NOTES:
1. SEE TABLE 3 ON SHEET 7 FOR STATION RANGE OF WHEN EXCAVATION OF SUBGRADE WITH GEOTEXTILE FABRIC AND GRANULAR MATERIAL, TYPE B ARE USED INSTEAD OF CEMENT STABILIZED SUBGRADE.

2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.

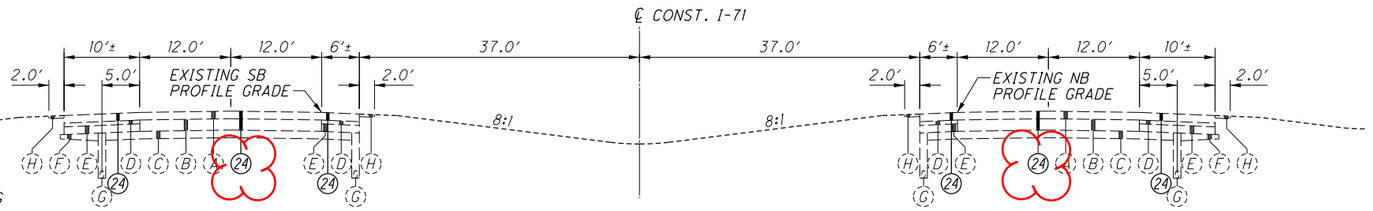
3. THE SOUTHBOUND (SB) AND NORTHBOUND (NB) PROFILE GRADES ARE IDENTICAL EXCEPT FOR THE FOLLOWING STATION RANGES:
   73+83.80 - 77+50.00
   94+00.00 - 151+50.00
   153+05.00 - 171+12.50
   274+77.50 - 279+31.20

4. SEE SHEET 9 FOR OPTION B - CONCRETE PAVEMENT BUILDUP TYPICAL SECTIONS.

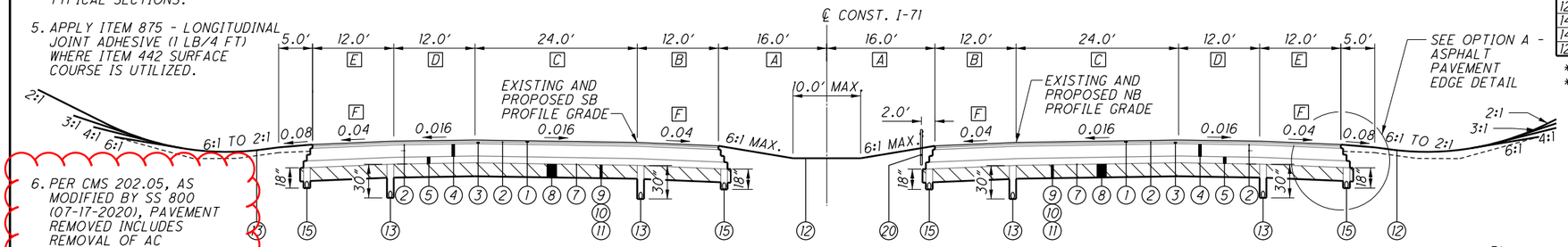
5. APPLY ITEM 875 - LONGITUDINAL JOINT ADHESIVE (1 LB/4 FT) WHERE ITEM 442 SURFACE COURSE IS UTILIZED.

6. PER CMS 202.05, AS MODIFIED BY SS 800 (07-17-2020), PAVEMENT REMOVED INCLUDES REMOVAL OF AC PAVEMENT, PCC PAVEMENT AND/OR COMPOSITE AC OVER PCC PAVEMENT.

SUBGRADE STABILIZATION - SEE NOTE 1
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
OR
ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP



EXISTING NORMAL SECTION - I-71

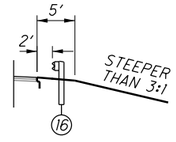


NORMAL SECTION - I-71 - OPTION A - ASPHALT

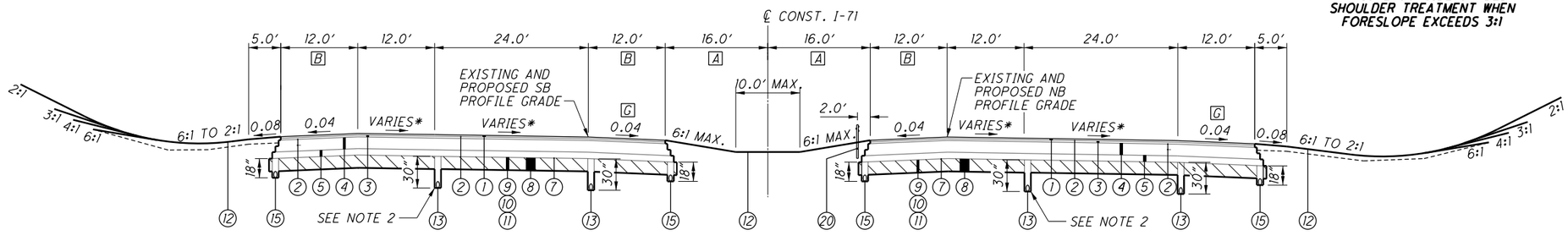
SOUTHBOUND
STA 0+00.00 TO STA 74+37.03
STA 156+83.16 TO STA 157+24.60
STA 159+38.16 TO STA 163+61.21
STA 165+86.69 TO STA 170+03.84
STA 218+41.28 TO STA 279+31.20

* SEE SHEETS 903-908 FOR SUPERELEVATION DETAILS

NORTHBOUND
STA 0+00.00 TO STA 74+37.03
STA 156+83.16 TO STA 156+95.89
STA 159+09.45 TO STA 163+32.83
STA 165+58.31 TO STA 170+03.84
STA 218+41.28 TO STA 279+31.20



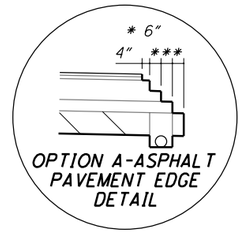
TYPICAL OUTSIDE GRADED SHOULDER TREATMENT WHEN FORESLOPE EXCEEDS 3:1



SUPERELEVATED SECTION - I-71 - OPTION A - ASPHALT

SOUTHBOUND
STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)

NORTHBOUND
STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)



OPTION A-ASPHALT PAVEMENT EDGE DETAIL

TABLE 1

PAVED SHOULDER WIDTH TRANSITIONS	
SB OUTSIDE SHOULDER	NB OUTSIDE SHOULDER
12' AT STA 20+20.00 TO	12' AT STA 21+81.85 TO
14' AT STA 20+70.00	14' AT STA 21+91.85
14' AT STA 21+63.15 TO	14' AT STA 23+00.00 TO
12' AT STA 21+73.15	12' AT STA 23+50.00
12' AT STA 125+00.00 TO	12' AT STA 125+96.74 TO
14' AT STA 125+50.00	14' AT STA 126+06.74
14' AT STA 126+43.03 TO	14' AT STA 126+95.00 TO
12' AT STA 126+53.03	12' AT STA 127+45.00
12' AT STA 142+80.00 TO ***	12' AT STA 156+25.00 TO
14' AT STA 143+30.00	14' AT STA 156+35.00
14' AT STA 148+20.00 TO ***	14' AT STA 158+83.79 TO
12' AT STA 148+30.00	12' AT STA 159+33.79
12' AT STA 155+50.26 TO	12' AT STA 161+00.00 TO
8' AT STA 158+77.76	8' AT STA 162+00.00 (DECEL LANE)
8' AT STA 163+42.83 TO	8' AT STA 162+75.00 TO
10' AT STA 163+92.78 (ACCEL LANE)	10' AT STA 162+85.00 (DECEL LANE)
10' AT STA 166+55.00 TO	10' AT STA 165+27.82 TO
8' AT STA 166+65.00 (ACCEL LANE)	8' AT STA 165+77.85 (DECEL LANE)
SB MEDIAN SHOULDER	NB MEDIAN SHOULDER
12' AT STA 156+67.42 TO	12' AT STA 155+59.46 TO **
14' AT STA 157+17.42	14' AT STA 156+84.93
14' AT STA 159+49.12 TO	14' AT STA 159+16.64 TO
12' AT STA 159+59.12	12' AT STA 160+39.50 **
12' AT STA 163+04.11 TO	12' AT STA 162+36.48 TO **
14' AT STA 163+54.11	14' AT STA 163+21.78
14' AT STA 166+12.00 TO	14' AT STA 165+65.41 TO
12' AT STA 166+22.00	12' AT STA 166+65.41 **

** REQUIRED FOR MAINTENANCE OF TRAFFIC
*** REQUIRED FOR NOISE BARRIER

[A] VARIES FROM 16' AT STA 72+00.00 TO 13.41' AT STA 74+50.00.
VARIES FROM 16' AT STA 177+00.00 TO 18' AT STA 179+00.00.
18' FROM STA 179+00.00 TO STA 279+31.20.

[B] PLEASE SEE TABLE 1 ABOVE.

[C] VARIES FROM 25.93' (NB) AND 25.55' (SB) AT STA 0+00.00 TO 24' AT STA 1+00.00 (SB) AND STA 1+50.00 (NB).

[D] VARIES FROM 11.84' (NB) AND 11.64' (SB) AT STA 0+00.00 TO 12' AT STA 1+00+00 (SB) AND STA 1+50.00 (NB).

[E] VARIES FROM 10.23' (NB) AND 10.81' (SB) AT STA 0+00.00 TO 12' AT STA 1+00.00 (SB) AND STA 1+50.00 (NB). ALSO, PLEASE SEE TABLE 1 ABOVE.

[F] TRANSITION BETWEEN 0.04 ON NORMAL SECTION TO 0.016 AT APPROACH SLABS OVER 90'. SEE TABLE 2, NEXT SHEET.

[G] TRANSITION BETWEEN 0.04 ON SUPER-ELEVATED SECTION TO 0.020 AT APPROACH SLABS. SEE TABLE 2, NEXT SHEET.

LEGEND

(A) EXISTING ASPHALT OVERLAY (6" AVERAGE DEPTH)
(B) EXISTING REINFORCED PCC (9" AVERAGE DEPTH)
(C) EXISTING AGGREGATE BASE (6" AVERAGE DEPTH)
(D) EXISTING BITUMINOUS AGGREGATE (3" AVERAGE DEPTH)
(E) EXISTING STABILIZED AGGREGATE SHOULDER (VARIABLE DEPTH)
(F) EXISTING AGGREGATE BASE (VARIABLE DEPTH)
(G) EXISTING 6" PIPE UNDERDRAIN
(H) EXISTING COMPACTED AGGREGATE (2" AVERAGE DEPTH)
(I) EXISTING CONCRETE BARRIER, TYPE A
(J) EXISTING ASPHALT SURFACE COURSE (VARIABLE DEPTH)
(K) EXISTING ASPHALT INTERMEDIATE COURSE (1¾" AVERAGE DEPTH)
(L) EXISTING ASPHALT BASE (11" AVERAGE DEPTH)
(M) EXISTING NON-REINFORCED CONCRETE (13½" AVERAGE DEPTH)

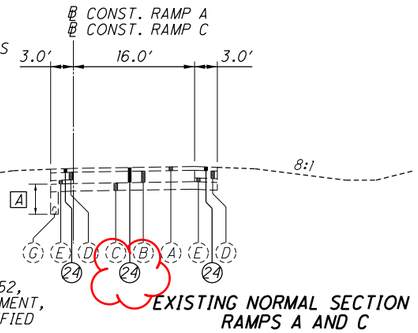
(1) ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (447), AS PER PLAN
(2) ITEM 407 - NON-TRACKING TACK COAT
(3) ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A, (446)
(4) ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 11" (2 LIFTS)
(5) ITEM 304 - 6" AGGREGATE BASE
(6) ITEM 526 - APPROACH SLAB (T=17")
(7) ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING
(8) ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP
(9) ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
(10) ITEM 204 - GEOTEXTILE FABRIC
(11) ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
(12) ITEM 659 - SEEDING AND MULCHING
(13) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
(14) ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS
(15) ITEM 605 - 6" BASE PIPE UNDERDRAINS
(16) ITEM 606 - GUARDRAIL, TYPE MGS
(17) ITEM 622 - SINGLE SLOPE CONCRETE BRIDGE RAILING
(18) ITEM 452 - 12½" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/QA, OR
ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12½" CLASS QC MS WITH QC/QA
(19) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
(20) ITEM 606 - CABLE BARRIER (ONLY ON NORTHBOUND SIDE)
(21) NOT USED
(22) ITEM 452 - 13½" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/QA
(23) ITEM 526 - APPROACH SLAB (T=15")
(24) ITEM 202 - PAVEMENT REMOVED
(25) LONGITUDINAL JOINT
(26) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
(27) ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE
(28) ITEM 848 - OVERLAY, MISC.: CONCRETE PAVEMENT CLASS QC IP WITH QC/QA

TYPICAL SECTIONS

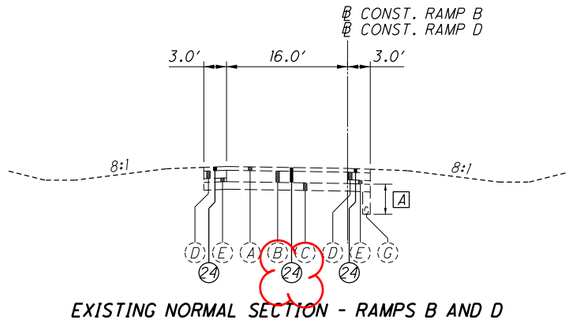
FRA-71-0.00

ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP

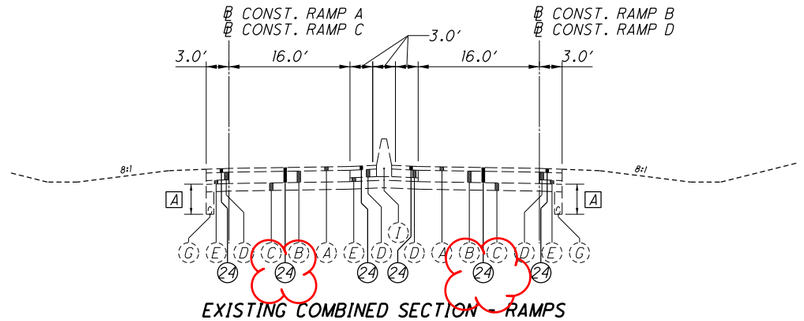
NOTES:
1. SEE SHEET 6 FOR LEGEND.
2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.
3. STANDARD LONGITUDINAL JOINTS AS PER BP-2.1 SHALL BE PLACED ALONG THE CENTER OF ALL RAMPS AND AT THEIR EDGES OF PAVEMENT.
4. SEE SHEETS 1021-1030 FOR PAVEMENT JOINT DETAILS.
5. RAMPS SHALL BE PER SHOWN CONCRETE BUILDUP REGARDLESS OF MAINLINE OPTIONAL PAVEMENT SELECTED.
6. BALLOON 18 SHALL CONSIST OF ITEM 452, 12½" NON-REINFORCED CONCRETE PAVEMENT, CLASS IP WITH QC/QA EXCEPT AS MODIFIED BY NOTES 7 & 8.
7. CONSTRUCT THE INTERSECTION AREA PAVEMENT USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12½" CLASS QC MS WITH QC/QA. THIS IS THE PORTION OF RAMPS B & D CONSTRUCTED DURING THE PHASE 2 WEEKEND WORK ZONE DETAILED ON SHEET 262.
8. CONSTRUCT THE PHASE 3, WEEKEND 1 WORK ZONE AND PHASE 3, WEEKEND 2 WORK ZONE PAVEMENT DETAILED ON SHEET 319 USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12½" CLASS QC MS WITH QC/QA. THIS INCLUDES PORTIONS OF BOTH RAMPS A & C.



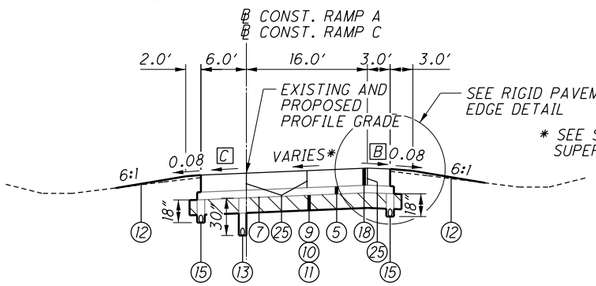
EXISTING NORMAL SECTION - RAMPS A AND C



EXISTING NORMAL SECTION - RAMPS B AND D



EXISTING COMBINED SECTION - RAMPS

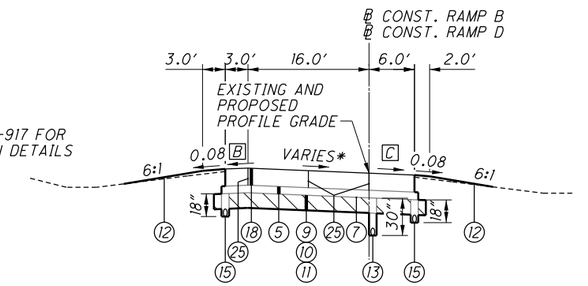


* SEE SHEETS 913-917 FOR SUPERELEVATION DETAILS

SUPERELEVATED SECTION - RAMPS A AND C

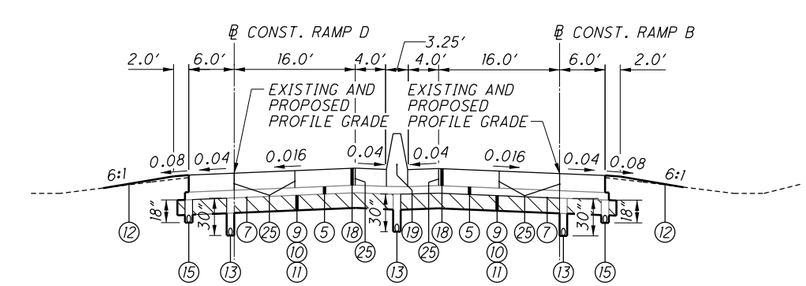
RAMP A - STA 177+00.00 TO STA 177+85.22
**RAMP A - STA 177+85.22 TO STA 178+21.47
RAMP A - STA 178+21.47 TO STA 184+68.33
RAMP C - STA 176+27.38 TO STA 180+80.97
SEE COMBINED SECTIONS FOR REMAINDER OF RAMP C LENGTH

** NORMAL SECTION WITH 0.016 CROSS SLOPE FOR THIS STATION RANGE
SEE NOTE 6



SUPERELEVATED SECTION - RAMPS B AND D

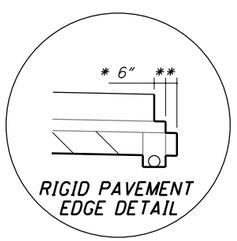
RAMP B - STA 170+70.83 TO STA 178+27.64
RAMP D - STA 168+88.15 TO STA 176+07.85
SEE COMBINED SECTIONS FOR REMAINDER OF RAMP D LENGTH
SEE NOTE 6



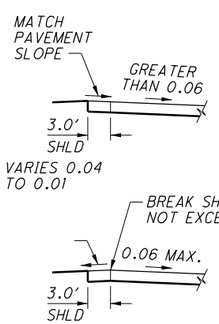
NORMAL COMBINED SECTION - RAMPS B AND D

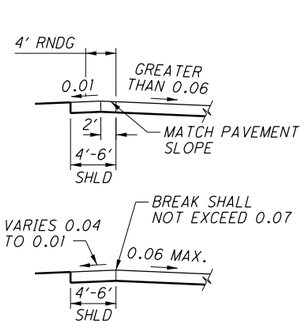
RAMP B - STA 160+70.81 TO STA 165+43.98
RAMP D - STA 180+82.83 TO STA 185+56.00

INTERSECTION AREA
RAMP B/D - STA 159+51.81 TO STA 160+70.81 (SAME PAVEMENT BUILD-UP)
SEE NOTES 6 & 7

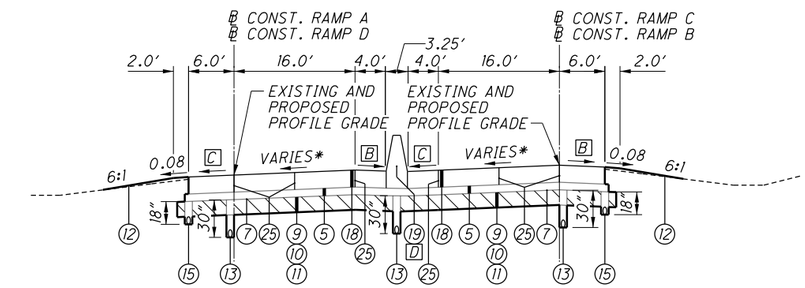


RIGID PAVEMENT EDGE DETAIL





DETAIL A
HIGH SIDE OF SUPERELEVATED SECTION



SUPERELEVATED COMBINED SECTION - RAMPS

RAMP A/C - STA 165+61.56 TO STA 171+22.86
RAMP B/D - STA 165+43.98 TO STA 170+70.83
MIRROR SECTION
RAMP A/C - STA 171+22.86 TO STA 177+00.00

INTERSECTION AREA
RAMP A/C - STA 164+35.95 TO STA 165+61.56 (SAME PAVEMENT BUILD-UP)
SEE NOTES 6 & 8

STATIONS LISTED FOR THIS SECTION ARE FOR RAMPS A AND B

A DEPTH VARIES BETWEEN 30" AND 50"

B SLOPE VARIES, SEE DETAIL A THIS SHEET.

C SAME SLOPE AS PAVEMENT, OR 0.04, WHICHEVER IS GREATER.

D MIN - 33 3/4", MAX - 38 1/4" WIDTH

TYPICAL SECTIONS - RAMPS

FRA-71-0.00

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

HOLIDAYS

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S EVE	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

PERMITTED LANE CLOSURES

THE EXISTING NUMBER OF LANES IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING PERIODS OF WORK AT WHICH TIME LANES MAY BE CLOSED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE FOR EACH LOCATION UNLESS OTHERWISE SHOWN IN THE PLANS.

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

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PUBLIC OUTREACH AND NOTIFICATION (ROAD CLOSURE)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO CLOSING THE ROAD. IT, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THAN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC NOTIFICATION OFFICE.

PUBLIC OUTREACH AND NOTIFICATION (RESURFACING PROJECTS)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.STATE.OH.US TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC NOTIFICATION OFFICE.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS, W20-H13, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDNACE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.[AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

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

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 10 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT MAINTENANCE OF TRAFFIC ENGINEER (D06.MOT@DOT.STATE.OH.US) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR APPLICATION TO THE SURFACE COURSE (PRIOR TO INSTALLATION OF PERMANENT MARKINGS) FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, LANE LINE, CLASS III, 6", 642 PAINT
24.56 MILE
ITEM 614, EDGE LINE, CLASS III, 6", 642 PAINT
25.58 MILE
ITEM 614, CHANNELIZING LINE, CLASS III, 12", 642 PAINT
4051 FT
ITEM 614, DOTTED LINE, CLASS III, 12", 642 PAINT
4714 FT

CALCULATED BER CHECKED SMM

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA-71-0.00

18
1312

ITEM 614 - DETOUR SIGNING

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 = LUMP SUM

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
   A. COLLABORATE WITH ODOT AND SAFETY FORCES;
   B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
   C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
   A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
      I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
      II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
      III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
      IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
      V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
      VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
   B. FOLLOWING AN INCIDENT/CRASH:
      I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
      II. RECOMMEND ROADWAY REPAIR NEEDS.
      III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
      IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

ITEM 614 MAINTAINING TRAFFIC MISC: BRIDGE DECK AND PAVEMENT PATCHING:

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY. THE COST FOR THIS ITEM SHALL BE $1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF BRIDGE DECK AND PAVEMENT PATCHING WORK, THIS ITEM OF WORK EXCLUDES THE FOUR REPAIR TYPES LISTED IN THE ITEM - PAVEMENT FOR MAINTAINING TRAFFIC-APP, REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE DECK AND/OR PAVEMENT FOR THE DURATION OF THE REQUIRED UPCOMING MOT PHASES. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE CONTRACT. THE CONTRACTOR'S PROPOSED PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE PROJECT. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

ITEM 614 MAINTAINING TRAFFIC MISC: BRIDGE DECK AND PAVEMENT PATCHING = $180,000 EACH

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

PRE-PHASE 1 WORK DETAILS EXISTING SHOULDERS THAT SHALL BE RECONSTRUCTED PRIOR TO SHIFTING TRAFFIC. THE EXISTING SHOULDERS SHALL BE PLANED 9 INCHES DOWN TO THE EXISTING ITEM 304 (AGGREGATE WHICH WILL REMAIN IN PLACE) AND REPAVED WITH CLASS A PAVEMENT FOR MAINTAINING TRAFFIC. THE CONTRACTOR SHALL CONSTRUCT 7 1/2 INCHES OF ITEM 302, ASPHALT CONCRETE BASE IN ONE LIFT AND 1 1/2 INCHES OF ITEM 441, TYPE 1 IN ANOTHER LIFT. THE CROSS SLOPE OF THE RECONSTRUCTED SHOULDER SHALL MATCH THE ADJACENT TRAVEL LANE.

IN ADDITION TO THE SHOULDER RECONSTRUCTION, THE CONTRACTOR SHALL MILL 1 FOOT INTO THE ADJACENT TRAVEL LANE, TO A DEPTH OF 1 1/2 INCHES. THIS 1 FOOT WIDE SECTION SHALL THEN BE RESURFACED WITH 1 1/2 INCHES OF ITEM 441, TYPE 1.

ALL COST ASSOCIATED WITH PLANING AND REPAVING OF EXISTING SHOULDERS, INCLUDING THE 1' WIDE SECTION OF THE ADJACENT LANE, SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

A LUMP SUM QUANTITY HAS BEEN PROVIDED PER SECTION 615 OF ODOT'S CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS).

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY. PAYMENT FOR ALL COSTS ASSOCIATED WITH TEMPORARY EARTHWORK, GUARDRAIL, RUMBLE STRIPS OUTSIDE THE FULL DEPTH PAVEMENT AND DRAINAGE SHALL BE INCLUDED IN THE CONTRACTOR PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

CONCRETE OPTION

EXCAVATION FOR MAINTAINING TRAFFIC	3922 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	6964 CU. YD.
ITEM 411 STABILIZED CRUSHED AGGREGATE	2214 CU. YD.
ITEM 606 GUARDRAIL, TYPE MGS	2225 FT.
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E	15 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE B	2 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T	6 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	3 EACH
ITEM 611 12" CONDUIT, TYPE B	62 FT.
ITEM 611 15" CONDUIT, TYPE B	172 FT.
ITEM 611 18" CONDUIT, TYPE B	95 FT.
ITEM 611 CATCH BASIN, NO.2-2B	2 EACH
ITEM 618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 200 FT.	

ASPHALT OPTION

EXCAVATION FOR MAINTAINING TRAFFIC	4016 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	5535 CU. YD.
ITEM 411 STABILIZED CRUSHED AGGREGATE	2241 CU. YD.
ITEM 606 GUARDRAIL, TYPE MGS	8075 FT.
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE E	21 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE B	2 EACH
ITEM 606 ANCHOR ASSEMBLY, MGS TYPE T	11 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	4 EACH
ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	1 EACH
ITEM 611 12" CONDUIT, TYPE B	62 FT.
ITEM 611 15" CONDUIT, TYPE B	172 FT.
ITEM 611 18" CONDUIT, TYPE B	95 FT.
ITEM 611 CATCH BASIN, NO.2-2B	2 EACH
ITEM 618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 200 FT.	

ADDITIONALLY, THE TEMPORARY PAVEMENT LEFT IN PLACE FROM PROJECT FRA-71-5.29 PID 84868 FROM STA. 59+00 SB TO STA. 71+37 SB, FROM STA. 61+90 NB TO STA. 71+37 NB, FROM STA. 96+80 SB TO STA. 109+50 SB AND FROM STA. 96+80 NB TO STA. 112+50 NB SHALL BE REMOVED AND SHALL BE INCIDENTAL TO ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED. UNDERCUTS WILL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE 204 ITEMS.

CALCULATED BER CHECKED SMM

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA-71-0.00

SHEET NO.	PHASE	614 MAINTAINING TRAFFIC, AS PER PLAN	614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	614 DETOUR SIGNING	614 WORK ZONE SPEED LIMIT SIGN	614 WORK ZONE INCREASED PENALTIES SIGN	614 REPLACEMENT SIGN	614 REPLACEMENT DRUM	614 WORK ZONE CROSSOVER LIGHTING SYSTEM	614 MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807	614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	615 ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	616 WATER	646 SPECIAL - AIR SPEED ZONE MARKING	808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
			HOUR		EACH	EACH	EACH	EACH	EACH	EACH	SNMT	MILE	FT	MILE	FT	FT		SY	SY	SY	SY	SY	SY	MGAL	EACH	SNMT
16		LUMP																								
18												24.56		25.58	4051	4714											
19					12	40	10	100																962		160
20											22															
21			1500																							
22				LUMP						$180,000							LUMP									
23																				300	6844	2000	500		18	
46	PRE-PHASE 1												937					357	699							
47	PRE-PHASE 1												1444					4745	2871							
48	PRE-PHASE 1												1600					169	2035							
49	PRE-PHASE 1												1600						2055							
50	PRE-PHASE 1												1600						2009							
51	PRE-PHASE 1												765						958							
52	PRE-PHASE 1																									
53	PRE-PHASE 1																									
54	PRE-PHASE 1																									
55	PRE-PHASE 1												1400						1846							
56	PRE-PHASE 1												1600						2111							
57	PRE-PHASE 1												1439						1844							
58	PRE-PHASE 1												1308						1584							
59	PRE-PHASE 1												1328					152	1774							
60	PRE-PHASE 1												1832					34	2210							
61	PRE-PHASE 1												4512					6244	4639							
62	PRE-PHASE 1												4138					2770	4394							
63	PRE-PHASE 1												1600						2031							
64	PRE-PHASE 1												1600						2103							
65	PRE-PHASE 1												532						1471							
66	PRE-PHASE 1																		1273							
112	PRE-PHASE 1								1																	
113	PRE-PHASE 1								1																	
114	PRE-PHASE 1								1																	
	SUB-TOTALS												29235 FT													
	TOTALS CARRIED TO SHEET 392	LUMP	1,500	LUMP	12	40	10	100	3	$180,000	22	24.56	5.54 MI	25.58	4,051	4,714	LUMP	14,471	37,907	300	6,844	2,000	500	962	18	160

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC SUBSUMMARY (CONCRETE OPTION)

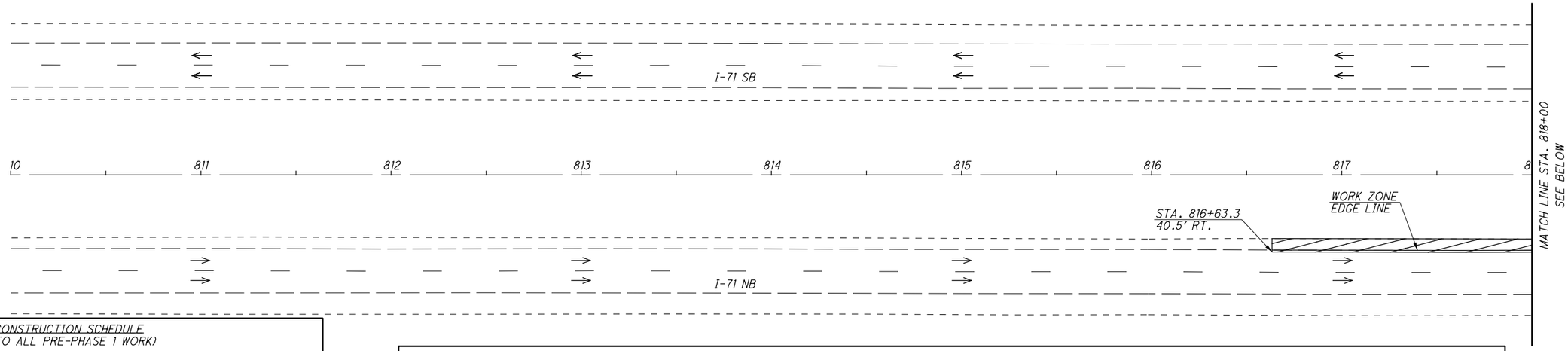
FRA-71-0.00

SHEET NO.	PHASE	614 MAINTAINING TRAFFIC, AS PER PLAN	614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	614 DETOUR SIGNING	614 WORK ZONE SPEED LIMIT SIGN	614 WORK ZONE INCREASED PENALTIES SIGN	614 REPLACEMENT SIGN	614 REPLACEMENT DRUM	614 WORK ZONE CROSSOVER LIGHTING SYSTEM	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	614 MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE EDGE LINE, CLASS 1, 6", 807	614 WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	615 ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	616 WATER	644 SPECIAL - AIR SPEED ZONE MARKING	808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
		HOUR			EACH	EACH	EACH	EACH	EACH	CY	EACH	SNMT	MILE	FT	MILE	FT	FT		SY	SY	SY	SY	SY	SY	MGAL	EACH	SNMT
16		LUMP																									
18													24.56		25.58	4051	4714										
19					12	40	10	100		144															962		160
20												22															
21			1500																								
22				LUMP							$180,000							LUMP									
23																					300	6844	2000	500		18	
67	PRE-PHASE 1													757					165	560							
68	PRE-PHASE 1													2974					4348	3302							
69	PRE-PHASE 1													1600					342	2035							
70	PRE-PHASE 1													1600					465	2055							
71	PRE-PHASE 1													1600					449	2009							
72	PRE-PHASE 1													765					314	958							
73	PRE-PHASE 1																		146								
74	PRE-PHASE 1																		28								
75	PRE-PHASE 1																		302								
76	PRE-PHASE 1													1400					441	1846							
77	PRE-PHASE 1													1600					334	2111							
78	PRE-PHASE 1													1444					307	1845							
79	PRE-PHASE 1													1214					168	1483							
80	PRE-PHASE 1													1382					414	1842							
81	PRE-PHASE 1													1831					538	2210							
82	PRE-PHASE 1													4511					6264	4639							
83	PRE-PHASE 1													4138					3199	4394							
84	PRE-PHASE 1													1600					540	2031							
85	PRE-PHASE 1													1600					473	2103							
86	PRE-PHASE 1													532					192	1465							
112	PRE-PHASE 1								1																		
113	PRE-PHASE 1								1																		
114	PRE-PHASE 1								1																		
TOTALS CARRIED TO SHEET 392		LUMP	1,500	LUMP	12	40	10	100	3	144	$180,000	22	24.56	30548 FT 5.79 MI	25.58	4,051	4,714	LUMP	19,429	36,888	300	6,844	2,000	500	962	18	160

CALCULATED BER CHECKED SMM

MAINTENANCE OF TRAFFIC SUBSUMMARY (ASPHALT OPTION)

FRA-71-0.00



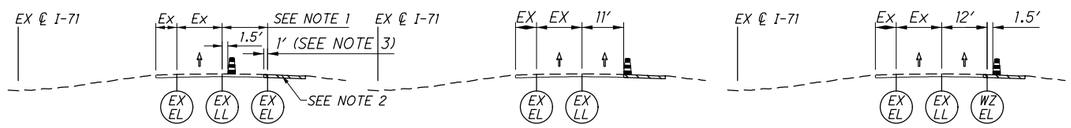
PRE-PHASE 1 CONSTRUCTION SCHEDULE
(APPLICABLE TO ALL PRE-PHASE 1 WORK)

THE CONTRACTOR SHALL COMPLTE PRE-PHASE 1 IN PIECES, AND SHALL LIMIT THE LENGTH OF WORK ZONE TO THAT WHICH CAN BE COMPLETED OVER TWO CONSECUTIVE NIGHTS:

NIGHT 1:
PLANE 9 INCHES OF EXISTING SHOULDER AND REPLACE WITH 7.5 INCHES OF AGGREGATE BASE. ALSO PLANE 1.5 INCHES OF EXISTING PAVMENT, 1 FOOT INTO THE ADJACENT TRAVEL LANE

NEXT MORNING:
OPEN RIGHT LANE (11 FEET WIDE) WITH DRUM PLACED IN THE DROPOFF. ADD "NO EDGE LINE" SIGN (W8-H12a-48), 500 FEET IN ADVANCE OF THE WORK ZONE. (SEE INTERIM CONDITION IN TYPICAL SECTIONS)

NIGHT 2:
APPLY 1.5 INCHES OF SURFACE COURSE TO THE SHOULDER AND THE 1 FOOT AREA ADJACENT. INSTALL ITEM, 614 WORK ZONE EDGE LINE TO RESTORE 12' RIGHT LANE.



TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

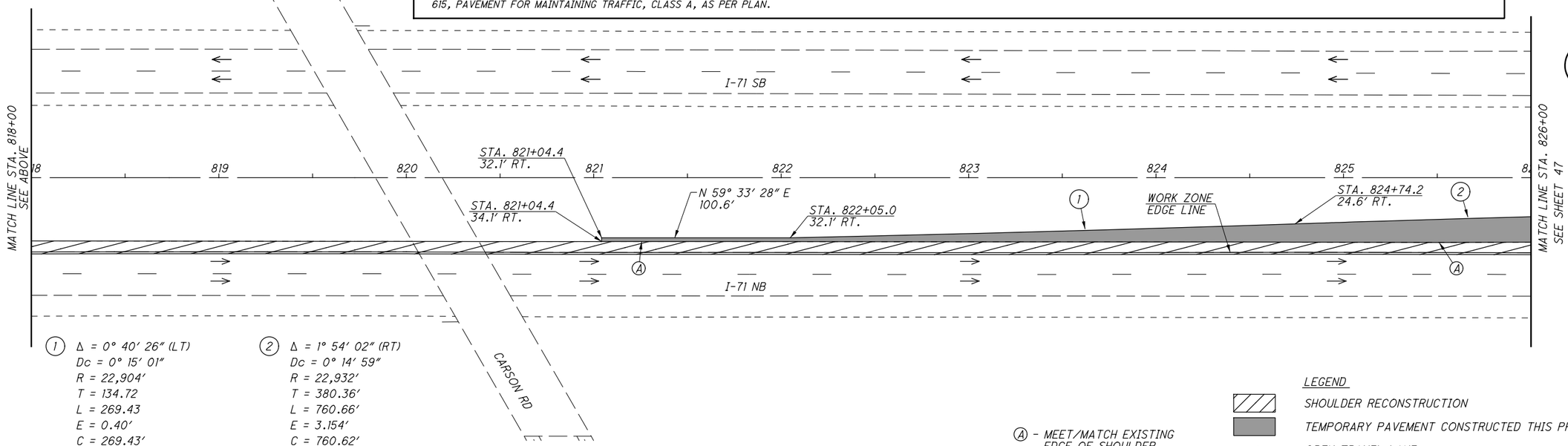
NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. FOR THE WORK ON THE LEFT HAND SIDE OF THE ROAD THE CONTRACTOR SHALL MIRROR THE TYPICAL SECTION.

0 20
10 40
HORIZONTAL SCALE IN FEET



(1) Δ = 0° 40' 26" (LT)
Dc = 0° 15' 01"
R = 22,904'
T = 134.72
L = 269.43
E = 0.40'
C = 269.43'
C.B. = N 57° 57' 23" E

(2) Δ = 1° 54' 02" (RT)
Dc = 0° 14' 59"
R = 22,932'
T = 380.36'
L = 760.66'
E = 3.154'
C = 760.62'
C.B. = N 58° 35' 40" E

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND
SHOULDER RECONSTRUCTION
TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
OPEN TRAVEL LANE

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 810+00 TO STA. 826+00

FRA-71-0.00

46
1312

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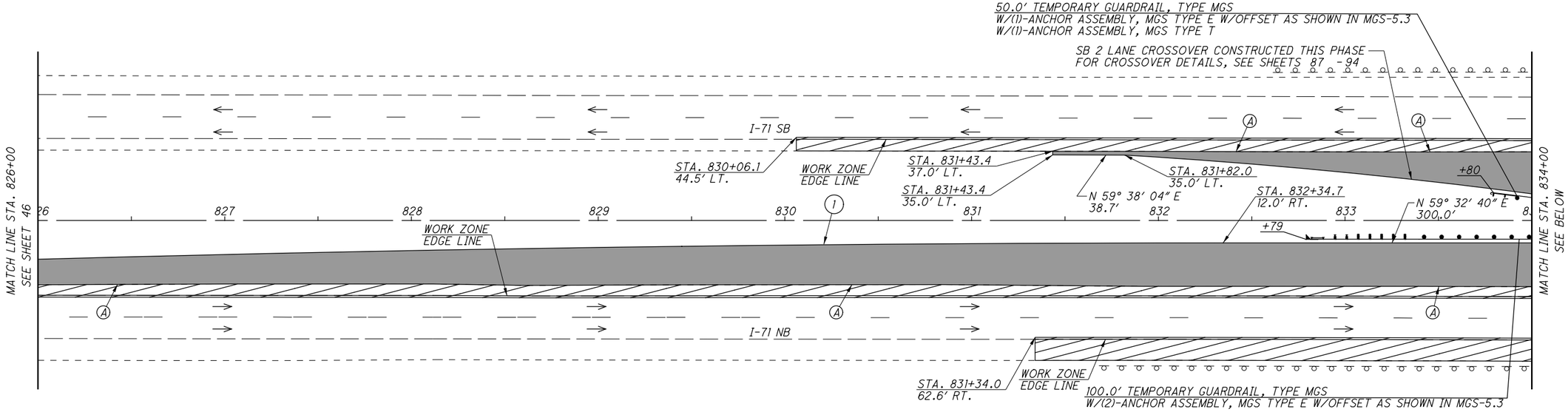
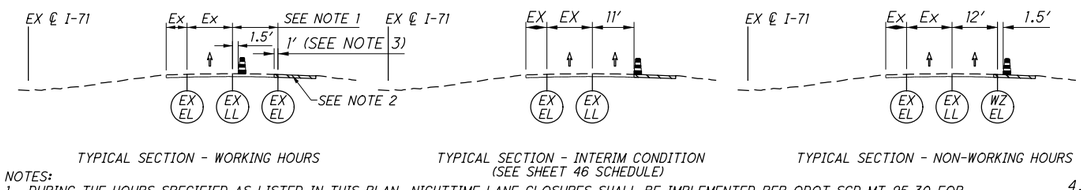


(1) Δ = 1° 54' 02" (RT)
Dc = 0° 14' 59"
R = 22,932'
T = 380.36'
L = 760.66'
E = 3.15'
C = 760.62'
C.B. = N 58° 35' 40" E



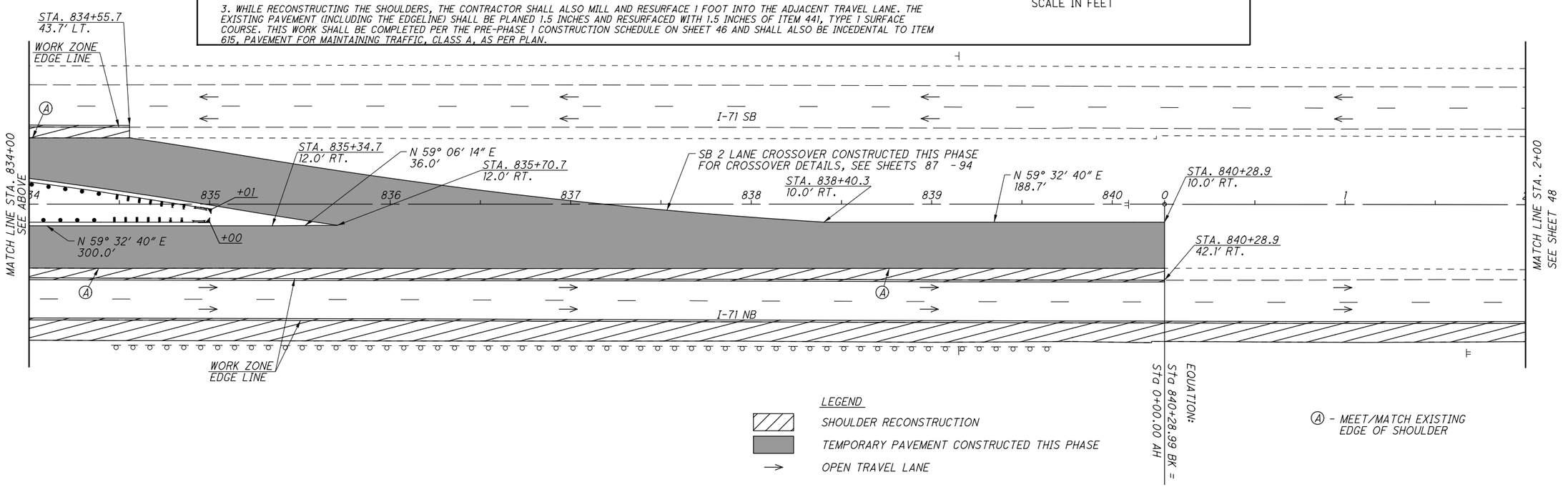
NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. FOR THE WORK ON THE LEFT HAND SIDE OF THE ROAD THE CONTRACTOR SHALL MIRROR THE TYPICAL SECTION.

