

LOCATION MAP

LATITUDE: 39°58'46" LONGITUDE: 83°11'59"



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

DESIGN DESIGNATION

	IR 70	RAMP A	RAMP E
CURRENT ADT (2026)	77,208	4,127	4,237
DESIGN YEAR ADT (2046)	124,068	5,343	4,917
DESIGN HOURLY VOLUME (2046)	11,166	472	432
DIRECTIONAL DISTRIBUTION	52%	100%	100%
TRUCKS (24 HOUR B&C)	28%	15%	14%
DESIGN SPEED	75 MPH	55 MPH	55 MPH
LEGAL SPEED	70 MPH	N/A	N/A
DESIGN FUNCTIONAL CLASSIFICATION:	01 INTERSTATE (URBAN)	01 INTERSTATE (URBAN)	01 INTERSTATE (URBAN)
NHS PROJECT	YES		

DESIGN EXCEPTIONS

APPROVAL DATE	6/11/2024
SHEET NUMBER	P.2, P.3, P.5

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
 Contact Two Working Days Before You Dig

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

AMERICAN STRUCTUREPOINT INC.
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 COLUMBUS, OH 43231
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ENGINEER'S SEAL
 BRIDGE

ENGINEER'S SEAL
 ROADWAY

STATE OF OHIO DEPARTMENT OF TRANSPORTATION FRA-70-00.00

CITY OF COLUMBUS
 BROWN TOWNSHIP
 NORWICH TOWNSHIP
 PRAIRIE TOWNSHIP
 FRANKLIN COUNTY
 (MADISON COUNTY)

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REVISIONS

REV.	DATE	REVISED SHEETS
1	12/13/2024	1, 7, 9, 10, 11, 12, 16A, 21, 21A, 26, 151, 155, 156, 262A
2	1/22/2025	1, 14, 15, 16A, 18, 21, 22, 23, 24, 25, 26, 30, 102, 103, 104, 139A, 139B, 139C, 150, 151, 155, 156, 160, 161, 175, 200, 464, 467, 519, 534

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1/21/22	MGS-1.1	7/16/21	AS-2-15	7/21/23	MT-95.71	7/21/23	TC-21.11	7/16/21	800-2023	7/19/24
BP-2.2	1/15/21	MGS-2.1	1/19/18	CPA-1-08	1/19/24	MT-95.73	7/19/24	TC-21.50	4/17/20	807	1/21/22
BP-2.3	7/18/14	MGS-3.1	1/19/18			MT-98.11	1/17/20	TC-22.10	4/21/23	808	7/19/24
BP-3.1	1/19/24	MGS-3.2	1/18/13	HL-10.13	1/20/23	MT-98.20	4/19/19	TC-22.20	1/17/14	821	4/20/12
BP-6.1	7/19/13	MGS-4.2	7/19/13	HL-10.31	7/15/22	MT-98.21	7/21/23	TC-41.10	7/19/13	829	1/20/17
BP-9.1	1/18/19	MGS-6.1	1/19/18	HL-20.21	1/15/21	MT-98.22	1/17/20	TC-41.20	10/18/13	832	7/19/24
				HL-30.22	1/15/21	MT-98.28	1/17/20	TC-41.30	4/21/23	848	7/19/24
CB-2-2A, 2B, 2C	7/19/24	MH-3	7/19/24	HL-40.10	7/19/24	MT-98.30	7/16/21	TC-42.10	10/18/13	850	7/21/23
CB-4	7/19/24			HL-50.21	7/15/22	MT-100.00	1/19/24	TC-42.20	10/18/13	878	1/21/22
		RM-4.1	1/17/20	HL-60.21	7/20/18	MT-101.60	4/21/23	TC-51.11	1/15/16	896	7/21/17
DM-1.1	7/17/20	RM-4.2	4/17/20	HL-60.31	7/19/24	MT-101.70	7/19/24	TC-52.10	10/18/13	905	4/17/20
DM-1.2	7/16/21	RM-4.4	7/19/24	MT-95.30	7/19/19	MT-101.75	7/21/23	TC-52.20	1/15/21	908	10/20/17
		RM-4.5	7/21/17	MT-95.40	7/21/23	MT-101.80	1/17/20	TC-64.10	7/21/23	921	7/19/24
F-2.1	7/20/18	RM-4.6	7/19/13	MT-95.45	7/21/23	MT-104.10	1/19/24	TC-65.10	1/17/14	929	7/21/23
F-3.3	7/19/13			MT-95.50	7/21/17	MT-105.10	1/17/20	TC-65.11	1/19/24		
		AS-1-15	1/20/23	MT-95.70	7/21/23	TC-15.116	1/19/24	TC-72.20	7/21/23		

FEDERAL PROJECT NUMBER

E 230 (571)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

PROJECT CONSISTS OF THE IMPROVEMENT OF 6.1 MILES OF I.R. 70, STARTING AFTER THE BIG DARBY CREEK BRIDGE, GOING TO AND INCLUDING PART OF THE HILLIARD ROME ROAD INTERCHANGE. PROJECT INCLUDES FULL DEPTH PAVEMENT REPLACEMENT FOR EASTBOUND AND WESTBOUND I-70 AND RAMPS A AND E FOR THE HILLIARD-ROME INTERCHANGE, SUBGRADE STABILIZATION, BRIDGE REHABILITATION, DRAINAGE UPGRADES, MINOR LIGHTING REPLACEMENT, AND TRAFFIC CONTROL UPGRADES.

TOTAL EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	124.25 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.00 ACRE
NOTICE OF INTENT EARTH DISTURBED AREA:	125.25 ACRES

CITY OF COLUMBUS AREAS

COLUMBUS EARTH DISTURBED AREA:	14.94 ACRES
COLUMBUS DISTURBED IMPERVIOUS AREA:	8.61 ACRES
COLUMBUS PRE - IMPERVIOUS AREA:	8.61 ACRES
COLUMBUS POST - IMPERVIOUS AREA:	9.31 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

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

FEMA NOTE

THIS SITE IS LOCATED WITHIN FLOOD INSURANCE RATE MAP (FIRM) PANELS 39097C0175D EFFECTIVE 6/18/2010, 39049C0276K EFFECTIVE 6/17/2008, 39049C0277K EFFECTIVE 6/17/2008, 39049C0281K EFFECTIVE 6/17/2008, AND 39049C0282K EFFECTIVE 6/17/2008.

BIG DARBY CREEK IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION (BFE) IS 877.0'. HAMILTON DITCH IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION (BFE) IS 921.0'. CLOVER GROFF DITCH IS LOCATED WITHIN FLOOD ZONES AE AND X. BASE FLOOD ELEVATION IS 928.0'.

NO FILL IS TO BE ADDED IN THE 100-YEAR FLOODPLAIN FOR THIS PROJECT SITE.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.22, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Anthony C. Turowski, P.E.
 District 06 Deputy Director

Jack Marchbanks, PhD
 Director, Department of Transportation

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	P.1
TOTAL	577

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - CABLE GUARDRAIL

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION, AND ITEM 606 CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. THE LENGTH OF THE TENSIONED CABLE NECESSARY TO INSTALL A FUNCTIONAL ANCHOR SYSTEM SHALL BE INCLUDED IN ITEM 606, CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

INSTALLATION WILL BE A FOUR CABLE HIGH TENSION SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION WITH A FOUR FOOT WIDE "NO MOW STRIP".

DELINEATE THE CABLE BARRIER USING TYPE 6 BARRIER REFLECTORS PER ITEM 626 OR USING FLEXIBLE POSTS PER ITEM 620 AS CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.

ANCHOR TERMINAL STRUTS SHALL BE COVERED COMPLETELY ON BOTH SIDES WITH YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

ITEM SPECIAL - CABLE BARRIER, MOW STRIP

THE CONTRACTOR SHALL PROVIDE A 4 INCH DEEP AND 4 FOOT WIDE MOW STRIP WITH MATERIALS CONFORMING TO ITEM 608, CONCRETE WALK.

THE MOW STRIP SHALL BE PLACED ON COMPACTED EARTH AND CONSTRUCTED USING CLASS QC1 CONCRETE WITH A CURING COMPOUND MEETING THE SPECIFICATIONS OF 705.07 OF THE CMS. THE MOW STRIP SHALL BE EITHER INTEGRAL TO THE SOCKETED CONCRETE FOUNDATION OR HAVE AN EXPANSION JOINT WITH MATERIALS MEETING THE REQUIREMENTS OF 705.03 OF THE CMS BETWEEN THE SOCKETED CONCRETE FOUNDATION AND THE CONCRETE MOW STRIP.

THE MOW STRIP SHALL HAVE A TRANSVERSE JOINT EVERY EIGHT FEET AND AN EXPANSION JOINT EVERY 100 FEET. THE METHODS AND MATERIALS USED TO CONSTRUCT THE JOINTS SHALL CONFORM TO CMS 608.03C.

ALL MATERIALS, LABOR, AND EQUIPMENT TO CONSTRUCT THE CONCRETE MOW STRIP SHALL BE PAID FOR UNDER ITEM SPECIAL - CABLE BARRIER, MOW STRIP.

ITEM SPECIAL - CABLE BARRIER, MOW STRIP 29780 FT

2

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT.

NO TREE REMOVAL IS PERMITTED FOR THIS PROJECT. A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

IF CONSTRUCTION WILL OCCUR ON A BRIDGE STRUCTURE GREATER THAN 20 FEET IN LENGTH OVER WATER, BETWEEN THE DATES OF MARCH 31 AND OCTOBER 1, IN AREAS OF THE BRIDGE STRUCTURE THAT PROVIDE SUITABLE HABITAT FOR ROOSTING BATS, AND GREATER THAN TWO YEARS HAVE ELAPSED SINCE THE LAST INSPECTION FOR BATS, AN INDIVIDUAL CAPABLE OF IDENTIFYING BATS SHALL INSPECT THE STRUCTURE FOR BATS. IF BATS ARE IDENTIFIED WITHIN THE PROPOSED WORK AREA, THE FOLLOWING APPLIES: PERFORM WORK BETWEEN OCTOBER 31 AND MARCH 31. THE CONTRACTOR MAY WORK YEAR-ROUND IF THE CONTRACTOR BLOCKS ACCESS TO PORTIONS OF THE BRIDGE THAT COULD BECOME ROOSTING LOCATIONS PRIOR TO APRIL 1. THESE AREAS INCLUDE; VERTICAL CREVICES SEALED AT THE TOP, 0.5-1.25" WIDE, AND 4" DEEP, CREVICES >12" DEEP & NOT SEALED, EXPANSION JOINTS, AND SPACES BETWEEN CONCRETE END WALLS AND THE BRIDGE DECK. PROVIDE WRITTEN CONFIRMATION TO THE ENGINEER INCLUDING A STATEMENT INDICATING MEASURES TAKEN TO BLOCK ACCESS TO ROOSTING LOCATIONS. DO NOT PERFORM WORK THAT WOULD RESULT IN HARM TO THE BATS.

REFERENCE LOCATION SIGNS

THE LOCATION OF REFERENCE LOCATION SIGNS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF THE PLANNED DATE OF REFERENCE LOCATION SIGN INSTALLATION. THE ENGINEER WILL CONTACT THE OFFICE OF TECHNICAL SERVICES WHICH WILL LOCATE THE LONGITUDINAL POSITION OF REFERENCE LOCATION SIGNS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET REFERENCE LOCATION SIGNS FOR THE OPPOSITE ROADWAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITION FALLS WITHIN 50 FEET OF A REFERENCE LOCATION SIGN SHALL BE OMITTED.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

COORDINATION WITH EMERGENCY SERVICES AND SCHOOL DISTRICTS

THE CONTRACTOR WILL COORDINATE THE PROJECT SCHEDULE WITH LOCAL EMERGENCY MANAGEMENT SERVICES AND SCHOOL DISTRICTS A MINIMUM OF TWO WEEKS PRIOR TO THE START OF THE PROJECT. THE CONTRACTOR SHALL ALSO NOTIFY EACH OF THESE ENTITIES TWO WEEKS IN ADVANCE ANY TIME A ROAD OR RAMP WILL BE CLOSED OR RE-OPENED.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED BIOFILTER

THIS PLAN UTILIZES VEGETATED BIOFILTERS FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE EITHER ITEM 660 SODDING OR ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AS SHOWN IN THE PLANS TO ANY DISTURBED AREA ON THE SHOULDER AND FORESLOPE DRAINING TO A VEGETATED BIOFILTER. THE DITCH FOR EACH VEGETATED BIOFILTER SHALL BE TRAPEZOIDAL, AS SHOWN IN THE PLAN CROSS SECTIONS. PROVIDE ITEM 670 AS SPECIFIED IN THE PLANS.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY DEPARTMENT FORCES

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

STAGING AREAS

THERE ARE NO SPECIFIC AREAS GIVEN IN THE PLANS FOR THE CONTRACTOR TO USE AS A STAGING AREA(S). IF THE CONTRACTOR WANTS TO USE AN AREA(S) FOR STAGING, REGARDLESS IF IT FALLS WITHIN THE PROJECT LIMITS OR NOT, THE CONTRACTOR IS TO USE THE RIGHT OF WAY E-PERMITTING SYSTEM LOCATED AT [HTTPS://ODHCP.BEMCORP.NET/ACCOUNTS/ACCOUNT/ACCOUNT](https://odhcop.bemcorp.net/accounts/account/account) IN ORDER TO APPLY FOR A PERMIT PER SECTION 107.02 OF THE C&MS. FOR SPECIFIC PERMITTING QUESTIONS, THE CONTRACTOR CAN CONTACT THE DISTRICT PERMITTING OFFICE, (MELVIN SAFFORD) AT 216-584-2137 OR AT DISTRICT12PERMITS@DOT.OHIO.GOV.

IF A PERMIT IS GRANTED, ALL CONDITIONS OF THE PERMIT SHALL BE MET IN ADDITION TO THE REQUIREMENTS OF 104.04 OF THE C&MS, AT NO ADDITIONAL COST TO THE STATE. IF THE PROJECT ENGINEER DEEMS THAT ALL THE CONDITIONS OF THE PERMIT WERE NOT MET, THEN 10% OF THE CONTRACT BID AMOUNT FOR MOBILIZATION SHALL BE WITHHELD UNTIL ALL THE CONDITIONS OF THE PERMIT ARE SATISFIED.

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	ADDED NOTE

DESIGN AGENCY

AMERICAN STRUCTUREPOINT INC.

DESIGNER ARM

REVIEWER AJL 08/23/24

PROJECT ID 116949

SHEET TOTAL P.14 577

LONGITUDINAL JOINTS IN FLEXIBLE PAVEMENT

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:
 PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 AND 3. A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

LONGITUDINAL JOINTS BETWEEN A PAVEMENT LANE AND ADJOINING SHOULDER OR SPEED CHANGE LANE, AND BETWEEN A SPEED CHANGE LANE AND THE ADJOINING SHOULDER SHALL BE MADE THE SAME DAY. ALL LONGITUDINAL JOINTS SHALL BE HOT WITH THE EXCEPTION OF ONE COLD JOINT PER PHASE AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN. LOCATE THE COLD JOINT ALONG THE CENTERLINE OR A LANE LINE. ALL LONGITUDINAL JOINT LOCATIONS SHALL BE AS APPROVED BY THE ENGINEER.

LONGITUDINAL JOINT SPACING IN RIGID PAVEMENT

PROVIDE LONGITUDINAL JOINTS PER SCD BP-6.1. IN LOCATIONS WHERE THE TRAVEL LANES TAPER AND THE TYPICAL LONGITUDINAL JOINT SPACING PER SCD BP-6.1 CANNOT BE PROVIDED, THE WIDTH BETWEEN ADJACENT JOINTS SHALL VARY FROM 8'-0" ON THE SINGLE LANE RAMP END TO 12'-0" ON THE TWO LANE RAMP END WITHIN THE LIMITS OF THE PAVEMENT TAPER AREA. WHERE A TWO-LANE RAMP TRANSITIONS TO A THREE-LANE RAMP, THE LONGITUDINAL JOINT ALONG THE TAPERED PAVEMENT EDGE WILL BEGIN AT A TRANSVERSE JOINT WHERE THE WIDTH OF THE ADDITIONAL LANE IS A MINIMUM OF 2'-0" WIDE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

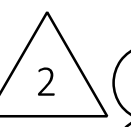
ALL PLANED PAVEMENT SHALL BE PLANED TO A DEPTH OF 1.5 INCHES AND RESURFACED WITH 1.5 INCHES OF THE ASPHALT CONCRETE SURFACE COURSE WITH THE SAME WORK PERIOD. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$10,000/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	6 EACH
659, TOPSOIL	27,325 CU. YD.
659, SEEDING AND MULCHING	245,900 SQ. YD.
659, REPAIR SEEDING AND MULCHING	12,295 SQ. YD.
659, INTER-SEEDING	12,295 SQ. YD.
659, COMMERCIAL FERTILIZER	34.30 TON
659, LIME	50.81 ACRES
659, WATER	1,361 M. GAL.
659, MOWING	553 M. SQ.FT.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.



BIORETENTION CELLS

RESTORE THE BIORETENTION CELLS AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN ON THE CONTRACT PLANS. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF A BIORETENTION CELL. USE ALL SUITABLE EXCAVATED MATERIAL IN THE WORK. ALTERNATIVELY, LEGALLY USE, RECYCLE, OR DISPOSE OF ALL EXCAVATED MATERIALS ACCORDING TO 105.16 AND 105.17.

EXCAVATE THE BIORETENTION CELLS TO THE DIMENSIONS, WITH VERTICAL SIDES, TO THE ELEVATIONS SPECIFIED. MINIMIZE THE COMPACTION OF THE BOTTOM OF THE BIORETENTION CELL. EXCAVATION WILL BE MEASURED AND PAID AS ITEM 203, EXCAVATION.

THE BIORETENTION CELL CONSISTS OF FOUR DISCRETE LAYERS: BIORETENTION PLANTING SOIL LAYER, FINE AGGREGATE LAYER, COARSE AGGREGATE NO. 78 LAYER, AND COARSE AGGREGATE NO. 57 LAYER AND AN EXISTING UNDERDRAIN SYSTEM. THE EXISTING UNDERDRAIN SYSTEM SHALL REMAIN IN PLACE AND NOT BE DISTURBED BY THE CONTRACTOR. THE MATERIALS AND VOLUMES FOR EACH LAYER ARE AS SHOWN:

BIORETENTION CELL LAYERS	
BIORETENTION PLANTING LAYER	
COMPOSITION BY VOLUME	
PARTS SAND - CMS FINE AGGREGATE PER 730.20	
PART TOPSOIL - CMS 659.05	
PARTS COMPOST - CMS 659.06	
FINE AGGREGATE PER CMS 703.20	
COARSE AGGREGATE SIZE NO.78 PER 703.20	
COARSE AGGREGATE SIZE NO.57 PER 703.20	
TOTAL CUBIC YARDS	1618

PLACE THE BIORETENTION PLANTING SOIL IN 12 INCH LIFTS. THE BIORETENTION PLANTING SOIL LAYER PLUS 3 INCH COVER IS 3 INCHES GREATER THAN THE DEPTH SPECIFIED TO ACCOUNT FOR EXPECTED SETTLING OF THE UNCOMPACTED SOIL.

