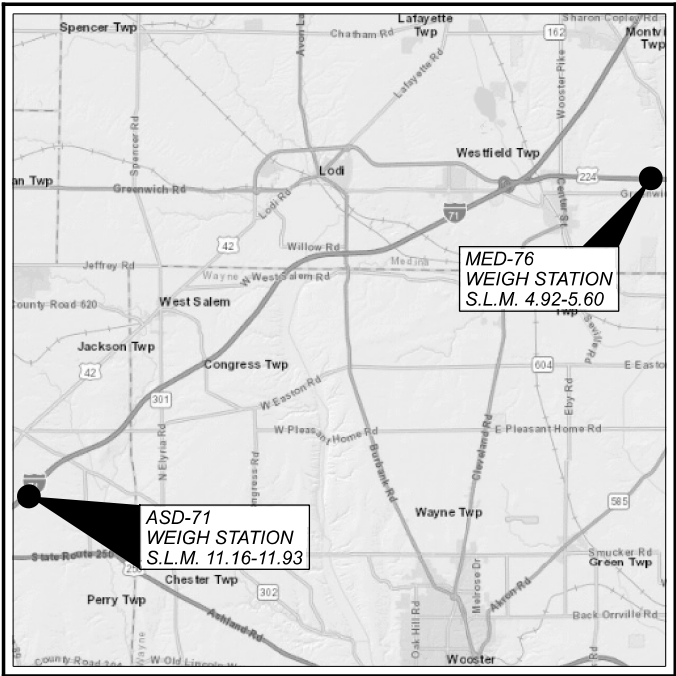




LOCATION MAP

ASD-71: LATITUDE: 40°52'58" N LONGITUDE: 82°11'46" W
MED-71: LATITUDE: 41°01'55" N LONGITUDE: 81°48'16" W



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

DESIGN DESIGNATION

	ASD-71	MED-76
CURRENT ADT (2022)	44,500	27,500
DESIGN YEAR ADT (2042)	59,500	30,000
DESIGN HOURLY VOLUME (2042)	5,400	2,700
DIRECTIONAL DISTRIBUTION	51%	51%
TRUCKS (24 HOUR B&C)	29%	23%
DESIGN SPEED	70 MPH	65 MPH
LEGAL SPEED	70 MPH	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL INTERSTATE-FREEWAYS AND EXPRESSWAYS		
NHS PROJECT	YES	YES

DESIGN EXCEPTIONS

NONE REQUIRED

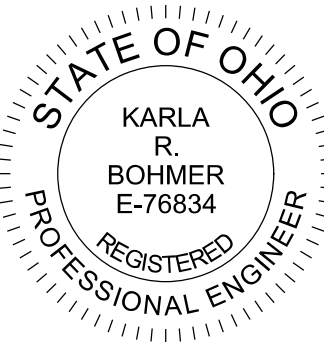
ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764 (Non members must be called directly)

ENGINEER'S SEAL:



SIGNED: *Karla R. Bohmer*
DATE: *2/1/22*

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ASD/MED-71/76
TRUCK PARKING

PERRY TOWNSHIP
GUILFORD TOWNSHIP

ASHLAND COUNTY
MEDINA COUNTY

INDEX OF SHEETS:

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FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT RECONSTRUCTS ABANDONED WEIGH STATION PAVEMENT FOR TRUCK PARKING AT TWO LOCATIONS IN ASHLAND AND MEDINA COUNTIES. THE PROJECT INCLUDES FULL DEPTH PAVEMENT REPLACEMENT, RUBBLIZE AND ROLL, PAVEMENT MARKINGS, AND RPMS.

EARTH DISTURBED AREAS

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

(* = 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.

2019 SPECIFICATIONS

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

PLANS PREPARED BY:



OHIO DEPARTMENT OF
TRANSPORTATION

DISTRICT THREE ENGINEERING

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

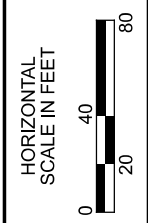
APPROVED: *[Signature]*
DATE: *02/01/2022* DISTRICT DEPUTY DIRECTOR

APPROVED: _____
DATE: _____ DIRECTOR, DEPARTMENT OF
TRANSPORTATION





DESIGN AGENCY	
DISTRICT 3	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB 01-24-2	
PROJECT ID	
115391	
SHEET	TOTAL
P.2	87



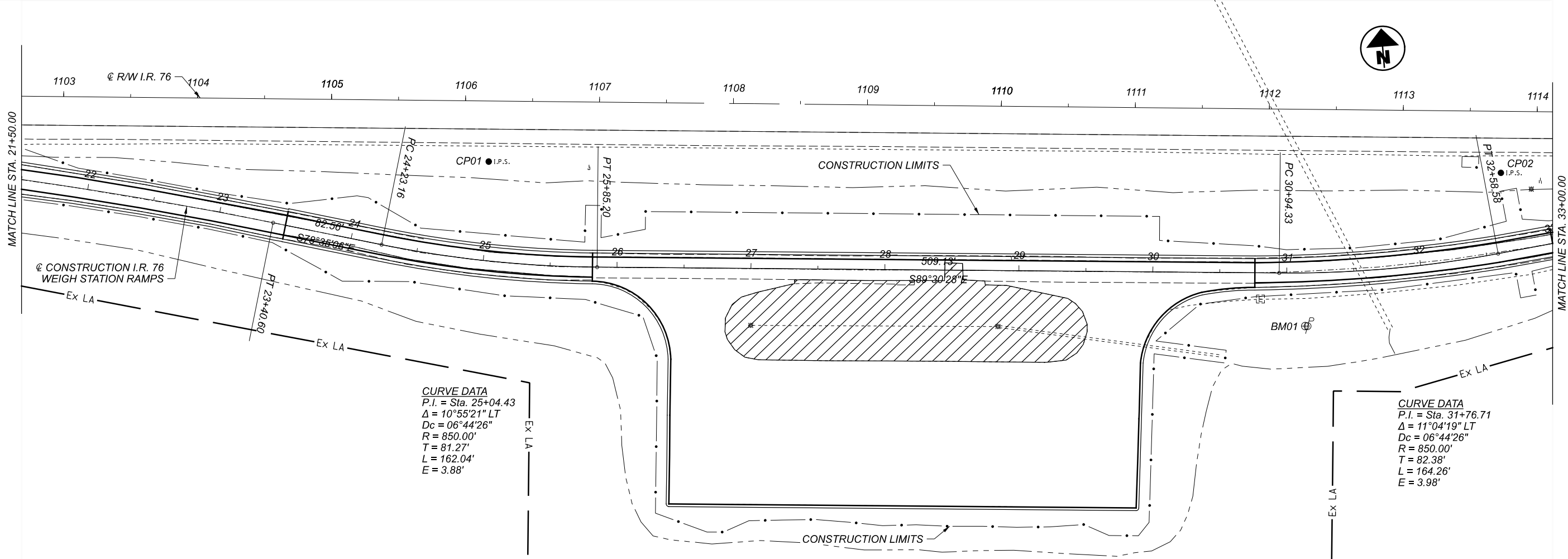
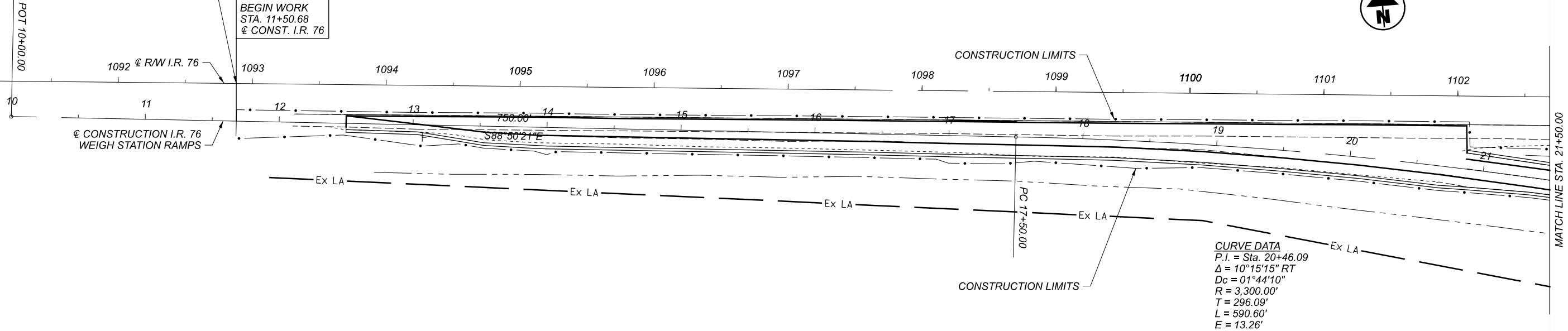
DESIGN AGENCY	
DISTRICT 3	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB 01-24-22	
PROJECT ID	
115391	
SHEET	TOTAL
P.3	87

NOTES:

1.) FOR PROJECT COORDINATE CONTROL TABLE, SEE SHEET 6.

STA. 11+50.68 @ CONST. I.R. 76 =
STA. 1092+88.17 @ R/W I.R. 76 (28.09' RT)

BEGIN WORK
STA. 11+50.68
@ CONST. I.R. 76



SCHEMATIC PLAN
I.R. 76 WEIGH STATION

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

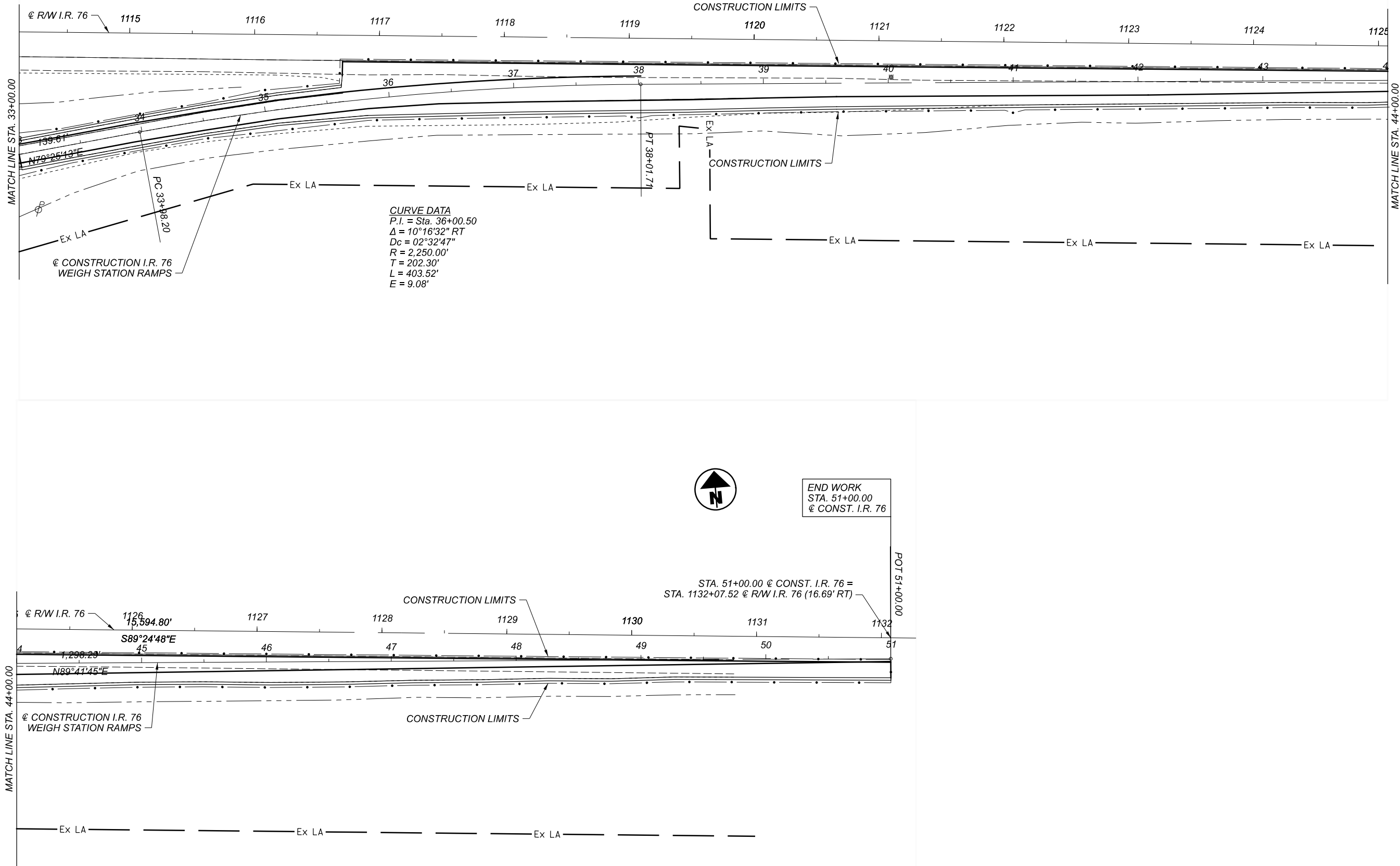
115391

SHEET

P.4

TOTAL

87



SCHEMATIC PLAN
I.R. 76 WEIGH STATION

MODEL: Sheet PAPER:SIZE: 17x11 (in.) DATE: 1/31/2022 TIME: 4:16:06 PM USER: amellan
pwc:\ohio\ddc-pw-02\Documents\01 Active Projects\District 03\Ashtand\115391\400-Engineering\Roadway\Sheets\115391_GW001.dgn

PROJECT: ASD-071-WEIGH STATION											PID: 115391							
Import Units:		Ground Coord?	TRUE	Unit Conversion Factor1 (sft->m):		0.304800610		Unitless Ground to Grid Factor:	Unitless Factor:									
		U.S. Survey FT	sft	Unit Conversion Factor2 (sft->sft):		1.000000000												
Output Unit1:		Meters	m	Adjustment Factor1:		0.30480061		1.000000000	Primary Project Control:									
Output Unit2:		U.S. Survey FT	sft	Adjustment Factor2:		1												
GROUND COORDINATES - U.S. Survey FT											STATE PLANE GRID COORDINATES						MONUMENTS TO BE SET	
											Horiz. Datum: NAD83 (2011) Ohio State Plane, North Zone Vert. Datum: NAVD88 defined by GPS from CORS using NAVD88. All other elevations are established by leveling from .						DURING CONSTRUCTION	
PROJECT coordinates are scaled from GRID coordinates about the Ohio North Zone grid point N=0, E=0 (N 39° 27' 01.76097", W 89° 28' 32.98476")											ITEM 623.05	ITEM 623.05						
NAME	Alignment Name	STATION	OFFSET (sft)	RT/LT	NORTH (sft)	EAST (sft)	ELEVATION (sft)	FEATURE	POINT TYPE	DESCRIPTION	NAME	NORTH (m)	EAST (m)	ORTHO HT (m)	NORTH (sft)	EAST (sft)	MONUMENT ASSEMBLY	REFERENCE MONUMENT
PROJECT CONTROL																		
CP1000	CLX_RW-071_ASD	609+13.96	201.63	LT	443098.577	2051974.760	1188.48	IPINS	Project Control Points	% REBAR WITH ODOT REF CAP	CP1000	135056.7164	625443.1577	362.249	443098.5770	2051974.7600		
BM1000	CLX_RW-071_ASD	610+83.19	248.30	LT	443245.412	2052065.394	1187.65	BM	Project Control Points	SMSS SET IN 2ND FENCE POST N OF CORNER	BM1000	135101.4718	625470.7830	361.996	443245.4120	2052065.3940		
CP1001	CLX_RW-071_ASD	619+56.34	96.09	LT	443741.237	2052793.383	1187.78	IPINS	Project Control Points	% REBAR WITH ODOT REF CAP	CP1001	135252.5995	625692.6745	362.035	443741.2370	2052793.3830		
											0	0.0000	0.0000	0.000	0.0000	0.0000		
EXISTING PROJECT CONTROL																		
CP119	CLX_RW-071_ASD	594+75.83	109.55	RT	441958.048	2051054.939	1177.95	GOVCON	Ex. CL Control Point	CONCRETE MONUMENT	CP119	134709.0824	625162.7957	359.039	441958.0480	2051054.9390		
CP120	CLX_RW-071_ASD	607+30.48	135.95	RT	442724.968	2052063.360	1191.47	GOVCON	Ex. CL Control Point	CONCRETE MONUMENT	CP120	134942.8401	625470.1631	363.161	442724.9680	2052063.3600		
CP121	CLX_RW-071_ASD	633+43.37	141.52	RT	444543.163	2053949.769	1192.65	GOVCON	Ex. CL Control Point	CONCRETE MONUMENT	CP121	135497.0271	626045.1417	363.519	444543.1630	2053949.7690		
CP122	CLX_RW-071_ASD	641+29.02	142.63	RT	445092.667	2054511.280	1192.75	GOVCON	Ex. CL Control Point	CONCRETE MONUMENT	CP122	135664.5162	626216.2906	363.552	445092.6670	2054511.2800		
											0	0.0000	0.0000	0.000	0.0000	0.0000		
ALIGNMENT CENTERLINE 71																		
PC07	CLX_RW-071_ASD	562+20.00	-0.03		440527.138	2048122.873	0.00	CALPT	Centerline Alignment	PC	PC07	134272.9402	624269.1002	0.000	440527.1380	2048122.8730		
PT07	CLX_RW-071_ASD	613+92.19	0.00		443277.513	2052458.038	0.00	CALPT	Centerline Alignment	PT	PT07	135111.2562	625590.4612	0.000	443277.5130	2052458.0380		
PC08	CLX_RW-071_ASD	686+53.35	0.00		448363.423	2057640.504	0.00	CALPT	Centerline Alignment	PC	PC08	136661.4447	627170.0800	0.000	448363.4230	2057640.5040		
											0	0.0000	0.0000	0.000	0.0000	0.0000		
											0	0.0000	0.0000	0.000	0.0000	0.0000		
ALIGNMENT RAMP																		
CL_RAMP_9	CLX_RW_RAMP	10+00.00	0.00		444454.956	2053555.236	0.00	CALPT	Centerline Alignment	POT	CL_RAMP_9	135470.1415	625924.8878	0.000	444454.9560	2053555.2360		
CL_RAMP_8	CLX_RW_RAMP	14+31.66	0.00		444152.609	2053247.149	0.00	CALPT	Centerline Alignment	PC	CL_RAMP_8	135377.9860	625830.9827	0.000	444152.6090	2053247.1490		
CL_RAMP_7	CLX_RW_RAMP	21+85.23	0.00		443679.025	2052662.549	0.00	CALPT	Centerline Alignment	PT	CL_RAMP_7	135233.6373	625652.7962	0.000	443679.0250	2052662.5490		
CL_RAMP_6	CLX_RW_RAMP	22+67.25	0.00		443633.889	2052594.063	0.00	CALPT	Centerline Alignment	PC	CL_RAMP_6	135219.8798	625631.9217	0.000	443633.8890	2052594.0630		
CL_RAMP_5	CLX_RW_RAMP	23+82.27	0.00		443561.735	2052504.719	0.00	CALPT	Centerline Alignment	PT	CL_RAMP_5	135197.8872	625604.6896	0.000	443561.7350	2052504.7190		
CL_RAMP_4	CLX_RW_RAMP	28+74.90	0.00		443216.680	2052153.113	0.00	CALPT	Centerline Alignment	PC	CL_RAMP_4	135092.7142	625497.5198	0.000	443216.6800	2052153.1130		
CL_RAMP_3	CLX_RW_RAMP	30+09.54	0.00		443119.344	2052060.126	0.00	CALPT	Centerline Alignment	PT	CL_RAMP_3	135063.0462	625469.1773	0.000	443119.3440	2052060.1260		
CL_RAMP_2	CLX_RW_RAMP	32+11.87	0.00		442966.674	2051927.360	0.00	CALPT	Centerline Alignment	PC	CL_RAMP_2	135016.5123	625428.7102	0.000	442966.6740	2051927.3600		
CL_RAMP_1	CLX_RW_RAMP	39+01.60	0.00		442489.694	2051430.433	0.00	CALPT	Centerline Alignment	PT	CL_RAMP_1	134871.1285	625277.2465	0.000	442489.6940	2051430.4330		
CL_RAMP	CLX_RW_RAMP	44+92.68	0.00		442120.413	2050968.908	0.00	CALPT	Centerline Alignment	POT	CL_RAMP	134758.5714	625136.5734	0.000	442120.4130	2050968.9080		
PROJECT: MED-076-WEIGH STATION											PID: 115391							
Import Units:		Ground Coord?	TRUE	Unit Conversion Factor1 (sft->m):		0.304800610		Unitless Ground to Grid Factor:	Unitless Factor:									
		U.S. Survey FT	sft	Unit Conversion Factor2 (sft->sft):		1.000000000												
Output Unit1:		Meters	m	Adjustment Factor1:		0.30480061		1.000000000	Primary Project Control:									
Output Unit2:		U.S. Survey FT	sft	Adjustment Factor2:		1												
GROUND COORDINATES - U.S. Survey FT											STATE PLANE GRID COORDINATES						MONUMENTS TO BE SET	
											Horiz. Datum: NAD83 (2011) Ohio State Plane, South Zone Vert. Datum: NAVD88 defined by GPS from CORS using NAVD88. All other elevations are established by leveling from .						DURING CONSTRUCTION	
PROJECT coordinates are scaled from GRID coordinates about the Ohio South Zone grid point N=0, E=0 (N 37° 47' 45.30621", W 89° 19' 00.02517")											ITEM 623.05	ITEM 623.05						
NAME	Alignment Name	STATION	OFFSET (sft)	RT/LT	NORTH (sft)	EAST (sft)	ELEVATION (sft)	FEATURE	POINT TYPE	DESCRIPTION	NAME	NORTH (m)	EAST (m)	ORTHO HT (m)	NORTH (sft)	EAST (sft)	MONUMENT ASSEMBLY	REFERENCE MONUMENT
BM01	CL_CONST1076	31+13.137	39.68	RT	497958.633	2160775.230	1197.06	BM	Project Control Points	RSPK IN POWER POLE	BM01	151778.0949	658605.6073	364.864	497958.6330	2160775.2300		
CLCONST_1	CL_CONST1076	10+00.000	0.00	RT	498115.555	2158668.816	0.00	CALPT	Centerline Alignment		CLCONST_1	151825.9248	657963.5710	0.000	498115.5550	2158668.8160		
CLCONST_10	CL_CONST1076	51+00.005	0.00	RT	498083.427	2162755.922	0.00	CALPT	Centerline Alignment		CLCONST_10	151816.1322	659209.3234	0.000	498083.4270	2162755.9220		
CLCONST_2	CL_CONST1076	17+50.000	0.00	RT	498100.361	2159418.662	0.00	CALPT	Centerline Alignment		CLCONST_2	151821.2937	658192.1246	0.000	498100.3610	2159418.6620		
CLCONST_3	CL_CONST1076	23+40.596	0.00	RT	498035.764	2160004.922	0.00	CALPT	Centerline Alignment		CLCONST_3	151801.6045	658370.8170	0.000	498035.7640	2160004.9220		
CLCONST_4	CL_CONST1076	24+23.160	0.00	RT	498019.423	2160085.853	0.00	CALPT	Centerline Alignment		CLCONST_4	151796.6237	658395.4848	0.000	498019.4230	2160085.8530		
CLCONST_5	CL_CONST1076	25+85.199	0.00	RT	498002.642	2160246.775	0.00	CALPT	Centerline Alignment		CLCONST_5	151791.5089	658444.5339	0.000	498002.6420	2160246.7750		
CLCONST_6	CL_CONST1076	30+94.328	0.00	RT	497998.267	2160755.884	0.00	CALPT	Centerline Alignment		CLCONST_6	151790.1754	658599.7106	0.000	497998.2670	2160755.8840		
CLCONST_7	CL_CONST1076	32+58.584	0.00	RT	498012.685	2160919.250	0.00	CALPT	Centerline Alignment		CLCONST_7	151794.5700	658649.5047	0.000	498012.6850	2160919.2500		
CLCONST_8	CL_CONST1076	33+98.199	0.00	RT	498038.318	2161056.491	0.00	CALPT	Centerline Alignment		CLCONST_8	151802.3829	658691.3358	0.000	498038.3180	2161056.4910		
CLCONST_9	CL_CONST1076	38+01.715	0.00	RT	498076.535	2161457.651	0.00	CALPT	Centerline Alignment		CLCONST_9	151814.0315	658813.6097	0.000	498076.5350	2161457.6510		
CP01	CL_CONST1076	24+95.679	-73.78	LT	498081.425	2160165.850	1198.14	IPINS	Project Control Points	% REBAR W/YYELLOW 'ODOT TRAV PT' CAP	CP01	151815.5220	658419.8679	365.195	498081.4250	2160165.8500		
CP02	CL_CONST1076	32+71.690	-58.93	LT	498073.016	2160921.315	1195.35	IPINS	Project Control Points	% REBAR W/YYELLOW 'ODOT TRAV PT' CAP	CP02	151812.9589	658650.1341	364.343	498073.0160	2160921.3150		

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

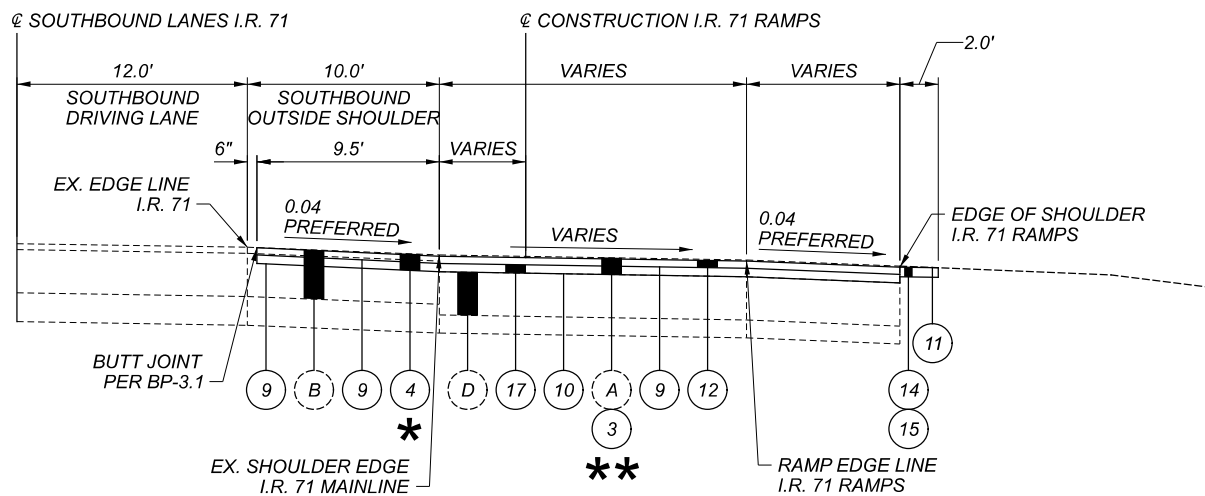
115391

SHEET

P.6

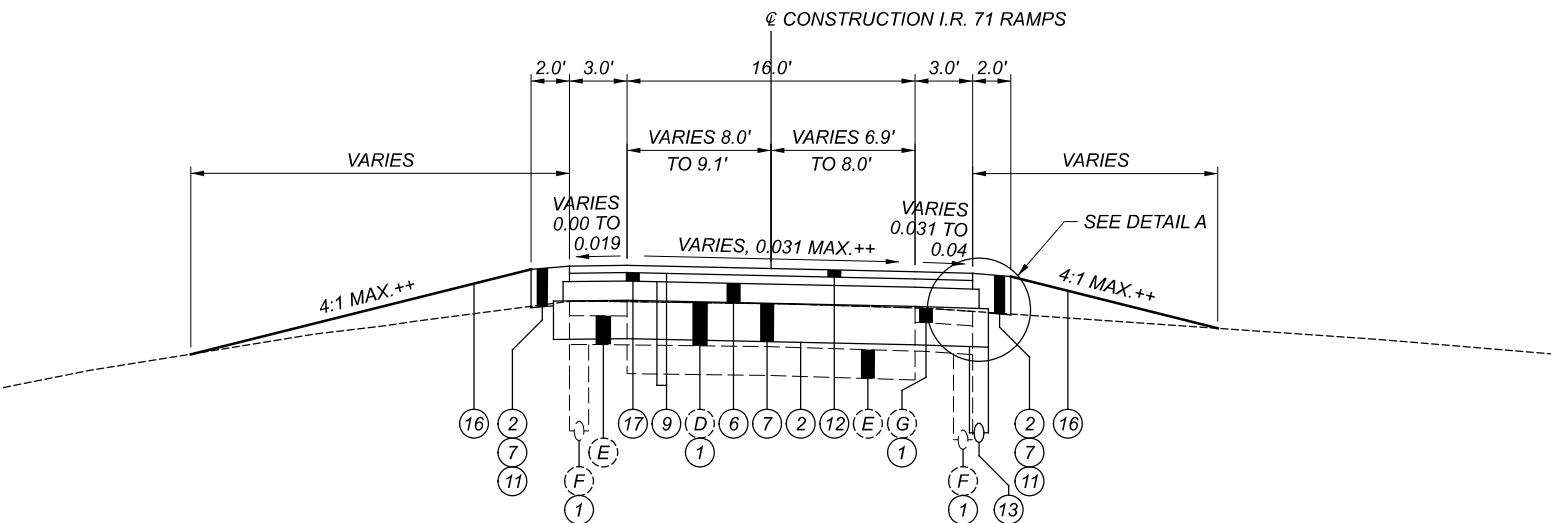
TOTAL

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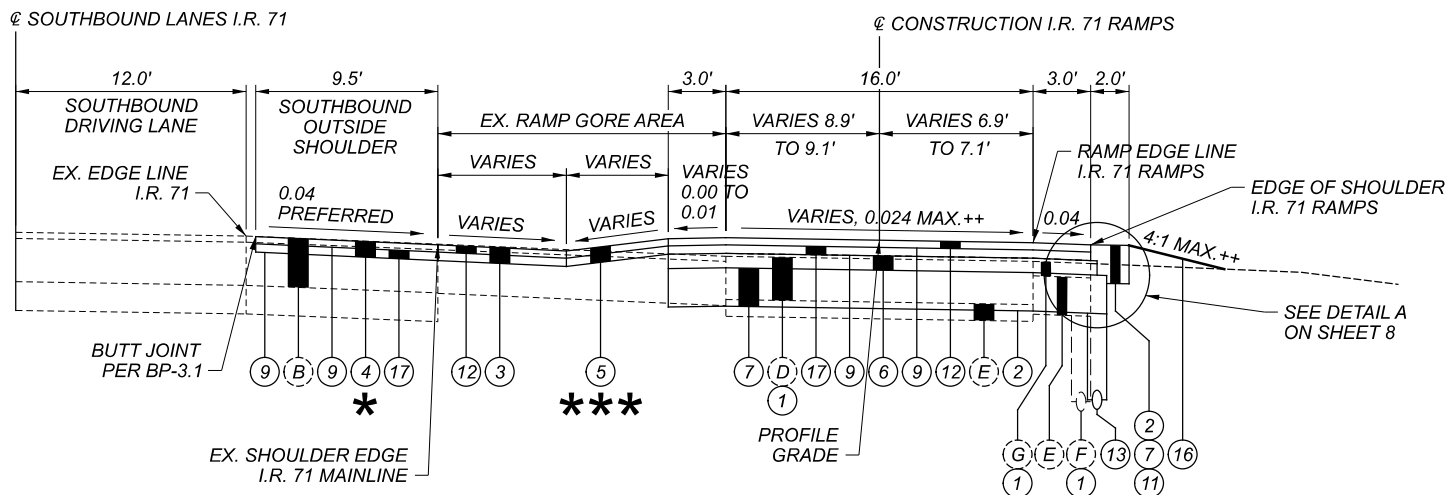
RESURFACING TYPICAL SECTION - I.R. 71 RAMPS

SECTION APPLIES TO:
STA. 10+48.00 TO STA. 18+91.36 = 843.36 FT
STA. 37+21.81 TO STA. 44+92.68 = 770.87 FT
STA. 587+37.39 TO STA. 595+00.28 = 762.89 FT
TOTAL = 2377.12 FT



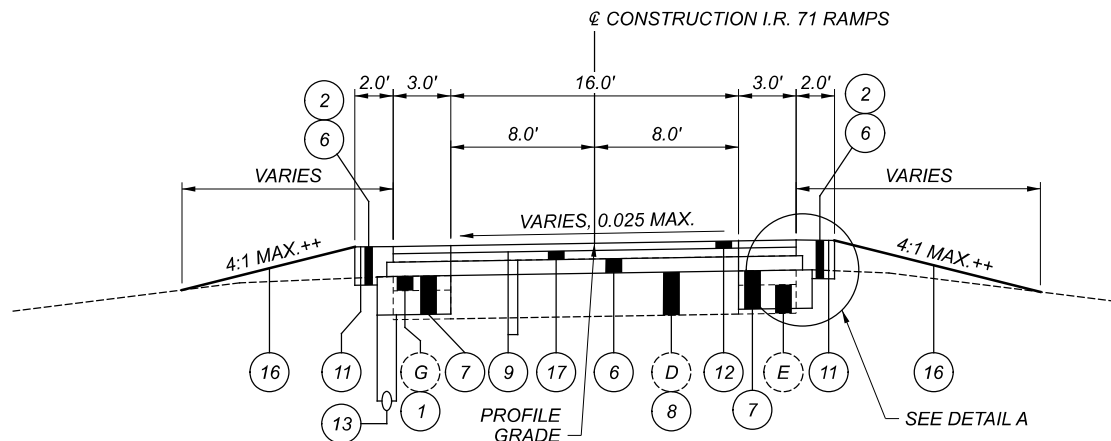
SUPERELEVATED FULL DEPTH PAVEMENT REPLACEMENT SECTION - I.R. 71 RAMPS

SECTION APPLIES TO:
STA. 18+91.36 TO STA. 21+00.00 = 208.64 FT
STA. 34+00.00 TO STA. 36+08.66 = 208.66 FT
TOTAL = 417.30 FT



FULL DEPTH PAVEMENT REPLACEMENT WITH RESURFACING TYPICAL SECTION - I.R. 71

SECTION APPLIES TO:
STA. 36+08.66 TO STA. 37+21.81 = 113.15 FT



SUPERELEVATED RUBBLIZE AND ROLL SECTION - I.R. 71 RAMPS

SECTION APPLIES TO:
STA. 21+00.00 TO STA. 23+79.43 = 279.43 FT
STA. 28+64.91 TO STA. 34+00.00 = 535.09 FT
TOTAL = 814.52 FT

EXISTING LEGEND

- | | |
|--------------------------------------|--|
| (A) ASPHALT CONCRETE (3.5"±) | (E) AGGREGATE BASE (VARIABLE THICKNESS) |
| (B) ASPHALT CONCRETE (10.25"±) | (F) 6" PIPE UNDERDRAINS (VARIABLE DEPTH) |
| (C) ASPHALT CONCRETE (6.25"±) | (G) ASPHALT CONCRETE BASE (3.0"±) |
| (D) PORTLAND CEMENT CONCRETE (9.0"±) | |

PROPOSED LEGEND

- | | |
|--|---|
| (1) 202 PAVEMENT REMOVED, AS PER PLAN | (10) 407 TACK COAT, 702.13 (0.08 GAL/SY) |
| (2) 204 SUBGRADE COMPACTION | (11) 408 PRIME COAT, AS PER PLAN (0.4 GAL/SY) |
| (3) 254 PAVEMENT PLANING, ASPHALT CONCRETE (3.5") | (12) 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (PG88-22M) (1.5") |
| (4) 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5") | (13) 605 6" UNCLASSIFIED PIPE UNDERDRAINS (18" MAX. DEPTH) |
| (5) 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.5" TO 0") | (14) 617 COMPACTED AGGREGATE (2.0" AVG.) |
| (6) 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0") | (15) 617 SHOULDER PREPARATION |
| (7) 304 AGGREGATE BASE (8.0") | (16) 659 SEEDING AND MULCHING |
| (8) 320 RUBBLIZE AND ROLL | (17) 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75") |
| (9) 407 NON-TRACKING TACK COAT (0.08 GAL/SY FOR INTERMEDIATE COURSE, 0.05 GAL/SY FOR SURFACE COURSE) | |

NOTES

1.) SEE DETAIL A ON FOLLOWING SHEET FOR PAVEMENT STEP DETAILS.

2.) STA. 44+92.68 @ I.R. 71 RAMPS = STA. 595+00.28 @ R/W I.R. 71

*TAPER PAVEMENT PLANING FROM 3.25" AT A POINT 6" FROM THE I.R. 76 EDGE LINE TO 3.5" AT THE EDGE OF OUTSIDE SHOULDER OF THE I.R. 76 MAINLINE.

**PLANE 3.5" ON THE RAMP LANE AND RAMP SHOULDER.

***PLANE 3.5" FROM A POINT IN THE RAMP GORE AREA TO 0" AT THE EDGE OF LEFT RAMP SHOULDER. REFER TO THE CROSS SECTIONS SHEETS FOR ADDITIONAL DETAILS.

+MATCH THE EXISTING PAVEMENT SLOPE IN THE SUPERELEVATED RESURFACING SECTIONS. THE EXISTING SLOPES ARE AVAILABLE IN CROSS SECTIONS AS A REFERENCE FILE.

++REFER TO CROSS SECTIONS SHEETS AND SUPERELEVATION TABLES FOR ACTUAL SLOPES.

DESIGN AGENCY

DISTRICT 3

ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

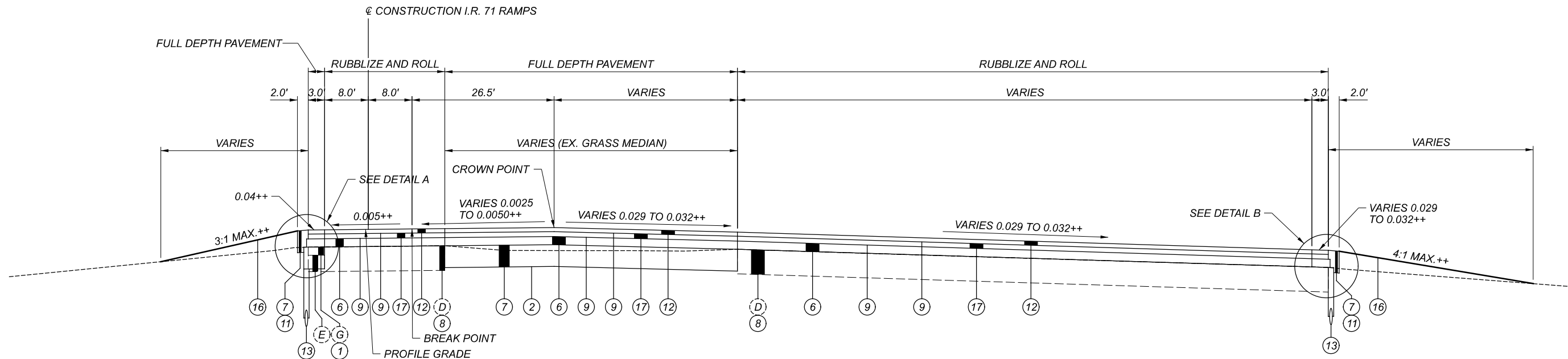
115391

SHEET

TOTAL

P.7

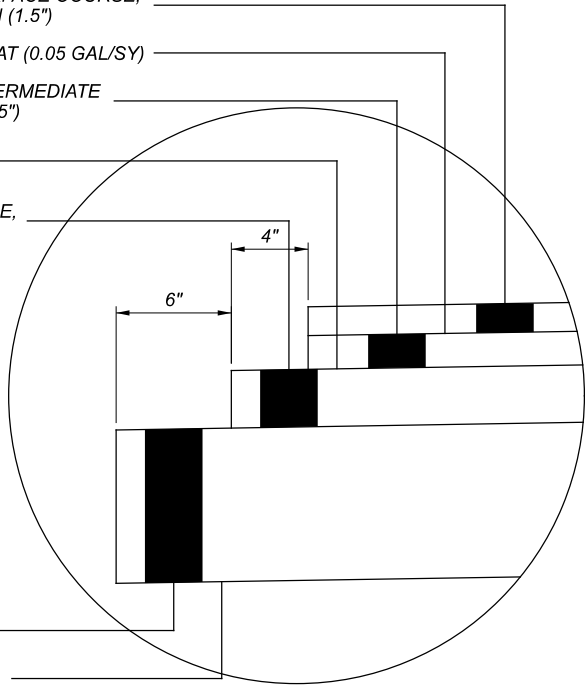
87



I.R. 71 PARKING LOT - RUBBLIZE AND ROLL AND FULL DEPTH PAVEMENT TYPICAL SECTION

SECTION APPLIES TO:
 STA. 23+79.43 TO STA. 28+64.91 = 485.48 FT

- ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (1.5")
- ITEM 407 NON-TRACKING TACK COAT (0.05 GAL/SY)
- ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")
- ITEM 407 NON-TRACKING TACK COAT (0.08 GAL/SY)
- ITEM 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")

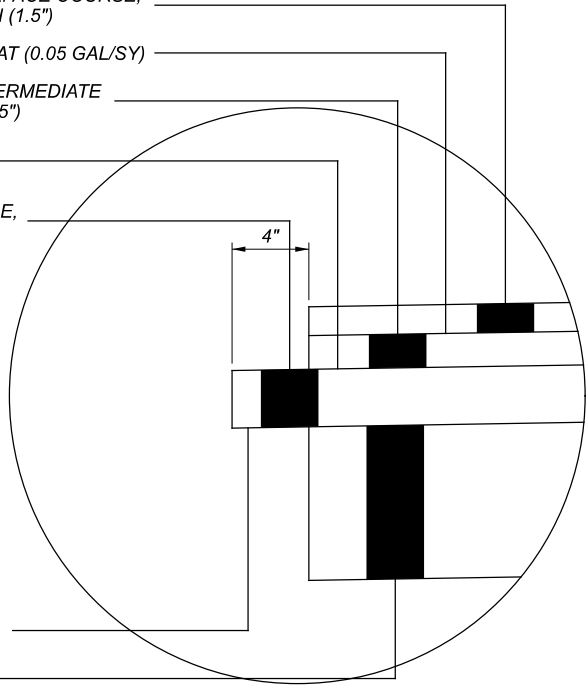


DETAIL A - FULL DEPTH PAVEMENT REPLACEMENT EDGE OF SHOULDER

EXISTING LEGEND

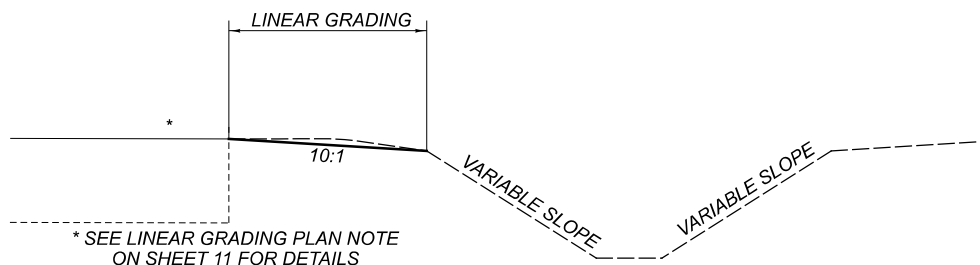
- (A) ASPHALT CONCRETE (3.5"±)
- (B) ASPHALT CONCRETE (10.25"±)
- (C) ASPHALT CONCRETE (6.25"±)
- (D) PORTLAND CEMENT CONCRETE (9.0"±)
- (E) AGGREGATE BASE (VARIABLE THICKNESS)
- (F) 6" PIPE UNDERDRAINS (VARIABLE DEPTH)
- (G) ASPHALT CONCRETE BASE (3.0"±)

- ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (1.5")
- ITEM 407 NON-TRACKING TACK COAT (0.05 GAL/SY)
- ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")
- ITEM 407 NON-TRACKING TACK COAT (0.08 GAL/SY)
- ITEM 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")



DETAIL B - RUBBLIZE AND ROLL EDGE OF SHOULDER

- ITEM 204 SUBGRADE COMPACTION
- ITEM 320 RUBBLIZE AND ROLL (EX. CONCRETE PAVEMENT = 9.0")



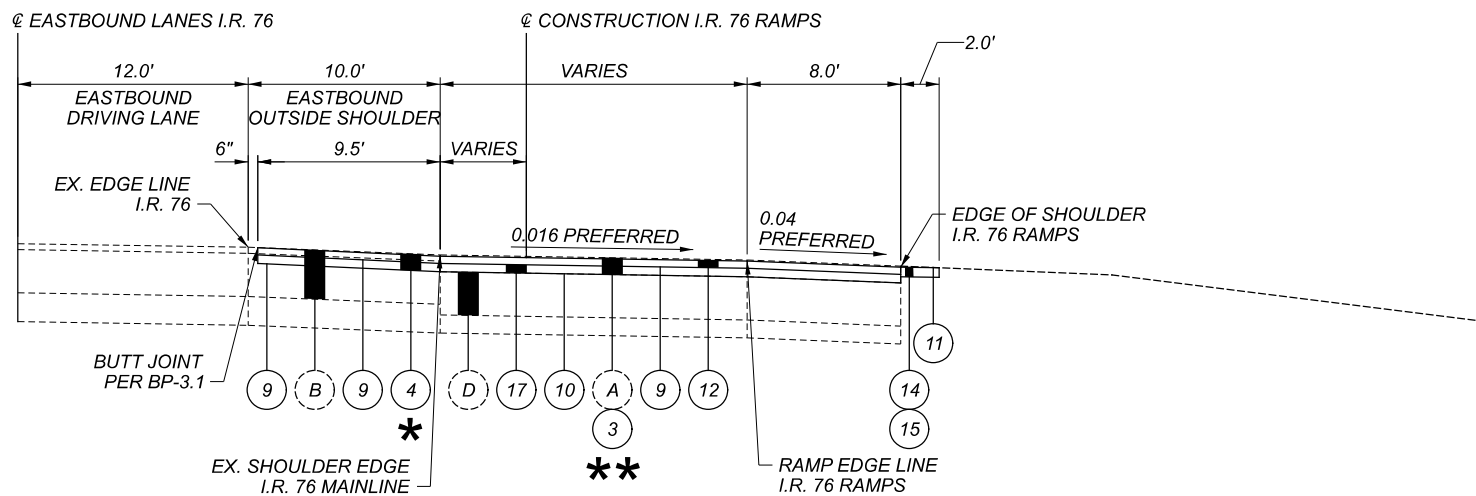
ITEM 209 - LINEAR GRADING DETAIL

PROPOSED LEGEND

- (1) 202 PAVEMENT REMOVED, AS PER PLAN
- (2) 204 SUBGRADE COMPACTION
- (3) 254 PAVEMENT PLANING, ASPHALT CONCRETE (3.5")
- (4) 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5")
- (5) 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.5" TO 0")
- (6) 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")
- (7) 304 AGGREGATE BASE (8.0")
- (8) 320 RUBBLIZE AND ROLL
- (9) 407 NON-TRACKING TACK COAT (0.08 GAL/SY FOR INTERMEDIATE COURSE, 0.05 GAL/SY FOR SURFACE COURSE)
- (10) 407 TACK COAT, 702.13 (0.08 GAL/SY)
- (11) 408 PRIME COAT, AS PER PLAN (0.4 GAL/SY)
- (12) 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (PG88-22M) (1.5")
- (13) 605 6" UNCLASSIFIED PIPE UNDERDRAINS (18" MAX. DEPTH)
- (14) 617 COMPACTED AGGREGATE (2.0" AVG.)
- (15) 617 SHOULDER PREPARATION
- (16) 659 SEEDING AND MULCHING
- (17) 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")

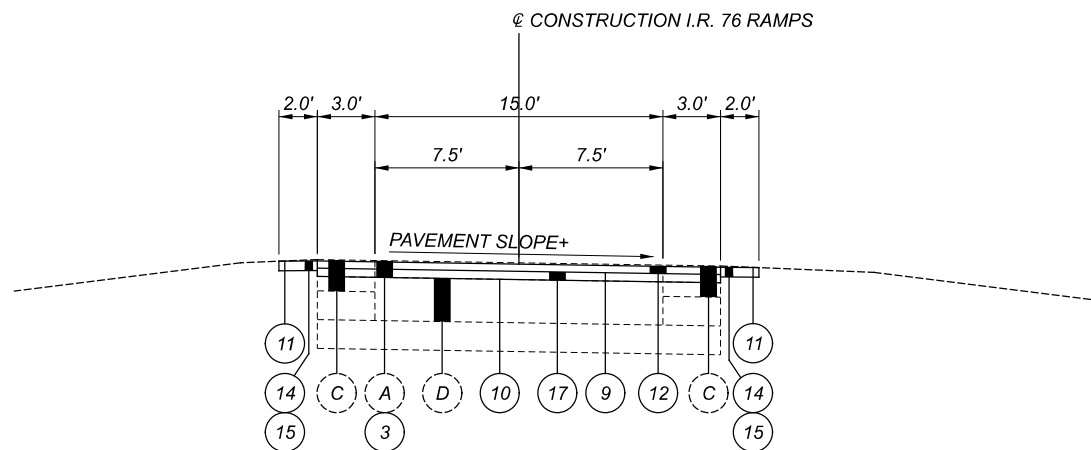
+MATCH THE EXISTING PAVEMENT SLOPE IN THE SUPERELEVATED RESURFACING SECTIONS. THE EXISTING SLOPES ARE AVAILABLE IN CROSS SECTIONS AS A REFERENCE FILE.

