

NOTES:
 1. SEE TABLE 3 ON SHEET 7 FOR STATION RANGE OF WHEN EXCAVATION OF SUBGRADE WITH GEOTEXTILE FABRIC AND GRANULAR MATERIAL, TYPE B ARE USED INSTEAD OF CEMENT STABILIZED SUBGRADE.

2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.

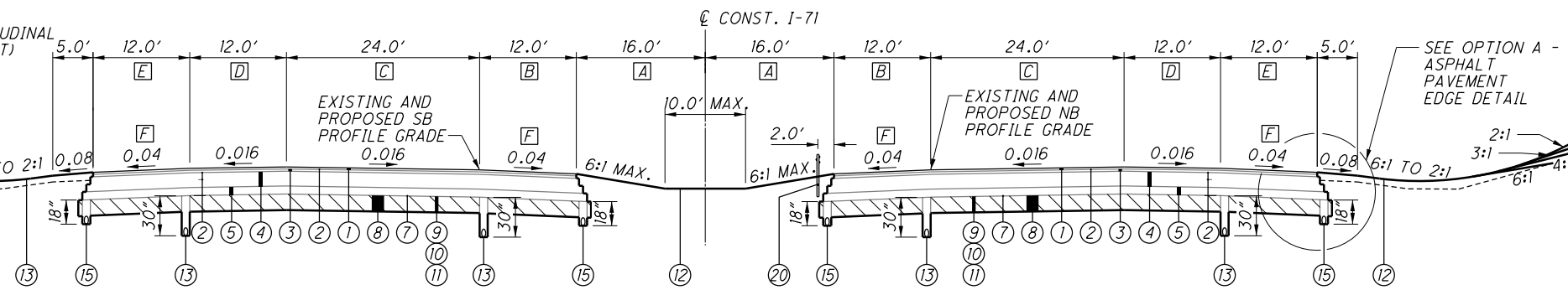
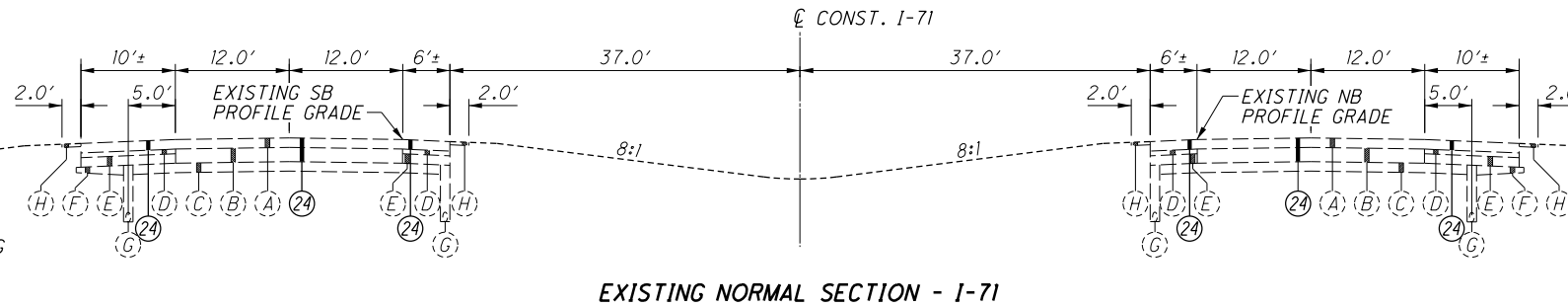
3. THE SOUTHBOUND (SB) AND NORTHBOUND (NB) PROFILE GRADES ARE IDENTICAL EXCEPT FOR THE FOLLOWING STATION RANGES:
 73+83.80 - 77+50.00
 94+00.00 - 151+50.00
 153+05.00 - 171+12.50
 274+77.50 - 279+31.20

4. SEE SHEET 9 FOR OPTION B - CONCRETE PAVEMENT BUILDUP TYPICAL SECTIONS.

5. APPLY ITEM 875 - LONGITUDINAL JOINT ADHESIVE (1 LB/4 FT) WHERE ITEM 442 SURFACE COURSE IS UTILIZED.

6. PER CMS 202.05, AS MODIFIED BY SS 800 (07-17-2020), PAVEMENT REMOVED INCLUDES REMOVAL OF AC PAVEMENT, PCC PAVEMENT AND/OR COMPOSITE AC OVER PCC PAVEMENT.

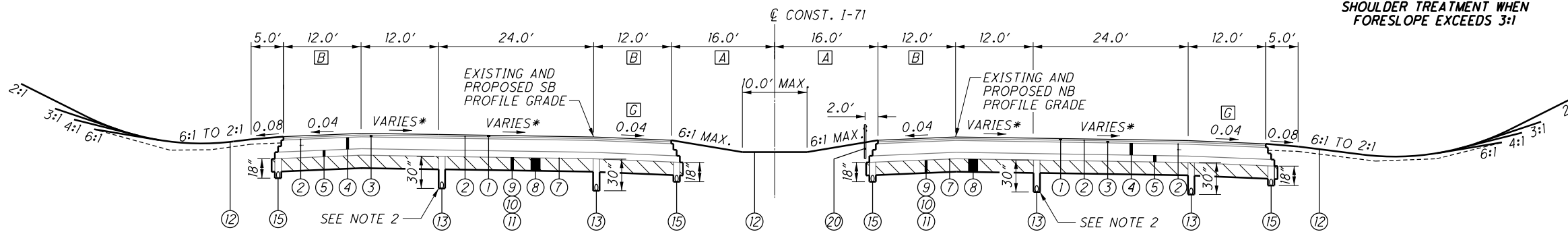
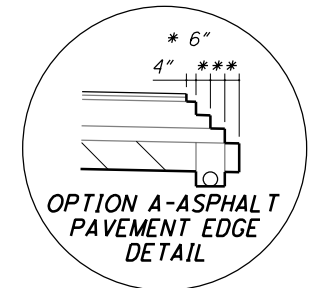
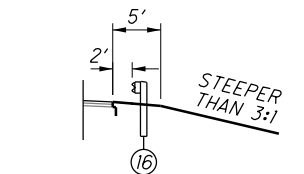
SUBGRADE STABILIZATION - SEE NOTE 1
 ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
 OR
 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP



SOUTHBOUND
 STA 0+00.00 TO STA 74+37.03
 STA 156+83.16 TO STA 157+24.60
 STA 159+38.16 TO STA 163+61.21
 STA 165+86.69 TO STA 170+03.84
 STA 218+41.28 TO STA 279+31.20

NORTHBOUND
 STA 0+00.00 TO STA 74+37.03
 STA 156+83.16 TO STA 156+95.89
 STA 159+09.45 TO STA 163+32.83
 STA 165+58.31 TO STA 170+03.84
 STA 218+41.28 TO STA 279+31.20

* SEE SHEETS 903-908 FOR SUPERELEVATION DETAILS



SOUTHBOUND
 STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
 STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)

NORTHBOUND
 STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
 STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)

LEGEND

- (A) EXISTING ASPHALT OVERLAY (6" AVERAGE DEPTH)
- (B) EXISTING REINFORCED PCC (9" AVERAGE DEPTH)
- (C) EXISTING AGGREGATE BASE (6" AVERAGE DEPTH)
- (D) EXISTING BITUMINOUS AGGREGATE (3" AVERAGE DEPTH)
- (E) EXISTING STABILIZED AGGREGATE SHOULDER (VARIABLE DEPTH)
- (F) EXISTING AGGREGATE BASE (VARIABLE DEPTH)
- (G) EXISTING 6" PIPE UNDERDRAIN
- (H) EXISTING COMPACTED AGGREGATE (2" AVERAGE DEPTH)
- (I) EXISTING CONCRETE BARRIER, TYPE A
- (J) EXISTING ASPHALT SURFACE COURSE (VARIABLE DEPTH)
- (K) EXISTING ASPHALT INTERMEDIATE COURSE (1 3/4" AVERAGE DEPTH)
- (L) EXISTING ASPHALT BASE (11" AVERAGE DEPTH)
- (M) EXISTING NON-REINFORCED CONCRETE (13 1/2" AVERAGE DEPTH)

- (1) ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (447), AS PER PLAN
- (2) ITEM 407 - NON-TRACKING TACK COAT
- (3) ITEM 442 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A, (446)
- (4) ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 11" (2 LIFTS)
- (5) ITEM 304 - 6" AGGREGATE BASE
- (6) ITEM 526 - APPROACH SLAB (T=17")
- (7) ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING
- (8) ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP
- (9) ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
- (10) ITEM 204 - GEOTEXTILE FABRIC
- (11) ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- (12) ITEM 659 - SEEDING AND MULCHING
- (13) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- (14) ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS

- (15) ITEM 605 - 6" BASE PIPE UNDERDRAINS
- (16) ITEM 606 - GUARDRAIL, TYPE MGS
- (17) ITEM 622 - SINGLE SLOPE CONCRETE BRIDGE RAILING
- (18) ITEM 452 - 12 1/2" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/OA, OR ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS QC MS WITH QC/OA
- (19) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
- (20) ITEM 606 - CABLE BARRIER (ONLY ON NORTHBOUND SIDE)
- (21) NOT USED
- (22) ITEM 452 - 13 1/2" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/OA
- (23) ITEM 526 - APPROACH SLAB (T=15")
- (24) ITEM 202 - PAVEMENT REMOVED
- (25) LONGITUDINAL JOINT
- (26) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
- (27) ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE
- (28) ITEM 848 - OVERLAY, MISC.: CONCRETE PAVEMENT CLASS QC IP WITH QC/OA

SB OUTSIDE SHOULDER	NB OUTSIDE SHOULDER
12' AT STA 20+20.00 TO	12' AT STA 21+81.85 TO
14' AT STA 20+70.00	14' AT STA 21+91.85
14' AT STA 21+63.15 TO	14' AT STA 23+00.00 TO
12' AT STA 21+73.15	12' AT STA 23+50.00
12' AT STA 125+00.00 TO	12' AT STA 125+96.74 TO
14' AT STA 125+50.00	14' AT STA 126+06.74
14' AT STA 126+43.03 TO	14' AT STA 126+95.00 TO
12' AT STA 126+53.03	12' AT STA 127+45.00
12' AT STA 142+80.00 TO ***	12' AT STA 156+25.00 TO
14' AT STA 143+30.00	14' AT STA 156+35.00
14' AT STA 148+20.00 TO ***	14' AT STA 158+83.79 TO
12' AT STA 148+30.00	12' AT STA 159+33.79
12' AT STA 155+50.26 TO	12' AT STA 161+00.00 TO
8' AT STA 158+77.76	8' AT STA 162+00.00 (DECEL LANE)
8' AT STA 163+42.83 TO	8' AT STA 162+75.00 TO
10' AT STA 163+92.78 (ACCEL LANE)	10' AT STA 162+85.00 (DECEL LANE)
10' AT STA 166+55.00 TO	10' AT STA 165+27.82 TO
8' AT STA 166+65.00 (ACCEL LANE)	8' AT STA 165+77.85 (DECEL LANE)

SB MEDIAN SHOULDER	NB MEDIAN SHOULDER
12' AT STA 156+67.42 TO	12' AT STA 155+59.46 TO **
14' AT STA 157+17.42	14' AT STA 156+84.93
14' AT STA 159+49.12 TO	14' AT STA 159+16.64 TO
12' AT STA 159+59.12	12' AT STA 160+39.50 **
12' AT STA 163+04.11 TO	12' AT STA 162+36.48 TO **
14' AT STA 163+54.11	14' AT STA 163+21.78
14' AT STA 166+12.00 TO	14' AT STA 165+65.41 TO
12' AT STA 166+22.00	12' AT STA 166+65.41 **

** REQUIRED FOR MAINTENANCE OF TRAFFIC
 *** REQUIRED FOR NOISE BARRIER

X:\4037000\121957.16\107201\roadway\sheet\107201G01.dgn Sheet 8/8/2020 2:56:38 PM 1458sjs

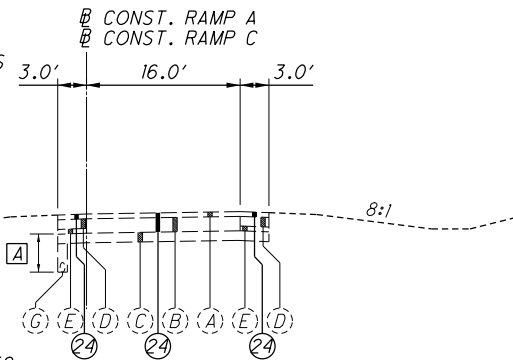
TYPICAL SECTIONS

FRA-71-0:00

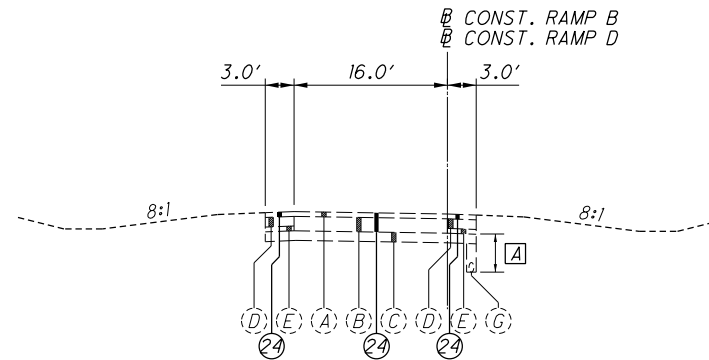
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP

NOTES:

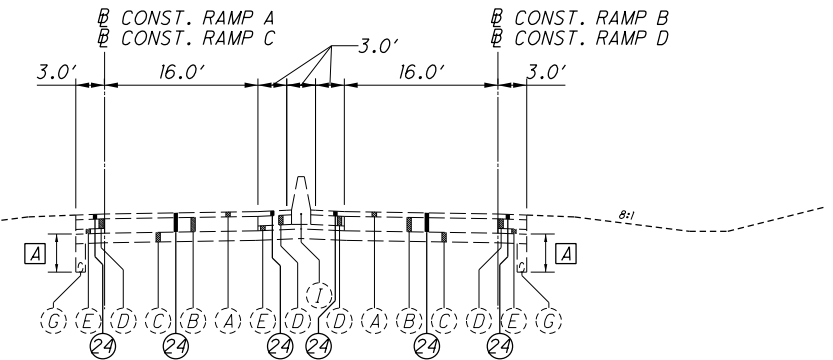
1. SEE SHEET 6 FOR LEGEND.
2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.
3. STANDARD LONGITUDINAL JOINTS AS PER BP-2.1 SHALL BE PLACED ALONG THE CENTER OF ALL RAMPS AND AT THEIR EDGES OF PAVEMENT.
4. SEE SHEETS 1021-1030 FOR PAVEMENT JOINT DETAILS.
5. RAMPS SHALL BE PER SHOWN CONCRETE BUILDUP REGARDLESS OF MAINLINE OPTIONAL PAVEMENT SELECTED.
6. BALLOON 18 SHALL CONSIST OF ITEM 452, 12 1/2" NON-REINFORCED CONCRETE PAVEMENT, CLASS 1P WITH OC/OA EXCEPT AS MODIFIED BY NOTES 7 & 8.
7. CONSTRUCT THE INTERSECTION AREA PAVEMENT USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS OC MS WITH OC/OA. THIS IS THE PORTION OF RAMPS B & D CONSTRUCTED DURING THE PHASE 2 WEEKEND WORK ZONE DETAILED ON SHEET 262.
8. CONSTRUCT THE PHASE 3, WEEKEND 1 WORK ZONE AND PHASE 3, WEEKEND 2 WORK ZONE PAVEMENT DETAILED ON SHEET 319 USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS OC MS WITH OC/OA. THIS INCLUDES PORTIONS OF BOTH RAMPS A & C.



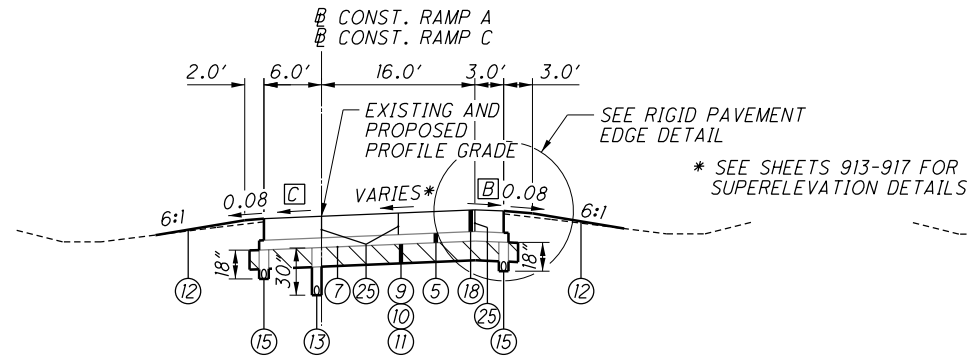
EXISTING NORMAL SECTION - RAMPS A AND C



EXISTING NORMAL SECTION - RAMPS B AND D



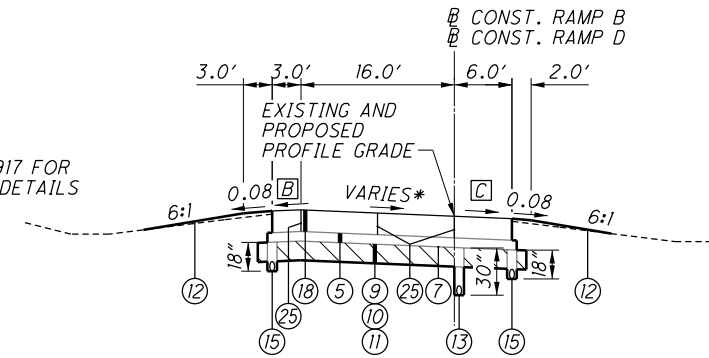
EXISTING COMBINED SECTION - RAMPS



SUPERELEVATED SECTION - RAMPS A AND C

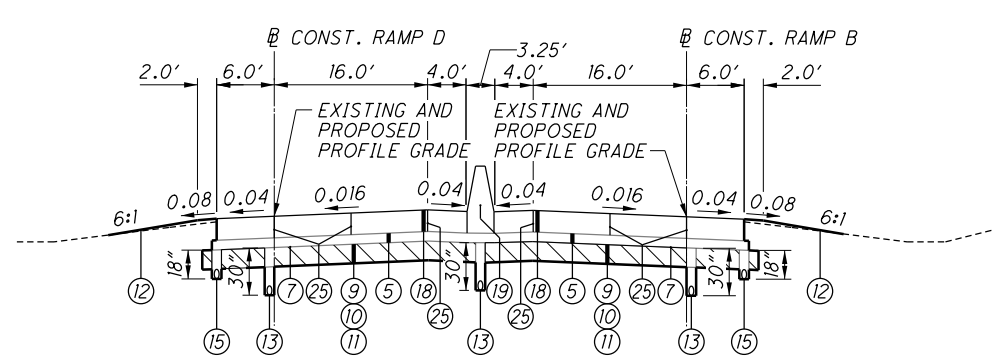
RAMP A - STA 177+00.00 TO STA 177+85.22
 **RAMP A - STA 177+85.22 TO STA 178+21.47
 RAMP A - STA 178+21.47 TO STA 184+68.33
 RAMP C - STA 176+27.38 TO STA 180+80.97
 SEE COMBINED SECTIONS FOR REMAINDER OF RAMP C LENGTH

** NORMAL SECTION WITH 0.016 CROSS SLOPE FOR THIS STATION RANGE SEE NOTE 6



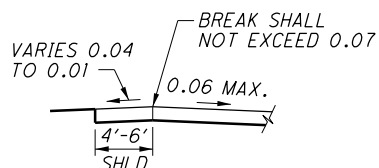
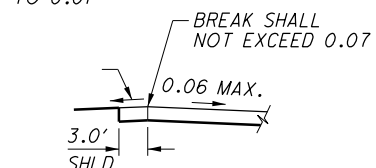
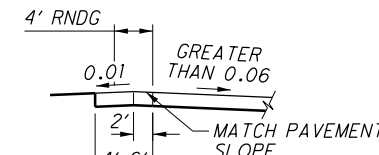
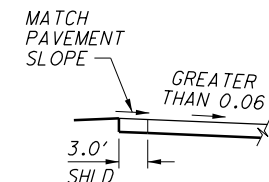
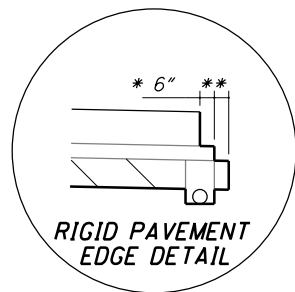
SUPERELEVATED SECTION - RAMPS B AND D

RAMP B - STA 170+70.83 TO STA 178+27.64
 RAMP D - STA 168+88.15 TO STA 176+07.85
 SEE COMBINED SECTIONS FOR REMAINDER OF RAMP D LENGTH
 SEE NOTE 6

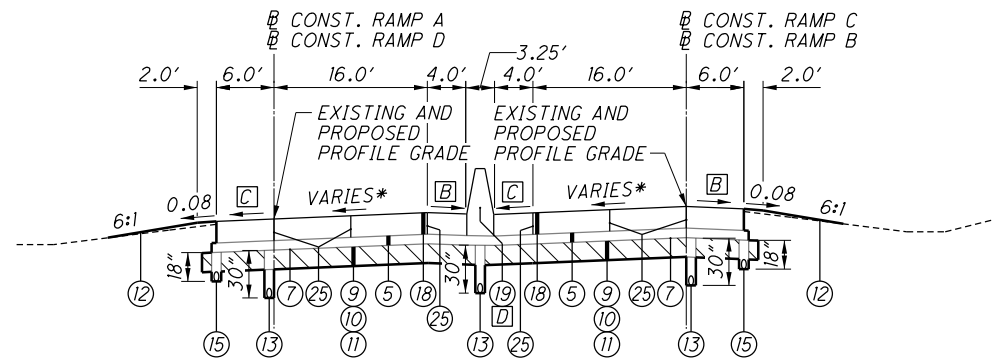


NORMAL COMBINED SECTION - RAMPS B AND D

RAMP B - STA 160+70.81 TO STA 165+43.98
 RAMP D - STA 180+82.83 TO STA 185+56.00
 INTERSECTION AREA
 RAMP B/D - STA 159+51.81 TO STA 160+70.81 (SAME PAVEMENT BUILD-UP)
 SEE NOTES 6 & 7



DETAIL A
 HIGH SIDE OF SUPERELEVATED SECTION



SUPERELEVATED COMBINED SECTION - RAMPS

RAMP A/C - STA 165+61.56 TO STA 171+22.86
 RAMP B/D - STA 165+43.98 TO STA 170+70.83
 MIRROR SECTION
 RAMP A/C - STA 171+22.86 TO STA 177+00.00
 INTERSECTION AREA
 RAMP A/C - STA 164+35.95 TO STA 165+61.56 (SAME PAVEMENT BUILD-UP)
 SEE NOTES 6 & 8

STATIONS LISTED FOR THIS SECTION ARE FOR RAMPS A AND B

X:\4037000\121957.16\107201\roadway\sheet\107201G\Y003.dgn Sheet 8/8/2020 2:58:48 PM 1458s.js

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:

HOLIDAYS	
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 THIS PERIOD:

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

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 PER THE LANE VALUE CONTRACT (PN 127).

PERMITTED LANE CLOSURES

THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED 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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PUBLIC OUTREACH AND NOTIFICATION (ROAD CLOSURE)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO CLOSING THE ROAD. IT, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THAN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC NOTIFICATION OFFICE.

PUBLIC OUTREACH AND NOTIFICATION (RESURFACING PROJECTS)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING RESURFACING 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 NOTIFICATION OFFICE.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS, W20-H13, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

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 CLOSURE & 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.

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 VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV 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.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 10 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT MAINTENANCE OF TRAFFIC ENGINEER (D06.MOT@DOT.STATE.OH.US) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR APPLICATION TO THE SURFACE COURSE (PRIOR TO INSTALLATION OF PERMANENT MARKINGS) FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

- ITEM 614, LANE LINE, CLASS III, 6", 642 PAINT 24.56 MILE
- ITEM 614, EDGE LINE, CLASS III, 6", 642 PAINT 25.58 MILE
- ITEM 614, CHANNELIZING LINE, CLASS III, 12", 642 PAINT 4051 FT
- ITEM 614, DOTTED LINE, CLASS III, 12", 642 PAINT 4714 FT

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MN003.dgn 8/7/2020 1:59:05 PM rshannon

CALCULATED
BER
CHECKED
SMM

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA - 71 - 0.00

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

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
 - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
 - C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
 - A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
 - I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE

B. FOLLOWING AN INCIDENT/CRASH:

- I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- II. RECOMMEND ROADWAY REPAIR NEEDS.
- III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
- IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

ITEM 614 MAINTAINING TRAFFIC MISC: BRIDGE DECK AND PAVEMENT PATCHING:

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY. THE COST FOR THIS ITEM SHALL BE \$1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF BRIDGE DECK AND PAVEMENT PATCHING WORK, THIS ITEM OF WORK EXCLUDES THE FOUR REPAIR TYPES LISTED IN THE ITEM - PAVEMENT FOR MAINTAINING TRAFFIC-APP, REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE DECK AND/OR PAVEMENT FOR THE DURATION OF THE REQUIRED UPCOMING MOT PHASES. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE CONTRACT. THE CONTRACTOR'S PROPOSED PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE PROJECT. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

ITEM 614 MAINTAINING TRAFFIC MISC: BRIDGE DECK AND PAVEMENT PATCHING = \$180,000 EACH

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

PRE-PHASE 1 WORK DETAILS EXISTING SHOULDERS THAT SHALL BE RECONSTRUCTED PRIOR TO SHIFTING TRAFFIC. THE EXISTING SHOULDERS SHALL BE PLANED 9 INCHES DOWN TO THE EXISTING ITEM 304 (AGGREGATE WHICH WILL REMAIN IN PLACE) AND REPAVED WITH CLASS A PAVEMENT FOR MAINTAINING TRAFFIC. THE CONTRACTOR SHALL CONSTRUCT 7 1/2 INCHES OF ITEM 302, ASPHALT CONCRETE BASE IN ONE LIFT AND 1 1/2 INCHES OF ITEM 441, TYPE 1 IN ANOTHER LIFT. THE CROSS SLOPE OF THE RECONSTRUCTED SHOULDER SHALL MATCH THE ADJACENT TRAVEL LANE.

IN ADDITION TO THE SHOULDER RECONSTRUCTION, THE CONTRACTOR SHALL MILL 1 FOOT INTO THE ADJACENT TRAVEL LANE, TO A DEPTH OF 1 1/2 INCHES. THIS 1 FOOT WIDE SECTION SHALL THEN BE RESURFACED WITH 1 1/2 INCHES OF ITEM 441, TYPE I.

ALL COST ASSOCIATED WITH PLANING AND REPAVING OF EXISTING SHOULDERS, INCLUDING THE 1' WIDE SECTION OF THE ADJACENT LANE, SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

A LUMP SUM QUANTITY HAS BEEN PROVIDED PER SECTION 615 OF ODOT'S CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS). THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY. PAYMENT FOR ALL COSTS ASSOCIATED WITH TEMPORARY EARTHWORK, GUARDRAIL, RUMBLE STRIPS OUTSIDE THE FULL DEPTH PAVEMENT AND DRAINAGE SHALL BE INCLUDED IN THE CONTRACTOR PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

CONCRETE OPTION	
EXCAVATION FOR MAINTAINING TRAFFIC	3922 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	6964 CU. YD.
ITEM 411 STABILIZED CRUSHED AGGREGATE	2214 CU. YD.
ITEM 606 GUARDRAIL, TYPE MGS	2225 FT.
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E	15 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE B	2 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T	6 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	3 EACH
ITEM 611 12" CONDUIT, TYPE B	62 FT.
ITEM 611 15" CONDUIT, TYPE B	172 FT.
ITEM 611 18" CONDUIT, TYPE B	95 FT.
ITEM 611 CATCH BASIN, NO.2-2B	2 EACH
ITEM 618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	200 FT.

ASPHALT OPTION	
EXCAVATION FOR MAINTAINING TRAFFIC	4016 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	5535 CU. YD.
ITEM 411 STABILIZED CRUSHED AGGREGATE	2241 CU. YD.
ITEM 606 GUARDRAIL, TYPE MGS	8075 FT.
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E	21 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE B	2 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T	11 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	4 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	1 EACH
ITEM 611 12" CONDUIT, TYPE B	62 FT.
ITEM 611 15" CONDUIT, TYPE B	172 FT.
ITEM 611 18" CONDUIT, TYPE B	95 FT.
ITEM 611 CATCH BASIN, NO.2-2B	2 EACH
ITEM 618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	200 FT.

ADDITIONALLY, THE TEMPORARY PAVEMENT LEFT IN PLACE FROM PROJECT FRA-71-5.29 PID 84868 FROM STA. 59+00 SB TO STA. 71+37 SB, FROM STA. 61+90 NB TO STA. 71+37 NB, FROM STA. 96+80 SB TO STA. 109+50 SB AND FROM STA. 96+80 NB TO STA. 112+50 NB SHALL BE REMOVED AND SHALL BE INCIDENTAL TO ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED. UNDERCUTS WILL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE 204 ITEMS.

CALCULATED
BER
CHECKED
SMM

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA - 71 - 0 : 00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MN007.dgn 8/7/2020 3:46:48 AM brieder

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MS001.dgn 8/7/2020 1:59:05 PM rshannon

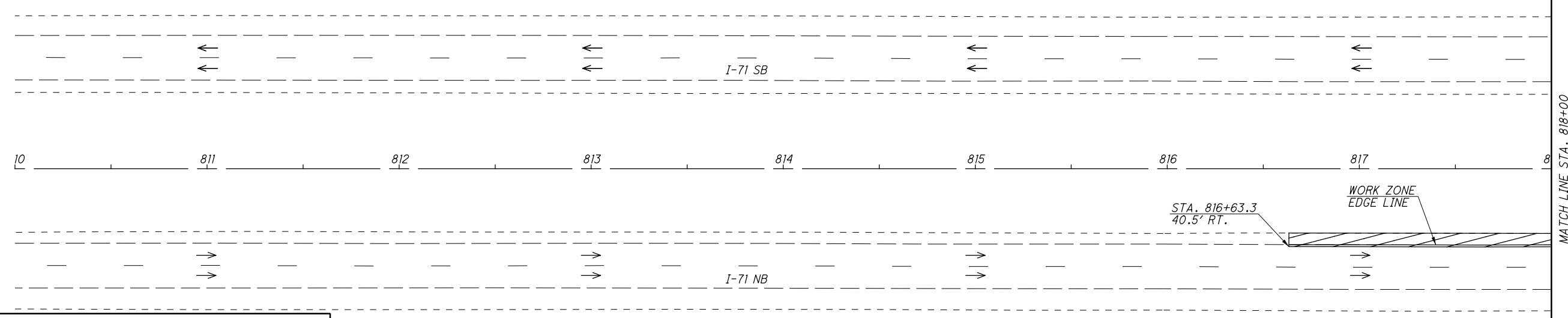
SHEET NO.	PHASE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	615	615	615	615	615	615	616	646	808	
		MAINTAINING TRAFFIC, AS PER PLAN	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	DETOUR SIGNING	WORK ZONE SPEED LIMIT SIGN	WORK ZONE INCREASED PENALTIES SIGN	REPLACEMENT SIGN	REPLACEMENT DRUM	WORK ZONE CROSSOVER LIGHTING SYSTEM	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	WATER	SPECIAL - AIR SPEED ZONE MARKING	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
		PLAN	ASSISTANCE	SIGNING	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	SIGN	TRAFFIC, AS PER PLAN	TRAFFIC, CLASS A	TRAFFIC, CLASS A, AS PER PLAN	TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	MGAL	EACH	SNMT	
16		LUMP																								
18																										
19					12	40	10	100				24.56		25.58	4051	4714							962		160	
20																										
21			1500								22															
22				LUMP												LUMP										
23																			300	6844	2000	500		18		
46	PRE-PHASE 1											937					357	699								
47	PRE-PHASE 1											1444					4745	2871								
48	PRE-PHASE 1											1600					169	2035								
49	PRE-PHASE 1											1600						2055								
50	PRE-PHASE 1											1600						2009								
51	PRE-PHASE 1											765						958								
52	PRE-PHASE 1																									
53	PRE-PHASE 1																									
54	PRE-PHASE 1																									
55	PRE-PHASE 1											1400						1846								
56	PRE-PHASE 1											1600						2111								
57	PRE-PHASE 1											1439						1844								
58	PRE-PHASE 1											1308						1584								
59	PRE-PHASE 1											1328					152	1774								
60	PRE-PHASE 1											1832					34	2210								
61	PRE-PHASE 1											4512					6244	4639								
62	PRE-PHASE 1											4138					2770	4394								
63	PRE-PHASE 1											1600						2031								
64	PRE-PHASE 1											1600						2103								
65	PRE-PHASE 1											532						1471								
66	PRE-PHASE 1																	1273								
112	PRE-PHASE 1								1																	
113	PRE-PHASE 1								1																	
114	PRE-PHASE 1								1																	
SUB-TOTALS												29235 FT														
TOTALS CARRIED TO SHEET 392		LUMP	1,500	LUMP	12	40	10	100	3	\$180,000	22	24.56	5.54 MI	25.58	4,051	4,714	LUMP	14,471	37,907	300	6,844	2,000	500	962	18	160

CALCULATED	BER
	CHECKED
SMM	
MAINTENANCE OF TRAFFIC SUBSUMMARY (CONCRETE OPTION)	
FRA - 71 - 0.00	
(28)	
1312	

SHEET NO.	PHASE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	615	615	615	615	615	615	616	644	808
		MAINTAINING TRAFFIC, AS PER PLAN	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	DETOUR SIGNING	WORK ZONE SPEED LIMIT SIGN	WORK ZONE INCREASED PENALTIES SIGN	REPLACEMENT SIGN	REPLACEMENT DRUM	WORK ZONE CROSSOVER LIGHTING SYSTEM	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	WATER	SPECIAL - AIR SPEED ZONE MARKING	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
		PLAN	HOURLY	EACH	EACH	EACH	EACH	EACH	CY	EACH	SNMT	MI	FT	MI	FT	FT		SY	SY	SY	SY	SY	SY	MGAL	EACH	SNMT	
16		LUMP																									
18												24.56		25.58	4051	4714											
19				12	40	10	100																	962		160	
20																											
21			1500																								
22				LUMP														LUMP									
23										\$180,000											300	6844	2000	500		18	
67	PRE-PHASE 1												757					165	560								
68	PRE-PHASE 1												2974					4348	3302								
69	PRE-PHASE 1												1600					342	2035								
70	PRE-PHASE 1												1600					465	2055								
71	PRE-PHASE 1												1600					449	2009								
72	PRE-PHASE 1												765					314	958								
73	PRE-PHASE 1																	146									
74	PRE-PHASE 1																	28									
75	PRE-PHASE 1																	302									
76	PRE-PHASE 1												1400					441	1846								
77	PRE-PHASE 1												1600					334	2111								
78	PRE-PHASE 1												1444					307	1845								
79	PRE-PHASE 1												1214					168	1483								
80	PRE-PHASE 1												1382					414	1842								
81	PRE-PHASE 1												1831					538	2210								
82	PRE-PHASE 1												4511					6264	4639								
83	PRE-PHASE 1												4138					3199	4394								
84	PRE-PHASE 1												1600					540	2031								
85	PRE-PHASE 1												1600					473	2103								
86	PRE-PHASE 1												532					192	1465								
112	PRE-PHASE 1								1																		
113	PRE-PHASE 1								1																		
114	PRE-PHASE 1								1																		
TOTALS CARRIED TO SHEET 392		LUMP	1,500	LUMP	12	40	10	100	3	144	\$180,000	22	24.56	5.79 MI	25.58	4,051	4,714	LUMP	19,429	36,888	300	6,844	2,000	500	962	18	160

CALCULATED	BER
	CHECKED
SMM	
MAINTENANCE OF TRAFFIC SUBSUMMARY (ASPHALT OPTION)	
FRA - 71 - 0.00	
34	1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP152.dgn 8/6/2020 3:47:02 AM brieder



CALCULATED BY BER
 CHECKED BY SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 810+00 TO STA. 826+00

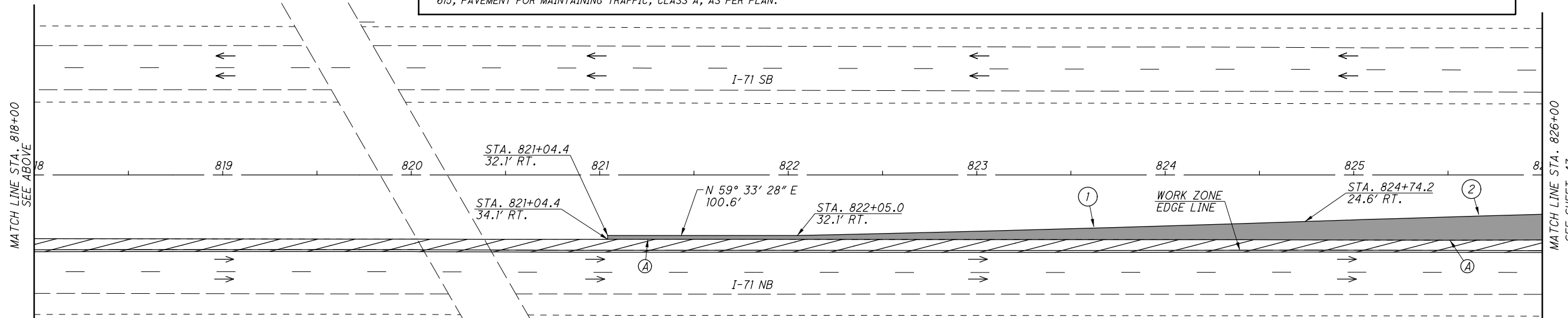
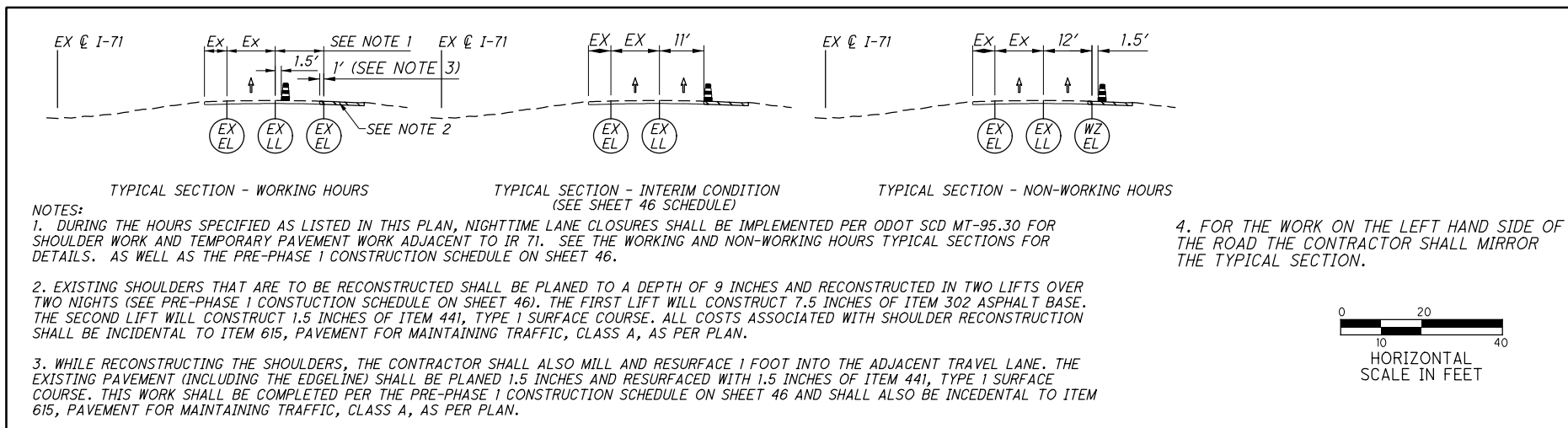
PRE-PHASE 1 CONSTRUCTION SCHEDULE
(APPLICABLE TO ALL PRE-PHASE 1 WORK)

THE CONTRACTOR SHALL COMPLETE PRE-PHASE 1 IN PIECES, AND SHALL LIMIT THE LENGTH OF WORK ZONE TO THAT WHICH CAN BE COMPLETED OVER TWO CONSECUTIVE NIGHTS:

NIGHT 1:
PLANE 9 INCHES OF EXISTING SHOULDER AND REPLACE WITH 7.5 INCHES OF AGGREGATE BASE. ALSO PLANE 1.5 INCHES OF EXISTING PAVEMENT, 1 FOOT INTO THE ADJACENT TRAVEL LANE

NEXT MORNING:
OPEN RIGHT LANE (11 FEET WIDE) WITH DRUM PLACED IN THE DROPOFF. ADD "NO EDGE LINE" SIGN (W8-H12a-48), 500 FEET IN ADVANCE OF THE WORK ZONE. (SEE INTERIM CONDITION IN TYPICAL SECTIONS)

NIGHT 2:
APPLY 1.5 INCHES OF SURFACE COURSE TO THE SHOULDER AND THE 1 FOOT AREA ADJACENT. INSTALL ITEM, 614 WORK ZONE EDGE LINE TO RESTORE 12' RIGHT LANE.



