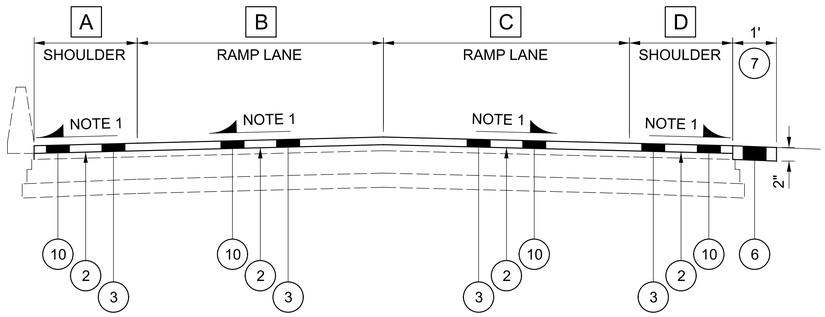


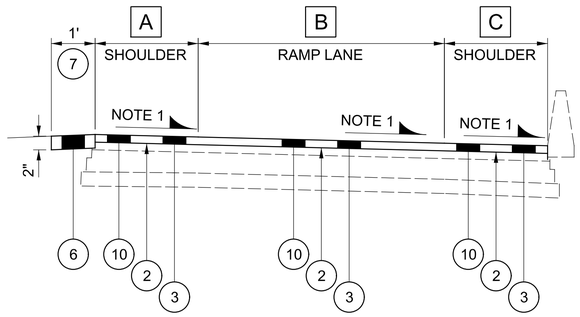
TYPICAL SECTION #6

I-71 RAMPS

SECTION APPLIES TO:

RAMP 6 STA 12+25.23 TO STA 42+90.14 = 3065 FT

TOTAL = 3065 FT (= 0.58 MI)



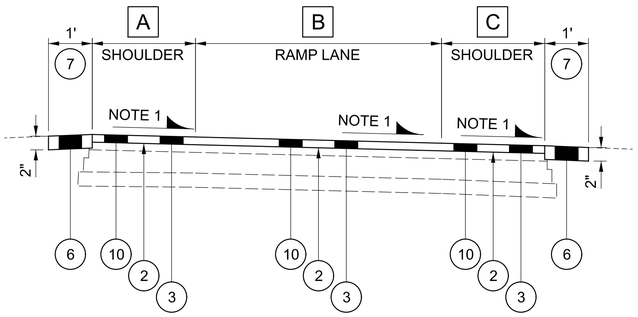
TYPICAL SECTION #7

I-71 RAMPS

SECTION APPLIES TO:

RAMP 5A STA 13+07.10 TO STA 24+82.19 = 1175 FT

TOTAL = 1175 FT (= 0.22 MI)



TYPICAL SECTION #8

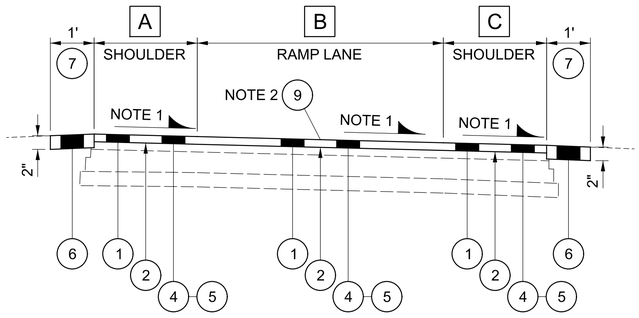
I-71 RAMPS

SECTION APPLIES TO:

RAMP 3 STA 0+55.84 TO STA 1+60.68 = 105 FT

RAMP 5B STA 33+47.62 TO STA 38+93.41 = 546 FT

TOTAL = 651 FT (= 0.12 MI)



TYPICAL SECTION #9

I-71 RAMPS

SECTION APPLIES TO:

RAMP TO STATE OF OHIO REST AREA I-71 NB = 178 FT

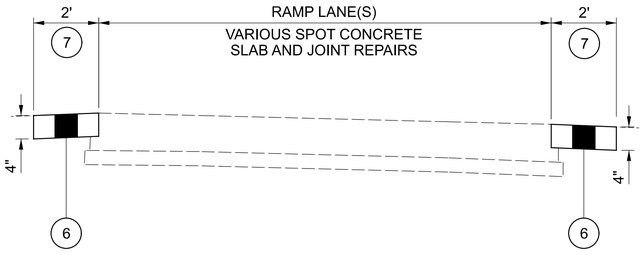
RAMP TO STATE OF OHIO REST AREA I-71 SB = 173 FT

RAMP A STA 15+92.49 TO STA 23+20.80 = 728 FT

RAMP B STA 0+38.69 TO STA 7+12.00 = 673 FT

RAMP C STA 0+39.29 TO STA 7+12.47 = 673 FT

TOTAL = 2425 FT (= 0.46 MI)



TYPICAL SECTION #10

I-71 RAMPS

SECTION APPLIES TO:

RAMP 1 STA 3+85.34 TO STA 12+63.91 = 879 FT

RAMP 2 STA 4+27.44 TO STA 17+54.38 = 1327 FT

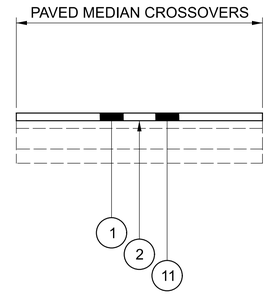
RAMP 3 STA 1+60.68 TO STA 14+91.94 = 1331 FT

RAMP 4 STA 0+62.91 TO STA 9+58.99 = 896 FT

RAMP 5B STA 38+93.41 TO STA 44+11.82 = 518 FT

RAMP 7 STA 0+56.86 TO STA 11+72.98 = 1116 FT

TOTAL = 6067 FT (= 1.15 MI)



TYPICAL SECTION #11

PAVED MEDIAN CROSSOVERS

SECTION APPLIES TO:

DEL-71 STA 92+78.71

DEL-71 STA 144+29.11

DEL-71 STA 221+93.20

DEL-71 STA 322+16.42

DEL-71 STA 427+16.75

DEL-71 STA 475+10.72

DEL-71 STA 543+01.26

DEL-71 STA 602+80.39

LEGEND:

- A — PAVEMENT WIDTH - SEE PAVEMENT CALCULATION SHEET(S)
- 1 — ITEM 254 - (1.75") PAVEMENT PLANING, ASPHALT CONCRETE
- 2 — ITEM 407 - NON-TRACKING TACK COAT (RATE PER C&MS TABLE 407.06-1)
- 3 — ITEM 424 - (1.00") FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)
- 4 — ITEM 442 - (1.75") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG70-22M
- 5 — ITEM 442 - ANTI-SEGREGATION EQUIPMENT (NOT INTENDED FOR MAINLINE SHOULDERS)
- 6 — ITEM 617 - COMPACTED SHOULDER AGGREGATE
- 7 — ITEM 617 - SHOULDER PREPARATION
- 8 — ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- 9 — ITEM 875 - LONGITUDINAL JOINT ADHESIVE (INCIDENTAL TO 447)
- 10 — ITEM 897 - (1.00") PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
- 11 — ITEM 442 - (1.75") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)

NOTES:

NOTE 1:
MAINTAIN EXISTING CROSS SLOPE. SEE EXISTING TYPICAL SECTION AND EXISTING PLANS (AVAILABLE UPON REQUEST) FOR VERIFICATION.

NOTE 2:
ONLY REQUIRED ON "COLD JOINTS". SEE SURFACE COURSE. AS PER PLAN IN GENERAL NOTES FOR "COLD JOINT" REQUIREMENTS.

TYPICAL SECTIONS
I-71 RAMPS

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.9 TOTAL 75

FRA-71-28.62, DEL-71-0.00

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ITEM 606 – IMPACT ATTENUATOR, TYPE 1 (MASH 2016):
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 1 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 1(UNIDIRECTIONAL OR BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - IMPACT ATTENUATOR MISC.: TYPE 2 NOSE ASSEMBLY:
THIS ITEM SHALL CONSIST OF SUPPLYING AND INSTALLING A COMPLETE IMPACT ATTENUATOR, TYPE 2 NOSE ASSEMBLY AT SPECIFIC LOCATIONS AS DETAILED IN THE PLAN.