0 20
10 40
HORIZONTAL
SCALE IN FEET



LEGEND
SHOULDER RECONSTRUCTION
TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 826+00 TO STA. 2+00

FRA-71-0.00

47
1312

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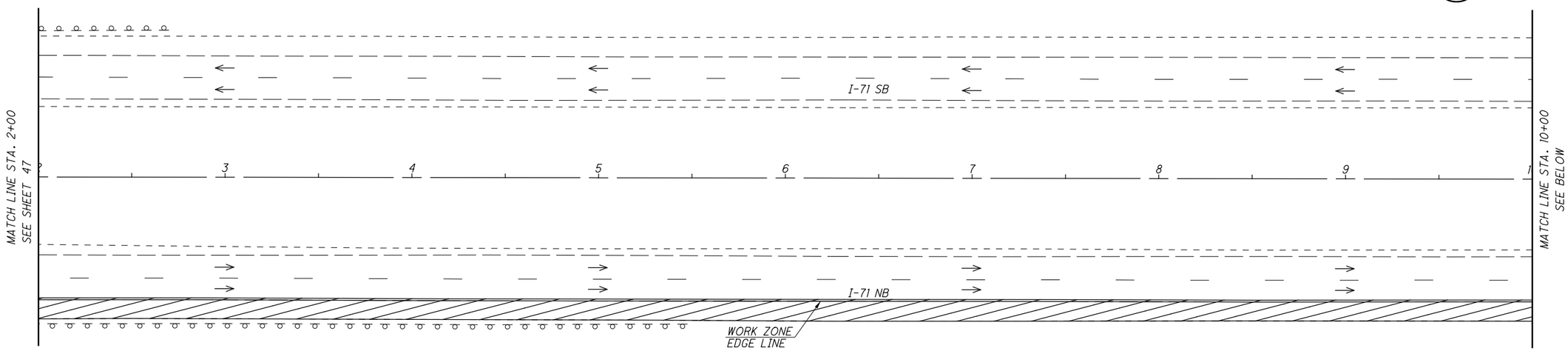
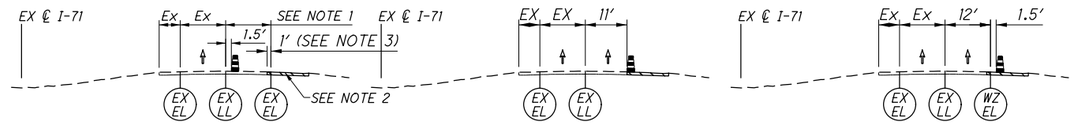




TYPICAL SECTION - WORKING HOURS | TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) | TYPICAL SECTION - NON-WORKING HOURS

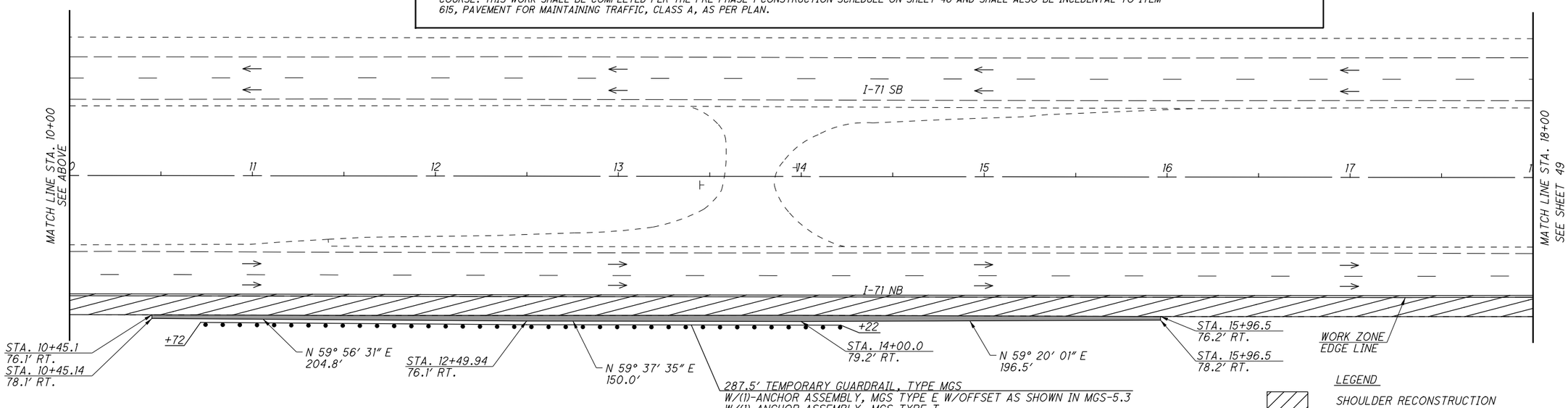
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20 10 40
HORIZONTAL SCALE IN FEET



0 30 15 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 2+00 TO STA. 18+00

FRA-71-0.00

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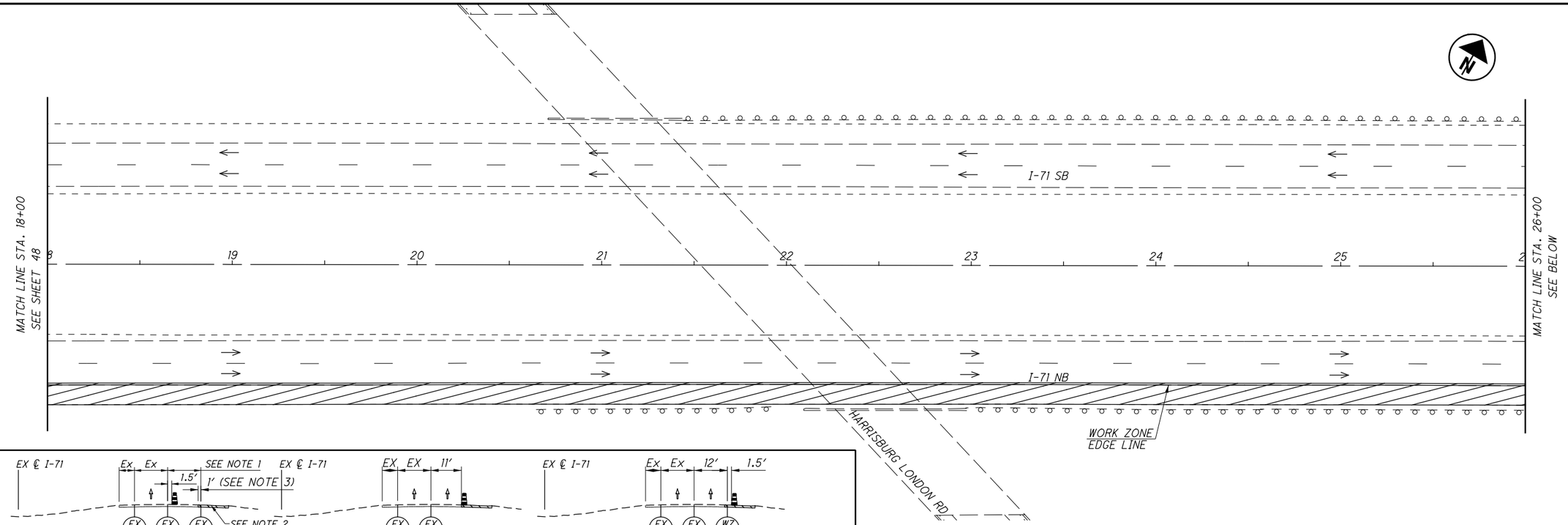
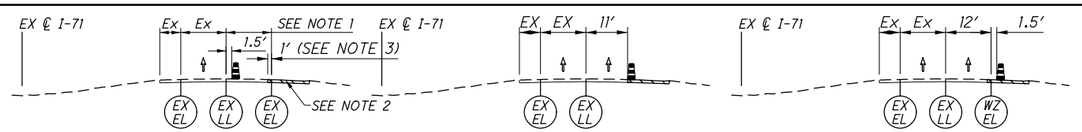




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

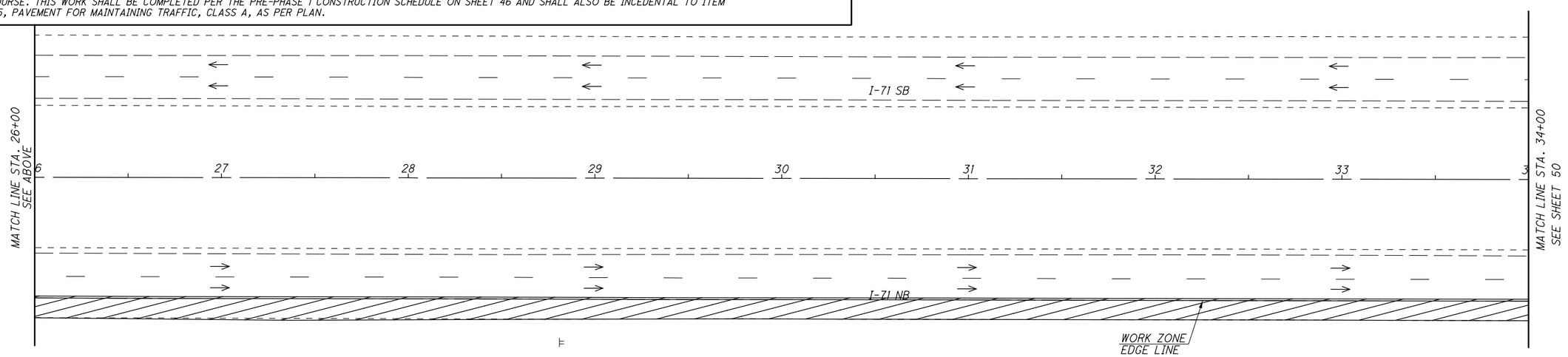
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

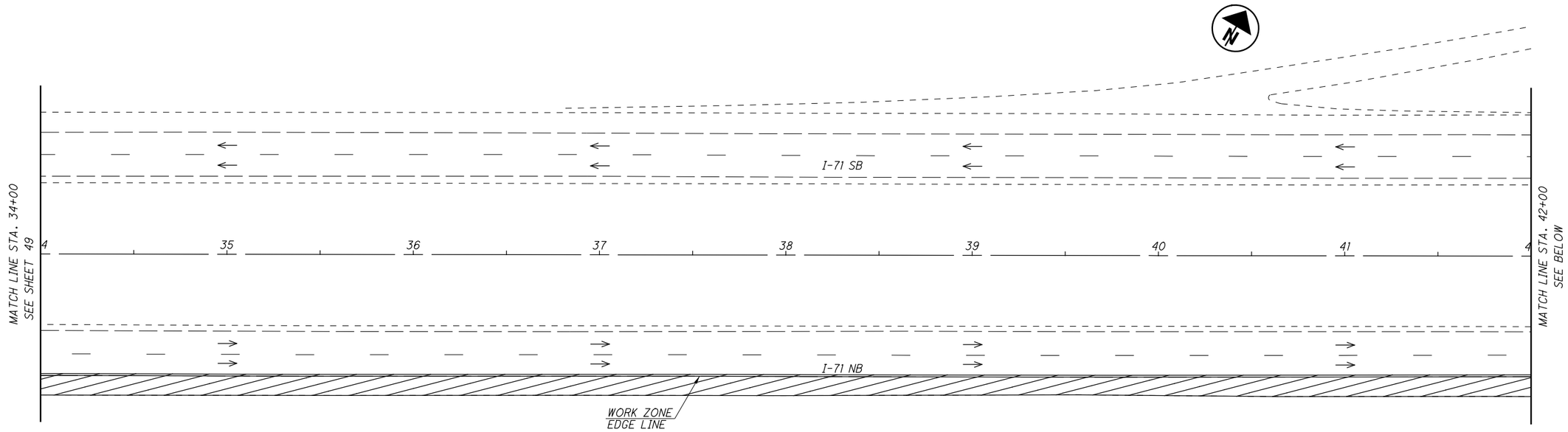
OPEN TRAVEL LANE

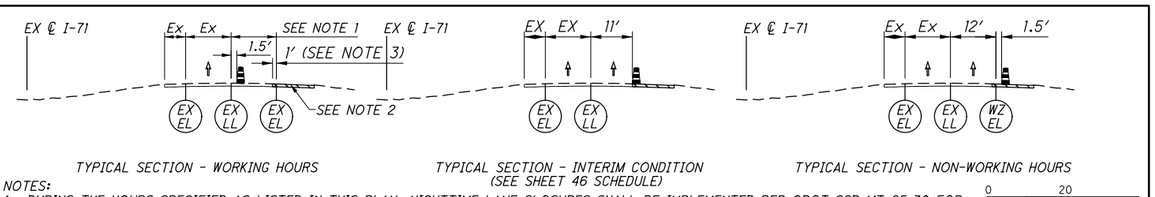
0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 18+00 TO STA. 34+00

FRA-71-0.00





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

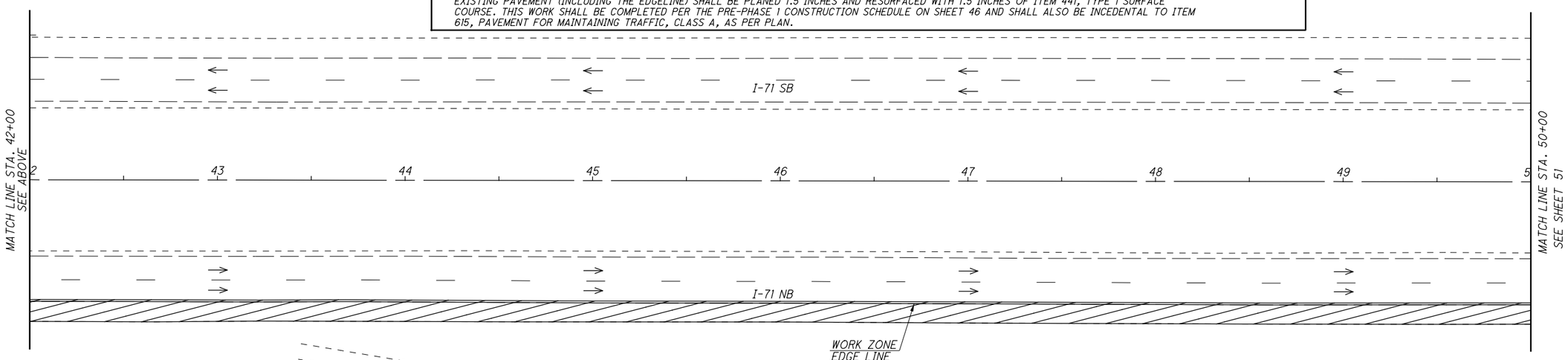
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 34+00 TO STA. 50+00

FRA-71-0.00

50
1312

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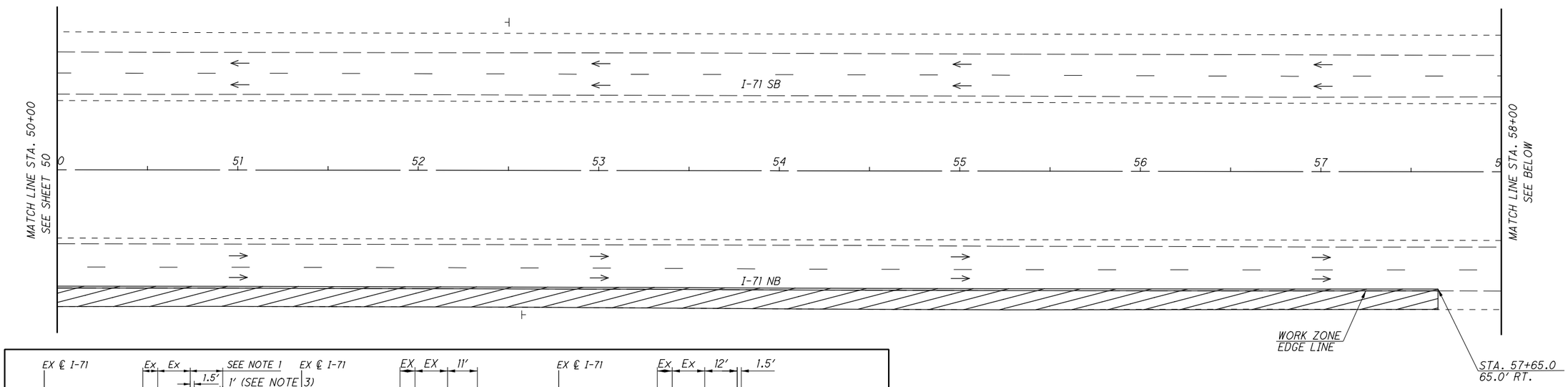
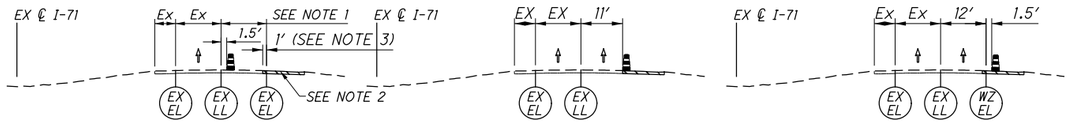




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

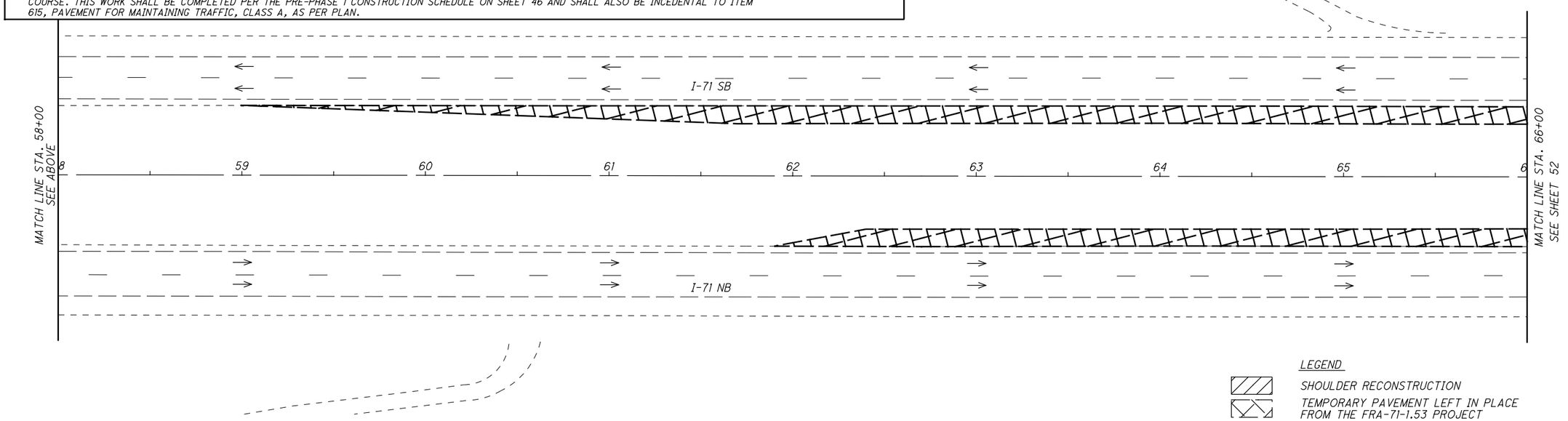
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE, THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

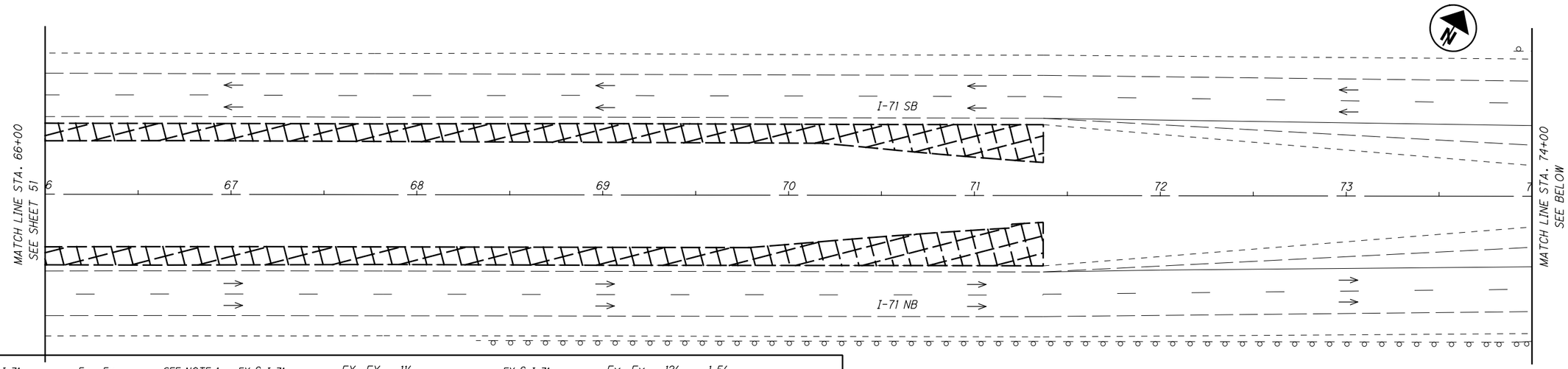
0 30 60
15
HORIZONTAL SCALE IN FEET

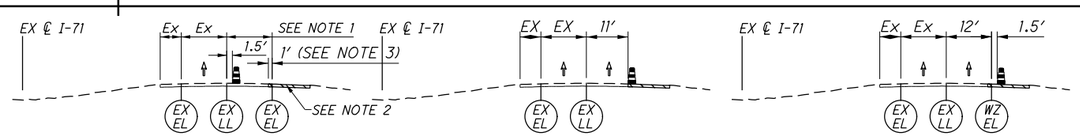
CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 50+00 TO STA. 66+00

FRA-71-0.00

51
1312





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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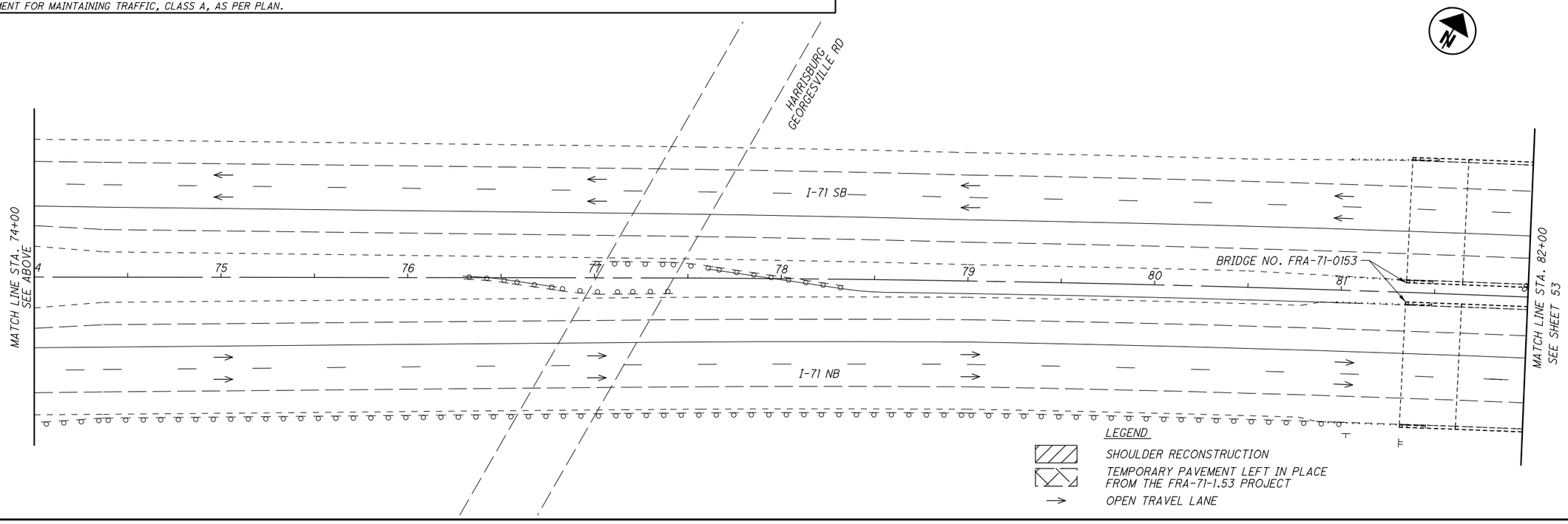
0 20
10 40
HORIZONTAL SCALE IN FEET

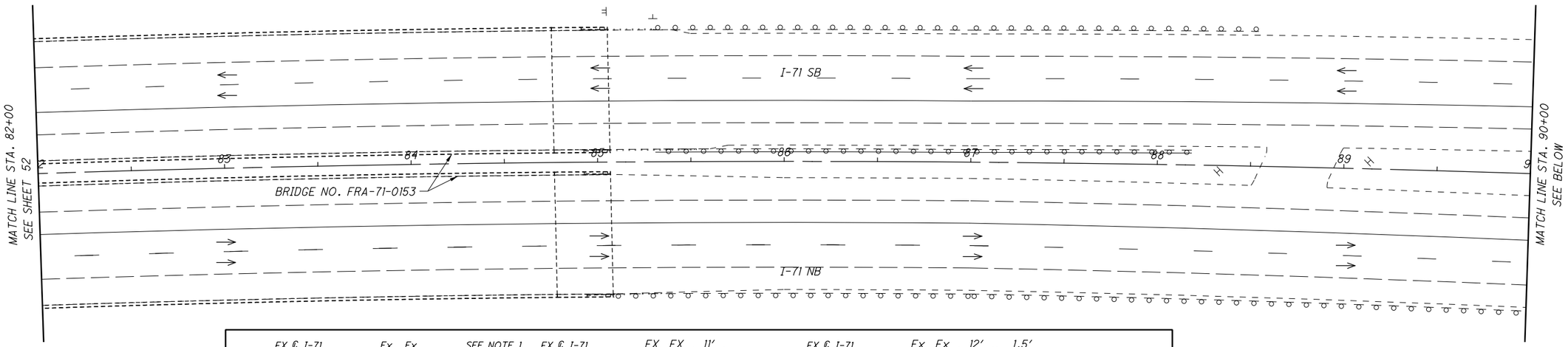


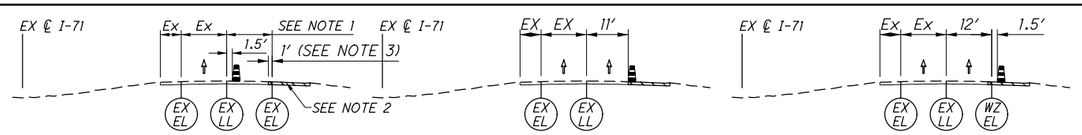
0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 66+00 TO STA. 82+00

FRA-71-0.00





TYPICAL SECTION - WORKING HOURS | TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) | TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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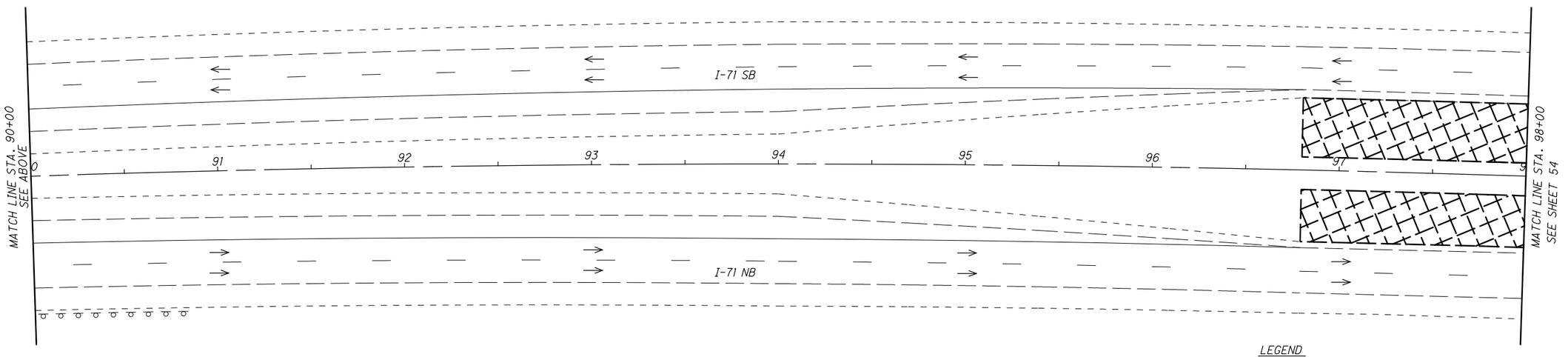
0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

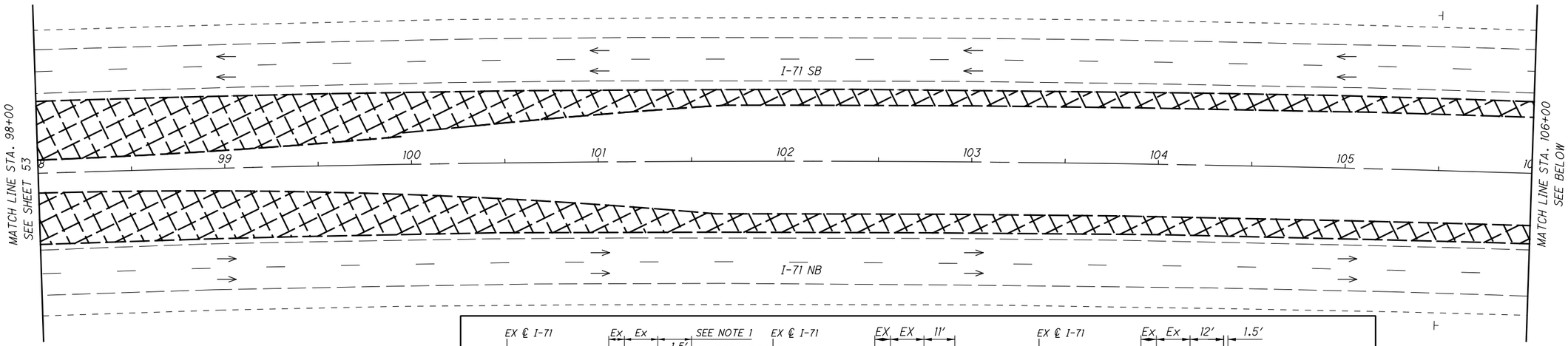
0 30 60
15
HORIZONTAL SCALE IN FEET

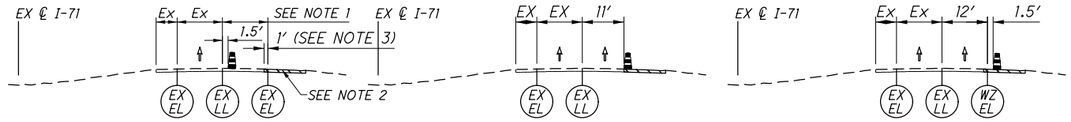
CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 82+00 TO STA. 98+00

FRA-71-0.00

53
1312





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

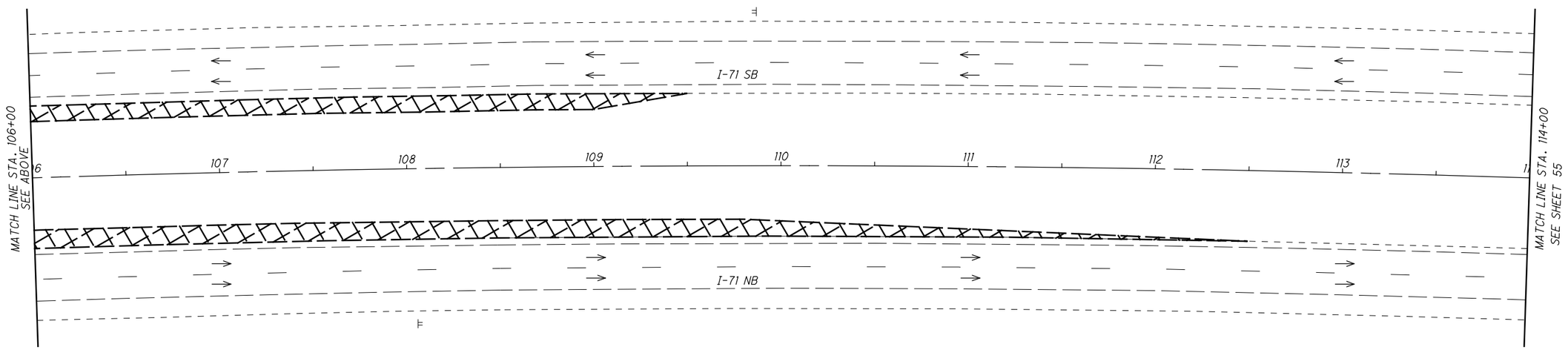
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 98+00 TO STA. 114+00

FRA-71-0.00

54
1312

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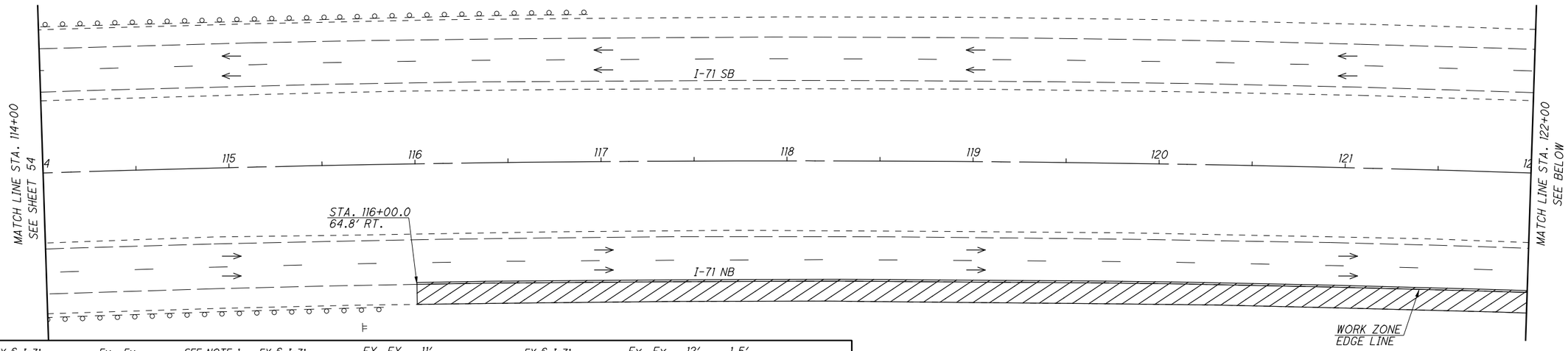

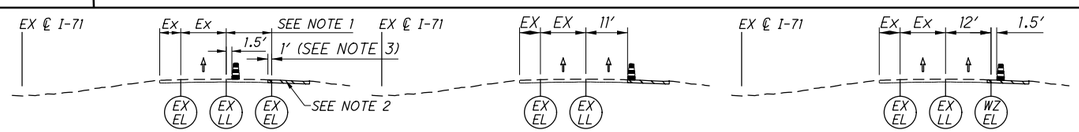

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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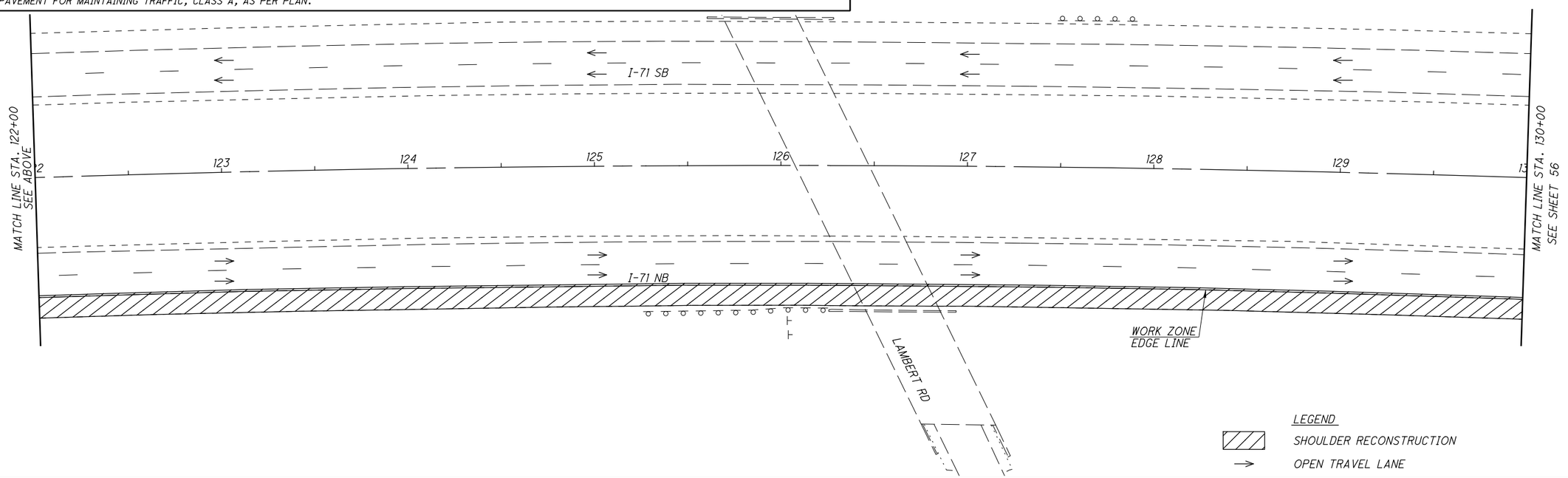
0 20 10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 25° 24' 09" (RT)
Dc = 0° 28' 02"
R = 12,265.67'
T = 2764.46'
L = 5438.06'
E = 307.67'
C = 5393.64'
C.B. = N 80° 11' 26" E



0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 114+00 TO STA. 130+00

FRA-71-0.00

55
1312

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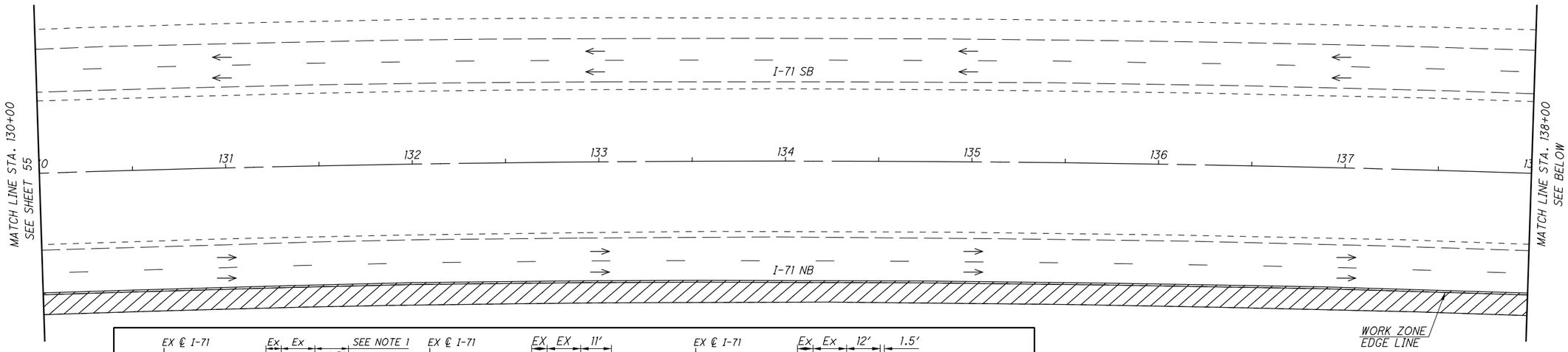

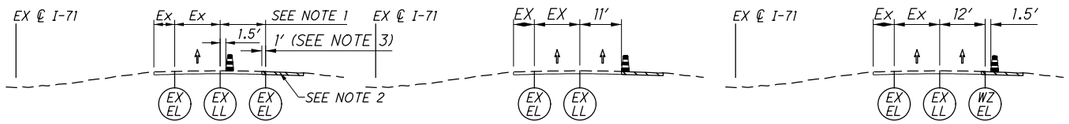

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

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1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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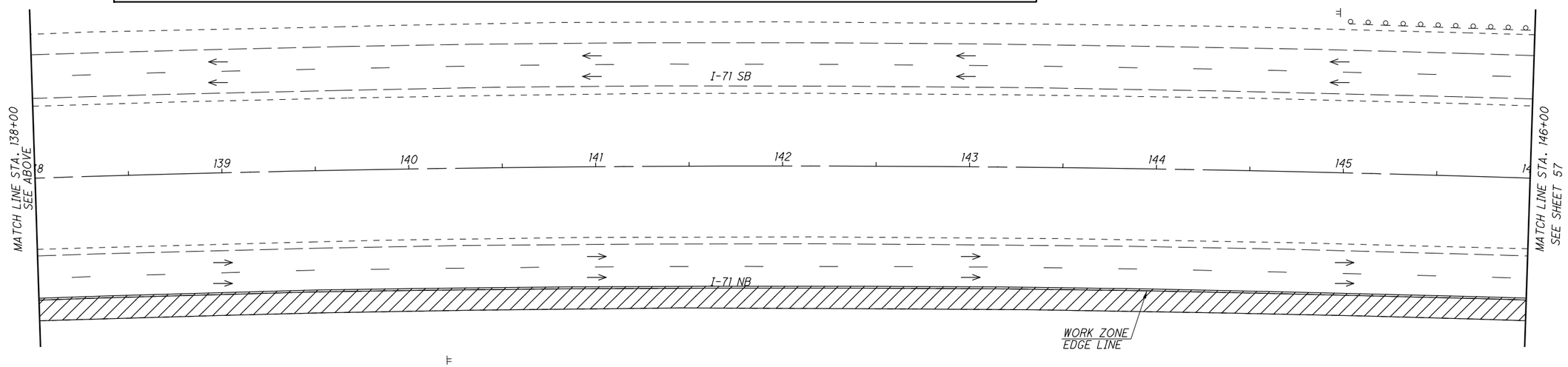
0 20
10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 25° 24′ 09″ (RT)
Dc = 0° 28′ 02″
R = 12,265.67′
T = 2764.46′
L = 5438.06′
E = 307.67′
C = 5393.64′
C.B. = N 80° 11′ 26″ E



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 130+00 TO STA. 146+00

FRA-71-0.00

56
1312

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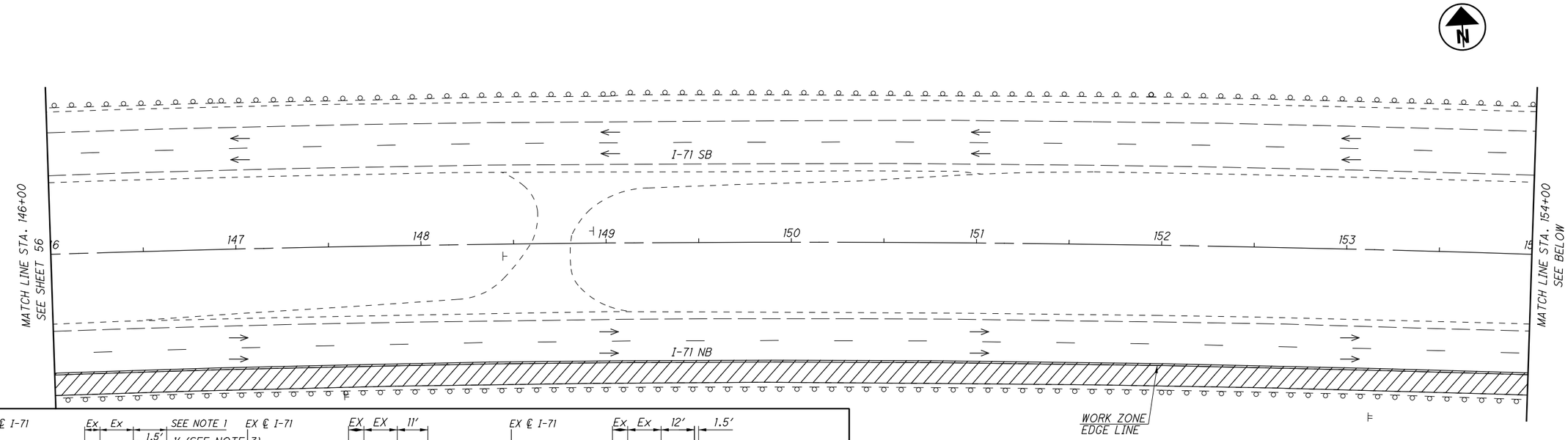

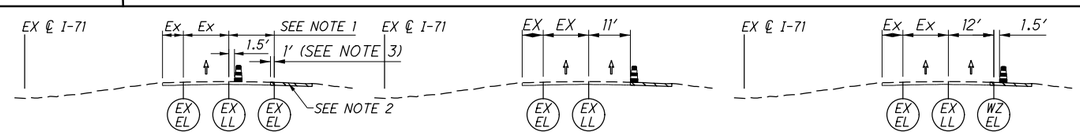

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION
(SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

