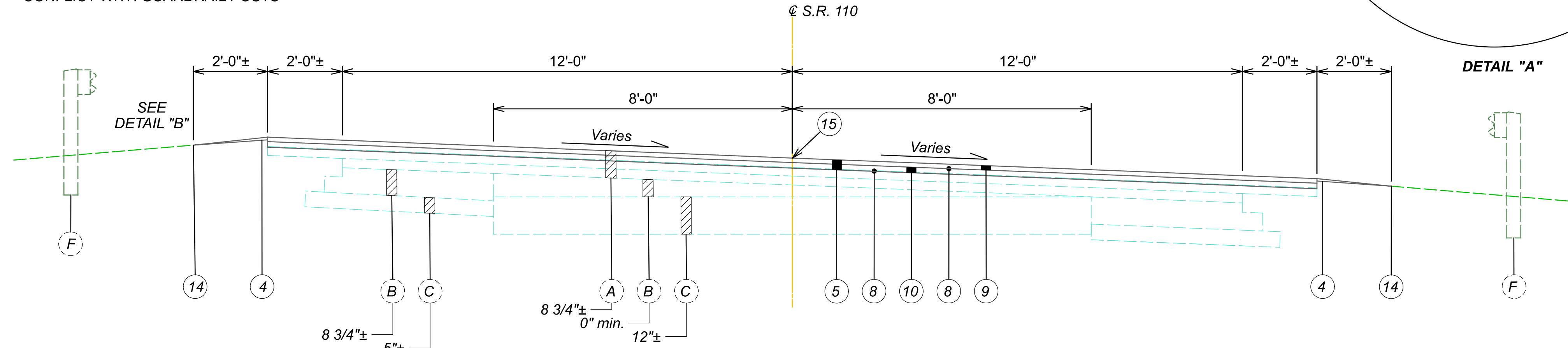
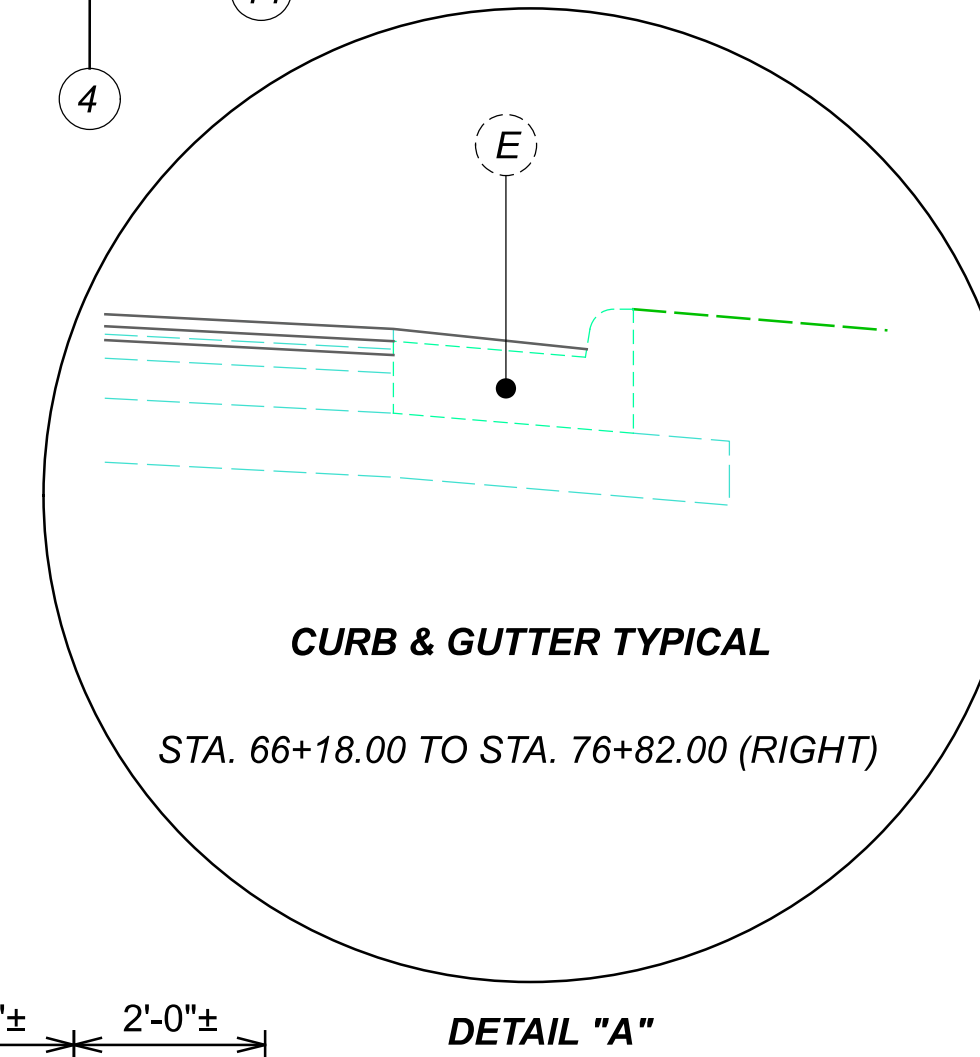
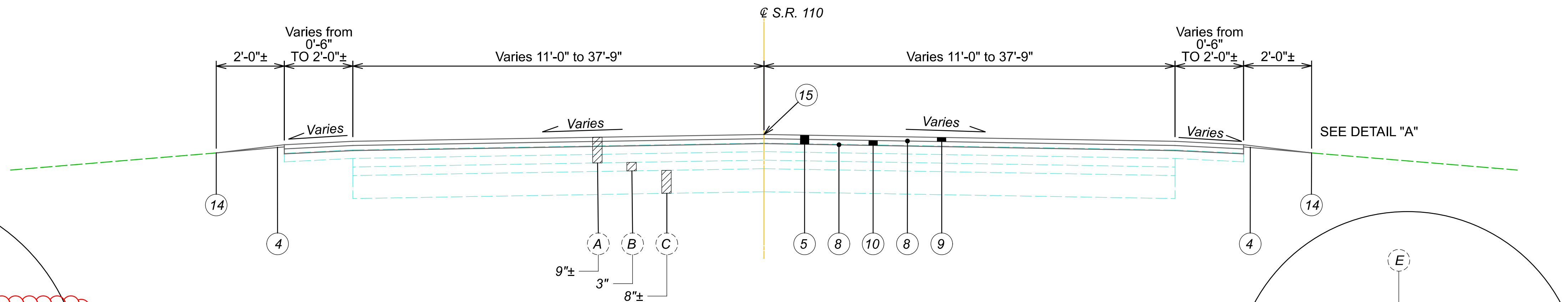


