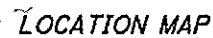
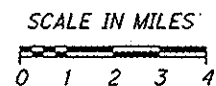


**CITY OF BRUNSWICK
MEDINA, BRUNSWICK HILLS,
AND MONTVILLE TOWNSHIPS
MEDINA COUNTY**



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



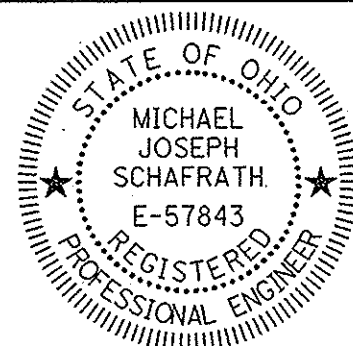
PORTION TO BE IMPROVED _____
 INTERSTATE & DIVIDED HIGHWAY _____
 UNDIVIDED STATE & FEDERAL ROUTES _____
 OTHER ROADS _____

TITLE SHEET	1
SCHEMATIC PLAN	2-7
TYPICAL SECTIONS	8-14
GENERAL NOTES	15-17
GENERAL SUMMARY	18
PAVEMENT DATA	19,20
PAVEMENT MARKING INFORMATION	21-23
RAISED PAVEMENT MARKER INFO	24
STRUCTURE SUMMARY	25
STRUCTURE INFORMATION	26

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.....YES
DESIGN EXCEPTIONS.....NONE REQUIRED

ROADWAY
ENGINEER'S SEAL:



SIGNED: Michael J. Schapato
DATE: 3/21/12

[illegible]

CRACK SEALING AND MICROSURFACING 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

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.

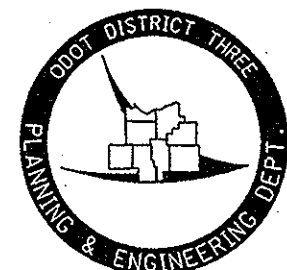
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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 W. L. Burt
DATE 3-21-12 DISTRICT DEPUTY DIRECTOR

APPROVED *Ferry Wayne*
DATE 4-4-12 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

PLANS PREPARED BY:



UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
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**

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המחיר הנמוך ביותר

NONE

WED-71-1370 PM

6

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

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

DESIGN FILE!:\projects\7699
WORKSTATIONmschro

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

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

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

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

Ramp C
 P.I. Sta = 13+07.95
 $\Delta = 12^\circ 41' 06''$ (RT)
 $Dc = 7^\circ 30' 00''$
 $R = 763.94'$
 $\Delta c = 7^\circ 03' 49''$ (RT)
 $Lc = 94.18'$
 $Es = 200.88'$

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

Ramp B
 P.I. Sta = 9+79.62
 $\Delta = 5^\circ 11' 09''$ (LT)
 $Dc = 7^\circ 30' 00''$
 $R = 763.94'$
 $\Delta c = 6^\circ 58' 20''$ (LT)
 $Lc = 92.96'$
 $Es = 49.15'$

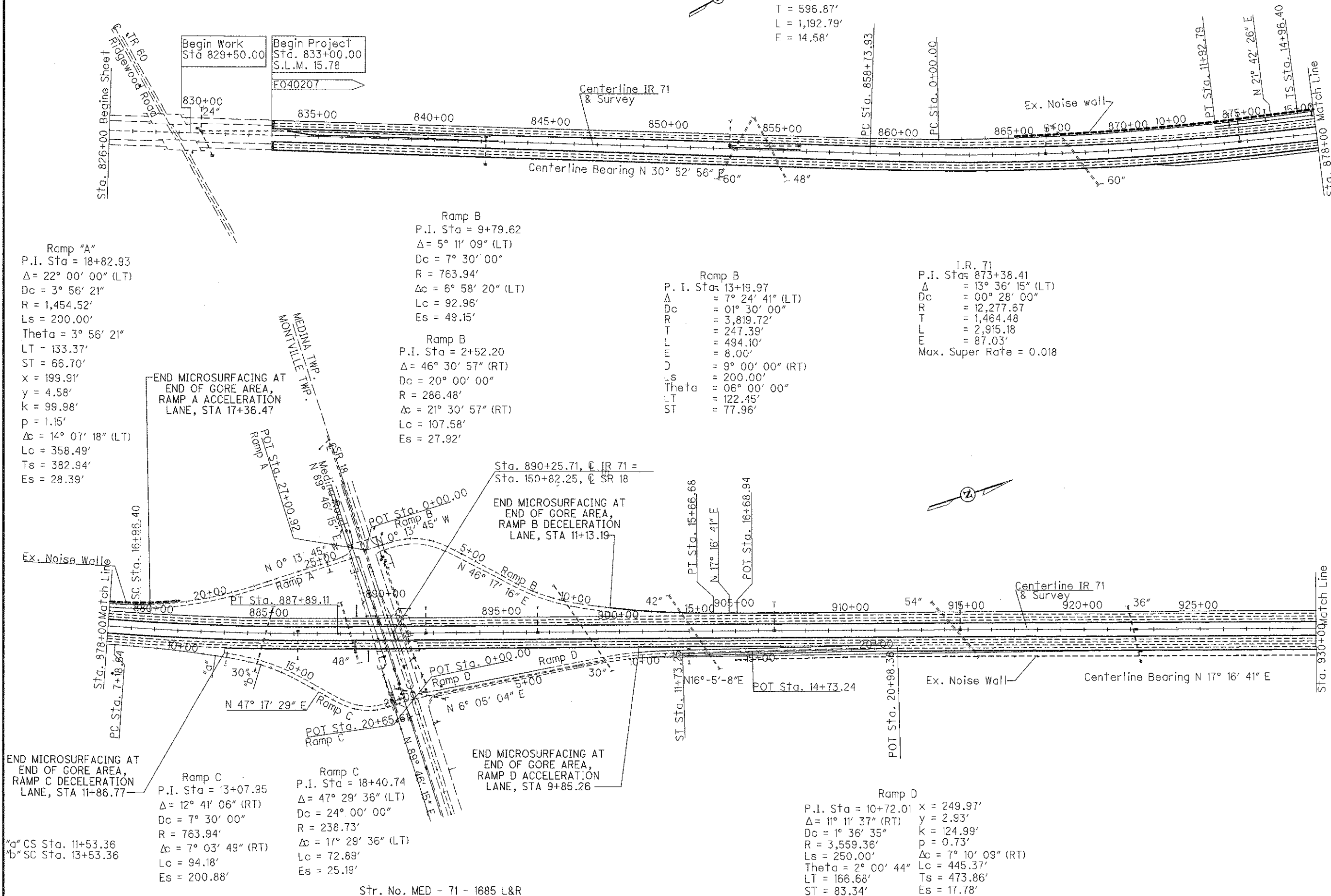
Ramp B
 P.I. Sta = 2+52.20
 $\Delta = 46^\circ 30' 57''$ (RT)
 $Dc = 20^\circ 00' 00''$
 $R = 286.48'$
 $\Delta c = 21^\circ 30' 57''$ (RT)
 $Lc = 107.58'$
 $Es = 27.92'$

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

Ramp B
 P.I. Sta = 13+19.97
 $\Delta = 7^\circ 24' 41''$ (LT)
 $Dc = 01^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 247.39'$
 $L = 494.10'$
 $E = 8.00'$
 $D = 9^\circ 00' 00''$ (RT)
 $Ls = 200.00'$
 $Theta = 06^\circ 00' 00''$
 $LT = 122.45'$
 $ST = 77.96'$