THE PROPOSED COMPLETE (YELLOW) NOSE ASSEMBLY SHALL BE COMPATIBLE WITH A QUADGUARD II IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. AND SHALL INCLUDE ALL SUPPORTS, BRACKETS, AND HARDWARE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS, SHOP DRAWING: "NOSE ASSY, QGII, NARROW".

REMOVAL OF THE EXISTING NOSE ASSEMBLY SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND PAYMENT SHALL BE AT THE UNIT BID PRICE OF EACH.

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT:
THIS ITEM SHALL BE USED WHEN THE CONTRACTOR IS REQUIRED TO USE AN ALTERNATE METHOD TO SET POSTS TO PREVENT DAMAGE TO AN UNDERGROUND OBSTACLE, SUCH AS A UTILITY. THE USE OF THIS ITEM WILL BE AS DEEMED NECESSARY BY THE ENGINEER. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO SET AND BACKFILL POSTS WHILE MEETING THE REQUIREMENTS OF THE APPLICABLE GUARDRAIL ITEM BEING PERFORMED. APPLICABLE GUARDRAIL ITEMS INCLUDE BUT ARE NOT LIMITED TO SETTING POSTS (AND SLEEVES) FOR TYPE 5,TYPE MGS, BARRIER DESIGN, ANCHOR ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES. PAYMENT SHALL BE AT THE UNIT BID PRICE OF EACH AND SHALL BE PAID FOR IN ADDITION TO THE APPLICABLE GUARDRAIL PLACEMENT ITEM LISTED ABOVE.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT: = 200 FT

ITEM 659 - GRADING AND EROSION CONTROL:
AREAS DISTURBED BY GUARDRAIL ACTIVITIES, AND AREAS WHERE EMBANKMENT HAS BEEN PLACED SHALL BE REPAIRED, AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITIES HAVE BEEN PROVIDED ON SHEET **P.68** .

MANHOLES AND OTHER CASTING STRUCTURES:
THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE = 4 EACH
ITEM 611 – MANHOLE ADJUSTED TO GRADE = 4 EACH
ITEM 638 – VALVE BOX ADJUSTED TO GRADE = 4 EACH

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), 4.50" :
ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE THE REPAIR AREAS SHALL CONSIST OF REMOVING **4.50** INCHES OF PAVEMENT AND PLACING **4.50** INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET **P.11** . WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED TO BE USED "AS DIRECTED" AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), 4.50" = 10000 SY

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS:
THIS ITEM IS PROVIDED FOR THE REPAIR OF EXISTING CONCRETE RAMPS WITHIN THE PROJECT LIMITS.

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REMOVAL SHALL INCLUDE THE EXISTING NON-REINFORCED CONCRETE PAVEMENT. THE REPLACEMENT SHALL INCLUDE RIGID REPLACEMENT. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS. THIS ITEM OF WORK SHALL ALSO BE PERFORMED AS SHOWN ON TYPICAL DETAIL SHEET **P.12** AND STANDARD CONSTRUCTION DRAWING BP-2.5.

TYPE OF REPAIR SHALL BE AS SHOWN ON THE PAVEMENT REPAIR SUBSUMMARY SHEET. THIS WORK SHALL BE PERFORMED WHEN THE ALLOWABLE RAMP CLOSURE CHART PERMITS THE CLOSURE TO TRAFFIC. IF THE ALLOWABLE RAMP CLOSURE CHART REQUIRES THE LANES TO BE OPEN AND THE CONCRETE HAS NOT MET THE MINIMUM STRENGTH, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE PER THE PLAN.

FOR LOCATIONS AND QUANTITIES, SEE SHEETS **P.27** - **P.29** .

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.75":
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON MAINLINE, CD ROADS, AND RAMPS. AT NO TIME SHALL THE PLANED SHOULDERS BE LEFT AT A ELEVATION THAT VIOLATES THE DROPOFF REQUIREMENTS OF SCD MT-101.90.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF C&MS.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT:
PROVIDE ANTI-SEGREGATION EQUIPMENT IN COMBINATION WITH ALL 442-ASPHALT CONCRETE COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH C&MS 401.12. THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF ASPHALT COURSES ON THE MAINLINE (EXCLUDING SHOULDERS) AND RAMPS (INCLUDING SHOULDERS).

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN, PG70-22:
LOCATE LONGITUDINAL JOINTS IN SURFACE COURSE AS DESCRIBED IN C&MS 447.02 SUBJECT TO THE FOLLOWING REQUIREMENTS:

- FOR PAVEMENT SECTIONS WITH 2 LANES IN A SINGLE DIRECTION, PLACE A SINGLE COLD LONGITUDINAL JOINT BETWEEN THE 2 LANES.
- FOR PAVEMENT SECTIONS WITH 3 OR 4 LANES IN A SINGLE DIRECTION, PLACE A SINGLE COLD LONGITUDINAL JOINT BETWEEN THE SECOND AND THIRD LANE FROM THE MEDIAN.
- WHEN LANES COME IN CONTACT WITH THE STRIPED GORE THEY ARE CONSIDERED TO BE ON THE RAMP AND COUNTED SEPARATELY FROM THE MAINLINE.
- PLACE A MAXIMUM OF A SINGLE COLD LONGITUDINAL JOINT FOR RAMP PAVING.

A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE MAINLINE AND SHOULDER FOR THIS PROJECT AS SPECIFIED IN C&MS 447.02 ITEM 875 - LONGITUDINAL JOINT ADHESIVE IS NOT REQUIRED FOR THE SHOULDER JOINT. ONE JOINT ALONG ONE OF THE TWO LINES THAT MAKE UP THE STRIPED GORE MAY BE A COLD JOINT. LONGITUDINAL JOINT ADHESIVE IS REQUIRED AT THESE LOCATIONS.

PROVIDE LOCATION REFERENCE COORDINATES FOR EACH CORE TAKEN FOR MAT AND JOINT DENSITY ACCEPTANCE. UTILIZE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER WITH AN ACCURACY OF ± 2 INCHES (50 MM) IN THE X AND Y DIRECTIONS. USE A GNSS WITH THE ABILITY TO OBTAIN POSITIONAL CORRECTIONS USING THE ODOT REAL TIME NETWORK (RTN) OR A BASE-ROVER REAL-TIME KINEMATIC (RTK) SYSTEM. TIE DATA TO THE MOST CURRENT VERSION OF THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) THROUGH OHIO COUNTY COORDINATE SYSTEM (OCCS) COORDINATES. USE THE RTN ONLY WHEN COVERAGE IS AVAILABLE THROUGHOUT THE PROJECT LIMITS.

ITEM 617 - WATER:
THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 617 – WATER = 10 MGAL

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1.0":
THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON MAINLINE, CD ROADS, AND RAMPS. AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLANED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF C&MS.

ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY:
THIS ITEM CONSISTS OF INSTALLING MISSING AND DAMAGED BARRIER REFLECTORS ON ALL CONCRETE BARRIER, AND BRIDGE PARAPETS WITHIN THE PROJECT LIMITS. THIS ITEM SHALL ONLY BE "NON-PERFORMED" IN AREAS AS DETERMINED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 626 - BARRIER REFLECTOR, TYPE 1, ONE-WAY = 45 EACH

PAVEMENT MARKINGS:
APPLICATIONS OF PAVEMENT MARKINGS HAVE BEEN PROVIDED TO ENSURE PROPER COVERAGE FOR MULTIPLE STAGES OF THIS PROJECT :

- **"WINTER-OVER" MARKINGS APPLICATION**
  DEL-71 (MAINLINE & RAMPS)
  FROM: STA 84+95.85 (SLM 1.61)
  TO: STA 607+20.00 (SLM 11.50)
  * ITEM(S) 642 - PAINT TYPE 1, 644-THERMO, AND 646-EPOXY HAVE BEEN PROVIDED FOR COMPLETING ALL FINAL "INTERIM" PAVEMENT MARKINGS WHICH WILL BE SUBJECT TO THE INTERIM COMPLETION DATE AS DESCRIBED ON SHEET **P.18** .
- **"SPRING-REFRESH" MARKINGS APPLICATION**
  DEL-71 (MAINLINE & RAMPS)
  FROM: STA 84+95.85 (SLM 1.61)
  TO: STA 607+20.00 (SLM 11.50)
  * ITEM(S) 642 - PAINT TYPE 1A HAVE BEEN PROVIDED FOR COMPLETING ALL LONG-LINE "INTERIM" PAVEMENT MARKINGS WHICH WILL BE SUBJECT TO THE INTERIM COMPLETION DATE AS DESCRIBED ON SHEET **P.18** .
- **"FINAL" MARKINGS APPLICATION**
  ENTIRE PROJECT
  * ITEM(S) 644 - THERMO AND 646-EPOXY (NOT YET COMPLETED IN PREVIOUS STAGES) HAVE BEEN PROVIDED FOR COMPLETING ALL FINAL AUXILIARY PAVEMENT MARKINGS.
  * ITEM(S) 807 AND ITEM(S) 850 - RECESSED WET REFLECTIVE HAVE BEEN PROVIDED FOR COMPLETING ALL FINAL LONG-LINE PAVEMENT MARKINGS.