①	Δ = 0° 40' 26" (LT)	②	Δ = 1° 54' 02" (RT)
	Dc = 0° 15' 01"		Dc = 0° 14' 59"
	R = 22,904'		R = 22,932'
	T = 134.72		T = 380.36'
	L = 269.43		L = 760.66'
	E = 0.40'		E = 3.154'
	C = 269.43'		C = 760.62'
	C.B. = N 57° 57' 23" E		C.B. = N 58° 35' 40" E

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

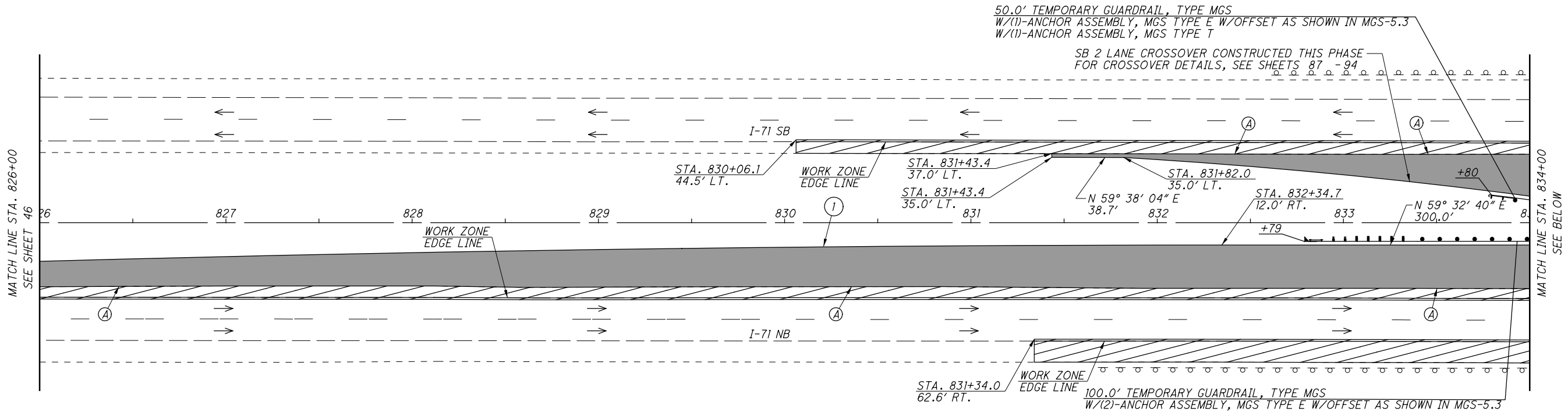
LEGEND

SHOULDER RECONSTRUCTION

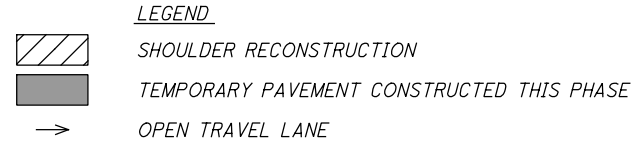
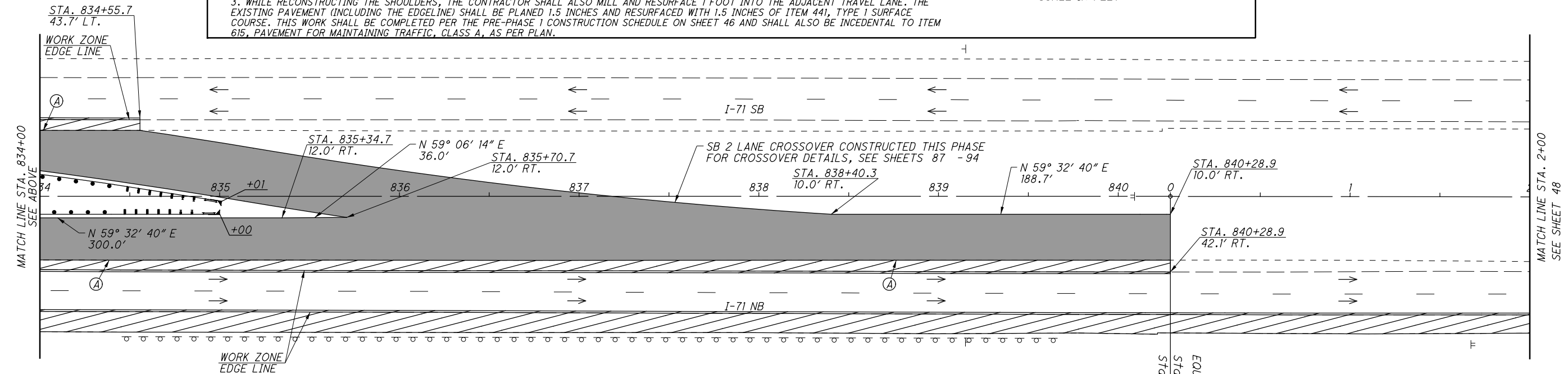
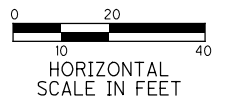
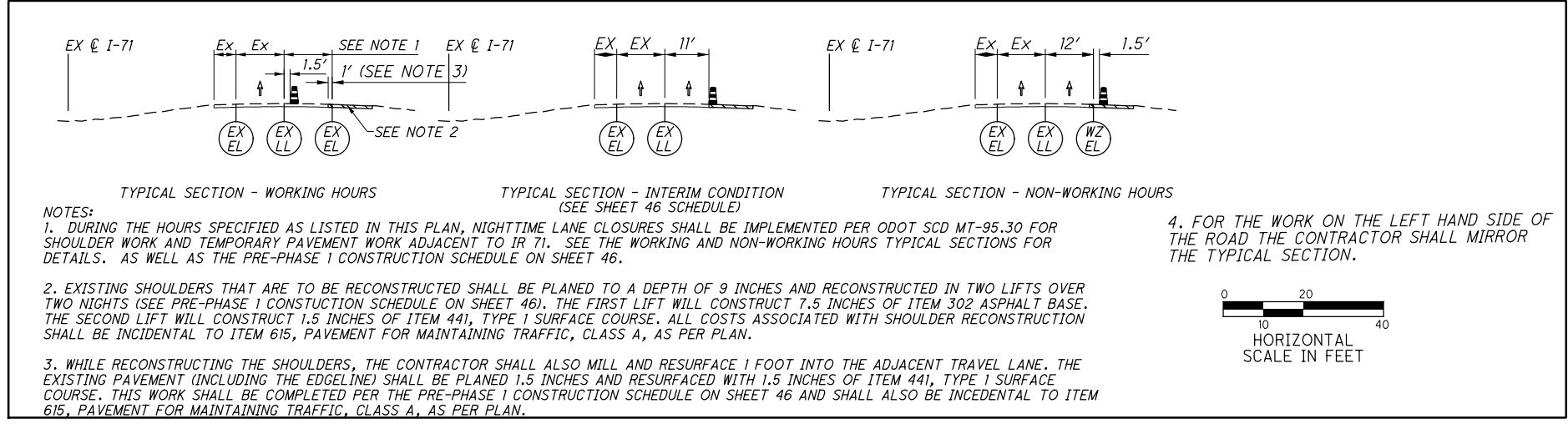
TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

OPEN TRAVEL LANE

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP15.3.dgn 8/6/2020 3:48:03 AM brieder



① $\Delta = 1^\circ 54' 02''$ (RT)
 $D_c = 0^\circ 14' 59''$
 $R = 22,932'$
 $T = 380.36'$
 $L = 760.66'$
 $E = 3.15'$
 $C = 760.62'$
 $C.B. = N 58^\circ 35' 40'' E$



EQUATION:
 $STG\ 840+28.99\ BK =$
 $STG\ 0+00.00\ AH$

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

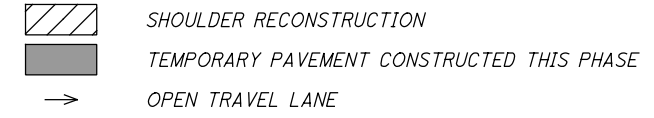
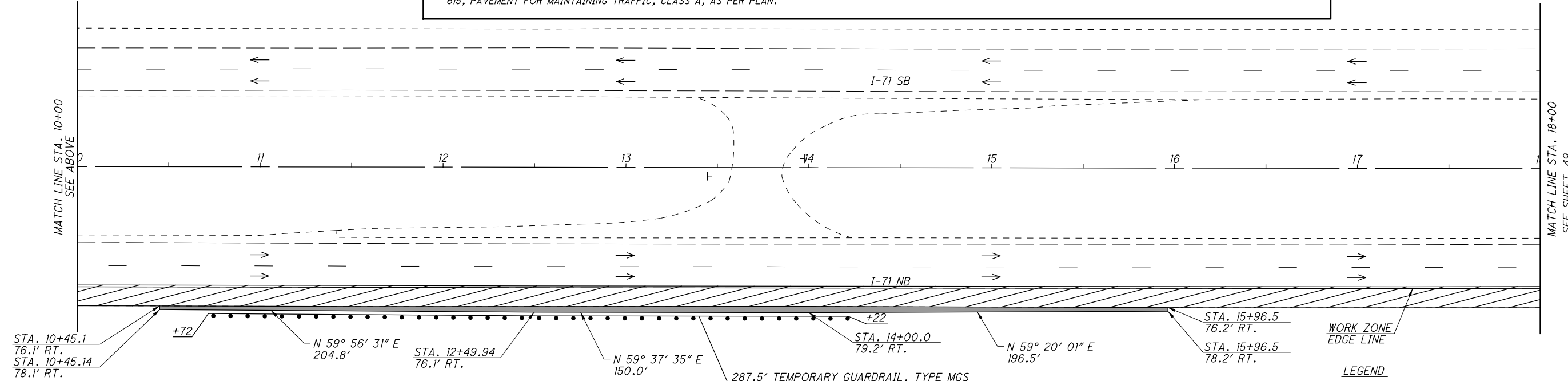
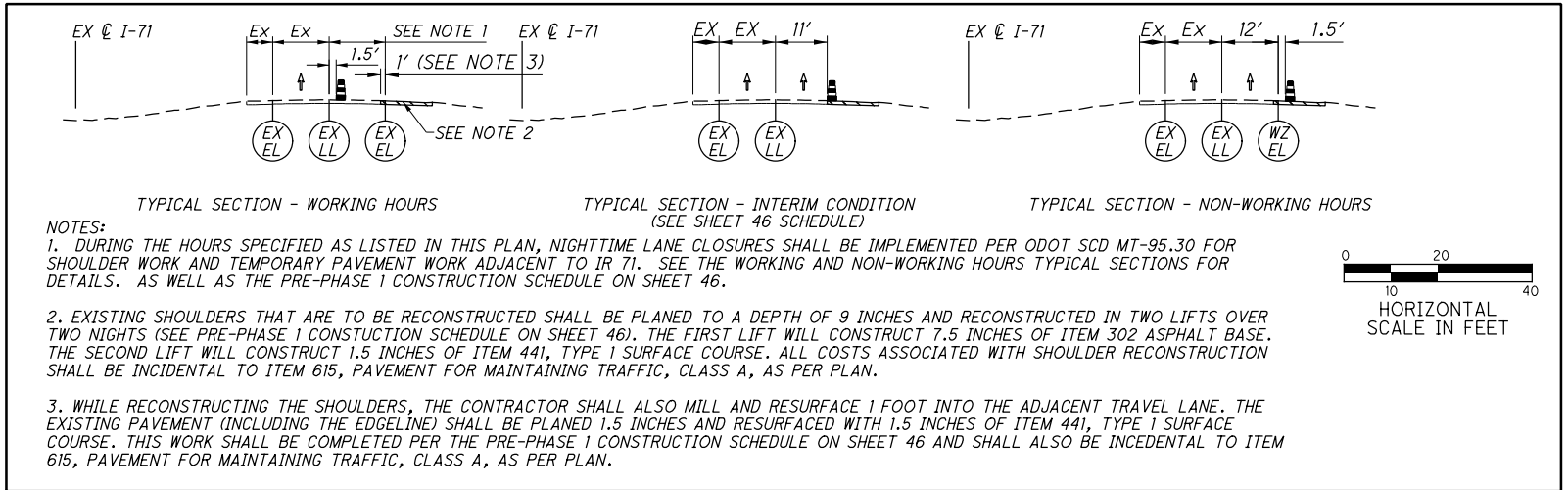
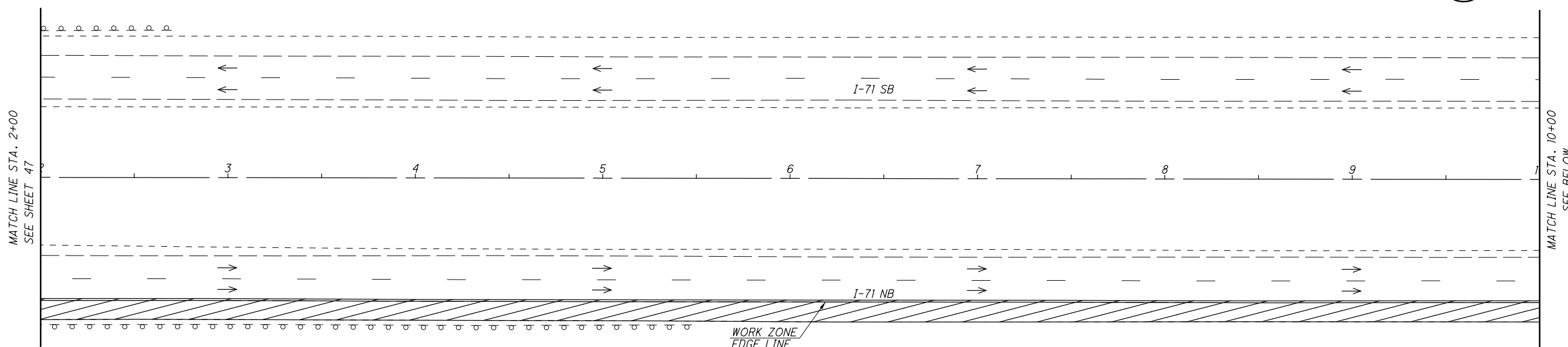


CALCULATED BY: BER
 CHECKED BY: SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 826+00 TO STA. 2+00

FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheets\107201MP154.dgn 8/6/2020 3:49:01 AM brieder



MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 2+00 TO STA. 18+00

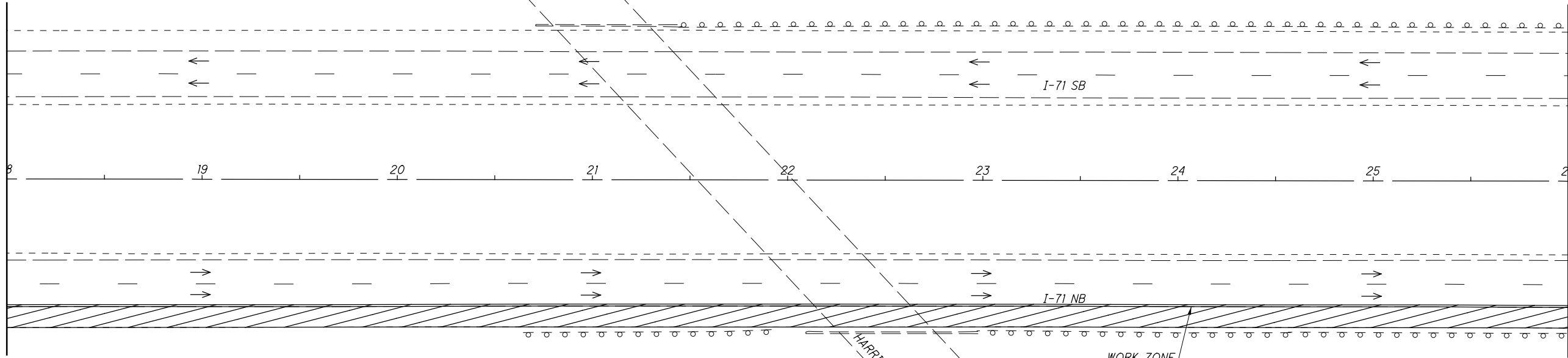
FRA-71-0.00

CALCULATED	BER	CHECKED	SMM

0 30 60
HORIZONTAL
SCALE IN FEET

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP155.dgn 8/6/2020 5:12:41 AM brieder

MATCH LINE STA. 18+00
SEE SHEET 48



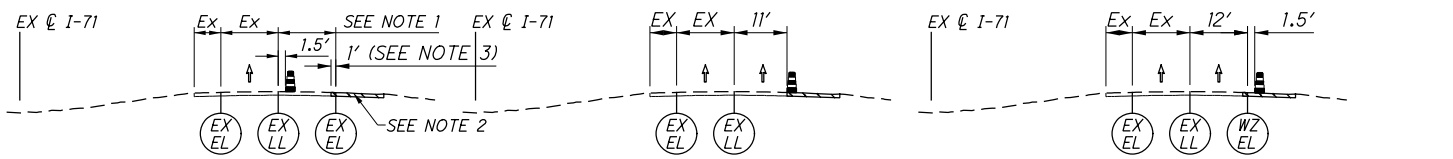
MATCH LINE STA. 26+00
SEE BELOW



CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 18+00 TO STA. 34+00**

FRA-71-0.00

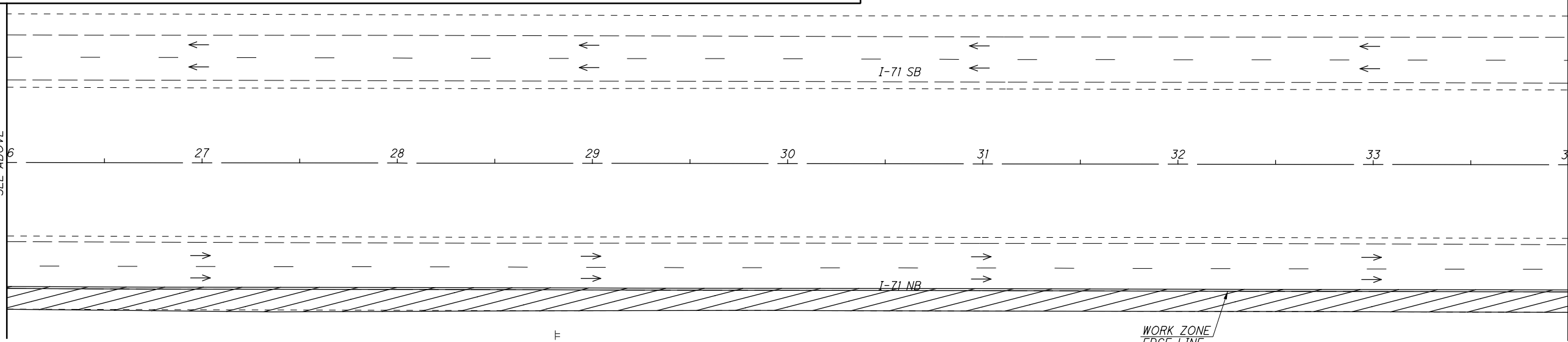


TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

- NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



MATCH LINE STA. 26+00
SEE ABOVE



MATCH LINE STA. 34+00
SEE SHEET 50

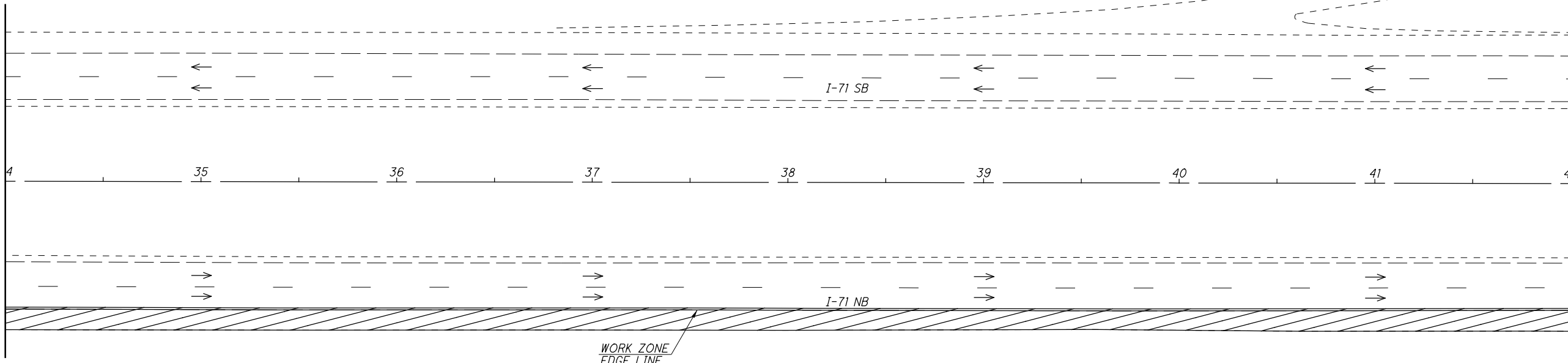


- LEGEND
- SHOULDER RECONSTRUCTION
 - OPEN TRAVEL LANE

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP156.dgn 8/6/2020 3:51:21 AM brieder

MATCH LINE STA. 34+00
SEE SHEET 49

MATCH LINE STA. 42+00
SEE BELOW



WORK ZONE
EDGE LINE

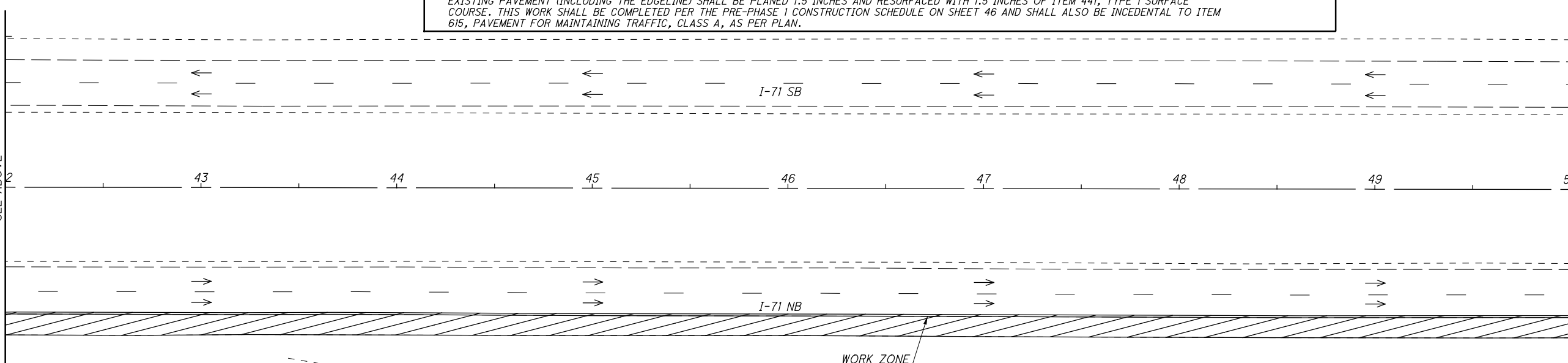
TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION** **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20 40
HORIZONTAL SCALE IN FEET

MATCH LINE STA. 42+00
SEE ABOVE

MATCH LINE STA. 50+00
SEE SHEET 51



WORK ZONE
EDGE LINE

- LEGEND**
- SHOULDER RECONSTRUCTION
 - OPEN TRAVEL LANE

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 34+00 TO STA. 50+00

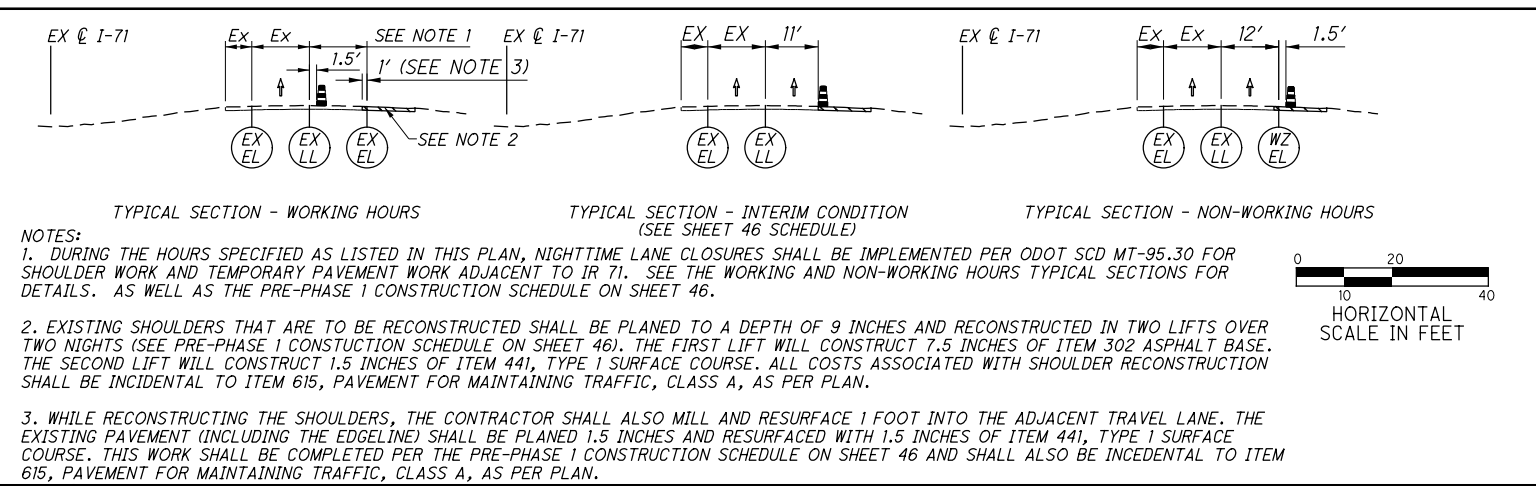
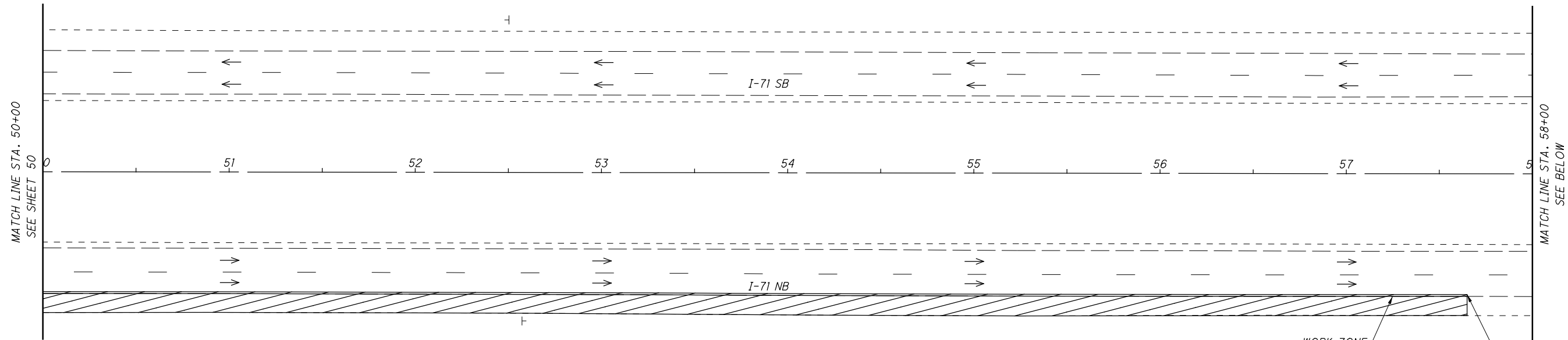
FRA-71-0.00

CALCULATED BER CHECKED SMM

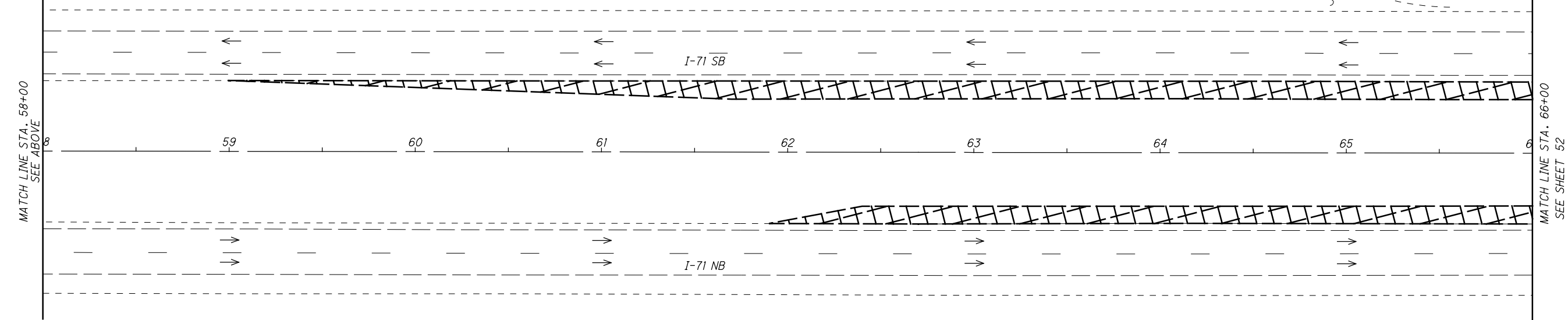
0 30 60
HORIZONTAL SCALE IN FEET

50
1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP157.dgn 8/6/2020 3:52:33 AM brieder



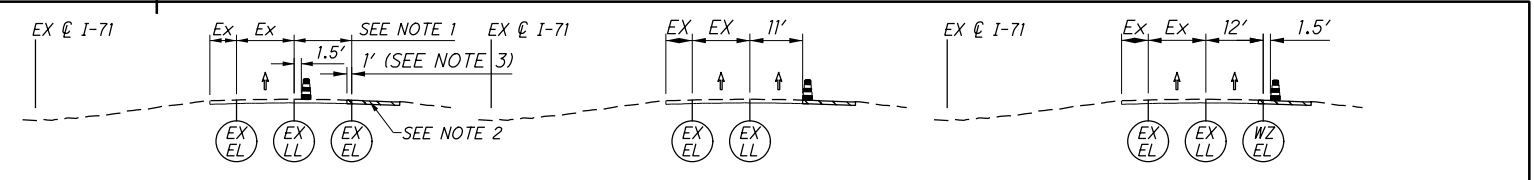
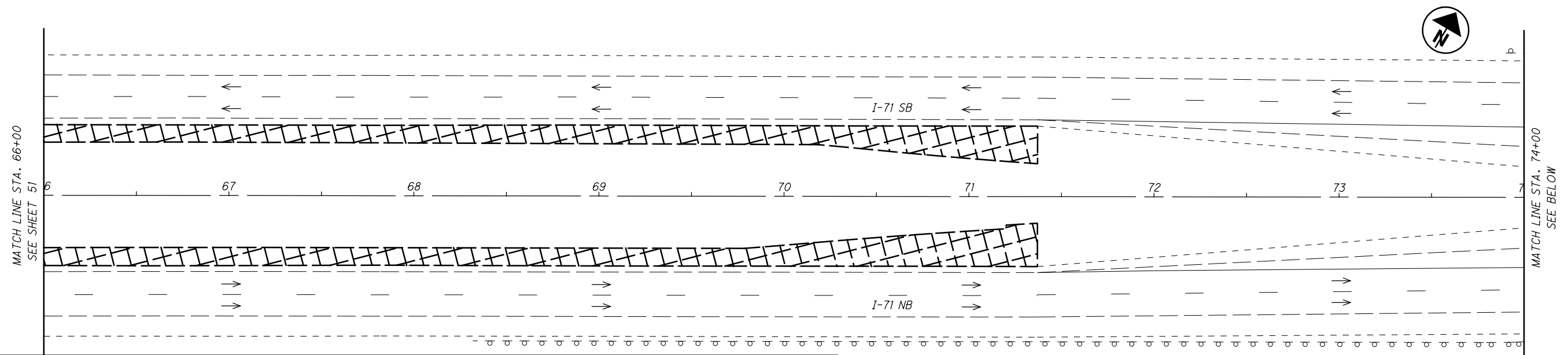
NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



LEGEND
 SHOULDER RECONSTRUCTION
 TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
 OPEN TRAVEL LANE

 HORIZONTAL SCALE IN FEET	CALCULATED BER CHECKED SMM	MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 50+00 TO STA. 66+00
FRA-71-0.00		
51 1312		STA. 57+65.0 65.0' RT.

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP158.dgn 8/6/2020 3:53:46 AM brieder



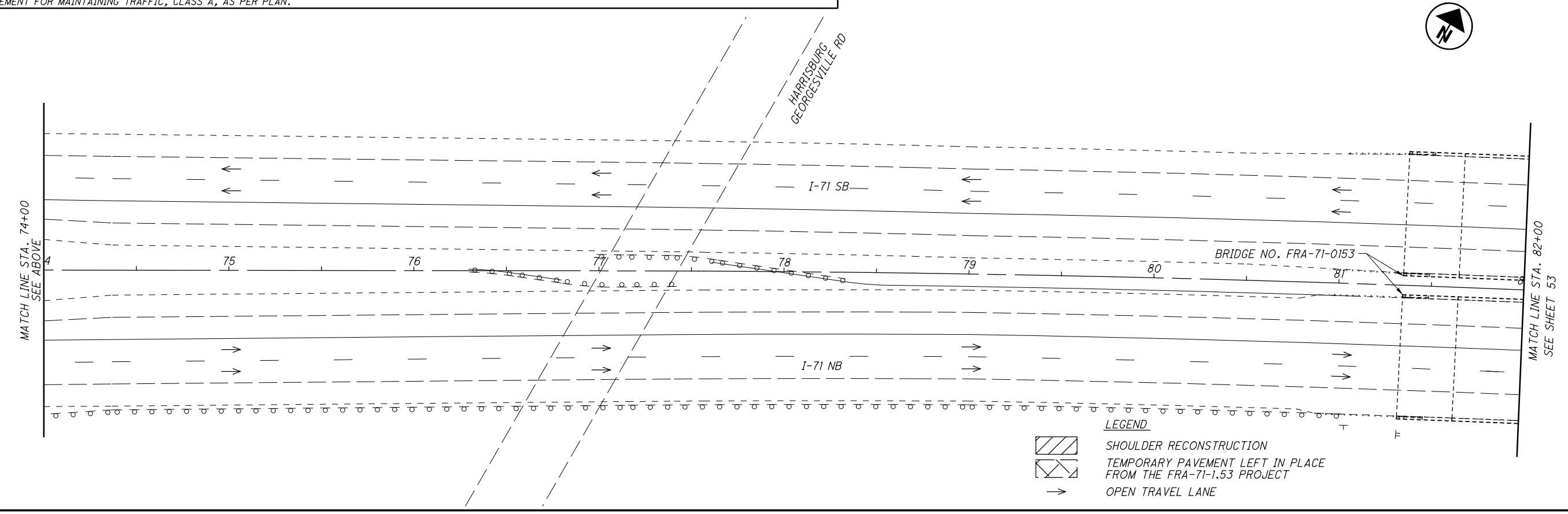
TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION** **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



LEGEND

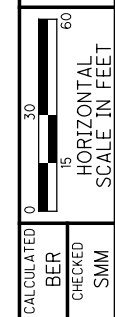
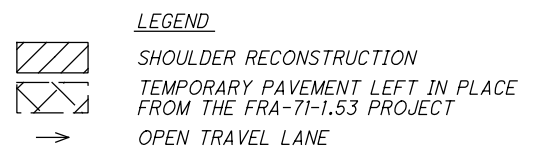
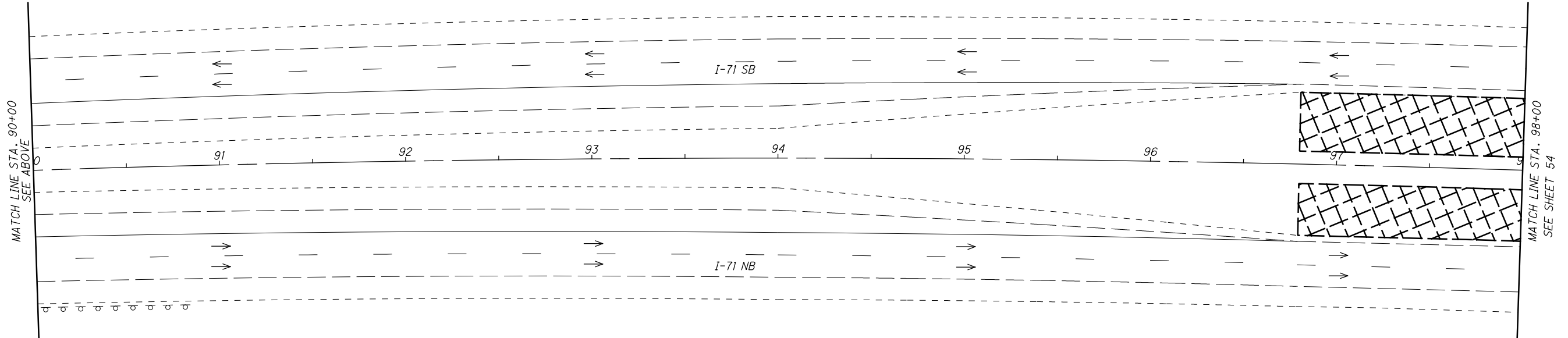
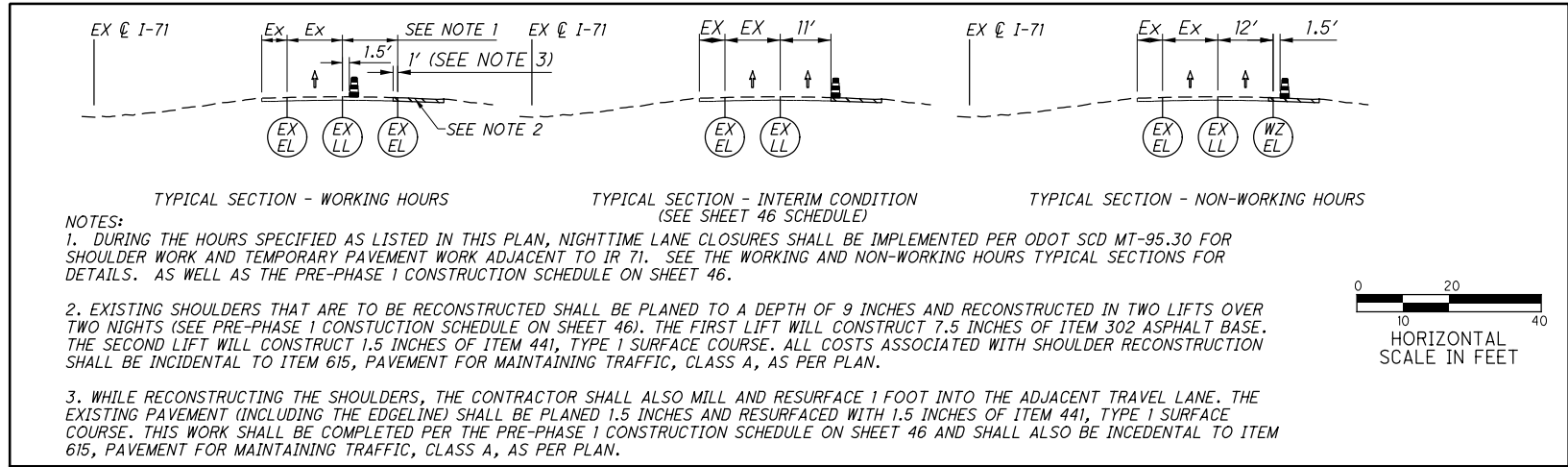
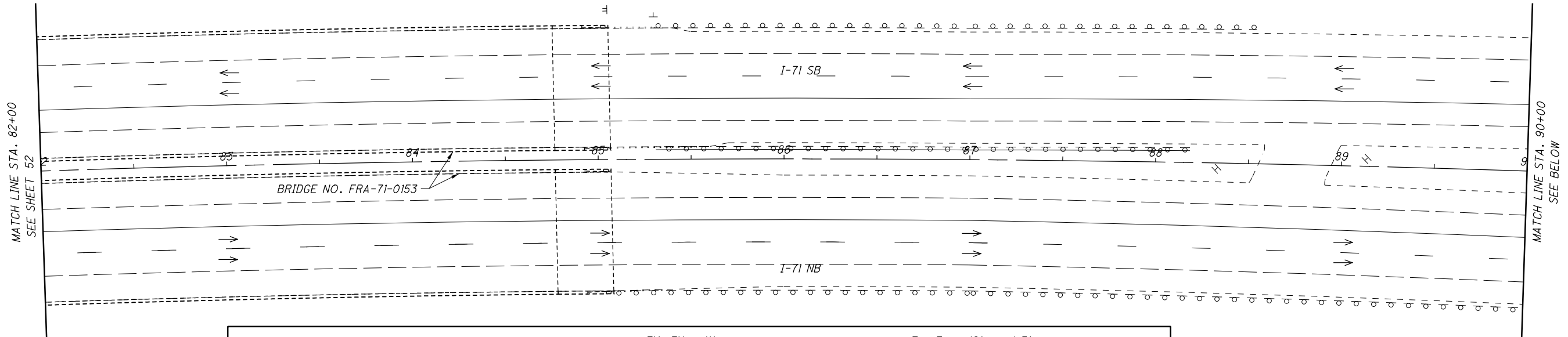
SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

CALCULATED BER	CHECKED SMM	 HORIZONTAL SCALE IN FEET
FRA-71-0.00		 1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP159.dgn 8/6/2020 3:54:56 AM brieder

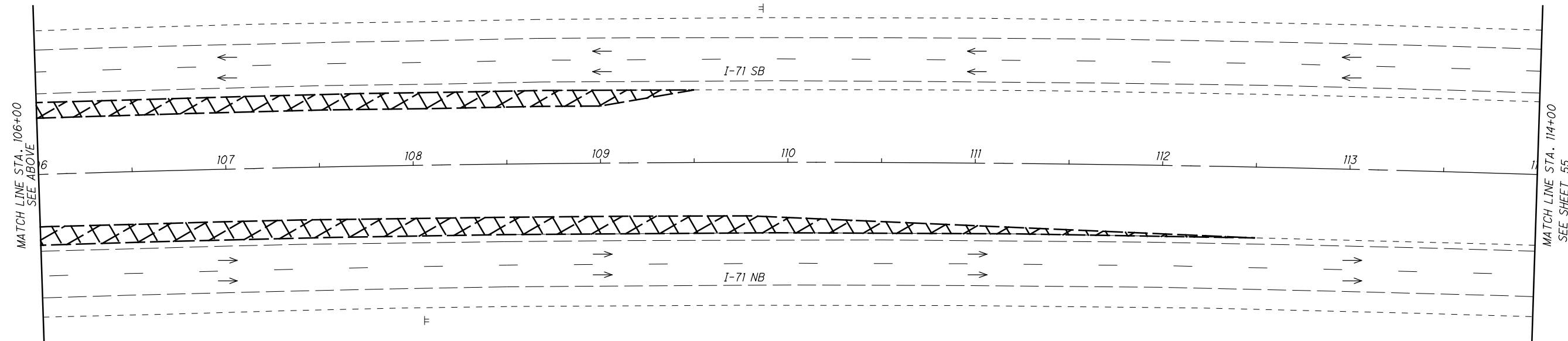
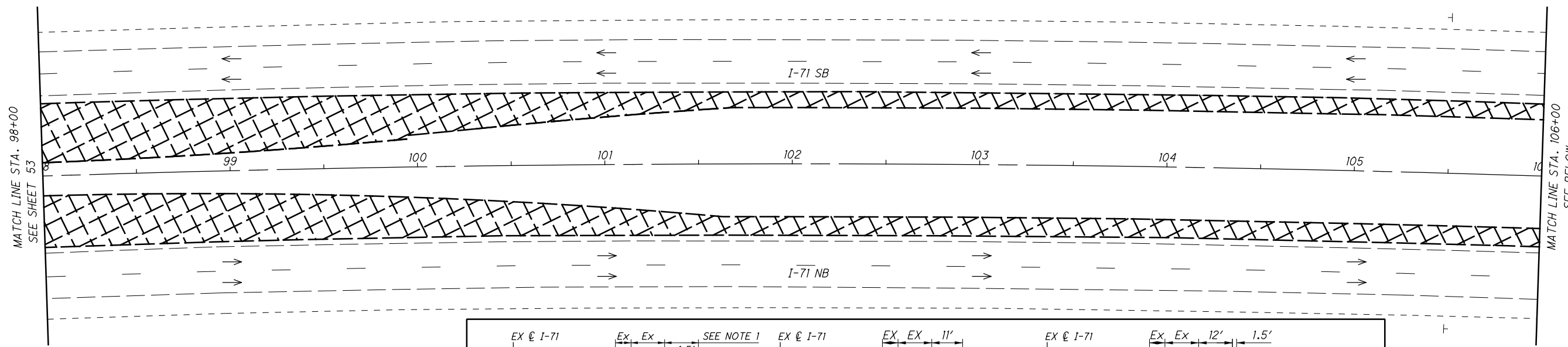


CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 82+00 TO STA. 98+00**

FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP160.dgn 8/6/2020 3:56:11 AM brieder



TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION
(SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

HORIZONTAL SCALE IN FEET

- LEGEND**
- SHOULDER RECONSTRUCTION
 - TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
 - OPEN TRAVEL LANE

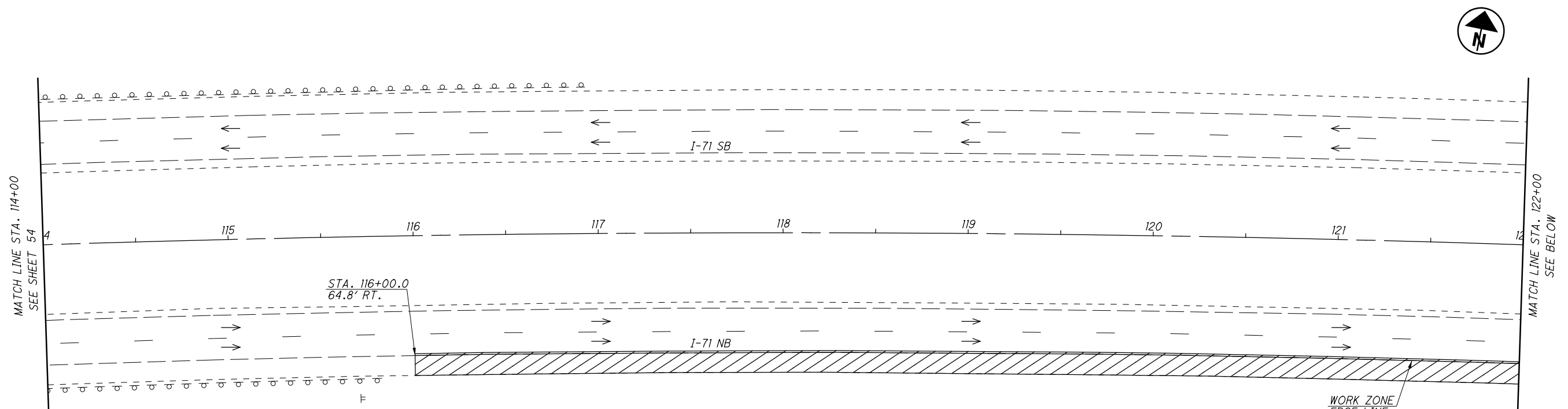


CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 98+00 TO STA. 114+00**

FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP161.dgn 8/6/2020 3:57:21 AM brieder



TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION
(SEE SHEET 46 SCHEDULE)

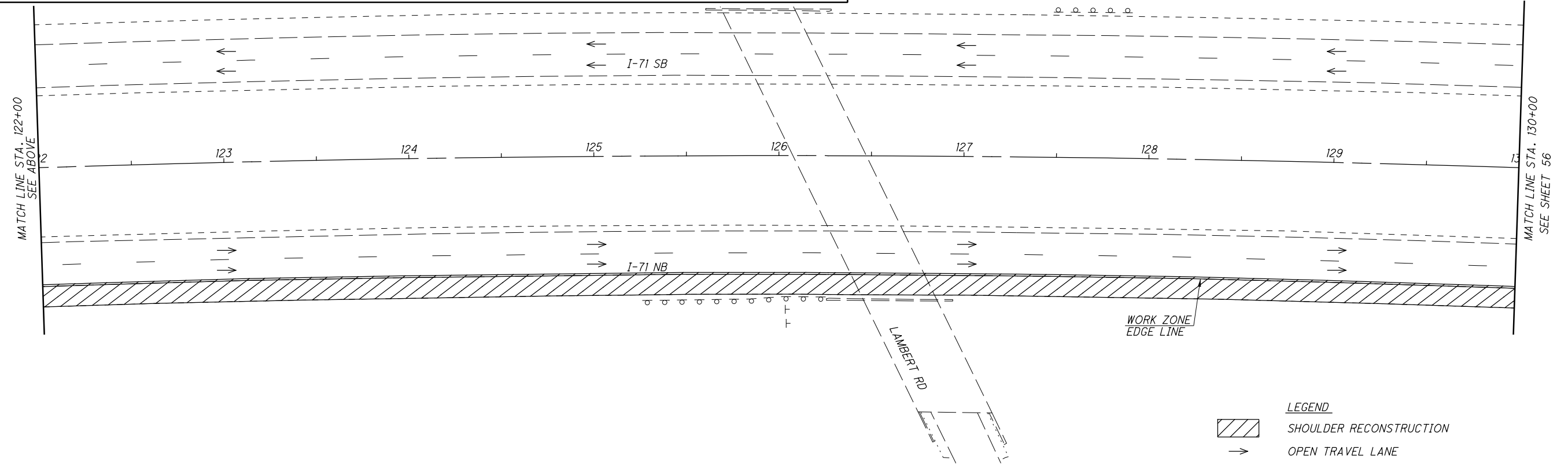
TYPICAL SECTION - NON-WORKING HOURS

NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

HORIZONTAL SCALE IN FEET

① $\Delta = 25^\circ 24' 09''$ (RT)
 $D_c = 0^\circ 28' 02''$
 $R = 12,265.67'$
 $T = 2764.46'$
 $L = 5438.06'$
 $E = 307.67'$
 $C = 5393.64'$
 $C.B. = N 80^\circ 11' 26'' E$



LEGEND
 SHOULDER RECONSTRUCTION
 OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET

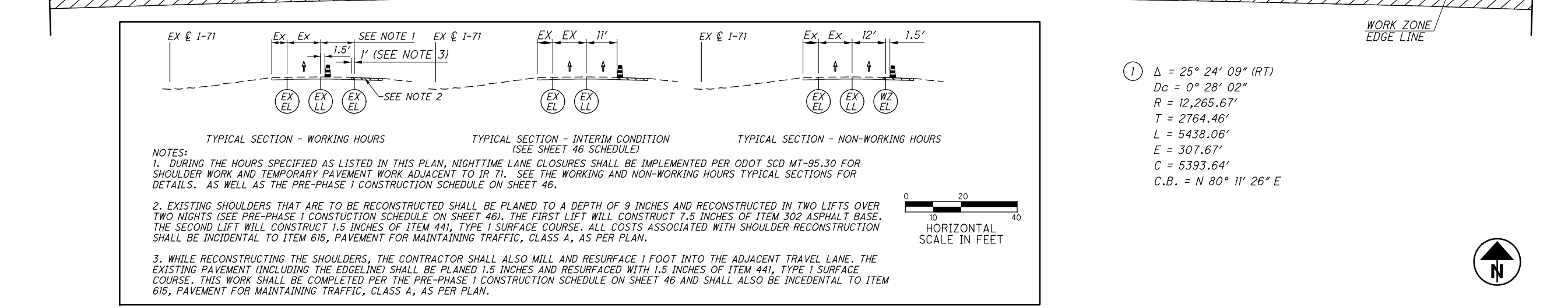
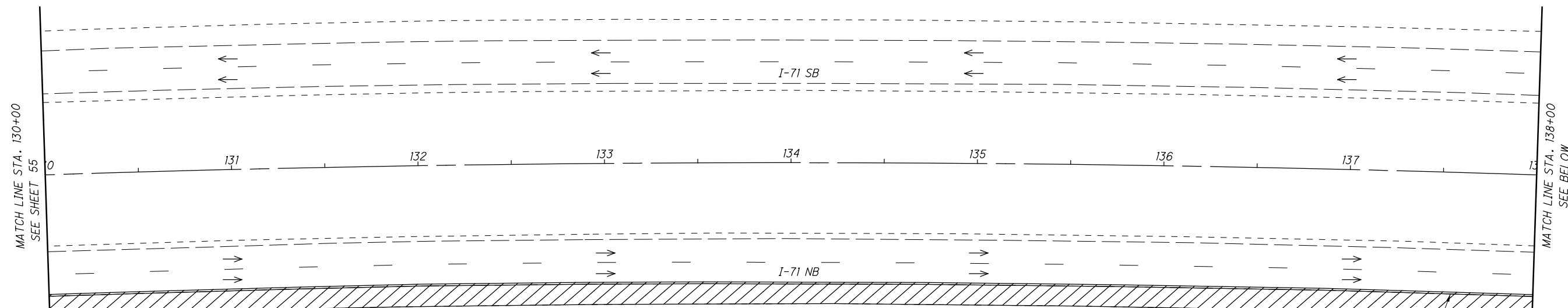
CALCULATED	BER	CHECKED	SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 114+00 TO STA. 130+00**

FRA-71-0.00

55
1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP162.dgn 8/6/2020 3:58:26 AM brieder



EX @ I-71 Ex Ex SEE NOTE 1 EX @ I-71 EX EX 11' EX @ I-71 Ex Ex 12' 1.5' WZ EL

EX EL EX LL EX EL SEE NOTE 2 EX EL EX LL EX EL EX LL WZ EL

TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 10 20 40
HORIZONTAL SCALE IN FEET

① $\Delta = 25^\circ 24' 09''$ (RT)
 $D_c = 0^\circ 28' 02''$
 $R = 12,265.67'$
 $T = 2764.46'$
 $L = 5438.06'$
 $E = 307.67'$
 $C = 5393.64'$
 $C.B. = N 80^\circ 11' 26'' E$

LEGEND
 SHOULDER RECONSTRUCTION
 OPEN TRAVEL LANE

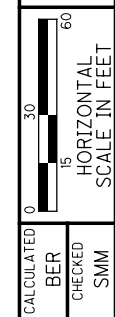


CALCULATED
 BER
 CHECKED
 SMM

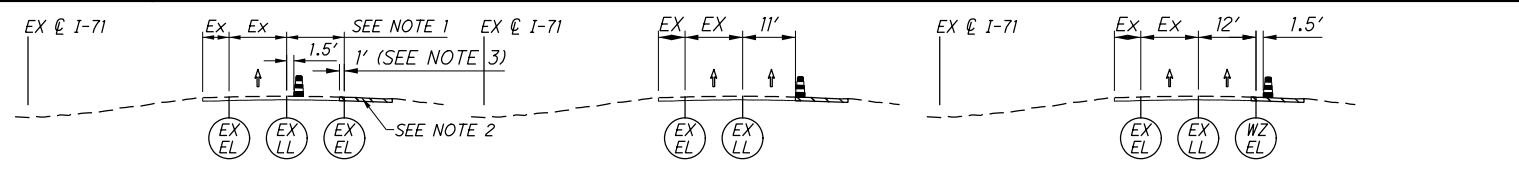
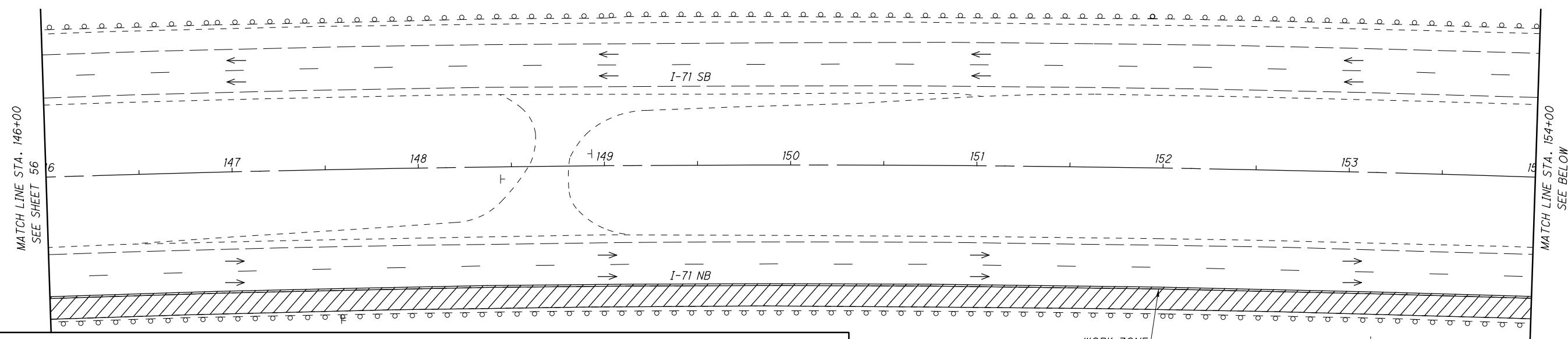
**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
 (CONCRETE OPTION) I-71 - STA. 130+00 TO STA. 146+00**

FRA-71-0.00

56
 1312

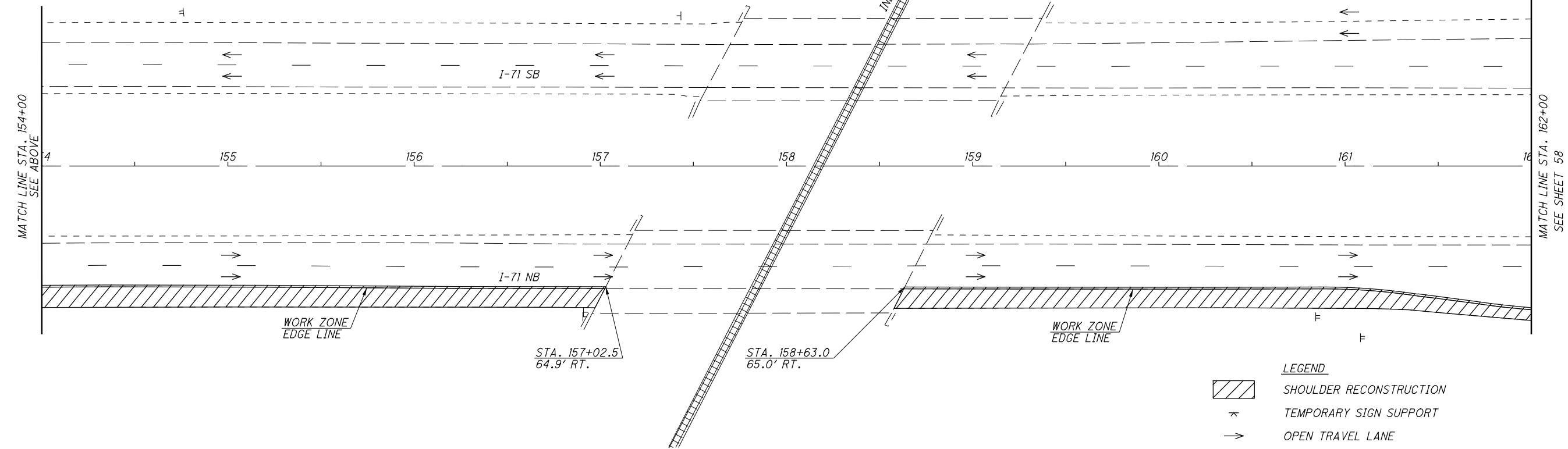
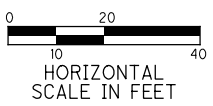


J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP163.dgn 8/6/2020 3:59:32 AM brieder



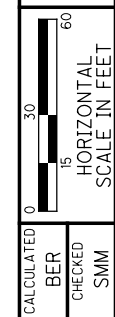
NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



LEGEND

- SHOULDER RECONSTRUCTION
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE



**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 146+00 TO STA. 162+00**

FRA-71-0.00

57
1312

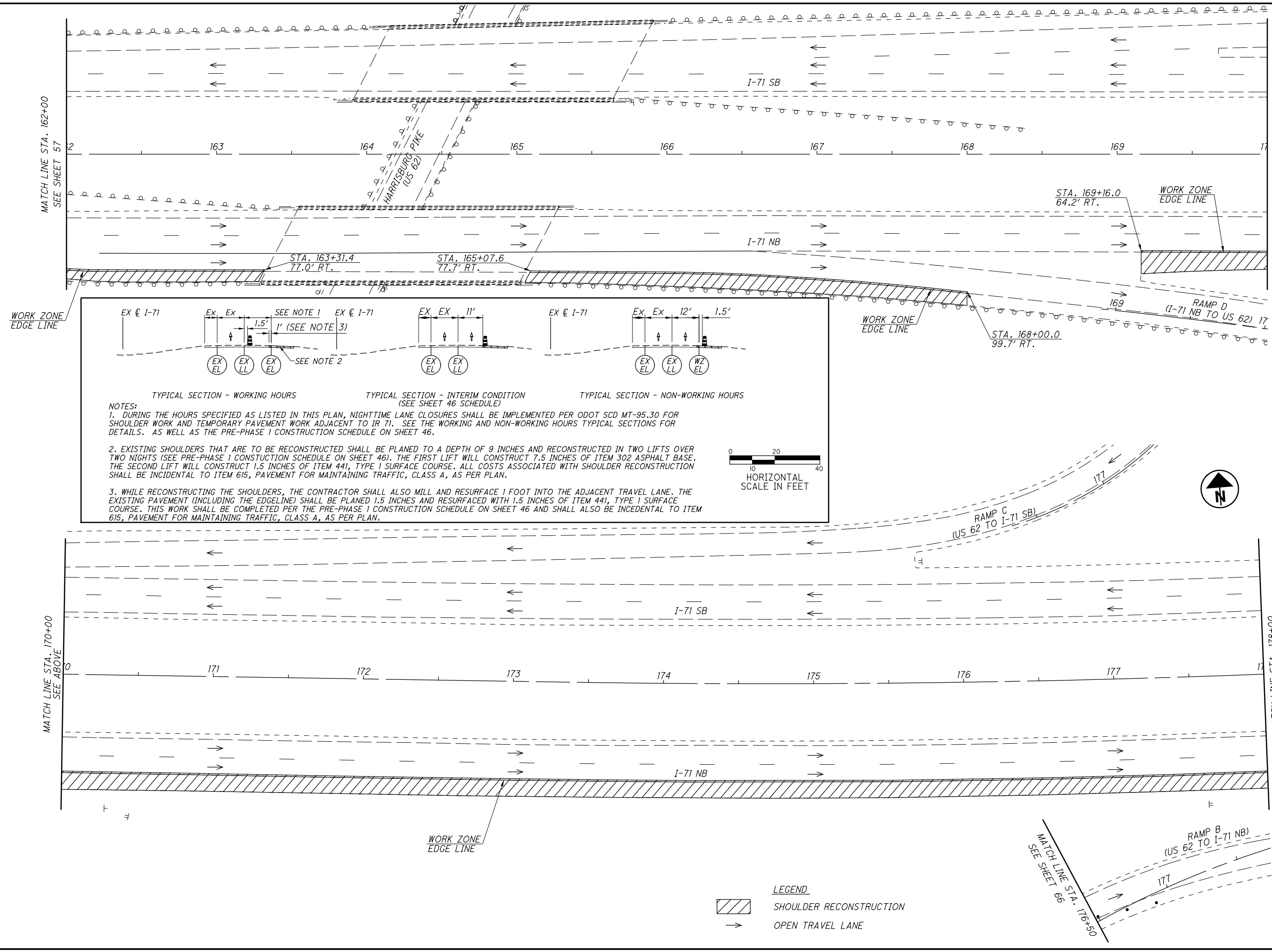
J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP164.dgn 8/6/2020 4:00:46 AM brieder

MATCH LINE STA. 162+00
SEE SHEET 57

MATCH LINE STA. 170+00
SEE ABOVE

MATCH LINE STA. 170+00
SEE BELOW

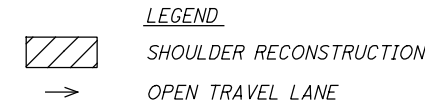
MATCH LINE STA. 178+00
SEE SHEET 59



TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)** **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:

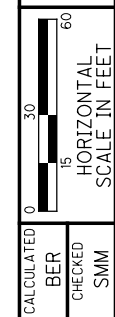
- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.





**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 162+00 TO STA. 178+00**

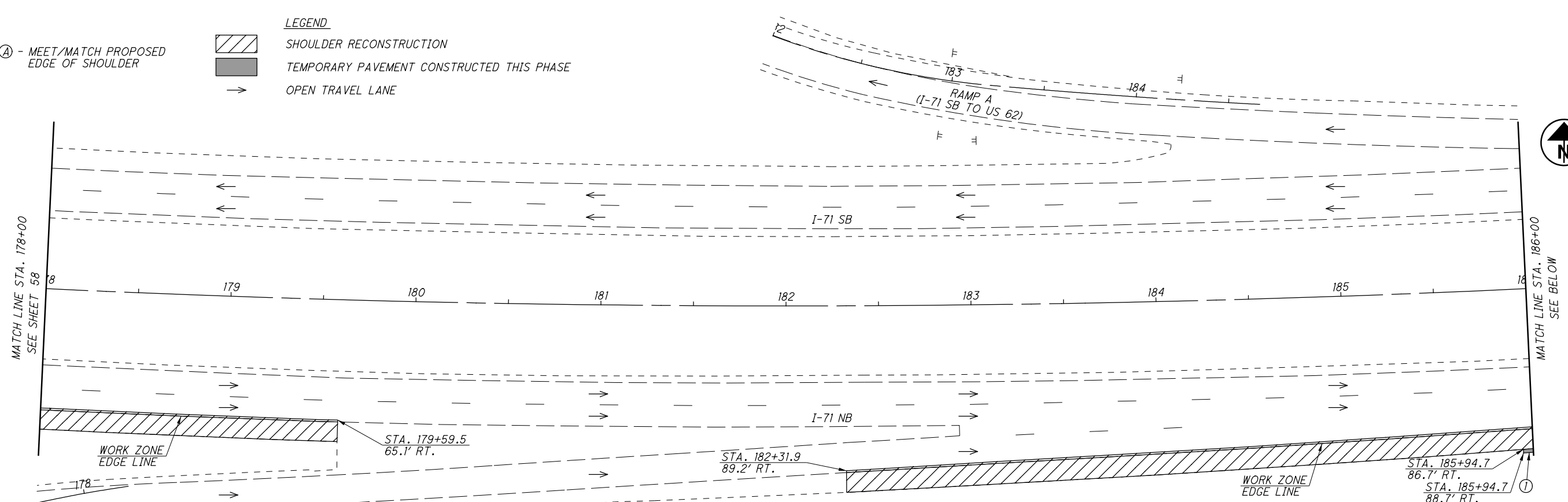
FRA-71-0.00

58
1312



Ⓐ - MEET/MATCH PROPOSED
EDGE OF SHOULDER

- LEGEND**
-  SHOULDER RECONSTRUCTION
 -  TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 -  OPEN TRAVEL LANE



CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 178+00 TO STA. 194+00**

FRA-71-0-00

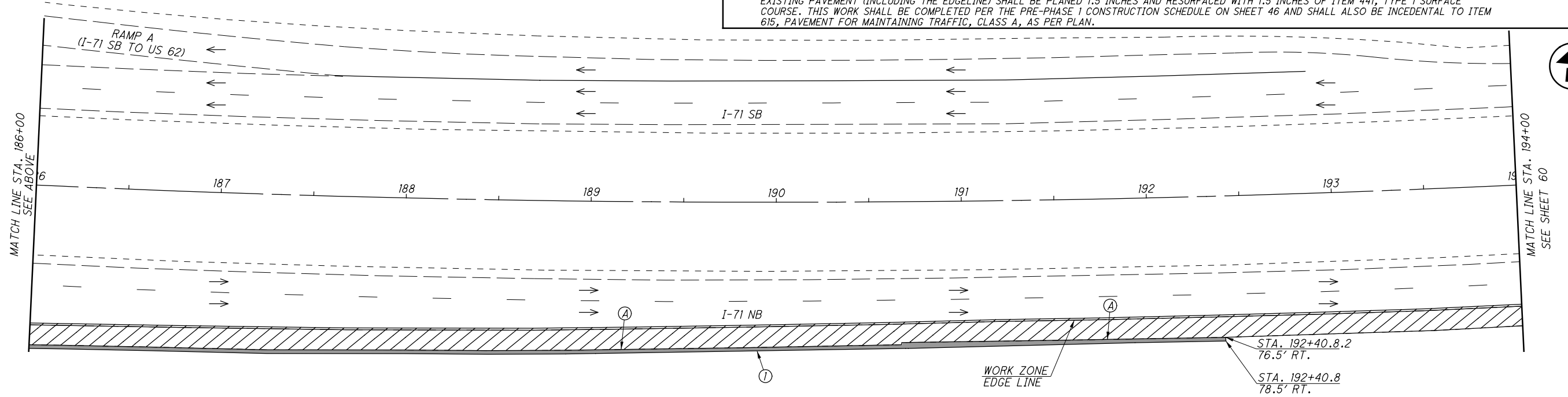
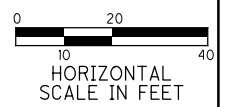
59
1312

① $\Delta = 3^\circ 09' 28''$ (LT)
 $D_c = 0^\circ 29' 03''$
 $R = 11,837'$
 $T = 326.28'$
 $L = 652.39'$
 $E = 4.50'$
 $C = 652.31'$
 $C.B. = N 84^\circ 03' 10'' E$

TYPICAL SECTION - WORKING HOURS
TYPICAL SECTION - INTERIM CONDITION
TYPICAL SECTION - NON-WORKING HOURS

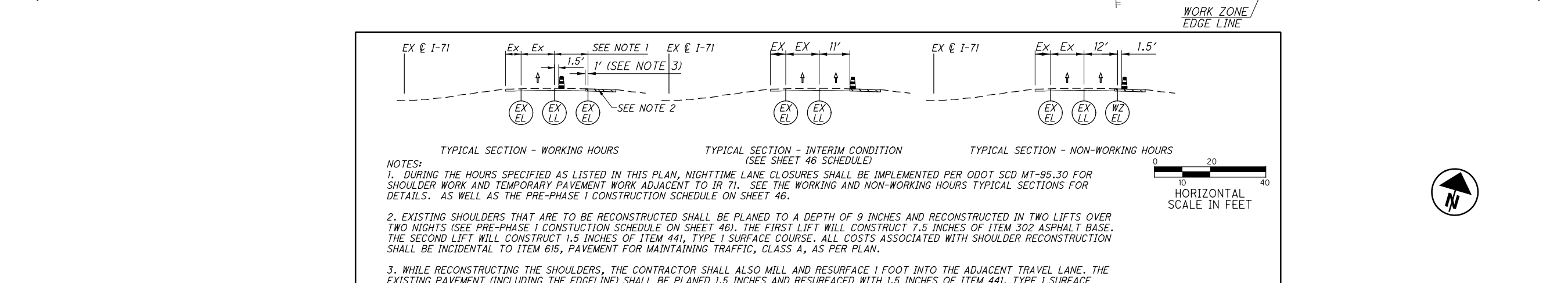
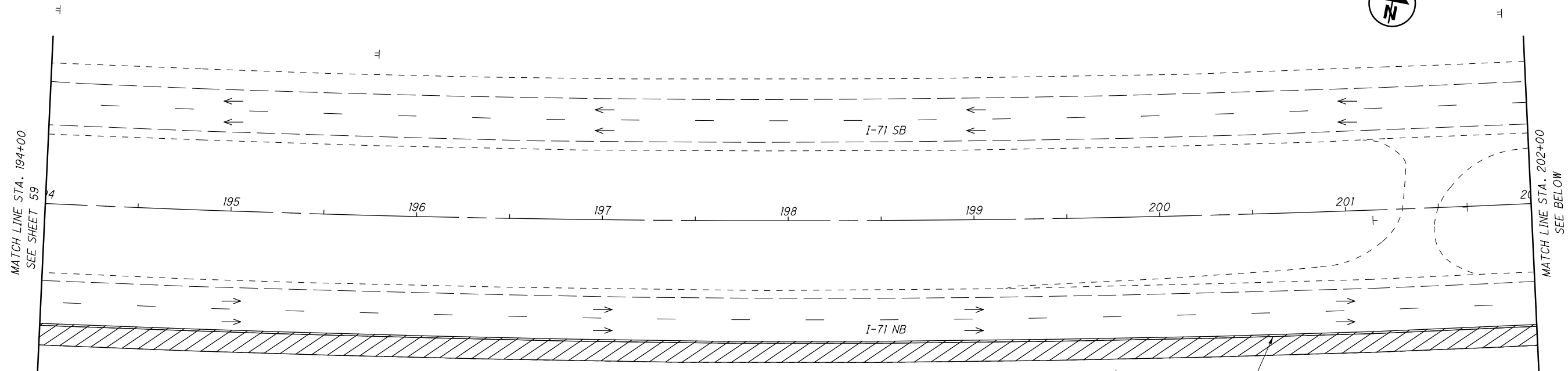
NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP165.dgn 8/6/2020 4:01:53 AM brieder

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP166.dgn 8/6/2020 4:03:01 AM brieder



EX @ I-71 Ex Ex SEE NOTE 1 EX @ I-71 EX EX 11' EX @ I-71 Ex Ex 12' 1.5'

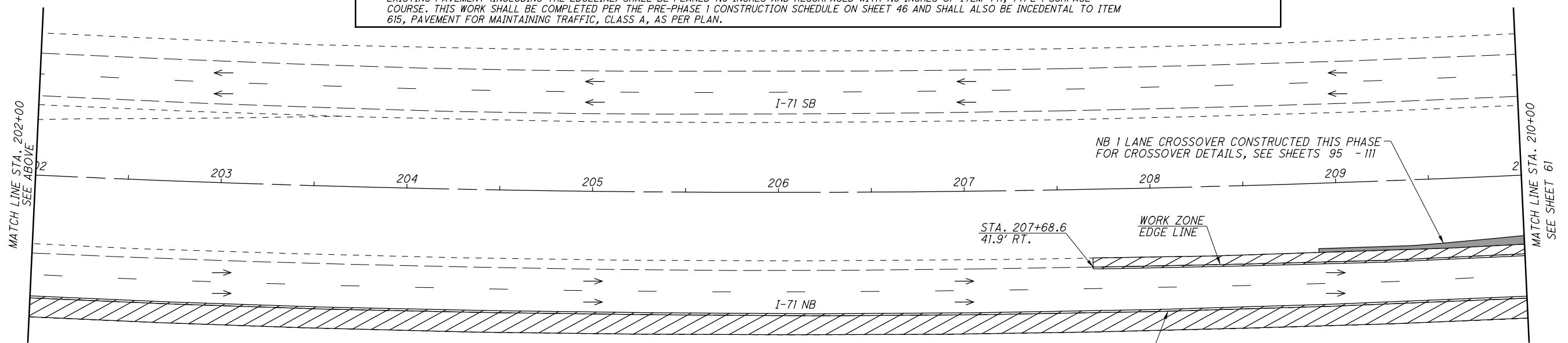
SEE NOTE 2 SEE NOTE 3

SEE NOTE 2

TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE



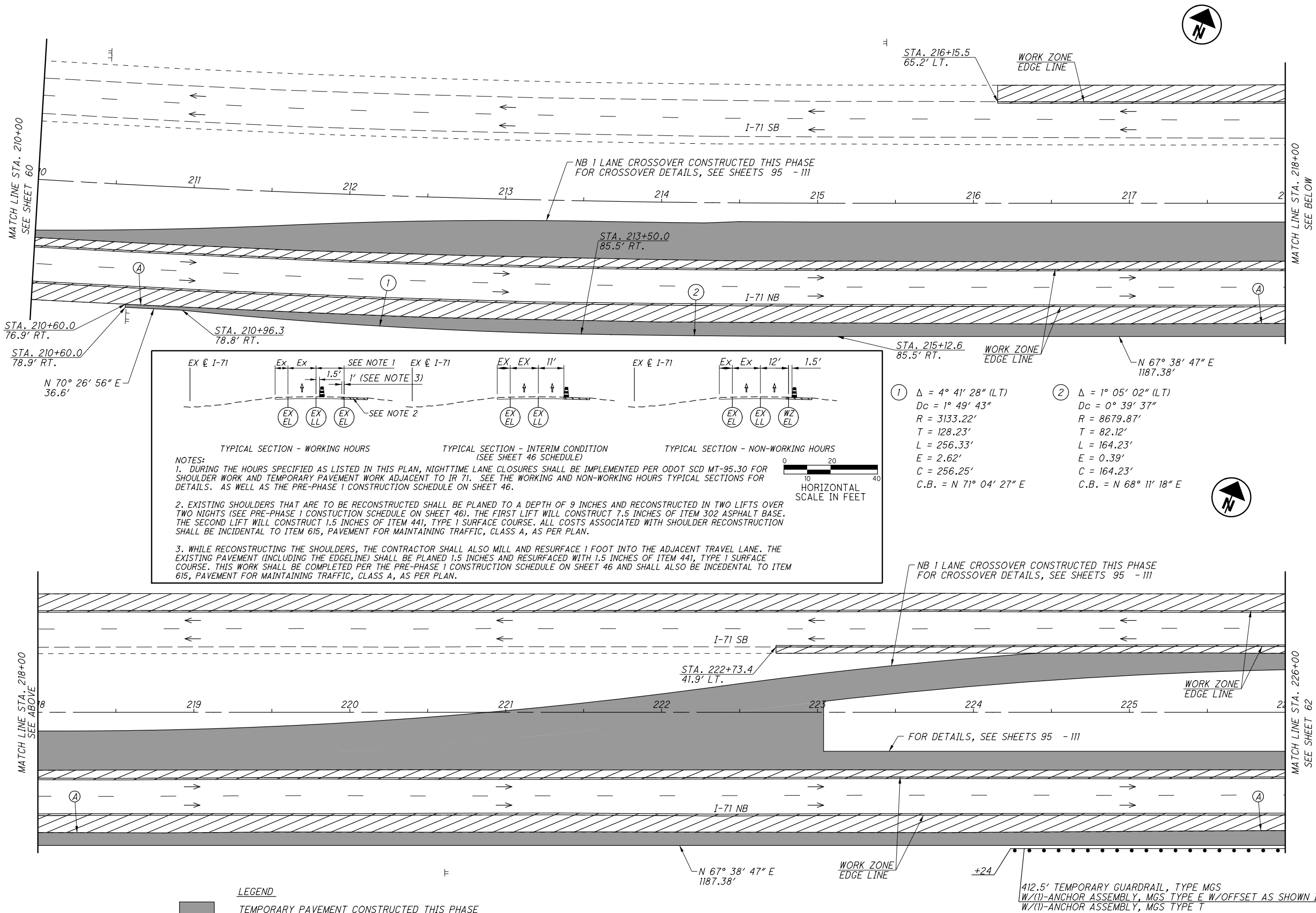
CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 194+00 TO STA. 210+00**

FRA-71-0.00

60
1312

J:\20130212\ODOT\FRA\107201\mot\sheets\107201MP167.dgn 8/6/2020 4:04:10 AM brieder



TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION** (SEE SHEET 46 SCHEDULE) **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

①	Δ = 4° 41' 28" (LT) Dc = 1° 49' 43" R = 3133.22' T = 128.23' L = 256.33' E = 2.62' C = 256.25' C.B. = N 71° 04' 27" E	②	Δ = 1° 05' 02" (LT) Dc = 0° 39' 37" R = 8679.87' T = 82.12' L = 164.23' E = 0.39' C = 164.23' C.B. = N 68° 11' 18" E
---	--	---	---

LEGEND

 ■ TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 SHOULDER RECONSTRUCTION
 → OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

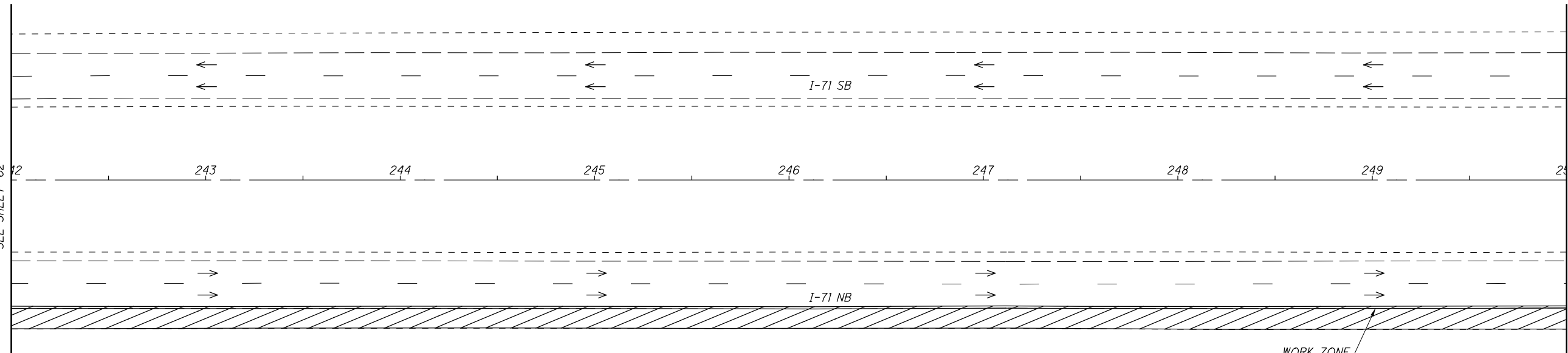
412.5' TEMPORARY GUARDRAIL, TYPE MGS W/(I)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3 W/(I)-ANCHOR ASSEMBLY, MGS TYPE T

CALCULATED BY BER CHECKED BY SMM
MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 210+00 TO STA. 226+00
FRA-71-0-00
 61
 1312

J:\2013\0212\ODOT\FRA\107201\mot\sheet\107201MP169.dgn 8/6/2020 4:06:26 AM brieder

MATCH LINE STA. 242+00
SEE SHEET 62

MATCH LINE STA. 250+00
SEE BELOW



NOTES:

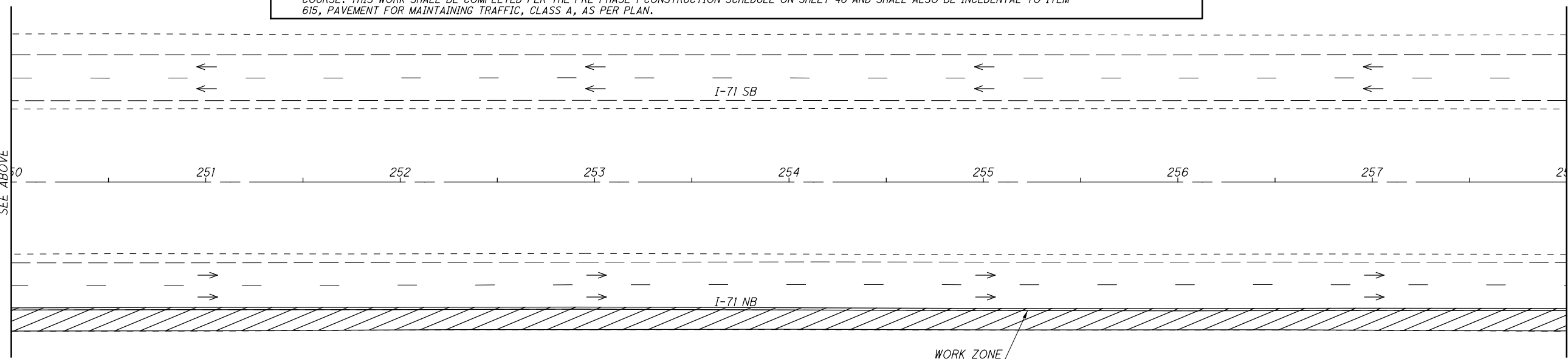
- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

HORIZONTAL SCALE IN FEET

WORK ZONE
EDGE LINE

MATCH LINE STA. 250+00
SEE ABOVE

MATCH LINE STA. 258+00
SEE SHEET 64



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 242+00 TO STA. 258+00**

FRA-71-0.00

63
1312

CALCULATED
BER

CHECKED
SMM

HORIZONTAL SCALE IN FEET



J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP170.dgn 8/6/2020 4:07:38 AM brieder



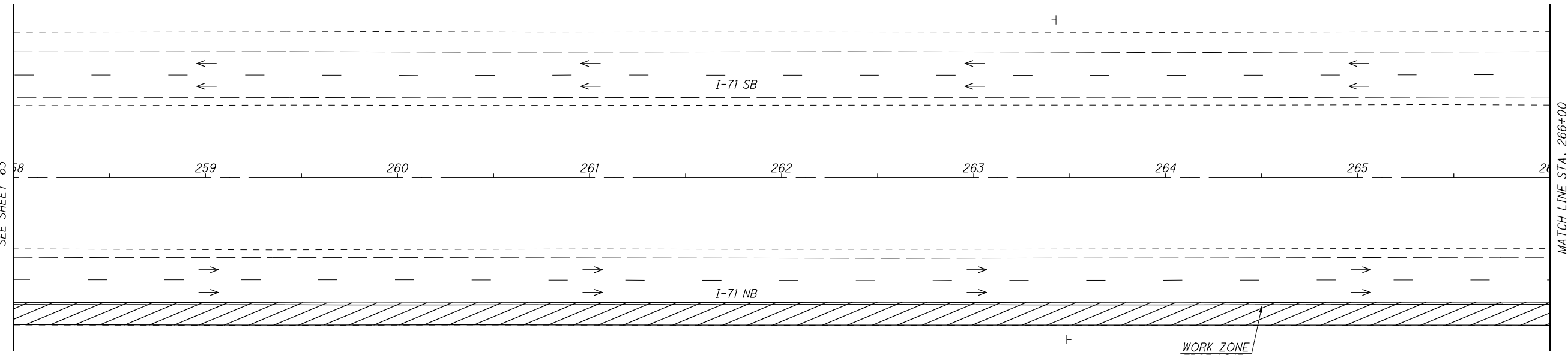
CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 258+00 TO STA. 274+00**

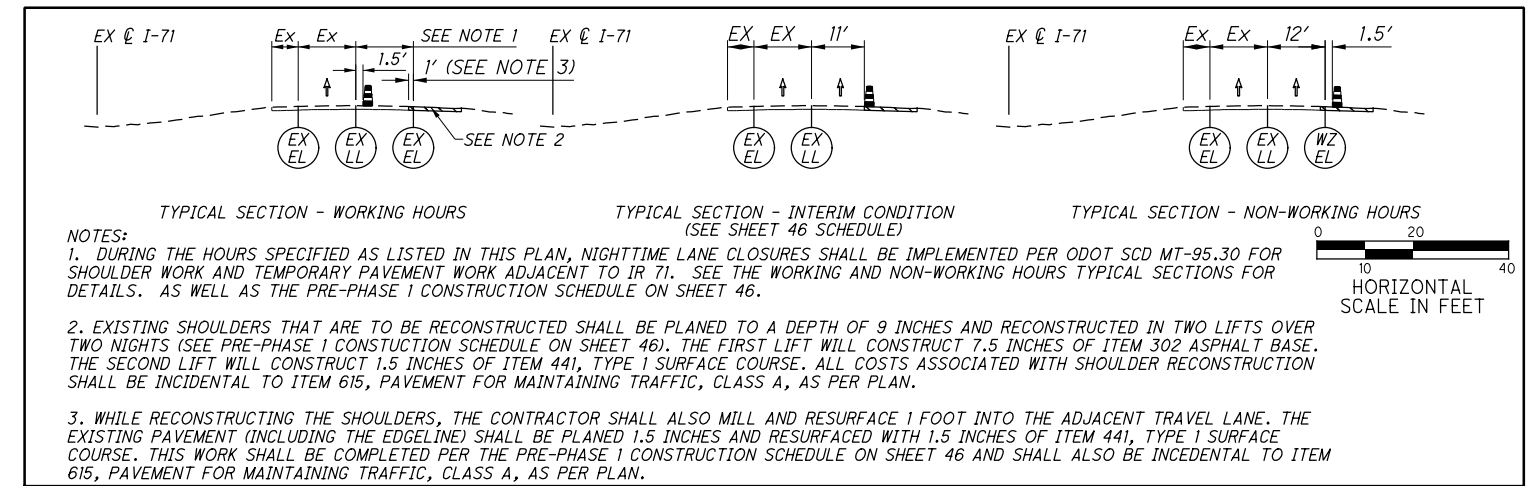
FRA-71-0.00

64
1312

MATCH LINE STA. 258+00
SEE SHEET 63



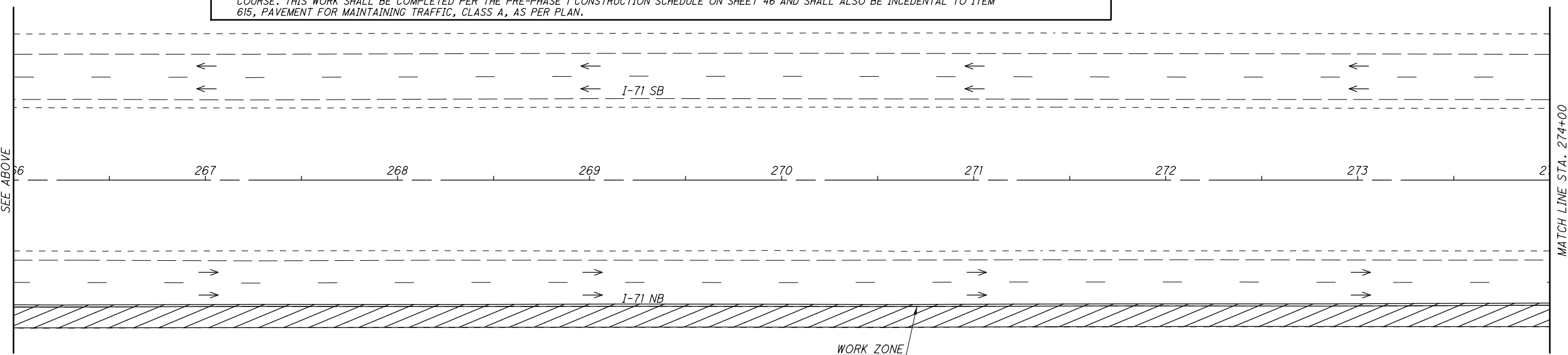
MATCH LINE STA. 266+00
SEE BELOW



NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



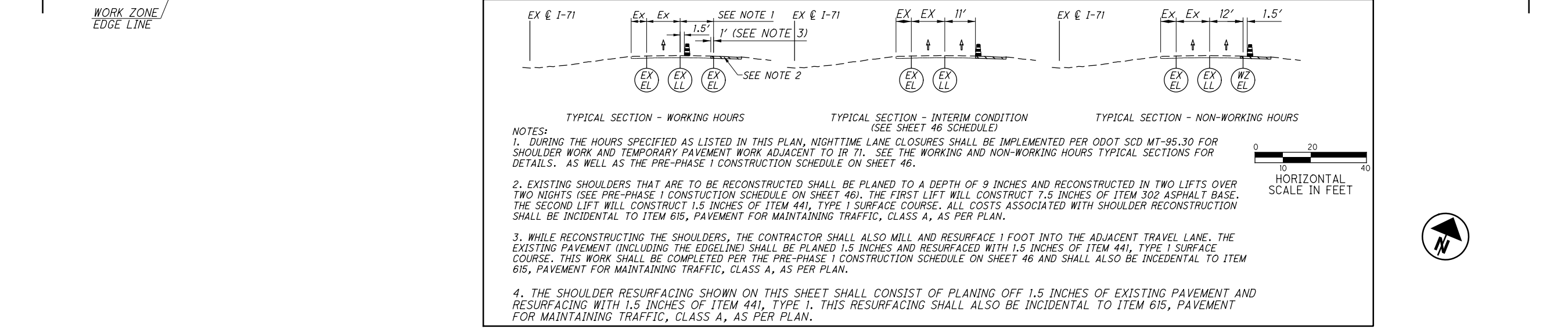
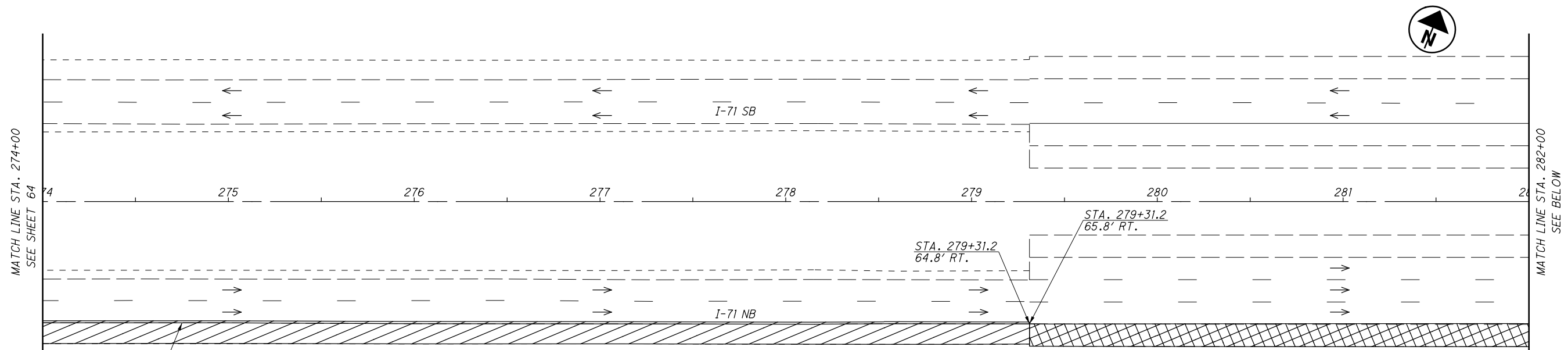
MATCH LINE STA. 266+00
SEE ABOVE



