

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

**MED-71-15.78 PM**

CITY OF BRUNSWICK  
MEDINA, BRUNSWICK HILLS,  
AND MONTVILLE TOWNSHIPS  
MEDINA COUNTY

LOCATION MAP

LATITUDE: N 41° 12' 11" LONGITUDE: W 81° 47' 34"

SCALE IN MILES  
0 1 2 3 4



PORTION TO BE IMPROVED  
INTERSTATE & DIVIDED HIGHWAY  
UNDIVIDED STATE & FEDERAL ROUTES  
OTHER ROADS

FUNCTIONAL CLASSIFICATION  
MED-71-15.78 TO 20.90 URBAN INTERSTATE  
MED-71-20.90 TO 22.42 RURAL INTERSTATE  
MED-71-22.42 TO 26.68 URBAN INTERSTATE

NHS PROJECT  
DESIGN EXCEPTIONS  
YES  
NONE REQUIRED

INDEX OF SHEETS:

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PAVEMENT MARKING INFORMATION	21-23
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PROJECT DESCRIPTION

CRACK SEALING AND MIRCOSURFACING ENTIRE LENGTH OF PROJECT, CRACK SEALING AND FOG SEALING PAVED SHOULDERS, PAVEMENT REPAIRS, STRUCTURE SEALING, AND PLACING PAVEMENT MARKINGS.

PROJECT EARTH DISTURBED AREA: N/A ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

FEDERAL PROJECT NO.  
**E0402027**

PROJ. NO.  
**76998**

CONSTRUCTION PROJECT NO.  
**NONE**

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.

2010 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 *Allen C. Best*  
DATE 3-21-12 DISTRICT DEPUTY DIRECTOR

APPROVED *Terry Wray, P.E.*  
DATE 4-4-12 DIRECTOR, DEPARTMENT OF  
TRANSPORTATION

ROADWAY ENGINEER'S SEAL:	
SIGNED: <i>Michael J. Schafraeth</i> DATE: <u>3/21/12</u>	

STANDARD CONSTRUCTION DRAWINGS

DRAWING NO.	DATE ISSUED	DRAWING NO.	DATE ISSUED	SPECIAL PROVISIONS		SUPPLEMENTAL SPECIFICATIONS
				1	2	
MED-71-15.78	4/20/11	TC-41.20	1/19/01			SS800 4/20/12
MED-71-20.90	4/11/09	TC-42.20	1/21/11			SS802 5/05/08
MED-71-22.42		TC-52.10	1/19/01			
MED-71-26.68		TC-65.10	1/21/05			
MED-71-15.78	7/17/09	TC-65.11	1/21/05			
MED-71-20.90	7/17/09	TC-71.10	1/21/11			
MED-71-22.42	7/17/09	TC-72.20	10/16/09			
MED-71-26.68	7/17/09	TC-73.10	10/26/11			
MED-71-15.78	1/16/09					
MED-71-20.90	1/16/09					
MED-71-22.42	1/16/09					
MED-71-26.68	1/16/09					

PLANS PREPARED BY:

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES CALL TWO WORKING DAYS BEFORE YOU DIG	
	1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY	
OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL 1-800-925-0988	



MED-71-15.78 PM

1  
26

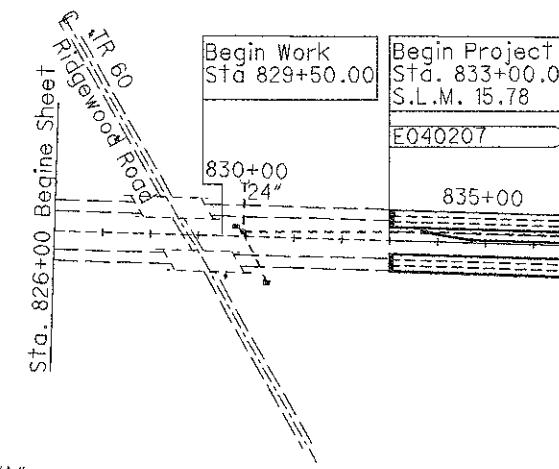
MED - IR-71-15.78 PM  
120422  
PID - 76998  
Dist 3  
6/21/2012

Contract Proposal available  
@[www.contracts.dot.state.oh.us/home](http://www.contracts.dot.state.oh.us/home)

WORKSTATION\FILE\PROJ\027\76998

Str. No. MED - 71 - 1569 L&amp;R

Ramp "A"  
 P.I. Sta = 18+82.93  
 $\Delta = 22^\circ 00' 00''$  (LT)  
 $Dc = 3^\circ 56' 21''$   
 $R = 1,454.52'$   
 $Ls = 200.00'$   
 $\Theta = 3^\circ 56' 21''$   
 $LT = 133.37'$   
 $ST = 66.70'$   
 $x = 199.91'$   
 $y = 4.58'$   
 $K = 99.98'$   
 $P = 1.15'$   
 $\Delta = 14^\circ 07' 18''$  (LT)  
 $Lc = 358.49'$   
 $Ts = 382.94'$   
 $Es = 28.39'$



Ramp B  
 P.I. Sta = 2+52.20  
 $\Delta = 46^\circ 30' 57''$  (RT)  
 $Dc = 20^\circ 00' 00''$   
 $R = 286.48'$   
 $\Delta = 21^\circ 30' 57''$  (RT)  
 $Lc = 107.58'$   
 $Es = 27.92'$

END MICROSURFACING AT  
 END OF GORE AREA,  
 RAMP A ACCELERATION  
 LANE, STA 17+36.47

MEDINA TWP.  
 MEDINA TWP.  
 MEDINA TWP.

Ex. Noise Wall  
 PC Sta. 7+18.84  
 Sta. 878+00 Match Line  
 PC Sta. 16+96.40

END MICROSURFACING AT  
 END OF GORE AREA,  
 RAMP C DECELERATION  
 LANE, STA 11+86.77

"a" CS Sta. 11+53.36  
 "b" SC Sta. 13+53.36  
 P.I. Sta = 13+07.95  
 $\Delta = 12^\circ 41' 06''$  (RT)  
 $Dc = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $\Delta = 7^\circ 03' 49''$  (RT)  
 $Lc = 94.18'$   
 $Es = 200.88'$

Str. No. MED - 71 - 1685 L&amp;R

Ramp "A"  
 P.I. Sta = 5+96.87  
 $\Delta = 5^\circ 35' 47''$  (LT)  
 $Dc = 0^\circ 28' 09''$   
 $R = 12,211.62'$   
 $T = 596.87'$   
 $L = 1,192.79'$   
 $E = 14.58'$

Centerline IR 71  
 & Survey  
 PC Sta. 858+73.93  
 PC Sta. 0+00.00

Ex. Noise wall  
 865+00 5+00  
 870+00 10+00  
 875+00 15+00  
 878+00 Match Line

PI Sta. 11+92.79  
 TS Sta. 14+96.40  
 N 21° 42' 26" E

Ramp B  
 P.I. Sta = 13+19.97  
 $\Delta = 7^\circ 24' 41''$  (LT)  
 $Dc = 01^\circ 30' 00''$   
 $R = 3,819.72'$   
 $\Delta = 247.39'$   
 $D = 494.10'$   
 $Ls = 8.00'$   
 $\Theta = 9^\circ 00' 00''$  (RT)  
 $LT = 200.00'$   
 $ST = 06^\circ 00' 00''$   
 $\Theta = 122.45'$   
 $LT = 77.96'$

I.R. 71  
 P.I. Sta = 873+38.41  
 $\Delta = 13^\circ 36' 15''$  (LT)  
 $Dc = 00^\circ 28' 00''$   
 $R = 12,277.67'$   
 $T = 1,464.48'$   
 $E = 2,915.18'$   
 $E = 87.03'$   
 Max. Super Rate = 0.018

Sta. 890+25.71, E IR 71 =  
 Sta. 150+82.25, E SR 18  
 Ex. Noise Wall  
 PC Sta. 15+66.68  
 PT Sta. 16+68.94  
 PT Sta. 15+00  
 905+00  
 910+00  
 915+00  
 920+00  
 925+00  
 930+00 Match Line

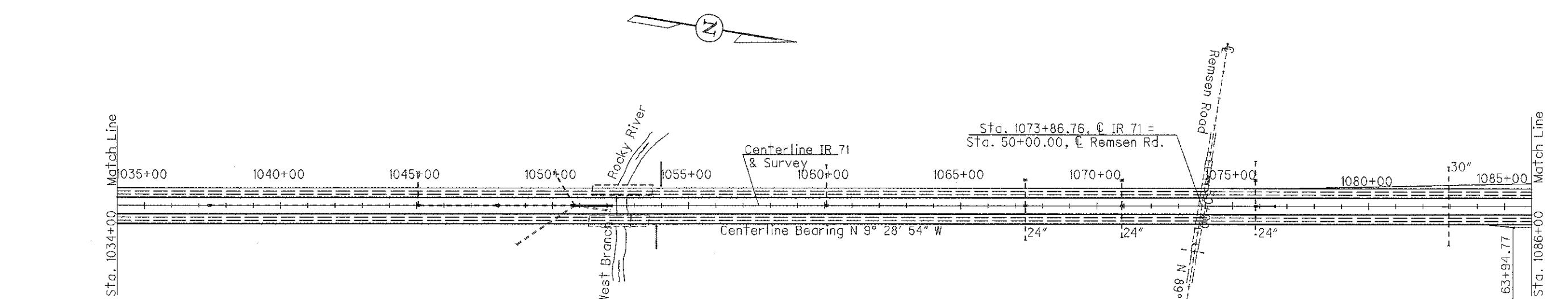
Centerline IR 71  
 & Survey  
 54" 915+00  
 36" 920+00  
 36" 925+00  
 Centerline Bearing N 17° 16' 41" E

END MICROSURFACING AT  
 END OF GORE AREA,  
 RAMP D ACCELERATION  
 LANE, STA 9+85.26

Ramp C  
 P.I. Sta = 18+40.74  
 $\Delta = 47^\circ 29' 36''$  (LT)  
 $Dc = 24^\circ 00' 00''$   
 $R = 238.73'$   
 $\Delta = 17^\circ 29' 36''$  (LT)  
 $Lc = 72.89'$   
 $Es = 25.19'$

Ramp D  
 P.I. Sta = 10+72.01  
 $\Delta = 11^\circ 11' 37''$  (RT)  
 $Dc = 1^\circ 36' 35''$   
 $R = 3,559.36'$   
 $Ls = 250.00'$   
 $\Theta = 2^\circ 00' 44''$   
 $LT = 166.68'$   
 $ST = 83.34'$   
 $x = 249.97'$   
 $y = 2.93'$   
 $k = 124.99'$   
 $p = 0.73'$   
 $\Delta = 7^\circ 10' 09''$  (RT)  
 $Lc = 445.37'$   
 $Ts = 473.86'$   
 $Es = 17.78'$