THE LOCATIONS, SIZES AND SHAPES OF THE PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

ENTRANCE AND EXIT RAMP PAVEMENT MARKINGS WILL BE UPDATED TO THE CURRENT STANDARDS (CHEVRON AND DOTTED LINE MARKINGS) PER SCD TC-72.20 AND AS DETAILED IN THE PLAN SHEETS. TRANSVERSE/DIAGONAL LINE AND CHEVRON MARKINGS SHALL BE SPACED AS DETAILED PER TEM 301-14 AND SCD TC-72.20.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

DESIGN AGENCY
DESIGNER DKR
REVIEWER KLM 02/26/26
PROJECT ID 114906
SHEET P.14 TOTAL 75

FRA-71-28.62, DEL-71-0.00
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ITEM 808 - WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTIONS
WZ-35889	FRANKLIN/DELAWARE I-71	NB & SB

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

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

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

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.
WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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

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

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

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

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

ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
(ASSUMING 8 DSL SIGN ASSEMBLIES FOR 9 MONTHS) = 72 SNMT

ITEM 896 - WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE INITIAL LOCATIONS OF THE PORTABLE NON-INTRUSIVE TRAFFIC SENSOR SHALL BE AT THE BEGINNING OF THE TAPER, 0.5 MILES FROM THE TAPER, AT 1 MILE FROM THE TAPER AND AT 2 MILES FROM THE TAPER. THE INITIAL LOCATION OF PCMS SHALL BE AT 3 MILES FROM THE TAPER IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER. THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:
GREATER THAN OR EQUAL TO 50 MPH – USE FOUR CORNER FLASHING CAUTION MODE
BETWEEN 50 MPH AND 25 MPH – TRAFFIC AHEAD XX MPH / SLOW DOWN
BELOW OR EQUAL TO 25 MPH – TRAFFIC AHEAD XX MPH / PREPARE TO STOP
FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).
XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896 - PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II
(ASSUMING 4 SENSORS FOR 9 MONTHS) = 36 SNMT

ITEM 896 - PORTABLE CHANGEABLE MESSAGE SIGN
(ASSUMING 2 PCMS FOR 9 MONTHS) = 18 SNMT

ITEM 614 - DETOUR SIGNING, AS PER PLAN

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - DETOUR SIGNING, AS PER PLAN = LUMP SUM

INTERIM COMPLETION DATE:

THIS CONTRACT INCLUDES AN INTERIM COMPLETION DATE AS DESCRIBED IN PN 121 OF 01/18/2019 FOR ALL WORK IDENTIFIED BELOW:

- **WORK ITEM #1**
  - ALL WORK ITEMS DESCRIBED IN THE PLANS COMPLETED ON **DEL-71 (MAINLINE & RAMPS)**
    FROM: STA 84+95.85 (SLM 1.61)
    TO: STA 607+20.00 (SLM 11.50)
  - EXCEPT ITEM(S) 807 - FINAL "PERMANENT" (LONG LINE) WET REFLECTIVE PAVEMENT MARKINGS, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.
    - ITEM(S) 642 - PAINT TYPE 1, 644-THERMO, AND 646-EPOXY HAVE BEEN PROVIDED FOR COMPLETING ALL FINAL "INTERIM" PAVEMENT MARKINGS WHICH WILL BE SUBJECT TO THIS INTERIM COMPLETION DATE .
    - ITEM 621 - RPM'S WILL BE SUBJECT TO THIS INTERIM COMPLETION DATE .
  - EXCEPT ALL ITEM(S) INCLUDING OR ASSOCIATED WITH THE PROPOSED GUARDRAIL WORK, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.
- **WORK ITEM #2**
  - ALL ITEM(S) 642 - PAINT TYPE 1A AS DESCRIBED IN THE PLANS COMPLETED ON **DEL-71 (MAINLINE & RAMPS)**
    FROM: STA 84+95.85 (SLM 1.61)
    TO: STA 607+20.00 (SLM 11.50)
- **WORK ITEM #3**
  - ALL WORK ITEMS DESCRIBED IN THE PLANS COMPLETED ON **FRA-71 (MAINLINE)**
    FROM: STA 1511+27.78 (SLM 28.62)
    TO: STA 1577+98.08 (SLM 29.89)
  - EXCEPT ITEM(S) 807 - FINAL "PERMANENT" (LONG LINE) WET REFLECTIVE PAVEMENT MARKINGS, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.
  - EXCEPT ALL ITEM(S) INCLUDING OR ASSOCIATED WITH THE PROPOSED GUARDRAIL WORK, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.

DEL-71 (MAINLINE & ASPHALT RAMPS)
FROM: STA 0+0.00 (SLM 0.00)
TO: STA 84+95.85 (SLM 1.61)

- EXCEPT ITEM(S) 807 - FINAL "PERMANENT" (LONG LINE) WET REFLECTIVE PAVEMENT MARKINGS, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.
- EXCEPT ALL ITEM(S) INCLUDING OR ASSOCIATED WITH THE PROPOSED GUARDRAIL WORK, WHICH WILL ONLY BE SUBJECT TO THE FINAL COMPLETION DATE.

INCENTIVE/DISINCENTIVE CONTRACT TABLE

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE $ PER TIME PERIOD
WORK ITEM #1 DESCRIBED ABOVE	10/15/2027	DAY	$5,000
WORK ITEM #2 DESCRIBED ABOVE	5/31/2028	DAY	$5,000
WORK ITEM #3 DESCRIBED ABOVE	7/31/2028	DAY	$5,000

IT IS THE EXPECTATION THAT THE CONTRACTOR WILL PERFORM "WORK ITEM #3" IN CALENDAR YEAR 2028. SHOULD THE CONTRACTOR CHOOSE TO PERFORM "WORK ITEM #3" IN CALENDAR YEAR 2027, ALL WORK WITHIN "WORK ITEM #3" WILL NEED TO BE COMPLETED BY THE INTERIM COMPLETION DATE OF "WORK ITEM #1". SHOULD THE CONTRACTOR FAIL TO COMPLETE "WORK ITEM #3" BY THE "WORK ITEM #1" INTERIM COMPLETION DATE, ANY WORK NECESSARY TO MAINTAIN TRAFFIC THROUGH THE WINTER, INCLUDING PAVEMENT MARKINGS AND RPM'S, WILL BE THE FINANCIAL RESPONSIBILITY OF THE CONTRACTOR. WEATHER DAYS WILL NOT BE GRANTED FOR WEATHER IMPACTS TO "WORK ITEM #3" WORK PERFORMED IN CALENDAR YEAR 2027.