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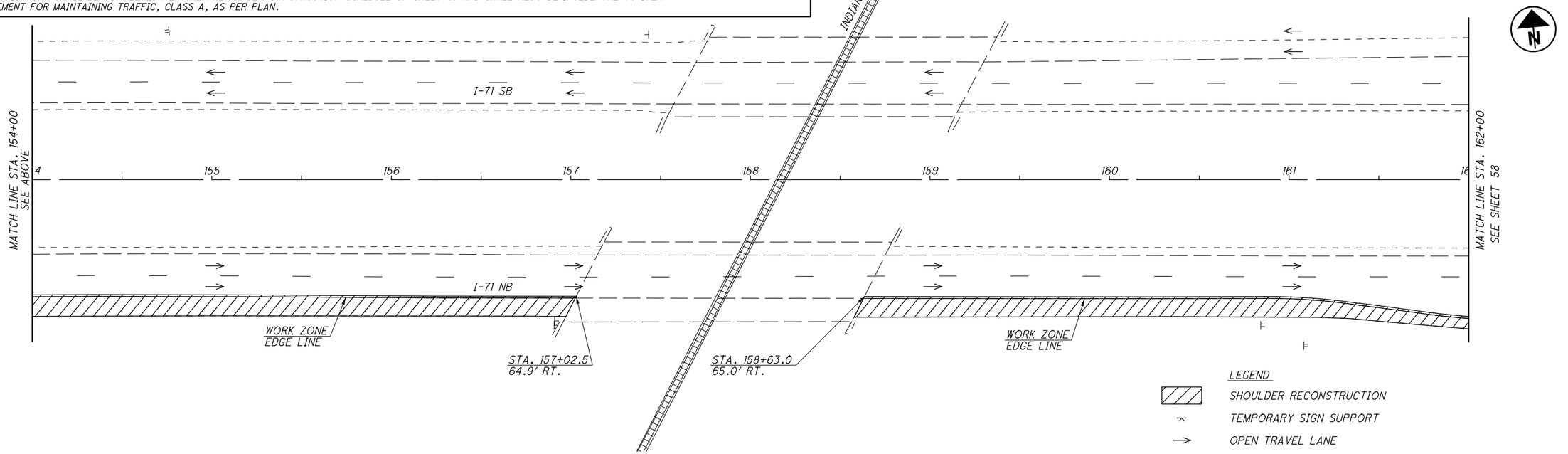
0 20 40
10
HORIZONTAL
SCALE IN FEET



0 30 60
15
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 146+00 TO STA. 162+00

FRA-71-0.00

57
1312

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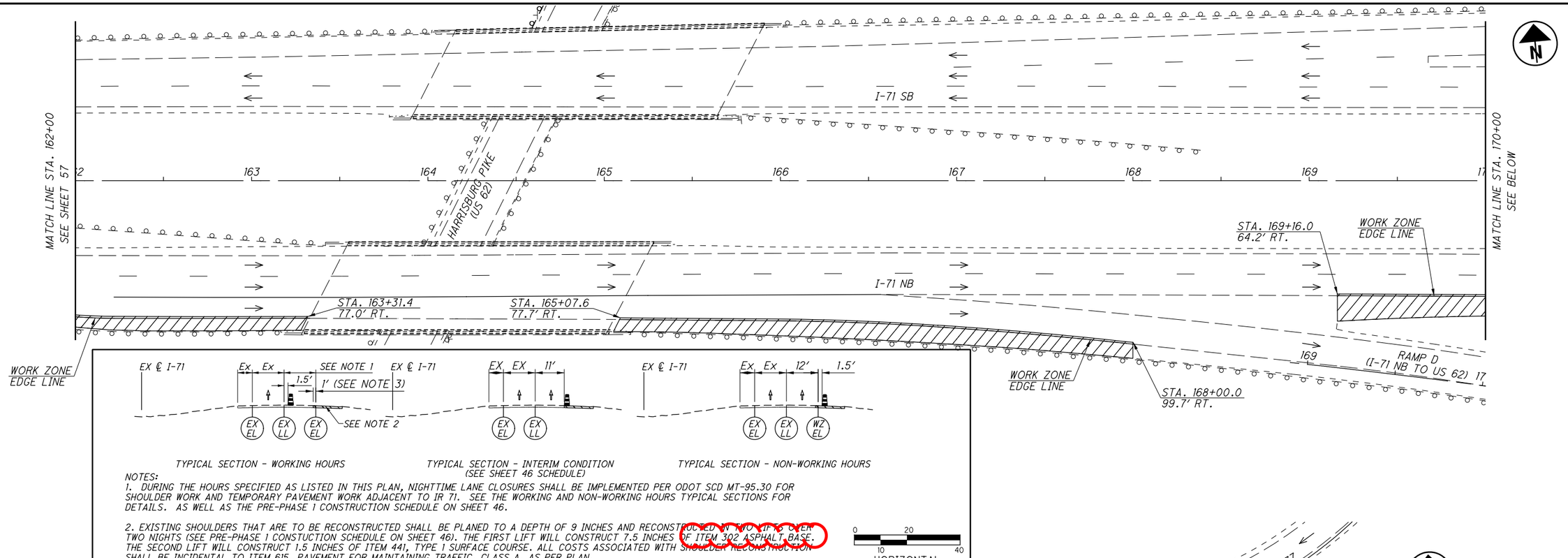

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

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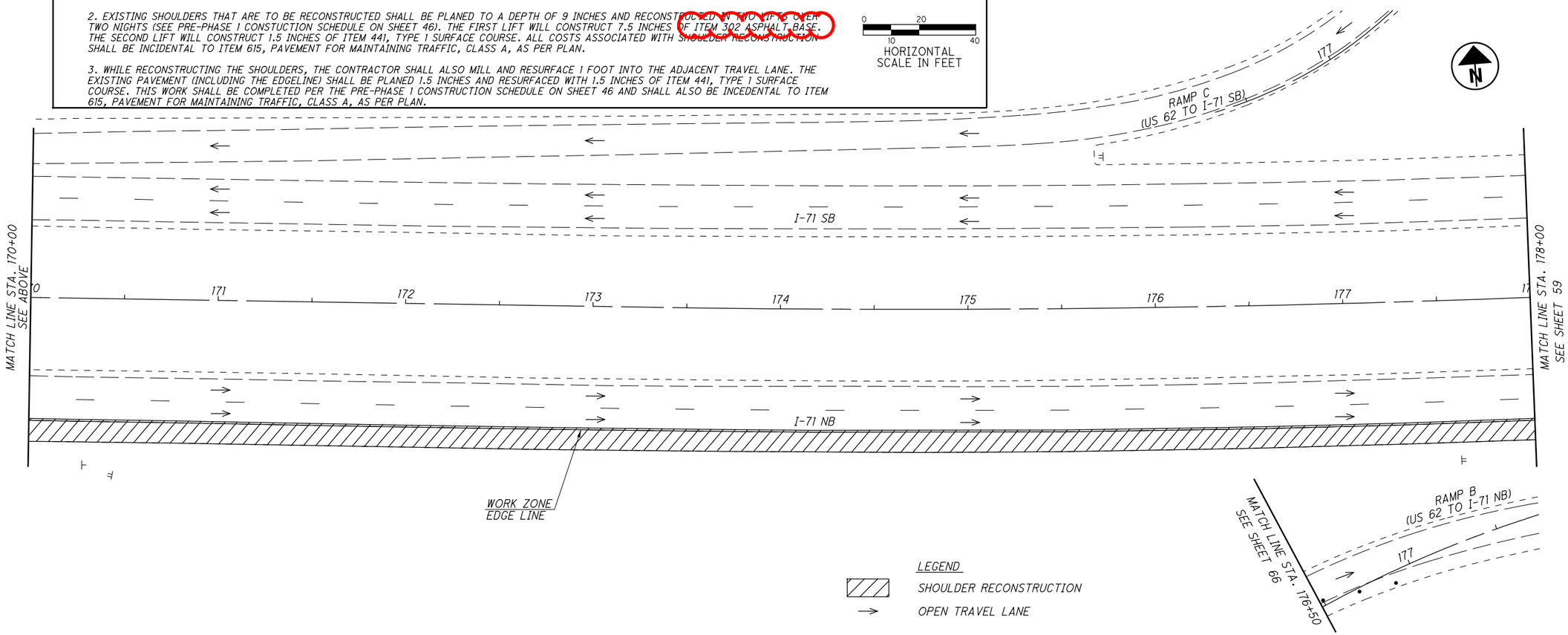
0 20 10 40
HORIZONTAL SCALE IN FEET



0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 162+00 TO STA. 178+00

FRA-71-0.00

58
1312

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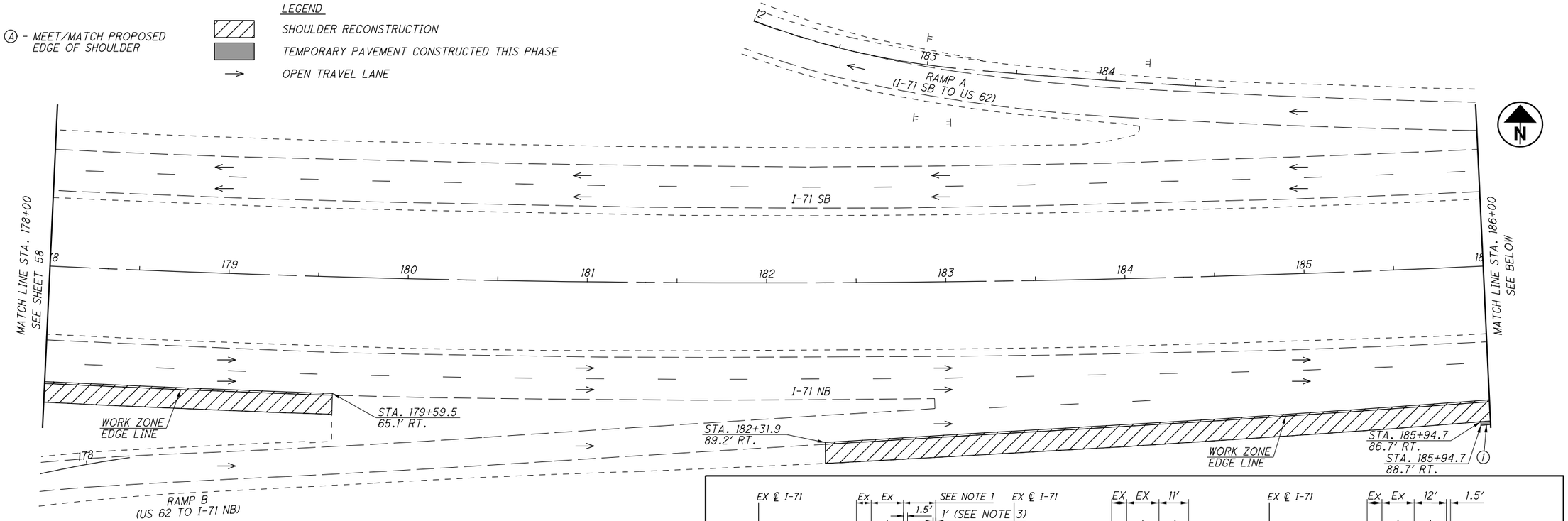
Ⓐ - MEET/MATCH PROPOSED EDGE OF SHOULDER

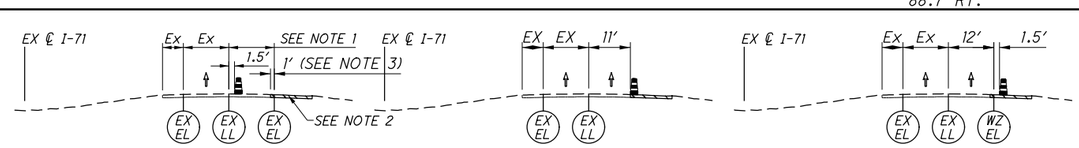
LEGEND

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

OPEN TRAVEL LANE





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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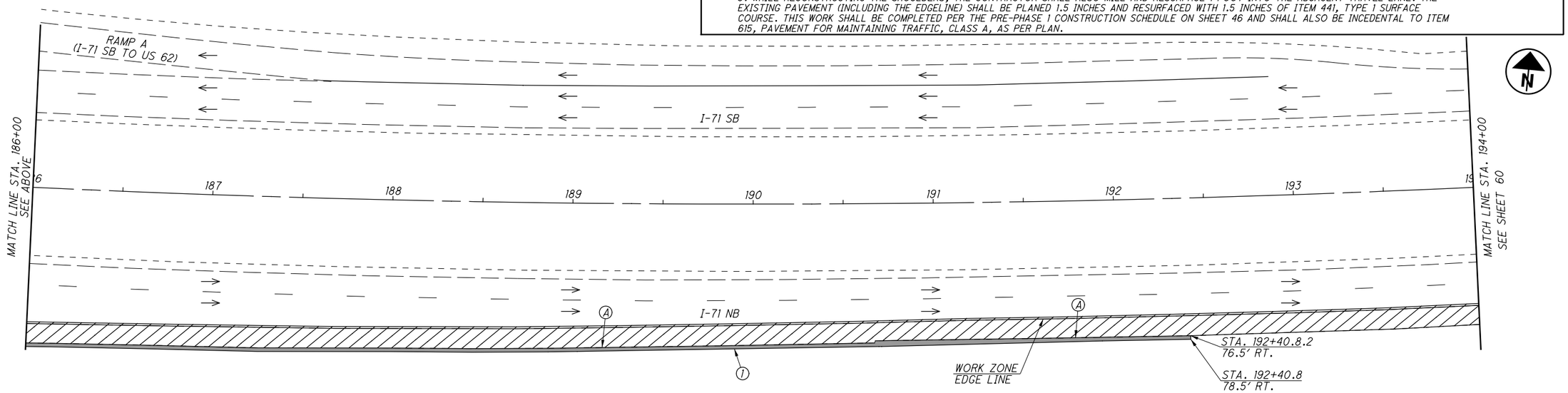
0 20 10 40
HORIZONTAL SCALE IN FEET

① Δ = 3° 09′ 28″ (LT)
Dc = 0° 29′ 03″
R = 11,837′
T = 326.28′
L = 652.39′
E = 4.50′
C = 652.31′
C.B. = N 84° 03′ 10″ E



HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 178+00 TO STA. 194+00

FRA-71-0.00

59
1312

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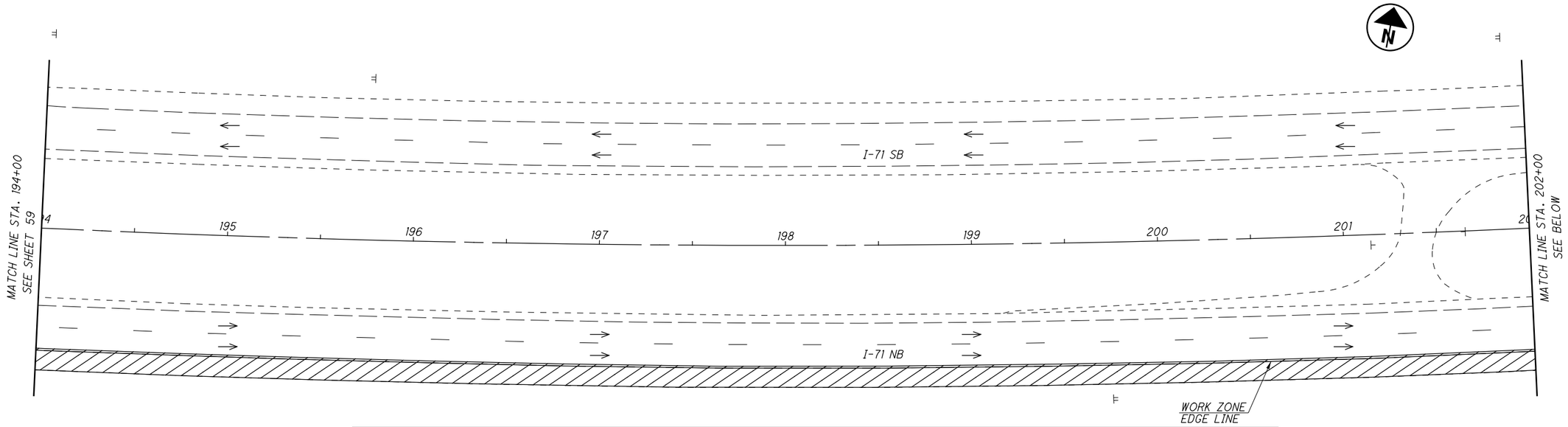

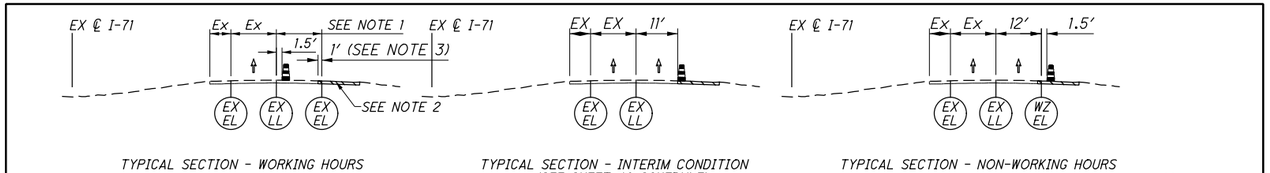

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

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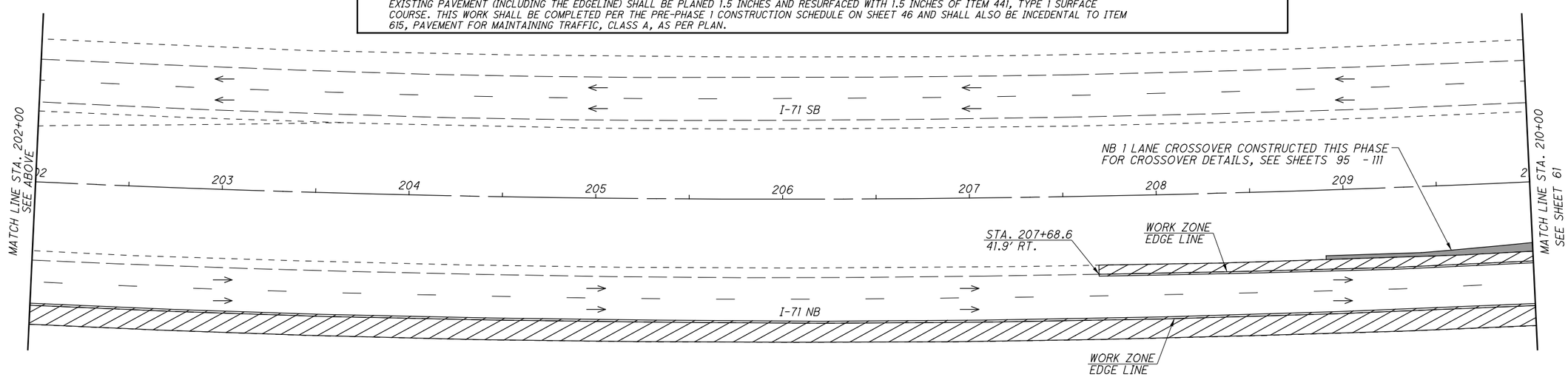
0 20 10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

0 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 194+00 TO STA. 210+00

FRA-71-0.00

60
1312

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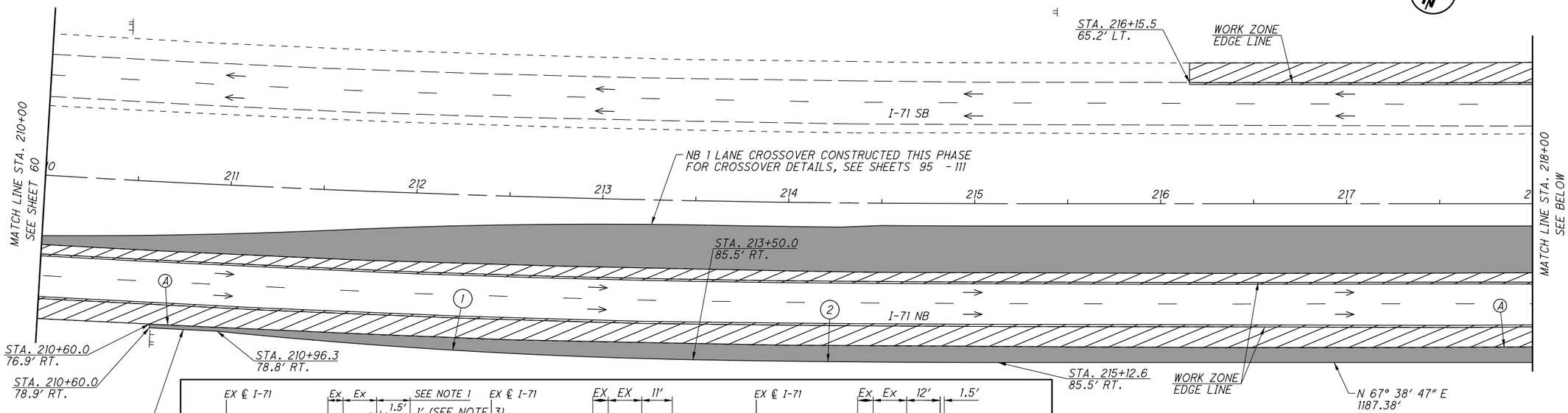

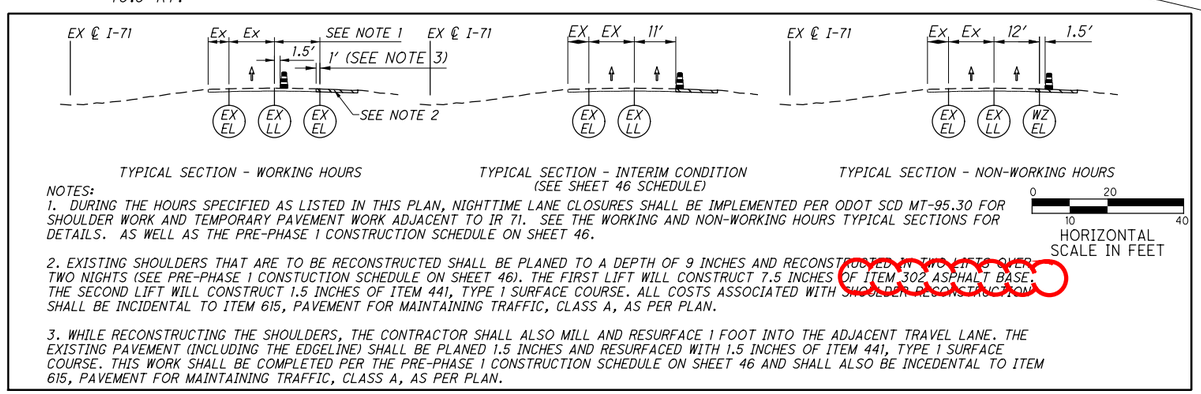

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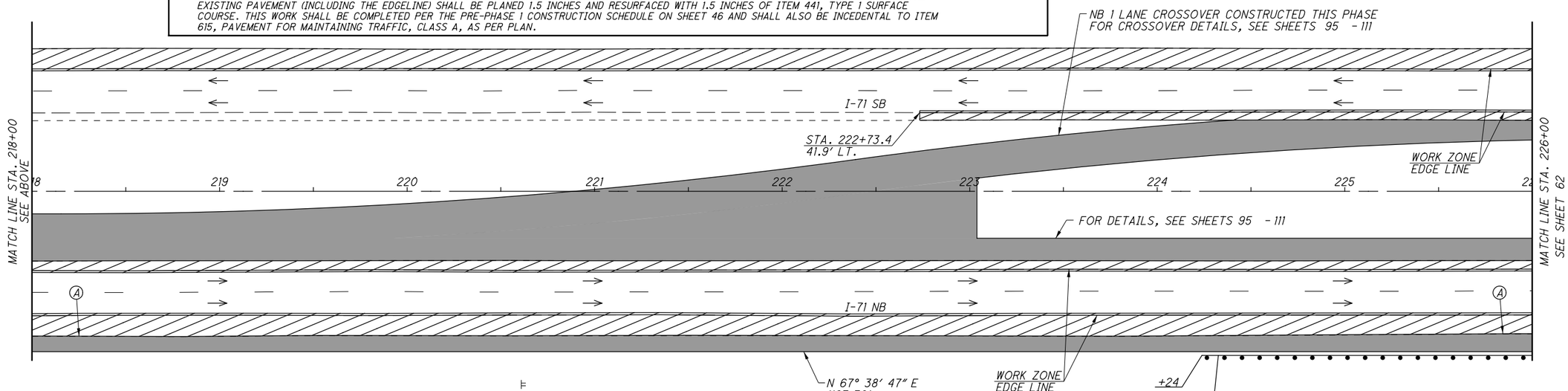
0 20
10 40
HORIZONTAL
SCALE IN FEET

(1) Δ = 4° 41' 28" (LT)
Dc = 1° 49' 43"
R = 3133.22'
T = 128.23'
L = 256.33'
E = 2.62'
C = 256.25'
C.B. = N 71° 04' 27" E

(2) Δ = 1° 05' 02" (LT)
Dc = 0° 39' 37"
R = 8679.87'
T = 82.12'
L = 164.23'
E = 0.39'
C = 164.23'
C.B. = N 68° 11' 18" E



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

0 30 60
15
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 210+00 TO STA. 226+00

FRA-71-0.00

61
1312

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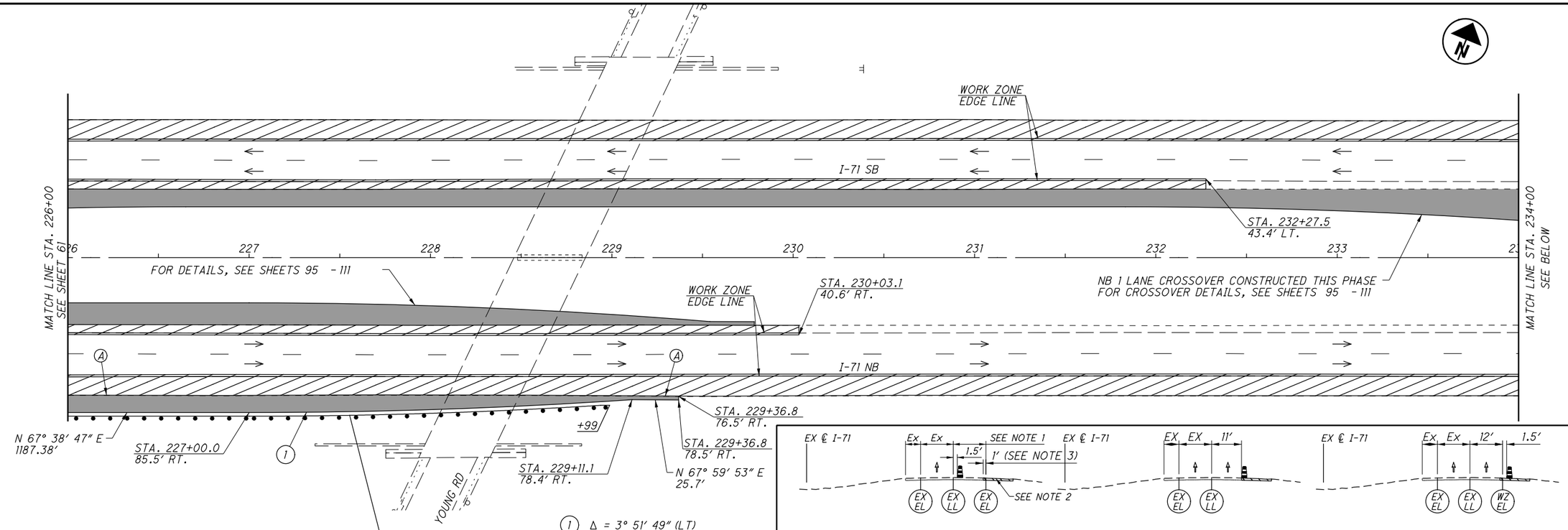
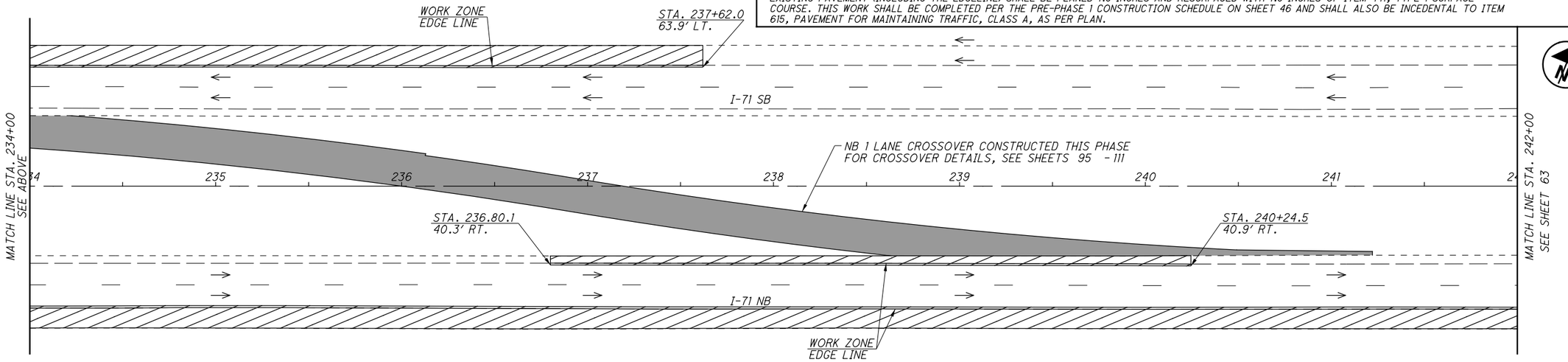


NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.



Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- OPEN TRAVEL LANE

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(CONCRETE OPTION) I-71 - STA. 226+00 TO STA. 242+00

FRA-71-0.00

62
1312

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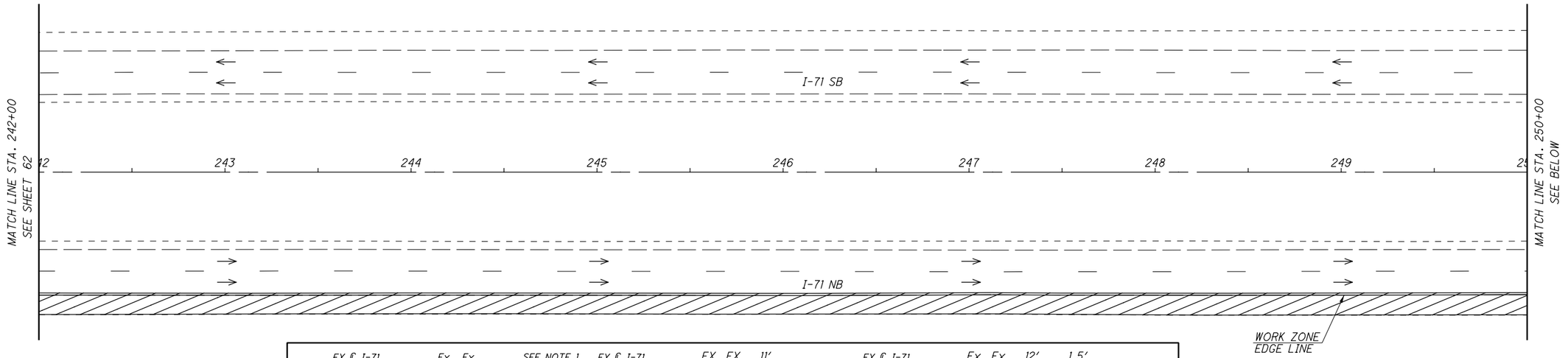
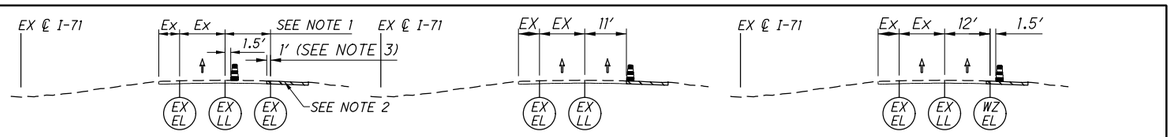




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

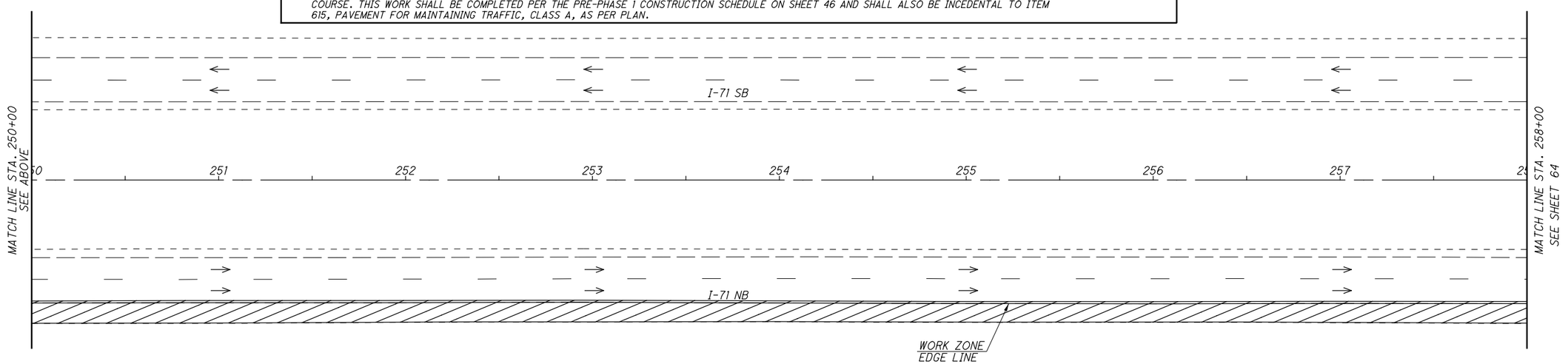
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

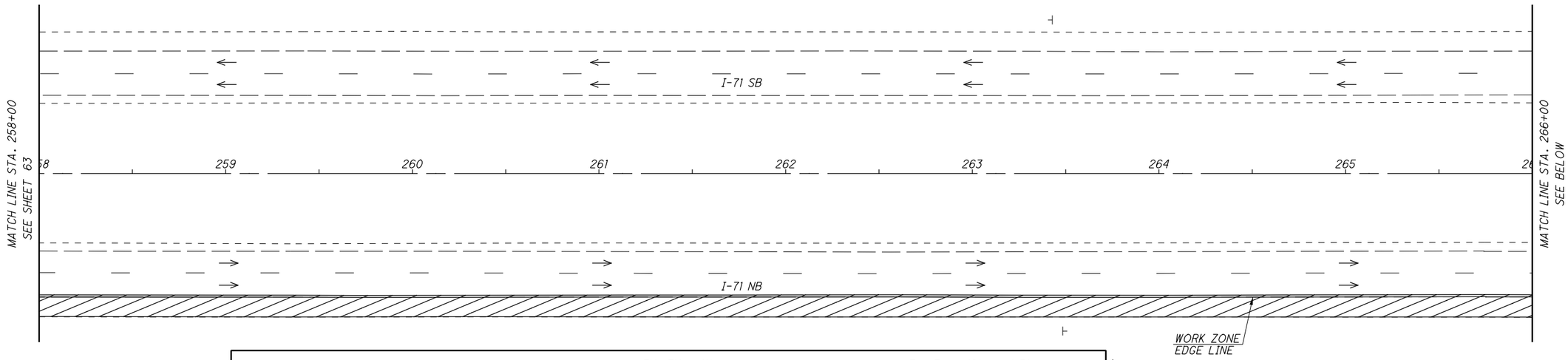
0 30 60
HORIZONTAL SCALE IN FEET

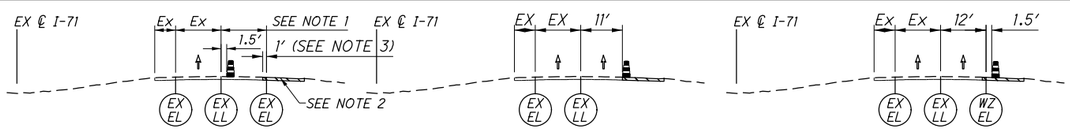
CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 242+00 TO STA. 258+00

FRA-71-0.00

63
1312





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

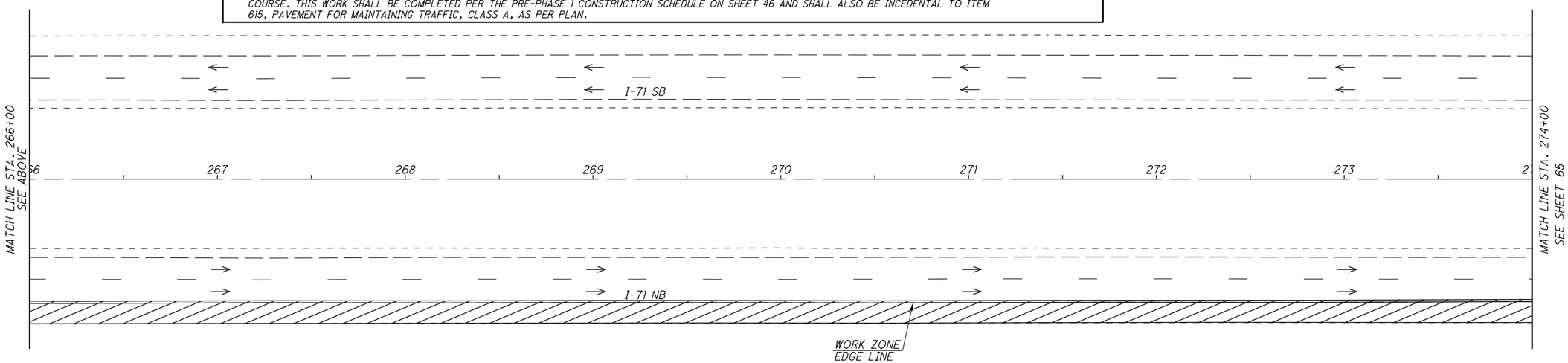
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20 10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 258+00 TO STA. 274+00

FRA-71-0.00

64
1312

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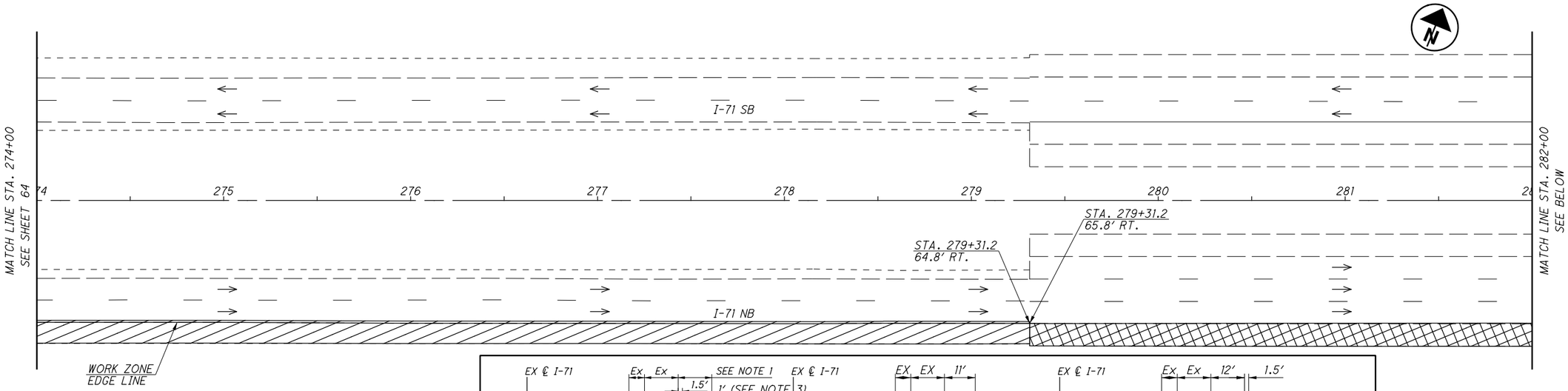
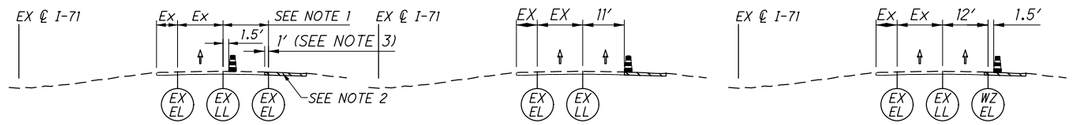




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

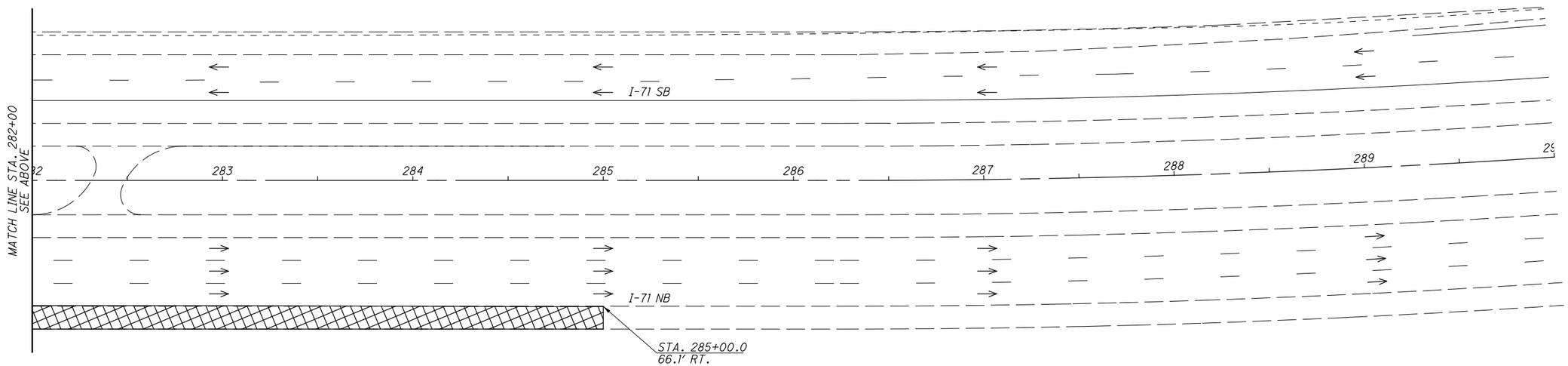
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. THE SHOULDER RESURFACING SHOWN ON THIS SHEET SHALL CONSIST OF PLANING OFF 1.5 INCHES OF EXISTING PAVEMENT AND RESURFACING WITH 1.5 INCHES OF ITEM 441, TYPE 1. THIS RESURFACING SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

SHOULDER RECONSTRUCTION

SHOULDER RESURFACING (SEE NOTE 4)

OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (CONCRETE OPTION) I-71 - STA. 274+00 TO STA. 290+00

FRA-71-0.00

65
1312

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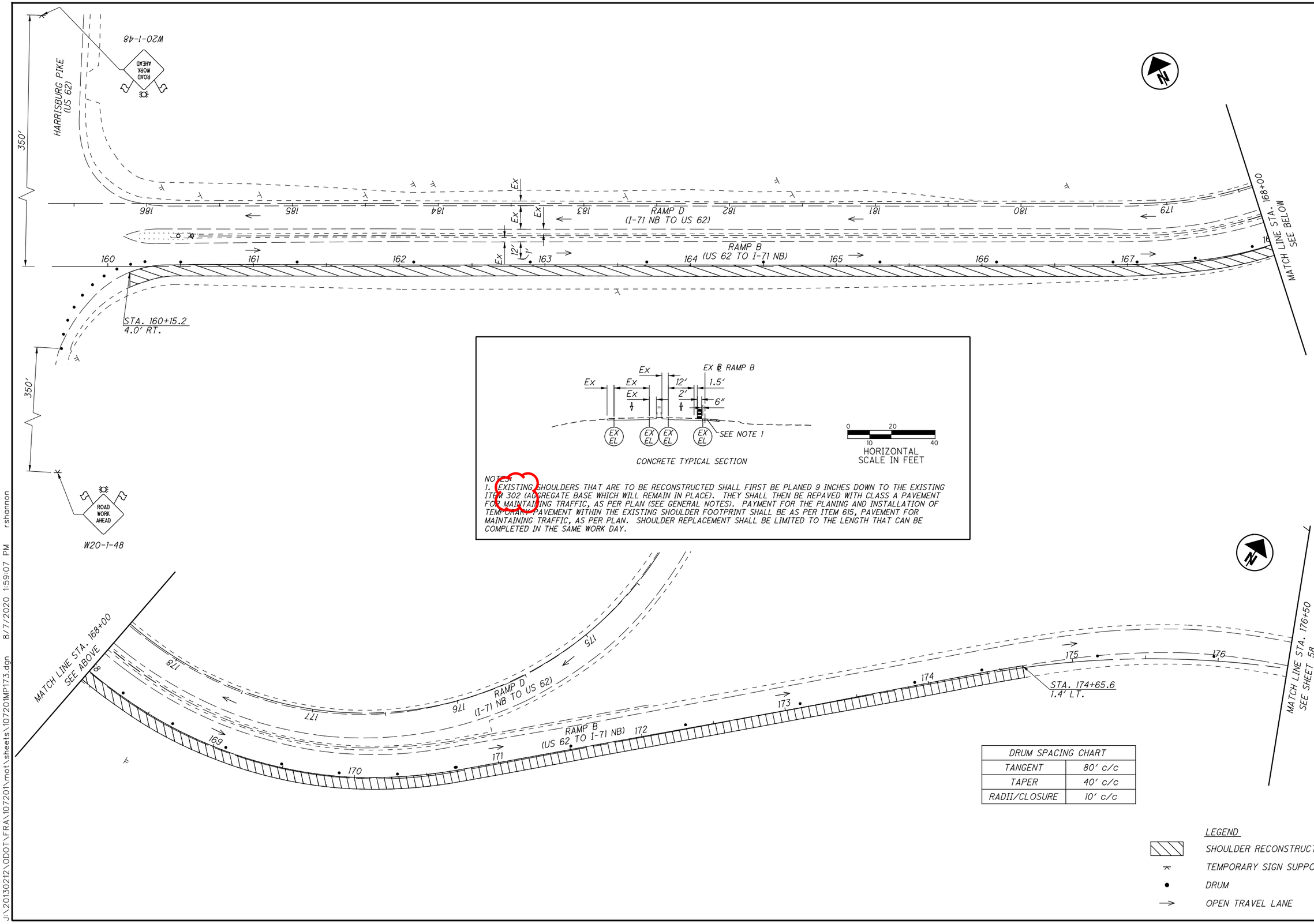
HARRISBURG PIKE (US 62)
W20-1-48
ROAD WORK AHEAD
350'
350'
186
185
184
183
RAMP D
(I-71 NB TO US 62)
182
181
180
179
Ex
12'
1'
160
161
162
163
RAMP B
(US 62 TO I-71 NB)
164
165
166
167
STA. 160+15.2
4.0' RT.
MATCH LINE STA. 168+00
SEE BELOW
Ex
Ex
Ex
Ex
EX ℄ RAMP B
12'
1.5'
2'
6"
EX EL
EX EL
EX EL
EX EL
SEE NOTE 1
CONCRETE TYPICAL SECTION
0
20
10
40
HORIZONTAL
SCALE IN FEET
NOTES:
1. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL FIRST BE PLANED 9 INCHES DOWN TO THE EXISTING ITEM 302 (AGGREGATE BASE WHICH WILL REMAIN IN PLACE). THEY SHALL THEN BE REPAVED WITH CLASS A PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN (SEE GENERAL NOTES). PAYMENT FOR THE PLANING AND INSTALLATION OF TEMPORARY PAVEMENT WITHIN THE EXISTING SHOULDER FOOTPRINT SHALL BE AS PER ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN. SHOULDER REPLACEMENT SHALL BE LIMITED TO THE LENGTH THAT CAN BE COMPLETED IN THE SAME WORK DAY.
ROAD WORK AHEAD
W20-1-48
MATCH LINE STA. 168+00
SEE ABOVE
178
177
176
RAMP D
(I-71 NB TO US 62)
175
169
170
171
RAMP B
(US 62 TO I-71 NB)
172
173
174
175
176
STA. 174+65.6
1.4' LT.
MATCH LINE STA. 176+50
SEE SHEET 58
DRUM SPACING CHART
TANGENT 80' c/c
TAPER 40' c/c
RADII/CLOSURE 10' c/c
LEGEND
SHOULDER RECONSTRUCTION
TEMPORARY SIGN SUPPORT
DRUM
OPEN TRAVEL LANE
0
30
15
60
HORIZONTAL
SCALE IN FEET
CALCULATED BER
CHECKED SMM
MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
RAMP B - STA. 160+00 TO STA. 176+50
FRA-71-0.00
66
1312
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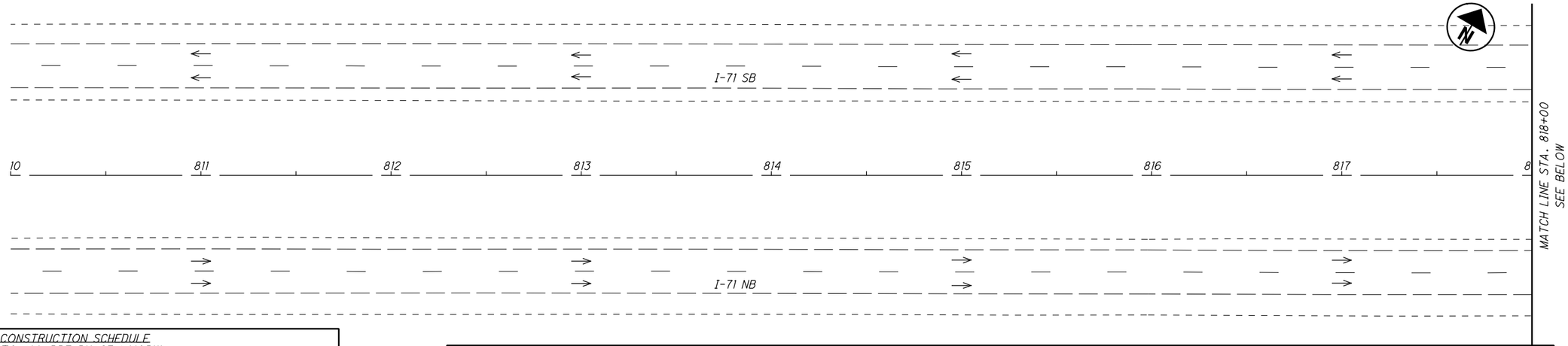


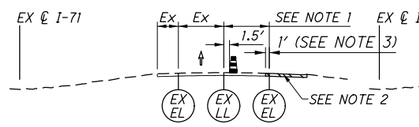
PRE-PHASE 1 CONSTRUCTION SCHEDULE
(APPLICABLE TO ALL PRE-PHASE 1 WORK)

THE CONTRACTOR SHALL COMPLTE PRE-PHASE 1 IN PIECES, AND SHALL LIMIT THE LENGTH OF WORK ZONE TO THAT WHICH CAN BE COMPLETED OVER TWO CONSECUTIVE NIGHTS:

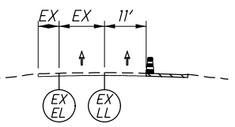
NIGHT 1:
PLANE 9 INCHES OF EXISTING SHOULDER AND REPLACE WITH 7.5 INCHES OF AGGREGATE BASE. ALSO PLANE 1.5 INCHES OF EXISTING PAVMENT, 1 FOOT INTO THE ADJACENT TRAVEL LANE

NEXT MORNING:
OPEN RIGHT LANE (11 FEET WIDE) WITH DRUM PLACED IN THE DROPOFF. ADD "NO EDGE LINE" SIGN (W8-H12a-48), 500 FEET IN ADVANCE OF THE WORK ZONE. (SEE INTERIM CONDITION IN TYPICAL SECTIONS)

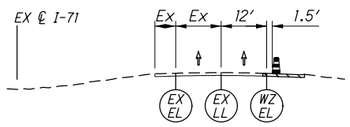
NIGHT 2:
APPLY 1.5 INCHES OF SURFACE COURSE TO THE SHOULDER AND THE 1 FOOT AREA ADJACENT. INSTALL ITEM, 614 WORK ZONE EDGE LINE TO RESTORE 12' RIGHT LANE.