MATCH LINE STA. 274+00
SEE SHEET 65

LEGEND
 SHOULDER RECONSTRUCTION
 OPEN TRAVEL LANE

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP171.dgn 8/6/2020 4:08:50 AM brieder



EX & I-71 EX EX SEE NOTE 1 EX & I-71 EX EX 11' EX & I-71 EX EX 12' 1.5'

↑ ↑ 1.5' 1' (SEE NOTE 3) ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ 1.5'




(EX EL) (EX LL) (EX EL) (EX EL) (EX LL) (EX EL) (EX LL) (WZ EL)

TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 4. THE SHOULDER RESURFACING SHOWN ON THIS SHEET SHALL CONSIST OF PLANING OFF 1.5 INCHES OF EXISTING PAVEMENT AND RESURFACING WITH 1.5 INCHES OF ITEM 441, TYPE 1. THIS RESURFACING SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 10 20 40
 HORIZONTAL SCALE IN FEET

LEGEND

 SHOULDER RECONSTRUCTION
 SHOULDER RESURFACING (SEE NOTE 4)
 OPEN TRAVEL LANE

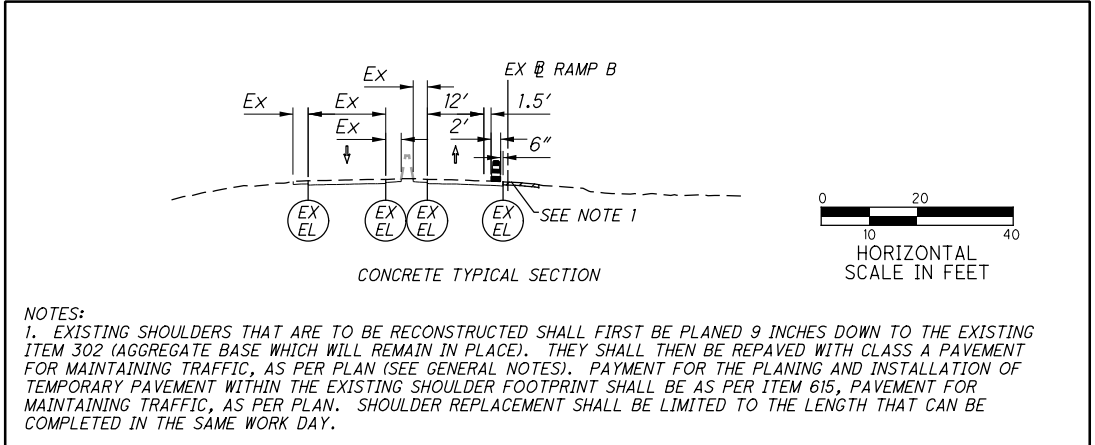
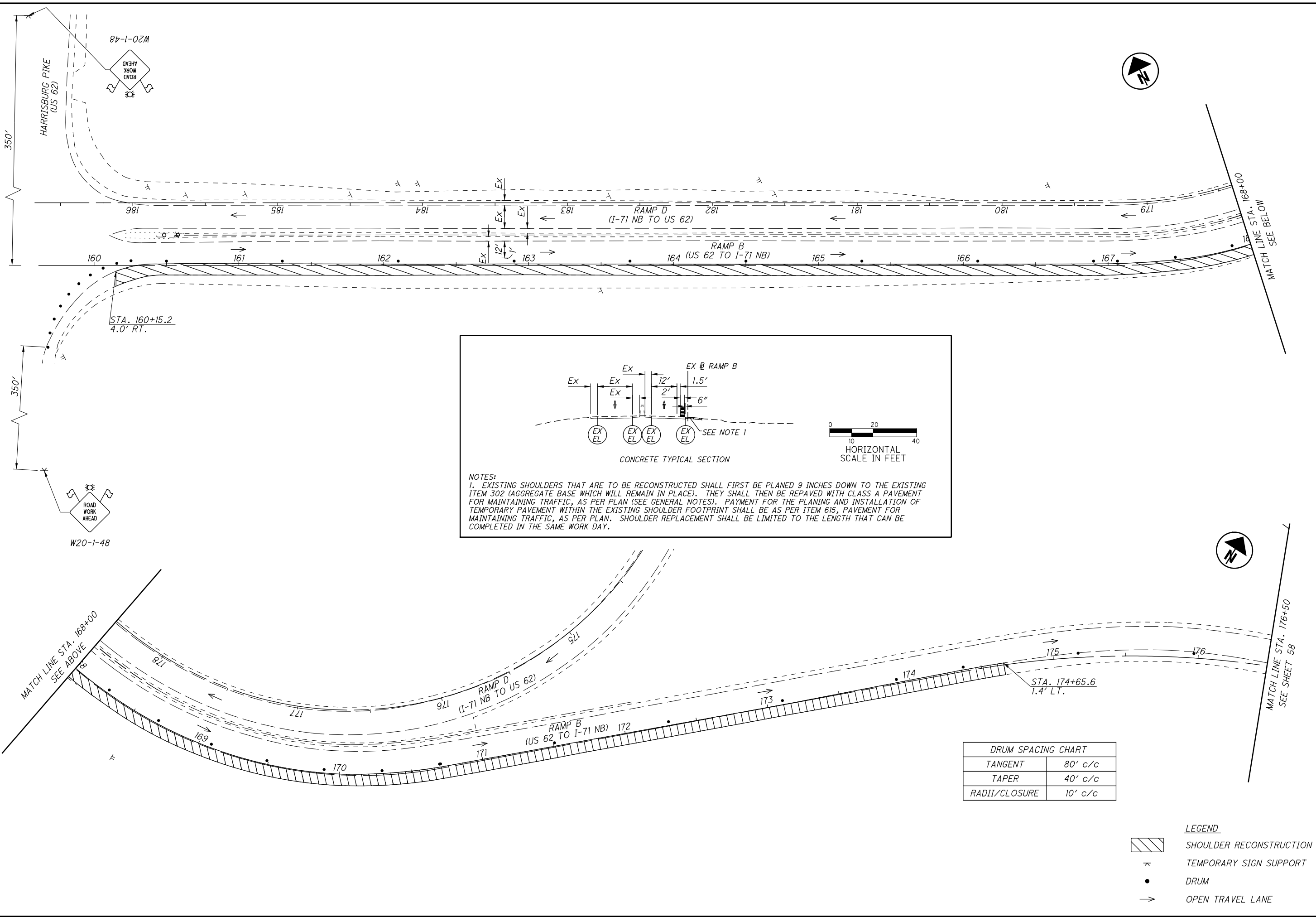
CALCULATED
 BER
 CHECKED
 SMM

0 15 30 60
 HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 274+00 TO STA. 290+00**

FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP173.dgn 8/7/2020 1:59:07 PM rshannon



NOTES:
 1. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL FIRST BE PLANED 9 INCHES DOWN TO THE EXISTING ITEM 302 (AGGREGATE BASE WHICH WILL REMAIN IN PLACE). THEY SHALL THEN BE REPAVED WITH CLASS A PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN (SEE GENERAL NOTES). PAYMENT FOR THE PLANING AND INSTALLATION OF TEMPORARY PAVEMENT WITHIN THE EXISTING SHOULDER FOOTPRINT SHALL BE AS PER ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN. SHOULDER REPLACEMENT SHALL BE LIMITED TO THE LENGTH THAT CAN BE COMPLETED IN THE SAME WORK DAY.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	40' c/c
RADII/CLOSURE	10' c/c

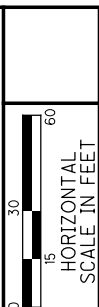
- LEGEND**
- SHOULDER RECONSTRUCTION
 - TEMPORARY SIGN SUPPORT
 - DRUM
 - OPEN TRAVEL LANE

CALCULATED
 BER
 CHECKED
 SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
 RAMP B - STA. 160+00 TO STA. 176+50**

FRA-71-0.00

66
 1312

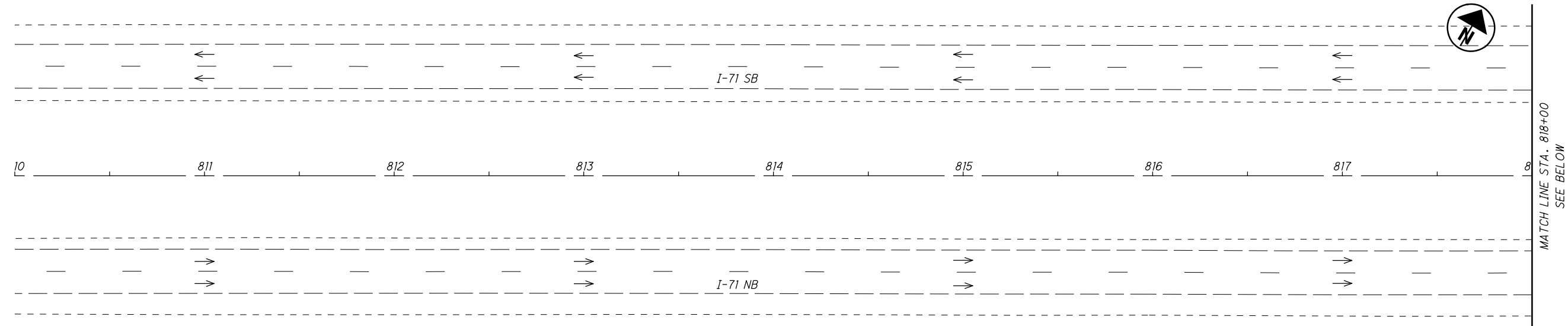




CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 810+00 TO STA. 826+00**

FRA-71-0-00



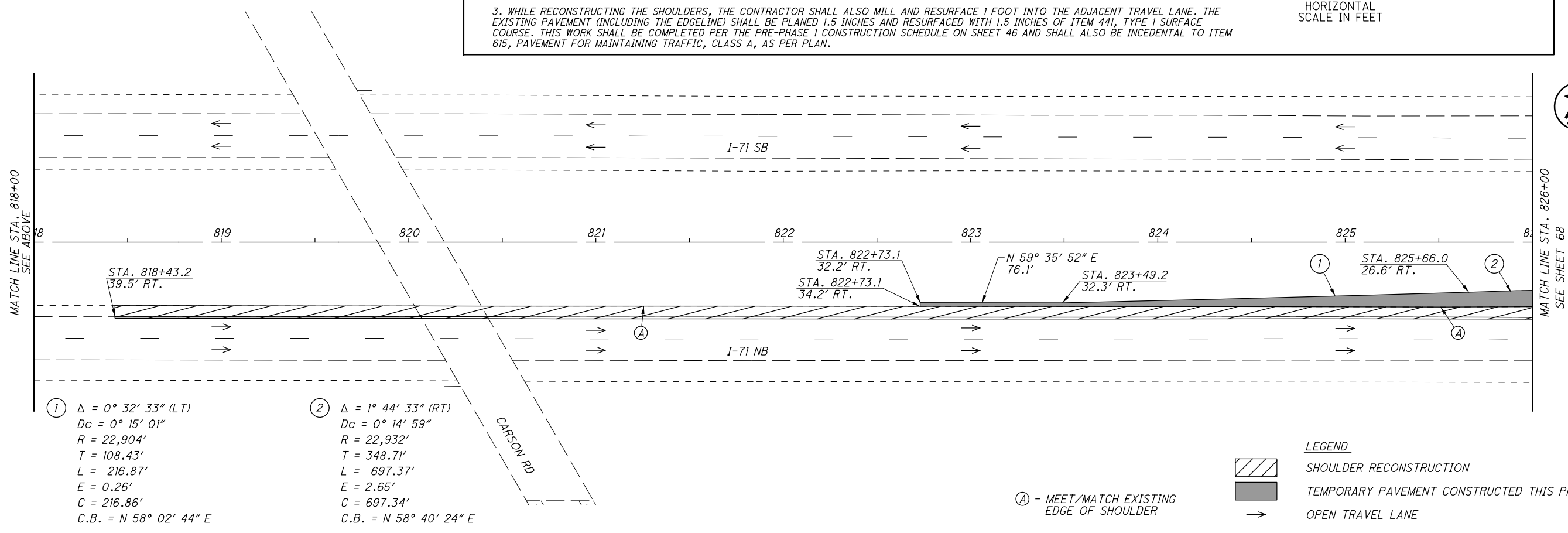
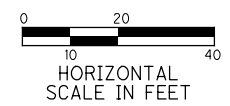
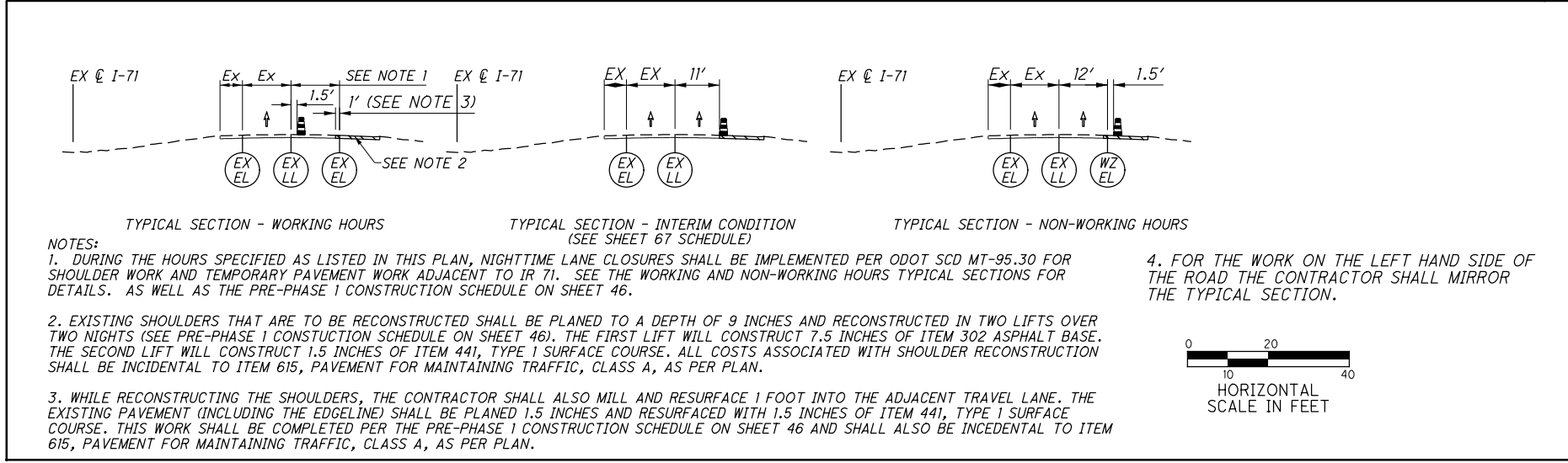
PRE-PHASE 1 CONSTRUCTION SCHEDULE
(APPLICABLE TO ALL PRE-PHASE 1 WORK)

THE CONTRACTOR SHALL COMPLETE PRE-PHASE 1 IN PIECES, AND SHALL LIMIT THE LENGTH OF WORK ZONE TO THAT WHICH CAN BE COMPLETED OVER TWO CONSECUTIVE NIGHTS:

NIGHT 1:
PLANE 9 INCHES OF EXISTING SHOULDER AND REPLACE WITH 7.5 INCHES OF AGGREGATE BASE. ALSO PLANE 1.5 INCHES OF EXISTING PAVEMENT, 1 FOOT INTO THE ADJACENT TRAVEL LANE

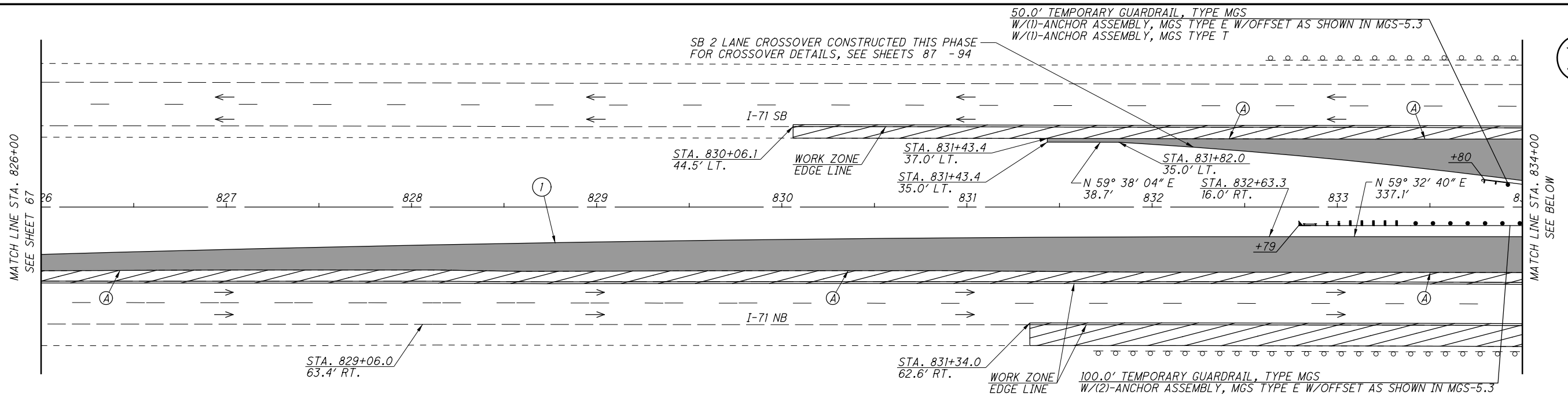
NEXT MORNING:
OPEN RIGHT LANE (11 FEET WIDE) WITH DRUM PLACED IN THE DROPOFF. ADD "NO EDGE LINE" SIGN (W8-H12a-48), 500 FEET IN ADVANCE OF THE WORK ZONE. (SEE INTERIM CONDITION IN TYPICAL SECTIONS)

NIGHT 2:
APPLY 1.5 INCHES OF SURFACE COURSE TO THE SHOULDER AND THE 1 FOOT AREA ADJACENT. INSTALL ITEM, 614 WORK ZONE EDGE LINE TO RESTORE 12' RIGHT LANE.

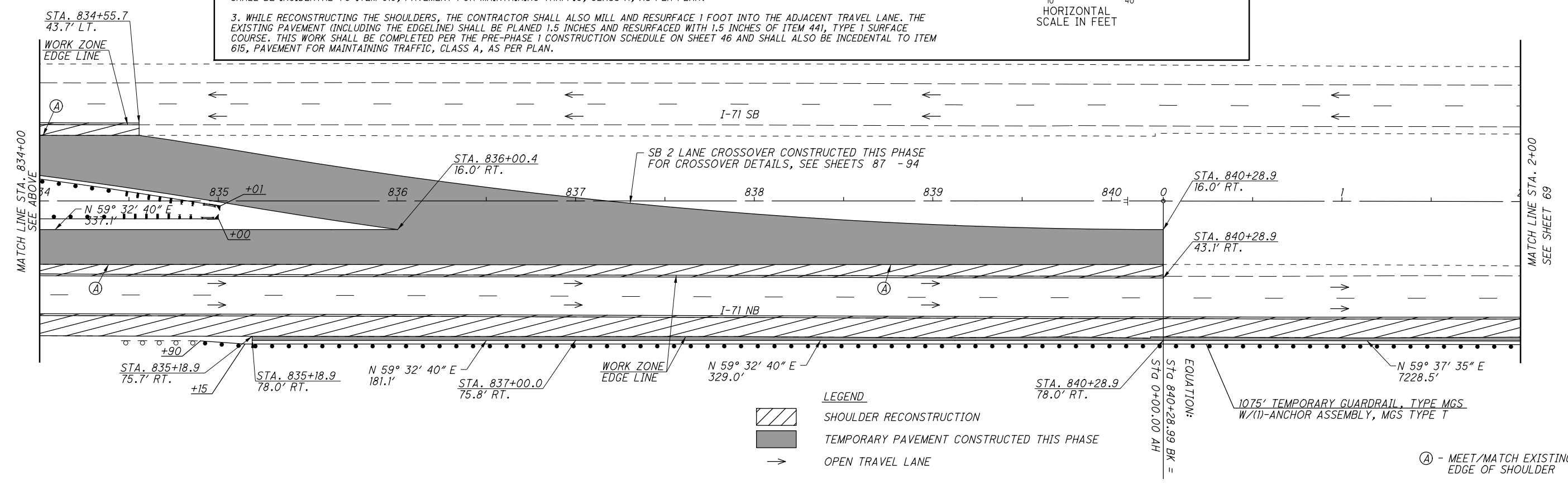
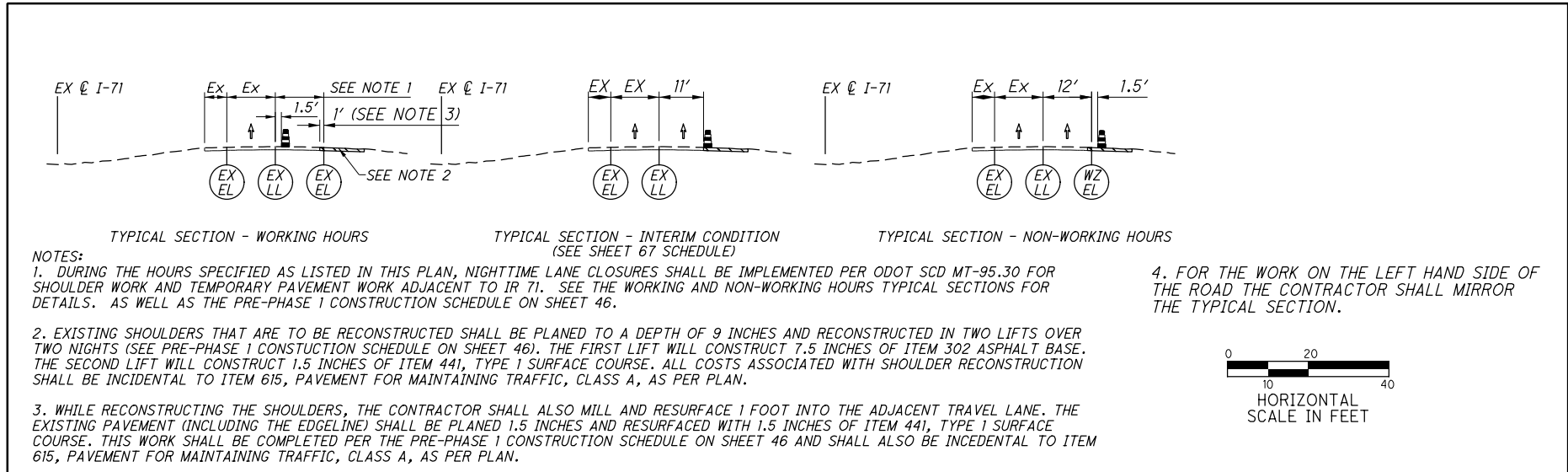


J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP256.dgn 8/6/2020 4:11:10 AM brieder

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP257.dgn 8/6/2020 4:12:25 AM brieder



① $\Delta = 1^\circ 44' 33''$ (RT)
 $D_c = 0^\circ 14' 59''$
 $R = 22,932'$
 $T = 348.71'$
 $L = 697.37'$
 $E = 2.65'$
 $C = 697.34'$
 $C.B. = N 58^\circ 40' 24'' E$



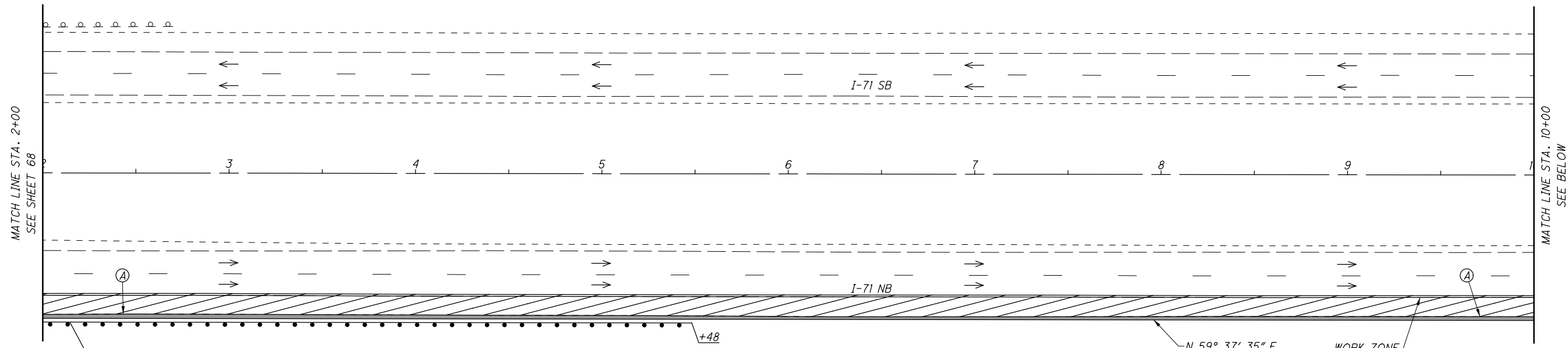
LEGEND
 SHOULDER RECONSTRUCTION
 TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 OPEN TRAVEL LANE

EQUATION:
 $STG\ 840+28.9\ BK = STG\ 0+00.00\ AH$

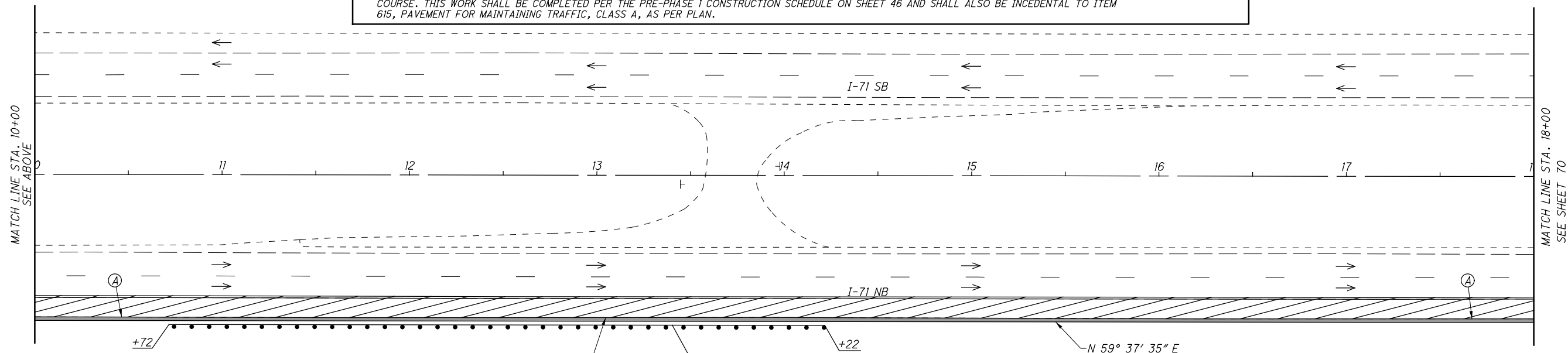
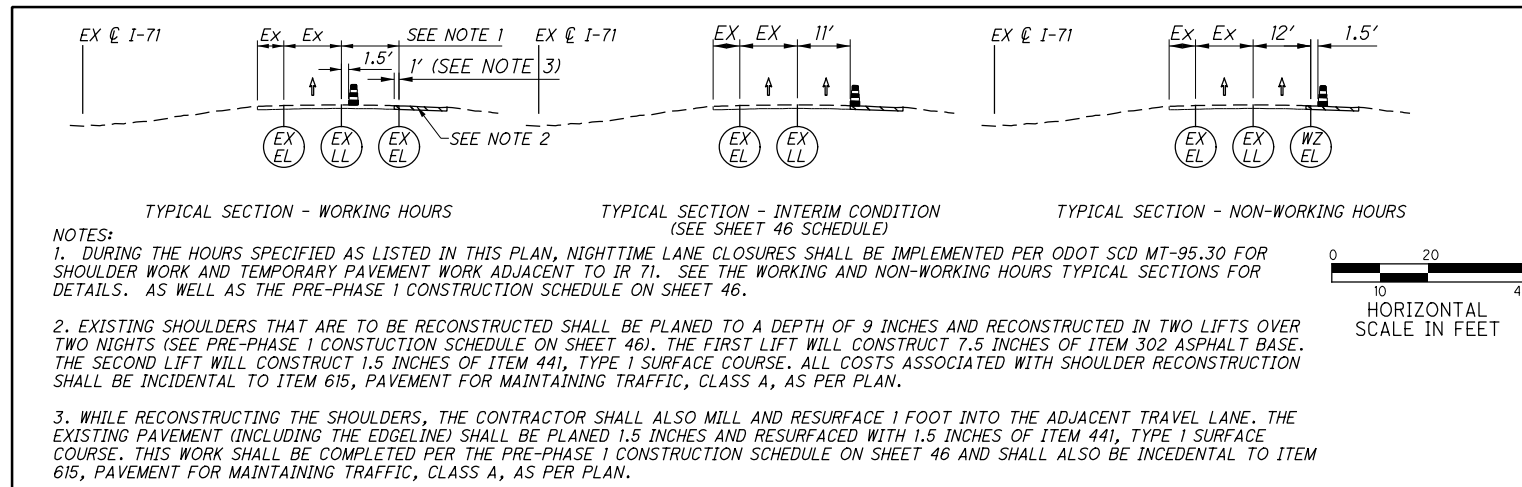
Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 826+00 TO STA. 2+00
FRA-71-0.00
 CALCULATED BER CHECKED SMM
 68
 1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP281.dgn 8/6/2020 4:13:38 AM brieder

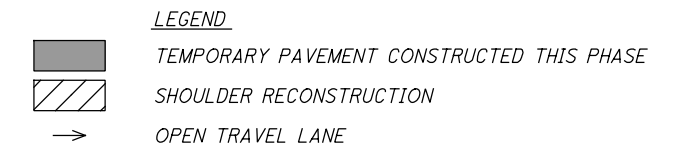


1075' TEMPORARY GUARDRAIL, TYPE MGS
W/(1)-ANCHOR ASSEMBLY, MGS TYPE T



287.5' TEMPORARY GUARDRAIL, TYPE MGS
W/(1)-ANCHOR ASSEMBLY, MGS TYPE E
W/(1)-ANCHOR ASSEMBLY, MGS TYPE T

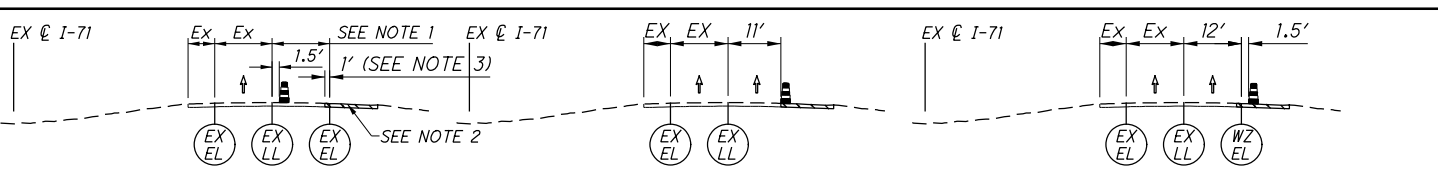
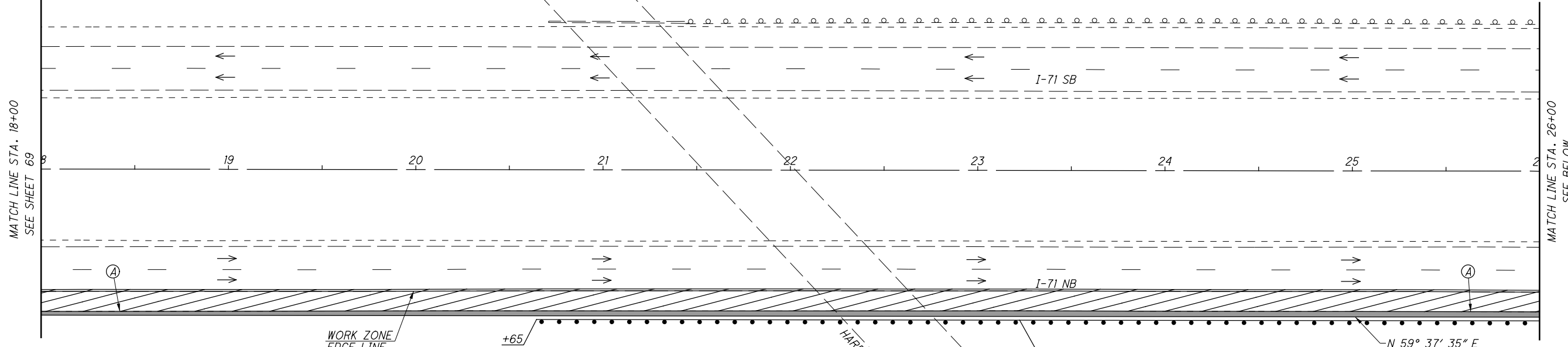
(A) - MEET/MATCH EXISTING
EDGE OF SHOULDER



MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 2+00 TO STA. 18+00

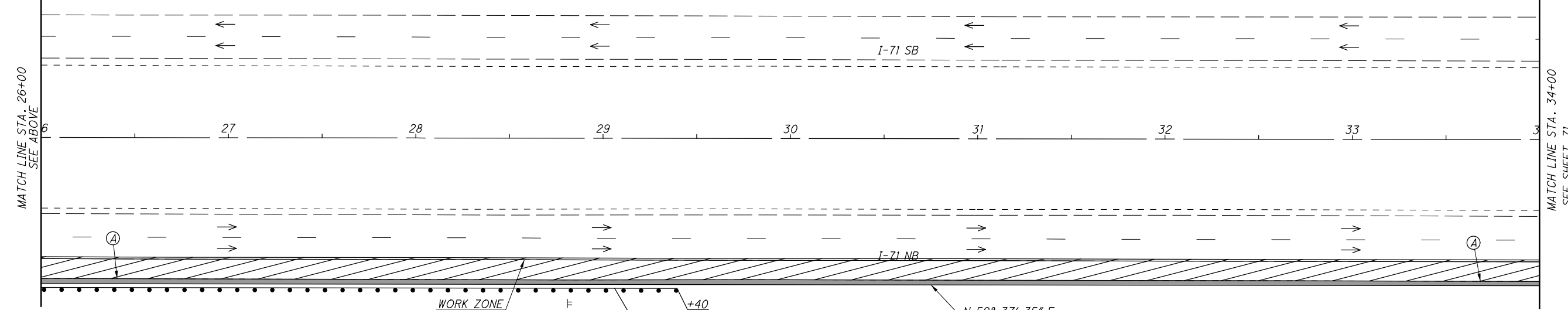
FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP282.dgn 8/6/2020 4:14:55 AM brieder



TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION** (SEE SHEET 46 SCHEDULE) **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



812.5' TEMPORARY GUARDRAIL, TYPE MGS
 W/(I)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3
 W/(I)-ANCHOR ASSEMBLY, MGS TYPE T

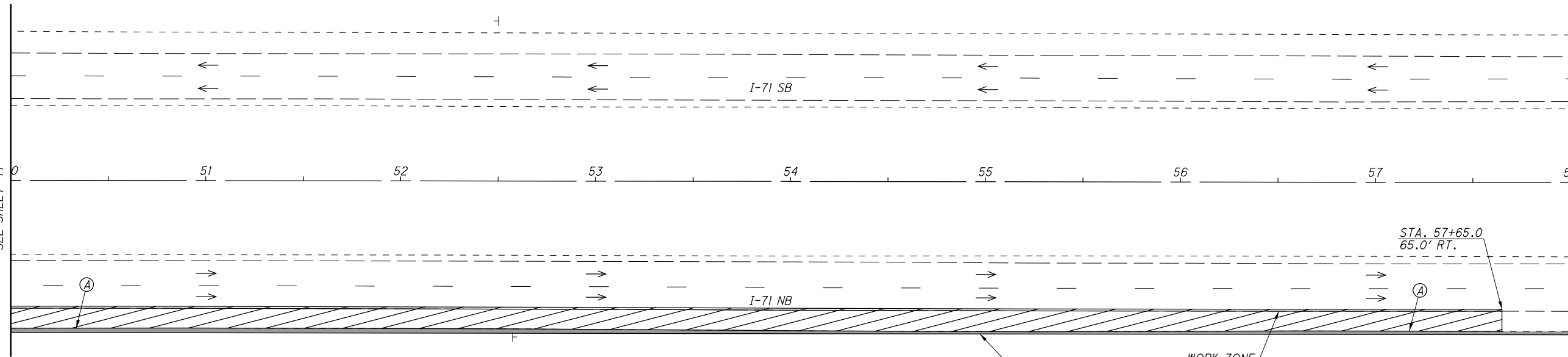
LEGEND
 TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 SHOULDER RECONSTRUCTION
 OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

CALCULATED BER	CHECKED SMM	 HORIZONTAL SCALE IN FEET
FRA-71-0.00		
70 1312		

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP284.dgn 8/6/2020 4:17:16 AM brieder

MATCH LINE STA. 50+00
SEE SHEET 71



MATCH LINE STA. 58+00
SEE BELOW

EX @ I-71 EX EX SEE NOTE 1 EX @ I-71 EX EX 11' EX @ I-71 EX EX 12' 1.5'

SEE NOTE 2 SEE NOTE 3 SEE NOTE 2

EX EL EX LL EX EL EX EL EX LL EX EL EX LL WZ EL

TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

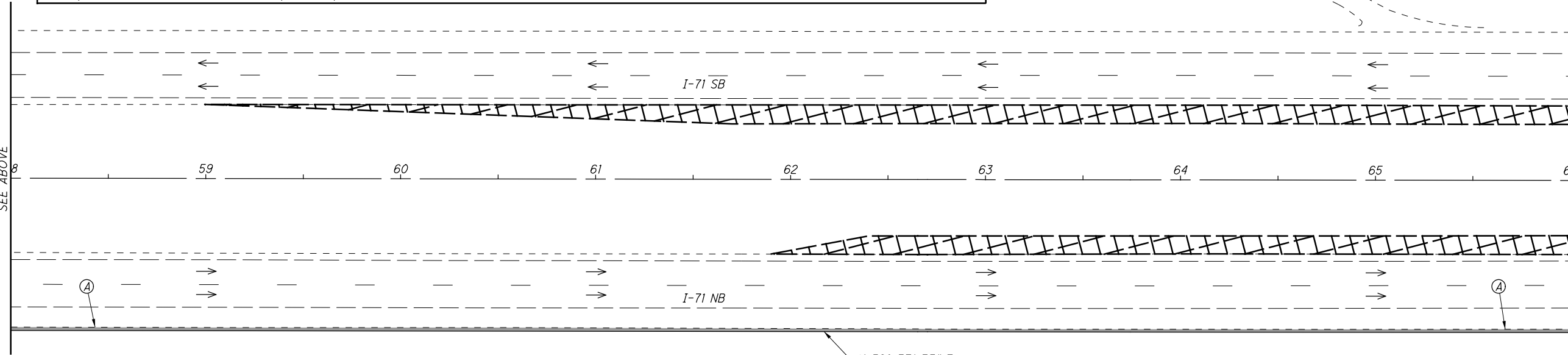
0 10 20 40
HORIZONTAL SCALE IN FEET

N 59° 37' 35" E
7228.5'

WORK ZONE
EDGE LINE

STA. 57+65.0
65.0' RT.

