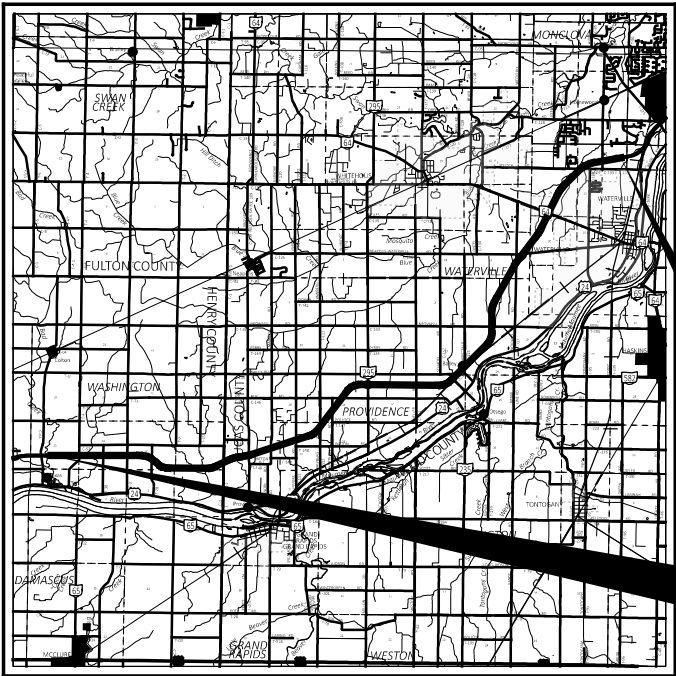


HEN/LUC-24-15.86/0.00

MODEL: Sheet PAPER:SIZE: 17x11 (in.) DATE: 8/27/2025 TIME: 11:16:28 AM PLTDRY: ODOT PDF:plcig PENTBL: ODOT Pen.tbl USER: Joe.Ziems@dot.ohio.gov WORKSPACE: CHDOTCEv02 WORKSET: 107951 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc:\ohio\dot-pw-bentley.com\shdot\p-w-02\Documents\01 Active Projects\District 02\Lucas\107951\400-Engineering\Roadway\Sheets\107951_GTO02.dgn



LOCATION MAP

LATITUDE: 41°27'21" LONGITUDE: -83°48'36"



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

DESIGN DESIGNATION

CURRENT ADT (2026)	31500
DESIGN YEAR ADT (2038)	43000
DESIGN HOURLY VOLUME (2026)	4800
DIRECTIONAL DISTRIBUTION	57%
TRUCKS (24 HOUR B&C)	43%
DESIGN SPEED	75 MPH
LEGAL SPEED	70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
FREEWAY (RURAL)	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

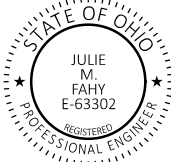
Contact Two Working Days Before You Dig

OHIO811.org Before You Dig

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

PLAN PREPARED BY:
ODOT DISTRICT 2
317 E POE RD.
BOWLING GREEN, OH 43402

ENGINEER'S SEAL



STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.2	1/15/21	TC-65.10	1/17/14			SS 800	01/17/25
BP-2.3	7/18/14	TC-65.11	1/17/25			832	7/18/25
BP-2.5	7/19/24	TC-72.20	1/17/25				
MT-95.30	7/19/19						
MT-98.10	1/17/20						
MT-98.20	4/19/19						
MT-98.22	1/17/20						
MT-98.28	1/17/20						
MT-98.29	1/17/20						
MT-99.20	4/19/19						
MT-99.30	1/17/20						
MT-99.50	7/21/23						
MT-99.60	7/19/24						
MT-101.90	7/17/20						

FEDERAL PROJECT NUMBER

E250368

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

CONCRETE PAVEMENT REPAIR IN HENRY AND LUCAS COUNTIES.
HEN-24-15.85 TO 19.55.
LUC-24-0.00 TO 11.56.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI not Required)


LIMITED ACCESS


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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON 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 EXCEPT FOR THE RAMPS AS DESCRIBED ON SHEETS AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE SET FORTH ON THE PLANS AND ESTIMATES.


