


- (A) EXISTING ASPHALT
- (B) EXISTING CONCRETE
- (C) EXISTING AGGREGATE BASE
- (D) EXISTING MICROSURFACE

- (1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1)
- (4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1)
- (5) ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
- (6) NOT USED
- (7) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE I-670 SHOULDERS)

- (8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
- (9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS)
- (10) ITEM 617 - 2.00" COMPACTED AGGREGATE
- (11) NOT USED
- (12) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447)

- NOTES:
1. MAINTAIN EXISTING CROSS SLOPE.
 2. ONLY REQUIRED ON "COLD JOINTS"
 3. DO NOT DISTURB EXISTING CURB, CURB & GUTTER, AND CONCRETE BARRIER.
 4. ITEM 2 (3.5" PLANING) SHALL EXTEND TO THE TOP OF EXISTING CONCRETE (BASE COURSE).

DESIGN AGENCY

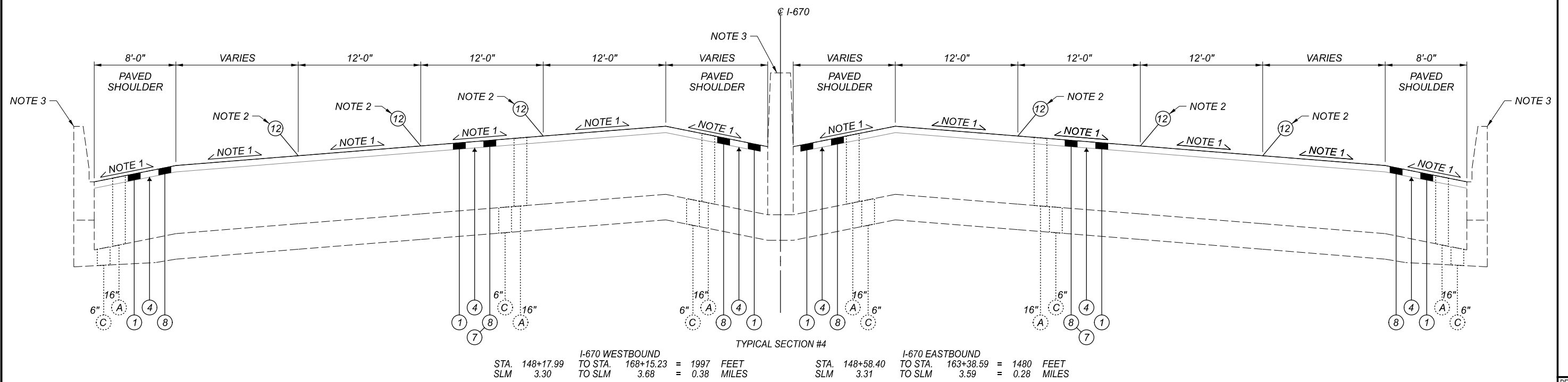
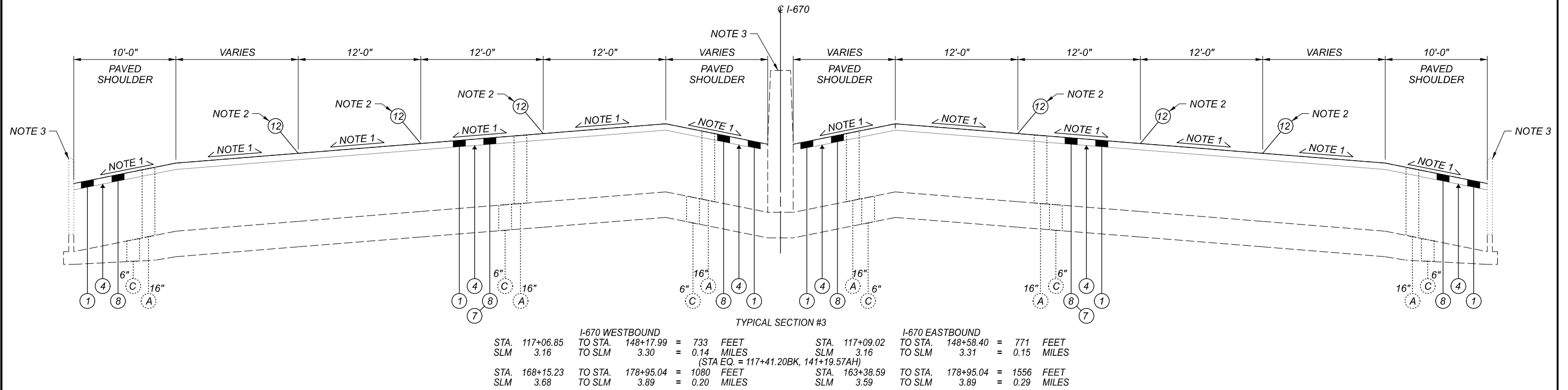


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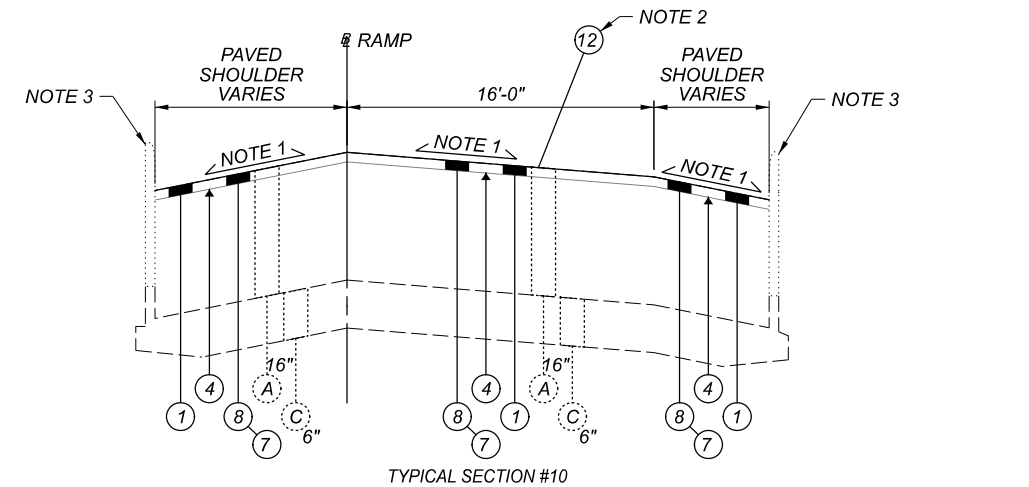
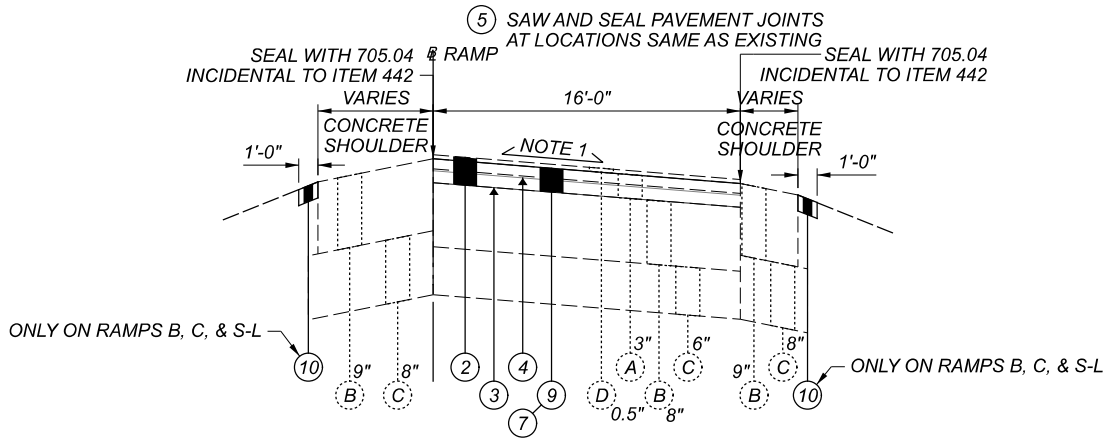
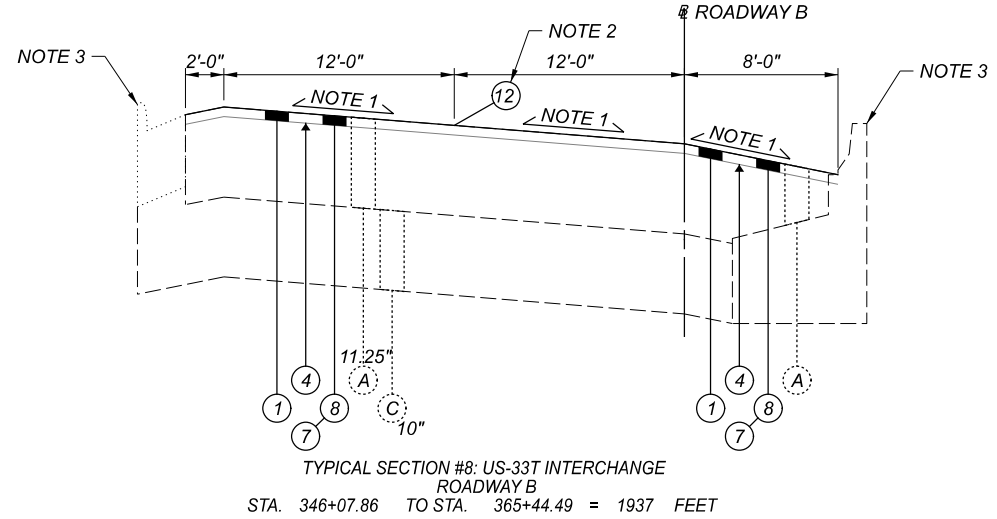
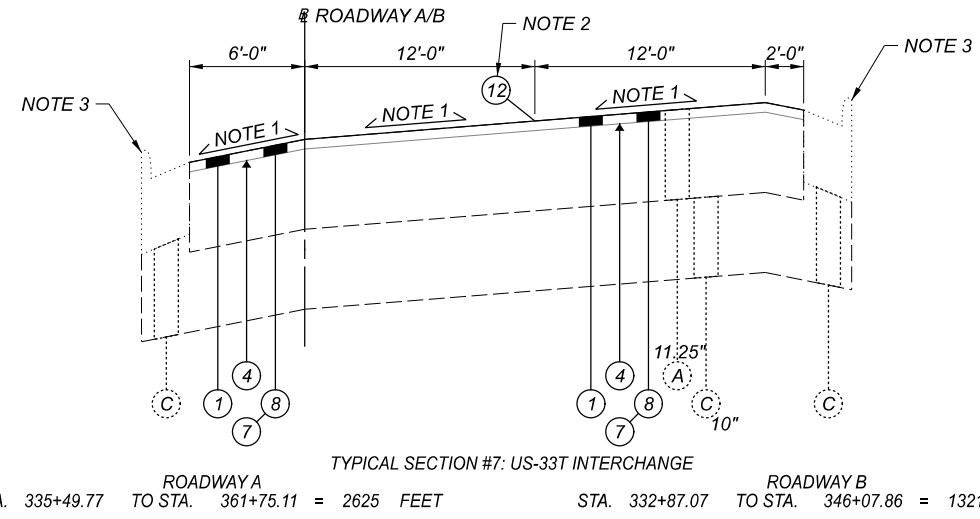
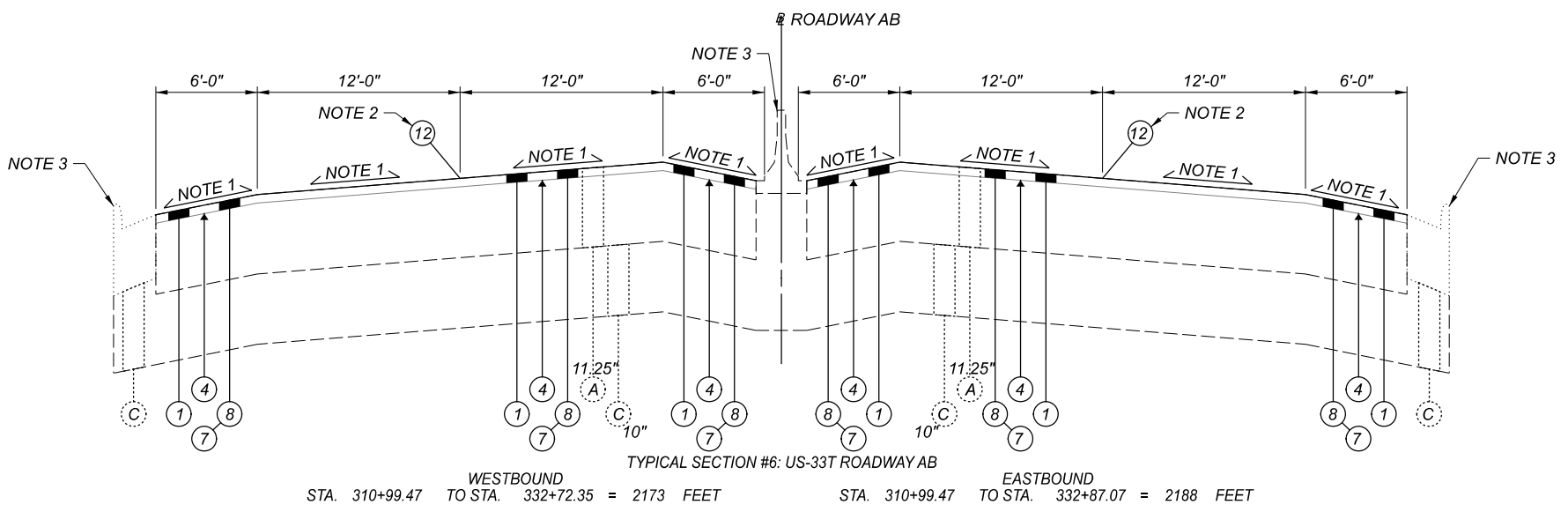
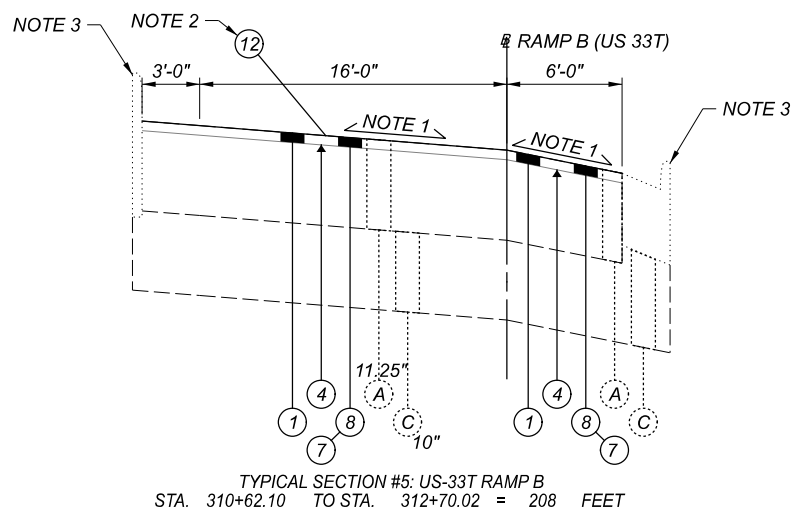
PROJECT ID
110051