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

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

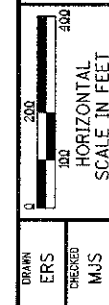


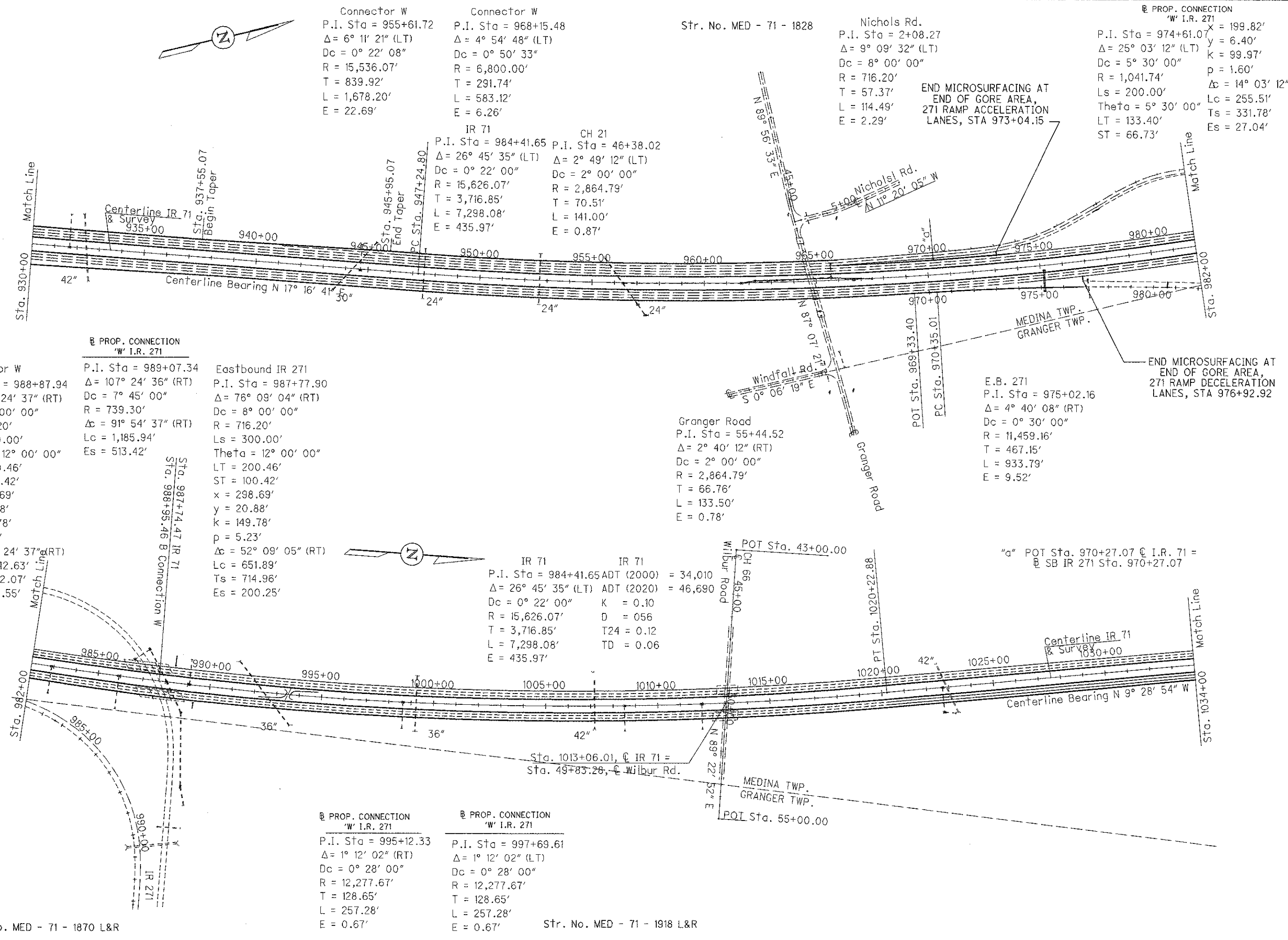
Str. No. MED - 71 - 1685 L&R

SCHEMATIC PLAN
 STA. 833+00 TO STA. 930+00

MED-71-15.78 PM

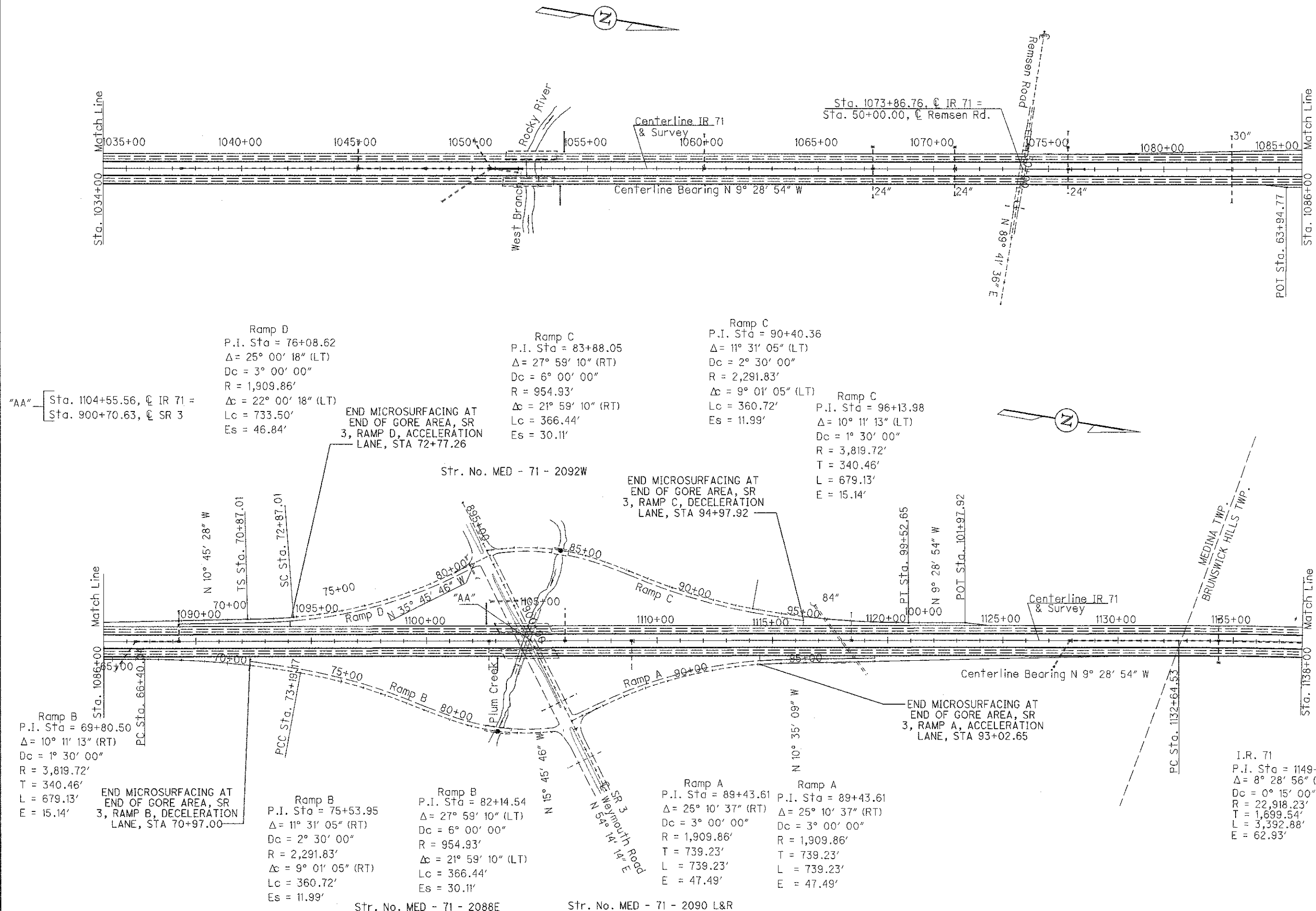
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Str. No. MED - 71 - 1992 L&R

Str. No. MED - 71 - 2034



SCHEMATIC PLAN
STA 1034+00 TO STA 1138+00

MED-71-15.78 PM



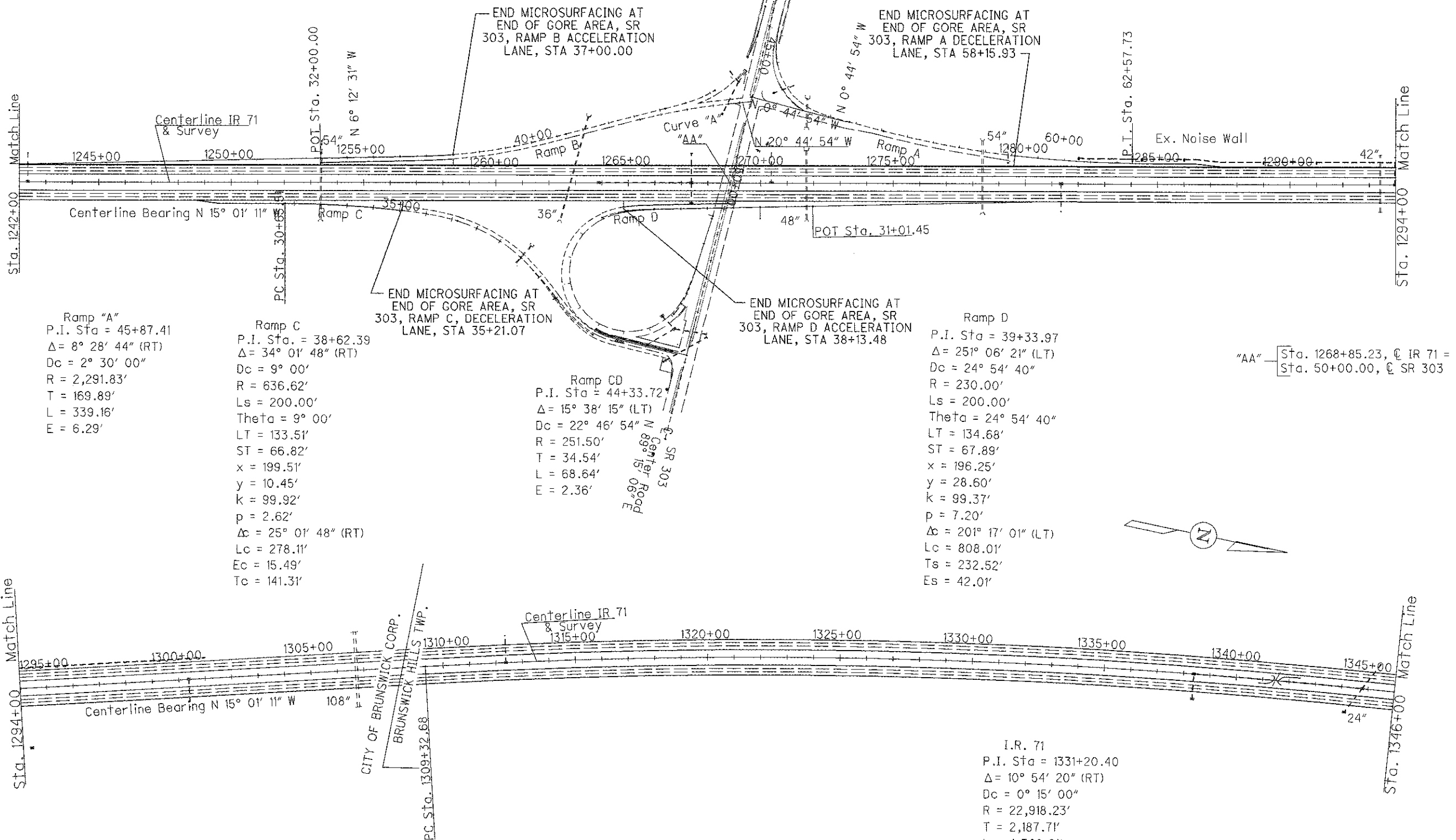
"a" PC Sta. 44+17.52
"b" PT Sta. 47+56.68
"c" TS Sta. 45+20.26
"d" SC Sta. 47.20.26
"e" CS Sta. 48+96.07
"f" ST Sta. 50+96.07