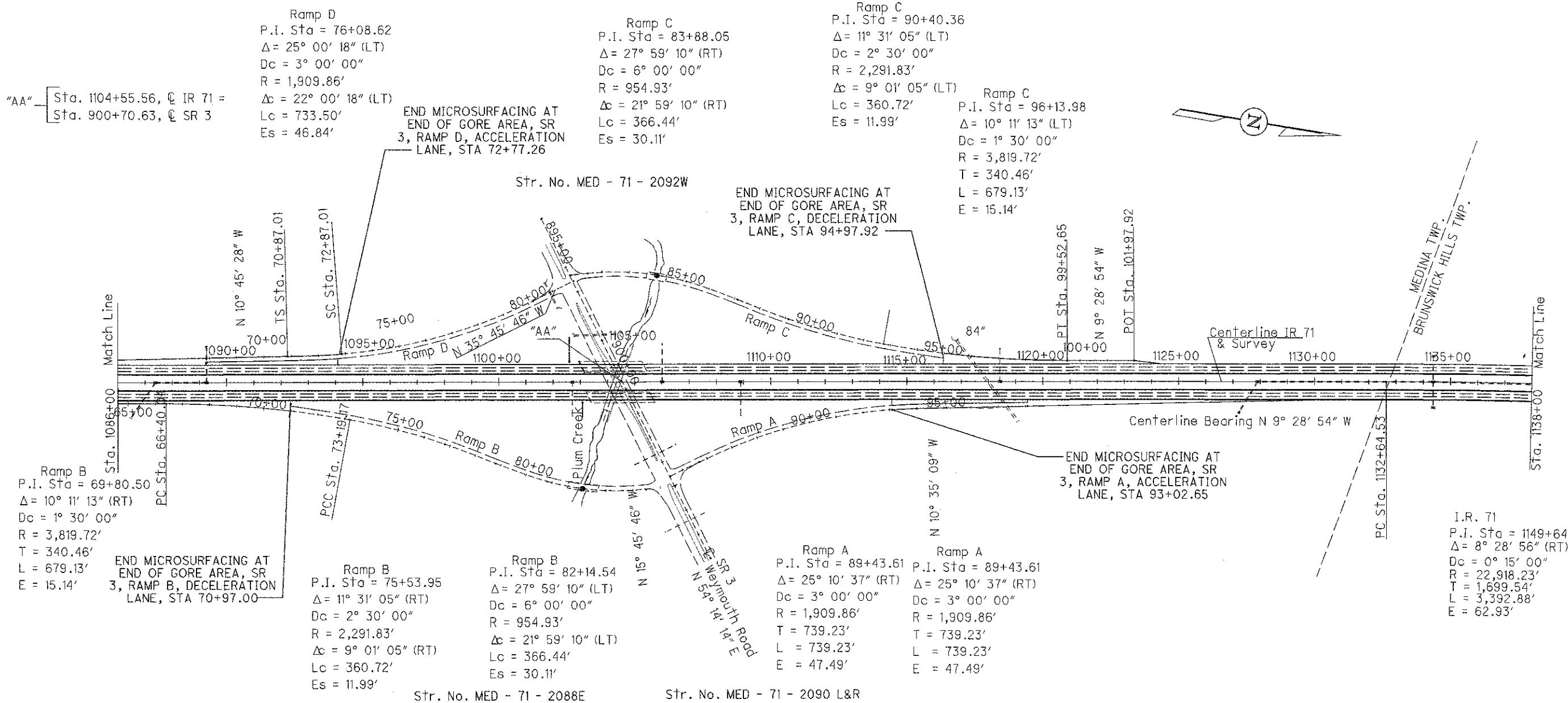


**SCHEMATIC PLAN**  
**STA 1034+00 TO STA 1138+00**

**MED - 71-15.78 PM**

4  
26

BRANN  
ERS  
CHECKED  
MAS  
HORIZONTAL  
SCALE IN FEET



# SCHEMATIC PLAN STA 1138+00 TO STA 1242+00

MED - 71-15.78 PM

5  
26

DRAWN  
ERS  
CHECKED  
MJS

200  
100  
0  
HORIZONTAL  
SCALE IN FEET

Str. No. MED - 71 - 2242

Sleepy Hollow Rd.  
P.I. Sta = 43+22.85  
 $\Delta = 22^\circ 23' 00''$  (LT)  
 $Dc = 3^\circ 32' 12''$   
 $R = 1,620.05'$   
 $T = 320.53'$   
 $L = 632.89'$   
 $E = 31.41'$

S.B. Rest Area  
P.I. Sta = 45+93.57  
 $\Delta = 13^\circ 59' 08''$  (LT)  
 $Dc = 9^\circ 00' 00''$   
 $R = 636.62'$   
 $T = 78.08'$   
 $L = 155.39'$   
 $E = 4.77'$

S.B. Rest Area  
P.I. Sta = 51+05.08  
 $\Delta = 12^\circ 58' 13''$  (LT)  
 $Dc = 1^\circ 30' 00''$   
 $R = 3,819.72'$   
 $T = 434.20'$   
 $L = 864.69'$   
 $E = 24.60'$

END MICROSURFACING AT  
END OF GORE AREA, REST  
AREA, RAMP B, DECELERATION  
LANE, STA 50+81.56

Southbound  
Rest Area

N 1° 40' 30" W

Ramp A

1110+00

1115+00

1116+00

1117+00

50+00

1170+00

1175+00

1180+00

1185+00

1190+00

Match Line

PT Sta. 55+55.57

Centerline IR 71  
& Survey

60"

Centerline Bearing N 0° 59' 58" W

Sta. 1183+71.65, C IR 71 =

Sta. 50+00.00, C Sleepy Hollow Rd.

CH 136

</div

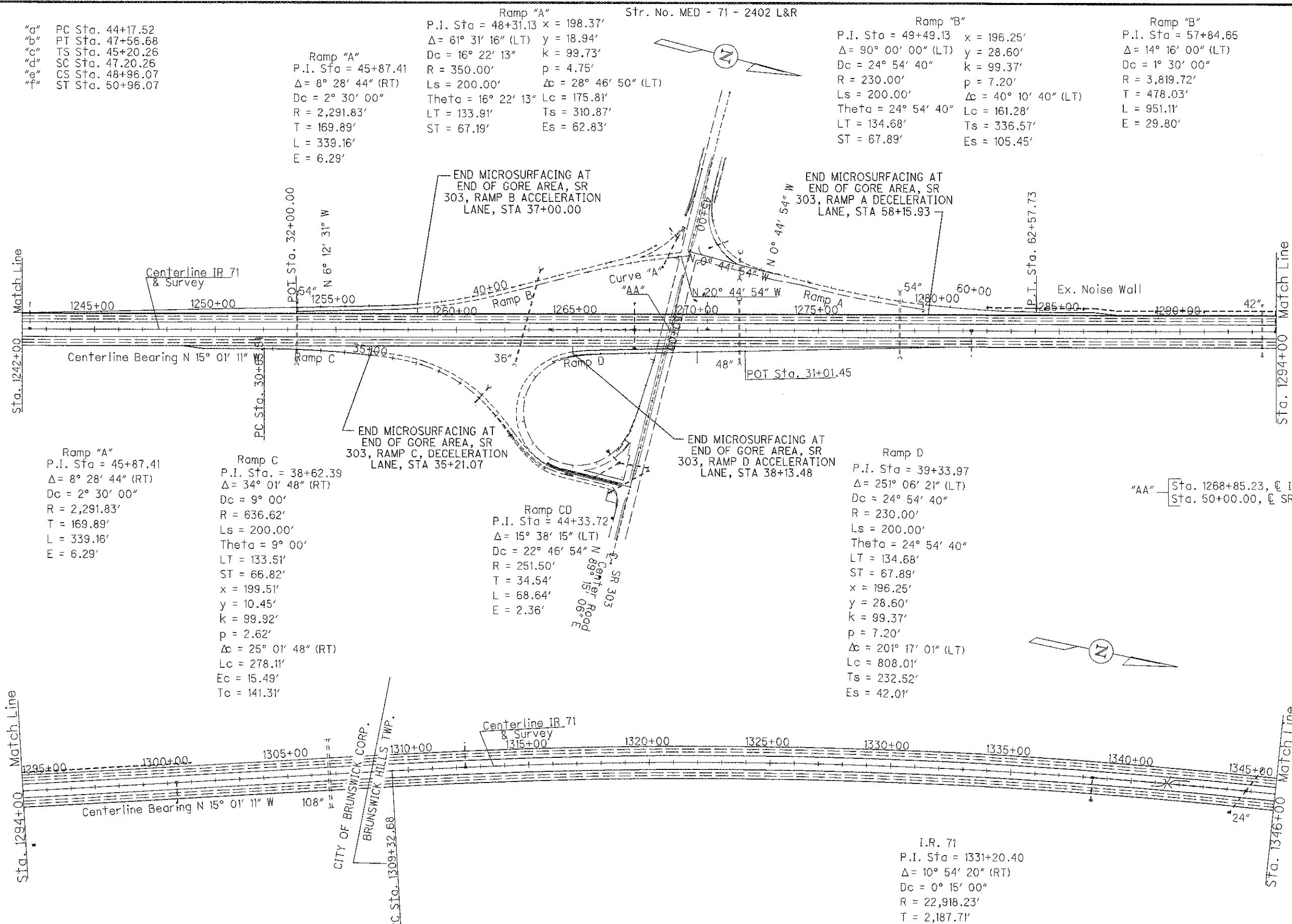
# SCHEMATIC PLAN STA 1242+00 TO STA 1346+00

MED - 71-15.78 PM

6  
26

Ramp "B"  
P.I. Sta = 57+84.65  
 $\Delta$  = 14° 16' 00" (LT)  
Dc = 1° 30' 00"  
R = 3,819.72'  
T = 478.03'  
L = 951.11'  
E = 29.80'

Scale in feet

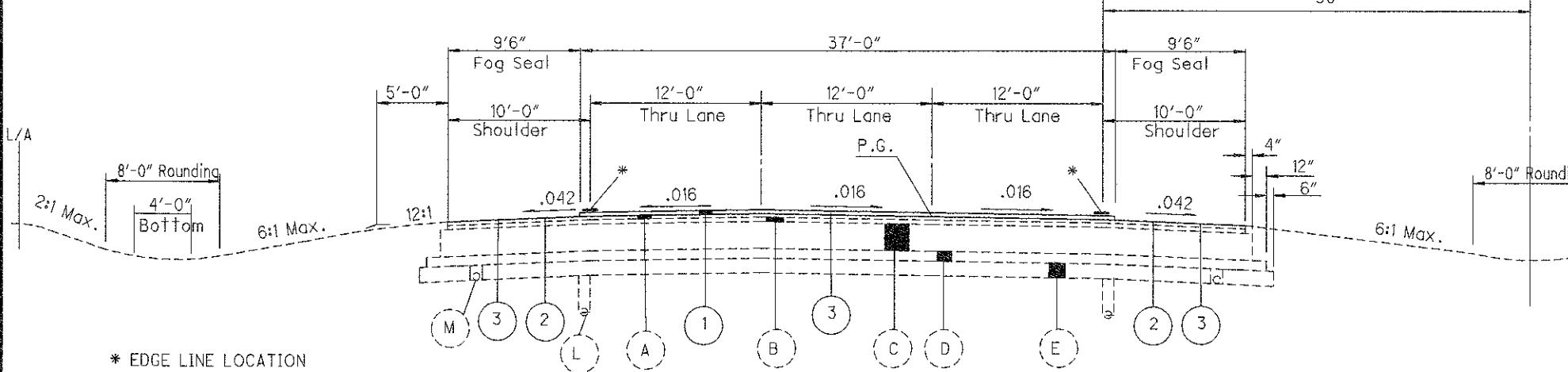




Survey I.R. 71

## PROPOSED LEGEND

- 1 Item 421 Microsurfacing, Surface Course, As Per Plan
- 2 Special Misc.: Fog Seal
- 3 Item 423 Crack Sealing, Misc.: Type II or Type III



## NORMAL SECTION SOUTHBOUND LANES

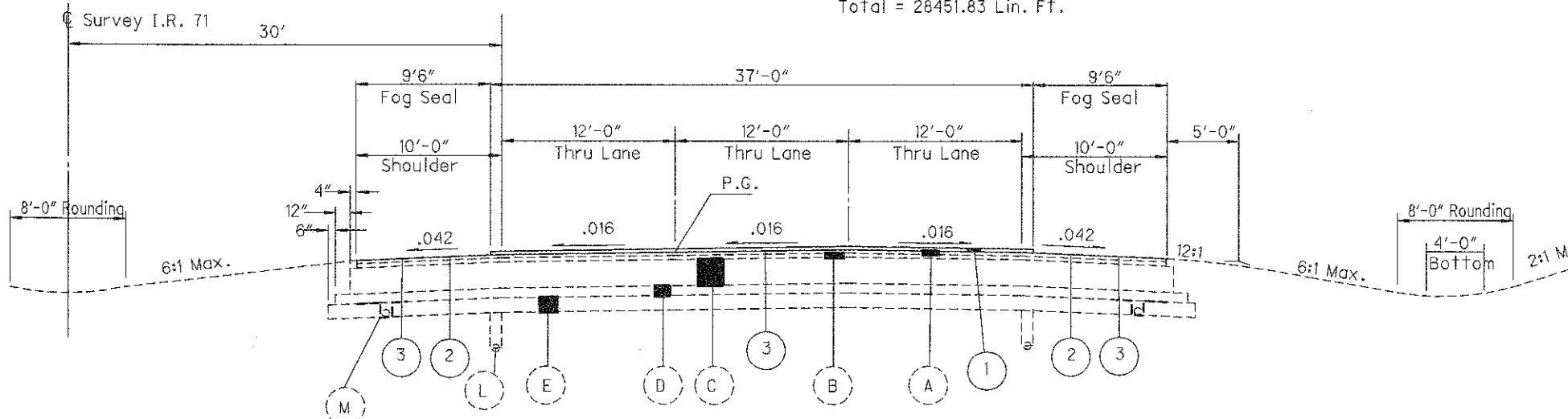
Sta. 833+00.00 to Sta. 856+74.00 = 2,374.00 Lin. Ft.  
 Sta. 893+75.00 to Sta. 904+05.30 = 1,030.30 Lin. Ft. Note: Entrance Terminal Pacing Lane Not  
 Sta. 965+91.59 to Sta. 1201+69.00 = 23,577.41 Lin. Ft. Shown for Sta. 965+91.58 to Sta. 977+00.00  
 Sta. 1235+74.00 to Sta. 1260+00.00 = 2,426.00 Lin. Ft.  
 Deduct for Structures = 955.88 Lin. Ft.

