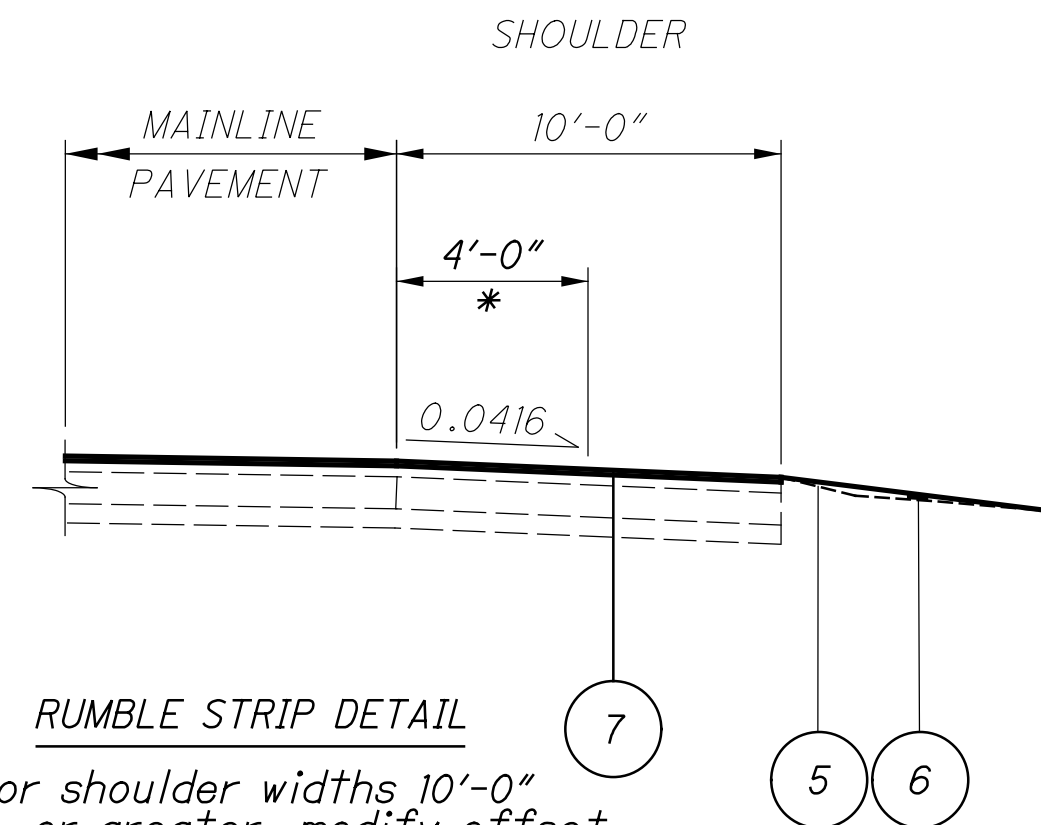
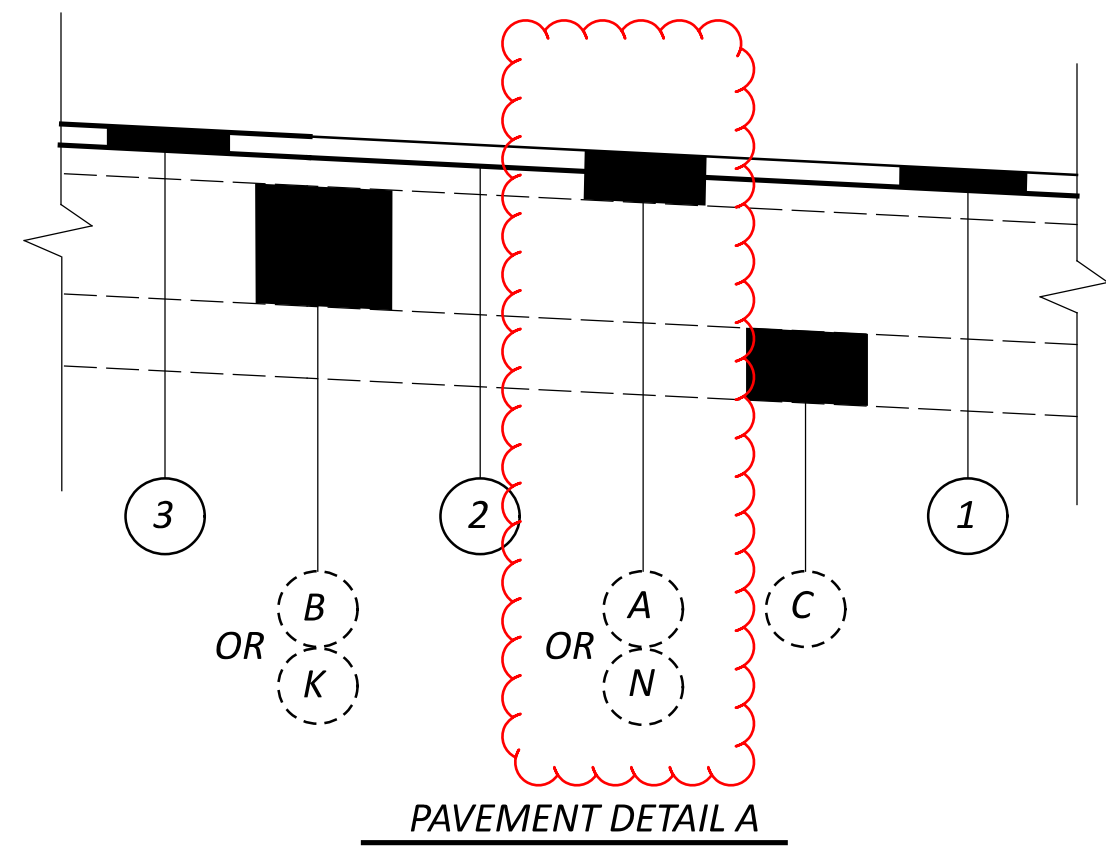