Ramp "A"
P.I. Sta = 45+87.41
 $\Delta = 8^\circ 28' 44''$ (RT)
Dc = $2^\circ 30' 00''$
R = 2,291.83'
T = 169.89'
L = 339.16'
E = 6.29'

Ramp "A"
P.I. Sta = 48+31.13 x = 198.37'
 $\Delta = 61^\circ 31' 16''$ (LT) y = 18.94'
Dc = $16^\circ 22' 13''$ k = 99.73'
R = 350.00' p = 4.75'
Ls = 200.00' $\Delta_c = 28^\circ 46' 50''$ (LT)
Theta = $16^\circ 22' 13''$ Lc = 175.81'
LT = 133.91' Ts = 310.87'
ST = 67.19' Es = 62.83'

Ramp "B"
P.I. Sta = 49+49.13 x = 196.25'
 $\Delta = 90^\circ 00' 00''$ (LT) y = 28.60'
Dc = $24^\circ 54' 40''$ k = 99.37'
R = 230.00' p = 7.20'
Ls = 200.00' $\Delta_c = 40^\circ 10' 40''$ (LT)
Theta = $24^\circ 54' 40''$ Lc = 161.28'
LT = 134.68' Ts = 336.57'
ST = 67.89' Es = 105.45'

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



Ramp "A"
P.I. Sta = 45+87.41
 $\Delta = 8^\circ 28' 44''$ (RT)
Dc = $2^\circ 30' 00''$
R = 2,291.83'
T = 169.89'
L = 339.16'
E = 6.29'

Ramp C
P.I. Sta. = 38+62.39
 $\Delta = 34^\circ 01' 48''$ (RT)
Dc = $9^\circ 00'$
R = 636.62'
Ls = 200.00'
Theta = $9^\circ 00'$
LT = 133.51'
ST = 66.82'
x = 199.51'
y = 10.45'
k = 99.92'
p = 2.62'
 $\Delta_c = 25^\circ 01' 48''$ (RT)
Lc = 278.11'
Ec = 15.49'
Tc = 141.31'

Ramp CD
P.I. Sta = 44+33.72
 $\Delta = 15^\circ 38' 15''$ (LT)
Dc = $22^\circ 46' 54''$ N 89° 15' 06" E
R = 251.50'
T = 34.54'
L = 68.64'
E = 2.36'

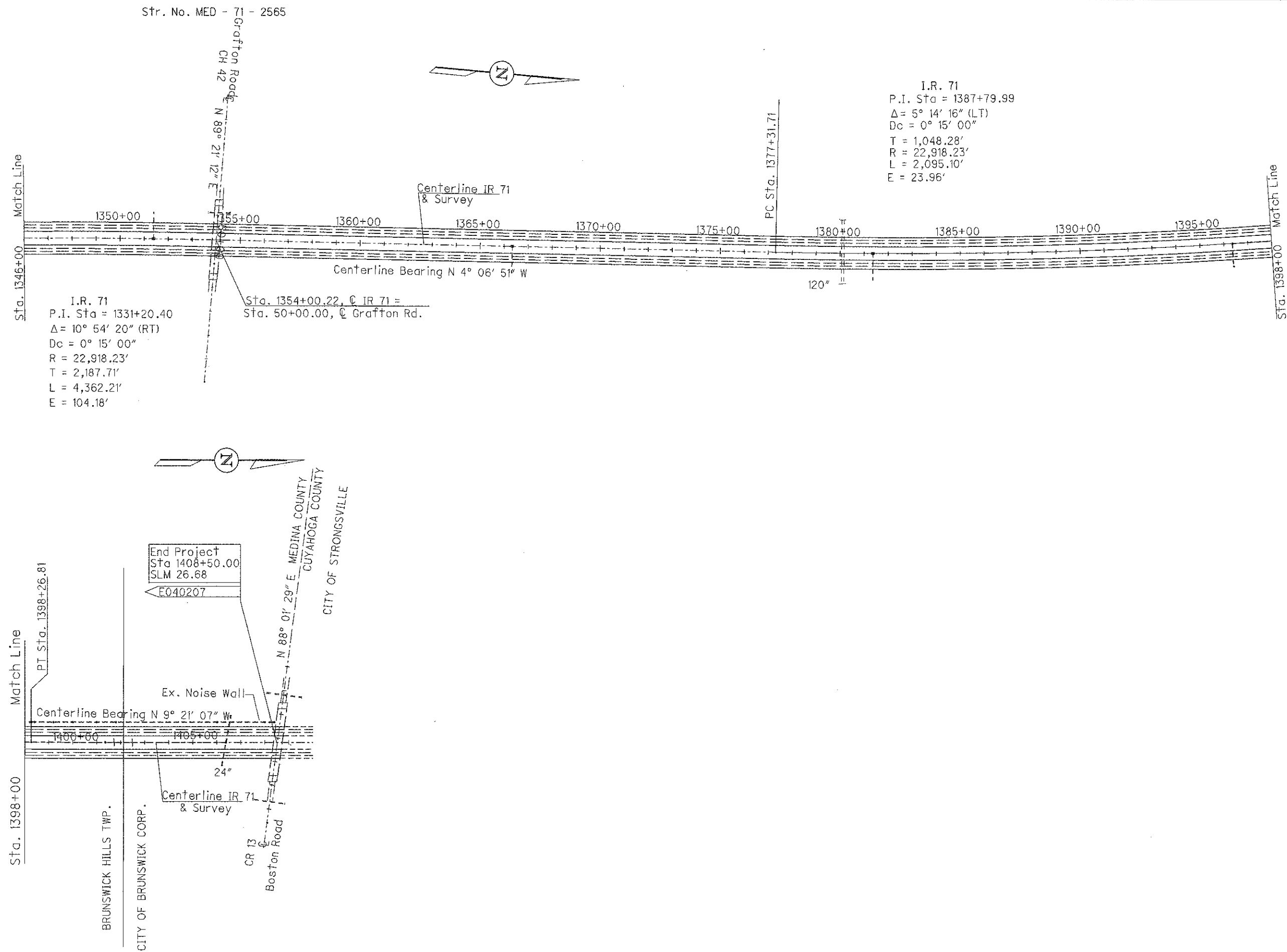
Ramp D
P.I. Sta = 39+33.97
 $\Delta = 251^\circ 06' 21''$ (LT)
Dc = $24^\circ 54' 40''$
R = 230.00'
Ls = 200.00'
Theta = $24^\circ 54' 40''$
LT = 134.68'
ST = 67.89'
x = 196.25'
y = 28.60'
k = 99.37'
p = 7.20'
 $\Delta_c = 201^\circ 17' 01''$ (LT)
Lc = 808.01'
Ts = 232.52'
Es = 42.01'

"AA" Sta. 1268+85.23, @ IR 71 =
Sta. 50+00.00, @ SR 303

I.R. 71
P.I. Sta = 1331+20.40
 $\Delta = 10^\circ 54' 20''$ (RT)
Dc = $0^\circ 15' 00''$
R = 22,918.23'
T = 2,187.71'
L = 4,362.21'
E = 104.18'

SCHEMATIC PLAN
STA 1242+00 TO STA 1346+00

MED-71-15.78 PM



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

EXISTING LEGEND

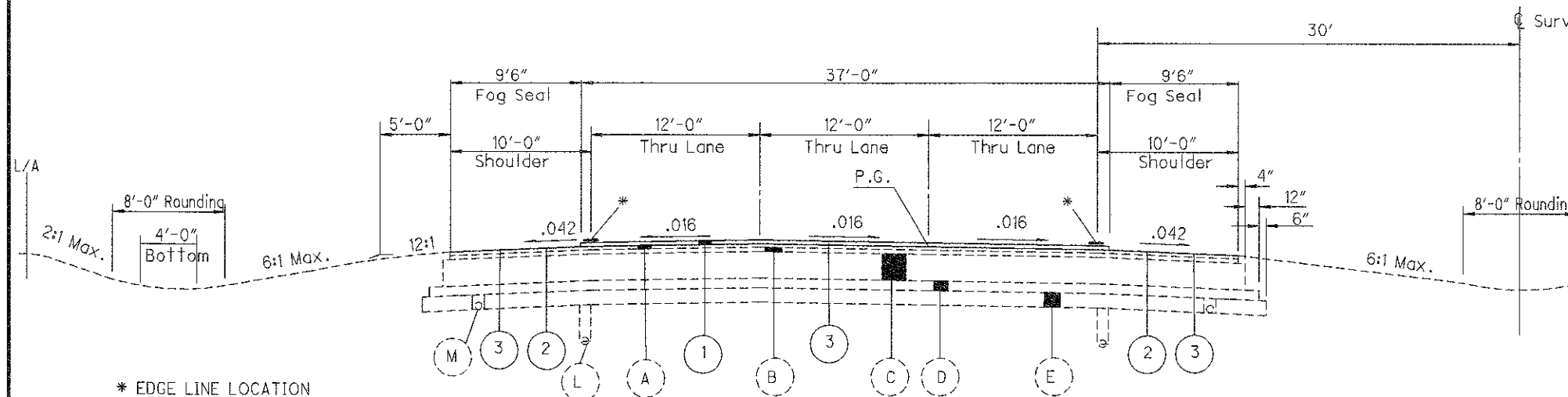
- A 1 1/2" Item 858 Asphalt Concrete Surface Course, 12.5mm, Type A (446)
- B 1 3/4" Item 858 Asphalt Concrete Intermediate Course, 19mm, Type A (446)
- C 11" Item 302 Bituminous Aggregate Base, PG64-22
- D 4" Item 855 Asphalt Treated Free Draining Base, TYPE 1A
- E 6" Item 304 Aggregate Base
- F Varies 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

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.

