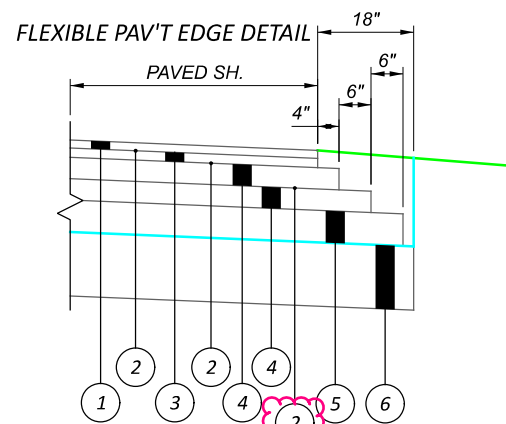
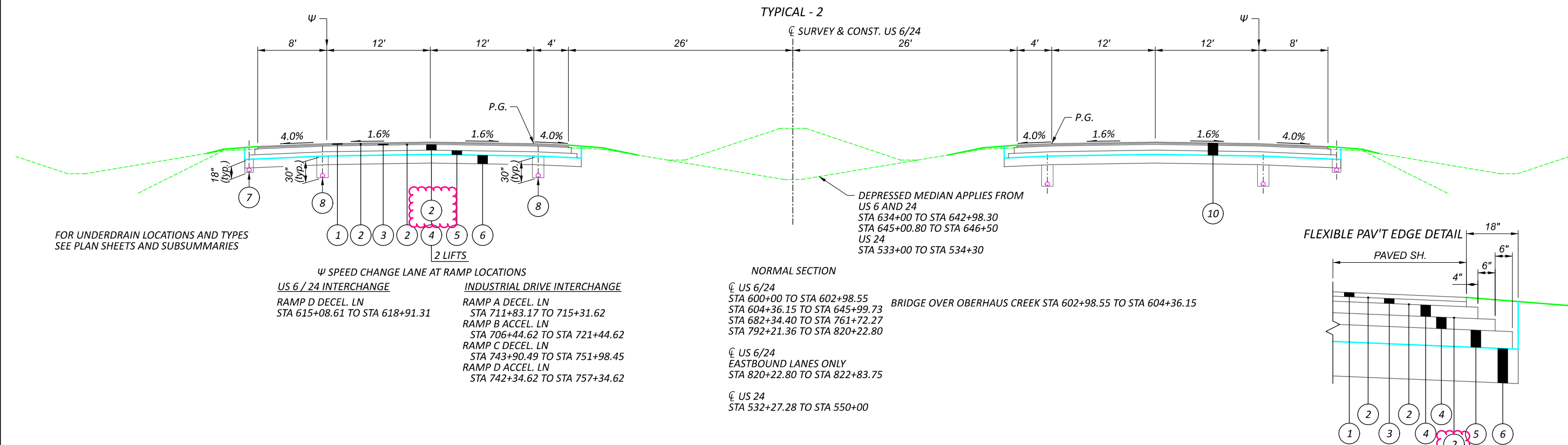
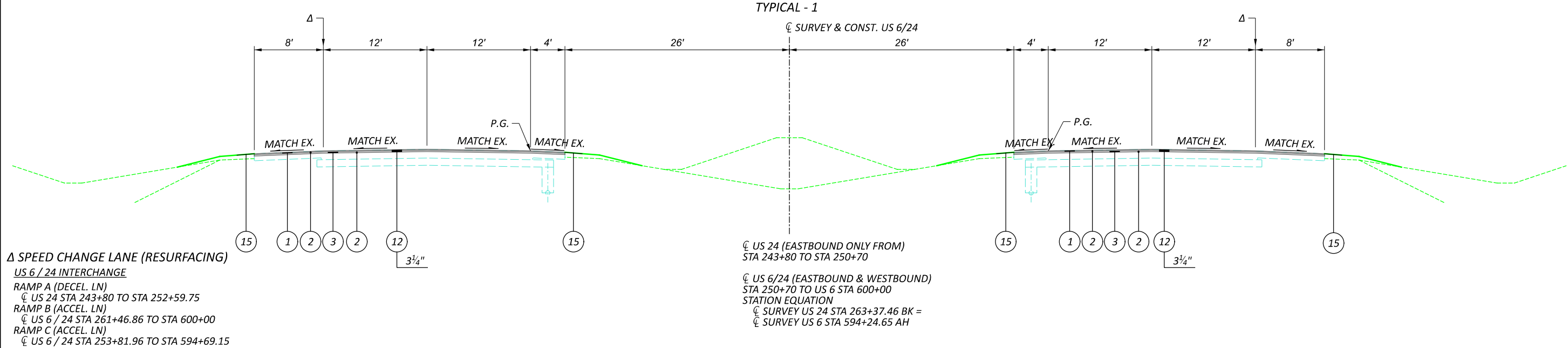
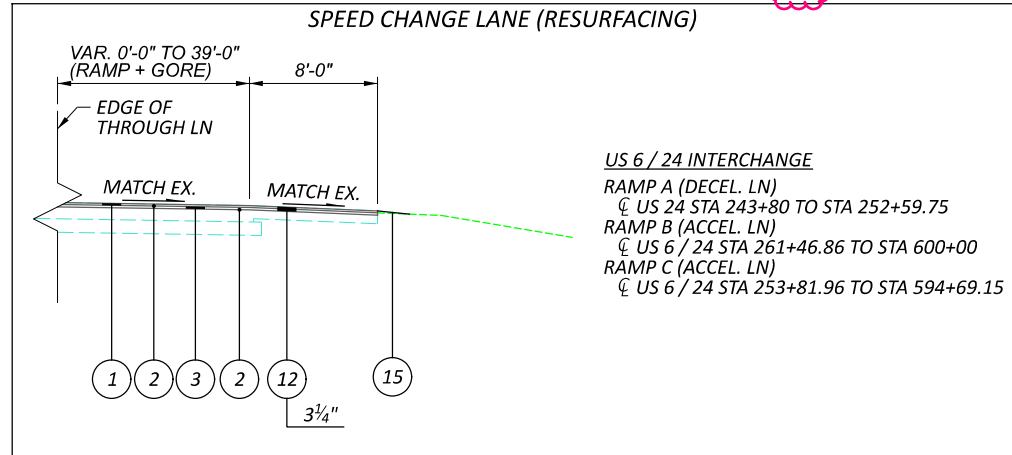
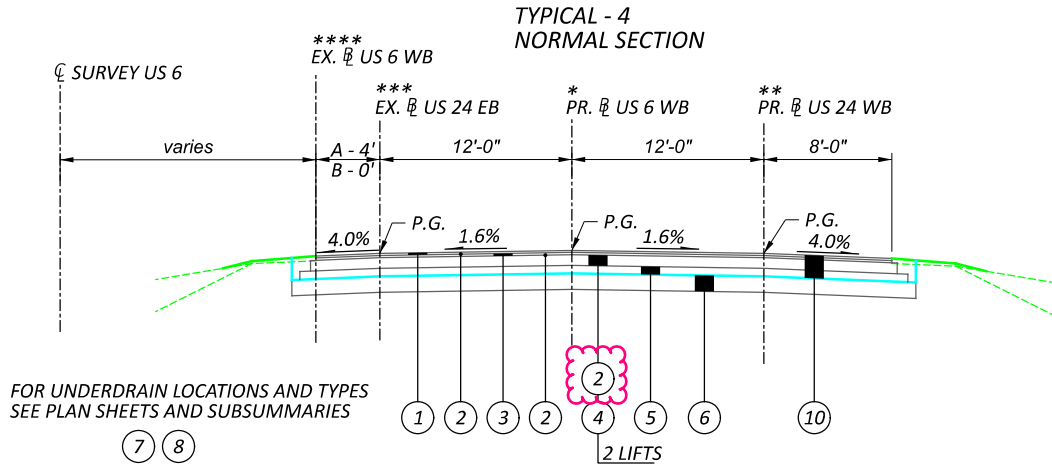
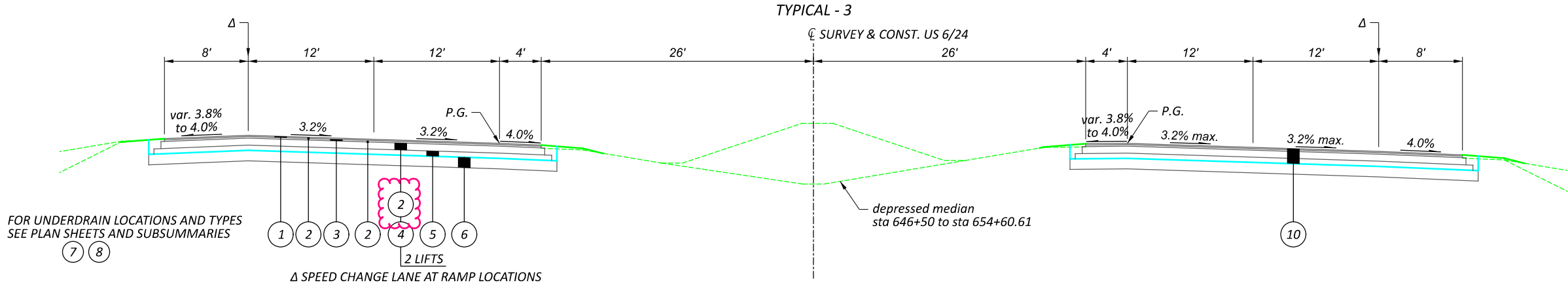




PROPOSED LEGEND

- | | |
|--|--|
| ① ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), A.P.P. | ⑩ ITEM 202 - PAVEMENT REMOVED (SEE EXISTING TYPICALS FOR BUILDUPS) |
| ② ITEM 407 - TACK COAT | ⑪ ITEM 452 - 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA |
| ③ ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) | ⑫ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (THICKNESS SHOWN) |
| ④ ITEM 302 - 8" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (2 LIFTS) | ⑬ ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PG 88-22M, A.P.P. |
| ⑤ ITEM 304 - 6" AGGREGATE BASE | ⑭ ITEM 442 - 2 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), PG 88-22M, A.P.P. |
| ⑥ ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP | ⑮ ITEM 617 - COMPACTED AGGREGATE (2 FT WIDE) |
| ⑦ ITEM 605 - BASE PIPE UNDERDRAINS (18" DEPTH) | ⑯ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 |
| ⑧ ITEM 606 - SHALLOW PIPE UNDERDRAINS (18" TO 30" DEPTH) | ⑰ ITEM 609 - CONCRETE MEDIAN |
| ⑨ ITEM 606 - GUARDRAIL TYPE MGS | ⑱ ITEM 204 - GRANULAR MATERIAL, TYPE C (INDUSTRIAL DR. - SEE M.O.T. SHEETS FOR DETAILS) |





*
PR. @ US 6 WB (LOOKING IN DIRECTION OF TRAVEL)
A STA 1855+71.84 TO STA 1859+66.97

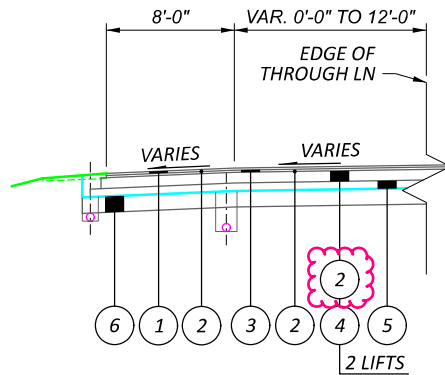
EX. @ US 6 WB (LOOKING IN DIRECTION OF TRAVEL)
A STA 858+29.62 TO STA 861+10.80

**
PR. @ US 24 WB (LOOKING IN DIRECTION OF TRAVEL)
A STA 1489+19.52 TO STA 1491+50.39
B STA 1491+50.39 TO STA 1502+70.14

EX. @ US 24 EB
A STA 524+78.20 TO STA 532+27.2

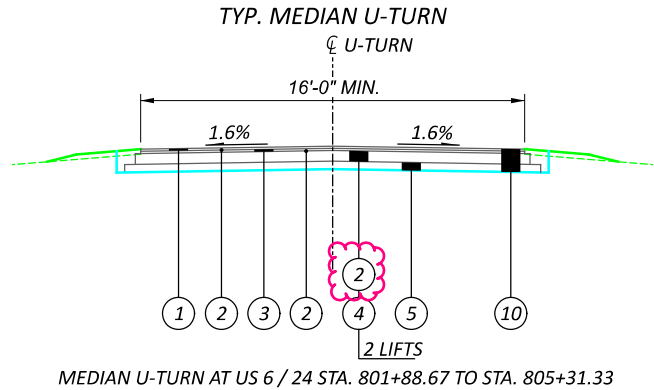
NOTE: FOR THIS TYPICAL, UTILIZE 1 BASELINE AT A TIME.
BASELINES ARE UNRELATED TO EA. OTHER.

SPEED CHANGE LANE (FULL DEPTH)



US 6 / 24 INTERCHANGE
RAMP D (DECEL. LN)
STA 615+08.61 TO STA 618+91.31

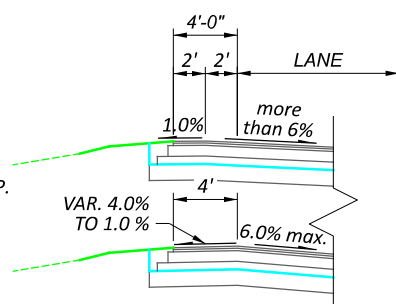
INDUSTRIAL DRIVE INTERCHANGE
RAMP A (DECEL. LN)
STA 711+83.17 TO STA 715+31.62
RAMP B (ACCEL. LN)
STA 706+44.62 TO STA 721+44.62
RAMP C (DECEL. LN)
STA 743+90.49 TO STA 751+98.45
RAMP D (ACCEL. LN)
STA 742+34.62 TO STA 757+34.62



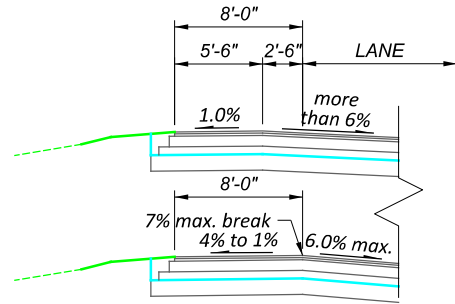
PROPOSED LEGEND

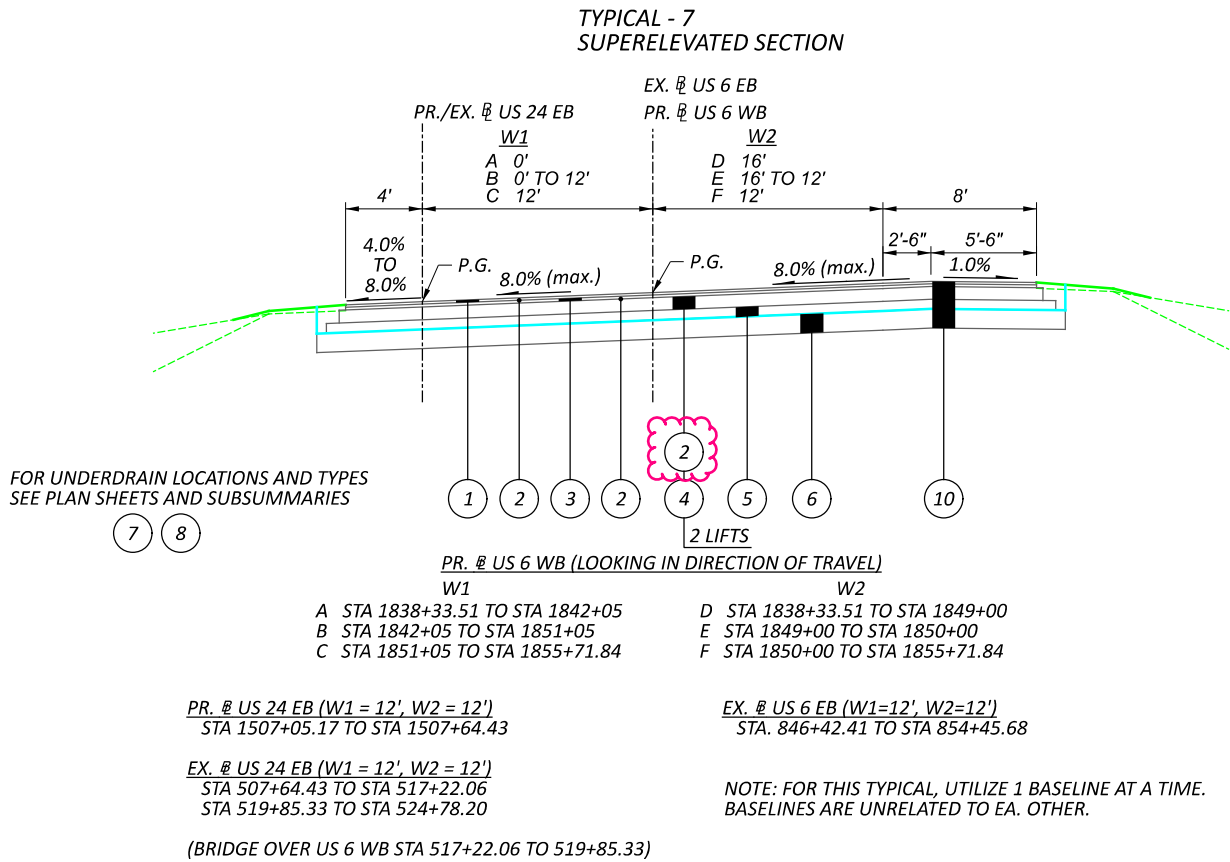
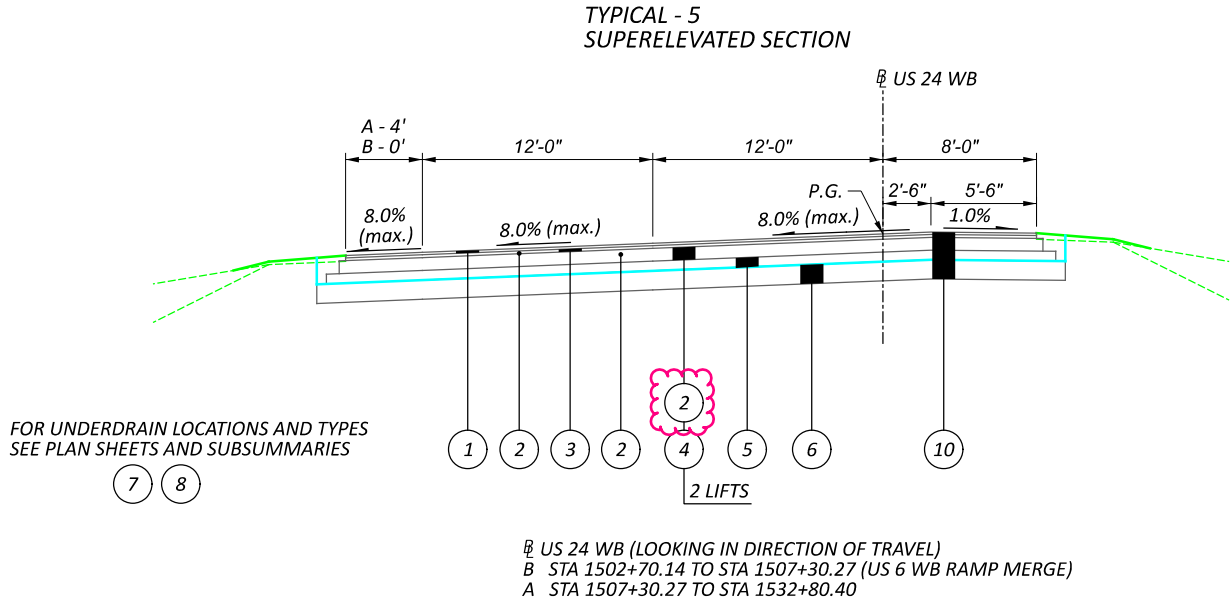
- | | | | |
|---|--|----|--|
| 1 | ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), A.P.P. | 10 | ITEM 202 - PAVEMENT REMOVED (SEE EXISTING TYPICALS FOR BUILDUPS) |
| 2 | ITEM 407 - TACK COAT | 11 | ITEM 452 - 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA |
| 3 | ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) | 12 | ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (THICKNESS SHOWN) |
| 4 | ITEM 302 - 8" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (2 LIFTS) | 13 | ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PG 88-22M, A.P.P. |
| 5 | ITEM 304 - 6" AGGREGATE BASE | 14 | ITEM 442 - 2 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), PG 88-22M, A.P.P. |
| 6 | ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP | 15 | ITEM 617 - COMPACTED AGGREGATE (2 FT WIDE) |
| 7 | ITEM 605 - BASE PIPE UNDERDRAINS (18" DEPTH) | 16 | ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 |
| 8 | ITEM 606 - SHALLOW PIPE UNDERDRAINS (18" TO 30" DEPTH) | 17 | ITEM 609 - CONCRETE MEDIAN |
| 9 | ITEM 606 - GUARDRAIL TYPE MGS | 18 | ITEM 204 - GRANULAR MATERIAL, TYPE C (INDUSTRIAL DR. - SEE M.O.T. SHEETS FOR DETAILS) |