++REFER TO CROSS SECTIONS SHEETS AND SUPERELEVATION TABLES FOR ACTUAL SLOPES.



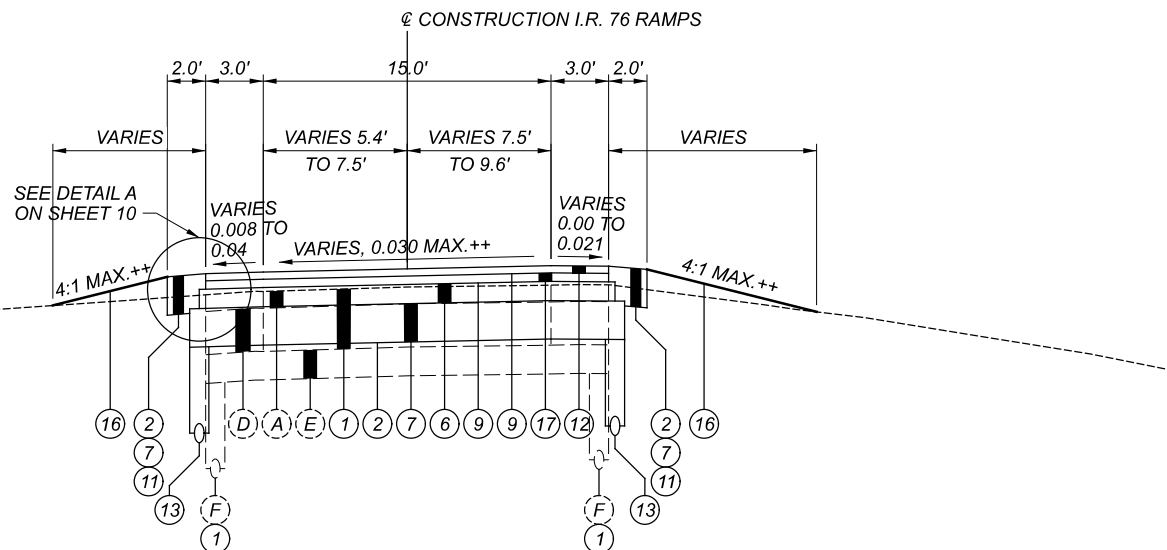
RESURFACING TYPICAL SECTION - I.R. 76 RAMPS

SECTION APPLIES TO:
STA. 12+50.00 TO STA. 20+86.86 = 836.86 FT
STA. 35+62.64 TO STA. 51+00.00 = 1537.36 FT
TOTAL = 2374.22 FT



SUPERELEVATED RESURFACING SECTION - I.R. 76 RAMPS

SECTION APPLIES TO:
STA. 20+86.86 TO STA. 23+50.00 = 263.14 FT
STA. 33+00.00 TO STA. 35+62.64 = 262.64 FT
TOTAL = 525.78 FT



FULL DEPTH PAVEMENT REPLACEMENT SECTION - I.R. 76 RAMPS

SECTION APPLIES TO:
STA. 23+50.00 TO STA. 25+81.69 = 231.69 FT
STA. 30+76.16 TO STA. 33+00.00 = 223.84 FT
TOTAL = 455.53 FT

EXISTING LEGEND

- (A) ASPHALT CONCRETE (3.5"±)
- (B) ASPHALT CONCRETE (10.25"±)
- (C) ASPHALT CONCRETE (6.25"±)
- (D) PORTLAND CEMENT CONCRETE (9.0"±)
- (E) AGGREGATE BASE (VARIABLE THICKNESS)
- (F) 6" PIPE UNDERDRAINS (VARIABLE DEPTH)

PROPOSED LEGEND

- (1) 202 PAVEMENT REMOVED, AS PER PLAN
- (2) 204 SUBGRADE COMPACTION
- (3) 254 PAVEMENT PLANING, ASPHALT CONCRETE (3.5")
- (4) 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5")
- (5) NOT USED
- (6) 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")
- (7) 304 AGGREGATE BASE (8.0")
- (8) 320 RUBBLIZE AND ROLL
- (9) 407 NON-TRACKING TACK COAT (0.08 GAL/SY FOR INTERMEDIATE COURSE, 0.05 GAL/SY FOR SURFACE COURSE)
- (10) 407 TACK COAT, 702.13 (0.08 GAL/SY)
- (11) 408 PRIME COAT, AS PER PLAN (0.4 GAL/SY)
- (12) 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (PG88-22M) (1.5")
- (13) 605 6" UNCLASSIFIED PIPE UNDERDRAINS (18" MAX. DEPTH)
- (14) 617 COMPACTED AGGREGATE (2.0" AVG.)
- (15) 617 SHOULDER PREPARATION
- (16) 659 SEEDING AND MULCHING
- (17) 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")

NOTES:

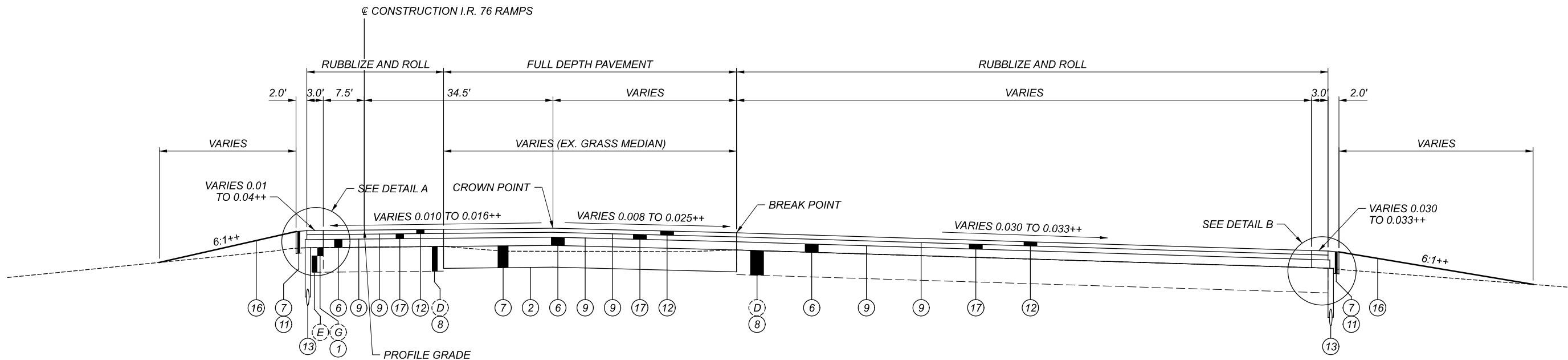
1.) SEE DETAIL A ON FOLLOWING SHEET FOR PAVEMENT STEP DETAILS.

*TAPER PAVEMENT PLANING FROM 3.25" AT A POINT 6" FROM THE I.R. 76 EDGE LINE TO 3.5" AT THE EDGE OF OUTSIDE SHOULDER OF THE I.R. 76 MAINLINE.

**PLANE 3.5" ON THE RAMP LANE AND RAMP SHOULDER.

+MATCH THE EXISTING PAVEMENT SLOPE IN THE SUPERELEVATED RESURFACING SECTIONS. THE EXISTING SLOPES ARE AVAILABLE IN CROSS SECTIONS AS A REFERENCE FILE.

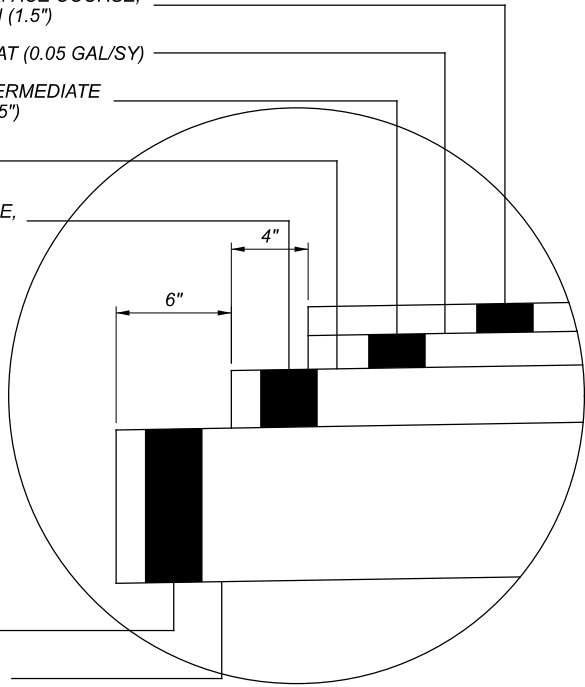
++REFER TO CROSS SECTIONS SHEETS AND SUPERELEVATION TABLES FOR ACTUAL SLOPES.



I.R. 76 PARKING LOT - RUBBLIZE AND ROLL AND FULL DEPTH PAVEMENT TYPICAL SECTION

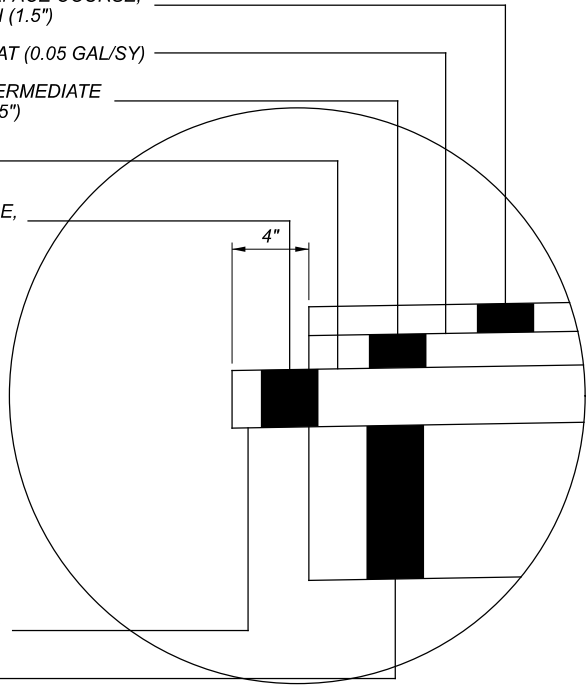
SECTION APPLIES TO:
 STA. 25+81.69 TO STA. 30+76.16 = 494.47 FT

ITEM 442 ASPHALT CONCRETE SURFACE COURSE,
 12.5MM, TYPE A (446), AS PER PLAN (1.5")
 ITEM 407 NON-TRACKING TACK COAT (0.05 GAL/SY)
 ITEM 442 ASPHALT CONCRETE INTERMEDIATE
 COURSE, 12.5MM, TYPE A (446) (1.75")
 ITEM 407 NON-TRACKING
 TACK COAT (0.08 GAL/SY)
 ITEM 301 ASPHALT CONCRETE BASE,
 PG64-22, (449) (3.0")



DETAIL A - FULL DEPTH PAVEMENT REPLACEMENT EDGE OF SHOULDER

ITEM 442 ASPHALT CONCRETE SURFACE COURSE,
 12.5MM, TYPE A (446), AS PER PLAN (1.5")
 ITEM 407 NON-TRACKING TACK COAT (0.05 GAL/SY)
 ITEM 442 ASPHALT CONCRETE INTERMEDIATE
 COURSE, 12.5MM, TYPE A (446) (1.75")
 ITEM 407 NON-TRACKING
 TACK COAT (0.08 GAL/SY)
 ITEM 301 ASPHALT CONCRETE BASE,
 PG64-22, (449) (3.0")



DETAIL B - RUBBLIZE AND ROLL EDGE OF SHOULDER

ITEM 204 SUBGRADE COMPACTION
 ITEM 320 RUBBLIZE AND ROLL
 (EX. CONCRETE PAVEMENT = 9.0")

PROPOSED LEGEND

- 1 202 PAVEMENT REMOVED, AS PER PLAN
- 2 204 SUBGRADE COMPACTION
- 3 254 PAVEMENT PLANING, ASPHALT CONCRETE (3.5")
- 4 254 PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5")
- 5 NOT USED
- 6 301 ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")
- 7 304 AGGREGATE BASE (8.0")
- 8 320 RUBBLIZE AND ROLL
- 9 407 NON-TRACKING TACK COAT (0.08 GAL/SY FOR INTERMEDIATE COURSE,
 0.05 GAL/SY FOR SURFACE COURSE)
- 10 407 TACK COAT, 702.13 (0.08 GAL/SY)
- 11 408 PRIME COAT, AS PER PLAN (0.4 GAL/SY)
- 12 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446),
 AS PER PLAN (PG88-22M) (1.5")
- 13 605 6" UNCLASSIFIED PIPE UNDERDRAINS (18" MAX. DEPTH)
- 14 617 COMPACTED AGGREGATE (2.0" AVG.)
- 15 617 SHOULDER PREPARATION
- 16 659 SEEDING AND MULCHING
- 17 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")

*TAPER PAVEMENT PLANING FROM 3.25" AT A POINT 6" FROM THE I.R. 76 EDGE
 LINE TO 3.5" AT THE EDGE OF SHOULDER OF THE I.R. 76 MAINLINE.

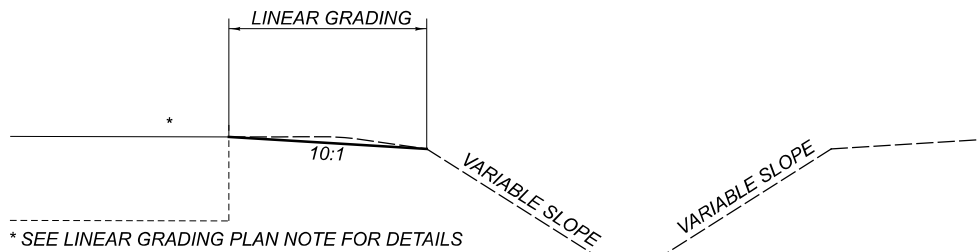
**PLANE 3.5" ON THE RAMP LANE AND RAMP SHOULDER.

+MATCH THE EXISTING PAVEMENT SLOPE IN THE SUPERELEVATED RESURFACING
 SECTIONS. THE EXISTING SLOPES ARE AVAILABLE IN CROSS SECTIONS AS A
 REFERENCE FILE.

++REFER TO CROSS SECTIONS SHEETS AND SUPERELEVATION TABLES FOR
 ACTUAL SLOPES.

EXISTING LEGEND

- A ASPHALT CONCRETE (3.5"±)
- B ASPHALT CONCRETE (10.25"±)
- C ASPHALT CONCRETE (6.25"±)
- D PORTLAND CEMENT CONCRETE (9.0"±)
- E AGGREGATE BASE (VARIABLE THICKNESS)
- F 6" PIPE UNDERDRAINS (VARIABLE DEPTH)



ITEM 209 - LINEAR GRADING DETAIL

* SEE LINEAR GRADING PLAN NOTE FOR DETAILS

GENERAL

ROUNDING (G101)

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

UTILITIES (G102A)

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

ASD-71:	ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571 GAS KINDER MORGAN 605 WESTLAKE DRIVE ASHLAND, OH 44805 714.560.4967	COMMUNICATION FRONTIER COMMUNICATIONS 1534 STATE ROUTE 511 SOUTH ASHLAND, OH 44805 419.282.6551 GAS MFC DRILLING COMPANY 46281 U.S. HIGHWAY 36 COSHOCOTON, OH 43812 740.622.5600
MED-76:	CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200 COMMUNICATION FRONTIER COMMUNICATIONS 6223 NORWALK ROAD MEDINA, OH 44256 330.722.9586 GAS DOMINION 320 SPRINGSIDE DRIVE, SUITE 320 AKRON, OH 44333 800.362.7557 GAS KING DRILLING COMPANY 24 W. MAIN STREET SEVILLE, OH 44273 330.769.3434	ELECTRIC CITY OF WADSWORTH 120 MAPLE STREET WADSWORTH, OH 44281 330.335.2827 GAS COLUMBIA GAS OF OHIO 780 FRY ROAD MIDDLEBURG HEIGHTS, OH 44130 440.891.2428 GAS G&O RESOURCES 96 E. CROSIER STREET AKRON, OH 44311 330.761.3508 TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.7045

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 MATERIAL 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.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS (G118A)

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 WITHIN THE LIMITS OF THE ASD-71 AND MED-76 WEIGH STATIONS AND RAMPS. 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. THIS FILING SHALL BE COMPLETED BY USE OF THE FAA OBSTRUCTION EVALUATION GROUP'S ONLINE PROJECT FILING PROCESS. 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. DIRECT ALL SUBMISSION SO THE FEDERAL AVIATION ADMINISTRATION USING THE CONTACT INFORMATION INCLUDED WITH THE OBSTRUCTION EVALUATION DETERMINATION LETTERS INCLUDED IN THE PROJECT PROPOSAL, COPYING THE ODOT OFFICE OF AVIATION AT 2829 W DUBLIN GRANVILLE ROAD, COLUMBUS, OH 43235; PH: 614.793.5046; EMAIL: Ohio.Airport.Protection@dot.ohio.gov. ADDITIONALLY, ENSURE THE DISTRICT FAA COORDINATOR IS COPIED ON ALL FAA CORRESPONDENCE VIA EMAIL AT Kenneth.Knapp@dot.ohio.gov.

FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGIONAL OFFICE OBSTRUCTION EVALUATION GROUP 10101 HILLWOOD PARKWAY FORT WORTH, TX 76177 FAX: 817.222.5920 http://oeaaaa.faa.gov	ODOT DISTRICT THREE DISTRICT FAA COORDINATOR 906 CLARK AVENUE ASHLAND, OHIO 44805 419.207.7175 kenneth.knapp@dot.ohio.gov
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AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS (G118A) (CONTINUED)

AERONAUTICAL STUDY NUBMER	CTY	RTE	STRAIGHT LINE MILEAGE	LAT-LONG		AMSL ELEVATION
				LATITUDE	LONGITUDE	
2021-OGL-22893-OE	ASD	71	11.64	40.88358889	-82.19708889	25 FT
2021-OGL-22894-OE	MED	76	5.57	41.03118889	-81.80419722	25 FT

AIRPORT CONTACT REQUIRED

IN ORDER TO COMPLY WITH ALL FAA REQUIREMENTS AND ALLEVIATE ANY ISSUES THAT MAY ARISE BETWEEN THE WORK ON THE HIGHWAY AND AIRWAY TRAFFIC, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE AIRPORT MANAGER, AS LISTED BELOW, ADVISING THE MANAGER OF THE LOCATION, SCOPE AND DURATION OF THE PROJECT A MINIMUM OF THREE BUSINESS DAYS PRIOR TO BEGINNING WORK. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AIRPORT MANAGER. THE FAA HAS MANDATED THAT THE CONTRACTOR ABIDE BY ALL REGULATIONS AND REQUESTS SET FORTH BY THE AIRPORT MANAGER. A MINIMUM OF THREE BUSINESS DAYS PRIOR TO THE COMPLETION OF ALL WORK ON THE PROJECT, AGAIN CONTACT THE AIRPORT MANAGER IN ORDER TO NOTIFY THE MANAGER OF THE ACTUAL COMPLETION DATE OF THE PROJECT. ANY QUESTIONS REGARDING THIS REQUIREMENT MAY BE DIRECTED TO KENNY KNAPP, DISTRICT FAA COORDINATOR, AT 419.207.7175.

ASD-71 ASHLAND COUNTY AIRPORT C/O DENNIS BAUM, AIRPORT MANAGER 700 TOWNSHIP ROAD 1002 ASHLAND, OH 44805 419.281.3966	MED-76 WELTZIEN SKYPARK C/O JOEL KULL, OWNER & AIRPORT MANAGER 3071 GREENWICH ROAD WADSWORTH, OH 44281 330.573.6437
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EXISTING PLANS (G103)

EXISTING PLANS ENTITLED ASD-71-11.12 (1970), MED-76-5.14 (1970), AND ASD/WAY-71-14.383/0.000 (2000) MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

WORK LIMITS (G106)

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.

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.

SURVEYING PARAMETERS (G105)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 6 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

ASD-71:

PROJECT CONTROL
POSITIONING METHOD: GPS OBSERVATIONS PER THE ODOT VRS NETWORK
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE – NORTH ZONE (3401) SCALED BY A COMBINED GRID SCALE AND ELEVATION PROJECT ADJUSTMENT FACTOR ABOUT THE GRID ORIGIN N=0, E=0 COORDINATE
COMBINED SCALE FACTOR: UNITLESS GRID TO PROJECT ADJUSTMENT FACTOR (PAF)
MULTIPLIER = 1.000000000
GRID (METERS) TO PROJECT (U.S. SURVEY FEET)
MULTIPLIER = 3.280833333
ORIGIN OF COORDINATE SYSTEM: N=0, E=0 COORDINATE

PROJECT COORDINATE UNITS ARE IN U.S. SURVEY FEET, GRID COORDINATE UNITS ARE IN METERS. USE THE FOLLOWING CONVERSION FACTOR:
1 METER = 39.37 INCHES = 3.280833333 U.S. SURVEY FEET

MED-76:

PROJECT CONTROL
POSITIONING METHOD: GPS OBSERVATIONS PER THE ODOT VRS NETWORK
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC

SURVEYING PARAMETERS (G105) (CONTINUED)

COORDINATE SYSTEM: OHIO STATE PLANE – NORTH ZONE (3401) SCALED BY A COMBINED GRID SCALE AND ELEVATION PROJECT ADJUSTMENT FACTOR ABOUT THE GRID ORIGIN N=0, E=0 COORDINATE
COMBINED SCALE FACTOR: UNITLESS GRID TO PROJECT ADJUSTMENT FACTOR (PAF)
MULTIPLIER = 1.000000000
GRID (METERS) TO PROJECT (U.S. SURVEY FEET)
MULTIPLIER = 3.280833333
ORIGIN OF COORDINATE SYSTEM: N=0, E=0 COORDINATE

PROJECT COORDINATE UNITS ARE IN U.S. SURVEY FEET, GRID COORDINATE UNITS ARE IN METERS. USE THE FOLLOWING CONVERSION FACTOR:
1 METER = 39.37 INCHES = 3.280833333 U.S. SURVEY FEET

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

ROADWAY

ITEM 201 – CLEARING AND GRUBBING (G108A)

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201, CLEARING AND GRUBBING.

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 AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER STATION FOR ITEM 209 - LINEAR GRADING.

PAVEMENT

ITEM 202 – PAVEMENT REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF ALL EXISTING PAVEMENT AND DRAINAGE FEATURES, INCLUDING EXISTING UNDERDRAINS AND RPMs, IN THE AREAS SHOWN IN THE ROADWAY SUBSUMMARY, PLAN AND PROFILE SHEETS, CROSS SECTIONS, AND PARKING LOT DETAILS SHEETS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 202 – PAVEMENT REMOVED, AS PER PLAN, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3.5")
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5")
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 0")

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ON THE PAVEMENT AND SHOULDER DATA SHEET AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED UNLESS OTHERWISE NOTED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGLINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

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 \$1,000 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.

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 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 304) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN (PG88-22M)

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
USE A PG88-22M BINDER.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

AC GAUGE OFFSET, AS PER PLAN

- FOLLOW 403, EXCEPT AS FOLLOWS:
- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
 - DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC %. THE RAP AC % WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC % FROM THE JMF. IF RAP AC % IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

- FOLLOW 403.06 EXCEPT AS FOLLOWS:
- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2% FROM DESIGN AC % FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC % AT ALL TIMES AFTERWARDS.
 - RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

- FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:
- FOLLOW 1043.07 EXCEPT AS FOLLOWED:
 - NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
 - DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC %. RAP AC % WILL BE WITHIN 0.3% OF RAP AC % DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
 - DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
 - MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
 - IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.
 - FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

- ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
- AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
- REPEAT STEPS 1 AND 2 WITH SECOND AND THRD VERIFICATION PANS.
- FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC % TO OBTAIN THE OFFSET FOR THAT RUN.
- AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
- RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
- DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

AC GAUGE OFFSET, AS PER PLAN (CONTINUED)

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINED IN SUPPLEMENT 1043 DATED JANUARY 21, 2022 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.

ITEM 202 – REMOVAL MISC.: SCALE FRAME (ASD-71)

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING STEEL FRAME FOR THE WEIGH STATION SCALE WITHIN THE EXISTING PAVEMENT AT THE ASD-71 WEIGH STATION LOCATION. THIS ITEM SHALL INCLUDE THE REMOVAL OF ANY FOOTERS, WALLS, OR CONDUIT ATTACHED TO THE STEEL FRAME IF ENCOUNTERED.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM 202 – REMOVAL MISC.: SCALE FRAME AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES (D114)

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 202 – PIPE REMOVED, 24" AND UNDER, AS PER PLAN

THIS ITEM SHALL BE USED TO REMOVE CONDUIT 24" AND UNDER AS SHOWN ON THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS. THE COST OF BACKFILL ASSOCIATED WITH THE CONDUIT REMOVAL SHALL BE CONSIDERED INCIDENTAL TO ITEM 202 – PIPE REMOVED, 24" AND UNDER, AS PER PLAN.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT BID PRICE PER FOOT FOR ITEM 202 – PIPE REMOVED, 24" AND UNDER, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL – FILL AND PLUG EXISTING CONDUIT (D103)

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12 IN. DIAMETER CONDUIT ON ASD-71 AND AN EXISTING 18 IN. DIAMETER CONDUIT ON MED-76, AND FILLING THE AREA THUS SEALED OFF WITH LEAN GROUT, ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED.

THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT.

ITEM 611 – CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES. SEE THE DRAINAGE SUBSUMMARY SHEET FOR QUANTITIES.

EROSION CONTROL

ITEM 659 – SEEDING AND MULCHING (E101A)

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ASD-71:

659	COMMERCIAL FERTILIZER	0.36	TON
659	LIME	0.54	ACRE
659	WATER	14.35	M GAL
659	REPAIR SEEDING AND MULCHING	130	SQ YD
659	INTERSEEDING	130	SQ YD
659	TOPSOIL	288	CU YD
659	SOIL ANALYSIS TEST	2	EACH
659	SEEDING AND MULCHING	2593	SQ YD

MED-76:

659	COMMERCIAL FERTILIZER	0.19	TON
659	LIME	0.27	ACRE
659	WATER	7.36	M GAL
659	REPAIR SEEDING AND MULCHING	67	SQ YD
659	INTERSEEDING	67	SQ YD
659	TOPSOIL	148	CU YD
659	SOIL ANALYSIS TEST	2	EACH
659	SEEDING AND MULCHING	1330	SQ YD

THE ABOVE QUANTITIES INCLUDE AREAS ALONG THE EDGES OF THE PARKING LOT NOT SHOWN IN THE CROSS SECTIONS.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

TRAFFIC CONTROL

LAYOUT OF WORK

PRIOR TO REMOVING OR ERECTING SIGNS OR SIGN SUPPORTS, THE CONTRACTOR SHALL FIELD LAYOUT AND IDENTIFY, BY TYPE OF WORK, SIGNS AND SIGN SUPPORTS TO BE ERECTED OR REMOVED. THIS LAYOUT MAY BE ACCOMPLISHED BY STAKING (USING WHITE STAKES OR WHITE FLAGS) OR BY PLACING CLEARLY DISCERNABLE WHITE PAINTED MARKINGS ON THE EDGE OF PAVEMENT. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT PAVEMENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT.

WORKING DRAWINGS

THE REQUIREMENTS OF C&MS 625.06, 630.03, 632.04, AND 633.04 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS ARE HEREBY MODIFIED TO REQUIRE TWO (2) SETS OF SHOP DRAWINGS, CATALOG CUTS, SPECIFICATIONS, PHOTOMETRIC DATA, BROCHURES, DATA SHEETS AND WIRING DIAGRAMS FOR REVIEW AND APPROVAL, AS REQUIRED BY THE DIRECTOR, OF APPARATUS AND EQUIPMENT TO BE FURNISHED. THESE DOCUMENTS ARE TO BE PROVIDED TO THE PROJECT ENGINEER, 906 NORTH CLARK AVE, ASHLAND, OHIO 44805 FOR APPROVAL BEFORE THE ITEMS ARE FURNISHED.

RESTORATION OF DISTURBED AREAS

THE CONTRACTOR SHALL RESTORE ALL SEEDED AND SODDED AREAS, PAVED BERMS, AND OTHER DISTURBED AREAS TO A CONDITION EQUAL TO OR BETTER TO THAT EXISTING BEFORE THIS WORK WAS STARTED. ALL RESTORATION WORK SHALL BE DONE IN ACCORDANCE TO THE PERTINENT SPECIFICATION ITEM AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR ALL RESTORATION WORK, INCLUDING MATERIALS AND LABOR SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

ITEM 630 – GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN

GROUND MOUNTED POST SUPPORTS USED ON THIS PROJECT SHALL BE U-CHANNEL DESIGN AND BE PER CMS 630.06 AND SCD TC-41.20 WITH THE FOLLOWING EXCEPTIONS.

POST SUPPORTS EXPOSED TO TRAFFIC SHALL BE STUBBED AND SPLICED PER THE FOLLOWING PROCEDURE:

- 1) DRIVE 72" LONG STUB TO WITHIN 12" TO 14" OF GROUND SURFACE.
- 2) BOLT UPPER SIGN POST TO STUB USING QUANTITY OF FOUR 5/16" ALUMINUM BOLTS, STAINLESS STEEL LOCK WASHERS, STAINLESS STEEL NUTS, AND STAINLESS STEEL WASHERS WITH A MINIMUM OF 4" CENTER TO CENTER SPACING.
- 3) THE UPPER POST SHALL BE SPLICED BEHIND THE STUB POST TO MINIMIZE THE POSSIBILITY OF VEHICLE SNAGGING DURING A COLLISION.
- 4) CARE SHALL BE EXERCISED TO DRIVE AND ERECT POSTS VERTICALLY PLUMB AND ERECT SIGNS SO THEY ARE LEVEL WHEN VIEWED FROM THE ROADWAY.
- 5) PLACE NO MORE THAN TWO POSTS WITHIN 7' VEHICLE PATH UNLESS LOCATED BEHIND GUARDRAIL. SEE SCD-TC 41.20.
- 6) COST OF SPLICE CONNECTION AND OVERLAP OF POSTS SHALL BE INCIDENTAL TO THE COST OF EACH SIGN SUPPORT.
- 7) COST OF REMOVING AND REINSTALLING SIGN POST REFLECTORS SHALL BE INCIDENTAL TO THE COST OF THE SIGN SUPPORT. MISSING REFLECTORS OR NEW REFLECTORS REQUIRED AT NEW INSTALLATIONS SHALL BE PAID BY SEPARATE PAY ITEM.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT. IN ADDITION TO 630.06, ALL EXISTING GROUND MOUNTED POST SUPPORTS SHALL BE REMOVED AND NEW POSTS INSTALLED. LOCATE GROUND MOUNTED POST SUPPORTS AS FAR FROM THE EDGE OF PAVEMENT (AND ON FAR SIDE OF DITCH) AS POSSIBLE UP TO WITHIN FOUR (4) FEET OF THE APPARENT RIGHT-OF-WAY TO MINIMIZE THE CHANCE OF IMPACT FROM RUN-OFF THE ROAD INCIDENTS.

ALL GROUND MOUNTED POST SUPPORTS SHALL BE U-CHANNEL DESIGN. SQUARE TUBE POST SUPPORTS SHALL BE USED FOR ONE-WAY SUPPORTS (SCD TC-41.50).

ALL GROUND MOUNTED POST SUPPORTS SHALL BE DRIVEN VERTICALLY PLUMB TO A MINIMUM EMBEDMENT DEPTH OF 48 INCHES. IF GROUND CONDITIONS PREVENT DRIVING TO THIS DEPTH, THE SIGN INSTALLATION SHALL BE INSTALLED USING TWO POSTS SIDE BY SIDE TO FORM A DUAL POST INSTALLATION.

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

SHEET TOTAL

P.12 87

ITEM 614 – MAINTAINING TRAFFIC (GENERAL) (TEM 642-2)

MAINTAIN A MINIMUM OF TWO 12' LANES OF TRAFFIC ON ASD-71 AND ONE 12' LANE OF TRAFFIC ON MED-76 AT ALL TIMES.

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

NIGHT WORK IS PERMITTED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS 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 IN THE PLAN.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

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 \$180 PER HOUR ON ASD-71 AND \$100 PER HOUR ON MED-76 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.

CONTRACTOR EQUIPMENT ACCESS AND WORK OPERATIONS

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

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

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

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) (TEM 642-6)

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 DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT 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 HOLIDAY OR EVENT	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 FRIDAY
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$180 PER HOUR ON ASD-71 AND \$100 PER HOUR ON MED-76 THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED) (TEM 642-7)

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.

FLOODLIGHTING (TEM 642-29)

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS (TEM 642-58)

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. UPON RECEIPT OF NOTIFICATION BY THE CONTRACTOR, THE DISTRICT OFFICE WILL ARRANGE NOTIFICATION OF THE FOLLOWING ORGANIZATIONS, IN WRITING, IN ACCORDANCE WITH THE BELOW TABLE:

ASHLAND AND MEDINA COUNTY ENGINEER'S OFFICE
TOWNSHIP TRUSTEES (TOWNSHIP ROADS ONLY)
LOCAL POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES
LOCAL SCHOOL DISTRICTS
ASHLAND AND MEDINA COUNTY SHERIFF'S OFFICE
ODOT DISTRICT THREE OFFICE OF ROADWAY SERVICES

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER LESS THAN 2 WEEKS	14 CALENDAR DAYS 5 BUSINESS DAYS
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START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS
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* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

MAINTAINING TRAFFIC FOR SIGN WORK

THE INTENT IS TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY TO, THE CONTRACTOR AND THE TRAVELING PUBLIC.

PROCEDURES FOR MAINTAINING TRAFFIC SHALL BE IN COMPLIANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND STANDARD CONSTRUCTION DRAWINGS AS LISTED ON THE TITLE SHEET OF THIS PLAN. WORK ON OR BEYOND THE SHOULDER SHALL BE IN ACCORDANCE WITH FIGURES 6H-1, 6H-3, AND 6H-4 OF THE ODOTCD. FLAGGING PROCEDURES SHALL BE IN ACCORDANCE WITH FIGURE 6E-1 OF THE ODOTCD.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, AND MAINTAIN IN PROPER POSITION, CLEAN, LEGIBLE DEVICES IN GOOD WORKING CONDITION AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, BARRICADES, CONES, DRUMS, AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC. ALL SIGNS SHALL BE REFLECTORIZED WITH TYPE G REFLECTIVE SHEETING.

PLACEMENT OF ALL TRAFFIC CONTROL DEVICES SHALL START AND PROCEED IN THE DIRECTION OF THE FLOW OF TRAFFIC. REMOVAL OF TRAFFIC CONTROL DEVICES SHALL START AT THE END OF THE CONSTRUCTION AREA AND PROCEED TOWARD THE ONCOMING TRAFFIC. THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF ALL NECESSARY TRAFFIC CONTROL DEVICES BEFORE BEGINNING WORK.

THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL OF THE BEFORE MENTIONED TRAFFIC CONTROL DEVICES AS SOON AS WORK IS SUSPENDED OR COMPLETED. ADVANCE WARNING SIGNS MAY BE COVERED FROM VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, AS DETERMINED BY THE ENGINEER.

LANE CLOSURES (TAPERS AND TRANSITIONS) MAY BE ACCOMPLISHED BY THE USE OF TRAFFIC CONES, WITH A 28" MINIMUM HEIGHT. WITH THE APPROVAL OF THE ENGINEER, CONES MAY BE USED FOR SHORT TIME CLOSURES. THE CONES SHALL BE SPACED CENTER TO CENTER FROM THE BEGINNING OF THE FIRST LANE CLOSURE THROUGH THE WORK AREA(S) AS PER THE STANDARD CONSTRUCTION DRAWINGS. REFLECTORIZED DRUMS MAY BE USED IN LIEU OF TRAFFIC CONES, IF DESIRED.

NO LANE CLOSURES SHALL OCCUR ON ANY ROAD FROM 12:00 NOON THE DAY PRECEDING A STATE HOLIDAY THROUGH 6:00 AM THE DAY AFTER. NO TRAFFIC CLOSURES WILL OCCUR ON SATURDAY OR SUNDAY WITHOUT THE APPROVAL OF THE ENGINEER.

ON TWO-LANE HIGHWAYS, ONE-LANE CLOSURES SHALL BE OPERATED BY USE OF FLAGGERS AND WILL BE REQUIRED WHENEVER TRAFFIC IS RESTRICTED TO LESS THAN THE NORMAL WIDTH OF THE TWO-LANE PAVEMENT AS PER STANDARD CONSTRUCTION DRAWING MT-97.10.

A FLASHING ARROW PANEL SHALL BE REQUIRED WHENEVER ANY WORK IS BEING DONE UPON ANY TRAVELED PORTION OF A MULTI-LANE HIGHWAY. SEE STANDARD CONSTRUCTION DRAWING MT-35.10 FOR FLASHING ARROW PANEL SIZE.

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE ODOTCD, 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.

PAYMENT FOR ALL OF THE ABOVE INCLUDING PROVIDING, ERECTING, MAINTAINING, AND REMOVING ALL LIGHTS, SIGNS BARRICADES, DRUMS CONES AND ALL OTHER TRAFFIC CONTROL DEVICES, SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM, 614, MAINTAINING TRAFFIC.

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

ACM

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SRO 01-24-22

PROJECT ID

115391

SHEET TOTAL

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ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES) (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 25 CU YD

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (TEM 642-41)

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

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

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

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

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

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.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 10 SIGN MONTH
ASSUMING 2 PCMS SIGNS FOR 5 MONTHS

ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (TEM 642-55)

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR

OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 HOURS

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

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

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

SRO 01-24-22

PROJECT ID

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SHEET

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TOTAL

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GENERAL SUMMARY	
DESIGN AGENCY DISTRICT 3  ENGINEERING TEAM TWO	
DESIGNER ACM	
REVIEWER KRB 01-24-22	
PROJECT ID 115391	
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[illegible]

SHEET NO.	STATION		LENGTH	PAVEMENT AREA	SIDE	202	203		204	254			301	304	320		407		442		618	659	SHOULDER AREA		209	304	408	617	
						PAVEMENT REMOVED, AS PER PLAN	EXCAVATION	EMBANKMENT	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE (3.5")	PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.25" TO 3.5")	PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 3.5" TO 0")	ASPHALT CONCRETE BASE, PG64-22, (449) (3.0")	AGGREGATE BASE (8.0")	RUBBLIZE AND ROLL	FILLER AGGREGATE	TACK COAT, 702.13	NON-TRACKING TACK COAT	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (PG88-22M) (1.5")	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446) (1.75")	RAUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	SEEDING AND MULCHING (QUANTITIES CARRIED TO SHEET 12)			LINEAR GRADING	AGGREGATE BASE (8.0") (SHOULDER)	PRIME COAT, AS PER PLAN (0.4 GAL/SY)	COMPACTED AGGREGATE	SHOULDER PREPARATION
	FROM	TO	FT	SY	SY	CY	CY	SY	SY	SY	CY	CY	SY	CY	GAL	GAL	CY	CY	FT	SY	FT	FT	SY	STA	CY	GAL	CY	SY	
ASD-71 WEIGH STATION																													
19-27, 58	10+50.00	44+92.68	3442.68		LT/RT		24	194																					
19	10+50.00	14+31.66	381.66	696.95	LT/RT					275	423					22	69	30	34	382		2.0	85	3.82		34	5	85	
19-20	14+31.66	18+91.58	459.92	1361.16	LT/RT					852	510					69	109	57	67	460		2.0	103	4.60		42	6	103	
20-21	18+91.58	21+00.00	208.42	509.47	LT/RT	509			618				44	122			67	22	25		2.0	2.0	94		21	38			
21	21+00.00	23+82.27	282.27	689.99	LT/RT	189			335				60	54	502	14		90	29	34		2.0	2.0	126		28	51		
21-22, 58	23+82.27	28+74.90	492.63	7856.52	LT/RT	165			1941				658	414	5752	400		1022	328	382		2.0	2.0	275		62	110		
22-23	28+74.90	34+00.00	525.10	1283.58	LT/RT	351			623				111	100	934	78		167	54	63		2.0	2.0	234		52	94		
23-24	34+00.00	36+08.66	208.66	510.06	LT/RT	510			619				44	122				67	22	25		2.0	2.0	94		21	38		
24	36+08.66	37+21.81	113.15	484.14	LT/RT	277			306	52	115	54	63	64				63	21	24	113		2.0	26		6	11		
24-25	37+21.81	42+50.00	528.19	2036.59	LT/RT					1473	565					118	148	85	100	528		2.0	118	5.28		48	7	118	
25	42+50.00	44+92.68	242.68	717.45	LT/RT					456	262					37	57	30	35	243		2.0	54	2.43		22	3	54	
BK STA. 44+92.68 = AH STA. 595+00.28																													
25-27	595+00.28	587+39.39	760.89	1386.18	LT/RT					550	838					44	137	58	68	761		2.0	170	7.61		68	10	170	
QUANTITIES FOR PARKING LOT AREAS NOT SHOWN IN CROSS SECTIONS							30	10					2								140								
SUBTOTAL ASD-71 WEIGH STATION						2,002	54	204	4,442	3,658	2,713	54	982	876	7,188	492	290	1,996	736	857	2,486	140		1,379	23.73	190	556	31	530
MED-76 WEIGH STATION																													
59-66, 84	12+50.00	51+00.00	3850.00		LT/RT		54	54																					
59	12+50.00	14+00.00	150.00	255.95	LT/RT					101	156					21	13	11	13	150		2.0	34	1.50		14	2	34	
59-60	14+00.00	17+50.00	350.00	897.01	LT/RT					536	362					72	45	38	44	350		2.0	78	3.50		32	5	78	
60	17+50.00	20+86.14	336.14	1563.57	LT/RT					1212	353					126	79	66	77	336		2.0	75	3.36		30	5	75	
60-61	20+86.14	23+50.00	263.86	621.46	LT/RT					622						50	32	26	31		2.0	2.0	118	5.28		48	7	118	
61	23+50.00	25+81.69	231.69	540.61	LT/RT	524			661				47	130			71	23	27		2.0	2.0	104		24	42			
61-62, 84	25+81.69	30+76.17	494.48	7791.46	LT/RT	165			1951				653	416	5676	316		1013	325	379		2.0	2.0	282		63	113		
62-63	30+76.17	33+00.00	223.83	522.27	LT/RT	533			639				45	126				68	22	26		2.0	2.0	100		23	40		
63	33+00.00	35+62.74	262.74	635.73	LT/RT					636						51	32	27	31		2.0	2.0	118	5.25		48	7	118	
63-65	35+62.74	42+07.98	645.24	2497.27	LT/RT					1776	722					200	125	105	122	645		2.0	144	6.45		58	8	144	
65-66	42+07.98	51+00.00	892.02	1933.80	LT/RT					953	982					155	97	81	95	892		2.0	199	8.92		80	12	199	
QUANTITIES FOR PARKING LOT AREAS NOT SHOWN IN CROSS SECTIONS							30	10					2								145								
SUBTOTAL MED-76 WEIGH STATION						1,222	84	64	3,251	5,836	2,575		747	672	5,676	316	675	1,575	724	845	2,373	145		1,252	34.27	110	505	46	766
TOTALS CARRIED TO GENERAL SUMMARY						3,224	138	268	7,693	9,494	5,288	54	1,729	1,548	12,864	808	965	3,571	1,460	1,702	4,860	285		2,631	58.00	300	1,061	77	1,296

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM TWO

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KRB 01-24-22

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PAVEMENT CORING INFORMATION

COUNTY	ROUTE	APPROX. STATION	DIRECTION	LOCATION	ASPHALT	CONCRETE
ASD	71	22+00.00	SB EXIT RAMP	LWP	0.0	6.0
ASD	71	25+25.00	SB PARKING	PARKING LOT	0.0	6.0
ASD	71	25+25.00	SB PARKING	LONG. JOINT	0.0	0.0**
ASD	71	27+00.00	SB PARKING	PARKING LOT	0.0	10.0
ASD	71	27+00.00	SB PARKING	PARKING LOT	0.0	8.5
ASD	71	30+00.00	SB ENTRANCE RAMP	RWP	0.0	9.0
MED	76	23+75.00	EB EXIT RAMP	LWP	3.5	10.0
MED	76	27+75.00	EB PARKING	PARKING LOT	0.0	5.0
MED	76	27+85.00	EB PARKING	PARKING LOT	0.0	9.0
MED	76	28+50.00	EB PARKING	PARKING LOT	0.0	9.0
MED	76	28+80.00	EB PARKING	PARKING LOT	0.0	9.0
MED	76	31+50.00	EB ENTRANCE RAMP	LWP	3.5	9.5

LWP = LEFT WHEEL PATH RWP = RIGHT WHEEL PATH
**THE CORE WAS NOT TAKEN DUE TO THE POOR CONDITION OF THE EXISTING LONGITUDINAL CONCRETE JOINT.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (301) (ASD-71)
ITEM 253 – PAVEMENT REPAIR (ASD-71)

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. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM, AS PER PLAN 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, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". PG 64-22 ASPHALT BINDER SHALL BE USED FOR ALL OF THE ASPHALT CONCRETE MATERIALS FOR THESE REPAIRS.

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

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 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:

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	43 CY
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	43 CY
ITEM 253 – PAVEMENT REPAIR (LONGITUDINAL)	10 CY
ITEM 253 – PAVEMENT REPAIR (TRANSVERSE)	10 CY

ITEM 255 – FULL DEPTH PAVEMENT SAWING (TRANSVERSE) (MED-76)
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS (9" CONCRETE) (MED-76)

THESE ITEMS SHALL BE USED IN LOCATIONS AS DIRECTED BY THE ENGINEER.

CONCRETE SHALL BE PLACED IN THE REPAIR AREA THE SAME DAY THAT THE EXISTING PAVEMENT IS REMOVED FROM THE REPAIR AREA. THE REPAIRS SHALL TAKE PLACE AFTER PAVEMENT PLANING OF THE EXISTING ASPHALT CONCRETE OVERLAY IS COMPLETED AND PRIOR TO THE PLACEMENT OF ASPHALT CONCRETE INTERMEDIATE OR SURFACE COURSE MATERIAL.