MATCH LINE STA. 58+00
SEE ABOVE



MATCH LINE STA. 66+00
SEE SHEET 73

N 59° 37' 35" E
7228.5'

(A) - MEET/MATCH EXISTING
EDGE OF SHOULDER

LEGEND

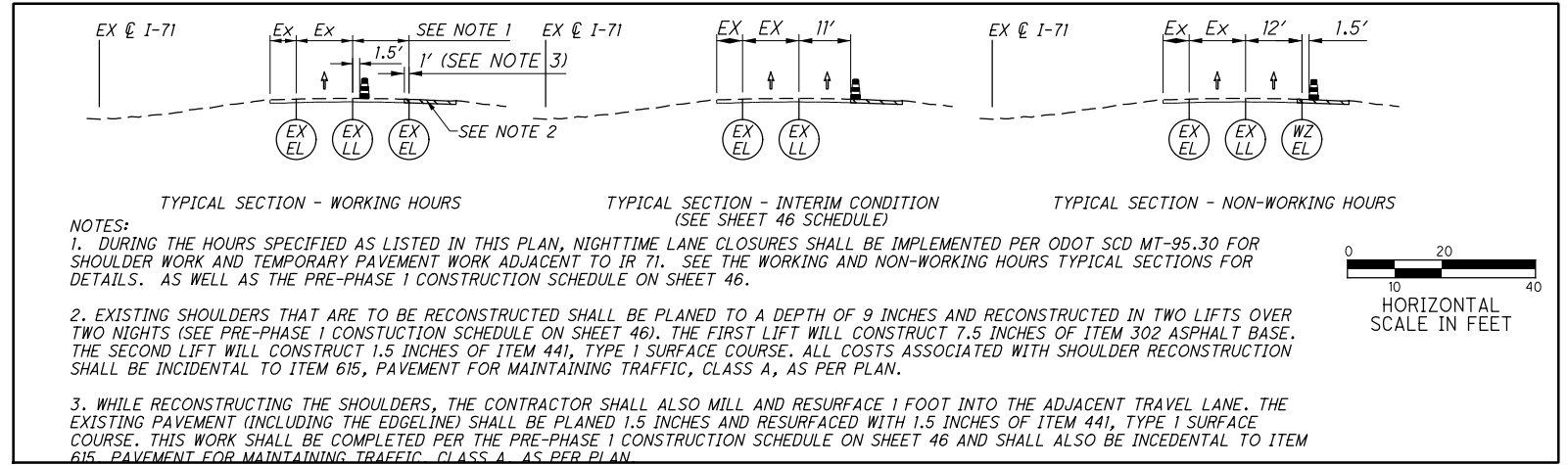
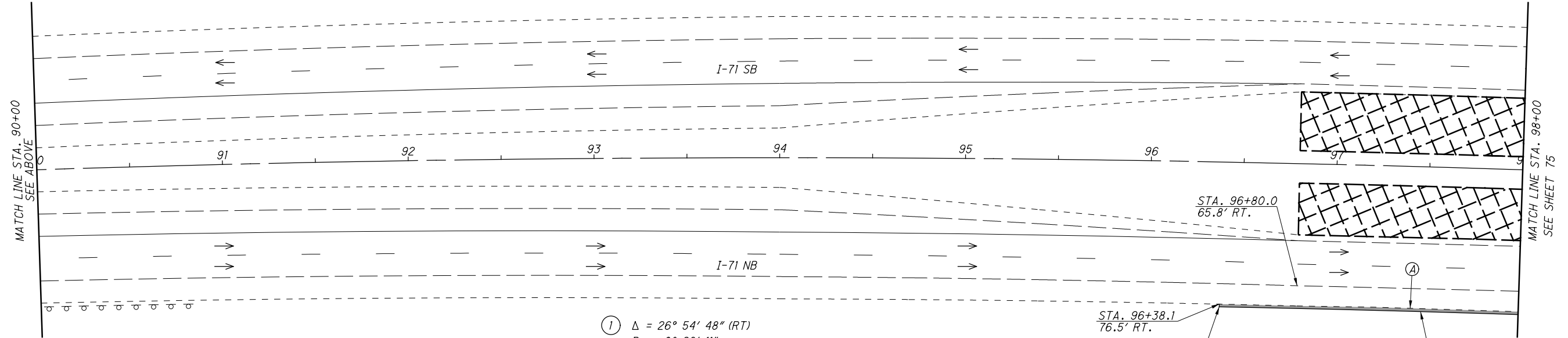
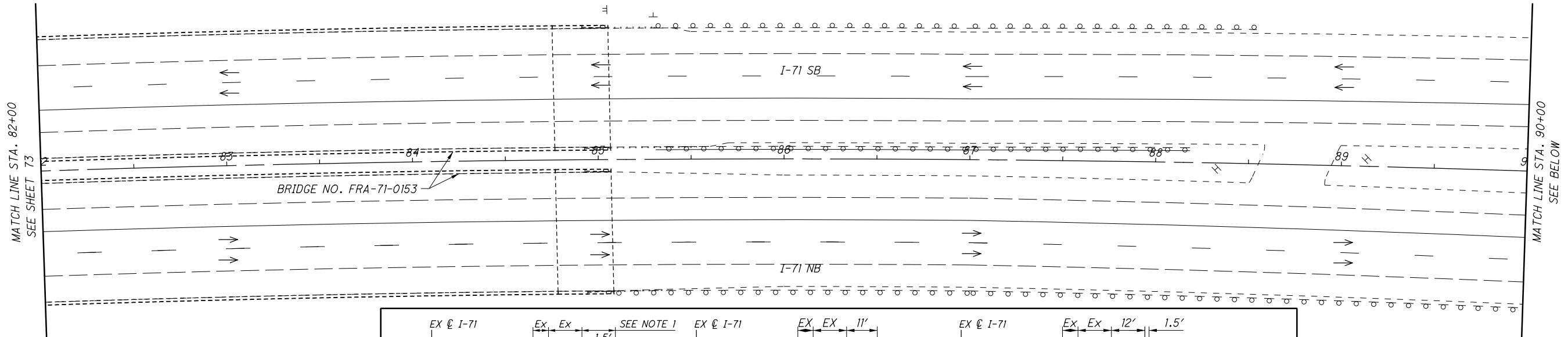
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
- OPEN TRAVEL LANE

CALCULATED
BER
CHECKED
SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 50+00 TO STA. 66+00**

FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP286.dgn 8/6/2020 4:19:36 AM brieder



① $\Delta = 26^\circ 54' 48''$ (RT)
 $D_c = 0^\circ 28' 11''$
 $R = 12,199.67'$
 $T = 2919.11'$
 $L = 5730.47'$
 $E = 344.38'$
 $C = 5677.93'$
 $C.B. = N 82^\circ 03' 26'' E$

LEGEND
 TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 SHOULDER RECONSTRUCTION
 TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
 OPEN TRAVEL LANE

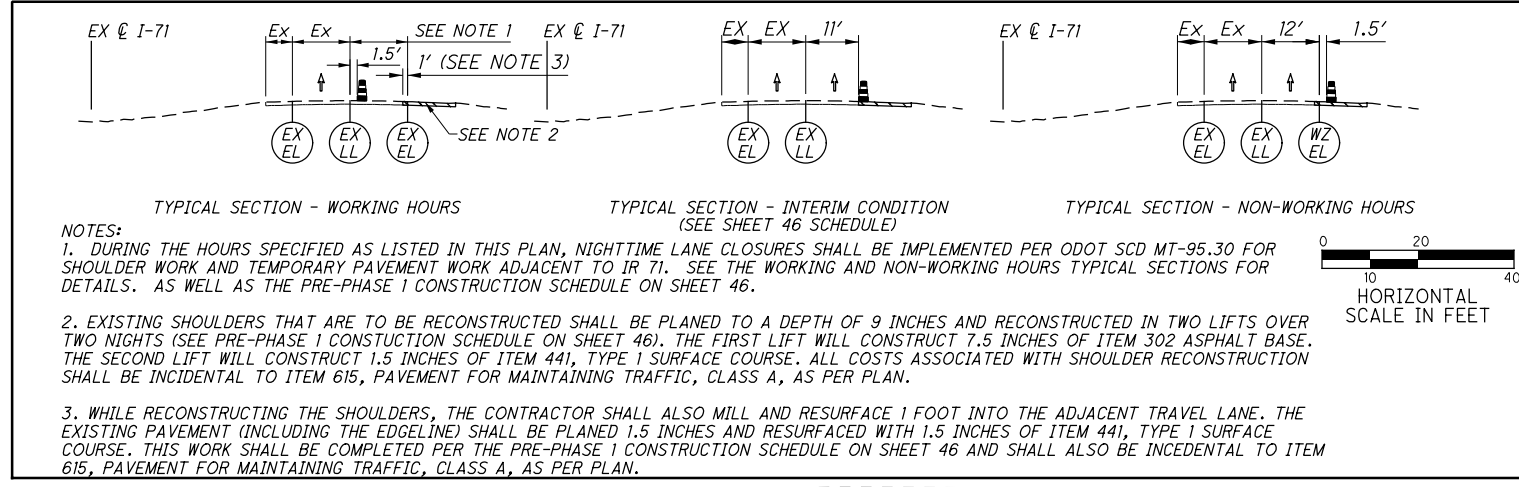
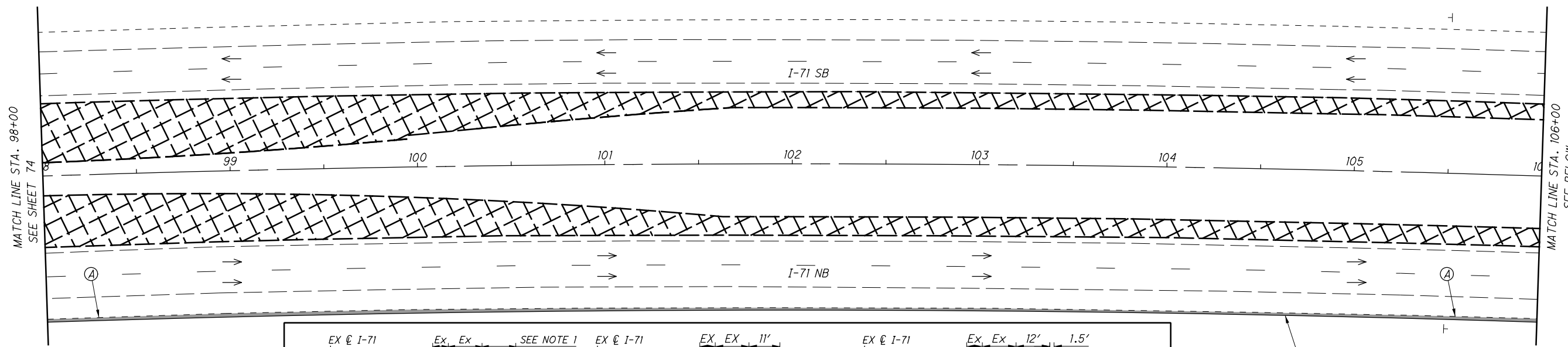
Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

CALCULATED BER CHECKED SMM
 0 15 30 45 60
 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 82+00 TO STA. 98+00

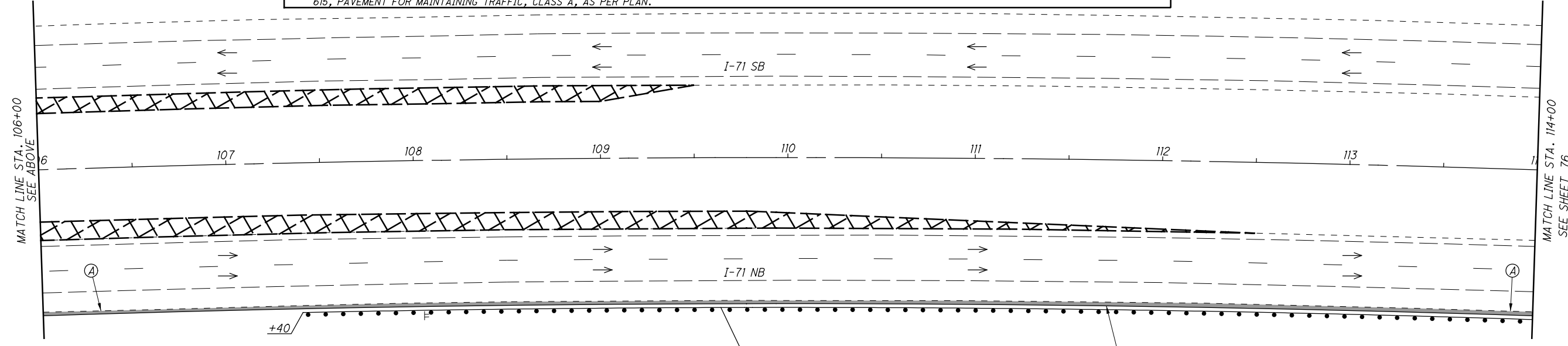
FRA-71-0.00
 74
 1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP287.dgn 8/6/2020 4:20:44 AM brieder



NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

① $\Delta = 26^\circ 54' 48''$ (RT)
 $D_c = 0^\circ 28' 11''$
 $R = 12,199.67'$
 $T = 2919.11'$
 $L = 5730.47'$
 $E = 344.38'$
 $C = 5677.93'$
 $C.B. = N 82^\circ 03' 26'' E$



LEGEND
 TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 SHOULDER RECONSTRUCTION
 TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
 OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

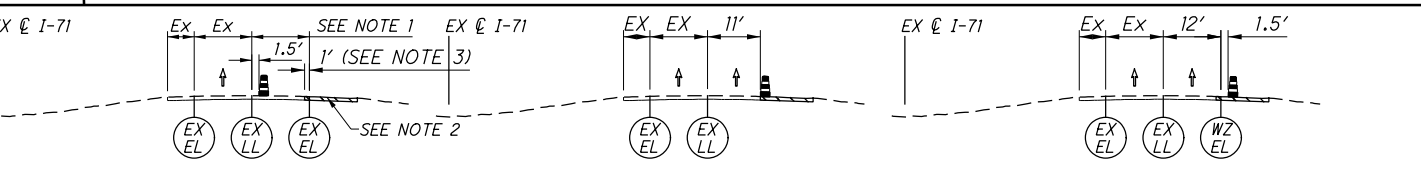
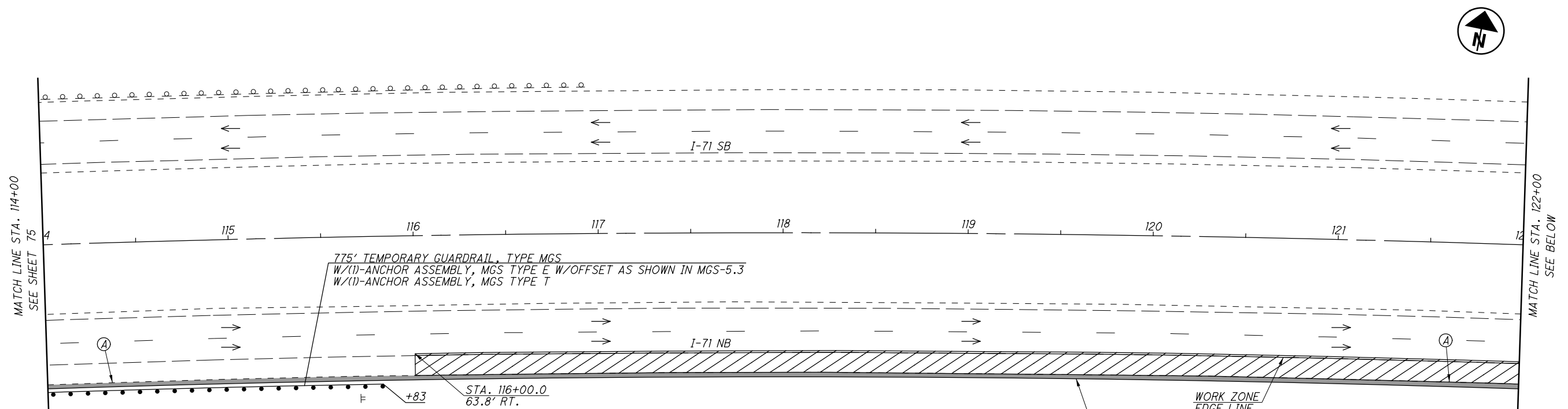
775' TEMPORARY GUARDRAIL, TYPE MGS
 W/(I)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3
 W/(I)-ANCHOR ASSEMBLY, MGS TYPE T

CALCULATED
 BER
 CHECKED
 SMM

**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
 (ASPHALT OPTION) I-71 - STA. 98+00 TO STA. 114+00**

FRA-71-0.00

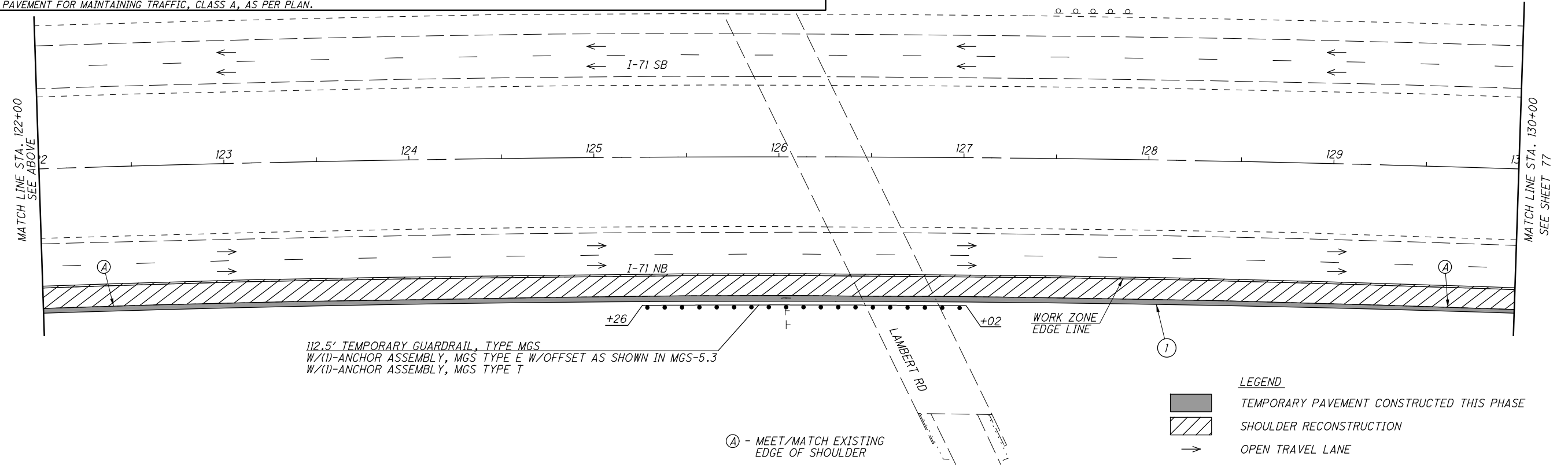
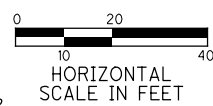
J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP288.dgn 8/6/2020 4:21:57 AM brieder



NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

① $\Delta = 26^\circ 54' 48''$ (RT)
 $D_c = 0^\circ 28' 11''$
 $R = 12,199.67'$
 $T = 2919.11'$
 $L = 5730.47'$
 $E = 344.38'$
 $C = 5677.93'$
 $C.B. = N 82^\circ 03' 26'' E$



LEGEND

- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

CALCULATED

BER

CHECKED

SMM

SCALE IN FEET

HORIZONTAL

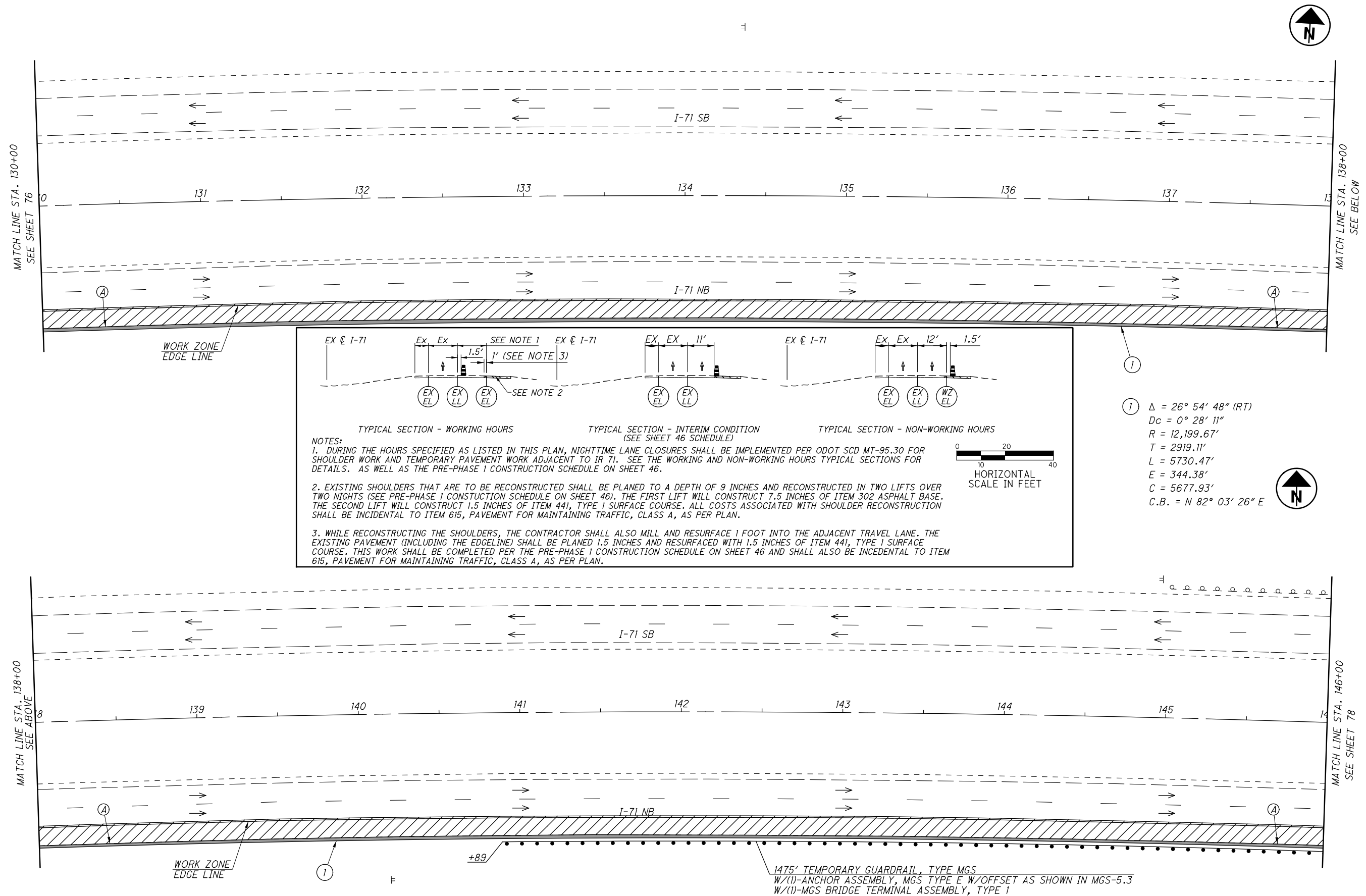
MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
 (ASPHALT OPTION) I-71 - STA. 114+00 TO STA. 130+00

FRA-71-0.00

76

1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP289.dgn 8/6/2020 4:23:09 AM brieder



MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 130+00 TO STA. 146+00

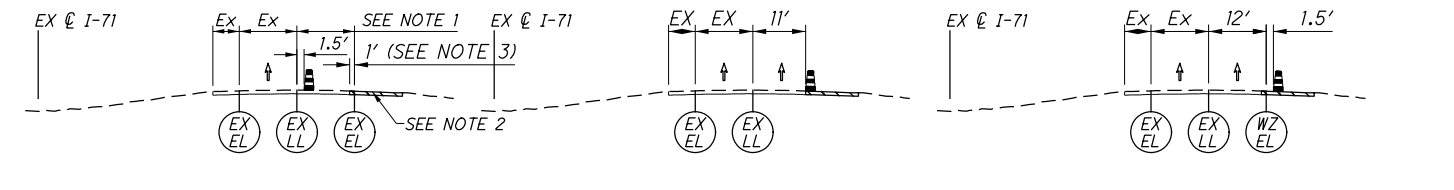
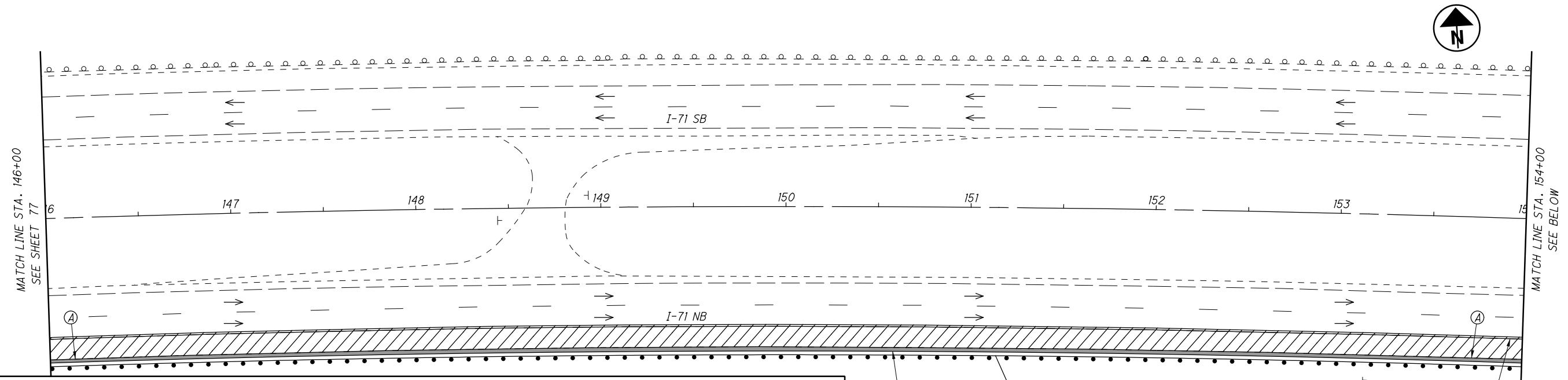
FRA-71-0.00

77
1312

CALCULATED
BER
CHECKED
SMM

0 15 30 60
HORIZONTAL
SCALE IN FEET

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP290.dgn 8/6/2020 4:24:23 AM brieder

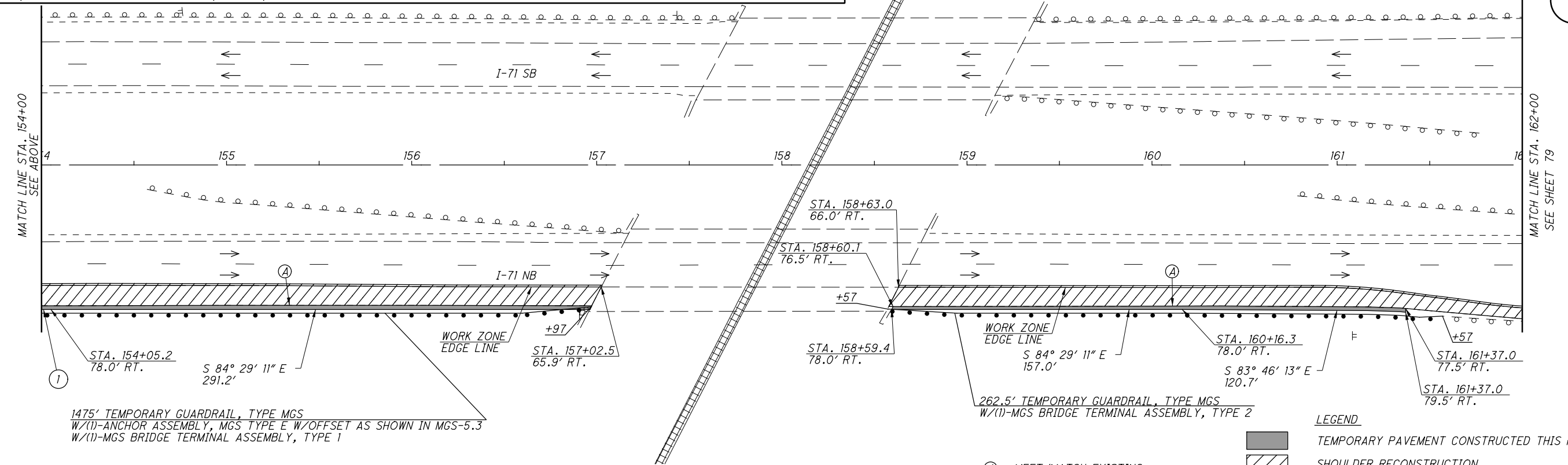


TYPICAL SECTION - WORKING HOURS **TYPICAL SECTION - INTERIM CONDITION** **TYPICAL SECTION - NON-WORKING HOURS**

NOTES:
 1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
 2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
 3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



① $\Delta = 26^\circ 54' 48''$ (RT)
 $D_c = 0^\circ 28' 11''$
 $R = 12,199.67'$
 $T = 2919.11'$
 $L = 5730.47'$
 $E = 344.38'$
 $C = 5677.93'$
 $C.B. = N 82^\circ 03' 26'' E$



1475' TEMPORARY GUARDRAIL, TYPE MGS
 W/(1)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3
 W/(1)-MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1

262.5' TEMPORARY GUARDRAIL, TYPE MGS
 W/(1)-MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2

LEGEND

 - TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 - SHOULDER RECONSTRUCTION
 - OPEN TRAVEL LANE

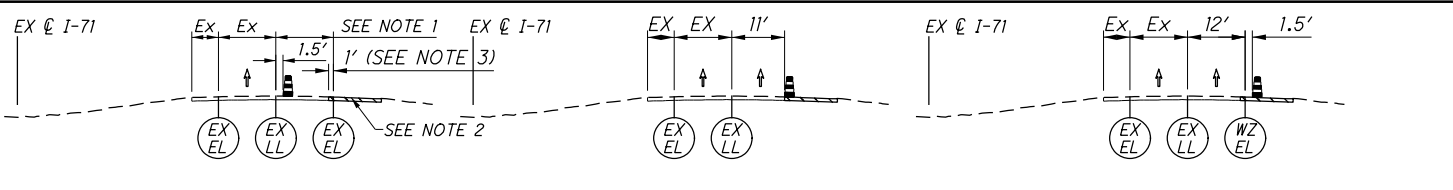
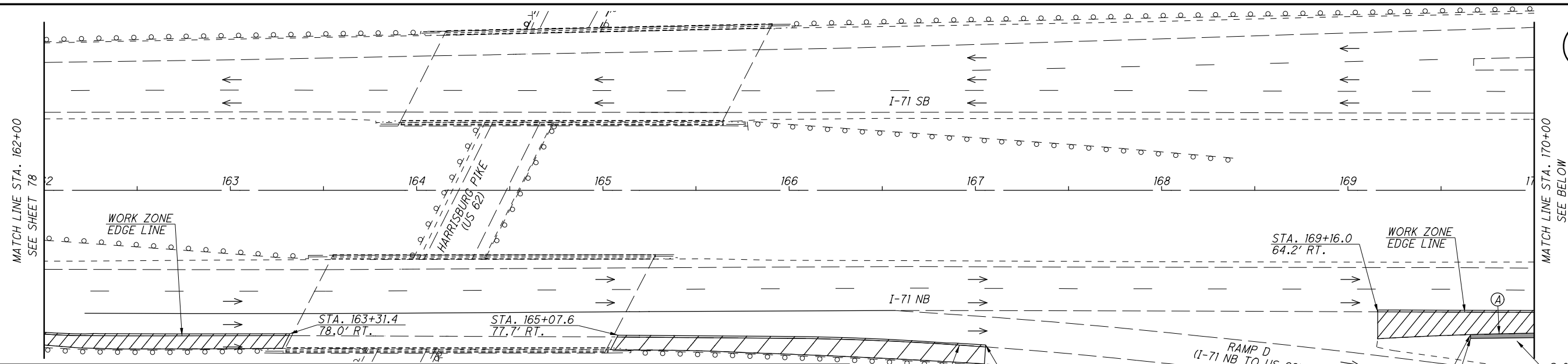
Ⓐ - MEET/MATCH EXISTING
 EDGE OF SHOULDER

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 146+00 TO STA. 162+00

FRA-71-0.00

CALCULATED
 BER
 CHECKED
 SMM

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP291.dgn 8/6/2020 4:25:31 AM brieder



NOTES:

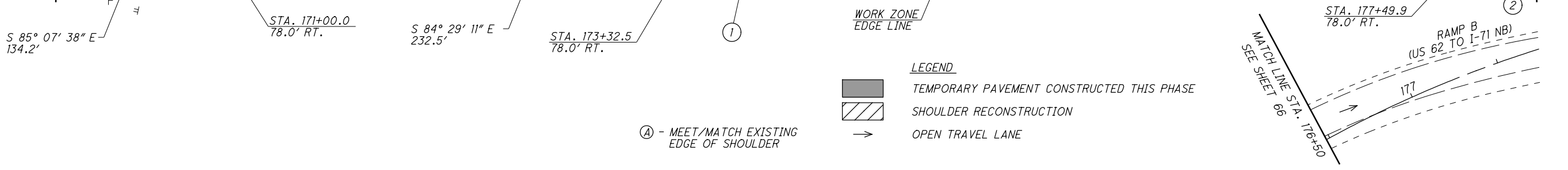
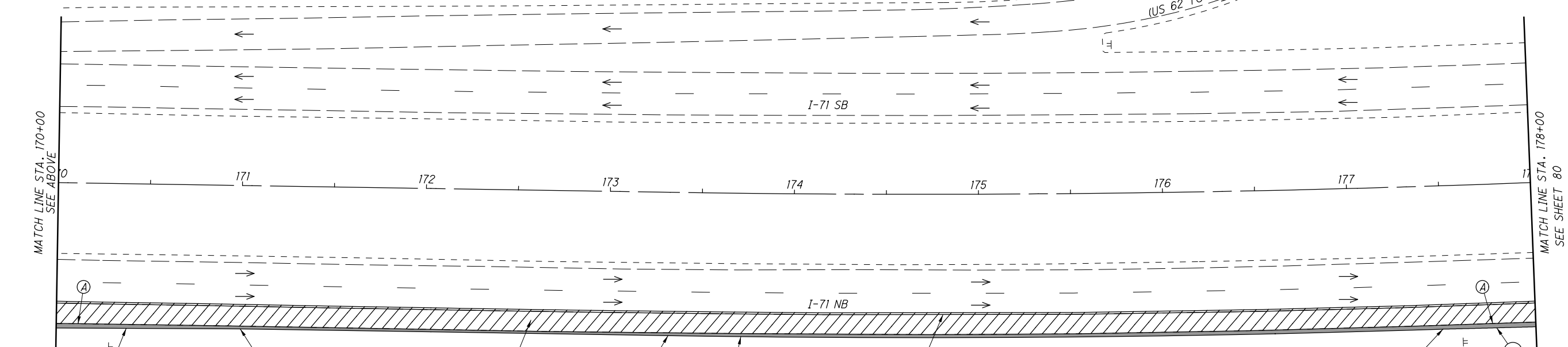
- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

LEGEND

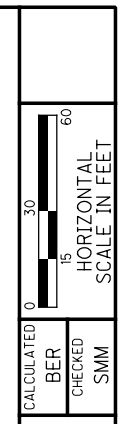
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- OPEN TRAVEL LANE

1 $\Delta = 2^\circ 46' 57''$ (LT)
 $Dc = 0^\circ 39' 39''$
 $R = 8672.37'$
 $T = 210.63'$
 $L = 421.18'$
 $E = 2.56'$
 $C = 421.14'$
 $C.B. = S 85^\circ 52' 39'' E$

2 $\Delta = 2^\circ 02' 44''$ (LT)
 $Dc = 0^\circ 58' 08''$
 $R = 5926.19'$
 $T = 105.79'$
 $L = 211.56'$
 $E = 0.94'$
 $C = 211.55'$
 $C.B. = S 87^\circ 33' 41'' E$



(A) - MEET/MATCH EXISTING EDGE OF SHOULDER



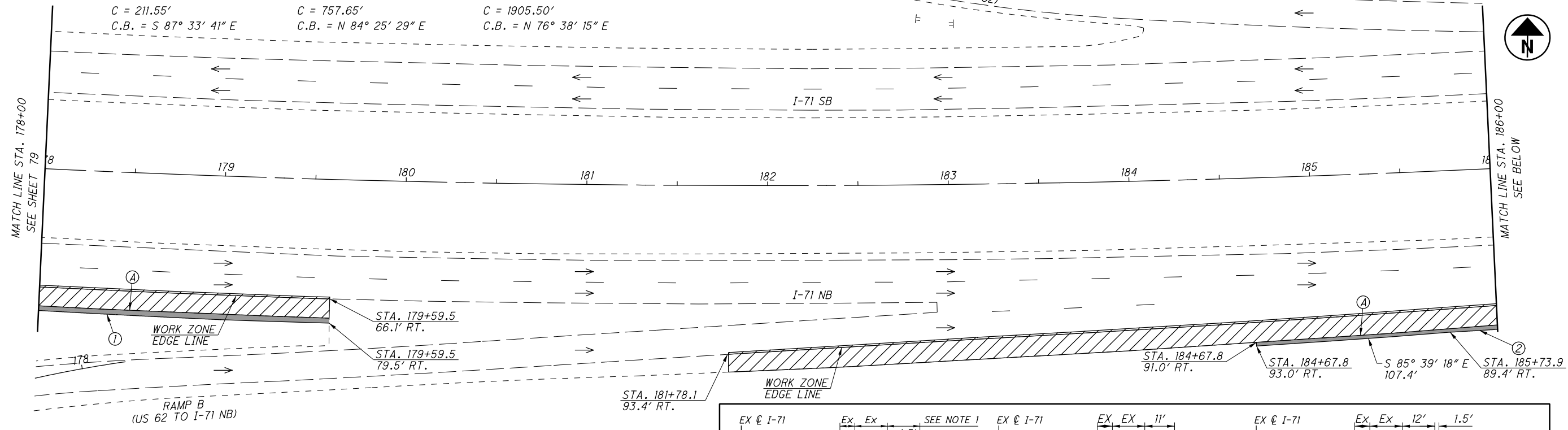
CALCULATED BY BER CHECKED BY SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 162+00 TO STA. 178+00

FRA-71-0.00

79
1312

① $\Delta = 2^\circ 02' 44''$ (LT) Dc = $0^\circ 58' 08''$ R = 5926.19' T = 105.79' L = 211.56' E = 0.94' C = 211.55' C.B. = S $87^\circ 33' 41''$ E	② $\Delta = 4^\circ 23' 50''$ (LT) Dc = $0^\circ 34' 49''$ R = 9874.62' T = 379.10' L = 757.83' E = 7.28' C = 757.65' C.B. = N $84^\circ 25' 29''$ E	③ $\Delta = 12^\circ 36' 44''$ (LT) Dc = $0^\circ 39' 38''$ R = 8673.84' T = 958.55' L = 1909.35' E = 52.80' C = 1905.50' C.B. = N $76^\circ 38' 15''$ E
---	---	---



① - MEET/MATCH PROPOSED EDGE OF SHOULDER

LEGEND

- SHOULDER RECONSTRUCTION
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- OPEN TRAVEL LANE

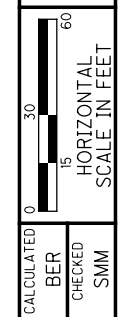
TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP292.dgn 8/6/2020 4:26:42 AM brieder

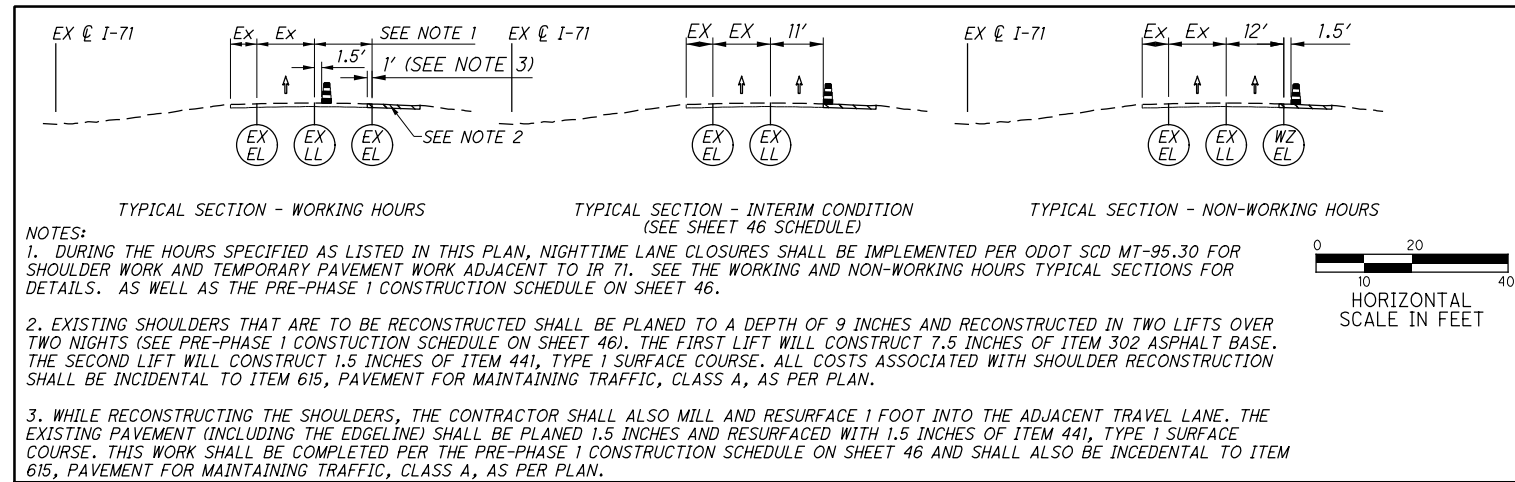
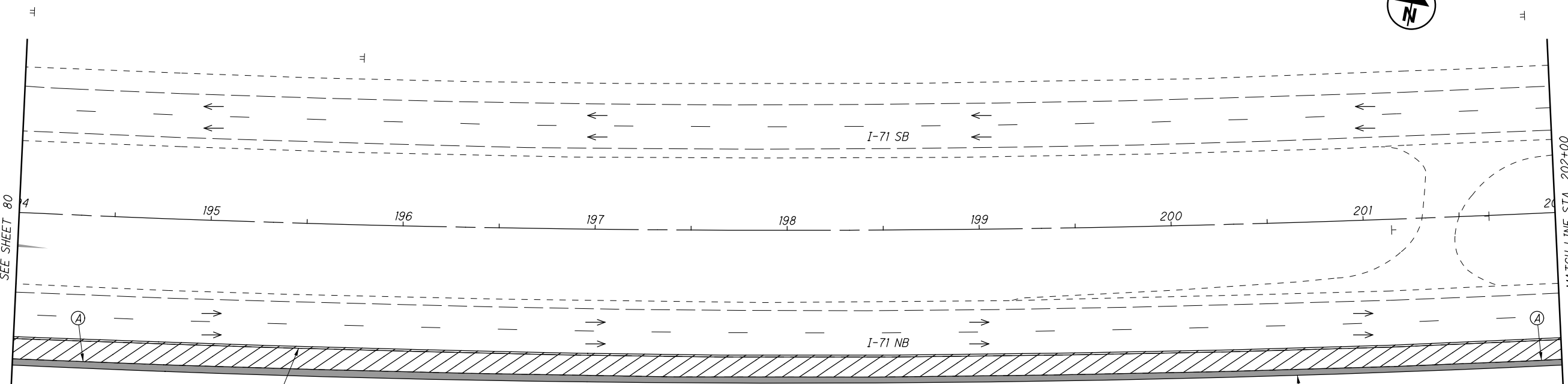
MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 178+00 TO STA. 194+00

FRA-71-0.00
80
1312

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP293.dgn 8/6/2020 4:27:54 AM brieder

MATCH LINE STA. 194+00
SEE SHEET 80

MATCH LINE STA. 202+00
SEE BELOW

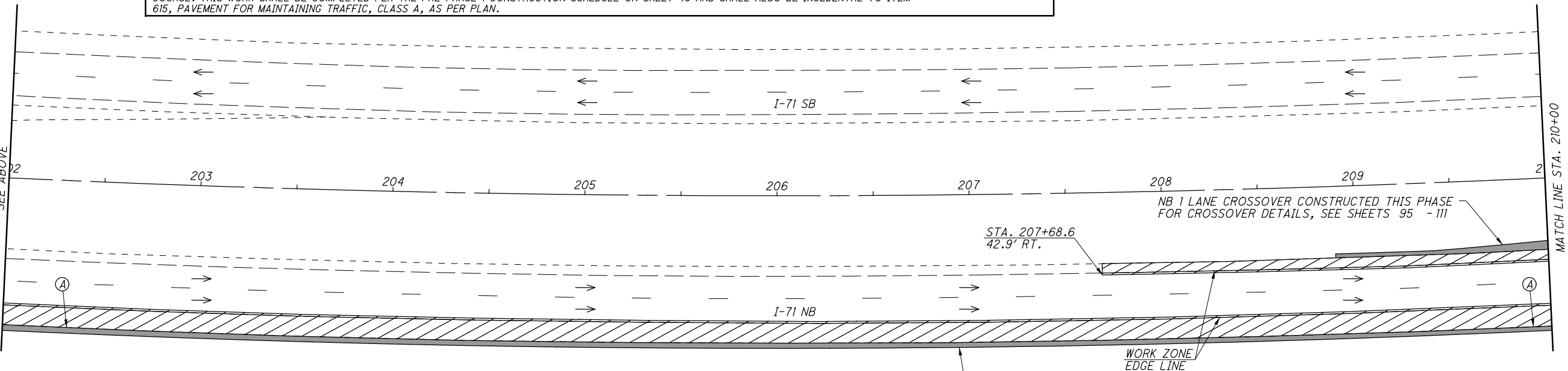


① $\Delta = 12^\circ 36' 44''$ (LT)
 $D_c = 0^\circ 39' 38''$
 $R = 8673.84'$
 $T = 958.55'$
 $L = 1909.35'$
 $E = 52.80'$
 $C = 1905.50'$
 $C.B. = N 76^\circ 38' 15'' E$