**SUPERELEVATED 4'-0" SH DETAIL
HIGH SIDE (TYPICAL)**



**SUPERELEVATED 8'-0" SH DETAIL
HIGH SIDE (TYPICAL)**

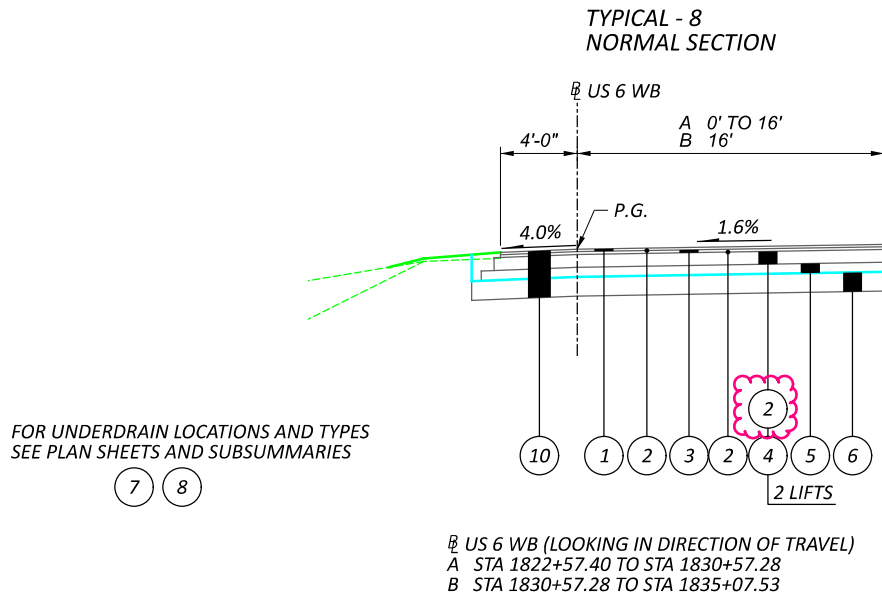
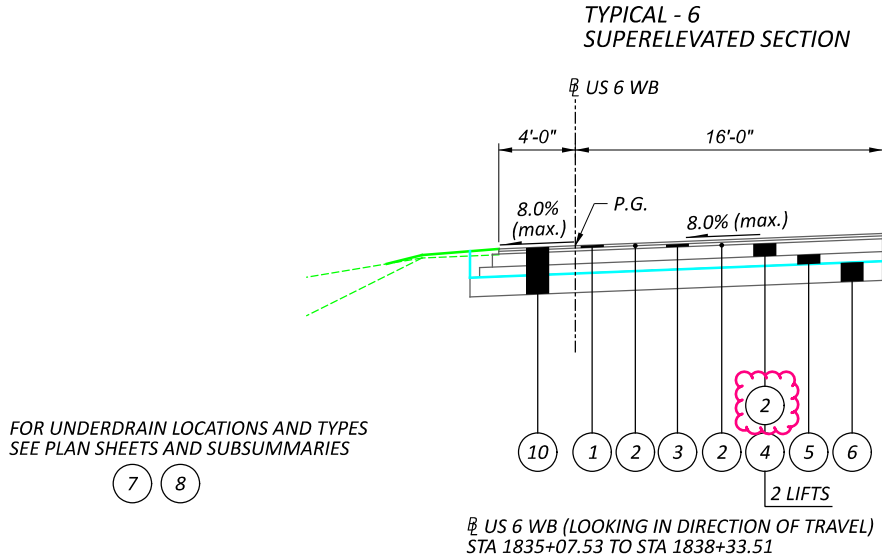


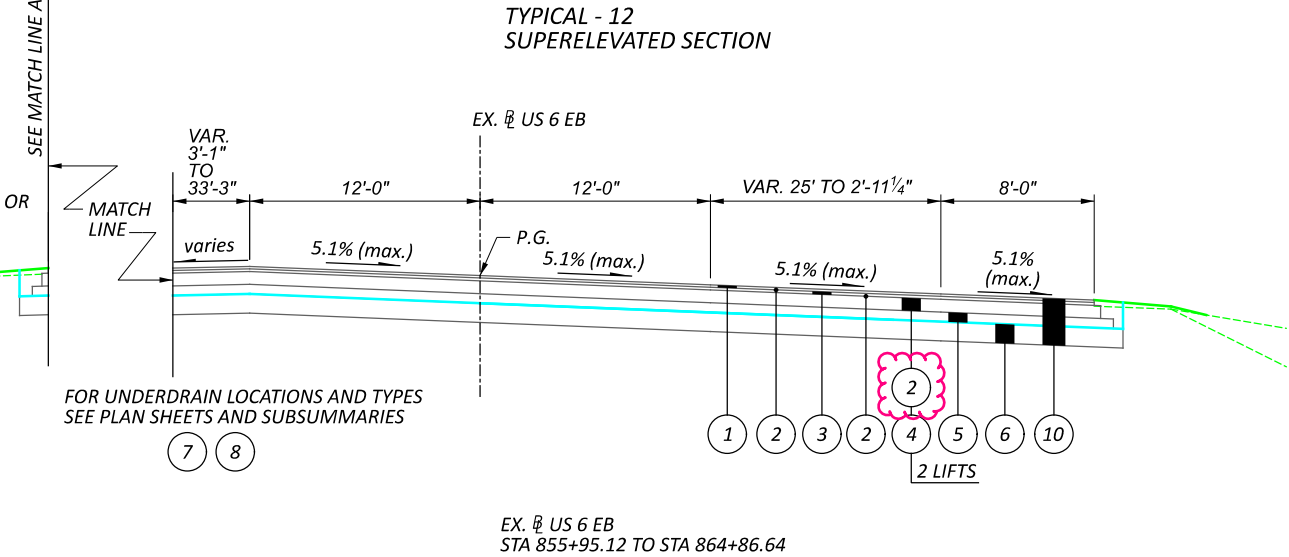
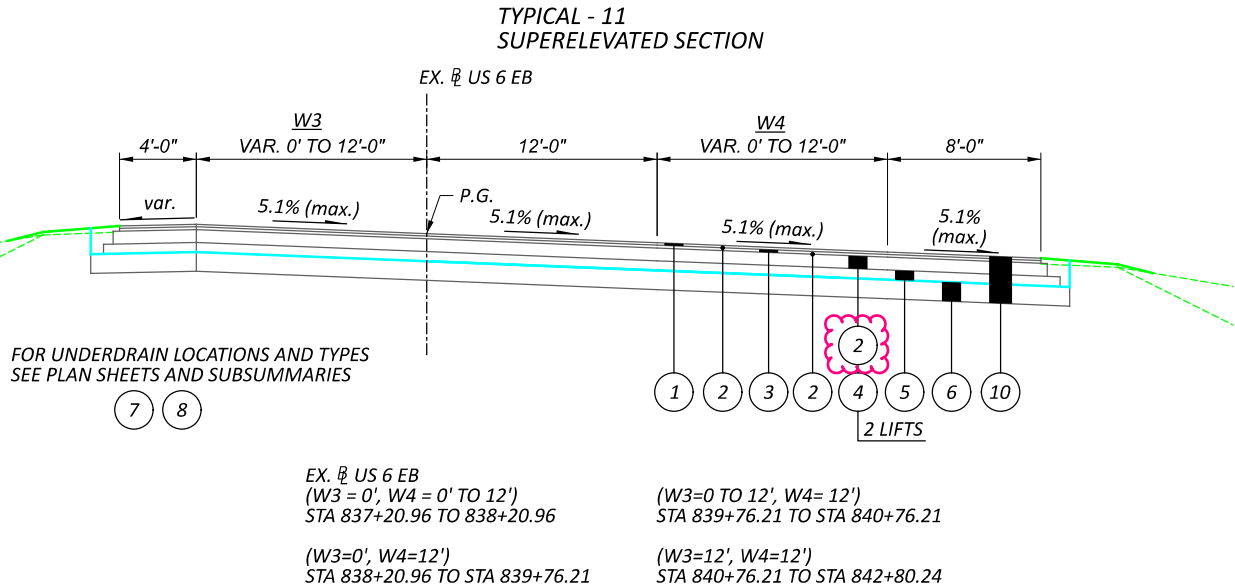
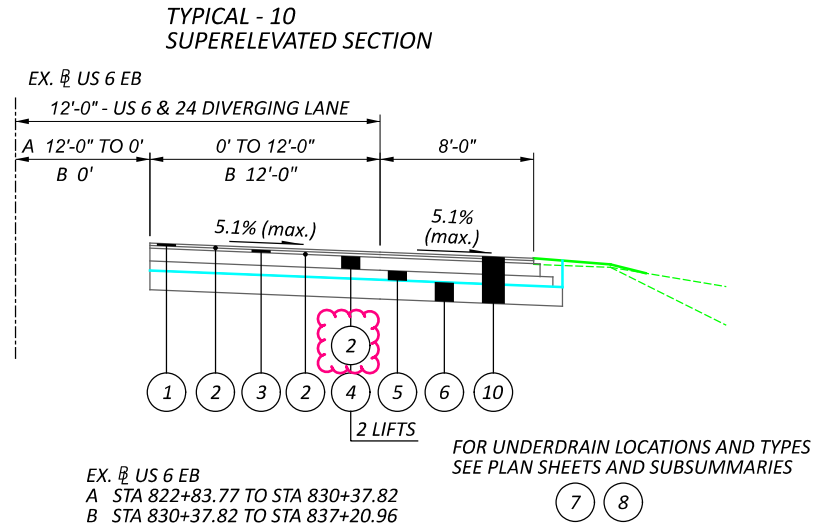
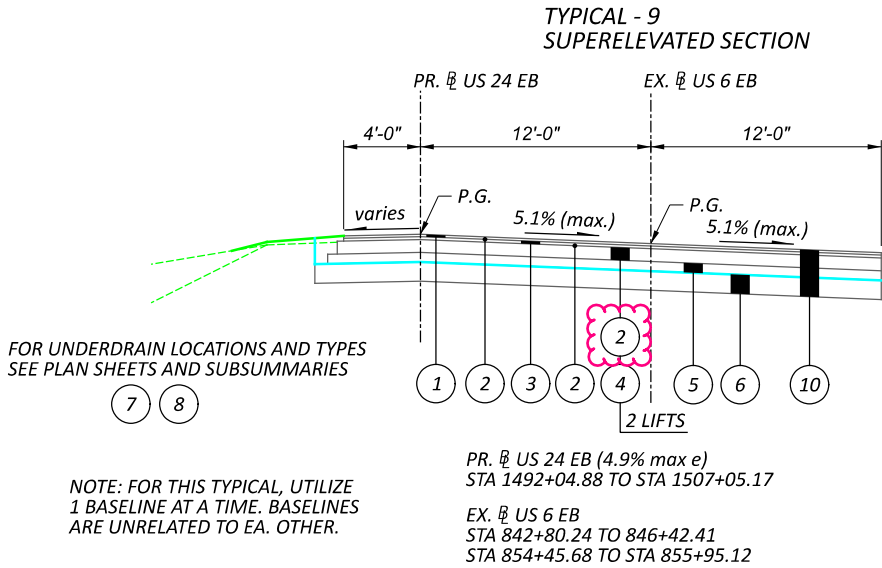


PROPOSED LEGEND

- 1 ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), A.P.P.
- 2 ITEM 407 - TACK COAT
- 3 ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)
- 4 ITEM 302 - 8" ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX (2 LIFTS)
- 5 ITEM 304 - 6" AGGREGATE BASE
- 6 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP
- 7 ITEM 605 - BASE PIPE UNDERDRAINS (18" DEPTH)
- 8 ITEM 606 - SHALLOW PIPE UNDERDRAINS (18" TO 30" DEPTH)
- 9 ITEM 606 - GUARDRAIL TYPE MGS

- 10 ITEM 202 - PAVEMENT REMOVED (SEE EXISTING TYPICALS FOR BUILDUPS)
- 11 ITEM 452 - 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- 12 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (THICKNESS SHOWN)
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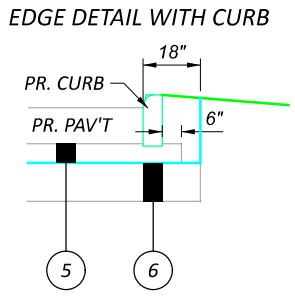
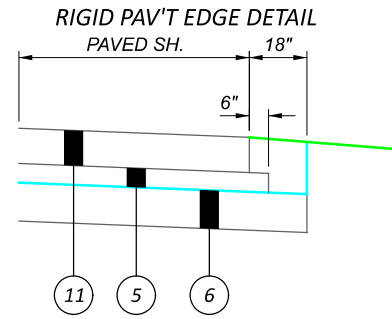


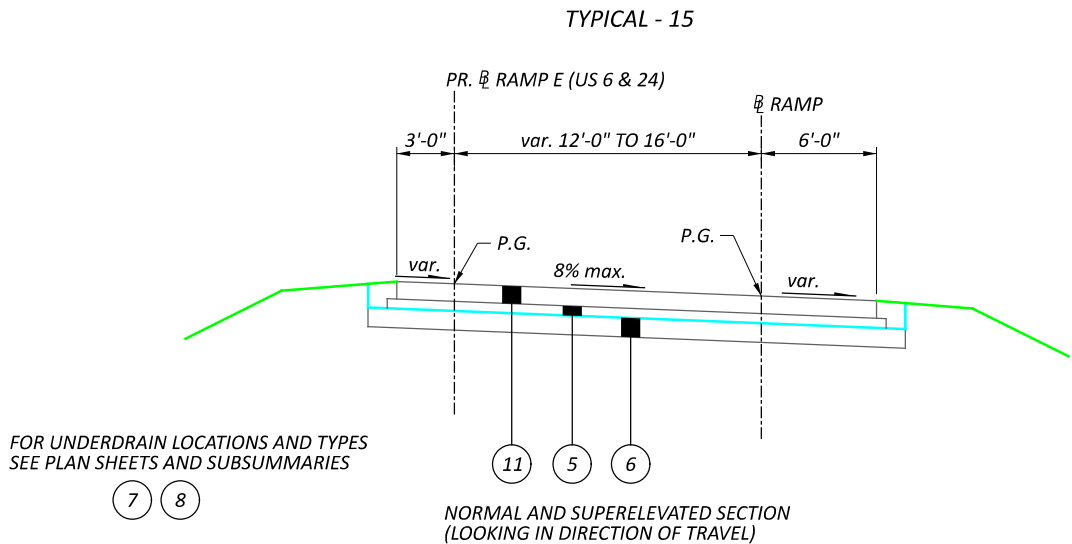


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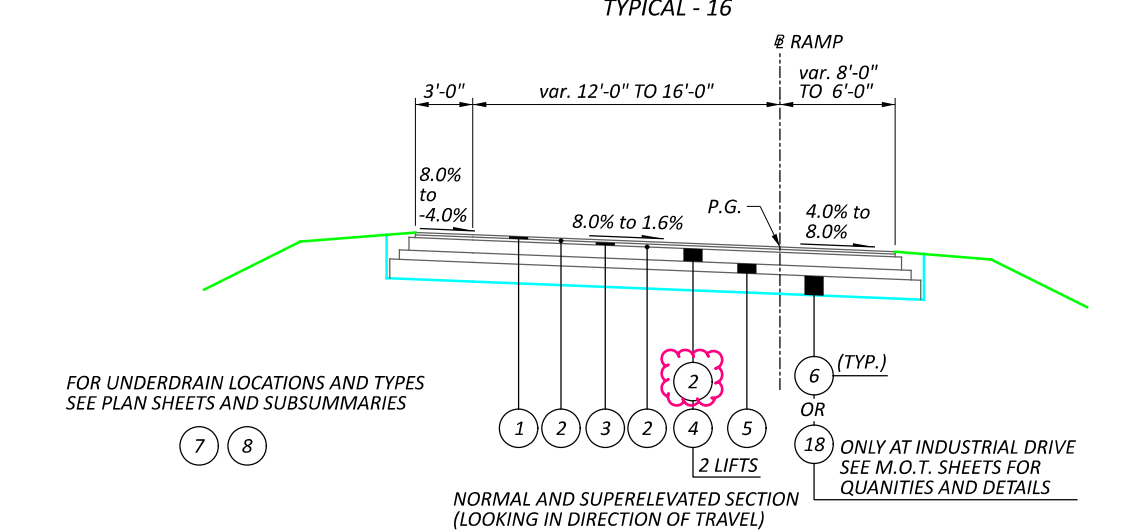




US 6 & 24 WEST INTERCHANGE
PR. @ RAMP A STA 104+51.18 TO STA 113+17.27
PR. @ RAMP B STA 2113+85.16 TO STA 2116+56.57
PR. @ RAMP B STA. 2213+17.27 TO STA 2219+42.36
PR. @ RAMP C STA 300+54.07 TO STA 312+31.95
PR. @ RAMP E STA 503+13.19 TO STA 511+28.85

SR 108 INTERCHANGE
PR. @ RAMP A STA 3+19.97 TO STA 8+81.79
PR. @ RAMP B STA 1+34.09 TO STA 7+89.82
PR. @ RAMP C STA 2+75 TO STA 7+05.51
PR. @ RAMP D STA 18+81.79 TO STA 25+22.00

CR 424 INTERCHANGE
PR. @ RAMP A STA 103+57.89 TO STA 111+91.04
PR. @ RAMP B STA 211+91.04 TO STA 217+17.65
PR. @ RAMP C STA 849+26.11 TO STA 860+03.88



