNELI ZING LINE	LANE LINE		LEFT EDGE LINE		CHANNELIZING LINE		
						MI	FT			MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH		40′	80′	40′	120′	40′	80′	80′	EACH	EACH
2	FRA-70	86.04	89.45	0.00	3.41	3.41	18,005′	NB	"AS DIRECTED BY THE PROJECT ENGINEER"	0.43	0.43	0.34		90										2/3				15			2	17	17
2	FRA-70	86.04	89.45	0.00	3.41	3.41	18,005′	SB	"AS DIRECTED BY THE PROJECT ENGINEER"	0.43	0.43	0.34		90										2/3				15			2	17	17
									TOTALS CARRIED TO GENERAL SUMMARY	1.72		0.68		180										TOTALS CARRIED TO GENERAL SUMMARY								34	34

CALCULATED GVD
CHECKED XXX

TRAFFIC CONTROL SUBSUMMARY

FRA SP FY20 CONCRETE

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