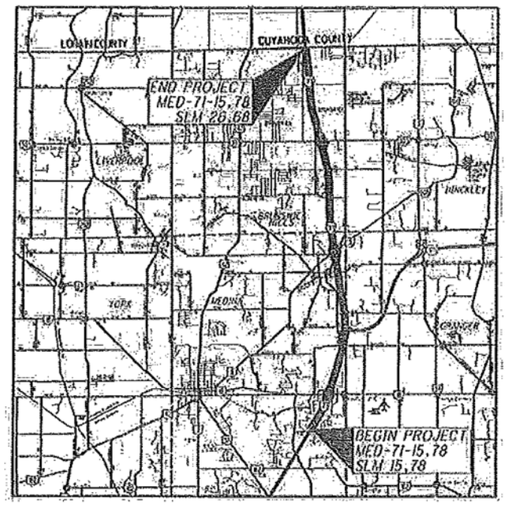

LOCATION MAP

LATITUDE: 41° 11' 35.74" N LONGITUDE: 81° 47' 26.10" W

SCALE IN MILES 0 1 2 3 4

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN EXCEPTIONS

NONE

DESIGN DESIGNATION

SEE SHEET 2 FOR DESIGN DESIGNATION

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

MED-71-15.78

CITY OF BRUNSWICK
MONTVILLE TOWNSHIP
MEDINA TOWNSHIP
BRUNSWICK HILLS TOWNSHIP
MEDINA COUNTY

INDEX OF SHEETS:

PROJECT DESCRIPTION

THIS PROJECT INCLUDES RESURFACING THE MAINLINE LANES AND FULL WIDTH RAMPS WITH ASPHALT CONCRETE, RESURFACING THE MAINLINE SHOULDERS WITH MICROSURFACING, PAVEMENT REPAIRS, CONCRETE REPAIR AND ADA UPGRADES IN THE REST AREAS, PAVEMENT MARKINGS, AND STRUCTURE MAINTENANCE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

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.

2016 SPECIFICATIONS

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

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY, EXCEPT AS NOTED ON SHEET 13, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____ DISTRICT DEPUTY DIRECTOR
DATE 12/16/16

APPROVED _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION
DATE 12-19-16

PLANS PREPARED BY:

ODOT DISTRICT THREE
OFFICE OF PLANNING AND ENGINEERING

ENGINEERS SEAL:

STATE OF OHIO
KARLA R. BOHMER
E-76834
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Karla R Bohmer
DATE: 12/16/16

STANDARD CONSTRUCTION DRAWINGS

	BP-2.5	7/19/13	TC-41.20	10-18-13	MT-95.30	7/15/16		
	BP-3.1	7-18-14	TC-42.20	10-18-13	MT-95.50	10-16-15		
	BP-7.1	7-18-14	TC-52.10	10-18-13	MT-98.10	7-18-14		
	BP-9.1	7-18-13	TC-52.20	7/15/16	MT-98.11	7-18-14		
			TC-65.10	1/17/14	MT-98.20	7-18-14		
	DM-4.3	1-15-16	TC-65.11	7/15/16	MT-98.22	7-18-14		
	DM-4.4	1-15-16	TC-71.10	7/15/16	MT-98.28	7-18-14		
			TC-72.20	7/15/16	MT-98.29	7-19-13		
	BP-2.1	7/17/15			MT-99.20	7-19-13		
					MT-101.90	7/17/15		
					MT-105.10	7-19-13		

SUPPLEMENTAL SPECIFICATIONS

800	1/20/17
806	3/2/2015
821	1/20/2012
832	1/17/2014
897	1/16/2015

SPECIAL PROVISIONS

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

Ohio Utilities Protection Service — Call Before You Dig 1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

FEDERAL PROJECT NO. E150494
PID NO. 87714
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
MED-71-15.78
1/34

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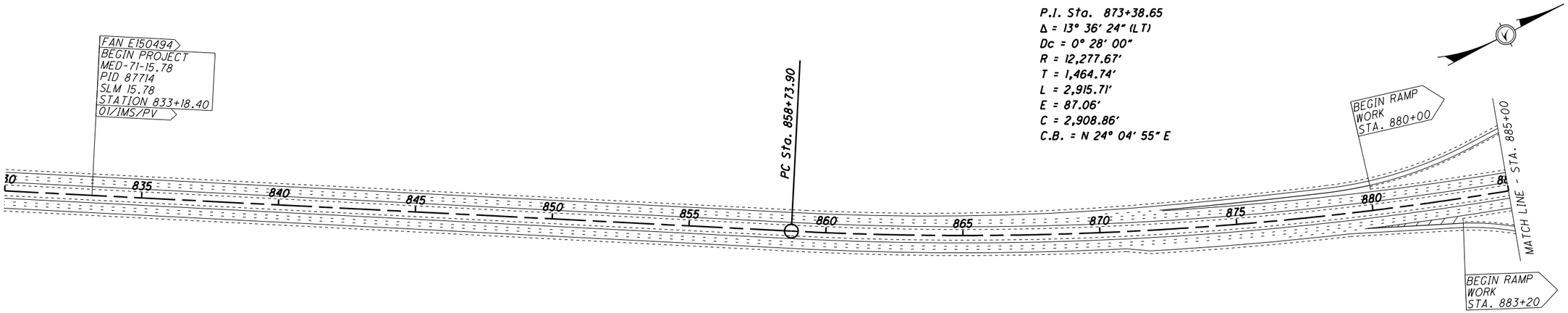
MED - IR 71-15.78
170175 PID - 87714
Dist 3 3/30/2017

Contract Proposal Available @ www.
Contracts.dot.state.oh.us/home

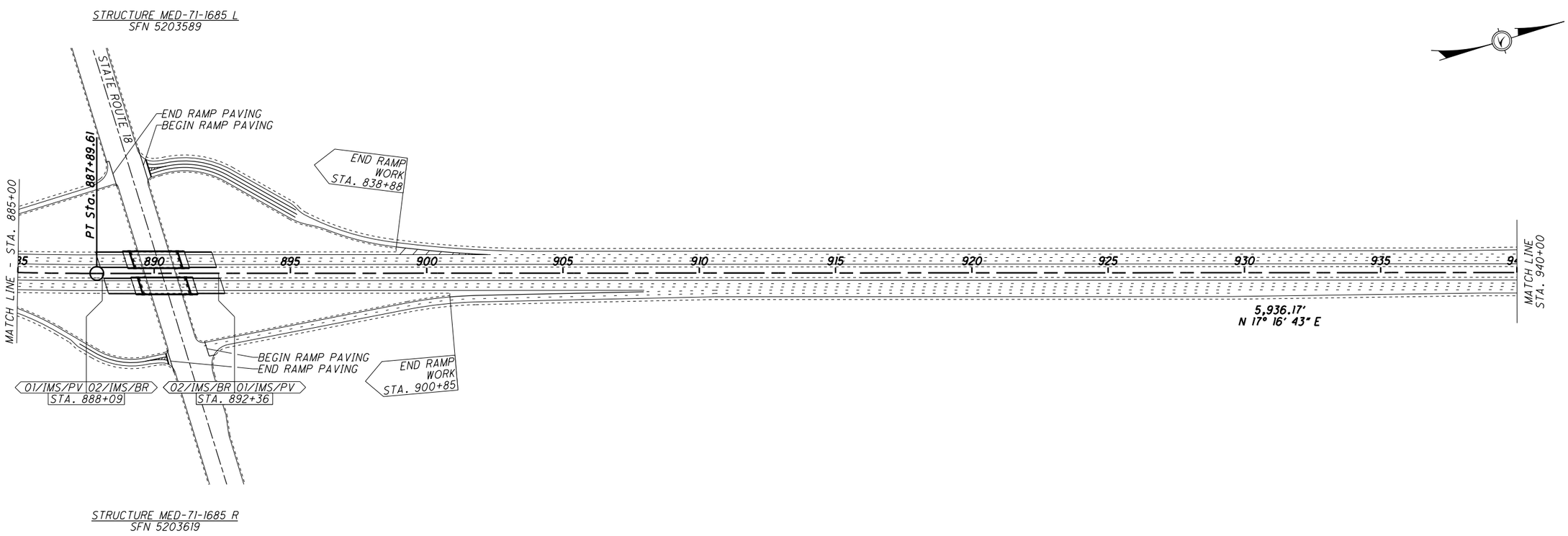
Conformed



DESIGN DESIGNATION

	MED-71-15.78-16.85	MED-71-16.85-18.50	MED-71-18.50-20.90	MED-71-20.90-24.02	MED-71-24.02-26.68
CURRENT YEAR ADT (2017)	36000	59000	38000	51000	63000
DESIGN YEAR ADT (2029)	38000	67000	43000	56000	67000
DESIGN HOURLY VOLUME (2029)	3800	6000	3900	5000	6000
DIRECTIONAL DISTRIBUTION	0.54	0.51	0.5	0.51	0.58
TRUCKS (24 HOUR B&C)	0.17	0.07	0.07	0.08	0.09
DESIGN FUNCTIONAL CLASSIFICATION	FREEWAYS AND EXPRESSWAYS	FREEWAYS AND EXPRESSWAYS	FREEWAYS AND EXPRESSWAYS	FREEWAYS AND EXPRESSWAYS	FREEWAYS AND EXPRESSWAYS
NHS PROJECT	YES	YES	YES	YES	YES

COUNTY	ROUTE	BEGIN SLM	END SLM	DESIGN SPEED	LEGAL SPEED
MED	71	15.78	22.39	70 MPH	70 MPH
MED	71	22.39	26.68	65 MPH	65 MPH



0 100 200 400 HORIZONTAL SCALE IN FEET

CALCULATED KCK
CHECKED KRB

SCHEMATIC PLAN

MED-71-15.78

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STRUCTURE MED-71-1867 L
SFN 5203694

MATCH LINE - STA. 940+00

PC Sta. 947+25.79

GRANGER ROAD

END PAVING
DO NOT PAVE RAMP

STA 986+27 LEFT
01/IMS/PV 02/IMS/BR

MATCH LINE - STA. 1000+00

10 945 950 955 960 965 970 975 980 985 990 995 10

02/IMS/BR 01/IMS/PV
STA 988+49

01/IMS/PV 02/IMS/BR
STA 986+62 RIGHT

END PAVING
DO NOT PAVE RAMP

P.I. Sta. 984+42.83
Δ = 26° 45' 39" (LT)
Dc = 0° 22' 00"
R = 15,626.12'
T = 3,717.04'
L = 7,298.44'
E = 436.01'
C = 7,232.28'
C.B. = N 3° 53' 53" E

STRUCTURE MED-71-1827
SFN 5203643

STRUCTURE MED-71-1867 R
SFN 5203724

STRUCTURE MED-71-1917 L
SFN 5203759

STRUCTURE MED-71-1991 L
SFN 5203813

WILBUR ROAD

PT Sta. 1020+24.23

STA 1012+59 LEFT
01/IMS/PV 02/IMS/BR

STA 1013+52 LEFT
02/IMS/BR 01/IMS/PV

BEGIN VEGETATED FILTER STRIP
LEFT - STA. 1014+00
RIGHT - STA. 1014+00

MATCH LINE - STA 1000+00

00 1005 1010 1015 1020 1025 1030 1035 1040 1045 1050 1055 10

MATCH LINE - STA 1060+00

STA 1050+16 LEFT
01/IMS/PV 02/IMS/BR

STA 1054+87 LEFT
02/IMS/BR 01/IMS/PV

END VEGETATED FILTER STRIP
LEFT - STA. 1050+00
RIGHT - STA. 1050+00

01/IMS/PV 02/IMS/BR
STA 1012+46 RIGHT

02/IMS/BR 01/IMS/PV
STA 1013+58 RIGHT

SEE SHEET 8 FOR VEGETATED FILTER STRIP DETAILS

01/IMS/PV 02/IMS/BR
STA 1051+37 RIGHT

02/IMS/BR 01/IMS/PV
STA 1053+57 RIGHT

STRUCTURE MED-71-1917 R
SFN 5203783

STRUCTURE MED-71-1991 R
SFN 5203848

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED KCK
CHECKED KRB

SCHEMATIC PLAN

MED-71-15.78

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STRUCTURE MED-71-2092 W
SFN 5203996

STRUCTURE MED-71-2088 L
SFN 5203937

BEGIN RAMP WORK
02/IMS/BR

02/IMS/BR | 01/IMS/PV

END RAMP PAVING

BEGIN RAMP WORK
STA. 1094+16

END RAMP WORK
STA. 1116+24

MATCH LINE - STA. 1060+00

1060 1065 1070 1075 1080 1085 1090 1095 1100 1105 1110 1115 1120

11,240.02'
N 9° 28' 57" W

REMSEN ROAD

BEGIN RAMP WORK
STA. 1092+47

01/IMS/PV | 02/IMS/BR
STA. 1103+05

02/IMS/BR | 01/IMS/PV
STA. 1105+66

END RAMP WORK
STA. 1114+53

BEGIN RAMP PAVING

MATCH LINE - STA. 1120+00

01/IMS/PV | 02/IMS/BR

END RAMP WORK
02/IMS/BR

STATE ROUTE 3 (WEYMOUTH ROAD)

STRUCTURE MED-71-2088 R
SFN 5203961

STRUCTURE MED-71-2087 E
SFN 5203902

STRUCTURE MED-71-2034
SFN 5203872

BEGIN RAMP AND REST AREA WORK
STA. 1156+55
01/IMS/PV | 03/IMS/OT

END RAMP AND REST AREA WORK
STA. 1172+29
03/IMS/OT 01/IMS/PV

MATCH LINE - STA. 1120+00

1120 1125 1130 1135 1140 1145 1150 1155 1160 1165 1170 1175 1180

PC Sta. 1132+64.25

P.I. Sta. 1149+63.94
Δ = 8° 28' 58" (RT)
Dc = 0° 15' 00"
R = 22,918.31'
T = 1,699.69'
L = 3,393.16'
E = 62.94'
C = 3,390.06'
C.B. = N 5° 14' 27" W

PT Sta. 1166+57.41

MATCH LINE - STA. 1180+00

0 100 200 400
HORIZONTAL SCALE IN FEET

CALCULATED KCK
CHECKED KRB

SCHEMATIC PLAN

MED-71-15.78

P.I. Sta. 1218+80.15
Δ = 14° 01' 16" (LT)
Dc = 0° 28' 00"
R = 12,277.67'
T = 1,509.80'
L = 3,004.52'
E = 92.48'
C = 2,997.03'
C.B. = N 8° 00' 36" W

MATCH LINE - STA. 1180+00

SLEEPY HOLLOW ROAD

3,712.93'
N 0° 59' 58" W

PC Sta. 1203+70.34

PT Sta. 1233+74.87

LAUREL ROAD

MATCH LINE - STA. 1240+00

BEGIN RAMP WORK STA. 1198+60

END RAMP WORK STA. 1216+17

END RAMP WORK 01/IMS/PV | BEGIN REST AREA WORK 03/IMS/OT

END REST AREA WORK 03/IMS/OT | BEGIN RAMP WORK 01/IMS/PV

STRUCTURE MED-71-2240
SFN 5204054

STRUCTURE MED-71-2321
SFN 5204119

STRUCTURE MED-71-2400 L
SFN 5204135

STATE ROUTE 303

BEGIN RAMP WORK STA. 1258+38

STA. 1267+91
01/IMS/PV | 02/IMS/BR

END RAMP PAVING

STA. 1269+82
02/IMS/BR | 01/IMS/PV

END RAMP WORK STA. 1279+60

BEGIN RAMP PAVING

MATCH LINE - STA. 1240+00

MATCH LINE - STA. 1295+00

END RAMP WORK STA. 1264+77

BEGIN RAMP WORK STA. 1257+44

END RAMP WORK STA. 1278+29

BEGIN RAMP PAVING

END RAMP PAVING

7,555.57'
N 15° 01' 14" W

STRUCTURE MED-71-2400 R
SFN 5204143

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED KCK
CHECKED KRB

SCHEMATIC PLAN

MED-71-15.78

5
34

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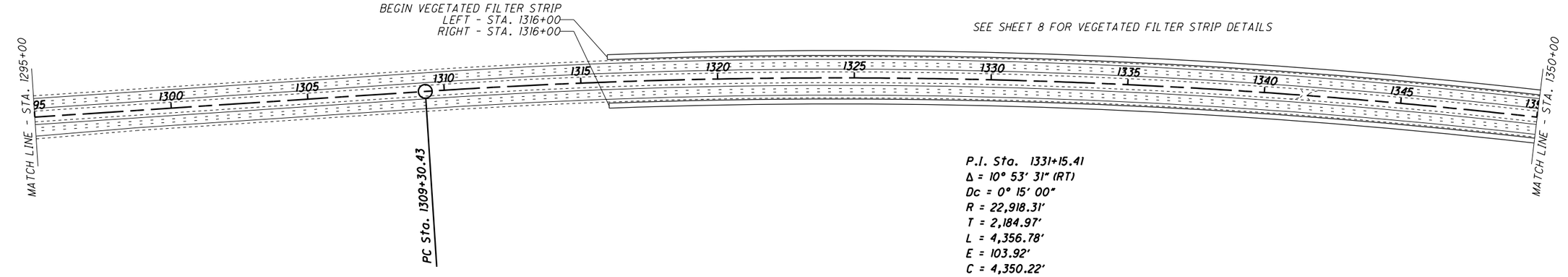

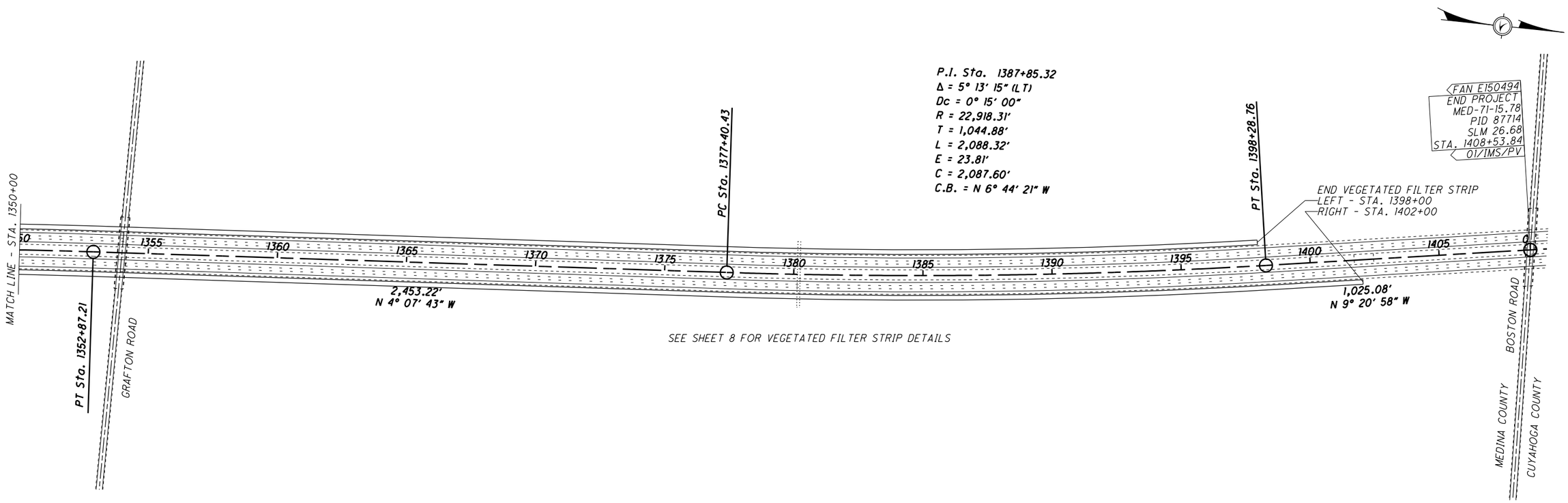

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED KCK
CHECKED KRB

SCHEMATIC PLAN

MED-71-15.78

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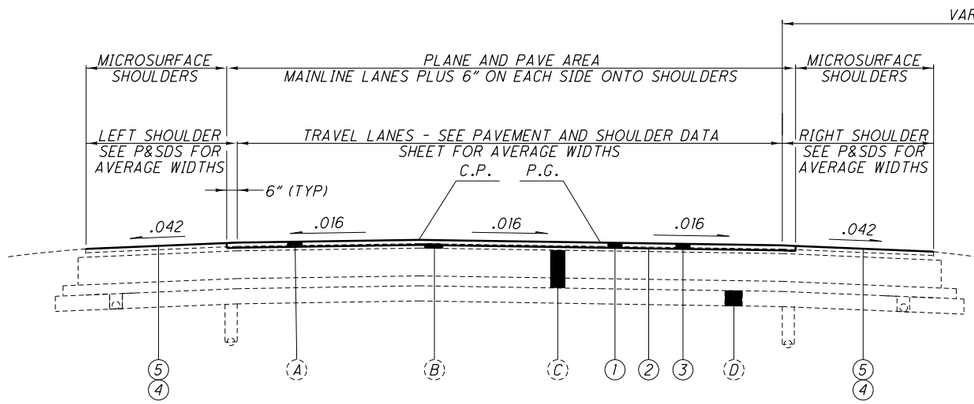
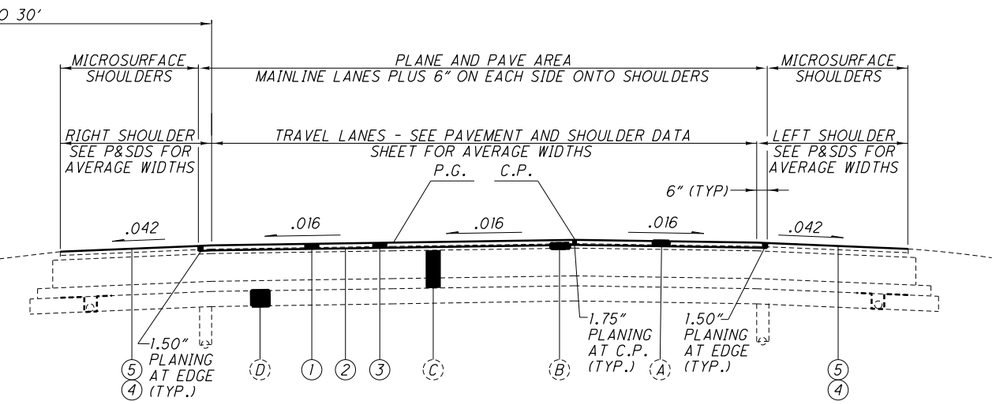


NORMAL SOUTHBOUND SECTION

TYPICAL 1

STA 833+18 TO STA 856+74 = 2356 FEET
STA 893+75 TO STA 986+27 = 9252 FEET
STA 988+49 TO STA 1012+59 = 2410 FEET
STA 1013+52 TO STA 1050+16 = 3664 FEET
STA 1057+87 TO STA 1103+05 = 4518 FEET
STA 1105+66 TO STA 1201+69 = 9603 FEET
STA 1235+74 TO STA 1267+91 = 3217 FEET
STA 1269+82 TO STA 1408+54 = 13872 FEET
TOTAL = 48892 FEET

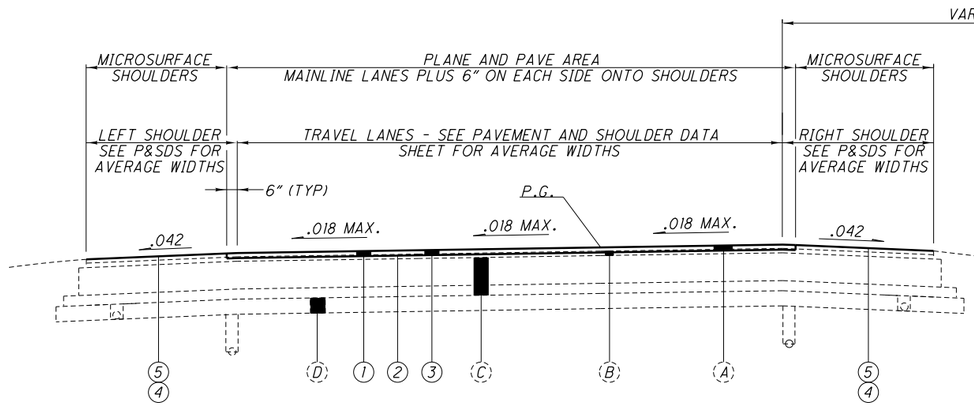


NORMAL NORTHBOUND SECTION

NOTE: TAPER THE PLANING FROM 1.75" AT THE CROWN TO 1.50" AT THE EDGES OF THE INSIDE AND OUTSIDE LANES.