Pat McColey, P.E., S.I.
District 02 Deputy Director


Pamela Boratyn
Director, Department of Transportation

Added

TITLE SHEET

DESIGN AGENCY



DESIGNER

JWZ

REVIEWER

JMF MM-DD-YY

PROJECT ID

107951

SHEET

TOTAL

1

22

ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN

DIAMOND GRIND THE CONCRETE PAVEMENT, STARTINIG IN HENRY COUNTY FROM STA. 837+40.80 TO STA. 610+36.80 ENDING IN LUCAS COUNTY.

ITEM 257 APPLIES EXCEPT AS MODIFIED BELOW:
WORK WITH THE DISTRICT TO CREATE A GRINDING PLAN PRIOR TO PERFORMING ANY DIAMOND GRINDING TO EXPLAIN PROCESS AND HOW SPECIFICATIONS WILL BE MEANT.
NO LOCALIZED ROUGHNESS OVER 160 IN 25 FEET IS PERMITTED.

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN 449.576 SY

PRESSURE RELIEF JOINTS

REMOVE THE EXISTING ASPHALT AT THE PRESSURE RELIEF JOINT AND REPLACE THE ASPHALT PER BP-2.3. THE EXISTING APPROACH SLAB THICKNESS IS 15" AND THE EXISTING CONCRETE THICKNESS IS 11.5"

ITEM 690 - PRESSURE RELIEF JOINT ASPHALT REPLACEMENT 8 EACH

CONTINGENCY QUANTITIES

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVEMENT MARKINGS AND TRAFFIC CONTROL

THE CONTRACTOR SHALL MAKE NOTE OF ALL EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS BEFORE PERFORMING ANY WORK. ESTIMATED QUANTITIES HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED 1455 EACH
ITEM 621 - RPM (ONE-WAY WHITE) 1344 EACH
ITEM 621 - RPM (TWO-WAY WHITE/RED) 111 EACH
ITEM 642 - EDGE LINE, 6" WHITE 30.53 MILE
ITEM 642 - EDGE LINE, 6" YELLOW 30.54 MILE
ITEM 642 - LANE LINE, 6" 30.7 MILE
ITEM 642 - CHANNELIZING LINE 8861 FT
ITEM 642 - TRANSVERSE/DIAGONAL LINE, WHITE 437 FT
ITEM 642 - DOTTED LINE, 6" WHITE 3675 FT

RAISED PAVEMENT MARKERS

EXISTING RPM SLOTS MAY BE REUSED BY REGRINDING TO THE PROPER DEPTH, IF FEASIBLE. IF SLOTS CANNOT BE REUSED, THEY SHALL BE FILLED WITH 705.02 NON-SHRINK, NON-METALLIC MATERIAL. THIS NOTE SUPERSEDES THE REQUIREMENTS OF CMS 621.08 REGARDING VOID FILLING MATERIAL. THE COST OF FILLING UNUSED RPM SLOTS SHALL BE INCIDENTAL TO ITEM 621 RAISED PAVEMENT MARKERS.

PAVEMENT JOINTS

AN ADDITIONAL QUANTITY FOR 120 JOINTS HAVE BEEN INCLUDED TO ACCOMADATE ANY NEW JOINTS APPEARING AFTER THE FINAL FIELD REVIEW AND THE BEGINING OF CONSTRUCTION. THESE QUANTITIES SHALL BE USED AT THE DIRECTION OF THE ENGINEER.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC, TYPE I 960 S.Y.

ITEM 255 - FULL DEPTH PAVEMENT SAWING 4320 FT

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

ITEM 614 - WORK ZONE MARKING SIGN 34 EACH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 12" 8861 FT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT 30.70 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 61.07 MILE

ENVIRONMENTAL COMMITMENTS

FOR QUESTIONS, CONTACT ODOT DISTRICT 2 ENVIRONMENTAL COORDINATOR, PHOENIX GOLNICK (419) 373-4329.

