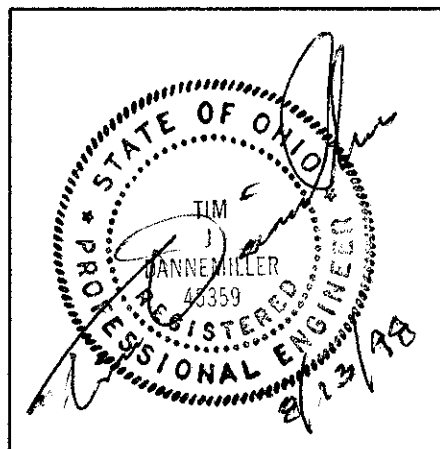


**metric
units**

PLAN PREPARED BY:
District
D5
Production

 $\frac{1}{20}$

G0770001.MTS 8-6-98



CONSTRUCTION PLAN

REFERENCE IS HEREBY MADE TO THE FOLLOWING DESIGNATED PLAN FOR FORMER CONSTRUCTION PROJECT, PORTIONS OF WHICH COVER AREAS INCLUDED IN THIS PROPOSED IMPROVEMENT.

692(90) 6001(95)

COPIES OF THESE PLANS ARE ON FILE EITHER AT THE DISTRICT 5 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION OR AT THE OFFICE OF THE ADMINISTRATOR OF CONTRACT SALES COLUMBUS, OHIO.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

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 .34 LITERS PER SQUARE METER OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

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.

UTILITIES

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

ITEM 617 COMPACTED AGGREGATE, TYPE A, 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 PLASTICITY INDEX SHALL BE WAIVED. A CONTINGENCY QUANTITY OF 50 CU.METER IS CARRIED TO THE GENERAL SUMMARY TO BE USED AT REST AREA AND THE RAMP AREAS DESIGNATED BY THE ENGINEER.

ITEM 614 TEMPORARY PAVEMENT MARKINGS AND ITEM 614 WORK ZONE MARKING SIGN

QUANTITIES OF TEMPORARY LANE LINE, CLASS II AND TEMPORARY EDGE LINE, CLASS I HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THE ROAD SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER THE PERMANENT OR TEMPORARY MARKINGS IN PLACE. A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

- ITEM 614 TEMPORARY CENTER LINE, CLASS II
PART 2 - 0.175 KM
- ITEM 614 TEMPORARY LANE LINE, CLASS II
PART 1 - 17.587 KM
- ITEM 614 TEMPORARY EDGE LINE, CLASS I
PART 1 - 35.174 KM PART 2 - 0.350
- ITEM 614 WORK ZONE MARKING SIGN
PART 1 - 10 EACH PART 2 - 4 EACH

ITEM 632 DETECTOR LOOP, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE SPECIFICATIONS OF ITEM 632, AND SHALL INCLUDE THE COST OF ALL TOOLS, LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO REMOVE AND REPLACE ITEM 632 DETECTOR LOOP.

PART 1 - 1 EACH PART 2 - 2 EACH
(S.B. OFF RAMP @ SR 209)

MEDIAN OPENINGS

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR THE PURPOSE OF PLANING AND PAVING THE MEDIAN OPENINGS WITHIN THE LIMITS OF THE PROJECT (3 OPENINGS). PLANING DEPTH AND ASPHALT BUILDUP SHALL BE THE SAME AS THE MAINLINE. AREAS HAVE BEEN TAKEN FROM THE ORIGINAL CONSTRUCTION PLAN. GRAVEL CROSSOVER AT BYESVILLE (MM 41.5 APPROX.) CONSTRUCTED DURING FLOOD EMERGENCY SHALL NOT BE DISTURBED.

- ITEM 254 PAVEMENT PLANING, BITUMINOUS 1254 SQ.METER
- ITEM 407 TACK COAT @ 0.34 L/S.M. 426 LITER
- ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE IH 47.6 CU.METER

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED. A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. THE LIST CURRENTLY CONTAINS CLASS III AND II UNITS WITHIN MINIMUM LEGIBILITY DISTANCES OF 650' AND 850' 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 TROUBLE-SHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY.

THE LOCATIONS FOR THOSE UNITS SHALL BE AS DIRECTED BY THE PROJECT ENGINEER. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE PROJECT ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE PROJECT ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF A 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 TROUBLE-SHOOT THE UNIT AND TO REVISE MESSAGES IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED 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 PREPROGAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ONBOARD 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, BUT NORMALLY, NOT MORE THAN TWO-MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE-PHASES MAY BE USED IN UNUSUAL CONDITIONS. THE PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.03 (C) 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 AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE TO THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PROJECT.

THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESOPONSIBILITIES AS OUTLINED IN 104.04.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID FOR ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, SIGN-MONTH AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

THIS PROJECT SHALL REQUIRE 2 (TWO) ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED ABOVE.

ALL WORK SHALL BE COMPLETED ON ONE PART BEFORE THE SIGNS ARE MOVED AND UTILIZED ON THE OTHER SECTION OF INTERSTATE.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 4 SIGN-MONTH

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR

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 SHALL 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.

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:
THE OHIO HIGHWAY PATROL,
660 EAST MAIN STREET, COLUMBUS, OHIO,
TELEPHONE: (614) 466-2660

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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

LAW ENFORCEMENT OFFICER WITH PATROL CAR. PART I - 48 HOUR

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

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 MAINTAINING TRAFFIC

AREAS THAT ARE PLANED IN PART 1 SHALL NOT BE OPENED TO TRAFFIC. ALL PLANED AREAS WILL BE INLAID WITH PROPOSED COURSE OF ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE 1H PRIOR TO BEING OPENED TO TRAFFIC. RAMP ACCESS SHALL BE MAINTAINED AT ALL TIMES. NO TIME SHALL ANY ONE LANE CLOSURE EXCEED 4.8 KILOMETER IN LENGTH. 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. THE FINAL PAVEMENT MARKINGS SHALL BE PLACED AFTER ALL OTHER WORK IS COMPLETED. IN ADDITION TO MAINTAINING TRAFFIC AS DESCRIBED ABOVE, THE CONTRACTOR SHALL MAINTAIN ALL LANES OF TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS: INDEPENDENCE DAY AND 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	TIME ALL TRAFFIC LANES MUST BE OPEN
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THOUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PURPOSE DESCRIBED ABOVE.

ITEM 614 MAINTAINING TRAFFIC LUMP

ITEM 202 RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN

REMOVAL OF RAISED PAVEMENT MARKERS SHALL CONFORM WITH SECTION NO. 202.071 IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS MANUAL EXCEPT FOR THE FOLLOWING:

AFTER PAVEMENT MARKERS HAVE BEEN REMOVED BY THE CONTRACTOR, HE WILL THEN BE RESPONSIBLE TO TAKE THE REMOVED MARKERS TO A STATE GARAGE THAT WILL BE DESIGNATED BY THE ENGINEER. THE PROJECT ENGINEER SHALL GIVE THE HIGHWAY MANAGEMENT ADMINISTRATOR 24 HOUR NOTICE PRIOR TO DELIVERY AND THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR FURNISHING ALL NECESSARY TRANSFER DOCUMENTATION WITH ALL DELIVERIES. PAYMENT FOR ALL WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN.

