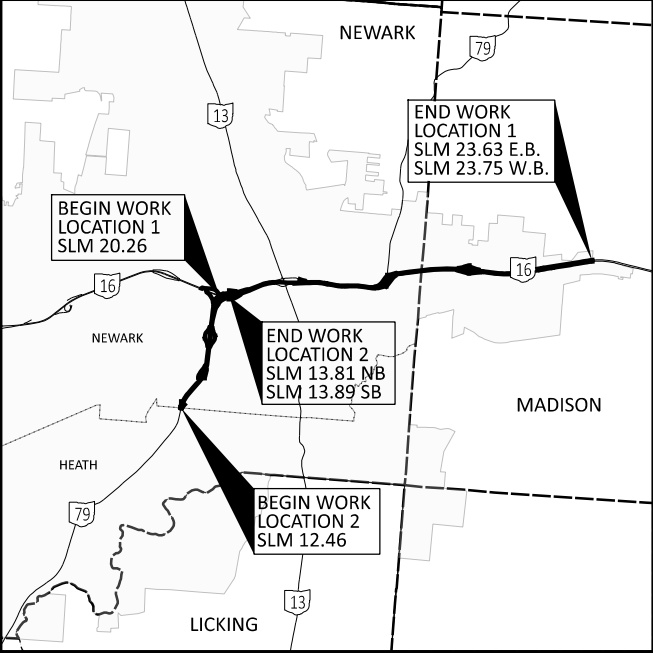


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LIC-16/79-20.26/12.46

NEWARK AND MADISON TOWNSHIPS
LICKING COUNTY

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LOCATION MAP

LATITUDE: N 40° 03' 43" LONGITUDE: W 82° 23' 10'

PORTION TO BE IMPROVED _____

DESIGN DESIGNATION	LIC-16	LIC-79
FUNCTIONAL CLASSIFICATION	OTH	OTH
OPENING YEAR ADT (2024)	40,000	36,000
DESIGN YEAR ADT (2036)	43,000	43,000
DESIGN HOURLY VOLUME (2036)	4,800	3,900
DIRECTIONAL DISTRIBUTION	62%	57%
TRUCKS (24 HOUR B&C)	4%	4%
DESIGN SPEED	55 MPH	55 MPH
LEGAL SPEED	55 MPH	55 MPH
NHS PROJECT	YES	YES

OTH = OTHER FREEWAYS AND EXPRESSWAYS

DESIGN EXCEPTIONS
NONE REQUIRED

ADA DESIGN WAIVER
NONE REQUIRED



PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 ENGINEERING



John S. Lutz Date: 2023.06.12
15:43:32 -04'00'

ENGINEER'S SEAL	STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	
  Date: 2023.06.12 15:43:32 -04'00'	BP-3.1	1/21/22	MT-104.10	10/16/15			800	4/21/23
	BP-9.1	1/18/19	MT-105.10	1/17/20			808	1/18/19
							821	4/20/12
	MT-95.30	7/19/19	TC-41.10	7/19/13			832	7/15/22
	MT-97.10	4/19/19	TC-41.20	10/18/13			961	4/17/20
	MT-98.10	1/17/20	TC-52.10	10/18/13			858	4/20/18
	MT-98.11	1/17/20	TC-52.20	1/15/21			875	1/18/19
	MT-98.20	1/17/20	TC-65.10	1/17/14			908	10/20/17
	MT-98.22	1/17/20	TC-65.11	7/15/22			921	4/20/12
	MT-98.28	1/17/20	TC-71.10	7/15/22			961	4/17/20
	MT-98.29	1/17/20	TC-72.20	7/20/18				
	MT-99.20	4/19/19	TC-73.20	1/17/20				
	MT-101.60	1/17/20	TC-74.10	1/20/23				SPECIAL PROVISIONS
	MT-101.90	7/17/20						PMTP: 3/20/23

FEDERAL PROJECT NUMBER

E230(513)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 16
AND S.R. 79 IN LICKING COUNTY INCLUDING DECK PATCHING AND
SEALING ON VARIOUS STRUCTURES AND THIN POLYMER EPOXY
OVERLAYS ON STRUCTURES LIC-79-1359R, LIC-79-1375, AND LIC-79-1387L

PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINTENANCE)
NOTICE OF INTENT EARTH DISTURBED AREA = NOI NOT REQUIRED

LOC	PLAN SPLIT	CTY	ROUTE	BEGIN SLM	END SLM	LENGTH (MILES)	CITY/ VILLAGE
						MILES	
1	1	LIC	16	20.26	23.63 EB 23.75 WB	3.37 EB 3.49 WB	NEWARK
2	1	LIC	79	12.46	13.81 NB 13.89 SB	1.35 NB 1.43 SB	HEATH NEWARK

LIMITED ACCESS

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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING 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.

DISTRICT DEPUTY DIRECTOR

Jason L. Sturgeon, P.E.
05

DIRECTOR, DEPARTMENT OF TRANSPORTATION

Jack Markants JMB

TITLE SHEET

DESIGN AGENCY



DESIGNER

LME

REVIEWER

ISI 06/01/23

400 400 400 400 400 400

07950

37858

SHEET	TOTAL
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LIC-16/79-20.26/12.46

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 6/12/2023 TIME: 3:25:18 PM USER: jlu21
 http://ohiodot-pw.bentley.com/ohiodot-pw-02/Documents/01 Active Projects/District 05/Licking/97858400-Engineering/Roadway/Sheets/97858_GT001.dgn

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.

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 THE COMPLETION OF THIS PROJECT.

PAVEMENT MARKINGS

ALL LONG LINE AND AUXILIARY PAVEMENT MARKINGS (STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC.) SHOWN IN THE PLANS ARE TAKEN FROM EXISTING LOCATIONS. THE CONTRACTOR SHALL DOCUMENT ALL PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/ OBLITERATED DURING THIS PROJECT AND PLACE MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS, UNLESS SHOWN OR STATED DIFFERENTLY IN THE PLANS AND/OR DIRECTED OTHERWISE BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF 24 HOURS PRIOR TO APPLYING PAVEMENT MARKING MATERIALS ON ANY ROUTES SO THAT ODOT PERSONNEL MAY BE PRESENT DURING PAVEMENT MARKING OPERATIONS.

PER **CMS 641.04**, THE CONTRACTOR SHALL PROVIDE ODOT PERSONNEL A COPY OF THE DLS SHORT REPORT AT THE END OF EVERY WORKDAY THROUGH **CLOUD BASED REPORTING**. THE CONTRACTOR SHALL NOT RECEIVE PAYMENT FOR ANY WORK DONE WITHOUT NOTIFICATION AS STATED ABOVE OR IF DSL SHORT REPORTS ARE NOT PROVIDED DAILY. SEPARATE DLS REPORTS SHALL BE PROVIDED FOR EVERY RUN OF LONG LINE MARKING PLACED. COMBINED DLS REPORTS (I.E. CENTER LINE AND EDGE LINE) WILL NOT BE ACCEPTED OR PAID BY THE DEPARTMENT.

PAVEMENT PLANING, ASPHALT CONCRETE, BY DEPTH

DEPTH OF PLANING SHALL BE AS SHOWN ON THE PAVEMENT AND SHOULDER DATA TABLES. PLANING SHALL BE THE FULL WIDTH OF THE EXISTING PAVEMENT, INCLUDING PAVED SHOULDERS. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

IF DURING PLANING OPERATIONS EXCESSIVE RIDGES OR OTHER IRREGULARITIES ARE FOUND, PLANING DEPTH ADJUSTMENTS SHALL BE MADE UP TO 3/8 INCH, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID PER CMS 254.07.

ITEM 253, PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED **AS DIRECTED BY THE ENGINEER**. REPAIRS SHALL TAKE PLACE PRIOR TO ANY PLANING 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 7". THE MINIMUM WIDTH SHALL BE 4 FT.** AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE **7"** OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED, COMPACTED, AND TACKED IN TWO LIFTS).

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 THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253, PAVEMENT REPAIR.

ITEM 253, PAVEMENT REPAIR
LOCATION 1: 200 CU.YD.
LOCATION 2: 100 CU.YD.

ITEM 407, NON-TRACKING TACK COAT

THE RATE OF APPLICATION OF THE ITEM 407, NON-TRACKING TACK COAT SHALL BE PER **CMS TABLE 407.06-1** AND SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF **0.08 GAL/SY** FOR TACK COAT UNDER THE SURFACE COURSE AND **0.05 GAL/SY** UNDER INTERMEDIATE COURSE. (FOR ESTIMATING PURPOSES ONLY).

ITEM 408, PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER CMS 702) AT A RATE OF **0.40 GAL/SY** TO THE COMPLETED AGGREGATE SHOULDER. TO REDUCE AGGREGATE LOSS, **THE PRIME COAT SHALL BE APPLIED WITHIN SEVEN (7) DAYS AFTER PLACEMENT OF THE AGGREGATE SHOULDER OR LIQUATED DAMAGES PER CMS 108.07 WILL BE ASSESSED.** 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 SPECIFICATIONS.

ENVIRONMENTAL NOTES

THE FOLLOWING RESTRICTION SHALL APPLY TO ALL STRUCTURES IN THE PROJECT AREA THAT INVOLVES WORK OVER WATERWAYS.

ALL WORK IS PROHIBITED TO OCCUR BELOW THE OHWM THAT FLOWS UNDER EACH STRUCTURE. NO MATERIAL MAY ENTER ANY STREAM DURING CONSTRUCTION.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE
ITEM 611, CATCH BASIN RECONSTRUCTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST AND/OR RECONSTRUCT CATCH BASINS PER **CMS 611.10C, 611.10D** AND DETAILS BELOW LOCATED THROUGH OUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER.

ADJUST GRATES THAT ARE **GREATER THAN 1" ABOVE OR BELOW FINAL SURFACE** AND RECONSTRUCT ANY DETERIORATED CATCH BASIN NOT SUITABLE TO ADJUST TO A **MINIMUM OF 1' BELOW FINAL SURFACE.**

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE
LOCATION 1: 10 EACH
LOCATION 2: 8 EACH

ITEM 611, CATCH BASIN RECONSTRUCTED TO GRADE
LOCATION 1: 2 EACH
LOCATION 2: 2 EACH

ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE OR RECYCLED ASPHALT CONCRETE PAVEMENT (RAP) MEETING THE REQUIREMENTS OF 703.18.

ALL AREAS SHALL BE LOOSENEED AND FREE OF VEGETATION PER 617.04 PRIOR TO PLACEMENT OF COMPACTED AGGREGATE. AGGREGATE SHOULDERS SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE ROADWAY. AGGREGATE SHOULDERS MAY BE REDUCED TO ONE (1) FOOT WIDE WHERE NECESSARY AND MAY BE OMITTED ON SLOPES STEEPER THAN 6:1 AT THE APPROVAL OF THE ENGINEER.

SHOULDER PREPARATION SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 617, COMPACTED AGGREGATE, AS PER PLAN.

ITEM 621, RAISED PAVEMENT MARKER REMOVED

AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. 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 SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. METHODS AMD PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PAVER-MOUNTED THERMAL IMAGING SYSTEM SHALL CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISIONS.

ALL, LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZING THE DATA SHALL BE INCLUDED FOR PAYMENT WITH THE **LUMP SUM** BID FOR **ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).**

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

2

TOTAL

42

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447),
AS PER PLAN, PG70-22M

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT’S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC %. THE RAP AC % WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC % FROM THE JMF. IF RAP AC % IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2% FROM DESIGN AC % FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC % AT ALL TIMES AFTERWARDS.
- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT’S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS FOLLOWS:

FOLLOW 1043.07 EXCEPT AS FOLLOWS:

- NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
- DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC %. RAP AC % WILL BE WITHIN 0.3% OF RAP AC % DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
- DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
- MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
- IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC % TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT THE MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINED IN SUPPLEMENT 1043 DATED JANUARY 18, 2019 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.

IDEAL-CT:

FOLLOW ALL REQUIREMENTS OF THE SPECIFICATIONS WITH THE ADDITION OF THE FOLLOWING:

PERFORM THE IDEAL-CT FOR THE MIX DESIGN SUBMITTAL PER SUPPLEMENT 1033 ON THE JMF ASPHALT BINDER CONTENT DETERMINED FROM THE DESIGN AIR VOIDS AND ENSURE THE MINIMUM IN THE TABLE BELOW IS MET FOR THE MIX TYPE. THE IDEAL-CT ONLY NEEDS TO BE RAN FOR MIX DESIGN ACCEPTANCE.

PROVIDE RESULTS PER SUPPLEMENT 1033 WITH THE MIX DESIGN. SUPPLY SIX GYRATORY COMPACTED SPECIMENS TO THE HEIGHT MENTIONED IN SUPPLEMENT 1033 FOR THE MIX TYPE SPECIFIED. **ALLOW MORE THAN TWO WEEKS FOR MIX DESIGN REVIEW AND PRELIMINARY APPROVAL DUE TO OMM VERIFYING THE MIX.**

MIX TYPE	MINIMUM CT _{INDEX}
ITEM 442 (SUPERPAVE) 9.5 MM	80
ITEM 442 (SUPERPAVE) 12.5 MM (SURFACE)	80
ITEM 442 (SUPERPAVE) 12.5 MM (INTERMEDIATE)	70
ITEM 442 (SUPERPAVE) 19 MM (INTERMEDIATE)	60
ITEM 441 (MARSHALL) TYPE 1 SURFACE MIXES	80
ITEM 441 (MARSHALL) TYPE 1 INTERMEDIATE MIXES	80
ITEM 441 (MARSHALL) TYPE 2 INTERMEDIATE MIXES	60
ITEM 302 (MARSHALL) MIXES	60

GENERAL NOTES

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

3

TOTAL

42

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF **TWO (2)** LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON **LIC-16 AND LIC-79** EXCLUDING THE CLOSURE TIMES STATED IN THE LANE VALUE CONTRACT TABLE BELOW.

LANE VALUE CONTRACT TABLES

LOCATION	CRITICAL WORK: TIME WHEN ONE (1) LANE MAY BE CLOSED	TIME UNIT	DISINCENTIVE (\$ PER TIME UNIT)
LIC-16/ LIC-79	<u>WEEKDAY</u> SUNDAY-THURSDAY: 7PM-6AM	15 MIN.	\$2,500
	<u>WEEKEND</u> 7PM FRIDAY – 7PM SUNDAY		

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST **THREE (3) BUSINESS DAYS** IN ADVANCE OF IMPLEMENTATION OF WEEKEND LANE CLOSURES SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST **TWO (2) BUSINESS DAYS** IN ADVANCE OF THE LANE CLOSURE.

MAINLINE BRIDGE WORK (LIC-16/79)

LANE CLOSURES ARE PERMITTED FOR ALL MAINLINE BRIDGE WORK AS STATED ABOVE IN THE LANE VALUE CONTRACT TABLE.

OVERHEAD BRIDGE WORK (LIC-13-0989, LIC-79-1332)

MAINTAIN ONE-LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. DO NOT DISTURB EXISTING RAMP SIGNALS UNLESS NECESSARY WITH APPROVAL OBTAINED FROM PROJECT ENGINEER AND THE CITY OF NEWARK.

OVERHEAD BRIDGE WORK (LIC-16-2066)

DETOUR GRANVILLE ST. TRAFFIC TO MT. VERNON ROAD (S.R. 13) DURING DECK SEALING OPERATIONS. REMOVE DETOUR ONCE MATERIAL HAS CURED.

PEDESTRIAN BRIDGE WORK (LIC-16-2146)

DETOUR PEARL ST. PEDESTRIAN TRAFFIC TO MT. VERNON ROAD (S.R. 13) DURING DECK SEALING OPERATIONS. REMOVE DETOUR ONCE MATERIAL HAS CURED.

RAMPS

RAMP CLOSURES WILL BE PERMITTED FOR RESURFACING OPERATIONS UNDER **WEEKDAY CLOSURE TIMES ONLY**, AS STATED ABOVE IN THE LANE VALUE CONTRACT TABLE. **THE PROJECT ENGINEER SHALL OBTAIN APPROVAL FROM THE DISTRICT DEPUTY DIRECTOR PRIOR TO CLOSURE OF THE RAMPS**, IN COORDINATION WITH THE CITY OF NEWARK. USE PCMS TO DETOUR RAMP TRAFFIC TO ADJACENT INTERCHANGES. RAMP TRAFFIC SHALL BE MAINTAINED AT ALL OTHER TIMES.

THE CONTRACTOR SHALL PROVIDE NOTICE OF **RAMP CLOSURES** TO ALL TRAFFIC AT LEAST **SEVEN CALENDAR DAYS** IN ADVANCE OF CLOSURE THROUGH THE USE OF PORTABLE CHANGEABLE MESSAGE SIGNS. THE PCMS SHOULD BE ERECTED AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. THE PCMS SHOULD BE ERECTED WELL IN ADVANCE OF THE CLOSURE AREA TO AVOID DISTRACTING MOTORISTS.

ITEM 614, MAINTAINING TRAFFIC (CONT'D)

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 ROADWAY SHALL NOT BE OPENED TO TRAFFIC WITHOUT EITHER THE PERMANENT OR WORK ZONE MARKINGS IN PLACE.**

AREAS THAT ARE PLANED SHALL NOT BE OPENED TO TRAFFIC. **ALL PLANED AREAS MUST BE INLAID WITH A PROPOSED COURSE OF ITEM 442, ASPHALT CONCRETE PRIOR TO BEING OPENED TO TRAFFIC.**

LANE CLOSURES WILL BE ACCOMPLISHED IN ACCORDANCE WITH THE STANDARD DRAWINGS LISTED ON THE TITLE SHEET, IN CONSIDERATION OF THE TRAFFIC FLOW. LANE CLOSURES SHALL ONLY OCCUR DURING CONTRACTOR WORK HOURS.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE NO LONGER THAN 2 MILES, UNLESS DIRECTED BY THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE CONTRACTOR WILL HAVE ON SITE AND IN WORKING AND OR SUITABLE CONDITION; ALL EQUIPMENT, TOOLS, LABORERS, LEO'S, TRAFFIC CONTROL DEVICES AND INCIDENTALS NECESSARY TO EFFICIENTLY PERFORM THE CLOSURE BEFORE INITIALIZING THE LANE CLOSURE.

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.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTIONS

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.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.OHIO.GOV

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

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.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES ON **I.R. 70** SHALL BE OPENED TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS: **EASTER, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING, CHRISTMAS, NEW YEARS**

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

DAY OF WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING)	12:00N WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

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

DROP-OFFS IN WORK ZONES

DROP-OFFS 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.**

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE **LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.**

DESIGN AGENCY	
	
DESIGNER	LME
REVIEWER	JSL 06/01/23
PROJECT ID	97858
SHEET	TOTAL
4	42

ITEM 614, WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH **CMS 614.11** AND STANDARD DRAWING **MT-99.20** UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES ARE BEING CARREID TO THE LOCATION SUB- SUMMARIES FOR PLACEMENT OF TEMPORARY MARKINGS ON THE SURFACE COURSE FOR ENTIRE PROJECT. **CLASS I MARKINGS SHALL ONLY BE USED FOR WINTERING OVER PERIOD.**

ITEM 614, WORK ZONE LANE LINE, CLASS I, 4”, 642 PAINT
LOCATION 1: 8.28 MILE LOCATION 2: 2.78 MILE

ITEM 614, WORK ZONE LANE LINE, CLASS III, 4”, 642 PAINT
(TWO APPLICATIONS FOR CUTBACK JOINT)
LOCATION 1: 16.56 MILE LOCATION 2: 5.56 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LOCATION 1: 0.04 MILE LOCATION 2: 0.04 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT
LOCATION 1: 0.04 MILE LOCATION 2: 0.04 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 4”, 642 PAINT
LOCATION 1: 17.38 MILE LOCATION 2: 7.26 MILE

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 4”, 642 PAINT
LOCATION 1: 17.38 MILE LOCATION 2: 7.26 MILE

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8”, 642 PAINT
LOCATION 1: 11,718 FEET LOCATION 2: 4,482 FEET

ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 8”, 642 PAINT
LOCATION 1: 11,718 FEET LOCATION 2: 4,482 FEET

ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 4”, 642 PAINT
(LIC-16-(20.73-20.90), LIC-79-(13.46-13.66))
LOCATION 1: 1,012 FEET LOCATION 2: 1,912 FEET

ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 4” 642 PAINT
(LIC-16-(20.73-20.90), LIC-79-(13.46-13.66))
LOCATION 1: 1,012 FEET LOCATION 2: 1,912 FEET

ITEM 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT
LOCATION 1: 144 FEET LOCATION 2: 86 FEET

ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT
LOCATION 1: 144 FEET LOCATION 2: 86 FEET

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORSOTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT BE PERMITTED AT PROJECT COST. 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 C&MS 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, **AS DIRECTED BY THE ENGINEER:**

- 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, AND NIGHT WORK.