THE CONTRACTOR SHALL PERFORM ALL WORK WITHIN THE EXISTING RIGHT OF WAY.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE(S) OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT.

TWO-LANE AND MULTI-LANE HIGHWAYS SHALL FOLLOW THE APPLICABLE STANDARD CONSTRUCTION DRAWING.

CONCRETE PAVEMENT REPAIRS SHALL FOLLOW MT-101.90 AND CMS 255.08

RAMPS MAY BE CLOSED PER THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND SHALL FOLLOW THE RESTRICTIONS FOUND IN THE LANE VALUE CONTRACT TABLE.

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

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS
NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED) THANKSGIVING
GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED) EASTER
LABOR DAY

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY (GEN./REG. ELECTION)
TUESDAY	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY (THANKSGIVING ONLY)
THURSDAY	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2500 FOR EACH HOUR THE ABOVE DESCRIBED LANE CLOSURES ARE VIOLATED.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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.

PROJECT COORDINATION

THE CONTRACTOR IS ADVISED THAT WORK ASSOCIATED WITH PID 110524 IS OCCURRING ADJACENT TO THIS PROJECT.* THE CONTRACTOR SHALL COORDINATE ALL WORK ACTIVITIES, SCHEDULES, TRAFFIC CONTROL AND SITE ACCESS WITH THE ADJACENT CONTRACTOR TO AVOID CONFLICTS, DELAYS, OR IMPACTS TO EITHER PROJECT.*

COORDINATION SHALL INCLUDE, BUT NOT LIMITED TO MAINTENANCE OF TRAFFIC, STAGING, MATERIAL DELIVERIES, EQUIPMENT ACCESS AND UTILITY WORK.* THE CONTRACTOR IS RESPONSIBLE FOR PROACTIVELY COMMUNICATING WITH THE ENGINEER AND THE ADJACENT PROJECTS CONTRACTOR TO ENSURE SEAMLESS PROJECT EXECUTION.*

NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR ADJUSTMENTS TO HAUL ROUTES OR DETOURS RESULTING FROM CLOSURES OR RESTRICTIONS IMPLEMENTED BY THE ADJACENT PROJECT.* IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOUNT FOR POTENTIAL IMPACTS TO HAUL ROUTES AND LOGISTICS DURING PROJECT PLANNING AND EXECUTION.

ANY DISPUTES OR CONFLICTS ARISING FROM LACK OF COORDINATION WILL NOT BE CONSIDERED GROUNDS FOR ADDITIONAL COMPENSATION OR TIME EXTENSION.)

PERMITTED LANE CLOSURE SCHEDULE

LANE CLOSURE(S) SHALL CONFORM TO THE INFORMATION CAN BE FOUND ON THE ODOT WEBSITE. THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH. (FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).) MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)). LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. (EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.) ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

LANE CLOSURES

LANE CLOSURES ALONG US-24 SHALL ADHERE TO THE RESTRICTIONS LISTED BELOW:

THE MAXIMUM LENGTH OF A SINGLE LANE CLOSURE SHALL BE LIMITED TO FOUR MILES. A MAXIMUM OF TWO LANE CLOSURES ARE PERMITTED IN ONE DIRECTION OF TRAVEL. THE MINIMUM DISTANCE BETWEEN TWO ADJACENT LANE CLOSURES SHALL BE TWO MILES. IF THERE ARE MULTIPLE LANE CLOSURES IN ONE DIRECTIONS, THE LANE CLOSURES SHALL ONLY CLOSE THE SAME TRAVELED LANE. (FOR EXAMPLE,IF THE DRIVING LANE IS CLOSED FOR ONE LANE CLOSURE, THE SUBSEQUENT LANE CLOSURE IN THE SAME DIRECTION MAY ONLY CLOSE THE DRIVING LANE.)