STRUCTURES - Northbound

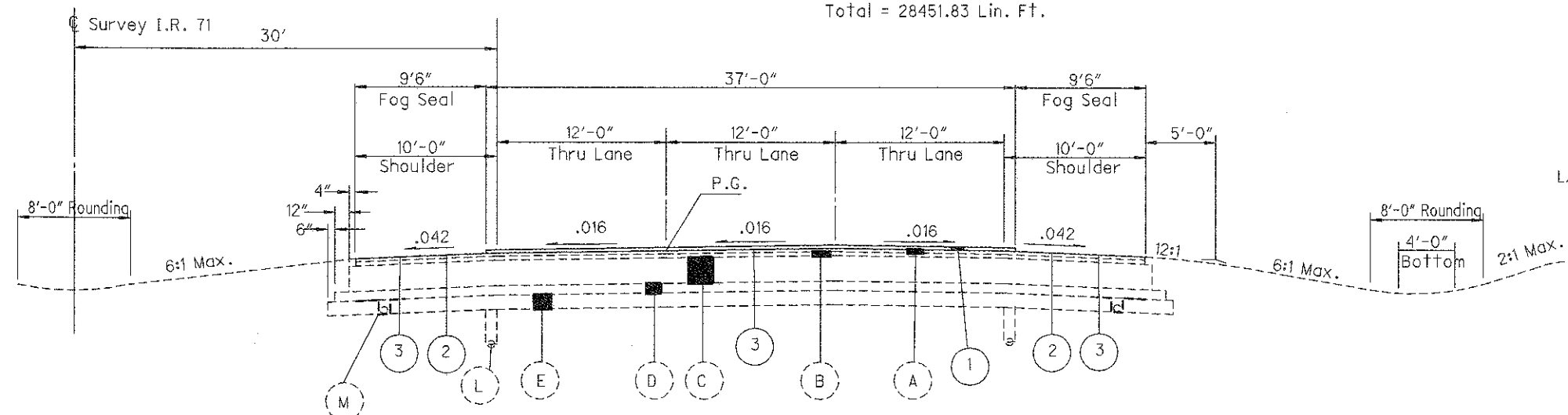
MED - 71 - 1870
Sta. 986+59.80 to Sta. 989+06.22 = 246.42 Lin. Ft.
MED - 71 - 1918
Sta. 1012+18.96 to Sta. 1013+80.58 = 161.62 Lin. Ft.
MED - 71 - 1992
Sta. 1051+15.59 to Sta. 1053+86.09 = 270.50 Lin. Ft.
MED - 71 - 2090
Sta. 1103+05.49 to Sta. 1105+87.89 = 285.27 Lin. Ft.
Total = 963.81 Lin. Ft.



NORMAL SECTION SOUTHBOUND LANES

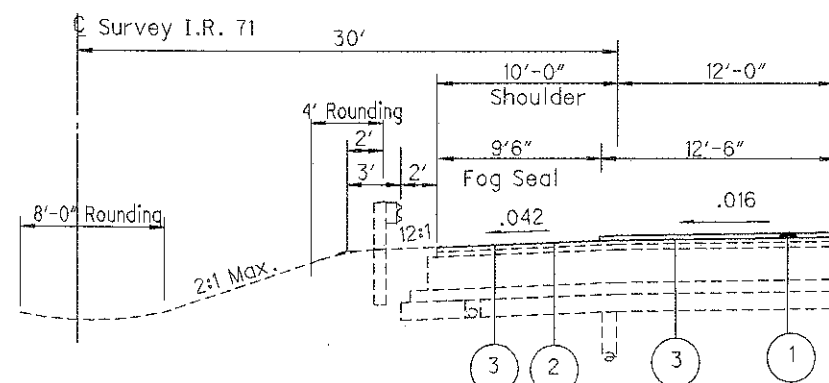
Sta. 833+00.00 to Sta. 856+74.00 = 2,374.00 Lin. Ft.
Sta. 893+75.00 to Sta. 904+05.30 = 1,030.30 Lin. Ft.
Sta. 965+91.59 to Sta. 1201+69.00 = 23,577.41 Lin. Ft.
Sta. 1235+74.00 to Sta. 1260+00.00 = 2,426.00 Lin. Ft.
Deduct for Structures = 955.88 Lin. Ft.
Total = 28451.83 Lin. Ft.

Note: Entrance Terminal Pacing Lane Not Shown for Sta. 965+91.58 to Sta. 977+00.00

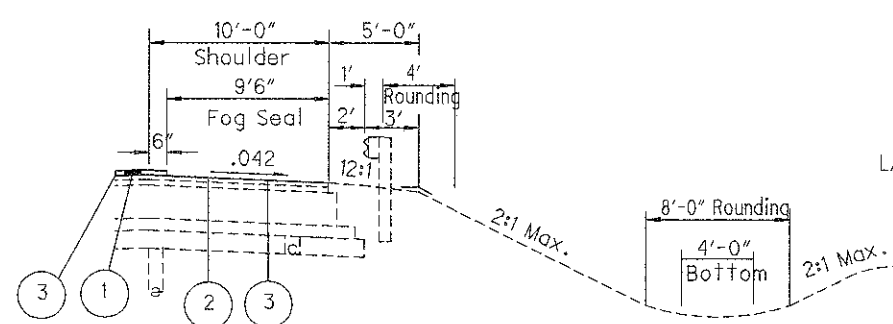


NORMAL SECTION NORTHBOUND LANES

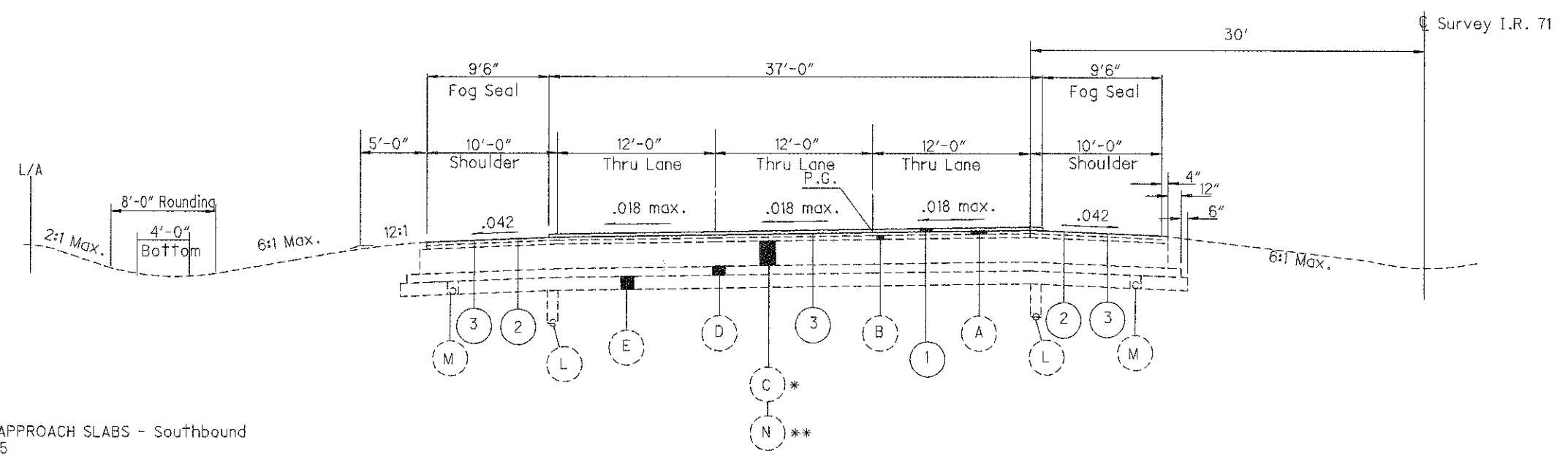
Sta. 833+00.00 to Sta. 856+74.00 = 2,374.00 Lin. Ft.
Sta. 893+75.00 to Sta. 938+45.25 = 4,470.25 Lin. Ft.
Sta. 969+33.40 to Sta. 1201+69.00 = 23,235.60 Lin. Ft.
Sta. 1235+74.00 to Sta. 1260+00.00 = 2,426.00 Lin. Ft.
Deduct for Structures = 963.81 Lin. Ft.
Total = 31,542.05 Lin. Ft.