Total = 28451.83 Lin. Ft.

## EXISTING LEGEND

- (A) 1 1/2" Item 858 Asphalt Concrete Surface Course, 12.5mm, Type A (446)
- (B) 1 3/4" Item 858 Asphalt Concrete Intermediate Course, 19mm, Type A (446)
- (C) 11" Item 302 Bituminous Aggregate Base, PG64-22
- (D) 4" Item 855 Asphalt Treated Free Draining Base, TYPE 1A
- (E) 6" Item 304 Aggregate Base
- (F) Varies Item 302 Bituminous Aggregate Base, PG64-22  
Varies from 11" to 9"
- (G) Item 830 Concrete Median
- (H) 11" Item 452 Plain Concrete Pavement
- (I) Varies Item 452 Plain Concrete Pavement  
Varies from 9" to 11"
- (J) Item 611 Reinforced Concrete Approach Slab (T=12")
- (K) 12 1/4" Item 304 Aggregate Base
- (L) Item 605 4" Shallow Pipe Underdrain
- (M) Item 605 4" Shallow Pipe Underdrain  
with Fabric Wrap, 712.09 Type A
- (N) 9" Item 302 Bituminous Aggregate Base, PG64-22

Survey I.R. 71



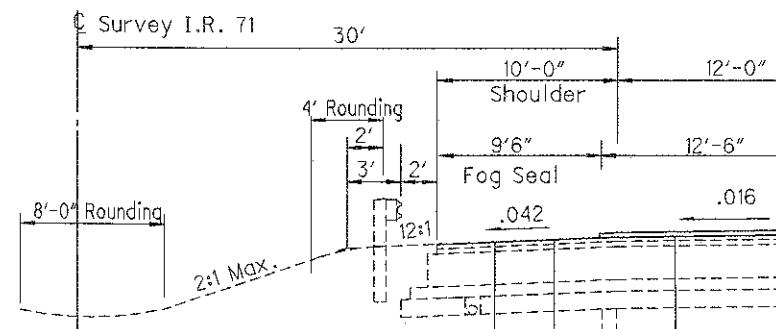
## NORMAL SECTION NORTHBOUND LANES

Sta. 833+00.00 to Sta. 856+74.00 = 2,374.00 Lin. Ft.  
 Sta. 893+75.00 to Sta. 938+45.25 = 4,470.25 Lin. Ft.  
 Sta. 969+33.40 to Sta. 1201+69.00 = 23,235.60 Lin. Ft.  
 Sta. 1235+74.00 to Sta. 1260+00.00 = 2,426.00 Lin. Ft.  
 Deduct for Structures = 963.81 Lin. Ft.

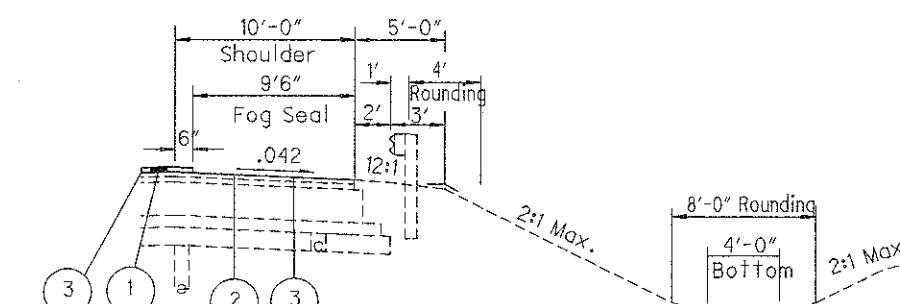
Total = 31,542.05 Lin. Ft.

## STRUCTURES - Southbound

MED - 71 - 1870  
 Sta. 985+83.60 to Sta. 988+43.66 = 260.06 Lin. Ft.  
 MED - 71 - 1918  
 Sta. 1012+40.12 to Sta. 1013+82.95 = 142.83 Lin. Ft.  
 MED - 71 - 1992  
 Sta. 1051+15.59 to Sta. 1053+86.09 = 270.50 Lin. Ft.  
 MED - 71 - 2090  
 Sta. 1102+80.42 to Sta. 1105+62.91 = 282.49 Lin. Ft.  
 Total = 955.88 Lin. Ft.



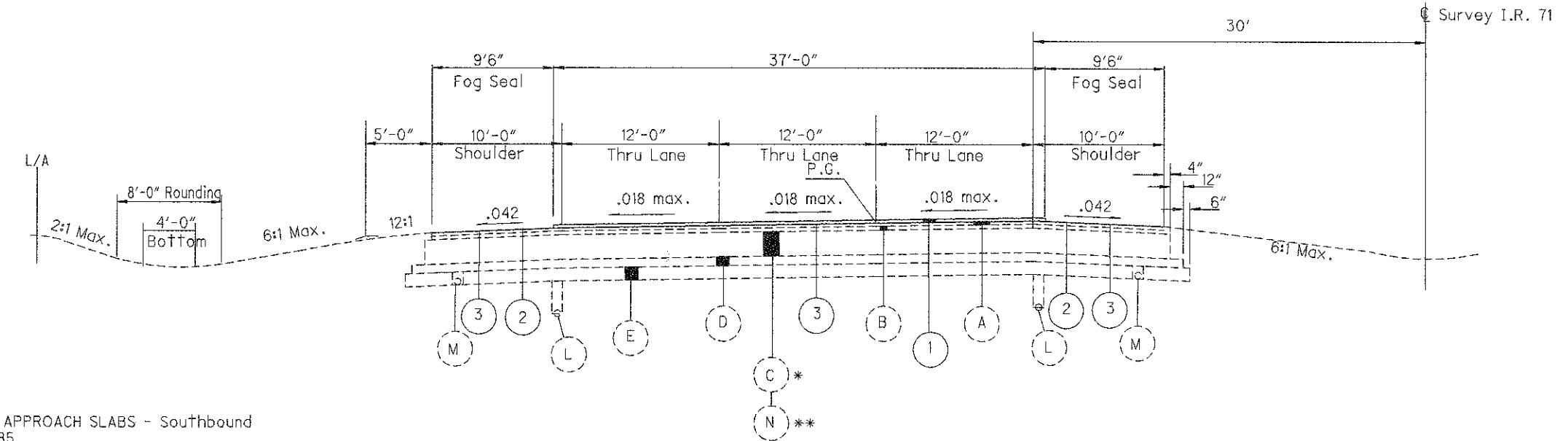
Typical Shoulder Grading With Guardrail



Typical Shoulder Grading With Guardrail

## STRUCTURES - Northbound

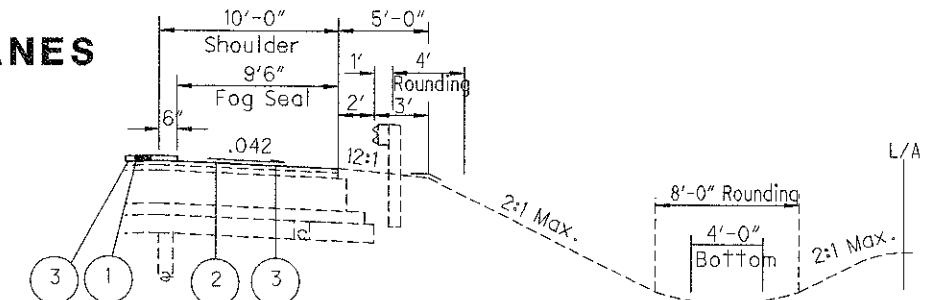
MED - 71 - 1870  
 Sta. 986+59.80 to Sta. 989+06.22 = 246.42 Lin. Ft.  
 MED - 71 - 1918  
 Sta. 1012+18.96 to Sta. 1013+80.58 = 161.62 Lin. Ft.  
 MED - 71 - 1992  
 Sta. 1051+15.59 to Sta. 1053+86.09 = 270.50 Lin. Ft.  
 MED - 71 - 2090  
 Sta. 1103+05.49 to Sta. 1105+87.89 = 285.27 Lin. Ft.  
 Total = 963.81 Lin. Ft.



STRUCTURE & APPROACH SLABS - Southbound  
MED - 71 - 1685  
Sta. 888+95.44 to Sta. 891+22.10 = 226.66 Lin. Ft.

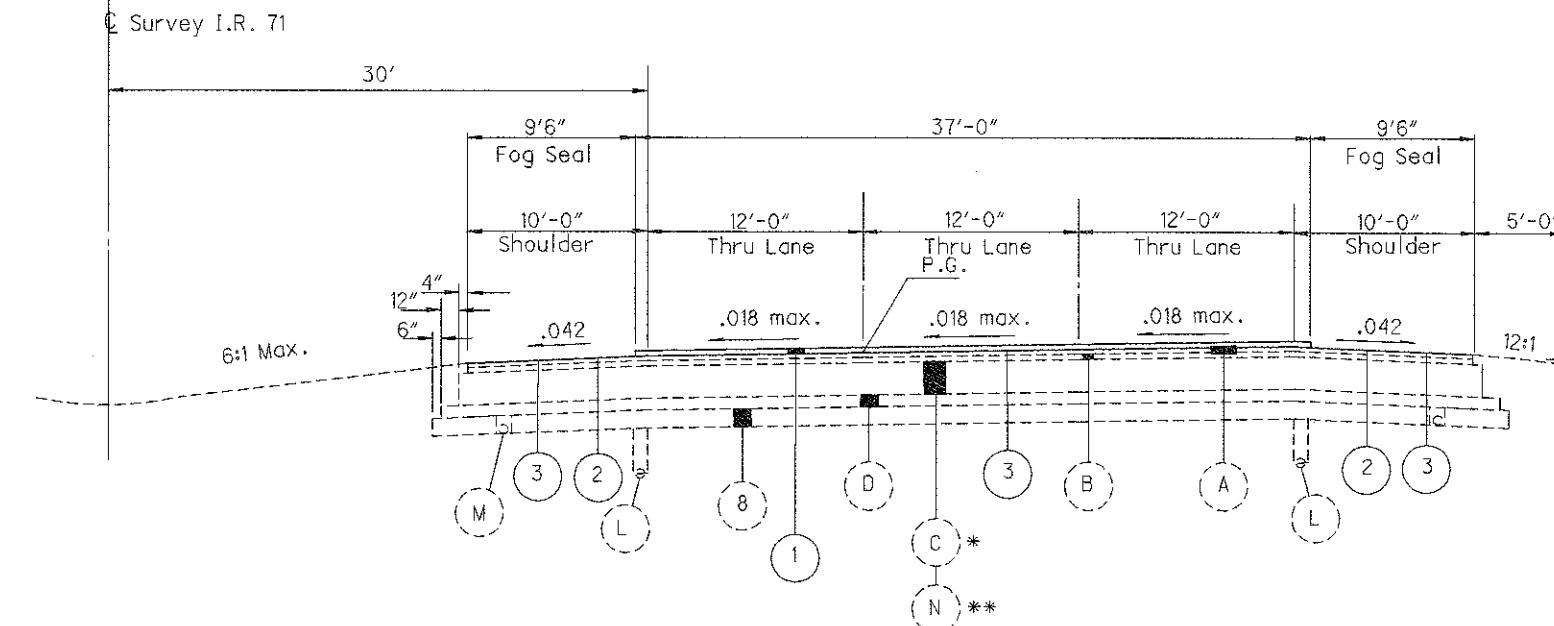
### SUPERELEVATED SECTION SOUTHBOUND LANES

Sta. 856+74.00 to Sta. 893+75.00 = 3,701.00 Lin. Ft.  
\*\* Sta. 1201+69.00 to Sta. 1203+00.00 = 131.00 Lin. Ft.  
\* Sta. 1203+00.00 to Sta. 1235+74.00 = 3,274.00 Lin. Ft.  
Deduct for structure & approach slabs = - 226.66 Lin. Ft.  
Total = 6,879.34 Lin. Ft.



### Shoulder Grading Applies \*\*:

See Plan And Profile Sheets for Guardrail locations



STRUCTURE & APPROACH SLABS - Northbound  
MED - 71 - 1685  
Sta. 889+29.50 to Sta. 891+56.16 = 226.66 Lin. Ft.