TYPICAL 2

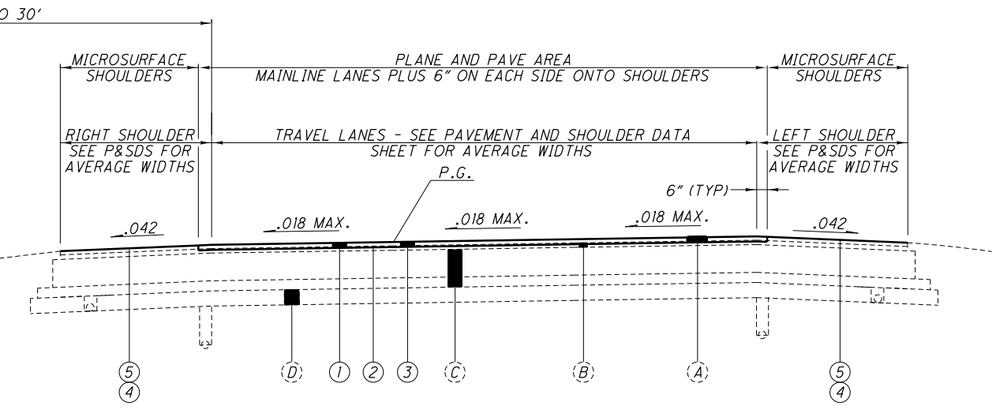
STA 833+18 TO STA 856+74 = 2356 FEET
STA 893+75 TO STA 986+62 = 9287 FEET
STA 988+49 TO STA 1012+46 = 2397 FEET
STA 1013+58 TO STA 1051+37 = 3779 FEET
STA 1053+57 TO STA 1103+05 = 4948 FEET
STA 1105+66 TO STA 1201+69 = 9603 FEET
STA 1235+74 TO STA 1267+91 = 3217 FEET
STA 1269+82 TO STA 1408+54 = 13872 FEET
TOTAL = 49459 FEET



SUPERELEVATED SOUTHBOUND SECTION

TYPICAL 3

STA 856+74 TO STA 888+09 = 3135 FEET
STA 892+36 TO STA 893+75 = 139 FEET
STA 1201+69 TO STA 1235+74 = 3405 FEET
TOTAL = 6679 FEET



SUPERELEVATED SOUTHBOUND SECTION

TYPICAL 4

STA 856+74 TO STA 888+09 = 3135 FEET
STA 892+36 TO STA 893+75 = 139 FEET
STA 1201+69 TO STA 1235+74 = 3405 FEET
TOTAL = 6679 FEET

SEE NEXT SHEET FOR LEGENDS

℄ SURVEY I.R. 71

TYPICAL SECTIONS

MED-71-15.78

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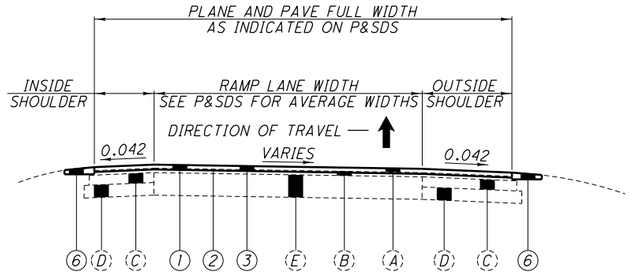


NORMAL RAMP SECTION

TYPICAL R

APPLICABLE ON ALL RAMPS TO THE LIMITS
AS SHOWN ON THE SCHEMATIC DIAGRAMS

SUSPEND AND RESUME LOCATIONS FOR STRUCTURES

SEE PAVEMENT AND SHOULDER DATA SHEET FOR DETAILS NOT SHOWN HERE

SOUTHBOUND
STA 888+09 TO STA 892+36 = 427 FEET
STA 986+27 TO STA 988+49 = 222 FEET
STA 1012+59 TO STA 1013+52 = 93 FEET
STA 1050+16 TO STA 1057+87 = 771 FEET
STA 1103+05 TO STA 1105+66 = 261 FEET
STA 1267+91 TO STA 1269+82 = 191 FEET
TOTAL = 1965 FEET

NORTHBOUND
STA 888+09 TO STA 892+36 = 427 FEET
STA 986+62 TO STA 988+49 = 187 FEET
STA 1012+46 TO STA 1013+58 = 112 FEET
STA 1051+37 TO STA 1053+57 = 220 FEET
STA 1103+05 TO STA 1105+66 = 261 FEET
STA 1267+91 TO STA 1269+82 = 191 FEET
TOTAL = 1398 FEET

EXISTING LEGEND

- (A) - ±1½" ASPHALT CONCRETE SURFACE COURSE
- (B) - ±1¾" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) - VARIABLE DEPTH ASPHALT CONCRETE BASE
- (D) - ±6" AGGREGATE BASE
- (E) - ±9" TO 11" PLAIN CONCRETE

PROPOSED LEGEND

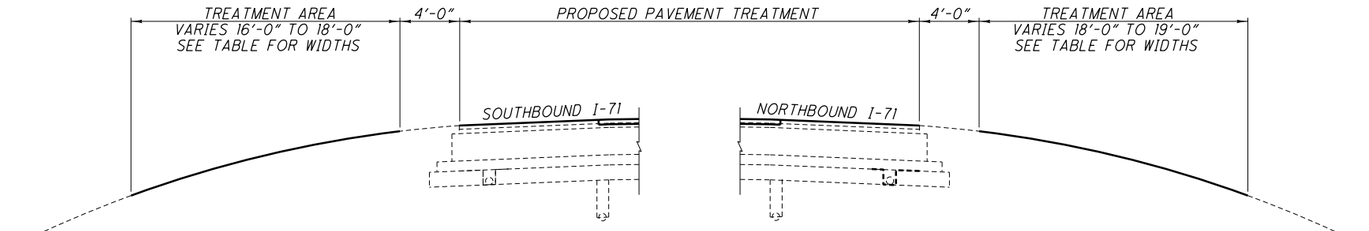
- (1) - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.75")
- (2) - ITEM 407 - NON-TRACKING TACK COAT (APPLIED AT 0.08 GAL/SY)
- (3) - ITEM 806 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (1.75")
- (4) - ITEM 421 - MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LB/SY)
- (5) - ITEM 423 - CRACK SEALING, MISC.: TYPE II OR TYPE III
- (6) - ITEM 617 - COMPACTED AGGREGATE (2.00" AVERAGE DEPTH)

VEGETATED FILTER STRIP LOCATIONS, TYPICAL SECTION, NOTES, AND TREATMENT QUANTITIES

COUNTY	ROUTE	DIRECTION	BEGINNING LOCATION		ENDING LOCATION		LOCATION	TREATMENT WIDTH	TOTAL AREA	TREATMENT CREDIT AREA	EXISTING COVERAGE PERCENT	TARGET COVERAGE PERCENT	659	659	659	659	659	659	659	659
													SOIL ANALYSIS TEST	TOPSOIL	COMMERCIAL FERTILIZER	LIME	SEEDING AND MULCHING	REPAIR SEEDING AND MULCHING	WATER	INTERSEEDING
			STATION	LAT-LONG	STATION	LAT-LONG		FT	SY	AC			EACH	CY	TON	ACRE	SY	SY	MGAL	SY
MED	71	NB	1014+00	41°10'9.56"N 81°47'8.2"W	1050+00	41°10'45.27"N 81°47'15.56"W	OUTSIDE	19	7600	3.72	60%	80%	2	169	0.22	0.32	1520	76	8.41	76
MED	71	SB	1014+00	41°10'9.56"N 81°47'8.2"W	1050+00	41°10'45.27"N 81°47'15.56"W	OUTSIDE	16	6400	3.47	80%	80%		0	0	0	0	0	0	0
MED	71	NB	1316+00	41°15'4.27"N 81°48'8.88"W	1402+00	41°16'27.27"N 81°48'21.3"W	OUTSIDE	18	17200	8.69	40%	80%		764	0.96	1.43	6880	344	38.1	344
MED	71	SB	1316+00	41°15'4.27"N 81°48'8.88"W	1398+00	41°16'23.74"N 81°48'20.55"W	OUTSIDE	18	16400	8.28	50%	80%		547	0.69	1.02	4920	246	27.2	246
TOTALS (SEEDING AND MULCHING PLAN SPLIT)									47600	24.16			2	1480	1.87	2.77	13320	666	73.73	666

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

ALL ABOVE AREAS ARE TO BE CONSIDERED VEGETATED FILTER STRIPS AND ARE TO BE TREATED, LOGGED, AND INVENTORIED AS SUCH



TYPICAL SEEDING SECTION

TYPICAL E

SOUTHBOUND
STA 1014+00 TO STA 1050+00 = 3600 FEET
STA 1316+00 TO STA 1398+00 = 8200 FEET
TOTAL = 11800 FEET

NORTHBOUND
STA 1014+00 TO STA 1050+00 = 3600 FEET
STA 1316+00 TO STA 1402+00 = 8600 FEET
TOTAL = 12200 FEET

ITEM 659 - SEEDING AND MULCHING

THE ABOVE LISTED QUANTITIES ARE TO BE USED AS DETAILED AND AT THE LOCATIONS SPECIFIED IN THESE PLANS TO CREATE VEGETATED FILTER STRIPS FOR THE PURPOSE OF ENVIRONMENTAL PROTECTION AND STORM WATER TREATMENT.

APPLY SEEDING AND MULCHING TO ALL AREAS LISTED TO SUPPLEMENT THE EXISTING VEGETATION COVERAGE PERCENT AND EFFECT THE LISTED PROPOSED COVERAGE PERCENT. APPLY TOPSOIL AS DIRECTED BY THE ENGINEER TO AREAS OF ROCKY EXISTING CONDITIONS TO ALLOW PROPER BASE FOR VEGETATION GROWTH. TAKE ALL PROPOSED TOPSOIL FROM THE SAME STOCKPILE; TAKE THE SOIL ANALYSIS TESTS FROM THIS STOCKPILE PRIOR TO APPLYING THE LIME.

ALL WORK NEEDED TO PERFORM ALL 659 ITEMS SHALL BE COMPLETED AFTER ALL PAVING OPERATIONS HAVE BEEN FINALIZED AND ACCEPTED. REPAIR ANY SLOPE DAMAGE INCURRED DURING PAVING SEPARATELY FROM AND PRIOR TO COMPLETING THESE ITEMS.

SEE SCHEMATIC SHEETS FOR PLAN VIEW OF ALL LISTED LOCATIONS.

ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE LISTED WORK IS TO BE PAID FOR AT THE UNIT BID PRICE FOR THE APPROPRIATE 659 ITEM UPON COMPLETION AND ACCEPTANCE OF ALL TREATED AREAS. ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY.

UTILITIES

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

CABLE
WIDE OPEN WEST
105 BLAZE INDUSTRIAL PKWY
BEREA, OH 44017
866.496.9669

ARMSTRONG UTILITIES
1141 LAFAYETTE RD
MEDINA, OH 44256
330.722.3141

TIME WARNER CABLE
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

CITY
CITY OF MEDINA
132 NORTH ELMWOOD STREET
MEDINA, OH 44256
330.722.9020

COMMUNICATIONS
ACD TELECOMMUNICATION
1800 N GRAND RIVER AVE
LANSING, MI 48906
517.999.9999

AT&T TRANSMISSION
5980 WILCOX PLACE
DUBLIN, OH 43016
614.760.8320

WINDSTREAM
100 OWEN BROWN STREET
HUDSON, OH 44236
330.650.8212

FRONTIER COM
1534 S.R. 511 SOUTH
ASHLAND, OH 44805
419.282.6551

AT&T OHIO
130 N ERIE STREET
TOLEDO, OH 43604
419.204.5004

AT&T TRANSMISSION
50 WEST BOWERY STREET
AKRON, OH 44308
330.384.8057

COUNTY
MEDINA COUNTY ENGINEER
790 W SMITH ROAD
MEDINA, OH 44256
330.764.8331

ELECTRIC
CLEVELAND ELECTRIC ILLUMINATING COMPANY
6896 MILLER RD, SUITE 101
BRECKSVILLE, OH 44141
440.546.8748

OHIO EDISON
6326 LAKE AVENUE
ELYRIA, OH 44035
440.326.3207

GAS
BUCKEYE OIL PIPELINE COMPANY
P.O. BOX 542
MANTUA, OH 44255
330.931.8309

COLUMBIA GAS OF OHIO
780 FRY ROAD
MIDDLEBURG HEIGHTS, OH 44130
440.891.2428

DOMINION EAST OHIO
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OH 44333
330.664.2409

ASPIRE ENERGY
300 TRACY BIRDGE ROAD
ORRVILLE, OH 44667
330.682.7726

KNOX ENERGY
11872 WORTHINGTON RD
PATASKALA, OH 43062
740.927.6731

SUNOCO PIPELINE
525 FRITZTOWN ROAD
SINKING SPRINK, PA 19608
610.670.3279

TRAFFIC
ODOT DISTRICT THREE
906 CLARK AVENUE
ASHLAND, OH 44805
419.207.7045

WATER
CITY OF CLEVELAND DIVISION OF WATER
1201 LAKESIDE AVE
CLEVELAND, OH 44114
216.664.2444

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

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICE (PIO) BY EMAIL AT D03.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT LOUIS.TUMBLIN@DOT.OHIO.GOV

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

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

EXISTING PLANS

EXISTING PLANS ENTITLED MED-71-15.78 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

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.

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FEET WHILE PERFORMING ANY OPERATION ON ALL STRUCTURES. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, THE CONTRACTOR IS ADVISED THAT FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. (SEE BELOW LIST) IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED. COPIES OF THE ALTERATION AND FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

THE CONTRACTOR IS FURTHER ADVISED THAT THE FAA APPROVAL WILL TAKE A MINIMUM OF 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION SERVICE, AJR-32
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-0520

ODOT
OFFICE OF AVIATION
2829 W DUBLIN-GRANVILLE RD.
COLUMBUS, OH 43235
614.793.5046

AERONAUTICAL STUDY NUMBER	COUNTY	ROUTE	STRAIGHT LINE MILE	LAT-LONG	
				LATITUDE	LONGITUDE
2016-AGL-7728-OE	MED	71	16.85	41.136075	-81.794296
2016-AGL-7729-OE	MED	71	18.67	41.161564	-81.785325
2016-AGL-7730-OE	MED	71	19.17	41.168807	-81.785535
2016-AGL-7731-OE	MED	71	19.91	41.179427	-81.787695
2016-AGL-7732-OE	MED	71	20.87	41.193261	-81.790582
2016-AGL-7733-OE	MED	71	20.88	41.193407	-81.790617
2016-AGL-7734-OE	MED	71	20.92	41.193998	-81.79075
2016-AGL-7735-OE	MED	71	24.00	41.238188	-81.798041

ITEM 209 - LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED BEFORE THE SHOULDER MICROSURFACING IS PLACED ON THE MAINLINE AND BEFORE THE SURFACE COURSE IS PLACED ON THE RAMPS. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER MILE FOR ITEM 209 - LINEAR GRADING.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 2 FT FOR ESTIMATING PURPOSES. PERFORM PAVEMENT REPAIRS THAT ARE 2 FEET WIDE WITH AN AVERAGE DEPTH OF 4".

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". ITEM 301 SHALL USE PG64-22 ASPHALT BINDER AND ITEM 442 19MM SHALL USE PG64-28 BINDER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

IR 71 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) 5355 CY
IR 71 ITEM 253 - PAVEMENT REPAIR 268 CY

FOR THE PURPOSES OF ESTIMATING ONLY, APPROXIMATE DISTRIBUTION IS AS FOLLOWS:
MAINLINE I-71 - 80% LONGITUDINAL, EVENLY DISTRIBUTED OVER PROJECT
RAMPS - 90% TRANSVERSE, EVENLY DISTRUBUTED OVER ALL RAMPS, WITH EMPHASIS ON THE SR 303 RAMPS.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

MAINLINE:
TAPER THE PLANING FROM 1.75" AT THE CROWN TO 1.50" AT THE EDGES OF THE INSIDE AND OUTSIDE LANES. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CROWN IN CONFORMANCE WITH THE ABOVE GUIDELINES.

RAMPS:
THE INTENT OF THE PLANING IS TO MILL 1.75 INCHES AT THE SAME EXISTING CROSS SLOPE AS THE RAMP LANES AND SHOULDERS.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE of $8000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

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, CATCH BASINS, ETC.)

PERFORM MICROSURFACING AFTER TREATING THE MAINLINE LANES WITH PLANING AND PAVING.

CALCULATED KCK
CHECKED KRB

GENERAL NOTES

MED-71-15.78

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

THE CONTRACTOR SHALL SEAL ALL JOINTS AND CRACKS OVER TWO (2) FEET IN LENGTH ACCORDING TO ITEM 423 PRIOR TO MICROSURFACING.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS ITEM IS CONSIDERED INCIDENTAL TO ITEM 421 MICROSURFACING, SURFACE COURSE, AS PER PLAN.

ITEM SPECIAL - AIR SPEED ZONE MARKING

EXCEPT AS NOTED, THIS ITEM IS TO MEET CMS 644. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. THE ZONES ARE TO BE AS FOLLOWS:
MED-71-21.45 NORTHBOUND TO MED-71-22.45 NORTHBOUND
MED-71-22.42 SOUTHBOUND TO MED-71-23.42 SOUTHBOUND

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT 3 TRAFFIC ENGINEER AND ONE COPY FOR THE DISTRICT CONSTRUCTION ADMINISTRATOR.

MEASUREMENT AND PAYMENT: THE FIVE (5) MARKINGS PLACED ON EACH OF THE TWO SHOULDERS IN EACH 1 MILE OF ROADWAY PER EACH DIRECTION OF TRAVEL EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS 1 EACH. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND SURVEYING FOR ACCEPTED WORK IS TO BE INCLUDED PER EACH IN ITEM SPECIAL - AIR SPEED ZONE MARKING.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL SCHEDULE THEIR WORK AND METHODS IN ORDER TO MEET THE INTENT OF THE PLANS. THE PAVEMENT SURFACES TO BE USED BY THE TRAVELING PUBLIC SHALL BE ABLE TO DRAIN FREELY. ALL COSTS TO MAINTAIN THE ROADWAY AS PER THE CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE PLANS SHALL BE INCLUDED IN ITEM 614 LUMP SUM MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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 UNIT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

REFERENCE CHANGE FROM ITEM 442 TO ITEM 806

READ ANY AND ALL REFERENCES IN THIS PLAN TO ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) OR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (PG70-22) AS REFERENCING ITEM 806 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A.

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.

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.

STORAGE OF EQUIPMENT AND MATERIAL NOT IN USE WITHIN TIMES ALLOTTED BY THE PERMITTED LANE CLOSURE REQUIREMENTS IS NOT PERMITTED IN THE MEDIAN OR OUTSIDE SHOULDERS OF INTERSTATE ROUTE 71 AT ANY TIME. ESTABLISH A STAGING AREA AWAY FROM THE ROUTE TO BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING WORK.

REMOVE ALL TEMPORARY WORK ZONE STRIPING AND RETURN THE LANES CONFIGURATION TO ITS ORIGINAL CONDITION BY THE END OF THE WORKING DAY. NO CONFLICTING MARKINGS ARE TO BE LEFT OPEN TO TRAFFIC AT ANY TIME.

MAINTAIN POSITIVE DRAINAGE AT ALL TIMES. MILL THE SHOULDER TO PERMIT DRAINAGE IN AREAS THAT MAY POND WITH WATER OF SUFFICIENT WIDTH TO ALLOW FOR FULL, UNOBSTRUCTED DRAINAGE OF THE MILLED SURFACE.

CONSTRUCTION EQUIPMENT MEDIAN CROSSING

CONSTRUCTION EQUIPMENT SHALL CROSS THE MEDIAN ONLY AT THE EXISTING INTERSECTIONS AND U-TURN CROSSOVERS. NO ADDITIONAL EQUIPMENT CROSSINGS ARE PERMITTED.

