

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**GUE-70-10.54**

**GUERNSEY COUNTY  
CAMBRIDGE, CENTER, WILLS  
AND OXFORD TOWNSHIPS**

PROJECT DESCRIPTION:

ASPHALT CONCRETE RESURFACING, AND RELATED WORK, ON IR 70 WESTBOUND FROM SLM 10.54 TO SLM 28.50.

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

FEDERAL PROJECT NO.  
**E080 (265)**

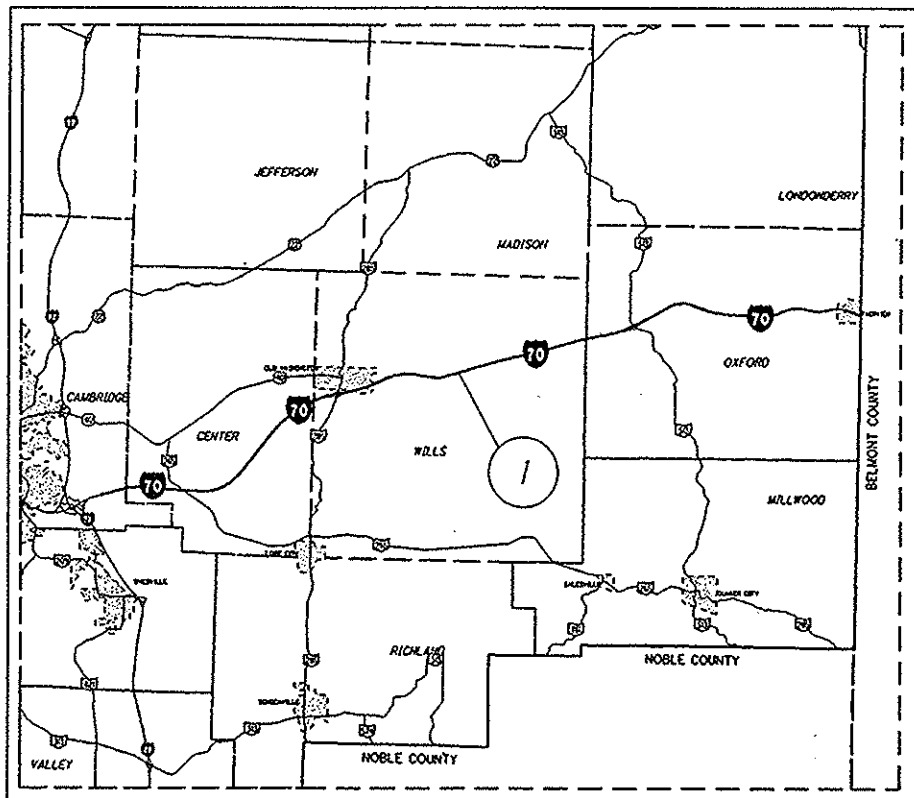
PID NO.  
**83671**

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
**NONE**

**GUE-70-10.54**

1/15



LOCATION MAP

LON/LAT: 81° 23' 05" / 40° 02' 29"

PORTION TO BE IMPROVED

INDEX OF SHEETS:

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| LOCATION | COUNTY | ROUTE | BEGIN | END   | LENGTH<br>MILES | VILLAGE |
|----------|--------|-------|-------|-------|-----------------|---------|
|          |        |       | SLM   | SLM   |                 |         |
| 1        | GUE    | 70    | 10.54 | 28.50 | 17.96           |         |

2008 SPECIFICATIONS

THE STANDARD 2008 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

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

| DESIGN DESIGNATION          | GUE-70<br>10.54-28.50 |
|-----------------------------|-----------------------|
| Functional Classification   | FREEWAY               |
| Current ADT (2008)          | 28000                 |
| Design Year ADT (2020)      | 32800                 |
| Design Hourly Volume (2020) | 3280                  |
| Directional Distribution    | 50%                   |
| Trucks (24 Hour B&C)        | 44%                   |
| Design Speed                | 75mph                 |
| Legal Speed                 | 65mph                 |

DESIGN EXCEPTIONS: NONE

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

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

OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

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

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

ENGINEER'S SEAL

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

SIGNED: *Douglas N. Morgan*  
DATE: 4/02/2008

| STANDARD CONSTRUCTION DRAWINGS |          |           |          | SUPPLEMENTAL SPECIFICATIONS |         |
|--------------------------------|----------|-----------|----------|-----------------------------|---------|
| BP-3.1                         | 10-19-07 | MT-105.10 | 10-18-02 | 800                         | 4-18-08 |
| BP-9.1                         | 4-15-05  | MT-105.11 | 10-18-02 | 832                         | 4-25-06 |
|                                |          |           |          | 1059                        | 4-18-08 |
| MT-35.10                       | 4-20-01  | TC-65.10  | 1-21-05  |                             |         |
| MT-95.30                       | 9-5-06   | TC-65.11  | 1-21-05  |                             |         |
| MT-98.10                       | 10/19/07 | TC-71.10  | 1-19-07  |                             |         |
| MT-98.11                       | 10/19/07 | TC-72.20  | 1-21-05  |                             |         |
| MT-98.20                       | 10/19/07 | TC-73.10  | 1-19-01  |                             |         |
| MT-98.22                       | 10/19/07 |           |          |                             |         |
| MT-98.28                       | 10/19/07 |           |          |                             |         |
| MT-98.29                       | 10/19/07 |           |          |                             |         |
| MT-99.20M                      | 1-30-95  |           |          |                             |         |

APPROVED *Don D. Barber P.E., P.S.*

DATE 4/3/2008 DISTRICT DEPUTY DIRECTOR

APPROVED *James A. Bready III*

DATE 4-4-08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

GUE-IR-70-10.54  
080445 PID-83671  
Dist 5 7/9/2008

6077 2-11-08 G077\_MTS\_100.dwg

**UTILITIES**

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

**NOTIFICATION OF ROAD CLOSURE OR RESTRICTION**

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

**SEND NOTIFICATION TO:**

DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR  
P.O. BOX 306  
JACKSONSTOWN, OH 43030  
PHONE: (740) 323-4400 EXT. 5241

**CONTINGENCY QUANTITIES**

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

**FEATHERING**

FEATHERING OF THE ASPHALT CONCRETE SHALL BE DONE IN ACCORDANCE WITH SCD DRAWING BP-3.1, 10-19-07

**PROFILE AND ALIGNMENT**

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

**TACK COAT**

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

**PAVEMENT MARKING**

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

**CONVERSION OF STANDARD CONSTRUCTION DRAWINGS**

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

**ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN**

A 1.0 " WIDE X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) SHALL BE PLACED BETWEEN THE BRIDGE DECK AND THE ASPHALT CONCRETE PAVEMENT. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN.

GENERAL NOTES

GUE-70-10.54

**ITEM 614 WORK ZONE MARKING SIGNS**

A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 614 WORK ZONE MARKING SIGNS 5 EACH

**ITEM 614 WORK ZONE PAVEMENT MARKINGS**

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

ITEM 614 WORK ZONE EDGE LINE, CLASS I - 35.92 MILE

**ITEM 621 RPM REMOVED**

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

ITEM 621 RPM REMOVED  
LOCATION 1 - 845 EACH

**ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN**

THE ASPHALT BINDER FOR THE SURFACE COURSE SHALL BE PG 76-22M IN LIEU OF PG 70-22.

