

STATE PLANE GRID COORDINATES - METERS				
PRIMARY PROJECT CONTROL POINTS				
HORIZONTAL DATUM - NAD83(CORS), OHIO NORTH ZONE (340) FROM CORS				
VERTICAL DATUM - NAVD83 (GPS DERIVED FROM CORS)				
NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION
ROW#9	151639.5508	650843.8056	302.786	5/8 IRON BAR
ROW#1	161802.2019	651591.5264	299.912	5/8" IRON BAR w/ CUNNINGHAM CAP

MONUMENTS TO BE SET DURING CONSTRUCTION	
ITEM 604 MONUMENT ASSEMBLY	ITEM 604 REFERENCE MONUMENT

INTERSTATE ROUTE 76 MONUMENTATION/ALIGNMENT				
HORZ. DATUM = NAD83(CORS96), OHIO NORTH ZONE			VERT. DATUM = NAVD83 GPS DERIVED	
NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION
MN01	151929.8910	658353.1270	316.927	C/L REFERENCE MONUMENT
MN02	151932.1270	658346.2408	317.890	C/L REFERENCE MONUMENT
MN03	151900.0250	653923.7849	334.413	C/L REFERENCE MONUMENT
MN04	151899.3240	653945.9488	332.670	C/L REFERENCE MONUMENT
MN05	151890.7140	654228.2311	324.229	C/L REFERENCE MONUMENT
MN06	151890.0720	654250.3869	322.531	C/L REFERENCE MONUMENT
MN25	151840.0030	656422.1090	362.196	C/L REFERENCE MONUMENT
MN26	151839.5280	656437.2240	362.479	C/L REFERENCE MONUMENT
MN15	151796.8450	660783.2731	281.854	C/L REFERENCE MONUMENT
MN14	151796.7030	660795.5409	297.800	C/L REFERENCE MONUMENT
MN16	151791.2340	661936.9548	298.208	C/L REFERENCE MONUMENT
MN16	151791.0230	661912.1709	298.282	C/L REFERENCE MONUMENT
MN17	151792.2880	661968.5061	298.536	C/L REFERENCE MONUMENT
MN18	151855.0640	661759.2190	306.677	C/L REFERENCE MONUMENT
MN19	151860.8600	661773.3008	307.247	C/L REFERENCE MONUMENT
MN20	151863.3930	661824.6490	309.416	C/L REFERENCE MONUMENT
MN21	151860.6580	661836.3241	310.029	C/L REFERENCE MONUMENT
MN10	152003.6160	662070.4060	338.668	C/L REFERENCE MONUMENT
MN11	152163.1060	662406.2340	334.834	C/L REFERENCE MONUMENT
MN12	152169.7360	662423.8011	335.592	C/L REFERENCE MONUMENT
MN22	152224.3260	662620.8719	344.001	C/L REFERENCE MONUMENT

[illegible]

I-76 ALIGNMENT			
DV01	151634.7329	650669.6322	POT
CL102	151628.6369	651647.9758	PC
CL105	151669.2130	652030.3161	PT
CL106	151880.4630	652636.7106	PC
CL109	151950.4987	653047.5912	PT
CL110	151847.3814	656429.9532	PC
CL113	151842.9697	656551.6219	PT
CL118	151799.0001	661369.8461	PT
CL114	151800.1778	661476.4897	SC
CL117	151864.8246	661674.1135	CS
CL118	151809.5578	661860.3748	ST
CL120	152130.7428	662316.3571	TS
CL121	152176.3767	662413.2190	ST
CL124	152220.9027	662558.4392	CS
CL126	152239.5582	662663.4461	ST
DV03	152261.6813	662804.6262	POT

[illegible]

TOTAL MONUMENTS - QUANTITY CARRIED TO GENERAL SUMMARY	
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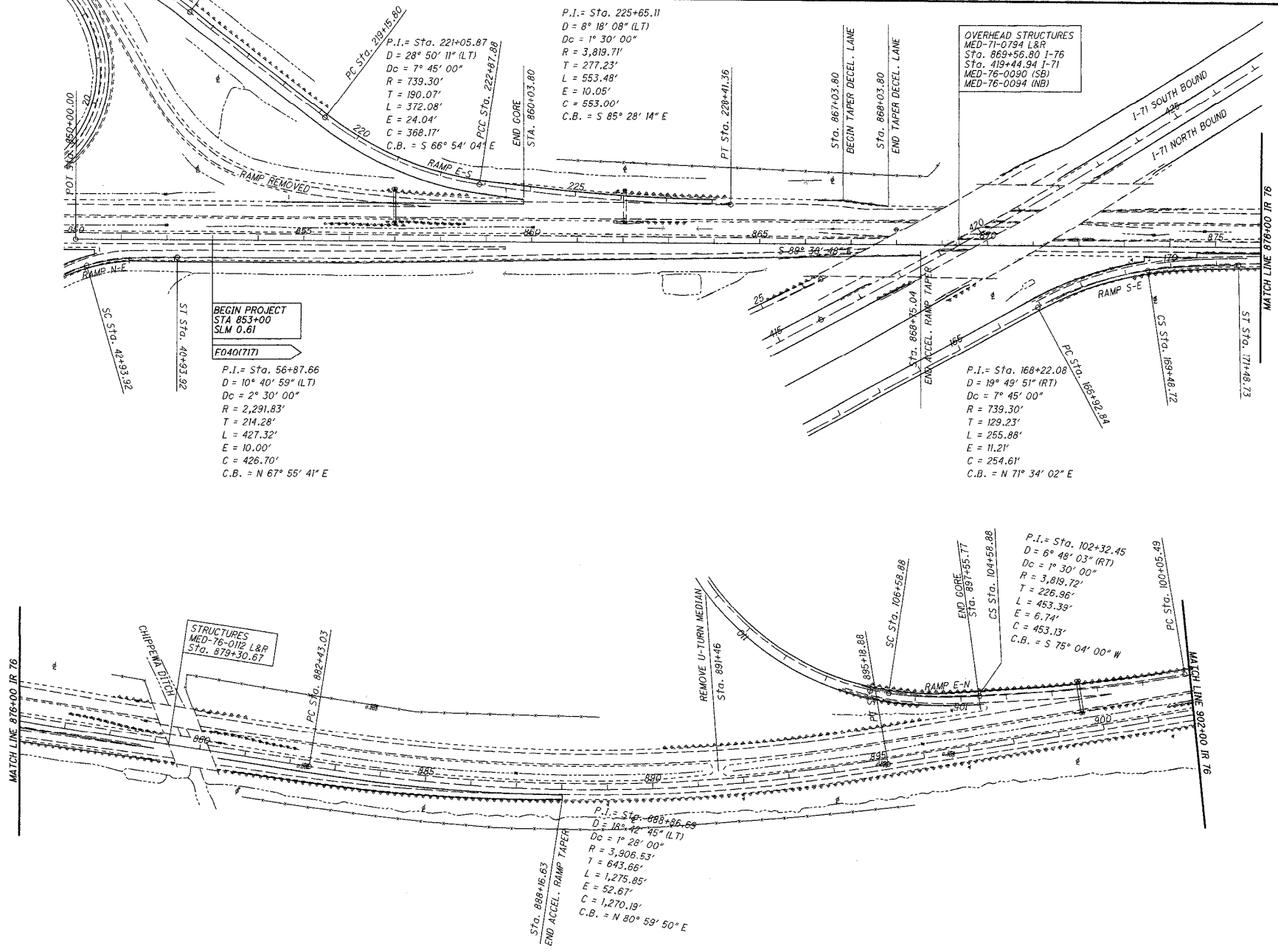
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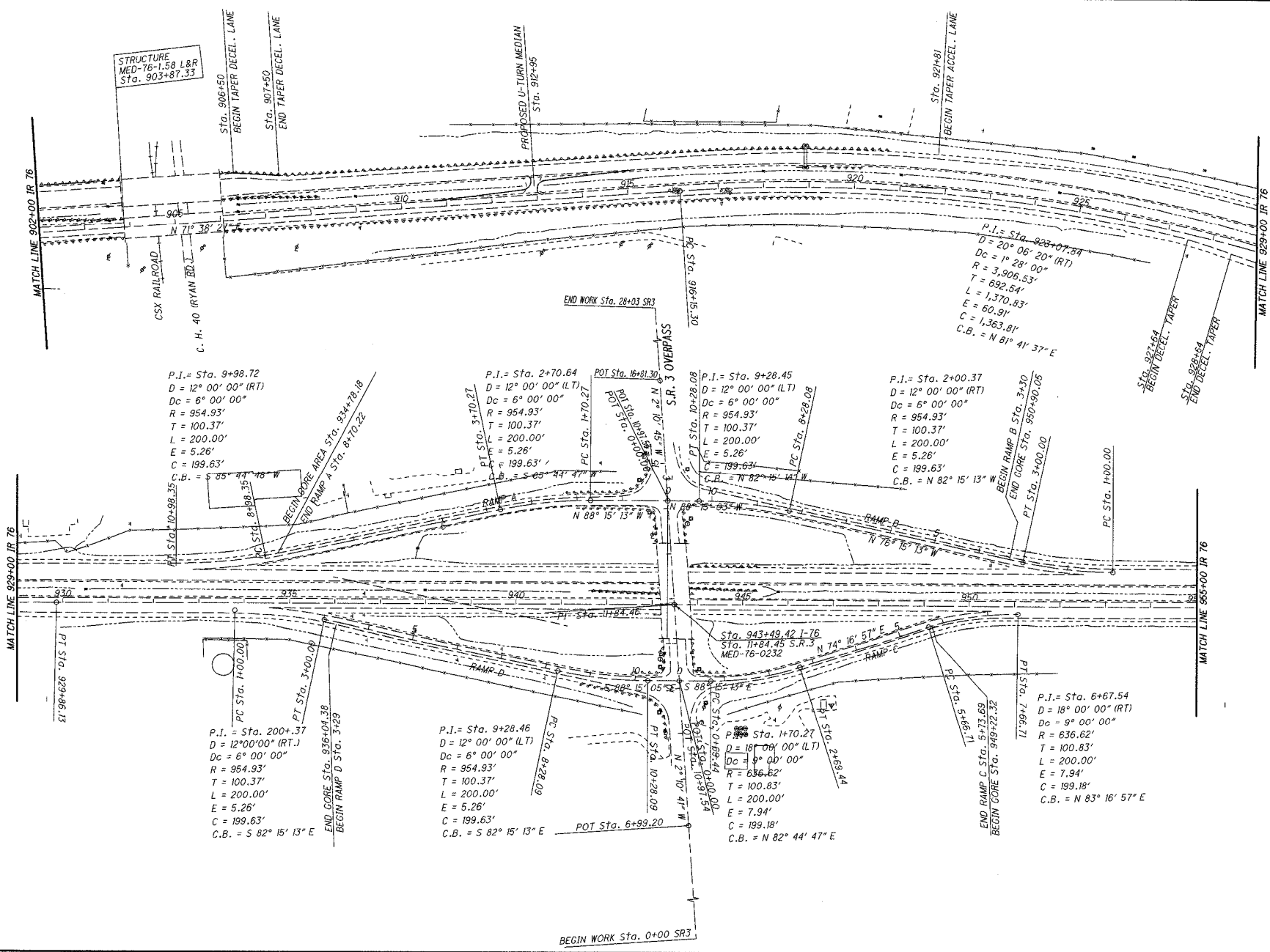
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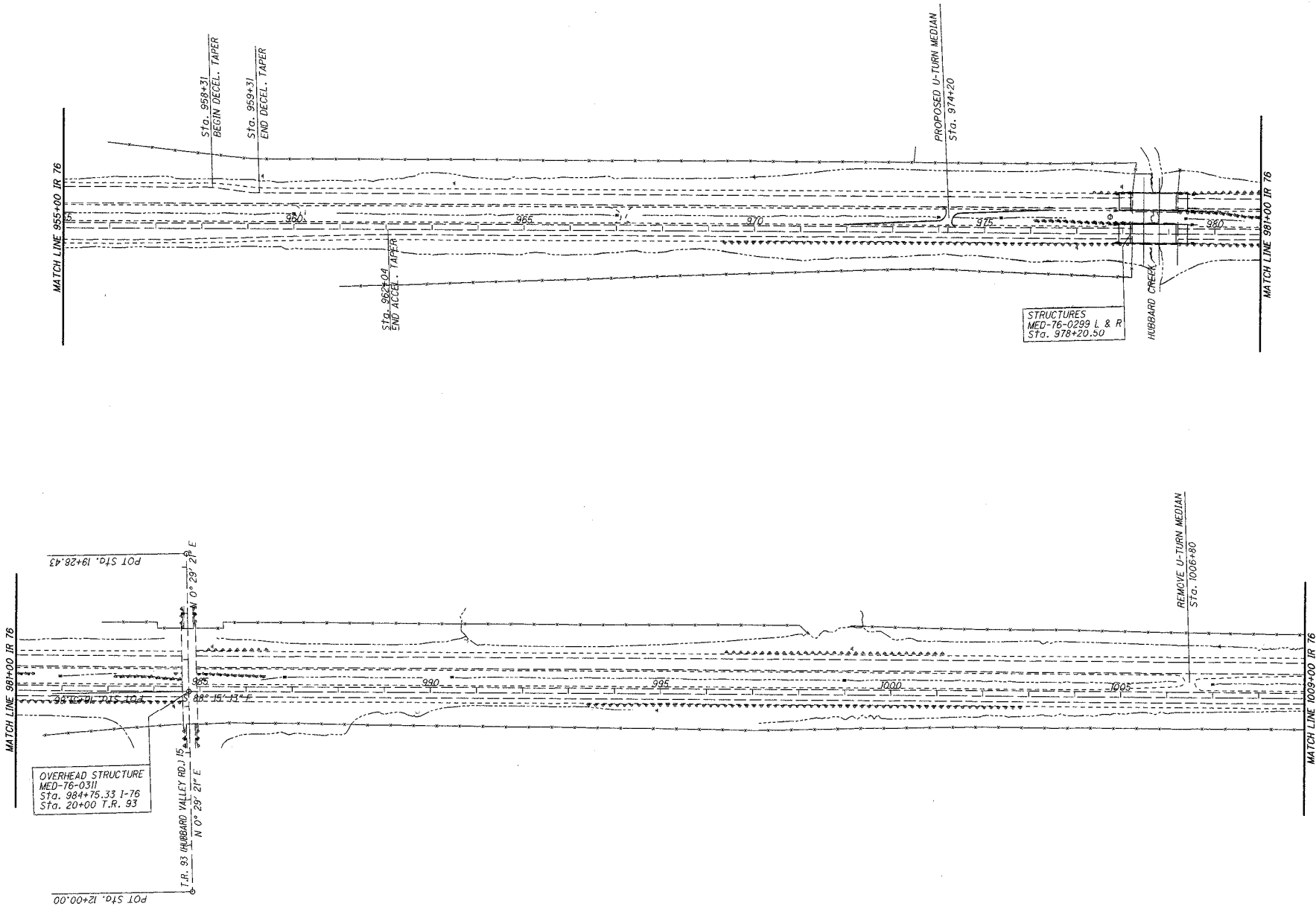
Points Plane Grid Coordinates derived through a series of Static, Rapid Static, & VRS RTK GPS observations.
 Points having prefix 'CP' are project control points. Point CPI (Project Base Station) obtained by means of averaging multiple 2+ hour Static GPS sessions solved through the National Geodetic Survey's Online Positioning User Service (OPUS). Subsequent control points positioned by overlapping Rapid Static GPS observations with Static base sessions processed through Trimble Geomatics Office (TGO) software radiating vectors from CPI to all control points.
 Points with prefix 'MB' and 'MN' are centerline & reference monuments located.
 Points with prefix 'RE' are existing Right of Way corners and points with prefix 'RP' are Right of Way Pin Monuments set this project.
 Grid coordinates and distances (meter) values are multiplied by the PAF to obtain Project ground values in feet.

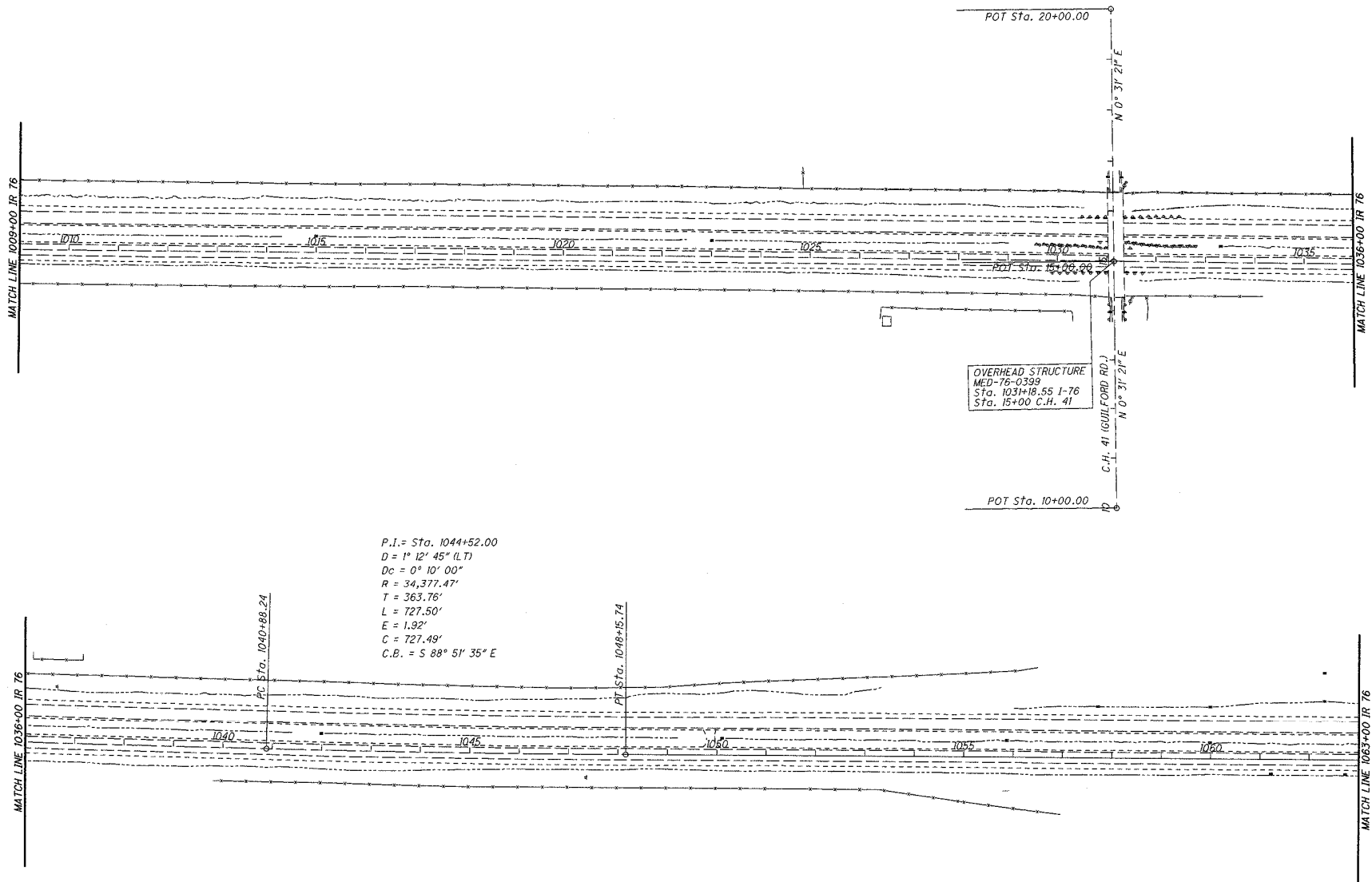
PAF BASED ON:	Degrees	Minutes	Seconds
MEAN PROJECT LATITUDE =	41	2	15
MEAN PROJECT ELEVATION (FT)= 1175			

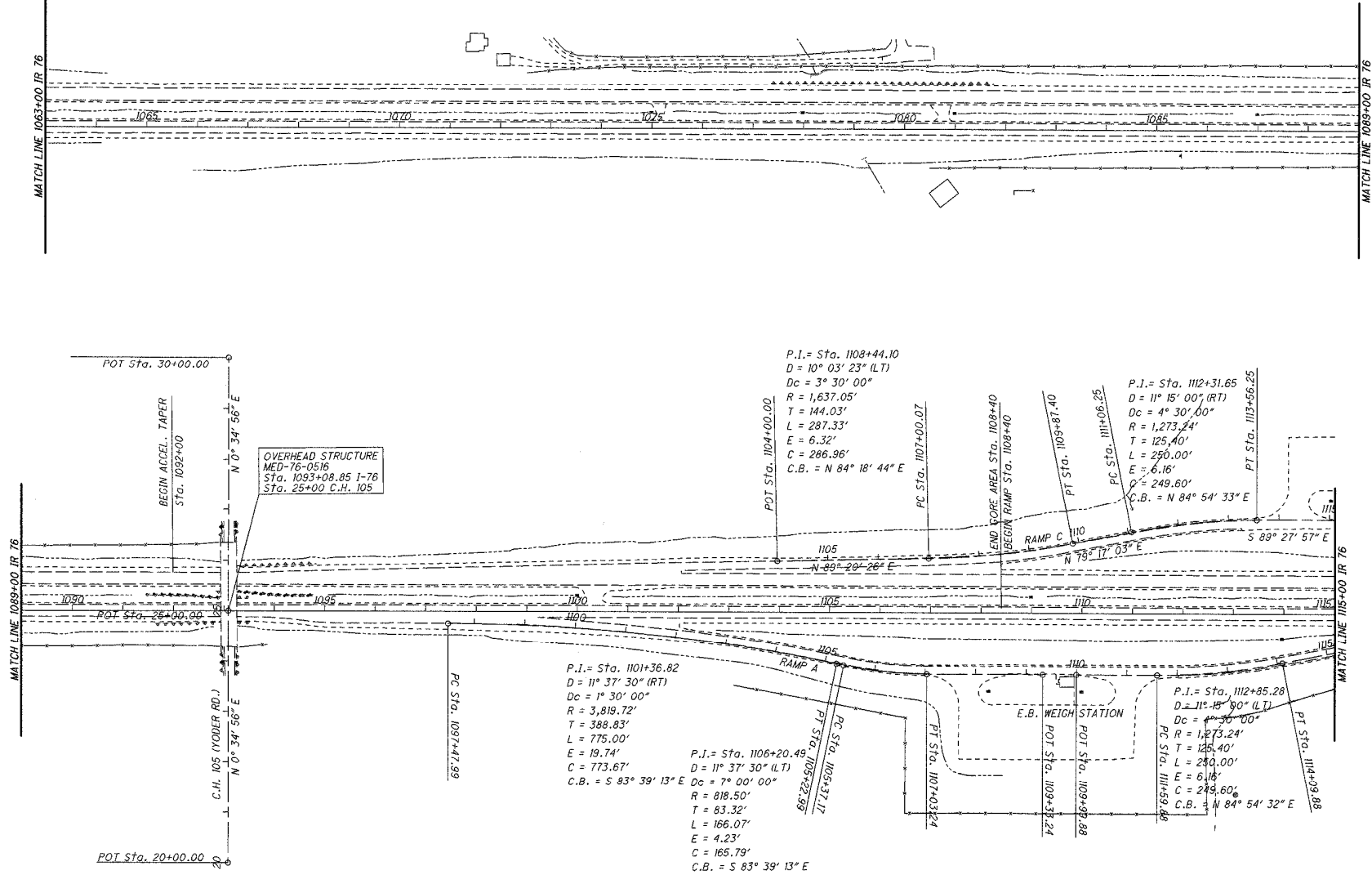
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MONUMENTS QUANTITY CARRIED TO GENERAL SUMMARY

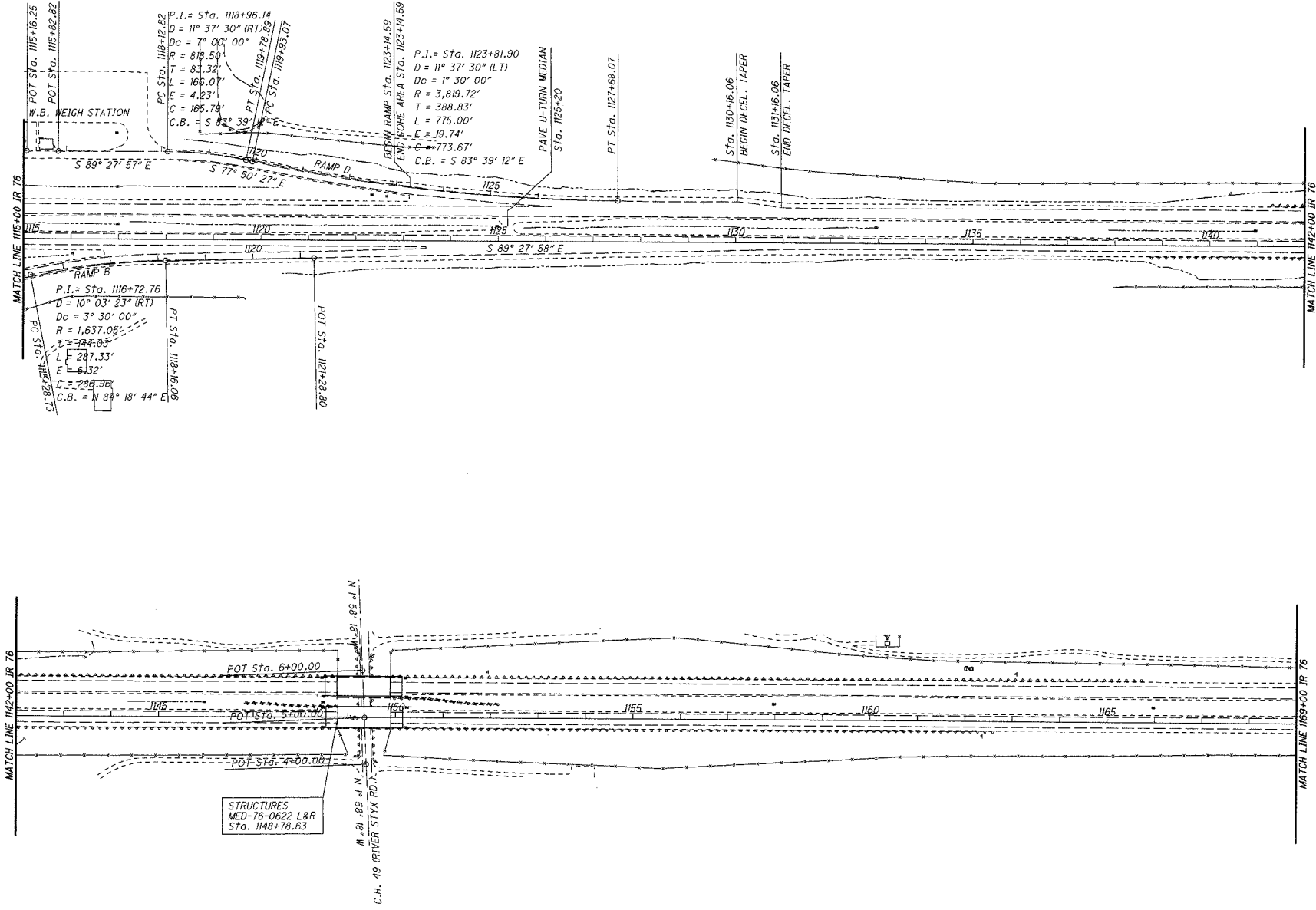






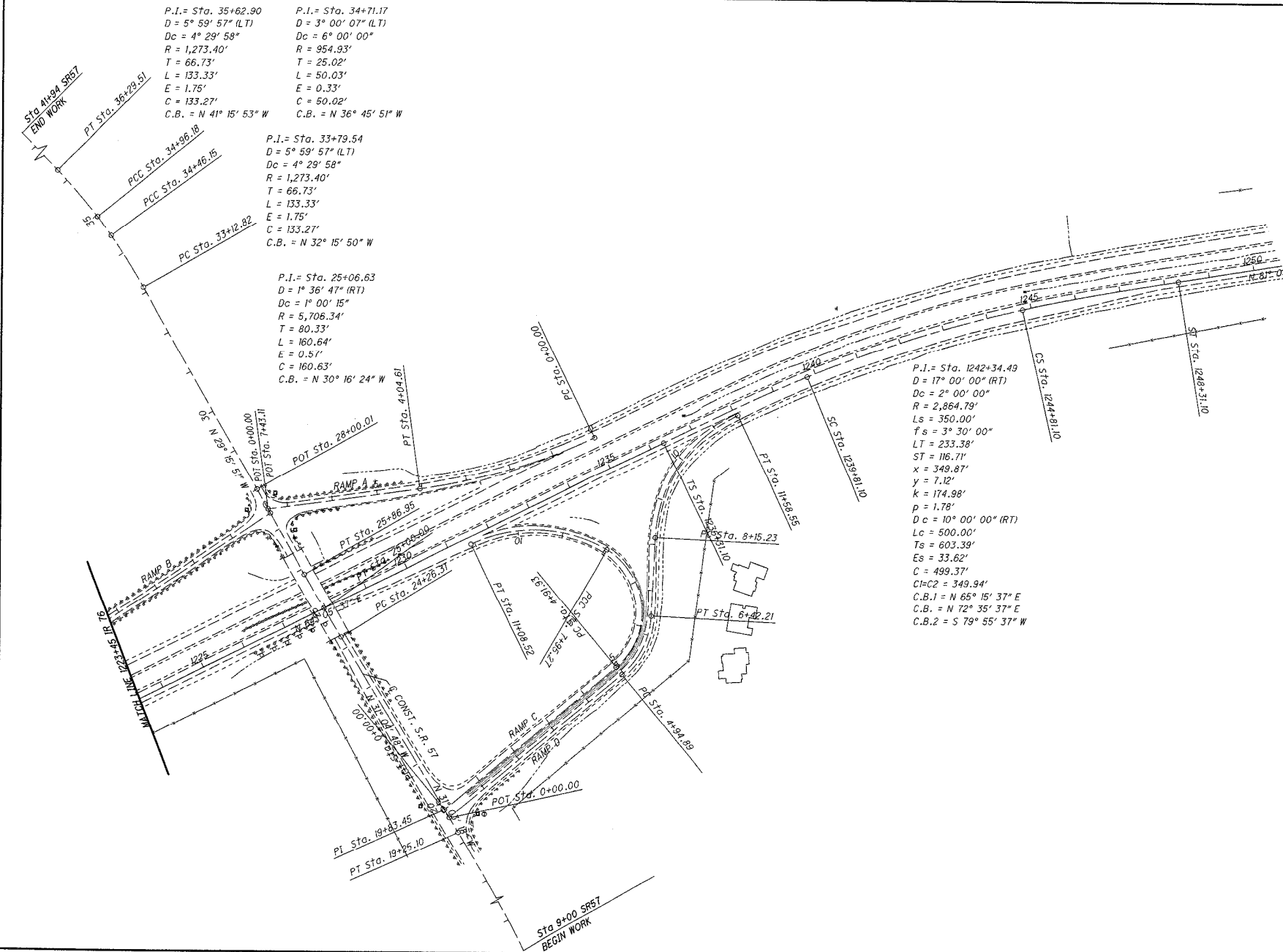


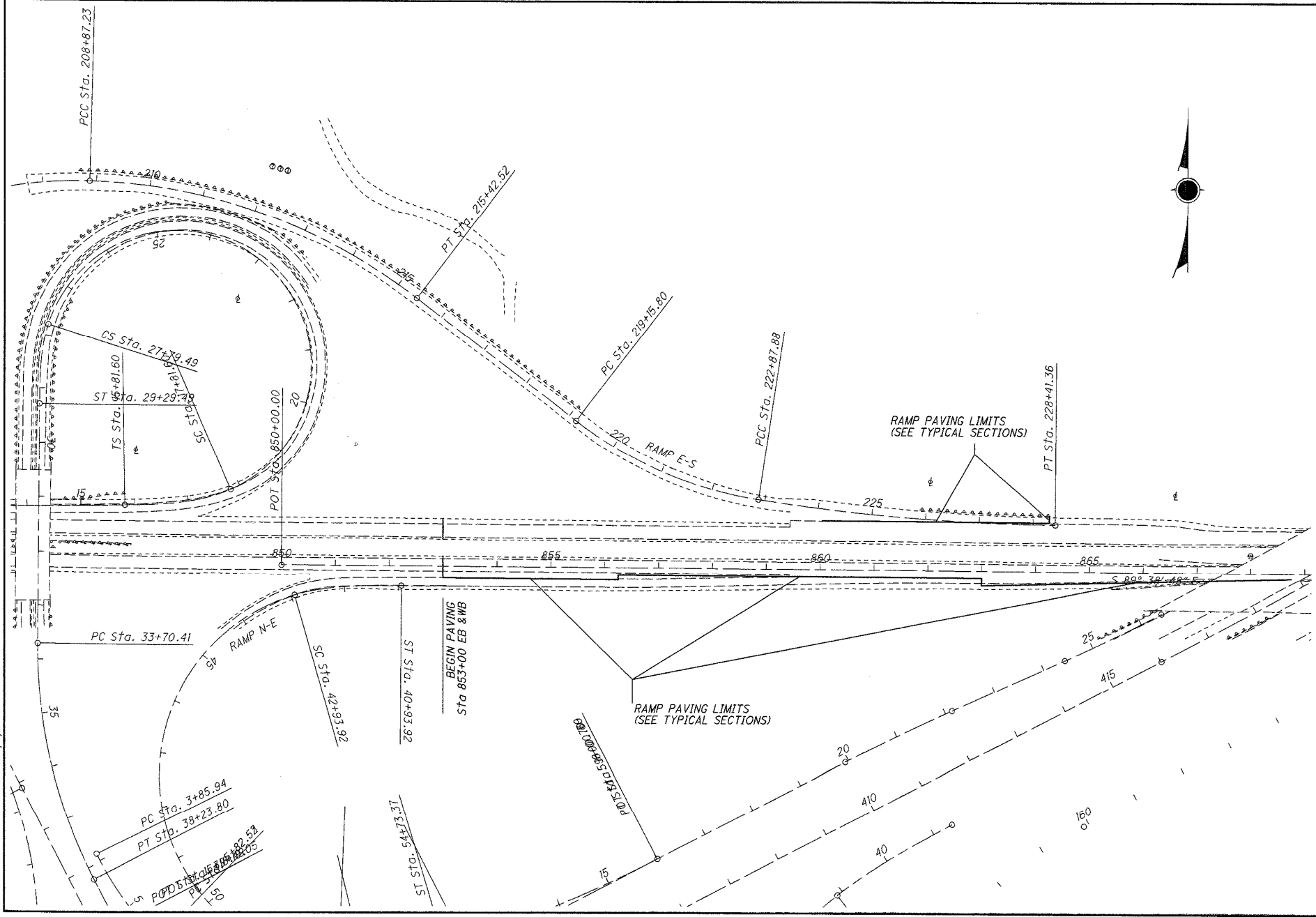


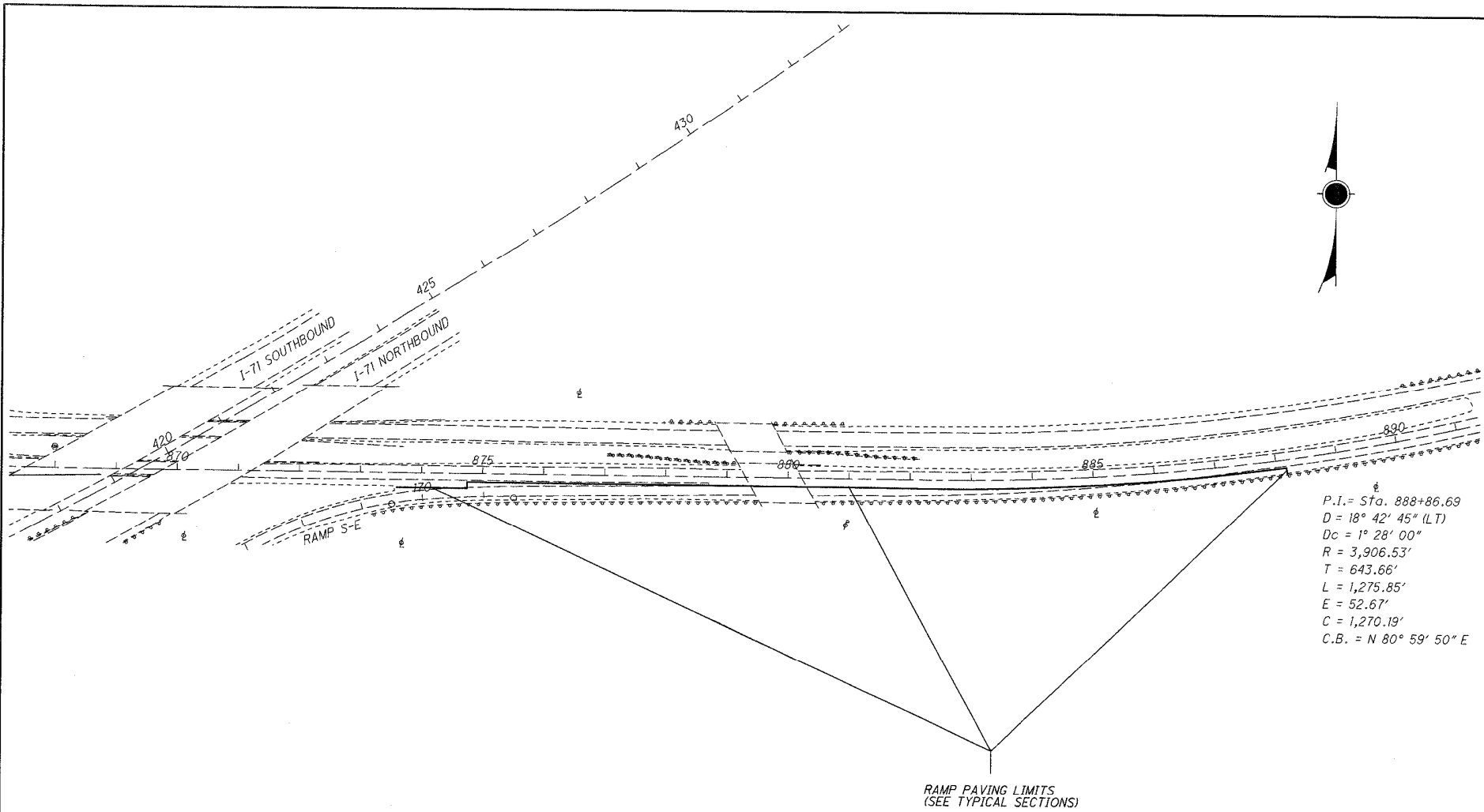




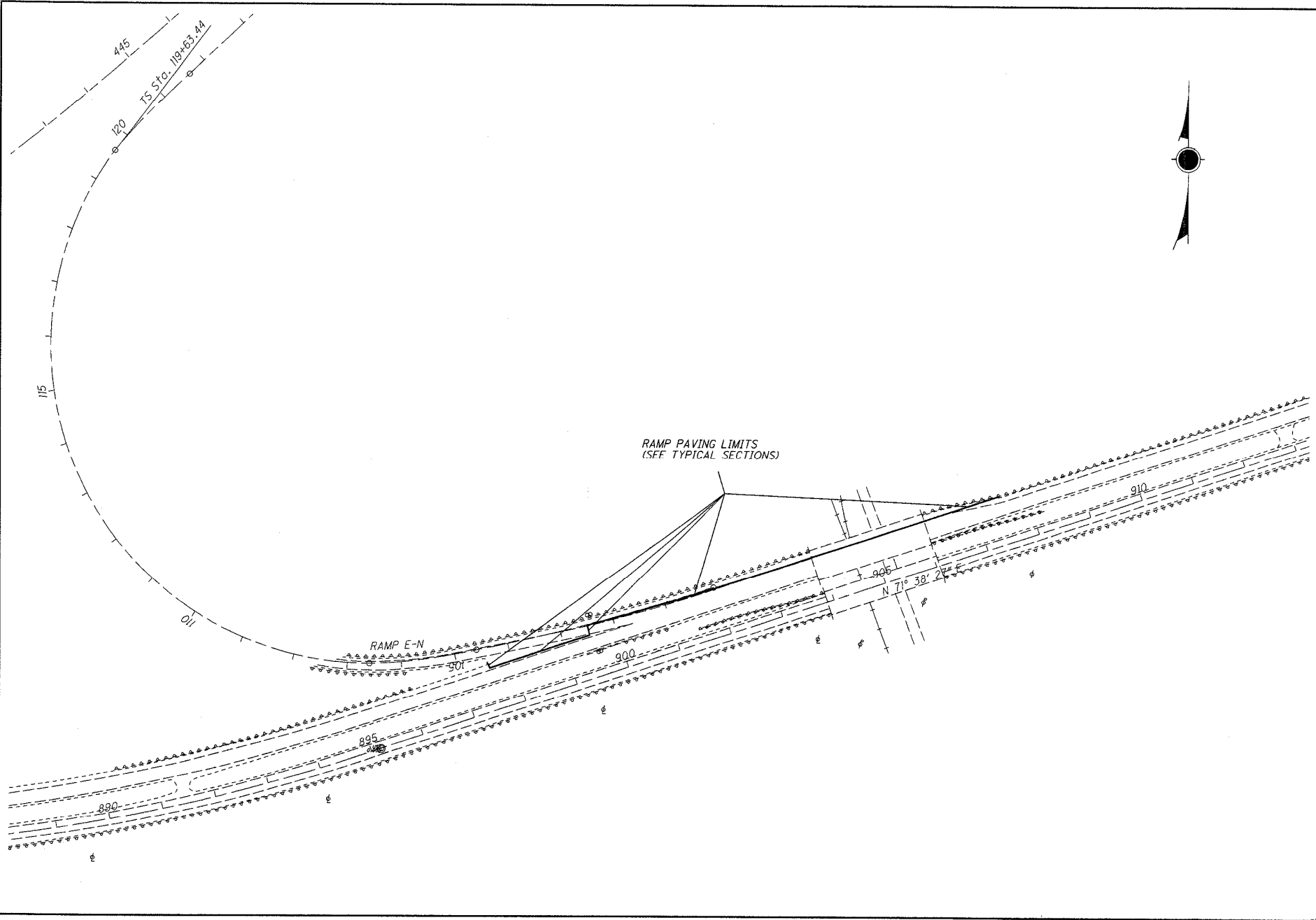
END PROJECT
STA 1222+00
SLM 7.61



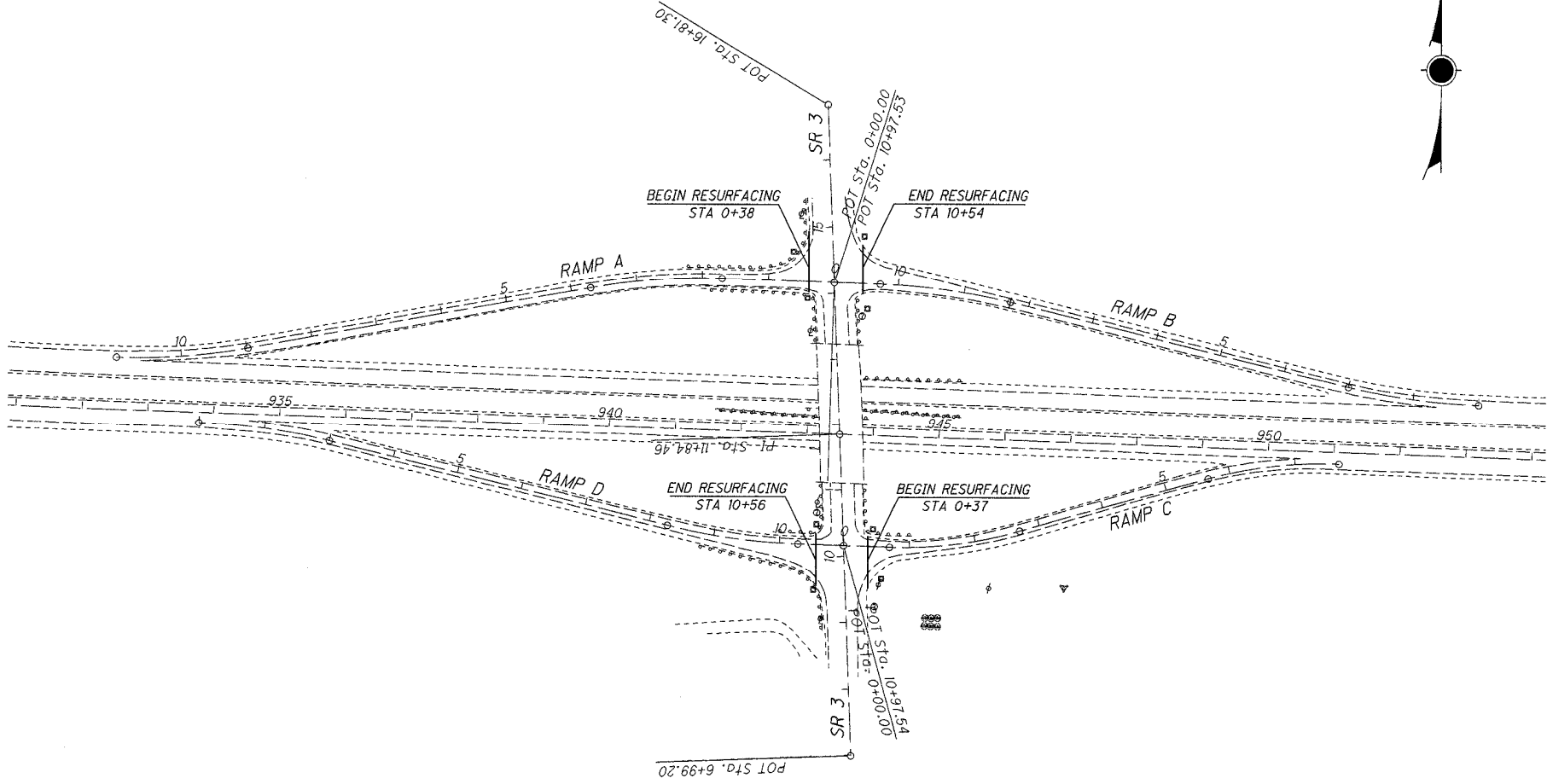




DESIGN FILE: I:\projects\77475\roadway\sheet\77475GA002.dgn
 WORKSTATION: mschiro DATE: 10/9/2009

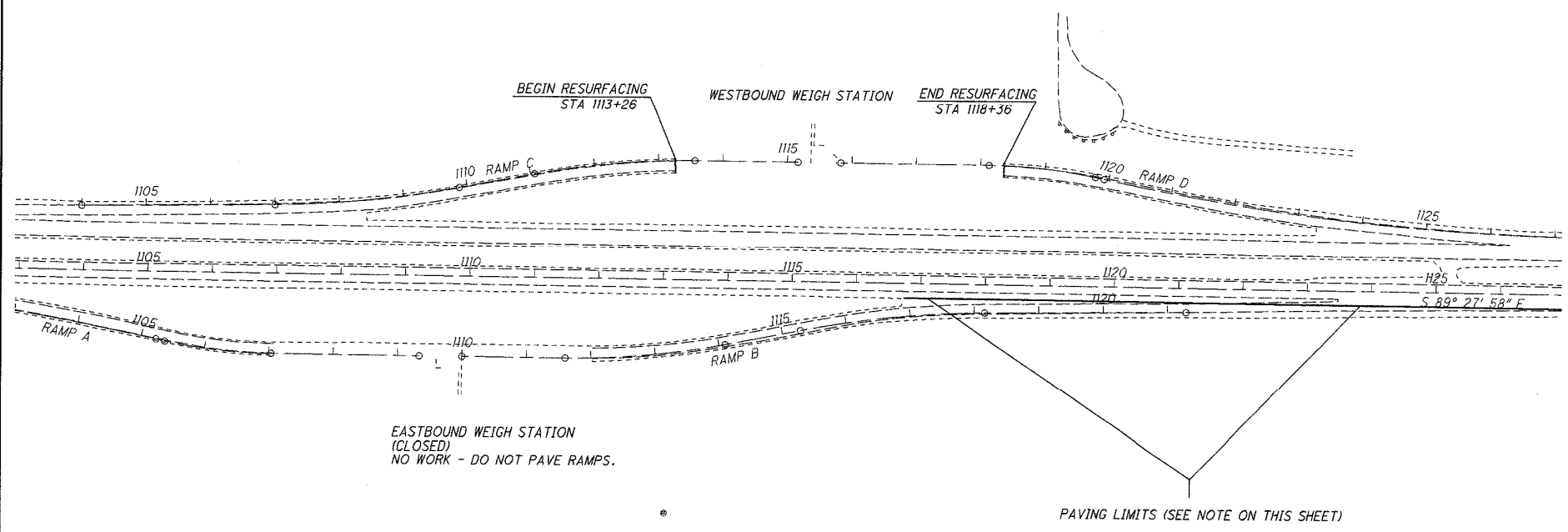


13 138	MED-76-0.61	RAMP E-N PAVING LIMITS	CALCULATED
			MJS
			CHECKED
			BAD

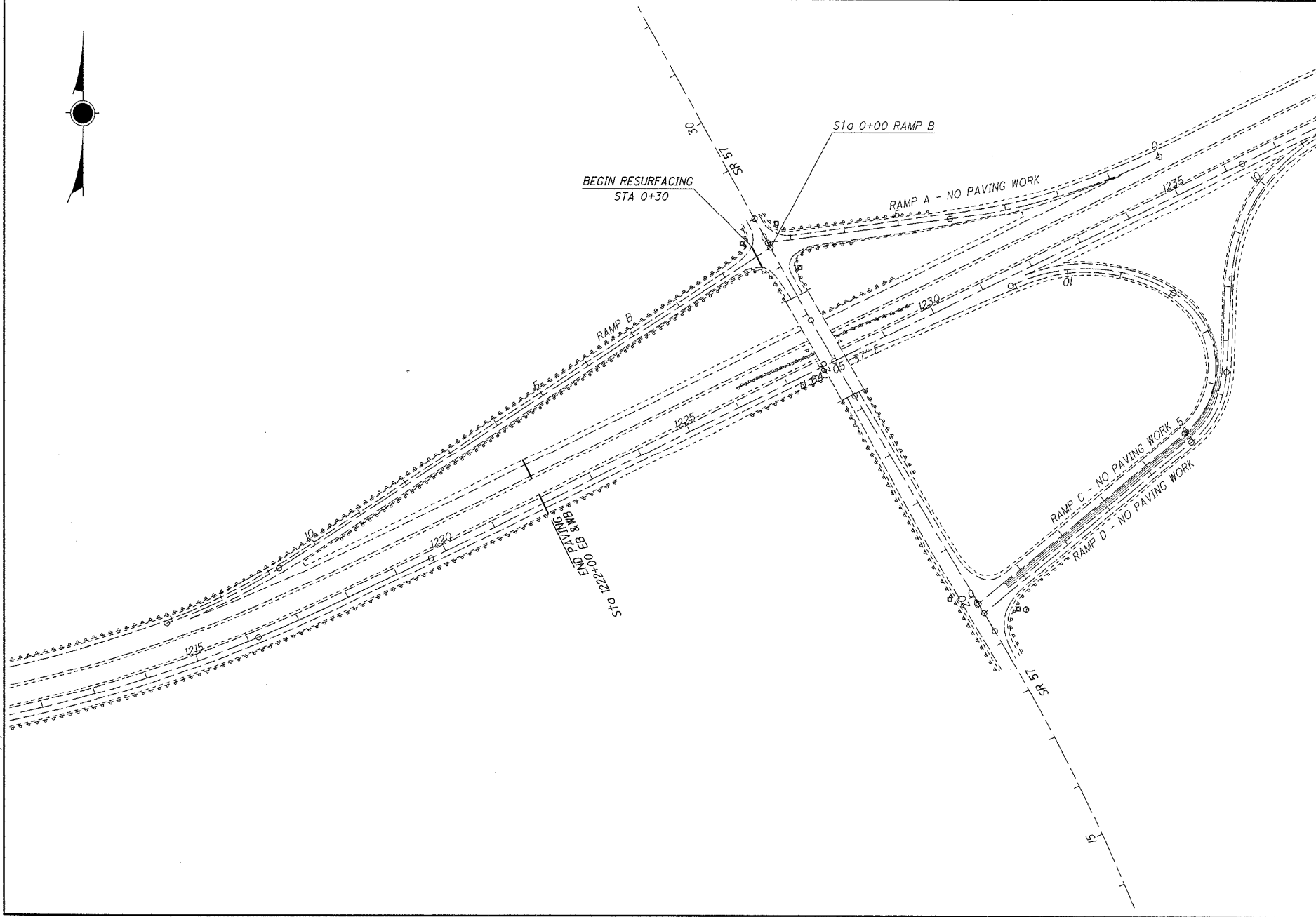




FOR WESTBOUND WEIGH STATION REPAIRS,
 SEE SHEET 63.

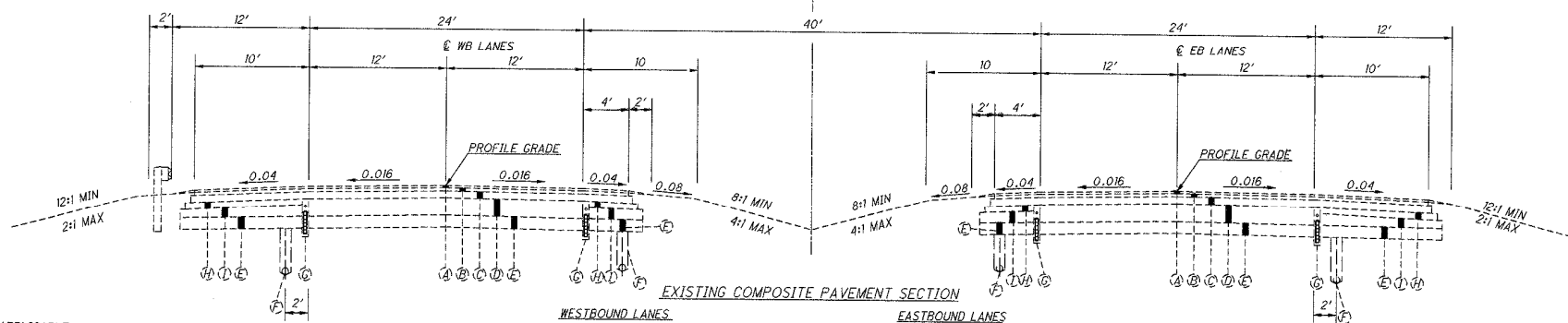


NOTE:
 PAVE 10 FT WIDE RIGHT SHOULDER THROUGH
 RAMPS A AND B AS IF THEY WERE NOT
 THERE. MATCH THE SURFACE ALONG THE EDGE
 OF THIS PAVEMENT SO THAT WATER CAN
 REACH THE TURF SHOULDER. PLACE RUMBLE
 STRIPS AND EDGE LINE AS IF RAMPS A AND
 B DID NOT EXIST.



16 138	MED-76-0.61	SR 57 RAMP B PAVING LIMITS	CALCULATED
			MJS
			CHECKED BAD

§ SURVEY, IR-76



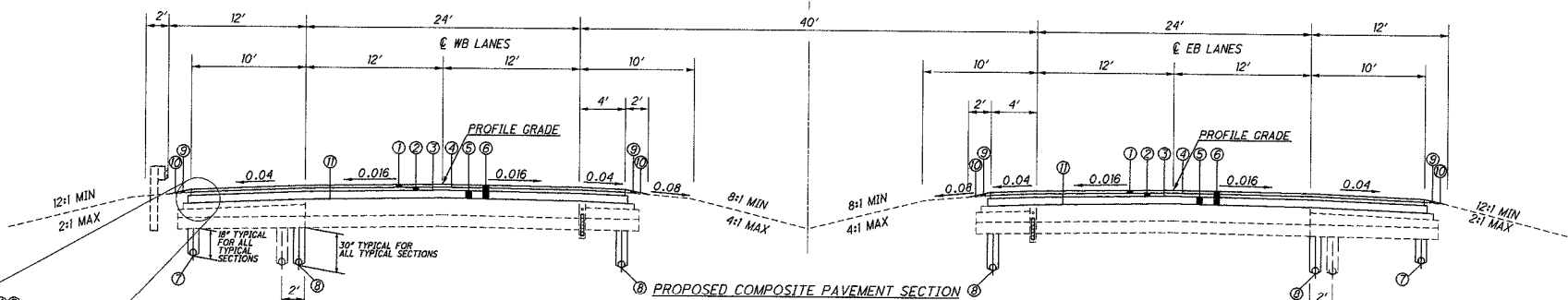
WESTBOUND LANES

STA. 853+00 TO STA. 864+25 = 1125.00 L.F.
 STA. 897+00 TO STA. 898+50 = 150.00 L.F.
 STA. 912+00 TO STA. 914+00 = 200.00 L.F.
 STA. 931+75 TO STA. 977+95.75 = 4,620.75 L.F.
 STA. 979+44.75 TO STA. 1188+55.60 = 16,910.85 L.F.
 STA. 1150+17.60 TO STA. 1184+10.16 = 3,392.56 L.F.
 STA. 1185+46.26 TO STA. 1202+23.00 = 1676.74 L.F.
 STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.
 TOTAL = 28230.90 L.F.

EASTBOUND LANES

STA. 853+00 TO STA. 863+00 = 1000.00 L.F.
 STA. 875+50 TO STA. 879+04.63 = 354.63 L.F.
 STA. 897+00 TO STA. 898+50 = 150.00 L.F.
 STA. 912+00 TO STA. 914+00 = 200.00 L.F.
 STA. 931+75 TO STA. 939+50 = 775.00 L.F.
 STA. 949+00 TO STA. 977+95.75 = 2,895.75 L.F.
 STA. 979+44.75 TO STA. 1188+57.20 = 16,912.45 L.F.
 STA. 1150+19.20 TO STA. 1184+33.45 = 3,414.25 L.F.
 STA. 1185+69.55 TO STA. 1202+23.00 = 1653.45 L.F.
 STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.
 TOTAL = 27510.53 L.F.

§ SURVEY, IR-76



WESTBOUND LANES

STA. 853+00 TO STA. 864+25 = 1125.00 L.F.
 STA. 897+00 TO STA. 898+50 = 150.00 L.F.
 STA. 912+00 TO STA. 914+00 = 200.00 L.F.
 STA. 931+75 TO STA. 977+95.75 = 4,620.75 L.F.
 STA. 979+44.75 TO STA. 1188+55.60 = 16,910.85 L.F.
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 STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.
 TOTAL = 28230.90 L.F.

