

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WAR-71-14.04/ 14.05

SAFETY REST AREA

TURTLE CREEK TOWNSHIP

WARREN COUNTY

PROJECT DESCRIPTION

UPGRADE OF REST AREA BY WIDENING ENTRANCE AND EXIT RAMPS ALONG WITH JOINT REPAIR AND RESURFACING. SIDEWALKS AND CURBS ARE TO BE REPLACED PER PLANS, WITH TRAFFIC CONTROL SIGNS AND PAVEMENT MARKING.

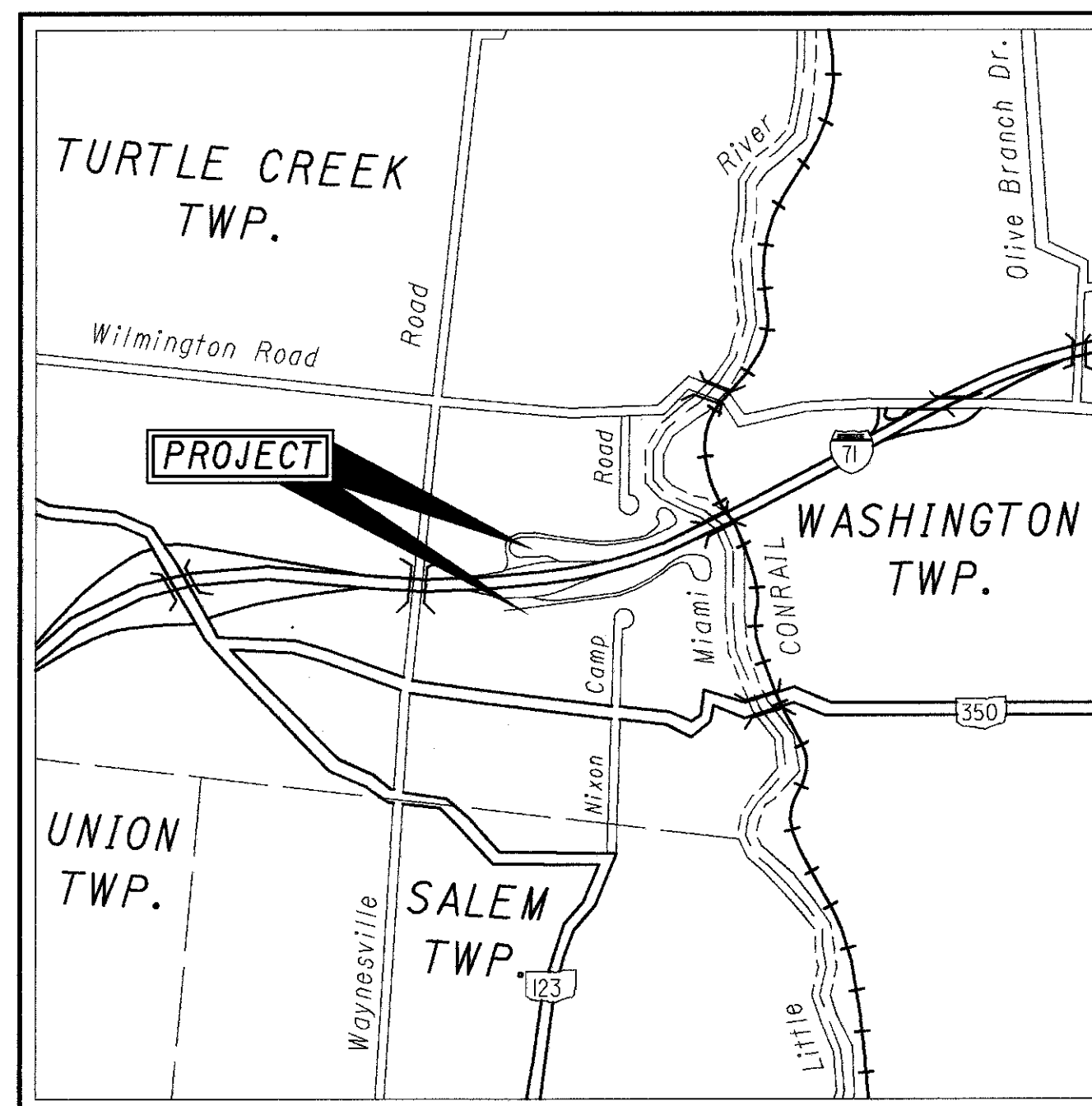
LIMITED ACCESS

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 REVISED CODE OF OHIO.

1997 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.

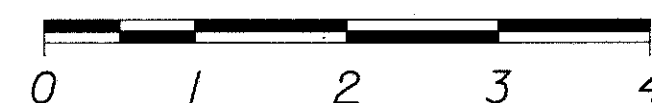
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.



LOCATION MAP

LATITUDE: 39°24'49" LONGITUDE: 84°07'25"

SCALE IN MILES



PORTION TO BE IMPROVED _____
STATE & FEDERAL ROUTES _____
OTHER ROADS _____

DESIGN DESIGNATION

	I-71	REST AREA
CURRENT ADT (2000)	31770	1748
DESIGN YEAR ADT (2020)	45841	2522
DESIGN HOURLY VOLUME (2020)	4584	252
DIRECTIONAL DISTRIBUTION	55%	100%
TRUCKS (24 HOUR B&C)	27%	27%
DESIGN SPEED	65MPH	25MPH MIN.-55MPH MAX.
LEGAL SPEED	65MPH	25MPH MIN.-55MPH MAX.

DESIGN FUNCTIONAL CLASSIFICATION - RURAL INTERSTATE

DESIGN EXCEPTIONS

NONE REQUIRED

INDEX OF SHEETS

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-5
GENERAL NOTES	6-7
MAINTENANCE OF TRAFFIC	8-13
GENERAL SUMMARY	14-15
CALCULATIONS, SUB-SUMMARIES AND QUANTITIES	16-17
PLANS	18-27
TRAFFIC CONTROL PLANS	28-32

STANDARD CONSTRUCTION DRAWINGS

BP-2.5M	4-8-97	TC-41.10M	3-31-94
BP-3.1M	10-28-94	TC-41.20M	7-01-94
BP-4.1M	10-28-94	TC-42.10M	3-31-94
BP-5.1M	10-28-94	TC-42.20M	3-31-94
BP-7.1M	10-28-94	TC-51.11M	9-30-94
		TC-51.12M	3-31-94
DM-4.3M	4-29-99	TC-52.10M	7-29-94
DM-4.4M	4-29-99	TC-52.20M	7-29-94
		TC-65.10M	11-01-95
		TC-65.11M	11-01-95
MT-98.17M	4-25-94		
MT-98.18M	4-25-94		
MT-101.60	4-25-94		
MT-105.10M	4-25-94		
MT-105.11M	4-25-94		