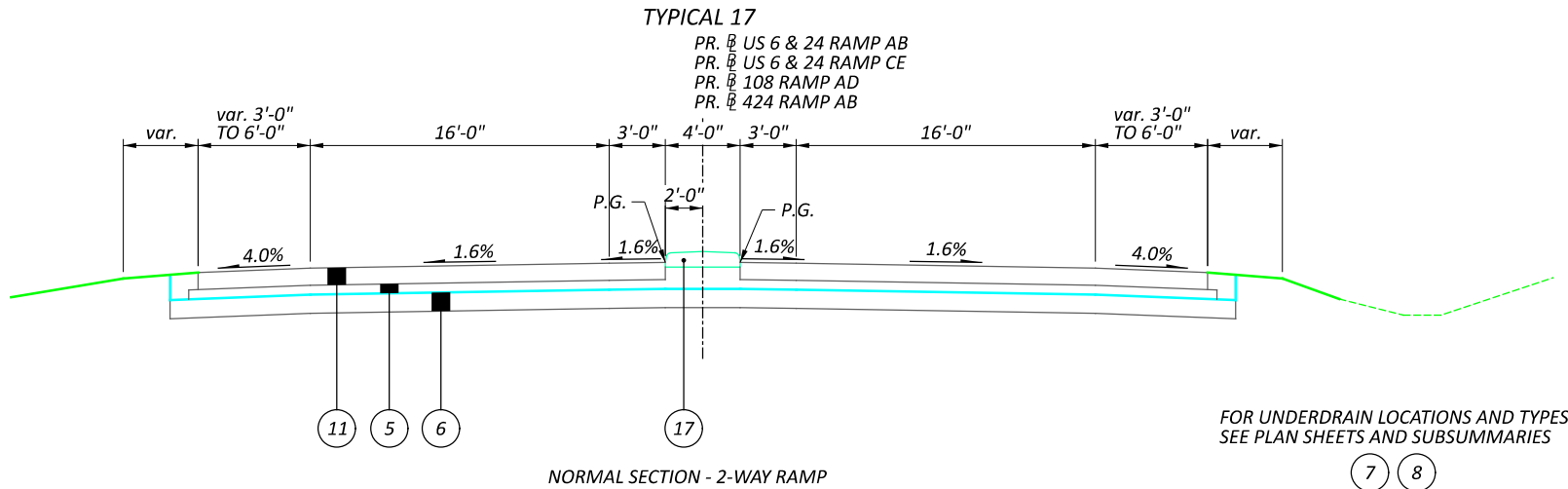
OBERHAUS CREEK BRIDGE
STA 19+79.71 TO STA 21+11.37

US 6 & 24 WEST INTERCHANGE
EX. @ RAMP D STA 1+00 TO STA 19+79.71
EX. @ RAMP D STA 21+11.37 TO STA 31+81.43
PR. @ RAMP C STA 312+31.95 TO STA 313+91.00

SR 108 INTERCHANGE
PR. @ RAMP A STA 0+00 TO STA 0+55.29
(BRIDGE STA 0+55.29 TO STA 2+44.02)
PR. @ RAMP A STA 2+44.02 TO STA 3+19.97
PR. @ RAMP B STA 0+00 TO STA 1+34.09
PR. @ RAMP C STA 7+05.51 TO STA 10+64.75
PR. @ RAMP D STA 25+22.00 TO STA 27+22.33

INDUSTRIAL DRIVE INTERCHANGE
EX. @ RAMP A STA 715+31.62 TO STA 719+85.50
EX. @ RAMP B STA 721+44.62 TO STA 722+47.40
EX. @ RAMP C STA 743+90.36 TO STA 748+47.62
EX. @ RAMP D STA 741+29.49 TO STA 742+34.62

CR 424 INTERCHANGE
PR. @ RAMP A STA 100+00 TO STA 103+57.89
PR. @ RAMP B STA 217+17.65 TO STA 218+62.46
PR. @ RAMP C STA 860+08.88 TO STA 862+80.14



US 6 & 24 WEST INTERCHANGE
PR. @ RAMP AB STA 116+56.56 TO STA 118+97.20
PR. @ RAMP CE STA 500+38.14 TO STA 503+13.19

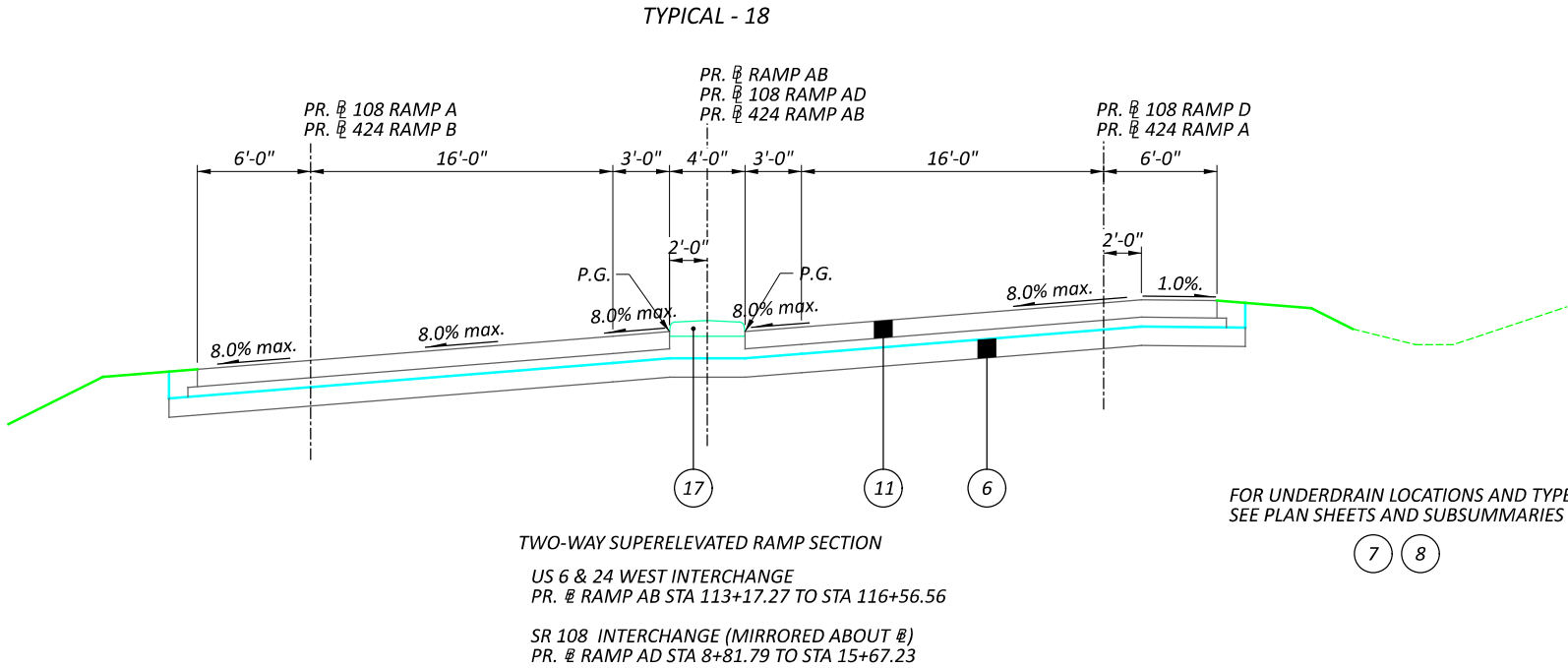
CR 424 INTERCHANGE
PR. @ RAMP AB STA 111+91.04 TO STA 115+20.89

PROPOSED LEGEND

- 1 ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), A.P.P.
- 2 ITEM 407 - TACK COAT
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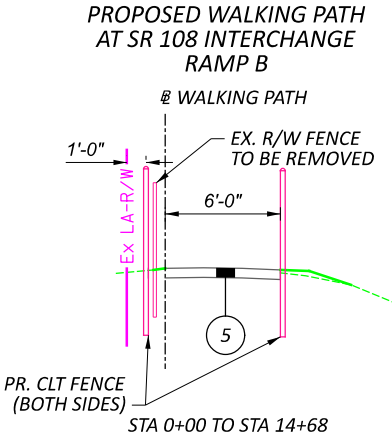
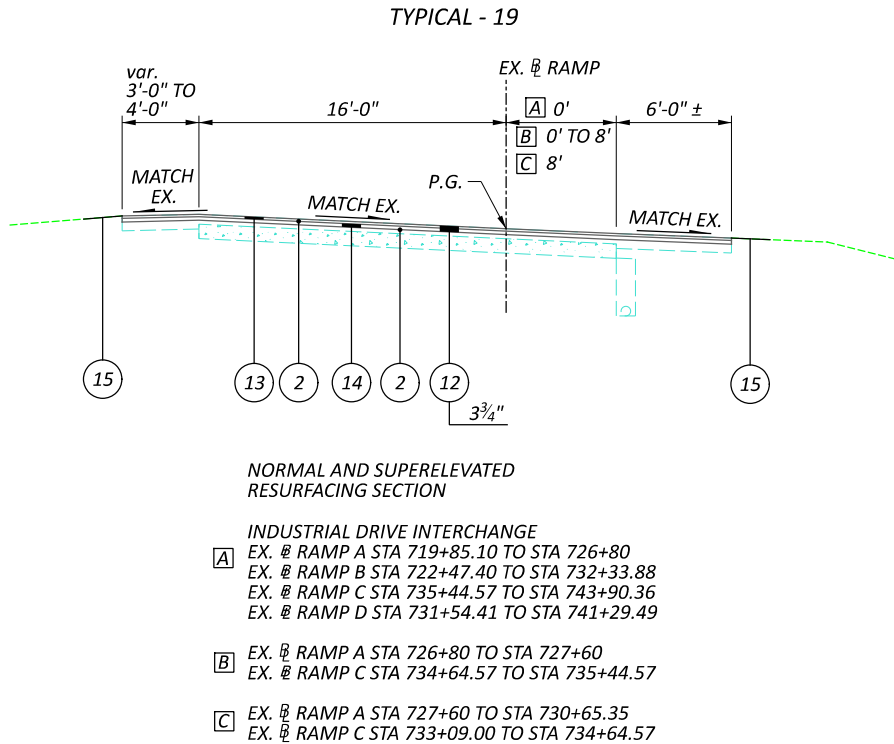
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- 17 ITEM 609 - CONCRETE MEDIAN
- 18 ITEM 204 - GRANULAR MATERIAL, TYPE C (INDUSTRIAL DR. - SEE M.O.T. SHEETS FOR DETAILS)





FOR UNDERDRAIN LOCATIONS AND TYPES
SEE PLAN SHEETS AND SUBSUMMARIES

7 8



PROPOSED LEGEND

- | | | | |
|---|--|----|--|
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| 9 | ITEM 606 - GUARDRAIL TYPE MGS | 18 | ITEM 204 - GRANULAR MATERIAL, TYPE C (INDUSTRIAL DR. - SEE M.O.T. SHEETS FOR DETAILS) |



EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 1470 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 2210 CU. YD.

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

FLOODLIGHTING

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

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR HAZARDS OVER 24" AND LESS THAN 36" WIDE (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.06, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM 20 EACH

ITEM 204, GRANULAR MATERIAL, TYPE C

THE FOLLOWING QUANTITY HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR INSTALLATION AS DESCRIBED IN THE SEQUENCE OF CONSTRUCTION FOR PHASES 1C AND 2D ON SHEET P.29. SEE TYPICAL-16 ON SHEET P. 17 AS A REFERENCE FOR THE PAVEMENT BUILDUP UTILIZING A DEPTH OF 12"

ITEM 204, GRANULAR MATERIAL, TYPE C, 3535 CY

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 4 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.

(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 155 SIGN MONTH ASSUMING 5 PCMS SIGN(S) FOR 31 MONTH(S)

ADVANCE WORK ZONE INFORMATION

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

DESIGN AGENCY



DESIGNER

DEK

REVIEWER

JJM MM-DD-YY

PROJECT ID

110524

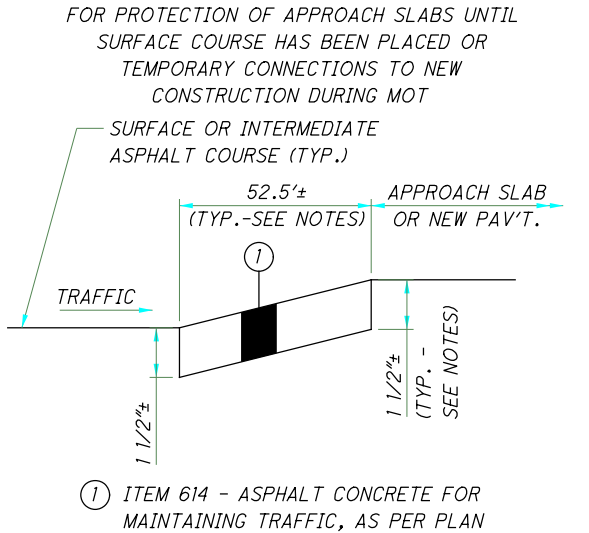
SHEET

P.25

TOTAL

1108

PAVEMENT WEDGING



WORK ZONE PAVING AT APPROACH SLABS AND PROPOSED PAVEMENT DETAILS (NOT TO SCALE)

NOTES:
THE CONTRACTOR SHALL PLACE A BUTT JOINT AS DETAILED BELOW AT EACH MAINLINE BRIDGE AND/OR PHASE JOINT LINE, FOR FURTHER INFORMATION SEE SCD-3.1.

PAVEMENT ELEVATION DIFFERENCE BETWEEN OLD AND NEW MAY VARY AT SOME LOCATIONS. THE CONTRACTOR SHALL FURNISH WEDGING AS NEEDED TO MEET THE REQUIRED GRADE.

THE CONTRACTOR SHALL COMPLETE THE ABOVE WORK, PRIOR TO OPENING THE AREA TO TRAFFIC. PRIOR TO PLACING THE SURFACE COURSE, REMOVE THE WEDGE DOWN TO THE SURFACE OF THE INTERMEDIATE COURSE. PLACE SURFACE COURSE AS PER THE PLANS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED AS SHOWN BELOW. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN 282 CY

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

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

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:

A. COLLABORATE WITH ODOT AND SAFETY FORCES;

B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND

C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:

I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL

II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN

III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN

IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN

V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN

VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE

B. FOLLOWING AN INCIDENT/CRASH:

I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

II. RECOMMEND ROADWAY REPAIR NEEDS.

III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

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

ITEM 614 MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN

THIS ITEM SHALL CONSIST OF INSTALLING AND REMOVING GROUND MOUNTED 6"X8" SOLID WOOD POSTS. FIGURE 298-26 OF THE TRAFFIC ENGINEERING MANUAL (P. 2-219) SHOULD BE USED AS A GUIDE FOR INSTALLATION OF THE 6"X8" POSTS.

GRADE 2 SOUTHERN YELLOW PINE SHALL BE USED AND SHALL BE PRESSURE TREATED WITH CCA PRESERVATIVE.

PAYMENT WILL BE MADE PER UNIT PRICE BID PER EACH ITEM 614 MAINTAINING TRAFFIC, MISC.: 6"X8" SOLID WOOD POST, AS PER PLAN.

ITEM 614 MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET), AS PER PLAN

THIS ITEM CONSISTS OF INSTALLING AND REMOVING A FLAT SHEET SIGN APPROPRIATE FOR OUTDOOR USE. ATTACHMENT AND MOUNTING MATERIALS SHALL BE IN CONFORMANCE WITH NCHRP REPORT 350. SEE SHEETS 135Z, 135AA, 135AB, and 135AC FOR LOCATION AND SIZES OF TEMPORARY SIGNAGE.

PAYMENT WILL BE MADE PER UNIT PRICE PER SQUARE FOOT OF ITEM 614 MAINTAINING TRAFFIC, MISC.: SIGN (FLAT SHEET), AS PER PLAN

RUMBLE STRIP REMOVAL BEFORE PAVING

RUMBLE STRIPS WILL BE PLANED WITH ITEM 441 THE QUANTITIES FOR PLANING AND PAVING THE RUMBLE STRIPS ARE PROVIDED BELOW. QUANTITIES ARE BASED ON 2' WIDE MILL. QUANTITIES TO BE CARRIED TO THE GENERAL SUMMARY.

EXISTING LENGTH OF RUMBLE STRIP:
LENGTH = 41400 FT

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2 " 9,200 SY

ITEM 407 - TACK COAT 782 GAL

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449) 383 CY

Allowable Closure Table				
Interchange	Ramp	Phase of Closure	Allowable Duration of Closure*	Disincentive \$
US-24 & US-6 (West Interchange)	US-6/US-24 WB to US-6	Phase 1A	120 Days	\$5000 per day
	US-6 to US-24 WB	Phase 1A	60 Days	\$1000 per day
	US-24 EB to US-6	Phase 2C	60 Days	\$1000 per day
	US-6 to US-24 EB	Phase 2C	90 Days	\$5000 per day
US-6 & SR-108	US-24 WB to SR-108	Phase 1B	90 Days	\$3500 per day
	SR-108 to US-24 WB	Phase 1B	210 Days	\$4000 per day
	US-24 EB to SR-108	Phase 2B	120 Days	\$3500 per day
	SR-108 to US-24 EB	Phase 2B	90 Days	\$5000 per day
US-6 & Industrial Dr	US-24 WB to Industrial Dr	Phase 1	Friday 8PM to Monday 6AM** Overnight 8PM-6AM***	\$100 per 15 minute increment
	Industrial Dr to US-24 WB	Phase 1	Friday 8PM to Monday 6AM** Overnight 8PM-6AM***	\$100 per 15 minute increment
	US-24 EB to Industrial Dr	Phase 2	Friday 8PM to Monday 6AM** Overnight 8PM-6AM***	\$100 per 15 minute increment
	Industrial Dr to US-24 EB	Phase 2	Friday 8PM to Monday 6AM** Overnight 8PM-6AM***	\$175 per 15 minute increment
US-24 & US-6 (East Interchange)	US-6 WB to US-24 WB	Pre-Phase 2	Total: 105 Days (Pre-Phase 2: 30 Days, Phase 2A: 75 Days)	\$10000 per day
		Phase 2A		
US-6 & CR-424	US-24 EB to US-6 EB	Phase 2A	75 Days	\$10000 per day
	US-6 WB to CR-424	Phase 2	75 Days	\$150 per day
	US-6 EB to CR-424	Phase 2	75 Days	\$150 per day
	CR-424 to US-6 EB	Phase 2	75 Days	\$500 per day

*Ramp closures shall be scheduled to ensure there are no detour route conflicts.

** Pavement replacement at gore area.

*** Multiple overnight closures are permitted for ramp resurfacing

DESIGN AGENCY



DESIGNER

DEK

REVIEWER

JJM MM-DD-YY

PROJECT ID

110524

SHEET

TOTAL

P.28

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SEQUENCE OF CONSTRUCTION:

THE SEQUENCE OF CONSTRUCTION OUTLINED BELOW IS INTENDED TO GUIDE THE WORK IN A MANNER THAT PROVIDES THE FOLLOWING BASIC LEVELS OF SERVICE TO LOCAL AND THROUGH MOTORISTS:

1. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION ON US-6/US-24 AT ALL TIMES.
2. MAINTAIN RAMP ACCESS AT ALL TIMES EXCEPT FOR WHEN NOTED IN THE PLANS AND THE ALLOWABLE CLOSURE TABLES. WHEN RAMPS ARE CLOSED THE CONTRACTOR SHALL ENSURE THAT THAT THERE ARE NO DETOUR CONFLICTS AND THAT TRAFFIC IS DETOURED AS OUTLINED IN THE PLANS.

PHASES 1 AND 2 SHALL INCLUDE COMPLETING THE WORK THROUGH THE INTERMEDIATE COURSE OF PAVEMENT.

ALTHOUGH THIS SEQUENCE OF CONSTRUCTION LISTS TASKS IN A SPECIFIC ORDER, NOT EVERY ITEM LISTED MUST BE COMPLETED BEFORE COMMENCING THE NEXT ITEM, SOME TASKS MAY BE PERFORMED CONCURRENTLY.

US-6/US-24 PRE-PHASE:

THE FOLLOWING ITEMS SHALL BE COMPLETED PRIOR TO MOVING TRAFFIC INTO THE PHASE 1 CONFIGURATION FOR MAINTAINING TRAFFIC. WORK SHALL BE COMPLETED UTILIZING LANE CLOSURE AS NECESSARY, LANE CLOSURES SHALL FOLLOW SCD MT-95.30.

PERFORM PAVEMENT REPAIRS AS DIRECTED BY THE ENGINEER.

CONSTRUCT THE CROSSTOVERS NEEDED FOR PHASE 1 OF CONSTRUCTION.