SHEET TOTAL
P.9 | 104



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|---|--|---|
| <ul style="list-style-type: none"> (A) EXISTING ASPHALT (B) EXISTING CONCRETE (C) EXISTING AGGREGATE BASE (D) EXISTING MICROSURFACE | <ul style="list-style-type: none"> (1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE (2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE (3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1) (4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1) (5) ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS (6) NOT USED (7) ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE I-670 SHOULDERS) | <ul style="list-style-type: none"> (8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS) (10) ITEM 617 - 2.00" COMPACTED AGGREGATE (11) NOT USED (12) ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447) |
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RAMP B (GRANDVIEW AVE)		RAMP C (GRANDVIEW AVE)	
STA. 393+32.09	TO STA. 395+48.54 = 216 FEET	STA. 391+67.35	TO STA. 400+61.94 = 895 FEET
STA. 433+77.71	TO STA. 445+77.92 = 1200 FEET	STA. 435+85.77	TO STA. 452+58.23 = 1672 FEET
STA. 451+29.80	TO STA. 462+15.60 = 1086 FEET	STA. 453+69.42	TO STA. 467+73.91 = 1404 FEET
STA. 465+28.13	TO STA. 468+34.34 = 306 FEET	STA. 110+18.65	TO STA. 112+51.41 = 233 FEET
STA. 98+79.09	TO STA. 104+45.06 = 566 FEET	STA. 97+63.42	TO STA. 107+38.36 = 975 FEET

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|-----------------------------|---|---|
| (A) EXISTING ASPHALT | (1) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE | (8) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN |
| (B) EXISTING CONCRETE | (2) ITEM 254 - 3.5" PAVEMENT PLANING, ASPHALT CONCRETE | (9) ITEM 442 - 3.0" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PLACED IN TWO EQUAL LIFTS) |
| (C) EXISTING AGGREGATE BASE | (3) ITEM 407 - TACK COAT, 702.13 (RATE PER CMS TABLE 407.06-1) | (10) ITEM 617 - 2.00" COMPACTED AGGREGATE |
| (D) EXISTING MICROSURFACE | (4) ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1) | (11) NOT USED |
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ITEM 611 - INLET ADJUSTED TO GRADE:

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING INLET(S) THAT REQUIRE ADJUSTMENT TO GRADE:

ITEM 611 - INLET ADJUSTED TO GRADE = 4 EACH

DRAINAGE AT INTERSECTING STREETS:

AT INTERSECTING STREETS (ROADS) WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS (ROADS), WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET (ROAD), CARE SHALL BE TAKEN TO TRANSITION DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0":

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 4" OF PAVEMENT AND PLACING 4" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. SEE SHEET P.12 FOR DETAILS. WORK SHALL BE PERFORMED PRIOR TO RESURFACING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0" = 718 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE:

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPES (CROWN) DURING THE PLANING OPERATION.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED OVER.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT WITHIN THE TRAVELED WAY/LANE(S). AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLACED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

THE 3.5" PLANING DEPTH INCLUDES APPROXIMATELY 0.5" OF EXISTING MICROSURFACE COURSE ON TOP OF 3.0" OF ASPHALT CONCRETE. THE INTENT IS TO PLANE DOWN TO THE TOP OF EXISTING CONCRETE (BASE).

ITEM 254 - PATCHING PLANED SURFACE:

THESE ITEMS HAVE BEEN PROVIDED FOR USE AS DETERMINED BY THE PROJECT ENGINEER FOR PATCHING PLANED PAVEMENT.

ROUTE	BEG SLM	END SLM	254 PATCHING SY
I-670	0.870	1.077	191
I-670	3.165	3.886	637
US 33T RAMPS			388
GOODALE ST/NEIL AVE RAMPS			54
US 23D(N. THIRD)/US 23(N. FOURTH) RAMPS			89
TOTAL			1359

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 254 - PATCHING PLANED SURFACE = 1359 SY

ITEM 255 - FULL DEPTH PAVEMENT SAWING:

THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT SAWING = 1716 FT

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00":

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIRS SHALL CONSIST OF REMOVING 11.00" OF PAVEMENT. REPLACEMENT SHALL INCLUDE PLACING 11.00" OF CLASS QC MS CONCRETE. SEE SHEET P.12 FOR DETAILS.

IN ADDITION TO SPECIFIC LOCATIONS FOUND ON SHEET P.41, THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00" = 415 SY

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT:

THIS ITEM OF WORK SHALL BE USED IN CONJUNCTION WITH BOTH ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS ITEMS. PLANING ON EDGE ABUTTING SHOULDER SHALL EXTEND ONTO SHOULDER FAR ENOUGH TO ENSURE PROPER DRAINAGE OFF OF THE PAVEMENT. THE ENGINEER IS TO DETERMINE THE EXTENT OF GRINDING TO ENSURE PROPER DRAINAGE.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY:

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT = 415 SY

ITEM 304 - AGGREGATE BASE, AS PER PLAN:

THE SUBGRADES OF THE EXISTING ABUTTING PAVEMENT AND PROPOSED PAVEMENT SHOULD MEET AT THE SAME ELEVATION. IF NECESSARY, THE AGGREGATE BASE UNDER THE REPLACEMENT SHOULD BE THICKENED SO THE SUBGRADE ELEVATIONS WILL MATCH.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN:

ALL REQUIREMENTS OF ITEM 442 APPLY EXCEPT: THE PG BINDER SHALL BE PG76-22M. BOTH ITEM 875 AND 705.04 JOINT SEALER ARE INCIDENTAL TO THIS ITEM.

WHERE THE 2 COURSES OF SURFACE MATERIAL ARE SHOWN ON THE TYPICALS FOR A TOTAL OF 3", THE MILLING AND PLACEMENT OF THESE LIFTS SHALL BE PERFORMED WITH THE FOLLOWING RESTRICTIONS:

THE FIRST 1.5" LIFT WILL BE PLACED DURING THE SAME SHIFT AS THE MILLING.

THE SECOND 1.5" LIFT WILL BE PLACED BEFORE ANY ADDITIONAL MILLING IS PERFORMED.

BEFORE ANY MILLING IS STARTED, THE CONTRACTOR SHALL CONSULT THE WEATHER FORECAST AND CONFIRM THAT NO RAIN IS PREDICTED BEFORE THE SECOND LIFT IS SCHEDULED TO BE PLACED. THE ENGINEER SHALL BE IN AGREEMENT WITH THE ANALYSIS OF THE FORECAST EACH NIGHT THAT MILLING IS SCHEDULED.

UNEVEN PAVEMENT SIGNS AS SPECIFIED IN SCD MT-101.90 SHALL BE ERECTED BEFORE OPENING TO TRAFFIC ANYTIME THE 1.5" DROPOFF WILL BE PRESENT BETWEEN LANES. PAYMENT FOR SIGNS WILL BE INCLUDED IN ITEM 614, MAINTAINING TRAFFIC.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT:

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH C&MS 401.12. THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF SURFACE (AND INTERMEDIATE) COURSES ON THE MAINLINE (EXCLUDING SHOULDERS) AND RAMPS (INCLUDING SHOULDERS).

ITEM 617 - WATER:

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 1 MGAL

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 AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL NOTIFY ODOT OFFICE OF PAVEMENT ENGINEERING AT LEAST TWO (2) WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION.

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

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - PAVER MOUNTED THERMAL PROFILING = LUMP SUM

ITEM 638 - VALVE BOX ADJUSTED TO GRADE:

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE WHEN ENCOUNTERING VALVE BOX(ES) THAT REQUIRE ADJUSTMENT TO GRADE:

ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY:

THIS ITEM IS PROVIDED TO REPLACE BROKEN OR MISSING BARRIER REFLECTORS ON CONCRETE BARRIER WITHIN THE PROJECT LIMITS. THE EXISTING BARRIER REFLECTORS ARE TRIPLE STACKED.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY = 12 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS:

ITEM 646 - EPOXY PAVEMENT MARKINGS:

ITEM 807 - WET REFLECTIVE LIQUID APPLIED PAVEMENT MARKINGS: THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

ENTRANCE AND EXIT RAMP PAVEMENT MARKINGS WILL BE UPDATED TO THE CURRENT STANDARDS (CHEVRON AND DOTTED LINE MARKINGS) PER SCD TC-72.20 AND AS DETAILED IN THE PLAN SHEETS. TRANSVERSE/DIAGONAL LINE AND CHEVRON MARKINGS SHALL BE SPACED AS DETAILED PER TEM 301-14 AND SCD TC-72.20.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO PERMANENTLY STRIPE FULL DEPTH CONCRETE REPAIR LOCATIONS AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 646 - EDGE LINE, 6" = 0.40 MILE
 ITEM 646 - LANE LINE, 6" = 0.20 MILE



ITEM 614 - WORK ZONE PAVEMENT MARKING, CLASS III, 642 PAINT:
 WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT THE PROPOSED PAVEMENT MARKINGS AS DETERMINED FROM THE PROPOSED MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR RESURFACING OBLITERATES THE EXISTING.

LOCATION	LANE LINE	EDGE LINE	CHANNELIZING LINE	DOTTED LINE	STOP LINE
I-670 EASTBOUND (0.87-1.15)	0.84 MILE	0.56 MILE	560 FT	463 FT	
I-670 EASTBOUND (3.13-3.89)	2.27 MILE	1.54 MILE	1894 FT	783 FT	
I-670 WESTBOUND (0.87-1.15)	0.81 MILE	0.54 MILE	640 FT	445 FT	
I-670 WESTBOUND (3.13-3.89)	2.31 MILE	1.54 MILE	5652 FT	547 FT	
RAMP B (US 33T)		0.08 MILE			
RDWY AB (US 33 T)	0.70 MILE	1.65 MILE	623 FT	23 FT	34 FT
RDWY A (US 33T)	0.50 MILE	1.00 MILE			
RDWY B (US 33T)	0.62 MILE	1.24 MILE			
RAMP NC (NEIL)		0.42 MILE			
RAMP NE (NEIL)		0.20 MILE			
RAMP NF (GOODALE)	0.09 MILE	0.18 MILE			
RAMP NI (N 3RD)		0.28 MILE	400 FT	136 FT	
RAMP NJ (GOODALE)		0.10 MILE	97 FT		31 FT
RAMP NL (N 3RD)		0.24 MILE	224 FT		
RAMP NM (N 4TH)		0.26 MILE			
PAVEMENT REPAIRS	0.20 MILE	0.40 MILE			
SUBTOTAL	8.34 MILE	10.23 MILE	10090 FT	2397 FT	65 FT
I-670 EASTBOUND (1.15-3.13)	4.38 MILE	4.00 MILE	5470	3560	
I-670 WESTBOUND (1.15-3.13)	4.73 MILE	3.98 MILE	5745	1962	
RAMP C (GRANDVIEW)		0.34 MILE			
RAMP B (GRANDVIEW)		0.08 MILE			
RAMP S-C (US 33T)	0.23 MILE	0.46 MILE			
RAMP S-E (US 33T)	0.21 MILE	0.63 MILE	570 FT		30 FT
ROAD S-G (SR 315)		0.42 MILE			
ROAD S-L (SR 315)		0.52 MILE			
ROAD S-K (SR 315)		0.12 MILE			
RAMP NC (NEIL)		0.04 MILE		265 FT	
RAMP ND (GOODALE)		0.38 MILE			
SUBTOTAL	9.55 MILE	10.97 MILE	11785 FT	5787 FT	30 FT
2 APPLICATIONS (EXCEPT EDGE LINE)	19.10 MILE	10.97 MILE	23570	11574	60
TOTAL	27.44 MILE	21.20 MILE	33660 FT	13971 FT	125 FT

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT = 27.44 MILE
- ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT = 21.20 MILE
- ITEM 614 - WZ CHANNELIZING LINE, CLASS III, 12", 642 PAINT = 33660 FT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT = 13971 FT
- ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 125 FT

WORK ZONE PAVEMENT MARKINGS ARE NOT TO BE SUBSTITUTED FOR PERMANENT PAVEMENT MARKINGS.

PASSING AND DRIVING LANES:

LANE CLOSURES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS. SEE THE LANE VALUE CONTRACT TABLE.
 - DURING TIMES WHEN NO WORK IS BEING PERFORMED, ONLY DRUMS SHALL BE USED TO DELINEATE THE WORK ZONE AND SHALL NOT ENCROACH ON AN OPEN LIVE LANE OF TRAFFIC.
 - DURING TIMES WHEN WORK IS IN PROGRESS, WEIGHTED CHANNELIZERS MAY BE USED TO DELINEATE THE IMMEDIATE WORK AREA. AVAILABLE LANE WIDTH FOR THE ADJACENT LIVE LANE SHALL BE NO LESS THAN 11 FEET. WHEN WORK IS SUSPENDED, ALL WEIGHTED CHANNELIZERS SHALL BE REMOVED AND REPLACED WITH DRUMS AS DESCRIBED ABOVE.
 - DURING PEAK HOURS OF 6AM-8AM AND 4PM-6PM, ANY WORK WITHIN 3 FEET OF AN OPEN LIVE LANE OF TRAFFIC SHALL BE SUSPENDED. THIS INCLUDES BUT IS NOT LIMITED TO CONSTRUCTION RELATED VEHICLES ENTERING OR LEAVING THE WORK ZONE. THE REMAINING OPEN LANES OF LIVE TRAFFIC SHALL HAVE THE EXISTING 12 FOOT WIDTHS AVAILABLE DURING THIS TIME.

INTERIM COMPLETION DATE:

THE CONTRACTOR SHALL HAVE AN INTERIM COMPLETION DATE IN ACCORDANCE WITH THE INCENTIVE/DISINCENTIVE CONTRACT TABLE BELOW:

DESCRIPTION OF CRITICAL WORK	INTERIM COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD	INCENTIVE \$ PER TIME PERIOD	MAXIMUM DISINCENTIVE
PAVEMENT REPAIRS, FINAL PERMANENT PAVEMENT, STRIPING, AND RPM INSTALLATION ON MAINLINE I-670 FROM STRUCTURE FRA-670-0107 FORWARD APPROACH (SLM 1.148EB/1.149WB) TO STRUCTURE FRA-670-0312 REAR APPROACH (SLM 3.132EB/3.128WB)	10/15/2022	DAYS	\$3,000	\$0	\$90,000