SUPPLEMENTAL SPECIFICATIONS

801	3-23-95
806	9-9-97
830	10-21-98
842	1-6-99
863	10-21-99
870	8-10-99
877	4-13-99
899	10-21-98
906	5-5-98
908	1-6-99

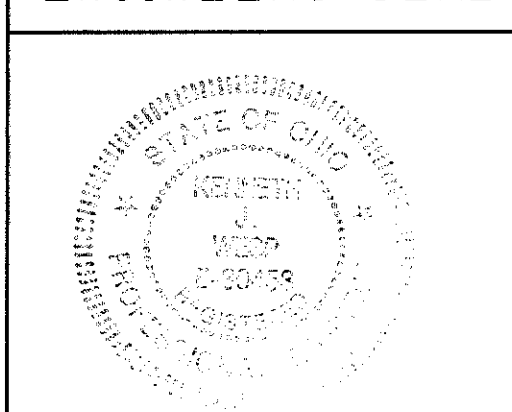


PLAN PREPARED BY:



Balke Engineers Project No. 9421

ENGINEERS SEAL:



SIGNED: Kenneth J. Murphy
DATE: May 2, 2000

APPROVED Michael C. Flynn RAD
DATE 6-28-00 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 7-3-00 DIRECTOR, DEPARTMENT OF TRANSPORTATION

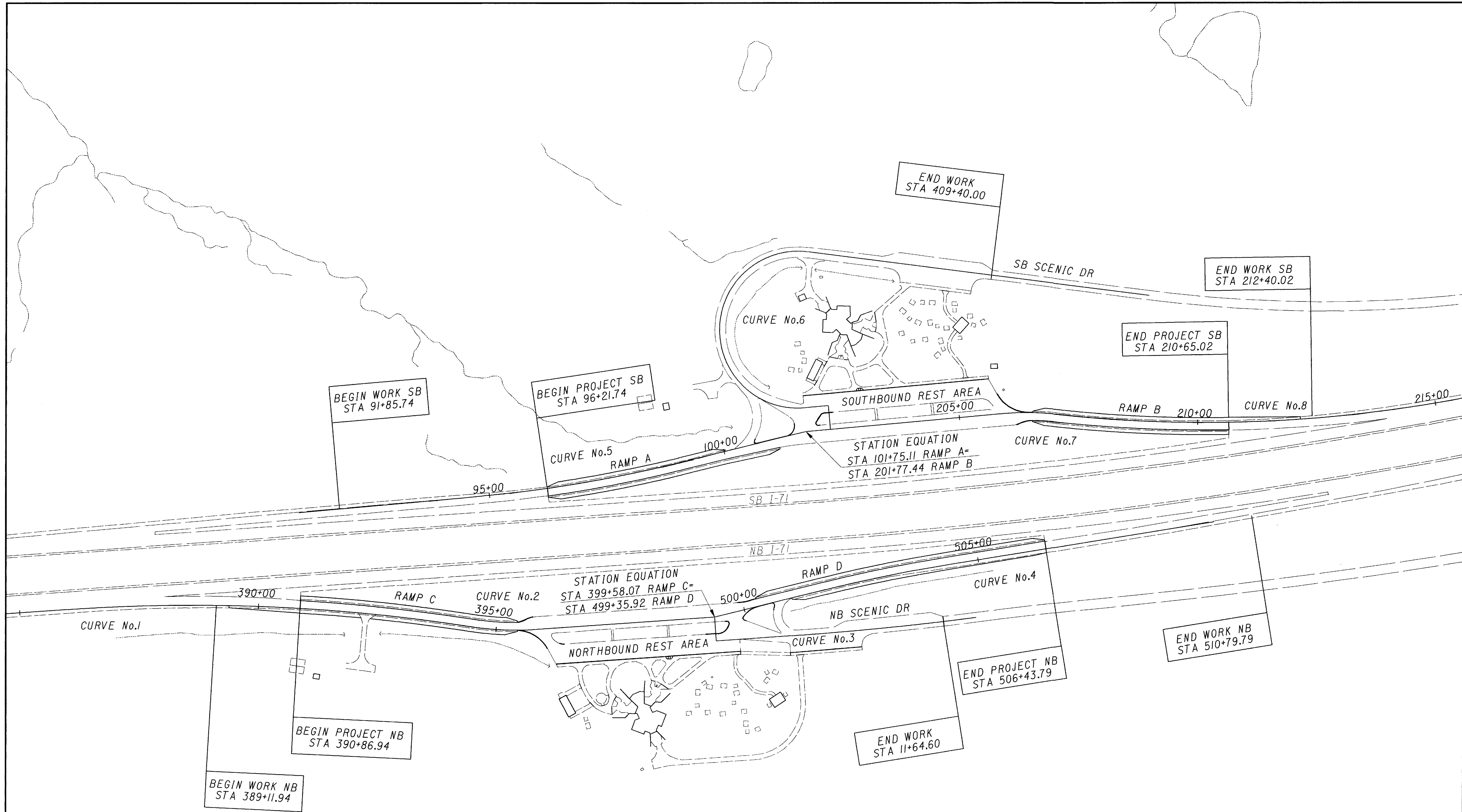
FEDERAL PROJECT NO.
TE21-6000 (544)

PID NO.
4936

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

WAR-71-14.04/ 14.05



CURVE No.1
P.I. STA 390+26.15
 $\Delta = 12^\circ 43' 55''$ RT
 $D = 1^\circ 30' 00''$
 $R = 3819.72'$
 $T = 426.15'$
 $L = 848.80'$
 $E = 23.70'$

CURVE No.2
P.I. STA 395+16.08
 $\Delta = 12^\circ 43' 55''$ LT
 $D = 9^\circ 30' 00''$
 $R = 3819.72'$
 $T = 67.29'$
 $L = 134.02'$
 $E = 3.74'$

CURVE No.3
P.I. STA 10+39.16
 $\Delta = 3^\circ 22' 00''$ LT
 $D = 0^\circ 52' 00''$
 $R = 6611.05'$
 $T = 194.29'$
 $L = 388.46'$
 $E = 2.85'$