WORKING HOURS RESTRICTION

INTERSTATE ROUTE 71 IS A RESTRICTED LANE CLOSURE ROUTE DUE TO HIGH TRAFFIC VOLUME. DURING THE PROJECT DURATION, LANE CLOSURES SHALL BE PERMITTED AS LISTED ON THE ODOT PLCM WEB SITE AT http://plcm.dot.state.oh.us.

ANY SINGLE LANE CLOSURES MUST CONFORM TO THE HOUR RESTRICTIONS AS SET FORTH ON THE ODOT PLCM WEB SITE. DURING TIMES THAT LANE CLOSURES ARE NOT PERMITTED, ALL LANES SHALL BE OPEN AND CAUSE NO IMPEDANCE TO TRAFFIC.

ANY DOUBLE LANE CLOSURES SHALL FOLLOW THE TIMES SET FORTH BY THE PERMITTED LANE CLOSURE WEB SITE FROM MONDAY AT 5AM TO FRIDAY AT 5AM. OUTSIDE OF THAT TIME (FROM FRIDAY AT 5AM TO MONDAY AT 5AM), A MINIMUM OF TWO LANES SHALL BE OPEN AT ALL TIMES, DISREGARDING THE PLCM FOR TWO LANE CLOSURES DURING THAT TIME.

THE ALLOWABLE LANE CLOSURE TIMES ARE TO INCLUDE ANY TIME NEEDED TO IMPLEMENT AND REMOVE ALL MAINTENANCE OF TRAFFIC MEASURES.

THE LOOP RAMP FROM STATE ROUTE 303 EAST TO INTERSTATE ROUTE 71 NORTH SHALL HAVE CONSTRUCTION ACTIVITIES DONE ONLY BETWEEN THE HOURS OF 9PM TO 6AM.

DO NOT REDUCE THE NUMBER OF OPEN LANES IN ANY DIRECTION TO ONE LANE AT ANY TIME BETWEEN FRIDAY AT 5AM AND MONDAY AT 5AM PER PERMITTED LANE CLOSURE MODULE NOTE 3.05.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE ABOVE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF $75 PER MINUTE THE REQUIREMENTS ARE NOT MET.

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF $75.00 PER MINUTE THAT LANES ARE CLOSED TO TRAFFIC DURING TIMES DESIGNATED AS 'LANE CLOSURE NOT PERMITTED' AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT http://plcm.dot.state.oh.us.

ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED

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

ITEM 614 - MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

THE ABOVE REQUIREMENTS ALSO APPLY TO THE CLOSURE OF THE SOUTHBOUND REST AREA AND ANY WORK AT THE NORTHBOUND AND SOUTHBOUND REST AREAS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF $75 PER MINUTE.

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:
THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ALL PAVEMENT THROUGHOUT THE PROJECT UNDER ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC DURING THE PERIOD FROM THE START OF WORK TO THE COMPLETION OF ALL WORK.

ALL MAINTENANCE OF TRAFFIC MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO PERFORM SUPPLEMENTAL SPECIFICATION 806 JOINT DENSITY REQUIREMENTS IS TO BE CONSIDERED INCIDENTAL TO ITEM 614 MAINTENANCE OF TRAFFIC AND WILL BE PAID FOR UNDER THE CONTRACT LUMP SUM PRICE FOR ITEM 614 MAINTENANCE OF TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC

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 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.

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.

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC. IT 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.

CALCULATED KCK | CHECKED KRB

GENERAL NOTES

MED-71-15.78

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ITEM 614 - REPLACEMENT SIGN

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

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC. IT SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGN, AND PROVIDING AND MAINTAINING THE REPLACEMENT SIGN IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL SIGN.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

TEMPORARY WEDGES AT END OF RAMPS, PAVEMENT LAYER ENDS, APPROACH SLABS OR BRIDGE DECKS ARE TO BE CONSTRUCTED AS PER STANDARD DRAWING BP-3.1.

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID 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.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEOS) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEOS 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.

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

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

THE OHIO STATE PATROL
MEDINA POST
3149 FRANTZ ROAD
MEDINA, OHIO 44256
PH: 330.725.4921
FAX: 330.725.0568

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: 440 HOURS

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

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

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(S) ON SITE FOR THE DURATION OF THE PROJECT. THE SIGN(S) 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 WEB SITE 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(S) 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, OPERATIONS, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AD 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 TO FACE AWAY FROM TRAFFIC AND SHALL DISPLAY A MINIMUM OF ONE YELLOW RETROREFLECTIVE SHEETING SURFACE, A MINIMUM OF 9 INCHES BY 15 INCHES IN 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 REVISION TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA LINK 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 14 SIGN-MONTH

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.

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 7 MONTHS

CALCULATED KCK CHECKED KRB

GENERAL NOTES

MED-71-15.78

ITEM 614 - LANE DROP-OFFS

MAINTAIN LANE DROP OFFS AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.

ITEM 614 - CONSTRUCTION SCHEME

PRIOR TO BEGINNING WORK, SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY LANE CLOSURES ON INTERSTATE ROUTE 71. NO LANE CLOSURES ON INTERSTATE ROUTE 71 ARE PERMITTED PRIOR TO THE APPROVAL OF THIS PLAN. INCLUDE IN THIS PLAN, AT A MINIMUM, THE FOLLOWING:

1. A PLAN FOR THE SEQUENCE OF CONSTRUCTION FOR MILLING, PAVEMENT REPAIRS, AND PAVING OPERATIONS FOR EACH LANE BY DIRECTION AND FOR ALL RAMPS.

2. A PLAN FOR THE SCHEDULE OF LANE CLOSURES AND RAMP CLOSURES, SHOWING THE MAXIMUM LENGTH OF DURATION OF THESE CLOSURES, AS WELL AS PROPOSED DETOUR ROUTES FOR ALL RAMP CLOSURES.

ITEM 614 - LIMIT OF TRAFFIC ON PLANED SURFACE

TRAFFIC IS PERMITTED TO RUN ON THE PLANED SURFACE FOR A MAXIMUM OF 14 CONSECUTIVE DAYS. FOR EVERY DAY PAST THE 14 CONSECUTIVE DAYS THAT TRAFFIC IS FORCED TO RUN ON THE MILLED SURFACE, A DISINCENTIVE FEE OF $8000 PER DAY WILL BE ASSESSED TO THE CONTRACTOR.

ITEM 614 - WORK ZONE SPEED ZONES (WZSZs)

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

WZSZ REVISION NUMBER	COUNTY, ROUTE, SECTION	DIRECTION
20484	MED-71-15.78 TO 22.40	NB & SB
20485	MED-71-22.40 TO 26.68	NB & SB

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

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

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

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

[WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10.]

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

ITEM 614 - WORK ZONE SPEED ZONES (WZSZs) (CONT)

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

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

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

ITEM 614, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY_____16 SIGN MONTHS
ASSUMING 4 DSL SIGN ASSEMBLY(IES) FOR 4 MONTH(S) EACH.

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

CALCULATED KCK
CHECKED KRB

GENERAL NOTES

MED-71-15.78

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ITEM 614 - MAINTAINING TRAFFIC

DETOUR LIMITATION:
TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THREE (3) CONSECUTIVE NIGHTS. THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON THIS SHEET.

THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT THREE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THE CONTRACTOR SHALL ALSO NOTIFY, IN WRITING, THE FOLLOWING AGENCIES AT LEAST TEN (10) DAYS PRIOR TO THE TIME WHEN THE IR 71 RAMP DETOUR WILL BE
IMPLEMENTED:

- MEDINA COUNTY ENGINEER
- THE CITY OF BRUNSWICK
- TOWNSHIP TRUSTEES (TWP. ROADS ONLY)
- LOCAL POLICE, FIRE, AND AMBULANCE DEPARTMENT(S)
- LOCAL SCHOOL DISTRICT(S)
- MEDINA COUNTY SHERIFF'S OFFICE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-98.29.

INTERIM COMPLETION DATE AND HOURS RESTRICTION:
THE THREE (3) CONSECUTIVE NIGHTS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE PROJECT. RAMP WORK IS PERMITTED ONLY BETWEEN THE HOURS OF 9PM AND 6AM. FOR EACH MINUTE OUTSIDE OF THE ALLOTTED TIMEFRAME THAT THE ROADWAY IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $75 PER MINUTE. IN ADDITION, FOR EACH NIGHT PAST THE THREE (3) CONSECUTIVE NIGHTS THAT THE RAMP IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $75 PER MINUTE.

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

DETOUR SIGNING

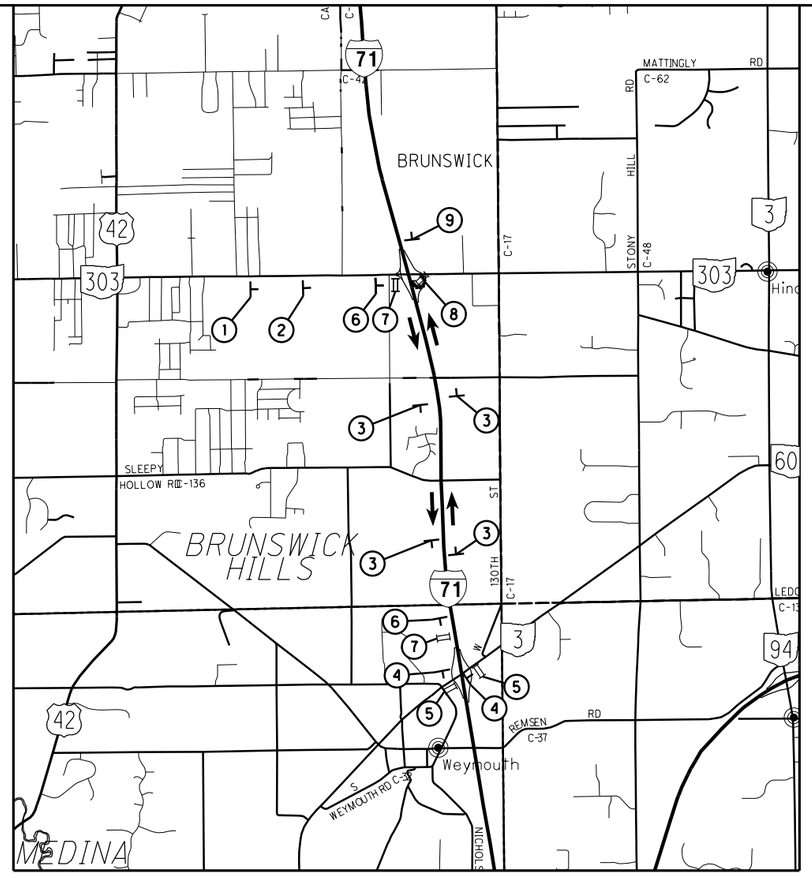
THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B), INCLUDING ONE PORTABLE CHANGEABLE MESSAGE SIGN TO BE USED IN CONJUNCTION WITH THE DETOUR:

ITEM 614, DETOUR SIGNING - LUMP

THIS ITEM PERTAINS ONLY TO DETOUR SIGNING AS SHOWN ON THIS SHEET. PAYMENT FOR ALL OTHER DETOURS NOT SHOWN ON THIS PAGE PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER WILL BE MADE AS PART OF THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC, AND IT SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING AND REMOVING THE SIGNS AND SUPPORTS.



SR 303 EASTBOUND TO
I-71 NORTHBOUND RAMP DETOUR

① PORTABLE CHANGEABLE MESSAGE SIGN

② DETOUR AHEAD
W20-2-36

③ DETOUR M4-8-24
INTERSTATE 71 M1-1-24-2
NORTH M3-1-24

④ DETOUR M4-8-24
INTERSTATE 71 M1-1-24-2
NORTH M3-1-24
M5-1L-24

⑤ INTERSTATE 71 M1-1-24-2
NORTH M3-1-24
DETOUR M4-10L
TYPE III BARRICADES

⑥ DETOUR M4-8-24
INTERSTATE 71 M1-1-24-2
NORTH M3-1-24
M5-1R-24

⑦ INTERSTATE 71 M1-1-24-2
NORTH M3-1-24
DETOUR M4-10R
TYPE III BARRICADES

⑧ RAMP CLOSED TO THRU TRAFFIC R11-4
DETOUR M4-10R
TYPE III BARRICADES

⑨ END DETOUR
M4-8a-24

CALCULATED KCK
CHECKED KRB

DETOUR DETAILS

MED-71-15.78

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	11	12	13	18	19	20	21	22	23	01/IMS/PV	02/IMS/BR	03/IMS/OT	04/IMS/OT						
																			ROADWAY	
								240					240		202	30000	240	SF	WALK REMOVED	
								90					90		202	32000	90	FT	CURB REMOVED	
					5.34						5.34				209	60500	5.34	MILE	LINEAR GRADING	
								444					444		608	52000	444	SF	CURB RAMP	
									16				16		608	53020	16	SF	DETECTABLE WARNING	
																			EROSION CONTROL	
73.73														73.73	659	35000	73.73	MGAL	WATER	
2														2	659	00100	2	EACH	SOIL ANALYSIS TEST	
1,480														1,480	659	00300	1,480	CY	TOPSOIL	
13,320														13,320	659	10000	13,320	SY	SEEDING AND MULCHING	
666														666	659	14000	666	SY	REPAIR SEEDING AND MULCHING	
666														666	659	15000	666	SY	INTER-SEEDING	
1.87														1.87	659	20000	1.87	TON	COMMERCIAL FERTILIZER	
2.77														2.77	659	31000	2.77	ACRE	LIME	
														1,000	832	30000	1,000	EACH	EROSION CONTROL	
																			PAVEMENT	
	5,355										5,355				251	01042	5,355	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)	
	268										268				253	02000	268	CY	PAVEMENT REPAIR	
					595,028						595,028				254	01001	595,028	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.75")	9
					5,949						5,949				254	01600	5,949	SY	PATCHING PLANED SURFACE	
									1,574				1,574		255	10010	1,574	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1	
									4,350				4,350		255	20000	4,350	FT	FULL DEPTH PAVEMENT SAWING	
					47,599						47,599				407	20000	47,599	GAL	NON-TRACKING TACK COAT (0.08 GAL/SY)	
					243,910						243,910				421	10011	243,910	SY	MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LB/SY)	9
					349						349				617	10100	349	CY	COMPACTED AGGREGATE	
					28,926						28,926				806	00100	28,926	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (1.75")	
																			TRAFFIC CONTROL	
							2,551				2,551				621	00100	2,551	EACH	RPM	
							2,595				2,595				621	54000	2,595	EACH	RAISED PAVEMENT MARKER REMOVED	
					23.92						23.92				644	00104	23.92	MILE	EDGE LINE, 6" (WHITE)	
					23.92						23.92				644	00104	23.92	MILE	EDGE LINE, 6" (YELLOW)	
					46.66						46.66				644	00204	46.66	MILE	LANE LINE, 6"	
					2,471						2,471				644	00400	2,471	FT	CHANNELIZING LINE, 8"	
					18,430						18,430				644	00404	18,430	FT	CHANNELIZING LINE, 12"	
					181						181				644	00500	181	FT	STOP LINE	
					59						59				644	00700	59	FT	TRANSVERSE/DIAGONAL LINE	
					1,627						1,627				644	00720	1,627	FT	CHEVRON MARKING, TYPE I	
					1,830								1,830		646	20200	1,830	FT	PARKING LOT STALL MARKING	
					5						5				644	01300	5	EACH	LANE ARROW (COMBINATION)	
					6						6				644	01300	6	EACH	LANE ARROW (LANE REDUCTION)	
					23						23				644	01300	23	EACH	LANE ARROW (LEFT)	
					26						26				644	01300	26	EACH	LANE ARROW (RIGHT)	
					15,392						15,392				644	01510	15,392	FT	DOTTED LINE, 6"	
					2						2				SPECIAL	64440000	2	EACH	AIR SPEED ZONE MARKING	10
					0.63							0.63			646	10010	0.63	MILE	EDGE LINE, 6" (WHITE)	
					0.63							0.63			646	10010	0.63	MILE	EDGE LINE, 6" (YELLOW)	
					0.63							0.63			646	10110	0.63	MILE	LANE LINE, 6"	
					382							382			646	10310	382	FT	CHANNELIZING LINE, 12"	

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	11	12	13	18	19	20	21	22	23	01/IMS/PV	02/IMS/BR	03/IMS/OT	04/IMS/OT						
																			STRUCTURE REPAIR (MED-71-1685 RIGHT - 5203619)	
										126		126			202	98200	126	FT	REMOVAL MISC.: EXISTING JOINT SEALER	25
										3		3			253	02001	3	CY	PAVEMENT REPAIR, AS PER PLAN	27
										747		747			254	01000	747	SY	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")	
										192		192			254	01010	192	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")	
										1,191		1,191			257	10001	1,191	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN	25
										26		26			407	13900	26	GAL	TACK COAT, 702.13	
										100		100			407	20000	100	GAL	NON-TRACKING TACK COAT	
										118		118			409	30000	118	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
										477		477			512	10100	477	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,178		1,178			512	10300	1,178	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										477		477			512	74000	477	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										126		126			516	31000	126	FT	JOINT SEALER	
										74		74			806	00100	74	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	
										1,565		1,565			897	01020	1,565	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B (VARIABLE DEPTH)	
																			STRUCTURE REPAIR (MED-71-1685 LEFT - 5203589)	
										126		126			202	98200	126	FT	REMOVAL MISC.: EXISTING JOINT SEALER	25
										747		747			254	01000	747	SY	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")	
										192		192			254	01010	192	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")	
										1,191		1,191			257	10001	1,191	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN	25
										26		26			407	13900	26	GAL	TACK COAT, 702.13	
										100		100			407	20000	100	GAL	NON-TRACKING TACK COAT	
										118		118			409	30000	118	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
										477		477			512	10100	477	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,178		1,178			512	10300	1,178	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										477		477			512	74000	477	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										126		126			516	31000	126	FT	JOINT SEALER	
										74		74			806	00100	74	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	
										1,565		1,565			897	01020	1,565	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B (VARIABLE DEPTH)	
																			STRUCTURE REPAIR (MED-71-1867 RIGHT - 5203724)	
										5		5			253	02001	5	CY	PAVEMENT REPAIR, AS PER PLAN	28
										406		406			512	10100	406	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,312		1,312			512	10300	1,312	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										406		406			512	74000	406	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-71-1867 LEFT - 5203694)	
										434		434			512	10100	434	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,401		1,401			512	10300	1,401	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										434		434			512	74000	434	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-71-1917 RIGHT - 5203783)	
										252		252			512	10100	252	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										745		745			512	10300	745	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										252		252			512	74000	252	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-71-1917 LEFT - 5203759)	
										210		210			512	10100	210	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										619		619			512	10300	619	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										210		210			512	74000	210	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-71-1991 RIGHT - 5203848)	
										464		464			512	10100	464	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,470		1,470			512	10300	1,470	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										464		464			512	74000	464	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	

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SHEET NUM.											PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	11	12	13	18	19	20	21	22	23	01/IMS/PV	02/IMS/BR	03/IMS/OT	04/IMS/OT						
																			STRUCTURE REPAIR (MED-71-1991 LEFT - 5203813)	
										121		121			202	98200	121	FT	REMOVAL MISC.: EXISTING JOINT SEALER	25
										800		800			254	01000	800	SY	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")	
										192		192			254	01010	192	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")	
										1,484		1,484			257	10001	1,484	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN	25
										26		26			407	13900	26	GAL	TACK COAT, 702.13	
										107		107			407	20000	107	GAL	NON-TRACKING TACK COAT	
										121		121			409	30000	121	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
										464		464			512	10100	464	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,470		1,470			512	10300	1,470	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										464		464			512	74000	464	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										121		121			516	31000	121	FT	JOINT SEALER	
										78		78			806	00100	78	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	
										1,654		1,654			897	01020	1,654	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B (VARIABLE DEPTH)	
																			STRUCTURE REPAIR (MED-71-2087 EAST - 5203902)	
										14		14			254	01000	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")	
										1		1			407	20000	1	GAL	NON-TRACKING TACK COAT	
										255		255			512	10100	255	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										376		376			512	10300	376	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
										255		255			512	74000	255	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										2		2			806	00100	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	
																			STRUCTURE REPAIR (MED-71-2088 RIGHT - 5203961)	
										11		11			202	32000	11	FT	CURB REMOVED	
										548		548			512	10100	548	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,550		1,550			512	10400	1,550	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
										548		548			512	74000	548	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										15		15			519	11101	15	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	32
										11		11			609	14000	11	FT	CURB, TYPE 2-A	
																			STRUCTURE REPAIR (MED-71-2088 LEFT - 5203937)	
										548		548			512	10100	548	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,550		1,550			512	10400	1,550	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
										548		548			512	74000	548	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-2092 WEST - 5203996)	
										14		14			254	01000	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")	
										1		1			407	20000	1	GAL	NON-TRACKING TACK COAT	
										160		160			512	10100	160	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										245		245			512	10400	245	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
										160		160			512	74000	160	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
										2		2			806	00100	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	
																			STRUCTURE REPAIR (MED-71-2400 RIGHT - 5204143)	
										403		403			512	10100	403	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,897		1,897			512	10400	1,897	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
										403		403			512	74000	403	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			STRUCTURE REPAIR (MED-71-2400 LEFT - 5204135)	
										403		403			512	10100	403	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
										1,274		1,274			512	10400	1,274	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
										403		403			512	74000	403	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
																			MAINTENANCE OF TRAFFIC	
		440									440				614	11110	440	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		7									7				614	11500	7	MNTH	WORKSITE TRAFFIC SUPERVISOR	
		14									14				614	18601	14	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	11
			16								16				614	18700	16	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
						93.32					93.32				614	20550	93.32	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
						95.68					95.68				614	22350	95.68	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
						41,802					41,802				614	23680	41,802	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	
						543					543				614	26610	543	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				LUMP							LUMP				614	12420	LS		DETOUR SIGNING	
																			INCIDENTALS	
											LUMP	LUMP	LUMP	LUMP	614	11000	LS		MAINTAINING TRAFFIC	
											7				619	16020	7	MNTH	FIELD OFFICE, TYPE C	
											LUMP	LUMP	LUMP	LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LUMP	LUMP	LUMP	LUMP	624	10000	LS		MOBILIZATION	