ADJUST BARRIERS, BRIDGE TERMINAL ASSEMBLIES AND GUARDRAIL END TREATMENTS FOR REVERSE FLOW.

MILL AND FILL RUMBLE STRIPS AT CROSSTOVER LOCATIONS AND ALONG THE OUTSIDE SHOULDER IN THE EB DIRECTION IN PREPARATION OF SHIFTING EASTBOUND TRAFFIC ON THE EASTBOUND OUTSIDE SHOULDER.

PHASE 1

THE FOLLOWING ITEMS SHALL BE COMPLETED DURING PHASE 1 OF CONSTRUCTION, INCLUDING WORK IN ALL SUBPHASES OF PHASE 1. ANY CONCURRENT WORK BETWEEN SUBPHASES SHALL ENSURE THAT RAMP DETOURS DO NOT CONFLICT AND THAT RAMPS ARE DETOURED AS SHOWN ON THEIR RESPECTIVE DETOUR MAPS.

MOVE EASTBOUND TRAFFIC TO THE EASTBOUND OUTSIDE LANE AND SHOULDER AND CROSS WESTBOUND TRAFFIC ONTO THE EASTBOUND LANES AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

PERFORM THE RECONSTRUCTION OF THE WESTBOUND LANES OF US-6 & US-24 WITHIN THE LIMITS SHOWN IN THE PLANS.

COMPLETE ALL STRUCTURE WORK ALONG THE WESTBOUND DIRECTION OF US-6 & US-24, INCLUDING BUT NOT LIMITED TO THE WORK ON STRUCTURES HEN-6-1151L AND HEN-6-12.49L.

PHASE 1A (US-6/US-24 WEST INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 1:

THE RECONSTRUCTION OF THE RAMP FROM US-6 TO US-24 WESTBOUND. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135N.

THE RECONSTRUCTION OF THE US-6/US-24 WESTBOUND RAMP TO US-6 WESTBOUND. THE WORK ON STRUCTURE HEN-6-11.52 SHALL ALSO TAKE PLACE DURING THIS RAMP CLOSURE. TRAFFIC FOR THIS RAMP SHALL BE DETOURED AS SHOWN ON SHEET 135M.

CLOSURE RESTRICTIONS FOR BOTH RAMPS ARE SHOWN ON THE ALLOWABLE CLOSURE TABLE ON SHEET 28.

PHASE 1B (SR-108 INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 1:

THE RECONSTRUCTION OF THE RAMP FROM SR-108 TO US-6/US-24 WESTBOUND. THE REMOVAL OF STRUCTURE HEN-6-12.26L AND ALL MAINLINE PAVEMENT THROUGH THE INTERMEDIATE COURSE SHALL BE COMPLETE FROM APPROXIMATELY STA 639+50 TO STA 650+00. RAMP TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135O.

THE RECONSTRUCTION OF THE RAMP FROM US-6/US-24 WESTBOUND TO SR-108. WORK ON STRUCTURE HEN-6-12.70L. RAMP TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135N.

CLOSURE RESTRICTIONS FOR BOTH RAMPS ARE SHOWN ON THE ALLOWABLE CLOSURE TABLE ON SHEET 28.

PHASE 1C (INDUSTRIAL INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 1:

THE CONTRACTOR SHALL MOVE THE CROSSTOVER FOR THE RAMP FROM US-6/US-24 WESTBOUND TO INDUSTRIAL AVENUE AND THE RAMP FROM INDUSTRIAL AVENUE TO US-6/US-24 WESTBOUND IN ORDER TO COMPLETE WESTBOUND MAINLINE TRAFFIC.

THE CONTRACTOR SHALL COMPLETE THE PAVEMENT RECONSTRUCTION ON THE RAMP OVERLAP AREAS FROM STATIONS 719+00 TO 722+50 ON THE OFF RAMP AND STATIONS 743+75 TO 747+50 ON THE ON RAMP. THE CONTRACTOR WILL BE PERMITTED TO CLOSE EACH RAMP FOR ONE FULL WEEKEND FOR EACH RAMP AS SHOWN IN THE ALLOWABLE CLOSURE TABLE FOR THIS WORK.

COMPLETE THE RESURFACING OF THE US-6/US-24 WESTBOUND OFF RAMP TO INDUSTRIAL AVENUE AND THE INDUSTRIAL AVENUE ON RAMP TO US-6/US-24 WESTBOUND. THE RAMP CLOSURES SHALL TAKE PLACE OVERNIGHT AS SHOWN IN THE ALLOWABLE CLOSURE TABLE SHOWN ON SHEET 28. THE RAMP CLOSURES SHALL NOT TAKE PLACE DURING PHASE 1B WHEN THE US-6/US-24 WESTBOUND OFFRAMP TO SR-108 IS CLOSED.

PRE-PHASE 2

THE FOLLOWING WORK SHALL BE COMPLETED JUST PRIOR TO MAINTENANCE OF TRAFFIC SWITCH TO PHASE 2.

US-6 WB TO US-24 WB SHALL BE CLOSED TO COMPLETE THE FULL DEPTH PAVEMENT REPLACEMENT OF THE US-6 WB TO US-24 WB RAMP AND SECTIONS OF US-24 WB FROM STA 819+50 TO 831+75. TRAFFIC FOR US-6 WB SHALL BE DETOURED AS SHOWN ON SHEET 135T. THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SHOWN ON THE ALLOWABLE CLOSURE TABLE. THIS WORK SHALL BE SCHEDULED SO THAT PHASE 2 COMMENCES IMMEDIATELY UPON COMPLETION OF THE PRE-PHASE 2 WORK.

PHASE 2

THE FOLLOWING ITEMS SHALL BE COMPLETED DURING PHASE 2 OF CONSTRUCTION, INCLUDING WORK IN ALL SUBPHASES OF PHASE 2. ANY CONCURRENT WORK BETWEEN SUBPHASES SHALL ENSURE THAT RAMP DETOUR DO NOT CONFLICT AND THAT RAMPS ARE DETOURED AS SHOWN ON THEIR RESPECTIVE DETOUR MAPS.

MOVE WESTBOUND TRAFFIC TO THE WESTBOUND OUTSIDE LANE AND OUTSIDE SHOULDER AND CROSS EASTBOUND TRAFFIC ONTO THE COMPLETED WESTBOUND LANES AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS.

PERFORM THE RECONSTRUCTION OF THE EASTBOUND LANES OF US-6 & US-24 WITHIN THE LIMITS SHOWN IN THE PLANS. COMPLETE ALL STRUCTURE WORK ALONG THE EASTBOUND LANES OF US-6 & US-24, INCLUDING BUT NOT LIMITED TO THE WORK ON STRUCTURE HEN-6-12.26R.

RECONSTRUCT THE RAMPS FROM US-6 EB TO CR-424, CR-424 TO US-6 EB AND CR-424 TO US-6 WB WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

PHASE 2A (US-6/US-24 EAST INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 2. THIS SUBPHASE SHALL TAKE PLACE AT THE START OF PHASE 2 IN ORDER TO RE-OPEN TO THROUGH TRAFFIC AS SOON AS POSSIBLE.

COMPLETE THE RECONSTRUCTION OF US-6 ON THE EAST SIDE OF NAPOLEON TO THE MAUMEE RIVER BRIDGE AND US-24 FROM STA 820+00 TO 550+00

COMPLETE THE STRUCTURE WORK ON HEN-24-9.80R.

UPON COMPLETION OF THE RECONSTRUCTION OF US-6 AND US-24 SECTION, AND THE STRUCTURE WORK, US-24. US-6 SHALL BE REOPENED AND US-24 EB MOVED BACK TO IT’S RESPECTIVE LANES.

THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

PHASE 2B (SR-108 INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 2:

THE RECONSTRUCTION OF THE RAMP FROM US-6/US-24 EASTBOUND TO SR-108, AND THE STRUCTURE WORK ON HEN-6-12.47R. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135R. THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

COMPLETE THE RAMP RECONSTRUCTION OF THE SR-108 ON RAMP TO US-6/US-24. COMPLETE THE STRUCTURE WORK ON HEN-6-12.69R. THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

PHASE 2C (US-6/US-24 WEST INTERCHANGE)

RECONSTRUCT THE US-24 OFF RAMP TO US-6. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135P. THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

RECONSTRUCT THE US-6 ON RAMP TO US-6/US-24 EASTBOUND. COMPLETE THE STRUCTURE WORK ON HEN-6-11.51R. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 135Q. THIS WORK SHALL BE COMPLETED WITHIN THE DURATION SPECIFIED IN THE ALLOWABLE CLOSURE TABLE.

PHASE 2D (INDUSTRIAL INTERCHANGE)

THE FOLLOWING WORK SHALL BE COMPLETED DURING THIS SUBPHASE OF PHASE 2:

THE CONTRACTOR SHALL MOVE THE CROSSTOVERS FOR THE RAMP FROM US-6/US-24 EASTBOUND TO INDUSTRIAL AVENUE AND THE RAMP FROM INDUSTRIAL AVENUE TO US-6/US-24 EASTBOUND IN ORDER TO COMPLETE EASTBOUND MAINLINE TRAFFIC.

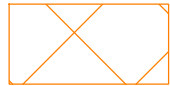
THE CONTRACTOR SHALL COMPLETE THE PAVEMENT RECONSTRUCTION ON THE RAMP OVERLAP AREAS FROM STATIONS 716+00 TO 720+00 ON THE OFF RAMP AND STATIONS 741+00 TO 745+00 ON THE ON RAMP. THE CONTRACTOR WILL BE PERMITTED TO CLOSE EACH RAMP FOR ONE FULL WEEKEND FOR EACH RAMP AS SHOWN IN THE ALLOWABLE CLOSURE TABLE.

COMPLETE THE RESURFACING OF THE US-6/US-24 EASTBOUND OFF RAMP TO INDUSTRIAL AVENUE AND THE INDUSTRIAL AVENUE ON RAMP TO US-6/US-24 EASTBOUND. THE RAMP CLOSURE SHALL TAKE PLACE OVERNIGHT AS SHOWN IN THE ALLOWABLE CLOSURE TABLE SHOWN ON SHEET 28. THE RAMP CLOSURES SHALL NOT TAKE PLACE DURING PHASE 1A WHEN US-6 IS CLOSED AT THE EAST US-6/US-24 INTERCHANGE. THE RAMP CLOSURES SHALL NOT TAKE PLACE DURING PHASE 1B WHEN THE SR-108 ON RAMP TO US-6/US-24 EASTBOUND IS CLOSED.

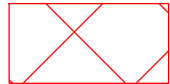
PHASE 3

THIS PHASE OF CONSTRUCTION SHALL INCLUDE PLACING THE SURFACE COURSE FOR BOTH DIRECTIONS OF TRAVEL.

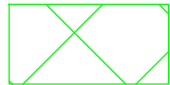
LEGEND PHASE 1:



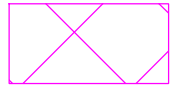
TEMPORARY PAVEMENT (FULL DEPTH)



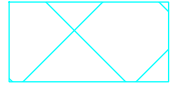
PHASE 1 WORK AREA



PHASE 1A WORK AREA



PHASE 1B WORK AREA



PHASE 1C WORK AREA

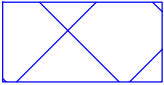
LEGEND PHASE 2:



TEMPORARY PAVEMENT (FULL DEPTH)



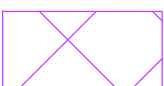
PRE-PHASE 2 WORK AREA



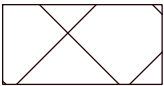
PHASE 2-2A WORK AREA



PHASE 2B WORK AREA



PHASE 2C WORK AREA



PHASE 2D WORK AREA



Crash Attenuator



Work Zone Edge Line (White)



Work Zone Edge Line (Yellow)



Work Zone Channelizing Line



Work Zone Dotted Line (White)



Portable Barrier



GUARDRAIL



SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	19	20	21	25	135L	140	141	145	160	149	163	01/NHS	02/NHS						
																		ROADWAY	
	LS											LS		201	11000	LS		CLEARING AND GRUBBING	
										313,476		313,476		202	23000	313,476	SY	PAVEMENT REMOVED	
										806		806		202	30600	806	SY	CONCRETE MEDIAN REMOVED	
						178	35					213		202	30700	213	FT	CONCRETE BARRIER REMOVED	
											4,424	4,424		202	35100	4,424	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
											200	200		202	35200	200	FT	PIPE REMOVED, OVER 24" DIAMETER	
					2,100	11,150	4,850					18,100		202	38000	18,100	FT	GUARDRAIL REMOVED	
					150							150		202	38200	150	FT	GUARDRAIL REMOVED FOR REUSE	
						1,375	175					1,550		202	38300	1,550	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
					1,075							1,075		202	38410	1,075	FT	GUARDRAIL REMOVED FOR REUSE, BARRIER DESIGN	
					12	18	9					39		202	42010	39	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
						24	13					37		202	42040	37	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							4					4		202	42050	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
					5	33	8					46		202	47000	46	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
						16	2					18		202	47800	18	EACH	IMPACT ATTENUATOR REMOVED	
											6	6		202	58000	6	EACH	MANHOLE REMOVED	
											66	66		202	58100	66	EACH	CATCH BASIN REMOVED	
	3											3		202	60010	3	EACH	MONUMENT ASSEMBLY REMOVED	
			1,396									1,396		202	75000	1,396	FT	FENCE REMOVED	
		LS										LS		202	98000	LS		REMOVAL MISC.: EXISTING CONCRETE RR FOUNDATIONS	21
												LS		202	98000	LS		REMOVAL MISC.: TRAFFIC MONITORING EQUIPMENT	20
								130,073				130,189		203	10000	130,189	CY	EXCAVATION	
			116					11,767				11,802		203	20000	11,802	CY	EMBANKMENT	
			35																
				3,535								3,535		204	30020	3,535	CY	GRANULAR MATERIAL, TYPE C	
												171		204	45000	171	HOURL	PROOF ROLLING	
										8,752		8,752		206	10500	8,752	TON	CEMENT	
										338,183		338,183		206	11000	338,183	SY	CURING COAT	
										338,183		338,183		206	15010	338,183	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
		LS										LS		206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
					2,100	10,625	4,087.5					16,812.5		606	15050	16,812.5	FT	GUARDRAIL, TYPE MGS	
						700						700		606	15100	700	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
						25						25		606	15150	25	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
						513	100					613		606	15550	613	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
					150							150		606	16500	150	FT	GUARDRAIL REBUILT, TYPE 5	
					1,075							1,075		606	16600	1,075	FT	GUARDRAIL REBUILT, BARRIER DESIGN, TYPE 5	
						7	8					15		606	26050	15	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
						12	18	5				35		606	26150	35	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
						18	8					26		606	26550	26	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						13	5					18		606	34600	18	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	
					5	13	6					24		606	35002	24	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						4						4		606	35102	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
						10	2					12		606	60012	12	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	
			2,926									2,926		607	23000	2,926	FT	FENCE, TYPE CLT	
						425						425		622	10100	425	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
						3						3		622	10200	3	EACH	BARRIER TRANSITION	
						180	120					300		622	24000	300	FT	CONCRETE BARRIER, TYPE D	
						5	4					9		622	25000	9	EACH	CONCRETE BARRIER END SECTION, TYPE D	
						2						2		622	25006	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
						5	4					9		622	25050	9	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
	3											3		623	40500	3	EACH	REFERENCE MONUMENT, TYPE A	
		250										250		625	25504	250	FT	CONDUIT, 3", 725.051	
		4										4		625	30706	4	EACH	PULL BOX, 725.08, 24"	
		4										4		625	31510	4	EACH	PULL BOX REMOVED	
												LS		878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																		EROSION CONTROL	
	25								200			225		601	21050	225	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
											3	3		601	32200	3	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	

SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		19	20	21	23	26	28	145	149	160	163	01/NHS	02/NHS						
			3									3		659	00100	3	EACH	SOIL ANALYSIS TEST	
			23,950									23,950		659	00300	23,950	CY	TOPSOIL	
				441				215,321				215,762		659	10000	215,762	SY	SEEDING AND MULCHING	
			10,788									10,788		659	14000	10,788	SY	REPAIR SEEDING AND MULCHING	
			29.12									29.12		659	20000	29.12	TON	COMMERCIAL FERTILIZER	
			4.95									4.95		659	31000	4.95	ACRE	LIME	
			583									583		659	35000	583	MGAL	WATER	
			485									485		659	40000	485	MSF	MOWING	
				44,574								44,574		670	00500	44,574	SY	SLOPE EROSION PROTECTION	21
												LS		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
												LS		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
												LS		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
												825,000		832	30000	825,000	EACH	EROSION CONTROL	
																		DRAINAGE	
											12	12		602	20000	12	CY	CONCRETE MASONRY	
										99,647		99,647		605	11110	99,647	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
		360								1,999		2,359		605	13410	2,359	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
										113,178		113,178		605	14020	113,178	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
		50										50		605	31100	50	FT	AGGREGATE DRAINS	
										6,500		6,500		611	00510	6,500	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
		50										50		611	01500	50	FT	6" CONDUIT, TYPE F	
											541	541		611	04401	541	FT	12" CONDUIT, TYPE B, AS PER PLAN	22
											2,620	2,620		611	05901	2,620	FT	15" CONDUIT, TYPE B, AS PER PLAN	22
											104	104		611	07201	104	FT	18" CONDUIT, TYPE A, AS PER PLAN	22
											585	585		611	07401	585	FT	18" CONDUIT, TYPE B, AS PER PLAN	22
											75	75		611	08901	75	FT	21" CONDUIT, TYPE B, AS PER PLAN	22
											196	196		611	13401	196	FT	30" CONDUIT, TYPE B, AS PER PLAN	22
											3	3		611	98180	3	EACH	CATCH BASIN, NO. 3A	
											3	3		611	98230	3	EACH	CATCH BASIN, NO. 4	
											51	51		611	98410	51	EACH	CATCH BASIN, NO. 8	
											2	2		611	98434	2	EACH	CATCH BASIN, NO. 8A	
											2	2		611	98470	2	EACH	CATCH BASIN, NO. 2-2B	
					10							10		611	98630	10	EACH	CATCH BASIN ADJUSTED TO GRADE	
											3	3		611	98710	3	EACH	INLET, NO. 2-6	
		5								111		116		611	99710	116	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
						36,833	9,200					46,033		254	01000	46,033	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"	
										22,934		22,934		254	01000	22,934	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	
										12,393		12,393		254	01000	12,393	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3 3/4"	
										63,526		63,526		302	66001	63,526	CY	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	21
										55,883		55,883		304	20000	55,883	CY	AGGREGATE BASE	
						3,131	782					51,004		407	10000	54,917	GAL	TACK COAT	
												383		441	70000	383	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
												517		442	10001	517	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 88-22M	21
												14,609		442	10080	14,609	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
												775		442	10101	775	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG 88-22M	21
						1,535						12,522		442	10301	14,057	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	21
												35,292		452	14120	35,292	SY	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
												512		609	14000	512	FT	CURB, TYPE 2-A	
												226		609	24510	226	FT	CURB, TYPE 4-C	
												9,120		609	71000	9,120	SF	CONCRETE MEDIAN	
				163								227		617	10100	390	CY	COMPACTED AGGREGATE	
				24.6										618	40600	24.6	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
												LS		SPECIAL	69098400	LS		INTELLIGENT COMPACTION (IC)	22
												LS		SPECIAL	69098400	LS		PAVER MOUNTED THERMAL PROFILING	22