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

ITEM 255 – FULL DEPTH PAVEMENT SAWING (TRANSVERSE)	2800 FT
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS	700 SY

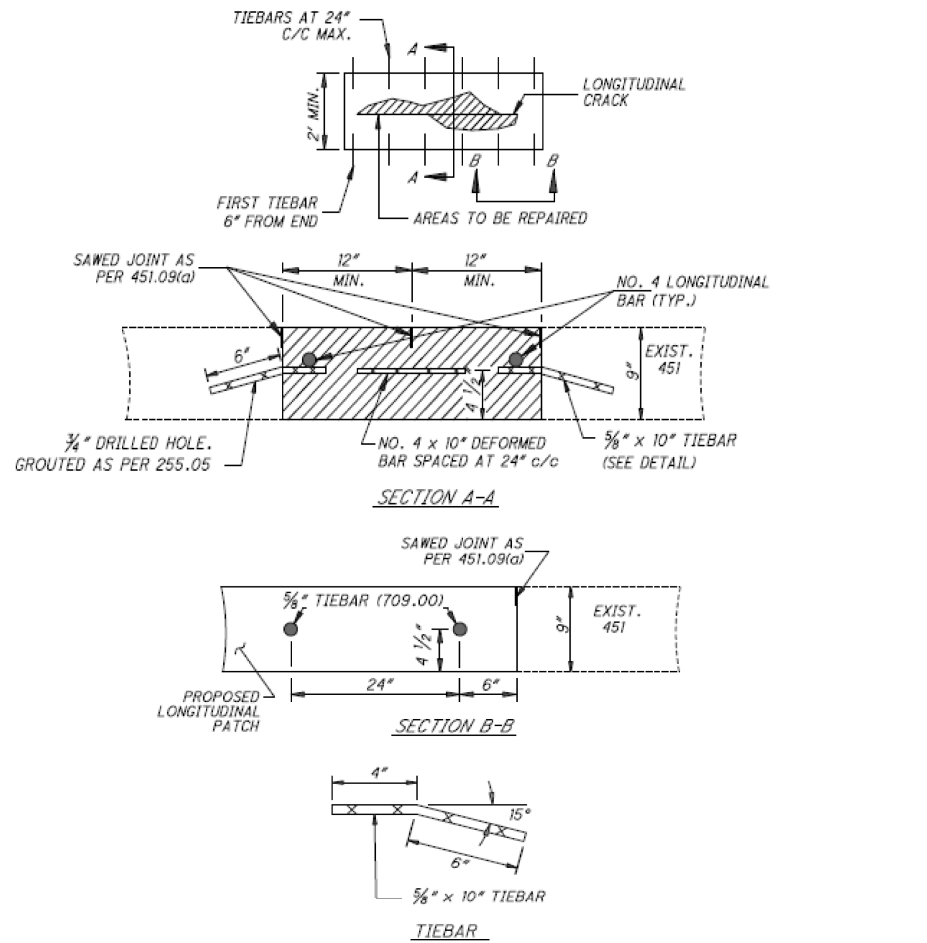
ITEM 255 – FULL DEPTH PAVEMENT SAWING (LONGITUDINAL) (MED-76)
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN (LONGITUDINAL CRACK) (MED-76)

THE LONGITUDINAL JOINT REPAIRS ARE TO BE COMPLETED AFTER THE TRANSVERSE JOINTS ARE REPLACED. CONCRETE WILL BE CLASS QC MS. THE REPAIRS SHALL TAKE PLACE AFTER PAVEMENT PLANING OF THE EXISTING ASPHALT CONCRETE OVERLAY IS COMPLETED AND PRIOR TO THE PLACEMENT OF ASPHALT CONCRETE INTERMEDIATE OR SURFACE COURSE MATERIAL.

ACTUAL LENGTH AND WIDTH OVER THE 2' MINIMUM WILL BE DETERMINED BY THE ENGINEER DURING LAYOUT.

IF THE LONGITUDINAL JOINT REPAIR IS WITHIN 5 FEET OF AN EXISTING TRANSVERSE JOINT THAT HAS BEEN REPAIRED THEN THE LONGITUDINAL JOINT SHALL BE EXTENDED TO THE NEAREST REPAIRED JOINT.

ALL REINFORCING STEEL SHALL BE EPOXY COATED AND CONFORMING TO C&MS 709.00.

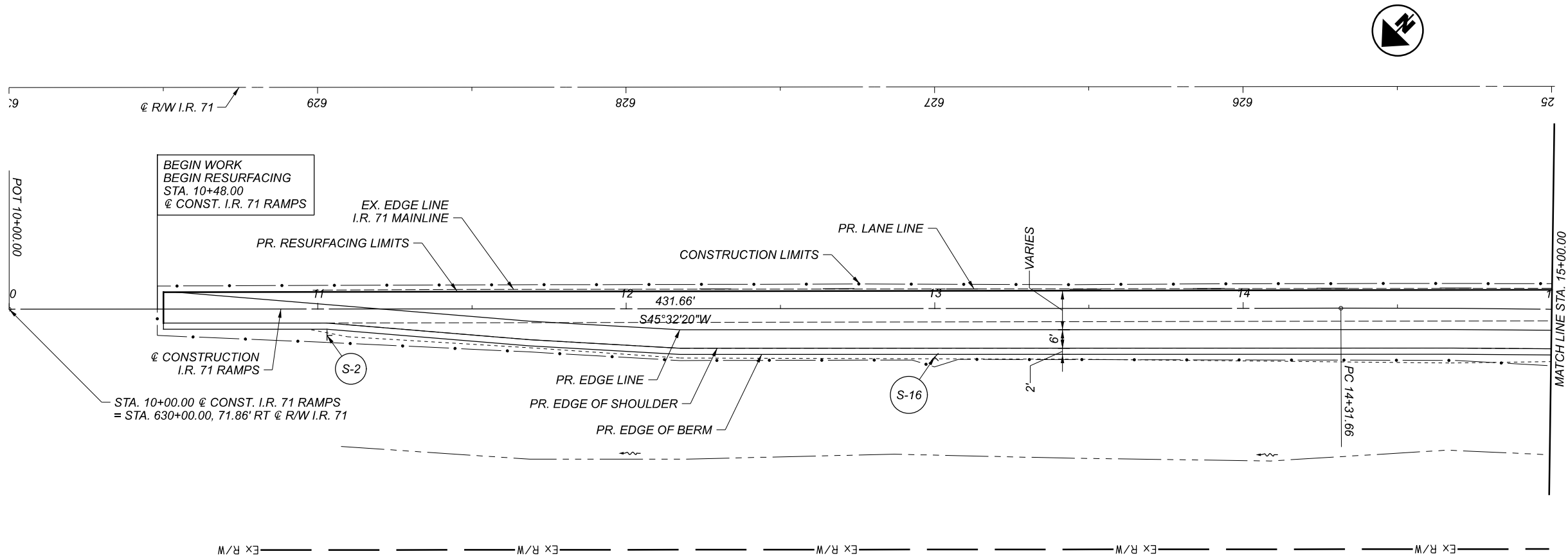


PAYMENT FOR ALL OF THE ABOVE WORK SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEM, WHICH SHALL INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 255 – FULL DEPTH PAVEMENT SAWING (LONGITUDINAL)	800 FT
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	200 SY

SHEET NO.	STATION		SIDE	201	202						601	605		611		
				CLEARING AND GRUBBING	HEADWALL REMOVED	PIPE REMOVED, 24" AND UNDER, AS PER PLAN	CATCH BASIN REMOVED	SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" DIAMETER)	SPECIAL - FILL AND PLUG EXISTING CONDUIT (18" DIAMETER)	REMOVAL MISC.: SCALE FRAME	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	6" UNCLASSIFIED PIPE UNDERDRAINS	AGGREGATE DRAINS	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	CATCH BASIN ADJUSTED TO GRADE	PRECAST REINFORCED CONCRETE OUTLET
	FROM	TO		LS	EACH	FT	EACH	FT	FT	EACH	SY	FT	FT	FT	EACH	EACH
	ASD-71 WEIGH STATION															
20-21	18+91.36	23+82.27	LT/RT								2	515		14		1
21-22, 58	23+82.27	28+74.90	LT/RT		1	103	2	56		1	6	1257	32	38		3
22-24	28+74.90	37+21.81	LT/RT								4	896		28		2
	SUBTOTAL FOR ASD-71 WEIGH STATION			LS	1	103	2	56		1	12	2668	32	80		6
	MED-76 WEIGH STATION															
61	23+50.00	25+81.69	LT/RT								2	230		12		1
61-62, 84	25+81.69	30+76.17	LT/RT		1	297	2		55		6	1217	30	33		3
62-63	30+76.17	33+00.00	LT/RT								2	224		13		1
63-66	33+00.00	51+00.00	LT/RT												1	
	SUBTOTAL FOR MED-76 WEIGH STATION			LS	1	297	2		55		10	1671	30	58	1	5
	TOTALS CARRIED TO GENERAL SUMMARY			LS	2	400	4	56	55	1	22	4339	62	138	1	11

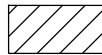
PLAN



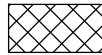
LEGEND (TYP ALL PLAN AND PROFILE SHEETS)

202 - TO BE REMOVED

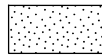
DND - DO NOT DISTURB



= FULL DEPTH PAVEMENT REPLACEMENT



= TIED CONCRETE BLOCK MAT WITH TYPE A UNDERLAYMENT



= ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

NOTES

1.) EXISTING AND PROPOSED PROFILE INFORMATION NOT AVAILABLE FOR RESURFACING SECTIONS. THE CONTRACTOR SHALL REFER TO THE TYPICAL SECTIONS FOR EXISTING AND PROPOSED PROFILE INFORMATION.

2.) FOR COORDINATE CONTROL TABLE, SEE SHEET 6.

3.) FOR SIGNING DETAILS, SEE SHEETS 86-87.

DESIGN AGENCY

DISTRICT 3

ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

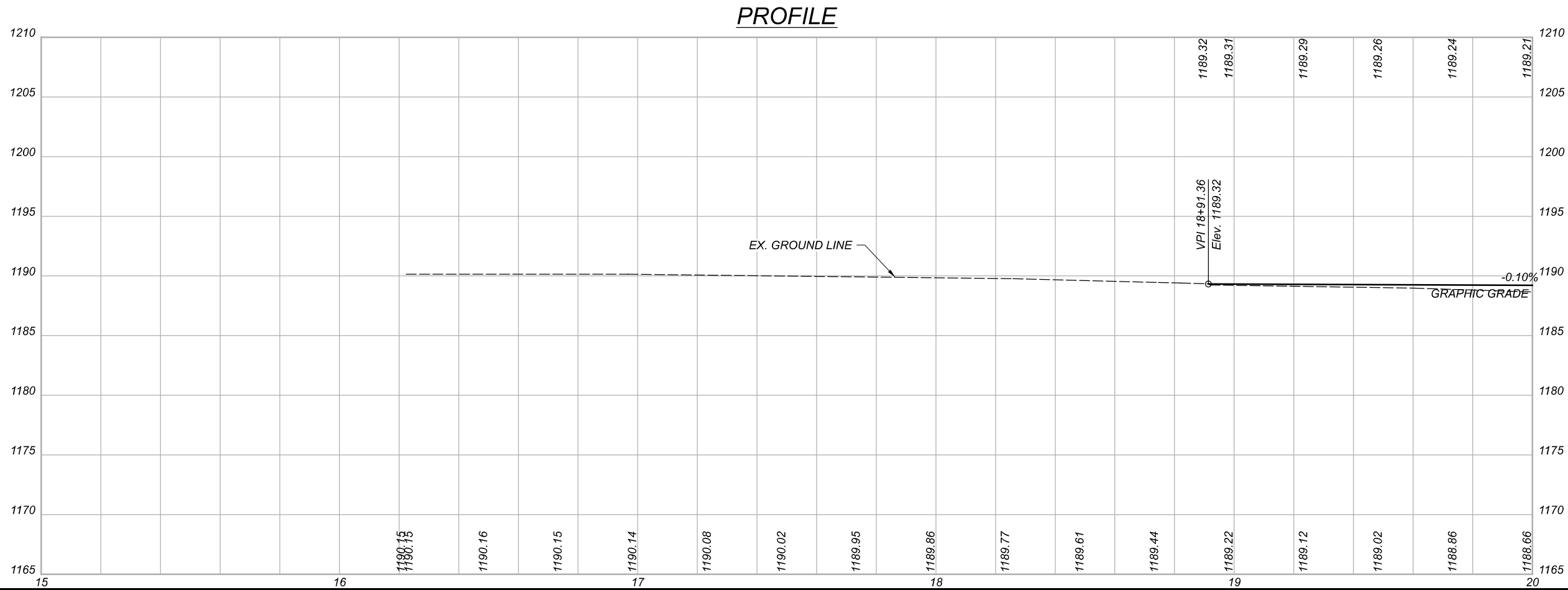
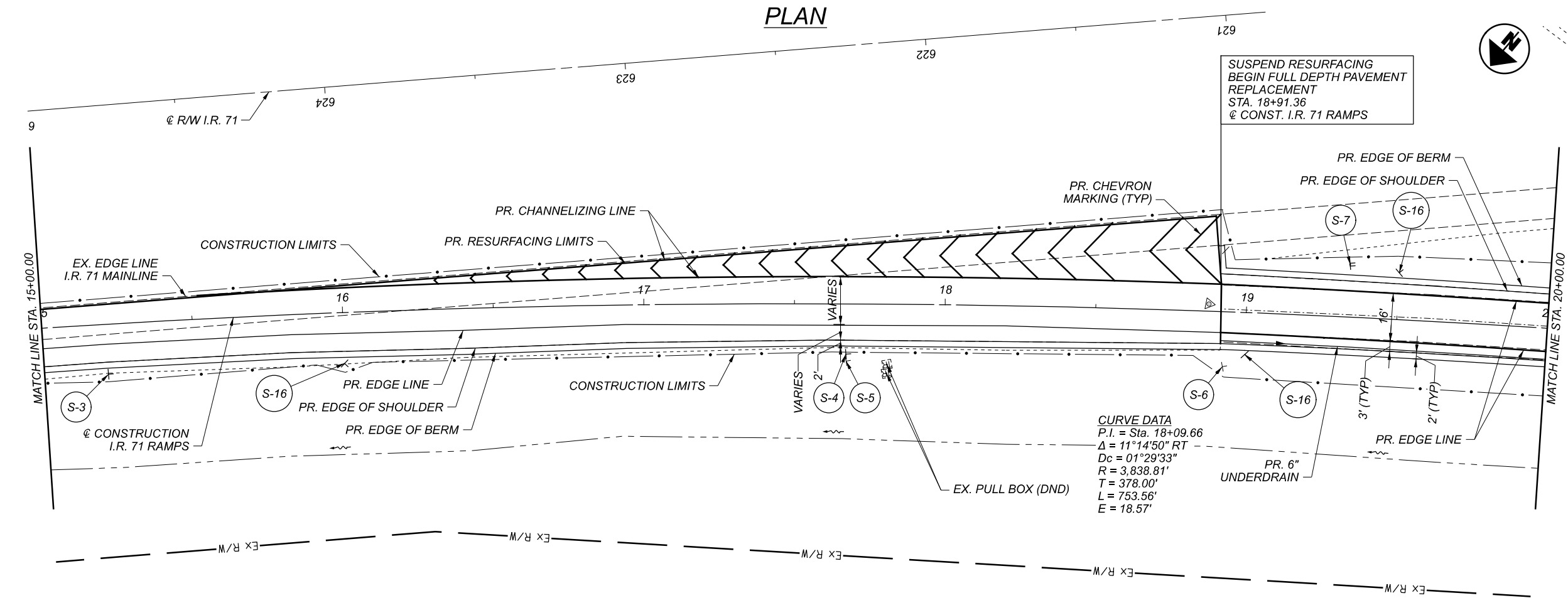
KRB 01-24-22

PROJECT ID

115391

SHEET TOTAL

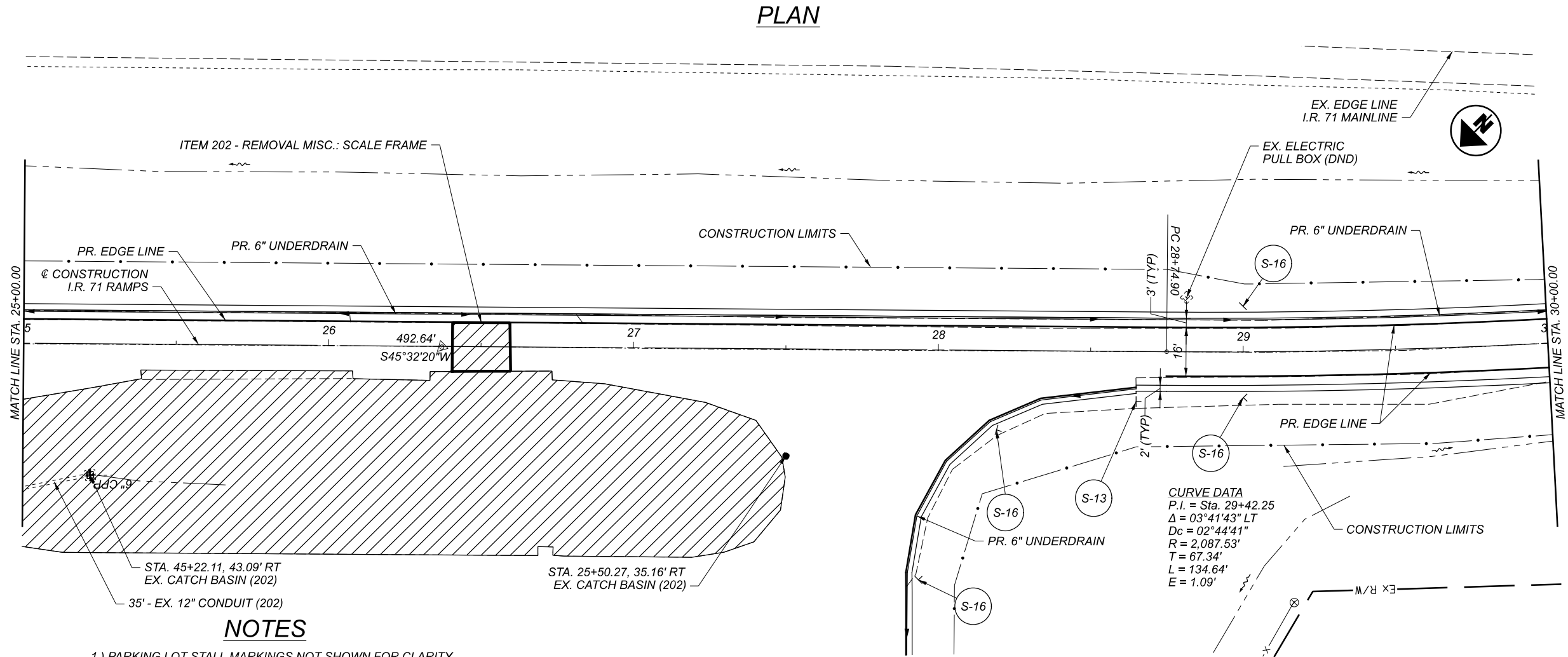
P.19 87



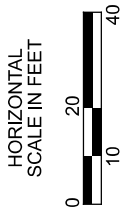
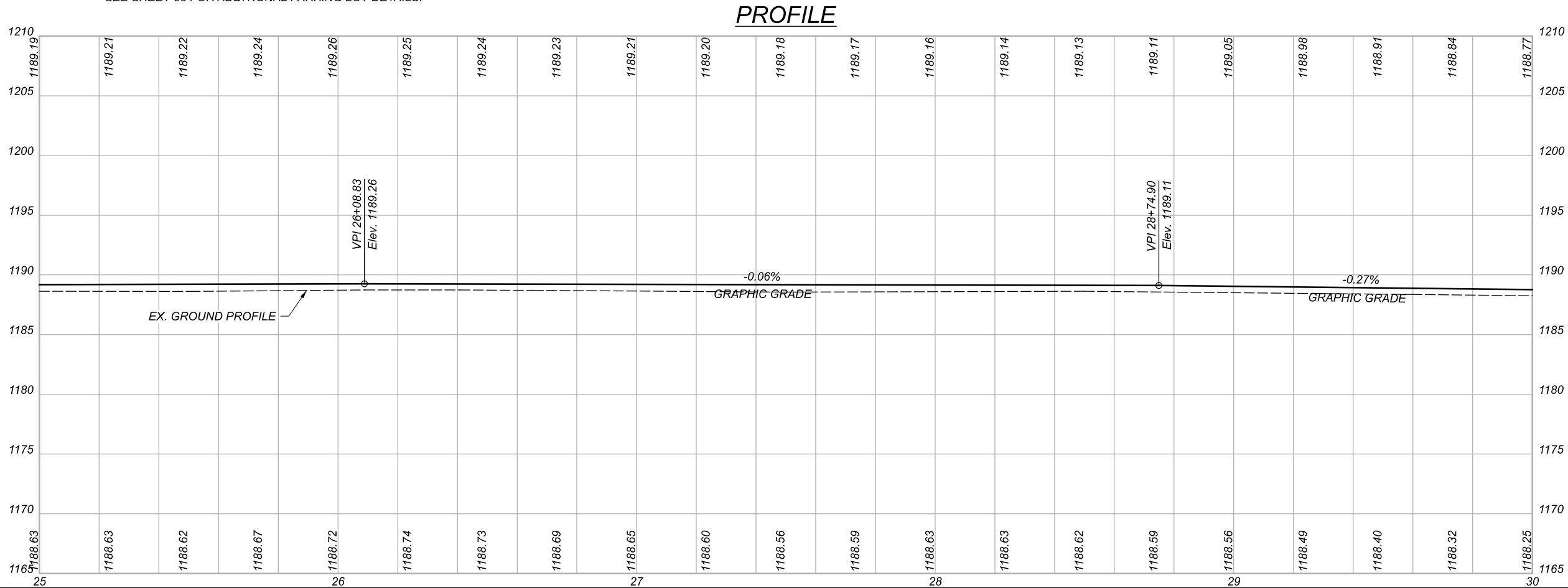
PLAN AND PROFILE - I.R. 71
STA. 15+00.00 TO STA. 20+00.00



DESIGN AGENCY	
DISTRICT 3	
	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB	01-24-21
PROJECT ID	
115391	
SHEET	TOTAL
P.21	87

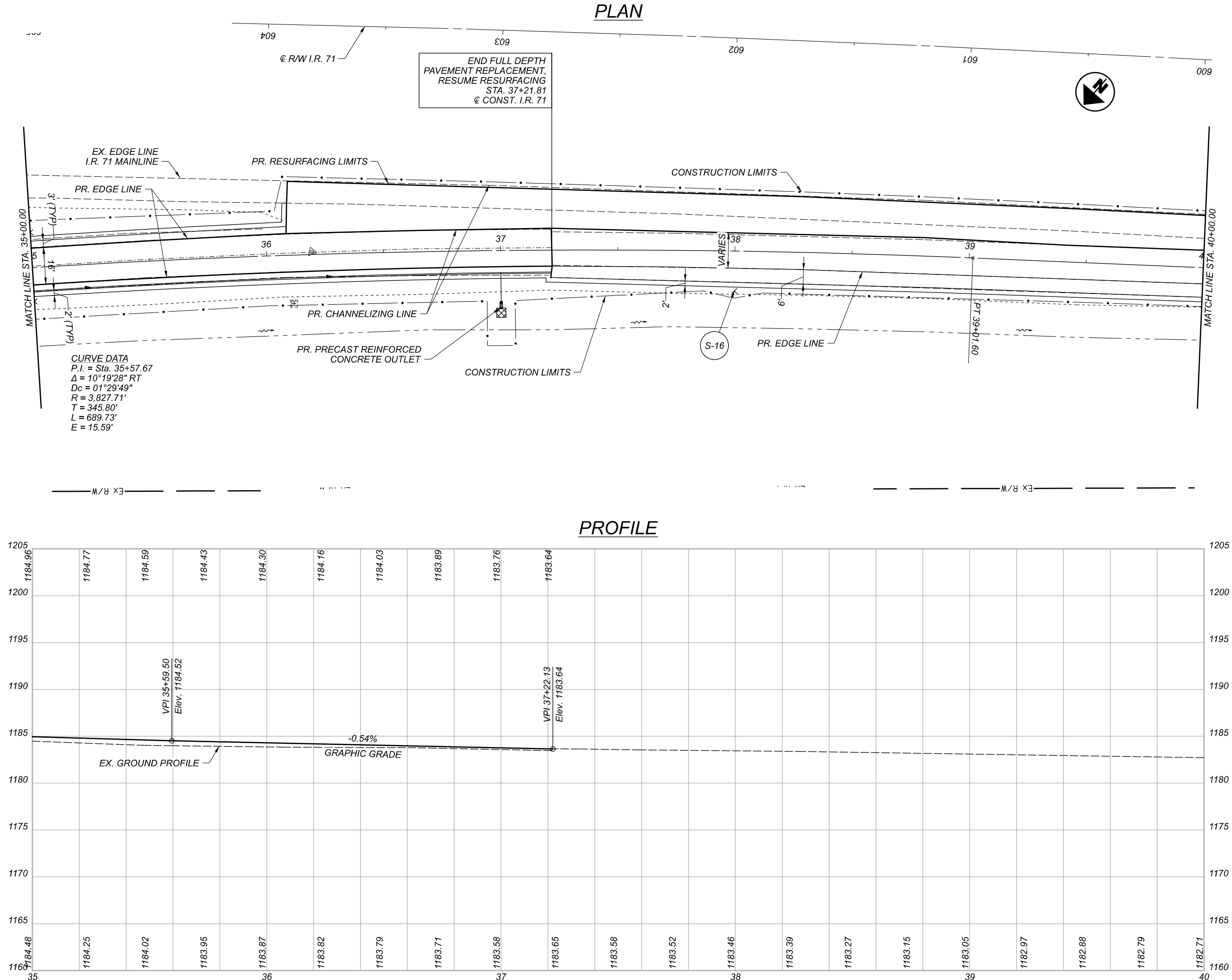


NOTES
1.) PARKING LOT STALL MARKINGS NOT SHOWN FOR CLARITY.
SEE SHEET 58 FOR ADDITIONAL PARKING LOT DETAILS.



PLAN AND PROFILE - I.R. 71
STA. 25+00.00 TO STA. 30+00.00





HORIZONTAL SCALE IN FEET

0 10 20 40

PLAN AND PROFILE - I.R. 71

STA. 35+00.00 TO STA. 40+00.00

DESIGN AGENCY

DISTRICT 3

ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

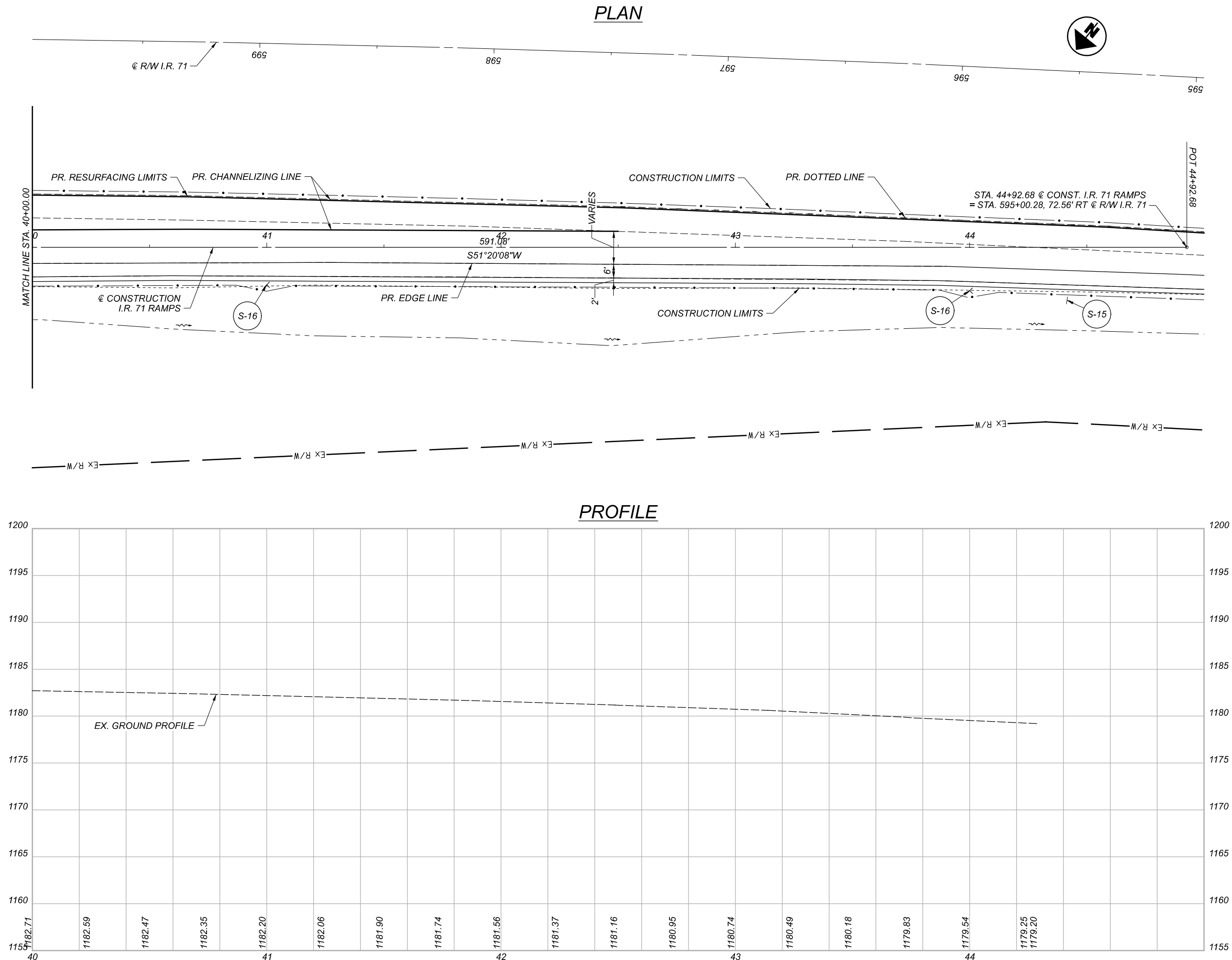
115391

SHEET

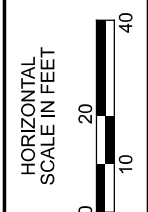
P.24

TOTAL

87



PLAN AND PROFILE - I.R. 71
STA. 40+00.00 TO STA. 44+92.69



DESIGN AGENCY
DISTRICT 3

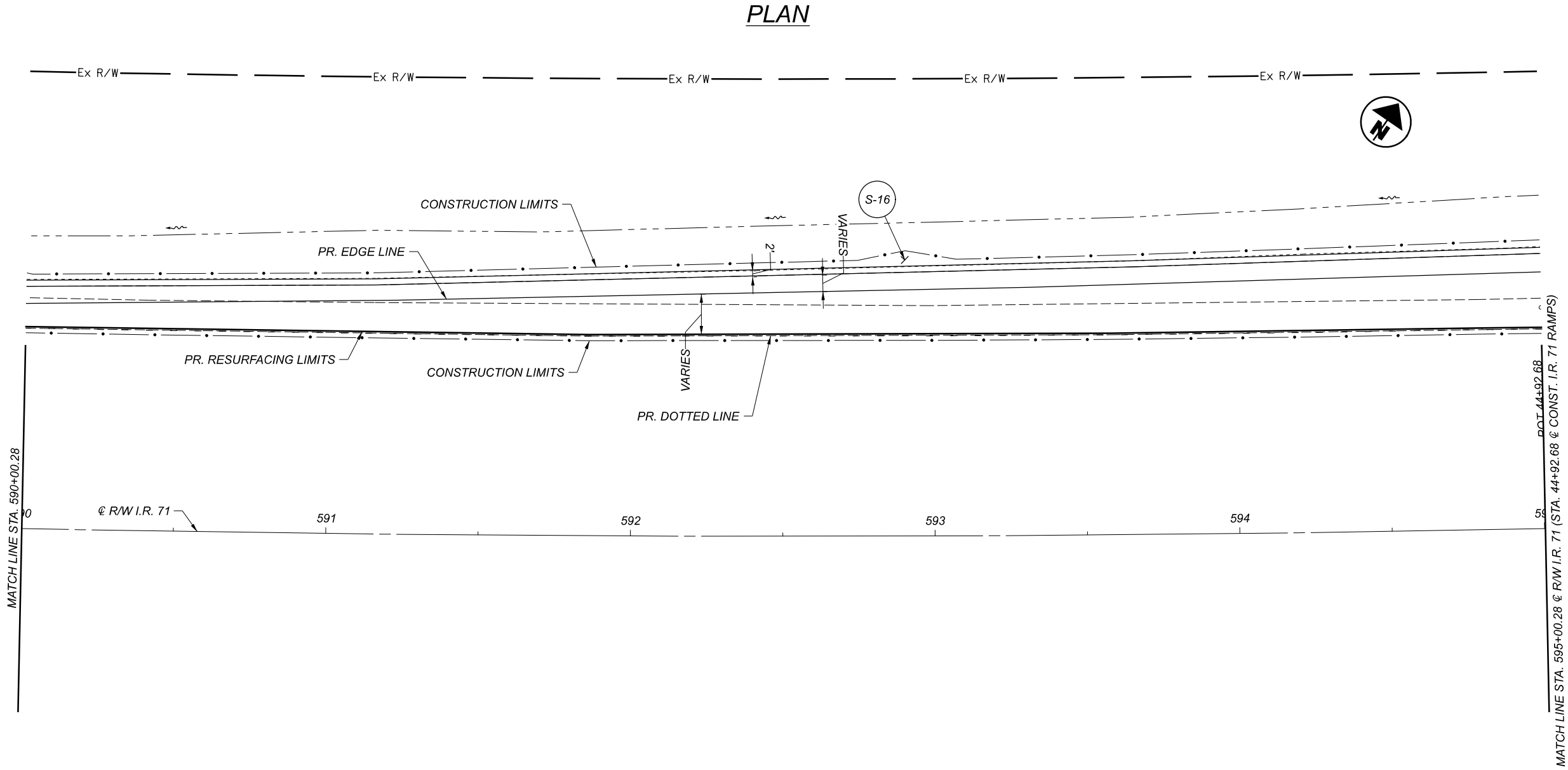
ENGINEERING TEAM TWO

DESIGNER
ACM

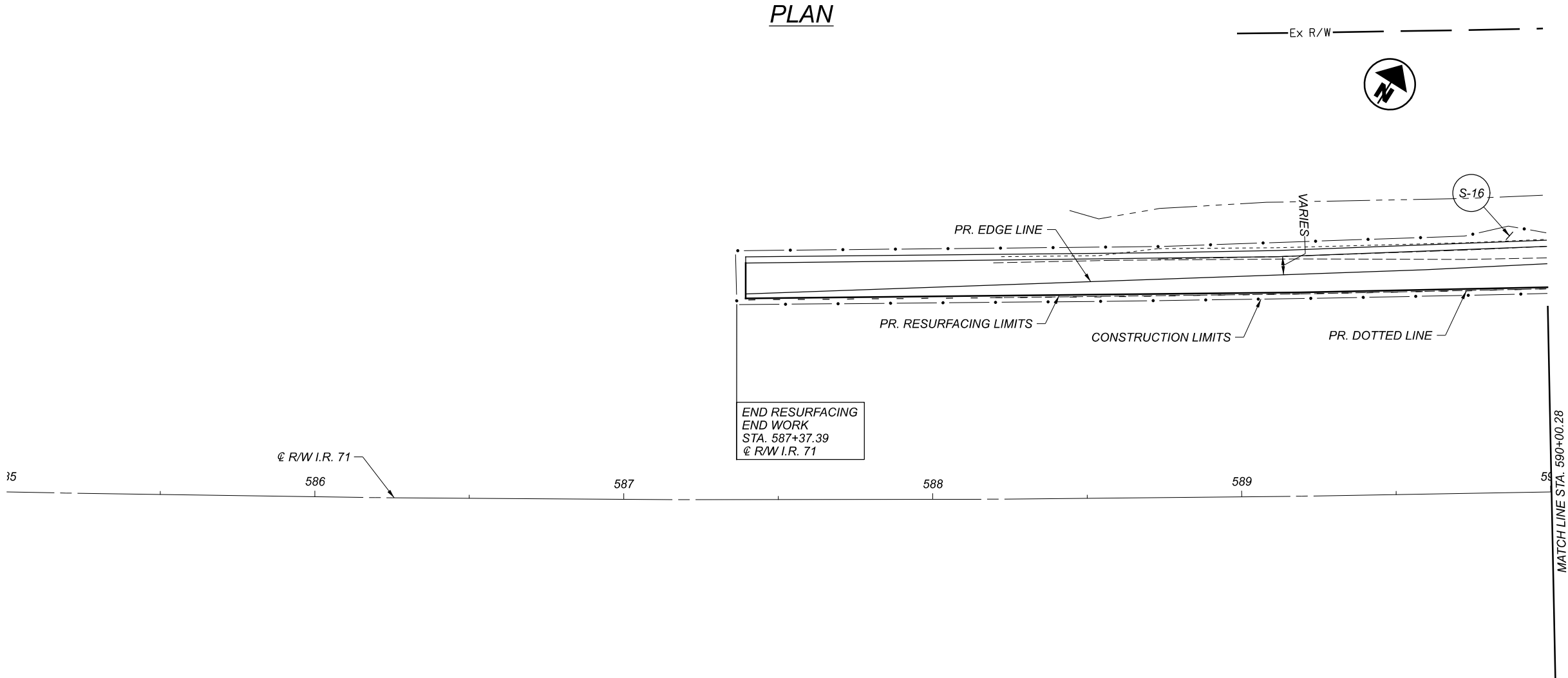
REVIEWER
KRB 01-24-22

PROJECT ID
115391

SHEET TOTAL
P.25 87

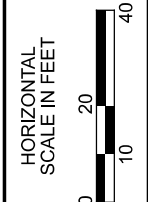


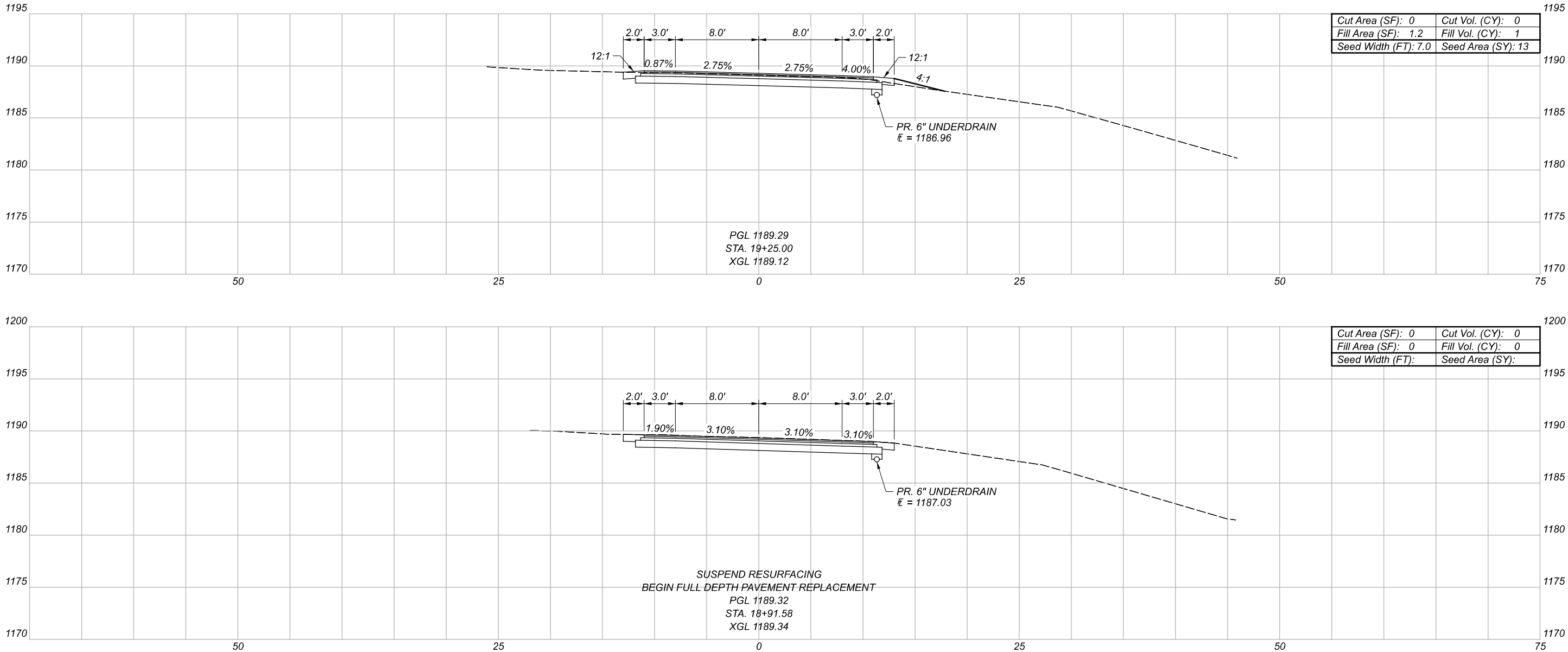
HORIZONTAL SCALE IN FEET 0 10 20 40	
PLAN AND PROFILE - I.R. 71 STA. 590+00.28 TO STA. 595+00.28	
DESIGN AGENCY DISTRICT 3	
	
ENGINEERING TEAM TWO	
DESIGNER ACM	
REVIEWER KRB 01-24-22	
PROJECT ID 115391	
SHEET P.26	TOTAL 87

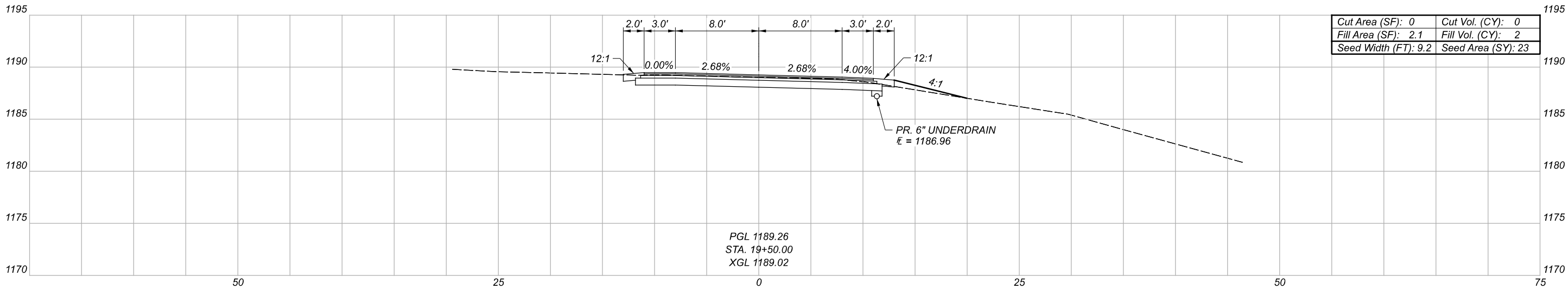
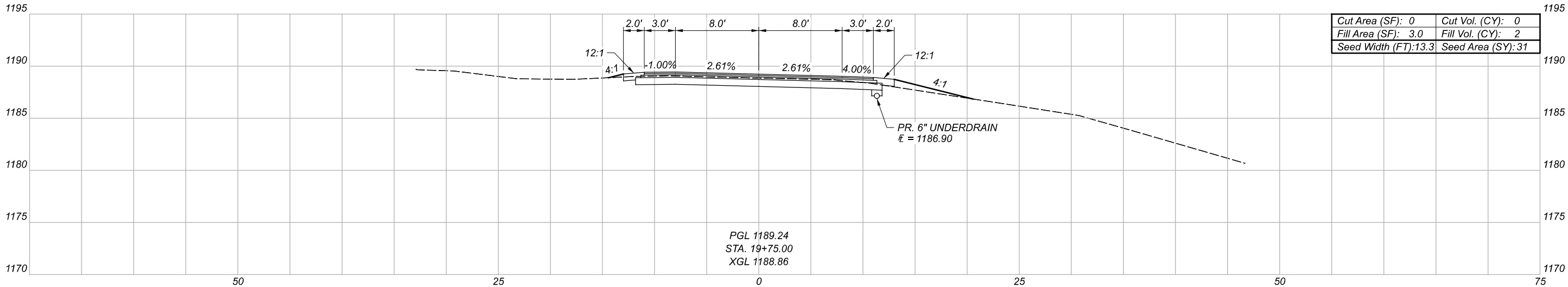


PLAN AND PROFILE - I.R. 71
STA. 585+00.28 TO STA. 590+00.28

DESIGN AGENCY	
DISTRICT 3	
	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB 01-24-22	
PROJECT ID	
115391	
SHEET	TOTAL
P.27	87







Sheet Totals		
Seeding	Cut	Fill
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DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

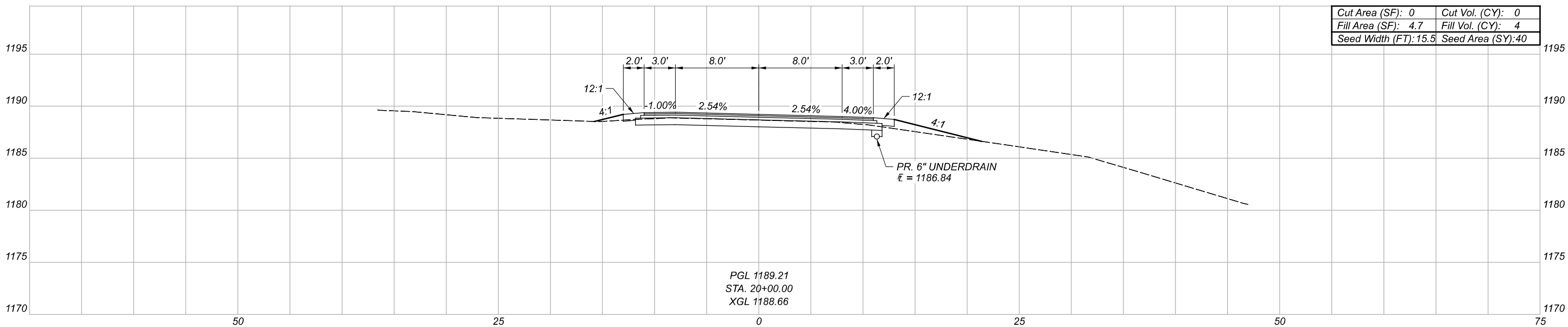
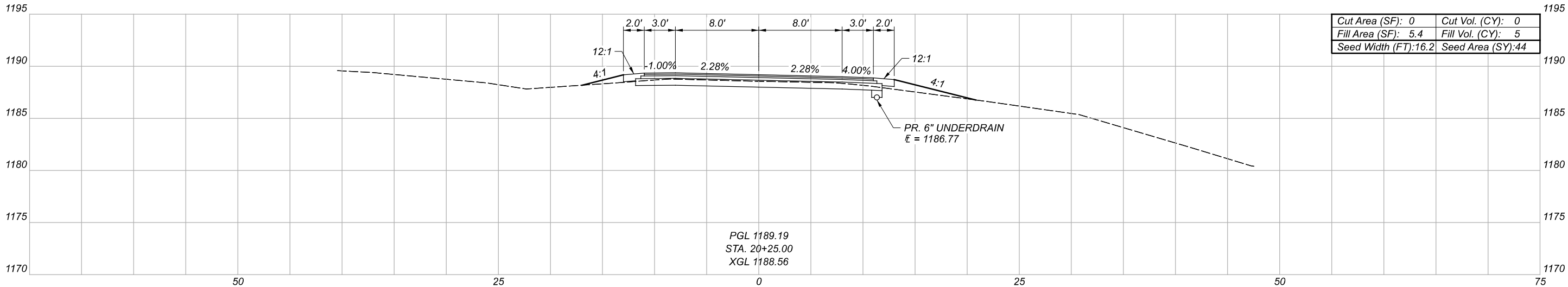
SHEET