DESIGN AGENCY



DESIGNER

KLM

REVIEWER

GF MM-DD-YY

PROJECT ID

110051

SHEET TOTAL

P.25 | 104

SHEET NO.													PARTICIPATION		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.			
P.18-P.21	P.22-P.26	P.28	P.41	P.42	P.43	P.44	P.45	P.69	P.80				01/IMS/PV	02/IMS/BR									
ROADWAY																							
LS													LS		201	11000	LS	CLEARING AND GRUBBING					
							150						150		202	23000	150	SY	PAVEMENT REMOVED				
							150						150		202	30700	150	FT	CONCRETE BARRIER REMOVED				
							20						20		202	32500	20	FT	CURB AND GUTTER REMOVED				
							87.5						87.5		202	38001	87.5	FT	GUARDRAIL REMOVED, AS PER PLAN	P.18			
							1						1		202	42041	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T, AS PER PLAN	P.18			
750													750		SPECIAL	20270110	750	FT	PIPE CLEANOUT, 24" AND UNDER	P.18			
10													10		SPECIAL	20270120	10	FT	PIPE CLEANOUT, 27" TO 48"	P.18			
									289					289				202	75267	289	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN	P.80
							36						36		203	20001	36	CY	EMBANKMENT, AS PER PLAN	P.18			
2													2		209	15001	2	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.18			
													293		512	10100	293	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				
													75		606	13000	75	FT	GUARDRAIL, TYPE 5				
													130		622	10141	130	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN	P.64			
													20		622	90000	20	FT	BARRIER, MISC.: REINFORCED CONCRETE, SINGLE SLOPE, TYPE C1, OVER I-3C1 INLET	P.65			
							1						1		623	39500	1	EACH	MONUMENT BOX ADJUSTED TO GRADE				
EROSION CONTROL																							
22													22		659	00300	22	CY	TOPSOIL				
156												150	306		659	10000	306	SY	SEEDING AND MULCHING				
8													8		659	14000	8	SY	REPAIR SEEDING AND MULCHING				
8													8		659	15000	8	SY	INTER-SEEDING				
0.02													0.02		659	20000	0.02	TON	COMMERCIAL FERTILIZER				
0.03													0.03		659	31000	0.03	ACRE	LIME				
1													1		659	35000	1	MGAL	WATER				
													1000		832	30000	1000	EACH	EROSION CONTROL				
DRAINAGE																							
									200				200		605	31100	200	FT	AGGREGATE DRAINS				
							1						1		611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE				
4													4		611	99150	4	EACH	INLET ADJUSTED TO GRADE				
							2						2		611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE				
9													9		SPECIAL	69098000	9	EACH	DRAINAGE STRUCTURE CLEANOUT	P.18			
PAVEMENT																							
718			282										1000		251	01041	1000	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.0"	P.19			
					39264	43455	53154						135873		254	01000	135873	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"				
					42033	41709	13074						96816		254	01000	96816	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.5"				
1359													1359		254	01600	1359	SY	PATCHING PLANED SURFACE				
415			139										554		255	10160	554	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, 11.00"				
1716			380										2096		255	20000	2096	FT	FULL DEPTH PAVEMENT SAWING				
415			139										554		257	10000	554	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT				
							66						66		301	46000	66	CY	ASPHALT CONCRETE BASE, PG64-22				
							26						26		304	20001	26	CY	AGGREGATE BASE, AS PER PLAN	P.19			
					2942	2919	915						6776		407	13900	6776	GAL	TACK COAT, 702.13				
					5647	5987	5238	24					16896		407	20000	16896	GAL	NON-TRACKING TACK COAT				
					25219	25027	7843						58089		409	30000	58089	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS				
					4740	4877	3307						12924		442	00100	12924	CY	ANTI-SEGREGATION EQUIPMENT				
					5138	5289	3307						13734		442	10301	13734	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	P.19			
							20						20		609	23000	20	FT	COMBINATION CURB AND GUTTER, TYPE 4				
					48	48	10						106		617	10100	106	CY	COMPACTED AGGREGATE				
1													1		617	25000	1	MGAL	WATER				
LS													LS		SPECIAL	69098400	LS		PAVER MOUNTED THERMAL PROFILING (PMTF)	P.19			
WATER WORK																							
4													4		638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE				

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
KLM

REVIEWER
XXX MM-DD-YY


PROJECT ID
110051

SHEET TOTAL
P.39 | 104

SHEET NO.															PARTICIPATION		ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.18-P.21	P.22-P.26	P.28	P.41	P.42	P.43	P.44	P.45	P.69	P.80				01/IMS/PV	02/IMS/BR								
TRAFFIC CONTROL																						
								196					196		620	00500	196	EACH	DELINEATOR, POST GROUND MOUNTED			
								20					20		620	11000	20	EACH	DELINEATOR, BRACKET MOUNTED			
								1504					1504		621	00100	1504	EACH	RPM			
								1504					1504		621	54000	1504	EACH	RAISED PAVEMENT MARKER REMOVED			
12													12		626	00102	12	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY			
								0.01					0.01		644	00300	0.01	MILE	CENTER LINE			
								65					65		644	00500	65	FT	STOP LINE			
								82					82		644	00620	82	FT	CROSSWALK LINE, 12"			
								1125					1125		644	00720	1125	FT	CHEVRON MARKING			
								9					9		644	01300	9	EACH	LANE ARROW			
								7					7		644	01360	7	EACH	WRONG WAY ARROW			
								23					23		644	01520	23	FT	DOTTED LINE, 12"			
0.40													0.40		646	10010	0.40	MILE	EDGE LINE, 6"			
0.20													0.20		646	10110	0.20	MILE	LANE LINE, 6"			
								30					30		646	10400	30	FT	STOP LINE			
								2					2		646	20300	2	EACH	LANE ARROW			
								3.51					3.51		807	12010	3.51	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"			
								3.03					3.03		807	12110	3.03	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"			
								1847					1847		807	12310	1847	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"			
								1688					1688		807	12410	1688	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"			
								17.29					17.29		807	14010	17.29	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"			
								14.66					14.66		807	14110	14.66	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"			
								20293					20293		807	14310	20293	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"			
								6208					6208		807	14410	6208	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"			
								31.95					31.95		850	10010	31.95	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)			
								6208					6208		850	10110	6208	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)			
								20293					20293		850	10130	20293	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)			
								6.54					6.54		850	20010	6.54	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)			
								1688					1688		850	20110	1688	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)			
								1847					1847		850	20130	1847	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)			
															STRUCTURE OVER 20 FOOT SPAN							
															SEE STRUCTURE ESTIMATED QUANTITIES SHEETS				P.81			
																					P.82	
															MAINTENANCE OF TRAFFIC							
	1000												1000		614	11110	1000	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE			
		2											2		614	12380	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)			
	LS												LS	LS	614	12421	LS		DETOUR SIGNING, AS PER PLAN	P.23		
	32	38											70		614	12460	70	EACH	WORK ZONE MARKING SIGN			
		60											60		614	13310	60	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY			
		18											18		614	13350	18	EACH	OBJECT MARKER, ONE WAY			
	30												30		614	18601	30	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.24		
	27.44	1.05											28.49		614	20560	28.49	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT			
		0.64											0.64		614	22210	0.64	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I			
	21.20	1.42											22.62		614	22360	22.62	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT			
													4301		614	23410	4301	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 740.06, TYPE I			
	33660	7529											41189		614	23690	41189	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT			
	13971												13971		614	24612	13971	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT			
	125												125		614	26610	125	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT			
		910											910		622	41100	910	FT	PORTABLE BARRIER, UNANCHORED			
															INCIDENTALS							
													LS	LS	614	11000	LS		MAINTAINING TRAFFIC			
													LS	LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.20		
													LS	LS	624	10000	LS		MOBILIZATION			

GENERAL SUMMARY

DESIGN AGENCY

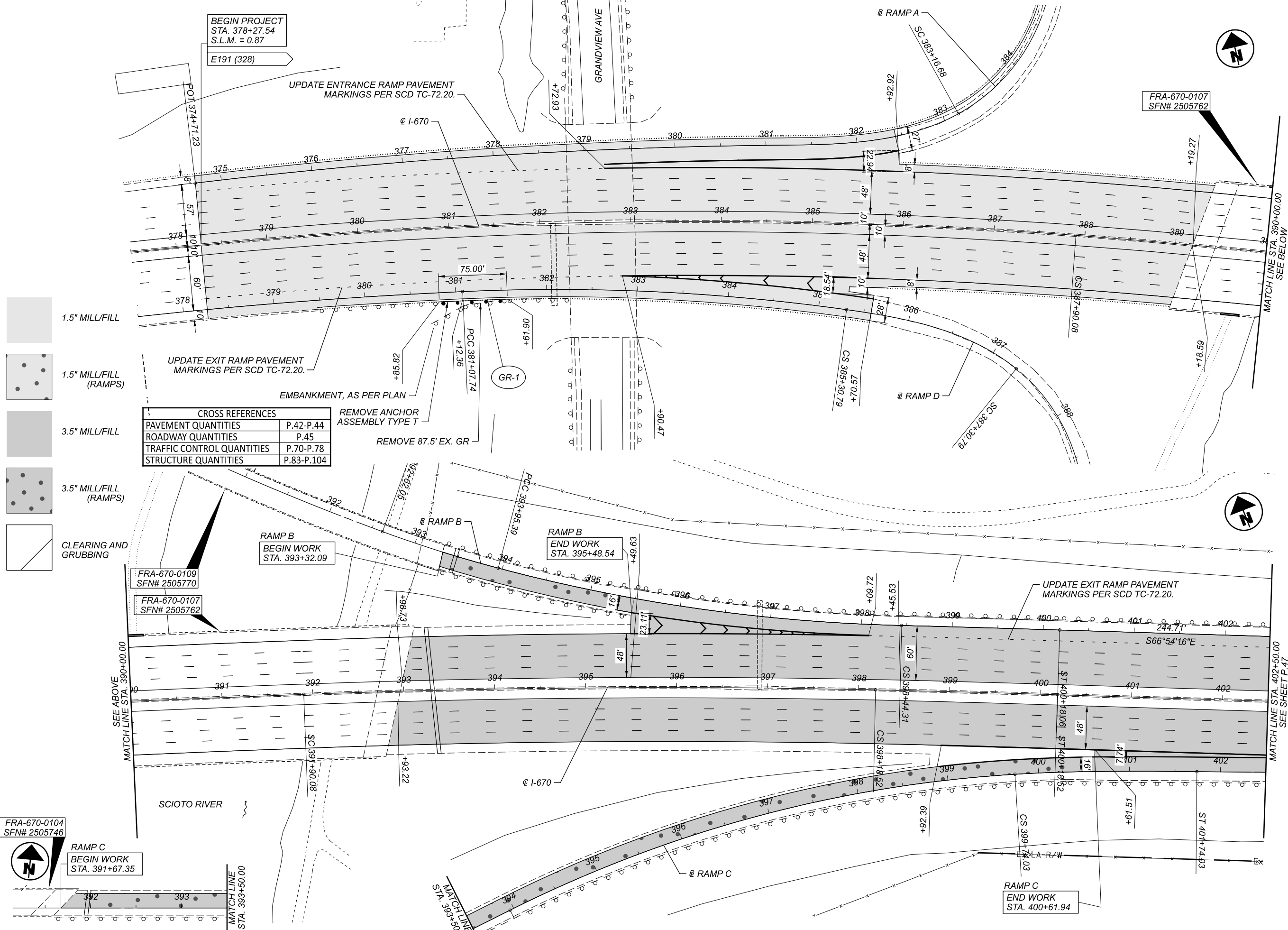


DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110051

SHEET TOTAL
P.40 104



BEGIN PROJECT
 STA. 378+27.54
 S.L.M. = 0.87
 E191 (328)