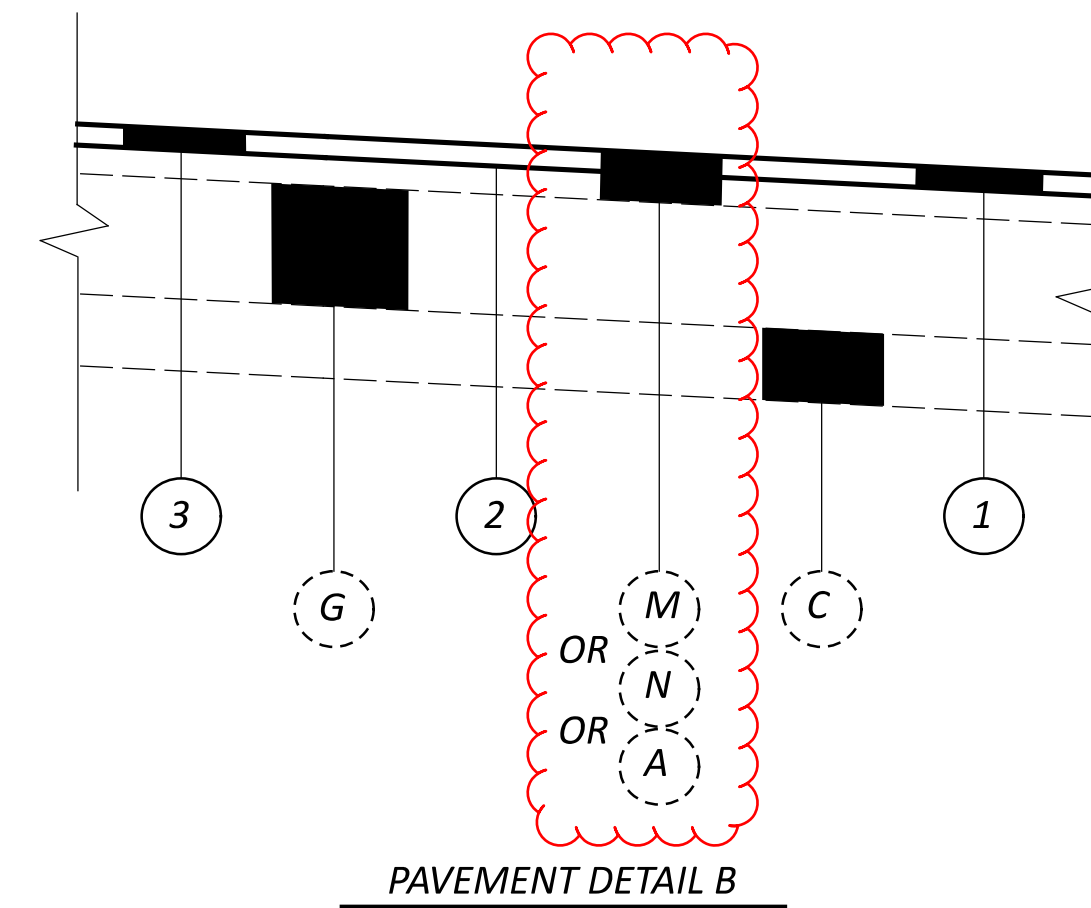