EASTBOUND LANES

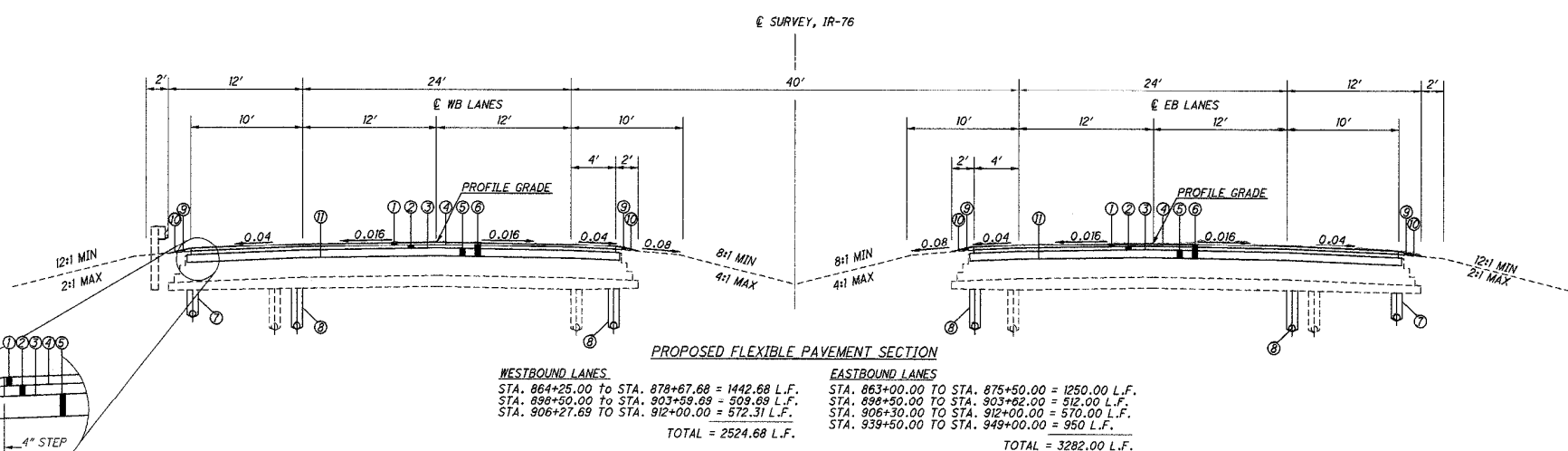
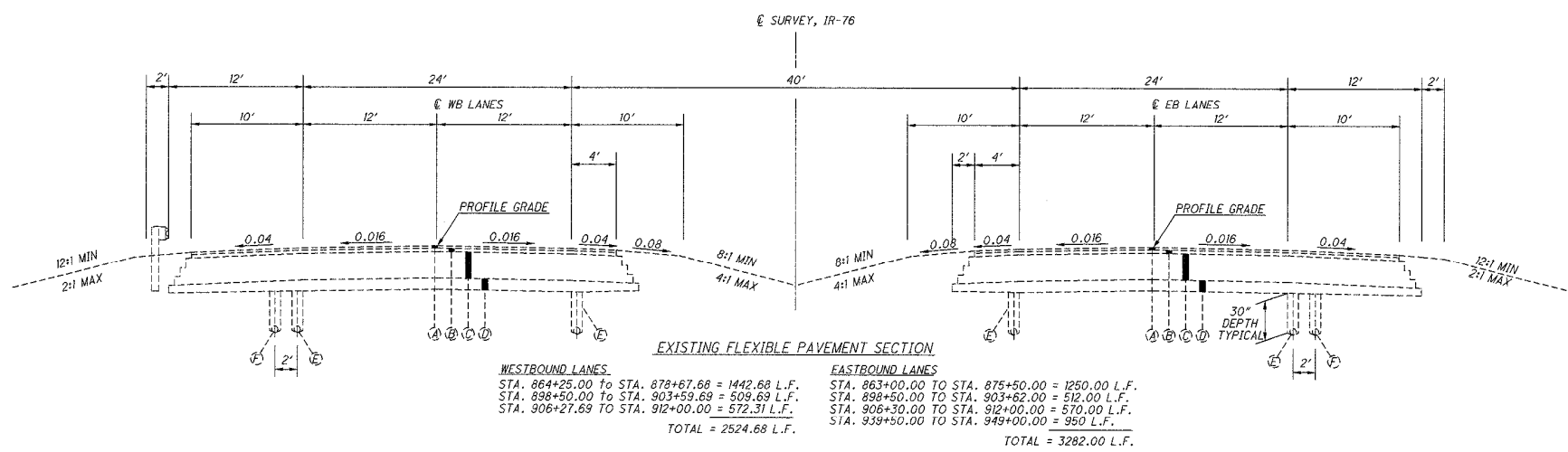
STA. 853+00 TO STA. 863+00 = 1000.00 L.F.
 STA. 875+50 TO STA. 879+04.63 = 354.63 L.F.
 STA. 897+00 TO STA. 898+50 = 150.00 L.F.
 STA. 912+00 TO STA. 914+00 = 200.00 L.F.
 STA. 931+75 TO STA. 939+50 = 775.00 L.F.
 STA. 949+00 TO STA. 977+95.75 = 2,895.75 L.F.
 STA. 979+44.75 TO STA. 1188+57.20 = 16,912.45 L.F.
 STA. 1150+19.20 TO STA. 1184+33.45 = 3,414.25 L.F.
 STA. 1185+69.55 TO STA. 1202+23.00 = 1653.45 L.F.
 STA. 1220+45.00 TO STA. 1222+00.00 = 155.00 L.F.
 TOTAL = 27510.53 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
- ⑧ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑨ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 408 PRIME COAT
- ⑪ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" UNDERDRAIN
- Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- Ⓗ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")



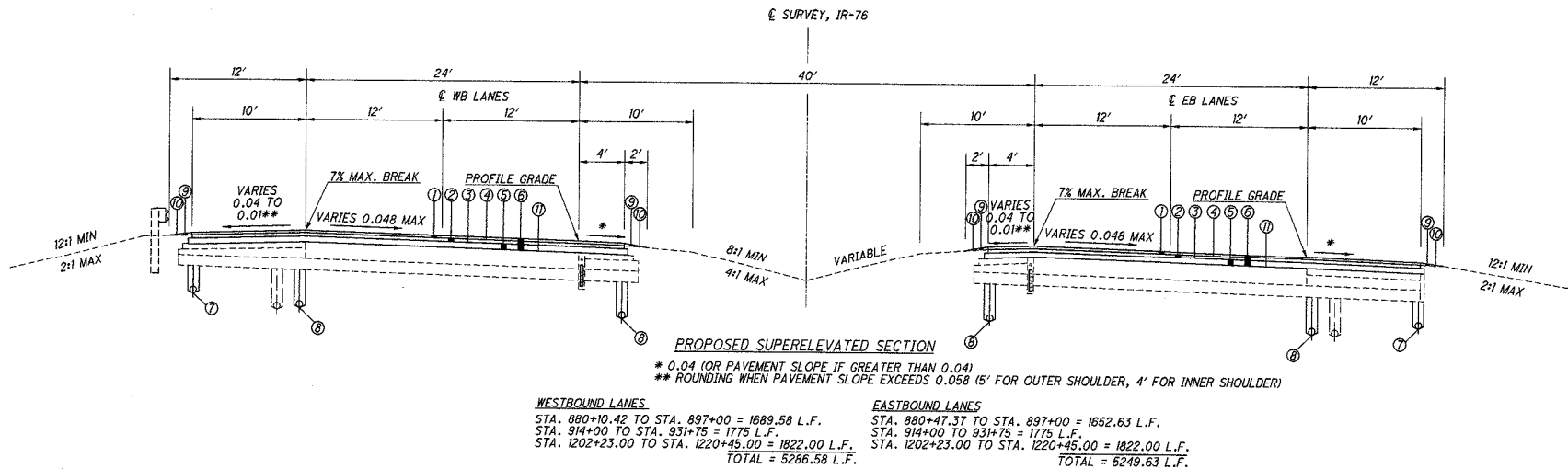
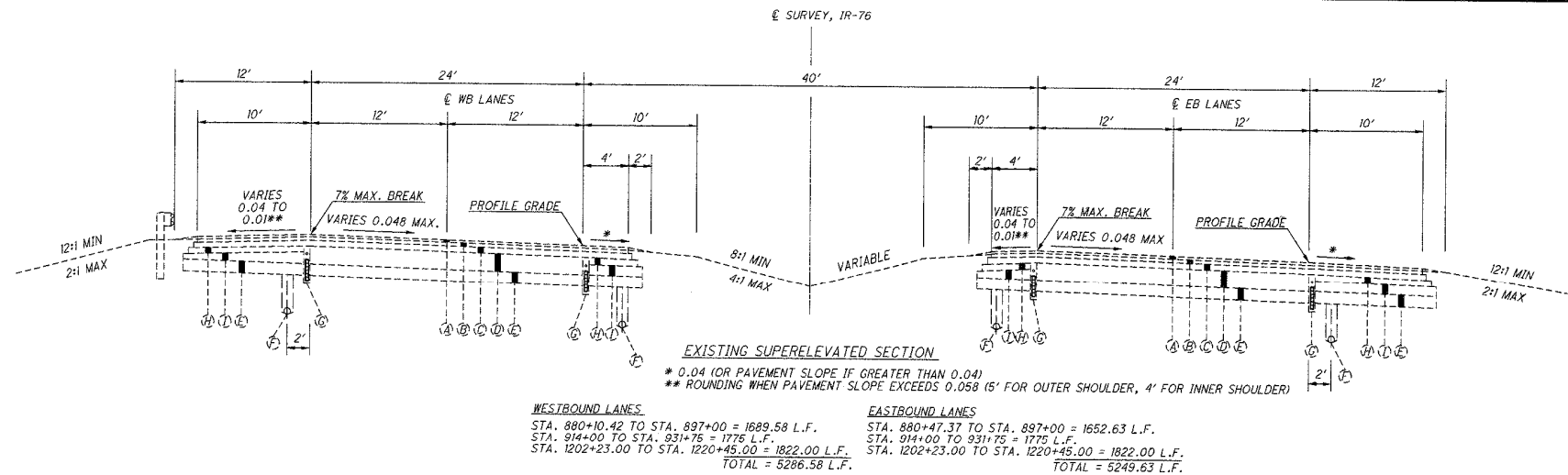
SHOULDER DETAIL

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
- ⑧ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑨ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 408 PRIME COAT
- ⑪ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 14" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 6" AGGREGATE BASE
- Ⓔ EXISTING 4" SHALLOW PIPE UNDERDRAIN
- Ⓕ EXISTING 6" UNDERDRAIN

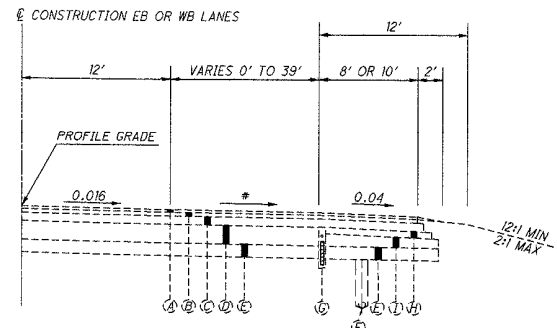


LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
- ⑧ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑨ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 408 PRIME COAT
- ⑪ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" UNDERDRAIN
- Ⓖ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- Ⓗ EXISTING VARIABLE THICKNESS (3" OR GREATER) BITUMINOUS AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (T= 6" UNLESS NOTED)



EXISTING SPEED CHANGE LANE SECTION

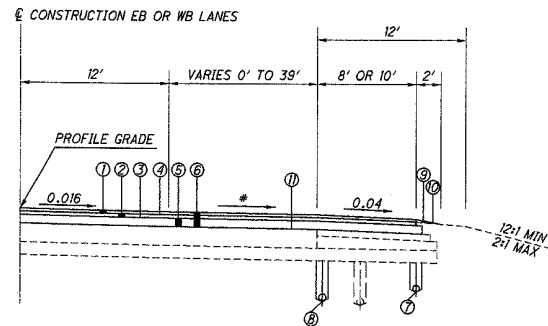
*SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES

STA. 930+46.00 TO STA. 934+48.18 = 402.18 L.F. (RAMP "A" S.R.3)
 STA. 954+16.60 TO STA. 959+31.00 = 514.40 L.F. (RAMP "B" S.R.3)
 TOTAL = 916.58 L.F.

EASTBOUND LANES

STA. 931+75.00 TO STA. 936+04.38 = 429.38 L.F. (RAMP "D" S.R.3)
 STA. 949+10.64 TO STA. 962+04.00 = 1293.36 L.F. (RAMP "C" S.R.3)
 TOTAL = 1722.74 L.F.



PROPOSED SPEED CHANGE LANE SECTION

*SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES

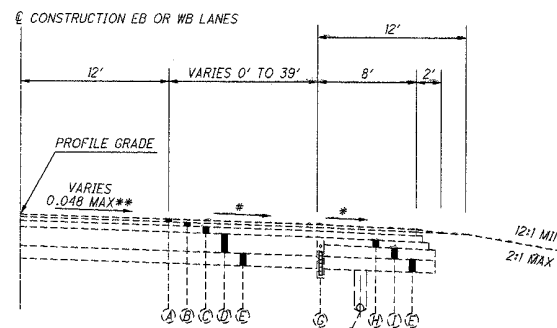
STA. 930+46.00 TO STA. 934+78.18 = 432.18 L.F. (RAMP "A" S.R.3)
 STA. 954+16.60 TO STA. 959+31.00 = 514.40 L.F. (RAMP "B" S.R.3)
 STA. 1092+00.00 TO STA. 1105+75.00 = 1375 L.F. (RAMP "C" WEIGH STATION)
 STA. 1123+14.59 TO STA. 1131+16.06 = 801.47 L.F. (RAMP "D" WEIGH STATION)
 TOTAL = 1748.05 L.F.

EASTBOUND LANES

STA. 931+75.00 TO STA. 936+04.38 = 429.38 L.F. (RAMP "D" S.R.3)
 STA. 949+22.32 TO STA. 962+04.00 = 1281.68 L.F. (RAMP "C" S.R.3)
 TOTAL = 1711.06 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 6" BASE PIPE UNDERDRAINS, AS PER PLAN, 707.31 18" (MAXIMUM DEPTH)
- ⑧ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑨ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 408 PRIME COAT
- ⑪ ITEM 407 TACK COAT, 702.13



EXISTING SUPERELEVATED SPEED CHANGE LANE SECTION

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

** MAX PAVEMENT SLOPE FOR SR-57 RAMP "B" SPEED CHANGE LANE EXCEEDS .048

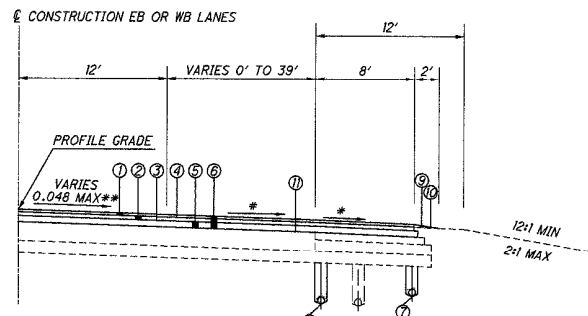
*SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES

STA. 953+16.60 TO STA. 954+16.60 = 100.00 L.F. (RAMP "B" S.R.3)
 STA. 1203+84.00 TO STA. 1217+54.03 = 1370.83 L.F. (RAMP "B" S.R.57)
 TOTAL = 1470.83 L.F.

EASTBOUND LANES

STA. 927+64.00 TO STA. 931+75.00 = 411.00 L.F. (RAMP "D" S.R.3)
 TOTAL = 411.00 L.F.



PROPOSED SUPERELEVATED SPEED CHANGE LANE SECTION

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)

** MAX PAVEMENT SLOPE FOR SR-57 RAMP "B" SPEED CHANGE LANE EXCEEDS .048

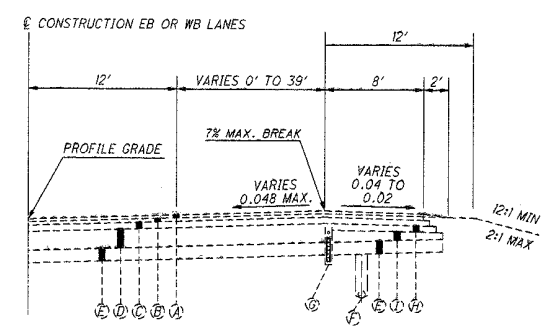
*SAME AS MAINLINE PAVEMENT OR EXISTING RAMP SUPERELEVATION

WESTBOUND LANES

STA. 950+90.05 TO STA. 954+16.60 = 326.55 L.F. (RAMP "B" S.R.3)
 STA. 1203+84.00 TO STA. 1214+70.00 = 1086.00 L.F. (RAMP "B" S.R.57)
 STA. 1105+75.00 TO STA. 1108+40.00 = 265.00 L.F. (RAMP "C" WEIGH STATION, RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)
 TOTAL = 1677.55 L.F.

EASTBOUND LANES

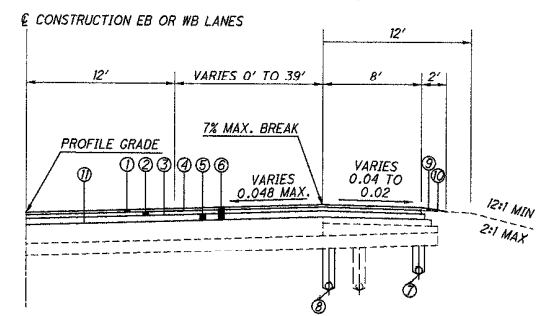
STA. 927+64.00 TO STA. 931+75.00 = 411.00 L.F. (RAMP "D" S.R.3)
 TOTAL = 411.00 L.F.



EXISTING SUPERELEVATED SPEED CHANGE LANE SECTION

WESTBOUND LANES

STA. 921+81.00 TO 930+46.00 = 865.00 L.F. (RAMP "A" S.R.3)
 TOTAL = 865.00 L.F.



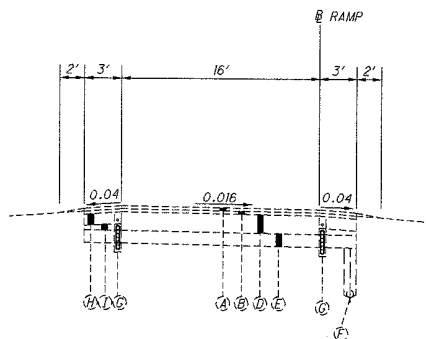
PROPOSED SUPERELEVATED SPEED CHANGE LANE SECTION

WESTBOUND LANES

STA. 921+81.00 TO 930+46.00 = 865.00 L.F. (RAMP "A" S.R.3)
 TOTAL = 865.00 L.F.

LEGEND - EXISTING

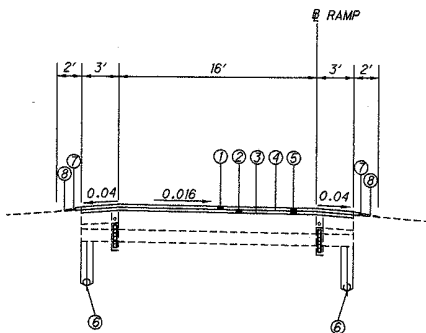
- ④ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ⑤ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ⑥ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ⑦ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑧ EXISTING 6" + SUBBASE
- ⑨ EXISTING 6" BASE PIPE UNDERDRAIN
- ⑩ EXISTING SHALLOW UNDERDRAIN
- ⑪ EXISTING 3" BITUMINOUS AGGREGATE BASE
- ⑫ EXISTING AGGREGATE BASE (T= 6" UNLESS NOTED)



WESTBOUND EXISTING RAMP SECTION

*STA. 1110+50.00 TO STA. 1113+26.00 = 276.00 L.F. (RAMP "C" WEIGH STATION)
 *STA. 1119+80.00 TO STA. 1123+14.59 = 334.59 L.F. (RAMP "D" WEIGH STATION)
 **STA. 1118+36.00 TO STA. 1119+80.00 = 144.00 L.F. (RAMP "D" WEIGH STATION)
 TOTAL = 754.59 L.F.

*PAVEMENT SLOPE VARIES FROM 1119+80 TO 1121+00
 *PAVEMENT SLOPE VARIES FROM 1110+50.00 TO 1111+50.00
 **PAVEMENT SLOPE VARIES FROM 1118+50.00 TO 1119+80.00



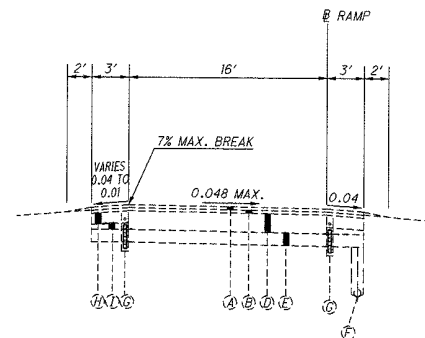
WESTBOUND PROPOSED RAMP SECTION

*RAMP "C" (WEIGH STATION) STA. 1110+50.00 TO STA. 1113+26.00 = 276.00 L.F. (RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)
 *RAMP "D" (WEIGH STATION) STA. 1119+80.00 TO STA. 1123+14.59 = 334.59 L.F.
 **RAMP "D" (WEIGH STATION) STA. 1118+36.00 TO STA. 1119+80.00 = 144.00 L.F. (RAMP CROSS SLOPE IN OPPOSITE DIRECTION FROM SHOWN)
 TOTAL = 754.59 L.F.

*PAVEMENT SLOPE VARIES FROM 1119+80 TO 1121+00
 *PAVEMENT SLOPE VARIES FROM 1110+50.00 TO 1111+50.00
 **PAVEMENT SLOPE VARIES FROM 1118+50.00 TO 1119+80.00

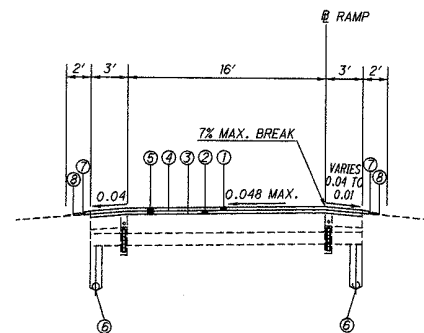
LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT, 702.13
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑧ ITEM 408 PRIME COAT



EXISTING SUPERELEVATED RAMP SECTION

RAMP "C" (WEIGH STATION) STA. 1105+75.00 TO STA. 1110+50.00 = 475.00 L.F.
 TOTAL = 475.00 L.F.

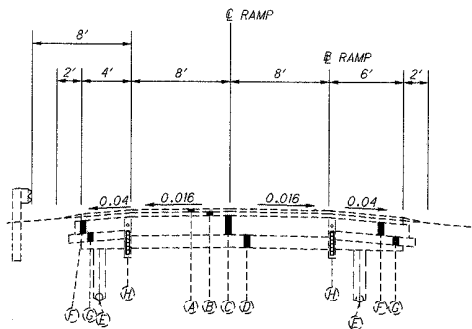


PROPOSED SUPERELEVATED RAMP SECTION

RAMP "C" (WEIGH STATION) STA. 1108+40.00 TO STA. 1110+50.00 = 210.00 L.F.
 TOTAL = 210.00 L.F.

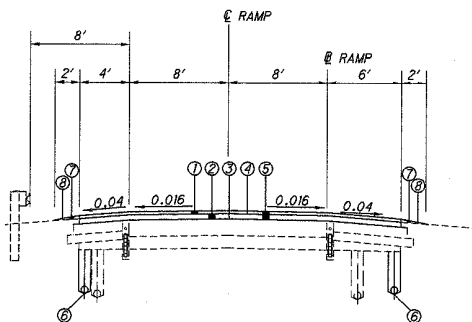
LEGEND - EXISTING

- ① EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ② EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 2 3/4")
- ③ NOT USED
- ④ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑤ EXISTING 6" ± SUBBASE
- ⑥ EXISTING 6" UNDERDRAIN
- ⑦ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑧ EXISTING 6" BITUMINOUS AGGREGATE BASE
- ⑨ EXISTING 3" AGGREGATE BASE



EXISTING RAMP SECTION

S.R. 3 RAMP "A" STA. 3+50.00 TO STA. 8+00.00 = 450.00 L.F.
 S.R. 3 RAMP "B" STA. 5+25.00 TO STA. 7+50.00 = 225.00 L.F.
 S.R. 3 RAMP "D" STA. 4+00.00 TO STA. 8+00.00 = 400.00 L.F.
TOTAL = 1075.00 L.F.

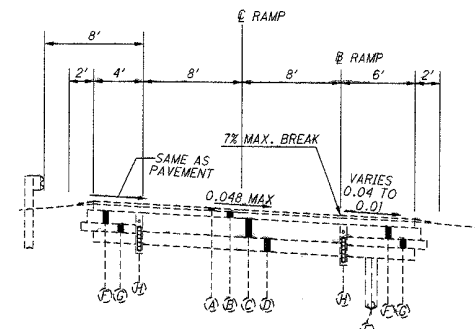


PROPOSED RAMP SECTION

S.R. 3 RAMP "A" STA. 3+50.00 TO STA. 8+00.00 = 450.00 L.F.
 S.R. 3 RAMP "B" STA. 5+25.00 TO STA. 7+50.00 = 225.00 L.F.
 S.R. 3 RAMP "D" STA. 4+00.00 TO STA. 8+00.00 = 400.00 L.F.
TOTAL = 1075.00 L.F.

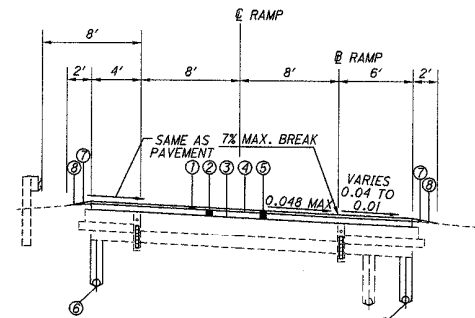
LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT, 702.13
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑧ ITEM 408 PRIME COAT



EXISTING RAMP SECTION

S.R. 3 RAMP "A" STA. 0+38.00 TO STA. 3+50.00 = 312.00 L.F.
 S.R. 3 RAMP "A" STA. 8+00.00 TO STA. 8+98.35 = 98.35 L.F.
 S.R. 3 RAMP "B" STA. 0+00.00 TO STA. 5+25.00 = 525.00 L.F.
 S.R. 3 RAMP "C" STA. 7+50.00 TO STA. 10+54.00 = 304.00 L.F.
 S.R. 3 RAMP "C" STA. 0+37.00 TO STA. 7+58.16 = 721.16 L.F.
 S.R. 3 RAMP "D" STA. 3+29.00 TO STA. 4+00.00 = 71.00 L.F.
 S.R. 3 RAMP "D" STA. 8+00.00 TO STA. 10+56.00 = 256.00 L.F.
TOTAL = 2287.51 L.F.

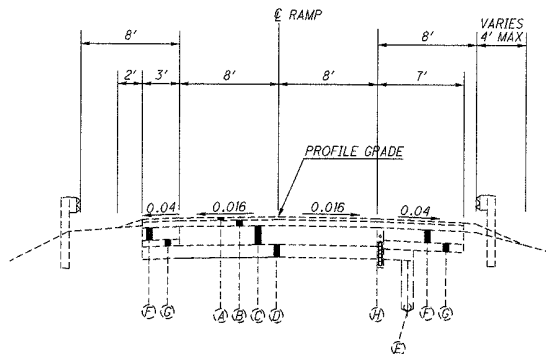


PROPOSED RAMP SECTION

S.R. 3 RAMP "A" STA. 0+38.00 TO STA. 3+50.00 = 312.00 L.F.
 S.R. 3 RAMP "A" STA. 8+00.00 TO STA. 8+70.22 = 70.22 L.F.
 S.R. 3 RAMP "B" STA. 3+30.00 TO STA. 5+25.00 = 195.00 L.F.
 S.R. 3 RAMP "B" STA. 7+50.00 TO STA. 10+54.00 = 304.00 L.F.
 S.R. 3 RAMP "C" STA. 0+37.00 TO STA. 5+73.69 = 536.69 L.F.
 S.R. 3 RAMP "D" STA. 3+29.00 TO STA. 4+00.00 = 71.00 L.F.
 S.R. 3 RAMP "D" STA. 8+00.00 TO STA. 10+56.00 = 256.00 L.F.
TOTAL = 1744.91 L.F.

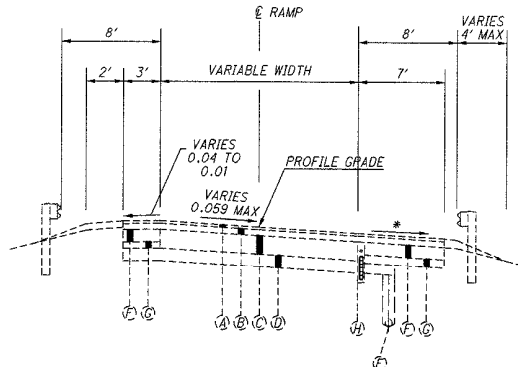
LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T = 1 1/4)
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T = 2 3/4" RAMP, 1 3/4" SHOULDERS)
- Ⓒ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓓ EXISTING 6" ± SUBBASE
- Ⓔ EXISTING 6" UNDERDRAIN
- Ⓕ EXISTING 6" BITUMINOUS AGGREGATE BASE
- Ⓖ EXISTING 4" AGGREGATE BASE
- Ⓗ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)



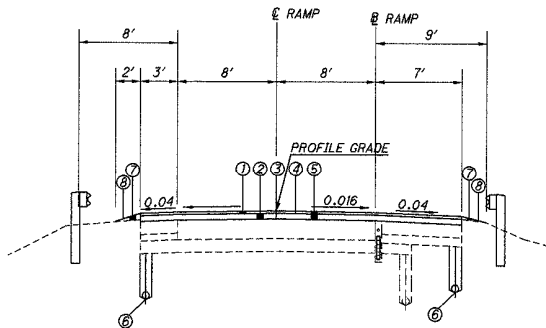
EXISTING RAMP SECTION

STA. 0+30.00 TO STA. 0+56.00 = 26.00 L.F. (RAMP "B" S.R.57, INT. RETURN AREA)
 STA. 0+56.00 TO STA. 1+56.00 = 100.00 L.F. (RAMP "B" S.R.57, TAPER AREA)
 STA. 1+56.00 TO STA. 10+33.59 = 900.00 L.F. (RAMP "B" S.R.57)
 TOTAL = 1003.59 L.F.



EXISTING SUPERELEVATED RAMP SECTIONS

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
 STA. 10+33.59 TO STA. 11+08.00 = 74.41 L.F. (RAMP "B" S.R.57)
 STA. 11+08.00 TO STA. 13+10.89 = 202.89 L.F. (RAMP "B" S.R.57, RAMP GORE AREA)
 TOTAL = 277.30 L.F.

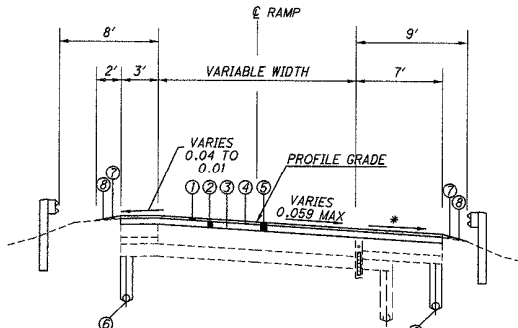


PROPOSED RAMP SECTION

STA. 0+30.00 TO STA. 0+56.00 = 26.00 L.F. (RAMP "B" S.R.57, INT. RETURN AREA)
 STA. 0+56.00 TO STA. 1+56.00 = 100.00 L.F. (RAMP "B" S.R.57, TAPER AREA)
 STA. 1+56.00 TO STA. 10+33.59 = 877.59 L.F. (RAMP "B" S.R.57)
 TOTAL = 1003.59 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 2.50" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT, 702.13
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑥ 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN, 707.31
- ⑦ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ⑧ ITEM 408 PRIME COAT

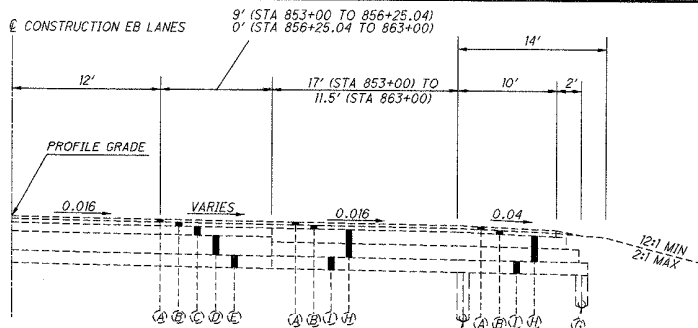


PROPOSED SUPERELEVATED RAMP SECTIONS

* 0.04 (OR PAVEMENT SLOPE IF GREATER THAN 0.04)
 STA. 10+33.59 TO STA. 11+08.00 = 74.41 L.F. (RAMP "B" S.R.57)
 STA. 11+08.00 TO STA. 13+10.89 = 202.89 L.F. (RAMP "B" S.R.57, RAMP GORE AREA)
 TOTAL = 277.30 L.F.

LEGEND - EXISTING

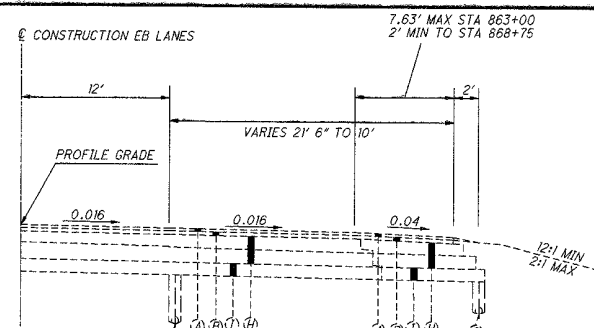
- ① EXISTING ASPHALT CONCRETE SURFACE COURSE (T = 1 1/4")
- ② EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T = 2 3/4")
- ③ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ④ EXISTING 6" ± SUBBASE
- ⑤ EXISTING 6" UNDERDRAIN
- ⑥ EXISTING 6" BITUMINOUS AGGREGATE BASE
- ⑦ EXISTING AGGREGATE BASE (T = 3" LEFT SHOULDER, 4" RIGHT SHOULDER)
- ⑧ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)



EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES

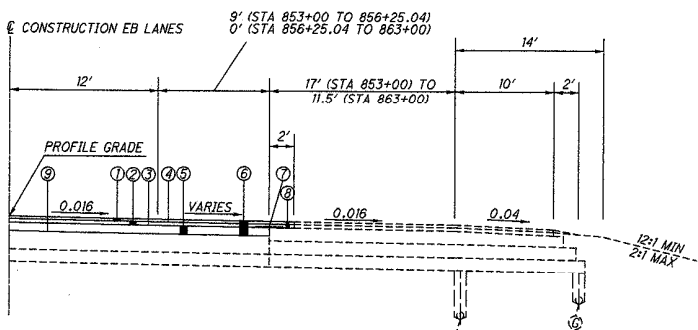
STA. 853+00.00 TO STA. 863+00 = 1000.00 L.F. (RAMP "N-E" I.R.71)
TOTAL = 1000.00 L.F.



EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES

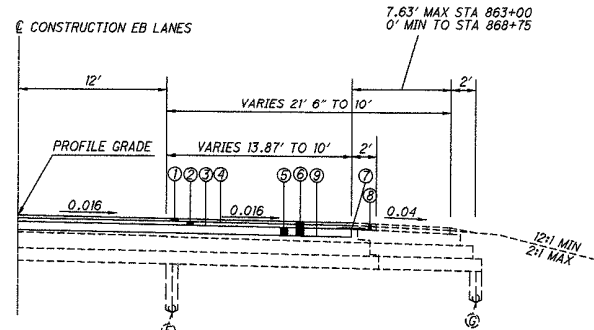
STA. 863+00.00 TO STA. 868+75.04 = 575.04 L.F. (RAMP "N-E" I.R.71)
TOTAL = 575.04 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES

STA. 853+00.00 TO STA. 863+00 = 1000.00 L.F. (RAMP "N-E" I.R.71)
TOTAL = 1000.00 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES

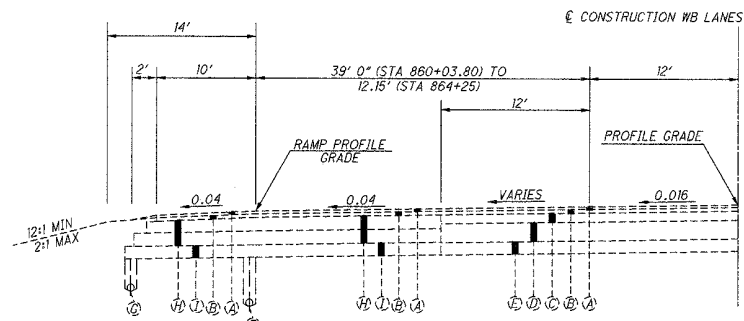
STA. 863+00.00 TO STA. 868+75.04 = 575.04 L.F. (RAMP "N-E" I.R.71)
TOTAL = 575.04 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
- ⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
- ⑨ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

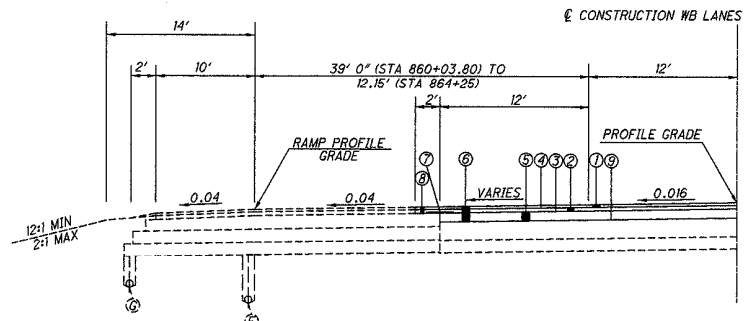
- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" BASE PIPE UNDERDRAIN
- Ⓖ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- Ⓗ EXISTING 14" BITUMINOUS AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (T= 6")



EXISTING DECELERATION LANE SECTION

WESTBOUND LANES

STA. 860+03.80 TO STA. 864+25 = 421.20 L.F. (RAMP "E-S" I.R.71)
 TOTAL = 421.20 L.F.



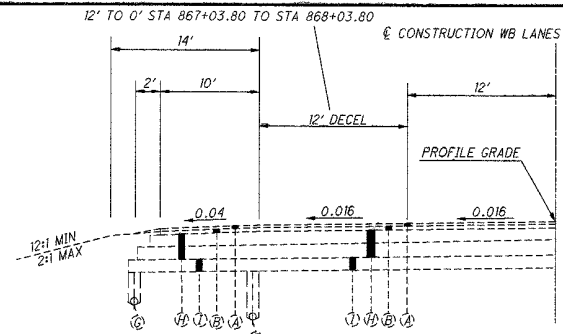
PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES

STA. 860+03.80 TO STA. 864+25 = 421.20 L.F. (RAMP "E-S" I.R.71)
 TOTAL = 421.20 L.F.

LEGEND - PROPOSED

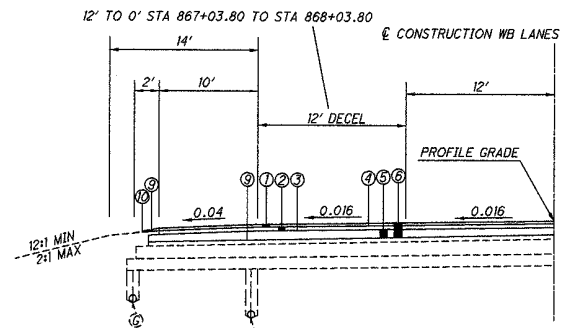
- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
- ⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (12' WIDE)
- ⑨ ITEM 407 TACK COAT, 702.13



EXISTING DECELERATION LANE SECTION

WESTBOUND LANES

STA. 864+25 TO STA. 868+03.80 = 378.80 L.F. (RAMP "E-S" I.R.71)
 TOTAL = 378.80 L.F.



PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES

STA. 864+25 TO STA. 868+03.80 = 378.80 L.F. (RAMP "E-S" I.R.71)
 TOTAL = 378.80 L.F.

LEGEND - EXISTING

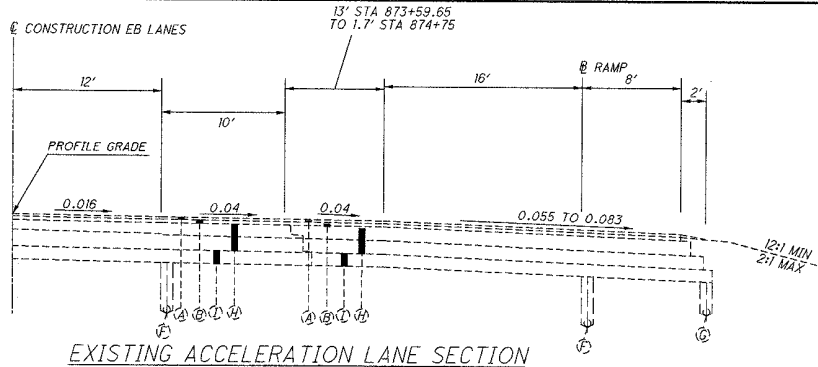
- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" BASE PIPE UNDERDRAIN
- Ⓖ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- Ⓗ EXISTING 14" BITUMINOUS AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (T= 6")

CALCULATED
 MJS
 CHECKED
 BAD
 HORIZONTAL
 SCALE IN FEET

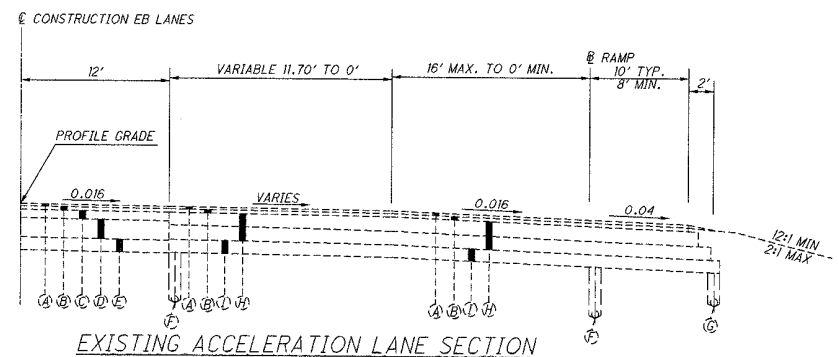
TYPICAL SECTIONS

MED-76-0.61

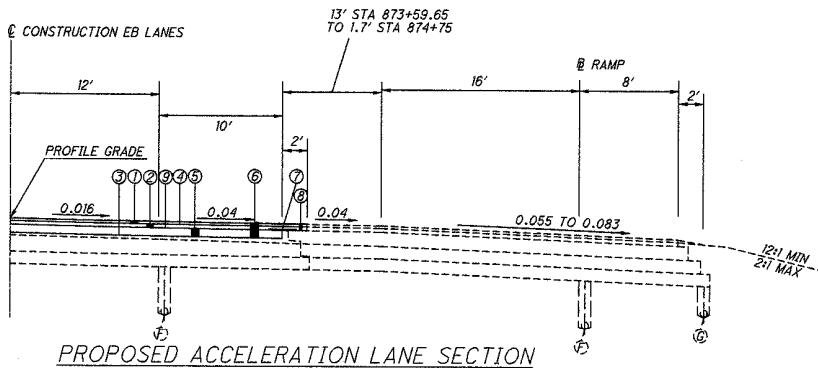
25
 138



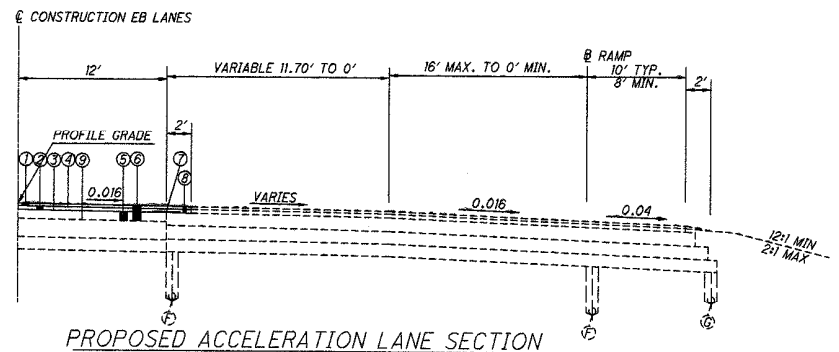
EXISTING ACCELERATION LANE SECTION
 EASTBOUND LANES
 STA. 873+59.65 TO STA. 874+75 = 115.35 L.F. (RAMP "S-E" I.R. 71)
 TOTAL = 115.04 L.F.



EXISTING ACCELERATION LANE SECTION
 EASTBOUND LANES
 STA. 874+75.00 TO STA. 879+08.48 = 433.48 L.F. (RAMP "S-E" I.R. 71)
 STA. 880+50.92 TO STA. 881+50.00 = 99.08 L.F. (RAMP "S-E" I.R. 71)
 TOTAL = 532.56 L.F.



PROPOSED ACCELERATION LANE SECTION
 EASTBOUND LANES
 STA. 873+59.65 TO STA. 874+75 = 115.35 L.F. (RAMP "S-E" I.R. 71)
 TOTAL = 115.04 L.F.



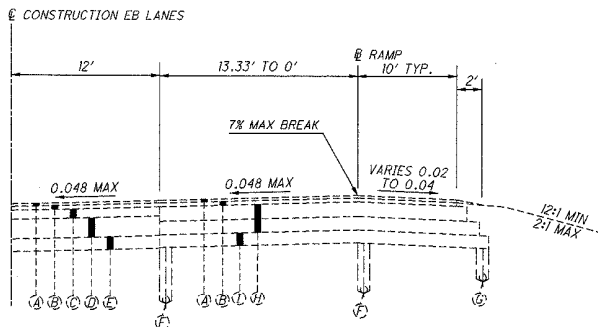
PROPOSED ACCELERATION LANE SECTION
 EASTBOUND LANES
 STA. 874+75.00 TO STA. 879+08.48 = 433.48 L.F. (RAMP "S-E" I.R. 71)
 STA. 880+50.92 TO STA. 881+50.00 = 99.08 L.F. (RAMP "S-E" I.R. 71)
 TOTAL = 532.56 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
- ⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2" WIDE)
- ⑨ ITEM 407 TACK COAT, 702.13

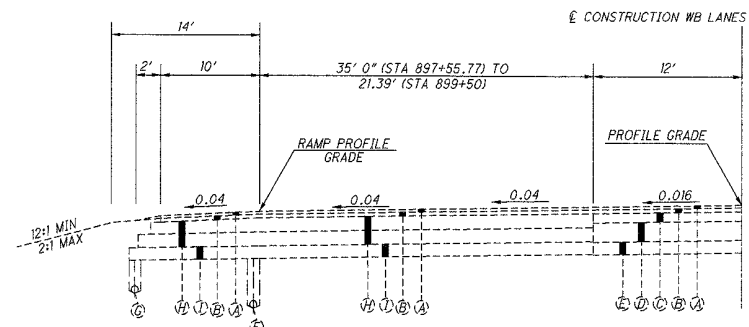
LEGEND - EXISTING

- ① EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ② EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ③ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ④ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑤ EXISTING 6" ± SUBBASE
- ⑥ EXISTING 6" BASE PIPE UNDERDRAIN
- ⑦ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- ⑧ EXISTING 14" BITUMINOUS AGGREGATE BASE
- ⑨ EXISTING AGGREGATE BASE (T= 6")



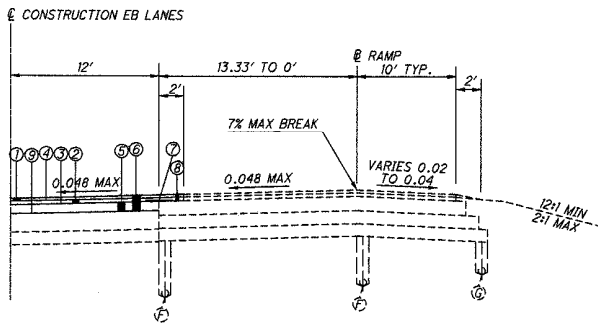
EXISTING ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 881+50.00 TO STA. 888+16.63 = 666.63 L.F. (RAMP "S-E" I.R.71)
TOTAL = 666.63 L.F.



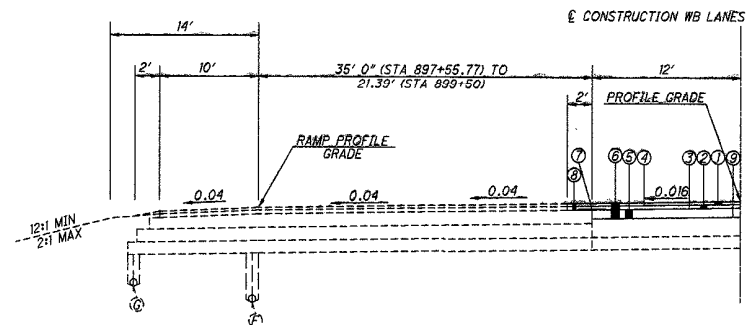
EXISTING DECELERATION LANE SECTION

WESTBOUND LANES
STA. 897+55.77 TO STA. 899+50 = 194.23 L.F. (RAMP "E-N" I.R.71)
TOTAL = 194.23 L.F.



PROPOSED ACCELERATION LANE SECTION

EASTBOUND LANES
STA. 881+50.00 TO STA. 888+16.63 = 666.63 L.F. (RAMP "S-E" I.R.71)
TOTAL = 666.63 L.F.



PROPOSED DECELERATION LANE SECTION

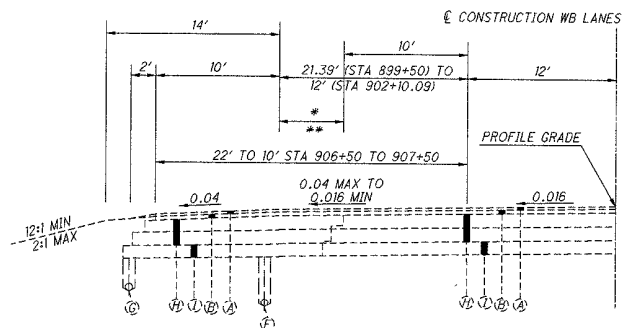
WESTBOUND LANES
STA. 897+55.77 TO STA. 899+50 = 194.23 L.F. (RAMP "E-N" I.R.71)
TOTAL = 194.23 L.F.

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
- ⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (12' WIDE)
- ⑨ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" BASE PIPE UNDERDRAIN
- Ⓖ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- Ⓗ EXISTING 14" BITUMINOUS AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (T= 6")



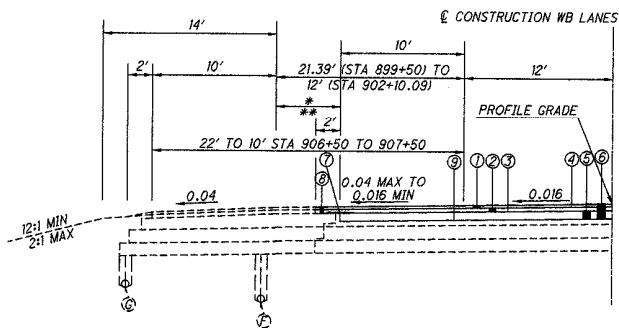
EXISTING DECELERATION LANE SECTION

WESTBOUND LANES

STA. 899+50 TO STA. 903+63.12 = 413.12 L.F. (RAMP "E-N" I.R. 71)
STA. 906+31.08 TO STA. 907+50 = 118.92 L.F. (RAMP "E-N" I.R. 71)

TOTAL = 532.04 L.F.

* 11.39' TO 2' STA 899+50 TO 902+10.09
** 2' STA 902+10.09 TO 906+50



PROPOSED DECELERATION LANE SECTION

WESTBOUND LANES

STA. 899+50 TO STA. 903+63.12 = 413.12 L.F. (RAMP "E-N" I.R. 71)
STA. 906+31.08 TO STA. 907+50 = 118.92 L.F. (RAMP "E-N" I.R. 71)

TOTAL = 532.04 L.F.

* 11.39' TO 2' STA 899+50 TO 902+10.09
** 2' STA 902+10.09 TO 906+50

LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- ⑦ 30" ITEM SPECIAL PAVEMENT OVERLAY FABRIC COMPOSITE
- ⑧ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2' WIDE)
- ⑨ ITEM 407 TACK COAT, 702.13

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- Ⓔ EXISTING 6" ± SUBBASE
- Ⓕ EXISTING 6" BASE PIPE UNDERDRAIN
- Ⓖ EXISTING 4" BASE PIPE UNDERDRAIN (18" NORMAL DEPTH)
- Ⓗ EXISTING 14" BITUMINOUS AGGREGATE BASE
- Ⓘ EXISTING AGGREGATE BASE (T= 6")

GENERAL

ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND THE GEOID03 GEOD. HORIZONTAL POSITIONS ARE BASED ON THE OHIO STATE PLANE NORTH ZONE, A LAMBERT CONFORMAL CONIC MAP PROJECTION, THE NORTH AMERICAN DATUM OF 1983 ADJUSTED TO THE NATIONAL SPATIAL REFERENCE SYSTEM OF 2007 (NAD 83/CORS96), AND THE GRS80 ELLIPSOID.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. MED-71-6.06 IS AN INTERCHANGE IMPROVEMENT PROJECT OF THE I-76/71 INTERCHANGE AND HAS AN ESTIMATED COMPLETION DATE OF FALL, 2010. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ROUTINE MAINTENANCE

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

UTILITY OWNERSHIP

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

MEDINA COUNTY ENGINEER
 791 WEST SMITH ROAD
 MEDINA, OH 44256
 330 723-9561

VERIZON
 6223 NORWALK ROAD
 MEDINA, OH 44256
 330 722-9453

MEDINA COUNTY SANITARY ENGINEER
 791 WEST SMITH ROAD
 MEDINA, OH 44256
 330 723-9569

VERIZON BUSINESS
 120 RAVINE STREET
 AKRON, OH 44303
 330 263-8267

OHIO EDISON COMPANY
 6326 LAKE AVE.
 ELYRIA, OH 44035
 440 326-3207

GATHERCO INC.
 5772 DRESSLER ROAD NW
 NORTH CANTON, OH 44720
 330 498-9553

TIME WARNER CABLE
 530 SOUTH MAIN STREET, SUITE 1751
 AKRON, OH 44311
 330 630-7850

COLUMBIA GAS OF OHIO
 7080 FRY ROAD
 MIDDLEBURGH HEIGHTS, OH 44130
 440 891-2428

VILLAGE OF CRESTON
 100 NORTH MAIN STREET
 CRESTON, OH 44217
 330 435-4529

DOMINION EAST OHIO
 320 SPRINGSIDE DRIVE, SUITE 320
 AKRON, OH 44333
 330 664-2409

CITY OF WADSWORTH
 120 MAPLE STREET
 WADSWORTH, OH 44281
 330 335-2737

RANGE RESOURCES APPALACHIAN
 125 STATE ROUTE 43
 HARTVILLE, OH 46632
 330 877-6747

VILLAGE OF SEVILLE
 120 ROYAL CREST DRIVE
 SEVILLE, OH 44273
 330 769-4146

COLUMBIA GAS TRANSMISSION
 589 NORTH STATE STREET
 MEDINA, OH 44256
 330 721-4163

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

CONSTRUCTION EQUIPMENT MEDIAN CROSSINGS

CONSTRUCTION EQUIPMENT SHALL CROSS THE MEDIAN ONLY AT U-TURN CROSSOVERS AND AT OTHER ADDITIONAL LOCATIONS APPROVED BY THE ENGINEER. A MAXIMUM OF TWO (2) ADDITIONAL EQUIPMENT CROSSINGS MAY BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE, AT THEIR EXPENSE, FOR THE RESTORATION OF THE TWO ADDITIONAL EQUIPMENT CROSSINGS TO A CONDITION AT LEAST EQUAL TO THAT EXISTING PRIOR TO THEIR WORK OPERATIONS.

EXISTING PLANS

EXISTING PLANS FOR UNDERDRAINS, THE WEIGH STATION AND THE REST AREA DEMOLITIONS CAN BE ACCESSED FROM THE 0001 FTP SITE LOCATED AT //CTRF5100/DO38/EXISTING PLANS/MED-76-0.61/

ROADWAY

ITEM 209 - LINEAR GRADING, AS PER PLAN

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER, AND UNDERNEATH EXISTING GUARDRAIL LOCATIONS AS NEEDED. IT IS ANTICIPATED THAT THERE MAY BE 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 MILE FOR ITEM 209 LINEAR GRADING.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

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 FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

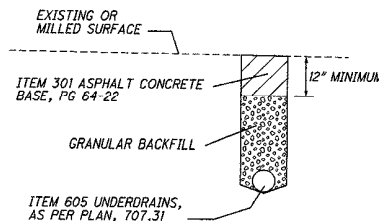
ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION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

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

ITEM 605 UNDERDRAINS, AS PER PLAN, 707.31

THE UNDERDRAINS ARE TO BE BACKFILLED WITH GRANULAR MATERIAL AS STATED IN CMS 605 AND THE TOP 12 INCHES (MINIMUM THICKNESS) SHALL BE FILLED WITH ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 AS SHOWN IN THE DETAIL BELOW. THE ITEM 301 MATERIAL CAN BE PLACED IN ONE LIFT.

THE COST OF THE ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 AND THE GRANULAR MATERIAL COMPLETED AND IN PLACE AS PER THE DETAIL SHALL BE INCLUDED IN THE COST OF ITEM 605 UNDERDRAINS, AS PER PLAN, 707.31



PAVEMENT

ITEM 253, PAVEMENT REPAIR, AS PER PLAN ITEM 253, PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT ON THE MAINLINE, IN AREAS OF EXISTING PAVEMENT FAILURE. THE LOCATIONS WILL BE AT THE FULL DEPTH ASPHALT CONCRETE SECTIONS AS SHOWN ON THE TYPICAL SECTIONS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE PROPOSED ASPHALT CONCRETE BUILDUP. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 10" AND A DEPTH OF 3" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES FOR THE PARTIAL DEPTH REPAIRS. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14. USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

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

ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH	150 CU. YD.
ITEM 253 PAVEMENT REPAIR, AS PER PLAN	15 CU. YD.

ITEM 203 EXCAVATION

ITEM 304 AGGREGATE BASE

AFTER THE PAVED SHOULDERS ARE MILLED AND BEFORE THE ITEM 301 IS PLACED ON THE SHOULDERS, THERE MAY BE SOME SHOULDER AREAS THAT NEED IMPROVEMENT. AN ESTIMATED QUANTITY OF ITEM 203 EXCAVATION AND ITEM 304 AGGREGATE HAVE BEEN PROVIDED TO BE USED FOR THIS PURPOSE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR ITEM 203 EXCAVATION AND ITEM 304 AGGREGATE BASE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD OF ITEM 203 EXCAVATION AND PER CU YD OF ITEM 304 AGGREGATE BASE. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 203 EXCAVATION	500 CU YD
ITEM 304 AGGREGATE BASE	500 CU YD

CALCULATED
 MJS
 CHECKED
 BAD

GENERAL NOTES

MED-76-0.61

29
 138

ITEM 254. PAVEMENT PLANING. ASPHALT CONCRETE. AS PER PLAN (4" OR 7")

THE INTENT OF THE PLANING IS TO MILL DOWN TO THE CONCRETE PAVEMENT ON THE MAINLINE WHICH IS APPROXIMATELY 7 INCHES IN DEPTH AND TO MILL THE SAME DEPTH ON THE PAVED SHOULDERS OF THE MAINLINE. THE INTENT OF THE PLANING ON THE RAMPS IS TO MILL DOWN TO THE TOP OF CONCRETE WHICH IS APPROXIMATELY 4 INCHES IN DEPTH AND TO MILL DOWN THE SAME DEPTH ON THE PAVED SHOULDERS OF THE RAMPS. IN THE FULL DEPTH ASPHALT CONCRETE MAINLINE SECTION, THE MILLING SHALL ESTABLISH THE PAVEMENT CROSS SLOPE TO BE 0.016 BETWEEN THE CROWN AND THE EDGELINE AND 0.04 FOR THE PAVED SHOULDERS.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

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 ALLOWED TO RUN OVER THE PLANNED ROADWAY OF THE MAINLINE PAVEMENT.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES, AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

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 PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254. PAVEMENT PLANING. ASPHALT CONCRETE. AS PER PLAN (3.25")

THIS ITEM SHALL INCLUDE MILLING AS NEEDED FOR BUTT JOINTS PER STANDARD DRAWING BP 3.1 AT THE BEGINNING AND END OF THE PROJECT, AND AT CONCRETE APPROACH SLABS AND/OR BRIDGE DECKS AT STRUCTURES. PLANING AT STRUCTURE APPROACHES MAY BE NEEDED IF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IS PLACED AT THE APPROACHES.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

ITEM 254. PAVEMENT PLANING. ASPHALT CONCRETE. AS PER PLAN (1.5", 3", 3.25", AND 5")

THIS ITEM SHALL INCLUDE MILLING AS DETAILED IN THE MAINTENANCE OF TRAFFIC SHEETS.