*PLACE UNDER CURB TO AVOID
 CONFLICT WITH GUARDRAIL POSTS



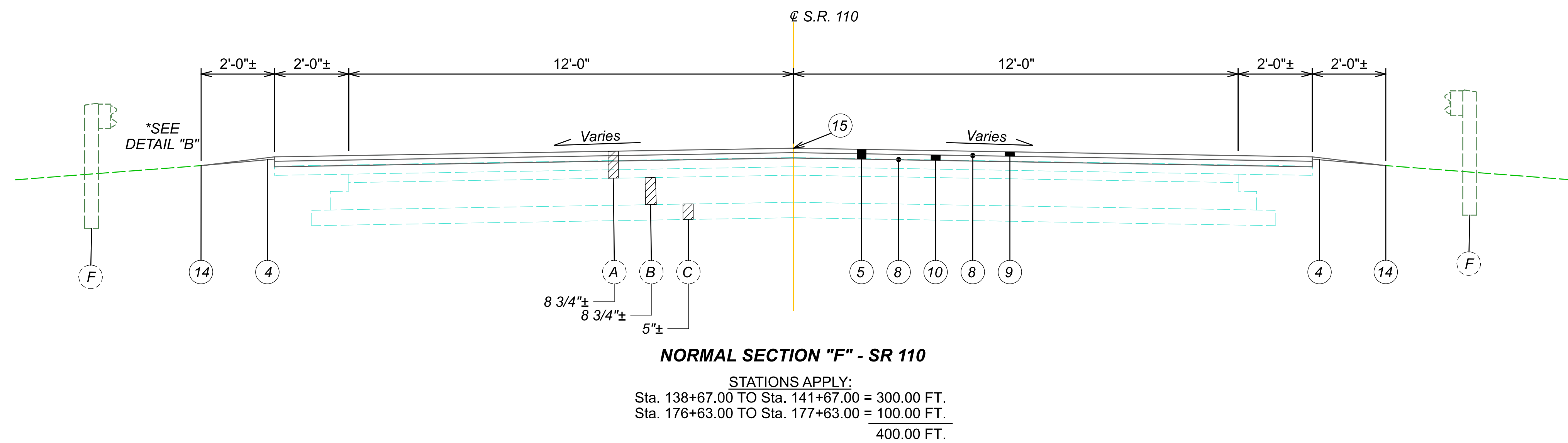
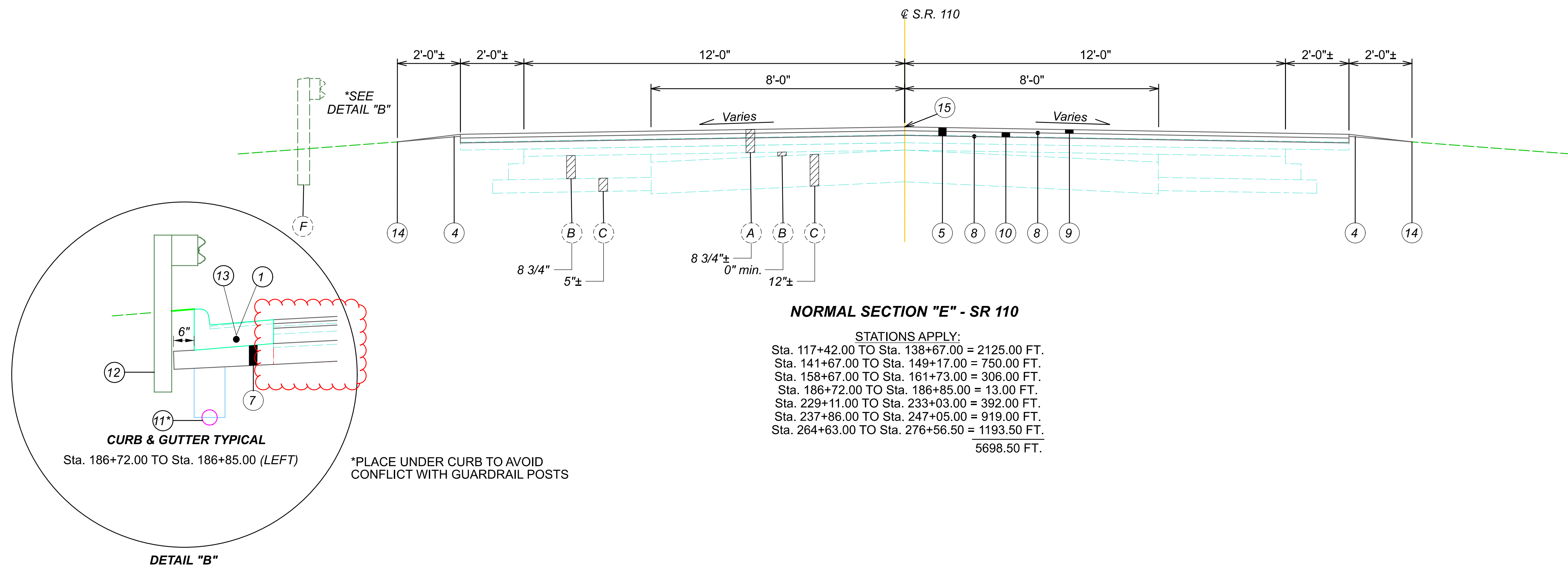
PROPOSED LEGEND

- | | |
|--|---|
| ① ITEM 202 - CURB & GUTTER REMOVED | ⑨ ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) AS PER PLAN |
| ② ITEM 202 - PAVEMENT REMOVED, ASPHALT | ⑩ ITEM 441 - 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) |
| ③ ITEM 204 - SUBGRADE COMPACTION | ⑪ ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC |
| ④ ITEM 209 - LINEAR GRADING | ⑫ ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN |
| ⑤ ITEM 254 - 3" PAVEMENT PLANING, ASPHALT CONCRETE | ⑬ ITEM 609 - CURB & GUTTER, TYPE 4 |
| ⑥ ITEM 301 - 7" ASPHALT CONCRETE BASE | ⑭ ITEM 617 - COMPACTED AGGREGATE |
| ⑦ ITEM 304 - 6" AGGREGATE BASE | ⑮ ITEM 874 - LONGITUDINAL JOINT PREPARATION (AT COLD JOINTS) |
| ⑧ ITEM 407 - TACK COAT | ⑯ ITEM 875 - LONGITUDINAL JOINT ADHESIVE (AT COLD JOINTS) |

EXISTING LEGEND

- | | |
|---|-------------------------------------|
| Ⓐ EXISTING ASPHALT (thickness as shown) | Ⓔ EXISTING CONCRETE CURB AND GUTTER |
| Ⓑ EXISTING AGGREGATE BASE (thickness as shown) | Ⓕ EXISTING GUARDRAIL |
| Ⓒ EXISTING SUBBASE (thickness as shown) | Ⓖ EXISTING UNDERDRAIN |
| Ⓓ EXISTING CONCRETE PAVEMENT (thickness as shown) | Ⓗ EXISTING CURB |





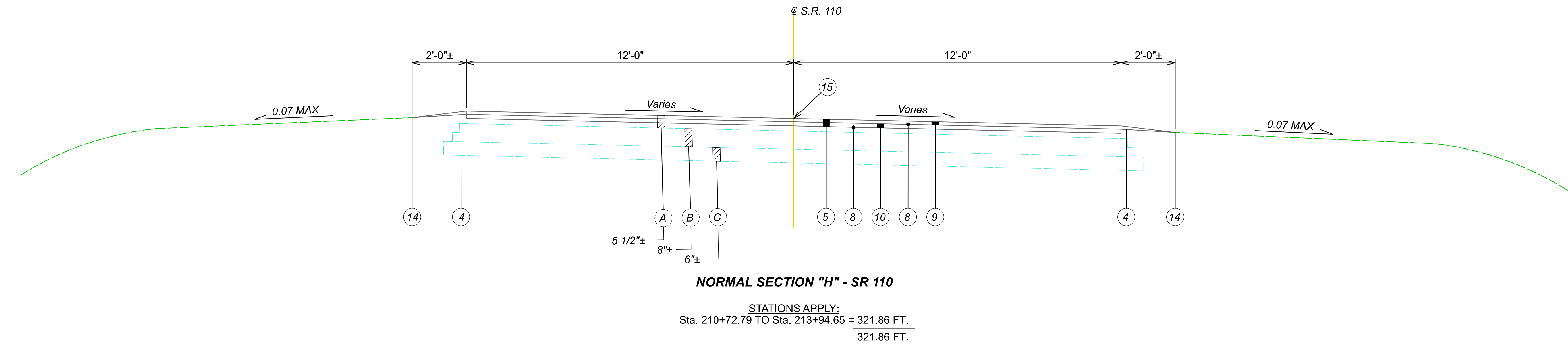
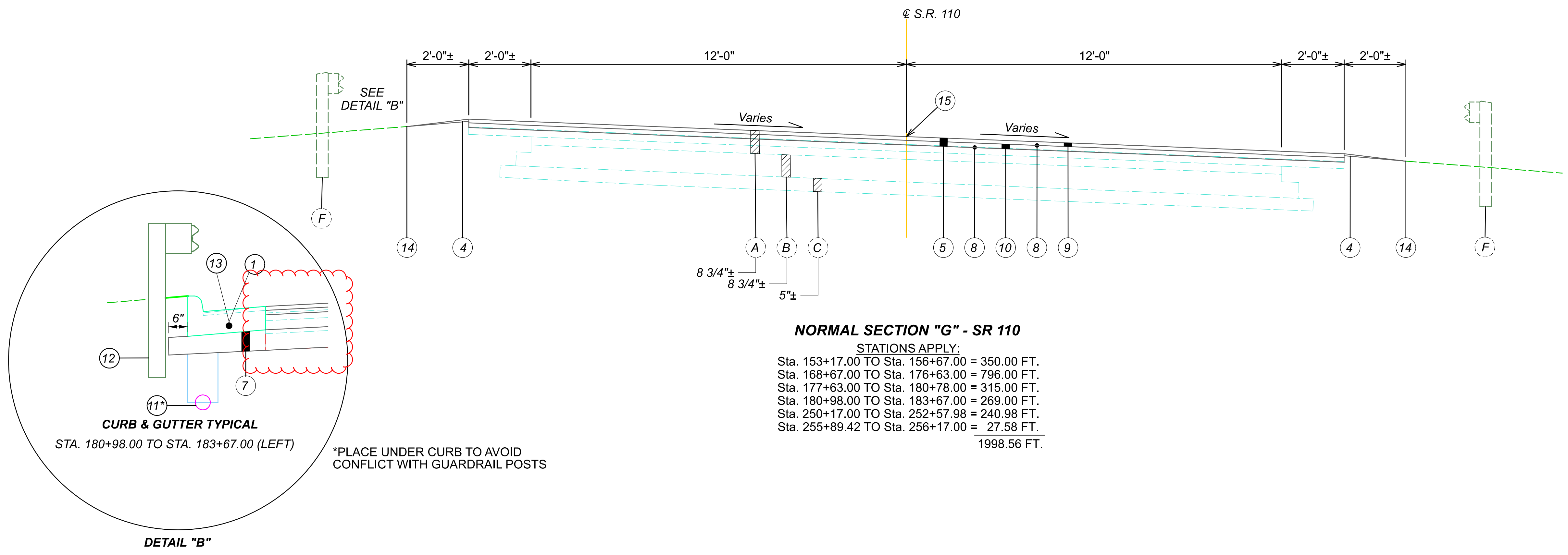
PROPOSED LEGEND