NORMAL UNCURBED DIVIDED SECTION

- STA. 855+34.82 TO STA. 869+75 (SB) (R1)
- STA. 896+25 TO STA. 902+00 (SB) (R1)
- STA. 912+00 TO STA. 924+75 (SB) (R1)
- STA. 1929+50 TO STA. 1935+00 (SB) (R1)
- STA. 855+34.82 TO STA. 879+00 (NB) (R1)
- STA. 895+00 TO STA. 907+75 (NB) (R1)



* For shoulder widths 10'-0" or greater, modify offset from SCD BP-9.1



EXISTING LEGEND

- (A) ±4.5" ASPHALT CONCRETE
- (B) ±9" OR 10" CONCRETE BASE PAVEMENT
- (C) SUBBASE
- (D) UNDERDRAIN
- (E) GUARDRAIL
- (F) ASPHALT CONCRETE UNDER GUARDRAIL
- (G) AGGREGATE BASE
- (H) CONCRETE MEDIAN
- (I) CONCRETE BARRIER
- (J) CURB (SANDSTONE OR CONCRETE)
- (K) 9" PLAIN CONCRETE PAVEMENT
- (M) ±6.5" ASPHALT CONCRETE
- (N) ±2.5" ASPHALT CONCRETE
- (P) ASPHALT CONCRETE

PROPOSED LEGEND

- (1) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN 1.5"
- (2) ITEM 407 - NON-TRACKING TACK COAT
- (3) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PWL 2024, PG76-22M
- (4) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PWL 2024, PG76-22M
- (5) ITEM 209 - LINEAR GRADING, AS PER PLAN
- (6) ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
- (7) ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

General

Project Description

This project consists of the Preventive Maintenance Resurfacing in Cuyahoga County of I.R.71 from the Brooklyn Corp line (SLM 14.68) to the Starkweather Ave. Bridge in Brooklyn SLM (19.32) and I.R. 90 from the Starkweather Ave. bridge (14.94) to Abby Ave. Bridge (SLM 15.38) in the Cities of Brooklyn and Cleveland.

Existing Typical Sections

Existing typical sections have been taken from the records and are believed to represent the existing pavement, but the State of Ohio does not guarantee the accuracy of the same.

For further information in regard to the existing typical sections and drainage details, the Contractor shall refer to the previous construction plans.

These plans may be reviewed at the following location:

Ohio Department of Transportation
District 12 Office
5500 Transportation Boulevard
Garfield Heights, Ohio 44125

Right of Way

All work shall be performed within the existing right of way or easements.

Work Limits

The work limits shown on these plans are for physical construction only. Provide the installation and operation of all work zone traffic control and work zone traffic control devices required by these plans whether inside or outside these work limits.

Contingency Quantities

The Contractor shall not order materials or perform work for items designated by plan note to be used "As Directed By The Engineer" unless authorized by the Engineer. The actual work locations and quantities used for such items shall be incorporated into the final change order governing completion of this project.

Equipment and Material Storage

In order to provide for the safety of the traveling public the Contractor's attention is directed to 614.03. In addition the following provisions shall apply:

1. Any removed items shall not be stored on the right of way for more than thirty (30) days.
2. The storage of equipment, materials, and vehicles within the highway right of way will be permitted. The number of areas and exact locations shall be approved by the Engineer.
3. All disturbed areas shall be returned to their original condition at no expense to the state.

Cooperation Between Contractors

The contractor shall cooperate and coordinate his/her operations with the contractors on other projects that may be in force during the life of the contract, specifically PID 111603 - CUY-71/16.40/VAR Repair project. No waiver of any provisions of 105.085 of the Construction and Material Specification is intended.

