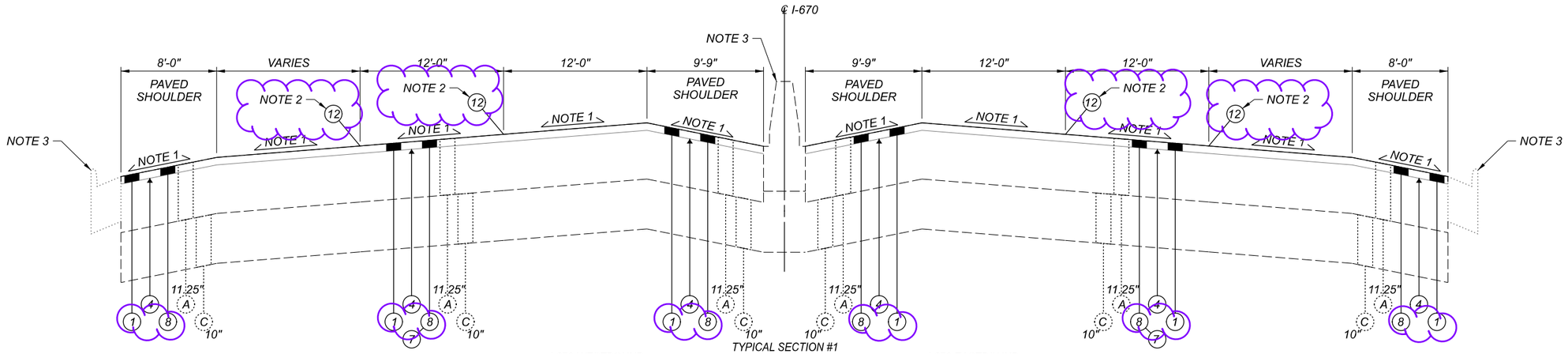
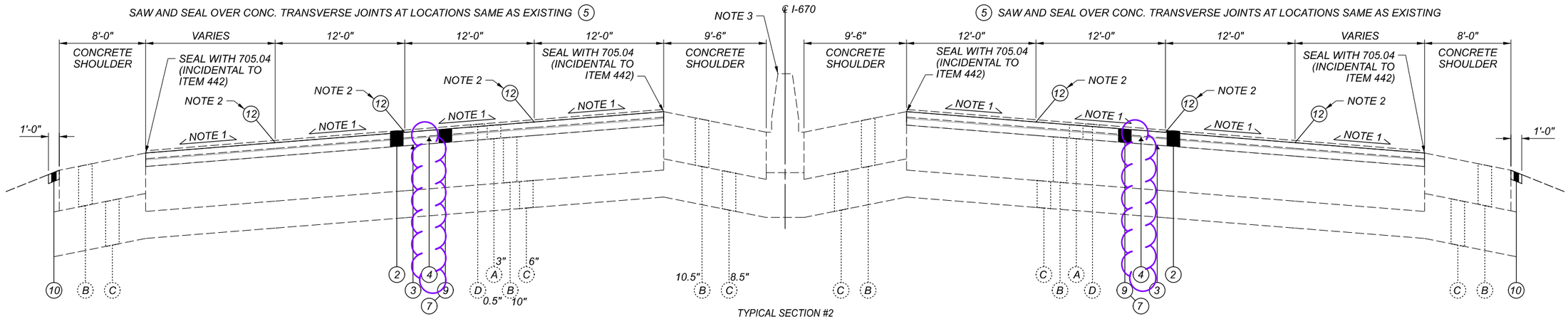


TYPICAL SECTION #1

I-670 WESTBOUND
STA. 378+27.54 TO STA. 389+19.27 = 1092 FEET
SLM 0.87 TO SLM 1.08 = 0.21 MILES

I-670 EASTBOUND
STA. 378+27.54 TO STA. 389+18.59 = 1091 FEET
SLM 0.87 TO SLM 1.08 = 0.21 MILES



TYPICAL SECTION #2

I-670 WESTBOUND
STA. 392+98.73 TO STA. 115+15.09 = 10451 FEET
SLM 1.15 TO SLM 3.13 = 1.98 MILES

I-670 EASTBOUND
STA. 392+93.22 TO STA. 115+34.65 = 10476 FEET
SLM 1.15 TO SLM 3.13 = 1.98 MILES

(STA EQ. = 470+34.24BK, 88+00.00AH)

- (A) EXISTING ASPHALT
- (B) EXISTING CONCRETE
- (C) EXISTING AGGREGATE BASE
- (D) EXISTING MICROSURFACE

- (1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1)
- (4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1)
- (5) ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
- (6) NOT USED
- (7) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE I-670 SHOULDERS)
- (8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
- (9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS)
- (10) ITEM 617 - 2.00" COMPACTED AGGREGATE
- (11) NOT USED
- (12) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447)

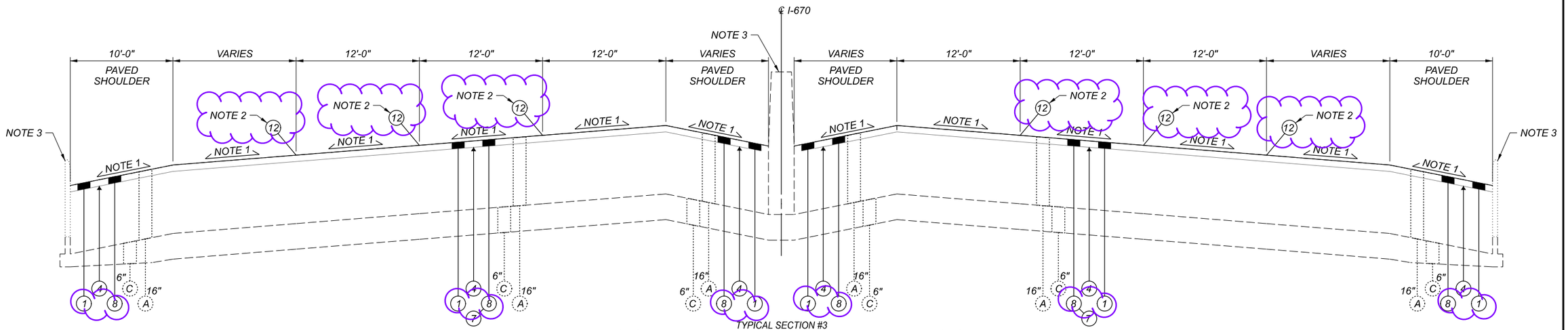
NOTES:
1. MAINTAIN EXISITNG CROSS SLOPE.
2. ONLY REQUIRED ON "COLD JOINTS"
3. DO NOT DISTURB EXISTING CURB, CURB & GUTTER, AND CONCRETE BARRIER.
4. ITEM 2 (3.5" PLANING) SHALL EXTEND TO THE TOP OF EXISTING CONCRETE (BASE COURSE).

TYPICAL SECTIONS - I-670

DESIGN AGENCY

DESIGNER KLM
REVIEWER LLW MM-DD-YY
PROJECT ID 110051
SHEET P.9 TOTAL 104

FRA-670-0.87



TYPICAL SECTION #3

I-670 WESTBOUND

STA. 117+06.85 TO STA. 148+17.99 = 733 FEET
SLM 3.16 TO SLM 3.30 = 0.14 MILES

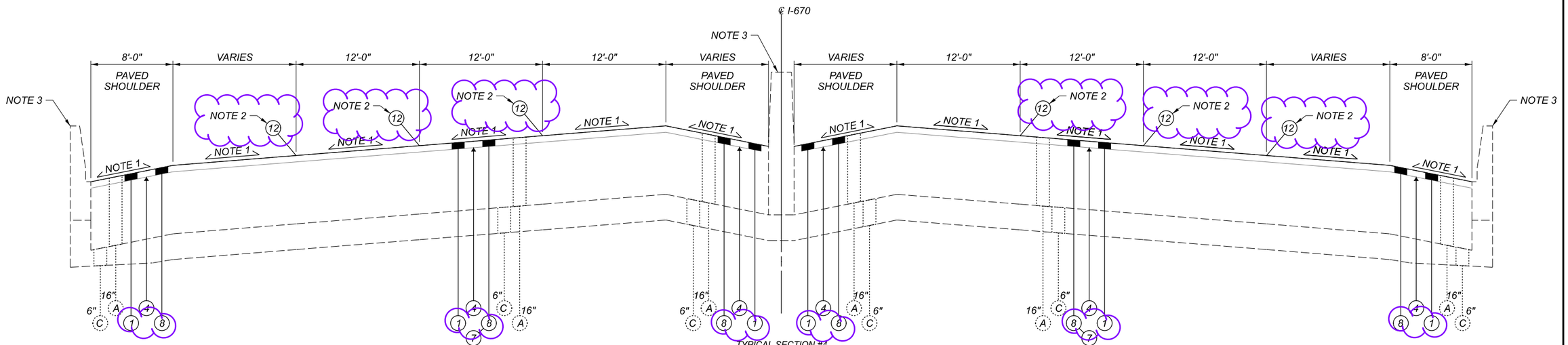
(STA EQ. = 117+41.20BK, 141+19.57AH)

STA. 168+15.23 TO STA. 178+95.04 = 1080 FEET
SLM 3.68 TO SLM 3.89 = 0.20 MILES

I-670 EASTBOUND

STA. 117+09.02 TO STA. 148+58.40 = 771 FEET
SLM 3.16 TO SLM 3.31 = 0.15 MILES

STA. 163+38.59 TO STA. 178+95.04 = 1556 FEET
SLM 3.59 TO SLM 3.89 = 0.29 MILES



TYPICAL SECTION #4

I-670 WESTBOUND

STA. 148+17.99 TO STA. 168+15.23 = 1997 FEET
SLM 3.30 TO SLM 3.68 = 0.38 MILES

I-670 EASTBOUND

STA. 148+58.40 TO STA. 163+38.59 = 1480 FEET
SLM 3.31 TO SLM 3.59 = 0.28 MILES

(A) EXISTING ASPHALT
(B) EXISTING CONCRETE
(C) EXISTING AGGREGATE BASE
(D) EXISTING MICROSURFACE

(1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
(2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE
(3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1)
(4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1)
(5) ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
(6) NOT USED
(7) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE I-670 SHOULDERS)
(8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
(9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS)
(10) ITEM 617 - 2.00" COMPACTED AGGREGATE
(11) NOT USED
(12) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447)

NOTES:
1. MAINTAIN EXISITNG CROSS SLOPE.
2. ONLY REQUIRED ON "COLD JOINTS"
3. DO NOT DISTURB EXISTING CURB, CURB & GUTTER, AND CONCRETE BARRIER.
4. ITEM 2 (3.5" PLANING) SHALL EXTEND TO THE TOP OF EXISTING CONCRETE (BASE COURSE).

TYPICAL SECTIONS - I-670

DESIGN AGENCY

DESIGNER KLM
REVIEWER LLW MM-DD-YY
PROJECT ID 110051
SHEET P.10 TOTAL 104

FRA-670-0.87

MODEL: 110051_GY002 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:19:56 AM USER: kbowman
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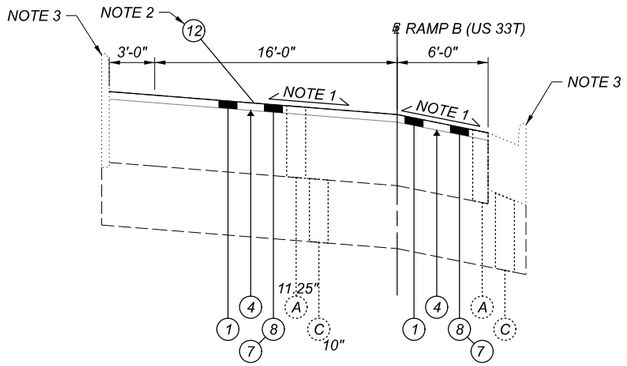
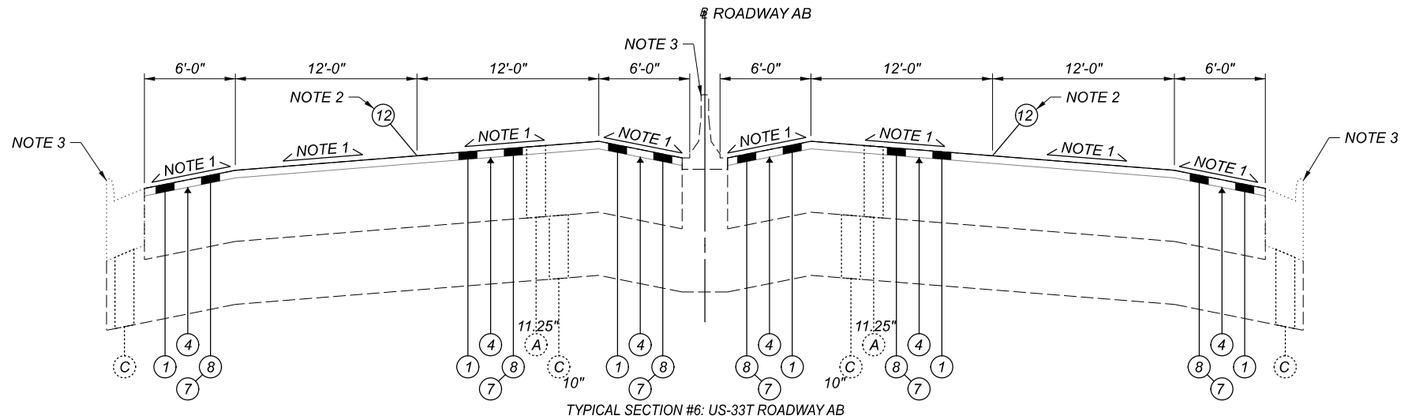


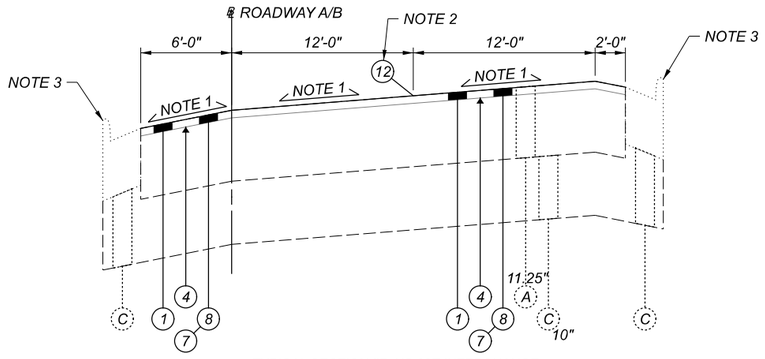
TYPICAL SECTION #5: US-33T RAMP B
STA. 310+62.10 TO STA. 312+70.02 = 208 FEET



TYPICAL SECTION #6: US-33T ROADWAY AB

WESTBOUND
STA. 310+99.47 TO STA. 332+72.35 = 2173 FEET

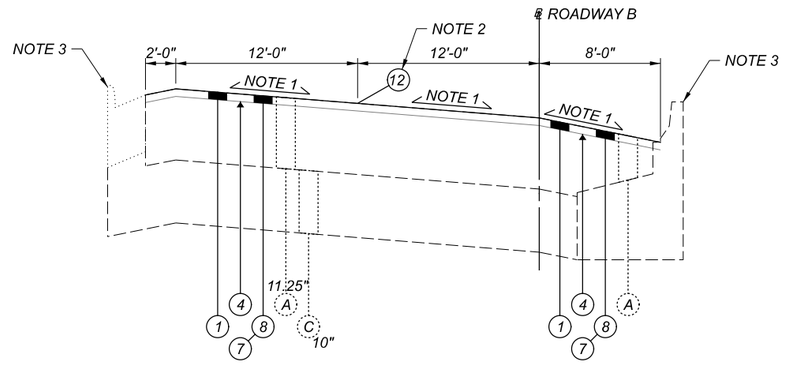
EASTBOUND
STA. 310+99.47 TO STA. 332+87.07 = 2188 FEET



TYPICAL SECTION #7: US-33T INTERCHANGE

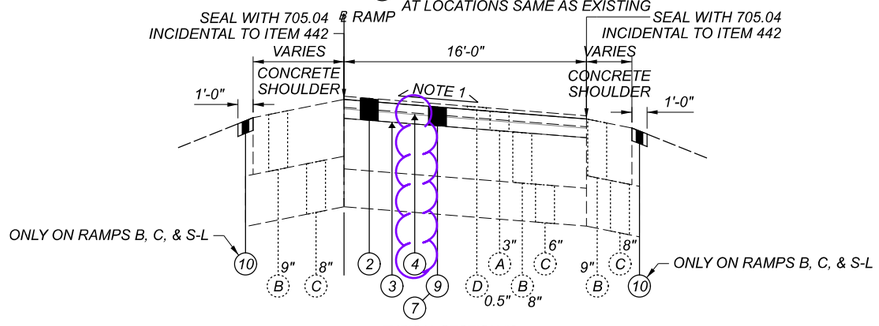
ROADWAY A
STA. 335+49.77 TO STA. 361+75.11 = 2625 FEET

ROADWAY B
STA. 332+87.07 TO STA. 346+07.86 = 1321 FEET



TYPICAL SECTION #8: US-33T INTERCHANGE
ROADWAY B
STA. 346+07.86 TO STA. 365+44.49 = 1937 FEET

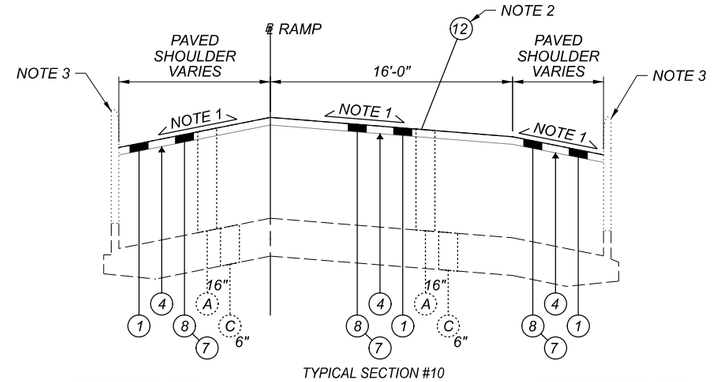
(5) SAW AND SEAL PAVEMENT JOINTS AT LOCATIONS SAME AS EXISTING



TYPICAL SECTION #9

RAMP B (GRANDVIEW AVE)
STA. 393+32.09 TO STA. 395+48.54 = 216 FEET
RAMP S-C (US 33T)
STA. 433+77.71 TO STA. 445+77.92 = 1200 FEET
ROAD S-G (SR 315)
STA. 451+29.80 TO STA. 462+15.60 = 1086 FEET
ROAD S-K (SR 315)
STA. 465+28.13 TO STA. 468+34.34 = 306 FEET
RAMP NC (NEIL AVE)
STA. 98+79.09 TO STA. 104+45.06 = 566 FEET