MODEL: 114906_MN103 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:27:02 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY

DESIGNER DKR
REVIEWER KLM 02/26/26
PROJECT ID 114906
SHEET P.18 TOTAL 75

SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.13-P.15	P.16-P.20	P.23	P.64	P.68	P.69					01/IMS									
																		ROADWAY	
			38756.25							38756.25				202	38001	38756.25	FT	GUARDRAIL REMOVED, AS PER PLAN	P.13
			56							56				202	42011	56	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN	P.13
			7							7				202	47801	7	EACH	IMPACT ATTENUATOR REMOVED, AS PER PLAN	P.13
			3027							3027				203	20001	3027	CY	EMBANKMENT, AS PER PLAN	P.13
			409.3							409.3				209	60200	409.3	STA	LINEAR GRADING	
			15800							15800				606	15050	15800	FT	GUARDRAIL, TYPE MGS	
			21056.25							21056.25				606	15100	21056.25	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
			487.5							487.5				606	15550	487.5	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
			56							56				606	26150	56	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
			40							40				606	26550	40	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
			39							39				606	35002	39	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			17							17				606	35102	17	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			1							1				606	60002	1	EACH	IMPACT ATTENUATOR, TYPE 1 (UNIDIRECTIONAL)	
			6							6				606	60012	6	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	
			12							12				606	98100	12	EACH	GUARDRAIL, MISC.:TYPE 2 NOSE ASSEMBLY	P.14
200										200				606	98000	200	FT	GUARDRAIL, MISC.:ALTERNATIVE GUARDRAIL PLACEMENT	P.14
			4							4				625	32000	4	EACH	GROUND ROD	
				411						411				659	00300	411	CY	**EROSION CONTROL** TOPSOIL	
			3638							3638				659	10000	3638	SY	SEEDING AND MULCHING	
				187						187				659	14000	187	SY	REPAIR SEEDING AND MULCHING	
				187						187				659	15000	187	SY	INTER-SEEDING	
				0.5						0.5				659	20000	0.5	TON	COMMERCIAL FERTILIZER	
				0.77						0.77				659	31000	0.77	ACRE	LIME	
				20						20				659	35000	20	MGAL	WATER	
										1000				832	30000	1000	EACH	EROSION CONTROL	
																		DRAINAGE	
4										4				611	98630	4	EACH	CATCH BASIN ADJUSTED TO GRADE	
4										4				611	99654	4	EACH	MANHOLE ADJUSTED TO GRADE	
																		PAVEMENT	
10000										10000				251	01040	10000	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), 4.5"	
			698596							698596				254	01000	698596	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	
			5415							5415				255	19100	5415	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 9"	
			1765							1765				255	19100	1765	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 10"	
			1511							1511				255	19100	1511	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 11"	
			12404							12404				255	20000	12404	FT	FULL DEPTH PAVEMENT SAWING	
			13037							13037				257	10000	13037	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	
LS										LS				SPECIAL	40010000	LS		PAVER MOUNTED THERMAL PROFILING (PMTP)	P.15
			80997							80997				407	20000	80997	GAL	NON-TRACKING TACK COAT	
			7064							7064				424	14000	7064	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
			21157							21157				442	00100	21157	CY	ANTI-SEGREGATION EQUIPMENT	
			33922							33922				442	10301	33922	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN, PG70-22	P.14
			38							38				442	22100	38	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)	
			1786							1786				617	10100	1786	CY	COMPACTED AGGREGATE	
			27423							27423				617	20000	27423	SY	SHOULDER PREPARATION	
10										10				617	25000	10	MGAL	WATER	
			40.99							40.99				618	40600	40.99	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
LS										LS				SPECIAL	69098400	LS		INTELLIGENT COMPACTION (IC)	P.15
			254287							254287				897	01010	254287	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1.0"	
																		WATER WORK	
4										4				638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.21 TOTAL 75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_GG101 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:10 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SHEET NUMBER										PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.13-P.15	P.16-P.20	P.23	P.64	P.68	P.69					01/IMS									
																		TRAFFIC CONTROL	
					3298					3298				621	00100	3298	EACH	RPM	
					3298					3298				621	54000	3298	EACH	RAISED PAVEMENT MARKER REMOVED	
45										45				626	00102	45	EACH	BARRIER REFLECTOR, TYPE 1, 1-WAY	
			521							521				626	00110	521	EACH	BARRIER REFLECTOR, TYPE 2, 1-WAY	
					39.66					39.66				642	00104	39.66	MILE	EDGE LINE, 6", TYPE 1	
					39.66					39.66				642	00114	39.66	MILE	EDGE LINE, 6", TYPE 1A	
					39.56					39.56				642	00204	39.56	MILE	LANE LINE, 6", TYPE 1	
					39.56					39.56				642	00214	39.56	MILE	LANE LINE, 6", TYPE 1A	
					8034					8034				642	00404	8034	FT	CHANNELIZING LINE, 12", TYPE 1	
					8034					8034				642	00414	8034	FT	CHANNELIZING LINE, 12", TYPE 1A	
					4965					4965				642	01510	4965	FT	DOTTED LINE, 6", TYPE 1	
					4965					4965				642	01516	4965	FT	DOTTED LINE, 6", TYPE 1A	
					53					53				644	00500	53	FT	STOP LINE	
					150					150				644	00620	150	FT	CROSSWALK LINE, 12"	
					26					26				644	00700	26	FT	TRANSVERSE/DIAGONAL LINE	
					745					745				644	00720	745	FT	CHEVRON MARKING	
					17					17				644	01300	17	EACH	LANE ARROW	
					1					1				644	01350	1	EACH	LANE REDUCTION ARROW	
					1					1				644	01360	1	EACH	WRONG WAY ARROW	
6										6				644	40000	6	EACH	SPEED MEASUREMENT MARKING	
					15					15				646	20300	15	EACH	LANE ARROW	
					5					5				646	20400	5	EACH	WORD ON PAVEMENT, 72", "ONLY"	
					3.85					3.85				807	12010	3.85	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
					1.26					1.26				807	12110	1.26	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
					4082					4082				807	12310	4082	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
					239					239				807	12410	239	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
					50.89					50.89				807	14010	50.89	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
					53.40					53.40				807	14110	53.40	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
					20162					20162				807	14310	20162	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
					12311					12311				807	14410	12311	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
					104.29					104.29				850	10010	104.29	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					12311					12311				850	10110	12311	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					20162					20162				850	10130	20162	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
					5.11					5.11				850	20010	5.11	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
					239					239				850	20110	239	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
					4082					4082				850	20130	4082	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
																		MAINTENANCE OF TRAFFIC	
	1800									1800				614	11110	1800	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	LS									LS				614	12421	LS		DETOUR SIGNING, AS PER PLAN	P.18
	55									55				614	12460	55	EACH	WORK ZONE MARKING SIGN	
	36									36				614	18601	36	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.17
	53.78									53.78				614	20560	53.78	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	51.38									51.38				614	22360	51.38	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	20571									20571				614	23690	20571	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	12335									12335				614	24612	12335	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	53									53				614	26610	53	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	32									32				614	30650	32	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
	72									72				808	18700	72	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
	36									36				896	00012	36	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II	
	18									18				896	00020	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
																		INCIDENTALS	
										LS				614	11000	LS		MAINTAINING TRAFFIC	
										LS				623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	P.15
										LS				624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER
DKR

REVIEWER
KLM 02/26/26

PROJECT ID
114906

SHEET P.22 TOTAL 75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_GG102 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:11 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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PAVEMENT SUBSUMMARY

LOCATION						PAVEMENT														
SHEET	ROUTE	BEG STA	END STA	BEG SLM	END SLM	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1,CLASS RS, 9"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1,CLASS RS, 10"	255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1,CLASS RS, 11"	255 FULL DEPTH PAVEMENT SAWING	257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAEMENT	407 NON-TRACKING TACK COAT	424 FINE GRADED POLYMER ASPHALT, TYPE B (448)	442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A, AS PER PLAN, (447) PG70-22	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A, (449)	617 COMPACTED AGGREGATE	617 SHOULDER PREPARATION	618 RUMBLE STRIPS, SHOULDER (ASPHALT)	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1.0"
						SQ YD	SY	SY	SY	FT	SY	GAL	CU YD	CU YD	CU YD	CU YD	CU YD	SQ YD	MILE	SQ YD
FRA-71 MAINLINE PAVING																				
P.24	FRA-71	1511+27.78	1577+98.08	28.62	29.89							6818	2227				60	967		80186
DEL-71 MAINLINE PAVING																				
P.25	DEL-71	0+00.00	607+20.00	0.00	11.50	687440						71364	4226	20653	33418		1349	23952	40.99	152133
VARIOUS ASPHALT RAMPS & CROSSOVERS PAVING																				
P.26						11156						2815	610	504	504	38	377	2504		21968
VARIOUS CONCRETE RAMPS REPAIR																				
P.27							500		1511	4138	3017									
P.28							2687	1312		5343	5998									
P.29							2228	453		2923	4022									
TOTALS CARRIED TO THE GENERAL SUMMARY						698596	5415	1765	1511	12404	13037	80997	7064	21157	33922	38	1786	27423	40.99	254287