Typical Shoulder Grading With Guardrail



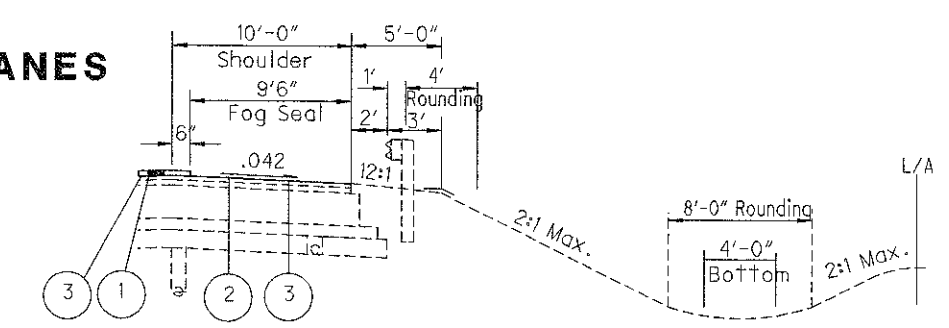
Typical Shoulder Grading With Guardrail



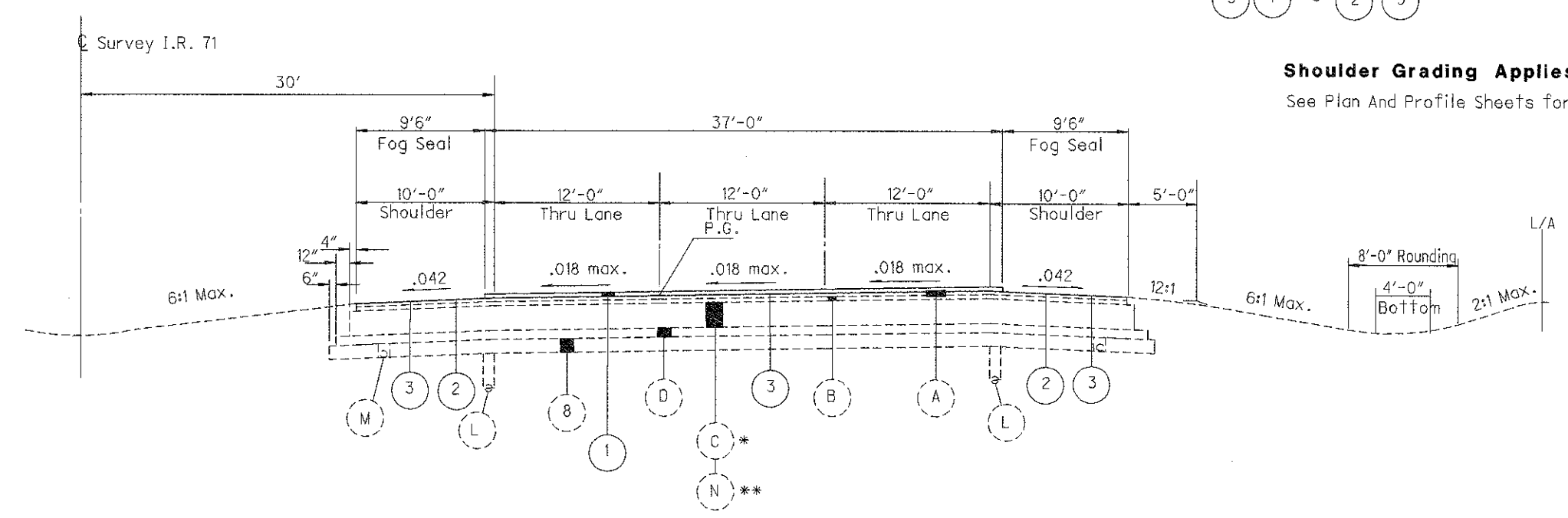
STRUCTURE & APPROACH SLABS - Southbound
MED - 71 - 1685
Sta. 888+95.44 to Sta. 891+22.10 = 226.66 Lin. Ft.

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

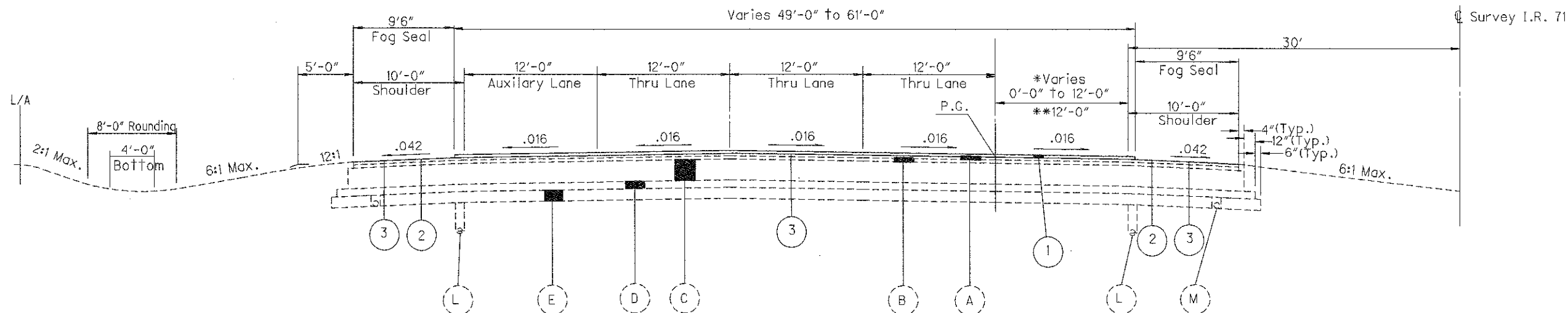


SUPERELEVATED SECTION NORTHBOUND LANES

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

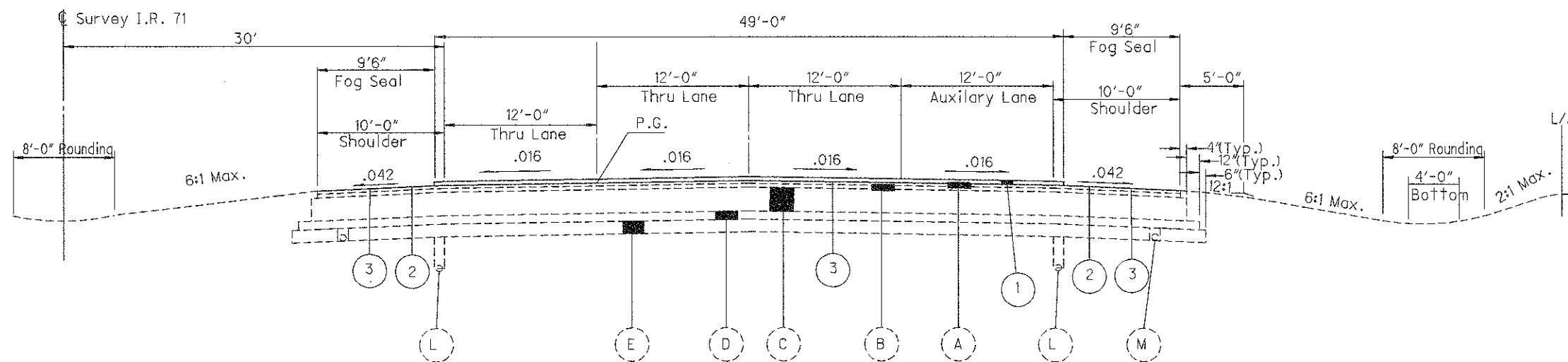
Sta. 856+74.00 to Sta. 893+75.00 = 3,701.00 Lin. Ft.
** Sta. 1201+69.00 to Sta. 1203+00.00 = 131.00 Lin. Ft.
* Sta. 1203+00.00 to Sta. 1235+74.00 = 3,274.00 Lin. Ft.
Deduct for structure & approach slabs = - 226.66 Lin. Ft.
Total = 6,879.34 Lin. Ft.

For Proposed Legend, see sheet 8.



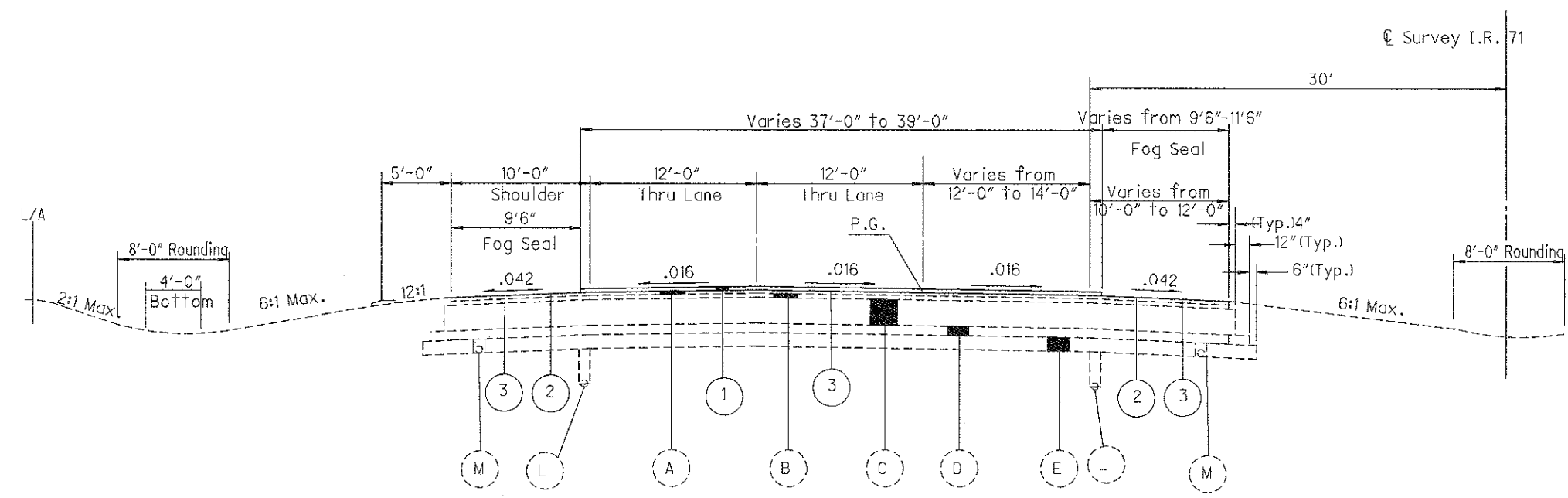
NORMAL SECTION SOUTHBOUND LANES

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.



