

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

GUE-70-17.50
GUE-265-0.00

VILLAGE OF LORE CITY
CENTER, OXFORD & WILLS TOWNSHIPS
GUERNSEY COUNTY

PROJECT DESCRIPTION:
2 LANE & 4 LANE DIVIDED ASPHALT CONCRETE
RESURFACING AND RELATED WORK ON SR 265
AND IR 70 IN GUERNSEY COUNTY.

Project Earth Disturbed Area =
N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area =
N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area =
N/A (Maintenance Project)

L O C A T I O N	C O U N T Y	R O U T E	B E G I N	E N D	L E N G T H	V I L L A G E
			SLM	SLM	MILES	
1	GUE	IR 70	17.50	22.80	5.30	
2	GUE	SR 265	0.00	4.59	4.59	LORE CITY

DESIGN DESIGNATION	IR 70	SR 265
	17.50-22.80	0.00-4.59
Functional Classification	INTERSTATE	MAJOR COLLECTOR
Opening Year ADT (2014)	28,000	2,100
Design Year ADT (2026)	34,000	2,100
Design Hourly Volume (2026)	3,400	250
Directional Distribution	53%	53%
Trucks (24 Hour B&C)	40%	9%
Design Speed	65mph	55mph
Legal Speed	65mph	55mph

DESIGN EXCEPTIONS: NONE

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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.

2013 SPECIFICATIONS

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

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

GUE - IR-70-17.50; GUE-265-0.00
130610 PID - 25874
Dist 5 12/12/2013

Contract Proposal Available @ www.contracts.dot.state.oh.us/home

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UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PRODUCTION OFFICE

ENGINEER'S SEAL

STATE OF OHIO
DOUGLAS N. MORGAN
E-63839
REGISTERED PROFESSIONAL ENGINEER

SIGNED: *Douglas N. Morgan*
DATE: 2-25-2013

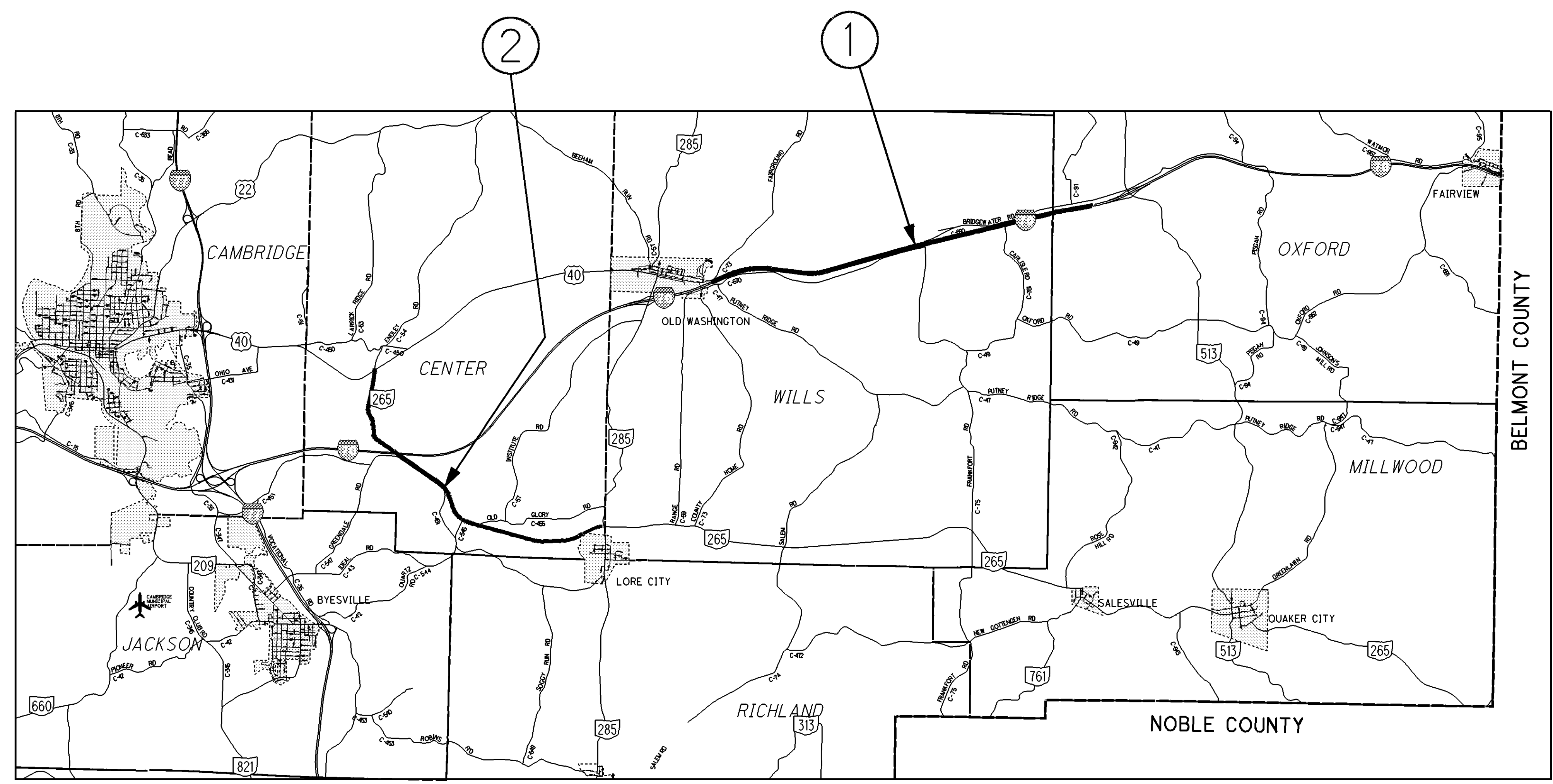
STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	MT-98.28	7-20-12	800	10-18-13
BP-4.1	7-19-13	MT-98.29	7-20-12	821	4-20-12
BP-9.1	7-19-13	MT-99.20	7-20-12	832	5-5-09
		MT-101.90	10-19-12		
MT-95.30	7-19-13	MT-105.10	7-20-12		
MT-97.10	7-19-13				
MT-97.12	7-19-13	TC-65.10	4-20-12		
MT-98.10	7-20-12	TC-65.11	4-20-12		
MT-98.11	7-20-12	TC-71.10	10-19-12		
MT-98.20	7-20-12	TC-72.20	7-20-12		
MT-98.22	7-20-12	TC-73.10	4-20-12		

APPROVED *[Signature]*
DATE 2/26/13 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 2-16-13 DIRECTOR, DEPARTMENT OF TRANSPORTATION

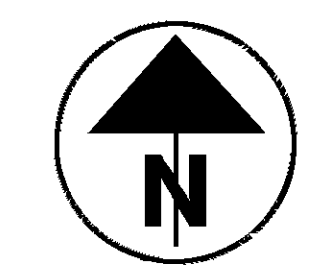
FEDERAL PROJECT NO. E090(492)
PID NO. 25874
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
GUE-70-17.50
GUE-265-0.00
1/22

LOCATION MAP



————— PORTION TO BE IMPROVED

LOCATION 1	LATITUDE: 40° 02' 32"	LONGITUDE: 81° 22' 55"
LOCATION 2	LATITUDE: 39° 59' 38"	LONGITUDE: 81° 29' 54"



UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT EXISTING MARKING LOCATIONS (I.E. BY USE OF VIDEO, PICTURES) AND PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS.

RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH. PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

ITEM 209 LINEAR GRADING

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULD-ERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING. AREAS WITH GUARDRAIL SHALL NOT BE EXCLUDED FROM LINEAR GRADING.

ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE PURPOSES AND TO REPAIR EXISTING AGGREGATE SHOULDERS AS DIRECTED BY THE ENGINEER.

ITEM 209 LINEAR GRADING
LOCATION 1: 21.04 MILE
LOCATION 2: 9.12 MILE

ITEM 253 PAVEMENT REPAIR

ALL REPAIRS SHALL TAKE PLACE PRIOR TO THE PLANING/PAVING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 8". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 8" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED AS DIRECTED).

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253 PAVEMENT REPAIR
LOCATION 1 - 500 CU. YD.
LOCATION 2 - 300 CU. YD.

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING SHALL BE 1.25" FOR SR 265 AND 3.00" FOR IR 70 FOR FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS (IF ANY). THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE LANE LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

ITEM 407 TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATIONRATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 408 PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

THE FOLLOWING QUANTITIES OF PRIME COAT, AS PER PLAN HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN
LOCATION 2: 10,630 SQ. YD. x 0.40 GAL./SQ YD = 4,252 GAL

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT CLASS QC FS, AS PER PLAN

A QUANTITY OF ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN, HAS BEEN PROVIDED IN THE PLANS TO BE USED "AS DIRECTED BY THE ENGINEER" TO REPAIR THE EXISTING RIGID PAVEMENT AT THE REST AREA.

AFTER PLANING THE EXISTING ASPHALT CONCRETE, THE ENGINEER WILL LOCATE AREAS OF CONCRETE THAT SHALL BE REMOVED AND REPLACED.

THIS ITEM SHALL INCLUDE THE COST TO SAW CUT THE EXISTING RIGID PAVEMENT FULL DEPTH AT THE LIMITS OF THE AREA DESIGNATED BY THE ENGINEER USING A DIAMOND SAW BLADE.

ALL MATERIALS, LABOR, EQUIPMENT, FULL DEPTH PAVEMENT SAWING, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN.

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 202 WEARING COURSE REMOVED
LOCATION 2 - 519 SQ. YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 2 - 18 CU. YD.

CALCULATED
BCT
CHECKED
DNM

GENERAL NOTES

GUE-70-17.50
GUE-265-0.00

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RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT), WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER, IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' INTO THE DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 202 WEARING COURSE REMOVED
LOCATION 2 – 346 SQ. YD.**

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 2 – 12 CU. YD.**

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

ITEM 690 SPECIAL – REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

THIS ITEM SHALL BE USED TO REINFORCE TRANSVERSE JOINT CRACKS. PLACE REINFORCING MESH ON PLANED SURFACE, 5.0' WIDE FROM EDGE LINE TO EDGE LINE (24' LENGTH) CENTERED OVER TRANSVERSE JOINT CRACK. THE ENTIRE ROADWAY SHALL BE OVERLAPPED WITH 3.25" ASPHALT CONCRETE AFTER PLACING OF THE REINFORCING MESH. THIS WORK SHALL BE PERFORMED ON ALL JOINTS THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE PROJECT ENGINEER. THE PROJECT ENGINEER SHALL SELECT TRANSVERSE JOINT CRACKS UNTIL ALL OF THE MATERIAL SHOWN BELOW HAS BEEN UTILIZED. REINFORCING MATERIAL SHALL BE GLASGRID CG100 OR EQUIVALENT AND SHALL BE PLACED ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND THIS NOTE.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM SPECIAL – REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS.

4 LANE - SLM 17.50 TO SLM 22.80 = 27,984' / 60' SPACING = 466 JOINTS
466 JOINTS X 48' X 5' WIDE / 9 = 12,427 SQ. YD.

**ITEM 690 SPECIAL – REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS
LOCATION 1 – 12,427 SQ. YD.**

SAFETY EDGE PLAN NOTE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANS TECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETYSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Advant-Edge Paving Equipment, LLC.
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advantaedgepaving.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-875-8000

Troxler Electronics Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE LOCATION 2 SUB-SUMMARY TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE.