RAMP C (GRANDVIEW AVE)
STA. 391+67.35 TO STA. 400+61.94 = 895 FEET
RAMP S-E (US 33T)
STA. 435+85.77 TO STA. 452+58.23 = 1672 FEET
ROAD S-L (SR 315)
STA. 453+69.42 TO STA. 467+73.91 = 1404 FEET
RAMP NK (VINE ST)
STA. 110+18.65 TO STA. 112+51.41 = 233 FEET
RAMP ND (GOODALE ST)
STA. 97+63.42 TO STA. 107+38.36 = 975 FEET



TYPICAL SECTION #10

RAMP NE (NEIL AVE)
STA. 142+98.25 TO STA. 148+15.51 = 517 FEET
RAMP NI (GOODALE ST)
STA. 163+37.32 TO STA. 170+51.87 = 715 FEET
RAMP NL (US 23D)
STA. 168+12.08 TO STA. 174+78.50 = 666 FEET

RAMP NF (GOODALE ST)
STA. 144+08.15 TO STA. 148+57.20 = 449 FEET
RAMP NJ (US 23D)
STA. 167+41.61 TO STA. 170+68.98 = 327 FEET
RAMP NM (US 23)
STA. 169+28.76 TO STA. 175+91.35 = 663 FEET

(A) EXISTING ASPHALT
(B) EXISTING CONCRETE
(C) EXISTING AGGREGATE BASE
(D) EXISTING MICROSURFACE

(1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
(2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE
(3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1)
(4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1)
(5) ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
(6) NOT USED
(7) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE I-670 SHOULDERS)
(8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
(9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS)
(10) ITEM 617 - 2.00" COMPACTED AGGREGATE
(11) NOT USED
(12) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447)

NOTES:
1. MAINTAIN EXISITNG CROSS SLOPE.
2. ONLY REQUIRED ON "COLD JOINTS"
3. DO NOT DISTURB EXISTING CURB, CURB & GUTTER, AND CONCRETE BARRIER.
4. ITEM 2 (3.5" PLANING) SHALL EXTEND TO THE TOP OF EXISTING CONCRETE (BASE COURSE).

TYPICAL SECTIONS - RAMPS

DESIGN AGENCY

DESIGNER KLM
REVIEWER LLW MM-DD-YY
PROJECT ID 110051
SHEET P.11 TOTAL 104

FRA-670-0.87

MODEL: 110051_GY003 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:19:57 AM USER: kbowman
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ITEM 611 - INLET ADJUSTED TO GRADE:
THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING INLET(S) THAT REQUIRE ADJUSTMENT TO GRADE:

ITEM 611 - INLET ADJUSTED TO GRADE = 4 EACH

DRAINAGE AT INTERSECTING STREETS:
AT INTERSECTING STREETS (ROADS) WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS (ROADS), WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET (ROAD), CARE SHALL BE TAKEN TO TRANSITION DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4" OF PAVEMENT AND PLACING 4" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. SEE SHEET P.12 FOR DETAILS. WORK SHALL BE PERFORMED PRIOR TO RESURFACING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0" = 718 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPES (CROWN) DURING THE PLANING OPERATION.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED OVER.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT WITHIN THE TRAVELED WAY/LANE(S). AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLACED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

THE 3.5" PLANING DEPTH INCLUDES APPROXIMATELY 0.5" OF EXISTING MICROSURFACE COURSE ON TOP OF 3.0" OF ASPHALT CONCRETE. THE INTENT IS TO PLANE DOWN TO THE TOP OF EXISTING CONCRETE (BASE).

ITEM 254 - PATCHING PLANED SURFACE:
THESE ITEMS HAVE BEEN PROVIDED FOR USE AS DETERMINED BY THE PROJECT ENGINEER FOR PATCHING PLANED PAVEMENT.

ROUTE	BEG SLM	END SLM	254 PATCHING SY
I-670	0.870	1.077	191
I-670	3.165	3.886	637
US 33T RAMPS			388
GOODALE ST/NEIL AVE RAMPS			54
US 23D(N. THIRD)/US 23(N. FOURTH) RAMPS			89
		TOTAL	1359

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PATCHING PLANED SURFACE = 1359 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING:
THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS.

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

ITEM 255 - FULL DEPTH PAVEMENT SAWING = 1716 FT

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00":
REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 11.00" OF PAVEMENT. REPLACEMENT SHALL INCLUDE PLACING 11.00" OF CLASS QC MS CONCRETE. SEE SHEET P.12 FOR DETAILS.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00" = 415 SY

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

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

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT = 415 SY

ITEM 304 - AGGREGATE BASE, AS PER PLAN:
THE SUBGRADES OF THE EXISTING ABUTTING PAVEMENT AND PROPOSED PAVEMENT SHOULD MEET AT THE SAME ELEVATION. IF NECESSARY, THE AGGREGATE BASE UNDER THE REPLACEMENT SHOULD BE THICKENED SO THE SUBGRADE ELEVATIONS WILL MATCH.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN:
ALL REQUIREMENTS OF ITEM 442 APPLY EXCEPT:
- THE PG BINDER SHALL BE PG76-22M.
- BOTH ITEM 875 AND 705.04 JOINT SEALER ARE INCIDENTAL TO THIS ITEM.

WHERE THE 2 COURSES OF SURFACE MATERIAL ARE SHOWN ON THE TYPICALS FOR A TOTAL OF 3", THE MILLING AND PLACEMENT OF THESE LIFTS SHALL BE PERFORMED WITH THE FOLLOWING RESTRICTIONS:

- THE FIRST 1.5" LIFT WILL BE PLACED DURING THE SAME SHIFT AS THE MILLING.
- THE SECOND 1.5" LIFT WILL BE PLACED BEFORE ANY ADDITIONAL MILLING IS PERFORMED.
- BEFORE ANY MILLING IS STARTED, THE CONTRACTOR SHALL CONSULT THE WEATHER FORECAST AND CONFIRM THAT NO RAIN IS PREDICTED BEFORE THE SECOND LIFT IS SCHEDULED TO BE PLACED. THE ENGINEER SHALL BE IN AGREEMENT WITH THE ANALYSIS OF THE FORECAST EACH NIGHT THAT MILLING IS SCHEDULED.

UNEVEN PAVEMENT SIGNS AS SPECIFIED IN SCD MT-101.90 SHALL BE ERECTED BEFORE OPENING TO TRAFFIC ANYTIME THE 1.5" DROPOFF WILL BE PRESENT BETWEEN LANES. PAYMENT FOR SIGNS WILL BE INCLUDED IN ITEM 614, MAINTAINING TRAFFIC.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT:
PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH C&MS 401.12. THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF SURFACE (AND INTERMEDIATE) COURSES ON THE MAINLINE (EXCLUDING SHOULDERS) AND RAMPS (INCLUDING SHOULDERS).

ITEM 617 - WATER:
THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 1 MGAL

ITEM SPECIAL - PAVER MOUNTED THERMAL PROFILING (PMTP):
THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL NOTIFY ODOT OFFICE OF PAVEMENT ENGINEERING AT LEAST TWO (2) WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.
CRAIG LANDEFELD
614.644.6622
CRAIG.LANDEFELD@DOT.OHIO.GOV

ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:
ITEM SPECIAL - PAVER MOUNTED THERMAL PROFILING = LUMP SUM

ITEM 638 - VALVE BOX ADJUSTED TO GRADE:
THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING VALVE BOX(ES) THAT REQUIRE ADJUSTMENT TO GRADE:
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY:
THIS ITEM IS PROVIDED TO REPLACE BROKEN OR MISSING BARRIER REFLECTORS ON CONCRETE BARRIER WITHIN THE PROJECT LIMITS. THE EXISTING BARRIER REFLECTORS ARE TRIPLE STACKED.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:
ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY = 12 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS:
ITEM 646 - EPOXY PAVEMENT MARKINGS:
ITEM 807 - WET REFLECTIVE LIQUID APPLIED PAVEMENT MARKINGS:
THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

ENTRANCE AND EXIT RAMP PAVEMENT MARKINGS WILL BE UPDATED TO THE CURRENT STANDARDS (CHEVRON AND DOTTED LINE MARKINGS) PER SCD TC-72.20 AND AS DETAILED IN THE PLAN SHEETS. TRANSVERSE/DIAGONAL LINE AND CHEVRON MARKINGS SHALL BE SPACED AS DETAILED PER TEM 301-14 AND SCD TC-72.20.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO PERMANENTLY STRIPE FULL DEPTH CONCRETE REPAIR LOCATIONS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 646 - EDGE LINE, 6" = 0.40 MILE
ITEM 646 - LANE LINE, 6" = 0.20 MILE

GENERAL NOTES

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110051
SHEET P.19 TOTAL 104

FRA-670-0.87

MODEL: 110051_GN002 PAPERSIZE: 34x22 (in.) DATE: 4/7/2022 TIME: 3:50:22 PM USER: kbowman
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ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS III, 642
PAINT:
WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT THE PROPOSED PAVEMENT MARKINGS AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOCATION	LANE LINE	EDGE LINE	CHANNELIZING LINE	DOTTED LINE	STOP LINE
I-670 EASTBOUND (0.87-1.15)	0.84 MILE	0.56 MILE	560 FT	463 FT	
I-670 EASTBOUND (3.13-3.89)	2.27 MILE	1.54 MILE	1894 FT	783 FT	
I-670 WESTBOUND (0.87-1.15)	0.81 MILE	0.54 MILE	640 FT	445 FT	
I-670 WESTBOUND (3.13-3.89)	2.31 MILE	1.54 MILE	5652 FT	547 FT	
RAMP B (US 33T)		0.08 MILE			
RDWY AB (US 33 T)	0.70 MILE	1.65 MILE	623 FT	23 FT	34 FT
RDWY A (US 33T)	0.50 MILE	1.00 MILE			
RDWY B (US 33T)	0.62 MILE	1.24 MILE			
RAMP NC (NEIL)		0.42 MILE			
RAMP NE (NEIL)		0.20 MILE			
RAMP NF (GOODALE)	0.09 MILE	0.18 MILE			
RAMP NI (N 3RD)		0.28 MILE	400 FT	136 FT	
RAMP NJ (GOODALE)		0.10 MILE	97 FT		31 FT
RAMP NL (N 3RD)		0.24 MILE	224 FT		
RAMP NM (N 4TH)		0.26 MILE			
PAVEMENT REPAIRS	0.20 MILE	0.40 MILE			
SUBTOTAL	8.34 MILE	10.23 MILE	10090 FT	2397 FT	65 FT
I-670 EASTBOUND (1.15-3.13)	4.38 MILE	4.00 MILE	5470	3560	
I-670 WESTBOUND (1.15-3.13)	4.73 MILE	3.98 MILE	5745	1962	
RAMP C (GRANDVIEW)		0.34 MILE			
RAMP B (GRANDVIEW)		0.08 MILE			
RAMP S-C (US 33T)	0.23 MILE	0.46 MILE			
RAMP S-E (US 33T)	0.21 MILE	0.63 MILE	570 FT		30 FT
ROAD S-G (SR 315)		0.42 MILE			
ROAD S-L (SR 315)		0.52 MILE			
ROAD S-K (SR 315)		0.12 MILE			
RAMP NC (NEIL)		0.04 MILE		265 FT	
RAMP ND (GOODALE)		0.38 MILE			
SUBTOTAL	9.55 MILE	10.97 MILE	11785 FT	5787 FT	30 FT
2 APPLICATIONS (EXCEPT EDGE LINE)	19.10 MILE	10.97 MILE	23570	11574	60
TOTAL	27.44 MILE	21.20 MILE	33660 FT	13971 FT	125 FT

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT = 27.44 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT = 21.20 MILE
ITEM 614 - WZ CHANNELIZING LINE, CLASS III, 12", 642 PAINT = 33660 FT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT = 13971 FT
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 125 FT

WORK ZONE PAVEMENT MARKINGS ARE NOT TO BE SUBSTITUTED FOR PERMANENT PAVEMENT MARKINGS.

PASSING AND DRIVING LANES:
LANE CLOSURES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS. SEE THE LANE VALUE CONTRACT TABLE.
- DURING TIMES WHEN NO WORK IS BEING PERFORMED, ONLY DRUMS SHALL BE USED TO DELINEATE THE WORK ZONE AND SHALL NOT ENCROACH ON AN OPEN LIVE LANE OF TRAFFIC.
- DURING TIMES WHEN WORK IS IN PROGRESS, WEIGHTED CHANNELIZERS MAY BE USED TO DELINEATE THE IMMEDIATE WORK AREA. AVAILABLE LANE WIDTH FOR THE ADJACENT LIVE LANE SHALL BE NO LESS THAN 11 FEET. WHEN WORK IS SUSPENDED, ALL WEIGHTED CHANNELIZERS SHALL BE REMOVED AND REPLACED WITH DRUMS AS DESCRIBED ABOVE.
-DURING PEAK HOURS OF 6AM-8AM AND 4PM-6PM, ANY WORK WITHIN 3 FEET OF AN OPEN LIVE LANE OF TRAFFIC SHALL BE SUSPENDED. THIS INCLUDES BUT IS NOT LIMITED TO CONSTRUCTION RELATED VEHICLES ENTERING OR LEAVING THE WORK ZONE. THE REMAINING OPEN LANES OF LIVE TRAFFIC SHALL HAVE THE EXISTING 12 FOOT WIDTHS AVAILABLE DURING THIS TIME.

INTERIM COMPLETION DATE:
THE CONTRACTOR SHALL HAVE AN INTERIM COMPLETION DATE IN ACCORDANCE WITH THE INCENTIVE/DISINCENTIVE CONTRACT TABLE BELOW:

DESCRIPTION OF CRITICAL WORK	INTERIM COMPLETION DATE	TIME PERIOD	DISINCENTIVE $ PER TIME PERIOD	INCENTIVE $ PER TIME PERIOD	MAXIMUM DISINCENTIVE
PAVEMENT REPAIRS, FINAL PERMANENT PAVEMENT, STRIPING, AND RPM INSTALLATION ON MAINLINE I-670 FROM STRUCTURE FRA-670-0107 FORWARD APPROACH (SLM 1.148EB/1.149WB) TO STRUCTURE FRA-670-0312 REAR APPROACH (SLM 3.132EB/3.128WB)	10/15/2022	DAYS	$3,000	$0	$90,000

MAINTENANCE OF TRAFFIC NOTES

FRA-670-0.87

MODEL: 110051_MN004 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:20:28 AM USER: kbowman
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DESIGN AGENCY

DESIGNER KLM
REVIEWER GF MM-DD-YY
PROJECT ID 110051
SHEET P.25 TOTAL 104

SHEET NO.															PARTICIPATION		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		P.18-P.21	P.22-P.26	P.28	P.41	P.42	P.43	P.44	P.45	P.69	P.80				01/IMS/PV	02/IMS/BR						
																					ROADWAY	
		LS													LS		201	11000	LS		CLEARING AND GRUBBING	
									150						150		202	23000	150	SY	PAVEMENT REMOVED	
									150						150		202	30700	150	FT	CONCRETE BARRIER REMOVED	
									20						20		202	32500	20	FT	CURB AND GUTTER REMOVED	
									87.5						87.5		202	38001	87.5	FT	GUARDRAIL REMOVED, AS PER PLAN	P.18
									1						1		202	42041	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	P.18
		750													750		SPECIAL	20270110	750	FT	PIPE CLEANOUT, 24" AND UNDER	P.18
		10													10		SPECIAL	20270120	10	FT	PIPE CLEANOUT, 27" TO 48"	P.18
											289					289	202	75267	289	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN	P.80
									36						36		203	20001	36	CY	EMBANKMENT, AS PER PLAN	P.18
		2													2		209	15001	2	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.18
									293						293		512	10100	293	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
									75						75		606	13000	75	FT	GUARDRAIL, TYPE 5	
									130						130		622	10141	130	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN	P.64
									20						20		622	90000	20	FT	BARRIER, MISC.: REINFORCED CONCRETE, SINGLE SLOPE, TYPE C1, OVER I-3C1 INLET	P.65
									1						1		623	39500	1	EACH	MONUMENT BOX ADJUSTED TO GRADE	
																					EROSION CONTROL	
		22													22		659	00300	22	CY	TOPSOIL	
		156												150	306		659	10000	306	SY	SEEDING AND MULCHING	
		8													8		659	14000	8	SY	REPAIR SEEDING AND MULCHING	
		8													8		659	15000	8	SY	INTER-SEEDING	
		0.02													0.02		659	20000	0.02	TON	COMMERCIAL FERTILIZER	
		0.03													0.03		659	31000	0.03	ACRE	LIME	
		1													1		659	35000	1	MGAL	WATER	
															1000		832	30000	1000	EACH	EROSION CONTROL	
																					DRAINAGE	
											200				200		605	31100	200	FT	AGGREGATE DRAINS	
									1						1		611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
		4													4		611	99150	4	EACH	INLET ADJUSTED TO GRADE	
									2						2		611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
		9													9		SPECIAL	69098000	9	EACH	DRAINAGE STRUCTURE CLEANOUT	P.18
																					PAVEMENT	
		718			282										1000		251	01041	1000	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"	P.19
						39264	43455	53154							135873		254	01000	135873	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
						42033	41709	13074							96816		254	01000	96816	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"	
		1359													1359		254	01600	1359	SY	PATCHING PLANED SURFACE	
		415			139										554		255	10160	554	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00"	
		1716			380										2096		255	20000	2096	FT	FULL DEPTH PAVEMENT SAWING	
		415			139										554		257	10000	554	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	
									66						66		301	46000	66	CY	ASPHALT CONCRETE BASE, PG64-22	
									26						26		304	20001	26	CY	AGGREGATE BASE, AS PER PLAN	P.19
						2942	2919	915							6776		407	13900	6776	GAL	TACK COAT, 702.13	
						5647	5987	5238	24						16896		407	20000	16896	GAL	NON-TRACKING TACK COAT	
						25219	25027	7843							58089		409	30000	58089	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
						4740	4877	3307							12924		442	00100	12924	CY	ANTI-SEGREGATION EQUIPMENT	
						5138	5289	3307							13734		442	10301	13734	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	P.19
									20						20		609	23000	20	FT	COMBINATION CURB AND GUTTER, TYPE 4	
						48	48	10							106		617	10100	106	CY	COMPACTED AGGREGATE	
		1													1		617	25000	1	MGAL	WATER	
		LS													LS		SPECIAL	69098400	LS		PAVER MOUNTED THERMAL PROFILING (PMTP)	P.19
																					WATER WORK	
		4													4		638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.39 TOTAL 104