THE GRINDINGS FROM THIS PAY ITEM SHALL NOT BE USED IN ANY ODOT ASPHALT CONCRETE MIX DESIGN.

ITEM 301 ASPHALT CONCRETE BASE, PG64-28. AS PER PLAN

ON THIS PROJECT ITEM 301 COARSE AGGREGATE SHALL HAVE A TWO FACE CRUSH COUNT OF 75% PER ASTM D 5821. MAXIMUM RECLAIMED ASPHALT CONCRETE PAYMENT WILL BE 30%. ENSURE THAT A MINIMUM OF 50% OF THE VIRGIN FINE AGGREGATE USED IN THE ITEM 301 IS SAND MANUFACTURED FROM STONE OR AIR COOLED SLAG.

ALL COSTS TO BE INCLUDED IN ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN.

ITEM 442. ASPHALT CONCRETE INTERMEDIATE COURSE. 19MM. TYPE A (446)

ITEM 442. ASPHALT CONCRETE SURFACE COURSE. 12.5 MM. TYPE A (446)

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERRECTED AT TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN, AS DIRECTED BY THE ENGINEER. 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.

RECYCLED ASPHALT CONCRETE USAGE

THE GRINDINGS FROM THE PAVEMENT PLANING ON THIS PROJECT SHALL NOT BE USED AS RAP IN ANY ODOT ASPHALT CONCRETE MIX DESIGNS.

**ITEM 407. TACK COAT
ITEM 407. TACK COAT FOR INTERMEDIATE COURSE
ITEM 407. TACK COAT. 702.13**

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.10 GAL. PER SQ. YD. PRIOR TO THE INTERMEDIATE COURSE AND SHALL BE 0.05 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COSTS AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407 TACK COAT, ITEM 407 TACK COAT FOR INTERMEDIATE COURSE, AND FOR ITEM 407 TACK COAT, 702.13.

ITEM 623 - CONSTRUCTION LAYOUT STAKES. AS PER PLAN

PRIOR TO THE PLANING OF PAVEMENT BENEATH ALL OVERHEAD STRUCTURES, A REGISTERED SURVEYOR SHALL MEASURE THE VERTICAL CLEARANCES AND DOCUMENT THE MEASUREMENTS ON AN APPROVED OHIO DEPARTMENT OF TRANSPORTATION FORM AVAILABLE FROM THE DISTRICT BRIDGE OFFICE. THE MEASUREMENTS SHALL BE TAKEN AT THE LOCATIONS INDICATED ON THE APPROVED ODOT FORM AND SUBMITTED TO THE PROJECT ENGINEER. AFTER THE NEW PAVING HAS BEEN COMPLETED, A REGISTERED SURVEYOR AGAIN SHALL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM. THESE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT BRIDGE ENGINEER. THE RECORD SHALL BEAR THE STAMP OR SEAL OF THE REGISTERED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND WILL VERIFY THAT PRE-CONSTRUCTION VERTICAL CLEARANCES HAVE BEEN PRESERVED.

IN ADDITION TO ITEM 623 AND THE ITEMS OUTLINED ABOVE, THE CONTRACTOR SHALL PROVIDE FIELD SURVEYS FOR ALL ASPHALT TRANSITIONS. SEE DETAIL ON THIS SHEET. SAID SURVEY SHALL CONSIST OF ELEVATIONS TAKEN AT THE BRIDGE EXPANSION JOINT (WHERE APPLICABLE) AND EXTENDING AS SHOWN ON THE DETAILS. ELEVATIONS AFTER RESURFACING SHALL BE TAKEN ALONG EACH EDGE LINE AND LANE LINE AND SHALL BE TAKEN AT THE FOLLOWING DISTANCES: 0 FEET, 5 FEET, 10 FEET, 25 FEET, THEN EVERY 25 FEET AND AT THE END OF THE TRANSITION. THE CONTRACTOR SHALL PLOT THESE AT EACH LOCATION AT A SCALE OF 1 INCH EQUALS 10 FOOT HORIZONTALLY AND 1 INCH EQUALS 2 FOOT VERTICALLY. THIS SURVEY SHALL BE DONE AND THE PLOTTED RESULTS GIVEN TO THE ENGINEER AS SOON AS POSSIBLE AFTER THE PLACEMENT OF THE SURFACE COURSE.

CORRECTION OF UNACCEPTABLE ASPHALT CONCRETE TRANSITIONS

STRAIGHT GRADE - THE ASPHALT TRANSITIONS SHALL BE CONSIDERED UNACCEPTABLE IF THE FINAL GRADE VARIES FROM THE DESIRED STRAIGHT GRADE BY GREATER THAN 0.375 INCHES ANYWHERE THROUGHOUT THE LENGTH OF THE TRANSITION. THIS TOLERANCE IS REDUCED TO 0.25 INCHES FOR THE FIRST 5 FT ADJACENT TO AN EXPANSION JOINT.

THE CONTRACTOR IS TO PROVIDE THE NECESSARY SURVEY WORK TO SHOW THAT THESE STRAIGHT GRADES ARE MET ALONG EACH EDGE LINE AND LANE LINE.

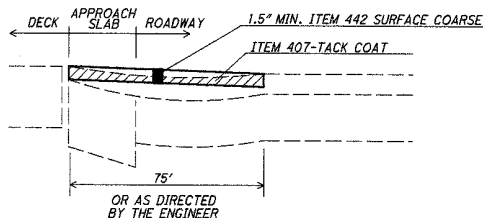
ALL UNACCEPTABLE ASPHALT CONCRETE TRANSITIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE REPAIR METHOD SHALL BE AS FOLLOWS:

A. DETERMINE FINAL GRADE LINE BY EXTENDING A STRAIGHT LINE FROM THE TOP OF THE BRIDGE END DAM JOINT TO A POINT 75 FT AWAY ON THE TOP OF RESURFACING.

B. REMOVE ASPHALT CONCRETE EXACTLY 1.5 INCHES BELOW THE FINAL GRADE.

C. PLACE ITEM 407 TACK COAT AND ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) TO DESIRED GRADE.

D. SURVEY TRANSITION TO VERIFY THAT THE REPAIR IS WITHIN THE ALLOWABLE TOLERANCE.



CORRECTION OF UNACCEPTABLE ASPHALT TRANSITIONS

ITEM 617. COMPACTED AGGREGATE. AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE THE ASPHALT CONCRETE GRINDINGS RESULTING FROM ITEM 254. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS REQUIRED TO APPLY THE ITEM 408 PRIME COAT WITHIN 5 CALENDAR DAYS OF PLACING THE COMPACTED AGGREGATE, AS PER PLAN.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

TRAFFIC CONTROL

ITEM SPECIAL - AIR SPEED ZONE MARKING

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

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH OF ROADWAY ENTIRELY ON THE PAVED SHOULDERS. THE ZONE IS TO START AT MED-76-5.00 (EASTBOUND SHOULDERS) AND END AT MED-76-6.00 (EASTBOUND SHOULDERS).

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

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

ITEM 626 - BARRIER REFLECTOR

A QUANTITY OF ITEM 626 BARRIER REFLECTOR IS SETUP TO BE PLACED AT EXISTING AND PROPOSED GUARDRAIL RUNS, CONCRETE PARAPET WALLS, AND CONCRETE BARRIER RUNS.

LOOP DETECTORS AT WEIGH STATION

WHEN THE PAVING WORK IS COMPLETED ON THE EXIT RAMP TO THE WEIGH STATION, THE ENGINEER IS TO NOTIFY THE OHIO STATE PATROL SINCE THE LOOP DETECTORS MAY GET DAMAGED. INFORMATION WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. A SEPARATE CONTRACTOR FOR ODOT WILL PLACE NEW LOOP DETECTORS UNDER AN INTER-AGENCY CONTRACT. COOPERATION OF CONTRACTORS WILL BE REQUIRED.

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

DESCRIPTION. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT OVERLAY FABRIC COMPOSITE AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER. THIS FABRIC COMPOSITE MAY BE PLACED ON A MILLED SURFACE.

MATERIALS. PAVEMENT OVERLAY FABRIC COMPOSITE SHALL BE CONSTRUCTED OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85 PERCENT OF POLYOLEPHINES, POLYESTERS, AND POLYAMIDES BY WEIGHT, SHALL BE RESISTANT TO CHEMICAL ATTACK, MILDEW, ROT, AND ATTACHED TO A FIBERGLASS GRID. COMPOSITE SHALL MEET THE FOLLOWING PHYSICAL REQUIREMENTS:

PROPERTY	SPECIFICATION	TEST METHOD
PAVING FABRIC: GLASGRID CG200 OR APPROVED EQUAL		
GRAB TENSILE STRENGTH, LBS.	90 MIN.	ASTM D 1682
GRAB ELONGATION, PERCENT	50 MIN.	ASTM D 1682
ASPHALT RETENTION GAL./SY.	0.20 MIN.	AASHTO M-288
COMPOSITE ULTIMATE TENSILE STRENGTH (LBS./FT)	MD 6720 MIN XD 13440 MIN	ASTM D 6637
MAXIMUM ELONGATION	LESS THAN 3%	ASTM D 6637
PERCENT OPEN AREA	>50	TEX-621-J "TESTING GEOGRIDS"
MELTING POINT MIN (DEGREES F)	1000	ASTM C338
LOSS ON IGNITION %	>15	TEX-621-J "TESTING GEOGRIDS"
MASS/UNIT AREA	16.0 OZ. /SY MIN	ASTM D 5261-92

THE COMPOSITE FABRIC SHALL NOT BE EXPOSED TO ULTRAVIOLET RADIATION FOR MORE THAN 7 DAYS. THE FABRIC SHALL BE AT LEAST 60 INCHES BUT NO MORE THAN 150 INCHES IN WIDTH AND FURNISHED IN ROLLS OF APPROXIMATELY 104 YARDS IN LENGTH. THE FABRIC CAN BE CUT TO A 30 INCH WIDTH IF A 30 INCH WIDTH IS SPECIFIED IN THE PLAN.

THE ASPHALT SEALANT SHALL BE PG64-22 MEETING THE REQUIREMENTS OF 702.01.

CERTIFICATION SHALL BE FURNISHED IN ACCORDANCE WITH 101.061 BEFORE THE FABRIC IS PLACED. THE ENGINEER MAY REQUIRE SAMPLING FOR TESTING PURPOSES AS DIRECTED BY THE LABORATORY.

EQUIPMENT. THE CONTRACTOR SHALL PROVIDE EQUIPMENT FOR HEATING AND APPLYING BITUMINOUS MATERIAL. HEATING EQUIPMENT AND DISTRIBUTORS SHALL MEET THE REQUIREMENTS OF 407.

THE MECHANICAL LAYDOWN EQUIPMENT SHALL BE MOUNTED ON A FOUR-WHEELED VEHICLE THAT IS CAPABLE OF DRIVING OVER THE FABRIC WHILE IT IS BEING INSTALLED TO CONTROL THE TENSION ON THE MATERIAL. THE LAYDOWN MACHINE SHALL BE EQUIPPED WITH CLUTCHES TO ADJUST THE ROLL TENSION AND BROOMS TO SMOOTH OUT WRINKLES DURING INSTALLATION. MANUAL LAYDOWN MAY ONLY BE USED IN AREAS INACCESSIBLE TO THE LAYDOWN MACHINE.

CONSTRUCTION DETAILS

1 SURFACE PREPARATION. THE CRACKS AND ENTIRE ROAD SURFACE TO BE TREATED, AND AT LEAST ONE ADDITIONAL FOOT ON EACH SIDE, SHALL BE CLEANED BY SWEEPING, BLOWING, OR OTHER METHODS UNTIL ALL DUST, MUD, CLAY LUMPS, VEGETATION, AND FOREIGN MATERIAL ARE REMOVED ENTIRELY FROM THE PAVEMENT BEFORE THE BITUMINOUS MATERIAL IS APPLIED. CARE SHALL BE EXERCISED TO PREVENT MATERIAL SO REMOVED FROM BECOMING MIXED WITH THE NEW SURFACE. LARGE CRACKS AND POTHOLES SHOULD BE FILLED.

2 APPLICATION OF ASPHALT SEALANT. THE APPLICATION OF THE ASPHALT SEALANT SHALL CONFORM TO THE APPLICABLE PORTIONS OF 407. THE ASPHALT SEALANT SHALL BE UNIFORMLY SPRAYED OVER THE AREA TO BE COVERED BY FABRIC AT A RATE OF 0.25 TO 0.30 GALLON PER SQUARE YARD.

THE QUANTITY APPLIED WILL VARY WITH THE SURFACE CONDITION OF THE EXISTING PAVEMENT (DEGREE OF POROSITY, FOR EXAMPLE). THE FABRIC ALONE, UNDER HEAT OF THE OVERLAY, WILL ABSORB AT LEAST 0.20 GALLON PER SQUARE YARD. WITHIN INTERSECTIONS OR OTHER ZONES WHERE VEHICLE BRAKING IS COMMON PLACE, THE APPLICATION SHALL BE REDUCED 20 PERCENT. THE SEALANT SHALL BE APPLIED TO AN AREA TWO TO SIX INCHES WIDER THAN THE WIDTHS OF THE FABRIC BEING PLACED, BUT RESTRICTED TO THE AREA OF IMMEDIATE FABRIC LAYDOWN. APPLICATION SHALL BE BY DISTRIBUTOR WITH HAND SPRAYING ALLOWED ONLY WHERE THE DISTRIBUTOR CANNOT BE USED. ASPHALT SPILLS SHALL BE CLEANED FROM THE ROAD SURFACE TO AVOID FLUSHING AND POSSIBLE MOVEMENT AT THESE ASPHALT RICH AREAS.

THE ASPHALT CEMENT USED AS A SEALANT SHALL HAVE DISTRIBUTOR TANK TEMPERATURE BETWEEN 300 DEGREES AND 350 DEGREES F. APPLICATION TEMPERATURE IS NOT CRITICAL AFTER THE ASPHALT IS SPRAYED ON THE PAVEMENT. IF THE FABRIC IS TO BE OVER-SPRAYED, DISTRIBUTOR TANK TEMPERATURES SHOULD NOT EXCEED 350 DEGREES F TO AVOID DAMAGE TO THE FABRIC.

3 COMPOSITE FABRIC PLACEMENT. THE COMPOSITE FABRIC SHALL BE PLACED ON THE ASPHALT SEALANT AS SOON AS PRACTICAL AND BEFORE THE TACKINESS OF THE SEALANT IS LOST. THE COMPOSITE SHALL BE PLACED AS SMOOTHLY AS POSSIBLE TO AVOID WRINKLES. IT SHALL BE UNROLLED SO THAT THE SOFT SIDE IS UNWOUND INTO THE SEALANT AND THE GRID SIDE UP, THUS PROVIDING OPTIMUM BOND BETWEEN FABRIC AND PAVEMENT DURING THE CONSTRUCTION PROCESS. WRINKLES SEVERE ENOUGH TO CAUSE "FOLDS" SHALL BE SLIT AND LAID FLAT. SMALL WRINKLES, WHICH FLATTEN UNDER COMPACTION ARE NOT DETRIMENTAL TO PERFORMANCE. THE COMPOSITE SHALL BE BROOMED OR SQUEEGED TO REMOVE AIR BUBBLES AND MAKE COMPLETE CONTACT WITH THE ROAD SURFACE AS RECOMMENDED BY THE FABRIC MANUFACTURER. THE FABRIC SHALL BE LAID STRAIGHT, WITHIN THE SEALANT AREA. MODERATE CURVES CAN BE NEGOTIATED BY STRETCHING THE FABRIC ON THE OUTSIDE OF THE CURVE BY ADJUSTING THE DRAG ON THE BRAKES OF THE LAYDOWN EQUIPMENT. TRANSVERSE JOINTS SHALL BE "SHINGLED" IN THE DIRECTION OF PAVING.

LONGITUDINAL JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC ONE TO TWO INCHES. TRANSVERSE JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC MINIMUM OF FOUR INCHES. ADDITIONAL SEALANT (ABOUT 0.20 GAL. PER SQ. YD.) SHALL BE ADDED TO THE JOINTS AS REQUIRED. THE ADDITIONAL SEALANT FOR TRANSVERSE JOINTS MAY BE APPLIED BY HAND SPRAYING OR WITH MOP AND BUCKET IF EXTREME CARE IS TAKEN TO NOT EXCEED THE SPECIFIED RATE.

TO ENHANCE THE BOND OF THE FABRIC WITH THE EXISTING PAVEMENT AND TO SMOOTH OUT ANY WRINKLES FOR FOLDS IN THE FABRIC, THE CONTRACTOR MAY BE REQUIRED TO PNEUMATICALLY ROLL THE FABRIC AFTER IT IS PLACED.

4 TREATMENT OF THE APPLIED COMPOSITE PRIOR TO THE ASPHALT CONCRETE. IT IS UNNECESSARY TO TACK COAT THE FABRIC PRIOR TO PLACEMENT OF THE OVERLAY UNLESS THERE ARE CIRCUMSTANCES SUCH AS DELAY OF OVERLAY, DUST ACCUMULATION OR UNDER APPLICATION OF SEALANT WHICH WOULD MAKE TACK COATING DESIRABLE. IF A TACK COAT IS REQUIRED, EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.02 TO 0.05 GALLON PER SQUARE YARD RESIDUAL ASPHALT. PLACEMENT OF THE ASPHALT CONCRETE OVERLAY SHALL CLOSELY FOLLOW FABRIC LAYDOWN. IN THE EVENT THAT THE SEALANT BLEEDS THROUGH THE FABRIC BEFORE THE ASPHALT CONCRETE IS PLACED, IT MAY BE NECESSARY TO BLOT THE SEALANT BY SPREADING SAND OR ASPHALT CONCRETE OVER THE AFFECTED AREAS. THIS WILL PREVENT ANY TENDENCY FOR CONSTRUCTION EQUIPMENT TO PICK UP THE FABRIC WHEN DRIVING OVER IT.

TURNING OF THE PAVER AND OTHER VEHICLES SHALL BE GRADUAL TO AVOID MOVEMENT OR DAMAGE TO THE COMPOSITE. UNESSENTIAL TRAFFIC ON COMPOSITE SHOULD BE ELIMINATED, IF IT IS NECESSARY TO ALLOW TRAFFIC AFTER FABRIC PLACEMENT, BUT PRIOR TO PAVING, IT IS ADVISABLE TO SPREAD A SMALL AMOUNT OF SAND OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE COMPOSITE. THIS PRACTICE IS TO BE AVOIDED IF POSSIBLE TO PREVENT DAMAGE TO THE MEMBRANE. QUICK STOPS AND SHARP TURNS MAY DAMAGE THE MATERIAL. IF RAIN PRIOR TO THE OVERLAY SHOULD CAUSE A BLISTERED APPEARANCE AND SOME BOND LOSS THROUGHOUT THE MEMBRANE, IT SHOULD BE CORRECTED BY PNEUMATIC ROLLING UNTIL ADHESION IS RESTORED.

5 ASPHALT CONCRETE. THE ASPHALT CONCRETE OVERLAY SHALL CONFORM TO 401 SPECIFICATION WITH A MINIMUM THICKNESS OF 1.5"

METHOD OF MEASUREMENT. THE ACCEPTED FABRIC COMPOSITE PLACED IN ACCORDANCE WITH THESE SPECIFICATIONS AND AS DIRECTED WILL BE MEASURED BY THE SQUARE YARD OF ROADWAY, RAMPS, AND TURNOUTS COVERED BY THE COMPOSITE FABRIC. LAPS IN COMPOSITE FABRIC WILL NOT BE MEASURED.

BLOTTING THE SEALANT, SPREADING SAND OR ASPHALT CONCRETE OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE FABRIC, ROLLING TO RESTORE BOND, OR APPLICATION OF A TACK COAT WILL NOT BE MEASURED FOR DIRECT PAYMENT BUT SHALL BE CONSIDERED A NECESSARY PART OF THE CONSTRUCTION INVOLVED AND THE COST THEREFORE SHALL BE INCLUDED IN OTHER APPROPRIATE CONTRACT UNIT PRICES.

BASIS OF PAYMENT. THE ACCEPTED QUANTITIES OF PAVEMENT OVERLAY FABRIC COMPOSITE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS (INCLUDING ASPHALT SEALANT AND OVERLAP), TOOLS, EQUIPMENT AND INCIDENTALS FOR DOING ALL THE WORK INVOLVED IN FURNISHING AND PLACING THE COMPOSITE COMPLETE IN PLACE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ITEM	UNIT	DESCRIPTION
SPECIAL	SQUARE YARD	PAVEMENT OVERLAY FABRIC COMPOSITE

ITEM 614 AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SIGN, FREEWAY/EXPRESSWAY

THIS ITEM SHALL CONSIST OF THE FURNISHING, INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL, OF ONE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SIGN ON YIELDING POST SUPPORTS.

ON THE FIRST DAY OF WORK, INSTALL ONE ARRA SIGN NEAR THE BEGINNING OF THE PROJECT IN EACH ROUTE DIRECTION IN A LOCATION AS APPROVED BY THE ENGINEER. THE ARRA SIGN CONSISTS OF ONE 120" X 84" WHITE ON GREEN EXTRUSHEET SIGN WITH PICTOGRAPHS, ONE 120" X 24" BLACK ON ORANGE EXTRUSHEET SIGN, AND ONE 24" X 24" DIAMOND FLAT SHEET SIGN. THE SIGN FABRICATION DETAILS ARE FOUND ON THE OFFICE OF TRAFFIC ENGINEERING WEB PAGE A7:

<http://www.dot.state.oh.us/Divisions/HighwayOps/Traffic/Pages/OTHomePage.aspx>

INSTALL THE SIGN ON THREE NO. 3 YIELDING POSTS AS PER STANDARD DRAWING TC-41.20, WITH ONE POST ON SIGN CENTERLINE AND ONE POST 12" FROM EACH END. SIGNS IN PROTECTED LOCATIONS MAY BE INSTALLED ON OTHER SUPPORTS AS APPROVED BY THE ENGINEER. USED SIGNS ARE ALLOWED PROVIDED THEY ARE IN A CONDITION ACCEPTABLE TO THE ENGINEER. REMOVE THE ARRA SIGN AND SUPPORTS AT THE END OF THE PROJECT. REMOVED ARRA SIGN AND SUPPORTS ARE THE PROPERTY OF THE CONTRACTOR.

THE BASIS OF PAYMENT SHALL BE AT THE CONTRACT UNIT BID PRICE PER EACH FOR ONE INSTALLED AND SUBSEQUENTLY REMOVED ARRA SIGN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, TOOLS AND OTHER INCIDENTALS TO PROVIDE FOR A COMPLETE AND ACCEPTED ITEM OF WORK.

ITEM 614. MAINTAINING TRAFFIC: GENERAL

ONE LANE OF TRAFFIC IN EACH DIRECTION ON IR-76 SHALL BE MAINTAINED AT ALL TIMES. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, PLAN DETAILS, STANDARD DRAWINGS, AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED ON THIS PLAN.

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

ESTIMATED QUANTITIES - MAINTENANCE OF TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 300 CU YD

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

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

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 250 CU YD

ITEM 614. MAINTAINING TRAFFIC

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

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

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

HOLIDAY WORK RESTRICTIONS

THERE WILL BE WORK RESTRICTIONS FOR THE HOLIDAYS LISTED BELOW. ALL WORK ON IR-76, RAMPS, AND US ROUTE AND STATE ROUTE STRUCTURE WORK SHALL NOT BE UNDER CONSTRUCTION DURING THE FOLLOWING HOLIDAYS: (NO WORK IS PERMITTED ON THESE DAYS)

EASTER	FOURTH OF JULY
MOTHER'S DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE "NO WORK" APPLIES DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THE PERIOD OF TIME THAT "NO WORK" SHALL APPLY:

DAY OF THE WEEK

WEEKENDS	12:00N FRIDAY THRU 6:00AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00AM MONDAY

IN SUCH CASES WHERE DRUMS OR CONES ARE BEING USED AND IT IS SAFE TO OPEN THE LANES UP TO TRAFFIC, THE CONTRACTOR WILL BE REQUIRED TO OPEN THE LANES UP TO TRAFFIC DURING THE ABOVE HOLIDAYS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

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'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. AMBER LIGHT SHALL BE VISIBLE TO ALL DIRECTIONS OF TRAFFIC A MINIMUM OF 0.25 MILE.

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.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY A MIN. OF 6 FT BEHIND GUARDRAIL OR 30 FT FROM THE NEAREST EDGE OF PAVEMENT WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE OF THE ROADWAY RIGHT-OF-WAY. THE LOCATION SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

FLOODLIGHTING

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

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

MAINTENANCE OF TRAFFIC SCHEME

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

GENERAL LANE CLOSURE LIMITATIONS

THE INTENT OF THE LANE CLOSURE LIMITATIONS IN THIS PLAN NOTE IS TO SUPPLEMENT OTHER TIME LIMITATIONS WHICH APPEAR IN THIS CONTRACT.

THE FOLLOWING LANE CLOSURE RESTRICTIONS APPLY:

- 1.BETWEEN DECEMBER 1, 2009 THRU APRIL 14, 2010 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
- 2.BETWEEN APRIL 15, 2010 THRU NOVEMBER 15, 2010, ONE LANE MAY BE CLOSED IN EACH DIRECTION.
- 3.BETWEEN NOVEMBER 16, 2010 THRU APRIL 15, 2011 NO LANES MAY BE CLOSED WITHOUT WRITTEN PERMISSION BY THE ENGINEER DUE TO POTENTIAL SNOW AND ICE OPERATIONS.
- 4.BETWEEN APRIL 16, 2011 THRU THE PROJECT COMPLETION DATE, ONE LANE MAY BE CLOSED IN EACH DIRECTION.

FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS ARE SUBJECT TO LIQUIDATED DAMAGES AS PER CMS 108.07.

ACTIVITIES DURING WINTER MONTHS

AFTER THE CONTRACTOR HAS SHUT DOWN CONSTRUCTION ACTIVITIES FOR THE WINTER, THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT THROUGHOUT THE WINTER AND ODOT WILL PERFORM SNOW AND ICE OPERATIONS DURING THE WINTER MONTHS.

ITEM 614. WORK ZONE MARKING SIGN:

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

WORK ZONE MARKING SIGN: (OW-167-36) NO EDGE LINE = 20 EACH

ITEM 614. LAW ENFORCEMENT OFFICER WITH PATROL CAR

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

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

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

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

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

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

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

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

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

ITEM 614. REPLACEMENT SIGN

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

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614. REPLACEMENT DRUM

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

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

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PAVEMENT MARKINGS AFTER STAGES 1 AND 2

WHEN BOTH STAGES 1 AND 2 PAVEMENT SURFACE COURSE HAS BEEN COMPLETED AND BY NOVEMBER 15, 2010, PAVEMENT MARKINGS FOR LANE LINES AND EDGE LINES SHALL BE PLACED USING ITEM 642 TYPE 1 MATERIAL. THE PAVEMENT MARKINGS SHALL BE PLACED SUCH THAT THEY INCLUDE THE PAVEMENT TAPER AREAS USED IN THE MAINTENANCE OF TRAFFIC PHASING. IT IS ESTIMATED THAT THE PAVEMENT MARKINGS NEED TO BE REPLACED FROM STATION 940+20 TO STATION 1222+00. THE FOLLOWING PAY ITEMS ARE PROVIDED FOR THIS USE AND CARRIED TO THE GENERAL SUMMARY:

ITEM 642 EDGE LINE, TYPE 1 21.36 MILE (10.68 MILES EACH YELLOW AND WHITE)
 ITEM 642 LANE LINE, TYPE 1 10.68 MILE

REVISED: 10/30/09

CALCULATED
 MDS
 CHECKED
 BAD

MAINTENANCE OF TRAFFIC

MED-76-0-61

31
 138

ITEM 614. WORKSITE TRAFFIC SUPERVISOR

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

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

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

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

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.
3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
4. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.
5. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEO'S WHILE THEY ARE ON THE PROJECT.
6. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEO'S AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
7. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
8. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.
9. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
 - E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.
10. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (ICA-D-8) AFTER EACH INSPECTION AS REQUIRED IN * 9 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL DATED 10/15/06 OR CURRENT REVISION.
11. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
12. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

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

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

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

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 13 MONTHS

ITEM 614. BARRIER REFLECTOR, TYPE B

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 629, EXCEPT THAT THE SPACING SHALL BE 50 FEET. BARRIER REFLECTORS SHALL BE STACKED IN SETS OF 3 BARRIER REFLECTORS PER SET AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.70.

AN ESTIMATED QUANTITY OF 9515 EACH OF ITEM 614 BARRIER REFLECTOR, TYPE B HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

BUTT JOINTS

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

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

614 WORK ZONE INCREASED PENALTIES SIGN

R11-H50 SIGNS SHALL BE FURNISHED, ERRECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR.

THE SIGNS MAY BE ERRECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERRECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 20 EACH

TEMPORARY CROSSEOVER

THE HORIZONTAL AND VERTICAL CURVES IN THE TEMPORARY CROSSEOVERS ARE DESIGNED FOR 55 MPH AND THE WORK ZONE HAS A SPEED LIMIT OF 55 MPH. THE ADVISORY SPEED LIMIT ENTERING THE TEMPORARY CROSSEOVER SHALL BE 45 MPH.

ALL SIGNING AS PER MT-95.70 SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC.

614 WORK ZONE SPEED LIMIT SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS (R2-1) (55 MPH SPEED LIMIT) WITHIN THE WORK LIMITS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS WITHIN THE REDUCED SPEED ZONE. THESE SIGNS SHALL BE RESTORED DURING SUSPENSION OR TERMINATION OF THE REDUCED SPEED LIMIT. THE EXPENSE OF COVERING OR REMOVAL AND RESTORATION OF EXISTING SPEED LIMIT OR MINIMUM SPEED LIMIT SIGNS SHALL BE INCLUDED IN THE PAY ITEM FOR THE WORK ZONE SPEED LIMIT SIGNS.

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERRECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

SPEED REDUCTION SIGNS (W3-5) SHALL BE ERRECTED IN ADVANCE OF THE SPEED REDUCTION AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-95.50. A SIGN TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERRECTED AT THE END OF ANY REDUCED SPEED ZONE, TYPICALLY AT THE POINT WHERE ROADWAY AND SHOULDER WIDTHS RETURN TO NORMAL ON DIVIDED HIGHWAYS WHERE THE SPEED LIMIT VARIES BY VEHICLE TYPE, THE R2-1 (SPEED LIMIT) SIGN AND THE R2-H20 (TRUCK SPEED LIMIT) SIGNS SHALL BE MOUNTED SIDE-BY-SIDE ON SEPARATE SUPPORTS. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE REFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

THE WORK ZONE SPEED LIMIT SIGNS SHALL BE DUAL MOUNTED ON THE MAINLINE, BE MOUNTED ON TWO (2) ITEM 630 GROUND MOUNTED SUPPORTS, NO. 3 POSTS, AND PLACED PER STANDARD CONSTRUCTION DRAWING MT-95.50.

WORK ZONE SPEED LIMIT SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGNS AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION WITHIN THE PROJECT DUE TO CHANGES IN THE SPEED ZONE DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERRECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

614 WORK ZONE SPEED LIMIT SIGN	84 EACH
614 SPEED ZONE AHEAD SYMBOL SIGN	4 EACH

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

THE PAVEMENT COMPOSITION SHALL CONSIST OF 1.5 INCHES OF SURFACE COURSE INSTEAD OF 1.25 INCHES OF SURFACE COURSE AS STATED IN ITEM 615 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS. BOTH INTERMEDIATE AND SURFACE COURSES SHALL BE DESIGNED AS HEAVY MIX DESIGNS.

ITEM 615 ROADS FOR MAINTAINING TRAFFIC

AS PART OF THE TEMPORARY CROSSEOVER CONSTRUCTION, A 12" DRAINAGE PIPE WILL BE REQUIRED TO BE PLACED UNDER THE CROSSEOVERS. AT THE WEST END CROSSEOVERS, 225 FT OF 12" PIPE IS REQUIRED. AT THE EAST END CROSSEOVERS, 225 FT OF 12" PIPE IS ALSO REQUIRED. PAYMENT IS INCLUDED UNDER ITEM 615 ROADS FOR MAINTAINING TRAFFIC, LUMP SUM.

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

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

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

THE PCMS LOCATIONS SHALL BE LOCATED IN ADVANCE OF THE BEGINNING AND END OF THE PHASE AND NOTIFY THE TRAVELLING PUBLIC OF CONSTRUCTION WORK BEING DONE. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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

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

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

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

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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
 26 SIGN-MONTH

SEQUENCE OF CONSTRUCTION (I-76 TEMPORARY CROSSOVER SECTION)

ADDITIONAL NOT DETAILS AND NOTES ARE SHOWN IN THE PLAN AND PROFILE CROSSOVER SHEETS AND THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

STAGE 1:

PHASE 1:

1. SHOULDER RECONSTRUCTION OF THE 10 FOOT WIDE OUTSIDE WESTBOUND PAVED SHOULDER FROM STA 966+96 TO STA 1195+00. THIS INCLUDES PLACING THE UNDERDRAINS.
2. 3.25' PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE WESTBOUND PAVED SHOULDER FROM STA 961+52 TO STA 966+96, AND FROM STA 1195+00 TO STA 1204+00.
3. 3.25' PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE EASTBOUND PAVED SHOULDER FROM STA 945+81 TO STA 950+50, AND FROM STA 960+00 TO STA 966+86.
4. 3.25' PLANING AND PAVING, 5 FT WIDE, OF THE 10 FOOT WIDE OUTSIDE EASTBOUND PAVED SHOULDER FROM STA 1195+00 TO STA 1200+39.

PHASE 2:

1. CLOSE THE PASSING LANE AND DIVERT TRAFFIC INTO THE DRIVING LANE AND CONSTRUCT THE TEMPORARY CROSSOVERS AT THE WEST END.

PHASE 3:

1. CLOSE THE PASSING LANE AND DIVERT TRAFFIC INTO THE DRIVING LANE AND CONSTRUCT THE TEMPORARY CROSSOVERS AT THE EAST END. PHASES 2 AND 3 MAY BE CONSTRUCTED AT THE SAME TIME.

PHASE 4:

1. MOVE EASTBOUND TRAFFIC INTO THE WESTBOUND PASSING LANE UTILIZING THE TEMPORARY CROSSOVER THAT WAS JUST BUILT.
2. CONSTRUCT EASTBOUND LANES UP TO THE INTERMEDIATE COURSE FROM STA 966+96 TO STA 1195+00. THIS WORK INCLUDES UNDERDRAINS, PERFORMING CONCRETE PAVEMENT REPAIRS, PLACING ASPHALT CONCRETE, AND PLACING WORK ZONE PAVEMENT MARKINGS.

STAGE 2:

PHASE 1:

1. MOVE WESTBOUND TRAFFIC INTO THE EASTBOUND PASSING LANE UTILIZING THE TEMPORARY CROSSOVER THAT WAS JUST BUILT.
2. CONSTRUCT WESTBOUND LANES FROM STA 966+86 TO STA 1195+00, INCLUDING 5 FT WIDE PLANING AND PAVING, 3.25' DEEP, OF THE OUTSIDE PAVED SHOULDER. THIS WORK INCLUDES AN UNDERDRAIN ON THE MEDIAN SHOULDER, PERFORMING CONCRETE PAVEMENT REPAIRS, PLACING ASPHALT CONCRETE, LINEAR GRADING, COMPACTED AGGREGATE, AND PLACING WORK ZONE PAVEMENT MARKINGS.

PHASE 2:

1. PERFORM LINEAR GRADING, PLACE SURFACE COURSE IN EASTBOUND LANES FROM STA 966+86 TO STA 1195+00, PLACE COMPACTED AGGREGATE, AND WORK ZONE PAVEMENT MARKINGS.

SEQUENCE OF CONSTRUCTION (I-76 PART WIDTH CONSTRUCTION)

ADDITIONAL NOT DETAILS ARE SHOWN IN THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS. THE SEQUENCE OF CONSTRUCTION SHALL BE AS FOLLOWS:

STAGE 3:

PHASE 1:

1. MOVE TRAFFIC INTO PASSING LANE FOR EASTBOUND DIRECTION AND RECONSTRUCT 10 FT WIDE PAVED OUTSIDE SHOULDER AND REPLACE UNDERDRAINS FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00.
2. MOVE TRAFFIC INTO PASSING LANE FOR WESTBOUND DIRECTION AND RECONSTRUCT 4 FT WIDE PAVED INSIDE SHOULDER AND REPLACE UNDERDRAIN FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00. ALSO PLACE ITEM 617 FOR SHOULDER BACKUP.

PHASE 2:

1. MOVE TRAFFIC INTO DRIVING LANE FOR EASTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT PASSING LANE AND INSIDE SHOULDER UP TO INTERMEDIATE COURSE, REPLACE UNDERDRAIN FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00, AND APPLY WORK ZONE PAVEMENT MARKINGS.
2. MOVE TRAFFIC INTO DRIVING LANE FOR WESTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT PASSING LANE AND OUTSIDE SHOULDER UP TO INTERMEDIATE COURSE, REPLACE UNDERDRAINS FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00, AND APPLY WORK ZONE PAVEMENT MARKINGS.

PHASE 3:

1. MOVE TRAFFIC INTO PASSING LANE FOR EASTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT DRIVING LANE UP TO INTERMEDIATE COURSE FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00, PLACE 3 FT TAPERED WEDGE, AND APPLY WORK ZONE PAVEMENT MARKINGS.

2. MOVE TRAFFIC INTO PASSING LANE FOR WESTBOUND DIRECTION AND PERFORM CONCRETE PAVEMENT REPAIRS, RECONSTRUCT DRIVING LANE UP TO INTERMEDIATE COURSE FROM STA 853+00 TO STA 966+86 AND FROM STA 1195+00 TO 1222+00, PLACE 3 FT TAPERED WEDGE, AND APPLY WORK ZONE PAVEMENT MARKINGS.

PHASE 4:

1. PERFORM LINEAR GRADING.
2. REMOVE 3 FT TAPERED WEDGE AND PLACE SURFACE COURSE FULL WIDTH IN BOTH DIRECTIONS.
3. PLACE COMPACTED AGGREGATE ON SHOULDERS.
4. PLACE FINAL PAVEMENT MARKINGS, RPM'S, BARRIER REFLECTORS AND RUMBLE STRIPS ON ENTIRE LENGTH OF THE PROJECT.

SEQUENCE OF CONSTRUCTION (SR 3 RAMPS)

THE DEFINITION OF THE RAMP LIMITS ARE FROM THE INTERSECTION WITH THE SIDE ROAD AT THE SIDE ROAD'S EDGE LINE AND DOWN THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS IN THE GRASSY AREA. THE SEQUENCE OF CONSTRUCTION FOLLOWS:

PHASE 1:

1. CONSTRUCTION CAN ONLY BE BETWEEN 9:00PM TO 6:00AM.
2. USE DRUMS FOR PART WIDTH MAINTENANCE OF TRAFFIC.
3. PLANE DOWN TO THE CONCRETE (APPROX. 49), AND MATCH THAT DEPTH ACROSS THE PAVED SHOULDERS.
4. PLACE WORK ZONE PAVEMENT MARKINGS.
5. PLACE UNDERDRAIN AND MILL AND FILL THE 6 FT WIDE PAVED SHOULDER WITH 5" OF ITEM 301 WHILE MAINTAINING TRAFFIC ON THE 16 FT WIDE RAMP.
6. MOVE TRAFFIC ONTO THE 6 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, UNDERDRAIN REPLACEMENT, MILL AND FILL THE 4 FT WIDE SHOULDER WITH 3" OF ITEM 301, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
7. PLACE TRAFFIC ON THE 4 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
8. PERFORM LINEAR GRADING.
9. PLACE SURFACE COURSE.
9. PLACE COMPACTED AGGREGATE, FINAL PAVEMENT MARKINGS, AND RPM'S.

WITH THE UNDERSTANDING THAT NOT ALL THIS WORK CAN BE DONE IN ONE NIGHT, THE CONTRACTOR WILL BE RESPONSIBLE FOR OPENING UP THE RAMP IN THE MORNING AND MEETING THE DROP-OFFS IN WORK ZONE REQUIREMENTS. ALL MAINTENANCE OF TRAFFIC WILL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC UNLESS OTHERWISE SHOWN IN THE PLANS.

SEQUENCE OF CONSTRUCTION (SR 57 WESTBOUND ENTRANCE RAMP)

THE DEFINITION OF THE RAMP LIMITS ARE FROM THE INTERSECTION WITH THE SIDE ROAD AT THE SIDE ROAD'S EDGE LINE AND DOWN THE RAMP TO THE GORE AREA WHERE THE COMMON PAVEMENT BETWEEN THE RAMP AND THE MAINLINE ENDS IN THE GRASSY AREA. THE SEQUENCE OF CONSTRUCTION FOLLOWS:

PHASE 1:

1. USE DRUMS FOR PART WIDTH MAINTENANCE OF TRAFFIC.
2. PLANE DOWN TO THE CONCRETE (APPROX. 49), AND MATCH THAT DEPTH ACROSS THE PAVED SHOULDERS.
3. PLACE WORK ZONE PAVEMENT MARKINGS.
4. PLACE UNDERDRAIN AND MILL AND FILL THE 7 FT WIDE PAVED SHOULDER WITH 5" OF ITEM 301 WHILE MAINTAINING TRAFFIC ON THE 16 FT WIDE RAMP.
6. MOVE TRAFFIC ONTO THE 7 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, UNDERDRAIN REPLACEMENT, MILL AND FILL THE 3 FT WIDE SHOULDER WITH 3" OF ITEM 301, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
7. PLACE TRAFFIC ON THE 3 FT WIDE SHOULDER AND PERFORM CONCRETE PAVEMENT REPAIRS, PLACE TACK COAT AND THE INTERMEDIATE COURSE.
8. PERFORM LINEAR GRADING.
9. PLACE SURFACE COURSE.
9. PLACE COMPACTED AGGREGATE, FINAL PAVEMENT MARKINGS, AND RPM'S, AND PERFORM GUARDRAIL WORK.

PROJECT INTERIM COMPLETION DATES

1. DUE TO THE WORK IN THE INTERCHANGE AREA OF I-71 AND I-76 ON THE ADJOINING MED-71+6.06 PROJECT, THE CONTRACTOR IS LIMITED IN THEIR WORK SUCH THAT AT THE WEST END OF THE PROJECT, STAGE 3 WORK MUST NOT BEGIN UNTIL AFTER STAGES 1 AND 2 HAVE BEEN COMPLETED.
2. THE SURFACE COURSE AND INTERIM PAVEMENT MARKINGS FOR STAGES 1 AND 2 SHALL BE COMPLETED ON OR BEFORE NOVEMBER 15, 2010. THE WESTBOUND WEIGH STATION RAMPS FROM THE GORE AREA TO THE PARKING LOT AND THE WEIGH STATION PARKING LOT WORK IS EXEMPT AND IS TO BE PERFORMED DURING THE 2011 SEASON. DRUMS ARE TO BE PLACED ALONG THE MAINLINE SHOULDER AS PER STD DWG MT-98.29.
3. FINAL (THERMOPLASTIC) PAVEMENT MARKINGS ARE TO BE PLACED WHEN ALL PAVEMENT WORK HAS BEEN COMPLETED FOR THE ENTIRE PROJECT WHICH IS IN THE 2011 CONSTRUCTION SEASON.

4. FAILURE OF THE CONTRACTOR TO MEET ANY OF THE ABOVE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN THE AMOUNT PER CMS 108.07.

SR 3 RAMP WORK NOTIFICATIONS

THE CONTRACTOR IS TO PROVIDE THEIR WORK SCHEDULE TO SCHNEIDER TRUCKING 7 CALENDAR DAYS PRIOR TO WORKING ON THE SR 3 RAMPS. THIS SCHEDULE SHOULD BE SIMPLIFIED AND THE INFORMATION PROVIDED MUST BE COORDINATED WITH THIS TRUCKING COMPANY. THE TELEPHONE NUMBER TO SCHNEIDER TRUCKING IS 1-330-769-1111. DOCUMENTATION IS TO BE PROVIDED TO THE ENGINEER WITHIN 2 WORKING DAYS OF THIS NOTIFICATION TO ENSURE COMPLIANCE PRIOR TO THE WORK BEING PERFORMED. WORK IS NOT TO START ON THESE RAMPS UNTIL THIS REQUIREMENT IS MET.

CALCULATED
 MUS
 CHECKED
 BAD

MAINTENANCE OF TRAFFIC

MED-76-0.61

33
 138

ITEM 614. WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: OSCZCVR-T4
DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES
REVISION DATE: 5/13/99 REV. J
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10
DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, OG
REVISION DATE: 11/19/97 REV. D
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16
DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, OG
REVISION DATE: 7/30/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 354051Z
DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, OG, 24, 30, 36
REVISION DATE: 5/17/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18
DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, OG
REVISION DATE: 6/25/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260
DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY
REVISION DATE: 11/19/97 REV. C
ODOT APPROVAL DATE: 8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SS450
DRAWING NAME: CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEV & SECTIONS
REVISION DATE: 3/12/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS455
DRAWING NAME: TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 2/18/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS461
DRAWING NAME: TRACC TRANSITION TO CONCRETE SAFETY SHAPE BARRIER PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99 REV. 1
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: SS462
DRAWING NAME: TRACC TRANSITION TO CONCRETE BARRIER SINGLE SLOPE PLAN, ELEVATION & SECTIONS
REVISION DATE: 6/30/99
ODOT APPROVAL DATE: 8/27/99

3. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR, DISTRIBUTED BY ROAD SYSTEMS INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515, (TELEPHONE 330-799-9291)

THE TAU-II FOR THIS NOTE IS A PARALLEL 8-BAY UNIT (24' LONG AND 35" WIDE). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: A04041B
DRAWING NAME: UNIVERSAL TAU-II PARTS LIST
REVISION DATE: 4/22/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040420
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP
REVISION DATE: 4/28/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040105
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP
(REFERENCED ON)

REVISION DATE: A040201
1/07/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: B040239
DRAWING NAME: APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL 60 MPH UNIT)
REVISION DATE: 4/21/04
ODOT APPROVAL DATE: 10/16/04

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT. WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE CONCRETE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FT FROM THE EDGE OF PAVEMENT. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

ITEM 253. PAVEMENT REPAIR. AS PER PLAN

ITEM 253. PAVEMENT REPAIR. MISC.: PARTIAL DEPTH

PRIOR TO PLACING PORTABLE CONCRETE BARRIER, THE CONTRACTOR IS REQUIRED TO PERFORM PAVEMENT REPAIRS ON THE MAINLINE WHERE TRAFFIC WILL BE MAINTAINED. THE INTENT IS TO PERFORM ENOUGH PAVEMENT REPAIRS PRIOR TO PLACING PCB AND SHIFTING TRAFFIC, SO WE CAN MINIMIZE ANY PAVEMENT BLOWUPS WHILE TRAFFIC IS DRIVING IN THAT LANE.

THE OTHER GENERAL NOTE FOR ITEM 253 PAVEMENT REPAIR REQUIREMENTS ALSO APPLY TO THESE ITEMS OF WORK, WITH A MAXIMUM DEPTH OF ASPHALT CONCRETE REPLACEMENT BEING THE DEPTH OF THE EXISTING ASPHALT CONCRETE ABOVE THE CONCRETE PAVEMENT.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIRS. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH AND ITEM 253 PAVEMENT REPAIR, AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH 500 CU. YD.
ITEM 253 PAVEMENT REPAIR, AS PER PLAN 175 CU. YD.

ITEM 203 EXCAVATION

ITEM 203 EMBANKMENT

THESE ITEMS ARE TO BE USED IN THE MEDIAN FOR SOFT AND WET SOILS PRIOR TO CONSTRUCTING THE TEMPORARY CROSSOVERS. AN ESTIMATED QUANTITY OF ITEM 203 EXCAVATION AND ITEM 203 EMBANKMENT HAVE BEEN PROVIDED TO BE USED FOR THIS PURPOSE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR ITEM 203 EXCAVATION AND ITEM 203 EMBANKMENT. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD OF ITEM 203 EXCAVATION AND PER CU YD OF ITEM 203 EMBANKMENT. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

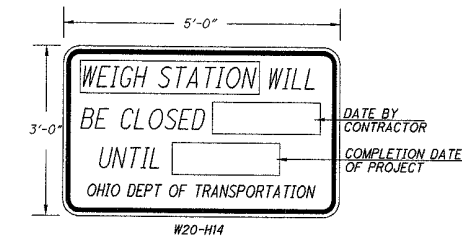
ITEM 203 EXCAVATION 50 CU YD
ITEM 203 EMBANKMENT 50 CU YD

DUST CONTROL

AN ESTIMATED QUANTITY OF 10 MGAL OF ITEM 616 WATER IS INCLUDED IN THE GENERAL SUMMARY TO BE USED FOR DUST CONTROL.

NOTICE OF CLOSURE SIGNS

THIS SIGN SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED WESTBOUND WEIGH STATION CLOSURE AT THE ENTRANCE RAMP. THE SIGN SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE RAMP FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGN INCLUDING SUPPORTS.



WEIGH STATION USE

THE CONTRACTOR MAY USE THE WEIGH STATIONS AS EQUIPMENT AND MATERIAL STORAGE AND FIELD OFFICES FOR THIS PROJECT ONLY. THESE AREAS ARE TO BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION ON OR BEFORE THE CONTRACT COMPLETION DATE. THE HIGHWAY PATROL PLANS TO HAVE THE WEST BOUND WEIGH STATION OPERATIONAL AFTER THE COMPLETION OF THIS PROJECT.

ABANDONED REST AREA USE

THE CONTRACTOR MAY USE THE ABANDONED REST AREAS LOCATED NEAR STATION 1080+00 AS EQUIPMENT AND MATERIAL STORAGE AND FIELD OFFICES FOR THIS PROJECT ONLY. NOTE THAT THERE ARE ABANDONED WATER WELLS ON THESE SITES. THESE AREAS ARE TO BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION ON OR BEFORE THE CONTRACT COMPLETION DATE.

622 PORTABLE CONCRETE BARRIER. 50". AS PER PLAN

622 PORTABLE CONCRETE BARRIER. 50". BRIDGE MOUNTED, AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE CONCRETE BARRIER (PCB) AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS SEE SCD RM-4.1. PLEASE NOTE THAT SCD RM-4.1 WAS UPDATED 10-20-06 TO PROVIDE A PCB WHICH IS COMPATIBLE WITH NCHRP 350 CRITERIA.

PORTABLE CONCRETE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF MATERIAL MANAGEMENT WEB PAGE. THE APPROVED LIST OF GLARE SCREENS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT, AND CHOOSING THE APPROVED LIST LINK.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE. THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE CONCRETE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER. FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

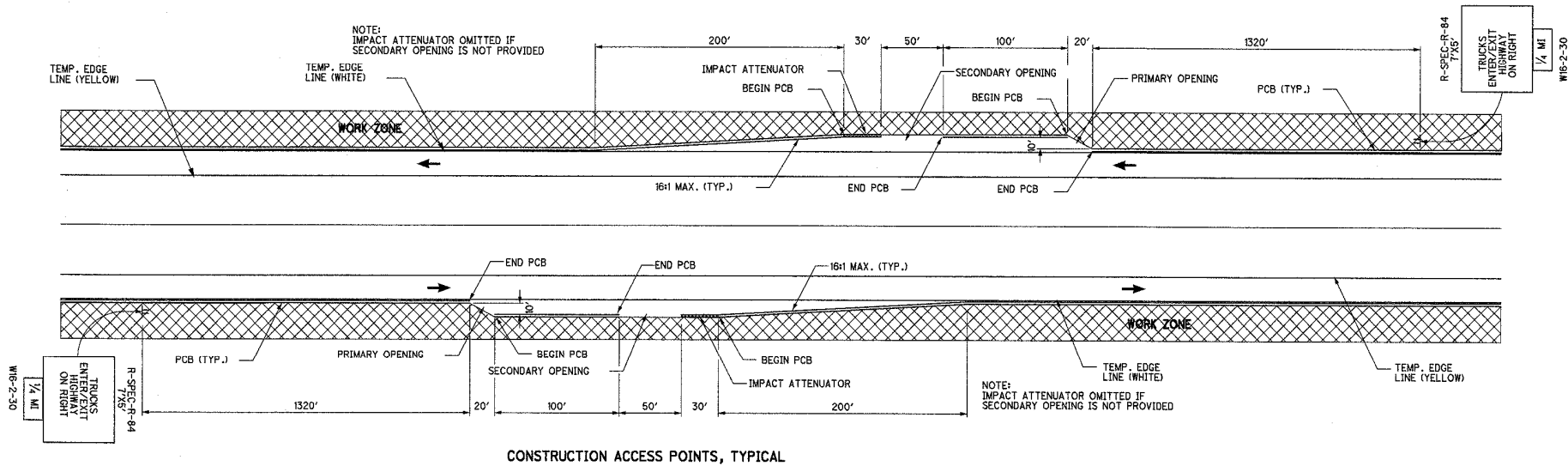
PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE CONCRETE BARRIER, 50 INCH, AS PER PLAN AND ITEM 622 PORTABLE CONCRETE BARRIER, 50 INCH, BRIDGE MOUNTED, AS PER PLAN

CALCULATED
MUS
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MAINTENANCE OF TRAFFIC

MED-76-0.61

34
138



CONSTRUCTION ACCESS POINTS, TYPICAL

CONSTRUCTION ACCESS POINTS

CONSTRUCTION ACCESS POINT LOCATIONS MAY BE SELECTED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER. THEY SHALL BE IN ACCORDANCE WITH THE DETAILS ON THIS SHEET. THE LOCATIONS SHALL BE SELECTED FOR GOOD SIGHT DISTANCE AND EASE OF ACCESS FOR ENTERING VEHICLES (AVOID LOCATIONS JUST BEYOND CREST VERTICAL CURVES, ON CURVES TO THE SIDE OF THE ROAD WITH THE BARRIER, JUST BEYOND OVERHEAD STRUCTURES, ON UPGRADES, ETC.) IN THE EVENT THAT THE ENGINEER DETERMINES THAT AN ACCESS POINT DOES NOT FUNCTION IN A SAFE MANNER, THE ENGINEER SHALL ORDER IT IMMEDIATELY CLOSED AT NO COST TO THE STATE. ACCESS POINTS WHICH INCLUDE THE SECONDARY OPENING SHALL ALSO INCLUDE AN OPERABLE IMPACT ATTENUATOR AS DETAILLED. WHEN AN IMPACT ATTENUATOR BECOMES INOPERABLE FOR ANY REASON, THE ENGINEER SHALL ORDER THE SECONDARY OPENING TO BE IMMEDIATELY CLOSED WITH THE PORTABLE CONCRETE BARRIER. ACCESS POINTS MAY BE RELOCATED, SUBJECT TO THE APPROVAL OF THE ENGINEER, AS NECESSARY TO ACCOMPLISH CONSTRUCTION ACTIVITIES.

ALL COSTS FOR RELOCATION OF PORTABLE CONCRETE BARRIER, INSTALLATION, REPAIR, REPLACEMENT, AND REMOVAL OF IMPACT ATTENUATORS; GRADING FOR ACCESS DRIVES AND RELATED COSTS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.



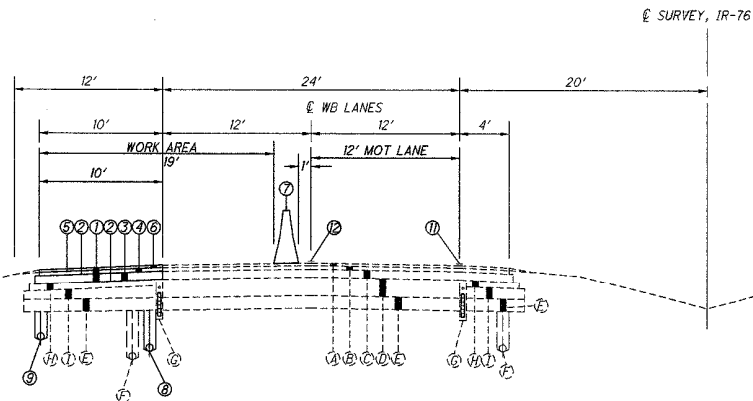
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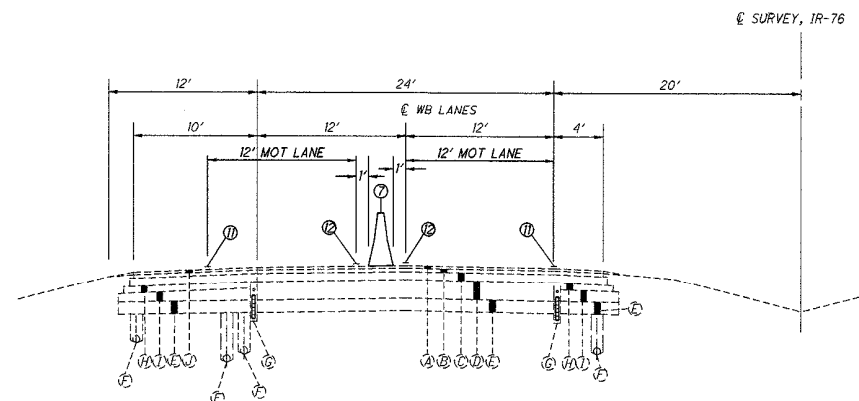
MAINTENANCE OF TRAFFIC
CONSTRUCTION ACCESS POINTS, TYPICAL

MED-76-0.61

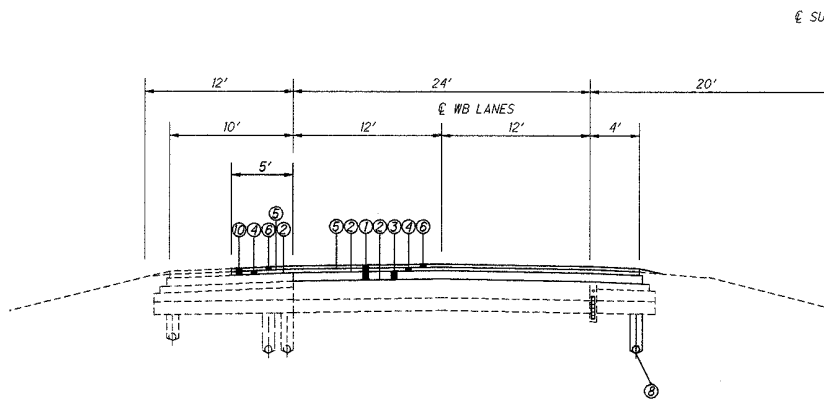
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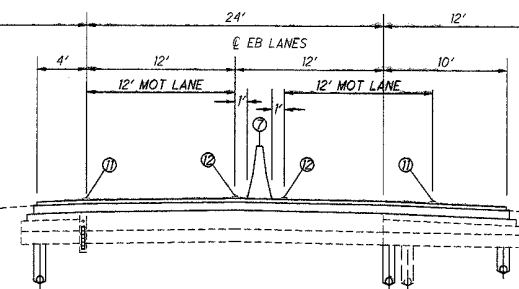
STAGE 1 - PHASE 1 (SHOULDER RECONSTRUCTION)
 STA. 966+96.09 TO STA. 1195+00 = 22803.91 L.F.



