

LOCATION MAP

LATITUDE: 39°58'46" LONGITUDE: 83°11'59"



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

DESIGN DESIGNATION

	IR 70	RAMP A	RAMP E
CURRENT ADT (2026)	77,208	4,127	4,237
DESIGN YEAR ADT (2046)	124,068	5,343	4,917
DESIGN HOURLY VOLUME (2046)	11,166	472	432
DIRECTIONAL DISTRIBUTION	52%	100%	100%
TRUCKS (24 HOUR B&C)	28%	15%	14%
DESIGN SPEED	75 MPH	55 MPH	55 MPH
LEGAL SPEED	70 MPH	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	01 INTERSTATE (URBAN)	01 INTERSTATE (URBAN)	01 INTERSTATE (URBAN)
NHS PROJECT	YES		

DESIGN EXCEPTIONS

APPROVAL DATE: 6/11/2024  
 SHEET NUMBER: P.2, P.3, P.5

ADA DESIGN WAIVERS

NONE REQUIRED

**UNDERGROUND UTILITIES**  
 Contact Two Working Days Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764 (Non members must be called directly)  
 PLAN PREPARED BY:

AMERICAN **STRUCTUREPOINT** INC.  
 2550 CORPORATE EXCHANGE DR, STE 300 COLUMBUS, OH 43231  
 TEL 614.901.2235 FAX 614.901.2236 www.structurepoint.com

ENGINEER'S SEAL  
 BRIDGE

ENGINEER'S SEAL  
 ROADWAY

# STATE OF OHIO

## DEPARTMENT OF TRANSPORTATION

### FRA-70-00.00

CITY OF COLUMBUS  
 BROWN TOWNSHIP  
 NORWICH TOWNSHIP  
 PRAIRIE TOWNSHIP  
 FRANKLIN COUNTY  
 (MADISON COUNTY)

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REVISIONS		
REV.	DATE	REVISED SHEETS
1	12/13/2024	1, 7, 9, 10, 11, 12, 16A, 21, 21A, 26, 151, 155, 156, 262A

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS	
BP-2.1	1/21/22	MGS-1.1	7/16/21	AS-2-15	7/21/23	MT-95.71	7/21/23	TC-21.11	7/16/21	800-2023	7/19/24	
BP-2.2	1/15/21	MGS-2.1	1/19/18	CPA-1-08	1/19/24	MT-95.73	7/19/24	TC-21.50	4/17/20	807	1/21/22	
BP-2.3	7/18/14	MGS-3.1	1/19/18			MT-98.11	1/17/20	TC-22.10	4/21/23	808	7/19/24	
BP-3.1	1/19/24	MGS-3.2	1/18/13	HL-10.13	1/20/23	MT-98.20	4/19/19	TC-22.20	1/17/14	821	4/20/12	
BP-6.1	7/19/13	MGS-4.2	7/19/13	HL-10.31	7/15/22	MT-98.21	7/21/23	TC-41.10	7/19/13	829	1/20/17	
BP-9.1	1/18/19	MGS-6.1	1/19/18	HL-20.21	1/15/21	MT-98.22	1/17/20	TC-41.20	10/18/13	832	7/19/24	
				HL-30.22	1/15/21	MT-98.28	1/17/20	TC-41.30	4/21/23	848	7/19/24	
CB-2-2A, 2B, 2C	7/19/24	MH-3	7/19/24	HL-40.10	7/19/24	MT-98.30	7/16/21	TC-42.10	10/18/13	850	7/21/23	
CB-4	7/19/24			HL-50.21	7/15/22	MT-100.00	1/19/24	TC-42.20	10/18/13	878	1/21/22	
		RM-4.1	1/17/20	HL-60.21	7/20/18	MT-101.60	4/21/23	TC-51.11	1/15/16	896	7/21/17	
DM-1.1	7/17/20	RM-4.2	4/17/20	HL-60.31	7/19/24	MT-101.70	7/19/24	TC-52.10	10/18/13	905	4/17/20	
DM-1.2	7/16/21	RM-4.4	7/19/24	MT-95.30	7/19/19	MT-101.75	7/21/23	TC-52.20	1/15/21	908	10/20/17	
		RM-4.5	7/21/17	MT-95.40	7/21/23	MT-101.80	1/17/20	TC-64.10	7/21/23	921	7/19/24	
F-2.1	7/20/18	RM-4.6	7/19/13	MT-95.45	7/21/23	MT-104.10	1/19/24	TC-65.10	1/17/14	929	7/21/23	
F-3.3	7/19/13			MT-95.50	7/21/17	MT-105.10	1/17/20	TC-65.11	1/19/24			
		AS-1-15	1/20/23	MT-95.70	7/21/23	TC-15.116	1/19/24	TC-72.20	7/21/23			

**FEDERAL PROJECT NUMBER**  
 E 230 (571)

**RAILROAD INVOLVEMENT**  
 NONE

**PROJECT DESCRIPTION**  
 PROJECT CONSISTS OF THE IMPROVEMENT OF 6.1 MILES OF I.R. 70, STARTING AFTER THE BIG DARBY CREEK BRIDGE, GOING TO AND INCLUDING PART OF THE HILLIARD ROME ROAD INTERCHANGE. PROJECT INCLUDES FULL DEPTH PAVEMENT REPLACEMENT FOR EASTBOUND AND WESTBOUND I-70 AND RAMPS A AND E FOR THE HILLIARD-ROME INTERCHANGE, SUBGRADE STABILIZATION, BRIDGE REHABILITATION, DRAINAGE UPGRADES, MINOR LIGHTING REPLACEMENT, AND TRAFFIC CONTROL UPGRADES.

**TOTAL EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 124.25 ACRES  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.00 ACRE  
 NOTICE OF INTENT EARTH DISTURBED AREA: 125.25 ACRES

**CITY OF COLUMBUS AREAS**

COLUMBUS EARTH DISTURBED AREA: 14.94 ACRES  
 COLUMBUS DISTURBED IMPERVIOUS AREA: 8.61 ACRES  
 COLUMBUS PRE - IMPERVIOUS AREA: 8.61 ACRES  
 COLUMBUS POST - IMPERVIOUS AREA: 9.31 ACRES

**LIMITED ACCESS**

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

**2023 SPECIFICATIONS**

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

**FEMA NOTE**

THIS SITE IS LOCATED WITHIN FLOOD INSURANCE RATE MAP (FIRM) PANELS 39097C0175D EFFECTIVE 6/18/2010, 39049C0276K EFFECTIVE 6/17/2008, 39049C0277K EFFECTIVE 6/17/2008, 39049C0281K EFFECTIVE 6/17/2008, AND 39049C0282K EFFECTIVE 6/17/2008.

BIG DARBY CREEK IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION (BFE) IS 877.0'. HAMILTON DITCH IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION (BFE) IS 921.0'. CLOVER GROFF DITCH IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION IS 928.0'.

NO FILL IS TO BE ADDED IN THE 100-YEAR FLOODPLAIN FOR THIS PROJECT SITE.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.22, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

*Anthony C. Turowski*  
 Anthony C. Turowski, P.E.  
 District 06 Deputy Director

*Jack Marchbanks*  
 Jack Marchbanks, PhD  
 Director, Department of Transportation

TITLE SHEET

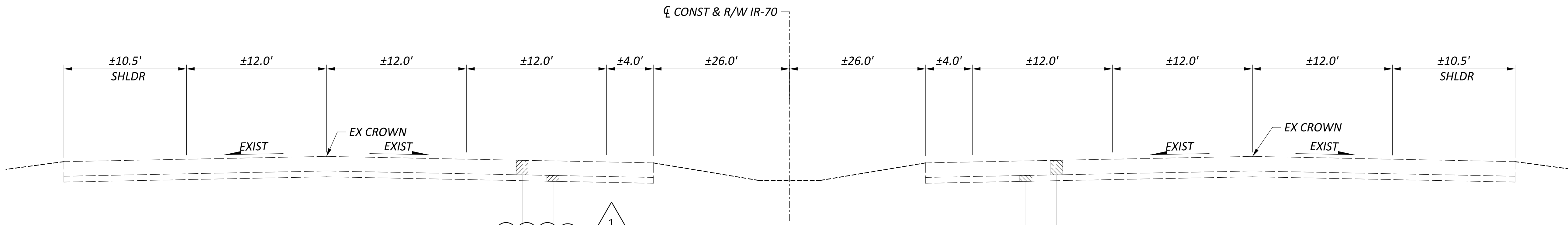
DESIGN AGENCY  
**AMERICAN STRUCTUREPOINT**

DESIGNER  
 DMS

REVIEWER  
 AJL 08/23/24

PROJECT ID  
 116949

SHEET TOTAL  
 P.1 577

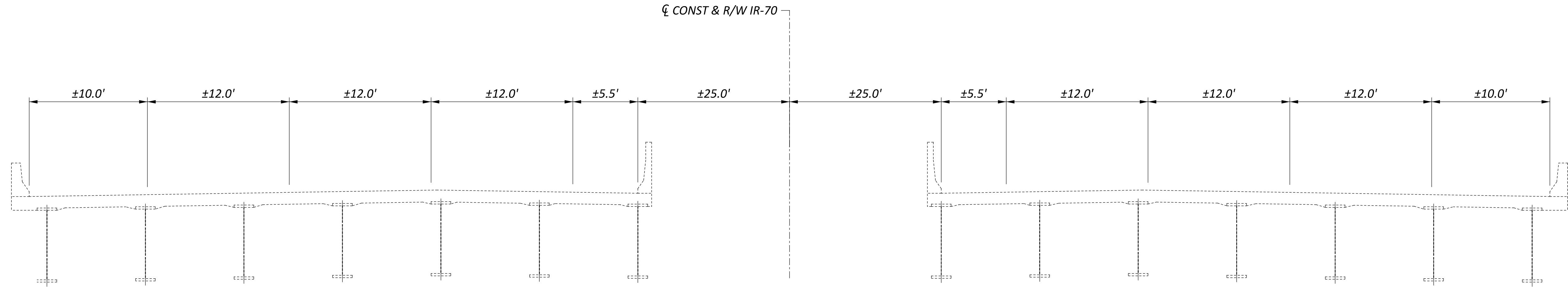


**EXISTING APPROACH SLAB SECTION - IR 70 WB**

- STA. 820+96.20 TO STA. 821+20.23 (T= 15")
- STA. 1+02.49 TO STA. 1+27.49 (T= 15")
- STA. 173+59.00 TO STA. 173+84.78 (T= 15")
- STA. 174+44.42 TO STA. 174+69.00 (T= 15")
- STA. 220+15.86 TO STA. 220+60.42 (T= 15")
- STA. 221+25.84 TO STA. 221+72.92 (T= 15")

**EXISTING APPROACH SLAB SECTION - IR 70 EB**

- STA. 820+95.60 TO STA. 821+20.23 (T= 15")
- STA. 1+02.49 TO STA. 1+27.49 (T= 15")
- STA. 173+59.00 TO STA. 173+84.85 (T= 15")
- STA. 174+44.42 TO STA. 174+69.00 (T= 15")
- STA. 219+74.45 TO STA. 220+20.27 (T= 15")
- STA. 220+85.91 TO STA. 221+30.71 (T= 15")