MATCH LINE STA. 202+00
SEE ABOVE

MATCH LINE STA. 210+00
SEE SHEET 82



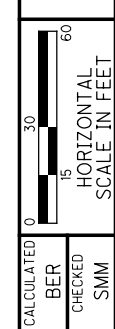
①

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER



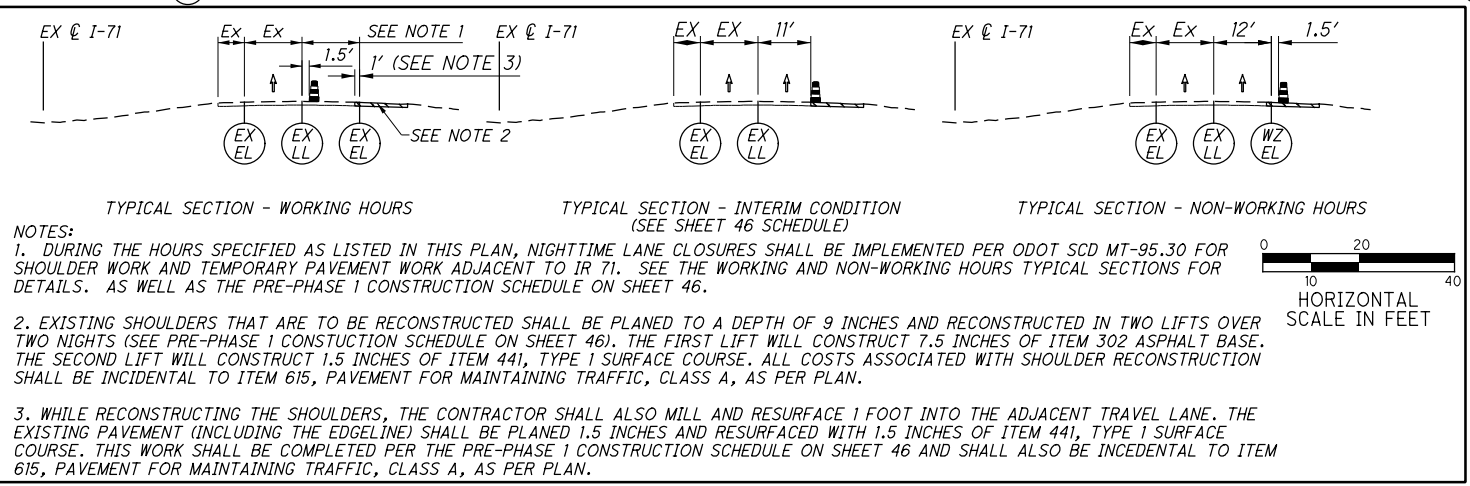
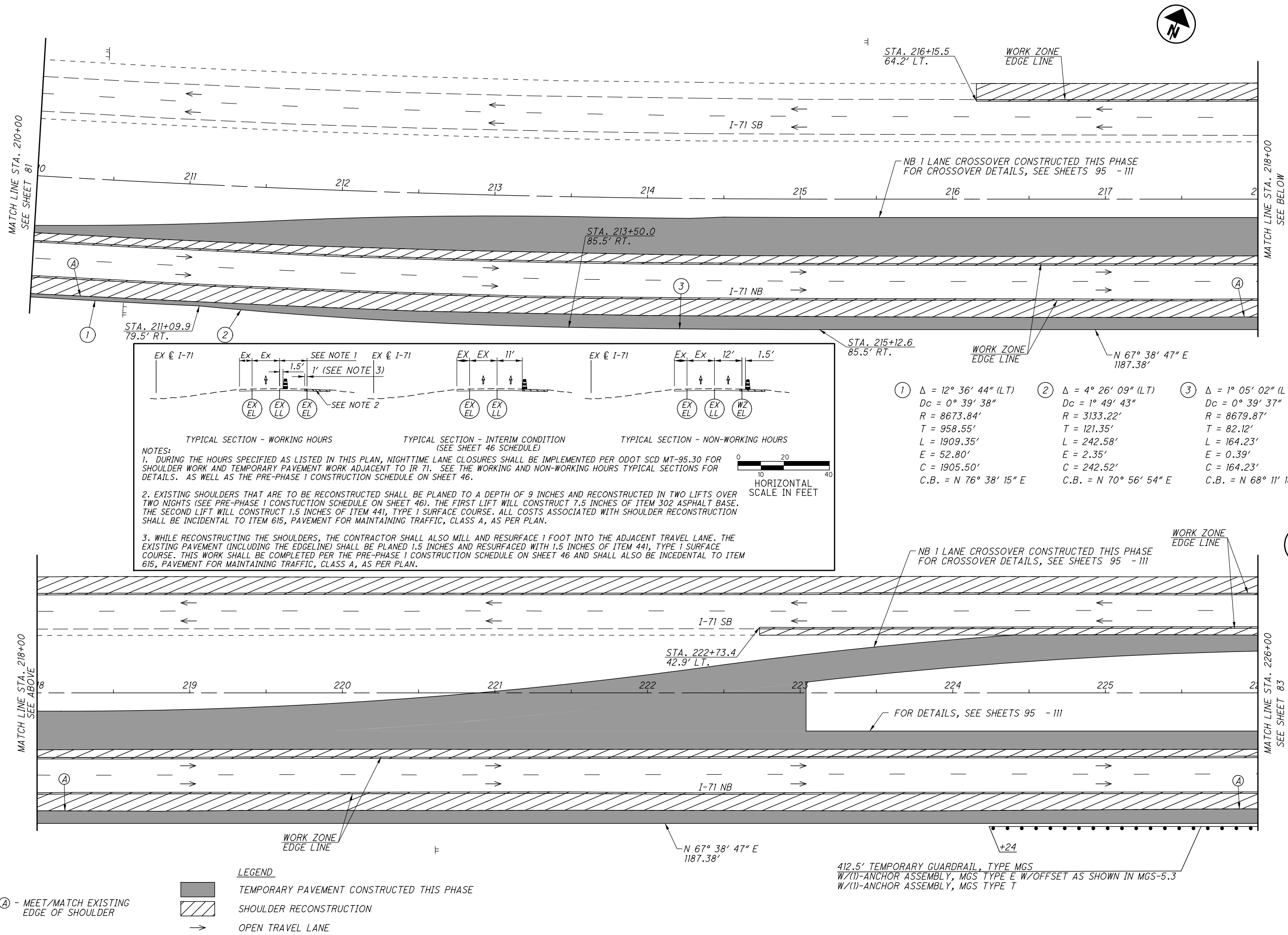
**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
 (ASPHALT OPTION) I-71 - STA. 194+00 TO STA. 210+00**

FRA-71-0.00



CALCULATED
 BER
 CHECKED
 SMM

J:\20130212\ODOT\FRA\107201\mot\sheet\107201\FRA\107201\MP294.dgn 8/6/2020 4:29:08 AM brieder



TYPICAL SECTION - WORKING HOURS TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

①	$\Delta = 12^\circ 36' 44''$ (LT) $D_c = 0^\circ 39' 38''$ $R = 8673.84'$ $T = 958.55'$ $L = 1909.35'$ $E = 52.80'$ $C = 1905.50'$ $C.B. = N 76^\circ 38' 15'' E$	②	$\Delta = 4^\circ 26' 09''$ (LT) $D_c = 1^\circ 49' 43''$ $R = 3133.22'$ $T = 121.35'$ $L = 242.58'$ $E = 2.35'$ $C = 242.52'$ $C.B. = N 70^\circ 56' 54'' E$	③	$\Delta = 1^\circ 05' 02''$ (LT) $D_c = 0^\circ 39' 37''$ $R = 8679.87'$ $T = 82.12'$ $L = 164.23'$ $E = 0.39'$ $C = 164.23'$ $C.B. = N 68^\circ 11' 18'' E$
---	--	---	--	---	---

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

▬ TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

▨ SHOULDER RECONSTRUCTION

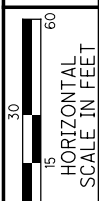
→ OPEN TRAVEL LANE

412.5' TEMPORARY GUARDRAIL, TYPE MGS
W/(1)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3
W/(1)-ANCHOR ASSEMBLY, MGS TYPE T

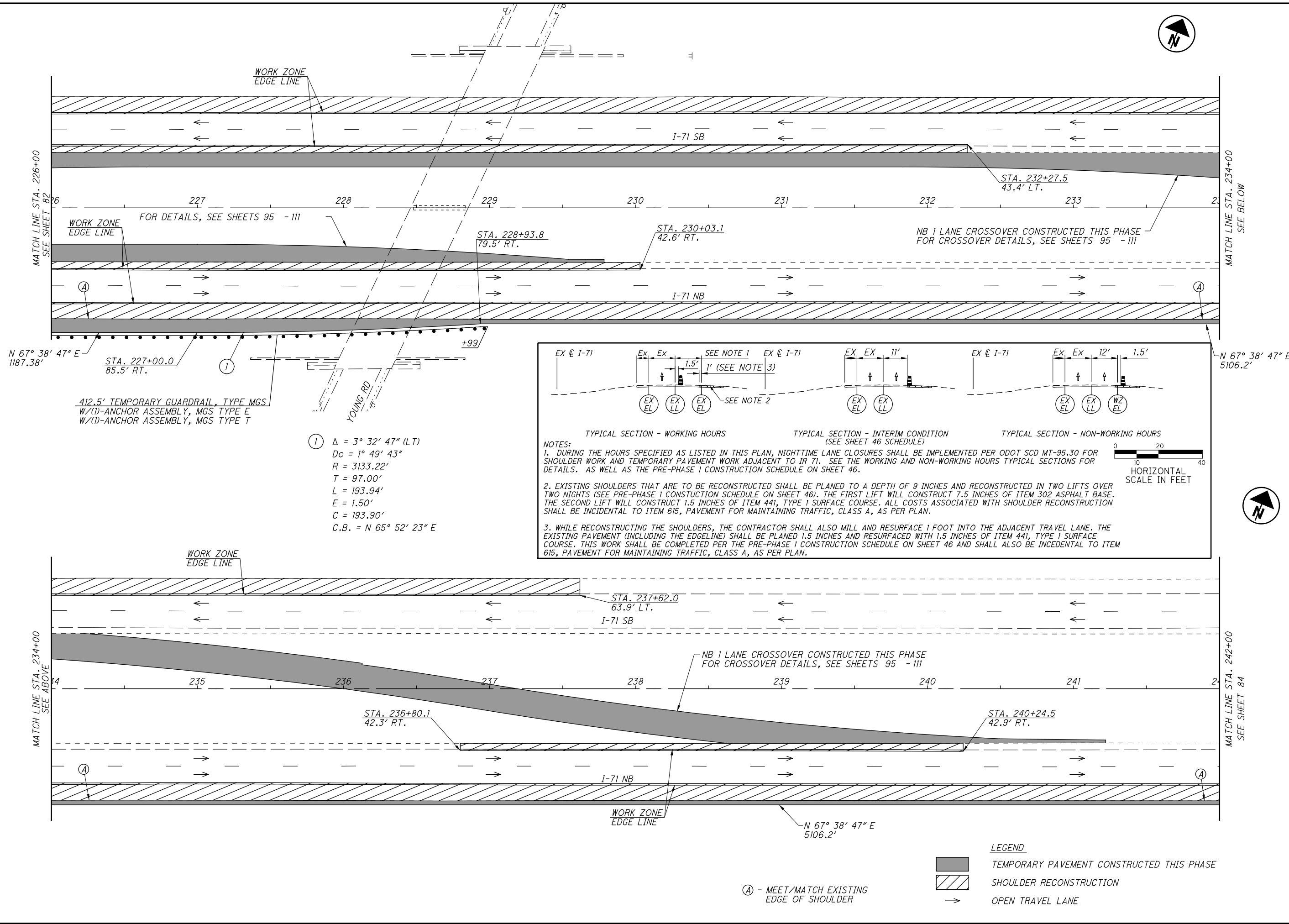
MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 210+00 TO STA. 226+00

FRA-71-0.00

CALCULATED
BER
CHECKED
SMM



J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP295.dgn 8/6/2020 4:30:18 AM brieder



MATCH LINE STA. 226+00
SEE SHEET 82

MATCH LINE STA. 234+00
SEE BELOW

MATCH LINE STA. 234+00
SEE ABOVE

MATCH LINE STA. 242+00
SEE SHEET 84

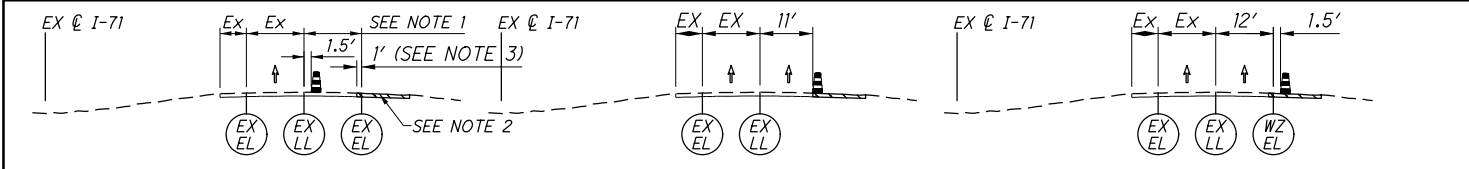
FOR DETAILS, SEE SHEETS 95 - 111

NB 1 LANE CROSSOVER CONSTRUCTED THIS PHASE
FOR CROSSOVER DETAILS, SEE SHEETS 95 - 111

NB 1 LANE CROSSOVER CONSTRUCTED THIS PHASE
FOR CROSSOVER DETAILS, SEE SHEETS 95 - 111

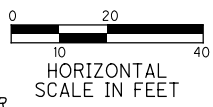
412.5' TEMPORARY GUARDRAIL, TYPE MGS
W/(1)-ANCHOR ASSEMBLY, MGS TYPE E
W/(1)-ANCHOR ASSEMBLY, MGS TYPE T

① $\Delta = 3^\circ 32' 47''$ (LT)
 $D_c = 1^\circ 49' 43''$
 $R = 3133.22'$
 $T = 97.00'$
 $L = 193.94'$
 $E = 1.50'$
 $C = 193.90'$
 $C.B. = N 65^\circ 52' 23'' E$



TYPICAL SECTION - WORKING HOURS
TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)
TYPICAL SECTION - NON-WORKING HOURS

NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANNED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANNED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



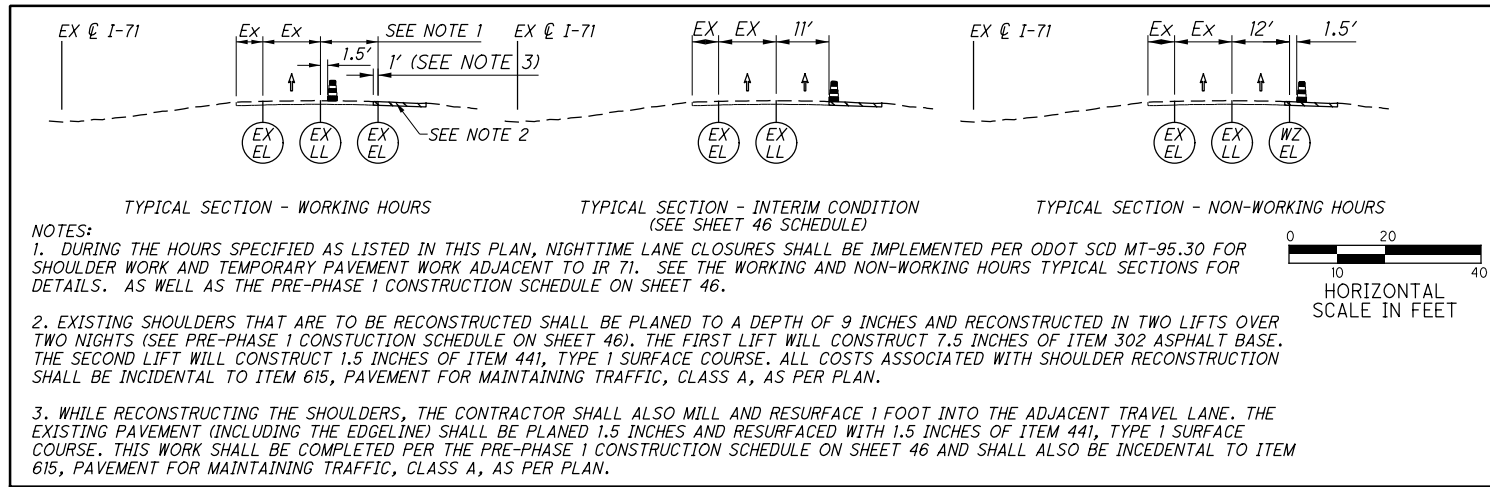
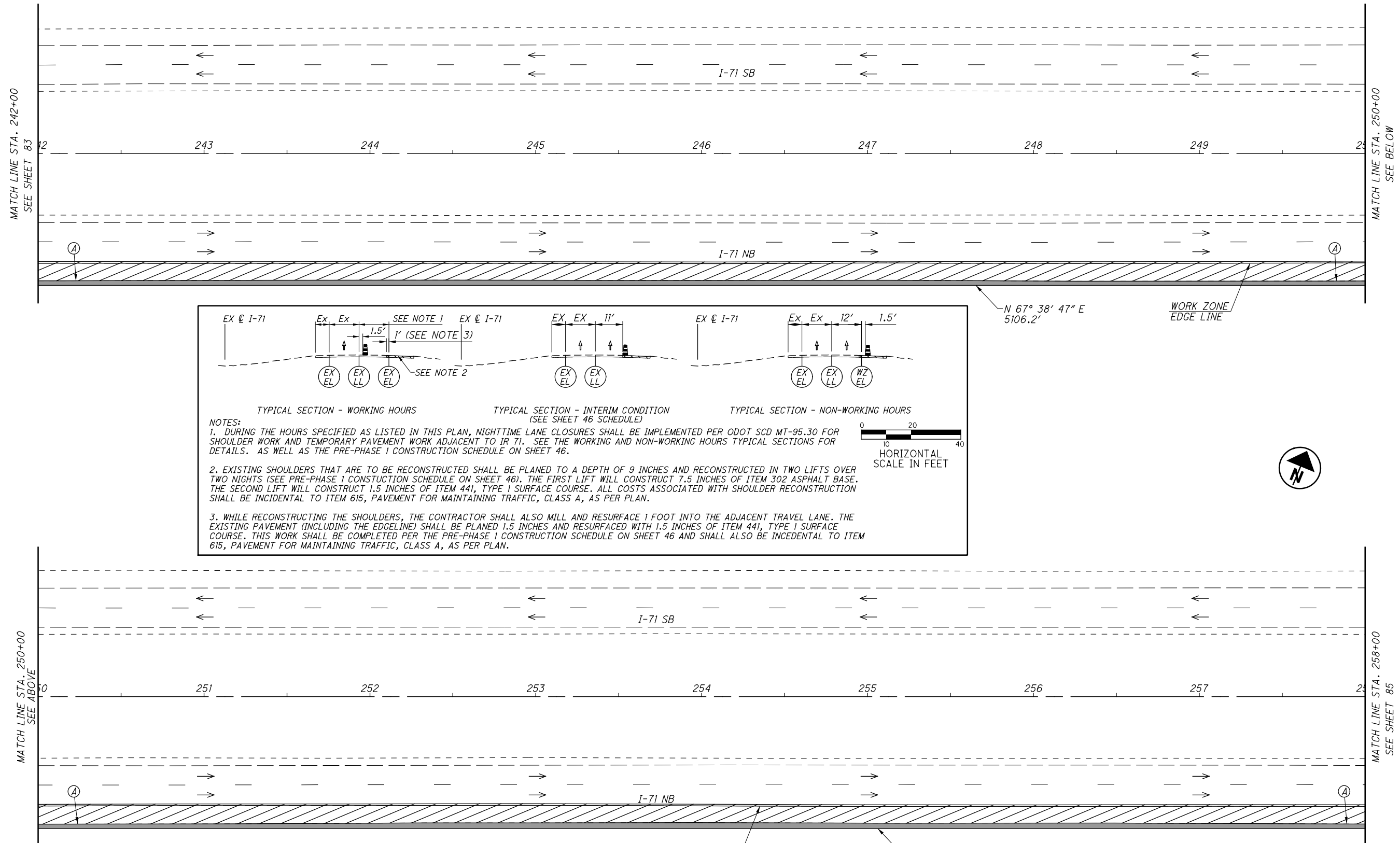
LEGEND
 TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 SHOULDER RECONSTRUCTION
 OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING
EDGE OF SHOULDER

CALCULATED BY BER
 CHECKED BY SMM
**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 226+00 TO STA. 242+00**




FRA-71-0.00

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP296.dgn 8/6/2020 4:31:31 AM brieder



NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

- LEGEND**
-  TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 -  SHOULDER RECONSTRUCTION
 -  OPEN TRAVEL LANE
- (A) - MEET/MATCH EXISTING EDGE OF SHOULDER

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 242+00 TO STA. 258+00

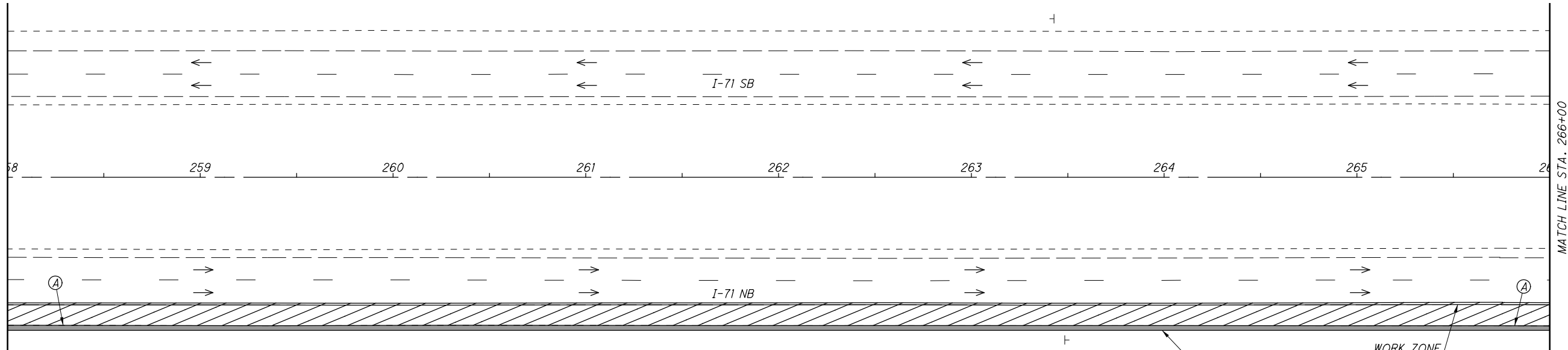
FRA-71-0.00

CALCULATED
BER
CHECKED
SMM

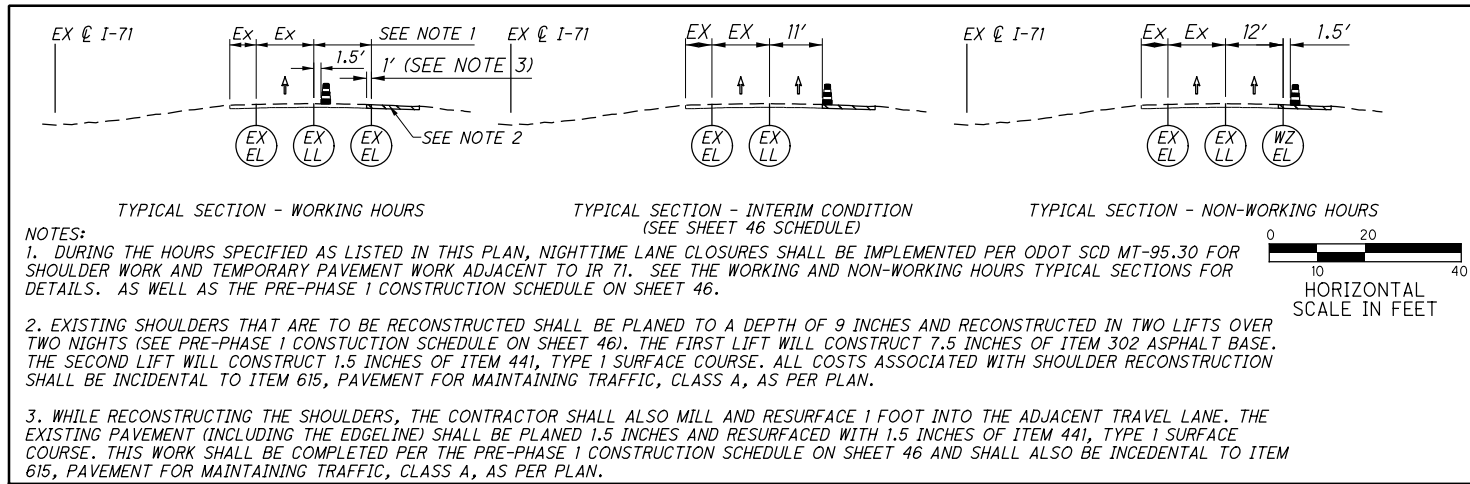
0 15 30 60
HORIZONTAL SCALE IN FEET

J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP297.dgn 8/6/2020 4:32:44 AM brieder

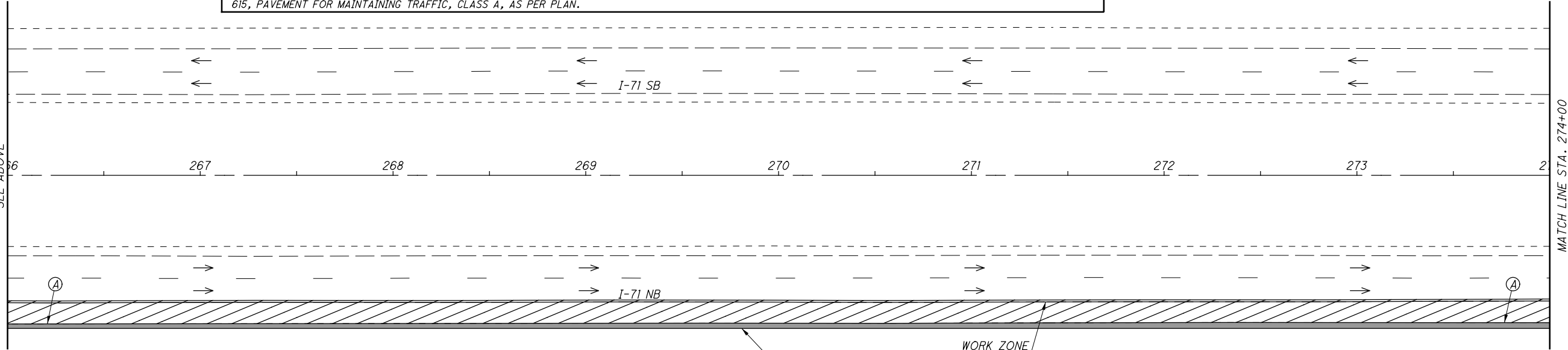
MATCH LINE STA. 258+00
SEE SHEET 84



MATCH LINE STA. 266+00
SEE BELOW



MATCH LINE STA. 266+00
SEE ABOVE



MATCH LINE STA. 274+00
SEE SHEET 86

N 67° 38' 47" E
5106.2'

WORK ZONE
EDGE LINE

Ⓐ - MEET/MATCH EXISTING
EDGE OF SHOULDER

LEGEND

	TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
	SHOULDER RECONSTRUCTION
	OPEN TRAVEL LANE

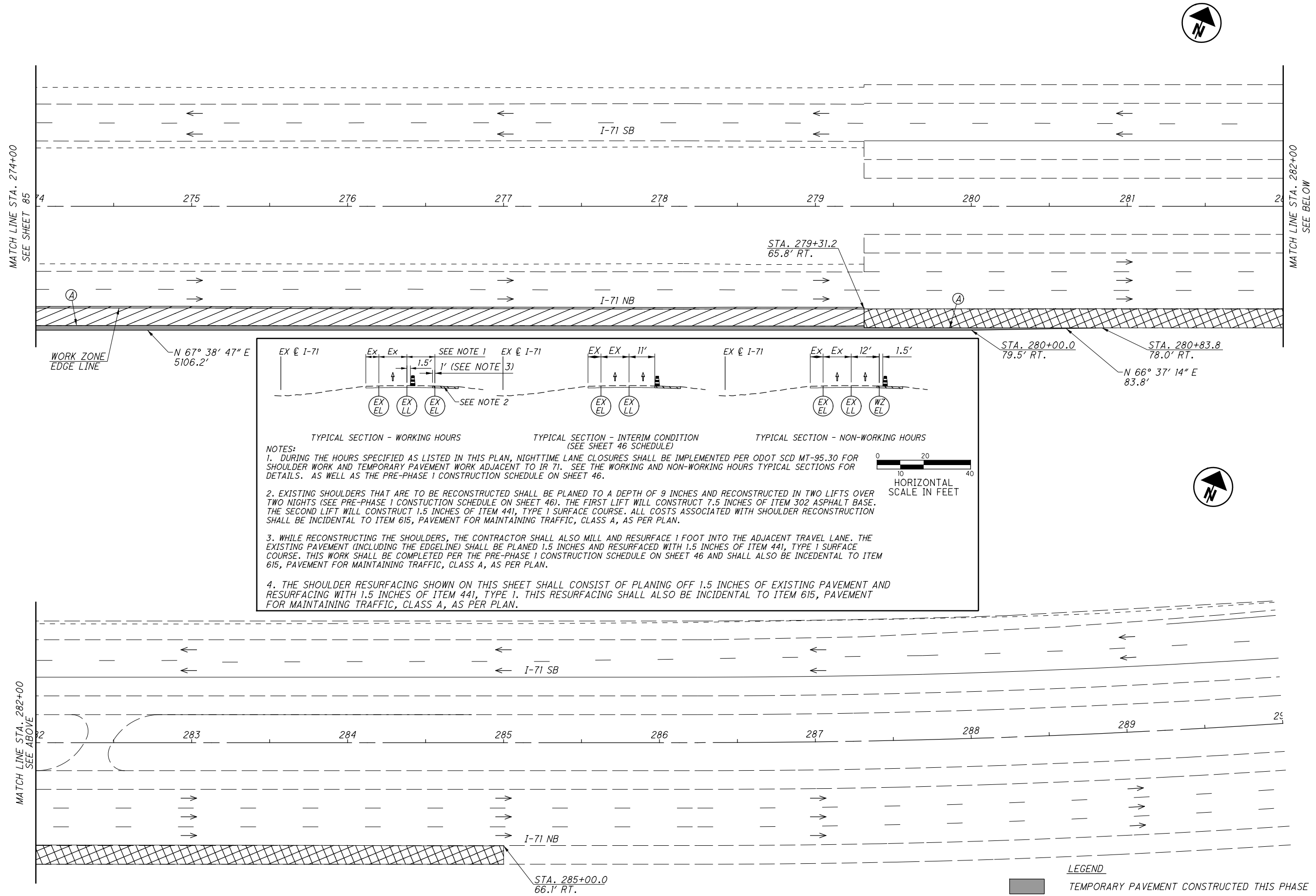
**MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 258+00 TO STA. 274+00**

FRA-71-0.00

CALCULATED
BER
CHECKED
SMM



J:\20130212\ODOT\FRA\107201\mot\sheet\107201MP298.dgn 8/6/2020 4:33:57 AM brieder



TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

- DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO I-71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.
- EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.
- THE SHOULDER RESURFACING SHOWN ON THIS SHEET SHALL CONSIST OF PLANING OFF 1.5 INCHES OF EXISTING PAVEMENT AND RESURFACING WITH 1.5 INCHES OF ITEM 441, TYPE 1. THIS RESURFACING SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



- LEGEND**
- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
 - SHOULDER RECONSTRUCTION
 - SHOULDER RESURFACING (SEE NOTE 4)
 - OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 274+00 TO STA. 290+00

FRA-71-0.00

CALCULATED
BER
CHECKED
SMM



X:\4037000\121957.16\107201\roadway\sheet\107201G001.dgn Sheet 8/8/2020 5:31:19 PM 1458s.js

SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
11	14	399	400	402	407	927	1032	1305	RAMP CALC	ASPH CALC	CALC	01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR							
ROADWAY																						
LS												LS					201	11000	LS	CLEARING AND GRUBBING		
	8					12						20					202	20010	20	EACH	HEADWALL REMOVED	
									18,142	236,518		254,660					202	23000	254,660	SY	PAVEMENT REMOVED	
	28											28					202	30600	28	SY	CONCRETE MEDIAN REMOVED	
	2,672											2,672					202	30700	2,672	FT	CONCRETE BARRIER REMOVED	
	44											44					202	32700	44	SY	GUTTER REMOVED	
	5,030											3,370	1,660				202	35100	5,030	FT	PIPE REMOVED, 24" AND UNDER	
	1,164					926						1,400	690				202	35200	2,090	FT	PIPE REMOVED, OVER 24"	
	11,803											10,503	1,300				202	38000	11,803	FT	GUARDRAIL REMOVED	
	912.5											912.5					202	38200	912.5	FT	GUARDRAIL REMOVED FOR REUSE	
	2											2					202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
	2												2				202	58000	2	EACH	MANHOLE REMOVED	
	70											47	23				202	58100	70	EACH	CATCH BASIN REMOVED	
	1												1				202	58500	1	EACH	CATCH BASIN ABANDONED	
	192											192					SPECIAL	20270000	192	FT	FILL AND PLUG EXISTING CONDUIT	12
	538											538					SPECIAL	20270110	538	FT	PIPE CLEANOUT, 24" AND UNDER	12
						462						462					SPECIAL	20270120	462	FT	PIPE CLEANOUT, 27" TO 48"	12
	635											635					202	75000	635	FT	FENCE REMOVED	
												187,783					203	10000	187,783	CY	EXCAVATION	
												52,529					203	20000	52,529	CY	EMBANKMENT	
14,467												81,129	35,194	17,335			204	10000	95,596	SY	SUBGRADE COMPACTION	
4,823													25,795	13,288			204	13000	39,083	CY	EXCAVATION OF SUBGRADE	
4,823													26,216	13,505			204	30010	39,721	CY	GRANULAR MATERIAL, TYPE B	
66												124	125	65			204	45000	190	hour	PROOF ROLLING	
14,467													79,083	40,739			204	50000	119,822	SY	GEOTEXTILE FABRIC	
													7,487				206	10500	7,487	TON	CEMENT	
													289,338				206	11000	289,338	SY	CURING COAT	
													289,338				206	15010	289,338	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
													LS	LS			206	30001	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, AS PER PLAN	13
													320				209	10000	320	FT	DITCH CLEANOUT	
													11,662.5	3,500			606	15050	11,662.5	FT	GUARDRAIL, TYPE MGS	
													687.5	687.5			606	15550	687.5	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
													912.5				606	16050	912.5	FT	GUARDRAIL REBUILT, TYPE MGS	
													20	8			606	26050	20	EACH	ANCHOR ASSEMBLY, MGS TYPE B	11
													20	12			606	26550	20	EACH	ANCHOR ASSEMBLY, MGS TYPE T	11
													13	5			606	35002	13	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
													6	1			606	35102	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
													5	5			606	60012	5	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL) 75 MPH, 36"	11
													2				606	60028	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) 35 MPH, 36"	11
													25,966	25,966			606	98000	25,966	FT	GUARDRAIL, MISC.: GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED)	11
													26	26			606	98100	26	EACH	GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL	11
													498				607	15100	498	FT	FENCE, TYPE 47RA	
													1,616				622	10140	1,616	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
													654				622	10160	654	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
													2				622	24860	2	EACH	CONCRETE BARRIER END SECTION, TYPE C1	
													6				622	25000	6	EACH	CONCRETE BARRIER END SECTION, TYPE D	
													20				622	25014	20	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
													2				622	25015	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	13
													4				622	25050	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
													55				623	40500	55	EACH	REFERENCE MONUMENT	
	80												80				SPECIAL	69065016	80	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	14
													LS				878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

GENERAL SUMMARY

FRA - 71 - 0.00

384
1312

X:\4037000\121957.16\107201\roadway\sheets\107201G003.dgn Sheet 8/8/2020 5:32:53 PM 1458s.js

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	DCB	CHECKED	DLW
12	13	400	401	402	928					01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR										
		50								50				611	08200	50	FT	18" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21					
			205							205				611	08900	205	FT	21" CONDUIT, TYPE B					
			64							64				611	08900	64	FT	21" CONDUIT, TYPE B, 706.02					
			34							34				611	09100	34	FT	21" CONDUIT, TYPE C, 706.02					
			90							90				611	10200	90	FT	24" CONDUIT, TYPE A, 706.02, 707.01 ALUMINIZED, 707.21, 707.33 WITH WELDED BELL					
			100							100				611	10200	100	FT	24" CONDUIT, TYPE A 706.02 OR 30" CONDUIT, TYPE A, 707.01, 707.02, 707.04, 707.05, 707.07 OR 707.21					
			184							184				611	10400	184	FT	24" CONDUIT, TYPE B					
			119							119				611	10400	119	FT	24" CONDUIT, TYPE B, 706.02					
			8							8				611	10600	8	FT	24" CONDUIT, TYPE C, 706.02					
			999							999				611	10600	999	FT	24" CONDUIT, TYPE C					
50										50				611	10600	50	FT	24" CONDUIT, TYPE C, FOR DRAINAGE CONNECTION					
250										250				611	10601	250	FT	24" CONDUIT, TYPE C, AS PER PLAN				12	
					26					26				611	13200	26	FT	30" CONDUIT, TYPE A, 706.02					
			113							113				611	13400	113	FT	30" CONDUIT, TYPE B					
			501							501				611	13600	501	FT	30" CONDUIT, TYPE C					
			34							34				611	13600	34	FT	30" CONDUIT, TYPE C, 706.02					
			40							40				611	14200	40	FT	30" CONDUIT, TYPE F, 707.05					
			245							245				611	16400	245	FT	36" CONDUIT, TYPE B, 706.02					
250										250				611	16601	250	FT	36" CONDUIT, TYPE C, AS PER PLAN				12	
					32					32				611	20700	32	FT	48" CONDUIT, TYPE A, 706.02					
					24					24				611	20700	24	FT	48" CONDUIT, TYPE A, 707.07					
					24					24				611	26000	24	FT	72" CONDUIT, TYPE A, 707.07					
					232					232				611	52500	232	FT	24" X 38" CONDUIT, TYPE A, 706.04					
					227					227				611	52700	227	FT	29" X 45" CONDUIT, TYPE A, 706.04					
					304					304				611	95001	304	FT	10' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN				937	
			192							192				611	96600	192	FT	CONDUIT, BORED OR JACKED, 18", TYPE B				12	
			7							1	6			611	98180	7	EACH	CATCH BASIN, NO. 3A					
			7							7				611	98300	7	EACH	CATCH BASIN, NO. 5					
			11							11				611	98341	11	EACH	CATCH BASIN, NO. 5A					
			3							3				611	98370	3	EACH	CATCH BASIN, NO. 6					
			48							19	29			611	98410	48	EACH	CATCH BASIN, NO. 8					
			7		1					7	1			611	98434	8	EACH	CATCH BASIN, NO. 8A					
			4							4				611	98470	4	EACH	CATCH BASIN, NO. 2-2B					
			11							11				611	99110	11	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1					
				6						6				611	99574	6	EACH	MANHOLE, NO. 3					
	2			92						94				611	99710	94	EACH	PRECAST REINFORCED CONCRETE OUTLET					
					1					1				611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.:DETAIL AND CONSTRUCTION BLIND TAP				929	
					165					165				615	20000	165	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A					
																		DRAINAGE ALTERNATE 1A					
					260					260				833	10000	260	FT	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT 72" DIAMETER				930	
																		DRAINAGE ALTERNATE 1B					
					260					260				837	10000	260	FT	LINER PIPE 66" ID 707.18, .19, .20, .24, .35, 748.06 (66" OD), SS938, 707.75				930	
					260					260				837	21000	260	FT	BACKFILL FOR LINER PIPE				930	
																		DRAINAGE ALTERNATE 2A					
					663					663				899	10000	663	FT	CURED-IN-PLACE PIPE LINER, 48" DIAMETER				931	
																		DRAINAGE ALTERNATE 2B					
					663					663				837	10000	663	FT	LINER PIPE 42" ID 707.18, .19, .20, .35, .42, .43, 748.06 (42" OD), SS938, 707.75				931	
					663					663				837	21000	663	FT	BACKFILL FOR LINER PIPE				931	

GENERAL SUMMARY

FRA - 71 - 0:00

X:\4037000\121957.16\107201\Roadway\sheets\107201G004.dgn Sheet 8/8/2020 5:35:06 PM 1458s.js

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	DCB	CHECKED	DLW
13	400	402	1103	ASPH CALC	CONC CALC	RAMP CALC				01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR										
PAVEMENT																							
150										150				251	01021	150	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 1	13				
600										600				251	01021	600	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 2	13				
3,000										3,000				251	01021	3,000	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 3	13				
						3,871				3,871				304	20000	3,871	CY	AGGREGATE BASE					
						18,610				18,610				452	15060	18,610	SY	12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC 1P WITH OC/OA					
						3,291				3,291				452	19200	3,291	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.:12.5" CLASS OC MS WITH OC/OA	13A				
	350									350				609	24510	350	FT	CURB, TYPE 4-C					
PAVEMENT OPTIONS																							
ASPHALT OPTION																							
				43,290						43,290				254	01000	43,290	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" THICK)					
				108,694						72,825	35,869			302	46001	108,694	CY	ASPHALT CONCRETE BASE, AS PER PLAN	13A				
				60,969						40,849	20,120			304	20000	60,969	CY	AGGREGATE BASE					
				63,362						42,241	21,121			407	20000	63,362	GAL	NON-TRACKING TACK COAT					
				19,955						13,303	6,652			442	00100	19,955	CY	ANTI-SEGREGATION EQUIPMENT					
				16,977						11,375	5,602			442	10100	16,977	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)					
				16,360						10,907	5,453			442	10301	16,360	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	13				
		19.58								13.12	6.46			618	40600	19.58	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)					
		400								264	136			618	40200	400	FT	RUMBLE STRIPS, SHOULDER (CONCRETE)					
CONCRETE OPTION																							
				32,208						32,208				254	01000	32,208	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" THICK)					
				11,083						7,389	3,694			254	01010	11,083	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (1.5" THICK)					
				59,389						39,791	19,598			304	20000	59,389	CY	AGGREGATE BASE					
				4,511						3,007	1,504			407	20000	4,511	GAL	NON-TRACKING TACK COAT					
				819						546	273			442	00100	819	CY	ANTI-SEGREGATION EQUIPMENT					
				8						5	3			442	10100	8	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)					
				1,354						903	451			442	10300	1,354	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)					
				349,075						233,880	115,195			452	16060	349,075	SY	13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC 1P WITH OC/OA					
		19.66								12.98	6.68			618	40700	19.66	MILE	RUMBLE STRIPS, SHOULDER (CONCRETE)					
										11,083	7,389	3,694		848	90000	11,083	SY	OVERLAY, MISC.:CONCRETE PAVEMENT CLASS OC 1P WITH OC/OA					
LIGHTING																							
			12							12				625	00450	12	EACH	CONNECTION, FUSED PULL APART					
			21							21				625	00480	21	EACH	CONNECTION, UNFUSED PERMANENT					
			6							6				625	10490	6	EACH	LIGHT POLE, CONVENTIONAL, AT15B35					
			4							4				625	13200	4	EACH	LIGHT TOWER, BBBB100					
			6							6				625	14000	6	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP					
			4							4				625	15200	4	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP					
			7,191							7,191				625	23200	7,191	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE					
			696							696				625	23400	696	FT	NO. 10 AWG POLE AND BRACKET CABLE					
			2,768							2,768				625	24320	2,768	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES					
			1,417							1,417				625	25400	1,417	FT	CONDUIT, 2", 725.04					
			257							257				625	25401	257	FT	CONDUIT, 2", 725.04, AS PER PLAN	1101				
			389							389				625	25500	389	FT	CONDUIT, 3", 725.04					
			166							166				625	25902	166	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"					
			6							6				625	26253	6	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 480V	1101				
			16							16				625	26263	16	EACH	LUMINAIRE, HIGH MAST, SOLID STATE (LED), AS PER PLAN, 480V	1101				
			2							2				625	27503	2	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 480V	1101				
			4,299							4,299				625	29000	4,299	FT	TRENCH					
			4							4				625	29920	4	EACH	STRUCTURE JUNCTION BOX					
			8							8				625	30700	8	EACH	PULL BOX, 725.08, 18"					
			2							2				625	30706	2	EACH	PULL BOX, 725.08, 24"					
			14							14				625	32000	14	EACH	GROUND ROD					
			1							1				625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM					
			1							1				625	34001	1	EACH	POWER SERVICE, AS PER PLAN	1101				
			4,299							4,299				625	36000	4,299	FT	PLASTIC CAUTION TAPE					
			LS							LS				625	37001	LS		SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	1101				

