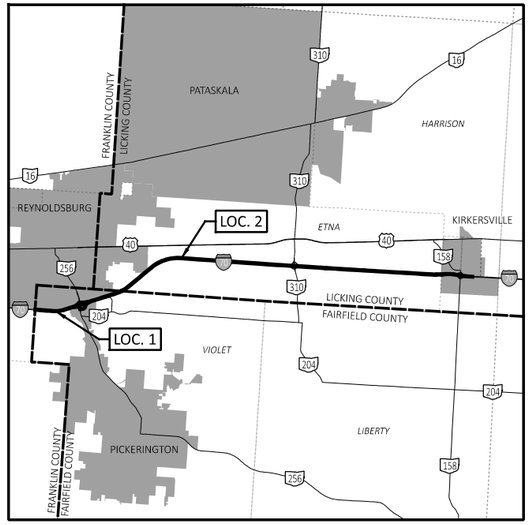
LIC - /FAI-IR 70-00.00/00.00
220502 PID - 25436
Dist 5 9/15/2022



LOCATION MAP

LATITUDE: N 39° 56' 55" LONGITUDE: W 82° 40' 59"

PORTION TO BE IMPROVED ———

DESIGN DESIGNATION	*FAI-70 0.00-1.27*	*FAI/LIC-70 1.27-2.38/ 0.00-9.55*
FUNCTIONAL CLASSIFICATION	*INT*	*INT*
OPENING YEAR ADT (2023)	*95,000*	*59,000*
DESIGN YEAR ADT (2035)	*101,000*	*61,000*
DESIGN HOURLY VOLUME (2035)	*10,000*	*7,300*
DIRECTIONAL DISTRIBUTION	*70%*	*70%*
TRUCKS (24 HOUR B&C)	*13%*	*30%*
DESIGN SPEED	*70 MPH*	*70 MPH*
LEGAL SPEED	*70 MPH*	*70 MPH*
NHS PROJECT	*YES*	*YES*

INT = INTERSTATE

DESIGN EXCEPTIONS
NONE REQUIRED

ADA DESIGN WAIVER
NONE REQUIRED

UNDERGROUND UTILITIES

OHIO811.org
Before You Dig

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PLANNING & ENGINEERING

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

FAI/LIC-70-0.00/0.00

VIOLET, ETNA, AND HARRISON TOWNSHIPS

FAIRFIELD AND LICKING COUNTIES

INDEX OF SHEETS

FEDERAL PROJECT NUMBER

E080(579)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON I.R. 70 IN FAIRFIELD AND LICKING COUNTIES INCLUDING DECK PATCHING AND SEALING ON VARIOUS STRUCTURES

PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINTENANCE)
NOTICE OF INTENT EARTH DISTURBED AREA = NOI NOT REQUIRED

LOC	*PLAN SPLIT*	*CTY*	*ROUTE*	*BEGIN SLM*	*END SLM*	*LENGTH (MILES)* *MILES*	*CITY/ VILLAGE*
1	*1*	*FAI*	*70*	*0.00*	*2.38*	*2.38*	*PICKERINGTON*
2	*1*	*LIC*	*70*	*0.00*	*9.55*	*9.55*	

LIMITED ACCESS

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

2019 SPECIFICATIONS

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

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

APPROVED Jason 2 Lutz
DATE 6/9/2022 *DISTRICT DEPUTY DIRECTOR*

APPROVED Jack Michelbacher for
DATE 8-1-22 *DIRECTOR, DEPARTMENT OF TRANSPORTATION*

ENGINEERS SEAL STRUCTURES

STATE OF OHIO
CHRISTOPHER PHILIP SHONK
E-77365
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Christopher Shonk
DATE: 6/13/2022

ENGINEERS SEAL

STATE OF OHIO
JASON SCOTT LUTZ
E-77397
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Jason 2 Lutz
DATE: 6/13/2022

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	*1/21/22*	*MT-101.90*	*7/17/20*			*800*	*7/15/22*
BP-9.1	*1/18/19*	*MT-102.20*	*4/19/19*			*808*	*1/18/19*
		MT-104.10	*10/16/15*			*809*	*4/15/22*
DM-4.4	*1/15/16*	*MT-105.10*	*1/17/20*			*821*	*4/20/12*
						832	*10/19/18*
MT-95.30	*7/19/19*	*TC-41.10*	*7/19/13*			*844*	*4/20/18*
MT-95.50	*7/21/17*	*TC-41.20*	*10/18/13*			*849*	*1/18/13*
MT-97.10	*4/19/19*	*TC-65.10*	*1/17/14*			*875*	*1/18/19*
MT-98.10	*1/17/20*	*TC-65.11*	*7/21/17*			*889*	*7/17/20*
MT-98.11	*1/17/20*	*TC-71.10*	*7/16/21*			*908*	*10/20/17*
MT-98.20	*1/17/20*	*TC-72.20*	*7/20/18*			*909*	*4/15/22*
MT-98.22	*1/17/20*	*TC-73.20*	*1/17/20*			*921*	*4/20/12*
MT-98.28	*1/17/20*					*987*	*1/16/09*
MT-98.29	*1/17/20*	*EXJ-2-81*	*7/19/02*			*SPECIAL PROVISIONS*	
MT-99.20	*4/19/19*					*PMTP: 9/12/17*	
MT-101.60	*1/17/20*						

SUPPLEMENTAL SPECIFICATIONS

TITLE SHEET

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 1 TOTAL 44

Contract Proposal available @ www.contracts.dot.state.oh.us

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 9/8/2022 TIME: 4:05:37 PM USER: jlutz1
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 05\Licking\25436\400-Engineering\Roadway\Sheets\25436_GT001.dgn

UTILITIES

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

CONTINGENCY QUANTITIES

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

PAVEMENT MARKINGS

ALL LONG LINE AND AUXILIARY PAVEMENT MARKINGS (STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC.) SHOWN IN THE PLANS ARE TAKEN FROM EXISTING LOCATIONS. THE CONTRACTOR SHALL DOCUMENT ALL PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/ OBLITERATED DURING THIS PROJECT AND PLACE MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS, UNLESS SHOWN OR STATED DIFFERENTLY IN THE PLANS AND/OR DIRECTED OTHERWISE BY THE ENGINEER.

*THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF **24 HOURS** PRIOR TO APPLYING PAVEMENT MARKING MATERIALS ON ANY ROUTES SO THAT ODOT PERSONNEL MAY BE PRESENT DURING PAVEMENT MARKING OPERATIONS. THE CONTRACTOR SHALL PROVIDE ODOT PERSONNEL A COPY OF THE DLS SHORT REPORT AT THE END OF EVERY WORKDAY OR AS REQUESTED THROUGHOUT THE DAY PER 641.04. THE CONTRACTOR SHALL NOT RECEIVE PAYMENT FOR ANY WORK DONE WITHOUT NOTIFICATION AS STATED ABOVE OR IF DSL SHORT REPORTS ARE NOT PROVIDED DAILY. **DLS CLOUD BASED REPORTING IS REQUIRED PER SS 800.***

ITEM 209, LINEAR GRADING

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER. ALL LINEAR GRADING WORK SHALL BE COMPLETED PRIOR TO PLACEMENT OF THE PROPOSED ASPHALT SURFACE COURSE.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209, LINEAR GRADING.

ITEM 209, LINEAR GRADING
LOCATION 1: 9.52 MILE
LOCATION 2: 38.20 MILE

ITEM 253, PAVEMENT REPAIR

*AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED **AS DIRECTED BY THE ENGINEER**. REPAIRS SHALL TAKE PLACE PRIOR TO ANY PLANING OPERATIONS.*

THE INTENT OF THIS OPERATION IS TO REPAIR DETERIORATED TRANSVERSE JOINTS.

***DEPTH OF EXCAVATION SHALL BE 7". THE MINIMUM WIDTH SHALL BE 6 FEET, CENTERED OVER JOINT.** AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE **7"** (OR DEPTH OF EXCAVATION) OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED, COMPACTED, AND TACKED IN TWO LIFTS).*

ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253, PAVEMENT REPAIR.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE-DESCRIBED PURPOSE.

E.B. = APPROX. 30 JOINTS X 24' X 6' / 9 X 7" / 36 = 95 C.Y.
W.B. = APPROX. 5 JOINTS X 24' X 6' / 9 X 7" / 36 = 15 C.Y.
25% CONTINGENCY = 30 C.Y.

ITEM 253, PAVEMENT REPAIR
LOCATION 1: 25 CU. YD.
LOCATION 2: 140 CU.YD.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, BY DEPTH

DEPTH OF PLANING SHALL BE AS SHOWN ON THE PAVEMENT AND SHOULDER DATA TABLES. PLANING SHALL BE THE FULL WIDTH OF THE EXISTING PAVEMENT, INCLUDING PAVED SHOULDERS. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

IF DURING PLANING OPERATIONS EXCESSIVE RIDGES OR OTHER IRREGULARITIES ARE FOUND, PLANING DEPTH ADJUSTMENTS SHALL BE MADE UP TO 3/8 INCH, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID PER CMS 254.07.

ITEM 407, NON-TRACKING TACK COAT

*THE RATE OF APPLICATION OF THE ITEM 407, NON-TRACKING TACK COAT SHALL BE PER **CMS TABLE 407.06-1** AND SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF **0.08 GAL/SY** FOR TACK COAT UNDER THE INTERMEDIATE COURSE AND **0.05 GAL/SY** UNDER SURFACE COURSE, (FOR ESTIMATING PURPOSES ONLY).*

ITEM 408, PRIME COAT, AS PER PLAN

*THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER CMS 702) AT A RATE OF **0.40 GAL/SY** TO THE COMPLETED AGGREGATE SHOULDER. TO REDUCE AGGREGATE LOSS, **THE PRIME COAT SHALL BE APPLIED WITHIN SEVEN (7) DAYS AFTER PLACEMENT OF THE AGGREGATE SHOULDER OR LIQUATED DAMAGES PER CMS 108.07 WILL BE ASSESSED.** THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.*

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

*THE CONTRACTOR SHALL PLACE A **1" X 2.0" DEEP** BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.*

ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE EITHER 100% CRUSHED LIMESTONE OR RECYCLED ASPHALT CONCRETE PAVEMENT (RAP) MEETING REQUIREMENTS OF 703.18.

ALL AREAS SHALL BE LOOSENED AND FREE OF VEGETATION PER 617.04 PRIOR TO PLACEMENT OF COMPACTED AGGREGATE. AGGREGATE SHOULDERS SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE ROADWAY.

SHOULDER PREPARATION SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 617, COMPACTED AGGREGATE, AS PER PLAN.

ITEM 621, RAISED PAVEMENT MARKER REMOVED

*RPM REMOVAL SHALL NOT OCCUR SOONER THAN **10 DAYS** PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.*

ENVIRONMENTAL NOTES

*THE FOLLOWING RESTRICTIONS SHALL APPLY TO STRUCTURES **FAI-70-0085 L/R** OVER **BLACKLICK CREEK** IN THE PROJECT AREA THAT INVOLVE WORK OVER A STREAM:*

*ALL WORK IS PROHIBITED TO OCCUR BELOW THE OHWM IN STREAMS THAT FLOW UNDER THE STRUCTURES, AND NO MATERIAL MAY ENTER ANY STREAM DURING CONSTRUCTION. **ALL BRIDGE SCUPPERS SHALL BE COVERED, AT THE APPROVAL OF THE ENGINEER, FOR ANY WORK TAKING PLACE ON AND/OR ADJACENT TO THE STRUCTURES MENTIONED ABOVE.***

GENERAL NOTES

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 2 TOTAL 44

FAI/LIC-70-0.00/0.00

ITEM 647, SPEED MEASUREMENT MARKING, TYPE B125, AS PER PLAN

SPEED MEASUREMENT MARKINGS SHALL BE WHITE AND 24 INCHES WIDE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH SPACED AT 0.25 MILE INTERVALS OVER A 1-MILE LENGTH OF ROADWAY AT THE FOLLOWING LOCATIONS:

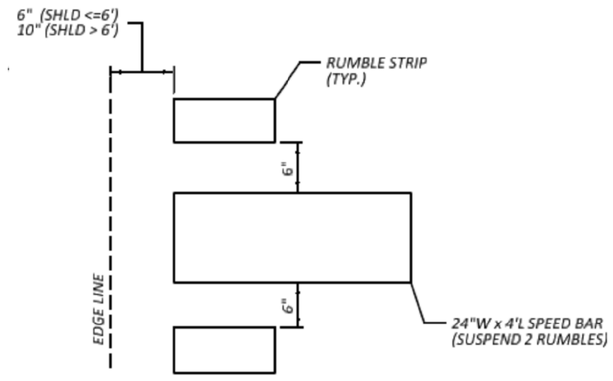
LIC- 70 MILE MARKER 120.60 – 121.60 EASTBOUND AND WESTBOUND

SPEED MEASUREMENT MARKINGS SHALL BE PLACED ON BOTH SHOULDERS ADJACENT TO THE EDGE LINE MARKING AS SHOWN IN DETAIL BELOW. ***THE CONTRACTOR SHALL PRE-MARK LOCATIONS PRIOR TO PLACING RUMBLE STRIPS TO AVOID PLACEMENT OF MARKINGS INSIDE THE RUMBLE STRIP.***

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT SURVEY MANAGER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

FIVE (5) MARKINGS *PLACED ON ONE SHOULDER OF ROADWAY SHALL EQUAL ONE ZONE. ONE ZONE SHALL BE MEASURED AS* ***ONE (1) EACH.***

ITEM 647, SPEED MEASUREMENT MARKING, TYPE B125, AS PER PLAN
LOCATION 2: 4 EACH



SPEED MEASUREMENT MARKING DETAIL

ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

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

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

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 25 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 FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. ***2022-AGL-12543-OE, 2022-AGL-12544-OE AND 2022-AGL-12545-OE*** *IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.*

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING AN 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.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

ITEM SPECIAL, REMOVAL OF ROAD WEATHER INFORMATION SYSTEM [RWIS] SENSOR
ITEM SPECIAL, ROAD WEATHER INFORMATION SYSTEM [RWIS] SENSOR

THE CONTRACTOR SHALL REMOVE AND REPLACE ***FIVE (5)*** *RWIS SENSORS AT THE LOCATIONS SPECIFIED BELOW PRIOR TO PLANING OF THE ROADWAY AND BRIDGE DECK AND DISPOSE PROPERLY OF THE EXISTING SENSORS OFF-SITE.*

AFTER COMPLETION OF PAVEMENT AND BRIDGE WORK, THE CONTRATOR SHALL CONTACT THE SENSOR MANUFACTURER (M.H. CORBIN) FOR DELIVERY AND INSTALLATION OF NEW SENSORS.

SENSOR MANUFACTURER'S REPRESENTATIVE:

M.H. CORBIN, INC.
9042 HERITAGE DRIVE
PLAIN CITY, OH 43064
PHONE: 614-873-5216

RWIS LOCATIONS

IR 70 WB (I-70/SR 256 INTERCHANGE)

- *2 SENSORS LOCATED IN THE PASSING LANE PAVEMENT WEST OF STRUCTURE NO. FAI-70-0119L*
- *3 SENSORS LOCATED IN THE DRIVING LANE DECK OF STRUCTURE NO. FAI-70-0119L (NON-PERFORM IF NOT DISTURBED)*

THE EXISTING LOCATIONS SHALL BE REUSED FOR THE NEW SENSORS NLESS THEY NEED ADJUSTED TO AVOID PLACING THE SENSORS DIRECTLY BENEATH HIGH POWER ELECTRICAL LINES, TO PROVIDE FOR INSTALLATION IN SOUND PAVEMENT, OR TO MAINTAIN LINE OF SIGHT COMMUNICATION FROM THE SENSOR TO THE EQUIPMENT ENCLOSURE CABINET LOCATED ON THE WEST SIDE OF STRUCTURE NO. FAI-70-0119L IN THE MEDIAN.

THE PROJECT ENGINEER SHALL BE NOTIFIED WHEN THE NEW SENSOR INSTALLATION IS COMPLETE. THE DISTRICT WILL MONITOR THE SENSORS PERFORMANCE FOR A MINIMUM OF FIVE WORKING DAYS TO VERIFY PROPER OPERATION. IF THE SENSORS DO NOT PERFORM PROPERLY WITHIN THIS TEST PERIOD, THE CONTRACTOR/ MANUFACTURER SHALL VERIFY THAT THE INSTALLATION IS CORRECT.

PAYMENT FOR THE ABOVE-DESCRIBED ITEMS SHALL BE AT THE CONTRACT UNIT PRICE FOR EACH. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE-DESCRIBED WORK.

ITEM SPECIAL, REMOVAL OF ROAD WEATHER INFORMATION SYSTEM [RWIS] SENSOR
LOCATION 1: 5 EACH

ITEM SPECIAL, ROAD WEATHER INFORMATION SYSTEM [RWIS] SENSOR:
LOCATION 1: 5 EACH

GENERAL NOTES

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 3 TOTAL 44

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:05:09 AM USER: jluiz1
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 05\Licking\25436400\Engineering\Roadway\Sheets\25436_GN002.dgn

ITEM 614, MAINTAINING TRAFFIC

*A MINIMUM OF **THREE (3)** LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON **FAI-70-(0.00-1.19)** AT ALL TIMES, EXCLUDING THE CLOSURE TIMES STATED IN THE LANE VALUE CONTRACT TABLE BELOW.*

*A MINIMUM OF **TWO (2)** LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON **FAI-70-(1.19-2.38)** AND **LIC-70-(0.00-9.55)**, EXCLUDING THE CLOSURE TIMES STATED IN THE LANE VALUE CONTRACT TABLE BELOW.*

LANE VALUE CONTRACT TABLES

LOCATION	CRITICAL WORK: TIME WHEN TWO (2) LANES MAY BE CLOSED	TIME UNIT	DISINCENTIVE ($ PER TIME UNIT)
FAI-70-0.00-1.19 E.B. & W.B. (6-LANE)	MONDAY-SUNDAY: 10PM-6AM (RESURFACING/ BRIDGE WORK)	15 MIN.	$2,500

LOCATION	CRITICAL WORK: TIME WHEN ONE (1) LANE MAY BE CLOSED	TIME UNIT	DISINCENTIVE ($ PER TIME UNIT)
FAI-70-0.00-2.38, LIC-70-0.00-9.55 E.B. & W.B. (4-LANE)	MONDAY-SUNDAY: 8PM-6AM (RESURFACING) **8PM FRIDAY - 6AM MONDAY (BRIDGE WORK) **TWO CONSECUTIVE WEEKENDS ONLY. ONCE FOR DECK REPAIRS AND ONCE FOR DECK SEALING. ONE DIRECTION PER WEEKEND. MINIMUM 30 DAYS BETWEEN DECK REPAIRS AND SEALING	15 MIN.	$2,500

*THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST **THREE (3) BUSINESS DAYS** IN ADVANCE OF IMPLEMENTATION OF WEEKEND LANE CLOSURES SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST **TWO (2) BUSINESS DAYS** IN ADVANCE OF THE LANE CLOSURE.*

BRIDGES FAI-70-0.85 L/R, FAI-70-0118 L/R, LIC-70-0072L/0074R
WEEKEND LANE CLOSURES ARE PERMITTED FOR BRIDGE WORK AS STATED ABOVE IN LANE VALUE CONTRACT TABLE

BRIDGE LIC-158-0098 (S.R. 158)
*MAINTAIN ONE-LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES FOR DECK SEALING **(DND EXISTING RAMP SIGNAL OPERATIONS)***

ITEM 614, MAINTAINING TRAFFIC CONT'D

I.R. 70/ S.R. 256 RAMPS
*RAMP CLOSURES WILL BE PERMITTED FOR BRIDGE WORK ONLY AS STATED ABOVE WHEN ADJACENT I.R. 70 LANES ARE CLOSED, **AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE CITIES OF PICKERINGTON AND REYNOLDSBURG**. USE PCMS TO DETOUR RAMP TRAFFIC VIA I.R. 70/ S.R. 310. RAMP TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING RESURFACING.*

*THE CONTRACTOR SHALL PROVIDE NOTICE OF **RAMP CLOSURES** TO ALL TRAFFIC AT LEAST **SEVEN CALENDAR DAYS** IN ADVANCE OF CLOSURE THROUGH THE USE OF PORTABLE CHANGEABLE MESSAGE SIGNS. THE PCMS SHOULD BE ERECTED AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. THE PCMS SHOULD BE ERECTED WELL IN ADVANCE OF THE CLOSURE AREA TO AVOID DISTRACTING MOTORISTS.*

*SUPPLEMENTAL ADVANCE WARNING SIGNS PER **MT-95.50** SHALL BE INSTALLED ALONG WITH PORTABLE CHANGEABLE MESSAGE SIGNS, AS DIRECTED BY THE ENGINEER.*

*AREAS THAT ARE PLANED SHALL NOT BE OPENED TO TRAFFIC. **ALL PLANED AREAS MUST BE INLAID WITH A PROPOSED COURSE OF ITEM 442, ASPHALT CONCRETE PRIOR TO BEING OPENED TO TRAFFIC.***

*OVERNIGHT CLOSURES MUST MEET SPECIFICATIONS AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE OPERATIONS SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. THE ROADWAY SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER THE PERMANENT OR WORK ZONE MARKINGS IN PLACE. **THE ROADWAY SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER PERMANENT OR WORK ZONE MARKINGS IN PLACE.***

LANE CLOSURES WILL BE ACCOMPLISHED IN ACCORDANCE WITH THE STANDARD DRAWINGS LISTED ON THE TITLE SHEET, IN CONSIDERATION OF THE TRAFFIC FLOW. LANE CLOSURES SHALL ONLY OCCUR DURING CONTRACTOR WORK HOURS.

***LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE NO LONGER THAN 2 MILES**, UNLESS DIRECTED BY 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 CONTRACTOR WILL HAVE ON SITE AND IN WORKING AND OR SUITABLE CONDITION; ALL EQUIPMENT, TOOLS, LABORERS, LEO'S, TRAFFIC CONTROL DEVICES AND INCIDENTALS NECESSARY TO EFFICIENTLY PERFORM THE CLOSURE BEFORE INITIALIZING THE LANE CLOSURE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

*NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES ON **I.R. 70** SHALL BE OPENED TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS: **EASTER, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING, CHRISTMAS, NEW YEARS***

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER LANE VALUE CONTRACT (PN 127).

NOTIFICATION OF ROAD CLOSURE OR RESTRICTIONS

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND/OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE-MENTIONED ITEMS, VIA MEDIA SOURCES.

COOPERATION BETWEEN CONTRACTORS

*THE STATE OF OHIO HAS CONTRACTED PROJECT **FRA-70-22.61 (FEF 1A)** **PID 95639** WHICH MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS MANUAL. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT CONFLICT WITH ONE ANOTHER.*

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 4 TOTAL 44

FAI/LIC-70-0.00/0.00

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DROP-OFFS IN WORK ZONES

*DROP-OFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE **LUMP SUM** BID FOR **ITEM 614, MAINTAINING TRAFFIC**.*

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** BID FOR **ITEM 614, MAINTAINING TRAFFIC.***

ITEM 614, WORK ZONE PAVEMENT MARKINGS

*THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH **CMS 614.11** AND STANDARD DRAWING **MT-99.20** UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES ARE BEING CARREID TO THE LOCATION SUB- SUMMARIES FOR PLACEMENT OF TEMPORARY MARKINGS ON THE SURFACE COURSE FOR ENTIRE PROJECT.*

ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT
(TWO APPLICATIONS FOR CUTBACK JOINT)
LOCATION 1: 13.33 MILE
LOCATION 2: 38.20 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I
LOCATION 2: 0.72 MILE (SEE SHEET 39)

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
LOCATION 1: 11.58 MILE (INCLUDES S.R. 256 RAMPS)
LOCATION 2: 38.20 MILE

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT
LOCATION 1: 6,492 FEET (INCLUDES S.R. 256 RAMPS)
LOCATION 2: 6,860 FEET

ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT
LOCATION 1: 68 FEET (S.R. 256 RAMPS)

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORSOTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES(OMUTCD) INTENDS THAT FLAGGERS BE USED.

*IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS, **AS DIRECTED BY THE ENGINEER**:*

- *FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED, AND NIGHT WORK ON THE INTERSTATE.*

IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASIHG LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LAW ENFORCEMENT OFFICERS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
LOCATION 1: 500 HOUR
LOCATION 2: 500 HOUR

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC.