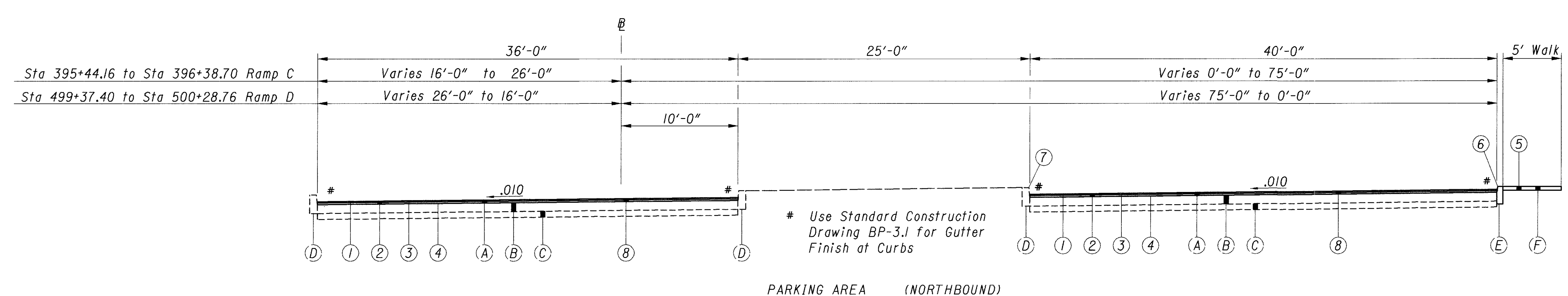
CURVE No.4
P.I. 503+00.11
 $D = 4^\circ 38' 18''$ Rt.
 $C = 2^\circ 00' 00''$
 $Ts = 208.85'$
 $Ls = 200.00'$
 $Lc = 131.91'$
 $f = 2^\circ 00' 00''$
 $L.T. = 133.34'$
 $S.T. = 66.67'$
 $R = 2864.79'$
 $Es = 2.65'$

CURVE No.5
P.I. 96+84.71
 $D = 8^\circ 36' 00''$ Lt.
 $C = 2^\circ 00' 00''$
 $Ts = 311.55'$
 $Ls = 200.00'$
 $Lc = 330.00'$
 $f = 2^\circ 00' 00''$
 $L.T. = 133.34'$
 $S.T. = 66.67'$
 $R = 2864.79'$
 $Es = 8.38'$

CURVE No.6
P.I. STA 401+64.00
 $\Delta = 192^\circ 30' 00''$ RT
 $D = 34^\circ 56' 11''$
 $R = 164.00'$
 $L = 551.00'$

CURVE No.7
P.I. STA 206+47.21
 $\Delta = 11^\circ 25' 39''$ RT
 $D = 9^\circ 30' 00''$
 $R = 603.11'$
 $T = 60.34'$
 $L = 120.29'$
 $E = 3.01'$

CURVE No.8
P.I. STA 211+31.64
 $\Delta = 16^\circ 51' 25''$ LT
 $D = 2^\circ 00' 00''$
 $R = 2864.79'$
 $T = 424.49'$
 $L = 842.85'$
 $E = 31.28'$



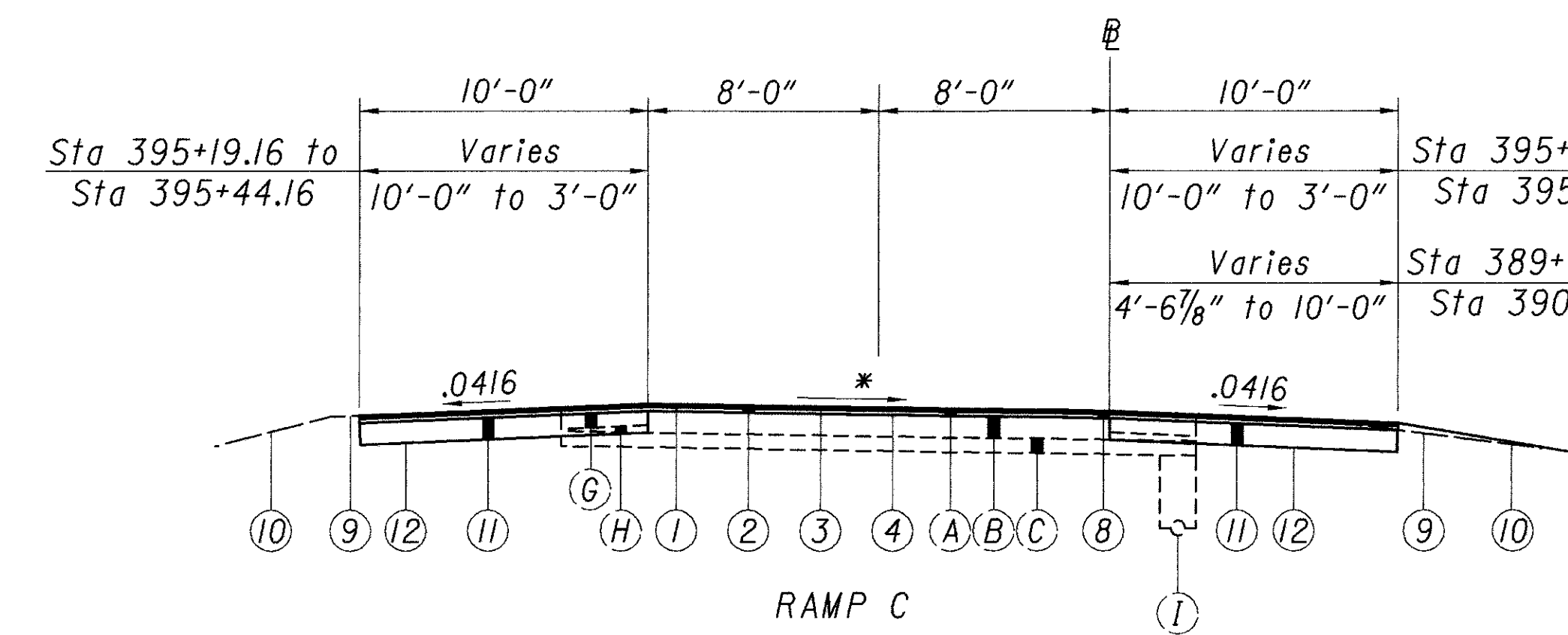
STA 395+44.16 TO STA 399+58.07 RAMP C = 413.91 Lin Ft