GENERAL SUMMARY

FRA - 71 - 0:00

387
1312

X:\4037000\121957.16\107201\Roadway\sheets\107201G006.dgn_Sheet 8/8/2020 5:37:15 PM 1458sjs

SHEET NUM.								PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
408																	
STRUCTURE OVER 20 FOOT SPAN (FRA-71-0296L (SOUTHBOUND))																	
LS										LS		202	11203	LS		1111	
150										150		202	22900	150	SY	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	
721										721		202	23500	721	SY	WEARING COURSE REMOVED	
LS										LS		503	11101	LS		1112	
LS										LS		503	21300	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	
																UNCLASSIFIED EXCAVATION	
LS										LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
1,440										950	490	507	00100	1,440	FT	STEEL PILES HP10X42, FURNISHED	
1,280										844	436	507	00150	1,280	FT	STEEL PILES HP10X42, DRIVEN	
720										475	245	507	00200	720	FT	STEEL PILES HP12X53, FURNISHED	
640										422	218	507	00250	640	FT	STEEL PILES HP12X53, DRIVEN	
48										48		507	93300	48	EACH	STEEL POINTS OR SHOES	
124,430										82,123	42,307	509	10001	124,430	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	
500										330	170	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	
564										372	192	510	10000	564	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
459										302	157	511	21522	459	CY	CLASS QC2 CONCRETE WITH QC/OA, SUPERSTRUCTURE	
2										1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
92										60	32	511	42012	92	CY	CLASS QC1 CONCRETE WITH QC/OA, PIER ABOVE FOOTINGS	
168										110	58	511	43512	168	CY	CLASS QC1 CONCRETE WITH QC/OA, ABUTMENT INCLUDING FOOTING	
28										18	10	511	46510	28	CY	CLASS QC1 CONCRETE, FOOTING	
962										634	328	512	10050	962	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
41										27	14	512	33000	41	SY	TYPE 2 WATERPROOFING	
211,190										140,793	70,397	513	10260	211,190	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	
6,156										4,062	2,094	513	20000	6,156	EACH	WELDED STUD SHEAR CONNECTORS	
17										11	6	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER	
253										166	87	516	13900	253	SF	2" PREFORMED EXPANSION JOINT FILLER	
179										118	61	516	14020	179	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
18										11	7	516	44100	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE)	
18										11	7	516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE)	
139										91	48	518	21200	139	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
205										135	70	518	40000	205	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
40										26	14	518	40011	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	
2										2		523	20000	2	EACH	DYNAMIC LOAD TESTING	
379										250	129	526	25011	379	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/OA (T=15"), AS PER PLAN	
146										96	50	526	90030	146	FT	TYPE C INSTALLATION	
48										31	17	SPECIAL	53000400	48	EACH	STRUCTURES : CAPSULE ADHESIVE ANCHORES	
325										214	111	607	39900	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
61										40	21	846	00110	61	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
STRUCTURE OVER 20 FOOT SPAN (FRA-71-0296R (NORTHBOUND))																	
LS										LS		202	11203	LS		1111	
150										150		202	22900	150	SY	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	
721										721		202	23500	721	SY	WEARING COURSE REMOVED	
LS										LS		503	11101	LS		1112	
LS										LS		503	21300	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	
																UNCLASSIFIED EXCAVATION	
LS										LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
1,440										950	490	507	00100	1,440	FT	STEEL PILES HP10X42, FURNISHED	
1,280										844	436	507	00150	1,280	FT	STEEL PILES HP10X42, DRIVEN	
720										475	245	507	00200	720	FT	STEEL PILES HP12X53, FURNISHED	
640										422	218	507	00250	640	FT	STEEL PILES HP12X53, DRIVEN	
48										31	17	507	93300	48	EACH	STEEL POINTS OR SHOES	

GENERAL SUMMARY

FRA - 71 - 0 : 00

389
1312

X:\4037000\121957.16\107201\roadway\sheet\107201G009.dgn Sheet 8/8/2020 5:39:00 PM 1458s.js

SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
28	29	30	31	32	33	34	35	36	37	38	39	01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
MAINTENANCE OF TRAFFIC																					
CONCRETE OPTION																					
1,500												750	750			614	11110	1,500	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	4	5		4	2							13	2			614	12380	15	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
	4	1										5				614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
LS		LS		LS								LS	LS			614	12420	LS		DETOUR SIGNING	
12												6	6			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN	
40												20	20			614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN	
10												5	5			614	12500	10	EACH	REPLACEMENT SIGN	
100												50	50			614	12600	100	EACH	REPLACEMENT DRUM	
3	2											5				614	12756	5	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
	8	587	566	574	1,152							2,677	210			614	12800	2,887	EACH	WORK ZONE RAISED PAVEMENT MARKER	
		2,014	519	40	804	94						3,185	286			614	12801	3,471	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	21
		1,759	3,551	51	3,753	153						7,965	1,302			614	13310	9,267	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
		68	14		128							167	43			614	13312	210	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
		684	1,222		279	51						2,126	110			614	13350	2,236	EACH	OBJECT MARKER, ONE WAY	
		14		17								31				614	13360	31	EACH	OBJECT MARKER, TWO WAY	
180,000												180,000				614	18000	180,000	EACH	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	22
22												11	11			614	18601	22	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	20
	4.73	5.06		10.52								16.8	3.51			614	20056	20.31	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
24.56												16.38	8.18			614	20560	24.56	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
5.54	14.85	13.57		23.74	1.5							50.79	8.41			614	22056	59.2	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
25.58												17.05	8.53			614	22360	25.58	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	9,083	5,703		5,546								18,483	1,849			614	23110	20,332	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
4,051												2,701	1,350			614	23690	4,051	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	1,460	1,200		2,488	420							4,599	969			614	24208	5,568	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	
4,714												3,143	1,571			614	24618	4,714	FT	WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	
				142									142			614	25210	142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT	
		25		14	16							45	10			614	26200	55	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	212			156	155							419	104			614	28200	523	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
LS												LS				615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	22
14,471	20,350			1,543								35,850	514			615	20000	36,364	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
37,907	290			376								38,448	125			615	20001	38,573	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	22
300												300				615	25001	300	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	23
6,844												6,844				615	25001	6,844	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	23
2,000												2,000				615	25001	2,000	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	23
500												500				615	25001	500	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	23
962												481	481			616	10000	962	MGAL	WATER	
	30,220	58,510		32,820	2,410							112,217	11,743			622	41100	123,960	FT	PORTABLE BARRIER, UNANCHORED	
	480	480										960				622	41110	960	FT	PORTABLE BARRIER, ANCHORED	
	1,380			28,790								20,573	9,597			622	80000	30,170	FT	GLARE SCREEN	
				1.38								1.38				644	00104	1.38	MILE	EDGE LINE, 6"	
				0.87								0.87				644	00204	0.87	MILE	LANE LINE, 6"	
				11.97								37.55				646	10010	37.55	MILE	EDGE LINE, 6"	
				10.56								32.32				646	10110	32.32	MILE	LANE LINE, 6"	
				1,622								5,673				646	10310	5,673	FT	CHANNELIZING LINE, 12"	
				25								25				646	10400	25	FT	STOP LINE	
												4,714				646	20504	4,714	FT	DOTTED LINE, 6"	
												1,879				646	20510	1,879	FT	DOTTED LINE, 12"	
18			1,879									18				SPECIAL	64620710	18	EACH	AIR SPEED ZONE MARKING	23
160												80	80			808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
												1,500	750	750		614	11110	1,500	hour	ASPHALT OPTION	
												4	6			614	12380	16	EACH	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
												4	1			614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
												LS	LS			614	12420	LS		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
												LS	LS			614	12420	LS		DETOUR SIGNING	
												12	6	6		614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN	
												40	20	20		614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN	

GENERAL SUMMARY

FRA - 71 - 0:00

X:\4037000\121957.16\107201\roadway\sheet\107201GS001.dgn Sheet 8/7/2020 6:46:23 PM 1458sjjs

SHEET NO.	202	202	202	202	202	202	202	202	202	202	202	202	SPECIAL	SPECIAL	202	601	601	601	601	601	602	605	605	605	605	606
	HEADWALL REMOVED EACH	CONCRETE MEDIAN REMOVED SY	CONCRETE BARRIER REMOVED FT	GUTTER REMOVED SY	PIPE REMOVED, 24" AND UNDER FT	PIPE REMOVED, OVER 24" FT	GUARDRAIL REMOVED FT	GUARDRAIL REMOVED FOR REUSE FT	IMPACT ATTENUATOR REMOVED EACH	MANHOLE REMOVED EACH	CATCH BASIN REMOVED EACH	CATCH BASIN ABANDONED EACH	FILL AND PLUG EXISTING CONDUIT FT	PIPE CLEANOUT, 24" AND UNDER FT	FENCE REMOVED FT	RIPRAP, TYPE D SY	TIED CONCRETE BLOCK MAT, TYPE 1 SY	TIED CONCRETE BLOCK MAT, TYPE 2 SY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY	6" SHALLOW PIPE UNDERDRAINS FT	6" SHALLOW PIPE UNDERDRAINS, AS PER PLAN FT	6" UNCLASSIFIED PIPE UNDERDRAINS FT	6" BASE PIPE UNDERDRAINS FT	GUARDRAIL, TYPE MGS FT
482						820																				887.5
485					77					2										1.78	0.45					
488						355																				150
491	2				171	227	340			3																375
494			75			146														1.67	0.27					
497			90		161	1456				3																1450
500																19				9.6	0.60					
503					44	60			1	3																
506																19				2	1.36					150
509	1				31	355			1	4																
512																			3.7		0.37					
515					194					2																
518					8					1										1.67	0.33					
521					9					1																150
524					491		625			5	1									1.67	0.27					437.5
527							63	600																		250
530																										
533																										
536					386					4																
539																				1.33	0.33					
542							1553																			1475
545					98					2										1.33	0.27					
548					1008	513				7																
551			68		190		100			3																725
554			69				164																			50
557					190					3																
560							1600																			1562.5
563					73		1287			2				51				27		1.33	0.25					
566					200					3										1.33	0.27					912.5
569							262																			
572					69		1454			2					462		161		3.99	0.81						812.5
575					18		840	312.5		1					173	1.78	62		1.33	0.52						1150
578	1				80	9	738			1				52			71		1.33	0.27						725
581					58					1										1.33	0.25					
584					40					1					75		1.78			0.25						
587					32					1					93		1.78		1.33	0.58						150
590																										
593					106					1							1.78			0.33						150
596																										
599					66					2					157		3.56			0.62						
602																										
605					104					1							1.78			0.33						
608					103					1							1.78			0.33						
611																										
614					113					1										1.33	0.33					100
617					120					1							1.78			0.33						
620					96					1			192													
623					108					1										1.33	0.33					
TOTALS CARRIED TO SHEET 399	4	0	302	0	4444	1164	11,803	912.5	0	2	64	1	192	538	635	38	16.02	321	3.70	35.68	10.05	0	0	0	0	11,663

ROADWAY SUBSUMMARY

FRA - 71 - 0.00

CALCULATED
DCB
CHECKED
SJS

395
1312

X:\4037000\121957.16\107201\roadway\sheet\107201GS002.dgn Sheet 8/7/2020 6:45:28 PM 1458s.js

SHEET NO.	606	606	606	606	606	606	606	606	606	606	607	609	611	611	611	611	611	611	611	611	611	611	611	611	611
	GUARDRAIL, BARRIER DESIGN, TYPE MGS	GUARDRAIL REBUILT, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)	GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED)	GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL	FENCE, TYPE 4TRA	CURB, TYPE 4-C	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	15" CONDUIT, TYPE B	15" CONDUIT, TYPE B, 706.02	15" CONDUIT, TYPE C	15" CONDUIT, TYPE C, 706.02	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21	15" CONDUIT, TYPE F, 707.05 TYPE C	18" CONDUIT, TYPE B	18" CONDUIT, TYPE B, 706.02	18" CONDUIT, TYPE C	18" CONDUIT, TYPE C, 706.02	18" CONDUIT, TYPE C, 706.08	18" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21
	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
482			1	1					1340	2															
485																313									
488			1	1												294									
491			2	2					2600	2															
494	50													95		830									
497	50		2	3	2	1	1					36													
500																610									
503																									
506			1	1					2100	2															
509																									
512																									
515																									
518									1750	2															
521			1	1																					
524			1																						
527		600		1																					
530																									
533									2100	2															
536																									
539																									
542			2	2					1479	2															
545															35	279		52							
548																									
551			3	2	1																				
554			1		1				2222	2		36													
557																									
560			1		1																				
563																42		16							
566					1	1			675	2		18		75		75		41							
569	125				1																				
572	287.5				3	2					408	129				39	16	76	48						
575	75	312.5	1	2	2	2			1835	2	90	97				10	41	8							
578			1		1							34		92	40	49									
581																									
584																									
587			1	1					1803	2				61								16		16	
590																									
593			1	1																	106				
596																									
599									2212	2															
602																									
605																									
608																					103				
611									2800	2															
614	100			2																	111				
617																					119				
620																					91		899		20
623																					106		292		
TOTALS CARRIED TO SHEET 400	687.5	912.5	20	20	13	6	5	0	22,916	24	498	350	0	323	260	5757	90	210	88	859	187	1569	56	20	50

CALCULATED	DCB		
	CHECKED		
SJS			
ROADWAY SUBSUMMARY			
FRA - 71 - 0:00			
<table border="1"> <tr> <td>396</td> </tr> <tr> <td>1312</td> </tr> </table>		396	1312
396			
1312			

X:\4037000\121957.16\107201\roadway\sheet\107201GS004.dgn Sheet 8/7/2020 6:49:39 PM 1458s.js

SHEET NO.	202	202	202	202	202	202	202	202	202	202	202	202	SPECIAL	SPECIAL	202	601	601	601	601	601	602	605	605	605	605	606
	HEADWALL REMOVED EACH	CONCRETE MEDIAN REMOVED SY	CONCRETE BARRIER REMOVED FT	GUTTER REMOVED SY	PIPE REMOVED, 24" AND UNDER FT	PIPE REMOVED, OVER 24" FT	GUARDRAIL REMOVED FT	GUARDRAIL REMOVED FOR REUSE FT	IMPACT ATTENUATOR REMOVED EACH	MANHOLE REMOVED EACH	CATCH BASIN REMOVED EACH	CATCH BASIN ABANDONED EACH	FILL AND PLUG EXISTING CONDUIT FT	PIPE CLEANOUT, 24" AND UNDER FT	FENCE REMOVED FT	RIPRAP, TYPE D SY	TIED CONCRETE BLOCK MAT, TYPE 1 SY	TIED CONCRETE BLOCK MAT, TYPE 2 SY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY	6" SHALLOW PIPE UNDERDRAINS FT	6" SHALLOW PIPE UNDERDRAINS, AS PER PLAN FT	6" UNCLASSIFIED PIPE UNDERDRAINS FT	6" BASE PIPE UNDERDRAINS FT	GUARDRAIL, TYPE MGS FT
626																										
629					115					1										1.33	0.33					
632																										
635					98					1										1.33	0.33					
638																										
641					111					1							1.78				0.39					
644																										
647																										
653		10	1217					1									3.56				0.54					
659		18	1153		39			1								1.78			1.67	0.93						
665	2			39	143					2									1.56	0.92						
670	2			5	80					1						1.78			2.08	1.47						
945																	5.40					6980			6956	
946																	5.40					6939			6939	
947																	3.60					7117			7122	
948																	1.80					5741			5741	
949																	7.20					3016		372	3016	
950																	5.40					4102		22	4104	
951																	9.00					8321		87	9032	
952																	1.80					9500	525	2088	6686	
953																	7.20					4866	615	297	4808	
954																	5.40					7463		328	4714	
955																	14.40					7787			5959	
956																	16.20					5956			6864	
957																	10.80					9953			9948	
958																	14.40					7172			7670	
959																	14.40					7957			8247	
960																	3.60					2154		152	1864	
961																	1.80					3022		117	2630	
962																	3.60					2926			2515	
963																	10.80					1712		181	2293	
964																	12.60					1665			2383	
TOTALS FROM THIS SHEET	4	28	2370	44	586	0	0	0	2	0	6	0			0	0	163.70	0	0	7.97	4.91	114,349	1140	3644	109,491	0
TOTALS FROM SHEET 395	4	0	302	0	4444	1164	11,803	912.5	0	2	64	1	192	538	635	38	16.02	321	3.7	35.68	10.05	0	0	0	0	11,663
TOTALS CARRIED TO GENERAL SUMMARY	8	28	2672	44	5030	1164	11,803	912.5	2	2	70	1	192	538	635	38	179.72	321	3.7	43.65	14.96	114,349	1140	3644	109,491	11,663

CALCULATED	DCB	CHECKED	SJS
ROADWAY SUBSUMMARY			
FRA - 71 - 0.00			
399		1312	




X:\4037000\121957.16\107201\roadway\sheet\107201GS005.dgn Sheet 8/7/2020 6:51:48 PM 1458sjs

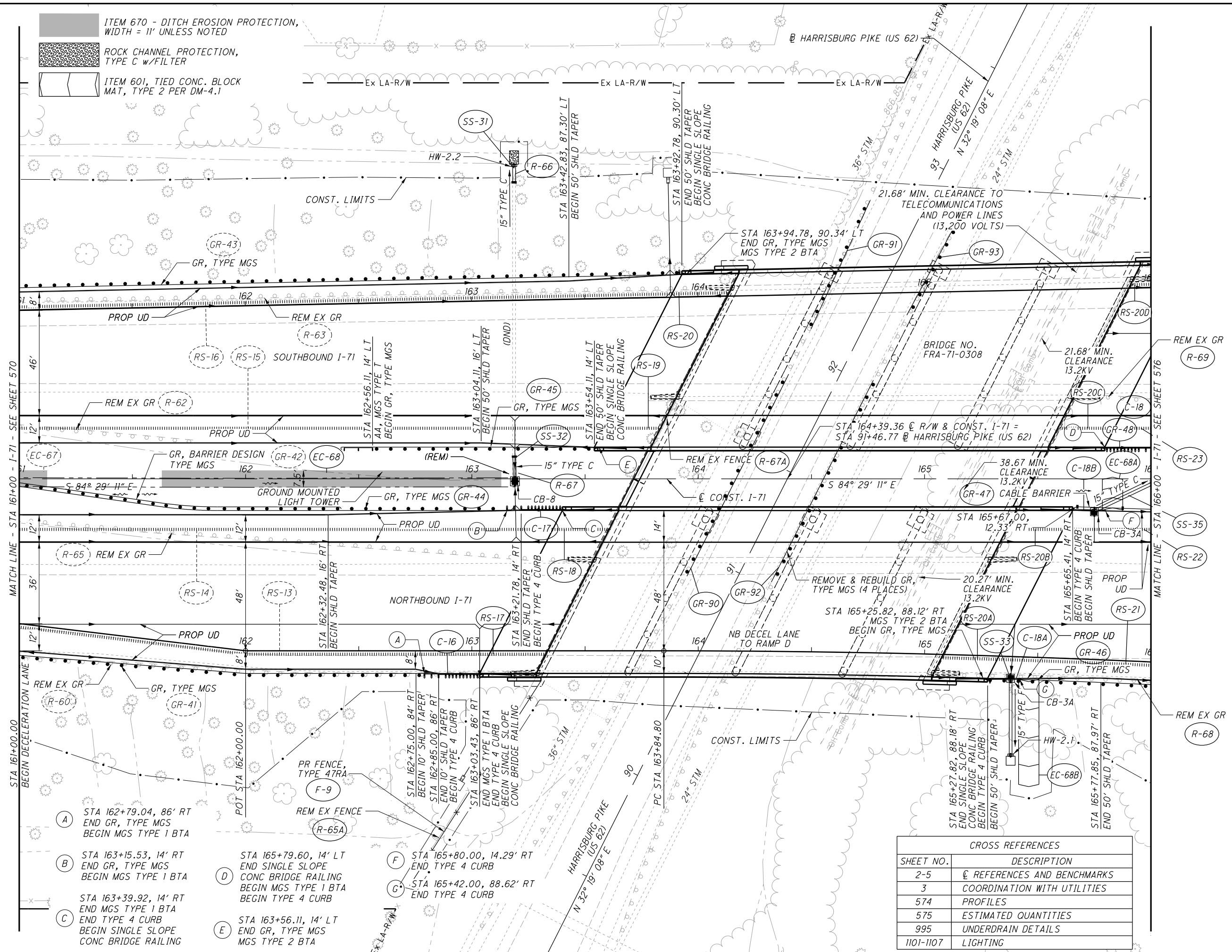
SHEET NO.	606	606	606	606	606	606	606	606	606	606	607	609	611	611	611	611	611	611	611	611	611	611	611	611	
	GUARDRAIL, BARRIER DESIGN, TYPE MGS	GUARDRAIL REBUILT, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL), 75 MPH, 36"	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), 35MPH, 36"	GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED)	GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL	FENCE, TYPE 47RA	CURB, TYPE 4-C	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	15" CONDUIT, TYPE B	15" CONDUIT, TYPE B, 706.02	15" CONDUIT, TYPE C	15" CONDUIT, TYPE C, 706.02	15" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21	15" CONDUIT, TYPE F, 707.05, TYPE C	18" CONDUIT, TYPE B	18" CONDUIT, TYPE B, 706.02	18" CONDUIT, TYPE C	18" CONDUIT, TYPE C, 706.02	18" CONDUIT, TYPE C, 706.08	18" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21
	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	
626								3050	2																
629																				115		293			
632																									
635																				116		292			
638																									
641																									
644																							292		
647																									
653										1				188	357										
659										1				182	20						39				
665																									
670															53										
945													526												
946												698													
947												778													
948												527													
949												343													
950												238													
951												666													
952												634													
953												438													
954												474													
955												719													
956												628													
957												567													
958												581													
959												607													
960												152													
961												187													
962												143													
963												213													
964												252													
TOTALS FROM THIS SHEET	0	0	0	0	0	0	0	2	3050	2	0	0	9371	370	430	0	0	0	0	231	39	877	0	0	0
TOTALS FROM SHEET 396	687.5	912.5	20	20	13	6	5	0	22,916	24	498	350	0	323	260	5757	90	210	88	859	187	1569	56	20	50
TOTALS CARRIED TO GENERAL SUMMARY	687.5	912.5	20	20	13	6	5	2	25,966	26	498	350	9371	693	690	5757	90	210	88	1090	226	2446	56	20	50

ROADWAY SUBSUMMARY	CALCULATED
	DCB
FRA - 71 - 0.00	CHECKED
	SJS

400
1312

X:\4037000\121957.16\107201\roadway\sheets\107201GPO34.dgn Sheet 8/7/2020 7:04:12 PM 1458sjs

-  ITEM 670 - DITCH EROSION PROTECTION, WIDTH = 11' UNLESS NOTED
-  ROCK CHANNEL PROTECTION, TYPE C w/FILTER
-  ITEM 601, TIED CONC. BLOCK MAT, TYPE 2 PER DM-4.1



MATCH LINE - STA 161+00 - I-71 - SEE SHEET 570

MATCH LINE - STA 166+00 - I-71 - SEE SHEET 576

- (A) STA 162+79.04, 86' RT
END GR, TYPE MGS
BEGIN MGS TYPE 1 BTA
- (B) STA 163+15.53, 14' RT
END GR, TYPE MGS
BEGIN MGS TYPE 1 BTA
- (C) STA 163+39.92, 14' RT
END MGS TYPE 1 BTA
END TYPE 4 CURB
BEGIN SINGLE SLOPE
CONC BRIDGE RAILING

- (D) STA 165+79.60, 14' LT
END SINGLE SLOPE
CONC BRIDGE RAILING
BEGIN MGS TYPE 1 BTA
BEGIN TYPE 4 CURB
- (E) STA 163+56.11, 14' LT
END GR, TYPE MGS
MGS TYPE 2 BTA

- (F) STA 165+80.00, 14.29' RT
END TYPE 4 CURB
- (G) STA 165+42.00, 88.62' RT
END TYPE 4 CURB

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
2-5	☉ REFERENCES AND BENCHMARKS
3	COORDINATION WITH UTILITIES
574	PROFILES
575	ESTIMATED QUANTITIES
995	UNDERDRAIN DETAILS
1101-1107	LIGHTING



PLAN - I-71
STA 161+00 TO STA 166+00

FRA-71-0.00

573
1312

X:\4037000\121957.16\107201\Roadway\Sheets\107201G0034.dgn Sheet 8/7/2020 6:47:07 PM 1458s.js

REF. NO.	SHEET NO.	STATION		SIDE	202	202	202	202	202	601	601	601	602	606	606	606	606	606	606	606	606	607	609	611	611	611	611	618	618	626	670		
					PIPE REMOVED, 24" AND UNDER	GUARDRAIL REMOVED	GUARDRAIL REMOVED FOR REUSE	CATCH BASIN REMOVED	FENCE REMOVED	TIED CONCRETE BLOCK MAT, TYPE 1	TIED CONCRETE BLOCK MAT, TYPE 2	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY	GUARDRAIL, TYPE MGS	GUARDRAIL, BARRIER DESIGN, TYPE MGS	GUARDRAIL REBUILT, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE T	MCS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MCS BRIDGE TERMINAL ASSEMBLY, TYPE 2	GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED)	GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL	FENCE, TYPE 4TRA	CURB, TYPE 4-C	15" CONDUIT, TYPE C, 706.02	15" CONDUIT, TYPE F, 705.07, TYPE C OR 707.21	15" CONDUIT, TYPE F, 705.07, TYPE C	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 8	RUMBLE STRIPS, (CONCRETE)	RUMBLE STRIPS, (ASPHALT CONCRETE)	BARRIER REFLECTOR, TYPE 2 (1-WAY)	DITCH EROSION PROTECTION
					FT	FT	FT	EACH	FT	SY	SY	CY	CY	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	FT	SY	FT	FT	FT	EACH	EACH	FT	MI	EACH	SY
R-65A	573	162+72	163+28	RT					95																								
R-66	573	163+19		LT	8																												
R-67	573	163+19		LT	10			1																									
R-67A	573	163+55	163+90	RT/LT					78																								
R-68	573, 576	165+13	170+85	RT		575																											
R-69	573, 576	165+74	168+38	LT		265																											
C-16	573	162+85	163+03	RT																													
C-17	573	163+22	163+40	RT																													
C-18	573, 576	165+80	166+12	LT																													
C-18A	573	165+28	165+42	RT																													
C-18B	573	165+65	165+80	RT																													
EC-68	573	161+63	163+12	CL																											125		
EC-68A	573	165+79	165+88	RT						14																							
EC-68B	573	165+42	165+51	RT						48																							
F-9	573	162+72	163+30	RT																		90											
GR-44	573	162+41	163+40	RT										75				1															
GR-45	573	162+56	163+54	LT										100				1		1													
GR-46	573, 576	165+26	170+85	RT										562.5				1		1													
GR-47	573, 576, 579, 582, 585	165+67	184+00	RT																1835	2										12		
GR-48	573, 576, 579	165+80	170+91	LT										487.5			1		1												10		
RS-17	573	163+08	163+33	RT																											25		
RS-18	573	163+36	163+61	RT																											25		
RS-19	573	163+58	163+83	LT																											25		
RS-20	573	163+88	164+13	LT																											25		
RS-20A	573	165+07	165+32	RT																											25		
RS-20B	573	165+36	165+61	RT																											25		
RS-20C	573	165+59	165+84	LT																											25		
RS-20D	573, 576	165+91	166+16	LT																											25		
RS-21	573, 576	165+32	167+90	LT																											0.05		
RS-22	573, 642	165+61	279+31	LT																											2.15		
RS-23	573, 642	165+84	279+31	RT																											2.15		
SS-31	573	163+19		LT								1.33	0.25																				
SS-32	573	163+19		LT/RT																													
SS-33	573	165+38		RT					1.78			0.27											10		41		1	1					
GR-90	573	90+88	91+88	LT																											100		
GR-91	573	92+10	92+73	LT																											62.5		
GR-92	573	91+03	92+03	RT																											100		
GR-93	573	92+35	92+85	RT																											50		
TOTALS CARRIED TO SHEETS 395-398					18	840	312.5	1	173	1.78	62	1.33	0.52	1150.0	75	312.5	1	2	2	2	1835	2	90	97	10	41	8	1	1	200	4.35	22	125

ESTIMATED QUANTITIES

FRA - 71 - 0.00

CALCULATED
DCB
CHECKED
SJS

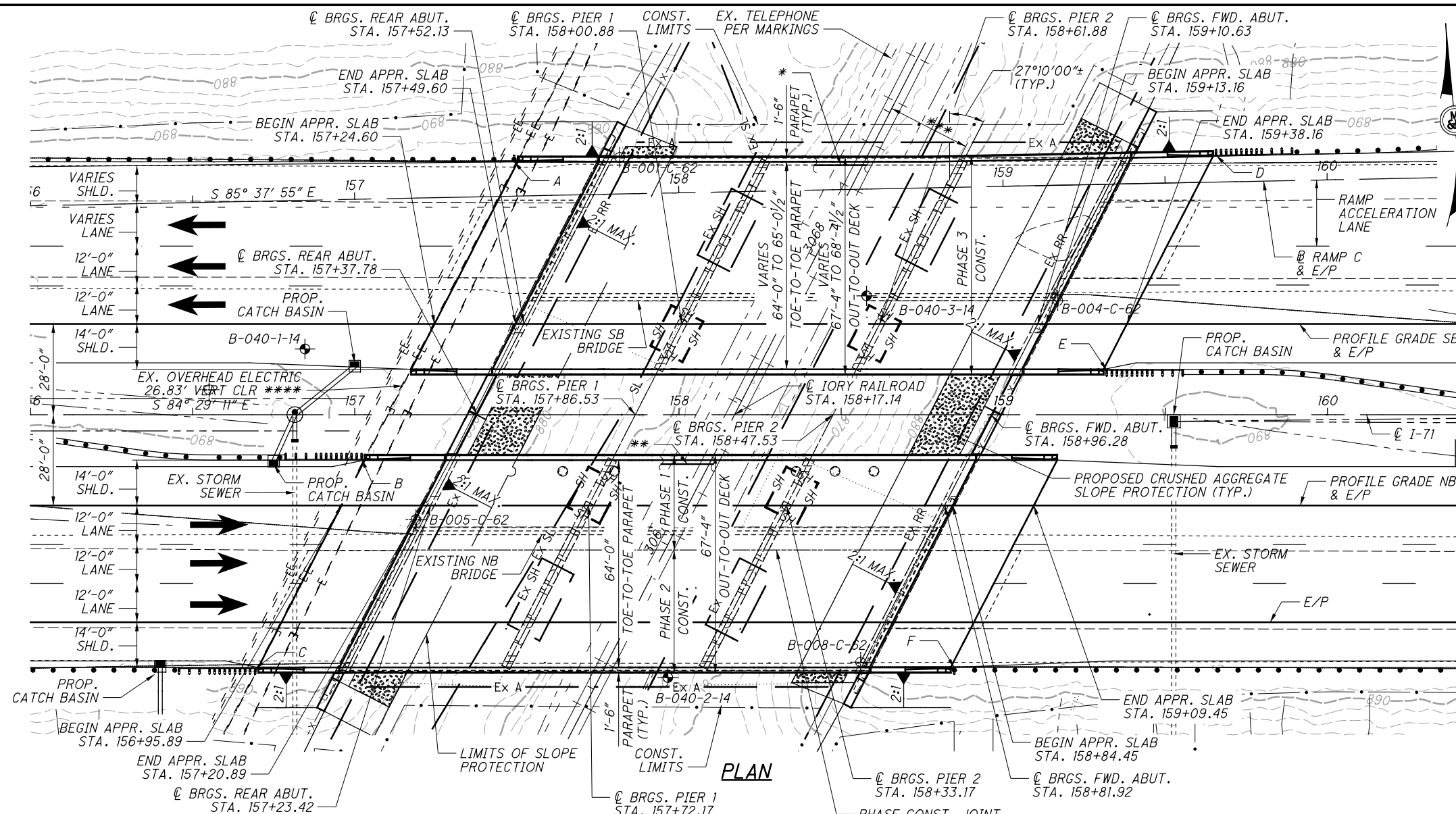
575
1312

X:\4037000\121957.16\107201\drainage\sheets\107201DS002.dgn Sheet 8/7/2020 3:44:57 PM 1458s.js

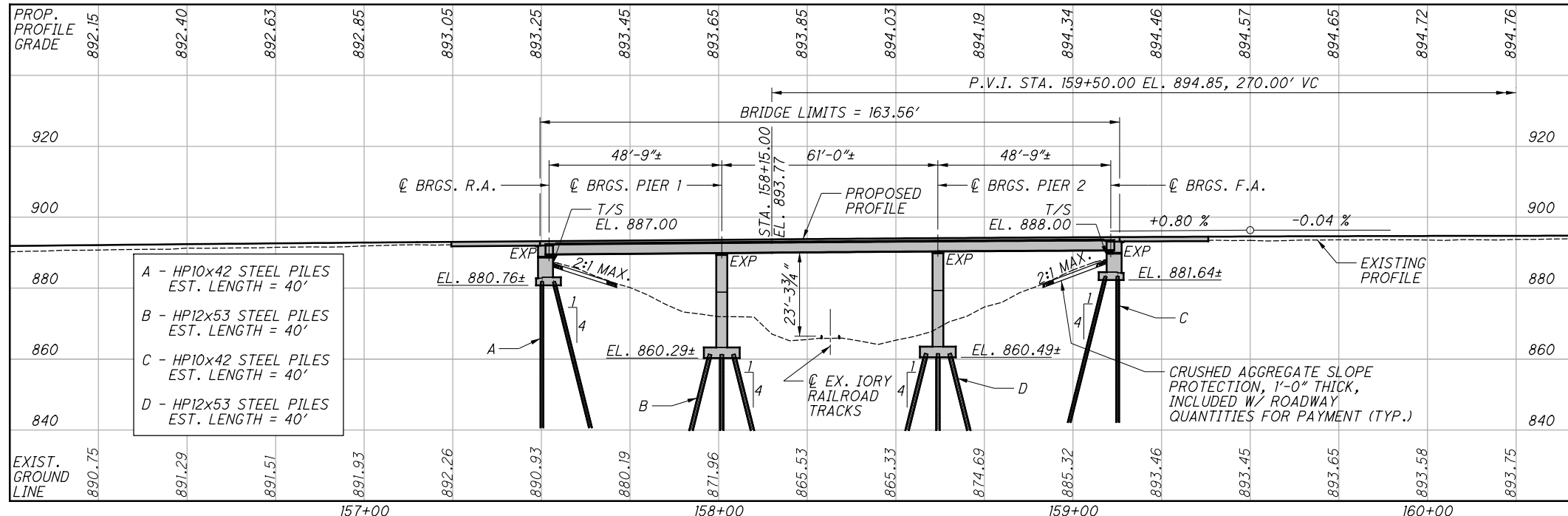
REF. NO.	SHEET NO.	STATION		SIDE	601	601	602	611	611	611	611	611	611	611	611	615	670	833	836	836	837	837	837	899	
		FROM	TO		ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY	30" CONDUIT, TYPE A, 706.02 FT	48" CONDUIT, TYPE A, 706.02 FT	48" CONDUIT, TYPE A, 707.07 FT	72" CONDUIT, TYPE A, 707.07 FT	24" X 38" CONDUIT, TYPE A, 706.04 FT	29" X 45" CONDUIT, TYPE A, 706.04 FT	10' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN FT	CATCH BASIN, NO. 8A EACH	DRAINAGE STRUCTURE, MISC.:DETAIL AND CONSTRUCTION BLIND TAP EACH	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	DITCH EROSION PROTECTION MAT, TYPE A SY	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT 72" DIAMETER (ALTERNATE 1A) FT	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3 SY	LINER PIPE 42" ID 707.18, .19, .20, .35, .42, .43, 748.06(42" OD), S5938, 707.75 (ALTERNATE 2B) FT	LINER PIPE 66" ID 707.18, .19, .20, .24, .35, 748.06(66" OD), S5938, 707.75 (ALTERNATE 1B) FT	BACKFILL FOR LINER PIPE (ALTERNATE 1B AND 2B) FT	CURED-IN-PLACE PIPE LINER, 48" DIAMETER (ALTERNATE 2A) FT
	929	12+33	13+61	LT&RT		2.9	1.0					227		1						155.8					
	930	27+48	28+28	LT&RT			34.6			24						25.8	260	48.3			260	260			
	931	54+16	57+67	LT&RT			18.2		24						71.2					663		663	663		
	933	147+96	147+94	LT&RT	14.8		18.2		32																
	934	166+51	166+51	LT&RT		2.8	1.1	26																	
	935	189+43	189+43	LT&RT		3.3	0.9					232		1											
	937	224+40	226+45	LT&RT		27.0							304		165					47.6					
TOTALS CARRIED TO GENERAL SUMMARY					14.8	36	74	26	32	24	24	232	227	304	1	1	165	97	260	48.3	203.4	663	260	923	663

CULVERT SUBSUMMARY	CALCULATED
	MAH CHECKED CTW
FRA - 71 - 0:00	928 1312

X:\40370000\21957.16\107201\structures\FRA071_0296C\sheet\071_0296CSP001.dgn Sheet 8/7/2020 7:39:35 AM 1420djc



PLAN



PROFILE ALONG PROFILE GRADE LINE SB

BENCHMARK DATA	
BM #1 STA. 144+70.84, EL. 873.71, 0.22' LT., CONC. MONUMENT	
BM #2 STA. 154+09.79, EL. 889.71, 0.27' LT., CONC. MONUMENT	
BM #3 STA. 165+70.88, EL. 890.64, 0.08' LT., CONC. MONUMENT	
BM #4 STA. 173+31.13, EL. 879.92, 0.05' RT., CONC. MONUMENT	

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1369.

NOTES
 EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
 FOR GUARDRAIL POST STATIONS, SEE SHEET 2/86.

DESIGN TRAFFIC:
 2017 ADT = 44,670 2017 ADTT = 13,401
 2037 ADT = 64,070 2037 ADTT = 19,221
 DIRECTIONAL DISTRIBUTION = 55%

- LEGEND:**
- ⊕ BORING LOCATION ⊕ HISTORIC BORING LOCATION
 - ▨ LIMITS OF CRUSHED AGGREGATE SLOPE PROTECTION
 - * 22'-9 1/2" ACTUAL MIN. EXISTING VERTICAL CLEARANCE
 - ** 23'-0" REQUIRED MIN. VERTICAL CLEARANCE
 23'-3 3/4" ACTUAL MIN. VERTICAL CLEARANCE
 - *** 25'-0" REQUIRED MIN. HORIZONTAL CLEARANCE
 25'-7 3/8" ACTUAL MIN. HORIZONTAL CLEARANCE
 - **** SEE UTILITY COORDINATION NOTE ON SHEET 3 OF 1312.

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED STEEL BEAM WITH CONCRETE DECK AND SUBSTRUCTURE

SPANS: 48'-9" ± - 61'-0" ± - 48'-9" ± C/C BRGS.
 ROADWAY: 39'-8" ± F/F CURB
 LOADING: CF-2000 (57) ADEQUATE FOR AASHO ALTERNATE LOADING
 SKEW: 27°-10' ± LF
 APPROACH SLABS: AS-1-54 (25'-0" ±)
 ALIGNMENT: TANGENT
 CROWN: 0.016 ± FT/FT NORMAL CROWN
 WEARING SURFACE: 3" ± BITUMINOUS ASPHALT CONCRETE
 STRUCTURAL FILE NUMBER: 2506904L/2506939R
 DATE BUILT: 1964
 DISPOSITION: REPLACE SUPERSTRUCTURE & WIDEN SUBSTRUCTURE

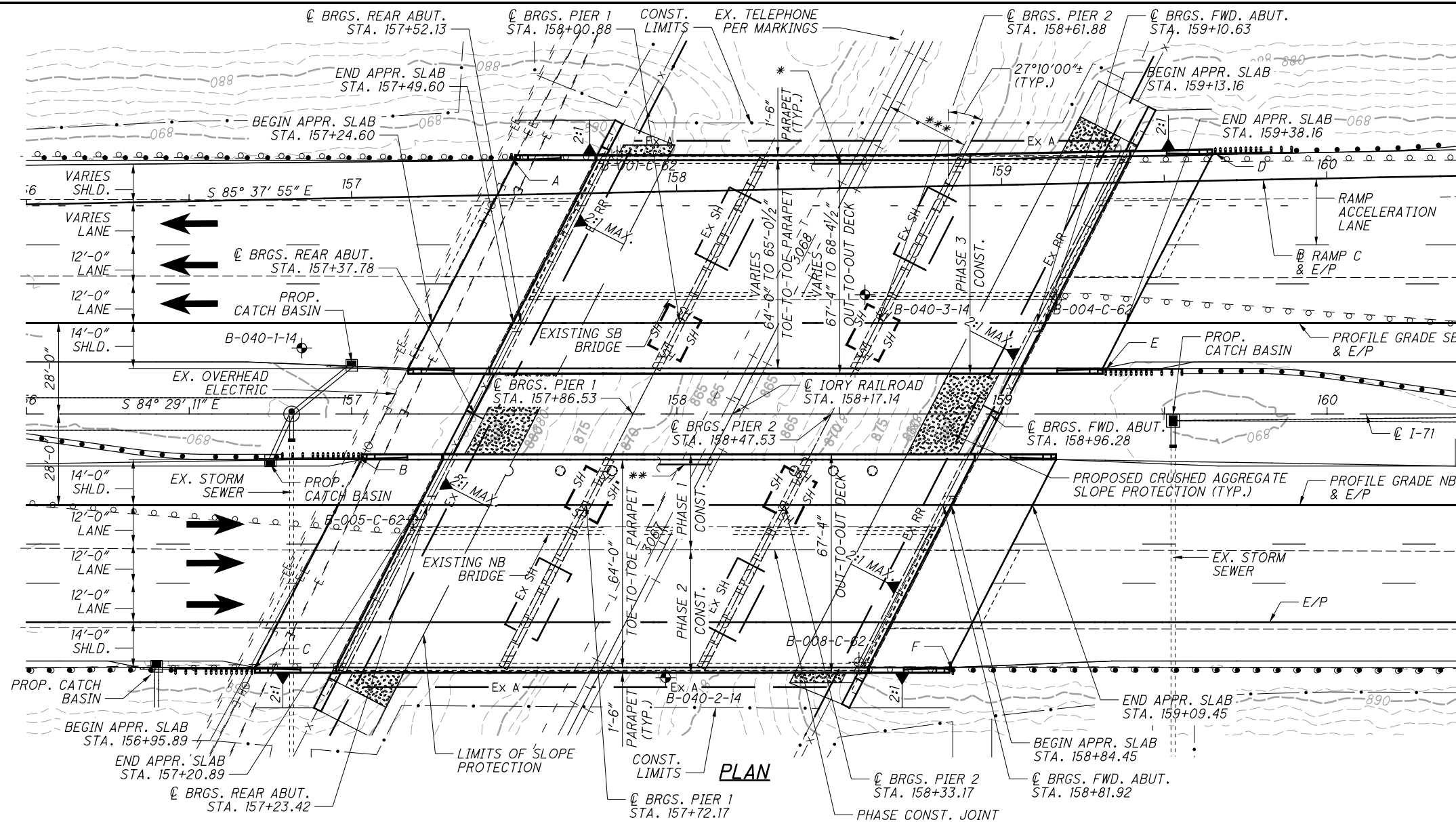
PROPOSED STRUCTURE

TYPE: THREE-SPAN CONTINUOUS A709-50W STEEL BEAM WITH COMPOSITE REINFORCED CONCRETE DECK ON WIDENED SEMI-INTEGRAL ABUTMENTS AND REINFORCED CONCRETE T-TYPE PIERS.