FRA-670-0.87

MODEL: 110051_GG001 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:21:10 AM USER: kbowman
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SHEET NO.															PARTICIPATION		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		P.18-P.21	P.22-P.26	P.28	P.41	P.42	P.43	P.44	P.45	P.69	P.80				01/IMS/PV	02/IMS/BR						
																					TRAFFIC CONTROL	
										196					196		620	00500	196	EACH	DELINEATOR, POST GROUND MOUNTED	
										20					20		620	11000	20	EACH	DELINEATOR, BRACKET MOUNTED	
										1504					1504		621	00100	1504	EACH	RPM	
										1504					1504		621	54000	1504	EACH	RAISED PAVEMENT MARKER REMOVED	
		12													12		626	00102	12	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
										0.01					0.01		644	00300	0.01	MILE	CENTER LINE	
										65					65		644	00500	65	FT	STOP LINE	
										82					82		644	00620	82	FT	CROSSWALK LINE, 12"	
										1125					1125		644	00720	1125	FT	CHEVRON MARKING	
										9					9		644	01300	9	EACH	LANE ARROW	
										7					7		644	01360	7	EACH	WRONG WAY ARROW	
										23					23		644	01520	23	FT	DOTTED LINE, 12"	
		0.40													0.40		646	10010	0.40	MILE	EDGE LINE, 6"	
		0.20													0.20		646	10110	0.20	MILE	LANE LINE, 6"	
										30					30		646	10400	30	FT	STOP LINE	
										2					2		646	20300	2	EACH	LANE ARROW	
										3.51					3.51		807	12010	3.51	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
										3.03					3.03		807	12110	3.03	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
										1847					1847		807	12310	1847	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
										1688					1688		807	12410	1688	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
										17.29					17.29		807	14010	17.29	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
										14.66					14.66		807	14110	14.66	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
										20293					20293		807	14310	20293	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
										6208					6208		807	14410	6208	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
										31.95					31.95		850	10010	31.95	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
										6208					6208		850	10110	6208	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
										20293					20293		850	10130	20293	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
										6.54					6.54		850	20010	6.54	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
										1688					1688		850	20110	1688	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
										1847					1847		850	20130	1847	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
																					STRUCTURE OVER 20 FOOT SPAN	
																					SEE STRUCTURE ESTIMATED QUANTITIES SHEETS	P.81
																					TO	P.82
			1000												1000		614	11110	1000	HOUR	**MAINTENANCE OF TRAFFIC** LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				2											2		614	12380	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
			LS												LS	LS	614	12421	LS		DETOUR SIGNING, AS PER PLAN	P.23
			32	38											70		614	12460	70	EACH	WORK ZONE MARKING SIGN	
				60											60		614	13310	60	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
				18											18		614	13350	18	EACH	OBJECT MARKER, ONE WAY	
			30												30		614	18601	30	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.24
			27.44	1.05											28.49		614	20560	28.49	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
				0.64											0.64		614	22210	0.64	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
			21.20	1.42											22.62		614	22360	22.62	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
				4301											4301		614	23410	4301	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 740.06, TYPE I	
			33660	7529											41189		614	23690	41189	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
			13971												13971		614	24612	13971	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
			125												125		614	26610	125	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				910											910		622	41100	910	FT	PORTABLE BARRIER, UNANCHORED	
																					INCIDENTALS	
															LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
															LS	LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.20
															LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

FRA-670-0.87

MODEL: 110051_GG002 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:21:10 AM USER: kbowman
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DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.40 TOTAL 104

LOCATION									DESIGN				QUANTITIES														REMARKS
													254		254		407	407	409	442		442		617			
													PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"		TACK COAT, 702.13	NON-TRACKING TACK COAT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	ANTI-SEGREGATION EQUIPMENT		ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), AS PER PLAN		COMPACTED AGGREGATE			
SHEET	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	DIRECTION	TYPICAL	LENGTH	AVG. WIDTH	CADD AREA	AVG. DEPTH		AVG. DEPTH					SHOULDER AREA DEDUCTION		AVG. DEPTH		AVG. DEPTH			
							MI			FT	FT	SY	IN	SY	IN	SY	GAL	GAL	FT	SY	CY	IN	CY	IN	CY		
I-670 EASTBOUND																											
P.46	FRA	670	378+27.54	381+12.36	0.870	0.924	0.054	EB	1	285	78.3	2478	1.50	2478				211		593	79	1.50	103				
P.46	FRA	670	381+12.36	385+70.57	0.924	1.011	0.087	EB	1	458	85.4	4347	1.50	4347				369		893	144	1.50	181				
P.46	FRA	670	385+70.57	389+18.59	1.011	1.077	0.066	EB	1	348	64.0	2475	1.50	2475				210		679	75	1.50	103				
P.46	FRA	670	389+18.59	392+93.22	1.077	1.148	0.071	EB		375																	STRUCTURE FRA-670-0107
P.46	FRA	670	392+93.22	400+61.51	1.148	1.293	0.146	EB	2	768	48.2	4118			3.50	4118	288	226	2471		343	3.00	343	2.00	4.7		
P.46 - P.47	FRA	670	400+61.51	410+89.48	1.293	1.488	0.195	EB	2	1028	59.2	6759			3.50	6759	473	372	4055		563	3.00	563	2.00	6.3		
P.47	FRA	670	410+89.48	412+65.98	1.488	1.521	0.033	EB		177																	STRUCTURE FRA-670-0148
P.47	FRA	670	412+65.98	425+12.22	1.521	1.757	0.236	EB	2	1246	48.6	6730			3.50	6730	471	370	4038		561	3.00	561	2.00	7.7		
P.47 - P.48	FRA	670	425+12.22	435+40.90	1.757	1.952	0.195	EB	2	1029	61.4	7021			3.50	7021	491	386	4213		585	3.00	585	2.00	6.3		
P.48	FRA	670	435+40.90	443+92.00	1.952	2.113	0.161	EB	2	851	36.6	3457			3.50	3457	242	190	2074		288	3.00	288	2.00	5.3		
P.48	FRA	670	443+92.00	444+70.97	2.113	2.128	0.015	EB	2	79	46.3	406			3.50	406	28	22	244		34	3.00	34	2.00	0.5		
P.48	FRA	670	444+70.97	450+99.26	2.128	2.247	0.119	EB		628																	STRUCTURE FRA-670-0213
P.48	FRA	670	450+99.26	451+84.80	2.247	2.263	0.016	EB	2	86	47.5	451			3.50	451	32	25	271		38	3.00	38	2.00	0.5		
P.48 - P.49	FRA	670	451+84.80	456+71.41	2.263	2.356	0.092	EB	2	487	35.1	1899			3.50	1899	133	104	1139		158	3.00	158	2.00	3.0		
P.49	FRA	670	456+71.41	464+04.60	2.356	2.494	0.139	EB		733																	STRUCTURE FRA-670-0238
P.49	FRA	670	464+04.60	467+73.63	2.494	2.564	0.070	EB	2	369	37.5	1539			3.50	1539	108	85	923		128	3.00	128	2.00	2.3		
P.49	FRA	670	467+73.63	470+34.24	2.564	2.614	0.049	EB	2	261	54.0	1565			3.50	1565	110	86	939		130	3.00	130	2.00	1.6		
(STA EQ. = 470+34.24BK, 88+00.00AH)																											
P.49	FRA	670	88+00.00	89+64.46	2.614	2.645	0.031	EB	2	164	56.2	1027			3.50	1027	72	56	616		86	3.00	86	2.00	1.0		
P.49 - P.50	FRA	670	89+64.46	95+97.52	2.645	2.765	0.120	EB		633																	STRUCTURE FRA-670-0266
P.50	FRA	670	95+97.52	98+80.58	2.765	2.818	0.054	EB	2	283	53.9	1695			3.50	1695	119	93	1017		141	3.00	141	2.00	1.7		
P.50	FRA	670	98+80.58	99+33.62	2.818	2.828	0.010	EB	2	53	41.4	244			3.50	244	17	13	146		20	3.00	20	2.00	0.3		
P.50	FRA	670	99+33.62	104+15.94	2.828	2.920	0.091	EB		482																	STRUCTURE FRA-670-0284
P.50	FRA	670	104+15.94	112+51.11	2.920	3.078	0.158	EB	2	835	34.5	3205			3.50	3205	224	176	1923		267	3.00	267	2.00	5.2		
P.50	FRA	670	112+51.11	115+34.65	3.078	3.132	0.054	EB	2	284	60.8	1917			3.50	1917	134	105	1150		160	3.00	160	2.00	1.8		
P.50	FRA	670	115+34.65	117+09.02	3.132	3.165	0.033	EB		174																	STRUCTURE FRA-670-0312
P.50 - P.51	FRA	670	117+09.02	117+41.20	3.165	3.171	0.006	EB	3	32	62.6	224	1.50	224				19		65	7	1.50	9				
(STA EQ. = 117+41.20BK, 141+19.57AH)																											
P.50 - P.51	FRA	670	141+19.57	148+58.40	3.171	3.311	0.140	EB	3	739	65.6	5385	1.50	5385				458		1556	160	1.50	224				
P.51	FRA	670	148+58.40	155+12.36	3.311	3.435	0.124	EB	4	654	90.9	6603	1.50	6603				561		1442	215	1.50	275				
P.51	FRA	670	155+12.36	158+67.77	3.435	3.502	0.067	EB	4	355	79.5	3139	1.50	3139				267		755	99	1.50	131				
P.51	FRA	670	158+67.77	163+38.59	3.502	3.591	0.089	EB	4	471	93.5	4891	1.50	4891				416		1007	162	1.50	204				
P.51	FRA	670	163+38.59	168+09.87	3.591	3.680	0.089	EB	3	471	67.9	3553	1.50	3553				302		1049	104	1.50	148				
P.51 - P.52	FRA	670	168+09.87	172+30.02	3.680	3.760	0.080	EB	3	420	64.0	2988	1.50	2988				254		788	92	1.50	125				
P.52	FRA	670	172+30.02	174+59.08	3.760	3.803	0.043	EB	3	229	60.4	1536	1.50	1536				131		362	49	1.50	64				
P.52	FRA	670	174+59.08	176+55.51	3.803	3.840	0.037	EB		196																	STRUCTURE FRA-670-0381
P.52	FRA	670	176+55.51	178+95.04	3.840	3.886	0.045	EB	3	240	61.8	1645	1.50	1645				140		390	52	1.50	69				
TOTALS CARRIED TO GENERAL SUMMARY														39264		42033	2942	5647	25219		4740		5138		48		

PAVEMENT CALCULATIONS - I-670 EASTBOUND

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.42 TOTAL 104

FRA-670-0.87

LOCATION									DESIGN	QUANTITIES																REMARKS
												254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		254 PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"		407 TACK COAT, 702.13	407 NON-TRACKING TACK COAT	409 SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	442 ANTI-SEGREGATION EQUIPMENT		442 ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), AS PER PLAN		617 COMPACTED AGGREGATE				
SHEET	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	DIRECTION	TYPICAL	LENGTH	AVG. WIDTH	CADD AREA	AVG. DEPTH		AVG. DEPTH					SHOULDER AREA DEDUCTION		AVG. DEPTH		AVG. DEPTH			
							MI			FT	FT	SY	IN	SY	IN	SY	GAL	GAL	FT	SY	CY	IN	CY	IN	CY	
I-670 WESTBOUND																										
P.46	FRA	670	378+27.54	385+92.92	0.870	1.015	0.145	WB	1	765	85.7	7285	1.50	7285				619		1835	227	1.50	304				
P.46	FRA	670	385+92.92	389+19.27	1.015	1.077	0.062	WB	1	326	68.2	2472	1.50	2472				210		603	78	1.50	103				
P.46	FRA	670	389+19.27	392+98.73	1.077	1.149	0.072	WB		379																	STRUCTURE FRA-670-0107
P.46	FRA	670	392+98.73	395+49.63	1.149	1.196	0.048	WB	2	251	47.0	1311			3.50	1311	92	72	787		109	3.00	109	2.00	1.5	
P.46	FRA	670	395+49.63	398+45.53	1.196	1.252	0.056	WB	2	296	69.3	2278			3.50	2278	159	125	1367		190	3.00	190	2.00	1.8	
P.46 - P.47	FRA	670	398+45.53	402+63.48	1.252	1.331	0.079	WB	2	418	60.0	2788			3.50	2788	195	153	1673		232	3.00	232	2.00	2.6	
P.47	FRA	670	402+63.48	403+63.48	1.331	1.350	0.019	WB	2	100	54.0	600			3.50	600	42	33	360		50	3.00	50	2.00	0.6	
P.47	FRA	670	403+63.48	411+00.45	1.350	1.490	0.140	WB	2	737	48.8	3993			3.50	3993	280	220	2396		333	3.00	333	2.00	4.5	
P.47	FRA	670	411+00.45	412+76.95	1.490	1.523	0.033	WB		177																	STRUCTURE FRA-670-0148
P.47	FRA	670	412+76.95	423+26.93	1.523	1.722	0.199	WB	2	1050	47.4	5532			3.50	5532	387	304	3319		461	3.00	461	2.00	6.5	
P.47 - P.48	FRA	670	423+26.93	434+22.85	1.722	1.930	0.208	WB	2	1096	56.9	6925			3.50	6925	485	381	4155		577	3.00	577	2.00	6.8	
P.48	FRA	670	434+22.85	440+55.97	1.930	2.050	0.120	WB	2	633	35.4	2487			3.50	2487	174	137	1492		207	3.00	207	2.00	3.9	
P.48	FRA	670	440+55.97	444+66.10	2.050	2.127	0.078	WB	2	410	38.9	1773			3.50	1773	124	98	1064		148	3.00	148	2.00	2.5	
P.48	FRA	670	444+66.10	450+94.33	2.127	2.246	0.119	WB		628																	STRUCTURE FRA-670-0213
P.48	FRA	670	450+94.33	451+36.96	2.246	2.254	0.008	WB	2	43	79.4	376			3.50	376	26	21	226		31	3.00	31	2.00	0.3	
P.48 - P.49	FRA	670	451+36.96	456+78.60	2.254	2.357	0.103	WB	2	542	36.8	2215			3.50	2215	155	122	1329		185	3.00	185	2.00	3.3	
P.49	FRA	670	456+78.60	464+15.88	2.357	2.497	0.140	WB		737																	STRUCTURE FRA-670-0238
P.49	FRA	670	464+15.88	468+33.00	2.497	2.576	0.079	WB	2	417	34.7	1606			3.50	1606	112	88	964		134	3.00	134	2.00	2.6	
P.49	FRA	670	468+33.00	470+34.24	2.576	2.614	0.038	WB	2	201	61.7	1379			3.50	1379	97	76	827		115	3.00	115	2.00	1.2	
(STA EQ. = 470+34.24BK, 88+00.00AH)																										
P.49	FRA	670	88+00.00	89+50.58	2.614	2.642	0.029	WB	2	151	44.9	752			3.50	752	53	41	451		63	3.00	63	2.00	0.9	
P.49 - P.50	FRA	670	89+50.58	95+87.97	2.642	2.763	0.121	WB		637																	STRUCTURE FRA-670-0266
P.50	FRA	670	95+87.97	97+64.11	2.763	2.796	0.033	WB	2	176	56.5	1106			3.50	1106	77	61	664		92	3.00	92	2.00	1.1	
P.50	FRA	670	97+64.11	99+23.78	2.796	2.827	0.030	WB	2	160	34.2	607			3.50	607	42	33	364		51	3.00	51	2.00	1.0	
P.50	FRA	670	99+23.78	103+92.99	2.827	2.915	0.089	WB		469																	STRUCTURE FRA-670-0284
P.50	FRA	670	103+92.99	107+16.74	2.915	2.977	0.061	WB	2	324	38.9	1400			3.50	1400	98	77	840		117	3.00	117	2.00	2.0	
P.50	FRA	670	107+16.74	110+80.32	2.977	3.046	0.069	WB	2	364	58.7	2371			3.50	2371	166	130	1423		198	3.00	198	2.00	2.2	
P.50	FRA	670	110+80.32	115+15.09	3.046	3.128	0.082	WB	2	435	45.7	2210			3.50	2210	155	122	1326		184	3.00	184	2.00	2.7	
P.50	FRA	670	115+15.09	117+06.85	3.128	3.164	0.036	WB		192																	STRUCTURE FRA-670-0312
P.50 - P.51	FRA	670	117+06.85	117+41.20	3.164	3.171	0.007	WB	3	34	75.5	288	1.50	288				24		85	8	1.50	12				
(STA EQ. = 117+41.20BK, 141+19.57AH)																										
P.50 - P.51	FRA	670	141+19.57	148+17.99	3.171	3.303	0.132	WB	3	698	70.6	5475	1.50	5475				465		1471	167	1.50	228				
P.51	FRA	670	148+17.99	152+37.10	3.303	3.382	0.079	WB	4	419	89.0	4145	1.50	4145				352		892	136	1.50	173				
P.51	FRA	670	152+37.10	156+57.74	3.382	3.462	0.080	WB	4	421	77.0	3597	1.50	3597				306		869	114	1.50	150				
P.51	FRA	670	156+57.74	168+15.23	3.462	3.681	0.219	WB	4	1157	98.8	12713	1.50	12713				1081		2513	425	1.50	530				
P.51 - P.52	FRA	670	168+15.23	172+30.02	3.681	3.760	0.079	WB	3	415	68.9	3176	1.50	3176				270		812	99	1.50	132				
P.52	FRA	670	172+30.02	174+59.46	3.760	3.803	0.043	WB	3	229	78.6	2004	1.50	2004				170		408	67	1.50	84				
P.52	FRA	670	174+59.46	176+55.56	3.803	3.840	0.037	WB		196																	STRUCTURE FRA-670-0381
P.52	FRA	670	176+55.56	178+95.04	3.840	3.886	0.045	WB	3	239	86.4	2300	1.50	2300				196		412	79	1.50	96				
TOTALS CARRIED TO GENERAL SUMMARY														43455		41709	2919	5987	25027		4877		5289		48	