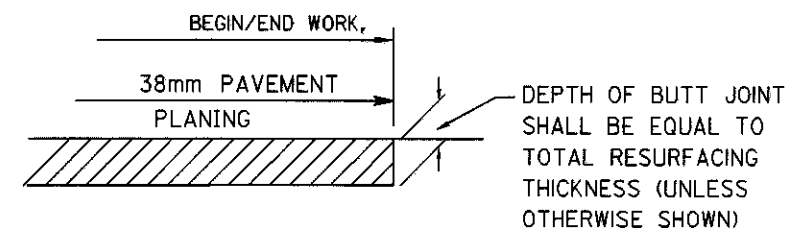
ITEM 202 RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN
PART 1 - 1219 EACH

203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTUCTION, AS PER PLAN

THIS WORK SHALL CONSIST OF PREPARING A SUBGRADE FOR THE SHOULDER PAVING BY EXCAVATING THE EXISTING SHOULDER MATERIAL TO THE DEPTH SHOWN ON THE PLAN (SHEET 10), OR AS DIRECTED BY THE ENGINEER TO REMOVE ANY UNSTABLE MATERIAL AND BY SHAPING AND COMPACTING THE SUBGRADE AS DIRECTED. AREAS GRADED IN EXCESS OF DEPTHS SPECIFIED OR DIRECTED BY THE ENGINEER SHALL BE BACKFILLED TO DESIRED GRADE USING 617 COMPACTED AGGREGATE AT THE CONTRACTOR'S EXPENSE. CARE SHALL BE TAKEN NOT TO DAMAGE ADJACENT CONCRETE SURFACES WHEN EXCAVATING. EXCAVATION MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE RIGHT OF WAY.

BUTT JOINT

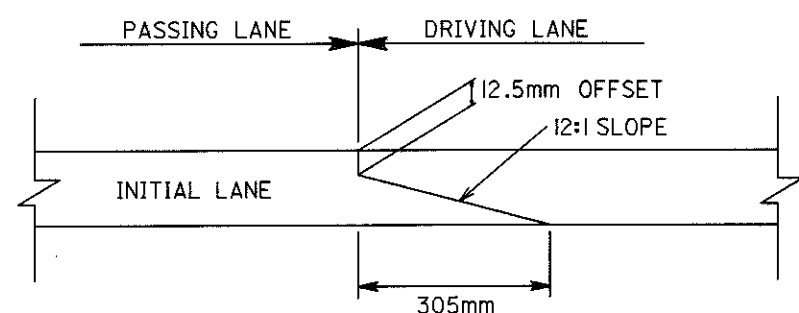
A BUTT JOINT WILL BE REQUIRED AT THE BEGINNING AND END OF PART 1 AND AT BEGIN PART 2 EAST APPROACH SLAB OF BRIDGE GUE-209-23769.



P A R T	ROUTE	SLM	DESCRIPTION
1	IR 77	4.038	BEGIN WORK NORTHBOUND
		4.038	BEGIN WORK SOUTHBOUND
		12.520	END WORK NORTHBOUND
		13.143	END WORK SOUTHBOUND
1	IR 77	TOTALS	
2	SR 209	23.848	BEGIN WORK (EAST APP. SLAB)

LONGITUDINAL JOINT

THIS PROJECT SHALL BE CONSTRUCTED USING A TAPERED JOINT (12:1) WITH 12.5 mm OFFSET, ALSO KNOWN AS THE MICHIGAN WEDGE JOINT TECHNIQUE (SEE DETAIL BELOW). THE PASSING LANE SHALL BE PAVED FIRST WITH THE WEDGE EXTENDING INTO THE DRIVING LANE (FOR THE PURPOSE OF BETTER MAINTENANCE OF TRAFFIC). THE CONTRACTOR SHALL MODIFY PAVING EQUIPMENT AS NEEDED TO CREATE THE WEDGE AS SHOWN.



COMPACTION SHALL BE AS FOLLOWS:

THE INITIAL LANE SHALL BE COMPACTED WITH A ROLLER NOT EXTENDING MORE THAN 50mm BEYOND THE TOP OF THE UNCONFINED EDGE. THE TAPERED, UNCONFINED FACE OF THE WEDGE SHALL BE COMPACTED WITH A SMALL ROLLER ATTACHED TO THE PAVER. ANY DEVIATION FROM THE ABOVE SHALL BE APPROVED BY THE ENGINEER.

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

PLAN INTENT IS NOT TO DO EXTENSIVE JOINT REPAIR BUT ONLY TO REPAIR THOSE JOINTS WHICH ARE EXTREMELY BAD. 90% OF THE JOINTS THROUGH OUT THE PROJECT ARE IN GOOD CONDITION. THERE ARE LARGER AREAS INSIDE THE REST AREA WHICH ARE TO BE REPAIRED. CONCRETE THICKNESS IS 229mm (9") WITH APPROX. 100mm ASPHALT CONCRETE OVERLAY. THE QUANTITY OF 301 BITUMINOUS AGGREGATE BASE SHOWN BELOW IS TO REPLACE EXISTING ASPHALT AFTER REPAIR AND BEFORE PLANING. ANY "WEARING COURSE REMOVED" NEEDING DONE PRIOR TO REPAIRS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN. ALL AREAS FOR REPAIR AND TYPE OF REPAIR SHALL BE DESIGNATED BY THE PROJECT ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

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

PART 1 - 1670 SQ. METER	{	1097 S.M. MAINLINE
		490 S.M. RAMPS @ SR 209
		83 S.M. REST AREA

ITEM 255 FULL DEPTH PAVEMENT SAWING
PART 1 - 1280 METER

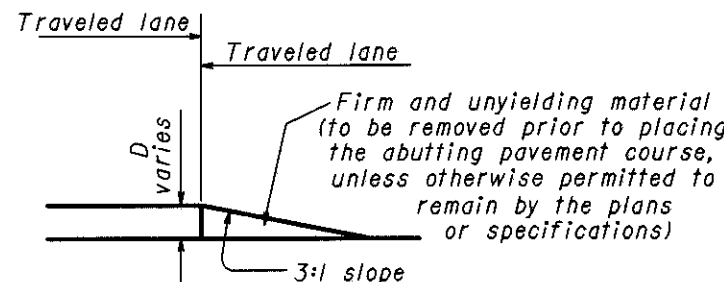
ITEM 301 BITUMINOUS AGGREGATE BASE, PG 64-22
PART 1 - 167 CU.METER

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2M and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 230 m in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than 0.80 km, additional signs should be erected at intervals of 1.60 km or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 3 m, drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 125 mm and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 18.0 m - utilize appropriate treatment from Condition I.
 - Lengths of 18.0 m or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- OW-171 and OWP-171 signs required.



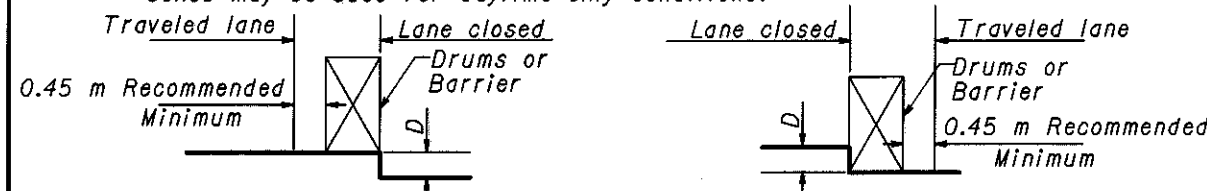
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (mm)	Treatment
≤40	Erect OW-171 and OWP-171 signs.
>40-75	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>75-125	Lane closure utilizing drums as shown below.
>125	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



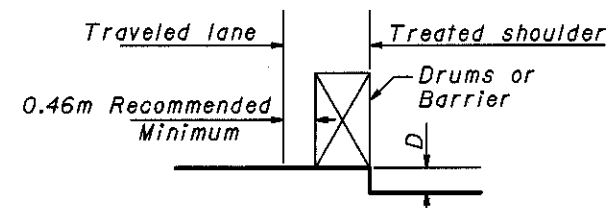
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be 3.6 m.