SHEET NUMBER												PART		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE
		20	23	24	27	135K	140	141	168	170	173	01/NHS	02/NHS	ITEM	EXT	TOTAL			SHEET NO.
																		TRAFFIC CONTROL	
										324		324		620	00500	324	EACH	DELINEATOR, POST GROUND MOUNTED	
									1,396			1,396		621	00100	1,396	EACH	RPM	
									1,189			1,189		621	54000	1,189	EACH	RAISED PAVEMENT MARKER REMOVED	
							1					1		626	00102	1	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	
							1					1		626	00102	1	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
							153	78				231		626	00116	231	EACH	BARRIER REFLECTOR, TYPE 5, BI-DIRECTIONAL	
							98	5				103		626	00116	103	EACH	BARRIER REFLECTOR, TYPE 5, ONE-WAY	
											335	335		630	03100	335	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
											37	37		630	06500	37	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
											136	136		630	07500	136	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
											43	43		630	07600	43	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
											61	61		630	08000	61	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	
											104	104		630	08601	104	EACH	SIGN POST REFLECTOR, AS PER PLAN	21
											281	281		630	80100	281	SF	SIGN, FLAT SHEET	
											120	120		630	80200	120	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
											281	281		630	81100	281	SF	SIGN ERECTED, FLAT SHEET	
											120	120		630	81200	120	SF	SIGN ERECTED, EXTRUSHEET	
											16	16		630	84500	16	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
											26	26		630	84900	26	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
											105	105		630	85100	105	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
											26	26		630	86002	26	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
											90	90		630	86010	90	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION	
											12	12		630	86102	12	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
											119	119		630	97900	119	FT	SIGNING, MISC.: 6" x 8" SOLID WOOD POST, AS PER PLAN	21
									2,472			2,472		642	00720	2,472	FT	CHEVRON MARKING, TYPE 1	
									160			160		642	00900	160	SF	ISLAND MARKING, TYPE 1	
		20										20		642	40000	20	EACH	SPEED MEASUREMENT MARKING	
									172			172		646	10400	172	FT	STOP LINE	
									20			20		646	20300	20	EACH	LANE ARROW	
									32.25			32.25		807	12010	32.25	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
									12.16			12.16		807	12110	12.16	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
									13,541			13,541		807	12310	13,541	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
									250			250		807	12400	250	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 4"	
									14,795			14,795		807	12410	14,795	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
									39.56			39.56		850	10010	39.56	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
									250			250		850	10100	250	FT	GROOVING FOR 4" RECESSED PAVEMENT MARKING, (ASPHALT)	
									14,967			14,967		850	10110	14,967	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
									13,541			13,541		850	10130	13,541	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
									4.86			4.86		850	20010	4.86	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																		STRUCTURE REPAIRS	
																		FOR HEN-24-0980R ESTIMATED QUANTITIES	1037
																		FOR HEN-6-1150 (RAMP) ESTIMATED QUANTITIES	924
																		FOR HEN-6-1150L ESTIMATED QUANTITIES	886
																		FOR HEN-6-1150R ESTIMATED QUANTITIES	905
																		FOR HEN-6-1226L&R ESTIMATED QUANTITIES	942
																		FOR HEN-6-1247L ESTIMATED QUANTITIES	950
																		FOR HEN-6-1247R ESTIMATED QUANTITIES	975
																		FOR HEN-6-1270L ESTIMATED QUANTITIES	1000
																		FOR HEN-6-1270R ESTIMATED QUANTITIES	1019
																		MAINTENANCE OF TRAFFIC	
											100	100		410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
														614	11110	1,200	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
														614	11630	6,835	FT	INCREASED BARRIER DELINEATION	
														614	12380	13	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
														614	12420	LS		DETOUR SIGNING	
														614	12460	50	EACH	WORK ZONE MARKING SIGN	
														614	12484	20	EACH	WORK ZONE INCREASED PENALTIES SIGN	
														614	12500	25	EACH	REPLACEMENT SIGN	
														614	12600	250	EACH	REPLACEMENT DRUM	



DESIGN AGENCY

DESIGNER

JRB

REVIEWER

XXX MM-DD-YY

PROJECT ID

110524

SHEET

P.138

TOTAL

1108

SHEET NUMBER											PART.		ITEM	ITEM	GRAND		DESCRIPTION	SEE	
				22	23	24	25	26	27	28	135K	01/NHS	02/NHS	ITEM	EXT	TOTAL		UNIT	SHEET NO.
							20					20		614	12756	20	EACH	WORK ZONE Crossover LIGHTING SYSTEM	
								2,110				2,110		614	12800	2,110	EACH	WORK ZONE RAISED PAVEMENT MARKER	
					30							30		614	13000	30	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
										282		282		614	13001	282	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	28
									2,685			2,685		614	13310	2,685	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
									50			50		614	13318	50	EACH	BARRIER REFLECTOR, TYPE 5, ONE-WAY	
									1,460			1,460		614	13350	1,460	EACH	OBJECT MARKER, ONE WAY	
											61	61		614	18000	61	EACH	MAINTAINING TRAFFIC, MISC.:6"x8" SOLID WOOD POST, AS PER PLAN	21
											1,206	1,206		614	18010	1,206	SF	MAINTAINING TRAFFIC, MISC.:SIGN (FLAT SHEET)	28
							155					155		614	18601	155	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	25
						6						56.67	62.67	614	22010	62.67	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
						6						56.67	62.67	614	22056	62.67	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
						1,000						9,657	10,657	614	23010	10,657	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
						1,000						9,657	10,657	614	23110	10,657	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
						1,000						1,000		614	23690	1,000	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
						2,800						28,362	31,162	614	24000	31,162	FT	WORK ZONE DOTTED LINE, CLASS I	
						2,800						28,362	31,162	614	24102	31,162	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
						200						200		614	26000	200	FT	WORK ZONE STOP LINE, CLASS I	
						200						200		614	26610	200	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
						12						12		614	30000	12	EACH	WORK ZONE ARROW, CLASS I	
						12						12		614	30650	12	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
						LS						LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
											29,964	29,964		615	20001	29,964	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	24
						600						600		616	10000	600	MGAL	WATER	
												63,645	63,645	622	41011	63,645	FT	PORTABLE BARRIER, 50", AS PER PLAN	24
												2	2	622	41060	2	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
												6,894	6,894	622	41100	6,894	FT	PORTABLE BARRIER, UNANCHORED	
							527					527		808	18700	527	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
												LS		108	10000	LS		INCIDENTALS	
												LS		614	11000	LS		CPM PROGRESS SCHEDULE	
												LS						MAINTAINING TRAFFIC	
				31								31		619	16021	31	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	22
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	



HEN-6/24-11.32/4.62

MODEL: Sheet 1 PAPERSIZE: 17x11 (in.) DATE: 1/13/2026 TIME: 22:23:31 PM PLTDRV: OHDOT_PDF_Color.pltctg PENTBL: OHDOT_PenC.tbl USER: John.Bidinger@odot.ohio.gov WORKSPACE: OhDOTCEV02 WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc\ohdot-pw-bentley.com\shdotce-pw-02\Documents\01 Active Projects\District 02\Henry\110524\400-Engineering\Roadway\Sheets\110524_GS004.dgn

STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	202	206	206	206	204	254	254	302	304	407	407	442	442	442	442	452	609	609	609	617	
									PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	CEMENT	CURING COAT	PROOF ROLLING	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	PAVEMENT PLANING, ASPHALT CONCRETE, 3 3/4"	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	AGGREGATE BASE	TACK COAT (0.055 GAL/SY)	TACK COAT (0.085 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1 3/4"	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 2 1/4"	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	CONCRETE MEDIAN	CURB, TYPE 2-A	CURB, TYPE 4-C	COMPACTED AGGREGATE	
RESURFACING					FT	FT	SY	SY	SY	SY	TON	SY	HOURL	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	SY	SF	FT	FT	CY		
US 24, US 6 / 24 EASTBOUND																														
243+80.00	TO	252+59.85	1	EB	879.85	28.00	2737.31							2737.31				150.55	232.67	114.05	133.06							17.65		
252+59.85		261+46.86	1	EB	887.01	36.00	3548.04							3548.04				195.14	301.58	147.84	172.47							17.79		
261+46.86		600+00.00	1	EB	765.95	28.00	2382.96							2382.96				131.06	202.55	99.29	115.84							15.37		
US 24, US 6 / 24 WESTBOUND																														
250+70.00	TO	253+81.96	1	WB	311.96	36.00	1247.84							1247.84				68.63	106.07	51.99	60.66							6.26		
253+81.96		596+30.68	1	WB	1530.85	28.00	4762.64							4762.64				261.95	404.82	198.44	231.52							30.71		
596+30.68		600+00.00	1	WB	369.32	36.00	1477.28							1477.28				81.25	125.57	61.55	71.81							7.41		
RAMP + GORE AREA																														
US 6 & 24 (WEST INTERCHANGE)																														
US 6 / 24 RAMP A																														
243+80.00	TO	252+59.78	SCL	EB	2532.81				2311.11					2311.11				127.11	196.44	96.30	112.35							25.41		
US 6 / 24 RAMP B																														
261+46.85	TO	600+00.00	SCL	EB	765.96				2184.44					2184.44				120.14	185.68	91.02	106.19							7.68		
US 6 / 24 RAMP C																														
253+81.96	TO	594+69.15	SCL	WB	1530.85				2282.22					2282.22				125.52	193.99	95.09	110.94							15.36		
INDUSTRIAL DRIVE INTERCHANGE																														
RAMP A																														
719+85.10	TO	726+80.00	19	EB	694.90	26.00	2007.49								2007.49			110.41	170.64			83.65	125.47					13.94		
726+80.00		727+60.00	19	EB	80.00	30.00	266.67								266.67			14.67	22.67			11.11	16.67					1.60		
727+60.00		730+65.35	19	EB	305.35	34.00	1153.54								1153.54			63.44	98.05			48.06	72.10					6.13		
RAMP B																														
722+47.40	TO	732+33.88	19	WB	986.48	26.00	2849.83								2849.83			156.74	242.24			118.74	178.11					19.79		
RAMP C																														
733+09.00	TO	734+64.57	19	WB	155.57	34.00	587.71								587.71			32.32	49.96			24.49	36.73					3.12		
734+64.57		735+44.57	19	WB	80.00	30.00	266.67								266.67			14.67	22.67			11.11	16.67					1.60		
735+44.57		743+90.36	19	WB	845.79	26.00	2443.39								2443.39			134.39	207.69			101.81	152.71					16.97		
RAMP D																														
731+54.41	TO	741+29.49	19	EB	975.08	26.00	2816.90								2816.90			154.93	239.44			117.37	176.06					19.56		
FULL DEPTH																														
US 6 / 24 EASTBOUND																														
600+00.00	TO	602+98.55	2	EB	298.55	36.00	1194.20		1194.2		1293.7	33.47	1293.7	0.65			273.98	213.78	198.26		49.76	58.05								
604+36.15		647+45.00	2,3	EB	4308.85	36.00	17235.40		17235.4		18671.7	483.13	18671.7	9.34			3954.21	3085.35	2861.40		718.14	837.83								
647+45.00		653+48.33	3	EB	603.33	48.00	3217.76		3217.8		3418.9	88.46	3418.9	1.71			732.44	566.09	533.39		134.07	156.42								
653+48.33		654+41.33	3	EB	93.00	28.00	289.33		289.3		304.8	7.89	304.8	0.15			65.64	50.52	47.93		12.06	14.06								
656+10.80		656+73.86	3	EB	63.06	28.00	196.19		196.2		206.7	5.35	206.7	0.10			44.51	34.25	32.50		8.17	9.54								
656+73.86		664+05.18	3	EB	731.32	36.00	2925.28		2925.3		3169.1	82.00	3169.1	1.58			671.13	523.66	485.65		121.89	142.20								
664+05.18		666+20.46	3	EB	215.28	28.00	669.76		669.8		705.6	18.26																		

HEN-6/24-11.32/4.62

MODEL: Sheet 2 PAPER:SIZE: 17x11 (in.) DATE: 1/13/2026 TIME: 2:22:32 PM PLTDRV: OHDOT_PDF_Color.pltctg PENTBL: OHDOT_PenC.tbl USER: John.Bidinger@odot.ohio.gov WORKSPACE: OhDOTCEV02 WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.205

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STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	202	206	206	206	204	254	254	302	304	407	407	442	442	442	442	452	609	609	609	617
									PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	CEMENT	CURING COAT	PROOF ROLLING	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	PAVEMENT PLANING, ASPHALT CONCRETE, 3 3/4"	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	AGGREGATE BASE	TACK COAT (0.055 GAL/SY)	TACK COAT (0.085 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1 3/4"	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 2 1/4"	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	CONCRETE MEDIAN	CURB, TYPE 2-A	CURB, TYPE 4-C	COMPACTED AGGREGATE
					FT	FT	SY	SY	SY	SY	TON	SY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	SY	SF	FT	FT	CY	
FULL DEPTH CONT'D																													
US 6 / 24 WESTBOUND																													
650+00.63	TO	651+34.36	3	WB	133.73	28.00	416.05	416.0		438.3	11.34	438.3	0.22			94.38	72.64	68.92		17.34	20.22								
651+34.36		655+07.68	3	WB	373.32	36.00	1493.28	1493.3		1617.7	41.86	1617.7	0.81			342.59	267.32	247.91		62.22	72.59								
656+75.48		664+30.15	3	WB	754.67	36.00	3018.68	3018.7		3270.2	84.62	3270.2	1.64			692.56	540.38	501.16		125.78	146.74								
664+30.15		666+48.87	3	WB	218.72	28.00	680.46	680.5		716.9	18.55	716.9	0.36			154.36	118.81	112.72		28.35	33.08								
667+78.33		667+85.78	3	WB	7.45	28.00	23.18	23.2		24.4	0.63	24.4	0.01			5.26	4.05	3.84		0.97	1.13								
667+85.78		672+45.00	3	WB	459.22	48.00	2449.17	2449.2		2602.2	67.33	2602.2	1.30			557.49	430.87	405.98		102.05	119.06								
672+45.00		706+44.62	2,3	WB	3399.62	36.00	13598.48	13598.5		14731.7	381.18	14731.7	7.37			3119.82	2434.30	2257.60		566.60	661.04								
706+44.62		721+44.62	2	WB	1500.00	51.63	8604.17	8604.2		9104.2	235.57	9104.2	4.55			1955.25	1508.10	1425.80		358.51	418.26								
721+44.62		722+48.35	2	WB	103.73	28.00	322.72	322.7		340.0	8.80	340.0	0.17			73.21	56.35	53.46		13.45	15.69								
722+48.35		743+90.49	2	WB	2142.14	36.00	8568.56	8568.6		9282.6	240.19	9282.6	4.64			1965.83	1533.88	1422.54		357.02	416.53								
743+90.49		748+50.00	2	WB	459.51	28.00	1429.59	1429.6		1506.2	38.97	1506.2	0.75			324.30	249.61	236.82		59.57	69.49								
748+50.00		751+98.45	2	WB	348.45	48.00	1858.40	1858.4		1974.5	51.09	1974.5	0.99			423.02	326.94	308.06		77.43	90.34								
751+98.45		820+22.80	2,3	WB	6824.35	36.00	27297.40	27297.4		29572.2	765.18	29572.2	14.79			6262.68	4886.57	4531.87		1137.39	1326.96								
US 24 EASTBOUND																													
1492+04.88	TO	1507+05.17	9	EB	1500.29	28.00	4667.57	4667.6		4917.6	127.24	4917.6	2.46			1058.85	814.97	773.21		194.48	226.90								
1507+05.17		1507+64.43	7	EB	59.26	36.00	237.04	237.0		256.8	6.64	256.8	0.13			54.38	42.43	39.35		9.88	11.52								
507+64.43		517+22.06	7	EB	957.63	36.00	3830.52	3830.5		4149.7	107.37	4149.7	2.07			878.81	685.71	635.94		159.61	186.21								
519+85.33		532+27.21	7, 4	EB	1241.88	36.00	4967.52	4967.5		5381.5	139.25	5381.5	2.69			1139.67	889.25	824.70		206.98	241.48								
532+27.28		550+00.00	2	EB	1772.72	36.00	7090.88	7090.9		7681.8	198.77	7681.8	3.84			1626.82	1269.36	1177.22		295.45	344.70								
US 6 EASTBOUND																													
822+83.77	TO	830+37.82	10	EB	754.05	14.00	1172.97	1173.0		1298.6	33.60	1298.6	0.65			271.52	214.11	195.08		48.87	57.02								
830+37.82		837+20.96	10	EB	683.14	20.00	1518.09	1518.1		1631.9	42.23	1631.9	0.82			347.19	269.88	251.88		63.25	73.80								
837+20.96		838+20.96	11	EB	100.00	30.00	333.33	333.3		366.7	9.49	366.7	0.18			76.95	60.49	55.41		13.89	16.20								
838+20.96		839+76.21	11	EB	155.25	36.00	621.00	621.0		672.8	17.41	672.8	0.34			142.47	111.17	103.10		25.88	30.19								
839+76.21		840+76.21	11	EB	100.00	42.00	466.67	466.7		500.0	12.94	500.0	0.25			106.58	82.72	77.41		19.44	22.69								
840+76.21		842+80.24	11	EB	204.03	48.00	1088.16	1088.2		1156.2	29.92	1156.2	0.58			247.69	191.44	180.38		45.34	52.90								
842+80.24		846+42.41	9	EB	362.17	28.00	1126.75	1126.8		1187.1	30.72	1187.1	0.59			255.61	196.73	186.65		46.95	54.77								
846+42.41		854+45.68	7	EB	803.27	36.00	3213.08	3213.1		3480.8	90.07	3480.8	1.74			737.16	575.18	533.43		133.88	156.19								
854+45.68		855+95.12	9	EB																									

HEN-6/24-11.32/4.62

MODEL: Sheet 3 PAPERSIZE: 17x11 (in.) DATE: 1/13/2026 TIME: 22:23:33 PM PLTDRV: OHDOT_PDF_Color.pltctg PENTBL: OHDOT_PenC.tbl USER: John.Bidinger@odot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc\ohdot-pw-bentley.com\shidod-pw-02\Documents\01 Active Projects\District 02\Henry110524\400-Engineering\Roadway\Sheets\110524_GS004.dgn

STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	202	206	206	206	204	254	254	302	304	407	407	442	442	442	442	452	609	609	609	617	
									PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	CEMENT	CURING COAT	PROOF ROLLING	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	PAVEMENT PLANING, ASPHALT CONCRETE, 3 3/4"	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	AGGREGATE BASE	TACK COAT (0.055 GAL/SY)	TACK COAT (0.085 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1 3/4"	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 2 1/4"	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC 1P WITH QC/QA	CONCRETE MEDIAN	CURB, TYPE 2-A	CURB, TYPE 4-C	COMPACTED AGGREGATE	
					FT	FT	SY	SY	SY	SY	TON	SY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	SY	SF	FT	FT	CY		
FULL DEPTH (CONT'D)																														
US 6 WESTBOUND																														
867+25.00	TO	868+25.00	14	WB	100.00	40.58	450.92		450.9		467.6	12.10	467.6	0.23		101.65	77.62	74.61		18.79	21.92									
868+25.00		868+64.75	14	WB	39.75	32.93	145.45		145.5		152.1	3.94	152.1	0.08		32.90	25.22	24.08		6.06	7.07						24			
US 6 & 24 WEST INTERCHANGE																														
RAMP A																														
104+51.18	TO	113+17.27	15		866.09	25.00	2405.81		2405.8		2694.5	69.72	2694.5	1.35			417.01							2405.81		87				
RAMP AB																														
113+17.27	TO	116+56.56	18		339.29	50.00	1884.94		1884.9		1998.0	51.70	1998.0	1.00			320.44							1884.94						
116+56.56		117+64.36	17		107.80	37.50	449.17		449.2		467.1	12.09	467.1	0.23			75.86							449.17						
117+64.36		118+97.20	17		132.84	47.00	693.72		693.7		738.0	19.10	738.0	0.37			118.08							693.72						
RAMP B																														
2113+85.16	TO	2115+55.29	15		170.13	25.00	472.58		472.6		529.3	13.70	529.3	0.26			81.91							472.58						
2115+55.29		2116+56.57	15		101.28	22.00	247.57		247.6		264.5	6.84	264.5	0.13			42.20							247.57						
2213+17.27		2219+42.36	15		625.09	25.00	1736.36		1736.4		1944.7	50.32	1944.7	0.97			300.97							1736.36		85				
RAMP C																														
300+54.07	TO	302+45.10	15		191.03	25.00	530.64		530.6		594.3	15.38	594.3	0.30			91.98							530.64						
302+45.10		303+47.85	15		102.75	22.00	251.17		251.2		285.4	7.39	285.4	0.14			42.81							251.17						
303+47.85		312+31.95	15		884.10	25.00	2455.83		2455.8		2750.5	71.17	2750.5	1.38			425.68							2455.83		99				
312+31.95		313+91.00	16		159.05	22.00	388.79		388.8		415.3	10.75	415.3	0.21			66.27							388.79						
RAMP D																														
1+00.00	TO	19+79.71	16		1879.71	25.00	5221.42		5221.4		5848.0	151.32	5848.0	2.92		1214.46	963.06	869.19		217.56	253.82									
21+11.37		27+29.35	16		617.98	25.00	1716.61		1716.6		1922.6	49.75	1922.6	0.96		399.27	316.62	285.76		71.53	83.45									
27+29.35		30+06.97	16		277.62	22.00	678.63		678.6		724.9	18.76	724.9	0.36		154.80	119.96	112.54		28.28	32.99									
30+06.97		31+81.43	16		174.46	20.00	387.69		387.7		416.8	10.78	416.8	0.21		88.67	68.92	64.32		16.15	18.85									
RAMP CE																														
500+38.14		501+59.72	17		121.58	44.00	594.39		594.4		634.9	16.43	634.9	0.32			101.32							594.39						
501+59.72		502+68.47	17		108.75	33.00	398.75		398.8		416.9	10.79	416.9	0.21			67.47							398.75						
502+68.47		503+13.19	17		44.72	22.00	109.32		109.3		116.8	3.02	116.8	0.06			18.63							109.32						
RAMP E																														
503+13.19		507+24.78	15		411.59	22.00	1006.11		1006.1		1143.3	29.58	1143.3	0.57			175.31							1006.11		100				
507+24.78		508+72.76	15		147.98	19.00	312.40		312.4		312.4	8.08	312.4	0.16			52.07							312.40						
508+72.76		511+28.85	15		256.09	11.00	313.00		313.0		313.0	8.10	313.0	0.16			52.17							313.00						
SR 108 INTERCHANGE																														
RAMP A																														
0+00.00	TO	0+55.29	16		55.29	20.40	125.32		125.3		134.5	3.48	134.5	0.07		28.65	22.25	20.79		5.22	6.09									
2+44.02		3+19.97	16		75.95	22.00	185.66		185.7																					

HEN-6/24-11.32/4.62

MODEL: Sheet 4 PAPERSIZE: 17x11 (in.) DATE: 1/13/2026 TIME: 22:23:33 PM PLTDRV: OHDOT_PDF_Color.pltctg PENTBL: OHDOT_PenC.tbl USER: John.Bidinger@odot.ohio.gov WORKSPACE: O:\DOTCEV\02 WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.205

pwc:\ohdot\p-cw-beniley.com\shdot\p-cw-02\Documents\01 Active Projects\District 02\Henry\110524\400-Engineering\Roadway\Sheets\110524_GS004.dgn

STATION RANGE				TYPICAL SECTION	REF NO.	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	202	206	206	206	204	254	254	302	304	407	407	442	442	442	442	452	609	609	609	617
										PAVEMENT REMOVED	CONCRETE MEDIAN REMOVED	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	CEMENT	CURING COAT	PROOF ROLLING	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	PAVEMENT PLANING, ASPHALT CONCRETE, 3 3/4"	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	AGGREGATE BASE	TACK COAT (0.055 GAL/SY)	TACK COAT (0.085 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), 1 3/4"	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 1 1/2"	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG 88-22M, 2 1/4"	11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	CONCRETE MEDIAN	CURB, TYPE 2-A	CURB, TYPE 4-C	COMPACTED AGGREGATE
FULL DEPTH (CONT'D)						FT	FT	SY	SY	SY	SY	TON	SY	SY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	SY	SF	FT	FT	CY
RAMP AB																														
111+91.04	TO	114+80.89		17		289.85	50.00	1610.28		1610.3		1706.9	44.17	1706.9	0.9				273.75							1610.28				
RAMP B																														
211+91.04	TO	217+17.65		15		526.61	25.00	1462.81		1462.8		1638.3	42.39	1638.3	0.8				253.55							1462.81				
217+17.65		218+12.46		16		94.81	22.00	231.76		231.8		247.6	6.41	247.6	0.1			52.87	40.97	38.43		9.66	11.27							
218+12.46		218+62.46		16		50.00	23.00	127.78		127.8		136.1	3.52	136.1	0.1			29.12	22.53	21.19		5.32	6.21							
RAMP C																														
849+26.11	TO	860+03.88		15		1077.77	25.00	2993.81		2993.8		3353.1	86.76	3353.1	1.7				518.93							2993.81				
860+03.88		861+73.71		16		169.83	24.00	452.88		452.9		481.2	12.45	481.2	0.2			103.09	79.67	75.07		18.87	22.02							
861+73.71		862+80.14		16		106.43	22.00	260.16		260.2		277.9	7.19	277.9	0.1			59.35	45.99	43.14		10.84	12.65							
EXTRA AREAS																														
CONCRETE MEDIAN																														
US 6 / 24 RAMP AB																														
112+51.22	TO	118+97.20		M-1		645.98			301.97		256.0	302.0	7.81	302.0	0.2					117.43							2718			
US 6 / 24 RAMP CE																														
500+38.14	TO	503+24.12		M-2		285.98			164.55		107.6	164.5	4.26	164.5	0.1					63.99							1481			
SR 108 RAMP AD																														
8+29.00	TO	15+67.23		M-3		738.23			342.42		273.0	342.4	8.86	342.4	0.2					133.16							3082			
CR 424 RAMP AB																														
111+09.57	TO	115+35.00		M-4		425.43			204.32		169.4	204.3	5.29	204.3	0.1					79.46							1839			
GORE AREA PAVEMENT																														
594+69.16	TO	596+30.69		PV-1		161.53			242.44	182.0		242.4	6.27	242.4	0.1			53.88	40.41	40.00		10.10	11.79							
610+55.58		613+33.48		PV-2		277.90		300.78	314.9	314.9		300.8	7.78	300.8	0.2			66.84	50.13	49.63		12.53	14.62							
650+01.43		651+34.36		PV-3		132.93		245.78	262.8	262.8		245.8	6.36	245.8	0.1			54.62	40.96	40.55		10.24	11.95							
656+05.99		656+73.86		PV-4		67.87		125.00	124.8	124.8		125.0	3.23	125.0	0.1			27.78	20.83	20.63		5.21	6.08							
664+05.18		666+12.46		PV-5		207.28		283.22	280.4	280.4		283.2	7.33	283.2	0.1			62.94	47.20	46.73		11.80	13.77							
664+30.15		666+42.97		PV-6		212.82		240.22	241.8	241.8		240.2	6.22	240.2	0.1			53.38	40.04	39.64		10.01	11.68							
717+06.75		719+86.84		PV-7		280.09		306.44	307.1	307.1		306.4	7.93	306.4	0.2			68.10	51.07	50.56		12.77	14.90							
721+44.62		722+48.35		PV-8		103.73		211.56	212.4	212.4		211.6	5.47	211.6	0.1			47.01	35.26	34.91		8.81	10.28							
741+26.08		742+34.62		PV-9		108.54		224.11	223.2	223.2		224.1	5.80	224.1	0.1			49.80	37.35	36.98		9.34	10.89							
743+90.49		746+74.87		PV-10		284.38		317.78	315.3	315.3		317.8	8.22	317.8	0.2			70.62	52.96	52.43		13.24	15.45							
860+01.81		861+72.47		PV-11		170.66		186.11	199.8	199.8		186.1	4.82	186.1	0.1			41.36	31.02	30.71		7.75	9.05							
117+43.66		117+66.54		PV-12		22.88		10.78	10.8	10.8		10.8	0.28	10.8	0.0				1.80						10.78					
501+59.23		501+81.20		PV-13		21.97		10.78	10.8	10.8		10.8	0.28	10.8	0.0				1.80						10.78					
14+90.73		16+39.50		PV-14		148.77		132.22	213.1	213.1		132.2	3.42	132.2	0.1			29.38	22.04	21.82		5.51	6.43							
101+38.02		103+57.89		PV-15		219.87		240.00	240.4	240.4		240.0	6.21	240.0	0.1			53.33	40.00	39.60		10.00	11.67							
217+17.65		218+62.46		PV-16		144.81		216.33	193.8	193.8		216.3	5.60	216.3	0.1			48.07	36.06	35.70		9.01	10.52							
1499+61.51		1507+05.17		PV-17		743.66		1175.11	1810.3	1810.3		1175.1	30.41	1175.1	0.6			261.14	195.85	193.89		48.96	57.12							
1499+50.32		1507+30.27		PV-18		779.95		737.22	699.0	699.0		737.2	19.08	737.2	0.4			163.83	122.87	121.64		30.72	35.84							
INTERSECTION AREAS																														
US 6 / 24 RAMP AB									247.00	247.0		247.0	6.39	247.0	0.1					41.17						247.00				
US 6 / 24 RAMP CE									276.56	276.6		276.6	7.16	276.6	0.1					46.09						276.56				
SR 108 RAMP AD									907.89	907.9		907.9	23.49	907.9	0.5					151.31						907.89				
CR 424 RAMP AB									719.22	719.2		719.2	18.61	719.2	0.4					119.87						719.22				
CR 424 RAMP C									322.89	322.9		322.9	8.35	322.9	0.2					53.81						322.89				
MEDIAN U-TURN																														
801+88.67	TO	805+31.33				342.66			306.67	306.7								68.15	51.11	50.60		12.78	14.91							
SUBTOTALS THIS SHEET										15763	806	16534	428	16534	9			1465	2961	1084		274	320			8562	9120			
SUBTOTALS FROM SHEET 1 OF 4										114005		122681	3175	122681	62	22934	12393	26085	20287	23863		5706	6657	517	775					227
SUBTOTALS FROM SHEET 2 OF 4										145478		156973	4062	156973	79			33322	25950	24145		6062	7072					14		
SUBTOTALS FROM SHEET 3 OF 4										38230		41995	1087	41995	21			2654	6685	1912		480	560			26730	512	212		
TOTALS CARRIED TO GENERAL SUMMARY										313476	806	338183	8752	338183	171	22934	12393	63526	55883	51004		12522	14609	517	775	35292	9120	512	226	227

PAVEMENT SUBSUMMARY (SHEET 4 OF 4)

DESIGN AGENCY



DESIGNER

JRB

REF NO.	SHEET NO.	STATION TO STATION			SIDE	CENTERLINE ROADWAY REFERENCE	202	202	202	202	611	611	611	611	611	611	611	611	611	602	611	601	611	
							PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	CATCH BASIN REMOVED	MANHOLE REMOVED	CATCH BASIN, NO. 8	12" CONDUIT, TYPE B, AS PER PLAN	15" CONDUIT, TYPE B, AS PER PLAN	18" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 4	CATCH BASIN, NO. 3A	30" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 8A	INLET, NO. 2-6	CATCH BASIN, NO. 2-2B	CONCRETE MASONRY	21" CONDUIT, TYPE B, AS PER PLAN	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	18" CONDUIT, TYPE A, AS PER PLAN
							FT	FT	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	CY	FT	CY	FT
DR-1	P.179	247+89.60	TO	247+89.60	RT	CLX_U006	103		1															
DR-2	P.188	606+49.87	TO	606+49.87	LT	CLX_U006	28		1															
DR-3	P.188				RT	CLX_U006	76		1															
DR-4	P.190	612+00.00	TO	612+00.00	LT	CLX_U006	28		1															
DR-5	P.190				RT	CLX_U006	78		1															
DR-6	P.193	621+25.76	TO	621+26.38	RT	CLX_U006	74			1														
DR-7	P.193	621+25.76	TO	621+64.01	RT	CLX_U006	40		1															
DR-8	P.193	624+50.00	TO	624+50.00	LT	CLX_U006	27		1															
DR-9	P.193				RT	CLX_U006	74		1															
DR-10	P.196	634+00.00	TO	634+00.00	RT	CLX_U006	91		1															
DR-11	P.199	642+84.26	TO	642+84.26	RT	CLX_U006	124		1															
DR-12	P.199	645+15.24	TO	645+15.24	RT	CLX_U006	142		1															
DR-13	P.202	651+89.88	TO	651+89.88	RT	CLX_U006	121		1															
DR-14	P.202	654+39.65	TO	654+39.65	LT	CLX_U006	93		1															
DR-15	P.203	2+83.43	TO	2+83.43	RT	BLP_R108A	21		1															
DR-16	P.203	4+14.74	TO	4+14.74	RT	BLP_R108A	31		1															
DR-17	P.205	664+76.89	TO	665+71.59	RT	CLX_U006	106		1															
DR-18	P.205	665+71.59	TO	665+71.59	RT	CLX_U006	55		1															
DR-19	P.206	669+30.07	TO	669+30.07	LT	CLX_U006	95		1															
DR-20	P.209	677+00.00	TO	677+00.00	LT	CLX_U006	28		1															
DR-21	P.209				RT	CLX_U006	66		1															
DR-22	P.211	685+00.00	TO	685+00.00	LT	CLX_U006	28		1															
DR-23	P.211				RT	CLX_U006	72		1															
DR-24	P.214	694+81.72	TO	694+81.72	LT	CLX_U006	27		1															
DR-25	P.214	694+80.54	TO	694+80.54	RT	CLX_U006	79		1															
DR-26	P.215	697+50.00	TO	697+50.00	LT	CLX_U006	28		1															
DR-27	P.215				RT	CLX_U006	86		1															
DR-28	P.218	709+00.00	TO	709+00.00	LT	CLX_U006	25		1															
DR-29	P.218				RT	CLX_U006	77		1															
DR-30	P.218	711+00.00	TO	711+00.00	LT	CLX_U006	29		1															
DR-31	P.218				RT	CLX_U006	77		1															
DR-32	P.223	723+50.00	TO	723+50.00	LT	CLX_U006	25		1															
DR-33	P.223				RT	CLX_U006	77		1															
DR-34	P.224	729+00.00	TO	729+00.00	LT	CLX_U006	25		1															
DR-35	P.224	729+00.00	TO	731+50.00	RT	CLX_U006	250		1															
DR-36	P.226	731+50.00	TO	731+50.00	LT	CLX_U006	25		1															
DR-37	P.226				RT	CLX_U006	60		1															
DR-38	P.227	738+50.00	TO	738+50.00	LT	CLX_U006	25		1															
DR-39	P.227				RT	CLX_U006	74		1															
DR-40	P.227	740+50.00	TO	740+50.00	LT	CLX_U006	28		1															
DR-41	P.227				RT	CLX_U006	107		1															
DR-42	P.232	754+00.00	TO	754+00.00	LT	CLX_U006	25		1															
DR-43	P.232				RT	CLX_U006	82		1															
DR-44	P.233	758+00.00	TO	758+00.00	LT	CLX_U006	26		1															
DR-45	P.233	758+00.00	TO	758+63.32	RT	CLX_U006	64		1															
DR-46	P.233	758+00.65	TO	758+63.32	RT	CLX_U006	123			1														
DR-47	P.233	759+60.00	TO	759+60.00	RT/LT	CLX_U006	28		1															
DR-48	P.233	759+60.00	TO	759+77.00	LT	CLX_U006	22		1															
DR-49	P.233	759+84.00	TO	760+13.50	LT	CLX_U006		83																
DR-50	P.233	759+71.97	TO	759+77.12	RT	CLX_U006		79		1														
DR-51	P.233	759+71.97	TO	759+87.18	RT	CLX_U006		38		1														
DR-52	P.235	763+00.00	TO	763+00.00	LT	CLX_U006	28		1															
DR-53	P.235				RT	CLX_U006	93		1															
DR-54	P.236	770+00.00	TO	770+00.00	LT	CLX_U006	28		1															
DR-55	P.236				RT	CLX_U006	86		1															
DR-56	P.241	786+00.00	TO	786+00.00	LT	CLX_U006	25		1															
DR-57	P.241				RT	CLX_U006	72		1															
DR-58	P.242	789+00.00	TO	789+00.00	LT	CLX_U006	21		1															
DR-59	P.242				RT	CLX_U006	82		1															
SUBTOTALS							3530	200.00	54	4.00														
TOTALS CARRIED TO SHEET 3 OF 3							3530	200	54	4														

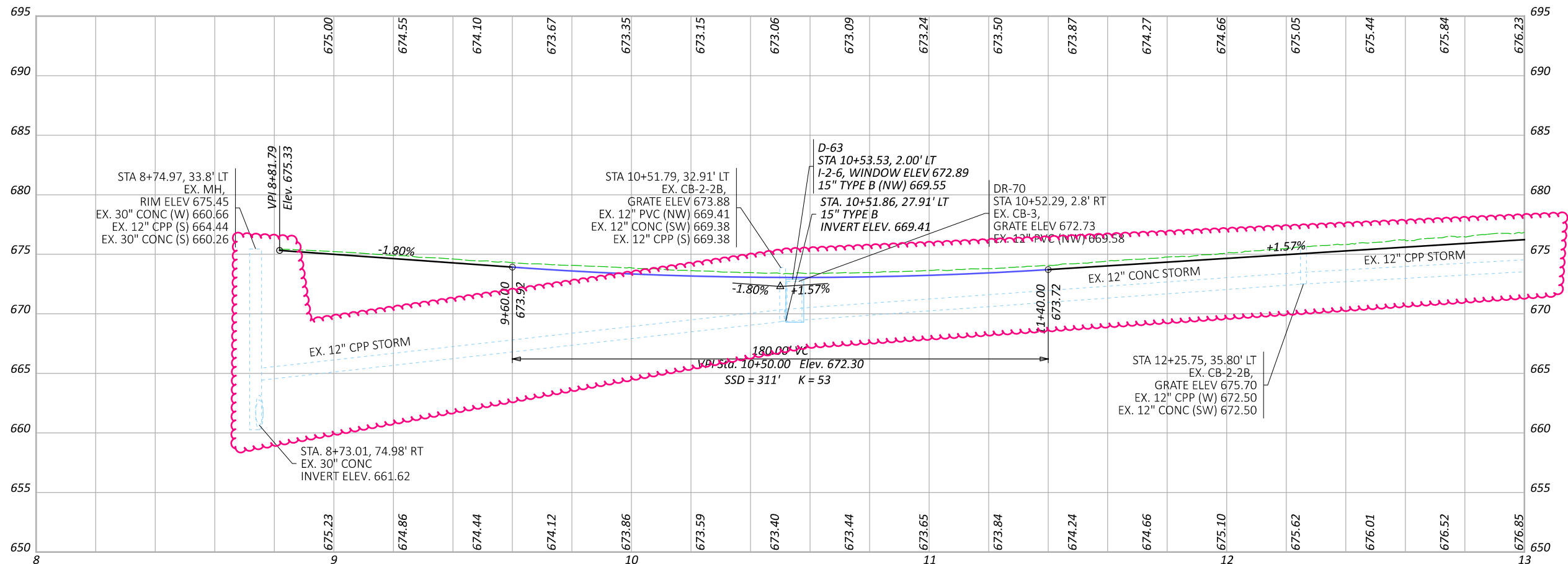
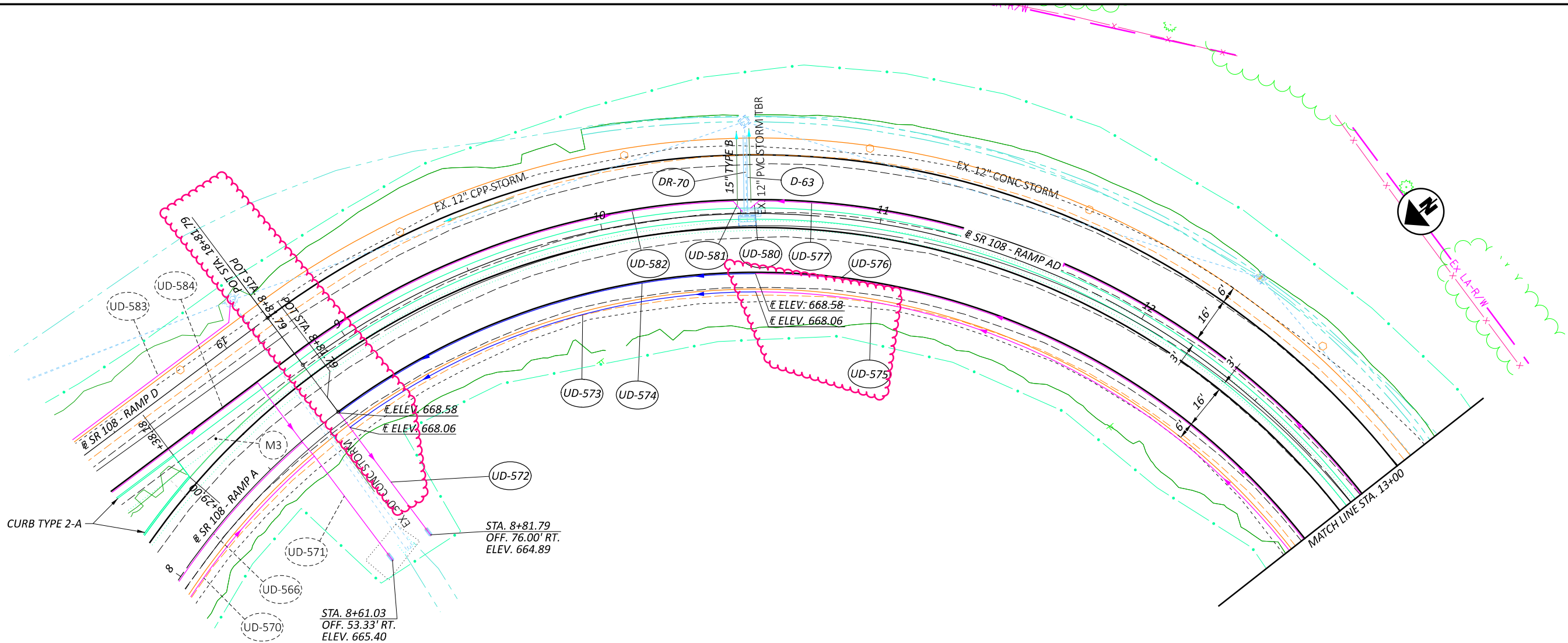