### SUPERELEVATED SECTION NORTHBOUND LANES

Sta. 856+74.00 to Sta. 893+75.00 = 3,701.00 Lin. Ft.  
\*\* Sta. 1201+69.00 to Sta. 1203+00.00 = 131.00 Lin. Ft.  
\* Sta. 1203+00.00 to Sta. 1235+74.00 = 3,274.00 Lin. Ft.  
Deduct for structure & approach slabs = - 226.66 Lin. Ft.  
Total = 6,879.34 Lin. Ft.

For Proposed Legend, see sheet 8.

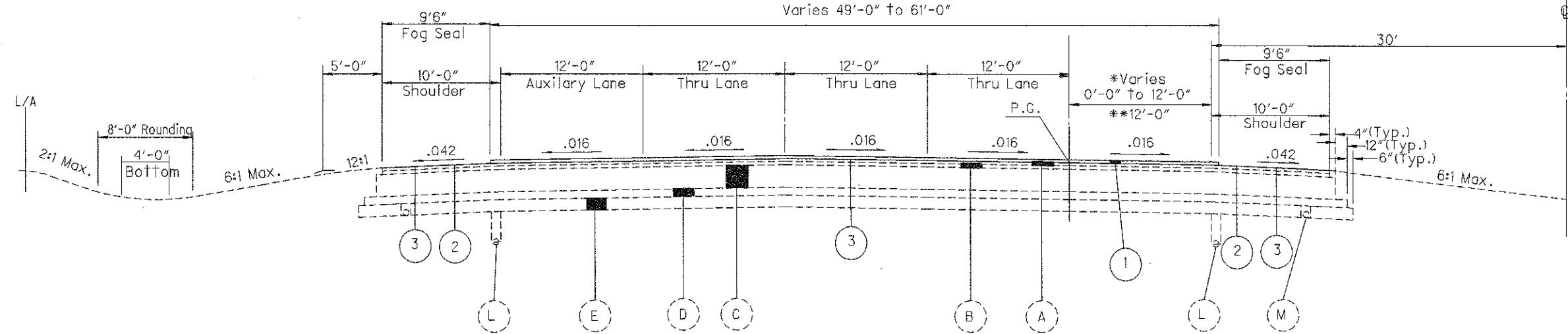
**PROPOSED TYPICAL SECTIONS**

**MED-71-15.78**

**10  
26**

DRAWN  
ERS  
CHECKED  
MJS

Survey I.R. 71



**NORMAL SECTION SOUTHBOUND LANES**

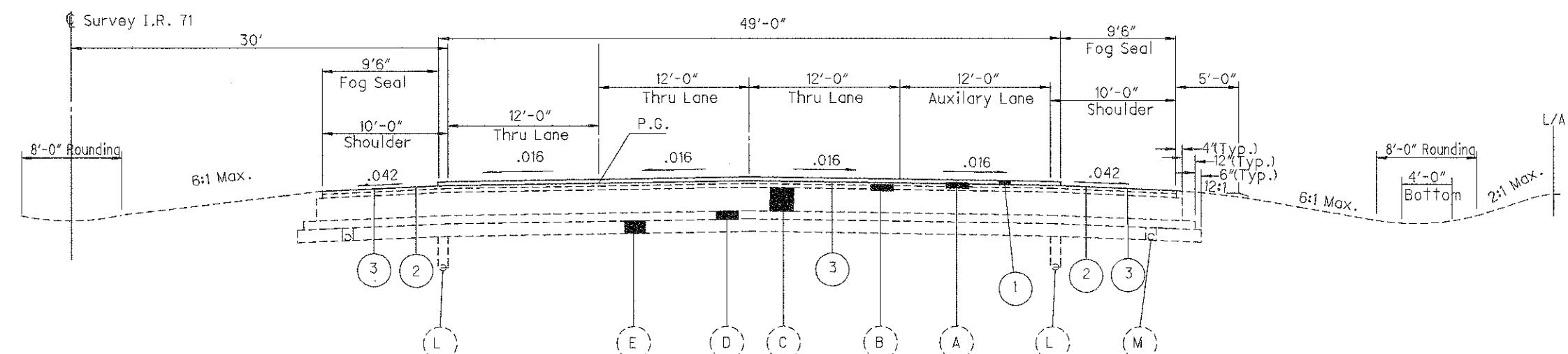
Sta. 904+05.30 to Sta. 937+55.07 = 3349.77 Lin. Ft.

\* Sta. 937+55.07 to Sta. 945+95.07 = 840.00 Lin. Ft.

\*\* Sta. 945+95.07 to Sta. 964+00 = 1804.93 Lin. Ft.

Total = 5994.70 Lin. Ft.

Survey I.R. 71



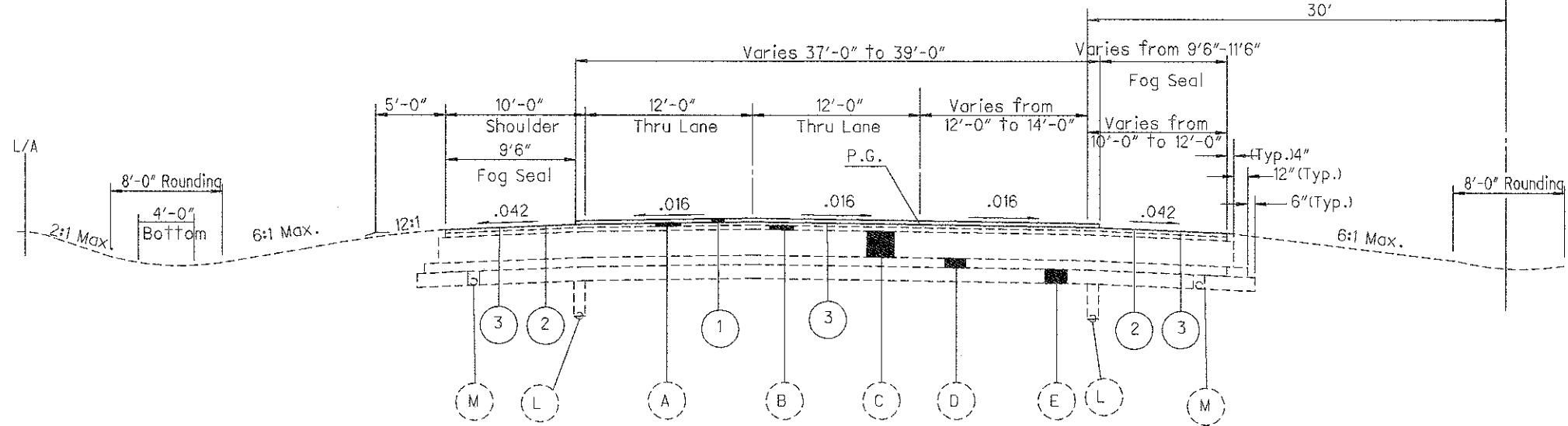
**NORMAL SECTION NORTHBOUND LANES**

Sta. 938+45.25 to Sta. 969+33.40 = 3,088.15 Lin. Ft.

## PROPOSED TYPICAL SECTIONS

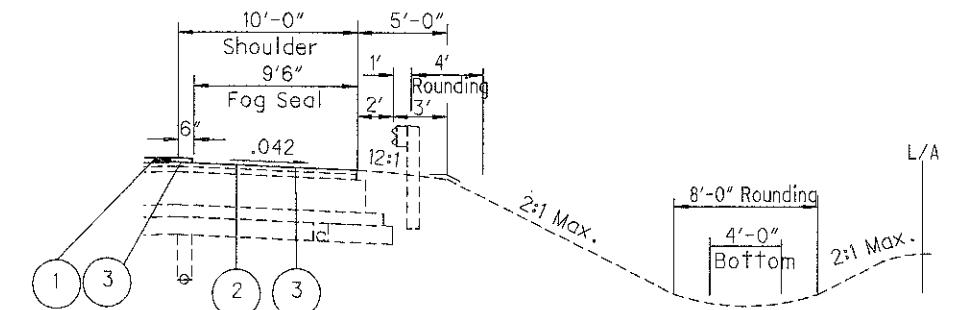
MED-71-15.78

C Survey I.R. 71

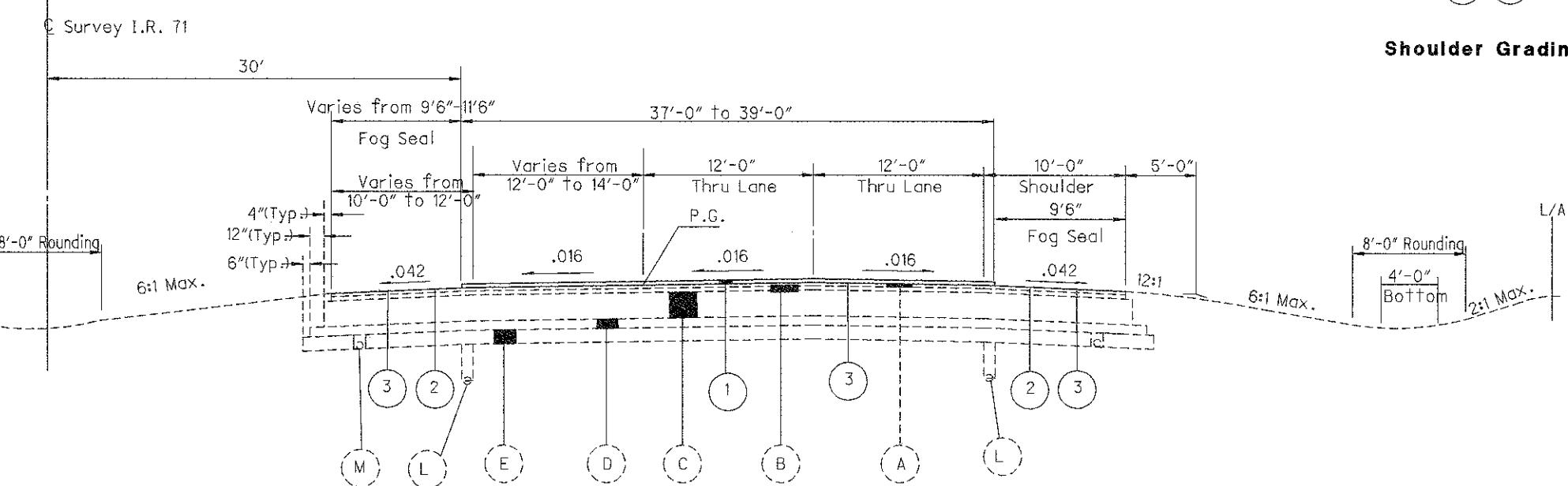


## NORMAL SECTION SOUTHBOUND LANES

Sta. 1260+00.00 to Sta. 1263+00.00 = 300.00 Lin. Ft.  
(Lane Taper to SR 303)



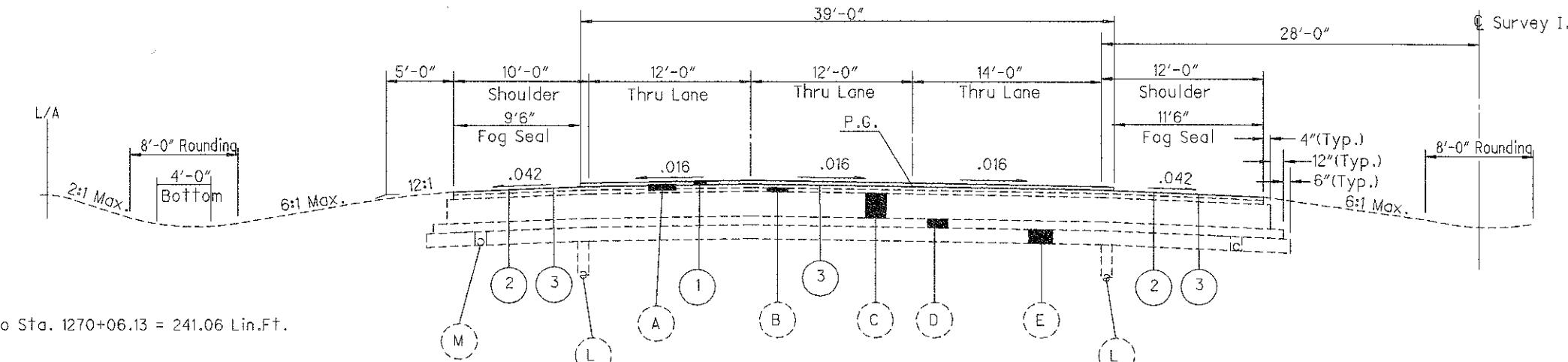
## Shoulder Grading



## NORMAL SECTION NORTHBOUND LANES

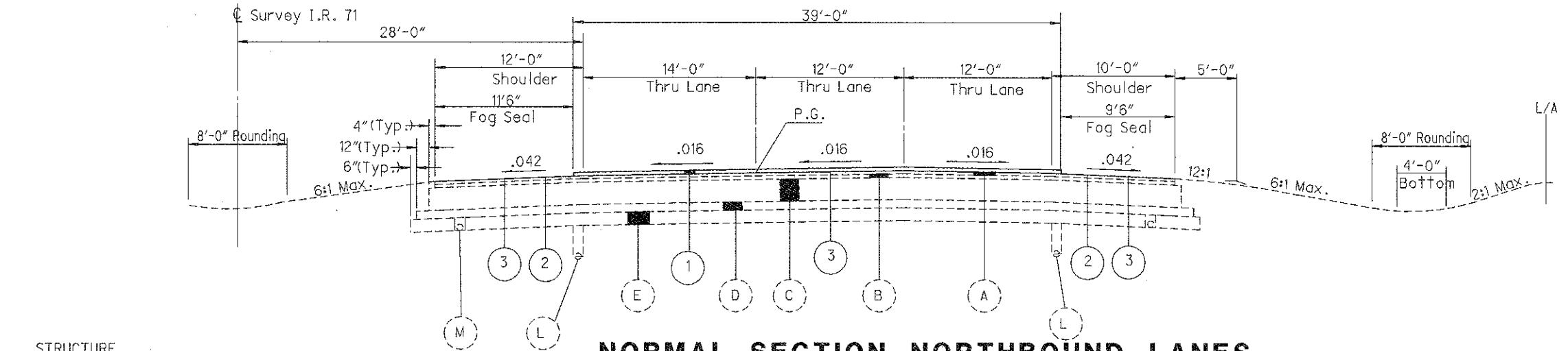
Sta. 1260+00.00 to Sta. 1263+00.00 = 300.00 Lin. Ft.  
(Lane Taper to SR 303)

For Proposed Legend, see sheet 8.