**EXISTING BRIDGE SECTION - IR 70 WB**

- STA. 821+20.23 TO STA. 1+02.49
- STA. 173+84.78 TO STA. 174+44.42
- STA. 220+60.42 TO STA. 221+25.84

**EXISTING BRIDGE SECTION - IR 70 EB**

- STA. 821+20.23 TO STA. 1+02.49
- STA. 173+84.85 TO STA. 174+44.42
- STA. 220+20.27 TO STA. 220+85.91

- (A) EXISTING 3.25"± ASPHALT PAVEMENT
- (E) EXISTING 3"± ASPHALT PAVEMENT
- (I) EXISTING 9"± CONCRETE BASE
- (M) EXISTING 1/4" SLURRY SEAL
- (B) EXISTING 9.5"± ASPHALT CONCRETE BASE
- (F) EXISTING 11"± PORTLAND CEMENT CONCRETE BASE
- (J) EXISTING 4.75"± ASPHALT PAVEMENT
- (C) EXISTING 6"± AGGREGATE BASE
- (G) EXISTING 3"± BITUMINOUS AGGREGATE BASE
- (K) EXISTING 12"± ASPHALT CONCRETE BASE
- (D) EXISTING 12"± CEMENT STABILIZED SUBGRADE
- (H) EXISTING 9"± PORTLAND CEMENT CONCRETE BASE
- (L) EXISTING REINFORCED CONCRETE APPROACH SLAB

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED LABEL CALLOUTS FOR EXISTING PAVEMENT SECTION

DESIGN AGENCY  
**STRUCTUREPOINT**  
 INC.

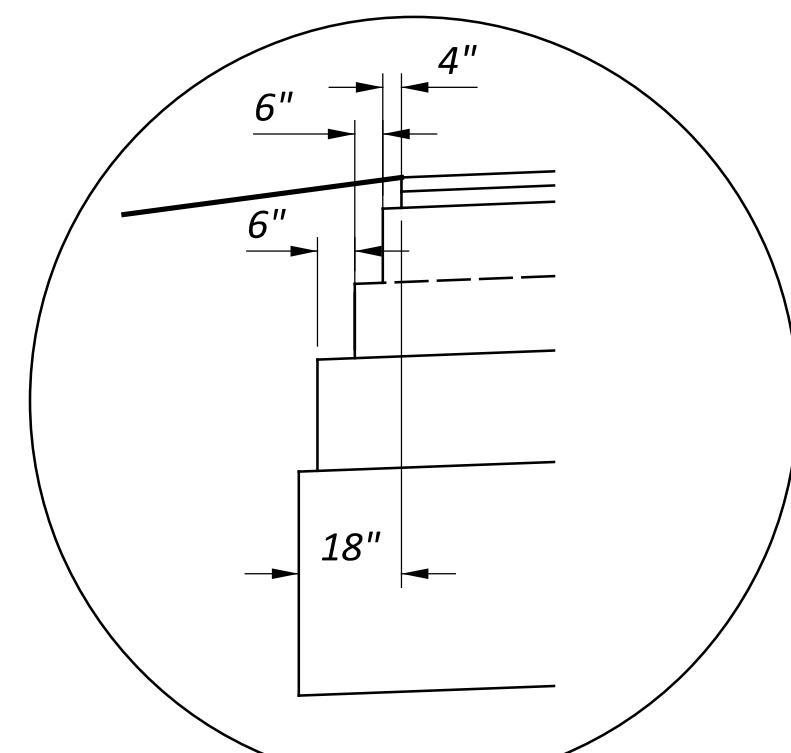
DESIGNER  
 DMS

REVIEWER  
 AJL 08/23/24

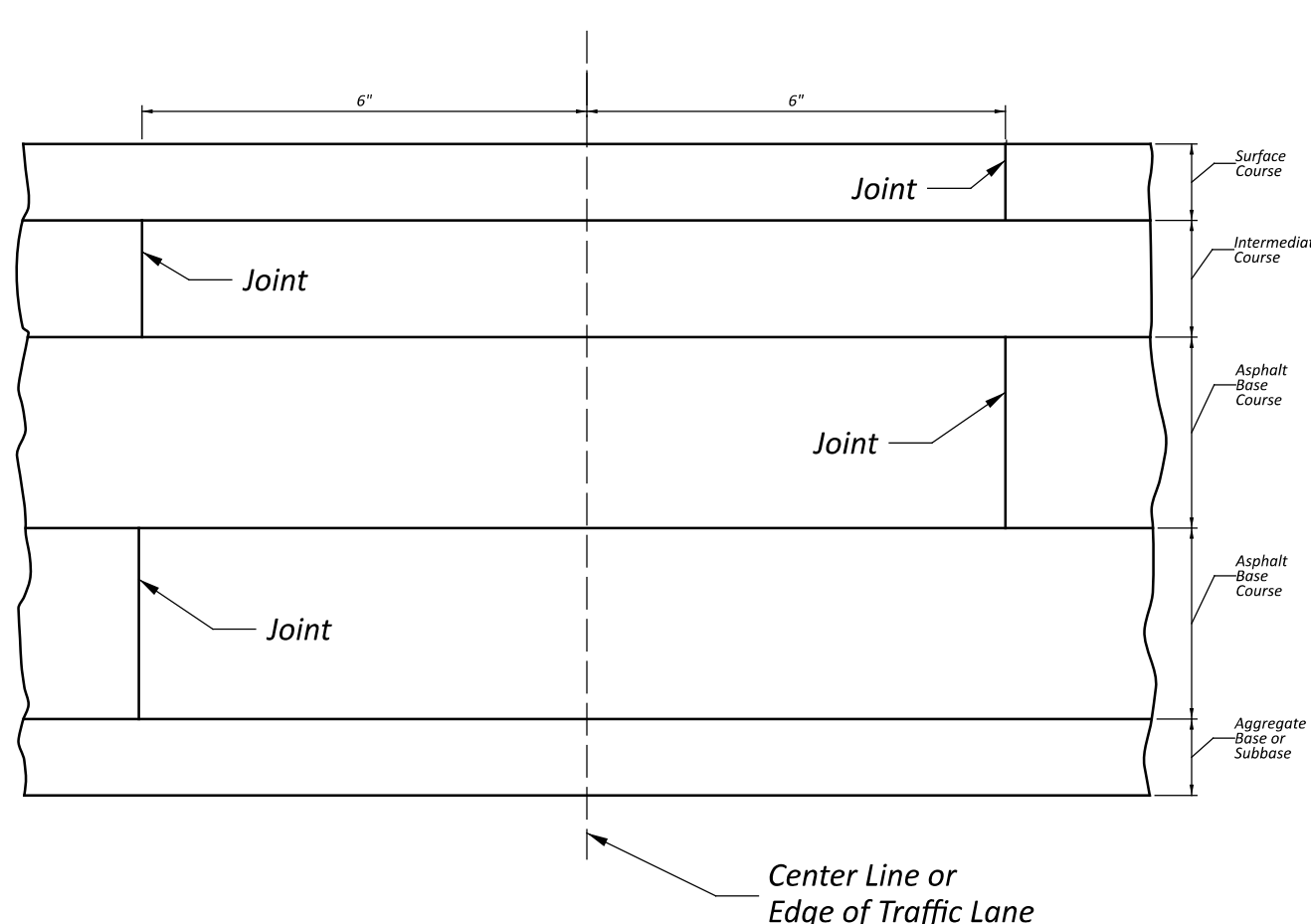
PROJECT ID  
 116949

SHEET TOTAL  
 P.7 577

- A VARIES FROM 8.5' AT STA. 1+27.00 TO 10.0' AT STA. 1+64.30  
VARIES FROM 10.0' AT STA. 173+53.47 TO 9.0' AT STA. 173+58.47  
VARIES FROM 9.0' AT STA. 174+68.31 TO 10.0' AT STA. 174+95.81  
VARIES FROM 10.0' AT STA. 220+31.75 TO 9.0' AT STA. 220+18.50  
VARIES FROM 9.0' AT STA. 221+66.17 TO 10.0' AT STA. 221+94.79
- B VARIES FROM 4.0' AT STA. 1+27.00 TO 10.0' AT STA. 2+76.63  
VARIES FROM 12.0' AT STA. 11+85.82 TO 10.0' AT STA. 12+35.70  
VARIES FROM 12.0' AT STA. 135+98.82 TO 10.0' AT STA. 136+48.82  
VARIES FROM 10.0' AT STA. 173+22.14 TO 5.0' AT STA. 173+47.14  
VARIES FROM 5.0' AT STA. 174+70.81 TO 10.0' AT STA. 175+95.81  
VARIES FROM 10.0' AT STA. 219+91.47 TO 5.0' AT STA. 220+18.50  
VARIES FROM 5.0' AT STA. 221+66.17 TO 10.0' AT STA. 222+74.71  
VARIES FROM 12.0' AT STA. 235+98.17 TO 10.0' AT STA. 236+48.17
- C VARIES FROM 10.0' AT STA. 248+50.00 TO 8.0' AT STA. 249+50.00  
VARIES FROM 8.0' AT STA. 261+00.00 TO 6.0' AT STA. 261+50.03  
6.0' FROM STA. 261+50.03 TO STA. 264+78.88
- D VARIES FROM 0.0' AT STA. 248+50.00 TO 16.0' AT STA. 259+64.31
- E 0.0' FROM STA. 248+50.00 TO STA. 259+64.31  
VARIES FROM 6.28' AT STA. 259+64.31 TO 23.0' AT STA. 264+78.88