TYPICAL SECTION - WORKING HOURS



TYPICAL SECTION - INTERIM CONDITION
(SEE SHEET 67 SCHEDULE)



TYPICAL SECTION - NON-WORKING HOURS

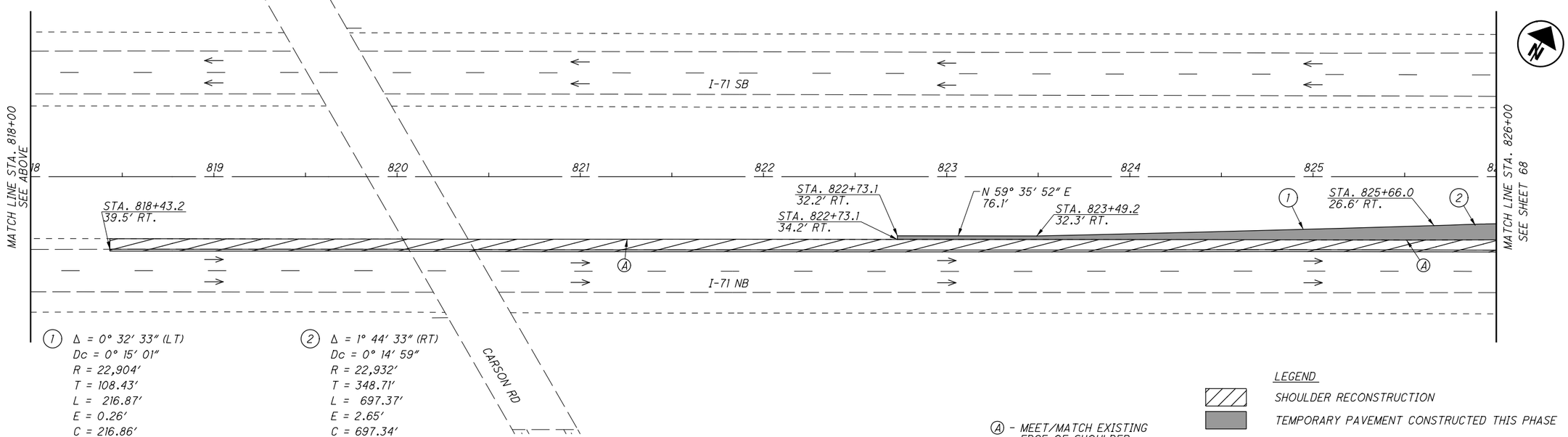
NOTES:
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. FOR THE WORK ON THE LEFT HAND SIDE OF THE ROAD THE CONTRACTOR SHALL MIRROR THE TYPICAL SECTION.

0 20
10 40
HORIZONTAL
SCALE IN FEET



(1) Δ = 0° 32' 33" (LT)
Dc = 0° 15' 01"
R = 22,904'
T = 108.43'
L = 216.87'
E = 0.26'
C = 216.86'
C.B. = N 58° 02' 44" E

(2) Δ = 1° 44' 33" (RT)
Dc = 0° 14' 59"
R = 22,932'
T = 348.71'
L = 697.37'
E = 2.65'
C = 697.34'
C.B. = N 58° 40' 24" E

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND
SHOULDER RECONSTRUCTION
TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 810+00 TO STA. 826+00

FRA-71-0.00

67
1312

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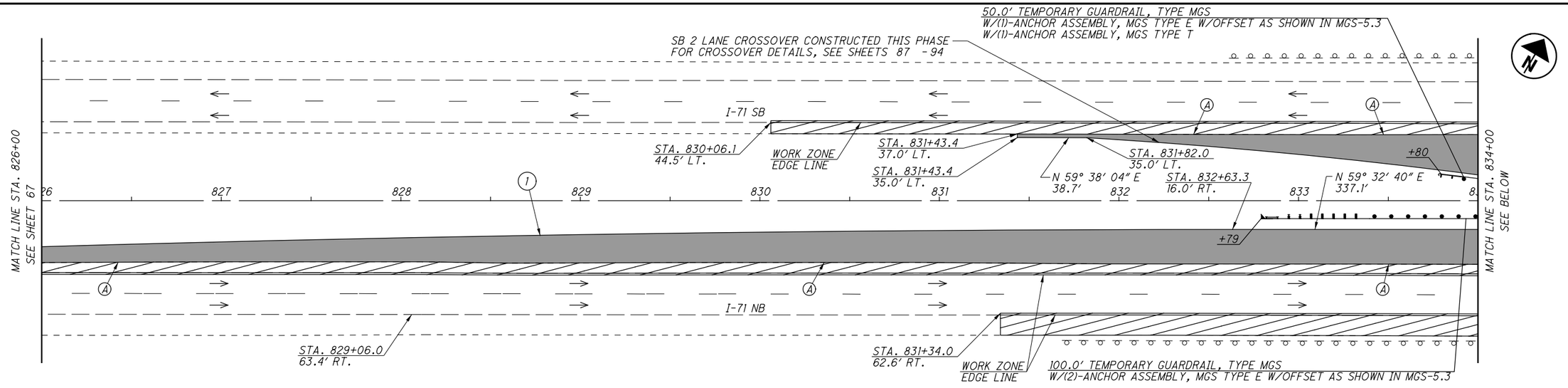
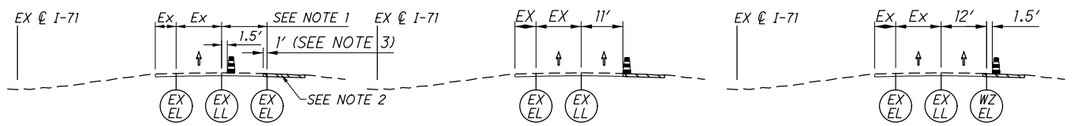


(1) Δ = 1° 44′ 33″ (RT)
Dc = 0° 14′ 59″
R = 22,932′
T = 348.71′
L = 697.37′
E = 2.65′
C = 697.34′
C.B. = N 58° 40′ 24″ E



NOTES:

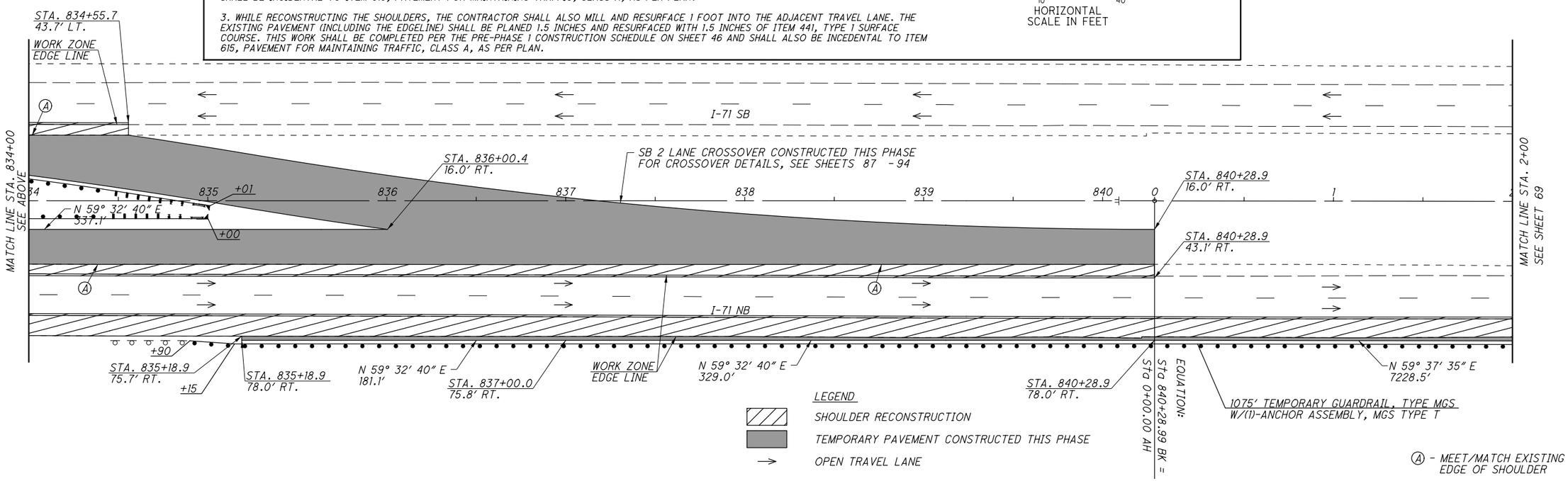
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. FOR THE WORK ON THE LEFT HAND SIDE OF THE ROAD THE CONTRACTOR SHALL MIRROR THE TYPICAL SECTION.

0 20
10 40
HORIZONTAL
SCALE IN FEET



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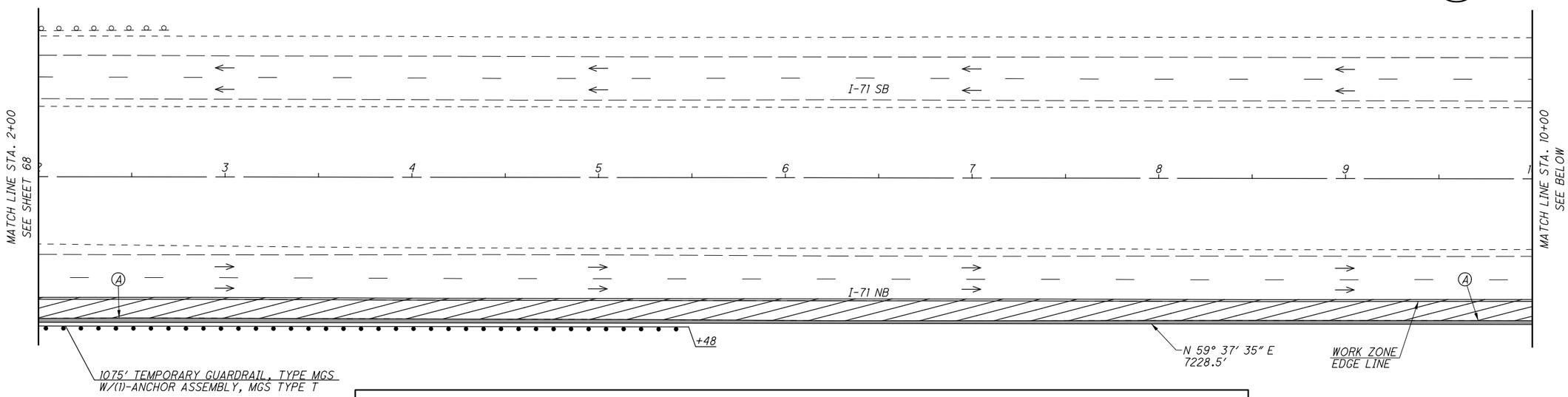
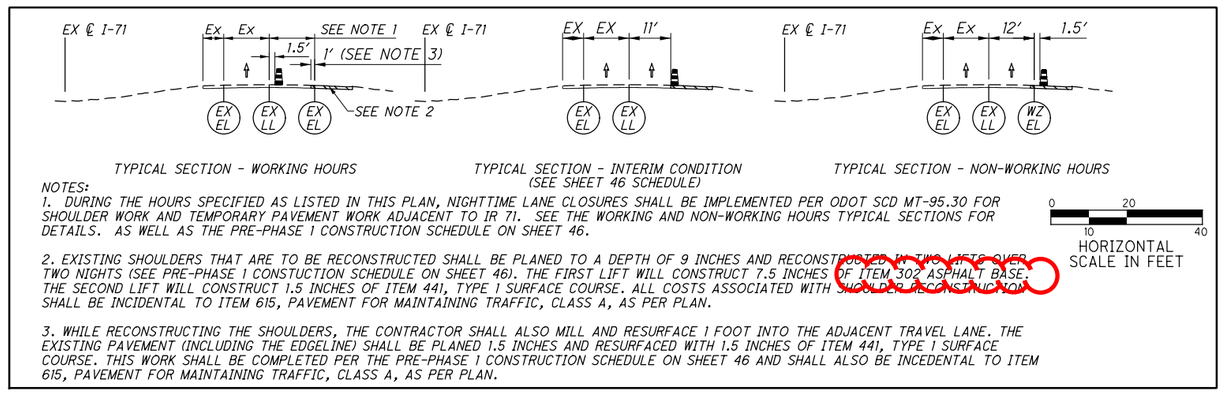
0 15 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 826+00 TO STA. 2+00

FRA-71-0.00





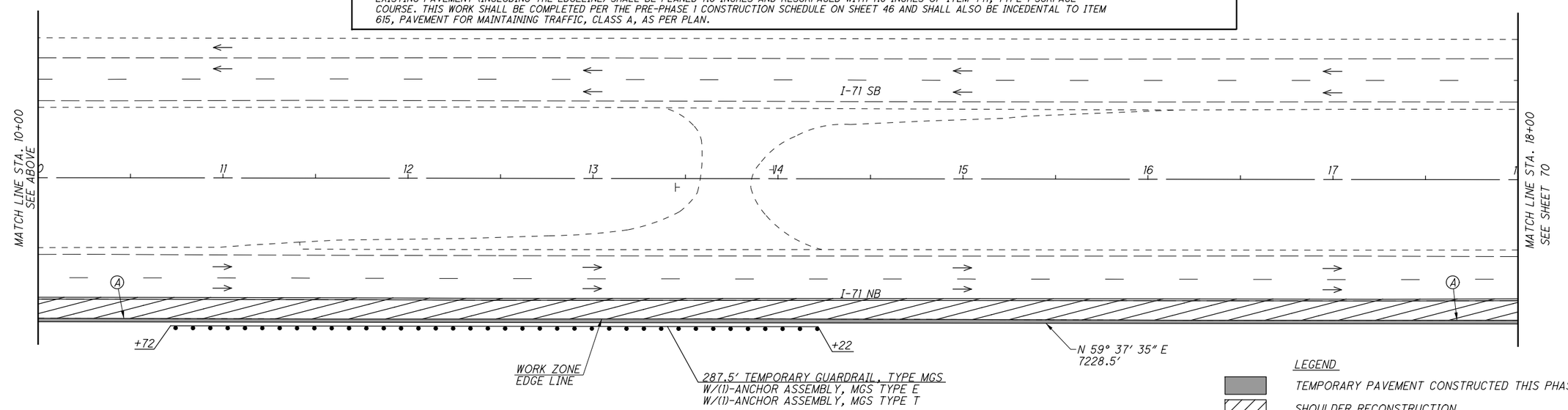
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL
SCALE IN FEET



0 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 2+00 TO STA. 18+00

FRA-71-0.00

69
1312

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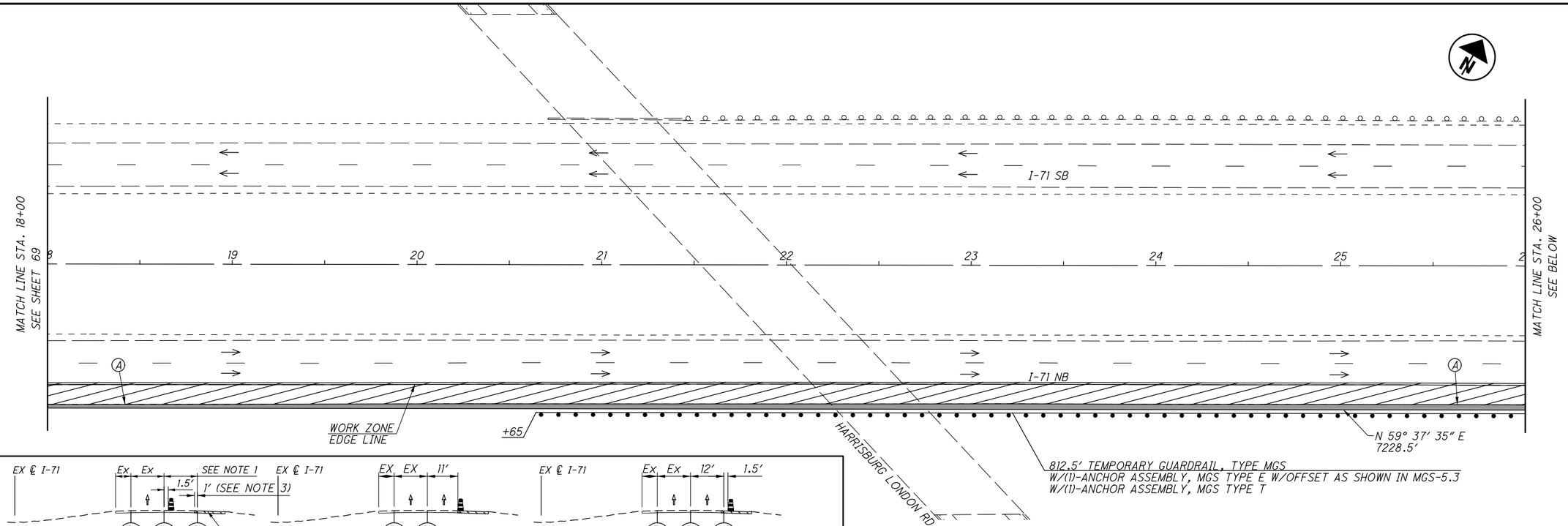

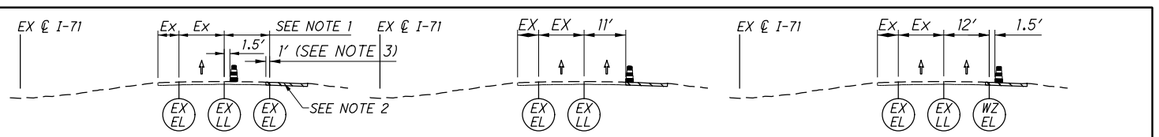

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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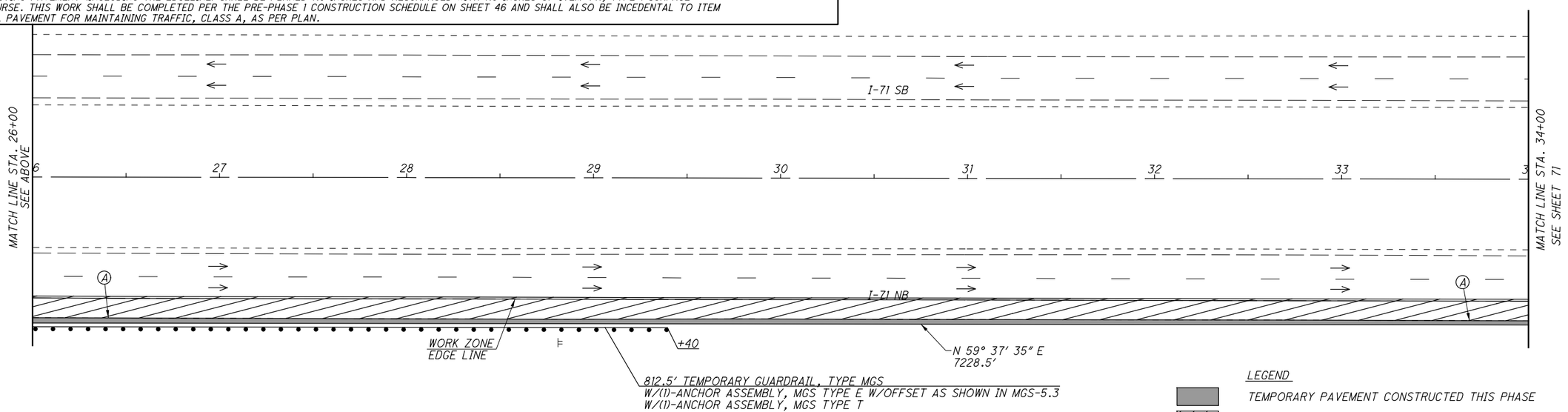
0 20 10 40
HORIZONTAL SCALE IN FEET



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

0 30 15 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 18+00 TO STA. 34+00

FRA-71-0.00

70
1312

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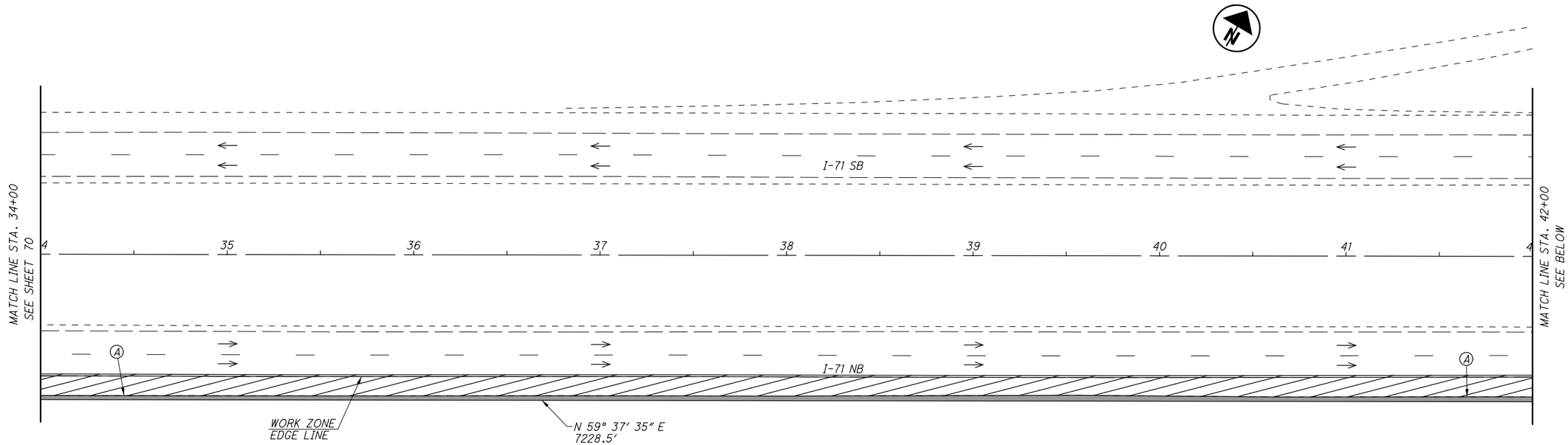

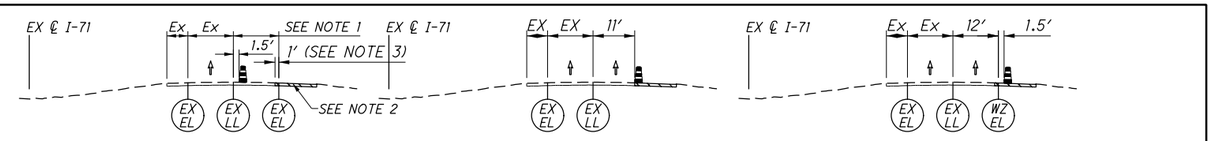

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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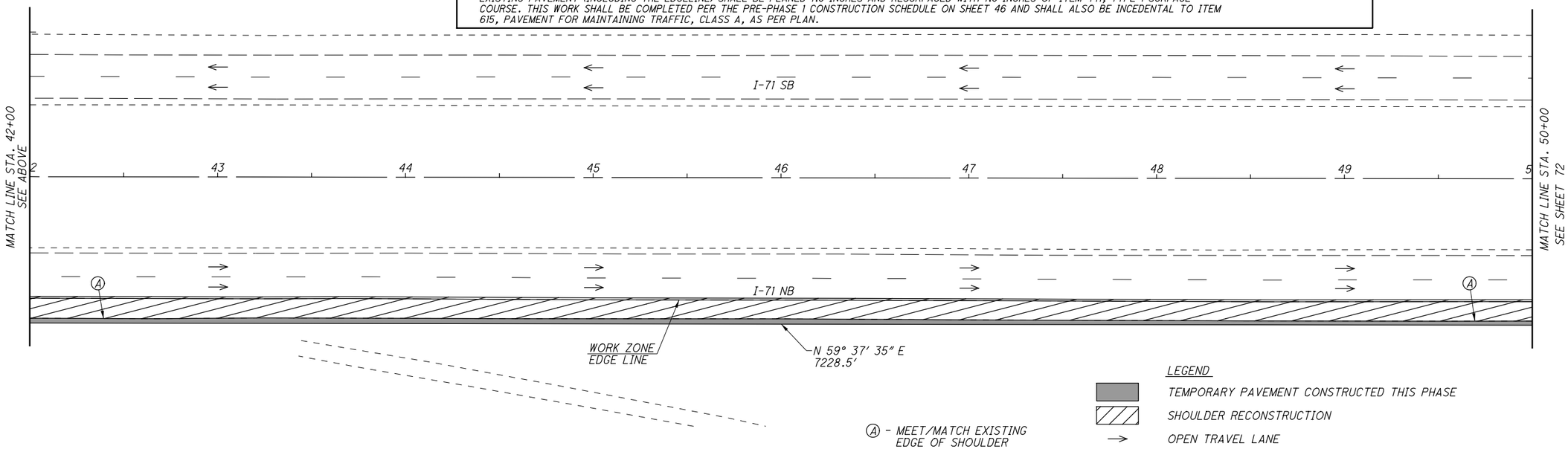
0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

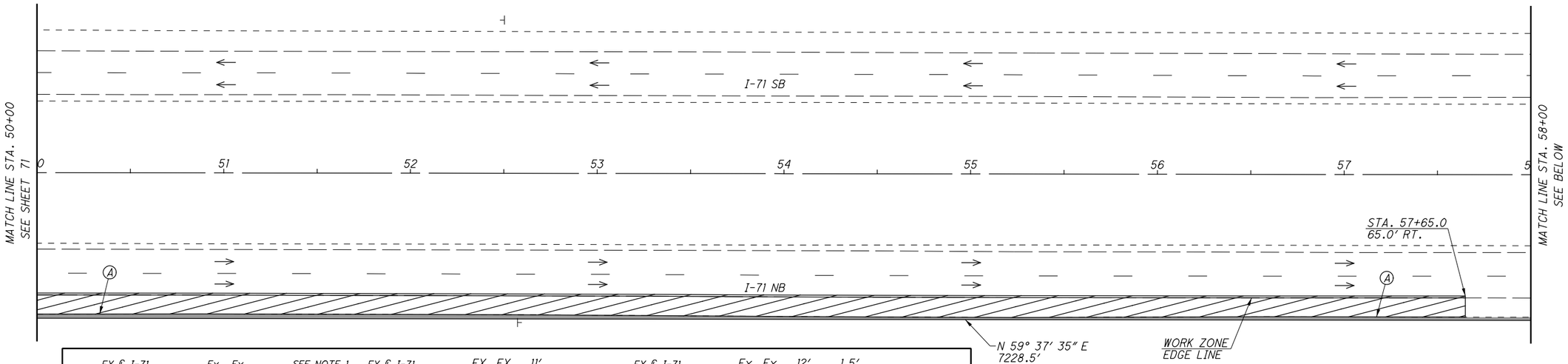
0 30 60
HORIZONTAL SCALE IN FEET

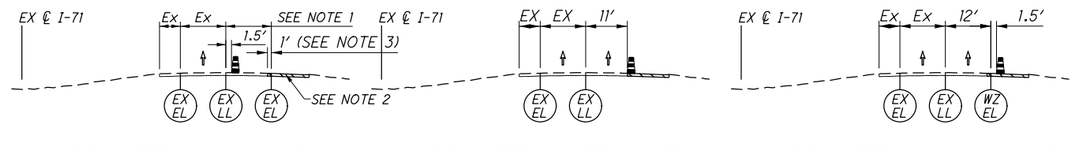
CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 34+00 TO STA. 50+00

FRA-71-0.00

71
1312





NOTES:

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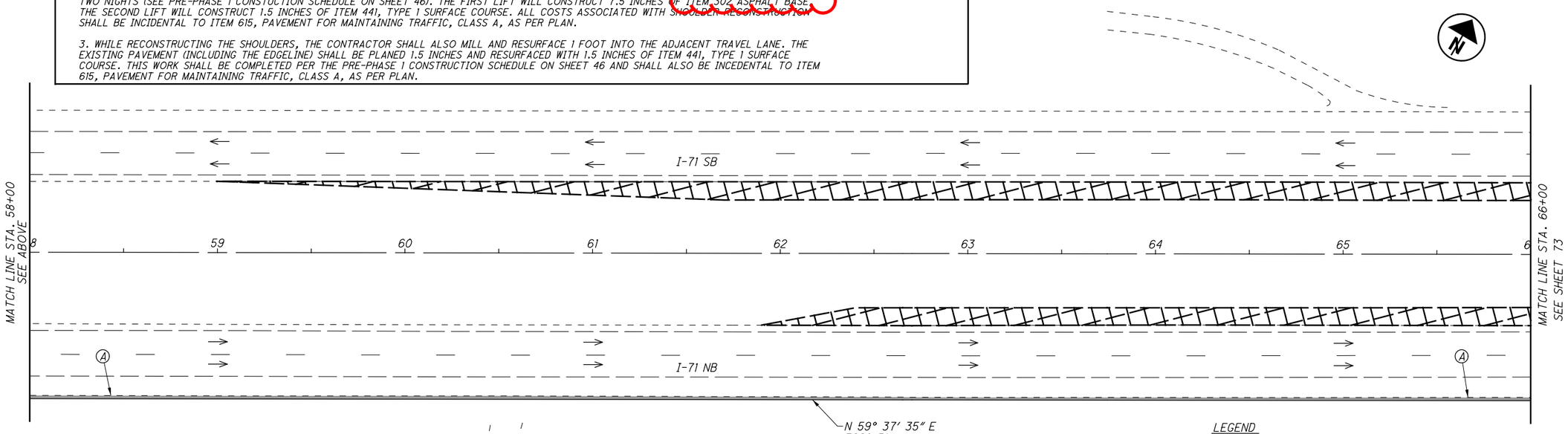
0 20
10 40
HORIZONTAL
SCALE IN FEET



A - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT
- OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL
SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 50+00 TO STA. 66+00

FRA-71-0.00

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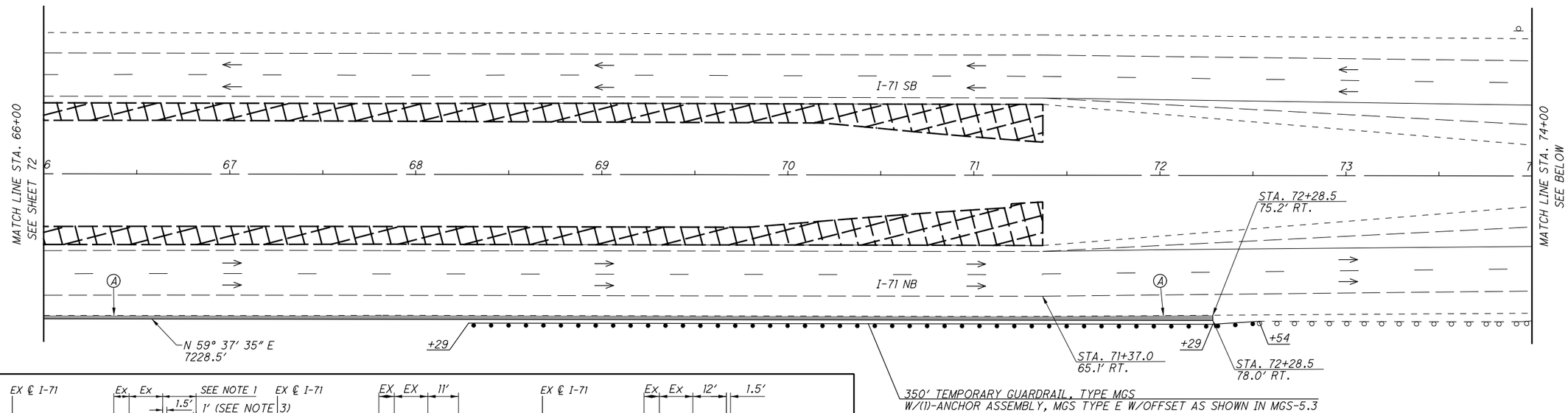

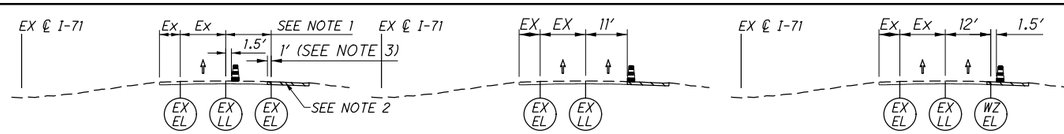

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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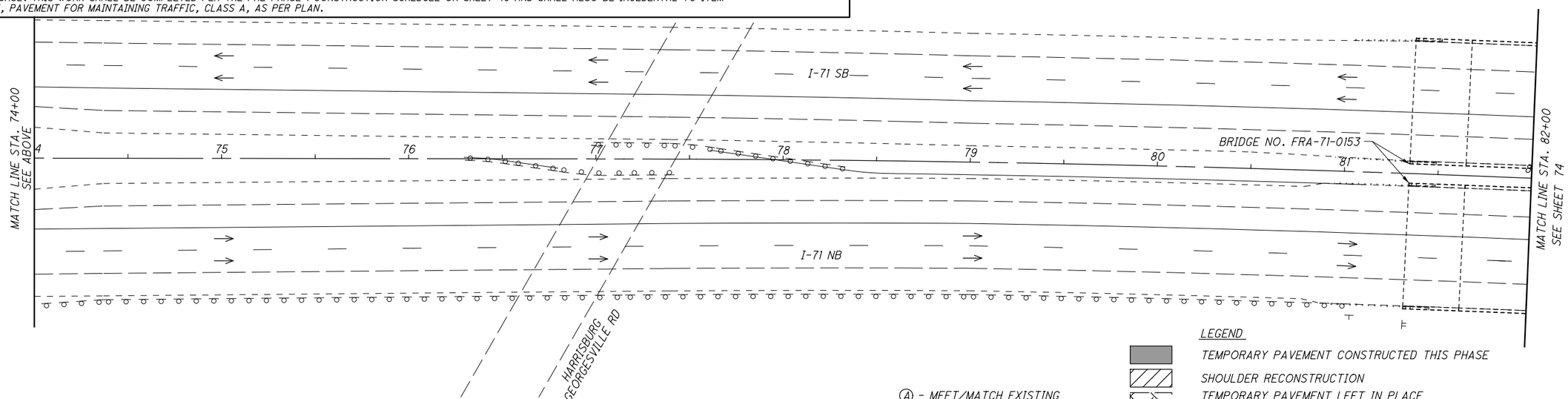
0 20
10 40
HORIZONTAL SCALE IN FEET



Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 66+00 TO STA. 82+00

FRA-71-0.00

73
1312

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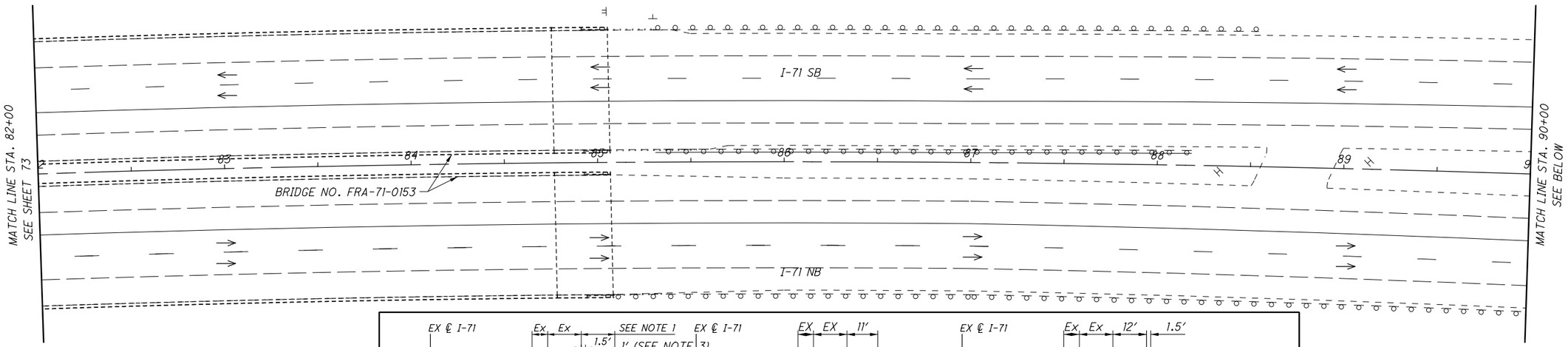

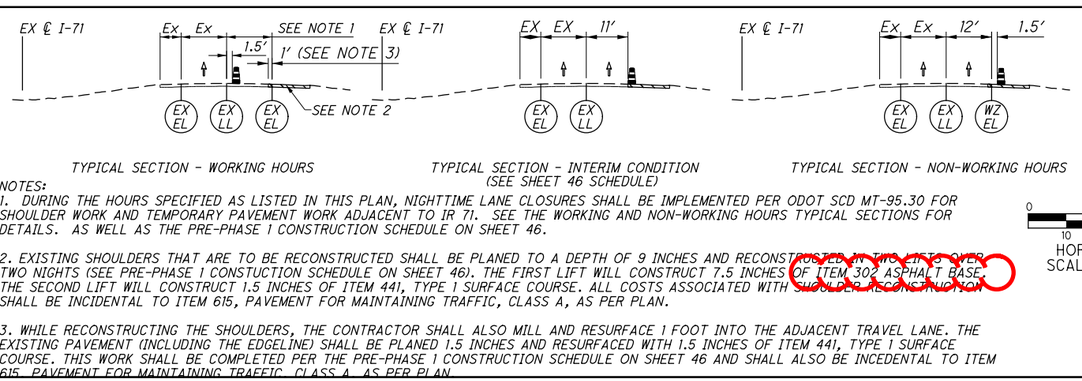

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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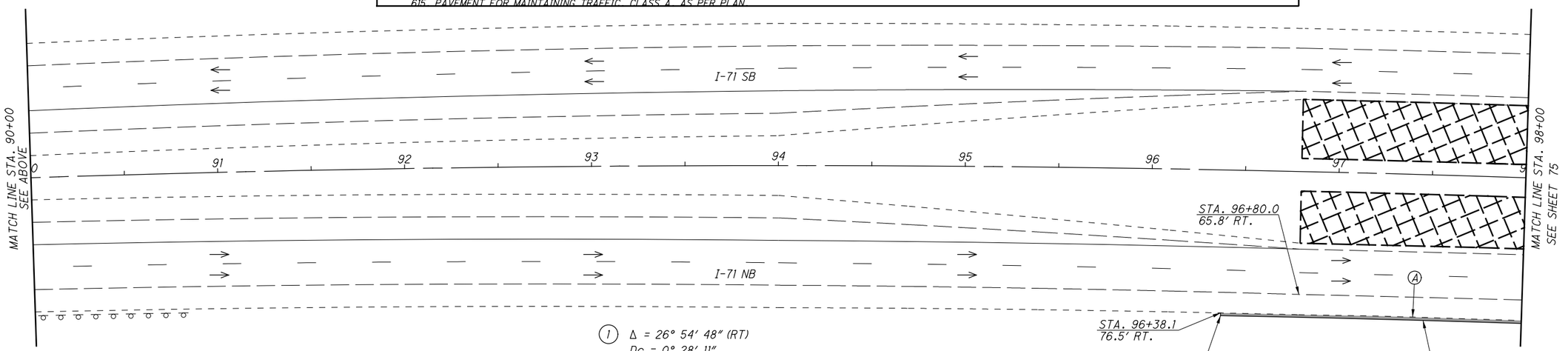
0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