STAGE 1 - PHASE 4 (CONSTRUCT EB LANES UP TO THE INTERMEDIATE COURSE, MAINTAIN TRAFFIC IN WB LANES)
 STA. 966+96.09 TO STA. 1195+00 = 22803.91 L.F.



STAGE 2 - PHASE 1 (CONSTRUCT WB LANES, MAINTAIN TRAFFIC IN EB LANES)
 STA. 966+86.09 TO STA. 1195+00 = 22813.91 L.F.



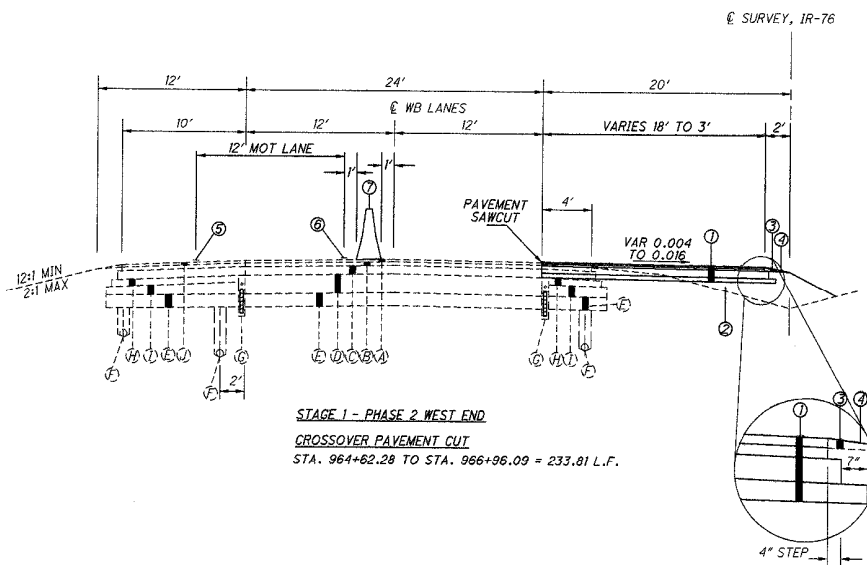
STAGE 2 - PHASE 2 (PLACE SURFACE COURSE IN EB LANES)
 STA. 966+86.09 TO STA. 1195+00 = 22813.91 L.F.

LEGEND - PROPOSED

- ① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")
- ② ITEM 407 TACK COAT
- ③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4")
- ④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")
- ⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
- ⑥ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50")
- ⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
- ⑧ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
- ⑨ ITEM 605 BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
- ⑩ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")
- ⑪ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑫ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

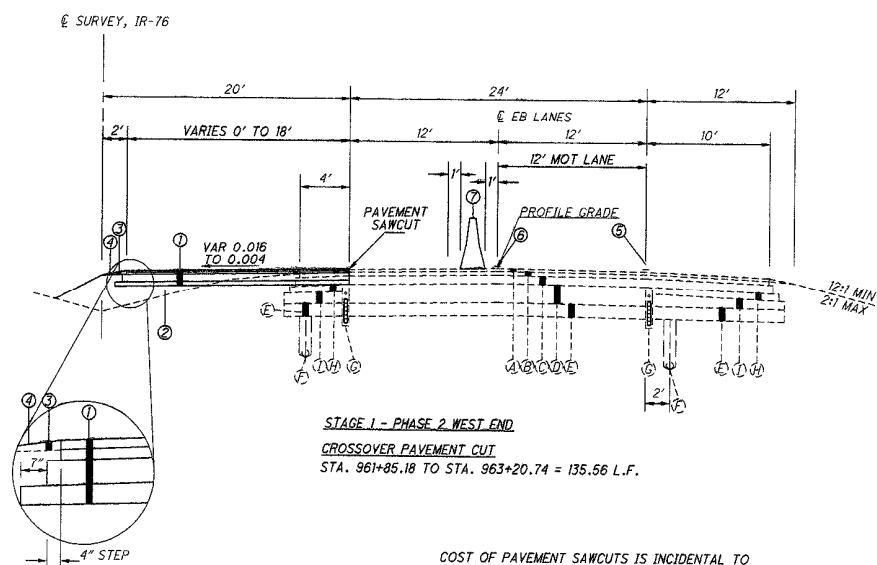
LEGEND - EXISTING

- ⑬ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ⑭ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ⑮ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ⑯ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑰ EXISTING 6" + SUBBASE
- ⑱ EXISTING 6" UNDERDRAIN
- ⑲ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑳ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- ㉑ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")
- ㉒ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/2")



LEGEND - PROPOSED

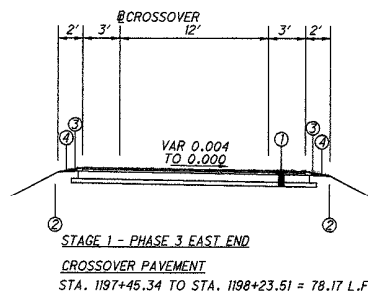
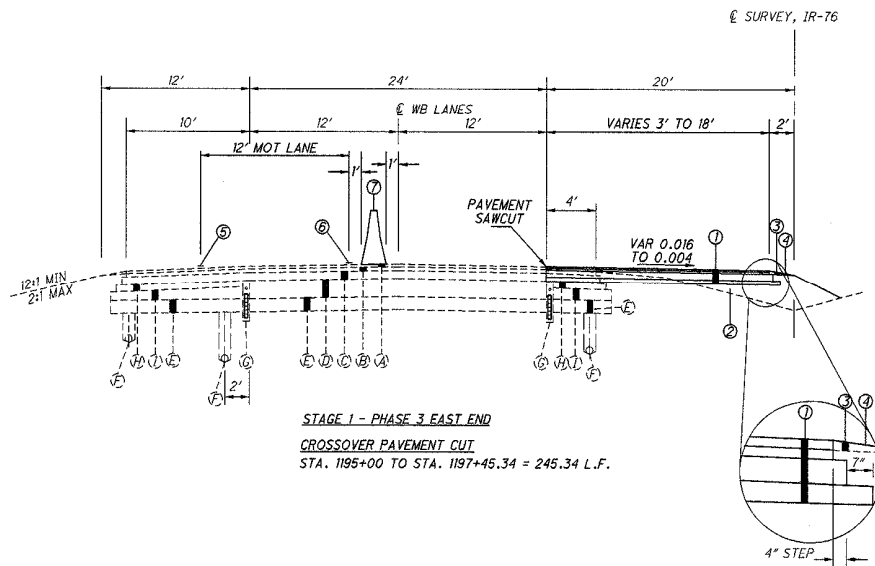
- ① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- ② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
- ③ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ④ ITEM 408 PRIME COAT
- ⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)



COST OF PAVEMENT SAWCUTS IS INCIDENTAL TO CONSTRUCTION OF TEMPORARY CROSSOVER.

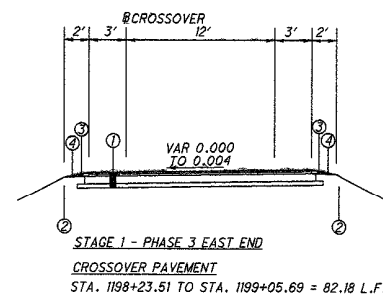
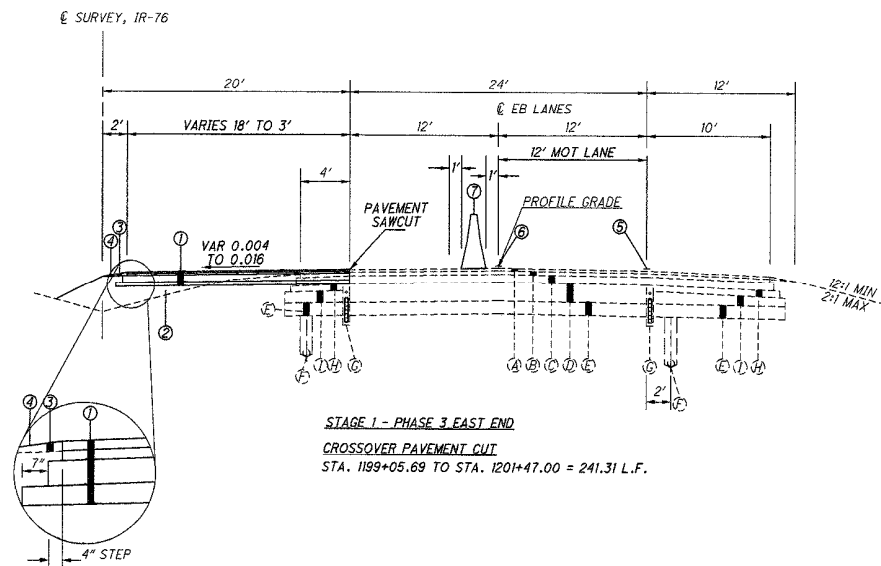
LEGEND - EXISTING

- ① EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ② EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ③ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ④ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑤ EXISTING 6" ± SUBBASE
- ⑥ EXISTING 6" UNDERDRAIN
- ⑦ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑧ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- ⑨ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")
- ⑩ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/2")



LEGEND - PROPOSED

- ① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- ② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
- ③ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ④ ITEM 408 PRIME COAT
- ⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)



LEGEND - EXISTING

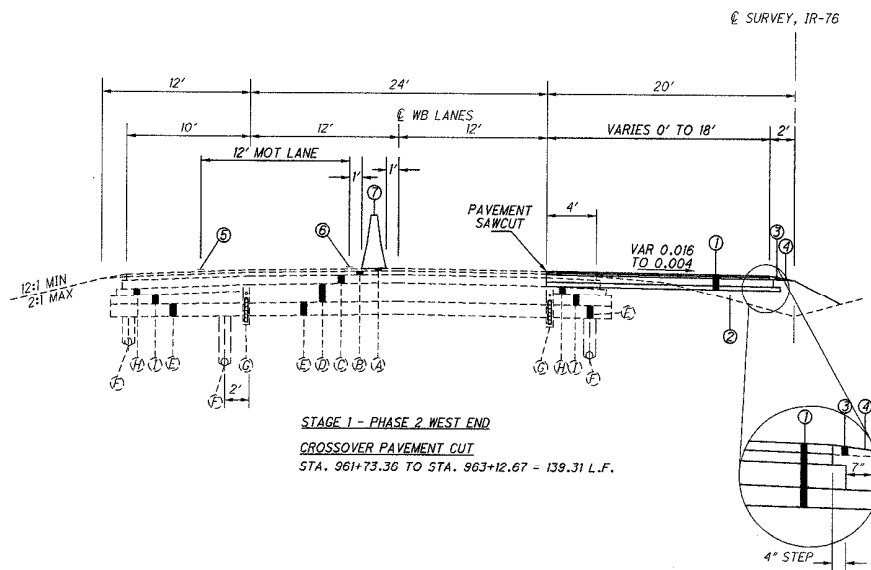
- ④ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ⑤ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ⑥ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ⑦ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑧ EXISTING 6" ± SUBBASE
- ⑨ EXISTING 6" UNDERDRAIN
- ⑩ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑪ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- ⑫ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")

CALCULATED
 MJS
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STAGE 1 - PHASE 3 CROSSOVER TYPICAL
 SECTIONS - EAST END

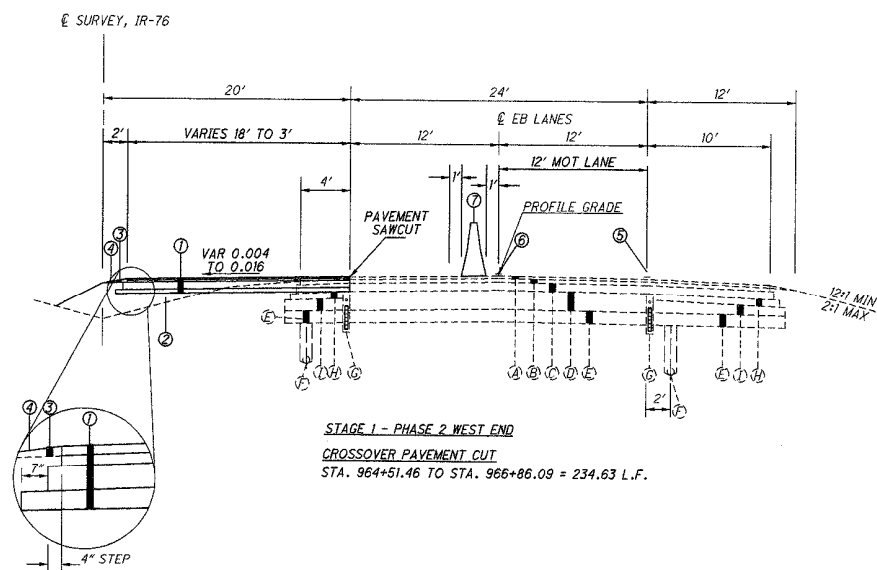
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 138



LEGEND - PROPOSED

- ① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- ② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
- ③ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ④ ITEM 408 PRIME COAT
- ⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)



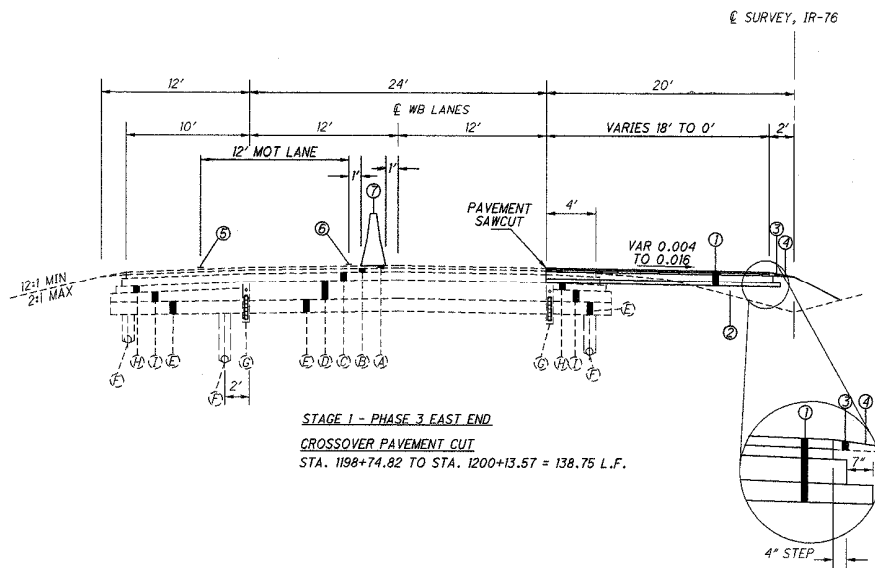
LEGEND - EXISTING

- ④ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ⑤ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ⑥ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ⑦ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑧ EXISTING 6" + SUBBASE
- ⑨ EXISTING 6" UNDERDRAIN
- ⑩ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑪ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- ⑫ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4"; OUTSIDE SHOULDER: T = 3")

STAGE 1 - PHASE 2 CROSSOVER TYPICAL
 SECTIONS - WEST END

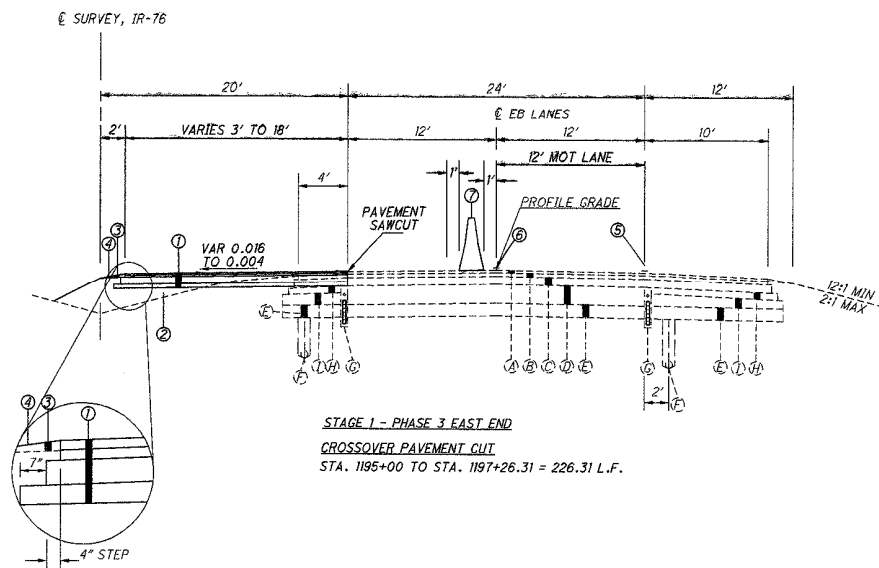
MED-76-0.61

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 138



LEGEND - PROPOSED

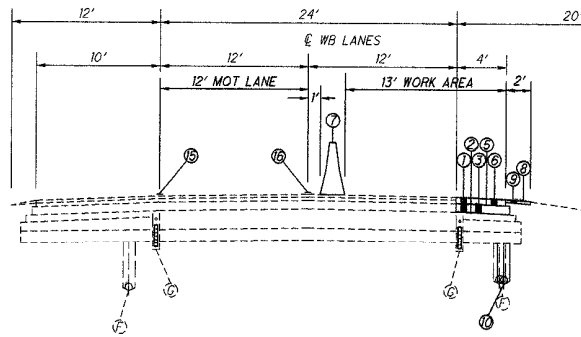
- ① ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- ② ITEM 615 ROADS FOR MAINTAINING TRAFFIC
- ③ ITEM 617, COMPACTED AGGREGATE, AS PER PLAN
- ④ ITEM 408 PRIME COAT
- ⑤ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑥ ITEM 614 WORK ZONE EDGE LINE (YELLOW)



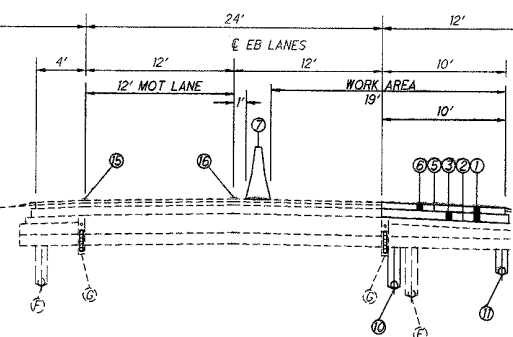
LEGEND - EXISTING

- ④ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- ⑤ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- ⑥ EXISTING 4" BITUMINOUS AGGREGATE BASE
- ⑦ EXISTING 9" REINFORCED CONCRETE PAVEMENT
- ⑧ EXISTING 6" ± SUBBASE
- ⑨ EXISTING 6" UNDERDRAIN
- ⑩ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)
- ⑪ EXISTING VAR. THICKNESS (3" OR GREATER) BITUM. AGGREGATE BASE
- ⑫ EXISTING AGGREGATE BASE (INSIDE SHOULDER: T = 4 3/4";
 OUTSIDE SHOULDER: T = 3")

§ SURVEY, IR-76



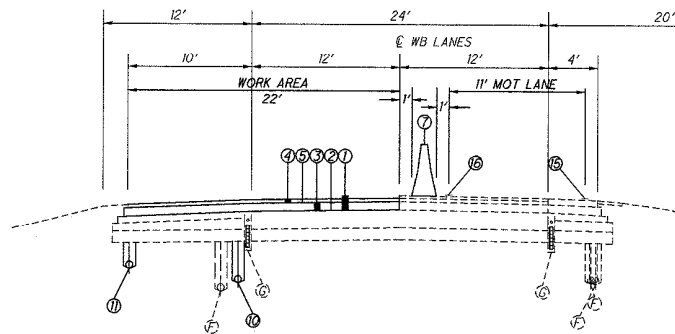
STAGE 3 - PHASE 1 (4' SHOULDER RECONSTRUCTION)
STA. 853+00 TO STA. 966+96.09 = 11336.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.



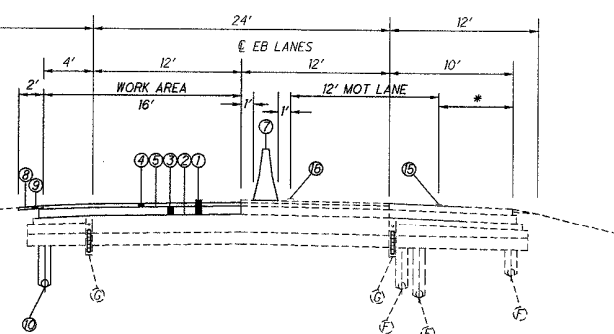
STAGE 3 - PHASE 1 (10' SHOULDER RECONSTRUCTION)
STA. 853+00 TO STA. 966+96.09 = 11336.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

NOTE: FOR ALL APPLICABLE TYPICAL SECTIONS, THE 6" UNDERDRAINS PLACED AT THE EDGE OF SHOULDER SHALL BE PLACED AT THE EDGE OF THE PROPOSED ITEM 301, OR A MAXIMUM DISTANCE OF 1 FT IN FROM THE EDGE OF THE ITEM 301 IF THE FACE OF GUARDRAIL IS WITHIN 2 FT OF THE EDGE OF THE ITEM 301.

§ SURVEY, IR-76



STAGE 3 - PHASE 2 (PART WIDTH CONSTRUCTION WB LANES)
STA. 853+00 TO STA. 966+96.09 = 11336.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.



STAGE 3 - PHASE 2 (PART WIDTH CONSTRUCTION EB LANES)
STA. 853+00 TO STA. 966+96.09 = 11336.09 L.F.
STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

* 6' TYPICAL, 2' MINIMUM IF CONTRACTOR WANTS TO INCREASE THE WORK AREA TO 20' WIDTH MAXIMUM

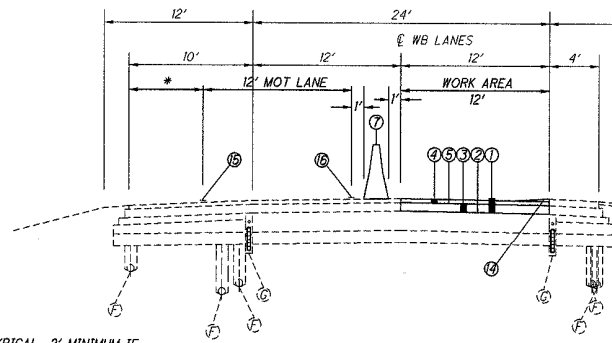
LEGEND - PROPOSED

- ① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7')
- ② ITEM 407 TACK COAT
- ③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4')
- ④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75')
- ⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
- ⑥ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (3.25')
- ⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
- ⑧ ITEM 408 PRIME COAT
- ⑨ ITEM 617 COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
- ⑪ ITEM 605 6" BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
- ⑫ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50')
- ⑬ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5')
- ⑭ ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (3' TAPERED WEDGE, 1.5" TO 0')
- ⑮ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑯ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

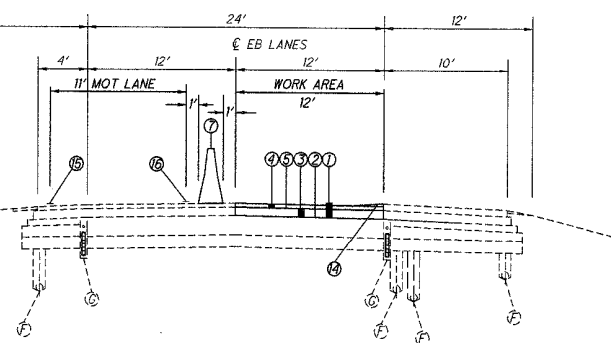
- ⑰ EXISTING 6" UNDERDRAIN
- ⑱ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

§ SURVEY, IR-76



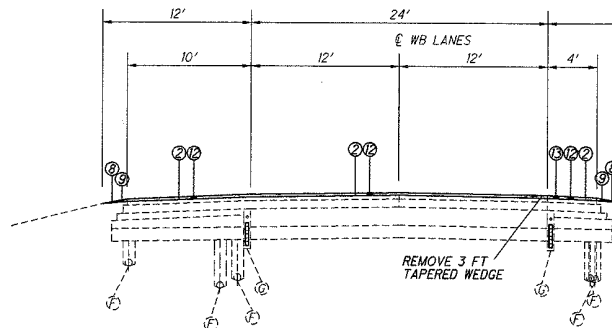
* 6' TYPICAL, 2' MINIMUM IF CONTRACTOR WANTS TO INCREASE THE WORK AREA TO 16' WIDTH MAXIMUM

STAGE 3 - PHASE 3 (PART WIDTH CONSTRUCTION WB LANES)
 STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
 STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

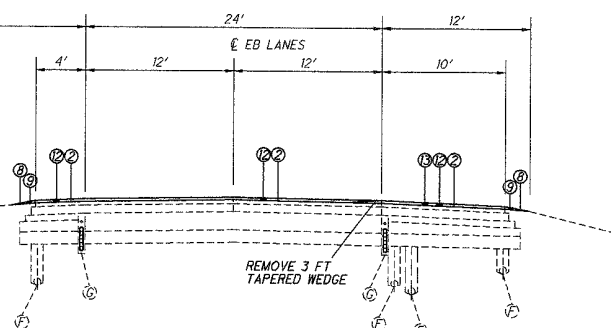


STAGE 3 - PHASE 3 (PART WIDTH CONSTRUCTION EB LANES)
 STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
 STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

§ SURVEY, IR-76



STAGE 3 - PHASE 4 (PART WIDTH SURFACE COURSE CONSTRUCTION WB LANES USING DRUMS)
 STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
 STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.



STAGE 3 - PHASE 4 (PART WIDTH SURFACE COURSE CONSTRUCTION EB LANES USING DRUMS)
 STA. 853+00 TO STA. 966+96.09 = 11396.09 L.F.
 STA. 1195+00 TO STA. 1222+00 = 2700.00 L.F.

LEGEND - PROPOSED

- ① ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")
- ② ITEM 407 TACK COAT
- ③ ITEM 301 ASPHALT CONCRETE BASE, PG 64-28, AS PER PLAN (4")
- ④ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (1.75")
- ⑤ ITEM 407 TACK COAT FOR INTERMEDIATE COURSE
- ⑥ ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) (3.25")
- ⑦ ITEM 622 50" PORTABLE CONCRETE BARRIER, AS PER PLAN
- ⑧ ITEM 408 PRIME COAT
- ⑨ ITEM 017 COMPACTED AGGREGATE, AS PER PLAN
- ⑩ ITEM 605 6" UNCLASSIFIED PIPE UNDERDRAINS
- ⑪ ITEM 605 6" BASE PIPE UNDERDRAINS 18" (MAXIMUM DEPTH)
- ⑫ ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) (1.50")
- ⑬ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.5")
- ⑭ ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (3' TAPERED WEDGE, 1.5" TO 0")
- ⑮ ITEM 614 WORK ZONE EDGE LINE (WHITE)
- ⑯ ITEM 614 WORK ZONE EDGE LINE (YELLOW)

LEGEND - EXISTING

- ⑰ EXISTING 6" UNDERDRAIN
- ⑱ EXISTING SHALLOW UNDERDRAIN (PREFABRICATED EDGE DRAIN)

CALCULATED
 MJS
 CHECKED
 BAD
 HORIZONTAL
 SCALE IN FEET
 0 5 10

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
 STAGE 3 - PHASES 3 AND 4

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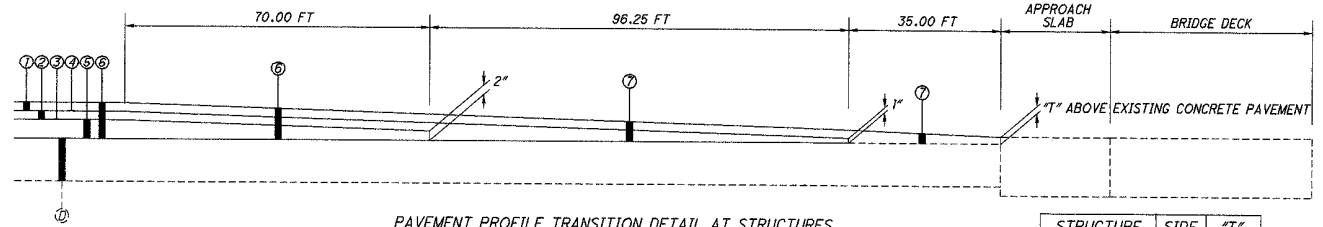
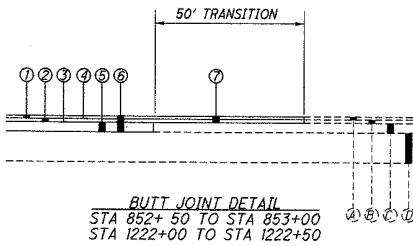
ADDITIONAL MAINTENANCE OF TRAFFIC QUANTITIES NEEDED ABOVE AND BEYOND WHAT IS SHOWN IN THE TYPICAL SECTIONS. ALSO NOTE, MOT ITEMS HAVE BEEN CALCULATED THROUGH RAMP AREAS.

[illegible]

MAINTENANCE OF TRAFFIC SUBSUMMARY

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LEGEND - PROPOSED

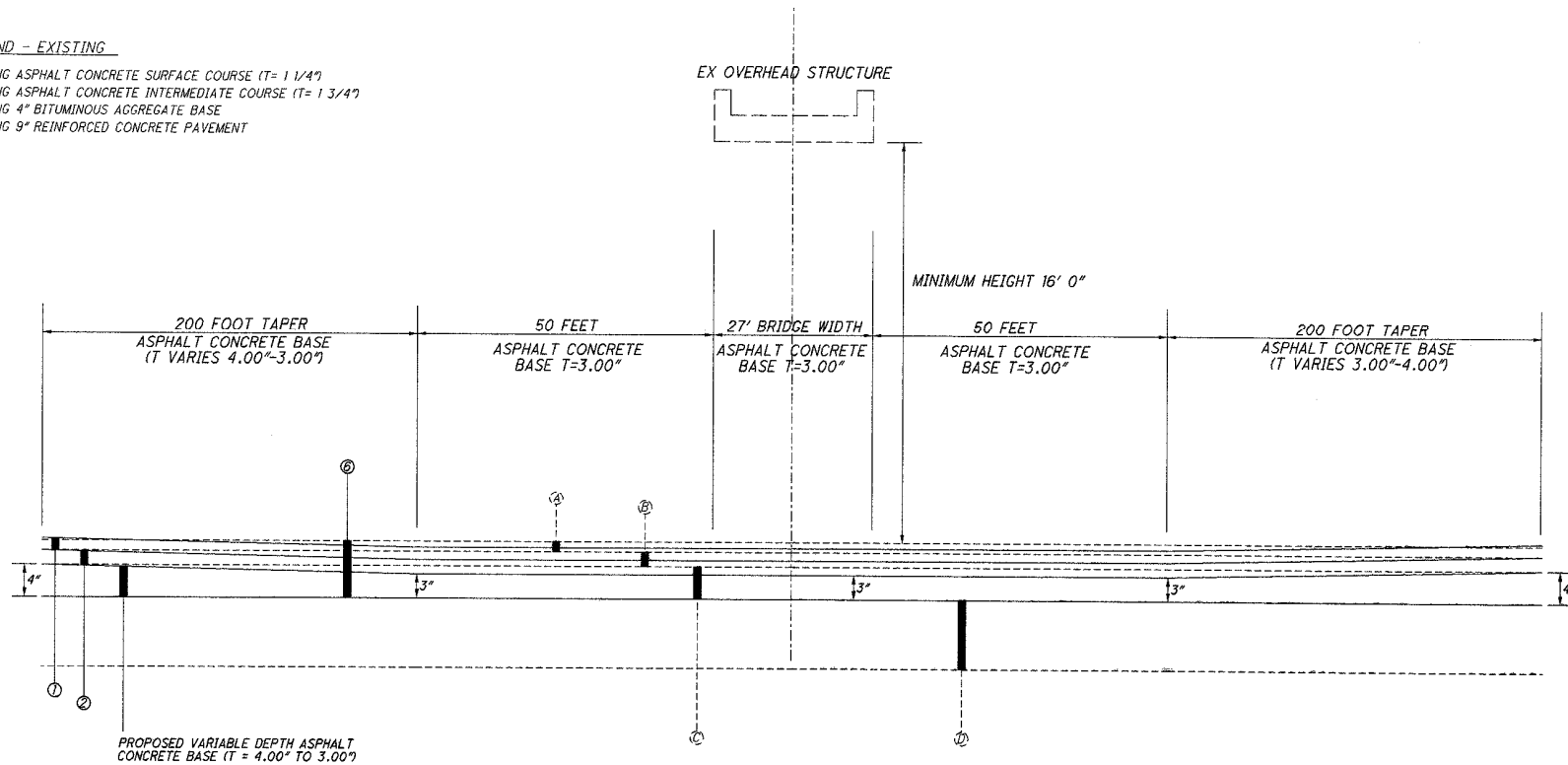
- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 4.00" ITEM 301 ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN
- ⑥ 7.00" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ⑦ 3.25" ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

LEGEND - EXISTING

- Ⓐ EXISTING ASPHALT CONCRETE SURFACE COURSE (T= 1 1/4")
- Ⓑ EXISTING ASPHALT CONCRETE INTERMEDIATE COURSE (T= 1 3/4")
- Ⓒ EXISTING 4" BITUMINOUS AGGREGATE BASE
- Ⓓ EXISTING 9" REINFORCED CONCRETE PAVEMENT

NOTE: DETAIL DOES NOT APPLY TO
 STRUCTURE MED-76-0158 L/R
 (FULL DEPTH ASPHALT CONCRETE AT
 APPROACHES)

STRUCTURE	SIDE	"T"
MED-76-0112	L	1 1/2"
	R	2"
MED-76-0299	L	1 1/2"
	R	2 1/2"
MED-76-0622	L	1 1/2"
	R	1 1/2"
MED-76-0690	L	1 3/4"
	R	1 1/2"



CALCULATED
 ADV
 CHECKED
 MJS

HORIZONTAL
 SCALE IN FEET

PAVEMENT TRANSITION DETAILS

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29	48	49	50	51	52	53	54	55	56	58	63	75	77	80	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
															ROADWAY ITEMS					
											1,400	10			201	11000	LUMP		CLEARING AND GRUBBING	
															202	23000	1,400	SQ YD	PAVEMENT REMOVED	
															202	35100	10	FT	PIPE REMOVED, 24" AND UNDER	
													2,475		202	38200	2,475	FT	GUARDRAIL REMOVED FOR REUSE	
													2		202	42040	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
500										710		1			202	58100	1	EACH	CATCH BASIN REMOVED	
										200		11			203	10000	1,210	CU YD	EXCAVATION	
										1,134	1,631				203	20000	211	CU YD	EMBANKMENT	
													24.75		204	10000	2,765	SQ YD	SUBGRADE COMPACTION	
															209	15000	24.75	STATION	RESHAPING UNDER GUARDRAIL	
			26.61	1.81											209	60501	28.42	MILE	LINEAR GRADING, AS PER PLAN	
													2,475		606	16500	2,475	FT	GUARDRAIL REBUILT, TYPE 5	29
													2		606	26500	2	EACH	ANCHOR ASSEMBLY, TYPE T	
															PAVEMENT ITEMS					
15															253	02001	15	CU YD	PAVEMENT REPAIR, AS PER PLAN	29
150															253	90000	150	CU YD	PAVEMENT REPAIR, MISC. PARTIAL DEPTH	29
	97,229	103,177	108,011												254	01001	308,417	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7.00")	30
				14,118											254	01001	14,118	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (4.00")	30
	4,684	3,321	3,309												254	01001	11,314	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")	30
											231				255	10001	231	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN	63
					7,754	1,792	3,791	905	1,348						255	10150	15,590	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS	
					27,654	8,018	13,848	4,022	4,748		3,982				255	20000	62,272	FT	FULL DEPTH PAVEMENT SAWING	
500	11,090	11,748	12,328							246					301	48011	35,412	CU YD	ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN	30
										186					304	20000	686	CU YD	AGGREGATE BASE	
	5,002	5,297	5,290							48					407	10000	15,637	GALLON	TACK COAT	
	5,088	5,313	5,303	706						48					407	14000	16,458	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
	10,177	10,632	11,135	1,413											407	13900	33,357	GALLON	TACK COAT, 702 13	
			12,486	851											408	10000	13,337	GALLON	PRIME COAT	
	4,241	4,430	4,423	591						40					442	10000	13,725	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
	4,944	5,164	5,159	981						48					442	10100	16,296	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	
			1,734	118						4	1,400				451	14000	1,400	SQ YD	9" REINFORCED CONCRETE PAVEMENT	
			31,219	2,128						64					617	10101	1,856	CU YD	COMPACTED AGGREGATE, AS PER PLAN	30
			140,483												617	20000	33,411	SQ YD	SHOULDER PREPARATION	
															618	40100	140,483	FT	RUMBLE STRIPS, (ASPHALT CONCRETE)	
	168	168													SPECIAL	45132000	336	FT	PRESSURE RELIEF JOINT, TYPE C	
	804	319													SPECIAL	69012060	1123 **	SQ YD	PAVEMENT OVERLAY FABRIC COMPOSITE **	30A
															EROSION CONTROL					
										1,102		1			601	34000	1	CU YD	ROCK CHANNEL PROTECTION, TYPE A WITHOUT FILTER	
															659	10000	1,102	SQ YD	SEEDING AND MULCHING	
															832	15000	LUMP	STORM WATER POLLUTION PREVENTION PLAN		
												21			832	30000	5,000	EACH	EROSION CONTROL	
															836	10030	21	SQ YD	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3	
															NOTE: ** NONFEDERAL FUNDING FOR THIS ITEM.					

GENERAL SUMMARY

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[illegible]

[illegible]

77	78	78A	79	81		106	107	108	109	110	111	112	113	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	REF. SHEET
			775											621	00100	775	EACH	TRAFFIC CONTROL	
			746											621	54000	746	EACH	RAISED PAVEMENT MARKER REMOVED	
303														626	00100	303	EACH	BARRIER REFLECTOR	
						45.0	56.5	73.0	34.0		24.0			630	02101	232.5	FT	GROUND MOUNTED SUPPORT, NO. 2 POST, AS PER PLAN	80
						117.5	86.0	127.5	122.0	94.5	161.5	131.6	13.0	630	03101	853.6	FT	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	80
						15.0		15.0	15.0					630	04101	45.0	FT	GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN	80
						32.7			34.3					630	06400	67.0	FT	GROUND MOUNTED SUPPORT, S4X7.7 BEAM	
								33.8						630	06500	33.8	FT	GROUND MOUNTED SUPPORT, W6X9 BEAM	
						42.3								630	07000	42.3	FT	GROUND MOUNTED SUPPORT, W8X18 BEAM	
							99.5		47.1					630	07500	146.6	FT	GROUND MOUNTED SUPPORT, 10X22 BEAM	
							46.7	46.1			44.4			630	07600	137.2	FT	GROUND MOUNTED SUPPORT, 10X12 BEAM	
									1	6	29.0			630	08005	29.0	FT	ONE WAY SUPPORT, NO. 3 POST, AS PER PLAN	80
											5			630	08600	12	EACH	SIGN POST REFLECTOR	
						4	6	4	4		2			630	09000	20	EACH	BREAKAWAY BEAM CONNECTION	
				8										630	09100	8	EACH	SURFACE PREPARATION, EXISTING SUPPORT SECTION	
				8										630	09104	8	EACH	COATING, EPOXY PRIME COAT, SUPPORT SECTION	
				8										630	09106	8	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION	
				8										630	09108	8	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION	
										2	4	2		630	75001	8	EACH	SIGN ATTACHMENT ASSEMBLY, AS PER PLAN	80
						113.3	101.0	80.5	117.6	122.7	107.7	131.2	56.0	630	80100	830.0	SQ FT	SIGN, FLAT SHEET	
									16.0					630	80101	16.0	SQ FT	SIGN, FLAT SHEET, AS PER PLAN	
						528.0	676.0	435.5	204.0	32.0	86.0	86.0		630	80200	2,047.5	SQ FT	SIGN, GROUND MOUNTED EXTRUSHEET	80
								16.0		140.0	280.0	140.0		630	80224	576.0	SQ FT	SIGN, OVERHEAD EXTRUSHEET	
						4	8	4	4	2	1			630	82000	23	EACH	SIGN BACKING ASSEMBLY	
						4	6	4	4		2			630	84500	20	EACH	GROUND MOUNTED BEAM SUPPORT FOUNDATION	
						14	27	22	19	25	31	31	10	630	84900	179	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
						2	4	4	2	1	1	1		630	85100	15	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
						5	6	6	3	1		3		630	85400	24	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
						9	15	17	11	7	18	10	1	630	86002	88	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
						4	10		4		2			630	86102	20	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL	

EB MAINLINE PAVEMENT QUANTITIES						407	407	407	442	442	301	254	254	SPECIAL	SPECIAL				
BEGIN STATION	END STATION	DESCRIPTION	PAVEMENT WIDTH	PAVEMENT LENGTH	PAVEMENT AREA	TACK COAT, 702.13 AT 0.10 GAL PER SQ. YD.	TACK COAT, AT 0.05 GAL PER SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GAL PER SQ. YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	ASPHALT CONCRETE BASE, PG64-28, AS PER PLAN (* THICK)	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (7")	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25" AVERAGE) #	PAVEMENT OVERLAY FABRIC COMPOSITE (30" WIDE)	PRESSURE RELIEF JOINT, TYPE C		
EASTBOUND																			
852+50.	853+00.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133		881+40.	24	
853+00.	863+00.	Composite Pavement Mainline	24	1000	2667	267	133	133	1.75	130	1.50	111	296	2667			977+15.	24	
863+00.	875+50.	Flexible Pavement Mainline	24	1250	3333	333	167	167	1.75	162	1.50	139	370	3333			980+20.	24	
875+50.	898+50.	Composite Pavement Mainline	24	2300	6133	613	307	307	1.75	298	1.50	256	681	5433			1147+80.	24	
898+50.	903+62.	Flexible Pavement Mainline	24	512	1365	137	68	68	1.75	66	1.50	57	152	1365			1151+00.	24	
903+62.	906+30.	Composite Pavement Mainline	24	268	715	72	36	36	1.75	35	1.50	30	79	715			1184+45.	24	
906+30.	912+00.	Flexible Pavement Mainline	24	570	1520	152	76	76	1.75	74	1.50	63	169	1520			1186+65.	24	
912+00.	939+50.	Composite Pavement Mainline	24	2750	7333	733	367	367	1.75	356	1.50	306	815	7333					
939+50.	949+00.	Flexible Pavement Mainline	24	950	2533	253	127	127	1.75	123	1.50	106	281	2533					
949+00.	1222+00.	Composite Pavement Mainline	24	27300	72800	7280	3640	3640	1.75	3539	1.50	3033	8089	70700					
1222+00.	1222+50.	Butt joint	24	50	133	13		7	1.75	6	1.50	6			133				
853+00.	856+25.	ACCEL LANE "N-E" IR-71	9	325	325	33	16	16	1.75	16	1.50	14	36	325					
853+00.	863+00.	ACCEL LANE "N-E" IR-71	2	1000	222	22		11	1.75	11	1.50	9		222	278				
863+00.	868+75.	ACCEL LANE "N-E" IR-71	11.94	575	763	76	38	38	1.75	37	1.50	32	85	763	128	160			
873+60.	874+75.	ACCEL LANE "S-E" IR-71	10	115	128	13	6	6	1.75	6	1.50	5	14	128	26	32			
874+75.	879+09.	ACCEL LANE "S-E" IR-71	2	434	96	10		5	1.75	5	1.50	4		96	121				
880+51.	881+50.	ACCEL LANE "S-E" IR-71	2	99	22	2		1	1.75	1	1.50	1		22	28				
881+50.	888+17.	ACCEL LANE "S-E" IR-71	2	687	148	15		7	1.75	7	1.50	6		148	185				
927+64.	928+64.	TAPER "D" SR3	6	100	67	7	3	3	1.75	3	1.50	3	7	67					
928+64.	939+78.	DECEL LANE "D" SR3	12	514	685	69	34	34	1.75	33	1.50	29	76	685					
933+78.	936+04.	RAMP GORE AREA "D" SR3	VAR	226	537	54	27	27	1.75	26	1.50	22	60	537					
949+22.	950+98.	RAMP GORE AREA "C" SR 3	VAR	176	290	29	15	15	1.75	14	1.50	12	32	290					
950+98.	956+76.	ACCEL LANE "C" SR 3	12	578	771	77	39	39	1.75	37	1.50	32	86	771					
956+76.	962+04.	TAPER "C" SR 3	6	528	352	35	18	18	1.75	17	1.50	15	39	352					
DEDUCT FOR STRUCTURES:																			
		STRUCT. MED-76-1.12R (STA 879+00)	24	142.74	-381	-38	-19	-19	1.75	-19	1.50	-16	-42	-381	700				
		STRUCT. MED-76-1.58R (STA 903+60)	24	268	-715	-72	-36	-36	1.75	-35	1.50	-30	-79	-715					
		STRUCT. MED-76-2.99R (STA 978+00)	24	149	-397	-40	-20	-20	1.75	-19	1.50	-17	-44	-397	700				
		STRUCT. MED-76-6.22R (STA 1149+50)	24	162	-432	-43	-22	-22	1.75	-21	1.50	-18	-48	-432	700				
		STRUCT. MED-76-6.90R (STA 1185+50)	24	136.1	-363	-36	-18	-18	1.75	-18	1.50	-15	-40	-363	700				
		OVERHEAD STRUCT. MED-76-3.11 (STA 984+79)											-24						
		TOTAL DEDUCT STRUCTURES			-2288	-229	-115	-115		-112		-96	-277	-2288	2800				
EXISTING MEDIAN CROSSOVERS																			
1125+20.					488	49		24	1.75	24	1.50	20			488				
1193+00.					488	49		24	1.75	24	1.50	20			488				
		NOTE: # SEE DETAIL ON SHEET 43.																	
Totals Carried to Gen. Sum.					101759	10177	5002	5088		4944		4241	11090	97229	4684	804		168	

RAMP PAVEMENT QUANTITIES							407	407	442	442	254		209	408	617	617					CALC BY: MUS CHKD BY: BAD	
BEGIN STATION	END STATION	DESCRIPTION	FT AVG. PAVEMENT WIDTH	FT PAVEMENT LENGTH	PAYMENT AREA SY	TACK COAT, 70Z.13 AT 0.10 GALLON PER SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE, AT 0.05 GALLON PER SQ. YD.	THICKNESS IN	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (44G)	THICKNESS IN	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (44G)	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (4")	SHOULDER PREP WIDTH AND AVERAGE THICKNESS OF COMPACTED AGGREGATE FT	LINEAR GRADING, AS PER PLAN MILE	PRIME COAT AT 0.40 GALLON PER SQ YD GAL	SHOULDER PREPERATION, 2' AVERAGE WIDTH CY	COMPACTED AGGREGATE, AS PER PLAN CY					
S.R. 3 INTERCHANGE																						
ENTRANCE RAMP "A" WESTBOUND																						
0+38.	1+12.	RAMP (intersection)	VAR	74	255	26	13	1.50	11	2.50	18	255										
1+12.	8+70.	RAMP	16	758	1348	135	67	1.50	56	2.50	94	1348										
0+38.	8+70.	RAMP SHOULDERS	10	832	924	92	46	1.50	39	2.50	64	924	2'x2"	0.315	148	370	21					
EXIT RAMP "B" WESTBOUND																						
8+28.	10+54.	RAMP (intersection)	VAR	226	633	63	32	1.50	26	2.50	44	633										
3+30.	8+28.	RAMP	16	498	885	89	44	1.50	37	2.50	61	885										
3+30.	10+54.	RAMP SHOULDER	10	724	804	80	40	1.50	34	2.50	56	804	2'x2"	0.274	129	322	18					
ENTRANCE RAMP "C" EASTBOUND																						
0+37.	1+05.	RAMP (intersection)	VAR	68	210	21	11	1.50	9	2.50	15	210										
1+05.	5+74.	RAMP	16	469	834	83	42	1.50	35	2.50	58	834										
0+37.	5+74.	RAMP SHOULDER	10	537	597	60	30	1.50	25	2.50	41	597	2'x2"	0.203	95	239	13					
EXIT RAMP "D" EASTBOUND																						
3+29.	8+32.	RAMP	16	503	894	89	45	1.50	37	2.50	62	894										
8+32.	10+56.	RAMP (intersection)	VAR	224	625	63	31	1.50	26	2.50	43	625										
3+29.	10+56.	RAMP SHOULDER	10	727	808	81	40	1.50	34	2.50	56	808	2'x2"	0.275	129	323	18					
WB WEIGH STATION																						
EXIT RAMP "D" WESTBOUND																						
1118+36.	1123+15.	RAMP D	16	479	852	85	43	1.50	36	2.50	59	852										
1118+36.	1123+15.	RAMP SHOULDER	6	479	319	32	16	1.50	13	2.50	22	319	2'x2"	0.181	85	213	12					
ENTRANCE RAMP "D" WESTBOUND																						
1108+40.	1113+26.	RAMP C	16	486	864	86	43	1.50	36	2.50	60	864										
1108+40.	1113+26.	RAMP SHOULDER	6	486	324	32	16	1.50	14	2.50	23	324	2'x2"	0.184	86	216	12					
S.R. 57 INTERCHANGE																						
0+56.	10+34.	RAMP	16	978	1739	174	87	1.50	72	2.50	121	1739										
0+30.	0+56.	RAMP (intersection)	VAR	26	87	9	4	1.50	4	2.50	6	87										
0+30.	10+34.	RAMP SHOULDER	10	1004	1116	112	56	1.50	47	2.50	78	1116	2'x2"	0.380	178							

							255	255									255	255		CALC BY: AMH CHKD BY: MJS		
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing							Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing			
EB DRIVING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS																						
STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT				
852+50	865+70	6	12	8.00	TRANSVERSE	11	88.00	396.00		1063+70	1076+90	15	12	20.00	TRANSVERSE	51	1020.00	2754.00				
865+70	878+90	6	12	8.00	TRANSVERSE	5	40.00	180.00		1063+70	1076+90	10	12	13.33	TRANSVERSE	1	13.33	44.00				
865+70	878+90	50	12	66.67	LONGITUDINAL	1	66.67	124.00		1076+90	1090+10	6	12	8.00	TRANSVERSE	16	128.00	576.00				
865+70	878+90	10	12	13.33	TRANSVERSE	20	266.67	880.00		1090+10	1103+30	6	12	8.00	TRANSVERSE	15	120.00	540.00				
878+90	892+10	6	12	8.00	TRANSVERSE	14	112.00	504.00		1090+10	1103+30	8	12	10.67	TRANSVERSE	1	10.67	40.00				
878+90	892+10	9	12	12.00	TRANSVERSE	1	12.00	42.00		1103+30	1116+50	6	12	8.00	TRANSVERSE	9	72.00	324.00				
878+90	892+10	8	12	10.67	TRANSVERSE	3	32.00	120.00		1103+30	1116+50	8	12	10.67	TRANSVERSE	2	21.33	80.00				
892+10	905+30	6	12	8.00	TRANSVERSE	11	88.00	396.00		1103+30	1116+50	6	10	6.67	TRANSVERSE	1	6.67	32.00				
892+10	905+30	15	12	20.00	TRANSVERSE	1	20.00	54.00		1116+50	1129+70	6	12	8.00	TRANSVERSE	14	112.00	504.00				
892+10	905+30	125	12	166.67	TRANSVERSE	1	166.67	274.00		1129+70	1142+90	6	12	8.00	TRANSVERSE	20	160.00	720.00				
905+30	918+50	6	12	8.00	TRANSVERSE	11	88.00	396.00		1129+70	1142+90	8	12	10.67	TRANSVERSE	2	21.33	80.00				
905+30	918+50	10	12	13.33	TRANSVERSE	2	26.67	88.00		1142+90	1156+10	6	12	8.00	TRANSVERSE	11	88.00	396.00				
918+50	931+70	6	12	8.00	TRANSVERSE	7	56.00	252.00		1142+90	1156+10	15	12	20.00	TRANSVERSE	10	200.00	540.00				
931+70	944+90	6	12	8.00	TRANSVERSE	5	40.00	180.00		1142+90	1156+10	7	12	9.33	TRANSVERSE	20	186.67	760.00				
944+90	958+10	6	12	8.00	TRANSVERSE	8	64.00	288.00		1142+90	1156+10	9	12	12.00	TRANSVERSE	1	12.00	42.00				
958+10	971+30	6	12	8.00	TRANSVERSE	13	104.00	468.00		1156+10	1169+30	6	12	8.00	TRANSVERSE	21	168.00	756.00				
958+10	971+30	15	12	20.00	TRANSVERSE	10	200.00	540.00		1156+10	1169+30	8	12	10.67	TRANSVERSE	1	10.67	40.00				
958+10	971+30	8	12	10.67	TRANSVERSE	1	10.67	40.00		1169+30	1182+50	6	12	8.00	TRANSVERSE	14	112.00	504.00				
958+10	971+30	10	12	13.33	TRANSVERSE	25	333.33	1100.00		1169+30	1182+50	6	10	6.67	TRANSVERSE	1	6.67	32.00				
971+30	984+50	6	12	8.00	TRANSVERSE	2	16.00	72.00		1182+50	1195+70	6	12	8.00	TRANSVERSE	5	40.00	180.00				
971+30	984+50	12	12	16.00	TRANSVERSE	6	96.00	288.00		1182+50	1195+70	11	12	14.67	TRANSVERSE	20	293.33	920.00				
971+30	984+50	10	12	13.33	TRANSVERSE	23	306.67	1012.00		1182+50	1195+70	14	12	18.67	TRANSVERSE	9	168.00	468.00				
971+30	984+50	8	12	10.67	TRANSVERSE	16	170.67	640.00		1182+50	1195+70	10	12	13.33	TRANSVERSE	8	106.67	352.00				
971+30	984+50	9	12	12.00	TRANSVERSE	20	240.00	840.00		1182+50	1195+70	9	12	12.00	TRANSVERSE	1	12.00	42.00				
971+30	984+50	7	12	9.33	TRANSVERSE	24	224.00	912.00		1195+70	1208+90	6	12	8.00	TRANSVERSE	13	104.00	468.00				
984+50	997+70	6	12	8.00	TRANSVERSE	13	104.00	468.00		1195+70	1208+90	8	12	10.67	TRANSVERSE	1	10.67	40.00				
997+70	1010+90	6	12	8.00	TRANSVERSE	13	104.00	468.00		1195+70	1208+90	16	12	21.33	TRANSVERSE	2	42.67	112.00				
997+70	1010+90	22	12	29.33	TRANSVERSE	2	58.67	136.00		1195+70	1208+90	10	12	13.33	TRANSVERSE	4	53.33	176.00				
1010+90	1024+10	6	12	8.00	TRANSVERSE	10	80.00	360.00		1195+70	1208+90	105	6	70.00	LONGITUDINAL	1	70.00	222.00				
1010+90	1024+10	6	10	6.67	TRANSVERSE	1	6.67	32.00		1208+90	1222+00	6	12	8.00	TRANSVERSE	15	120.00	540.00				
1010+90	1024+10	15	12	20.00	TRANSVERSE	10	200.00	540.00		1208+90	1222+00	15	12	20.00	TRANSVERSE	5	100.00	270.00				
1024+10	1037+30	6	12	8.00	TRANSVERSE	14	112.00	504.00		1208+90	1222+00	8	12	10.67	TRANSVERSE	19	202.67	760.00				
1037+30	1050+50	6	12	8.00	TRANSVERSE	18	144.00	648.00														
1050+50	1063+70	6	12	8.00	TRANSVERSE	14	112.00	504.00														
1050+50	1063+70	15	12	20.00	TRANSVERSE	5	100.00	270.00														
1063+70	1076+90	6	12	8.00	TRANSVERSE	9	72.00	324.00														
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PAVEMENT REPAIR QUANTITIES

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PAVEMENT REPAIR QUANTITIES

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							255	255										255	255			CALC BY: AMH CHKD BY: MJS	
					Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing								Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing		
EB PASSING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS																							
STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT					
852+50	865+70	6	12	8.00	TRANSVERSE	6	48.00	216.00															
865+70	878+90	6	12	8.00	TRANSVERSE	2	16.00	72.00															
878+90	892+10	6	12	8.00	TRANSVERSE	1	8.00	36.00															
892+10	905+30	6	12	8.00	TRANSVERSE	4	32.00	144.00															
905+30	918+50	6	12	8.00	TRANSVERSE	1	8.00	36.00															
918+50	931+70	6	12	8.00	TRANSVERSE	7	56.00	252.00															
918+50	931+70	6	20	13.33	TRANSVERSE	1	13.33	52.00															
931+70	944+90	6	12	8.00	TRANSVERSE	7	56.00	252.00															
944+90	958+10	6	12	8.00	TRANSVERSE	6	48.00	216.00															
958+10	971+30	6	12	8.00	TRANSVERSE	13	104.00	468.00															
971+30	984+50	6	12	8.00	TRANSVERSE	12	96.00	432.00															
971+30	984+50	8	12	10.67	TRANSVERSE	1	10.67	40.00															
971+30	984+50	9	12	12.00	TRANSVERSE	1	12.00	42.00															
984+50	997+70	6	12	8.00	TRANSVERSE	12	96.00	432.00															
997+70	1010+90	6	12	8.00	TRANSVERSE	1	8.00	36.00															
1010+90	1024+10	6	12	8.00	TRANSVERSE	4	32.00	144.00															
1010+90	1024+10	6	10	6.67	TRANSVERSE	1	6.67	32.00															
1024+10	1037+30	6	12	8.00	TRANSVERSE	9	72.00	324.00															
1037+30	1050+50	6	12	8.00	TRANSVERSE	7	56.00	252.00															
1050+50	1063+70	6	12	8.00	TRANSVERSE	3	24.00	108.00															
1076+90	1090+10	6	12	8.00	TRANSVERSE	2	16.00	72.00															
1090+10	1103+30	6	12	8.00	TRANSVERSE	12	96.00	432.00															
1103+30	1116+50	6	12	8.00	TRANSVERSE	8	64.00	288.00															
1103+30	1116+50	6	10	6.67	TRANSVERSE	1	6.67	32.00															
1103+30	1116+50	8	12	10.67	TRANSVERSE	1	10.67	40.00															
1103+30	1116+50	10	12	13.33	TRANSVERSE	1	13.33	44.00															
1116+50	1129+70	6	12	8.00	TRANSVERSE	16	128.00	576.00															
1129+70	1142+90	6	12	8.00	TRANSVERSE	18	144.00	648.00															
1142+90	1156+10	6	12	8.00	TRANSVERSE	11	88.00	396.00															
1156+10	1169+30	6	12	8.00	TRANSVERSE	17	136.00	612.00															
1169+30	1182+50	6	12	8.00	TRANSVERSE	12	96.00	432.00															
1169+30	1182+50	6	10	6.67	TRANSVERSE	1	6.67	32.00															
1182+50	1195+70	6	12	8.00	TRANSVERSE	7	56.00	252.00															
1195+70	1208+90	6	12	8.00	TRANSVERSE	7	56.00	252.00															
1208+90	1222+00	6	12	8.00	TRANSVERSE	9	72.00	324.00															
SUBTOTALS THIS COLUMN						222	1,792.00	8,018.00		SUBTOTALS THIS COLUMN						0	0.00	0.00					
										TOTALS THIS PAGE						222	1,792	8,018					
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PAVEMENT REPAIR QUANTITIES