Staging Areas

There are no specific areas given in the plans for the Contractor to use as a staging area(s). If the Contractor wants to use an area(s) for staging, regardless if it falls within the project limits or not, the Contractor is to use the Right of Way E-Permitting System at <https://odhcp.bemcorp.net/Accounts/Account/Account> in order to apply for a permit per Section 107.02 of the CMS. For specific permitting questions, the Contractor can contact the District Permitting Office, (Melvin Safford) at 216-584-2137 or at District12Permits@dot.ohio.gov.

If a permit is granted, all conditions of the permit shall be met in addition to the requirements of 104.04 of the CMS, at no additional cost to the State. If the Project Engineer deems that all the conditions of the permit were not met, then 10% of the Contract bid amount for mobilization shall be withheld until all the conditions of the permit are satisfied

Protection of Right-of-Way Landscaping

Prior to beginning work, the Contractor, the Project Engineer and a representative of the maintaining agency will review and record all landscaping items within the right-of-way (both within and outside the construction limits). A record of this review will be kept in the Project Engineer's files. Prior to final acceptance, a final review of landscaping items will be made.

Constrict all activities, equipment storage and staging to within the construction limits. Unless otherwise identified in the plans or proposal, the construction limits are identified as 30 feet from the edge of pavement.

Submit a written request to the Project Engineer to use any area outside these limits. The document submitted must clearly identify the area and explain the proposed use and restoration of the area. Use of these areas for disposal of waste material and construction debris, excavation of borrow material and placement of portable plants is prohibited. The request must be approved, in writing, before the Contractor has permission to use the area.

Any items damaged beyond the construction limits, as defined above, will be replaced in kind or as approved by the Project Engineer.

Item 619 – Field Office, Type B, As Per Plan

In addition to the requirements of CMS 619, the Contractor shall furnish and set up a Wi-Fi router meeting the requirements of IEEE 802.11ac for the exclusive use of the Department.

All other field office items supplied shall meet the requirements of a Type B Field Office.

Item 619 – Field Office, Type B, As Per Plan **6 Months**

Item 623 - Construction Layout Stakes and Surveying, As Per Plan

In addition to the requirements of the CMS, this item of work will include the following additional requirements.

An Ohio professional surveyor shall determine the minimum vertical clearances of all existing and new bridges within the project limits after completion of all the work, but prior to final acceptance of the project. At a minimum, measurements shall be taken along the centerline of each fascia beam at the edge of shoulders, edge lines, lane lines, and crown of the roadway below. The measurements shall be documented on the ODOT vertical clearance survey form. The form shall bear the stamp or seal of the Ohio professional surveyor who has taken the measurements. The Ohio professional surveyor shall submit the completed form to the Project Engineer and the District Bridge Maintenance Engineer prior to final acceptance of the project.

Payment for all of the above work shall be at the unit price bid for Item 623 – Construction Layout Stakes, As Per Plan, which shall include all labor, equipment, materials and incidentals necessary to complete the above work.

DESIGN AGENCY



DESIGNER

JDA

REVIEWER

EJK 10/31/22

PROJECT ID

99531

SHEET TOTAL

17 49

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment of the existing pavement. Previous construction plans showing the original alignment are available for inspection at the ODOT District 12 office. Place the proposed asphalt concrete as shown on the typical sections. The intent of the plans is to maintain the existing profile.

Planing Requirements

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 10 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 10 calendar days, liquidated damages as per 108.07 of the CMS shall be assessed.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.15, after completion of the surface course, the contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs /inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot with the exception of one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be as approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Item 254 – Pavement Planing, Asphalt Concrete, As Per Plan

This item shall be used to remove the existing asphalt overlay full width at an average depth of 1.5" as specified in the plans. Areas which have transverse wedges (butt joints) are to be removed in two passes as required for maintaining traffic. No additional payment shall be made for the second pass.

Item 251 - Partial Depth Pavement Repair (442), As Per Plan A

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of longitudinal joints as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 3" below the top of the planed asphalt surface. The width of the repair shall be 12" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
 As Per Plan A..... **3,854 Sq Yd**

Item 251 - Partial Depth Pavement Repair (442), As Per Plan B

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of transverse joints and cracks as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 3" below the top of the planed asphalt surface. The width of the repair shall be 12" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
 As Per Plan B..... **4,408 Sq Yd**

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (447), PWL,2024, As Per Plan, PG76-22M

The coarse virgin aggregate for this item shall be limited to a blend of air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone. The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of the fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2%. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of CMS 442.