Lane Value Contract Table & Detour Routes				
Description of Critical Lane/Ramp to be Maintained	Restricted Time Period	Time Unit	Disincentive Per Time Unit	Detour
US-24 WB OFF RAMP TO SR-295	Closure shall not exceed 7 consecutive calendar days	Day	\$1,000	US-24 WB to SR-109 to US-24 EB to SR-295
SR-295 ON RAMP TO US-24 WB	Closure shall not exceed 7 consecutive calendar days	Day	\$1,000	US-24 EB to SR-64 to US-24 WB
US-24 EB OFF RAMP TO SR-295	Closure shall not exceed 7 consecutive calendar days	Day	\$1,000	US-24 EB to SR-64 to US-24 WB to SR-295
SR-295 ON RAMP TO US-24 EB	Closure shall not exceed 7 consecutive calendar days	Day	\$1,000	US-24 WB to SR-109 to US-24 EB
*Ramps shall not be closed concurrently if their detour routes conflict. ** The contractor shall be responsible for all detour signing.				

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & < 2 WEEKS < = 12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

Brought over from Page 5

PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN
THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY. EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC. THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY. (THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.) ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK. (THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

ASSUMING 2 PCMS SIGN(S) FOR 7 MONTH(S)

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE MAINTENACE OF TRAFFIC.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN 14 SNMT

ITEM 614, REPLACEMENT SIGN
FLATSHEET SIGNS 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 SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM
DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

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

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ODOT NOTIFICATION CONTACT INFORMATION
THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.PERMITS@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAULING PERMITS SECTION BY PHONE AT: (614) 351-2300 OR EMAIL AT: HAULING.PERMITS@DOT.OHIO.GOV

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)
NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

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

Item	Notice of Closure Sign Time Table	
	Duration of Closure	Sign Displayed to Public
Ramp &	>= 2 weeks	14 calendar days prior to closure
Road	> 12 hours & < 2 weeks	7 calendar days prior to closure
Closures	< 12 hours	2 business days prior to closure

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

Added Note

ITEM 614, DETOUR SIGNING

ITEM 614 - DETOUR SIGNING LUMP SUM

QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN (E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC), SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOT, 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 THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- CRITERIA
 - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,
 - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE),AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORISTS 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 WITH THE APPROPRIATE AGENCIES 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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER 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. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEOWITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER

JWZ

REVIEWER

JMF MM-DD-YY

PROJECT ID


107951

SHEET

5

TOTAL

22

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	JWZ
REVIEWER	JMF MM-DD-YY
PROJECT ID	107951
SHEET	TOTAL
6	22

SLM	SHEET NO.	STATION	DIMENSIONS	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC
						SF	SY			SY	
HENRY COUNTY											
15.86	11	837+40.80	160' x 10'	EAST/WEST	FULL WIDTH	1600	178				178
16.56	11	874+36	15' x 12'	EASTBOUND	DRIVING	180	20				20
16.58	11	875+42	6' x 12'	EASTBOUND	DRIVING	72		8	36		
17.73	12	935+93.28	6' x 12'	WESTBOUND	DRIVING	72		8	36		
17.77	12	938+15.04	6' x 12'	WESTBOUND	DRIVING	72		8	36		
17.9	12	945+12	6' x 12'	EASTBOUND	DRIVING	72		8	36		
18.01	12	950+92.80	6' x 12'	WESTBOUND	DRIVING	72		8	36		
18.02	12	951+13.92	6' x 12'	WESTBOUND	DRIVING	72		8	36		
18.9	13	997+92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.12	13	1009+53.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.13	13	1010+06.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.34	13	1021+15.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.39	13	1023+79.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.4	13	1024+53.12	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.41	13	1024+68.96	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.45	13	1026+96.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.48	13	1028+43.84	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.49	13	1029+07.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.5	13	1029+43.84	6' x 12'	EASTBOUND	DRIVING	72		8	36		
19.54	13	1032+02.1	6' x 12'	WESTBOUND	DRIVING	72		8	36		
19.55	13	1032+17.4	6' x 12'	WESTBOUND	DRIVING	72		8	36		
19.56	13	1032+31.5	6' x 12'	WESTBOUND	DRIVING	72		8	36		
LUCAS COUNTY											
0.01	13	0+15.84	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.03	13	1+58.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.04	13	2+16.48	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.06	13	3+16.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.09	13	4+75.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.37	13	19+53.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.39	13	20+59.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.57	14	30+09.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.61	14	30+09.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.71	14	37+48	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.73	14	38+54.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.75	14	39+44.16	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.77	14	40+65.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.83	14	43+82.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.85	14	44+88	6' x 12'	EASTBOUND	DRIVING	144		16	72		
0.86	14	45+40.8	6' x 12'	EASTBOUND	DRIVING	144		16	72		
0.89	14	46+99.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.91	14	48+04.8	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.95	14	50+16	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.97	14	51+21.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.98	14	51+74.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
0.99	14	52+27.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
1.01	14	53+32.8	6' x 12'	EASTBOUND	DRIVING	72		8	36		
1.1	14	58+08	6' x 12'	EASTBOUND	DRIVING	144		16	72		
1.3	14	68+64	15' x 12'	EASTBOUND	DRIVING	180	20				20
1.3	14	68+64	15' x 12'	EASTBOUND	PASSING	180	20				20
1.79	14	94+51.2	6' x 12'	EASTBOUND	DRIVING	144		16	72		
1.83	14	96+62.4	6' x 12'	EASTBOUND	DRIVING	144		16	72		
1.84	14	96+94.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
1.84	14	97+09.92	6' x 12'	WESTBOUND	DRIVING	72		8	36		
1.84	14	97+36.32	6' x 12'	WESTBOUND	DRIVING	72		8	36		
TOTALS CARRIED TO GENERAL SUMMARY							238	432	1944		238

SLM	SHEET NO.	STATION	DIMENSIONS	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC
						SF	SY	SY	FT		SY
2.14	12	112+99.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.17	12	114+57.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.34	12	123+65.76	6' x 12'	WESTBOUND	DRIVING	144		16	72		
2.35	12	124+08	6' x 12'	WESTBOUND	DRIVING	144		16	72		
2.36	12	124+66	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.39	12	126+45.6	6' x 12'	WESTBOUND	DRIVING	144		16	72		
2.39	12	126+61.44	6' x 12'	WESTBOUND	DRIVING	144		16	72		
2.42	12	127+93.44	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.42	12	128+19.84	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.43	12	128+40.96	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.44	12	128+83.20	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.45	12	129+36	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.47	12	130+41.6	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.51	12	132+52.8	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.51	12	132+68.64	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.53	12	133+58.4	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.54	12	134+16.48	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.54	12	134+32.32	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.55	12	134+74.56	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.59	12	137+06.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.61	12	137+86.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.65	12	139+92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.68	12	141+87.67	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.72	12	143+40.48	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.72	12	143+82.72	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.74	12	144+46.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.74	12	144+77.76	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.75	12	145+20	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.77	12	146+25.6	6' x 12'	WESTBOUND	DRIVING	180		8	36		
2.78	12	146+78.4	15' x 12'	EASTBOUND	DRIVING	180	20				20
2.79	12	147+31.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.8	12	147+91.21	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.82	12	148+89.6	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.83	12	149+42.4	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.84	12	149+95.2	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.86	12	151+00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.91	12	153+70.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.93	12	154+91.52	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.94	12	155+33.76	6' x 12'	EASTBOUND	DRIVING	72		8	36		
2.95	12	155+49.60	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.95	12	155+76.00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.98	12	157+44.96	6' x 12'	WESTBOUND	DRIVING	72		8	36		
2.98	12	157+55.52	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.04	12	160+30.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.05	12	161+19.84	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.08	12	162+51.84	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.08	12	162+67.68	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.09	12	163+09.92	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.09	12	163+20.48	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.1	12	163+62.72	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.1	12	163+78.06	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.1	12	163+78.06	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.11	12	163+94.40	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.11	12	164+20.80	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.12	12	164+47.20	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.12	12	164+73.60	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.13	12	165+05.28	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.13	12	165+21.99	6' x 12'	WESTBOUND	DRIVING	72		8	36		
							20	496	2232		20