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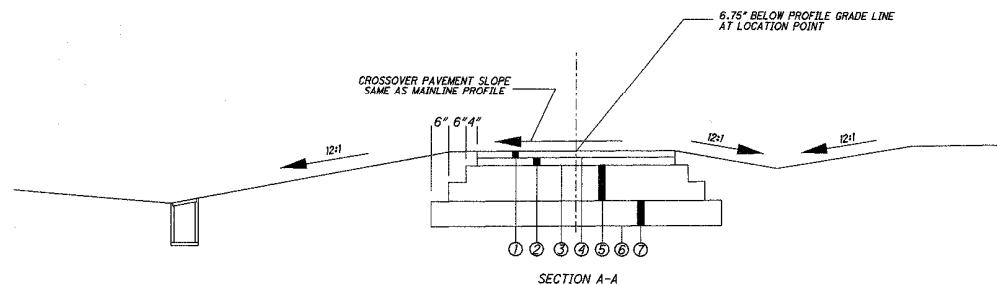
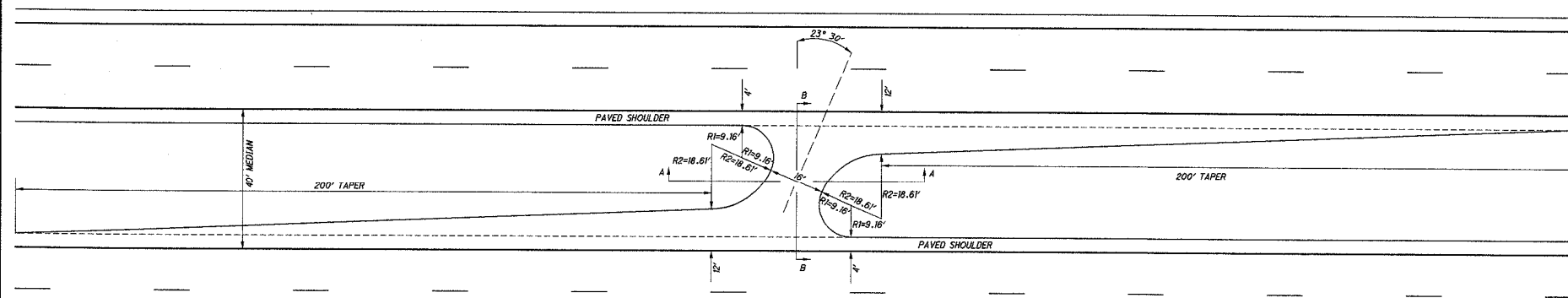
PAVEMENT REPAIR QUANTITIES

MED - 76 - 0.61

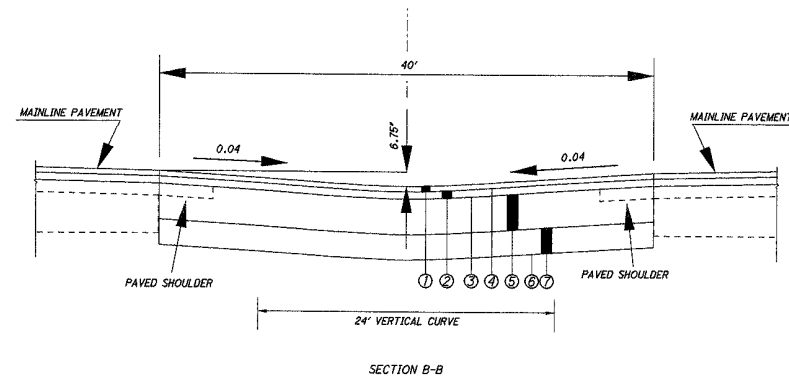
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							255	255									255	255		CALC BY: AMH CHKD BY: MS
				Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing							Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing	
WB PASSING LANE FULL DEPTH PAVEMENT REPAIR LOCATIONS																				
STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		
852+50	865+70	6	12	8.00	TRANSVERSE	1	8.00	36.00												
852+50	865+70	8	12	10.67	TRANSVERSE	2	21.33	80.00												
878+90	892+10	6	12	8.00	TRANSVERSE	3	24.00	108.00												
905+30	918+50	6	12	8.00	TRANSVERSE	3	24.00	108.00												
918+50	931+70	6	12	8.00	TRANSVERSE	5	40.00	180.00												
944+90	958+10	6	12	8.00	TRANSVERSE	2	16.00	72.00												
958+10	971+30	6	12	8.00	TRANSVERSE	4	32.00	144.00												
971+30	984+50	6	12	8.00	TRANSVERSE	7	56.00	252.00												
984+50	997+70	6	12	8.00	TRANSVERSE	4	32.00	144.00												
997+70	1010+90	6	12	8.00	TRANSVERSE	1	8.00	36.00												
1010+90	1024+10	6	12	8.00	TRANSVERSE	3	24.00	108.00												
1024+10	1037+30	6	12	8.00	TRANSVERSE	2	16.00	72.00												
1037+30	1050+50	6	12	8.00	TRANSVERSE	3	24.00	108.00												
1063+70	1076+90	6	12	8.00	TRANSVERSE	1	8.00	36.00												
1076+90	1090+10	6	12	8.00	TRANSVERSE	3	24.00	108.00												
1090+10	1103+30	6	12	8.00	TRANSVERSE	5	40.00	180.00												
1103+30	1116+50	6	12	8.00	TRANSVERSE	5	40.00	180.00												
1116+50	1129+70	6	12	8.00	TRANSVERSE	3	24.00	108.00												
1116+50	1129+70	6	30	20.00	TRANSVERSE	1	20.00	72.00												
1129+70	1142+90	6	12	8.00	TRANSVERSE	1	8.00	36.00												
1142+90	1156+10	6	12	8.00	TRANSVERSE	6	48.00	216.00												
1156+10	1169+30	6	12	8.00	TRANSVERSE	7	56.00	252.00												
1169+30	1182+50	6	12	8.00	TRANSVERSE	5	40.00	180.00												
1169+30	1182+50	8	12	10.67	TRANSVERSE	1	10.67	40.00												
1182+50	1195+70	6	12	8.00	TRANSVERSE	9	72.00	324.00												
1182+50	1195+70	7	12	9.33	TRANSVERSE	1	9.33	38.00												
1195+70	1208+90	6	12	8.00	TRANSVERSE	8	64.00	288.00												
1195+70	1208+90	6	15	10.00	TRANSVERSE	2	20.00	84.00												
1208+90	1222+00	6	12	8.00	TRANSVERSE	12	96.00	432.00												
											</									

								255	255									255	255		CALC BY: MMS CHKD BY: MIS
						Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing							Individual Repair Area	Type of Repair	Number of Repairs	Full Depth Pavement Removal and Rigid Replacement, Class MS	Full Depth Pavement Sawing
RAMP FULL DEPTH PAVEMENT REPAIR LOCATIONS																					
RAMP	STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		STA	STA	LEN-FT	WIDE-FT	SQ YD		EA	SQ YD	FT		
SR57 "B"	4+53	10+85	6	16	10.67	TRANSVERSE	3	32.00	132.00												
SR57 ACCEL	12+96	13+37	6	12	8.00	TRANSVERSE	2	16.00	72.00												
WEIGH STA "D"	1116+77	1123+14	6	16	10.67	TRANSVERSE	12	128.00	528.00												
WEIGH STA "D"	1116+77	1123+14	16	16	28.44	TRANSVERSE	1	28.44	64.00												
WEIGH STA "D"	1116+77	1123+14	34	16	60.44	TRANSVERSE	1	60.44	100.00												
WEIGH STA "D"	1116+77	1123+14	20	16	35.56	TRANSVERSE	1	35.56	72.00												
WEIGH STA "C"	1114+54	1115+79	10	16	17.78	TRANSVERSE	1	17.78	52.00												
WEIGH STA "C"	1114+54	1115+79	16	16	28.44	TRANSVERSE	1	28.44	64.00												
WEIGH STA "C"	1114+54	1115+79	117	16	208.00	TRANSVERSE	1	208.00	266.00												
SR3 "B" DECEL	951+36	957+92	6	12	8.00	TRANSVERSE	7	56.00	252.00												
SR3 "B" DECEL	951+36	957+92	6	16	10.67	TRANSVERSE	1	10.67	44.00												
SR3 "B" RAMP	3+47	10+16	6	16	10.67	TRANSVERSE	10	106.67	440.00												
SR3 "B" RAMP	3+47	10+16	6	24	16.00	TRANSVERSE	2	32.00	120.00												
SR3 "B" RAMP	3+47	10+16	6	30	20.00	TRANSVERSE	1	20.00	72.00												
SR3 "A" RAMP	1+23	9+75	6	16	10.67	TRANSVERSE	12	128.00	528.00												
SR3 "A" ACCEL	924+63	934+02	6	12	8.00	TRANSVERSE	4	32.00	144.00												
SR3 "A" ACCEL	924+63	934+02	8	11	9.78	TRANSVERSE	1	9.78	38.00												
SR3 "A" ACCEL	924+63	934+02	6	10	6.67	TRANSVERSE	1	6.67	32.00												
SR3 "A" ACCEL	924+63	934+02	6	9	6.00	TRANSVERSE	4	24.00	120.00												
SR3 "A" ACCEL	924+63	934+02	6	8	5.33	TRANSVERSE	2	10.67	56.00												
SR3 "A" ACCEL	924+63	934+02	6	7	4.67	TRANSVERSE	1	4.67	26.00												
SR3 "A" ACCEL	924+63	934+02	6	6	4.00	TRANSVERSE	1	4.00	24.00												
SR3 "D" DECEL	928+85	934+27	6	12	8.00	TRANSVERSE	8	64.00	288.00												
SR3 "D" DECEL	928+85	934+27	6	9	6.00	TRANSVERSE	1	6.00	30.00												
SR3 "D" RAMP	3+55	10+38	6	16	10.67	TRANSVERSE	6	64.00	264.00												
SR3 "D" RAMP	3+55	10+38	6	20	13.33	TRANSVERSE	2	26.6													



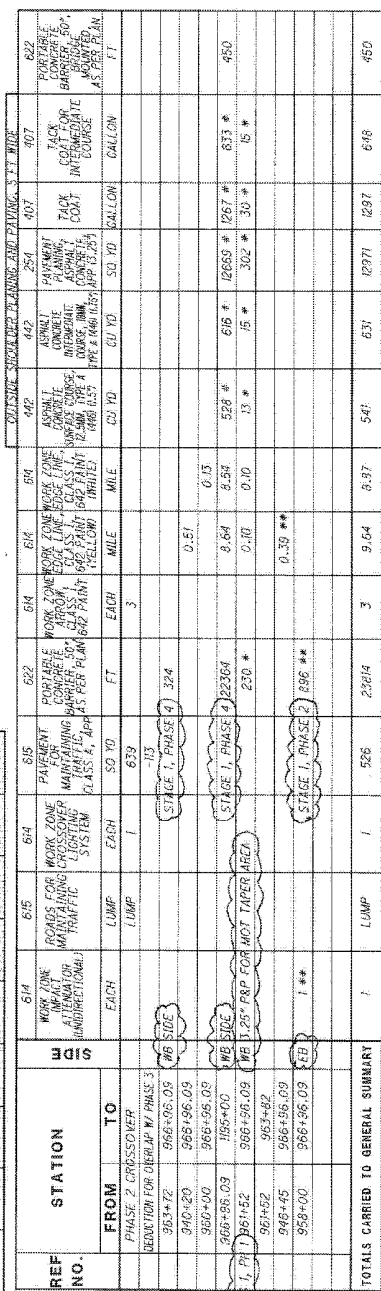
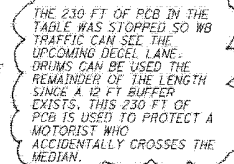
PROPOSED U-TURN MEDIAN CROSSOVERS INCLUDING PAVED SHOULDER:
 STA 912+95
 STA 974+20



LEGEND - PROPOSED

- ① 1.50" ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
- ② 1.75" ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
- ③ ITEM 407, TACK COAT
- ④ ITEM 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑤ 8.50" ITEM 301 ASPHALT CONCRETE BASE, PG64-28 AS PER PLAN
- ⑥ ITEM 204 SUBGRADE COMPACTION
- ⑦ 6.00" ITEM 304 AGGREGATE BASE

* DURING CONSTRUCTION OF THE WB LANES IN STAGE 2, PHASE 1, 3.25' PLANNING AND PAVING, 5 FT WIDE, WILL BE REQUIRED ON THE OUTSIDE PAVED SHOULDER.

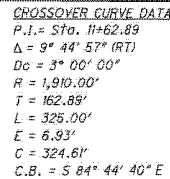
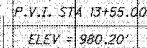


MED-76-0.61

PLAN AND PROFILE - STAGE 1 - PHASE 4
CROSSOVER - WEST END



MODELNAME: Design



** QUANTITIES NEEDED FOR
 MOY WHILE CROSSOVER IS
 BEING CONSTRUCTED IEB
 LANES: 302+97.93

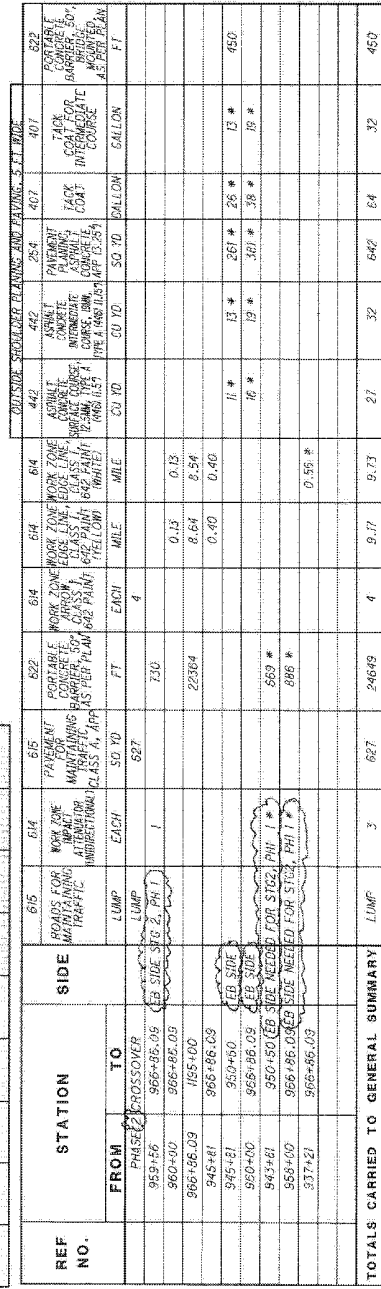
* 3.25" PLAINING AND PAVING, 5 FT WIDE, AND ASSOCIATED MOT ITEMS SHALL BE INCLUDED IN PHASE I FOR THE OUTSIDE PAVED SHOULDER.

CROSSOVER CURVE DATA:
 $P.I. = Sta. 14+87.89$
 $\Delta = 9^{\circ} 44' 57''$ (LT)
 $DC = 3^{\circ} 00' 00''$
 $R = 1,910.00'$
 $T = 162.89'$
 $L = 325.00'$
 $E = 6.93'$
 $C = 324.61'$
 $C.B. = Sta. 84^{\circ} 44' 40'' E$

THE INTENT OF EXISTING
PAVEMENT WORK FOR
CROSSOVERS IS TO REPLACE
THE MEDIAN SHOULDER.
IT IS NOT INTENDED TO
CHANGE THE EXISTING
CROSS SLOPE.

$$\frac{60}{138}$$


* 3.25" PLANING AND PAVING, 5 FT WIDE, AND ASSOCIATED MOT ITEMS SHALL BE INCLUDED IN PHASE I FOR THE OUTSIDE PAVED SHOULDER.



PLAN AND PROFILE - STAGE 2 - PHASE 1
CROSSOVER - WEST END

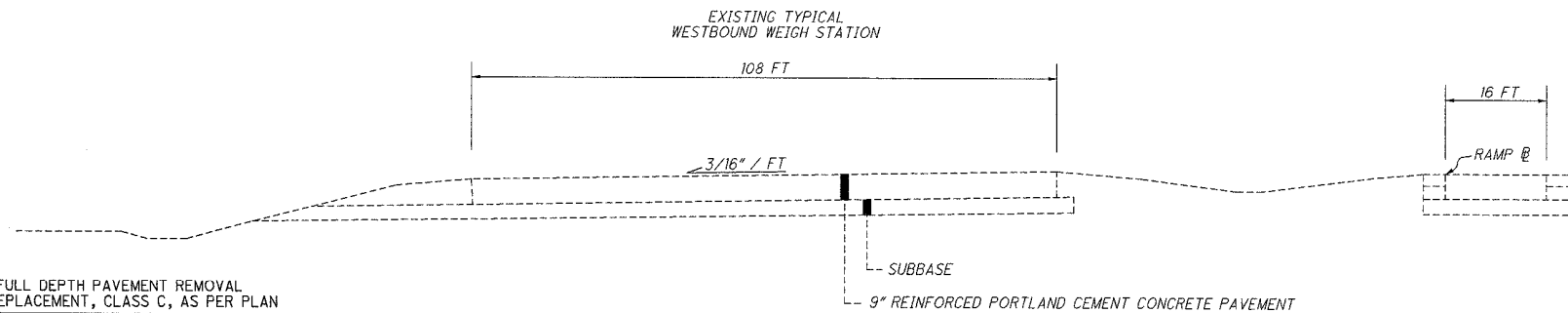


0 25 50

HORIZONTAL
SCALE IN FEET

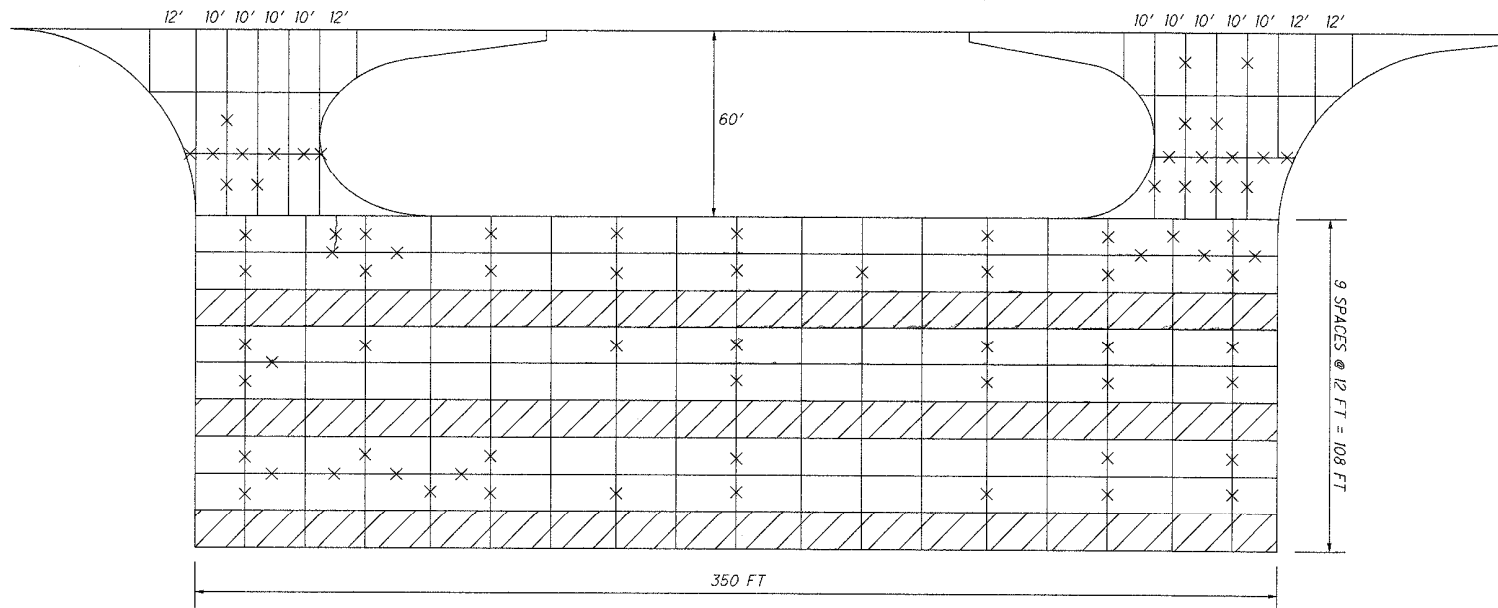
ASCE

DESIGN FILE: I:\projects\77475\roadway\sheet\77475GA003.dgn
 WORKSTATION: mschdra DATE: 10/8/2009



ITEM 255 - FULL DEPTH PAVEMENT REMOVAL
 AND RIGID REPLACEMENT, CLASS C, AS PER PLAN

SINCE THE ITEM 255 REPAIRS ARE ONLY 2 FT WIDE,
 THE DOWELING REQUIREMENTS ARE WAIVED.



X 2 FT WIDE ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN



FULL SLAB REPLACEMENT ITEM 451 - 9" REINFORCED CONCRETE PAVEMENT (MATCH EXISTING JOINTS)

2 FT WIDE JOINT REPLACEMENTS (NOT DOWELED)

ITEM 204 SUBGRADE COMPACTION = 231 SQ YDS

ITEM 255 FULL DEPTH PAVEMENT SAWING = 2232 FT

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, APP = 231 SQ YDS

FULL SLAB REPLACEMENTS

ITEM 204 SUBGRADE COMPACTION = 1400 SQ YDS

ITEM 255 FULL DEPTH PAVEMENT SAWING = 1750 FT

ITEM 202 PAVEMENT REMOVED = 1400 SQ YDS

ITEM 451 9" REINFORCED CONCRETE PAVEMENT = 1400 SQ YDS

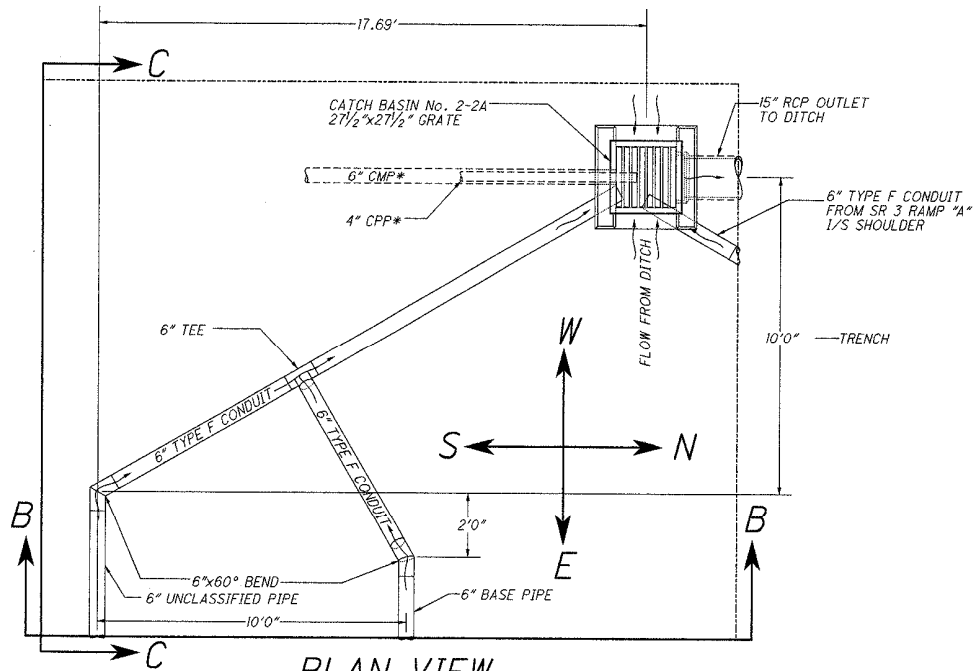
CALCULATED
 MJS
 CHECKED
 BAD

CONCRETE PAVEMENT AND JOINT REPAIRS
 WESTBOUND WEIGH STATION PARKING AREA

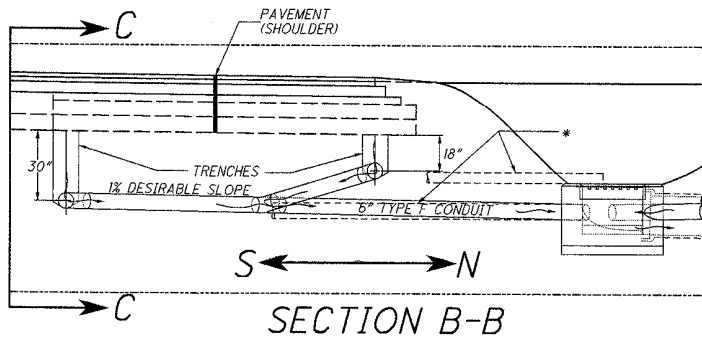
MED-76-0.61

63
 138

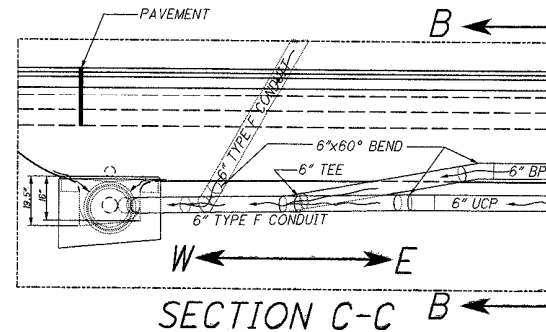
PROPOSED CONNECTION FOR CATCH BASIN AT STA. 936+50
(GORE AREA BETWEEN SR 3 RAMP "A" & I-76 WB LANE)



PLAN VIEW



SECTION B-B



SECTION C-C

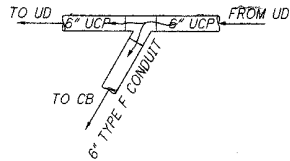
NOTES

- DRAWING IN 40 SCALE, WITH 1in = 4ft
- CB DIMENSIONS SHOWN SPECIFIC TO THIS CB
- CATCH BASIN HAS -93.69ft OFFSET FROM CENTER OF EB LANE
- *EXISTING PIPE
- PROPOSED CONNECTION (INVOLVING 6\"/>

PROPOSED CONNECTIONS FOR INSIDE LANE
 UNDERDRAINS TO MEDIAN CATCH BASINS

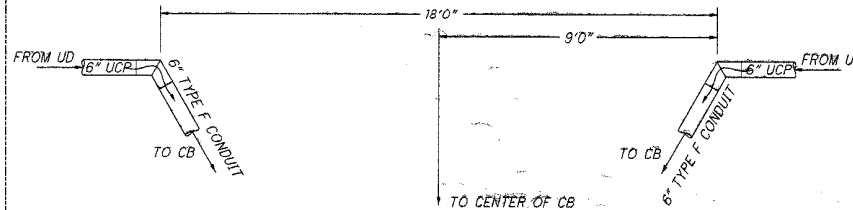
CONNECTION #1:

TYPE: CONTINUOUS
 USED FOR: REGULAR OUTLET TO CB
 PARTS: (1) 6"x60° WYE
 6" TYPE F CONDUIT: 19ft



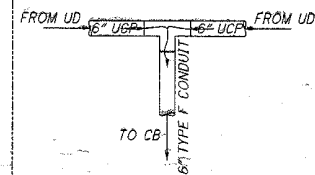
CONNECTION #2:

TYPE: DISCONTINUOUS
 USED FOR: LOW POINT WITH A BREAK
 PARTS: (2) 6"x60° BEND
 6" TYPE F CONDUIT: 2 X 19ft



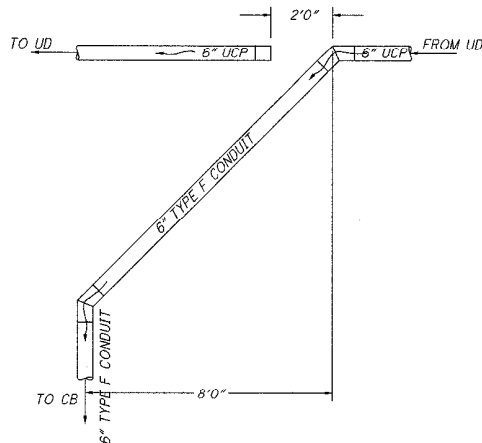
CONNECTION #3:

TYPE: CONTINUOUS
 USED FOR: REGULAR LOW POINT
 PARTS: (1) 6" TEE
 6" TYPE F CONDUIT: 16ft



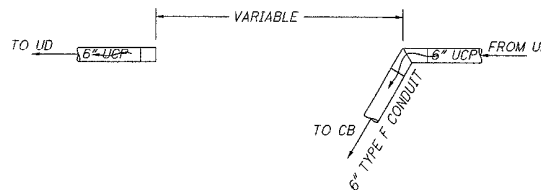
CONNECTION #4:

TYPE: DISCONTINUOUS
 USED FOR: TYING UD CONDUIT TO EXISTING PERPENDICULAR INLET
 PARTS: (2) 6"x45° BEND
 (1) PLUG
 6" TYPE F CONDUIT: 12ft+8ft

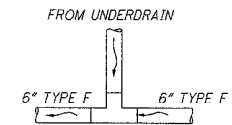


CONNECTION #5:

TYPE: DISCONTINUOUS
 USED FOR: REGULAR BREAK
 PARTS: (1) 6"x60° BEND
 (1) 6" PLUG
 6" TYPE F CONDUIT: 19ft

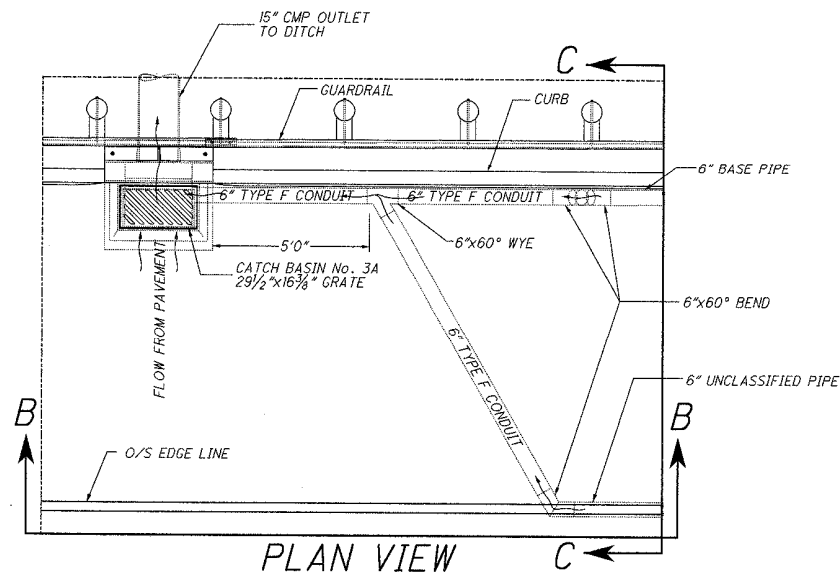


OPTIONAL CONNECTION #6:



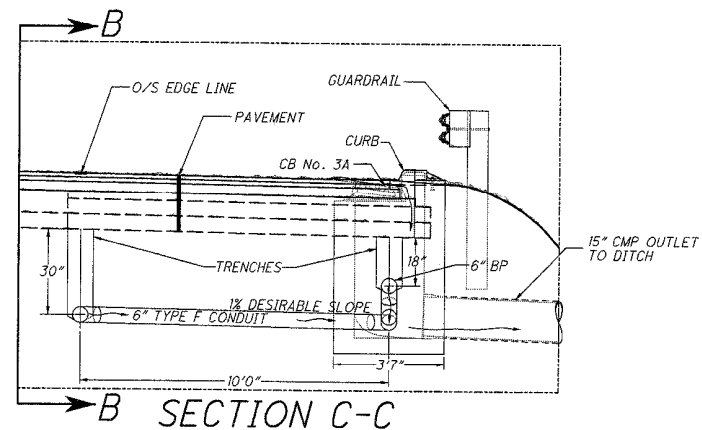
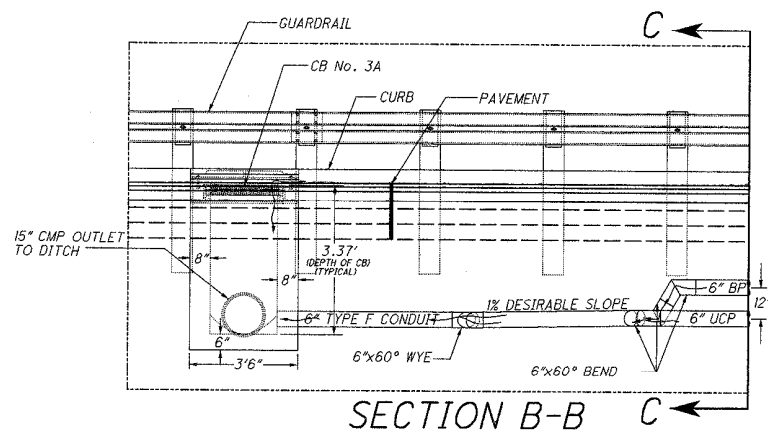
SHOWN AS OPTIONAL ON SHEET 67

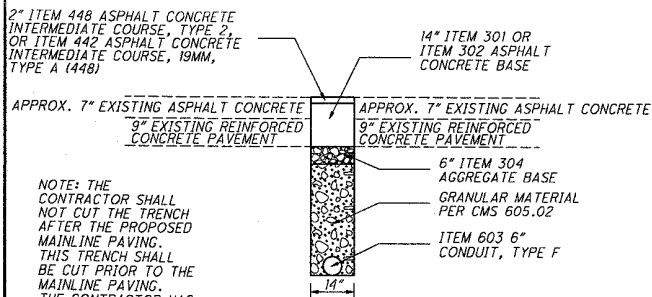
PROPOSED CONNECTION FOR OUTLETTING OUTSIDE
 UNDERDRAINS INTO BRIDGE CATCH BASINS*



NOTES

- DRAWING IN 40 SCALE, WITH 1in = 4ft
- *ALSO OCCURS AT THESE LOCATIONS WITHIN THE PROJECT:
 - STA. 906+41 EB
 - STA. 979+51 EB
 - STA. 979+53 WB
 - STA. 1148+45 WB
 - STA. 1148+47 EB
 - STA. 1185+45 WB
 - STA. 1185+81 EB



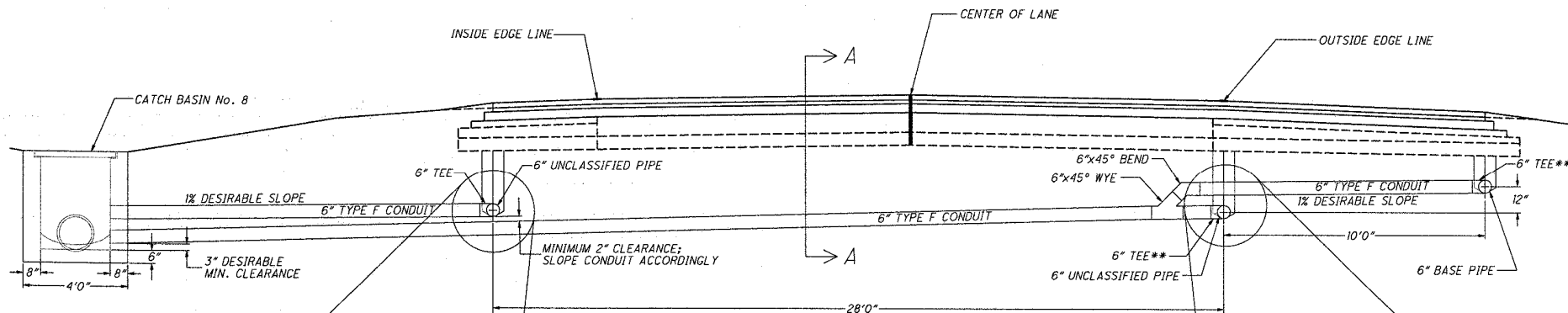


TRENCH DETAIL
SECTION A-A

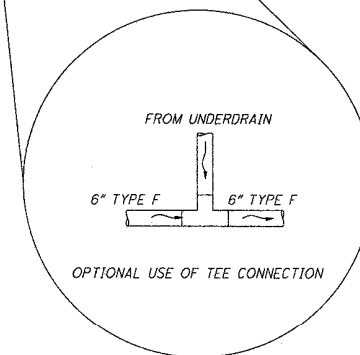
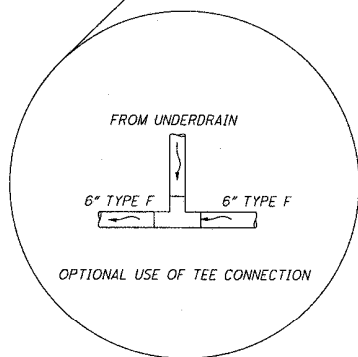
PROPOSED CONNECTION FOR OUTLETING OUTSIDE
UNDERDRAINS INTO MEDIAN CATCH BASINS*

NOTES

- DRAWING IN 40 SCALE, WITH 1in = 4ft, EXCEPT TRENCH DETAIL.
- *OCCURS AT THESE LOCATIONS WITHIN THE PROJECT:
 - STA. 945+77 WB
 - STA. 1014+99 EB
 - STA. 1023+00 EB
 - STA. 1165+98 WB
 - STA. 1165+98 EB
 - STA. 1174+97 EB
- **6"x90° BEND TO BE USED INSTEAD OF TEE AT STA. 859+90 WB
- ALL COSTS TO PLACE 6" TYPE F CONDUIT UNDER THE EXISTING MAINLINE WILL BE INCLUDED IN ITEM 603 6" CONDUIT, TYPE F INCLUDING PAVEMENT REMOVAL AND REPLACEMENT AS SHOWN IN THE TRENCH DETAIL.



CROSS SECTION VIEW



INSIDE EDGE OF PAVEMENT -- (WESTBOUND)													
STATION LIMITS LP= LOW POINT HP=HIGH POINT				LOCATION	TYPE OF OUTLET	BENDS & BRANCHES							
						603 6" TYPE F CONDUIT, NON-PERFORATED	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31						
								6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
"X" DENOTES OUTLET LOCATION						LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.
BEGIN	END												
	852+50	859+95	X	WB	MEDIAN CB	20	745		2				1
	859+97	866+51	X		MEDIAN CB	19	654			1			
	866+51	869+93	X		MEDIAN CB	12	342			1			
	869+93	873+65 LP	X		MEDIAN CB	16	372						1
X	873+65 LP	874+85			-	-	120	-	-	-	-	-	-
X	874+85	878+65			MEDIAN CB	19	380			1			
BRIDGE					-	-	-	-	-	-	-	-	-
	880+37	886+90	X		MEDIAN CB	19	553				1		
X	886+90	896+09			MEDIAN CB	19	919				1		
X	896+09	903+46			MEDIAN CB	19	737			1			
BRIDGE					-	-	-	-	-	-	-	-	-
X	906+48	909+08			MEDIAN CB	19	260			1			
X	909+08	911+00 HP			MEDIAN CB	19	192			1			
	911+00 HP	917+92	X		MEDIAN CB	19	692				1		
X	918+10	921+09			MEDIAN CB	19	299				1		
X	921+09	924+59			MEDIAN CB	19	350			1			
X	924+59	930+57			MEDIAN CB	19	598			1			
X	930+59	938+07			MEDIAN CB	20	648		2				1
X	938+07	945+86			MEDIAN CB	19	779			1			
X	945+86	953+16 HP			MEDIAN CB	19	730			1			
	953+16 HP	959+92	X		MEDIAN CB	20	676		2				1
	959+94	966+92	X		MEDIAN CB	20	698		2				1
	966+94	973+90	X		MEDIAN CB	19	696			1			
	973+90	976+84	X		MAN HOLE	19	294				1		
X	976+84	977+74			MAN HOLE	19	90				1		
BRIDGE					-	-	-	-	-	-	-	-	-
X	979+45	986+93			MEDIAN CB	19	748			1			
X	986+93	990+56			MEDIAN CB	19	363			1			
X	990+56	999+09			MEDIAN CB	19	853			1			
X	999+09	1007+08			MEDIAN CB	19	799			1			
X	1007+08	1015+08			MEDIAN CB	19	800			1			
X	1015+08	1023+09			MEDIAN CB	19	801			1			
X	1023+09	1033+40			MEDIAN CB	19	1031			1			
X	1033+40	1042+09			MEDIAN CB	19	869			1			
X	1042+09	1050+21			MEDIAN CB	19	812			1			
X	1050+21	1055+98			MEDIAN CB	19	577			1			
X	1055+98	1060+08			MEDIAN CB	19	410			1			
SUBTOTALS THIS COLUMN						621	19887	0	8	22	6	0	1

INSIDE EDGE OF PAVEMENT -- (WESTBOUND)													
STATION LIMITS				LOCATION	TYPE OF OUTLET	BENDS & BRANCHES							
						603 6" TYPE F CONDUIT, NON-PERFORATED	605 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31						
								6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
"X" DENOTES OUTLET LOCATION						LIN. FT.	LIN. FT.	EA.	EA.	EA.	EA.	EA.	EA.
BEGIN	END												
X	1060+08	1068+00 HP		WB	MEDIAN CB	19	792			1			
	1068+00 HP	1074+90	X		MEDIAN CB	19	690			1			
	1074+90	1077+89	X		MEDIAN CB	19	299						
X	1078+07	1081+08			MEDIAN CB	19	301				1		
X	1081+08	1087+07			MEDIAN CB	19	599			1			
X	1087+07	1094+00 HP			MEDIAN CB	19	693			1			
	1094+00 HP	1099+90	X		MEDIAN CB	19	590			1			
	1099+90	1108+90	X		MEDIAN CB	19	900			1			
	1108+90	1116+89	X		MEDIAN CB	19	799			1			
	1116+89	1124+89	X		MEDIAN CB	19	800			1			
	1124+89	1132+88	X		MEDIAN CB	19	799			1			
	1132+88	1140+88	X		MEDIAN CB	19	800			1			
	1140+88	1148+38	X		MEDIAN CB	19	750			1			
BRIDGE					-	-	-	-	-	-	-	-	-
	1150+31	1157+90	X		MEDIAN CB	20	759			2			1
	1157+92	1165+90	X		MEDIAN CB	20	798			2			1
	1165+92	1174+97 LP	X		MEDIAN CB	16	905					1	
X	1174+97 LP	1184+02			-	-	905	-	-	-	-	-	-
BRIDGE					-	-	-	-	-	-	-	-	-
X	1185+61	1190+04			BRIDGE CB	6	443				1		
X	1190+06	1200+06			MEDIAN CB	20	1000			2			1
X	1200+06	1205+04			MEDIAN CB	19	498				1		
X	1205+06	1213+04			MEDIAN CB	20	798			2			1
X	1213+06	1221+07			MEDIAN CB	20	801			2			1
X	1221+07	1222+00			MEDIAN CB	19	93			1			
SUBTOTALS THIS COLUMN						407	15812	0	10	13	3	0	1
TOTALS THIS PAGE						1028	35699	0	18	35	9	0	2

CALC BY:
AMH
CHKD BY:
MJS

UNDERDRAIN QUANTITIES

MED - 76 - 0.61

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OUTSIDE EDGE OF PAVEMENT -- (WESTBOUND)

STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES							
						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE		
"X" DENOTES OUTLET LOCATION						LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH		
BEGIN		END		BEGIN	END													
EDGE LINE				OUTSIDE OF SHOULDER														
	852+50	860+03	X			WB	MEDIAN CB	56	753	753	-	-	1	1		2		
	864+20	868+25	X				ON SLOPE	28	405	405	1	1.80	1	1		2		
	868+25	873+65 LP	X				ON SLOPE	28	540	540	1	1.80	1	1		2		
X	873+65 LP	878+41		X	873+65 LP	878+41	-	-	476	476	-	-	-	-	-	-		
BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-		
	880+15	886+99 LP	X		880+15	886+99 LP	X		ON SLOPE	28	684	684	1	1.80	1	1	2	
X	886+99 LP	895+00		X	886+99 LP	895+00			-	-	801	801	-	-	-	-	-	
X	895+00	903+44		X	895+00	903+44			ON SLOPE	28	844	844	1	1.80	1	1	2	
BRIDGE				BRIDGE				-	-	-	-	-	-	-	-	-		
X	906+40	911+00 HP		X	906+40	911+00 HP			ON SLOPE	28	460	460	1	1.80	1	1		
	911+00 HP	918+01 LP	X		911+00 HP	918+01 LP	X		ON SLOPE	28	701	701	1	1.80	1	1	2	
X	918+01 LP	921+81		X	918+01 LP	924+50			-	-	380	649	-	-	-	-	-	
	-	-		X	924+50	930+00			ON SLOPE	18	-	550	1	1.80			1	
	-	-		X	930+00	935+70			ON SLOPE	28	-	570	1	1.80			1	
	-	-			7+68 RAMP "A" (SR 3)													
X	936+60	945+77		X	936+62	945+77			OUTSIDE CB	27	917	915	-	-		2	1	
X	945+77	950+75		X	945+77	950+75			MEDIAN CB	56	498	498	-	-	1	1	2	
	958+31	962+00	X		953+19	962+00	X		ON SLOPE	38	369	681	1	1.80	1	1	2	
	962+00	970+00	X		0+98 RAMP "B" (SR 3)													
	970+00	976+75 LP	X		962+00	970+00	X		ON SLOPE	28	800	800	1	1.80	1	1	2	
X	976+75 LP	977+80		X	970+00	976+75 LP	X		ON SLOPE	35	675	675	1	1.80	1	1	2	
BRIDGE				BRIDGE				-	-	105	105	-	-	-	-	-	-	
X	979+64	986+00		X	976+75 LP	977+80			-	-	-	-	-	-	-	-	-	
X	986+00	991+00		X	979+53	986+00			BRIDGE CB	22	636	647	-	-		1	3	
X	991+00	995+40		X	986+00	991+00			ON SLOPE	31	500	500	1	1.80	1	1	2	
X	995+40	1000+00		X	991+00	995+40			ON SLOPE	28	440	440	1	1.80	1	1	2	
X	1000+00	1005+00		X	995+40	1000+00			ON SLOPE	28	460	460	1	1.80	1	1	2	
X	1005+00	1010+00		X	1000+00	1005+00			ON SLOPE	28	500	500	1	1.80	1	1	2	
X	1010+00	1015+00		X	1005+00	1010+00			ON SLOPE	31	500	500	1	1.80	1	1	2	
X	1015+00	1020+00		X	1010+00	1015+00			ON SLOPE	33	500	500	1	1.80	1	1	2	
X	1020+00	1025+00		X	1015+00	1020+00			ON SLOPE	28	500	500	1	1.80	1	1	2	
X	1025+00	1030+02		X	1020+00	1025+00			ON SLOPE	28	500	500	1	1.80	1	1	2	
X	1030+02	1035+00		X	1025+00	1030+02			ON SLOPE	28	502	502	1	1.80	1	1	2	
X	1035+00	1040+02		X	1030+02	1035+00			ON SLOPE	28	498	498	1	1.80	1	1	2	
X	1040+02	1046+00		X	1035+00	1040+02			ON SLOPE	31	502	502	1	1.80	1	1	2	
TOTALS THIS PAGE								829	16044	17754	23	41.40	23	23	1	5	4	45

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UNDERDRAIN QUANTITIES

MED - 76 - 0.61

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OUTSIDE EDGE OF PAVEMENT -- (WESTBOUND)

STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES								
						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE			
"X" DENOTES OUTLET LOCATION						LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH				
BEGIN	END			BEGIN	END														
EDGE LINE				OUTSIDE OF SHOULDER															
X	1046+00	1050+02		X	1046+00	1050+02	WB	ON SLOPE	28	402	502	1	1.80	1	1	2			
X	1050+02	1055+89		X	1050+02	1055+89		ON SLOPE	57	587	587	1	1.80	1	1	2			
X	1055+89	1060+00		X	1055+89	1060+00		MEDIAN CB	56	411	411	-	-	1	1	2			
X	1060+00	1068+00 HP		X	1060+00	1068+00 HP		ON SLOPE	36	800	800	1	1.80	1	1	2			
	1068+00 HP	1073+00	X		1068+00 HP	1073+00	X	ON SLOPE	28	500	500	1	1.80	1	1	2			
	1073+00	1077+98 LP	X		1073+00	1077+98 LP	X	ON SLOPE	29	498	498	1	1.80	1	1	2			
X	1077+98 LP	1083+00		X	1077+98 LP	1083+00		-	-	502	502	-	-	-	-	-			
X	1083+00	1088+00		X	1083+00	1088+00		ON SLOPE	28	500	500	1	1.80	1	1	2			
X	1088+00	1092+00		X	1088+00	1094+00 HP		ON SLOPE	28	400	600	1	1.80	1	1	2			
	-	-			1094+00 HP	1100+00	X	ON SLOPE	36	-	600	1	1.80			1			
	-	-			1100+00	1104+02 WEIGH STATION RAMP "C"	X	ON SLOPE	43	-	402	1	1.80			1			
	1108+40	1111+75	X		1108+40	1116+98	X	ON SLOPE	50	858	858	-	-	1	1	2			
	1111+75	1116+98	X		1116+98	1122+25	X	OUTSIDE CB	30	525	527	-	-		2	1			
	1116+98	1122+23	X		1124+95	1133+00 WEIGH STATION RAMP "D"	X	ON SLOPE	28	284	805	1	1.80	1	1	2			
	1130+16	1133+00	X		1133+00	1141+25	X	ON SLOPE	28	825	825	1	1.80	1	1	2			
	1133+00	1141+25	X		1141+25	1148+45	X	BRIDGE CB	22	709	720	-	-	1	3	-			
	1141+25	1148+34	X		BRIDGE	BRIDGE		-	-	-	-	-	-	-	-	-			
	1150+28	1155+00	X		1150+28	1155+00	X	ON SLOPE	26	472	472	1	1.80	1	1	2			
	1155+00	1160+00	X		1155+00	1160+00	X	ON SLOPE	26	500	500	1	1.80	1	1	2			
	1160+00	1165+98	X		1160+00	1165+98	X	MEDIAN CB	56	598	598	-	-	1	1	2			
	1165+98	1174+97 LP	X		1165+98	1174+97 LP	X	MEDIAN CB	56	899	899	-	-	1	1	2			
X	1174+97 LP	1180+25		X	1174+97 LP	1180+25		-	-	528	528	-	-	-	-	-			
X	1180+25	1183+87		X	1180+25	1183+87		ON SLOPE	27	362	362	1	1.80	1	1	2			
	BRIDGE	BRIDGE			BRIDGE	BRIDGE		-	-	-	-	-	-	-	-	-			
X	1185+56	1191+00		X	1185+45	1191+00		BRIDGE CB	22	444	555	-	-	1	3	-			
X	1191+00	1196+00		X	1191+00	1196+00		ON SLOPE	28	500	500	1	1.80	1	1	2			
X	1196+00	1201+00		X	1196+00	1201+00		ON SLOPE	28	500	500	1	1.80	1	1	2			
X	1201+00	1209+27		X	1201+00	1206+00		ON SLOPE	28	827	500	1	1.80	1	1	2			
	-	-		X	1206+00	1214+70 13+11 RAMP "B" (SR 57)		ON SLOPE	23	-	870	1	1.80			1			
X	1219+65	1222+00		X	1219+67	1222+00	▼	OUTSIDE CB	32	235	233	-	-		2	1			
TOTALS THIS PAGE									879	13666	16154	18	32.40	19	19	2	10	0	43

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UNDERDRAIN QUANTITIES

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INSIDE EDGE OF PAVEMENT -- (EASTBOUND)														
STATION LIMITS			LOCATION	TYPE OF OUTLET	603	605	BENDS & BRANCHES							
					6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG	
														LIN. FT.
"X" DENOTES OUTLET LOCATION														
BEGIN	END													
	852+50	859+95	X	EB	MEDIAN CB	20	745		2				1	
	859+97	866+52	X		MEDIAN CB	20	655		2				1	
	866+54	869+94	X		MEDIAN CB	11	340			1				
	869+94	873+56	X		MEDIAN CB	19	362				1			
X	873+71	874+85			MEDIAN CB	19	111				1			
X	874+85	878+76			MEDIAN CB	19	391			1				
BRIDGE					-	-	-	-	-	-	-	-	-	
	880+50	886+99 LP	X		MEDIAN CB	16	649					1		
X	886+99 LP	896+09			-	-	910	-	-	-	-	-	-	
X	896+09	903+47			MEDIAN CB	19	738			1				
BRIDGE					-	-	-	-	-	-	-	-	-	
X	906+48	909+05			MEDIAN CB	19	257			1				
X	909+07	911+00 HP			MEDIAN CB	20	193		2				1	
	911+00 HP	918+01 LP	X		MEDIAN CB	19	701			1				
X	918+01 LP	921+09			-	-	308	-	-	-	-	-	-	
X	921+09	924+59			MEDIAN CB	19	350			1				
X	924+59	930+60			MEDIAN CB	19	601			1				
X	930+60	938+04			MEDIAN CB	19	744			1				
X	938+06	945+86			MEDIAN CB	20	780		2				1	
X	945+86	953+16 HP			MEDIAN CB	19	730			1				
	953+16 HP	959+91	X		MEDIAN CB	19	675			1				
	959+91	966+92	X		MEDIAN CB	20	701		2				1	
	966+94	973+90	X		MEDIAN CB	19	696			1				
	973+90	976+66	X		MAN HOLE	19	276				1			
X	976+84	977+73			MAN HOLE	19	89				1			
BRIDGE					-	-	-	-	-	-	-	-	-	
X	979+45	986+93			MEDIAN CB	19	748			1				
X	986+93	990+56			MEDIAN CB	19	363			1				
X	990+56	999+06			MEDIAN CB	19	850			1				
X	999+08	1007+08			MEDIAN CB	20	800		2				1	
X	1007+08	1015+08			MEDIAN CB	19	800			1				
X	1015+08	1023+09			MEDIAN CB	19	801			1				
X	1023+09	1033+40			MEDIAN CB	19	1031			1				
X	1033+40	1042+09			MEDIAN CB	19	869			1				
X	1042+09	1050+21			MEDIAN CB	19	812			1				
X	1050+21	1055+95			MEDIAN CB	19	574			1				
X	1055+97	1060+08		▼	MEDIAN CB	20	411			2			1	
SUBTOTALS THIS COLUMN						604	20061	0	14	20	4	0	1	7

INSIDE EDGE OF PAVEMENT -- (EASTBOUND)														
STATION LIMITS			LOCATION	TYPE OF OUTLET	603	605	BENDS & BRANCHES							
					6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6' X 45° WYE	6" X 45° BEND	6' X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE	6" PLUG	
														LIN. FT.
"X" DENOTES OUTLET LOCATION														
BEGIN		END												
X	1060+08	1068+00 HP		EB	MEDIAN CB	19	792			1				
	1068+00 HP	1074+90	X		MEDIAN CB	19	690			1				
	1074+90	1077+98 LP	X		MEDIAN CB	19	308			1				
X	1077+98 LP	1081+08			-	-	310	-	-	-	-	-	-	
X	1081+08	1087+07			MEDIAN CB	19	599			1				
X	1087+07	1094+00 HP			MEDIAN CB	19	693			1				
	1094+00 HP	1099+90	X		MEDIAN CB	19	590			1				
	1099+90	1108+91	X		MEDIAN CB	20	901		2				1	
	1108+93	1116+90	X		MEDIAN CB	20	797		2				1	
	1116+92	1124+90	X		MEDIAN CB	20	798		2				1	
	1124+92	1132+89	X		MEDIAN CB	20	797		2				1	
	1132+91	1140+89	X		MEDIAN CB	20	798		2				1	
	1140+91	1148+38	X		MEDIAN CB	19	748			1				
BRIDGE					-	-	-	-	-	-	-	-	-	
	1150+32	1157+89	X		MEDIAN CB	19	757			1				
	1157+89	1165+89	X		MEDIAN CB	19	800			1				
	1165+89	1174+97 LP	X		MEDIAN CB	16	908					1		
X	1174+97 LP	1184+09			-	-	912	-	-	-	-	-	-	
BRIDGE					-	-	-	-	-	-	-	-	-	
X	1185+71	1190+07			BRIDGE CB	8	436				1			
X	1190+07	1200+03			MEDIAN CB	19	996			1				
X	1200+05	1205+07			MEDIAN CB	20	502		2				1	
X	1205+07	1213+07			MEDIAN CB	19	800			1				
X	1213+07	1221+04			MEDIAN CB	19	797			1				
X	1221+06	1222+00		▼	MEDIAN CB	20	94		2				1	

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UNDERDRAIN QUANTITIES

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OUTSIDE EDGE OF PAVEMENT -- (EASTBOUND)

STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605	605	SPECIAL	601	BENDS & BRANCHES									
						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAIN, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE				
"X" DENOTES OUTLET LOCATION				EB		LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH					
BEGIN	END	BEGIN	END			LIN. FT.	LIN. FT.	LIN. FT.	EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	EACH				
EDGE LINE				OUTSIDE OF SHOULDER																
	852+50	879+00																		
NO UNDERDRAIN WORK				NO UNDERDRAIN WORK																
BRIDGE				BRIDGE																
	880+67	886+99 LP	X		880+67	886+99 LP	X		ON SLOPE	25	632	632	1	1.80	1	1	-	-	-	2
X	886+99 LP	895+50		X	886+99 LP	895+50		X	-	-	851	851	-	-	-	-	-	-	-	-
X	895+50	903+48		X	895+50	903+48		X	ON SLOPE	30	798	798	1	1.80	1	1	-	-	-	2
BRIDGE				BRIDGE																
X	906+52	911+00 HP		X	906+41	911+00 HP			BRIDGE CB	22	459	448	-	-	-	-	1	3	-	-
	911+00 HP	918+01 LP	X		911+00 HP	918+01 LP	X		ON SLOPE	27	701	701	1	1.80	1	1	-	-	-	2
X	918+01 LP	925+00		X	918+01 LP	925+00			-	-	699	699	-	-	-	-	-	-	-	-
X	925+00	927+64		X	925+00	930+00			ON SLOPE	27	500	264	1	1.80	1	1	-	-	-	2
	-	-		X	930+00	936+70			ON SLOPE	25	670	-	1	1.80	-	-	-	-	-	1
					4+00 RAMP "D" (SR 3)															
X	936+84	945+05		X	936+86	945+05			OUTSIDE CB	26	819	821	-	-	-	-	2	-	-	1
X	945+05	950+00		X	945+05	949+22			ON SLOPE	56	417	495	1	1.80	-	-	-	-	-	-
	956+76	959+90	X		950+04	959+90	X		ON SLOPE	34	986	314	1	1.80	1	1	-	-	-	2
					6+64 RAMP "C" (SR 3)															
	959+90	965+00	X		959+90	965+00	X		ON SLOPE	34	510	510	1	1.80	1	1	-	-	-	2
	965+00	970+00	X		965+00	970+00	X		ON SLOPE	28	500	500	1	1.80	1	1	-	-	-	2
	970+00	976+75 LP	X		970+00	976+75 LP	X		ON SLOPE	28	675	675	1	1.80	1	1	-	-	-	2
X	976+75 LP	977+70		X	976+75 LP	977+70			-	-	95	95	-	-	-	-	-	-	-	-
BRIDGE				BRIDGE																
X	979+62	985+50		X	979+51	985+50			BRIDGE CB	22	599	588	-	-	-	-	1	3	-	2
X	985+50	994+00		X	985+50	994+00			ON SLOPE	35	850	850	1	1.80	1	1	-	-	-	2
X	994+00	1000+00		X	994+00	1000+00			ON SLOPE	28	600	600	1	1.80	1	1	-	-	-	2
X	1000+00	1005+00		X	1000+00	1005+00			ON SLOPE	28	500	500	1	1.80	1	1	-	-	-	2
X	1005+00	1014+99		X	1005+00	1014+99			ON SLOPE	28	999	999	1	1.80	1	1	-	-	-	2
X	1014+99	1023+00		X	1014+99	1023+00			MEDIAN CB	56	801	801	-	-	1	1	-	-	-	2
X	1023+00	1030+02		X	1023+00	1030+02			MEDIAN CB	56	702	702	-	-	1	1	-	-	-	2
X	1030+02	1035+00		X	1030+02	1035+00			ON SLOPE	36	498	498	1	1.80	1	1	-	-	-	2
X	1035+00	1040+02		X	1035+00	1040+02			ON SLOPE	28	502	502	1	1.80	1	1	-	-	-	2
X	1040+02	1045+00		X	1040+02	1045+00			ON SLOPE	28	498	498	1	1.80	1	1	-	-	-	2
X	1045+00	1050+02		X	1045+00	1050+02			ON SLOPE	28	502	502	1	1.80	1	1	-	-	-	2
X	1050+02	1055+00		X	1050+02	1055+00			ON SLOPE	34	498	498	1	1.80	1	1	-	-	-	2
TOTALS THIS PAGE							769	16861	15341	19	34.20	19	19	2	8	0	42			

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UNDERDRAIN QUANTITIES

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RAMPS																
STATION LIMITS				LOCATION	TYPE OF OUTLET	603	605		SPECIAL	601	BENDS & BRANCHES					
						6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31		PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	6" X 45° WYE	6" X 45° BEND	6" X 60° WYE	6" X 60° BEND	6" X 90° BEND	6" TEE
"X" DENOTES OUTLET LOCATION						LIN. FT.	LIN. FT.		EACH	SQ. YD.	EACH	EACH	EACH	EACH	EACH	
"#" DENOTES TIE-IN																
BEGIN	END		SIDE													
SR 3 RAMPS																
RAMP "A"																
X	7+68	1+00	OUTSIDE SHOULDER	WB	ON SLOPE	20	668	-	1	1.80					1	
X	6+90	1+00	INSIDE SHOULDER	WB	CATCH BASIN	45	590	-	-	-			2			
RAMP "B"																
X	0+98	10+50	OUTSIDE SHOULDER	WB	ON SLOPE	20	952	-	1	1.80					1	
X	3+50	10+50	INSIDE SHOULDER	WB	ON SLOPE	20	700	-	1	1.80				1		
RAMP "C"																
	0+50	5+50	OUTSIDE SHOULDER	EB	ON SLOPE	35	500	-	1	1.80				1		
	0+50	5+50	INSIDE SHOULDER	EB	IN GORE AREA	15	500	-	1	1.80				1		
RAMP "D"																
X	4+00	10+25	OUTSIDE SHOULDER	EB	ON SLOPE	18	625	-	1	1.80					1	
X	4+00	10+25	INSIDE SHOULDER	EB	CATCH BASIN	25	625	-	-	-			2			
WEIGH STATION RAMPS																
RAMP "C"																
	1104+02	1111+25 LP	OUTSIDE SHOULDER	WB	ON SLOPE	20	723	-	1	1.80					1	
X	1111+25 LP	1113+25	OUTSIDE SHOULDER	WB	-	-	200	-	-	-	-	-	-	-	-	
	1108+40	1111+25 LP	INSIDE SHOULDER	WB	ON SLOPE	20	285	-	1	1.80					1	
X	1111+25 LP	1115+00	INSIDE SHOULDER	WB	-	-	375	-	-	-	-	-	-	-	-	
RAMP "D"																
	1116+00	1122+30	INSIDE SHOULDER	WB	CATCH BASIN	15	630	-	-	-			2			
	1118+15	1124+95	OUTSIDE SHOULDER	WB	ON SLOPE	20	680	-	1	1.80					1	
SR 57 RAMPS																
RAMP "B"																
	0+50	4+05	OUTSIDE SHOULDER	WB	ON SLOPE	14	355	-	1	1.80					1	
	4+05	7+00	OUTSIDE SHOULDER	WB	ON SLOPE	14	295	-	1	1.80					1	
	7+00	9+95	OUTSIDE SHOULDER	WB	ON SLOPE	15	295	-	1	1.80					1	
	9+95	13+11	OUTSIDE SHOULDER	WB	ON SLOPE	15	316	-	1	1.80					1	
TOTALS THIS PAGE						331	9314		13	23.40	0	0	0	6	3	10
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CALC BY: JMS
CHKD BY: JMS

UNDERDRAIN QUANTITIES

MED - 76 - 0.61

74
138

CALC BY: AMH
CHKD BY: MJS

UNDERDRAIN QUANTITIES

MED - 76 - 0.61

DRAINAGE SUB-SUMMARY

MED-76-0.61

75
138

CALC
BY: AMH
CHK'D
BY: MJS

DRAINAGE SUB-SUMMARY																			CALC BY: AMH CHKD DT: MJS	
* CATCH BASIN DEPTHS ARE MEASURED FROM THE TOP CENTER OF THE GRATE. CONTRACTOR IS TO VERIFY ALL DEPTHS.					603	605	605	SPECIAL	601	202	202	203	601	603	604	604	604	836		
					6" TYPE F CONDUIT, NON-PERFORATED	6" UNCLASSIFIED PIPE UNDERDRAINS, 707.31	6" BASE PIPE UNDERDRAINS, 707.31 18" DEEP	PRECAST REINFORCED CONCRETE OUTLET	TIED CONCRETE BLOCK MAT, TYPE 1	CATCH BASIN REMOVED	PIPE REMOVED, 24" AND UNDER	EMBANKMENT	ROCK CHANNEL PROTECTION, TYPE A WITHOUT FILTER	15" CONDUIT, TYPE C	CATCH BASIN ADJUSTED TO GRADE	CATCH BASIN, NO. 2-2A	CATCH BASIN FRAME & GRATE	SEEDING & EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3		
STATION	CB LOCATION	EXISTING DEPTH (FT) *	OFFSET	NOTES	LIN FT	LIN FT	LIN FT	EACH	SQ YD	EACH	FT	CU YD	CU YD	FT	EACH	EACH	EACH	SQ YD		
		FT	FT																	
936+74.47	EB O/S	3.67	27.83	Replace catch basin: Side inlet required only on east side of catch basin. Remove and replace 10 feet of 15" concrete pipe (going south). 25 feet by 7.5 feet by 1.5 feet deep embankment, and turf reinforcing mat needed.						1	10	11		10		1		21		
1059+99.84	WB O/S	3.67	-104.26	New 29" X 29" frame & grate needed as per dimensions of catch basin 2-2A. 1 cu yd R.C.P. Type A needed.									1				1			
1061+22.76	EB O/S	3.17	29.98	New frame and grate needed. Use frame and grate specified with catch basin no. 2-2A, light duty flat grate East Jordan 5110, Type M1 or approved equal.											1		1			
1062+73.54	EB O/S	2.67	30.01	Adjust catch basin to grade.											1					
				Underdrain Quantities:																
				Totals from Sheet 68	1028	35699														
				Totals from Sheet 69	829	16044	17754	23	41.40											
				Totals from Sheet 70	879	13666	16154	18	32.40											
				Totals from Sheet 71	996	35884														
				Totals from Sheet 72	769	16861	15341	19	34.20											
				Totals from Sheet 73	837	16658	16636	18	32.40											
				Totals from Sheet 74	331	9314		13	23.40											
TOTALS					5669	144126	65885	91	163.80	1	10	11	1	10	2	1	2	21		
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																			75 138	

CONNECTING GUARDRAIL TO EXISTING RAIL

IN LOCATIONS WHERE TYPE 5 GUARDRAIL, TERMINAL ASSEMBLIES, ETC. ARE TO BE CONNECTED TO EXISTING RAIL SOME MODIFICATIONS MAY BE REQUIRED, INCLUDING EXTRA POSTS, DRILLING HOLES AND POSSIBLY PARTIAL SECTIONS OF ADDITIONAL RAIL ELEMENTS. THE COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TYPE 5 GUARDRAIL. IF ADDITIONAL PORTIONS OF RAIL ELEMENT ARE USED THE LINEAL MEASUREMENT OF THIS ADDITIONAL PORTION SHALL BE ADDED FOR PAYMENT.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN ON STANDARD CONSTRUCTION DRAWING GR-1.1. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

LOCATIONS OF GUARDRAIL

THE GUARDRAIL PROTECTION PROVIDED IN THIS PLAN SHALL BE LOCATED IN THE FIELD TO ASSURE THAT THE INSTALLATION WILL AFFORD THE MAXIMUM PROTECTION FOR TRAFFIC. THIS LOCATION SHALL BE POSITIONED AS FAR AS POSSIBLE FROM THE EDGE OF PAVEMENT WHILE MAINTAINING PROPER GRADE IN FRONT OF GUARDRAIL.

SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE BIT MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
4. INSTALL BARRIER REFLECTORS.

[illegible]

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY ENGINEER" UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

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 OR BY PLACING CLEARLY DISCERNABLE PAINTED MARKINGS ON THE EDGE OF PAVEMENT OR BY OTHER METHODS APPROVED BY THE ENGINEER. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT. PAYMENT FOR LAYOUT OF WORK, INCLUDING ALL MATERIALS AND LABOR, SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

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 WITH 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 201 - CLEARING AND GRUBBING

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

CLEARING AND GRUBBING SHALL BE PERFORMED IN AREAS AS DIRECTED BY THE ENGINEER TO PROVIDE ADEQUATE CLEAR SITE DISTANCE TO SIGNS ERECTED AS PART OF THIS PLAN. SEE SHEET NO. 82 FOR CLEARING AND GRUBBING GUIDE DETAIL. THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY TO COMPLETE THE ABOVE DESCRIBED WORK:

201 - CLEARING AND GRUBBING LUMP

ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION:

THIS ITEM OF WORK SHALL CONSIST OF COLLECTING AND RECORDING INFORMATION FOR ANY WORK INVOLVING PERMANENT SIGNING INCLUDING SIGN REMOVAL, SIGN RELOCATION OR NEW SIGN INSTALLATION ON THIS PROJECT. DISTRICT THREE HAS A SIGN INVENTORY SYSTEM IN OPERATION. WORK PERFORMED ON EXISTING SIGNS AND INSTALLATION OF NEW SIGNS WILL AFFECT THE ACCURACY OF THE INVENTORY. ALL EXISTING SIGNS HAVE A BAR CODE STICKER. THE BAR CODE STICKER NUMBER FOR ANY SIGNS REMOVED ON THE PROJECT SHALL BE RECORDED COMPLETELY AND ACCURATELY SO THEY CAN BE REMOVED FROM THE INVENTORY. THE BAR CODE STICKER NUMBER FOR ANY SIGNS THAT ARE NEW OR RELOCATED SHALL ALSO BE RECORDED COMPLETELY AND ACCURATELY. NEW SIGNS REQUIRE NEW BAR CODE STICKERS WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ANY STICKERS NOT USED ARE TO BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT.

THE INFORMATION SHALL BE COLLECTED FROM ALL SIGNS REMOVED, RELOCATED OR INSTALLED ON THE PROJECT AND RECORDED COMPLETELY AND ACCURATELY BY A PERSON FAMILIAR WITH SIGNING TERMINOLOGY. THE INFORMATION REQUIRED APPEARS ON A FORM WHICH WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. ALL SECTIONS OF THE FORM SHALL BE COMPLETED FROM THE INFORMATION COLLECTED FOR EACH SIGN. NOTE THAT THE STRAIGHT LINE MILEAGE LOG POINT OF THE SIGN REMOVAL, RELOCATION OR INSTALLATION IS TO BE PROVIDED. PROJECT STATIONING IS NOT ACCERTABLE. AFTER THE FORM IS COMPLETED, IT SHALL BE RETURNED TO ODOT DISTRICT 3 TRAFFIC DEPARTMENT. A COPY OF THIS FORM IS AVAILABLE UPON REQUEST FOR THE CONTRACTOR TO REVIEW FOR BIDDING PURPOSES. FOR A COPY OF THIS FORM PLEASE CALL 1-419-207-7045. ROADWAY SERVICES MANAGER. ALL COMPLETED FORMS FOR THIS PROJECT ARE TO BE PROVIDED TO THE ENGINEER NOT LATER THAN 30 CALENDAR DAYS AFTER COMPLETION OF SIGNING WORK ITEMS.

PAYMENT FOR THE LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK WHICH INCLUDES COLLECTION OF INFORMATION, COMPLETION OF THE FORMS SUPPLIED TO THE CONTRACTOR, INSTALLATION OF BAR CODE STICKERS, MEASURING OF THE SIGNS AND ANY OTHER WORK IN ORDER TO COMPLETE THE FORM SHALL BE INCLUDED IN THE COST OF ITEM 630 - SIGNING, MISC.: SIGN DATA COLLECTION PER EACH.

BRIDGE LOCATION MARKER SIGN

THE BRIDGE LOCATION MARKER SIGN INDICATES THE COUNTY, THE ROUTE, AND THE STRAIGHT LINE MILEAGE OF THE STRUCTURE. THE CONTRACTOR SHALL REMOVE THE EXISTING BRIDGE LOCATION MARKER SIGNS FOR REERECTION ON EXISTING OR NEW SUPPORTS AS SHOWN IN THE PLANS. IF THERE ARE ANY QUESTIONS ABOUT THE LOCATION, PLEASE CONTACT THE DISTRICT 3 BRIDGE ENGINEER @ 1-419-207-7149

MILE MARKER LOCATION

THE LOCATION OF MILE MARKERS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF PLANNED DATE OF MARKER INSTALLATION. THE ENGINEER SHALL CONTACT JERRY WATSON, ROADWAY INFORMATION FIELD OPERATIONS, OFFICE OF TECHNICAL SERVICES, 614-752-5733 WHICH SHALL LOCATE THE LONGITUDINAL POSITIONS OF THE MILE MARKERS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET MARKERS FOR THE OPPOSITE ROASEAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITIONS FALL WITHIN 50 FEET OF A MILE MARKER SHALL BE OMITTED.

ITEM 630 - GROUND MOUNTED SUPPORT, (BY SIZE), 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 5'-6" LONG STUB TO WITHIN 12" OF GROUND SURFACE.
- 2) BOLT UPPER SIGN POST TO STUB USING QUANTITY OF THREE 5/16" STAINLESS STEEL BOLTS, LOCK WASHERS, AND NUTS 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.
- 4) PLACE NO MORE THAN TWO POSTS PER SIGN WITHIN 7' SPACING UNLESS LOCATED BEHIND GUARDRAIL
- 5) DESIGNATE SUPPORTS INSTALLED WITH THIS METHOD AS "BREAKAWAY TYPE = U-CHANNEL SPLICE (NON-BREAKAWAY)" ON DISTRICT 3 SIGN DATA COLLECTION FORM.
- 6) COST OF SPLICE CONNECTION AND OVERLAP OF POSTS SHALL BE INCIDENTAL TO THE COST OF EACH SIGN SUPPORT.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT.

ITEM 630 - ONE-WAY SUPPORT NO. 3 POST, AS PER PLAN

GROUND MOUNTED SUPPORTS USED FOR ONE-WAY SUPPORTS SHALL BE PER THE REQUIREMENTS OF THIS PLAN. ATTACHMENT OF THE ONE-WAY SIGNS SHALL BE PER THE "ALTERNATE ONE-WAY SIGN ATTACHMENT" DETAIL ON SCD TC-41.50.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT.

ITEM 630 - SIGN ATTACHMENT ASSEMBLY, AS PER PLAN

THIS PAY ITEM IS PER CMS 630.06, IN ADDITION THIS ITEM SHALL INCLUDE REMOVAL AND DISPOSAL OF ANY EXISTING SIGN ATTACHMENT ASSEMBLIES THAT ARE BEING REPLACED.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE PER EACH.

ITEM 630 - REMOVAL OF GROUND MOUNTED BEAM SUPPORT, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE THE REMOVAL OF AN EXISTING WOOD BEAM SIGN SUPPORT. THE SUPPORT SHALL BE FULLY REMOVED FROM THE GROUND OR CUT OFF A MINIMUM 1 FOOT BELOW GRADE. BACKFILL AND RESTORE SURFACES TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE WORK STARTED. DISPOSE OF SURPLUS MATERIAL PER CMS 603.10 AT NO COST TO THE DEPARTMENT.

BASIS OF PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH.

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

THE W8-13 "BRIDGE ICES BEFORE ROAD" SIGN SHALL BE PER THE REQUIREMENTS OF CMS 630.04. IN ADDITION, THE SIGN SHALL BE HINGED PER THE DETAIL SHOWN ON SHEET NO. 82 OF THIS PLAN. ALL REFLECTIVE SHEETING MATERIALS SHALL BE CONTAINED ON THE ODOT LIST OF PREQUALIFIED SIGN SHEETING MATERIALS.

BASIS OF PAYMENT SHALL BE PER CMS 630.14 AT THE UNIT PRICE BID PER SQ. FT FOR:

ITEM 630, SIGN, FLAT SHEET, AS PER PLAN

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 OMUTCD. FLAGGING PROCEDURES SHALL BE IN ACCORDANCE WITH FIGURE 6E-1 OF THE OMUTCD.

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, 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 BARRICADES OR 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 PM 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 OMUTCD, AND SUCH FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

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 THIS ITEM.

PROTECTIVE COATING OF OVERHEAD SIGN SUPPORT SECTIONS

GENERAL

Overhead sign supports can be separated into major sections such as end frames, trusses, vertical poles and cantilever arms. For the implementation of this work item it will be beneficial to refer to the major sections of the overhead sign supports rather than the whole support. More specific instructions and flexibility can be given based upon the unit of measure and payment per major support section.

The protective coating of overhead sign support sections shall be a four part process to include surface preparation followed by a three coat paint system. This three coat system shall consist of an organic zinc prime coat, an epoxy intermediate coat and a urethane finish coat, with each coat being a different color. The purpose of this coating is to provide protection for new (unweathered) and older (weathered) galvanized steel support sections from corrosive elements in the atmosphere. Coating and surface preparation of new galvanized support sections should be done by the manufacturer.

In the field, the Contractor shall take all necessary precautions to comply with pollution laws, rules or regulations of Federal, State or Local agencies. The coating materials specified for the work can be hazardous to the health of the applicator if not applied as per manufacturer's instruction. The Contractor shall follow the data sheet and the label on the paint containers. These precautions shall include the use of respirators and eye and skin protection as specified. The Contractor shall also insure that his painting operations and locations will not endanger or adversely affect the public in general.

The proposed cleaning and coating operations shall be performed only when the ambient temperature is 50 degrees F (10 Degrees C) or above. Paint shall not be applied during rain, fog or mist, or when the steel surface temperature is less than 5 degrees F (3 degrees C) above the dew point. Paint shall not be applied to wet or damp surfaces or on frosted or ice-coated surfaces. The paint shall not be applied when the relative humidity is greater than 85%. All steel surfaces of trusses and end frames including the welded areas, ballast enclosure mounting bracket and base plates are to be cleaned and coated. Before each coating is applied, it shall be mixed with an approved power mechanical mixer to a uniform consistency which shall be maintained during its application. Each coat shall be applied in a workmanlike manner as a continuous film of uniform thickness which is free of holidays, pores, runs or sags. All coats shall be applied by brush or roller. Thinning of paint is strictly prohibited. Paint not capable of being applied as specified shall not be used. The coating shall penetrate all joints and connections. The Engineer shall be notified 24 hours prior to any cleaning or coating operations so that inspection services can be provided.

COATING SYSTEM

The coating system shall be a three coat paint system conforming to 708.02. Supply the primer, intermediate and finish coats from the same manufacturer.

SURFACE PREPARATION, EXISTING SUPPORT SECTIONS

Existing, weathered galvanized support sections should have their surface preparation as well as their protective coating done under conditions of temperature and humidity within the same range as specified by the manufacturer of the organic zinc prime coat material to be used immediately after this cleaning operation. The support sections shall be prepared for coating by SSPC-SP1 (solvent cleaning) followed by SSPC-SP10 (near white blast cleaning). Before the prepared surface degrades from the prescribed standards, the prime coat shall be applied. In every case, the surface shall be coated with organic zinc prime coat on the same day as the surface preparation. Careful handling and storage will be required to prevent any scraping, marring, or other damage to the prepared surface. Payment shall include all labor, equipment, handling, transportation costs and materials necessary to accomplish this item of work per major support section.

Basis of payment will be as follows:

Item 630 - Surface Preparation, Existing Support Section at contract bid price per each major support section.

COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTIONS

This item shall consist of the application of one (1) coat of an organic zinc primer to support sections. The total dry film thickness of this coat shall be between 1.5 to 2.0 mils (38 to 51 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. The color of this coat shall be noticeably different from the base material and other proposed coats.

This coat shall in all cases be applied over surfaces that were prepared earlier that same day. The thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the average dry film thickness of this coat over the entire support section is less than the specified 1.5 to 2.0 mils (38 to 51 micrometers) but is at least 1.25 mils (32 micrometers), the contract bid price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16-2/3%. If the deficiency of coating is more than 16-2/3% (i.e., the average dry film thickness is less than 1.25 mils (32 micrometers)) the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

Payment shall include all labor, equipment, handling costs and materials necessary to accomplish this item of work. This prime coat shall be manufactured by the same company supplying the intermediate and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Organic Zinc Prime Coat, Support Section at contract bid price per each major support section.

COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTIONS

This item shall consist of the application of one (1) coat of epoxy to support sections. The total dry film thickness of this coat shall not be less than six (6.0) mils (152 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used.

When the average dry film thickness of this coat over the entire support section is less than the specified 6.0 mils (152 micrometers), but is at least 5.0 mils (127 micrometers), the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 16-2/3%. If the deficiency of coating is more than 16-2/3% (i.e., the average dry film thickness is less than 5.0 mils (127 micrometers)), the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

At least 24 hours but no more than three (3) days shall elapse after the application of the organic zinc prime coat and before the application of the epoxy intermediate coat. Surfaces shall in all cases be clean before the intermediate coat is applied.

Payment shall include all labor, equipment, handling cost and material necessary to accomplish this item of work. This intermediate coat shall be manufactured by the same company supplying the prime and top coats. A properly calibrated dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Epoxy Intermediate Coat, Support Section at contract bid price per each major support section.

COATING, URETHANE TOP COAT, SUPPORT SECTION

This item shall consist of the application of one (1) coat of urethane to support sections. The total dry film thickness of this coat shall not be less than 1.5 mils (38 micrometers). If more than one pass is necessary to obtain the required thickness, that cost shall be borne by the Contractor. Thinning of the material is strictly prohibited. Material not capable of being applied as specified shall not be used. The color of this coat shall be medium grey.

When the average dry film thickness of this coat over the entire support section is less than the specified 1.5 mils (38 micrometers) but is at least 1.0 mil (25 micrometers), the contract price for this item shall be reduced in direct proportion to the percent deficiency of coating up to 33-1/3%. If the deficiency of coating is more than 33-1/3% (i.e., the average dry film thickness is less than 1.0 mil (25 micrometers)), the work for this item shall be considered unsatisfactory and shall be recoated at the full expense of the Contractor, including all labor, equipment and material.

At least 24 hours but no more than three (3) days shall elapse after the application of the epoxy intermediate coat and before the application of the urethane finish coat. Surfaces shall in all cases be clean before the finish coat is applied.

Payment shall include all labor, equipment, handling cost and materials necessary to accomplish this item of work. This finish coat shall be manufactured by the same company supplying the prime and intermediate coats. A properly calibrated, dry film thickness instrument will be used to check the coating.

Basis of payment will be as follows:

Item 630 - Coating, Urethane Top Coat, Support Section at contract bid price per each major support section.

PREQUALIFICATION

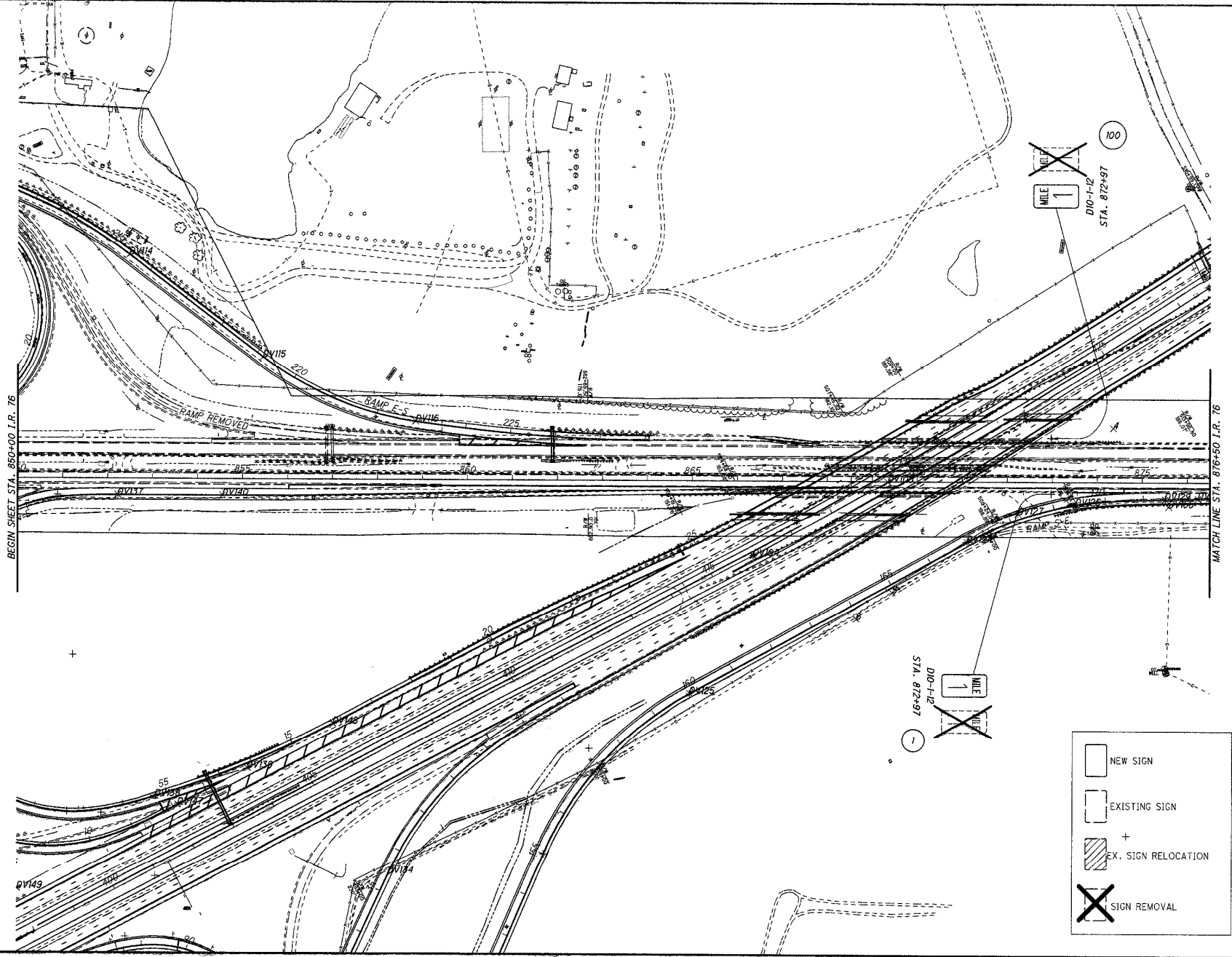
Prior to use, the contractor shall submit to the Director copies of the manufacturer's certified test data showing that the material complies with the requirements of this specification. The test data shall include the brand name of the paint, name of manufacturer, number of the lot tested and date of manufacture. When the paint has been approved by the Director, further performance testing by the manufacturer will not be required unless the formulation of manufacturing process has been changed. In which case new certified test results will be required.

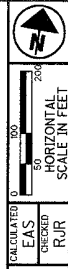
SIGN NO.	STATION	VERTICAL POLES	CANTILEVER ARM
123	10+45	1	1
144	13+65	1	1
158	19+18	1	1
178	26+85	1	1

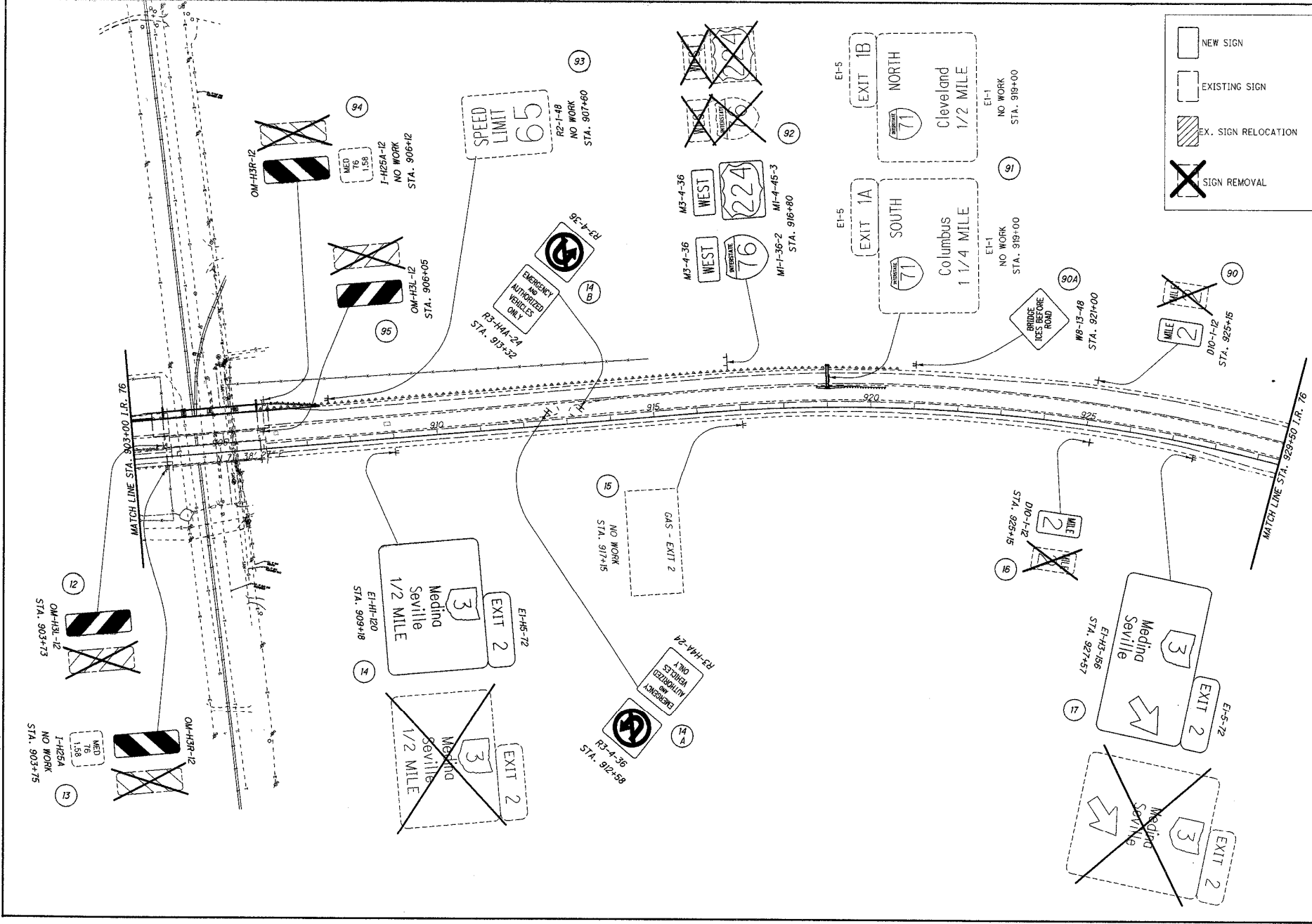
THE TOTAL NUMBER OF MAJOR SUPPORT SECTIONS THAT SHALL RECEIVE PROTECTIVE COATING = 8

PAYMENT WILL BE MADE UNDER:

TOTAL	ITEM	EXTENSION	UNIT	DESCRIPTION
8	630	09100	EACH	SURFACE PREPARATION, EXISTING SUPPORT SECTION
8	630	09104	EACH	COATING, EPOXY PRIME COAT, SUPPORT SECTION
8	630	09106	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION
8	630	09108	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION

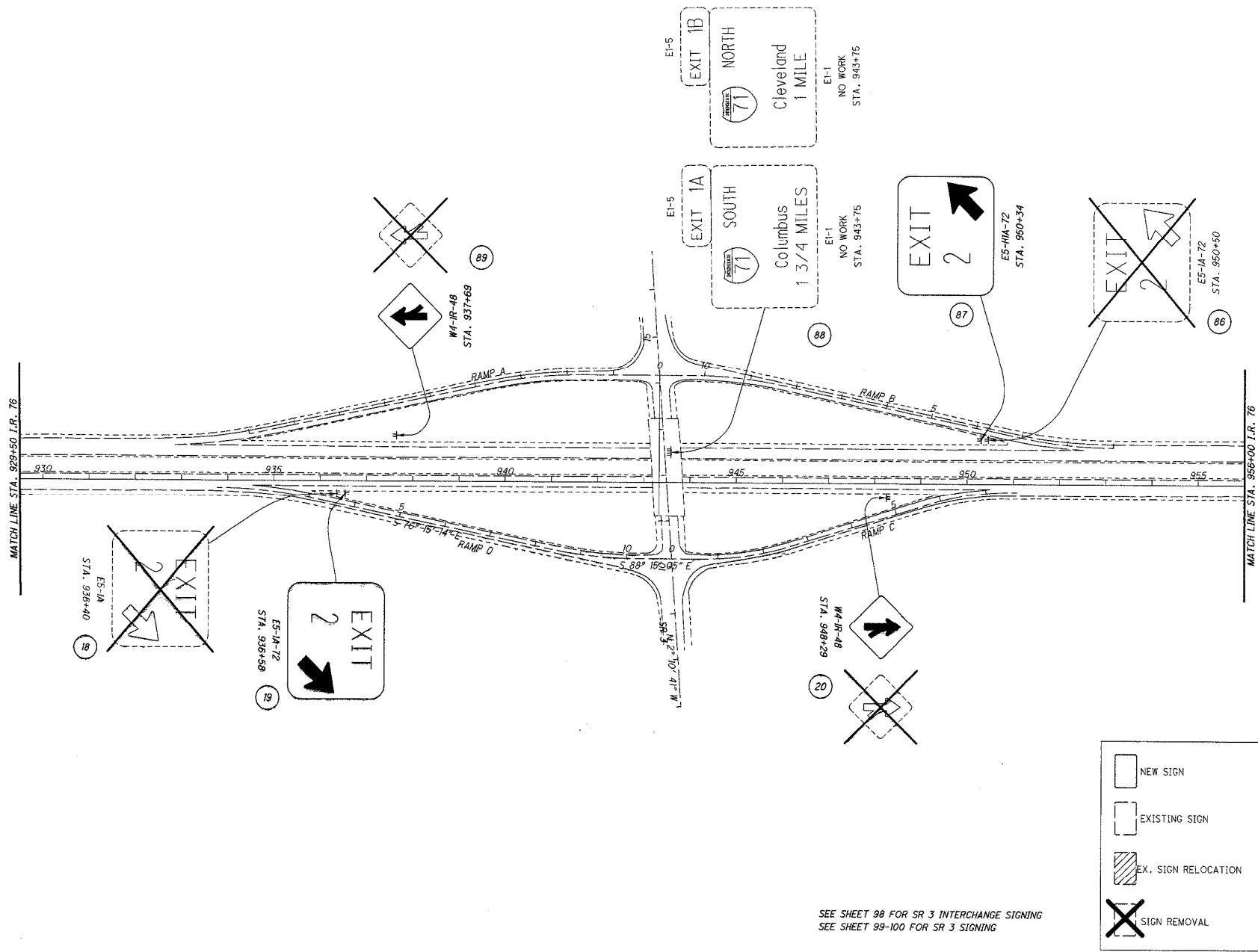






○

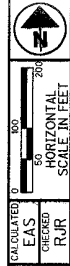
100

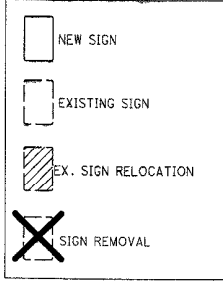


SEE SHEET 98 FOR SR 3 INTERCHANGE SIGNING
SEE SHEET 99-100 FOR SR 3 SIGNING

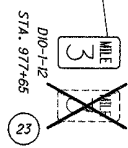
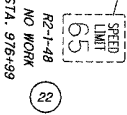
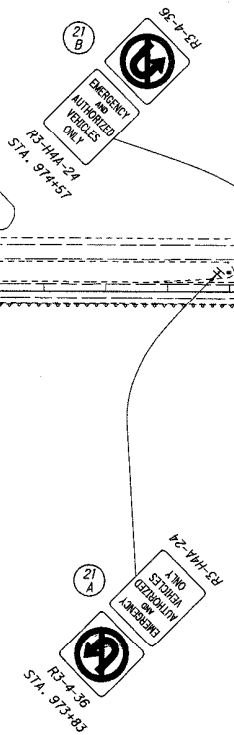
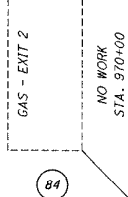
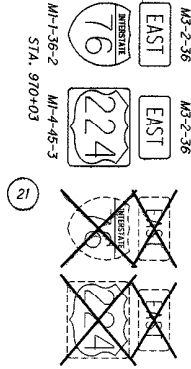
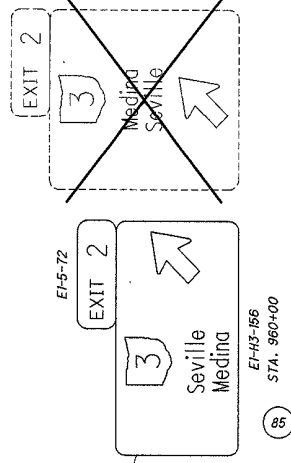
MED-76-0.61

SIGNING PLAN SHEET - I-76
STA. 929+50 TO STA. 956+00

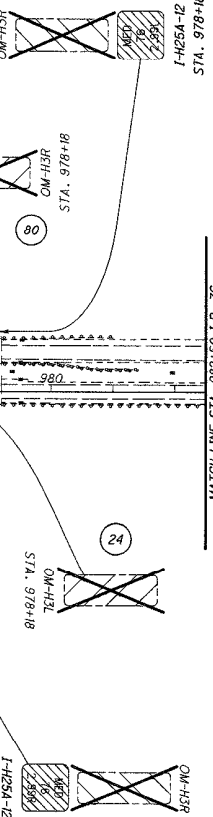




MATCH LINE STA. 956+00 I.R. 76

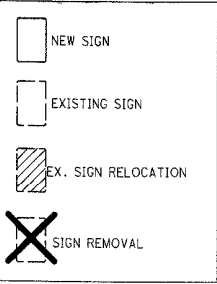


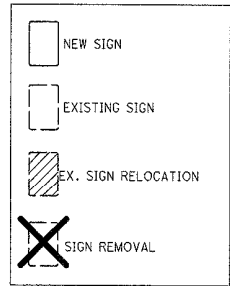
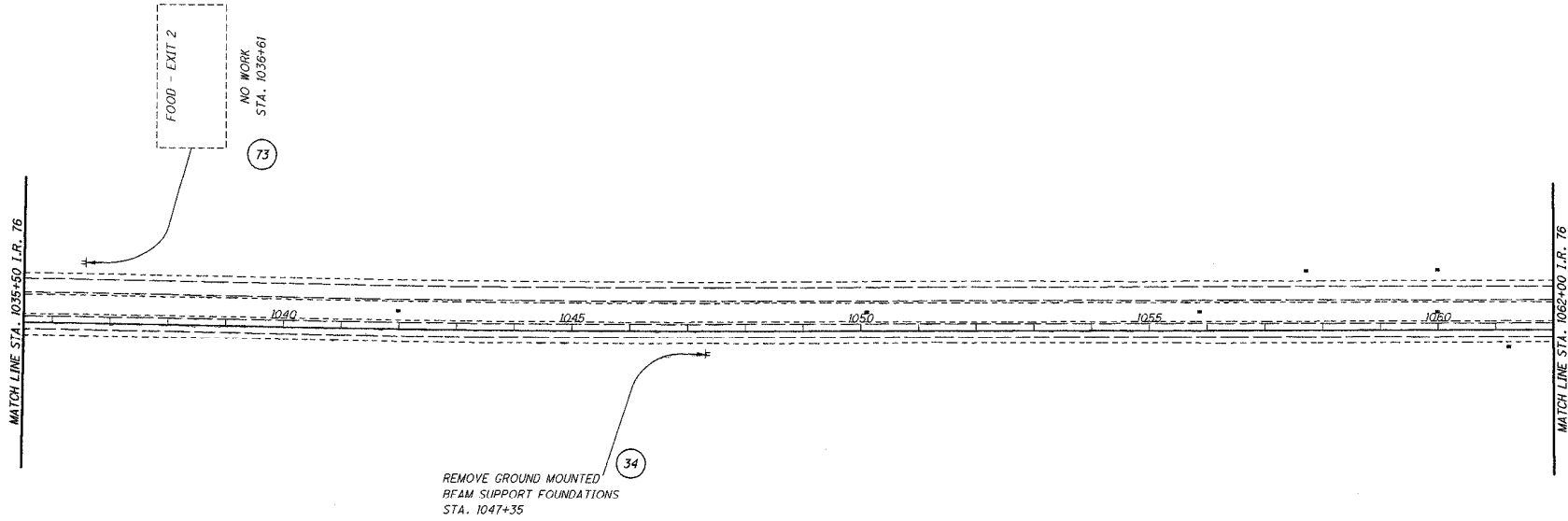
HUBBARD CREEK



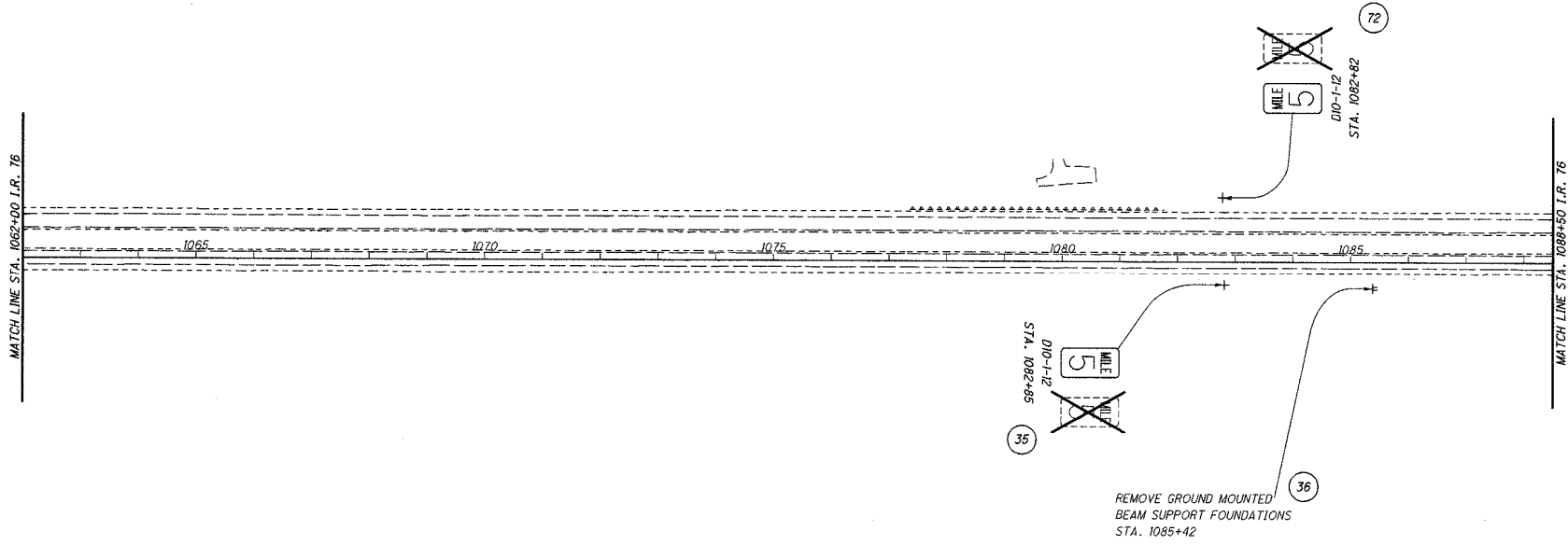
MATCH LINE STA. 982+50 I.R. 76







	NEW SIGN
	EXISTING SIGN
	EX. SIGN RELOCATION
	SIGN REMOVAL



MATCH LINE STA. 1088+50 I.R. 76

I-H25A-12
 STA. 1092+94
 REMOVE & REERECT
 ON NEW POST

37

CR 105

20

CR 105 = STA. 1093+12.88

RAMP A

RAMP C



#4-IR-48
 STA. 1108+82

71

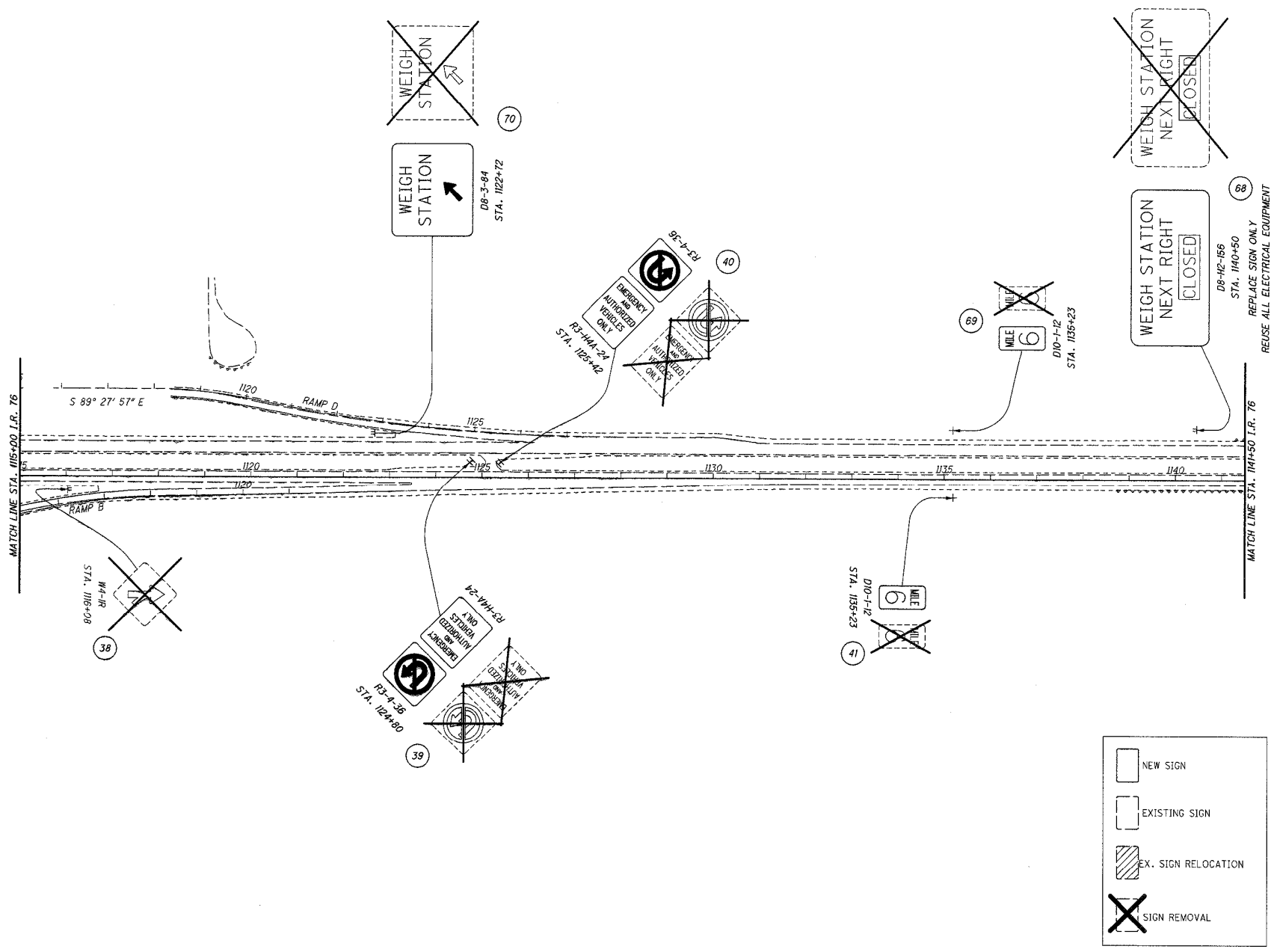
MATCH LINE STA. 1115+00 I.R. 76

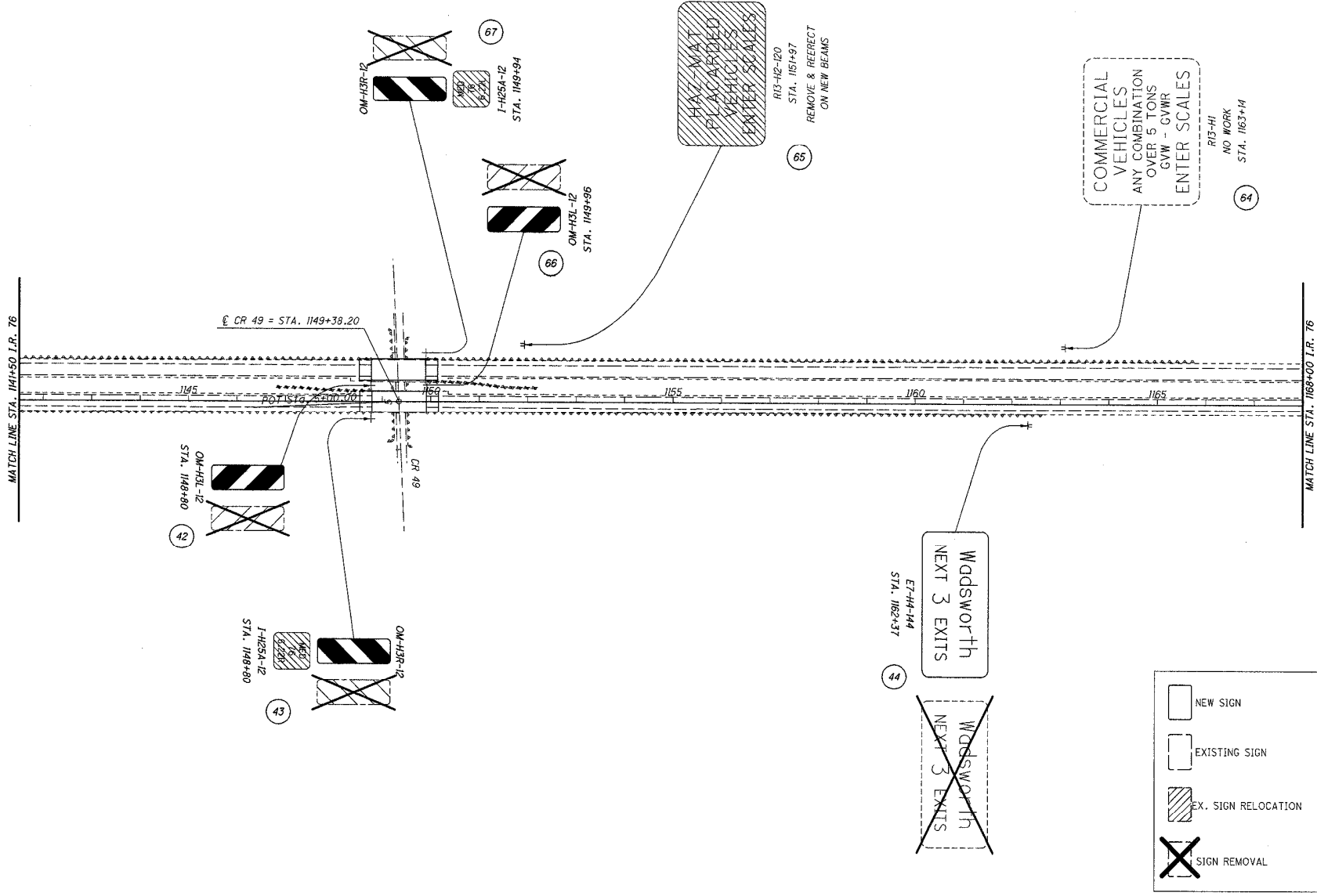
	NEW SIGN
	EXISTING SIGN
	EX. SIGN RELOCATION
	SIGN REMOVAL

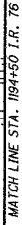
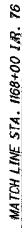
MED-76-0.61

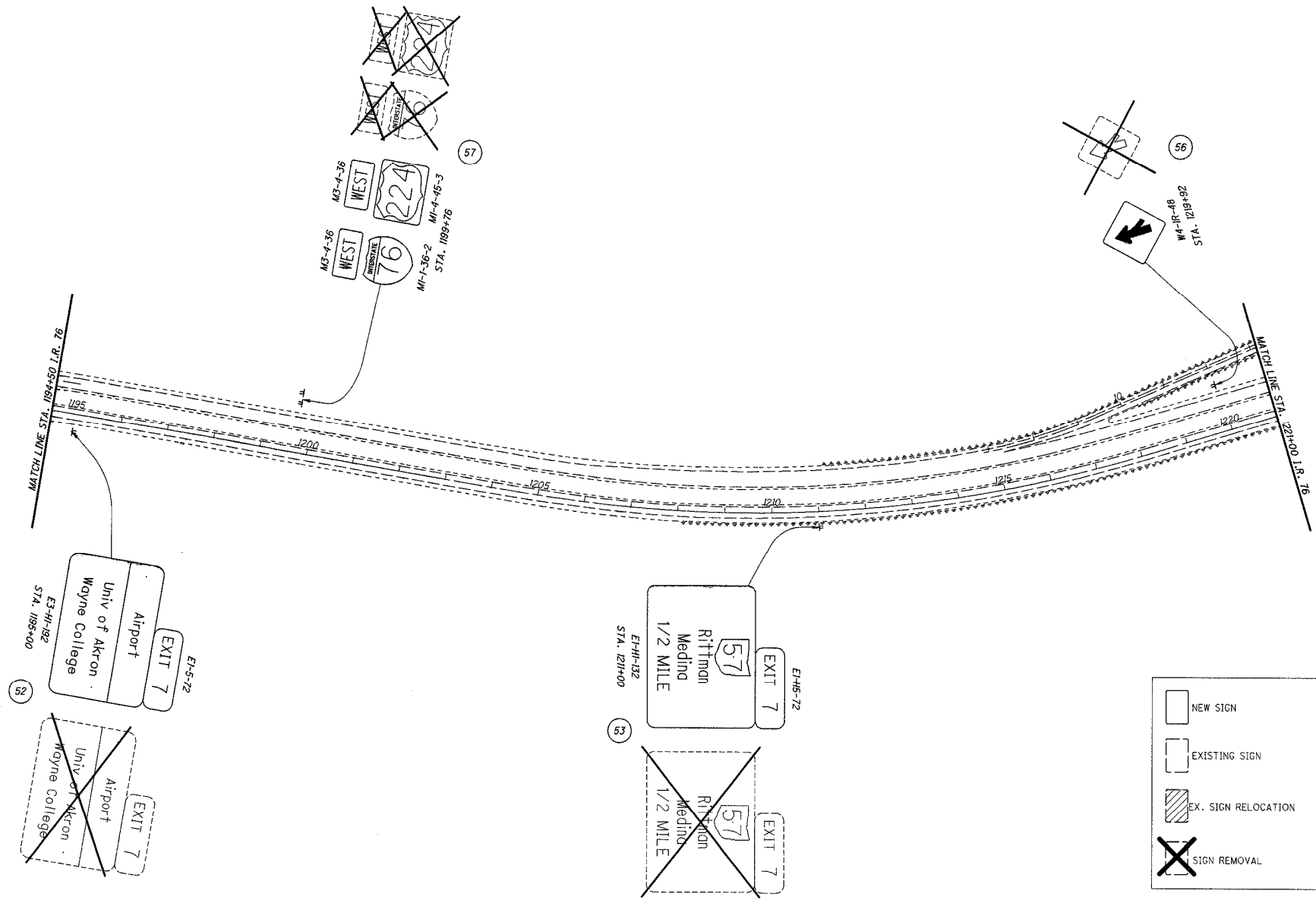
SIGNING PLAN SHEET - I-76
 STA. 1088+50 TO STA. 1115+00

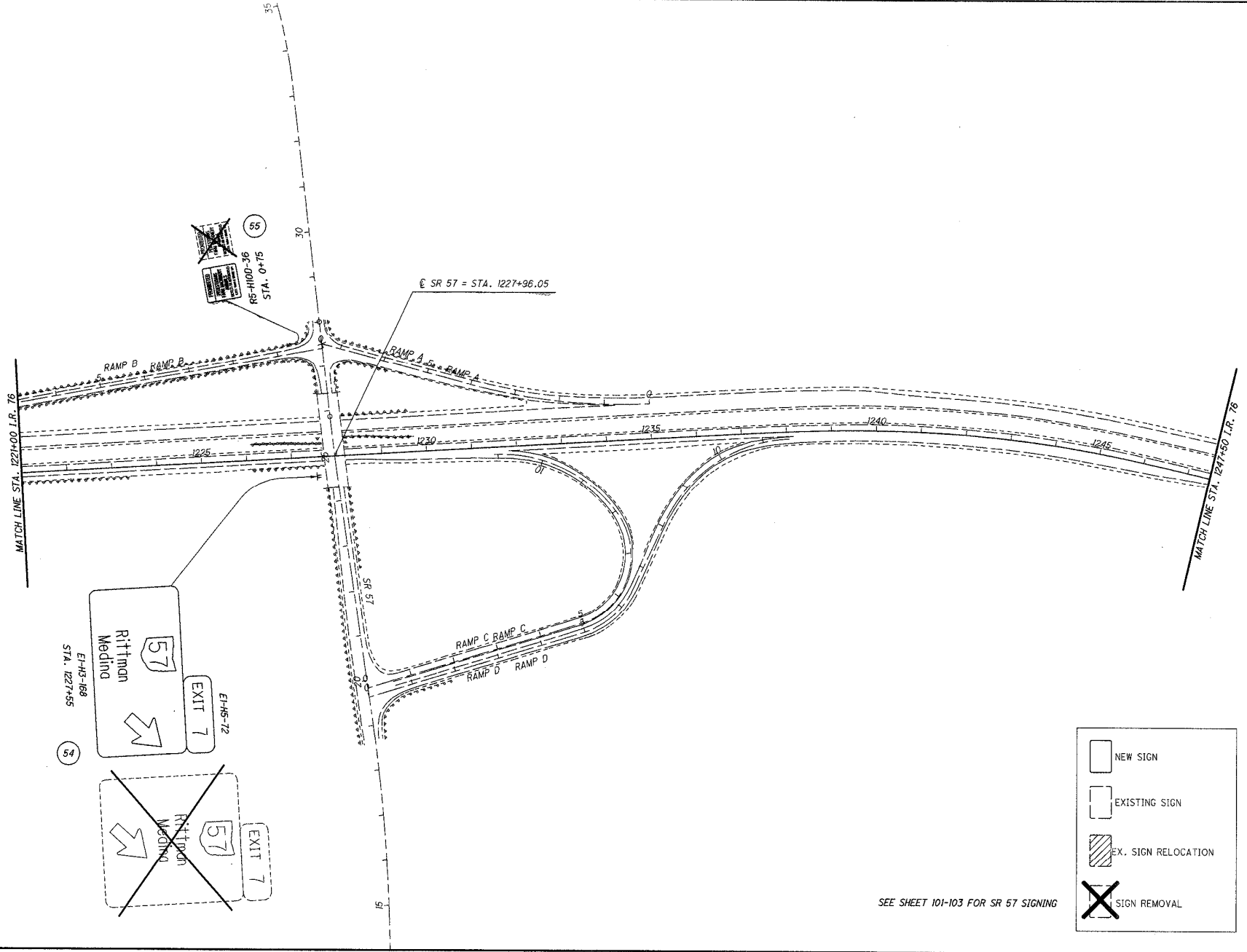
CALCULATED EAS BR RJR	0 100 200 HORIZONTAL SCALE IN FEET
--------------------------------	--