All requirements of C&MS Item 442 apply except as shown.

Mat Density Acceptance - Follow the requirements of 447 Mat Density Acceptance, except as modified below.

Obtain 6-inch diameter cores for each Lot.

The PWL calculator, located on the ODOT website at the Office of Construction Administration, will be used to determine the Lot PWL and the Lot AASHTO pay factors.

The Department will determine the pay factor for each Lot cored by the following table.

Lower Specification Limit	Surface <u>with NO</u> joint cores Pay Factor Criteria	Pay Factor (PF)
92.6%	If AVE density is $\geq 93\%$ AND PWL ≥ 70	PF =1 or AASHTO PF whichever is greater
	If $70 > \text{PWL} > 50$	AASHTO PF
	If PWL ≤ 50	REMOVE AND REPLACE

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (446), PWL,2024, As Per Plan, PG76-22M

Joint coring as per 446.04 will not be required for all asphalt concrete placed with cold longitudinal joints using Void Reducing Asphalt Membrane (VRAM). Construct cold longitudinal joints over VRAM using the same techniques, equipment, and roller patterns used on the rest of the mat. Obtain 10 mat cores for each lot of material per 446.04. Pay factors for each lot of material will be determined per Table 446.04-2.

The course virgin aggregate and at least 50% of fine virgin aggregate for this item shall be limited to air cooled blast furnace sag (ACBFS) or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

Density Acceptance - Follow the requirements of 446 Density Acceptance, except as modified below.

Obtain 6-inch diameter cores for each Lot.

The PWL calculator, located on the ODOT website at the Office of Construction Administration, will be used to determine the Lot PWL and the Lot AASHTO pay factors.

The Department will determine the pay factor for each Lot cored by the following tables.

Lower Specification Limit	Surface <u>with 3</u> joint cores Pay Factor Criteria	Pay Factor (PF)
92%	If AVE density is $\geq 92.4\%$ AND PWL ≥ 70	PF =1 or AASHTO PF whichever is greater
	If $80 > \text{PWL} > 50$	AASHTO PF
	If PWL ≤ 50	REMOVE AND REPLACE
Lower Specification Limit	Surface <u>with NO</u> joint cores Pay Factor Criteria	Pay Factor (PF)
92.6%	If AVE density is $\geq 93\%$ AND PWL ≥ 70	PF =1 or AASHTO PF whichever is greater
	If $80 > \text{PWL} > 50$	AASHTO PF
	If PWL ≤ 50	REMOVE AND REPLACE



Maintaining Traffic – General Provisions

- Traffic shall be maintained in accordance with the "Schedule of Through Lanes to be Maintained." the Contractor shall set up and operate his equipment in such a manner as to minimize encroachment upon the traveled width of pavement
- The Contractor shall notify the Engineer, the responsible law enforcement agency and the Ohio Department of Transportation, District 12 Public Information Officer ((216) 584-2007) not less than 24 hours prior to a scheduled disruption of traffic.
- Nighttime work shall be permitted in accordance with these plans and notes. The Contractor shall provide flood lighting of the work area in accordance with CMS 401.15 in order to assure the safest conditions during nighttime work. A lighting plan for nighttime operations shall be presented to and approved by the Engineer.
- The Contractor shall furnish, erect and maintain all warning and information signs necessary for maintaining traffic. The sign faces shall be reflectorized with type G sheeting complying with the requirements of CMS 730.19. The Contractor shall determine what signs are needed and advise the Engineer two weeks in advance of his detailed plans. See the OMUTCD and standard drawings for the minimum signage required.
- Traffic control devices shall be set up prior to the start of construction and shall be properly maintained during the time special conditions exist. They shall remain in place only as long as they are needed and shall be immediately removed thereafter. Where operations are performed in stages, there shall be in place only those devices that apply to the condition present during the stage in progress. All signs with messages which do not apply during a certain period shall be covered or set aside out of the view of traffic.
- Placement of final roadway pavement markings and raised pavement markers shall be accomplished in accordance with the "Schedule of Through Lanes to be Maintained." The Contractor shall provide 2 shadow vehicles as per MT-99.20 following the pavement marking equipment. The shadow vehicles shall travel 500' apart with the remote vehicle traveling on the shoulder (left or right as applicable) where usable shoulder is available. The first shadow vehicle in a traffic lane shall be equipped with a truck mounted attenuator meeting NCHRP 350 requirements. Each shadow vehicle shall have a yellow flashing beacon plus 48" construction warning signs mounted on the back facing traffic with standard type messages advising motorists of the work ahead, advisory warning speed, and which lane is closed.
- During non-working periods, open excavations shall be delineated with warning flashers and/or other approved devices as deemed appropriate by the Engineer.
- Existing signs located within the road work areas which are necessary for interim or permanent traffic control shall be removed and re-erected in locations as approved by the Engineer.
- No stoppage of traffic shall occur without law enforcement personnel at each location to direct traffic.
- Whenever a total closure is implemented, the Contractor shall provide a portable changeable message sign from ODOT's pre-approved list. It shall be placed 1.5 miles to 2 miles in advance of the closure or as directed by the Engineer.
- For any operation not specifically mentioned in these plans, the traffic shall be maintained in accordance with the OMUTCD.