PAVEMENT SUBSUMMARY

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.23 TOTAL 75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_GC100 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:17 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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PAVEMENT CALCULATIONS
DEL-71 RAMPS

LOCATION								DESIGN																QUANTITIES																	
SHEET	ROUTE	BEG STA	END STA	BEG SLM	END SLM	LENGTH	LENGTH	TYPICAL	AVG LANE WIDTHS (SEE TYPICAL SECTIONS) A	B	C	D	E	F	G	H	I	J	K	P	TOTAL PAVEMENT AREA		254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	407 NON-TRACKING TACK COAT		424 FINE GRADED POLYMER ASPHALT, TYPE B (448)		442 ANTI-SEGREGATION EQUIPMENT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A, AS PER PLAN, (447) PG70-22			442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A, (449)		617 COMPACTED AGGREGATE	617 SHOULDER PREPARATION	618 RUMBLE STRIPS, SHOULDER (ASPHALT)	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1.0"
																									GAL/ SQ YD		AVG DEPTH			AVG DEPTH			AVG DEPTH						
						FT	MI		FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	SQ FT	SQ YD	SQ YD		GAL	INCH	CU YD	CU YD	INCH	CU YD	CU YD	INCH	CU YD	CU YD	MILE	SQ YD
RAMPS																																									
P.35	RAMP 6	12+25.23	13+83.45			158	0.03	6	5.0	12.0	24.0	10.0									8069	897		0.085	76	1.0	25									1	18		897
P.35	RAMP 6	13+83.45	16+05.32			222	0.04	6	5.0	12.0	24.0	10.0									11315	1257		0.085	107	1.0	35									2	25		1257
P.35	RAMP 6	16+05.32	20+35.13			430	0.08	6	5.0	12.0	35.9	10.0									27035	3004		0.085	255	1.0	83									3	48		3004
P.35	RAMP 6	20+35.13	26+33.45			598	0.11	6	5.0	12.0	12.0	10.0									23334	2593		0.085	220	1.0	72									4	66		2593
P.36	RAMP 6	26+33.45	33+59.29			726	0.14	6	5.0	12.0	12.0	10.0									28308	3145		0.085	267	1.0	87									5	81		3145
P.36	RAMP 6	33+59.29	39+35.21			576	0.11	6	9.5	12.0	12.0	10.0									25053	2784		0.085	237	1.0	77									4	64		2784
P.37	RAMP 6	39+35.21	42+90.14			355	0.07	6	17.7	12.0	12.0	10.0									18350	2039		0.085	173	1.0	57									3	39		2039
P.36	RAMP 5A	13+07.10	15+36.87			230	0.04	7	6.0	12.0	5.3										5354	595		0.085	51	1.0	17									2	26		595
P.37	RAMP 5A	15+36.87	24+82.19			945	0.18	7	7.0	15.0	13.1										33181	3687		0.085	313	1.0	102									6	105		3687
P.36	RAMP 3	0+55.84	1+60.68			105	0.02	8	5.5	16.0	4.2										2694	299		0.085	25	1.0	8									2	23		299
P.37	RAMP 5B	33+47.62	38+93.41			546	0.10	8	7.5	16.0	4.0										15009	1668		0.085	142	1.0	46									7	121		1668
P.41	RAMP TO STATE OF OHIO REST AREA I-71 NB					178	0.03	9	9.7	15.6	9.7										6230	692	692	0.085	59					34	1.75	34				3	40		
P.53	RAMP TO STATE OF OHIO REST AREA I-71 SB					173	0.03	9	10.0	16.0	10.0										6228	692	692	0.085	59					34	1.75	34				3	38		
P.58	RAMP A	15+92.49	19+68.14			376	0.07	8	9.1	19.9	5.6										12997	1444	1444	0.085	123					70	1.75	70				5	83		
P.58	RAMP A	19+68.14	23+20.80			353	0.07	8	8.2	28.1	3.5										14036	1560	1560	0.085	133					76	1.75	76				5	78		
P.59	RAMP B	0+38.69	7+12.00			673	0.13	8	7.9	38.8	2.2										32925	3658	3658	0.085	311					178	1.75	178				9	150		
P.59	RAMP C	0+39.29	7+12.47			673	0.13	8	3.5	17.7	9.5										20667	2296	2296	0.085	195					112	1.75	112				9	150		
MEDIAN CROSSOVERS																																									
P.41	DEL-71	92+78.71		1.76				11													776	86	86	0.085	7										1.75	4			
P.43	DEL-71	144+29.11		2.73				11													995	111	111	0.085	9										1.75	5			
P.47	DEL-71	221+93.20		4.20				11													1115	124	124	0.085	11										1.75	6			
P.51	DEL-71	322+16.42		6.10				11													986	110	110	0.085	9										1.75	5			
P.55	DEL-71	427+16.75		8.09				11													766	85	85	0.085	7										1.75	4			
P.57	DEL-71	475+10.72		9.00				11													797	89	89	0.085	8										1.75	4			
P.60	DEL-71	543+01.26		10.28				11													759	84	84	0.085	7										1.75	4			
P.63	DEL-71	602+80.39		11.42				11													1125	125	125	0.085	11										1.75	6			
RAMPS (BERM ONLY)																																									
P.36	RAMP 1	3+85.34	6+24.31			239	0.05	10																													12	53		
P.37	RAMP 1	6+24.31	12+63.91			640	0.12	10																													32	142		
P.36	RAMP 2	4+27.44	17+54.38			1327	0.25	10																													66	295		
P.37	RAMP 3	1+60.68	14+91.94			1331	0.25	10																													66	296		
P.36	RAMP 4	0+62.91	6+01.07			538	0.10	10																													27	120		
P.38	RAMP 4	6+01.07	9+58.99			358	0.07	10																													18	80		
P.38	RAMP 5B	38+93.41	41+22.66			229	0.04	10																													12	51		
P.39	RAMP 5B	41+22.66	44+11.82			289	0.05	10																													15	64		
P.39	RAMP 7	0+56.86	9+71.83			915	0.17	10																													46	203		
P.40	RAMP 7	9+71.83	11+72.98			201	0.04	10																													10	45		
TOTALS CARRIED TO PAVEMENT SUBSUMMARY SHEET P.23																							11156		2815		610	504		504		38		377	2504		21968

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.26 TOTAL 75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_GC103 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:18 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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MODEL: 114906_GP122 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:39 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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FRA-71-28.62, DEL-71-0.00

BERKSHIRE TOWNSHIP

EX OVERHEAD STRUCTURE
DEL-CR104-0057
SFN: 2102404
UNDER I-71

INTERSECT DUSTIN RD
= ℄ DEL-71 STA 332+34.97
(SLM 6.30)

DUSTIN RD

PROPOSED IMPACT ATTENUATOR
TYPE 2 NOSE ASSEMBLY

GR-63

PAVED CROSS OVER
= ℄ DEL-71 STA 322+16.42
(SLM 6.10)

SEE SHEET P.50
MATCH LINE STA. 320+00

MATCH LINE STA. 332+50

℄ DEL-71

10' 36' 14' 14' 36' 10'

320 321 322 323 324 325 326 327 328 329 330 331 332

+98.86

+11.36

PROPOSED ANCHOR ASSEMBLY,
MGS TYPE E (MASH 2016)

GR-62

PROPOSED GUARDRAIL,
TYPE MGS,

PROPOSED MGS
BRIDGE TERMINAL ASSEMBLY,
TYPE 1

DUSTIN RD

LEGEND:

RESURFACING LIMITS

GR-X GUARDRAIL WORK LOCATION

FOR PAVEMENT CALCULATIONS AND QUANTITIES, SEE SHEETS P.24 - P.26 .
FOR PLAN QUANTITIES, SEE SHEETS P.65 - P.67 .
FOR PLAN TRAFFIC CONTROL QUANTITIES, SEE SHEETS P.70 - P.73 .