ASPHALT  
BASE AND SUBBASE  
STEP DETAIL

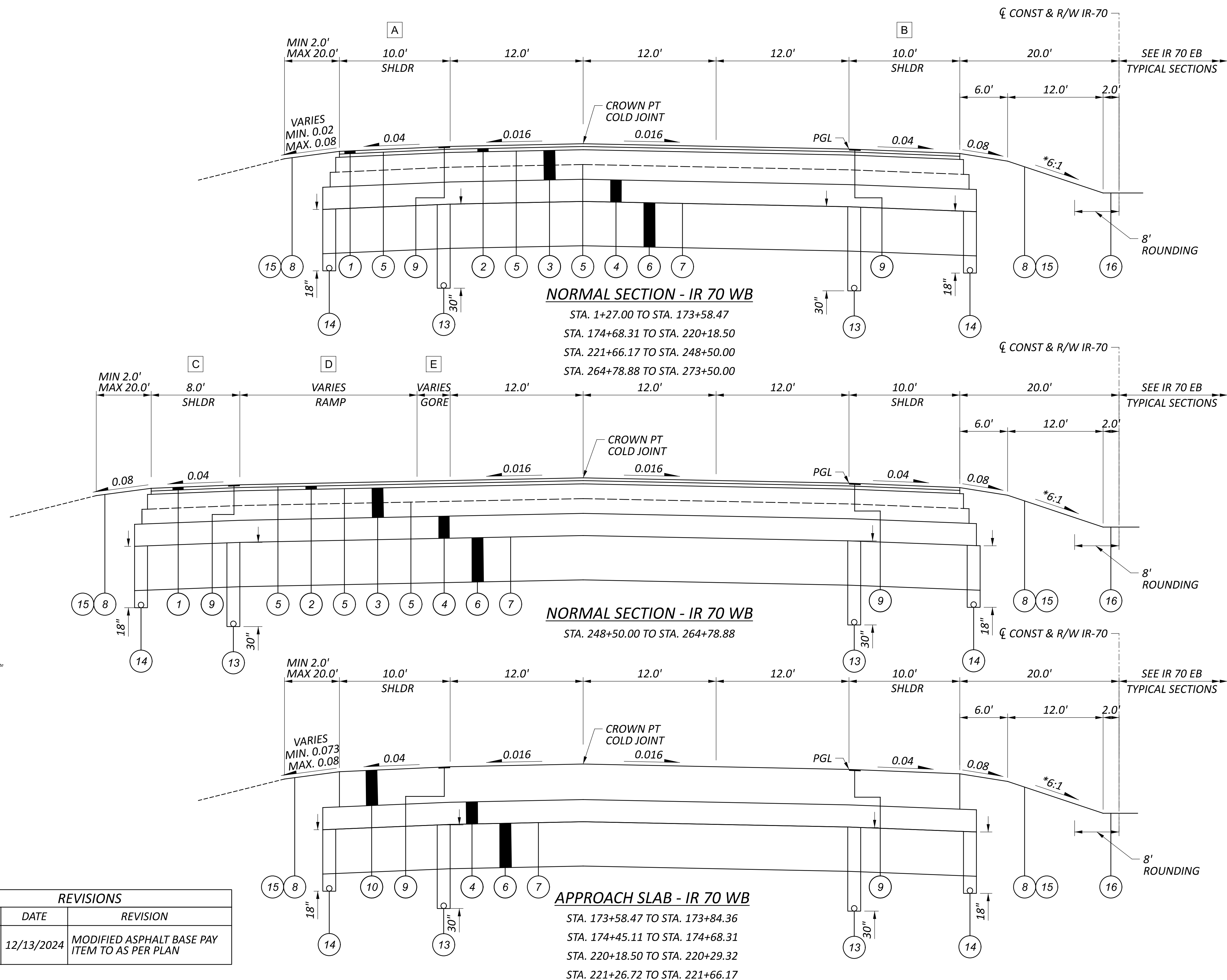


LAPPING LONGITUDINAL  
PHASE JOINT DETAIL

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

\*10:1 SLOPE IN LOCATIONS WITH  
MGS GUARDRAIL TYPE B  
\*\*EXISTING AGGREGATE BASE TO REMAIN AND BE INCORPORATED  
INTO THE PROPOSED STABILIZED SUBGRADE

- 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
- 5 ITEM 407 - NON-TRACKING TACK COAT
- 9 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- 13 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- 2 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- 6 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP\*\*
- 10 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
- 14 ITEM 605 - 6" BASE PIPE UNDERDRAINS
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (PLACED IN 2 - 5" LIFTS)
- 7 ITEM 206 - CURING COAT
- 11 ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- 15 ITEM 659 - TOPSOIL, 4"
- 4 ITEM 304 - 6" AGGREGATE BASE
- 8 ITEM 659 - SEEDING AND MULCHING
- 12 ITEM 452 - 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- 16 ITEM 670 - DITCH EROSION PROTECTION



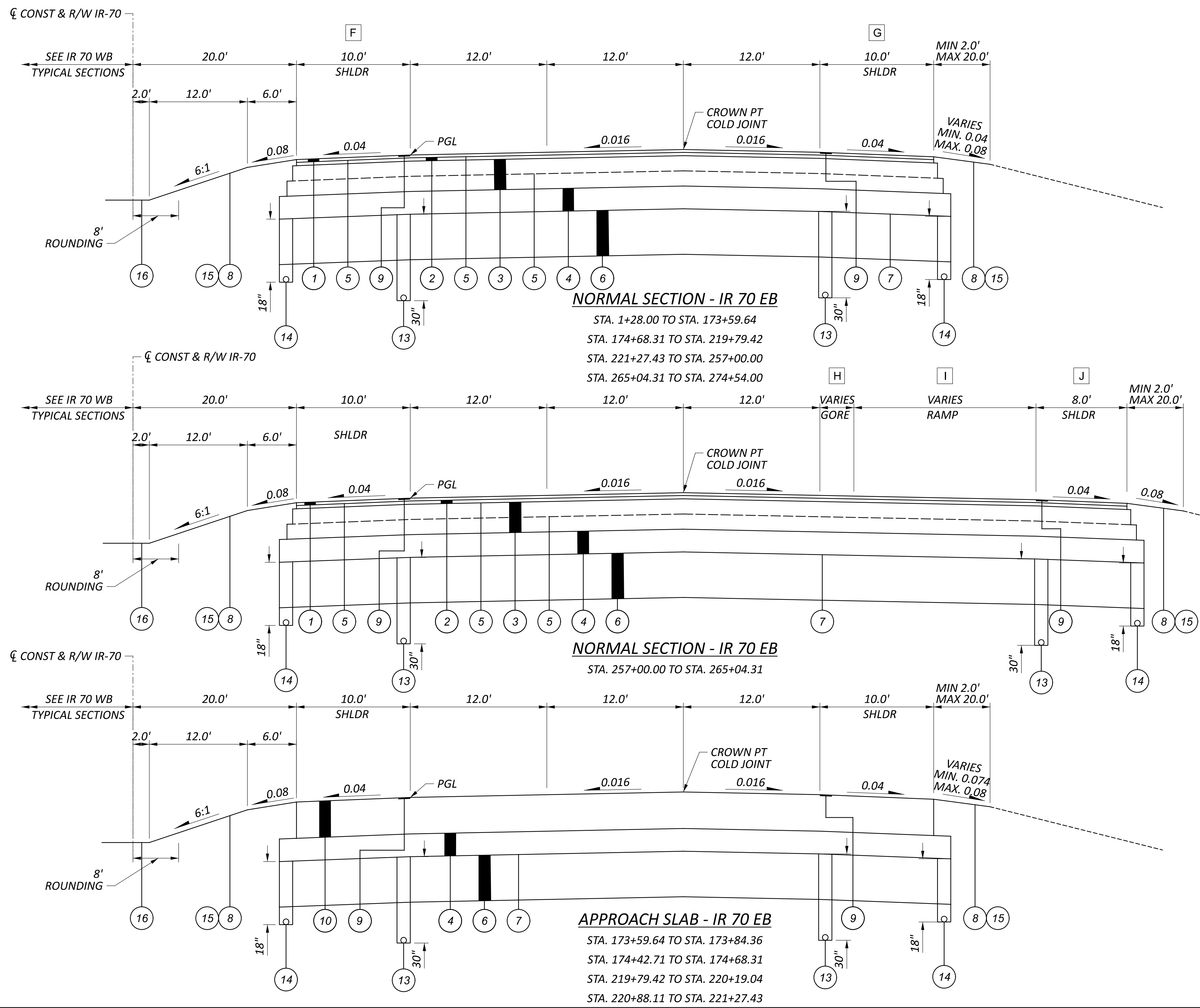
TYPICAL SECTIONS

FRA-70-00.00

MODEL: Sheet 5 PAPER SIZE: 34x22 (in.) DATE: 12/13/2024 TIME: 1:43:58 PM USER: AMerrill  
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DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	P:9
TOTAL	577

- F** VARIES FROM 4.0' AT STA. 1+28.00 TO 10.0' AT STA. 1+58.07  
 VARIES FROM 10.0' AT STA. 10+64.02 TO 12.0' AT STA. 11+14.10  
 VARIES FROM 10.0' AT STA. 134+77.08 TO 12.0' AT STA. 135+27.08  
 VARIES FROM 10.0' AT STA. 172+34.64 TO 5.0' AT STA. 173+47.14  
 5.0' FROM STA. 173+47.14 TO STA. 173+59.64  
 5.0' FROM STA. 174+68.31 TO STA. 174+70.81  
 VARIES FROM 5.0' AT STA. 174+70.81 TO 10.0' AT STA. 174+93.31  
 VARIES FROM 10.0' AT STA. 218+71.07 TO 5.0' AT STA. 219+83.57  
 5.0' FROM STA. 219+83.57 TO STA. 219+96.29  
 5.0' FROM STA. 221+29.81 TO STA. 221+34.42  
 VARIES FROM 5.0' AT STA. 221+34.42 TO 10.0' AT STA. 221+54.42  
 VARIES FROM 10.0' AT STA. 234+71.83 TO 12.0' AT STA. 235+21.83
- G** VARIES FROM 8.5' AT STA. 1+28.00 TO 10.0' AT STA. 1+35.54  
 VARIES FROM 10.0' AT STA. 173+22.14 TO 9.0' AT STA. 173+47.14  
 9.0' FROM STA. 173+47.14 TO STA. 173+59.64  
 VARIES FROM 9.0' AT STA. 174+68.31 TO 10.0' AT STA. 174+73.31  
 VARIES FROM 10.0' AT STA. 219+50.76 TO 9.0' AT STA. 219+75.76  
 VARIES FROM 9.0' AT STA. 221+09.53 TO 10.0' AT STA. 221+14.53
- H** VARIES FROM 2.0' AT STA. 262+64.46 TO 23.0' AT STA. 265+04.31
- I** VARIES FROM 0.0' AT STA. 257+00.00 TO 12.0' AT STA. 258+00.00  
 12.0' FROM STA. 258+00.00 TO STA. 260+50.00  
 VARIES FROM 12.0' AT STA. 260+50.00 TO 16.0' AT STA. 262+64.46  
 16.0' FROM STA. 262+64.46 TO STA. 265+04.31
- J** VARIES FROM 10.0' AT STA. 257+00.00 TO 8.0' AT STA. 258+00.00



REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

\*10:1 SLOPE IN LOCATIONS WITH MGS GUARDRAIL TYPE B  
 \*\*EXISTING AGGREGATE BASE TO REMAIN AND BE INCORPORATED INTO THE PROPOSED STABILIZED SUBGRADE

- 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
- 5 ITEM 407 - NON-TRACKING TACK COAT
- 9 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- 13 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- 2 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- 6 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP\*\*
- 10 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
- 14 ITEM 605 - 6" BASE PIPE UNDERDRAINS
- 3 ITEM 302 - 10" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (PLACED IN 2 - 5" LIFTS)
- 7 ITEM 206 - CURING COAT
- 11 ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- 15 ITEM 659 - TOPSOIL, 4"
- 4 ITEM 304 - 6" AGGREGATE BASE
- 8 ITEM 659 - SEEDING AND MULCHING
- 12 ITEM 452 - 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- 16 ITEM 670 - DITCH EROSION PROTECTION