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

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

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.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 5 TOTAL 44

FAI/LIC-70-0.00/0.00

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT'D.)

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.

*A TOTAL OF **7 PCMS** WILL BE REQUIRED FOR THIS PROJECT.*

BRIDGE WORK
(PLACE AT 2-MILE AND 6-MILE FROM LANE CLOSURE)
I.R. 70 EB: 2 PCMS X 1 MONTH = 2 SNMT
I.R. 70 WB: 3 PCMS X 1 MONTH = 3 SNMT

RESURFACING WORK
(PLACE 2-MILE FROM BEGIN/ END WORK LIMITS)
I.R. 70 EB: 1 PCMS X 2 MONTH = 2 SNMT
I.R. 70 WB: 1 PCMS X 2 MONTH = 2 SNMT

RAMP CLOSURES
(PLACE AS DIRECTED BY THE ENGINEER)
3 PCMS X 1 MONTH = 3 SNMT

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
LOCATION 1: 12 SNMT
LOCATION 2: 12 SNMT

ITEM 614, REPLACEMENT DRUM

DRUMS 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 DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

ITEM 614, REPLACEMENT DRUM
LOCATION 1: 5 EACH
LOCATION 2: 25 EACH

ITEM 614, WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	*COUNTY & ROUTE*	*DIRECTION*
WZ-30730	***FAI-70-(0.00-2.38)***	***EB/WB***
WZ-30731	***LIC-70-(0.00-9.55)***	***EB/WB***

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF ≥ 55 MPH, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILEIN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS
MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDIED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

*WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATIONS **808**, **908** AND TRAFFIC SCD **MT-104.10***

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

ITEM 614, WORK ZONE SPEED ZONES (WZSZS) (CONT'D.)

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZOE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (≥55 MPH) MULTI-LANE HIGHWAYS.

ORIGINAL POSTED SPEED LIMIT	*WITH POSITIVE PROTECTION*		*WITHOUT POSITIVE PROTECTION*	
	WORKERS PRESENT	*WORKERS NOT PRESENT*	*WORKERS PRESENT*	*WORKERS NOT PRESENT*
70	***60***	***65***	***55***	***65***
65	*55*	*60*	*50*	*60*
60	*55*	*60*	*50*	*60*
55	*50*	*55*	*45*	*55*

*A TOTAL OF **6 DSL SIGN ASSEMBLIES** WILL BE REQUIRED FOR THIS PROJECT.*

2-MILE STATIONARY ZONE (BRIDGE WORK)
I.R. 70 EB: 3 DSL X 1 MONTH = 3 SNMT
I.R. 70 WB: 3 DSL X 1 MONTH = 3 SNMT

2-MILE MOVING ZONE (RESURFACING)
I.R. 70 EB: 3 DSL X 2 MONTH = 6 SNMT
I.R. 70 WB: 3 DSL X 2 MONTH = 6 SNMT

ITEM 614, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
LOCATION 1: 6 SNMT
LOCATION 2: 12 SNMT

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 6 TOTAL 44

FAI/LIC-70-0.00/0.00

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SEQUENCE OF OPERATIONS

IT IS THE INTENT OF THIS SEQUENCE OF OPERATIONS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC. IT MAY BE NECESSARY FOR THE CONTRACTOR TO ALTERNATE BETWEEN PHASES IN ORDER TO MEET WORK RESTRICTIONS FOUND IN ODOT'S "DROP-OFFS IN WORK ZONES" STANDARD DRAWING MT-101.90.

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

ALL WORK NOT SPECIFIED IN THE SEQUENCE OF OPERATIONS CAN BE COMPLETED ANYTIME DURING THE DURATION OF THE PROJECT AT THE APPROVAL OF THE ENGINEER.

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

LANES CLOSED IN BOTH THE EASTBOUND AND WESTBOUND DIRECTION SHALL BE AT THE APPROVAL OF THE ENGINEER

PHASE 1:
(1) CLOSE INSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER
(2) FILL IN RUMBLE STRIPS ON INSIDE SHOULDER WITH ITEM 441 INTERMEDIATE COURSE TO ALLOW FOR MAINTAINING TRAFFIC ON SHOULDER (SEE QUANTITY BELOW) (CLEAN SHOULDER OF DEBRIS IF NECESSARY)

PHASE 2:
(1) PERFORM FULL DEPTH PAVEMENT REPAIRS
(2) PERFORM DECK PATCHING ON BRIDGES
(3) PERFORM DECK SEALING ON BRIDGES
(4) PERFORM LINEAR GRADING

PHASE 3:
(1) CLOSE OUTSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER
(2) PLANE OUTSIDE LANE AND SHOULDER AT DEPTH DETAILED IN PLANS
(3) IMMEDIATELY PLACE ITEM 442, ASPHALT CONCRETE SURFACE COURSE FOR OUTSIDE LANE AND SHOULDER (RAMP AREAS WHERE APPLICABLE) PER TYPICAL SECTION

PHASE 4:
(1) CLOSE INSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER
(2) PLANE INSIDE LANE AND SHOULDER AT DEPTHS DETAILED IN PLANS
(3) IMMEDIATELY PLACE ITEM 442, ASPHALT CONCRETE SURFACE COURSE FOR INSIDE LANE AND SHOULDER PER TYPICAL SECTION

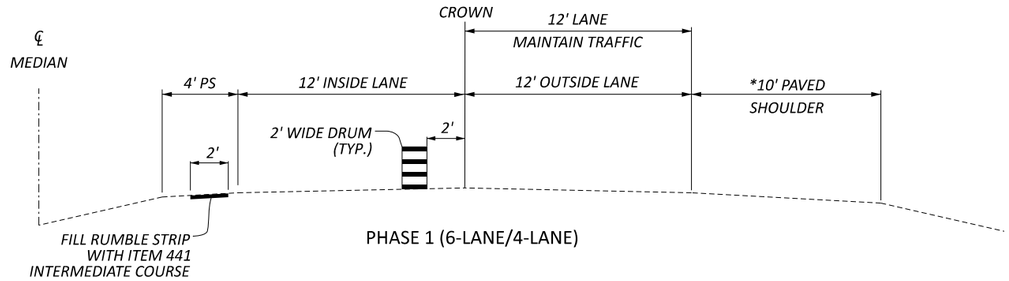
PHASE 5:
(1) INSTALL COMPACTED AGGREGATE, 2" DEEP JOINT SEALER, RUMBLE STRIPS, PERMANENT PAVEMENT MARKINGS, AND RAISED PAVEMENT MARKERS. OPEN ROADWAY TO UNRESTRICTED TRAFFIC

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)

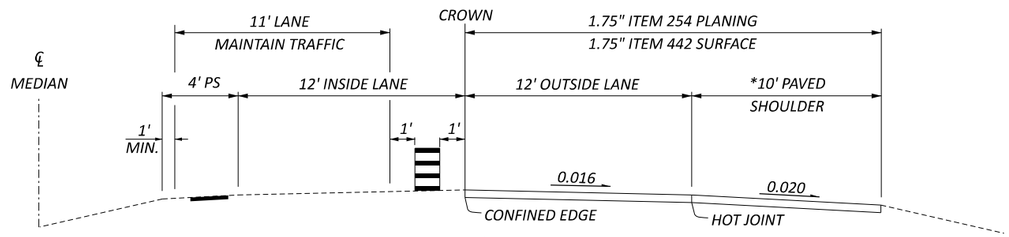
THIS ITEM SHALL BE USED TO FILL IN RUMBLE STRIPS FOR MAINTAINING TRAFFIC AS DESCRIBED IN PHASE 1 ABOVE. AVERAGE THICKNESS FOR CALCULATION PURPOSES IS 0.75". THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
LOCATION 1: (2.38-0.00) x 5280' = 12,567 ft – (2(12,567' x 2.0' x (0.75"/12)))/27 **= 117 CU.YD.**
LOCATION 2: (9.55-0.00) x 5280' = 50,424 ft - (2(50,424' x 2.0' x (0.75"/12)))/27 **= 467 CU.YD.**
(0.59-0.89) x 5280' = 1,584 ft – (1584' x 2.0' x (0.75"/12))/27 = **8 CU. YD.

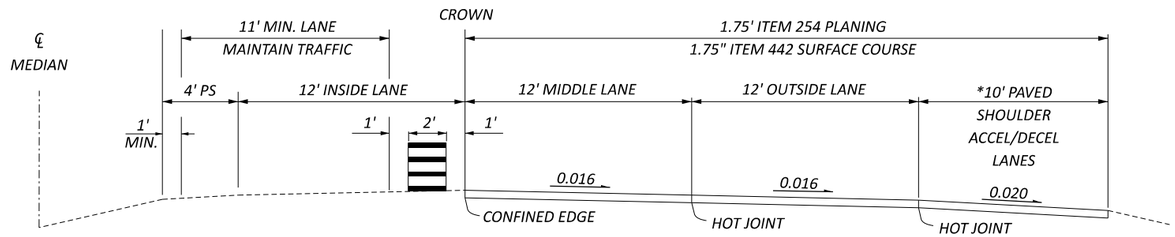
****EASTBOUND OUTSIDE SHOULDER AT STRUCTURE LIC-70-0074R (SEE SHEET 39)**



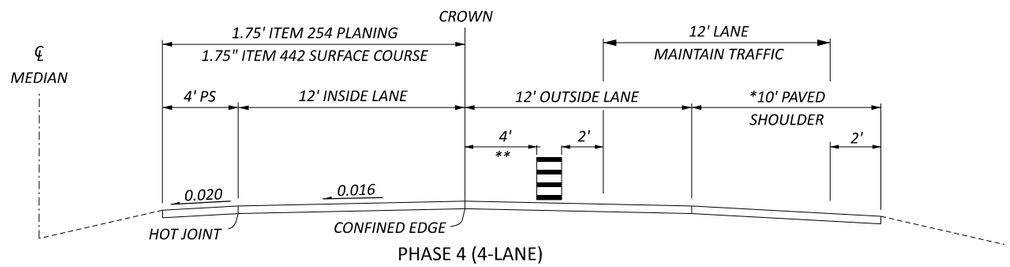
PHASE 1 (6-LANE/4-LANE)



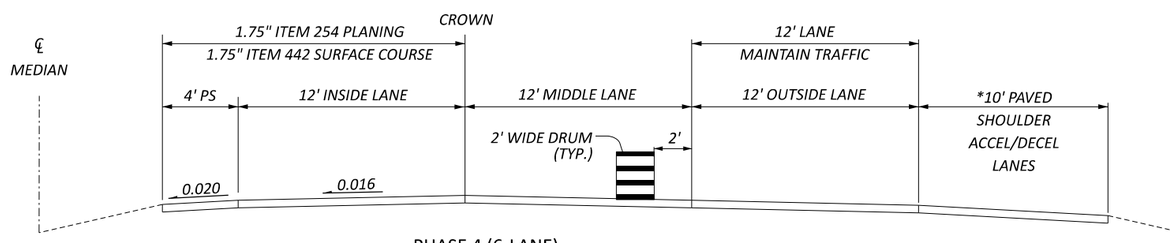
PHASE 3 (4-LANE)



PHASE 3 (6-LANE)



PHASE 4 (4-LANE)



PHASE 4 (6-LANE)

* SHOULDER WIDTH VARIES IN RAMP AREAS

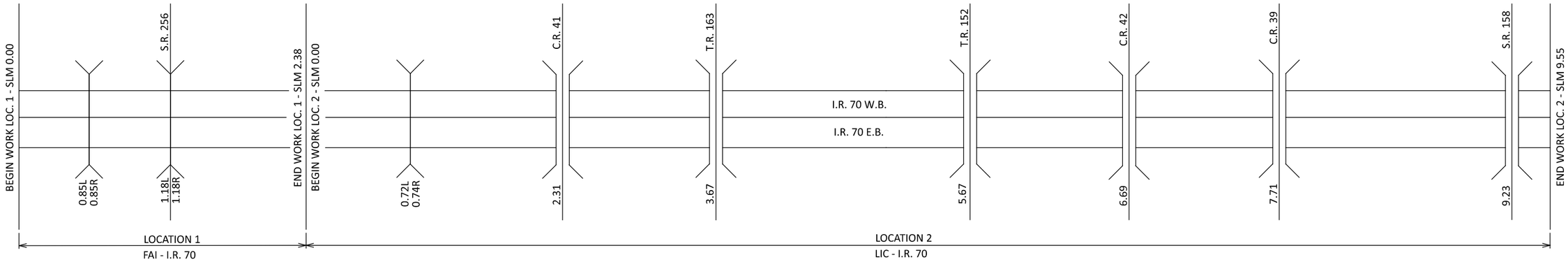
** 4' BUFFER PROVIDED FOR JOINT CORES

SEQUENCE OF OPERATIONS

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 7 TOTAL 44

FAI/LIC-70-0.00/0.00



SEE SHEET 9 FOR TYPICAL SECTION

BRIDGE DEDUCTIONS = PAVEMENT WIDTH X (BRIDGE LENGTH + APPROACH LENGTH)

PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (AVG.)	TYPICAL	PAVEMENT AREA	254	407	442		
					MILES	LIN. FT.	FT.		SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" SQ. YD.	NON-TRACKING TACK COAT @ 0.08 GAL./S.Y. GAL.	ANTI-SEGREGATION EQUIPMENT CU. YD.	THICKNESS INCHES	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) CU. YD.
1	FAI	I.R. 70 E.B.	0.00	2.38	2.38	12,566.40	36.0	1	50,265.6	50,265.6	4,021.3	2,443.5	1.75	2,443.5
		I.R. 70 W.B.	0.00	0.90	0.90	4,752.00	36.0	1	19,008.0	19,008.0	1,520.7	924.0	1.75	924.0
			0.90	2.38	1.48	7,814.40	24.0	1	20,838.4	20,838.4	1,667.1	1,013.0	1.75	1,013.0
	BRIDGE DEDUCTIONS (FROM SHEET 14)								(2,481.3)	(2,481.3)	(198.6)	(120.7)	1.75	(120.7)
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)										**87,630.7**	**7,010.5**	**4,259.8**		**4,259.8**
2	LIC	I.R. 70 E.B.	0.00	0.23	0.23	1,214.40	30.0	1	4,048.0	4,048.0	323.9	196.8	1.75	196.8
			0.23	9.55	9.32	49,209.60	24.0	1	131,225.6	131,225.6	10,498.1	6,379.1	1.75	6,379.1
		I.R. 70 W.B.	0.00	9.55	9.55	50,424.00	24.0	1	134,464.0	134,464.0	10,757.2	6,536.5	1.75	6,536.5
	BRIDGE DEDUCTIONS (FROM SHEET 14)								(1,114.7)	(1,114.7)	(89.2)	(54.2)	1.75	(54.2)
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)										**268,622.9**	**21,490.0**	**13,058.2**		**13,058.2**

PAVEMENT DATA

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

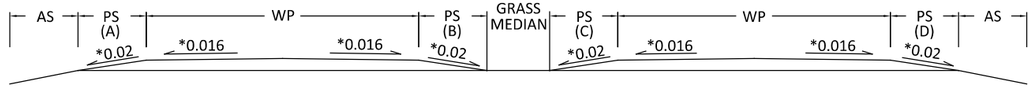
PROJECT ID 25436

SHEET 8 TOTAL 44

FAI/LIC-70-0.00/0.00

TYPICAL 1

AS = AGGREGATE SHOULDER
PS = PAVED SHOULDER
WP = WIDTH OF PAVEMENT



*MAINTAIN EXISTING SUPERELEVATION IN CURVES

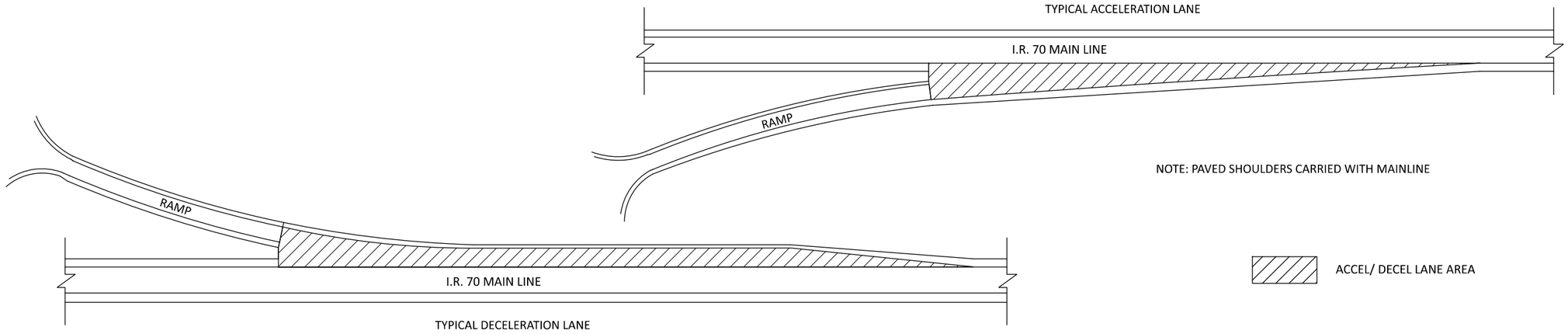
SHOULDER DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PAVED SHOULDER WIDTH (FT.)				SHOULDER AREA	254	407	408	442		617		618
					MILES	LIN. FT.		A	B	C	D	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" SQ. YD.	NON-TRACKING TACK COAT @ 0.08 GAL./S.Y. GAL.	PRIME COAT, AS PER PLAN @ 0.40 GAL./S.Y. GAL.	THICKNESS INCHES	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) CU. YD.	THICKNESS INCHES	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH) CU. YD.	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) MILE
1	FAI	I.R. 70 E.B.	0.00	0.11	0.11	580.8	1			4	15	1,226.1	1,226.1	98.1	103.3	1.75	59.7	2.0	14.3	0.22
			0.11	1.98	1.87	9,873.6	1			4	10	15,358.9	15,358.9	1,228.8	1,755.3	1.75	746.7	2.0	243.8	3.74
			1.98	2.38	0.40	2,112.0	1			10	15	5,866.7	5,866.7	469.4	375.5	1.75	285.2	2.0	52.1	0.80
		I.R. 70 W.B.	0.00	2.38	2.38	12,566.4	1	10	4			19,547.7	19,547.7	1,563.9	2,234.0	1.75	950.3	2.0	310.3	4.76
	BRIDGE DEDUCTIONS (FROM SHEET 14)											(1,222.6)	(1222.6)	(97.9)	(157.5)	1.75	(59.5)	2.0	(21.9)	(0.30)
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)													**40,776.8**	**3,262.3**	**4,310.6**		**1,982.4**		**598.6**	**9.22**
2	LIC	I.R. 70 E.B.	0.00	0.23	0.23	1,214.4	1			10	15	3,373.3	3,373.3	269.9	215.9	1.75	164.0	2.0	30.0	0.46
			0.23	9.55	9.32	49,209.6	1			4	10	76,548.3	76,548.3	6,123.9	8,748.4	1.75	3,721.1	2.0	1,215.1	18.64
		I.R. 70 W.B.	0.00	9.55	9.55	50,424.0	1	10	4			78,437.3	78,437.3	6,275.0	8,964.3	1.75	3,813.0	2.0	1,245.0	19.10
	BRIDGE DEDUCTIONS (FROM SHEET 14)											(650.2)	(650.2)	(52.1)	(74.3)	1.75	(31.7)	2.0	(10.3)	(1.21)
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)													**157,708.7**	**12,616.7**	**17,854.3**		**7,666.4**		**2,479.8**	**36.99**

FAI/LIC-70-0.00/0.00

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 9 TOTAL 44



ACCEL/ DECEL LANE DATA

LOCATION	COUNTY	ROUTE	DESCRIPTION	CADD AREA	254	407	442		
					PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	ANTI-SEGREGATION EQUIPMENT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)
				SQ.YD.	SQ.YD.	GAL.	CU. YD.	INCH	CU.YD.
1	FAI	I.R. 70 E.B.	DECELERATION LANE TO S.R. 256 SOUTH	1,335.0	1,335.0	106.8	64.9	1.75	64.9
			DECELERATION LANE TO S.R. 256 NORTH	1,233.0	1,233.0	98.7	60.0	1.75	60.0
			ACCEL/ DECEL LANE FROM S.R. 256 TO S.R. 204	5,785.0	5,785.0	462.8	281.3	1.75	281.3
		I.R. 70 W.B.	ACCELERATION LANE FROM S.R. 256	4,340.0	4,340.0	347.2	211.0	1.75	211.0
			DECELERATION LANE TO S.R. 256	1,398.0	1,398.0	111.9	68.0	1.75	68.0
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)					**14,091.0**	**1,127.4**	**685.2**		**685.2**
2	LIC	I.R. 70 E.B.	DECELERATION LANE TO S.R. 310	1,350.0	1,350.0	108.0	65.7	1.75	65.7
			ACCELERATION LANE FROM S.R. 310	3,455.0	3,455.0	276.4	168.0	1.75	168.0
			DECELERATION LANE TO S.R. 158	1,603.0	1,603.0	128.3	78.0	1.75	78.0
			ACCELERATION LANE FROM S.R. 158 (STOP AT SLM 9.55)	2,553.0	2,553.0	204.3	124.2	1.75	124.2
		I.R. 70 W.B.	ACCELERATION LANE FROM S.R. 310	3,155.0	3,155.0	252.4	153.4	1.75	153.4
			DECELERATION LANE TO S.R. 310	1,434.0	1,434.0	114.8	69.8	1.75	69.8
			ACCELERATION LANE FROM S.R. 158	2,716.0	2,716.0	217.3	132.1	1.75	132.1
			DECELERATION LANE TO S.R. 158	1,543.0	1,543.0	123.5	75.1	1.75	75.1
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)					**17,809.0**	**1,425.0**	**866.3**		**866.3**

ACCEL/DECEL LANE DATA

DESIGN AGENCY

DESIGNER LME

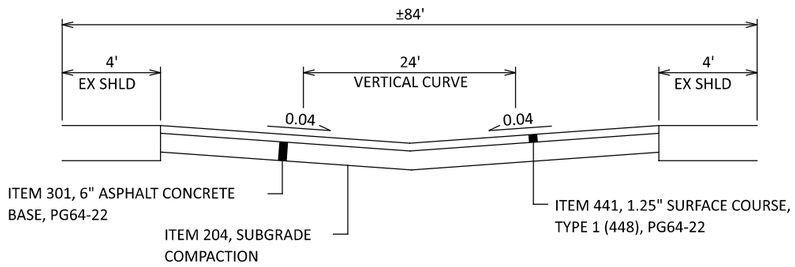
REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 10 TOTAL 44

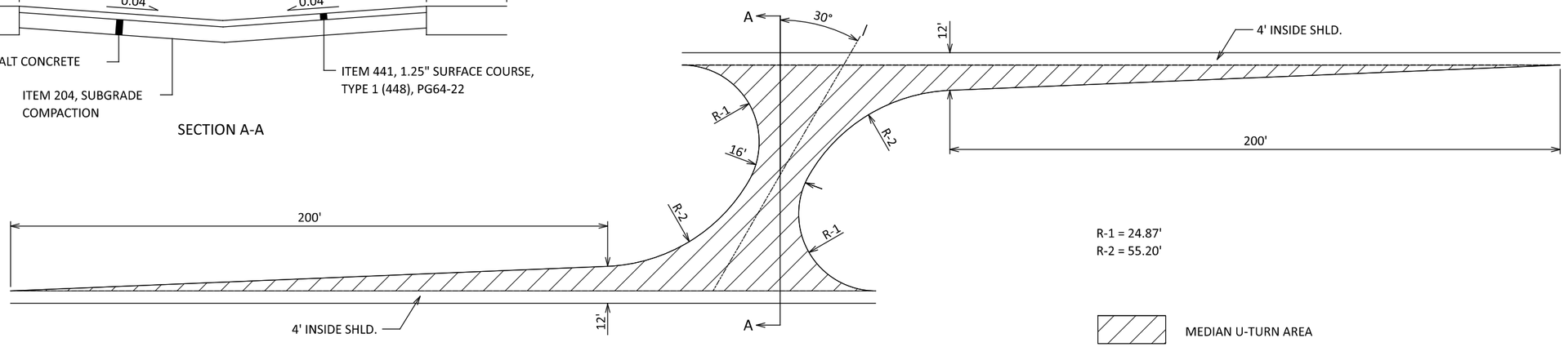
FAI/LIC-70-0.00/0.00

NEW MEDIAN U-TURN BUILD-UP



SECTION A-A

TYPICAL MEDIAN U-TURN



R-1 = 24.87'
R-2 = 55.20'