Changed Item Ext.
from 14122 to 14200

SUBSUMMARY

DESIGN AGENCY



DESIGNER

JWZ

REVIEWER

JMF MM-DD-YY

PROJECT ID

107951

SHEET

7

TOTAL

22

SLM	SHEET NO.	STATION	DIMENSIONS	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
						SF	SY	SY	FT		SY
3.2	12	168+96	6' x 12'	WESTBOUND	PASSING	144		16	72		
3.27	12	172+65.60	15' x 12'	EASTBOUND	DRIVING	360	40				40
3.32	12	175+56	6' x 12'	EASTBOUND	BOTH	144		16	72		
3.33	12	175+82.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.38	12	178+46.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.4	12	179+52	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.46	13	182+68.8	6' x 12'	EASTBOUND	DRIVING	216		24	108		
3.48	13	183+74.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.5	13	184+80	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.52	13	185+85.6	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.54	13	186+91.2	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.55	13	187+44	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.56	13	187+96.80	6' x 12'	EASTBOUND	DRIVING	324	20	16	72		20
3.59	13	189+97.25	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.61	13	190+70.57	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.63	13	191+60.47	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.64	13	192+14.54	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.65	13	192+76.47	15' x 12'	EASTBOUND	DRIVING	540	60				60
3.65	13	192+88.41	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.66	13	193+08.92	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.66	13	193+41.11	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.68	13	194+58.35	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.69	13	194+66.85	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.71	13	196+19.92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.72	13	196+41.82	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.74	13	197+62.97	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.77	13	199+00.00	15' x 12'	EASTBOUND	DRIVING	360	40				40
3.78	13	200+00.00	15' x 12'	EASTBOUND	DRIVING	360	40				40
3.8	13	200+74.11	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.86	13	203+80.80	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.88	13	204+86.4	6' x 12'	EASTBOUND	DRIVING	216		24	108		
3.89	13	205+39.20	6' x 12'	EASTBOUND	DRIVING	144		16	72		
3.9	13	205+92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.91	13	206+44.8	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.95	13	208+56.00	15' x 12'	WESTBOUND	DRIVING	180	20				20
3.98	13	209+98.89	6' x 12'	WESTBOUND	DRIVING	72		8	36		
3.99	13	210+67.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
3.99	13	210+87.14	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4	13	211+14.86	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4	13	211+21.11	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4	13	211+29.57	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4	13	211+46.72	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4	13	211+57.36	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.01	13	211+59.94	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.03	13	212+52.08	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.03	13	212+77.30	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.03	13	212+93.36	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.04	13	213+14.51	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.04	13	213+35.94	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.05	13	213+67.48	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.05	13	213+78.52	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.06	13	214+36.75	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.06	13	214+41.54	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.07	13	214+88.56	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.09	13	215+73.72	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.09	13	215+89.50	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.09	13	216+00.80	15' x 12'	EASTBOUND	DRIVING	72		8	36		
TOTALS CARRIED TO GENERAL SUMMARY							220	520	2340		220