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 2: 67 CU.YD.**

ITEM 614 MAINTAINING TRAFFIC

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED ON SR 265 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR MT-97.12.

TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED ON I.R. 70 AT ALL TIMES, EXCEPT AS NOTED BELOW:

LANE CLOSURES FOR THE PURPOSE OF PLACING DRUMS IN ORDER FOR THE CONTRACTOR TO COMPLETE HIS/HER WORK WILL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S WEB SITE, "PERMITTED LANE CLOSURE TIMES" SECTION, LOCATED AT THE ADDRESS SHOWN BELOW:

<http://plcm.dot.state.oh.us/>

ITEM 614 MAINTAINING TRAFFIC (CONTINUED)

THE PERMITTED CLOSURE TIMES LISTED ON THE WEBSITE, 14 CALENDAR DAYS PRIOR TO THE BID LETTING DATE WILL BE IN EFFECT FOR THIS PROJECT.

THE WORK ZONE CLOSURES SHALL BE NO LONGER THAN 2 MILES OR AS DIRECTED BY THE ENGINEER IN CONSIDERATION OF THE TRAFFIC FLOW.

WHEN NECESSARY, LANE CLOSURES WILL BE ACCOMPLISHED IN ACCORDANCE WITH THE STANDARD DRAWINGS.

IT IS THE INTENT TO RESTRICT LANE CLOSURES TO THE MINIMUM AMOUNT OF TIME NECESSARY TO PERFORM THE WORK AS DESCRIBED IN THE PLANS. THE CONTRACTOR WILL NOT COMMENCE ANY LANE CLOSURE BEFORE THE HOURS AS SPECIFIED OR COMMENCE ANY CLOSURE AT A TIME WHICH WILL NOT ALLOW COMPLETION OF THE WORK PRIOR TO THE HOURS SPECIFIED.

THERE SHALL BE NO LANE CLOSURES ON HOLIDAYS OR HOLIDAY WEEKENDS. THE FOLLOWING ARE CONSIDERED HOLIDAYS:

EASTER, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY

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

DAY OF THE WEEK	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N FRIDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$75 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

ONLY ITEM 614 WORK ZONE CENTER LINE, CLASS II, HAS BEEN ITEMIZED. QUANTITIES ARE TO BE USED FOR ONE APPLICATION ON EACH ASPHALT COURSE. ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

OVERNIGHT CLOSURES MUST MEET SPECIFICATIONS AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE OPERATIONS SECTION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. ROADWAY SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER THE PERMANENT OR WORK ZONE MARKINGS IN PLACE.

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

CALCULATED
LIME
CHECKED
DMM

GENERAL NOTES

GUE-70-17.50
GUE-265-0.00

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FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME 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, MATERIAL AND INCIDENTALS TO PERFORM THIS WORK SHALL BE INCLUDED IN THE **LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.**

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS. PAYMENT FOR GRINDING BUTT JOINTS SHALL BE INCLUDED WITH PAVEMENT PLANING.

MINIMUM LENGTH FOR ASPALT WEDGE AT BUTT JOINTS SHALL BE 35 FT.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD.
1	IR 70	BEGIN WORK	17.50	5.8
1	IR 70	REST AREA	19.37	3.0
1	IR 70	REST AREA	19.76	3.0
1	IR 70	END WORK	28.50	5.8
1	IR 70	TOTAL		17.6
2	SR 265	BEGIN WORK	0.00	1.0
2	SR 265	BRIDGE: GUE-265-0108	1.08	2.0
2	SR 265	END WORK	4.59	1.0
2	SR 265	TOTAL		4.0

ITEM 614 WORK ZONE MARKING SIGNS

IN ACCORDANCE WITH CMS SECTION 614.04, A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN CARRIED TO THE LOCATION SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOC. 1 - 14 EA, LOC. 2 - 20 EA
R4-1 (DO NOT PASS): LOC. 2 - 19 EA
R4-2 (PASS WITH CARE): LOC. 2 - 12 EA

ITEM 614 WORK ZONE MARKING SIGN
TOTAL LOCATION 1 14 EACH
TOTAL LOCATION 2 51 EACH

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET (75M) IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS ON EACH ENTRANCE RAMP AND AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH

THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

ITEM 614 REPLACEMENT DRUM

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

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

AN ESTIMATED QUANTITY OF 50 EACH HAS BEEN CARRIED TO SHT 20, LOCATION 1 SUBSUMMARY.

DROPOFFS IN WORK ZONES

DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 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.

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

NONCOMPLIANCE, WILL BE DEDUCTED FROM 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.

A TOTAL OF 6 PCMS SHALL BE REQUIRED FOR THIS PROJECT.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO LOCATION SUB-SUMMARIES:

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
LOCATION 1 (4 PCMS) - 480 DAYS

LOCATION 2 (2 PCMS) - 120 DAYS

ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.

CALCULATED
LIME
CHECKED
DMM

GENERAL NOTES

GUE-70-17.50
GUE-265-0.00

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ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED. IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHOULD NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE SHIFT.

LAW ENFORCEMENT OFFICERS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR). **THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE LOCATION 1 SUB-SUMMARY:**

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE - LOCATION 1 - 750 HOURS

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WORK ZONE SPEED LIMIT SIGN

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

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

THE WORK ZONE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK THAT CAUSES THE WARRANTING CONDITION(S) TO OCCUR. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING REMOVAL OF THE WARRANTING CONDITION(S), OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY REMOVAL OF WARRANTING CONDITION(S) SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE.

CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT THE 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 REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED REDUCTION IN THE OPPOSITE DIRECTION. A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION, IN SUCH CASE, IS APPROPRIATE ONLY IF CONDITIONS ARE EXPECTED TO HAVE AN IMPACT ON THE DIRECTIONAL TRAFFIC FLOW, AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A WORK ZONE SPEED LIMIT SIGN IN ADVANCE OF THE WARRANTING CONDITION, AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE SIGN SHALL BE MOUNTED ON BOTH SIDES OF A DIRECTIONAL ROADWAY OF DIVIDED HIGHWAYS. THE FIRST WORK ZONE SPEED LIMIT SIGN SHALL BE PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE LANE REDUCTION, SHIFT TAPER, OR OTHER ROADWAY OR SHOULDER RESTRICTION THAT WARRANTED THE WORK ZONE SPEED ZONE. ON UNDIVIDED HIGHWAYS THE SIGN SHALL BE MOUNTED ON THE RIGHT SIDE, APPROXIMATELY 250 FEET IN ADVANCE OF SUCH RESTRICTIONS. THE SIGN SHALL BE REPEATED EVERY 1 MILE FOR 55 MPH ZONES AND EVERY ONE-HALF MILE FOR 50 MPH AND 45 MPH ZONES. THESE SIGNS SHALL ALSO BE ERECTED IMMEDIATELY AFTER EACH OPEN ENTRANCE RAMP WITHIN THE ZONE.

THE SPEED LIMIT REDUCTION SHALL BE LIMITED TO ONLY THE PORTION OF THE PROJECT AND THE WORK THAT WARRANTED THE WORK ZONE SPEED LIMIT REDUCTION.

SPEED REDUCTION (SPEED ZONE AHEAD SYMBOL) SIGNS (W3-5) SHALL BE ERECTED IN ADVANCE OF THE SPEED REDUCTION, APPROXIMATELY 1250 FEET ON MULTI-LANE HIGHWAYS AND 500 FEET ON TWO-LANE HIGHWAYS.

A SIGN(S) TO INDICATE THE RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE ERECTED AT THE END OF ANY REDUCED SPEED ZONE. 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 CMS 730.19.

WORK ZONE SPEED LIMIT SIGNS SHALL BE MOUNTED ON TWO ITEM 630, GROUND MOUNTED SUPPORTS, NO. 3 POSTS, UNLESS MOUNTED ON A TEMPORARY SIGN SUPPORT PER SCD MT 105.10.

WORK ZONE SPEED LIMIT SIGN (CONTINUED)

WORK ZONE SPEED LIMIT AND RELATED SIGN SIZES, PLACEMENT, SUPPORTS, ETC. SHALL BE PER THE OMUTCD, WITH TWO EXCEPTIONS: 1) EXPRESSWAY SIZE SPEED LIMIT SIGNS MAY BE USED ON FREEWAYS AND EXPRESSWAYS, IF NECESSARY; 2) THE HEIGHT OF SIGNS MOUNTED ON PORTABLE SUPPORTS SHOULD BE THE HEIGHT REQUIRED FOR GROUND-MOUNTED SIGNS BUT SHALL NOT BE MORE THAN 1 FOOT LOWER THAN THE HEIGHT REQUIRED BY THE OMUTCD, OR AS DIRECTED BY THE ENGINEER. PORTABLE SUPPORTS SHOULD NOT BE USED FOR A DURATION OF MORE THAN 3 DAYS.

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

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, SHALL BE INCLUDED IN THE **LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC**. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS NECESSARY FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVING THE SIGNS AND SUPPORTS. SPEED LIMIT SIGNING FOR THE POINT OF RESUMPTION OF THE STATUTORY SPEED LIMIT SHALL BE PAID FOR AS WORK ZONE SPEED LIMIT SIGNS.

THE FOLLOWING PROVIDES DETAILS ON WORK ZONE SPEED ZONES APPROVED FOR USE ON THIS PROJECT:

WZSZ REVISION NUMBER: WZ-30429

COUNTY-ROUTE: LIC-70

SLM FROM / TO: 17.50 TO 22.80

PHASE/PART & DIRECTION: ALL PHASES

APPROVED SPEED LIMIT (MPH): 60

SPECIFIC WARRANTING CONDITIONS AND FACTORS:

UNPROTECTED WORKERS WILL BE PRESENT FOR EXTENDED PERIODS (MORE THAN THREE HOURS) IN THE CLOSED LANE DURING PAVEMENT PLANING, PAVEMENT RESURFACING AND PAVEMENT MARKING OPERATIONS.

WORK ZONE SPEED ZONE TRACKING REPORT:

THE PROJECT ENGINEER OR DESIGNEE SHALL FILL OUT THIS REPORT WEEKLY AND SUBMIT IT TO THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM). THE FORM IS LOCATED IN ODOT'S TRAFFIC ENGINEERING MANUAL, SECTION 1296, FORMS INDEX, FORM 1296-18.

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GENERAL NOTES

GUE-70-17.50
GUE-265-0.00

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SEQUENCE OF OPERATIONS:

PHASE 1: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE OUTSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER.
- (2) FILL IN RUMBLE STRIPS ON OUTSIDE SHOULDER WITH ITEM 448 INTERMEDIATE COURSE TO ALLOW FOR MAINTAINING TRAFFIC ON SHOULDER.
- (3) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING INSIDE LANE.

PHASE 2: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE INSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER.
- (2) PLANE INSIDE LANE AND SHOULDER, 3.00" DEEP AS DETAILED.
- (3) IMMEDIATELY PLACE 1.75" OF ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE FOR INSIDE LANE AND SHOULDER. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION.
- (4) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING INSIDE LANE.

PHASE 3: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE OUTSIDE LANE, AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER.
- (2) PLANE OUTSIDE LANE AND SHOULDER, RAMP AREAS WHERE APPLICABLE, 3.00" DEEP AS DETAILED.
- (3) IMMEDIATELY PLACE 1.75" OF ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE FOR OUTSIDE LANE AND SHOULDER, RAMP AREAS WHERE APPLICABLE, COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION.
- (4) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING OUTSIDE LANE.