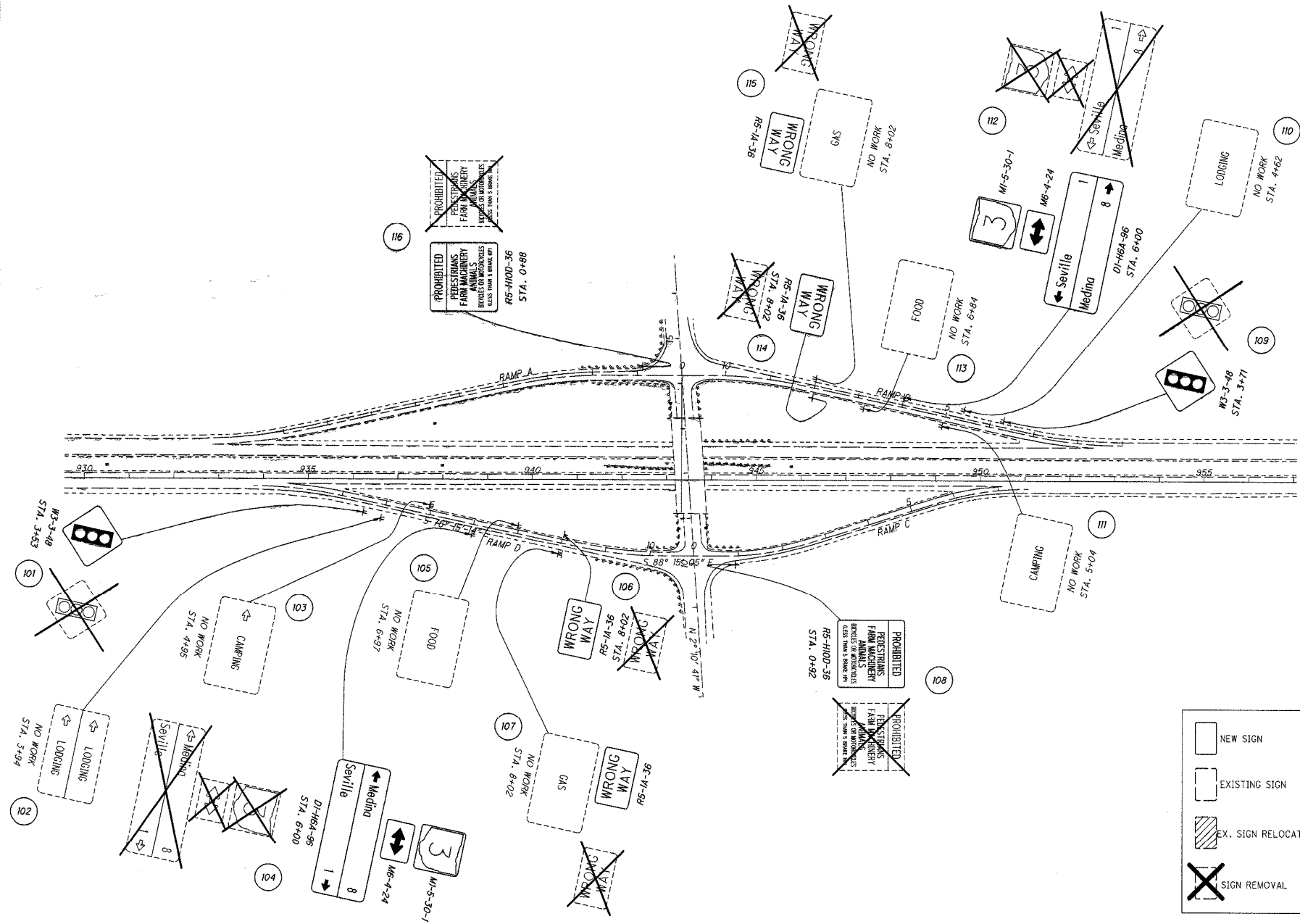


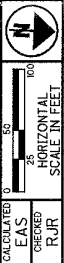


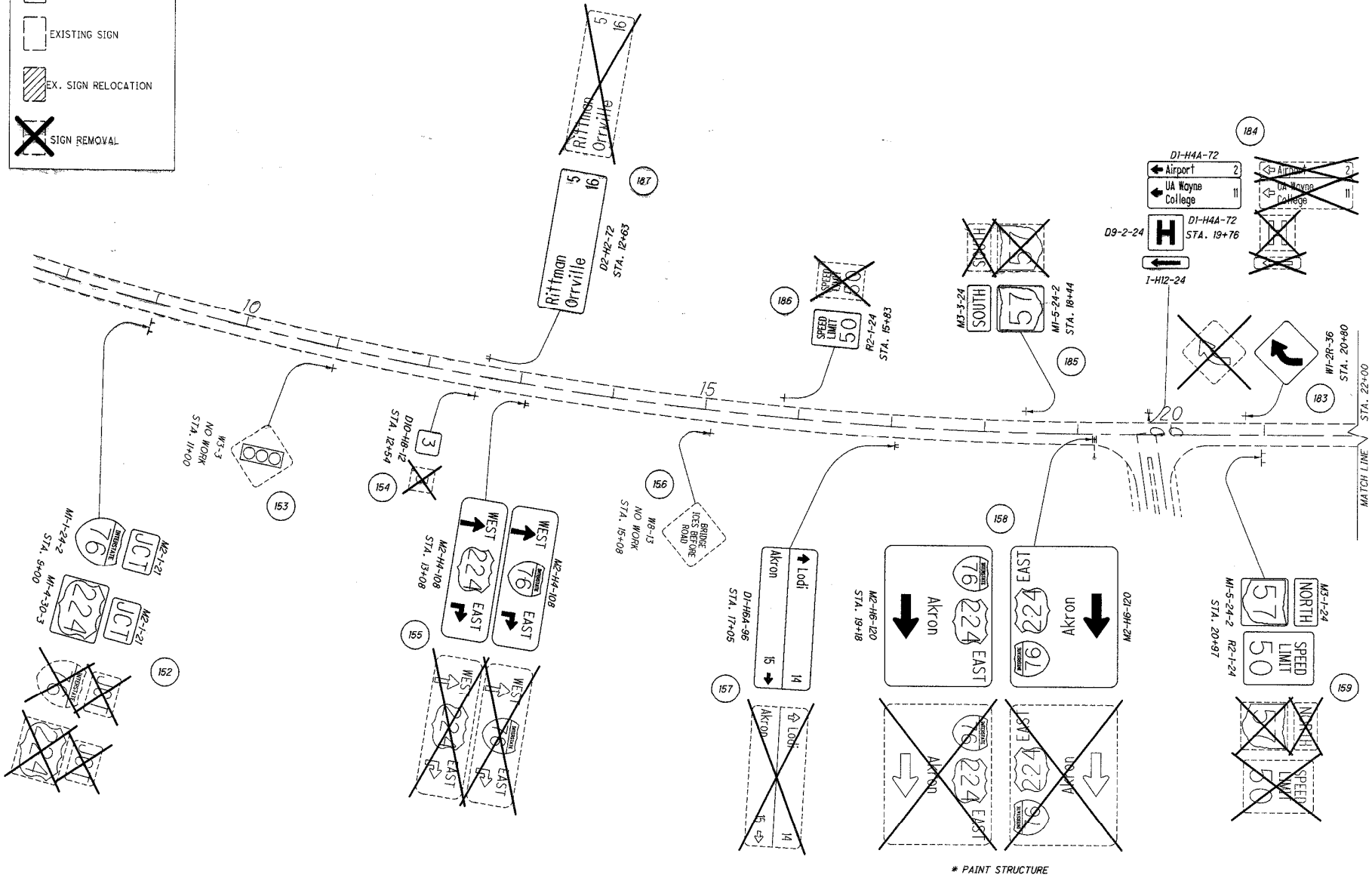
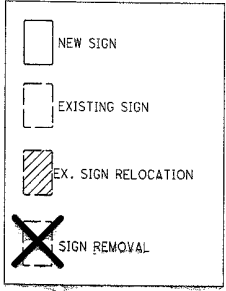






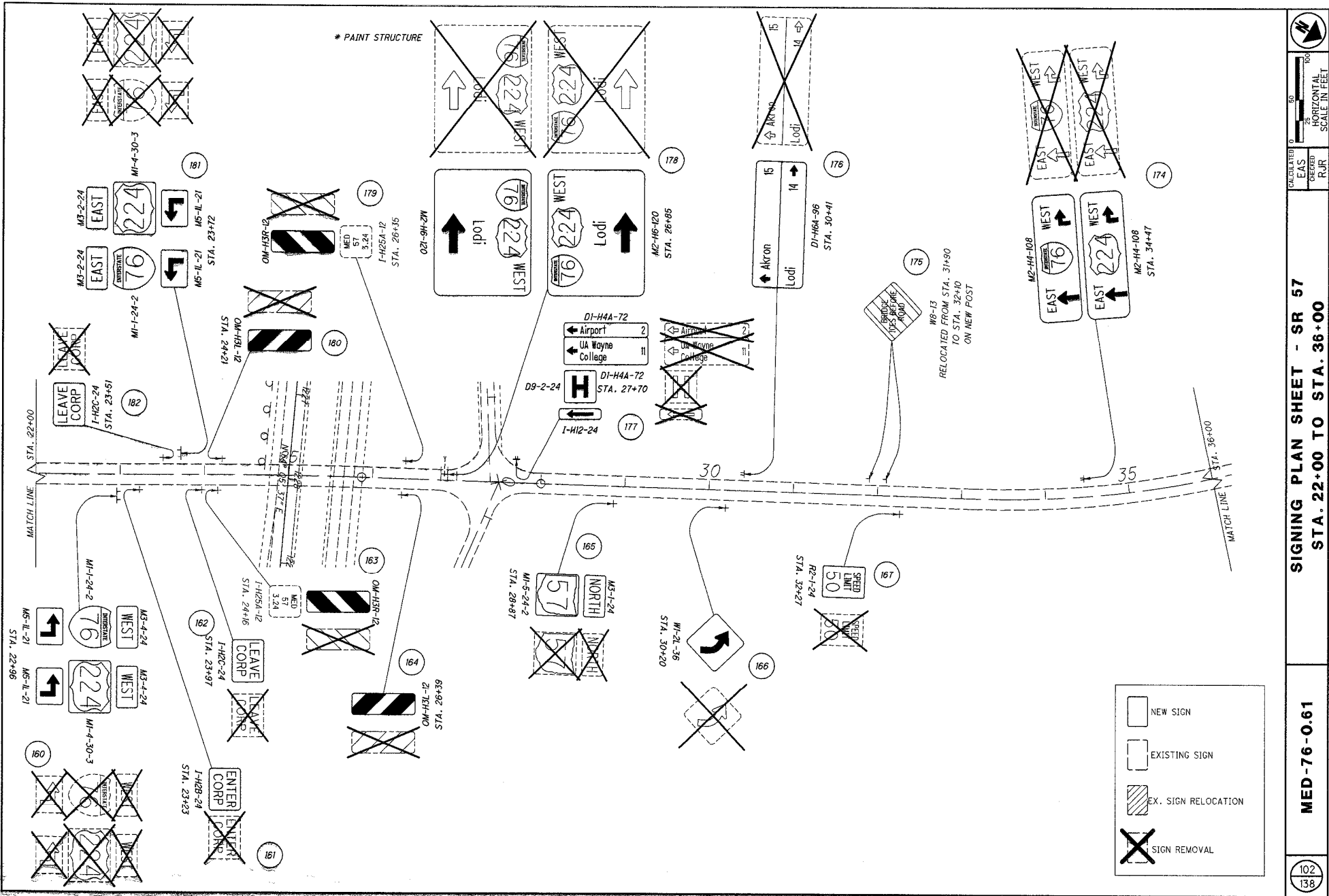






* PAINT STRUCTURE

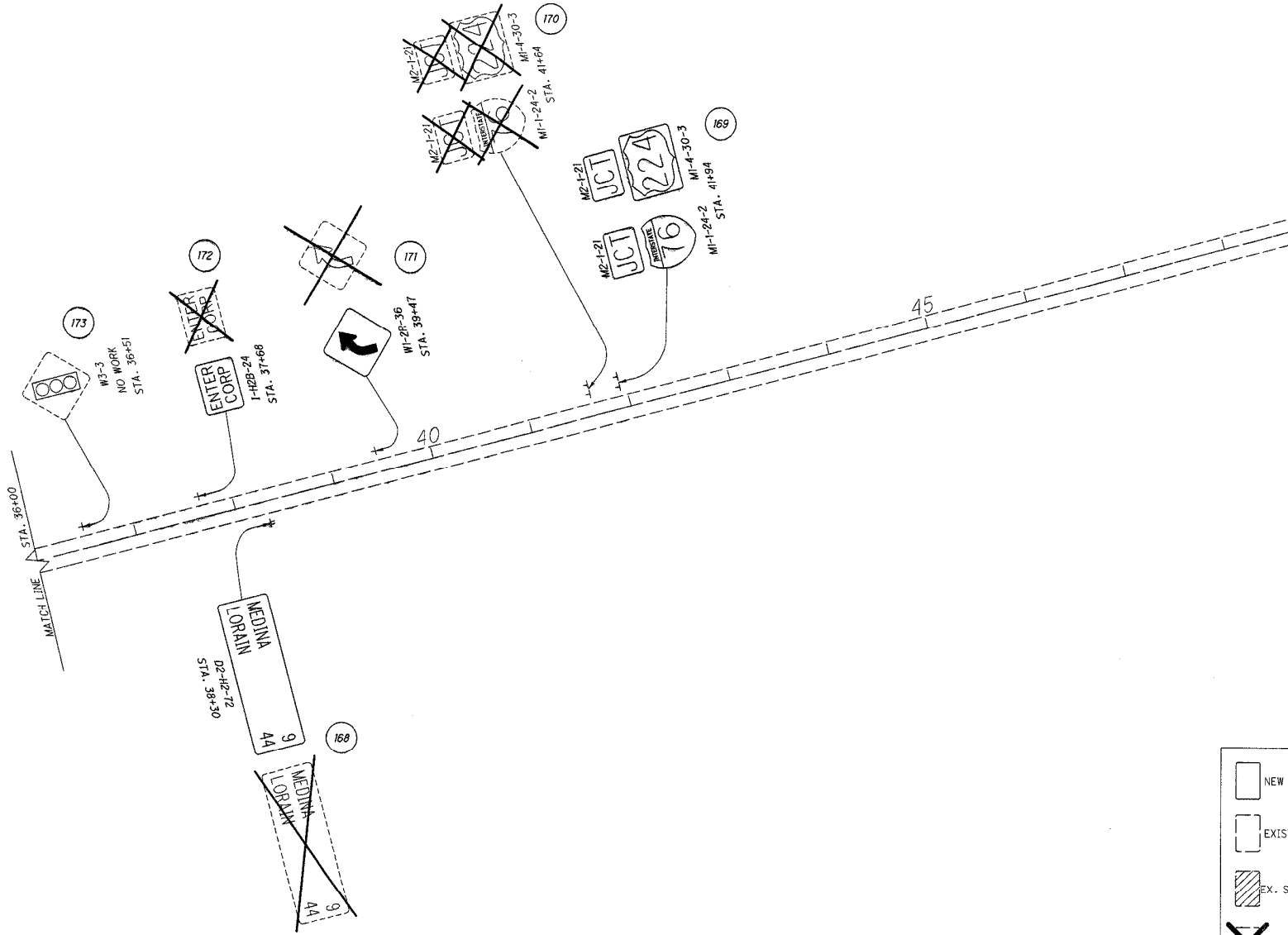
DESIGN FILE: I:\proj
WORKSTATION: eellison



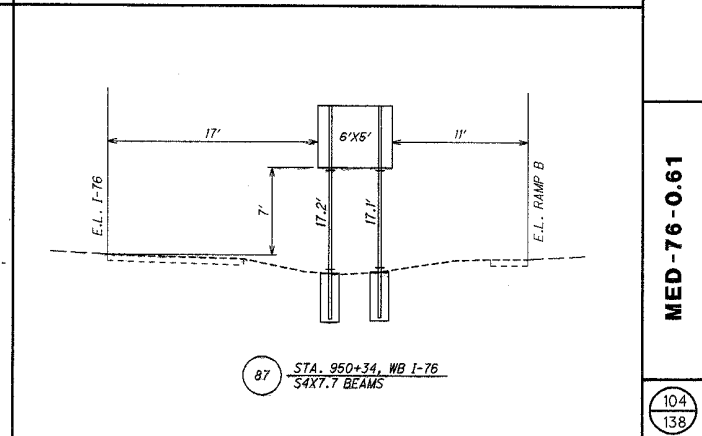
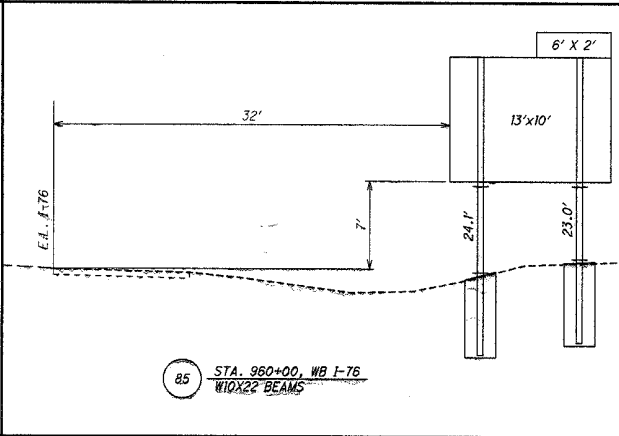
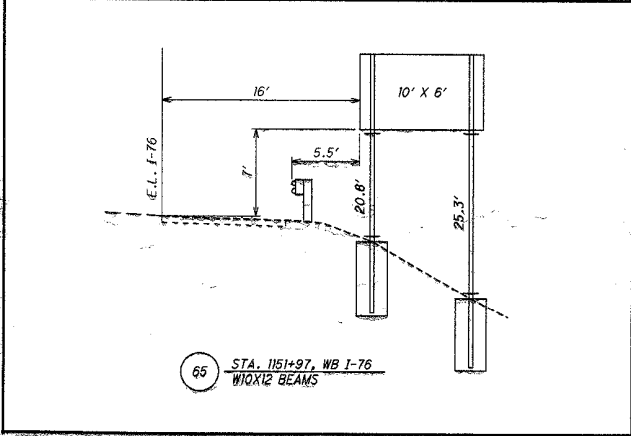
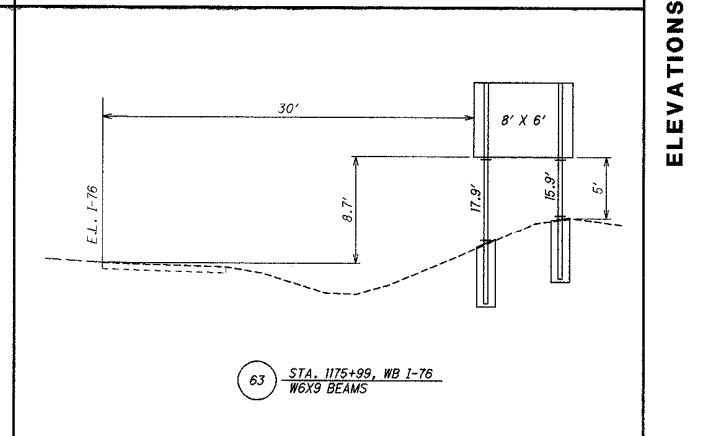
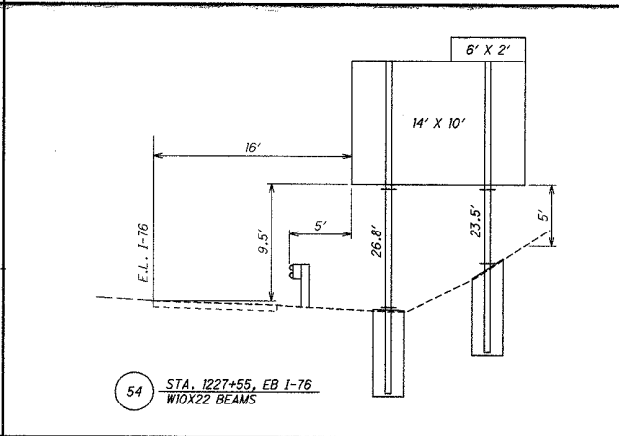
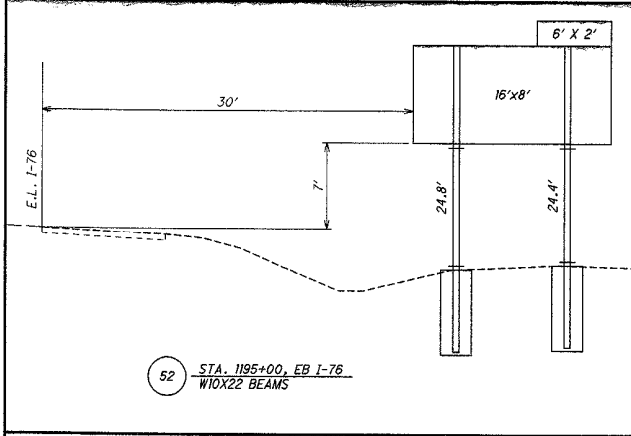
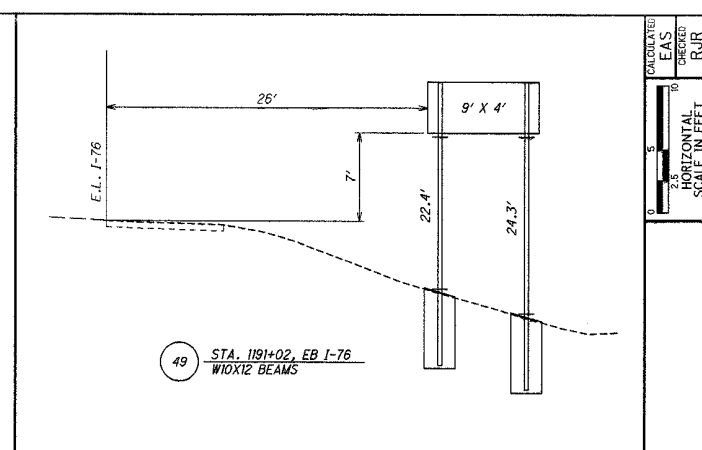
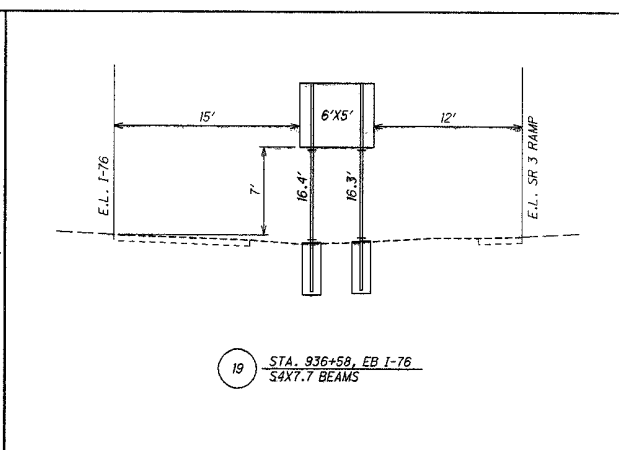
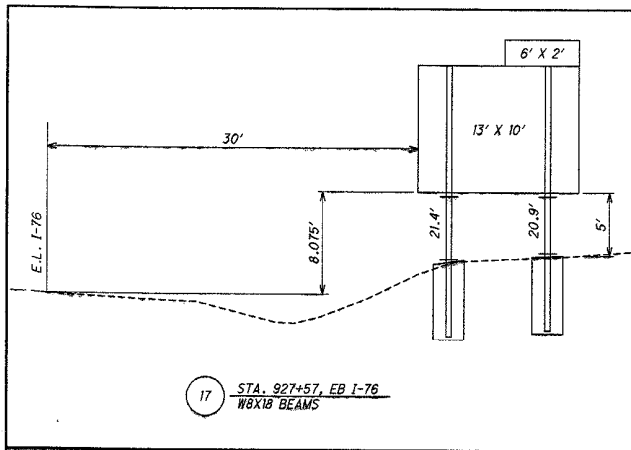
MED-76-0.61

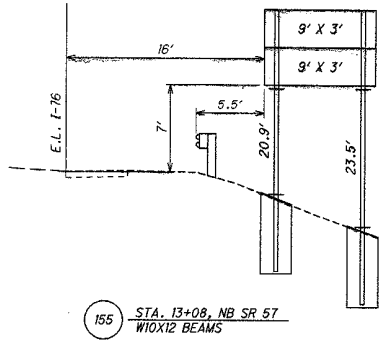
SIGNING PLAN SHEET - SR 57

CALCULATED	0	50	100
EAS			
CHECKED			



	NEW SIGN
	EXISTING SIGN
	EX. SIGN RELOCATION
	SIGN REMOVAL





[illegible]

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630																	Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red	630							
							GROUND MOUNTED SUPPORTS																														
							SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Restriction	Removal of Overhead Mounted Sign and Disposal							Each	Each	Each	Each	Each	Each	Each							
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)	Post	Beam	Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam											
							SQ FT				EACH							FOOT																			
88	29	I-76, EB	1006+21 (MED)	R3-4-36 R3-H4a-24							1		2																2								
88	30	I-76, EB	1006+83 (MED)	R3-4-36 R3-H4a-24							1		2																2								
89	31	I-76, EB	1030+32	D10-1							1		1																1								
89	32	I-76, EB	1030+98	I-H25a-12							1							11.0											1								
89	33	I-76, EB	1032+05	D10-1-12	12X24				2.0									11.5											1								
90	34	I-76, EB	1047+35	FOUNDATIONS							2																										
91	35	I-76, EB	1082+85	D10-1-12	12X24				2.0		1		1					11.5											2								
91	36	I-76, EB	1085+42	FOUNDATIONS							2																										
92	37	I-76, EB	1092+94	I-H25a-12							1							11.0											1								
93	38	I-76, EB	1116+08	W4-1R							2		1																1								
93	39	I-76, EB	1124+80 (MED)	R3-4-36 R3-H4a-24	36X36 24X30				9.0 5.0		1		2						13.5										4								
93	40	I-76, EB	1125+42 (MED)	R3-4-36 R3-H4a-24	36X36 24X30				9.0 5.0		1		2						13.5										4								
93	41	I-76, EB	1135+23	D10-1-12	12X24				2.0				1																2								
94	42	I-76, EB	1148+80 (MED)	OM-H3L-12	12X36				3.0				1																2								
94	43	I-76, EB	1148+80	OM-H3R-12 I-H25a-12	12X36				3.0				1			1													3								
94	44	I-76, EB	1162+37	E7-H4-144	144X60	60.0							1																2								
95	45	I-76, EB	1184+22	E1-H5-72 E1-H1-132	72X24 132X144	12.0 132.0							1		1												2		4								
95	46	I-76, EB	1184+49 (MED)	OM-H3L-12	12X36				3.0				1																2								
95	47	I-76, EB	1184+65	OM-H3R-12 I-H25a-12	12X36				3.0				1			1													3								
95	48	I-76, EB	1187+80	D10-1-12	12X24				2.0		1		1					11.5											2								
95	104	49	I-76, EB	1191+02	D12-H17b-108	108X48	36.0					2		1										22.4	24.3		2	2	2								
95	50	I-76, EB	1192+67 (MED)	R3-4-36 R3-H4a-24	36X36 24X30				9.0 5.0		1		2						13.5										4								
95	51	I-76, EB	1193+29 (MED)	R3-4-36 R3-H4a-24	36X36 24X30				9.0 5.0		1		2						13.5										4								
96	104	52	I-76, EB	1195+00	E1-H5-72 E3-H1-192	72X24 192X96	12.0 128.0					2		1		1								24.3	24.4	2		2	2	4							
96	53	I-76, EB	1211+00	E1-H5-72 E1-H1-132	72X24 132X144	12.0 132.0							1		1										2				4								
97	104	54	I-76, EB	1227+55	E1-H5-72 E1-H3-168	72X24 168X120	12.0 140.0					2		1		1								26.8	23.5	2		2	2	4							
97	55	SR 57, RAMP B	0+75	R5-H100-36	36X36								1																2								
98	56	I-76, WB	1219+92	W4-1R-48	48X48				16.0		2		1							16.0	16.0								2								
SUBTOTALS							676.0		101.0		15	10	27	6		4			56.5		86.0				46.7	99.5	8		6	6	65						

SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

CALC BY EAS
CHK'D BY CVH107
138

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630															Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red	630																							
							SIGNS				Removal of Ground Mounted Support	Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS																																		
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)		Post	Beam	Minor	Major																																				
							SQ FT				EACH					FOOT										Each	Each	Each	Each	Each																					
96	57	I-76, WB	1199+76	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36	4.5 9.0 4.5 11.25					1			4															8																						
95	58	I-76, WB	1192+87	R2-1-48	NO WORK																																														
95	59	I-76, WB	1187+72	D10-1-12	12X24				2.0		1			1				11.5											2																						
95	60	I-76, WB	1185+33	PREPASS	NO WORK																																														
95	61	I-76, WB	1185+33 (MED)	OM-H3L-12	12X36				3.0		1			1				13.5											2																						
95	62	I-76, WB	1185+14	OM-H3R-12 I-H25a-12	12X36				3.0		1			1				13.5											3																						
95	104	63	I-76, WB	1175+99	D8-1-96	96X72	48.0				2			1							17.9	15.9			2	2		2																							
94	64	I-76, WB	1163+14	COM VEH	NO WORK																																														
94	104	65	I-76, WB	1151+87	R13-H2-120											2	1						20.8	25.3		2	2		1																						
94	66	I-76, WB	1149+96 (MED)	OM-H3L-12	12X36				3.0					1															2																						
94	67	I-76, WB	1149+84	OM-H3R-12 I-H25a-12	12X36				3.0					1															3																						
93	68	I-76, WB	1140+50	D8-H2-156	156X72	78.0								1															2																						
93	69	I-76, WB	1135+23	D10-1-12	12X24				2.0					1															2																						
93	70	I-76, WB	1122+72	D8-3-84	84X78	45.5								1															2																						
92	71	I-76, WB	1108+82	W4-1R-48	48X48		16.0				2			1				16.0	16.0										2																						
91	72	I-76, WB	1082+82	D10-1-12	12X24				2.0		1			1				11.5											2																						
90	73	I-76, WB	1038+61	LOGO	NO WORK																																														
89	74	I-76, WB	1032+05	D10-1-12	12X24				2.0									11.5											1																						
89	75	I-76, WB	1031+61	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36	4.5 9.0 4.5 11.25					1			4					15.0										8																						
89	76	I-76, WB	1030+30	D10-1-12							1			1															1																						
88	77	I-76, WB	1007+15	LOGO	NO WORK																																														
88	78	I-76, WB	999+15	E1-H5-72 E1-H1-120	72X24 120X144	12.0 120.0								1										2					4																						
88	79	I-76, WB	984+52	GSC-1							2			1															1																						
87	80	I-76, WB	978+18 (MED)	OM-H3L-12							1			1															1																						
87	81	I-76, WB	978+18	OM-H3R-12 I-H25a-12							1			1				11.5											2																						
87	82	I-76, WB	977+99	E1-H5-72 E1-H1-120	72X24 120X144	12.0 120.0								1										2					4																						
87	83	I-76, WB	977+65	D10-1-12	12X24				2.0					1															2																						
SUBTOTALS							435.5	16.0	80.5		17		22	6	2	4		73.0	127.5	15.0			33.8		46.1		4	4	4	57																					

SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

CALC BY EAS
CHK'D BY CVH108
138

Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630																			630																	
							SIGNS				Removal of Ground Mounted Support	Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS										Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red											
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)		Minor	Major				One-Way No. 3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam																		
							SQ FT				EACH				FOOT												Each	Each	Each	Each	Each	Each											
87	84		I-76, WB	970+00	LOGO	NO WORK																																					
87	104	85	I-76, WB	960+00	E1-H5-72 E1-H3-156	72X24 156X120	12.0 130.0				2	1	1													24.1	23.0	2		2	2	4											
88	86		I-76, WB	950+50	E5-H1a						2	1																			1												
86	104	87	I-76, WB	950+34	E5-H1a-72	72X60	30.0														17.2	17.1						2	2	1													
86	88		I-76, WB	943+75	E1-1-150 E1-1-160	NO WORK NO WORK																																					
86	89		I-76, WB	937+69	W4-1R-48	48X48	16.0				2	1						16.0	16.0												2												
85	90		I-76, WB	925+15	D10-1-12	12X24	2.0				1	1					11.5														2												
85	90A		I-76, WB	921+00	W8-13-48	48X48				16.0								16.0	16.5												1												
85	91		I-76, WB	919+00	E1-1-150 E1-1-150	NO WORK NO WORK																																					
85	92		I-76, WB	916+80	M3-4-36 (BL) M1-1-36 M3-4-36 M1-4-45-3	36X18 36X36 36X18 45X36	4.5 9.0 4.5 11.25				1		4					15.0		15.5	16.0									8													
85	93		I-76, WB	907+60	R2-1-48	NO WORK																																					
85	94		I-76, WB	906+12	OM-H3R-12 I-H25a-12	12X36			3.0			1																			3												
85	95		I-76, WB	906+05	OM-H3L-12	12X36			3.0			1																			2												
84	96		I-76, WB	899+63	E1-H3-192 E1-1-150	NO WORK NO WORK																																					
84	97		I-76, WB	896+82	E5-H1A	NO WORK																																					
84	98		I-76, WB	879+98	OM-H3L-12						1	1																			1												
84	99		I-76, WB	879+60	OM-H3R-12 I-H25a-12						1	1			1			11.0													2												
83	100		I-76, WB	872+97	D10-1-12	12X24			2.0		1	1					11.5														2												
98	101		SR 3, RAMP D	3+53	W3-3-48	48X48			16.0			1																			2												
98	102		SR 3, RAMP D	3+94	LOGO	NO WORK																																					
98	103		SR 3, RAMP D	4+95	LOGO	NO WORK																																					
98	104		SR 3, RAMP D	6+00	M1-5-36-1 M6-4-24 D1-H6a-96	30X30 24X18 96X48	32.0			6.3 3.0		2	1														1				6												
98	105		SR 3, RAMP D	6+97	LOGO	NO WORK																																					
98	106		SR 3, RAMP D	8+02	R5-1a-36	36X24			6.0		1	1						12.5													2												
98	107		SR 3, RAMP D	8+02	LOGO R5-1a-36	NO WORK 36X24			6.0		1	1					MOUNT ON BEAM SUPPORTS										1				2	1											
98	108		SR 3, RAMP C	0+92	R5-H104-36	36X36			9.0		1	1						13.5													2												
98	109		SR 3, RAMP B	3+71	W3-3-48	48X48			16.0			1																			2												
98	110		SR 3, RAMP B	4+82	LOGO	NO WORK																																					
SUBTOTALS							204.0		117.6	16.0	11	4	19	3			34.0	122.0	15.0		34.3				47.1	4		4	4	45	1												

SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

CALC BY EAS
CHK'D BY CVH109
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Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630																				630																	
							SIGNS				Removal of Ground Mounted Support	Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS										Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red	630											
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)		Minor	Major				One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam																			
							SQ FT				EACH		FOOT																															
98	111	SR 3, RAMP B	5+04	LOGO	NO WORK																																							
98	112	SR 3, RAMP B	6+00	M1-5-30-1 M6-4-24 D1-H6a-96	30X30 24X18 96X48	32.0			6.3 3.0			2	1														1					6												
98	113	SR 3, RAMP B	6+84	LOGO	NO WORK																																							
98	114	SR 3, RAMP B	8+02	R5-1A-36	36X24				6.0		1	1							12.5												2	1												
98	115	SR 3, RAMP B	8+02	LOGO R5-1a-36	NO WORK 36X24				6.0		1	1														1					2	1												
MOUNT ON BEAM SUPPORTS																																												
98	116	SR 3, RAMP A	0+89	R5-H10d-36	36X36				9.0		1	1							13.5												2													
99	117	SR 3, NB	0+01	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X15 24X24 21X15 30X24				2.2 4.0 2.2 5.0			4																			8													
99	118	SR 3, NB	2+41	W8-13							1								14.5												1													
99	119	SR 3, NB	3+55	M2-H4-108 M2-H4-108	NO WORK NO WORK																																							
99	120	SR 3, NB	5+09	W3-3-36	36X36				9.0		1	1							14.5												2													
99	121	SR 3, NB	7+23	D1-H6a-108	NO WORK																																							
99	122	SR 3, NB	9+58	D1-H4	NO WORK																																							
99	123	SR 3, NB	10+45	M2-H6-120 M2-H6-120	120X84 120X84			70.0 70.0								2											2				4													
99	124	SR 3, NB	11+06	OM-H3R-12 I-H25a-12	12X36 NO WORK				3.0			1																			2													
100	125	SR 3, NB	13+24	OM-H3L-12	12X36				3.0			1																			2													
100	126	SR 3, NB	13+83	D10-H8-12	12X12				1.0	DOUBLE FACED		1																			2													
100	127	SR 3, NB	13+89	R5-1-36 R6-1L-36 R6-1R-36	36X36 36X12 36X12				9.0 3.0 3.0			3																			6	2												
100	128	SR 3, NB	14+76	R5-1-36 R6-1L-36 R6-1R-36	36X36 36X12 36X12				9.0 3.0 3.0			3																			6	2												
100	129	SR 3, NB	15+22	I-H14	NO WORK																																							
100	130	SR 3, NB	16+55	LOGO SIGN	NO WORK																																							
100	131	SR 3, NB	18+92	D2-H2-72 M3-1-24 M1-5-24-1	72X24 24X12 24X24				12.0 2.0 4.0			3							13.5												6													
100	132	SR 3, NB	22+08	R2-1-24	24X30				5.0		1	1							13.0												2													
100	133	SR 3, SB	28+03	R16-H4-24	24X30				5.0										13.0												1													
100	134	SR 3, SB	26+34	R2-1-24	24X30				5.0			1																			2													
100	135	SR 3, SB	25+35	R16-H4							1	1																			1													
SUBTOTALS							32.0	140.0	122.7		7		25	1					94.5								2	2			57	6												

SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

CALC BY EAS
CHK'D BY CVH

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Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630																				630								
							SIGNS				Removal of Ground Mounted Support		Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Reerection	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS										Sign Backing Assembly	Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red	CALC BY EAS CHK'D BY CVH	
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)								One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam	W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam									
							SQ FT	EACH				FOOT										Each	Each	Each	Each	Each									Each
100		136	SR 3, SB	24+86	M2-1-21 (BL) M1-1-24-2 M2-1-21 M1-5-30-3 IH2a-40 BLUE SIGN	21X15 24X24 21X15 30X24 40X20			2.2 4.0 2.2 5.0 5.6		3		6					13.5	14.0								1				11				
100		137	SR 3, SB	22+80	M2-H4-108 M2-H4-108	NO WORK NO WORK																													
100		138	SR 3, SB	21+43	W3-3-36	36X36			9.0				1																		2				
100		139	SR 3, SB	20+32	D1-H6a	NO WORK																													
100		140	SR 3, SB	17+83	W8-13-36	NO WORK																													
100		141	SR 3, SB	16+88	R1-1-36	36X36			9.0		1		1				13.5													2		1			
100		142	SR 3, SB	14+73	D1-H4						2						12.5	12.5												1					
100		143	SR 3, SB	13+88	D9-H19b						1		1																	1					
100		144	SR3, SB	13+65	M2+H6-120 M2+H6-120	120X84 120X84		70.0 70.0							2											2				4					
100		145	SR 3, SB	13+22	OM+H3R-12 H25a-12	12X36 NO WORK			3.0				1																	2					
99		146	SR 3, SB	11+09	OM+H3L-12	12X36			3.0				1																	2					
99		147	SR 3, SB	10+45	R5-1-36 R6-1R-36 R6-1L-36	36X36 36X12 36X12		9.0 3.0 3.0			2		3				14.5		13.5											6		2			
99		148	SR 3, SB	9+51	R5-1-36 R6-1R-36 R6-1L-36	36X36 36X12 36X12		9.0 3.0 3.0			2		3				14.5		13.5											6		2			
99		149	SR 3, SB	7+93	R3+H6b-30	30X30		6.3			1		1						13.0											2					
99		150	SR 3, SB	5+44	R7-1-12L	12X18		1.5			1		1				12.0													2					
99		151	SR 3, SB	4+63	R7-1-12R	12X18		1.5			1		1				12.0													2					
101		152	SR 57, NB	9+00	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X15 24X24 21X15 30X24		2.2 4.0 2.2 5.0			2		4						14.0 14.5											8					
101		153	SR 57, NB	11+00	W3-3-36	NO WORK																													
101		154	SR 57, NB	12+54	D10-H8-12	12X12			1.0	DOUBLE FACED			1																	2					
101	105	155	SR 57, NB	13+08	M2-H4-108 M2-H4-108	108X36 108X36	27.0 27.0					2	2											20.9	23.5			2	2	4					
101		156	SR 57, NB	15+08	W8-13-36	NO WORK																													
101		157	SR 57, NB	17+05	D1-H6a-96	96X48	32.0						1																	2					
101		158	SR 57, NB	19+18	M2+H6-120 M2+H6-120	120X84 120X84		70.0 70.0							2												2			4					
101		159	SR 57, NB	20+97	M3-1-24 M1-5-24-2 R2-1-24	24X12 24X24 24X30		2.0 4.0 5.0			2		3						13.5 13.5											6					
SUBTOTALS							86.0	280.0	107.7		18	2	31			1	4	29.0	24.0	161.5					44.4		1	4	2	2	69	5			

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SIGN SUB-SUMMARY - REFERENCE NUMBERS

MED-76-0.61

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Plan Sheet Reference No.	Elevation Sheet No.	Sign Number	Location	Station	Code Number	Sign Size (Inches)	630																			630										
							SIGNS				Removal of Ground Mounted Support	Removal of Ground Mounted Sign and Disposal		Removal of Ground Mounted Beam Support and Disposal, As Per Plan	Removal of Ground Mounted Sign and Rectification	Removal of Overhead Mounted Sign and Disposal	GROUND MOUNTED SUPPORTS								Sign Backing Assembly		Sign Attachment Assembly, As Per Plan	Ground Mounted Beam Support Foundation	Breakaway Beam Connection	Sign Data Collection	Sign Post Reflector, Red	CALC BY EAS CHK'D BY CVH				
							Ground Mounted Extrusheet	Overhead Mounted Extrusheet	Flat Sheet	Flat Sheet, As Per Plan (Hinged)		Post	Beam				Minor	Major	One-Way No.3, As Per Plan	No. 2, As Per Plan	No. 3, As Per Plan	No. 4, As Per Plan	S4 x 7.7 Beam	W6 x 9 Beam									W8 x 18 Beam	W10 x 12 Beam	W10 x 22 Beam	
SQ FT				EACH						FOOT										Each	Each	Each	Each	Each	Each											
102		160	SR 57, NB	22+96	M3-4-24 M1-1-24-2 M5-1L-21 M3-4-24 M1-4-30-3 M5-1L-21	24X12 24X24 21X15 24X12 30X24 21X15	2.0 4.0 2.2 2.0 5.0 2.2					2		6						14.8 15.0										12						
102		161	SR 57, NB	23+23	I-H2b-24	24X18	3.0							1																2						
102		162	SR 57, NB	23+97	I-H2c-24	24X18	3.0							1																2						
102		163	SR 57, NB	24+16	OM-3R-12 I-H25a-12	12X36 NO WORK	3.0							1																2						
102		164	SR 57, NB	26+39	OM-3L-12	12X36	3.0							1																2						
102		165	SR 57, NB	28+87	M3-1-24 M1-5-24-2	24X12 24X24	2.0 4.0							2																4						
102		166	SR 57, NB	30+20	W1-2L-36	36X36	9.0							1																2						
102		167	SR 57, NB	32+27	R2-1-24	24X30	5.0							1																2						
103		168	SR 57, NB	38+30	D2-H2-72	72X24	12.0							1																2						
103		169	SR 57, SB	41+94	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3	21X16 24X24 21X15 30X24	2.2 4.0 2.2 5.0													14.0 14.5										4						
103		170	SR 57, SB	41+64	M2-1-21 (BL) M1-1-24 M2-1-21 M1-4-30-3							4		2																4						
103		171	SR 57, SB	39+47	W1-2R-36	36X36	9.0							1																2						
103		172	SR 57, SB	37+68	I-H2b-24	24X18	3.0							1																2						
103		173	SR 57, SB	36+51	W3-3-36	NO WORK																														
102		174	SR 57, SB	34+47	M2-H4-108 M2-H4-108	108X36 108X36	27.0 27.0							2																4						
102		175	SR 57, SB	32+10	W8-13-36	36X36														14.5										1						
102		176	SR 57, SB	30+41	D1-H6a-96	96X48	32.0							1																2						
102		177	SR 57, SB	27+70	D1-H4a-72 D1-H4a-72 D9-2-24 I-H12L-24	72X24 72X12 24X24 24X6	12.0 6.0 2.0 1.0					2		4						14.5 14.5										8						
102		178	SR 57, SB	26+85	M2-H6-120 M2-H6-120	120X84 120X84	70.0 70.0										2													4						
102		179	SR 57, SB	26+35	OM-H3R-12 I-H25a-12	12X36 NO WORK	3.0							1																2						
102		180	SR 57, SB	24+21	OM-H3L-12	12X36	3.0							1																2						
102		181	SR 57, SB	23+72	M3-2-24 M1-1-24 M5-1L-21 M3-2-24 M1-4-30-3 M5-1L-21	24X12 24X24 21X15 24X12 30X24 21X15	2.0 4.0 2.2 2.0 5.0 2.2					2		6						14.8 15.0										12						
SUBTOTALS							86.0	140.0	131.2		10		31	3					131.6									2		77						

MED-76-0112 L SFN 5204356

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
SPECIAL	51160000	423	SQ YD	BRIDGE DECK GROOVING	119
512	10100	208	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
847	10201	423	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	423	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0158 L SFN 5204429

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	110	FT	REMOVAL MISC.: RUBBER SEAL	118
512	10400	959	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
516	31000	110	FT	JOINT SEALER	

MED-76-0158 R SFN 5204437

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1	CU YD	PORTIONS OF STRUCTURE REMOVED. AS PER PLAN	119
202	98200	80	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
512	10400	969	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	
512	10600	875	FT	CONCRETE REPAIR BY EPOXY INJECTION	
516	31000	80	FT	JOINT SEALER	

MED-76-0299 L SFN 5204593

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.1	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	76	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	418	SQ YD	BRIDGE DECK GROOVING	119
512	10100	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	76	FT	JOINT SEALER	
847	10201	418	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	11	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	418	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0299 R SFN 5204658

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.1	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	82	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	451	SQ YD	BRIDGE DECK GROOVING	119
512	10100	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	82	FT	JOINT SEALER	
601	27000	44	CU YD	DUMPED ROCK FILL, TYPE C	
847	10201	451	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	451	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0311 SFN 5204682

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	441	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	606	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0399 SFN 5204704

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	424	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0516 SFN 5204712

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
512	10100	426	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10400	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS	

MED-76-0622 L SFN 5204747

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	.3	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	87	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	.3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	540	SQ YD	BRIDGE DECK GROOVING	119
512	10100	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	87	FT	JOINT SEALER	
847	10201	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	15	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0622 R SFN 5204771

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	87	FT	REMOVAL MISC.: RUBBER SEAL	118
SPECIAL	51160000	540	SQ YD	BRIDGE DECK GROOVING	119
512	10100	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	87	FT	JOINT SEALER	
847	10201	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	14	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0690 L SFN 5204801

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	1.3	CU YD	PORTIONS OF STRUCTURE OF REMOVED, AS PER PLAN	119
202	98200	88	FT	REMOVAL MISC.: RUBBER SEAL	118
511	34401	1.3	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)	119
SPECIAL	51160000	393	SQ YD	BRIDGE DECK GROOVING	119
512	10100	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	88	FT	JOINT SEALER	
847	10201	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

MED-76-0690 R SFN 5204836

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	88	FT	REMOVAL MISC.: RUBBER SEAL	118
SPECIAL	51160000	393	SQ YD	BRIDGE DECK GROOVING	119
512	10100	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	88	FT	JOINT SEALER	
847	10201	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)	119
847	20201	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN	119
847	30000	LUMP		TEST SLAB	
847	30401	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)	119

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

847 DATED 10/16/09

EXISTING STRUCTURE VERIFICATION:

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

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

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DECK PROTECTION METHOD:

SUPERPLASTICIZED DENSE CONCRETE OVERLAY
SRS DECK SEALING
EPOXY INJECTION OF DECK CRACKS

DESIGN DATA:

CLASS S CONCRETE- COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
MED-76-0112L	MED-224-16.07	1958
	MED-76-0.61	1995
MED-76-0158L	MED-76-0.61	1995
	MED-71-6.06	2006
MED-76-0158R	MED-76-0.61	1995
MED-76-0299L	MED-224-15.75/SUM-224-0.00	1964
	MED-76-0.61	1995
MED-76-0299R	MED-224-17.66/SUM-224-0.00	1964
	MED-76-0.61	1995
MED-76-0311	MED-224-15.75/SUM-224-0.00	1964
	MED-76-0.61	1995
MED-76-0399	MED-224-15.75/SUM-224-0.61	1964
	MED-76-0.61	1995
MED-76-0511	MED-224-15.75/SUM-224-0.61	1964
	MED-76-0.61	1995
MED-76-0622L/R	MED-224-17.66/SUM-224-0.00	1964
	MED-76-0.61	1995
MED-76-0690L/R	MED-224-17.66/SUM-224-0.00	1964
	MED-76-0.61	1995

PLACING ASPHALT CONCRETE ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE BUTT JOINT TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

ITEM 202 - REMOVAL MISC.: RUBBER SEAL:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ELASTOMERIC COMPRESSION SEAL GLAND BETWEEN THE APPROACH SLAB AND THE CONCRETE DECK.

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

DISTRICT THREE
OFFICE OF PRODUCTION

DATE
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STRUCTURE GENERAL NOTES

MED-76-0.61

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ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL BE USED AT LOCATIONS IN THE PLAN.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. CHIPPING HAMMERS SHALL BE LIMITED TO THE 90 POUND CLASS.

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

IF ANY REINFORCING STEEL IS DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE REINFORCING STEEL AT NO COST TO THE STATE.

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

ITEM 511 - CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE TYPE A WATERPROOFING SHALL BE INCLUDED IN THIS ITEM.

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

ITEM SPECIAL - BRIDGE DECK GROOVING:

THE BRIDGE DECK GROOVING SHALL MEET CMS 511.20.

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

ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS):

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING OVERLAY AS PER DETAILS IN THE PLAN.

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY TO BE REMOVED SHALL BE AS SPECIFIED IN THE PLANS, REGARDLESS OF THE AMOUNT OF SOLID EXISTING CONCRETE OVERLAY REMAINING.

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

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK):

THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE SURFACE FINISH REQUIREMENTS SHALL BE AS PER CMS 511.19 AND 511.20 (BRIDGE DECK GROOVING) IN LIEU OF THAT WHICH IS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 847.

SEE THE SUPPLEMENTAL SPECIFICATION FOR DETAILS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN:

THE COARSE AGGREGATE SHALL BE LIMESTONE.

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

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0112L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0158L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0158R:

THE ABOVE STRUCTURES SHALL BE WORKED ON USING THE PART WIDTH CONSTRUCTION
SETUP FOR THE CORRESPONDING ROADWAY WORK.

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0299L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0299R:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0622L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0622R:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0690L:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0690R:

THE ABOVE STRUCTURES SHALL BE WORKED ON USING THE CONSTRUCTION SETUP FOR THE
CORRESPONDING ROADWAY WORK.

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0311:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0399:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-76-0516:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING
HOURS WHEN ONE LANE MAY BE CLOSED USING FLAGGERS, AS PER STANDARD
DRAWING MT-97.10.