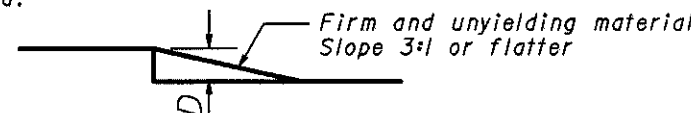
D (mm)	Treatment
≤40	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>40-125	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>125-300 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
>125-600	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
>600	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 3.0 m unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- OW-151 signs required.



GUE-77-4.038

OHIO
FHWA
REGION 5

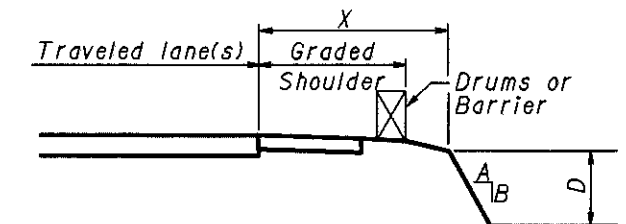
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

CHART A

- USE FOR:
- Uncurbed Facilities.
 - Curbed Facilities, where:
 - Curbs are less than 150 mm in height.
 - Curbs are 150 mm or greater in height and the legal speed is greater than 40 mph.

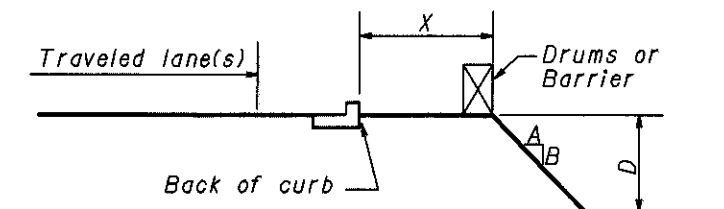


X (m)	D (mm)	A/B	Treatment Required	
			Day	Night
0-1.2	Any	Any	(a)	(a)
1.2-9.1	Any	3:1 or Flatter	None	None
1.2-3.6	<75	Steeper than 3:1	None	None
1.2-3.6	>75-≤300	Steeper than 3:1	Drums	Drums
1.2-3.6	>300	Steeper than 3:1	Drums	Barrier
>3.6-6.1	<300	Steeper than 3:1	None	None
>3.6-6.1	>300-≤600	Steeper than 3:1	Drums	Drums
>3.6-6.1	>600	Steeper than 3:1	Drums	Barrier
>6.1-9.1	<600	Steeper than 3:1	None	Drums
>6.1-9.1	>600	Steeper than 3:1	Drums	Barrier
>9.1	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 150 mm or greater in height and the legal speed is 40 mph or less.



X (m)	D (mm)	A/B	Treatment Required	
			Day	Night
0-3.0	<300	Any	None	Drums
0-3.0	>300	Any	Drums	Drums
>3.0	Any	Any	None	None

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
BUREAU OF LOCATION AND DESIGN

DROPOFFS IN WORK ZONES

DESIGNED DRAWN TRACED CHECKED REVIEWED DATE REVISED
LINE 7-8-97

RPM General Notes

Materials Supplied by The Department

All materials are to be Contractor furnished, except that the Department shall supply RPM materials in the quantities shown herein to the Contractor. Pay items for the Department supplied materials shall be indicated as "Installation Only". The quantity and type of Department supplied materials are shown on sheet 17 of this plan.

The Contractor shall pick up the department supplied RPM materials at the direction of the project engineer.

For some projects having quantities of less than 20 RPMs, the contractor may pick up RPM materials at the District Offices. Quantities over 20 RPMs will be picked up at the Recycler's Warehouse or as arranged with the District. The Contractor shall pick up Department supplied RPM materials at the specified location(s) for transport to the work site or to the Contractor's storage facility. The Recycled Raised Pavement Marker (RPM) Authorization Form is to be signed by the District Construction Engineer prior to pick up of the RPMs. The Contractor shall notify the District and / or the parties listed on the authorization form in writing at least five (5) calendar days prior to pick up of the department supplied materials. The contractor shall store the RPMs without damage or contamination with foreign matter. A deduction in the amount of the actual cost to the Department shall be made for materials damaged by the Contractor or for castings received by the Contractor which were not installed and were not returned to the Department.

Return of Non-performed Raised Pavement Marker Materials Supplied by the Department

Raised Pavement Marker Materials Supplied by the Department, that are non-performed shall be carefully repacked or packed in the boxes in the same style and quantity as originally received from the Department. Casting styles shall not be mixed within any one container. The Contractor shall clearly mark on the outside of each container, the color of the prismatic retro-reflector, the style of casting. Boxes shall be placed on skids or pallets in the same style (Low Profile or Conventional, reflectorised or non reflectorised) and no more than 420 RPMs (or 21 Boxes) on one skid.

Only use the boxes supplied by the Raised Pavement Marker Recycler. Boxes must be marked with the recycler's part or catalog number and the project number. The recycler's catalog or part numbers may be obtained from the Office of Traffic Engineering in Columbus, Ohio or from the recycler. Boxes not marked with the proper recycler's catalog or part numbers, and the department's project number will not be accepted at the recycler's warehouse. Non Performed Materials will be returned to the location as specified by the District Construction Engineer within 30 Days of the completion of the project.

The above work including all labor, equipment and material needed to perform the work, shall be considered incidental to the respective pay item.

If the department has to repackage the RPMs correctly, the Contractor will be assessed the actual cost for repackaging the Materials by the Department's Forces.

Loading of Materials Supplied by the Department at the Recycler's Warehouse

Trucks shall have a loading height of 1220 millimeters, and be able to back up flush to the loading dock.

Trucks shall not have any obstructions or protrusions that prevent the loading by a standard forklift or lift truck.

Semi trucks or 6 meter commercial trucks are the most appropriate trucks for loads in excess of 4 pallets (one pallet = 21 boxes = 950 kg).

Stake body trucks are appropriate to load less than 4 pallets, provided the truck is rated for the load and the load can be safely secured for transport by chaining or strapping down as needed.

Pickup trucks are appropriate for loads of approximately one pallet, provided the pickup truck is rated for the load and the load can be safely secured for transport.