- ① ITEM 202 - CURB & GUTTER REMOVED
- ② ITEM 202 - PAVEMENT REMOVED, ASPHALT
- ③ ITEM 204 - SUBGRADE COMPACTION
- ④ ITEM 209 - LINEAR GRADING
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- ⑮ ITEM 874 - LONGITUDINAL JOINT PREPARATION (AT COLD JOINTS)
- ⑯ ITEM 875 - LONGITUDINAL JOINT ADHESIVE (AT COLD JOINTS)

EXISTING LEGEND

- Ⓐ EXISTING ASPHALT (thickness as shown)
- Ⓑ EXISTING AGGREGATE BASE (thickness as shown)
- Ⓒ EXISTING SUBBASE (thickness as shown)
- Ⓓ EXISTING CONCRETE PAVEMENT (thickness as shown)
- Ⓔ EXISTING CONCRETE CURB AND GUTTER
- Ⓕ EXISTING GUARDRAIL
- Ⓖ EXISTING UNDERDRAIN
- Ⓗ EXISTING CURB



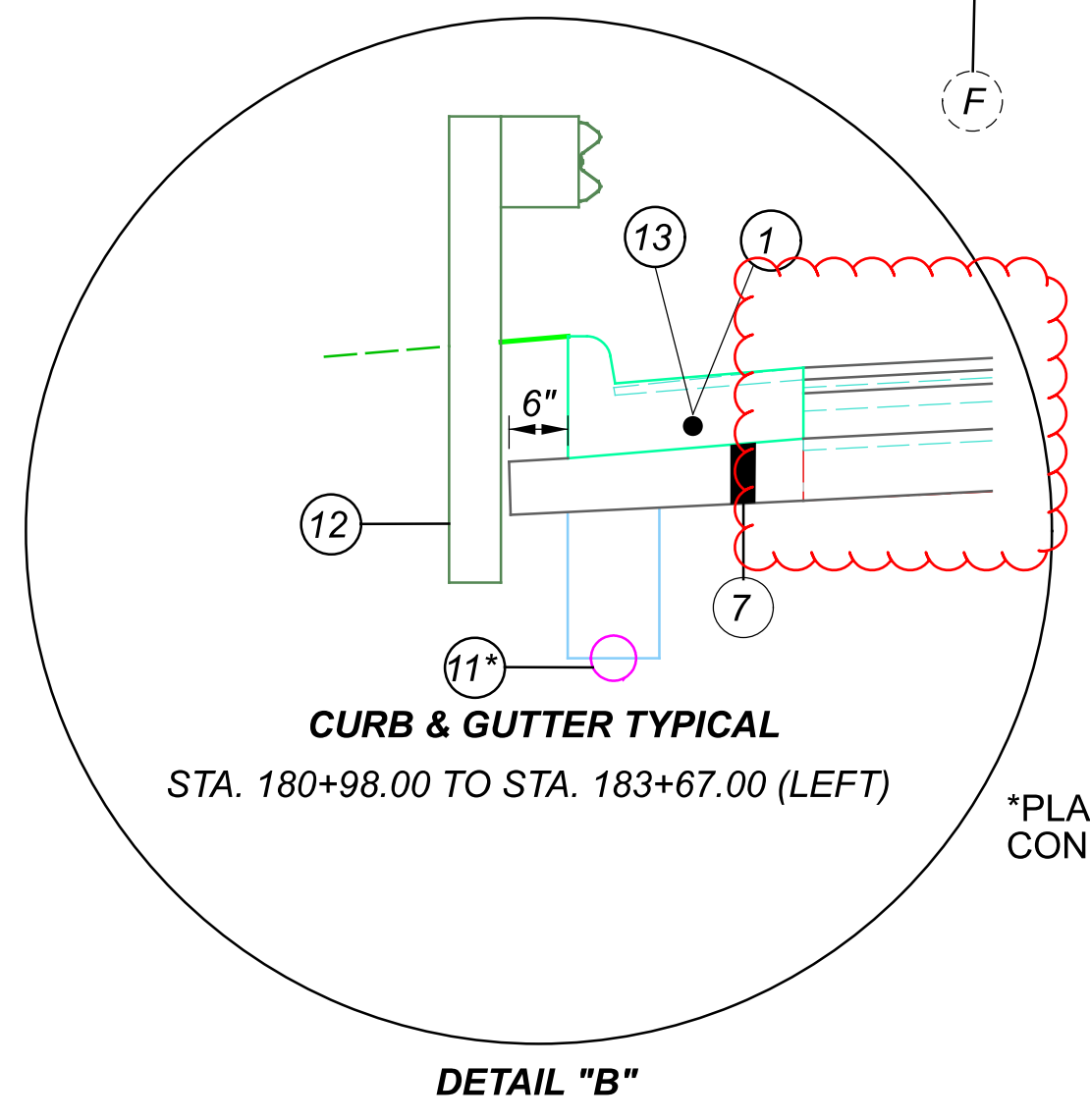


PROPOSED LEGEND

- ① ITEM 202 - CURB & GUTTER REMOVED
- ② ITEM 202 - PAVEMENT REMOVED, ASPHALT
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- ⑯ ITEM 875 - LONGITUDINAL JOINT ADHESIVE (AT COLD JOINTS)

EXISTING LEGEND

- Ⓐ EXISTING ASPHALT (thickness as shown)
- Ⓑ EXISTING AGGREGATE BASE (thickness as shown)
- Ⓒ EXISTING SUBBASE (thickness as shown)
- Ⓓ EXISTING CONCRETE PAVEMENT (thickness as shown)
- Ⓔ EXISTING CONCRETE CURB AND GUTTER
- Ⓕ EXISTING GUARDRAIL
- Ⓖ EXISTING UNDERDRAIN
- Ⓗ EXISTING CURB



*PLACE UNDER CURB TO AVOID CONFLICT WITH GUARDRAIL POSTS

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS (SEE SHEET 28).