PHASE 4: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE INSIDE LANE, AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER.
- (2) PLACE 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE ON INSIDE LANE AND SHOULDER AS PER TYPICAL SECTION.
- (3) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING INSIDE LANE.

PHASE 5: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE OUTSIDE LANE, AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER.
- (2) PLACE 1.5" OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE ON OUTSIDE LANE, 10.0' WIDE PAVED SHOULDER AND RAMP AREAS, WHERE APPLICABLE, AS PER TYPICAL SECTION.
- (3) REMOVE TRAFFIC CONTROL DEVICES FOR CLOSING OUTSIDE LANE.

PHASE 6: BEGIN PROJECT TO END PROJECT, EASTBOUND & WESTBOUND

- (1) INSTALL RUMBLE STRIPS, PLACE ALL PERMANENT PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS. OPEN ROADWAY TO UNRESTRICTED TRAFFIC.

GENERAL:

IT IS THE INTENT OF THIS SEQUENCE OF OPERATIONS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC (SEE MAINTAINING TRAFFIC NOTE ON SHEET 5). IT MAY BE NECESSARY FOR THE CONTRACTOR TO ALTERNATE BETWEEN PHASES IN ORDER TO MEET WORK RESTRICTIONS FOUND IN ODOT'S "DROP-OFFS IN WORK ZONES" STANDARD DRAWING MT-101.90.

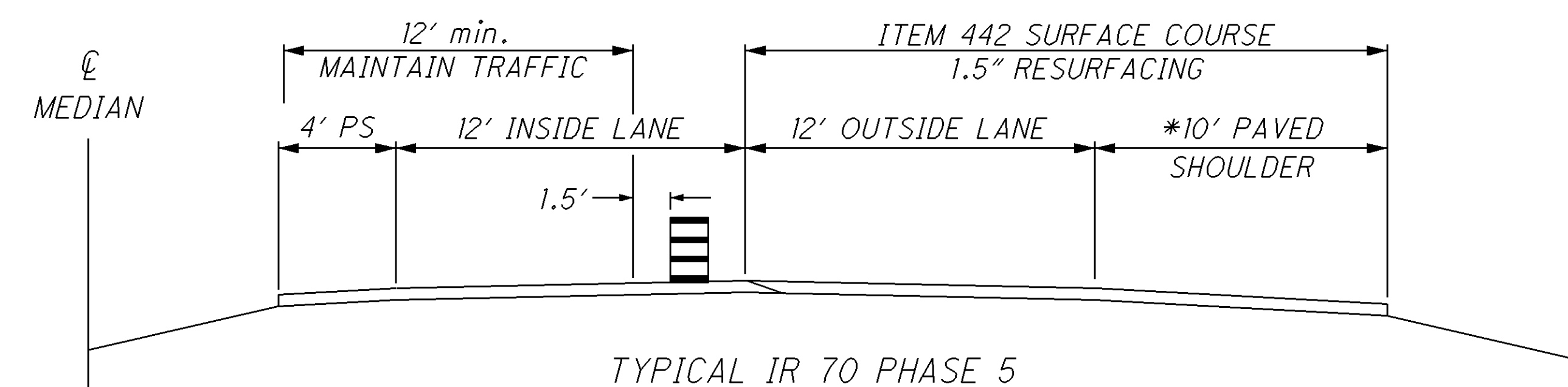
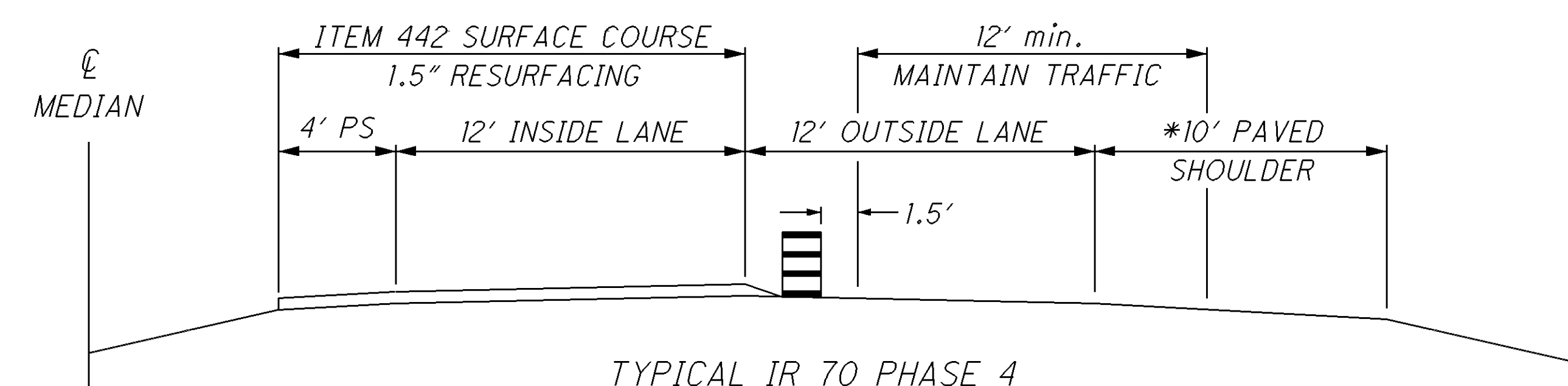
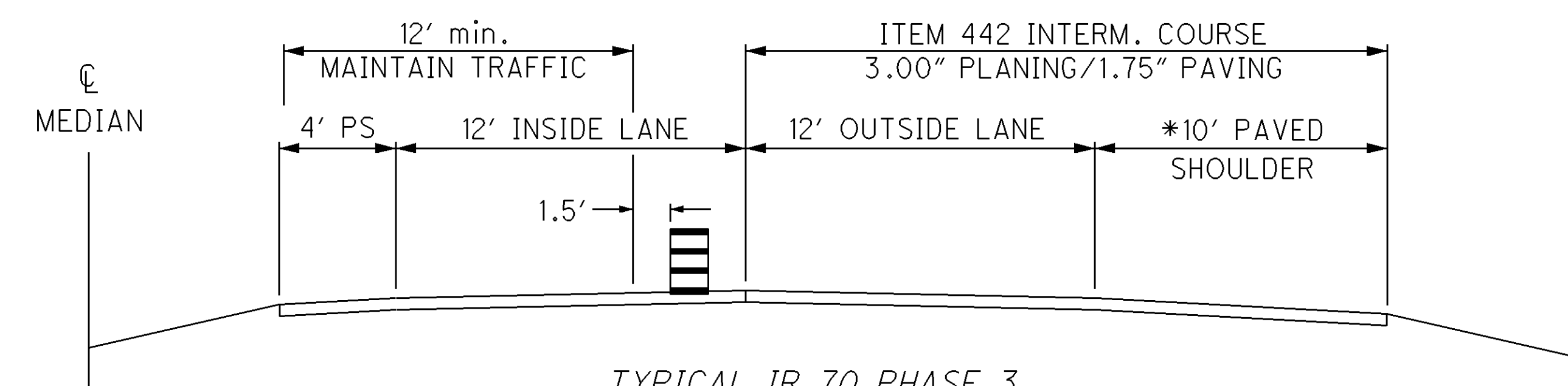
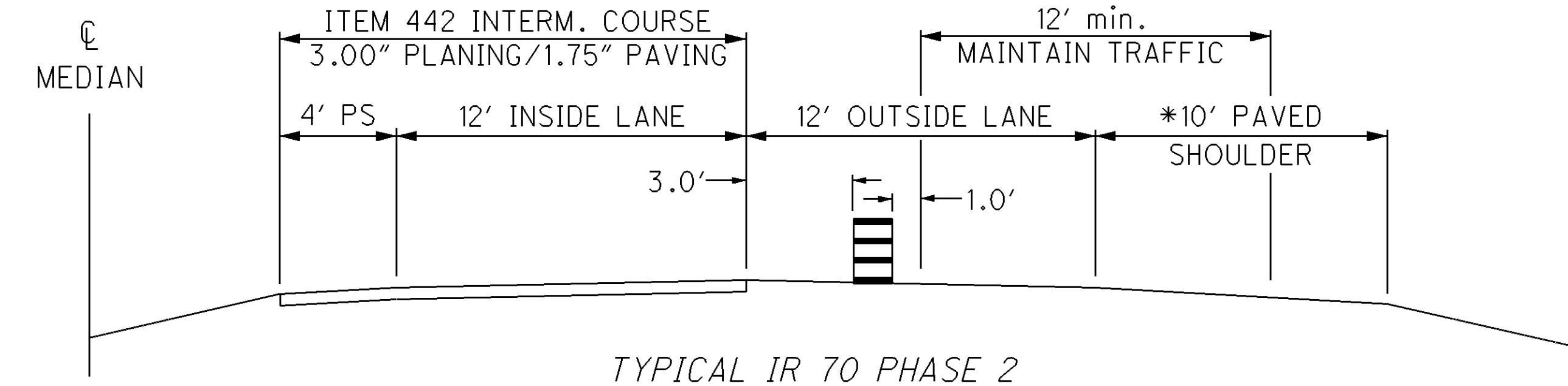
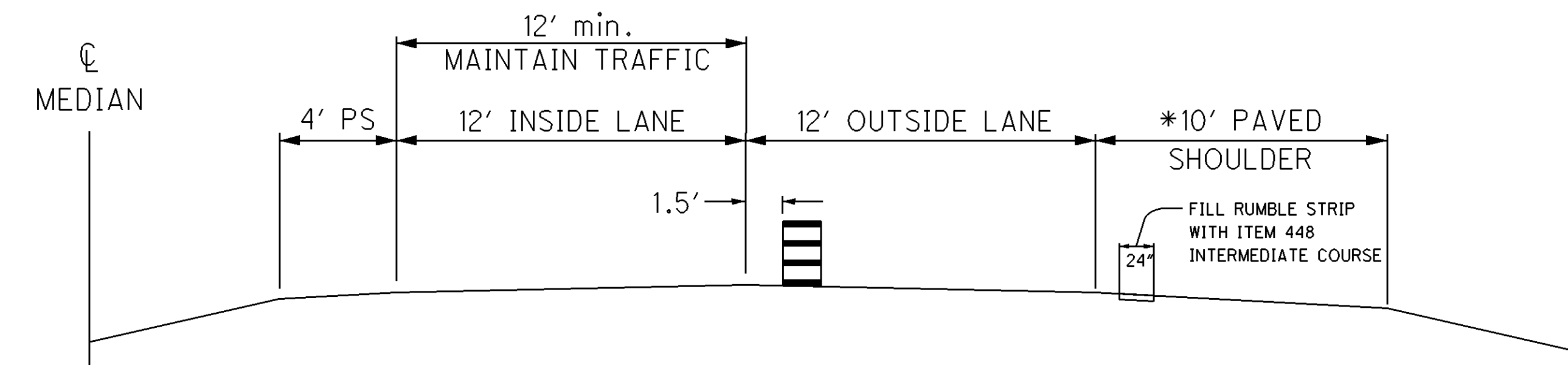
IF THE CONTRACTOR SO ELECTS, HE/SHE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE ENGINEER.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22

THIS ITEM SHALL BE USED TO FILL IN RUMBLE STRIPS FOR MAINTAINING TRAFFIC AS DESCRIBED IN PHASE 1 ABOVE. AVERAGE THICKNESS FOR CALCULATION PURPOSES IS 0.75". THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
 LOCATION 1: (17.50 - 22.80) X 5280 = 27,984 FT - (2(27,984 X 2.0' X (0.75"/12)))/27 = 259.1 CU.YD.