Holiday Closures

No work shall be performed and all existing lanes shall be open to traffic during the following designated holidays or events:

Christmas (observed)	New Year's (observed)	Total Solar Eclipse (4/8/24)
Fourth of July (observed)	Other Holiday	Other Special event
Labor Day	Thanksgiving	Memorial Day
Election Day (Nov)		

The period of time that the lanes are to be open depends on the day of the week on which the holiday or event falls. The following schedule shall be used to determine this period:

<u>Day of the Week</u>	<u>Times All Lanes Must Be Open</u>
Sunday	12 noon Friday Through 6:00AM Monday
Monday	12 noon Friday Through 6:00AM Tuesday
Tuesday	12 noon Monday Through 6:00AM Wednesday
Wednesday	12 noon Tuesday Through 6:00AM Thursday
Thursday	12 noon Wednesday Through 6:00AM Monday
Thursday (Thanksgiving Only)	6:00AM Wednesday through 6:00AM Monday
Friday	12 noon Thursday Through 6:00AM Monday
Saturday	12 noon Friday Through 6:00AM Monday

Should the Contractor fail to meet any of these requirements, the Contractor shall be assessed a disincentive per the Lane Value Contract (PN 127).

Maintaining Traffic and Sequence of Operations

All asphalt concrete operations shall be conducted in a manner that will assure minimum danger and inconvenience to highway users. The procedure for the removal or placement of any existing or proposed asphalt course shall be such that no greater than 1-1/2" discontinuity in the elevation of the traveled surface shall be exposed to traffic.

Traffic shall not be permitted to cross any partial-width removal or resurfacing joint during the actual removal or paving operation except as necessary. Any partial-width longitudinal joints with a discontinuity greater than 1-1/2" which must be exposed to traffic shall be ramped using Item 614 – Asphalt Concrete for Maintaining Traffic at a rate not steeper than 6:1.

Temporary transverse removal or paving joints which must be exposed to traffic shall be ramped using Item 614 – Asphalt Concrete for Maintaining Traffic at a rate not to exceed 1" in 10'.

For removal of existing overlays, a transition may be planed into the existing overlay and may be substituted for the asphalt ramps previously described.

Whenever traffic is subject to partial width removals or overlays prior to full width completion, the Contractor shall provide W8-11-48 "UNEVEN LANES" signs (dual sign installation). Placement shall be as directed by the Engineer and included in the lump sum payment for Item 614 – Maintaining Traffic.

Whenever any part of the traveled surface is closed, the motorists shall be warned and diverted by the Contractor through the use of a flashing arrow, in addition to those provisions set forth in the OMUTCD, the Traffic Engineering Manual and the applicable Standard Construction Drawings.

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.

Truck Mounted Attenuator

When setting up and tearing down advanced signs for a work zone, a Truck Mounted Attenuator shall trail the work crew per CMS 614.03D. Also provide a rear-facing Type B or Type C Arrow Board mounted to the TMA truck per SS821 & SS921. Payment shall be included in the lump sum payment for Item 614 – Maintaining Traffic.

Major Work Items

The following major work items will require traffic maintenance which shall be incorporated into the Contractor's sequence of operations.