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COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH MILE	LENGTH FEET	AVERAGE WIDTH INSIDE SHOULDER	AVERAGE WIDTH LANES	AVERAGE WIDTH OUTSIDE SHOULDER	*TYPICAL-NUMBER (SEE SHEETS 7-8 FOR TYPICALS)	PAVEMENT AREA INSIDE SHOULDER	PAVEMENT AREA LANES	PAVEMENT AREA OUTSIDE SHOULDER		254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.75")	254 PATCHING PLANED SURFACE	407 NON-TRACKING TACK COAT (0.08 GAL/SY)	806 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (1.75")		421 MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LBS/SY)	423 CRACK SEALING, MISC.: TYPE II OR TYPE III (INCIDENTAL TO ITEM 421)	QUANTITIES FOR ITEM 423 CRACK SEALING ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ITEM 423 CRACK SEALING IS CONSIDERED INCIDENTAL TO THE COST OF ITEM 421 MICROSURFACING ACCORDING TO C&MS 421.14.	AGGREGATE SHOULDER PROPOSED WIDTH SL	AGGREGATE SHOULDER PROPOSED WIDTH SR	AGGREGATE SHOULDER AREA	209 LINEAR GRADING	617 COMPACTED AGGREGATE 2.00 INCHES		
		STATION				FT				SY				SY	SY	GAL	CY		SY	SY				FT	FT	SQ YD	MILE	CU YD		
NORTHBOUND LANES																														
MED	71	833+18	870+95	0.72	3777	10	36	10	2/4	4,197	15,108	4,197		15528	155	1242	755		7974	7974										
MED	71	870+95	883+20	0.23	1225	10	64	10	4	1,361	8,711	1,361		8847	88	708	430		2586	2586										
MED	71	883+20	888+09	0.09	489	10	36	10	4	543	1,956	543		2010	20	161	98		1032	1032										
MED	71	888+09	892+36	0.08	427	SUSPEND AND RESUME FOR STRCTURE MED-71-1685 R																								
MED	71	892+36	900+85	0.16	849	10	36	10	4/2	943	3,396	943		3490	35	279	170		1792	1792										
MED	71	900+85	910+57	0.18	972	10	72	10	2	1,080	7,776	1,080		7884	79	631	383		2052	2052										
MED	71	910+57	929+55	0.36	1898	10	60	10	2	2,109	12,653	2,109		12864	129	1029	625		4007	4007										
MED	71	929+55	938+76	0.17	921	10	54	10	2	1,023	5,526	1,023		5628	56	450	274		1944	1944										
MED	71	938+76	970+34	0.60	3158	10	48	10	2	3,509	16,843	3,509		17194	172	1376	836		6667	6667										
MED	71	970+34	976+89	0.12	655	10	68	10	2	728	4,949	728		5022	50	402	244		1383	1383										
MED	71	976+89	986+62	0.18	973	10	36	10	2	1,081	3,892	1,081		4000	40	320	194		2054	2054										
MED	71	986+62	988+49	0.04	187	SUSPEND AND RESUME FOR STRCTURE MED-71-1867 R																								
MED	71	988+49	1012+46	0.45	2397	10	36	10	2	2,663	9,588	2,663		9854	99	788	479		5060	5060										
MED	71	1012+46	1013+58	0.02	112	SUSPEND AND RESUME FOR STRCTURE MED-71-1917 R																								
MED	71	1013+58	1051+37	0.72	3779	10	36	10	2	4,199	15,116	4,199		15536	155	1243	755		7978	7978										
MED	71	1051+37	1053+57	0.04	220	SUSPEND AND RESUME FOR STRCTURE MED-71-1991 R																								
MED	71	1053+57	1084+26	0.58	3069	10	36	10	2	3,410	12,276	3,410		12617	126	1009	613		6479	6479										
MED	71	1084+26	1092+47	0.16	821	10	63	10	2	912	5,747	912		5838	58	467	284		1733	1733										
MED	71	1092+47	1103+05	0.20	1058	10	36	10	2	1,176	4,232	1,176		4350	44	348	211		2234	2234										
MED	71	1103+05	1105+66	0.05	261	SUSPEND AND RESUME FOR STRCTURE MED-71-2088 R																								
MED	71	1105+66	1114+53	0.17	887	10	36	10	2	986	3,548	986		3647	36	292	177		1873	1873										
MED	71	1114+53	1131+51	0.32	1698	10	55	10	2	1,887	10,377	1,887		10565	106	845	514		3585	3585										
MED	71	1131+51	1190+31	1.11	5880	10	36	10	2	6,533	23,520	6,533		24173	242	1934	1175		12413	12413										
MED	71	1190+31	1198+60	0.16	829	10	56	10	2	921	5,158	921		5250	53	420	255		1750	1750										
MED	71	1198+60	1216+17	0.33	1757	10	36	10	2/4	1,952	7,028	1,952		7223	72	578	351		3709	3709										
MED	71	1216+17	1231+22	0.29	1505	10	55	10	4	1,672	9,197	1,672		9364	94	749	455		3177	3177										
MED	71	1231+22	1248+54	0.33	1732	10	36	10	4/2	1,924	6,928	1,924		7120	71	570	346		3656	3656										
MED	71	1248+54	1257+44	0.17	890	10	69	10	2	989	6,823	989		6922	69	554	336		1879	1879										
MED	71	1257+44	1260+00	0.05	256	10	36	10	2	284	1,024	284		1052	11	84	51		540	540										
MED	71	1260+00	1263+00	0.06	300	11	37	10	2	367	1,233	333		1267	13	101	62		667	667										
MED	71	1263+00	1264+77	0.03	177	12	38	10	2	236	747	197		767	8	61	37		413	413										
MED	71	1264+77	1267+91	0.06	314	12	83	10	2	419	2,896	349		2931	29	234	142		733	733										
MED	71	1267+91	1269+82	0.04	191	SUSPEND AND RESUME FOR STRCTURE MED-71-2400 R																								
MED	71	1269+82	1278+29	0.16	847	12	80	10	2	1,129	7,529	941		7623	76	610	371		1976	1976										
MED	71	1278+29	1298+68	0.39	2039	12	58	10	2	2,719	13,140	2,266		13367	134	1069	650		4758	4758										
MED	71	1298+68	1408+54	2.08	10986	12	38	10	2	14,648	46,385	12,207		47606	476	3808	2314		25634	25634										
MAINLINE SUBTOTAL				10.90	57536									279539	2796	22362	13587		121738	121738										
RAMPS																														
I 71 NORTH TO SR 18				0.15	781	4	20	6	R	347	1,736	521		2603	26	208	127									2.0	2.0	347	0.30	19		
I 71 NORTH FROM SR 18				0.17	915	4	24	10	R	407	2,440	1,017		3863	39	309	188									2.0	2.0	407	0.35	23		
I 71 NORTH TO I 271				0.00	0	NO PAVING WORK ON THIS RAMP																								
I 71 NORTH TO SR 3				0.20	1052	4	16	6	R	468	1,870	701		3039	30	243	148									2.0	2.0	468	0.40	26		
I 71 NORTH FROM SR 3				0.17	873	4	16	6	R	388	1,552	582		2522	25	202	123									2.0	2.0	388	0.33	22		
I 71 NORTH TO REST AREA				0.15	775	4	16	6	R	344	1,378	517		2239	22	179	109									2.0	2.0	344	0.29	19		
I 71 NORTH FROM REST AREA				0.10	502	4	16	6	R	223	892	335		1450	15	116	70									2.0	2.0	223	0.19	12		
I 71 NORTH TO SR 303				0.15	799	4	20	10	R	355	1,776	888		3018	30	241	147									2.0	2.0	355	0.30	20		
I 71 NORTH FROM SR 303 EAST				0.19	987	4	16	6	R	439	1,755	658		2851	29	228	139									2.0	2.0	439	0.37	24		
I 71 NORTH FROM SR 303 WEST				0.22	1137	4	16	6	R	505	2,021	758		3285	33	263	160									2.0	2.0	505	0.43	28		
RAMP SUBTOTAL				1.48	7821									24870	249	1989	1211											3476	2.96	193		
NORTHBOUND SUBTOTALS														304409	3045	24351	14798		121738	121738								3476	2.96	193		

CALCULATED KCK
CHECKED KRB

PAVEMENT AND SHOULDER DATA

MED-71-15.78

COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH MILE	LENGTH FEET	AVERAGE WIDTH INSIDE SHOULDER	AVERAGE WIDTH LANES	AVERAGE WIDTH OUTSIDE SHOULDER	*TYPICAL-NUMBER (SEE SHEETS 7-8 FOR TYPICALS)	PAVEMENT AREA INSIDE SHOULDER	PAVEMENT AREA LANES	PAVEMENT AREA OUTSIDE SHOULDER		254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.75")	254 PATCHING PLANED SURFACE	407 NON-TRACKING TACK COAT (0.08 GAL/SY)	806 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (1.75")		421 MICROSURFACING, SURFACE COURSE, AS PER PLAN (22 LBS/SY)	423 CRACK SEALING, MISC.: TYPE II OR TYPE III (INCIDENTAL TO ITEM 421)									AGGREGATE SHOULDER PROPOSED WIDTH SL	AGGREGATE SHOULDER PROPOSED WIDTH SR	AGGREGATE SHOULDER AREA	209 LINEAR GRADING	617 COMPACTED AGGREGATE 2.00 INCHES		
		STATION				FT				SY				SY	SY	GAL	CY		SY	SY										FT	FT	SQ YD	MILE	CU YD		
SOUTHBOUND LANES																																				
MED	71	833+18	859+25	0.49	2607	10	36	10	1/3	2,897	10,428	2,897		10718	107	857	521		5504	5504																
MED	71	859+25	880+00	0.39	2075	10	56	10	3	2,306	12,911	2,306		13142	131	1051	639		4381	4381																
MED	71	880+00	888+09	0.15	809	10	36	10	3	899	3,236	899		3326	33	266	162		1708	1708																
MED	71	888+09	892+36	0.08	427	SUSPEND AND RESUME FOR STRUCTURE MED-71-1685 L																																
MED	71	892+36	898+88	0.12	652	10	36	10	3/1	724	2,608	724		2680	27	214	130		1376	1376																
MED	71	898+88	904+07	0.10	519	10	64	10	1	577	3,691	577		3748	37	300	182		1096	1096																
MED	71	904+07	937+83	0.64	3376	10	48	10	1	3,751	18,005	3,751		18380	184	1470	893		7127	7127																
MED	71	937+83	945+94	0.15	811	10	54	10	1	901	4,866	901		4956	50	396	241		1712	1712																
MED	71	945+94	966+79	0.39	2085	10	60	10	1	2,317	13,900	2,317		14132	141	1131	687		4402	4402																
MED	71	966+79	973+76	0.13	697	10	72	10	1	774	5,576	774		5653	57	452	275		1471	1471																
MED	71	973+76	986+27	0.24	1251	10	36	10	1	1,390	5,004	1,390		5143	51	411	250		2641	2641																
MED	71	986+27	988+49	0.04	222	SUSPEND AND RESUME FOR STRUCTURE MED-71-1867 L																																
MED	71	988+49	1012+59	0.46	2410	10	36	10	1	2,678	9,640	2,678		9908	99	793	482		5088	5088																
MED	71	1012+59	1013+52	0.02	93	SUSPEND AND RESUME FOR STRUCTURE MED-71-1917 L																																
MED	71	1013+52	1050+16	0.69	3664	10	36	10	1	4,071	14,656	4,071		15063	151	1205	732		7735	7735																
MED	71	1050+16	1054+87	0.09	471	SUSPEND AND RESUME FOR STRUCTURE MED-71-1991 L																																
MED	71	1054+87	1077+72	0.43	2285	10	36	10	1	2,539	9,140	2,539		9394	94	752	457		4824	4824																
MED	71	1077+72	1094+16	0.31	1644	10	55	10	1	1,827	10,047	1,827		10229	102	818	497		3471	3471																
MED	71	1094+16	1103+05	0.17	889	10	36	10	1	988	3,556	988		3655	37	292	178		1877	1877																
MED	71	1103+05	1105+66	0.05	261	SUSPEND AND RESUME FOR STRUCTURE MED-71-2088 L																																
MED	71	1105+66	1116+24	0.20	1058	10	36	10	1	1,176	4,232	1,176		4350	44	348	211		2234	2234																
MED	71	1116+24	1124+46	0.16	822	10	63	10	1	913	5,754	913		5845	58	468	284		1735	1735																
MED	71	1124+46	1140+56	0.30	1610	10	36	10	1	1,789	6,440	1,789		6619	66	530	322		3399	3399																
MED	71	1140+56	1156+55	0.30	1599	10	56	10	1	1,777	9,949	1,777		10127	101	810	492		3376	3376																
MED	71	1156+55	1172+29	0.30	1574	10	36	10	1	1,749	6,296	1,749		6471	65	518	315		3323	3323																
MED	71	1172+29	1180+13	0.15	784	10	55	10	1	871	4,791	871		4878	49	390	237		1655	1655																
MED	71	1180+13	1241+57	1.16	6144	10	36	10	1/3	6,827	24,576	6,827		25259	253	2021	1228		12971	12971																
MED	71	1241+57	1258+38	0.32	1681	10	56	10	1	1,868	10,460	1,868		10646	106	852	518		3549	3549																
MED	71	1258+38	1260+00	0.03	162	10	36	10	1	180	648	180		666	7	53	32		342	342																
MED	71	1260+00	1263+00	0.06	300	11	37	10	1	367	1,233	333		1267	13	101	62		667	667																
MED	71	1263+00	1267+91	0.09	491	12	38	10	1	655	2,073	546		2128	21	170	103		1146	1146																
MED	71	1267+91	1269+82	0.04	191	SUSPEND AND RESUME FOR STRUCTURE MED-71-2400 L																																
MED	71	1269+82	1279+60	0.19	978	12	38	10	1	1,304	4,129	1,087		4238	42	339	206		2282	2282																
MED	71	1279+60	1287+35	0.15	775	12	55	10	1	1,033	4,736	861		4822	48	386	234		1808	1808																
MED	71	1287+35	1408+54	2.30	12119	12	38	10	1	16,159	51,169	13,466		52516	525	4201	2553		28278	28278																
MAINLINE SUBTOTAL				10.90	57536									269959	2699	21595	13123		121178	121178																
RAMPS																																				
I 71 SOUTH FROM SR 18				0.17	877	4	16	6	R	390	1,559	585		2534	25	203	123														2.0	2.0	390	0.33	22		
I 71 SOUTH TO SR 18				0.18	959	4	32	10	R	426	3,410	1,066		4902	49	392	238														2.0	2.0	426	0.36	24		
I 71 SOUTH FROM I 271				0.00	0	NO PAVING WORK ON THIS RAMP																														
I 71 SOUTH FROM SR 3				0.17	873	4	16	6	R	388	1,552	582		2522	25	202	123														2.0	2.0	388	0.33	22		
I 71 SOUTH TO SR 3				0.20	1052	4	16	6	R	468	1,870	701		3039	30	243	148														2.0	2.0	468	0.40	26		
I 71 SOUTH FROM REST AREA				0.00	0	CONCRETE RAMP - NO PAVING WORK																														
I 71 SOUTH TO REST AREA				0.00	0	CONCRETE RAMP - NO PAVING WORK																														
I 71 SOUTH FROM SR 303				0.25	1323	4	16	6	R	588	2,352	882		3822	38	306	186														2.0	2.0	588	0.50	33		
I 71 SOUTH TO SR 303				0.23	1192	4	19	6	R	530	2,516	795		3841	38	307	187														2.0	2.0	530	0.45	29		
RAMP SUBTOTAL				1.19	6276									20660	205	1653	1005															2790	2.38	156		
EXTRA AREA FOR MEDIAN CROSSOVERS																			994	994																
NORTHBOUND SUBTOTALS (FROM PREVIOUS SHEET)														304409	3045	24351	14798		121738	121738													3476	2.96	193		
SOUTHBOUND SUBTOTALS														290619	2904	23248	14128		122172	122172													2790	2.38	156		
GRAND TOTALS CARRIED TO GENERAL SUMMARY														**595028**	**5949**	**47599**	**28926**		**243910**														**6266**	**5.34**	**349**		

QUANTITIES FOR ITEM 423 CRACK SEALING ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. ITEM 423 CRACK SEALING IS CONSIDERED INCIDENTAL TO THE COST OF ITEM 421 MICROSURFACING ACCORDING TO C&MS 421.14.

CALCULATED KCK
CHECKED KRB

PAVEMENT AND SHOULDER DATA

MED-71-15.78

18
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AUXILIARY & LONG LINE MARKINGS

COUNTY	ROUTE	DIRECTION	STATION / SLM FROM	STATION / SLM TO	HIGHWAY MILES	614 WORK ZONE EDGE LINE, CLASS III, 642 PAINT	614 WORK ZONE LANE LINE, CLASS III, 642 PAINT	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	644 EDGE LINE, 6" (WHITE)	644 EDGE LINE, 6" (YELLOW)	644 LANE LINE, 6"	644 DOTTED LINE, 6"	644 AUXILIARY MARKINGS (704.04) STOP LINE	CROSSWALK LINE, AS PER PLAN	CHEVRON MARKING, TYPE 1	CHANNELIZING LINE, 12"	TRANSVERSE/DIAGONAL LINE	CHANNELIZING LINE, 8"	LANE ARROW (LEFT)	LANE ARROW (RIGHT)	LANE ARROW (COMBINATION)	LANE ARROW (LANE REDUCTION LEFT)	AIR SPEED ZONE MARKING	646 PARKING LOT STALL MARKINGS	646 EDGE LINE, 6" (WHITE)	646 EDGE LINE, 6" (YELLOW)	646 LANE LINE, 6"	646 DOTTED LINE, 6"	646 CHANNELIZING LINE, 12"
						MILE	MILE	FT	FT	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	MILE	MILE	MILE	FT	FT
MED	71	NORTH	833+18	870+95	0.72	2.88	2.88			0.72	0.72	1.44																			
MED	71	NORTH	870+95	883+20	0.23	0.92	0.92		1394	0.23	0.23	0.46	528			205	697														
MED	71	NORTH	883+20	900+85	0.33	1.00	1.00			0.25	0.25	0.50															0.08	0.08	0.16		
MED	71	NORTH	900+85	910+57	0.18	0.72	1.08		2850	0.18	0.18	0.54	260				1425														
MED	71	NORTH	910+57	929+55	0.36	1.44	2.16			0.36	0.36	1.08	1901											3							
MED	71	NORTH	929+55	938+76	0.17	0.68	1.02			0.17	0.17	0.51	898																		
MED	71	NORTH	938+76	970+34	0.60	2.40	3.60			0.60	0.60	1.80																			
MED	71	NORTH	970+34	976+89	0.12	0.48	0.48		2534	0.12	0.12	0.24	352			151	1267														
MED	71	NORTH	976+89	1084+26	2.03	7.73	7.73			1.93	1.93	3.86															0.10	0.10	0.20		
MED	71	NORTH	1084+26	1092+47	0.16	0.64	0.64		1262	0.16	0.16	0.32	506			163	631														
MED	71	NORTH	1092+47	1114+53	0.42	1.48	1.48			0.37	0.37	0.74															0.05	0.05	0.10		
MED	71	NORTH	1114+53	1131+51	0.32	1.28	1.28		2526	0.32	0.32	0.64	435				1263														
MED	71	NORTH	1131+51	1190+31	1.11	4.44	4.44			1.11	1.11	2.22																			
MED	71	NORTH	1190+31	1198+60	0.16	0.64	0.64		1040	0.16	0.16	0.32	567			98	520														
MED	71	NORTH	1198+60	1216+17	0.33	1.32	1.32			0.33	0.33	0.66																			
MED	71	NORTH	1216+17	1231+22	0.29	1.16	1.16		2452	0.29	0.29	0.58	893				1226														
MED	71	NORTH	1231+22	1248+54	0.33	1.32	1.32			0.33	0.33	0.66													1						
MED	71	NORTH	1248+54	1257+44	0.17	0.68	0.68		1790	0.17	0.17	0.34	445			323	895														
MED	71	NORTH	1257+44	1264+77	0.14	0.56	0.56			0.14	0.14	0.28																			
MED	71	NORTH	1264+77	1278+29	0.26	0.90	0.90		1516	0.22	0.22	0.45	782				758										0.04	0.04	0.07		382
MED	71	NORTH	1278+29	1298+68	0.39	1.56	1.56		2368	0.39	0.39	0.78	1579				1184														
MED	71	NORTH	1298+68	1408+54	2.08	8.32	8.32			2.08	2.08	4.16																			
NORTHBOUND SUBTOTAL					**10.90**	**42.54**	**45.16**		**19732**	**10.64**	**10.64**	**22.58**	**9145**			**940**	**9866**						**3**	**1**		**0.26**	**0.26**	**0.53**		**382**
MED	71	SOUTH	833+18	859+25	0.49	1.96	1.96			0.49	0.49	0.98																			
MED	71	SOUTH	859+25	880+00	0.39	1.56	1.56		3050	0.39	0.39	0.78	550				1525														
MED	71	SOUTH	880+00	898+88	0.36	1.12	1.12			0.28	0.28	0.56															0.08	0.08	0.16		
MED	71	SOUTH	898+88	904+07	0.10	0.40	0.47		1348	0.10	0.10	0.23				190	674														
MED	71	SOUTH	904+07	937+83	0.64	2.56	3.84			0.64	0.64	1.92																			
MED	71	SOUTH	937+83	945+94	0.15	0.60	0.90			0.15	0.15	0.45	811																		
MED	71	SOUTH	945+94	966+79	0.40	1.60	3.20			0.40	0.40	1.60												3							
MED	71	SOUTH	966+79	973+76	0.13	0.52	1.12		1968	0.13	0.13	0.56					984														
MED	71	SOUTH	973+76	1077+72	1.97	7.28	7.28			1.82	1.82	3.64															0.15	0.15	0.30		
MED	71	SOUTH	1077+72	1094+15	0.31	1.24	2.92		2604	0.31	0.31	1.46	992				1302														
MED	71	SOUTH	1094+15	1116+24	0.42	1.48	1.48			0.37	0.37	0.74															0.05	0.05	0.10		
MED	71	SOUTH	1116+24	1124+46	0.16	0.64	0.64		1260	0.16	0.16	0.32	507			163	630														
MED	71	SOUTH	1124+46	1140+56	0.30	1.20	1.20			0.30	0.30	0.60																			
MED	71	SOUTH	1140+56	1156+55	0.30	1.20	1.20		2424	0.30	0.30	0.60	993				1212														
MED	71	SOUTH	1156+55	1172+29	0.30	1.20	1.20			0.30	0.30	0.60																			
MED	71	SOUTH	1172+29	1180+13	0.15	0.60	0.60		1228	0.15	0.15	0.30	477			153	614														
MED	71	SOUTH	1180+13	1241+57	1.16	4.64	4.64			1.16	1.16	2.32													1						
MED	71	SOUTH	1241+57	1258+38	0.32	1.28	1.28		2884	0.32	0.32	0.64	960				1442														
MED	71	SOUTH	1258+38	1279+60	0.40	1.46	1.46			0.36	0.36	0.73															0.04	0.04	0.07		
MED	71	SOUTH	1279+60	1287+35	0.15	0.60	0.60		362	0.15	0.15	0.30	685			181	181														
MED	71	SOUTH	1287+35	1408+54	2.30	9.20	9.20			2.30	2.30	4.60																			
SOUTHBOUND SUBTOTAL					**10.90**	**42.34**	**47.86**		**17128**	**10.58**	**10.58**	**23.93**	**5975**			**687**	**8564**						**3**	**1**		**0.32**	**0.32**	**0.63**		
RAMPS																														
MED-71 NORTH		TO	SR 18		0.15	0.60		123	824	0.15	0.15			41				33	412	5	5									
MED-71 NORTH		FROM	SR 18		0.17	0.68	0.30			0.17	0.17	0.15	245																	
MED-71 NORTH		TO	I 271		0.00					0.00	0.00																			
MED-71 NORTH		TO	SR 3		0.20	0.80				0.20	0.20																0.03	0.03			
MED-71 NORTH		FROM	SR 3		0.17	0.68				0.17	0.17																			
MED-71 NORTH		TO	REST AREA		0.15	0.60				0.15	0.15																			
MED-71 NORTH		FROM	REST AREA		0.10	0.40				0.10	0.10																			
MED-71 NORTH		TO	SR 303		0.15	0.60		108		0.15	0.15			36																
MED-71 NORTH		FROM	SR 303 EAST		0.19	0.76				0.19	0.19																			
MED-71 NORTH		FROM	SR 303 WEST		0.22	0.88				0.22	0.22																			
MED-71 SOUTH		FROM	SR 18		0.17	0.68				0.17	0.17																			
MED-71 SOUTH		TO	SR 18		0.18	0.72		204	3568	0.18	0.18		27	68				26	1784	18	18									
MED-71 SOUTH		FROM	I271		0.00					0.00	0.00																			
MED-71 SOUTH		FROM	SR3		0.17	0.68				0.17	0.17																			
MED-71 SOUTH		TO	SR3		0.20	0.80				0.20	0.20																0.02	0.02			
MED-71 SOUTH		FROM	REST AREA		0.00					0.00	0.00																			
MED-71 SOUTH		TO	REST AREA		0.00					0.00	0.00																			
MED-71 SOUTH		FROM	SR 303		0.25	1.00				0.25	0.25																			
MED-71 SOUTH		TO	SR 303		0.23	0.92		108	550	0.23	0.23			36					275		3	5								
RAMPS SUBTOTAL					**2.70**	**10.80**	**0.30**	**543**	**4942**	**2.70**	**2.70**	**0.15**	**272**	**181**				**59**	**2471**	**23**	**26**	**5**				**0.05**	**0.05**			
SOUTHBOUND REST AREA																									**1830**					
TOTALS						**95.68**	**93.32**	**543**	**41802**	**23.92**	**23.92**	**46.66**	**15392**	**181**		**1627**	**18430**	**59**	**2471**	**23**	**26**	**5**	**6**	**2**	**1830**	**0.63**	**0.63**	**1.16**		**382**