MEDIAN U-TURN AREA

MEDIAN U-TURN DATA

LOCATION	COUNTY	ROUTE	DESCRIPTION	CADD AREA	203		204	254	301		407	441		659
					THICKNESS	EXCAVATION	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"	THICKNESS	ASPHALT CONCRETE BASE, PG64-22	NON-TRACKING TACK COAT @ 0.08 GAL/S.Y.	THICKNESS	SURFACE COURSE, TYPE 1, (448), PG64-22	SEEDING AND MULCHING, CLASS 2
				SQ. YD.	INCH	CU.YD.	SQ.YD.	SQ.YD.	INCH	CU.YD.	GAL.	INCH	CU.YD.	SQ. YD.
1	FAI	I.R. 70	MEDIAN U-TURN - SLM 0.05 (INCLUDES ADD'L SHLD.)	1,530.0				1,530.0			123.0	1.25	53.2	
			MEDIAN U-TURN - SLM 2.08 (EB SHLD. NOT INCLUDED)	350.0				350.0			28.0	1.25	12.2	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								**1,880.0**			**151.0**		**65.4**	
2	LIC	I.R. 70	MEDIAN U-TURN - SLM 2.01	508.0				508.0			41.0	1.25	17.7	
			MEDIAN U-TURN - SLM 4.13	508.0				508.0			41.0	1.25	17.7	
			MEDIAN U-TURN - SLM 5.47	508.0				508.0			41.0	1.25	17.7	
			MEDIAN U-TURN - SLM 7.08 (NEW)	508.0	7.25	102.4	508.0		6.00	84.7	41.0	1.25	17.7	500.0
			MEDIAN U-TURN - SLM 8.60	508.0				508.0			41.0	1.25	17.7	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)						**102.4**	**508.0**	**2,032.0**		**84.7**	**205.0**		**88.5**	**500.0**

FAI/LIC-70-0.00/0.00

DESIGN AGENCY

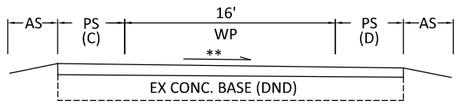
DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 11 TOTAL 44

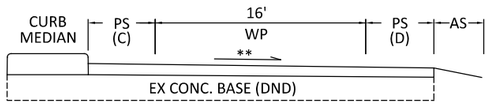
TYPICAL 1



**MATCH EXISTING

AS = AGGREGATE SHOULDER
PS = PAVED SHOULDER
WP = WIDTH OF PAVEMENT

TYPICAL 2



**MATCH EXISTING

RAMP PAVEMENT DATA

LOCATION	COUNTY	ROUTE	DESCRIPTION	CADD AREA (SEE SHEET XX)	254	407		442					889
					PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	NON-TRACKING TACK COAT @ 0.05 GAL./SQ.YD.	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	ANTI-SEGREGATION EQUIPMENT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	LONGITUDINAL DIAMOND GROOOVING
				SQ.YD.	SQ.YD.	GAL.	GAL.	INCH	CU.YD.	CU. YD.	INCH	CU.YD.	SQ.YD.
1	FAI	I.R. 70 E.B.	RAMP "E" (SW RAMP TO SR 256 SOUTH)	1,638.0	1,638.0	81.9	131.1	1.50	68.3	136.6	1.50	68.3	1638.0
			RAMP "D" (SE LOOP TO SR 256 NORTH)	3,197.0	3,197.0	159.9	255.8	1.50	133.3	266.6	1.50	133.3	
			RAMP "C" (SE RAMP FROM SR 256)	2,866.0	2,866.0	143.3	229.3	1.50	119.5	239.0	1.50	119.5	
		I.R. 70 W.B.	RAMP "A" (NW RAMP FROM SR 256)	1,821.0	1,821.0	91.1	145.7	1.50	75.9	151.8	1.50	75.9	
			RAMP "B" (NE RAMP TO SR 256)	1,704.0	1,704.0	85.2	136.4	1.50	71.0	142.0	1.50	71.0	
			SUB-TOTALS			561.4	898.3						
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)					**11,226.0**	**1,459.7**			**468.0**	**936.0**		**468.0**	**1,638.0**

RAMP SHOULDER DATA

LOCATION	COUNTY	ROUTE	DESCRIPTION	RAMP LENGTH	RAMP PAVED SHOULDER WIDTH (FEET)		RAMP SHOULDER AREA	TYPICAL	254	407	407	408	442				617	
									PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	NON-TRACKING TACK COAT @ 0.05 GAL./SQ.YD.	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	PRIME COAT, AS PER PLAN @ 0.40 GAL./SQ.YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' LT/ 4' RT WIDTH)
				FEET	A	B	SQ.YD.		SQ.YD.	GAL.	GAL.	GAL.	INCH	CU.YD.	INCH	CU.YD.	INCH	CU.YD.
1	FAI	I.R. 70 E.B.	RAMP "E" (SW RAMP TO SR 256 SOUTH)	965	3	3	643.3	1	643.3	32.2	51.5	169.1	1.50	26.9	1.50	26.9	2.0	35.7
			RAMP "D" (SE LOOP TO SR 256 NORTH)	1,383	3	3	922.0	1 / 2	922.0	46.1	73.8	234.7	1.50	38.5	1.50	38.5	2.0	41.1
			RAMP "C" (SE RAMP FROM SR 256)	1,536	3	3	1,024.0	1 / 2	1,024.0	51.2	82.0	281.6	1.50	42.7	1.50	42.7	2.0	46.8
		I.R. 70 W.B.	RAMP "A" (NW RAMP FROM SR 256)	581	3	3	387.3	1	387.3	19.4	31.0	103.3	1.50	16.2	1.50	16.2	2.0	21.5
			RAMP "B" (NE RAMP TO SR 256)	951	3	3	634.0	1	634.0	31.7	50.8	169.1	1.50	26.5	1.50	26.5	2.0	35.2
			SUB-TOTALS							180.6	289.1							
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)									**3,610.6**	**469.7**		**957.8**		**150.8**		**150.8**		**180.3**

RAMP PAVEMENT DATA

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 12 TOTAL 44

FAI/LIC-70-0.00/0.00

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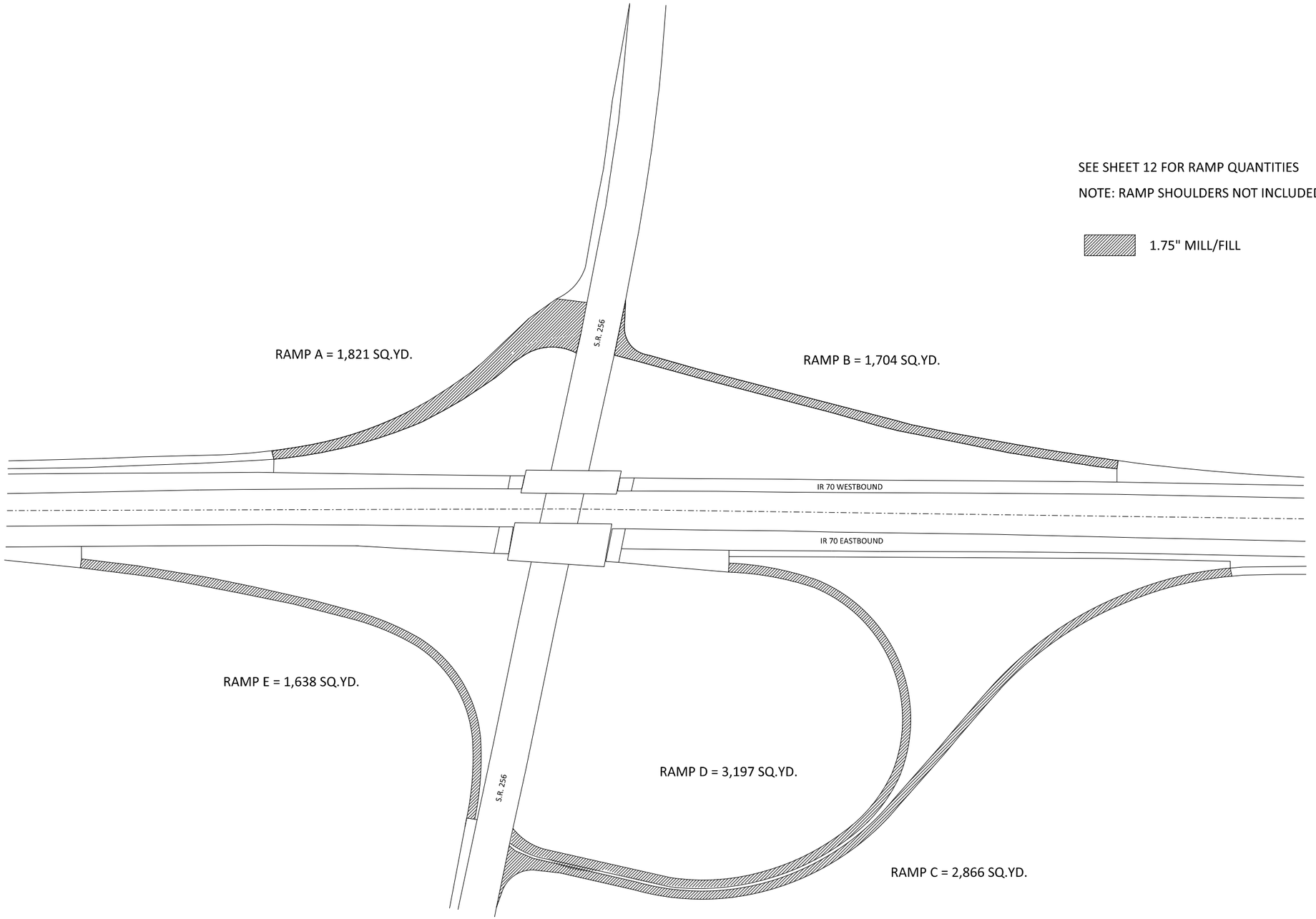

INTERCHANGE DETAIL - I.R. 70 & S.R. 256

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 13 TOTAL 44

FAI/LIC-70-0.00/0.00

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BRIDGE TREATMENT

LOCATION 1

FAI-70-0085 L/R - BUTT JOINT AT BRIDGE DECK, PATCH AND SEAL DECK (SEE SHEETS 30-31)

FAI-70-0118 L/R - BUTT JOINT AT BRIDGE DECK, PATCH AND SEAL DECK, PIER PATCHING (SEE SHEETS 32-36)

LOCATION 2

LIC-70-0072L - BUTT JOINT AT BRIDGE DECK, PATCH AND SEAL DECK, PIER PATCHING (SEE SHEETS 37-38)

LIC-70-0074R - BUTT JOINT AT BRIDGE DECK, PATCH AND SEAL DECK, EPOXY INJECTION, HEAT STRAIGHTENING (SEE SHEETS 39-43)

LIC-70-0231 - OVERHEAD, MILL/FILL SAME AS ROADWAY

LIC-70-0367 - OVERHEAD, MILL/FILL SAME AS ROADWAY

LIC-70-0567 - OVERHEAD, MILL/FILL SAME AS ROADWAY

LIC-70-0669 - OVERHEAD, MILL/FILL SAME AS ROADWAY

LIC-70-0771 - OVERHEAD, MILL/FILL SAME AS ROADWAY

LIC-70-0923 - OVERHEAD, MILL/FILL SAME AS ROADWAY, SEAL DECK (SEE SHEET 44)

BRIDGE TREATMENT DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAILS (SEE SHEET 15)	MAINLINE DEDUCTIONS (CARRIED TO PAVEMENT DATA)	MAINLINE DEDUCTIONS (CARRIED TO SHOULDER DATA)	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	407 NON-TRACKING TACK COAT @ 0.08 GAL./S.Y.	442 ANTI-SEGREGATION EQUIPMENT	442 THICKNESS	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	516 2" DEEP JOINT SEALER, AS PER PLAN
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ.YD.	SQ.YD.	SQ. YD.	GAL.		INCHES	CU. YD.	FT.
1	FAI-70-0085L	114	56	709.4	25	56.0	311.2	1	656.0	255.1	311.2	24.9	15.1	1.75	15.1	112
	FAI-70-0085R	114	51	646.0	25	51.0	283.4	1	656.0	255.1	283.4	22.7	13.8	1.75	13.8	102
	FAI-70-0118L	177	39	767.0	25	39.0	216.7	1	605.3	353.1	216.7	17.3	10.5	1.75	10.5	78
	FAI-70-0118R	181	61	1,226.8	25	61.0	338.9	1	924.0	359.3	338.9	27.1	16.5	1.75	16.5	122
	SUB-TOTALS								2,841.3	1,222.6						
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)											**1,150.2**	**92.0**	**55.9**		**55.9**	**414**
2	LIC-70-0072L	164	42	765.4	25	42.0	233.4	1	570.7	332.9	233.4	18.7	11.3	1.75	11.3	84
	LIC-70-0074R	154	42	718.7	25	42.0	233.4	1	544.0	317.3	233.4	18.7	11.3	1.75	11.3	84
	LIC-70-0231	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0367	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0484	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0567	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0669	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0771	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	LIC-70-0923	OVERHEAD - MILL/FILL SAME AS ROADWAY						2								
	SUB-TOTALS								1,114.7	650.2						
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)											**466.8**	**37.4**	**22.6**		**22.6**	**168**

BRIDGE TREATMENT DATA

DESIGN AGENCY

DESIGNER LME

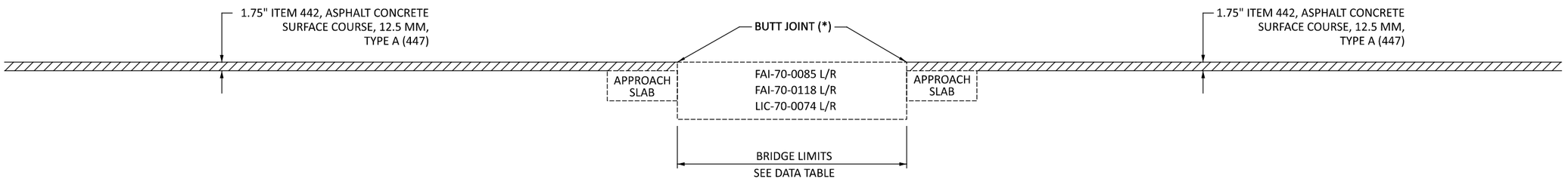
REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 14 TOTAL 44

FAI/LIC-70-0.00/0.00/0.00

DETAIL 1

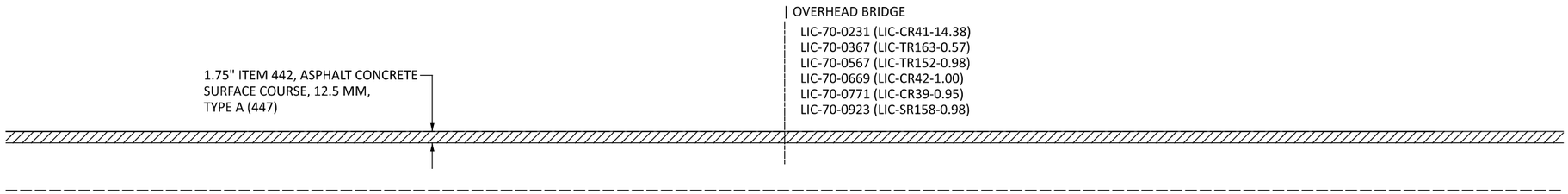


BUTT JOINT AT BRIDGE DECK

* 2" DEEP JOINT SEALER, AS PER PLAN (A)

PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"

DETAIL 2



MILL/FILL SAME AS ROADWAY

PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"

BRIDGE TREATMENT DETAILS

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 15 TOTAL 44

FAI/LIC-70-0.00/0.00

EDGE LINE DATA

LOCATION	COUNTY	ROUTE	S.L.M. FROM	S.L.M. TO	TOTAL LENGTH (MILES)	INFORMATION ONLY: WHITE EDGE LINE QUANTITIES TOTAL MILES	WHITE EDGE LINE QUANTITIES HIGHWAY MILES	WHITE EDGE LINE QUANTITIES RAMP MILES	INFORMATION ONLY: YELLOW EDGE LINE QUANTITIES TOTAL MILES	YELLOW EDGE LINE QUANTITIES HIGHWAY MILES	YELLOW EDGE LINE QUANTITIES RAMP MILES	642 EDGE LINE, 6", TYPE 1 MILE	REMARKS
1	FAI	I.R. 70 E.B.	0.00	2.38	2.38	2.38	2.38		2.38	2.38		4.76	6-LANE DIVIDED
		RAMP "E" (SW RAMP TO SR 256 SOUTH)				0.18		0.18	0.18		0.18	0.36	
		RAMP "D" (SW LOOP TO SR 256 NORTH)				0.26		0.26	0.26		0.26	0.52	
		RAMP "C" (SE RAMP FROM SR 256)				0.29		0.29	0.29		0.29	0.58	
		I.R. 70 W.B.	0.00	2.38	2.38	2.38	2.38		2.38	2.38		4.76	4/6-LANE DIVIDED
		RAMP "A" (NW RAMP FROM SR 256)				0.11		0.11	0.11		0.11	0.22	
		RAMP "B" (NE RAMP TO SR 256)				0.18		0.18	0.18		0.18	0.36	
		SUB-TOTALS				5.78			5.78				
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)												**11.56**	
2	LIC	I.R. 70 E.B.	0.00	9.55	9.55	9.55	9.55		9.55	9.55		19.10	4-LANE DIVIDED
		I.R. 70 W.B.	0.00	9.55	9.55	9.55	9.55		9.55	9.55		19.10	4-LANE DIVIDED
		SUB-TOTALS				19.10			19.10				
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)												**38.20**	

PAVEMENT MARKING DATA - EDGE LINE

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 16 TOTAL 44

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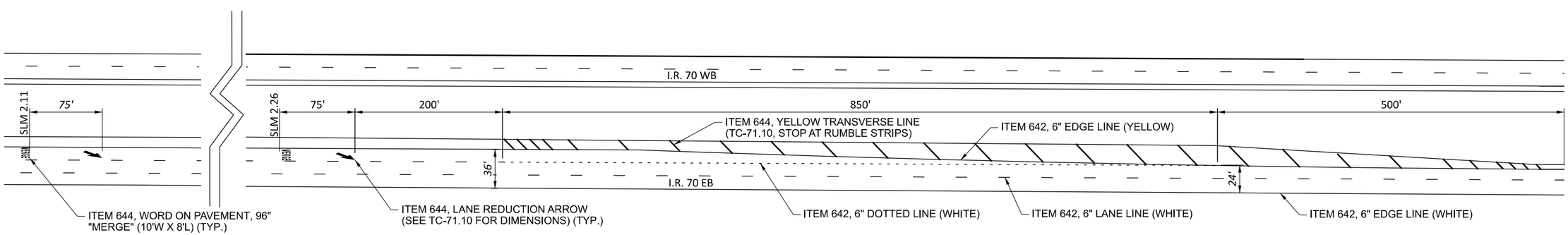
LANE LINE / DOTTED LINE / AUXILIARY DATA

LOCATION	COUNTY	ROUTE	S.L.M. FROM	S.L.M. TO	642 LANE LINE, 6", TYPE 1	642 DOTTED LINE, 6", TYPE 1	642 CHANNELIZING LINE, 12", TYPE 1	644 WORD ON PAVEMENT, 96" "ONLY"	644 WORD ON PAVEMENT, 96" "MERGE"	644 LANE REDUCTION ARROW	644 WRONG WAY ARROW	644 TRANSVERSE/ DIAGONAL LINE (SPACING PER TC-71.10) YELLOW	644 STOP LINE	644 LANE ARROW, 96" LT/THRU	644 LANE ARROW, 96" LT	644 LANE ARROW, 96" RT	REMARKS
					MILE	FT.	FT.	EACH	EACH	EACH	EACH	FT.	FT.	EACH	EACH	EACH	
1	FAI	I.R. 70 E.B.	0.00	2.38	4.76				2	2							3 LANES EASTBOUND (SEE DETAIL BELOW)
		RAMP "E" (SW RAMP TO SR 256 SOUTH)				575	450										DECELERATION LANE
		RAMP "D" (SE LOOP TO SR 256 NORTH)				460	1,125	2			1		32			6	DECELERATION LANE/ RAMP (SEE SHEET 18)
		RAMP "C" (SE RAMP FROM SR 256 TO SR 204A)			0.24	400*	1,970										ACCEL LANE (SR 256)/ DECEL LANE (SR 204A)
					*PLACE DOTTED LINE 400' PRIOR TO SR 204A GORE CHANNELIZING LINE												
		I.R. 70 W.B.	0.00	0.90	1.80							200					3 LANES WESTBOUND
			0.90	2.38	1.48												2 LANES WESTBOUND
		RAMP "A" (NW RAMP FROM SR 256)				510	2,275			1							ACCELERATION LANE (SEE SHEET 18)
		RAMP "B" (NE RAMP TO SR 256)				675	672				1		36	1		1	DECELERATION LANE (SEE SHEET 18)
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)					**8.28**	**2,620**	**6,492**	**2**	**2**	**3**	**2**	**200**	**68**	**8**			
2	LIC	I.R. 70 E.B.	0.00	9.55	9.55	850						520					2 LANES EASTBOUND (SEE DETAIL BELOW)
		SW RAMP TO S.R. 310				510	555										DECELERATION LANE
		SE RAMP FROM S.R. 310				995	1,175										ACCELERATION LANE
		SW RAMP TO S.R. 310				530	620										DECELERATION LANE
		SE RAMP FROM S.R. 310				460	1,180										ACCELERATION LANE (STOP AT SLM 9.55)
		I.R. 70 W.B.	0.00	9.55	9.55												4-LANE DIVIDED
		NW RAMP FROM S.R. 310				1,060	1,210										ACCELERATION LANE
		NE RAMP TO S.R. 310				525	540										DECELERATION LANE
		NW RAMP FROM S.R. 158				920	955										ACCELERATION LANE
		NE RAMP TO S.R. 158				515	625										DECELERATION LANE
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)					**19.10**	**6,365**	**6,860**					**520**					



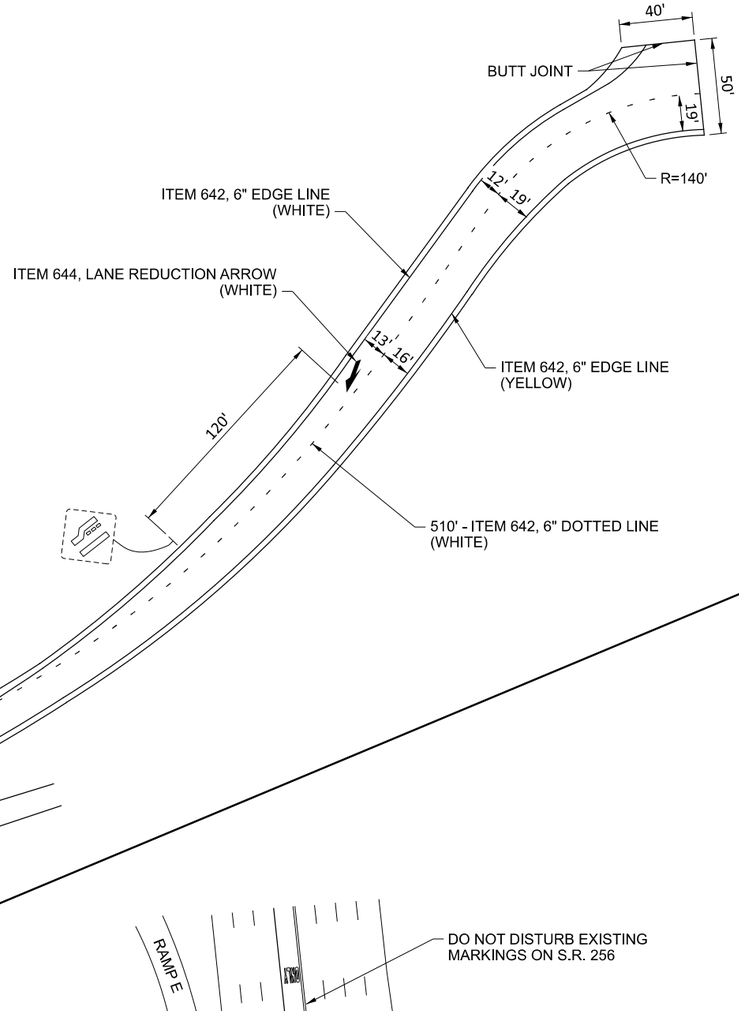
PAVEMENT MARKING DATA - LANE/DOTTED/AUXILIARY

DESIGN AGENCY

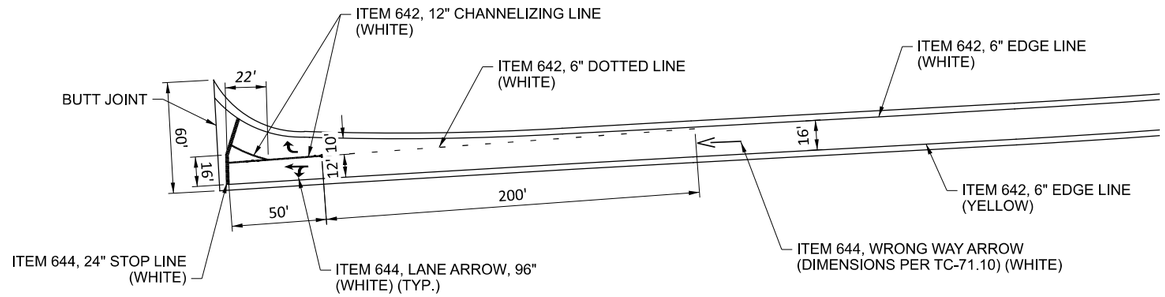
DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 17 TOTAL 44