- A. Removal of existing RPMs
- B. Completion of partial depth pavement repairs
- C. Planing of asphalt concrete
- D. Adjustment of existing castings
- E. Placing of asphalt concrete
- F. Placing proposed pavement markings and raised pavement markers
- G. Placing of rumble strips

Item 614 – Asphalt Concrete for Maintaining Traffic, As Per Plan

This item shall be used to provide temporary asphalt ramps for transverse discontinuities. Ramping shall be placed at the rate of 1" per 10' or to be used as directed by the Engineer.

Remove temporary asphalt ramps as part of this item. Materials shall be removed prior to the placement of the next course of asphalt.

Item 614 – Asphalt Concrete for Maintaining Traffic,
 As Per Plan **100 Cu Yd**

Sequence of Operations

The contractor shall not begin work on the mainline from the Begin Station to Sta. 882+33 R2 until after August 1st, 2024 or in coordination with PID 111603.

CUY-71/90-14.66/14.94

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STATION TO STATION	LENGTH FT.	BEGIN WIDTH FT.	ENDING WIDTH FT.	AVERAGE WIDTH FT.	AREA SQ. YD.	254	407	442	442	442	872
						PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1.5"	NON-TRACKING TACK COAT	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PWL, 2024, PG76-22M	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PWL, 2024, PG76-22M	VOID REDUCING ASPHALT MEMBRANE (VRAM)
						SY	GAL	CY	CY	CY	FT
<i>Ramp J</i>											
3+70.96	8+98.35	527.39	25.0	25.0	25.00	1465.00	1465	125	94	62	528
8+98.35	10+30.40	132.05	25.0	42.0	33.50	492.00	492	42	24	21	133
10+30.40	12+07.78	177.38	42.0	42.0	42.00	828.00	828	70	32	35	178
12+07.78	12+39.66	31.88	42	47	44.25	157.00	157	13	6	7	32
12+39.66	12+70.30	30.64	47	84	65.25	222.00	222	19	5	10	31
<i>Ramp K</i>											
0+30.47	0+48.47	18.00	68.0	26.0	47.00	94.00	94	8	3	4	18
0+48.47	6+33.98	585.51	26.0	26.0	26.00	1691.00	1691	144	104	71	586
<i>Ramp L-1</i>											
936+20.14	937+66.69	146.55	55.0	70.0	62.50	1018.00	1018	87	26	43	147
937+66.69	942+14.27	447.58	38.0	38.0	38.00	1890.00	1890	161	80	79	448
<i>Ramp L-2</i>											
941+48.11	944+17.09	268.98	24.0	24.0	24.00	717.00	717	61	48	30	269
<i>Ramp M</i>											
941+60.69	942+60.68	99.99	39.0	39.0	39.00	433.00	433	37	18	19	100
942+60.68	947+47.56	486.88	40.0	30.0	35.00	1893.00	1893	161	87	79	487
<i>Ramp SBOR</i>											
935+28.60	941+67.20	638.60	27	48	37.25	2643.00	2643	225	114	111	639
941+67.20	943+02.79	135.59	38	37	37.50	565.00	565	48	24	24	136
943+02.79	947+48.36	445.57	37	30	33.50	1659.00	1659	141	79	70	446
<i>Ramp N</i>											
981+43.17	984+05.30	262.13	38	38	38.00	1107.00	1107	94	47	47	263
<i>Median U-Turn</i>											
862+13.71	836+09.10	CADD AREA			2744.00	2744	233			115	
TOTALS CARRIED FROM THIS SHEET						19618	1669	791	827	4441	
TOTALS CARRIED FROM SHEET 29						33462	28444	9962	13976		
TOTALS CARRIED FROM SHEET 30						96331	8185	4779	4045	0	26827
TOTALS CARRIED TO GENERAL SUMMARY						450561	38298	15532	4872	13976	31268