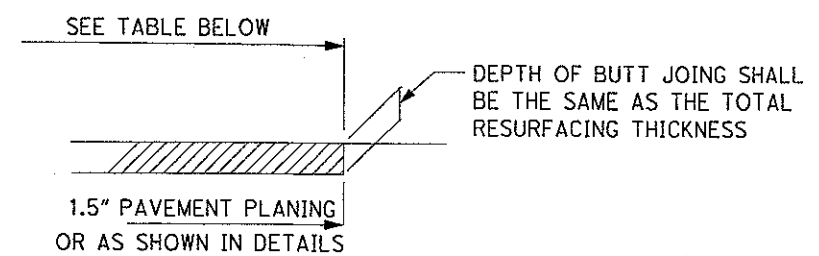
**ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN**

DEPTH OF PLANING SHALL BE 1.5" UNLESS OTHERWISE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE ROADWAY SHALL BE PLANED 32 FT WIDE (24' ROADWAY PLUS 4' OF THE PAVED SHOULDERS RIGHT AND LEFT) SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE LANE LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

13,000 TONS OF RACP (GRINDINGS) SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTATION - GUERNSEY COUNTY OLD WASHINGTON OUTPOST, 63064 WINTER GREEN RD. (S.R. 285) LORE CITY, OHIO 43755.  
THIS WORK SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

**BUTT JOINT**

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT EXTRA AREAS WITH PAVEMENT PLANING. AFTER THE JOINT IS CONSTRUCTED, THE DROP OFF CREATED SHALL BE ELIMINATED BY IMMEDIATELY PLACING THE PROPOSED SURFACE COURSE. BUTT JOINTS SHALL BE AS PER SCD BP-3.1, 10-19-07. GRINDING FOR BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.



| LOCATION | COUNTY | ROUTE | DESCRIPTION            | SLM   | REMARKS              |
|----------|--------|-------|------------------------|-------|----------------------|
| 1        | GUE    | IR 70 | BEGIN WORK             | 10.54 |                      |
|          |        |       | GUE-70-1232L(BRIDGE)   | 12.32 | SEE DETAIL (SHT. 12) |
|          |        |       | GUE-70-1275L(BRIDGE)   | 12.75 | SEE DETAIL (SHT. 12) |
|          |        |       | ACCEL. LANE (S.R. 285) |       |                      |
|          |        |       | GUE-70-1656L(BRIDGE)   | 16.56 | SEE DETAIL (SHT. 12) |
|          |        |       | DECEL. LANE (S.R. 285) |       |                      |
|          |        |       | ACCEL. LANE (S.R. 513) |       |                      |
|          |        |       | DECEL. LANE (S.R. 513) |       |                      |
|          |        |       | GUE-70-2529L(BRIDGE)   | 25.29 | SEE DETAIL (SHT. 12) |
|          |        |       | ACCEL. LANE (C.R. 114) |       |                      |
| 1        | GUE    | IR 70 | END WORK               | 28.50 |                      |

**ITEM 638 WATER WORKS, MISC.: INSPECTION WELLS**

THERE ARE APPROXIMATELY 48 INSPECTION HOLES (4" DIAMETER GALVANIZED PIPES WITH CAPS) LOCATED AT SLM 14.10 WESTBOUND. THESE PIPES SHALL BE REMOVED BY THE CONTRACTOR BEFORE THE PAVEMENT PLANING OPERATION. AFTER PAVEMENT PLANING, THE HOLES SHALL BE CLEANED OUT/REPAIRED AND THE PIPES REPLACED. THE EXISTING PIPES MAY BE REUSED AT THE ENGINEER'S DISCRETION, ANY DAMAGED PIPES SHALL BE REPLACED. THE PIPES ARE IN APPROXIMATELY 8" OF ASPHALT AND EXTEND TO THE CONCRETE BASE. AFTER PLACING THE ASPHALT CONCRETE SURFACE COURSE, THE PIPES SHALL BE 1/4" BELOW FINISHED SURFACE AND HAVE A REMOVABLE CAP SO AS TO ALLOW INSPECTION OF THE HOLES.  
EXTREME CARE SHALL BE TAKEN WHILE MOVING EQUIPMENT IN THIS AREA SO AS NOT TO DAMAGE EXISTING PIEZOMETER MONITORS.  
ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO ACCOMPLISH THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 638 WATER WORKS, MISC.: INSPECTION HOLES - LUMP

GENERAL NOTES

GUE-70-10.54

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**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, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT [HTTP://WWW.DOT.STATE.OH.US/TESTLAB/APPLISTS/MISC/PCMS.HTM](http://www.dot.state.oh.us/testlab/applists/misc/pcms.htm). THE LIST CURRENTLY CONTAINS CLASS I, II, AND III UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 1250 FT., 850 FT. AND 650 FT., 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. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

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, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH-INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS,  
AS PER PLAN (cont'd)**

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 PRE- CONSTRUCTION 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 ONCE.

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

(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 CMS 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.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS,  
AS PER PLAN (cont'd)**

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.

A TOTAL OF 1 PCMS SHALL BE REQUIRED FOR THIS PROJECT

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN,  
AS PER PLAN - 2 SIGN-MONTH

GENERAL NOTES

GUE-70-10.54

4  
15

## WORK RESTRICTIONS AND LANE CLOSURES

AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED WESTBOUND AT ALL TIMES.

ALLOWABLE ONE LANE CLOSURE TIMES ARE AS FOLLOWS:  
MON. - THURS. 6PM TO 1PM , FRI. - SUN. 7PM TO 11AM

IN ADDITION TO THE ABOVE RESTRICTIONS, NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING, CHRISTMAS, NEW YEARS, EASTER

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

| DAY OF THE WEEK | TIME ALL LANES MUST BE OPEN TO TRAFFIC |
|-----------------|--|
| SUNDAY          | 12:00N FRIDAY THROUGH 6:00AM TUESDAY   |
| MONDAY          | 12:00N FRIDAY THROUGH 6:00AM TUESDAY   |
| TUESDAY         | 12:00N MONDAY THROUGH 6:00AM WEDNESDAY |
| WEDNESDAY       | 12:00N TUESDAY THROUGH 6:00AM THURSDAY |
| THURSDAY        | 12:00N WEDNESDAY THROUGH 6:00AM FRIDAY |
| FRIDAY          | 12:00N THURSDAY THROUGH 6:00AM MONDAY  |
| SATURDAY        | 12:00N FRIDAY THROUGH 6:00AM MONDAY    |

AREAS THAT ARE PLANED SHALL NOT BE OPENED TO TRAFFIC, ALL PLANED AREAS MUST BE INLAID WITH PROPOSED COURSE OF ITEM 442 ASPHALT CONCRETE PRIOR TO BEING OPENED TO TRAFFIC. OVERNIGHT CLOSURES MUST MEET SPECIFICATIONS AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE OPERATIONS SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. ROADWAY SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER THE PERMANENT OR TEMPORARY MARKINGS IN PLACE.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

## ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP-MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (LEOS) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEOS ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

THE OHIO HIGHWAY PATROL, 660 EAST MAIN STREET, COLUMBUS, OHIO, 614-466-2300.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR 200 HOURS

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

IF CONTRACTORS WISH TO UTILIZE LEOS FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

## ITEM 614 - MAINTAINING TRAFFIC (WORK SITE LIGHTING)

IN ADDITION TO THE REQUIREMENTS OF PROPOSAL NOTE PN-462, WORK SITE LIGHTING OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR FURNISHING, INSTALLING, OPERATING, MAINTAINING, MOVING AND REMOVING NIGHT TIME LIGHTING SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC (WORK SITE LIGHTING).

**SEQUENCE OF OPERATIONS:**

**PHASE 1: BEGIN PROJECT TO END PROJECT**

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE OUTSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER.
- (2) FILL IN RUMBLE STRIPS ON OUTSIDE SHOULDER WITH ITEM 448 INTERMEDIATE COURSE TO ALLOW FOR MAINTAINING TRAFFIC ON SHOULDER.
- (3) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING INSIDE LANE.

**PHASE 2: BEGIN PROJECT TO END PROJECT**

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE INSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER.
- (2) PLANE INSIDE LANE AND SHOULDER, 1.5" DEEP AS DETAILED.
- (3) IMMEDIATELY PLACE 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE FOR INSIDE LANE AND SHOULDER. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION.
- (4) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING INSIDE LANE.