(1) Δ = 26° 54′ 48″ (RT)
Dc = 0° 28′ 11″
R = 12,199.67′
T = 2919.11′
L = 5730.47′
E = 344.38′
C = 5677.93′
C.B. = N 82° 03′ 26″ E

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 82+00 TO STA. 98+00

FRA-71-0.00

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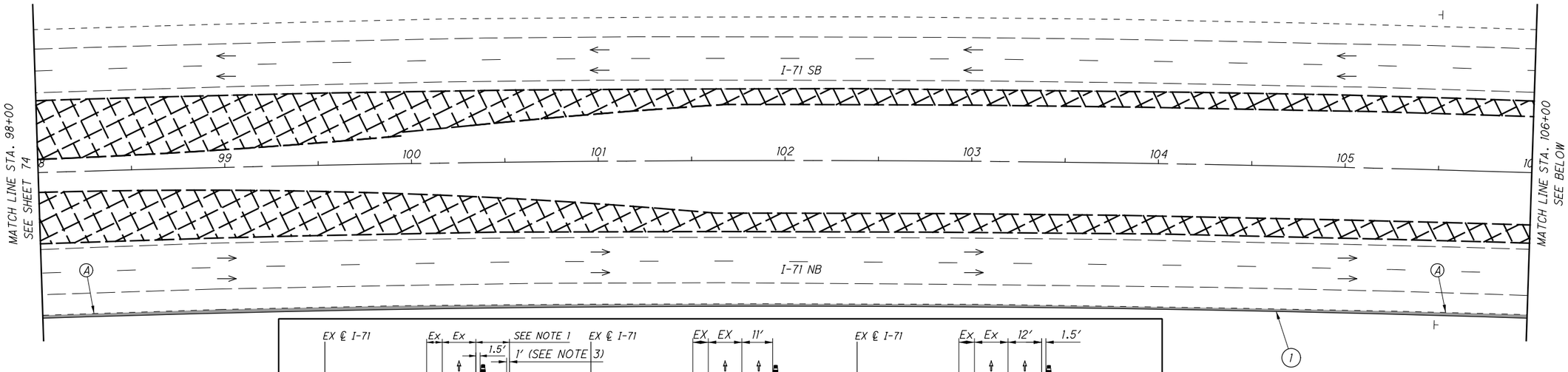

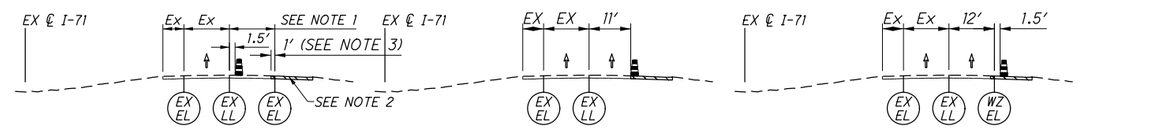

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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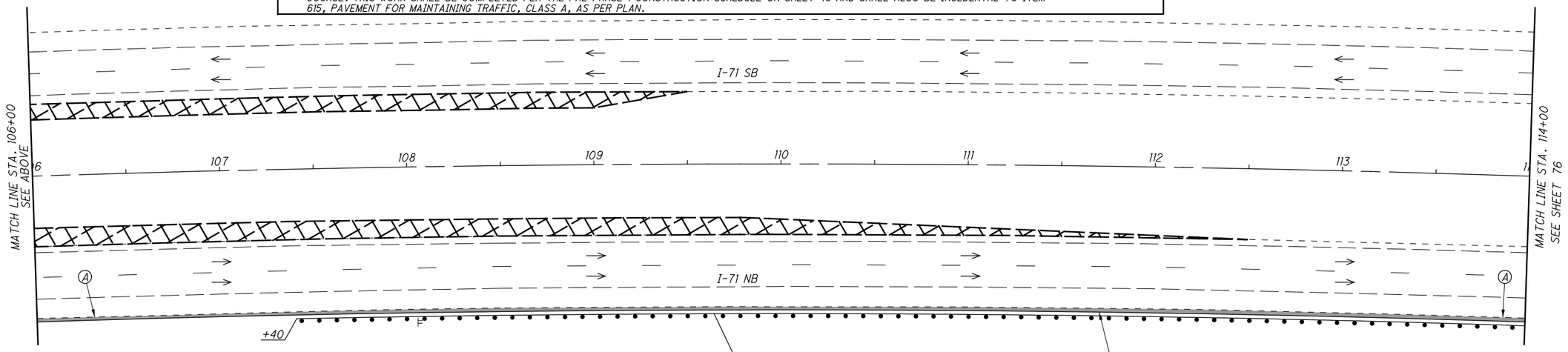
0 10 20 40
HORIZONTAL SCALE IN FEET

(1) Δ = 26° 54′ 48″ (RT)
Dc = 0° 28′ 11″
R = 12,199.67′
T = 2919.11′
L = 5730.47′
E = 344.38′
C = 5677.93′
C.B. = N 82° 03′ 26″ E



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT LEFT IN PLACE FROM THE FRA-71-1.53 PROJECT

OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

775′ TEMPORARY GUARDRAIL, TYPE MGS
W/(1)-ANCHOR ASSEMBLY, MGS TYPE E W/OFFSET AS SHOWN IN MGS-5.3
W/(1)-ANCHOR ASSEMBLY, MGS TYPE T

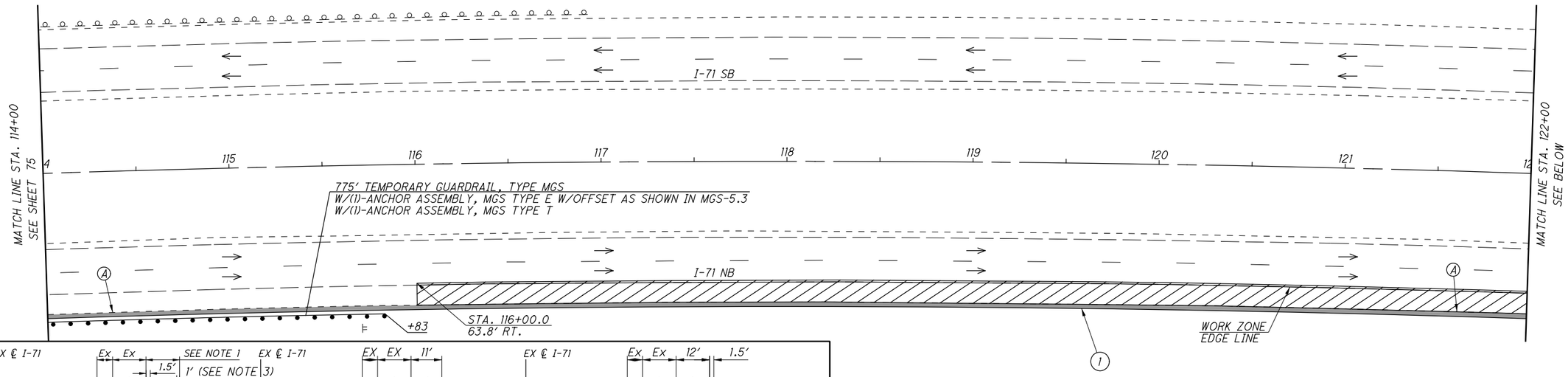
0 15 30 60
HORIZONTAL SCALE IN FEET

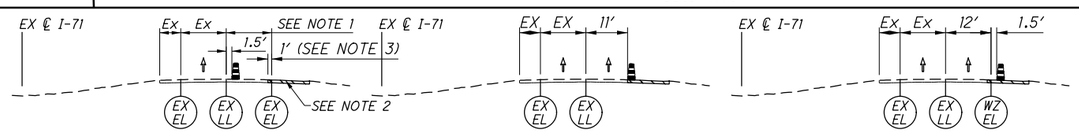
CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 98+00 TO STA. 114+00

FRA-71-0.00

75
1312





TYPICAL SECTION - WORKING HOURS | TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) | TYPICAL SECTION - NON-WORKING HOURS

NOTES:

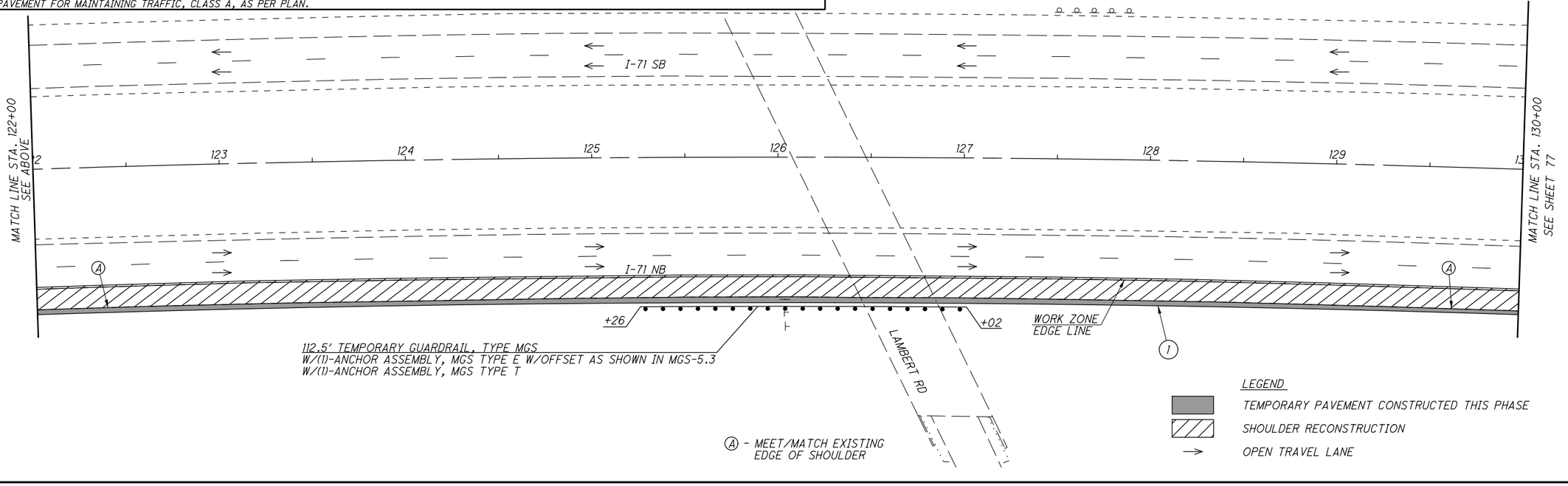
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 10 20 40
HORIZONTAL SCALE IN FEET

(1) Δ = 26° 54' 48" (RT)
Dc = 0° 28' 11"
R = 12,199.67'
T = 2919.11'
L = 5730.47'
E = 344.38'
C = 5677.93'
C.B. = N 82° 03' 26" E



0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 114+00 TO STA. 130+00

FRA-71-0.00

76
1312

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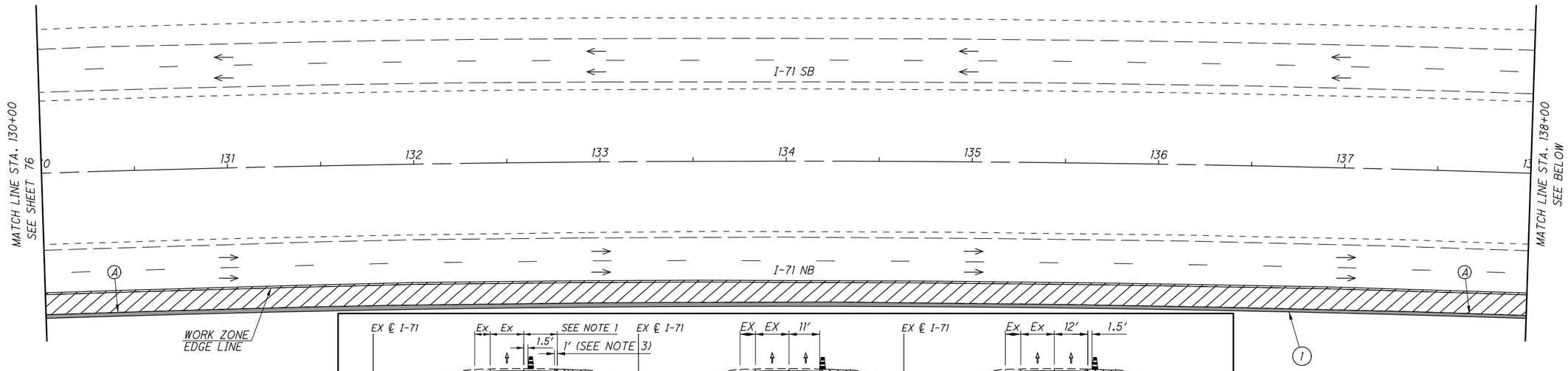
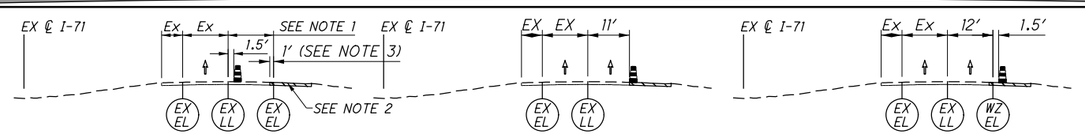




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

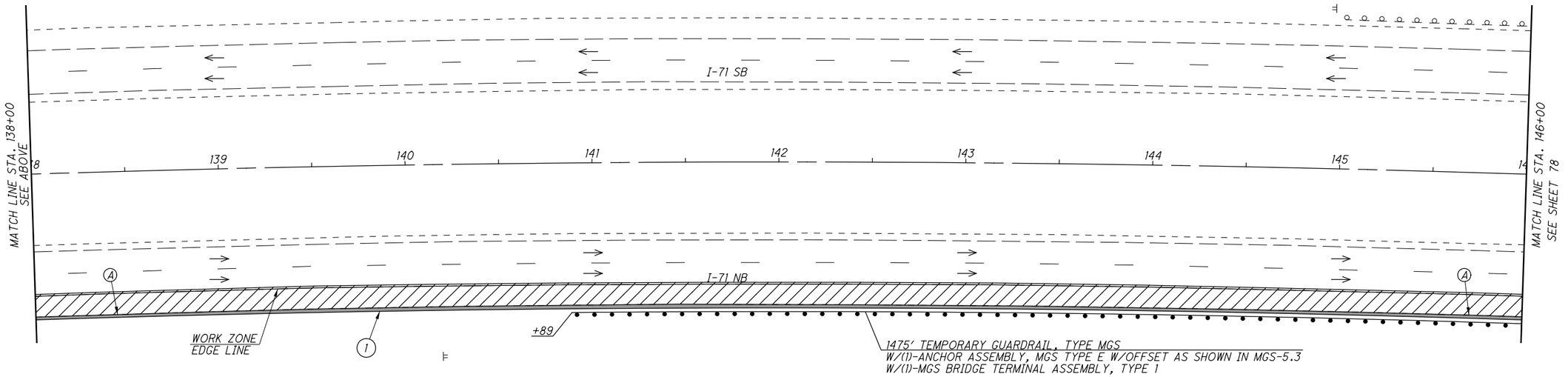
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 26° 54′ 48″ (RT)
Dc = 0° 28′ 11″
R = 12,199.67′
T = 2919.11′
L = 5730.47′
E = 344.38′
C = 5677.93′
C.B. = N 82° 03′ 26″ E



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 130+00 TO STA. 146+00

FRA-71-0.00

77
1312

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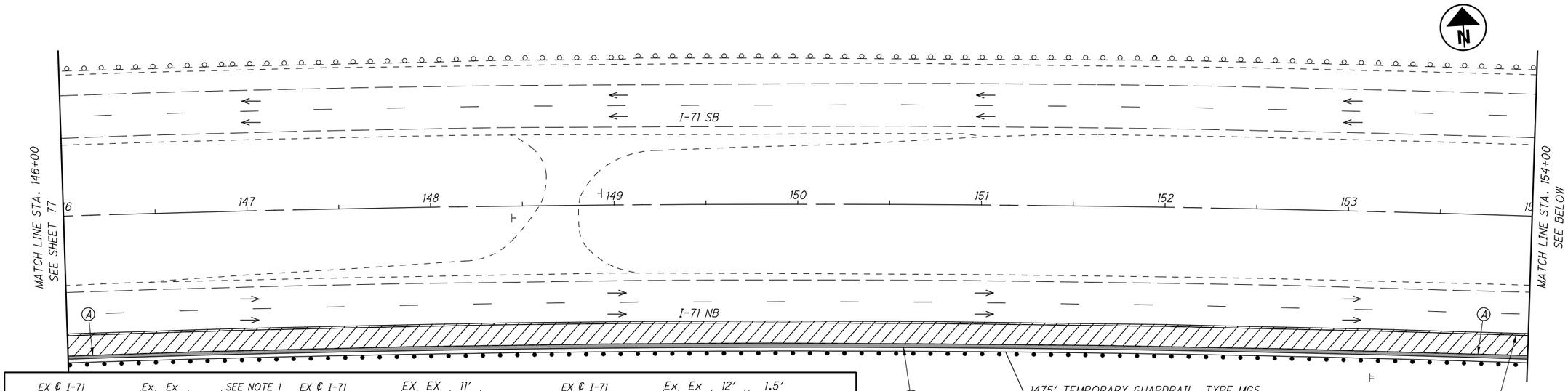
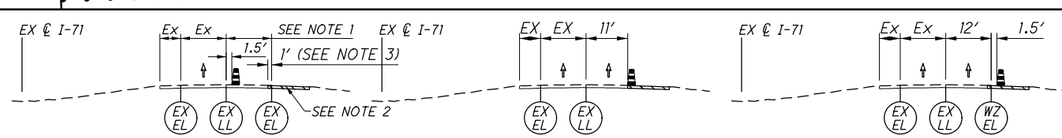




TYPICAL SECTION - WORKING HOURS | TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE) | TYPICAL SECTION - NON-WORKING HOURS

NOTES:

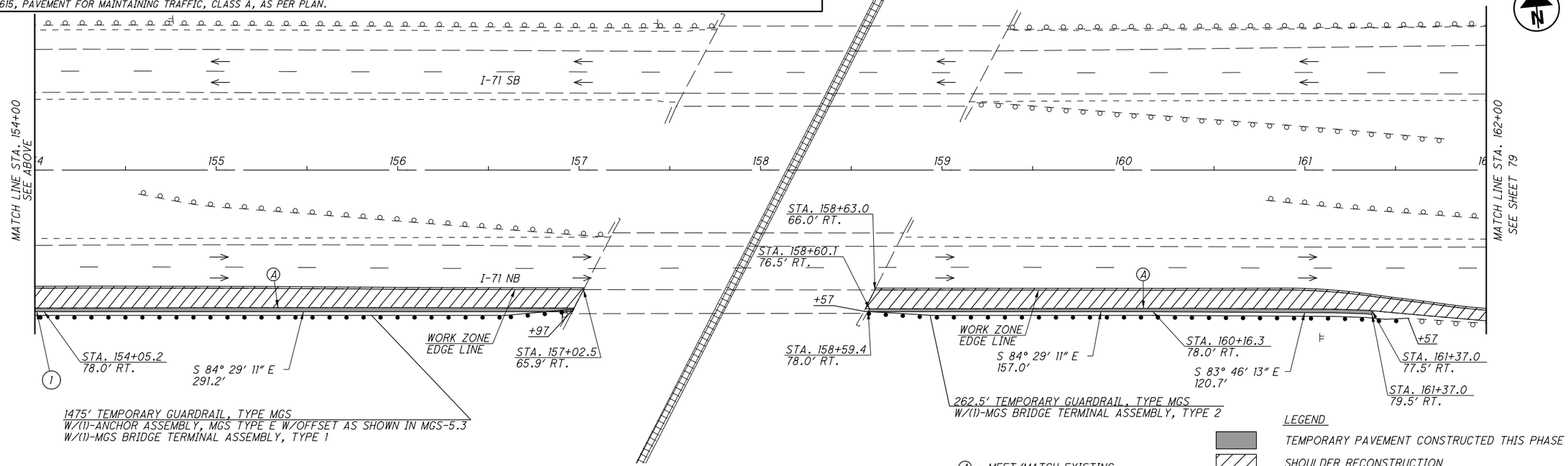
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20 10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 26° 54' 48" (RT)
Dc = 0° 28' 11"
R = 12,199.67'
T = 2919.11'
L = 5730.47'
E = 344.38'
C = 5677.93'
C.B. = N 82° 03' 26" E



Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND
TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
SHOULDER RECONSTRUCTION
OPEN TRAVEL LANE

0 30 15 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 146+00 TO STA. 162+00

FRA-71-0.00

78
1312

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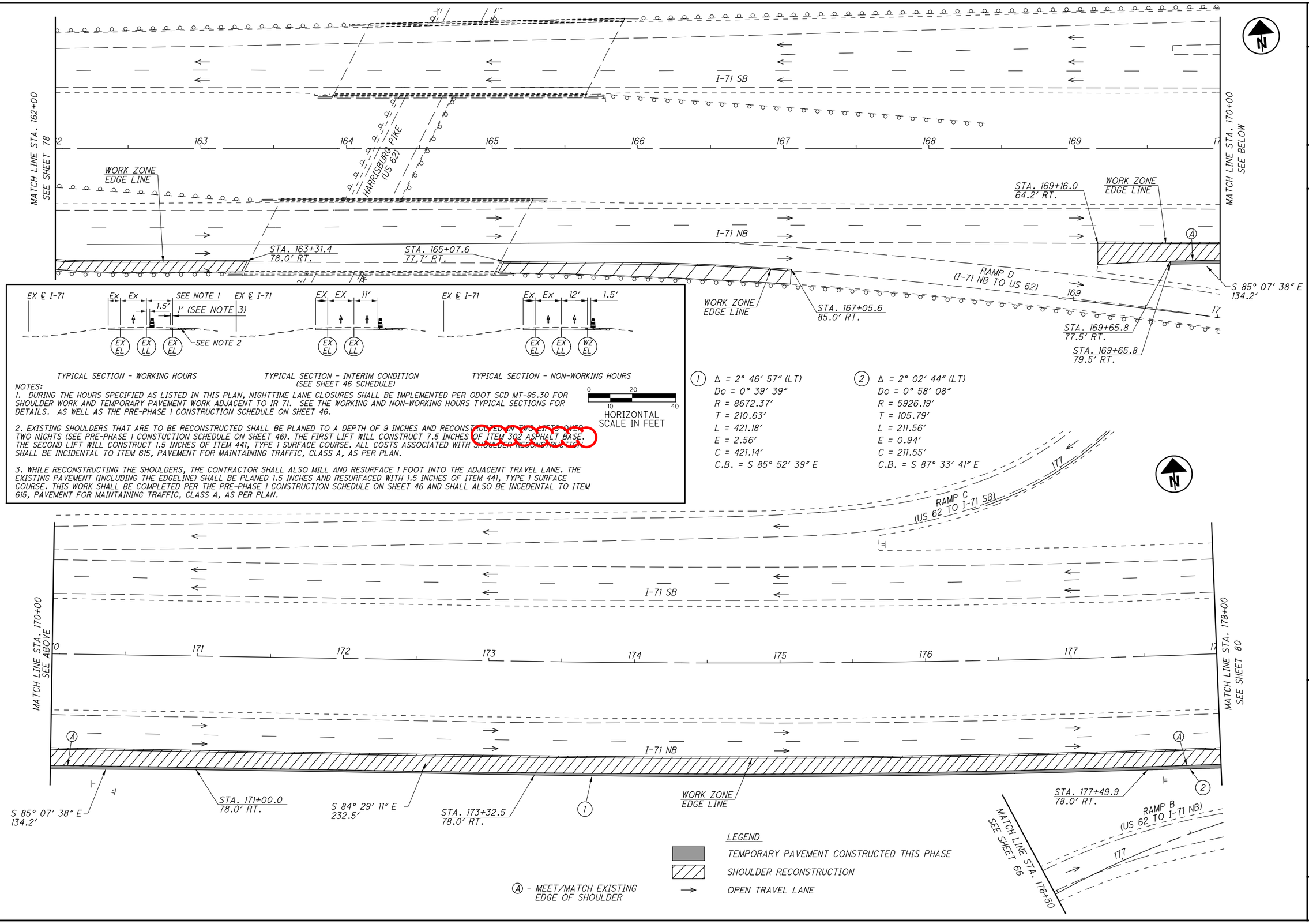

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

(1) Δ = 2° 46′ 57″ (LT)
Dc = 0° 39′ 39″
R = 8672.37′
T = 210.63′
L = 421.18′
E = 2.56′
C = 421.14′
C.B. = S 85° 52′ 39″ E

(2) Δ = 2° 02′ 44″ (LT)
Dc = 0° 58′ 08″
R = 5926.19′
T = 105.79′
L = 211.56′
E = 0.94′
C = 211.55′
C.B. = S 87° 33′ 41″ E

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 162+00 TO STA. 178+00

FRA-71-0.00

79
1312

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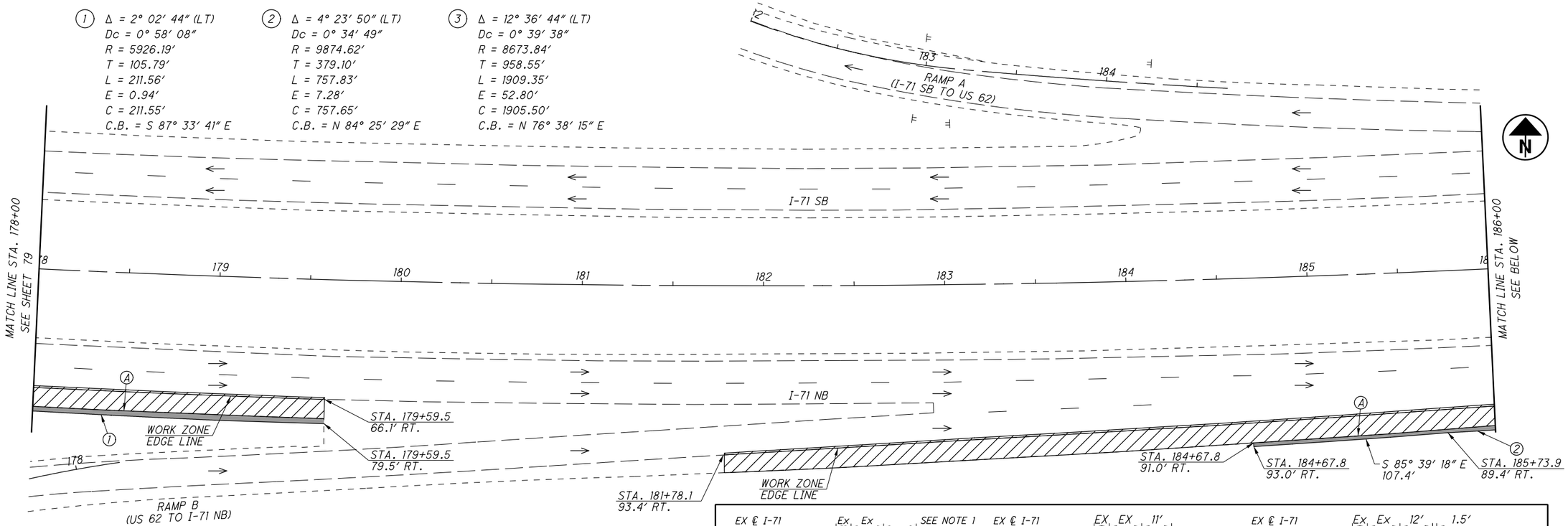
(1) Δ = 2° 02′ 44″ (LT)
Dc = 0° 58′ 08″
R = 5926.19′
T = 105.79′
L = 211.56′
E = 0.94′
C = 211.55′
C.B. = S 87° 33′ 41″ E

(2) Δ = 4° 23′ 50″ (LT)
Dc = 0° 34′ 49″
R = 9874.62′
T = 379.10′
L = 757.83′
E = 7.28′
C = 757.65′
C.B. = N 84° 25′ 29″ E

(3) Δ = 12° 36′ 44″ (LT)
Dc = 0° 39′ 38″
R = 8673.84′
T = 958.55′
L = 1909.35′
E = 52.80′
C = 1905.50′
C.B. = N 76° 38′ 15″ E



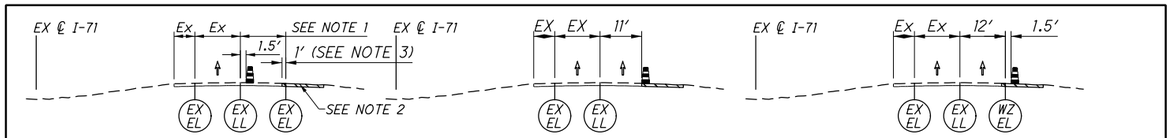
Ⓐ - MEET/MATCH PROPOSED EDGE OF SHOULDER

LEGEND

SHOULDER RECONSTRUCTION

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

OPEN TRAVEL LANE



TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

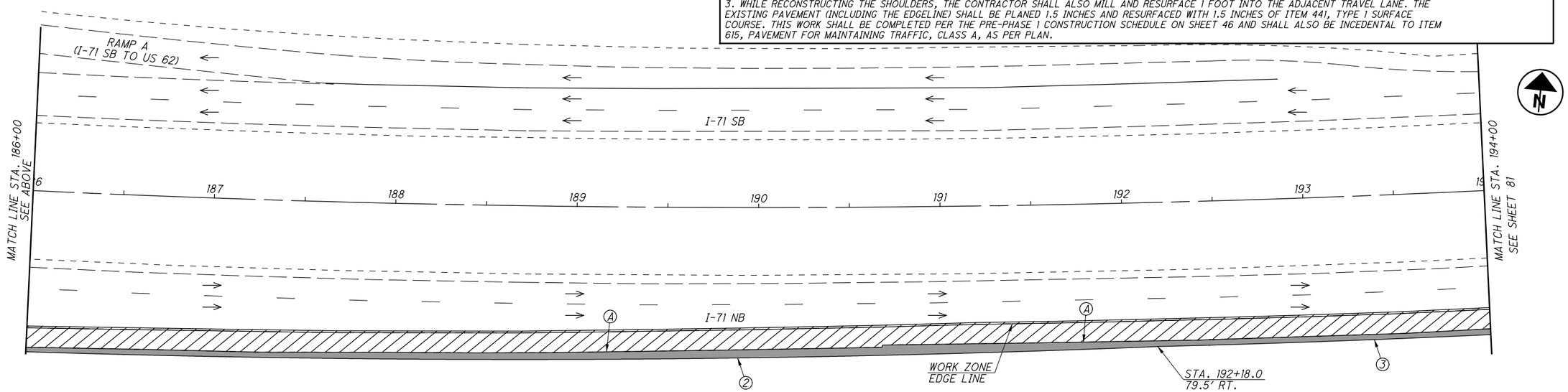
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 178+00 TO STA. 194+00

FRA-71-0.00

80
1312

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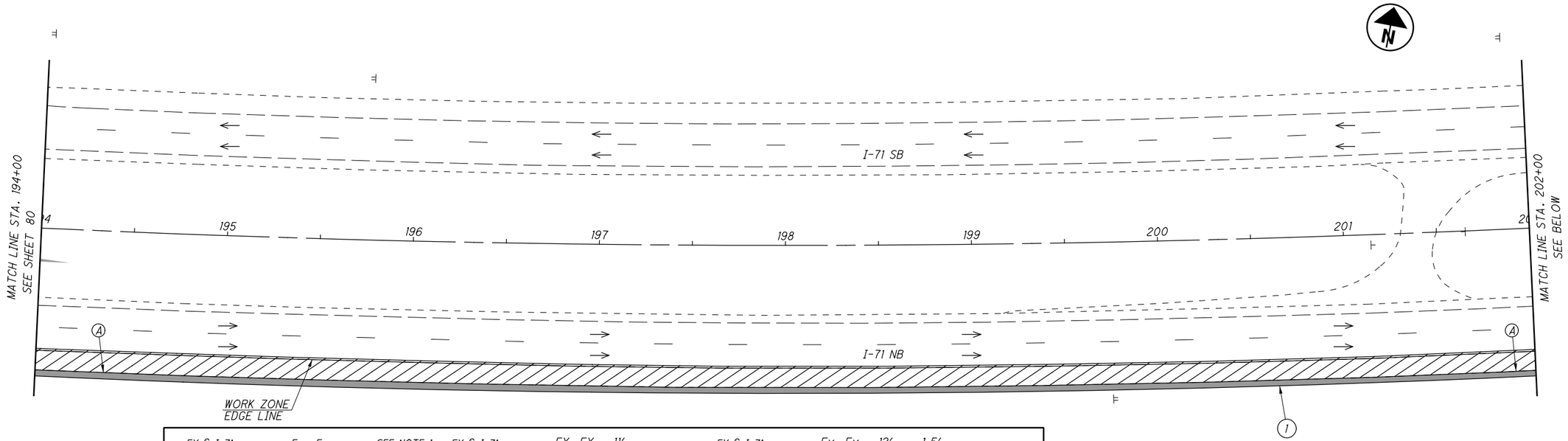
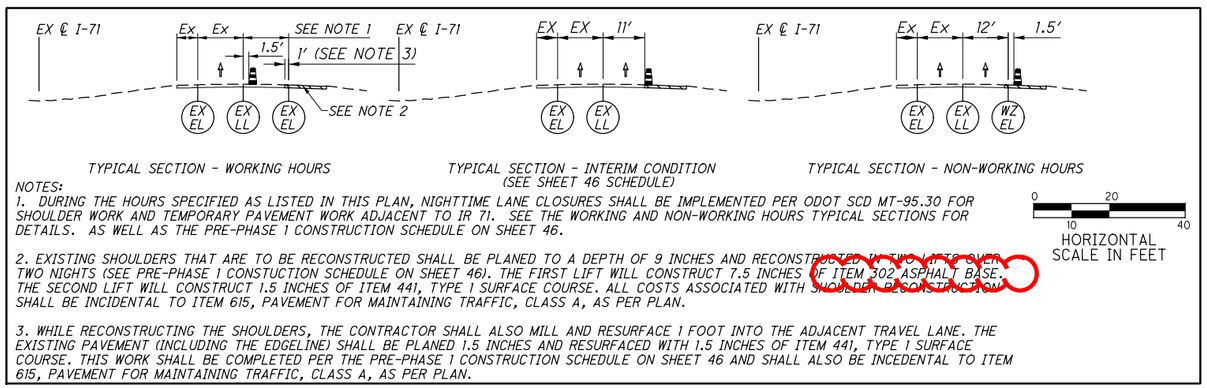




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

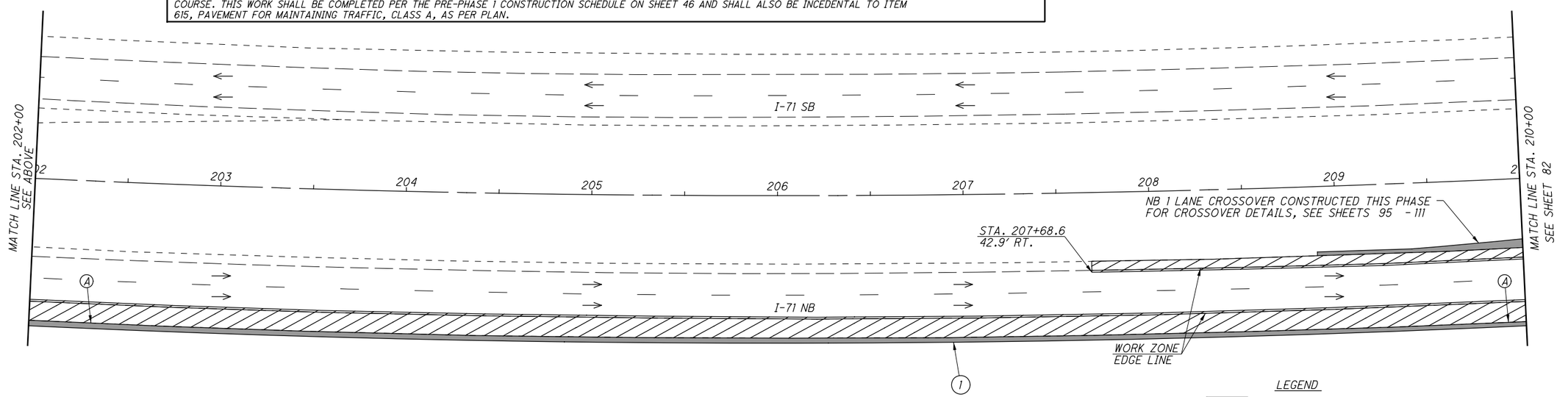
1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20 10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 12° 36′ 44″ (LT)
Dc = 0° 39′ 38″
R = 8673.84′
T = 958.55′
L = 1909.35′
E = 52.80′
C = 1905.50′
C.B. = N 76° 38′ 15″ E



A - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

0 30 15 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 194+00 TO STA. 210+00

FRA-71-0.00

81
1312

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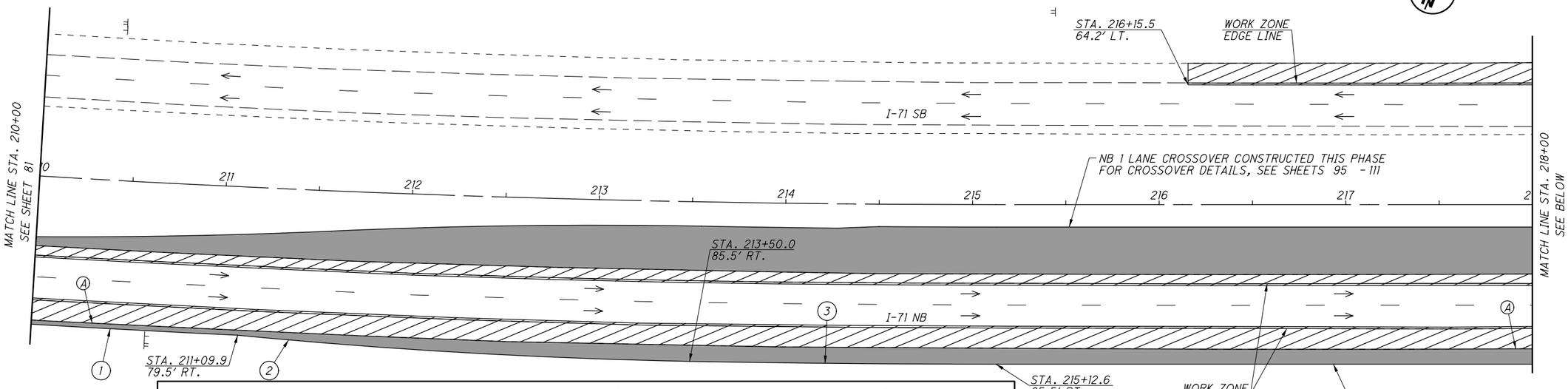

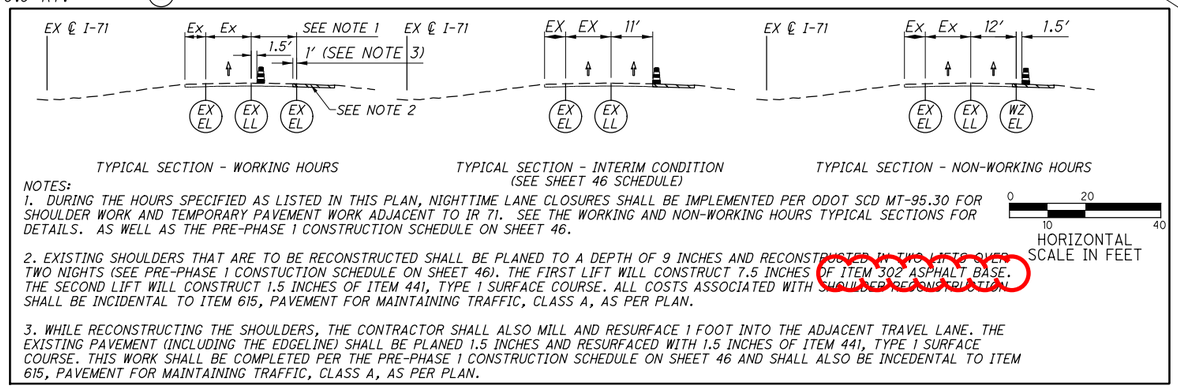

TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

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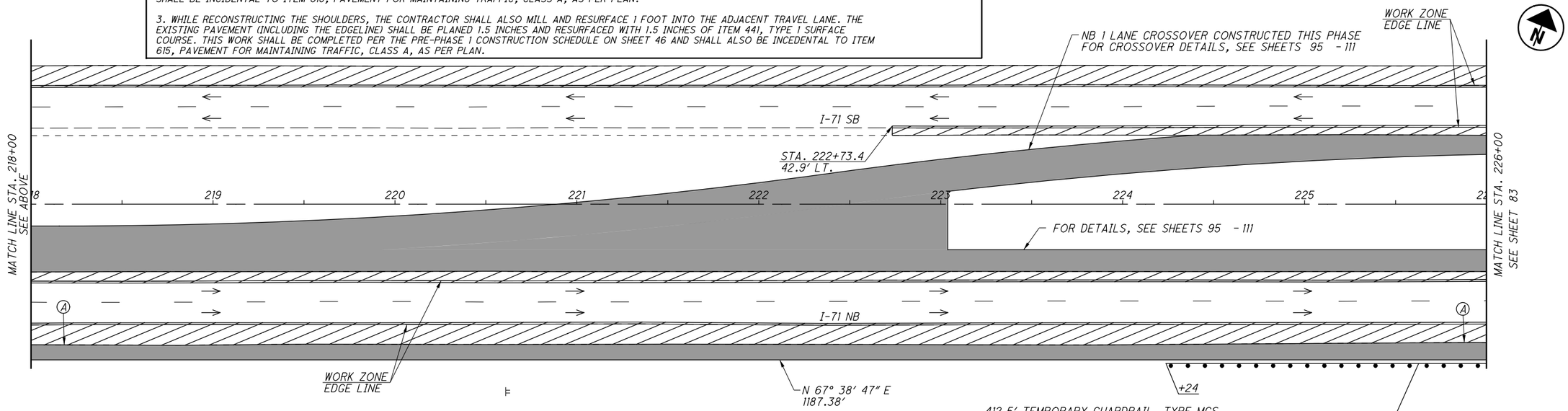
0 20
10 40
HORIZONTAL SCALE IN FEET

(1) Δ = 12° 36' 44" (LT)
Dc = 0° 39' 38"
R = 8673.84'
T = 958.55'
L = 1909.35'
E = 52.80'
C = 1905.50'
C.B. = N 76° 38' 15" E

(2) Δ = 4° 26' 09" (LT)
Dc = 1° 49' 43"
R = 3133.22'
T = 121.35'
L = 242.58'
E = 2.35'
C = 242.52'
C.B. = N 70° 56' 54" E

(3) Δ = 1° 05' 02" (LT)
Dc = 0° 39' 37"
R = 8679.87'
T = 82.12'
L = 164.23'
E = 0.39'
C = 164.23'
C.B. = N 68° 11' 18" E



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

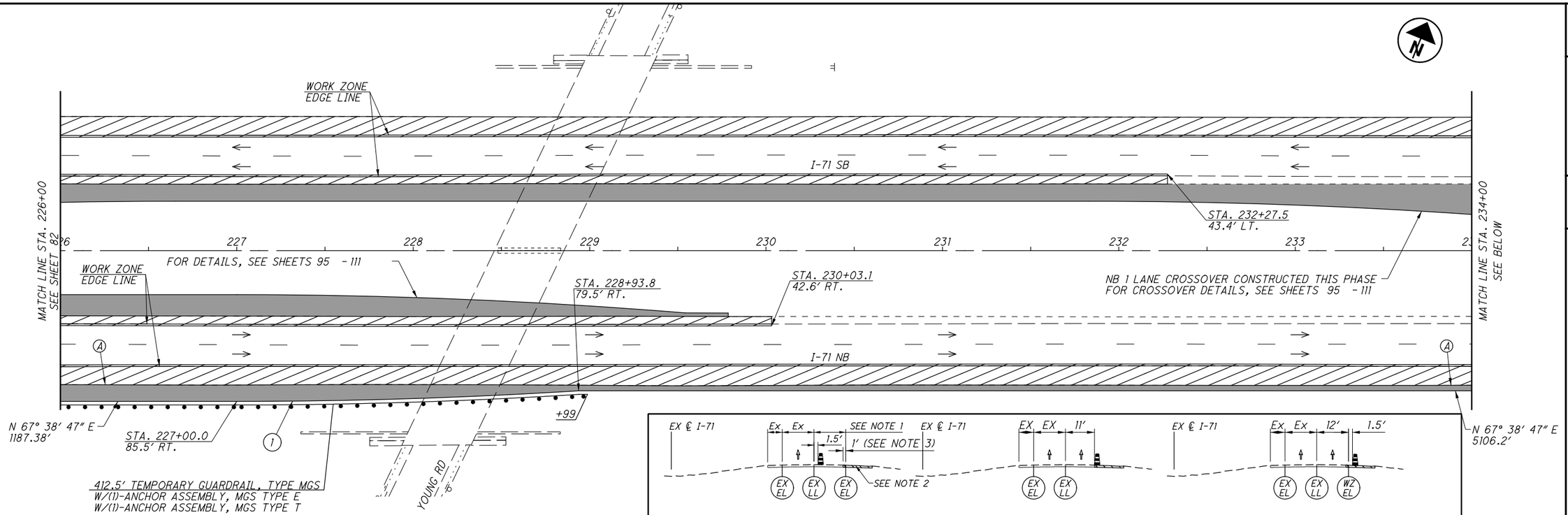
Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