FAI/LIC-70-0.00/0.00

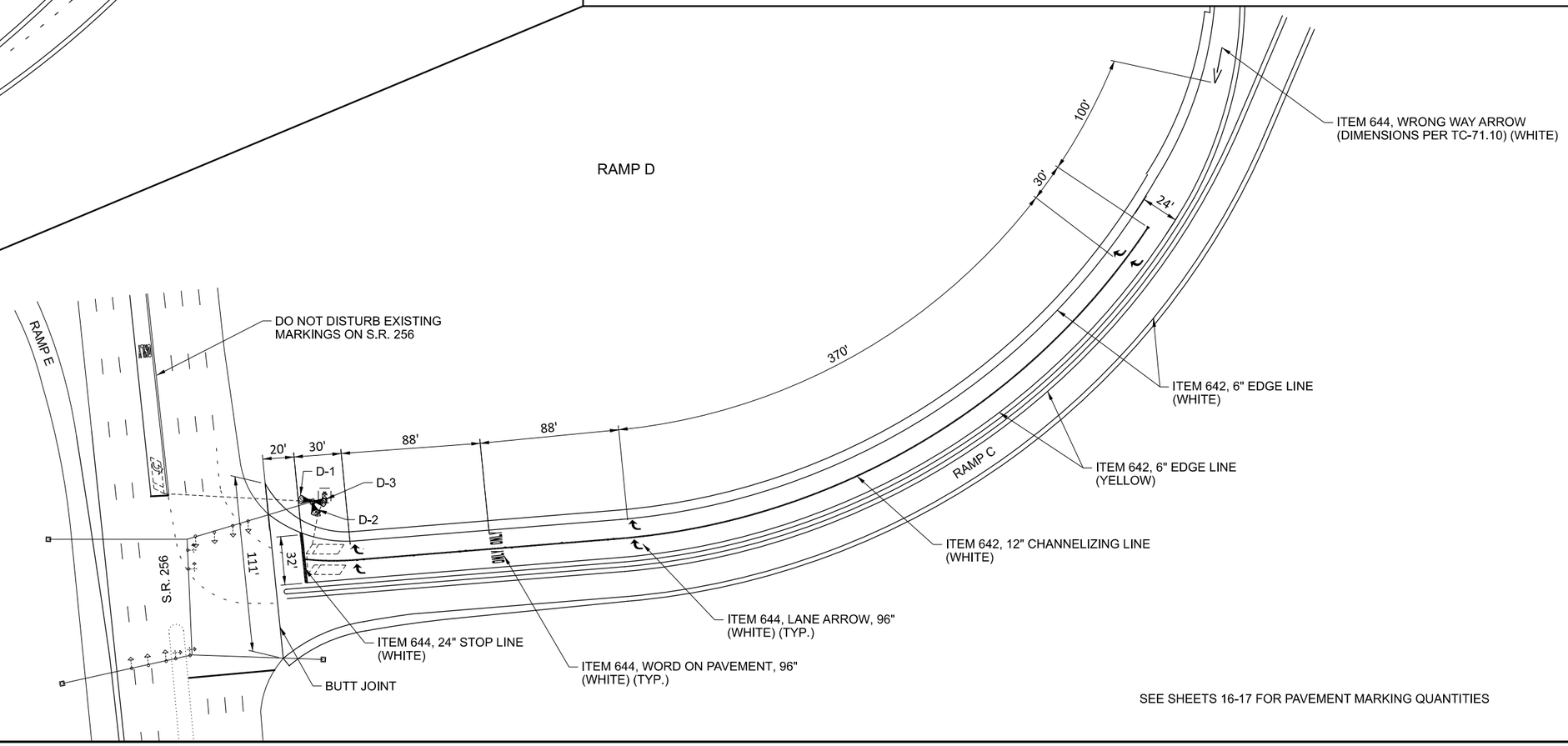
RAMP A



RAMP B



RAMP D



D-1,2 **PR. RADAR DETECTION (STOP BAR)

D-3 **PR. RADAR DETECTION (DILEMMA)

EX. DETECTOR LOOP (ABANDON)

**CARRIED TO LOCATION 1 SUB-SUMMARY

SEE SHEETS 16-17 FOR PAVEMENT MARKING QUANTITIES

HORIZONTAL SCALE IN FEET
0 20 40 80

PAVEMENT MARKING DETAILS
I.R. 70 & S.R. 256 INTERCHANGE

DESIGN AGENCY

DESIGNER LME
REVIEWER JSL 05/01/22
PROJECT ID 25436
SHEET 18 TOTAL 44

FAI/LIC-70-0.00/0.00

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DETAIL	SEE SCD TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/CONTROLLED ACCESS
4	4-LANE DIVIDED TO 2-LANE TRANSITION
5	4-LANE UNDIVIDED TO 2-LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH (TC-73.20)

DETAIL	SEE SCD TC-65.11
8	THRU APPROACH
9	TWO-WAY LEFT TURN LANE
10	APPROACH WITH LEFT TURN LANE
11	HORIZONTAL CURVE 40' SPACING
12	HORIZONTAL CURVE 20' SPACING
GAP	CENTER LINE AT 80' TYPICAL SPACING
REM	SEE REMARKS

RAISED PAVEMENT MARKER DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
										INFORMATION ONLY					
										ONE-WAY		TWO-WAY			
					MILES	LIN.FT.		RAISED PAVEMENT MARKER REMOVED	RPM	WHITE	YELLOW	YELLOW/ YELLOW	WHITE/ RED	YELLOW/ RED	
								EACH	EACH						
1	FAI	I.R. 70 E.B.	0.00	2.38	2.38	12,566	REM	220	220	220					120' SPACING ON LANE LINE
		RAMP "E" (SW RAMP TO SR 256 SOUTH)					2,7	41	41				28	13	GORE AREA AND RAMP
		RAMP "D" (SE LOOP TO SR 256 NORTH)					2,7	63	63				45	18	GORE AREA AND RAMP
		RAMP "C" (SE RAMP FROM SR 256)					1	45	45				25	20	GORE AREA AND RAMP
		I.R. 70 W.B.	0.00	2.38	2.38	12,566	REM	145	145	145					120' SPACING ON LANE LINE
		RAMP "A" (NW RAMP FROM SR 256)					1	37	37				29	8	GORE AREA AND RAMP
		RAMP "B" (NE RAMP TO SR 256)					2,7	45	45				33	12	GORE AREA AND RAMP
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)								**596**	**596**	**365**			**160**	**71**	
2	LIC	I.R. 70 E.B.	0.00	9.55	9.55	50,424	REM	421	421	421					120' SPACING ON LANE LINE
		SW RAMP TO S.R. 310					2	14	14				14		GORE AREA
		SE RAMP FROM S.R. 310					1	15	15				15		GORE AREA
		SW RAMP TO S.R. 310					2	16	16				16		GORE AREA
		SE RAMP FROM S.R. 310					1	15	15				15		GORE AREA
		I.R. 70 W.B.	0.00	9.55	9.55	50,424	REM	421	421	421					120' SPACING ON LANE LINE
		NW RAMP FROM S.R. 310					1	16	16				16		GORE AREA
		NE RAMP TO S.R. 310					2	14	14				14		GORE AREA
		NW RAMP FROM S.R. 158					1	12	12				12		GORE AREA
		NE RAMP TO S.R. 158					2	16	16				16		GORE AREA
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)								**960**	**960**	**842**			**118**		

RAISED PAVEMENT MARKER DATA

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 19 TOTAL 44

FAI/LIC-70-0.00/0.00

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LOCATION 1 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
2	3		8	9	10	11	12		14					
														ROADWAY
9.52										209	60500	9.52	MILE	LINEAR GRADING
														PAVEMENT
25										253	02000	25	CY	PAVEMENT REPAIR
						1,880				254	01000	1,880	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"
			87,631	40,777	14,091				1,151	254	01000	143,650	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"
							14,837			254	01000	14,837	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"
			7,011	3,263	1,128	160	1,930		92	407	20000	13,584	GAL	NON-TRACKING TACK COAT
				4,311			958			408	10001	5,269	GAL	PRIME COAT, AS PER PLAN
						66				441	70000	66	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
			4,260		686		936		56	442	00100	5,938	CY	ANTI-SEGREGATION EQUIPMENT
			4,260	1,983	686		619		56	442	10300	7,604	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)
							619			442	10080	619	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)
									414	516	31011	414	FT	2" DEEP JOINT SEALER, AS PER PLAN
				599			181			617	10101	780	CY	COMPACTED AGGREGATE, AS PER PLAN
				9.22						618	40600	9.22	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
							1,638			889	10000	1,638	SY	LONGITUDINAL DIAMOND GROOVING
	5									SPECIAL	69098000	5	EACH	REMOVAL AND STORAGE OF ROADWAY SENSOR
	5									SPECIAL	69098000	5	EACH	ROAD WEATHER INFORMATION SYSTEM (RWIS) SENSOR

LOCATION 1 SUB-SUMMARY

FAI/LIC-70-0.00/0.00

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 20 TOTAL 44

LOCATION 1 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
	5	6	7			16	17	18	19					
														TRAFFIC CONTROL
									596	621	00100	596	EACH	RPM
									596	621	54000	596	EACH	RAISED PAVEMENT MARKER REMOVED
						11.56				642	00104	11.56	MILE	EDGE LINE, 6", TYPE 1
							8.28			642	00204	8.28	MILE	LANE LINE, 6", TYPE 1
							2,620			642	01510	2,620	EACH	DOTTED LINE, 6", TYPE 1
							6,492			642	00404	6,492	FT	CHANNELIZING LINE, 12", TYPE 1
							68			644	00500	68	FT	STOP LINE
							200			644	00700	200	FT	TRANSVERSE/DIAGONAL LINE
							8			644	01300	8	EACH	LANE ARROW
							3			644	01350	3	EACH	LANE REDUCTION ARROW
							2			644	01360	2	EACH	WRONG WAY ARROW
							2			644	01410	2	EACH	WORD ON PAVEMENT, 96" (ONLY)
							2			644	01410	2	EACH	WORD ON PAVEMENT, 96" (MERGE)
														TRAFFIC SIGNALS
								1		809	69000	1	EACH	ADVANCE RADAR DETECTION
								2		809	69100	2	EACH	STOP LINE RADAR DETECTION
														STRUCTURE REPAIR (VARIOUS)
														SEE SHEETS 28-29 FOR BRIDGE QUANTITIES
														MAINTENANCE OF TRAFFIC
			117							441	70200	117	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
	500									614	11110	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		5								614	12600	5	EACH	REPLACEMENT DRUM
		12								614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	13.33									614	20110	13.33	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT
	11.58									614	22110	11.58	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
	6,492									614	23210	6,492	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT
	68									614	26610	68	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT
		6								808	18700	6	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

LOCATION 1 SUB-SUMMARY

FAI/LIC-70-0.00/0.00

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 21 TOTAL 44

LOCATION 2 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
2				8	9	10	11		14					
														ROADWAY
							103			203	10000	103	CY	EXCAVATION
							508			204	10000	508	SY	SUBGRADE COMPACTION
38.20										209	60500	38.20	MILE	LINEAR GRADING
														EROSION CONTROL
							500			659	00510	500	SY	SEEDING AND MULCHING, CLASS 2
														PAVEMENT
140										253	02000	140	CY	PAVEMENT REPAIR
							2,032			254	01000	2,032	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"
				268,623	157,709	17,809			467	254	01000	444,608	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"
							85			301	56000	85	CY	ASPHALT CONCRETE BASE, PG64-22, (449)
				21,490	12,617	1,425	205		38	407	20000	35,775	GAL	NON-TRACKING TACK COAT
					17,855					408	10001	17,855	GAL	PRIME COAT, AS PER PLAN
							89			441	70000	89	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
				13,059		867			23	442	00100	13,949	CY	ANTI-SEGREGATION EQUIPMENT
				13,059	7,667	867			23	442	10300	21,616	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)
									168	516	31011	168	FT	2" DEEP JOINT SEALER, AS PER PLAN
					2,480					617	10101	2,480	CY	COMPACTED AGGREGATE, AS PER PLAN
					36.99					618	40600	36.99	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

LOCATION 2 SUB-SUMMARY

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 22 TOTAL 44

FAI/LIC-70-0.00/0.00

LOCATION 2 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
3		5	6	7		16	17		19					
														TRAFFIC CONTROL
									960	621	00100	960	EACH	RPM
									960	621	54000	960	EACH	RAISED PAVEMENT MARKER REMOVED
						38.20				642	00104	38.20	MILE	EDGE LINE, 6", TYPE 1
							19.10			642	00204	19.10	MILE	LANE LINE, 6", TYPE 1
							6,365			642	01510	6,365	EACH	DOTTED LINE, 6", TYPE 1
							6,860			642	00404	6,860	FT	CHANNELIZING LINE, 12", TYPE 1
							520			644	00700	520	FT	TRANSVERSE/DIAGONAL LINE
4										647	21013	4	EACH	SPEED MEASUREMENT MARKING, TYPE B125, AS PER PLAN
														STRUCTURE REPAIR (VARIOUS)
														SEE SHEETS 28-29 FOR BRIDGE QUANTITIES
														MAINTENANCE OF TRAFFIC
				475						441	70200	475	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)
		500								614	11110	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
			25							614	12600	25	EACH	REPLACEMENT DRUM
			12							614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
		38.20								614	20110	38.20	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT
		0.72								614	22210	0.72	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I
		38.20								614	22110	38.20	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
		6,860								614	23210	6,860	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT
			12							808	18700	12	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

LOCATION 2 SUB-SUMMARY

DESIGN AGENCY

DESIGNER
LME

REVIEWER
JSL 05/01/22

PROJECT ID
25436

SHEET 23 | TOTAL 44

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:10:34 AM USER: jlutz1
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LOC 1	LOC 2	PLAN SPLITS		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
		01/IMS/PV	02/IMS/BR						
								ROADWAY	
	103	103		203	10000	103	CY	EXCAVATION	
	508	508		204	10000	508	SY	SUBGRADE COMPACTION	
9.52	38.20	47.72		209	60500	47.72	MILE	LINEAR GRADING	
								EROSION CONTROL	
	500	500		659	00510	500	SY	SEEDING AND MULCHING, CLASS 2	
	1,000	1,000		832	30000	1,000	EACH	EROSION CONTROL	
								PAVEMENT	
25	140	165		253	02000	165	CY	PAVEMENT REPAIR	
1,880	2,032	3,912		254	01000	3,912	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"	2
143,650	444,608	588,258		254	01000	588,258	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	2
14,837		14,837		254	01000	14,837	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	2
	85	85		301	56000	85	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
13,584	35,775	49,359		407	20000	49,359	GAL	NON-TRACKING TACK COAT	
5,269	17,855	23,124		408	10001	23,124	GAL	PRIME COAT, AS PER PLAN	2
66	89	155		441	70000	155	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
5,938	13,949	19,887		442	00100	19,887	CY	ANTI-SEGREGATION EQUIPMENT	
7,604	21,616	29,220		442	10300	29,220	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
619				442	10080	619	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
414	168	582		516	31011	582	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
780	2,480	3,260		617	10101	3,260	CY	COMPACTED AGGREGATE, AS PER PLAN	2
9.22	36.99	46.21		618	40600	46.21	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
1,638		1,638		889	10000	1,638	SY	LONGITUDINAL DIAMOND GROOVING	
5		5		SPECIAL	69098000	5	EACH	REMOVAL AND STORAGE OF ROADWAY SENSOR	3
5		5		SPECIAL	69098000	5	EACH	ROAD WEATHER INFORMATION SYSTEM (RWIS) SENSOR	3
		LS		SPECIAL	69098400		LS	PAVER MOUNTED THERMAL PROFILING (PMTP)	3

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 24 TOTAL 44

FAI/LIC-70-0.00/0.00

LOC 1	LOC 2	PLAN SPLITS		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
		01/IMS/PV	02/IMS/BR						
								TRAFFIC CONTROL	
596	960	1,556		621	00100	1,556	EACH	RPM	
596	960	1,556		621	54000	1,556	EACH	RAISED PAVEMENT MARKER REMOVED	
11.56	38.20	49.76		642	00104	49.76	MILE	EDGE LINE, 6", TYPE 1	
8.28	19.10	27.38		642	00204	27.38	MILE	LANE LINE, 6", TYPE 1	
2,620	6,365	8,985		642	01510	8,985	EACH	DOTTED LINE, 6", TYPE 1	
6,492	6,860	13,352		642	00404	13,352	FT	CHANNELIZING LINE, 12", TYPE 1	
68		68		644	00500	68	FT	STOP LINE	
200	520	720		644	00700	720	FT	TRANSVERSE/DIAGONAL LINE	
8		8		644	01300	8	EACH	LANE ARROW	
3		3		644	01350	3	EACH	LANE REDUCTION ARROW	
2		2		644	01360	2	EACH	WRONG WAY ARROW	
2		2		644	01410	2	EACH	WORD ON PAVEMENT, 96" (ONLY)	
2		2		644	01410	2	EACH	WORD ON PAVEMENT, 96" (MERGE)	
	4	4		647	21013	4	EACH	SPEED MEASUREMENT MARKING, TYPE B125, AS PER PLAN	2
								TRAFFIC SIGNALS	
1		1		809	69000	1	EACH	ADVANCE RADAR DETECTION	
2		2		809	69100	2	EACH	STOP LINE RADAR DETECTION	
								STRUCTURE REPAIR (VARIOUS)	
								SEE SHEETS 28-29 FOR BRIDGE QUANTITIES	
								MAINTENANCE OF TRAFFIC	
117	475	592		441	70200	592	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449)	
500	500	1,000		614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
5	25	30		614	12600	30	EACH	REPLACEMENT DRUM	
12	12	24		614	18601	24	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6
13.33	38.20	51.53		614	20110	51.53	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
	0.72	0.72		614	22210	0.72	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
11.58	38.20	49.78		614	22110	49.78	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
6,492	6,860	13,352		614	23210	13,352	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
68		68		614	26610	68	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
6	12			808	18700	18	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
								INCIDENTALS	
		LS	LS	614	11000		LS	MAINTAINING TRAFFIC	
		LS	LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		LS	LS	624	10000		LS	MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER LME

REVIEWER JSL 05/01/22

PROJECT ID 25436

SHEET 25 TOTAL 44

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:11:10 AM USER: jlutz1
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD DRAWINGS:

EXJ-2-81 DATED: 7/19/2002

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED: (SEE TITLE SHEET)
832 DATED: (SEE TITLE SHEET)
844 DATED: 4/20/2018
849 DATED: 1/18/2013

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS, CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

CONTINGENCY QUANTITIES

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ITEM 202 - REMOVAL MISC: HAND-CHIPPING LOOSE AND DISINTEGRATED CONCRETE

THIS WORK CONSISTS OF REMOVING LOOSE AND DISINTEGRATED CONCRETE FROM THE PORTION OF THE NORTH CONCRETE DECK EDGE AND RAILING OF STRUCTURE FAI-70-0118R WHICH IS SHOWING FAILURE. REMOVAL WITHIN THIS AREA SHALL BE ACCOMPLISHED BY MEANS OF HAND-CHIPPING WITH A LIGHTWEIGHT HAMMER. THE LIMITS OF THIS WORK SHALL BE AT THE DIRECTION OF THE ENGINEER. THE DEPARTMENT WILL MEASURE THE QUANTITY ON A SQUARE FOOT BASIS AND WILL PAY FOR THE ACCEPTED QUANTITY AT THE CONTRACT PRICE FOR ITEM 202 - REMOVAL MISC: HAND-CHIPPING LOOSE AND DISINTEGRATED CONCRETE. AN ESTIMATED QUANTITY OF 6 SF, APPROXIMATELY EQUAL TO THE AREA OF THE CONCRETE FAILURE, HAS BEEN CARRIED TO THE BRIDGE SUMMARY.

ITEM 514 - FIELD PAINTING, MISC.: MAIN MEMBERS

THIS ITEM SHALL INCLUDE PAINTING, AS WELL AS THE SURFACE PREPARATION, OF THE MAIN MEMBERS IN THE FIELD WITH PRIME, INTERMEDIATE, AND SURFACE COATS, AS DIRECTED BY THE ENGINEER. THE PAINT MAY BE APPLIED BY BRUSH ACCORDING TO 514.17E. SOLVENT CLEAN THE MAIN MEMBERS AS PER SSPC-SP 1 AND SSPC-SP 2 PRIOR TO PAINTING ACCORDING TO ITEM 514.

THE CONTRACTOR SHALL PROVIDE CONTAINMENT TO PROVIDE PROPER CURING TEMPERATURES.

THE FINISH COAT COLOR SHALL BE GREEN AMS-595A-14066.

THE CONTRACTOR WILL BE FINANCIALLY RESPONSIBLE FOR ANY DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY DURING THE FIELD PAINTING OPERATION.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND CONTAINMENT FOR CURING SHALL BE INCLUDED IN THE CONTRACT BID FOR ITEM 514 - FIELD PAINTING, MISC.: MAIN MEMBERS, SQUARE FOOT.

ITEM 614 - MAINTAINING TRAFFIC (AT ALL TIMES)

SEE THE GENERAL MAINTENANCE OF TRAFFIC NOTES WRITTEN IN THIS PLAN FOR THE MINIMUM LANES OF TRAFFIC IN EACH DIRECTION THAT WILL BE MAINTAINED AT ALL TIMES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

(1) ITEM 202 - WEARING COURSE REMOVED

(2) ITEM 407 - NON-TRACKING TACK COAT
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)

(3) ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

THIS WORK CONSISTS OF SEALING CONCRETE DECKS WITH HMWM RESIN AS PER CMS 512.04 AND 705.25. THE CONTRACTOR SHALL ENSURE ALL DIRT AND DEBRIS IS CLEARED FROM THE BRIDGE AND EXPANSION JOINTS PRIOR TO SEALING. ALL OTHER REPAIR WORK SHALL BE DONE PRIOR TO SEALING THE BRIDGE DECK. REMOVE ALL PERMANENT PAVEMENT MARKINGS PRIOR TO SEALING THE BRIDGE DECK. REMOVE ALL EXISTING SEALANTS PRIOR TO SEALING BRIDGE DECK. PERFORM ALL CONCRETE PATCHING REQUIREMENTS PRIOR TO SEALING THE DECK. THE CONTRACTOR SHALL ENSURE THAT SRS IS NOT APPLIED TO THE EXPANSION JOINTS OF THE BRIDGE. THE ABOVE WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN. ESTIMATED QUANTITIES OF ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN HAVE BEEN CARRIED TO THE BRIDGE SUMMARY.

(4) ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

SEE ROADWAY GENERAL NOTES FOR NOTES PERTAINING TO THIS ITEM. FOR THE BRIDGE LOCATIONS PROVIDED, REMOVE ANY EXISTING SEAL MATERIAL, FOREIGN MATERIAL, AND DEBRIS FROM THE EXISTING JOINT BETWEEN THE ASPHALT CONCRETE AND THE STRUCTURE CONCRETE. ANY SPALLS ADJACENT TO THE JOINT LESS THAN OR EQUAL TO 2" SHALL BE CLEANED AND SEALED WITH THIS ITEM. SPALLS GREATER THAN 2" SHALL BE REPAIRED PER ITEM #5 AS SHOWN ON THIS SHEET.