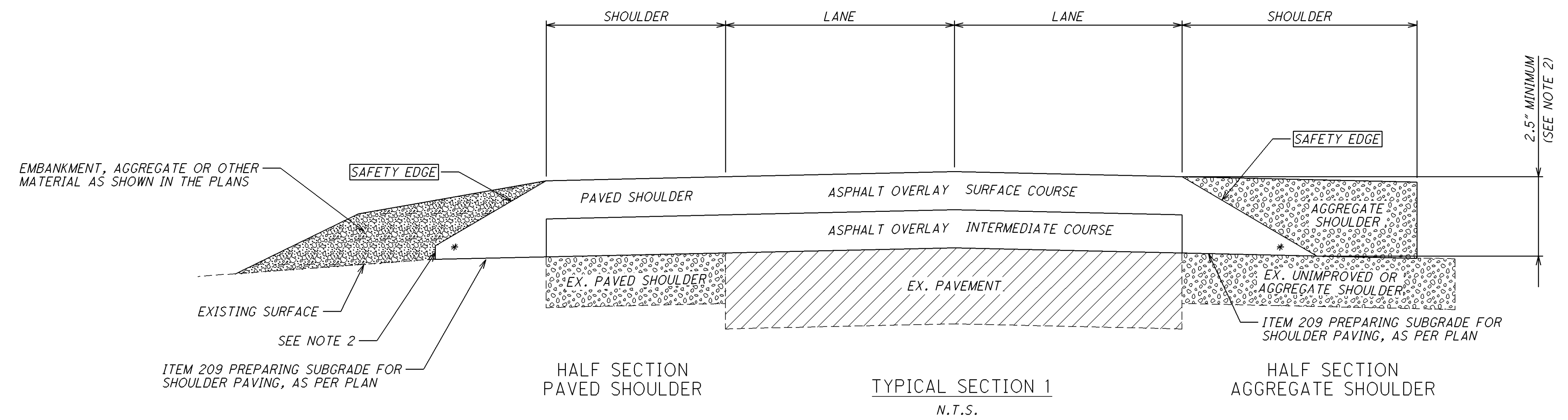
* SHOULDER WIDTH VARIES IN RAMP AREAS

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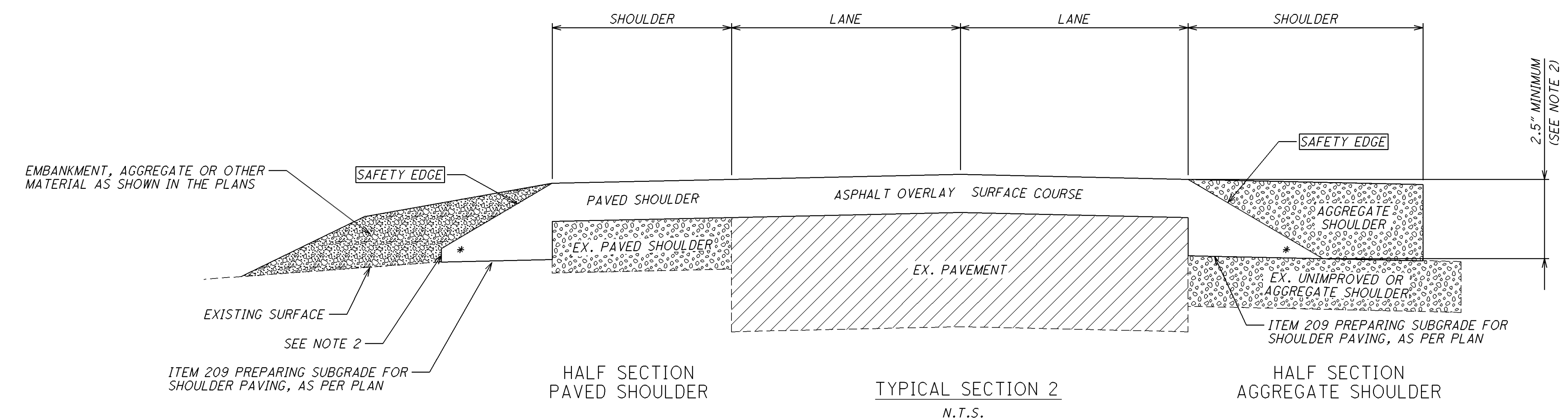
GENERAL NOTES

GUE-70-17.50
 GUE-265-0.00

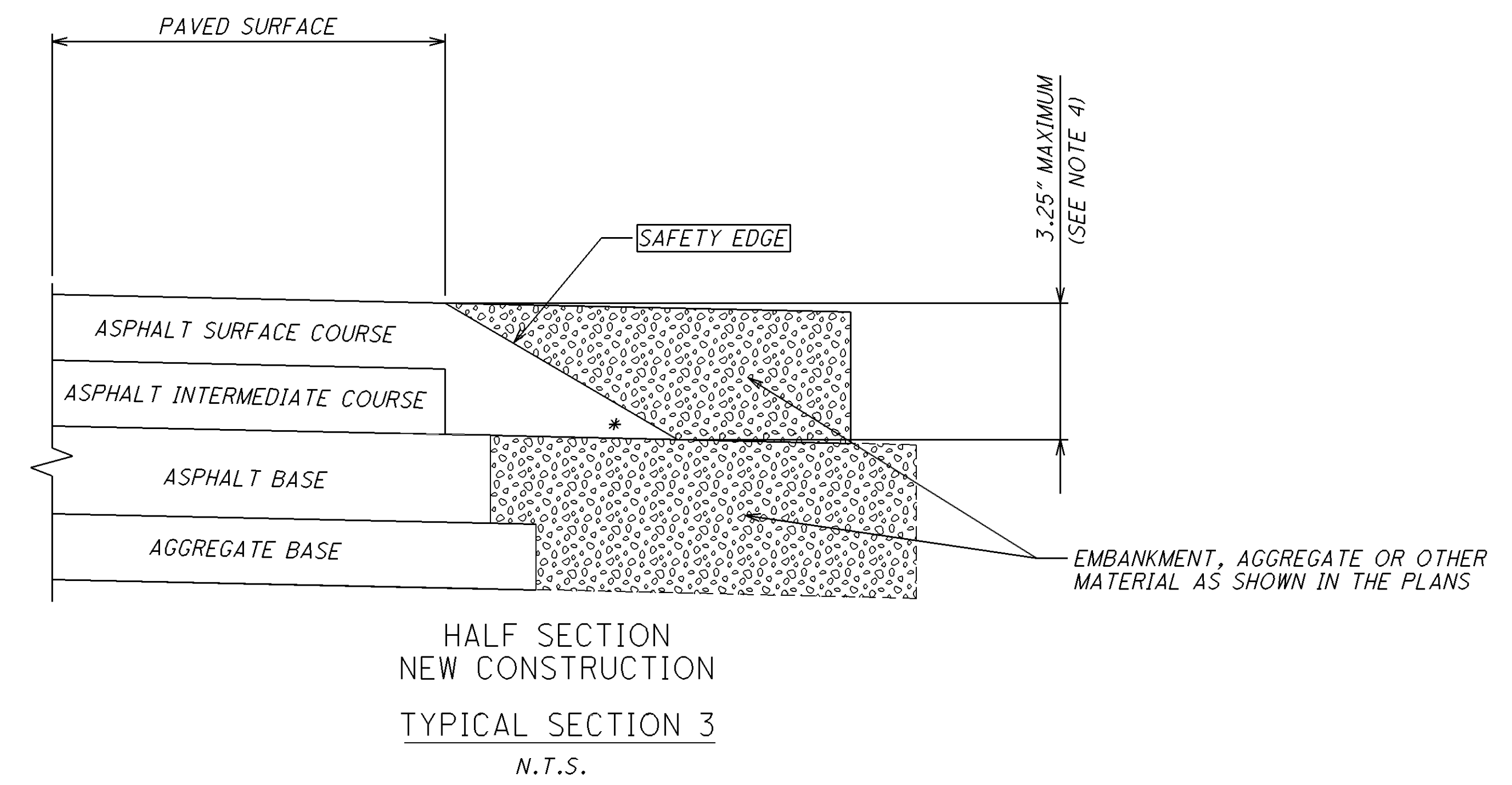
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HALF SECTION PAVED SHOULDER TYPICAL SECTION 1 HALF SECTION AGGREGATE SHOULDER
N.T.S.



HALF SECTION PAVED SHOULDER TYPICAL SECTION 2 HALF SECTION AGGREGATE SHOULDER
N.T.S.



HALF SECTION
NEW CONSTRUCTION
TYPICAL SECTION 3
N.T.S.

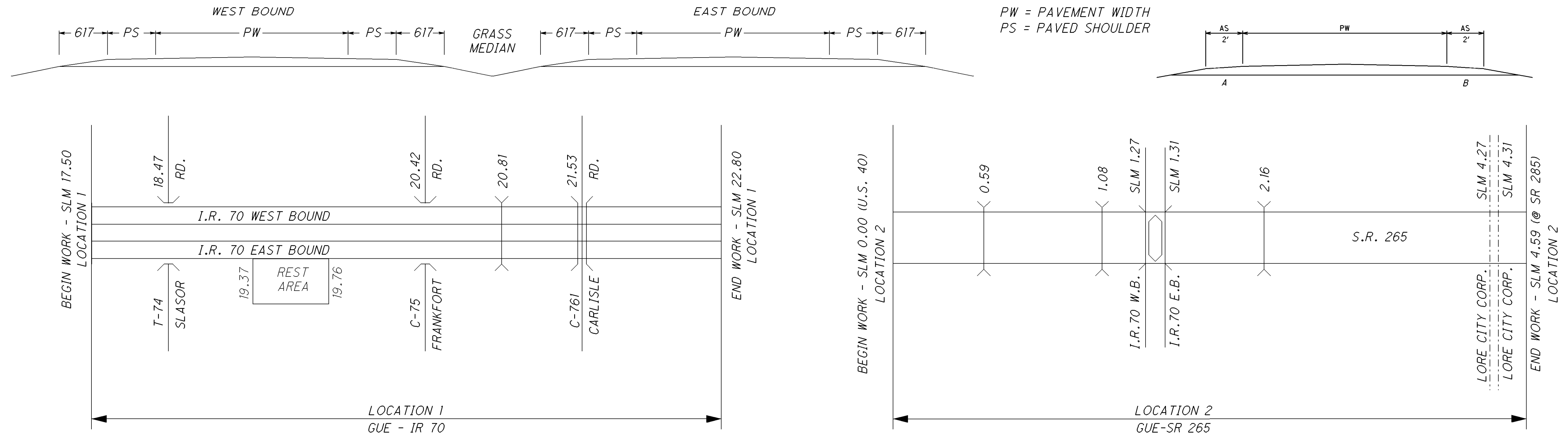
NOTES:

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
 - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
 - 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
 - 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).
- * 40° MAX

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TYPICAL 1

TYPICAL 2



PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		442 ASPHALT CONCRETE			
					MILES	LIN. FT.					SQ. YD.	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.
1	GUE	I.R. 70 E.B.	17.50	22.80	5.30	27,984.00	24.0	1	446	74,624.0	74,624.0	5,596.8	3,731.2	1.75	3,627.6	1.50	3,109.4	
1	GUE	I.R. 70 W.B.	17.50	22.80	5.30	27,984.00	24.0	1	446	74,624.0	74,624.0	5,596.8	3,731.2	1.75	3,627.6	1.50	3,109.4	
BRIDGE DEDUCTIONS (FROM SHEET 14)										(2,496.0)	(2,496.0)	(187.2)	(124.8)	1.75	(121.4)	1.50	(104.0)	
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY											146,752.0	11,006.4	7,337.6		7,133.8		6,114.8	

PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		448 ASPHALT CONCRETE			614	
					MILES	LIN. FT.					SQ. YD.	SQ. YD.	GAL.	GAL.	INCH	CU. YD.	INCH	CU. YD.	MILE
2	GUE	SR 265	0.00	4.59	4.59	24,235.20	20.0	2	448	53,856.0	53,856.0	4,039.2	2,692.8	1.75	2,618.0	1.25	1,870.0	9.18	
BRIDGE DEDUCTIONS (FROM SHEET 14)										(705.1)	(705.1)	(52.9)	(17.7)	1.75	(17.2)	1.25	(24.5)	(0.06)	
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY											53,856.0	3,986.3	2,675.1		2,600.8		1,845.5	9.12	

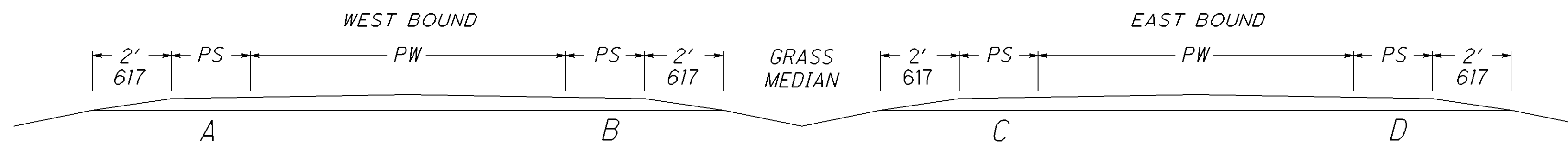
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ASPHALT CONCRETE DATA

GUE-70-17.50
GUE-265-0.00

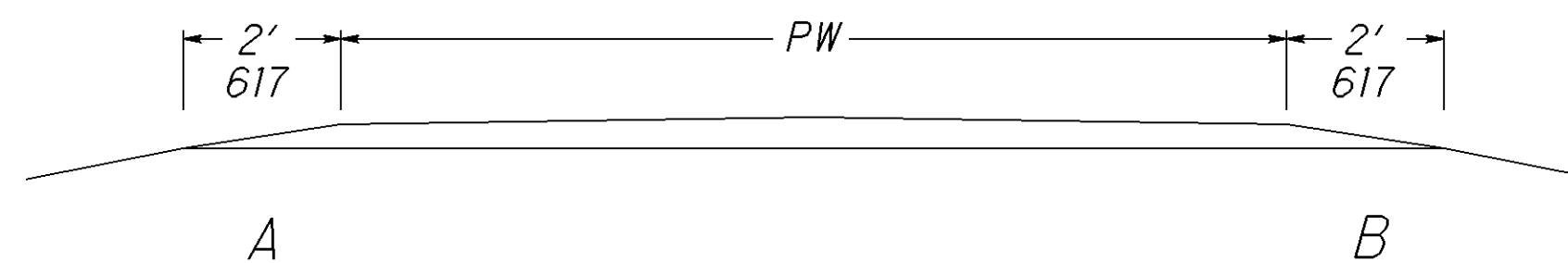
TYPICAL 1 (IR 70)

PW = PAVEMENT WIDTH
PS = PAVED SHOULDER



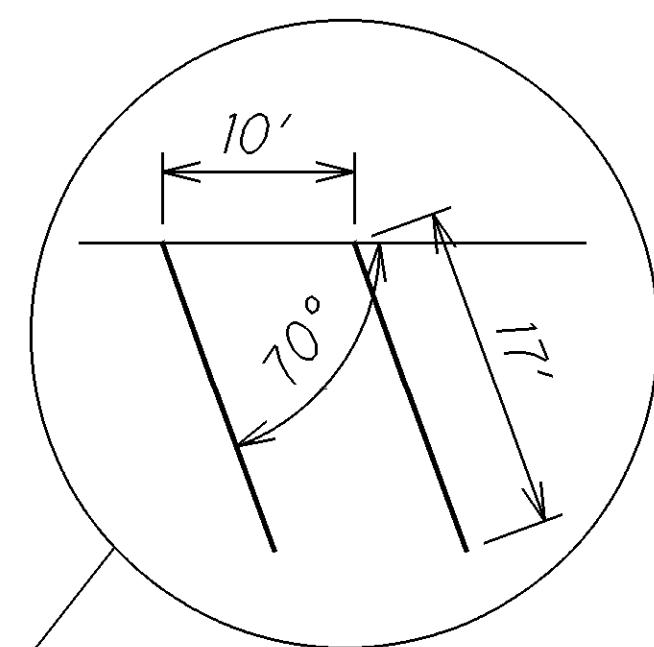
SHOULDER DATA																								
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	209	254	407		442 ASPHALT CONCRETE				617		618	
													PREPARE SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	INCHES	INTERMEDIATE COURSE, 19 MM, TYPE A (446)	INCHES	SURFACE COURSE, 12.5 MM, TYPE A (446)	INCHES	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	SHOULDER PREPARATION (2' WIDTH)	RUMBLE STRIPS (ASPHALT CONCRETE)
													SQ. YD.	MILE	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.	SQ. YD.
					MILES	LIN. FT.		A	B	C	D													
1	GUE	IR 70 EB	17.50	22.80	5.30	27984.0	1			4	10	43,530.7		43,530.7	3,264.9	2,176.6	1.75	2,116.1	1.50	1,813.8	1.00	345.5	12,437.4	10.60
1	GUE	IR 70 WB	17.50	22.80	5.30	27984.0	1	10	4			43,530.7		43,530.7	3,264.9	2,176.6	1.75	2,116.1	1.50	1,813.8	1.00	345.5	12,437.4	10.60
DEDUCT FOR BRIDGES (FROM SHEET 14)												(1,456.2)		(1456.2)	(109.3)	(36.5)	1.75	(35.4)	1.50	(60.7)	1.00	(40.4)	(1456.2)	
LOCATION 1 (TOTALS CARRIED TO SHEET 19)														85,605.2	6,420.5	4,316.7		4,196.8		3,566.9		650.6	23,418.6	21.20
2	GUE	SR 265	0.00	4.59	4.59	24235.2	2	2	2			10,771.2	9.18							2.00	598.4			
DEDUCT FOR BRIDGES (FROM SHEET 14)												(141.0)	(0.06)							2.00	(7.8)			
LOCATION 2 (TOTALS CARRIED TO SHEET 20)												9.12										590.6		

TYPICAL 2 (SR 265)

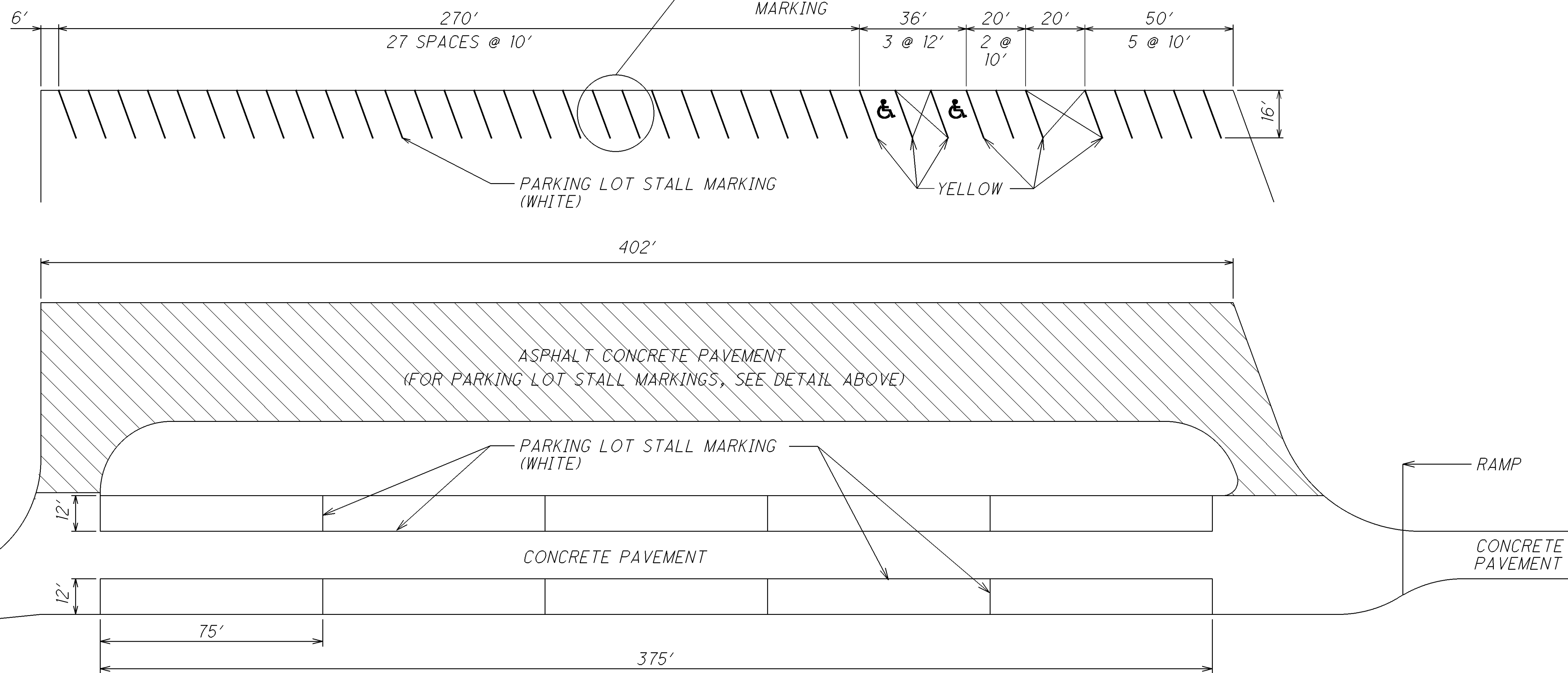


PW = PAVEMENT WIDTH

NOTE: DEPTH OF ASPHALT CONCRETE IS 1.5"±. A QUANTITY OF ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN HAS BEEN INCLUDED TO REPAIR THE CONCRETE PAVEMENT ON THE RAMPS AND REST AREA. THE ENGINEER SHALL MARK THE AREAS OF CONCRETE THAT NEED REMOVED AND REPLACED. AFTER COMPLETING THE CONCRETE REPAIRS AND ASPHALT CONCRETE RESURFACING, THE CONTRACTOR SHALL PLACE THE PAVEMENT MARKINGS AS SHOWN IN THE DETAIL BELOW.



 - ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE



REST AREA DETAILS AND QUANTITIES

LOCATION 1 - ASPHALT CONCRETE QUANTITIES

CAR PARKING AREA = 17,751 SQ. FT./9 = 1,973 SQ. YD.

ITEM 202 WEARING COURSE REMOVED - 1,973 SQ.YD.

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN - 100 SQ. YD.

ITEM 407 TACK COAT, 702.13
1,973 X 0.075 GAL/SQ. YD. = 148 GALLON

ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)
1,973 SQ. YD. X 1.5"/36 = 83.0 CU. YD.