PAVEMENT CALCULATIONS - I-670 WESTBOUND

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.43 TOTAL 104

FRA-670-0.87

LOCATION									DESIGN				QUANTITIES																REMARKS
													254		254		407	407	409	442		442		617					
													PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"		TACK COAT, 702.13	NON-TRACKING TACK COAT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	ANTI-SEGREGATION EQUIPMENT		ASPHALT CONCRETE SURFACE COURSE 12.5 MM, TYPE A (447), AS PER PLAN		COMPACTED AGGREGATE						
SHEET	COUNTY	ROUTE	BEGIN STA	END STA	BEGIN SLM	END SLM	LENGTH	DIRECTION	TYPICAL	LENGTH	AVG. WIDTH	CADD AREA	AVG. DEPTH		AVG. DEPTH					SHOULDER AREA DEDUCTION		AVG. DEPTH		AVG. DEPTH					
							FT			FT	FT	SY	IN	SY	IN	SY	GAL	GAL	FT	SY	CY	IN	CY	IN	CY				
I-670 AND US 33T INTERCHANGE																													
P.53	RAMP B		310+62.10	312+70.02			208	EB	5	208	25.4	586	1.50	586				50			24	1.50	24						
P.53	RDWY AB		310+99.47	311+68.26			69	BOTH	6	69	75.5	577	1.50	577				49			24	1.50	24						
P.53	RDWY AB		311+68.26	314+09.08			241	EB	6	241	37.3	997	1.50	997				85			42	1.50	42						
P.53	RDWY AB		314+09.08	328+38.30			1429	EB	6	1429	36.0	5719	1.50	5719				486			238	1.50	238						
P.53	RDWY AB		328+38.30	332+19.41			381	EB	6	381	35.8	1518	1.50	1518				129			63	1.50	63						
P.53	RDWY AB		332+19.41	332+87.07			68	EB	6	68	34.1	256	1.50	256				22			11	1.50	11						
P.53 - P.55	RDWY B		332+87.07	360+12.77			2726	EB	7/8	2726	31.9	9662	1.50	9662				821			403	1.50	403						
P.55	RDWY B		360+12.77	365+44.49			532	EB	8	532	33.9	2002	1.50	2002				170			83	1.50	83						
P.53	RDWY AB		311+68.26	328+38.30			1670	WB	6	1670	34.9	6468	1.50	6468				550			270	1.50	270						
P.53	RDWY AB		328+38.30	332+19.10			381	WB	6	381	35.0	1483	1.50	1483				126			62	1.50	62						
P.53	RDWY AB		332+19.10	332+72.35			53	WB	6	53	34.3	203	1.50	203				17			8	1.50	8						
P.53 - P.55	RDWY A		335+49.77	361+75.11			2625	WB	7	2625	32.1	9373	1.50	9373				797			391	1.50	391						
I-670 AND GRANDVIEW INTERCHANGE																													
P.46	RAMP C		391+67.35	400+61.94			895	EB	9	895	15.9	1583			3.50	1583	111	87	950		132	3.00	132	2.00	5.5				
P.46	RAMP B		393+32.09	395+48.54			216	WB	9	216	16.0	385			3.50	385	27	21	231		32	3.00	32	2.00	1.3				
I-670 AND US 33T INTERCHANGE																													
P.56	RAMP S-C		433+77.71	440+98.22			721	WB	9	721	24.7	1974			3.50	1974	138	109	1184		165	3.00	165						
P.56	RAMP S-C		440+98.22	445+39.33			441	WB		441																			FRA-670-0209
P.56	RAMP S-C		445+39.33	445+77.92			39	WB	9	39	56.9	244			3.50	244	17	13	146		20	3.00	20						
P.57	RAMP S-E		435+85.77	447+29.93			1144	EB	9	1144	23.8	3031			3.50	3031	212	167	1819		253	3.00	253						
P.57	RAMP S-E		447+29.93	452+26.71			497	EB		497																			FRA-33-1526
P.57	RAMP S-E		452+26.71	452+58.23			32	EB	9	32	74.8	262			3.50	262	18	14	157		22	3.00	22						
I-670 AND SR 315 INTERCHANGE																													
P.58	ROAD S-G		451+29.80	462+15.60			1086	WB	9	1086	16.1	1937			3.50	1937	136	107	1162		161	3.00	161						
P.59	ROAD S-L		453+69.42	458+99.53			530	EB	9	530	16.4	964			3.50	964	67	53	578		80	3.00	80	2.00	3.3				
P.59	ROAD S-L		458+99.53	462+86.36			387	EB		387																			FRA-315-0151
P.59	ROAD S-L		462+86.36	467+73.91			488	EB	9	488	16.0	865			3.50	865	61	48	519		72	3.00	72						
P.49	ROAD S-K		465+28.13	468+34.34			306	WB	9	306	16.5	561			3.50	561	39	31	337		47	3.00	47						
P.50	RAMP NK		110+18.65	112+51.41			233	WB	9	233	16.0	415			3.50	415	29	23	249		35	3.00	35						
I-670 AND GOODALE ST/NEIL AVE INTERCHANGE																													
P.60	RAMP NC		98+79.09	99+90.51			111	EB	9	111	14.9	184			3.50	184	13	10	110		15	3.00	15						
P.60	RAMP NC		99+90.51	104+45.06			455	EB		455																			FRA-670-0284
P.60	RAMP NC		104+45.06	108+34.32			389	EB	10	389	24.3	1051	1.50	1051				89			44	1.50	44						
P.60	RAMP NC		108+34.32	110+99.55			265	EB	10	265	26.0	766	1.50	766				65			32	1.50	32						
P.60	RAMP ND		97+63.42	98+96.83			133	WB	9	133	16.2	240			3.50	240	17	13	144		20	3.00	20						
P.60	RAMP ND		98+96.83	104+60.81			564	WB		564																			FRA-670-0282
P.60	RAMP ND		104+60.81	107+38.36			278	WB	9	278	13.9	429			3.50	429	30	24	257		36	3.00	36						
P.61	RAMP NE		142+98.25	148+15.51			517	EB	10	517	30.1	1729	1.50	1729				147			72	1.50	72						
P.61	RAMP NF		144+08.15	148+57.20			449	WB	10	449	38.0	1896	1.50	1896				161			79	1.50	79						
I-670 AND US 23D(N. THIRD ST)/US 23(N. FOURTH ST) INTERCHANGE																													
P.63	RAMP NI		163+37.32	167+43.42			406	EB	10	406	42.5	1916	1.50	1916				163			80	1.50	80						
P.63	RAMP NI		167+43.42	170+51.87			308	EB	10	308	28.7	984	1.50	984				84			41	1.50	41						
P.63	RAMP NJ		167+41.61	170+68.98			327	EB	10	327	32.0	1164	1.50	1164				99			49	1.50	49						
P.62	RAMP NL		168+12.08	169+24.09			112	WB	10	112	59.7	743	1.50	743				63			31	1.50	31						
P.62	RAMP NL		169+24.09	174+78.50			554	WB	10	554	30.2	1863	1.50	1863				158			78	1.50	78						
P.62	RAMP NM		169+28.76	175+91.35			663	WB	10	663	29.9	2198	1.50	2198				187			92	1.50	92						
TOTALS CARRIED TO GENERAL SUMMARY														53154		13074	915	5238	7843		3307		3307		10				

PAVEMENT CALCULATIONS - RAMPS

DESIGN AGENCY

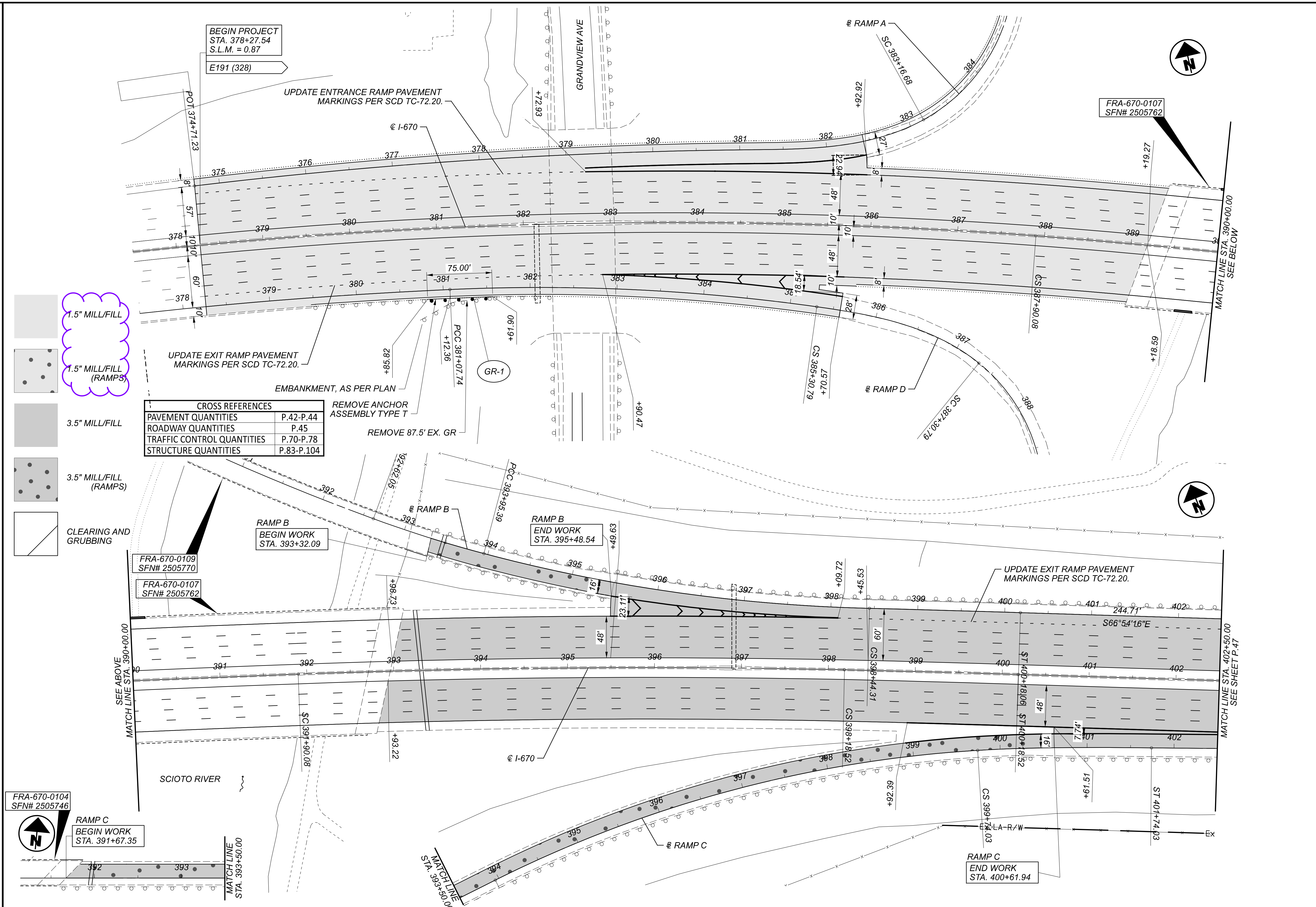
DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.44 | TOTAL 104

FRA-670-0.87


BEGIN PROJECT
STA. 378+27.54
S.L.M. = 0.87
E191 (328)
POT 374+71.23
UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
℄ I-670
GRANDVIEW AVE
℄ RAMP A
SC 383+16.68
FRA-670-0107
SFN# 2505762
MATCH LINE STA. 390+00.00 SEE BELOW
75.00'
PCC 381+07.74
GR-1
UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
EMBANKMENT, AS PER PLAN
REMOVE ANCHOR ASSEMBLY TYPE T
REMOVE 87.5' EX. GR
CS 385+30.79
℄ RAMP D
SC 387+30.79
CS 387+90.08
1.5" MILL/FILL
1.5" MILL/FILL (RAMPS)
3.5" MILL/FILL
3.5" MILL/FILL (RAMPS)
CLEARING AND GRUBBING
RAMP B
BEGIN WORK
STA. 393+32.09
℄ RAMP B
PCC 393+95.39
RAMP B
END WORK
STA. 395+48.54
FRA-670-0109
SFN# 2505770
FRA-670-0107
SFN# 2505762
UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
244.71'
S66°54'16"E
SEE ABOVE MATCH LINE STA. 390+00.00
MATCH LINE STA. 402+50.00 SEE SHEET P.47
CS 398+44.31
ST 400+18.06
ST 400+18.52
CS 398+18.52
℄ I-670
SCIOTO RIVER
FRA-670-0104
SFN# 2505746
RAMP C
BEGIN WORK
STA. 391+67.35
MATCH LINE STA. 393+50.00
℄ RAMP C
CS 399+74.03
ST 401+74.03
RAMP C
END WORK
STA. 400+61.94
EX. LA-R/W

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

HORIZONTAL SCALE IN FEET 0 25 50 100

I-670 PLAN
STA. 377+50 TO STA. 402+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.46 TOTAL 104

FRA-670-0.87

FRA-670-0.87

MODEL: 110051_GP002 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:21:32 AM USER: kbowman
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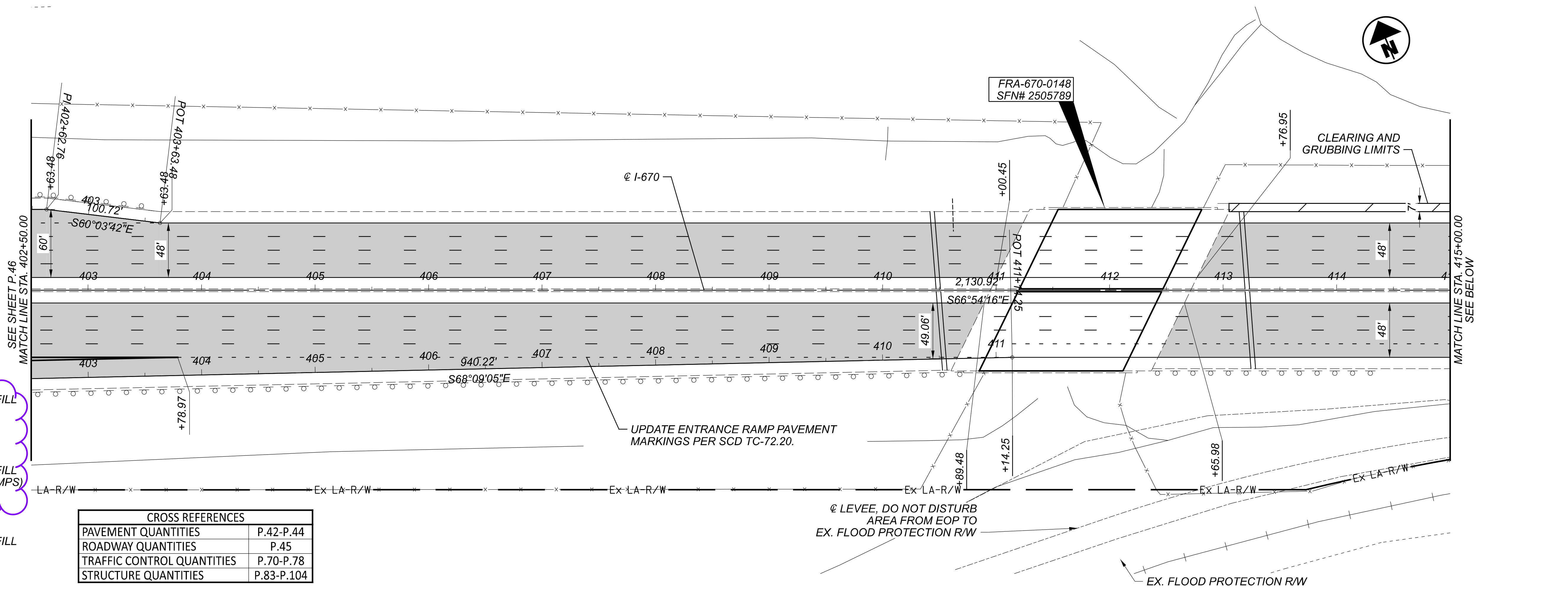


CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

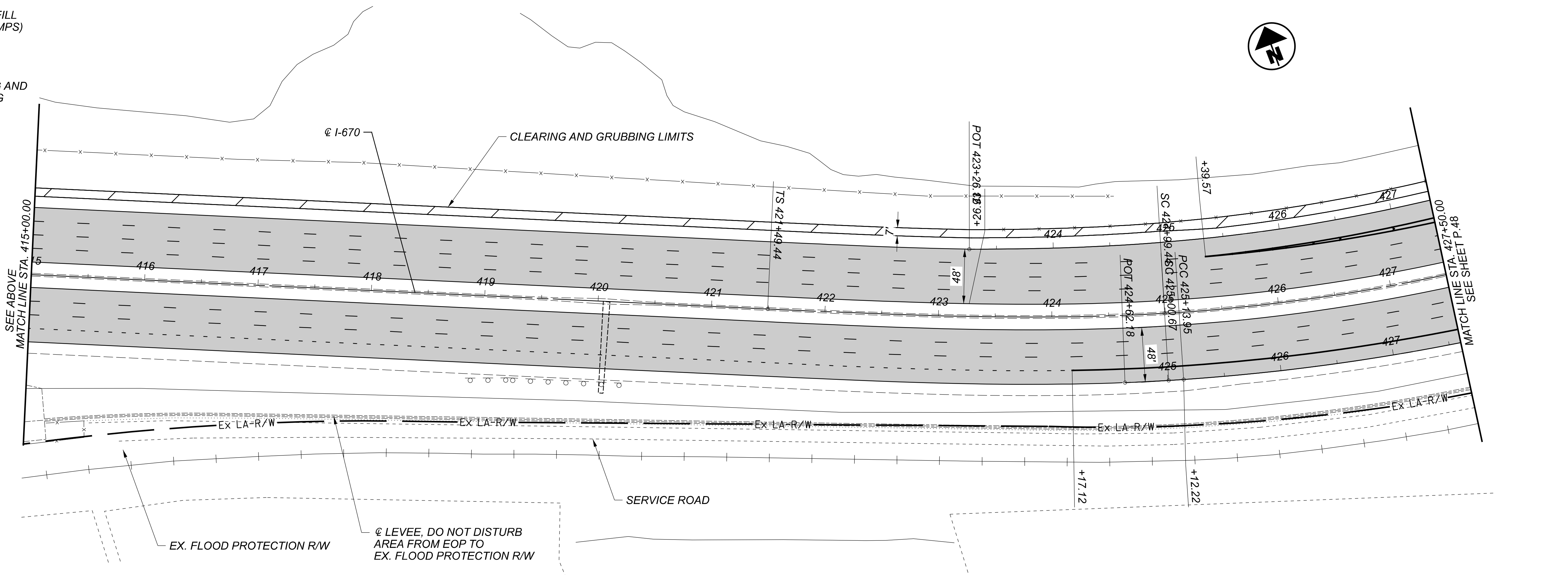
1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING



I-670 PLAN
STA. 402+50 TO STA. 427+50

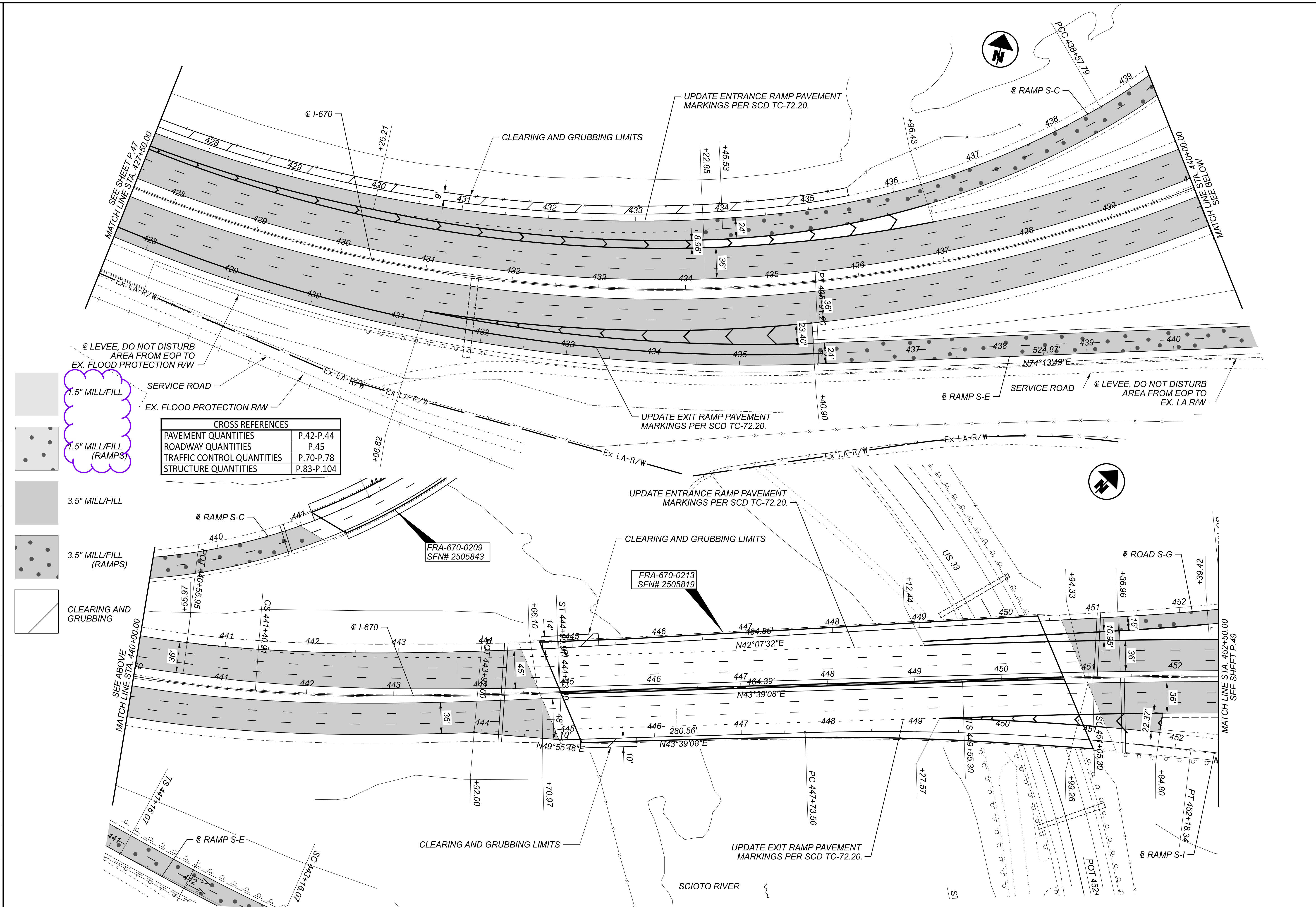
DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.47 TOTAL 104


CLEARING AND GRUBBING LIMITS
UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
℄ I-670
℄ RAMP S-C
PCC 438+57.79
SEE SHEET P.47
MATCH LINE STA. 427+50.00
MATCH LINE STA. 440+00.00
SEE BELOW
℄ LEVEE, DO NOT DISTURB AREA FROM EOP TO EX. FLOOD PROTECTION R/W
SERVICE ROAD
EX. FLOOD PROTECTION R/W
EX. LA-R/W
UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
℄ RAMP S-E
524.87'
N74°13'49"E
℄ LEVEE, DO NOT DISTURB AREA FROM EOP TO EX. LA R/W
1.5" MILL/FILL
1.5" MILL/FILL (RAMPS)
3.5" MILL/FILL
3.5" MILL/FILL (RAMPS)
CLEARING AND GRUBBING
FRA-670-0209
SFN# 2505843
FRA-670-0213
SFN# 2505819
US 33
℄ ROAD S-G
SEE ABOVE
MATCH LINE STA. 440+00.00
MATCH LINE STA. 452+50.00
SEE SHEET P.49
464.55'
N42°07'32"E
464.39'
N43°39'08"E
280.56'
N43°39'08"E
N49°55'46"E
℄ RAMP S-I
SCIOTO RIVER
PC 447+73.56
PT 452+18.34
TS 449+55.30
SC 451+05.30
TS 441+16.07
SC 443+16.07
HORIZONTAL SCALE IN FEET
0 25 50 100

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

I-670 PLAN
STA. 427+50 TO STA. 452+50

FRA-670-0.87

MODEL: 110051_GP003 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:21:34 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Franklin\110051\400-Engineering\Roadway\Sheets\110051_GP001.dgn

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.48 TOTAL: 104

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

℄ ROAD S-G

℄ I-670

℄ RAMP S-I

℄ ROAD S-K

℄ ROAD S-L

SR 315

CSX TRANSPORTATION, INC.

OLENTANGY RIVER

FRA-670-0239
SFN# 2505959

FRA-670-0238
SFN# 2505924

FRA-670-0253
SFN# 2505983

FRA-315-0151
SFN# 2515105

FRA-670-0266
SFN# 2517574

SEE SHEET P.48
MATCH LINE STA. 452+50.00

MATCH LINE STA. 465+00.00
SEE BELOW

SEE ABOVE
MATCH LINE STA. 465+00.00

MATCH LINE STA. 95+00.00 R2
SEE SHEET P.50

ROAD S-K
BEGIN WORK
STA. 465+28.13

ROAD S-K
END WORK
STA. 468+34.34

UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 PLAN
STA. 452+50 TO STA. 95+00

DESIGN AGENCY

DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET	P.49
TOTAL	104

FRA-670-0.87

MODEL: II005I_GP004 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:35 AM USER: kbowman
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CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

FRA-670-0282 SFN# 2517590

FRA-670-0283 SFN# 2517647

FRA-670-0266 SFN# 2517574

FRA-670-0284 SFN# 2517612

FRA-670-0312 SFN# 2517639

℄ RAMP ND

℄ RAMP NB

℄ RAMP NC

℄ RAMP NK

℄ I-670

VINE ST

W GOODALE ST

NEIL AVE

SEE SHEET P.49 MATCH LINE STA. 95+00.00 R2

MATCH LINE STA. 107+50.00 R2 SEE BELOW

SEE ABOVE MATCH LINE STA. 107+50.00 R2

MATCH LINE STA. 143+50.00 R3 SEE SHEET P.51

UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

RAMP NK BEGIN WORK STA. 110+18.65

RAMP NK END WORK STA. 112+51.41

HORIZONTAL SCALE IN FEET

0 25 50 100

I-670 PLAN STA. 95+00 TO STA. 143+50

DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.50 TOTAL 104

FRA-670-0.87

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

℄ RAMP NF

℄ I-670

℄ RAMP NE

W GOODALE ST

SEE SHEET P.50 MATCH LINE STA. 143+50.00 R3

MATCH LINE STA. 156+00.00 R3 SEE BELOW

UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

PARK ST

E POPLAR AVE

N HIGH ST

E GOODALE ST

℄ RAMP NL

℄ RAMP NI

℄ RAMP NJ

MH-1

SEE ABOVE MATCH LINE STA. 156+00.00 R3

MATCH LINE STA. 168+50.00 R3 SEE SHEET P.52

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 PLAN
STA. 143+50 TO STA. 168+50

FRA-670-0.87

MODEL: ll005l_GP006 PAPERSIZE: 17x11in DATE: 4/7/2022 TIME: 8:21:38 AM USER: kbowman
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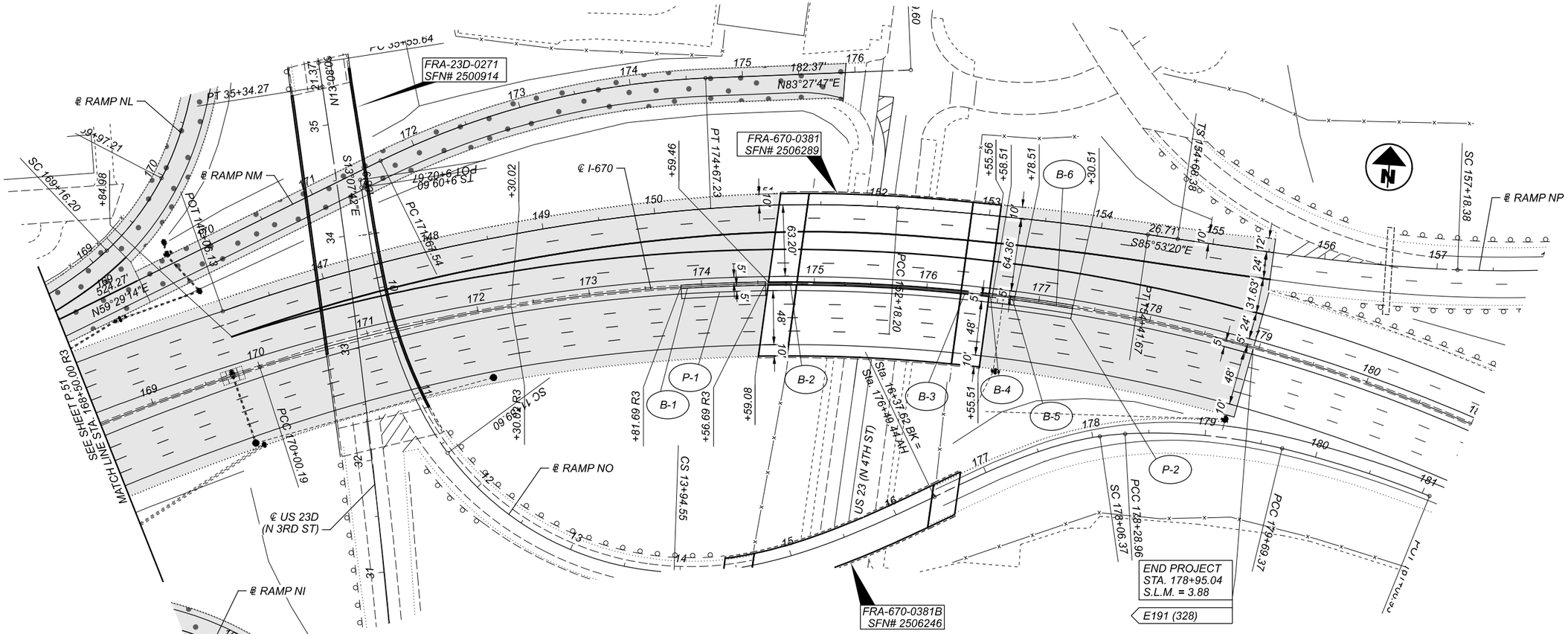
DESIGN AGENCY

DESIGNER KLM

REVIEWER XXX MM-DD-YY

PROJECT ID 110051

SHEET P.51 TOTAL 104



1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

FOR CONCRETE BARRIER DETAILS, SEE SHEETS P.64 AND P.65

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 PLAN
STA. 168+50 TO STA. 181+00

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.52 TOTAL: 104

FRA-670-0.87

MODEL: I1005I_GP007 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:40 AM USER: kbowman
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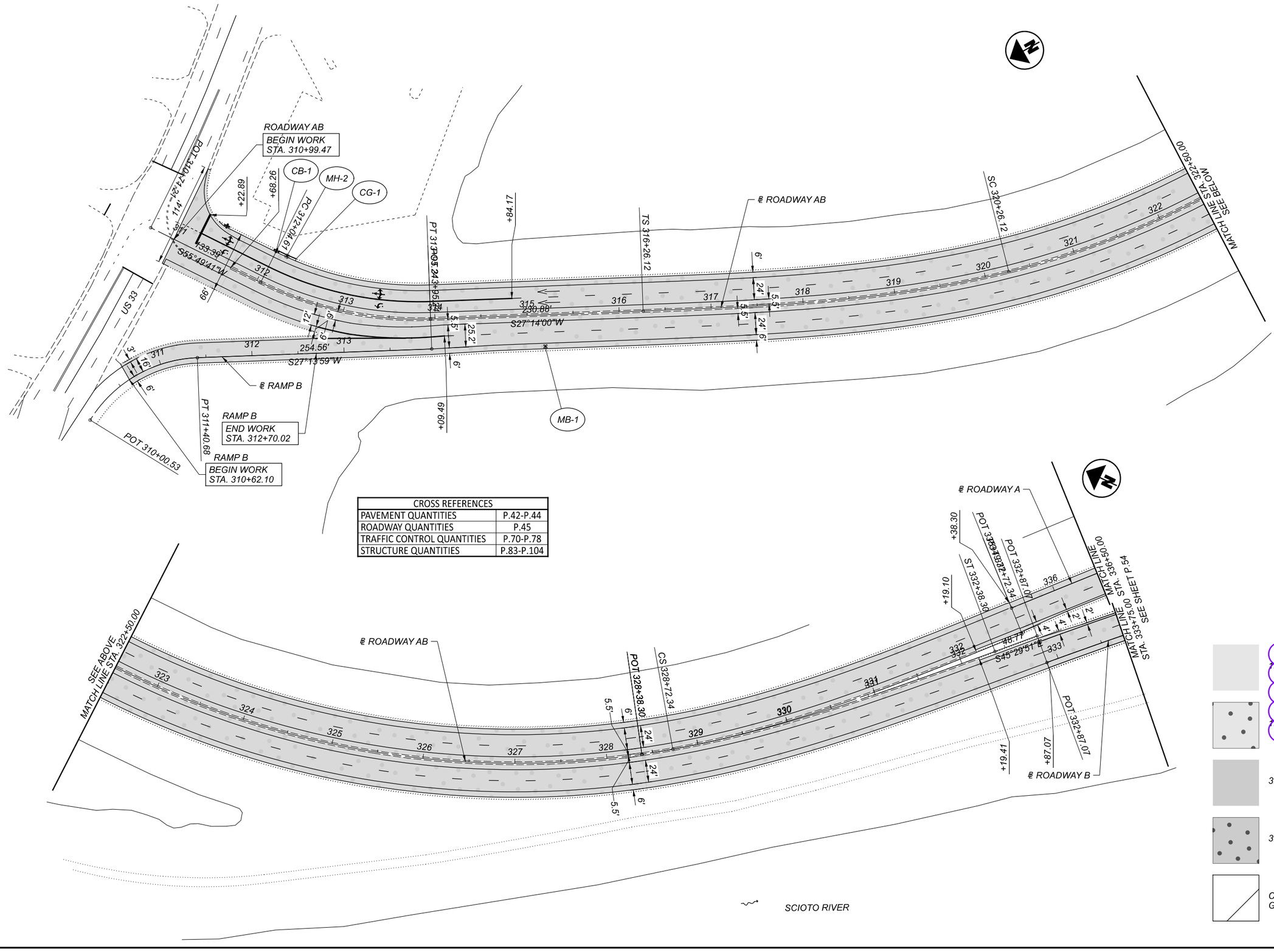