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.

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 LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASIHG LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL 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 HIS/HER 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) FOR ASSISTANCE. THE HOURS PAID SHALL INCLUDE THE 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.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
LOCATION 1: 400 HOUR
LOCATION 2: 200 HOUR

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 AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET, RESPECTIVELY.

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

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.

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

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

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

5

TOTAL

42

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

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

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

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

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

RESURFACING/BRIDGE WORK AND RAMP CLOSURES

(PLACE AS DIRECTED BY THE ENGINEER)

6 PCMS X 6 MONTH = 36 SNMT

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

LOCATION 1: 18 SNMT

LOCATION 2: 18 SNMT

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.

ITEM 614, REPLACEMENT DRUM

LOCATION 1: 20 EACH

LOCATION 2: 5 EACH

WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-30745	LIC-16-(20.26-23.75)	EB/WB
WZ-30746	LIC-79-(12.46-13.81)	NB/SB

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

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

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

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

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATIONS 808, 908 AND SCD MT-104.10

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

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

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

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

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

A TOTAL OF 6 DSL SIGN ASSEMBLIES WILL BE REQUIRED FOR THIS PROJECT.

2-MILE STATIONARY ZONE (BRIDGE WORK)

S.R. 16/79: 3 DSL X 2 MONTH = 6 SNMT

2-MILE MOVING ZONE (RESURFACING)

S.R. 16/79 EB: 3 DSL X 4 MONTH = 12 SNMT

S.R. 16/79 WB: 3 DSL X 4 MONTH = 12 SNMT

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

LOCATION 1: 15 SNMT

LOCATION 2: 15 SNMT

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

TOTAL

6

42

SEQUENCE OF OPERATIONS

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. 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 WORK NOT SPECIFIED IN THE SEQUENCE OF OPERATIONS CAN BE COMPLETED ANYTIME DURING THE DURATION OF THE PROJECT, AT THE APPROVAL OF THE ENGINEER.

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

LANES CLOSED IN BOTH THE EASTBOUND AND WESTBOUND DIRECTION SHALL BE AT THE APPROVAL OF THE ENGINEER

PHASE 1:

- (1) PERFORM FULL DEPTH PAVEMENT REPAIRS
- (2) PERFORM DECK PATCHING ON BRIDGES (MINIMUM 14 DAY CURE TIME PRIOR TO DECK SEALING)
- (3) PERFORM DECK SEALING ON BRIDGES

PHASE 2:

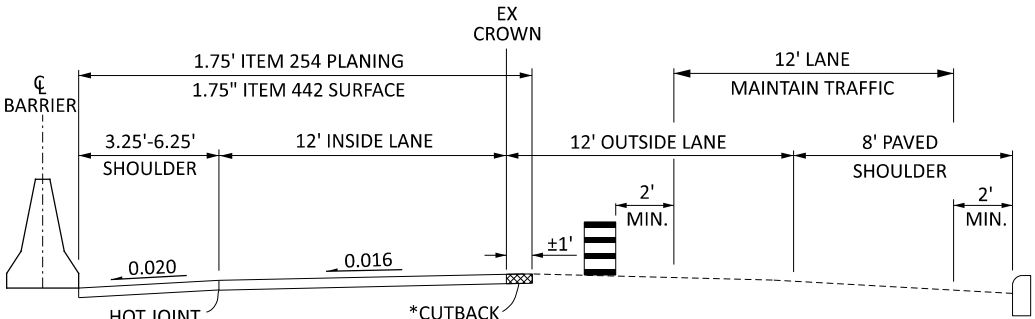
- (1) CLOSE INSIDE LANE AND MAINTAIN TRAFFIC BY USE OF THE OUTSIDE LANE AND PAVED SHOULDER
- (2) PLANE INSIDE LANE AND SHOULDER
- (3) IMMEDIATELY PLACE ITEM 442, ASPHALT CONCRETE SURFACE COURSE FOR INSIDE LANE AND SHOULDER

PHASE 3:

- (1) CLOSE OUTSIDE AND ACCEL/DECEL LANES AND MAINTAIN TRAFFIC BY USE OF THE INSIDE LANE AND PAVED SHOULDER
- (2) PLANE OUTSIDE AND ACCEL/DECL LANES AND SHOULDER
- (3) IMMEDIATELY PLACE ITEM 442, ASPHALT CONCRETE SURFACE COURSE FOR OUTSIDE AND ACCEL/ DECEL LANES AND SHOULDER
- (4) CLOSE RAMPS AND IMMEDIATELY PLACE ITEM 442, ASPHALT CONCRETE SURFACE COURSE

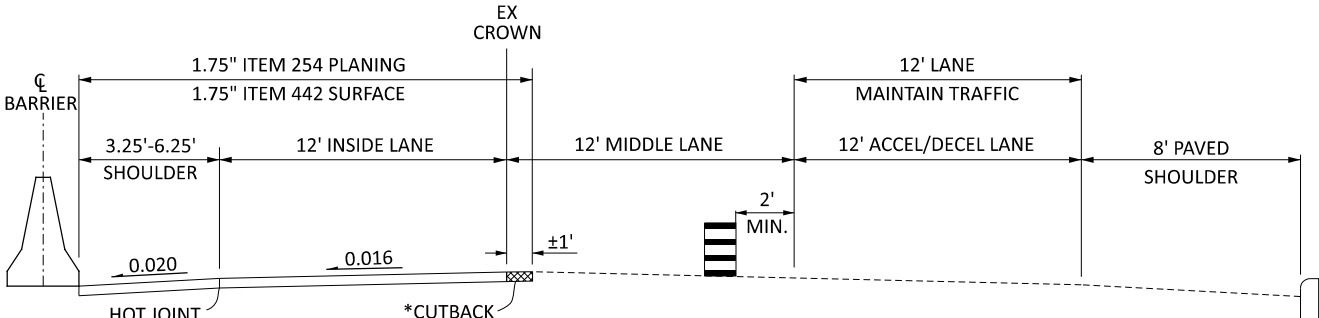
PHASE 4:

- (1) INSTALL COMPACTED AGGREGATE, 2" DEEP JOINT SEALER, RUMBLE STRIPS, PERMANENT PAVEMENT MARKINGS, AND RAISED PAVEMENT MARKERS. OPEN ROADWAY TO UNRESTRICTED TRAFFIC

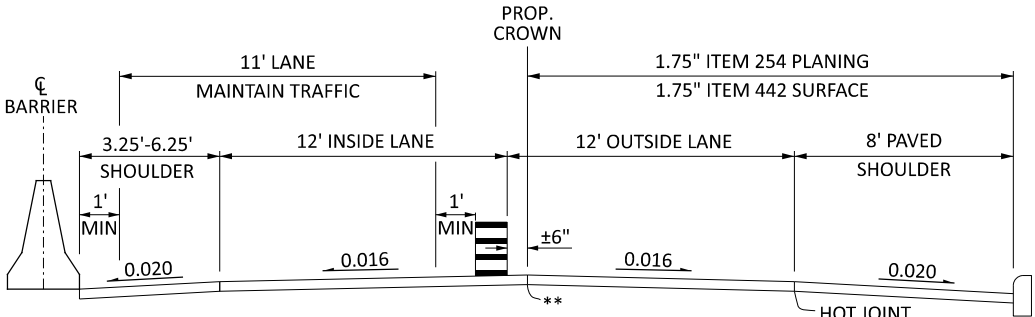


PHASE 2 (4-LANE)

* ADDITIONAL QUANTITY FOR CUTBACK NOT TO BE PAID UNDER ITEM 442, ASPHALT CONCRETE SURFACE COURSE

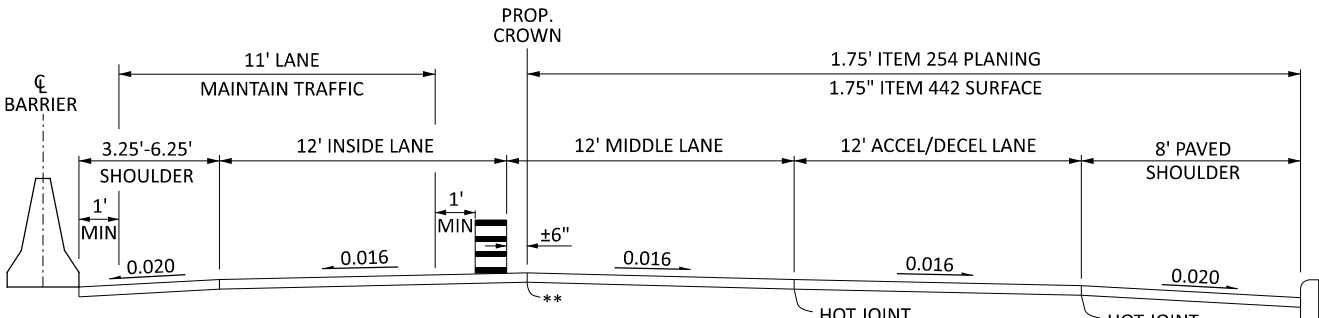


PHASE 2 (6-LANE)

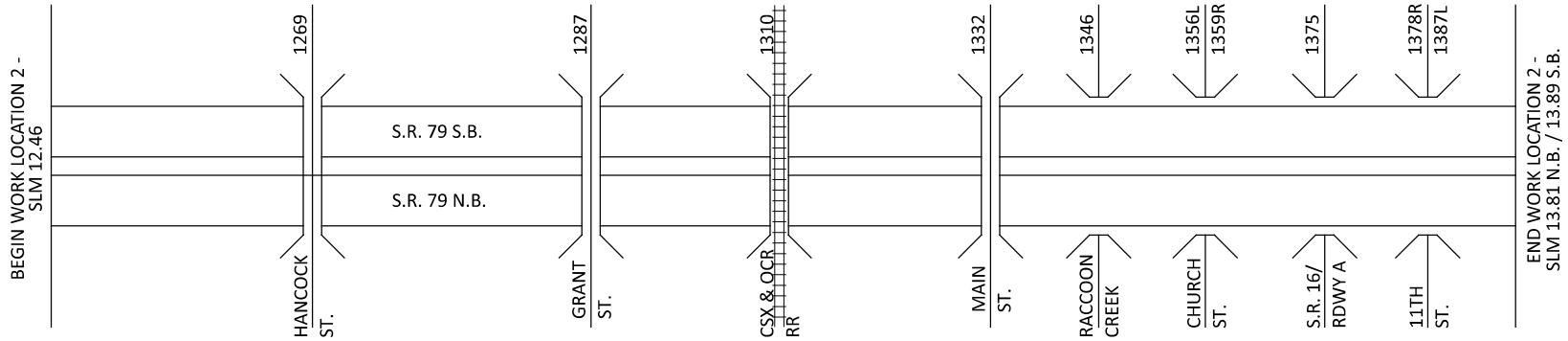
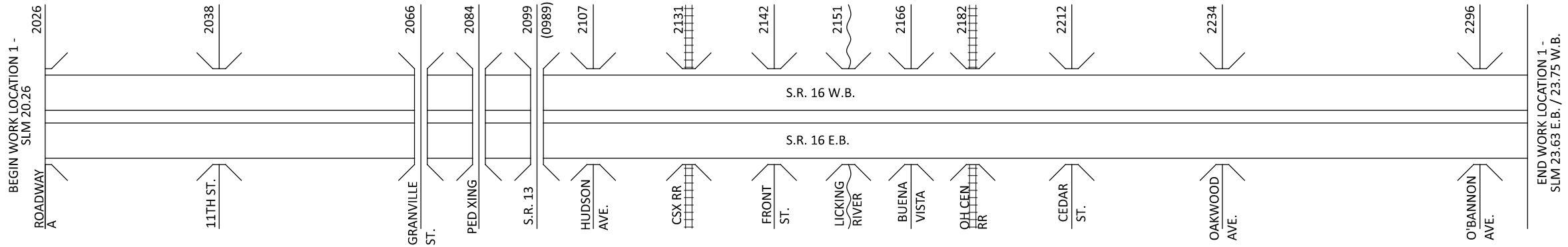


PHASE 3 (4-LANE)

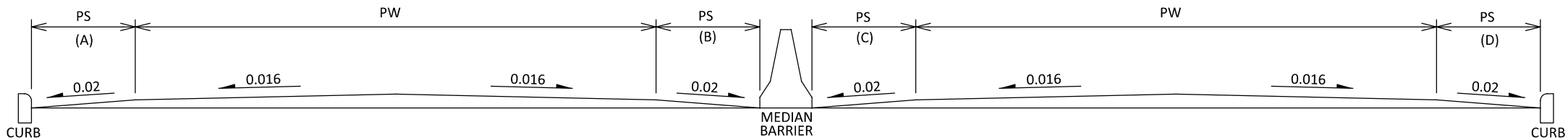
** DUE TO PROXIMITY OF WORK TO LIVE TRAFFIC, JOINT CORES SHOULD BE PERFORMED UNDER SEPERATE LANE CLOSURES WITH TRAFFIC MAINTAINED ON OUTSIDE LANE/SHOULDER, AS DIRECTED BY THE ENGINEER



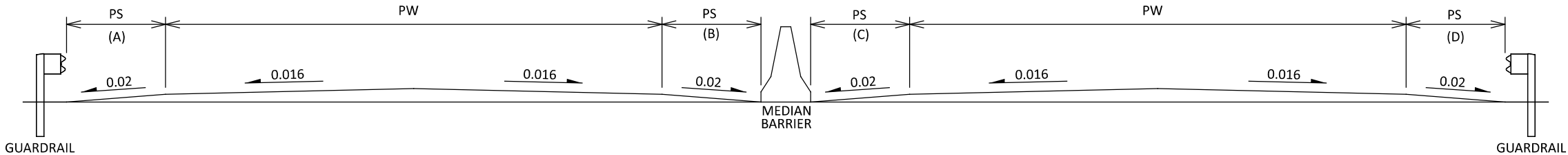
PHASE 3 (6-LANE)



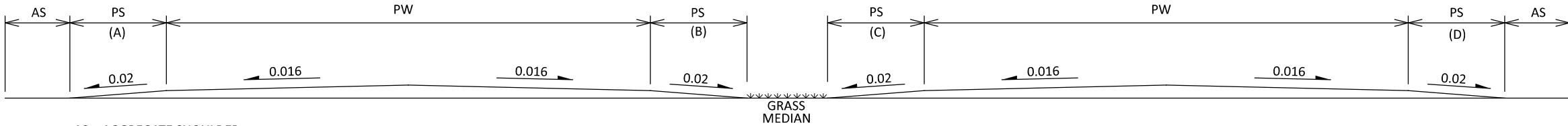
TYPICAL 1



TYPICAL 2



TYPICAL 3



AS = AGGREGATE SHOULDER
PS = PAVED SHOULDER
PW = PAVEMENT WIDTH

NOTE: IN SUPERELEVATED SECTIONS, THE PLANING AND PAVING SHALL FOLLOW EXISTING ROADWAY SLOPES



PAVEMENT DATA														
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH	TYPICAL	PAVEMENT AREA	254	407	442		
										PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./S.Y.	ANTI-SEGREGATION EQUIPMENT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
					MILES	LIN. FT.	FT.	SEE SHEET 8	SQ. YD.	SQ. YD.	GAL.	CU. YD.	IN.	CU. YD.
1	LIC	S.R. 16 E.B.	20.26	20.40	0.14	739.20	24.0	2	1,971.2	1,971.2	157.7	95.9	1.75	95.9
			20.40	20.44	0.04	211.20	62.0 (AVG.)	2	1,454.9	1,454.9	116.4	70.8	1.75	70.8
			20.44	20.84	0.40	2,112.00	48.0	2	11,264.0	11,264.0	901.2	547.6	1.75	547.6
			20.84	20.91	0.07	369.60	55.0 (AVG.)	2	2,258.7	2,258.7	180.7	109.8	1.75	109.8
			20.91	21.36	0.45	2,376.00	24.0	2	6,336.0	6,336.0	506.9	308.0	1.75	308.0
			21.36	21.40	0.04	211.20	24.0	2	563.2	NO WORK (CONCRETE PAVEMENT)				
			21.40	23.44	2.04	10,771.20	24.0	2	28,723.2	28,723.2	2,297.9	1,396.3	1.75	1,396.3
			23.44	23.63	0.19	1,003.20	24.0	3	2,675.2	2,675.2	214.1	130.1	1.75	130.1
		S.R. 16 W.B.	20.26	20.40	0.14	739.20	24.0	2	1,971.2	1,971.2	157.7	95.9	1.75	95.9
			20.40	20.64	0.24	1,267.20	48.0	2	6,758.4	6,758.4	540.7	328.6	1.75	328.6
			20.64	20.73	0.09	475.20	60.0 (AVG.)	2	3,168.0	3,168.0	253.5	154.0	1.75	154.0
			20.73	20.79	0.06	316.80	48.0	2	1,689.6	1,689.6	135.2	82.2	1.75	82.2
			20.79	20.90	0.11	580.80	60.0 (AVG.)	2	3,872.0	3,872.0	309.8	188.3	1.75	188.3
			20.90	21.36	0.46	2,428.80	24.0	2	6,476.8	6,476.8	518.2	314.9	1.75	314.9
			21.36	21.40	0.04	211.20	24.0	2	563.2	NO WORK (CONCRETE PAVEMENT)				
			21.40	23.38	1.98	10,454.40	24.0	2	27,878.4	27,878.4	2,230.3	1,355.2	1.75	1,355.2
			23.38	23.75	0.37	1,953.60	24.0	3	5,209.6	5,209.6	416.8	253.3	1.75	253.3
			BRIDGE DEDUCTIONS (FROM BRIDGE DATA SHEET)						(13,325.3)	(13,325.3)	(1,066.0)	(647.7)	1.75	(647.7)
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)										98,381.9	7,871.1	4,783.2		4,783.2
2	LIC	S.R. 79 N.B.	12.46	13.46	1.00	5,280.00	24.0	1	14,080.0	14,080.0	1,126.4	684.5	1.75	684.5
			13.46	13.62	0.16	844.80	36.0	1	3,379.2	3,379.2	270.4	164.3	1.75	164.3
			13.62	13.66	0.04	211.20	24.0	1	563.2	563.2	45.1	27.4	1.75	27.4
			13.66	13.81	0.15	792.00	24.0	1	2,112.0	ROADWAY D (SEE RAMP DATA)				
		S.R. 79 S.B.	12.46	13.46	1.00	5,280.00	24.0	1	14,080.0	14,080.0	1,126.4	684.5	1.75	684.5
			13.46	13.62	0.16	844.80	36.0	1	3,379.2	3,379.2	270.4	164.3	1.75	164.3
			13.62	13.66	0.04	211.20	24.0	1	563.2	563.2	45.1	27.4	1.75	27.4
			13.66	13.89	0.23	1,214.40	24.0	1	3,238.4	ROADWAY B (SEE RAMP DATA)				
			BRIDGE DEDUCTIONS (FROM BRIDGE DATA SHEET)						(2,584.8)	(2,584.8)	(206.7)	(125.6)	1.75	(125.6)
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)										33,460.0	2,677.1	1,626.8		1,626.8