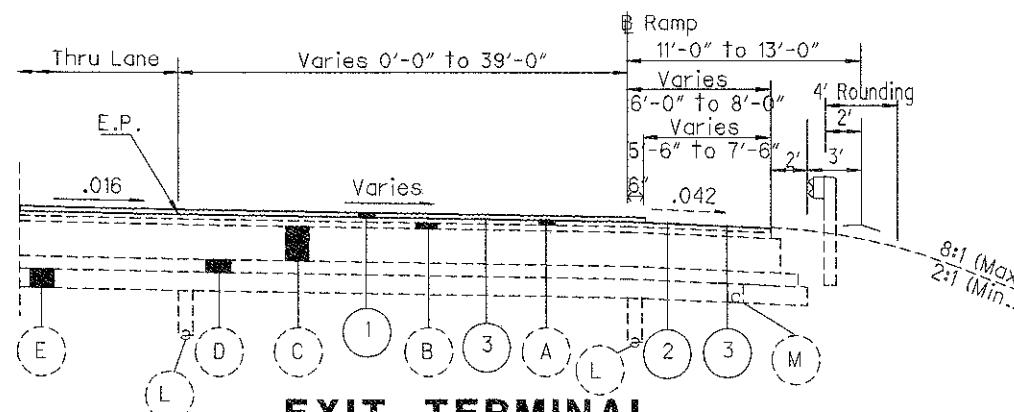
### NORMAL SECTION SOUTHBOUND LANES

Sta. 1263+00.00 to Sta. 1408+50.00 = 14,550.00 Lin. Ft.  
Deduct for structure = 241.06 Lin. Ft.  
Total = 14,308.94 Lin. Ft.



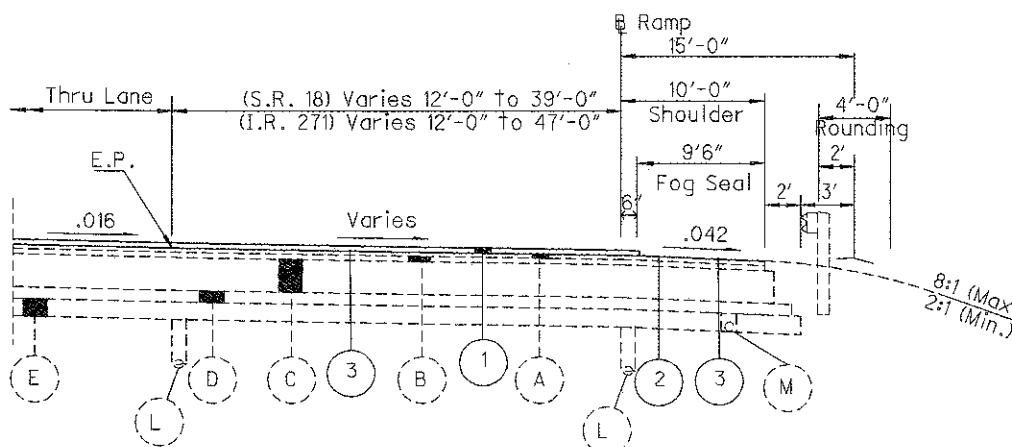
### NORMAL SECTION NORTHBOUND LANES

Sta. 1263+00.00 to Sta. 1408+50.00 = 14,550.00 Lin. Ft.  
Deduct for structure = 241.06 Lin. Ft.  
Total = 14,308.94 Lin. Ft.



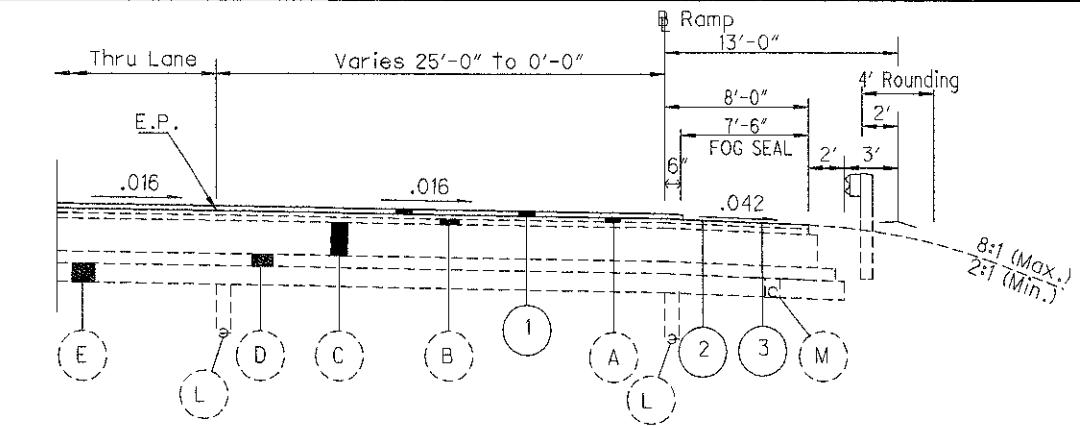
### EXIT TERMINAL DECELERATION LANE

S.R. 18 - Ramp C Sta. 0+00.00 to Sta. 11+86.77  
 S.R. 3 - Ramp B Sta. 62+94.77 to Sta. 70+97.00  
 - Ramp C Sta. 94+97.92 to Sta. 102+97.92  
 S.R. 303 - Ramp A Sta. 58+15.93 to Sta. 66+15.93  
 - Ramp C Sta. 27+21.07 to Sta. 35+21.07  
 Rest Area - Ramp B Sta. 50+81.56 to Sta. 58+81.56 SB  
 - Ramp C Sta. 69+03.50 to Sta. 77+03.50 NB



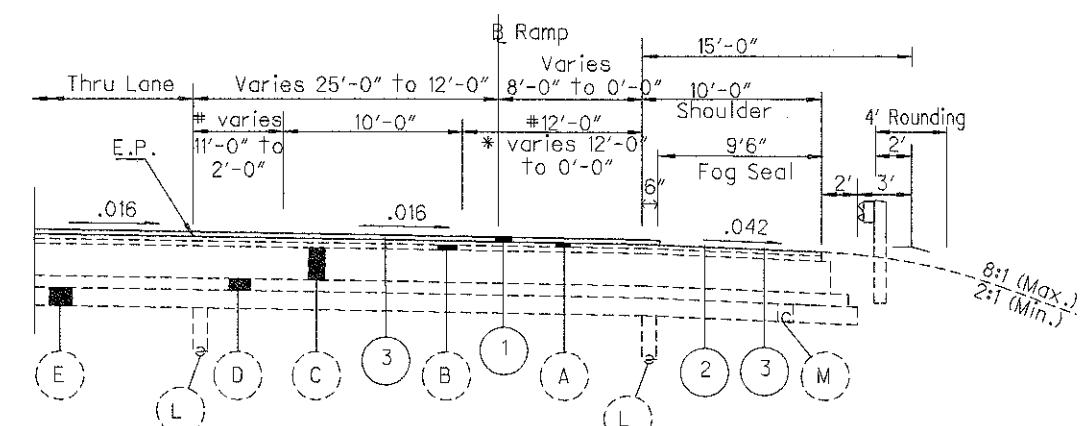
### EXIT TERMINAL DECELERATION LANE

SR 18 - Ramp B Sta. 11+13.19 to Sta. 15+66.68  
 IR 271 EB - Sta. 969+33.40 to Sta. 976+92.92



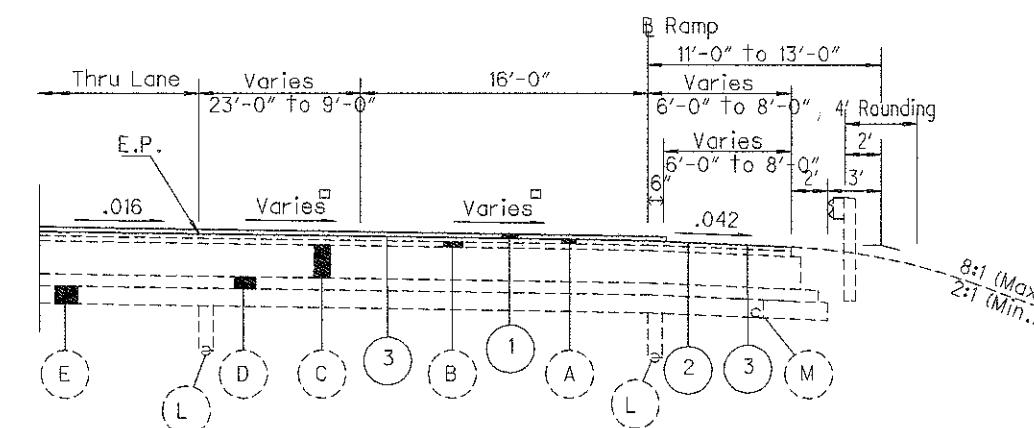
### ENTRANCE TERMINAL ACCELERATION LANE

S.R. 18 - Ramp A Sta. 0+00.00 to Sta. 11+92.79  
 S.R. 3 - Ramp A Sta. 98+06.87 to Sta. 110+06.64  
 - Ramp D Sta. 55+85.64 to Sta. 67+85.64  
 S.R. 303 - Ramp B Sta. 18+86.20 to Sta. 37+00.00  
 - Ramp D Sta. 21+05.28 to Sta. 34+01.28  
 Rest Area - Ramp A Sta. 18+95.63 to Sta. 31+00.00 SB  
 - Ramp D Sta. 99+17.10 to Sta. 111+25.02 NB



### ENTRANCE TERMINAL ACCELERATION LANE

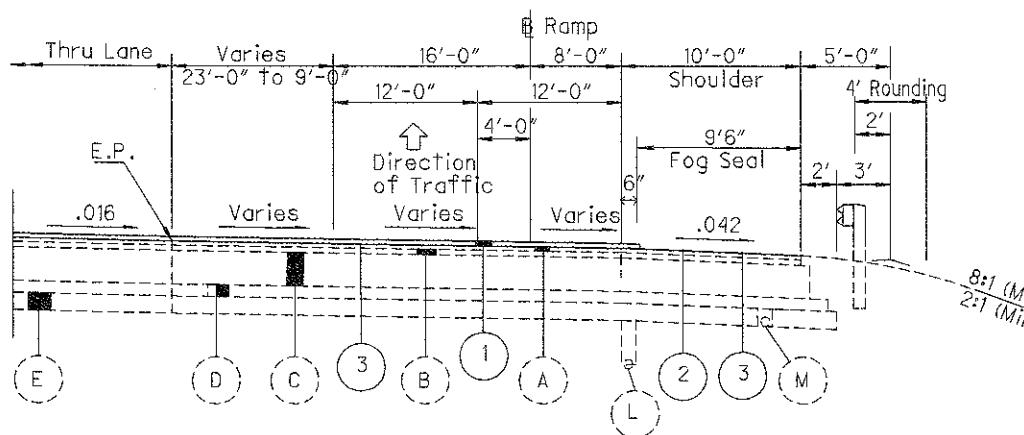
S.R. 18 - Ramp D \*Sta. 905+73.25 to Sta. 910+05.25  
 \* Sta. 910+05.25 to Sta. 930+05.25  
 \* Sta. 930+05.25 to Sta. 938+45.25