P.29

TOTAL

87

CROSS SECTIONS - I.R. 71
STA. 19+50.00 TO STA. 19+75.00



Sheet Totals			115391	
Seeding	Cut	Fill	SHEET	TOTAL
84	0	9	P.30	87

CROSS SECTIONS - I.R. 71
STA. 20+00.00 TO STA. 20+25.00

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

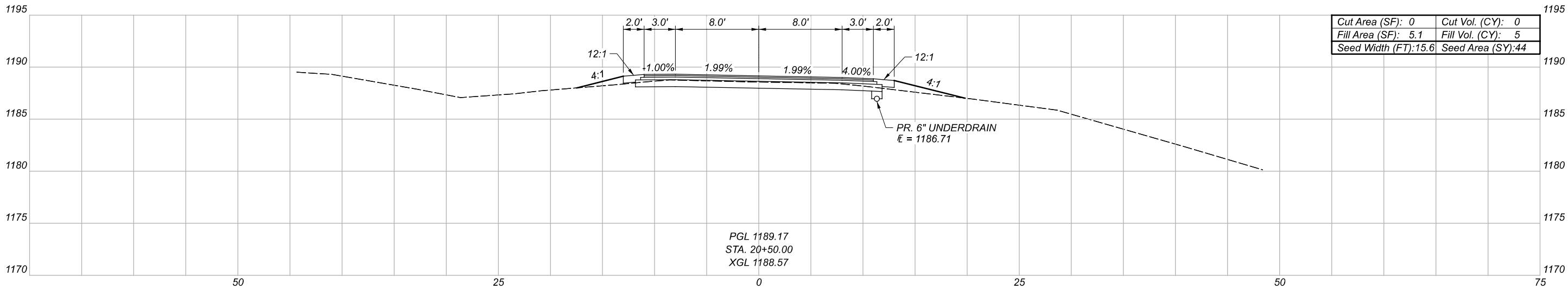
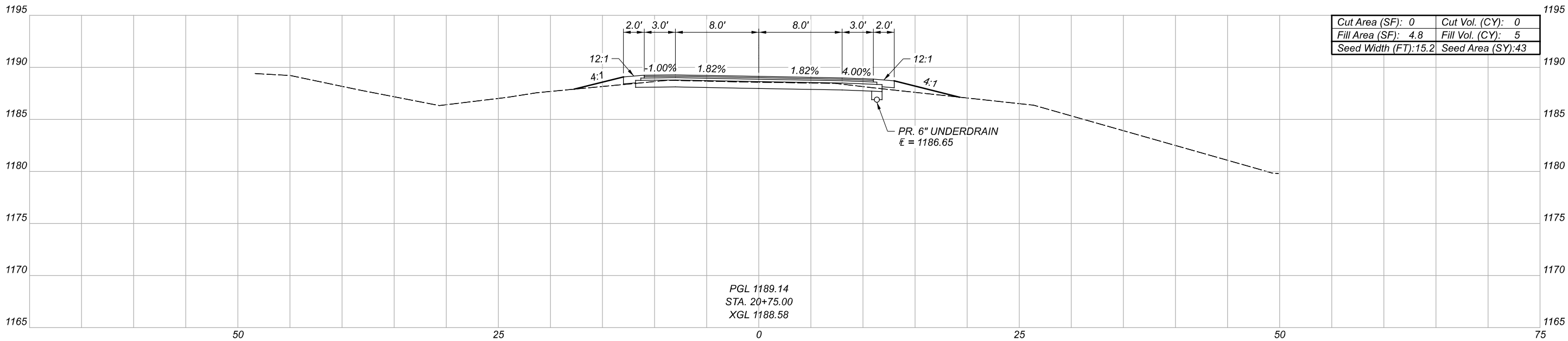
ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391



Sheet Totals		
Seeding	Cut	Fill
87	0	10

DESIGN AGENCY

DISTRICT 3

ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

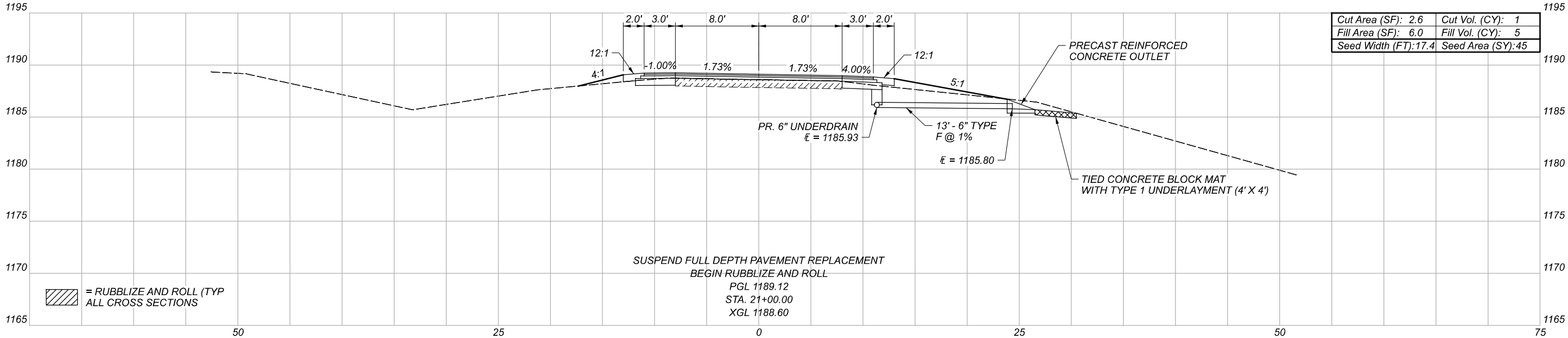
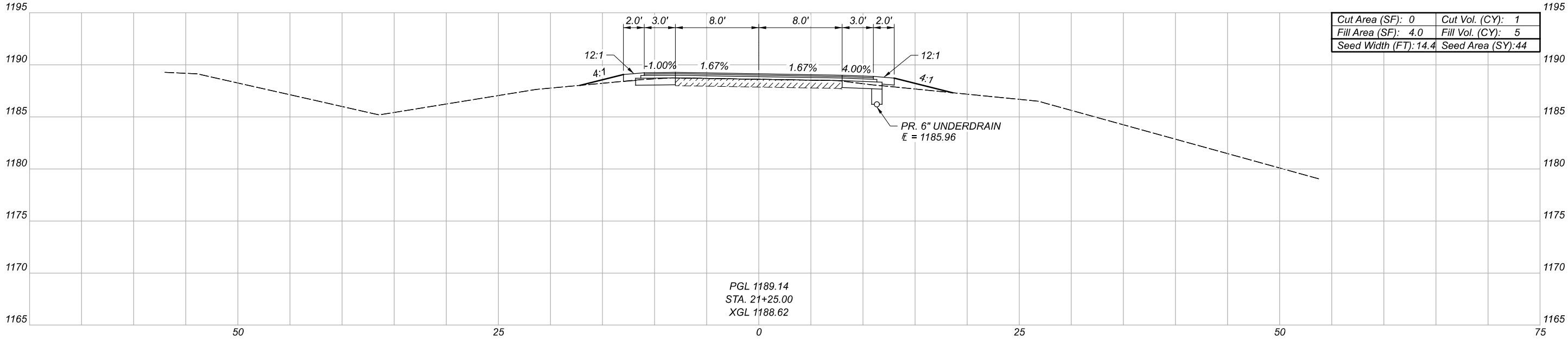
SHEET

P.31

TOTAL

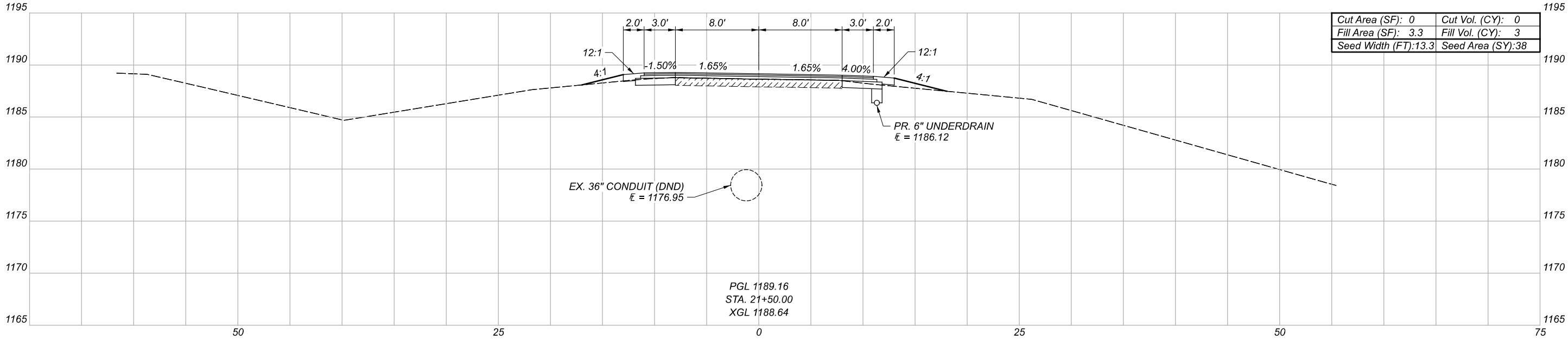
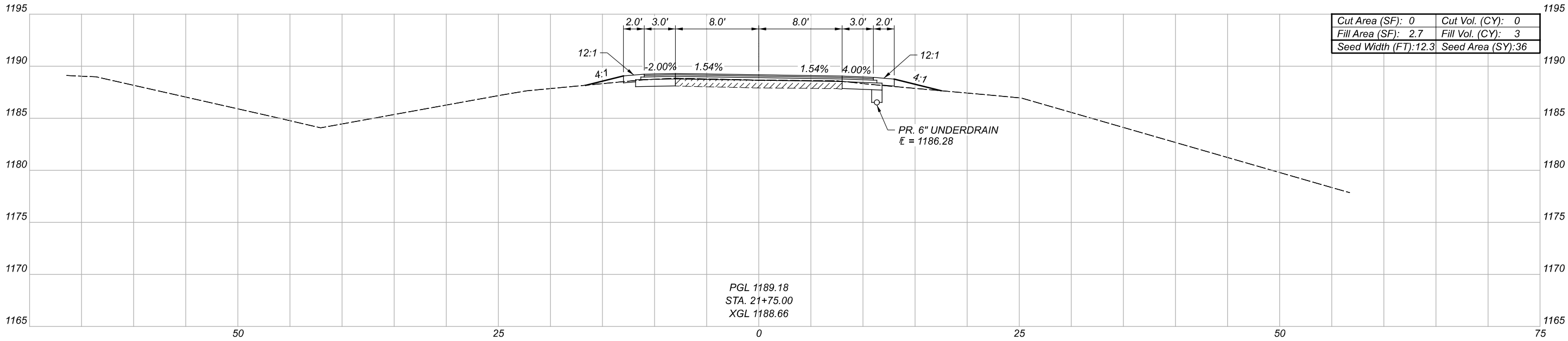
87

CROSS SECTIONS - I.R. 71
STA. 20+50.00 TO STA. 20+75.00



CROSS SECTIONS - I.R. 71
STA. 21+00.00 TO STA. 21+25.00

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
89	2	10	P.32	87



CROSS SECTIONS - I.R. 71
STA. 21+50.00 TO STA. 21+75.00

DESIGN AGENCY
DISTRICT 3

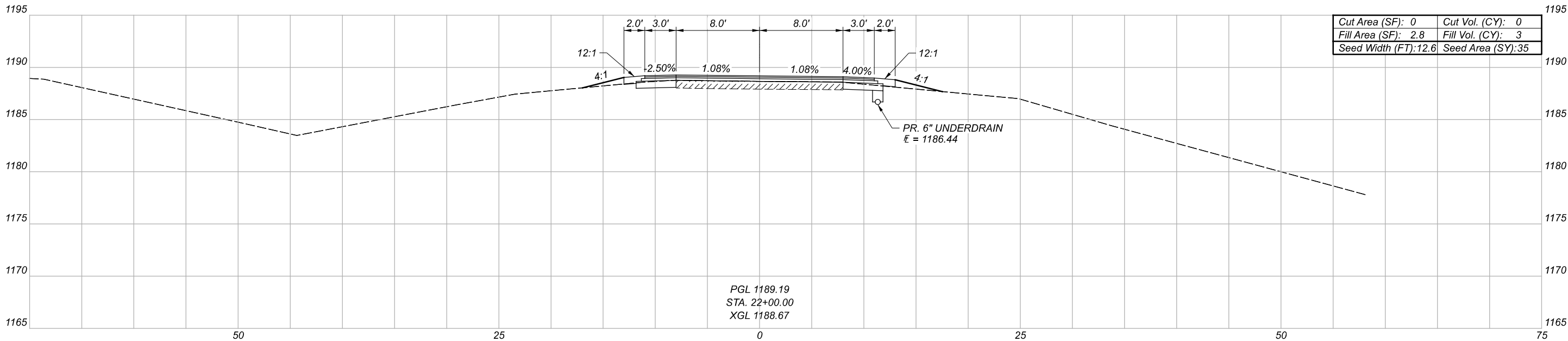
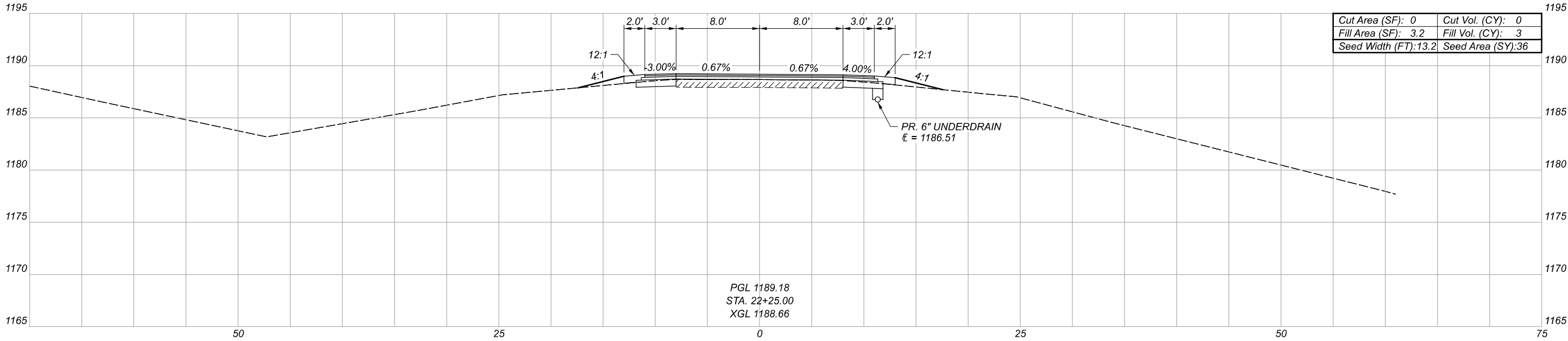
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
74	0	6	P.33	87



Sheet Totals		
Seeding	Cut	Fill
71	0	6

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

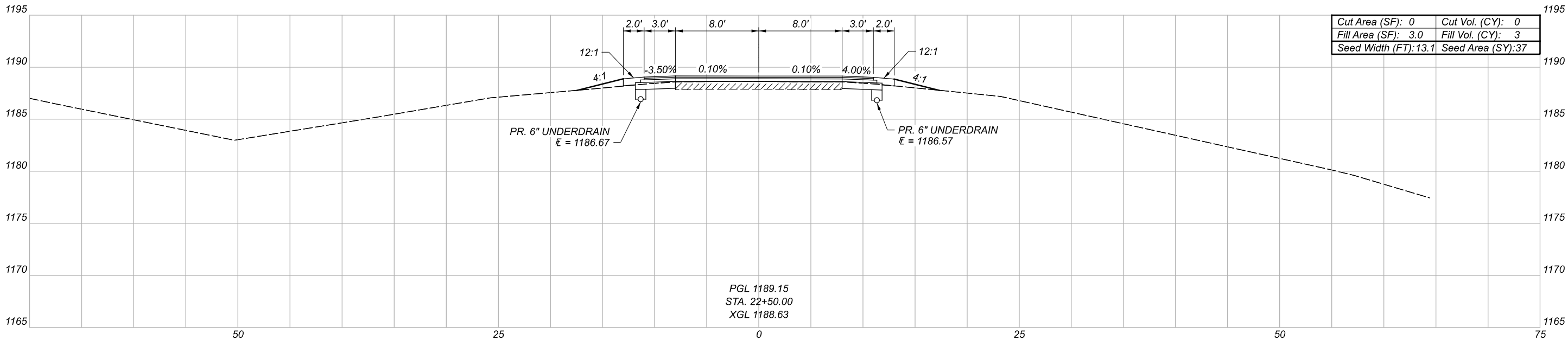
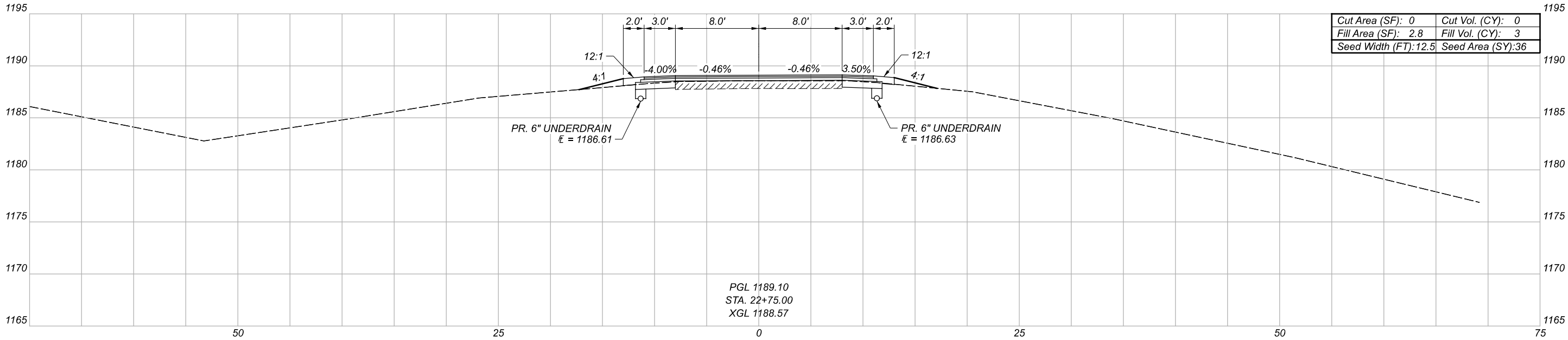
KRB 01-24-22

PROJECT ID

115391

SHEET	TOTAL
P.34	87

CROSS SECTIONS - I.R. 71
STA. 22+00.00 TO STA. 22+25.00



Sheet Totals		
Seeding	Cut	Fill
73	0	6

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

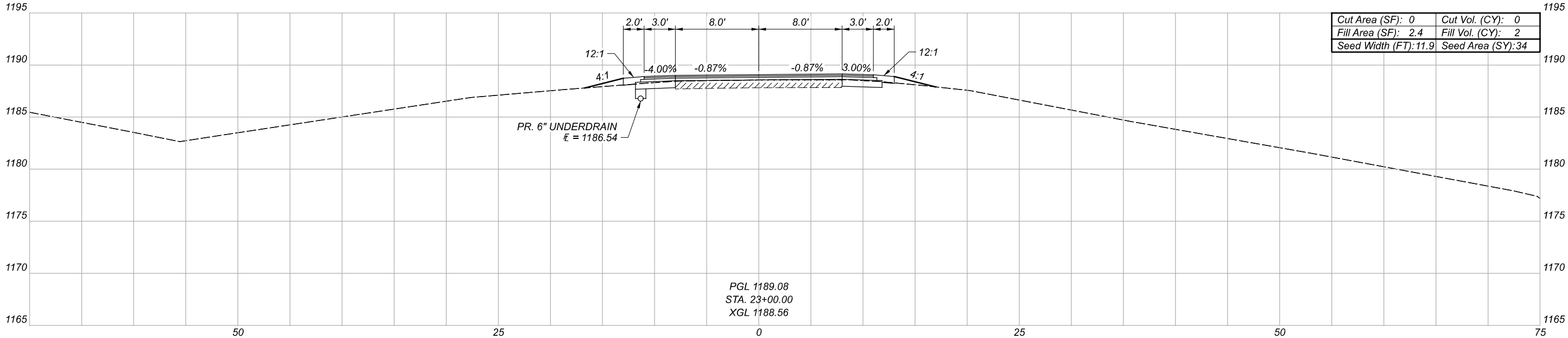
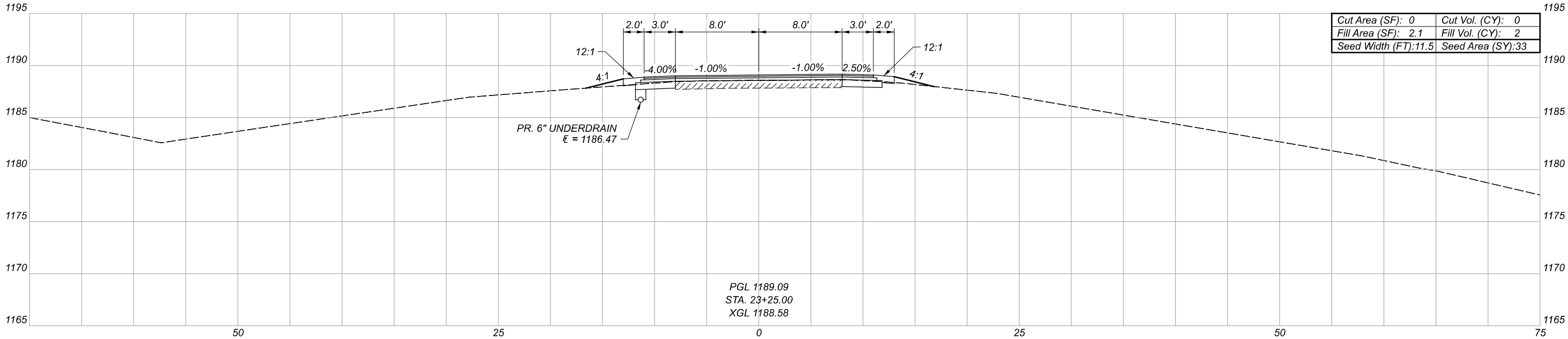
KRB 01-24-22

PROJECT ID

115391

SHEET	TOTAL
P.35	87

CROSS SECTIONS - I.R. 71
STA. 22+50.00 TO STA. 22+75.00



CROSS SECTIONS - I.R. 71
STA. 23+00.00 TO STA. 23+25.00

DESIGN AGENCY
DISTRICT 3

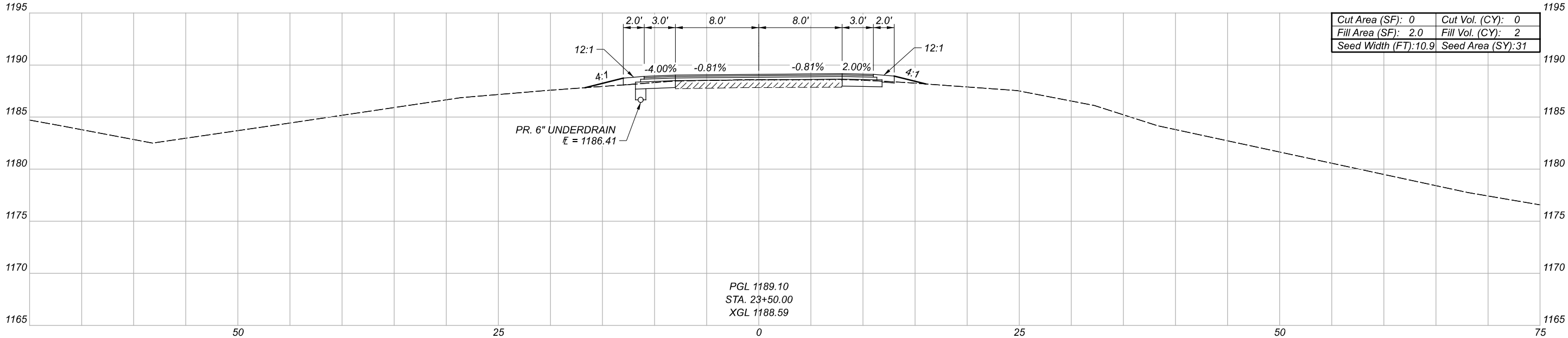
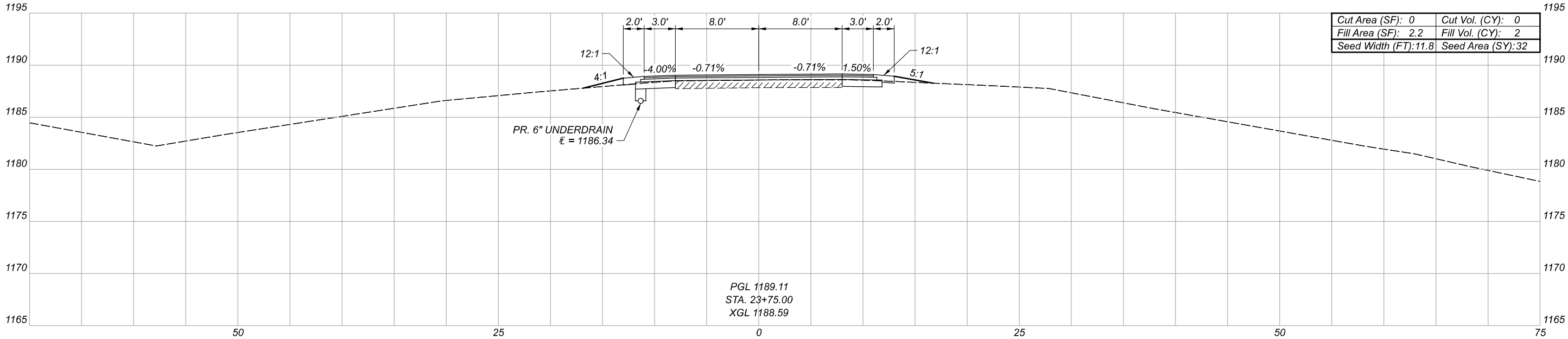

ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals				SHEET	TOTAL
Seeding	Cut	Fill			
67	0	4		P.36	87



Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
63	0	4	P.37	87

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

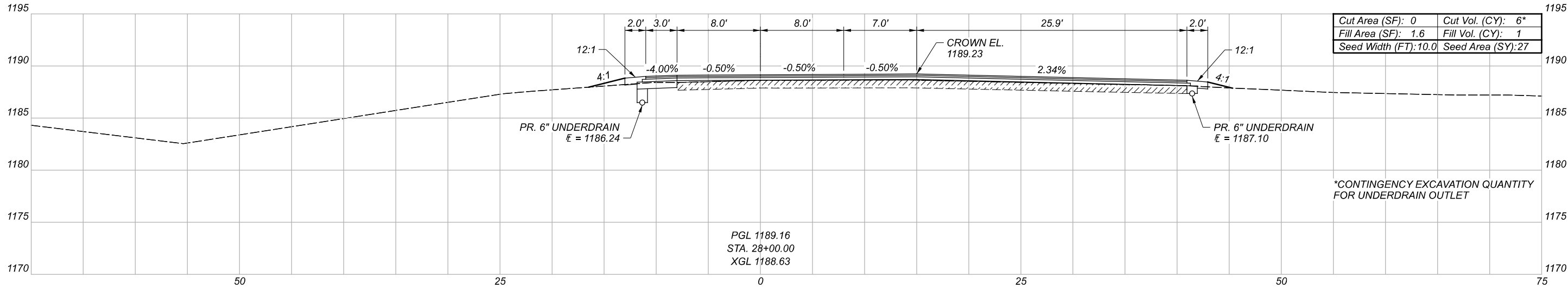
ACM

REVIEWER

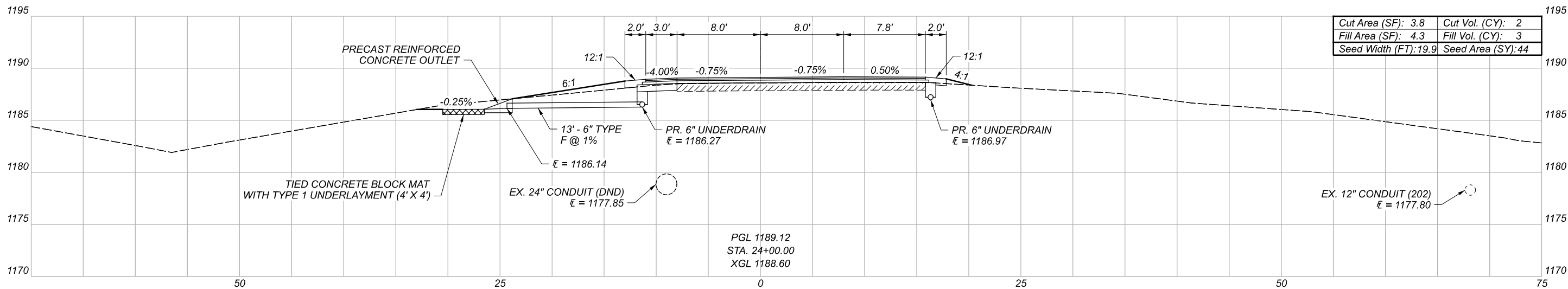
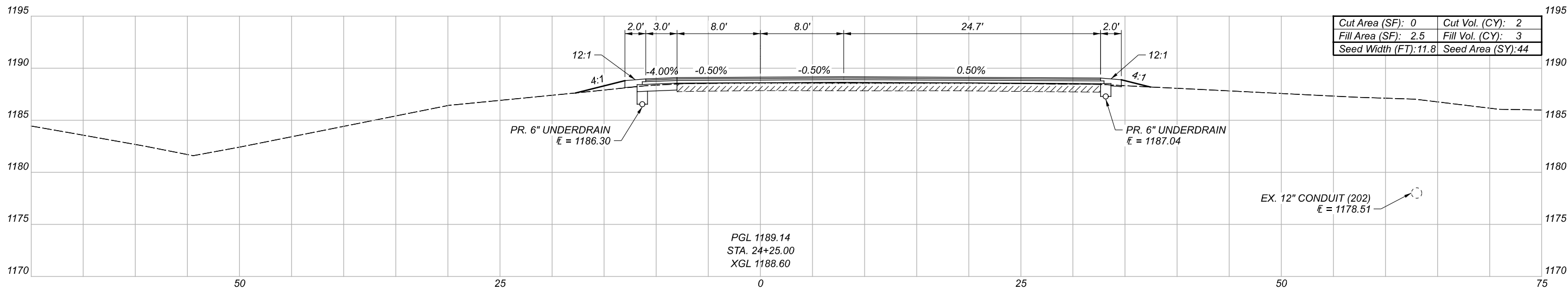
KRB 01-24-22

PROJECT ID

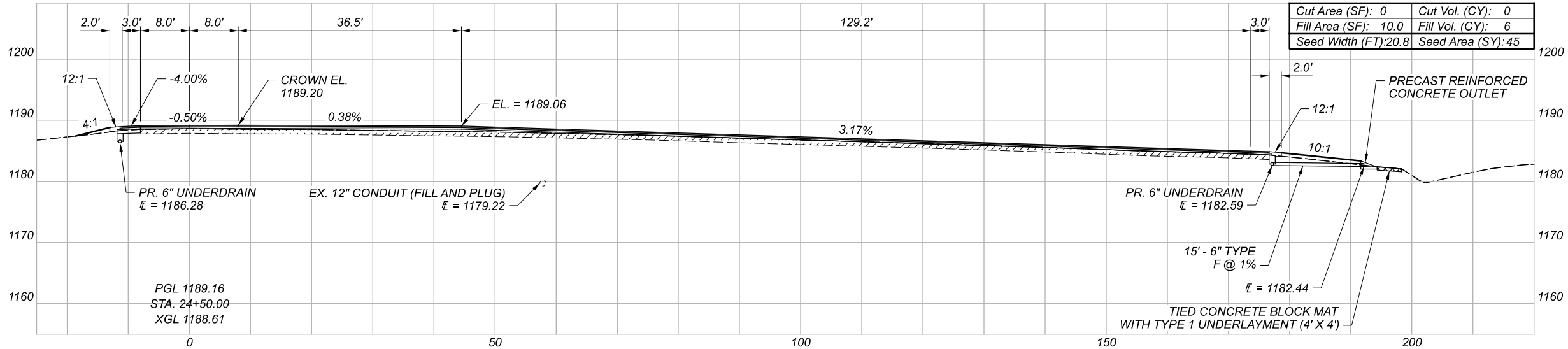
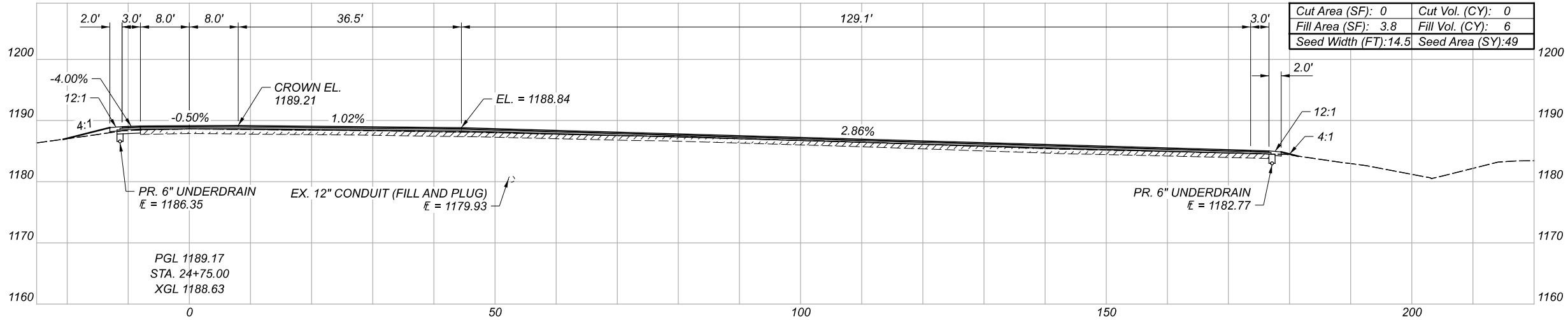
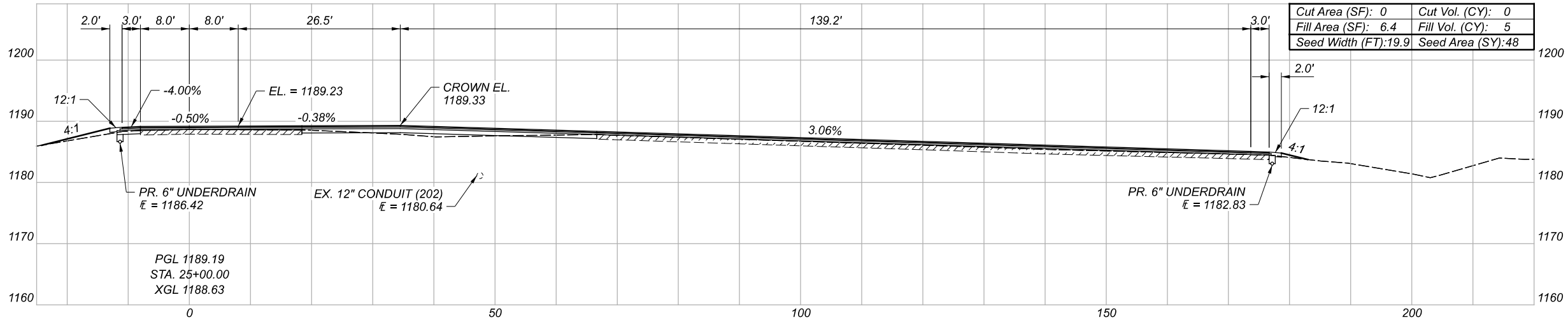
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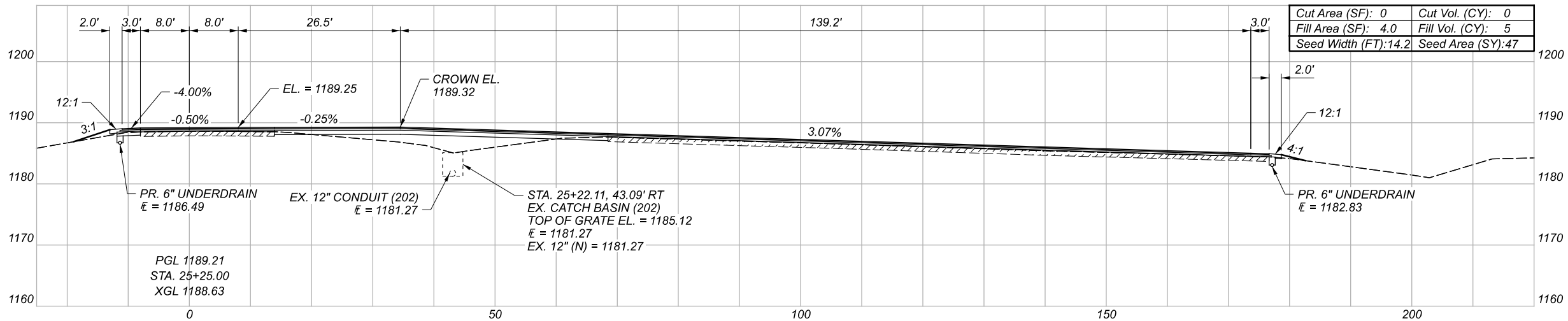
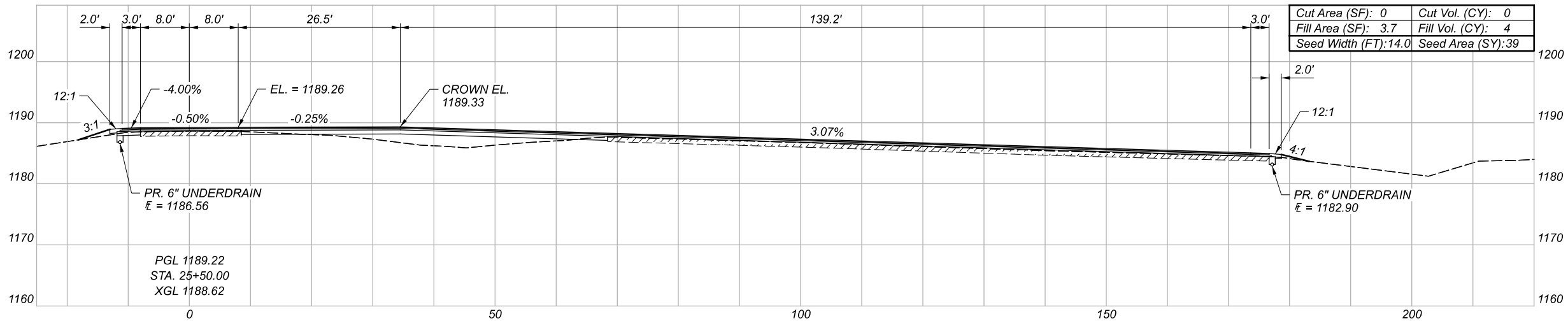
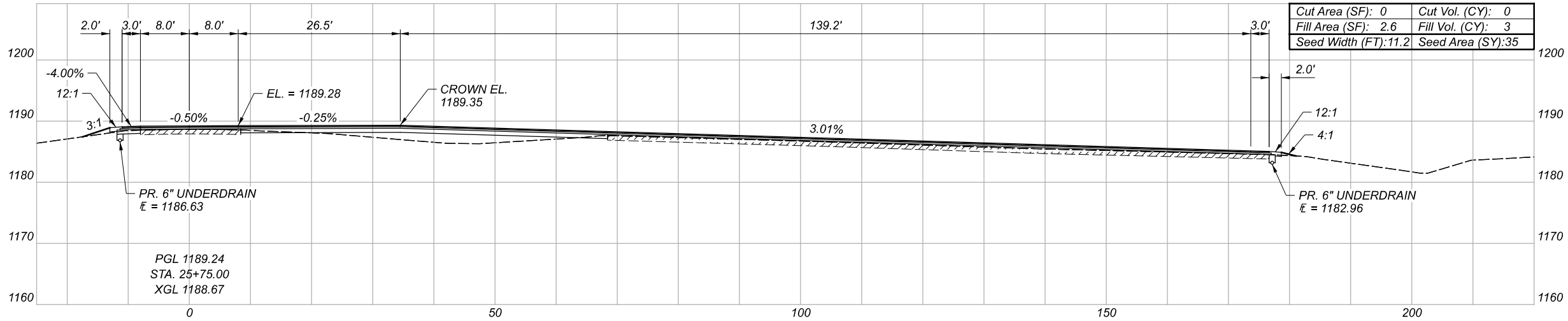


SEE SHEETS 39-43 FOR STA. 24+50.00 TO STA. 27+75.00 CROSS SECTIONS



CROSS SECTIONS - I.R. 71
STA. 24+00.00 TO STA. 28+00.00





CROSS SECTIONS - I.R. 71
STA. 25+25.00 TO STA. 25+75.00

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

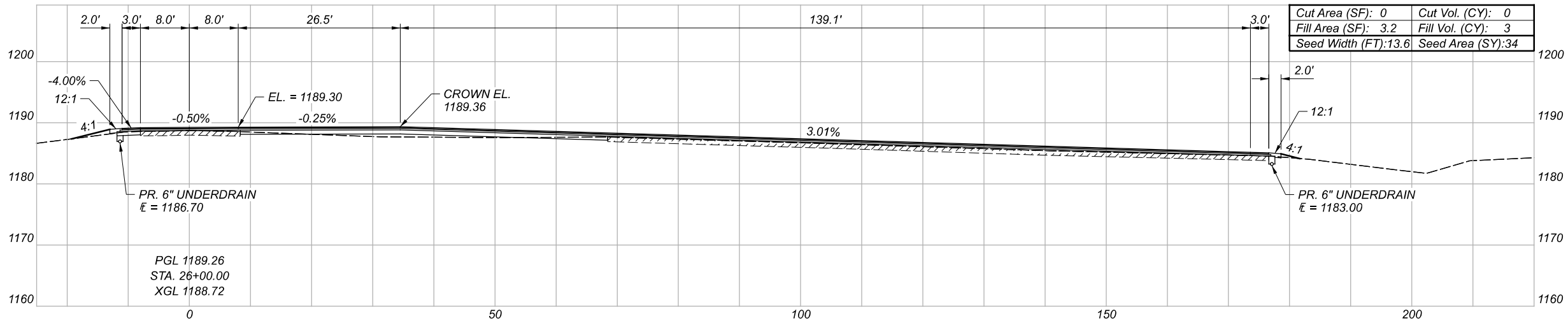
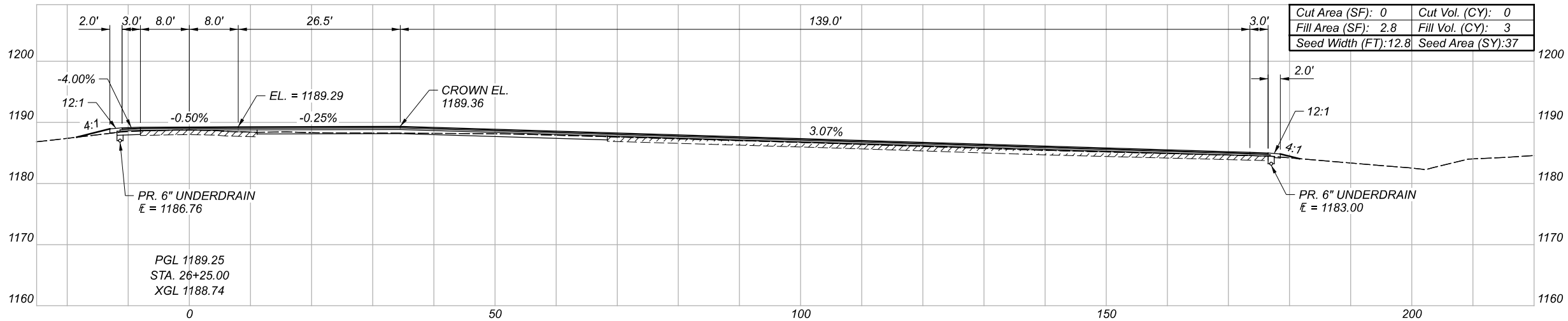
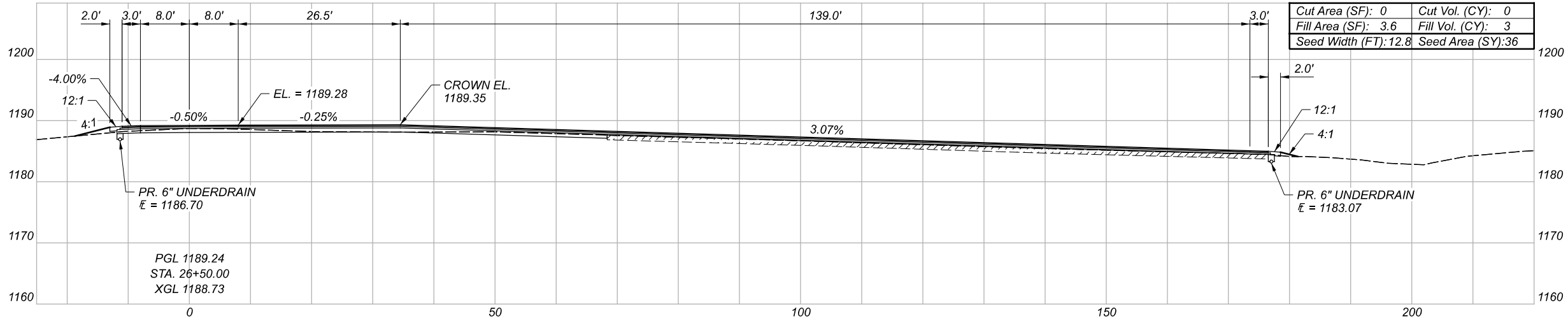
REVIEWER

KRB 01-24-22

PROJECT ID

115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
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CROSS SECTIONS - I.R. 71
STA. 26+00.00 TO STA. 26+50.00