ALL QUANTITIES FOR ITEM 516 - 2" JOINT SEALER, AS PER PLAN SHALL BE CARRIED TO THE GENERAL SUMMARY.

(5) ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE

TO EXPEDITE WORK, CLASS QC2 CONCRETE WITH AN ACCELERATING ADMIXTURE SIKA RAPID-1 OR ANY APPROVED EQUIVALENT ADMIXTURE SHALL BE USED TO ACHIEVE 3,000 PSI COMPRESSIVE STRENGTH IN 12 HOURS. USE A NON-CHLORIDE ACCELERATING ADMIXTURE AND PROVIDE DOCUMENTATION THAT THE MIX WILL PROVIDE THE STRENGTH IN THE SPECIFIED TIME.

THIS ITEM SHALL CONFORM TO CMS 519 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE PATCHES WITH A MINIMUM DEPTH OF 6".

AT LEAST 5 DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A SCHEDULE OF REPAIR WORK ITEMS TO BE COMPLETED. THE SCHEDULE SHALL INCLUDE A BREAKDOWN OF ALL MAJOR WORK ACTIVITIES ON AN HOURLY BASIS. REPAIR WORK SHALL NOT BEGIN UNTIL THE SCHEDULE IS APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED CONCRETE SURFACE UNTIL AFTER COMPLETION OF A WET CURE WHICH LASTS UP UNTIL 1 HOUR BEFORE THE PERMITTED LANE CLOSURE TIMEFRAME ENDS. AT THIS POINT THE WET CURE WILL BE PULLED, SURFACE DRIED, AND CONCRETE SPRAY CURE APPLIED. DURING THIS TIMEFRAME A MINIMUM OF TWO TEST BEAMS BREAKS, WITH AN AVERAGE MODULUS OF RUPTURE OF 400 PSI, MUST BE ATTAINED. THE CONTRACTOR SHALL BEGIN POURING CONCRETE EARLY ENOUGH IN THE WORK WINDOW TO ALLOW ADEQUATE TIME TO OBTAIN THE NECESSARY 400 PSI BREAKS.

SEAL ALL EXPOSED PATCH CONSTRUCTION JOINTS AT THE END DAMS, CURBS, PARAPET TOES, AND CONSTRUCTION JOINTS AS PER CMS 511.19 WITH HMWM SEALER.

ESTIMATED QUANTITIES FOR EACH STRUCTURE HAVE BEEN CARRIED TO THE BRIDGE SUMMARY.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 WITH ACCELERATING ADMIXTURE.

(6) ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

THIS WORK CONSISTS OF PATCHING CONCRETE PIER COLUMNS AS DIRECTED BY THE ENGINEER (SEE DETAILS BELOW FOR LAYOUTS). SEE PIER DETAIL SHEETS FOR ADDITIONAL DETAILS. APPROXIMATE LOCATIONS AND QUANTITIES ARE LISTED BELOW.

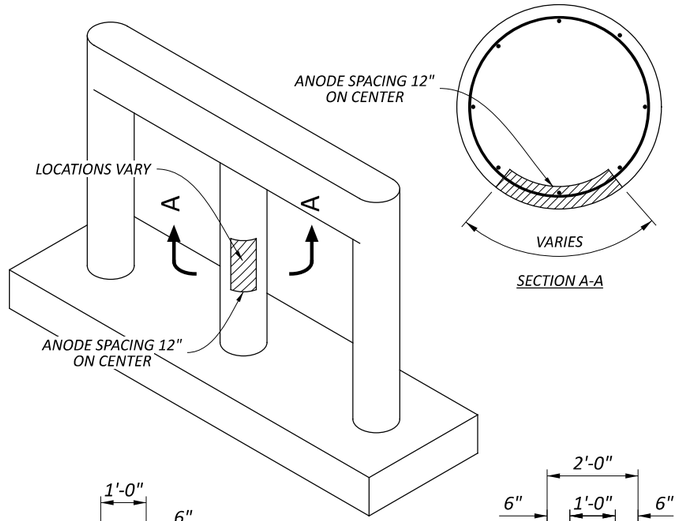
BRIDGE NO. FAI-70-0118L
PIER 1: COLUMN 1, EAST FACE - (1.33' x 2.5') = 3.325 SF
COLUMN 3, EAST FACE - (2.0' x 2.5') = 5.0 SF
PIER 2: COLUMN 1, NORTH FACE - (1.5' x 1.5') = 2.25 SF
PIER 3: COLUMN 1, WEST FACE - (1.67' x 1.83') = 3.056 SF
COLUMN 2, WEST FACE - (2.67' x 3.33') = 8.889 SF
COLUMN 3, WEST FACE - (1.5' x 2.67') = 4.0 SF
TOTAL = 27 SF

BRIDGE NO. FAI-70-0118R
PIER 1: COLUMN 3, EAST FACE - (1.5' x 2.0') = 3.0 SF
PIER 2: COLUMN 1, EAST FACE - (1.0' x 1.0') = 1.0 SF
COLUMN 4, WEST FACE - (2.5' x 3.0') = 7.5 SF
TOTAL = 12 SF

BRIDGE NO. LIC-70-0072L
PIER 2: COLUMN 5, WEST TOP - (1.0' x 2.5') = 2.5 SF
TOTAL = 3 SF

THESE QUANTITIES HAVE BEEN CARRIED TO THE BRIDGE SUMMARY.

ALL WORK SHALL BE DIRECTED BY AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, SQ. FT.



TYPICAL ANODE SPACING

BRIDGE NOTES

SFN

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER
CPS 05/01/22

PROJECT ID
25436

SUBSET	TOTAL
1	19

SHEET	TOTAL
26	44

FAI\LIC-70-0.00\0.00
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(7) ITEM 202 - PORTION OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)

ALL CONCRETE REMOVED SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL, JOINT ARMOR, AND ANCHOR PLATES THAT IS TO REMAIN IN THE REBUILT BACKWALL. ALL ABUTMENTS SEATS SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, RUST OF OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS AS DIRECTED BY THE ENGINEER AFTER COMPLETION OF REMOVAL. ALL WORK LISTED ABOVE SHALL BE INCLUDED FOR PAYMENT WITH ITEM 202 - PORTION OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE).

CONSTRUCTION JOINT PREPARATION

FOR ALL ABUTMENT BACKWALL REMOVALS, REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE, UNLESS STATED OTHERWISE IN THE PLAN. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT, REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THE PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, REMOVE ALL PACK AND LOOSE RUST. THOUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

(8) ITEM 511 - CLASS QC1 CONCRETE, MISC.: ACCELERATING ADMIXTURE

TO EXPEDITE WORK, CLASS QC1 CONCRETE WITH AN ACCELERATING ADMIXTURE SIKA RAPID-1 OR ANY APPROVED EQUIVALENT ADMIXTURE SHALL BE USED TO ACHIEVE 3,000 PSI COMPRESSIVE STRENGTH IN 12 HOURS. USE A NON-CHLORIDE ACCELERATING ADMIXTURE AND PROVIDE DOCUMENTATION THAT THE MIX WILL PROVIDE THE STRENGTH IN THE SPECIFIED TIME.

THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

AT LEAST 5 DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A SCHEDULE OF REPAIR WORK ITEMS TO BE COMPLETED. THE SCHEDULE SHALL INCLUDE A BREAKDOWN OF ALL MAJOR WORK ACTIVITIES ON AN HOURLY BASIS. REPAIR WORK SHALL NOT BEGIN UNTIL THE SCHEDULE IS APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED CONCRETE SURFACE UNTIL AFTER COMPLETION OF A WET CURE WHICH LASTS UP UNTIL 1 HOUR BEFORE THE PERMITTED LANE CLOSURE TIMEFRAME ENDS. AT THIS POINT THE WET CURE WILL BE PULLED, SURFACE DRIED, AND CONCRETE SPRAY CURE APPLIED. DURING THIS TIMEFRAME A MINIMUM OF TWO TEST BEAMS BREAKS, WITH AN AVERAGE MODULUS OF RUPTURE OF 400 PSI, MUST BE ATTAINED. THE CONTRACTOR SHALL BEGIN POURING CONCRETE EARLY ENOUGH IN THE WORK WINDOW TO ALLOW ADEQUATE TIME TO OBTAIN THE NECESSARY 400 PSI BREAKS.

SEAL ALL EXPOSED PATCH CONSTRUCTION JOINTS AT THE END DAMS, CURBS, PARAPET TOES, AND CONSTRUCTION JOINTS AS PER CMS 511.19 WITH HMWM SEALER.

INSPECT ALL EXISTING JOINT ARMOR, AND ANCHOR PLATES FOR DAMAGE OR BROKEN WELDS. ALL REPAIRS/WELDS OR ANCHOR PLATE REPLACMENT SHALL SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD DRAWING EXJ-2-81. PLACE ANY NO. 4 REINFORCING BARS THAT MAY BE MISSING LOCATED WITHIN THE ANCHOR PLATES AS SHOWN IN THESE PLANS.

ESTIMATED QUANTITIES FOR LIC-70-0074R HAVE BEEN CARRIED TO THE BRIDGE SUMMARY.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 511 - CLASS QC1 CONCRETE, MISC.: ACCELERATING ADMIXTURE.

(9) ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

ON SHEET 15/16, THE LOCATION AND LENGTH IS ESTIMATED FOR EPOXY INJECTION. THIS LOCATION SHALL BE VERIFIED OR ADJUSTED BY THE ENGINEER AND THE CONTRACTOR SHALL PLACE EPOXY INJECTION AT THE LOCATIONS SPECIFIED BY THE ENGINEER.

ALL WORK SHALL BE DONE IN ACCORDANCE WITH ITEM 512 AND THE FOLLOWING NOTES:

PERFORM WORK WHILE TRAFFIC IS SHIFTED FOR BACKWALL REPAIRS. SHIFT VEHICLE TRAFFIC SO VEHICLES DO NOT DRIVE DIRECTLY OVER EITHER BAY RIGHT OR LEFT OF THE BEAM. SEE MAINTENANCE OF TRAFFIC NOTES FOR DETAILS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE BRIDGE SUMMARY:

LIC-70-0074R	20 FT.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING, RE-POSITIONING, OR TEMPORARILY SUPPORTING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

A TEMPORARY SUPPORT WILL BE PERFORMED TO TEMPORARILY SUPPORT THE DECK ON EACH SIDE OF THE BEAM PRIOR TO BEGINING EPOXY INJECTION. THE TEMPORARY SUPPORT WILL BE PROVIDED TO STEADY THE DECK AT ITS CURRENT ELEVATION. THERFORE MINIMIZING VIBRATIONS FROM THE SHIFTED TRAFFIC. ANY ATTEMPT TO LIFT/SPREAD THE DECK FROM THE BEAM WILL NOT BE PERMITTED. THE CONTRACTOR SHALL PROCEED WITH THE INJECTION ONLY UPON APPROVAL FROM THE ENGINEER.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF THE SUPERSTRUCTURE, AS PER PLAN.

RWIS ROAD SENSORS (FAI-70-0118L BRIDGE) DO NOT DISTURB

THE CONTRACTOR SHALL NOT DISTURB THE EXISTING VX21 ROAD SENSORS WITH ABRASIVE BLASTING OR PATCHING WHEN PREPARING THE DECK SURFACE FOR SEALING. THE SENSORS ARE LOCATED IN THE CENTER OF THE PASSING LANE (3 SENSORS) AND THE DRIVING LANE (4 SENSORS) ON THE FAI-70-0118L BRIDGE. THE SENSORS ARE APROXIMATELY 4" IN DIAMETER AND ARE FLUSH WITH THE BRIDGE DECK SURFACE.

WHEN SEALING THE BRIDGE DECK WITH HMWM RESIN THE CONTRACTOR SHALL COVER THE TOP OF THE SENSORS WITH DUCT TAPE. THE CONTRACTOR SHALL REMOVE THE DUCT TAPE AFTER A MINIMUM OF 6 HOURS HAVE ELASPED AFTER TREATMENT AND THE SAND COVER ADHERES SUFFICIENTY TO RESIST BRUSHING BY HAND.

BRIDGE NOTES

SFN

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
2	19

SHEET	TOTAL
27	44

SHEET NUM.	PART. 02/IMS/BR	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						STRUCTURE REPAIR (BRIDGE NO. FAI-70-0085L, SFN: 2301563)	
	761	512	10301	761	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	20	SPECIAL	51911600	20	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.05	646	10010	0.05	MILE	EDGE LINE, 6"	
	0.05	646	10110	0.05	MILE	LANE LINE, 6"	
						STRUCTURE REPAIR (BRIDGE NO. FAI-70-0085R, SFN: 2301598)	
	693	512	10301	693	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	72	SPECIAL	51911600	72	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.05	646	10010	0.05	MILE	EDGE LINE, 6"	
	0.05	646	10110	0.05	MILE	LANE LINE, 6"	
						STRUCTURE REPAIR (BRIDGE NO. FAI-70-0118L, SFN: 2301628)	
	793	512	10301	793	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	20	SPECIAL	51911600	20	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.07	646	10010	0.07	MILE	EDGE LINE, 6"	
	0.03	646	10110	0.03	MILE	LANE LINE, 6"	
	27	844	10001	27	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	2\19
						STRUCTURE REPAIR (BRIDGE NO. FAI-70-0118R, SFN: 2301652)	
	6	202	98400	6	SF	REMOVAL MISC.: HAND-CHIPPING LOOSE AND DISINTEGRATED CONCRETE	2\19
	1,378	512	10301	1,378	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	20	SPECIAL	51911600	20	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.07	646	10010	0.07	MILE	EDGE LINE, 6"	
	0.1	646	10110	0.1	MILE	LANE LINE, 6"	
	75	646	10310	75	FT	CHANNELIZING LINE, 12"	
	12	844	10001	12	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	2\19
						STRUCTURE REPAIR (BRIDGE NO. LIC-70-0072L, SFN: 4502884)	
	751	512	10301	751	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	61	SPECIAL	51911600	61	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.06	646	10010	0.06	MILE	EDGE LINE, 6"	
	0.03	646	10110	0.03	MILE	LANE LINE, 6"	
	3	844	10001	3	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	2\19
						STRUCTURE REPAIR (BRIDGE NO. LIC-70-0074R, SFN: 4502914)	
	2	202	11301	2	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)	3\19
	2	511	53010	2	CY	CLASS QC1 CONCRETE, MISC.: ACCELERATING ADMIXTURE	3\19
	708	512	10301	708	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	20	512	10600	20	FT	CONCRETE REPAIR BY EPOXY INJECTION	3\19
	15	514	27700	15	SF	FIELD PAINTING, MISC.: MAIN MEMBERS	2\19
	LS	516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	3\19
	20	SPECIAL	51911600	20	SF	PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE	2\19
	0.06	646	10010	0.06	MILE	EDGE LINE, 6"	
	0.03	646	10110	0.03	MILE	LANE LINE, 6"	
	8	849	10600	8	HOUR	REPAIRING DAMAGED MEMBERS BY GRINDING	18\19

BRIDGE SUMMARY

SFN

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
3	19

SHEET	TOTAL
28	44

FAI\LIC-70-0.00\0.00

SHEET NUM.	PART. 02/IMS/BR	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						STRUCTURE REPAIR (BRIDGE NO. LIC-158-0098, SFN: 4505352)	
	1,570	512	10301	1,570	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	2\19
	0.08	646	10010	0.08	MILE	EDGE LINE, 6"	
	0.04	646	10200	0.04	MILE	CENTER LINE	
	146	646	10300	146	FT	CHANNELIZING LINE, 8"	
	1	646	20300	1	EACH	LANE ARROW	

BRIDGE SUMMARY

SFN

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER
CPS 05/01/22

PROJECT ID
25436

SUBSET	TOTAL
4	19

SHEET	TOTAL
29	44

FA\LIC-70-0.00\0.00

MODEL: Bridge Quantities 2 PAPERSIZE: 17x11 (in.) DATE: 9/8/2022 TIME: 9:05:25 AM USER: cshonk
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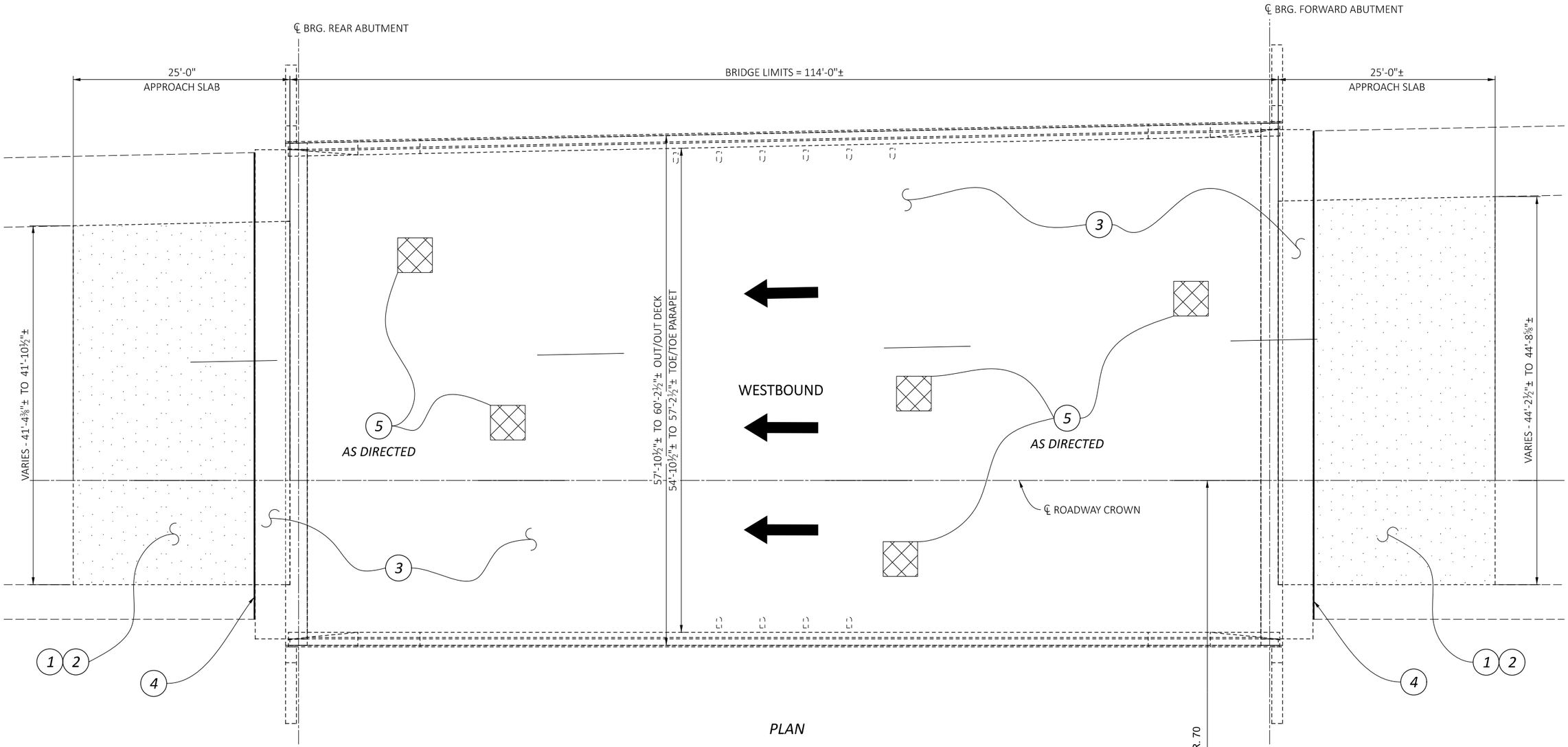


PLAN

LEGEND

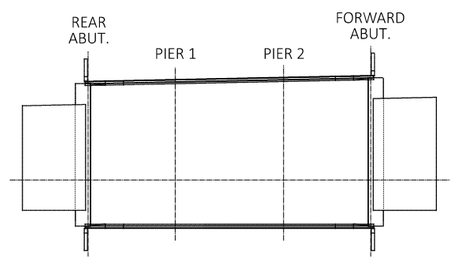
1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)



SUBSTRUCTURE DESIGNATION

GENERAL PLAN
BRIDGE NO. FAI-70-0085L LEFT
OVER BLACKLICK CREEK AND BIKE PATH

SFN 2301563

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
5	19

SHEET	TOTAL
30	44

FAI/LIC-70-0.00/0.00

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LEGEND

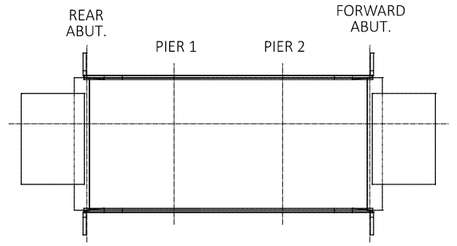
1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

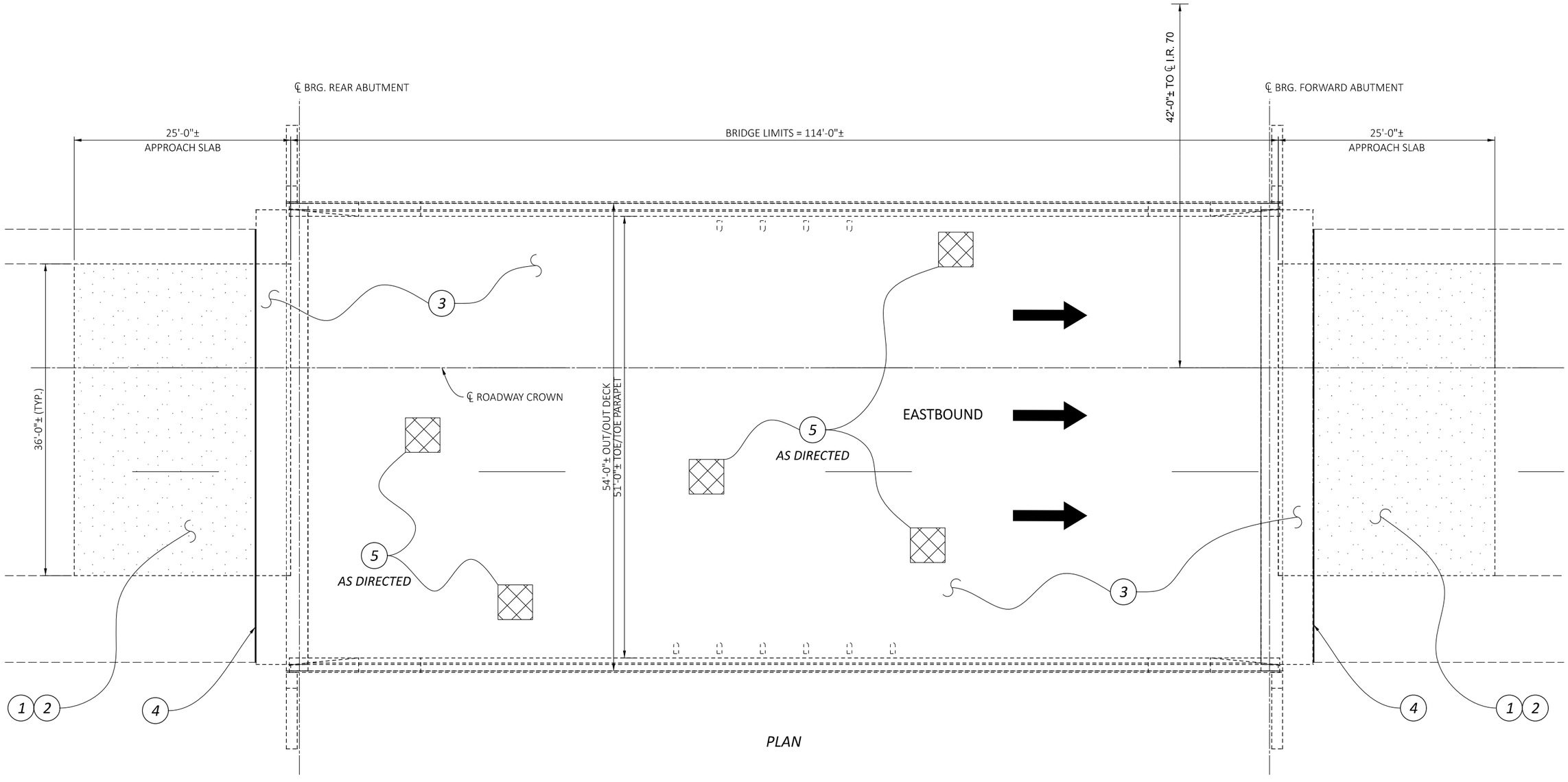
3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)