EXISTING MONUMENT BOX

DURING CONSTRUCTION, IF THE CONTRACTOR REMOVES OR DISTURBS ANY MONUMENT BOX ASSEMBLIES, THE CONTRACTOR SHALL HAVE A REGISTERED SURVEYOR CERTIFY THAT THE MONUMENTS HAVE BEEN RESET AT THE ORIGINAL LOCATIONS AS PER OHIO ADMINISTRATIVE CODE, CHAPTER 4733-37, STANDARDS FOR BOUNDARY SURVEYS. THE CONTRACTOR SHALL FORWARD A COPY OF SAID CERTIFICATION TO THE PROJECT ENGINEER, AND THE DISTRICT SURVEY OPERATIONS MANAGER FOR REVIEW. THE CERTIFICATION SHALL BE SIMILAR TO THE FOLLOWING:

I, JOHN D. DOE, P.S. HEREBY CERTIFY THAT THE CENTERLINE MONUMENTATION HAS BEEN RESET AT THE PRECONSTRUCTION LOCATIONS DURING PROJECT CTY-RT-SEC, PID 00000. ALL OF MY WORK CONTAINED HEREIN WAS CONDUCTED IN ACCORDANCE WITH OHIO ADMINISTRATIVE CODE 4733-37 COMMONLY KNOWN AS "A MINIMUM STANDARDS FOR BOUNDARY SURVEYS IN THE STATE OF OHIO" UNLESS OTHERWISE NOTED. THE WORDS I AND MY AS USED HEREIN ARE TO MEAN MYSELF OR SOMEONE UNDER MY DIRECT SUPERVISION.

ALL SURVEY MONUMENTS SET AND/OR RESET BY THE CONSTRUCTION CONTRACTOR'S SURVEYOR SHALL BE CONSTRUCTED ACCORDING TO STANDARD CONSTRUCTION DRAWING RM-1.1.

ITEMS ADJUSTED TO GRADE

THE FOLLOWING ITEMS HAVE BEEN CARRIED IN THE PLANS AS CONTINGENCY QUANTITIES AND SHOULD BE USED AS DIRECTED BY THE ENGINEER:

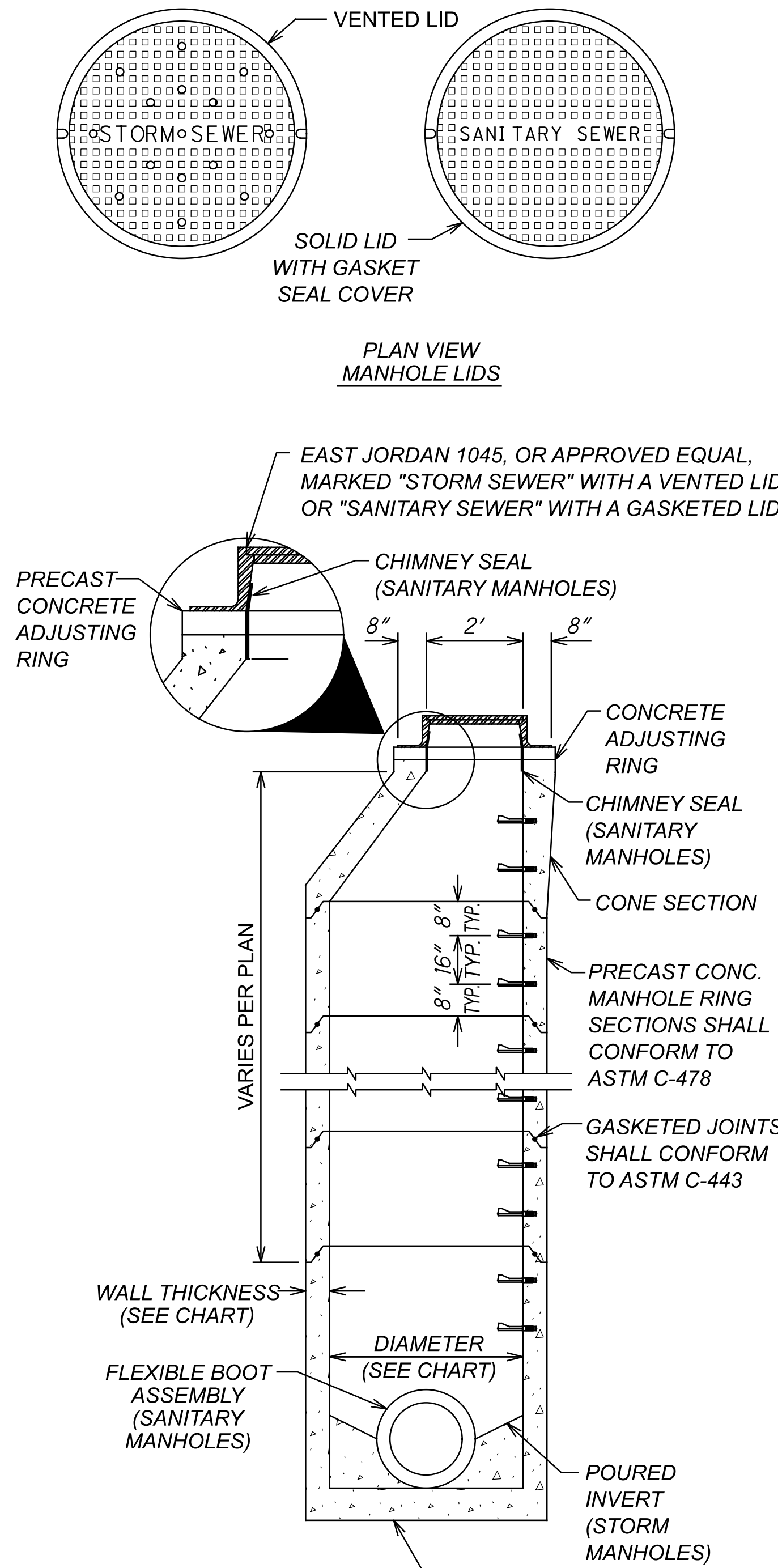
ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE 2 EACH

CURB AND GUTTER, GRADE AND OFFSET, VERIFICATION

BEFORE WORK CAN BE COMPLETED ON THE CURB AND GUTTER REMOVAL/INSTALLATION, THE CONTRACTOR SHALL VERIFY THE GRADE AND OFFSET OF THE EXISTING SHOULDER AND EXISTING CURB FROM STA. 180+85.00 TO STA. 205+00.00.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

ALL SANITARY MANHOLES SHALL BE PROVIDED WITH INTERNAL CHIMNEY SEALS, SPANNING FROM THE CONE SECTION TO THE CASTING, INCLUDING EXTENSIONS AS REQUIRED. ELASTOMERIC CHIMNEY SEALS AS MANUFACTURED BY SAUERREISEN (NO. F-88) HAVING AN ABRASION RESISTANCE OF 500 MG/1,000 CYCLES (ASTM D-4060), ELONGATION OF 120% (ASTM D-638), TENSILE STRENGTH OF 50 LB./IN² (ASTM D638) AND HYDROSTATIC PRESSURE OF 75-FOOT WATER HEAD OR 35 PSI (ASTM C497) SHALL BE PERMITTED.



MANHOLE CHART

DIAMETER	WALL THICKNESS
48"	5"
60"	6"
72"	7"

MANHOLE WITH STANDARD CONE

SANITARY MANHOLES ADJUSTMENTS, PER CITY STANDARDS, REQUIRE THE INSTALLATION OF CHIMNEY SEALS. THE CITY'S SPECIFICATION IS AS FOLLOWS:

10.2.13 MANHOLE FRAMES AND COVERS SHALL BE SET ON TOP OF PRECAST CONCRETE ADJUSTING RINGS WITH A FULL LEVELING BED OF CEMENT MORTAR. WHERE A MANHOLE IS LOCATED WITHIN A PAVED AREA, THE MANHOLE FRAME AND COVER SHALL BE ADJUSTED SUCH THAT THE SURFACE OF COVER SHALL BE MADE ON-QUARTER (1/4) INCH BELOW THE PAVEMENT SURFACE AFTER THE PAVING OPERATION. ASPHALT SHALL BE REMOVED TO NO LESS THAN TWELVE (12) INCHES AROUND THE PERIMETER OF THE CASTING. THE FRAME SHALL BE RESET IN CLASS C CONCRETE UP TO THE LIMITS OF THE INTERMEDIATE COURSE OF ASPHALT, BUT NO LESS THAN ONE AND ONE-HALF (1-1/2) INCHES FROM THE TOP OF THE CASTING, AND THE PAVEMENT SHALL BE RESTORED WITH ODOT ITEM 448, TYPE 1, MEDIUM TRAFFIC, PG64-22. MANHOLES SET IN UNPAVED AREAS SHALL BE CONSTRUCTED TO THE ELEVATIONS SHOWN ON THE PLANS AND AS APPROVED BY THE AUTHORIZED REPRESENTATIVE.