### ENTRANCE TERMINAL PACING LANE

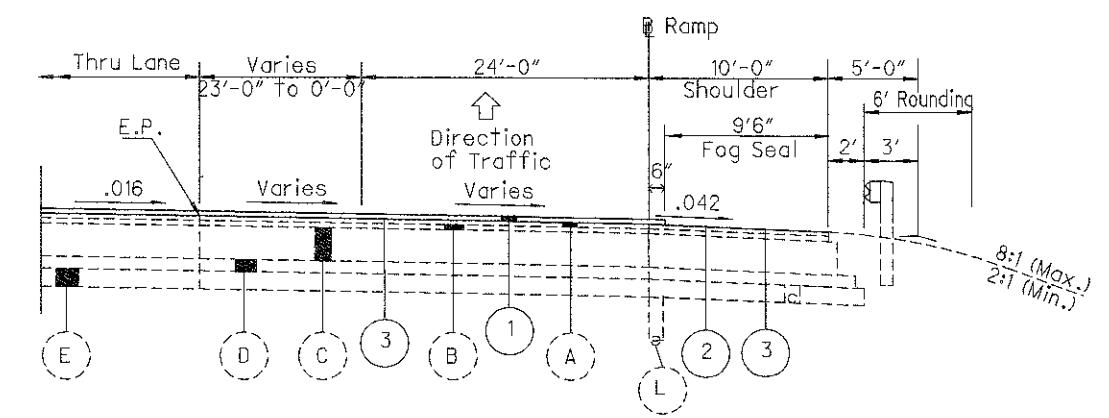
S.R. 18 - Ramp A Sta. 11+92.79 to Sta. 17+36.47  
 S.R. 3 - Ramp A Sta. 93+02.65 to Sta. 98+06.87  
 - Ramp D Sta. 67+85.64 to Sta. 72+77.26  
 S.R. 303 - Ramp B Sta. 31+93.03 to Sta. 37+00.00  
 - Ramp D Sta. 38+13.48 to Sta. 34+01.28  
 Rest Area - Ramp A Sta. 31+00.00 to Sta. 35+17.53 SB  
 - Ramp D Sta. 94+81.23 to Sta. 99+17.10 NB

**PROPOSED TYPICAL SECTIONS**



**ENTRANCE TERMINAL PACING LANE**

Sta. 9+85.26 to Sta. 14+73.24  
SR 18 Ramp D



**ENTRANCE TERMINAL PACING LANE**

IR 271 WB Sta. 964+00.00 to Sta. 973+04.15

GENERALROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

ARMSTRONG UTILITIES COLUMBIA GAS OF OHIO  
1141 LAFAYETTE RD 7080 FRY ROAD  
MEDINA, OH 44256 MIDDLEBURG HEIGHTS, OH 44130  
330-722-3141 x224 440-891-2428

FRONTIER COMMUNICATIONS MEDINA COUNTY SANITARY ENGINEER  
6223 NORWALK ROAD 791 WEST SMITH ROAD  
MEDINA, OH 44256 MEDINA, OH 44256  
330-722-9586 330-723-9579

ODOT DISTRICT 3 TRAFFIC OHIO EDISON COMPANY  
906 CLARK AVENUE 6326 LAKE AVENUE  
ASHLAND, OH 44805 ELYRIA, OH 44035  
419-207-7045 440-326-3231

TIME WARNER CABLE CITY OF MEDINA  
8179 DOW CIRCLE 132 NORTH ELMWOOD STREET  
STRONGSVILLE, OH 44136 MEDINA, OH 44256  
216-575-8016 x5034 330-722-9034

AT&T GATHERCO INC.  
5980-G WILCOX 300 TRACEY BRIDGE ROAD  
DUBLIN, OH 43106 ORRVILLE, OH 44667  
614-760-8320 330-682-4144

SUNOCO PIPELINE L.P. AT&T OF OHIO  
525 FRITZTOWN ROAD 50 WEST BOWERY STREET  
SINKING SPRING, PA 19608 AKRON, OH 44308  
610-670-3279 330-384-8057

BUCKEYE PIPELINE CITY OF CLEVELAND DIVISION OF WATER  
9999 HAMILTON BOULEVARD 1201 LAKESIDE AVE.  
BREINIGSVILLE, PA 18031 CLEVELAND, OH 44114  
610-904-4145 216-664-2444 x5555

DOMINION EAST OHIO WINDSTREAM  
320 SPRINGSIDE DR., SUITE 320 560 TERNE'S AVE.  
AKRON, OH 44333 ELYRIA, OH 44035  
330-664-2409 440-329-4245

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

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 PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVEMENTITEM SPECIAL: MISC.: FOG SEALDESCRIPTION

THIS WORK CONSISTS OF TREATING THE PAVED SHOULDERS WITH A SPECIALIZED ANIONIC ASPHALT EMULSION.

MATERIAL

MATERIAL SHALL CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	ASTM D88	15	100
STORAGE STABILITY, 24 HRS, %	ASTM D244	--	1
STORAGE STABILITY, 5 DAYS, %	ASTM D244	--	5
RESIDUE BY DISTILLATION, %	ASTM D244	50	--
OIL DISTILLATE, %	ASTM D244	--	1
SIEVE TEST, %	ASTM D244	--	0.3

TEST ON RESIDUE:

PENETRATION, @ 25°C,	ASTM D5	--	20
SOFTENING POINT RANGE DEG C	ASTM D36	65	--
SOLUBILITY, %	ASTM D2042	97.5	--
ORIGINAL BINDER DSR@82°C G*/SIN 8,10 RAD/SEC	AASHTO T111	1	--

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC. THE MANUFACTURER SHALL SUPPLY THE SPECIFIC GRAVITY OF THE DILUTED MATERIAL AT 160° F.

EQUIPMENT

CONTRACTOR SHALL PROVIDE ADEQUATE CLEANING EQUIPMENT AND DISTRIBUTOR. USE DISTRIBUTORS DESIGNED, EQUIPPED, MAINTAINED, AND OPERATED TO APPLY ASPHALT MATERIAL AT THE SPECIFIED RATE PER SQUARE YARD (SQUARE METER) WITH UNIFORM PRESSURE OVER THE REQUIRED WIDTH OF APPLICATION. ENSURE THAT THE DISTRIBUTOR INCLUDES TACHOMETER, PRESSURE GAUGES, ACCURATE VOLUME MEASURING DEVICES, OR A CALIBRATED TANK. MOUNT AN ACCURATE THERMOMETER WITH A RANGE COVERING THE SPECIFIED APPLICATION TEMPERATURE FOR ASPHALT MATERIAL AT APPROXIMATELY CENTER HEIGHT OF THE TANK WITH THE STEM EXTENDING INTO THE ASPHALT MATERIAL. ENSURE THAT THE DISTRIBUTOR HAS A FULL-CIRCULATING SYSTEM WITH A SPRAY BAR THAT IS ADJUSTABLE LATERTALLY AND VERTICALLY. ENSURE THAT THE SPRAY BAR WILL MAINTAIN A CONSTANT HEIGHT ABOVE THE PAVEMENT UNDER VARIABLE LOAD CONDITIONS. SUPPLY EACH DISTRIBUTOR WITH SUITABLE CHARTS SHOWING TRUCK AND PUMP SPEEDS AND OTHER PERTINENT APPLICATION DATA NECESSARY TO OBTAIN THE REQUIRED RESULTS. SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS.

WEATHER LIMITATIONS

DO NOT APPLY THE MATERIAL IF THE SURFACE TEMPERATURE IS BELOW 40° F.  
NOTE: DO NOT ALLOW THE PRODUCT TO FREEZE PRIOR TO APPLICATION.

PREPARATION OF SURFACE

ENSURE THAT THE SURFACE HAS BEEN SWEPT JUST BEFORE APPLICATION AND IS THOROUGHLY CLEAN, DRY AND FREE OF LOOSE STONE CHIPS. REMOVE DIRT, DUST AND LOOSE CHIPS CLEANED FROM THE SURFACE AND DISPOSE OF IT.

APPLICATION OF ASPHALT MATERIAL

UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR.

NOTE: THIS MATERIAL IS NOT COMPATIBLE WITH CATIONIC EMULSIONS (CRS, COS, CMS, CSS ETC.) ALL EQUIPMENT SHOULD BE THOROUGHLY CLEANED IF CATIONIC EMULSION WAS PREVIOUSLY PRESENT. IF PRODUCT IS TO BE STORED FOR AN EXTENDED PERIOD OF TIME THE MATERIAL SHOULD BE AGITATED OR GENTLY CIRCULATED PRIOR TO USE. NOZZLE SPRAY PATTERN SHOULD BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP.

THE POLYMER FOG SEAL SHOULD BE APPLIED AT A RATE OF 0.15 GALLONS PER SQUARE YARD.  
RECOMMENDED APPLICATION TEMPERATURE IS 140° F TO 180° F. DO NOT EXCEED 180° F.

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE THE QUANTITY, RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS AND AREAS TO BE TREATED BEFORE APPLICATION OF THE POLYMER FOG SEAL. CONTRACTOR MUST CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR DISTRIBUTOR SETTINGS AND SPRAY NOZZLE TYPE. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION RATE IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT. THE APPLICATION IS CONSIDERED SATISFACTORY ACTUAL RATE IS WITHIN ±10 PERCENT OF THE REQUIRED RATE AND THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING, RIDGING OR EXCESS MATERIAL BLEEDING OR PUDDLING.

THE MATERIAL SHALL BE OVERLAPPED BY 2" TO 6" AT ALL ADJACENT SPRAY PASSES.

TRAFFIC SHALL BE ALLOWED ON THE MATERIAL AFTER ONE HOUR OR LONGER AS DIRECTED BY THE PROJECT ENGINEER'S ON-SITE REPRESENTATIVE AFTER THE MATERIAL HAS BEEN DETERMINED TO BE TACK FREE AND SET REASONABLY FIRMLY.

PERMANENT PAVEMENT MARKINGS MAY BE APPLIED ON THE MATERIAL AFTER 24 HOURS. THERMOPLASTIC OR NON-WATER BASED FINAL PAVEMENT MARKINGS SHALL BE APPLIED NOT SOONER THAN TWO WEEKS AFTER MATERIAL APPLICATION.

METHOD OF MEASUREMENT

THE DEPARTMENT WILL MEASURE FOG SEAL BY THE NUMBER OF GALLONS OF DILUTED ASPHALT MATERIAL APPLIED FOR EACH ACCORDING TO ITEM 109.

BASIS OF PAYMENT

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
SPECIAL	GALLON	MISC.: FOG SEAL

### ITEM 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN

ALL REQUIREMENTS OF ITEM 421 APPLY. IN ADDITION, SUPPLY A BLEND OF A MINIMUM OF 50% IGNEOUS DIABASE TRAP ROCK AND A MAXIMUM OF 50% LIMESTONE AGGREGATE FROM APPROVED SOURCES FOR USE AS AGGREGATE IN ITEM 421. DO NOT USE OTHER AGGREGATES.

OMIT ITEM 421 ON STRUCTURES WITH CONCRETE WEARING SURFACE.

THE CONTRACTOR IS RESPONSIBLE FOR COVERING ANY CASTINGS SO THE MICROSURFACING WILL NOT COVER THE CASTINGS (MONUMENT BOXES, MANHOLES, ETC.).

### ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF ASPHALT FROM THE EXISTING ASPHALT PAVEMENT OR ASPHALT PAVED BERM IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED PRIOR TO MICROSURFACING. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 3" FOR ESTIMATING PURPOSES. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPAKTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPAKTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 - PAVEMENT REPAIR, MISC.: PARTIAL DEPTH.

439 CU YD REQUIRED  
26 CU YD FOR ADDITIONAL USE AS DIRECTED BY THE ENGINEER  
465 CU YD TOTAL

NOTE: 166 CU. YDS. OF REPAIR ARE ESTIMATED FOR THE MIDDLE LANES WHICH WILL REQUIRE THE CONTRACTOR TO CLOSE DOWN TWO LANES OF TRAFFIC.

### ITEM 423 CRACK SEALING, MISC.: TYPE II OR TYPE III

THE CONTRACTOR SHALL SEAL ALL VISIBLE JOINTS AND CRACKS OVER TWO (2) FEET IN LENGTH (600mm) ACCORDING TO ITEM 423 PRIOR TO FOG SEALING THE PAVED SHOULDERS AND PRIOR TO MICROSURFACING.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER SQUARE YARD (NOT POUNDS).