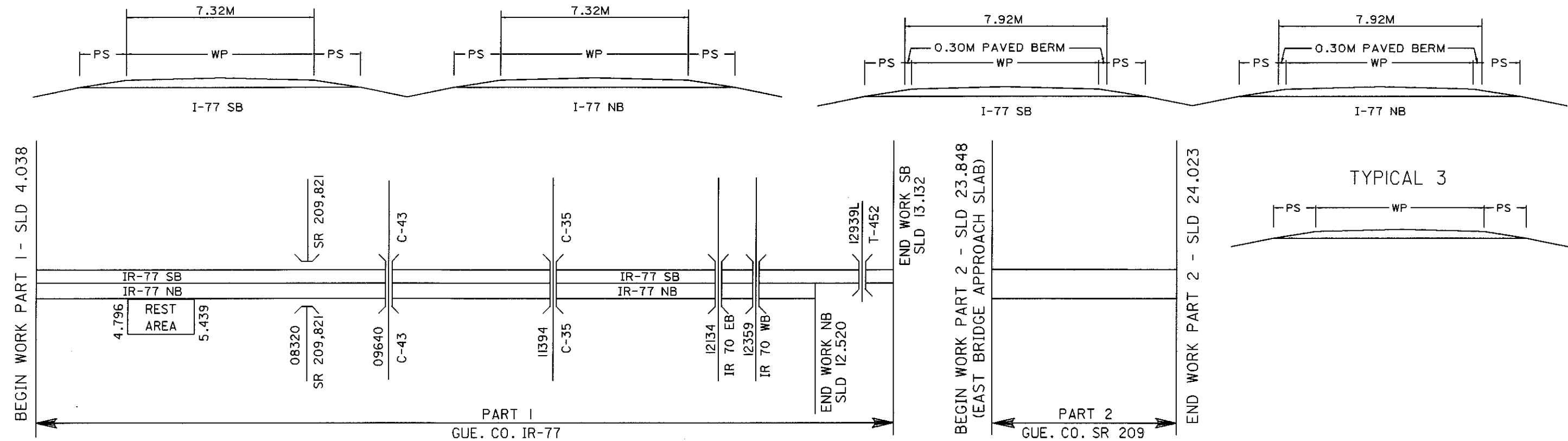
Dump trucks, tilt bed trucks, and non commercial moving vans will not be loaded by the recyclers warehouse.

The warehouse supervisor will refuse to load any truck that is unsafe to load or unsuitable for the load being placed on the truck.

TYPICAL I

TYPICAL 2

TYPICAL 3

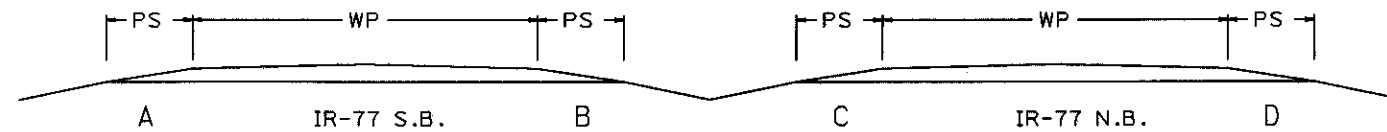


* INCLUDES 0.3M OUTSIDE EDGE LINE RT & LT

[illegible]

ASPHALT SHALL BE COMPLETELY REMOVED TO THE CONCRETE BASE, CARE SHALL BE TAKEN NOT TO DAMAGE UNDERLYING CONCRETE WHEN PLANING

TYPICAL I

[illegible]