**PHASE 3: BEGIN PROJECT TO END PROJECT**

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE OUTSIDE LANE, AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER.
- (2) PLANE OUTSIDE LANE AND SHOULDER, GORE AREAS WHERE APPLICABLE, 1.5" DEEP AS DETAILED.
- (3) IMMEDIATELY PLACE 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE FOR OUTSIDE LANE AND SHOULDER, GORE AREAS WHERE APPLICABLE, COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION.
- (4) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING OUTSIDE LANE.

**PHASE 4: BEGIN PROJECT TO END PROJECT**

- (1) INSTALL RUMBLE STRIPS, PLACE ALL PERMANENT PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS. OPEN ROADWAY TO UNRESTRICTED TRAFFIC.

**GENERAL:**

IT IS THE INTENT OF THIS SEQUENCE OF OPERATIONS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC (SEE WORK RESTRICTIONS AND LANE CLOSURES SHEET 5).

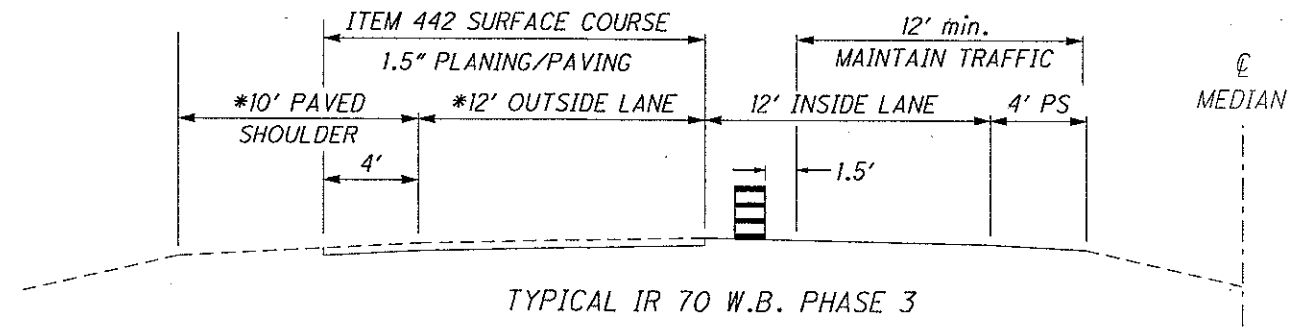
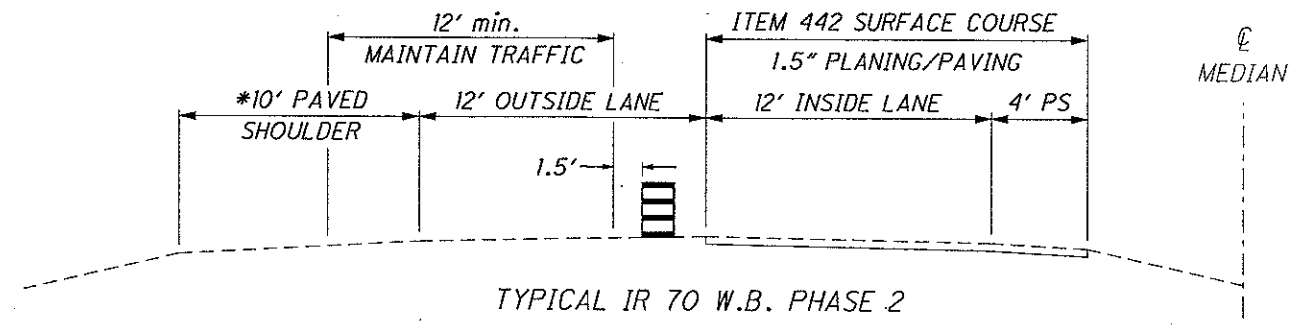
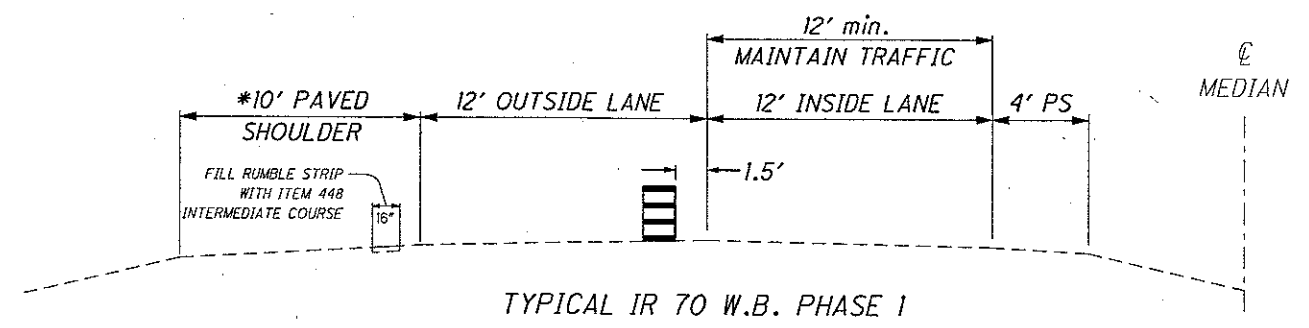
IF THE CONTRACTOR SO ELECTS, HE/SHE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE ENGINEER.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

**ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22**

THIS ITEM SHALL BE USED TO FILL IN RUMBLE STRIPS FOR MAINTAINING TRAFFIC AS DESCRIBED IN PHASE 1 ABOVE. AVERAGE THICKNESS FOR CALCULATION PURPOSES IS 0.75". THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22  
 $(28.50 - 10.54) \times 5280 = 94828.8 \text{ FT}$   
 $94828.8' \times 1.333' \times 0.75"/12)/27 = 292.6 \text{ CU.YD.}$



\* PAVEMENT WIDTH VARIES IN GORE AREAS

GENERAL NOTES

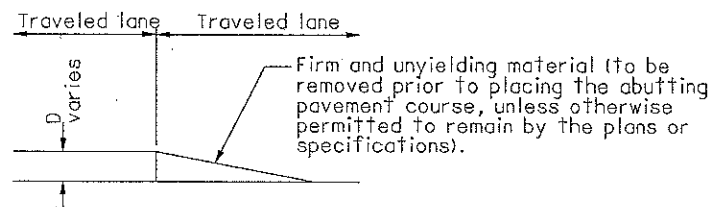
GUE-70-10.54

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see L&D Manual Volume One, Section 500. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing RM-4.2 and Item 622.
- When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When W8-9 (Low Shoulder) signs or W8-9a (Shoulder Drop -Off) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750 feet [230 m] in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10 feet [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5 inches [125] and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
  - Lengths greater than 60 feet [18 m] - utilize appropriate treatment from Condition I.
  - Lengths of 60 feet [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- W8-11 sign required.



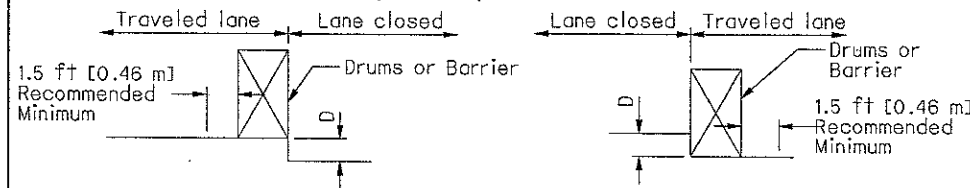
CONDITION I

DROP-OFFS BETWEEN TRAVELED LANES

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

| D - inches (mm)        | Treatment   |
|------------------------|---|
| < 1-1/2 [ $\leq 40$ ]  | Erect W8-11 sign.   |
| 1-1/2 - 3 [40-75]      | 1) Lane closure utilizing drums* as shown below OR<br>2) Optional Wedge Treatment |
| > 3 - 5 [ $> 75$ -125] | Lane closure utilizing drums as shown below.                                      |
| > 5 [ $> 125$ ]        | Lane closure utilizing portable concrete barrier as shown below.                  |

\* Cones may be used for daytime only conditions.