SUBSTRUCTURE DESIGNATION



PLAN

GENERAL PLAN
BRIDGE NO. FAI-70-0085R
OVER BLACKLICK CREEK AND BIKE PATH

FAI/LIC-70-0.00/0.00

SFN 2301598

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
6	19

SHEET	TOTAL
31	44

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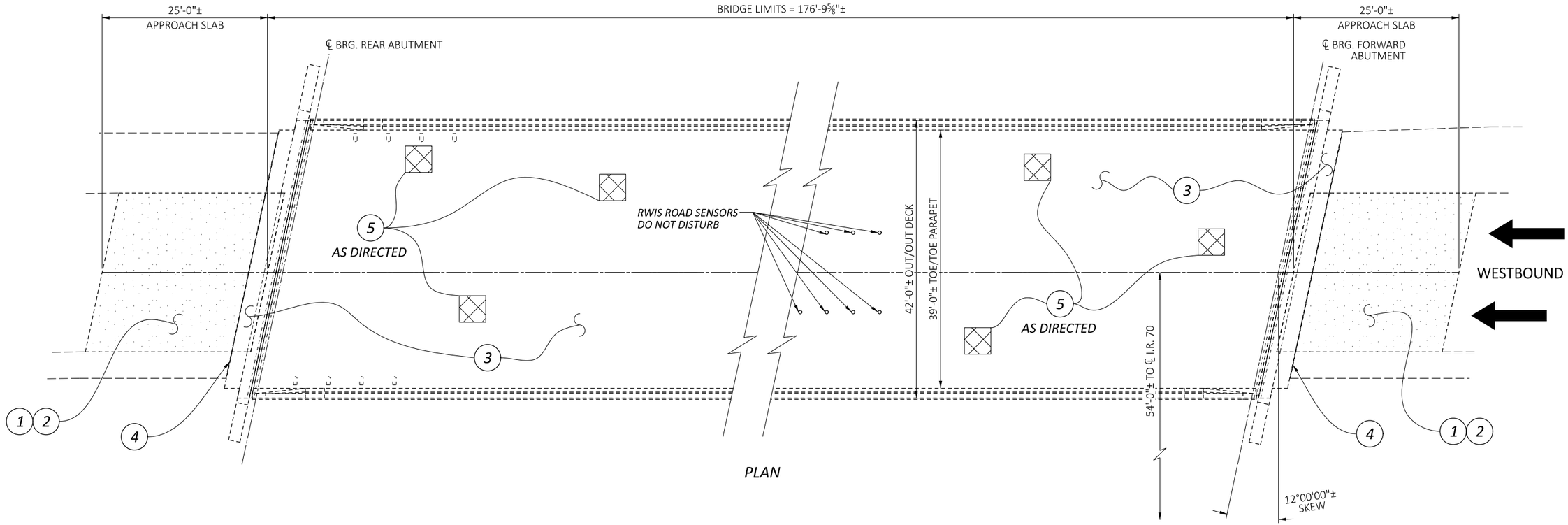


PLAN

LEGEND

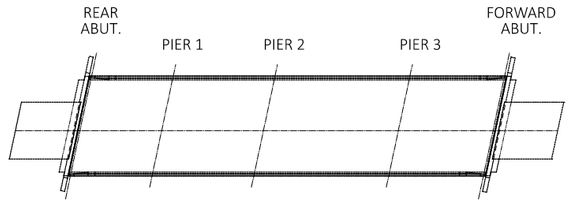
1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)



SUBSTRUCTURE DESIGNATION

GENERAL PLAN
BRIDGE NO. FAI-70-0118L
OVER STATE ROUTE 256

SFN 2301628

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
7	19

SHEET	TOTAL
32	44

FAI/LIC-70-0.00/0.00

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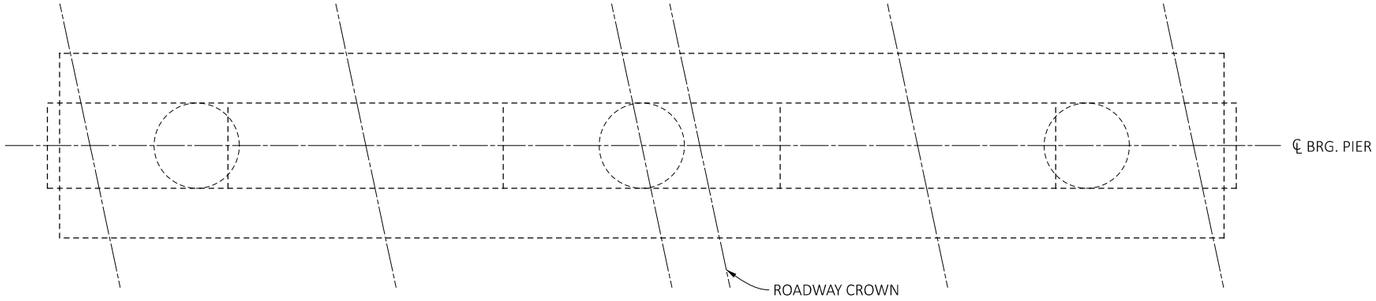
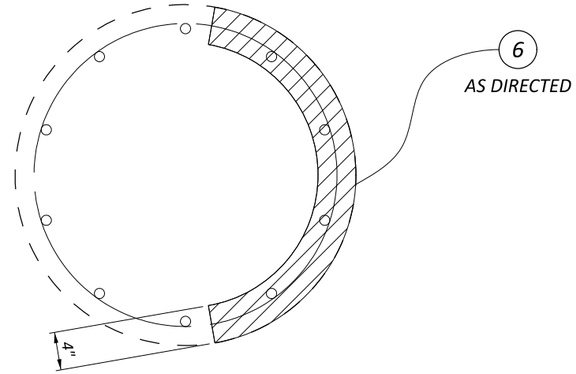
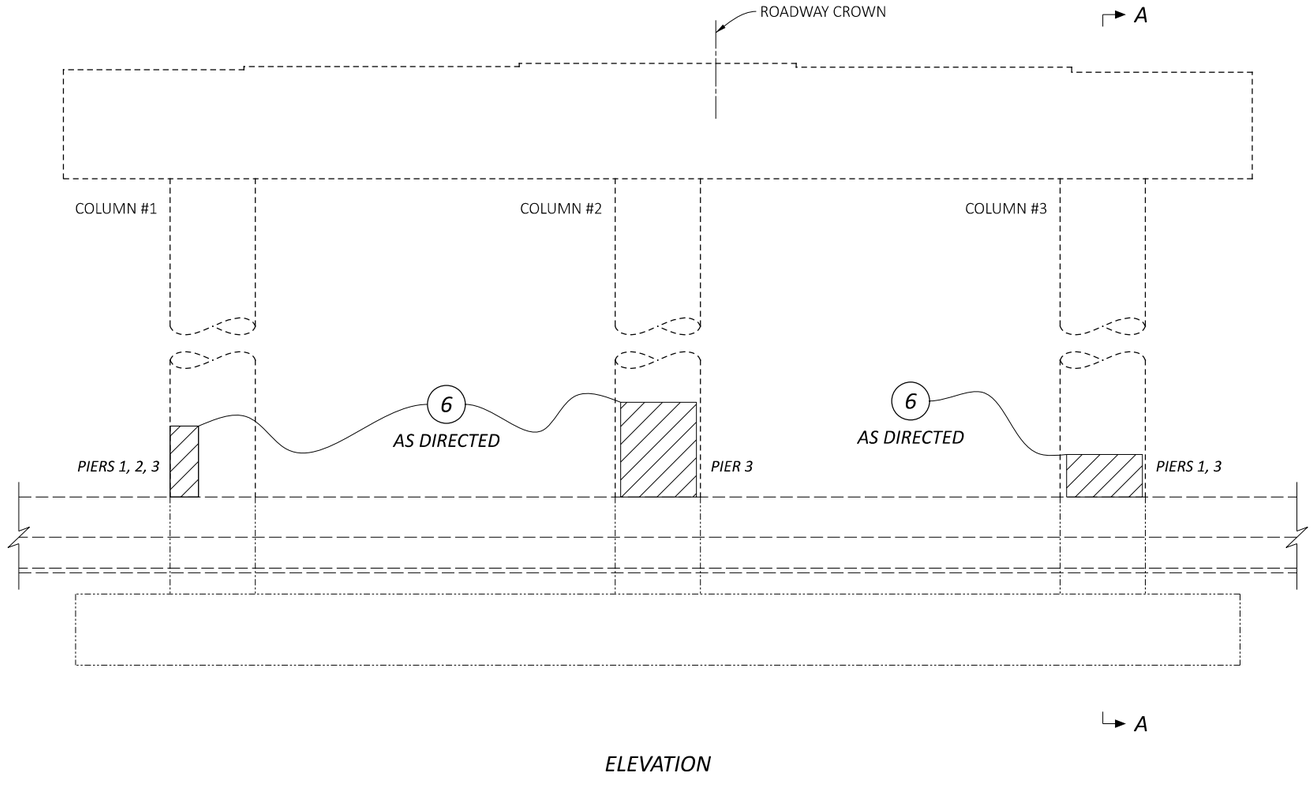


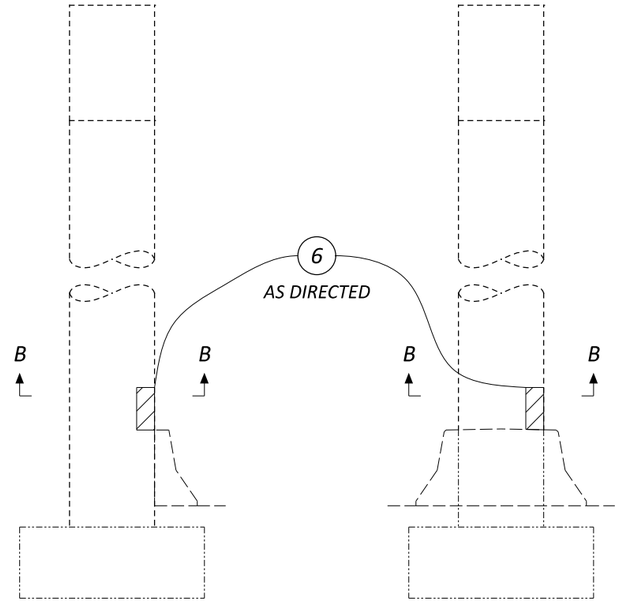
PLAN



SECTION B-B



ELEVATION



VIEW A-A
(PIERS 1 & 3)

VIEW A-A
(PIER 2)

LEGEND

6 — *ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION*

PIER REPAIR DETAILS
BRIDGE NO. FAI-70-0118L
OVER STATE ROUTE 256

SFN 2301628
DESIGN AGENCY
DESIGNER TDF | CHECKER TAG
REVIEWER CPS 05/01/22
PROJECT ID 25436
SUBSET 8 | TOTAL 19
SHEET 33 | TOTAL 44

FAI/LIC-70-0.00/0.00

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LEGEND

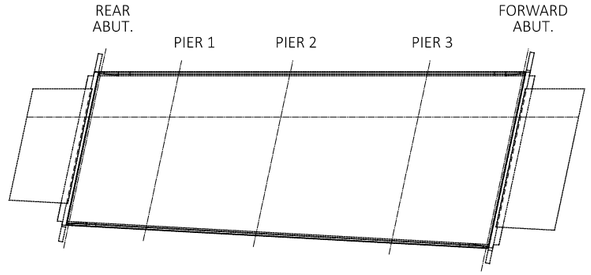
1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

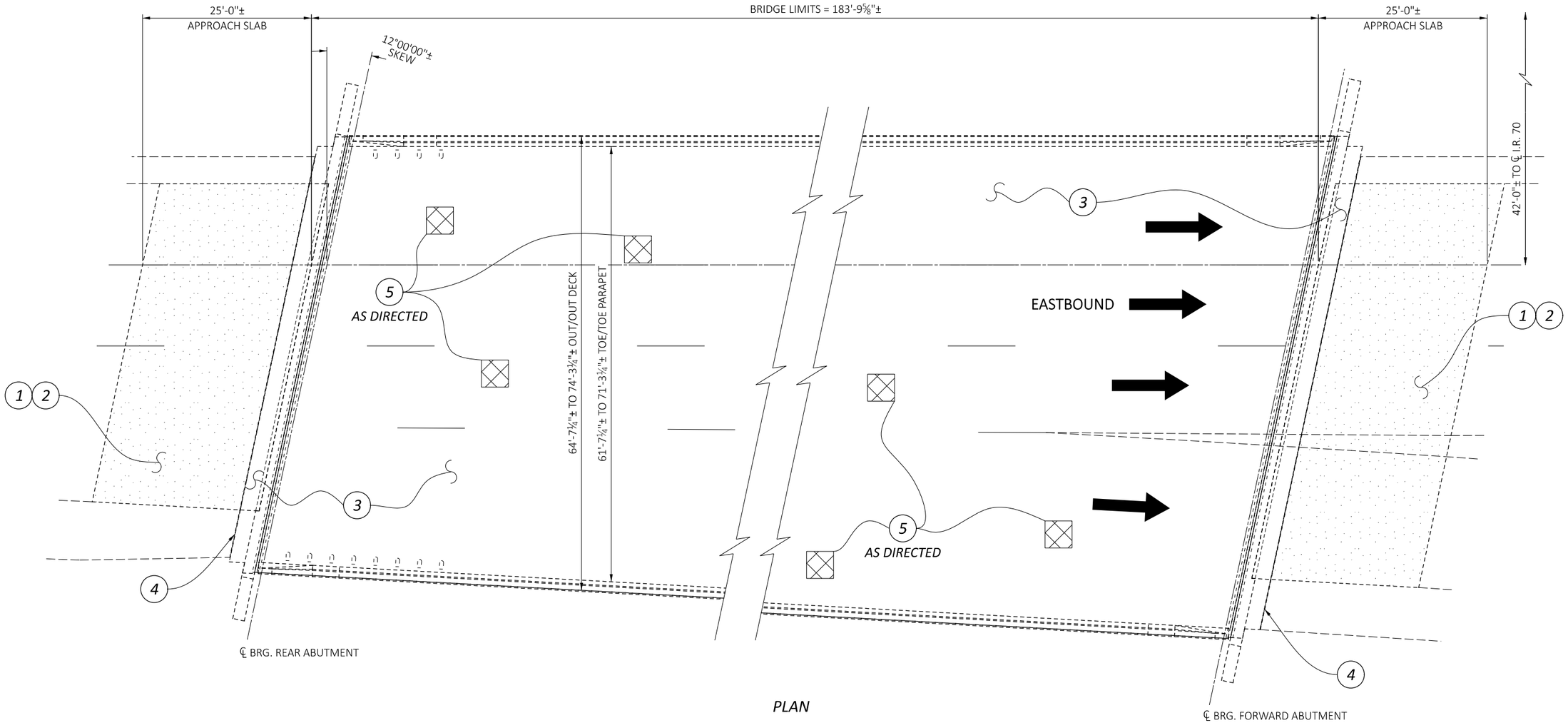
3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)



SUBSTRUCTURE DESIGNATION



PLAN

GENERAL PLAN
BRIDGE NO. FAI-70-0118R
OVER STATE ROUTE 256

SFN	2301652
DESIGN AGENCY	
DESIGNER	TDF
CHECKER	TAG
REVIEWER	CPS 05/01/22
PROJECT ID	25436
SUBSET	9
TOTAL	19
SHEET	34
TOTAL	44

FAI/LIC-70-0.00/0.00

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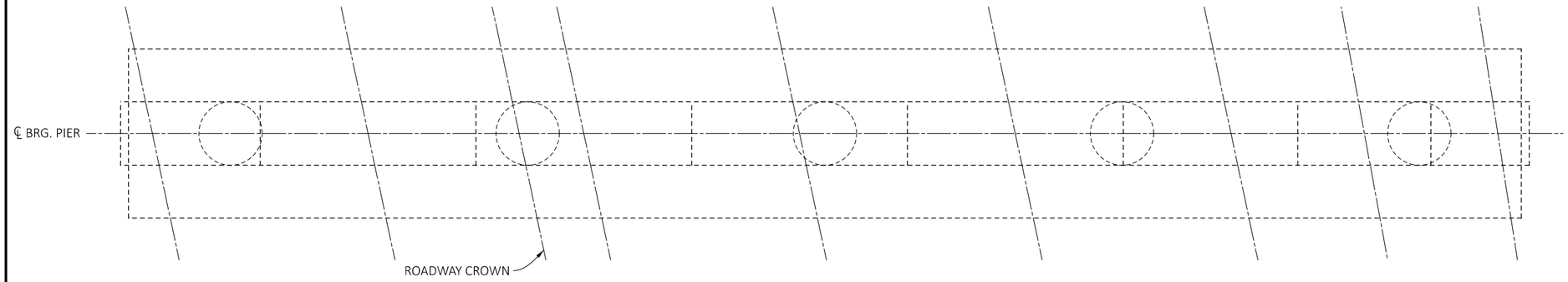
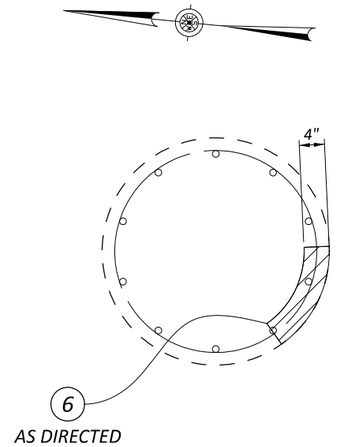
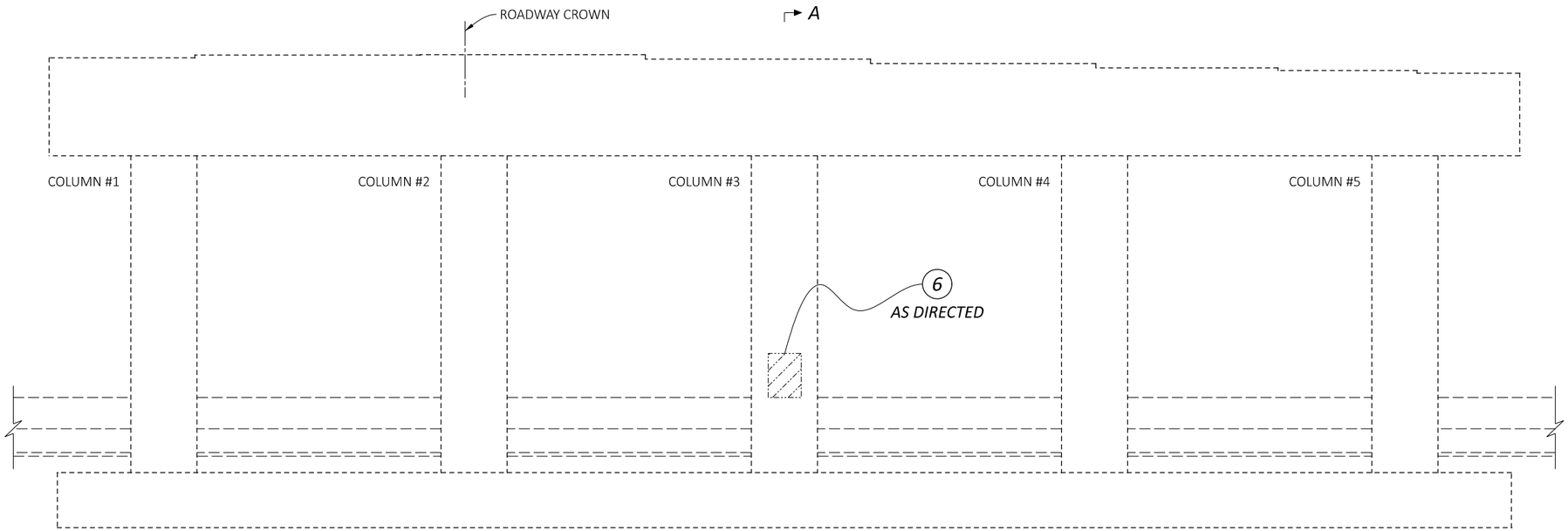


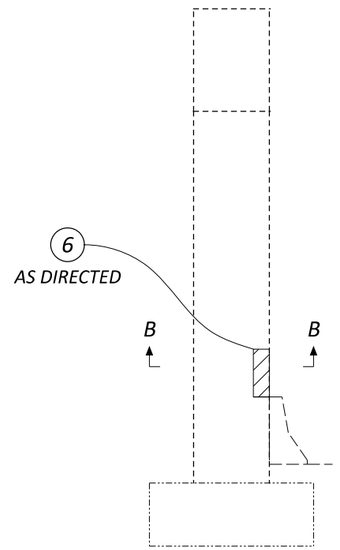
PLAN



SECTION B-B



ELEVATION



VIEW A-A

LEGEND

6 — ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

PIER NO. 1 REPAIR DETAILS
BRIDGE NO. FAI-70-0118R
OVER STATE ROUTE 256

SFN 2301652

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
10	19

SHEET	TOTAL
35	44

FAI/LIC-70-0.00/0.00

MODEL: Pier 1 PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:12:37 AM USER: jlutz1
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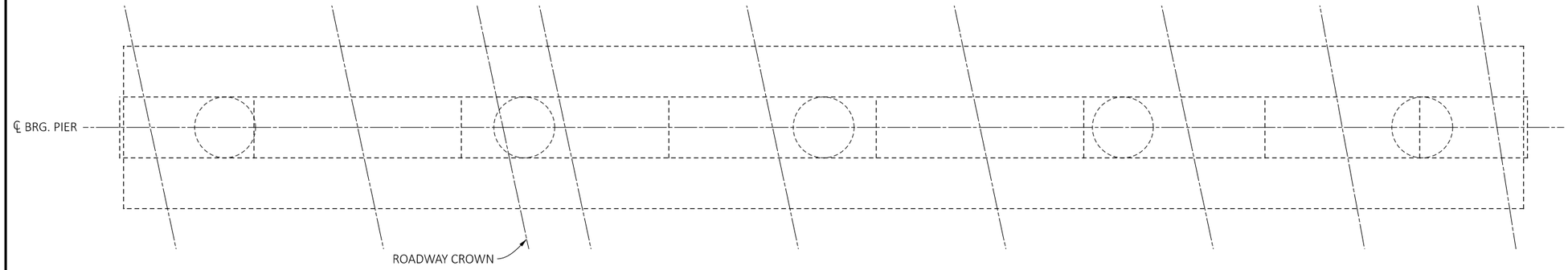
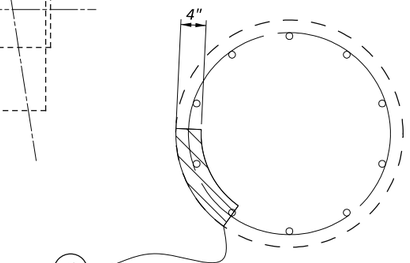


PLAN



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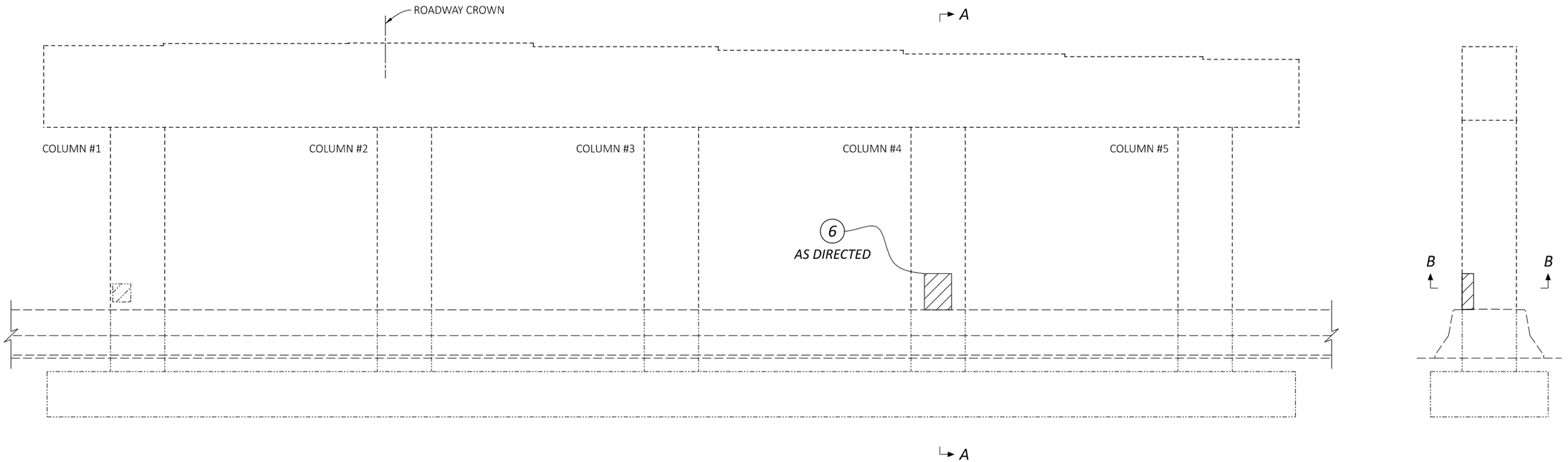