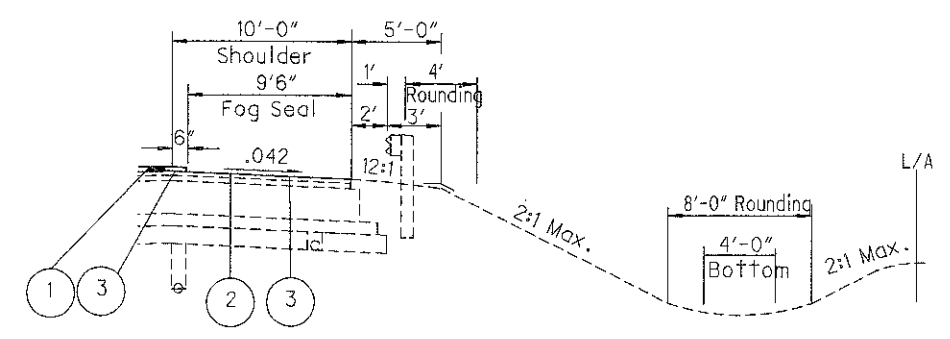
NORMAL SECTION NORTHBOUND LANES

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

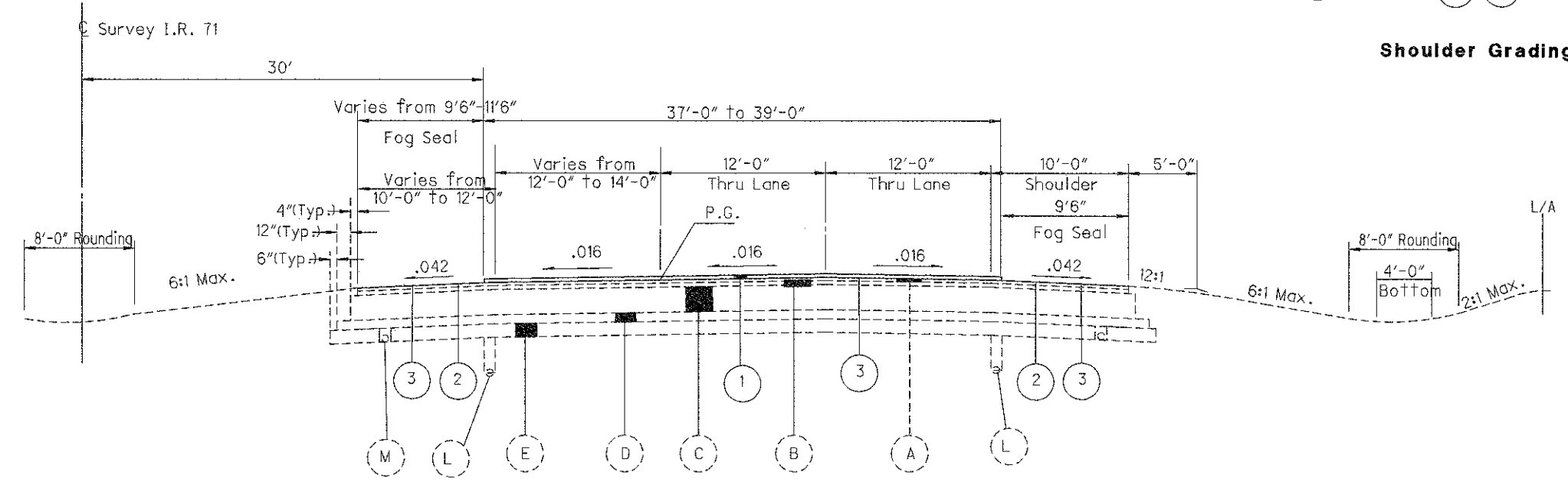


NORMAL SECTION SOUTHBOUND LANES

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



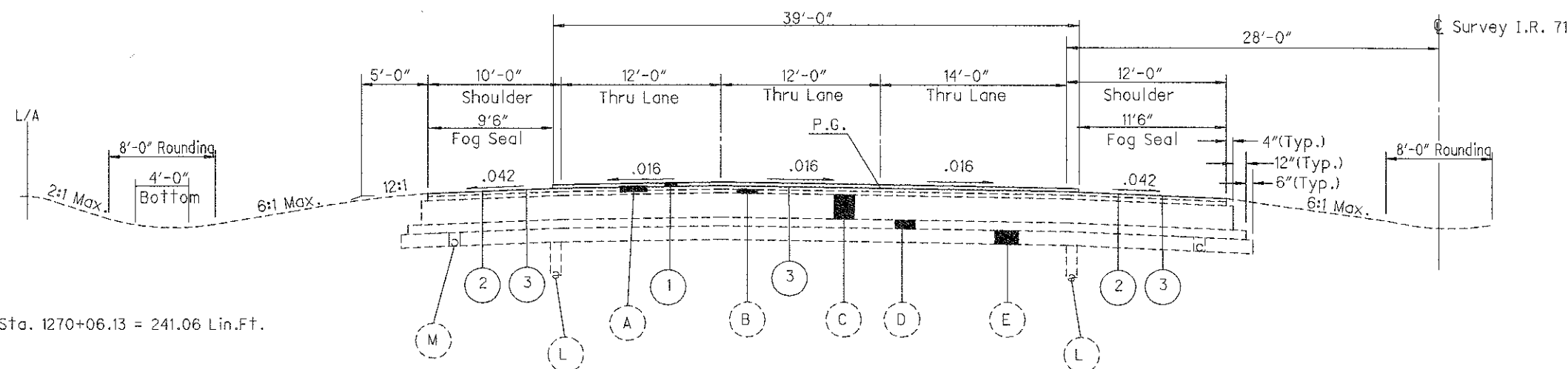
Shoulder Grading



NORMAL SECTION NORTHBOUND LANES

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

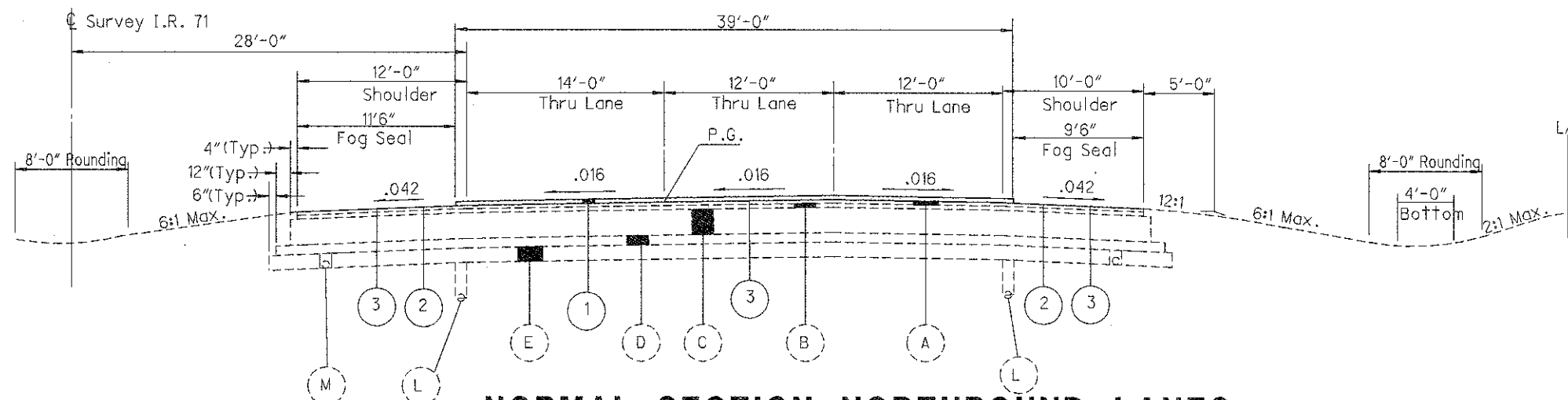
For Proposed Legend, see sheet 8.



STRUCTURE
MED - 71 - 2402
Sta. 1267+65.07 to Sta. 1270+06.13 = 241.06 Lin.Ft.

NORMAL SECTION SOUTHBOUND LANES

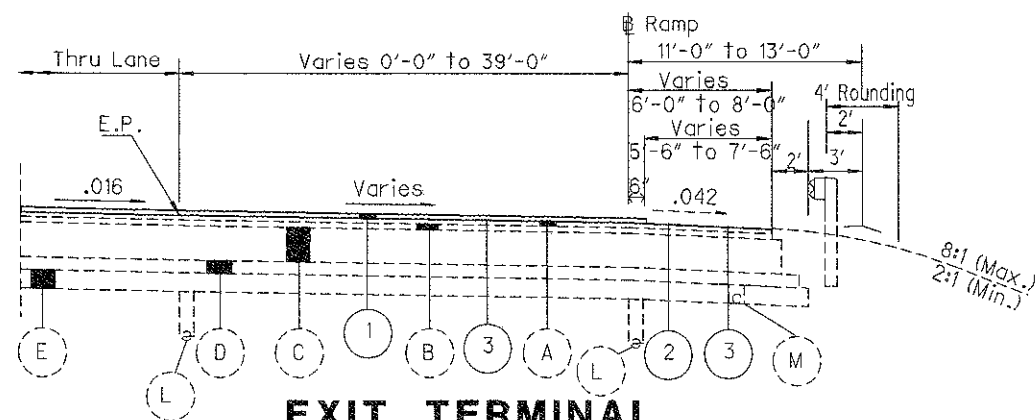
Sta. 1263+00.00 to Sta. 1408+50.00 = 14,550.00 Lin. Ft.
Deduct for structure = 241.06 Lin. Ft.
Total = 14,308.94 Lin. Ft.



STRUCTURE
MED - 71 - 2402
Sta. 1267+65.07 to Sta. 1270+06.13 = 241.06 Lin.Ft.