SLM	SHEET NO.	STATION	DIMENSION	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
						SF	SY	SY	FT		SY
4.15	13	219+00.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.16	13	219+38.40	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.16	13	219+85.92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.17	13	220+16.85	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.18	13	220+54.56	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.19	13	221+07.36	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.2	13	221+65.44	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.21	13	222+23.52	15' x 12'	EASTBOUND	DRIVING	180	20				20
4.22	13	222+34.08	15' x 12'	EASTBOUND	DRIVING	180	20				20
4.22	13	222+86.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.24	13	223+76.64	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.3	13	227+27.05	15' x 12'	EASTBOUND	DRIVING	180	20				20
4.31	13	227+42.82	15' x 12'	EASTBOUND	DRIVING	180	20				20
4.31	13	227+82.63	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.32	13	227+96.03	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.32	13	228+10.23	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.32	13	228+25.28	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.33	13	228+50.71	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.33	13	228+65.82	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.33	13	228+81.02	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.34	13	229+02.85	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.34	13	229+16.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.34	13	229+30.98	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.35	13	229+41.65	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.35	13	229+52.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.35	13	229+67.47	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.35	13	229+81.39	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.35	13	229+94.26	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.36	14	230+15.05	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.37	14	230+63.04	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.38	14	231+21.12	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.4	14	232+26.72	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.42	14	233+42.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.44	14	234+48.48	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.47	14	236+01.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.49	14	237+01.92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.5	14	237+65.28	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.53	14	239+13.12	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.53	14	239+18.40	15' x 12'	EASTBOUND	DRIVING	180	20				20
4.55	14	240+24.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.55	14	240+39.84	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.57	14	241+29.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.59	14	242+24.64	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.65	14	245+52.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.66	14	246+20.64	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.69	14	247+63.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.71	14	248+68.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.72	14	249+21.6	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.73	14	249+74.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.78	14	252+38.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.8	14	253+44.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.81	14	253+96.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.81	14	254+07.36	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.82	14	254+49.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.83	14	255+02.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.85	14	256+08.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
4.86	14	256+66.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
4.87	14	256+93.00	6' x 12'	EASTBOUND	DRIVING	144		16	72		
							100	432	1944		100

Changed Item Ext.
from 14122 to 14200

SUBSUMMARY

DESIGN AGENCY



DESIGNER

JWZ

REVIEWER

JMF MM-DD-YY

PROJECT ID

107951

SHEET

8

SLM	SHEET NO.	STATION	DIMENSIONS	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
						SF	SY	SY	FT		SY
4.88	14	258+13.92	6' x 12'	EASTBOUND	DRIVING	144		16	72		
4.96	14	261+88.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.29	14	279+73.44	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.35	14	282+48.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.36	14	283+00.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.38	14	284+06.4	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.41	14	286+01.76	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.51	14	291+03.36	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.52	14	291+56.16	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.53	14	292+19.52	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.54	14	292+77.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.56	14	293+40.96	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.57	14	294+06.16	6' x 12'	WESTBOUND	DRIVING	72		8	36		
5.58	14	294+36.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.58	14	294+88.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.6	14	295+46.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.62	14	296+78.88	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.65	14	298+32.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.66	14	298+74.24	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.66	14	298+90.08	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.69	14	300+22.08	6' x 12'	WESTBOUND	DRIVING	72		8	36		
5.69	14	300+53.76	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.7	14	300+96.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.72	14	302+01.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.75	14	303+60.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.77	14	304+65.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
5.87	15	309+82.37	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6	15	316+80.06	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.03	15	318+38.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.04	15	318+91.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.07	15	320+49.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.08	15	321+02.00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.08	15	321+08.91	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.1	15	322+08.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.12	15	323+13.6	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.15	15	324+78.25	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.2	15	327+17.95	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.26	15	330+48.92	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.27	15	331+05.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.31	15	333+13.96	6' x 12'	WESTBOUND	DRIVING	72		8	36		
6.31	15	333+30.94	15' x 12'	WESTBOUND	DRIVING	180	20				20
6.32	15	333+58.20	15' x 12'	WESTBOUND	DRIVING	180	20				20
6.36	15	335+64.24	15' x 12'	EASTBOUND	DRIVING	180		8	36		
6.47	15	341+35.22	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.47	15	341+82.77	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.49	15	342+50.92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.74	15	355+87.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.78	15	357+98.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
6.97	15	367+48.58	6' x 12'	EASTBOUND	DRIVING	72		8	36		
7.06	15	372+76.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
7.09	15	374+35.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
7.15	15	377+52.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
7.2	16	380+10.91	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.21	16	380+68.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
7.22	16	381+21.60	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.25	16	382+67.38	6' x 12'	WESTBOUND	DRIVING	72		8	36		
TOTALS CARRIED TO GENERAL SUMMARY							40	440	1980		40