FRA-670-0107
 SFN# 2505762

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

REMOVE ANCHOR
 ASSEMBLY TYPE T
 REMOVE 87.5' EX. GR

FRA-670-0109
 SFN# 2505770

FRA-670-0107
 SFN# 2505762

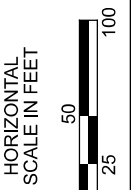
RAMP B
 BEGIN WORK
 STA. 393+32.09

RAMP B
 END WORK
 STA. 395+48.54

FRA-670-0104
 SFN# 2505746

RAMP C
 BEGIN WORK
 STA. 391+67.35

RAMP C
 END WORK
 STA. 400+61.94



I-670 PLAN
 STA. 377+50 TO STA. 402+50

DESIGN AGENCY

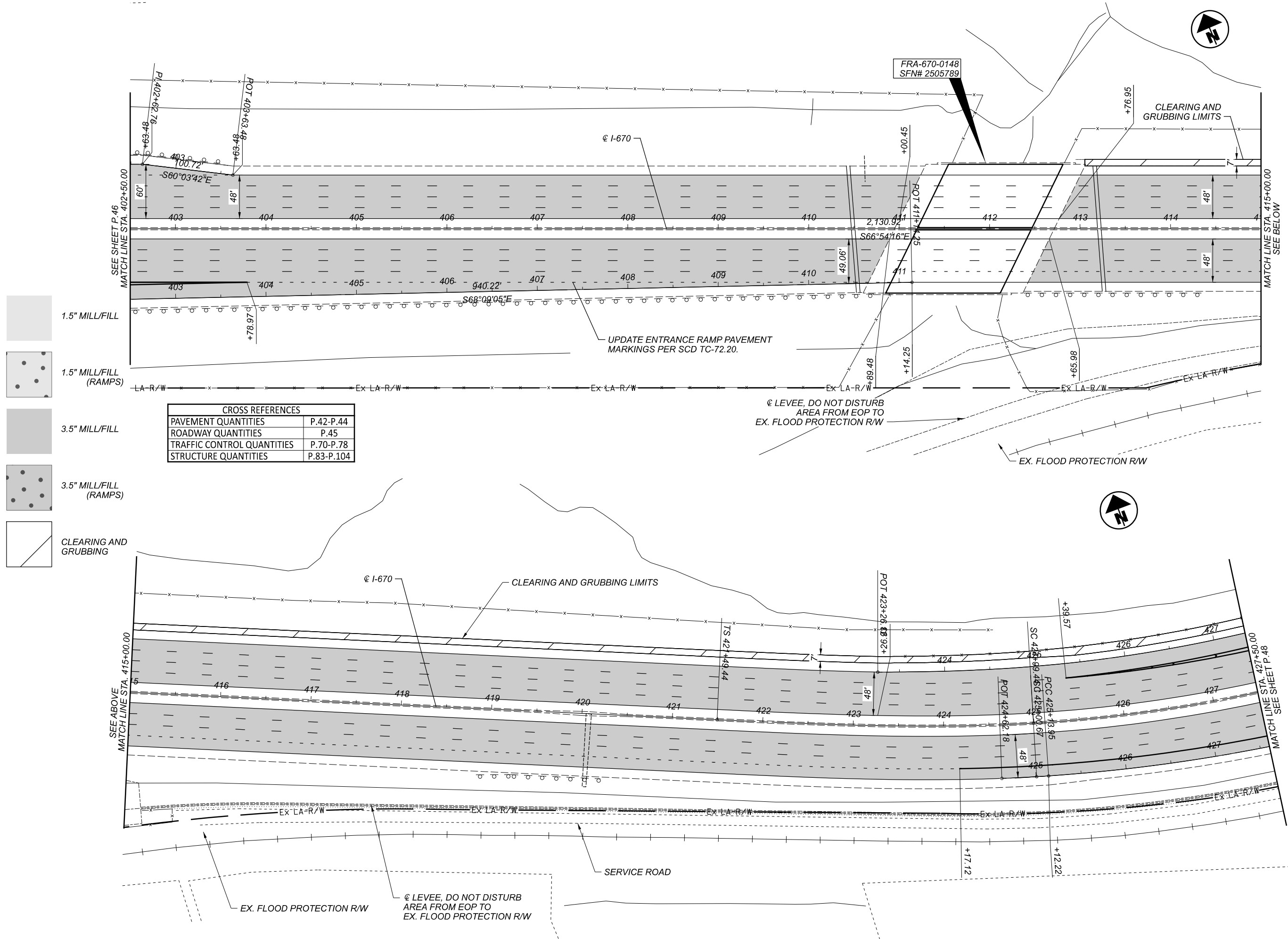


DESIGNER
 KLM

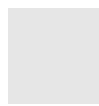



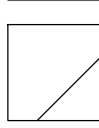
REVIEWER
 XXX MM-DD-YY

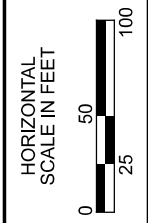
PROJECT ID
 110051

SHEET TOTAL
 P.46 104



CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



I-670 PLAN
 STA. 402+50 TO STA. 427+50

DESIGN AGENCY

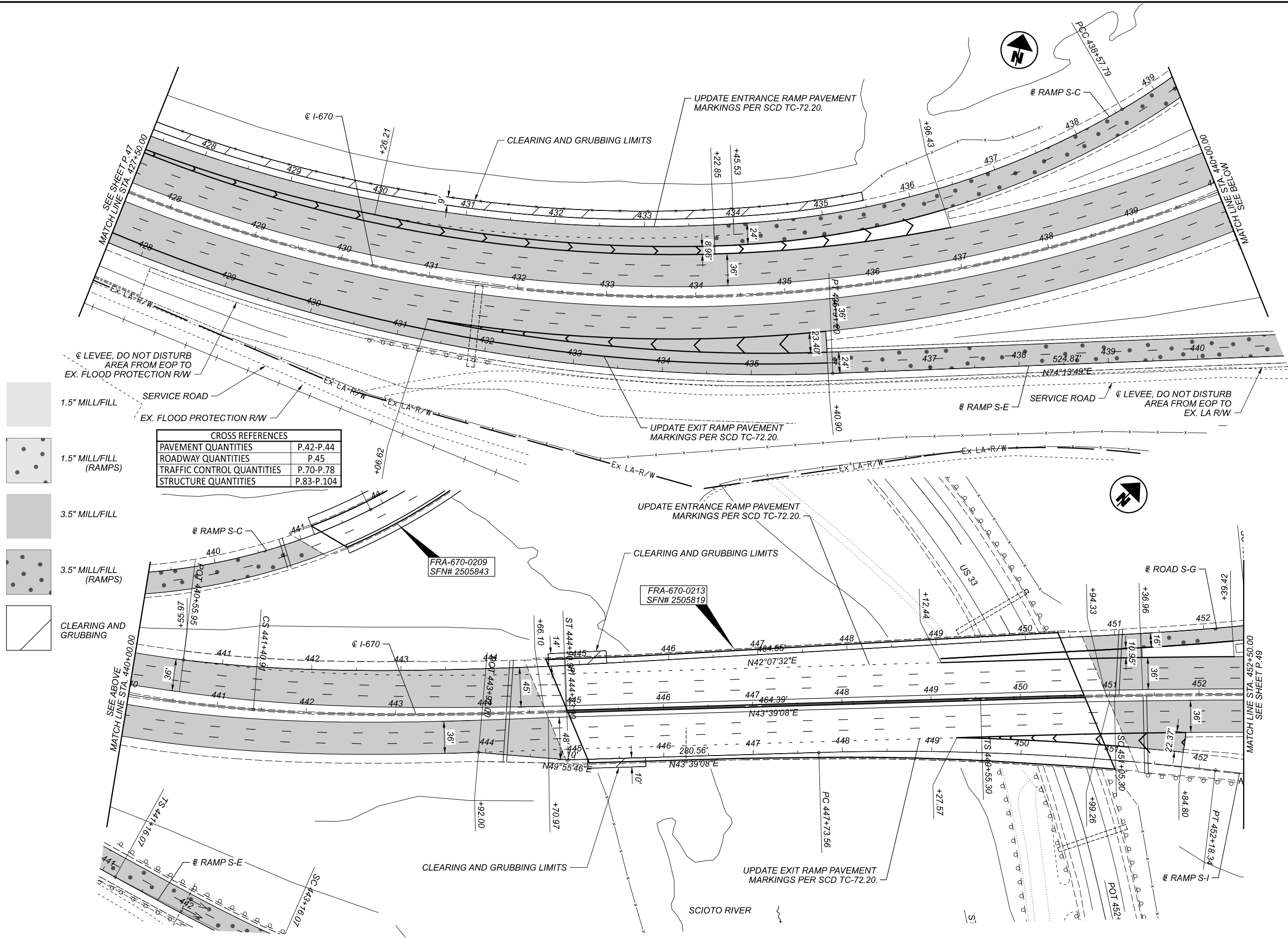


DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.47 104

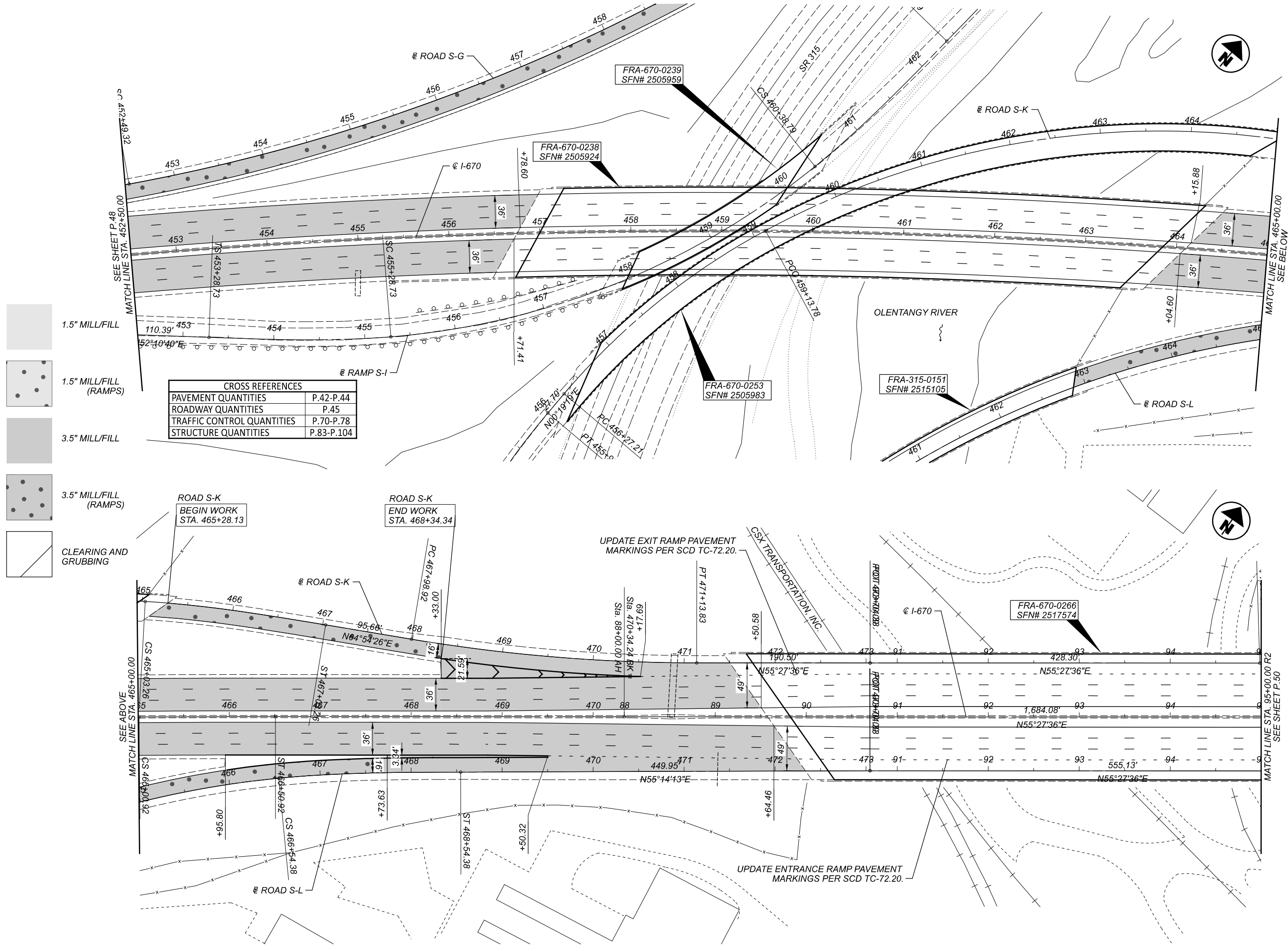


I-670 PLAN
 STA. 427+50 TO STA. 452+50




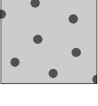

DESIGN AGENCY



DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET	P.48
TOTAL	104



CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING

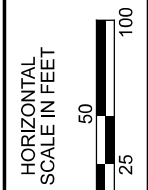
ROAD S-K
 BEGIN WORK
 STA. 465+28.13

ROAD S-K
 END WORK
 STA. 468+34.34

UPDATE EXIT RAMP PAVEMENT
 MARKINGS PER SCD TC-72.20.

UPDATE ENTRANCE RAMP PAVEMENT
 MARKINGS PER SCD TC-72.20.

OLENTANGY RIVER



I-670 PLAN
 STA. 452+50 TO STA. 95+00

DESIGN AGENCY







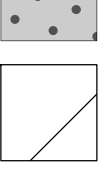
DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET	TOTAL
P.49	104

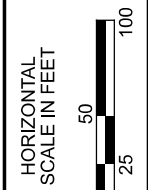
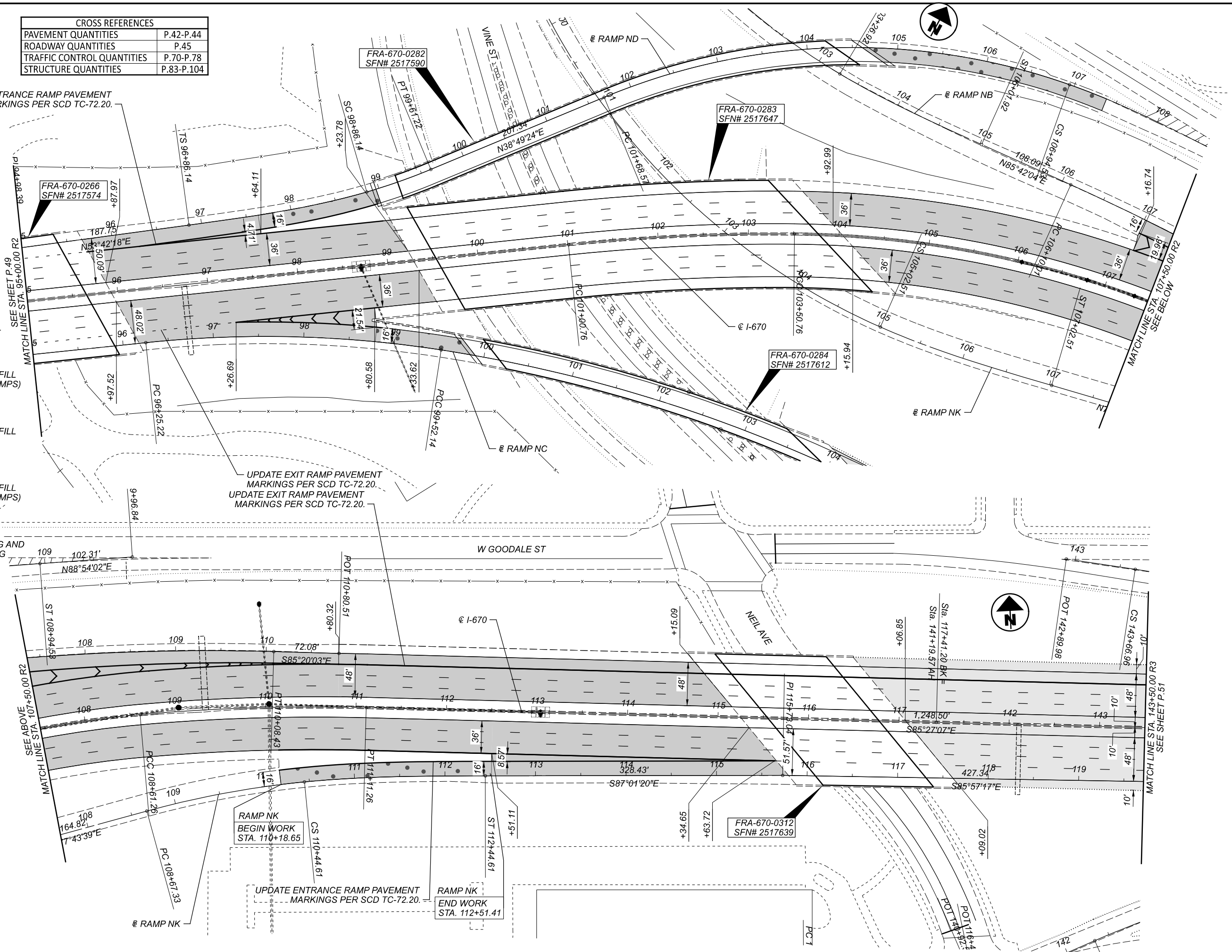
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.
UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

UPDATE ENTRANCE RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



I-670 PLAN
STA. 95+00 TO STA. 143+50

DESIGN AGENCY



DESIGNER
KLM

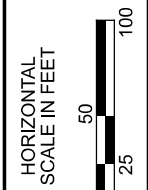
REVIEWER
XXX MM-DD-YY






PROJECT ID
110051

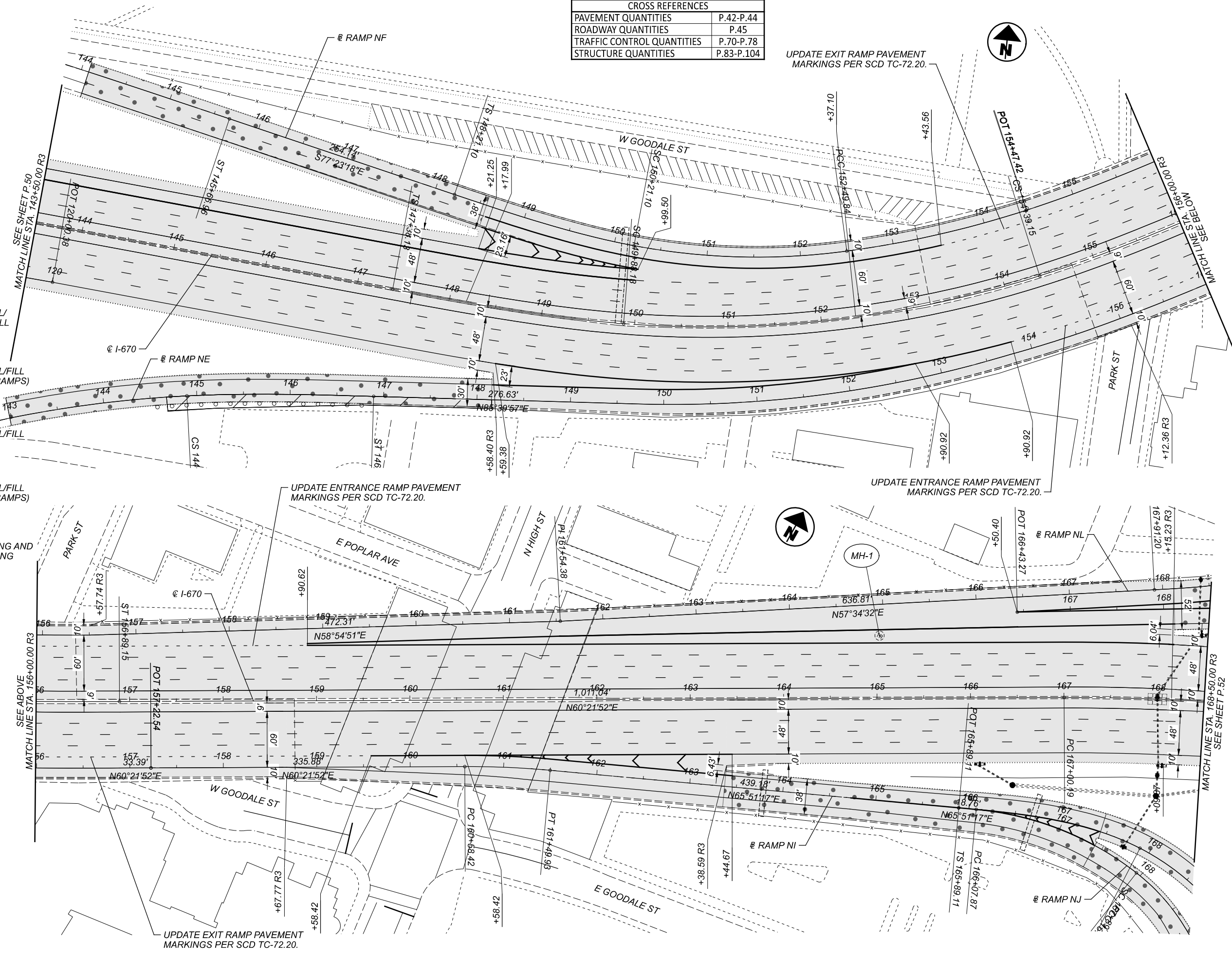
SHEET	TOTAL
P.50	104

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104


UPDATE EXIT RAMP PAVEMENT MARKINGS PER SCD TC-72.20.