SPANS: 48'-9" ± - 61'-0" ± - 48'-9" ± C/C BRGS.
 ROADWAY: 64'-0" T/T PARAPET NB & 64'-0" TO 65'-0 1/2" T/T PARAPET SB
 LOADING: HS20-44 CASE I, ALTERNATE MILITARY, 60 PSF FWS
 SKEW: 27°-10' ± LF
 APPROACH SLABS: 25'-0" LONG (AS-1-81)
 ALIGNMENT: TANGENT
 CROWN: 0.016 FT/FT
 WEARING SURFACE: 1" MONOLITHIC CONCRETE
 COORDINATES: LATITUDE 39°49'30" N
 LONGITUDE 83°08'37" W

DESIGN AGENCY: Mead & Hunt
 DATE: 8/8/2016
 REVIEWED: KVB
 DRAWN: DJC
 DESIGNED: LYH
 CHECKED: CMH
 FRANKLIN: STA. 157+49.60
 STA. 159+13.16
 SITE PLAN: FRA-71-0.00
 BRIDGE NO.: FRA-71-0298 L/R
 OVER INDIANA & OHIO RAILWAY COMPANY
 PID No. 107201
 1/86
 1108
 1312

X:\4037000\21957.16\107201\structures\FRA071_0296C\sheet\071_0296CSP002.dgn Sheet 8/7/2020 7:40:19 AM 1420djc

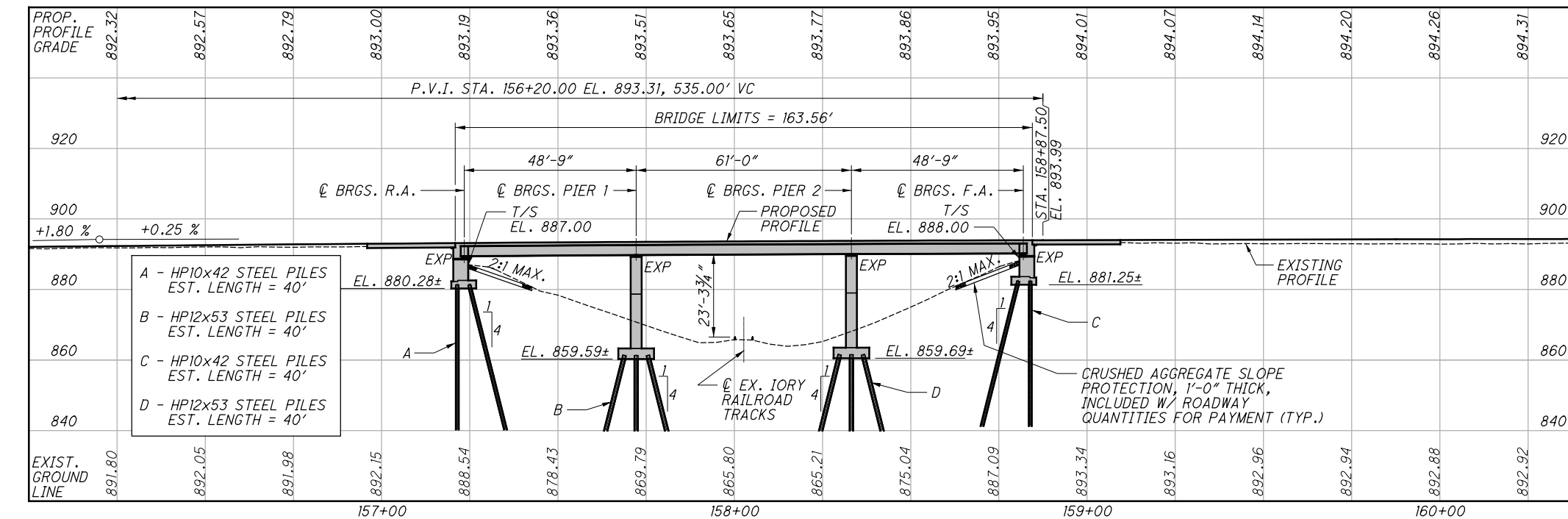


PROPOSED WORK

1. WIDEN ABUTMENTS AND PIERS
2. RETROFIT PIER STEM
3. REMOVE SUPERSTRUCTURE REPLACE WITH NEW ROLLED BEAMS AND COMPOSITE DECK
4. CONVERT ABUTMENTS TO SEMI-INTEGRAL
5. REPLACE ABUTMENT AND PIER BEARINGS
6. REPLACE APPROACH SLAB
7. SEAL CONCRETE SURFACES
8. PAINT STEEL BEAMS

GUARDRAIL POST STATIONING

- | | |
|--------------|--------------|
| A: 157+49.14 | D: 159+65.65 |
| B: 157+02.12 | E: 159+31.93 |
| C: 156+69.28 | F: 158+84.92 |



PROFILE ALONG PROFILE GRADE LINE NB

<p>DESIGN AGENCY</p> <p>Mead & Hunt</p> <p>4700 LAKEHURST CT. STE 110 DUBLIN, OH 43016 (614) 782-5900 PHONE</p>	<p>DATE</p> <p>8/8/2016</p>	<p>REVIEWED</p> <p>KVB</p>	<p>STRUCTURE FILE NUMBER</p> <p>25089539</p>
<p>DESIGNED</p> <p>LYH</p>	<p>DRAWN</p> <p>DJC</p>	<p>CHECKED</p> <p>CMH</p>	<p>FRANKLIN</p> <p>STA. 157+20.89</p> <p>STA. 158+84.45</p>
<p>SITE PLAN</p> <p>BRIDGE NO. FRA-71-0298 L/R</p> <p>OVER INDIANA & OHIO RAILWAY COMPANY</p>		<p>FRA-71-0.00</p> <p>PID No. 107201</p>	
<p>2 / 86</p>		<p>1109</p> <p>1312</p>	

X:\4037000\21957.16\10720\structures\FRA071_0296C\sheets\071_0296CE0001.dgn Sheet 8/7/2020 10:45:08 AM 1420djc

ESTIMATED QUANTITIES														
ITEM	EXTENSION	SOUTHBOUND	NORTHBOUND	UNIT	DESCRIPTION	SOUTHBOUND				NORTHBOUND				SHEET #
						ABUT.	PIERS	SUPER.	GEN.	ABUT.	PIERS	SUPER.	GEN.	
202	11203	LS	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LS				LS				4,13
202	22900	150	150	SY	APPROACH SLAB REMOVED				150				150	
202	23500	721	721	SY	WEARING COURSE REMOVED			721				721		
503	11101	LS	LS	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN		LS			LS	LS			5, 13
503	21300	LS	LS	LS	UNCLASSIFIED EXCAVATION	LS	LS			LS	LS			
505	11100	LS	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION	LS	LS			LS	LS			
507	00100	1,440	1,440	FT	STEEL PILES HP10X42, FURNISHED	1,440				1,440				
507	00150	1,280	1,280	FT	STEEL PILES HP10X42, DRIVEN	1,280				1,280				
507	00200	720	720	FT	STEEL PILES HP12X53, FURNISHED		720				720			
507	00250	640	640	FT	STEEL PILES HP12X53, DRIVEN		640				640			
507	93300	48	48	EACH	STEEL POINTS OR SHOES	32	16			32	16			
509	10001	124,430	123,297	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	12,441	19,162	92,827		12,113	19,231	91,953		4
509	20001	500	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN			500				500		4
510	10000	564	556	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	220	344			208	348			
511	21522	459	458	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			459				458		
511	33500	2	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2				2				
511	42012	92	81	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		92				81			
511	43512	168	166	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	168				166				
511	46510	28	28	CY	CLASS QC1 CONCRETE, FOOTING		28				28			
512	10050	962	950	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	72	461	429		66	456	428		
512	33000	41	41	SY	TYPE 2 WATERPROOFING	41				41				
513	10260	211,190	210,946	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			211,190				210,946		
513	20000	6,156	6,156	EACH	WELDED STUD SHEAR CONNECTORS			6,156				6,156		
516	13600	17	17	SF	1" PREFORMED EXPANSION JOINT FILLER			17				17		
516	13900	253	254	SF	2" PREFORMED EXPANSION JOINT FILLER	253				254				
516	14020	179	178	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	179				178				
516	44100	18	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE)		18				18			
516	44101	18	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE), AS PER PLAN	18				18				49
518	12301	0	10	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN							10		75, 76
518	21200	139	140	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	139				140				
518	40000	205	204	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	205				204				
518	40011	40	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	40				40				24
523	20000	2	2	EACH	DYNAMIC LOAD TESTING	1	1			1	1			
526	25011	379	375	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				379				375	77-80
526	90030	146	144	FT	TYPE C INSTALLATION				146				144	
SPECIAL	53000400	48	48	EACH	STRUCTURE, MISC.: CAPSULE ADHESIVE ANCHORS		48				48			48
* 601	20001	62	62	SY	CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN	62				62				5
607	39900	325	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			325				325		
846	00110	61	60	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				61				60	

* - FOR INFORMATION ONLY. PAID FOR UNDER ROADWAY QUANTITIES.

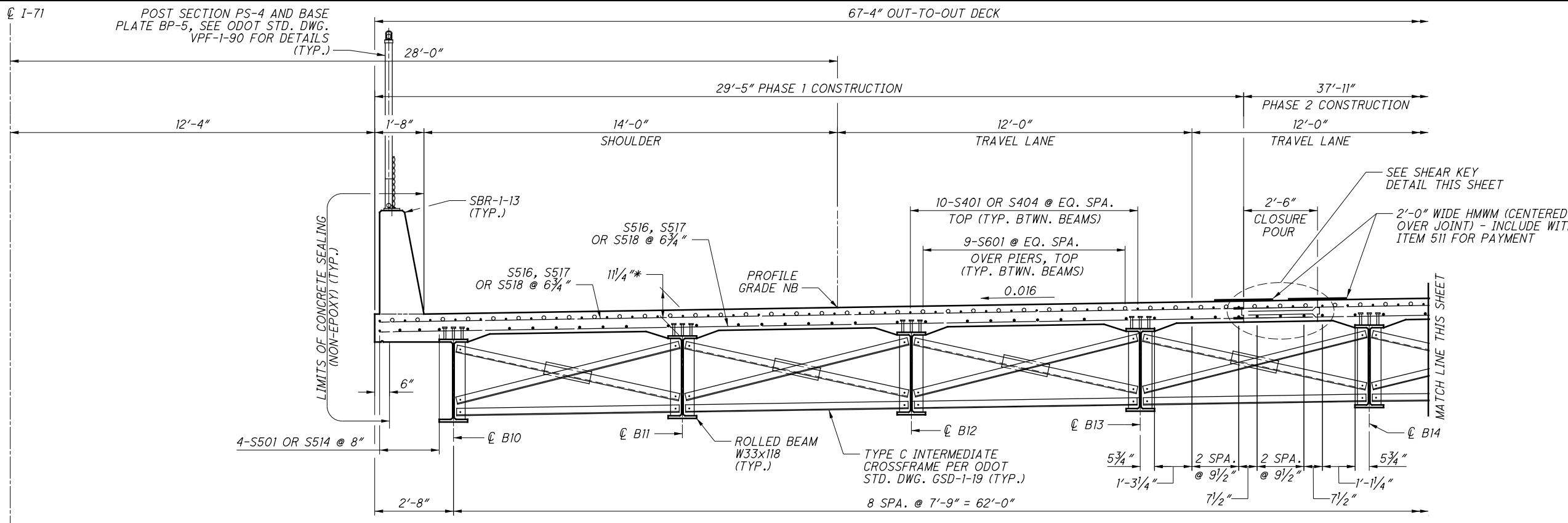
DESIGN AGENCY: Mead & Hunt
 4700 LAKEHURST CT, STE 110
 DUBLIN, OH 43016
 (614) 782-5900 PHONE

DATE: 8/8/2016
 REVIEWED: KVB
 DRAWN: DJC
 CHECKED: LYH/MAB

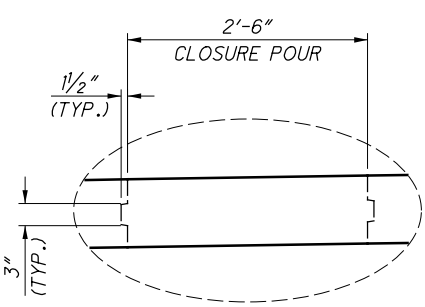
ESTIMATED QUANTITIES
 BRIDGE NO. FRA-71-0298 L/R
 OVER INDIANA & OHIO RAILWAY COMPANY

FRA-71-0.00
 PID No. 107201

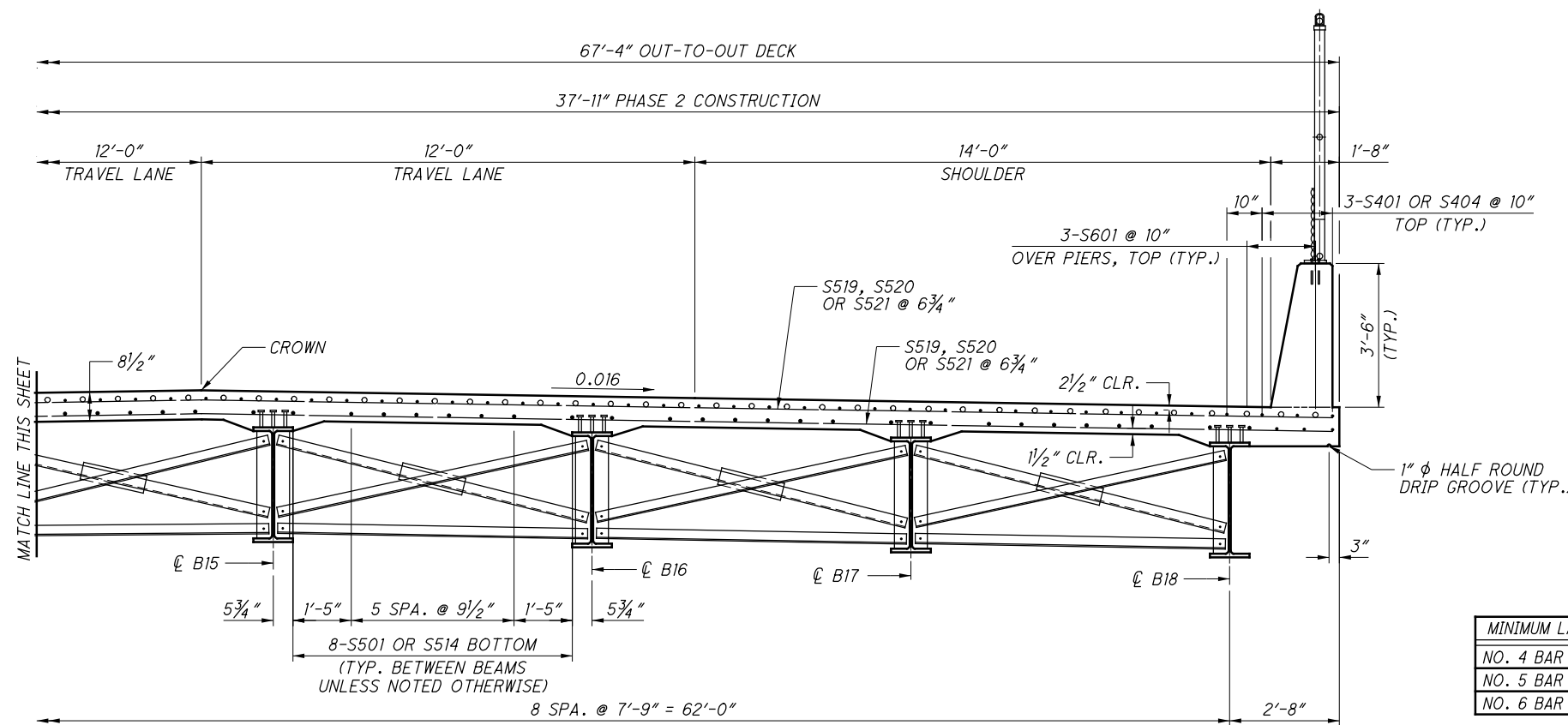
6/86
 1113
 1312



TRANSVERSE SECTION - NORTHBOUND



SHEAR KEY DETAIL



TRANSVERSE SECTION - NORTHBOUND

MINIMUM LAP LENGTHS	
NO. 4 BAR	2'-3"
NO. 5 BAR	2'-7"
NO. 6 BAR	4'-1"

NOTES:

- FOR DECK REINFORCING PLAN, SEE SHEET 68/86.
- FOR PARAPET ELEVATION AND REINFORCING, SEE SHEET 69/86.
- CROSS FRAMES IN THE BAY BETWEEN BEAMS B13 AND B14 SHALL NOT BE PERMANENTLY ATTACHED UNTIL THE CONCRETE DECKS AND PARAPETS LOCATED IN THE ADJACENT PHASES HAVE BEEN PLACED. CROSSFRAMES BETWEEN B13 AND B14 SHALL BE INSTALLED PERMANENTLY PRIOR TO THE PLACEMENT OF THE CLOSURE POUR.
- DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE IS ±3 INCHES.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

LEGEND:

* - DIMENSION MEASURED FROM TOP OF SLAB TO TOP OF WEB

X:\4037000\2195716\107201\structures\FRA071_0296C\Sheets\071_0296C\5002.dgn Sheet 8/7/2020 10:46:06 AM 1420djc

DESIGN AGENCY
Mead & Hunt
 4700 LAKEHURST CT, STE 110
 DUBLIN, OH 43016
 (614) 782-5900 PHONE

DATE
 8/8/2016

REVIEWED
 KVB

DRAWN
 DJC

DESIGNED
 RLC

CHECKED
 MLH

STRUCTURE FILE NUMBER
 2506904L/2506939R

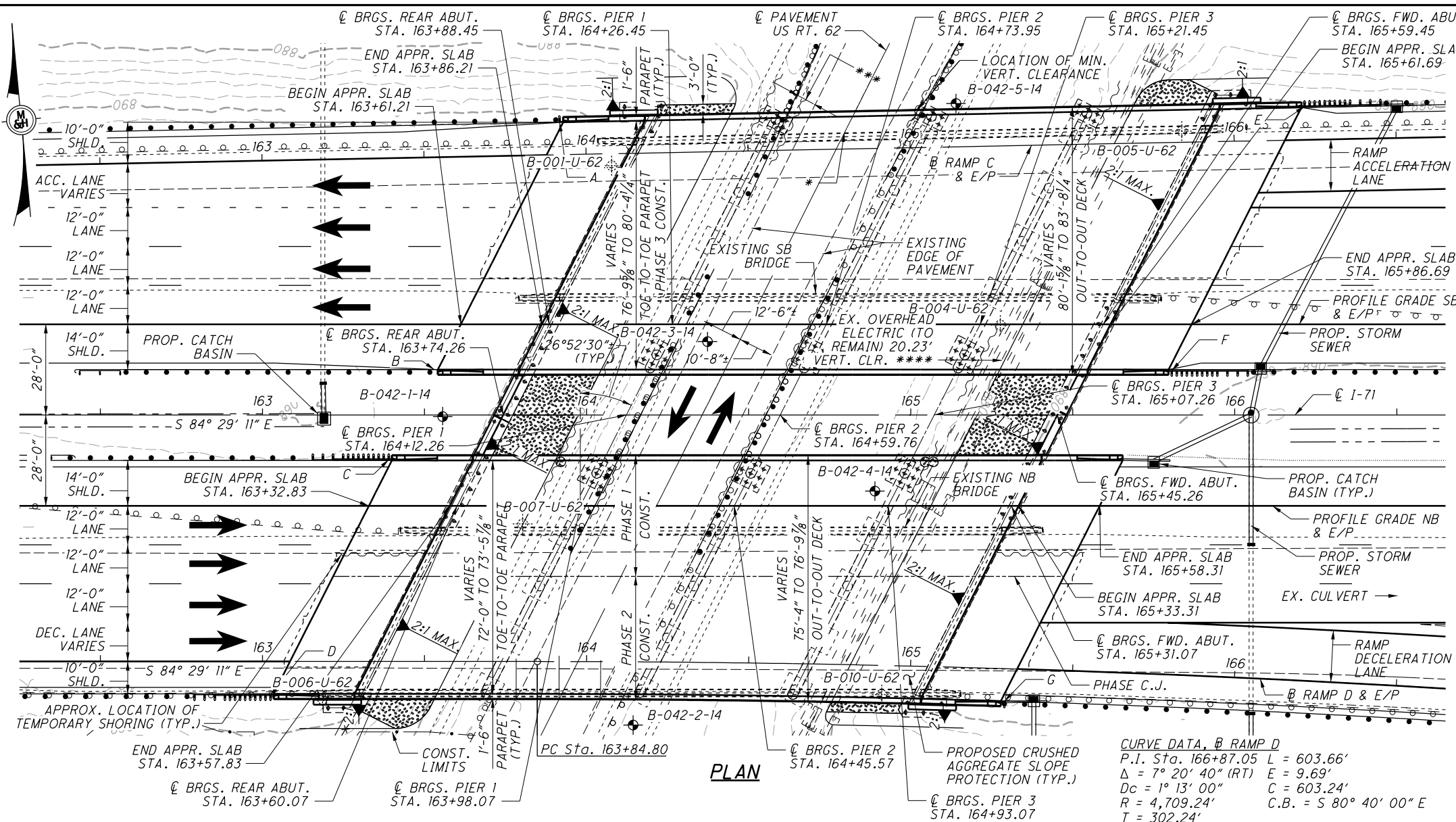
TRANSVERSE SECTION - NORTHBOUND BRIDGE
 BRIDGE NO. FRA-71-0296 L/R
 OVER INDIANA & OHIO RAILWAY COMPANY

FRA-71-0.00
 PID No. 107201

67/86

1174
 1312

X:\4037000\21957.16\107201\structures\FRA071_0308C\SP001.dgn_Sheet 8/7/2020 6:20:28 PM 1458sjs



PLAN

CURVE DATA, BRAMP D
 P.I. Sta. 166+87.05 L = 603.66'
 $\Delta = 7^\circ 20' 40''$ (RT) E = 9.69'
 $D_c = 1^\circ 13' 00''$ C = 603.24'
 $R = 4,709.24'$ C.B. = S $80^\circ 40' 00''$ E
 $T = 302.24'$

BENCHMARK DATA	
BM #1 STA. 144+70.84, EL. 873.71, 0.22' LT., CONC. MONUMENT	
BM #2 STA. 154+09.79, EL. 889.71, 0.27' LT., CONC. MONUMENT	
BM #3 STA. 165+70.88, EL. 890.64, 0.08' LT., CONC. MONUMENT	
BM #4 STA. 173+31.13, EL. 879.92, 0.05' RT., CONC. MONUMENT	

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1369.

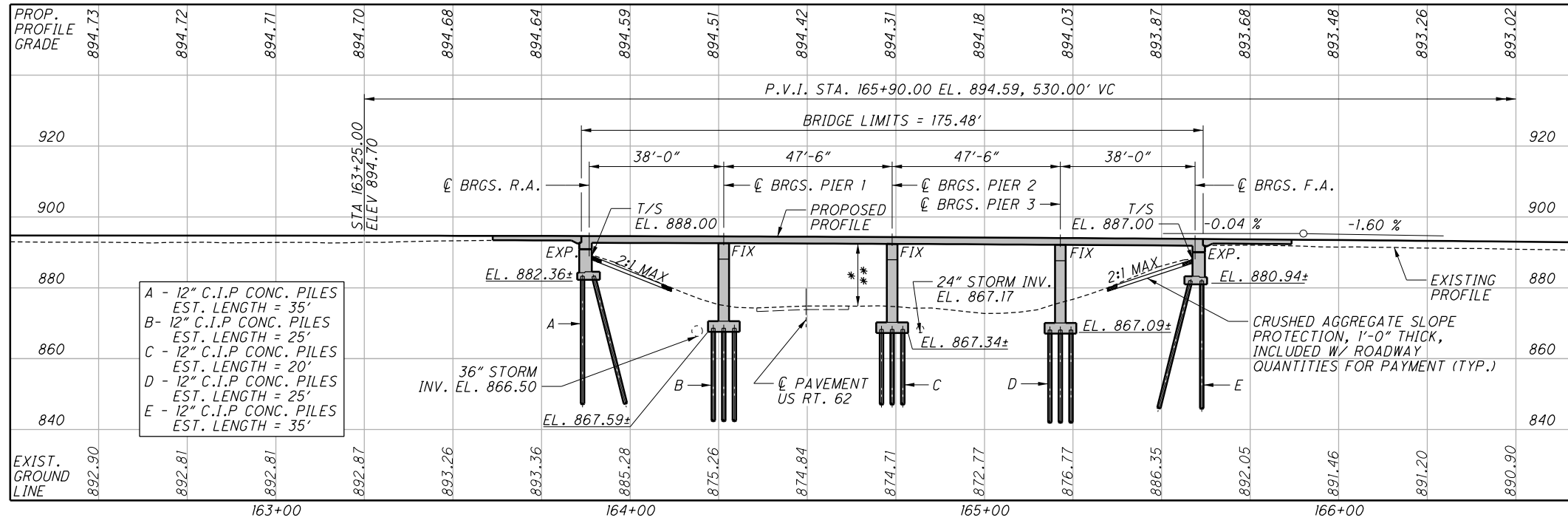
NOTES
 EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
 2017 ADT = 44,670 2017 ADTT = 13,401
 2037 ADT = 64,070 2037 ADTT = 19,221
 DIRECTIONAL DISTRIBUTION = 55%

- LEGEND:**
- ⊕ BORING LOCATION
 - ⊕ HISTORIC BORING LOCATION
 - * 17'-11 1/8" ACTUAL MIN. EXISTING VERTICAL CLEARANCE
 - ** 16'-6" REQUIRED MIN. VERTICAL CLEARANCE
16'-8" ACTUAL MIN. VERTICAL CLEARANCE
 - *** 12'-0" REQUIRED MIN. HORIZONTAL CLEARANCE
7'-3" ACTUAL MIN. HORIZONTAL CLEARANCE
 - **** SEE UTILITY COORDINATION NOTE ON SHEET 3 OF 1312.
 - ▨ LIMITS OF CRUSHED AGGREGATE SLOPE PROTECTION

EXISTING STRUCTURE	
TYPE:	CONTINUOUS CONCRETE SLAB WITH CONCRETE SUBSTRUCTURE
SPANS:	38'-0" ± - 47'-6" ± - 47'-6" ± - 38'-0" ± C/C BRGS.
ROADWAY:	NORTHBOUND 47'-8" ± F/F CURB SOUTHBOUND VARIES 45'-10 1/8" ± TO 49'-6 1/8" ± F/F CURB
LOADING:	CF-2000 (57) ADEQUATE FOR AASHO ALTERNATE LOADING
SKEW:	26°-52'-30" ± LF
APPROACH SLABS:	AS-1-54 (25'-0" ±) (SPECIAL)
ALIGNMENT:	TANGENT
CROWN:	0.016 ± FT/FT NORMAL CROWN
WEARING SURFACE:	3" ± BITUMINOUS ASPHALT CONCRETE
STRUCTURAL FILE NUMBER:	2506963/2506998
DATE BUILT:	1964
DISPOSITION:	SLAB REPLACEMENT AND SUBSTRUCTURE WIDENING

PROPOSED STRUCTURE	
TYPE:	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAP AND COLUMN PIERS AND SEMI-INTEGRAL ABUTMENTS
SPANS:	38'-0" - 47'-6" - 47'-6" - 38'-0" C/C BRGS.
ROADWAY:	NORTHBOUND VARIES 72'-0" TO 73'-5 7/8" T/T PARAPET SOUTHBOUND VARIES 76'-9 1/8" TO 80'-4 1/4" T/T PARAPET
LOADING:	HS20-44, ALTERNATE MILITARY, 60 PSF FWS
SKEW:	26°-52'-30" ± LF
APPROACH SLABS:	25'-0" LONG (AS-1-81)
ALIGNMENT:	TANGENT
CROWN:	0.016 FT/FT
WEARING SURFACE:	1" MONOLITHIC CONCRETE
COORDINATES:	LATITUDE 39°49'29" N LONGITUDE 83°08'28" W

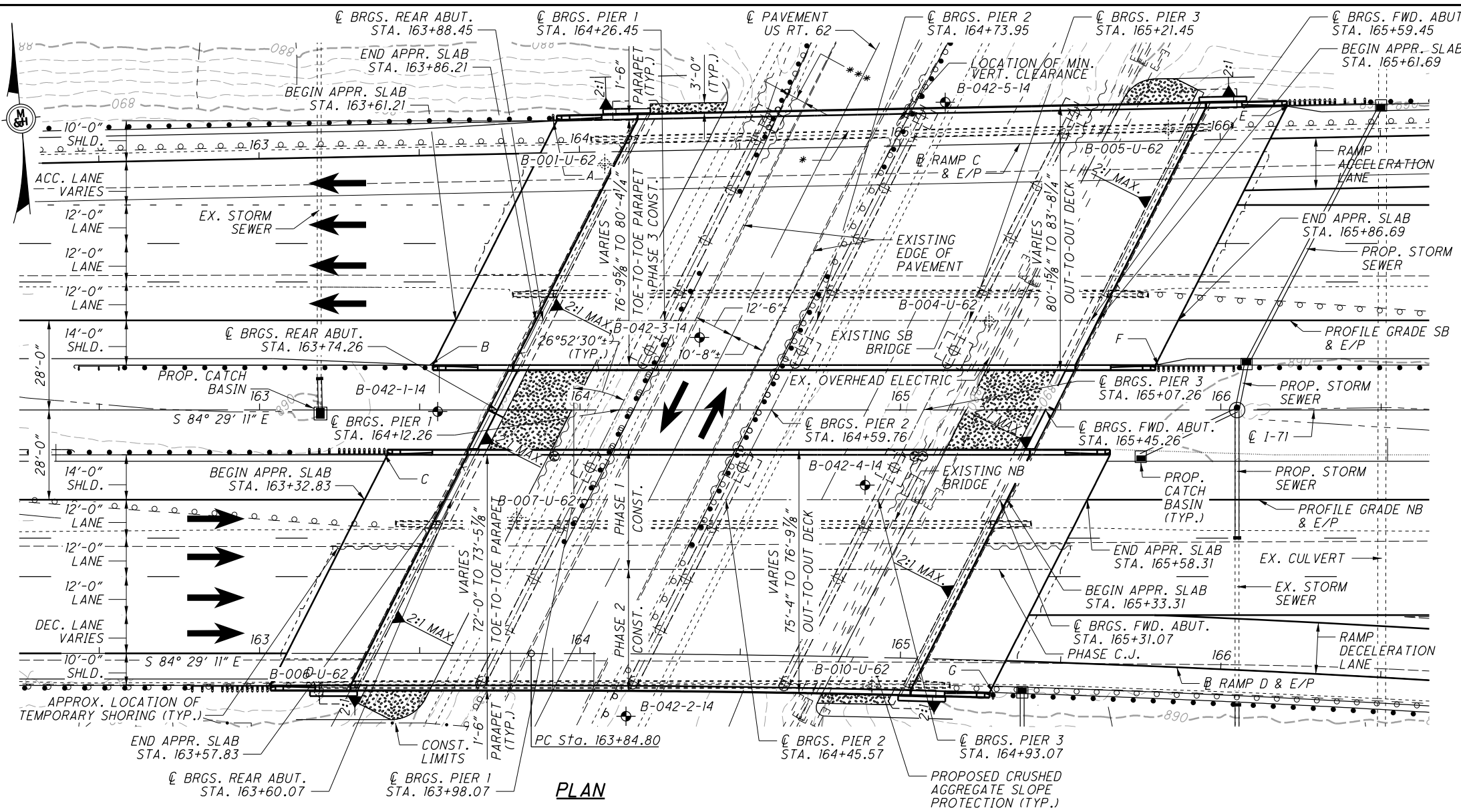


PROFILE ALONG PROFILE GRADE LINE SB

- A - 12" C.I.P. CONC. PILES EST. LENGTH = 35'
- B - 12" C.I.P. CONC. PILES EST. LENGTH = 25'
- C - 12" C.I.P. CONC. PILES EST. LENGTH = 20'
- D - 12" C.I.P. CONC. PILES EST. LENGTH = 25'
- E - 12" C.I.P. CONC. PILES EST. LENGTH = 35'

DESIGN AGENCY: Mead & Hunt
 DATE: 6/30/2015
 REVIEWED: KVB
 DRAWN: DJC
 DESIGNED: LYH
 CHECKED: CMH
 FRANKLIN COUNTY
 STA. 163+86.21
 STA. 165+61.69
 BRIDGE NO. FRA-71-0308 L/R
 OVER US ROUTE 62
 SITE PLAN
 FRA-71-0-00
 PID No. 107201
 1/80
 1194
 1312

X:\4037000\21957.16\107201\structures\FRA071_0308C\SP002.dgn Sheet 8/7/2020 6:21:22 PM 14585js



PROPOSED WORK

1. WIDEN ABUTMENTS AND PIERS
2. REPLACE EXISTING PIER CAPS
3. REMOVE SUPERSTRUCTURE AND REPLACE WITH CONTINUOUS REINFORCED CONCRETE SLAB
4. CONVERT ABUTMENTS TO SEMI-INTEGRAL
5. REPLACE APPROACH SLAB
6. SEAL CONCRETE SURFACES

GUARDRAIL POST STATIONING

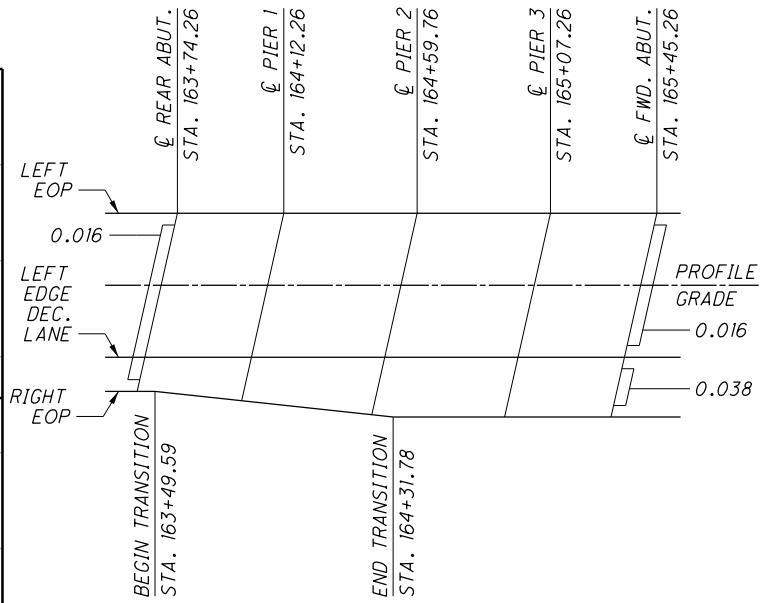
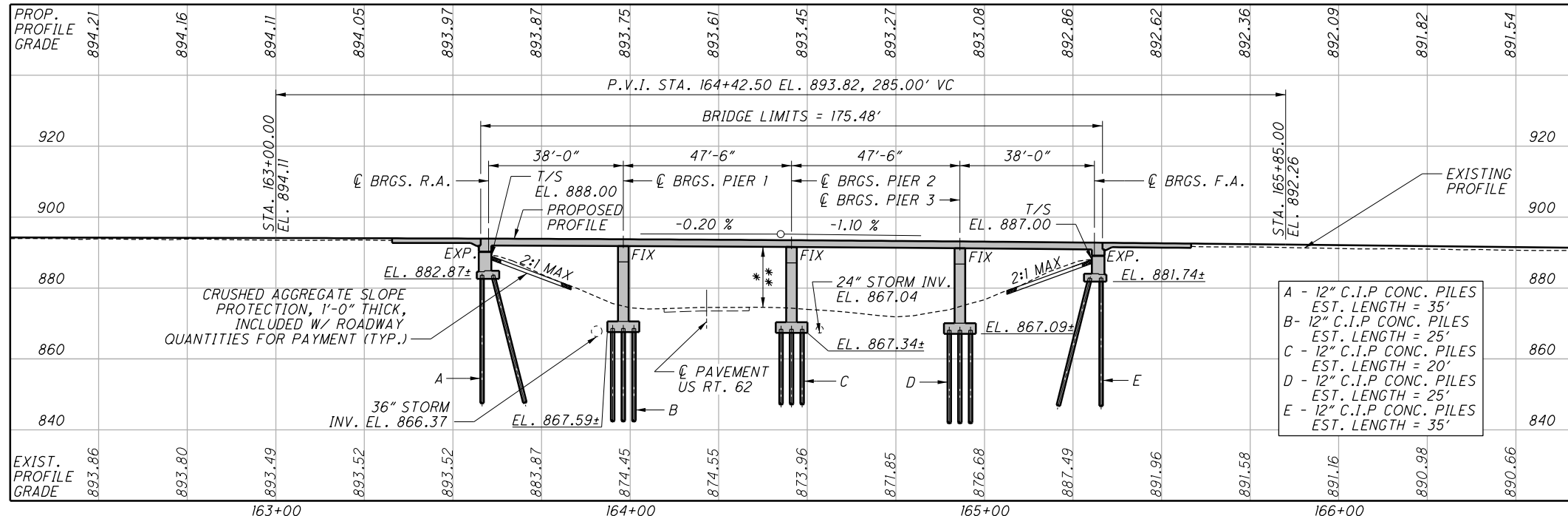
A: 163+91.64 E: 166+21.52
 B: 163+52.99 F: 165+80.56
 C: 163+38.96 G: 165+28.92
 D: 163+02.48

NOTE:

FOR LEGEND, EXISTING & PROPOSED STRUCTURE, SEE SHEET 1/80.

CURVE DATA, RAMP K

P.I. Sta. 166+87.05
 $\Delta = 7^\circ 20' 40''$ (RT)
 $D_c = 1^\circ 13' 00''$
 $R = 4,709.24'$
 $T = 302.24'$
 $L = 603.66'$
 $E = 9.69'$
 $C = 603.24'$
 C.B. = $S 80^\circ 40' 00'' E$



SUPERELEVATION TRANSITION DIAGRAM

NORTHBOUND BRIDGE ONLY
 ALL STATIONS GIVEN ALONG CL I-71
 SEE ROADWAY SUPERELEVATION PROFILES FOR ADDITIONAL INFORMATION

DESIGN AGENCY 	DATE 6/30/2015	REVIEWED KVB	DESIGNED LYH	FRANKLIN COUNTY
4700 LAKEHURST CT, STE 100 DUBLIN, OH 43016 (614) 792-5900 PHONE	STRUCTURE FILE NUMBER 2506998	DRAWN DJC	CHECKED CMH	STA. 163+57.83 STA. 165+33.31
SITE PLAN		BRIDGE NO. FRA-71-0308 L/R OVER US ROUTE 62		FRA-71-0.00 PID No. 107201
2 / 80		1195 1312		

X:\4037000\121957.16\107201\Roadway\Sheets\107201\G007.dgn Sheet 8/10/2020 8:49:10 AM 1458s.js

SHEET NUM.								PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	DCB CHECKED	QTY
								01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR									
408																				
123,297										81,376	41,921	509	10001	123,297	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN		1111		
500										330	170	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN		1111		
556										366	190	510	10000	556	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT				
458										302	156	511	21522	458	CY	CLASS QC2 CONCRETE WITH QC/OA, SUPERSTRUCTURE				
2										1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE				
81										53	28	511	42012	81	CY	CLASS QC1 CONCRETE WITH QC/OA, PIER ABOVE FOOTINGS				
166										109	57	511	43512	166	CY	CLASS QC1 CONCRETE WITH QC/OA, ABUTMENT INCLUDING FOOTING				
28										18	10	511	46510	28	CY	CLASS QC1 CONCRETE, FOOTING				
950										627	323	512	10050	950	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)				
41										27	14	512	33000	41	SY	TYPE 2 WATERPROOFING				
210,946										140,631	70,315	513	10260	210,946	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3				
6,156										4,062	2,094	513	20000	6,156	EACH	WELDED STUD SHEAR CONNECTORS				
17										11	6	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER				
254										167	87	516	13900	254	SF	2" PREFORMED EXPANSION JOINT FILLER				
178										117	61	516	14020	178	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL				
18										11	7	516	44100	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)				
18										11	7	516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE) (10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE)		1516		
10										6	4	518	12301	10	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN		1182-1183		
140										92	48	518	21200	140	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC				
204										134	70	518	40000	204	FT	6" PERFORATED CORRUGATED PLASTIC PIPE				
40										26	14	518	40011	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN		1131		
2										2		523	20000	2	EACH	DYNAMIC LOAD TESTING				
375										247	128	526	25011	375	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/OA (T=15"), AS PER PLAN		1184-1188		
144										95	49	526	90030	144	FT	TYPE C INSTALLATION				
48										31	17	SPECIAL	53000400	48	EACH	STRUCTURES : CAPSULE ADHESIVE ANCHORES		1155		
325										214	111	607	39900	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC				
60										39	21	846	00110	60	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				
																STRUCTURE OVER 20 FOOT SPAN (FRA-71-0308L (SOUTHBOUND))				
LS							LS					202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN		1197		
220							220					202	22900	220	SY	APPROACH SLAB REMOVED				
931							931					202	23500	931	SY	WEARING COURSE REMOVED				
LS							LS					503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN		1197		
LS							LS					503	21300	LS		UNCLASSIFIED EXCAVATION				
LS							LS					505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION				
2,310										1,478	832	507	00500	2,310	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN				
2,715										1,737	978	507	00550	2,715	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED				
263,185										168,438	94,747	509	10001	263,185	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN		1197		
500										320	180	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN		1197		
226										144	82	510	10000	226	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT				
1,151										736	415	511	32212	1,151	CY	CLASS QC2 CONCRETE WITH QC/OA, SUPERSTRUCTURE				
184										117	67	511	41012	184	CY	CLASS QC1 CONCRETE WITH QC/OA, PIER ABOVE FOOTINGS				
166										106	60	511	43512	166	CY	CLASS QC1 CONCRETE WITH QC/OA, ABUTMENT INCLUDING FOOTING				
44										28	16	511	46510	44	CY	CLASS QC1 CONCRETE, FOOTING				
1,227										785	442	512	10050	1,227	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)				
51										32	19	512	33000	51	SY	TYPE 2 WATERPROOFING				
17										10	7	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER				
93										59	34	516	13900	93	SF	2" PREFORMED EXPANSION JOINT FILLER				
204										130	74	516	14020	204	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL				
47										30	17	516	43100	47	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE) (8" x 11" x 1.474)				
151										96	55	518	21200	151	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC				
215										137	78	518	40000	215	FT	6" PERFORATED CORRUGATED PLASTIC PIPE				

GENERAL SUMMARY

FRA-71-0-00

390
1312