STA 499+35.92 TO STA 500+28.76 RAMP D = 92.84 Lin Ft

506.75 Lin Ft

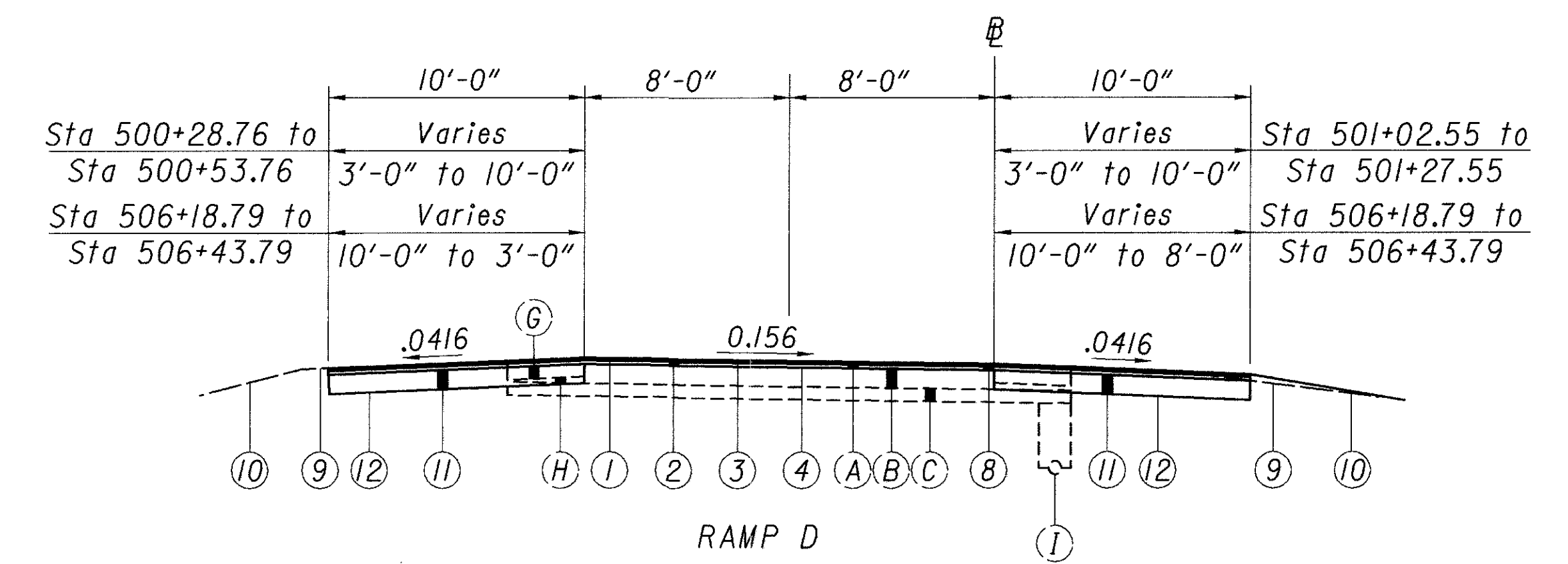
STATION EQUATION

STA 399+58.07 RAMP C = STA 499+35.92 RAMP D



STA 390+86.94 TO STA 395+44.16 = 457.22 Lin Ft

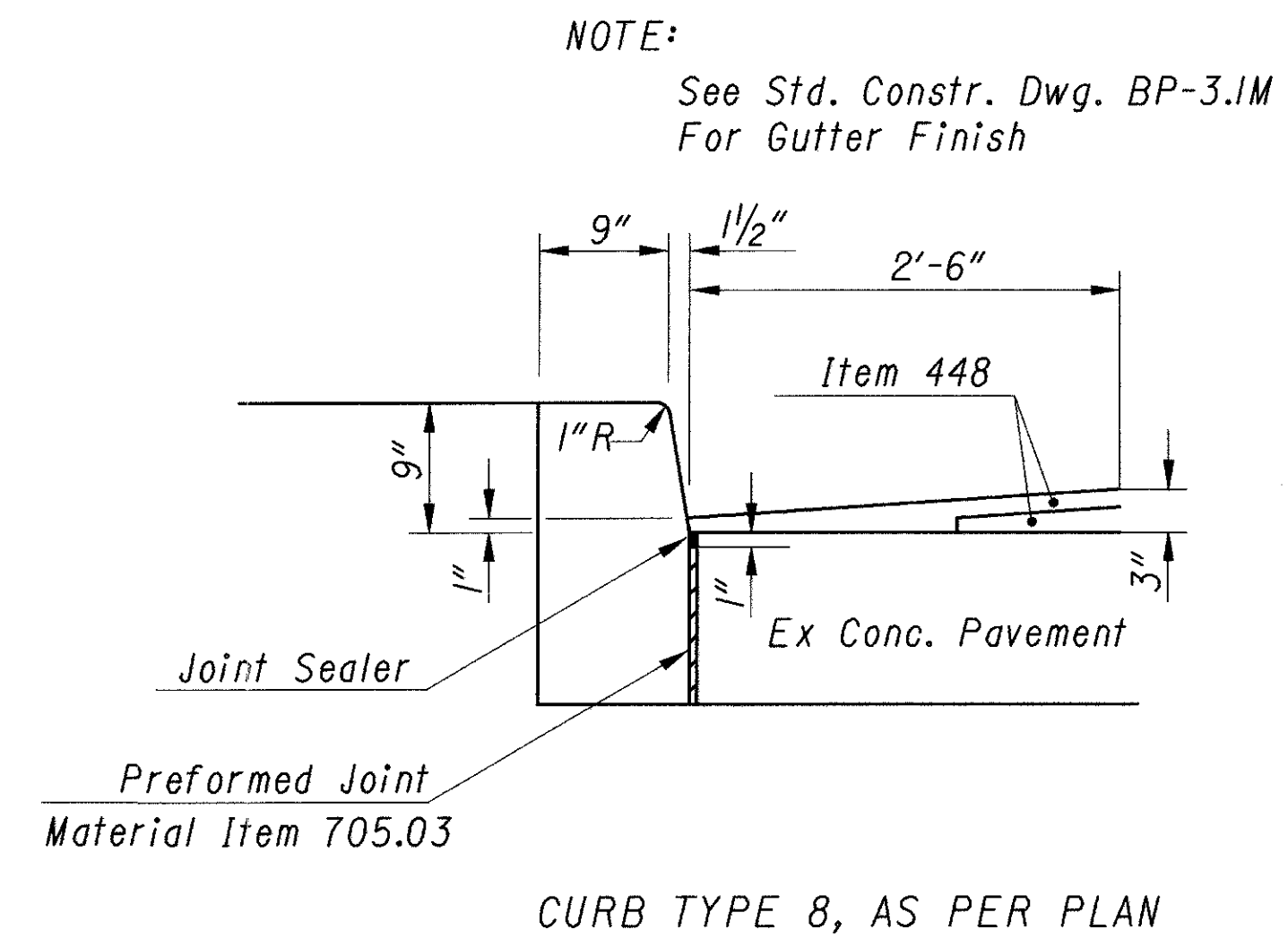
* Slope Varies +.0156 to -.0156

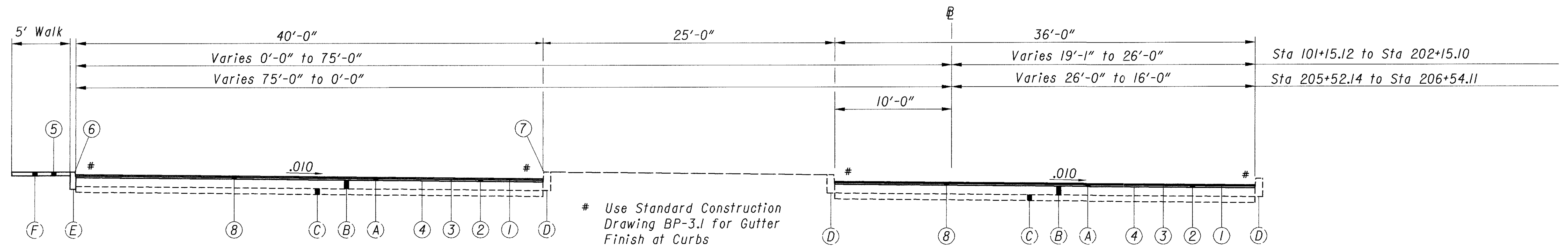


STA 500+28.76 TO STA 506+43.79 = 615.03 Lin Ft

LEGEND

- | | |
|--------------------------------|---|
| (A) 3" Asphalt Concrete | (1) Item 448 1 1/4" Asphalt Concrete Surface Course Type 1, PG 64-22 |
| (B) 9" Reinforced PCC Pavement | (2) Item 448 1 3/4" Asphalt Concrete Intermediate Course Type 2, PG 64-22 |
| (C) 6" Aggregate Base | (3) Item 407 Tack Coat |
| (D) Modified Barrier Curb | (4) Item 407 Tack Coat for Intermediate Course |
| (E) Type 6 Curb | (5) Item 608 4" Concrete Walk |
| (F) 4" Concrete Walk | (6) Item 609 Type 6 Curb |
| (G) 6" Aggregate Base | (7) Item 609 Type 8 Curb, As Per Plan |
| (H) Porous Aggregate Base | (8) Item 254 Pavement Planing, Bituminous |
| (I) Underdrain | (9) Item 203 Linear Grading |
| (J) 1 1/4" Asphalt Concrete | (10) Item 659 Seeding and Mulching |
| | (11) Item 301 9" Bituminous Aggregate Base |
| | (12) Item 203 Subgrade Compaction |