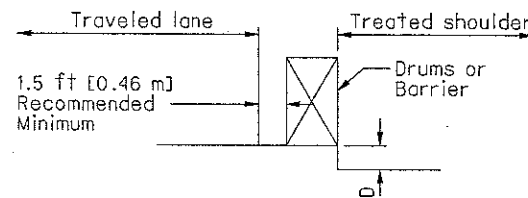
CONDITION II

DROP-OFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials or concrete). For the purpose herein, its maximum width shall be considered to be 12 feet [3.6 m].

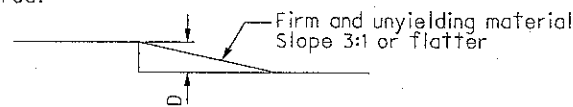
| D - inches (mm)                  | Treatment  |
|----------------------------------|--|
| < 1-1/2 [ $\leq 40$ ]            | 1) Erect W8-9a signs.  |
| > 1-1/2 - 5 [ $> 40$ -125]       | 1) If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below OR<br>2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums OR<br>3) Optional Shoulder Treatment. |
| > 5 - 12 [125-305] Daylight only | If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.   |
| > 5 - 24 [ $> 125$ -610]         | 1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR<br>2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.                 |
| > 24 [ $> 610$ ]                 | Lane closure utilizing portable concrete barrier as shown below.   |

\* Minimum lane widths shall be 10 ft [3.0 m] unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per CMS 401.15 is required.
- W8-9 signs required.



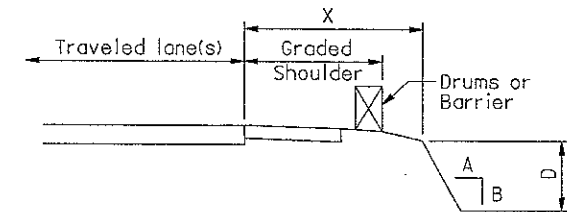
CONDITION III

DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

CHART A

- USE FOR:
- Uncurbed Facilities
  - Curbed Facilities, where:
    - Curbs are less than 6 inch [150] in height
    - Curbs are 6 inch [150] or greater in height and the legal speed is greater than 40 mph [70 km/hr].

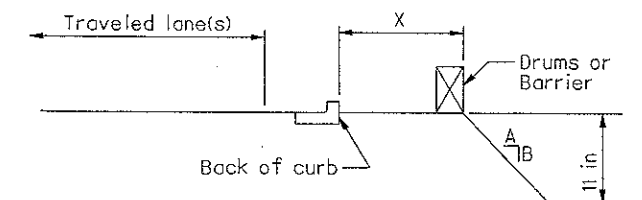


| X feet (m)                 | D inch (mm)                  | A/B              | Treatment Required |         |
|----------------------------|------------------------------|------------------|--------------------|---------|
|                            |                              |                  | Day                | Night   |
| 0 - 4 [0 - 1.2]            | Any                          | Any              | (a)                | (a)     |
| 4 - 30 [1.2 - 9.1]         | Any                          | 3:1 or Flatter   | None               | None    |
| 4 - 12 [1.2 - 3.6]         | < 3 [ $\leq 75$ ]            | Steeper than 3:1 | None               | None    |
| 4 - 12 [1.2 - 3.6]         | > 3 - < 12 [ $> 75$ - < 305] | Steeper than 3:1 | Drums              | Drums   |
| 4 - 12 [1.2 - 3.6]         | > 12 [ $> 305$ ]             | Steeper than 3:1 | Drums              | Barrier |
| > 12 - 20 [ $> 3.6$ - 6.1] | < 12 [ $\leq 305$ ]          | Steeper than 3:1 | None               | None    |
| > 12 - 20 [ $> 3.6$ - 6.1] | > 12 - 24 [ $> 305$ - < 610] | Steeper than 3:1 | Drums              | Drums   |
| > 12 - 20 [ $> 3.6$ - 6.1] | > 24 [ $> 610$ ]             | Steeper than 3:1 | Drums              | Barrier |
| > 20 - 30 [ $> 6.1$ - 9.1] | < 24 [ $\leq 610$ ]          | Steeper than 3:1 | None               | None    |
| > 20 - 30 [ $> 6.1$ - 9.1] | > 24 [ $> 610$ ]             | Steeper than 3:1 | Drums              | Barrier |
| > 30 [ $> 9.1$ m]          | Any                          | Any              | None               | None    |

(a) Use treatment specified under Condition II.

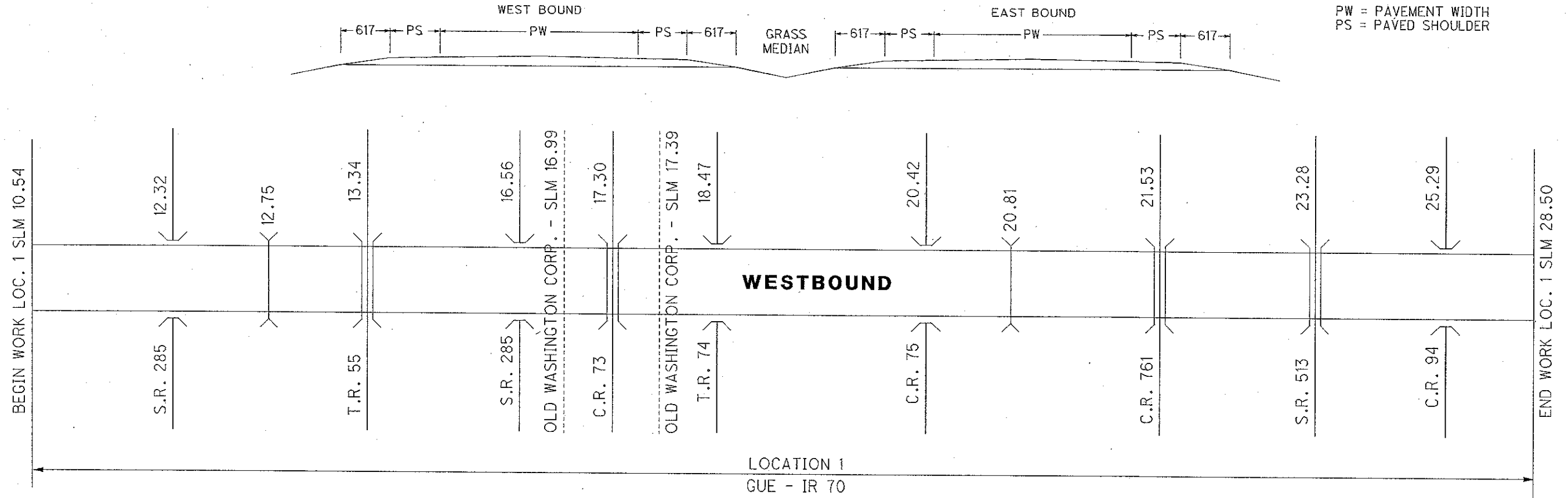
CHART B

- USE FOR: Curbed facilities, where the curb is 6 inches [150 mm] or greater in height and the legal speed is 40 mph [70 km/h] or less.



| X feet (m)        | D inch (mm)         | A/B | Treatment Required |       |
|-------------------|---------------------|-----|--------------------|-------|
|                   |                     |     | Day                | Night |
| 0 - 10 [0-3.0 m]  | < 12 [ $\leq 305$ ] | Any | None               | Drums |
| 0 - 10 [0-3.0 m]  | > 12 [ $> 305$ ]    | Any | Drums              | Drums |
| > 10 [ $> 3.0$ m] | Any                 | Any | None               | None  |

TYPICAL 1



CALCULATED  
L.M.E.  
CHECKED  
D.N.M.