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 33T INTERCHANGE PLAN
RAMP B, RDWY AB, RDWY A, AND RDWY B

DESIGN AGENCY

DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET	P.53
TOTAL	104

FRA-670-0.87

MODEL: II005I_GP101 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:48 AM USER: kbowman
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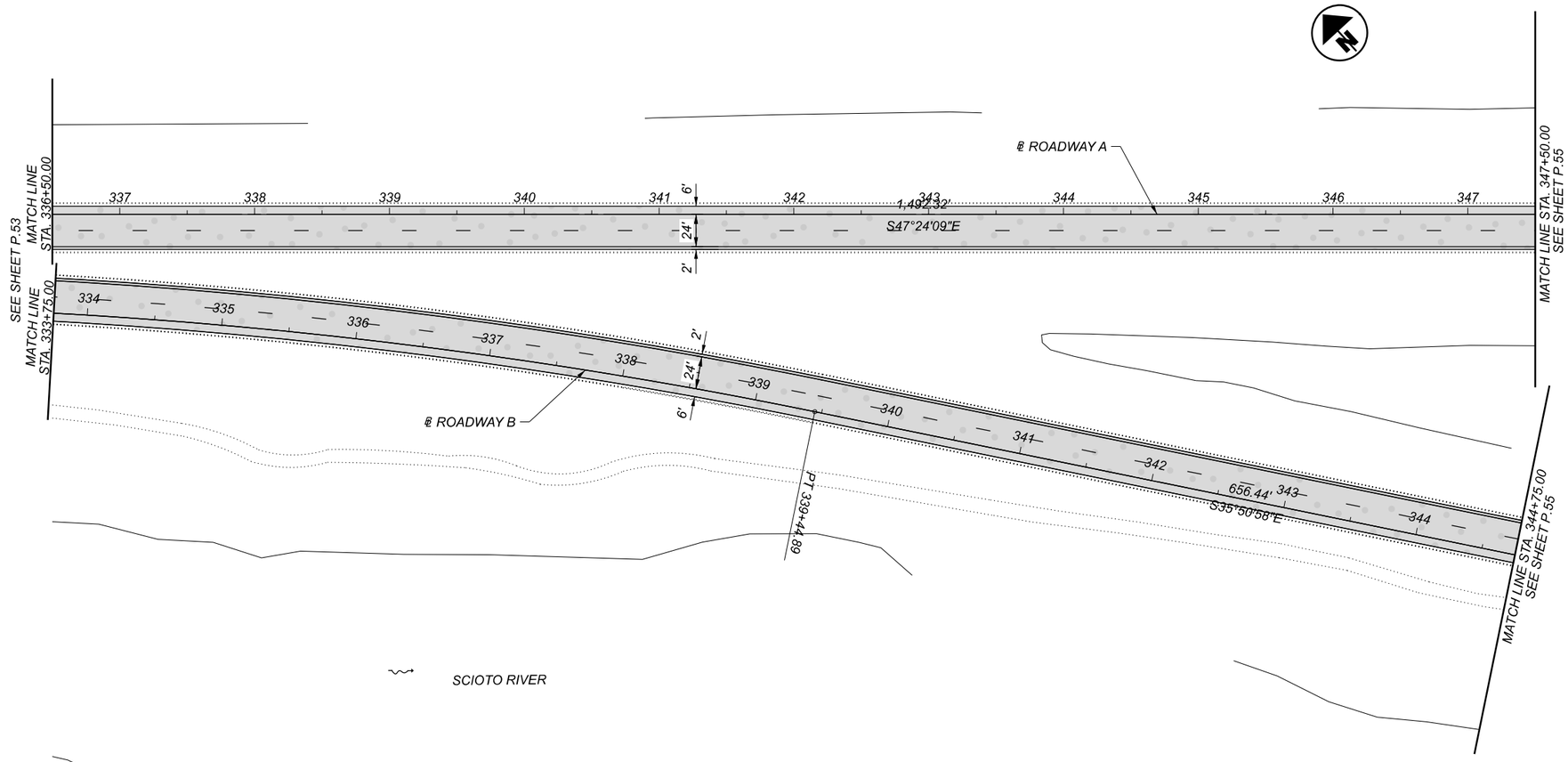

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 33T INTERCHANGE PLAN
ROADWAY A AND ROADWAY B

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.54 TOTAL: 104

FRA-670-0.87

MODEL: I1005I_GP002 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:21:50 AM USER: kbowman
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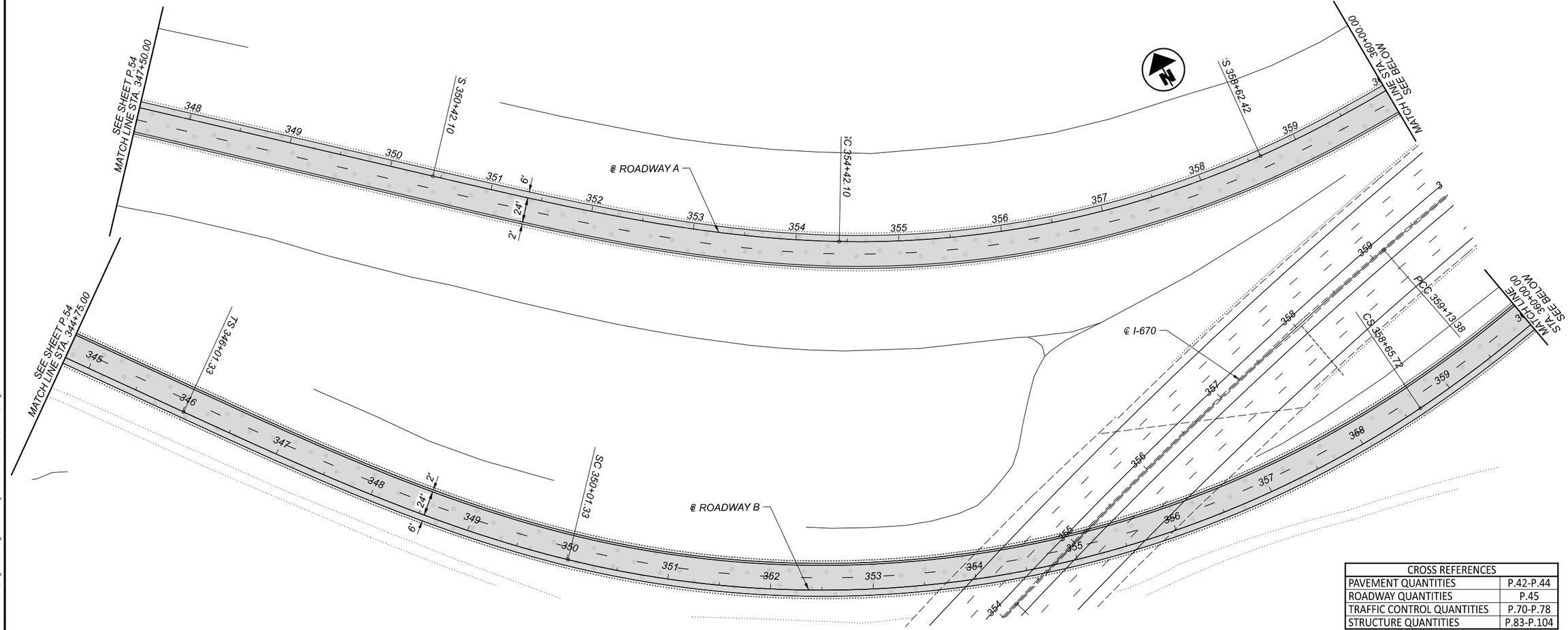

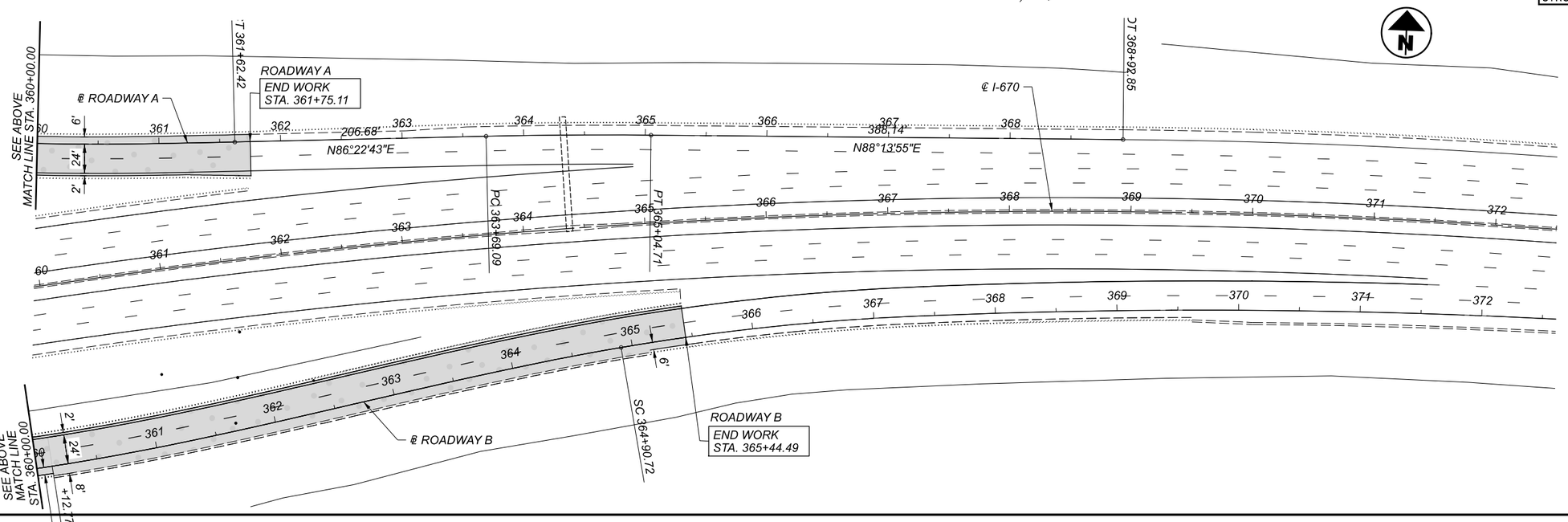

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 33T INTERCHANGE PLAN ROADWAY A AND ROADWAY B

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.55 TOTAL: 104

FRA-670-0.87

MODEL: II005I_GP03 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:50 AM USER: kbowman
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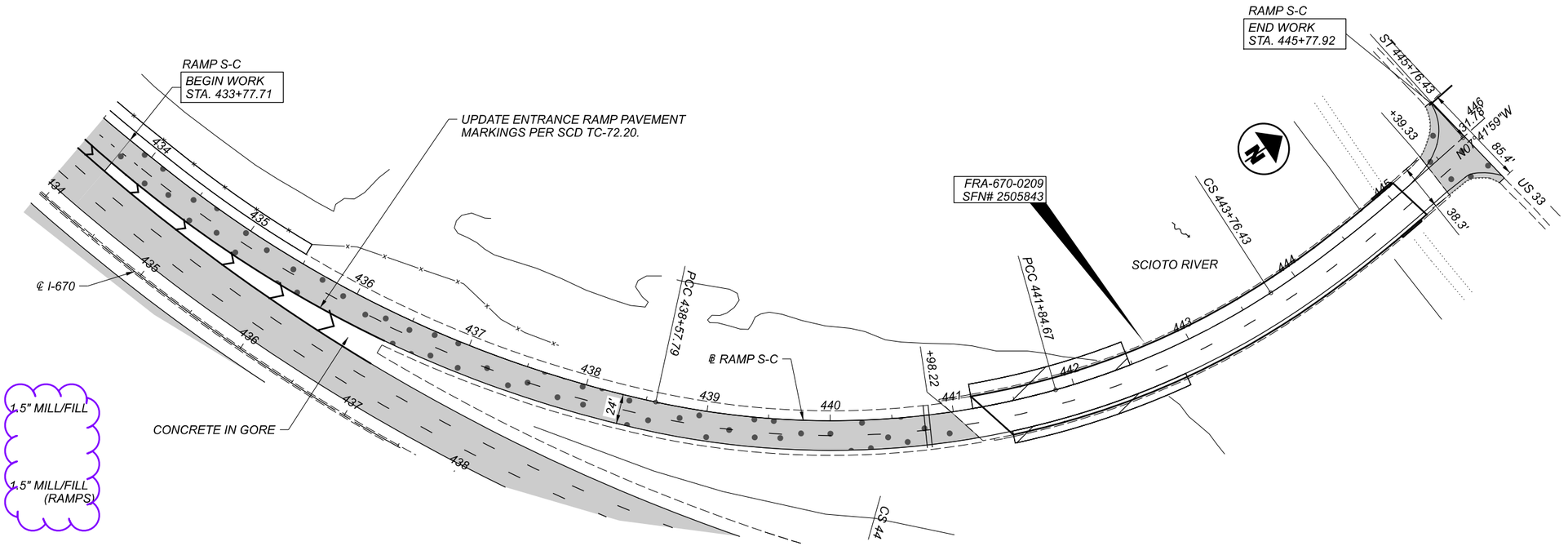

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

CURVE DATA
P.I. = Sta. 436+42.56
Δ = 26°17'58" LT
Dc = 06°00'00"
R = 954.93'
T = 223.09'
L = 438.33'
E = 25.71'

CURVE DATA
P.I. = Sta. 440+24.51
Δ = 27°47'03" LT
Dc = 08°30'00"
R = 674.07'
T = 166.72'
L = 326.87'
E = 20.31'

CURVE DATA
P.I. = Sta. 442+81.28
Δ = 17°15'30" LT
Dc = 09°00'00"
R = 636.62'
T = 96.61'
L = 191.76'
E = 7.29'

SPIRAL DATA
P.I. = Sta. 444+43.25
Ls = 200.00'
θs = 09°00'00"
LT = 133.51'
ST = 66.82'
x = 198.69'
y = 20.88'
k = 99.92'
p = 2.62'
C = 199.78'
Start = Sta. 443+76.43
End = Sta. 445+76.43
C.B. = N04°42'02"W

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 33T INTERCHANGE PLAN
RAMP S-C

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.56 TOTAL: 104

FRA-670-0.87

MODEL: ll005l_GP20| PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:52 AM USER: kbowman
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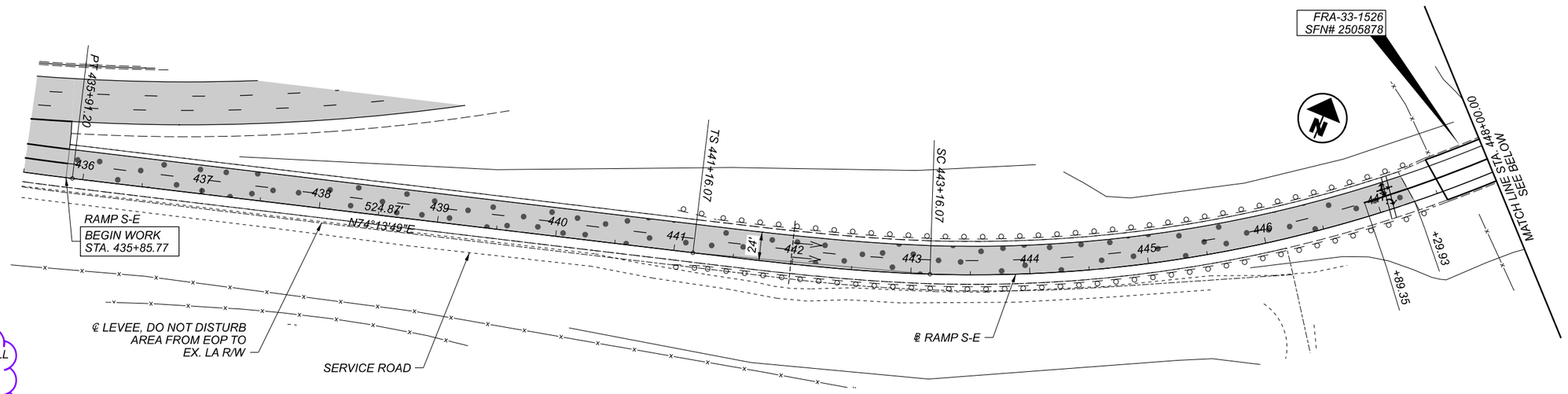
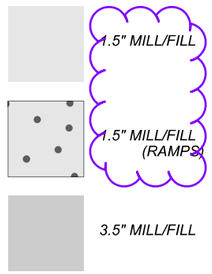
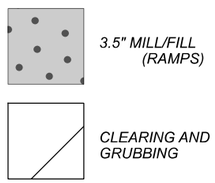
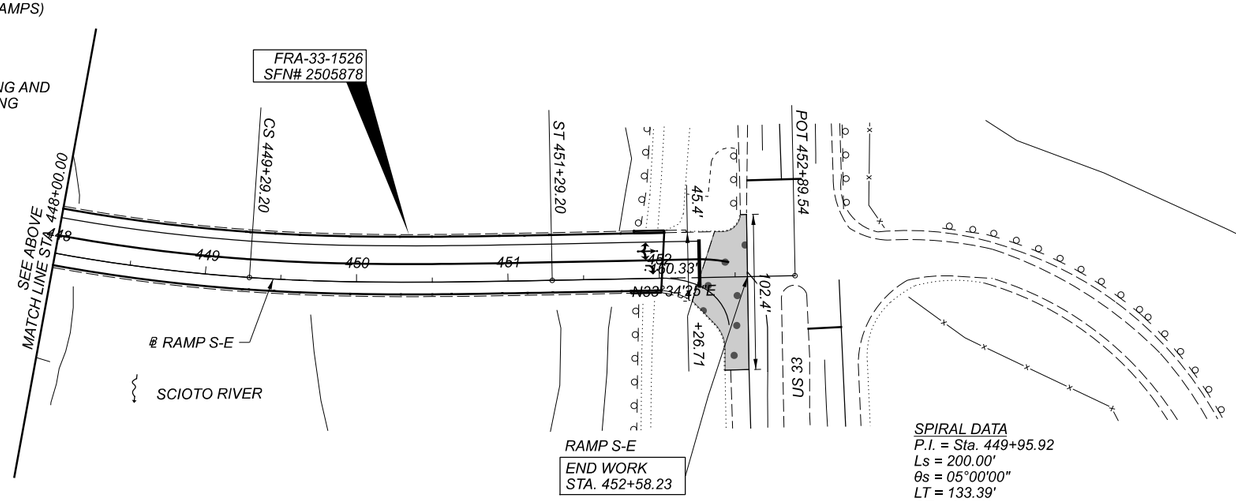
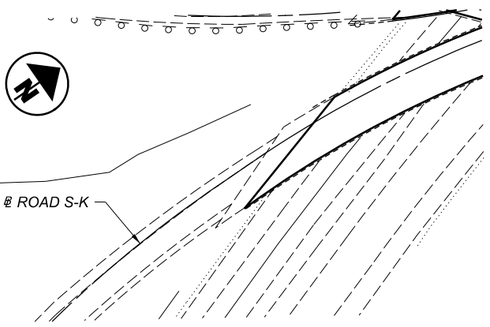






CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104





SPIRAL DATA
P.I. = Sta. 442+49.45
Ls = 200.00'
θs = 05°00'00"
LT = 133.39'
ST = 66.72'
x = 199.85'
y = 5.81'
k = 99.97'
p = 1.45'
C = 199.93'
Start = Sta. 441+16.07
End = Sta. 443+16.07
C.B. = N72°33'49"E

CURVE DATA
P.I. = Sta. 446+30.17
Δ = 30°39'24" LT
Dc = 05°00'00"
R = 1,145.92'
T = 314.10'
L = 613.14'
E = 42.27'

CURVE DATA
P.I. = Sta. 446+41.11
Δ = 40°39'24" LT
Dc = 05°00'00"
R = 1,145.92'
Ls = 200.00'
θs = 05°00'00"
LT = 133.39'
ST = 66.72'
Lc = 613.14'
Ts = 525.05'
Es = 77.66'
Emax =
T.S. =
S.C. = 443+16.07
C.S. = 449+29.20
S.T. =

SPIRAL DATA
P.I. = Sta. 449+95.92
Ls = 200.00'
θs = 05°00'00"
LT = 133.39'
ST = 66.72'
x = 199.59'
y = 11.63'
k = 99.97'
p = 1.45'
C = 199.93'
Start = Sta. 449+29.20
End = Sta. 451+29.20
C.B. = N35°14'24"E

HORIZONTAL
SCALE IN FEET
0 25 50 100

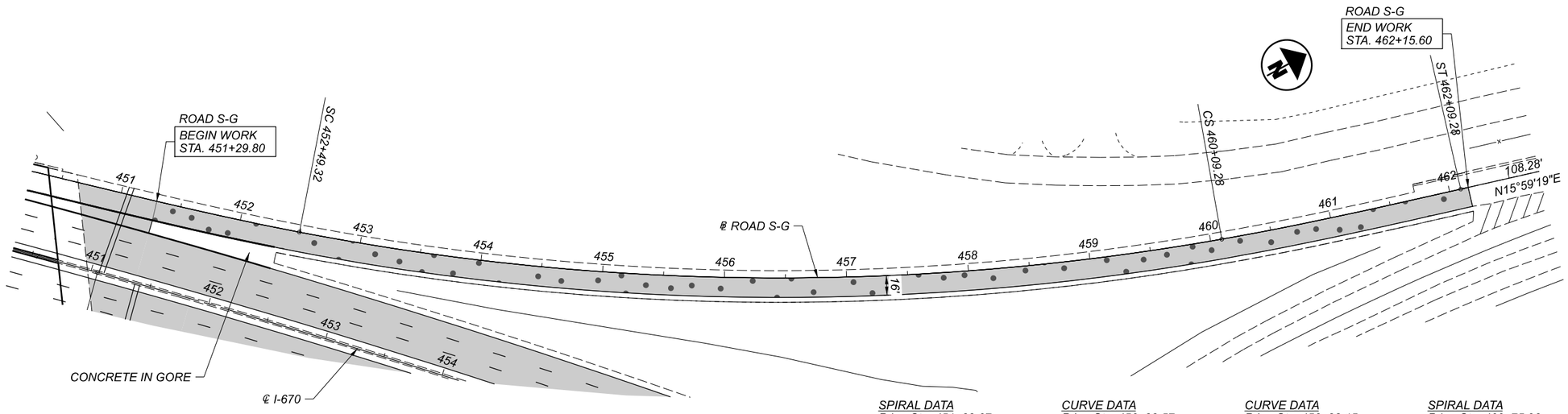
I-670 AND US 33T INTERCHANGE PLAN
RAMP S-E

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110051
SHEET P.57 TOTAL 104

FRA-670-0.87

MODEL: il005l_GP202 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:26:53 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Franklin\il005l\400-Engineering\Roadway\Sheets\il005l_GP002.dgn



SPIRAL DATA
P.I. = Sta. 451+82.67
Ls = 200.00'
θs = 02°45'00"
LT = 133.35'
ST = 66.68'
x = 199.95'
y = 3.20'
k = 99.99'
p = 0.80'
C = 199.98'
Start = Sta. 450+49.32
End = Sta. 452+49.32
C.B. = N41°28'15"E

CURVE DATA
P.I. = Sta. 456+33.57
Δ = 20°53'56" LT
Dc = 02°45'00"
R = 2,083.48'
T = 384.25'
L = 759.96'
E = 35.14'

CURVE DATA
P.I. = Sta. 456+38.15
Δ = 26°23'56" LT
Dc = 02°45'00"
R = 2,083.48'
Ls = 200.00'
θs = 02°45'00"
LT = 133.35'
ST = 66.68'
Lc = 759.96'
Ts = 588.84'
Es = 57.36'
Emax =
T.S. =
S.C. = 452+49.32
C.S. = 460+09.28
S.T. =

SPIRAL DATA
P.I. = Sta. 460+75.96
Ls = 200.00'
θs = 02°45'00"
LT = 133.35'
ST = 66.68'
x = 199.88'
y = 6.40'
k = 99.99'
p = 0.80'
C = 199.98'
Start = Sta. 460+09.28
End = Sta. 462+09.28
C.B. = N16°54'19"E

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND SR 315 INTERCHANGE
ROAD S-G

DESIGN AGENCY

DESIGNER
KLM

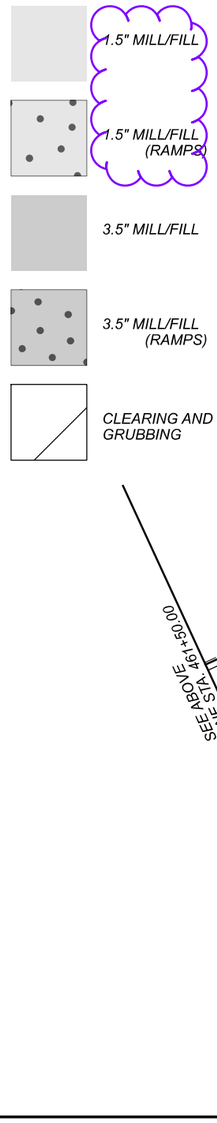
REVIEWER
XXX MM-DD-YY

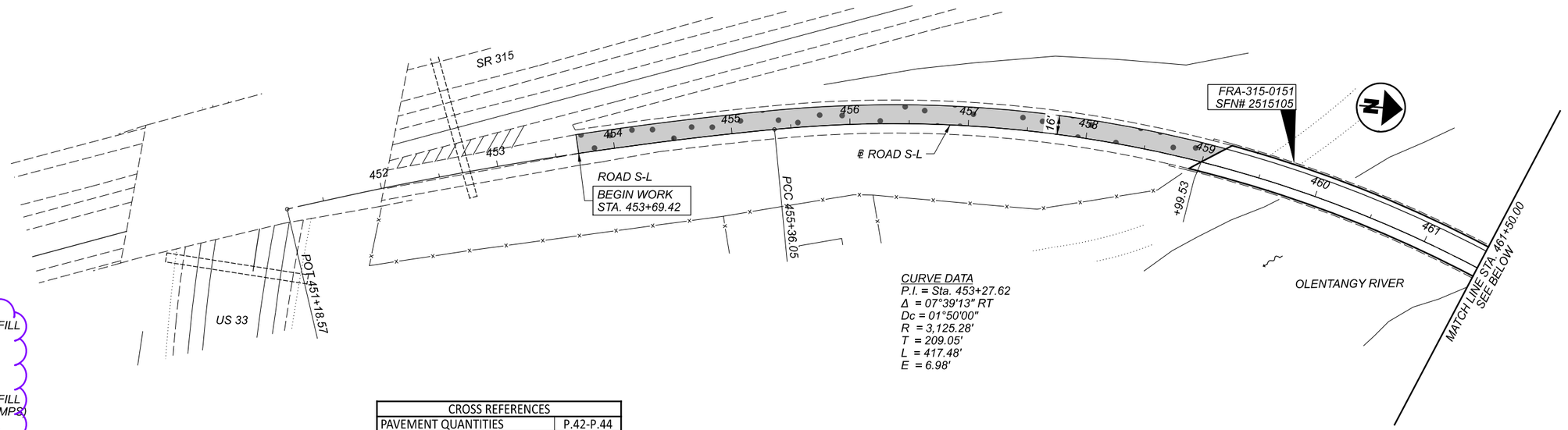
PROJECT ID
110051

SHEET P.58 TOTAL 104

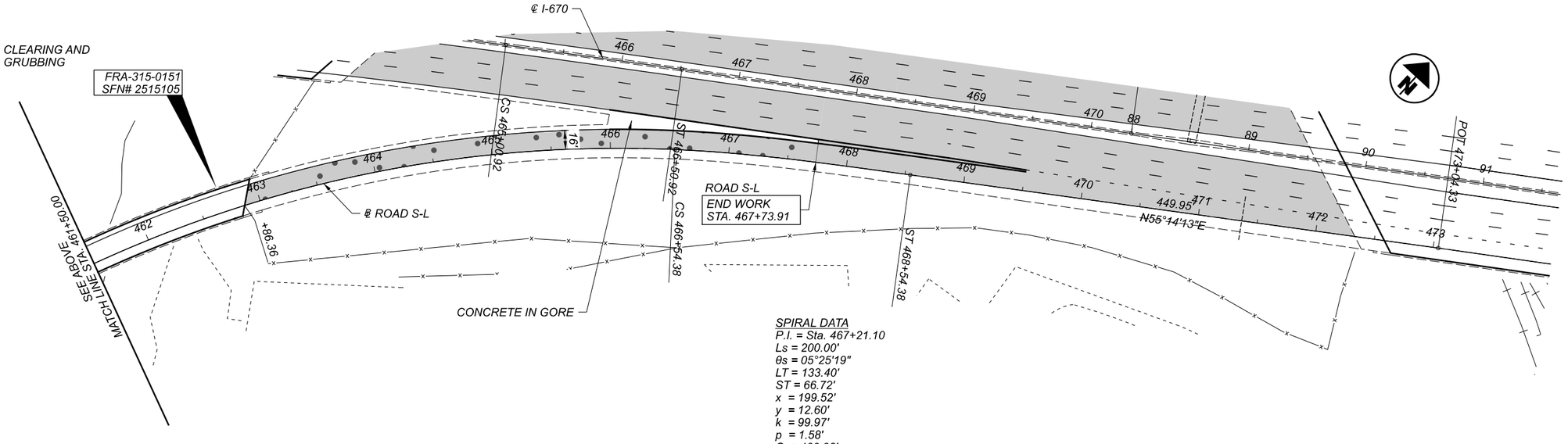
FRA-670-0.87

MODEL: 110051_GP30| PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:54 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Franklin\110051\400-Engineering\Roadway\Sheets\110051_GP002.dgn





CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104



HORIZONTAL SCALE IN FEET
0 25 50 100

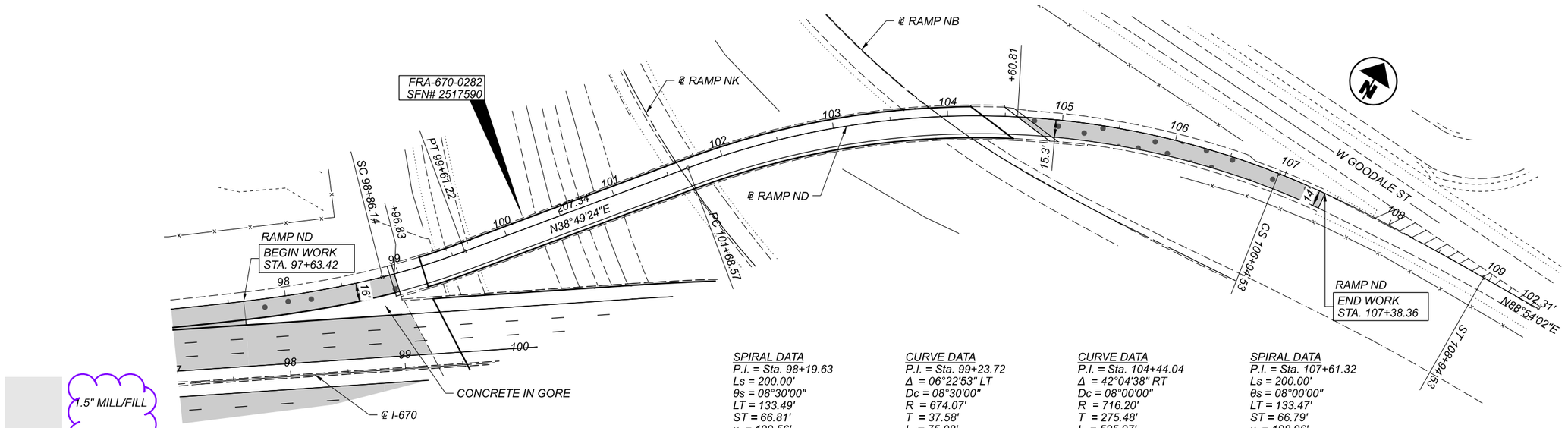
I-670 AND SR 315 INTERCHANGE
ROAD S-L

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.59 TOTAL: 104

FRA-670-0.87

MODEL: 110051_GP302 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:21:56 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01Active Projects\District 06\Franklin\110051\400-Engineering\Roadway\Sheets\110051_GP002.dgn



SPIRAL DATA
P.I. = Sta. 98+19.63
Ls = 200.00'
θs = 08°30'00"
LT = 133.49'
ST = 66.81'
x = 199.56'
y = 9.87'
k = 99.93'
p = 2.47'
C = 199.80'
Start = Sta. 96+86.14
End = Sta. 98+86.14
C.B. = N50°52'20"E

CURVE DATA
P.I. = Sta. 99+23.72
Δ = 06°22'53" LT
Dc = 08°30'00"
R = 674.07'
T = 37.58'
L = 75.08'
E = 1.05'

CURVE DATA
P.I. = Sta. 104+44.04
Δ = 42°04'38" RT
Dc = 08°00'00"
R = 716.20'
T = 275.48'
L = 525.97'
E = 51.15'

SPIRAL DATA
P.I. = Sta. 107+61.32
Ls = 200.00'
θs = 08°00'00"
LT = 133.47'
ST = 66.79'
x = 198.96'
y = 18.58'
k = 99.94'
p = 2.33'
C = 199.83'
Start = Sta. 106+94.53
End = Sta. 108+94.53
C.B. = N86°14'04"E

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

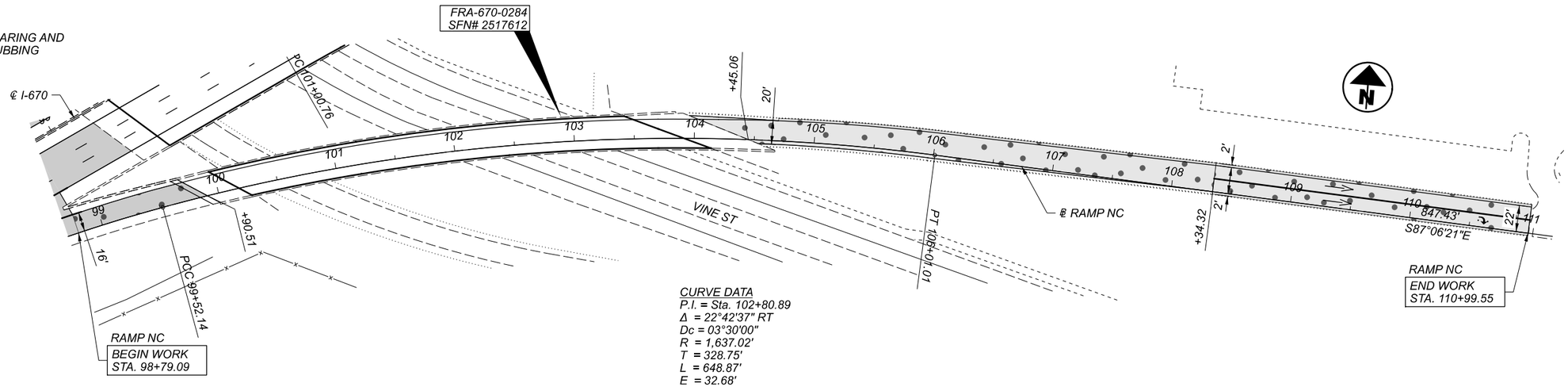
1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING



CURVE DATA
P.I. = Sta. 102+80.89
Δ = 22°42'37" RT
Dc = 03°30'00"
R = 1,637.02'
T = 328.75'
L = 648.87'
E = 32.68'