PAVEMENT DATA

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

9

TOTAL

42

SHOULDER DATA																				
L O C A T I O N	C O U N T Y	R O U T E	B E G I N L O G P O I N T S L M	E N D L O G P O I N T S L M	L E N G T H		T Y P I C A L	P R O P O S E D W I D T H (F T .)				S H O U L D E R A R E A	254	407	408	442		617		618
													P A V E M E N T P L A N I N G , A S P H A L T C O N C R E T E , 1.75"	N O N - T R A C K I N G T A C K C O A T @ 0.08 G A L ./ S . Y .	P R I M E C O A T , A S P E R P L A N @ 0.40 G A L ./ S . Y .	T H I C K N E S S	A S P H A L T C O N C R E T E S U R F A C E C O U R S E , 12.5 M M , T Y P E A (447), A S P E R P L A N	T H I C K N E S S	C O M P A C T E D A G G R E G A T E , A S P E R P L A N (2' W I D T H)	R U M B L E S T R I P S , S H O U L D E R (A S P H A L T C O N C R E T E)
					M I L E S	L I N . F T .		S E E S H E E T 8	A	B	C		D	S Q. Y D.	S Q. Y D.	G A L.	G A L.	I N C H E S	C U. Y D.	I N C H E S
1	LIC	S.R. 16 E.B.	20.26	21.36	1.10	5,808.0	2			6.25	8	9,196.0	9,196.0	735.7		1.75	447.1			2.20
			21.36	21.40	0.04	211.2	2			4	7.25	264.0	NO WORK (CONCRETE PAVEMENT)							
			21.40	23.43	2.03	10,718.4	2			4	8	14,291.2	14,291.2	1,143.3		1.75	694.8			4.06
			23.43	23.63	0.20	1,056.0	3			4	8	1,408.0	1,408.0	112.7	187.7	1.75	68.5	2.0	26.1	0.40
		S.R. 16 W.B.	20.26	21.38	1.12	5,913.6	2	8	6.25			9,363.2	9,363.2	749.1		1.75	455.2			2.24
			21.38	21.42	0.04	211.2	2	8	4			281.6	NO WORK (CONCRETE PAVEMENT)							
			21.42	23.38	1.96	10,348.8	2	8	4			13,798.4	13,798.4	1,103.9		1.75	670.8			3.92
			23.38	23.75	0.37	1,953.6	3	8	4			2,604.8	2,604.8	208.4	347.3	1.75	126.7	2.0	48.2	0.74
			BRIDGE DEDUCTIONS (FROM BRIDGE DATA SHEET)										(6,896.6)	(6,896.6)	(551.8)		1.75	(335.3)		(0.93)
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)													43,765.0	3,501.3	535.0		2,127.8		74.3	12.63
2	LIC	S.R. 79 N.B.	12.46	13.66	1.20	6,336.0	1			6.25	8	10,032.0	10,032.0	802.6		1.75	487.7			2.40
			13.66	13.81	0.15	792.0	1			8	4	1,056.0	ROADWAY D (SEE RAMP DATA)							
		S.R. 79 S.B.	12.46	13.66	1.20	6,336.0	1	8	6.25			10,032.0	10,032.0	802.6		1.75	487.7			2.40
			13.66	13.89	0.23	1,214.4	1	8	4			1,619.2	ROADWAY B (SEE RAMP DATA)							
			BRIDGE DEDUCTIONS (FROM BRIDGE DATA SHEET)										(1,005.2)	(1005.2)	(80.4)		1.75	(48.8)		(0.24)
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)													19,058.8	1,524.8			926.6			4.56

SHOULDER DATA

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

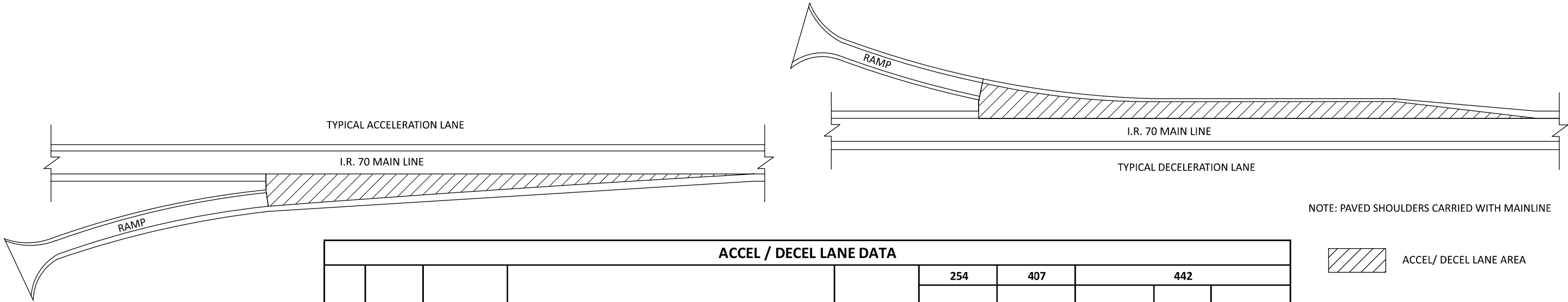
97858

SHEET

10

TOTAL

42



ACCEL / DECEL LANE DATA									
L O C A T I O N	C O U N T Y	R O U T E	DESCRIPTION *BRIDGE DEDUCTIONS INCLUDED	AREA (CADD MEASURED)	254	407	442		
					PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	ANTI-SEGREGATION EQUIPMENT	T H I C K N E S S	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
				SQ.YD.	SQ.YD.	GAL.	CU. YD.		CU.YD.
1	LIC	S.R. 16 E.B.	RAMP DD - 11TH ST.(ACCEL/GORE)	1,664.6	1,664.6	133.2	81.0	1.75	81.0
			*RAMP C - 4TH ST. (S.R. 13) (ACCEL/GORE)	1,867.1	1,867.1	149.4	90.8	1.75	90.8
			RAMP C - CEDAR ST. (DECEL/GORE)	853.7	853.7	68.3	41.5	1.75	41.5
			*RAMP D - CEDAR ST. (ACCEL/GORE)	2,459.0	2,459.0	196.8	119.6	1.75	119.6
			RAMP C - O' BANNON AVE. (DECEL/GORE)	1,245.4	1,245.4	99.7	60.6	1.75	60.6
			RAMP D - O' BANNON AVE. (ACCEL/GORE)	2,261.3	2,261.3	181.0	110.0	1.75	110.0
		S.R. 16 W.B.	RAMP BB - 11TH ST. (DECEL/GORE)	651.2	651.2	52.1	31.7	1.75	31.7
			RAMP B - HUDSON AVE. (DECEL/GORE)	867.2	867.2	69.4	42.2	1.75	42.2
			*RAMP A - CEDAR ST. (ACCEL/GORE)	2,330.7	2,330.7	186.5	113.3	1.75	113.3
			RAMP B - CEDAR ST. (DECEL/GORE)	1,157.1	1,157.1	92.6	56.3	1.75	56.3
			RAMP B - O'BANNON AVE. (DECEL/GORE)	1,257.4	1,257.4	100.6	61.2	1.75	61.2
			RAMP A - O'BANNON AVE. (ACCEL/GORE)	1,969.4	1,969.4	157.6	95.8	1.75	95.8
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)					18,584.1	1,487.2	904.0		904.0
2	LIC	S.R. 79 N.B.	RAMP TO UNION ST. (DECEL/GORE)	267.2	267.2	21.4	13.0	1.75	13.0
			RAMP B - FROM GRANT ST. (ACCEL/GORE)	1,552.8	1,552.8	124.3	75.5	1.75	75.5
			RAMP E - TO MAIN ST (DECEL/GORE)	1,134.1	1,134.1	90.8	55.2	1.75	55.2
			RAMP F - FROM MAIN ST. (ACCEL/GORE)	536.0	536.0	42.9	26.1	1.75	26.1
			ROADWAY A (DECEL/GORE)	643.4	643.4	51.5	31.3	1.75	31.3
		S.R. 79 S.B.	RAMP FROM S. WILLIAMS ST. (ACCEL/GORE)	725.1	725.1	58.1	35.3	1.75	35.3
			RAMP A - TO GRANT ST. (DECEL/GORE)	620.9	620.9	49.7	30.2	1.75	30.2
			RAMP C - FROM MAIN ST. (ACCEL/GORE)	1,369.9	1,369.9	109.6	66.6	1.75	66.6
			RAMP D - TO MAIN ST. (DECEL/GORE)	495.9	495.9	39.7	24.2	1.75	24.2
			ROADWAY C (ACCEL/GORE)	718.7	718.7	57.5	35.0	1.75	35.0
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)					8,064.0	645.5	392.4		392.4

RAMP PAVEMENT DATA												
L O C A T I O N	C O U N T Y	R O U T E	DESCRIPTION *BRIDGE DEDUCTIONS INCLUDED	RAMP LENGTH	RAMP WIDTH	RAMP AREA	T Y P I C A L	254	407	442		
				(GORE & BRIDGES NOT INCLUDED)		(CADD MEASURED)		PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	ANTI-SEGREGATION EQUIPMENT	T H I C K N E S S	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
				FT.	FT.	SQ.YD.	SEE SHEET 13	SQ.YD.	GAL.	CU. YD.	INCH	CU.YD.
1	LIC	S.R. 16 E.B.	RAMP DD - ON FROM 11TH ST.	721	16	1,383.8	1	1,383.8	110.8	67.3	1.75	67.3
			RAMP C - OFF TO 4TH ST.	670	24	1,866.4	2	NO WORK (CONCRETE PAVEMENT)				
			RAMP D - ON FROM 4TH ST.	172	16	399.9	1	NO WORK (CONCRETE PAVEMENT)				
			RAMP C - OFF TO CEDAR ST.	534	16	1,468.6	1	1,468.6	117.5	71.4	1.75	71.4
			RAMP D - ON FROM CEDAR ST.	817	16	1,915.0	1	1,915.0	153.2	93.1	1.75	93.1
			RAMP C - OFF TO O' BANNON AVE.	702	16	1,308.9	1	1,308.9	104.8	63.7	1.75	63.7
			RAMP D - ON FROM O'BANNON AVE.	715	16	1,271.4	1	1,271.4	101.8	61.9	1.75	61.9
		S.R. 16 W.B.	RAMP BB - OFF TO 11TH ST.	404	16	775.2	2	775.2	62.1	37.7	1.75	37.7
			RAMP A - ON FROM 4TH ST.	470	16	1,254.2	2	1,254.2	100.4	61.0	1.75	61.0
			RAMP B - OFF TO HUDSON AVE.	734	16	1,690.3	2	1,690.3	135.3	82.2	1.75	82.2
			RAMP A - ON FROM CEDAR ST.	627	16	1,698.1	1	1,698.1	135.9	82.6	1.75	82.6
			RAMP B - OFF TO CEDAR ST.	561	16	1,165.3	1	1,165.3	93.3	56.7	1.75	56.7
			RAMP A - ON FROM O'BANNON AVE.	637	16	1,204.2	1	1,204.2	96.4	58.6	1.75	58.6
			RAMP B - OFF TO O'BANNON AVE.	584	16	1,083.7	1	1,083.7	86.7	52.7	1.75	52.7
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)								16,218.7	1,298.2	788.9		788.9
2	LIC	S.R. 79 N.B.	RAMP TO UNION ST.	189	14	378.8	3	378.8	30.4	18.5	1.75	18.5
			RAMP B - ON FROM GRANT ST.	461	16	972.8	2	972.8	77.9	47.3	1.75	47.3
			RAMP E - OFF TO MAIN ST.	715	16	1,389.9	1	1,389.9	111.2	67.6	1.75	67.6
			RAMP F - ON FROM MAIN ST.	485	16	953.0	1	953.0	76.3	46.4	1.75	46.4
			ROADWAY A - S.R. 79 N.B. TO S.R. 16 W.B.	1682	16	2,990.2	1	2,990.2	239.3	145.4	1.75	145.4
			*ROADWAY D - S.R. 79 N.B. TO S.R. 16 E.B.	683	24	1,821.3	2	1,821.3	145.8	88.6	1.75	88.6
		S.R. 79 S.B.	RAMP FROM S. WILLIAMS ST.	142	13	195.4	3	195.4	15.7	9.5	1.75	9.5
			RAMP A - OFF TO GRANT ST.	833	16	1,583.9	1	1,583.9	126.8	77.0	1.75	77.0
			RAMP C - ON FROM MAIN ST.	495	16	958.7	2	958.7	76.7	46.7	1.75	46.7
			RAMP D - OFF TO MAIN ST.	726	16	1,367.9	1	1,367.9	109.5	66.5	1.75	66.5
			*ROADWAY B - S.R. 16 W.B. TO S.R. 79 S.B.	678	24	1,808.0	2	1,808.0	144.7	87.9	1.75	87.9
			ROADWAY C - S.R. 16 E.B. TO S.R. 79 S.B.	744	16	1,322.7	2	1,322.7	105.9	64.3	1.75	64.3
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)								15,742.6	1,260.2	765.7		765.7

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

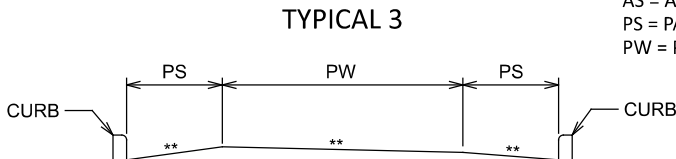
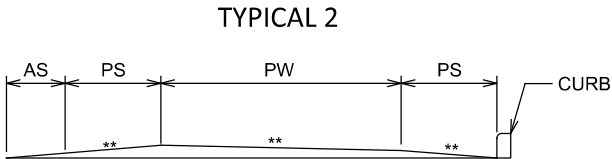
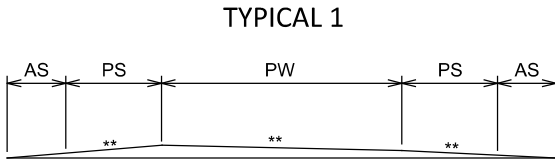
97858

SHEET

12

TOTAL

42



AS = AGGREGATE SHOULDER
PS = PAVED SHOULDER
PW = PAVEMENT WIDTH

**THE PLANING AND PAVING SHALL FOLLOW EXISTING RAMP SLOPES

RAMP SHOULDER DATA															
LOCATION	COUNTY	ROUTE	DESCRIPTION *BRIDGE DEDUCTIONS INCLUDED	RAMP LENGTH (GORE & BRIDGES NOT INCLUDED)	RAMP PAVED SHOULDER WIDTH (FEET)		RAMP SHOULDER AREA	TYPICAL	254	407	408	442		617	
									PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./SQ.YD.	PRIME COAT, AS PER PLAN @ 0.40 GAL./SQ.YD.	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)
				FT.	A	B	SQ.YD.		SQ.YD.	GAL.	GAL.	INCH	CU.YD.	INCH	CU.YD.
1	LIC	S.R. 16 E.B.	RAMP DD - ON FROM 11TH ST.	721	3	6	721.0	1	721.0	57.7	128.2	1.75	35.1	2.0	17.8
			RAMP C - OFF TO 4TH ST. (S.R. 13)	670	3	6	670.0	2	NO WORK (CONCRETE PAVEMENT)						
			RAMP D - ON FROM 4TH ST. (S.R. 13)	172	3	6	172.0	1	NO WORK (CONCRETE PAVEMENT)						
			RAMP C - OFF TO CEDAR ST.	534	3	6	534.0	1	534.0	42.8	94.9	1.75	26.0	2.0	13.2
			RAMP D - ON FROM CEDAR ST.	817	3	6	817.0	1	817.0	65.4	145.2	1.75	39.8	2.0	20.2
			RAMP C - OFF TO O'BANNON AVE.	702	2	4	468.0	1	468.0	37.5	124.8	1.75	22.8	2.0	17.3
			RAMP D - ON FROM O'BANNON AVE.	715	2	4	476.7	1	476.7	38.2	127.1	1.75	23.2	2.0	17.7
		S.R. 16 W.B.	RAMP BB - OFF TO 11TH ST.	404	3	6	404.0	2	404.0	32.4	71.8	1.75	19.7	2.0	5.0
			RAMP A - ON FROM 4TH ST. (S.R. 13)	470	3	6	470.0	2	470.0	37.6	83.6	1.75	22.9	2.0	5.8
			RAMP B - OFF TO HUDSON AVE.	734	3	6	734.0	2	734.0	58.8	130.5	1.75	35.7	2.0	9.1
			RAMP A - ON FROM CEDAR ST.	627	3	6	627.0	1	627.0	50.2	111.5	1.75	30.5	2.0	15.5
			RAMP B - OFF TO CEDAR ST.	561	3	6	561.0	1	561.0	44.9	99.7	1.75	27.3	2.0	13.9
			RAMP A - ON FROM O'BANNON AVE.	637	2	4	424.7	1	424.7	34.0	113.2	1.75	20.7	2.0	15.7
			RAMP B - OFF TO O'BANNON AVE.	584	2	4	389.3	1	389.3	31.2	103.8	1.75	19.0	2.0	14.4
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)									6,626.7	530.7	1,334.3		322.7		165.6
2	LIC	S.R. 79 N.B.	RAMP TO UNION ST.	189	3	6	189.0	3	189.0	15.2	33.6	1.75	9.2		
			RAMP B - ON FROM GRANT ST.	461	3	6	461.0	2	461.0	36.9	82.0	1.75	22.5	2.0	5.7
			RAMP E - OFF TO MAIN ST.	715	3	6	715.0	1	715.0	57.2	127.1	1.75	34.8	2.0	17.7
			RAMP F - ON FROM MAIN ST.	485	3	6	485.0	1	485.0	38.8	86.2	1.75	23.6	2.0	12.0
			ROADWAY A - S.R. 79 N.B. TO S.R. 16 W.B.	1,682	3	6	1,682.0	1	1,682.0	134.6	299.0	1.75	81.8	2.0	41.5
			*ROADWAY D - S.R. 79 N.B. TO S.R. 16 E.B.	683	3	6	683.0	2	683.0	54.7	121.4	1.75	33.3	2.0	8.4
		S.R. 79 S.B.	RAMP FROM S. WILLIAMS ST.	142	3	5	126.2	3	126.2	10.1	25.2	1.75	6.2		
			RAMP A - OFF TO GRANT ST.	833	3	6	833.0	1	833.0	66.7	148.1	1.75	40.5	2.0	20.6
			RAMP C - ON FROM MAIN ST.	495	3	6	495.0	2	495.0	39.6	88.0	1.75	24.1	2.0	6.1
			RAMP D - OFF TO MAIN ST.	726	3	6	726.0	1	726.0	58.1	129.1	1.75	35.3	2.0	17.9
			*ROADWAY B - S.R. 16 W.B. TO S.R. 79 S.B.	678	3	6	678.0	2	678.0	54.3	120.5	1.75	33.0	2.0	8.4
			ROADWAY C - S.R. 16 E.B. TO S.R. 79 S.B.	744	3	6	744.0	2	744.0	59.6	132.3	1.75	36.2	2.0	9.2
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)									7,817.2	625.8	1,392.5		380.5		147.5

RAMP SHOULDER DATA

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

13

TOTAL

42

BRIDGE TREATMENTS

LOCATION 1:

LIC-16-2026: SEAL DECK, JOINT SEAL CURB, BUTT JOINT AT EAST APPROACH
LIC-16-2038: SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2066: OVERHEAD - SEAL DECK, MILL/FILL UNDER BRIDGE
LIC-16-2084: OVERHEAD - SEAL DECK, MILL/FILL UNDER BRIDGE
LIC-13-0989: OVERHEAD - SEAL DECK, MILL/FILL UNDER BRIDGE
LIC-16-2107: SEAL DECK, JOINT SEAL CURB/PARAPET, BUTT JOINT AT APPROACH SLABS
LIC-16-2131: PATCH AND SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2142: PATCH AND SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2151: PATCH AND SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2166: PATCH AND SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2182: SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2212: SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2234: PATCH AND SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-16-2296: SEAL DECK, BUTT JOINT AT APPROACH SLABS

LOCATION 2:

LIC-79-1270: OVERHEAD - NO WORK, MILL/FILL UNDER BRIDGE
LIC-79-1287: OVERHEAD - NO WORK, MILL/FILL UNDER BRIDGE
LIC-79-1310: OVERHEAD - NO WORK, MILL/FILL UNDER BRIDGE
LIC-79-1332: OVERHEAD - SEAL DECK, MILL/FILL UNDER BRIDGE
LIC-79-1346: PATCH AND SEAL DECK, JOINT SEAL CURB/PARAPET, BUTT JOINT AT APPROACH SLABS
LIC-79-1356L: SEAL DECK, JOIN SEAL CURB, BUTT JOINT AT APP. SLABS
LIC-79-1359R: EPOXY INJECTION AND OVERLAY, JOINT SEAL CURB BUTT JOINT AT APPROACH SLABS
LIC-79-1375: PATCH DECK, EPOXY INJECTION AND OVERLAY, BUTT JOINT AT APPROACH SLABS
LIC-79-1378R: SEAL DECK, BUTT JOINT AT APPROACH SLABS
LIC-79-1387L: EPOXY INJECTION AND OVERLAY, BUTT JOINT AT APPROACH SLAB/ DECK END

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (A)

THE CONTRACTOR SHALL PLACE A **1" X 2" 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 (A).