DESIGN AGENCY
DISTRICT 3

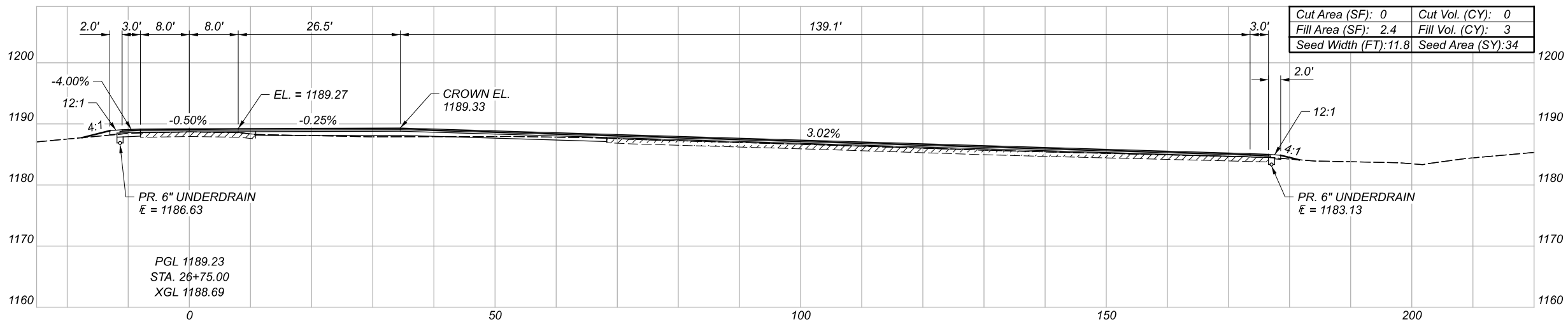
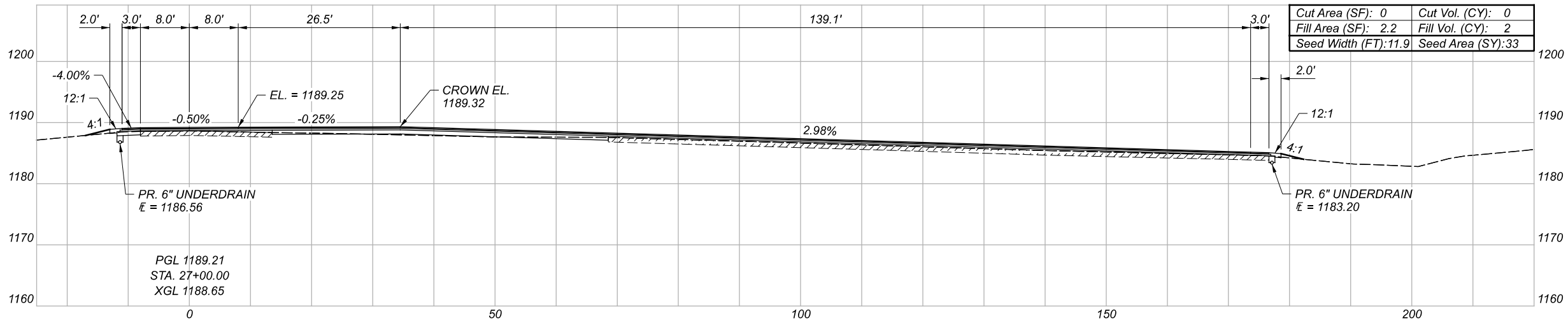
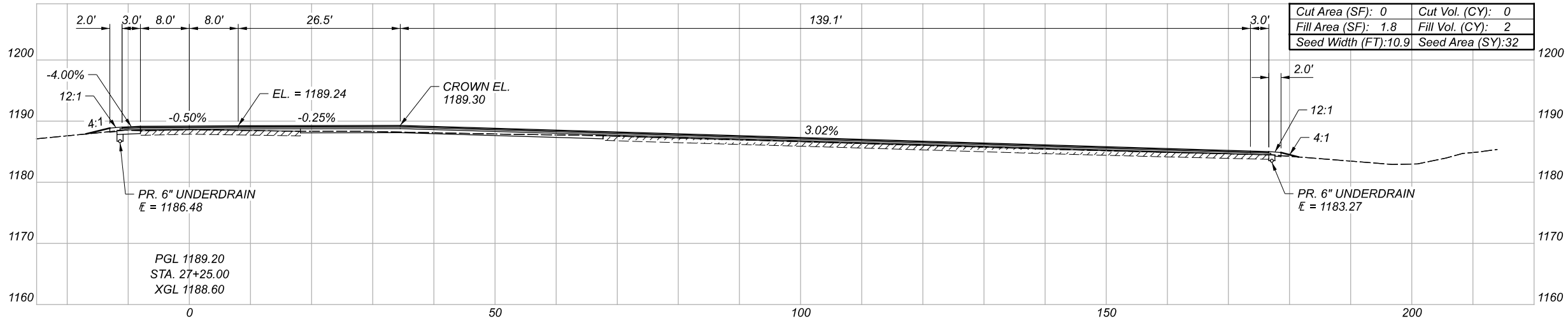
ENGINEERING
TEAM TWO

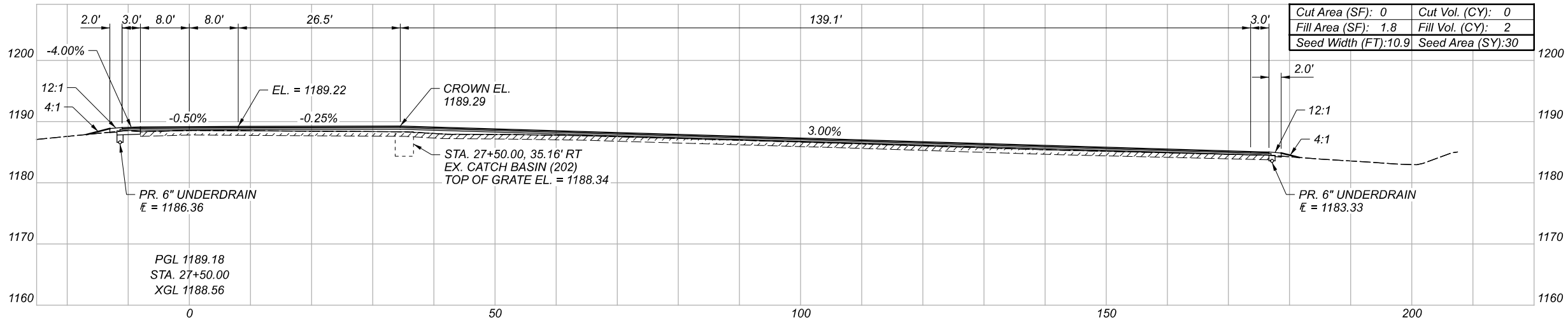
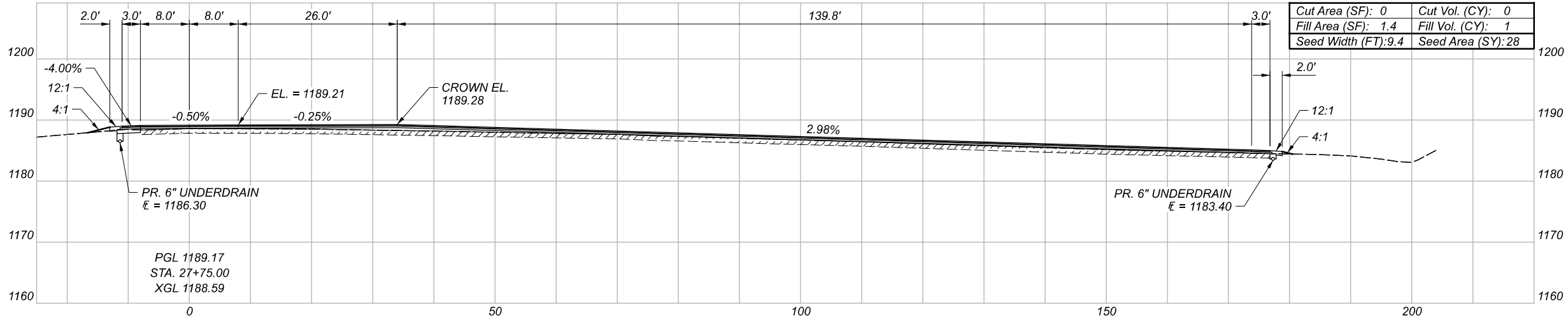
DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
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CROSS SECTIONS - I.R. 71
STA. 27+50.00 TO STA. 27+75.00

DESIGN AGENCY
DISTRICT 3

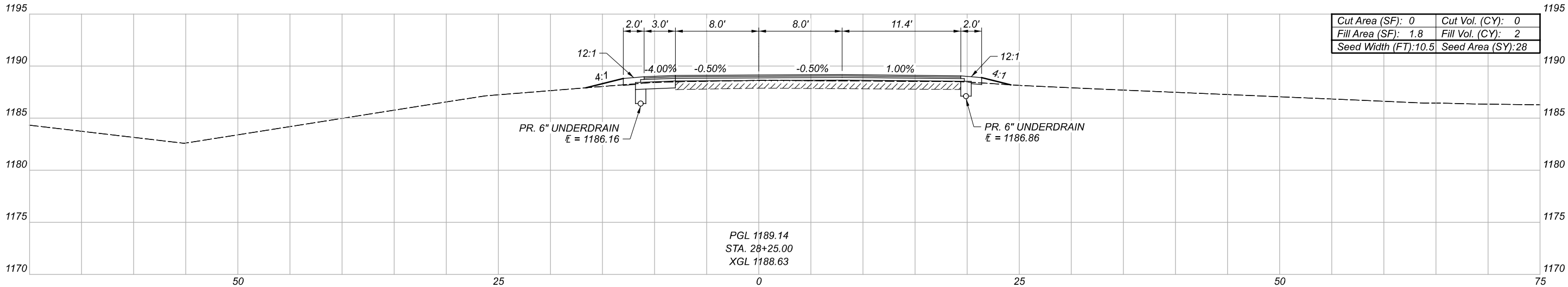
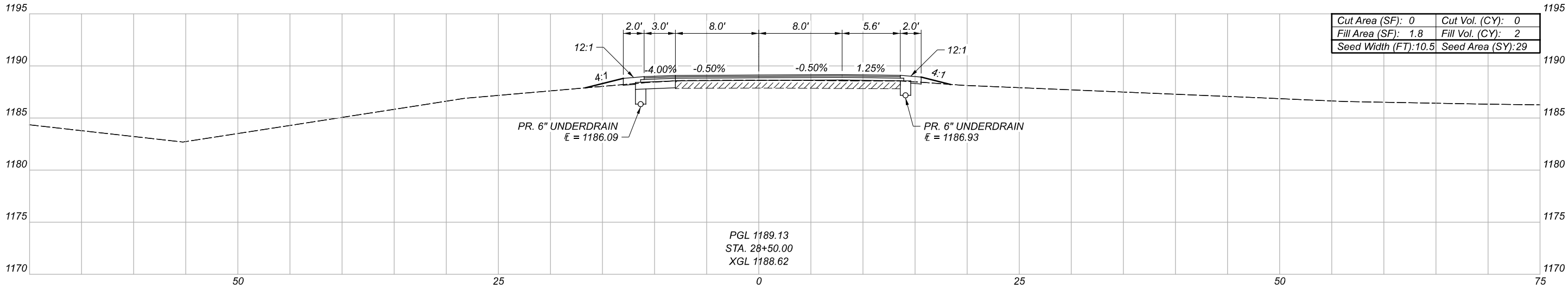
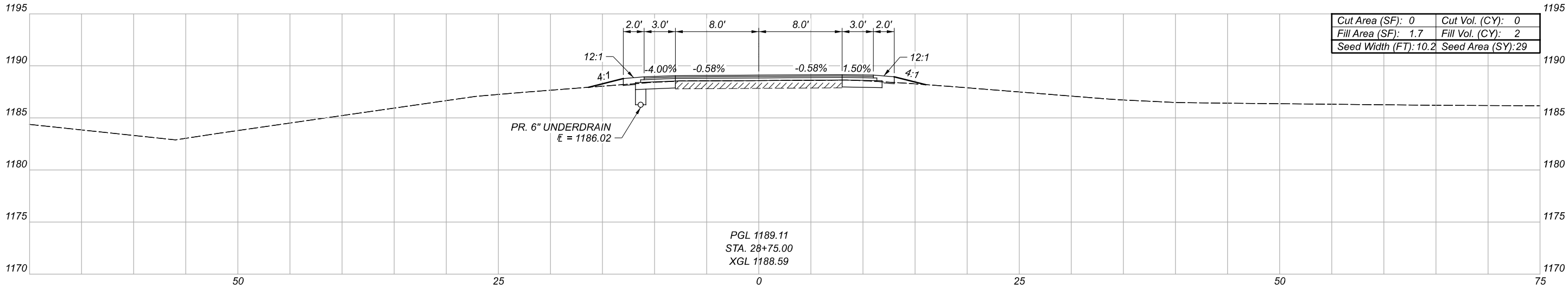
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
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CROSS SECTIONS - I.R. 71
STA. 28+25.00 TO STA. 28+75.00

DESIGN AGENCY
DISTRICT 3

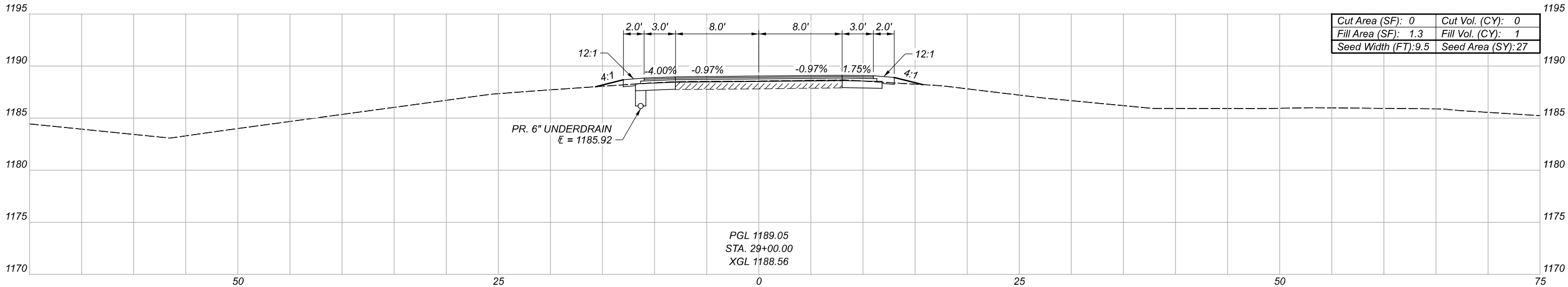
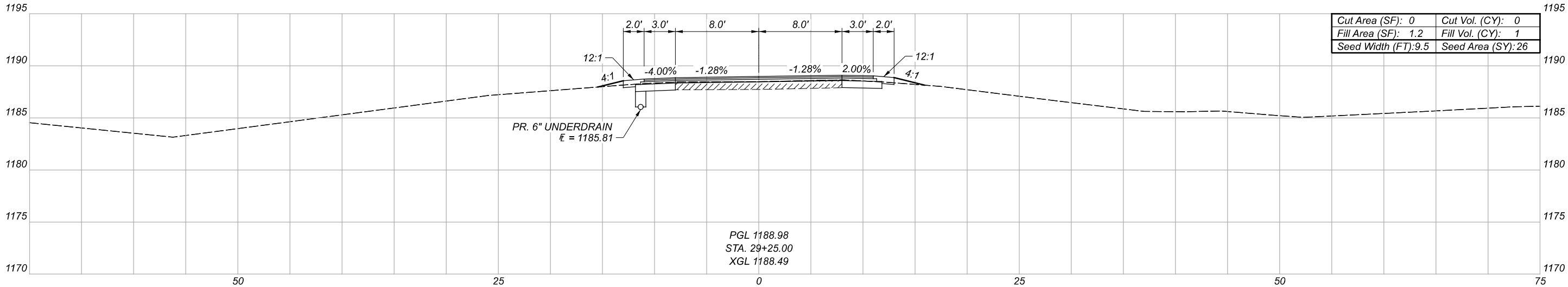
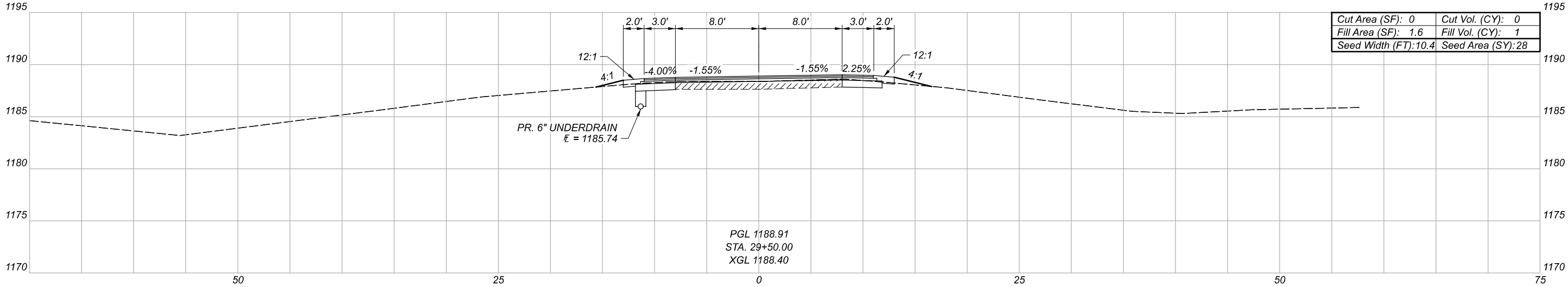
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals				SHEET	TOTAL
Seeding	Cut	Fill			
86	0	6		P.44	87



CROSS SECTIONS - I.R. 71
STA. 29+00.00 TO STA. 29+50.00

DESIGN AGENCY
DISTRICT 3

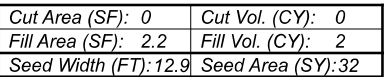
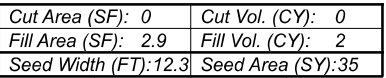
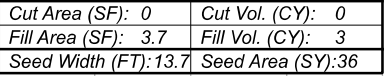
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

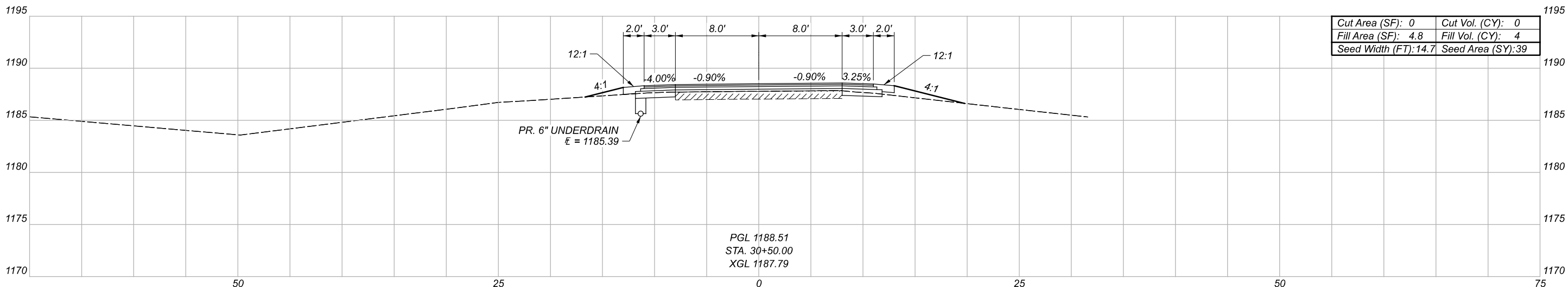
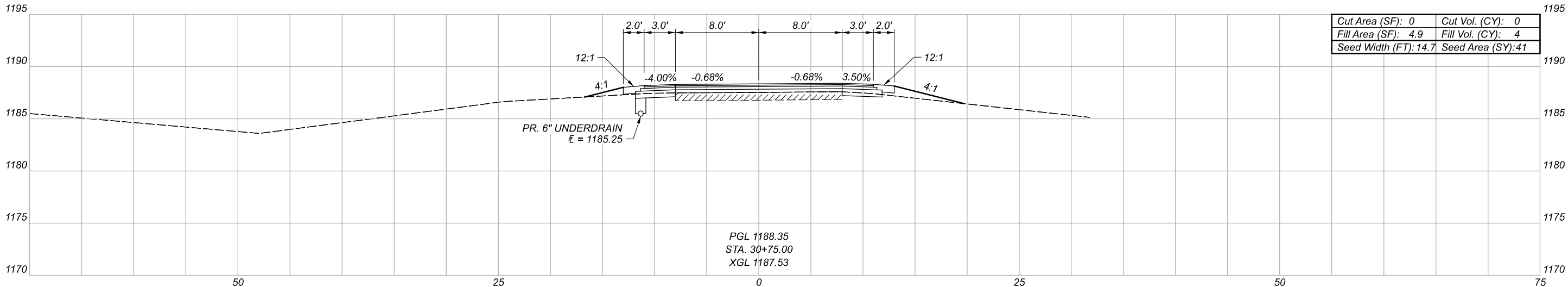
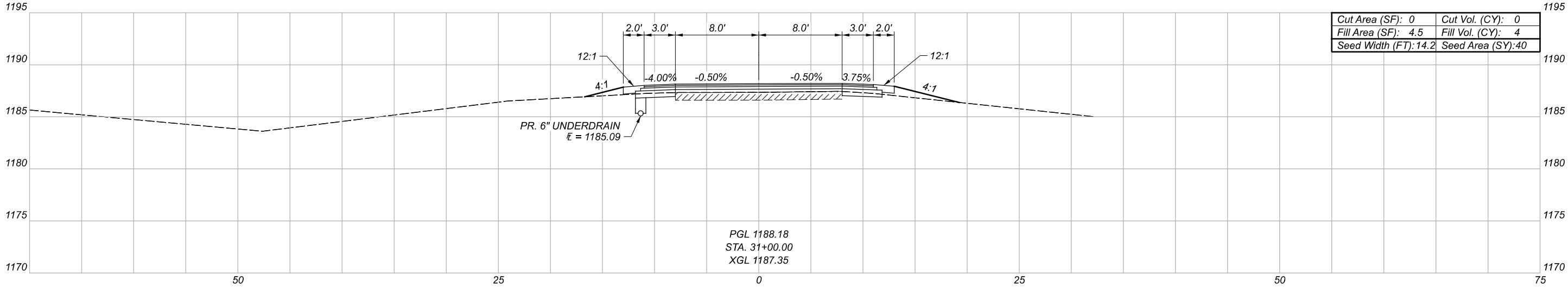
PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
81	0	3	P.45	87



Sheet Totals		
Seeding	Cut	F
103	0	

CROSS SECTIONS - I.R. 71
STA. 29+75.00 TO STA. 30+25.00



CROSS SECTIONS - I.R. 71
STA. 30+50.00 TO STA. 31+00.00

DESIGN AGENCY
DISTRICT 3

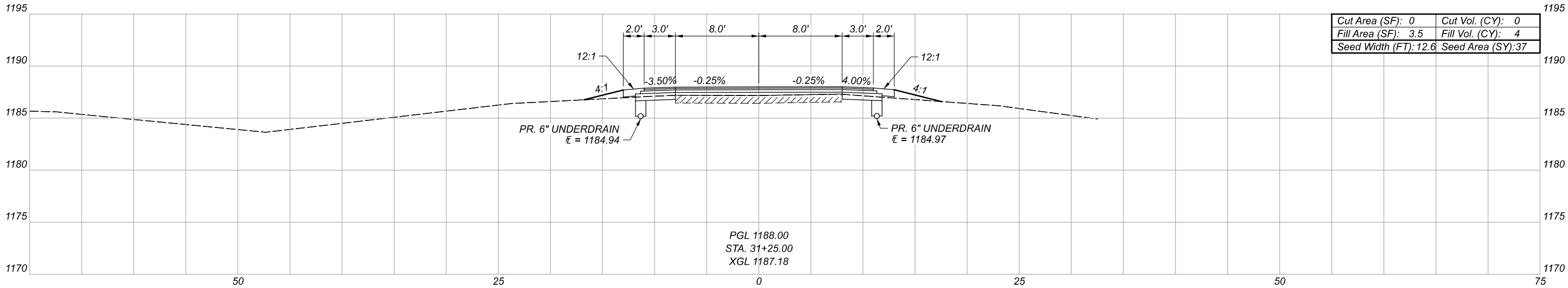
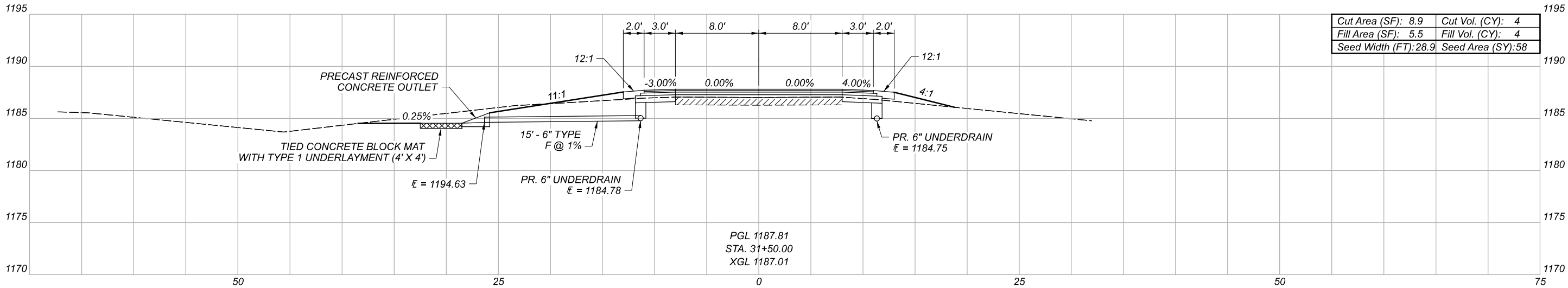
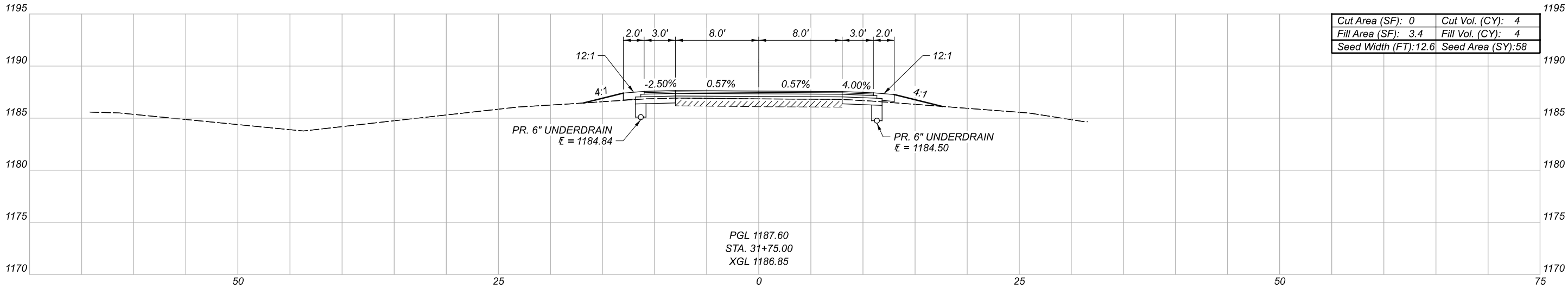
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

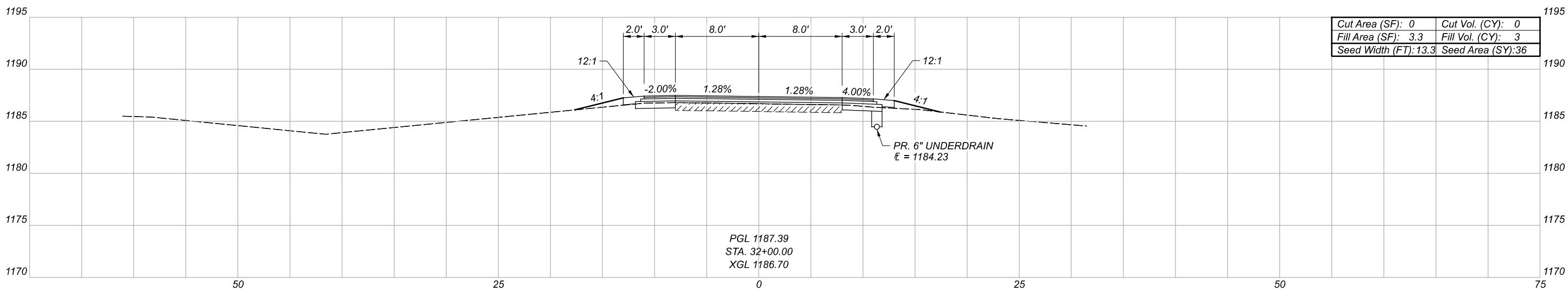
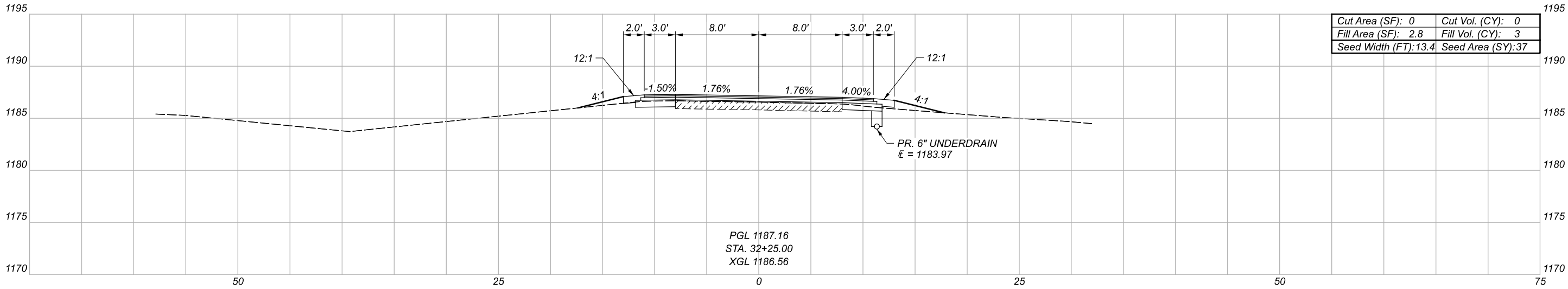
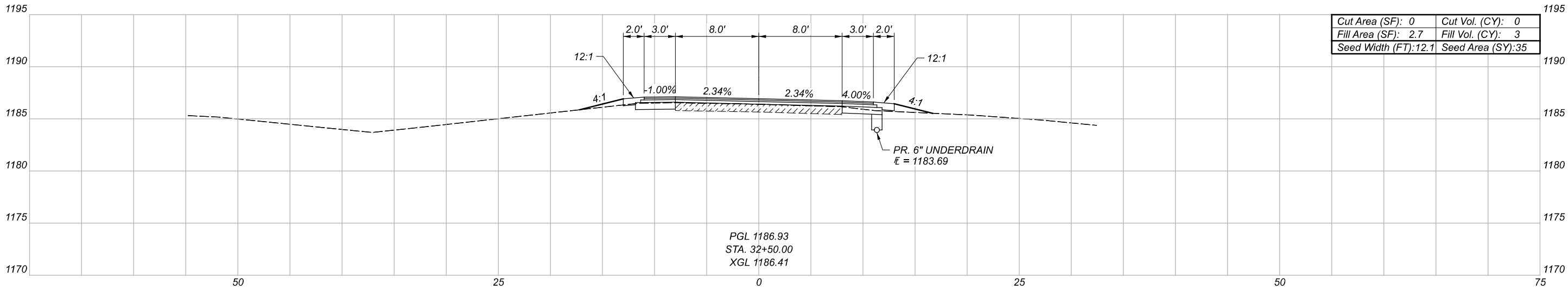
PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
120	0	12	P.47	87



CROSS SECTIONS - I.R. 71
STA. 31+25.00 TO STA. 31+75.00

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
153	8	12	P.48	87



CROSS SECTIONS - I.R. 71
STA. 32+00.00 TO STA. 32+50.00

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

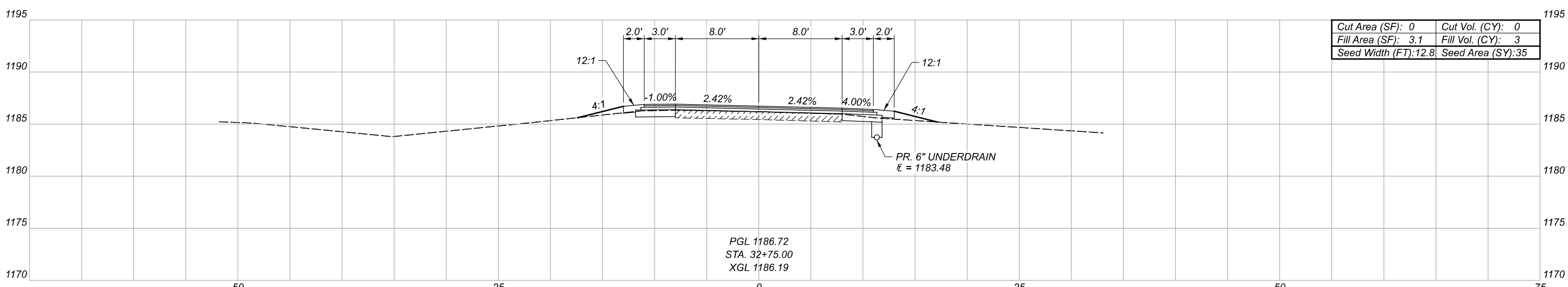
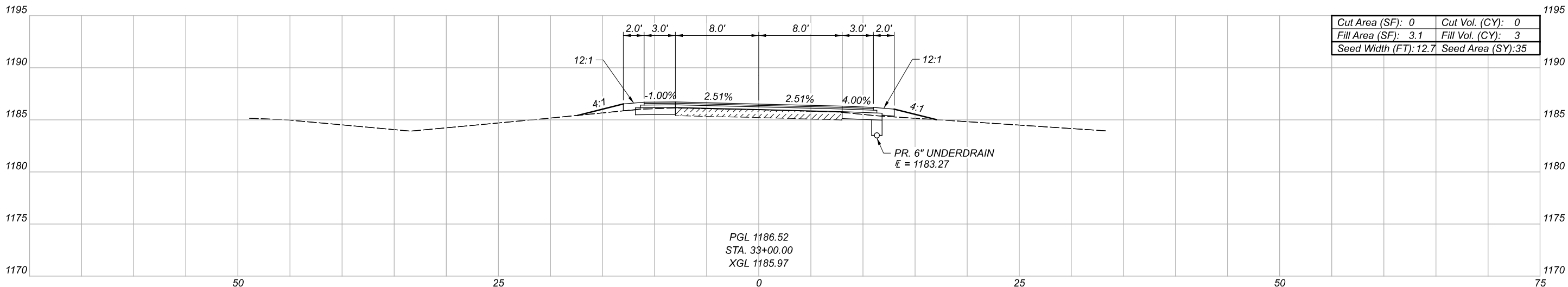
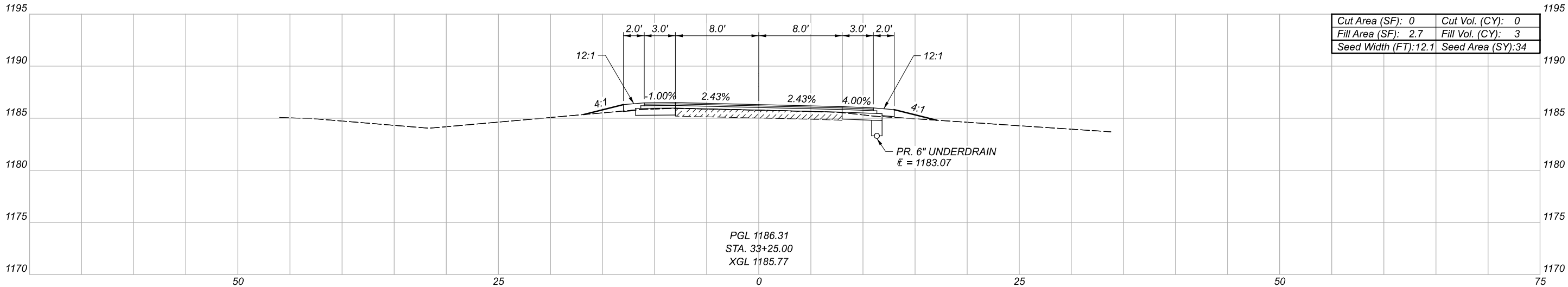
KRB 01-24-22

PROJECT ID

115391

Sheet Totals		
Seeding	Cut	Fill
108	0	9

SHEET	TOTAL
P.49	87



CROSS SECTIONS - I.R. 71
STA. 32+75.00 TO STA. 33+25.00

DESIGN AGENCY
DISTRICT 3

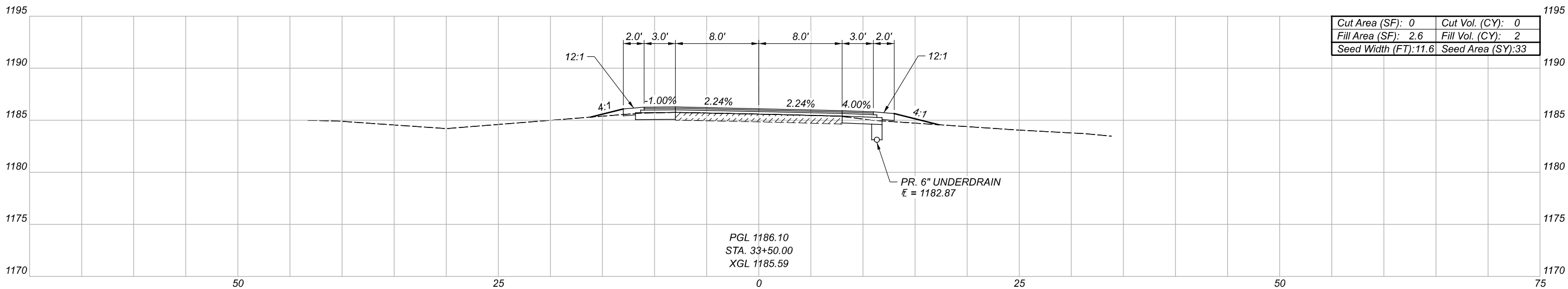
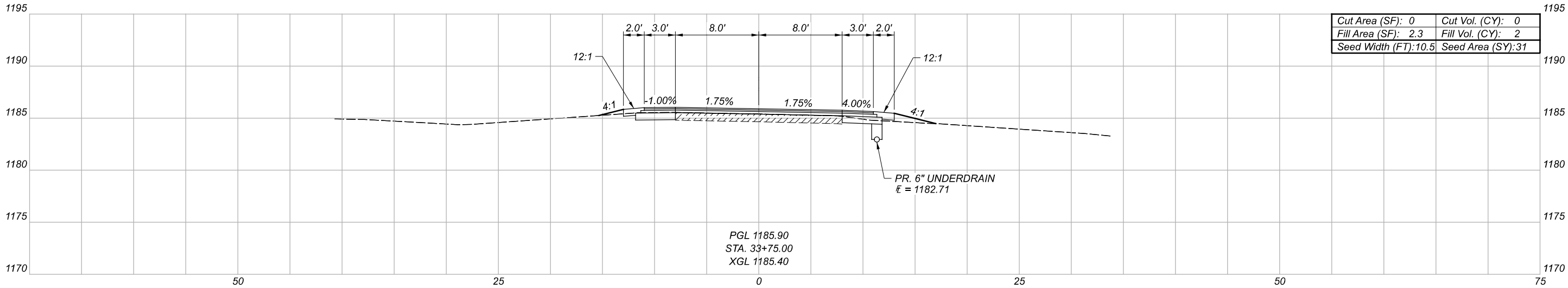
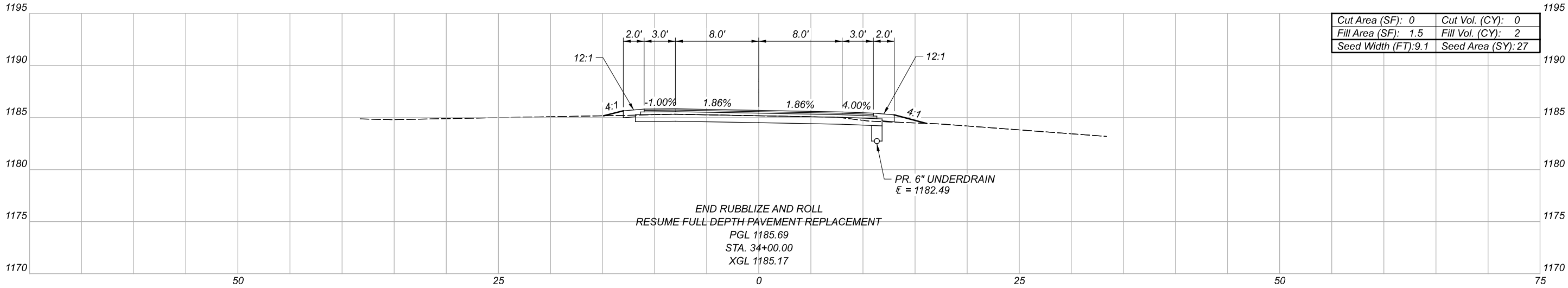
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
104	0	9	P.50	87



CROSS SECTIONS - I.R. 71
STA. 33+50.00 TO STA. 34+00.00

DESIGN AGENCY
DISTRICT 3

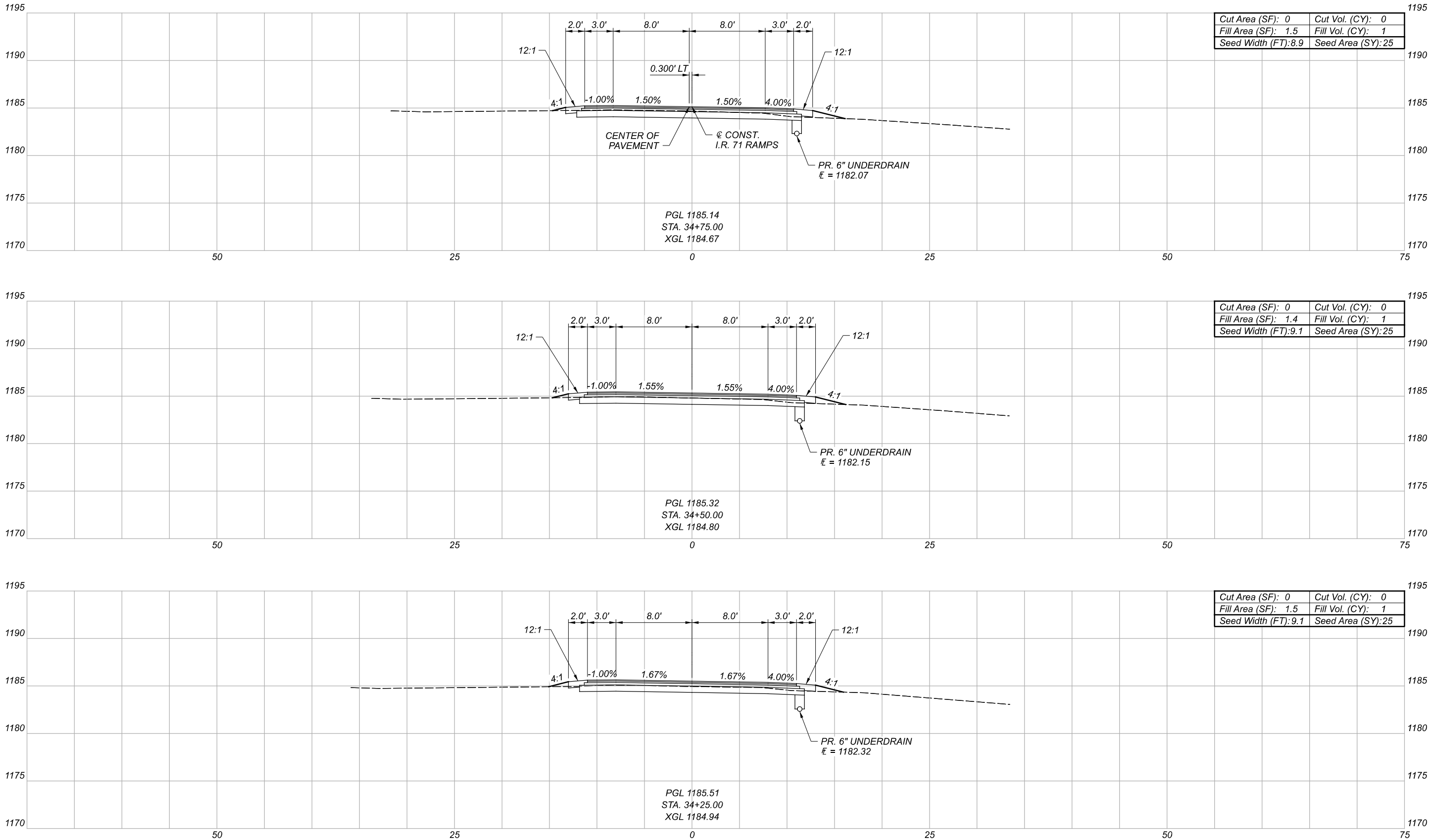
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

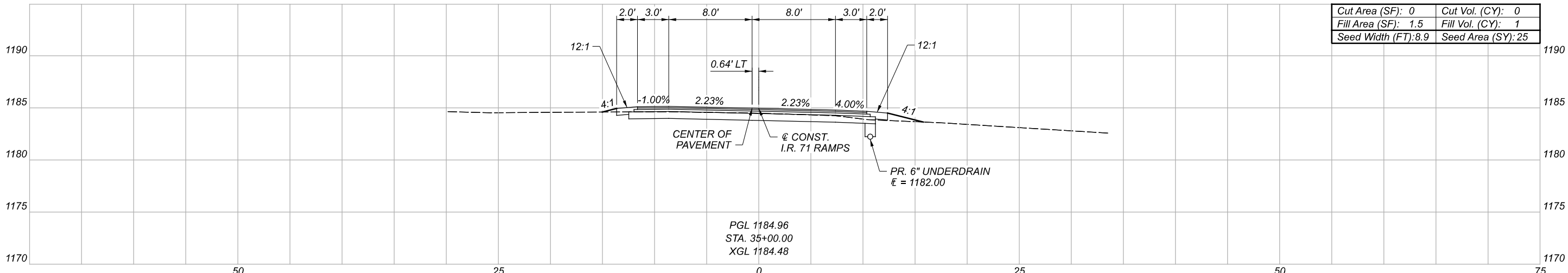
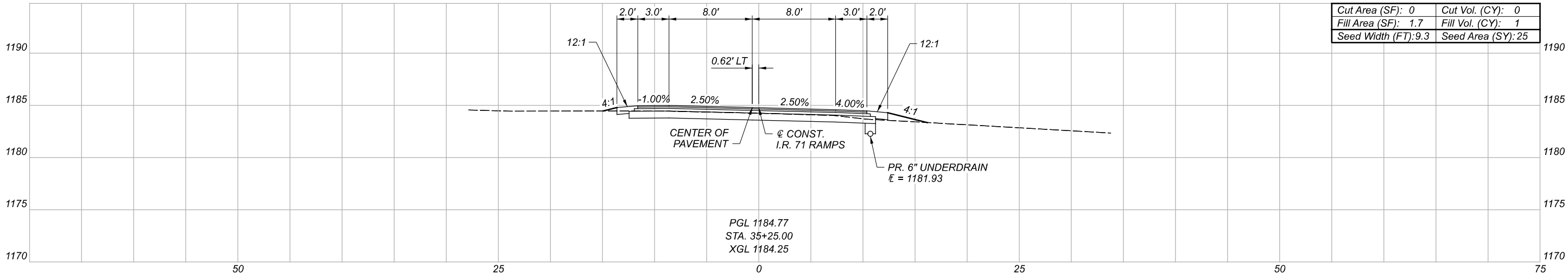
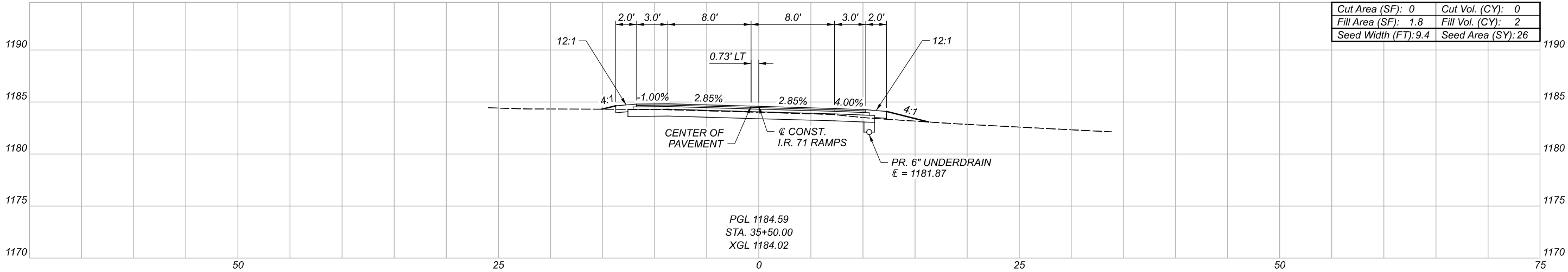
Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
91	0	6	P.51	87



CROSS SECTIONS - I.R. 71
STA. 34+25.00 TO STA. 34+75.00

DESIGN AGENCY	
DISTRICT 3	
	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB 01-24-22	
PROJECT ID	
115391	
SHEET TOTAL	
P.52	87

Sheet Totals		
Seeding	Cut	Fill
75	0	3



CROSS SECTIONS - I.R. 71
STA. 35+00.00 TO STA. 35+50.00

DESIGN AGENCY
DISTRICT 3

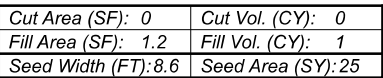
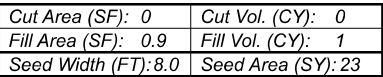
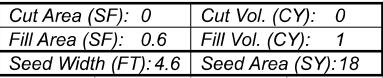
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals				SHEET	TOTAL
Seeding	Cut	Fill			
76	0	4		P.53	87