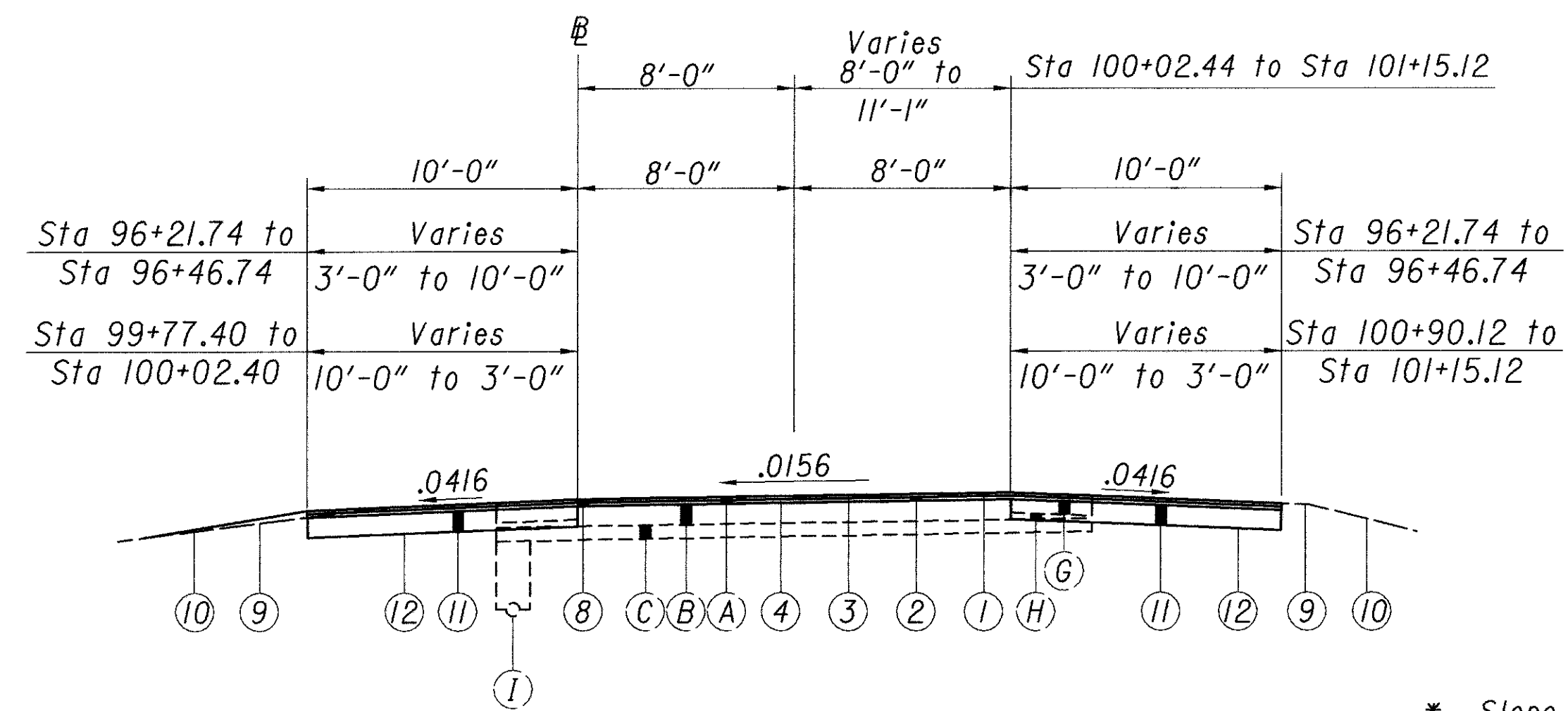




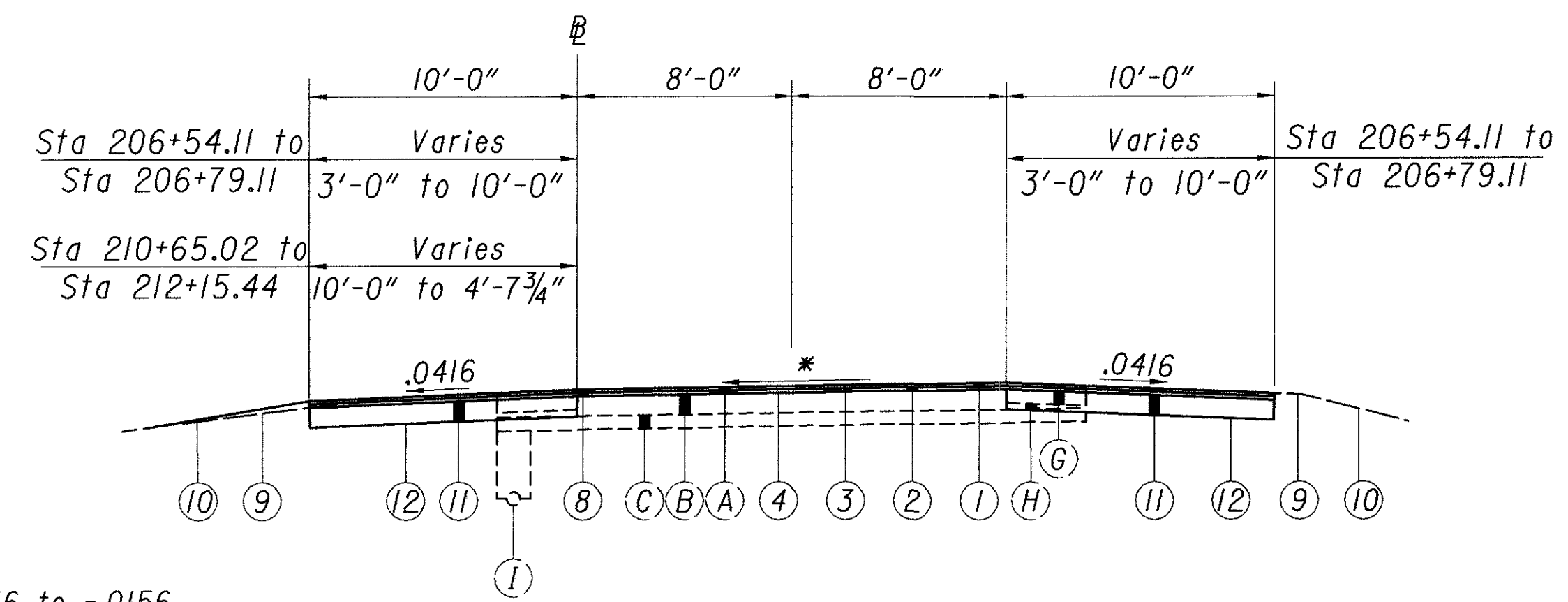
PARKING AREA (SOUTHBOUND)

STA 101+15.12 TO STA 101+75.71 RAMP A = 60.59 Lin Ft
 STA 201+77.44 TO STA 206+54.11 RAMP B = 476.67 Lin Ft
 537.26 Lin Ft