REF NO.	SHEET NO.	STATION TO STATION			SIDE	CENTERLINE ROADWAY REFERENCE	202	202	202	202	611	611	611	611	611	611	611	611	611	602	611	601	611	
							PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	CATCH BASIN REMOVED	MANHOLE REMOVED	CATCH BASIN, NO. 8	12" CONDUIT, TYPE B, AS PER PLAN	15" CONDUIT, TYPE B, AS PER PLAN	18" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 4	CATCH BASIN, NO. 3A	30" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 8A	INLET, NO. 2-6	CATCH BASIN, NO. 2-2B	CONCRETE MASONRY	21" CONDUIT, TYPE B, AS PER PLAN	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	18" CONDUIT, TYPE A, AS PER PLAN
DR-60	P.245	800+00.00	TO	800+00.00	LT	CLX_U006	25		1															
DR-61	P.245				RT	CLX_U006	78		1															
DR-62	P.248	808+00.00	TO	808+00.00	LT	CLX_U006	28		1															
DR-63	P.248				RT	CLX_U006	88		1															
DR-64	P.250	811+75.00	TO	812+00.00	LT	CLX_U006	25		1															
DR-65	P.250	815+00.00	TO	815+00.00	LT	CLX_U006	23		1															
DR-66	P.250				RT	CLX_U006	74		1															
DR-67	P.268	112+90.41	TO	112+90.41	RT/LT	BLP_R006A	51			1														
DR-68	P.274	301+51.20	TO	301+51.20	RT/LT	BLP_R006C	111		1															
DR-69	P.285	504+16.50	TO	504+16.50	RT/LT	BLP_R006E	67		1															
DR-70	P.289	10+52.29	TO	10+52.29	RT/LT	BLP_R108AD	35		1															
DR-71	P.205	23+63.66	TO	23+74.35	RT/LT	BLP_R108D	108		1															
DR-72	P.227	740+45.64	TO	740+50.88	RT	BLX_RINDD	21			1														
DR-73	P.313	111+41.23	TO	111+41.23	RT/LT	BLP_R424A	55		1															
DR-74	P.314	115+23.94	TO	115+23.15	RT/LT	BLP_R424AB	105																	
D-1	P.179	248+00.00	TO	248+00.00	RT	CLX_U006					1		103							0.27				
D-2	P.188	606+50.00	TO	606+50.00	LT	CLX_U006					1	27												
D-3	P.188				RT	CLX_U006					1		77									0.27		
D-4	P.190	612+00.00	TO	612+00.00	LT	CLX_U006					1	27												
D-5	P.190				RT	CLX_U006					1		79									0.33		
D-6	P.193	621+75.00	TO	621+75.00	RT	CLX_U006					1		93							0.27				
D-7	P.193	624+50.00	TO	624+50.00	LT	CLX_U006					1		27											
D-8	P.193				RT	CLX_U006					1		74									0.33		
D-9	P.196	634+00.00	TO	634+00.00	RT	CLX_U006							92		1					0.27				
D-10	P.197	640+00.00	TO	640+00.00	RT	CLX_U006							117		1					0.27				
D-11	P.202	652+00.00	TO	652+00.00	RT	CLX_U006							118		1					0.27				
D-12	P.202	654+40.00	TO	654+40.00	LT	CLX_U006					1		95							0.27				
D-13	P.203	2+83.00	TO	2+83.00	RT	BLP_R108A						25				1				0.21				
D-14	P.203	4+15.00	TO	4+15.00	RT	BLP_R108A						30				1				0.21				
D-15	P.205	664+75.00	TO	664+75.00	RT	CLX_U006							119							0.27				
D-16	P.206	669+30.00	TO	669+30.00	LT	CLX_U006					1		96							0.27				
D-17	P.209	677+00.00	TO	677+00.00	LT	CLX_U006					1	27												
D-18	P.209				RT	CLX_U006					1		78									0.33		
D-19	P.211	685+00.00	TO	685+00.00	LT	CLX_U006					1		27											
D-20	P.211				RT	CLX_U006					1		80									0.33		
D-21	P.214	694+85.00	TO	694+85.00	LT	CLX_U006					1	27												
D-22	P.214				RT	CLX_U006					1		78									0.27		
D-23	P.215	697+50.00	TO	697+50.00	LT	CLX_U006					1	27												
D-24	P.215				RT	CLX_U006					1		85									0.27		
D-25	P.218	709+00.00	TO	709+00.00	LT	CLX_U006					1	27												
D-26	P.218				RT	CLX_U006					1		78									0.27		
D-27	P.220	711+00.00	TO	711+00.00	LT	CLX_U006					1	27												
D-28	P.220				RT	CLX_U006					1		77									0.27		
D-29	P.223	723+50.00	TO	723+50.00	LT	CLX_U006					1	27												
D-30	P.223				RT	CLX_U006					1		78									0.27		
D-31	P.224	729+00.00	TO	729+00.00	LT	CLX_U006					1	27												
D-32	P.224				RT	CLX_U006					1		80									0.27		
D-33	P.226	731+50.00	TO	731+50.00	LT	CLX_U006					1	27												
D-34	P.226				RT	CLX_U006					1		60											
D-35	P.227	738+50.00	TO	738+50.00	LT	CLX_U006					1	27												
D-36	P.227				RT	CLX_U006					1		75									0.27		
D-37	P.227	740+50.00	TO	740+50.00	LT	CLX_U006					1	27												
D-38	P.227	740+50.00	TO	740+76.00	RT	CLX_U006					1		125							0.27				
D-39	P.232	754+00.00	TO	754+00.00	LT	CLX_U006					1	27												
D-40	P.232				RT	CLX_U006					1		82									0.27		
SUBTOTALS							894		12	2	35	406	1782	311	3	2				6.6				
TOTALS CARRIED TO SHEET 3 OF 3							894		12	2	35	406	1782	311	3	2				6.6				



MODEL: SHEET PAPER SIZE: 17x11 (in.) DATE: 1/12/2020 AM PLTDR: OHDOT_PDF_Color.pltfg PENTBL: OHDOT_Pen_C.tbl USER: John.Bridger@doh.ohio.gov WORKSET: 110524 PRODUCT: OpenRoadsDesigner 24.00.00.205
pwc:\ohiodot\pwp\benley\msh\ohdot\paw-02\Documents\01 Active\Projects\District 02\HennV110524-00-Engineering\Drainage\Sheets\110524_DSR14.dgn

REF NO.	SHEET NO.	STATION TO STATION			SIDE	CENTERLINE ROADWAY REFERENCE	202	202	202	202	611	611	611	611	611	611	611	611	602	611	601	611		
							PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	CATCH BASIN REMOVED	MANHOLE REMOVED	CATCH BASIN, NO. 8	12" CONDUIT, TYPE B, AS PER PLAN	15" CONDUIT, TYPE B, AS PER PLAN	18" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 4	CATCH BASIN, NO. 3A	30" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 8A	INLET, NO. 2-6	CATCH BASIN, NO. 2-2B	CONCRETE MASONRY	21" CONDUIT, TYPE B, AS PER PLAN	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	18" CONDUIT, TYPE A, AS PER PLAN
							FT	FT	EACH	EACH	EACH	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	CY	FT	CY	FT
D-41	P.233	757+75.00	TO	757+75.00	LT	CLX_U006					1	27												
D-42	P.233				RT	CLX_U006													0.27					
D-43	P.233	759+84.00	TO	760+13.50	LT	CLX_U006									68									
D-44	P.233	759+84.00	TO	759+90.00	RT/LT	CLX_U006									28	1								
D-45	P.233	759+90.00	TO	759+90.00	RT	CLX_U006									100	1			0.60					
D-46	P.235	763+00.00	TO	763+00.00	LT	CLX_U006				1	27													
D-47	P.235				RT	CLX_U006				1	93								0.27					
D-48	P.236	770+00.00	TO	770+00.00	LT	CLX_U006				1	27													
D-49	P.236				RT	CLX_U006				1	85								0.27					
D-50	P.242	788+00.00	TO	788+00.00	LT	CLX_U006				1		27												
D-51	P.242				RT	CLX_U006				1		81							0.33					
D-52	P.245	798+00.00	TO	798+00.00	LT	CLX_U006				1		27												
D-53	P.245				RT	CLX_U006				1		84							0.33					
D-54	P.247	802+50.00	TO	802+50.00	LT	CLX_U006				1	27													
D-55	P.247				RT	CLX_U006				1		83							0.27					
D-56	P.248	808+00.00	TO	808+00.00	LT	CLX_U006				1	27													
D-57	P.248				RT	CLX_U006				1		86							0.27					
D-58	P.250	815+00.00	TO	815+00.00	LT	CLX_U006				1		27												
D-59	P.250				RT	CLX_U006				1									0.39	75				
D-60	P.268	112+65.00	TO	112+65.00	RT/LT	BLP_R006A						51			1			0.27						
D-61	P.274	301+50.00	TO	301+50.00	RT/LT	BLP_R006C						108				1		0.27		2.11				
D-62	P.285	504+16.00	TO	504+16.00	RT/LT	BLP_R006E						65		1				0.27						
D-63	P.289	10+53.53	TO	10+53.53	LT	BLP_R108AD						28			1									
D-64	P.313	111+59.00	TO	111+59.00	RT/LT	BLP_R424A						61			1			0.27						
D-65	P.314	115+23.50	TO	115+23.50	RT/LT	BLP_R424AB												0.66			104			
D-66	P.296	23+63.59	TO	23+74.36	RT/LT	BLP_R108D							109			1		0.33						
D-67	P.293	4+79.45	TO	4+79.91	LT	BLP_R108C						6						0.27						



PLAN & PROFILE US 6/24 & SR 108 - RAMP AD
STA. 8+81.79 TO STA. 13+00

DESIGN AGENCY



DESIGNER

JRB

REVIEWER

XXX MM-DD-YY

PROJECT ID

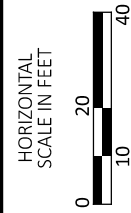
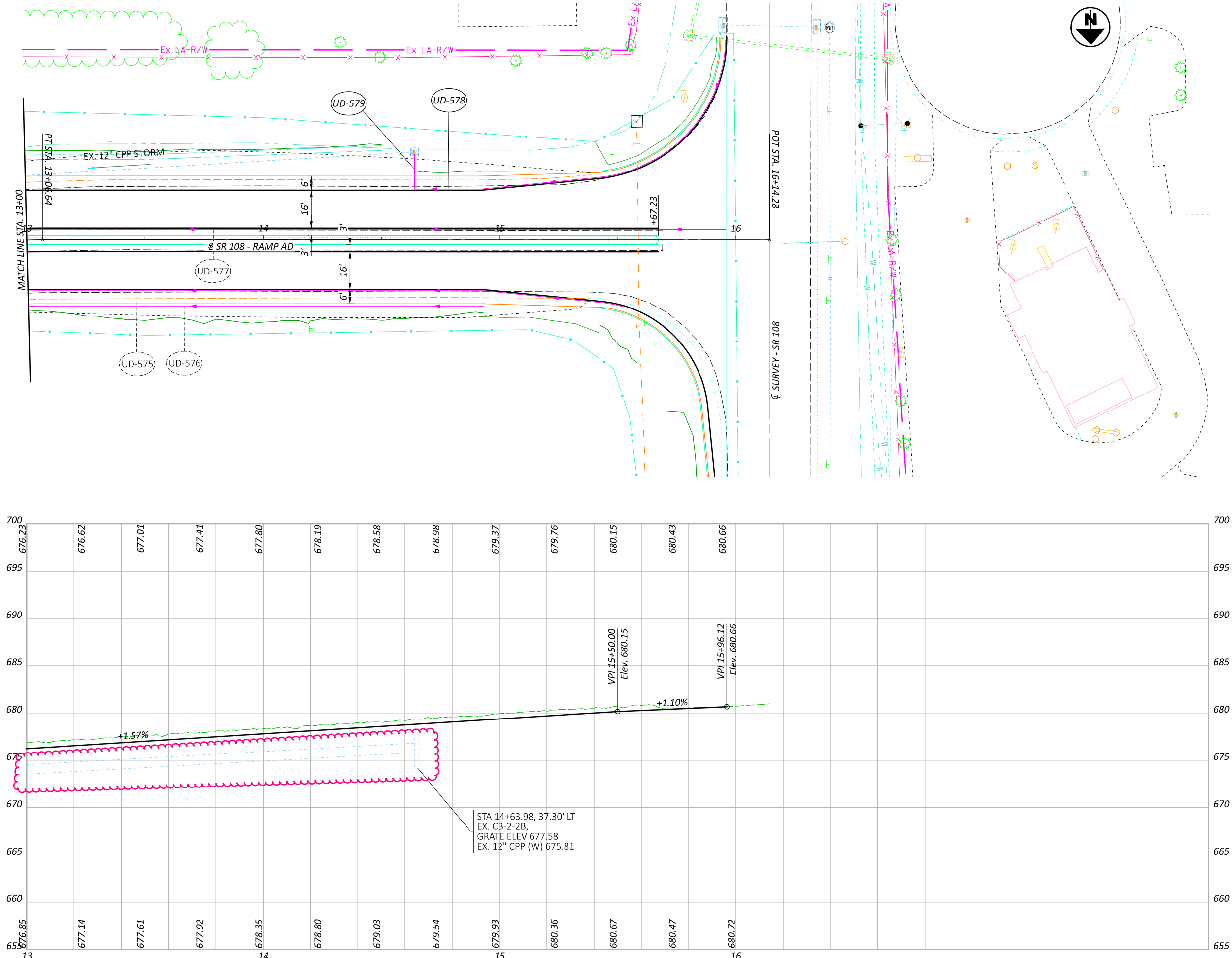
110524

SHEET

P.289

TOTAL

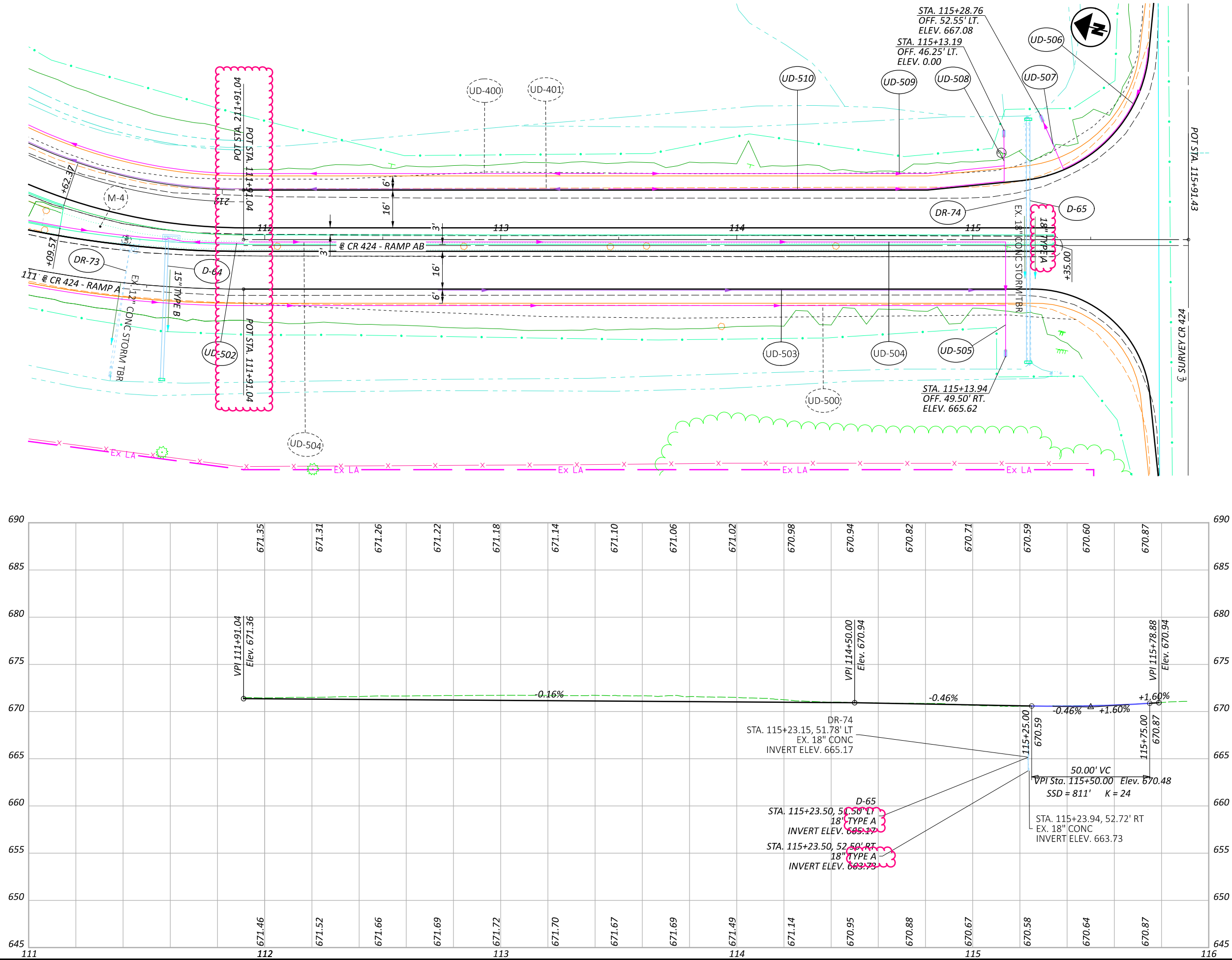
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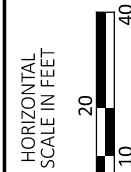
PLAN & PROFILE US 6/24 & SR 108 - RAMP AD
STA. 13+00 TO STA. 16+14.28