Sheet Totals			115391	
Seeding	Cut	Fill	SHEET	TOTAL
66	0	3	P.54	87

CROSS SECTIONS - I.R. 71
STA. 35+75.00 TO STA. 36+25.00

SIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

SIGNER

ACM

REVIEWER

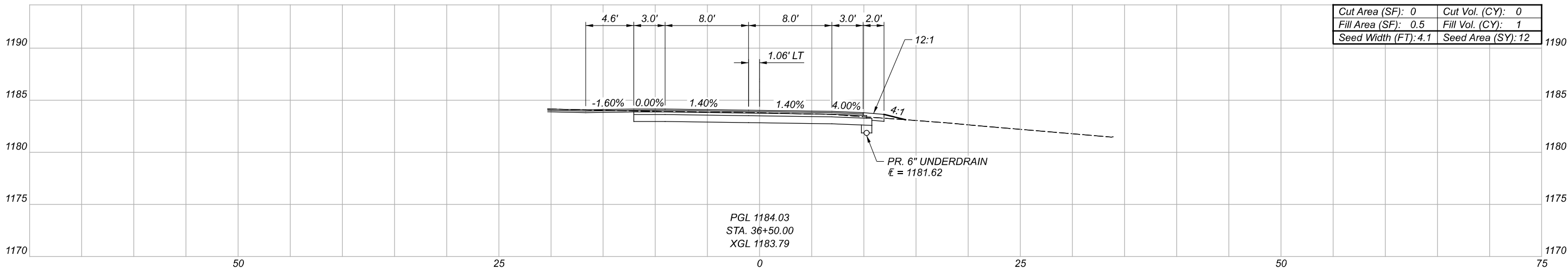
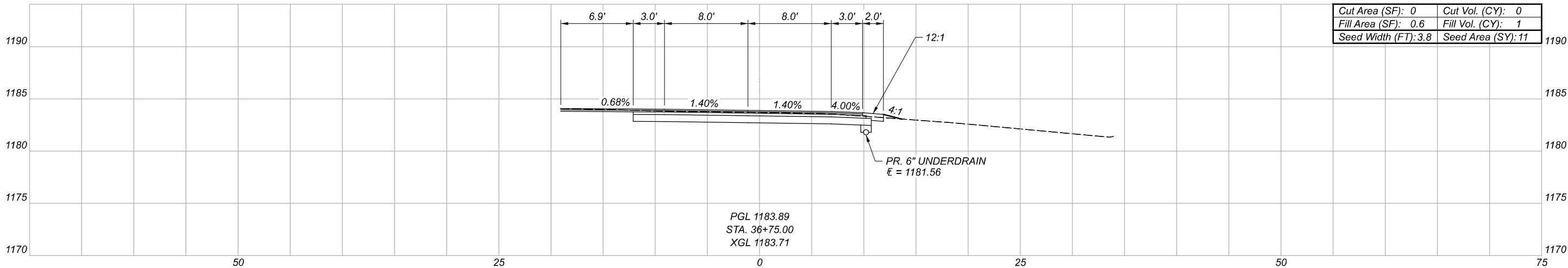
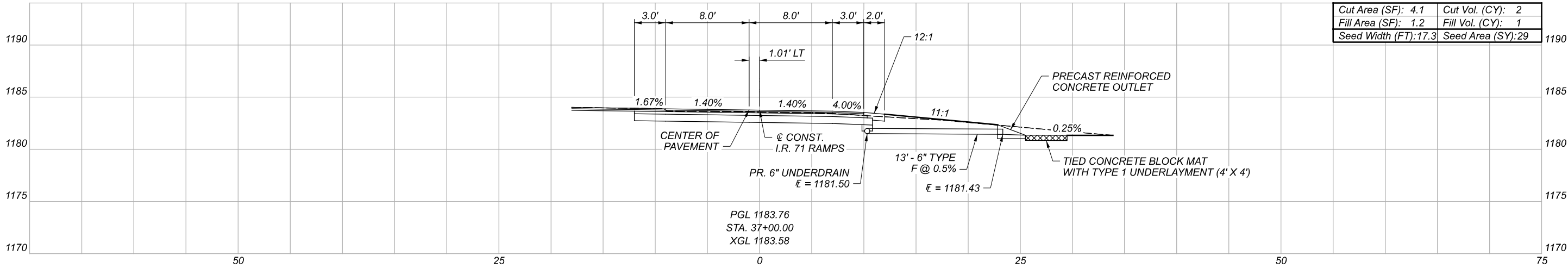
RB 01-24-22

PROJECT ID

115391

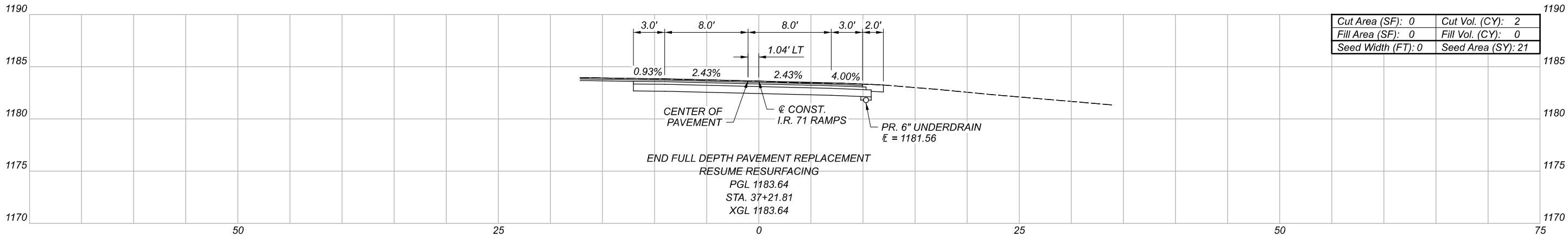
NET TOTAL

9.54 | 87



CROSS SECTIONS - I.R. 71
STA. 36+50.00 TO STA. 37+00.00

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
52	2	3	P.55	87



Sheet Totals		
Seeding	Cut	Fill
21	2	0

CROSS SECTIONS - I.R. 71
STA. 37+21.81

DESIGN AGENCY

DISTRICT 3

ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

SHEET

P.56

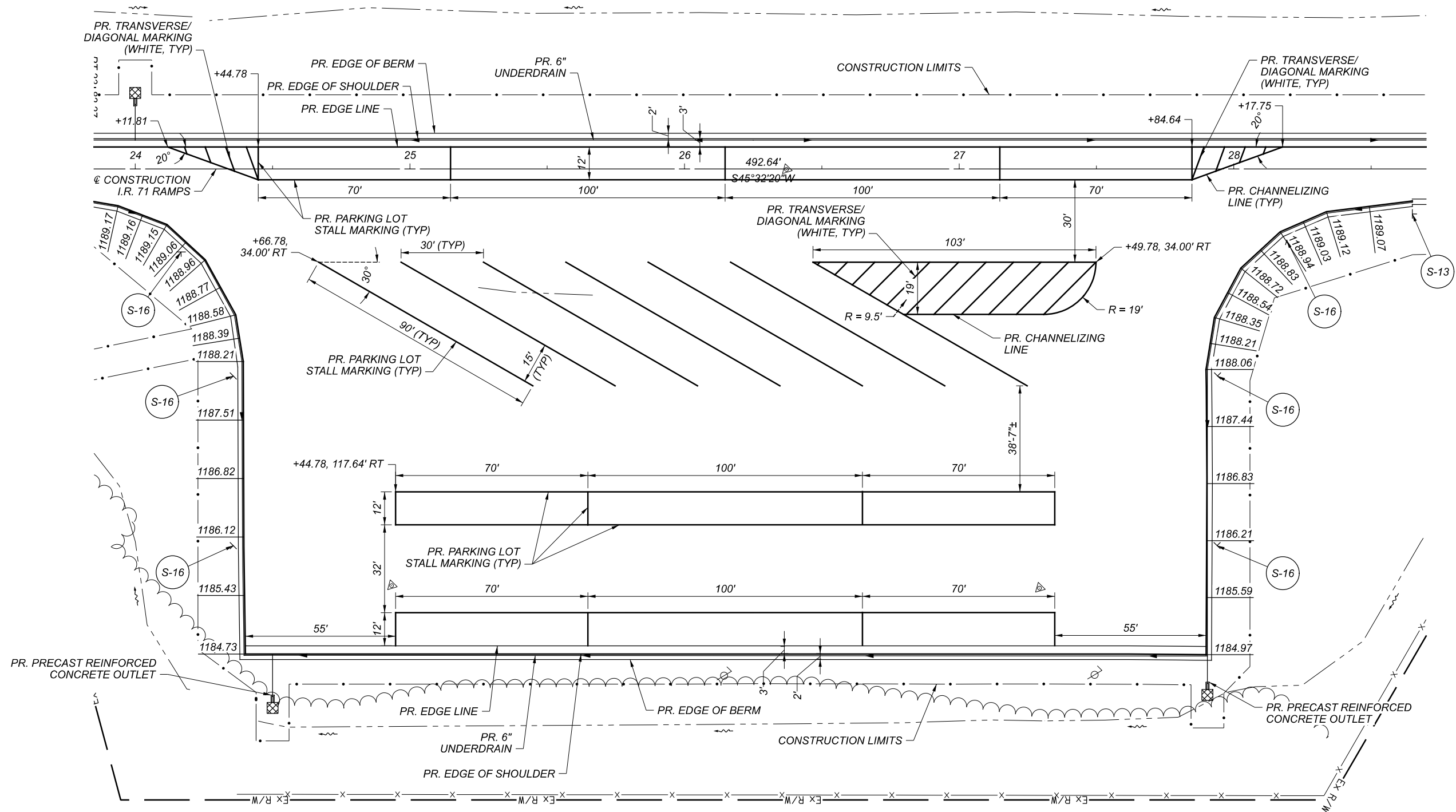
TOTAL

87

P.I. STA. 18+09.66															Dc = 1° 29' 33.00"														
POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION														
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER																	
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION															
	1189.62	0.0190	3.00	1189.57	0.0310	8.00	18+91.58	1189.32	8.00	0.0310	1189.07	3.00	0.0310	1188.98															
	1189.60	0.0164	3.00	1189.55	0.0301	8.00	19+00.00	1189.31	8.00	0.0301	1189.07	3.00	0.0332	1188.97															
	1189.56	0.0087	3.00	1189.53	0.0275	8.00	19+25.00	1189.29	8.00	0.0275	1189.09	3.00	0.0400	1188.97															
	1189.47	0.0000	3.00	1189.47	0.0268	8.00	19+50.00	1189.26	8.00	0.0268	1189.11	3.00	0.0400	1188.99															
	1189.40	-0.0100	3.00	1189.43	0.0261	8.00	19+75.00	1189.24	8.00	0.0261	1189.05	3.00	0.0400	1188.93															
	1189.38	-0.0100	3.00	1189.41	0.0254	8.00	20+00.00	1189.21	8.00	0.0254	1189.01	3.00	0.0400	1188.89															
	1189.34	-0.0100	3.00	1189.37	0.0228	8.00	20+25.00	1189.19	8.00	0.0228	1189.01	3.00	0.0400	1188.89															
	1189.30	-0.0100	3.00	1189.33	0.0199	8.00	20+50.00	1189.17	8.00	0.0199	1189.01	3.00	0.0400	1188.89															
	1189.26	-0.0100	3.00	1189.29	0.0182	8.00	20+75.00	1189.14	8.00	0.0182	1188.99	3.00	0.0400	1188.87															
	1189.23	-0.0100	3.00	1189.26	0.0173	8.00	21+00.00	1189.12	8.00	0.0173	1188.98	3.00	0.0400	1188.86															
	1189.24	-0.0100	3.00	1189.27	0.0167	8.00	21+25.00	1189.14	8.00	0.0167	1189.01	3.00	0.0400	1188.89															
	1189.24	-0.0150	3.00	1189.29	0.0165	8.00	21+50.00	1189.16	8.00	0.0165	1189.03	3.00	0.0400	1188.91															
	1189.24	-0.0200	3.00	1189.30	0.0154	8.00	21+75.00	1189.18	8.00	0.0154	1189.06	3.00	0.0400	1188.94															
PT	1189.22	-0.0230	3.00	1189.29	0.0126	8.00	21+85.23	1189.18	8.00	0.0126	1189.08	3.00	0.0400	1188.96	PT														
	1189.20	-0.0250	3.00	1189.28	0.0108	8.00	22+00.00	1189.19	8.00	0.0108	1189.10	3.00	0.0400	1188.98															
	1189.14	-0.0300	3.00	1189.23	0.0067	8.00	22+25.00	1189.18	8.00	0.0067	1189.13	3.00	0.0400	1189.01															
P.I. STA. 23+24.94															Dc = 9° 37' 40.00"														
POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION														
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER																	
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION															
	1189.05	-0.0350	3.00	1189.16	0.0010	8.00	22+50.00	1189.15	8.00	0.0010	1189.14	3.00	0.0400	1189.02															
PC	1188.98	-0.0385	3.00	1189.10	-0.0029	8.00	22+67.25	1189.12	8.00	-0.0029	1189.14	3.00	0.0365	1189.03	PC														
	1188.94	-0.0400	3.00	1189.06	-0.0046	8.00	22+75.00	1189.10	8.00	-0.0046	1189.14	3.00	0.0350	1189.03															
	1188.89	-0.0400	3.00	1189.01	-0.0087	8.00	23+00.00	1189.08	8.00	-0.0087	1189.15	3.00	0.0300	1189.06															
PI	1188.89	-0.0400	3.00	1189.01	-0.0087	8.00	23+24.94	1189.09	8.00	-0.0100	1189.17	3.00	0.0250	1189.09	PI														
	1188.89	-0.0400	3.00	1189.01	-0.0100	8.00	23+25.00	1189.09	8.00	-0.0100	1189.17	3.00	0.0250	1189.09															
	1188.92	-0.0400	3.00	1189.04	-0.0081	8.00	23+50.00	1189.10	8.00	-0.0081	1189.16	3.00	0.0200	1189.10															
	1188.93	-0.0400	3.00	1189.05	-0.0071	8.00	23+75.00	1189.11	8.00	-0.0071	1189.17	3.00	0.0150	1189.12															
PT	1188.93	-0.0400	3.00	1189.05	-0.0072	8.00	23+82.27	1189.11	8.00	-0.0072	1189.17	3.00	0.0121	1189.13	PT														
	1188.94	-0.0400	3.00	1189.06	-0.0075	8.00	24+00.00	1189.12	8.00	-0.0075	1189.18	7.84	0.0050	1189.14															
	1188.98	-0.0400	3.00	1189.10	-0.0050	8.00	24+25.00	1189.14	8.00	-0.0050	1189.18	24.65	0.0050	1189.14															

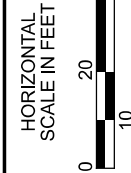
P.I. STA. 29+42.25							Dc = 2° 44' 41.00"								
POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER			
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION	
	1188.98	-0.0400	3.00	1189.10	-0.0050	8.00	28+25.00	1189.14	8.00	-0.0050	1189.18	11.40	0.0100	1189.10	
	1188.97	-0.0400	3.00	1189.09	-0.0050	8.00	28+50.00	1189.13	8.00	-0.0050	1189.17	5.58	0.0125	1189.10	
PC	1188.94	-0.0400	3.00	1189.06	-0.0058	8.00	28+74.90	1189.11	8.00	-0.0058	1189.16	3.00	0.0150	1189.11	PC
	1188.94	-0.0400	3.00	1189.06	-0.0058	8.00	28+75.00	1189.11	8.00	-0.0058	1189.16	3.00	0.0150	1189.11	
	1188.85	-0.0400	3.00	1188.97	-0.0097	8.00	29+00.00	1189.05	8.00	-0.0097	1189.13	3.00	0.0175	1189.08	
PI	1188.71	-0.0400	3.00	1188.83	-0.0128	8.00	29+25.00	1188.98	8.00	-0.0128	1189.03	3.00	0.0200	1188.97	PI
	1188.69	-0.0400	3.00	1188.81	-0.0147	8.00	29+42.25	1188.93	8.00	-0.0147	1189.03	3.00	0.0217	1188.96	
	1188.67	-0.0400	3.00	1188.79	-0.0155	8.00	29+50.00	1188.91	8.00	-0.0155	1189.03	3.00	0.0225	1188.96	
	1188.61	-0.0400	3.00	1188.73	-0.0143	8.00	29+75.00	1188.84	8.00	-0.0143	1188.95	3.00	0.0250	1188.87	
	1188.55	-0.0400	3.00	1188.67	-0.0119	8.00	30+00.00	1188.77	8.00	-0.0119	1188.87	3.00	0.0275	1188.79	
PT	1188.52	-0.0400	3.00	1188.64	-0.0111	8.00	30+09.54	1188.73	8.00	-0.0111	1188.82	3.00	0.0285	1188.73	PT
	1188.46	-0.0400	3.00	1188.58	-0.0099	8.00	30+25.00	1188.66	8.00	-0.0099	1188.74	3.00	0.0300	1188.65	
	1188.32	-0.0400	3.00	1188.44	-0.0090	8.00	30+50.00	1188.51	8.00	-0.0090	1188.58	3.00	0.0325	1188.48	
	1188.18	-0.0400	3.00	1188.30	-0.0068	8.00	30+75.00	1188.35	8.00	-0.0068	1188.40	3.00	0.0350	1188.29	
	1188.02	-0.0400	3.00	1188.14	-0.0050	8.00	31+00.00	1188.18	8.00	-0.0050	1188.22	3.00	0.0375	1188.11	
	1187.87	-0.0350	3.00	1187.98	-0.0025	8.00	31+25.00	1188.00	8.00	-0.0025	1188.02	3.00	0.0400	1187.90	
P.I. STA. 35+57.67							Dc = 1° 29' 49.00"								
POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER			
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION	
	1187.72	-0.0300	3.00	1187.81	0.0000	8.00	31+50.00	1187.81	8.00	0.0000	1187.81	3.00	0.0400	1187.69	
	1187.57	-0.0250	3.00	1187.65	0.0057	8.00	31+75.00	1187.60	8.00	0.0057	1187.55	3.00	0.0400	1187.43	
PC	1187.43	-0.0200	3.00	1187.49	0.0128	8.00	32+00.00	1187.39	8.00	0.0128	1187.29	3.00	0.0400	1187.17	PC
	1187.35	-0.0176	3.00	1187.40	0.0151	8.00	32+11.87	1187.28	8.00	0.0151	1187.16	3.00	0.0400	1187.04	
	1187.25	-0.0150	3.00	1187.30	0.0176	8.00	32+25.00	1187.16	8.00	0.0176	1187.02	3.00	0.0400	1186.90	
	1187.09	-0.0100	3.00	1187.12	0.0234	8.00	32+50.00	1186.93	8.00	0.0234	1186.74	3.00	0.0400	1186.62	
	1186.88	-0.0100	3.00	1186.91	0.0242	8.00	32+75.00	1186.72	8.00	0.0242	1186.53	3.00	0.0400	1186.41	
	1186.69	-0.0100	3.00	1186.72	0.0251	8.00	33+00.00	1186.52	8.00	0.0251	1186.32	3.00	0.0400	1186.20	
	1186.47	-0.0100	3.00	1186.50	0.0243	8.00	33+25.00	1186.31	8.00	0.0243	1186.12	3.00	0.0400	1186.00	
	1186.25	-0.0100	3.00	1186.28	0.0224	8.00	33+50.00	1186.10	8.00	0.0224	1185.92	3.00	0.0400	1185.80	
	1186.01	-0.0100	3.00	1186.04	0.0175	8.00	33+75.00	1185.90	8.00	0.0175	1185.76	3.00	0.0400	1185.64	
	1185.81	-0.0100	3.00	1185.84	0.0186	8.00	34+00.00	1185.69	8.00	0.0186	1185.54	3.00	0.0400	1185.42	
	1185.61	-0.0100	3.00	1185.64	0.0167	8.00	34+25.00	1185.51	8.00	0.0167	1185.38	3.00	0.0400	1185.26	
	1185.41	-0.0100	3.00	1185.44	0.0155	8.00	34+50.00	1185.32	8.00	0.0155	1185.20	3.00	0.0400	1185.08	
	1185.23	-0.0100	3.00	1185.26	0.0150	8.00	34+75.00	1185.14	8.00	0.0150	1185.02	3.00	0.0400	1184.90	
	1185.11	-0.0100	3.00	1185.14	0.0223	8.00	35+00.00	1184.96	8.00	0.0223	1184.78	3.00	0.0400	1184.66	
	1184.94	-0.0100	3.00	1184.97	0.0250	8.00	35+25.00	1184.77	8.00	0.0250	1184.57	3.00	0.0400	1184.45	
	1184.79	-0.0100	3.00	1184.82	0.0285	8.00	35+50.00	1184.59	8.00	0.0285	1184.36	3.00	0.0400	1184.24	
PI	1184.72	-0.0100	3.00	1184.75	0.0265	8.00	35+57.67	1184.54	8.00	0.0265	1184.33	3.00	0.0400	1184.21	PI
	1184.58	-0.0100	3.00	1184.61	0.0221	8.00	35+75.00	1184.43	8.00	0.0221	1184.25	3.00	0.0400	1184.13	
	1184.39	-0.0100	3.00	1184.42	0.0145	8.00	36+00.00	1184.30	8.00	0.0145	1184.18	3.00	0.0400	1184.06	
	1184.28	0.0000	3.00	1184.28	0.0140	8.00	36+25.00	1184.16	8.00	0.0140	1184.04	3.00	0.0400	1183.92	
	1184.14	0.0000	3.00	1184.14	0.0140	8.00	36+50.00	1184.03	8.00	0.0140	1183.92	3.00	0.0400	1183.80	
	1184.02	0.0068	3.00	1184.00	0.0140	8.00	36+75.00	1183.89	8.00	0.0140	1183.78	3.00	0.0400	1184.66	
	1183.92	0.0167	3.00	1183.87	0.0140	8.00	37+00.00	1183.76	8.00	0.0140	1183.65	3.00	0.0400	1183.53	
	1183.86	0.0093	3.00	1183.83	0.0243	8.00	37+21.81	1183.64	8.00	0.0243	1183.45	3.00	0.0400	1183.33	

PLAN



NOTES:

- 1.) FULL DEPTH PAVEMENT REPLACEMENT AREA, EXISTING DRAINAGE STRUCTURES, EXISTING CONDUIT, AND EXISTING PAVEMENT LIMITS NOT SHOWN FOR CLARITY. SEE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL DETAILS.
- 2.) FOR PAVEMENT MARKING QUANTITIES ON THIS SHEET, SEE PAVEMENT MARKING SUBSUMMARY ON SHEET 85.
- 3.) FOR SIGNING QUANTITIES AND DETAILS, SEE SHEETS 86-87.



PARKING LOT DETAILS I.R. 71 WEIGH STATION

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

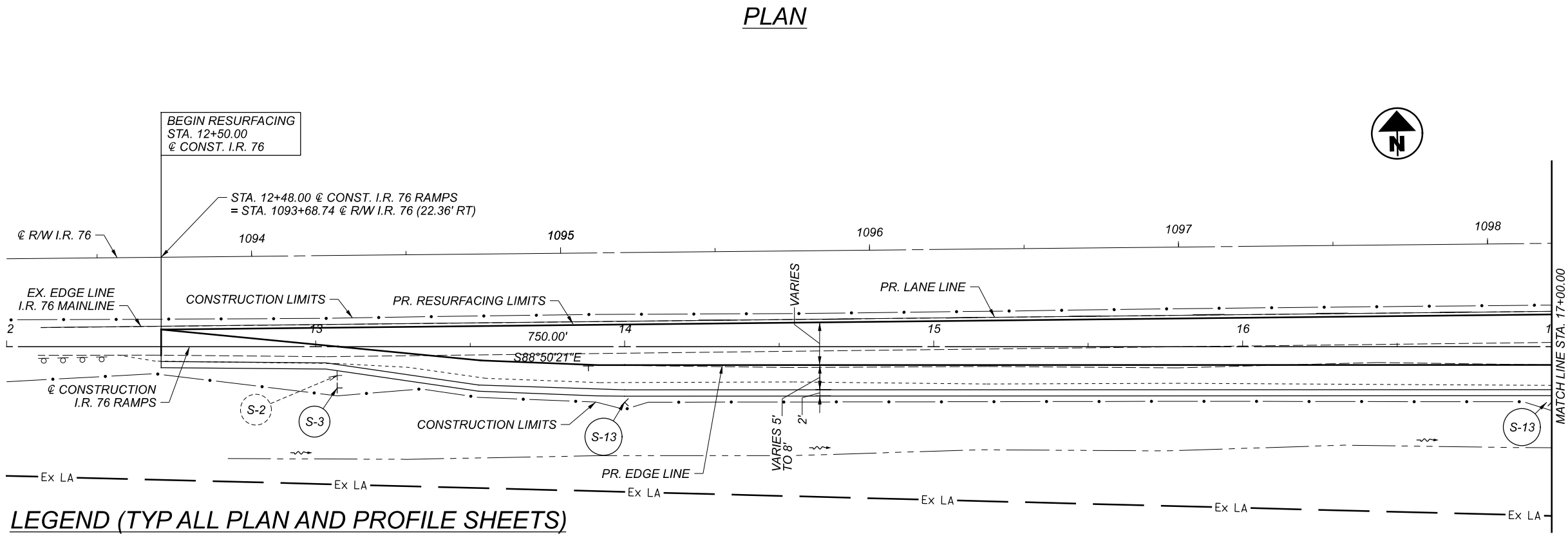
KRB 01-24-22

PROJECT ID

115391

SHEET TOTAL

P.58 87



LEGEND (TYP ALL PLAN AND PROFILE SHEETS)

- 202 - TO BE REMOVED DND - DO NOT DISTURB
- = FULL DEPTH PAVEMENT REPLACEMENT (PARKING LOT)
- = TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
- = ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

NOTES

- 1.) EXISTING AND PROPOSED PROFILE INFORMATION NOT AVAILABLE FOR RESURFACING SECTIONS. THE CONTRACTOR SHALL REFER TO THE TYPICAL SECTIONS FOR EXISTING AND PROPOSED PROFILE INFORMATION.
- 2.) FOR COORDINATE CONTROL TABLE, SEE SHEET 6.
- 3.) FOR SIGNING DETAILS, SEE SHEETS 86-87.

HORIZONTAL
SCALE IN FEET

0 10 20 40

PLAN AND PROFILE - I.R. 76
STA. 12+00.00 TO STA. 17+00.00

DESIGN AGENCY
DISTRICT 3

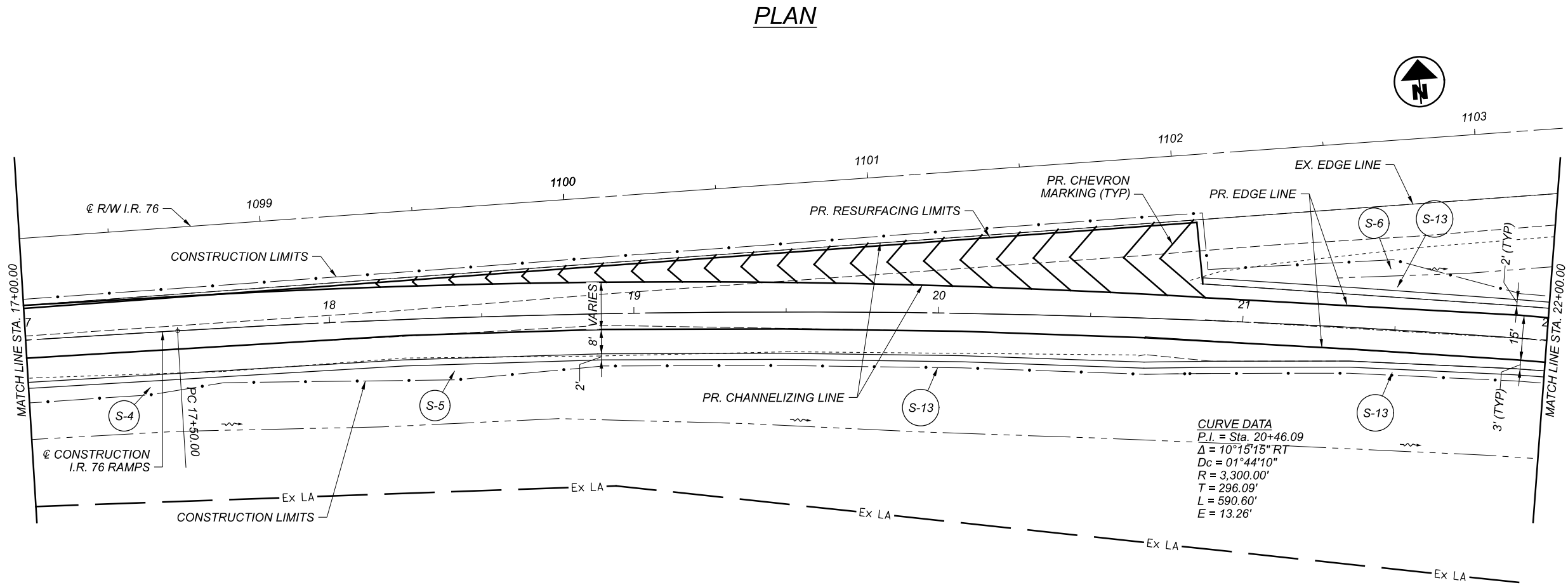
ENGINEERING
TEAM TWO

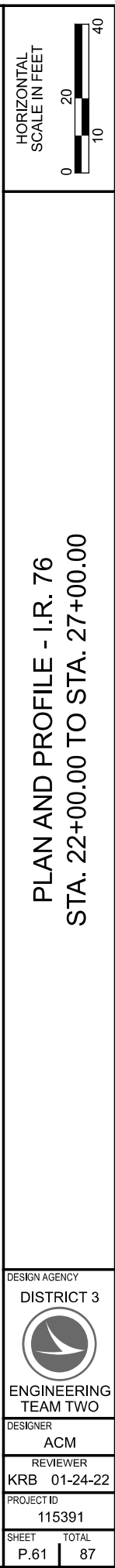
DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

SHEET	TOTAL
P.59	87

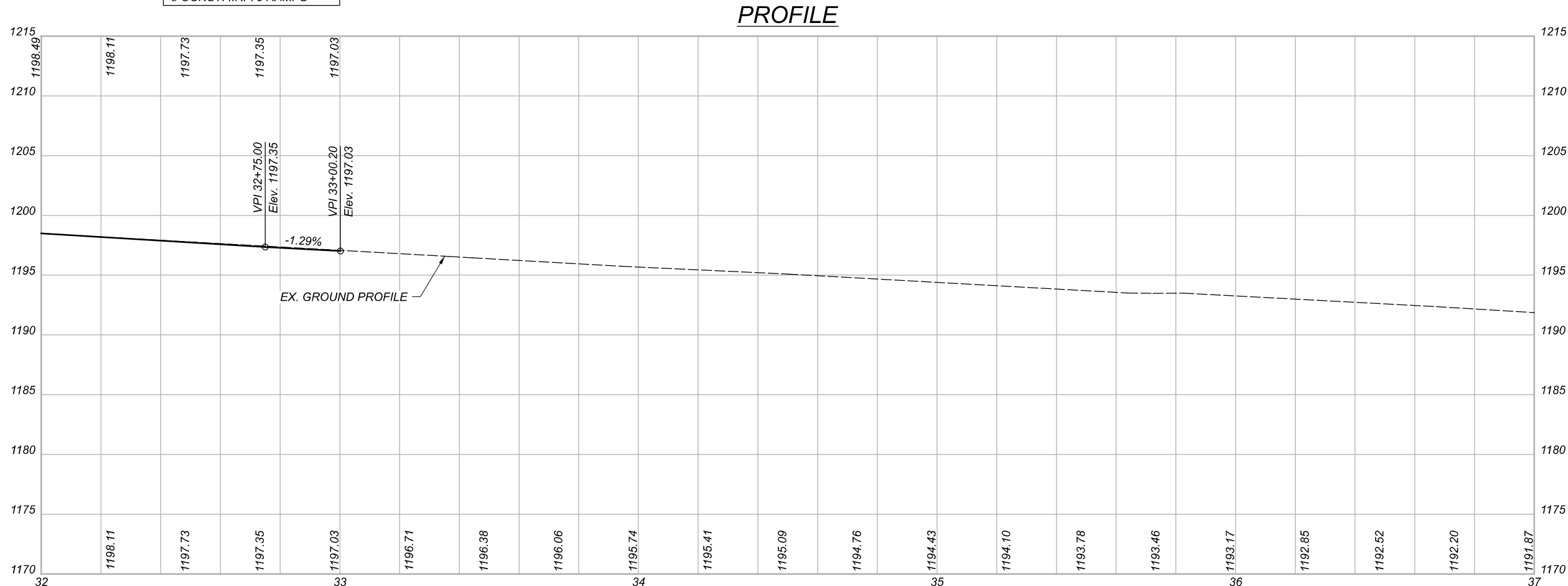
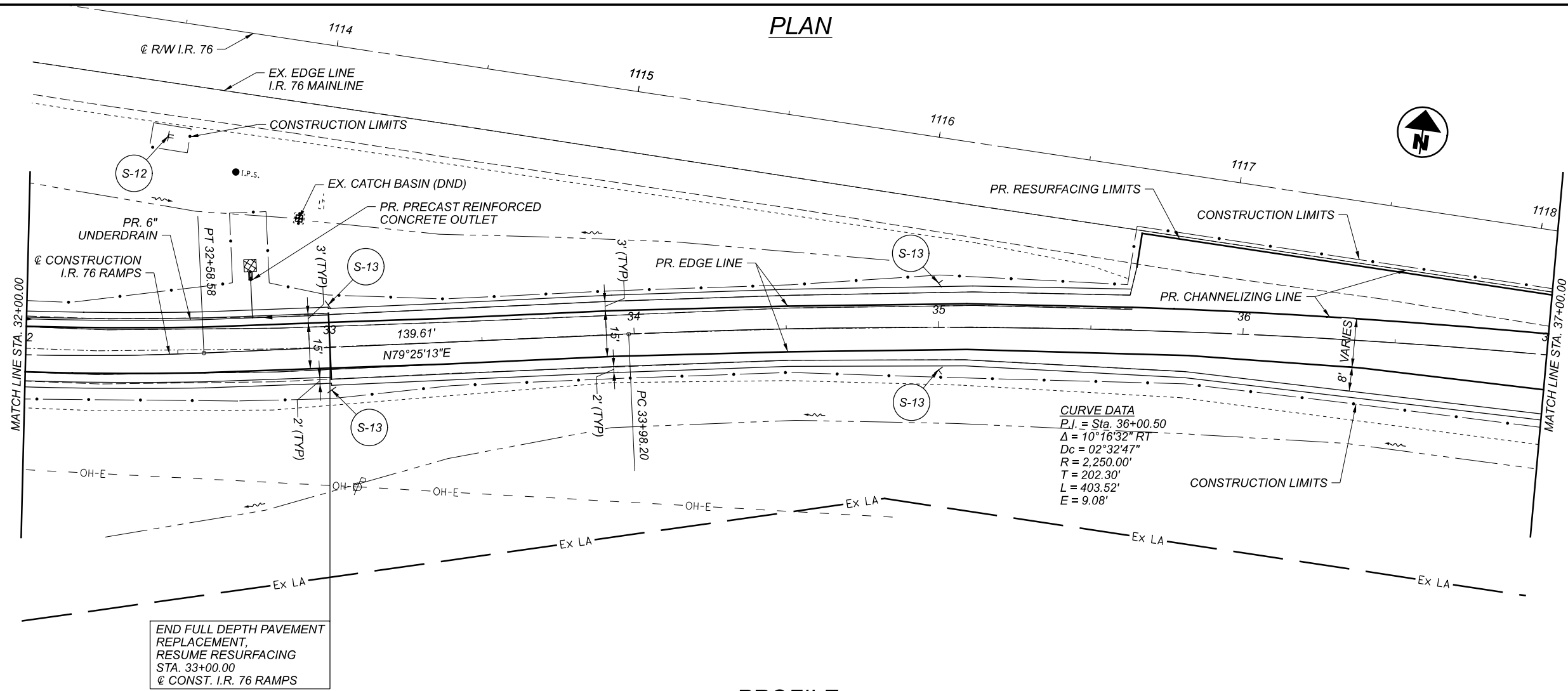




NOTES:
1) PARKING LOT STALL MARKINGS NOT SHOWN FOR CLARITY.
SEE SHEET 84 FOR ADDITIONAL PARKING LOT DETAILS.



PLAN AND PROFILE - I.R. 76
STA. 27+00.00 TO STA. 32+00.00



HORIZONTAL SCALE IN FEET

PLAN AND PROFILE - I.R. 76
STA. 32+00.00 TO STA. 37+00.00

DESIGN AGENCY
DISTRICT 3

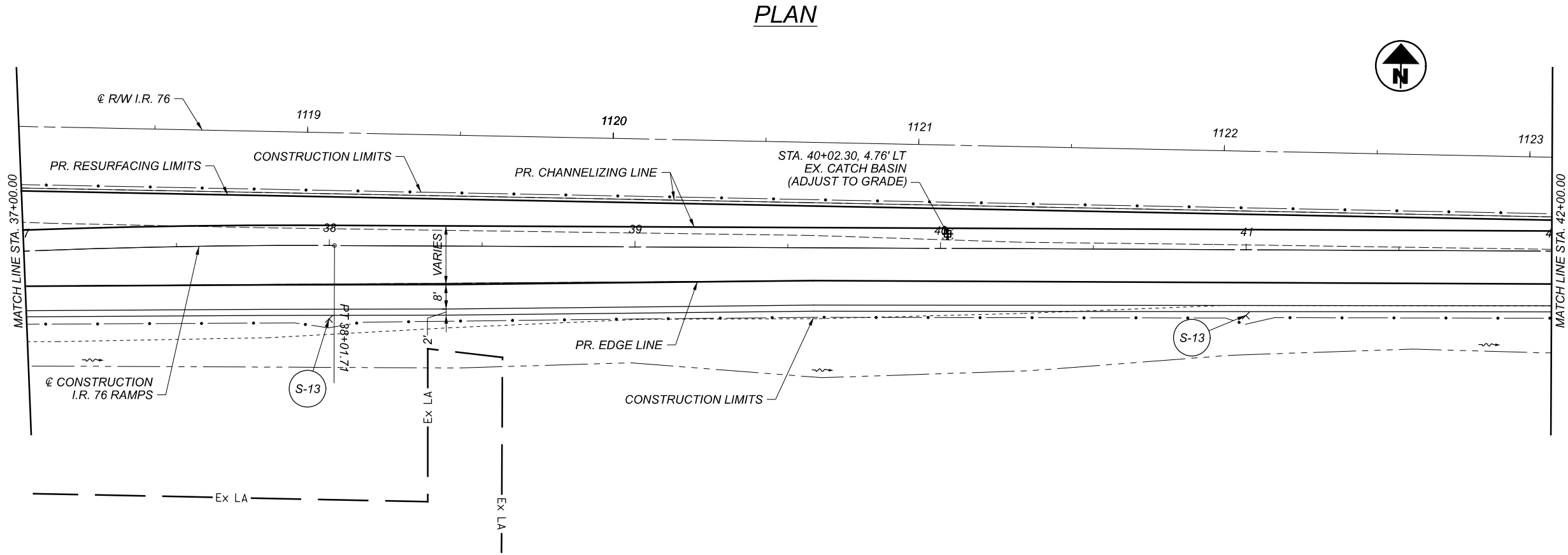
ENGINEERING TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

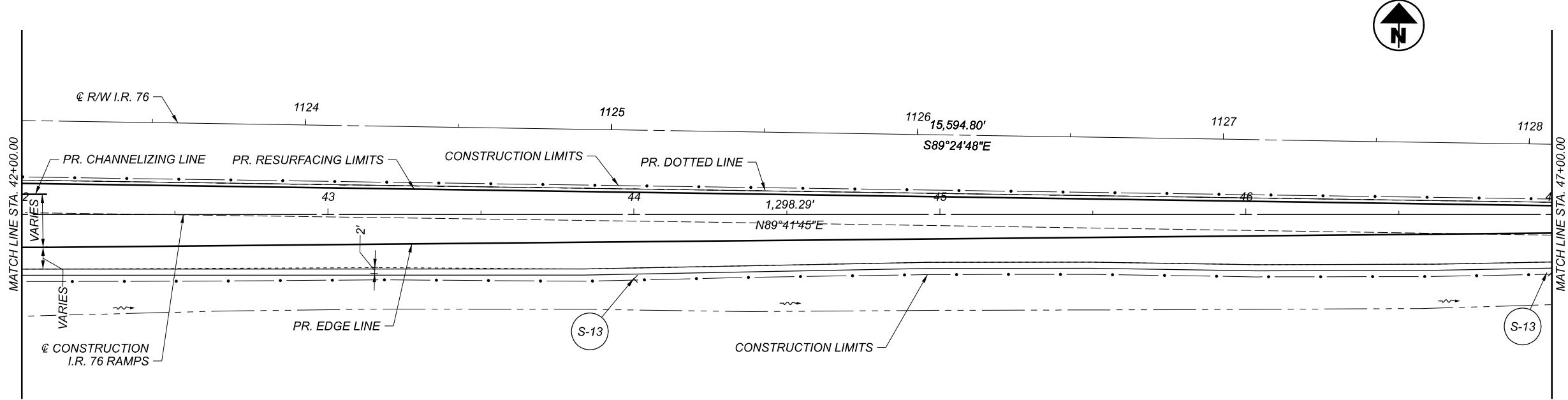
SHEET TOTAL
P.63 87



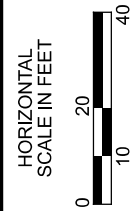
PLAN AND PROFILE - I.R. 76
STA. 37+00.00 TO STA. 42+00.00



DESIGN AGENCY	
DISTRICT 3	
ENGINEERING TEAM TWO	
DESIGNER	
ACM	
REVIEWER	
KRB 01-24-22	
PROJECT ID	
115391	
SHEET	TOTAL
P.64	87



PLAN AND PROFILE - I.R. 76
STA. 42+00.00 TO STA. 47+00.00



DESIGN AGENCY
DISTRICT 3



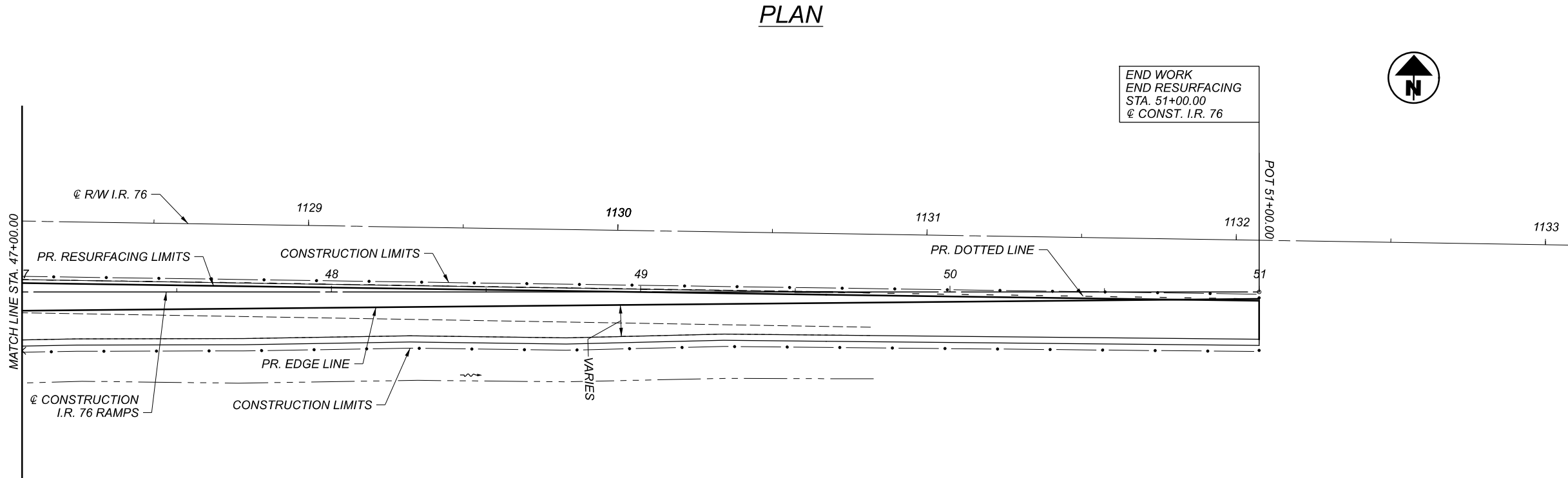
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

SHEET	TOTAL
P.65	87



PLAN AND PROFILE - I.R. 76
STA. 47+00.00 TO STA. 51+00.00

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

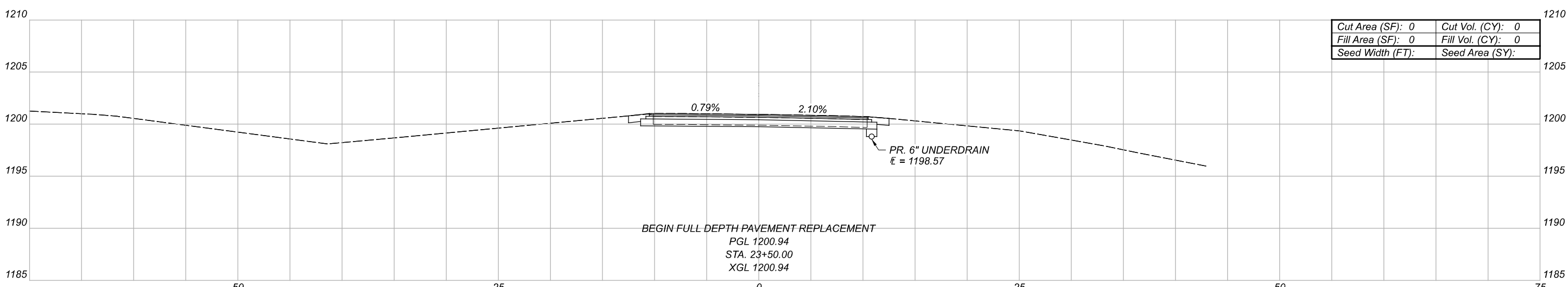
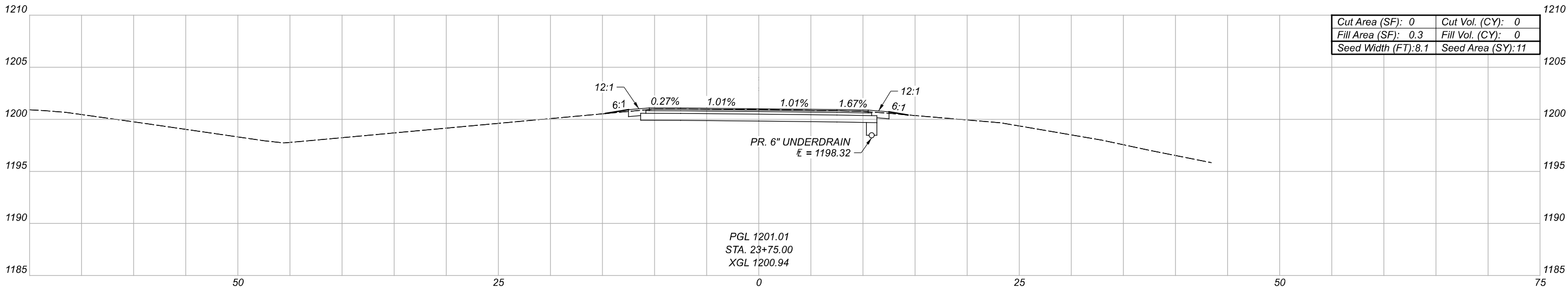
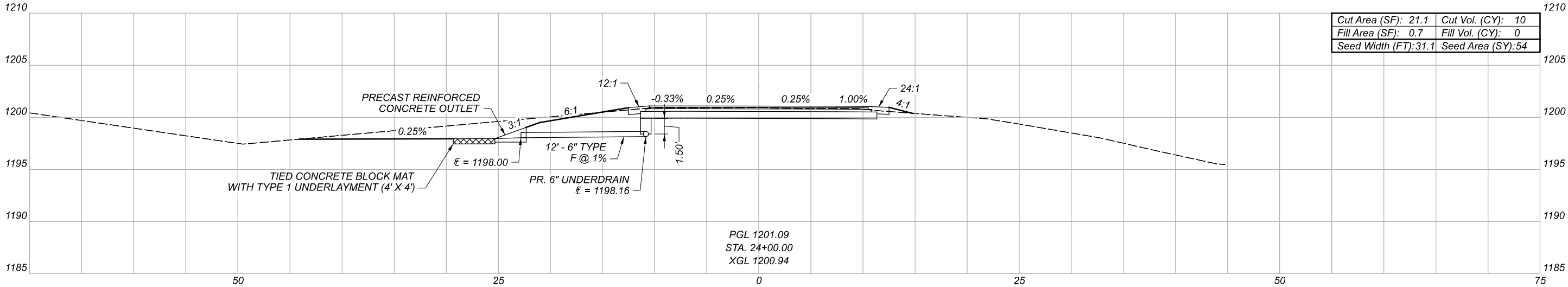
115391