THE BIORETENTION PLANTING SOIL MUST BE A UNIFORM MIX THAT IS FREE OF STONES, STUMPS, ROOTS, OR ANY OTHER OBJECT LARGER THAN TWO INCHES. THE SOIL MAY CONSIST OF EXISTING SOIL, FURNISHED SOIL, OR A COMBINATION OF BOTH PROVIDED THAT THE PH IS BETWEEN 5.2 – 8.0 AND MEETS THE COMPOSITION REQUIREMENTS LISTED ABOVE. PHOSPHORUS CONCENTRATIONS OF THE PLANTING SOIL MUST FALL BETWEEN 15 AND 60 MG/KG (PPM) AND DETERMINED BY THE MEHLICH III TEST.

THOROUGHLY MIX THE BIORETENTION PLANTING SOIL PRIOR TO PLACEMENT.

PLACE SEED, TURF, TREES, SHRUBS, OR OTHER PLANT MATERIALS FOR BIORETENTION FACILITIES AS SPECIFIED. PLANT MATERIALS WILL BE MEASURED AND PAID FOR PER CMS ITEM(S) 659, 660, OR 661 DEPENDING ON THE PLANT MATERIALS SPECIFIED. APPLY NO PESTICIDES, HERBICIDES, LIME, AND FERTILIZERS. INSTALL ITEM 611 AS SPECIFIED. INSTALL TEMPORARY EROSION CONTROL MAT TYPE A, B, C, OR E PER CMS 671 WITH EITHER STRAW MULCH OR COMPOST OR AS SPECIFIED IN THE PLANS.

CONTRACTOR SHALL INSTALL 3 OBSERVATION WELLS/CLEANOUTS INTO THE EXISTING UNDERDRAIN SYSTEM, 1 EACH FOR THE 3 EXISTING BIORETENTION DITCHES (SEE LOCATIONS ON P.175). ALL MATERIALS, LABOR, AND EQUIPMENT TO CONSTRUCT THE OBSERVATION WELLS/CLEANOUTS SHALL BE PAID FOR UNDER ITEM 601 - BIORETENTION CELL.

BIORETENTION CELL RESTORATION IS PAID FOR AS:
 ITEM 601 - BIORETENTION CELL 1618 CU YD.
 ITEM 203 - EXCAVATION 1618 CU YD.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.03. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY:

1. ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY (30) DAYS.
2. THE STORAGE OF EQUIPMENT, MATERIALS, AND VEHICLES WITHIN THE HIGHWAY RIGHT OF WAY WILL BE PERMITTED. THE NUMBER OF AREAS AND EXACT LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

ALL EXISTING PAVEMENT TO BE REMOVED CONTAINING LAYERS OF CONCRETE, INCLUDING COMPOSITE ASPHALT OVER CONCRETE PAVEMENT, SHALL BE REMOVED UNDER ITEM 202 PAVEMENT REMOVED, AS PER PLAN. EXISTING PAVEMENT NOT CONTAINING CONCRETE SHALL BE REMOVED UNDER ITEM 202 PAVEMENT REMOVED, ASPHALT. SEE THE EXISTING TYPICAL SECTIONS FOR PAVEMENT BUILDUP. PAVEMENT FOR THE OPERATION DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEMS.

ITEM 209 - RESHAPING UNDER GUARDRAIL, AS PER PLAN

THIS ITEM OF WORK SHALL BE USED TO PREPARE PROPOSED AND EXISTING GUARDRAIL RUNS FOR PAVING UNDER GUARDRAIL, INCLUDING THE REMOVAL AND DISPOSAL OF EXISTING ASPHALT UNDER GUARDRAIL.

A SAWCUT WILL BE PERFORMED, WHEN APPLICABLE, TO ASSIST THE REMOVAL OF EXISTING ASPHALT UNDER GUARDRAIL AND MINIMIZE DAMAGE TO EXISTING SHOULDER ASPHALT. PAYMENT FOR SAWCUTTING WILL BE INCLUDED IN THE BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN.

FILL ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND ANCHOR ASSEMBLIES WITH GRANULAR MATERIAL. DO NOT USE FILL MATERIAL CONTAINING SOD. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER AND SHALL BE COMPACTED AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE IS INCLUDED IN THE APPLICABLE GUARDRAIL ITEM.

RESHAPE AND COMPACT SUBGRADE TO ENSURE POSITIVE DRAINAGE. ESTABLISH A CROSS-SLOPE OF 0.042 (HALF INCH PER FOOT). GRADE TO A MAXIMUM WIDTH OF 6' TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE TRAVEL LANES.

ALL COLLECTED DEBRIS AND TOPSOIL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN SECTION 105.17 OF THE CMS.

IN AREAS WHERE ASPHALT UNDER GUARDRAIL WILL NOT BE REPLACED, THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 AND PLACED TO GRADE AS APPROVED BY THE ENGINEER. SEED AND MULCH THESE AREAS ACCORDING TO SECTION 659.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO PERFORM THE WORK.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

- METHOD A:
1. SET GUARDRAIL POSTS
 2. PLACE ITEM 441

- METHOD B:
1. PLACE ITEM 441
 2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
 3. SET GUARDRAIL POSTS
 4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1 (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN, AS PER PLAN

ALL REFERENCES TO THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION EFFLUENT GUIDELINES LISTED IN SUPPLEMENTAL SPECIFICATION 832 (SS832) AND APPENDIX E WILL BE REPLACED WITH THE OEPA GENERAL PERMIT NO. OHCO00006, AUTHORIZATION FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY LOCATED WITHIN THE BIG DARBY CREEK WATERSHED (BIG DARBY PERMIT).

THE CONTRACTOR NEEDS TO FULLY UNDERSTAND ALL REQUIREMENTS OF THE BIG DARBY PERMIT BEFORE BEGINNING ANY WORK. FOR ANY DISCREPANCIES BETWEEN SS832 AND THIS PLAN NOTE, RESOLUTION SHOULD BE BASED ON THE BIG DARBY PERMIT.

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	ARM
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	P.15
TOTAL	577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	BIORETENTION NOTE REVISED

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX

MIX DESIGN - FOLLOW THE REQUIREMENTS OF 302.02 EXCEPT AS MODIFIED BELOW:

- THE TSR TEST PER SUPPLEMENT 1051 IS REQUIRED AND THE MINIMUM TSR IS 0.80 FOLLOWING THE 150 MM GYRATORY COMPACTED SPECIMEN PROCEDURE. USE ANTISTRIP ADDITIVE AS SPECIFIED IN 440.06.
- USE 150 MM DIAMETER SUPERPAVE GYRATORY COMPACTOR MOLDS. FILL MOLDS DURING COMPACTION IN ONE LIFT AND NOT TWO AS YOU WOULD DO WITH 302 MIXES. DO NOT SPADE. VOLUMETRIC PILL HEIGHTS OF 110 TO 120 MM. USE A PILL HEIGHT OF 95 MM FOR STABILITY AND FLOW AND CONVERT, IF NEEDED, USING TABLE 302-02-2.
- REPLACE TABLE 302-02-1 WITH THE FOLLOWING:

TABLE 302.02-1 MIX COMPOSITION

Property	Limits
1 1/2 inch (37.5 mm) [1]	100
1 inch (25.0 mm) [1]	90 to 100
3/4 inch (19.0 mm) [1][2]	90 max
1/2 inch (12.5 mm) [1][2]	
3/8 inch (9.5 mm) [1] [2]	
No. 8 (2.36 mm) [1]	19 to 45
No. 200 (75 µm) [1]	1 to 7
Asphalt Binder [3]	4.1 – 5.5 [4]
Design Gyration [5]	50
Stability, lb [6] (N)	3000 (13,345) [Min]
Flow, 0.25 mm [6]	28 [Max]
Design Air Voids [7]	3.5
F/A, max. [8]	1.2
VMA, min. [9]	12
CTIndex, min. [10]	60

- [1] SIEVE, PERCENT PASSING
- [2] PROVIDE AGGREGATE TO RETAIN A MINIMUM OF 7 PERCENT OF THE MATERIAL ON EACH OF THESE SIEVES. THIS REQUIREMENT APPLIES TO THE GRADATION OF THE JMF ONLY.
- [3] PERCENT OF TOTAL MIX. MINIMUM VIRGIN ASPHALT BINDER CONTENT IS 2.2% FOR METHOD 1 AND 2.0% FOR METHOD 2.
- [4] PERCENT OF TOTAL MIX
- [5] NINI AND NMAX DO NOT APPLY.
- [6] ASTM D5581
- [7] PERCENT, SUPPLEMENT 1036
- [8] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- [9] PERCENT, SUPPLEMENT 1037
- [10] PERFORM THE IDEAL-CT AND REPORT RESULTS ACCORDING TO SUPPLEMENT 1033

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX, CONTINUED

QUALITY CONTROL AND ACCEPTANCE

FOLLOW THE REQUIREMENTS AS SPECIFIED IN 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

- RUN MSG AND AIR VOIDS AND FOLLOW 403.06.G INSTEAD OF 403.06.F.

Table 403.06-1

Mix Characteristic	Out of Specification Limits [5]
Asphalt Binder Content [1]	-0.3% to 0.3%
1/2 inch (12.5 mm) sieve [1]	-6% to 6%
No. 4 (4.75 mm) sieve [1]	-5% to 5%
No. 8 (2.36 mm) sieve [1]	-4% to 4%
No. 200 (75 mm) sieve [1]	-2.0% to 2.0%
Air Voids [2]	2.5% to 4.5%
MSG [3]	-0.012 to 0.012
F/A [4]	1.2 max
VMA	11.5 min

- [1] DEVIATION FROM THE JMF.
- [2] FOR DESIGN AIR VOIDS OF 3.5%. USE A GYRATORY COMPACTOR.
- [3] DEVIATION FROM THE MTD.
- [4] CALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- [5] DO NOT FOLLOW THE MINIMUM 7% RETAINED DURING PRODUCTION PER 403.06.F.5.

PLACEMENT

ENSURE THE COMPACTION DEPTH OF ANY ONE LAYER IS A MINIMUM OF 4.0 INCHES AND A MAXIMUM OF 6.0 INCHES. IF THE PLAN THICKNESS IS 6.0 TO 7.75 INCHES, THE 302 MAY BE PLACED IN TWO LIFTS IF REQUESTED BY THE CONTRACTOR.

DENSITY ACCEPTANCE

FOLLOW THE REQUIREMENTS OF 446 ASPHALT CONCRETE CORE DENSITY ACCEPTANCE, INCLUDING JOINT CORES, EXCEPT AS MODIFIED BELOW:
 OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED. OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THE MAT.
 PAY FACTORS FOR EACH LIFT OF 302 APP WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX, CONTINUED

Mean of Lot Core Density [1]	Pay Factor 302, APP
>98.0%	[2]
>97.0% to 98.0%	[3]
93.0% to 97.0%	1
92.0% to 92.9%	0.9
91.0% to 91.9%	0.8
90.0% to 90.9%	0.7
<90.0%	[4]

- [1] MEAN OF CORES AS PERCENT OF AVERAGE MSG FOR THE PRODUCTION DAY.
- [2] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.
- [3] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.70.
- [4] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.

IF MATERIAL IS REMOVED AND REPLACED THE CONTRACTOR WILL REMOVE AND REPLACE THIS COURSE AND ALL COURSES PAVED ON THIS COURSE.

INCENTIVE CONTRACT

THE CONTRACTOR WILL BE PAID A LUMP SUM INCENTIVE AS DESIGNATED IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE FOR COMPLETING THE WORK BEFORE THE COMPLETION DATE(S). THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE LUMP SUM INCENTIVE WILL BE DECREASED BY THE DISINCENTIVE AMOUNT SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE FOR EACH DAY THAT THE CONTRACTOR DOES NOT HAVE THE ITEMS OF CRITICAL WORK COMPLETED UNTIL THE LUMP SUM INCENTIVE REACHES ZERO.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE COMPLETION OF ANY LISTED CRITICAL WORK, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES AS PER C&MS 108.07 FOR EACH DAY OR A PORTION OF EACH DAY THAT TRAFFIC IS RESTRICTED.

CRITICAL WORK IS SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

INCENTIVE CONTRACT, CONTINUED

EXTENSIONS OF TIME WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT AS NOTED BELOW.

FOR THE WORK ITEMS ON THE LONGEST PATH OF ACTIVITIES DRIVING THE COMPLETION DATES FOR THE CRITICAL WORK SHOWN IN THE LUMP SUM MINUS INCENTIVE CONTRACT TABLE, TABLE 108.06-1 IS REVISED TO THE FOLLOWING:

TABLE 108.06-1 (MODIFIED)	
MONTH	NUMBER OF WORKDAYS LOST DUE TO WEATHER
DECEMBER	6
JANUARY	8
FEBRUARY	8
MARCH	7
APRIL	6

LUMP SUM MINUS INCENTIVE CONTRACT TABLE			
DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	LUMP SUM INCENTIVE \$	DISINCENTIVE PER DAY \$
COMPLETE CONSTRUCTION TO THE POINT WHERE TRAFFIC IS IN ITS PERMANENT CONFIGURATION ON INTERMEDIATE COURSE WITH TEMPORARY MARKINGS AND ALL NECESSARY SIGNAGE	10/1/2026	\$600,000	\$12,000

GENERAL NOTES

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN
2	1/22/2025	INCENTIVE TABLE/NOTE ADDED

DESIGN AGENCY
STRUCTUREPOINT
 INC.
 DESIGNER
 ARM
 REVIEWER
 AJL 08/23/24
 PROJECT ID
 116949
 SHEET TOTAL
 P.16A 577

ITEM 622, PORTABLE BARRIER PLACEMENT

DURING PLACEMENT OF THE PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK ZONE RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-35837	FRA-70	EB
WZ-35837	FRA-70	WB

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

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

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

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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

WORK ZONE SPEED ZONES (WZSZS) (CONT'D)

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

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

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

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
 180 SIGN MNTH

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

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

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A) (CONT'D)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

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

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

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

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 18 EACH

2

642-28 EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY

EXCAVATION FOR MAINTAINING TRAFFIC	7695 CU FT
EMBANKMENT FOR MAINTAINING TRAFFIC	5983 CU FT

FLOODLIGHTING

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

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

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DESIGN AGENCY	
AMERICAN STRUCTUREPOINT INC.	
DESIGNER	
AVP	
REVIEWER	
AJL 08/23/24	
PROJECT ID	
116949	
SHEET	TOTAL
P.18	577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	REVISED NOTE

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 1:
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2:
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 3:
 ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 4:**

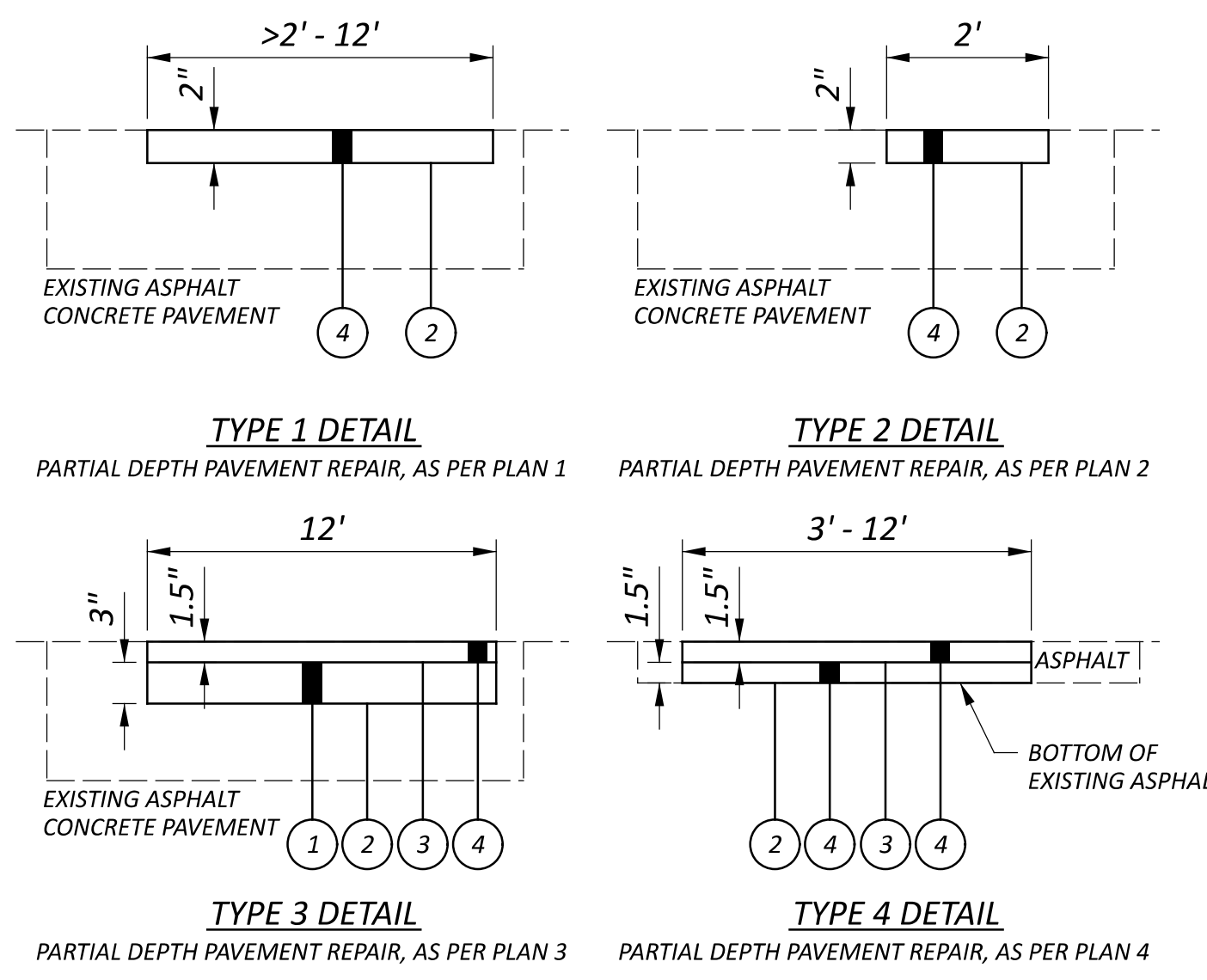
THESE ITEMS SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO EACH PHASE SWITCH. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THE TYPE OF REPAIR SHALL BE DETERMINED BY THE PROJECT ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

TYPE 1 IS TO BE USED WHEN YOU NEED TO MILL & FILL AN AREA OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 2 FEET.

TYPE 2 IS TO BE USED FOR FIXING THE LONGITUDINAL JOINT ISSUES OF VARYING LENGTH AND HAVE A CONSISTENT WIDTH OF 2 FEET. ADDITIONALLY, TYPE 2 SHALL BE USED FOR REMOVING THE EXISTING RUMBLE STRIPS ALONG I-70 WESTBOUND DURING PRE-PHASE 1 CONSTRUCTION.

TYPE 3 IS TO BE USED FOR DEEPER REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 4 FEET.

TYPE 4 IS TO BE USED FOR COMPOSITE PAVEMENT REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 3 FEET. ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE "X".