LOCATION 1 - PAVEMENT MARKING QUANTITIES

ITEM 644 PARKING LOT STALL MARKING (WHITE)

$375' \times 2 + 12' \times 12 + 17' \times 32 = 1,438$ FEET

ITEM 644 PARKING LOT STALL MARKING (YELLOW)

$17' \times 6 + 93' (DIAGONALS) = 195$ FEET

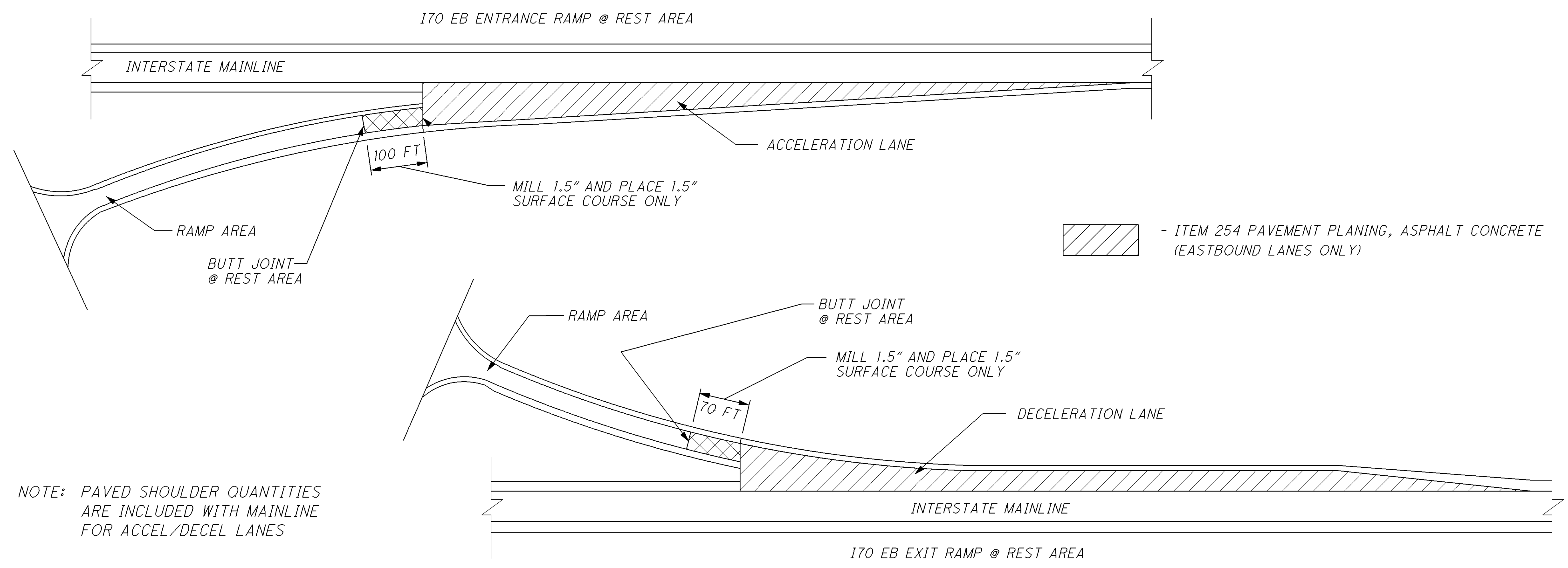
TOTAL PARKING LOT STALL MARKING = 1,438' + 195' = 1,633 FEET

ITEM 644 HANDICAP SYMBOL MARKING - 2 EACH

QUANTITIES CARRIED TO LOCATION 1 SUB-SUMMARY

REST AREA EXTRA AREAS AND MEDIAN CROSS-OVERS

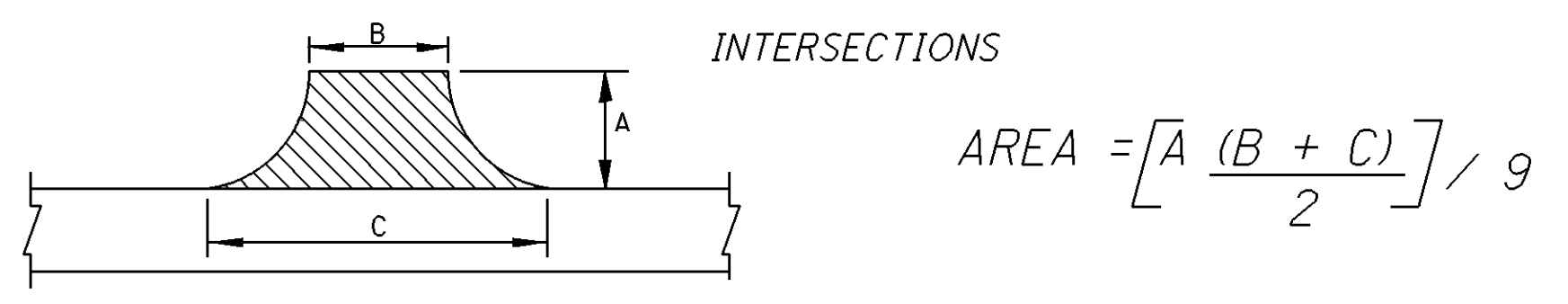
LOCATION	COUNTY	ROUTE	DESCRIPTION	AREA	254		407			442 ASPHALT CONCRETE				
					SQ. YDS.	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	PAVEMENT PLANING, ASPHALT CONCRETE (3.0")	TACK COAT @ 0.075 GAL./SQ. YD.	TACK COAT, 702.13 @ 0.075 GAL./SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./SQ. YD.	THICKNESS	INTERMEDIATE COURSE, 19 MM, TYPE A (446)	THICKNESS	SURFACE COURSE, 12.5 MM, TYPE A (446)
						SQ. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.	GAL.	INCH	CU. YD.	INCH
1	GUE	I.R. 70 E.B.	DECELERATION LANE TO REST AREA	1300		1300	97.5		65.0	1.75	63.2	1.50	54.2	
1	GUE	I.R. 70 E.B.	EXTRA AREA ALONG RAMP TO REST AREA	125	125			9.4				1.50	5.3	
1	GUE	I.R. 70 E.B.	ACCELERATION LANE FROM REST AREA	1150		1150	86.3		57.5	1.75	56.0	1.50	48.0	
1	GUE	I.R. 70 E.B.	EXTRA AREA ALONG RAMP TO REST AREA	178	178			13.4				1.50	7.5	
1	GUE	I.R. 70 E.B.	MEDIAN CROSS-OVER @ SLM 20.30	434		434	32.6		21.7	1.75	21.1	1.50	18.1	
1	GUE	I.R. 70 E.B.	MEDIAN CROSS-OVER @ SLM 22.60	420		420	31.5		21.0	1.75	20.5	1.50	17.5	
SUBTOTALS						303	3304							
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY							3607	247.9	22.8	165.2		160.8		150.6



LOCATION 1 EXTRA AREAS

GUE-70-17.50
GUE-256-0.00

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EXTRA AREAS (APPROACHES)

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA	202		407		448 ASPHALT CONCRETE			
					A	B	C		WEARING COURSE REMOVED	TACK COAT @ 0.075 GAL./SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./SQ. YD.	THICKNESS	INTERMEDIATE COURSE TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE I, PG 70-22M	SURFACE COURSE, TYPE I, PG 64-22
					FEET	FEET	FEET		SQ. YD.	SQ. YD.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.
2	GUE	S.R. 265	CL	SR 265 @ USR 40	125	25	150	1,215.3		91.2	60.8	1.75	59.1	1.25	42.2	
2	GUE	S.R. 265	LT.	BATTLE RIDGE RD.	30	21	70	151.7	151.7	11.4				1.25		5.3
2	GUE	S.R. 265	RT.	RESEVOIR RD.	50	20	90	305.6	305.6	23.0				1.25		10.7
2	GUE	S.R. 265	RT.	TWP. RD. 4534 (NARROWS RD.)	50	24	120	400.0	400.0	30.0				1.25		13.9
2	GUE	S.R. 265	LT.	ARROWHEAD RD.	30	30	75	175.0	175.0	13.2				1.25		6.1
2	GUE	S.R. 265	LT.	BOHEMIAN RD.	35	19	70	173.1	173.1	13.0				1.25		6.1
2	GUE	S.R. 265	RT.	CR 546 (DEERFIELD RD.)	50	24	109	369.5	369.5	27.8				1.25		12.9
2	GUE	S.R. 265	LT.	DANDELION LN.	25	22	47	95.9	95.9	7.2				1.25		3.4
2	GUE	S.R. 265	LT.	CR 455 (OLD GLORY RD.)	50	22	130	422.3	422.3	31.7				1.25		14.7
2	GUE	S.R. 265	CL	SR 265 @ SR 285	32	24	52	135.2		10.2	6.8	1.75	6.6	1.25	4.7	
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY									2,093.1	258.7	67.6		65.7		46.9	73.1

LOCATION 2 EXTRA AREAS

GUE-70-17.50
GUE-265-0.00

LOCATION 1:

BRIDGE TREATMENT

LOCATION 2:

GUE-70-1847 LT & RT: MILL & FILL SAME AS ROADWAY
 GUE-70-2042 LT & RT: MILL & FILL SAME AS ROADWAY

GUE-70-2081 LT & RT: MILL & FILL SAME AS ROADWAY
 GUE-70-2153: OVERHEAD (MILL & FILL MAINLINE)

GUE-265-0059: MILL & FILL SAME AS ROADWAY
 GUE-265-0108: DO NOT PAVE, BUTT JOINT AT APPROACH SLABS
 GUE-265-0216: WATERPROOF & PAVE W/SURFACE & INTERM. COURSES

GUE-265-0288: MILL & FILL SAME AS ROADWAY
 GUE-265-0334: MILL & FILL SAME AS ROADWAY

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BRIDGE TREATMENT DATA

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 GUE-265-0.00

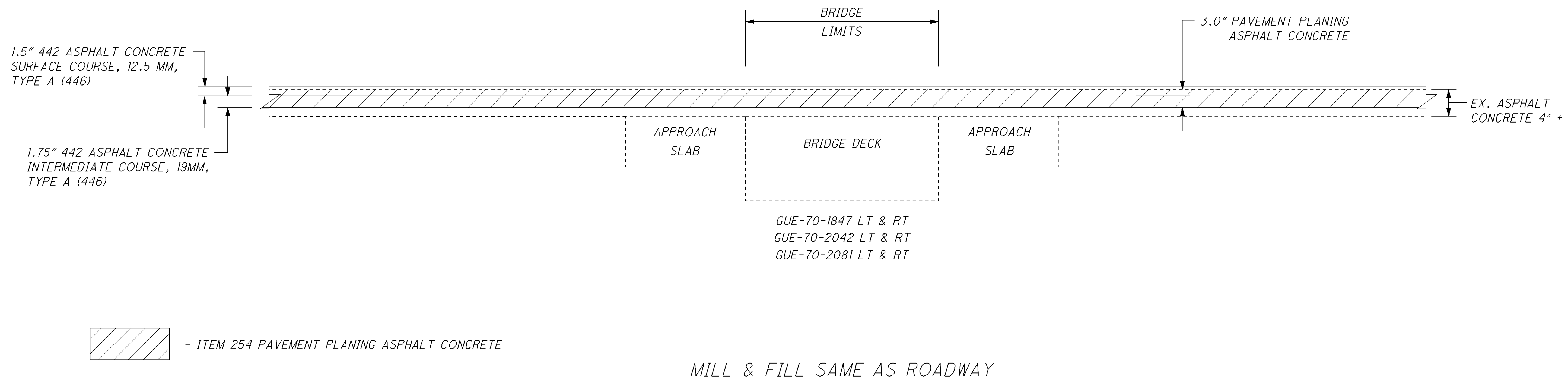
14
 22

BRIDGE DATA																			
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA BRIDGE DECK	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	AREA APPROACH SLAB (BOTH)	DETAILS (SEE SHEET 15)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 9)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 10)	254	407		442 ASPHALT CONCRETE			516		
											PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SSPZZCCT	INTERMEDIATE COURSE, 19 MM, TYPE A (446)	SSPZZCCT	SURFACE COURSE, 12.5 MM, TYPE A (446)	2" DEEP JOINT SEALER, AS PER PLAN	
		FT	FT	SQ. YD.	FT	FT	SQ. YD.		SQ. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.	INCH	CU. YD.	INCH	CU. YD.	FEET	
1	GUE-70-1847R	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-1847L	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-2042R	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-2042L	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-2081R	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-2081L	106	44	518.3	25	44.0	244.5	1	416.0	242.7	762.8	57.2	38.1	1.75	37.1	1.50	31.8		
1	GUE-70-2153	OVERHEAD							2										
SUBTOTALS		636.0			150.0				2,496.0	1,456.2									
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY											4,576.8	343.2	228.6		222.6		190.8		