CALCULATED KCK
CHECKED KRB

PAVEMENT MARKING SUBSUMMARY

MED-71-15.78

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RAISED PAVEMENT MARKERS

COUNTY	ROUTE	STATION/SLM FROM	STATION/SLM TO	DIRECTION	DETAIL	621 RAISED PAVEMENT MARKER REMOVED EACH	621 RPM EACH	PRISMATIC RETRO-REFLECTOR TYPES ONE-WAY WHITE EACH	TWO-WAY YELLOW / YELLOW	TWO-WAY WHITE / RED	TWO-WAY YELLOW / RED	TWO-WAY BLUE / BLUE	REMARKS
MED	71	15.78	26.68	BOTH	5	1,918	1,874	1,918					SIX LANE DIVIDED AT 120 FOOT SPACING
MED	71	16.85	16.86	BOTH	2/3	165	165			129	36		INTERCHANGE AT STATE ROUTE 18
MED	71	18.50	18.51	BOTH	2/3	87	87			87			INTERSTATE ROUTE 271 CONNECTOR
MED	71	20.90	20.91	BOTH	2/3	152	152			134	18		INTERCHANGE AT STATE ROUTE 3
MED	71	22.06	22.07	BOTH	2/3	71	71			61	10		SOUTHBOUND REST AREA RAMPS
MED	71	22.90	22.91	BOTH	2/3	68	68			58	10		NORTHBOUND REST AREA RAMPS
MED	71	24.02	24.03	BOTH	2/3	134	134			110	24		INTERCHANGE AT STATE ROUTE 303
TOTALS						2,595	2,551	1,918		579	98		

DETAIL	DESCRIPTION
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
18	FIRE HYDRANT
GAP	CENTER LINE AT 80 FT. TYP.

NOTES:

1) LANES TO BE STRIPED AT 12' IN ACCORDING TO C&MS 641.08A, EXCEPT THE INSIDE LANE SHALL TAPER FROM 12' TO 14', NORTHBOUND AND SOUTHBOUND FROM STATION 1260+00 TO 1263+00 AND CONTINUE AT 14' FROM 1263+00 TO THE END OF THE PROJECT.

2) ALL SINGLE LANE RAMPS TO BE STRIPED AT 16', MULTIPLE LANE RAMPS AT 12' LANES, AND TERMINAL TURNING LANES AT 12'

3) ALL EXISTING STOP LINES TO BE REPLACED WITH WORK ZONE STOP LINES AFTER EXISTING LINES ARE REMOVED

4) FOR ALL WORK ZONE MARKINGS, THE 642 PAINT USED SHALL BE TYPE I

5) REMOVE ALL RPMS FROM BRIDGE DECKS AND FILL WITH AN APPROVED EPOXY MATERIAL. DO NOT REPLACE THE REMOVED RPMS WITH NEW RPMS. REMOVE THE RPMS PRIOR TO PERFORMING OTHER STRUCTURE WORK AND FILL THE VOID LEFT BY THE REMOVED RPM AFTER ALL OTHER DECK WORK HAS BEEN COMPLETED.

CALCULATED KCK
CHECKED KRB

RPM SUBSUMMARY

MED-71-15.78

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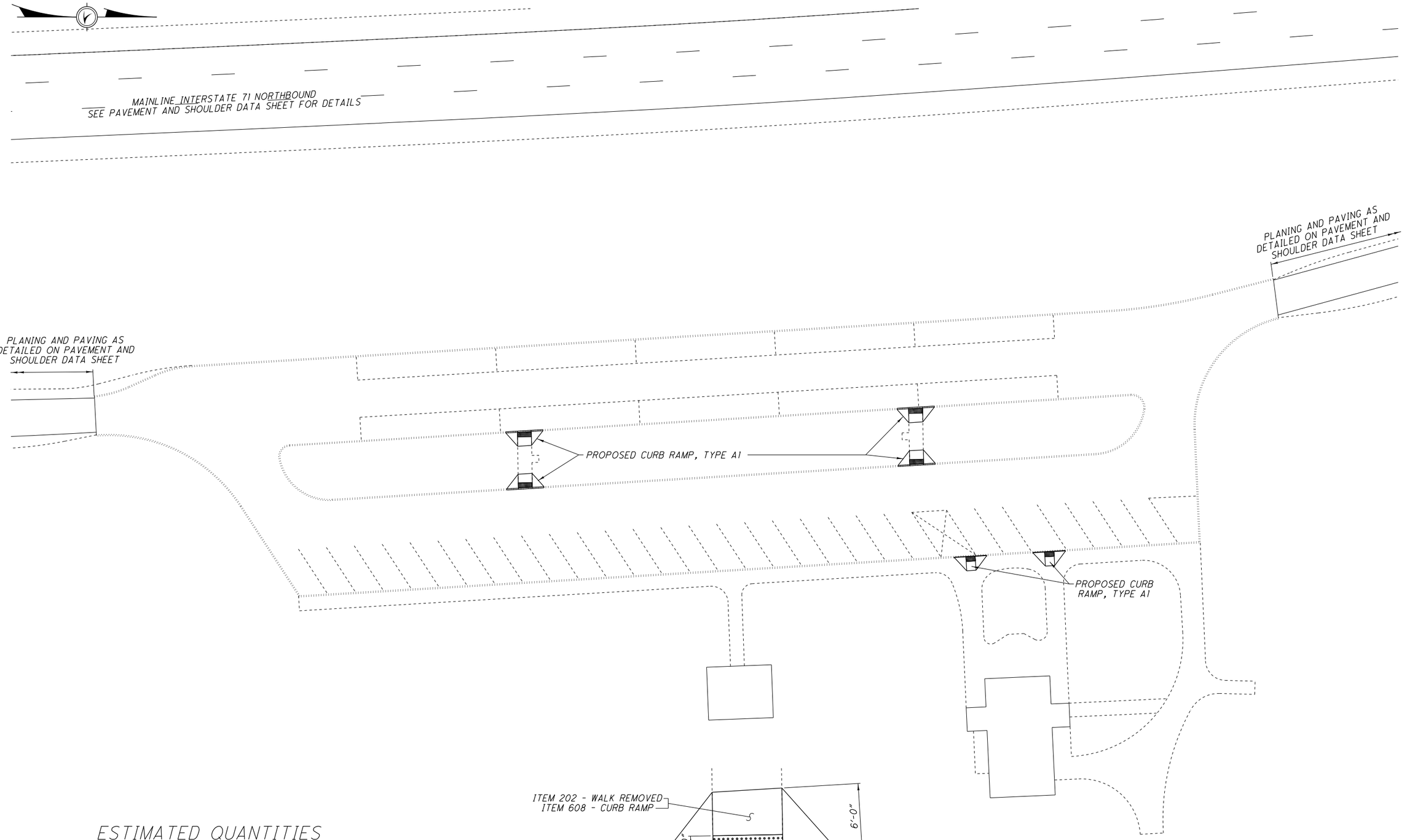

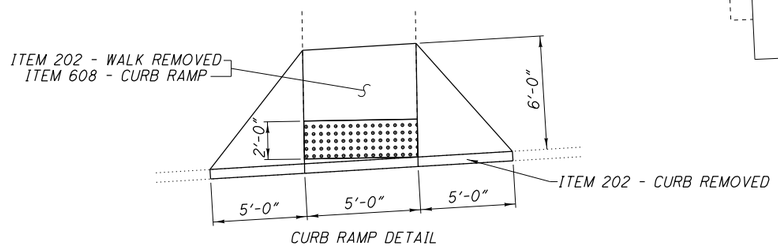

CURB RAMP DETAIL

APPLICABLE TO ALL PROPOSED CURB RAMPS
SEE SCD BP-7.1 FOR DETAILS
OF A TYPE A1 CURB RAMP
NOT SHOWN HERE

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
202	90	FT	CURB REMOVED
202	240	SF	WALK REMOVED
608	444	SF	CURB RAMP

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

CALCULATED KCK
CHECKED KRB

NORTHBOUND REST AREA DETAILS

MED-71-15.78

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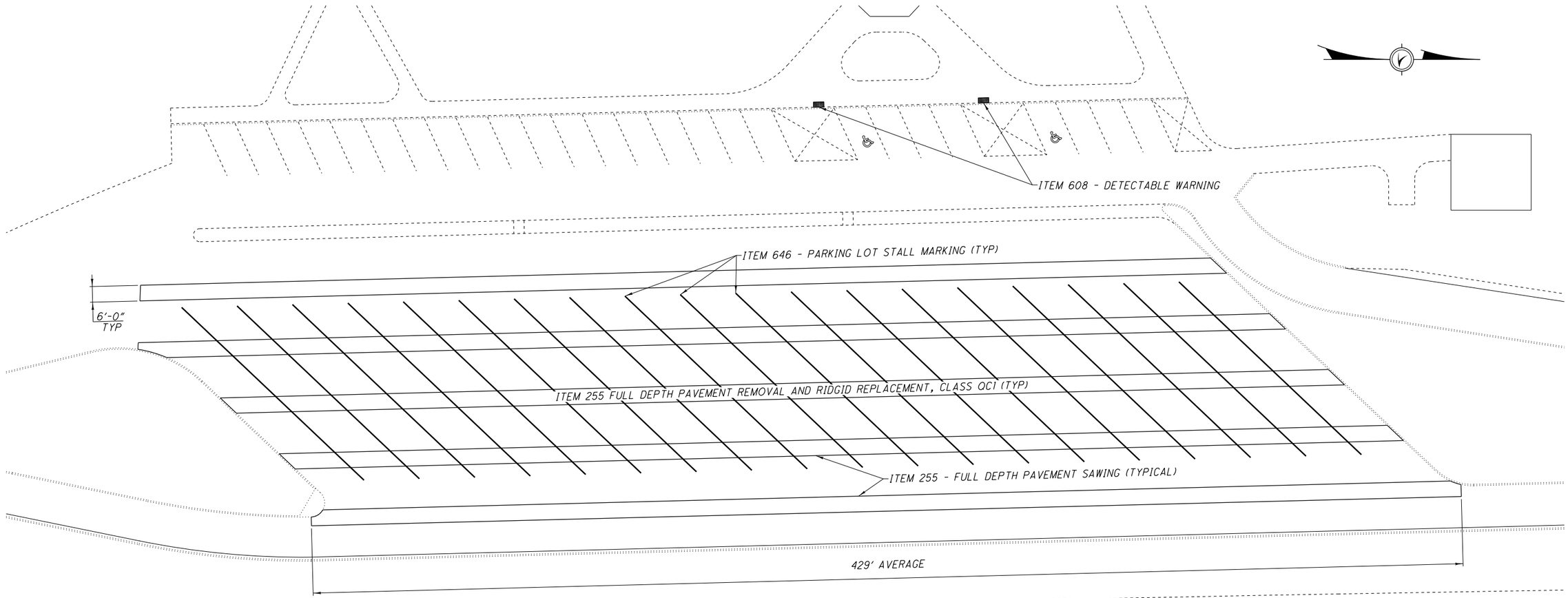

PLAN VIEW

NOTES

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1 (9")
THE LOCATION AND EXTENT OF THE REPAIRS ARE TO BE FIELD VERIFIED BY THE ENGINEER PRIOR TO PERFORMING ANY WORK. THE INTENT IS TO REMOVE ALL UNSOUND CONCRETE IN THE AREAS OF THE FIVE LARGE CRACKS LOCATED IN THE TRUCK PARKING AREA OF THE REST AREA. FOR ESTIMATION PURPOSES, EACH REPAIR HAS BEEN CALCULATED AT SIX (6) FEET WIDE BY THE ENTIRE LENGTH OF THE PARKING AREA. AN EXTRA QUANTITY OF 150 SQUARE YARDS HAS BEEN ADDED TO THE TOTAL QUANTITY FOR MISCELLANEOUS PAVEMENT REPAIRS AS DEEMED NECESSARY BY THE ENGINEER. THE REPAIR JOINTS ARE TO BE CONSIDERED LONGITUDINAL JOINTS AND TIED PER THE LONGIDUDINAL JOINT NOTE ON SCD BP-2.5.

MAINTENANCE OF TRAFFIC
PLACE SIGNING INDICATING THE CLOSURE OF THE REST AREA TO ALL TRAFFIC PRIOR TO BEGINNING WORK ON TRUCK PARKING AREA OF THE REST AREA AND LEAVE IT IN PLACE FOR THE DURATION OF THE WORK IN THE REST AREA. REMOVE THE MOT UPON COMPLETION AND ACCEPTANCE OF WORK IN THE REST AREA. PROVIDE BARRELS OR BARRIER AT THE ENTRANCE TO THE REST AREA WHEN THE REST AREA IS CLOSED. USE A PORTABLE CHANGEABLE MESSAGE SIGN INDICATING THE CLOSURE OF THE REST AREA TO TRAFFIC AND THE DISTANCE TO THE NEXT REST AREA. PRIOR TO IMPLEMENTATION, DESIGN AND SUBMIT IN WRITING A MAINTENANCE OF TRAFFIC PLAN COMPLIANT WITH SCD MT-98.29 REFLECTING THE ABOVE REQUIREMENTS TO ODOT DISTRICT THREE ROADWAY SERVICES FOR REVIEW AND APPROVAL. DO NOT IMPLEMENT THE MAINTENANCE OF TRAFFIC PLAN PRIOR TO RECEIVING APPROVAL FROM ODOT DISTRICT THREE ROADWAY SERVICES. INFORM THE ODOT DISTRICT THREE PUBLIC INFORMATION OFFICER OF THE CLOSURE AS INDICATED IN THE GENERAL NOTES OF THIS PLAN. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK WILL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614 - MAINTAINING TRAFFIC.

ITEM 608 - DETECTABLE WARNING
REMOVE THE EXISTING DETECTABLE WARNING/TRUNCATED DOMES IN THE SPECIFIED LOCATIONS AND REPLACE WITH DETECTABLE WARNING DEVICES COMPLIANT WITH CURRENT ADA STANDARDS. THE REMOVAL ITEM IS TO BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE NEW DETECTABLE WARNING DEVICES.

ITEM 646 - PARKING LOT STALL MARKING
REPLACE ALL PAVEMENT MARKINGS IN THE TRUCK PARKING AREA IN KIND AND IN THE SAME LOCATIONS USING ITEM 646 PARKING LOT STALL MARKING. REMOVE THE EXISTING MARKINGS ENTIRELY PRIOR TO PLACEMENT OF THE NEW MARKINGS.

NOTE:
ITEM 255 SHALL HAVE A PROPOSED THICKNESS OF 9".
THE EXISTING PAVEMENT BUILDUP IS 9" OF REINFORCED CONCRETE PAVEMENT OVER 6" OF AGGREGATE BASE.

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
255	1574	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT
255	4350	FT	FULL DEPTH PAVEMENT SAWING
608	16	SF	DETECTABLE WARNING
646	1830	FT	PARKING LOT STALL MARKING

ALL QUANTITIES CARRIED TO GENERAL SUMMARY
(646 PARKING LOT STALL MARKING CROSS REFERENCED ON PAVEMENT MARKING SUBSUMMARY)

CALCULATED KCK
CHECKED KRB

SOUTHBOUND REST AREA DETAILS

MED-71-15.78

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STRUCTURE NAME	SFN	202 98200 REMOVAL MISC.: EXISTING JOINT SEALER FT	202 32000 CURB REMOVED FT	253 02001 PAVEMENT REPAIR, AS PER PLAN CY	254 01000 PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50") SY	254 01000 PAVEMENT PLANING, ASPHALT CONCRETE (3.00") SY	254 01010 PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50") SY	257 10001 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN SY	407 20000 NON-TRACKING TACK COAT GAL	407 13900 TACK COAT, 702.13 GAL	409 30000 SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS FT	512 74000 REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES SY	512 10100 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SY	512 10300 SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN SY	512 10400 TREATING OF CONCRETE BRIDGE DECK WITH SRS SY	516 31000 JOINT SEALER FT	519 11101 PATCHING CONCRETE STRUCTURE, AS PER PLAN SF	609 14000 CURB, TYPE 2-A FT	897 01020 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B SY	806 00100 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A CY
MED - 71 - 1685 R	5203619	126		3	747		192	1191	100	26	118	477	477	1178		126			1565	74
MED - 71 - 1685 L	5203589	126			747		192	1191	100	26	118	477	477	1178		126			1565	74
MED - 71 - 1867 R	5203724			5								406	406	1312						
MED - 71 - 1867 L	5203694											434	434	1401						
MED - 71 - 1917 R	5203783											252	252	745						
MED - 71 - 1917 L	5203759											210	210	619						
MED - 71 - 1991 R	5203848											464	464	1470						
MED - 71 - 1991 L	5203813	121			800		192	1484	107	26	121	464	464	1470		121			1654	78
MED - 71 - 2087 E	5203902					14			1			255	255	376						2
MED - 71 - 2088 R	5203961		11									548	548		1550		15	11		
MED - 71 - 2088 L	5203937											548	548		1550					
MED - 71 - 2092 W	5203996					14			1			160	160		245					2
MED - 71 - 2400 R	5204143											403	403		1897					
MED - 71 - 2400 L	5204135											403	403		1274					
TOTALS		**373**	**11**	**8**	**2294**	**28**	**576**	**3866**	**309**	**78**	**357**	**5501**	**5501**	**9749**	**6516**	**373**	**15**	**11**	**4784**	**230**

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED KCK | DRAWN KCK | REVIEWED DJV | DATE 11/2016 | CHECKED KRB | REVISED --- | STRUCTURE FILE NUMBER VARIOUS