ASPHALT CONCRETE DATA

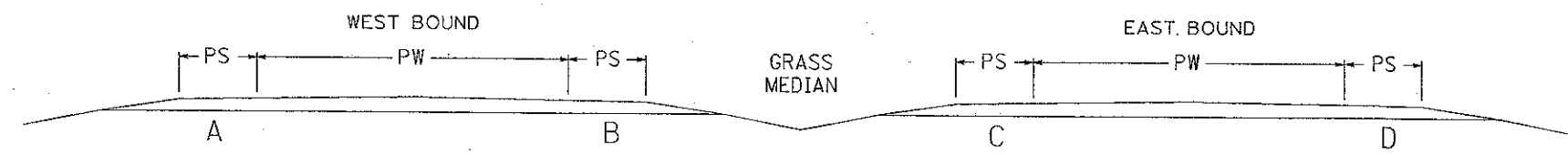
PAVEMENT DATA

| LOCATION                           | COUNTY                              | ROUTE      | BEGIN LOG POINT | END LOG POINT | LENGTH |         | PAVEMENT WIDTH (FEET) | TYPICAL | EXISTING PAVEMENT TYPE | PAVEMENT AREA | 254   |                             | 407       |   | 442 ASPHALT CONCRETE |      | 614 |
|------------------------------------|-------------------------------------|------------|-----------------|---------------|--------|---------|-----------------------|---------|------------------------|---------------|---|-----------------------------|-----------|---|----------------------|------|-----|
|                                    |                                     |            |                 |               | MILES  | LIN.FT. |                       |         |                        |               | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN | TACK COAT @ 0.075 GAL./S.Y. | THICKNESS | SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN | WORK ZONE LANE LINE  |      |     |
|                                    |                                     |            |                 |               |        |         |                       |         |                        |               | SQ. YARDS                                       | SQ. YDS.                    | GALS.     | INCH  | CU. YDS.             | MILE |     |
| 1                                  | GUE                                 | IR 70 W.B. | 10.54           | 28.50         | 17.96  | 94828.8 | 24.0                  | 2       | 446                    | 252877        | 252877  | 18966                       | 1.50      | 10536.6   | 17.96                |      |     |
| DEDUCT FOR BRIDGES (FROM SHEET 11) |                                     |            |                 |               |        |         |                       |         |                        | (2291)        | (2291)  | (172)                       | 1.50      | (95.5)  | (0.16)               |      |     |
| 1                                  | TOTALS (CARRIED TO GENERAL SUMMARY) |            |                 |               |        |         |                       |         |                        | 250586        | 250586  | 18794                       |           | 10441.1   | 17.80                |      |     |

GUE-70-10.54



TYPICAL 1  
MAINLINE



PW = PAVEMENT WIDTH  
PS = PAVED SHOULDER

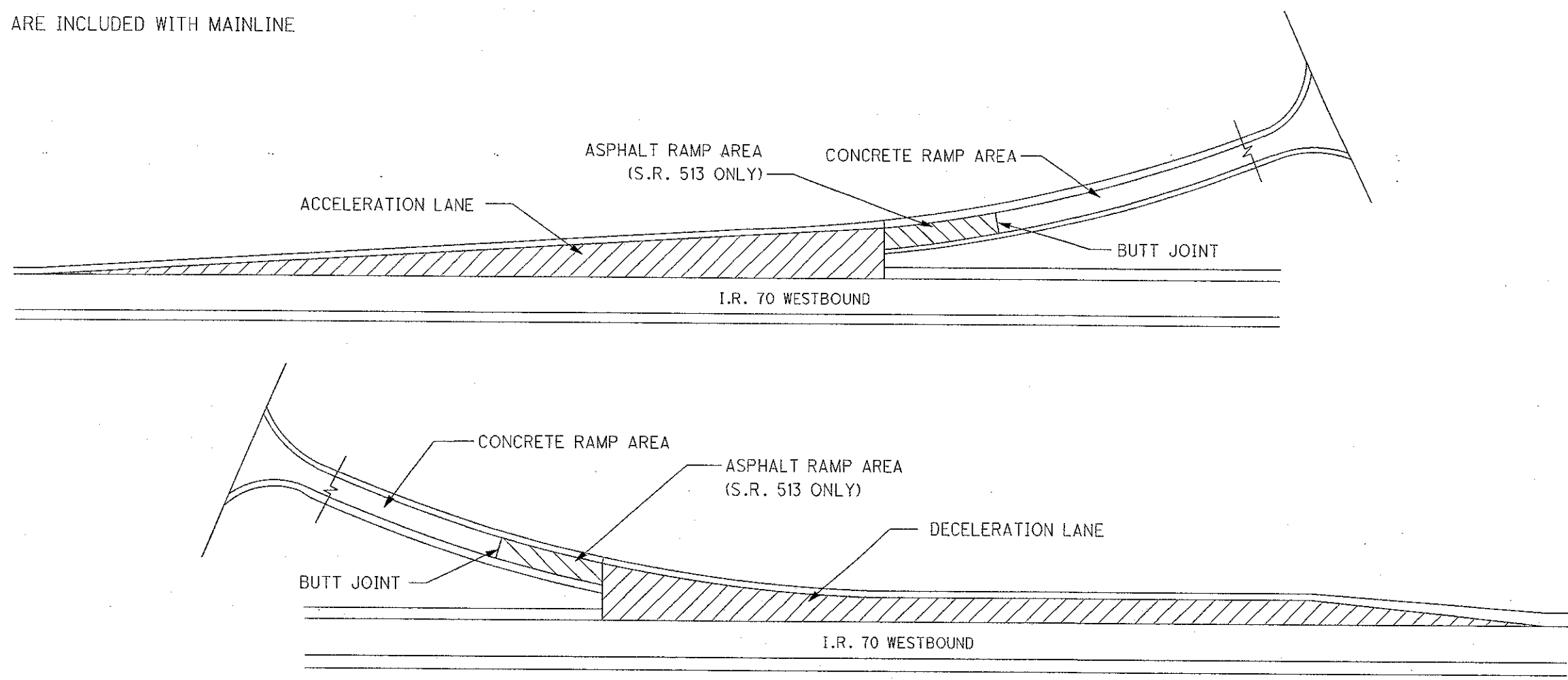
SHOULDER DATA

| LOCATION                           | COUNTY                              | ROUTE      | BEGIN LOG POINT | END LOG POINT | LENGTH |         | TYPICAL | PROPOSED WIDTH (FT.) |   |   |   | SHOULDER AREA | 254<br>PAVEMENT<br>PLANING, ASPHALT<br>CONCRETE, AS PER<br>PLAN<br>SQ. YDS. | 407<br>TACK COAT @ 0.075<br>GAL./SQ. YD.<br>GAL. | 442 ASPHALT CONCRETE |   | 618<br>RUMBLE STRIPS,<br>(ASPHALT<br>CONCRETE)<br>MILE |
|------------------------------------|-------------------------------------|------------|-----------------|---------------|--------|---------|---------|----------------------|---|---|---|---------------|---|--|----------------------|---|--|
|                                    |                                     |            |                 |               | MILES  | LIN.FT. |         | A                    | B | C | D |               |   |  | THICKNESS            | SURFACE COURSE,<br>12.5MM, TYPE A<br>(446), AS PER PLAN<br>CU. YDS. |  |
|                                    |                                     |            |                 |               |        |         |         |                      |   |   |   |               |   |  |                      |   |  |
| 1                                  | GUE                                 | IR 70 W.B. | 10.54           | 28.5          | 17.96  | 94828.8 | 1       | 4                    | 4 |   |   | 84292         |   | 6322   | 1.50                 | 3512.2  | 35.92  |
| DEDUCT FOR BRIDGES (FROM SHEET 11) |                                     |            |                 |               |        |         |         |                      |   |   |   | (764)         |   | (57)   | 1.50                 | (31.9)  | (0.16)   |
| 1                                  | TOTALS (CARRIED TO GENERAL SUMMARY) |            |                 |               |        |         |         |                      |   |   |   | 83528         |   | 6265   |                      | 3480.3  | 35.76  |