SLM	SHEET NO.	STATION	DIMENSIONS	DIRECTION	LANE	AREA	202	255	255		452
							PAVEMENT REMOVED	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	FULL DEPTH PAVEMENT SAWING		11.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
						SF	SY	SY	FT		SY
7.34	16	387+59.61	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.37	16	388+92.34	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.37	16	389+00.98	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.38	16	389+92.59	6' x 12'	WESTBOUND	BOTH	144		16	72		
7.46	16	393+88.80	6' x 12'	WESTBOUND	DRIVING	72		8	36		
7.55	16	398+64.00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.04	16	424+51.2	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.05	16	424+92.66	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.2	16	432+96.00	6' x 12'	WESTBOUND	BOTH	144		16	72		
8.24	16	435+07.20	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.3	16	438+24.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.43	16	444+88.91	15' x 12'	WESTBOUND	DRIVING	180	20				20
8.43	16	445+10.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.43	16	445+56.89	15' x 12'	WESTBOUND	DRIVING	180	20				20
8.45	16	446+16.00	135'x12'	EASTBOUND	DRIVING	1620	180				180
8.53	16	450+38.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.62	17	455+13.60	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.68	17	458+30.40	105' x 12'	WESTBOUND	DRIVING	1260	140				140
8.69	17	458+72.64	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.69	17	459+02.59	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.7	17	459+30.72	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.74	17	461+47.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.76	17	462+52.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.76	17	462+52.80	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.83	17	466+22.40	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.85	17	467+28.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.86	17	467+54.40	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.88	17	468+86.40	105' x 12'	WESTBOUND	DRIVING	1260	140				140
8.9	17	469+92.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
8.94	17	472+03.20	6' x 12'	WESTBOUND	DRIVING	72		8	36		
8.96	17	473+08.80	6' x 12'	WESTBOUND	DRIVING	72		8	36		
9	17	475+20.00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
9.04	17	477+31.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
9.08	17	479+42.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
9.17	17	484+17.60	15' x 12'	EASTBOUND	DRIVING	360	40				40
9.18	17	484+70.40	15' x 12'	EASTBOUND	DRIVING	180	20				20
9.19	17	485+23.20	15' x 12'	EASTBOUND	DRIVING	360	40				40
9.38	17	495+26.40	15' x 12'	EASTBOUND	DRIVING	540	60				60
9.53	17	503+18.40	6' x 12'	WESTBOUND	DRIVING	72		8	36		
9.8	18	517+44.00	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.16	18	536+65.92	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.19	18	537+82.08	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.2	18	538+50.72	6' x 12'	EASTBOUND	DRIVING	432	40	8	36		40
10.21	18	539+24.64	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.37	18	547+53.60	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.38	18	548+06.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.39	18	548+59.20	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.4	18	549+12.00	6' x 12'	WESTBOUND	DRIVING	72		8	36		
10.57	18	558+09.60	6' x 12'	WESTBOUND	DRIVING	72		8	36		
10.74	18	567+07.20	15' x 12'	EASTBOUND	DRIVING	180	20				20
10.82	18	571+28.46	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.83	18	571+82.40	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.88	18	574+20.29	6' x 12'	EASTBOUND	DRIVING	72		8	36		
10.96	18	578+56.73	15' x 12'	EASTBOUND	DRIVING	360	40				40
10.97	18	579+31.13	15' x 12'	EASTBOUND	DRIVING	360	40				40
							800	360	1620		800

Changed Item Ext.
from 14122 to 14200

SUB SUMMARY



MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 8/27/2025 TIME: 10:42:56 AM PLTDRY: OHDOT_PDF.plt USER: Joe.Ziems@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 107951 PRODUCT: OpenRoads Designer 24.00.00.2025
 pw:\ohdot-pw-bentley.com\ohdot-pw-02\Documents\01 Active Projects\District 02\Lucas\107951\400-Engineering\Roadway\Streets\107951_GS004.dgn

Changed Item Ext.
from 14122 to 14200