TYPICAL SECTIONS

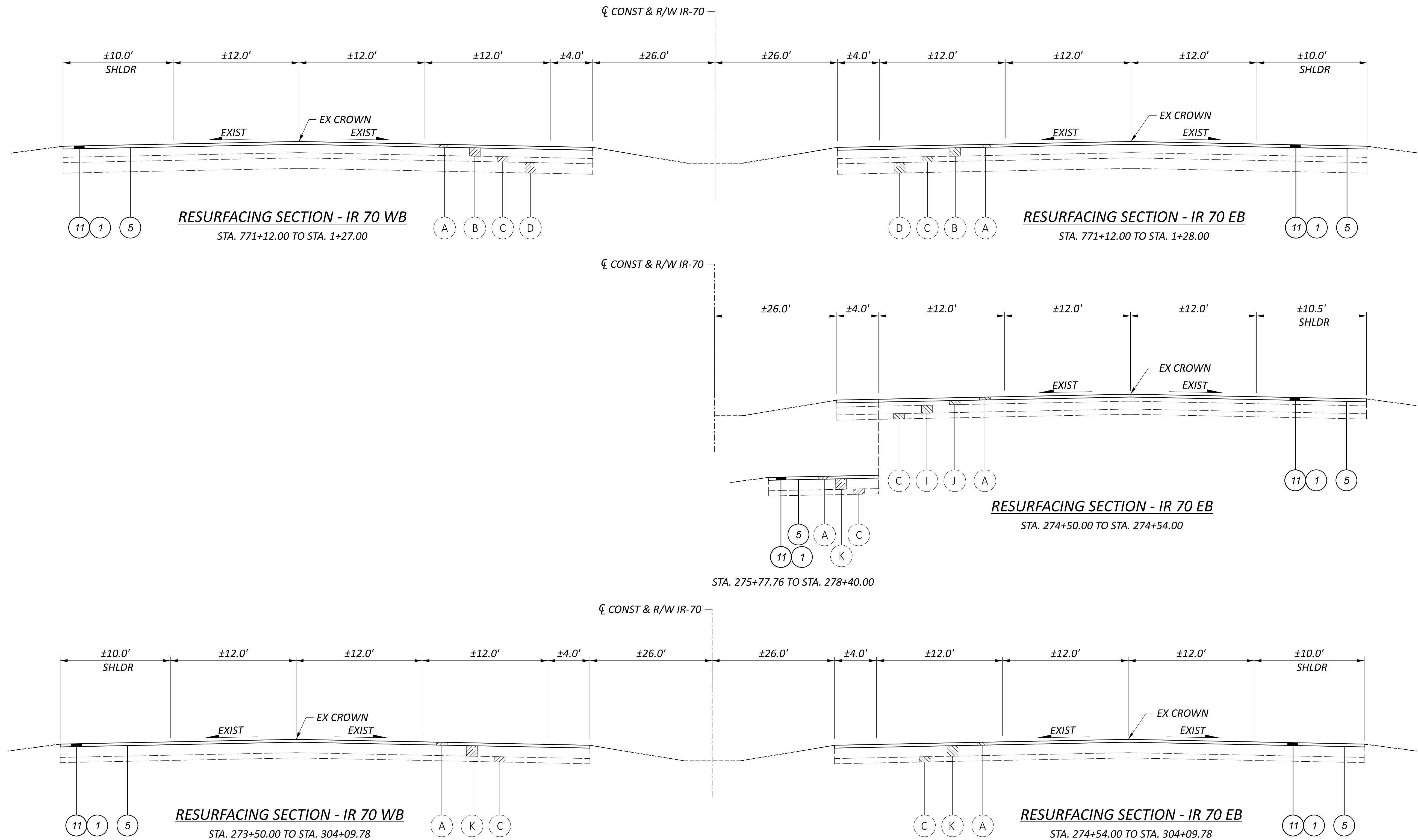
DESIGN AGENCY  
**STRUCTUREPOINT**  
 INC.

DESIGNER  
**DMS**

REVIEWER  
 AJL 08/23/24

PROJECT ID  
 116949

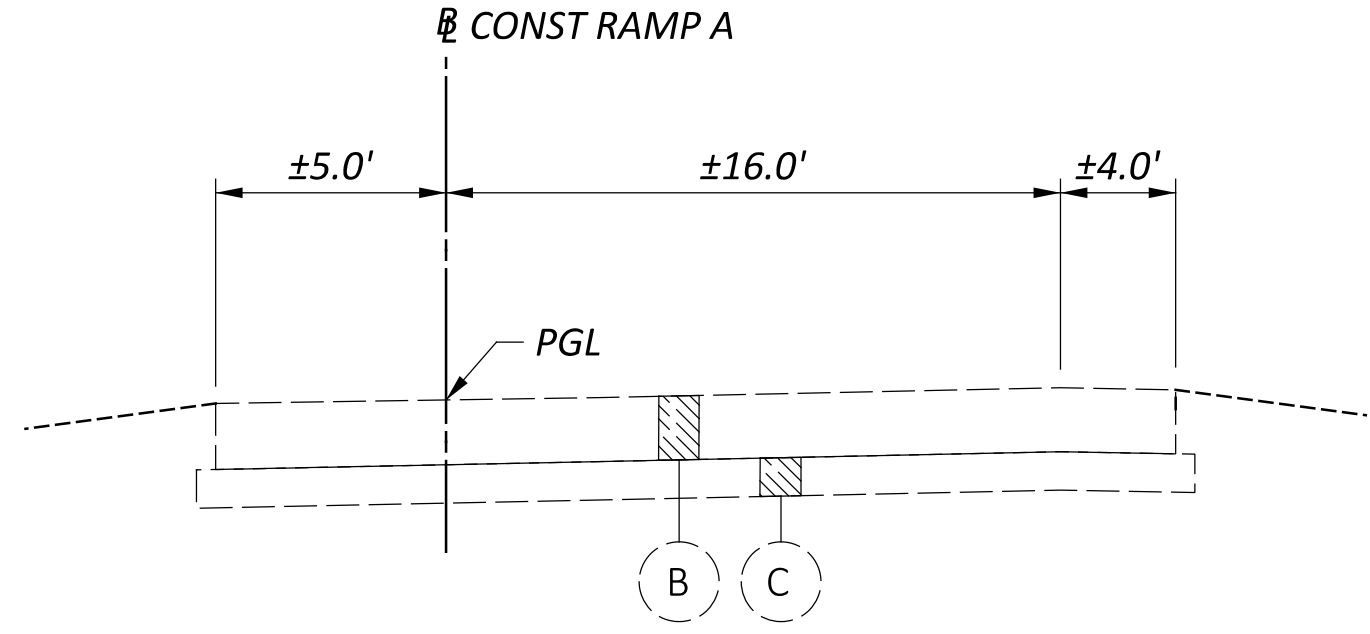
SHEET TOTAL  
 P.10 577



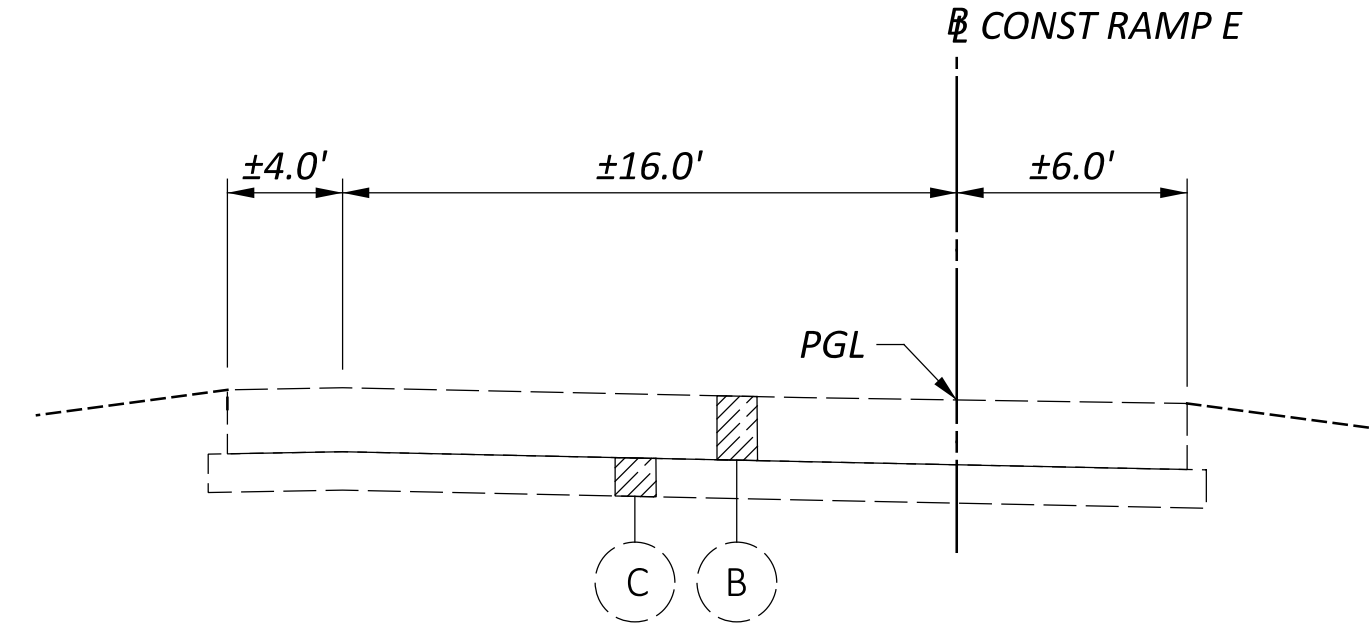
\*\*EXISTING AGGREGATE BASE TO REMAIN AND BE INCORPORATED INTO THE PROPOSED STABILIZED SUBGRADE

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

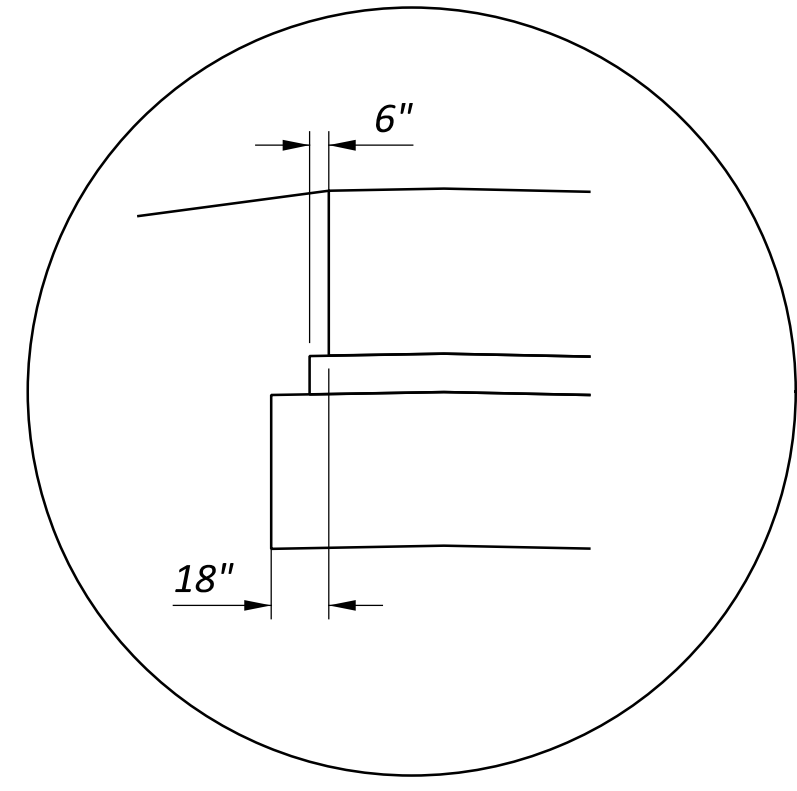
- |   |  |   |   |    |   |    |  |
|---|--|---|---|----|---|----|--|
| 1 | ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)                            | 5 | ITEM 407 - NON-TRACKING TACK COAT                       | 9  | ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)                     | 13 | ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS |
| 2 | ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)                      | 6 | ITEM 206 - CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP** | 10 | ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")                     | 14 | ITEM 605 - 6" BASE PIPE UNDERDRAINS    |
| 3 | ITEM 302 - 10" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (PLACED IN 2 - 5" LIFTS) | 7 | ITEM 206 - CURING COAT                                  | 11 | ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE                        | 15 | ITEM 659 - TOPSOIL, 4"                 |
| 4 | ITEM 304 - 6" AGGREGATE BASE   | 8 | ITEM 659 - SEEDING AND MULCHING                         | 12 | ITEM 452 - 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | 16 | ITEM 670 - DITCH EROSION PROTECTION    |