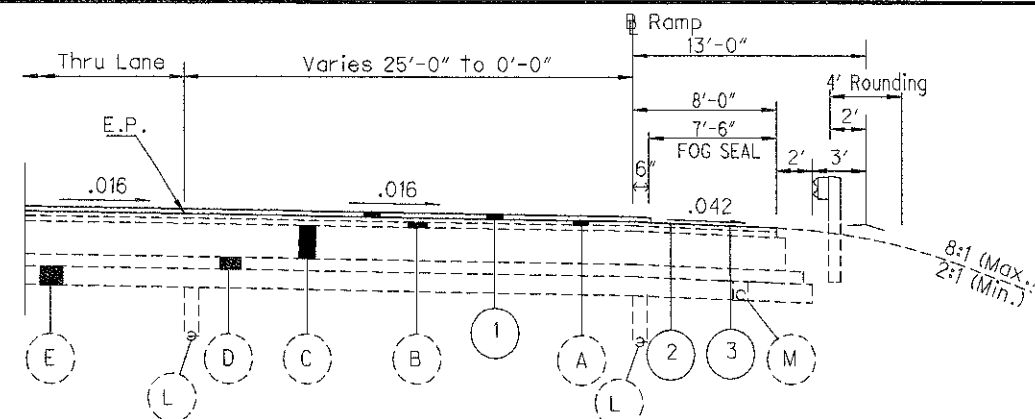
NORMAL SECTION NORTHBOUND LANES

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.



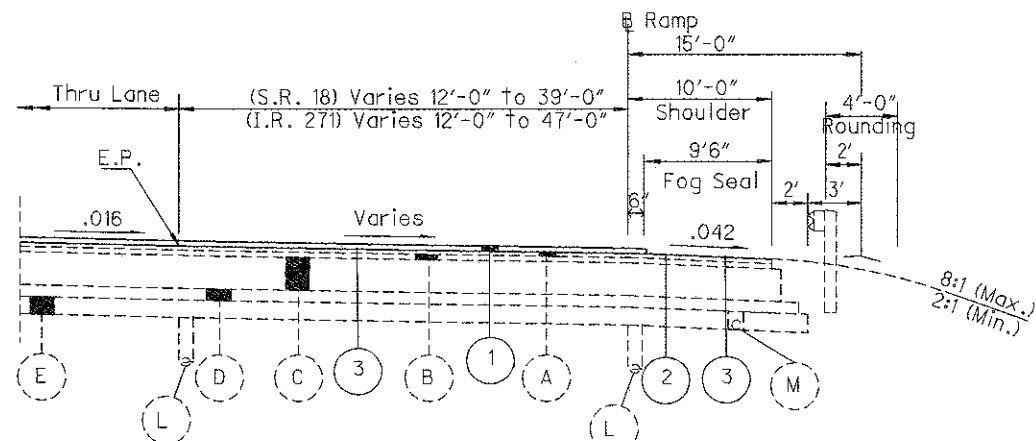
EXIT TERMINAL DECELERATION LANE

- 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



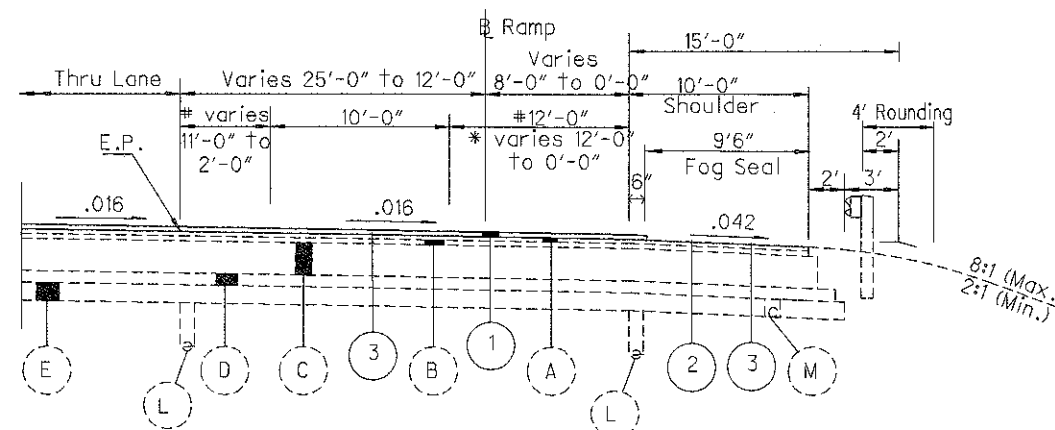
ENTRANCE TERMINAL ACCELERATION LANE

- 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



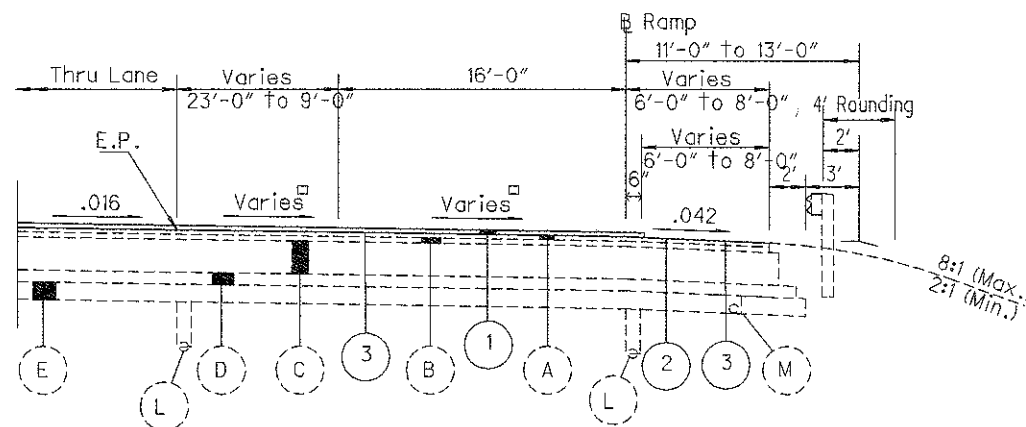
EXIT TERMINAL DECELERATION LANE

- 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



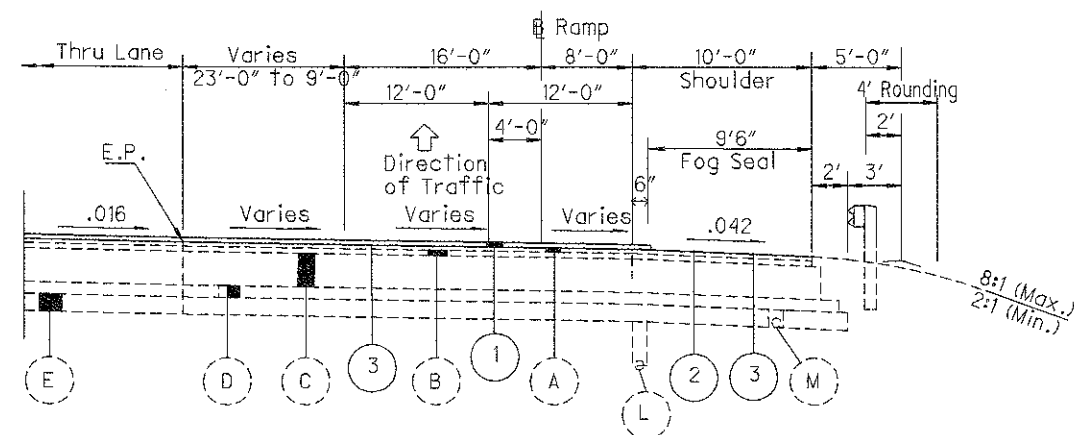
ENTRANCE TERMINAL ACCELERATION LANE

- S.R. 18 - Ramp 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



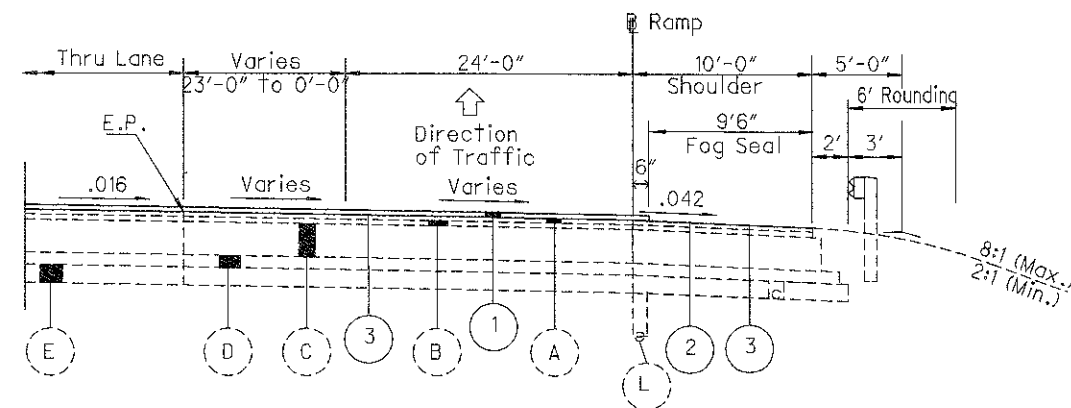
ENTRANCE TERMINAL PACING LANE

- 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



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

GENERAL

ROUTINE 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 1141 LAFAYETTE RD MEDINA, OH 44256 330-722-3141 x224	COLUMBIA GAS OF OHIO 7080 FRY ROAD MIDDLEBURG HEIGHTS, OH 44130 440-891-2428
FRONTIER COMMUNICATIONS 6223 NORWALK ROAD MEDINA, OH 44256 330-722-9586	MEDINA COUNTY SANITARY ENGINEER 791 WEST SMITH ROAD MEDINA, OH 44256 330-723-9579
ODOT DISTRICT 3 TRAFFIC 906 CLARK AVENUE ASHLAND, OH 44805 419-207-7045	OHIO EDISON COMPANY 6326 LAKE AVENUE ELYRIA, OH 44035 440-326-3231
TIME WARNER CABLE 8179 DOW CIRCLE STRONGSVILLE, OH 44136 216-575-8016 x5034	CITY OF MEDINA 132 NORTH ELMWOOD STREET MEDINA, OH 44256 330-722-9034
AT&T 5980-G WILCOX DUBLIN, OH 43106 614-760-8320	GATHERCO INC. 300 TRACEY BRIDGE ROAD ORRVILLE, OH 44667 330-682-4144
SUNOCO PIPELINE L.P. 525 FRITZTOWN ROAD SINKING SPRING, PA 19608 610-670-3279	AT&T OF OHIO 50 WEST BOWERY STREET AKRON, OH 44308 330-384-8057
BUCKEYE PIPELINE 9999 HAMILTON BOULEVARD BREINIGSVILLE, PA 18031 610-904-4145	CITY OF CLEVELAND DIVISION OF WATER 1201 LAKESIDE AVE. CLEVELAND, OH 44114 216-664-2444 x5555
DOMINION EAST OHIO 320 SPRINGSIDE DR., SUITE 320 AKRON, OH 44333 330-664-2409	WINDSTREAM 560 TERNES AVE. ELYRIA, OH 44035 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.