- LEGEND:**
- 1 ITEM 301 - ASPHALT CONCRETE BASE, PG64-22
 - 2 ITEM 407 - TACK COAT @0.075 PER SY
 - 3 ITEM 407 - TACK COAT FOR INTERMEDIATE @0.05 PER SY
 - 4 ITEM 441 - TYPE 1 (AS DESCRIBED IN C&MS 615.05)

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

- ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 1 = 200 SY
- ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 2 = 14000 SY
- ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 3 = 250 SY
- ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, APP, TYPE 4 = 250 SY

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 300 FEET AND 650 FEET, RESPECTIVELY.

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

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

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 72 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 48 SIGN MONTH ASSUMING 4 PCMS SIGN(S) FOR 12 MONTH(S)

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL BE ADVISED THAT THE FRANKLIN COUNTY ENGINEER'S OFFICE RENNOR ROAD PROJECT, FROM ALTON-DARBY CREEK ROAD TO SPINDLER ROAD MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF OF THIS PROJECT DURING THE 2025 CALENDAR YEAR. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL RECEIVE DAILY APPROVAL FROM THE ENGINEER PRIOR TO COMMERCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULE, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER.

1

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (d06.mot@dot.ohio.gov) 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.

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.

LANE VALUE CONTRACT TABLE

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE. SEE SHEET 21A FOR APPLICABLE TABLES.

2

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	NOTES REVISED
2	1/22/2025	NOTES AND QUANTITIES REVISED

DESIGN AGENCY	AVP
DESIGNER	AVP
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	P.21
TOTAL	577

SEQUENCE OF CONSTRUCTION

THE PROJECT WILL RECONSTRUCT THE PORTION OF I-70 BETWEEN MADISON COUNTY LINE (JUST EAST OF BRIDGE OVER BIG DARBY CREEK) AND JUST WEST OF HILLIARD ROME ROAD INTERCHANGE. THE PROJECT IS DIVIDED INTO THREE (3) PHASES. PRE-PHASE 1 IS THE PREPARATION PHASE THAT INCLUDES TEMPORARY PAVEMENT CONSTRUCTION IN ORDER TO BEGIN PHASE 1. PHASE 1 IS THE CONSTRUCTION OF I-70 EASTBOUND SIDE AND RAMP E OF HILLIARD-ROME ROAD INTERCHANGE. PHASE 2 IS THE CONSTRUCTION OF I-70 WESTBOUND SIDE AND RAMP A OF HILLIARD-ROME ROAD INTERCHANGE. PHASES 1 AND 2 INCLUDE STEPS. STEPS WERE USED TO MODIFY THE TRAFFIC CONTROL SET UP IN ONE LOCATION WITHIN THE PHASE.

PRE-PHASE 1

TRAFFIC:

1. KEEP ALL TRAFFIC ON THE EXISTING PATTERN
2. CLOSE INSIDE LANE OF I-70 WESTBOUND SIDE BETWEEN PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND HILLIARD-ROME ROAD INTERCHANGE DURING ALLOWABLE HOURS

CONSTRUCTION:

1. TEMPORARY PAVEMENT AND SAFETY EDGE ON THE INSIDE PORTION OF I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE
2. SAFETY EDGE ON THE OUTSIDE PORTION OF I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE
3. SINGLE LANE CROSSOVER JUST EAST OF PLAIN CITY-GEORGESVILLE INTERCHANGE FOR PHASES 1 AND 2
4. SINGLE LANE CROSSOVER JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK FOR PHASE 1
5. SINGLE LANE CROSSOVER JUST WEST OF I-70 AND HILLIARD-ROME RD INTERCHANGE
6. EMERGENCY PULL-OFF ON I-70 WESTBOUND SIDE JUST WEST OF JONES ROAD BRIDGE
7. DOUBLE LANE CROSSOVER JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE FOR PHASES 1 AND 2
8. BRIDGE TERMINAL ASSEMBLY, TYPE 1, TERMINAL ASSEMBLY TYPE E, AND TEMPORARY GUARDRAIL AT SOUTHWEST CORNERS OF BRIDGES OVER BIG DARBY CREEK, HAMILTON DITCH, AND GROFF DITCH
9. TEMPORARY PAVEMENT ON THE OUTSIDE OF RAMP E AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PRE-PHASE 2

TRAFFIC:

1. KEEP ALL TRAFFIC ON THE EXISTING PATTERN
2. REMOVE PORTABLE BARRIER AT ALL CROSSOVER LOCATIONS AND REPLACE IT WITH BARRELS
3. INTERIM COMPLETION DATE: 11/01/2025

PHASE 1 STEP A

TRAFFIC:

1. REDUCE NUMBER OF LANES FROM THREE TO TWO ON I-70 EASTBOUND SIDE BETWEEN JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND EAST OF HILLIARD-ROME ROAD INTERCHANGE BY CLOSING INSIDE LANE
2. SHIFT TWO I-70 WESTBOUND LANES TO OUTSIDE OF I-70 WESTBOUND SIDE
3. REDUCE NUMBER OF LANES FROM THREE TO TWO ON I-70 EASTBOUND SIDE BETWEEN JUST WEST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE AND JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE BY CLOSING OUTSIDE LANE
4. SHIFT INSIDE I-70 EASTBOUND LANE TO I-70 WESTBOUND SIDE JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE
5. SHIFT MIDDLE I-70 EASTBOUND LANE TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 WESTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK UTILIZING INSIDE SHOULDER AND TEMPORARY PAVEMENT
6. SHIFT TWO I-70 EASTBOUND LANES BACK TO I-70 EASTBOUND SIDE JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE
7. SHIFT RAMP E TO OUTSIDE TEMPORARY PAVEMENT

CONSTRUCTION:

1. I-70 EASTBOUND SIDE BETWEEN BRIDGE OVER BIG DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE, EXCEPT INSIDE PORTION JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
2. RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE
3. INSIDE PORTION OF RAMP E OF I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PHASE 1 STEP B

TRAFFIC:

1. I-70 WESTBOUND TRAFFIC REMAINS UNCHANGED
2. SHIFT MIDDLE I-70 EASTBOUND LANE TO OUTSIDE OF I-70 EASTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 WESTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK UTILIZING INSIDE SHOULDER AND TEMPORARY PAVEMENT

CONSTRUCTION:

1. INSIDE REMAINING PORTION OF I-70 EASTBOUND JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

PHASE 1 STEP C

TRAFFIC:

1. SHIFT RAMP E TO INSIDE PROPOSED PAVEMENT

CONSTRUCTION:

1. OUTSIDE PORTION OF RAMP E

PHASE 1 STEP D

TRAFFIC:

1. I-70 WESTBOUND SIDE STAYS AS PHASE 1 STEP B
2. RESTRIPE I-70 EASTBOND SIDE AS PHASE 2 STEP A

CONSTRUCTION:

1. REMOVE SOME TEMPORARY PAVEMENT FOR SECOND CROSSOVER USED DURING PHASE 1
2. INSTALL TEMPORARY PAVEMENT FOR SECOND CROSSOVER TO BE USED DURING PHASE 2
3. INTERIM COMPLETION DATE: 11/01/2026

PHASE 2 STEP A

TRAFFIC:

1. SHIFT TWO I-70 EASTBOUND LANES TO OUTSIDE OF I-70 EASTBOUND SIDE
2. SHIFT INSIDE I-70 WESTBOUND LANE TO I-70 EASTBOUND SIDE JUST EAST OF PLAIN CITY-GEORGESVILLE ROAD INTERCHANGE
3. SHIFT MIDDLE I-70 WESTBOUND LANE TO INSIDE OF I-70 WESTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
4. SHIFT TWO I-70 WESTBOUND LANES BACK TO I-70 WESTBOUND SIDE JUST EAST OF HILLIARD-ROME ROAD INTERCHANGE
5. CLOSE RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

CONSTRUCTION:

1. I-70 WESTBOUND SIDE BETWEEN BRIDGE OVER BID DARBY CREEK AND JUST WEST OF HILLIARD-ROME ROAD INTERCHANGE, EXCEPT INSIDE PORTION JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK
2. RAMP A AT I-70 AND HILLIARD-ROME ROAD INTERCHANGE

PHASE 2 STEP B

TRAFFIC:

1. I-70 EASTBOUND TRAFFIC REMAINS UNCHANGED
2. SHIFT MIDDLE I-70 WESTBOUND LANE TO OUTSIDE OF I-70 WESTBOUND SIDE JUST BEFORE THE BRIDGE OVER BIG DARBY CREEK, THEN SHIFT TO INSIDE OF I-70 EASTBOUND SIDE JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

CONSTRUCTION:

1. INSIDE REMAINING PORTION OF I-70 WESTBOUND JUST EAST OF THE BRIDGE OVER BIG DARBY CREEK

PHASE 2 STEP C

TRAFFIC:

1. KEEP ALL TRAFFIC TO ITS PERMANENT PATTERN (EASTBOUND AND WESTBOUND SIDE)

CONSTRUCTION:

1. PLACE SURFACE COURSE FOR THE ENTIRE PROJECT LIMITS
2. FINAL COMPLETION DATE: 10/01/2027



DESIGN AGENCY



DESIGNER

AVP

REVIEWER

AJL 08/23/24

PROJECT ID

116949

SHEET TOTAL

P.22 577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	SEQUENCE OF CONSTRUCTION UPDATED PHASE 2 STEP C ADDED

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	PHASE	411	606	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622	622	
			FROM	TO			CY	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
P.35	WYL-1	IR 70	1+00.00	8+50.00	RT	PRE-PHASE 1																			
P.32 - P.33	TP-1	IR 70	796+72.00	803+05.00	MEDIAN	PRE-PHASE 1																			
P.35 - P.48	TP-2	IR 70	3+18.00	172+30.00	RT/LT	PRE-PHASE 1																			
P.44 - P.45	TP-3	IR 70	121+80.00	135+00.00	LT	PRE-PHASE 1																			
P.48 - P.52	TP-4	IR 70	174+59.00	220+28.00	LT	PRE-PHASE 1																			
P.52 - P.53	TP-5	IR 70	221+27.00	235+43.00	LT	PRE-PHASE 1																			
P.53 - P.56	TP-6	IR 70	237+32.00	272+30.00	LT/RT	PRE-PHASE 1																			
P.55 - P.56	TP-7	RAMP E	260+83.00	279+04.00	RT	PRE-PHASE 1																			
P.57 - P.58	TP-8	IR 70	282+06.00	289+35.00	MEDIAN	PRE-PHASE 1																			
P.32 - P.33	AGG-1	IR 70	796+72.00	803+05.00	MEDIAN	PRE-PHASE 1	43																		
P.35 - P.48	AGG-2	IR 70	2+00.00	173+63.00	LT	PRE-PHASE 1	781																		
P.35	AGG-3	IR 70	3+18.00	9+95.00	RT/LT	PRE-PHASE 1	25																		
P.35 - P.48	AGG-4	IR 70	10+66.00	172+30.00	MEDIAN	PRE-PHASE 1	601																		
P.48 - P.51	AGG-5	IR 70	174.70.00	201+00.00	LT	PRE-PHASE 1	91																		
P.48 - P.52	AGG-6	IR 70	174+59.00	220+28.00	LT	PRE-PHASE 1	170																		
P.51 - P.52	AGG-7	IR 70	201+55.00	220+35.00	LT	PRE-PHASE 1	54																		
P.52 - P.53	AGG-8	IR 70	221+27.00	235+43.00	LT	PRE-PHASE 1	53																		
P.52 - P.55	AGG-9	IR 70	221+73.00	250+80.00	LT	PRE-PHASE 1	73																		
P.53 - P.55	AGG-10	IR 70	237+32.00	255+10.00	LT/RT	PRE-PHASE 1	66																		
P.55 - P.56	AGG-11	IR 70	255+64.00	272+30.00	M/LT	PRE-PHASE 1	72																		
P.55 - P.56	AGG-12	RAMP E	260+82.00	279+04.00	RT	PRE-PHASE 1	68																		
P.56	AGG-13	IR 70	264+88.00	273+83.00	LT	PRE-PHASE 1	31																		
P.57	AGG-14	IR 70	280+70.00	284+33.00	LT	PRE-PHASE 1	18																		
P.57	AGG-15	IR 70	282+06.00	285+12.00	MEDIAN	PRE-PHASE 1	23																		
P.57 - P.58	AGG-16	IR 70	287+73.00	289+35.00	MEDIAN	PRE-PHASE 1	11																		
P.32 - P.33	PB-1	IR 70	795+00.00	804+50.00	RT	PRE-PHASE 1																			
P.35	PB-2	IR 70	1+01.00	12+50.00	RT	PRE-PHASE 1																			
P.55	PB-3	IR 70	252+00.00	258+60.00	RT	PRE-PHASE 1																			
P.55 - P.56	PB-4	RAMP E	260+50.00	279+50.00	RT	PRE-PHASE 1																			
P.57 - P.58	PB-5	IR 70	281+00.00	289+50.00	RT	PRE-PHASE 1																			
P.32 - P.33	PB-6	IR 70	796+50.00	804+17.00	LT	PRE-PHASE 1																			
P.35 - P.36	PB-7	IR 70	7+00.00	18+50.00	LT	PRE-PHASE 1																			
P.54 - P.55	PB-8	IR 70	247+50.00	259+50.00	LT	PRE-PHASE 1																			
P.57 - P.58	PB-9	IR 70	282+00.00	290+55.00	LT	PRE-PHASE 1																			
P.66	WGR-1	IR 70	819+21.00	821+22.00	MEDIAN	PHASE 1A																			
P.70	WGR-2	IR 70	41+77.00	42+77.00	MEDIAN	PHASE 1A																			
P.72	WGR-3	IR 70	72+63.00	73+63.00	MEDIAN	PHASE 1A																			
P.77	WGR-4	IR 70	136+70.00	137+70.00	MEDIAN	PHASE 1A																			
P.80	WGR-5	IR 70	171+60.00	173+73.00	MEDIAN	PHASE 1A																			
P.84	WGR-6	IR 70	218+18.00	220+31.00	MEDIAN	PHASE 1A																			
P.88 - P.93	WGR-7	RAMP E	271+53.00	279+14.00	RT	PHASE 1A																			
P.65 - P.89	WLL-1	IR 70	808+49.00	279+13.00	LT	PHASE 1A																			
P.68 - P.89	WLL-2	IR 70	17+31.00	279+13.00	LT	PHASE 1A																			
P.63 - P.64	WEL-1	IR 70	779+28.00	795+00.00	RT	PHASE 1A																			
P.64	WEL-2	RAMP C/IR 70	792+52.00	797+65.00	RT	PHASE 1A																			
P.65 - P.88	WEL-3	IR 70/RAMP E	799+44.00	279+70.00	RT/LT	PHASE 1A																			
P.65	WEL-4	IR 70	799+42.00	805+49.00	RT/LT	PHASE 1A																			
P.65 - P.87	WEL-5	IR 70	804+83.00	253+85.00	LT	PHASE 1A																			
P.66 - P.67	WEL-6	IR 70	821+22.00	9+97.00	LT	PHASE 1A																			
TOTALS CARRIED TO SHEET P.26							2180	1	1712.5	9	2040	193		16	193	10.51	11.73	0.14				24973	9482		

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	ITEM DESCRIPTION REVISED. QUANTITIES ADDED

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY
AMERICAN
STRUCTUREPOINT
INC.

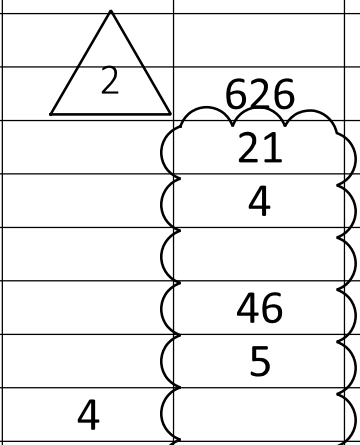
DESIGNER
DMS

REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.23 | 577

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	PHASE	411	606	614	614	614	614	614	614	614	614	614	614	614	615	622	622		
			STABILIZED CRUSHED AGGREGATE	ANCHOR ASSEMBLY, MGS TYPE E			SPECIAL - WORK ZONE GUARDRAIL	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER, ONE WAY, AS PER PLAN	BARRIER REFLECTOR, TYPE 1, ONE WAY	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	BARRIER REFLECTOR, TYPE 2, ONE WAY	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS 1, 6", 648	WORK ZONE EDGE LINE, CLASS 1, 6", 648 (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 648 (YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 648	WORK ZONE DOTTED LINE, CLASS 1, 6", 648	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 648	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, UNANCHORED		
FROM	TO	CY	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	SY	FT	FT
P.76 - P.77	WEL-8	IR 70	121+80.00	135+00.00	LT	PHASE 1A																		
P.87 - P.89	WEL-8	IR 70	255+64.00	287+28.00	LT/RT	PHASE 1A				26														
P.88	WEL-9	IR 70	264+89.00	274+31.00	LT	PHASE 1A																		
P.89	WEL-10	IR 70	276+98.00	284+71.00	LT	PHASE 1A																		
P.63	WEL-11	IR 70	771+00.00	779+26.00	RT	PHASE 1A																		
P.63	WTL-1	IR 70	776+47.00	779+28.00	RT	PHASE 1A																		
P.64 - P.65	WTL-2	IR 70	798+63.00	798+76.00	RT	PHASE 1A																		
P.64	WYL-1	RAMP C	794+32.00	794+87.00	RT	PHASE 1A																		
P.67 - P.90	WYL-2	IR 70	4+72.00	294+09.00	RT/LT	PHASE 1A				106														
P.65 - P.66	WYL-3	IR 70	799+26.00	816+29.00	RT	PHASE 1A																		
P.67	WYL-4	IR 70	3+18.00	9+95.00	RT/LT	PHASE 1A																		
P.87 - P.89	WYL-5	RAMP E	253+15.00	279+70.00	LT	PHASE 1A				134														
P.63 - P.65	WCH-1	IR 70	785+27.00	799+42.00	RT	PHASE 1A				91														
P.64	WCH-2	RAMP C/IR 70	794+87.00	797+14.00	RT	PHASE 1A				23														
P.65	WCH-3	IR 70	800+07.00	808+49.00	LT	PHASE 1A				43														
P.67 - P.68	WCH-4	IR 70	9+95.00	17+31.00	LT	PHASE 1A				50														
P.87	WCH-5	IR 70	252+56.00	255+70.00	LT/RT	PHASE 1A				25														
P.87 - P.88	WCH-6	IR 70	261+77.00	264+89.00	LT	PHASE 1A				16														
P.88 - P.89	WCH-7	IR 70	274+31.00	276+17.00	LT	PHASE 1A				10														
P.89 - P.90	WCH-8	IR 70	279+13.00	295+49.00	LT/RT	PHASE 1A				152														
P.89 - P.90	WCH-9	IR 70	285+02.00	295+49.00	RT	PHASE 1A				75														
P.63	WCH-10	IR 70	771+50.00	779+28.00	RT	PHASE 1A				106														
P.63 - P.64	WDL-1	IR 70	778+50.00	786+90.00	RT	PHASE 1A																		
P.64 - P.65	WDL-2	IR 70	797+14.00	809+35.00	RT	PHASE 1A																		
P.65	WDL-3	IR 70	799+77.00	804+83.00	LT	PHASE 1A																		
P.86 - P.87	WDL-4	IR 70	247+59.00	251+97.00	LT	PHASE 1A																		
P.87	WDL-5	IR 70	253+85.00	261+77.00	LT	PHASE 1A																		
P.89 - P.90	WDL-6	IR 70	276+17.00	290+20.00	LT	PHASE 1A																		
	WDL-7	IR 70	755+61.00	771+50.00	RT	PHASE 1A																		
P.67	TP-1	IR 70	7+15.00	10+85.00	RT	PHASE 1A																		
P.76 - P.77	TP-2	IR 70	121+83.00	134+95.00	RT	PHASE 1A																		
P.87	TP-3	IR 70	256+36.00	259+30.00	RT	PHASE 1A																		
P.65 - P.90	PB-1	IR 70	799+67.00	289+60.00	LT	PHASE 1A																		
P.66 - P.67	PB-2	IR 70	822+16.00	10+10.00	RT/LT	PHASE 1A				1														
P.87	PB-3	RAMP E	13+42.00	15+20.00	RT	PHASE 1A				1														
P.87 - P.89	PB-4	RAMP E	255+20.00	278+18.00	RT	PHASE 1A																		
P.64	P.65	PB-5	IR 70	796+96.00	799+26.00	RT	PHASE 1A																	
P.80		IR 70	173+19.00	173+73.00	LT	PHASE 1A																		
P.84		IR 70	219+75.00	220+31.00	LT	PHASE 1A																		
P.94 - P.95	WEL-1	IR 70	799+44.00	820+36.00	RT	PHASE 1B																		
P.96 - P.97	WEL-2	IR 70	1+28.00	15+36.00	RT/LT	PHASE 1B																		
P.94 - P.96	WYL-1	IR 70	799+26.00	9+97.00	RT/LT	PHASE 1B																		
P.96 - P.97	WCH-1	IR 70	9+97.00	14+31.00	LT	PHASE 1B				22														
P.95 - P.96	PB-1	IR 70	822+27.00	8+12.00	RT	PHASE 1B				1														
P.96	PB-2	IR 70	2+00.00	8+10.00	LT	PHASE 1B				1														
TOTALS CARRIED TO SHEET P.26										5	879	106	1252	6	732		2.37	13.13	15657	13481	309	4502	31259	5162



REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	ITEM DESCRIPTION REVISED. QUANTITIES ADDED

MAINTENANCE OF TRAFFIC SUBSUMMARY

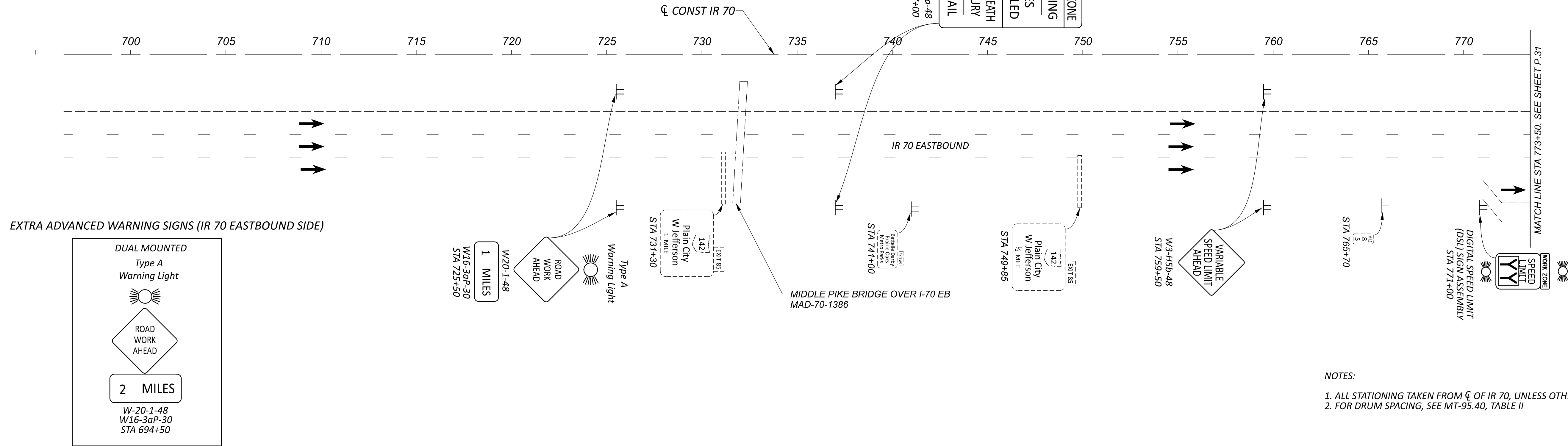
DESIGN AGENCY STRUCTUREPOINT INC.
DESIGNER DMS
REVIEWER AJL 08/23/24
PROJECT ID 116949
SHEET TOTAL P.24 577

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	PHASE	411	606	614	614	614	614	614	614	614	614	614	614	614	615	622	622																										
			STABILIZED CRUSHED AGGREGATE	ANCHOR ASSEMBLY, MGS TYPE E			SPECIAL - WORK ZONE GUARDRAIL	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE RAISED PAVEMENT MARKER, ONE WAY, AS PER PLAN	BARRIER REFLECTOR, TYPE 1, ONE WAY	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	BARRIER REFLECTOR, TYPE 2, ONE WAY	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS 1, 6", 648	WORK ZONE EDGE LINE, CLASS 1, 6", 648 (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 648 (YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 648	WORK ZONE DOTTED LINE, CLASS 1, 6", 648	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 648	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, UNANCHORED	CY	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	SY	FT	FT							
P.137	WEL-1	IR 70	814+80.00	822+39.00	LT	PHASE 2B																																										
P.138 - P.139	WEL-2	IR 70	1+69.00	14+44.00	LT/RT	PHASE 2B																																										
P.137 - P.138	WYL-1	IR 70	815+40.00	9+10.00	LT	PHASE 2B																																										
P.138 - P.139	WCH-1	IR 70	9+10.00	16+55.00	RT	PHASE 2B																																										
P.138	PB-1	IR 70	1+17.00	8+61.00	LT	PHASE 2B																																										
(PHASE 2C)																																																
TOTALS THIS SHEET																																																
TOTALS CARRIED FROM SHEET P.23							2180	1	1712.5	9	2040	193																																				
TOTALS CARRIED FROM SHEET P.24										5	879	106	1252	6	732		2.37	13.13	15657	13481	309	4502	31259	5162																								
TOTALS CARRIED FROM SHEET P.25									477	5	1294	84	1262	7	715	10.58	13.21	13.44	11848	3195	1	2194	31538	4091																								
TOTALS CARRIED TO GENERAL SUMMARY							2180	1	2189.5	20	5265	398	2514	29	1655	46.45	40.72	40.26	34946	20916	309	31669	62797	19485																								

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	QUANTITIES REVISED
2	1/22/2025	QUANTITIES FOR PHASE 2 STEP C ADDED. QUANTITIES REVISED

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET TOTAL	P.26 577

MAINTENANCE OF TRAFFIC SUBSUMMARY



NOTES:
 1. ALL STATIONING TAKEN FROM ζ OF IR 70, UNLESS OTHERWISE NOTED.
 2. FOR DRUM SPACING, SEE MT-95.40, TABLE II

LEGEND

	IMPACT ATTENUATOR		PROPOSED WORK ZONE SIGN		ITEM 614 - WORK ZONE EDGE LINE, WHITE
	TYPE 3 BARRICADE		EXISTING SIGNS		ITEM 614 - WORK ZONE LANE LINE
	PORTABLE CHANGEABLE MESSAGE SIGN		EXISTING COVERED SIGNS		ITEM 614 - WORK ZONE EDGE LINE, YELLOW
	DUAL PORTABLE BARRIER TRANSITION/TERMINATION		EXISTING SIGN TO BE REMOVED		ITEM 614 - WORK ZONE CHANNELIZING LINE
	PORTABLE BARRIER (PB), 32"				ITEM 614 - WORK ZONE DOTTED LINE
	PORTABLE BARRIER (PB), 50", APP				ITEM 614 - WORK ZONE TRANSVERSE LINE
	DIRECTION OF TRAFFIC (NOT PVMT MARKINGS)				ITEM 614 - SPECIAL - WORK ZONE GUARDRAIL
	MOT DRUM				ITEM 611 - TEMPORARY DRAINAGE
	CONSTRUCTION UNDER THIS PHASE				ITEM 614 - WORK ZONE IMPACT ATTENUATOR
	CONSTRUCTION UNDER PREVIOUS PHASE(S)				ITEM 615 - TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC
	TEMPORARY CONSTRUCTION UNDER THIS PHASE				ITEM 622 - PORTABLE BARRIER
	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)				ITEM 411 - STABILIZED CRUSHED AGGREGATE

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	DESCRIPTION REVISED



MAINTENANCE OF TRAFFIC PRE-PHASE 1
 STA 700+00.00 TO STA 773+50.00

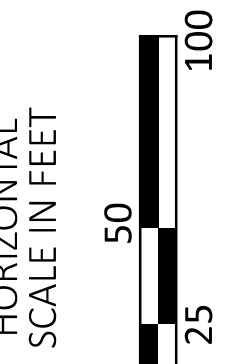
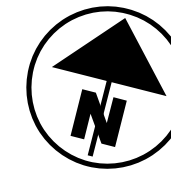
DESIGN AGENCY
STRUCTUREPOINT
 INC.

DESIGNER
DMS

REVIEWER
 AJL 08/23/24

PROJECT ID
 116949

SHEET TOTAL
 P.30 577



MAINTENANCE OF TRAFFIC PHASE 1 STEP D
 STA 811+00.00 TO STA 0+50.00

DESIGN AGENCY



DESIGNER

DMS

REVIEWER

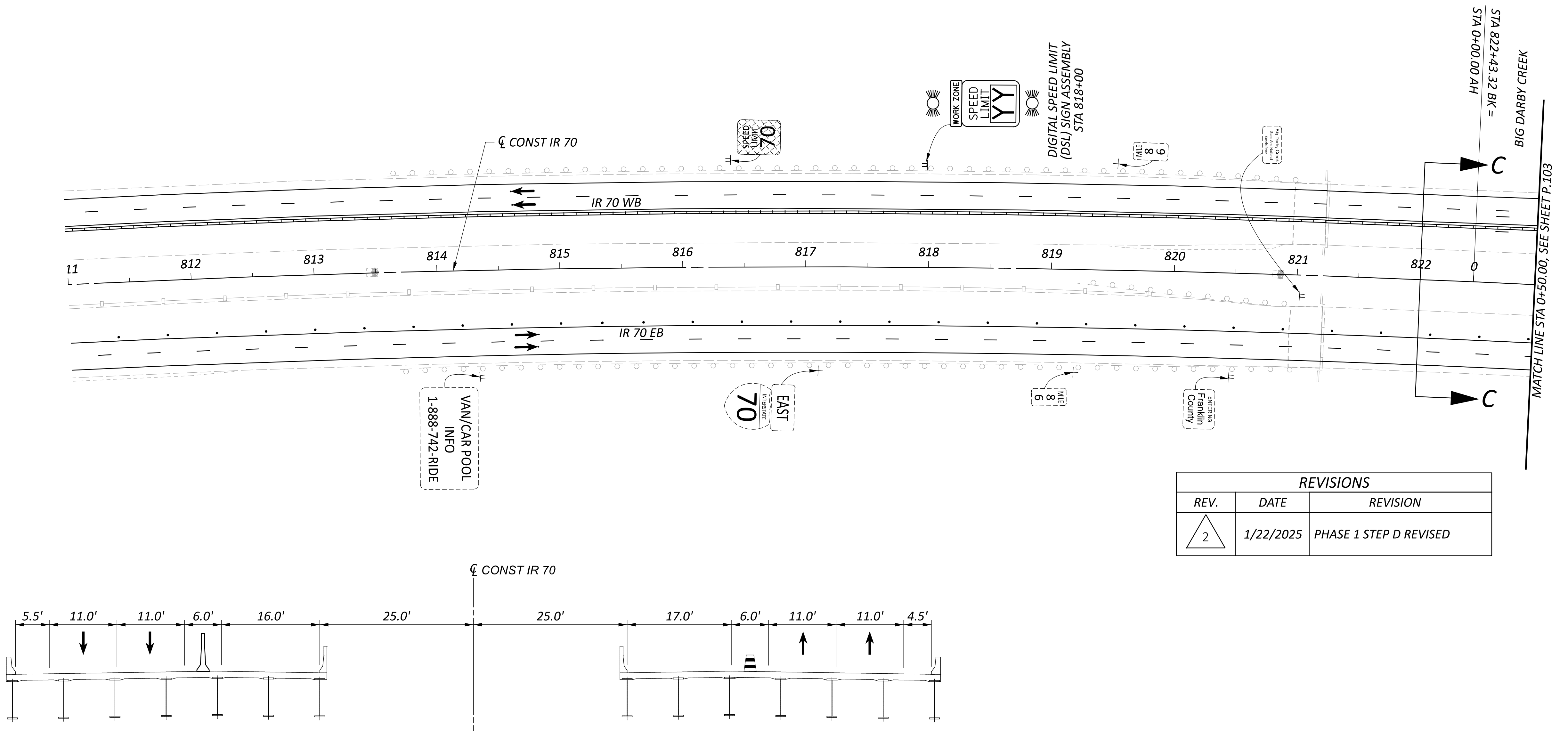
AJL 08/23/24

PROJECT ID

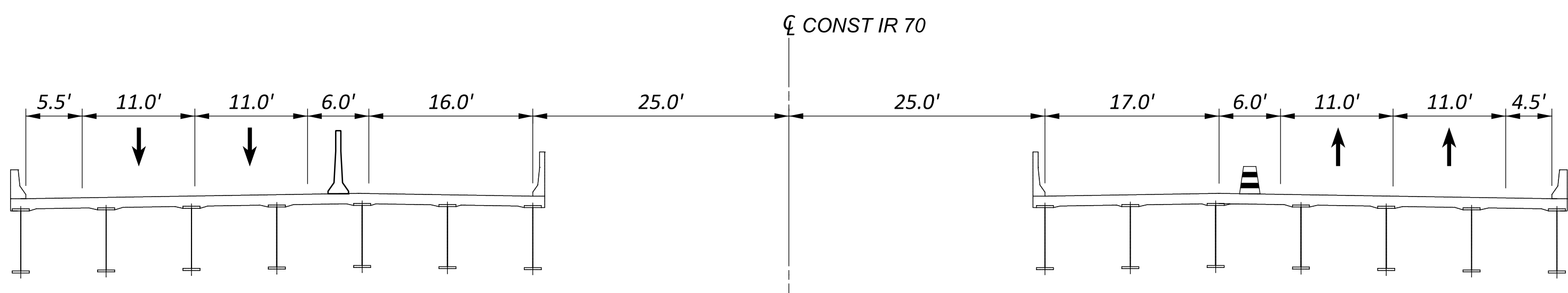
116949

SHEET TOTAL

P.102 577



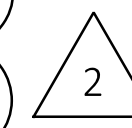
REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 1 STEP D REVISED

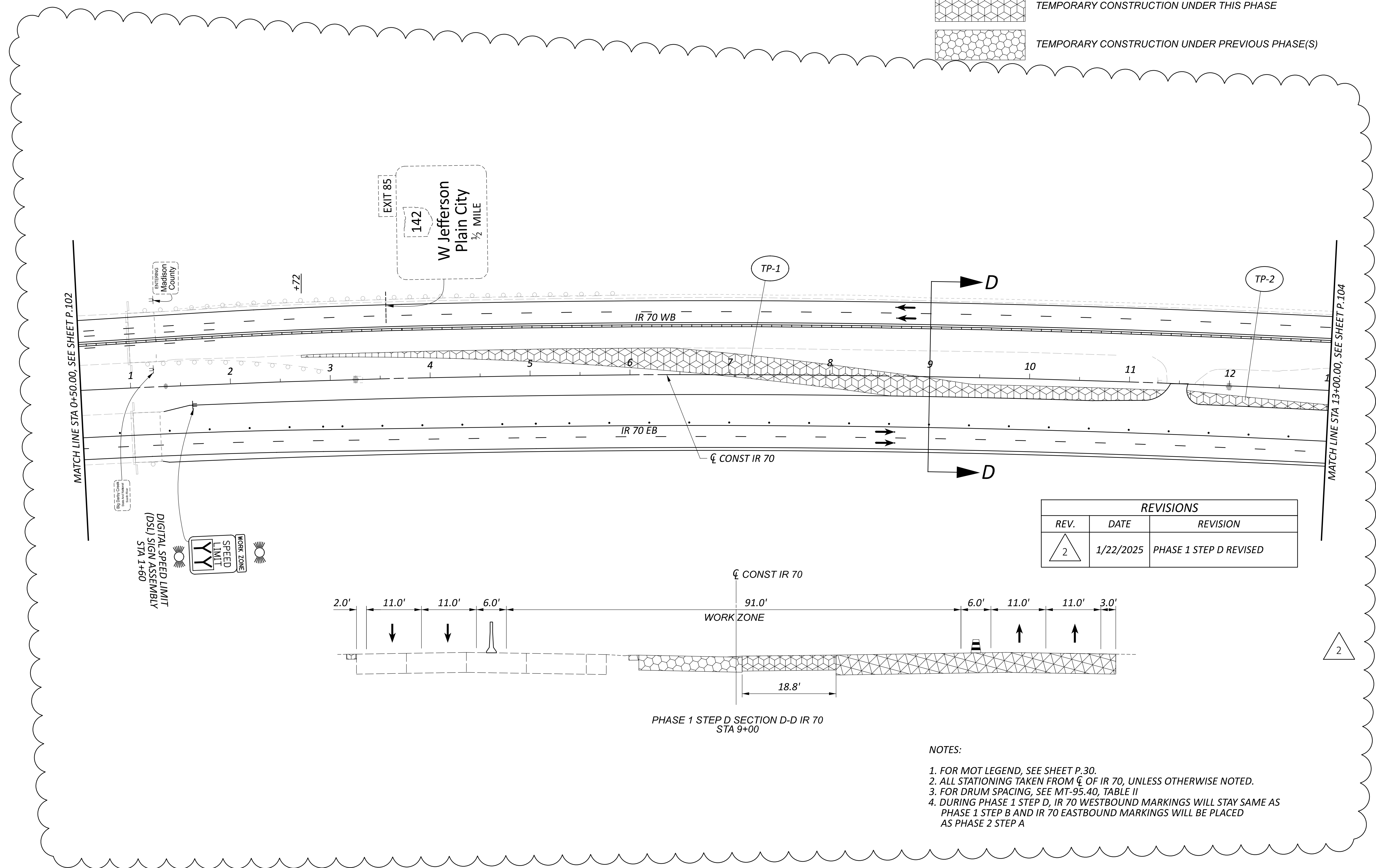


PHASE 1 STEP D SECTION C-C IR 70
 OVER BIG DARBY CREEK

NOTES:

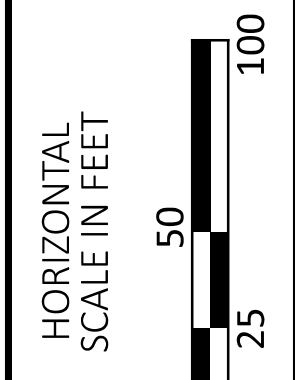
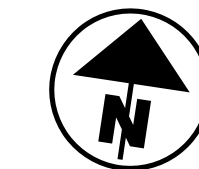
1. FOR MOT LEGEND, SEE SHEET P.30.
2. ALL STATIONING TAKEN FROM ζ OF IR 70, UNLESS OTHERWISE NOTED.
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. DURING PHASE 1 STEP D, IR 70 WESTBOUND MARKINGS WILL STAY SAME AS PHASE 1 STEP B AND IR 70 EASTBOUND MARKINGS WILL BE PLACED AS PHASE 2 STEP A



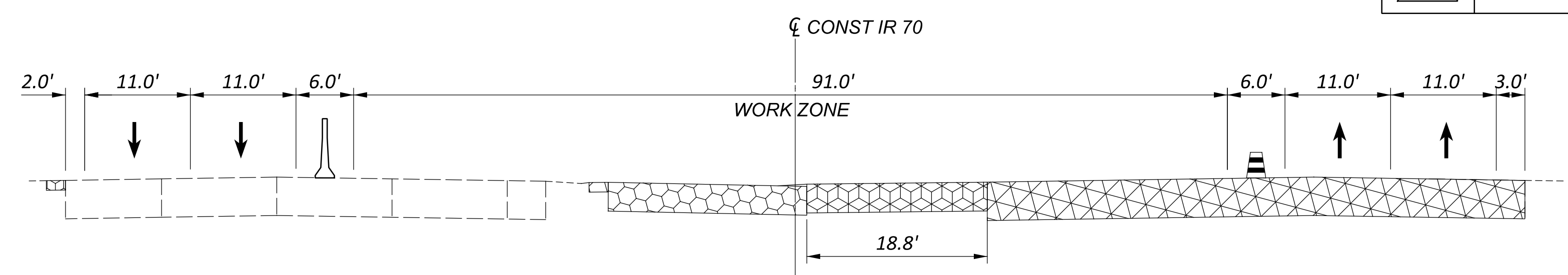


LEGEND

- CONSTRUCTION UNDER THIS PHASE
- TEMPORARY CONSTRUCTION UNDER THIS PHASE
- TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)



REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 1 STEP D REVISED

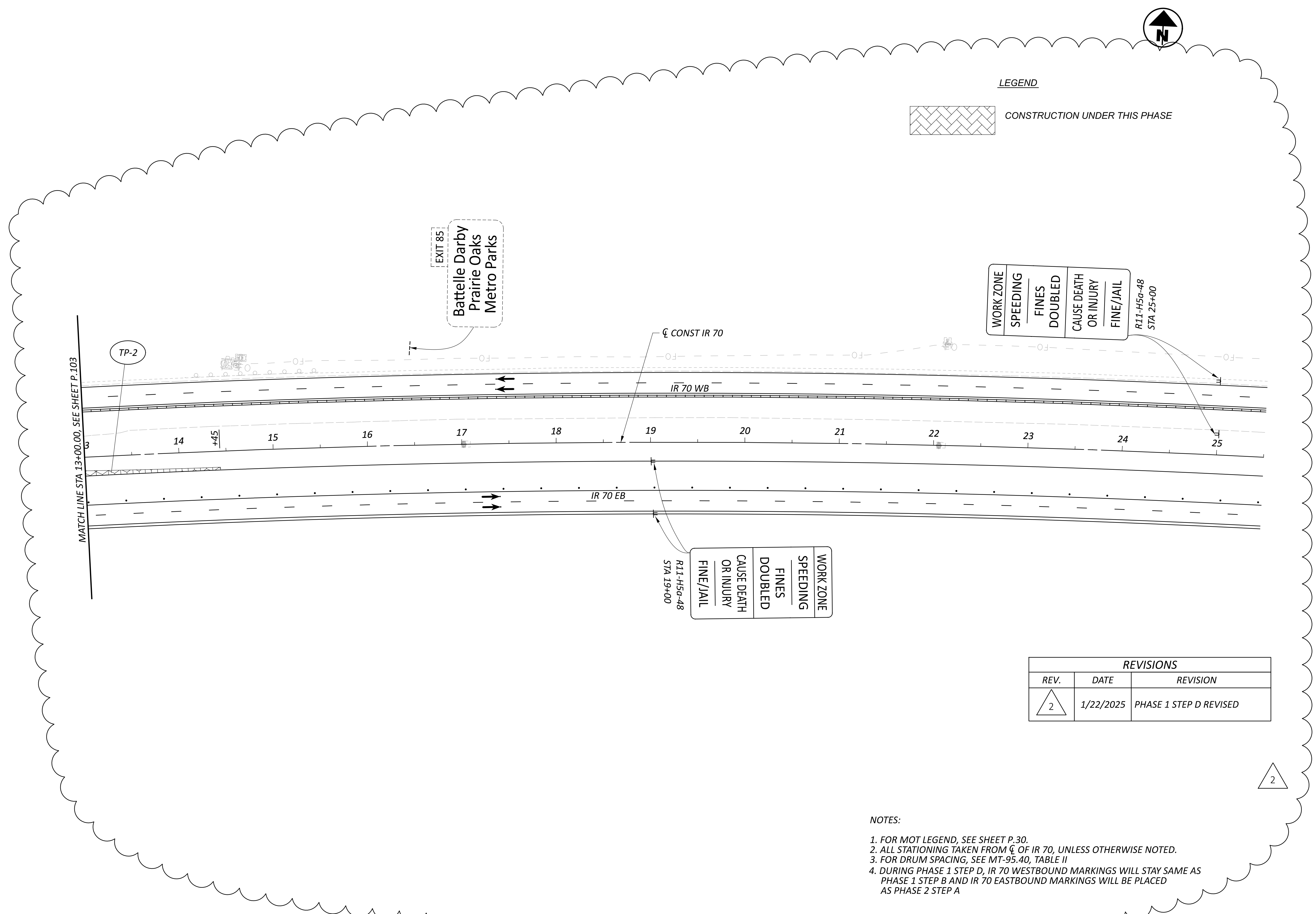


PHASE 1 STEP D SECTION D-D IR 70
 STA 9+00

- NOTES:**
1. FOR MOT LEGEND, SEE SHEET P.30.
 2. ALL STATIONING TAKEN FROM \bar{C} OF IR 70, UNLESS OTHERWISE NOTED.
 3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
 4. DURING PHASE 1 STEP D, IR 70 WESTBOUND MARKINGS WILL STAY SAME AS PHASE 1 STEP B AND IR 70 EASTBOUND MARKINGS WILL BE PLACED AS PHASE 2 STEP A

**MAINTENANCE OF TRAFFIC PHASE 1 STEP D
 STA 0+50.00 TO STA 13+00.00**

DESIGN AGENCY	
STRUCTUREPOINT INC.	
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	TOTAL
P.103	577



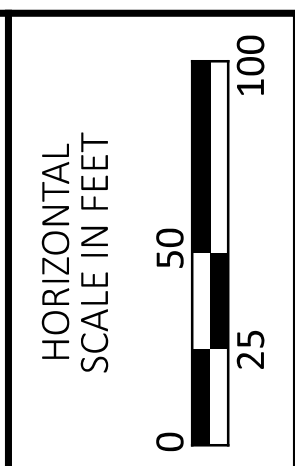
LEGEND
 CONSTRUCTION UNDER THIS PHASE

WORK ZONE	R11-H5a-48 STA 25+00
SPEEDING	
FINES DOUBLED	
CAUSE DEATH OR INJURY	
FINE/JAIL	

WORK ZONE	R11-H5a-48 STA 19+00
SPEEDING	
FINES DOUBLED	
CAUSE DEATH OR INJURY	
FINE/JAIL	

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 1 STEP D REVISED

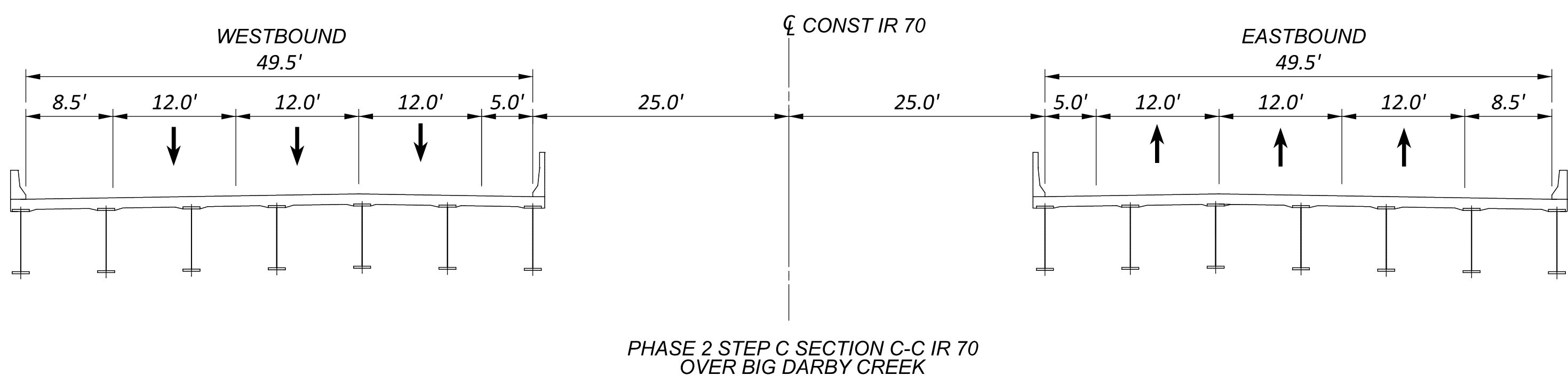
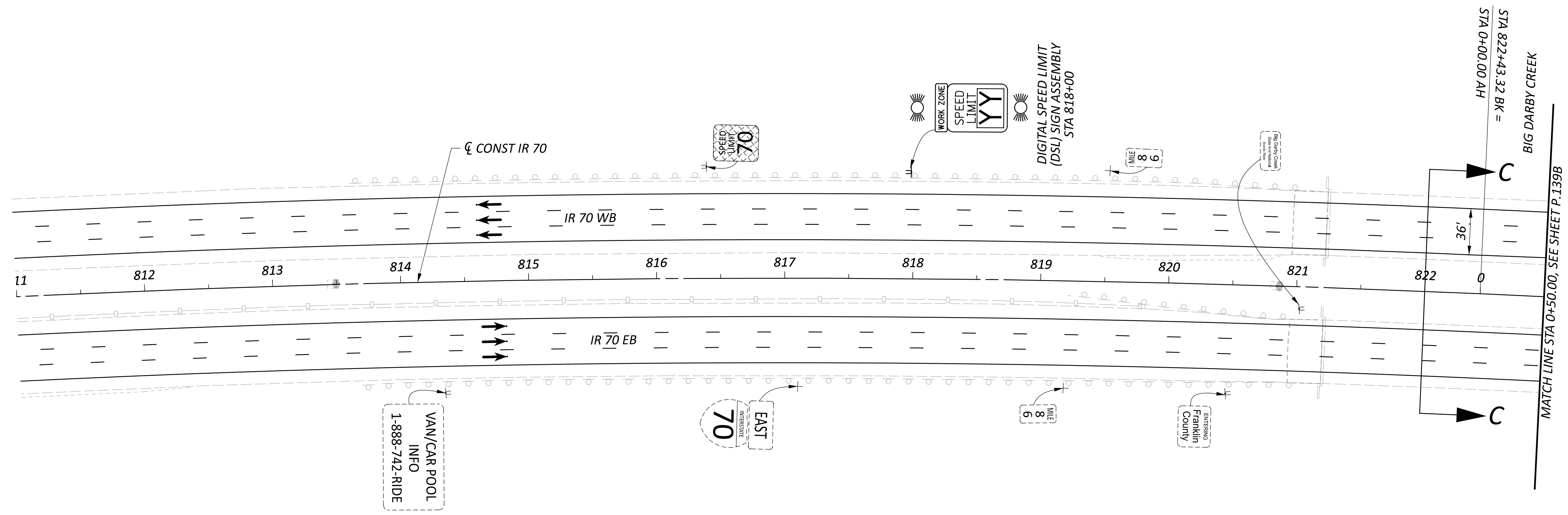
- NOTES:
1. FOR MOT LEGEND, SEE SHEET P.30.
 2. ALL STATIONING TAKEN FROM C OF IR 70, UNLESS OTHERWISE NOTED.
 3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
 4. DURING PHASE 1 STEP D, IR 70 WESTBOUND MARKINGS WILL STAY SAME AS PHASE 1 STEP B AND IR 70 EASTBOUND MARKINGS WILL BE PLACED AS PHASE 2 STEP A



MAINTENANCE OF TRAFFIC PHASE 1 STEP D
 STA 13+00.00 TO STA 25+50.00

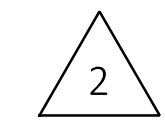
DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	TOTAL
P.104	577

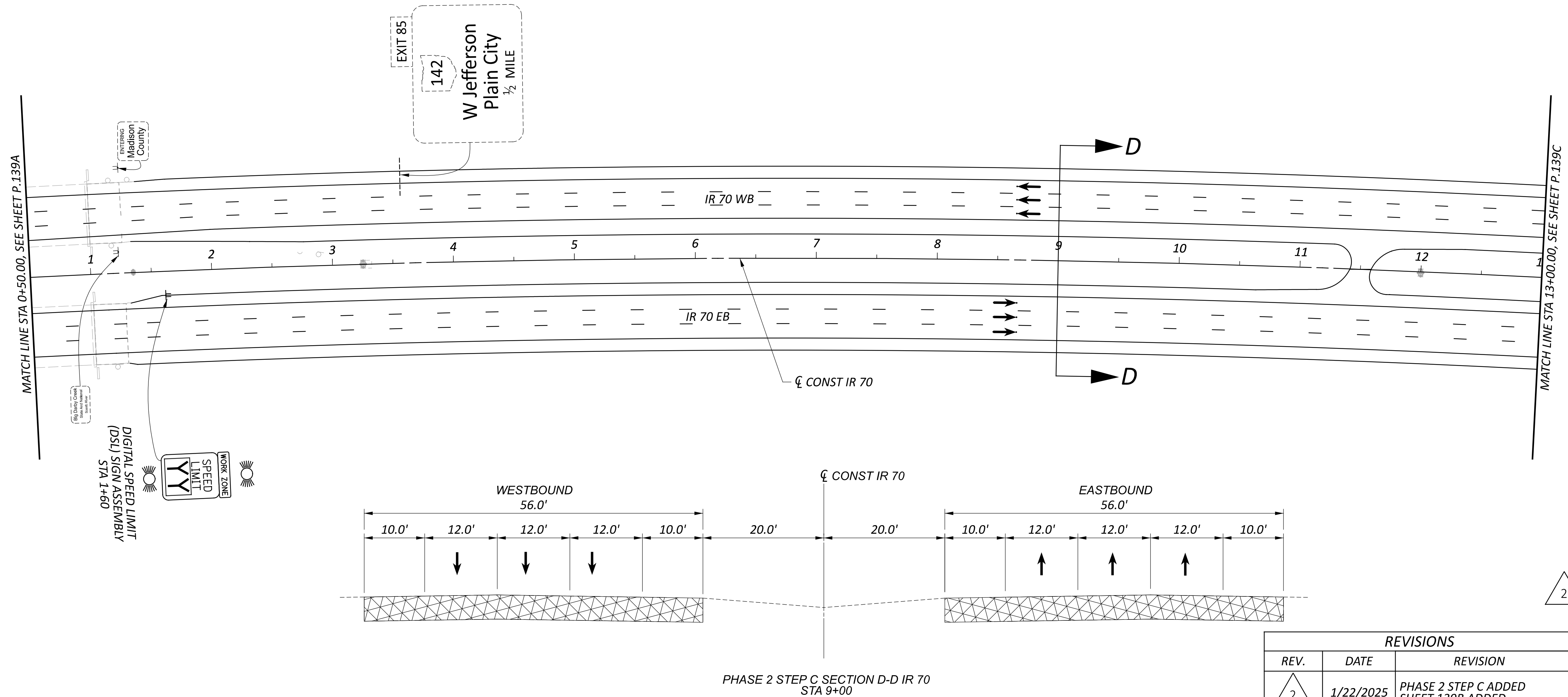
MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 811+00.00 TO STA 0+50.00



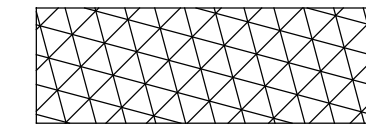
REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 2 STEP C ADDED SHEET 139A ADDED

- NOTES:
- FOR MOT LEGEND, SEE SHEET P.30.
 - ALL STATIONING TAKEN FROM ζ OF IR 70, UNLESS OTHERWISE NOTED.
 - FOR DRUM SPACING, SEE MT-95.40, TABLE II
 - DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

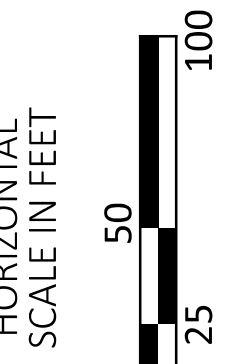




LEGEND



CONSTRUCTION UNDER PREVIOUS PHASE(S)



MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 0+50.00 TO STA 13+00.00

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 2 STEP C ADDED SHEET 139B ADDED

NOTES:

1. FOR MOT LEGEND, SEE SHEET P.30.
2. ALL STATIONING TAKEN FROM CL OF IR 70, UNLESS OTHERWISE NOTED.
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)

DESIGN AGENCY

AMERICAN
STRUCTUREPOINT
INC.