10.2.15 THE INSIDE SURFACE OF ALL ADJUSTING RINGS AND MANHOLE FRAMES AND COVERS SHALL BE SEALED AND MADE WATERTIGHT WITH MORTAR COMPOSED OF ONE (1) PART ASTM C150 TYPE 1A PORTLAND CEMENT TO TWO (2) PARTS SAND BY VOLUME. THE USE OF MASONRY CEMENT IS PROHIBITED.

10.3 CATCH BASINS AND CURB INLETS

10.3.4 IRON FRAMES AND GRATES FOR CATCH BASINS SHALL BE EAST JORDAN 511250, OR APPROVED EQUAL. IRON FRAMES AND GRATES FOR CURB INLETS SHALL BE EAST JORDAN 703072 DIRECTIONAL GRATES SHALL BE PROVIDED WHERE INDICATED ON THE DRAWINGS. ALL CASTINGS SHALL BE SET ON TOP OF PRECAST ADJUSTING RINGS AND SET IN A LEVELING MORTAR BED. BRICKS AND BLOCK SHALL NOT BE USED IN PLACE OF PRECAST CONCRETE ADJUSTING RINGS.

10.3.6 ALL MORTAR SHALL BE COMPOSED OF ONE (1) PART ASTM C150 TYPE 1A PORTLAND CEMENT TO TWO (2) PARTS SAND BY VOLUME. THE USE OF MASONRY CEMENT IS PROHIBITED.

10.5 BRICK AND SOLID CONCRETE BLOCK

10.5.3 BRICKS AND BLOCK SHALL NOT BE USED IN PLACE OF PRECAST CONCRETE ADJUSTING RINGS.

10.6 MORTAR

10.6.1 MORTAR SHALL BE COMPOSED OF ONE (1) PART ASTM C150 TYPE 1A PORTLAND CEMENT AND TWO (2) PARTS SAND BY VOLUME.

10.10 RECONSTRUCTION AND ADJUSTMENT TO GRADE

10.10.1 WHEN A RECONSTRUCTION IS SPECIFIED, THE WORK SHALL CONSIST OF THE CAREFUL REMOVAL AND CLEANING OF EXISTING CASTINGS; THE REMOVAL OF EXISTING WALLS DOWN TO THE SPRINGLINE OR BELOW AS NECESSARY FOR MANHOLES; CATCH BASINS AND CURB INLETS; AND RECONSTRUCTION OF THE UNITS TO THE NEW GRADES, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSIONS AND TYPE OF CONSTRUCTION, USING THE SALVAGED CASTINGS. FOR PRECAST CONSTRUCTION, THIS MAY INVOLVE CHANGING THE TOP FROM A CONE TO A FLAT SLAB OR USING SHORTER SIDE WALL SECTIONS. IF THE NEW PRECAST O-RING SECTIONS DO NOT FIT THE EXISTING O-RING MANHOLE SECTIONS, THE CONTRACTOR SHALL USE A CONCRETE SAW TO SAW OFF THE TONGUE AND GROOVE,

USE "RAM-NEK" GASKET MATERIAL BETWEEN THE TWO (2) SECTIONS TO BE JOINED, AND ENCASE THE ENTIRE CONNECTION IN QC MISC. CONCRETE AS DIRECTED BY THE AUTHORIZED REPRESENTATIVE.

10.10.2 WHEN ADJUSTMENT TO GRADE IS SPECIFIED, THE WORK SHALL BE ACCOMPLISHED BY THE FOLLOWING METHOD: CAREFULLY REMOVE AND CLEAN THE EXISTING FRAME; ADJUST THE HEIGHT OF SUPPORTING WALLS OR CONCRETE ADJUSTING RINGS AS NECESSARY; AND RESET THE EXISTING FRAME IN A BED OF MORTAR OR CONCRETE. FOR MANHOLES, MANHOLE STEPS SHALL BE INSTALLED.

10.10.3 THE USE OF CAST IRON, METAL OR OTHER TYPES OF ADJUSTING RINGS ON TOP OF THE EXISTING CASTING WILL NOT BE PERMITTED.

10.10.4 PAVEMENT REPLACEMENT AROUND MANHOLES, CURB INLETS AND CATCH BASINS ADJUSTED TO GRADE AND/OR RECONSTRUCTED SHALL INCLUDE AN EIGHT (8) INCH CONCRETE BASE AND ONE AND ONE-HALF (1-1/2) INCHES OF ODOT ITEM 448 TYPE 1, MEDIUM TRAFFIC, PG64-22 ASPHALT CONCRETE SURFACE, AS DEFINED IN ARTICLE 12. PAVEMENT REPLACEMENT SHALL BE ONE (1) FOOT AROUND THE PERIMETER OF THE CASTING. PAYMENT FOR SUCH PAVEMENT REPLACEMENT SHALL BE INCLUDED IN THE COST OF THE ADJUSTMENT OR RECONSTRUCTION OF THE STRUCTURE.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 121.45 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION
 SOUTHWEST REGIONAL OFFICE
 OBSTRUCTION EVALUATION GROUP
 10101 HILLWOOD PARKWAY
 FORT WORTH, TX 76177
 FAX: (817) 222-5920
 HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
 OFFICE OF AVIATION
 2829 WEST DUBLIN-GRANVILLE ROAD
 COLUMBUS, OHIO 43235
 OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

DESIGN AGENCY



DESIGNER
 MEK

REVIEWER
 DAR 10/21/22

PROJECT ID
 94321

SHEET TOTAL
 14 63

ITEM 614, MAINTAINING TRAFFIC FOR BRIDGE/DRAINAGE WORK (DETOUR & LANE CLOSERS)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR PERIODS SPECIFIED UNDER TWO PHASES.

PHASE 1 (BRIDGE WORK)

A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS FOR REPAIRS ON SFN. 3503275, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.18. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$3,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PHASE 2 (CONDUIT/CATCH BASIN, CURB, & GUARDRAIL REPLACEMENT)

A PERIOD NOT TO EXCEED 25 CONSECUTIVE CALENDAR DAYS FOR A MULTI-STAGE (2A, 2B, 2C, 2D, 2E) CONDUIT, CATCH BASIN, CURB, & GUARDRAIL REPLACEMENTS FROM STA.173+00 TO STA. 210+50. EACH SUB-PHASE SHALL BE COMPLETED ONE AT A TIME. MULTIPLE SUB-PHASES SHALL NOT BE WORKED ON SIMULTANEOUSLY. THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.19. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$3,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PHASE 2A (CONDUIT & CATCH BASIN REPLACEMENT)

PHASE 2A FOR CONDUIT & CATCH BASIN REPLACEMENTS NEAR: STA. 179+50 to 179+90 STA. 179+90 to 180+88 STA. 180+88 STA. 183+87 STA. 188+89

PHASE 2B (CONDUIT & CATCH BASIN REPLACEMENT)

PHASE 2B FOR CONDUIT & CATCH BASIN REPLACEMENTS NEAR: STA. 193+89. MAINTAIN ACCESS TO FIELD DRVE NEAR 193+75.

PHASE 2C (CONDUIT & CATCH BASIN REPLACEMENT)

PHASE 2C FOR CONDUIT & CATCH BASIN REPLACEMENTS NEAR: STA. 195+89.

PHASE 2D (CONDUIT & CATCH BASIN REPLACEMENT)

PHASE 2D FOR CONDUIT & CATCH BASIN REPLACEMENTS NEAR: STA. 201+79.