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| EXTRA AREA DATA |        |            |  |          |   |                                   |                      |   |
|-----------------|--------|------------|--|----------|---|-----------------------------------|----------------------|---|
| LOCATION        | COUNTY | ROUTE      | DESCRIPTION                                | AREA     | 254   | 407                               | 442 ASPHALT CONCRETE |   |
|                 |        |            |  |          | PAVEMENT PLANING,<br>ASPHALT CONCRETE,<br>AS PER PLAN | TACK COAT @ 0.075<br>GAL./SQ. YD. | THICKNESS            | SURFACE COURSE,<br>12.5mm, TYPE A (446),<br>AS PER PLAN |
|                 |        |            |  | SQ. YDS. | SQ. YDS.  | GAL.                              | INCH                 | CU. YDS.  |
| 1               | GUE    | IR 70 W.B. | ACCELERATION LANE FROM S.R. 285            | 2222     | 2222  | 167                               | 1.50                 | 92.6  |
| 1               | GUE    | IR 70 W.B. | DECELERATION LANE TO S.R. 285              | 1614     | 1614  | 122                               | 1.50                 | 67.3  |
| 1               | GUE    | IR 70 W.B. | ACCELERATION LANE FROM S.R. 513            | 1666     | 1666  | 125                               | 1.50                 | 69.5  |
| 1               | GUE    | IR 70 W.B. | DECELERATION LANE TO S.R. 513              | 1570     | 1570  | 118                               | 1.50                 | 65.5  |
| 1               | GUE    | IR 70 W.B. | ACCELERATION LANE FROM C.R. 114            | 1650     | 1650  | 124                               | 1.50                 | 68.8  |
| 1               |        |            | <b>TOTALS (CARRIED TO GENERAL SUMMARY)</b> |          | <b>8722</b>   | <b>656</b>                        |                      | <b>363.7</b>  |

PAVED SHOULDER QUANTITIES ARE INCLUDED WITH MAINLINE



BRIDGE TREATMENT

LOCATION 1:

GUE-70-1232L: BUTT JOINT @ EXPANSION JOINT  
 GUE-70-1275L: BUTT JOINT @ EXPANSION JOINT  
 GUE-70-1656L: BUTT JOINT @ EXPANSION JOINT  
 GUE-70-1847L: MILL AND FILL SAME AS ROADWAY  
 GUE-70-2042L: MILL AND FILL SAME AS ROADWAY  
 GUE-70-2081L: MILL AND FILL SAME AS ROADWAY  
 GUE-70-2529L: BUTT JOINT @ EXPANSION JOINT

DEDUCT FOR BRIDGES  
(MAINLINE PAVEMENT)

GUE-70-1232L: (442' X 24') / 9 = 1178.7 SQ. YD.  
 GUE-70-1275L: (172' X 24') / 9 = 458.7 SQ. YD.  
 GUE-70-1656L: (133' X 24') / 9 = 354.7 SQ. YD.  
 GUE-70-1847L: NO DEDUCTION  
 GUE-70-2042L: NO DEDUCTION  
 GUE-70-2081L: NO DEDUCTION  
 GUE-70-2529L: (112' X 24') / 9 = 298.7 SQ. YD.

TOTAL = 2290.8 SQ. YD.

QUANTITY CARRIED TO SHEET 8.

DEDUCT FOR BRIDGES  
(PAVED SHOULDERS)

GUE-70-1232L: (442' X 8') / 9 = 392.9 SQ. YD.  
 GUE-70-1275L: (172' X 8') / 9 = 152.9 SQ. YD.  
 GUE-70-1656L: (133' X 8') / 9 = 118.2 SQ. YD.  
 GUE-70-1847L: NO DEDUCTION  
 GUE-70-2042L: NO DEDUCTION  
 GUE-70-2081L: NO DEDUCTION  
 GUE-70-2529L: (112' X 8') / 9 = 99.6 SQ. YD.

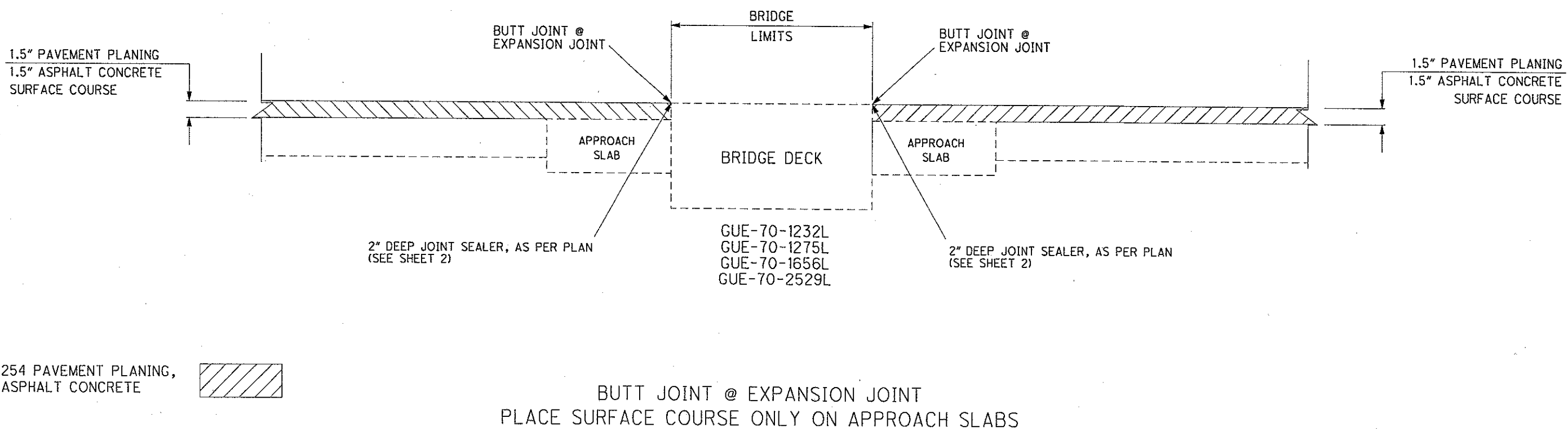
TOTAL = 763.6 SQ. YD.

QUANTITY CARRIED TO SHEET 9.