ELEVATION

VIEW A-A

LEGEND

6 — ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

PIER NO. 2 REPAIR DETAILS
BRIDGE NO. FAI-70-0118R
OVER STATE ROUTE 256

SFN	2301652
DESIGN AGENCY	
DESIGNER	TDF
CHECKER	TAG
REVIEWER	CPS 05/01/22
PROJECT ID	25436
SUBSET	11
TOTAL	19
SHEET	36
TOTAL	44

FAI/LIC-70-0.00/0.00

MODEL: Pier 2 PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:12:37 AM USER: jlutz1
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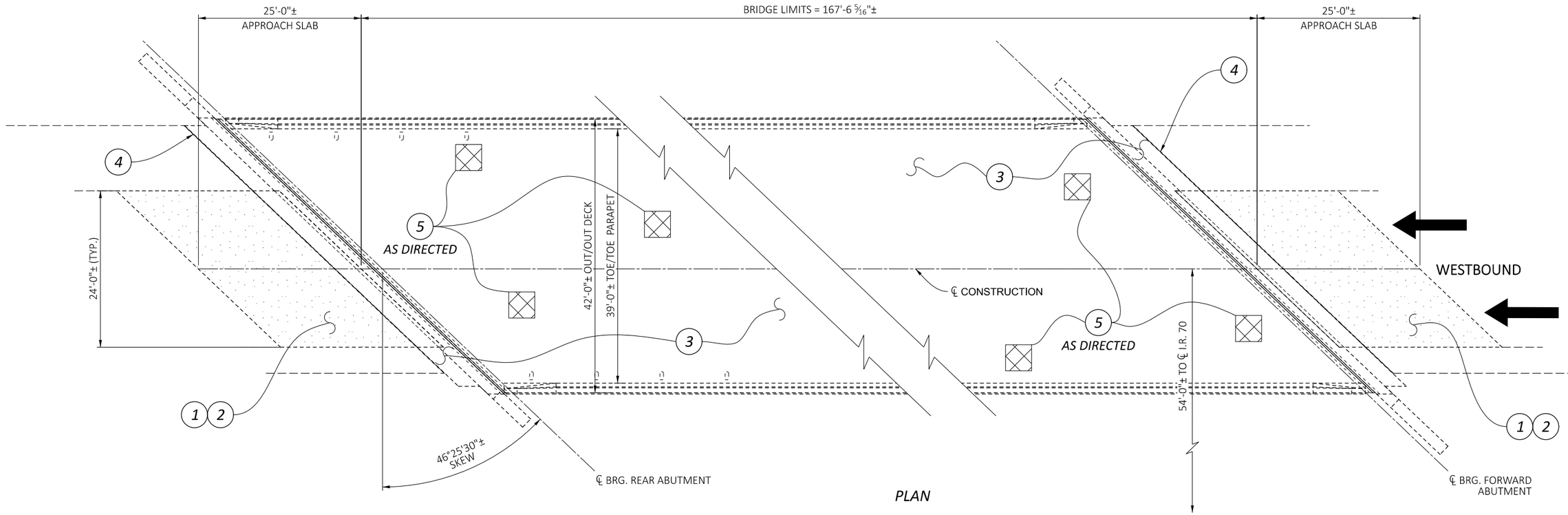
25436_SFN_2301652_S001.dgn



PLAN

LEGEND

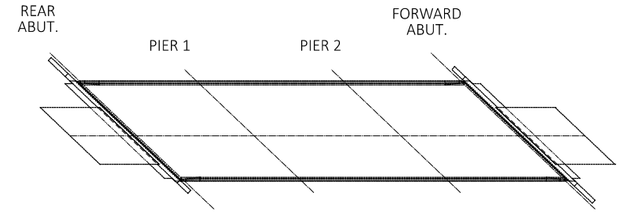
1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)



SUBSTRUCTURE DESIGNATION

GENERAL PLAN
BRIDGE NO. LIC-70-0074L
OVER TOWNSHIP ROAD 36

SFN 4502884
DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22
PROJECT ID: 25436
SUBSET 12 / TOTAL 19
SHEET 37 / TOTAL 44

FAI/LIC-70-0.00/0.00

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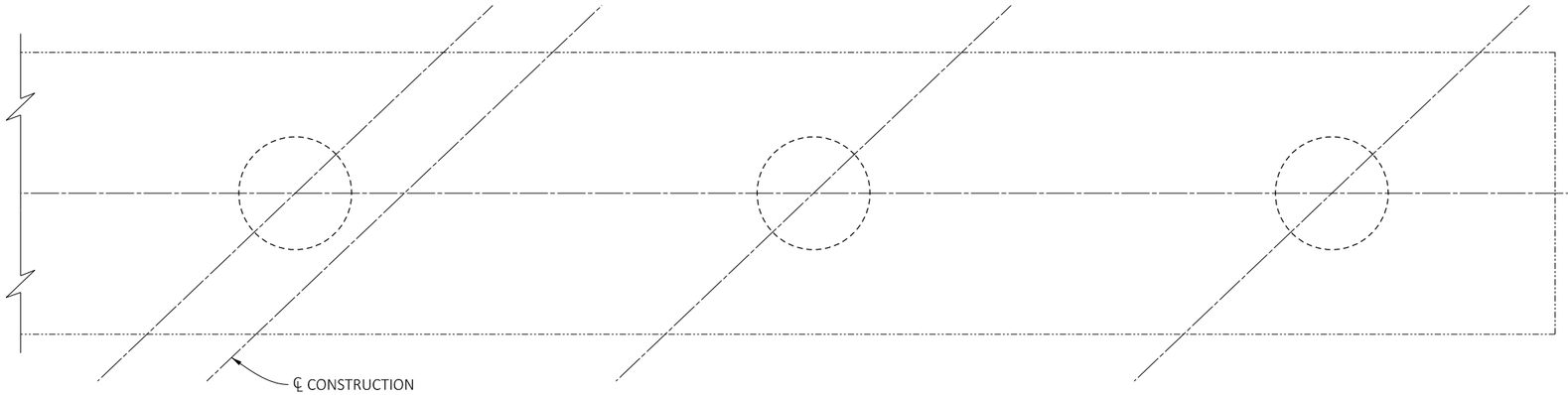
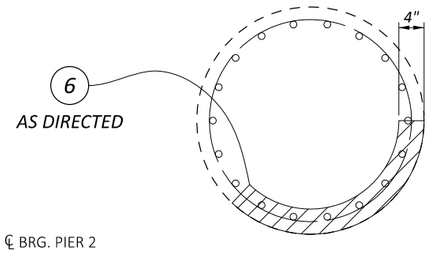
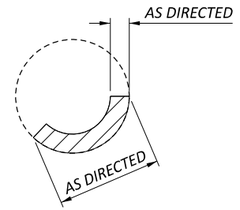


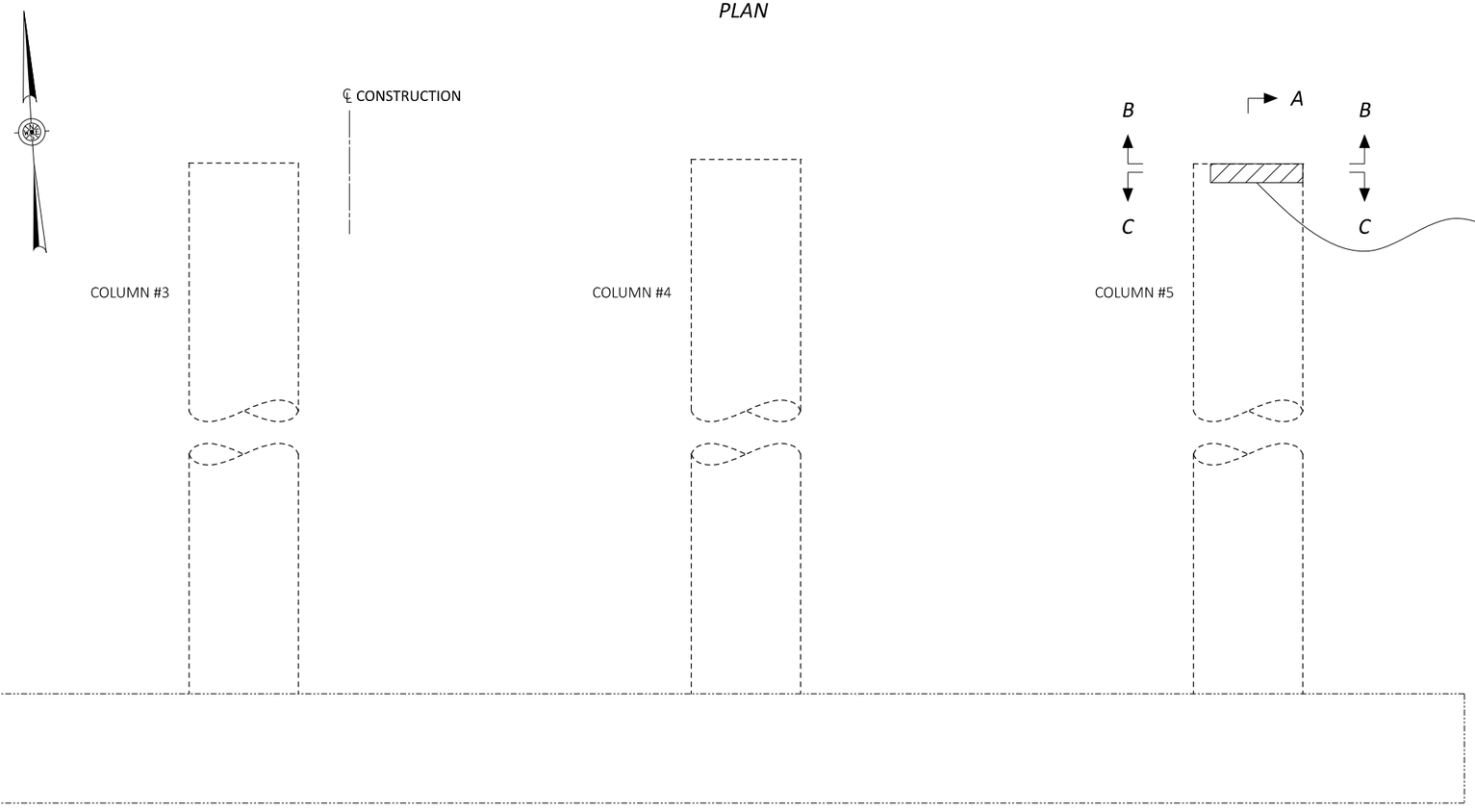
PLAN

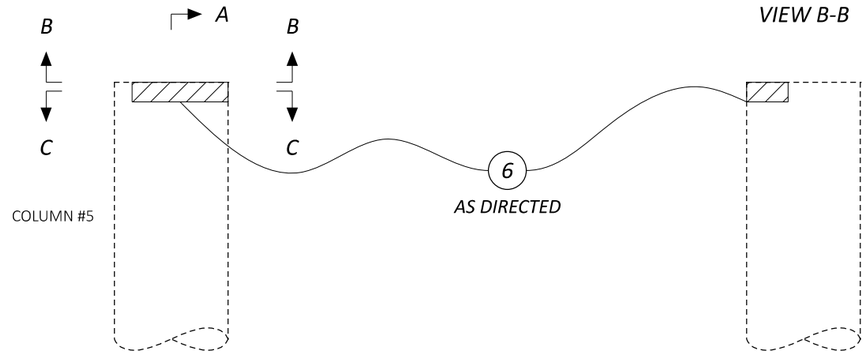


SECTION C-C

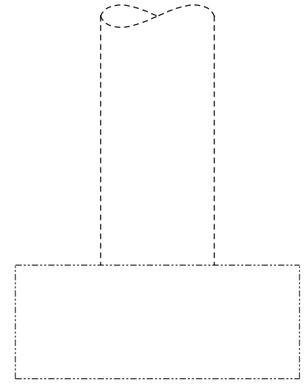


VIEW B-B





ELEVATION



VIEW A-A

LEGEND

6 — ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

PIER REPAIR DETAILS
BRIDGE NO. LIC-70-0072L
OVER PALMER ROAD

FAI/LIC-70-0.00/0.00

MODEL: Pier Repair PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:12:55 AM USER: jlutz1
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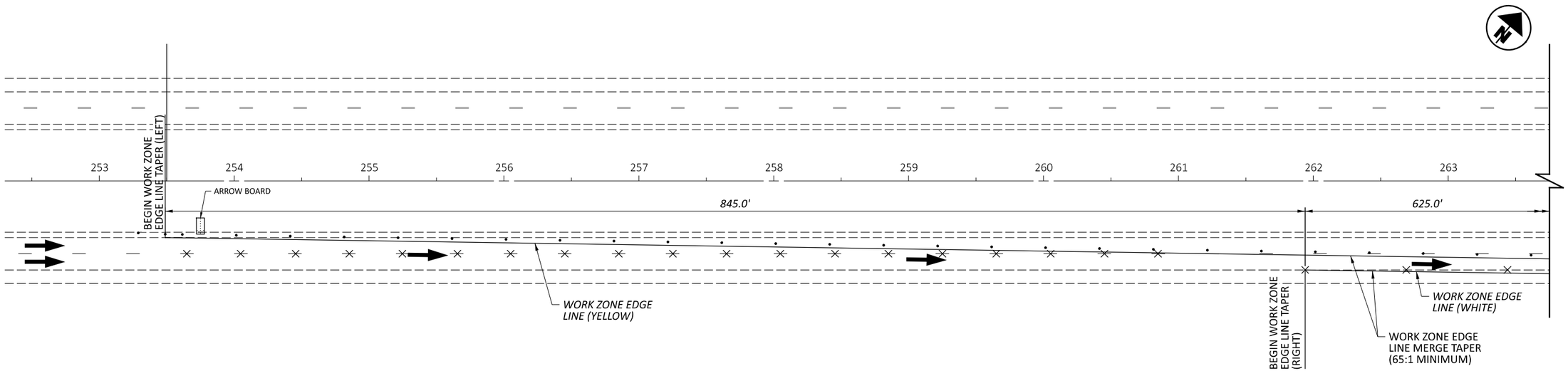
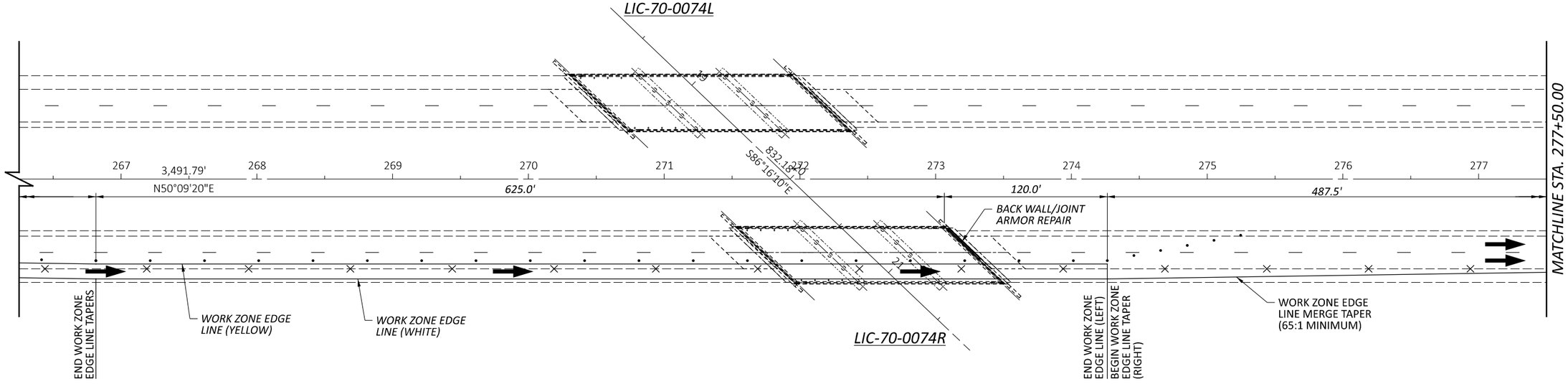
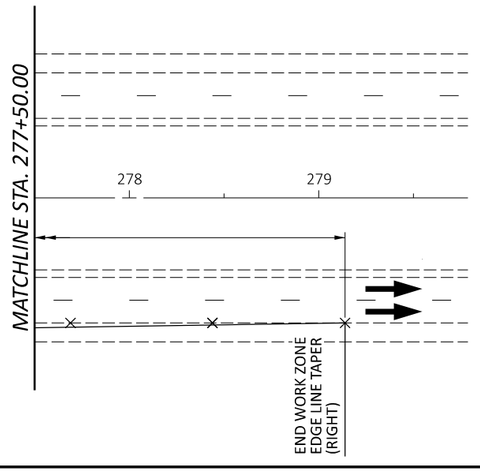
SFN	4502884
DESIGN AGENCY	
DESIGNER	TDF
CHECKER	TAG
REVIEWER	CPS 05/01/22
PROJECT ID	25436
SUBSET	13
TOTAL	19
SHEET	38
TOTAL	44







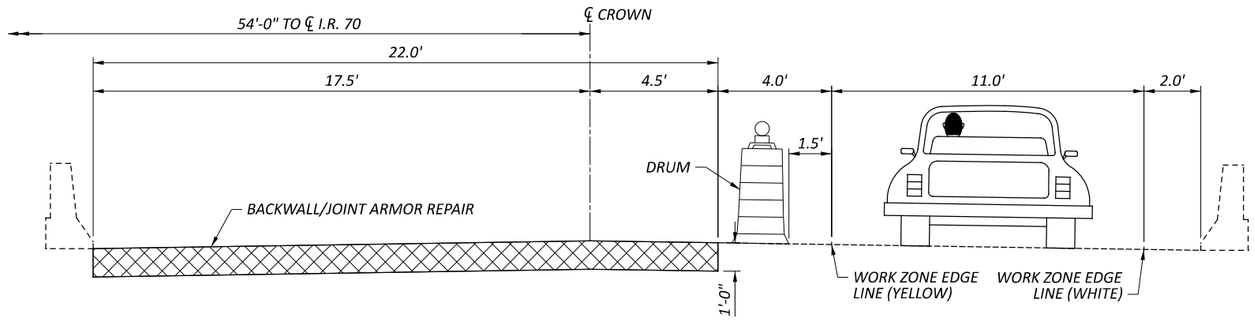
LEGEND

- ✕ - EXISTING PAVEMENT MARKING COVERED
- ●●● - DRUMS (FOR SPACING SEE SCD MT-95.40)
- → -TRAFFIC DIRECTION

* FOR ADDITIONAL DETAIL SEE STD. DWG. MT 95.30 *

ITEM 614 WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
WORK ZONE EDGE LINE (YELLOW)	0.39
WORK ZONE EDGE LINE (WHITE)	0.33
TOTAL	0.72**

**QUANTITIES CARRIED TO SHEET 5



MAINTENANCE OF TRAFFIC TYPICAL SECTION

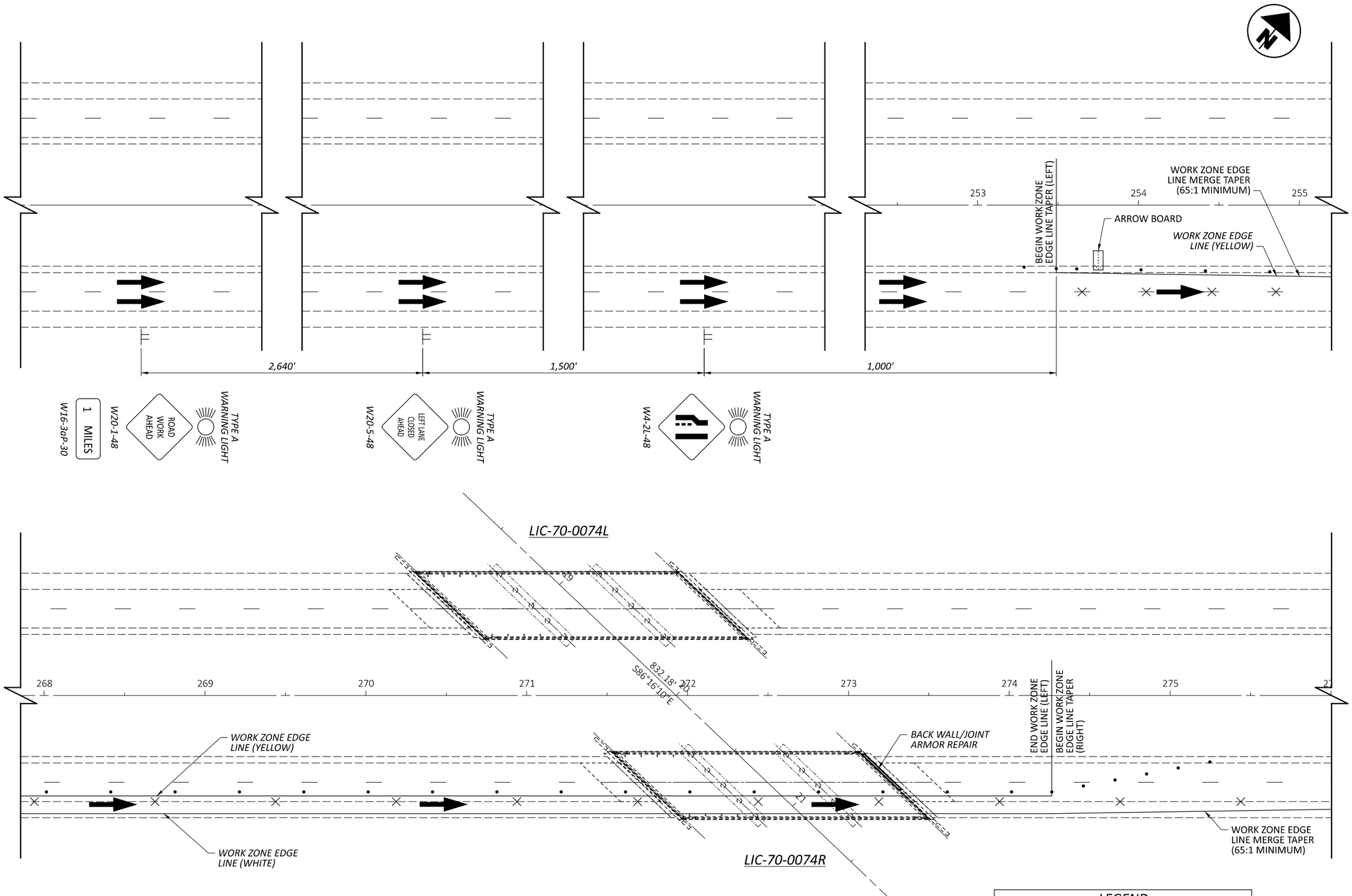
(LIC-70-0074R BACKWALL/JOINT ARMOR REPAIR)

MAINTENANCE OF TRAFFIC
BRIDGE NO. LIC-70-0074R
OVER TOWNSHIP ROAD 36

FAI/LIC-70-0.00/0.00

MODEL: MOT 1 PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:13:04 AM USER: jlutz1
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 05\Licking\25436\i00-Engineering\MOT\Sheets\25436_MH001.dgn

SFN	4502914
DESIGN AGENCY	
DESIGNER	CPS
CHECKER	TAG
REVIEWER	CPS 06/02/22
PROJECT ID	25436
SUBSET	14
TOTAL	19
SHEET	39
TOTAL	44