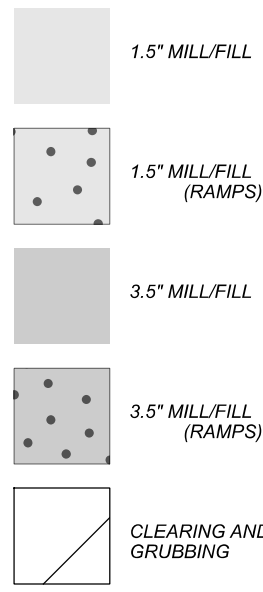
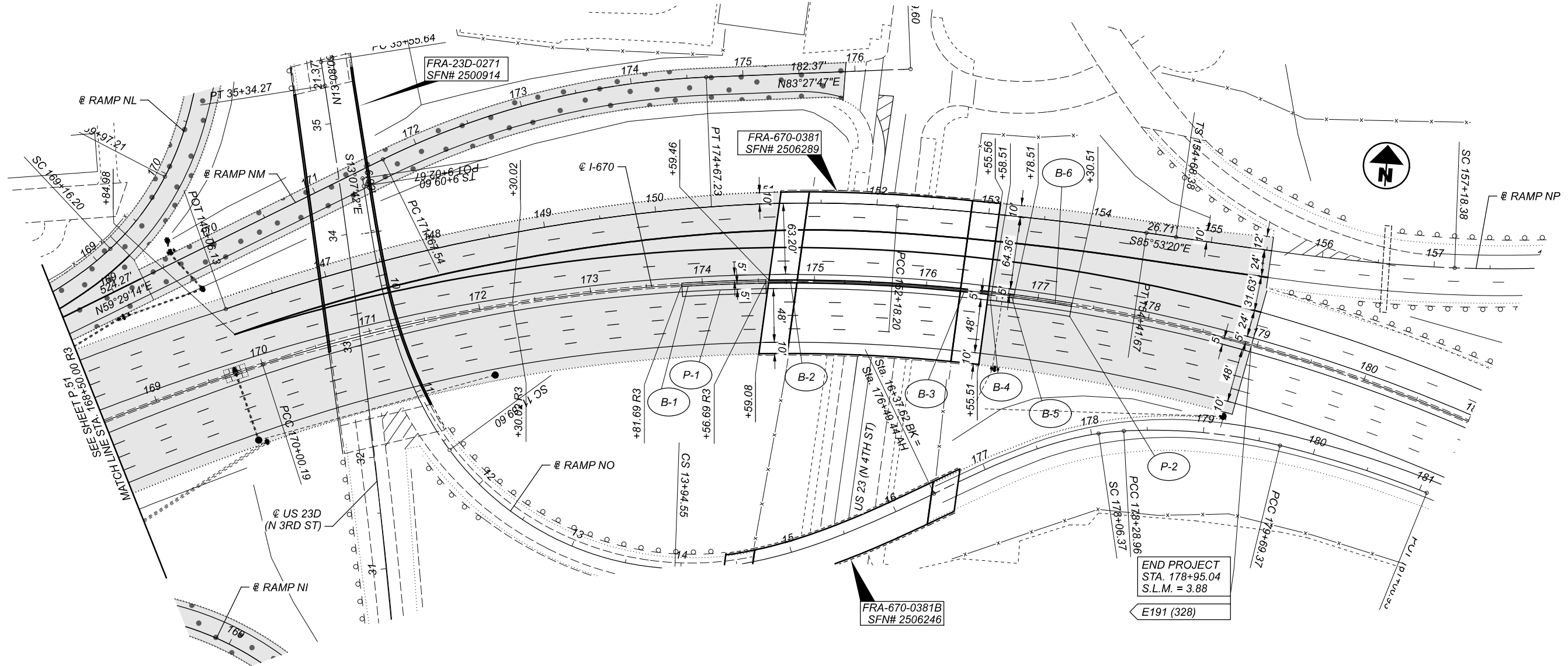


-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



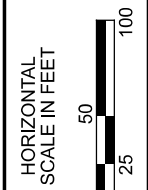
I-670 PLAN
 STA. 143+50 TO STA. 168+50

DESIGN AGENCY	
DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET TOTAL	P.51 104



CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

FOR CONCRETE BARRIER DETAILS,
SEE SHEETS P.64 AND P.65

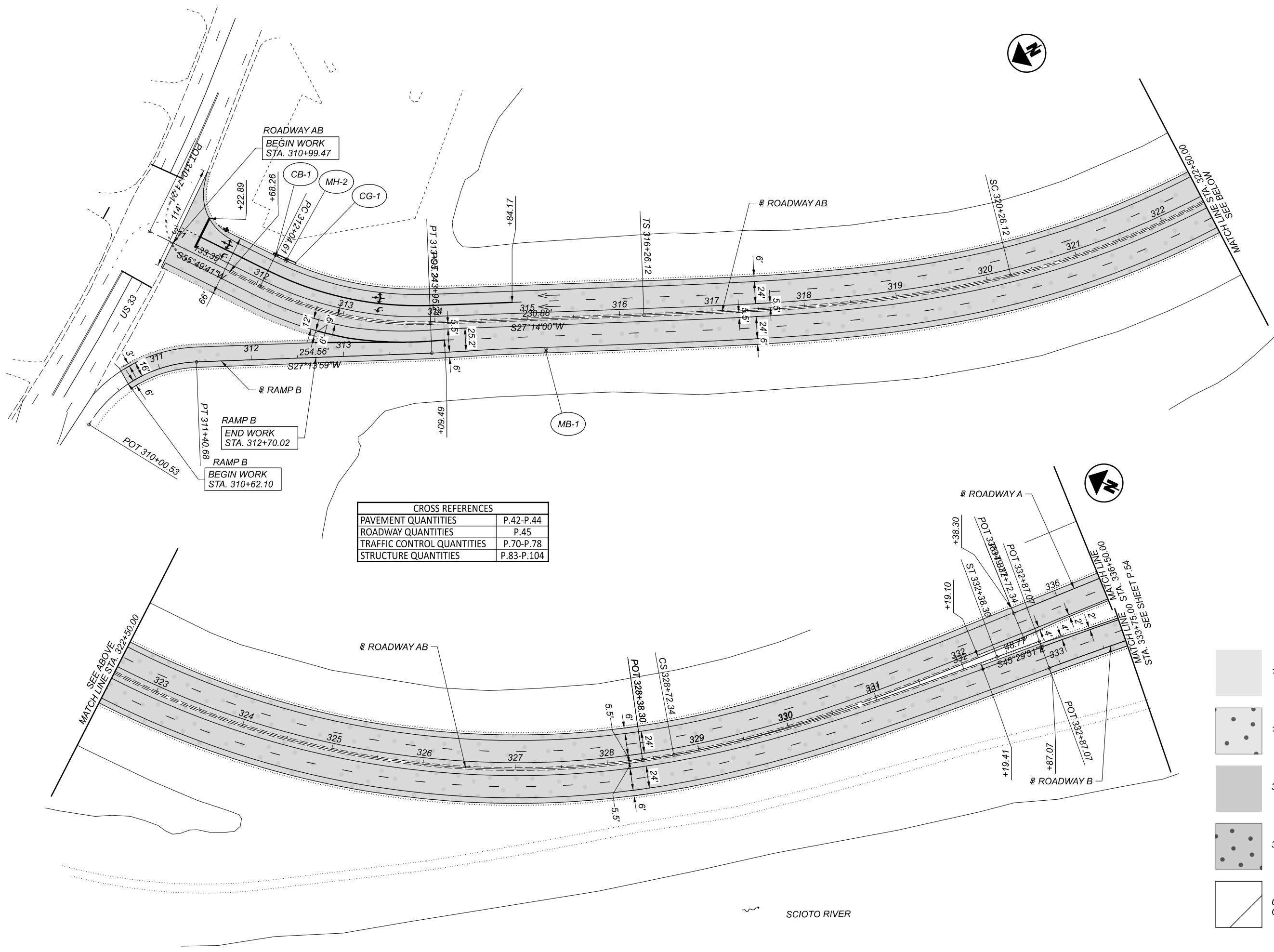


I-670 PLAN
 STA. 168+50 TO STA. 181+00

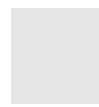




DESIGN AGENCY

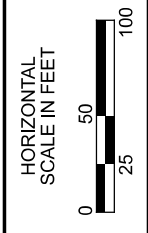


DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET TOTAL	P.52 104







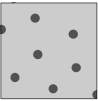
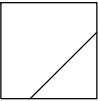
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

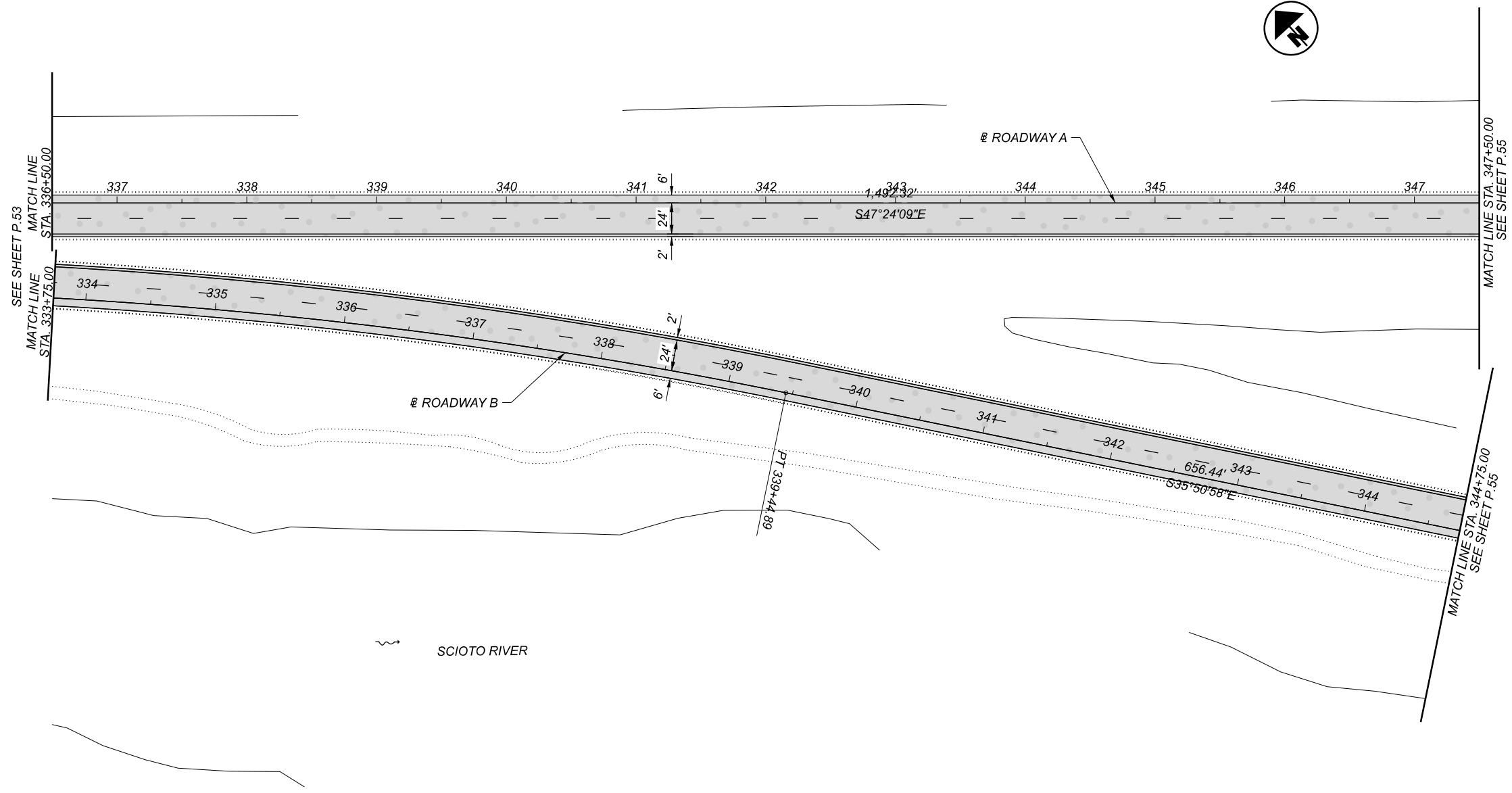
-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



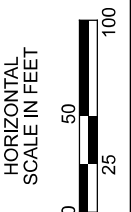
I-670 AND US 33T INTERCHANGE PLAN
 RAMP B, RDWY AB, RDWY A, AND RDWY B

DESIGN AGENCY	
DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET TOTAL	P.53 104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104