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (B)

REMOVE ALL FOREIGN MATERIAL AND DEBRIS FROM THE EXISTING JOINT BETWEEN THE APPROACH SLAB AND DECK OR BACKWALL. ANY SPALLS ADJACENT TO THE JOINT **LESS THAN OR EQUAL TO 3"** SHALL BE CLEANED AND SEALED WITH THIS ITEM. FOR SPALLS **GREATER THAN 3"**, USE ITEM SPECIAL, PATCHING CONCRETE BRIDGE DECKS AS DESCRIBED ON THIS SHEET.

AFTER REMOVAL, PERFORM A NEW SAWCUT TO ESTABLISH A **1/2" WIDE BY 2-1/4" DEEP** JOINT ALONG THIS INTERFACE. ONCE THE JOINT HAS BEEN OPENED OR CREATED, AIRBLAST THOROUGHLY PRIOR TO PLACEMENT OF HOT APPLIED JOINT SEALER PER 705.04, AS DIRECTED BY THE ENGINEER.

DO NOT DISTURB EXPANSION JOINT INSIDE JOINT ARMOR.

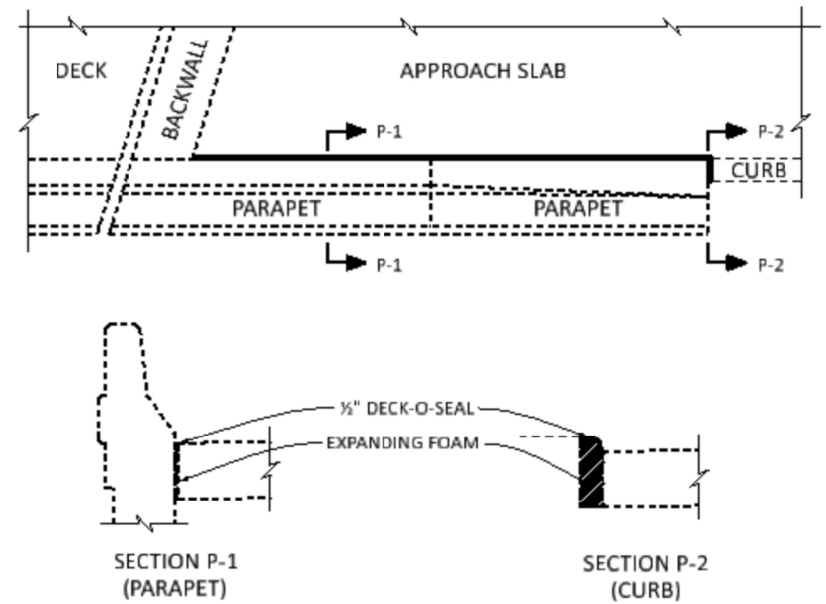
PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (B).

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (C)

THE CONTRACTOR SHALL CLEAN THE JOINTS SHOWN IN THE DETAIL BELOW AS DESCRIBED IN CMS 516.06 PRIOR TO PLACEMENT OF THE JOINT SEALER. THE JOINT/VOID SHALL BE FILLED WITH EXPANDING FOAM AND CURED FOR 24 HOURS. AFTER CURING THE CONTRACTOR SHALL CUT OUTEXCESS FOAM TO A **DEPTH OF 1/2"** MEASURED FROM THE EXISTING CONCRETE SURFACE. AFTER THE FOAM HAS BEEN REMOVED THE JOINTS SHALL BE SEALED WITH DECK-O-SEAL GUN GRADE JOINT SEALANT OR AN APPROVED EQUAL. THE COLOR SHALL BE STONE GRAY. APPROVED MANUFACTURE'S APPLICATION METHODS SHALL BE FOLLOWED DURING SURFACE PREPARATION AND APPLICATION FOR MAXIMUM EFFECTIVENESS.

DECK-O-SEAL
P.O. BOX 397
HAPSHIRE, IL 60140
PHONE: 800-542-7665

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (C) AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK DESCRIBED.



ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN (C) QTY'S

SFN	DESCRIPTION	#	L	FT
4500067	A.S.	4	x	1 = 4
4500873	W.B.R.A.S. (LT.) PARAPET	1	x	0.75 = 0.8
	W.B.F.A.S. (RT.) CURB	1	x	0.75 = 0.8
	W.B.F.A.S. (RT.) PARAPET	1	x	15 = 15
	E.B.R.A.S. (LT.) CURB	1	x	0.75 = 0.8
	E.B.R.A.S. (LT.) PARAPET	1	x	15 = 15
	E.B.F.A.S. (RT.) CURB	1	x	0.75 = 0.8
	E.B.F.A.S. (RT.) PARAPET	1	x	15 = 15
4504968	R.A.S. (LT.) CURB	1	x	0.75 = 0.8
	R.A.S. (LT.) PARAPET	1	x	12 = 12
	R.A.S. (RT.) CURB	1	x	0.75 = 0.8
	R.A.S. (RT.) PARAPET	1	x	12 = 12
	F.A.S. (LT.) CURB	1	x	0.75 = 0.8
	F.A.S. (LT.) PARAPET	1	x	12 = 12
	F.A.S. (RT.) CURB	1	x	0.75 = 0.8
	F.A.S. (RT.) PARAPET	1	x	12 = 12
4504976	R.A.A. (LT.) CURB	2	x	0.75 = 1.5
	R.A.S. (RT.) CURB	1	x	0.75 = 0.8
	F.A.S. (LT.) CURB	2	x	0.75 = 1.5
	F.A.S. (RT.) CURB	1	x	0.75 = 0.8
4504992	R.A.A. (RT.) CURB	1	x	0.75 = 0.8
	R.A.S. (RT.) CURB	1	x	0.75 = 0.8
	F.A.S. (RT.) CURB	1	x	0.75 = 0.8
	F.A.S. (RT.) CURB	1	x	0.75 = 0.8

QUANTITIES CARRIED TO BRIDGE TREATMENT DATA TABLE

ITEM SPECIAL, PATCHING CONCRETE BRIDGE DECKS, TYPE B

THIS ITEM SHALL CONFORM TO PROPOSAL NOTE 512 ALONG WITH THE FOLLOWING REQUIREMENTS:

ALL BRIDGE DECK PATCHING SHALL USE COMMERCIAL GRADE QUIKRETE FAST SET DOT MIX EXTENDED OR APPROVED EQUAL. THE MATERIAL SHALL BE PLACED AT A **MINIMUM DEPTH OF 4"** AND CURED PER MANUFACTURER RECOMMENDATIONS.

ALL LOCATIONS AND DIMENSIONS WILL BE DETERMINED BY THE ENGINEER. THE INTENT OF THE WORK IS TO CORRECT HEAVILY DETERIORATED SURFACE ZONES (I.E. FAILED CONCRETE/ASPHALT PATCHES, MAP-CRACKED DETERIORATED AREAS, SPALLED/OPEN POTHOLES, ETC.) AND NOT TO CORRECT ALL UNSOUND AREAS OF THE BRIDGE DECK/OVERLAY.

TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED CONCRETE SURFACE UNTIL AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE **MODULUS OF RUPTURE OF 400 PSI**.

PAYMENT FOR ALL OF THE ABOVE-DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM SPECIAL, PATCHING CONCRETE BRIDGE DECKS, TYPE B.

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

14

TOTAL

42

LIC-16/79-20.26/12.46

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 6/8/2023 TIME: 2:00:03 PM USER: j7ulz1
 www\vhbidd-pw.bentley.com\vhbidd-pw\2\Documents\01 Active Projects\District 05\Licking\978558-400-Engineering\Roadway\Sheets\97858_GQ006.dgn

BRIDGE TREATMENT DATA																								
LOCATION	COUNTY, ROUTE, BRIDGE NO.	SFN	LENGTH (BRIDGE LIMITS)	WIDTH (INCLUDES SIDEWALKS)	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAILS (SEE SHEET 17)	MAINLINE DEDUCTIONS (CARRIED TO PAVEMENT DATA SHEET)	SHOULDER DEDUCTIONS (CARRIED TO SHOULDER DATA SHEET)	254	407	442			512		516			858	SPECIAL	
			LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.				PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	GAL.	CU. YD.	INCH	CU. YD.	SQ. YD.	FT.	FT.	FT	FT.	SQ. YD.	SQ. YD.	
1	EASTBOUND																							
	LIC-16-2026	4500067	120.5	37.0	495.4	25.0	37.0	205.6	1	454.7	265.2						701.0		37.0	37.0	2.0			
	LIC-16-2038	4504410	132.0	39.0	572.0	25.0	39.0	216.7	1	485.3	283.1						788.7		78.0	78.0				
	LIC-16-2066	4500121	270.0	48.0	1,440.0	30.0	48.0	320.0	4								1,300.0			72.0				
	LIC-16-2084	4500458	190.0	8.0	168.9	PEDESTRIAN BRIDGE			4								165.3							
	LIC-13-0989	4500679	170.0	69.0	1,303.4	15.0	69.0	230.0	4								1,533.4							
	LIC-16-2107	4500873	142.0	62.0	978.3	25.0	62.0	344.5	1	789.3	298.7						1,322.8		124.0	124.0	32.0			
	LIC-16-2131	4500938	243.5	43.0	1,163.4	25.0	43.0	238.9	1	782.7	456.6						1,402.3		86.0	86.0			2.5	
	LIC-16-2142	4500962	148.0	37.0	608.5	25.0	37.0	205.6	1	528.0	264.0						814.1		74.0	74.0			5.0	
	LIC-16-2151	4500997	239.0	37.0	982.6	25.0	37.0	205.6	1	770.7	385.3						1,188.2		74.0	74.0			2.5	
	LIC-16-2166	4501020	131.5	37.0	540.7	25.0	37.0	205.6	1	484.0	242.0						746.3		74.0	74.0			2.5	
	LIC-16-2182	4501055	240.0	37.0	986.7	25.0	37.0	205.6	1	773.3	386.7						1,192.3		74.0	74.0				
	LIC-16-2212	4501144	241.0	37.0	990.8	25.0	37.0	205.6	1	776.0	388.0						1,196.4		74.0	74.0				
	LIC-16-2234	4501179	127.5	43.5	616.3	25.0	43.5	241.7	1	473.3	236.7						858.0		87.0	87.0			2.5	
	LIC-16-2296	4501209	131.5	37.0	540.7	25.0	37.0	205.6	1	484.0	242.0						746.3		74.0	74.0				
	WESTBOUND																							
	LIC-16-2026	4500067	120.5	37.0	495.4	25.0	37.0	205.6	1	454.7	265.2						701.0		37.0	37.0	2.0			
	LIC-16-2038	4504410	132.0	39.0	572.0	25.0	39.0	216.7	1	485.3	283.1						788.7		78.0	78.0				
	LIC-16-2107	4500873	142.0	39.0	615.4	25.0	39.0	216.7	1	512.0	298.7						832.1		78.0	78.0	17.0			
	LIC-16-2131	4500938	243.5	37.0	1,001.1	25.0	37.0	205.6	1	782.7	456.6						1,206.7		74.0	74.0			2.5	
	LIC-16-2142	4500962	148.0	37.0	608.5	25.0	37.0	205.6	1	528.0	264.0						814.1		74.0	74.0			5.0	
	LIC-16-2151	4500997	239.0	37.0	982.6	25.0	37.0	205.6	1	770.7	385.3						1,188.2		74.0	74.0			2.5	
	LIC-16-2166	4501020	131.5	37.0	540.7	25.0	37.0	205.6	1	484.0	242.0						746.3		74.0	74.0			2.5	
	LIC-16-2182	4501055	240.0	51.5	1,373.4	25.0	51.5	286.2	1	773.3	386.7						1,659.6		103.0	103.0				
	LIC-16-2212	4501144	241.0	37.0	990.8	25.0	37.0	205.6	1	776.0	388.0						1,196.4		74.0	74.0				
	LIC-16-2234	4501179	127.5	37.0	524.2	25.0	37.0	205.6	1	473.3	236.7						729.8		74.0	74.0			2.5	
	LIC-16-2296	4501209	131.5	37.0	540.7	25.0	37.0	205.6	1	484.0	242.0						746.3		74.0	74.0				
		BRIDGE DEDUCTIONS								13,325.3	6,896.6													
LOCATION 1 (TOTALS CARRIED TO GENERAL SUMMARY)																	24,564.3		1,670.0	1,742.0			30.0	

BRIDGE TREATMENT DATA (S.R. 16)

DESIGN AGENCY



DESIGNER

LME

REVIEWER

ISI 06/01

352 00/0-

PROJECT ID

97858

SHEET	TOTAL
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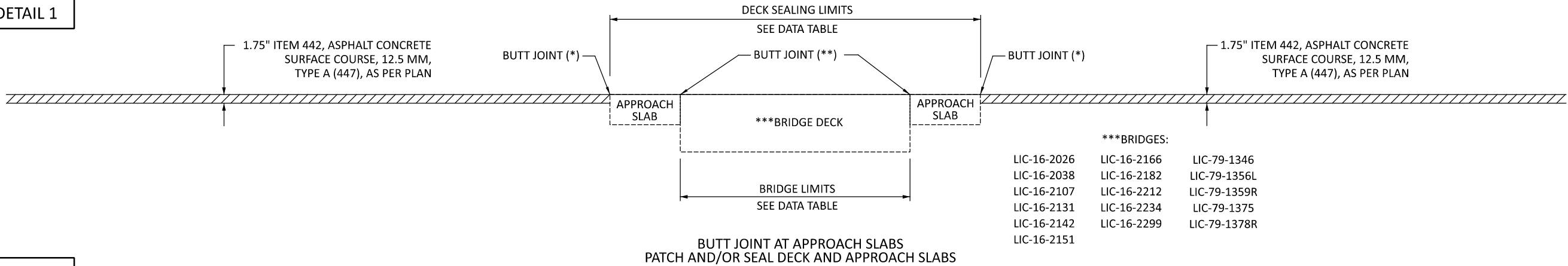
15 | Page

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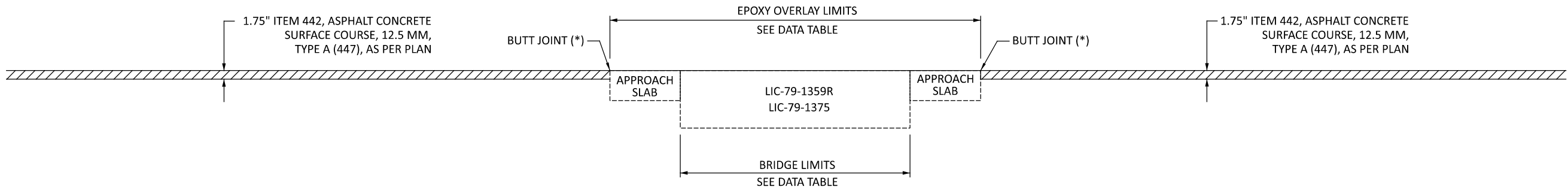
BRIDGE TREATMENT DATA																							
LOCATION	COUNTY, ROUTE, BRIDGE NO.	SFN	LENGTH (BRIDGE LIMITS)	WIDTH (INCLUDES SIDEWALKS)	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAILS (SEE SHEET 17)	MAINLINE DEDUCTIONS (CARRIED TO PAVEMENT DATA)	MAINLINE DEDUCTIONS (CARRIED TO SHOULDER DATA)	254	407	442		512		516			858	SPECIAL	
			LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.				PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	NON-TRACKING TACK COAT @ 0.08 GAL./S.Y.	ANTI-SEGREGATION EQUIPMENT	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	SEALING CONCRETE BRIDGE DECKS WITH HMW/M RESIN (INCLUDES SIDEWALKS)	CONCRETE REPAIR BY EPOXY INJECTON	2" DEEP JOINT SEALER, AS PER PLAN (A)	2" DEEP JOINT SEALER, AS PER PLAN (B)	2" DEEP JOINT SEALER, AS PER PLAN (C)	THIN POLYMER EPOXY OVERLAY	PATCHING CONCRETE BRIDGE DECKS, TYPE B
2	LIC-79-1270	4504917	179.0	40.0	795.6	25.0	40.0	222.3	4	NO WORK (SEE PID 110414)													
	LIC-79-1287	4504925	176.0	52.0	1,016.9	20.0	52.0	231.2	4	NO WORK (SEE PID 110414)													
	LIC-79-1310	4504933	134.0	34.5	513.7				4	NO WORK (RAILROAD)													
	LIC-79-1332	4504941	161.0	64.0	1,144.9	25.0	64.0	355.6	4								1,221.0						
	LIC-79-1346	4504968	227.2	114.5	2,890.5	25.0	114.5	636.2	1	1,108.8	431.2						3,526.7		229.0	229.0	52.0	25.0	
	LIC-79-1356L	4504976	135.0	53.5	802.5	25.0	53.5	297.3	1	740.0	287.8						1,099.8		107.0	107.0	5.0		
	LIC-79-1359R	4504992	134.0	53.5	796.6	25.0	53.5	297.3	2	736.0	286.2							100.0	107.0		4.0	1,093.9	
		BRIDGE DEDUCTIONS								2,584.8	1,005.2												
	ROADWAY B																						
	LIC-79-1375	4505026	281.0	37.0	1,155.3	25.0	37.0	205.6	2	882.7	514.9							100.0	74.0		1,360.9	25.0	
	LIC-79-1387L	4505050	123.0	37.0	505.7	25.0	37.0	205.6	3	461.3	269.1	102.8	8.3	5.0	1.75	5.0		100.0	74.0		608.5		
	ROADWAY D																						
	LIC-79-1378R	4504429	137.0	37.0	563.3	25.0	37.5	208.4	1	498.7	290.9						771.7		75.0	74.0			
LOCATION 2 (TOTALS CARRIED TO GENERAL SUMMARY)												102.8	8.3	5.0		5.0	6,619.2	300.0	666.0	410.0	61.0	3,063.3	25.0



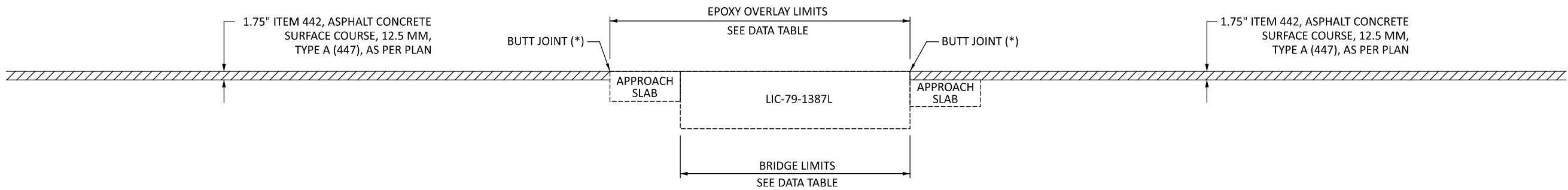
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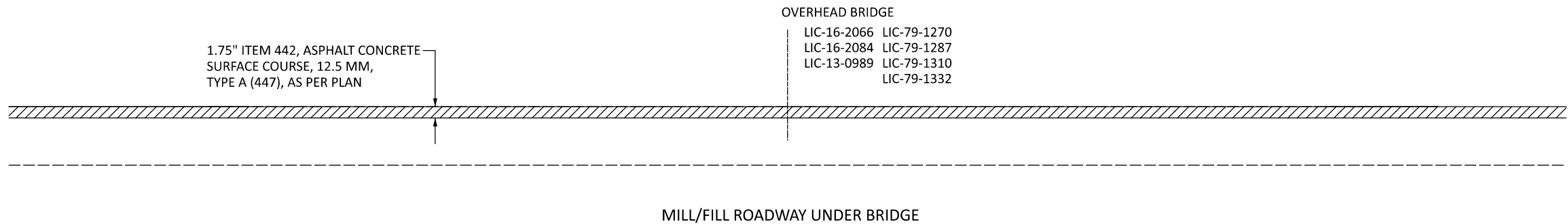
DETAIL 2



DETAIL 3



DETAIL 4



* 2" DEEP JOINT SEALER, AS PER PLAN (A)
** 2" DEEP JOINT SEALER, AS PER PLAN (B)



PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"