MAINTENANCE OF TRAFFIC
BRIDGE NO. LIC-70-0074R
OVER TOWNSHIP ROAD 36

SFN 4502914

DESIGN AGENCY

DESIGNER	CHECKER
CPS	TAG

REVIEWER: CPS 06/02/22

PROJECT ID: 25436

SUBSET	TOTAL
15	19

SHEET	TOTAL
40	44

FAI/LIC-70-0.00/0.00

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LEGEND

1 — ITEM 254 - PAVEMENT PLANING (QUANTITY CARRIED TO ROADWAY)

2 — ITEM 407 - NON-TRACKING TACK COAT & ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (QUANTITY CARRIED TO ROADWAY)

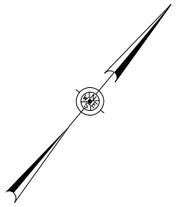
3 — ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN

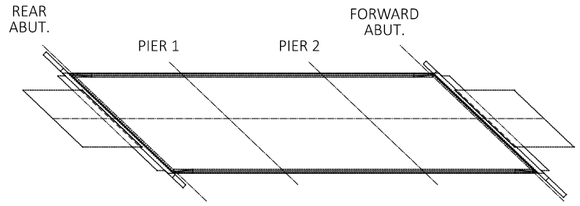
4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN (QUANTITY CARRIED TO ROADWAY)

5 — ITEM 519 - SPECIAL - PATCHING CONCRETE STRUCTURE: CLASS QC2 CONCRETE WITH ACCELERATING ADMIXTURE (4" MINIMUM DEPTH)

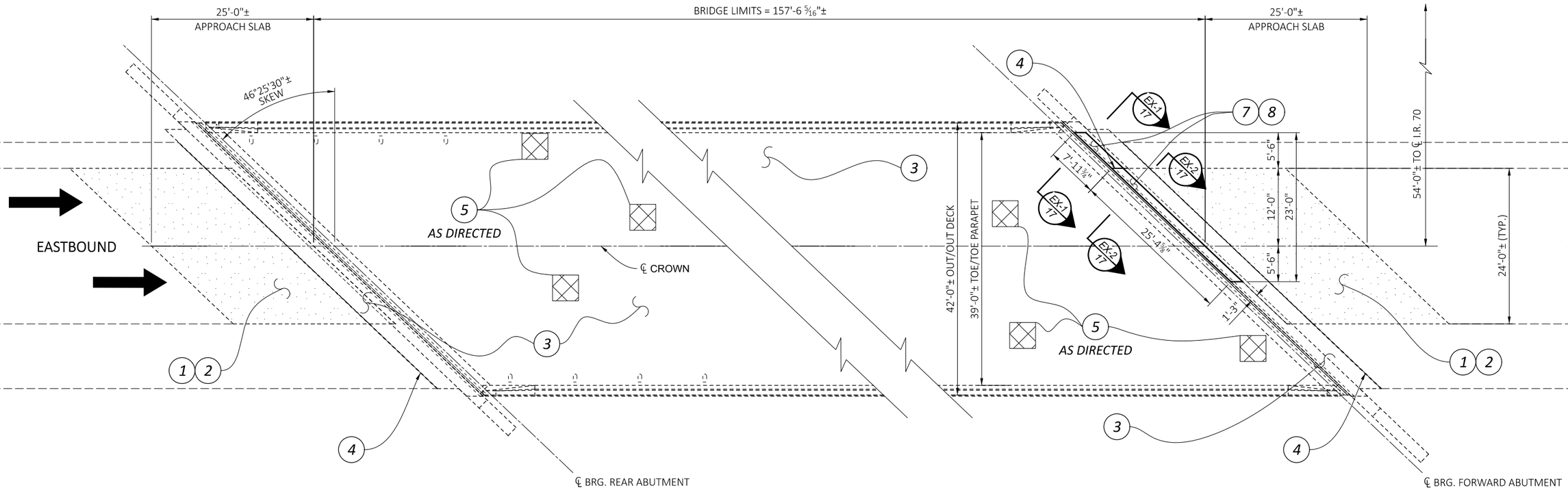
7 — ITEM 202 - PORTION OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)

8 — ITEM 511 - CLASS QC1 CONCRETE, MISC.: ACCELERATING ADMIXTURE





SUBSTRUCTURE DESIGNATION



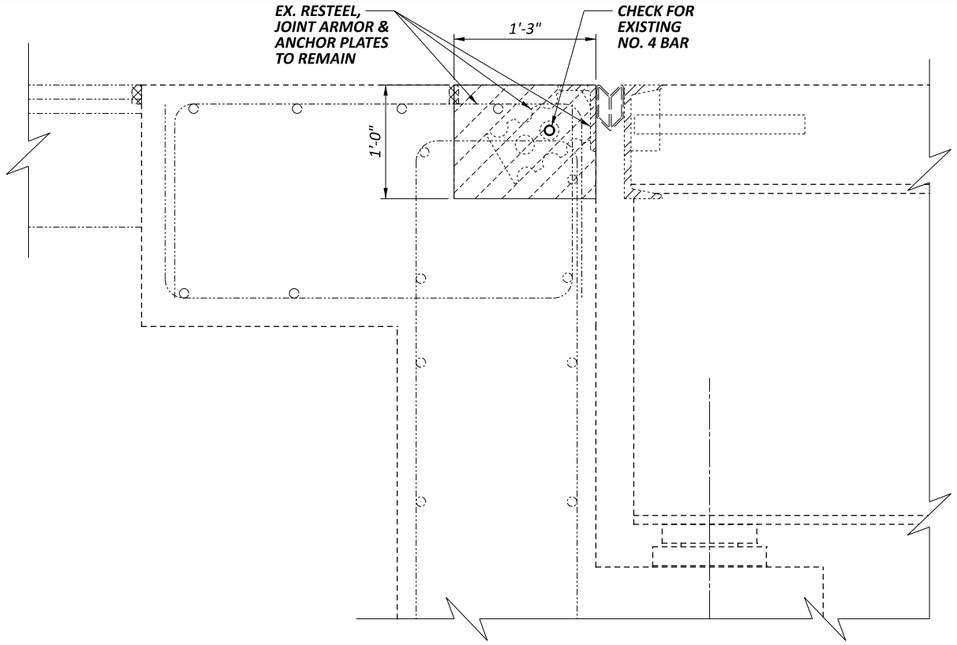
PLAN

BRIDGE NO. LIC-70-0074R
OVER TOWNSHIP ROAD 36

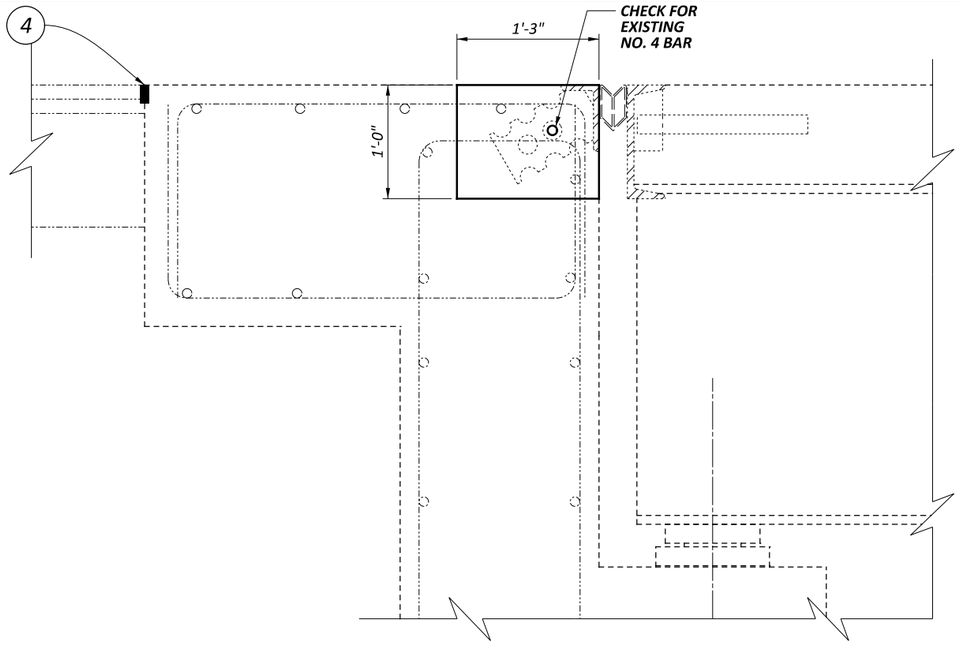
GENERAL PLAN

SFN	4502914
DESIGN AGENCY	
DESIGNER	TDF
CHECKER	TAG
REVIEWER	CPS 05/01/22
PROJECT ID	25436
SUBSET	16
TOTAL	19
SHEET	41
TOTAL	44

FAI/LIC-70-0.00/0.00



SECTION EX-1 16 (REMOVAL)

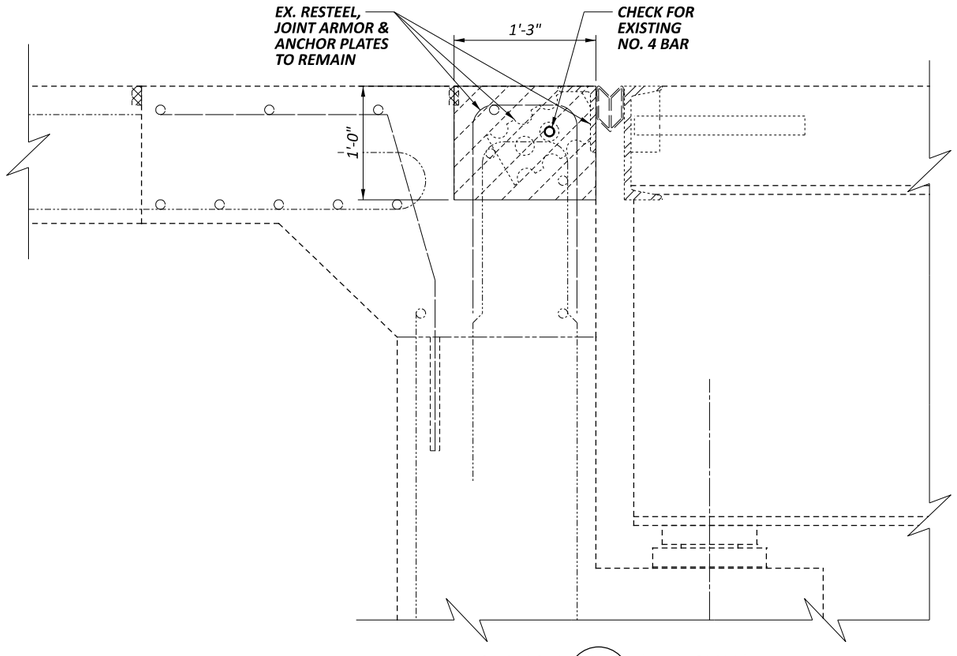


SECTION EX-1 16 (PROPOSED)

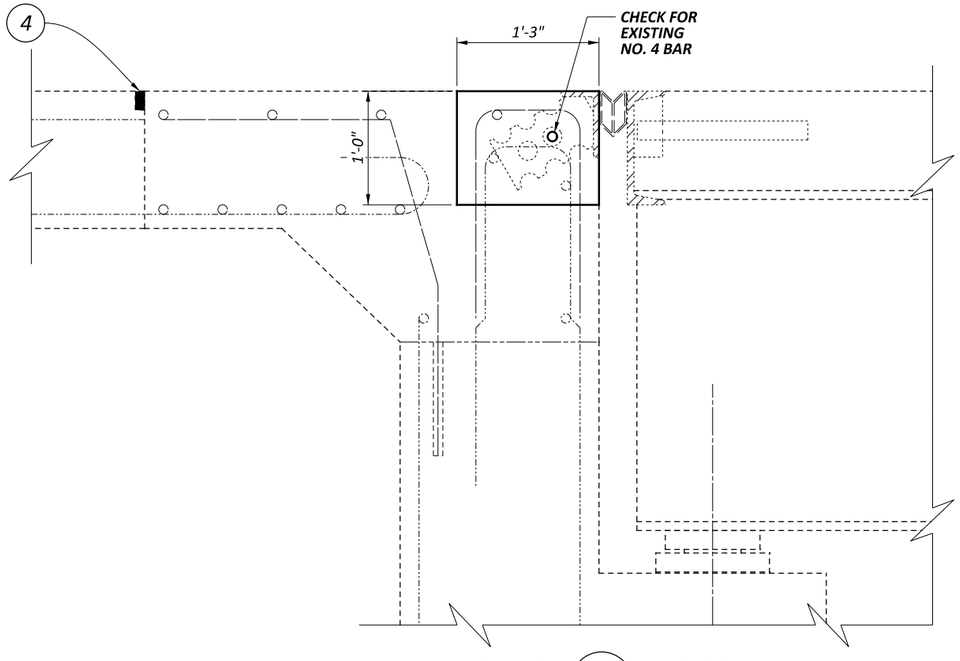
LEGEND

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

4 — ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN



SECTION EX-2 16 (REMOVAL)



SECTION EX-2 16 (PROPOSED)

FORWARD ABUTMENT END DAM REPAIR
BRIDGE NO. LIC-70-0074R
OVER TOWNSHIP ROAD 36

SFN 4502914

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 06/03/22

PROJECT ID: 25436

SUBSET	TOTAL
17	19

SHEET	TOTAL
42	44

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:13:22 AM USER: jlutz1
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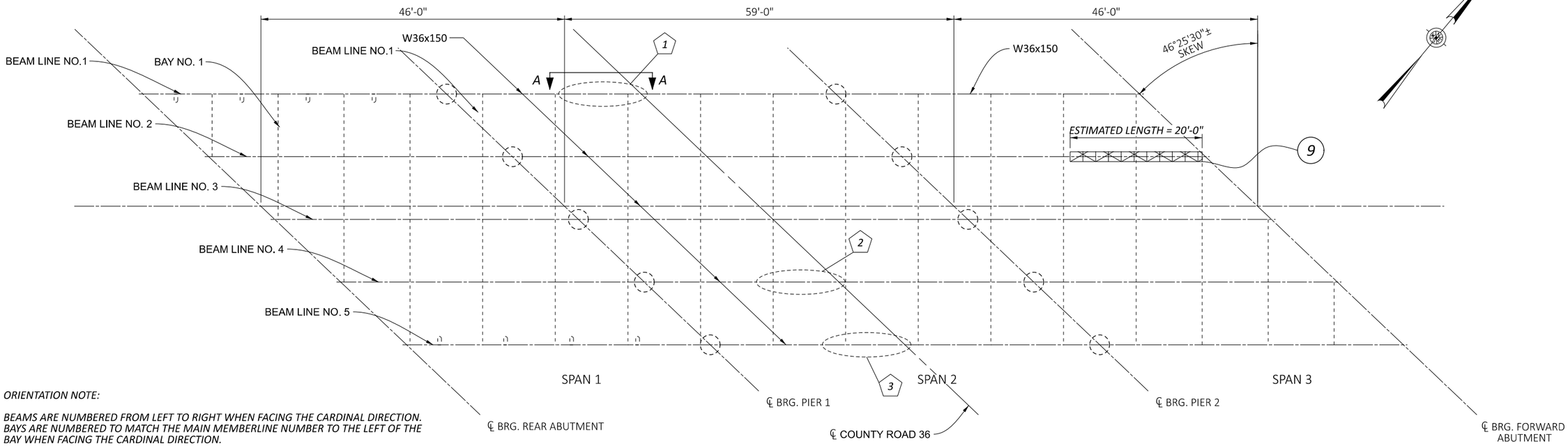
LEGEND

9 — ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

— DAMAGE AREA, LOCATION FOR ITEM 849 - REPAIRING DAMAGED MEMBERS BY GRINDING

TABLE #1 - STRUCTURAL STEEL REPAIRS				
LOCATION	**BEAM LINE NO.**	**SPAN NO.**	**ITEM 514 - FIELD PAINTING, MISC.: MAIN MEMBERS (SQ. FT.)**	**ITEM 849 - REPAIRING DAMAGED MEMBERS BY GRINDING (HOURS)**
1	1	2	5	4
2	4	2	5	2
3	5	2	5	2
TOTALS			15	8

TOTALS CARRIED TO GENERAL SUMMARY.



FRAMING PLAN

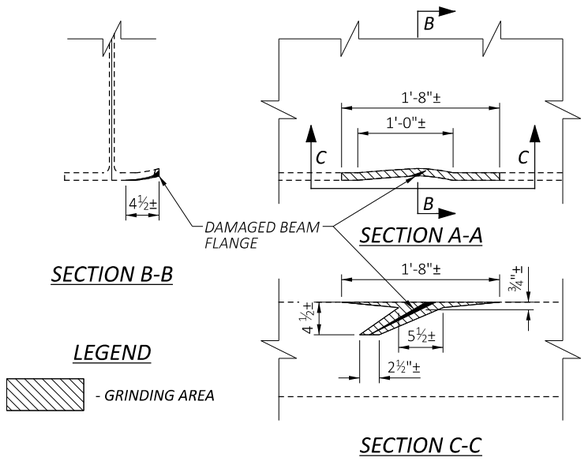
ORIENTATION NOTE:

BEAMS ARE NUMBERED FROM LEFT TO RIGHT WHEN FACING THE CARDINAL DIRECTION. BAYS ARE NUMBERED TO MATCH THE MAIN MEMBERLINE NUMBER TO THE LEFT OF THE BAY WHEN FACING THE CARDINAL DIRECTION.

NOTES:

1. *LIMITS FOR PAINTING QUANTITIES ARE BASED ON GRINDING AREA*

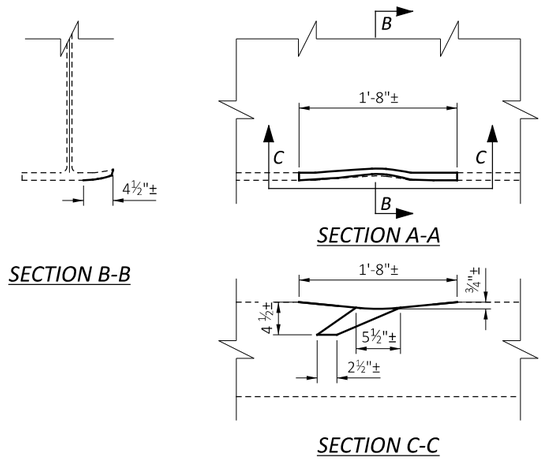
EXISTING DETAIL LOCATION 1



LEGEND

- GRINDING AREA

PROPOSED DETAIL LOCATION 1



ITEM 849 - REPAIRING DAMAGED MEMBERS BY GRINDING

GRIND OUT DAMAGED MATERIAL WHEN THE REMAINING CALCULATED NET CROSS SECTIONAL AREA OF THE INDIVIDUAL BOTTOM FLANGE REMAINING AFTER GRINDING IS GREATER THAN 80% OF THE CALCULATED CROSS SECTIONAL AREA BASED UPON EXISTING MEMEBER DIMENSIONS. THE EXISTING CROSS SECTIONAL AREA OF THE BOTTOM FLANGE IS 11.2608 SQ. IN. THE REMAINING CROSS SECTIONAL AREA OF THE BOTTOM FLANGE AFTER GRINDING SHALL BE NO LESS THAN 9.0086 SQ. IN.

GRIND OUT AT ANY GOUGES ON THE BOTTOM FLANGES AT LOCATIONS 1, 2, AND 3 SHOWN ABOVE. GRIND GOUGES SMOOTH AT A 10:1 SLOPE. DETAILS FOR GRINDING AT LOCATION 1 ARE SHOWN, THE DIMENSIONS SHALL BE FIELD VERIFIED. THE GOUGES AT LOCATION 2 AND 3 ARE LOCATED IN THE BOTTOM FLANGE AND ARE NOT AS EXTENSIVE AS LOCATION 1. GOUGES AT LOCATION 2 AND 3 SHALL BE GROUND SMOOTH WITH THE CONSTRAINTS LISTED ABOVE.

STRUCTURAL DETAILS
BRIDGE NO. LIC-70-0074R
OVER TOWNSHIP ROAD 36

SFN 4502914
DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER: CPS 05/01/22

PROJECT ID: 25436

SUBSET	TOTAL
18	19

SHEET	TOTAL
43	44

FAI/LIC-70-0.00/0.00

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/13/2022 TIME: 9:13:31 AM USER: jlutz1
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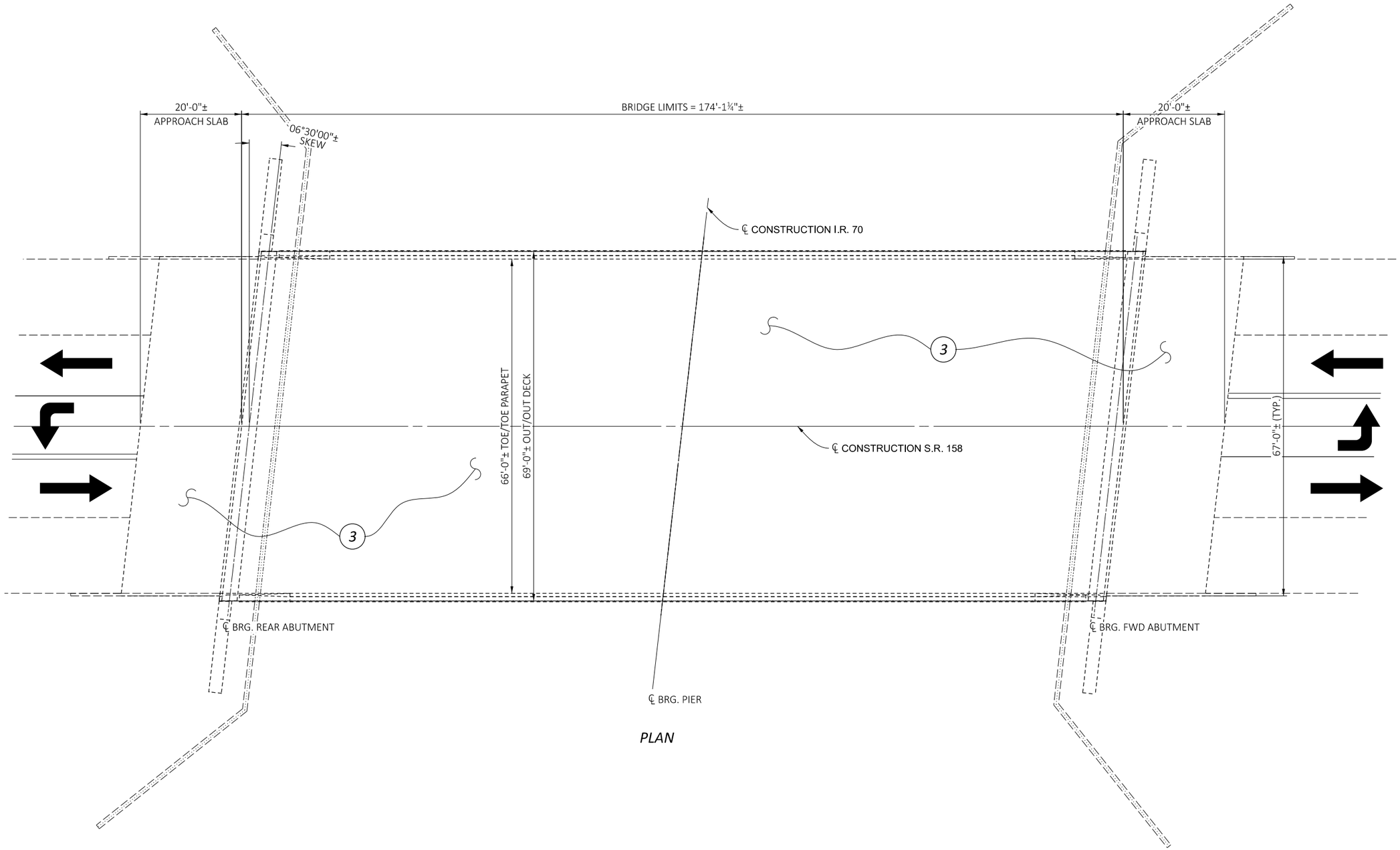

PLAN

LEGEND

3 — [ ] *ITEM 512 - SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN*

GENERAL PLAN
BRIDGE NO. LIC-158-0097
OVER INTERSTATE ROUTE 70

FAI/LIC-70-0.00/0.00

SFN 4505352

DESIGN AGENCY

DESIGNER	CHECKER
TDF	TAG

REVIEWER
CPS 05/01/22

PROJECT ID
25436

SUBSET	TOTAL
19	19

SHEET	TOTAL
44	44