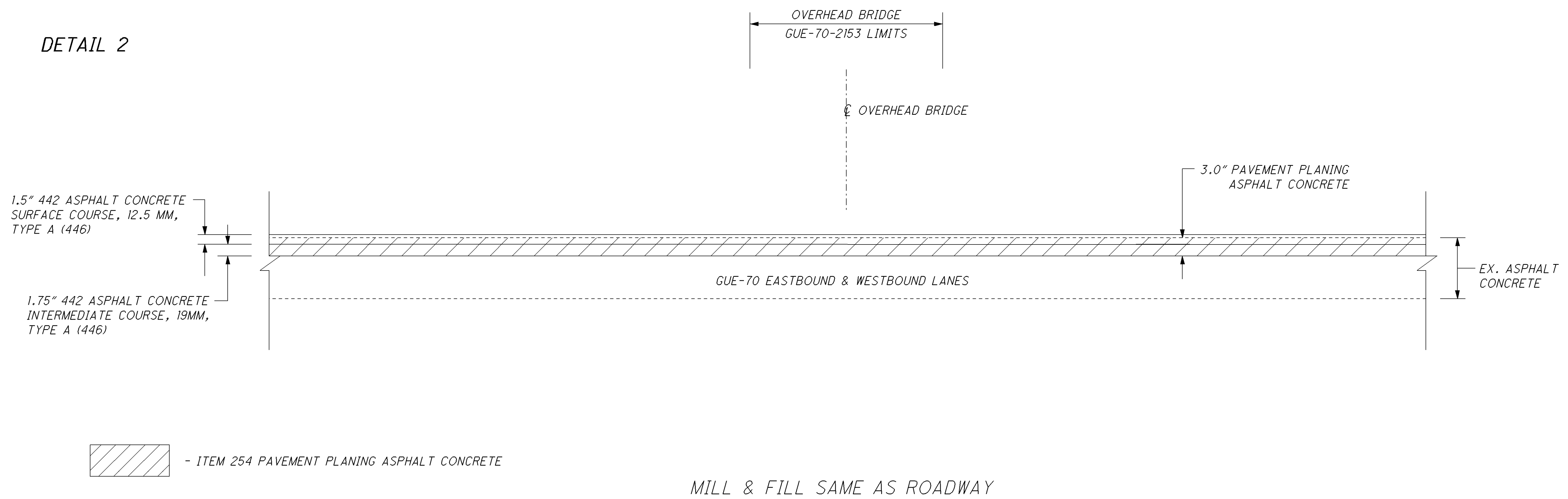
BRIDGE DATA																		
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA BRIDGE	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	AREA APPROACH SLAB (BOTH)	DETAIL (SEE SHEET 16)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 9)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 10)	407		448 ASPHALT CONCRETE			512	516	
											TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SSPZZCCT	INTERMEDIATE COURSE, TYPE 2, PG 64-22	SSPZZCCT	SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN
		FT	FT	SQ. YD.	FT	FT	SQ. YD.		SQ. YD.	SQ. YD.	GAL.	GAL.	INCH	CU. YD.	INCH	CU. YD.	SQ. YD.	FEET
2	GUE-265-0108	143.3	31.33	498.8	15	31.3	104.3	4	385.1	77.0								62.6
2	GUE-265-0216	94.0	32.0	334.2	25	32.0	177.8	5	320.0	64.0	38.4	25.6	1.75	24.9	1.25	17.8	334.2	
SUBTOTALS		237.3			40.0				705.1	141.0								
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY											38.4	25.6		24.9		17.8	334.2	62.6

CALCULATED
LME
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DETAIL 1



DETAIL 2

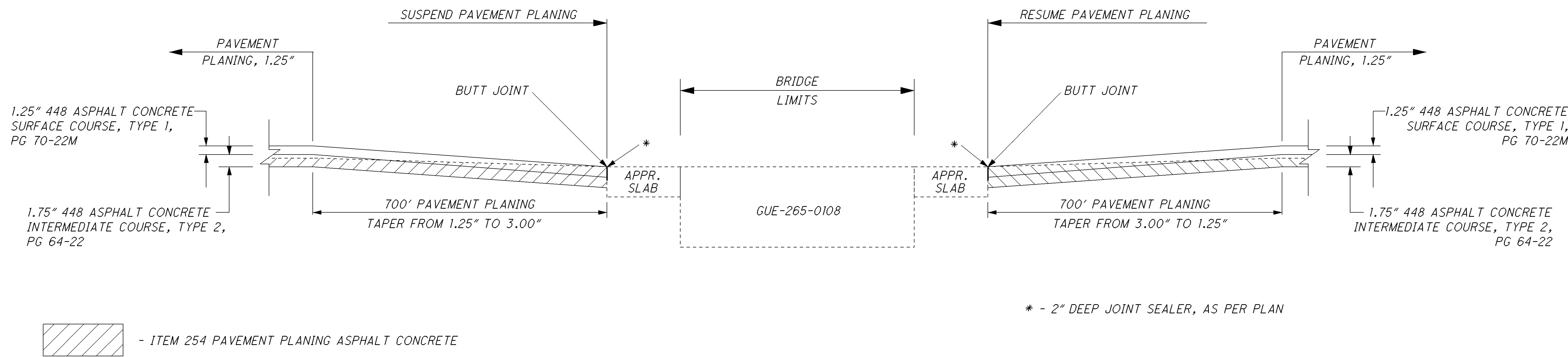


BRIDGE TREATMENT DETAILS

GUE-70-17.50
GUE-265-0.00

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DETAIL 3

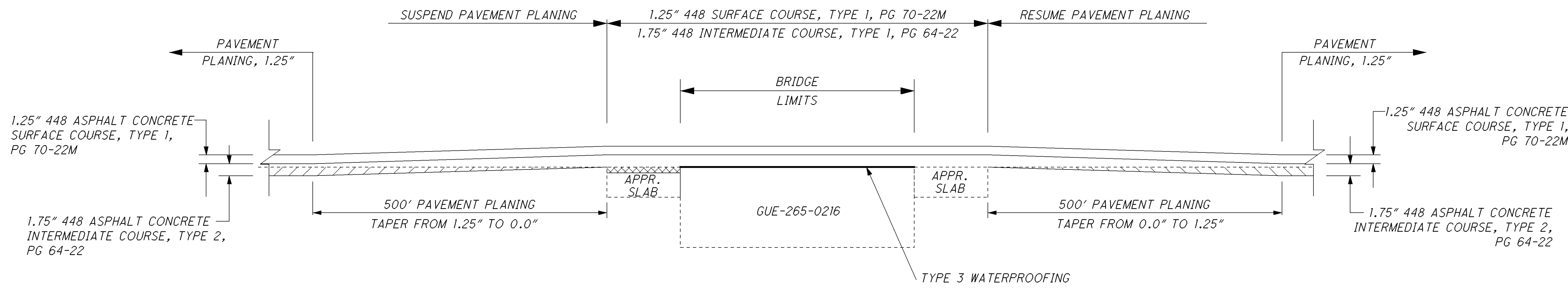


* - 2" DEEP JOINT SEALER, AS PER PLAN

- ITEM 254 PAVEMENT PLANING ASPHALT CONCRETE

BUTT JOINT AT APPROACH SLAB

DETAIL 4



- EXISTING ASPHALT ON APPROACH SLAB TO REMAIN

- ITEM 254 PAVEMENT PLANING ASPHALT CONCRETE

PLACE WATERPROOFING, PAVE 3" MINIMUM OVER DECK AND APPROACH SLABS

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ITEM 648 EDGE LINE													
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY						TOTAL 6" EDGE LINE	REMARKS
						WHITE EDGE LINE QUANTITIES (6")			YELLOW EDGE LINE QUANTITIES (6")				
			FROM	TO		TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES	MILES	
1	GUE	I.R. 70 E.B.	17.50	22.80	5.30	5.30	5.30		5.30	5.30		10.60	4-LANE DIVIDED
		DECELERATION LANE FOR REST AREA			0.01	0.01		0.01	0.01		0.01	0.02	EDGE LINE FOR REST AREA RAMP
		ACCELERATION LANE FOR REST AREA											NO ADDITIONAL EDGE LINE NEEDED
1	GUE	I.R. 70 W.B.	17.50	22.80	5.30	5.30	5.30		5.30	5.30		10.60	4-LANE DIVIDED
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY												21.22	

ITEM 648 EDGE/CENTER LINE														
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY				TOTAL 4" EDGE LINE	INFORMATION ONLY		TOTAL CENTER LINE	REMARKS
						WHITE EDGE LINE QUANTITIES (4")		YELLOW EDGE LINE QUANTITIES (4")			CENTER LINE QUANTITIES			
			FROM	TO		TOTAL MILES	HIGHWAY MILES	TOTAL MILES	HIGHWAY MILES	TOTAL MILES	EQUIVALENT SOLID LINE	MILES		
2	GUE	S. R. 265	0.00	4.59	4.59	4.59	4.59	4.59	4.59	9.18	4.59	4.37	4.59	U.S. 40 TO S.R. 285
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY										9.18			4.59	

ITEM 648 LANE & DOTTED LINE								ITEM 644 AUXILIARY PAVEMENT MARKINGS				
LOCATION	COUNTY	ROUTE	S.L.M.		LANE LINE QUANTITIES			DOTTED LINE (6")	AUXILIARY MARKING QUANTITIES			REMARKS
					TOTAL LANE LINE (6")	DASHED	SOLID		CHANNELIZING LINE (12")	STOP LINE	LANE ARROW "THRU"	
			FROM	TO	MILE	MILE	MILE	FEET	FEET	FEET	EACH	
1	GUE	I.R. 70 E.B.	17.50	22.80	5.30	5.30						4-LANE DIVIDED
		DECELERATION LANE TO REST AREA						630	372			OFF RAMP TO REST AREA
		ACCELERATION LANE FROM REST AREA						900	850			ON RAMP FROM REST AREA
1	GUE	I.R. 70 W.B.	17.50	22.80	5.30	5.30						4-LANE DIVIDED
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY					10.60			1,530	1,222			

NOTES:

1. PLACE THE CHANNELIZING LINES AND DOTTED LINES PER STANDARD DRAWING TC-72.20 FOR A PARALLEL ACCELERATION LANE AND A TAPERED DECELERATION LANE.
2. THE DISTRICT HAS CHOSEN NOT TO PLACE THE CHEVRONS THAT ARE AN OPTION FOR THE TAPERED DECELERATION LANE.