STRUCTURE SUMMARY

ALL STRUCTURES WITHIN THE PROJECT LIMITS

MED-71-15.78

PID No. 87714

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BRIDGE DECK DATA									ROADWAY DATA		
SEE NOTE	COUNTY, ROUTE, BRIDGE NUMBER, AND SFN	LOCATION	STRUCTURE TYPE	LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
				FT	FT	SY			FT	FT	FT
**	MED-71-1685R 5203619	OVER STATE ROUTE 18	THREE SPAN CONTINUOUS STEEL BEAM	176.67	63.00	1237	17°30'26"	MONOLITHIC CONCRETE	56.00	60.00	25.00
**	MED-71-1685L 5203589	OVER STATE ROUTE 18	THREE SPAN CONTINUOUS STEEL BEAM	176.67	63.00	1237	17°30'26"	MONOLITHIC CONCRETE	56.00	60.00	25.00
+	MED-71-1827 5203643	GRANGER ROAD OVER INTERSTATE ROUTE 71	TWO SPAN CONTINUOUS STEEL BEAM	287.00	35.00	1116	13°00'00"	MONOLITHIC CONCRETE	24.00	32.00	20.00
+++	MED-71-1867R 5203724	OVER INTERSTATE ROUTE 271	THREE SPAN CONTINUOUS STEEL BEAM	196.42	63.00	1375	30°22'59"	MONOLITHIC CONCRETE	60.00	60.00	25.00
*	MED-71-1867L 5203694	OVER INTERSTATE ROUTE 271	THREE SPAN CONTINUOUS STEEL BEAM	210.08	63.00	1471	30°38'15"	MONOLITHIC CONCRETE	60.00	60.00	25.00
*	MED-71-1917R 5203783	OVER WILBUR ROAD	THREE SPAN CONTINUOUS STEEL BEAM	111.62	63.00	781	6°12'41"	MONOLITHIC CONCRETE	56.00	60.00	25.00
*	MED-71-1917L 5203759	OVER WILBUR ROAD	THREE SPAN CONTINUOUS STEEL BEAM	92.83	63.00	650	6°15'16"	MONOLITHIC CONCRETE	56.00	60.00	25.00
*	MED-71-1991R 5203848	OVER ROCKY RIVER	THREE SPAN CONTINUOUS STEEL BEAM	220.50	63.00	1544	6°30'00"	MONOLITHIC CONCRETE	60.00	60.00	25.00
**	MED-71-1991L 5203813	OVER ROCKY RIVER	THREE SPAN CONTINUOUS STEEL BEAM	220.50	63.00	1544	6°30'00"	MONOLITHIC CONCRETE	60.00	60.00	25.00
+	MED-71-2034 5203872	REMSEN ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	286.00	31.00	985	9°00'00"	MONOLITHIC CONCRETE	28.00	28.00	15.00
***	MED-71-2087E 5203902	RAMP OVER PLUM CREEK	THREE SPAN CONTINUOUS CONCRETE SLAB	112.75	33.00	413	13°11'33"	MONOLITHIC CONCRETE	30.00	30.00	15.00
+++	MED-71-2088R 5203961	OVER STATE ROUTE 3 AND PLUM CREEK	FOUR SPAN CONTINUOUS STEEL BEAM	232.50	63.00	1628	26°16'52"	MONOLITHIC CONCRETE	56.00	60.00	25.00
*	MED-71-2088L 5203937	OVER STATE ROUTE 3 AND PLUM CREEK	FOUR SPAN CONTINUOUS STEEL BEAM	232.50	63.00	1628	26°16'52"	MONOLITHIC CONCRETE	56.00	60.00	25.00
***	MED-71-2092W 5203996	RAMP OVER PLUM CREEK	THREE SPAN CONTINUOUS CONCRETE SLAB	73.50	33.00	270	00°00'00"	MONOLITHIC CONCRETE	30.00	30.00	15.00
+	MED-71-2240 5204054	SLEEPY HOLLOW ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	282.00	31.00	971	00°00'00"	MONOLITHIC CONCRETE	28.00	28.00	25.00
+	MED-71-2321 5204119	LAUREL ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	298.00	30.90	1023	10°00'00"	SUPER-PLASTICIZED DENSE CONCRETE	26.00	27.90	25.00
*	MED-71-2400R 5204143	OVER STATE ROUTE 303	FOUR SPAN CONTINUOUS STEEL BEAM	191.08	90.83	1929	14°16'00"	MONOLITHIC CONCRETE	83.83	87.83	25.00
*	MED-71-2400L 5204135	OVER STATE ROUTE 303	FOUR SPAN CONTINUOUS STEEL BEAM	191.08	67.00	1423	14°16'00	MONOLITHIC CONCRETE	60.00	64.00	25.00
+	MED-71-2563 5204178	GRAFTON ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	281.00	41.00	1280	03°00'00"	MICRO-SILICA MODIFIED CONCRETE	27.00	38.00	25.00
++	MED-71-2614 5204194	OVER HEALY CREEK	REINFORCED CONCRETE PIPE CULVERT	10.00	254.00	N/A CULVERT	00°00'00"	ASPHALT	65.00	N/A CULVERT	N/A CULVERT
+	CUY-71-0.00 1803549	BOSTON ROAD OVER INTERSTATE ROUTE 71	FOUR SPAN CONTINUOUS STEEL BEAM	284.00	40.30	1272	08°00'00"	MICRO-SILICA MODIFIED CONCRETE	30.00	30.00	25.00

* SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. SUSPEND PAVING AT REAR APPROACH SLAB AND RESUME AFTER FORWARD APPROACH SLAB. SEE PAVEMENT AND SHOULDER DATA SHEET FOR PAVING QUANTITIES.

** SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM APPROACH PROFILE CORRECTION AS DETAILED ON STRUCTURE DETAIL SHEETS AND STRUCTURE NOTES. ALL PAVING QUANTITIES NEEDED IN PROFILE CORRECTION ARE INCLUDED IN STRUCTURE WORK. SUSPEND MAINLINE PAVING AT BEGINNING OF REAR APPROACH PROFILE CORRECTION AND RESUME AFTER FORWARD APPROACH PROFILE CORRECTION. PERFORM ASPHALT REPAIRS AS SHOWN ON STRUCTURE DETAIL SHEETS.

*** SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM PRESSURE RELIEF JOINT REPAIR AS DETAILED ON STRUCTURE DETAIL SHEETS.

\+ NO STRUCTURE WORK. MAINTAIN EXISTING VERTICAL CLEARANCE.

++ NO STRUCTURE WORK. PLANE AND PAVE SAME AS ROADWAY.

+++ SEAL PARAPETS AND DECK AS DETAILED ON INDIVIDUAL STRUCTURE DETAIL SHEETS. PERFORM CONCRETE OR ASPHALT REPAIRS AS SHOWN ON STRUCTURE DETAIL SHEETS.

24 / 34	MED-71-15.78 PID No. 87714	STRUCTURE TREATMENT ALL STRUCTURES WITHIN THE PROJECT LIMITS	DESIGNED KCK	DRAWN KCK	REVIEWED DJV	DATE 11/2016	DESIGN AGENCY ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING
			CHECKED KRB	REVISED ---	STRUCTURE FILE NUMBER VARIOUS		

EXISTING STRUCTURE VERIFICATION

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

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

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003-2007 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DECK PROTECTION METHOD

STRUCTURE NUMBER:	METHOD:
MED-71-1685 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1685 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1867 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1867 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1917 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1917 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1991 R	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-1991 L	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-2087 E	TREATING CONCRETE BRIDGE DECKS WITH HMWM RESIN
MED-71-2088 R	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2088 L	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2092 W	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2400 R	TREATING CONCRETE BRIDGE DECKS WITH SRS
MED-71-2400 L	TREATING CONCRETE BRIDGE DECKS WITH SRS

EXISTING PLANS

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT THREE OFFICE LOCATED AT 906 CLARK AVENUE, ASHLAND, OHIO 44805.

STRUCTURE NUMBER:	EXISTING PLAN NAME:	DATE:
MED-71-1685 R AND L	MED-71-15.78	1999
MED-71-1867 R AND L	MED-71-15.78	1999
MED-71-1917 R AND L	MED-71-15.78	1999
MED-71-1991 R AND L	MED-71-15.78	1999
MED-71-2087 E	MED-71-15.78	1999
MED-71-2088 R AND L	MED-71-15.78	1999
MED-71-2092 W	MED-71-15.78	1999
MED-71-2400 R AND L	MED-71-15.78	1999

IN-STREAM WORK RESTRICTION

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID CONSTRUCTION IN AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING STREAMS OR WETLANDS. ANY MATERIAL THAT DOES FALL INTO STREAMS OR WETLANDS SHALL BE REMOVED AS SOON AS POSSIBLE.

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. IT IS ANTICIPATED THAT NO IN-STREAM WORK, OR WORK UNDER THE STREAM'S ORDINARY HIGH WATER MARK (OHWM) WILL BE NEEDED. THEREFORE NO WATERWAY PERMITS HAVE BEEN GRANTED AND NO IN-STREAM WORK IS ALLOWED.

SHOULD WORK (EITHER TEMPORARY OR PERMANENT) IN THE STREAM BE NEEDED; IT WILL REQUIRE A PERMIT AND AUTHORIZATION BY THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE). THE CONTRACTOR SHALL NOT UTILIZE FILLS BELOW OHWM UNTIL SUCH ACTIVITY IS AUTHORIZED BY THE USACE. DETAILS OF THIS REQUIREMENT ARE DESCRIBED IN ODOT'S SUPPLEMENTAL SPECIFICATION 832.09.

USACE DEFINITION OF OHWM - THE ORDINARY HIGH WATER MARK IS THE LINE ON THE SHORES ESTABLISHED BY THE FLUCTUATIONS OF WATER AND INDICATED BY PHYSICAL CHARACTERISTICS SUCH AS A CLEAR, NATURAL LINE IMPRESSED ON THE BANK; SHELVING; CHANGES IN THE CHARACTER OF THE SOIL; DESTRUCTION OF TERRESTRIAL VEGETATION; THE PRESENCE OF LITTER AND DEBRIS; OR THE APPROPRIATE MEANS THAT CONSIDER THE CHARACTERISTICS OF THE SURROUNDING AREAS.

ITEM 614 - MAINTAINING TRAFFIC FOR ALL STRUCTURES

THROUGH TRAFFIC ON THESE STRUCTURES IN ALL LANES AND RAMPS SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THESE STRUCTURES MAY HAVE A SINGLE OR TWO LANE CLOSURE USING BARRELS AS SHOWN ON STANDARD DRAWINGS MT-95.30, MT-98.10, MT-98.20, AND/OR MT-98.28.

WHEN POSSIBLE, LANE CLOSURES FOR STRUCTURE WORK SHALL BE CONCURRENT WITH LANE CLOSURES FOR ROADWAY WORK.

LANE CLOSURES SHALL FOLLOW THE TIME RESTRICTIONS STATED IN THE WORKING HOURS RESTRICTION NOTE SHOWN IN THESE PLANS.

THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE AS SET FORTH IN THESE PLANS FOR ANY LANE CLOSURE VIOLATIONS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED ON THE GENERAL SUMMARY IN THESE PLANS.

ITEM 202 - REMOVAL MISC.: JOINT SEALER

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING JOINT SEALER LOCATED BETWEEN THE APPROACH SLAB AND THE DECK OR BACKWALL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

USE THIS ITEM TO REPAIR EXISTING ASPHALT CONCRETE PATCHES AS SHOWN ON THESE PLANS. REMOVE ALL EXISTING ASPHALT WITHIN THE PATCH TO A DEPTH SUFFICIENT TO REMOVE ALL LOOSE, RAVELED, AND DELAMINATED MATERIAL TO THE SATISFACTION OF THE ENGINEER. REPLACE AND COMPACT THE PATCHES USING THE SAME ASPHALT MATERIAL AND SPECIFICATIONS AS USED IN THE SURROUNDING SURFACE COURSE PAVEMENT IN LIFTS NO GREATER THAN THREE INCHES.

ITEM 512 - TREATING OF CONCRETE BRIDGE DECKS WITH SRS

THIS ITEM IS TO INCLUDE THE REMOVAL OF ALL COATINGS FROM THE EXISTING BRIDGE DECKS, FROM DECK END TO DECK END AND TOE-TO-TOE OF PARAPETS. THIS ITEM WILL INCLUDE THE REMOVAL OF EXISTING PAVEMENT MARKINGS PRIOR TO TREATING THE BRIDGE DECKS WITH SRS AS PER C&MS 512.06.

DO NOT BEGIN THE PROCESS OF AN INDIVIDUAL APPLICATION OF SRS UNLESS ALL ASPECTS OF AN INDIVIDUAL APPLICATION CAN BE COMPLETED, INCLUDING CLEANING THE DECK, MATERIAL APPLICATION, AND WATER FLUSHING, WITHOUT RAINFALL.

PRIOR TO APPLYING ANY SRS TO THE BRIDGE DECKS, ENSURE THAT THE DECK IS CLEAN AND CLEAR OF ANY FOREIGN MATERIAL. THIS WORK MAY BE COMPLETED WITH ANY APPROVED METHOD, TO THE SATISFACTION OF THE ENGINEER AS PER C&MS 512.05.B. NOTE THAT ANY METHOD OF CLEANING AND DEBRIS REMOVAL, UNDER NO CIRCUMSTANCES, SHALL CAUSE HAZARD TO THE MOTORING PUBLIC, NOR SHALL ANY DEBRIS BE PERMITTED TO ENTER ANY WATERWAY. USE PROPER PROTECTION METHODS FOR ANY DRAINS, SCUPPERS, CATCH BASINS, ETC. TO PREVENT DEBRIS OR ABRASIVE CLEANING MATERIALS FROM ENTERING THE SAME.

SUBMIT TO THE ENGINEER, PRIOR TO BEGINNING WORK, A DETAILED PLAN FOR PRODUCT ACCEPTANCE, PROCEDURES, TIME FRAMES (MATERIAL HANDLING, CURING, TESTING, ETC.), AND ANY OTHER INFORMATION THE ENGINEER DEEMS NECESSARY, INCLUDING, BUT NOT LIMITED TO, A PLAN DETAILING ADHERENCE AND COOPERATION WITH ALL MANUFACTURER'S RECOMMENDATIONS.

ALLOW SUFFICIENT TIME FOR THE LAST-PLACED APPLICATION OF SRS TO CURE PRIOR TO OPENING THE LANE(S) TO TRAFFIC AS PER C&MS 512.05.F. TRAFFIC MAY BE OPENED BETWEEN APPLICATIONS OF SRS. TRAFFIC MAY ALSO BE OPENED BETWEEN THE COMPLETION OF SRS APPLICATION AND DECK FLUSHING. ENSURE THE DECK IS CLEAN AND CLEAR OF ALL DEBRIS AND FOREIGN MATERIAL AFTER ALLOWING TRAFFIC ON A CLEANED OR TREATED SURFACE AND PRIOR TO APPLYING SEALING MATERIAL.

FLUSH THE SURFACE OF THE COMPLETED AND CURED TREATMENT WITH COPIOUS AMOUNTS OF FRESH WATER PER THE MANUFACTURER'S RECOMMENDATIONS. CONTAIN ALL RUNOFF PER OHIO EPA REQUIREMENTS AND REQUIREMENTS OF OTHER APPLICABLE JURISDICTIONS. ALLOW SUFFICIENT TIME FOR THE DECK TO DRY PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

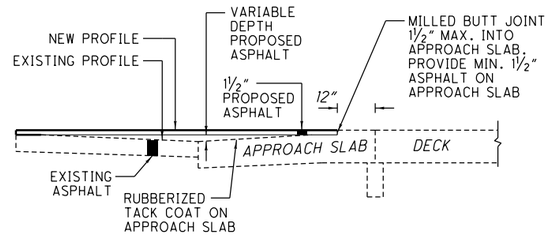
EXISTING ODOT PROVAL REPORTS

EXISTING PROVAL REPORTS PERFORMED BY ODOT FOR ALL STRUCTURES RECEIVING PROFILE CORRECTION, AND THAT PROVAL EVALUATION HAS BEEN COMPLETED ON, HAVE BEEN MADE AVAILABLE AS REFERENCE FILES.

PROFILE CORRECTION AT STRUCTURES

THE CONTRACTOR MUST PROFILE THE PAVEMENT IN EACH LANE PER THE "SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES" NOTE IN THIS PLAN. SUBMIT A PROFILE CORRECTION PLAN REFLECTING REQUIREMENTS FOR A 70 MPH SPEED ZONE TO THE ENGINEER FOR APPROVAL PRIOR TO CONDUCTING THE PROFILE CORRECTION WORK.

CORRECT THE PAVEMENT PROFILE BY CONSTRUCTING A SMOOTH TRANSITIONING PAVEMENT, AT A MINIMUM OF 1½" THICK, FOR A DISTANCE OF 100 LINEAR FEET BEGINNING AT THE APPROACH SLAB, 12" FROM THE DECK END.



ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE BRIDGE DECK WILL BE INCLUDED UNDER ITEM 257.

ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, AS PER PLAN

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN AND CONSISTS OF SAW CUTTING AND SEALING THE FINISHED SURFACE OF THE ASPHALT CONCRETE PAVEMENT.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS, NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ABOVE ITEM.

ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE APPROACH SLABS AND APPROACH PAVEMENT WILL BE INCLUDED UNDER ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED KCK | DRAWN KCK | REVIEWED DJV | DATE 11/2016 | CHECKED KRB | REVISED --- | STRUCTURE FILE NUMBER VARIOUS

STRUCTURE NOTES

GENERAL STRUCTURE NOTES FOR ALL STRUCTURES ON PROJECT

MED-71-15.78

PID No. 87714

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SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES

CONDUCT THE FOLLOWING WORK UPON COMPLETION OF THE PROFILE CORRECTION AT STRUCTURES WORK FOR STRUCTURES MED-71-1685 R AND L AND MED-71-1991 L.

1.0 DESCRIPTION: THE SURFACE SMOOTHNESS REQUIREMENTS OF C&MS 451.13 ARE MODIFIED AS FOLLOWS FOR BRIDGE ENCOUNTERS DEFINED AS 25 FEET (7.6 M) OF ENTRY PAVEMENT, ENTRY APPROACH SLAB, BRIDGE DECK, EXIT APPROACH SLAB AND 25 FEET (7.6 M) OF EXIT PAVEMENT INCLUDING ALL JOINTS AND PAVEMENT TRANSITIONS WITHIN THIS LENGTH OF ROADWAY.

2.0 MATERIALS AND EQUIPMENT: PROVIDE SMOOTHNESS MEASURING EQUIPMENT CONFORMING TO SUPPLEMENT 1058. FURNISH THE DEPARTMENT'S APPROVAL LETTER OF THE PROFILER AND THE OPERATOR TO THE ENGINEER PRIOR TO COMMENCING WORK. THE ENGINEER WILL VERIFY THE SMOOTHNESS MEASURING EQUIPMENT CONFORMS TO SUPPLEMENT 1058. THE ENGINEER WILL VERIFY THE PROFILE OPERATOR'S CERTIFICATION AGAINST THE OPERATOR LIST POSTED ON THE OFFICE OF TECHNICAL SERVICES WEBPAGE. FURNISH EQUIPMENT MEETING THE REQUIREMENTS OF C&MS 257.02 FOR PERFORMING CORRECTIVE DIAMOND GRINDING. THE ENGINEER WILL COMPLETE THE SMOOTHNESS PROFILER VERIFICATION REPORT IN SUPPLEMENT 1058.

3.0 SMOOTHNESS MEASUREMENT: COLLECT SURFACE SMOOTHNESS MEASUREMENTS FOR BOTH WHEELPATHS IN EACH PROPOSED TRAVEL LANE DURING ONE CONTINUOUS PASS. THE WHEELPATHS ARE LOCATED PARALLEL TO THE CENTERLINE OR BASELINE OF THE ROADWAY OR RAMP AND APPROXIMATELY 3.0 FEET (1.0 M) INSIDE ALL LANE EDGES, MEASURED TRANSVERSELY. START THE PROFILE MEASUREMENT APPROXIMATELY 250 FEET (76 M) BEFORE THE APPROACH SLAB/PAVEMENT INTERFACE AT THE ENTRY END AND CONTINUE TO APPROXIMATELY 250 FEET (76 M) AFTER THE APPROACH SLAB/PAVEMENT INTERFACE AT THE EXIT END. ENSURE THE PROFILER WILL MEET THE SURFACE SMOOTHNESS REQUIREMENTS PER 451.13 FOR THE BRIDGE ENCOUNTER.

NOTIFY THE ENGINEER A MINIMUM OF 24 HOURS PRIOR TO SURFACE SMOOTHNESS MEASUREMENTS. DO NOT PERFORM ANY MEASUREMENTS UNTIL ALL FINAL WEARING COURSES ARE IN PLACE WITHIN THE BRIDGE ENCOUNTER LANES BEING MEASURED AND ALL CONCRETE SURFACES HAVE REACHED SPECIFIED CURING AND LOADING REQUIREMENTS. REMOVE ALL DIRT AND DEBRIS FROM THE SURFACE OF THE TRAVEL LANES PRIOR TO PERFORMING THE SURFACE SMOOTHNESS MEASUREMENTS. PROVIDE TEMPORARY PAVEMENT MARKINGS FOR ALL TRAVEL LANES THAT ARE OF SUFFICIENT SIZE TO BE VISIBLE DURING SURFACE SMOOTHNESS MEASUREMENTS. ENSURE THE PATH OF THE PROFILER IS PARALLEL TO THE LANE EDGES AT ALL TIMES DURING DATA COLLECTION.

DEVELOP AN INTERNATIONAL ROUGHNESS INDEX (IRI) ACCORDING TO ASTM E 1926 FOR THE BRIDGE ENCOUNTER USING A CONTINUOUS 25 FOOT (7.6 M) BASE LENGTH ANALYSIS FOR EACH WHEELPATH AND CALCULATE THE MEAN IRI (MRI) FOR EACH TRAVEL LANE. THE MRI IS THE AVERAGE OF THE IRI VALUES FOR THE RIGHT AND LEFT WHEELPATHS IN EACH TRAVEL LANE. SUBMIT TWO COPIES OF THE SUMMARY REPORT FROM PROVAL CONFORMING TO SUPPLEMENT 1112 AND TWO ELECTRONIC COPIES OF ALL BRIDGE ENCOUNTER PROFILES IN PROVAL COMPATIBLE FORMAT TO THE ENGINEER OF WHICH ONE COPY OF THE SUMMARY REPORT AND ONE ELECTRONIC COPY OF THE PROFILES WILL BE SUBMITTED TO THE OFFICE OF TECHNICAL SERVICES.

PROVIDE NECESSARY TRAFFIC CONTROL AND SURVEY STATIONING FOR ALL SURFACE SMOOTHNESS MEASUREMENTS.