PAVEMENT

ITEM SPECIAL: MISC.: FOG SEAL

DESCRIPTION

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 TIII	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 Laterally 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 SWEEPED 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, CQS, 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 COMPACTED 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 COMPACTION 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 C&MS 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-36) 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 ERRECTED 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 OMUTCD, 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.

FLOODLIGHTING

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

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

ITEM 614. LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
3149 FRANTZ ROAD
MEDINA, OHIO 44256
330-725-4921

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614-LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 120 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

ITEM 614 - REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

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

AN ESTIMATED QUANTITY OF 25 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHALL BE DELINEATED ON A PERMANENT BASIS BY AFFIXING CONSPICUITY TAPE CONFORMING TO CMS 614.03, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 90 DAYS

WORKING HOURS RESTRICTION

IR-71 IS A RESTRICTED LANE CLOSURE ROUTE DUE TO HIGH TRAFFIC VOLUMES. DURING THE PROJECT DURATION, LANE CLOSURES SHALL BE PERMITTED AS LISTED ON THE ODOT WEBSITE AT:

<http://plcm.dot.state.oh.us>

EXCEPT THE CONTRACTOR WILL NOT BE ALLOWED TO BEGIN NIGHT WORK ON SUNDAYS UNTIL 10 PM.

IN ORDER TO COMPLETE THE BRIDGE DECK SEALING, ODOT HAS LOOKED AT TRAFFIC COUNTS IN THE NORTHBOUND DIRECTION AND THE SOUTHBOUND DIRECTION TO GIVE THE CONTRACTOR AMPLE TIME TO GET THE REQUIRED WORK DONE. THE FOLLOWING TIMES ARE ALLOWED FOR THE CONTRACTOR TO COMPLETE THE BRIDGE DECK SEALING WHILE HAVING ONLY ONE LANE OPEN TO TRAFFIC IN EITHER DIRECTION:

NORTHBOUND DIRECTION:	START WORK- 6:30 PM MON-THURS	END WORK- 5:45 AM TUES-FRI
	START WORK- 7:00 PM FRI	END WORK- 11:00 AM SAT
	START WORK- 6:00 PM SAT	END WORK- 11:00 AM SUN
	START WORK- 10:00 PM SUN	END WORK- 5:45 AM MON

SOUTHBOUND DIRECTION:	START WORK- 8:00 PM MON-THURS	END WORK- 10:00 AM TUES-FRI
	START WORK- 8:00 PM FRI	END WORK- 10:00 AM SAT
	START WORK- 6:00 PM SAT	END WORK- 10:00 AM SUN
	START WORK- 10:00 PM SUN	END WORK- 10:00 AM MON

THE TRAFFIC INCREASES NORTH OF STRUCTURE MED-71-1992L+R AND THESE TIME LIMITATIONS WILL NOT APPLY TO ANY WORK DONE NORTH OF THESE BRIDGE DECKS.

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET-UP AND TEARDOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF \$75.00 PER MINUTE THAT TWO LANES IN ONE DIRECTION ARE CLOSED TO TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT WEBSITE AT:

<http://plcm.dot.state.oh.us/>

THE ABOVE DISINCENTIVE FEE ALSO APPLIES TO THE WORKING HOURS RESTRICTIONS FOR THE BRIDGE DECK SEALING

WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

SEQUENCE OF WORK

PERFORM PAVEMENT REPAIRS, CRACK SEAL LANES AND SHOULDER, FOG SEAL SHOULDER, PLACE MICROSURFACING, AND STRIPE PAVEMENT. THE CONTRACTOR IS REQUIRED TO PLACE LANE LINE MARKINGS AND CHANNELIZING MARKINGS AT THE END OF EACH WORK SHIFT.

THE CONTRACTOR IS NOT REQUIRED TO PERFORM ALL PAVEMENT REPAIRS ON ENTIRE LENGTH OF PROJECT PRIOR TO CRACK SEALING AND OTHER WORK. THE CONTRACTOR MAY BREAK THE PROJECT UP IN SEGMENTS AND PERFORM REQUIRED WORK AND THEN MOVE TO ANOTHER SEGMENT. THE INTENT OF THIS NOTE IS ONLY TO SHOW WHAT ORDER OF WORK IS TO BE DONE AT A SINGLE LOCATION.

[illegible]

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[illegible]

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 98+07	505	
	98+07 to 1131+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	
	72+77		491
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
		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		260
	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		260
	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		260
	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, 6"		
LOCATION	STATION	Linear Feet
	(Mainline Stationing)	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	Linear Feet
	(Mainline Stationing)	White
NORTHBOUND		
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		
LOCATION	STATION	QUANTITY
	(Mainline Stationing)	
NORTHBOUND		
MAINLINE	922+62	1
MAINLINE	925+02	1
MAINLINE	927+42	1
SOUTHBOUND		
MAINLINE	951+97	1
MAINLINE	949+57	1
MAINLINE	947+17	1
	TOTAL	6

ITEM 614 WORK ZONE LANE LINE, CLASS III, 642 PAINT		
LOCATION	STATION (Mainline Stationing)	Linear Feet
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

ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT		
LOCATION	STATION (Mainline Stationing)	Linear Feet
		White
NORTHBOUND		
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

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 CONRETE 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 CONRETE 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 CONRETE SURFACES (EPOXY-URETHANE)	
512	10300	619	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1918 R SFN 5203783

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	88	SQ YD	SEALING OF CONRETE 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 CONRETE SURFACES (EPOXY-URETHANE)	
512	10300	1467	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN.	

MED-71-1992 R SFN 5203848

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	174	SQ YD	SEALING OF CONRETE 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.

STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
5203589	MED-71-1685 L	OVER SR 18	3-SPAN STEEL BEAM	17° 30' 26" RF	176'-8"±	60'-0"± T/T PARAPETS	NONE
5203619	MED-71-1685 R	OVER SR 18	3-SPAN STEEL BEAM	17° 30' 26" RF	176'-8"±	60'-0"± T/T PARAPETS	NONE
5203643	MED-71-1828	UNDER GRANGER ROAD	2-SPAN STEEL BEAM	13° 43' 28" LF	286'-7"±	32'-0"± T/T PARAPETS	NONE
5203694	MED-71-1870 L	OVER I-271	3-SPAN STEEL BEAM	30° 38' 15" RF	210'-0"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203724	MED-71-1870 R	OVER I-271	3-SPAN STEEL BEAM	30° 22' 59" RF	196'-5"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203759	MED-71-1918 L	OVER WILBUR ROAD	3-SPAN CONCRETE BEAM	6° 15' 16" LF	92'-10"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203783	MED-71-1918 R	OVER WILBUR ROAD	3-SPAN CONCRETE BEAM	6° 12' 41" LF	111'-7"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203813	MED-71-1992 L	OVER ROCKY RIVER	3-SPAN CONCRETE BEAM	6° 30'± LF	220'-0"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203848	MED-71-1992 R	OVER ROCKY RIVER	3-SPAN CONCRETE BEAM	6° 30'± LF	220'-0"±	60'-0"± T/T PARAPETS	SEAL DECK - ENTIRE LENGTH AND WIDTH (TOE TO TOE OF PARAPETS) USING HMWM SEAL PARAPETS - TRAFFIC SIDE FACE WITH EPOXY-URETHANE
5203872	MED-71-2034	UNDER REMSEN ROAD	4-SPAN STEEL BEAM	9° 10' 30" LF	286'-1"±	30'-10"± T/T PARAPETS	NONE
5203937	MED-71-2090 L	OVER SR 3	4-SPAN STEEL BEAM	26° 16' 52" RF	232'-6"±	60'-0"± T/T PARAPETS	NONE
5203961	MED-71-2090 R	OVER SR 3	4-SPAN STEEL BEAM	26° 16' 52" RF	232'-6"±	60'-0"± T/T PARAPETS	NONE
5204054	MED-71-2242	UNDER SLEEPY HOLLOW RD	4-SPAN STEEL BEAM	0°	281'-6"±	30'-10"± T/T PARAPETS	NONE
5204119	MED-71-2321	UNDER LAUREL ROAD	4-SPAN STEEL BEAM	10° 55' 00" LF	300'-0"±	30'-10"± T/T PARAPETS	NONE
5204135	MED-71-2402 L	OVER SR 303	4-SPAN STEEL BEAM	14° 16' 00" LF	190'-1"±	64'-0"± T/T PARAPETS	NONE
5204143	MED-71-2402 R	OVER SR 303	4-SPAN STEEL BEAM	14° 16' 00" LF	190'-1"±	VARIES T/T PARAPETS	NONE