BRIDGE TREATMENT DETAILS

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

17

TOTAL

42

EDGE LINE DATA															
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY						644	646		REMARKS (EPOXY MARKINGS ON ALL BRIDGES/ CONCRETE PAVEMENT) SEE SHEETS 21-32 FOR DETAILS
						WHITE EDGE LINE QUANTITIES			YELLOW EDGE LINE QUANTITIES			EDGE LINE, 6"	EDGE LINE, 6"	REMOVAL OF PAVEMENT MARKING	
			FROM	TO		HIGHWAY MILES	BRIDGE/ CONCRETE MILES	RAMP MILES	HIGHWAY MILES	BRIDGE/ CONCRETE MILES	RAMP MILES				
1	LIC	S.R. 16 E.B.	20.26	20.40	0.14	0.07	0.07		0.07	0.07		0.14	0.14	0.14	2 LANES EASTBOUND
			20.40	20.91	0.51	0.51			0.51			1.02			4 LANES EASTBOUND
			20.91	21.36	0.45	0.36	0.09		0.36	0.09		0.72	0.18	0.18	2 LANES EASTBOUND
			21.36	21.40	0.04		0.04			0.04			0.08		2 LANES EASTBOUND (CONCRETE PAVEMENT)
			21.40	23.63	2.23	1.93	0.30		1.93	0.30		3.86	0.60	0.60	2 LANES EASTBOUND
		RAMP DD - ON FROM 11TH ST.			0.14			0.14			0.14	0.28			
		RAMP C - OFF TO 4TH ST. (S.R. 13)			0.13		0.13			0.13			0.26		RAMP, CONCRETE PAVEMENT
		RAMP D - ON FROM 4TH ST. (S.R. 13)			0.03		0.03			0.03			0.06		RAMP, CONCRETE PAVEMENT
		RAMP C - OFF TO CEDAR ST.			0.10			0.10			0.10	0.20			
		RAMP D - ON FROM CEDAR ST.			0.15			0.15			0.15	0.30			
		RAMP C - OFF TO O'BANNON AVE.			0.13			0.13			0.13	0.26			
		RAMP D - ON FROM O'BANNON AVE.			0.14			0.14			0.14	0.28			
		S.R. 16 W.B.	20.26	20.40	0.14	0.07	0.07		0.07	0.07		0.14	0.14	0.14	2 LANES WESTBOUND
			20.40	20.64	0.24	0.48			0.48			0.96			4 LANES WESTBOUND (2 SETS OF EDGE LINES)
			20.64	20.90	0.26	0.26			0.26			0.52			4 LANES WESTBOUND
			20.90	21.36	0.46	0.37	0.09		0.37	0.09		0.74	0.18	0.18	2 LANES WESTBOUND
			21.36	21.40	0.04		0.04			0.04			0.08		2 LANES WESTBOUND (CONCRETE PAVEMENT)
			21.40	23.75	2.35	2.05	0.30		2.05	0.30		4.10	0.60	0.60	2 LANES WESTBOUND
		RAMP BB - OFF TO 11TH ST.			0.08			0.08			0.08	0.16			
		RAMP A - ON FROM 4TH ST.			0.09			0.09			0.09	0.18			
		RAMP B - TO HUDSON AVE.			0.14			0.14			0.14	0.28			
		RAMP A - ON FROM CEDAR ST.			0.12			0.12			0.12	0.24			
		RAMP B - OFF TO CEDAR ST.			0.11			0.11			0.11	0.22			
		RAMP A - ON FROM O'BANNON AVE.			0.12			0.12			0.12	0.24			
		RAMP B - OFF TO O'BANNON AVE.			0.11			0.11			0.11	0.22			
		SUB-TOTALS				6.10	1.16	1.43	6.10	1.16	1.43				
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)												15.06	2.32	1.84	
2	LIC	S.R. 79 N.B.	12.46	13.66	1.20	1.14	0.06		1.14	0.06		2.28	0.12	0.12	2 LANES NORTHBOUND
		RAMP TO UNION ST.			0.04			0.04			0.04	0.08			
		RAMP B - ON FROM GRANT ST.			0.09			0.09			0.09	0.18			
		RAMP E - OFF TO MAIN ST.			0.14			0.14			0.14	0.28			
		RAMP F - ON FROM MAIN ST.			0.09			0.09			0.09	0.18			
		ROADWAY A - S.R. 79 N.B. TO S.R. 16 W.B.			0.32			0.32			0.32	0.64			
		ROADWAY D - S.R. 79 N.B. TO S.R. 16 E.B.			0.16		0.04	0.12		0.04	0.12	0.24	0.08	0.08	
		S.R. 79 S.B.	12.46	13.66	1.20	1.14	0.06		1.14	0.06		2.28	0.12	0.12	2 LANES SOUTHBOUND
		RAMP FROM S. WILLIAMS ST.			0.03			0.03				0.03			
		RAMP A - OFF TO GRANT ST.			0.16			0.16				0.16			
		RAMP C - ON FROM MAIN ST.			0.09			0.09				0.09			
		RAMP D - OFF TO MAIN ST.			0.14			0.14				0.14			
		ROADWAY B - S.R. 16 W.B. TO S.R. 79 S.B.			0.22		0.09	0.13				0.13	0.09	0.09	
		ROADWAY C - S.R. 16 E.B. TO S.R. 79 S.B.			0.14			0.14				0.14			
		SUB-TOTALS				2.28	0.25	1.49	2.28	0.16	0.80				
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)												6.85	0.41	0.41	



LANE / CENTER LINE DATA																			
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y			644	646			R E M A R K S (EPOXY MARKINGS ON ALL BRIDGES/ CONCRETE PAVEMENT) SEE SHEETS 21-32 FOR DETAILS						
						W H I T E L A N E L I N E Q U A N T I T I E S			L A N E L I N E, 6"	L A N E L I N E, 6"	C E N T E R L I N E	R E M O V A L O F P A V E M E N T M A R K I N G							
			F R O M	T O		H I G H W A Y M I L E S	B R I D G E/ C O N C R E T E M I L E S	R A M P M I L E S											
									MILE	MILE	MILE	MILE							
1	LIC	S.R. 16 E.B.	20.26	20.40	0.14	0.07	0.07		0.07	0.07		0.07	2 LANES EASTBOUND						
			20.40	20.44	0.04	0.08			0.08	0.00			4 LANES EASTBOUND (2 SETS OF LANE LINES)						
			20.44	20.73	0.29	0.87			0.87	0.00			4 LANES EASTBOUND (3 SETS OF LANE LINES)						
			20.73	20.91	0.18	0.36			0.36	0.00			4 LANES EASTBOUND (2 SETS OF LANE LINES)						
			LIC-13-0989		0.04						0.04	0.04	OVERHEAD BRIDGE DECK/ CONCRETE PAVEMENT						
			20.91	21.36	0.45	0.36	0.09		0.36	0.09		0.09	2 LANES EASTBOUND						
			21.36	21.40	0.04		0.04		0.00	0.04		0.04	2 LANES EASTBOUND (CONCRETE PAVEMENT)						
			21.40	23.63	2.23	1.93	0.30		1.93	0.30		0.30	2 LANES EASTBOUND						
		RAMP C - OFF TO 4TH ST.			0.09		0.02			0.02			CONCRETE PAVEMENT						
		S.R. 16 W.B.	20.26	20.40	0.14	0.07	0.07		0.07	0.07		0.07	2 LANES WESTBOUND						
			20.40	20.90	0.50	1.00			1.00	0.00			4 LANES WESTBOUND (2 SETS OF LANE LINES)						
			20.90	21.36	0.46	0.37	0.09		0.37	0.09		0.09	2 LANES WESTBOUND						
			21.36	21.40	0.04	0.00	0.04			0.04		0.04	2 LANES WESTBOUND (CONCRETE PAVEMENT)						
			21.40	23.75	2.35	2.05	0.30		2.05	0.30		0.30	2 LANES WESTBOUND						
		RAMP A - ON FROM 4TH ST.			0.10	0.09	0.01		0.09	0.01			2-LANE RAMP						
		SERVICE RD. AB			0.04		0.04			0.04			2-LANE CONNECTOR BETWEEN 4TH & HUDSON						
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)									7.25	1.07	0.04	1.04							
2	LIC	S.R. 79 N.B.	12.46	13.48	1.02	0.99	0.03		0.99	0.03		0.03	2 LANES NORTHBOUND						
			LIC-79-1332		0.04						0.04	0.04	OVERHEAD BRIDGE DECK						
			13.48	13.66	0.18	0.12	0.06		0.12	0.06		0.06	2 LANES NORTHBOUND						
			13.66	13.81	0.15	0.11	0.04		0.11	0.04		0.04	2 LANES NORTHBOUND (ROADWAY D)						
		S.R. 79 S.B.	12.46	13.66	1.20	1.11	0.09		1.11	0.09		0.09	2 LANES SOUTHBOUND						
			13.66	13.89	0.23	0.14	0.09		0.14	0.09		0.09	2 LANES SOUTHBOUND (ROADWAY B)						
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)									2.47	0.31	0.04	0.35							



AUXILIARY MARKING DATA																													
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		644										646													REMARKS (EPOXY MARKINGS ON ALL BRIDGES/ CONCRETE PAVEMENT) SEE SHEETS 21-32 FOR DETAILS	
					CHANNELIZING LINE, 12" 12"	STOP LINE, 24" 24"	CROSSWALK LINE, 12" 12"	TRANSVERSE/ DIAGONAL LINE	LANE ARROW, 96"			WRONG WAY ARROW	WORD ON PAVEMENT, 96" "ONLY"	DOTTED LINE, 6" 6"	CHANNELIZING LINE, 8" 8"	CHANNELIZING LINE, 12" 12"	STOP LINE, 24" 24"	CROSSWALK LINE, 12" 12"	LANE ARROW, 72"					WORD ON PAVEMENT, 72" "ONLY"	DOTTED LINE, 6" 6"	REMOVAL OF PAVEMENT MARKING			
			FROM	TO					WHITE	LT/ THRU	RT/ THRU								RT	LT/ THRU	RT/ THRU	LT	RT				THRU		
			FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	EACH	FT.	FT.				
1	LIC	S.R. 16 E.B.	20.40	20.44	1,053																								
			20.73	20.84									515																
		RAMP DD - ON FROM 11TH ST.			640		114						611															RAMP/ GORE/ ACCEL LANE	
		RAMP C - OFF TO 4TH ST.			736									587		28		3			3		8					DECEL LANE/ GORE/ RAMP	
		LIC-13-0989/ 4TH ST.												516		48	167			6		6	4		516			OVERHEAD BRIDGE DECK/ CONC. PVMT.	
		RAMP D - ON FROM 4TH ST.			379								1,014		386		118											RAMP/ GORE/ ACCEL LANE	
		RAMP C - OFF TO CEDAR ST.			566	34	104		3		3	1	2	398														DECEL LANE/ GORE/ RAMP	
		RAMP D - ON FROM CEDAR ST.			644									544											180			GORE/ ACCEL LANE	
		RAMP C - OFF TO O'BANNON AVE.			367	32						2		594														DECEL LANE/ GORE/ RAMP	
		RAMP D - ON FROM O'BANNON AVE.			727		73							1,109														GORE/ ACCEL LANE	
		S.R. 16 W.B.	20.64	20.73	965			134																					
			20.73	20.90	910									497															
		RAMP BB - OFF TO 11TH ST.			345	26	104					2		289														DECEL LANE/ GORE/ RAMP	
		RAMP A - ON FROM 4TH ST.															103											RAMP ONLY	
		SERVICE RD. AB													330		40	269		2	2		2	2				CONNECTOR BETWEEN 4TH & HUDSON	
		RAMP B - TO HUDSON AVE.			770				3	3				185		28	206											GORE/ ACCEL LANE	
		RAMP A - ON FROM CEDAR ST.			1,150		248							704											290			RAMP/ GORE/ ACCEL LANE	
		RAMP B - OFF TO CEDAR ST.			511	30	102					2		303														DECEL LANE/ GORE/ RAMP	
		RAMP A - ON FROM O'BANNON AVE.			694									843														GORE/ ACCEL LANE	
		RAMP B - OFF TO O'BANNON AVE.			359	22	78					2		628														DECEL LANE/ GORE/ RAMP	
		SUB-TOTALS							6	3	3								3	2	8	3	8						
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)					10,816	144	823	134	12			9	2	8,234	1,433	386	144	863	24					14	470	516			
2	LIC	S.R. 79 N.B.	13.48	13.66	453			57						382											350				
		RAMP TO UNION ST.			145																							GORE ONLY	
		RAMP B - ON FROM GRANT ST.			589		90							334														RAMP/ GORE/ ACCEL LANE	
		LIC-79-1332													212										212	424		OVERHEAD BRIDGE DECK	
		RAMP E - OFF TO MAIN ST.			392	32	118					2		384														DECEL LANE/ GORE/ RAMP	
		RAMP F - ON FROM MAIN ST.			335		86									233												RAMP/ GORE/ ACCEL LANE	
		S.R. 79 S.B.	13.46	13.66	458									498											470				
		RAMP FROM S. WILLIAMS ST.			562																							GORE ONLY	
		RAMP A - OFF TO GRANT ST.			315	27	90					2		151														DECEL LANE/ GORE/ RAMP	
		RAMP C - ON FROM MAIN ST.			458		86							398														RAMP/ GORE/ ACCEL LANE	
		RAMP D - OFF TO MAIN ST.			330	27	85					2													284			DECEL LANE/ GORE/ RAMP	
		SUB-TOTALS																											
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)					4,037	86	555	57				6		2,147	212	233									1,316	424			

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

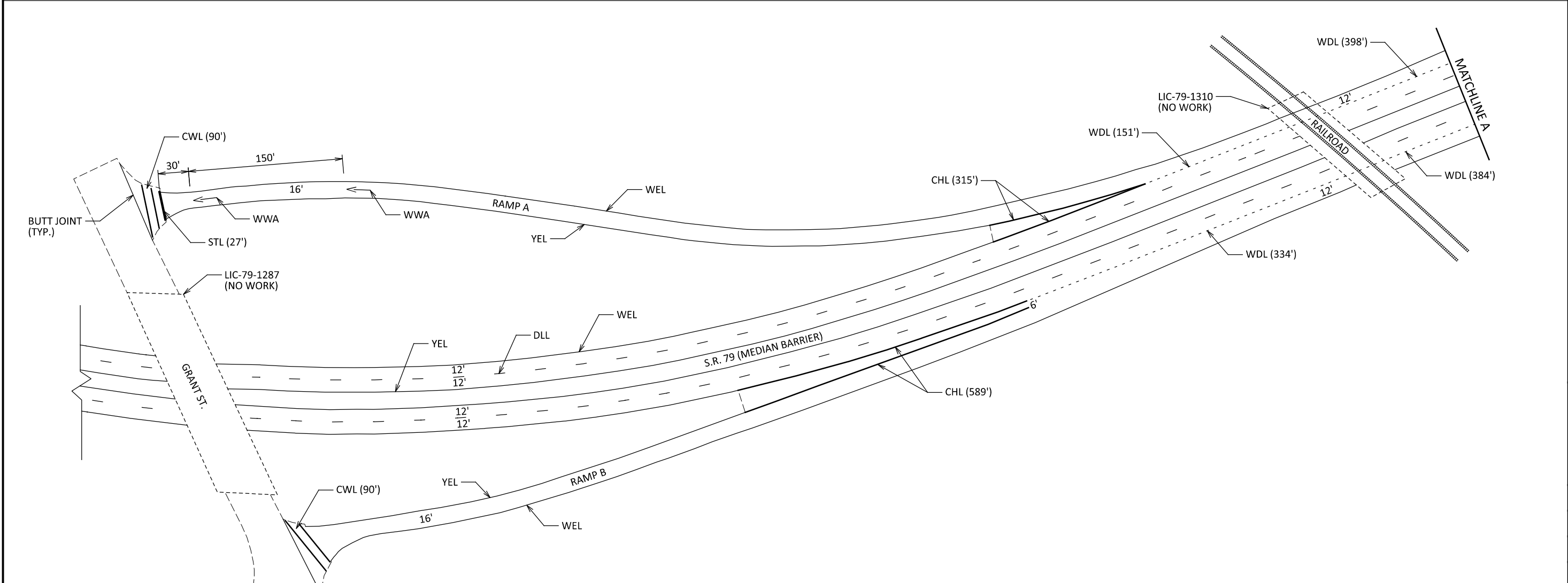
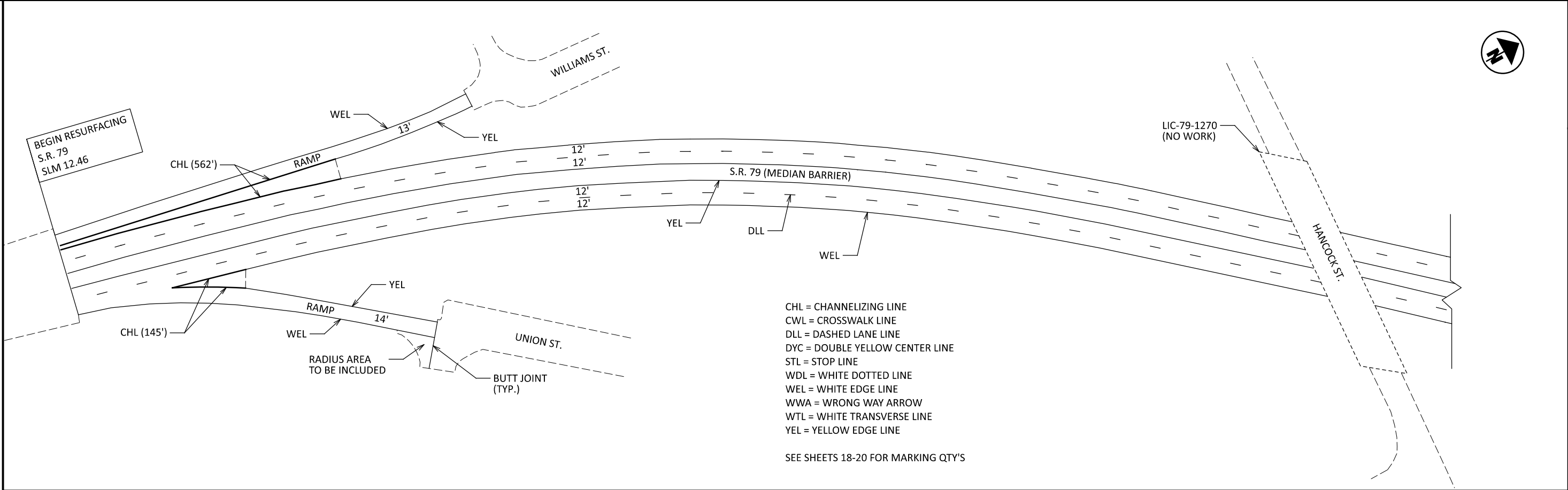
97858

SHEET

20

TOTAL

42



PLAN SHEET (S.R. 79)
SLM 12.46 TO SLM 13.13

DESIGN AGENCY



DESIGNER

LME

REVIEWER

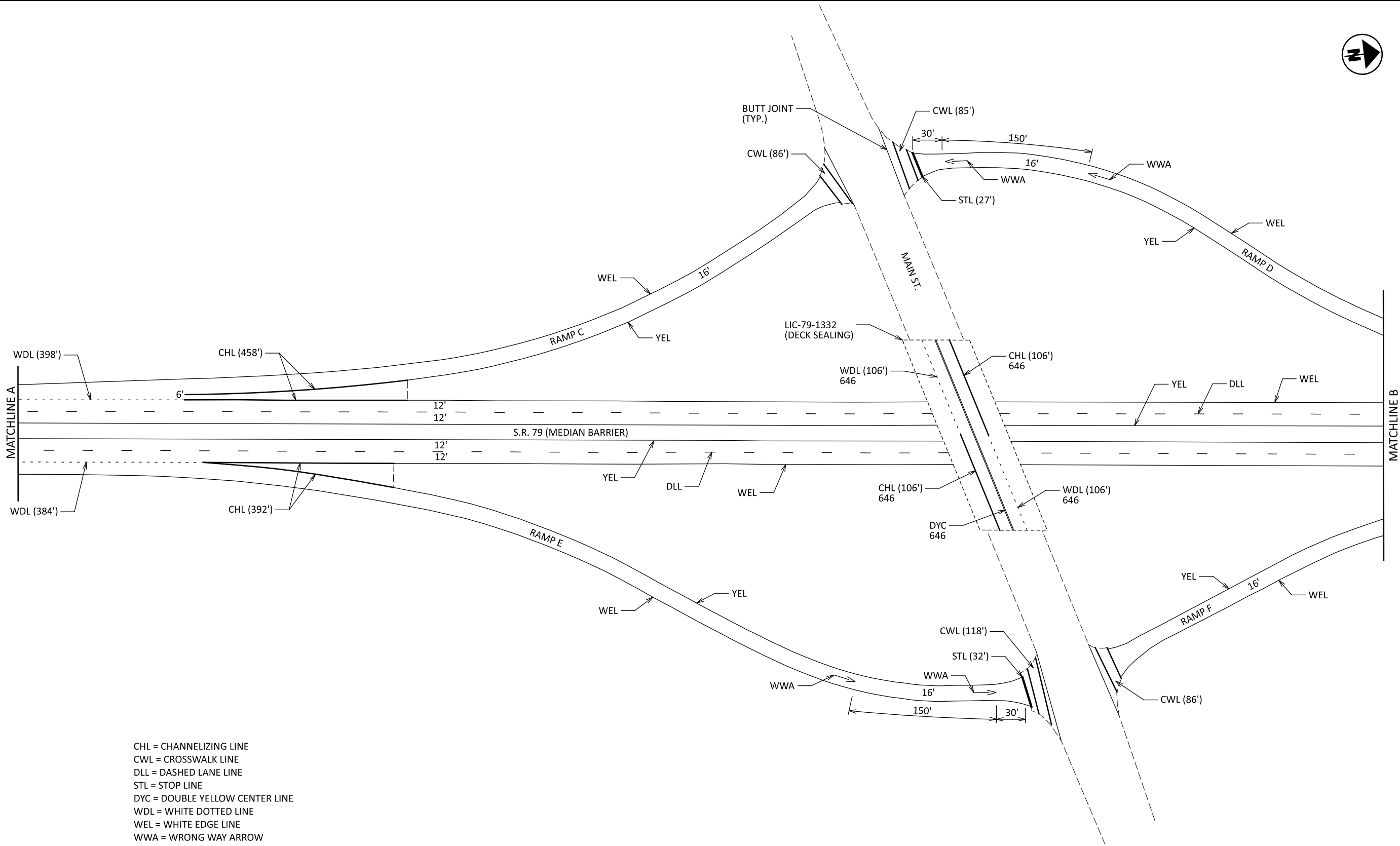
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PROJECT ID