4.0 MANDATORY CORRECTIVE WORK: FOR BRIDGE ENCOUNTERS EXCEEDING 265 FEET (80 M) IN LENGTH, CORRECTIVE WORK IS REQUIRED FOR EACH TRAVEL LANE WITH AN MRI ABOVE 130 INCHES PER MILE (2.08 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE MRI FOR EACH CORRECTED LANE TO 100 INCHES PER MILE (1.58 M/KM) OR LESS. THE MRI THRESHOLD DOES NOT APPLY TO BRIDGE ENCOUNTERS LESS THAN 265 FEET (80 M) IN LENGTH.

CORRECTIVE WORK IS REQUIRED WHERE THE IRI IN ANY 25 FOOT (7.6 M) SEGMENT OF THE BRIDGE ENCOUNTER EXCEEDS 250 INCHES PER MILE (3.94 M/KM), EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM, WHERE THE LIMIT WOULD BE 350 INCHES PER MILE (5.52 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE IRI FOR EACH CORRECTED LANE TO 250 INCHES PER MILE (3.16 M/KM) OR LESS, EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM, REDUCE THE IRI FOR EACH CORRECTED LANE TO 350 INCHES PER MILE (4.74 M/KM), OR LESS. DO NOT PERFORM CORRECTIVE DIAMOND GRINDING WITHIN 1.5 FEET (0.45 M) OF A STEEL ARMORED EXPANSION JOINT SYSTEM INSTALLED PRIOR TO THE CORRECTIVE WORK. DO NOT EXCEED ⅜" INCH (9.5 MM) ON THE BRIDGE DECK AND ½" INCH (13 MM) ON THE APPROACH SLAB OF MATERIAL REMOVED BY CORRECTIVE DIAMOND GRINDING WITHOUT APPROVAL OF THE ENGINEER.

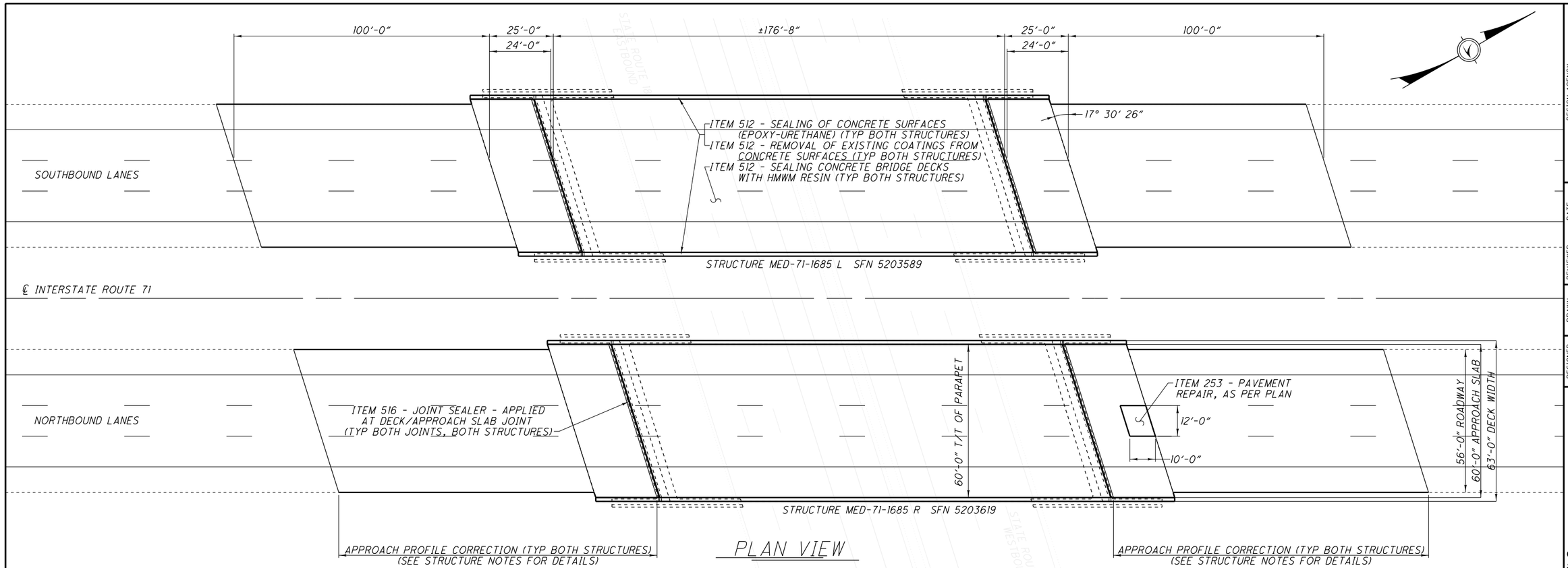
IF CORRECTIVE WORK IS REQUIRED, DEVELOP A CORRECTIVE WORK PLAN. AT LEAST 7 DAYS BEFORE BEGINNING CORRECTIVE WORK, SUBMIT ONE COPY OF THE FOLLOWING INFORMATION TO THE ENGINEER: (1) CORRECTIVE WORK PLAN; (2) ALL IRI AND MRI ANALYSES; AND (3) ALL COLLECTED ROAD PROFILES IN PROVAL COMPATIBLE FORMAT AND ONE COPY OF THE INFORMATION WILL BE SENT TO THE OFFICE OF TECHNICAL SERVICES; ATTN.: INFRASTRUCTURE MANAGEMENT SECTION, 1980 W. BROAD ST., COLUMBUS, OH 43223. DO NOT BEGIN CORRECTIVE WORK UNTIL RECEIVING THE ENGINEER'S ACCEPTANCE OF THE CORRECTIVE WORK PLAN. UPON COMPLETION OF THE CORRECTIVE WORK, RE-MEASURE SURFACE SMOOTHNESS ACCORDING TO THESE SPECIFICATIONS. FEATHER AREAS ADJACENT TO GROUND AREAS TO PROVIDE A SMOOTH SURFACE. RE-GROOVE DIAMOND GROUND SURFACES TO MATCH THE EXISTING TRANSVERSE GROOVE PATTERN IF THE EXISTING GROOVES ARE LESS THAN 0.08 INCHES (2 MM) DEEP. IF ANY RE-GROOVING IS REQUIRED, SAW GROOVES APPROXIMATELY 0.15 INCHES (4 MM) DEEP AND 0.10 INCHES (3 MM) WIDE. ANY RE-GROOVING WILL BE INCLUDED WITH ITEM 257.

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

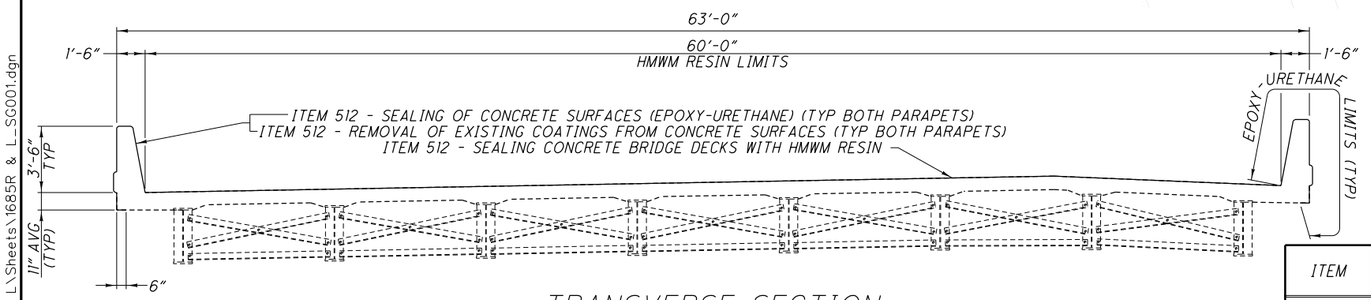
DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	VARIOUS	

STRUCTURE NOTES
GENERAL STRUCTURE NOTES
FOR ALL STRUCTURES ON PROJECT

MED-71-15.78
PID No. 87714



PLAN VIEW



TRANSVERSE SECTION

SOUTHBOUND SHOWN, NORTHBOUND SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER PERTAIN TO BOTH, EVEN THOUGH NOT EXPLICITLY SHOWN.

APPROACH PROFILE CORRECTION
SEE STRUCTURE NOTES FOR DETAILS INCLUDING PERTINENT NOTES AND REPRESENTATIVE CROSS SECTIONS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
THIS ITEM CONSISTS OF REMOVAL OF THE EXISTING ASPHALT CONCRETE PATCH IN THE SHOWN AREA AND REPLACEMENT WITH A NEW ASPHALT CONCRETE PATCH AS PER C&MS 253 USING THE SAME ASPHALT TYPE AS THE SURROUNDING PAVEMENT.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1685L	MED-71-1685R		
202	126	126	FT	REMOVAL, MISC.: EXISTING JOINT SEALER
253		3	CY	PAVEMENT REPAIR, AS PER PLAN
254	747	747	SY	PAVEMENT PLANING, ASPHALT CONCRETE (0.00" TO 1.50")
254	192	192	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")
257	1191	1191	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407	26	26	GAL	TACK COAT, 702.13
407	100	100	GAL	NON-TRACKING TACK COAT
409	118	118	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
512	477	477	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	477	477	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1178	1178	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
516	126	126	FT	JOINT SEALER
806	74	74	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
897	1565	1565	SY	PAVEMENT PLANING, ASPHALT CONCRETE, TYPE B

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203619/5203589	

STRUCTURE DETAILS
STRUCTURE MED-71-1685 R&L
OVER STATE ROUTE 18

MED-71-15.78
PID No. 87714

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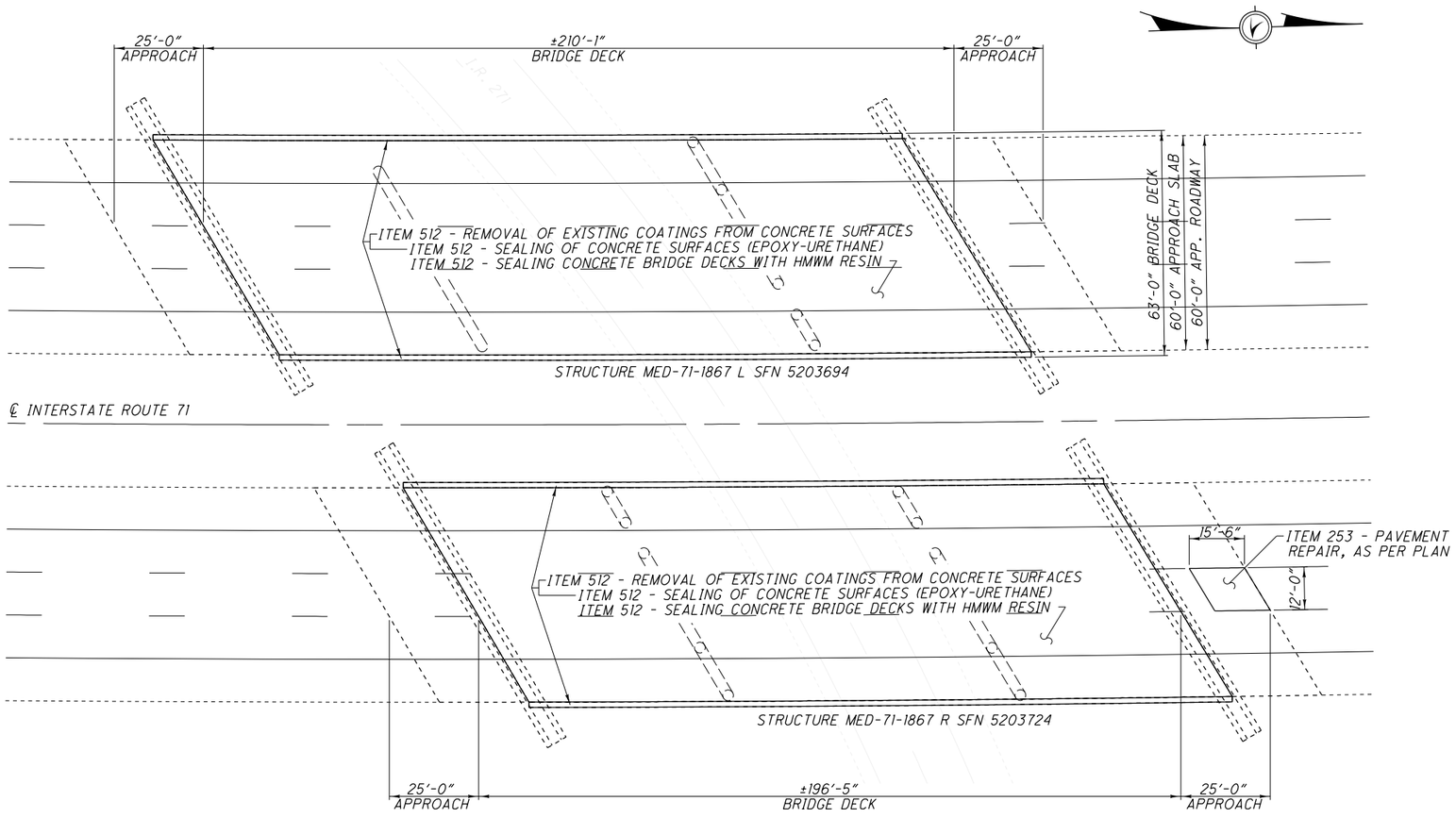
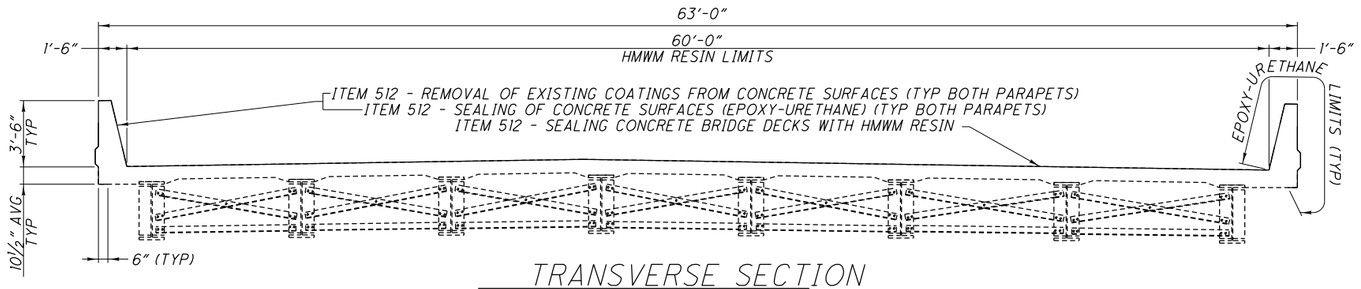


PLAN VIEW



TRANSVERSE SECTION

SOUTHBOUND SHOWN, NORTHBOUND SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER STRUCTURE PERTAIN TO BOTH STRUCTURES, EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS PLAN.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN
THIS ITEM CONSISTS OF REMOVAL OF THE EXISTING ASPHALT CONCRETE PATCH IN THE SHOWN AREA AND REPLACEMENT WITH A NEW ASPHALT CONCRETE PATCH AS PER C&MS 253 USING THE SAME ASPHALT TYPE AS THE SURROUNDING PAVEMENT.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1867L	MED-71-1867R		
253		5	CY	PAVEMENT REPAIR, AS PER PLAN
512	434	406	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	434	406	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1401	1312	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203724/5203694	

STRUCTURE DETAILS

STRUCTURE MED-71-1867 R&L
OVER INTERSTATE ROUTE 271

MED-71-15.78
PID No. 87714

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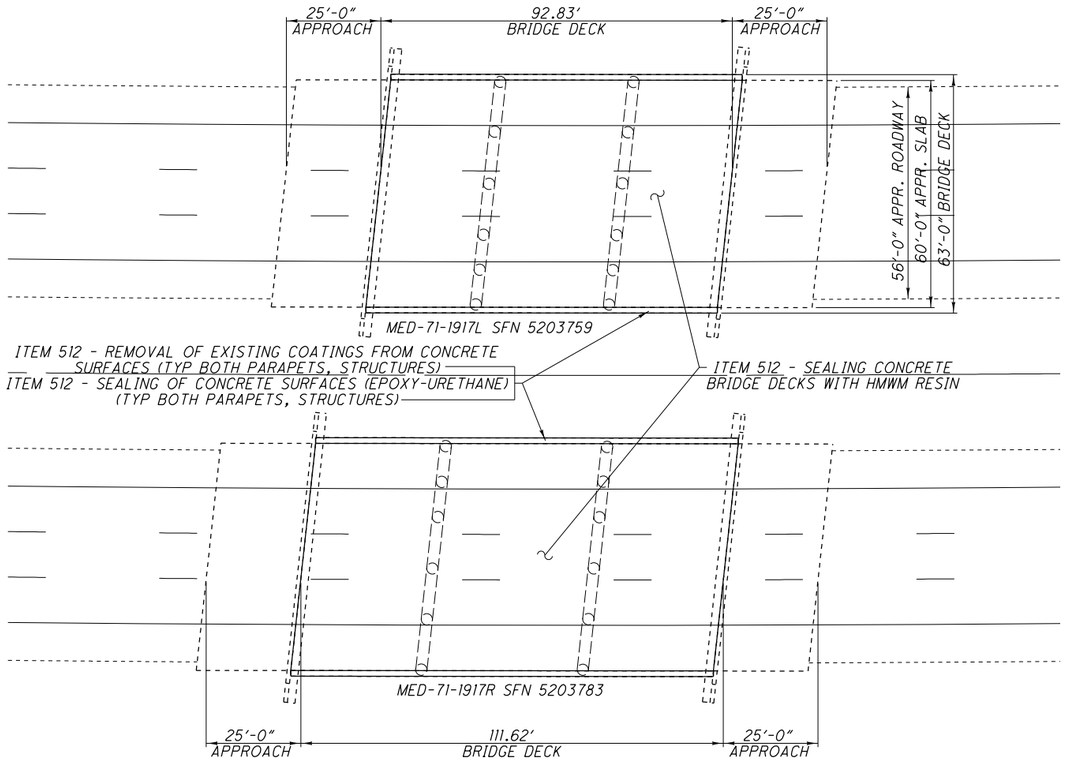
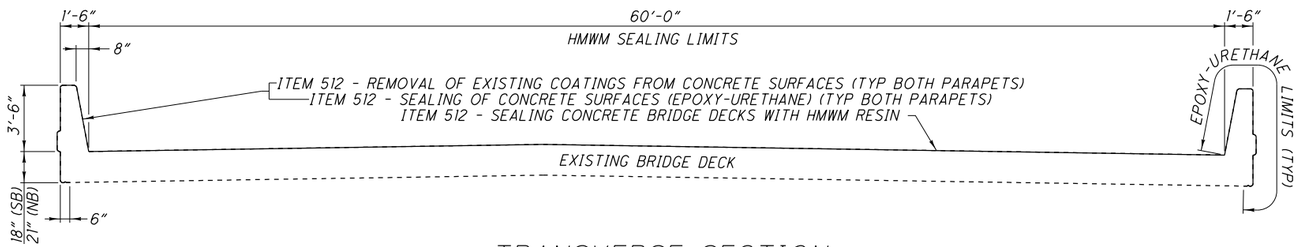


PLAN VIEW



TRANSVERSE SECTION

SOUTHBOUND SHOWN, NORTHBOUND SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER STRUCTURE PERTAIN TO BOTH STRUCTURES, EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS PLAN

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1917L	MED-71-1917R		
512	210	252	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	210	252	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	619	745	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED KCK | DRAWN KCK | REVIEWED DJV | DATE 11/2016
CHECKED KRB | REVISED --- | STRUCTURE FILE NUMBER 5203783/5203759

STRUCTURE DETAILS
STRUCTURE MED-71-1917 R&L
OVER WILBUR ROAD

MED-71-15.78
PID No. 87714

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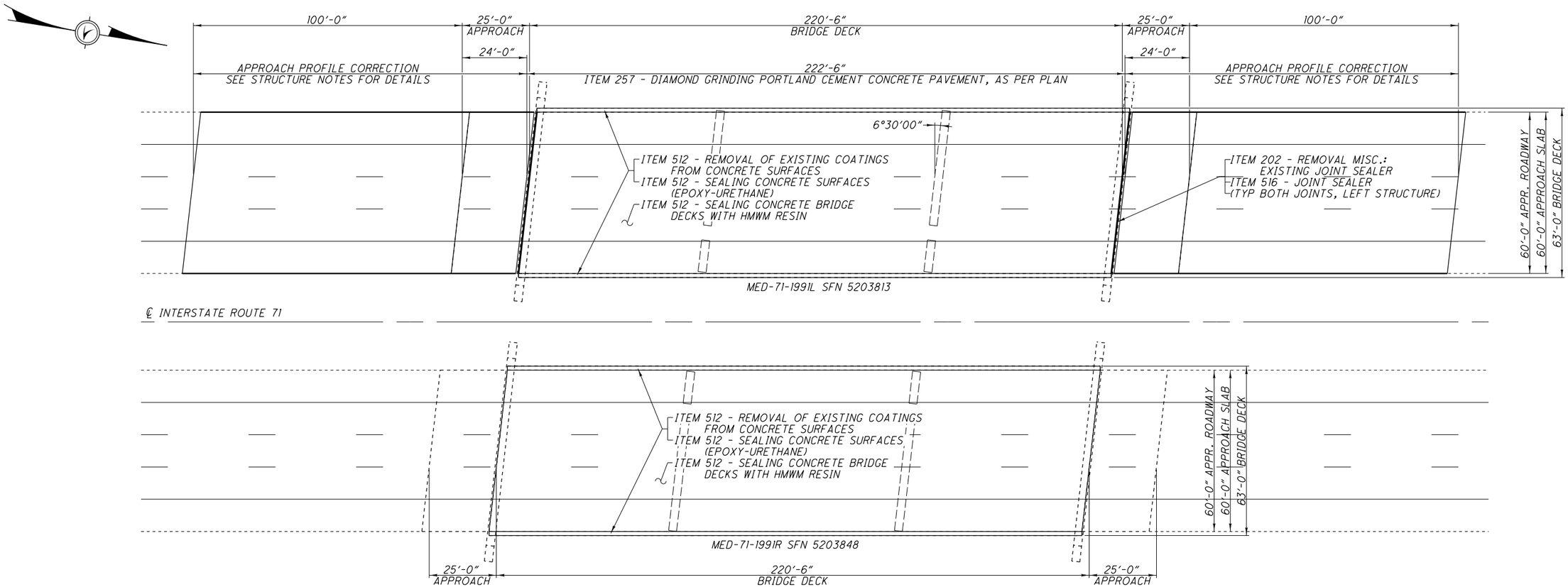
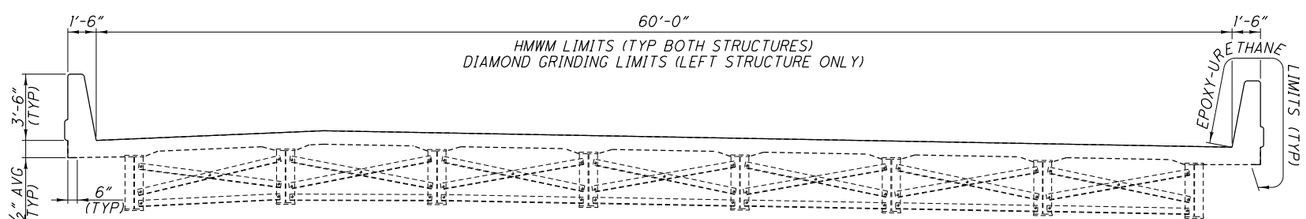