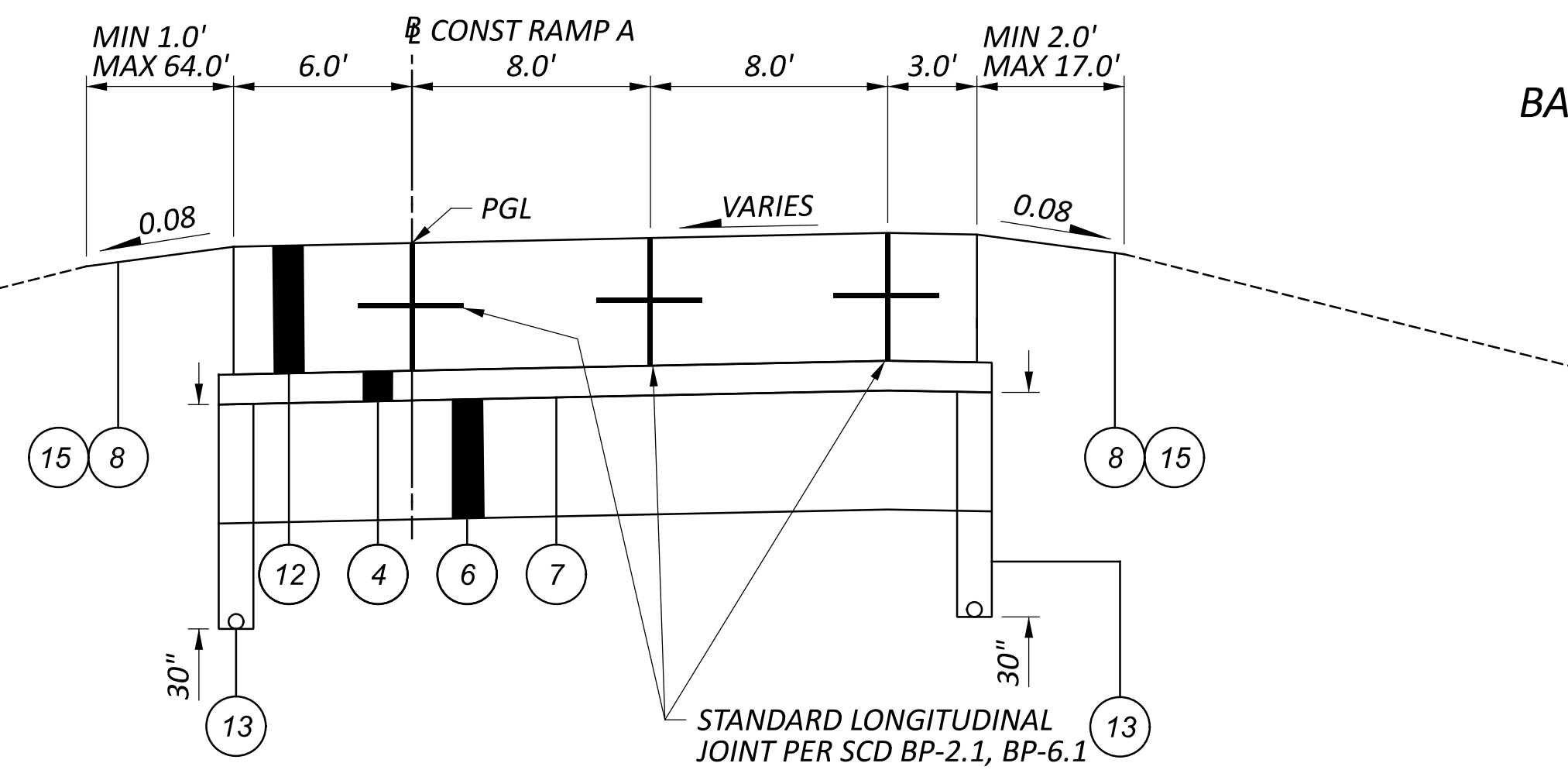
**NORMAL EXISTING SECTION - RAMP A**  
 STA. 264+84.12 TO STA. 278+17.73 @ CONST RAMP A



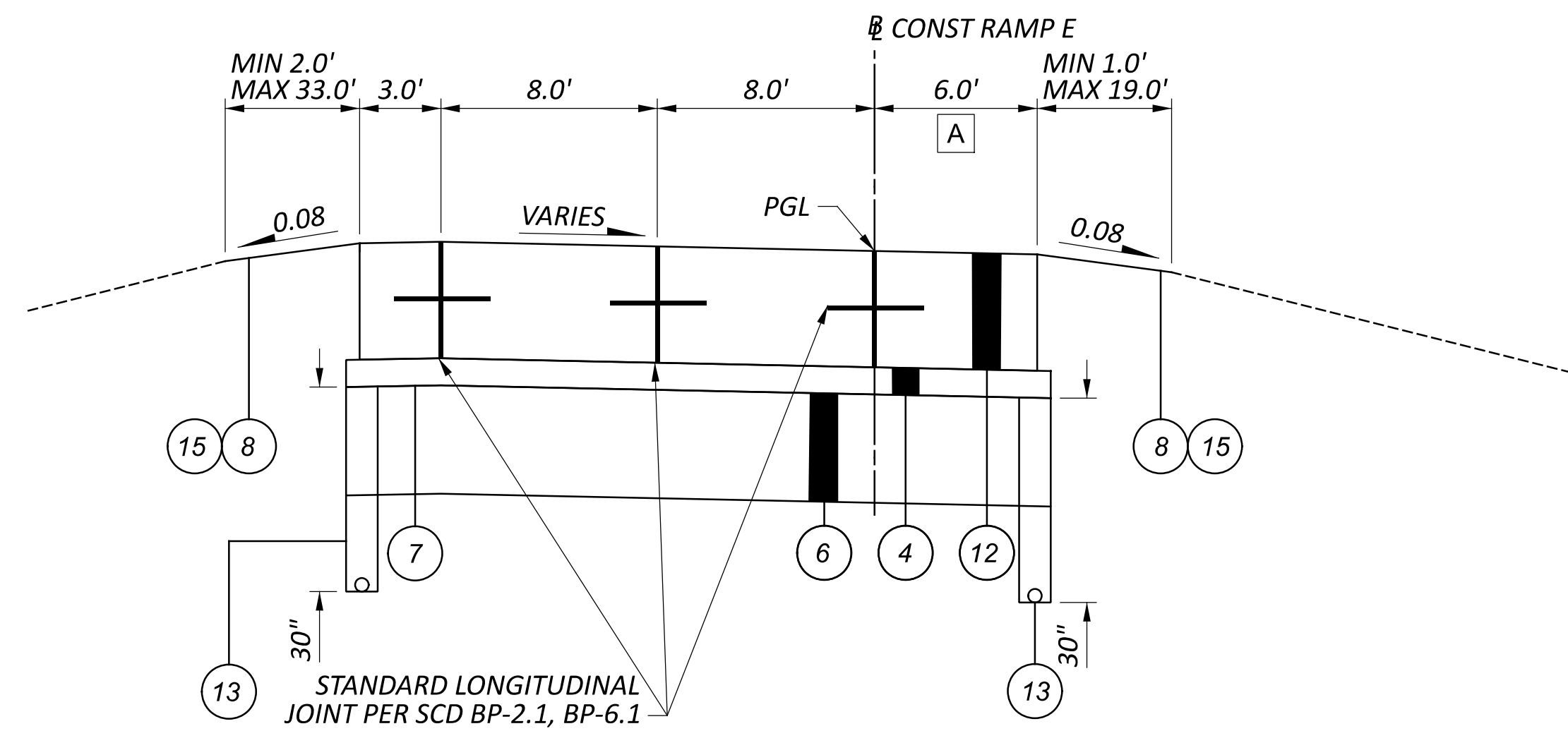
**NORMAL EXISTING SECTION - RAMP E**  
 STA. 265+38.08 TO STA. 277+90.44 @ CONST RAMP E



**CONCRETE  
 BASE AND SUBBASE  
 STEP DETAIL**



**NORMAL SECTION - RAMP A**  
 STA. 264+77.24 TO STA. 278+17.73 @ CONST RAMP A



**NORMAL SECTION - RAMP E**  
 STA. 265+03.48 TO STA. 277+90.00 @ CONST RAMP E

**A** VARIES FROM 8.0' AT STA. 265+03.48 TO 6.0' AT STA. 265+53.48 @ CONST RAMP E

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

**NOTE:**  
 FOR PAVEMENT JOINT DETAILS, SEE SHEETS P.453-P.456.

- |  |   |  |   |
|--|---|--|---|
| 1 ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)                            | 5 ITEM 407 - NON-TRACKING TACK COAT                       | 9 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)                      | 13 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS |
| 2 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)                      | 6 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP** | 10 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")                     | 14 ITEM 605 - 6" BASE PIPE UNDERDRAINS    |
| 3 ITEM 302 - 10" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (PLACED IN 2 - 5" LIFTS) | 7 ITEM 206 - CURING COAT                                  | 11 ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE                        | 15 ITEM 659 - TOPSOIL, 4"                 |
| 4 ITEM 304 - 6" AGGREGATE BASE   | 8 ITEM 659 - SEEDING AND MULCHING                         | 12 ITEM 452 - 14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | 16 ITEM 670 - DITCH EROSION PROTECTION    |

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX

MIX DESIGN - FOLLOW THE REQUIREMENTS OF 302.02 EXCEPT AS MODIFIED BELOW:

- THE TSR TEST PER SUPPLEMENT 1051 IS REQUIRED AND THE MINIMUM TSR IS 0.80 FOLLOWING THE 150 MM GYRATORY COMPACTED SPECIMEN PROCEDURE. USE ANTISTRIP ADDITIVE AS SPECIFIED IN 440.06.
- USE 150 MM DIAMETER SUPERPAVE GYRATORY COMPACTOR MOLDS. FILL MOLDS DURING COMPACTION IN ONE LIFT AND NOT TWO AS YOU WOULD DO WITH 302 MIXES. DO NOT SPADE. VOLUMETRIC PILL HEIGHTS OF 110 TO 120 MM. USE A PILL HEIGHT OF 95 MM FOR STABILITY AND FLOW AND CONVERT, IF NEEDED, USING TABLE 302-02-2.
- REPLACE TABLE 302-02-1 WITH THE FOLLOWING:

TABLE 302.02-1 MIX COMPOSITION

Property	Limits
1 1/2 inch (37.5 mm) [1]	100
1 inch (25.0 mm) [1]	90 to 100
3/4 inch (19.0 mm) [1][2]	90 max
1/2 inch (12.5 mm) [1][2]	
3/8 inch (9.5 mm) [1] [2]	
No. 8 (2.36 mm) [1]	19 to 45
No. 200 (75 µm) [1]	1 to 7
Asphalt Binder [3]	4.1 – 5.5 [4]
Design Gyration [5]	50
Stability, lb [6] (N)	3000 (13,345) [Min]
Flow, 0.25 mm [6]	28 [Max]
Design Air Voids [7]	3.5
F/A, max. [8]	1.2
VMA, min. [9]	12
CTIndex, min. [10]	60

- [1] SIEVE, PERCENT PASSING
- [2] PROVIDE AGGREGATE TO RETAIN A MINIMUM OF 7 PERCENT OF THE MATERIAL ON EACH OF THESE SIEVES. THIS REQUIREMENT APPLIES TO THE GRADATION OF THE JMF ONLY.
- [3] PERCENT OF TOTAL MIX. MINIMUM VIRGIN ASPHALT BINDER CONTENT IS 2.2% FOR METHOD 1 AND 2.0% FOR METHOD 2.
- [4] PERCENT OF TOTAL MIX
- [5] NINI AND NMAX DO NOT APPLY.
- [6] ASTM D5581
- [7] PERCENT, SUPPLEMENT 1036
- [8] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- [9] PERCENT, SUPPLEMENT 1037
- [10] PERFORM THE IDEAL-CT AND REPORT RESULTS ACCORDING TO SUPPLEMENT 1033

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX

QUALITY CONTROL AND ACCEPTANCE

FOLLOW THE REQUIREMENTS AS SPECIFIED IN 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

- RUN MSG AND AIR VOIDS AND FOLLOW 403.06.G INSTEAD OF 403.06.F.

Table 403.06-1

Mix Characteristic	Out of Specification Limits [5]
Asphalt Binder Content [1]	-0.3% to 0.3%
1/2 inch (12.5 mm) sieve [1]	-6% to 6%
No. 4 (4.75 mm) sieve [1]	-5% to 5%
No. 8 (2.36 mm) sieve [1]	-4% to 4%
No. 200 (75 mm) sieve [1]	-2.0% to 2.0%
Air Voids [2]	2.5% to 4.5%
MSG [3]	-0.012 to 0.012
F/A [4]	1.2 max
VMA	11.5 min

- [1] DEVIATION FROM THE JMF.
- [2] FOR DESIGN AIR VOIDS OF 3.5%. USE A GYRATORY COMPACTOR.
- [3] DEVIATION FROM THE MTD.
- [4] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- [5] DO NOT FOLLOW THE MINIMUM 7% RETAINED DURING PRODUCTION PER 403.06.F.5.

- FOLLOW REQUIREMENTS OF 446 AND REPLACE MSG COMPARISON IN TABLE 403.10-1 WITH 0.012.
- FOR INFORMATION ONLY AND WHEN REQUESTED BY THE DEPARTMENT UP TO FIVE DIFFERENT PRODUCTION DAYS, HOT-COMPACT 10 GYRATORY SPECIMENS PER SUPPLEMENT 1033. DO NOT TEST THESE PILLS.
- NOTIFY ERIC BIEHL - OMM 614-275-1380 AND JULIA MILLER OCA 614-466-3165 TWO WEEKS PRIOR TO PLANNED BEGINNING PRODUCTION AND PLACEMENT. YOU MAY EMAIL THEM AS WELL.

PLACEMENT

ENSURE THE COMPACTION DEPTH OF ANY ONE LAYER IS A MINIMUM OF 4.0 INCHES AND A MAXIMUM OF 6.0 INCHES. IF THE PLAN THICKNESS IS 6.0 TO 7.75 INCHES, THE 302 MAY BE PLACED IN TWO LIFTS IF REQUESTED BY THE CONTRACTOR.

DENSITY ACCEPTANCE

FOLLOW THE REQUIREMENTS OF 446 ASPHALT CONCRETE CORE DENSITY ACCEPTANCE, INCLUDING JOINT CORES, EXCEPT AS MODIFIED BELOW:

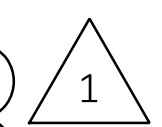
- OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED.
- OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THE MAT.
- PAY FACTORS FOR EACH LIFT OF 302 APP WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX

Mean of Lot Core Density [1]	Pay Factor
	302, APP
>98.0%	[2]
>97.0% to 98.0%	[3]
93.0% to 97.0%	1
92.0% to 92.9%	0.9
91.0% to 91.9%	0.8
90.0% to 90.9%	0.7
<90.0%	[4]

- [1] MEAN OF CORES AS PERCENT OF AVERAGE MSG FOR THE PRODUCTION DAY.
- [2] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.
- [3] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.70.
- [4] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.

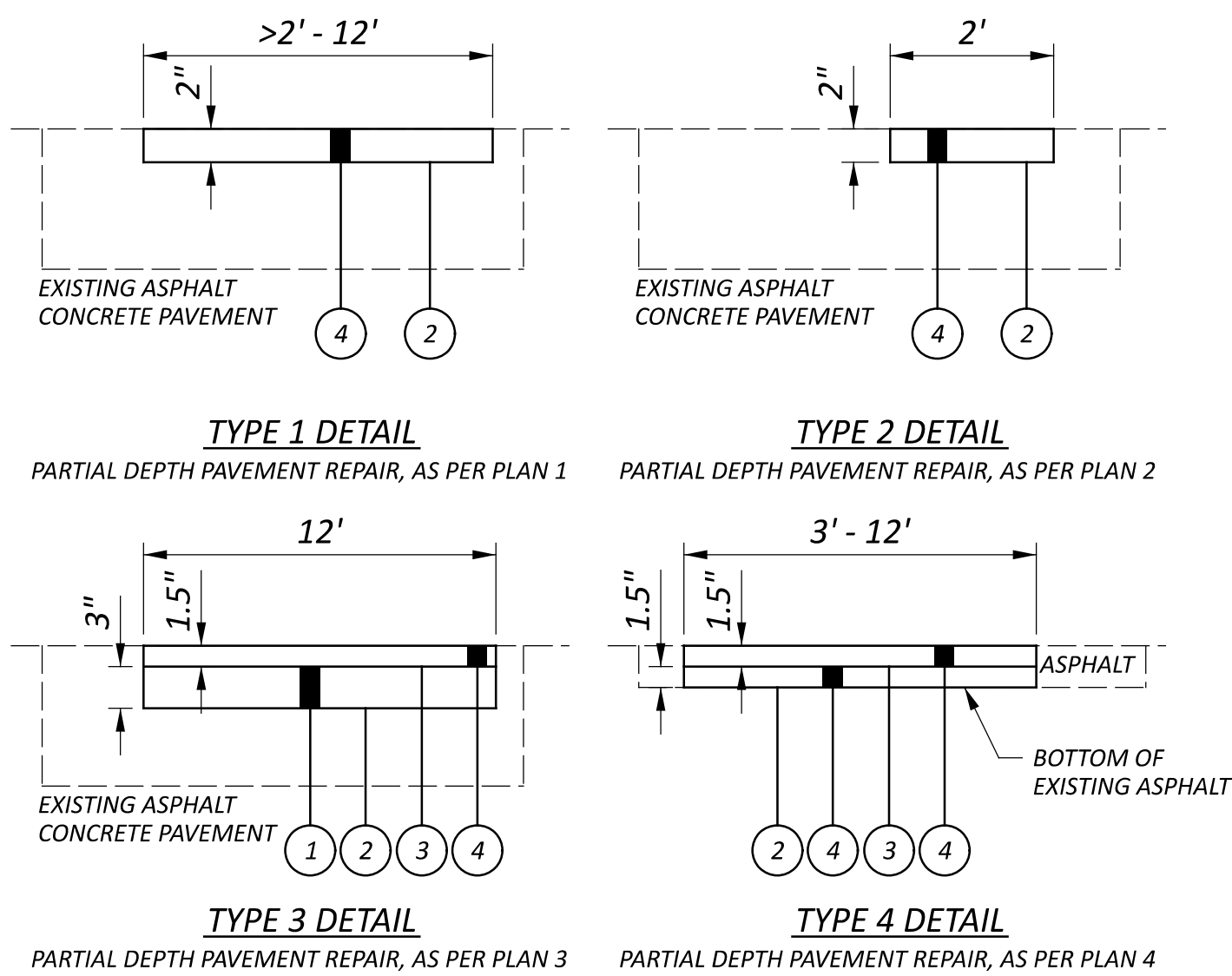
IF MATERIAL IS REMOVED AND REPLACED THE CONTRACTOR WILL REMOVE AND REPLACE THIS COURSE AND ALL COURSES PAVED ON THIS COURSE.



REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 1:  
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2:  
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 3:  
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 4:**

THIS ITEM SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO EACH PHASE SWITCH. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THE TYPE OF REPAIR SHALL BE DETERMINED BY THE PROJECT ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC. TYPE 1 IS TO BE USED WHEN YOU NEED TO MILL & FILL AN AREA OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 2 FEET. TYPE 2 IS TO BE USED FOR FIXING THE LONGITUDINAL JOINT ISSUES OF VARYING LENGTH AND HAVE A CONSISTENT WIDTH OF 2 FEET. TYPE 3 IS TO BE USED FOR DEEPER REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 4 FEET. TYPE 4 IS TO BE USED FOR COMPOSITE PAVEMENT REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 3 FEET. ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN.



**LEGEND:**

- 1 ITEM 301 - ASPHALT CONCRETE BASE, PG64-22
- 2 ITEM 407 - TACK COAT @0.075 PER SY
- 3 ITEM 407 - TACK COAT FOR INTERMEDIATE @0.05 PER SY
- 4 ITEM 441 - TYPE 1 (AS DESCRIBED IN C&MS 615.05)

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 72 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)**

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

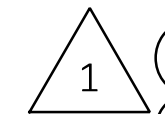
ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 48 SIGN MONTH ASSUMING 4 PCMS SIGN(S) FOR 12 MONTH(S)

**PART-WIDTH CONSTRUCTION**

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

**COORDINATION WITH ADJACENT PROJECTS**

THE CONTRACTOR SHALL BE ADVISED THAT THE FRANKLIN COUNTY ENGINEER'S OFFICE RENNOR ROAD PROJECT, FROM ALTON-DARBY CREEK ROAD TO SPINDLER ROAD MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF OF THIS PROJECT DURING THE 2025 CALENDAR YEAR. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL RECEIVE DAILY APPROVAL FROM THE ENGINEER PRIOR TO COMMERCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULE, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER.