### MAINTENANCE OF TRAFFIC

#### ITEM 614 - WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
2. NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NUMBER 1-703-235-0528.
3. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-614-599-7915.
4. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTS'S CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7) THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A CURRENT WTS CERTIFICATION (WITH AN EXPIRATION DATE NO MORE THAN 5 YEARS FROM THE DATE OF ISSUE) FROM ANY OF THE APPROVED ORGANIZATIONS.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOs). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.

9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
- E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.
11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

#### ITEM 614 - WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

THE DEPARTMENT WILL NOT PAY THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH CMS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 - WORKSITE TRAFFIC SUPERVISOR 3 MONTHS

#### ITEM 614. WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (W8-H12A-38) NO EDGE LINE = 33 EACH

#### ITEM 614. MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS)

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1300/DAY.

#### ITEM 614. MAINTAINING TRAFFIC: GENERAL

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:  
PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, WITH THE APPROVAL OF THE ENGINEER.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALL MAINTENANCE OF TRAFFIC SIGNS ARE PAID UNDER ITEM 614 MAINTAINING TRAFFIC.



SHEET							ITEM	ITEM EXT.	GRAND	UNIT	DESCRIPTION	REF. SHEET
16	17	19	20	21	22	23						
PAVEMENT ITEMS												
465					253	90000	465	CU YD	PAVEMENT REPAIR, MISC.: PARTIAL DEPTH		16	
548412	-11815				421	10011	536597	SQ YD	MICROSURFACING, SURFACE COURSE, AS PER PLAN		16	
548412	231494				423	98100	779906	SQ YD	CRACK SEALING, MISC.: TYPE II OR TYPE III		16	
	36492				SPECIAL	69098900	36492	GALLON	MISC.: FOG SEAL		15	
TRAFFIC CONTROL ITEMS												
		2272		621	00100	2272	EACH	RPM				
		2272		621	54000	2272	EACH	RAISED PAVEMENT MARKER REMOVED				
45.28				646	10010	45.28	MILE	EDGE LINE, 6"				
	48.10			646	10110	48.10	MILE	LANE LINE, 6"				
5943				646	10310	5943	FT	CHANNELIZING LINE, 12"				
	1309			646	10600	1309	FT	TRANSVERSE/DIAGONAL LINE				
	6			646	20350	6	EACH	LANE REDUCTION ARROW				
STRUCTURES												
								MED-71-1870 L (SFN 5203694)		25		
								MED-71-1870 R (SFN 5203724)		25		
								MED-71-1918 L (SFN 5203759)		25		
								MED-71-1918 R (SFN 5203783)		25		
								MED-71-1992 L (SFN 5203813)		25		
								MED-71-1992 R (SFN 5203848)		25		
MAINTENANCE OF TRAFFIC ITEMS												
120				614	11110	120	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE				
3				614	11500	3	MONTH	WORKSITE TRAFFIC SUPERVISOR				
33				614	12460	33	EACH	WORK ZONE MARKING SIGN				
25				614	12600	25	EACH	REPLACEMENT DRUM				
90				614	18401	90	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		17		
		48.10		614	20550	48.10	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT				
		5943		614	23680	5943	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT				
				614	11000	LUMP		MAINTAINING TRAFFIC				
				624	10000	LUMP		MOBILIZATION				

COUNTY	ROUTE	LOG POINT TO LOG POINT		DIRECTION	LENGTH		MICROSURFACING WIDTH (ONE DIRECTION)	421 MICROSURFACING, SURFACE COURSE, AS PER PLAN	423 CRACK SEALING, MISC.: TYPE II OR TYPE III	
					MILE	FEET			SQ YD	
		STATIONS			FEET	FEET			FEET	
<b>PAVEMENT ITEMS</b>										
MED	71	833+00.00	904+05.30	SB	1.35	7105.30	37	29211		29211
MED	71	904+05.30	937+55.07	SB	0.63	3349.77	49	18238		18238
MED	71	937+55.07	945+95.07	SB	0.16	840.00	49-61	5133		5133
MED	71	945+95.07	964+00.00	SB	0.34	1804.93	61	12233		12233
MED	71	964+00.00	1260+00.00	SB	5.61	29600.00	37	121689		121689
MED	71	1260+00.00	1263+00.00	SB	0.06	300.00	37-39	1267		1267
MED	71	1263+00.00	1408+50.00	SB	2.76	14550.00	39	63050		63050
MED	71	833+00.00	912+00.00	NB	1.50	7900.00	37	32478		32478
MED	72	912+00.00	938+46.25	NB	0.50	2646.25	61	17936		17936
MED	73	930+00.00	938+47.25	NB	0.16	847.25	61-49	5178		5178
MED	71	938+47.25	969+33.40	NB	0.58	3086.15	49	16802		16802
MED	71	969+33.40	1260+00.00	NB	5.51	29066.60	37	119496		119496
MED	71	1260+00.00	1263+00.00	NB	0.06	300.00	37-39	1267		1267
MED	71	1263+00.00	1408+50.00	NB	2.76	14550.00	39	61433		61433
<b>ACCELERATION/ DECELERATION RAMP DATA</b>										
FROM	TO	RAMP NAME								
SR 18	I 71									
SR 18	I 71	RAMP A - SB ACCEL LANE				3628			3628	
I 71	SR 18	RAMP B - SB DECEL LANE				1082			1082	
I 71	SR 18	RAMP C - NB DECEL LANE				522			522	
SR 18	I 71	RAMP D - NB ACCEL LANE				3987			3987	
I 271	I 71	SB ACCEL LANE				3120			3120	
I 71	I 271	NB DECEL LANE				1991			1991	
SR 3	I 71	RAMP A - NB ACCEL LANE				3392			3392	
I 71	SR 3	RAMP B - NB DECEL LANE				1491			1491	
I 71	SR 3	RAMP C - SB DECEL LANE				1494			1494	
SR 3	I 71	RAMP D - SB ACCEL LANE				3380			3380	
REST	I 71	RAMP A - SB DECEL LANE				1459			1459	
I 71	REST	RAMP B - SB ACCEL LANE				3530			3530	
I 71	REST	RAMP C - NB DECEL LANE				1442			1442	
REST	I 71	RAMP D - NB ACCEL LANE				3173			3173	
I 71	SR 303	RAMP A - SB DECEL LANE				1469			1469	
SR 303	I 71	RAMP B - SB ACCEL LANE				3330			3330	
I 71	SR 303	RAMP C - NB DECEL LANE				1507			1507	
SR 303	I 71	RAMP D - NB ACCEL LANE				3005			3005	
<b>TOTALS</b>					21.96	115946.25	548412		548412	

COUNTY	ROUTE	LOG POINT TO LOG POINT		DIRECTION	LENGTH		MICROSURFACING WIDTH (ONE DIRECTION)	FOG SEAL WIDTH (EACH SHOULDER)	421	SPECIAL	423	CRACK SEALING, MISC.: TYPE II OR TYPE III	CALC. BY ERS CHECK BY MIS							
		MILE	FEET		FEET	FEET			SQ YD	GAL	SQ YD									
<b>SHOULDER ITEMS</b>																				
<b>OUTSIDE</b>																				
MED	71	833+00.00	1260+00.00	SB	8.09	42700.00		9.5		6761			45073							
MED	71	1260+00.00	1263+00.00	SB	0.06	300.00		9.5-11.5			53		353							
MED	71	1263+00.00	1408+50.00	SB	2.76	14550.00		11.5			2789		18593							
MED	71	833+00.00	1408+50.00	NB	10.90	57550.00		9.5			9112		60747							
<b>INSIDE (MEDIAN SIDE)</b>																				
MED	71	833+00.00	1260+00.00	NB	8.09	42700.00		9.5		6761			45073							
MED	71	1260+00.00	1263+00.00	NB	0.06	300.00		9.5-11.5			53		353							
MED	71	1263+00.00	1408+50.00	NB	2.76	14550.00		11.5			2789		18593							
MED	71	833+00.00	1408+50.00	SB	10.90	57550.00		9.5			9112		60747							
<b>REDUCTION AREA FOR BRIDGE APPROACHES AND DECKS</b>																				
STR MED-71-1685 L	888+95.44	891+22.10	SB	0.04	226.66	37	9.5		-932	-72			-1410							
STR MED-71-1685 R	889+29.50	891+56.16	NB	0.04	226.66	37	9.5		-932	-72			-1410							
STR MED-71-1870 L	985+83.60	988+43.66	SB	0.05	260.06	37	9.5		-1069	-82			-1618							
STR MED-71-1870 R	986+59.80	989+06.22	NB	0.05	246.42	37	9.5		-1013	-78			-1533							
STR MED-71-1918 L	1012+40.12	1013+82.95	SN	0.03	142.83	37	9.5		-587	-46			-889							
STR MED-71-1918 R	1012+18.96	1013+80.58	NB	0.03	161.62	37	9.5		-664	-52			-1006							
STR MED-71-1992 L	1051+15.59	1053+86.09	SB	0.05	270.50	37	9.5		-1112	-86			-1683							
STR MED-71-1992 R	1051+15.59	1053+86.09	NB	0.05	270.50	37	9.5		-1112	-86			-1683							
STR MED-71-2090 L	1102+80.42	1105+62.91	SB	0.05	282.49	37	9.5		-1161	-90			-1758							
STR MED-71-2090 R	1103+05.49	1105+87.89	NB	0.05	282.40	37	9.5		-1161	-90			-1757							
STR MED-71-2402 L	1267+79.83	1270+18.83	SB	0.05	239.00	39	11.5		-1036	-92			-1646							
STR MED-71-2402 R	1267+79.83	1270+18.83	NB	0.05	239.00	39	11.5		-1036	-92			-1646							
<b>TOTALS</b>																				
									-11815	36492			231494							

ITEM 646 EDGE LINE, 6"			
LOCATION	STATION	Linear Feet	
	(Mainline Stationing)	White	Yellow
NORTHBOUND			
Northbound Lanes	833+00 to 870+93	3793	
	882+91 to 903+20	2029	
	930+05 to 970+35	4030	
	976+93 to 1084+32	10,739	
	1092+35 to 1120+94	2859	
	1131+44 to 1190+47	5903	
	1198+47 to 1222+09	2362	
	1232+59 to 1248+59	1600	
	1256+59 to 1270+46	1387	
	1280+96 to 1408+50	12,754	
	833+00 to 1408+50	57,550	
(Ramp Stationing)			
Exit Ramp "C", SR 18	870+93 (Mainline) to 0+00	28	
	0+00 to 11+87	1187	
	Distance Along Radius	115	
Entrance Ramp "D", SR 18	Distance Along Radius	85	
	9+85 to 14+73	488	
	905+73 (ML) to 930+05 (ML)	2432	
	9+85 to 11+23	138	
Exit Ramp IR 271 Eastbound	970+35 to 976+93	658	
Exit Ramp "B", SR 3	62+95 to 70+97	802	
	Distance Along Radius	110	
Entrance Ramp "A", SR 3	Distance Along Radius	160	
	93+02 to 38+07	505	
	98+07 to 113+44 (Mainline)	1200	
	93+02 to 98+07	505	
Exit Ramp "C", Rest Area	1190+47 (Mainline) to 72+50	345	
	72+50 to 77+04	454	
Entrance Ramp "D", Rest Area	99+17 to 1232+59	1200	
Exit Ramp "C", SR 303	1248+59 (Mainline) to 30+65	345	
	30+65 to 35+21	456	
	Distance Along Radius	105	
Entrance Ramp "D", SR 303	1280+96 (Mainline) to 34+01	1200	
	34+01 to 38+13	412	
	34+01 to 38+13	412	
Continued			