I-670 AND US 33T INTERCHANGE PLAN
ROADWAY A AND ROADWAY B

DESIGN AGENCY

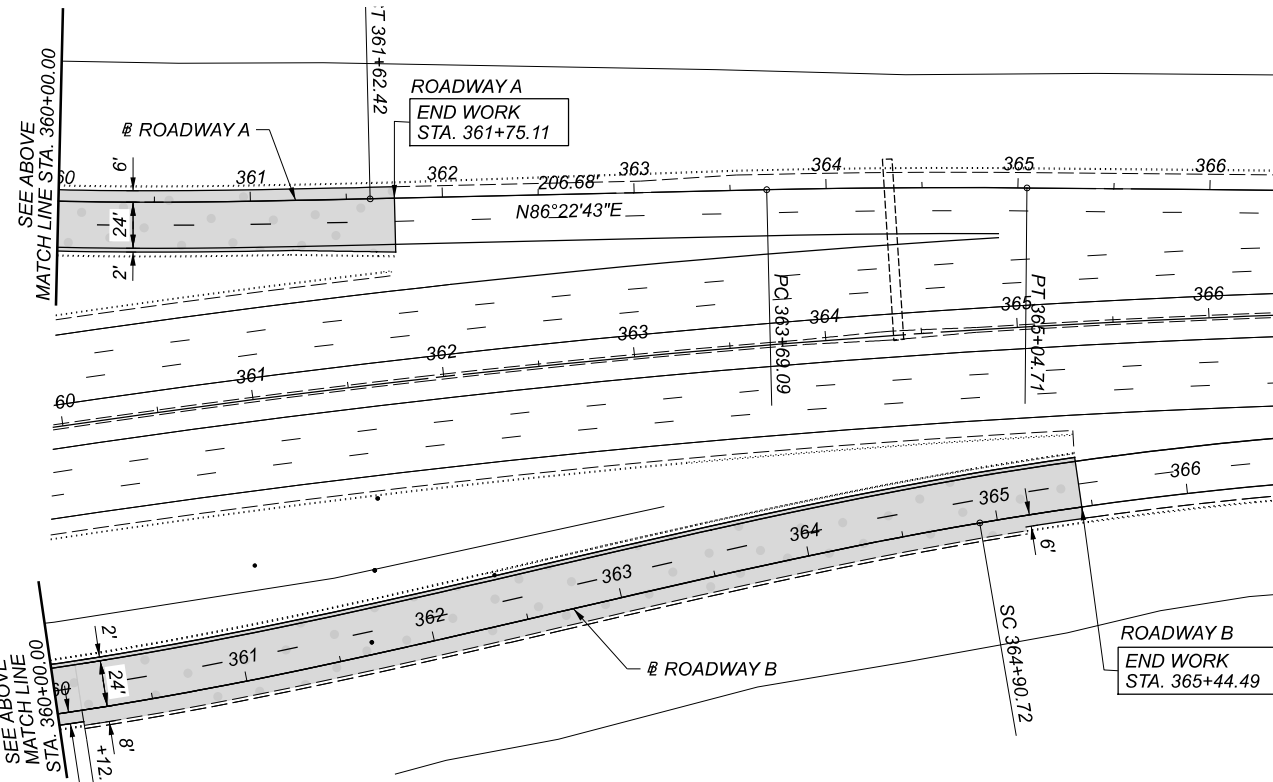
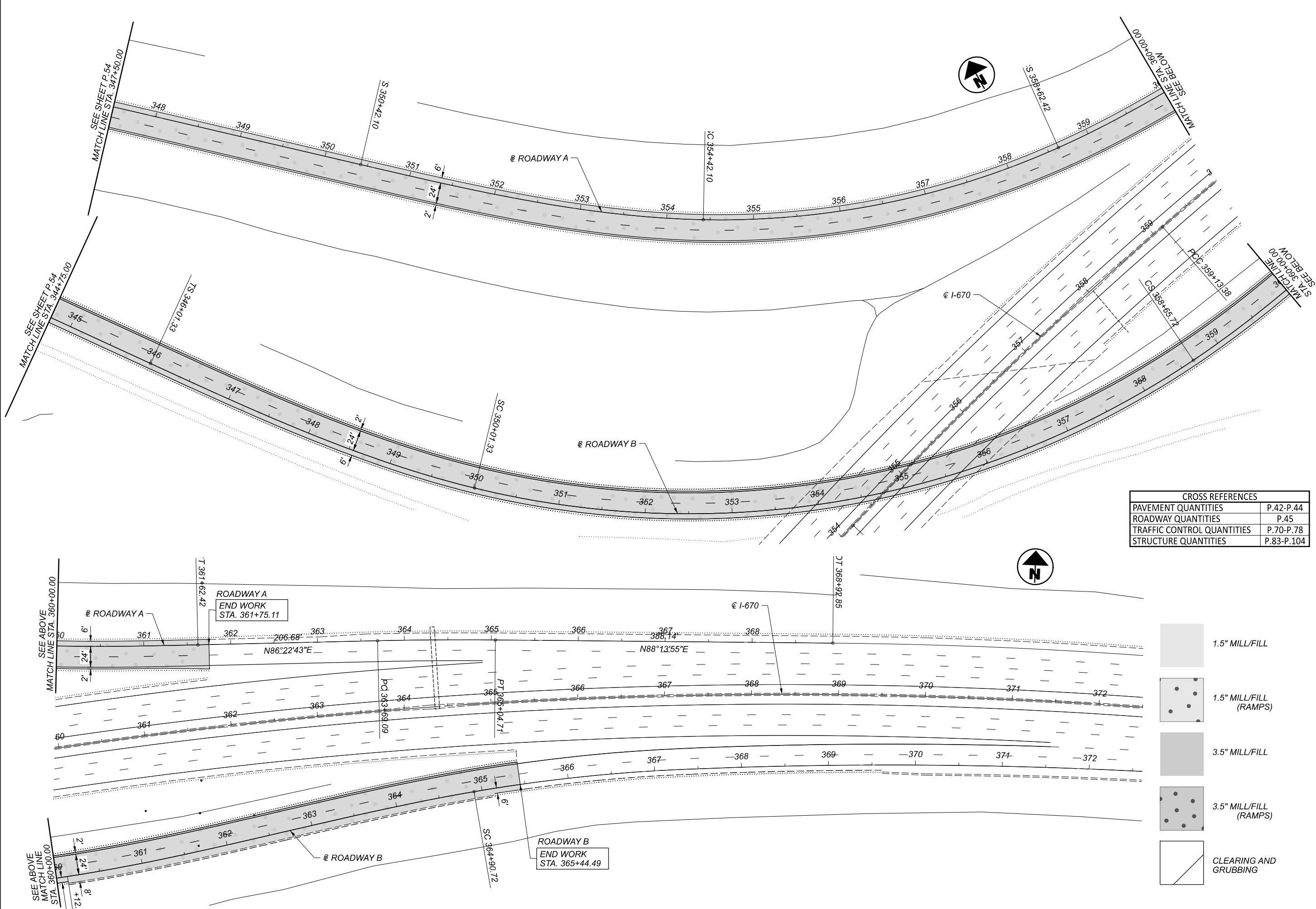


DESIGNER
KLM




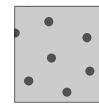

REVIEWER
XXX MM-DD-YY

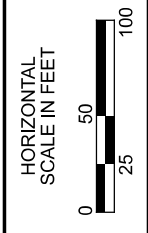
PROJECT ID
110051

SHEET	TOTAL
P.54	104



CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



I-670 AND US 33T INTERCHANGE PLAN
 ROADWAY A AND ROADWAY B

DESIGN AGENCY

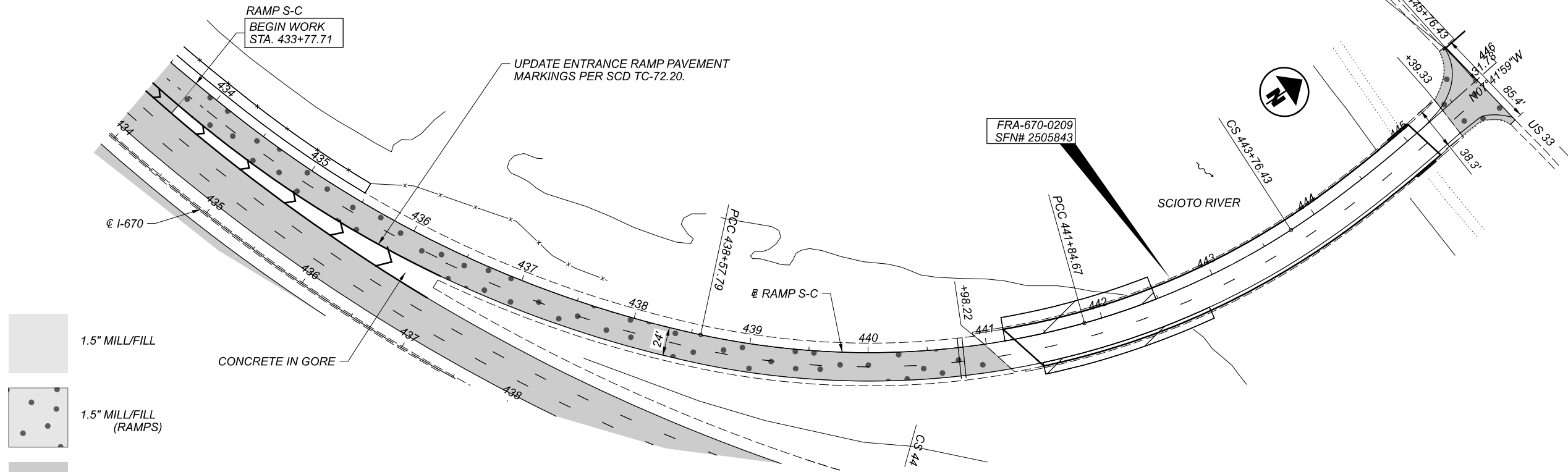






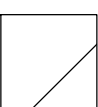
DESIGNER
KLM

REVIEWER
XXX MM-DD-YY

PROJECT ID
110051

SHEET TOTAL
P.55 104



-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING

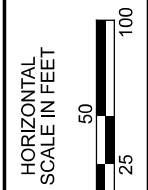
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

CURVE DATA
 P.I. = Sta. 436+42.56
 $\Delta = 26^{\circ}17'58''$ LT
 $D_c = 06^{\circ}00'00''$
 $R = 954.93'$
 $T = 223.09'$
 $L = 438.33'$
 $E = 25.71'$

CURVE DATA
 P.I. = Sta. 440+24.51
 $\Delta = 27^{\circ}47'03''$ LT
 $D_c = 08^{\circ}30'00''$
 $R = 674.07'$
 $T = 166.72'$
 $L = 326.87'$
 $E = 20.31'$

CURVE DATA
 P.I. = Sta. 442+81.28
 $\Delta = 17^{\circ}15'30''$ LT
 $D_c = 09^{\circ}00'00''$
 $R = 636.62'$
 $T = 96.61'$
 $L = 191.76'$
 $E = 7.29'$

SPIRAL DATA
 P.I. = Sta. 444+43.25
 $L_s = 200.00'$
 $\theta_s = 09^{\circ}00'00''$
 $LT = 133.51'$
 $ST = 66.82'$
 $x = 198.69'$
 $y = 20.88'$
 $k = 99.92'$
 $p = 2.62'$
 $C = 199.78'$
 Start = Sta. 443+76.43
 End = Sta. 445+76.43
 C.B. = $N04^{\circ}42'02''$ W



I-670 AND US 33T INTERCHANGE PLAN
 RAMP S-C

DESIGN AGENCY

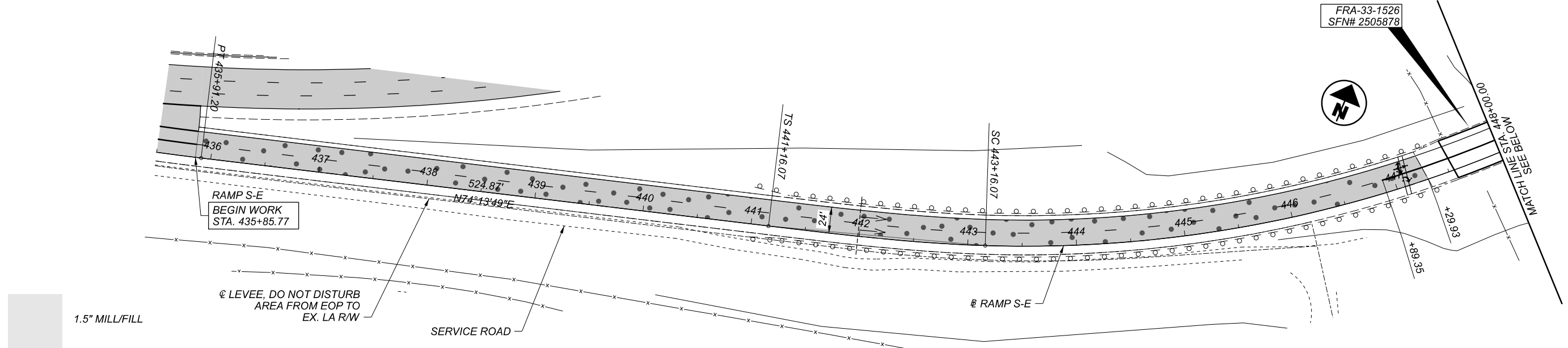


DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET	TOTAL
P.56	104



- 1.5\" MILL/FILL
- 1.5\" MILL/FILL (RAMPS)
- 3.5\" MILL/FILL
- 3.5\" MILL/FILL (RAMPS)
- CLEARING AND GRUBBING

© LEVEE, DO NOT DISTURB
 AREA FROM EOP TO
 EX. LA R/W

SERVICE ROAD

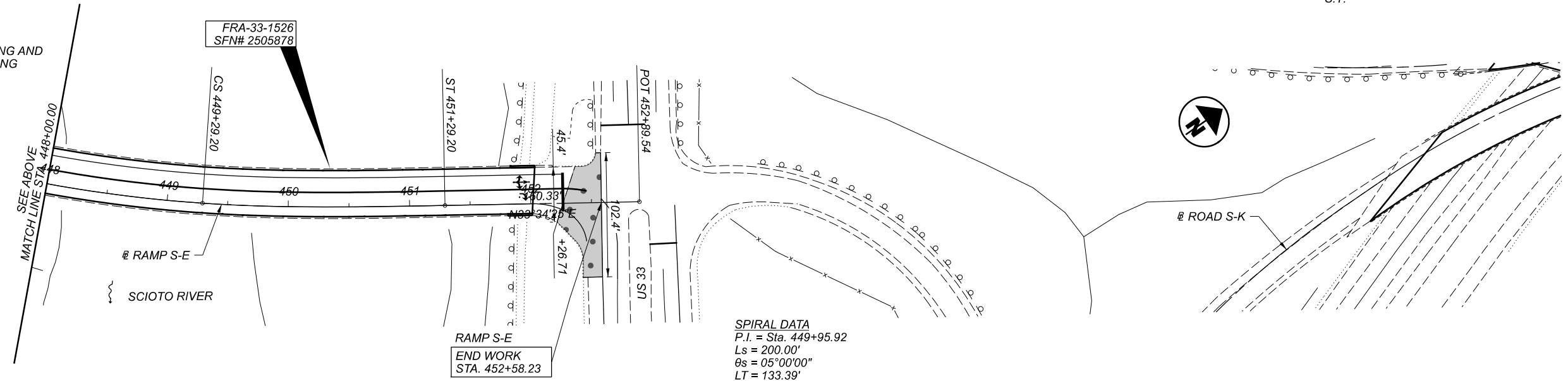
@ RAMP S-E

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

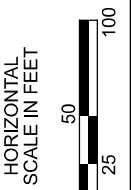
SPIRAL DATA
 P.I. = Sta. 442+49.45
 Ls = 200.00'
 $\theta_s = 05^{\circ}00'00''$
 LT = 133.39'
 ST = 66.72'
 x = 199.85'
 y = 5.81'
 k = 99.97'
 p = 1.45'
 C = 199.93'
 Start = Sta. 441+16.07
 End = Sta. 443+16.07
 C.B. = N72°33'49"E

CURVE DATA
 P.I. = Sta. 446+30.17
 $\Delta = 30^{\circ}39'24''$ LT
 Dc = 05°00'00"
 R = 1,145.92'
 T = 314.10'
 L = 613.14'
 E = 42.27'

CURVE DATA
 P.I. = Sta. 446+41.11
 $\Delta = 40^{\circ}39'24''$ LT
 Dc = 05°00'00"
 R = 1,145.92'
 Ls = 200.00'
 $\theta_s = 05^{\circ}00'00''$
 LT = 133.39'
 ST = 66.72'
 Lc = 613.14'
 Ts = 525.05'
 Es = 77.66'
 Emax =
 T.S. =
 S.C. = 443+16.07
 C.S. = 449+29.20
 S.T. =



SPIRAL DATA
 P.I. = Sta. 449+95.92
 Ls = 200.00'
 $\theta_s = 05^{\circ}00'00''$
 LT = 133.39'
 ST = 66.72'
 x = 199.59'
 y = 11.63'
 k = 99.97'
 p = 1.45'
 C = 199.93'
 Start = Sta. 449+29.20
 End = Sta. 451+29.20
 C.B. = N35°14'24"E



I-670 AND US 33T INTERCHANGE PLAN
 RAMP S-E

DESIGN AGENCY

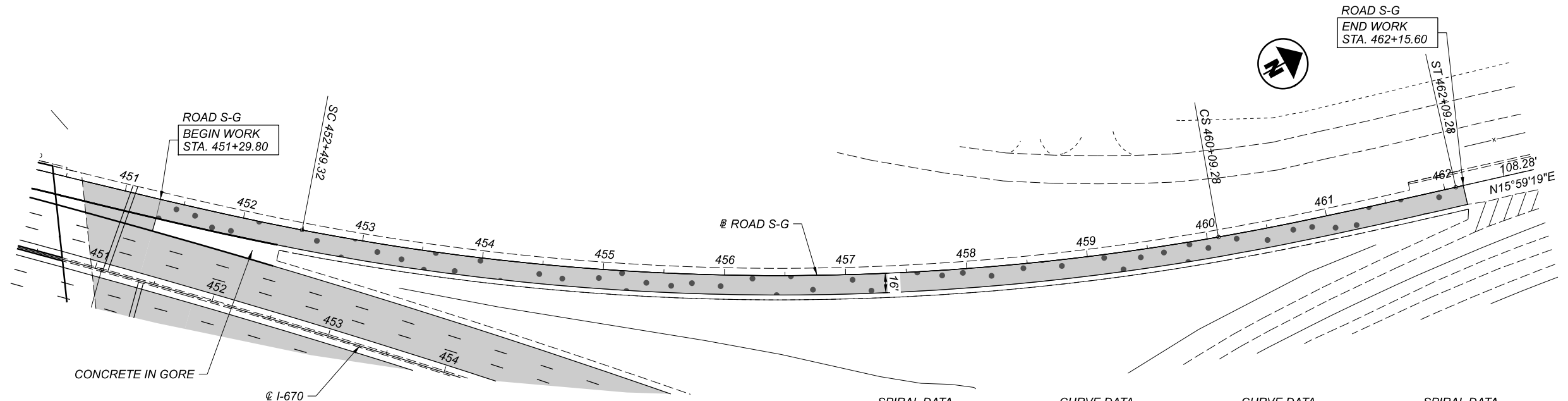






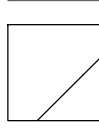
DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.57 | 104