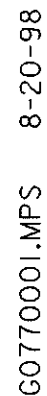
PAVED SHOULDERS

GUE-77-4.038

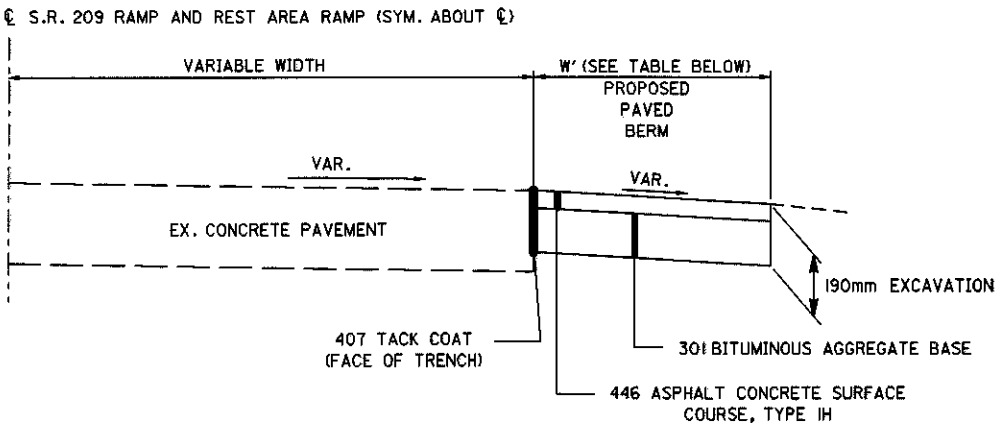
G0770003.MPS 8-20-98

S.R. 209 INTERCHANGE DETAIL

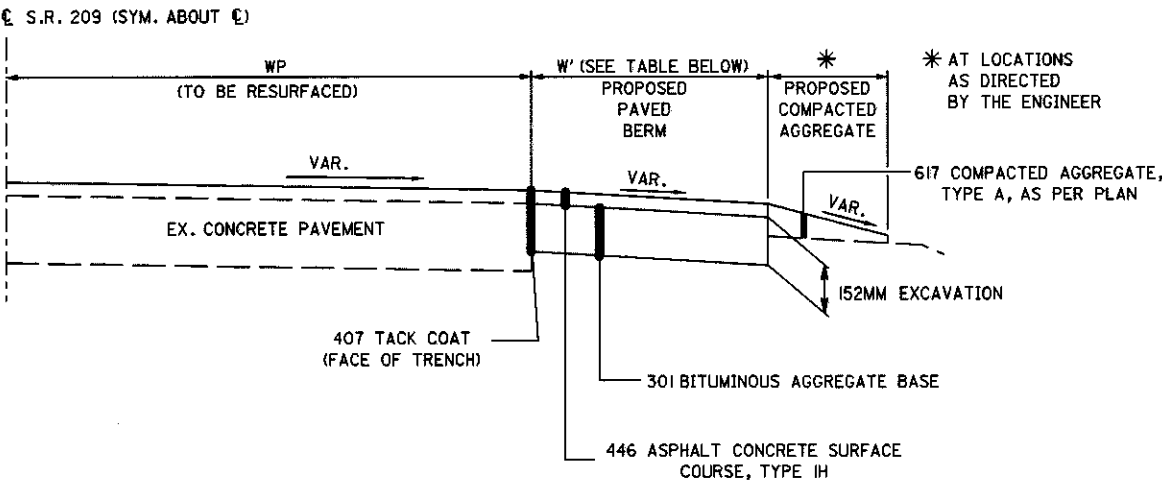
GUE-77-4.038

$$\frac{9}{20}$$


TYPICAL 1

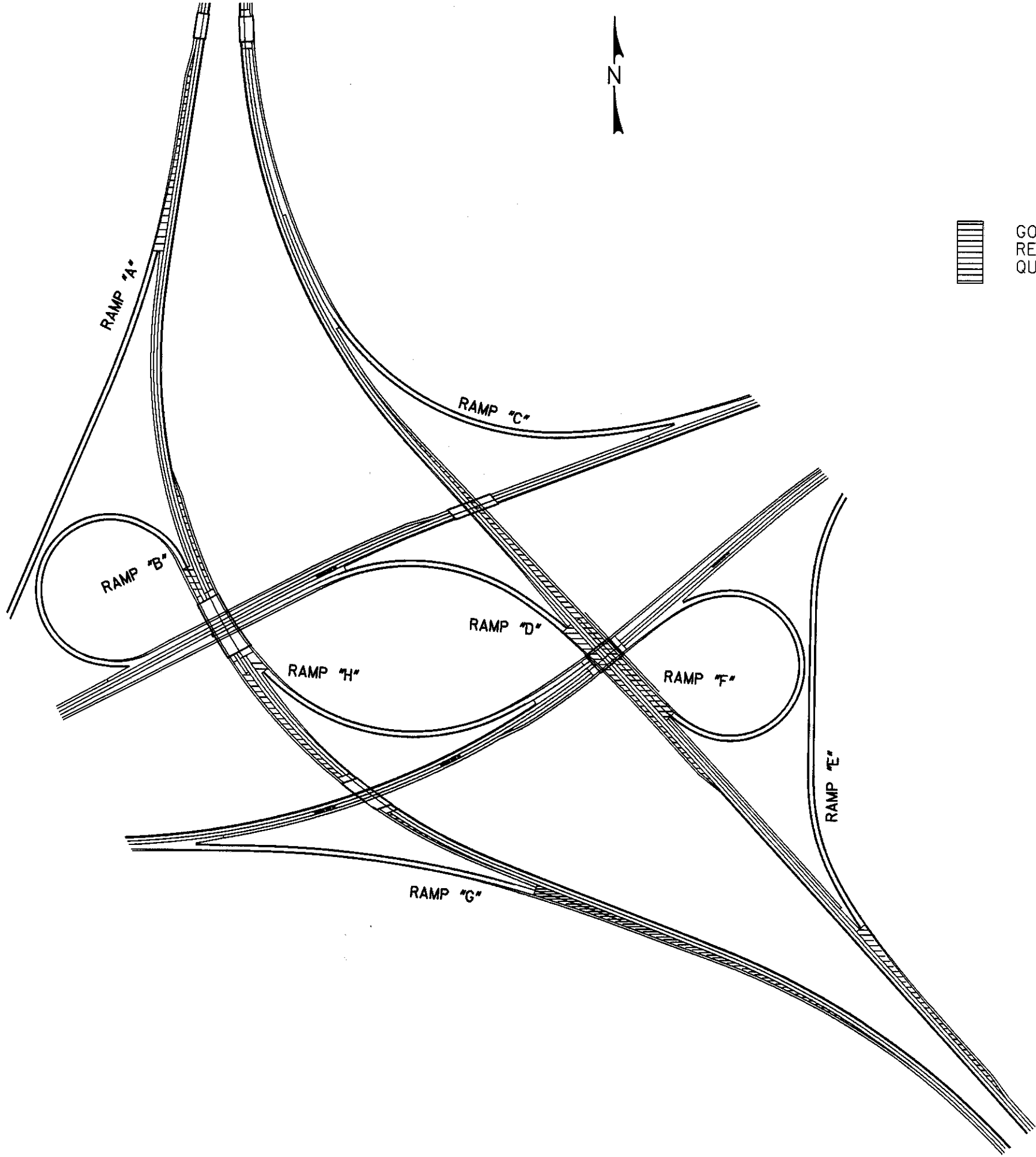


TYPICAL 2



PAVED SHOULDER DATA

MARK OR SIDE	LENGTH IN METER	WIDTH IN METER	T Y P I C A L	SHOULDER AREA SQ.YDS.	203		301		304		446		407		254	617	LOCATION DESCRIPTION
					DEPTH IN MM	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION, AS PER PLAN	BITUMINOUS AGGREGATE BASE		AGGREGATE BASE		ASPHALT CONCRETE		TACK COAT FOR INTERMEDIATE COURSE @ 0.23 L/S.M.	TACK COAT, 702.13 FOR FACE OF TRENCH @ 1.13 L/S.M.	PAVEMENT PLANING, BITUMINOUS 38MM AVERAGE THICKNESS	COMPACTED AGGREGATE, TYPE A, AS PER PLAN	
							AVG. THICK MM		AVG. THICK MM		THICK MM	SURFACE COURSE TYPE 1H, CU.METER					
						CU.METER		CU.METER		CU. METER		CU.METER	LITER	LITER	SQ.METER	CU.METER	
PART 1																	
LT	130	0.6	1	78	190	14.8	152	11.8			38	3.0	18	28			REST AREA OFF RAMP
RT	130	0.6	1	78	190	14.8	152	11.8			38	3.0	18	28			REST AREA OFF RAMP
LT	115	0.6	1	69	190	13.1	152	10.5			38	2.6	16	25			REST AREA ON RAMP
RT	20	0.6	1	12	190	2.3	152	1.8			38	0.5	3	4			REST AREA ON RAMP
S1	340	1.2	1	408	190	77.5	152	62.0			38	15.5	94	73			
S2	340	0.6	1	204	190	38.8	152	31.0			38	7.8	47	73			
S3	238	0.9	1	214	190	40.7	152	32.5			38	8.1	49	51			
S4	457	1.2	1	548	190	104.1	152	83.3			38	20.8	126	98			
S7	235	0.6	1	141	190	26.8	152	21.4			38	5.4	32	50			
S8	235	1.2	1	282	190	53.6	152	42.8			38	10.7	64	50			
S9	257	0.6	1	154	190	29.3	152	23.4			38	5.8	35	55			
S10	257	1.2	1	308	190	58.5	152	46.8			38	11.7	71	55			
PART 1 - TOTALS						474.3		379.1				94.9	573	590			
PART 2																	
S5	137	0.6	2	82	152	12.5	152	12.5			38	3.1	19	27		4	
S6	137	0.6	2	82	152	12.5	152	12.5			38	3.1	19	27		4	
PART 2 - TOTALS						25.0		25.0				6.2	38	54		8	