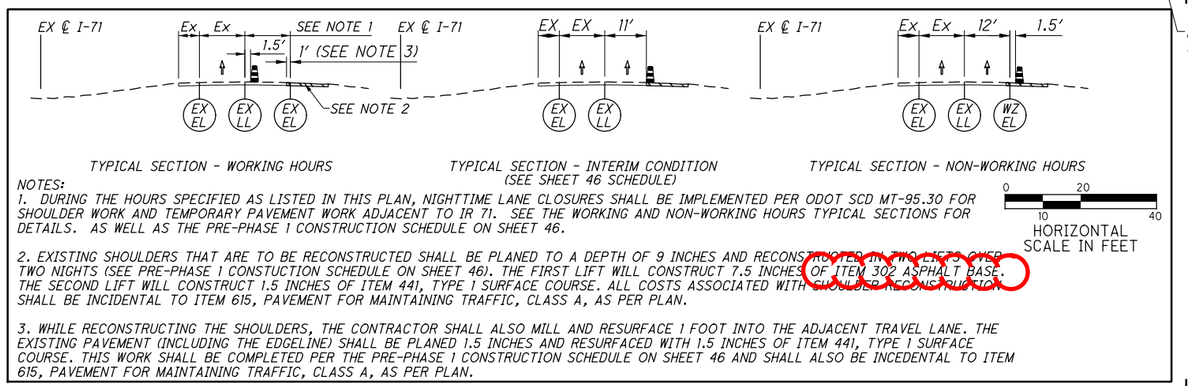
0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 210+00 TO STA. 226+00

FRA-71-0.00





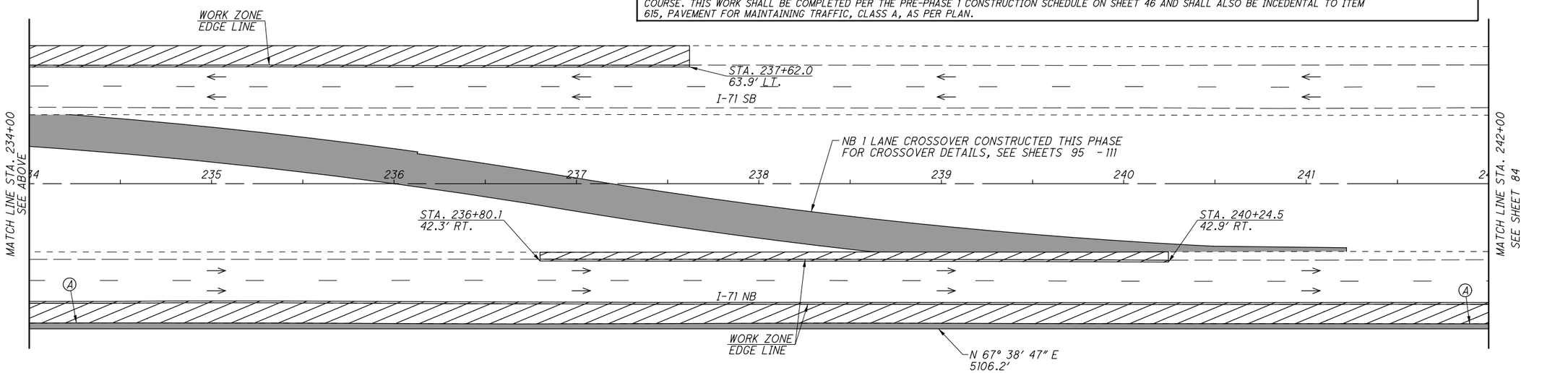
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

(A) - MEET/MATCH EXISTING EDGE OF SHOULDER

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 226+00 TO STA. 242+00

FRA-71-0.00

83
1312

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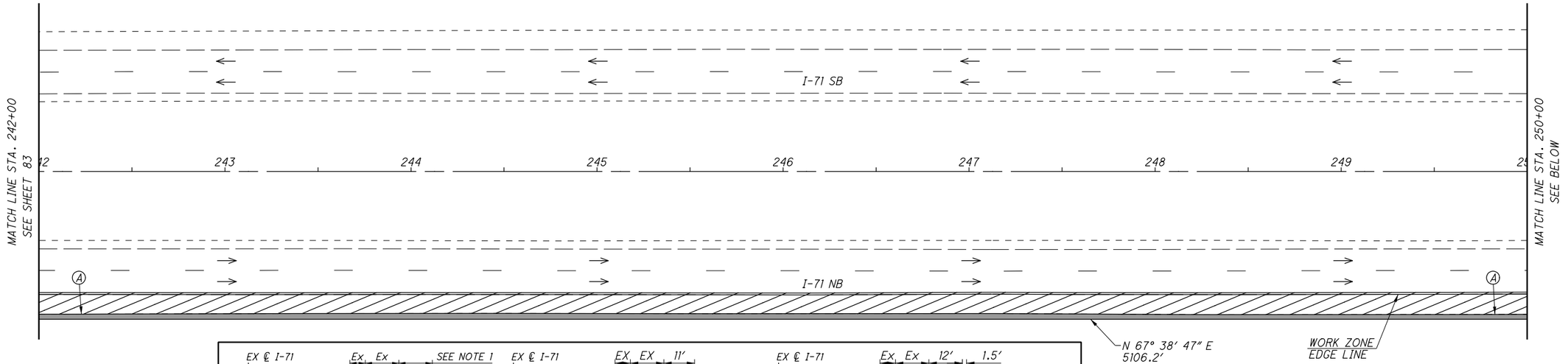
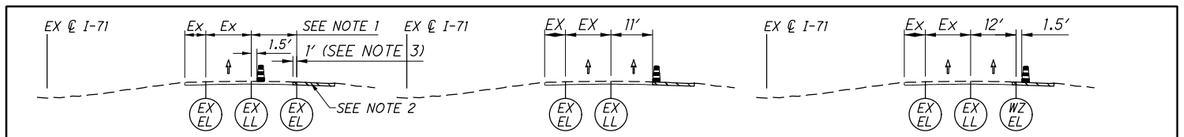




TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

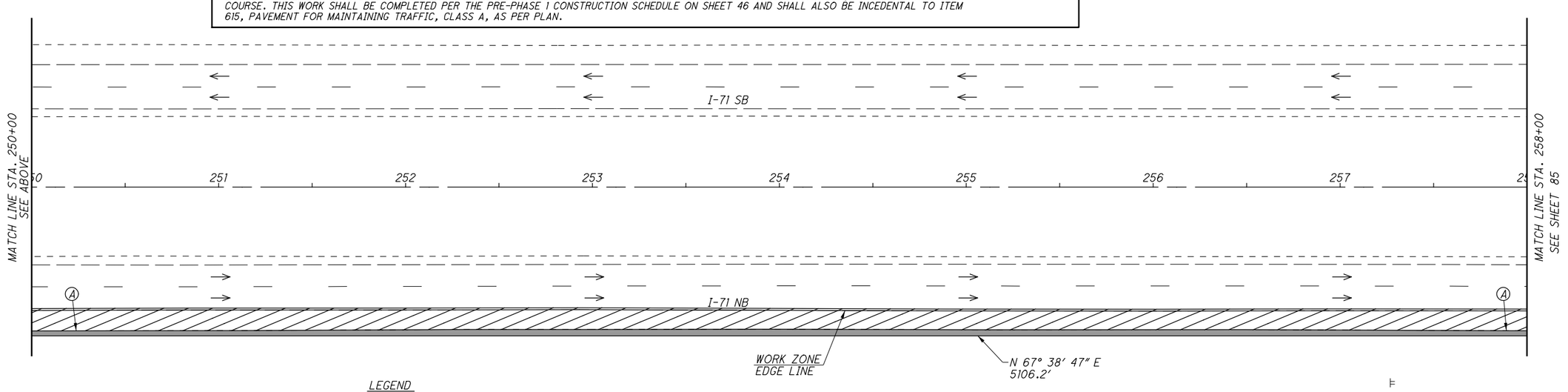
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 10 20 40
HORIZONTAL SCALE IN FEET



LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

OPEN TRAVEL LANE

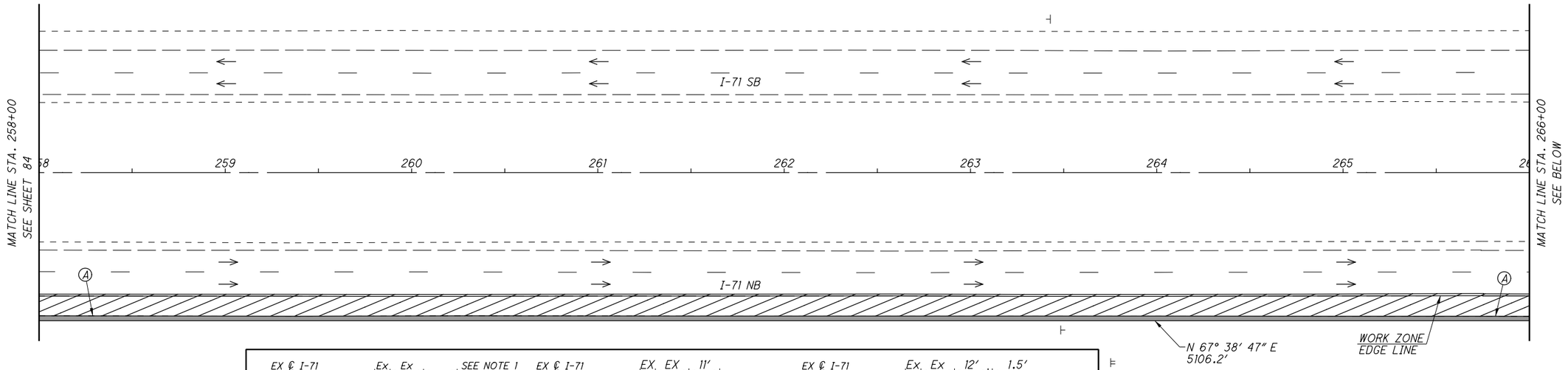
Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

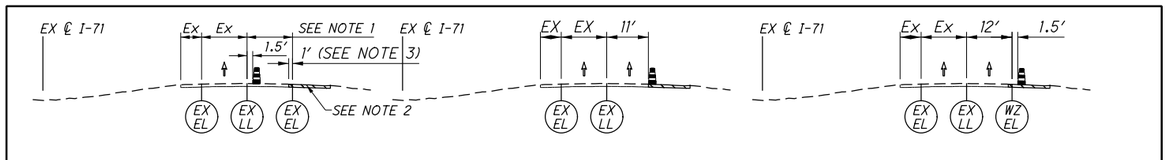
0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 242+00 TO STA. 258+00

FRA-71-0.00





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

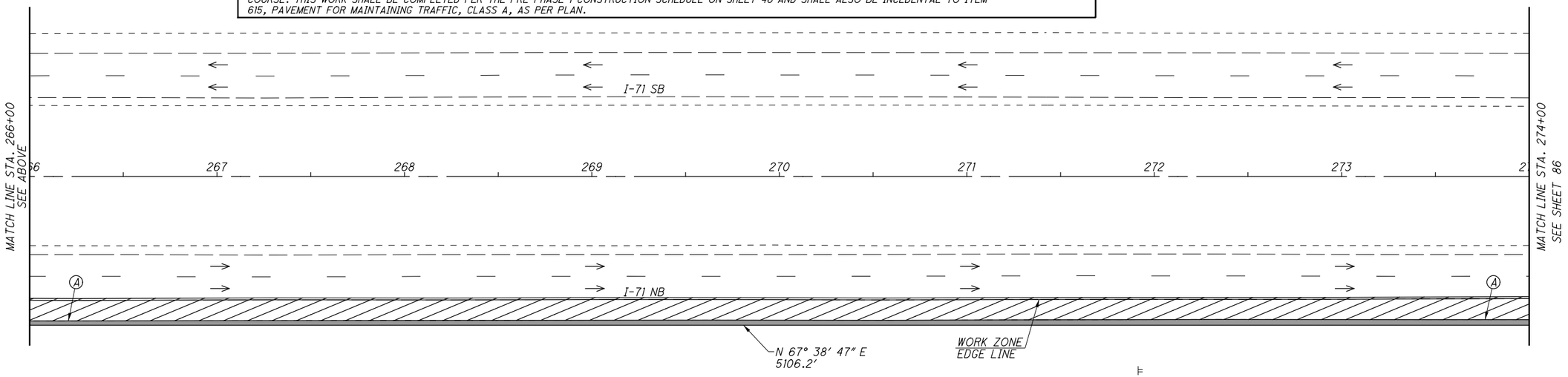
NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

2. EXISTING SHOULDERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLANED TO A DEPTH OF 9 INCHES AND RECONSTRUCTED IN TWO LIFTS OVER TWO NIGHTS (SEE PRE-PHASE 1 CONSTUCTION SCHEDULE ON SHEET 46). THE FIRST LIFT WILL CONSTRUCT 7.5 INCHES OF ITEM 302 ASPHALT BASE. THE SECOND LIFT WILL CONSTRUCT 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE

SHOULDER RECONSTRUCTION

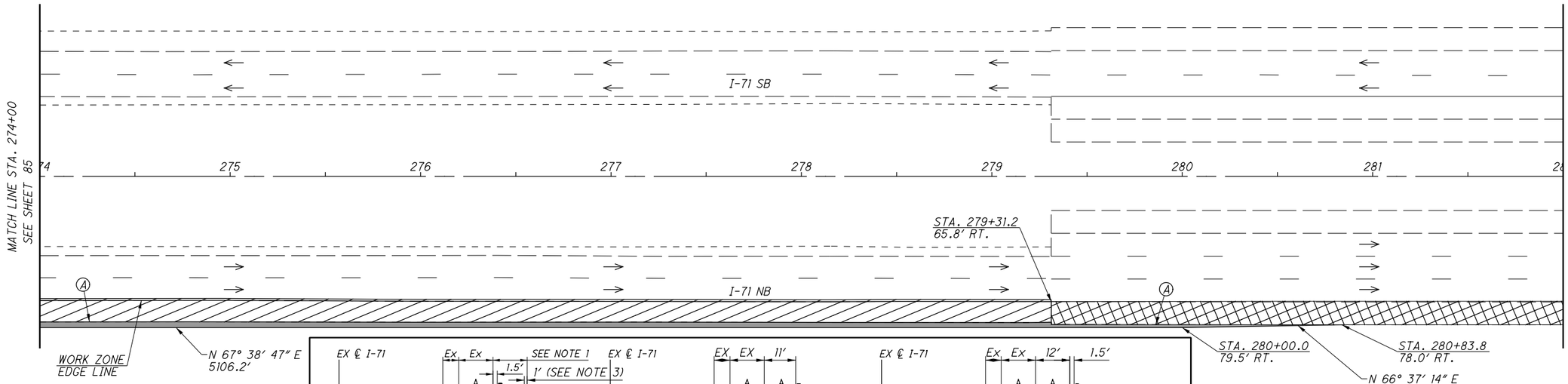
OPEN TRAVEL LANE

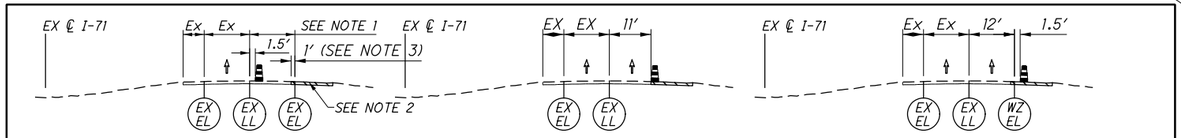
0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1
(ASPHALT OPTION) I-71 - STA. 258+00 TO STA. 274+00

FRA-71-0.00





TYPICAL SECTION - WORKING HOURS

TYPICAL SECTION - INTERIM CONDITION (SEE SHEET 46 SCHEDULE)

TYPICAL SECTION - NON-WORKING HOURS

NOTES:

1. DURING THE HOURS SPECIFIED AS LISTED IN THIS PLAN, NIGHTTIME LANE CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMPORARY PAVEMENT WORK ADJACENT TO IR 71. SEE THE WORKING AND NON-WORKING HOURS TYPICAL SECTIONS FOR DETAILS. AS WELL AS THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46.

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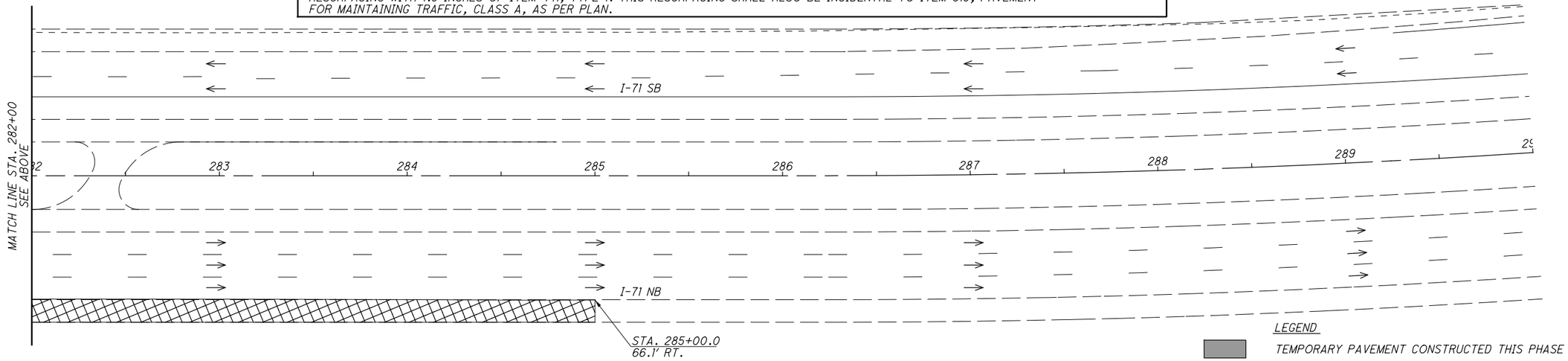
3. WHILE RECONSTRUCTING THE SHOULDERS, THE CONTRACTOR SHALL ALSO MILL AND RESURFACE 1 FOOT INTO THE ADJACENT TRAVEL LANE. THE EXISTING PAVEMENT (INCLUDING THE EDGELINE) SHALL BE PLANED 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF ITEM 441, TYPE 1 SURFACE COURSE. THIS WORK SHALL BE COMPLETED PER THE PRE-PHASE 1 CONSTRUCTION SCHEDULE ON SHEET 46 AND SHALL ALSO BE INCEDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

4. THE SHOULDER RESURFACING SHOWN ON THIS SHEET SHALL CONSIST OF PLANING OFF 1.5 INCHES OF EXISTING PAVEMENT AND RESURFACING WITH 1.5 INCHES OF ITEM 441, TYPE 1. THIS RESURFACING SHALL ALSO BE INCIDENTAL TO ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

0 20
10 40
HORIZONTAL SCALE IN FEET



Ⓐ - MEET/MATCH EXISTING EDGE OF SHOULDER

LEGEND

- TEMPORARY PAVEMENT CONSTRUCTED THIS PHASE
- SHOULDER RECONSTRUCTION
- SHOULDER RESURFACING (SEE NOTE 4)
- OPEN TRAVEL LANE

0 30 60
HORIZONTAL SCALE IN FEET

CALCULATED BER
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN-PRE-PHASE 1 (ASPHALT OPTION) I-71 - STA. 274+00 TO STA. 290+00

FRA-71-0.00

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SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
11	14	399	400	402	407	927	1032	1305	RAMP CALC	ASPH CALC	CALC	01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
																				ROADWAY	
LS												LS				201	11000	LS		CLEARING AND GRUBBING	
		8				12						20				202	20010	20	EACH	HEADWALL REMOVED	
									18,142	236,518		254,660				202	23000	254,660	SY	PAVEMENT REMOVED	
		28										28				202	30600	28	SY	CONCRETE MEDIAN REMOVED	
		2,672										2,672				202	30700	2,672	FT	CONCRETE BARRIER REMOVED	
		44										44				202	32700	44	SY	GUTTER REMOVED	
		5,030										3,370	1,660			202	35100	5,030	FT	PIPE REMOVED, 24" AND UNDER	
		1,164				926						1,400	690			202	35200	2,090	FT	PIPE REMOVED, OVER 24"	
		11,803										10,503	1,300			202	38000	11,803	FT	GUARDRAIL REMOVED	
		912.5										912.5				202	38200	912.5	FT	GUARDRAIL REMOVED FOR REUSE	
		2										2				202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
		2											2			202	58000	2	EACH	MANHOLE REMOVED	
		70										47	23			202	58100	70	EACH	CATCH BASIN REMOVED	
		1											1			202	58500	1	EACH	CATCH BASIN ABANDONED	
		192										192				SPECIAL	20270000	192	FT	FILL AND PLUG EXISTING CONDUIT	12
		538										538				SPECIAL	20270110	538	FT	PIPE CLEANOUT, 24" AND UNDER	12
						462						462				SPECIAL	20270120	462	FT	PIPE CLEANOUT, 27" TO 48"	12
		635										635				202	75000	635	FT	FENCE REMOVED	
					187,783							125,814	61,969			203	10000	187,783	CY	EXCAVATION	
					52,529							35,194	17,335			203	20000	52,529	CY	EMBANKMENT	
14,467											81,129	63,094	32,502			204	10000	95,596	SY	SUBGRADE COMPACTION	
4,823					34,260							25,795	13,288			204	13000	39,083	CY	EXCAVATION OF SUBGRADE	
4,823					34,898							26,216	13,505			204	30010	39,721	CY	GRANULAR MATERIAL, TYPE B	
66											124	125	65			204	45000	190	HOUR	PROOF ROLLING	
14,467					105,355							79,083	40,739			204	50000	119,822	SY	GEOTEXTILE FABRIC	
										7,487		7,487				206	10500	7,487	TON	CEMENT	
										289,338		289,338				206	11000	289,338	SY	CURING COAT	
										289,338		289,338				206	15010	289,338	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
										LS		LS				206	30001	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, AS PER PLAN	13
						320						320				209	10000	320	FT	DITCH CLEANOUT	
		11,662.5										8,162.5	3,500			606	15050	11,662.5	FT	GUARDRAIL, TYPE MGS	
		687.5											687.5			606	15550	687.5	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
		912.5										912.5				606	16050	912.5	FT	GUARDRAIL REBUILT, TYPE MGS	
			20									12	8			606	26050	20	EACH	ANCHOR ASSEMBLY, MGS TYPE B	11
			20									8	12			606	26550	20	EACH	ANCHOR ASSEMBLY, MGS TYPE T	11
			13									8	5			606	35002	13	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			6									5	1			606	35102	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			5										5			606	60012	5	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL) 75 MPH, 36"	11
			2									2				606	60028	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) 35 MPH, 36"	11
			25,966										25,966			606	98000	25,966	FT	GUARDRAIL, MISC.:GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED)	11
			26										26			606	98100	26	EACH	GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL	11
			498									498				607	15100	498	FT	FENCE, TYPE 47RA	
				1,616								1,616				622	10140	1,616	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
				654								654				622	10160	654	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				2								2				622	24860	2	EACH	CONCRETE BARRIER END SECTION, TYPE C1	
				6								6				622	25000	6	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				20								20				622	25014	20	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
				2								2				622	25015	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	13
				4								4				622	25050	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
								55				55				623	40500	55	EACH	REFERENCE MONUMENT	
	80											80				SPECIAL	69065016	80	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	14
												LS				878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

CALCULATED DCB
CHECKED DLW

GENERAL SUMMARY

FRA-71-0.00

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1312

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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
12	13	400	401	402	928					01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
		50								50				611	08200	50	FT	18" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21	
			205							205				611	08900	205	FT	21" CONDUIT, TYPE B	
			64							64				611	08900	64	FT	21" CONDUIT, TYPE B, 706.02	
			34							34				611	09100	34	FT	21" CONDUIT, TYPE C, 706.02	
			90							90				611	10200	90	FT	24" CONDUIT, TYPE A, 706.02, 707.01 ALUMINIZED, 707.21, 707.33 WITH WELDED BELL	
			100							100				611	10200	100	FT	24" CONDUIT, TYPE A 706.02 OR 30" CONDUIT, TYPE A, 707.01, 707.02, 707.04, 707.05, 707.07 OR 707.21	
			184							184				611	10400	184	FT	24" CONDUIT, TYPE B	
			119							119				611	10400	119	FT	24" CONDUIT, TYPE B, 706.02	
			8							8				611	10600	8	FT	24" CONDUIT, TYPE C, 706.02	
			999							999				611	10600	999	FT	24" CONDUIT, TYPE C	
50										50				611	10600	50	FT	24" CONDUIT, TYPE C, FOR DRAINAGE CONNECTION	
250										250				611	10601	250	FT	24" CONDUIT, TYPE C, AS PER PLAN	12
					26					26				611	13200	26	FT	30" CONDUIT, TYPE A, 706.02	
			113							113				611	13400	113	FT	30" CONDUIT, TYPE B	
			501							501				611	13600	501	FT	30" CONDUIT, TYPE C	
			34							34				611	13600	34	FT	30" CONDUIT, TYPE C, 706.02	
			40							40				611	14200	40	FT	30" CONDUIT, TYPE F, 707.05	
			245							245				611	16400	245	FT	36" CONDUIT, TYPE B, 706.02	
250										250				611	16601	250	FT	36" CONDUIT, TYPE C, AS PER PLAN	12
					32					32				611	20700	32	FT	48" CONDUIT, TYPE A, 706.02	
					24					24				611	20700	24	FT	48" CONDUIT, TYPE A, 707.07	
					24					24				611	26000	24	FT	72" CONDUIT, TYPE A, 707.07	
					232					232				611	52500	232	FT	24" X 38" CONDUIT, TYPE A, 706.04	
					227					227				611	52700	227	FT	29" X 45" CONDUIT, TYPE A, 706.04	
					304					304				611	95001	304	FT	10' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN	937
			192							192				611	96600	192	FT	CONDUIT, BORED OR JACKED, 18", TYPE B	12
			7							1	6			611	98180	7	EACH	CATCH BASIN, NO. 3A	
			7							7				611	98300	7	EACH	CATCH BASIN, NO. 5	
			11							11				611	98341	11	EACH	CATCH BASIN, NO. 5A	
			3							3				611	98370	3	EACH	CATCH BASIN, NO. 6	
			48							19	29			611	98410	48	EACH	CATCH BASIN, NO. 8	
			7		1					7	1			611	98434	8	EACH	CATCH BASIN, NO. 8A	
			4							4				611	98470	4	EACH	CATCH BASIN, NO. 2-2B	
			11							11				611	99110	11	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
				6						6				611	99574	6	EACH	MANHOLE, NO. 3	
	2			92						94				611	99710	94	EACH	PRECAST REINFORCED CONCRETE OUTLET	
					1					1				611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.:DETAIL AND CONSTRUCTION BLIND TAP	929
					165					165				615	20000	165	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
																		DRAINAGE ALTERNATE 1A	
					260					260				833	10000	260	FT	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT 72" DIAMETER	930
																		DRAINAGE ALTERNATE 1B	
					260					260				837	10000	260	FT	LINER PIPE 66" ID 707.18, .19, .20, .24, .35, 748.06 (66" OD), SS938, 707.75	930
					260					260				837	21000	260	FT	BACKFILL FOR LINER PIPE	930
																		DRAINAGE ALTERNATE 2A	
					663					663				899	10000	663	FT	CURED-IN-PLACE PIPE LINER, 48" DIAMETER	931
																		DRAINAGE ALTERNATE 2B	
					663					663				837	10000	663	FT	LINER PIPE 42" ID 707.18, .19, .20, .35, .42, .43, 748.06 (42" OD), SS938, 707.75	931
					663					663				837	21000	663	FT	BACKFILL FOR LINER PIPE	931

CALCULATED DCB
CHECKED DLW

GENERAL SUMMARY

FRA-71-0.00

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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
13	400	402	1103	ASPH CALC	CONC CALC	RAMP CALC				01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
																		PAVEMENT	
150										150				251	01021	150	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 1	13
600										600				251	01021	600	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 2	13
3,000										3,000				251	01021	3,000	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 3	13
						3,871				3,871				304	20000	3,871	CY	AGGREGATE BASE	
						18,610				18,610				452	15060	18,610	SY	12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
						3,291				3,291				452	19200	3,291	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.:12.5" CLASS QC MS WITH QC/QA	13A
	350									350				609	24510	350	FT	CURB, TYPE 4-C	
																		PAVEMENT OPTIONS	
																		ASPHALT OPTION	
				43,290						43,290				254	01000	43,290	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" THICK)	
				108,694						72,825	35,869			302	46001	108,694	CY	ASPHALT CONCRETE BASE, AS PER PLAN	13A
				60,969						40,849	20,120			304	20000	60,969	CY	AGGREGATE BASE	
				63,362						42,241	21,121			407	20000	63,362	GAL	NON-TRACKING TACK COAT	
				19,955						13,303	6,652			442	00100	19,955	CY	ANTI-SEGREGATION EQUIPMENT	
				16,977						11,375	5,602			442	10100	16,977	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
				16,360						10,907	5,453			442	10301	16,360	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	13
		19.58								13.12	6.46			618	40600	19.58	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
		400								264	136			618	40200	400	FT	RUMBLE STRIPS, SHOULDER (CONCRETE)	
																		CONCRETE OPTION	
					32,208					32,208				254	01000	32,208	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" THICK)	
					11,083					7,389	3,694			254	01010	11,083	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (1.5" THICK)	
					59,389					39,791	19,598			304	20000	59,389	CY	AGGREGATE BASE	
					4,511					3,007	1,504			407	20000	4,511	GAL	NON-TRACKING TACK COAT	
					819					546	273			442	00100	819	CY	ANTI-SEGREGATION EQUIPMENT	
					8					5	3			442	10100	8	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
					1,354					903	451			442	10300	1,354	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
					349,075					233,880	115,195			452	16060	349,075	SY	13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
		19.66								12.98	6.68			618	40700	19.66	MILE	RUMBLE STRIPS, SHOULDER (CONCRETE)	
					11,083					7,389	3,694			848	90000	11,083	SY	OVERLAY, MISC.:CONCRETE PAVEMENT CLASS QC 1P WITH QC/QA	
																		LIGHTING	
			12							12				625	00450	12	EACH	CONNECTION, FUSED PULL APART	
			21							21				625	00480	21	EACH	CONNECTION, UNFUSED PERMANENT	
			6							6				625	10490	6	EACH	LIGHT POLE, CONVENTIONAL, AT15B35	
			4							4				625	13200	4	EACH	LIGHT TOWER, BBBB100	
			6							6				625	14000	6	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
			4							4				625	15200	4	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	
			7,191							7,191				625	23200	7,191	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
			696							696				625	23400	696	FT	NO. 10 AWG POLE AND BRACKET CABLE	
			2,768							2,768				625	24320	2,768	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	
			1,417							1,417				625	25400	1,417	FT	CONDUIT, 2", 725.04	
			257							257				625	25401	257	FT	CONDUIT, 2", 725.04, AS PER PLAN	1101
			389							389				625	25500	389	FT	CONDUIT, 3", 725.04	
			166							166				625	25902	166	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
			6							6				625	26253	6	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 480V	1101
			16							16				625	26263	16	EACH	LUMINAIRE, HIGH MAST, SOLID STATE (LED), AS PER PLAN, 480V	1101
			2							2				625	27503	2	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 480V	1101
			4,299							4,299				625	29000	4,299	FT	TRENCH	
			4							4				625	29920	4	EACH	STRUCTURE JUNCTION BOX	
			8							8				625	30700	8	EACH	PULL BOX, 725.08, 18"	
			2							2				625	30706	2	EACH	PULL BOX, 725.08, 24"	
			14							14				625	32000	14	EACH	GROUND ROD	
			1							1				625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM	
			1							1				625	34001	1	EACH	POWER SERVICE, AS PER PLAN	1101
			4,299							4,299				625	36000	4,299	FT	PLASTIC CAUTION TAPE	
			LS							LS				625	37001	LS		SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	1101

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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
408										01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
																		STRUCTURE OVER 20 FOOT SPAN (FRA-71-0296L (SOUTHBOUND))	
LS												LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	1111
150												150		202	22900	150	SY	APPROACH SLAB REMOVED	
721												721		202	23500	721	SY	WEARING COURSE REMOVED	
LS												LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1112
LS												LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
LS												LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
1,440												950	490	507	00100	1,440	FT	STEEL PILES HP10X42, FURNISHED	
1,280												844	436	507	00150	1,280	FT	STEEL PILES HP10X42, DRIVEN	
720												475	245	507	00200	720	FT	STEEL PILES HP12X53, FURNISHED	
640												422	218	507	00250	640	FT	STEEL PILES HP12X53, DRIVEN	
48												48		507	93300	48	EACH	STEEL POINTS OR SHOES	
124,430												82,123	42,307	509	10001	124,430	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	1111
500												330	170	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	1111
564												372	192	510	10000	564	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
459												302	157	511	21522	459	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
2												1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
92												60	32	511	42012	92	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	
168												110	58	511	43512	168	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
28												18	10	511	46510	28	CY	CLASS QC1 CONCRETE, FOOTING	
962												634	328	512	10050	962	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
41												27	14	512	33000	41	SY	TYPE 2 WATERPROOFING	
211,190												140,793	70,397	513	10260	211,190	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	
6,156												4,062	2,094	513	20000	6,156	EACH	WELDED STUD SHEAR CONNECTORS	
17												11	6	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER	
253												166	87	516	13900	253	SF	2" PREFORMED EXPANSION JOINT FILLER	
179												118	61	516	14020	179	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
18												11	7	516	44100	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)	
																		(11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE)	
18												11	7	516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN	1516
																		(10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE)	
139												91	48	518	21200	139	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
205												135	70	518	40000	205	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
40												26	14	518	40011	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	1131
2												2		523	20000	2	EACH	DYNAMIC LOAD TESTING	
379												250	129	526	25011	379	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN	1184-1188
146												96	50	526	90030	146	FT	TYPE C INSTALLATION	
48												31	17	SPECIAL	53000400	48	EACH	STRUCTURES : CAPSULE ADHESIVE ANCHORES	1155
325												214	111	607	39900	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
61												40	21	846	00110	61	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
																		STRUCTURE OVER 20 FOOT SPAN (FRA-71-0296R (NORTHBOUND))	
LS												LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	1111
150												150		202	22900	150	SY	APPROACH SLAB REMOVED	
721												721		202	23500	721	SY	WEARING COURSE REMOVED	
LS												LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1112
LS												LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
LS												LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
1,440												950	490	507	00100	1,440	FT	STEEL PILES HP10X42, FURNISHED	
1,280												844	436	507	00150	1,280	FT	STEEL PILES HP10X42, DRIVEN	
720												475	245	507	00200	720	FT	STEEL PILES HP12X53, FURNISHED	
640												422	218	507	00250	640	FT	STEEL PILES HP12X53, DRIVEN	
48												31	17	507	93300	48	EACH	STEEL POINTS OR SHOES	

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SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
28	29	30	31	32	33	34	35	36	37	38	39	01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
																				MAINTENANCE OF TRAFFIC	
																				CONCRETE OPTION	
1,500												750	750			614	11110	1,500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	4	5		4	2							13	2			614	12380	15	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
	4	1										5				614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
LS		LS		LS								LS	LS			614	12420	LS		DETOUR SIGNING	
12												6	6			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN	
40												20	20			614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN	
10												5	5			614	12500	10	EACH	REPLACEMENT SIGN	
100												50	50			614	12600	100	EACH	REPLACEMENT DRUM	
3	2											5				614	12756	5	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
	8	587	566	574	1,152							2,677	210			614	12800	2,887	EACH	WORK ZONE RAISED PAVEMENT MARKER	
	2,014	519	40	804	94							3,185	286			614	12801	3,471	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	21
	1,759	3,551	51	3,753	153							7,965	1,302			614	13310	9,267	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
	68	14		128								167	43			614	13312	210	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
	684	1,222		279	51							2,126	110			614	13350	2,236	EACH	OBJECT MARKER, ONE WAY	
	14		17									31				614	13360	31	EACH	OBJECT MARKER, TWO WAY	
180,000												180,000				614	18000	180,000	EACH	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	22
22												11	11			614	18601	22	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	20
	4.73	5.06		10.32								10.3	5.51			614	20056	20.31	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
24.56												16.38	8.18			614	20560	24.56	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
5.54	14.85	13.57		23.71	1.5							50.79	8.41			614	22856	59.2	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
25.58												17.05	8.53			614	22360	25.58	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	9,083	5,703		5,545								18,433	1849			614	24110	20,334	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
4,051												2,701	1,350			614	23690	4,051	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	1,460	1,200		2,468	420							4,500	969			614	24308	3,568	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	
4,714												3,143	1,571			614	24618	4,714	FT	WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	
				142									142			614	25210	142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT	
		25		14	16							45	10			614	26200	55	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	212			156	155							419	104			614	28200	523	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
LS												LS				615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	22
14,471	20,350			1,543								35,850	514			615	20000	36,364	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
37,907	290			376								38,448	125			615	20001	38,573	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	22
300												300				615	25001	300	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	23
6,844												6,844				615	25001	6,844	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	23
2,000												2,000				615	25001	2,000	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	23
500												500				615	25001	500	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	23
962												481	481			616	10000	962	MGAL	WATER	
	30,220	58,510		32,820	2,410							112,217	11,743			622	41100	123,960	FT	PORTABLE BARRIER, UNANCHORED	
	480	480										960				622	41110	960	FT	PORTABLE BARRIER, ANCHORED	
	1,380			28,790								20,573	9,597			622	80000	30,170	FT	GLARE SCREEN	
			1.38									1.38				644	00104	1.38	MILE	EDGE LINE, 6"	
			0.87									0.87				644	00204	0.87	MILE	LANE LINE, 6"	
			11.97		25.58							37.55				646	10010	37.55	MILE	EDGE LINE, 6"	
			10.56		21.76							32.32				646	10110	32.32	MILE	LANE LINE, 6"	
			1,622		4,051							5,673				646	10310	5,673	FT	CHANNELIZING LINE, 12"	
			25									25				646	10400	25	FT	STOP LINE	
					4,714							4,714				646	20504	4,714	FT	DOTTED LINE, 6"	
			1,879									1,879				646	20510	1,879	FT	DOTTED LINE, 12"	
18												18				SPECIAL	64620710	18	EACH	AIR SPEED ZONE MARKING	23
160												80	80			808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																				ASPHALT OPTION	
						1,500						750	750			614	11110	1,500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							4	6		4	2	13	3			614	12380	16	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
							4	1				5				614	12384	5	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
						LS		LS		LS		LS	LS			614	12420	LS		DETOUR SIGNING	
						12						6	6			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN	
						40						20	20			614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN	

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SHEET NUM.												PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
28	34	35	36	37	38	39						01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
	10											5	5			614	12500	10	EACH	REPLACEMENT SIGN	
	100											50	50			614	12600	100	EACH	REPLACEMENT DRUM	
	3	2										1	4			614	12756	5	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
		5	18	105	14	210						347	5			614	12800	352	EACH	WORK ZONE RAISED PAVEMENT MARKER	
		2,144	829	608	1,362	993						5,482	454			614	12801	5,936	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	21
	144											144				614	13000	144	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		1,840	2,134	51	3,753	153						5,328	2,603			614	13310	7,931	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
		156	14		128							255	43			614	13312	298	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
		775	713		279	51						1,708	110			614	13350	1,818	EACH	OBJECT MARKER, ONE WAY	
		14		17								31				614	13360	31	EACH	OBJECT MARKER, TWO WAY	
	180,000											180,000				614	18000	180,000	EACH	MAINTAINING TRAFFIC, MISC.: BRIDGE DECK AND PAVEMENT PATCHING	22
	22											11	11			614	18601	22	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	20
		4.66	5.16		10.32							16.8	3.61			614	20056	20.31	MILE	WORK ZONE LANE LINE, CLASS I, 6", 80% PAINT	
	24.56											16.38	8.18			614	20560	24.56	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	5.79	15.06	13.48		23.78	45						51.18	8.48			614	22056	59.61	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 80% PAINT	
	25.58											17.05	8.53			614	22360	25.58	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
		10,006	4,009		5,546							17,712	1,849			614	23110	19,561	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 80% PAINT	
	4,051											2,701	1,350			614	23690	4,051	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
		1,460	1,200		2,468	420						4,595	969			614	24208	5,368	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	
	4,714											3,143	1,571			614	24618	4,714	FT	WORK ZONE DOTTED LINE, CLASS III, 12", 642 PAINT	
					142							95	47			614	25210	142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT	
			25		14	16						45	10			614	26200	55	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
		212			156	155						419	104			614	28200	523	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
	LS											LS	LS			615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	22
	19,429	4,130			1,543							24,588	514			615	20000	25,102	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	36,888	286			376							37,425	125			615	20001	37,550	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	22
	300											300				615	25001	300	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1	23
	6,844											6,844				615	25001	6,844	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2	23
	2,000											2,000				615	25001	2,000	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3	23
	500											500				615	25001	500	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4	23
	962											481	481			616	10000	962	MGAL	WATER	
		30,060	32,710		32,820	2,410						86,257	11,743			622	41100	98,000	FT	PORTABLE BARRIER, UNANCHORED	
		480	480									960				622	41110	960	FT	PORTABLE BARRIER, ANCHORED	
		1,380			28,790							20,573	9,597			622	80000	30,170	FT	GLARE SCREEN	
				11.65		25.58						11.65				644	00104	37.23	MILE	EDGE LINE, 6"	
				11.11		21.76						11.11				644	00204	32.87	MILE	LANE LINE, 6"	
				1,622		4,051						1,622				644	00404	5,673	FT	CHANNELIZING LINE, 12"	
						4,714						4,714				644	01510	4,714	FT	DOTTED LINE, 6"	
				1,653								1,653				644	01520	1,653	FT	DOTTED LINE, 12"	
				1.69								1.69				646	10010	1.69	MILE	EDGE LINE, 6"	
				0.3								0.3				646	10110	0.3	MILE	LANE LINE, 6"	
				25								25				646	10400	25	FT	STOP LINE	
				226								226				646	20510	226	FT	DOTTED LINE, 12"	
	18											18				SPECIAL	64620710	18	EACH	AIR SPEED ZONE MARKING	23
	160											80	80			808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																				INCIDENTALS	
												LS				108	10000	LS		CPM PROGRESS SCHEDULE	
LS	LS											LS	LS			614	11001	LS		MAINTAINING TRAFFIC, AS PER PLAN	16
												24				619	16021	24	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	13
												LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS				624	10000	LS		MOBILIZATION	

CALCULATED DCB
CHECKED DLW

GENERAL SUMMARY

FRA-71-0.00

393
1312

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SHEET NO.	202 HEADWALL REMOVED EACH	202 CONCRETE MEDIAN REMOVED SY	202 CONCRETE BARRIER REMOVED FT	202 GUTTER REMOVED SY	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT	202 GUARDRAIL REMOVED FT	202 GUARDRAIL REMOVED FOR REUSE FT	202 IMPACT ATTENUATOR REMOVED EACH	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 CATCH BASIN ABANDONED EACH	SPECIAL FILL AND PLUG EXISTING CONDUIT FT	SPECIAL PIPE CLEANOUT, 24" AND UNDER FT	202 FENCE REMOVED FT	601 RIPRAP, TYPE D SY	601 TIED CONCRETE BLOCK MAT, TYPE 1 SY	601 TIED CONCRETE BLOCK MAT, TYPE 2 SY	601 ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	602 CONCRETE MASONRY CY	605 6" SHALLOW PIPE UNDERDRAINS FT	605 6" SHALLOW PIPE UNDERDRAINS, AS PER PLAN FT	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT	605 6" BASE PIPE UNDERDRAINS FT	606 GUARDRAIL, TYPE MGS FT
482							820																		887.5
485					77						2									1.78	0.45				
488							355																		150
491	2				171	227	340				3														375
494			75				146													1.67	0.27				
497			90		161		1456				3														1450
500																19				9.6	0.60				
503					44	60				1	3														
506																19				2	1.36				150
509	1				31	355				1	4														
512																			3.7		0.37				
515					194						2														
518					8						1									1.67	0.33				
521					9						1														150
524					491		625				5	1								1.67	0.27				437.5
527							63	600																	250
530																									
533																									
536					386						4														
539																				1.33	0.33				
542							1553																		1475
545					98						2									1.33	0.27				
548					1008	513					7														
551			68		190		100				3														725
554			69				164																		50
557					190						3														
560							1600																		1562.5
563					73		1287				2			51				27		1.33	0.25				
566					200						3									1.33	0.27				912.5
569							262																		
572					69		1454				2				462			161		3.99	0.81				812.5
575					18		840	312.5			1				173		1.78	62		1.33	0.52				1150
578	1				80	9	738				1			52				71		1.33	0.27				725
581					58						1			110						1.33	0.25				
584					40						1			75			1.78				0.25				
587					32						1			93			1.78			1.33	0.58				150
590																									
593					106						1						1.78				0.33				150
596																									
599					66						2			157			3.56				0.62				
602																									
605					104						1						1.78				0.33				
608					103						1						1.78				0.33				
611																									
614					113						1									1.33	0.33				100
617					120						1						1.78				0.33				
620					96						1		192												
623					108						1									1.33	0.33				
TOTALS CARRIED TO SHEET 399	4	0	302	0	4444	1164	11,803	912.5	0	2	64	1	192	538	635	38	16.02	321	3.70	35.68	10.05	0	0	0	0	11,663