ITEM 644 AUXILIARY PAVEMENT MARKINGS														
LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	TRANVERSE/ DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	8" CHANNELIZING LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		REMARKS
					WHITE	YELLOW				ONLY		72"	96"	
					FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	
2	GUE	S.R. 265	SR 265 @ USR 40	CL			17							MATCH EXISTING LOCATION
2	GUE	S.R. 265	BATTLE RIDGE RD.	LT.			22							PLACE 19' FROM CL SR 265
2	GUE	S.R. 265	RESEVOIR RD.	RT.			21							PLACE 19' FROM CL SR 265
2	GUE	S.R. 265	TWP. RD. 4534 (NARROWS RD.)	RT.			24							PLACE 19' FROM CL SR 265
2	GUE	S.R. 265	ARROWHEAD RD.	LT.			18							PLACE 21' FROM CL SR 265
2	GUE	S.R. 265	BOHEMIAN RD.	LT.			21							PLACE 18' FROM CL SR 265
2	GUE	S.R. 265	CR 546 (DEERFIELD RD.)	RT.			38							PLACE 20' FROM CL SR 265
2	GUE	S.R. 265	DANDELION LN.	LT.			18							PLACE 18' FROM CL SR 265
2	GUE	S.R. 265	CR 455 (OLD GLORY RD.)	LT.			26							PLACE 18' FROM CL SR 265
2	GUE	S.R. 265	SR 265 @ SR 285	CL			20							MATCH EXISTING LOCATION
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY							225							

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DETAIL	SEE STD. DWG. TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	SEE STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
								RPM	RAISED PAVEMENT MARKER REMOVED	INFORMATION ONLY						
										ONE-WAY		TWO-WAY				
										WHITE	YELLOW	YELLOW YELLOW	WHITE RED	YELLOW RED		
EACH	EACH															
1	GUE	IR 70 E.B.	17.50	22.80	5.30	27,984	3	234	234	234					120' SPACING ON LANE LINE	
		OFF RAMP TO REST AREA					2	17	17				17		GORE AREA	
		ON RAMP FROM REST AREA					1	5	5				5		GORE AREA	
1	GUE	IR 70 W.B.	17.50	22.80	5.30	27,984	3	234	234	234					120' SPACING ON LANE LINE	
SUBTOTALS										468			22			
TOTALS CARRIED TO LOCATION 1 SUB-SUMMARY								490	490							
2	GUE	SR 265	0.00	0.20	0.20	1,056	6	66	66	39			27		STOP APPROACH AT USR 40	
2	GUE	SR 265	0.20	0.41	0.21	1,109	GAP	14	14				14			
2	GUE	SR 265	0.41	0.66	0.25	1,320	16	45	45				45		PC = 0.05, PT = 0.59, L=475', DEG 7	
2	GUE	SR 265	0.66	0.78	0.12	634	16	20	20				20		PC = 0.05, PT = 0.59, L=475', DEG 7	
2	GUE	SR 265	0.78	0.80	0.02	106	GAP	1	1				1			
2	GUE	SR 265	0.80	1.07	0.27	1,426	16	48	48				48		PC = 0.05, PT = 0.59, L=475', DEG 7	
2	GUE	SR 265	1.07	4.41	3.34	17,635	GAP	220	220				220			
2	GUE	SR 265	4.41	4.59	0.18	950	8	38	38	16			22		APPROACH AT SR 285	
SUBTOTALS										55			397			
TOTALS CARRIED TO LOCATION 2 SUB-SUMMARY								452	452							

RAISED PAVEMENT MARKING DATA

**GUE-70-17.50
GUE-265-0.00**

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SHEET TOTALS													ITEM	ITEM EXT.	TOTAL LOCATION 1	UNIT	DESCRIPTION
3	4	5	6	7	9	10	11	12	14	17	18	19					
							1,973						202	23500	1,973	SQ YD	WEARING COURSE REMOVED
21.04													209	60500	21.04	MILE	LINEAR GRADING
500													253	02000	500	CU YD	PAVEMENT REPAIR
					146,752	85,606		3,607	4,577				254	01000	240,542	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
							100						255	10111	100	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN
					11,007	6,421		248	344				407	10000	18,020	GALLON	TACK COAT
							148	23					407	13900	171	GALLON	TACK COAT, 702.13
					7,338	4,317		166	229				407	14000	12,050	GALLON	TACK COAT FOR INTERMEDIATE COURSE
					6,115	3,567	83	151	191				442	10000	10,107	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
					7,134	4,197		161	223				442	10100	11,715	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
				260									448	46020	260	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
			750										614	11110	750	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		14											614	12460	14	EACH	WORK ZONE MARKING SIGN
		50											614	12600	50	EACH	REPLACEMENT DRUM
		18											614	13000	18	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		480											614	18401	480	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
						651							617	10101	651	CU YD	COMPACTED AGGREGATE, AS PER PLAN
						23,419							617	20000	23,419	SQ YD	SHOULDER PREPARATION
							21.20						618	40600	21.20	MILE	RUMBLE STRIPS. (ASPHALT CONCRETE)
												490	621	00100	490	EACH	RPM
												490	621	54000	490	EACH	RAISED PAVEMENT MARKER REMOVED
											1,222		644	00404	1,222	FT	CHANNELIZING LINE, 12"
							1,633						644	01200	1,633	FT	PARKING LOT STALL MARKING
							2						644	01600	2	EACH	HANDICAP SYMBOL MARKING
										21.22			648	00104	21.22	MILE	EDGE LINE, 6"
											10.60		648	00204	10.60	MILE	LANE LINE, 6"
											1,530		648	01510	1,530	FT	DOTTED LINE, 6"
12,427													690	12050	12,427	SQ YD	SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

CALCULATED	BCT	CHECKED	DNM
LOCATION 1 SUB-SUMMARY			
GUE-70-17.50			
GUE-265-0.00			
20 22			

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SHEET TOTALS										ITEM	ITEM EXT.	TOTAL LOCATION 2	UNIT	DESCRIPTION
3	4	5	9	10	13	14	17	18	19					
519	346				2,094					202	23500	2,959	SQ YD	WEARING COURSE REMOVED
9.12				9.12						209	60500	9.12	MILE	LINEAR GRADING
										209	72051	9.12	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
300										253	02000	300	CU YD	PAVEMENT REPAIR
			53,856							254	01000	53,856	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
			3,987		259	39				407	10000	4,285	GALLON	TACK COAT
			2,676		68	26				407	14000	2,770	GALLON	TACK COAT FOR INTERMEDIATE COURSE
4,252										408	10001	4,252	GALLON	PRIME COAT, AS PER PLAN
			2,601		66	25				448	46050	2,692	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
18	79		1,846		47	18				448	46904	2,008	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
					74					448	47020	74	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
							335			512	33010	335	SQ YD	TYPE 3 WATERPROOFING
							63			516	31011	63	FT	2" DEEP JOINT SEALER, AS PER PLAN
		51								614	12460	51	EACH	WORK ZONE MARKING SIGN
		4								614	13000	4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		120								614	18401	120	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
			9.12							614	21400	9.12	MILE	WORK ZONE CENTER LINE, CLASS II
				591						617	10101	591	CU YD	COMPACTED AGGREGATE, AS PER PLAN
									452	621	00100	452	EACH	RPM
									452	621	54000	452	EACH	RAISED PAVEMENT MARKER REMOVED
							225			644	00500	225	FT	STOP LINE
							9.18			648	00100	9.18	MILE	EDGE LINE, 4"
							4.59			648	00300	4.59	MILE	CENTER LINE

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LOCATION 2 SUB-SUMMARY

GUE-70-17.50
GUE-265-0.00

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SHEET NUMBER			PARTICIPATION SPLITS				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
4	20	21	"01/IMS/PV"	"02/STR/PV"	"03/IMS/PV"	"04/STR/PV"						
	1,973	2,959	1,973	2,959			202	23500	4,932	SQ YD	WEARING COURSE REMOVED	
	21.04	9.12	21.04	9.12			209	60500	30.16	MILE	LINEAR GRADING	
		9.12		9.12			209	72051	9.12	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	3
	500	300	500	300			253	02000	800	CU YD	PAVEMENT REPAIR	
	240,542	53,856	240,542	53,856			254	01000	294,398	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
	100		100				255	10111	100	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS, AS PER PLAN	3
	18,020	4,285	18,020	4,285			407	10000	22,305	GALLON	TACK COAT	
	171		171				407	13900	171	GALLON	TACK COAT, 702.13	
	12,050	2,770	12,050	2,770			407	14000	14,820	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
		4,252		4,252			408	10001	4,252	GALLON	PRIME COAT, AS PER PLAN	3
	10,107		10,107				442	10000	10,107	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)	
	11,715		11,715				442	10100	11,715	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	
	260		260				448	46020	260	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	
		2,692		2,692			448	46050	2,692	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
		2,008		2,008			448	46904	2,008	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
		74		74			448	47020	74	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
		335		335			512	33010	335	SQ YD	TYPE 3 WATERPROOFING	
		63		63			516	31011	63	FT	2" DEEP JOINT SEALER, AS PER PLAN	5
	750		750				614	11110	750	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	14	51	14	51			614	12460	65	EACH	WORK ZONE MARKING SIGN	
	50		50				614	12600	50	EACH	REPLACEMENT DRUM	
	18	4	18	4			614	13000	22	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	480	120	480	120			614	18401	600	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		9.12			9.12		614	21400	9.12	MILE	WORK ZONE CENTER LINE, CLASS II	
	651	591	651	591			617	10101	1,242	CU YD	COMPACTED AGGREGATE, AS PER PLAN	4
	23,419		23,419				617	20000	23,419	SQ YD	SHOULDER PREPARATION	
	21.20		21.20				618	40600	21.20	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE)	
	490	452		490	452		621	00100	942	EACH	RPM	
	490	452		490	452		621	54000	942	EACH	RAISED PAVEMENT MARKER REMOVED	
	1,222				1,222		644	00404	1,222	FT	CHANNELIZING LINE, 12"	
		225				225	644	00500	225	FT	STOP LINE	
	1,633				1,633		644	01200	1,633	FT	PARKING LOT STALL MARKING	
	2				2		644	01600	2	EACH	HANDICAP SYMBOL MARKING	
		9.18				9.18	648	00100	9.18	MILE	EDGE LINE, 4"	
	21.22				21.22		648	00104	21.22	MILE	EDGE LINE, 6"	
	10.60				10.60		648	00204	10.60	MILE	LANE LINE, 6"	
		4.59				4.59	648	00300	4.59	MILE	CENTER LINE	
	1,530				1,530		648	01510	1,530	FT	DOTTED LINE, 6"	
	12,427		12,427				690	12050	12,427	SQ YD	SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS	
LUMP			82%	18%			103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
			82%	18%			614	11000	LUMP		MAINTAINING TRAFFIC	
			82%	18%			619	16000	4	MONTH	FIELD OFFICE, TYPE A	
			82%	18%			623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
			82%	18%			624	10000	LUMP		MOBILIZATION	

CALCULATED
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GENERAL SUMMARY

GUE-70-17.50
GUE-265-0.00