DESIGNER

DMS

REVIEWER

AJL 08/23/24

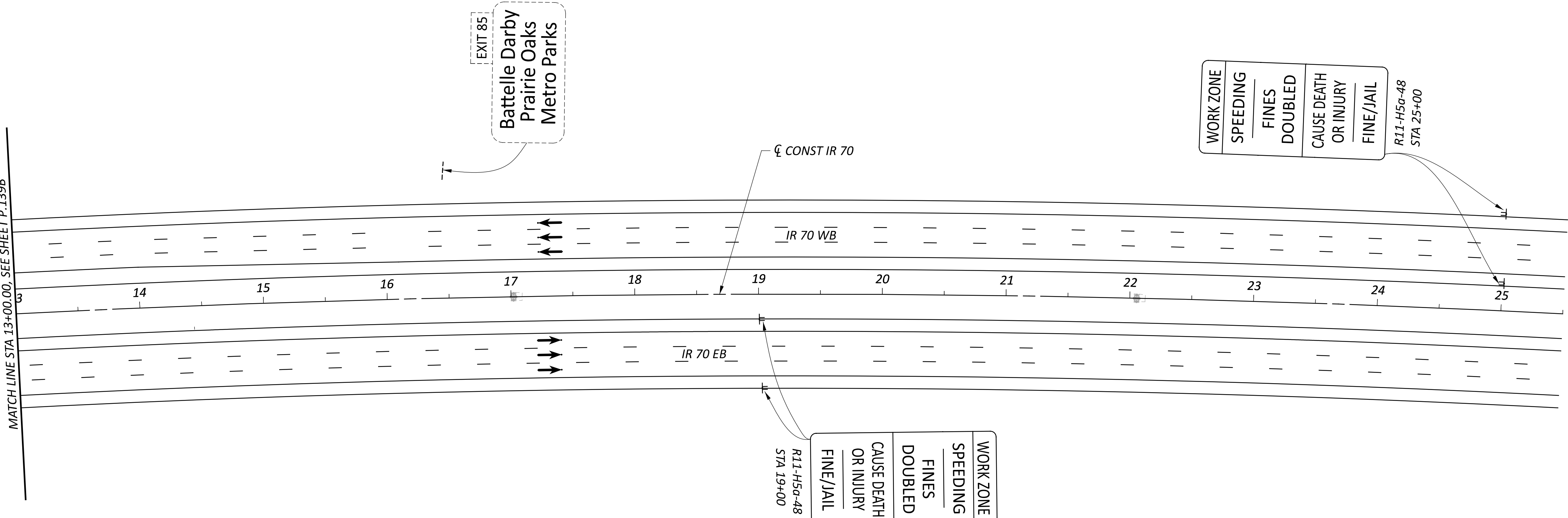
PROJECT ID

116949

SHEET TOTAL

P.139B 577

MATCH LINE STA 13+00.00 SEE SHEET P. 139B



EXIT 85
 Battelle Darby
 Prairie Oaks
 Metro Parks

☐ CONST IR 70

IR 70 WB

IR 70 EB

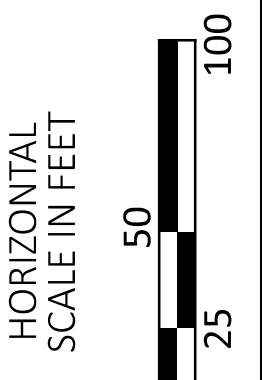
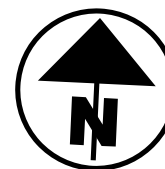
WORK ZONE
 SPEEDING
 FINES DOUBLED
 CAUSE DEATH OR INJURY
 FINE/JAIL
 R11-H5a-48
 STA 25+00

WORK ZONE
 SPEEDING
 FINES DOUBLED
 CAUSE DEATH OR INJURY
 FINE/JAIL
 R11-H5a-48
 STA 19+00

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	PHASE 2 STEP C ADDED SHEET 139C ADDED

2

- NOTES:
1. FOR MOT LEGEND, SEE SHEET P.30.
 2. ALL STATIONING TAKEN FROM ☐ OF IR 70, UNLESS OTHERWISE NOTED.
 3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
 4. DURING PHASE 2 STEP C IR 70 WESTBOUND AND IR 70 EASTBOUND MARKINGS WILL BE PLACED TEMPORARILY ON PROPOSED SURFACE (FOR QUANTITIES, SEE MOT SUBSUMMARY FOR PHASE 2 STEP C)



MAINTENANCE OF TRAFFIC PHASE 2 STEP C
 STA 13+00.00 TO STA 25+50.00

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	TOTAL
P.139C	577

SHEET NUM.							PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.17	P.26	P.156	P.158	P.161	P.474	P.490	01/IMS/04	02/IMS/13						
				7.8			7.8		602	20000	7.8	CY	DRAINAGE CONCRETE MASONRY	
					125,266		125,266		605	11110	125,266	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					119,872		119,872		605	14020	119,872	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					4,265		4,265		611	01500	4,265	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
				2,166			2,166		611	05900	2,166	FT	15" CONDUIT, TYPE B	
				924			924		611	06100	924	FT	15" CONDUIT, TYPE C	
			2	1,346			1,346		611	07600	1,346	FT	18" CONDUIT, TYPE C	
				397			397		611	10400	397	FT	24" CONDUIT, TYPE B	
				2,062			2,062		611	10600	2,062	FT	24" CONDUIT, TYPE C	
				33			33		611	98230	33	EACH	CATCH BASIN, NO. 4	
				4			4		611	98470	4	EACH	CATCH BASIN, NO. 2-2B	
				6			6		611	99574	6	EACH	MANHOLE, NO. 3	
					96		96		611	99710	96	EACH	PRECAST REINFORCED CONCRETE OUTLET	
													PAVEMENT	
		123,344					123,344		254	01000	123,344	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	P.15
	2	96,316					96,316		302	66001	96,316	CY	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX	P.16A
		60,609					60,609		304	20000	60,609	CY	AGGREGATE BASE	
		34,004					34,004		407	20000	34,004	GAL	NON-TRACKING TACK COAT	
	2,180						2,180		411	10000	2,180	CY	STABILIZED CRUSHED AGGREGATE	
			300				300		441	70801	300	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	P.15
		16,532					16,532		442	10080	16,532	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
		19,309					19,309		442	10300	19,309	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
		7,507					7,507		452	17060	7,507	SY	14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
						20.66	20.66		618	40600	20.66	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
20.45							20.45		618	41000	20.45	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	P.17
													LIGHTING	
		3					3		625	00480	3	EACH	CONNECTION, UNFUSED PERMANENT	
		5					5		625	15200	5	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	
		2,306					2,306		625	24314	2,306	FT	1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES	
		98					98		625	25500	98	FT	CONDUIT, 3", 725.04	
		15					15		625	27520	15	EACH	REMOVAL OF LUMINAIRE AND REERECTION	
		2,246					2,246		625	29002	2,246	FT	TRENCH, 24" DEEP	
		2					2		625	30700	2	EACH	PULL BOX, 725.08, 18"	
		10					10		625	32000	10	EACH	GROUND ROD	
		5					5		625	35021	5	EACH	RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN	P.16
		2,246					2,246		625	36010	2,246	FT	UNDERGROUND WARNING/MARKING TAPE	
		5					5		625	75360	5	EACH	LIGHT TOWER REMOVED FOR STORAGE	
		5					5		625	75540	5	EACH	LIGHT TOWER FOUNDATION REMOVED	
		1					1		625	75800	1	EACH	DISCONNECT CIRCUIT	

GENERAL SUMMARY

DESIGN AGENCY
STRUCTUREPOINT
INC.

DESIGNER
DMS

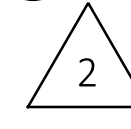
REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.151 | 577

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	PAY ITEMS AND QUANTITIES ADDED/REVISED
2	1/21/2025	QUANTITIES REVISED. REMOVED ITEM 618 RUMBLE STRIPS (ASPHALT CONCRETE), AS PER PLAN

LOCATION	STATION		SIDE	LENGTH FT	WIDTH FT	AREA SY	CADD AREA SY	202	202	204	206	206	206	254	302	304	407	442	442	452
	FROM	TO						PAVEMENT REMOVED SY	PAVEMENT REMOVED, AS PER PLAN SY	PROOF ROLLING HOUR	CEMENT TON	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP SY	CURING COAT SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5") SY	ASPHALT CONCRETE BASE, AS PER PLAN, 25.0 MM GYRATORY MIX CY	AGGREGATE BASE CY	NON-TRACKING TACK COAT GAL	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) CY	14.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA CY
IR 70 WB	771+12.00	820+96.00	LT	4984	50	27689	36271							36271						
IR 70 WB	1+27.00	248+50.00	LT	24723	56	153832	152288		136800	53	4151	160419	160419		43166	26585	15229	6346	7403	
IR 70 WB	248+50.00	264+78.88	LT	1629	74	13394	12682		11592	4	343	13250	13250		3585	2198	1269	529	617	
IR 70 WB	264+78.88	273+50.00	LT	872	56	5426	5417		4911	2	149	5727	5727		1539	949	542	226	264	
IR 70 WB	273+50.00	304+09.78	LT	3060	50	17000	24535							24534				1022		
IR 70 EB	771+12.00	820+95.00	RT	4983	50	27684	34978							34978						
IR 70 EB	1+28.00	257+00.00	RT	25572	56	159115	157445		141005	55	4287	165646	165646		44572	27451	15745	6561	7654	
IR 70 EB	257+00.00	265+04.31	RT	805	75	6709	6295		5699	2	171	6589	6589		1781	1093	630	263	307	
IR 70 EB	265+04.31	274+54.00	RT	950	56	5912	5890		5318	2	162	6225	6225		1673	1032	589	246	287	
IR 70 EB	274+54.00	304+09.78	RT	2956	50	16423	27562							27561				1148		
RAMP A	264+77.24	278+17.73	-	1341	25	3725	3917	3978		2	102	4362	4362			678				3917
RAMP E	265+03.48	277+90.00	-	1287	25	3575	3590	3656		2	93	4019	4019			623				3590
TOTALS CARRIED TO GENERAL SUMMARY								7634	305325	122	9458	366237	366237	123344	96316	60609	34004	19309	16532	7507



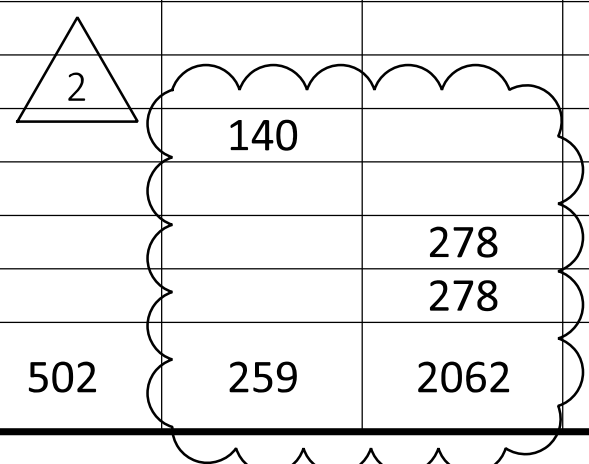
SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	625	625	625	625	625	625	625	625	625	625	625	625	
			FROM	TO		CONNECTION, UNFUSED PERMANENT EACH	LIGHT TOWER FOUNDATION, 36" X 25" DEEP EACH	1-1/2" DUCT CABLE WITH THREE NO. 1/0 AWG 2400 VOLT CABLES FT	CONDUIT, 3", 725.04 FT	REMOVAL OF LUMINAIRE AND REERECTION EACH	TRENCH, 24" DEEP FT	UNDERGROUND WARNING/MARKING TAPE FT	PULL BOX, 725.08, 18" EACH	GROUND ROD EACH	RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN EACH	LIGHT TOWER REMOVED FOR STORAGE EACH	LIGHT TOWER FOUNDATION REMOVED EACH	DISCONNECT CIRCUIT EACH
P.205	L-1	IR 70	250+20.00	254+75.00	RT		1	465		3	455	455		2	1	1	1	
P.206	L-2	IR 70	254+75.00	259+03.00	RT		1	438		3	428	428		2	1	1	1	
P.206	L-3	IR 70	259+03.00	262+57.00	RT		1	364		3	354	354		2	1	1	1	
P.206	L-4	IR 70	262+57.00	266+60.00	RT		1	413		3	403	403		2	1	1	1	
P.207	L-5	IR 70	266+60.00	271+50.00	RT		1	500		3	490	490		2	1	1	1	
P.207	L-6	IR 70	271+50.00	271+50.00	RT			103	98		98	98	1	2	1	1	1	
P.207	L-7	IR 70	271+50.00	271+68.00	LT	3		23			18	18	1				1	
TOTALS CARRIED TO GENERAL SUMMARY						3	5	2306	98	15	2246	2246	2	10	5	5	5	1

REVISIONS		
REV.	DATE	REVISION
1	12/13/2024	MODIFIED ASPHALT BASE PAY ITEM TO AS PER PLAN
2	1/22/2025	QUANTITIES REVISED

DESIGN AGENCY
STRUCTUREPOINT
 INC.
 DESIGNER
 DMS
 REVIEWER
 AJL 08/23/24
 PROJECT ID
 116949
 SHEET TOTAL
 P.156 | 577

PAVEMENT AND LIGHTING SUBSUMMARIES

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	202	202	202	202	602	611	611	611	611	611	611	611	611				
			FROM	TO		HEADWALL REMOVED EACH	PIPE REMOVED, 24" AND UNDER FT	MANHOLE REMOVED EACH	CATCH BASIN REMOVED EACH	CONCRETE MASONRY CY	15" CONDUIT, TYPE B FT	15" CONDUIT, TYPE C FT	18" CONDUIT, TYPE C FT	24" CONDUIT, TYPE B FT	24" CONDUIT, TYPE C FT	CATCH BASIN, NO. 4 EACH	CATCH BASIN, NO. 2-2B EACH	MANHOLE, NO. 3 EACH				
P.186	D-1	IR 70	3+25.42	3+25.54	RT		105		1		105					1						
P.186	HW-1	IR 70	3+25.54	-	RT	1			0.3													
P.186	HW-2	IR 70	11+99.58	-	RT	1			0.5													
P.186	D-2	IR 70	11+99.58	12+00.00	RT		119						119			1						
P.187	D-3	IR 70	12+00.00	14+51.12	C		251								251			1				
P.186 - P.187	D-4	IR 70	14+51.12	17+02.00	C		251								251	1						
P.187	D-5	IR 70	17+02.00	19+53.92	C		252								252			1				
P.187	D-6	IR 70	19+53.92	22+05.50	C		252								252	1						
P.187	D-7	IR 70	22+05.50	24+55.42	C		250								250			1				
P.187 - P.188	D-8	IR 70	24+55.42	27+05.37	C		250								250	1						
P.188	D-9	IR 70	27+05.37	29+56.16	C		251						251									1
P.188	D-10	IR 70	29+56.16	32+07.00	C		251						251			1						
P.189	D-11	IR 70	44+50.29	44+51.00	RT		101	1			101											1
P.189	HW-3	IR 70	44+51.00	-	RT	1			0.3													
P.189	D-12	IR 70	44+50.29	45+16.69	C		67					67				1						
P.190	D-13	IR 70	53+99.00	54.00.17	RT		151				151					1						
P.190	HW-4	IR 70	54+00.17	-	RT	1			0.3													
P.190	D-14	IR 70	62+49.00	62+50.46	RT		145				145					1						
P.190	HW-5	IR 70	62+50.46	-	RT	1			0.3													
P.191	HW-6	IR 70	74+72.12	-	RT	1			0.3													
P.191	D-15	IR 70	74+72.12	74+98.52	RT		158	1			158											1
P.191 - P.192	D-16	IR 70	74+98.52	75+81.00	C		83					83				1						
P.192	D-17	IR 70	84+00.51	84+01.59	RT		144				144					1						
P.192	HW-7	IR 70	84+00.51	-	RT	1			0.3													
P.193	D-18	IR 70	93+01.06	93+00.70	RT		142				142					1						
P.193	HW-8	IR 70	93+01.06	-	RT	1			0.3													
P.194	D-19	IR 70	102+00.37	102+00.30	RT		142				142					1						
P.194	HW-9	IR 70	102+00.30	-	RT	1			0.3													
P.194	D-20	IR 70	111+01.04	111+00.84	RT		118				118					1						
P.194	HW-10	IR 70	111+01.04	-	RT	1			0.3													
P.195	D-21	IR 70	121+01.03	121+01.20	RT		122				122					1						
P.195	HW-11	IR 70	121+01.20	-	RT	1			0.3													
P.196	D-22	IR 70	135+42.23	135+42.26	RT		118				118					1						
P.196	HW-12	IR 70	135+42.26	-	RT	1			0.3													
P.197	D-23	IR 70	140+99.92	141+00.51	RT		112				112					1						
P.197	HW-13	IR 70	141+00.51	-	RT	1			0.3													
P.198	D-24	IR 70	151+01.33	151+01.35	LT		119				119					1						
P.198	HW-14	IR 70	151+01.35	-	LT	1			0.3													
P.198	D-25	IR 70	161+00.87	161+01.05	LT		143				143					1						
P.198	HW-15	IR 70	161+00.87	-	LT	1			0.3													
P.199	D-26	IR 70	171+48.92	173+50.51	C		202					202				1						
P.199	D-27	IR 70	173+50.51	173+98.41	C		48					48					1					
P.199	HW-16	IR 70	173+98.41	-	C	1			0.3													
P.199	HW-17	IR 70	174+28.72	-	C	1			0.3													
P.199	D-28	IR 70	174+28.72	174+76.24	C		48					48					1					
P.199 - P.200	D-29	IR 70	174+76.24	177+02.28	C		226					226				1						
P.200	D-30	IR 70	183+51.50	183+51.67	LT		140									1						
P.200	HW-18	IR 70	183+51.67	-	LT	1			0.4													
P.200	D-31	IR 70	183+51.50	186+29.87	C		278								278							
P.200 - P.201	D-32	IR 70	186+29.87	189+08.24	C		278								278							
TOTALS CARRIED TO SHEET P.161						18	5317	2	26	5.7	1820	674	502	259	2062	24	2	6				



REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	QUANTITIES REVISED

DRAINAGE SUBSUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
INC.

DESIGNER
DMS

REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.160 577

SHEET NO	REFERENCE NO	LOCATION	STATION		SIDE	202	202	202	202	602	611	611	611	611	611	611	611	611				
			FROM	TO		HEADWALL REMOVED EACH	PIPE REMOVED, 24" AND UNDER FT	MANHOLE REMOVED EACH	CATCH BASIN REMOVED EACH	CONCRETE MASONRY CY	15" CONDUIT, TYPE B FT	15" CONDUIT, TYPE C FT	18" CONDUIT, TYPE C FT	24" CONDUIT, TYPE B FT	24" CONDUIT, TYPE C FT	CATCH BASIN, NO. 4 EACH	CATCH BASIN, NO. 2-2B EACH	MANHOLE, NO. 3 EACH				
P.202 - P.203	D-33	IR 70	213+00.45	213+01.75	LT		111		1		111					1						
P.203	HW-19	IR 70	213+01.75	-	LT				0.3													
P.203	D-34	IR 70	217+99.50	219+99.34	C		200				200				1							
P.203	D-35	IR 70	219+99.34	220+48.83	C		50				50					1						
P.203	HW-20	IR 70	220+48.83	-	C	1				0.3												
P.203	HW-21	IR 70	221+06.20	-	C	1				0.4												
P.203	D-36	IR 70	221+06.20	221+49.72	C		44					44				1						
P.203	D-37	IR 70	221+49.72	223+50.18	C		200					200				1						
P.204	D-38	IR 70	236+01.91	236+02.01	RT		138						138			1						
P.204	HW-22	IR 70	236+02.01	-	RT	1				0.5												
P.205	D-39	IR 70	246+49.63	246+50.54	RT		129				129					1						
P.205	HW-23	IR 70	246+49.63	-	RT	1				0.3												
P.206	D-40	IR 70	251+84.91	251+84.94	RT		106				106					1						
P.206	HW-21	IR 70	251+84.94	-	RT	1				0.3												
P.207 - P.208	D-41	IR 70	269+87.50	272+87.83	C		300					300				1						
P.208	D-42	IR 70	272+87.83	275+88.50	C		300					300				1						
P.208	D-43	IR 70	275+88.50	-	C											1						
TOTALS THIS SHEET						5	1578	-	11	2.1	346	250	844	138	9	2						
TOTALS CARRIED FROM SHEET P.160						18	5317	2	26	5.7	1820	674	502	259	2062	24	2	6				
TOTALS CARRIED TO GENERAL SUMMARY						23	6895	2	37	7.8	2166	924	1346	397	2062	33	4	6				

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	QUANTITIES REVISED

DESIGN AGENCY
STRUCTUREPOINT
INC.