CALCULATED DCB
CHECKED SJS

ROADWAY SUBSUMMARY

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395
1312

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SHEET NO.	606 GUARDRAIL, BARRIER DESIGN, TYPE MGS FT	606 GUARDRAIL REBUILT, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE B EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	606 IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL) EACH	606 IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) EACH	606 GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED) FT	606 GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL EACH	607 FENCE, TYPE 47RA FT	609 CURB, TYPE 4-C FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 15" CONDUIT, TYPE B FT	611 15" CONDUIT, TYPE B, 706.02 FT	611 15" CONDUIT, TYPE C FT	611 15" CONDUIT, TYPE C, 706.02 FT	611 15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 FT	611 15" CONDUIT, TYPE F, 707.05 TYPE C FT	611 18" CONDUIT, TYPE B FT	611 18" CONDUIT, TYPE B, 706.02 FT	611 18" CONDUIT, TYPE C FT	611 18" CONDUIT, TYPE C, 706.02 FT	611 18" CONDUIT, TYPE C, 706.08 FT	611 18" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 FT
482			1	1					1340	2															
485																313									
488			1	1												294									
491			2	2					2600	2															
494	50						1							95		830									
497	50		2	3	2	1	1					36													
500																610									
503																									
506			1	1					2100	2						580									
509																									
512																571				94					
515																									
518									1750	2						570	8				35				50
521			1	1																			8		
524			1												87										
527		600		1																					
530																									
533									2100	2															
536																									
539																330				129		85			
542			2	2					1479	2															
545															35	279		52							
548																									
551			3	2	1											729									
554			1		1				2222	2		36													
557																279									
560			1		1																				
563															42		16								
566					1	1			675	2		18		75		75		41							
569	125				1		1																		
572	287.5				3	2					408	129				39	16	76	48						
575	75	312.5	1	2	2	2			1835	2	90	97					10	41	8						
578			1		1							34		92	40	49			32						
581															32		24								
584															24		16								
587			1	1					1803	2				61							16		16		
590																									
593			1	1																106					
596																209					16				
599									2212	2											16		32		
602																									
605																					104	293			
608																				103					
611									2800	2															
614	100			2			2													111					
617																				119					
620																				91		899		20	
623																				106		292			
TOTALS CARRIED TO SHEET 400	687.5	912.5	20	20	13	6	5	0	22,916	24	498	350	0	323	260	5757	90	210	88	859	187	1569	56	20	50

CALCULATED DCB
CHECKED SJS

ROADWAY SUBSUMMARY

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SHEET NO.	202 HEADWALL REMOVED EACH	202 CONCRETE MEDIAN REMOVED SY	202 CONCRETE BARRIER REMOVED FT	202 GUTTER REMOVED SY	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT	202 GUARDRAIL REMOVED FT	202 GUARDRAIL REMOVED FOR REUSE FT	202 IMPACT ATTENUATOR REMOVED EACH	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 CATCH BASIN ABANDONED EACH	SPECIAL FILL AND PLUG EXISTING CONDUIT FT	SPECIAL PIPE CLEANOUT, 24" AND UNDER FT	202 FENCE REMOVED FT	601 RIPRAP, TYPE D SY	601 TIED CONCRETE BLOCK MAT, TYPE 1 SY	601 TIED CONCRETE BLOCK MAT, TYPE 2 SY	601 ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	602 CONCRETE MASONRY CY	605 6" SHALLOW PIPE UNDERDRAINS FT	605 6" SHALLOW PIPE UNDERDRAINS, AS PER PLAN FT	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT	605 6" BASE PIPE UNDERDRAINS FT	606 GUARDRAIL, TYPE MGS FT
626																									
629					115						1									1.33	0.33					
632																									
635					98						1									1.33	0.33					
638																									
641					111						1						1.78				0.39				
644																									
647																									
653		10	1217						1								3.56				0.54				
659		18	1153		39				1								1.78			1.67	0.93				
665	2			39	143						2									1.56	0.92				
670	2			5	80						1						1.78			2.08	1.47				
945																	5.40					6980			6956	
946																	5.40					6939			6939	
947																	3.60					7117			7122	
948																	1.80					5741			5741	
949																	7.20					3016		372	3016	
950																	5.40					4102		22	4104	
951																	9.00					8321		87	9032	
952																	1.80					9500	525	2088	6686	
953																	7.20					4866	615	297	4808	
954																	5.40					7463		328	4714	
955																	14.40					7787			5959	
956																	16.20					5956			6864	
957																	10.80					9953			9948	
958																	14.40					7172			7670	
959																	14.40					7957			8247	
960																	3.60					2154		152	1864	
961																	1.80					3022		117	2630	
962																	3.60					2926			2515	
963																	10.80					1712		181	2293	
964																	12.60					1665			2383	
TOTALS FROM THIS SHEET	4	28	2370	44	586	0	0	0	2	0	6	0			0	0	163.70	0	0	7.97	4.91	114,349	1140	3644	109,491	0
TOTALS FROM SHEET 395	4	0	302	0	4444	1164	11,803	912.5	0	2	64	1	192	538	635	38	16.02	321	3.7	35.68	10.05	0	0	0	0	11,663
TOTALS CARRIED TO GENERAL SUMMARY	8	28	2672	44	5030	1164	11,803	912.5	2	2	70	1	192	538	635	38	179.72	321	3.7	43.65	14.96	114,349	1140	3644	109,491	11,663

CALCULATED DCB
CHECKED SJS

ROADWAY SUBSUMMARY

FRA-71-0.00

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1312

SHEET NO.	606 GUARDRAIL, BARRIER DESIGN, TYPE MGS FT	606 GUARDRAIL REBUILT, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE B EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	606 IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL), 75 MPH, 36" EACH	606 IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), 35MPH, 36" EACH	606 GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED) FT	606 GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL EACH	607 FENCE, TYPE 47RA FT	609 CURB, TYPE 4-C FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 15" CONDUIT, TYPE B FT	611 15" CONDUIT, TYPE B, 706.02 FT	611 15" CONDUIT, TYPE C FT	611 15" CONDUIT, TYPE C, 706.02 FT	611 15" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21 FT	611 15" CONDUIT, TYPE F, 707.05, TYPE C FT	611 18" CONDUIT, TYPE B FT	611 18" CONDUIT, TYPE B, 706.02 FT	611 18" CONDUIT, TYPE C FT	611 18" CONDUIT, TYPE C, 706.02 FT	611 18" CONDUIT, TYPE C, 706.08 FT	611 18" CONDUIT, TYPE F, 707.05, TYPE C OR 707.21 FT
626									3050	2														
629																				115		293		
632																								
635																				116		292		
638																								
641																						292		
644																								
647																								
653								1						188	357									
659								1						182	20						39			
665																								
670															53									
945													526											
946													698											
947													778											
948													527											
949													343											
950													238											
951													666											
952													634											
953													438											
954													474											
955													719											
956													628											
957													567											
958													581											
959													607											
960													152											
961													187											
962													143											
963													213											
964													252											
TOTALS FROM THIS SHEET	0	0	0	0	0	0	0	2	3050	2	0	0	9371	370	430	0	0	0	0	231	39	877	0	0	0
TOTALS FROM SHEET 396	687.5	912.5	20	20	13	6	5	0	22,916	24	498	350	0	323	260	5757	90	210	88	859	187	1569	56	20	50
TOTALS CARRIED TO GENERAL SUMMARY	687.5	912.5	20	20	13	6	5	2	25,966	26	498	350	9371	693	690	5757	90	210	88	1090	226	2446	56	20	50

CALCULATED DCB
CHECKED SJS

ROADWAY SUBSUMMARY

FRA-71-0.00

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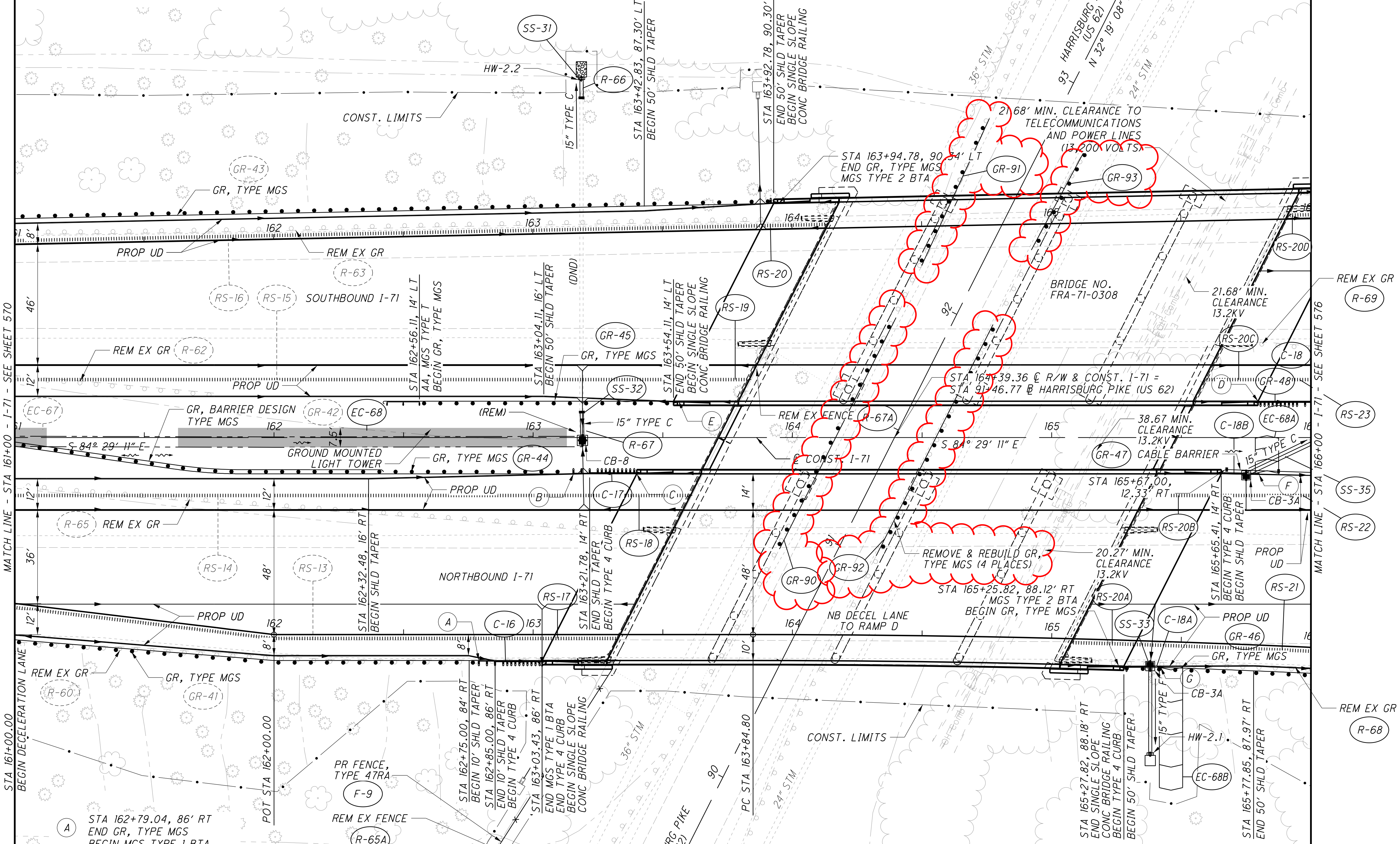
ITEM 670 - DITCH EROSION PROTECTION, WIDTH = 11' UNLESS NOTED

ROCK CHANNEL PROTECTION, TYPE C w/FILTER

ITEM 601, TIED CONC. BLOCK MAT, TYPE 2 PER DM-4.1



℄ HARRISBURG PIKE (US 62)
Ex LA-R/W
HARRISBURG PIKE (US 62)
N 32° 19' 08" E
CONST. LIMITS
HW-2.2
15" TYPE C
STA 163+42.83, 87.30' LT
BEGIN 50' SHLD TAPER
STA 163+92.78, 90.30' LT
END 50' SHLD TAPER
BEGIN SINGLE SLOPE
CONC BRIDGE RAILING
21.68' MIN. CLEARANCE TO TELECOMMUNICATIONS AND POWER LINES (13,200 VOLTS)
STA 163+94.78, 90.34' LT
END GR, TYPE MGS
MGS TYPE 2 BTA
GR, TYPE MGS
PROP UD
REM EX GR
SOUTHBOUND I-71
STA 162+56.11, 14' LT
AA, MGS TYPE T
BEGIN GR, TYPE MGS
STA 163+04.11, 16' LT
BEGIN 50' SHLD TAPER
(DND)
STA 163+54.11, 14' LT
END 50' SHLD TAPER
BEGIN SINGLE SLOPE
CONC BRIDGE RAILING
BRIDGE NO. FRA-71-0308
21.68' MIN. CLEARANCE 13.2KV
REM EX GR
GR, BARRIER DESIGN TYPE MGS
(REM)
15" TYPE C
STA 164+39.36 ℄ R/W & CONST. I-71 = STA 91+46.77 ℄ HARRISBURG PIKE (US 62)
REM EX FENCE
S 84° 29' 11" E
GROUND MOUNTED LIGHT TOWER
GR, TYPE MGS
CB-8
℄ CONST. I-71
38.67 MIN. CLEARANCE 13.2KV
CABLE BARRIER
STA 165+67.00, 12.33' RT
CB-3A
PROP UD
REM EX GR
NORTHBOUND I-71
REMOVE & REBUILD GR, TYPE MGS (4 PLACES)
20.27' MIN. CLEARANCE 13.2KV
STA 165+25.82, 88.12' RT
MGS TYPE 2 BTA
BEGIN GR, TYPE MGS
NB DECEL LANE TO RAMP D
STA 165+65.41, 14' RT
BEGIN TYPE 4 CURB
BEGIN SHLD TAPER
MATCH LINE - STA 161+00 - I-71 - SEE SHEET 570
MATCH LINE - STA 166+00 - I-71 - SEE SHEET 576
STA 161+00.00
BEGIN DECELERATION LANE
POT STA 162+00.00
STA 162+32.48, 16' RT
BEGIN SHLD TAPER
STA 163+21.78, 14' RT
END SHLD TAPER
BEGIN TYPE 4 CURB
PR FENCE, TYPE 47RA
REM EX FENCE
STA 162+75.00, 84' RT
BEGIN 10' SHLD TAPER
STA 162+85.00, 86' RT
END 10' SHLD TAPER
BEGIN TYPE 4 CURB
STA 163+03.43, 86' RT
END MGS TYPE 1 BTA
END TYPE 4 CURB
BEGIN SINGLE SLOPE
CONC BRIDGE RAILING
PC STA 163+84.80
CONST. LIMITS
STA 165+27.82, 88.18' RT
END SINGLE SLOPE
CONC BRIDGE RAILING
BEGIN TYPE 4 CURB
BEGIN 50' SHLD TAPER
15" TYPE F
HW-2.1
STA 165+77.85, 87.97' RT
END 50' SHLD TAPER
36" STM
24" STM

(A) STA 162+79.04, 86' RT
END GR, TYPE MGS
BEGIN MGS TYPE 1 BTA

(B) STA 163+15.53, 14' RT
END GR, TYPE MGS
BEGIN MGS TYPE 1 BTA

(C) STA 163+39.92, 14' RT
END MGS TYPE 1 BTA
END TYPE 4 CURB
BEGIN SINGLE SLOPE
CONC BRIDGE RAILING

(D) STA 165+79.60, 14' LT
END SINGLE SLOPE
CONC BRIDGE RAILING
BEGIN MGS TYPE 1 BTA
BEGIN TYPE 4 CURB

(E) STA 163+56.11, 14' LT
END GR, TYPE MGS
MGS TYPE 2 BTA

(F) STA 165+80.00, 14.29' RT
END TYPE 4 CURB

(G) STA 165+42.00, 88.62' RT
END TYPE 4 CURB

CROSS REFERENCES

SHEET NO.	DESCRIPTION
2-5	℄ REFERENCES AND BENCHMARKS
3	COORDINATION WITH UTILITIES
574	PROFILES
575	ESTIMATED QUANTITIES
995	UNDERDRAIN DETAILS
1101-1107	LIGHTING

HORIZONTAL SCALE IN FEET

CALCULATED DCB
CHECKED SJS

PLAN - I-71
STA 161+00 TO STA 166+00

FRA-71-0.00

ESTIMATED QUANTITIES

CALCULATED DCB
CHECKED SJS

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PIPE REMOVED, 24" AND UNDER FT	202 GUARDRAIL REMOVED FT	202 GUARDRAIL REMOVED FOR REUSE FT	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	601 TIED CONCRETE BLOCK MAT, TYPE 1 SY	601 TIED CONCRETE BLOCK MAT, TYPE 2 SY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	602 CONCRETE MASONRY CY	606 GUARDRAIL, TYPE MGS FT	606 GUARDRAIL, BARRIER DESIGN, TYPE MGS FT	606 GUARDRAIL REBUILT, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE B EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	606 GUARDRAIL, MISC.: TENSIONED CABLE WITH CONCRETE FOUNDATION LINE POSTS (SOCKETED) FT	606 GUARDRAIL, MISC.: TENSIONED CABLE ANCHOR TERMINAL EACH	607 FENCE, TYPE 47RA FT	609 CURB, TYPE 4-C SY	611 15" CONDUIT, TYPE C, 706.02 FT	611 15" CONDUIT, TYPE F, 705.07, TYPE C OR 707.21 FT	611 15" CONDUIT, TYPE F, 705.07, TYPE C FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 8 EACH	618 RUMBLE STRIPS, (CONCRETE) FT	618 RUMBLE STRIPS, (ASPHALT CONCRETE) MILE	626 BARRIER REFLECTOR, TYPE 2 (1-WAY) EACH	670 DITCH EROSION PROTECTION SY
R-65A	573	162+72	163+28	RT					95																									
R-66	573	163+19		LT	8																													
R-67	573	163+19		LT	10			1																										
R-67A	573	163+55	163+90	RT/LT					78																									
R-68	573, 576	165+13	170+85	RT		575																												
R-69	573, 576	165+74	168+38	LT		265																												
C-16	573	162+85	163+03	RT																				18										
C-17	573	163+22	163+40	RT																				18										
C-18	573, 576	165+80	166+12	LT																				32										
C-18A	573	165+28	165+42	RT																				14										
C-18B	573	165+65	165+80	RT																				15										
EC-68	573	161+63	163+12	CL																														125
EC-68A	573	165+79	165+88	RT							14																							
EC-68B	573	165+42	165+51	RT							48																							
F-9	573	162+72	163+30	RT																					90									
GR-44	573	162+41	163+40	RT											75				1															
GR-45	573	162+56	163+54	LT										100				1		1														
GR-46	573, 576	165+26	170+85	RT										562.5				1			1													12
GR-47	573, 576, 579, 582, 585	165+67	184+00	RT																		1835	2											
GR-48	573, 576, 579	165+80	170+91	LT										487.5			1		1															10
RS-17	573	163+08	163+33	RT																												25		
RS-18	573	163+36	163+61	RT																												25		
RS-19	573	163+58	163+83	LT																												25		
RS-20	573	163+88	164+13	LT																												25		
RS-20A	573	165+07	165+32	RT																												25		
RS-20B	573	165+36	165+61	RT																												25		
RS-20C	573	165+59	165+84	LT																												25		
RS-20D	573, 576	165+91	166+16	LT																												25		
RS-21	573, 576	165+32	167+90	LT																													0.05	
RS-22	573, 642	165+61	279+31	LT																													2.15	
RS-23	573, 642	165+84	279+31	RT																													2.15	
SS-31	573	163+19		LT								1.33	0.25														8							
SS-32	573	163+19		LT/RT																						10					1			
SS-33	573	165+38		RT						1.78			0.27													41			1					
GR-90	573	90+88	91+88	LT			100									100																		
GR-91	573	92+10	92+73	LT			62.5									62.5																		
GR-92	573	91+03	92+03	RT			100									100																		
GR-93	573	92+35	92+85	RT			50									50																		
TOTALS CARRIED TO SHEETS 395-398					18	840	312.5	1	173	1.78	62	1.33	0.52	1150.0	75	312.5	1	2	2	2	1835	2	90	97	10	41	8	1	1	200	4.35	22	125

FRA-71-0.00

575
1312

CULVERT SUBSUMMARY

CALCULATED MAH
CHECKED CTW

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 ROCK CHANNEL PROTECTION, TYPE B WITH FILTER CY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	602 CONCRETE MASONRY CY	611 30" CONDUIT, TYPE A, 706.02 FT	611 48" CONDUIT, TYPE A, 706.02 FT	611 48" CONDUIT, TYPE A, 707.07 FT	611 72" CONDUIT, TYPE A, 707.07 FT	611 24" X 38" CONDUIT, TYPE A, 706.04 FT	611 29" X 45" CONDUIT, TYPE A, 706.04 FT	611 10' X 5' CONDUIT, TYPE A, 706.05, AS PER PLAN FT	611 CATCH BASIN, NO. 8A EACH	611 DRAINAGE STRUCTURE, MISC.:DETAIL AND CONSTRUCTION BLIND TAP EACH	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SY	670 DITCH EROSION PROTECTION MAT, TYPE A SY	833 CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT 72" DIAMETER (ALTERNATE 1A) FT	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 SY	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3 SY	837 LINER PIPE 42" ID 707.18, .19, .20, .35, .42, .43, 748.06(42" OD), SS938, 707.75 (ALTERNATE 2B) FT	837 LINER PIPE 66" ID 707.18, .19, .20, .24, .35, 748.06(66" OD), SS938, 707.75 (ALTERNATE 1B) FT	837 BACKFILL FOR LINER PIPE (ALTERNATE 1B AND 2B) FT	899 CURED-IN-PLACE PIPE LINER, 48" DIAMETER (ALTERNATE 2A) FT
	929	12+33	13+61	LT&RT		2.9	1.0						227			1					155.8				
	930	27+48	28+28	LT&RT			34.6				24							25.8	260	48.3			260	260	
	931	54+16	57+67	LT&RT			18.2			24								71.2				663		663	663
	933	147+96	147+94	LT&RT	14.8		18.2		32																
	934	166+51	166+51	LT&RT		2.8	1.1	26																	
	935	189+43	189+43	LT&RT		3.3	0.9					232													
	937	224+40	226+45	LT&RT		27.0								304			165				47.6				
				TOTALS CARRIED TO GENERAL SUMMARY	14.8	36	74	26	32	24	24	232	227	304	1	1	165	97	260	48.3	203.4	663	260	923	663

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928
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GENERAL NOTES

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2014, INCLUDING THE INTERIM SPECIFICATIONS THROUGH 2016 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN:

BOX CULVERT REINFORCEMENT SHALL BE DESIGNED PER ASTM C1577.

DESIGN STRESSES:

CAST-IN-PLACE STRUCTURES
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE AND FOOTING)
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

PRECAST STRUCTURES: FOR BOX AND PIPE CULVERTS SEE CMS SECTION 611.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

STRUCTURE REMOVED:

WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED IN STAGES UPON RECEIVING PERMISSION FROM THE ENGINEER. PAYMENT FOR REMOVAL SHALL BE INCLUDED IN ITEM 202 - STRUCTURE REMOVED.

FOUNDATION BEARING RESISTANCE:

WINGWALL AND CULVERT FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LOAD PRESSURE OF 1.53 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.18 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 5.7 KIPS PER SQUARE FOOT.

UTILITY LINES:

THE UTILITIES SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITIES ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

UNCLASSIFIED EXCAVATION:

EXCAVATION LIMITS FOR THE PROPOSED STRUCTURE SHALL BE AS DEFINED IN 503.09. EXCAVATION OUTSIDE THESE LIMITS NECESSARY TO REMOVE THE EXISTING STRUCTURE SHALL BE INCLUDED IN ITEM 202 FOR PAYMENT.

ITEM 611 - 10' SPAN X 5' RISE CONDUIT, TYPE A, 706.05, AS PER PLAN

ALL REQUIREMENTS OF 706.05 AND ASTM C1577 SHALL BE MET. THIS ITEM SHALL INCLUDE MECHANICAL CONNECTORS SPECIFIED IN THE PLANS.

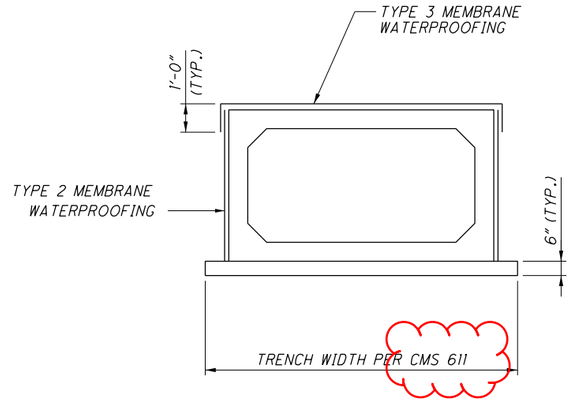
BACK FILLING: MATERIALS AND INSTALLATION PROCEDURE SHALL BE IN ACCORDANCE WITH 611.06 AND AS SHOWN IN THE PLANS.

PAYMENT FOR ALL NECESSARY LABOR, EQUIPMENT AND MATERIALS NEEDED TO COMPLETE ABOVE WORK SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 611 - 10' SPAN X 5' RISE CONDUIT, TYPE A, 706.05, AS PER PLAN.

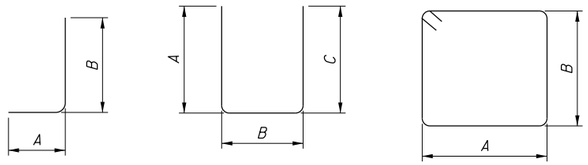
ITEM 511, CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN

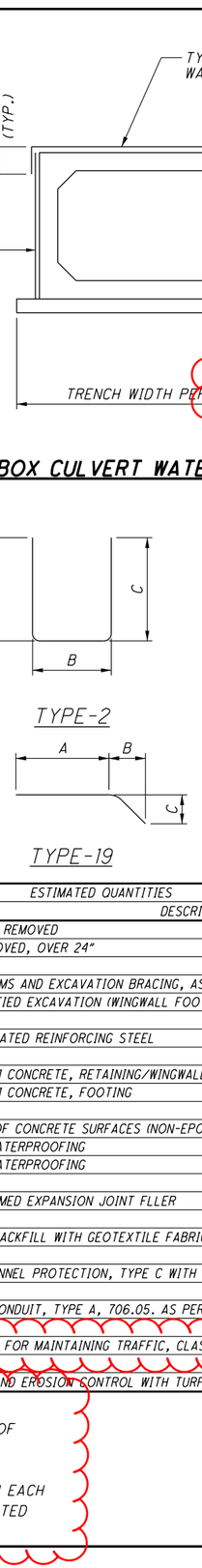
THE DEPARTMENT WILL PERMIT THE USE OF PRECAST CONCRETE IN LIEU OF CAST-IN-PLACE CONCRETE FOR HEADWALLS AND WINGWALLS IN ACCORDANCE WITH C&MS 602.03. THE DEPARTMENT WILL PAY FOR THE WINGWALL AND HEADWALL CONCRETE IN SQUARE YARD AS DETERMINED FROM PLAN DIMENSIONS USING THE WALL HEIGHTS ABOVE THE FOOTING AND LENGTH ALONG THE EXTERIOR FACES OF THE WALLS. THE DEPARTMENT WILL CONSIDER THE REINFORCING STEEL IN THE WINGWALLS AND HEADWALLS, INCLUDING THE REINFORCEMENT THAT EXTENDS INTO THE FOOTINGS, AS INCIDENTAL TO THE RETAINING/WINGWALL CONCRETE. THE TOTAL QUANTITY OF CAST-IN-PLACE WINGWALL AND HEADWALL CONCRETE IS 17 CU YD. THE TOTAL QUANTITY OF CAST-IN-PLACE WINGWALL AND HEADWALL REINFORCING STEEL IS 2587 LBS.

MARK	NUMBER / TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	INC
FOOTING REINFORCEMENT								
F501	156	7'-1"	1153	2	1'-1"	5'-2"	1'-1"	
	4 SR	22'-2"			18'-9"			
F502	OF	TO	580	19	TO	2'-5"	2'-5"	0'-4 ¾"
	6	24'-2"			20'-9"			
	4 SR	18'-0"						
F503	OF	TO	476	STR				0'-4 ¾"
	6	20'-0"						
F504	78	10'-2"	827	3	3'-7"	1'-2"		
F505	12	6'-7"	82	2	1'-1"	4'-8"	1'-1"	
F506	16	4'-4"	72	STR				
F507	4	22'-1"	92	19	18'-10"	2'-4"	2'-4"	
F508	4	22'-6"	94	19	19'-0"	2'-6"	2'-6"	
F509	26	4'-5"	120	1	1'-0"	3'-7"		
F510	2	11'-4"	24	STR				
F511	4	17'-6"	73	STR				
F512	4	18'-4"	76	STR				
		SUB-TOTAL	3,669					
WINGWALL & HEADWALL REINFORCEMENT (FOR REFERENCE ONLY)								
	1 SR	10'-7"			5'-1"		5'-1"	
W501	OF	TO	127	2	TO	0'-8"	TO	0'-4 ½"
	9	16'-5"			8'-0"		8'-0"	
W502	58	7'-11"	479	2	3'-9"	0'-8"	3'-9"	
W504	13	3'-7"	49	2	1'-4 ½"	0'-8"	1'-10"	
W504	13	3'-2"	43	2	1'-4 ½"	0'-8"	1'-4 ½"	
W505	24	7'-8"	192	STR				
W506	2	5'-2"	11	STR				
W507	2	2'-7"	5	STR				
W508	2	10'-6"	22	19	8'-1 ½"	0'-10 ½"	2'-3 ½"	
W509	32	18'-8"	623	STR				
W510	2	11'-0"	23	STR				
W511	2	21'-0"	44	19	18'-8"	0'-2 ½"	2'-5"	
W512	10	11'-4"	118	STR				
	1 SR	13'-1"			6'-4"		6'-4"	
W513	OF	TO	308	2	TO	0'-8"	TO	0'-1"
	20	16'-5"			8'-0"		8'-0"	
W514	2	1'-7"	3	STR				
W515	2	4'-8"	10	STR				
W516	2	10'-4"	22	19	7'-11 ½"	0'-9"	2'-4"	
W517	13	2'-3"	31	2	0'-11"	0'-8"	0'-11"	
W518	13	2'-8"	36	2	0'-11"	0'-8"	1'-4"	
	1 SR	10'-7"			5'-1"		5'-1"	
W519	OF	TO	123	2	TO	0'-8"	TO	0'-3 ¾"
	9	15'-7"			7'-7"		7'-7"	
W520	20	15'-3"	318	2	7'-5"	0'-8"	7'-5"	
		SUB-TOTAL	2,587					



BOX CULVERT WATERPROOFING





TYPE-19

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
202E20010	2	EACH	HEADWALL REMOVED
202E35200	598	FT	PIPE REMOVED, OVER 24"
503E11101	LUMP	LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN
503E21300	LUMP	LUMP	UNCLASSIFIED EXCAVATION (WINGWALL FOOTING)
509E10000	3669	POUND	EPOXY COATED REINFORCING STEEL
511E46001	49	SY	CLASS QC1 CONCRETE, RETAINING/WINGWALL, NOT INCLUDING FOOTING, AS PER PLAN
511E46510	35	CY	CLASS QC1 CONCRETE, FOOTING
512E10050	51	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)
512E33000	173	SY	TYPE 2 WATERPROOFING
512E33010	181	SY	TYPE 3 WATERPROOFING
516E13600	33	SF	1" PREFORMED EXPANSION JOINT FLLER
518E21230	LUMP	LUMP	POROUS BACKFILL WITH GEOTEXTILE FABRIC
601E32200	27	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER
611E95001	304	FT	10' X 5' CONDUIT, TYPE A, 706.05. AS PER PLAN
615E20000	165	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
836E40030	47.6	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 3

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 615 - PAVEMENT FOR MAINTAINIG TRAFFIC, CLASS A, 165 SQ. YDS.

THE ABOVE QUANTITY IS BASED ON A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS 2.5 FEET ON EACH SIDE OF THE TRENCH AND A LENGTH THAT INCLUDES BOTH THE EXISTING PAVEMENT AND ANY PAVEMENT FOR MOT CONSTRUCTED IN PREVIOUS PHASES. PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

CALCULATED ALM
CHECKED CMH

GENERAL NOTES & ESTIMATED QUANTITIES

FRA-71-0.00

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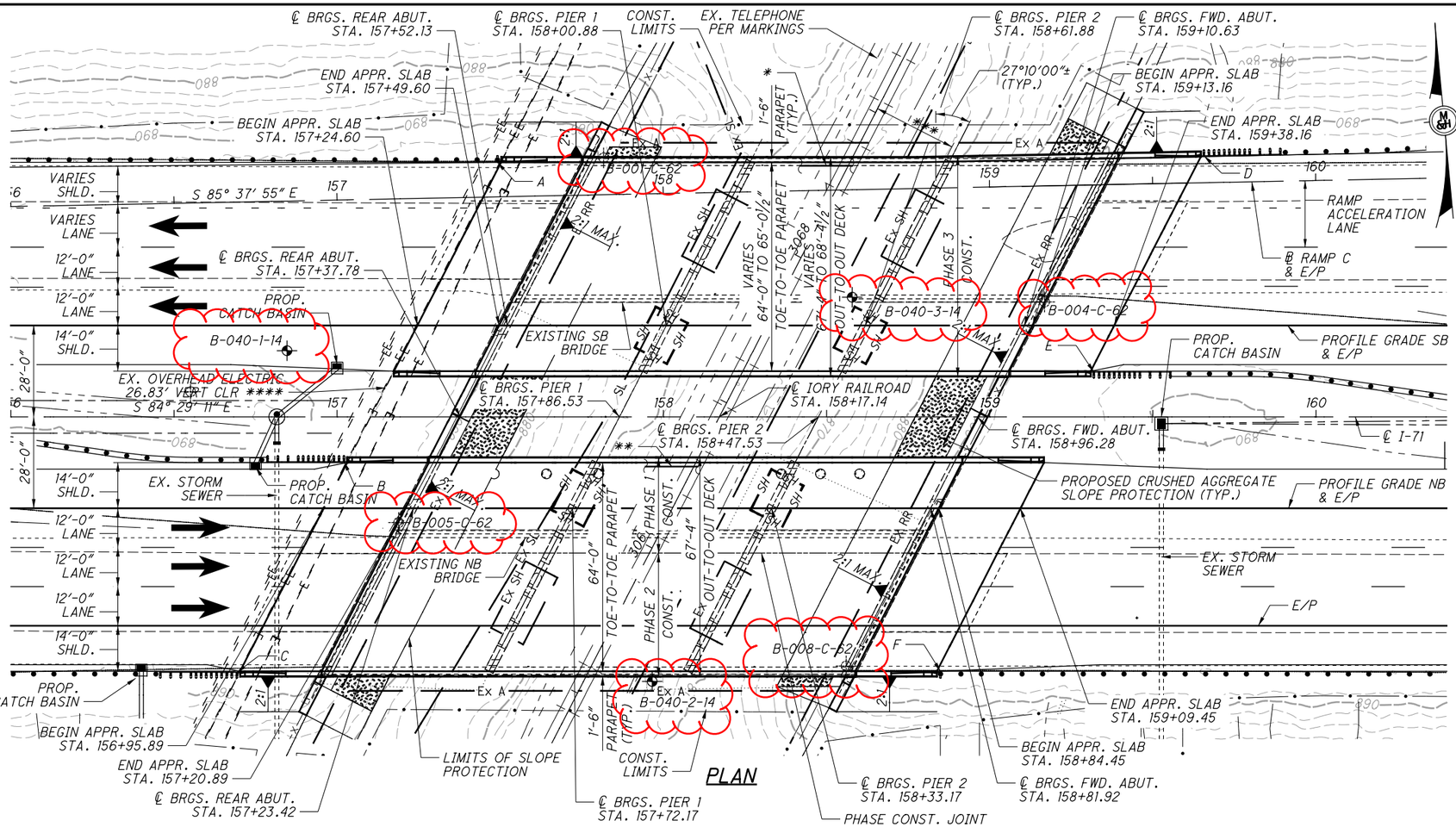

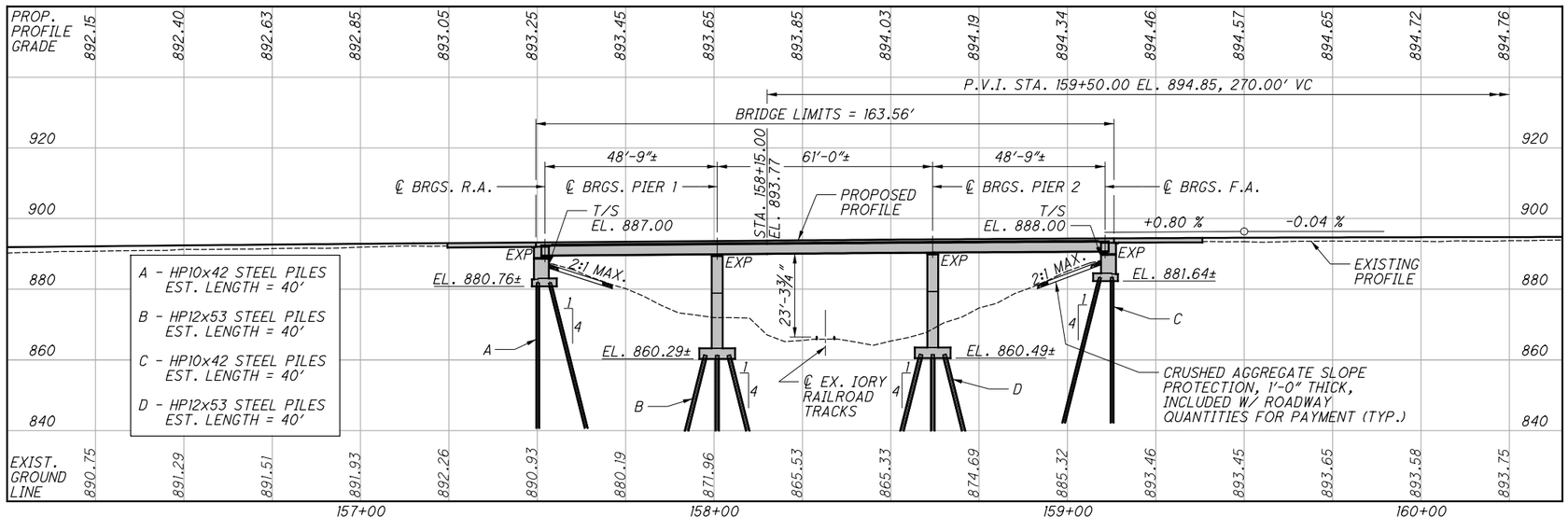

PROFILE ALONG PROFILE GRADE LINE SB

BENCHMARK DATA

BM #1 STA. 144+70.84, EL. 873.71, 0.22' LT., CONC. MONUMENT
BM #2 STA. 154+09.79, EL. 889.71, 0.27' LT., CONC. MONUMENT
BM #3 STA. 165+70.88, EL. 890.64, 0.08' LT., CONC. MONUMENT
BM #4 STA. 173+31.13, EL. 879.92, 0.05' RT., CONC. MONUMENT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1369.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
FOR GUARDRAIL POST STATIONS, SEE SHEET 2/86.

DESIGN TRAFFIC:
2017 ADT = 44,670 2017 ADTT = 13,401
2037 ADT = 64,070 2037 ADTT = 19,221
DIRECTIONAL DISTRIBUTION = 55%

LEGEND:

BORING LOCATION — HISTORIC BORING LOCATION
- LIMITS OF CRUSHED AGGREGATE SLOPE PROTECTION

* 22'-9½" ACTUAL MIN. EXISTING VERTICAL CLEARANCE

** 23'-0" REQUIRED MIN. VERTICAL CLEARANCE
23'-3¾" ACTUAL MIN. VERTICAL CLEARANCE

*** 25'-0" REQUIRED MIN. HORIZONTAL CLEARANCE
25'-7⅜" ACTUAL MIN. HORIZONTAL CLEARANCE

**** SEE UTILITY COORDINATION NOTE ON SHEET 3 OF 1312.

EXISTING STRUCTURE

TYPE: CONTINOUS WELDED STEEL BEAM WITH CONCRETE DECK AND SUBSTRUCTURE

SPANS: 48'-9"± - 61'-0"± - 48'-9"± C/C BRGS.
ROADWAY: 39'-8"± F/F CURB
LOADING: CF-2000 (57) ADEQUATE FOR AASHO ALTERNATE LOADING
SKEW: 27°-10'± LF
APPROACH SLABS: AS-1-54 (25'-0"±)
ALIGNMENT: TANGENT
CROWN: 0.016± FT/FT NORMAL CROWN
WEARING SURFACE: 3"± BITUMINOUS ASPHALT CONCRETE
STRUCTURAL FILE NUMBER: 2506904L/2506939R
DATE BUILT: 1964
DISPOSITION: REPLACE SUPERSTRUCTURE & WIDEN SUBSTRUCTURE

PROPOSED STRUCTURE

TYPE: THREE-SPAN CONTINUOUS A709-50W STEEL BEAM WITH COMPOSITE REINFORCED CONCRETE DECK ON WIDENED SEMI-INTEGRAL ABUTMENTS AND REINFORCED CONCRETE T-TYPE PIERS.