ANY EXISTING STORM INLETS IMPACED BY NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL

BERKSHIRE TOWNSHIP

PROPOSED MGS
BRIDGE TERMINAL ASSEMBLY,
TYPE 1

GR-65

PROPOSED GUARDRAIL,
TYPE MGS,

PROPOSED ANCHOR ASSEMBLY,
MGS TYPE E (MASH 2016)

GR-66

+72.35 +84.85 +04.02

+59.08

+70.46

MATCH LINE STA. 332+50

10' 36' 14' 14' 36' 10'

℄ DEL-71

333 334 335 336 337 338 339 340 341 342 343 344

10' 36' 14' 14' 35' 10'

36' 35'

MATCH LINE STA. 345+00
SEE SHEET P.52

+61.86

GR-64

+04.02

+35.99

PROPOSED GUARDRAIL,
TYPE MGS,

PROPOSED ANCHOR ASSEMBLY,
MGS TYPE T

GORE

178'

I-71 NB RAMP TO OHIO REST AREA

PROPOSED ANCHOR ASSEMBLY,
MGS TYPE E (MASH 2016)

+00.30

GR-67

PROPOSED GUARDRAIL,
TYPE MGS,

PROPOSED IMPACT ATTENUATOR
TYPE 2 NOSE ASSEMBLY

PROPOSED MGS
BRIDGE TERMINAL ASSEMBLY,
TYPE 2

HORIZONTAL
SCALE IN FEET
0 25 50 100

I-71 PLAN
STA 320+00.00 TO STA 345+00.00

DESIGN AGENCY

DESIGNER DKR
REVIEWER KLM 02/26/26
PROJECT ID 114906
SHEET P.51 TOTAL 75

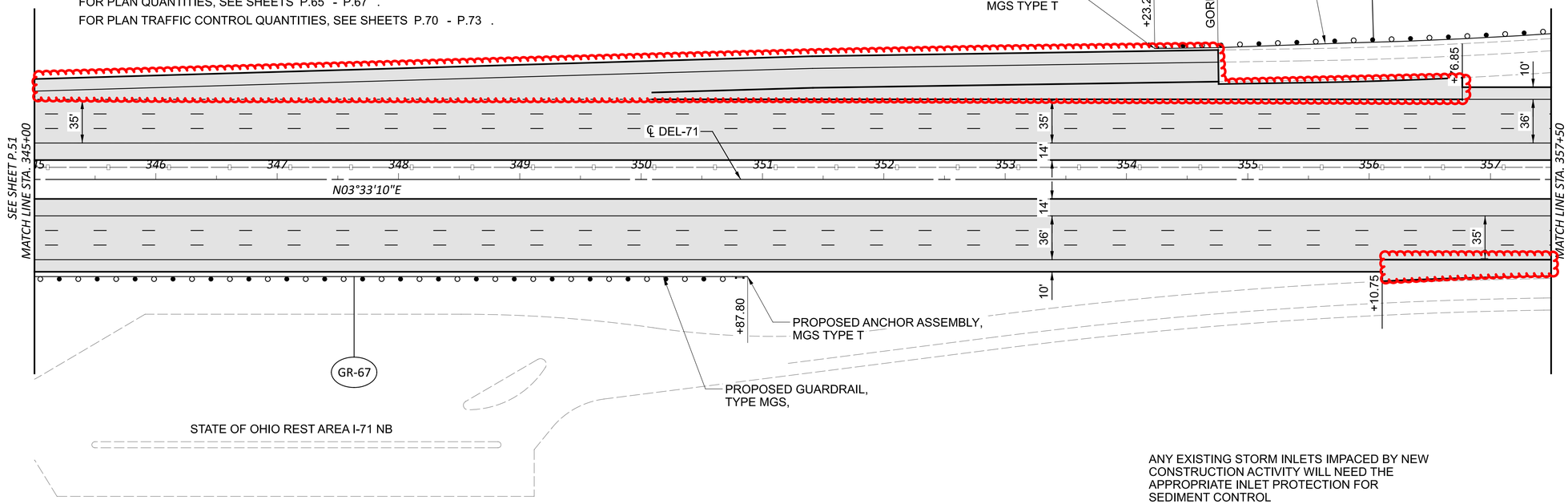
LEGEND:

RESURFACING LIMITS

GR-X GUARDRAIL WORK LOCATION

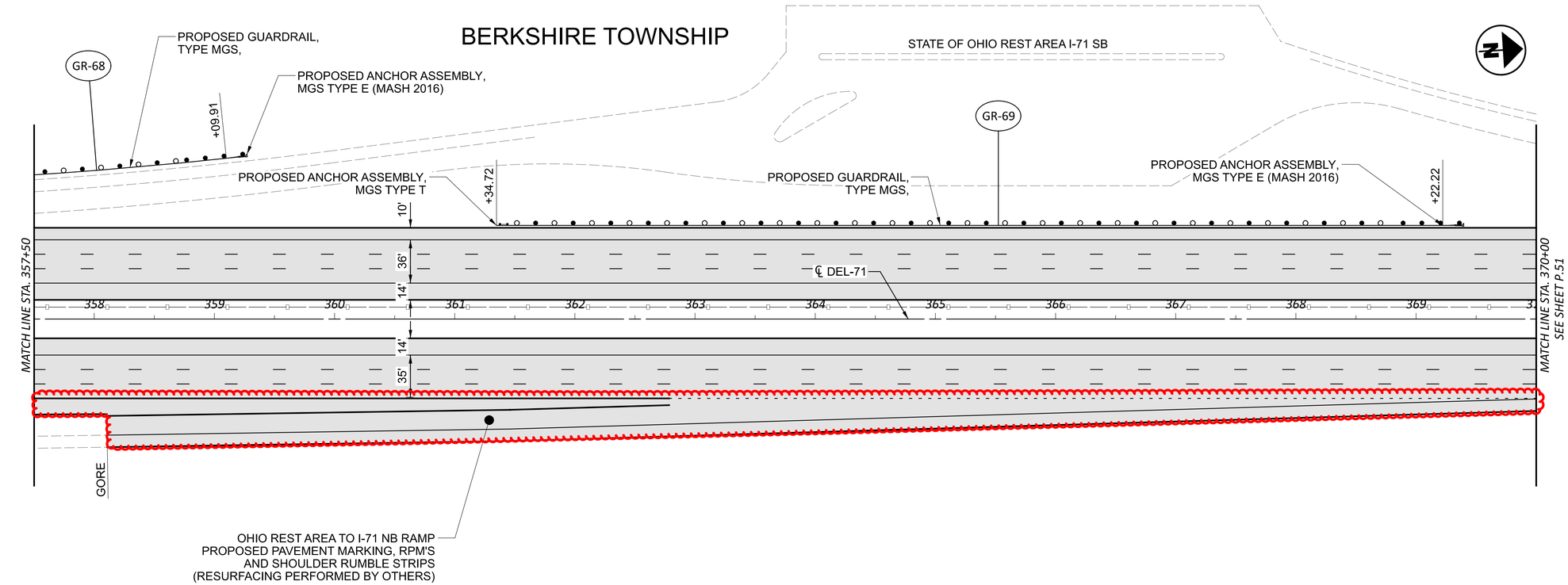
FOR PAVEMENT CALCULATIONS AND QUANTITIES, SEE SHEETS P.24 - P.26 .
FOR PLAN QUANTITIES, SEE SHEETS P.65 - P.67 .
FOR PLAN TRAFFIC CONTROL QUANTITIES, SEE SHEETS P.70 - P.73 .