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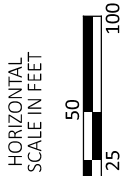
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CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
STL = STOP LINE
DYC = DOUBLE YELLOW CENTER LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WWA = WRONG WAY ARROW
WTL = WHITE TRANSVERSE LINE
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTE: ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 79)
SLM 13.13 TO SLM 13.41

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

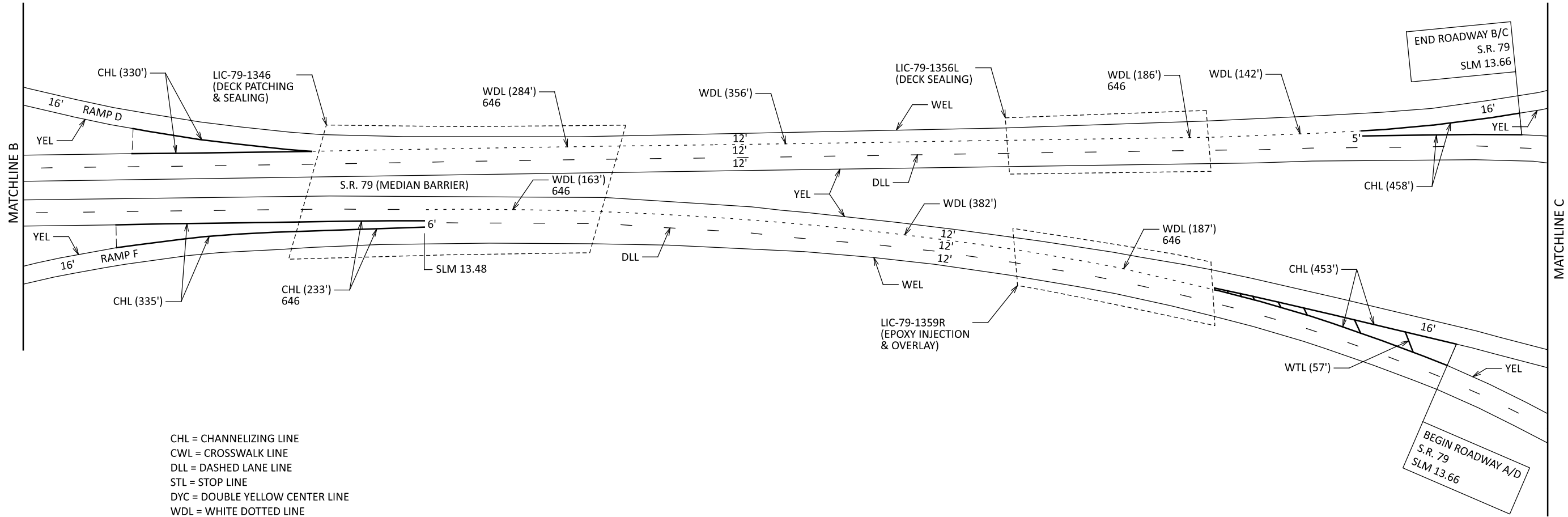
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SHEET

22

TOTAL

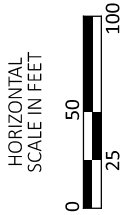
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CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
STL = STOP LINE
DYC = DOUBLE YELLOW CENTER LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTE: ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 79)
SLM 13.41 TO SLM 13.66

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

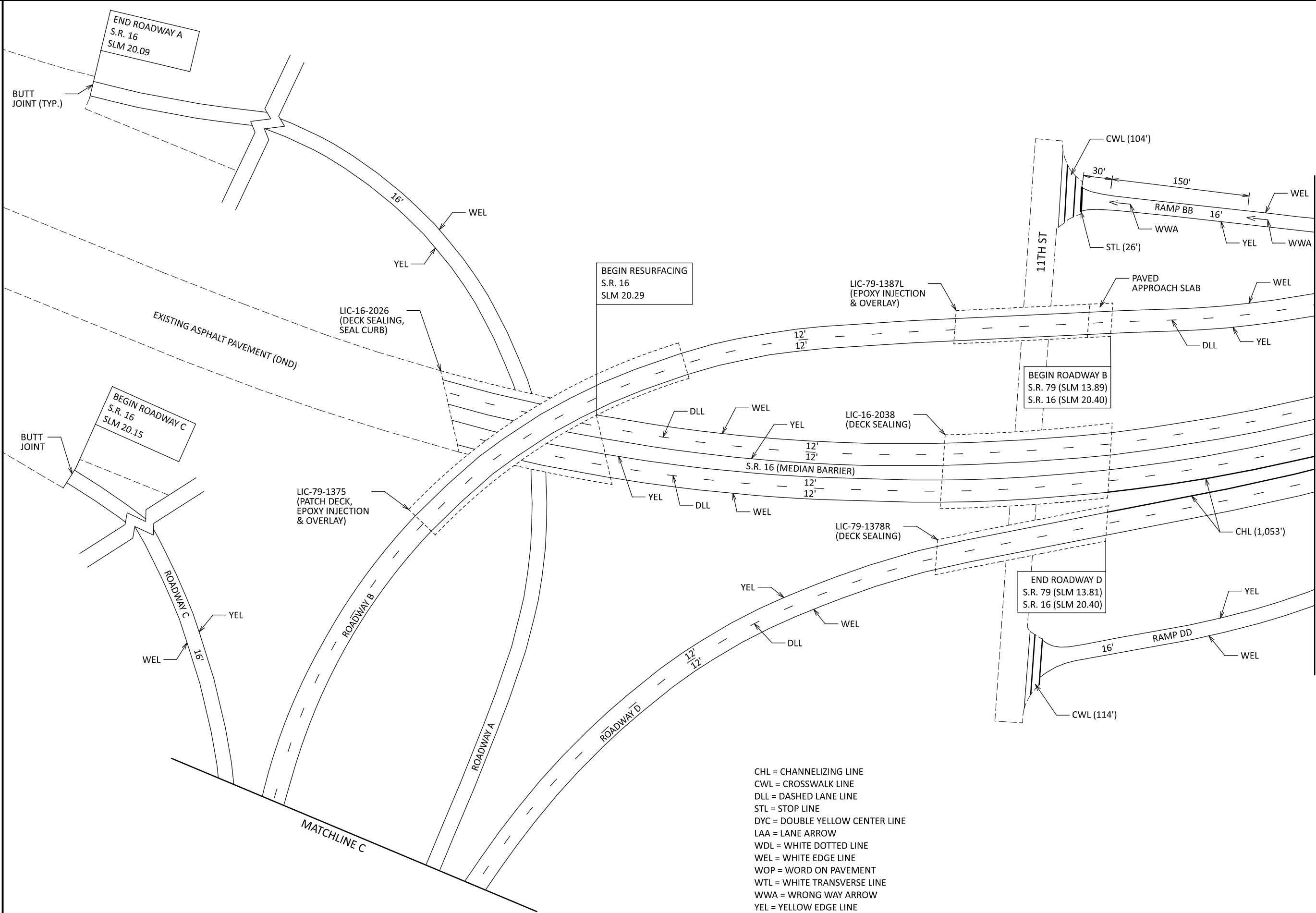
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SHEET

23

TOTAL

42



CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
STL = STOP LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTE:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 79/ S.R. 16)
SLM 13.66 TO 13.89/SLM 20.26 TO 20.43

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

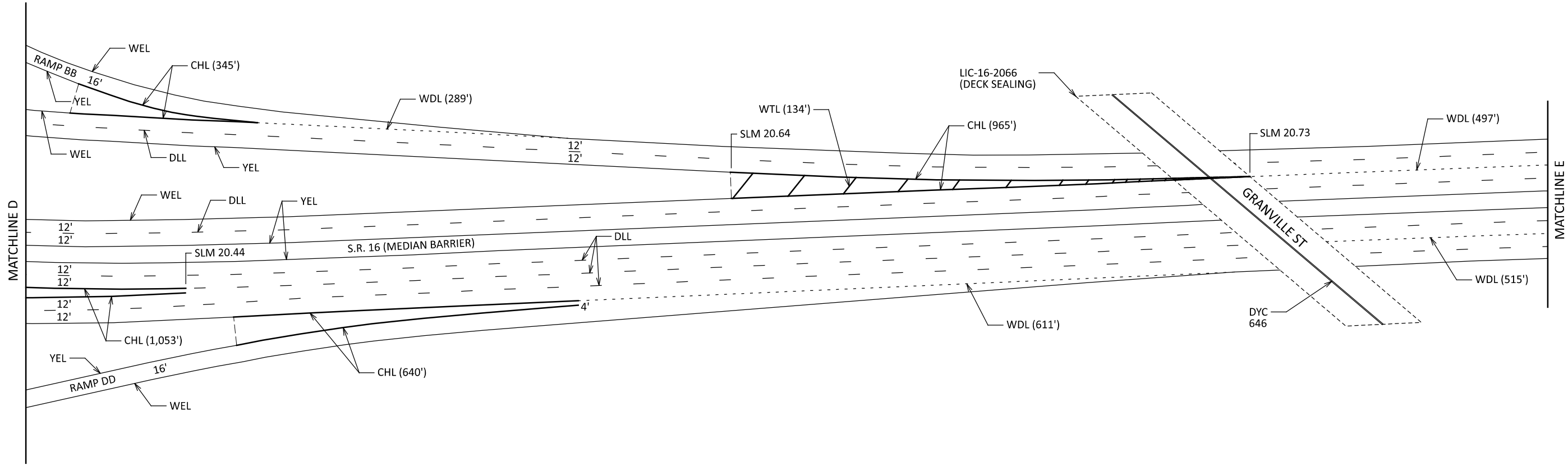
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SHEET

24

TOTAL

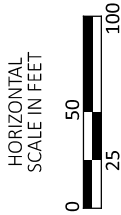
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CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
STL = STOP LINE
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WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTES:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 16)
SLM 20.43 TO SLM 20.76

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

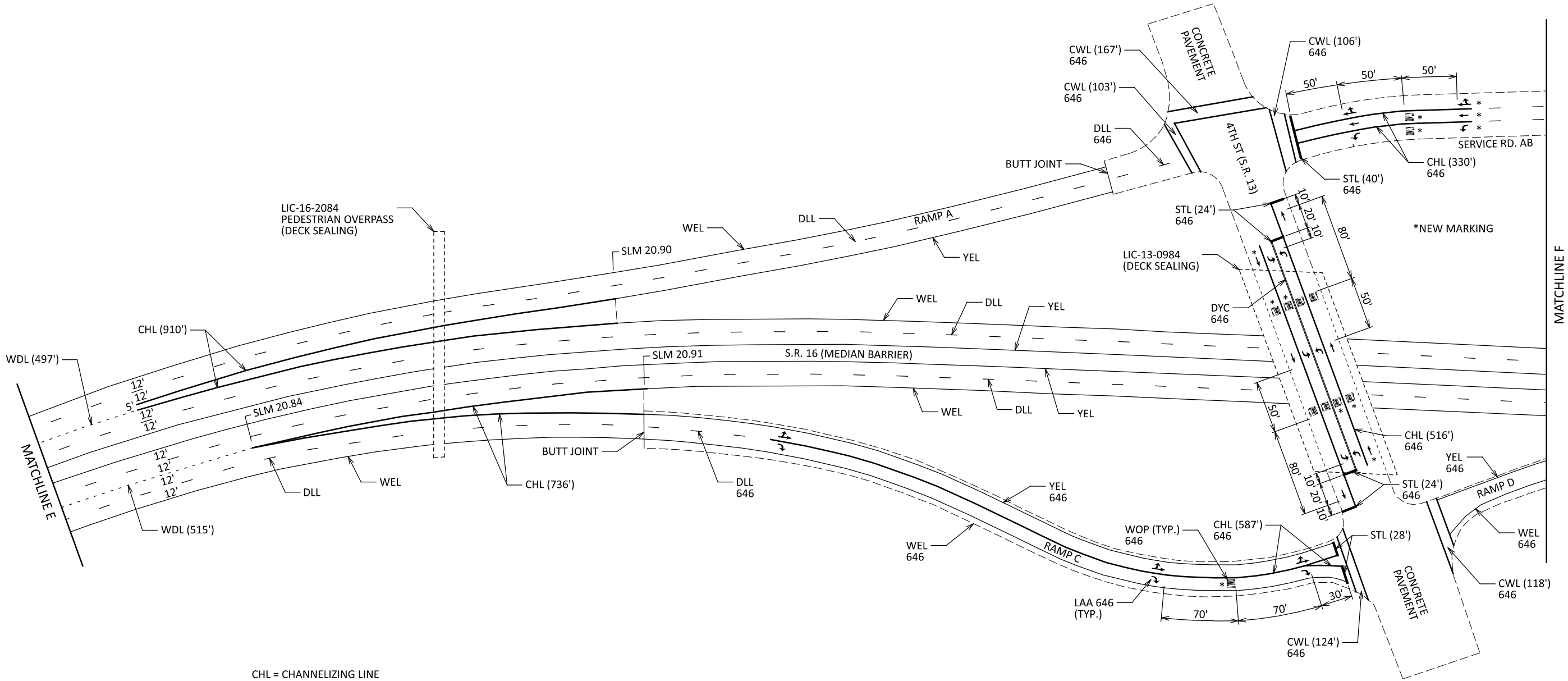
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SHEET

25

TOTAL

42



CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
STL = STOP LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTES:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT

REPLACE MARKINGS ON CONCRETE PAVEMENT AT EXISTING LOCATIONS
UNLESS NEW MARKING OR SHOWN DIFFERENTLY ABOVE



PLAN SHEET (S.R. 16)
SLM 20.76 TO SLM 21.04

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

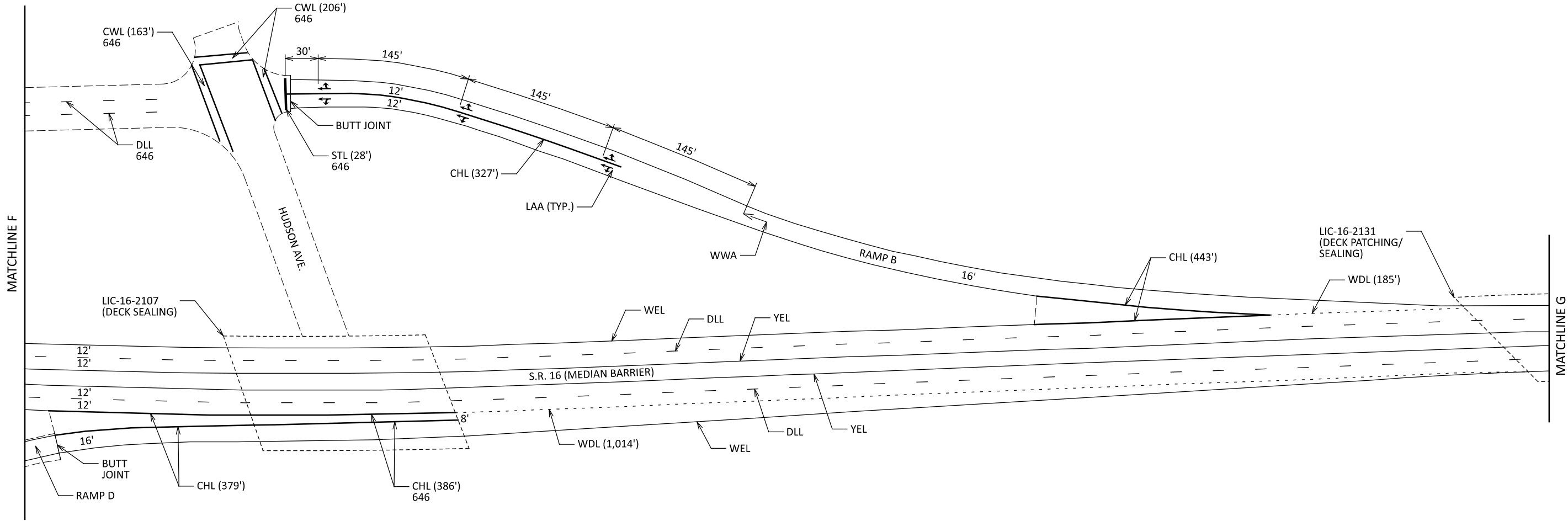
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SHEET

26

TOTAL

42



CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
STL = STOP LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTES:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT

REPLACE MARKINGS ON CONCRETE PAVEMENT AT EXISTING LOCATIONS
UNLESS NEW MARKINGS OR SHOWN DIFFERENTLY ABOVE



PLAN SHEET (S.R. 16)
SLM 21.04 TO SLM 21.31

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

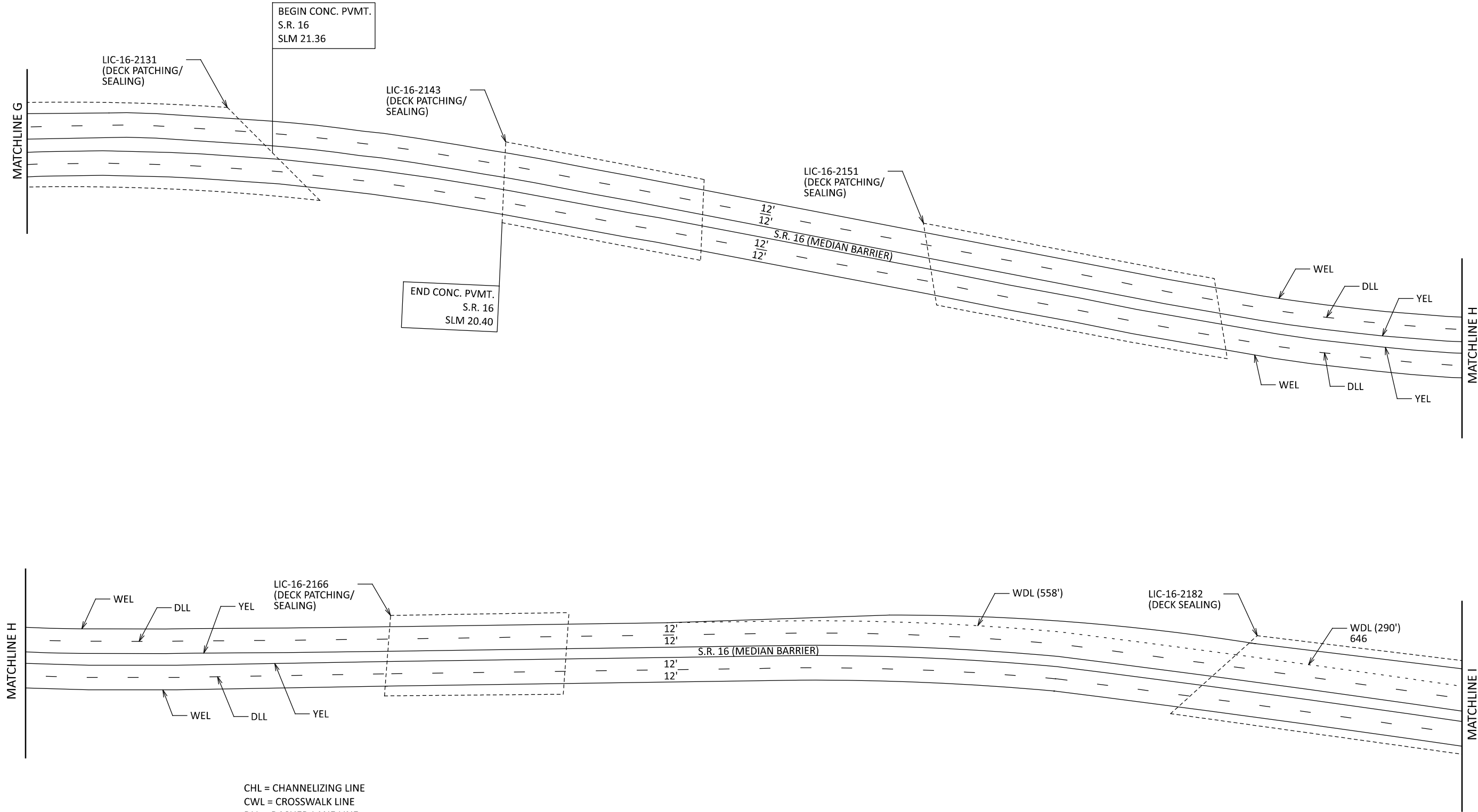
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SHEET