SPANS: 48'-9"± - 61'-0"± - 48'-9"± C/C BRGS.
ROADWAY: 64'-0" T/T PARAPET NB & 64'-0" TO 65'-0½" T/T PARAPET SB
LOADING: HS20-44 CASE I, ALTERNATE MILITARY, 60 PSF FWS
SKEW: 27°-10'± LF
APPROACH SLABS: 25'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
WEARING SURFACE: 1" MONOLITHIC CONCRETE
COORDINATES: LATITUDE 39°49'30" N
LONGITUDE 83°08'37" W

DESIGN AGENCY
Mead & Hunt
4700 LAKEHURST CT., STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

DESIGNED LYH | DRAWN DJC | CHECKED CMH | REVIEWED KVB | DATE 8/8/2016 | REVISED | STRUCTURE FILE NUMBER 2506904

FRANKLIN
STA. 157+49.60
STA. 159+13.16

SITE PLAN
BRIDGE NO. FRA-71-0298 L/R
OVER INDIANA & OHIO RAILWAY COMPANY

FRA-71-0.00
PID No. 107201

1 / 86

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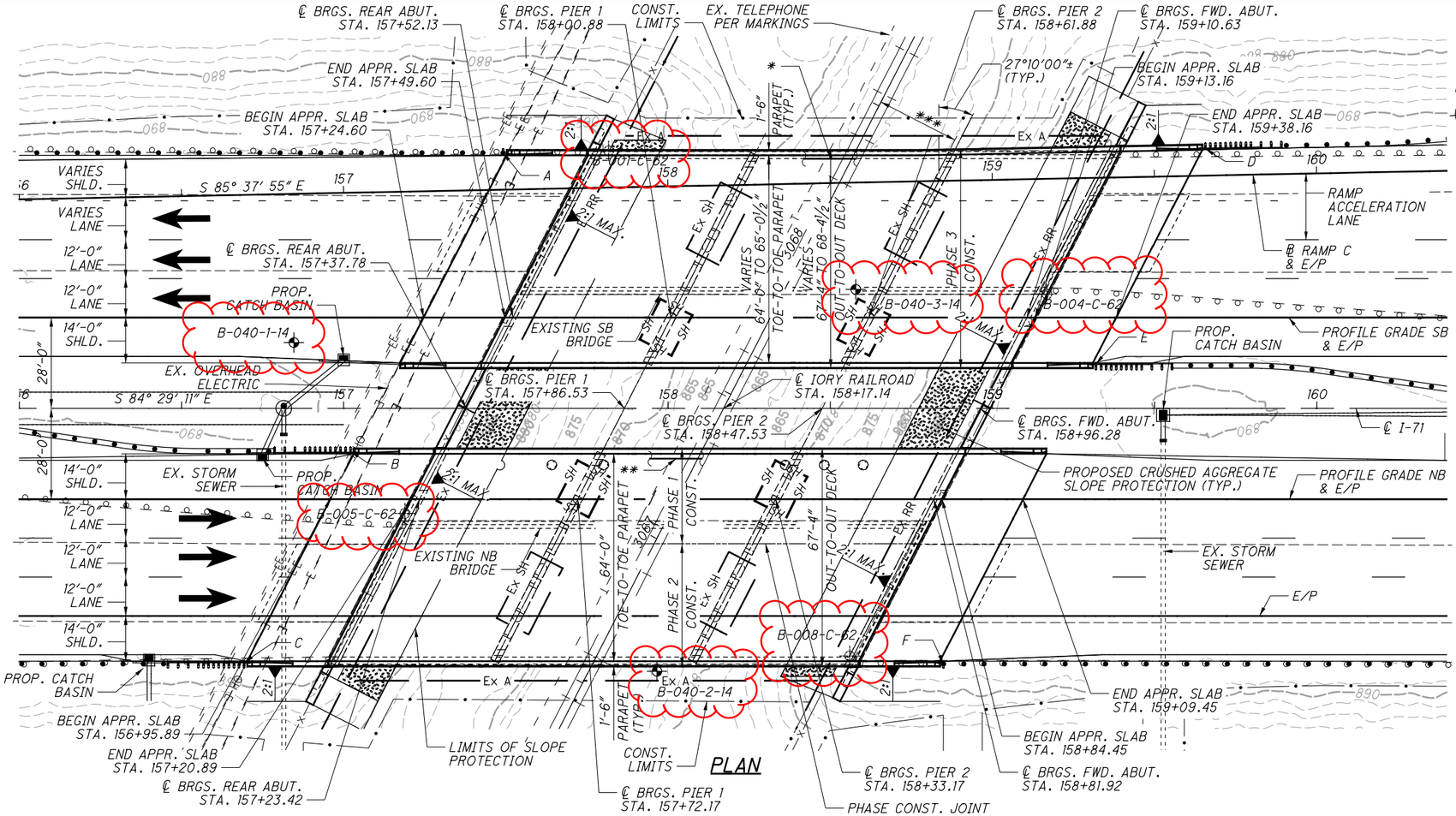


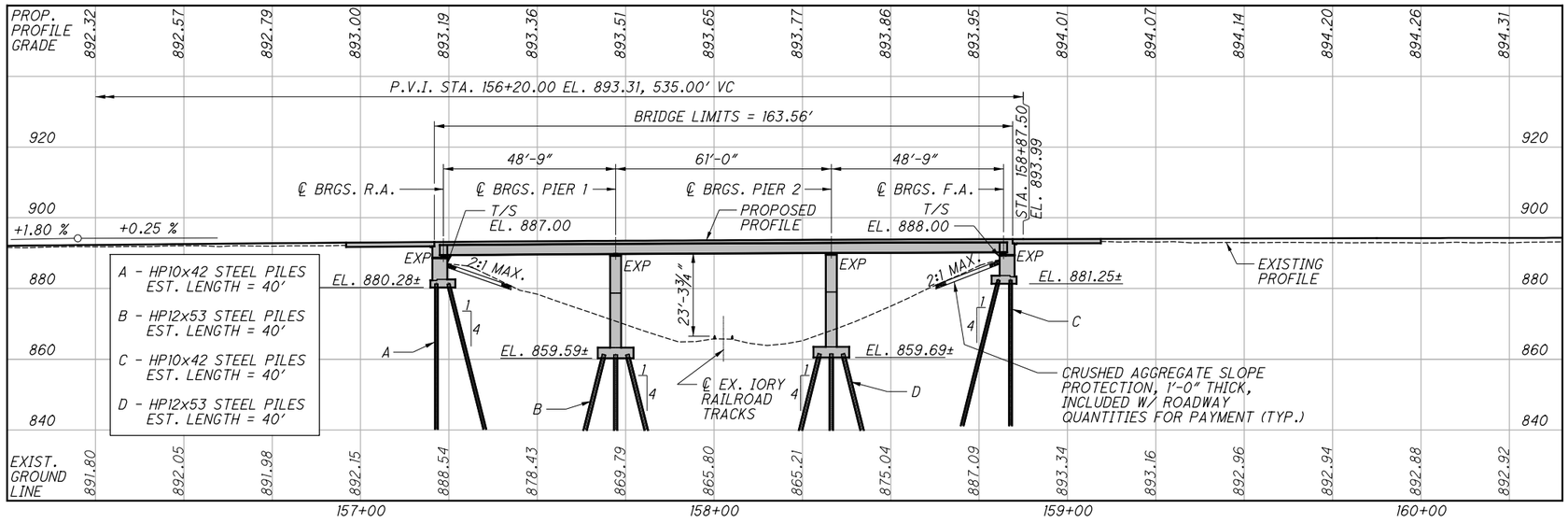
PLAN

PROPOSED WORK

1. WIDEN ABUTMENTS AND PIERS
2. RETROFIT PIER STEM
3. REMOVE SUPERSTRUCTURE REPLACE WITH NEW ROLLED BEAMS AND COMPOSITE DECK
4. CONVERT ABUTMENTS TO SEMI-INTEGRAL
5. REPLACE ABUTMENT AND PIER BEARINGS
6. REPLACE APPROACH SLAB
7. SEAL CONCRETE SURFACES
8. PAINT STEEL BEAMS

℄ GUARDRAIL POST STATIONING

A: 157+49.14 D: 159+65.65
B: 157+02.12 E: 159+31.93
C: 156+69.28 F: 158+84.92



PROFILE ALONG PROFILE GRADE LINE NB

DESIGN AGENCY
Mead & Hunt
4700 LAKEHURST CT, STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

DESIGNED	DRAWN	REVIEWED	DATE
LYH	DJC	KVB	8/8/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CMH		2506939	

FRANKLIN
STA. 157+20.89
STA. 158+84.45

SITE PLAN
BRIDGE NO. FRA-71-0298 L/R
OVER INDIANA & OHIO RAILWAY COMPANY

FRA-71-0.00
PID No. 107201

2 / 86

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1312

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ESTIMATED QUANTITIES

ITEM	EXTENSION	SOUTHBOUND	NORTHBOUND	UNIT	DESCRIPTION	SOUTHBOUND				NORTHBOUND				SHEET #
						ABUT.	PIERS	SUPER.	GEN.	ABUT.	PIERS	SUPER.	GEN.	
202	11203	LS	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LS				LS				4,13
202	22900	150	150	SY	APPROACH SLAB REMOVED				150				150	
202	23500	721	721	SY	WEARING COURSE REMOVED			721				721		
503	11101	LS	LS	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN		LS			LS	LS			5, 13
503	21300	LS	LS	LS	UNCLASSIFIED EXCAVATION	LS	LS			LS	LS			
505	11100	LS	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION	LS	LS			LS	LS			
507	00100	1,440	1,440	FT	STEEL PILES HP10X42, FURNISHED	1,440				1,440				
507	00150	1,280	1,280	FT	STEEL PILES HP10X42, DRIVEN	1,280				1,280				
507	00200	720	720	FT	STEEL PILES HP12X53, FURNISHED		720				720			
507	00250	640	640	FT	STEEL PILES HP12X53, DRIVEN		640				640			
507	93300	48	48	EACH	STEEL POINTS OR SHOES	32	16			32	16			
509	10001	124,430	123,297	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	12,441	19,162	92,827		12,113	19,231	91,953		4
509	20001	500	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN			500				500		4
510	10000	564	556	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	220	344			208	348			
511	21522	459	458	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			459				458		
511	33500	2	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2				2				
511	42012	92	81	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		92				81			
511	43512	168	166	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	168				166				
511	46510	28	28	CY	CLASS QC1 CONCRETE, FOOTING		28				28			
512	10050	962	950	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	72	461	429		66	456	428		
512	33000	41	41	SY	TYPE 2 WATERPROOFING	41				41				
513	10260	211,190	210,946	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			211,190				210,946		
513	20000	6,156	6,156	EACH	WELDED STUD SHEAR CONNECTORS			6,156				6,156		
516	13600	17	17	SF	1" PREFORMED EXPANSION JOINT FILLER			17				17		
516	13900	253	254	SF	2" PREFORMED EXPANSION JOINT FILLER	253				254				
516	14020	179	178	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	179				178				
516	44100	18	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE)		18				18			
516	44101	18	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE), AS PER PLAN	18				18				49
518	12301	0	10	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN							10		75, 76
518	21200	139	140	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	139				140				
518	40000	205	204	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	205				204				
518	40011	40	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	40				40				24
523	20000	2	2	EACH	DYNAMIC LOAD TESTING	1	1			1	1			
526	25011	379	375	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				379				375	77-80
526	90030	146	144	FT	TYPE C INSTALLATION				146				144	
SPECIAL	53000400	48	48	EACH	STRUCTURE, MISC.: CAPSULE ADHESIVE ANCHORS		48				48			48
* 601	20001	62	62	SY	CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN	62				62				5
607	39900	325	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			325				325		
846	00110	61	60	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				61				60	

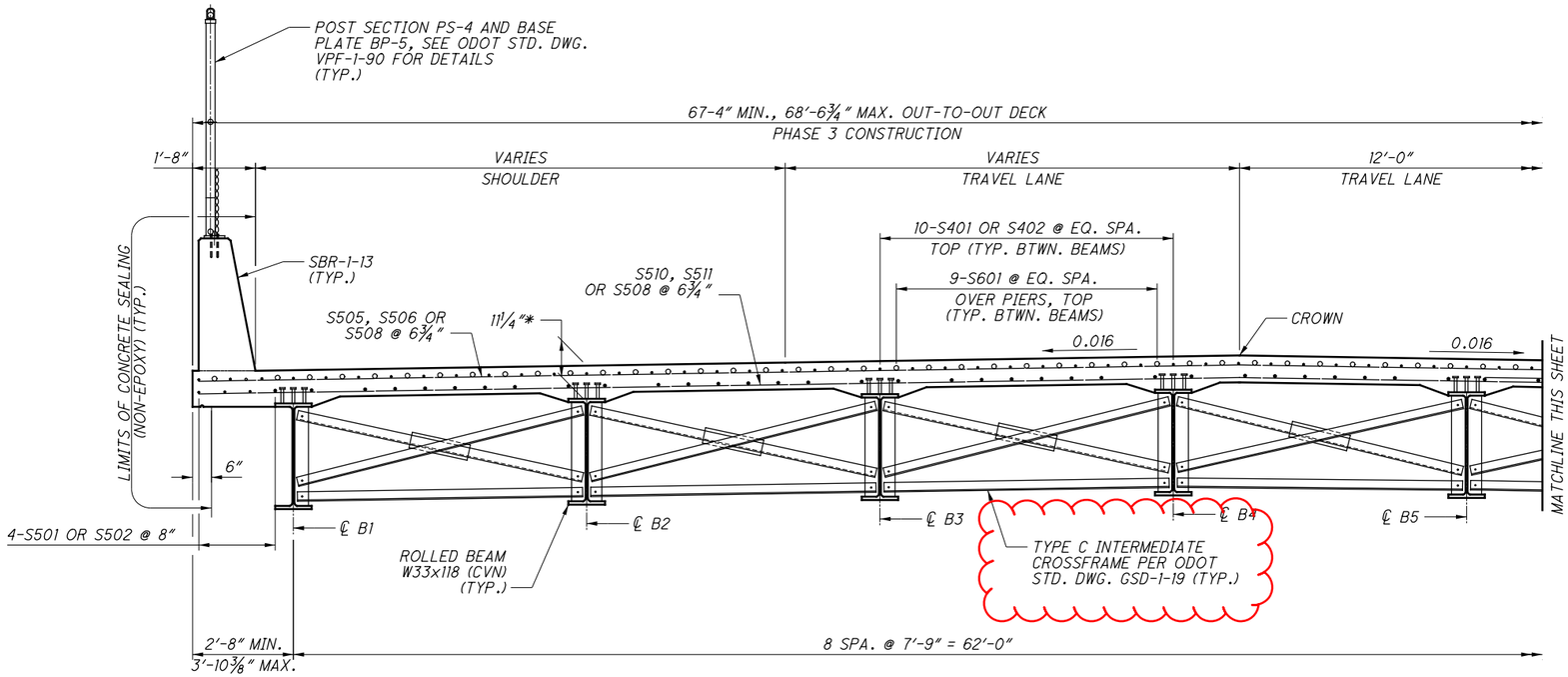
* - FOR INFORMATION ONLY. PAID FOR UNDER ROADWAY QUANTITIES.

DESIGN AGENCY
Mead & Hunt
4700 LAKEHURST CT, STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

DESIGNED DJC | DRAWN DJC | CHECKED LYH/MAB | REVIEWED KVB | DATE 8/8/2016 | REVISED | STRUCTURE FILE NUMBER 2506904L/2506939R

ESTIMATED QUANTITIES
BRIDGE NO. FRA-71-0298 L/R
OVER INDIANA & OHIO RAILWAY COMPANY

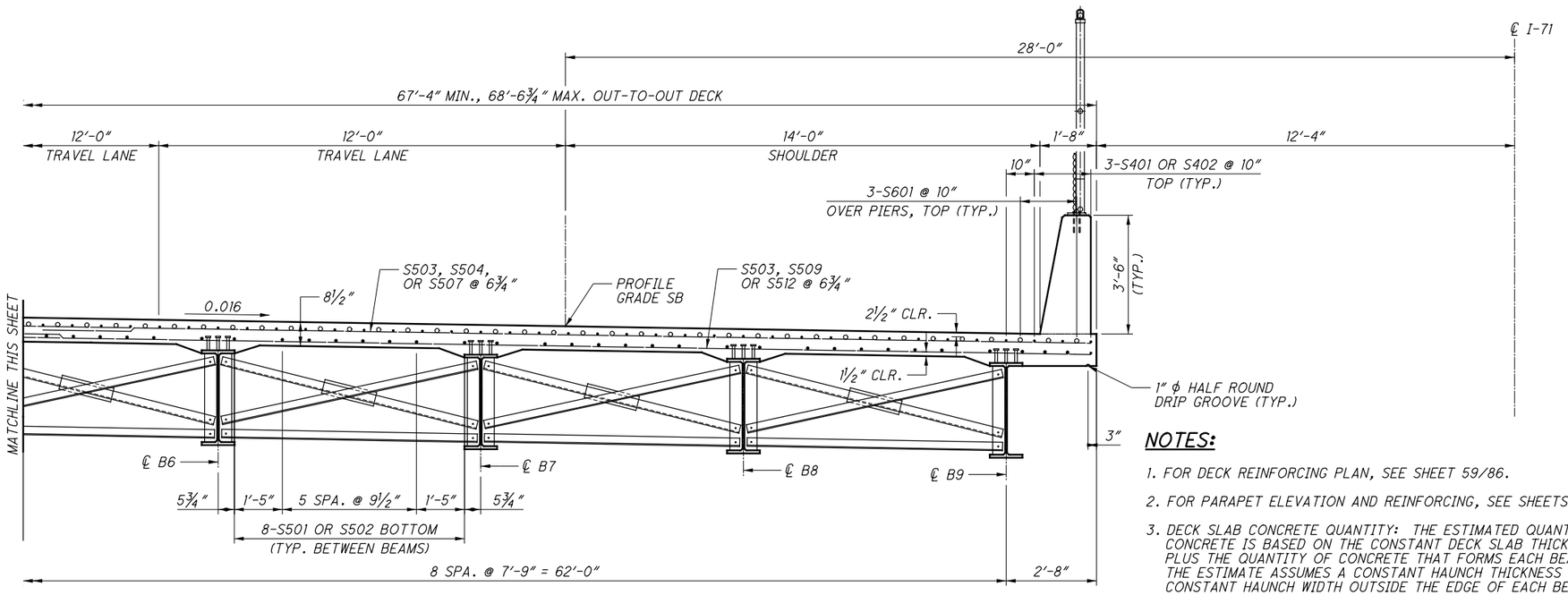
FRA-71-0.00
PID No. 107201



TRANSVERSE SECTION - SOUTHBOUND

LEGEND:

* - DIMENSION MEASURED FROM TOP OF SLAB TO TOP OF WEB



TRANSVERSE SECTION - SOUTHBOUND

MINIMUM LAP LENGTHS	
NO. 4 BAR	2'-3"
NO. 5 BAR	2'-7"
NO. 6 BAR	4'-1"

NOTES:

1. FOR DECK REINFORCING PLAN, SEE SHEET 59/86.
2. FOR PARAPET ELEVATION AND REINFORCING, SEE SHEETS 60/86 AND 61/86.
3. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE IS ±3 INCHES.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

DESIGN AGENCY
Mead & Hunt
4700 LAKEHURST CT., STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

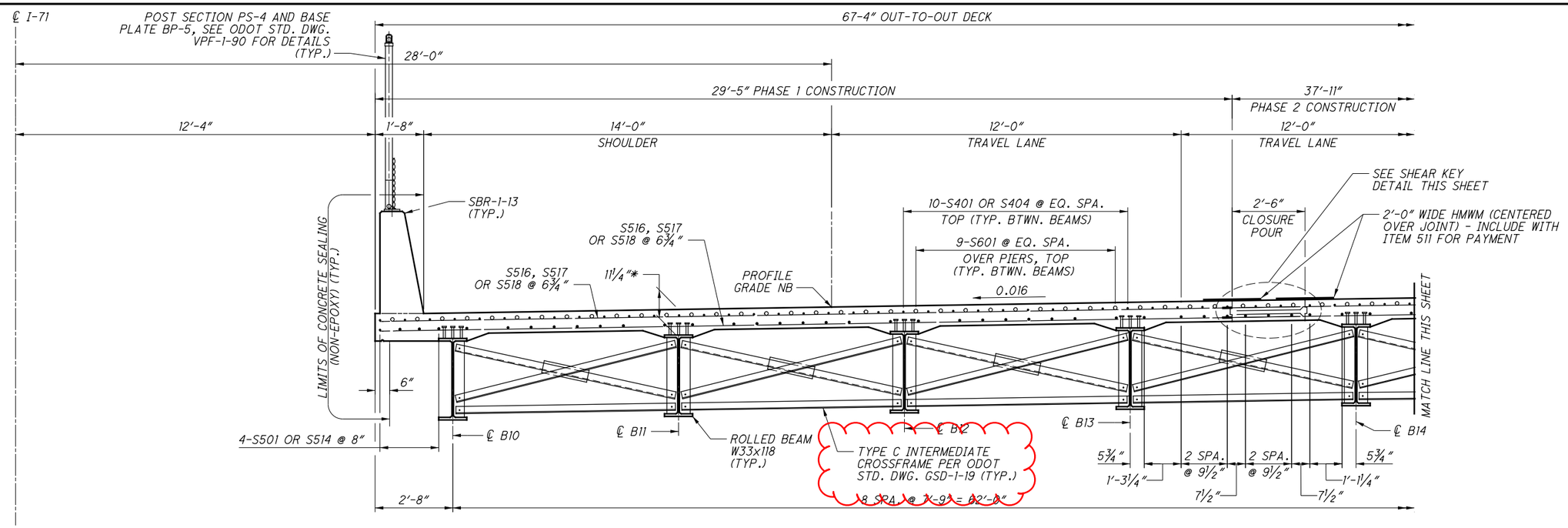
DESIGNED	DRAWN	REVIEWED	DATE
RLC	DJC	KVB	8/8/2016
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MLH		25069041/25069391R	

TRANSVERSE SECTION - SOUTHBOUND BRIDGE
BRIDGE NO. FRA-71-0296 L/R
OVER INDIANA & OHIO RAILWAY COMPANY

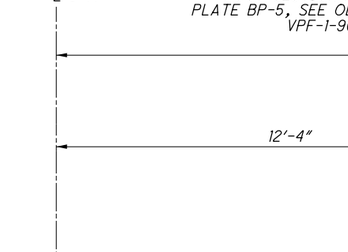
FRA-71-0.00
PID No. 107201

58/86

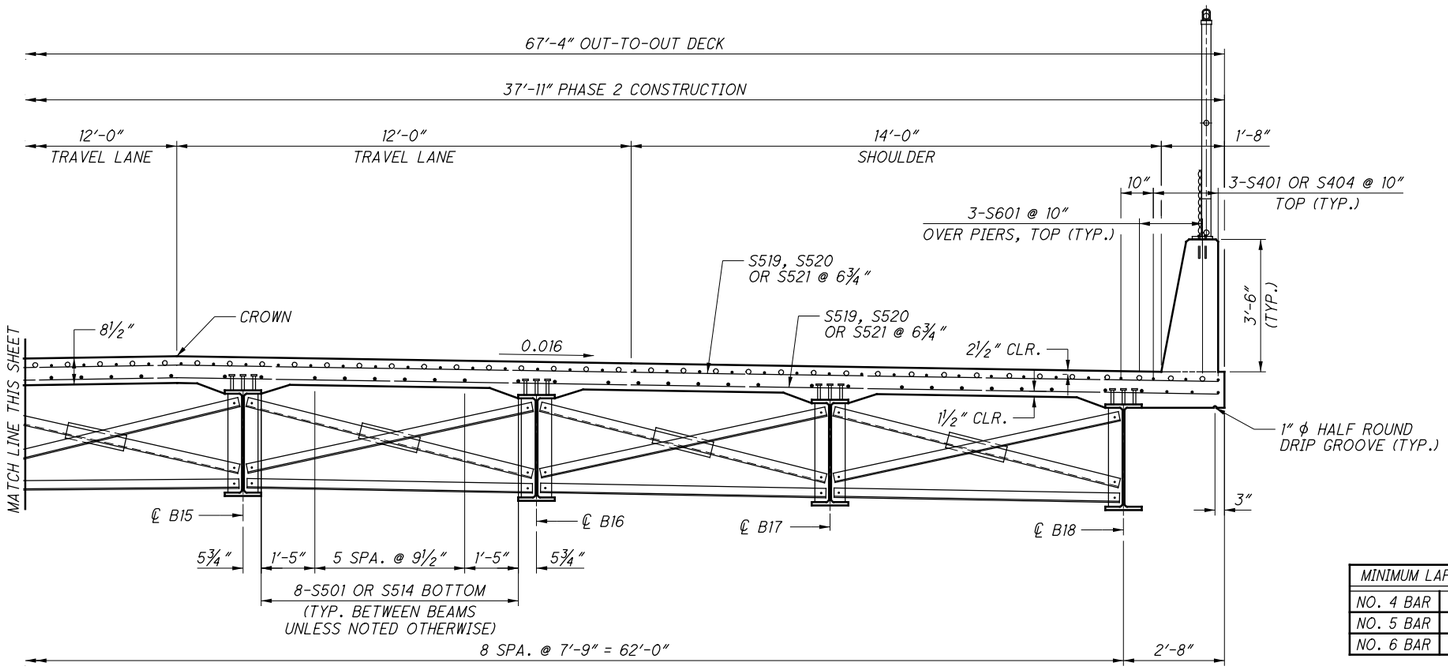
1165
1312



TRANSVERSE SECTION - NORTHBOUND



SHEAR KEY DETAIL



TRANSVERSE SECTION - NORTHBOUND

MINIMUM LAP LENGTHS	
NO. 4 BAR	2'-3"
NO. 5 BAR	2'-7"
NO. 6 BAR	4'-1"

NOTES:

1. FOR DECK REINFORCING PLAN, SEE SHEET 68/86.
2. FOR PARAPET ELEVATION AND REINFORCING, SEE SHEET 69/86.
3. CROSS FRAMES IN THE BAY BETWEEN BEAMS B13 AND B14 SHALL NOT BE PERMANENTLY ATTACHED UNTIL THE CONCRETE DECKS AND PARAPETS LOCATED IN THE ADJACENT PHASES HAVE BEEN PLACED. CROSSFRAMES BETWEEN B13 AND B14 SHALL BE INSTALLED PERMANENTLY PRIOR TO THE PLACEMENT OF THE CLOSURE POUR.
4. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM/GIRDER FLANGE IS ±3 INCHES.

   THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

LEGEND:

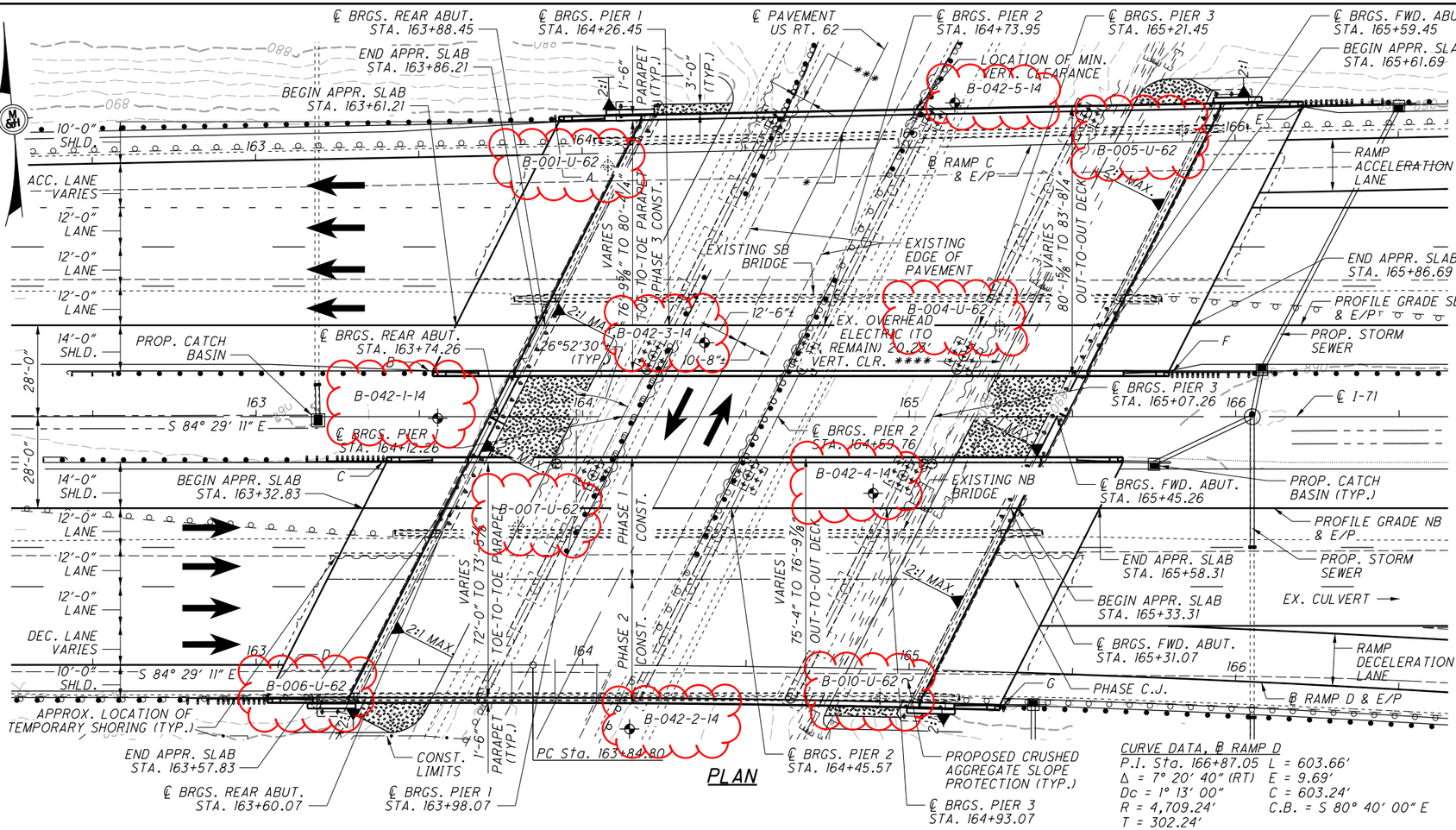
* - DIMENSION MEASURED FROM TOP OF SLAB TO TOP OF WEB

DESIGN AGENCY
Mead & Hunt
4700 LAKENURST CT., STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

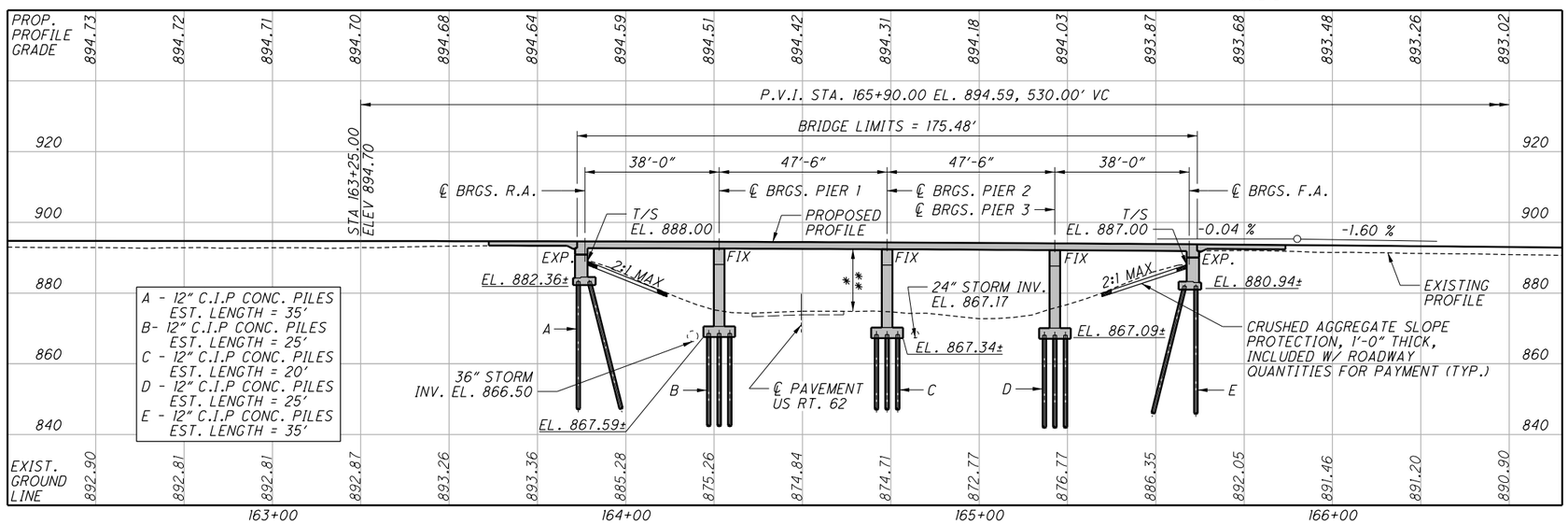
DESIGNED RLC | DRAWN DJC | CHECKED MLH | REVIEWED KVB | DATE 8/8/2016 | REVISED | STRUCTURE FILE NUMBER 25069041/25069391R

TRANSVERSE SECTION - NORTHBOUND BRIDGE
BRIDGE NO. FRA-71-0296 L/R
OVER INDIANA & OHIO RAILWAY COMPANY

FRA-71-0.00
PID No. 107201



PLAN



PROFILE ALONG PROFILE GRADE LINE SB

BENCHMARK DATA

BM #1 STA. 144+70.84, EL. 873.71, 0.22' LT., CONC. MONUMENT
BM #2 STA. 154+09.79, EL. 889.71, 0.27' LT., CONC. MONUMENT
BM #3 STA. 165+70.88, EL. 890.64, 0.08' LT., CONC. MONUMENT
BM #4 STA. 173+31.13, EL. 879.92, 0.05' RT., CONC. MONUMENT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 5 OF 1369.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2017 ADT = 44,670 2017 ADTT = 13,401
2037 ADT = 64,070 2037 ADTT = 19,221
DIRECTIONAL DISTRIBUTION = 55%

LEGEND:

℄ BORING LOCATION
HISTORIC BORING LOCATION

* 17'-11⅞" ACTUAL MIN. EXISTING VERTICAL CLEARANCE

** 16'-6" REQUIRED MIN. VERTICAL CLEARANCE
16'-8" ACTUAL MIN. VERTICAL CLEARANCE

*** 12'-0" REQUIRED MIN. HORIZONTAL CLEARANCE
7'-3" ACTUAL MIN. HORIZONTAL CLEARANCE

**** SEE UTILITY COORDINATION NOTE ON SHEET 3 OF 1312.

LIMITS OF CRUSHED AGGREGATE SLOPE PROTECTION

EXISTING STRUCTURE

TYPE: CONTINUOUS CONCRETE SLAB WITH CONCRETE SUBSTRUCTURE

SPANS: 38'-0"± - 47'-6"± - 47'-6"± - 38'-0"± C/C BRGS.
ROADWAY: NORTHBOUND 47'-8"± F/F CURB
SOUTHBOUND VARIES 45'-10⅝"± TO 49'-6⅝" F/F CURB
LOADING: CF-2000 (57) ADEQUATE FOR AASHO ALTERNATE LOADING
SKEW: 26°-52'-30"± LF
APPROACH SLABS: AS-1-54 (25'-0"±) (SPECIAL)
ALIGNMENT: TANGENT
CROWN: 0.016± FT/FT NORMAL CROWN
WEARING SURFACE: 3"± BITUMINOUS ASPHALT CONCRETE
STRUCTURAL FILE NUMBER: 2506963/2506998
DATE BUILT: 1964
DISPOSITION: SLAB REPLACEMENT AND SUBSTRUCTURE WIDENING

PROPOSED STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAP AND COLUMN PIERS AND SEMI-INTEGRAL ABUTMENTS

SPANS: 38'-0" - 47'-6" - 47'-6" - 38'-0" C/C BRGS.
ROADWAY: NORTHBOUND VARIES 72'-0" TO 73'-5⅞" T/T PARAPET
SOUTHBOUND VARIES 76'-9⅜" TO 80'-4¼" T/T PARAPET
LOADING: HS20-44, ALTERNATE MILITARY, 60 PSF FWS
SKEW: 26°-52'-30"± LF
APPROACH SLABS: 25'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
WEARING SURFACE: 1" MONOLITHIC CONCRETE
COORDINATES: LATITUDE 39°49'29" N
LONGITUDE 83°08'28" W

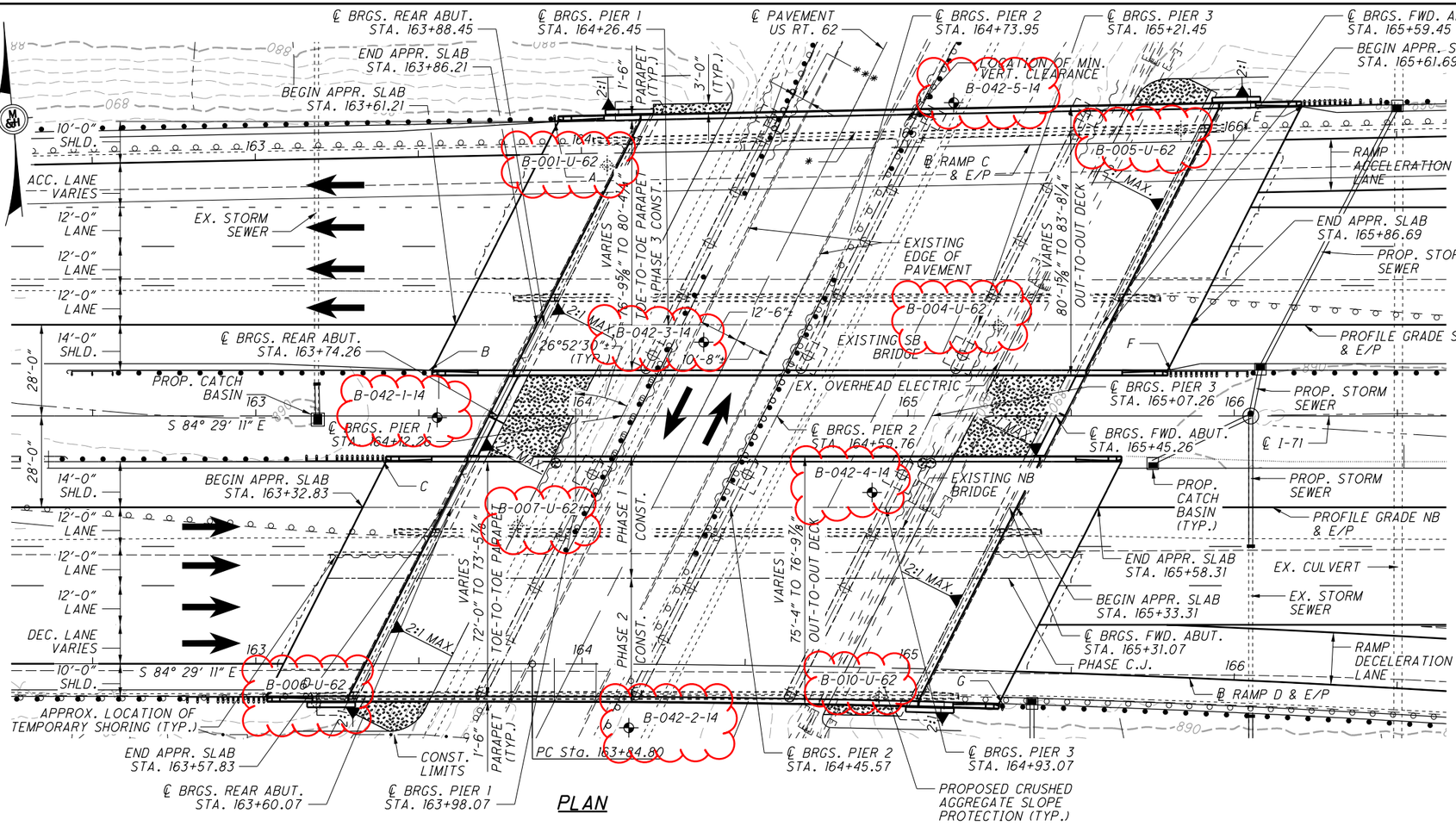
DESIGN AGENCY
Mead & Hunt
4700 LAKEHURST CT., STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

DESIGNED	DRAWN	REVIEWED	DATE
LYH	DJC	KVB	6/30/2015
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CMH		2506963	

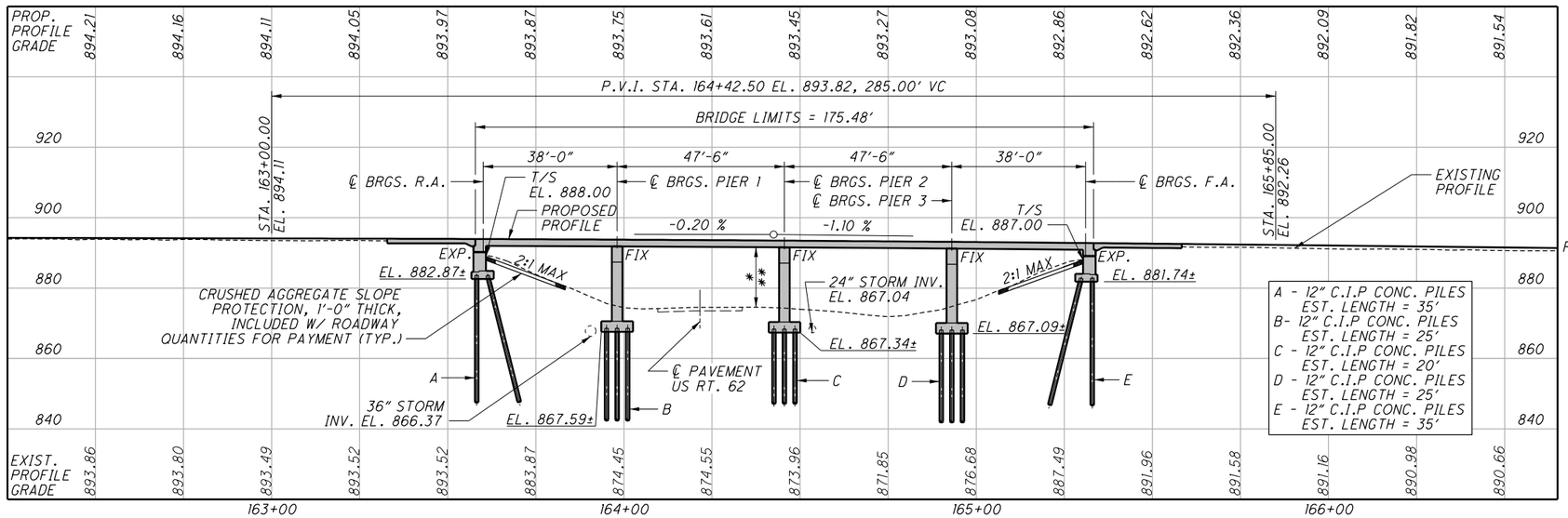
FRANKLIN COUNTY
STA. 163+86.21
STA. 165+61.69

SITE PLAN
BRIDGE NO. FRA-71-0308 L/R
OVER US ROUTE 62

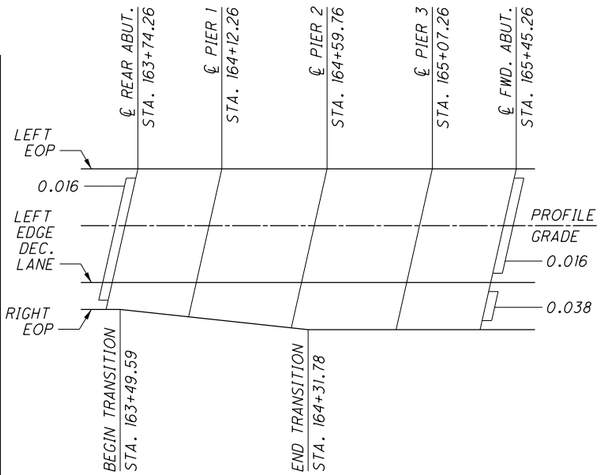
FRA-71-0.00
PID No. 107201



PLAN



PROFILE ALONG PROFILE GRADE LINE NB



SUPERELEVATION TRANSITION DIAGRAM

NORTHBOUND BRIDGE ONLY
ALL STATIONS GIVEN ALONG ℄ I-71
SEE ROADWAY SUPERELEVATION PROFILES FOR ADDITIONAL INFORMATION

PROPOSED WORK

1. WIDEN ABUTMENTS AND PIERS
2. REPLACE EXISTING PIER CAPS
3. REMOVE SUPERSTRUCTURE AND REPLACE WITH CONTINUOUS REINFORCED CONCRETE SLAB
4. CONVERT ABUTMENTS TO SEMI-INTEGRAL
5. REPLACE APPROACH SLAB
6. SEAL CONCRETE SURFACES

℄ GUARDRAIL POST STATIONING

A: 163+91.64
B: 163+52.99
C: 163+38.96
D: 163+02.48
E: 166+21.52
F: 166+80.56
G: 165+28.92

NOTE:

FOR LEGEND, EXISTING & PROPOSED STRUCTURE, SEE SHEET 1/80.

CURVE DATA, RAMP K
P.I. Sta. 166+87.05
Δ = 7° 20' 40" (RT)
Dc = 1° 13' 00"
R = 4,709.24'
T = 302.24'
L = 603.66'
E = 9.69'
C = 603.24'
C.B. = S 80° 40' 00" E

DESIGN AGENCY
Mead & Hunt
4700 LAKEHPST CT., STE 110
DUBLIN, OH 43016
(614) 792-5900 PHONE

DESIGNED	DRAWN	REVIEWED	DATE
LYH	DJC	KVB	6/30/2015
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CMH		2506998	

FRANKLIN COUNTY
STA. 163+57.83
STA. 165+33.31

SITE PLAN
BRIDGE NO. FRA-71-0308 L/R
OVER US ROUTE 62

FRA-71-0.00
PID No. 107201

2 / 80

1195
1312

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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
408										01/IMS/PV	02/NHS/PV	03/IMS/BR	04/IMS/BR						
123,297												81,376	41,921	509	10001	123,297	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	1111
500												330	170	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	1111
556												366	190	510	10000	556	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
458												302	156	511	21522	458	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
2												1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
81												53	28	511	42012	81	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	
166												109	57	511	43512	166	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
28												18	10	511	46510	28	CY	CLASS QC1 CONCRETE, FOOTING	
950												627	323	512	10050	950	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
41												27	14	512	33000	41	SY	TYPE 2 WATERPROOFING	
210,946												140,631	70,315	513	10260	210,946	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	
6,150												4,062	2,094	513	20000	6,156	EACH	WELDED STUD SHEAR CONNECTORS	
17												11	6	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER	
254												167	87	516	13900	254	SF	2" PREFORMED EXPANSION JOINT FILLER	
178												117	61	516	14020	178	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
18												11	7	516	44100	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)	
																		(11" x 18" x 2.05" WITH 12" x 19" x 2.0" LOAD PLATE)	
18												11	7	516	44101	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN	1516
																		(10" x 14" x 2.95" WITH 11" x 15" x 1.5" LOAD PLATE)	
10												6	4	518	12301	10	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN	1182-1183
140												92	48	518	21200	140	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
204												134	70	518	40000	204	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
40												26	14	518	40011	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	1131
2												2		523	20000	2	EACH	DYNAMIC LOAD TESTING	
375												247	128	526	25011	375	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN	1184-1188
144												95	49	526	90030	144	FT	TYPE C INSTALLATION	
48												31	17	SPECIAL	53000400	48	EACH	STRUCTURES : CAPSULE ADHESIVE ANCHORES	1155
325												214	111	607	39900	325	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
60												39	21	846	00110	60	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
																		STRUCTURE OVER 20 FOOT SPAN (FRA-71-0308L (SOUTHBOUND))	
LS												LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	1197
220												220		202	22900	220	SY	APPROACH SLAB REMOVED	
931												931		202	23500	931	SY	WEARING COURSE REMOVED	
LS												LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1197
LS												LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
LS												LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
2,310												1,478	832	507	00500	2,310	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
2,715												1,737	978	507	00550	2,715	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
263,185												168,438	94,747	509	10001	263,185	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	1197
500												320	180	509	20001	500	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	1197
226												144	82	510	10000	226	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
1,151												736	415	511	32212	1,151	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
184												117	67	511	41012	184	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	
166												106	60	511	43512	166	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
44												28	16	511	46510	44	CY	CLASS QC1 CONCRETE, FOOTING	
1,227												785	442	512	10050	1,227	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
51												32	19	512	33000	51	SY	TYPE 2 WATERPROOFING	
17												10	7	516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER	
93												59	34	516	13900	93	SF	2" PREFORMED EXPANSION JOINT FILLER	
204												130	74	516	14020	204	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
47												30	17	516	43100	47	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE) (8" x 11" x 1.474)	
151												96	55	518	21200	151	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
215												137	78	518	40000	215	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	

CALCULATED DCB
CHECKED DLW

GENERAL SUMMARY

FRA-71-0.00

390
1312

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