SEALING PARAPETS OVER I-76 ROADWAY PORTIONS, SHALL ONLY OCCUR WHEN
THE TRAFFIC HAS BEEN REMOVED FROM UNDER THE STRUCTURE.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

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

STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
5202922	MED-76-0091	UNDER I - 71	4 SPAN STEEL GIRDER	60°46'± R.F.	419'-0"±	72'-0"±	NO WORK
5202957	MED-76-0095	UNDER I - 71	4 SPAN STEEL GIRDER	59°52'± R.F.	416'-11"±	62'-4"±	NO WORK
5204356	MED-76-0112 L	OVER CHIPPEWA DITCH	3 SPAN CONCRETE SLAB	30° R.F.	92'-9"±	41'-0"±	DECK OVERLAY, SEALING PARAPETS, WINGWALLS/ABUTMENT AND PIER CAP ENDS
5204399	MED-76-0112 R	OVER CHIPPEWA DITCH	3 SPAN CONCRETE SLAB	30° R.F.	92'-5"±	59'-10"±	NO WORK
5204429	MED-76-0158 L	OVER B & O RAILROAD & RYAN RD (C.R. 40).	4 SPAN STEEL BEAM	0°	218'-0"±	54'-7"±	DECK SEALING & EXPANSION JOINT REPAIR
5204437	MED-76-0158 R	OVER B & O RAILROAD & RYAN RD (C.R. 40).	4 SPAN STEEL BEAM	0°	218'-0"±	40'-0"±	DECK SEALING, EXPANSION JOINT REPAIR AND EPOXY INJECTION
5200091	MED-76-0232	UNDER S.R. 3	4 SPAN STEEL BEAM	3° 55'± L.F.	211'-6"±	62'-0"	NO WORK
5204593	MED-76-0299 L	OVER HUBBARD CREEK	3 SPAN CONCRETE SLAB	0°	99'-0"±	38'-0"±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204658	MED-76-0299 R	OVER HUBBARD CREEK	3 SPAN CONCRETE SLAB	0°	99'-0"±	41'-0"±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR, APPROACH SLAB REPAIR AND SLOPE PROTECTION
5204682	MED-76-0311	UNDER T.H. 93	4 SPAN STEEL BEAM	1° 40'± L.F.	207'-2"±	26'-8"±	DECK & PARAPET SEALING
5204704	MED-76-0399	UNDER C.H. 41	4 SPAN STEEL BEAM	1° 40'± L.F.	207'-2"±	28'-0"±	DECK & PARAPET SEALING
5204712	MED-76-0516	UNDER C.H. 105	4 SPAN STEEL BEAM	0°	207'-2"±	28'-0"±	DECK & PARAPET SEALING
5204747	MED-76-0622 L	OVER C.H. 49	3 SPAN CONCRETE SLAB	0°	112'-0"±	43'-4"±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204771	MED-76-0622 R	OVER C.H. 49	3 SPAN CONCRETE SLAB	0°	112'-0"±	43'-4"±	DECK OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204801	MED-76-0690 L	OVER RIVER STYX	3 SPAN CONCRETE SLAB	20° ± R.F.	86'-1"±	41'-0"±	DECK REPAIR & OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR
5204836	MED-76-0690 R	OVER RIVER STYX	3 SPAN CONCRETE SLAB	20° ± R.F.	86'-1"±	41'-0"±	DECK OVERLAY, SEALING PARAPETS & WINGWALLS/ABUTMENT, EXPANSION JOINT REPAIR

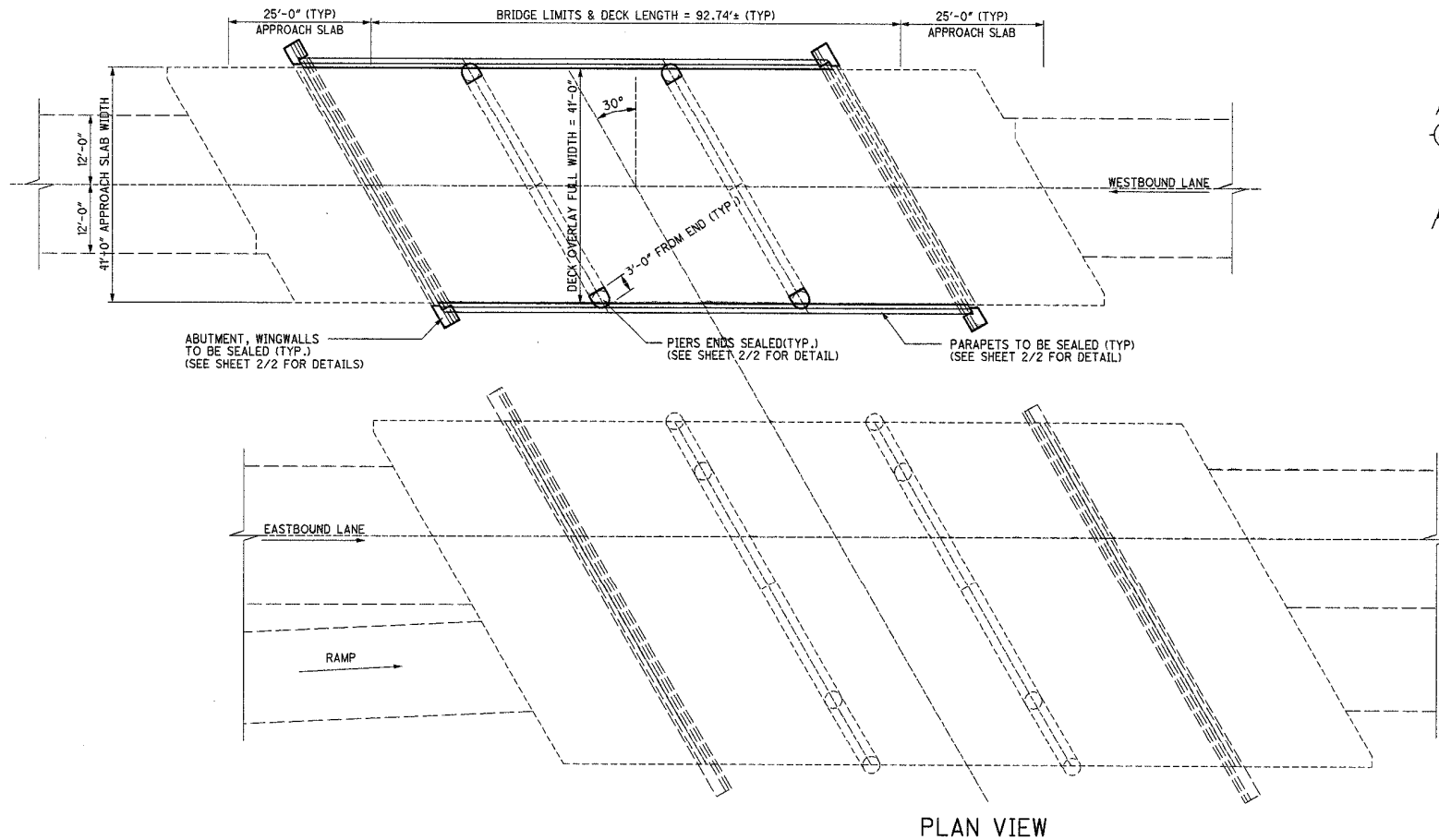
DESIGN TARGET
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 REVIEWED
 RON
 DESIGNED
 GTS
 CHECKED
 GTS
 DRAWN
 DAY

STRUCTURE INFORMATION

MED-76-0.61

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PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	0112L	0112R		
SPECIAL	423		SQ YD	BRIDGE DECK GROOVING
512	208		SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
847	423		SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)
847	12		CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP			TEST SLAB
847	423		SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

1. NO WORK ON THE RIGHT STRUCTURE.
2. GUARDRAIL NOT SHOWN.
3. ON THE LEFT STRUCTURE, THE EXISTING 2" THICK CONCRETE OVERLAY AND 1/4" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS).
4. THE LEFT STRUCTURE BRIDGE DECK SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK).
5. SEE SHEET 2/2 FOR OVERLAY DETAILS.
6. SEE SHEET 2/2 FOR SEALING DETAILS.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 REVIEWED
 RDN
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 GTS
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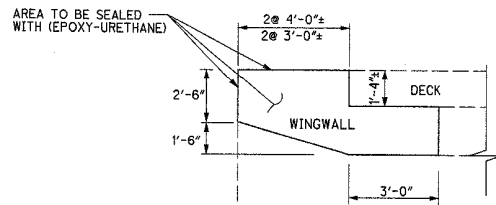
PLAN VIEW
 MED-76-0112L&R OVER CHIPPEWA DITCH

MED-76-0.61

1 / 2

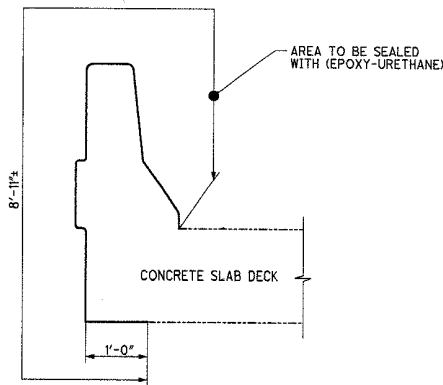
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 WORKSTATION: dmolins DATE: 10/14/2009



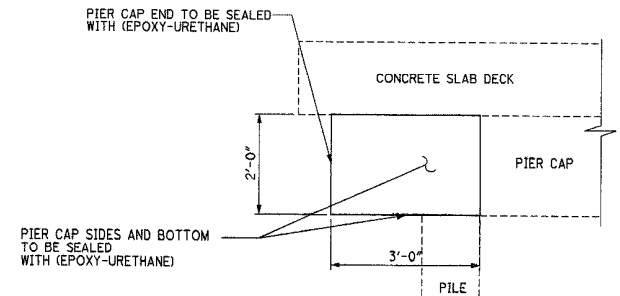
TYPICAL WINGWALL/ABUTMENT SEALING

(WINGWALLS ARE 1'-3" WIDE)
 LEFT BRIDGE ONLY



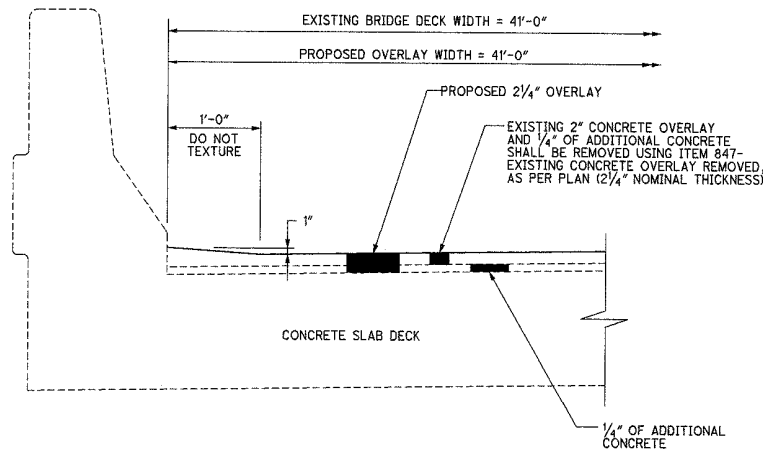
TYPICAL PARAPET SEALING

LENGTH = 92.8'±(LEFT BRIDGE ONLY)



TYPICAL PIER CAP SEALING

PIER CAP WIDTH = 3'-0"
 LEFT BRIDGE ONLY



OVERLAY DETAIL

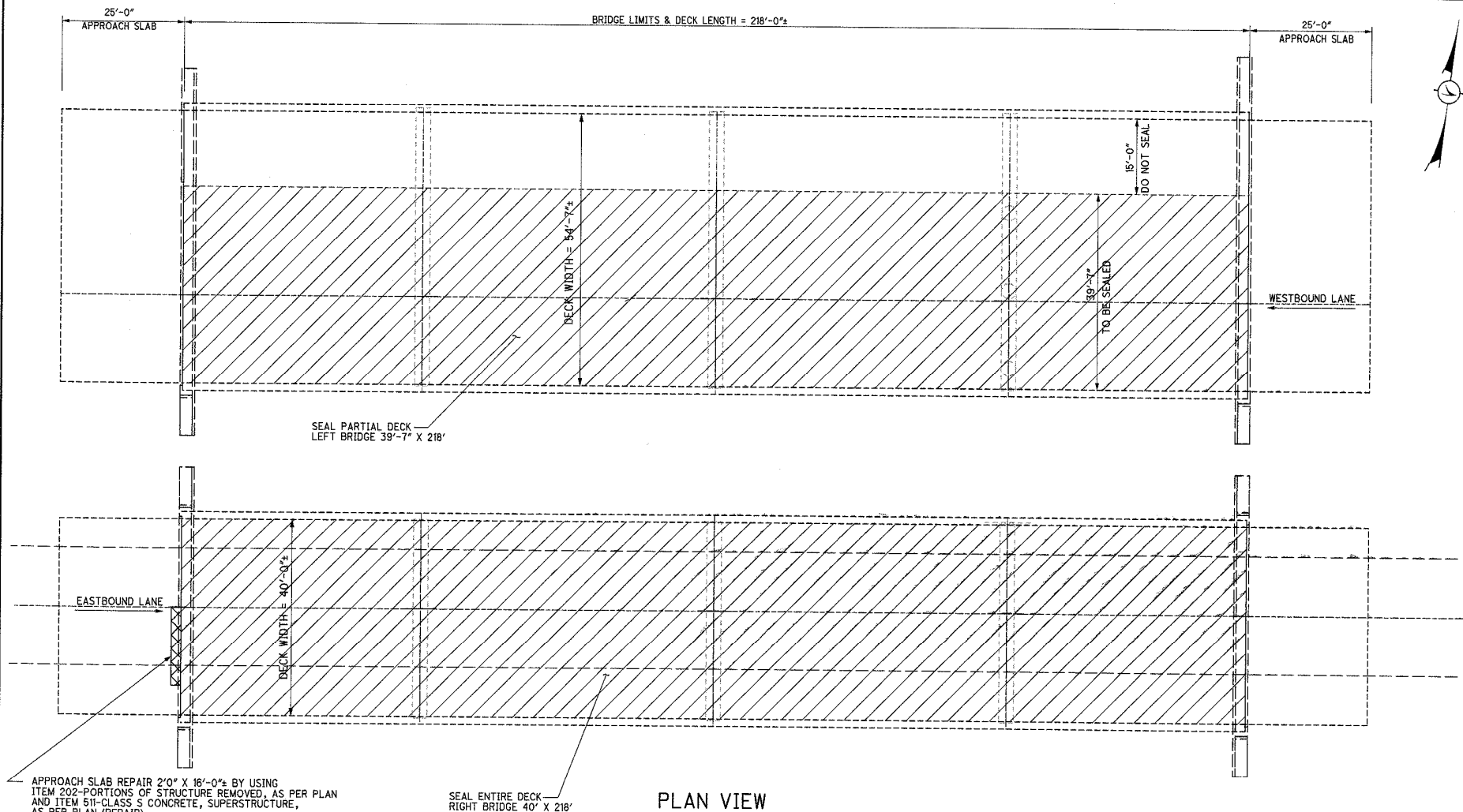
DECK LENGTH 92'-9"±

NOTES:

- 1) THE PARAPETS, WINGWALLS AND PIER CAP ENDS SHALL BE SEALED WITH ITEM 512.

ITEM	QUANTITY	UNIT	DESCRIPTION
512	208	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL QUANTITIES CARRIED TO SHEET 1/2.



PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	0158L	0158R		
202	1		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	110	80	FT	REMOVAL MISC.: RUBBER SEAL
511		1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
512	959	969	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS
512		875	FT	CONCRETE REPAIR BY EPOXY INJECTION
516	110	80	FT	JOINT SEALER

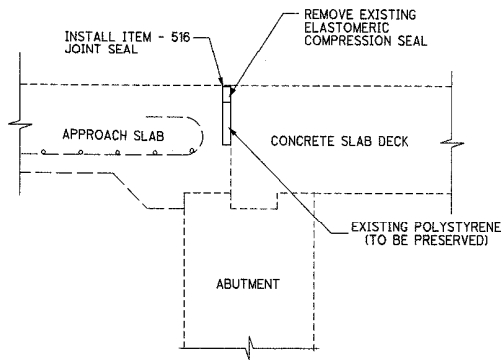
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- GUARDRAIL NOT SHOWN.
- SEAL LARGE CRACKS ON RIGHT STRUCTURE DECK AND APPROACH SLABS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER WITH ITEM 512-CONCRETE REPAIR BY EPOXY INJECTION.
- SEAL ALL OF RIGHT STRUCTURE DECK AND 39'-7" OF LEFT STRUCTURE DECK WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.
- REPAIR APPROACH SLAB ON RIGHT STRUCTURE USING ITEM 202 AND 511. SEE SHEET 2/2 FOR DETAILS.
- REMOVE EXISTING COMPRESSION SEAL WITH ITEM 202 AND SEAL JOINT WITH ITEM 516, ON BOTH STRUCTURES. SEE SHEET 2/2 FOR DETAILS.

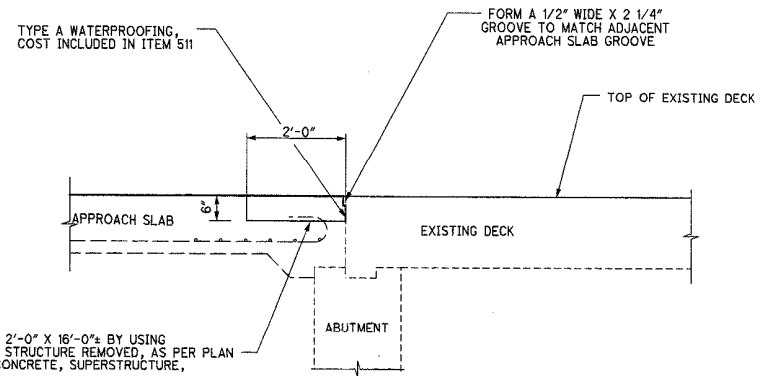
- ITEM - 512 TREATING OF CONCRETE BRIDGE DECK WITH SRS.
 REPAIR APPROACH SLAB BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)





JOINT REPAIR DETAIL

RIGHT BRIDGE WIDTH = 40'-0"
 LEFT BRIDGE WIDTH = 54'-7"



APPROACH SLAB REPAIR 2'-0" X 16'-0" BY USING
 ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
 AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE,
 AS PER PLAN (REPAIR)

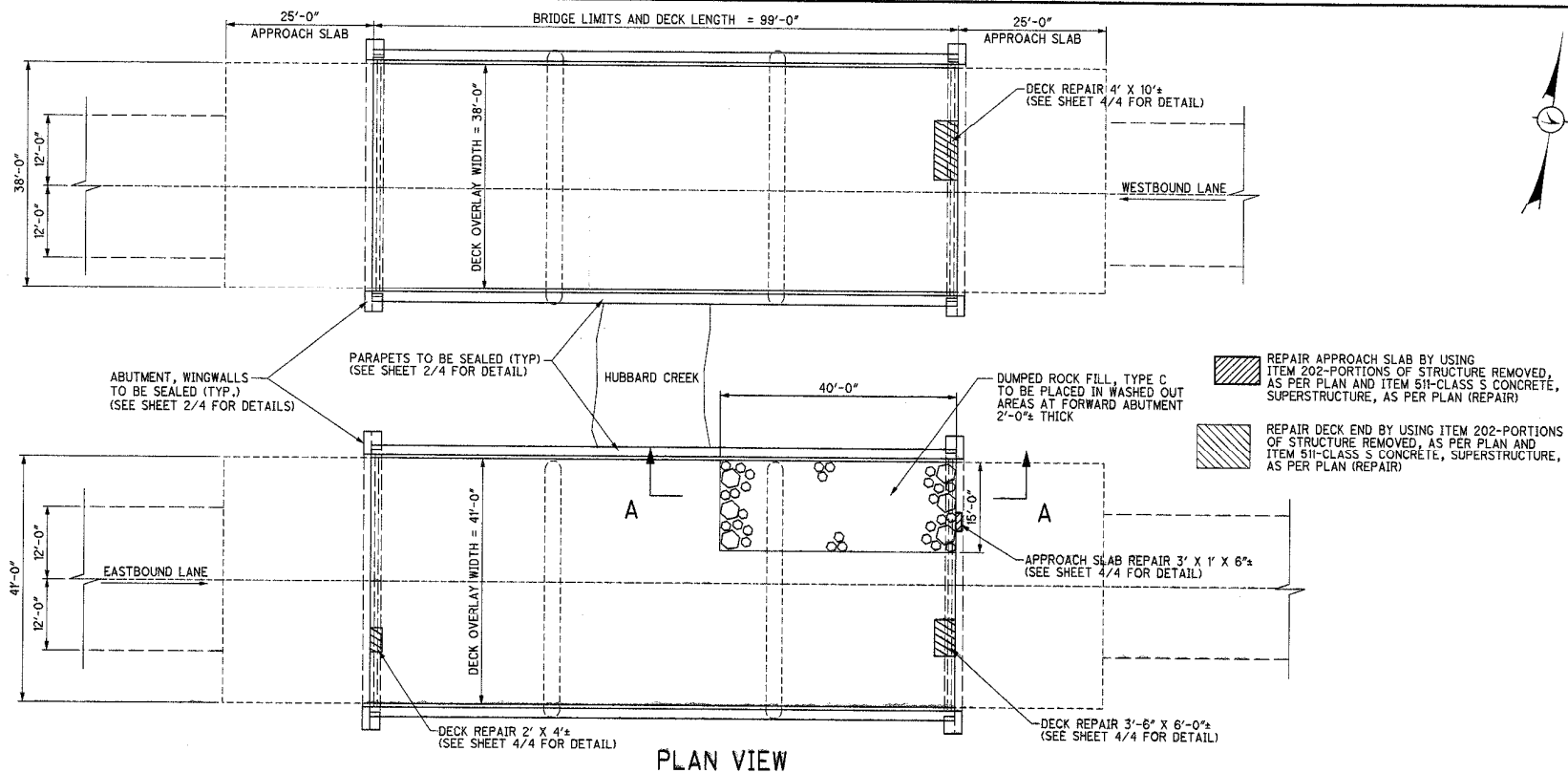
APPROACH SLAB REPAIR DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	0158L	0158R		
202	110	80	FT	REMOVAL MISC.: RUBBER SEAL
202		1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511		1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
516	110	80	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/2.

NOTES:

- 1) THE APPROACH SLAB SHALL BE REPAIRED ON THE RIGHT STRUCTURE USING ITEMS 202 AND 511.
- 2) THE EXPANSION JOINT SHALL BE SEALED USING ITEMS 202 AND 516 ON BOTH STRUCTURES.



ITEM	QUANTITY		UNIT	DESCRIPTION
	Q299L	Q299R		
202	1.1	1.1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	76	82	FT	REMOVAL MISC.: RUBBER SEAL
511	1.1	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	418	451	SQ YD	BRIDGE DECK GROOVING
512	209	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	76	82	FT	JOINT SEALER
601		44	CU YD	DUMPED ROCK FILL, TYPE C
847	418	451	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)
847	11	12	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	418	451	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (2 1/4" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- GUARDRAIL NOT SHOWN.
- THE EXISTING 2" THICK CONCRETE OVERLAY AND 1/4" OF ADDITIONAL DECK THICKNESS, 41'-0" (RIGHT BRIDGE) AND 38'-0" (LEFT BRIDGE) WIDE SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS).
- PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT LOCATIONS SHOWN ABOVE AND PER DETAILS ON SHEET 4/4 USING ITEMS 202 AND 511.
- 41'-0" (RIGHT BRIDGE) AND 38'-0" (LEFT BRIDGE) OF THE BRIDGE DECK SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK).
- SEE SHEET 3/4 FOR OVERLAY DETAIL.
- SEE SHEET 2/4 FOR SEALING AND SLOPE PROTECTION DETAILS.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 RDN
 STRUCTURE FILE NUMBER
 5204683/5204688

DRAWN
 GTS
 CHECKED
 DUJ

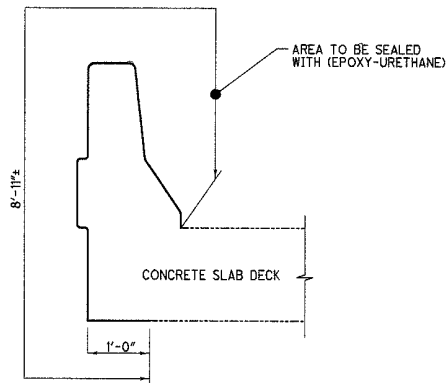
PLAN VIEW
 MED-76-0299 L/R OVER HUBBARD CREEK

MED-76-0.61

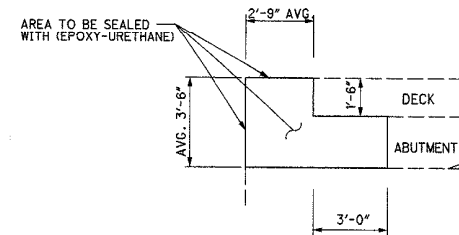
1 / 4

126
 138

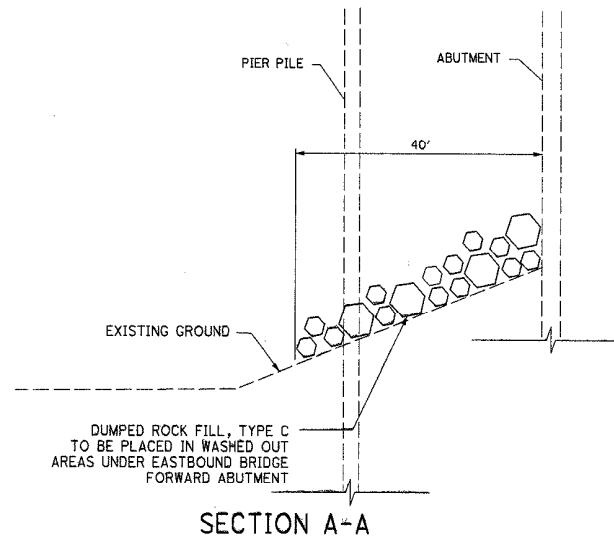
DESIGN FILE: I:\projects\77475\structures\MED76\med760299.dgn
 DATE: 10/14/2009
 WORKSTATION: mclens



**TYPICAL SECTION
AT PARAPET**
 LENGTH = 99'± (TYPICAL)



**TYPICAL WINGWALL/ABUTMENT
SECTION**
 (WINGWALLS ARE 1'-3\"/>



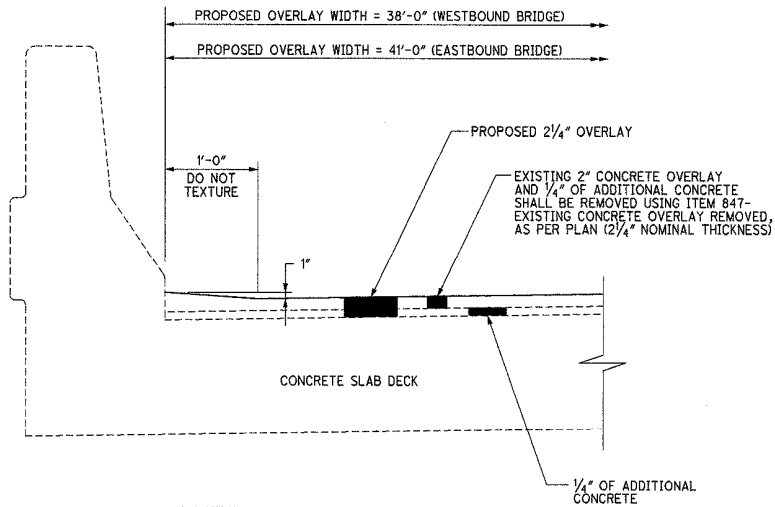
ITEM	QUANTITY		UNIT	DESCRIPTION
	0299L	0299R		
512	209	209	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
601		44	CU YD	DUMPED ROCK FILL, TYPE C

ALL QUANTITIES CARRIED TO SHEET 1/4.

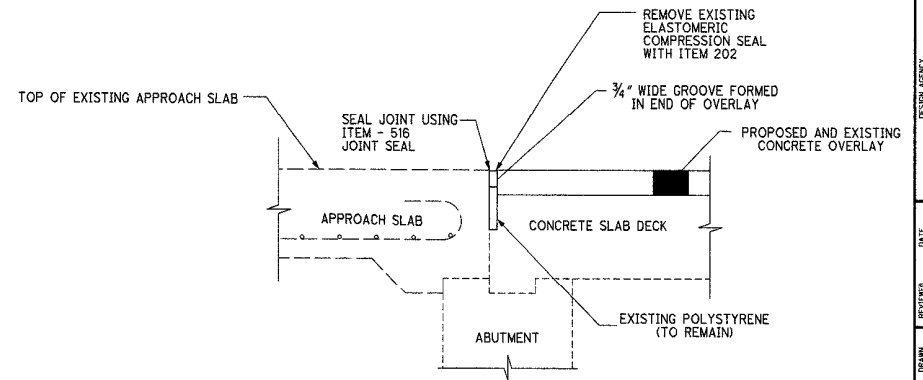
NOTES:

- 1) THE PARAPETS AND WINGWALLS SHALL BE SEALED WITH ITEM 512.
- 2) THE DUMPED ROCK FILL SHALL BE PLACED AT THE LOCATION ON SHEET 1/4.

DESIGN FILE: I:\projects\77475\structures\MED76\med760299.dgn
 WORKSTATION: c:\msdos\5.0\cmd
 DATE: 10/14/2009



OVERLAY DETAIL
 DECK LENGTH 99'-0"±



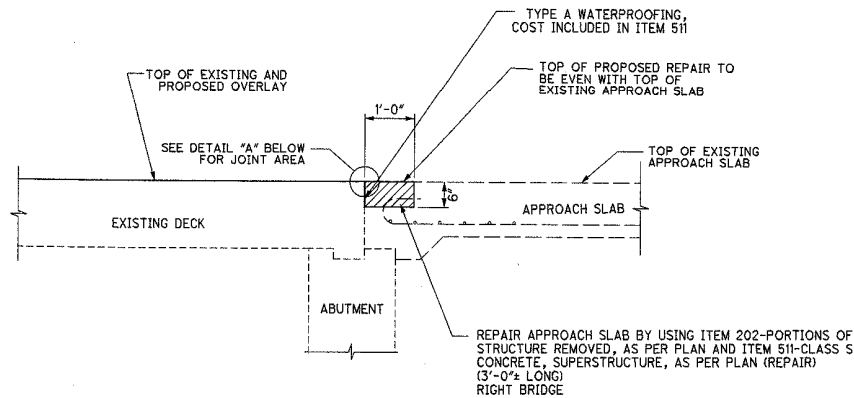
JOINT SEALING DETAIL

LEFT BRIDGE WIDTH = 38'-0"±
 RIGHT BRIDGE WIDTH = 41'-0"±

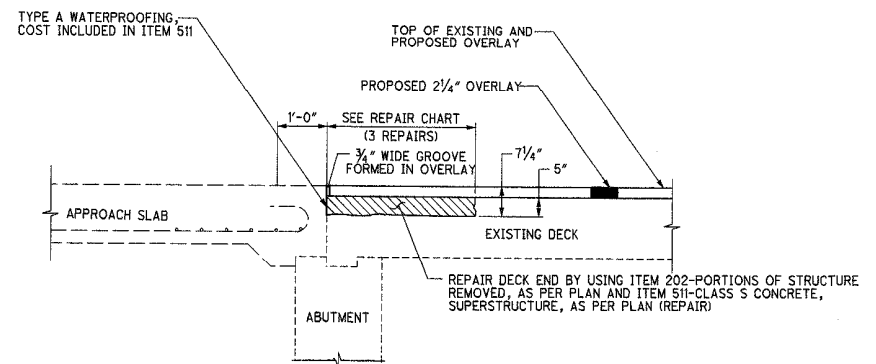
ITEM	QUANTITY		UNIT	DESCRIPTION
	0299L	0299R		
202	76	82	FT	REMOVAL MISC.: RUBBER SEAL
516	76	82	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/4.

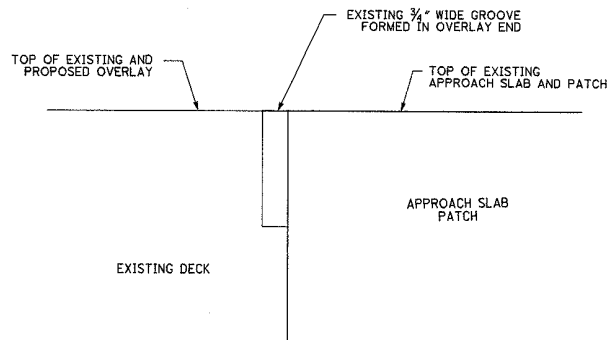
DESIGN AGENCY DISTRICT THREE	
DATE 9/09	OFFICE OF PRODUCTION
REVIEWER RON	520-46975204658
DRAWN GTS	
DESIGNED GTS	
OVERLAY AND JOINT SEALING DETAIL MED-76-0299 L/R OVER HUBBARD CREEK	
MED-76-0.61	
3 / 4	128 / 136



APPROACH SLAB REPAIR DETAIL



DECK END REPAIR DETAIL



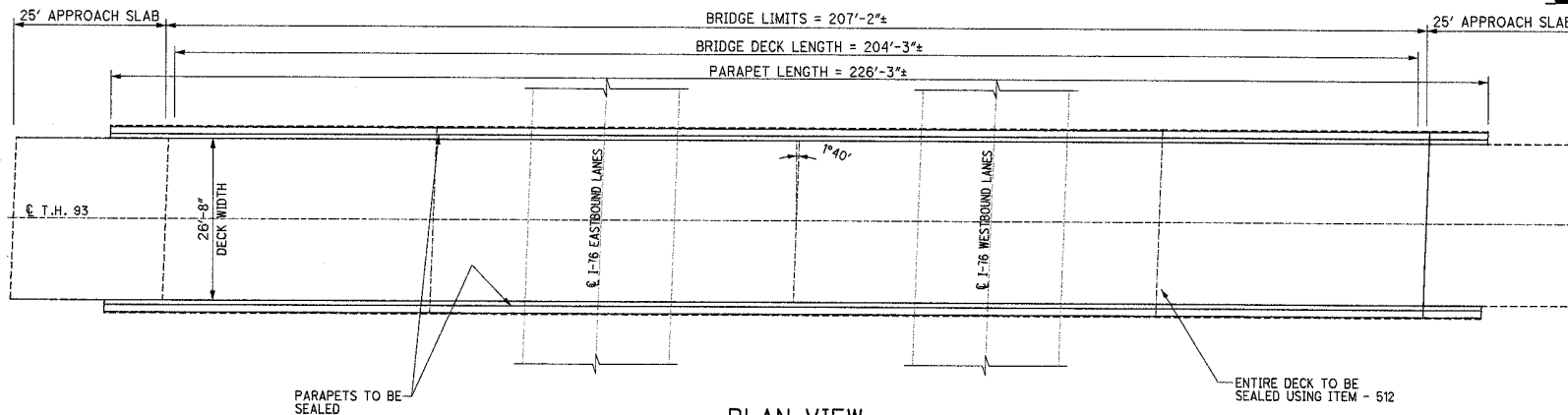
DETAIL "A"

ITEM	QUANTITY		UNIT	DESCRIPTION
	0299L	0299R		
202	1.1	1.1	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1.1	1.1	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

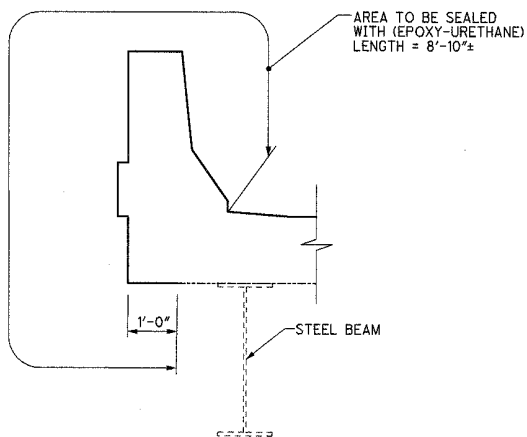
ALL QUANTITIES CARRIED TO SHEET 1/4.

-  REPAIR APPROACH SLAB BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
-  REPAIR DECK END BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

DECK END REPAIR CHART			
LENGTH	WIDTH	DEPTH	LOCATION
10'-0"±	4'-0"±	5"±	FORWARD ABUTMENT, WESTBOUND LEFT
6'-0"±	3'-6"±	5"±	FORWARD ABUTMENT, EASTBOUND RIGHT
4'-0"±	2'-0"±	5"±	REAR ABUTMENT, EASTBOUND RIGHT

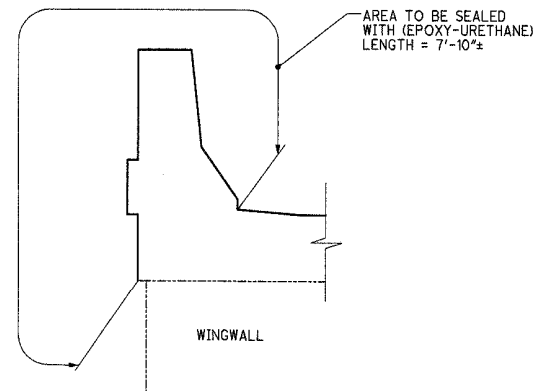


PLAN VIEW



TYPICAL PARAPET
ON DECK

LENGTH = 204'-3"±



TYPICAL PARAPET
ON WINGWALL

LENGTH = 11'-0"±/WINGWALL

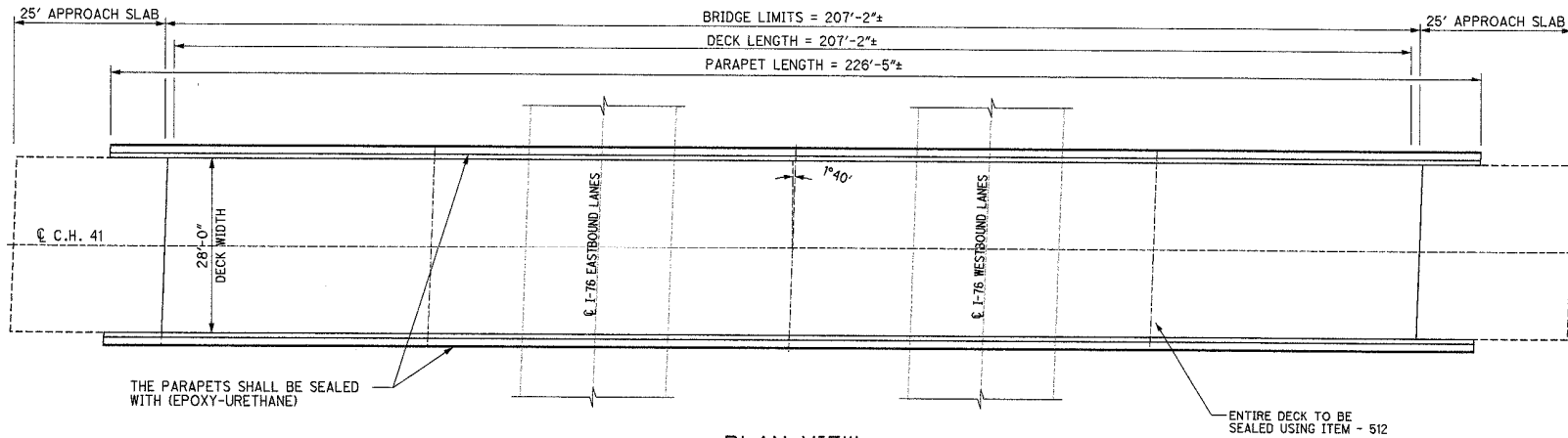
ITEM	QUANTITY	UNIT	DESCRIPTION
512	441	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	606	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

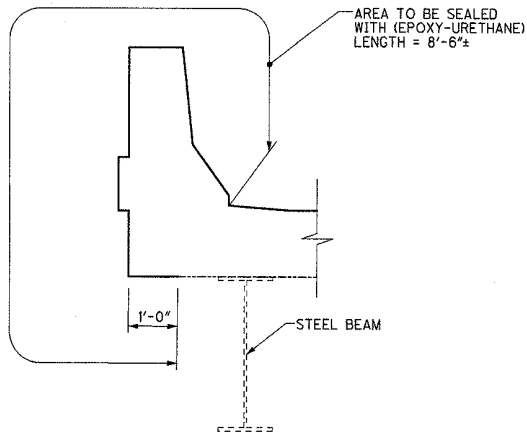
NOTES:

- 1) GUARDRAIL NOT SHOWN.
- 2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.

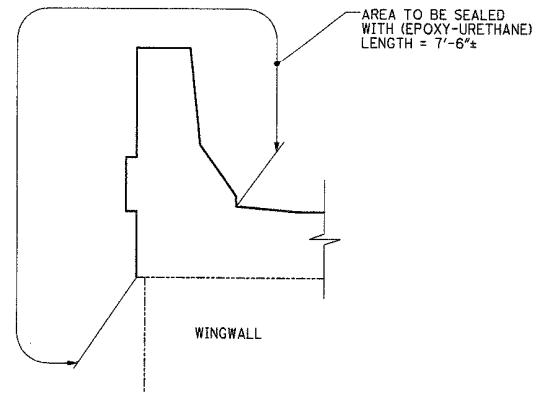
DESIGN FILE: I:\projects\77475\structures\MED76\med760399.dgn
 WORKSTATION: dmiller Date: 10/14/2009



PLAN VIEW



TYPICAL PARAPET ON DECK
 LENGTH = 204'-5"±



TYPICAL PARAPET ON WINGWALL
 LENGTH = 11'-0"±/WINGWALL

ITEM	QUANTITY	UNIT	DESCRIPTION
512	424	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- 1) GUARDRAIL NOT SHOWN.
- 2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.

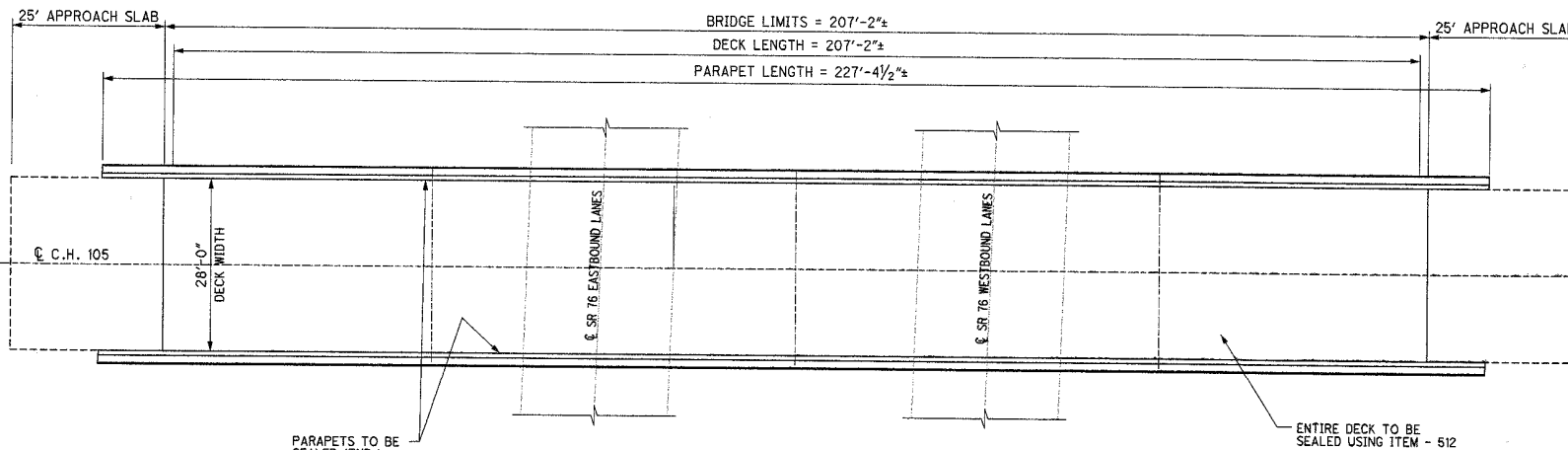
DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 REVIEWED
 RDN
 CHECKED
 GTS
 DESIGNED
 GTS

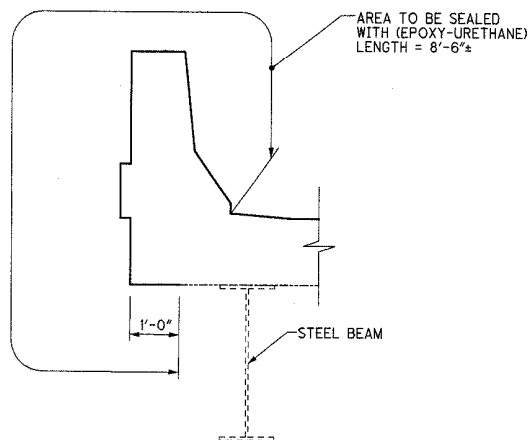
PLAN VIEW
 MED-76-0399 UNDER C.H. 41

MED-76-0.61

1 / 1
 131
 138

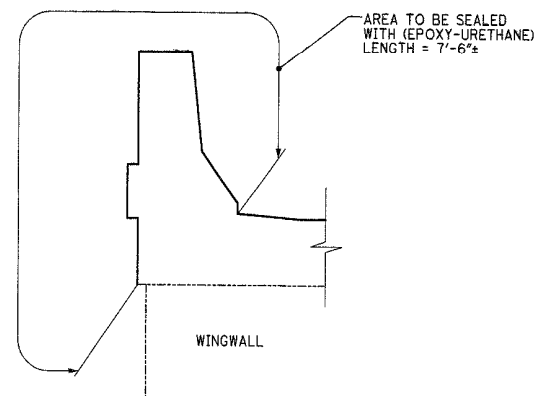


PLAN VIEW



TYPICAL PARAPET
ON DECK

LENGTH = 204'-4 1/2"±



TYPICAL PARAPET
ON WINGWALL

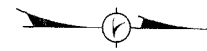
LENGTH = 11'-6"±/WINGWALL

ITEM	QUANTITY	UNIT	DESCRIPTION
512	426	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	645	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- 1) GUARDRAIL NOT SHOWN.
- 2) THE PARAPETS SHALL BE SEALED WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).
- 3) THE ENTIRE DECK SHALL BE SEALED WITH ITEM 512-TREATING OF CONCRETE BRIDGE DECK WITH SRS.



DISTRICT THREE
OFFICE OF PRODUCTION

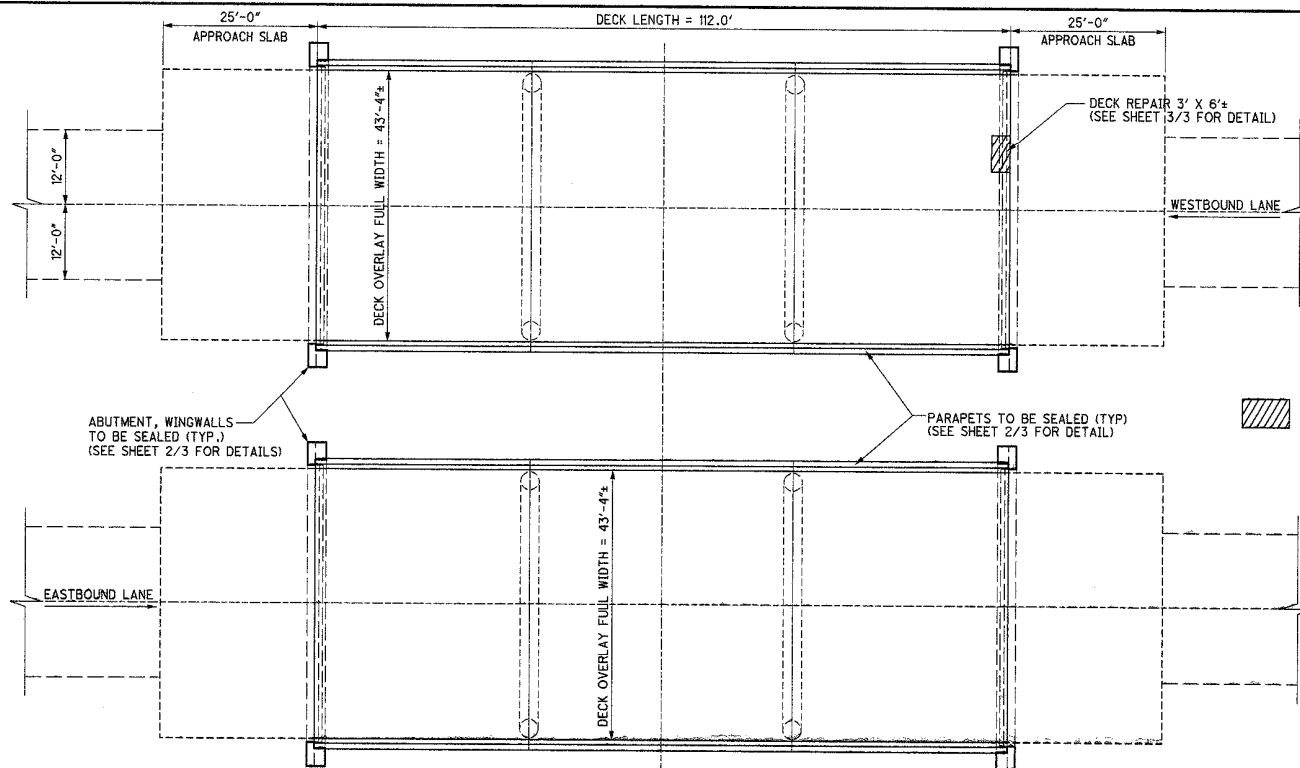
REVIEWED DATE
RDN 9/09
STRUCTURE FILE NUMBER
5204712

PLAN VIEW
MED-76-0516 UNDER C.H. 105

MED-76-0.61

1 / 1

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PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	0622L	0622R		
202	.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	87	87	FT	REMOVAL MISC. RUBBER SEAL
511	.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	540	540	SQ YD	BRIDGE DECK GROOVING
512	244	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	87	87	FT	JOINT SEALER
847	540	540	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)
847	15	14	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	540	540	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)

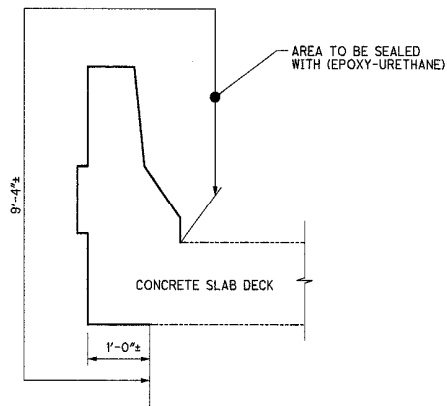
ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

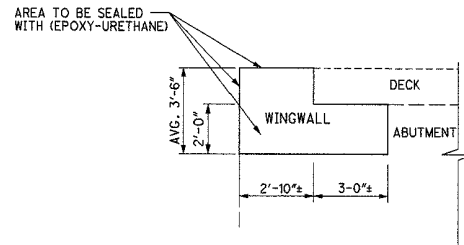
1. GUARDRAIL NOT SHOWN.
2. REMOVE EXISTING RUBBER SEAL IN JOINT BETWEEN APPROACH SLAB AND DECK.
3. THE EXISTING 2" THICK CONCRETE OVERLAY AND 1/4" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS).
4. PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT THE LOCATION SHOWN ABOVE AND DETAILS ON SHEET 3/3 USING ITEMS 202 AND 511.
5. THE BRIDGE DECKS SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK).
6. SEAL JOINT WITH ITEM 516.
7. SEE SHEET 3/3 FOR OVERLAY DETAILS.
8. SEE SHEET 2/3 FOR SEALING DETAILS.



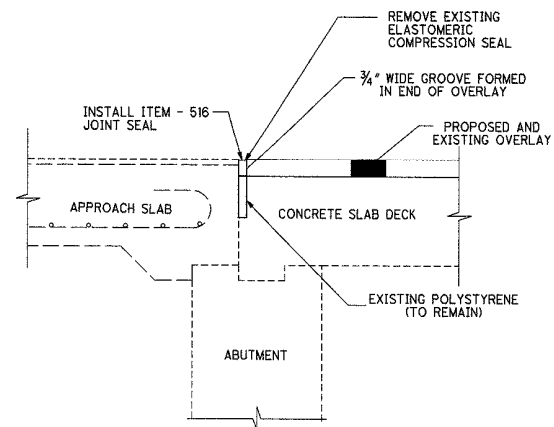
DESIGN FILE: \\projects\77475\structures\MED76\med760622.dgn
 WORKSTATION:dmolins DATE:10/14/2009



TYPICAL SECTION AT PARAPET
 LENGTH = 112'± (LEFT AND RIGHT BRIDGE)



TYPICAL WINGWALL/ABUTMENT SECTION
 (WINGWALLS ARE 1'-3" WIDE)



JOINT SEALING DETAIL
 RIGHT BRIDGE WIDTH = 43'-4"
 LEFT BRIDGE WIDTH = 43'-4"

ITEM	QUANTITY		UNIT	DESCRIPTION
	0622L	0622R		
202	87	87	FT	REMOVAL MISC. RUBBER SEAL
512	244	244	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	87	87	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/3.

NOTES:

- 1) THE PARAPETS AND WINGWALLS/ABUTMENTS SHALL BE SEALED WITH ITEM 512.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 STRUCTURE NUMBER
 5204747/5204711

REVIEWED
 RUN
 GTS
 CHECKED
 DDV

SEALING DETAILS
 MED-76-0622 L/ R OVER C.H. 49

MED-76-0.61

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PROPOSED OVERLAY WIDTH = 43'-4"

1'-0"
DO NOT TEXTURE

1"

PROPOSED 2 1/4" OVERLAY

EXISTING 2" CONCRETE OVERLAY AND 1/4" OF ADDITIONAL CONCRETE SHALL BE REMOVED USING ITEM 847- EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)

EXISTING CONCRETE SLAB DECK

1/4" OF ADDITIONAL CONCRETE

OVERLAY DETAIL
DECK LENGTH 112'-0"±

3/4" WIDE GROOVE FORMED IN OVERLAY

TOP OF EXISTING AND PROPOSED OVERLAY

PROPOSED 2 1/4" OVERLAY

TYPE A WATERPROOFING, COST INCLUDED IN ITEM 511

3'-0"

7 1/4"

5"

APPROACH SLAB

EXISTING DECK

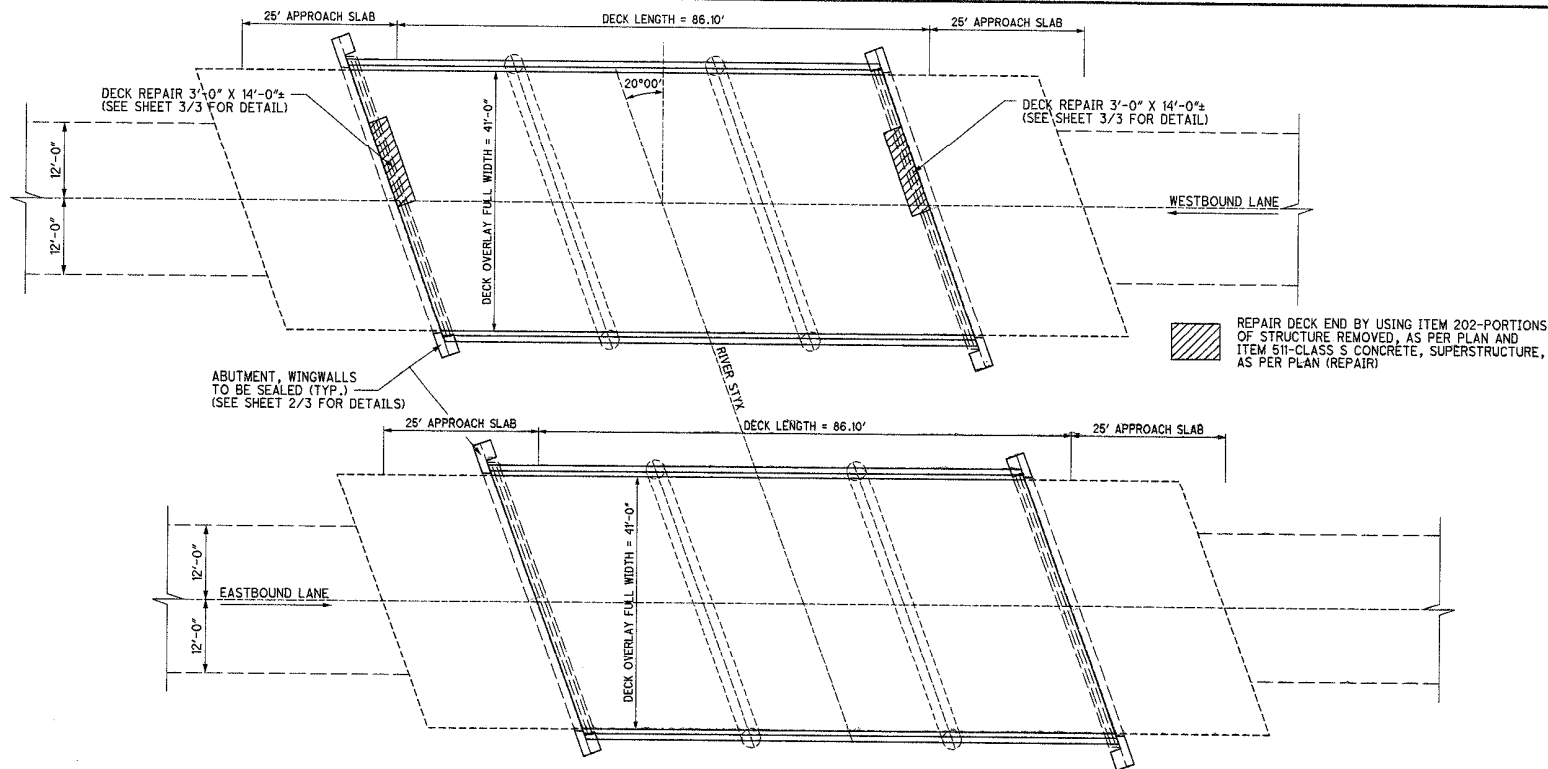
ABUTMENT

REPAIR DECK END BY USING ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR) (6'-0" LONG)

DECK END REPAIR DETAIL

ITEM	QUANTITY		UNIT	DESCRIPTION
	0622L	0622R		
202	.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/3.



PLAN VIEW

ITEM	QUANTITY		UNIT	DESCRIPTION
	0690L	0690R		
202	1.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	88	88	FT	REMOVAL MISC. RUBBER SEAL
511	1.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)
SPECIAL	393	393	SQ YD	BRIDGE DECK GROOVING
512	190	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	88	88	FT	JOINT SEALER
847	393	393	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK)
847	10	10	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN
847	LUMP	LUMP		TEST SLAB
847	393	393	SQ YD	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS)

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET

NOTES:

- GUARDRAIL NOT SHOWN.
- REMOVE EXISTING RUBBER SEAL IN JOINT BETWEEN APPROACH SLAB AND DECK.
- THE EXISTING 2" THICK CONCRETE OVERLAY AND 1/4" OF ADDITIONAL DECK THICKNESS, SHALL BE REMOVED USING ITEM 847-EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2 1/4" NOMINAL THICKNESS).
- PATCH ENDS OF EXISTING DECK AFTER OVERLAY HAS BEEN REMOVED AT THE LOCATION SHOWN ABOVE AND PER DETAILS ON SHEET 3/3 USING ITEMS 202 AND 511.
- THE BRIDGE DECKS SHALL BE OVERLAYED USING ITEM 847-SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2 1/4" THICK).
- SEAL JOINT WITH ITEM 516.
- SEE SHEET 3/3 FOR OVERLAY DETAILS.
- SEE SHEET 2/3 FOR SEALING DETAILS.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

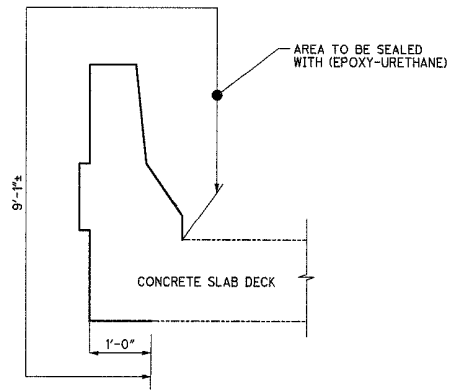
DATE
 9/09
 REVIEWED
 RDN
 STRUCTURE FILE NUMBER
 6204601/5204836
 DESIGNED
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 CHECKED
 GTS
 DRAWN
 GTS
 INVENTED
 DJV

PLAN VIEW
 MED-76-0690 L/R OVER RIVER STYX

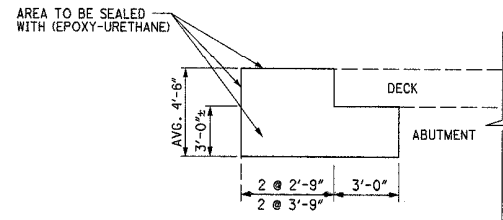
MED-76-0.61

1 / 3

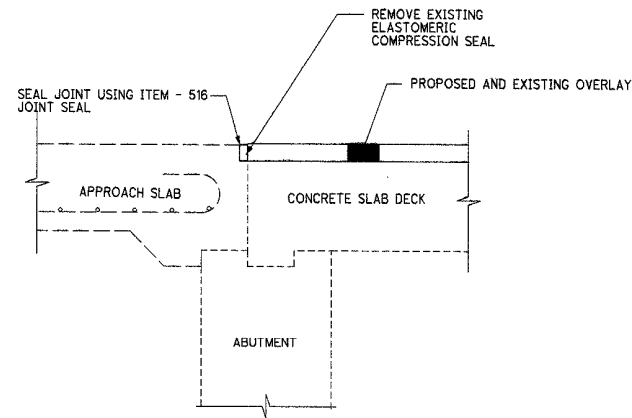
138
 138



**TYPICAL SECTION
AT PARAPET**
 LENGTH = 86'-1 1/2" (LEFT AND RIGHT BRIDGE)



**TYPICAL WINGWALL/ABUTMENT
SECTION**
 (WINGWALLS ARE 1'-3" WIDE)



JOINT SEALING DETAIL
 RIGHT BRIDGE WIDTH = 41'-0"
 LEFT BRIDGE WIDTH = 41'-0"

ITEM	QUANTITY		UNIT	DESCRIPTION
	0690L	0690R		
202	88	88	FT	REMOVAL MISC.: RUBBER SEAL
512	190	190	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	88	88	FT	JOINT SEALER

ALL QUANTITIES CARRIED TO SHEET 1/3.

NOTES:

- 1) THE PARAPETS AND WINGWALLS SHALL BE SEALED WITH ITEM 512.
2. THE JOINT SHALL BE SEALED USING ITEM-516.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

REVIEWED DATE
 RUN 9/08
 5204801/5204836

DRAWN
 GTS
 CHECKED
 GTS
 DUV

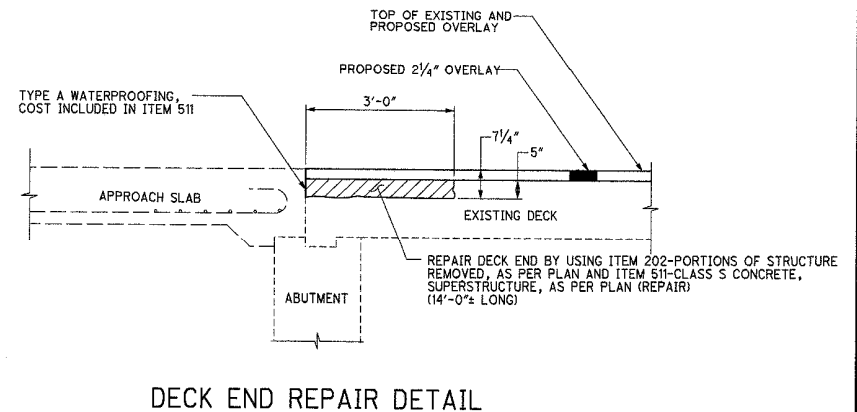
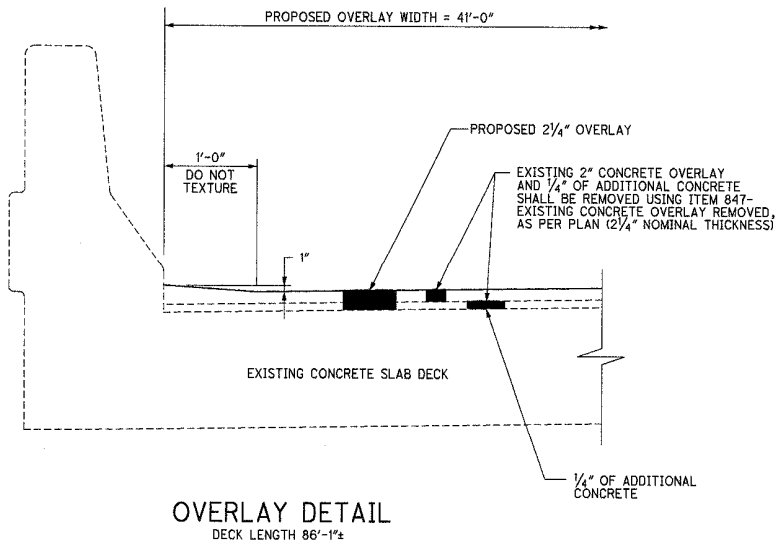
SEALING DETAILS
 MED-76-0690 L/R OVER RIVER STYX

MED-76-0.61

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137
 138

DESIGN FILE: I:\projects\77475\structures\MED76\MED760690.dgn
 WORKSTATION: cmolens DATE: 10/14/2009



ITEM	QUANTITY		UNIT	DESCRIPTION
	0690L	0690R		
202	1.3		CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1.3		CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR)

ALL QUANTITIES CARRIED TO SHEET 1/3.

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 9/09
 RETAINED
 RDN
 PROJECT FILE NUMBER
 5204801/5204836

DRAWN
 GTS
 CHECKED
 GTS
 DESIGNED
 GTS
 REVISED
 DUV

OVERLAY AND DECK END REPAIR DETAIL
 MED-76-0890 L/R OVER RIVER STYX

MED-76-0.61

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138
 138