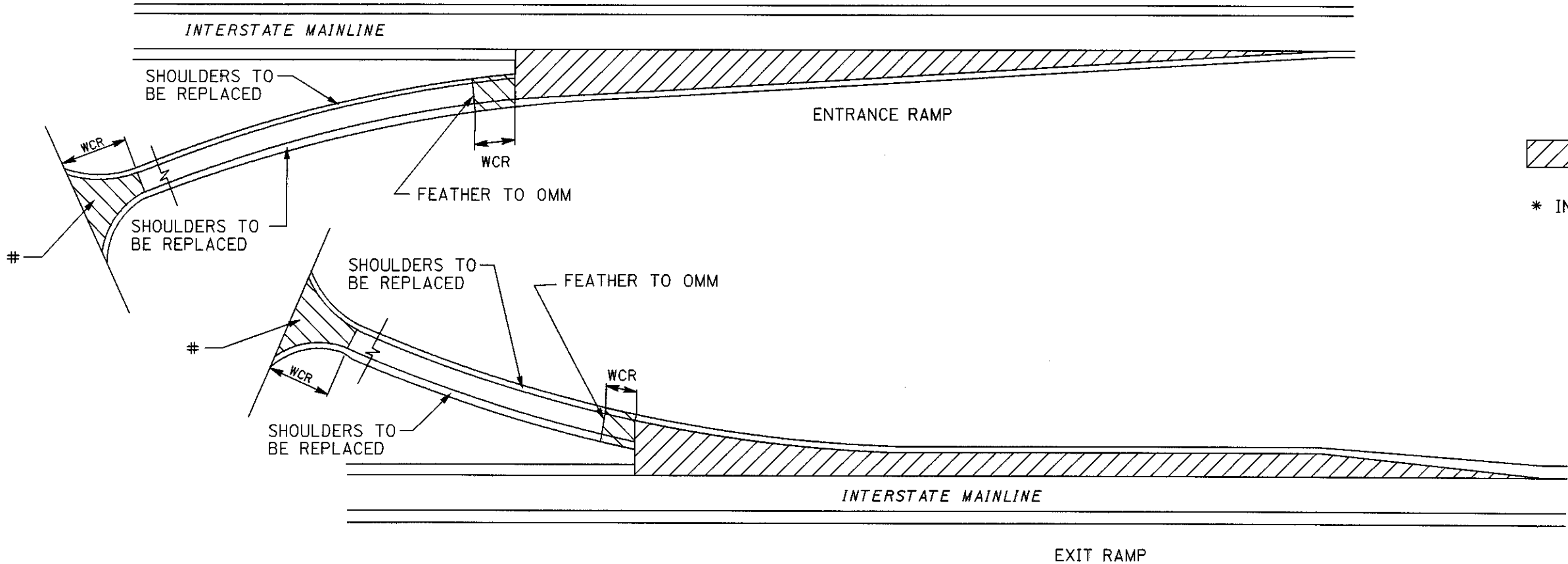
GORE AREA TO BE PLANED AND
RESURFACED SEE SHEET 13 FOR
QUANTITIES

TREATMENT ON RAMPS & GORE AREAS

PLAN NO.

ALL AREAS CALCULATED FROM FIELD MEASUREMENTS

P A R T	ROUTE	LOG POINT TO LOG POINT	DESCRIPTION	AREA IN SQ.METER	PROPOSED ITEMS									
					407		446				254	EXISTING SURFACE	202	
					TACK COAT @ 0.34 L/S.M.	TACK COAT, 702.13 @ 0.34 L/S.M.	THICK M M	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM CU.M.	THICK MM	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H CU.M.	PAVEMENT PLANING, BITUMINOUS (38MM AVG.) SQ.M.		WEARING COURSE REMOVED (FOR FEATHER AREA) SQ.M.	
I	IR 77	NORTHBOUND	OFF RAMP TO REST AREA	2019*	612	74			38	76.72	1800*		219	
			ON RAMP FROM REST AREA	4403*	1441	56			38	167.31	4237*		166	
			OFF RAMP TO SR 209	2010*	605	78			38	76.38	1779*		231	
			ON RAMP FROM SR 209	3958*	953	393			38	150.40	2802*		1156	
		SOUTHBOUND	OFF RAMP TO SR 209	2033*	612	79			38	77.25	1801*		232	
			ON RAMP FROM SR 209	3670*	1195	53			38	139.46	3515*		155	
			# OFF RAMP AND SR 209	592		201			38	22.50			592	
			# ON RAMP AND SR 209	733		250			38	27.85			733	
I	IR 77	TOTALS	(CARRIED TO NEXT SHEET)		5418	1184				687.52	15572		3484	



RAMP & GORE AREAS

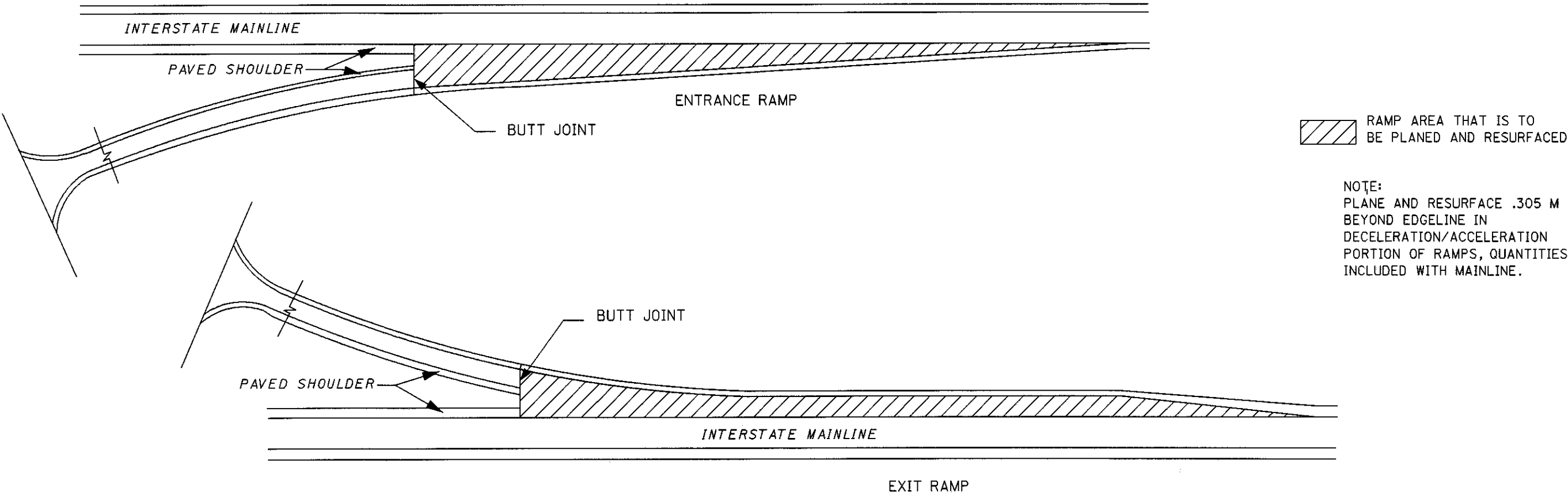
GUE-77-4.038

TREATMENT ON RAMPS & GORE AREAS

PLAN NO.

ALL AREAS CALCULATED FROM FIELD MEASUREMENTS

P A R T	ROUTE	LOG POINT TO LOG POINT	DESCRIPTION	AREA IN SQ.METER	PROPOSED ITEMS									EXISTING SURFACE	202 WEARING COURSE REMOVED (FOR FEATHER AREA) SQ.M.			
					407		446				254							
					TACK COAT @ 0.34 L/S.M. LITER	TACK COAT, 702.13 @ 0.34 L/S.M. LITER	THICK mm	ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm CU.M.	THICK mm	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H CU.M.	PAVEMENT PLANING, BITUMINOUS (38mm AVG.) SQ.M.							
I	IR 77	NORTHBOUND	RAMP "E" OFF RAMP TO IR 70 EB	1155	393					38	43.89	1155						
			RAMP "D" OFF RAMP (LEFT) TO IR 70 WB	1224	416					38	46.51	1224						
			RAMP "F" ON RAMP FROM IR 70 EB	2727	927					38	103.63	2727						
		SOUTHBOUND	RAMP "A" OFF RAMP TO IR 70 WB	1150	391					38	43.70	1150						
			RAMP "H" OFF RAMP (LEFT) TO IR 70 EB	1494	508					38	56.77	1494						
			RAMP "B" ON RAMP FROM IR 70 WB	2852	970					38	108.38	2852						
			RAMP "G" ON RAMP FROM IR 70 EB	2326	791					38	88.39	2326						
			DEDUCT FOR BRIDGES()	(1421)	(483)						(54.00)	(1421)						
			SHEET TOTALS		3913						437.27	11507						
			PREVIOUS SHEET TOTALS		5418	1184					687.52	15572			3484			
I	IR 77	TOTALS	CARRIED TO GENERAL SUMMARY		9331	1184					1124.79	27079			3484			