STATION EQUATION
 STA 101+75.71 RAMP A = STA 201+77.44 RAMP B



RAMP A
 STA 96+21.74 TO STA 101+15.12 = 493.38 Lin Ft



RAMP B
 STA 206+54.11 TO STA 210+65.02 = 410.91 Lin Ft

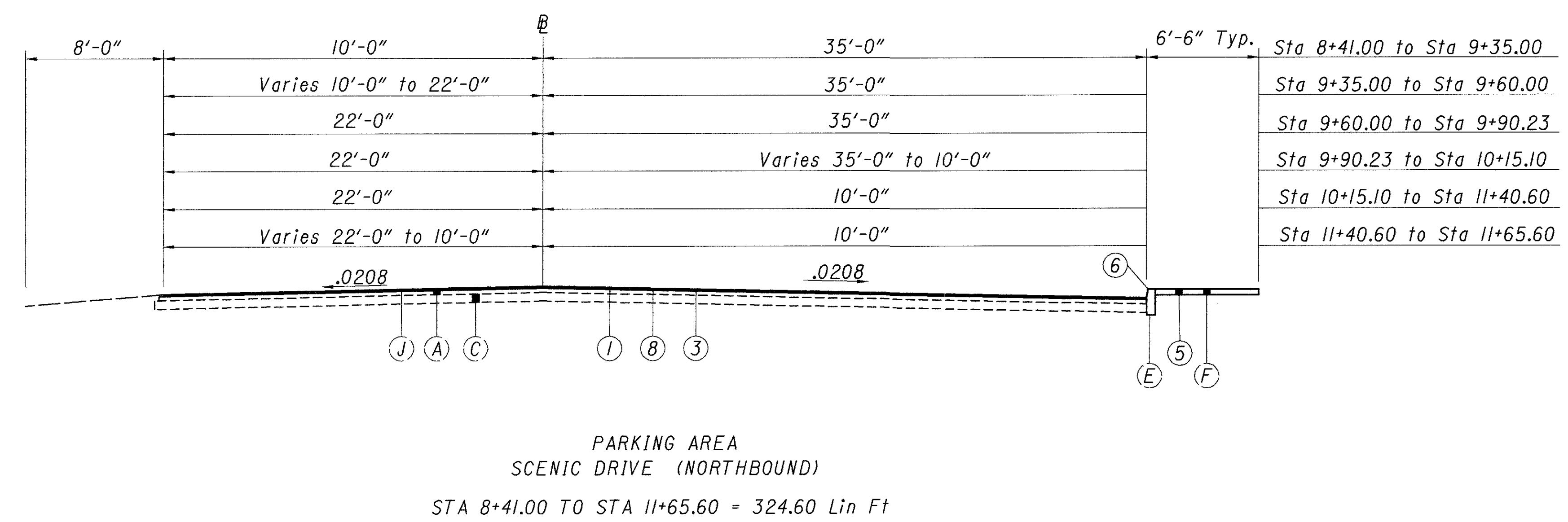