-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING

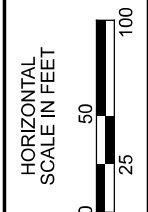
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

SPIRAL DATA
 P.I. = Sta. 451+82.67
 Ls = 200.00'
 Δs = 02°45'00"
 LT = 133.35'
 ST = 66.68'
 x = 199.95'
 y = 3.20'
 k = 99.99'
 p = 0.80'
 C = 199.98'
 Start = Sta. 450+49.32
 End = Sta. 452+49.32
 C.B. = N41°28'15"E

CURVE DATA
 P.I. = Sta. 456+33.57
 Δ = 20°53'56" LT
 Dc = 02°45'00"
 R = 2,083.48'
 T = 384.25'
 L = 759.96'
 E = 35.14'

CURVE DATA
 P.I. = Sta. 456+38.15
 Δ = 26°23'56" LT
 Dc = 02°45'00"
 R = 2,083.48'
 Ls = 200.00'
 Δs = 02°45'00"
 LT = 133.35'
 ST = 66.68'
 Lc = 759.96'
 Ts = 588.84'
 Es = 57.36'
 Emax =
 T.S. =
 S.C. = 452+49.32
 C.S. = 460+09.28
 S.T. =

SPIRAL DATA
 P.I. = Sta. 460+75.96
 Ls = 200.00'
 Δs = 02°45'00"
 LT = 133.35'
 ST = 66.68'
 x = 199.88'
 y = 6.40'
 k = 99.99'
 p = 0.80'
 C = 199.98'
 Start = Sta. 460+09.28
 End = Sta. 462+09.28
 C.B. = N16°54'19"E



I-670 AND SR 315 INTERCHANGE
 ROAD S-G

DESIGN AGENCY

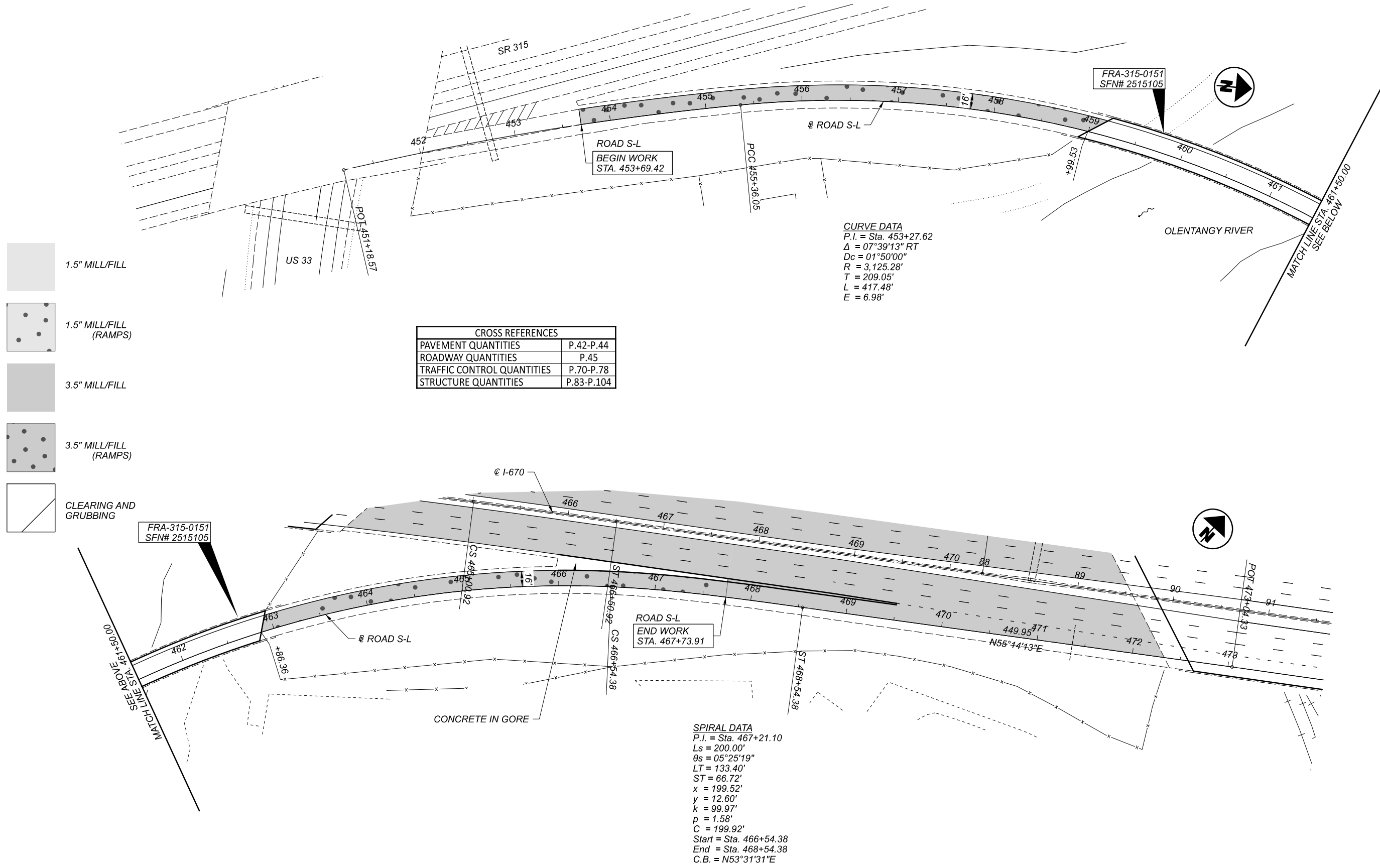


DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.58 | 104



ROAD S-L
 BEGIN WORK
 STA. 453+69.42

ROAD S-L
 END WORK
 STA. 467+73.91

CURVE DATA
 P.I. = Sta. 453+27.62
 $\Delta = 07^{\circ}39'13''$ RT
 $Dc = 01^{\circ}50'00''$
 $R = 3,125.28'$
 $T = 209.05'$
 $L = 417.48'$
 $E = 6.98'$

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

SPIRAL DATA
 P.I. = Sta. 467+21.10
 $Ls = 200.00'$
 $\theta_s = 05^{\circ}25'19''$
 $LT = 133.40'$
 $ST = 66.72'$
 $x = 199.52'$
 $y = 12.60'$
 $k = 99.97'$
 $p = 1.58'$
 $C = 199.92'$
 Start = Sta. 466+54.38
 End = Sta. 468+54.38
 C.B. = $N53^{\circ}31'31''E$



I-670 AND SR 315 INTERCHANGE
 ROAD S-L

DESIGN AGENCY








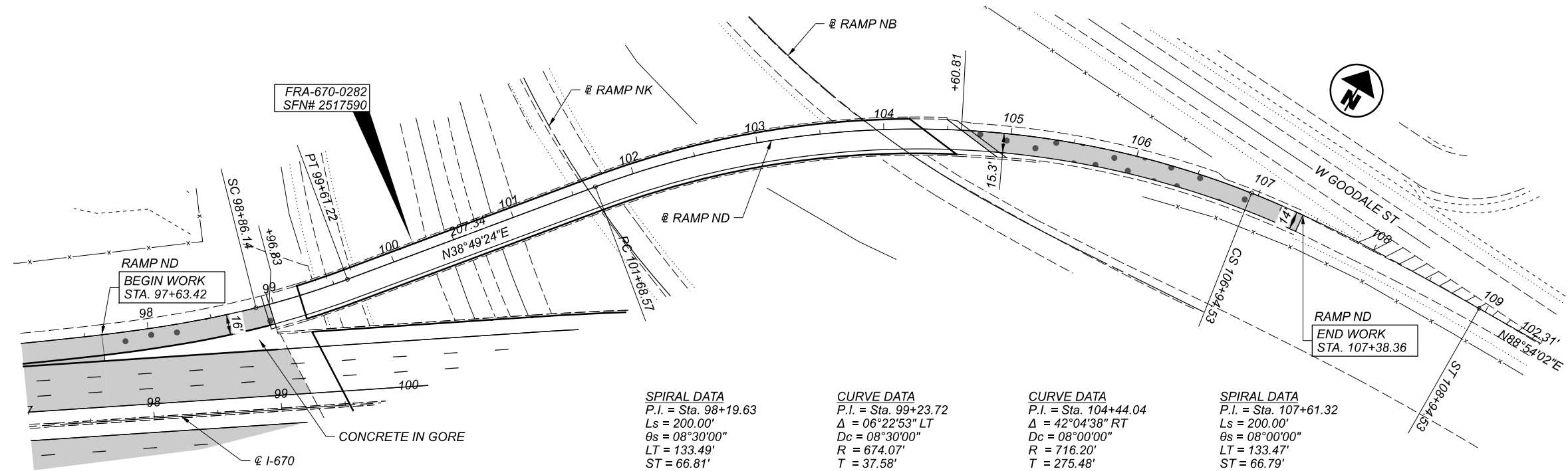
DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.59 | 104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



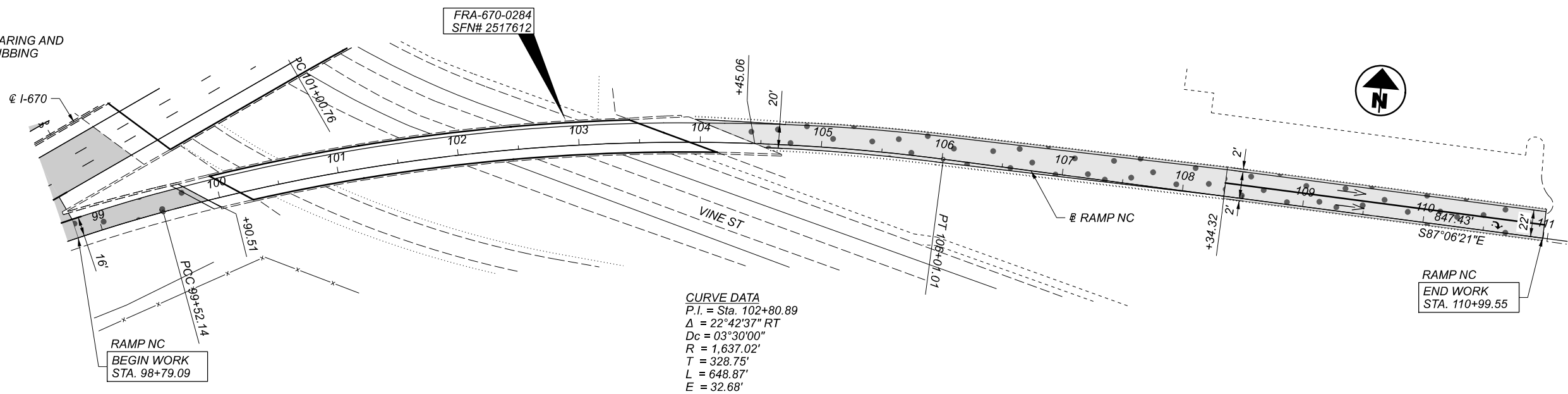
SPIRAL DATA
 P.I. = Sta. 98+19.63
 Ls = 200.00'
 $\theta_s = 08^\circ 30' 00''$
 LT = 133.49'
 ST = 66.81'
 x = 199.56'
 y = 9.87'
 k = 99.93'
 p = 2.47'
 C = 199.80'
 Start = Sta. 96+86.14
 End = Sta. 98+86.14
 C.B. = N50°52'20"E

CURVE DATA
 P.I. = Sta. 99+23.72
 $\Delta = 06^\circ 22' 53''$ LT
 $D_c = 08^\circ 30' 00''$
 R = 674.07'
 T = 37.58'
 L = 75.08'
 E = 1.05'

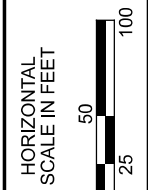
CURVE DATA
 P.I. = Sta. 104+44.04
 $\Delta = 42^\circ 04' 38''$ RT
 $D_c = 08^\circ 00' 00''$
 R = 716.20'
 T = 275.48'
 L = 525.97'
 E = 51.15'

SPIRAL DATA
 P.I. = Sta. 107+61.32
 Ls = 200.00'
 $\theta_s = 08^\circ 00' 00''$
 LT = 133.47'
 ST = 66.79'
 x = 198.96'
 y = 18.58'
 k = 99.94'
 p = 2.33'
 C = 199.83'
 Start = Sta. 106+94.53
 End = Sta. 108+94.53
 C.B. = N86°14'04"E

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104



CURVE DATA
 P.I. = Sta. 102+80.89
 $\Delta = 22^\circ 42' 37''$ RT
 $D_c = 03^\circ 30' 00''$
 R = 1,637.02'
 T = 328.75'
 L = 648.87'
 E = 32.68'



I-670 AND GOODALE ST/NEIL AVE INTERCHANGE
 RAMP NC AND RAMP ND

DESIGN AGENCY








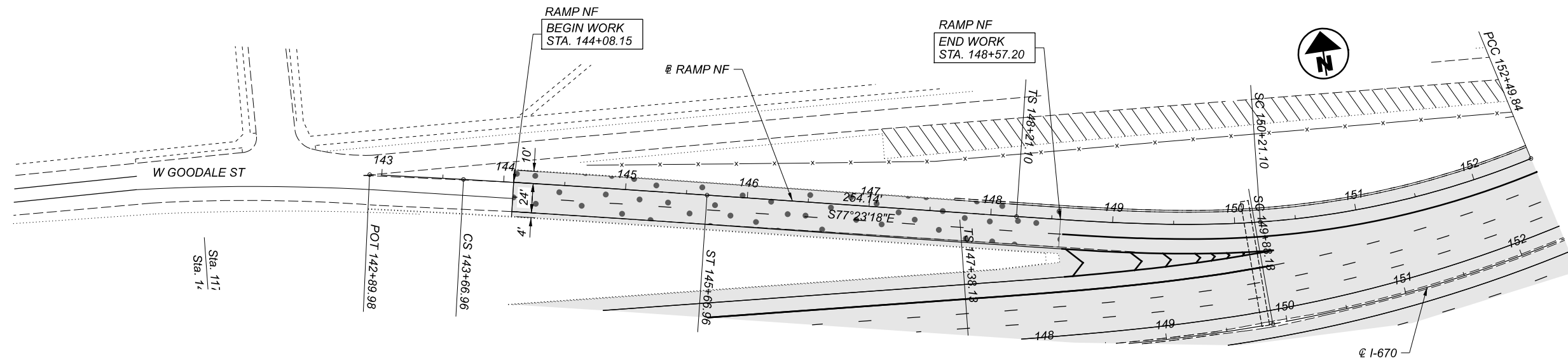
DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.60 104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