27

TOTAL

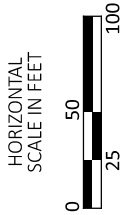
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CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
STL = STOP LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTES:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 16)
SLM 21.31 TO SLM 21.91

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

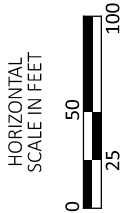
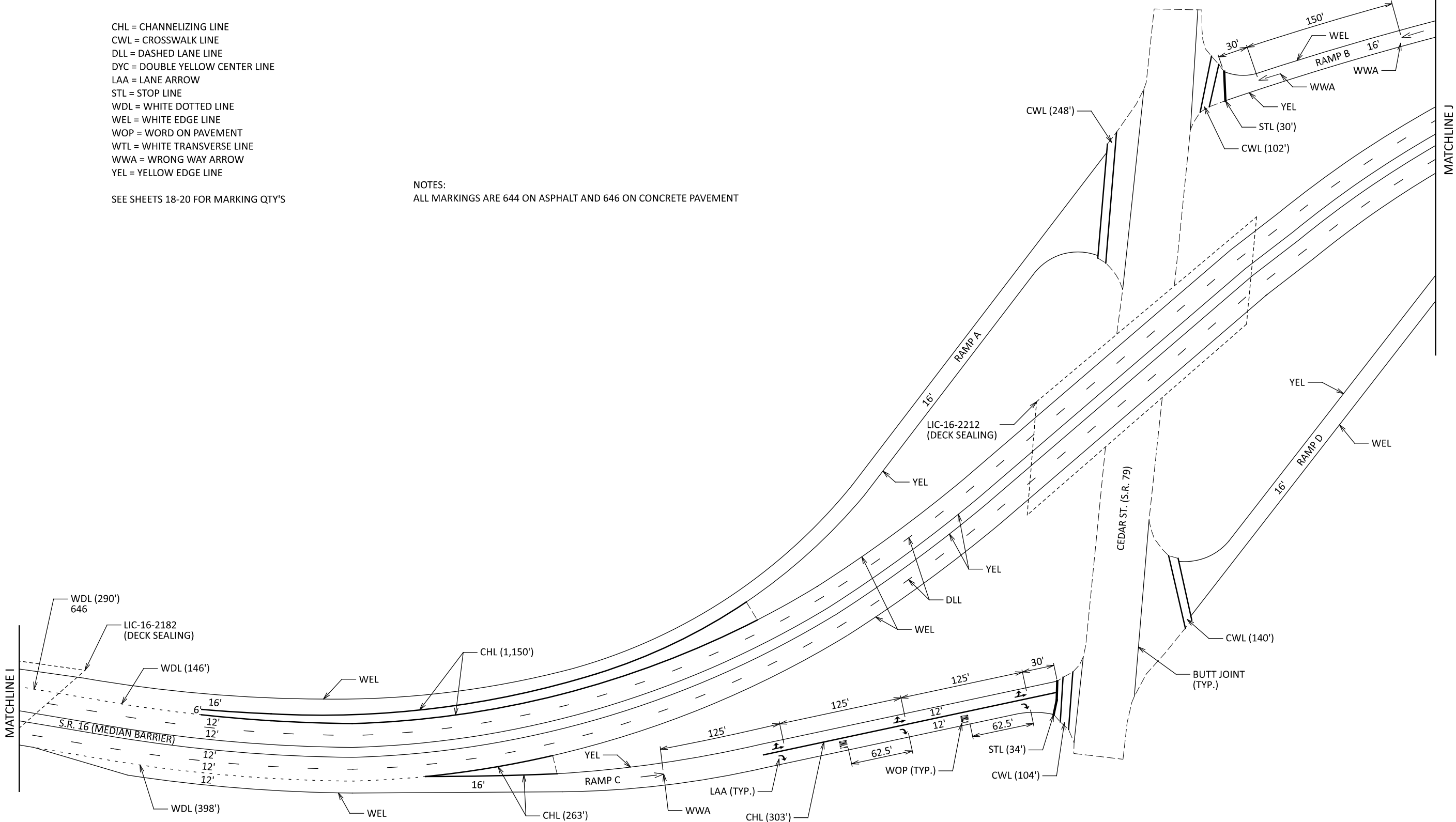
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SHEET

28

TOTAL

42



PLAN SHEET (S.R. 16)
SLM 21.91 TO SLM 22.20

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

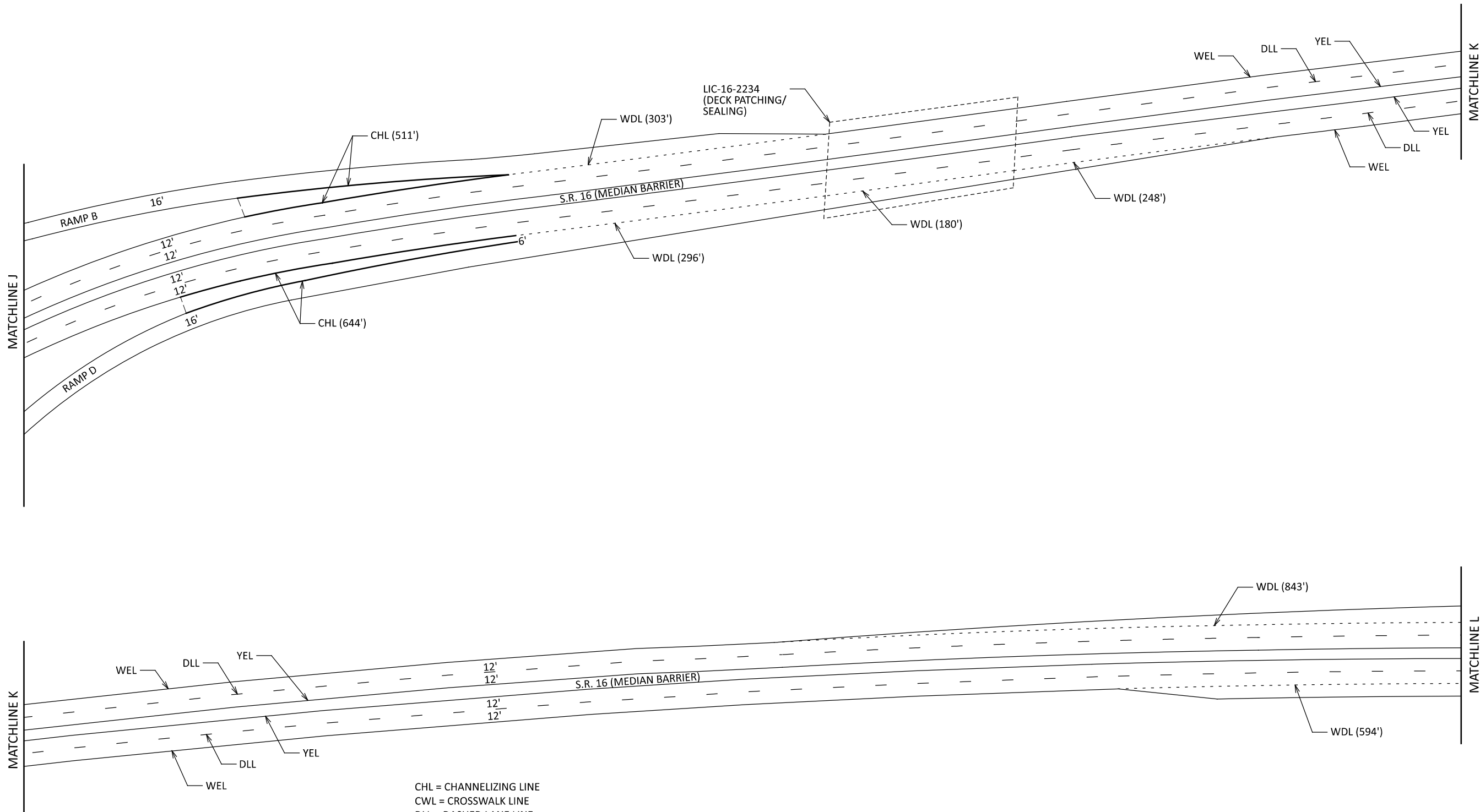
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SHEET

29

TOTAL

42



- CHL = CHANNELIZING LINE
- CWL = CROSSWALK LINE
- DLL = DASHED LANE LINE
- DYC = DOUBLE YELLOW CENTER LINE
- LAA = LANE ARROW
- STL = STOP LINE
- WDL = WHITE DOTTED LINE
- WEL = WHITE EDGE LINE
- WOP = WORD ON PAVEMENT
- WTL = WHITE TRANSVERSE LINE
- WWA = WRONG WAY ARROW
- YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTES:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



PLAN SHEET (S.R. 16)
SLM 22.20 TO SLM 22.76

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

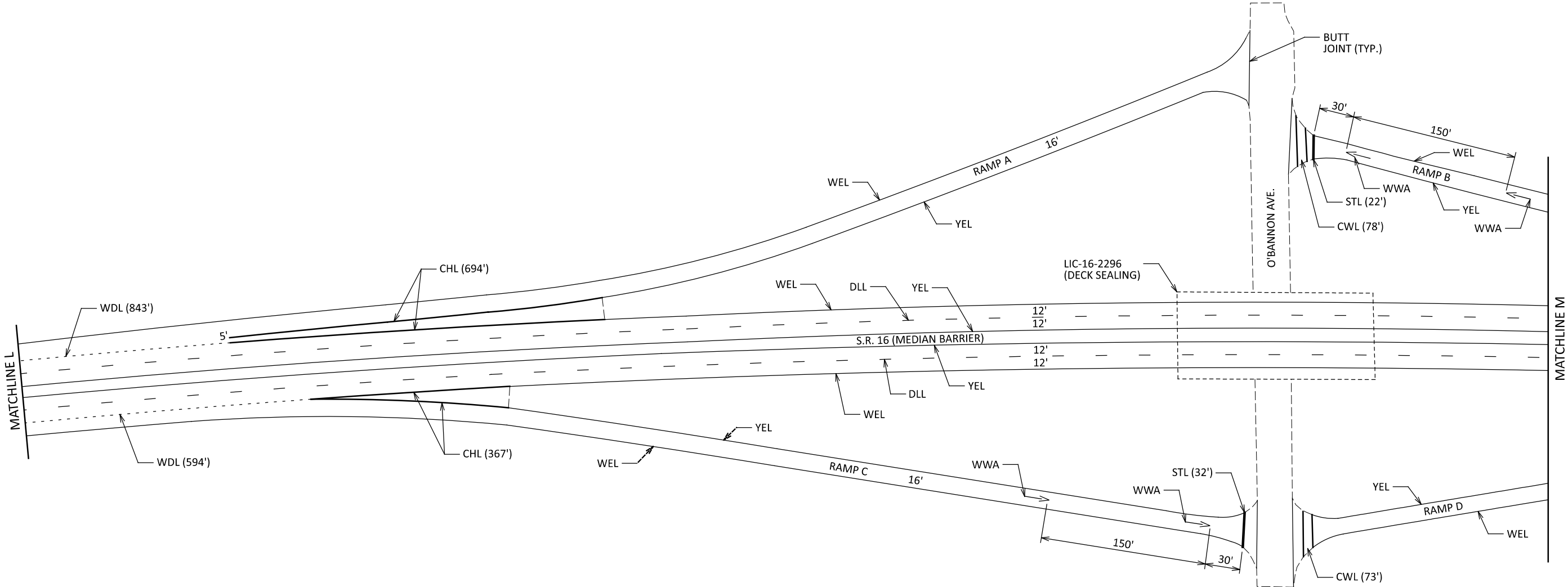
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SHEET

30

TOTAL

42



CHL = CHANNELIZING LINE
CWL = CROSSWALK LINE
DLL = DASHED LANE LINE
DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
STL = STOP LINE
WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTE:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT

PLAN SHEET (S.R. 16)
SLM 22.76 TO SLM 23.00

DESIGN AGENCY

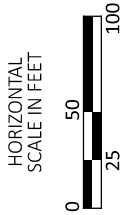


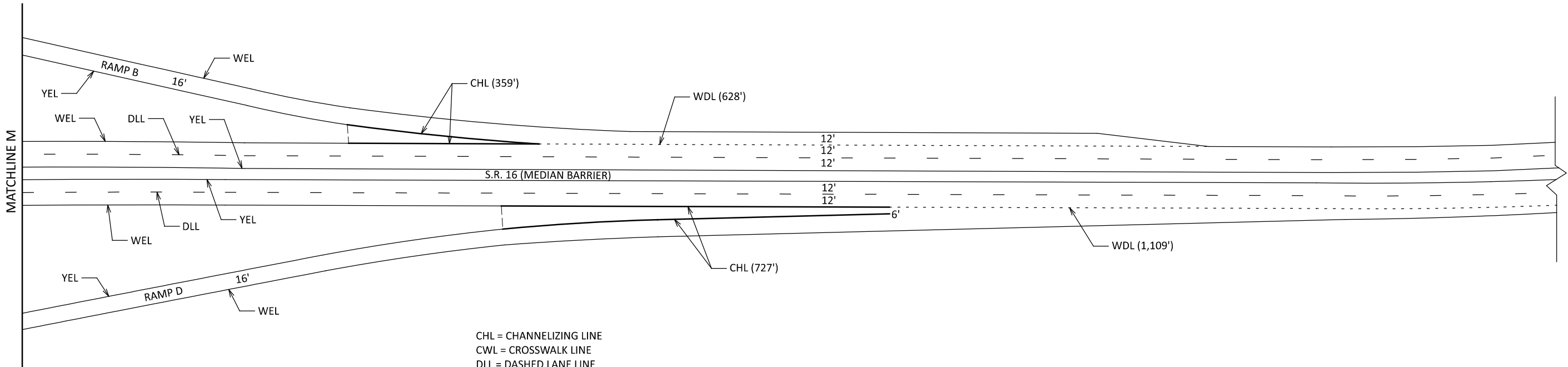
DESIGNER
LME

REVIEWER
JSL 06/01/23

PROJECT ID
97858

SHEET TOTAL
31 42

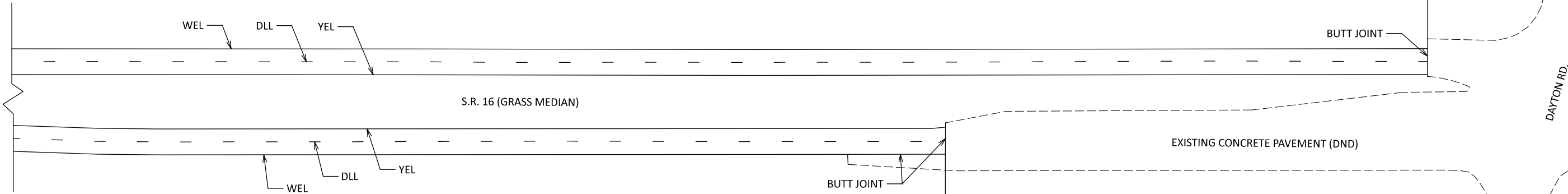




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DYC = DOUBLE YELLOW CENTER LINE
LAA = LANE ARROW
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WDL = WHITE DOTTED LINE
WEL = WHITE EDGE LINE
WOP = WORD ON PAVEMENT
WTL = WHITE TRANSVERSE LINE
WWA = WRONG WAY ARROW
YEL = YELLOW EDGE LINE

SEE SHEETS 18-20 FOR MARKING QTY'S

NOTE:
ALL MARKINGS ARE 644 ON ASPHALT AND 646 ON CONCRETE PAVEMENT



END RESURFACING
S.R. 16 W.B.
SLM 23.75

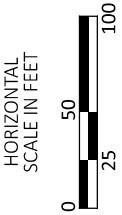
BUTT JOINT

END RESURFACING
S.R. 16 E.B.
SLM 23.63

BUTT JOINT

EXISTING CONCRETE PAVEMENT (DND)

DAYTON RD.



PLAN SHEET (S.R. 16)
SLM 23.00 TO SLM 23.75

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

32

TOTAL

42

DETAIL	SEE SCD TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED (80' SPACING)
4	4-LANE DIVIDED TO 2-LANE TRANSITION
5	4-LANE UNDIVIDED TO 2-LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH (SEE TC-73.20)

DETAIL	SEE SCD TC-65.11
8	THRU APPROACH
9	TWO-WAY LEFT TURN LANE
10	APPROACH WITH LEFT TURN LANE
11	HORIZONTAL CURVE 40' SPACING
12	HORIZONTAL CURVE 20' SPACING
GAP	CENTER LINE AT 80' TYPICAL SPACING
REM	SEE REMARKS

RAISED PAVEMENT MARKER DATA																
L O C A T I O N	C O U N T Y	R O U T E	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		D E T A I L	621			PRISMATIC RETRO-REFLECTOR COLORS				REMARKS ** REPLACE RPM REFLECTOR ONLY ON BRIDGE DECKS AND CONCRETE PAVEMENT IF CASTING NOT DAMANGED, AS DIRECTED BY THE ENGINEER	
								RPM	RPM REFLECTOR **	RAISED PAVEMENT MARKER REMOVED	INFORMATION ONLY					
											ONE-WAY	TWO-WAY				
					WHITE	YELLOW/ YELLOW										WHITE/ RED
					MILES	LIN.FT.		EACH	EACH	EACH						
1	LIC	S.R. 16 E.B.	20.26	20.40	0.14	739	3/REM	4	5	4				9		2 LANES EASTBOUND, 80' SPACING (TYP.)
			20.40	20.44	0.04	211	3/REM	18		18				18		4 LANES EB (2 SETS OF LANE LINES), 1,053' CHANNELIZING LINE
			20.44	20.73	0.29	1,531	3/REM	57		57				57		4 LANES EASTBOUND (3 SETS OF LANE LINES)
			20.73	20.91	0.18	950	3/REM	24		24				24		4 LANES EASTBOUND (2 SETS OF LANE LINES)
			20.91	21.36	0.45	2,376	3/REM	25	5	25				30		2 LANES EASTBOUND
			21.36	21.40	0.04	211	3/REM		3					3		2 LANES EASTBOUND (CONCRETE PAVEMENT)
			21.40	23.63	2.23	11,774	3/REM	131	16	131				147		2 LANES EASTBOUND
			RAMP DD - ON FROM 11TH ST.			721	REM	17		17				8	9	GORE AND RAMP
			RAMP C - OFF TO 4TH ST.			670	7/REM	18	37	18				47	8	GORE AND RAMP, STOP APPROACH
			RAMP D - ON FROM 4TH ST.			172	REM	5	7	5				10	2	GORE AND RAMP
			RAMP C - OFF TO CEDAR ST.			534	7/REM	34		34				27	7	GORE AND RAMP, STOP APPROACH
			RAMP D - ON FROM CEDAR ST.			817	REM	18		18				8	10	GORE AND RAMP
			RAMP C - OFF TO O'BANNON AVE.			702	7/REM	18		18				9	9	GORE AND RAMP, STOP APPROACH
			RAMP D - ON FROM O'BANNON AVE.			715	REM	18		18				9	9	GORE AND RAMP
		S.R. 16 W.B.	20.26	20.40	0.14	739	3/REM	5	4	5				9		2 LANES WESTBOUND
			20.40	20.90	0.50	2,640	3/REM	90		90				90		4 LANES WB (2 SETS OF LANE LINES), 965' CHANNELIZING LINE
			20.90	21.36	0.46	2,429	3/REM	25	5	25				30		2 LANES WESTBOUND
			21.36	21.40	0.04	211	3/REM		3					3		2 LANES WESTBOUND (CONCRETE PAVEMENT)
			21.40	23.75	2.35	12,408	3/REM	140	15	140				155		2 LANES WESTBOUND
			RAMP BB - OFF TO 11TH ST.			404	7/REM	25		25				20	5	GORE AND RAMP, STOP APPROACH
			RAMP A - ON FROM 4TH ST.			470	REM	23		23				17	6	GORE AND RAMP
			RAMP B - OFF TO HUDSON AVE.			734	7/REM	43		43				34	9	GORE AND RAMP, STOP APPROACH
			RAMP A - ON FROM CEDAR ST.			627	REM	22		22				14	8	GORE AND RAMP
			RAMP B - OFF TO CEDAR ST.			561	7/REM	33		33				26	7	GORE AND RAMP, STOP APPROACH
			RAMP A - ON FROM O'BANNON AVE.			637	REM	17		17				9	8	GORE AND RAMP
			RAMP B - OFF TO O'BANNON AVE.			584	7/REM	29		29				22	7	GORE AND RAMP, STOP APPROACH
		SUB-TOTALS												835	104	
LOCATION 1 (TOTALS CARRIED TO SUB-SUMMARY)								839	100	839						