**PRE-MAINTENANCE OF TRAFFIC MEETING**

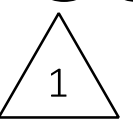
A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (d06.mot@dot.ohio.gov) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC 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.

**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.

**LANE VALUE CONTRACT TABLE**

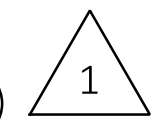
THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE. SEE SHEET 21A FOR APPLICABLE TABLES.



REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	NOTES REVISED

DESIGN AGENCY	AVP
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET TOTAL	P.21 577





LANE VALUE CONTRACT TABLE						
SECTION (SLM)	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURES ARE NOT PERMITTED:				DISINCENTIVE AMOUNTS PER MINUTE PER LANE
		LANE REDUCTION	MONDAY TO FRIDAY	SATURDAY	SUNDAY	
<b>FRA - 70</b>						
MADISON COUNTY LINE (0.00) TO HILLIARD ROME ROAD (4.68)	3	3 TO 2	5AM - 9 AM & 2PM - 7PM	3PM - 7PM	3PM - 6PM	\$275
		3 TO 1	5AM - 8PM	6AM - 9PM	6AM - 11PM	\$275
HILLIARD ROME ROAD (4.68) I-270 WEST (6.78)	3	3 TO 2	5AM - 7PM	3PM - 7PM	3PM - 6PM	\$370
		3 TO 1	5AM - 10PM	6AM - 9PM	6AM - 11PM	\$370
SHORT TERM SHOULDER CLOSURES ARE PERMITTED ANY TIME EXCEPT 5AM - 9AM & 3PM - 6PM MONDAY - FRIDAY						

RAMP CLOSURE RESTRICTIONS - IR 70 IN FRANKLIN COUNTY					
SECONDARY ROUTE: HILLIARD ROME RD SLM ALONG 70: 5.25					
RAMP	MOVEMENT	NO CLOSURES ALLOWED		DETOUR ROUTES	
		MONDAY TO FRIDAY	SATURDAY TO SUNDAY	PRIMARY ROUTE	SECONDARY ROUTE
A	CR-3 TO I-70 WB	5AM - 8PM	NO RESTRICTION	HILLIARD ROAD RD TO I-70 E (RAMP F) TO I-270 N TO I-70 W	NONE
B	I-70 WB TO CR-3 SB	5AM-11PM	8AM - 7PM	I-70 W TO SR-142 TO I-70 E TO HILLIARD ROME RD S (RAMP E)	NONE
C	I-70 WB TO CR-3 NB	5AM - 12AM	8AM - 8PM	I-70 W TO SR-142 TO I-70 E TO HILLIARD ROME RD N (RAMP E)	I-70 W TO I-270 S TO US-40 W TO HILLIARD ROAD RD
D	CR-3 NB TO I-70 EB	5AM - 8PM	8AM - 7PM	HILLIARD ROAD RD N TO I-70 W TO SR-142 TO I-70 E	NONE
E	I-70 EB TO CR-3	5AM - 7PM	NO RESTRICTION	I-70 E TO I-270 N TO I-70 W TO HILLIARD ROME RD S (RAMP B)	I-70 E TO I-270 S TO US-40 W TO HILLIARD ROME RD
F	CR-3 SB TO I-70 EB	5AM - 10PM	8AM - 7PM	HILLIARD ROME RD S TO US-40 E TO I-270 N TO I-70 E	HILLIARD ROME RD S TO I-70 W (RAMP A) TO SR-142 TO I-70 E

RAMP CLOSURE RESTRICTIONS - I-70 IN MADISON COUNTY					
SECONDARY ROUTE: STATE ROUTE 142 SLM ALONG 70: 15.20					
RAMP	MOVEMENT	NO CLOSURES ALLOWED		DETOUR ROUTES	
		MONDAY TO FRIDAY	SATURDAY TO SUNDAY	PRIMARY ROUTE	SECONDARY ROUTE
A	SR-142 TO I-70 WB	6AM - 9AM & 3PM - 7PM	NO RESTRICTION	SR-142 TO I-70 EB (RAMP C) TO HILLIARD ROME RD (RAMP E) TO I-70 WB (RAMP A)	SR-142 TO US-40 WB TO SR-29 WB TO I-70 WB (RAMP A)
B	I-70 WB to SR-142	6AM - 8PM	8AM - 7PM	I-70 WB TO SR-29 (RAMP B) TO I-70 EB (RAMP C) TO SR-142 (RAMP D)	I-70 WB TO SR-142 (RAMP B) TO I-70 EB (RAMP C) TO SR-142 (RAMP D)
C	SR-142 TO I-70 EB	5AM - 7PM	8AM - 7PM	SR-142 TO I-70 WB (RAMP A) TO SR-29 (RAMP B) TO I-70 EB (RAMP C)	SR-142 TO I-70 WB (RAMP A) TO US-42 (RAMP B) TO I-70 EB (RAMP C)
D	I-70 EB to SR-142	6AM - 9AM & 3PM - 7PM	NO RESTRICTION	I-70 EB (RAMP C) TO HILLIARD ROME RD (RAMP E) TO I-70 WB (RAMP A) TO SR-142 (RAMP B)	I-70 EB (RAMP C) TO N WILSON (RAMP C) TO I-70 WB (RAMP A) TO SR-142 (RAMP B)

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MOT TABLES ADDED

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	PHASE	411	606	614	614	614	614	614	614	614	614	614	614	614	615	622	622						
			STABILIZED CRUSHED AGGREGATE	ANCHOR ASSEMBLY, MGS TYPE E			SPECIAL - WORK ZONE GUARDRAIL	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER, ONE WAY, AS PER PLAN	BARRIER REFLECTOR, TYPE 1, ONE WAY	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	BARRIER REFLECTOR, TYPE 2, ONE WAY	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS 1, 6", 807 PAINT	WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS 1, 6", 807 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, UNANCHORED						
FROM	TO						CY	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	SY	FT	FT		
P.137	WEL-1	IR 70	814+80.00	822+39.00	LT	PHASE 2B													0.14									
P.138 - P.139	WEL-2	IR 70	1+69.00	14+44.00	LT/RT	PHASE 2B													0.24									
P.137 - P.138	WYL-1	IR 70	815+40.00	9+10.00	LT	PHASE 2B														0.32								
P.138 - P.139	WCH-1	IR 70	9+10.00	16+55.00	RT	PHASE 2B					38										745							
P.138	PB-1	IR 70	1+17.00	8+61.00	LT	PHASE 2B				1		15													750			
						WINTER PHASE						1014						25.36	13.03	13.23	6696	4240						
TOTALS THIS SHEET										1	1052	15						25.36	13.41	13.55	7441	4240			750			
TOTALS CARRIED FROM SHEET P.23								2180	1	1712.5	9	2040	193		16				10.51	11.73	0.14			1	24973	9482		
TOTALS CARRIED FROM SHEET P.24											5	879	106	1252	6	626				2.37	13.13	15657	13481	309	4502	31259	5162	
TOTALS CARRIED FROM SHEET P.25									477	7	1294	124	1262	7	631	10.58	13.21	13.44	11848	3195	1	2194	31538	6104				
TOTALS CARRIED TO GENERAL SUMMARY								2180	1	2189.5	22	5265	438	2514	29	1257	46.45	40.72	40.26	34946	20916	309	31669	62797	21498			

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	QUANTITIES REVISED

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET TOTAL	P.26   577

MAINTENANCE OF TRAFFIC SUBSUMMARY

SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.17	P.26	P.156	P.158	P.161	P.474	P.490				01/IMS/04	02/IMS/13						
				7.8						7.8		602	20000	7.8	CY	<b>DRAINAGE</b> CONCRETE MASONRY	
					125,266					125,266		605	11110	125,266	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					119,872					119,872		605	14020	119,872	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					4,265					4,265		611	01500	4,265	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
				2,166						2,166		611	05900	2,166	FT	15" CONDUIT, TYPE B	
				924						924		611	06100	924	FT	15" CONDUIT, TYPE C	
				1,346						1,346		611	07600	1,346	FT	18" CONDUIT, TYPE C	
				257						257		611	10400	257	FT	24" CONDUIT, TYPE B	
				2,202						2,202		611	10600	2,202	FT	24" CONDUIT, TYPE C	
				33						33		611	98230	33	EACH	CATCH BASIN, NO. 4	
				4						4		611	98470	4	EACH	CATCH BASIN, NO. 2-2B	
				6						6		611	99574	6	EACH	MANHOLE, NO. 3	
					96					96		611	99710	96	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																<b>PAVEMENT</b>	
		123,344								123,344		254	01000	123,344	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	P.15
		96,316								96,316		302	66001	96,316	CY	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	P.16A
		59,308								59,308		304	20000	59,308	CY	AGGREGATE BASE	
		34,004								34,004		407	20000	34,004	GAL	NON-TRACKING TACK COAT	
	2,180									2,180		411	10000	2,180	CY	STABILIZED CRUSHED AGGREGATE	
			300							300		441	70801	300	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	P.15
		16,532								16,532		442	10080	16,532	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
		19,309								19,309		442	10300	19,309	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
		7,507								7,507		452	17060	7,507	SY	14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
						20.66				20.66		618	40600	20.66	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
11.76										11.76		618	40601	11.76	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	P.17
20.45										20.45		618	41000	20.45	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	P.17
																<b>LIGHTING</b>	
		3								3		625	00480	3	EACH	CONNECTION, UNFUSED PERMANENT	
		5								5		625	15200	5	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	
		2,306								2,306		625	24314	2,306	FT	1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES	
		98								98		625	25500	98	FT	CONDUIT, 3", 725.04	
		15								15		625	27520	15	EACH	REMOVAL OF LUMINAIRE AND REERECTION	
		2,246								2,246		625	29002	2,246	FT	TRENCH, 24" DEEP	
		2								2		625	30700	2	EACH	PULL BOX, 725.08, 18"	
		10								10		625	32000	10	EACH	GROUND ROD	
		5								5		625	35021	5	EACH	RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN	P.16
		2,246								2,246		625	36010	2,246	FT	UNDERGROUND WARNING/MARKING TAPE	
		5								5		625	75360	5	EACH	LIGHT TOWER REMOVED FOR STORAGE	
		5								5		625	75540	5	EACH	LIGHT TOWER FOUNDATION REMOVED	
		1								1		625	75800	1	EACH	DISCONNECT CIRCUIT	

GENERAL SUMMARY

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REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	PAY ITEMS AND QUANTITIES ADDED/REVISED

DESIGN AGENCY  
**STRUCTUREPOINT**  
INC.