Pavement Subsummary

DESIGN AGENCY



DESIGNER

JDA

REVIEWER

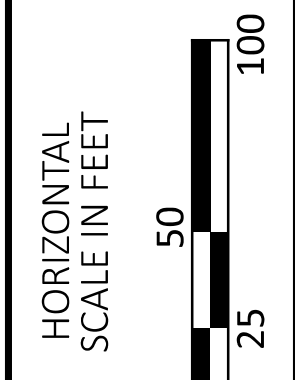
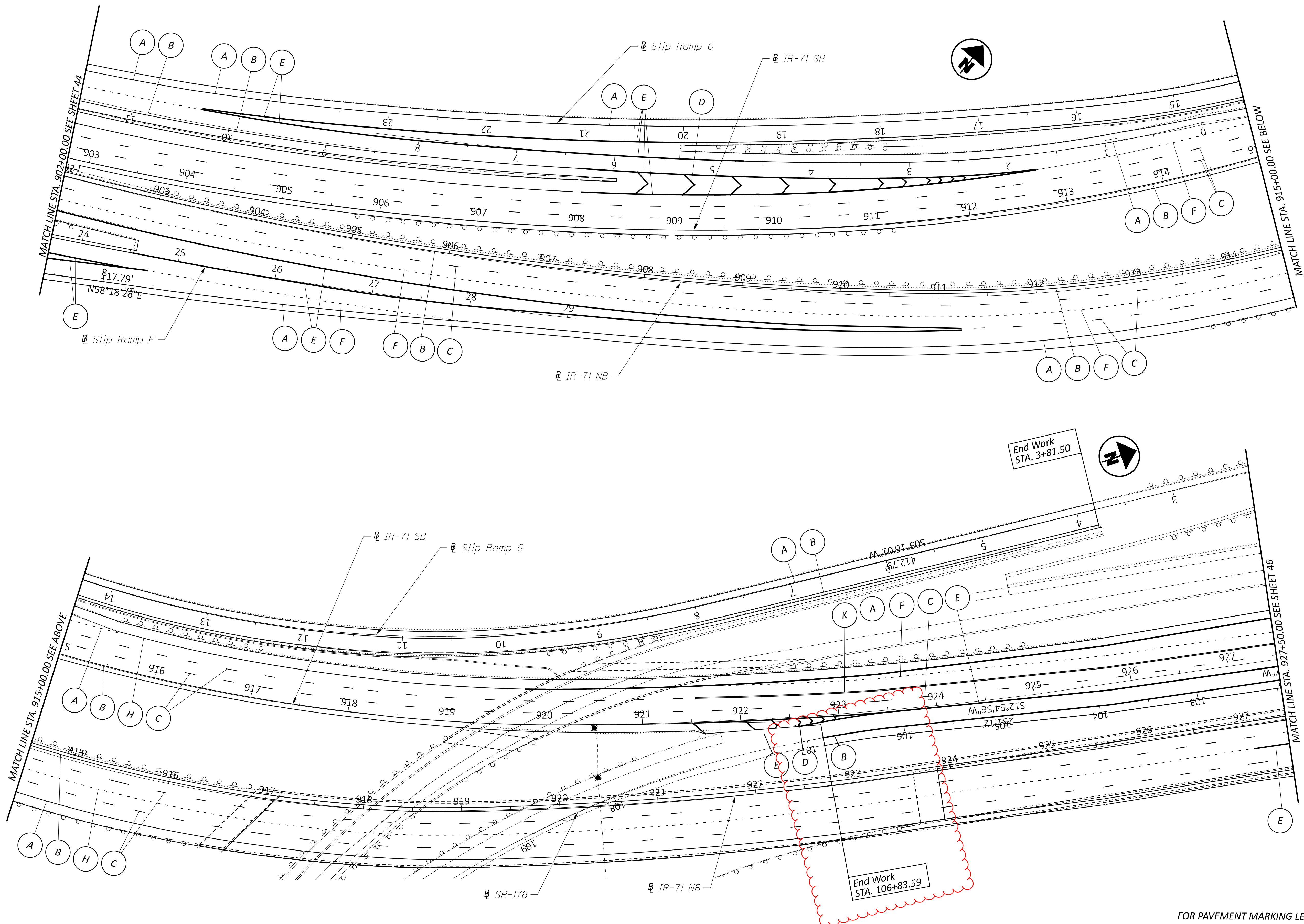
EJK 10/31/22

PROJECT ID

99531

SHEET TOTAL

31 49



Plan Sheet I.R. 71
Sta. 902+00.00 to Sta. 927+50.00

DESIGN AGENCY



DESIGNER

JDA

REVIEWER

EJK 10/31/22

PROJECT ID

99531

SHEET TOTAL

45 49

FOR PAVEMENT MARKING LEGEND, SEE SHEET 36