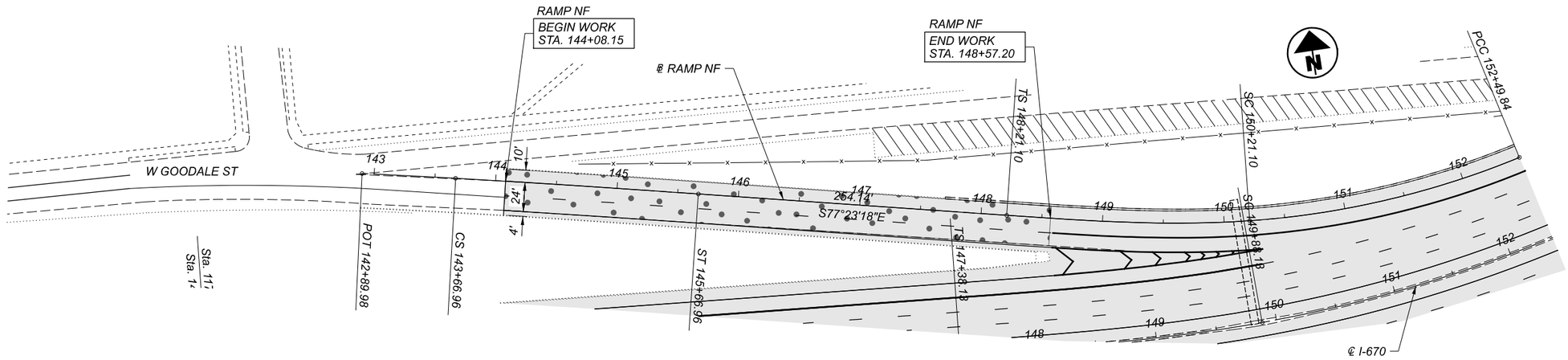
HORIZONTAL SCALE IN FEET
0 25 50 100

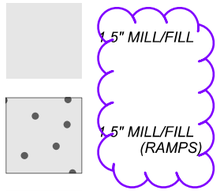
I-670 AND GOODALE ST/NEIL AVE INTERCHANGE RAMP NC AND RAMP ND

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110051
SHEET P.60 TOTAL 104

FRA-670-0.87





3.5" MILL/FILL

3.5" MILL/FILL
(RAMPS)

CLEARING AND
GRUBBING

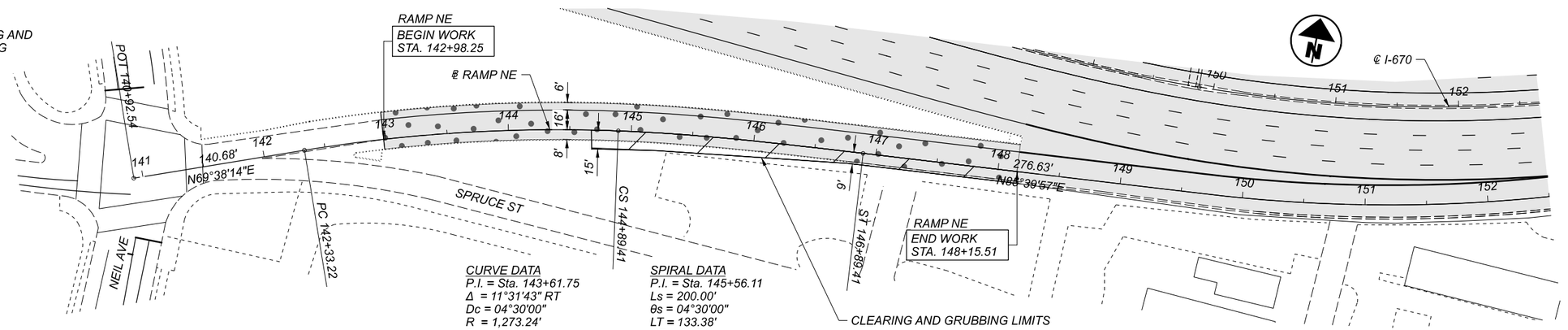
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

CURVE DATA
P.I. = Sta. 143+28.47
Δ = 00°34'39" RT
Dc = 00°45'00"
R = 7,639.44'
T = 38.49'
L = 76.98'
E = .1'

SPIRAL DATA
P.I. = Sta. 144+33.63
Ls = 200.00'
θs = 00°45'00"
LT = 133.33'
ST = 66.67'
x = 199.99'
y = 1.75'
k = 100.00'
p = 0.22'
C = 200.00'
Start = Sta. 143+66.96
End = Sta. 145+66.96
C.B. = S77°38'18"E

SPIRAL DATA
P.I. = Sta. 149+54.57
Ls = 200.00'
θs = 08°00'00"
LT = 133.47'
ST = 66.79'
x = 199.61'
y = 9.30'
k = 99.94'
p = 2.33'
C = 199.83'
Start = Sta. 148+21.10
End = Sta. 150+21.10
C.B. = S80°03'17"E

CURVE DATA
P.I. = Sta. 151+36.46
Δ = 18°17'57" LT
Dc = 08°00'00"
R = 716.20'
T = 115.35'
L = 228.74'
E = 9.23'



CURVE DATA
P.I. = Sta. 143+61.75
Δ = 11°31'43" RT
Dc = 04°30'00"
R = 1,273.24'
T = 128.53'
L = 256.19'
E = 6.47'

SPIRAL DATA
P.I. = Sta. 145+56.11
Ls = 200.00'
θs = 04°30'00"
LT = 133.38'
ST = 66.71'
x = 199.67'
y = 10.46'
k = 99.98'
p = 1.31'
C = 199.95'
Start = Sta. 144+89.41
End = Sta. 146+89.41
C.B. = N84°09'57"E

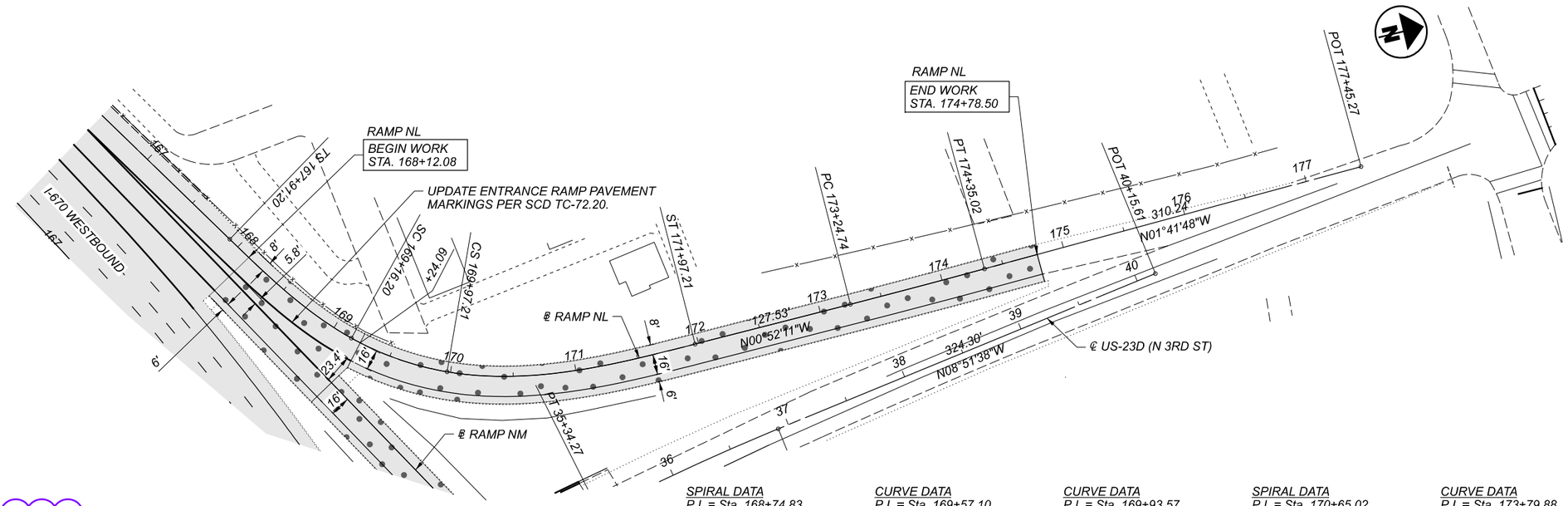
HORIZONTAL
SCALE IN FEET
0 25 50 100

I-670 AND GOODALE ST/NEIL AVE INTERCHANGE
RAMP NE AND RAMP NF

DESIGN AGENCY

DESIGNER KLM
REVIEWER XXX MM-DD-YY
PROJECT ID 110051
SHEET P.61 TOTAL 104

FRA-670-0.87



SPIRAL DATA
P.I. = Sta. 168+74.83
Ls = 125.00'
θs = 15°00'01"
LT = 83.63'
ST = 41.94'
x = 124.15'
y = 10.86'
k = 62.36'
p = 2.72'
C = 124.62'
Start = Sta. 167+91.20
End = Sta. 169+16.20
C.B. = N52°34'42"E

CURVE DATA
P.I. = Sta. 169+57.10
Δ = 19°26'41" LT
Dc = 24°00'01"
R = 238.73'
T = 40.90'
L = 81.02'
E = 3.48'

CURVE DATA
P.I. = Sta. 169+93.57
Δ = 58°26'43" LT
Dc = 24°00'01"
R = 238.73'
Ls = 125.00'
θs = 15°00'01"
LT = 83.63'
ST = 41.94'
Lc = 81.02'
Ts = 202.37'
Es = 40.38'
Emax =
T.S. =
S.C. = 169+16.20
C.S. = 169+97.21
S.T. =

SPIRAL DATA
P.I. = Sta. 170+65.02
Ls = 200.00'
θs = 24°00'01"
LT = 134.58'
ST = 67.80'
x = 190.75'
y = 54.74'
k = 99.42'
p = 6.94'
C = 198.44'
Start = Sta. 169+97.21
End = Sta. 171+97.21
C.B. = N07°07'07"E

CURVE DATA
P.I. = Sta. 173+79.88
Δ = 00°49'38" LT
Dc = 00°45'00"
R = 7,639.44'
T = 55.14'
L = 110.28'
E = 0.20'

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

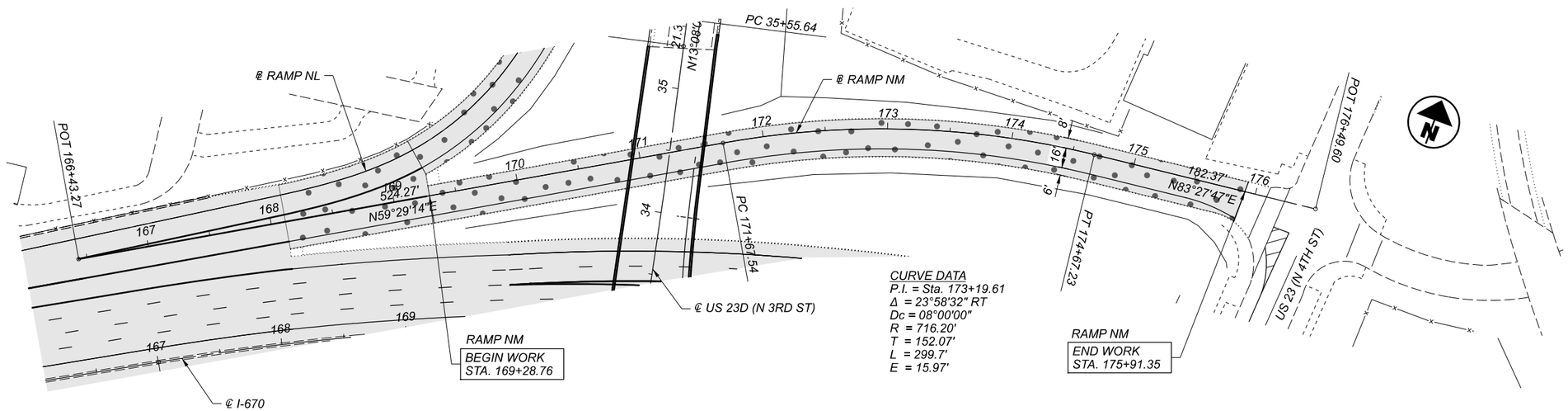
1.5" MILL/FILL

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING



CURVE DATA
P.I. = Sta. 173+19.61
Δ = 23°58'32" RT
Dc = 08°00'00"
R = 716.20'
T = 152.07'
L = 299.7'
E = 15.97'

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 23D(N. THIRD ST)/US 23(N. FOURTH ST) INTERCHANGE RAMP NL AND RAMP NM

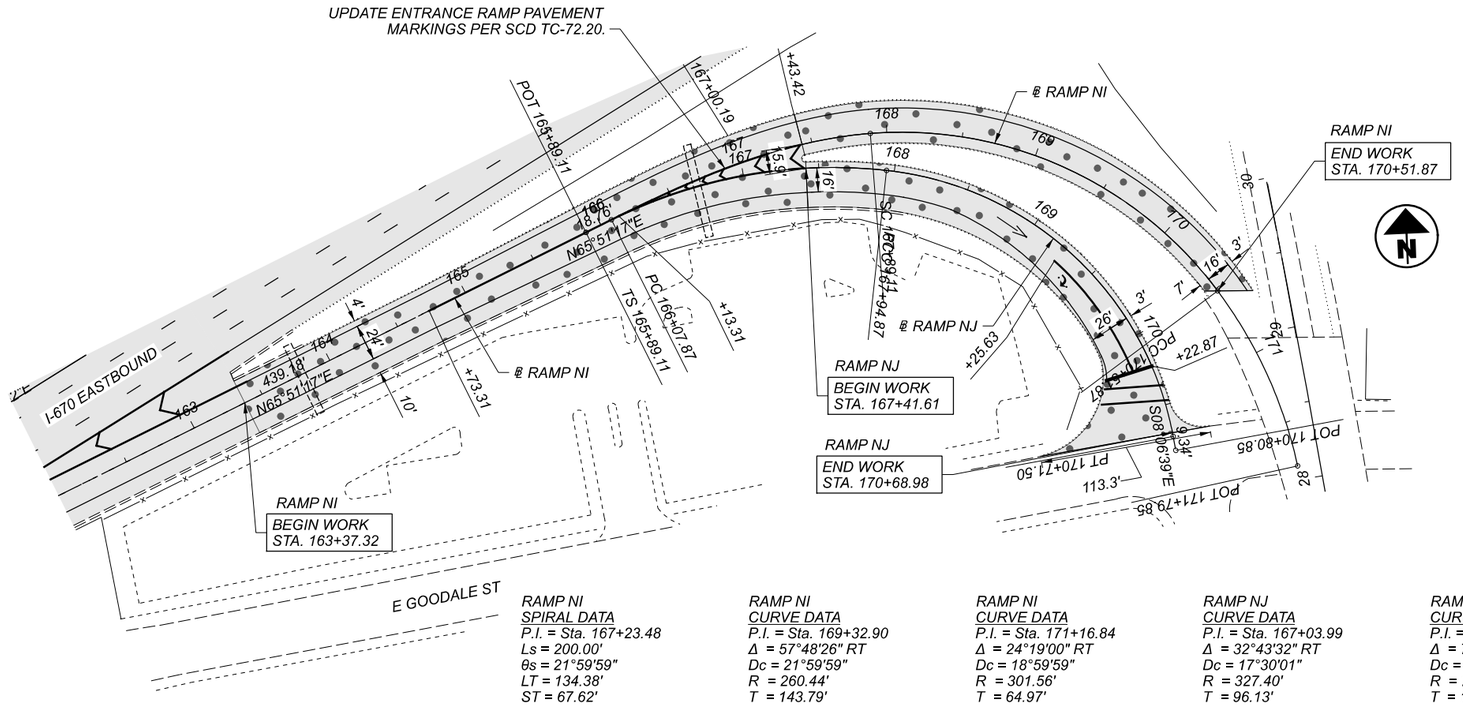
DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.62 TOTAL: 104

FRA-670-0.87

MODEL: II005I_GP501 PAPERSIZE: 17x11 (in.) DATE: 4/7/2022 TIME: 8:22:01 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01Active Projects\District 06\Franklin\II005I\400-Engineering\Roadway\Sheets\II005I_GP002.dgn

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104



RAMP NI
SPIRAL DATA
P.I. = Sta. 167+23.48
Ls = 200.00'
θs = 21°59'59"
LT = 134.38'
ST = 67.62'
x = 197.07'
y = 25.33'
k = 99.51'
p = 6.37'
C = 198.69'
Start = Sta. 165+89.11
End = Sta. 167+89.11
C.B. = N73°10'43"E

RAMP NI
CURVE DATA
P.I. = Sta. 169+32.90
Δ = 57°48'26" RT
Dc = 21°59'59"
R = 260.44'
T = 143.79'
L = 262.76'
E = 37.06'

RAMP NI
CURVE DATA
P.I. = Sta. 171+16.84
Δ = 24°19'00" RT
Dc = 18°59'59"
R = 301.56'
T = 64.97'
L = 127.98'
E = 6.92'

RAMP NJ
CURVE DATA
P.I. = Sta. 167+03.99
Δ = 32°43'32" RT
Dc = 17°30'01"
R = 327.40'
T = 96.13'
L = 187'
E = 13.82'

RAMP NJ
CURVE DATA
P.I. = Sta. 169+55.76
Δ = 73°18'32" RT
Dc = 26°30'00"
R = 216.21'
T = 160.89'
L = 276.64'
E = 53.29'

1.5" MILL/FILL (RAMPS)

3.5" MILL/FILL

3.5" MILL/FILL (RAMPS)

CLEARING AND GRUBBING

HORIZONTAL SCALE IN FEET
0 25 50 100

I-670 AND US 23D(N. THIRD ST/N. FOURTH ST)/US 23(N. FOURTH ST) INTERCHANGE
RAMP NI AND RAMP NJ

DESIGN AGENCY

DESIGNER: KLM
REVIEWER: XXX MM-DD-YY
PROJECT ID: 110051
SHEET: P.63 TOTAL: 104

FRA-670-0.87

MODEL: II005I_GP502 PAPERSIZE: 17x11(in.) DATE: 4/7/2022 TIME: 8:22:03 AM USER: kbowman
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01Active Projects\District 06\Franklin\II005I\400-Engineering\Roadway\Sheets\II005I_GP002.dgn