DESIGNER
DMS

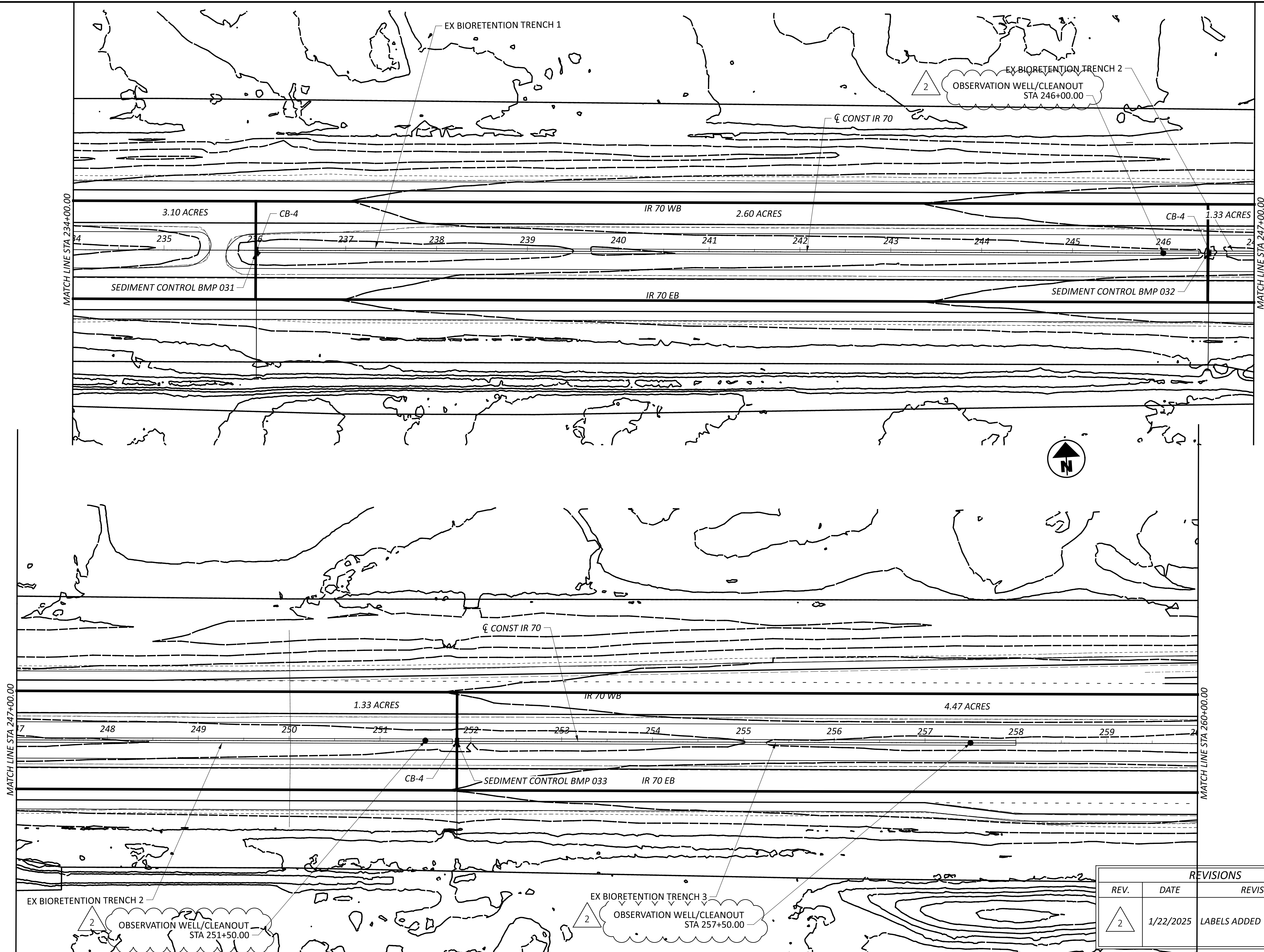
REVIEWER
 AJL 08/23/24

PROJECT ID
 116949

SHEET TOTAL
 P.161 | 577

DRAINAGE SUBSUMMARY

FRA-70-00.00

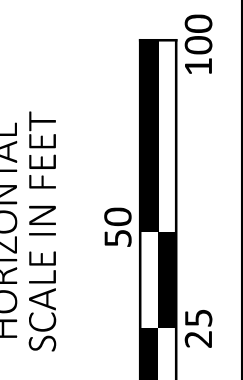


MATCH LINE STA 234+00.00

MATCH LINE STA 247+00.00

MATCH LINE STA 247+00.00

MATCH LINE STA 260+00.00



PROJECT SITE PLAN
 STA. 234+00.00 TO STA. 260+00.00

DESIGN AGENCY
STRUCTUREPOINT
 INC.

DESIGNER
 DMS
 REVIEWER
 AJL 08/23/24
 PROJECT ID
 116949
 SHEET TOTAL
 P.175 577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	LABELS ADDED

3.10 ACRES 2.60 ACRES 1.33 ACRES

IR 70 WB IR 70 EB

SEDIMENT CONTROL BMP 031 SEDIMENT CONTROL BMP 032

CB-4 CB-4

EX BIORETENTION TRENCH 1 EX BIORETENTION TRENCH 2

OBSERVATION WELL/CLEANOUT STA 246+00.00

1.33 ACRES 4.47 ACRES

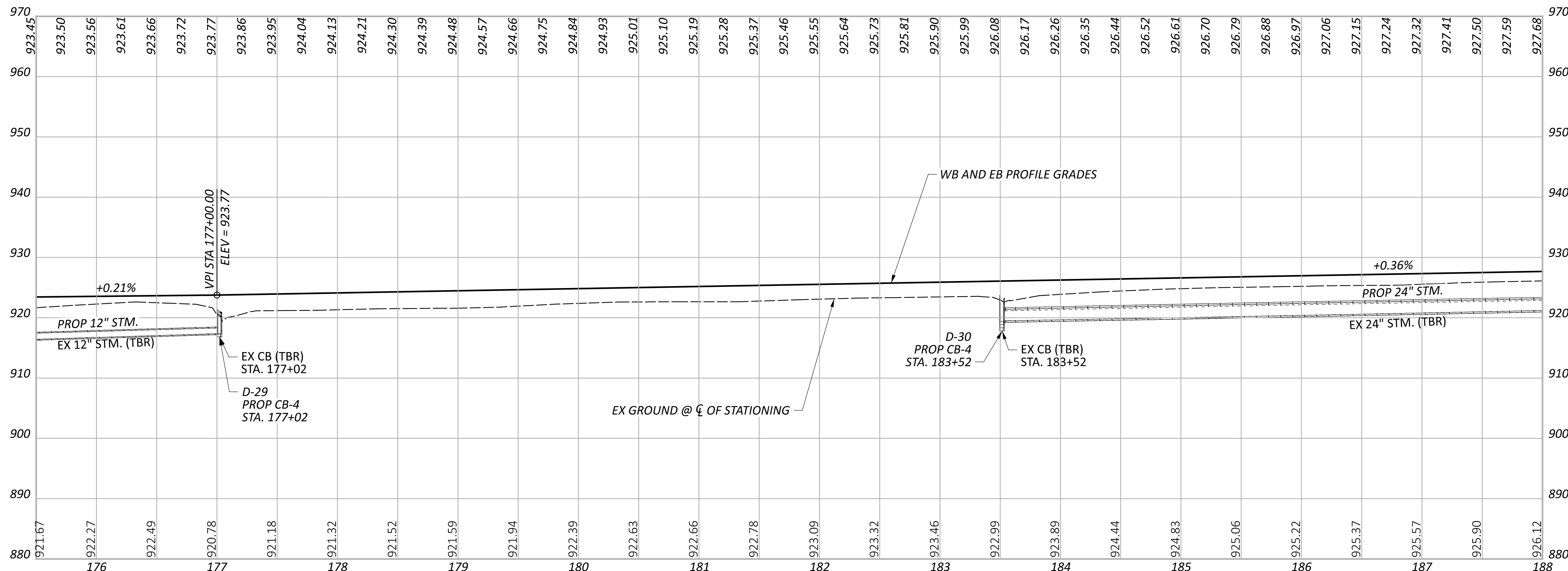
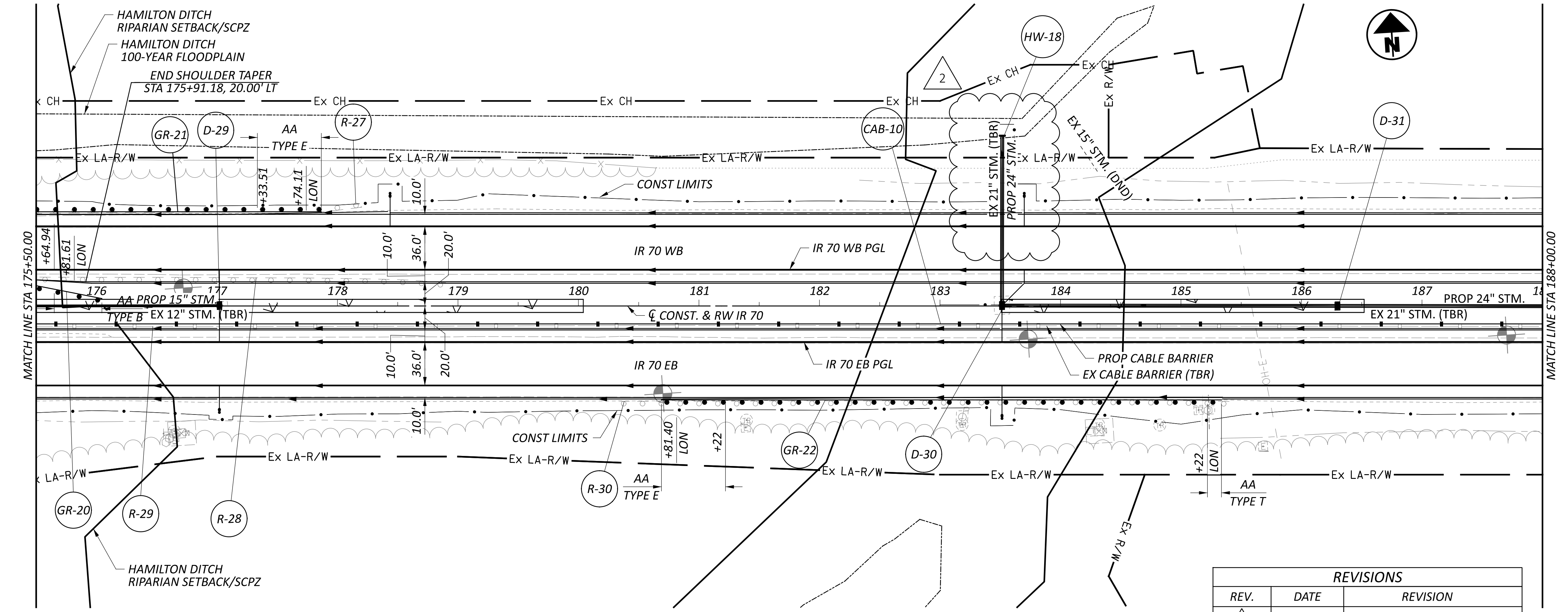
IR 70 WB IR 70 EB

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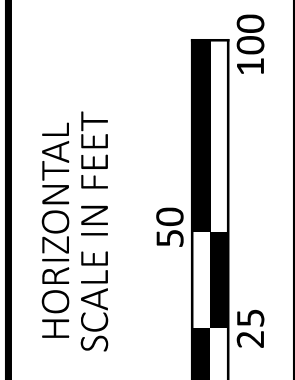
CB-4

EX BIORETENTION TRENCH 2 EX BIORETENTION TRENCH 3

OBSERVATION WELL/CLEANOUT STA 251+50.00 OBSERVATION WELL/CLEANOUT STA 257+50.00

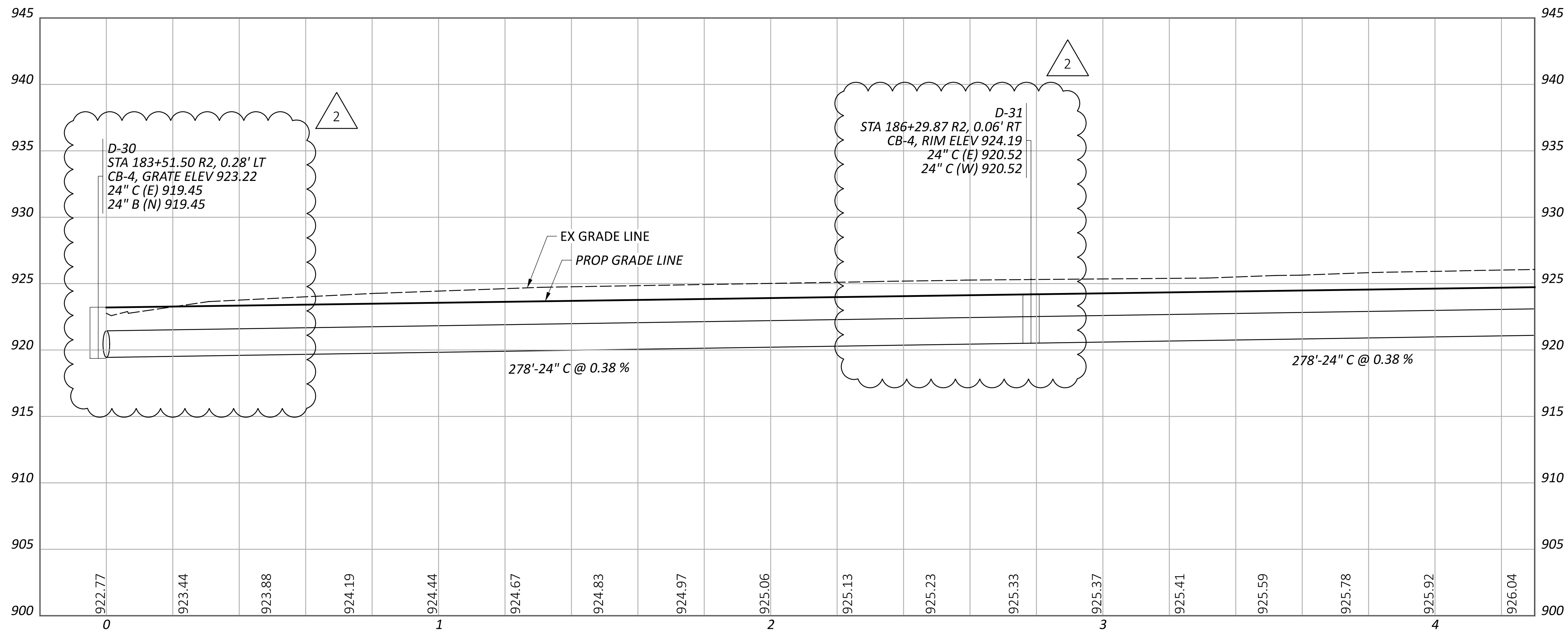
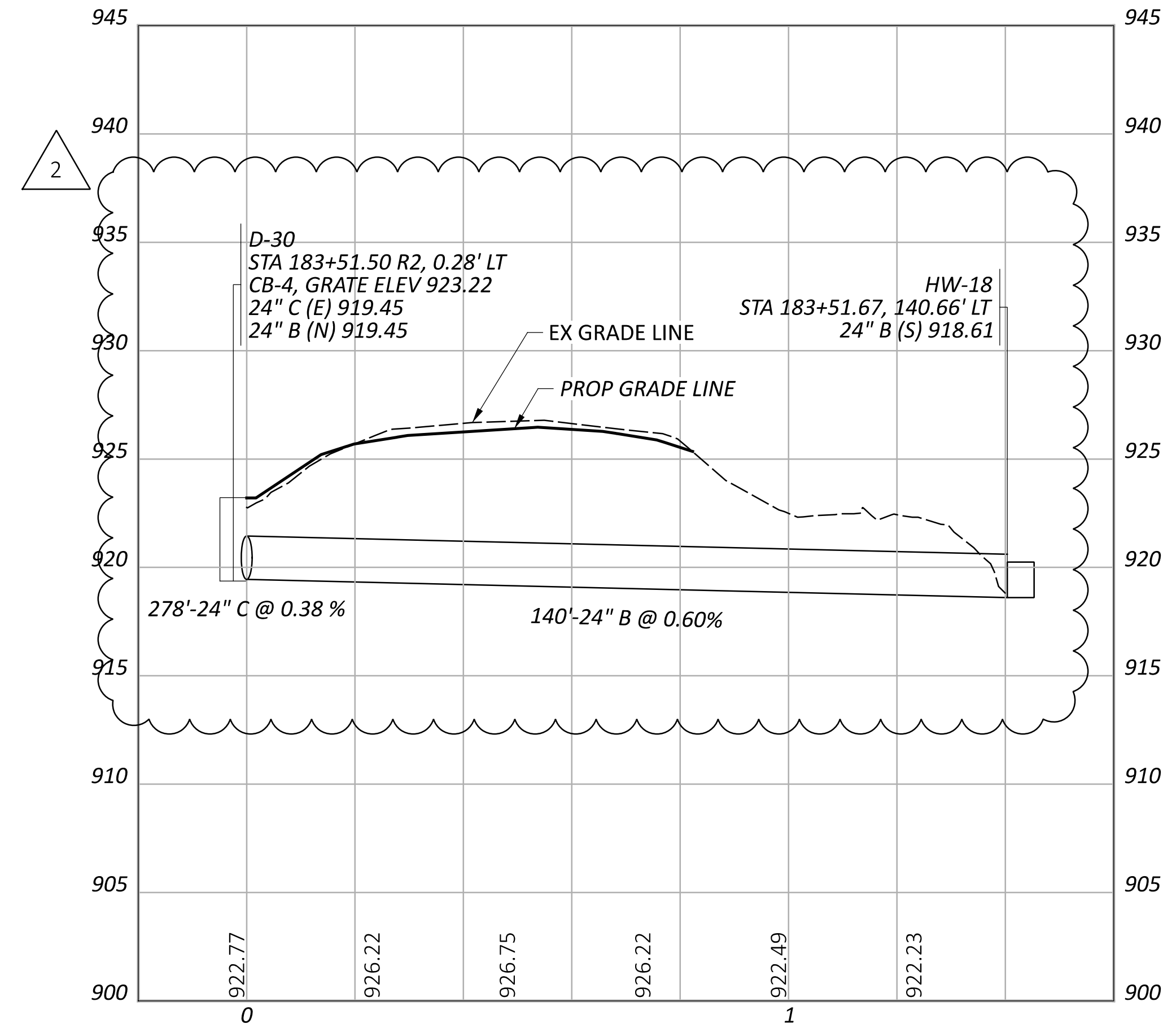
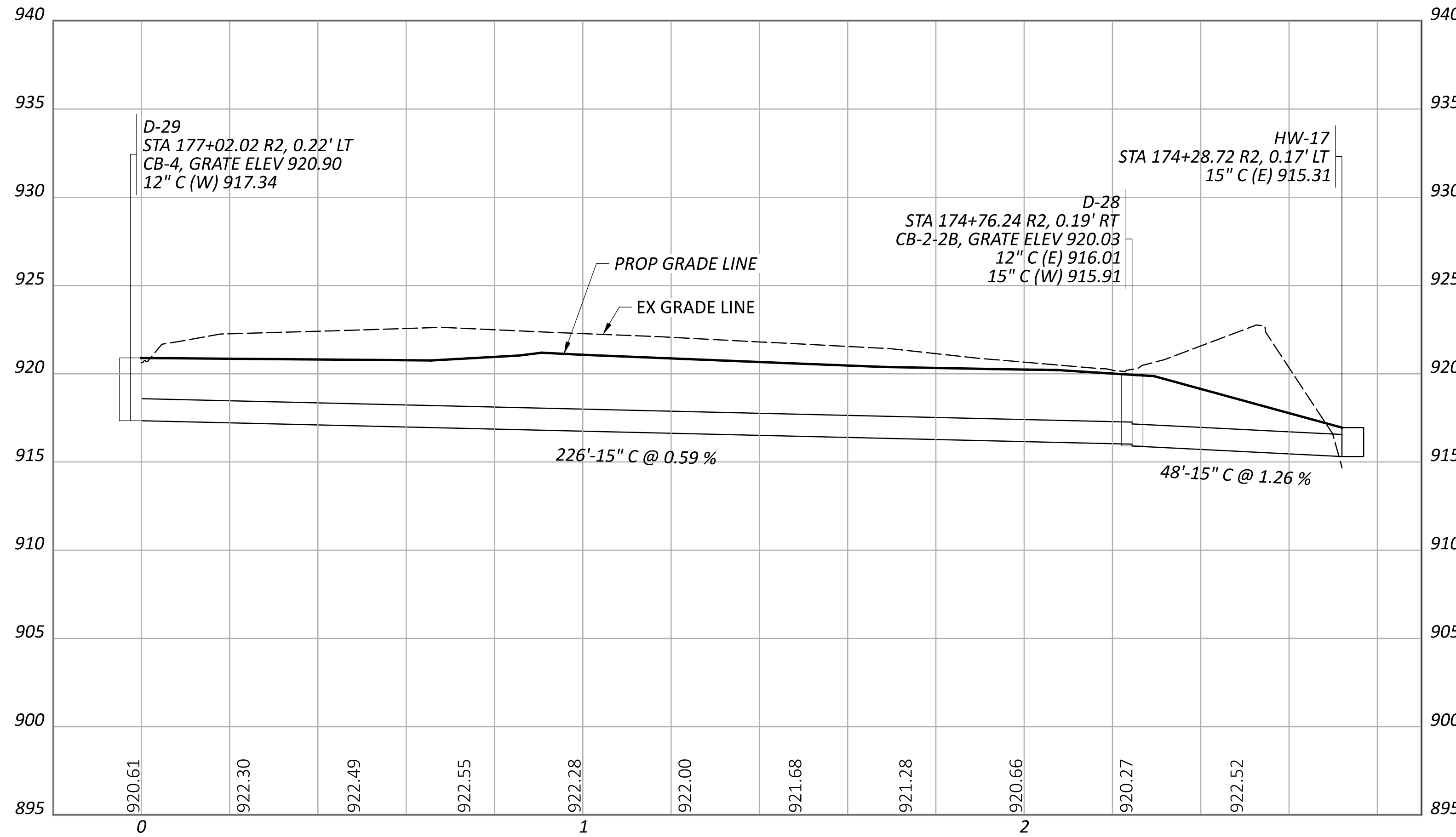


REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	STORM LABEL UPDATED



PLAN AND PROFILE - IR 70
 STA 175+00.00 TO STA 188+00.00

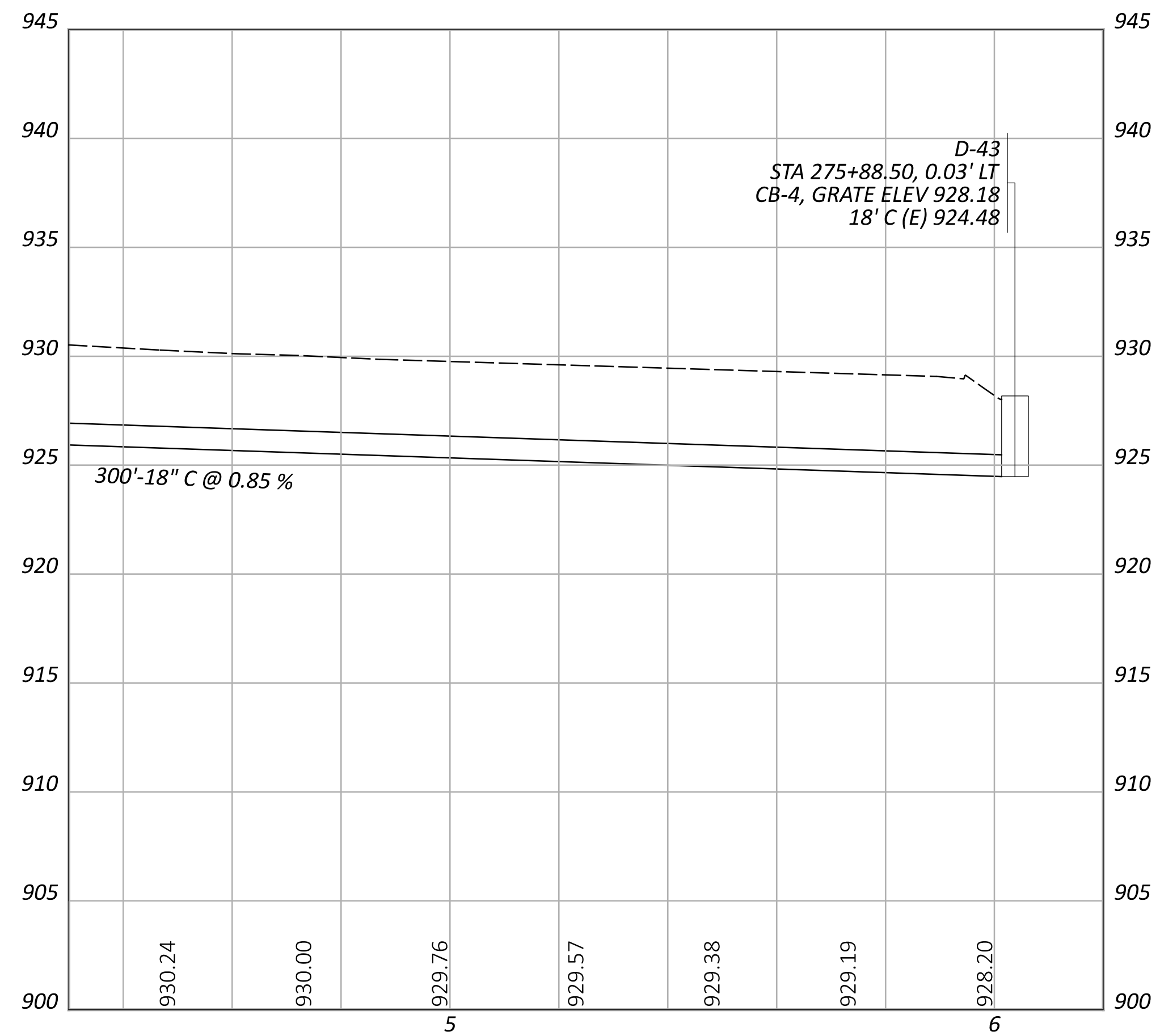
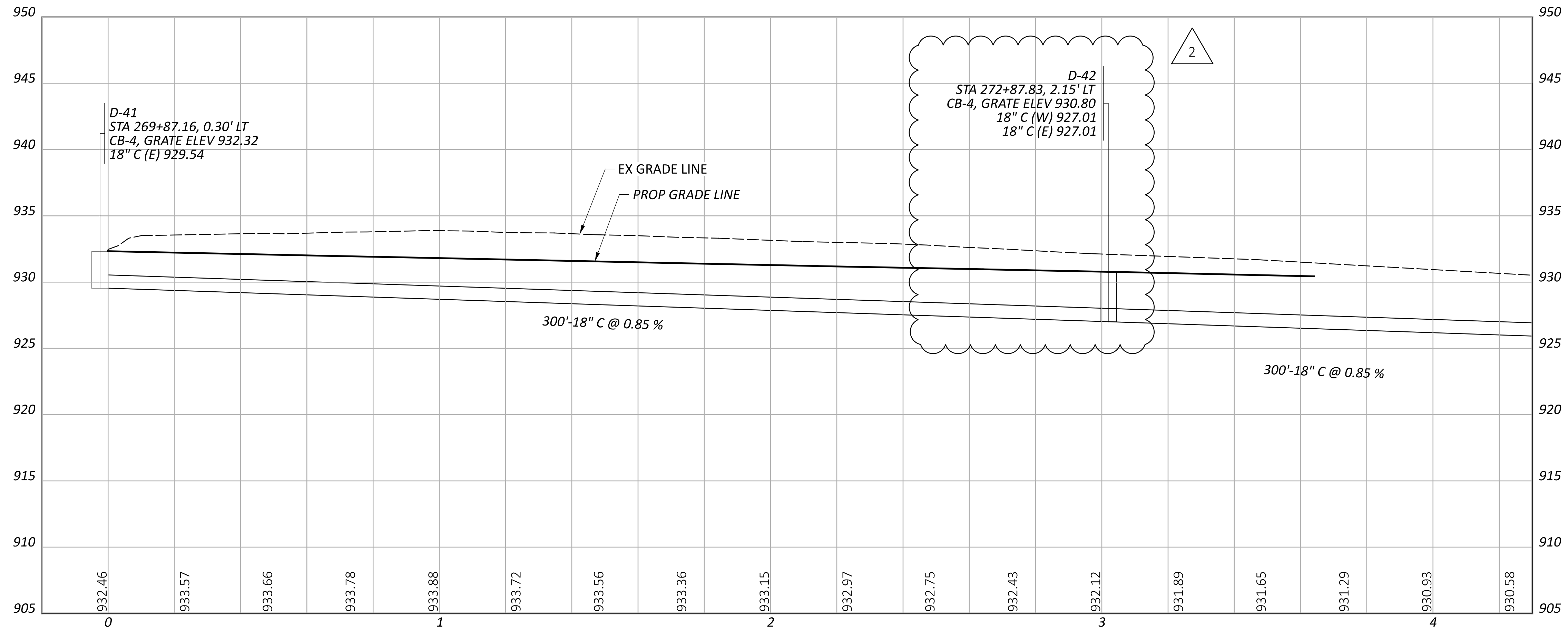
DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	JJD
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET	P.200
TOTAL	577



STORM SEWER PROFILES

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	MODIFIED STRUCTURE AND PIPE INFORMATION

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	DMS
REVIEWER	AJL 08/23/24
PROJECT ID	116949
SHEET TOTAL	P.464 577



REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	MODIFIED STRUCTURE AND PIPE INFORMATION

DESIGN AGENCY
STRUCTUREPOINT
 INC.

DESIGNER
DMS

REVIEWER
AJL 08/23/24

PROJECT ID
116949

SHEET TOTAL
P.467 | 577

STORM SEWER PROFILES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	REVISED	01-20-23
AS-2-15	REVISED	01-20-23
CPA-1-08	REVISED	01-19-24

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS848	REVISED	01-15-21
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DESIGN SPECIFICATIONS:

THE PROPOSED WORK CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

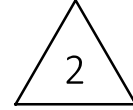
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (ALL)

PROPOSED WORK:

- REMOVE AND REPLACE PORTIONS OF EXISTING CONCRETE PARAPETS AND SLAB
- NEW INTEGRAL ABUTMENTS DOWN TO TOP OF EX. PILE CAP
- REMOVE AND REPLACE EXISTING OVERLAY WITH SDC OVERLAY
- NEW FULL WIDTH APPROACH SLABS
- SEAL CONCRETE SURFACES



EXISTING STRUCTURE VERIFICATION:

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

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

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 6 OFFICE, 400 E. WILLIAM STREET, DELAWARE, OHIO AND ARE AVAILABLE FOR REFERENCE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:

DESCRIPTION:
 THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPOSIVES, HEADACHE BALLS AND/OR HOE RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

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

SUBSTRUCTURE CONCRETE REMOVAL:
 REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT AND PAYMENT:
 THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY-URETHANE), AS PER PLAN:

EXISTING SEALER SHALL BE REMOVED PRIOR TO APPLICATION OF NEW EPOXY-URETHANE SEALER. THE FINISH COAT COLOR SHALL BE FEDERAL COLOR NO. 595B-17778, LIGHT NEUTRAL.

ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY-URETHANE):

THE FINISH COAT COLOR SHALL BE FEDERAL COLOR NO. 595B-17778, LIGHT NEUTRAL.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05. IF, DURING THE JACKING OPERATIONS, DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION:

THIS WORK CONSISTS OF REPLACING AREAS OF CRUSHED AGGREGATE SLOPE PROTECTION DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED IN THE ESTIMATED QUANTITIES FOR BIDDING PURPOSES.

601, CRUSHED AGGREGATE SLOPE PROTECTION	25 SY
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ABBREVIATION LIST:

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE BRIDGE PLANS.

ABUT.	= ABUTMENT
A.T.G.	= ADJUST TO GRADE
BRG.	= BEARING
CB	= CATCH BASIN
C/C	= CENTER - TO-CENTER
C.J.	= CONSTRUCTION JOINT
CLR.	= CLEARANCE
CONST.	= CONSTRUCTION
DIA.	= DIAMETER
DWG.	= DRAWING
EA.	= EACH
E.F.	= EACH FACE
EL.	= ELEVATION
EST.	= ESTIMATED
EX.	= EXISTING
F.A.	= FORWARD ABUTMENT
F.D.S.	= FINAL DECK SURFACE
F.F.	= FRONT FACE
F.S.	= FAR SIDE
INV.	= INVERT
LT.	= LEFT
MH	= MANHOLE
N.P.C.P.P.	= NON-PERFORATED CORRUGATED PLASTIC PIPE
N.S.	= NEAR SIDE
O/O	= OUT-TO-OUT
P.C.P.P.	= PERFORATED CORRUGATED PLASTIC PIPE
PEJF	= PREFORMED EXPANSION JOINT FILLER
PROP.	= PROPOSED
R.A.	= REAR ABUTMENT
REQD.	= REQUIRED
RT.	= RIGHT
SER.	= SERIES
SHLD.	= SHOULDER
SPA.	= SPACES
STA.	= STATION
STD.	= STANDARD
STM	= STORM SEWER LINE
T&B	= TOP AND BOTTOM
T/S	= TOP OF SLOPE
T/T	= TOE-TO-TOE
TYP.	= TYPICAL

GENERAL NOTES
 BRIDGE NO. FRA-70-03290 L / FRA-70-03290 R
 I-70 OVER HAMILTON DITCH

SFN
 2503816

DESIGN AGENCY



DESIGNER	CHECKER
SJF	CLB

REVIEWER
 JCS 03/15/24

PROJECT ID
 116949

SUBSET	TOTAL
3	15

SHEET	TOTAL
P.519	577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	REMOVED PILE ENCASEMENT FROM PROPOSED WORK

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	REVISED	01-20-23
AS-2-15	REVISED	01-20-23
CPA-1-08	REVISED	01-19-24

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS848	REVISED	01-15-21
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DESIGN SPECIFICATIONS:

THE PROPOSED WORK CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (ALL)

PROPOSED WORK:

- REMOVE AND REPLACE PORTIONS OF EXISTING CONCRETE PARAPETS AND SLAB
- NEW INTEGRAL ABUTMENTS ABOVE TOP OF EX. PILE CAP
- REMOVE AND REPLACE EXISTING OVERLAY WITH SDC OVERLAY
- NEW FULL WIDTH APPROACH SLABS
- SEAL CONCRETE SURFACES



EXISTING STRUCTURE VERIFICATION:

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

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

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 6 OFFICE, 400 E. WILLIAM STREET, DELAWARE, OHIO AND ARE AVAILABLE FOR REFERENCE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:

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

SUBSTRUCTURE CONCRETE REMOVAL:
 REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT AND PAYMENT:
 THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY-URETHANE), AS PER PLAN:

EXISTING SEALER SHALL BE REMOVED PRIOR TO APPLICATION OF NEW EPOXY-URETHANE SEALER. THE FINISH COAT COLOR SHALL BE FEDERAL COLOR NO. 595B-17778, LIGHT NEUTRAL.

ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY-URETHANE):

THE FINISH COAT COLOR SHALL BE FEDERAL COLOR NO. 595B-17778, LIGHT NEUTRAL.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05. IF, DURING THE JACKING OPERATIONS, DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION:

THIS WORK CONSISTS OF REPLACING AREAS OF CRUSHED AGGREGATE SLOPE PROTECTION DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED IN THE ESTIMATED QUANTITIES FOR BIDDING PURPOSES.

601, CRUSHED AGGREGATE SLOPE PROTECTION	35 SY
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ABBREVIATION LIST:

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE BRIDGE PLANS.

ABUT.	= ABUTMENT
A.T.G.	= ADJUST TO GRADE
BRG.	= BEARING
CB	= CATCH BASIN
C/C	= CENTER - TO-CENTER
C.J.	= CONSTRUCTION JOINT
CLR.	= CLEARANCE
CONST.	= CONSTRUCTION
DIA.	= DIAMETER
DWG.	= DRAWING
EA.	= EACH
E.F.	= EACH FACE
EL.	= ELEVATION
EST.	= ESTIMATED
EX.	= EXISTING
F.A.	= FORWARD ABUTMENT
F.D.S.	= FINAL DECK SURFACE
F.F.	= FRONT FACE
F.S.	= FAR SIDE
INV.	= INVERT
LT.	= LEFT
MH	= MANHOLE
N.P.C.P.P.	= NON-PERFORATED CORRUGATED PLASTIC PIPE
N.S.	= NEAR SIDE
O/O	= OUT-TO-OUT
P.C.P.P.	= PERFORATED CORRUGATED PLASTIC PIPE
PEJF	= PREFORMED EXPANSION JOINT FILLER
PROP.	= PROPOSED
R.A.	= REAR ABUTMENT
REQD.	= REQUIRED
RT.	= RIGHT
SER.	= SERIES
SHLD.	= SHOULDER
SPA.	= SPACES
STA.	= STATION
STD.	= STANDARD
STM	= STORM SEWER LINE
T&B	= TOP AND BOTTOM
T/S	= TOP OF SLOPE
T/T	= TOE-TO-TOE
TYP.	= TYPICAL

GENERAL NOTES
 BRIDGE NO. FRA-70-04170 L/ FRA-70-04170 R
 I-70 OVER CLOVER GROFF DITCH

SFN	2503905
DESIGN AGENCY	STRUCTUREPOINT INC.
DESIGNER	CHECKER
SJF	CLB
REVIEWER	JCS 03/15/24
PROJECT ID	116949
SUBSET	TOTAL
3	17
SHEET	TOTAL
P.534	577

REVISIONS		
REV.	DATE	REVISION
2	1/22/2025	REMOVED PILE ENCASEMENT FROM PROPOSED WORK