PHASE 2E (CONDUIT & CATCH BASIN REPLACEMENT)

PHASE 2E FOR CONDUIT & CATCH BASIN REPLACEMENTS NEAR: STA. 203+89.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE DEPARTMENT SHALL PROVIDE, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING FOR THE PROJECT. THE SPECIFIED DETOUR ROUTE SIGN LAYOUT AND PLACEMENT SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

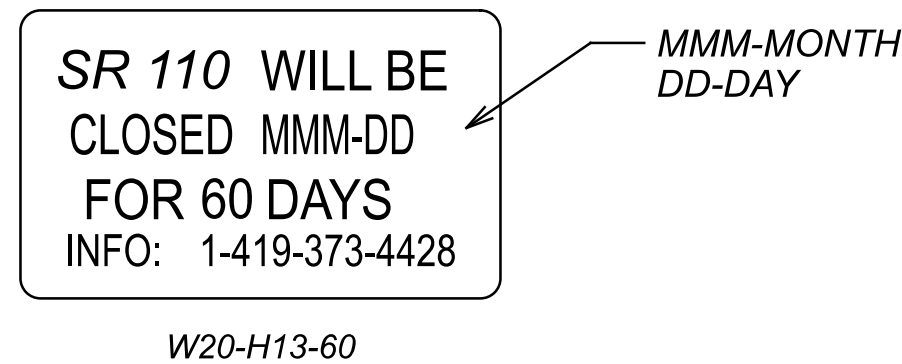
NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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

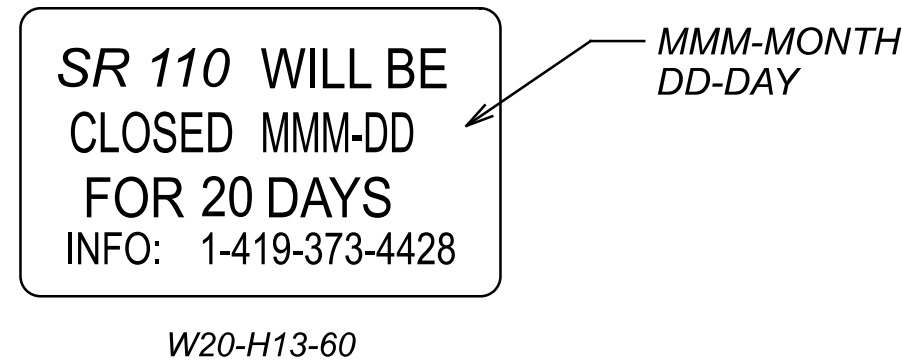
NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS PHONE NUMBER SHALL BE 419-373-4428.

PHASE 1:



PHASE 2:



THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

PHASE 1:

(SR-110 EB) JUST WEST OF SFN 3503275
(SR-110 WB) JUST EAST OF SFN 3503275

PHASE 2:

(SR-110 EB) JUST WEST OF EACH CLOSURE LOCATION
(SR-110 WB) JUST EAST OF EACH CLOSURE LOCATION

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

R11-3 ON TYPE III BARRICADES:

PHASE 1:

(SR-110 EB) JUST WEST OF US-6 NB RAMPS

PHASE 2:

(SR-110 EB) JUST EAST OF CR-12
(SR-110 WB) JUST WEST OF US-6 SB RAMPS

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION

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

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & N/A TRAFFIC PATTERN		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ODOT NOTIFICATION CONTACT INFORMATION

THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. NOTIFICATION REQUIREMENTS:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.PERMITS@DOT.OHIO.GOV

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 10:00PM AND 7:00AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

DRIVEWAY & PROPERTY ACCESS

ACCESS TO ALL PROPERTIES MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DRIVEWAY ACCESS SHALL BE MAINTAINED BY USE OF EXISTING AND PROPOSED PAVEMENT, BERMS, OR SHOULDERS. THE CONTRACTOR SHALL PROVIDE RESIDENTS AND/OR BUSINESS WITH A MINIMUM SEVENTY-TWO (72) HOUR NOTICE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE RESTRICTED/CHANGED DUE TO CONSTRUCTION.

COORDINATION WITH PROJECTS

DURING CONSTRUCTION OF THIS PROJECT, IT IS POSSIBLE THAT WORK WILL BE PREFORMED ON THE FOLLOWING PROJECTS:

PID 114846 HEN-110-6.72

IT WILL BE IMPORTANT TO COORDINATE WORK WHEN NECESSARY TO AVOID ANY POTENTIAL PROBLEMS.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.


AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.



SHEET NUM.											PART.						ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
13	14	15	16	17	25	27	28	29	51	54	01/S5K/05	02/STR/05	03/STR/14	04/NHS/47	05/S5K/05	06/S5K/05						
				2	4,589 773						891 162	2,827 513			871 100		441 617	50300 10100	4,589 775	CY CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) COMPACTED AGGREGATE	
					4 19,915 2,011						1 4,415	3 15,500 78					618 874 875	43000 20000 10000	4 19,915 2,011	MILE FT LB	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE) LONGITUDINAL JOINT PREPARATION LONGITUDINAL JOINT ADHESIVE	
							265 89				77 28	188 61					621 621	00100 54000	265 89	EACH EACH	TRAFFIC CONTROL RPM RAISED PAVEMENT MARKER REMOVED	
							82 1 2				82 1 2						626 630 630	00102 80100 84900	82 1 2	EACH SF EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL SIGN, FLAT SHEET REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
		2						1					1				630 632	86002 26501	1 2	EACH EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL DETECTOR LOOP, AS PER PLAN	15
							8.7 0.28				1.7	5.9			1.1 0.28		642 642	00104 00204	8.7 0.28	MILE MILE	EDGE LINE, 6", TYPE 1 LANE LINE, 6", TYPE 1	
				0.02			4.8				0.92	3			0.9		642	00300	4.82	MILE	CENTER LINE, TYPE 1	
							97 721 83 150 382					97			245 83 150		642 644 644 644	01510 00404 00500 00630	97 721 83 150	FT FT FT FT	DOTTED LINE, 6", TYPE 1, YELLOW CHANNELIZING LINE, 12" STOP LINE CROSSWALK LINE, 24"	
							52 19				52 7				12		644 644	00900 01300	52 19	SF EACH	ISLAND MARKING LANE ARROW	
									1,076 76					1,076 76			512 516	73501 31000	1,076 76	SY FT	STRUCTURE OVER 20 FOOT SPAN (HEN-110-0419) TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN JOINT SEALER, 705.04	51
										134			134				202	22900	134	SY	STRUCTURE OVER 20 FOOT SPAN (HEN-110-0481) APPROACH SLAB REMOVED	
										LS			LS				202	11203	LS	SY	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	53
										488			488				202	23500	488	SY	WEARING COURSE REMOVED	
										LS			LS				503	21300	LS	SY	UNCLASSIFIED EXCAVATION	
										84			84				SPECIAL	50771200	84	FT	PILE ENCASEMENT	54
										12,135			12,135				509	10000	12,135	LB	EPOXY COATED STEEL REINFORCEMENT	
										200			200				509	20001	200	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	53
										524			524				510	10000	524	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
										9			9				511	45710	9	CY	CLASS QC1 CONCRETE, ABUTMENT	
										4			4				511	45720	4	CY	CLASS QC SCC CONCRETE, ABUTMENT	
										34			34				511	34410	34	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	
										58			58				512	10050	58	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
										56			56				516	31000	56	FT	JOINT SEALER, 705.04	
										10			10				516	13600	10	SF	1" PREFORMED EXPANSION JOINT FILLER	
										176			176				517	70100	176	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)	
										26			26				518	21200	26	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
										104			104				518	40000	104	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
										10			10				518	40012	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	
										189			189				SPECIAL	51822300	189	FT	STEEL DRIP STRIP	53
										223			223				526	25000	223	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")	
										80			80				526	90010	80	FT	TYPE A INSTALLATION	
										2			2				601	20010	2	CY	CRUSHED AGGREGATE SLOPE PROTECTION	
										40			40				601	34300	40	CY	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER	
										353			353				848	10201	353	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION,	53
																					AS PER PLAN, 2" THICK	
										353			353				848	20000	353	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
										8			8				848	30201	8	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	53
										75			75				848	50000	75	SY	HAND CHIPPING	
										LS			LS				848	50100	LS	LS	TEST SLAB	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
MEK

REVIEWER
DAR 10/21/22

PROJECT ID
94321

SHEET TOTAL
21 63

HEN-110-0.30

MODEL: Sheet-1 PAPER SIZE: 34x22 (in.) DATE: 7/7/2023 TIME: 9:36:57 AM USER: mkeiner
 p:\v\h\h\h\h\p\w\benley.com\h\h\h\h\p\w-02\Documents\01 Active Projects\District 02\Henry\94321\400-Engineering\Roadway\Sheets\94321_GS001.dgn

STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	204	209	254	301	304	407	407	441	424	441	617	618	874	875					
									PAVEMENT REMOVED	SUBGRADE COMPACTION	LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE, 3"	ASPHALT CONCRETE BASE, PG64-22, (449), 7"	AGGREGATE BASE, 6"	NON-TRACKING TACK COAT 0.085 GAL/SY	NON-TRACKING TACK COAT 0.055 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448), AS PER PLAN, 1"	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), 2"	COMPACTED AGGREGATE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	LONGITUDINAL JOINT PREPARATION	LONGITUDINAL JOINT ADHESIVE					
FT	FT	SY	SY	SY	SY	MILE	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	MILE	FT	LB									
132+00.00	TO	137+00.00	E	LT/RT	500.00	28.90	1605.56			0.19	1605.56				136.47	88.31		44.60	89.20	18.52	0.09	500						
137+00.00	TO	142+00.00	E/F	LT/RT	500.00	28.80	1600.00			0.19	1600.00				136.00	88.00		44.44	88.89	18.52	0.09	500						
142+00.00	TO	147+00.00	E	LT/RT	500.00	29.50	1638.89			0.19	1638.89				139.31	90.14		45.52	91.05	18.52	0.09	500						
147+00.00	TO	152+00.00	E/D	LT/RT	500.00	29.50	1638.89			0.19	1638.89				139.31	90.14		45.52	91.05	18.52	0.09	500						
152+00.00	TO	157+00.00	D/G	LT/RT	500.00	29.20	1622.22			0.19	1622.22				137.89	89.22		45.06	90.12	18.52	0.09	500						
157+00.00	TO	162+00.00	F/E/D	LT/RT	500.00	29.00	1611.11			0.19	1611.11				136.94	88.61		44.75	89.51	18.52	0.09	500						
162+00.00	TO	167+00.00	D	LT/RT	500.00	29.80	1655.56			0.19	1655.56				140.72	91.06		45.99	91.98	18.52	0.09	500						
167+00.00	TO	172+00.00	D/G	LT/RT	500.00	29.10	1616.67			0.19	1616.67				137.42	88.92		44.91	89.81	18.52	0.09	500						
172+00.00	TO	177+00.00	G/F	LT/RT	500.00	29.30	1627.78			0.19	1627.78				138.36	89.53		45.22	90.43	18.52	0.09	500						
177+00.00	TO	180+78.00	F/G	LT/RT	378.00	28.40	1192.80			0.14	1192.80				101.39	65.60		33.13	66.27	14.00	0.07	378						
180+78.00	TO	180+98.00	J	LT/RT	20.00	28.40	63.11	63.11	63.11	0.004			12.27	10.52	5.36	3.47		1.75	3.51	0.19	0.004	20						
180+98.00	TO	182+00.00	G	LT/RT	102.00	28.10	318.47			0.04	318.47		4.41	9.44	27.07	17.52		8.85	17.69	0.94	0.02	102						
182+00.00	TO	183+77.00	G/D	LT/RT	177.00	28.10	552.63			0.07	552.63		7.65	16.39	46.97	30.39		15.35	30.70	1.64	0.03	177						
183+77.00	TO	183+97.00	J	LT/RT	20.00	28.50	63.33	63.33	63.33	0.004			12.31	10.56	5.38	3.48		1.76	3.52	0.19	0.004	20						
183+97.00	TO	187+00.00	D/E	LT/RT	303.00	28.90	972.97			0.11	972.97		13.09	28.06	82.70	53.51		27.03	54.05	2.81	0.06	303						
187+00.00	TO	188+79.00	D	LT/RT	179.00	28.50	566.83			0.07	566.83		7.73	16.57	48.18	31.18		15.75	31.49	1.66	0.03	179						
188+79.00	TO	188+99.00	J	LT/RT	20.00	28.50	63.33	63.33	63.33	0.004			12.31	10.56	5.38	3.48		1.76	3.52	0.19	0.004	20						
188+99.00	TO	190+79.00	D	LT/RT	180.00	28.50	570.00			0.07	570.00		7.78	16.67	48.45	31.35		15.83	31.67	1.67	0.03	180						
190+79.00	TO	190+99.00	J	LT/RT	20.00	28.40	63.11	63.11	63.11	0.004			12.27	10.52	5.36	3.47		1.75	3.51	0.19	0.004	20						
190+99.00	TO	192+00.00	D	LT/RT	101.00	28.40	318.71			0.04	318.71		4.36	9.35	27.09	17.53		8.85	17.71	0.94	0.02	101						
192+00.00	TO	193+79.00	D	LT/RT	179.00	28.20	560.87			0.07	560.87		7.73	16.57	47.67	30.85		15.58	31.16	1.66	0.03	179						
193+79.00	TO	193+99.00	J	LT/RT	20.00	28.30	62.89	62.89	62.89	0.004			12.23	10.48	5.35	3.46		1.75	3.49	0.19	0.004	20						
193+99.00	TO	195+79.00	D	LT/RT	180.00	28.50	570.00			0.07	570.00		7.78	16.67	48.45	31.35		15.83	31.67	1.67	0.03	180						
195+79.00	TO	195+99.00	J	LT/RT	20.00	28.50	63.33	63.33	63.33	0.004			12.31	10.56	5.38	3.48		1.76	3.52	0.19	0.004	20						
195+99.00	TO	197+00.00	D	LT/RT	101.00	28.50	319.83			0.04	319.83		4.36	9.35	27.19	17.59		8.88	17.77	0.94	0.02	101						
197+00.00	TO	201+69.00	D	LT/RT	469.00	29.50	1537.28			0.18	1537.28		20.27	43.43	130.67	84.55		42.70	85.40	4.34	0.09	469						
201+69.00	TO	201+89.00	J	LT/RT	20.00	28.10	62.44	62.44	62.44	0.004			12.14	10.41	5.31	3.43		1.73	3.47	0.19	0.004	20						
201+89.00	TO	202+00.00	D	LT/RT	11.00	28.10	34.34			0.004	34.34		0.48	1.02	2.92	1.89		0.95	1.91	0.10	0.002	11						
202+00.00	TO	203+79.00	D	LT/RT	179.00	28.30	562.86			0.07	562.86		7.73	16.57	47.84	30.96		15.63	31.27	1.66	0.03	179						
203+79.00	TO	203+99.00	J	LT/RT	20.00	29.20	64.89	64.89	64.89	0.004			12.62	10.81	5.52	3.57		1.80	3.60	0.19	0.004	20						
203+99.00	TO	207+00.00	D	LT/RT	301.00	29.10	973.23			0.11	973.23		13.01	9.35	82.72	53.53		27.03	54.07	5.54	0.06	301						
207+00.00	TO	212+00.00	D/H	LT/RT	500.00	30.10	1672.22			0.19	1672.22				142.14	91.97		46.45	92.90	18.52	0.09	500						
212+00.00	TO	215+00.00	H/I	LT/RT	300.00	29.20	973.33			0.11	973.33				82.73	53.53		27.04	54.07	11.11	0.06	300						
215+00.00	TO	220+00.00	I	LT/RT	500.00	29.70	1650.00			0.19	1650.00				140.25	90.75		45.83	91.67	18.52	0.09	500						
220+00.00	TO	220+91.74	I	LT/RT	91.74	33.20	338.42			0.03	338.42				28.77	18.61		9.40	18.80	3.40	0.02	92						
223+76.00	TO	225+00.00	I	LT/RT	124.00	32.60	449.16			0.05	449.16				38.18	24.70		12.48	24.95	4.59	0.02	124						
SUBTOTALS								506.43	506.44	3.38	28750.62	204.84	293.88	2486.84	1609.13			812.66	1625.40	263.91	1.71	9016						
TOTALS CARRIED TO SHEET 25								507	506.5	3.4	28751	205	294	4096					813	1626	264	2.0	9016					

PAVEMENT CALCATIONS (2 OF 3)

DESIGN AGENCY



DESIGNER
MEK

REVIEWER

DAR 10/21/22

PROJECT ID
94321


SHEET TOTAL
24 63

HEN-110-0-30

MODEL: Sheet2 PAPER SIZE: 34x22 (in.) DATE: 7/7/2023 TIME: 9:36:39 AM USER: mkeiner
 p:\vohodop-pw-bentley.com\ohodop-pw-02\Documents\01 Active Projects\District 02\Henry\94321\400-Engineering\Roadway\Sheets\94321_GS001.dgn

STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	204	209	254	301	304	407	407	441	424	441	617	618	874	875					
									PAVEMENT REMOVED	SUBGRADE COMPACTION	LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE, 3"	ASPHALT CONCRETE BASE, PG64-22, (449), 7"	AGGREGATE BASE, 6"	NON-TRACKING TACK COAT 0.085 GAL/SY	NON-TRACKING TACK COAT 0.055 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448), AS PER PLAN, 1"	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), 2"	COMPACTED AGGREGATE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	LONGITUDINAL JOINT PREPARATION	LONGITUDINAL JOINT ADHESIVE					
FT	FT	SY	SY	SY	SY	MILE	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	MILE	FT	LB								
225+00.00	TO	229+00.00	I	LT/RT	400.00	28.60	1271.11				0.15	1271.11			108.04	69.91	35.31	70.62	14.81	0.08	400							
229+00.00	TO	234+00.00	I/E/D	LT/RT	500.00	28.90	1605.56				0.19	1605.56			136.47	88.31	44.60	89.20	18.52	0.09	500							
234+00.00	TO	239+00.00	D/E	LT/RT	500.00	29.70	1650.00				0.19	1650.00			140.25	90.75	45.83	91.67	18.52	0.09	500							
239+00.00	TO	244+00.00	E	LT/RT	500.00	29.00	1611.11				0.19	1611.11			136.94	88.61	44.75	89.51	18.52	0.09	500							
244+00.00	TO	249+00.00	E/D	LT/RT	500.00	28.90	1605.56				0.19	1605.56			136.47	88.31	44.60	89.20	18.52	0.09	500							
249+00.00	TO	252+57.98	D/G	LT/RT	357.98	27.00	1073.94				0.14	1073.94			91.28	59.07	29.83	59.66	13.26	0.07	358							
252+57.98	TO	253+57.98	J	LT/RT	100.00	28.70	318.89	318.89	318.89	0.04		62.01	53.15	27.11	17.54	8.86	17.72	3.70	0.02		100							
254+89.42	TO	255+89.42	J	LT/RT	100.00	28.50	316.67	316.67	316.67	0.04		61.57	52.78	26.92	17.42	8.80	17.59	3.70	0.02		100							
255+89.42	TO	256+00.00	G	LT/RT	10.58	28.70	33.74			0.00	33.74			2.87	1.86	0.94	1.87	0.39	0.00		11							
256+00.00	TO	261+00.00	G/D	LT/RT	500.00	29.20	1622.22				0.19	1622.22			137.89	89.22	45.06	90.12	18.52	0.09	500							
261+00.00	TO	266+00.00	D/E	LT/RT	500.00	28.30	1572.22				0.19	1572.22			133.64	86.47	43.67	87.35	18.52	0.09	500							
266+00.00	TO	271+00.00	E	LT/RT	500.00	28.80	1600.00				0.19	1600.00			136.00	88.00	44.44	88.89	18.52	0.09	500							
271+00.00	TO	274+00.00	E	LT/RT	300.00	28.90	963.33				0.11	963.33			81.88	52.98	26.76	53.52	11.11	0.06	300							
274+00.00	TO	276+56.50	E	LT/RT	256.50	29.60	843.60				0.10	843.60			71.71	46.40	23.43	46.87	9.50	0.05	257							
Intersections and Extra Areas																												
Appian Ave.	A	RT	79.80	31.00		175.22						175.22			14.89	9.64	4.87	9.73										
Cliff St.	A	RT	27.80	8.50		18.31					0.01	18.31			1.56	1.01	0.51	1.02	0.31									
Maumee Ln.	A	RT	58.80	27.00		90.16					0.02	90.16			7.66	4.96	2.50	5.01	1.00									
Co. Rd. P-3	B	RT	182.39	32.40		421.51					0.02	421.51			35.83	23.18	11.71	23.42	1.20									
Campbell's Driveway	C	RT	142.28	10.00		160.63					0.01	160.63			13.65	8.83	4.46	8.92	0.37									
Co. Rd. 12 (112+75 TO 113+79.72)	K	RT	104.27			72.09	35.58	72.09	0.02		13.28	14.54	6.13	3.96			2.00	4.00	1.93			35.00						
Co. Rd. 12 (1000+00 TO 1001+28.60)	L	RT	128.60			107.02	28.17	107.02	0.02		19.10	20.36	9.10	5.89			2.97	5.95	2.38			43.00						
Co. Rd. 12	D	RT	214.29	14.50		316.4					0.01	316.4			26.9	17.4	8.79	17.6	0.54									
FIELD DRIVE NEAR 193+78		RT				177.3							1.09															
US 6 SB ENTRANCE/EXIT RAMP	I	RT	174.64	5.70		89.19					0.01	89.19			7.58	4.91	2.48	4.96	0.21									
US 6 NB ENTRANCE/EXIT RAMP	E	RT	215.07	12.45		218.14					0.01	218.14			18.54	12.00	6.06	12.12	0.46									
SUBTOTALS								699.30	814.66	2.04	16941.93	155.96	141.92	1509.30	976.63	41.38	451.85	986.50	194.51	0.95	5026.00	78.00						
TOTALS FOR THIS SHEET								699	815	2.1	16942	156	142	1509.30	976.63	42	452	987	195	1	5026	78						
TOTALS CARRIED FROM SHEET 23										3.3	35567			4979		988	1976	314	1	5873	1933							
TOTALS CARRIED FROM SHEET 24								507	507	3.4	28751	205	294	4096		813	1626	264	2	9016								
TOTALS CARRIED TO GENERAL SUMMARY								1206	1321	9	81260	361	436	11561		42	2253	4589	773	4	19915	2011						


PAVEMENT CALCULATIONS (3 OF 3)

DESIGN AGENCY

 DESIGNER
 MEK
 REVIEWER
 DAR 10/21/22
 PROJECT ID
 94321
 SHEET TOTAL
 25 63

ESTIMATED QUANTITIES (03/STR/14)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET
202	22900	134	SY	APPROACH SLAB REMOVED				134	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	2
202	23500	488	SY	WEARING COURSE REMOVED			354	134	
503	21300	LS	LS	UNCLASSIFIED EXCAVATION				LUMP	
SPECIAL	50771200	84	FT	PILE ENCASEMENT				84	
509	10000	12135	LB	EPOXY COATED STEEL REINFORCEMENT	1682		10453		
509	20001	200	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCMENT, AS PER PLAN				200	2
510	10000	524	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	218		306		
511	45710	9	CY	CLASS QC1 CONCRETE, ABUTMENT	9				
511	45720	4	CY	CLASS QC SCC CONCRETE, ABUTMENT	4				
511	34410	34	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			34		
512	10050	58	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	18		40		
516	31000	56	FT	JOINT SEALER, 705.04				56	
516	13600	10	SF	1" PREFORMED EXPANSION JOINT FILLER	10				
517	70100	176	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)			176		
518	21200	26	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	26				
518	40000	104	FT	6" PERFORATED CORRUGATED PLASTIC PIPE				104	
518	40012	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE				10	
SPECIAL	51822300	189	FT	STEEL DRIP STRIP			189		
526	25000	223	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")				223	
526	90010	80	FT	TYPE A INSTALLATION				80	
601	20010	2	CY	CRUSHED AGGREGATE SLOPE PROTECTION				2	
601	34300	40	CY	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER				40	
848	10201	353	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN, 2" THICK			353		2
848	20000	353	SY	SURFACE PREPARATION USING HYDRODEMOLITION			353		
848	30201	8	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN			8		2
848	50000	75	SY	HAND CHIPPING			75		
848	50100	LS	LS	TEST SLAB				LUMP	

ESTIMATED QUANTITIES
 BRIDGE NO. HEN-00110-0481
 SR 110 OVER COUNTY DITCH 687

SFN
 3503275
 DESIGN AGENCY



DESIGNER CHECKER
 NMS DJG
 REVIEWER
 DJG 10/21/22
 PROJECT ID
 94321
 SUBSET TOTAL
 3 12
 SHEET TOTAL
 54 63