DESIGNER  
DMS

REVIEWER  
AJL 08/23/24

PROJECT ID  
116949

SHEET TOTAL  
P.151 | 577

OFFICE CALCS	SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
	P.17	P.18	P.20	P.21	P.26							01/IMS/04	02/IMS/13							
			2,000									2,000		614	11110	2,000	hour	<b>MAINTENANCE OF TRAFFIC</b>		
					2,189.522							2,189.522		SPECIAL	61412200	2,189.5	FT	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	P.19	
		18										22		614	12380	22	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
4												18		614	12484	18	EACH	WORK ZONE INCREASED PENALTIES SIGN		
												4		614	12756	4	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM		
					5,265							5,265		614	12801	5,265	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, ONE WAY	P.19	
					2,514							2,514		614	13310	2,514	EACH	BARRIER REFLECTOR, TYPE 1 , BIDIRECTIONAL		
					438							438		614	13310	438	EACH	BARRIER REFLECTOR, TYPE 1 , ONE WAY		
					29							29		614	13312	29	EACH	BARRIER REFLECTOR, TYPE 2, ONE WAY		
					1,257							1,257		614	13350	1,257	EACH	OBJECT MARKER, ONE WAY		
				48								48		614	18601	48	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.21	
					46.45							46.45		614	20056	46.45	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT		
					80.98							80.98		614	22056	80.98	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT		
					34,946							34,946		614	23110	34,946	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT		
					20,916							20,916		614	24102	20,916	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT		
					309							309		614	25200	309	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT		
LS												LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC		
					31,669							31,669		615	20000	31,669	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		
				200								200		615	25001	200	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	P.21	
				200								200		615	25001	200	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	P.21	
				250								250		615	25001	250	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	P.21	
				250								250		615	25001	250	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	P.21	
	1,500											1,500		616	10000	1,500	MGAL	WATER		
					62,797							62,797		622	41011	62,797	FT	PORTABLE BARRIER, 50", AS PER PLAN	P.17	
					21,498							21,498		622	41100	21,498	FT	PORTABLE BARRIER, UNANCHORED		
		180										180		808	18700	180	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
			24									24		829	00100	24	SNMT	WORK ZONE EGRESS WARNING SYSTEM		
			12									12		896	00010	12	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I		
																			<b>INCIDENTALS</b>	
LS												LS		108	10000	LS		CPM PROGRESS SCHEDULE		
18,500												18,500		SPECIAL	11110100	18,500	EACH	DEPARTMENTS SHARE FACILITATED PARTNERING COSTS		
LS												LS		614	11000	LS		MAINTAINING TRAFFIC		
30												30		619	16020	30	MNTH	FIELD OFFICE, TYPE C		
LS												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
LS												LS		624	10000	LS		MOBILIZATION		

GENERAL SUMMARY

DESIGN AGENCY  
**STRUCTUREPOINT**  
INC.  
DESIGNER  
DMS  
REVIEWER  
AJL 08/23/24  
PROJECT ID  
116949  
SHEET TOTAL  
P.155 577

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	PAY ITEMS AND QUANTITIES ADDED/REVISED

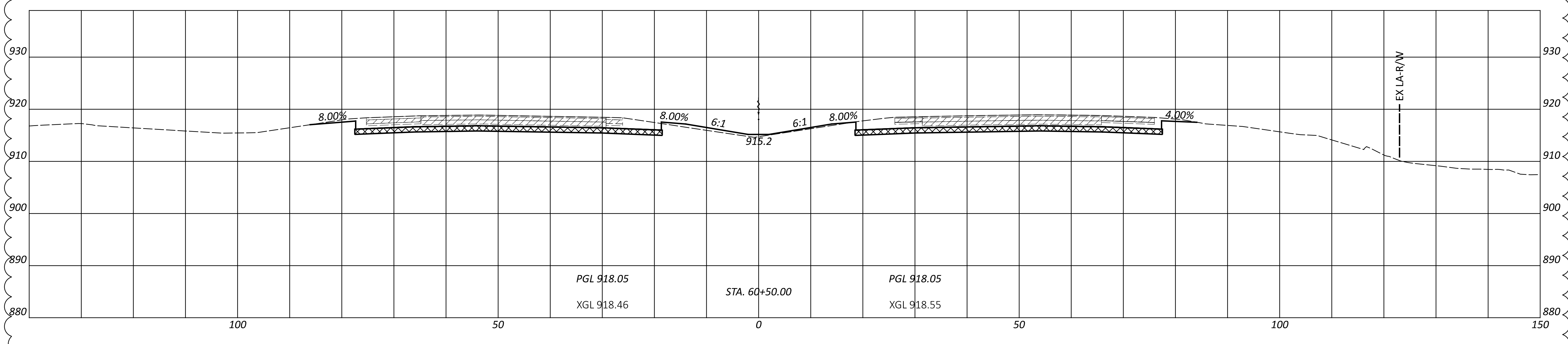
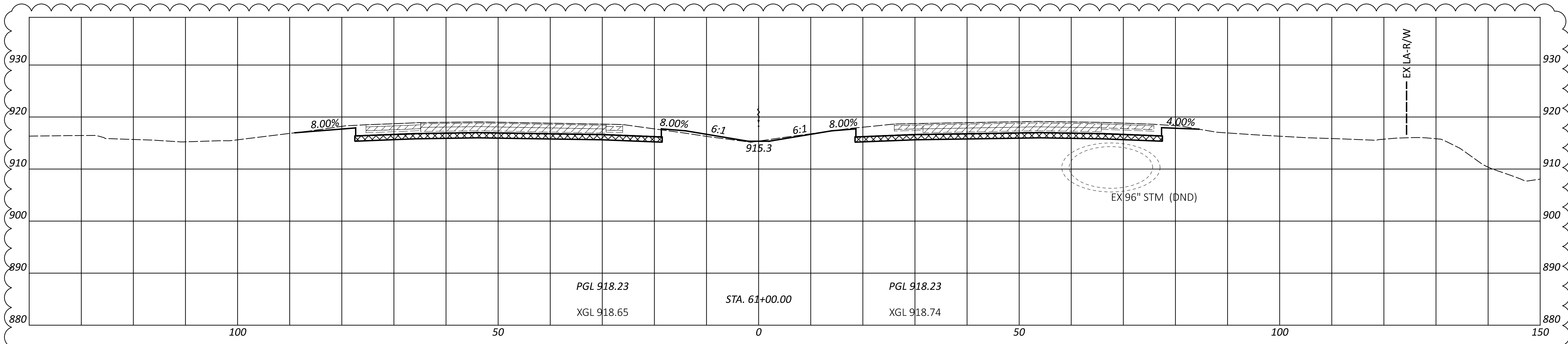
LOCATION	STATION		SIDE	LENGTH FT	WIDTH FT	AREA SY	CADD AREA SY	202	202	204	206	206	206	254	302	304	407	442	442	452
	FROM	TO						PAVEMENT REMOVED SY	PAVEMENT REMOVED, AS PER PLAN SY	PROOF ROLLING HOUR	CEMENT TON	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP SY	CURING COAT SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5") SY	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX CY	AGGREGATE BASE CY	NON-TRACKING TACK COAT GAL	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA CY
IR 70 WB	771+12.00	820+96.00	LT	4984	50	27689	36271							36271						
IR 70 WB	1+27.00	248+50.00	LT	24723	56	153832	152288		136800	53	4151	160419	160419		43166	26585	15229	6346	7403	
IR 70 WB	248+50.00	264+78.88	LT	1629	74	13394	12682		11592	4	343	13250	13250		3585	2198	1269	529	617	
IR 70 WB	264+78.88	273+50.00	LT	872	56	5426	5417		4911	2	149	5727	5727		1539	949	542	226	264	
IR 70 WB	273+50.00	304+09.78	LT	3060	50	17000	24535							24534				1022		
IR 70 EB	771+12.00	820+95.00	RT	4983	50	27684	34978							34978						
IR 70 EB	1+28.00	257+00.00	RT	25572	56	159115	157445		141005	55	4287	165646	165646		44572	27451	15745	6561	7654	
IR 70 EB	257+00.00	265+04.31	RT	805	75	6709	6295		5699	2	171	6589	6589		1781	1093	630	263	307	
IR 70 EB	265+04.31	274+54.00	RT	950	56	5912	5890		5318	2	162	6225	6225		1673	1032	589	246	287	
IR 70 EB	274+54.00	304+09.78	RT	2956	50	16423	27562							27561				1148		
RAMP A	264+77.24	278+17.73	-	1341.00	25	3725	3917	3978												3917
RAMP E	265+03.48	277+90.00	-	12+87.00	25	3575	3590	3656												3590
TOTALS CARRIED TO GENERAL SUMMARY								7634	305325	118	9263	357856	357856	123344	96316	59308	34004	19309	16532	7507

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	625	625	625	625	625	625	625	625	625	625	625	625	
			FROM	TO		CONNECTION, UNFUSED PERMANENT EACH	LIGHT TOWER FOUNDATION, 36" X 25" DEEP EACH	1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES FT	CONDUIT, 3", 725.04 FT	REMOVAL OF LUMINAIRE AND REERECTION EACH	TRENCH, 24" DEEP FT	UNDERGROUND WARNING/MARKING TAPE FT	PULL BOX, 725.08, 18" EACH	GROUND ROD EACH	RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN EACH	LIGHT TOWER REMOVED FOR STORAGE EACH	LIGHT TOWER FOUNDATION REMOVED EACH	DISCONNECT CIRCUIT EACH
P.205	L-1	IR 70	250+20.00	254+75.00	RT		1	465		3	455	455		2	1	1	1	
P.206	L-2	IR 70	254+75.00	259+03.00	RT		1	438		3	428	428		2	1	1	1	
P.206	L-3	IR 70	259+03.00	262+57.00	RT		1	364		3	354	354		2	1	1	1	
P.206	L-4	IR 70	262+57.00	266+60.00	RT		1	413		3	403	403		2	1	1	1	
P.207	L-5	IR 70	266+60.00	271+50.00	RT		1	500		3	490	490		2	1	1	1	
P.207	L-6	IR 70	271+50.00	271+50.00	RT			103	98		98	98	1	2	1			
P.207	L-7	IR 70	271+50.00	271+68.00	LT	3		23			18	18	1				1	
TOTALS CARRIED TO GENERAL SUMMARY						3	5	2306	98	15	2246	2246	2	10	5	5	5	1

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN

DESIGN AGENCY  
**STRUCTUREPOINT**  
 INC.  
 DESIGNER  
**DMS**  
 REVIEWER  
 AJL 08/23/24  
 PROJECT ID  
 116949  
 SHEET TOTAL  
 P.156 | 577

PAVEMENT AND LIGHTING SUBSUMMARIES



CROSS SECTIONS - IR 70  
 STA 60+50.00 TO STA 61+00.00

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	CROSS SECTIONS ADDED

DESIGN AGENCY  
**STRUCTUREPOINT**  
 INC.

DESIGNER  
**ARM**

REVIEWER  
 AJL 12-13-24

PROJECT ID  
 116949

SHEET TOTAL  
 P.262A 577