SHEET TOTAL

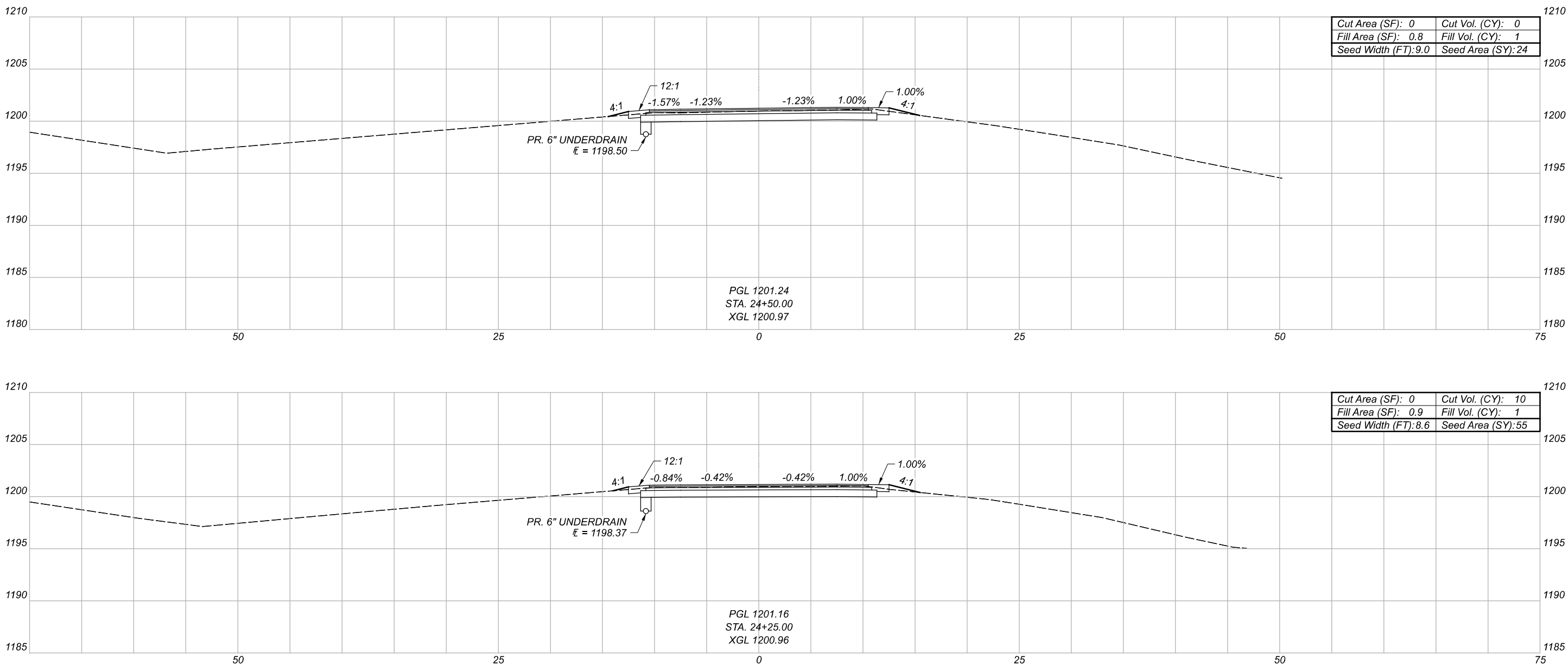
P.66 87

HORIZONTAL
SCALE IN FEET





CROSS SECTIONS - I.R. 76
STA. 23+50.00 TO STA. 24+00.00



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0.8	Fill Vol. (CY): 1
Seed Width (FT): 9.0	Seed Area (SY): 24

Cut Area (SF): 0	Cut Vol. (CY): 10
Fill Area (SF): 0.9	Fill Vol. (CY): 1
Seed Width (FT): 8.6	Seed Area (SY): 55

Sheet Totals		
Seeding	Cut	Fill
79	10	2

DESIGN AGENCY

DISTRICT 3

ENGINEERING TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

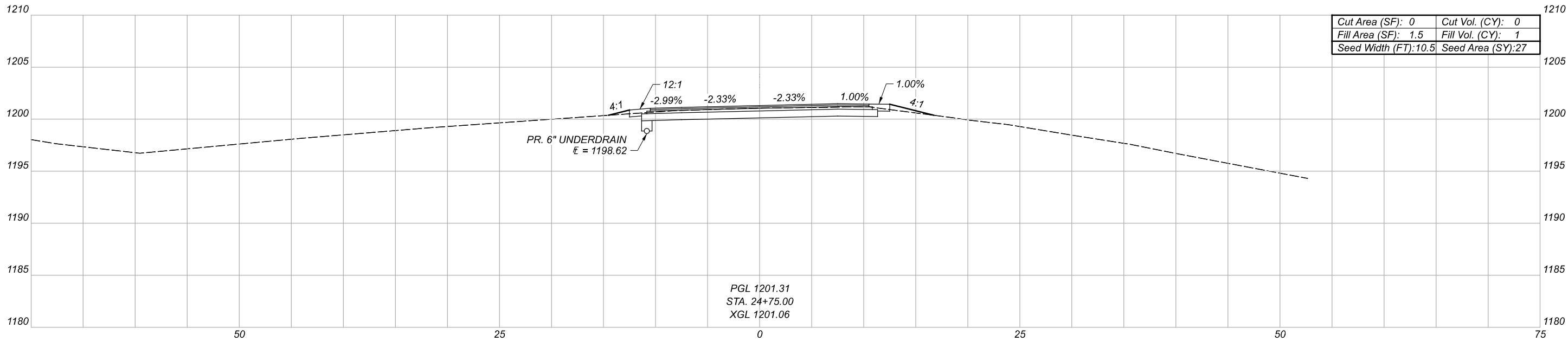
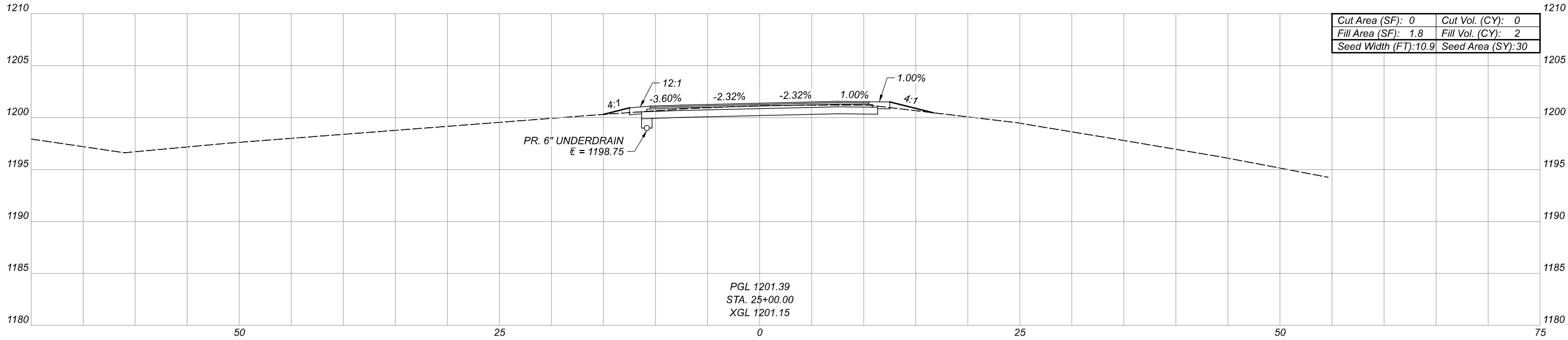
SHEET

P.68

TOTAL

87

CROSS SECTIONS - I.R. 76
STA. 24+25.00 TO STA. 24+50.00



CROSS SECTIONS - I.R. 76
STA. 24+75.00 TO STA. 25+00.00

DESIGN AGENCY

DISTRICT 3

ENGINEERING
TEAM TWO

DESIGNER

ACM

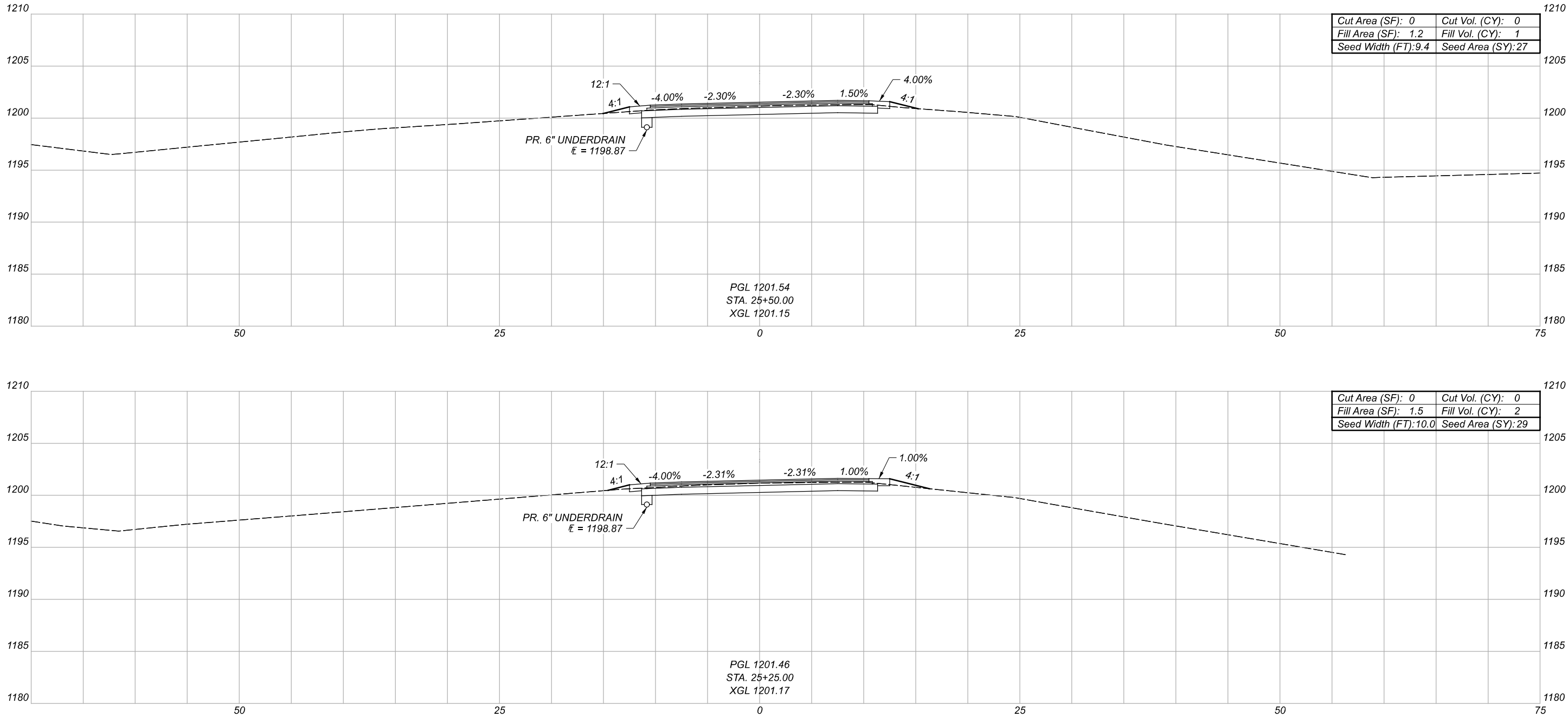
REVIEWER

KRB 01-24-22

PROJECT ID

115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
57	0	3	P.69	87



CROSS SECTIONS - I.R. 76
STA. 25+25.00 TO STA. 25+50.00

DESIGN AGENCY

DISTRICT 3

ENGINEERING TEAM TWO

DESIGNER

ACM

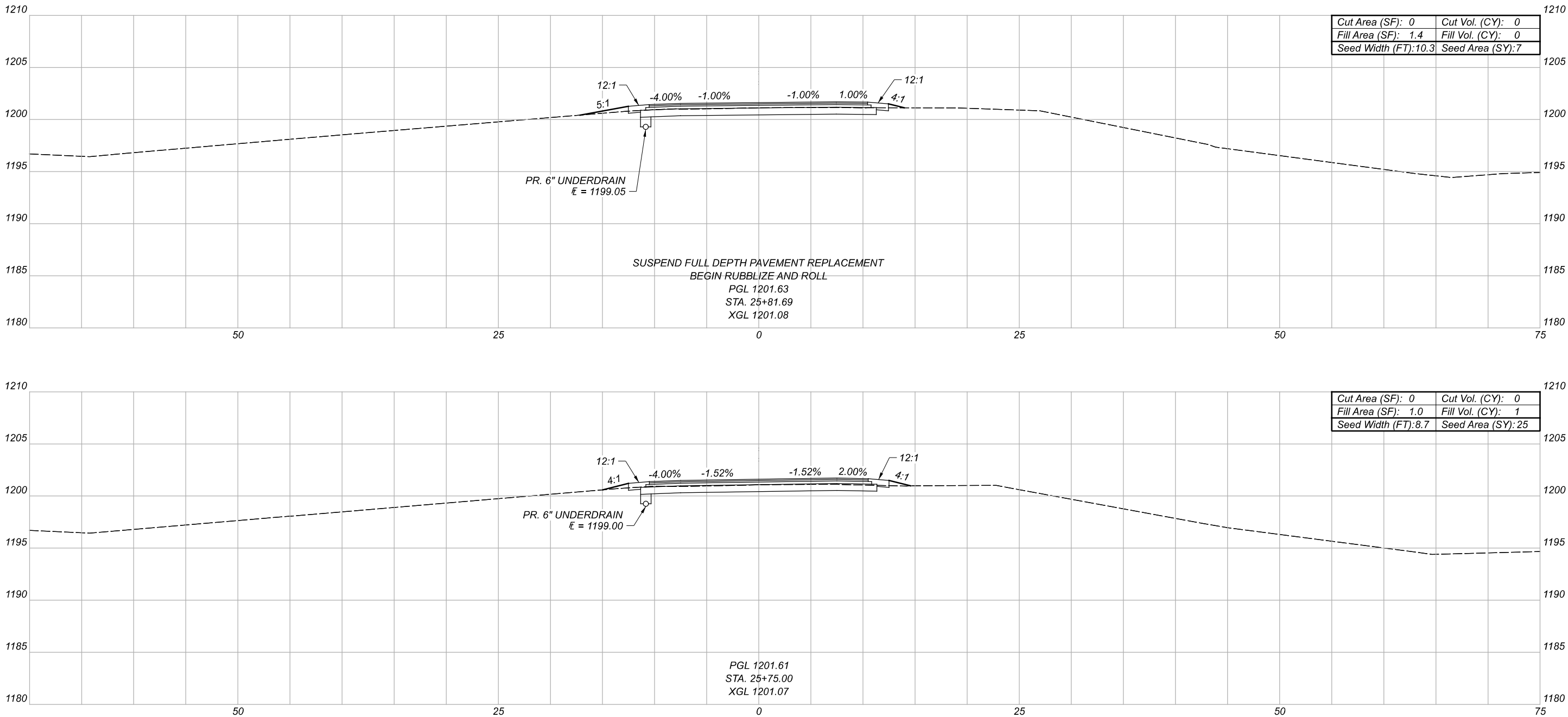
REVIEWER

KRB 01-24-22

PROJECT ID

115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
56	0	3	P.70	87



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 1.4	Fill Vol. (CY): 0
Seed Width (FT):10.3	Seed Area (SY):7

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 1.0	Fill Vol. (CY): 1
Seed Width (FT):8.7	Seed Area (SY):25

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
32	0	1	P.71	87

CROSS SECTIONS - I.R. 76
STA. 25+75.00 TO STA. 25+81.69

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

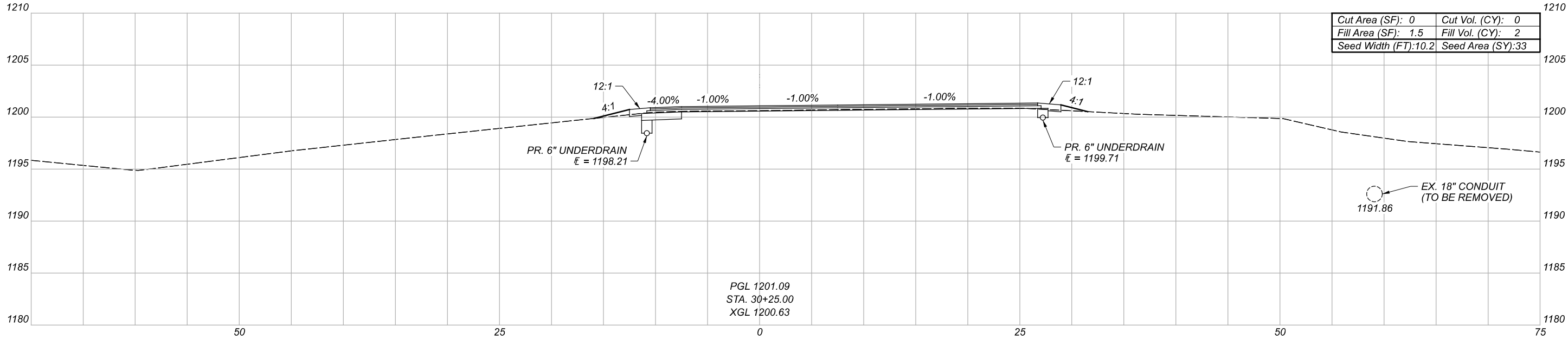
ACM

REVIEWER

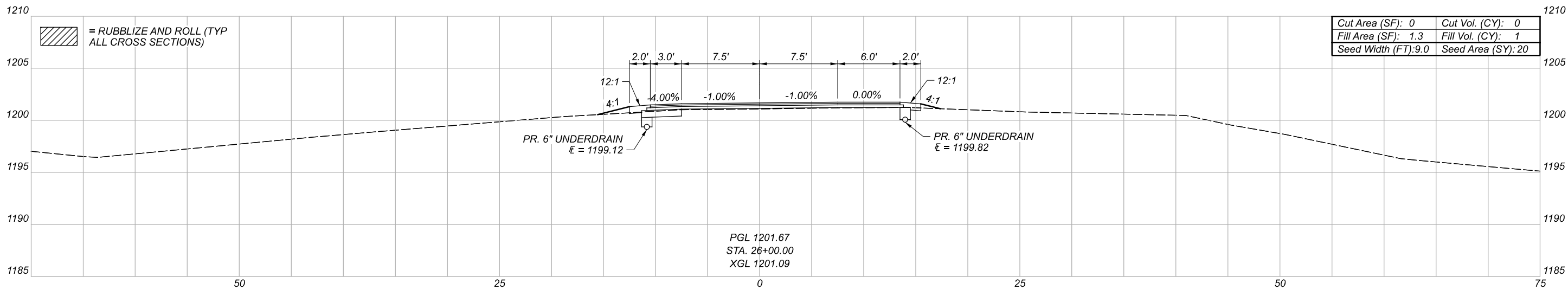
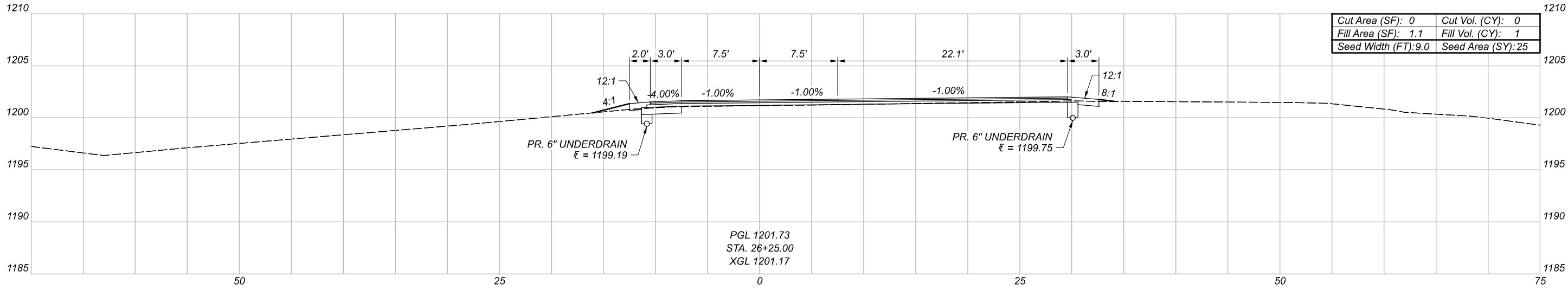
KRB 01-24-22

PROJECT ID

115391



SEE SHEETS 73-77 FOR STA. 26+50.00 TO STA. 30+00.00 CROSS SECTIONS



= RUBBLIZE AND ROLL (TYP ALL CROSS SECTIONS)

CROSS SECTIONS - I.R. 76
STA. 26+00.00 TO STA. 30+25.00

DESIGN AGENCY
DISTRICT 3

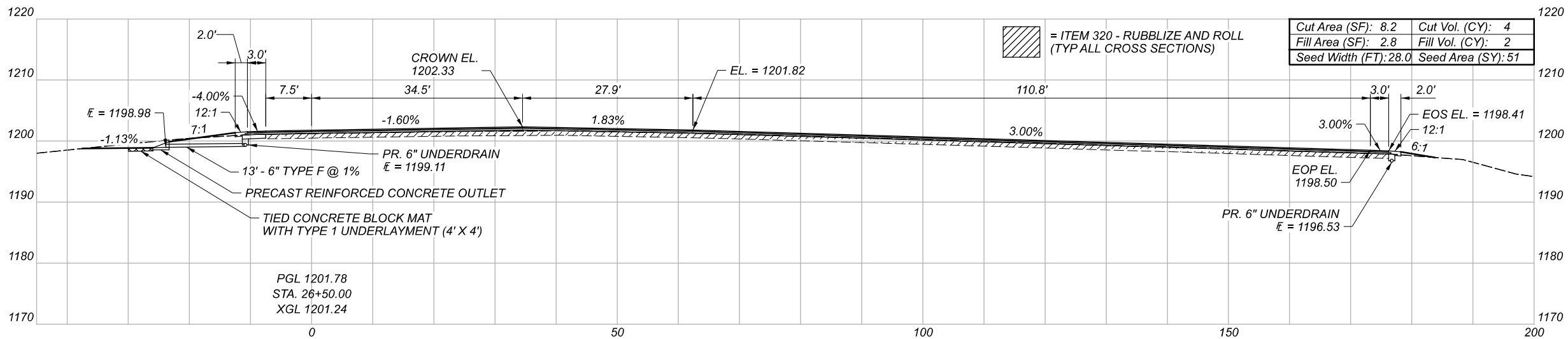
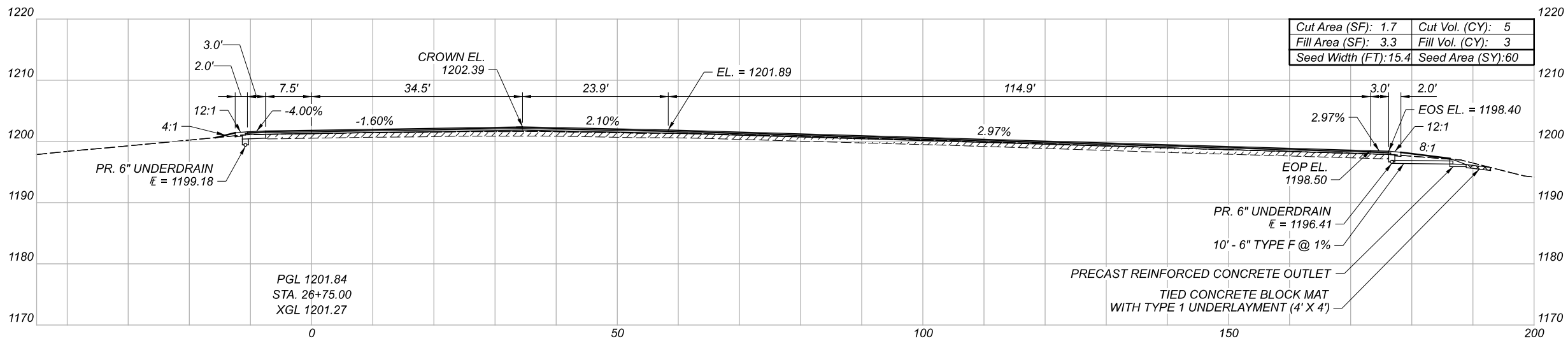
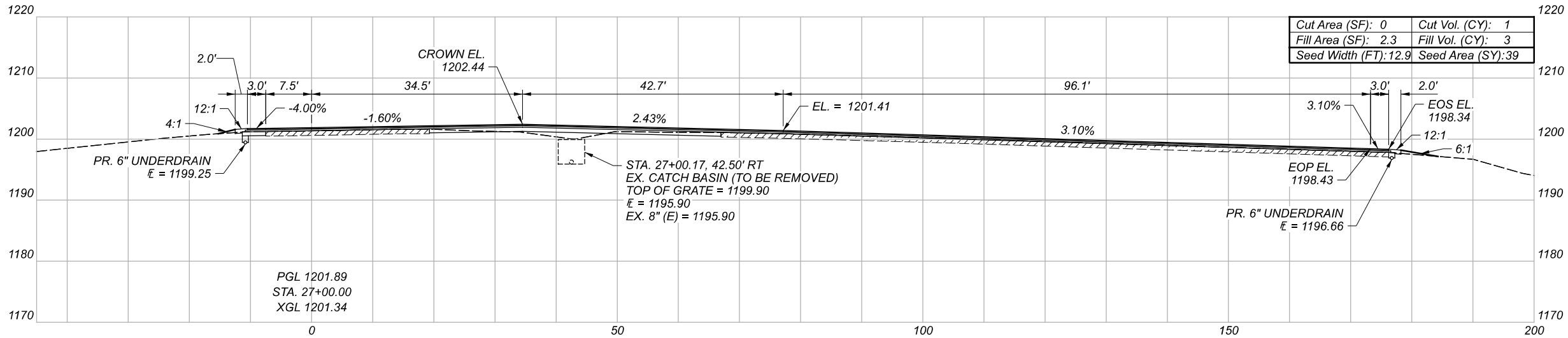
ENGINEERING
TEAM TWO

DESIGNER
ACM

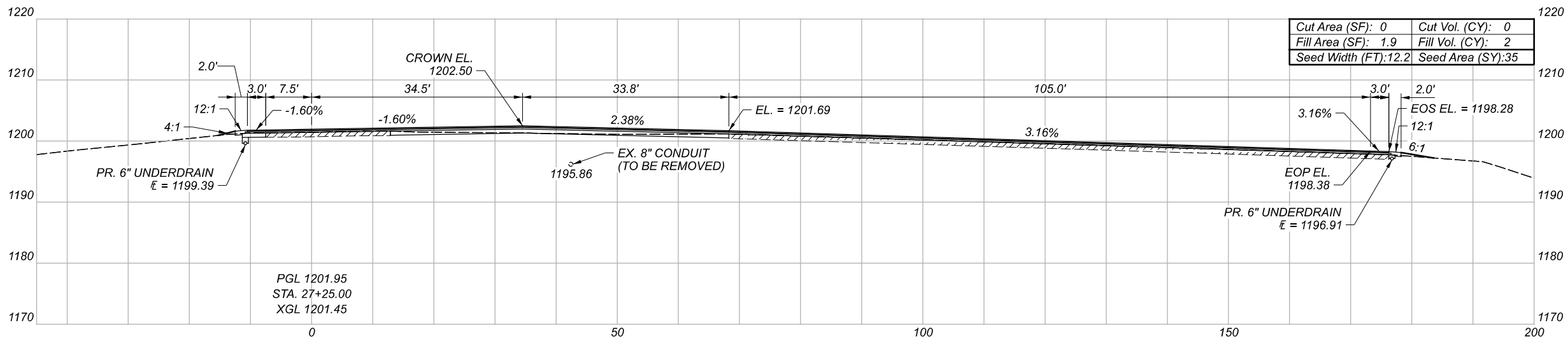
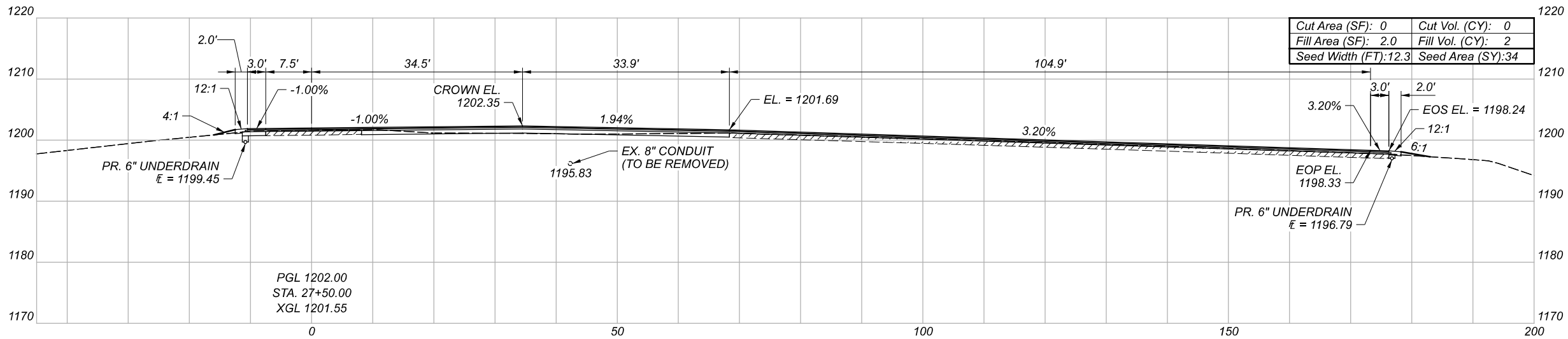
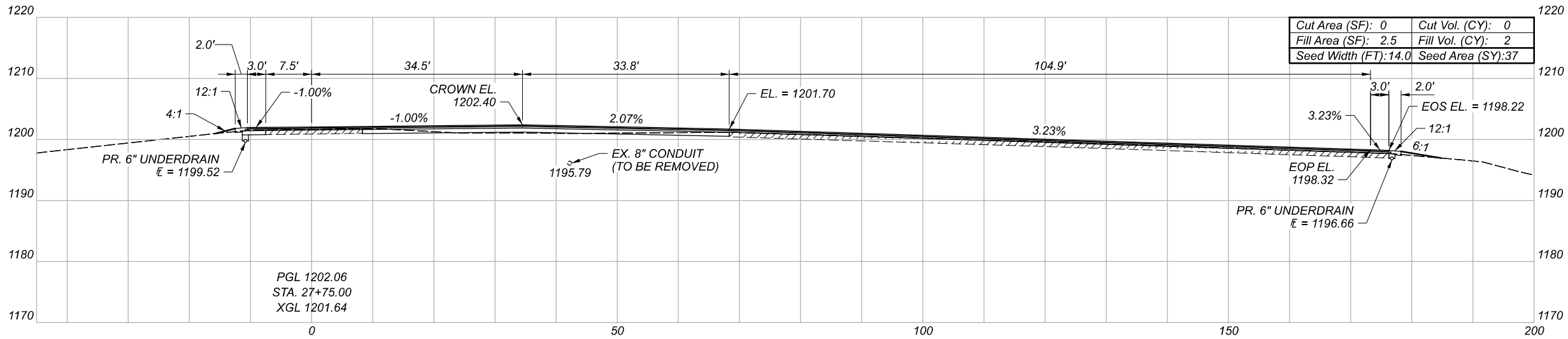
REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals				SHEET	TOTAL
Seeding	Cut	Fill			
78	0	4		P.72	87



CROSS SECTIONS - I.R. 76
STA. 26+50.00 TO STA. 27+00.00



CROSS SECTIONS - I.R. 76
STA. 27+25.00 TO STA. 27+75.00

DESIGN AGENCY
DISTRICT 3

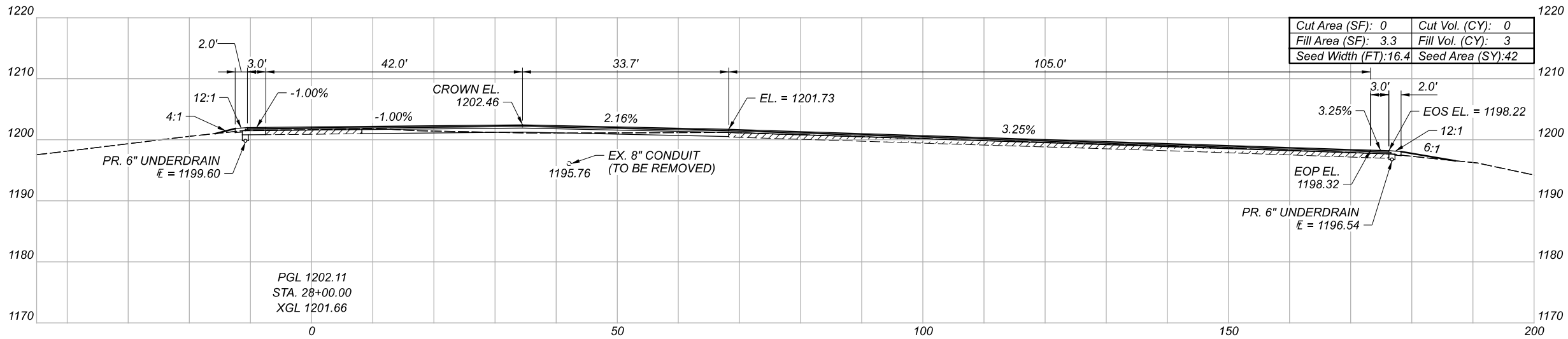
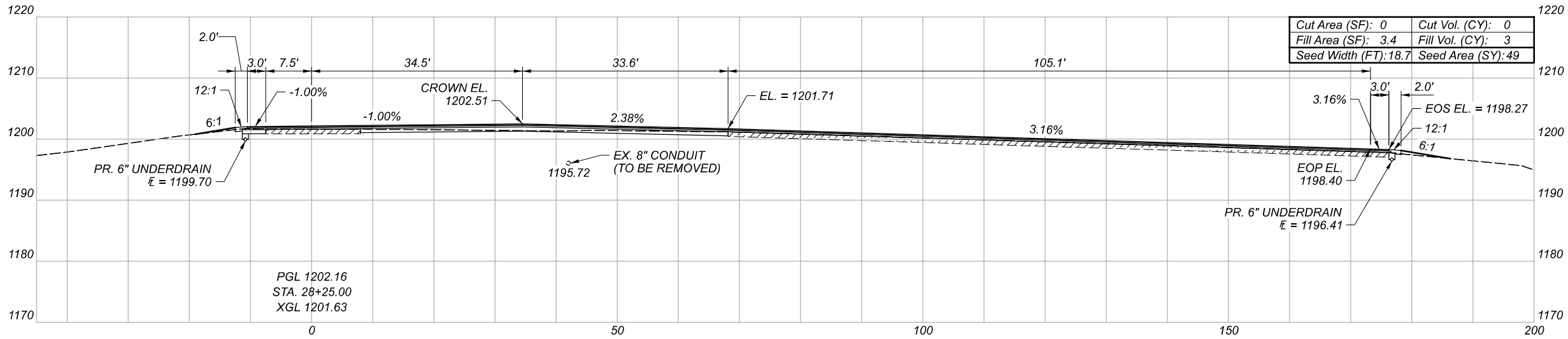
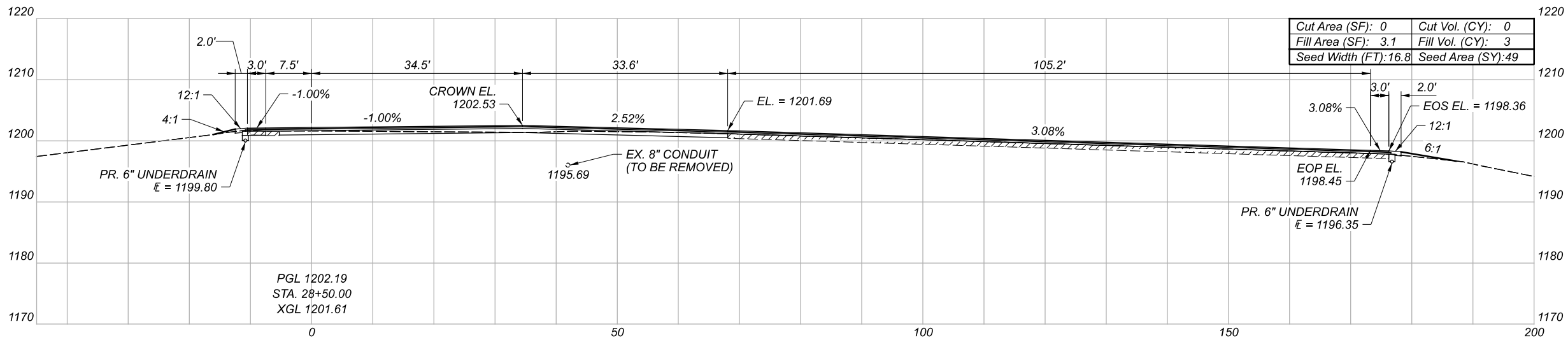
ENGINEERING
TEAM TWO

DESIGNER
ACM

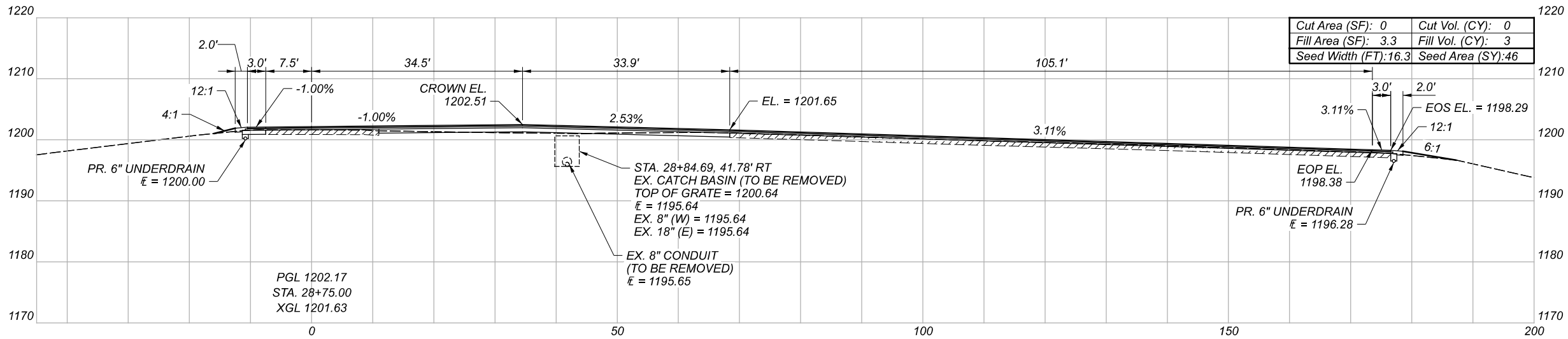
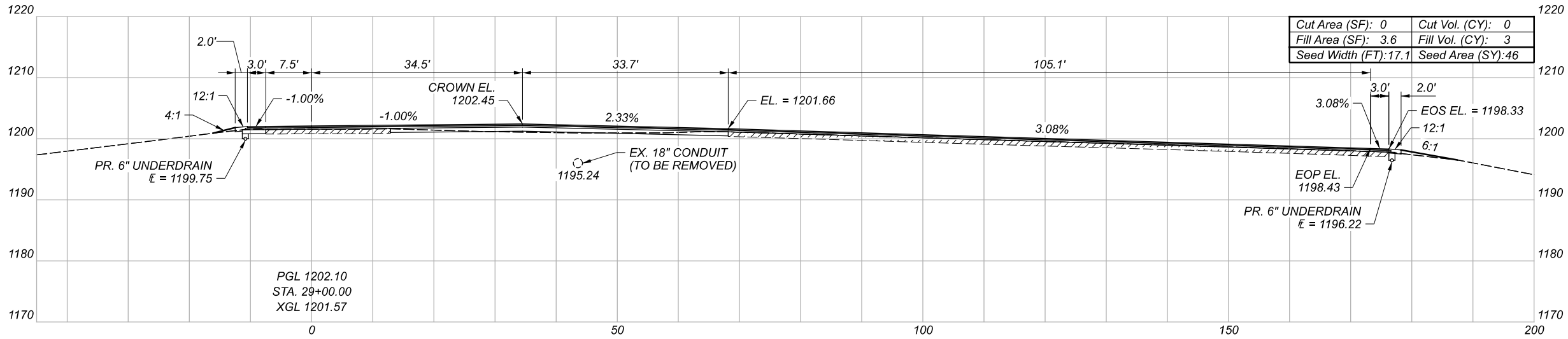
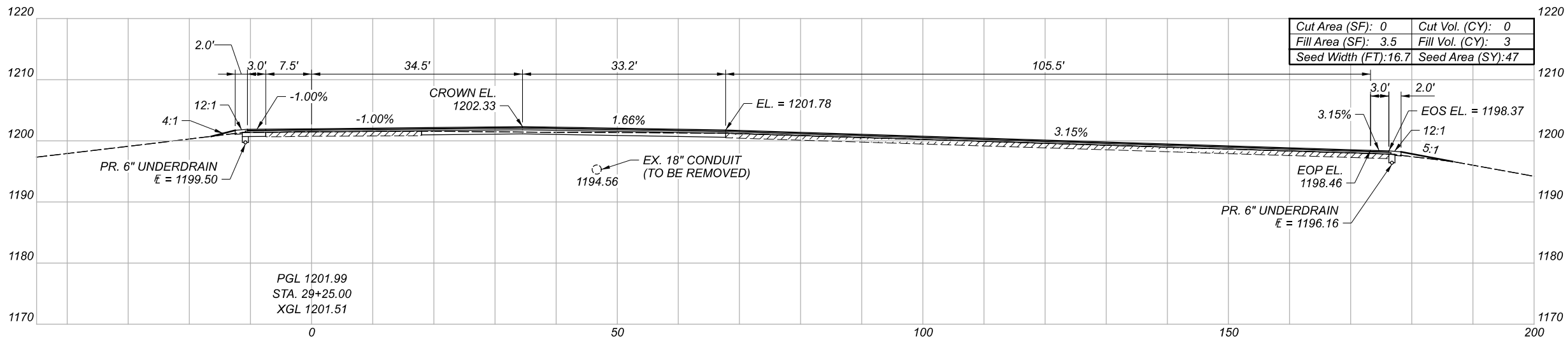
REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
106	0	6	P.74	87

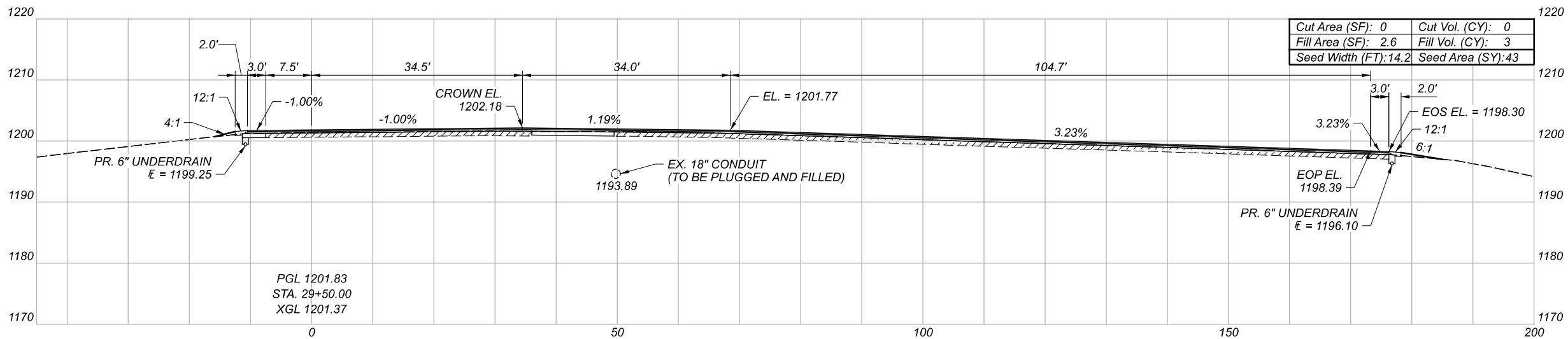
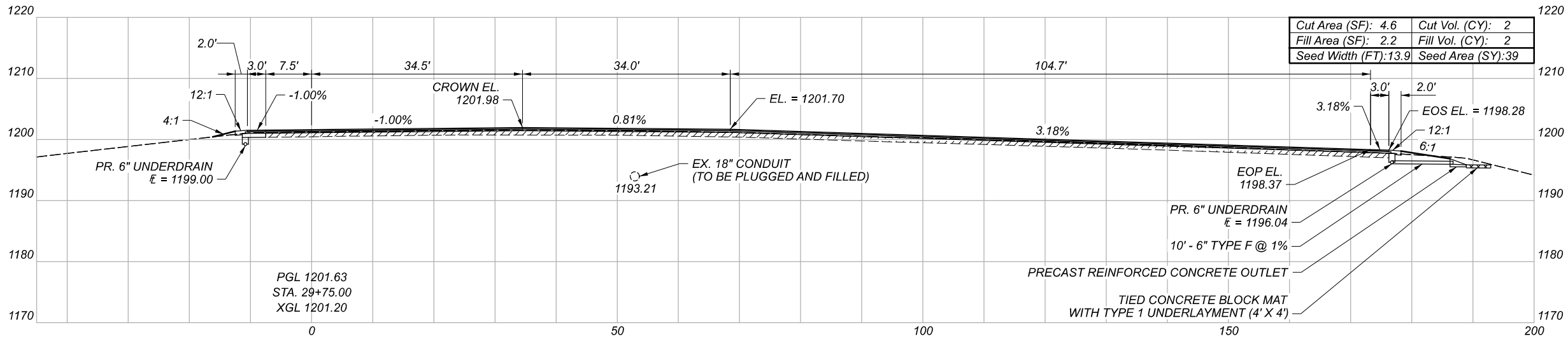
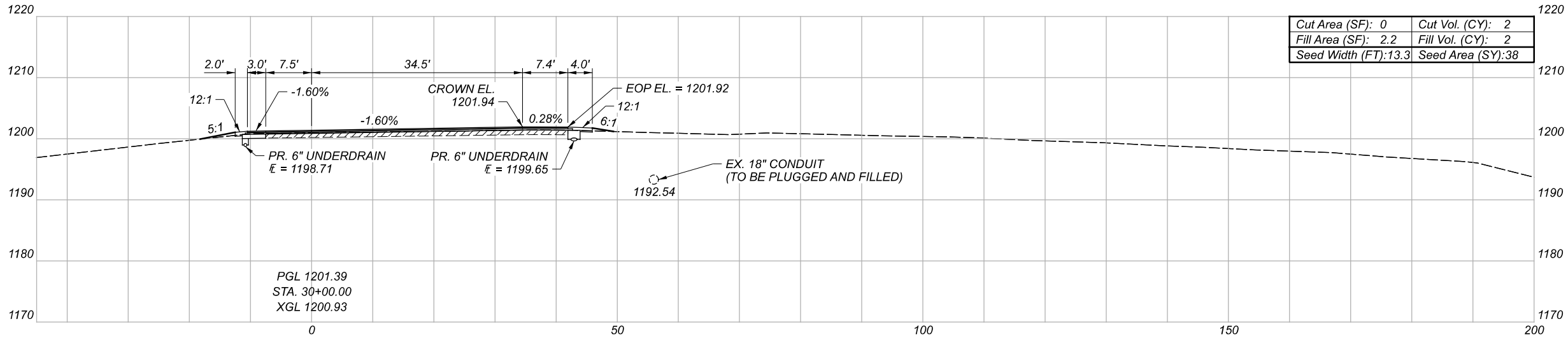