DETAIL	SEE SCD TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED (80' SPACING)
4	4-LANE DIVIDED TO 2-LANE TRANSITION
5	4-LANE UNDIVIDED TO 2-LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH (SEE TC-73.20)

DETAIL	SEE SCD TC-65.11
8	THRU APPROACH
9	TWO-WAY LEFT TURN LANE
10	APPROACH WITH LEFT TURN LANE
11	HORIZONTAL CURVE 40' SPACING
12	HORIZONTAL CURVE 20' SPACING
GAP	CENTER LINE AT 80' TYPICAL SPACING
REM	SEE REMARKS

RAISED PAVEMENT MARKER DATA															
L O C A T I O N	C O U N T Y	R O U T E	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		D E T A I L	621			PRISMATIC RETRO-REFLECTOR COLORS				REMARKS ** REPLACE RPM REFLECTOR ONLY ON BRIDGE DECKS AND CONCRETE PAVEMENT IF CASTING NOT DAMANGED, AS DIRECTED BY THE ENGINEER
								RPM	RPM REFLECTOR **	RAISED PAVEMENT MARKER REMOVED	INFORMATION ONLY				
					MILES	LIN.FT.					ONE-WAY	TWO-WAY			
2	LIC	S.R. 79 N.B.	12.46	13.48	1.02	5,386	3/REM	65	2	65			67		2 LANES NORTHBOUND, 80' SPACING (TYP.)
			13.48	13.66	0.18	950	3/REM	15	8	15			23		2 LANES NORTHBOUND, 453' CHANNELIZING LINE
			13.66	13.81	0.15	792	3/REM	8	2	8			10		2 LANES NORTHBOUND (ROADWAY D)
			RAMP TO UNION ST.			189	REM	6		6			4	2	GORE AND RAMP
			RAMP B - ON FROM GRANT ST.			461	REM	13		13			7	6	GORE AND RAMP
			RAMP E - OFF TO MAIN ST.			715	7/REM	34		34			25	9	GORE AND RAMP, STOP APPROACH
			RAMP F - ON FROM MAIN ST.			485	REM	10	3	10			7	6	GORE AND RAMP
2	LIC	S.R. 79 S.B.	12.46	13.62	1.16	6,125	3/REM	68	9	68			77		2 LANES SOUTHBOUND
			13.62	13.66	0.04	211	3/REM	8		8			8		2 LANES SOUTHBOUND, 458' CHANNELIZING LINE
			13.66	13.89	0.23	1,214	3/REM	9	6	9			15		2 LANES SOUTHBOUND (ROADWAY B)
			RAMP FROM S. WILLIAMS ST.			142	REM	9		9			7	2	GORE AND RAMP
			RAMP A - OFF TO GRANT ST.			833	7/REM	34		34			24	10	GORE AND RAMP, STOP APPROACH
			RAMP C - ON FROM MAIN ST.			495	REM	12		12			6	6	GORE AND RAMP
			RAMP D - OFF TO MAIN ST.			726	7/REM	32		32			23	9	GORE AND RAMP, STOP APPROACH
		SUB-TOTALS											303	50	
LOCATION 2 (TOTALS CARRIED TO SUB-SUMMARY)								323	30	323					

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

34

TOTAL

42

LOCATION 1 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
2	9	10	11	12	13	18	19	20	33					
														DRAINAGE
10										611	98630	10	EACH	CATCH BASIN ADJUSTED TO GRADE
2										611	98634	2	EACH	CATCH BASIN RECONSTRUCTED TO GRADE
														PAVEMENT
200										253	02000	200	CY	PAVEMENT REPAIR
	98,382	43,765	18,585	16,219	6,627					254	01000	183,578	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"
	7,872	3,502	1,488	1,299	531					407	20000	14,692	GAL	NON-TRACKING TACK COAT
		535			1,334					408	10001	1,869	GAL	PRIME COAT, AS PER PLAN
	4,784		904	789						442	00100	6,477	CY	ANTI-SEGREGATION EQUIPMENT
	4,784	2,128	904	789	323					442	10301	8,928	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
		75			166					617	10101	241	CY	COMPACTED AGGREGATE, AS PER PLAN
		12.63								618	40600	12.63	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
														TRAFFIC CONTROL
									839	621	00100	839	EACH	RPM
									100	621	00300	100	EACH	RPM REFLECTOR
									839	621	54000	839	EACH	RAISED PAVEMENT MARKER REMOVED
						15.06				644	00104	15.06	MILE	EDGE LINE, 6"
							7.25			644	00204	7.25	MILE	LANE LINE, 6"
								10,816		644	00404	10,816	FT	CHANNELIZING LINE, 12"
								144		644	00500	144	FT	STOP LINE
								823		644	00620	823	FT	CROSSWALK LINE, 12"
								134		644	00700	134	FT	TRANSVERSE/DIAGONAL LINE
								12		644	01300	12	EACH	LANE ARROW, 96"
								9		644	01360	9	EACH	WRONG WAY ARROW
								2		644	01410	2	EACH	WORD ON PAVEMENT, 96"
								8,234		644	01510	8,234	FT	DOTTED LINE, 6"

LOCATION 1 SUB-SUMMARY

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

35

TOTAL

42

LOCATION 1 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
	5	6				18	19	20						
														TRAFFIC CONTROL (CONT'D)
						2.32				646	10010	2.32	MILE	EDGE LINE, 6"
							1.07			646	10110	1.07	MILE	LANE LINE, 6"
							0.04			646	10200	0.04	MILE	CENTER LINE
								1,433		646	10300	1,433	FT	CHANNELIZING LINE, 8"
								386		646	10310	386	FT	CHANNELIZING LINE, 12"
								144		646	10400	144	FT	STOP LINE
								863		646	10510	863	FT	CROSSWALK LINE, 12"
								24		646	20300	24	EACH	LANE ARROW, 72"
								14		646	20400	14	EACH	WORD ON PAVEMENT, 72"
								470		646	20504	470	FT	DOTTED LINE, 6"
								516		646	50100	516	FT	REMOVAL OF PAVEMENT MARKING
						1.84	1.04			646	50300	2.88	MILE	REMOVAL OF PAVEMENT MARKING
														STRUCTURE REPAIR (SEE GENERAL SUMMARY)
														MAINTENANCE OF TRAFFIC
	400									614	11110	400	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		20								614	12600	20	EACH	REPLACEMENT DRUM
		18								614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	8.28									614	20100	8.28	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT
	16.56									614	20550	16.56	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT
	0.04									614	21100	0.04	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT
	0.04									614	21550	0.04	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
	17.38									614	22100	17.38	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT
	17.38									614	22350	17.38	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT
	11,718									614	23200	11,718	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT
	11,718									614	23680	11,718	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT
	1,012									614	24200	1,012	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT
	1,012									614	24610	1,012	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT
	144									614	26200	144	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT
	144									614	26610	144	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT
		15								808	18700	15	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

36

TOTAL

42

LOCATION 2 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
2	9	10	11	12	13	18	19	20	34					
														DRAINAGE
8										611	98630	8	EACH	CATCH BASIN ADJUSTED TO GRADE
2										611	98634	2	EACH	CATCH BASIN RECONSTRUCTED TO GRADE
														PAVEMENT
100										253	02000	100	CY	PAVEMENT REPAIR
	33,460	19,059	8,064	15,743	7,818					254	01000	84,144	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"
	2,678	1,525	646	1,260	626					407	20000	6,735	GAL	NON-TRACKING TACK COAT
					1,393					408	10001	1,393	GAL	PRIME COAT, AS PER PLAN
	1,627		393	766						442	00100	2,786	CY	ANTI-SEGREGATION EQUIPMENT
	1,627	927	393	766	381					442	10301	4,094	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
					148					617	10101	148	CY	COMPACTED AGGREGATE, AS PER PLAN
		4.56								618	40600	4.56	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
														TRAFFIC CONTROL
									323	621	00100	323	EACH	RPM
									30	621	00300	30	EACH	RPM REFLECTOR
									323	621	54000	323	EACH	RAISED PAVEMENT MARKER REMOVED
						6.85				644	00104	6.85	MILE	EDGE LINE, 6"
							2.47			644	00204	2.47	MILE	LANE LINE, 6"
								4,037		644	00404	4,037	FT	CHANNELIZING LINE, 12"
								86		644	00500	86	FT	STOP LINE
								555		644	00620	555	FT	CROSSWALK LINE, 12"
								57		644	00700	57	FT	TRANSVERSE/DIAGONAL LINE
								6		644	01360	6	EACH	WRONG WAY ARROW
								2,147		644	01510	2,147	FT	DOTTED LINE, 6"

LOCATION 2 SUB-SUMMARY

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

37

TOTAL

42

LOCATION 2 SHEET TOTALS										ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
	5	6				18	19	20						
														TRAFFIC CONTROL (CONT'D)
						0.41				646	10010	0.41	MILE	EDGE LINE, 6"
							0.31			646	10110	0.31	MILE	LANE LINE, 6"
							0.04			646	10200	0.04	MILE	CENTER LINE
								212		646	10300	212	FT	CHANNELIZING LINE, 8"
								233		646	10310	233	FT	CHANNELIZING LINE, 12"
								1,316		646	20504	1,316	FT	DOTTED LINE, 6"
								424		646	50100	424	FT	REMOVAL OF PAVEMENT MARKING
						0.41	0.35			646	50300	0.76	MILE	REMOVAL OF PAVEMENT MARKING
														STRUCTURE REPAIR (SEE GENERAL SUMMARY)
														MAINTENANCE OF TRAFFIC
	200									614	11110	200	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		5								614	12600	5	EACH	REPLACEMENT DRUM
		18								614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	2.78									614	20100	2.78	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT
	5.56									614	20550	5.56	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT
	0.04									614	21100	0.04	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT
	0.04									614	21550	0.04	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
	7.26									614	22100	7.26	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT
	7.26									614	22350	7.26	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT
	4,482									614	23200	4,482	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT
	4,482									614	23680	4,482	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT
	1,912									614	24200	1,912	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT
	1,912									614	24610	1,912	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT
	86									614	26200	86	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT
	86									614	26610	86	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT
		15								808	18700	15	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

38

TOTAL

42

LOC 1	LOC 2	PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
S.R. 16	S.R. 79	01/NHS/05						
							DRAINAGE	
10	8	18	611	98630	18	EACH	CATCH BASIN ADJUSTED TO GRADE	
2	2	4	611	98634	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
							PAVEMENT	
200	100	300	253	02000	300	CY	PAVEMENT REPAIR	
183,578	84,144	267,722	254	01000	267,722	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	
14,692	6,735	21,427	407	20000	21,427	GAL	NON-TRACKING TACK COAT	
1,869	1,393	3,262	408	10001	3,262	GAL	PRIME COAT, AS PER PLAN	2
6,477	2,786	9,263	442	00100	9,263	CY	ANTI-SEGREGATION EQUIPMENT	
8,928	4,094	13,022	442	10301	13,022	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	3
1,670	666	2,336	516	31011	2,336	FT	2" DEEP JOINT SEALER, AS PER PLAN (A)	15
241	148	389	617	10101	389	CY	COMPACTED AGGREGATE, AS PER PLAN	2
12.63	4.56	17.19	618	40600	17.19	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
		LS	SPECIAL	69098400		LS	PAVER MOUNTED THERMAL PROFILING (PMTP)	2
							TRAFFIC CONTROL	
839	323	1,162	621	00100	1,162	EACH	RPM	
100	30	130	621	00300	130	EACH	RPM REFLECTOR	
839	323	1,162	621	54000	1,162	EACH	RAISED PAVEMENT MARKER REMOVED	
15.06	6.85	21.91	644	00104	21.91	MILE	EDGE LINE, 6"	
7.25	2.47	9.72	644	00204	9.72	MILE	LANE LINE, 6"	
10,816	4,037	14,853	644	00404	14,853	FT	CHANNELIZING LINE, 12"	
144	86	230	644	00500	230	FT	STOP LINE	
823	555	1,378	644	00620	1,378	FT	CROSSWALK LINE, 12"	
134	57	191	644	00700	191	FT	TRANSVERSE/DIAGONAL LINE	
12		12	644	01300	12	EACH	LANE ARROW, 96"	
9	6	15	644	01360	15	EACH	WRONG WAY ARROW	
2		2	644	01410	2	EACH	WORD ON PAVEMENT, 96"	
8,234	2,147	10,381	644	01510	10,381	FT	DOTTED LINE, 6"	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

LME

REVIEWER

JSL 06/01/23

PROJECT ID

97858

SHEET

39

TOTAL

42

LOC 1	LOC 2	PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
S.R. 16	S.R. 79	01/NHS/05						
							TRAFFIC CONTROL (CONT'D)	
2.32	0.41	2.73	646	10010	2.73	MILE	EDGE LINE, 6"	
1.07	0.31	1.38	646	10110	1.38	MILE	LANE LINE, 6"	
0.04	0.04	0.08	646	10200	0.08	MILE	CENTER LINE	
1,433	212	1,645	646	10300	1,645	FT	CHANNELIZING LINE, 8"	
386	233	619	646	10310	619	FT	CHANNELIZING LINE, 12"	
144		144	646	10400	144	FT	STOP LINE	
863		863	646	10510	863	FT	CROSSWALK LINE, 12"	
24		24	646	20300	24	EACH	LANE ARROW, 72"	
14		14	646	20400	14	EACH	WORD ON PAVEMENT, 72"	
470	1,316	1,786	646	20504	1,786	FT	DOTTED LINE, 6"	
516	424	940	646	50100	940	FT	REMOVAL OF PAVEMENT MARKING	
2.88	0.76	3.64	646	50300	3.64	MILE	REMOVAL OF PAVEMENT MARKING	
							STRUCTURE REPAIR (LIC-16-2026)	
1,402		1,402	512	10300	1,402	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
74		74	516	31011	74	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
4		4	516	31011	4	FT	2" DEEP JOINT SEALER, AS PER PLAN (C)	15
							STRUCTURE REPAIR (LIC-16-2038)	
1,577		1,577	512	10300	1,577	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
156		156	516	31011	156	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-16-2066)	
1,300		1,300	512	10300	1,300	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
72		72	516	31011	72	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-16-2084)	
165		165	512	10300	165	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
							STRUCTURE REPAIR (LIC-13-0989)	
1,533		1,533	512	10300	1,533	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
							STRUCTURE REPAIR (LIC-16-2107)	
2,155		2,155	512	10300	2,155	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
202		202	516	31011	202	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
49		49	516	31011	49	FT	2" DEEP JOINT SEALER, AS PER PLAN (C)	15
							STRUCTURE REPAIR (LIC-16-2131)	
2,609		2,609	512	10300	2,609	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
160		160	516	31011	160	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
5		5	SPECIAL	51912510	5	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15

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LOC 1	LOC 2	PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
S.R. 16	S.R. 79	01/NHS/05						
							STRUCTURE REPAIR (LIC-16-2142)	
1,628		1,628	512	10300	1,628	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
148		148	516	31011	148	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
10		10	SPECIAL	51912510	10	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
							STRUCTURE REPAIR (LIC-16-2151)	
2,376		2,376	512	10300	2,376	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
148		148	516	31011	148	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
5		5	SPECIAL	51912510	5	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
							STRUCTURE REPAIR (LIC-16-2166)	
1,493		1,493	512	10300	1,493	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
148		148	516	31011	148	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
5		5	SPECIAL	51912510	5	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
							STRUCTURE REPAIR (LIC-16-2182)	
2,852		2,852	512	10300	2,852	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
177		177	516	31011	177	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-16-2212)	
2,393		2,393	512	10300	2,393	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
148		148	516	31011	148	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-16-2234)	
1,588		1,588	512	10300	1,588	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
161		161	516	31011	161	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
5		5	SPECIAL	51912510	5	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
							STRUCTURE REPAIR (LIC-16-2296)	
1,493		1,493	512	10300	1,493	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
148		148	516	31011	148	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-79-1332)	
	1,221	1,221	512	10300	1,221	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
							STRUCTURE REPAIR (LIC-79-1346)	
	3,527	3,527	512	10300	3,527	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
	229	229	516	31011	229	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
	52	52	516	31011	52	FT	2" DEEP JOINT SEALER, AS PER PLAN (C)	15
	25	25	SPECIAL	51912510	25	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
							STRUCTURE REPAIR (LIC-79-1356L)	
	1,100	1,100	512	10300	1,100	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
	107	107	516	31011	107	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
	5	5	516	31011	5	FT	2" DEEP JOINT SEALER, AS PER PLAN (C)	15

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LOC 1	LOC 2	PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
S.R. 16	S.R. 79	01/NHS/05						
							STRUCTURE REPAIR (LIC-79-1359R)	
	100	100	512	10600	100	FT	CONCRETE REPAIR BY EPOXY INJECTION	
	4	4	516	31011	4	FT	2" DEEP JOINT SEALER, AS PER PLAN (C)	15
	1,094	1,094	858	10000	1,094	SY	THIN POLYMER EPOXY OVERLAY	
							STRUCTURE REPAIR (LIC-79-1375)	
	100	100	512	10600	100	FT	CONCRETE REPAIR BY EPOXY INJECTION	
	25	25	SPECIAL	51912510	25	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	15
	1,361	1,361	858	10000	1,361	SY	THIN POLYMER EPOXY OVERLAY	
							STRUCTURE REPAIR (LIC-79-1378R)	
	772	772	512	10300	772	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
	74	74	516	31011	74	FT	2" DEEP JOINT SEALER, AS PER PLAN (B)	15
							STRUCTURE REPAIR (LIC-79-1387L)	
	100	100	512	10600	100	FT	CONCRETE REPAIR BY EPOXY INJECTION	
	609	609	858	10000	609	SY	THIN POLYMER EPOXY OVERLAY	
							MAINTENANCE OF TRAFFIC	
400	200	600	614	11110	600	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
20	5	25	614	12600	25	EACH	REPLACEMENT DRUM	
18	18	36	614	18601	36	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5/6
8.28	2.78	11.06	614	20100	11.06	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
16.56	5.56	22.12	614	20550	22.12	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
0.04	0.04	0.08	614	21100	0.08	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
0.04	0.04	0.08	614	21550	0.08	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
17.38	7.26	24.64	614	22100	24.64	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
17.38	7.26	24.64	614	22350	24.64	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
11,718	4,482	16,200	614	23200	16,200	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
11,718	4,482	16,200	614	23680	16,200	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
1,012	1,912	2,924	614	24200	2,924	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
1,012	1,912	2,924	614	24610	2,924	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
144	86	230	614	26200	230	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
144	86	230	614	26610	230	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
15	15	30	808	18700	30	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
							INCIDENTALS	
		LS	614	11000		LS	MAINTAINING TRAFFIC	
		16	619	16020	16	MNTH	FIELD OFFICE, TYPE C	
		LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		LS	624	10000		LS	MOBILIZATION	

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