G0770002.MEA 8-20-98

TREATMENT ON GORE AREAS

GUE-77-4.038

13
20

BRIDGE TREATMENT

GUE-77-08320L: REMOVE AND REPLACE 38mm ASPHALT CONCRETE
GUE-77-08320R: REMOVE AND REPLACE 38mm ASPHALT CONCRETE
GUE-77-12134L: REMOVE AND REPLACE 38mm ASPHALT CONCRETE
GUE-77-12359L: REMOVE AND REPLACE 38mm ASPHALT CONCRETE
GUE-77-12939L: REMOVE AND REPLACE 38mm ASPHALT CONCRETE

BRIDGE DEDUCTIONS (BRIDGE LENGTH X PAVEMENT WIDTH)

GUE-77-08320L: 45.1M X 7.32M = 330 SQ.METER
GUE-77-08320R: 45.1M X 7.32M = 330 SQ.METER
GUE-77-12134L: 47.2M X 7.92M = 374 SQ.METER
GUE-77-12359L: 65.8M X 7.92M = 521 SQ.METER
GUE-77-12939L: 28.3M X 7.92M = 224 SQ.METER

TOTAL = 1779 SQ.METER
(TOTAL CARRIED TO SHEET 7)

* AREAS OF CONCRETE PATCHING WILL BE ENCOUNTERED
DURING WEARING COURSE REMOVED

[illegible]

QUANTITIES CARRIED TO GENERAL SUMMARY

EDGE LINE SUB-SUMMARY

P A R T	CO.	ROUTE	S.L.D.		WHITE EDGE LINE QU.			YELLOW EDGE LINE QU.			PARTICIPATION TYPE				EDGE LINE TOTAL KILO- METERS	REMARKS
			FROM	TO	TOTAL KILO- METERS	HIGHWAY	RAMP	TOTAL KILO- METERS	HIGHWAY	RAMP	IRG	FG	RSG	NON FED STATE		
I	GUE	NB IR 77	4.038	12.520	8.482	8.482		8.482	8.482						16.964	
					0.160		0.160	0.160		0.160					0.320	OFF RAMP @ REST AREA
					0.140		0.140	0.140		0.140					0.280	ON RAMP @ REST AREA
					0.340		0.340	0.340		0.340					0.680	OFF RAMP @ SR 209
					0.457		0.457	0.238		0.238					0.695	ON RAMP @ SR 209
I	GUE	SB IR 77	4.038	13.143	9.105	9.105		9.105	9.105						18.210	
					0.235		0.235	0.235		0.235					0.470	OFF RAMP @ SR 209
					0.257		0.257	0.257		0.257					0.514	ON RAMP @ SR 209
I		TOTALS													38.133	
2	GUE	SR 209	23.848	24.023	0.350	0.350									0.350	BEGIN PART 2 TO END PART 2

CENTER LINE SUB-SUMMARY

QUANTITIES INCLUDE CL AROUND OUTSIDE OF PAINTED ISLAND

P A R T	CO.	ROUTE	S.L.D.		CENTER LINES QUANTITIES		PARTICIPATION TYPE				TOTAL CENTER LINE KILO- METER	REMARKS
			FROM	TO	TOTAL KM	EQUIVALENT SOLID LINE	IRG	FG	RSG	NON FED STATE		
2	GUE	SR 209	23.848	24.023	0.175	0.350					0.175	BEGIN PART 2 TO END PART 2

PLAN NO.

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="border-right: 1px solid black; width: 45%; padding: 0 5px;">20</div> <div style="width: 45%; padding: 0 5px;">6</div> </div>	GUE-77-4.038	LANE LINE SUB-SUMMARY AND AUXILIARY MARKINGS	CALCULATED
			<div style="display: flex; justify-content: space-between;"> <div>LME</div> <div>CHECKED</div> </div> <div style="display: flex; justify-content: space-between;"> <div></div> <div>TJD</div> </div>

[illegible]

G07700001.TLL 8-19-98

CHKD. BY _____
DATE _____

LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
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	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

[illegible]