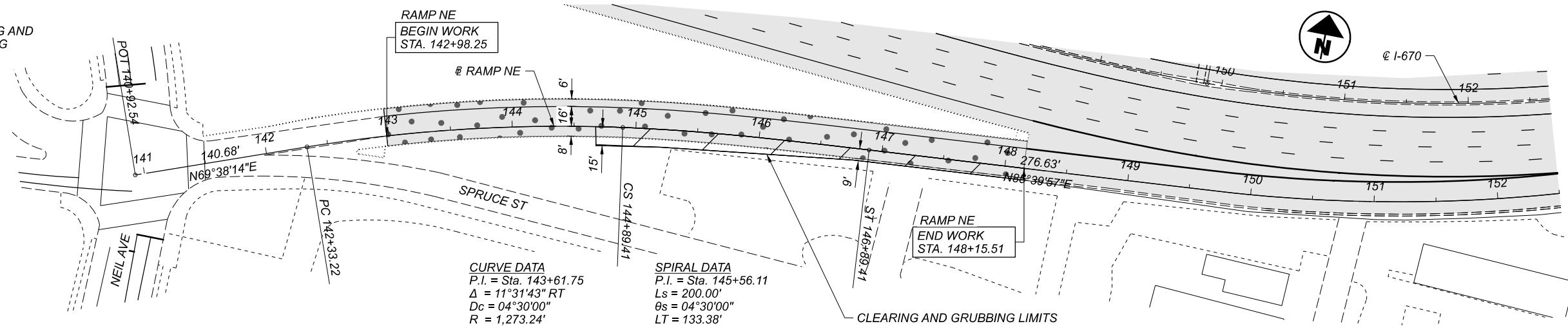
CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

CURVE DATA
 P.I. = Sta. 143+28.47
 $\Delta = 00^\circ34'39''$ RT
 $Dc = 00^\circ45'00''$
 $R = 7,639.44'$
 $T = 38.49'$
 $L = 76.98'$
 $E = .1'$

SPIRAL DATA
 P.I. = Sta. 144+33.63
 $Ls = 200.00'$
 $\theta_s = 00^\circ45'00''$
 $LT = 133.33'$
 $ST = 66.67'$
 $x = 199.99'$
 $y = 1.75'$
 $k = 100.00'$
 $p = 0.22'$
 $C = 200.00'$
 Start = Sta. 143+66.96
 End = Sta. 145+66.96
 C.B. = $S77^\circ38'18''$ E

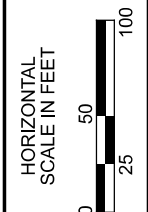
SPIRAL DATA
 P.I. = Sta. 149+54.57
 $Ls = 200.00'$
 $\theta_s = 08^\circ00'00''$
 $LT = 133.47'$
 $ST = 66.79'$
 $x = 199.61'$
 $y = 9.30'$
 $k = 99.94'$
 $p = 2.33'$
 $C = 199.83'$
 Start = Sta. 148+21.10
 End = Sta. 150+21.10
 C.B. = $S80^\circ03'17''$ E

CURVE DATA
 P.I. = Sta. 151+36.46
 $\Delta = 18^\circ17'57''$ LT
 $Dc = 08^\circ00'00''$
 $R = 716.20'$
 $T = 115.35'$
 $L = 228.74'$
 $E = 9.23'$



CURVE DATA
 P.I. = Sta. 143+61.75
 $\Delta = 11^\circ31'43''$ RT
 $Dc = 04^\circ30'00''$
 $R = 1,273.24'$
 $T = 128.53'$
 $L = 256.19'$
 $E = 6.47'$

SPIRAL DATA
 P.I. = Sta. 145+56.11
 $Ls = 200.00'$
 $\theta_s = 04^\circ30'00''$
 $LT = 133.38'$
 $ST = 66.71'$
 $x = 199.67'$
 $y = 10.46'$
 $k = 99.98'$
 $p = 1.31'$
 $C = 199.95'$
 Start = Sta. 144+89.41
 End = Sta. 146+89.41
 C.B. = $N84^\circ09'57''$ E

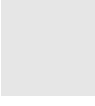

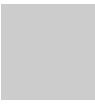

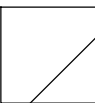


I-670 AND GOODALE ST/NEIL AVE INTERCHANGE
 RAMP NE AND RAMP NF

DESIGN AGENCY



DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET	TOTAL
P.61	104

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104

SPIRAL DATA
 P.I. = Sta. 168+74.83
 Ls = 125.00'
 $\theta_s = 15^\circ 00' 01''$
 LT = 83.63'
 ST = 41.94'
 x = 124.15'
 y = 10.86'
 k = 62.36'
 p = 2.72'
 C = 124.62'
 Start = Sta. 167+91.20
 End = Sta. 169+16.20
 C.B. = N52°34'42"E

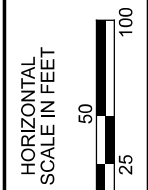
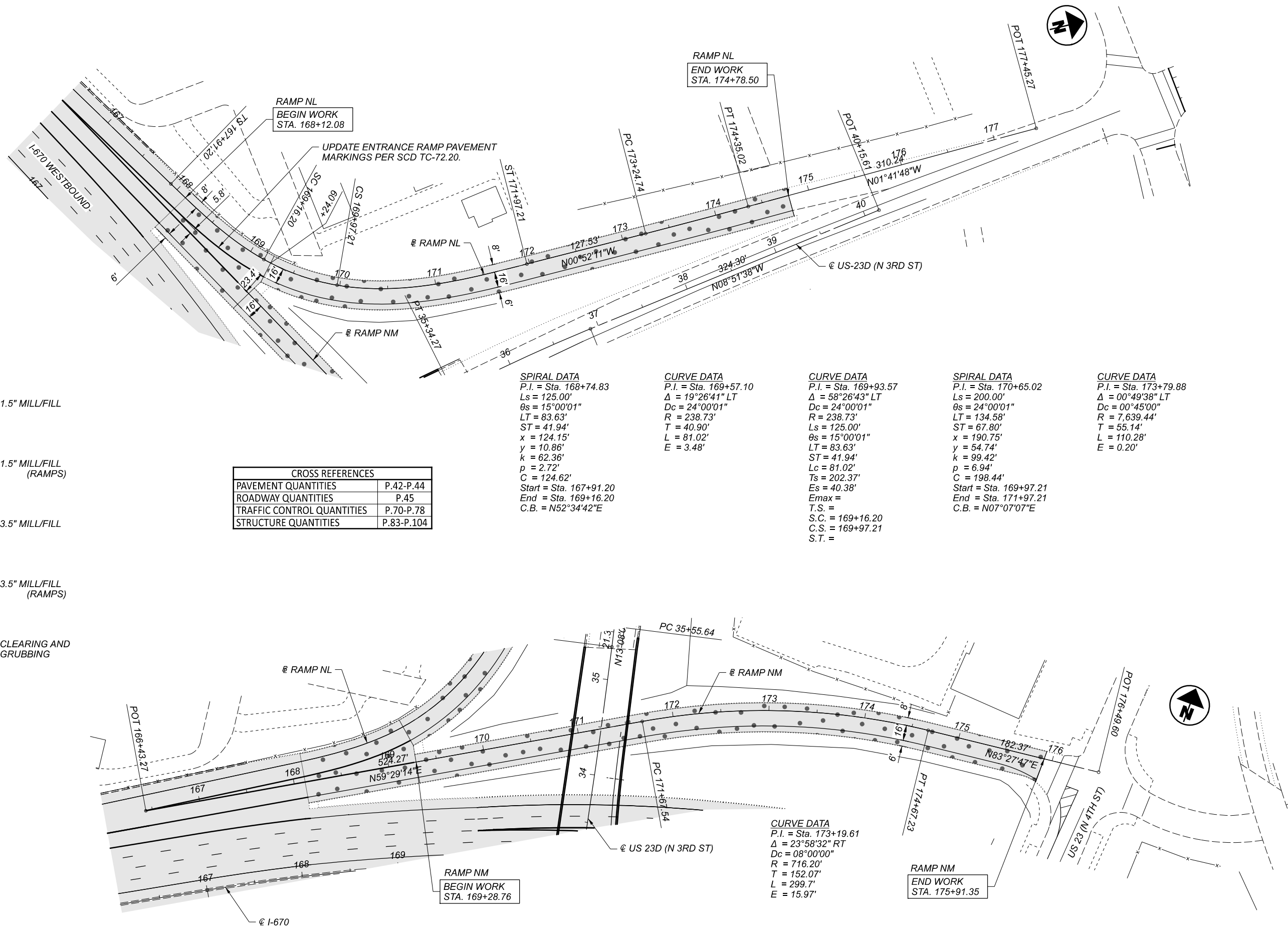
CURVE DATA
 P.I. = Sta. 169+57.10
 $\Delta = 19^\circ 26' 41''$ LT
 Dc = 24°00'01"
 R = 238.73'
 T = 40.90'
 L = 81.02'
 E = 3.48'

CURVE DATA
 P.I. = Sta. 169+93.57
 $\Delta = 58^\circ 26' 43''$ LT
 Dc = 24°00'01"
 R = 238.73'
 Ls = 125.00'
 $\theta_s = 15^\circ 00' 01''$
 LT = 83.63'
 ST = 41.94'
 Lc = 81.02'
 Ts = 202.37'
 Es = 40.38'
 Emax =
 T.S. =
 S.C. = 169+16.20
 C.S. = 169+97.21
 S.T. =


SPIRAL DATA
 P.I. = Sta. 170+65.02
 Ls = 200.00'
 $\theta_s = 24^\circ 00' 01''$
 LT = 134.58'
 ST = 67.80'
 x = 190.75'
 y = 54.74'
 k = 99.42'
 p = 6.94'
 C = 198.44'
 Start = Sta. 169+97.21
 End = Sta. 171+97.21
 C.B. = N07°07'07"E

CURVE DATA
 P.I. = Sta. 173+79.88
 $\Delta = 00^\circ 49' 38''$ LT
 Dc = 00°45'00"
 R = 7,639.44'
 T = 55.14'
 L = 110.28'
 E = 0.20'

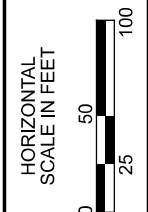
CURVE DATA
 P.I. = Sta. 173+19.61
 $\Delta = 23^\circ 58' 32''$ RT
 Dc = 08°00'00"
 R = 716.20'
 T = 152.07'
 L = 299.7'
 E = 15.97'







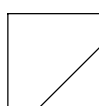
I-670 AND US 23D(N. THIRD ST)/US 23(N. FOURTH ST) INTERCHANGE
 RAMP NL AND RAMP NM

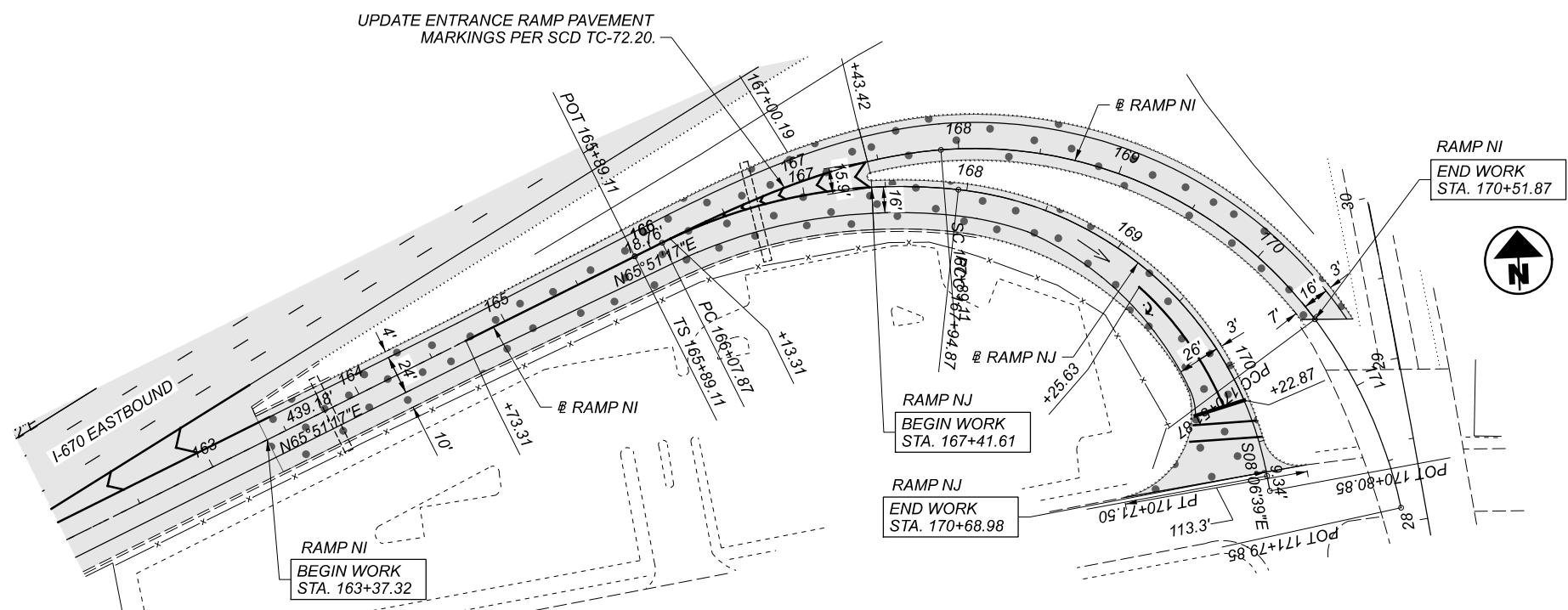
DESIGN AGENCY	
DESIGNER	KLM
REVIEWER	XXX MM-DD-YY
PROJECT ID	110051
SHEET TOTAL	P.62 104

CROSS REFERENCES	
PAVEMENT QUANTITIES	P.42-P.44
ROADWAY QUANTITIES	P.45
TRAFFIC CONTROL QUANTITIES	P.70-P.78
STRUCTURE QUANTITIES	P.83-P.104



I-670 AND US 23D(N. THIRD ST)/US 23(N. FOURTH ST) INTERCHANGE
 RAMP NI AND RAMP NJ

-  1.5" MILL/FILL
-  1.5" MILL/FILL (RAMPS)
-  3.5" MILL/FILL
-  3.5" MILL/FILL (RAMPS)
-  CLEARING AND GRUBBING



**RAMP NI
 SPIRAL DATA**
 P.I. = Sta. 167+23.48
 Ls = 200.00'
 θs = 21°59'59"
 LT = 134.38'
 ST = 67.62'
 x = 197.07'
 y = 25.33'
 k = 99.51'
 p = 6.37'
 C = 198.69'
 Start = Sta. 165+89.11
 End = Sta. 167+89.11
 C.B. = N73°10'43"E

**RAMP NI
 CURVE DATA**
 P.I. = Sta. 169+32.90
 Δ = 57°48'26" RT
 Dc = 21°59'59"
 R = 260.44'
 T = 143.79'
 L = 262.76'
 E = 37.06'

**RAMP NI
 CURVE DATA**
 P.I. = Sta. 171+16.84
 Δ = 24°19'00" RT
 Dc = 18°59'59"
 R = 301.56'
 T = 64.97'
 L = 127.98'
 E = 6.92'

**RAMP NJ
 CURVE DATA**
 P.I. = Sta. 167+03.99
 Δ = 32°43'32" RT
 Dc = 17°30'01"
 R = 327.40'
 T = 96.13'
 L = 187'
 E = 13.82'

**RAMP NJ
 CURVE DATA**
 P.I. = Sta. 169+55.76
 Δ = 73°18'32" RT
 Dc = 26°30'00"
 R = 216.21'
 T = 160.89'
 L = 276.64'
 E = 53.29'

DESIGN AGENCY



DESIGNER
 KLM

REVIEWER
 XXX MM-DD-YY

PROJECT ID
 110051

SHEET TOTAL
 P.63 104