PLAN VIEW



TRANSVERSE SECTION

RIGHT STRUCTURE SHOWN, LEFT SIMILAR

NOTES

APPROACH PROFILE CORRECTION
SEE STRUCTURE NOTES (SHEETS 23 AND 24) FOR DETAILS INCLUDING PERTINENT NOTES AND REPRESENTATIVE CROSS SECTIONS.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-1991L	MED-71-1991R		
202	121		FT	REMOVAL MISC.: EXISTING JOINT SEALER
254	800		SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50" TO 0.00")
254	192		SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50"
257	1484		SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407	26		GAL	TACK COAT, 702.13
407	107		GAL	NON-TRACKING TACK COAT
409	121		FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
512	464	464	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	464	464	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1470	1470	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
516	121		FT	JOINT SEALER
806	78		CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
897	1654		SY	PAVEMENT PLANING, ASPHALT CONCRETE, TYPE B

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE
OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203848/5203813	

STRUCTURE DETAILS

STRUCTURE MED-71-1991 R&L
OVER ROCKY RIVER

MED-71-15.78
PID No. 87714

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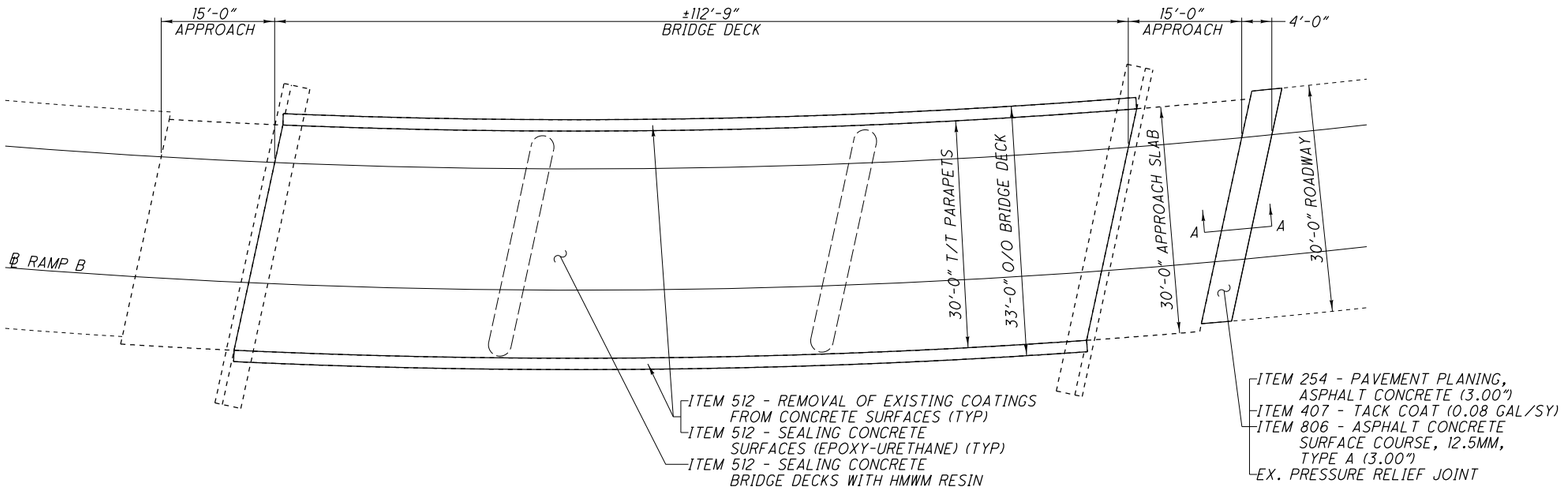
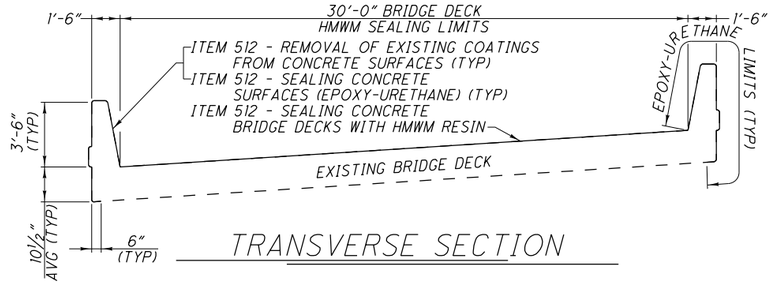
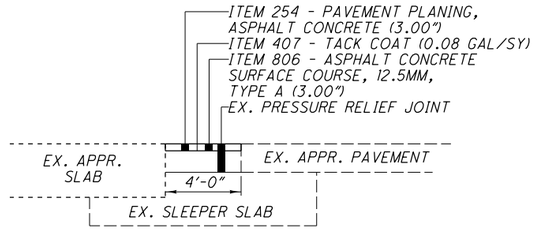




TRANSVERSE SECTION



SECTION A-A

NOT TO SCALE

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
512	255	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	255	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	376	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
254	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")
407	1	GAL	TACK COAT
806	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203902	

STRUCTURE DETAILS

STRUCTURE MED-71-2087 E
ON RAMP B OVER PLUM CREEK

MED-71-15.78
PID No. 87714

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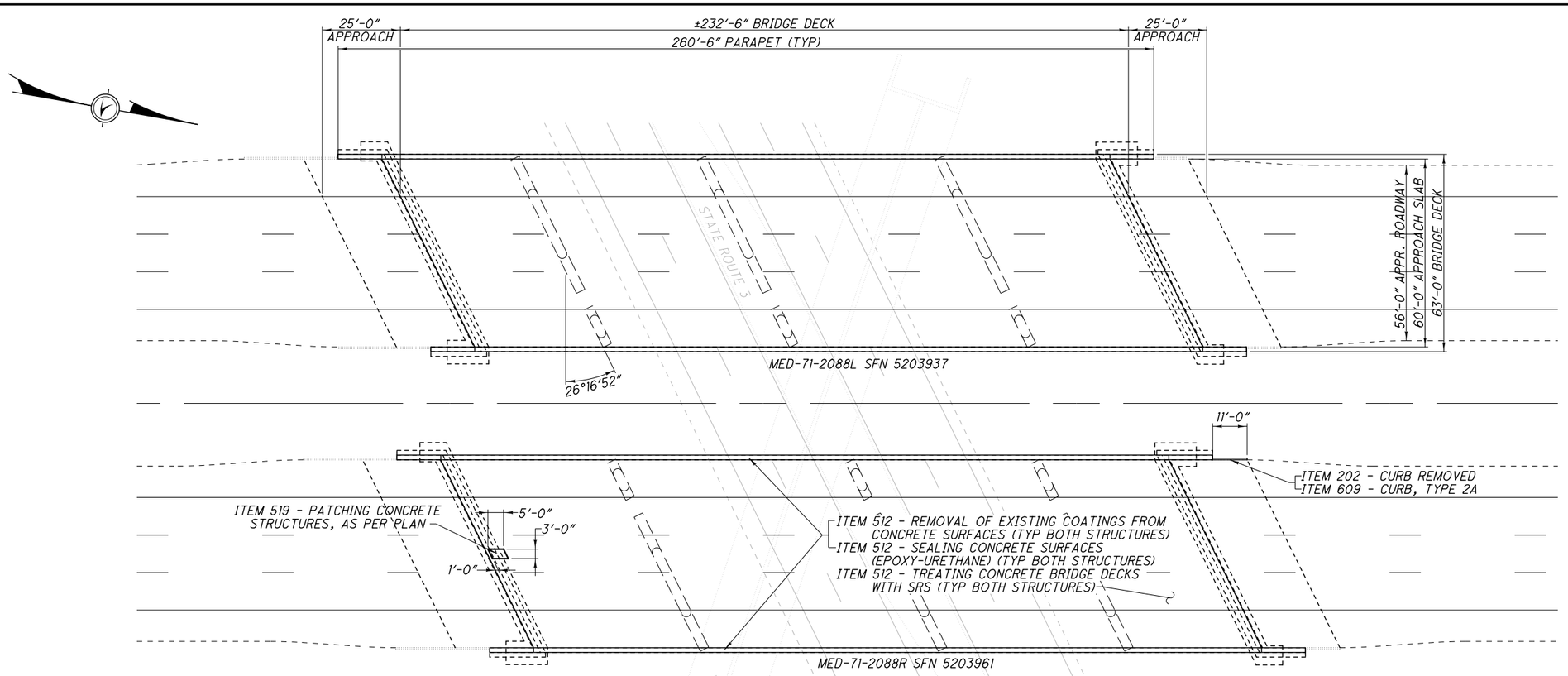
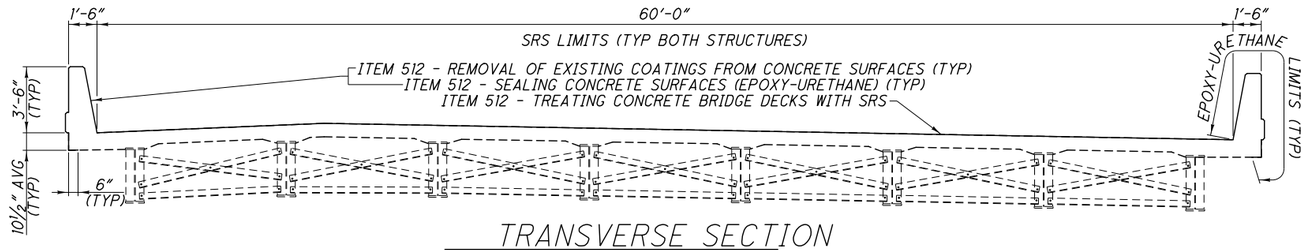


PLAN VIEW



TRANSVERSE SECTION

RIGHT STRUCTURE SHOWN, LEFT SIMILAR
SHOWN FOR REPRESENTATION ONLY; NOT TO SCALE

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER APPLY TO BOTH STRUCTURES EVEN THOUGH NOT EXPRESSLY SHOWN ON THIS SHEET.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN
USE CLASS QC FS CONCRETE, 701.05 WITH SUFFICIENT CURING SPEED TO ALLOW TRAFFIC TO BE RUN OVER THE PATCHED SURFACE IN ACCORDANCE WITH LANE CLOSURE RESTRICTIONS LISTED IN THE GENERAL NOTES. CARE IS TO BE TAKEN TO NOT DAMAGE THE EXISTING REINFORCING STEEL IN THE BRIDGE DECK. REPAIR OR REPLACE ANY REINFORCING STEEL DAMAGED BY THIS WORK AT NO COST TO THE DEPARTMENT TO THE SATISFACTION OF THE ENGINEER. COAT ANY EXPOSED OR NEW REINFORCING WITH AN APPROVED EPOXY COATING MATERIAL PRIOR TO PLACING NEW CONCRETE IN THE REPAIR. PERFORM THIS REPAIR PRIOR TO SEALING THE DECK WITH SRS. ALLOW THE REPAIR SUFFICIENT TIME TO CURE PRIOR TO SEALING THE DECK.

ITEM 609 - CURB, TYPE 2A
USE EXISTING ANCHOR DOWELS TO SECURE NEW CURB TO EXISTING APPROACH SLAB. REPAIR ANY DAMAGE CAUSED TO THE ANCHOR DOWELS IN THE PROCESS OF REMOVING THE EXISTING CURB PRIOR TO PLACING THE NEW CURB.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-2088L	MED-71-2088R		
202		11	FT	CURB REMOVED
512	548	548	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	548	548	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1550	1550	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS
519		15	SF	PATCHING CONCRETE STRUCTURES, AS PER PLAN
609		11	FT	CURB, TYPE 2A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203961/5203937	

STRUCTURE DETAILS

STRUCTURE MED-71-2088 R&L
OVER STATE ROUTE 3 AND PLUM CREEK

MED-71-15.78
PID No. 87714

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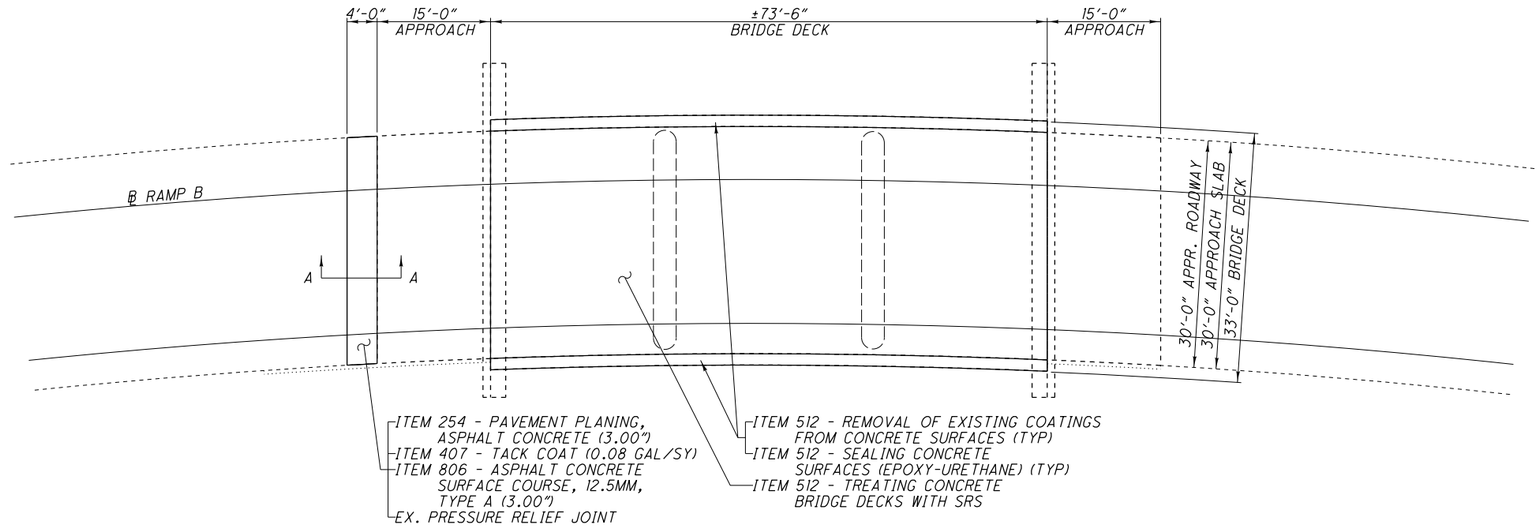
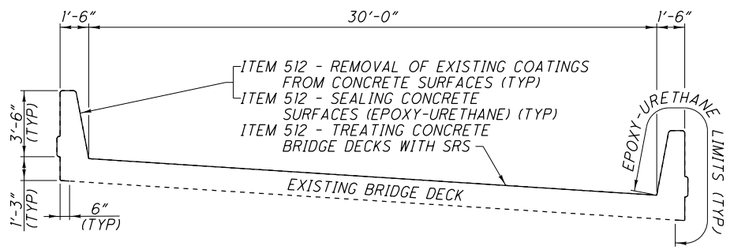
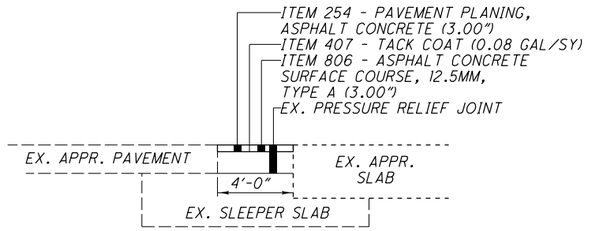


PLAN VIEW



TRANSVERSE SECTION



SECTION A-A

NOT TO SCALE

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
512	160	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	160	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	245	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS
254	14	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")
407	1	GAL	TACK COAT
806	2	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5203996	

STRUCTURE DETAILS
STRUCTURE MED-71-2092 W
ON RAMP C OVER PLUM CREEK

MED-71-15.78
PID No. 87714

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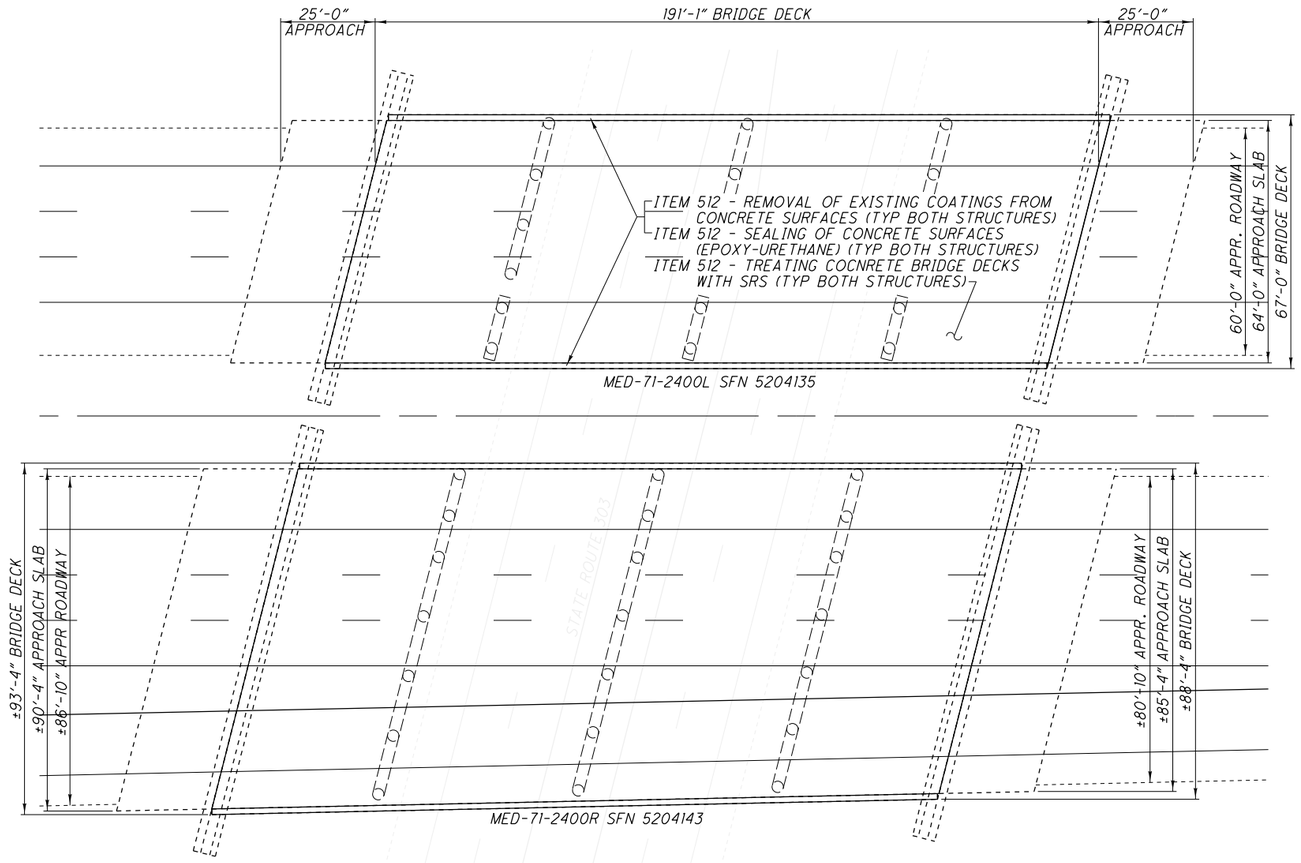
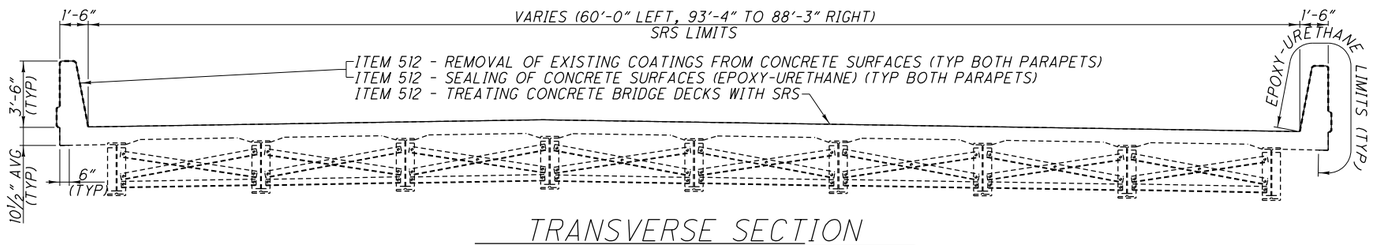


PLAN VIEW



TRANSVERSE SECTION

RIGHT SHOWN, LEFT SIMILAR

NOTES

ALL DIMENSIONS SHOWN ON ONE STRUCTURE BUT OMITTED ON THE OTHER PERTAIN TO BOTH EVEN THOUGH NOT EXPLICITLY SHOWN ON THIS SHEET.

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	MED-71-2400L	MED-71-2400R		
512	403	403	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	403	403	SY	SEALING CONCRETE SURFACES (EPOXY-URETHANE)
512	1274	1897	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

DESIGN AGENCY
ODOT DISTRICT THREE OFFICE OF PLANNING AND ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
KCK	KCK	DJV	11/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KRB	---	5204143/5204135	

STRUCTURE DETAILS
STRUCTURE MED-71-2400 R&L
OVER STATE ROUTE 303

MED-71-15.78
PID No. 87714

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