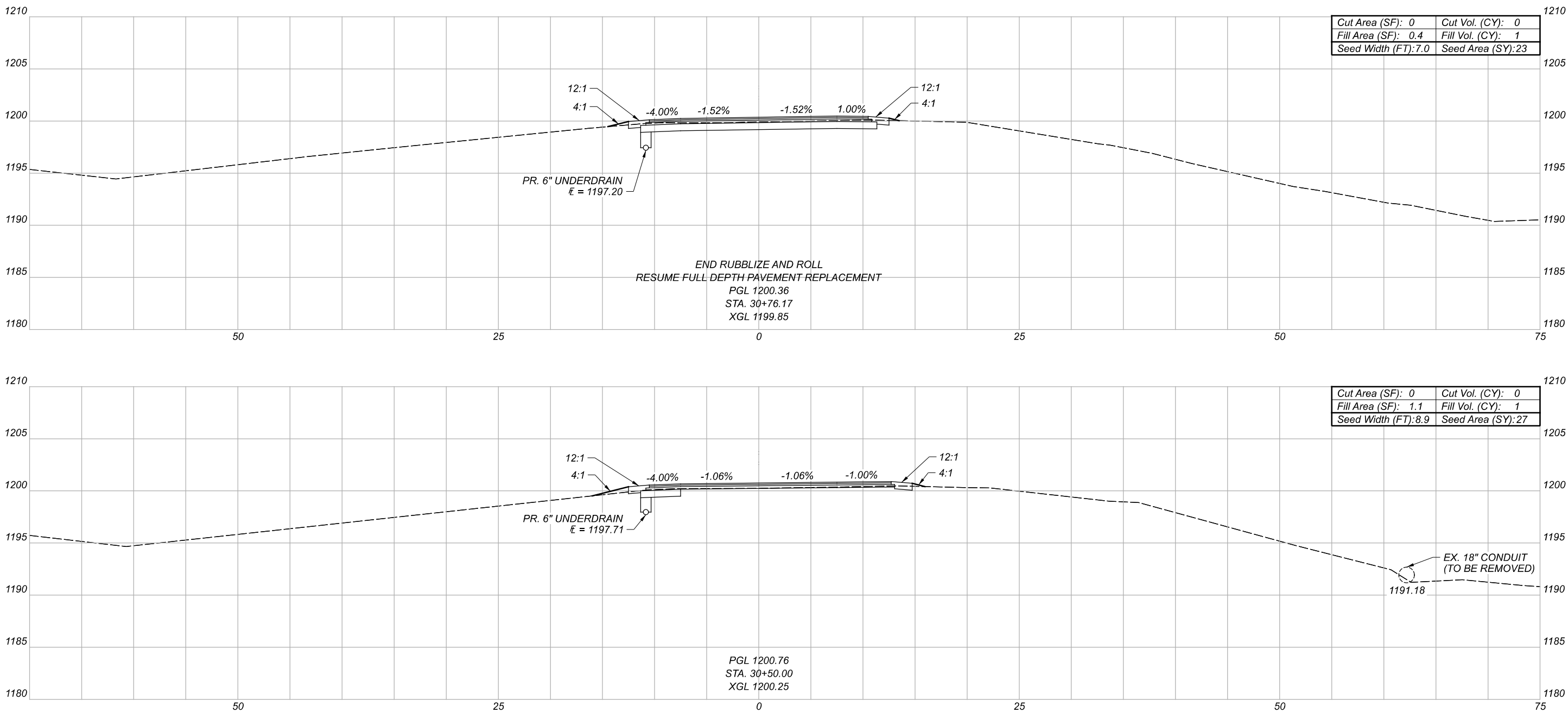
CROSS SECTIONS - I.R. 76
STA. 28+00.00 TO STA. 28+50.00



CROSS SECTIONS - I.R. 76
STA. 28+75.00 TO STA. 29+25.00

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
139	0	9	P.76	87





Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0.4	Fill Vol. (CY): 1
Seed Width (FT): 7.0	Seed Area (SY): 23

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 1.1	Fill Vol. (CY): 1
Seed Width (FT): 8.9	Seed Area (SY): 27

Sheet Totals		
Seeding	Cut	Fill
50	0	2

CROSS SECTIONS - I.R. 76
STA. 30+50.00 TO STA. 30+76.17

DESIGN AGENCY
DISTRICT 3

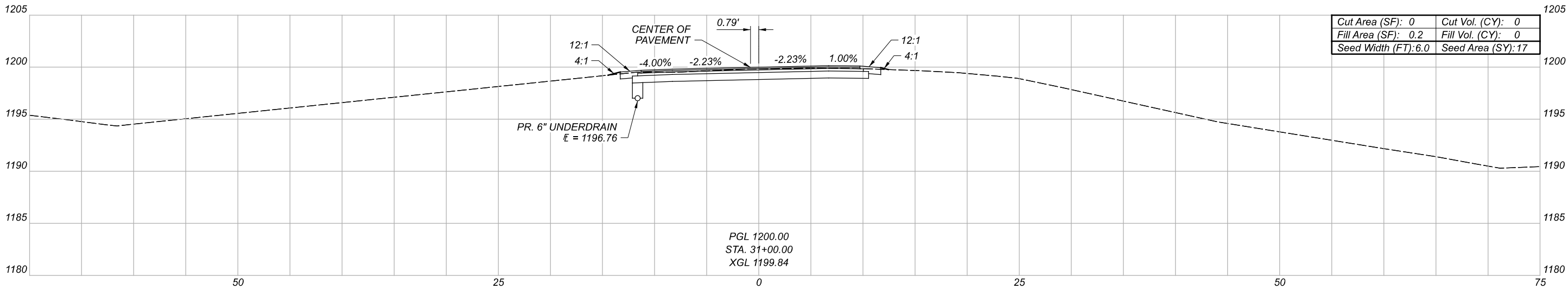
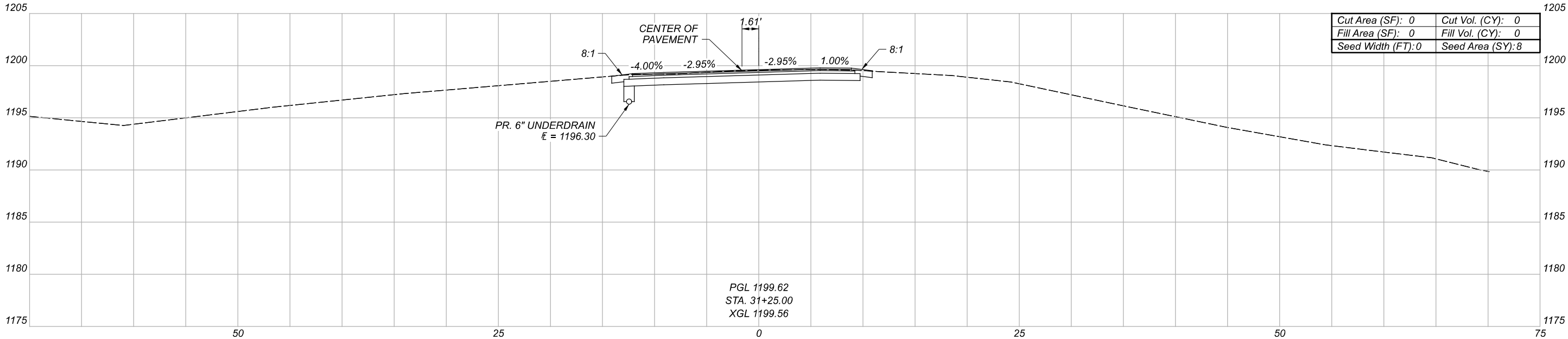
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

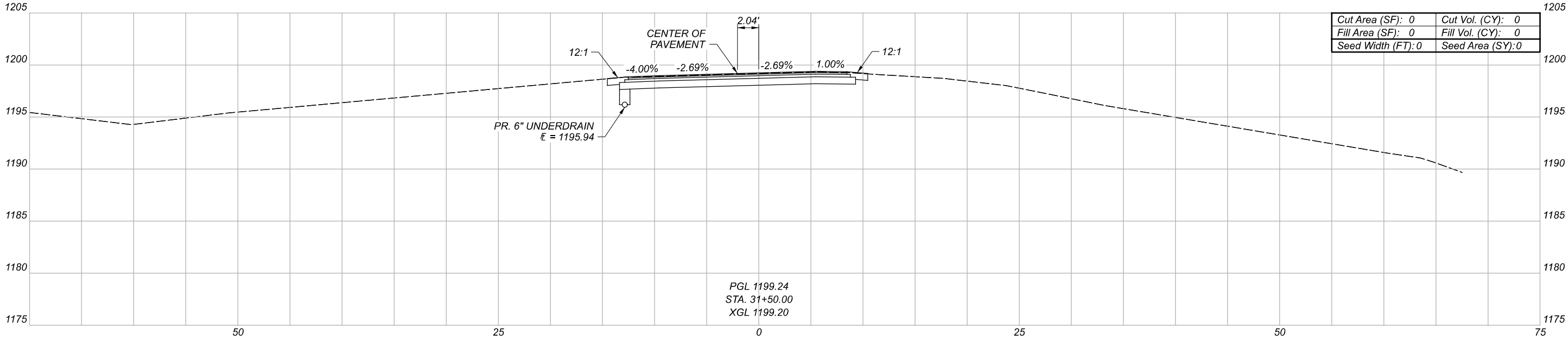
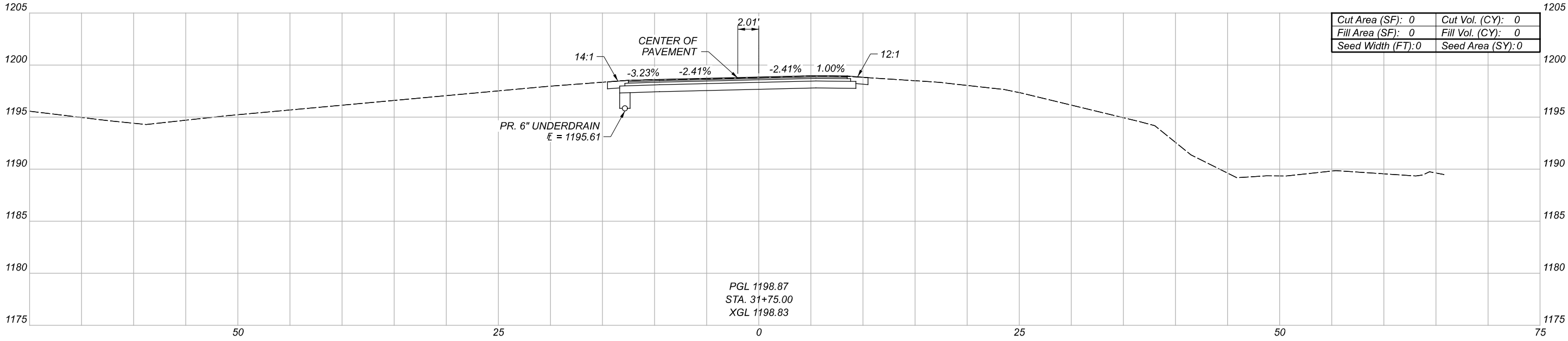
PROJECT ID
115391

SHEET	TOTAL
P.78	87



Sheet Totals		
Seeding	Cut	Fill
25	0	0

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM TWO	
DESIGNER	ACM
REVIEWER	KRB 01-24-22
PROJECT ID	115391
SHEET	TOTAL
P.79	87



CROSS SECTIONS - I.R. 76
STA. 31+50.00 TO STA. 31+75.00

DESIGN AGENCY
DISTRICT 3

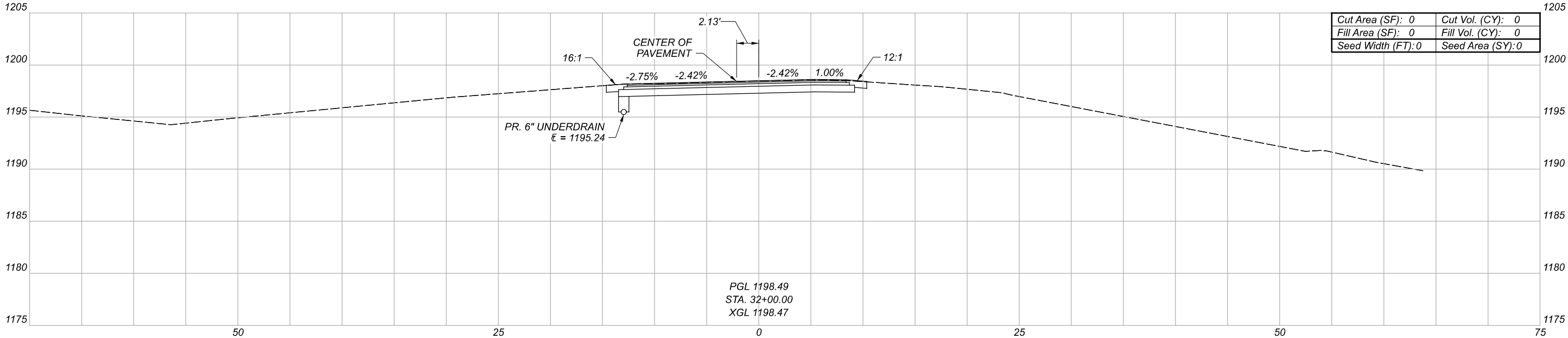
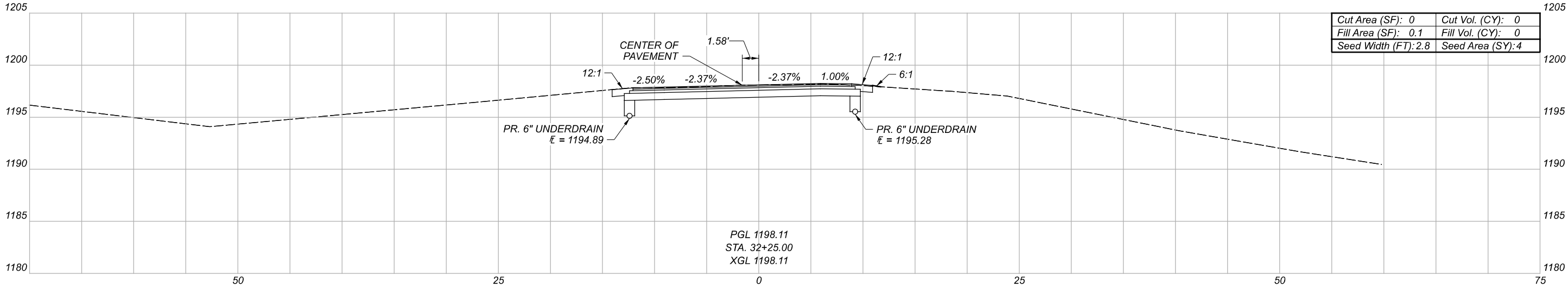
ENGINEERING
TEAM TWO

DESIGNER
ACM

REVIEWER
KRB 01-24-22

PROJECT ID
115391

Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
0	0	0	P.80	87



Sheet Totals			SHEET	TOTAL
Seeding	Cut	Fill		
4	0	0	P.81	87

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

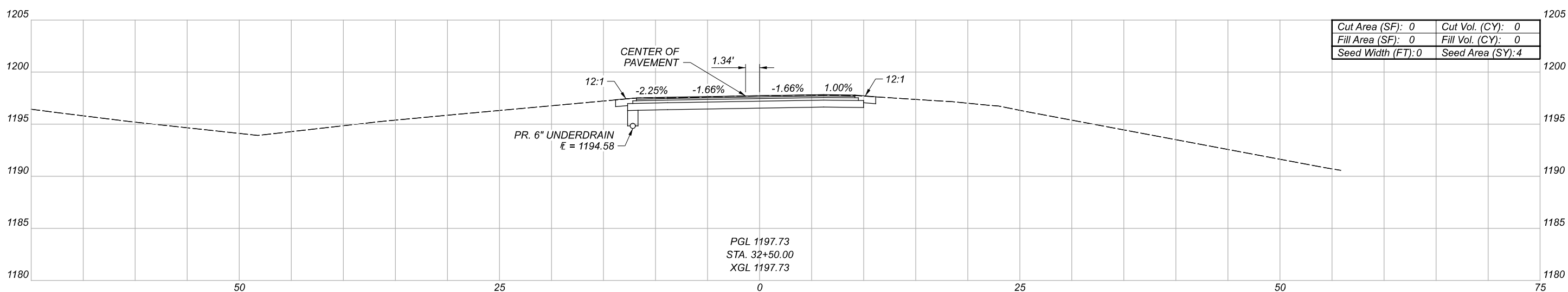
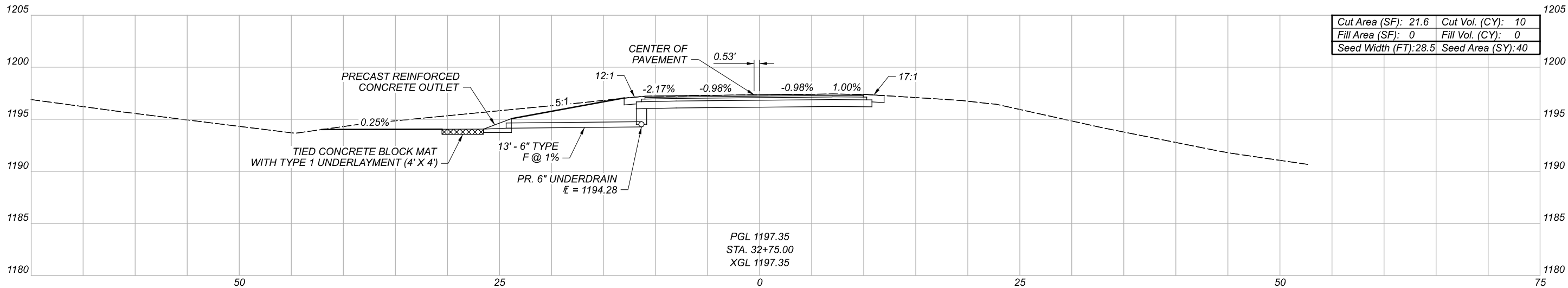
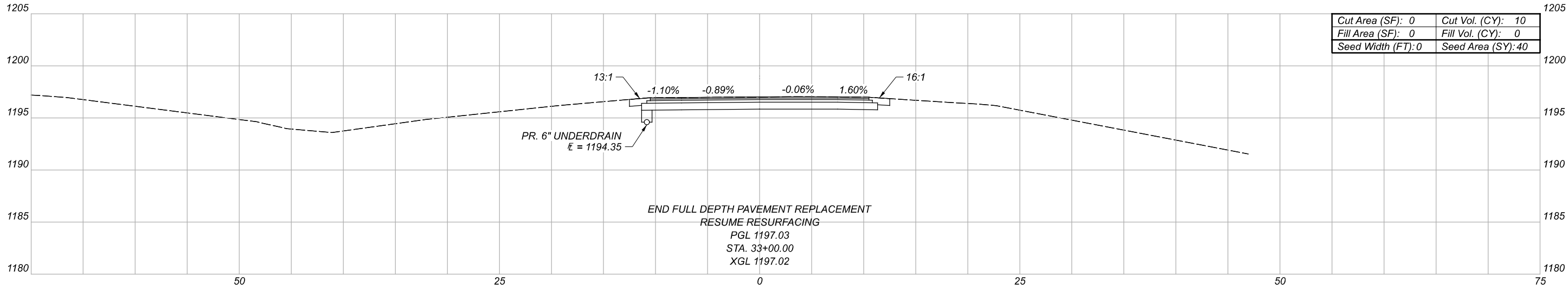
ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391



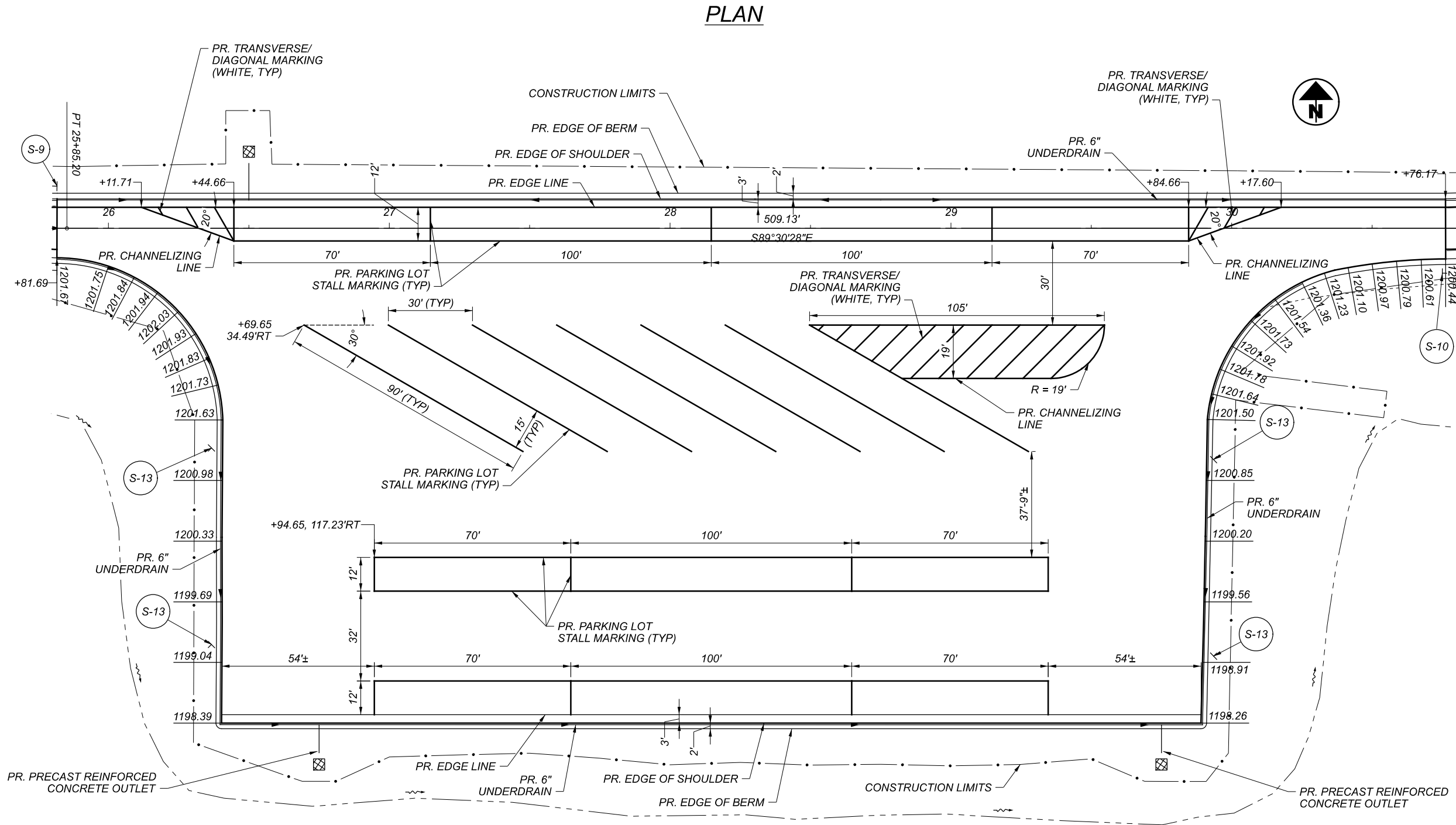
CROSS SECTIONS - I.R. 76
STA. 32+50.00 TO STA. 33+00.00

P.I. STA. 25+04.43Dc = 6° 44' 26.40"

POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER			
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION	
	1201.02	0.0079	3.00	1201.00	0.0079	7.50	23+50.00	1200.94	7.50	0.0210	1200.78	3.00	0.0210	1200.72	
	1201.09	0.0027	3.00	1201.09	0.0101	7.50	23+75.00	1201.01	7.50	0.0101	1200.93	3.00	0.0167	1200.88	
	1201.10	-0.0033	3.00	1201.11	0.0025	7.50	24+00.00	1201.09	7.50	0.0025	1201.07	3.00	0.0100	1201.04	
PC	1201.11	-0.0080	3.00	1201.13	-0.0037	7.50	24+23.16	1201.15	7.50	-0.0037	1201.18	3.00	0.0100	1201.15	PC
	1201.11	-0.0084	3.00	1201.13	-0.0042	7.50	24+25.00	1201.16	7.50	-0.0042	1201.19	3.00	0.0100	1201.16	
	1201.10	-0.0157	3.00	1201.15	-0.0123	7.50	24+50.00	1201.24	7.50	-0.0123	1201.33	3.00	0.0100	1201.30	
	1201.05	-0.0299	3.00	1201.14	-0.0233	7.50	24+75.00	1201.31	7.50	-0.0233	1201.49	3.00	0.0100	1201.46	
	1201.10	-0.0360	3.00	1201.21	-0.0232	7.50	25+00.00	1201.39	7.50	-0.0232	1201.56	3.00	0.0100	1201.53	
PI	1201.12	-0.0367	3.00	1201.23	-0.0232	7.50	25+04.43	1201.40	7.50	-0.0232	1201.57	3.00	0.0100	1201.54	PI
	1201.17	-0.0400	3.00	1201.29	-0.0231	7.50	25+25.00	1201.46	7.50	-0.0231	1201.63	3.00	0.0100	1201.60	
	1201.25	-0.0400	3.00	1201.36	-0.0230	7.50	25+50.00	1201.54	7.50	-0.0230	1201.71	3.00	0.0150	1201.66	
	1201.38	-0.0400	3.00	1201.50	-0.0152	7.50	25+75.00	1201.61	7.50	-0.0152	1201.72	3.00	0.0200	1201.66	
	1201.43	-0.0400	3.00	1201.55	-0.0100	7.50	25+81.69	1201.63	7.50	-0.0100	1201.70	3.00	0.0100	1201.67	
	1201.48	-0.0400	3.00	1201.60	-0.0100	7.50	26+00.00	1201.67	7.50	-0.0100	1201.75	5.98	0.0000	1201.75	
PT	1201.49	-0.0400	3.00	1201.61	-0.0100	7.50	26+03.51	1201.68	7.50	-0.0100	1201.76	8.24	-0.0014	1201.79	PT
	1201.54	-0.0400	3.00	1201.66	-0.0100	7.50	26+25.00	1201.73	7.50	-0.0100	1201.81	22.09	-0.0100	1202.03	

P.I. STA. 31+76.71Dc = 6° 44' 26.00"

POINT DESCRIPTION	LEFT SIDE						STATION	PROFILE GRADE	RIGHT SIDE						POINT DESCRIPTION
	LEFT EDGE OF SHOULDER			LEFT EDGE OF PAVEMENT					RIGHT EDGE OF PAVEMENT			RIGHT EDGE OF SHOULDER			
	ELEVATION	CROSS SLOPE	WIDTH	ELEVATION	CROSS SLOPE	WIDTH			WIDTH	CROSS SLOPE	ELEVATION	WIDTH	CROSS SLOPE	ELEVATION	
	1200.90	-0.0400	3.00	1201.02	-0.0100	7.50	30+25.00	1201.09	7.50	-0.0100	1201.17	19.22	-0.0100	1201.36	
	1200.56	-0.0400	3.00	1200.68	-0.0106	7.50	30+50.00	1200.76	7.50	-0.0106	1200.84	12.71	-0.0100	1200.97	
	1200.15	-0.0400	3.00	1200.27	-0.0150	7.50	30+75.00	1200.38	7.50	-0.0150	1200.49	3.44	0.0091	1200.46	
	1200.13	-0.0400	3.00	1200.25	-0.0152	7.50	30+76.16	1200.36	7.50	-0.0152	1200.47	3.00	0.0100	1200.44	
PC	1199.80	-0.0400	3.00	1199.92	-0.0206	7.50	30+94.33	1200.09	7.50	-0.0206	1200.23	3.00	0.0100	1200.20	PC
	1199.70	-0.0400	3.00	1199.82	-0.0223	7.50	31+00.00	1200.00	7.50	-0.0223	1200.15	3.00	0.0100	1200.12	
	1199.23	-0.0400	3.00	1199.35	-0.0295	7.50	31+25.00	1199.62	7.50	-0.0295	1199.80	3.00	0.0100	1199.77	
	1198.87	-0.0400	3.00	1198.99	-0.0269	7.50	31+50.00	1199.24	7.50	-0.0269	1199.39	3.00	0.0100	1199.36	
	1198.54	-0.0323	3.00	1198.64	-0.0241	7.50	31+75.00	1198.87	7.50	-0.0241	1199.00	3.00	0.0100	1198.97	
PI	1198.51	-0.0320	3.00	1198.61	-0.0241	7.50	31+76.71	1198.84	7.50	-0.0241	1198.97	3.00	0.0100	1198.94	PI
	1198.17	-0.0275	3.00	1198.25	-0.0242	7.50	32+00.00	1198.49	7.50	-0.0242	1198.62	3.00	0.0100	1198.59	
	1197.82	-0.0250	3.00	1197.89	-0.0237	7.50	32+25.00	1198.11	7.50	-0.0237	1198.25	3.00	0.0100	1198.22	
	1197.52	-0.0225	3.00	1197.59	-0.0166	7.50	32+50.00	1197.73	7.50	-0.0166	1197.83	3.00	0.0100	1197.80	
PT	1197.42	-0.0222	3.00	1197.49	-0.0143	7.50	32+58.58	1197.60	7.50	-0.0143	1197.71	3.00	0.0100	1197.68	PT
	1197.21	-0.0217	3.00	1197.27	-0.0098	7.50	32+75.00	1197.35	7.50	-0.0098	1197.42	3.00	0.0100	1197.39	
	1196.93	-0.0110	3.00	1196.96	-0.0089	7.50	33+00.00	1197.03	7.50	-0.0006	1197.03	3.00	0.0160	1196.99	



NOTES:

- 1) FULL DEPTH PAVEMENT REPLACEMENT AREA, EXISTING DRAINAGE STRUCTURES, EXISTING CONDUIT, AND EXISTING PAVEMENT LIMITS NOT SHOWN FOR CLARITY. SEE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL PAVEMENT DETAILS.
- 2) FOR PAVEMENT MARKING QUANTITIES ON THIS SHEET, SEE PAVEMENT MARKING SUBSUMMARY ON SHEET 85.
- 3) FOR SIGNING QUANTITIES AND DETAILS, SEE SHEETS 86-87.



PARKING LOT DETAILS
I.R. 76 WEIGH STATION

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER

ACM

REVIEWER

KRB 01-24-22

PROJECT ID

115391

SHEET TOTAL

P.84 87

AUXILIARY & LONG LINE MARKINGS																					
PARTICIPATION	COUNTY	ROUTE	STATION		FEET	HIGHWAY MILES	644														
							WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	EDGE LINE		AUXILIARY MARKINGS (740.04)								REMOVAL OF PAVEMENT MARKING (EDGE LINE)		
									TOTAL (PAY QUANTITY) (WHITE)	TOTAL (PAY QUANTITY) (YELLOW)	LANE LINE	CHANNELIZING LINE	DOTTED LINE	CHEVRON MARKING	TRANSVERSE/ DIAGONAL LINE	PARKING LOT STALL MARKING	WRONG WAY ARROW				
																		6"		6"	6"
			FROM	TO		MILE		MILE	MILE		MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	FT	
01/IMS/PV	ASD	71	10+50	12+25	175	0.03		0.06	0.06		0.03									175	
01/IMS/PV	ASD	71	12+25	15+52	327	0.06		0.12	0.12		0.06		0.06							327	
01/IMS/PV	ASD	71	15+52	18+92	340	0.06		0.12	0.12		0.06			679		331					
01/IMS/PV	ASD	71	18+92	23+82	490	0.09					0.09	0.09						2			
01/IMS/PV	ASD	71	23+82	28+75	493	0.09					0.17	0.09		254			282	1936			
01/IMS/PV	ASD	71	28+75	36+09	734	0.14					0.14	0.14									
01/IMS/PV	ASD	71	36+09	42+50	641	0.12		0.24	0.24		0.12			1058						530	
01/IMS/PV	ASD	71	42+50	44+93	243	0.05		0.10	0.10		0.05				243					243	
01/IMS/PV	ASD	71	44+93	595+00																	
01/IMS/PV	ASD	71	595+00	587+39	761	0.14		0.28	0.28		0.14				761					761	
ASD-71 WEIGH STATION SUBTOTALS						4,204	0.78		0.92	0.92		0.86	0.32	0.06	1,991	1,004	331	282	1,936	2	2,036
01/IMS/PV	MED	76	12+50	14+25	175	0.03		0.06	0.06		0.03									175	
01/IMS/PV	MED	76	14+25	17+00	275	0.05		0.10	0.10		0.05		0.05							275	
01/IMS/PV	MED	76	17+00	20+87	387	0.07		0.14	0.14		0.07			676		382					
01/IMS/PV	MED	76	20+87	25+82	495	0.09					0.09	0.09						2			
01/IMS/PV	MED	76	25+82	30+76	494	0.09					0.17	0.09		258			279	1846			
01/IMS/PV	MED	76	30+76	35+63	487	0.09					0.09	0.09									
01/IMS/PV	MED	76	35+63	42+08	645	0.12		0.24	0.24		0.12			1290						645	
01/IMS/PV	MED	76	42+08	51+00	892	0.17		0.34	0.34		0.17				892					892	
MED-76 WEIGH STATION SUBTOTALS						3,850	0.71		0.88	0.88		0.79	0.27	0.05	2,224	892	382	279	1,846	2	1,987
TOTALS TO GENERAL SUMMARY (01/IMS/PV)						1.49		1.80	1.80		1.65	0.59	0.11	4,215	1,896	713	561	3,782	4	4,023	

RAISED PAVEMENT MARKERS														REMARKS	DETAIL	DESCRIPTION
PARTICIPATION	COUNTY	ROUTE	STATION		DETAIL	621 RAISED PAVEMENT MARKER REMOVED	621 RPM	PRISMATIC RETRO-REFLECTOR TYPES								
								ONE-WAY	TWO-WAY							
									WHITE	YELLOW / YELLOW	WHITE / RED	YELLOW / RED	BLUE / BLUE			
FROM	TO	EACH	EACH	EACH	YELLOW / YELLOW	WHITE / RED	YELLOW / RED	BLUE / BLUE								
01/IMS/PV	ASD	71	10+50	18+92	3		22	4		18				SOUTHBOUND I.R. 71 DECEL LANE AND GORE	10	MULTILANE UNDIVIDED TYPICAL SPACING
01/IMS/PV	ASD	71	18+92	23+82	3		7				7			SOUTHBOUND I.R. 71 EXIT RAMP	11	TAPERED ACCEL. LANE
01/IMS/PV	ASD	71	28+75	36+09	2		10				10			SOUTHBOUND I.R. 71 ENTRANCE RAMP	12	DECELERATION LANE
01/IMS/PV	ASD	71	36+09	42+50	2		16			16				SOUTHBOUND I.R. 71 ACCEL LANE	13	PARALLEL ACCEL LANE
															14	MULTILANE DIVIDED/EXPRESSWAY
															15	STOP APPROACH
01/IMS/PV	MED	76	12+50	20+87	3		22	4		18				EASTBOUND I.R. 76 DECEL LANE AND GORE	16	2 LANE APPR. WITH TURN LANE
01/IMS/PV	MED	76	20+87	25+82	3		7				7			EASTBOUND I.R. 76 EXIT RAMP	17	THROUGH APPROACH
01/IMS/PV	MED	76	30+76	35+63	2		6				6			EASTBOUND I.R. 76 ENTRANCE RAMP	18	3 LANE APPR. WITH TURN LANE
01/IMS/PV	MED	76	35+63	42+08	2		16			16				EASTBOUND I.R. 76 ACCEL LANE		3 LANE DIVIDED TO 2 LANE TRANSITION
																3 LANE UNDIVIDED TO 2 LANE TRANSITION
																TWO LANE NARROW BRIDGE
																TWO WAY LEFT TURN LANE
																ONE LANE BRIDGE
																HORIZONTAL CURVE
01/IMS/PV	MED	76	12+50	20+87	3		22	4		18				EASTBOUND I.R. 76 DECEL LANE AND GORE	16	HORIZONTAL CURVE ALT.
01/IMS/PV	MED	76	20+87	25+82	3		7				7			EASTBOUND I.R. 76 EXIT RAMP	17	STOP APPROACH ALT.
01/IMS/PV	MED	76	30+76	35+63	2		6				6			EASTBOUND I.R. 76 ENTRANCE RAMP	18	FIRE HYDRANT
01/IMS/PV	MED	76	35+63	42+08	2		16			16				EASTBOUND I.R. 76 ACCEL LANE		GAP
																CENTER LINE AT 80 FT. TYP.

PLAN SHEET REF. NO.	SIGN NUMBER	LOCATION	STATION/SLM	CODE NUMBER	SIGN SIZE (IN.)	630										
						SIGN POST REFLECTOR	SIGN		REMOVAL OF GROUND MOUNTED SUPPORT	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	GROUND MOUNTED SUPPORTS		GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	BREAKAWAY STRUCTURAL BEAM CONNECTION		
					FLAT SHEET		GROUND MOUNTED EXTRUSHEET	POST								
															W6 X 9 BEAM	NO. 3 POST, AS PER PLAN
SIZE	EACH	SF	EACH	FT	FT	EACH										
4	S-1	ASD 71, SB	09+75.00	D4-H5-144	144 X 96			96			19	19			2	2
19	S-2	ASD 71, SB	11+03.01	W8-4-36	36 X 36		9						14			
20	S-3	ASD 71, SB	15+21.24	W8-4-36	36 X 36		9						14			
20	S-4	ASD 71, SB	17+67.15	R21-H2-30	30 X 36		8						14			
20	S-5	ASD 71, SB	17+67.15	R5-1-36	36 X 36				1	1						
20	S-6	ASD 71, SB	18+92.72	R5-11-30	30 X 24				1	1						
20	S-7	ASD 71, SB	19+33.67	D4-H6A-48	48 X 84		28						18	18		
21	S-8	ASD 71, SB	21+50.00	R5-1A-36	36 X 24	2	6						13	13		
21			21+50.00	R5-1A-36	36 X 24	2	6						13	13		
21	S-9	ASD 71, SB	22+54.42	OM-2V-6	6 X 12		2						12			
21	S-10	ASD 71, SB	23+50.00	R21-H2-30	30 X 36		8						14			
21	S-11	ASD 71, SB	23+64.20	OM-2V-6	6 X 12		2						12			
21	S-12	ASD 71, SB	23+79.47	R5-1-36	36 X 36		9						14			
21			23+79.47	R5-1-36	36 X 36		9						14			
22	S-13	ASD 71, SB	28+64.99	R21-H2-30	30 X 36		8						14			
23	S-14	ASD 71, SB	33+02.19	W4-1R-48	48 X 48		16						15	15		
25	S-15	ASD 71, SB	44+41.54	D10-3-12	12 X 48											
19	S-16	ASD 71, SB	13+00.00	R7-1-12	12 X 18		2						13			
20			16+00.00	R7-1-12	12 X 18		2						13			
20			19+00.00	R7-1-12	12 X 18		2						13			
20			19+50.00	R7-1-12	12 X 18		2						13			
21			21+00.00	R7-1-12	12 X 18		2						13			
21			21+00.00	R7-1-12	12 X 18		2						13			
21			23+00.00	R7-1-12	12 X 18		2						13			
21			23+00.00	R7-1-12	12 X 18		2						13			
21			23+00.00	R7-1-12	12 X 18		2						13			
21			24+16.68	R7-1-12	12 X 18		2						13			
21			24+35.70	R7-1-12	12 X 18		2						13			
21			24+35.70	R7-1-12	12 X 18		2						13			
22			27+94.06	R7-1-12	12 X 18		2						13			
22			27+94.06	R7-1-12	12 X 18		2						13			
22			28+19.29	R7-1-12	12 X 18		2						13			
22			29+00.00	R7-1-12	12 X 18		2						13			
22			29+00.00	R7-1-12	12 X 18		2						13			
23			31+00.00	R7-1-12	12 X 18		2						13			
23			31+00.00	R7-1-12	12 X 18		2						13			
23			33+00.00	R7-1-12	12 X 18		2						13			
23			33+00.00	R7-1-12	12 X 18		2						13			
23			35+00.00	R7-1-12	12 X 18		2						13			
23			35+00.00	R7-1-12	12 X 18		2						13			
24			38+00.00	R7-1-12	12 X 18		2						13			
25			41+00.00	R7-1-12	12 X 18		2						13			
25			44+00.00	R7-1-12	12 X 18		2						13			
26			592+90.31	R7-1-12	12 X 18		2						13			
27			589+88.26	R7-1-12	12 X 18		2						13			
			SLM 12.20	D4-H4-108	108 X 120			90			21	21			2	2
			SLM 13.00	D4-H4-108	108 X 120			90			21	21			2	2
TOTALS CARRIED TO GENERAL SUMMARY						4	174	276	2	2	122	591			6	6

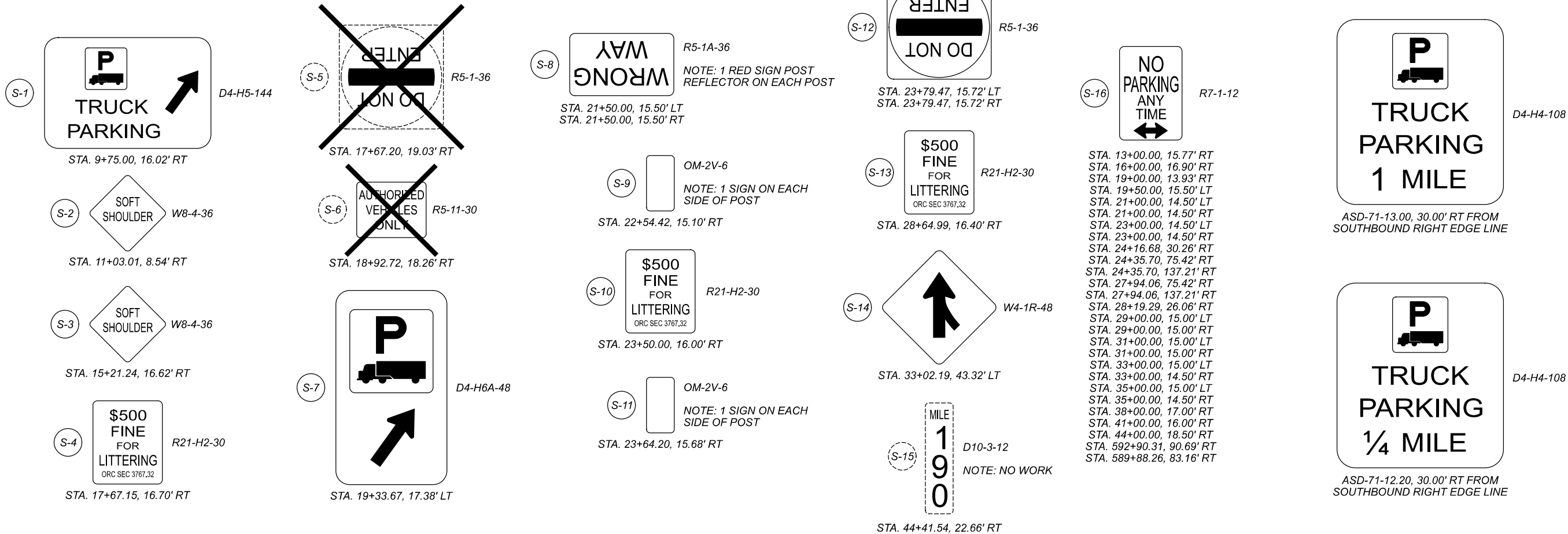
PLAN SHEET REF. NO.	SIGN NUMBER	LOCATION	STATION/SLM	CODE NUMBER	SIGN SIZE (IN.)	630								
						SIGN POST REFLECTOR	SIGN		GROUND MOUNTED SUPPORTS				GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	BREAKAWAY STRUCTURAL BEAM CONNECTION
							FLAT SHEET	GROUND MOUNTED EXTRUSHEET						
					W6 X 9 BEAM				NO. 3 POST, AS PER PLAN					
SIZE	EACH	SF	FT	FT	EACH									
	S-1	MED 76, EB	11+70.00	D4-H5-144	144 X 96			96	19	19			2	2
59	S-2	MED 76, EB	13+06.96	D10-1-12	12 X 24									
59	S-3	MED 76, EB	13+06.96	W8-4-36	36 X 36		9				14			
60	S-4	MED 76, EB	17+40.00	W8-4-36	36 X 36		9				14			
60	S-5	MED 76, EB	18+40.49	R21-H2-30	30 X 36		8				14			
60	S-6	MED 76, EB	21+47.60	D4-H6A-48	48 X 84		28				18	18		
61	S-7	MED 76, EB	23+81.69	R5-1A-36	36 X 24	2	6				13	13		
61			23+81.69	R5-1A-36	36 X 24	2	6				13	13		
61	S-8	MED 76, EB	25+00.00	R21-H2-30	30 X 36		8				14			
61	S-9	MED 76, EB	25+81.69	R5-1-36	36 X 36		9				14			
61			25+81.69	R5-1-36	36 X 36		9				14			
62	S-10	MED 76, EB	30+75.00	R21-H2-30	30 X 36		8				14			
62	S-11	MED 76, EB	31+73.46	OM-2V-6	6 X 12		2				12			
63	S-12	MED 76, EB	32+49.32	W4-1R-48	48 X 48		16				15	15		
59	S-13	MED 76, EB	14+00.00	R7-1-12	12 X 18		2				13			
59			17+00.00	R7-1-12	12 X 18		2				13			
60			20+00.00	R7-1-12	12 X 18		2				13			
60			21+50.00	R7-1-12	12 X 18		2				13			
60			21+50.00	R7-1-12	12 X 18		2				13			
61			23+50.00	R7-1-12	12 X 18		2				13			
61			23+50.00	R7-1-12	12 X 18		2				13			
61			25+50.00	R7-1-12	12 X 18		2				13			
61			25+50.00	R7-1-12	12 X 18		2				13			
84			26+36.68	R7-1-12	12 X 18		2				13			
84			26+36.68	R7-1-12	12 X 18		2				13			
84			29+93.53	R7-1-12	12 X 18		2				13			
84			29+93.53	R7-1-12	12 X 18		2				13			
62			31+00.00	R7-1-12	12 X 18		2				13			
62			31+00.00	R7-1-12	12 X 18		2				13			
63			33+00.00	R7-1-12	12 X 18		2				13			
63			33+00.00	R7-1-12	12 X 18		2				13			
63			35+00.00	R7-1-12	12 X 18		2				13			
63			35+00.00	R7-1-12	12 X 18		2				13			
64			38+00.00	R7-1-12	12 X 18		2				13			
64			41+00.00	R7-1-12	12 X 18		2				13			
65			44+00.00	R7-1-12	12 X 18		2				13			
65			47+00.00	R7-1-12	12 X 18		2				13			
			SLM 4.00	D4-H4-108	108 X 120			90	21	21			2	2
			SLM 4.50	D4-H4-108	108 X 120			90	21	21			2	2
TOTALS CARRIED TO GENERAL SUMMARY						4	164	276	122	527	6	6		



LEGEND

-  = NEW SIGN
-  = EXISTING SIGN
-  = REMOVE EXISTING SIGN

I.R. 71 WEIGH STATION



I.R. 76 WEIGH STATION