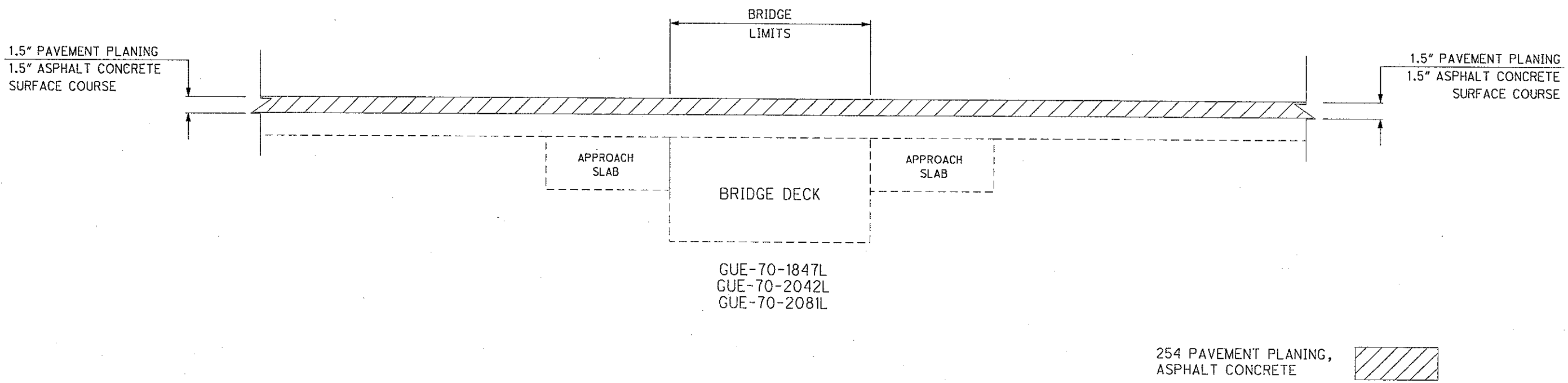
BRIDGE DECK DATA

| L<br>O<br>C<br>A<br>T<br>I<br>O<br>N | COUNTY, ROUTE,<br>BRIDGE NO.        | LENGTH<br>(BRIDGE<br>LIMITS) | WIDTH | AREA | TREATMENT<br>(SEE SHEET 12) | 254  |          | 407                               |      | 442 ASPHALT CONCRETE   |      | 516       |  |
|--------------------------------------|-------------------------------------|------------------------------|-------|------|-----------------------------|--|----------|-----------------------------------|------|--|------|-----------|--|
|                                      |                                     |                              |       |      |                             | PAVEMENT<br>PLANING, ASPHALT<br>CONCRETE, AS PER<br>PLAN | SQ. YDS. | TACK COAT @<br>0.075 GAL./SQ. YD. | GAL. | TACK COAT FOR<br>INTERMEDIATE<br>COURSE @ 0.05<br>GAL./SQ. YD. | GAL. | THICKNESS | SURFACE COURSE,<br>12.5MM, TYPE A<br>(446) |
| 1                                    | GUE-70-1232L                        | 442.0                        | 33.5  | 1646 | DETAIL 1                    |  |          |                                   |      |  |      |           | 64   |
| 1                                    | GUE-70-1275L                        | 172.0                        | 41.0  | 784  | DETAIL 1                    |  |          |                                   |      |  |      |           | 64   |
| 1                                    | GUE-70-1656L                        | 133.0                        | 41.0  | 606  | DETAIL 1                    |  |          |                                   |      |  |      |           | 64   |
| 1                                    | GUE-70-1847L                        | 106.0                        | 39.7  | 468  | DETAIL 2                    |  |          |                                   |      |  |      |           |  |
| 1                                    | GUE-70-2042L                        | 106.0                        | 39.7  | 468  | DETAIL 2                    |  |          |                                   |      |  |      |           |  |
| 1                                    | GUE-70-2081L                        | 106.0                        | 39.7  | 468  | DETAIL 2                    |  |          |                                   |      |  |      |           |  |
| 1                                    | GUE-70-2529L                        | 112.0                        | 41.0  | 511  | DETAIL 1                    |  |          |                                   |      |  |      |           | 64   |
| 1                                    | TOTALS (CARRIED TO GENERAL SUMMARY) |                              |       |      |                             |  |          |                                   |      |  |      |           | 256  |

DETAIL -1



DETAIL 2



PLANE 1.5" & PLACE 1.5" ASPHALT CONCRETE SURFACE COURSE

BRIDGE TREATMENT DETAILS

GUE-70-10.54

| ITEM 644 EDGE LINE DATA              |                                    |                       |       |       |                            |                |            |                             |                |            |                 |   |
|--------------------------------------|------------------------------------|-----------------------|-------|-------|----------------------------|----------------|------------|-----------------------------|----------------|------------|-----------------|---|
| L<br>O<br>C<br>A<br>T<br>I<br>O<br>N | C<br>O<br>U<br>N<br>T<br>Y         | R<br>O<br>U<br>T<br>E | SLM   |       | WHITE EDGE LINE QUANTITIES |                |            | YELLOW EDGE LINE QUANTITIES |                |            | EDGE LINE TOTAL | R<br>E<br>M<br>A<br>R<br>K<br>S                           |
|                                      |                                    |                       | FROM  | TO    | TOTAL MILES                | HIGH-WAY MILES | RAMP MILES | TOTAL MILES                 | HIGH-WAY MILES | RAMP MILES |                 |   |
|                                      |                                    |                       |       |       |                            |                |            |                             |                |            |                 |   |
| 1                                    | GUE                                | IR 70 W.B.            | 10.54 | 28.50 | 17.96                      | 17.96          |            | 17.96                       | 17.96          |            | 36.08           | TOTAL INCLUDES 0.16 MILE WHITE EDGE LINE FOR ACCEL. LANES |
| 1                                    | TOTAL (CARRIED TO GENERAL SUMMARY) |                       |       |       |                            |                |            |                             |                |            | 36.08           |   |

| ITEM 644 LANE LINE DATA              |                                    |                       |       |       |                      |           |                 |  |
|--------------------------------------|------------------------------------|-----------------------|-------|-------|----------------------|-----------|-----------------|--|
| L<br>O<br>C<br>A<br>T<br>I<br>O<br>N | C<br>O<br>U<br>N<br>T<br>Y         | R<br>O<br>U<br>T<br>E | SLM   |       | LANE LINE QUANTITIES |           | LANE LINE TOTAL | R<br>E<br>M<br>A<br>R<br>K<br>S                  |
|                                      |                                    |                       | FROM  | TO    | TOTAL MILES          | 4" DASHED |                 |  |
|                                      |                                    |                       |       |       |                      |           |                 |  |
| 1                                    | GUE                                | IR 70 W.B.            | 10.54 | 28.50 | 17.96                | 17.96     | 18.20           | TOTAL INCLUDES 0.24 MILE FOR DECEL./ACCEL. LANES |
| 1                                    | TOTAL (CARRIED TO GENERAL SUMMARY) |                       |       |       |                      |           | 18.20           |  |

| ITEM 644 AUXILIARY MARKING DATA      |                                     |                       |   |                      |        |           |                      |   |
|--------------------------------------|-------------------------------------|-----------------------|---|----------------------|--------|-----------|----------------------|---|
| L<br>O<br>C<br>A<br>T<br>I<br>O<br>N | C<br>O<br>U<br>N<br>T<br>Y          | R<br>O<br>U<br>T<br>E | D<br>E<br>S<br>C<br>R<br>I<br>P<br>T<br>I<br>O<br>N | 24" TRANSVERSE LINES |        | STOP LINE | 8" CHANNELIZING LINE | R<br>E<br>M<br>A<br>R<br>K<br>S               |
|                                      |                                     |                       |   | WHITE                | YELLOW | 24"       |                      |   |
|                                      |                                     |                       |   | FEET                 | FEET   | FEET      |                      |   |
| 1                                    | GUE                                 | IR 70 W.B.            | ACCELERATION LANE FROM S.R. 285                     |                      |        |           | 487                  | AS PER SCD TC-72.20 (EXCEPT TRANSVERSE LINES) |
| 1                                    | GUE                                 | IR 70 W.B.            | DECELERATION LANE TO S.R. 285                       |                      |        |           | 748                  | AS PER SCD TC-72.20 (EXCEPT TRANSVERSE LINES) |
| 1                                    | GUE                                 | IR 70 W.B.            | ACCELERATION LANE FROM S.R. 513                     |                      |        |           | 194                  | AS PER SCD TC-72.20 (EXCEPT TRANSVERSE LINES) |
| 1                                    | GUE                                 | IR 70 W.B.            | DECELERATION LANE TO S.R. 513                       |                      |        |           | 477                  | AS PER SCD TC-72.20 (EXCEPT TRANSVERSE LINES) |
| 1                                    | GUE                                 | IR 70 W.B.            | ACCELERATION LANE FROM C.R. 114                     |                      |        |           | 184                  | AS PER SCD TC-72.20 (EXCEPT TRANSVERSE LINES) |
| 1                                    | TOTALS (CARRIED TO GENERAL SUMMARY) |                       |   |                      |        |           | 2090                 |   |

