Tied longitudinal joints at the shoulders are required.

Pressure relief joints are required at the bridges.

Concrete Jointing Diagrams shall be provided as part of the plans.

Shoulders shall be the same material and buildup as the mainline. For the shoulders, dowels are required for the transverse joints.

Edge course design shall extend to the locations specified in Section 303.6 of the PDM.

13.4 Flexible Pavement Build-ups

Mainline – SR 29

Item 442- 1.5" Asphalt Concrete Surface Course, 12.5MM, Type A, (446)

Item 442 – 2.0" Asphalt Concrete Intermediate Course, 12MM, Type A, (446)

Item 301 – 6.5" Asphalt Concrete Base, PG64-22 (449) (2 lifts)

Item 407 – Non-Tracking Tack Coat (Rate per CMS Table 407.06-1) – * to be used between each lift of AC

Item 304 – 6" Aggregate Base

Shoulder shall be the same material and buildup as mainline.

Byerly Rd Cul-De-Sac

Item 442- 1.5" Asphalt Concrete Surface Course, 12.5MM, Type A, (448)

Item 407 – Non-Tracking Tack Coat (Rate per CMS Table 407.06-1) – * to be used between each lift of AC

Item 301 – 4" Asphalt Concrete Base, PG64-22 (449)

Item 304 – 6" Aggregate Base

14 ROADWAY

DBT shall provide cross sections in the plans at 50' and any abrupt changes.

DBT shall replace any mailboxes that are impacted by construction.

The DBT shall evaluate the need for guardrail, design and construct to current ODOT standards. This includes evaluating existing guardrail and updating to current ODOT standards.

Shoulder and Lane widths of all slip lanes (I-70 EB to SR-29 SB, SR-29 NB to I-70 EB, and I-70 WB to SR-29 NB) shall be per the "Ramp" interchange element in Figure 303-1 in Location and Design Volume 1. The design speed is 25 mph for the I-70 EB to SR-29 SB slip lane & the SR-29 NB to I-70 EB slip lane.

SR-29 shall be widened to two lanes in each direction from the proposed EB roundabout to Commerce Parkway. A two-way left turn lane (12' wide) shall be added from the end of the of the proposed splitter island that terminates at approx. 577+35 to the intersection of Commerce Parkway. The two-way left turn lane shall be striped off transversely from 583+50 to the intersection with Commerce Parkway.

DBT shall extend the existing concrete splitter island between SR-29 NB and SB, that is located north of the existing roundabout, approximately 10'± towards the center of the roundabout, as shown in the preliminary layout (Appendix M). The inside lane of the roundabout will be reconstructed closer to the center of the roundabout through this section, and the existing truck apron will be shifted towards the center of the roundabout. The lanes will be realigned to improve the geometry of the left-turn movements from the I-70 WB exit ramp.

Pedestrian curb cuts shall be installed to accommodate pedestrians crossing all ramps and slip lanes along SR-29 at the SR-29/I-70 interchange. Curb cuts for crossing SR-29 are not required.

Splitter island material requirements:

Roundabout	Location	Material Requirement
WB (existing)	Between roundabout and bridges	Concrete
WB (existing)	Between roundabout and I-70 WB to SR-29 NB slip lane	Concrete
EB (proposed)	Between roundabout and bridges	Concrete
EB (proposed)	Between NB/SB SR-29 terminating at approx. STA 577+35	Concrete
EB (proposed)	Between roundabout and I-70 EB to SR-29 SB slip lane	Concrete
EB (proposed)	Between roundabout and SR-29 NB to I-70 EB slip lane	Grass

Minimum lane width for mainline SR-29 = 12'-0"

Minimum shoulder width for mainline SR-29 = 4'-0"

The proposed cul-de-sac at Byerly Rd shall be designed to accommodate a school bus.

Each design submission (interim, final, released for construction) shall include a completed and updated copy of the Roundabout Critical Design Parameters Checklist (L&D Vol. 1 403-2) for the proposed roundabout.

Proposed roundabout shall adhere to the geometric requirements set forth in Appendix K and Appendix L. Appendix K has supplementary requirements to the ODOT Design Manuals and