ITEM 646 EDGE LINE, 6" (CONT.)			
LOCATION	STATION	Linear Feet	
	(Mainline Stationing)	White	Yellow
SOUTHBOUND			
Southbound Lanes	833+00 to 862+23	2923	
	872+73 to 899+51	2678	
	904+05 to 937+55	3350	
	969+27 to 1077+23	10,796	
	1087+73 to 1116+33	2860	
	1124+36 to 1140+38	1602	
	1151+58 to 1172+18	2060	
	1180+18 to 1241+31	6113	
	1251+81 to 1279+61	2780	
	1287+41 to 1408+50	12,109	
	833+00 to 1408+50	57,550	
(Ramp Stationing)			
Entrance Ramp "A", SR 18	0+00 to 17+36	1736	
	Distance Along Radius	170	
	11+93 to 17+36	543	
Exit Ramp "B", SR 18	Distance Along Radius	65	
	11+13 to 15+67	454	
Ent Ramp IR 271 W Connector	937+55 to 973+04	3549	
	970+12 to 973+04	292	
Entrance Ramp "D", SR 3	1077+23 (Mainline) to 67+86	1200	
	67+86 to 72+77	491	
	Distance Along Radius	165	
Exit Ramp "C", SR 3	Distance Along Radius	105	
	94+97 to 102+98	801	
Entrance Ramp Rest Area	1140+38 (Mainline) to 31+00	1200	
	31+00 to 35+21	421	
	31+00 to 35+21	421	
Exit Ramp Rest Area	50+82 to 55+36	454	
	55+36 to 1180+18 (Mainline)	345	
Entrance Ramp "B", SR 303	1241+31 (Mainline) to 31+94	1200	
	31+94 to 37+00	506	
	31+94 to 37+00	506	
Exit Ramp "A", SR 303	58+16 to 62+58	442	
	62+58 to 1287+41 (Mainline)	338	
	Sub Total Linear Feet	120,656	118,408
	Total Linear Feet	239,064	
	TOTAL MILES	45.28	

ITEM 646 CHANNELIZING LINE, 12"			
LOCATION	STATION	Linear Feet	
	(Mainline Stationing)	White	
NORTHBOUND			
Exit Ramp "C", SR 18	880+31 to 882+91	260	
	880+31 to 11+87 (Ramp)	260	
Entrance Ramp "D", SR 18	902+20 to 903+70	150	
Exit Ramp IR 271 Eastbound	974+33 to 976+93	260	
	974+33 to 976+93 (Ramp)	260	
Exit Ramp "B", SR 3	1089+75 to 1092+35	260	
	1089+75 to 70+97 (Ramp)	260	
Entrance Ramp "A", SR 3	1119+44 to 1120+94	150	
Exit Ramp Rest Area	1195+87 to 1198+47	260	
	1195+87 to 77+03 (Ramp)	260	
Entrance Ramp Rest Area	1220+59 to 1222+09	150	
Exit Ramp "C", SR 303	1253+99 to 1256+59	260	
	1253+99 to 35+21 (Ramp)	222	
Entrance Ramp "D", SR 303	1268+96 to 1270+46	150	
SOUTHBOUND			
Entrance Ramp "A", SR 18	872+73 to 874+23	150	
Exit Ramp "B", SR 18	899+51 to 902+11	260	
	11+13 (Ramp) to 902+11	260	
Ent Ramp IR 271 W Connector	969+27 to 970+27	100	
Entrance Ramp "D", SR 3	1087+73 to 1089+23	150	
Exit Ramp "C", SR 3	1116+33 to 1118+93	260	
	94+97 (Ramp) to 1118+93	260	
Entrance Ramp "A", Rest Area	1150+88 to 1152+38	150	
Exit Ramp "B", Rest Area	1172+18 to 1174+78	260	
	50+82 (Ramp) to 1174+78	260	
Entrance Ramp "B", SR 303	1251+81 to 1253+31	150	
Exit Ramp "A", SR 303	1279+61 to 1282+11	260	
	58+16 (Ramp) to 1282+11	260	
	TOTAL	5943	

**ITEM 646 LANE LINE, C**

ITEM 646 LANE LINE, 6"		
LOCATION	STATION (Mainline Stationing)	Linear Fee White
NORTHBOUND		
Northbound Lanes	833+00 to 1408+50	115,100
Exit Ramp "C", SR 18	876+11 to 880+31	420
Entrance Ramp "D", SR 18	1+00 (Ramp) to 11+87(Ramp)	1087
905+73 To 930+05		2432
Ent Ramp "D" to Exit IR 271 EB	903+70 To 974+30	7060
Exit Ramp "B", SR 3'	1087+55 to 1089+75	220
Entrance Ramp "A", SR 3	1120+94 to 1123+74	280
Exit Ramp Rest Area	1193+67 to 1195+87	220
Entrance Ramp Rest Area	1222+09 to 1224+89	280
Exit Ramp "C", SR 303	1251+79 to 1253+99	220
Entrance Ramp "D", SR 303	1270+46 to 1273+26	280
SOUTHBOUND		
Southbound Lanes	833+00 to 1408+50	115,100
Entrance Ramp "A", SR 18	869+93 to 872+73	280
Exit Ramp "B" to Ent IR 271 W	902+11 to 969+27	6716
Ent Ramp IR 271 W Connector	945+95 to 973+64	2769
Entrance Ramp "D", SR 3	1084+93 to 1087+73	280
Exit Ramp "C", SR 3	1118+93 to 1121+13	220
Entrance Ramp Rest Area	1148+08 to 1150+88	280
Exit Ramp Rest Area	1174+78 to 1176+98	220
Entrance Ramp "B", SR 303	1249+01 to 1251+81	280
Exit Ramp "A", SR 303	1282+11 to 1284+41	220
	Total Linear Feet	253,964
	TOTAL MILES	48.10

**ITEM 646 TRANSVERSE/DIAGONAL LINE, 24"**

LOCATION	STATION (Mainline Stationing)	Linear Feet
NORTHBOUND		White
Exit Ramp "C", SR 18	880+31 to 882+91	149
Exit Ramp IR 271 Eastbound	974+30 to 976+90	158
Exit Ramp "B", SR 3	1089+75 to 1092+35	135
Exit Ramp Rest Area	1195+87 to 1198+47	138
Exit Ramp "C", SR 303	1253+99 to 1256+59	158
SOUTHBOUND		
Exit Ramp "B", SR 18	899+51 to 902+11	164
Exit Ramp "C", SR 3	1116+33 to 1118+93	138
Exit Ramp Rest Area	1172+18 to 1174+78	126
Exit Ramp "A", SR 303	1279+61 to 1282+11	143
	TOTAL	1309

ITEM 646 TRANSVERSE/DIAGONAL LINE

THE CONTRACTOR SHALL PLACE THE TRANSVERSE/DIAGONAL LINES AS THE CHEVRON STYLE.

**ITEM 646 LANE REDUCTION ARROW**

# PAVEMENT MARKING INFORMATION

MED-71-15.7.8

23  
26

CALCULATED	ERS	CHECKED	MJS
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<b>ITEM 614 WORK ZONE LANE LINE, CLASS III, 642 PAINT</b>		
<b>LOCATION</b>	<b>STATION</b> (Mainline Stationing)	<b>Linear Feet</b>
NORTHBOUND		White
Northbound Lanes	833+00 to 1408+50	115,100
Exit Ramp "C", SR 18	876+11 to 880+31	420
Entrance Ramp "D", SR 18	1+00 (Ramp) to 11+87 (Ramp)	1087
	905+73 to 930+05	2432
Ent Ramp "D" to Exit IR 271 EB	903+70 to 974+30	7060
Exit Ramp "B", SR 3	1087+55 to 1089+75	220
Entrance Ramp "A", SR 3	1120+94 to 1123+74	280
Exit Ramp Rest Area	1193+67 to 1195+87	220
Entrance Ramp Rest Area	1222+09 to 1224+89	280
Exit Ramp "C", SR 303	1251+79 to 1253+99	220
Entrance Ramp "D", SR 303	1270+46 to 1273+26	280
 SOUTHBOUND		
Southbound Lanes	833+00 to 1408+50	115,100
Entrance Ramp "A", SR 18	869+93 to 872+73	280
Exit Ramp "B" to Ent IR 271 W	902+11 to 969+27	6716
Ent Ramp IR 271 W Connector	945+95 to 973+64	2769
Entrance Ramp "D", SR 3	1084+93 to 1087+73	280
Exit Ramp "C", SR 3	1118+93 to 1121+13	220
Entrance Ramp Rest Area	1148+08 to 1150+88	280
Exit Ramp Rest Area	1174+78 to 1176+98	220
Entrance Ramp "B", SR 303	1249+01 to 1251+81	280
Exit Ramp "A", SR 303	1282+11 to 1284+41	220
Total Linear Feet		253,964
TOTAL MILES		48.10

<b>ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT</b>		
<b>LOCATION</b>	<b>STATION</b> (Mainline Stationing)	<b>Linear Feet</b>
NORTHBOUND		White
Exit Ramp "C", SR 18	880+31 to 882+91	260
	880+31 to 11+78 (Ramp)	260
Entrance Ramp "D", SR 18	902+20 to 903+70	150
Exit Ramp IR 271 Eastbound	974+30 to 976+90	260
	974+30 to 976+93 (Ramp)	260
Exit Ramp "B", SR 3	1089+75 to 1092+35	260
	1089+75 to 70+97 (Ramp)	260
Entrance Ramp "A", SR 3	1119+44 to 1120+94	150
Exit Ramp Rest Area	1195+87 to 1198+47	260
	1195+87 to 77+03 (Ramp)	260
Entrance Ramp Rest Area	1220+59 to 1222+09	150
Exit Ramp "C", SR 303	1253+99 to 1256+59	260
	1253+99 to 35+21 (Ramp)	222
Entrance Ramp "D", SR 303	1268+96 to 1270+46	150
 SOUTHBOUND		
Entrance Ramp "A", SR 18	872+73 to 874+23	150
Exit Ramp "B", SR 18	899+51 to 902+11	260
	11+13 (Ramp) to 902+11	260
Ent Ramp IR 271 W Connector	969+27 to 970+27	100
Entrance Ramp "D", SR 3	1087+73 to 1089+23	150
Exit Ramp "C", SR 3	1116+33 to 1118+93	260
	94+97 (Ramp) to 1118+93	260
Entrance Ramp "A", Rest Area	1150+88 to 1152+38	150
Exit Ramp "B", Rest Area	1172+18 to 1174+78	260
	50+82 (Ramp) to 1174+78	260
Entrance Ramp "B", SR 303	1251+81 to 1253+31	150
Exit Ramp "A", SR 303	1279+61 to 1282+11	260
	58+16 (Ramp) to 1282+11	260
TOTAL		5943

## RAISED PAVEMENT MARKERS

LOCATION	STATION	621	D	621	621	621	RAISED PAVEMENT MARKER REMOVED	621	D	621	621	621
		E	E	RPM	RPM	RPM		T	ON LANE LINE	ON EDGE LINE	ON CHANNELIZING	
		A	A	1-Way	2-Way	2-Way		I	@ 120' Spa.	@ 80' Spa.	@ 40' Spa.	
		L	L	White	Yellow/Red	White/Red						
		Each	Each	Each	Each	Each						
NORTHBOUND	(Mainline Stationing)	Each		Each	Each	Each						
Northbound Lanes	833+50 to 1408+50	960	5	960								
	(Ramp Stationing)											
Exit Ramp "C", SR 18	880+31 (ML) to 882+71 (ML)	7	3			7						
	880+31 (ML) to 11+58	7	3			7						
	902+50 (ML) to 903+70 (ML)	4	3			4						
Northbound Lanes	905+73 to 930+05	21	5	21								
	903+70 (ML) to 974+30 (ML)	60	5	60								
	Exit Ramp "B", SR 3	1089+75 (ML) to 1092+15 (ML)	7	3			7					
	1089+75 (ML) to 70+97	9	3			9						
Entrance Ramp "A", SR 3	93+03 to 97+57	7	4			7						
	1119+74 (ML) to 1120+94 (ML)	4	2			4						
Exit Ramp Rest Area	1195+87 (ML) to 1198+27 (ML)	7	3			7						
	1195+87 (ML) to 77+04	8	3			8						
Entrance Ramp Rest Area	1220+89 (ML) to 1222+09 (ML)	4	2			4						
Exit Ramp "C", SR 303	1253+99 (ML) to 1256+39 (ML)	7	3			7						
	1253+99 (ML) to 35+21	8	3			8						
Entrance Ramp "D", SR 303	34+50 to 38+13	6	4			6						
	1269+26 (ML) to 1270+46 (ML)	4	2			4						
<b>Continued</b>												
Subtotals												
Total Carried to General Summary, Sheet 18												
2272												
2074												
45												
153												

DETAIL	
2	TAPERED ACCEL LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY

MED-71-1870 L SFN 5203694

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	166	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1400	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1870 R SFN 5203724

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	156	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1309	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1918 L SFN 5203759

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	74	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	619	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1918 R SEN 5203783

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	88	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	744	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1992 L SFN 5203813

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	174	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1467	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1992 R SEN 5203848

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	174	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1467	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	

NOTE: SEAL ENTIRE LENGTH AND WIDTH OF DECK (TOE TO TOE OF PARAPET) USING HMWM RESIN.  
SEAL TRAFFIC-SIDE FACE OF PARAPETS USING EPOXY-URETHANE.