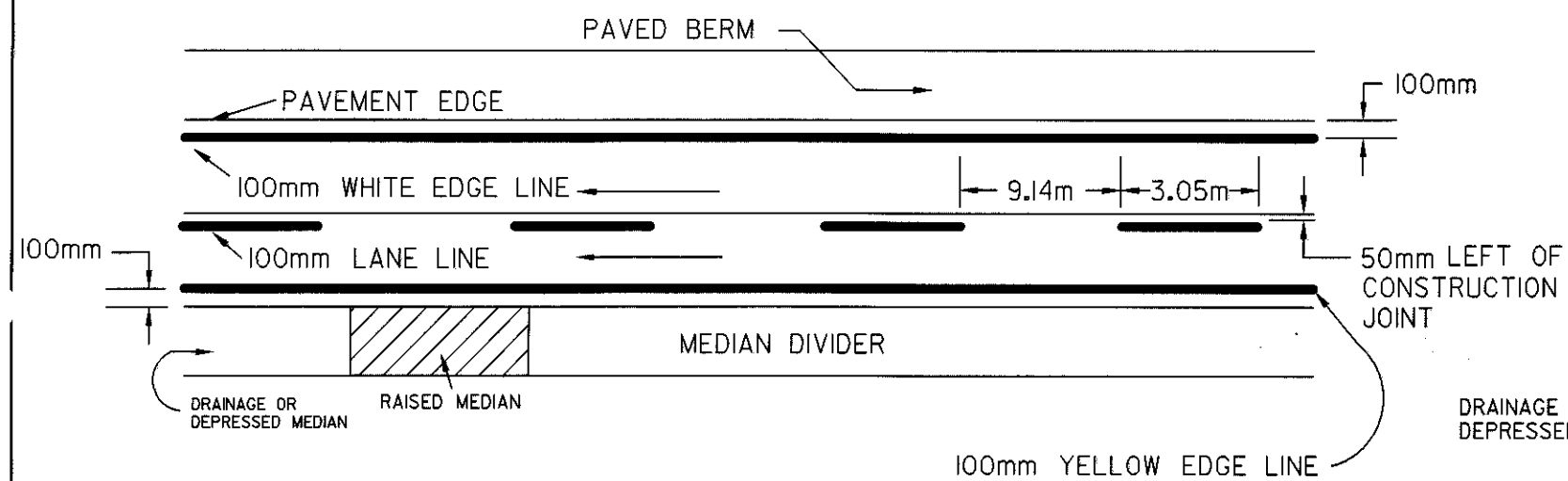
RPM LOCATION SUB-SUMMARY

GUE-77-4.038

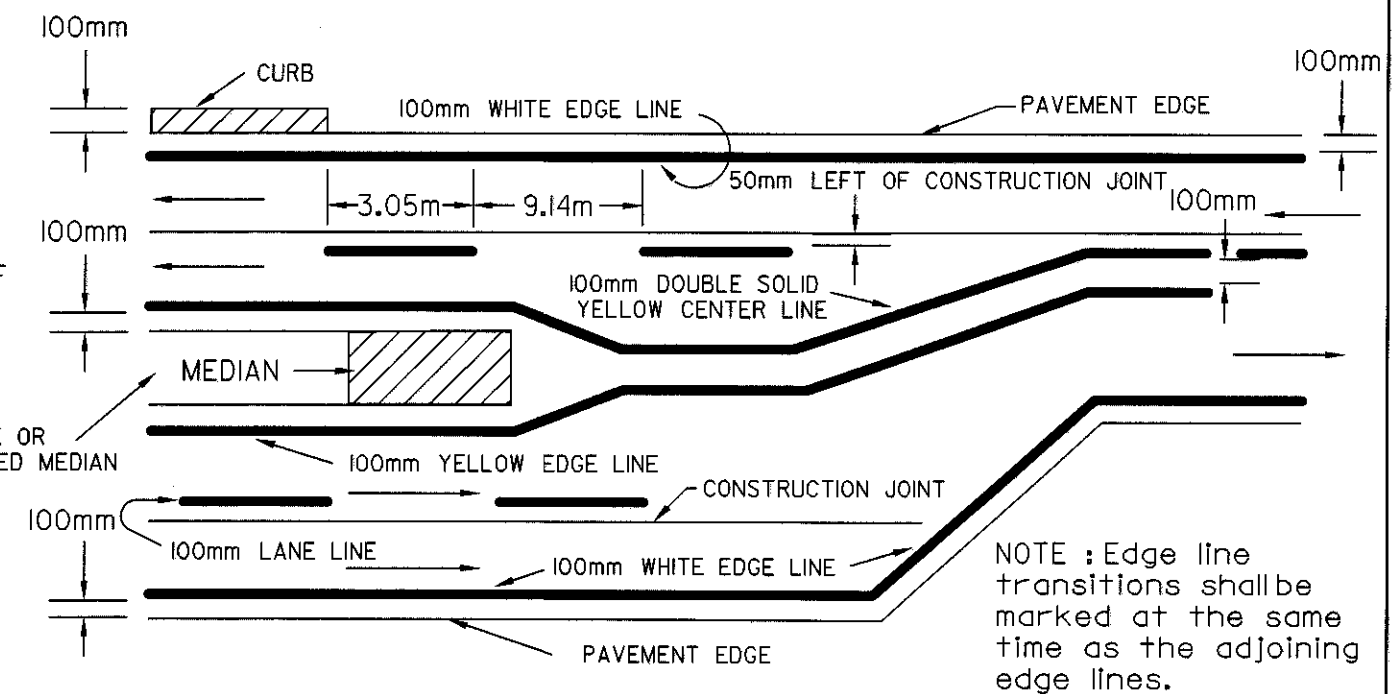
17
20

g0770001.rpm 8-08-98

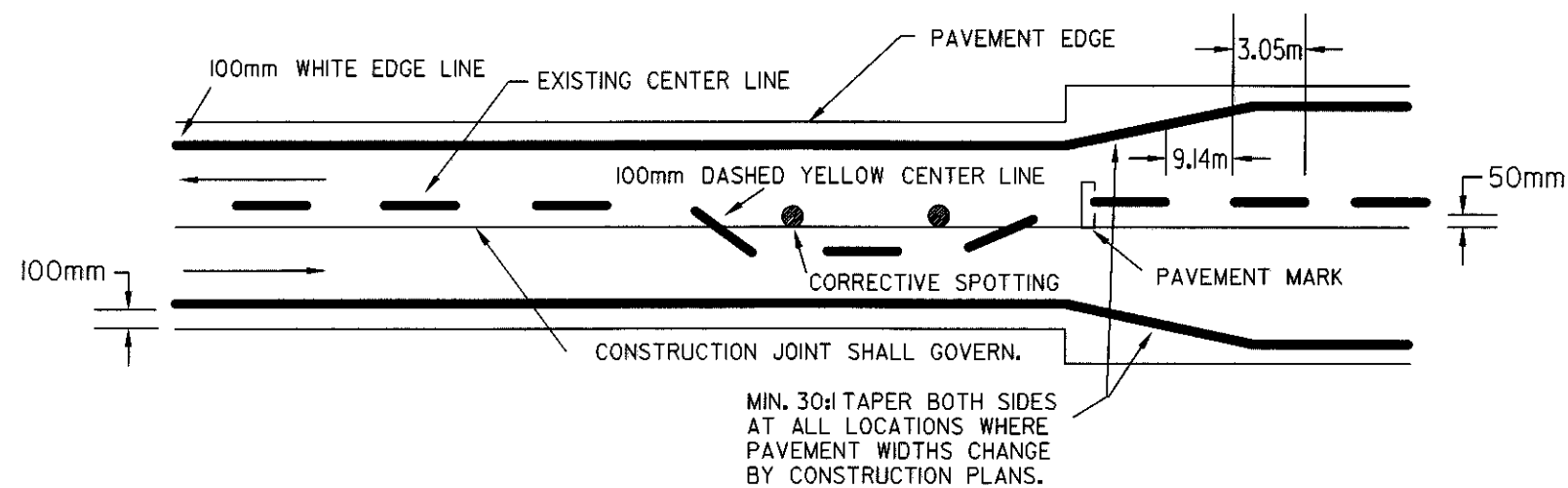
FREEWAY & EXPRESSWAY MAINLINE MARKINGS



MULTILANE DIVIDED & UNDIVIDED HIGHWAY MARKINGS



TWO LANE MARKINGS



NOTES:

1. The distance from the pavement edge to the nearside edge of the edgeline may be increased with the approval of the engineer in order to maintain uniform lane width.
2. See TC-72.20M for entrance and exit ramp markings.
3. The cycle length for dashed lines shall be 12.19 meter plus or minus 150mm. The minimum length of dash shall be sufficiently long to maintain a 3:1 ratio between length of gap and length of dash.

PLAN NO.

Ohio Department of Transportation

Pavement Marking
Typical Details

DATE
11-80
9-86
9-91
1mo
7-97

GUE-77-4.038

18
20

PAVEMENT MARKING TYPICALS

CALCULATED
LME
CHECKED
TJD

GENERAL SUMMARY

PART TOTALS					ITEM	ITEM EXT. NO.	GRAND TOTAL PARTS 1 & 2	UNIT	DESCRIPTION
1	2								
					103	05000		LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND
3484					202	23500	3484	SQ METER	WEARING COURSE REMOVED
	259.1				202	38000	259.1	METER	GUARDRAIL REMOVED
	4				202	42000	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A
1219					202	54101	1219	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN
499.3					203	12001	499.3	CU METER	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION, AS PER PLAN
219919	1281				254	01000	221200	SQ METER	PAVEMENT PLANING, BITUMINOUS
22000					254	01600	22000	SQ METER	PATCHING PLANED SURFACE
1670					255	10101	1670	SQ METER	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN
1280					255	20000	1280	METER	FULL DEPTH PAVEMENT SAWING
571.1					301	46000	571.1	CU METER	BITUMINOUS AGGREGATE BASE, PG64-22
76248					407	10000	76248	LITER	TACK COAT
1774	490				407	13900	2264	LITER	TACK COAT, 702.13
573	38				407	14000	611	LITER	TACK COAT FOR INTERMEDIATE COURSE
8698.75	54.88				446	50000	8753.63	CU METER	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H
27.5					SPECIAL	51912300	27.5	SQ METER	PATCHING CONCRETE BRIDGE DECK, TYPE B
	106.7				606	13000	106.7	METER	GUARDRAIL, TYPE 5
	152.4				606	13050	152.4	METER	GUARDRAIL, TYPE 5A
	4				606	25000	4	EACH	ANCHOR ASSEMBLY, TYPE A
48					614	11100	48	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR
17.587					614	20400	17.587	KILOMETER	TEMPORARY LANE LINE, CLASS II
35.174	0.350				614	22000	35.524	KILOMETER	TEMPORARY EDGE LINE, CLASS I
10	4				614	12460	14	EACH	WORK ZONE MARKING SIGNS
4					614	18601	4	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

GENERAL SUMMARY

GUE-77-4.038