DESIGNER	JRB
REVIEWER	XXX MM-DD-YY
PROJECT ID	110524
SHEET	TOTAL
P.290	1108



PLAN & PROFILE - US 6 & CR 424 RAMP AB
STA. 111+91.04 TO STA. 115+91.43



DESIGN AGENCY



DESIGNER

JRB

REVIEWER

XXX MM-DD-YY

PROJECT ID

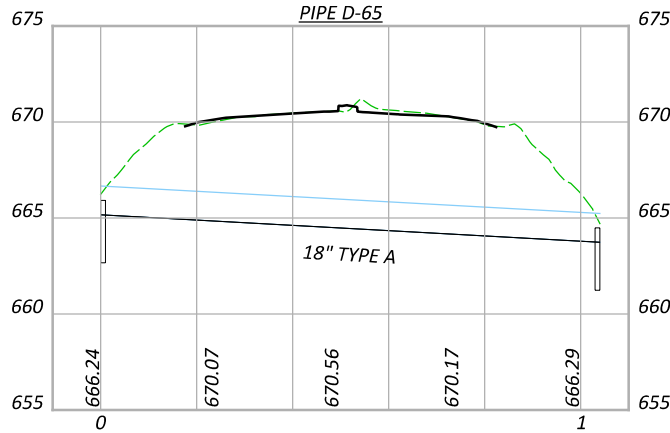
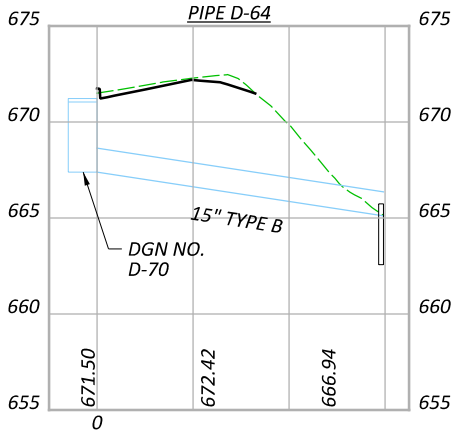
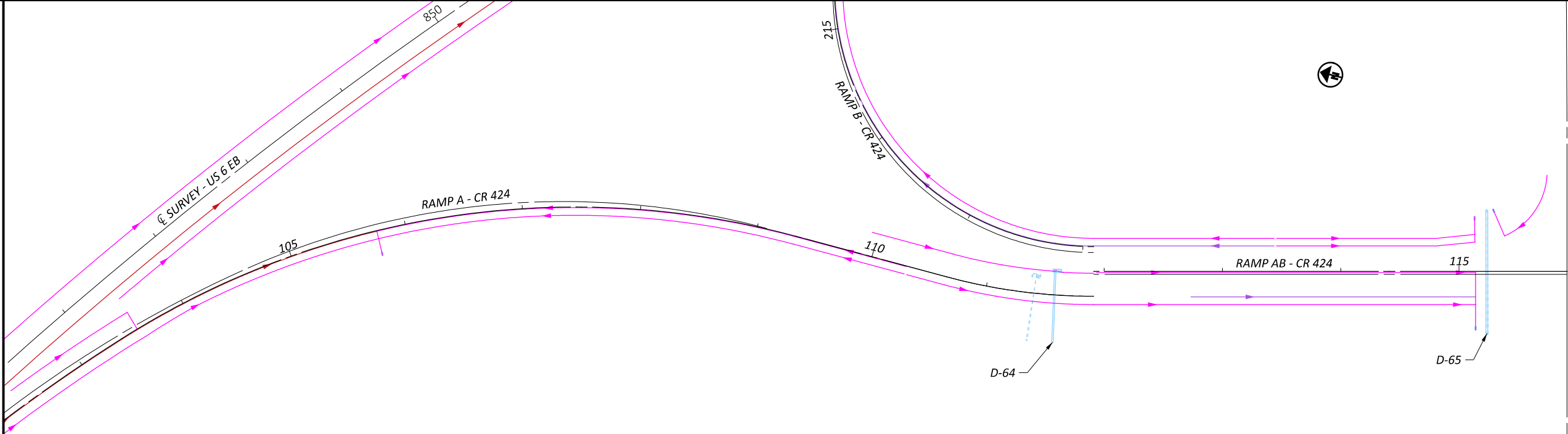
110524

SHEET

P.314

TOTAL

1108



DRAINAGE PIPES DETAILS										
REF NO.	CFN	LENGTH	SIZE	TYPE	SLOPE	START STRUCT. REF NO.	START INVERT ELEV.	STOP STRUCT. REF NO.	STOP INVERT ELEV.	DISPOSITION
D - 64		60.52 ft	15"	TYPE B	3.77 %	D-70	667.39 ft	Unnamed45	665.11 ft	
D - 65		104.00 ft	18"	TYPE A	2.38 %	Unnamed46	665.17 ft	Unnamed47	663.73 ft	

DRAINAGE STRUCTURES DETAILS									
DESIGN FILE REF NO.	BASLINE NAME	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV.	INVERT ELEV.	CONNECTED PIPES	DISPOSITION
D-70	BLP_R424A	111+59.00	19.00 ft	LT	I-2-6	671.05 ft	667.39 ft	(OUT) D - 64 E 667.39	



STORM SEWER PROFILES
RAMP A/AB CR 424

DESIGN AGENCY



DESIGNER
JRB

REVIEWER
XXX MM-DD-YY

PROJECT ID
110524

SHEET TOTAL
P.855 1108

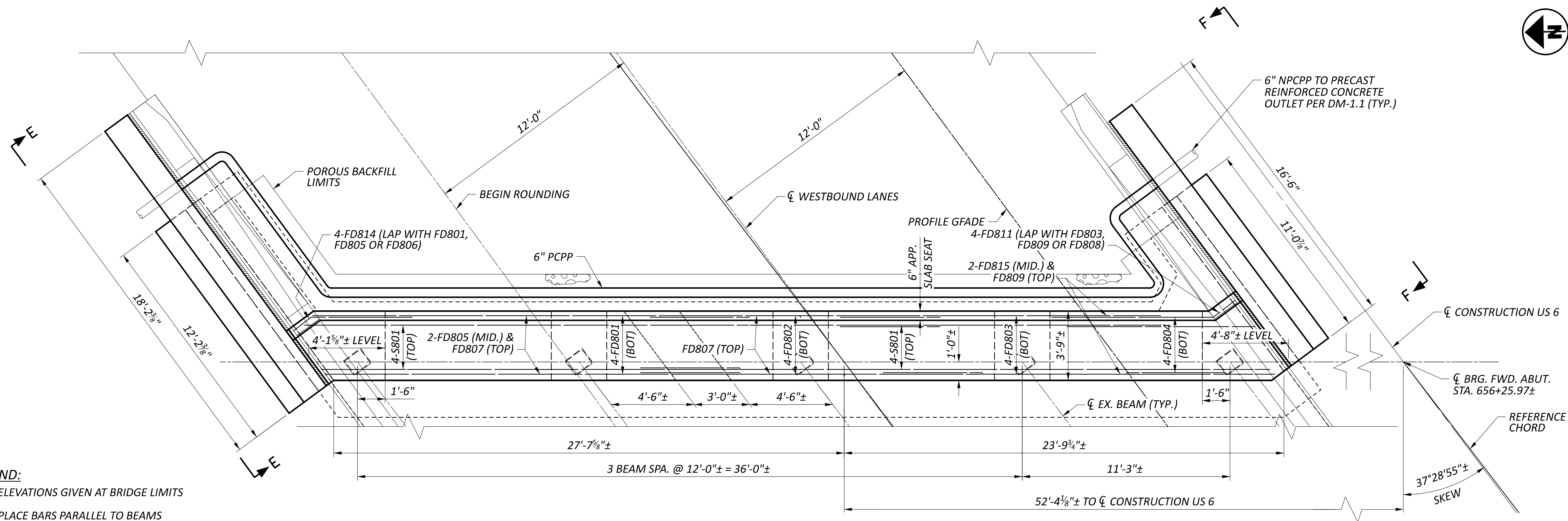
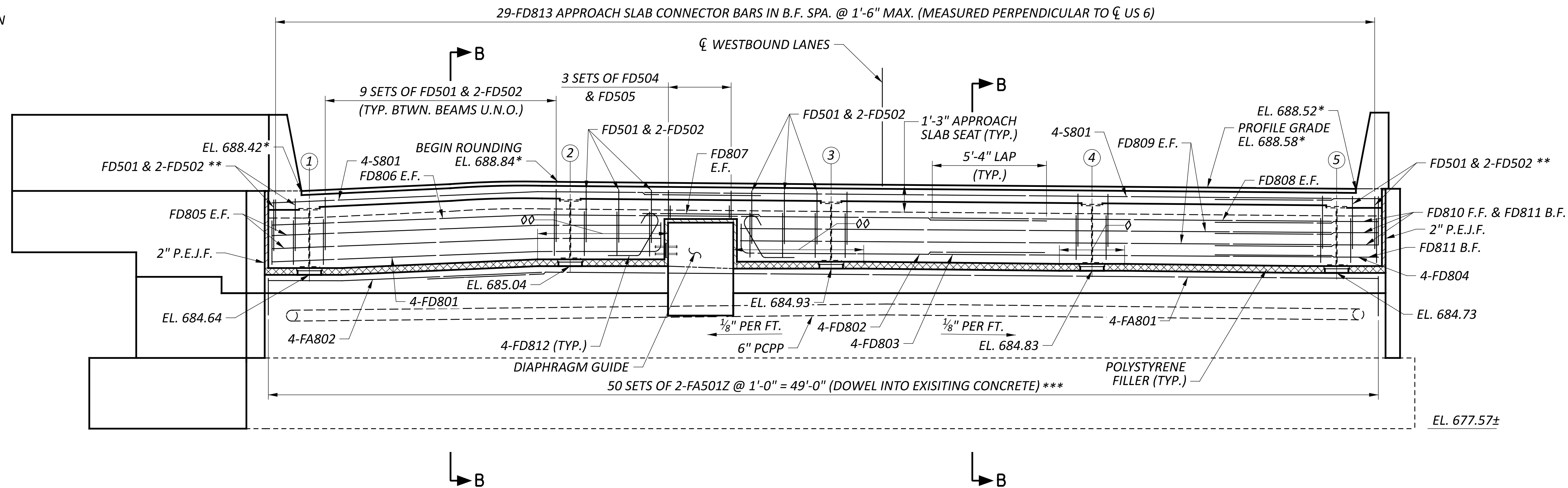


1. SEE SHEET 14/25 FOR VIEWS C-C AND D-D.
2. FOR SECTION A-A SEE SHEET 12/25.
3. ORIENT APPROACH SLAB CONNECTOR BARS PARALLEL TO ϕ CONSTRUCTION US 6.
4. EXISTING PILES NOT SHOWN FOR CLARITY.
5. INCLUDE PRECAST OUTLET WITH ITEM 518 - 6" N.P.C.P.P. INCLUDING SPECIALS, AS PER PLAN.
6. ALL END CROSS FRAMES SHALL BE REMOVED.

- * - ELEVATIONS GIVEN AT BRIDGE LIMITS
- ** - PLACE BARS PARALLEL TO BEAMS
- *** - EMBEDMENT VARIES (5" MIN., 10" MAX.)
ADJUST EMBEDMENT TO PROVIDE 2" COVER
OVER RA501Z BARS.
- (#) - BEAM DESIGNATION
- ◇ - 3'-0" LEVEL
- ◇◇ - LEVEL

LEGEND:

- * - ELEVATIONS GIVEN AT BRIDGE LIMITS
- ** - PLACE BARS PARALLEL TO BEAMS
- *** - EMBEDMENT VARIES (5" MIN., 10" MAX.)
ADJUST EMBEDMENT TO PROVIDE 2" COVER
OVER FA501Z BARS.
- # - BEAM DESIGNATION
- ∅ - 3'-0" LEVEL
- ∞∞ - LEVEL

**PLAN****ELEVATION****NOTES:**

- SEE SHEET 15/25 FOR VIEWS E-E AND F-F.
- FOR SECTION B-B SEE SHEET 12/25.
- ORIENT APPROACH SLAB CONNECTOR BARS PARALLEL TO CL CONSTRUCTION US 6.
- EXISTING PILES NOT SHOWN FOR CLARITY.
- INCLUDE PRECAST OUTLET WITH ITEM 518 - 6" N.P.C.P.P. INCLUDING SPECIALS, AS PER PLAN.
- ALL END CROSS FRAMES SHALL BE REMOVED.

FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. HEN-6-1247L
US 6 OVER SR 108

SFN

3500330

DESIGN AGENCY

EL. ROBINSON

ENGINEERING

1468 West 9th St., Suite 800

Cleveland, Ohio

950 Goodale Blvd., Suite 180

Grandview Heights, Ohio

DESIGNER

CHECKER

MGB

JOL

REVIEWER

RER 07/01/25

PROJECT ID

110524

SUBSET

TOTAL

11

25

SHEET

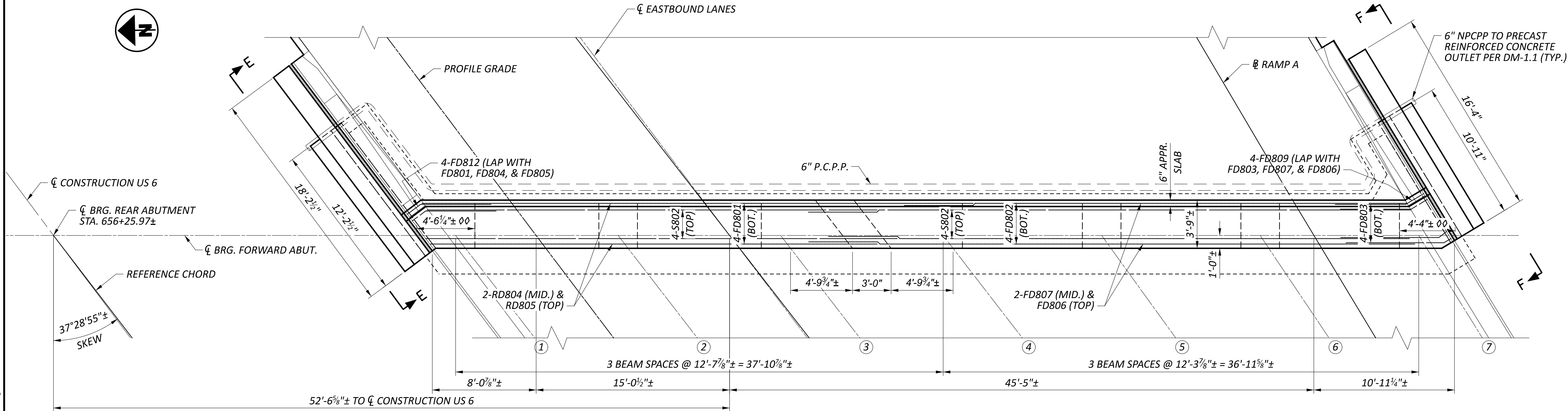
TOTAL

P.956

1108



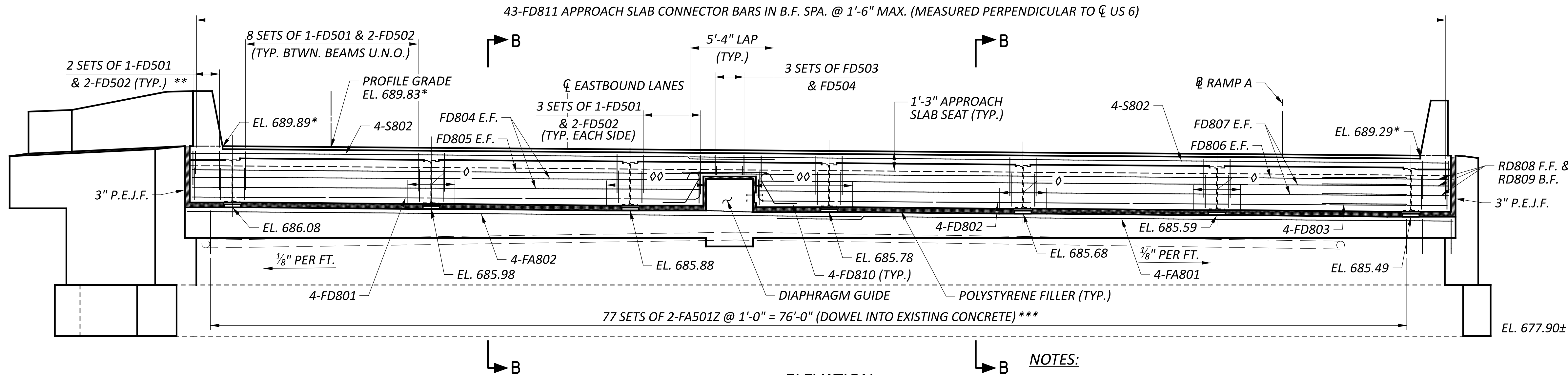
- NOTES:**
1. FOR SECTION A-A, SEE SHEET 12/25.
 2. FOR VIEWS C-C AND D-D, SEE SHEET 14/25 .
 3. ORIENT APPROACH SLAB CONNECTOR BARS PARALLEL TO ϕ CONSTRUCTION US 6.
 4. EXISTING PILES NOT SHOWN FOR CLARITY.
 5. INCLUDE PRECAST OUTLET WITH ITEM 518 - 6" N.P.C.P.P. INCLUDING SPECIALS, AS PER PLAN.
 6. ALL END CROSS FRAMES SHALL BE REMOVED.



PLAN

LEGEND:

- * - ELEVATIONS GIVEN AT BRIDGE LIMITS
- ** - PLACE BARS PARALLEL TO BEAMS
- *** - EMBEDMENT VARIES (5" MIN., 12" MAX.)
ADJUST EMBEDMENT TO PROVIDE 2" COVER
OVER RA501Z BARS.
- # - BEAM DESIGNATION
- ◊ - 3'-0" LEVEL
- ◊◊ - LEVEL



ELEVATION

NOTES:

1. FOR SECTION B-B, SEE SHEET 12/25.
2. FOR VIEWS E-E AND F-F, SEE SHEET 15/25 .
3. ORIENT APPROACH SLAB CONNECTOR BARS PARALLEL TO CL CONSTRUCTION US 6.
4. EXISTING PILES NOT SHOWN FOR CLARITY.
5. INCLUDE PRECAST OUTLET WITH ITEM 518 - 6" N.P.C.P.P. INCLUDING SPECIALS, AS PER PLAN.
6. ALL END CROSS FRAMES SHALL BE REMOVED.

FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. HEN-6-1247R
US 6 OVER SR 108

SFN	
3500365	
DESIGN AGENCY	
	
1468 West 9th St. Suite 800 Cleveland, Ohio 44115 950 Goodale Blvd. Suite 180 Grandview Heights, Ohio	
DESIGNER	CHECKER
MGB	JOL
REVIEWER	
RER 07/01/25	
PROJECT ID	
110524	
SUBSET	TOTAL
11	25
SHEET	
P.981 1108	