PAVEMENT MARKING DATA

GUE-70-10.54

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

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

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

RPM LOCATION SUB-SUMMARY

| L<br>O<br>C<br>A<br>T<br>I<br>O<br>N | C<br>O<br>U<br>N<br>T<br>Y | R<br>O<br>U<br>T<br>E               | B<br>E<br>G<br>I<br>N<br>L<br>O<br>G<br>P<br>O<br>I<br>N<br>T<br>S<br>L<br>M | E<br>N<br>D<br>L<br>O<br>G<br>P<br>O<br>I<br>N<br>T<br>S<br>L<br>M | L<br>E<br>N<br>G<br>T<br>H |                         | D<br>E<br>T<br>A<br>I<br>L | 6<br>2<br>1<br>I<br>T<br>E<br>M<br>Q<br>U<br>A<br>N<br>T<br>I<br>T<br>I<br>E<br>S |  |   | P<br>R<br>I<br>S<br>M<br>A<br>T<br>I<br>C<br>R<br>E<br>T<br>R<br>O<br>-<br>R<br>E<br>F<br>L<br>E<br>C<br>T<br>O<br>R<br>C<br>O<br>L<br>O<br>R<br>S |                            |   |   |  | R<br>E<br>M<br>A<br>R<br>K<br>S |
|--------------------------------------|----------------------------|-------------------------------------|--|--|----------------------------|-------------------------|----------------------------|---|--|---|--|----------------------------|---|---|--|---------------------------------|
|                                      |                            |                                     |  |  | M<br>I<br>L<br>E<br>S      | L<br>I<br>N.<br>F<br>T. |                            | R<br>P<br>M   | R<br>P<br>M<br>C<br>A<br>S<br>T<br>I<br>N<br>G | P<br>R<br>I<br>S<br>M<br>A<br>T<br>I<br>C<br>R<br>E<br>T<br>R<br>O- | O<br>N<br>E<br>-<br>W<br>A<br>Y  |                            | T<br>W<br>O<br>-<br>W<br>A<br>Y                               |   |  |                                 |
|                                      |                            |                                     |  |  |                            |                         |                            |   |  |   | W<br>H<br>I<br>T<br>E  | Y<br>E<br>L<br>L<br>O<br>W | Y<br>E<br>L<br>L<br>O<br>W<br>/<br>Y<br>E<br>L<br>L<br>O<br>W | W<br>H<br>I<br>T<br>E<br>/<br>R<br>E<br>D | Y<br>E<br>L<br>L<br>O<br>W<br>/<br>R<br>E<br>D |                                 |
| 1                                    | GUE                        | IR 70 W.B.                          | 10.54  | 28.50  | 17.96                      | 94829                   | 3                          | 791   |  |   | 791  |                            |   |   |  |                                 |
|                                      |                            | ACCELERATION LANE FROM S.R. 285     |  |  |                            |                         | 1                          | 12  |  |   |  |                            |   | 12  |  |                                 |
|                                      |                            | DECELERATION LANE TO S.R. 285       |  |  |                            |                         | 2                          | 19  |  |   |  |                            |   | 19  |  |                                 |
|                                      |                            | ACCELERATION LANE FROM S.R. 513     |  |  |                            |                         | 1                          | 5   |  |   |  |                            |   | 5   |  |                                 |
|                                      |                            | DECELERATION LANE TO S.R. 513       |  |  |                            |                         | 2                          | 13  |  |   |  |                            |   | 13  |  |                                 |
|                                      |                            | ACCELERATION LANE FROM C.R. 114     |  |  |                            |                         | 1                          | 5   |  |   |  |                            |   | 5   |  |                                 |
| 1                                    |                            | TOTALS (CARRIED TO GENERAL SUMMARY) |  |  |                            |                         |                            | 845   |  |   |  |                            |   |   |  |                                 |

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**GENERAL SUMMARY**

| SHEET TOTALS |   |      |     |        |       |      |    |       |     | ITEM | ITEM EXT. NO. | GRAND TOTALS | UNIT      | DESCRIPTION  | SEE SHEET |
|--------------|---|------|-----|--------|-------|------|----|-------|-----|------|---------------|--------------|-----------|--|-----------|
| 3            | 4 | 5    | 6   | 8      | 9     | 10   | 11 | 13    | 14  |      |               |              |           |  |           |
|              |   |      |     | 250586 | 83528 | 8722 |    |       |     | 254  | 01001         | 342836       | SQ.YD.    | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN  | 3         |
|              |   |      |     | 18794  | 6265  | 656  |    |       |     | 407  | 10000         | 25715        | GALLON    | TACK COAT  |           |
|              |   |      |     | 10442  | 3481  | 364  |    |       |     | 442  | 10003         | 14287        | CU.YD.    | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN | 3         |
|              |   |      | 293 |        |       |      |    |       |     | 448  | 46020         | 293          | CU.YD.    | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22   |           |
|              |   |      |     |        |       |      |    | 256   |     | 516  | 31011         | 256          | FT        | 2" DEEP JOINT SEALER, AS PER PLAN  | 2         |
|              |   | LUMP |     |        |       |      |    |       |     | 614  | 11050         | LUMP         |           | MAINTAINING TRAFFIC (WORK SITE LIGHTING)   |           |
|              |   | 200  |     |        |       |      |    |       |     | 614  | 11100         | 200          | HOURL     | LAW ENFORCEMENT OFFICER WITH PATROL  |           |
| 5            |   |      |     |        |       |      |    |       |     | 614  | 12460         | 5            | EACH      | WORK ZONE MARKING SIGN   |           |
|              | 2 |      |     |        |       |      |    |       |     | 614  | 18601         | 2            | SIGN MNTH | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN  | 4         |
|              |   |      |     | 17.86  |       |      |    |       |     | 614  | 20400         | 17.86        | MILE      | WORK ZONE LANE LINE, CLASS II  |           |
| 35.92        |   |      |     |        |       |      |    |       |     | 614  | 22000         | 35.92        | MILE      | WORK ZONE EDGE LINE, CLASS I   |           |
|              |   |      |     |        | 35.76 |      |    |       |     | 618  | 40600         | 35.76        | MILE      | RUMBLE STRIPS, (ASPHALT CONCRETE)  |           |
|              |   |      |     |        |       |      |    |       | 845 | 621  | 00100         | 845          | EACH      | RPM  |           |
| 845          |   |      |     |        |       |      |    |       |     | 621  | 54000         | 845          | EACH      | RAISED PAVEMENT MARKER REMOVED   |           |
| LUMP         |   |      |     |        |       |      |    |       |     | 638  | 98100         | LUMP         |           | WATER WORKS, MISC.: INSPECTION HOLES   | 3         |
|              |   |      |     |        |       |      |    | 36.08 |     | 644  | 00100         | 36.08        | MILE      | EDGE LINE  |           |
|              |   |      |     |        |       |      |    | 18.20 |     | 644  | 00200         | 18.20        | MILE      | LANE LINE  |           |
|              |   |      |     |        |       |      |    | 2090  |     | 644  | 00400         | 2090         | FT.       | CHANNELIZING LINE  |           |
|              |   |      |     |        |       |      |    |       |     | 614  | 11000         | LUMP         |           | MAINTAINING TRAFFIC  |           |
|              |   |      |     |        |       |      |    |       |     | 619  | 16000         | 1            | MONTH     | FIELD OFFICE, TYPE A   |           |
|              |   |      |     |        |       |      |    |       |     | 623  | 10000         | LUMP         |           | CONSTRUCTION LAYOUT STAKES   |           |
|              |   |      |     |        |       |      |    |       |     | 624  | 10000         | LUMP         |           | MOBILIZATION   |           |

CALCULATED  
L.M.E.  
CHECKED  
DNM

**GENERAL SUMMARY**

**GUE-70-10.54**

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