BERKSHIRE TOWNSHIP



ANY EXISTING STORM INLETS IMPACED BY NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL

BERKSHIRE TOWNSHIP



HORIZONTAL SCALE IN FEET
0 25 50 100

I-71 PLAN
STA 345+00.00 TO STA 370+00.00

DESIGN AGENCY

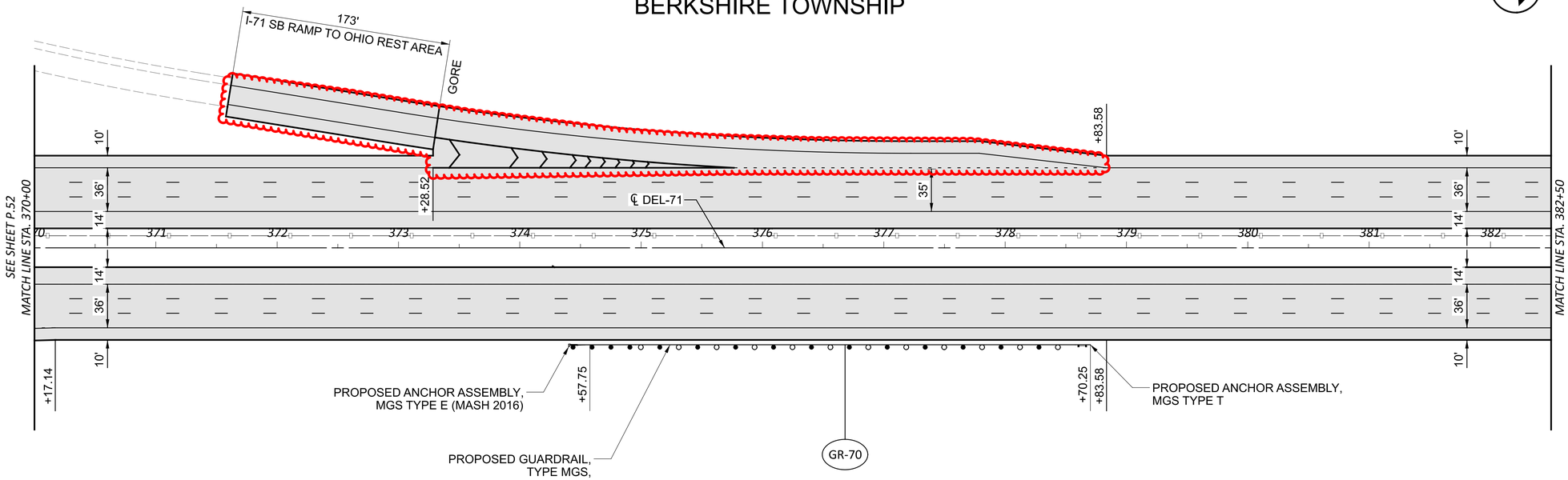
DESIGNER	DKR
REVIEWER	KLM 02/26/26
PROJECT ID	114906
SHEET	P.52
TOTAL	75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_GP123 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:39 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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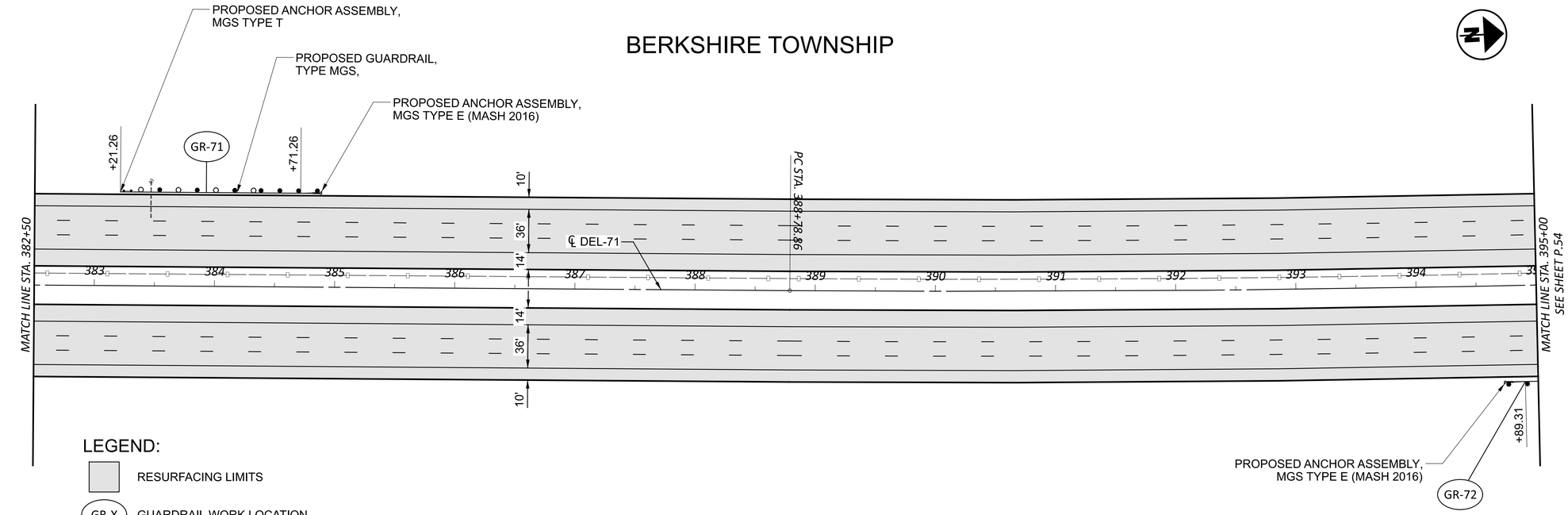
FRA-71-28.62, DEL-71-0.00
MODEL: 114906_GP124 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:27:40 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
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BERKSHIRE TOWNSHIP



ANY EXISTING STORM INLETS IMPACED BY NEW CONSTRUCTION ACTIVITY WILL NEED THE APPROPRIATE INLET PROTECTION FOR SEDIMENT CONTROL

BERKSHIRE TOWNSHIP



LEGEND:

RESURFACING LIMITS

GR-X GUARDRAIL WORK LOCATION

FOR PAVEMENT CALCULATIONS AND QUANTITIES, SEE SHEETS P.24 - P.26 .
FOR PLAN QUANTITIES, SEE SHEETS P.65 - P.67 .
FOR PLAN TRAFFIC CONTROL QUANTITIES, SEE SHEETS P.70 - P.73 .

HORIZONTAL SCALE IN FEET
0 25 50 100

I-71 PLAN
STA 370+00.00 TO STA 395+00.00

DESIGN AGENCY

DESIGNER DKR
REVIEWER KLM 02/26/26
PROJECT ID 114906
SHEET P.53 TOTAL 75

TRAFFIC CONTROL SUBSUMMARY

LOCATION		642 - PAINT, TYPE 1				642 - PAINT, TYPE 1A				644 - THERMO							646 - EPOXY		807 - EPOXY				807 - THERMO				850 - GROOVING						621 - RPM	
SHEET	LOCATION	EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	STOP LINE	CROSSWALK LINE, 12"	TRANSVERSE / DIAGONAL LINE	CHEVRON MARKING	LANE ARROW	LANE REDUCTION ARROW	WRONG WAY ARROW	LANE ARROW	WORD ON PAVEMENT, 72", "ONLY"	EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	EDGE LINE, 6"	LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	GROOVING FOR 6" RECESSED PAVEMENT MARKING (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT MARKING (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING (CONCRETE)	GROOVING FOR 6" RECESSED PAVEMENT MARKING (CONCRETE)	GROOVING FOR 12" RECESSED PAVEMENT MARKING (CONCRETE)	RAISED PAVEMENT MARKER REMOVED	RPM
		MILE	MILE	FT	FT	MILE	MILE	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	MILE	MILE	FT	FT	MILE	MILE	FT	FT	MILE	FT	FT	MILE	FT	FT	EA	EA
P.70	DEL-71 NB	19.61	19.77	3014	2012	19.61	19.77	3014	2012				128																					995	995
P.71	DEL-71 SB	20.05	19.79	5020	2953	20.05	19.79	5020	2953				271																					1103	1103
P.72	FRA-71 NB & DEL-71 NB												286						0.37	0.41			22.97	24.61	9438	7329	47.58	7329	9438	0.78			487	487
P.73	FRA-71 SB & DEL-71 SB												60						0.37	0.41			25.15	28.19	9369	4456	53.34	4456	9369	0.78			550	550
P.74	VARIOUS ASPHALT RAMPS									53	150	26		17	1	1							2.77	0.60	1355	526	3.37	526	1355				110	110
P.75	VARIOUS CONCRETE RAMPS																15	5	3.11	0.44	4082	239								3.55	239	4082	53	53
TOTALS CARRIED TO THE GENERAL SUMMARY		39.66	39.56	8034	4965	39.66	39.56	8034	4965	53	150	26	745	17	1	1	15	5	3.85	1.26	4082	239	50.89	53.40	20162	12311	104.29	12311	20162	5.11	239	4082	3298	3298

FRA-71-28.62, DEL-71-0.00

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TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.69 TOTAL 75

LOCATION							642 - PAINT, TYPE 1					642 - PAINT, TYPE 1A					644 - THERMO									621 - RAISED PAVEMENT MARKERS								621	
																				LANE ARROWS						TWO WAY					ONE WAY				
																										WHITE RED			YELLOW RED		WHITE				
SHEET NO	COUNTY	ROUTE	BEG STA	END STA	LENGTH	LENGTH	EDGE LINE, 6"		LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	EDGE LINE, 6"		LANE LINE, 6"	CHANNELIZING LINE, 12"	DOTTED LINE, 6"	STOP LINE	CROSSWALK LINE, 12"	TRANSVERSE / DIAGONAL LINE	CHEVRON MARKING	LEFT	LEFT THRU	RIGHT THRU	RIGHT	LANE REDUCTION ARROW	WRONG WAY ARROW	CHANN-ELIZING LINE	LANE LINE	DOTTED LINE	LEFT EDGE LINE		RIGHT EDGE LINE LINE	LANE LINE	RAISED PAVEMENT MARKER REMOVED	RPM
					MILE	FT	W MILE	Y MILE	MILE	FT	FT	W MILE	Y MILE	MILE	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	EA	40'	80'	60'	40'	80'	40'	80'	120'	EA	EA
DEL-71 MAINLINE SOUTHBOUND																																				
P.41	DEL	I-71SB	84+95.85	95+00.00	0.190	1004	0.190	0.190	0.380			0.190	0.190	0.380																				17	17	17
P.42	DEL	I-71SB	95+00.00	120+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.43	DEL	I-71SB	120+00.00	129+91.31	0.188	991	0.188	0.188	0.376			0.188	0.188	0.376																				17	17	17
STRUCTURE DEL-71-0247					0.038	200	0.038	0.038	0.076			0.038	0.038	0.076																						
P.43	DEL	I-71SB	131+90.83	145+00.00	0.248	1309	0.248	0.248	0.496			0.248	0.248	0.496																				22	22	22
P.44	DEL	I-71SB	145+00.00	151+69.08	0.127	669	0.127	0.127	0.254			0.127	0.127	0.254																				12	12	12
STRUCTURE DEL-71-0288					0.064	340	0.064	0.064	0.128			0.064	0.064	0.128																						
P.44	DEL	I-71SB	155+09.09	162+27.19	0.136	718	0.136	0.136	0.272			0.136	0.136	0.272																				12	12	12
STRUCTURE DEL-71-0308					0.016	87	0.016	0.016	0.032			0.016	0.016	0.032																						
P.44	DEL	I-71SB	163+14.19	170+00.00	0.130	686	0.130	0.130	0.260			0.130	0.130	0.260																				12	12	12
P.45	DEL	I-71SB	170+00.00	186+97.91	0.322	1698	0.322	0.322	0.644			0.322	0.322	0.644																				29	29	29
STRUCTURE DEL-71-0355					0.024	129	0.024	0.024	0.048			0.024	0.024	0.048																						
P.45	DEL	I-71SB	188+27.19	195+00.00	0.127	673	0.127	0.127	0.254			0.127	0.127	0.254																				12	12	12
P.46	DEL	I-71SB	195+00.00	220+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.47	DEL	I-71SB	220+00.00	245+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.48	DEL	I-71SB	245+00.00	270+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.49	DEL	I-71SB	270+00.00	295+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.50	DEL	I-71SB	295+00.00	301+63.89	0.126	664	0.126	0.126	0.252			0.126	0.126	0.252																				12	12	12
STRUCTURE DEL-71-0572					0.008	40	0.008	0.008	0.016			0.008	0.008	0.016																						
P.50	DEL	I-71SB	302+03.89	320+00.00	0.340	1796	0.340	0.340	0.680			0.340	0.340	0.680																				30	30	30
P.51	DEL	I-71SB	320+00.00	345+00.00	0.473	2500	0.473	0.473	0.946		230	0.473	0.473	0.946		230																		42	46	46
P.52	DEL	I-71SB	345+00.00	370+00.00	0.473	2500	0.473	0.473	0.946	1135	510	0.473	0.473	0.946	1135	510											29		9					42	80	80
P.53	DEL	I-71SB	370+00.00	395+00.00	0.473	2500	0.473	0.473	0.946	495	307	0.473	0.473	0.946	495	307				125							13		6					42	61	61
P.54	DEL	I-71SB	395+00.00	420+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.55	DEL	I-71SB	420+00.00	445+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.56	DEL	I-71SB	445+00.00	445+85.36	0.016	85	0.016	0.016	0.032			0.016	0.016	0.032																				2	2	2
P.56	DEL	I-71SB	445+85.36	466+06.54	0.383	2021		0.383	0.766				0.383	0.766																				34	34	34
P.56	DEL	I-71SB	466+06.54	470+00.00	0.074	393	0.074	0.074	0.148			0.074	0.074	0.148																				7	7	7
P.57	DEL	I-71SB	470+00.00	495+00.00	0.473	2500	0.473	0.473	0.946		720	0.473	0.473	0.946		720													12					42	54	54
P.58	DEL	I-71SB	495+00.00	507+50.00	0.237	1250	0.237	0.237	0.474	1438	160	0.237	0.237	0.474	1438	160											36		3					21	60	60
P.59	DEL	I-71SB	507+50.00	520+00.00	0.237	1250	0.237	0.237	0.474	495		0.237	0.237	0.474	495					146							13							21	34	34
P.60	DEL	I-71SB	520+00.00	545+00.00	0.473	2500	0.473	0.473	0.946	102	500	0.473	0.473	0.946	102	500											3		9					42	54	54
P.61	DEL	I-71SB	545+00.00	570+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.62	DEL	I-71SB	570+00.00	595+00.00	0.473	2500	0.473	0.473	0.946			0.473	0.473	0.946																				42	42	42
P.63	DEL	I-71SB	595+00.00	607+20.00	0.231	1220	0.231	0.231	0.462			0.231	0.231	0.462																				21	21	21
P.51	RAMP REST AREA I-71 NB				0.034	178	0.034	0.034				0.034	0.034																			3			3	3
P.53	RAMP REST AREA I-71 SB				0.033	173	0.033	0.033				0.033	0.033																			3			3	3
P.58	RAMP A		15+92.49	19+68.14	0.071	376	0.071	0.071			376	0.071	0.071			376													7		5				12	12
P.59	RAMP A		19+68.14	23+20.80	0.067	353	0.067	0.067	0.020	250	75	0.067	0.067	0.020	250	75			26						1		7	2	2		5				16	16
P.59	RAMP B		0+38.69	7+12.00	0.127	673	0.127	0.127		1105	75	0.127	0.127		1105	75	53	150			3	4		10		1	28		2	11	6	11	5		63	63
TOTALS CARRIED TO TRAFFIC SUBSUMMARY SHEET P.69							20.05		19.79	5020	2953	20.05		19.79	5020	2953				271							TOTALS CARRIED TO TRAFFIC SUBSUMMARY SHEET P.69								1103	1103

PAVEMENT MARKING QUANTITIES
DEL-71 SOUTHBOUND

DESIGN AGENCY

DESIGNER DKR

REVIEWER KLM 02/26/26

PROJECT ID 114906

SHEET P.71 TOTAL 75

FRA-71-28.62, DEL-71-0.00

MODEL: 114906_TC102 PAPERSIZE: 34x22 (in.) DATE: 10/26/2026 TIME: 3:28:03 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: David.Rankin@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 114906 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Delaware\114906\400-Engineering\Roadway\Sheets\114906_TC001.dgn