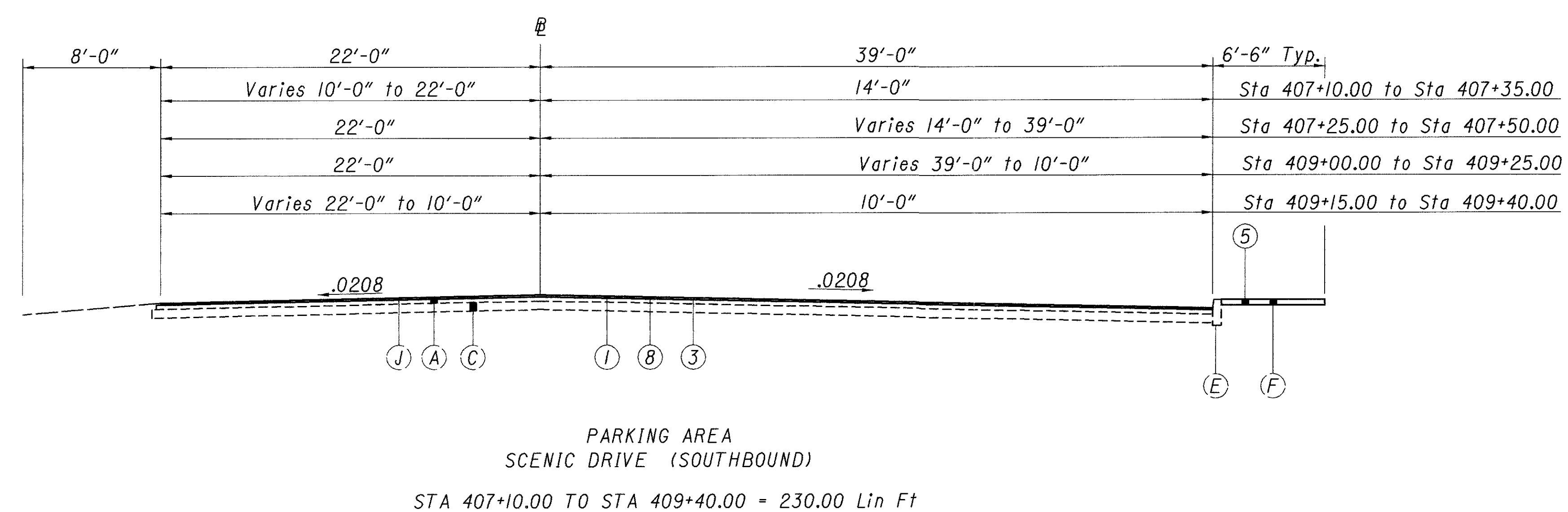
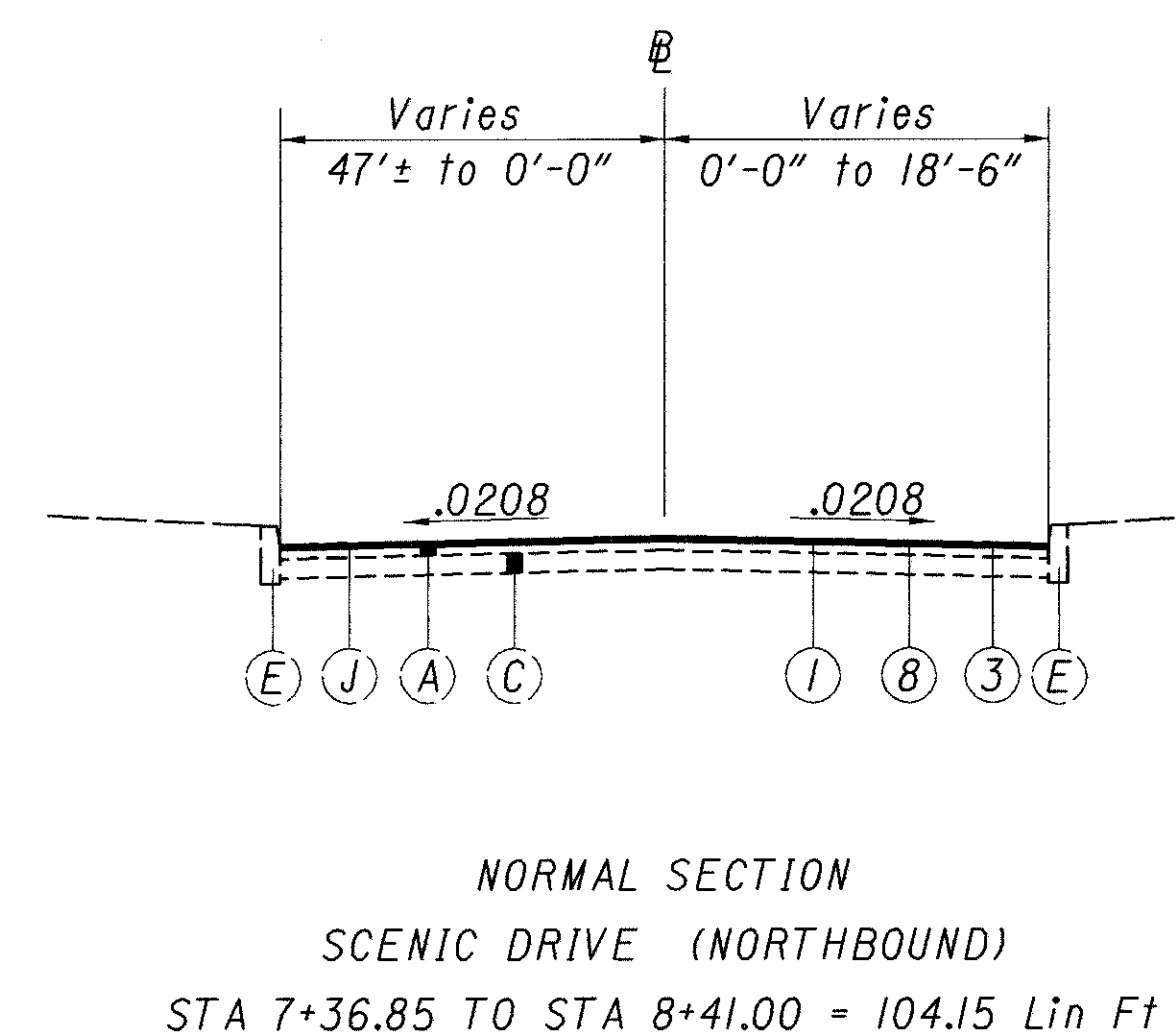
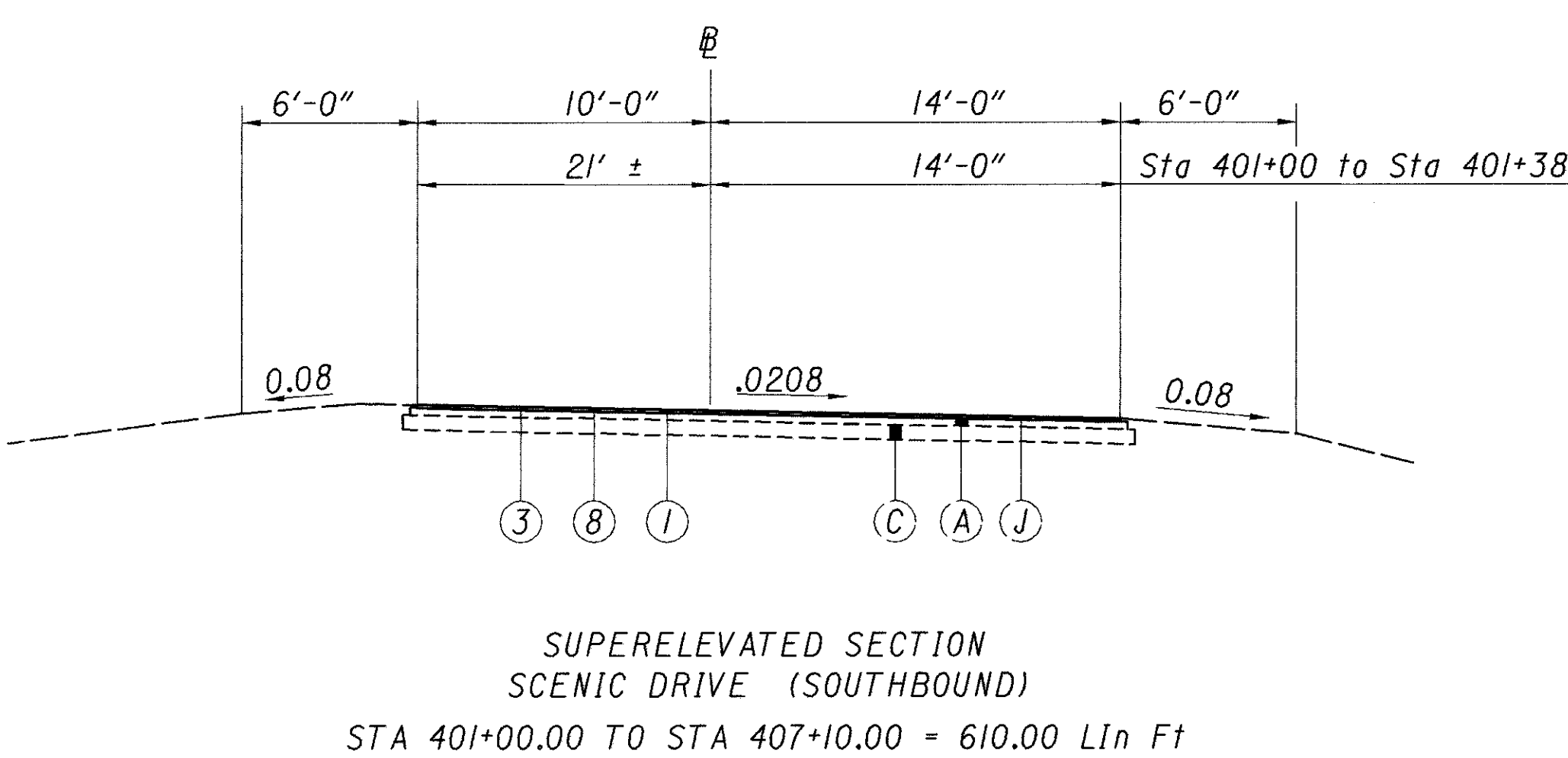
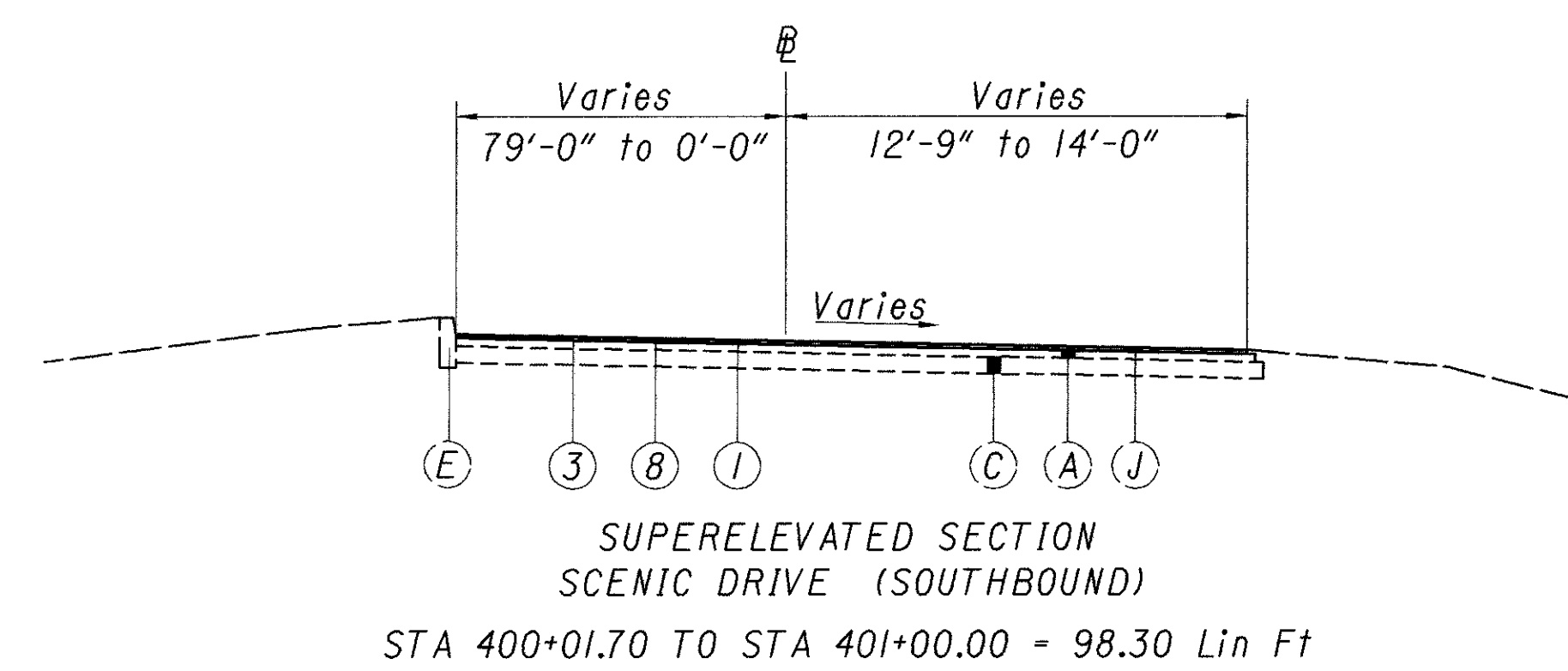
For Legend See Sheet No. 3

TYPICAL SECTIONS
 SOUTHBOUND

WAR-71-14.04/ 14.05

4
 32

CALCULATED
 SMS
 CHECKED
 LEH



UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC: CINCINNATI GAS & ELECTRIC CO.
204 GARVER ROAD
MONROE, OHIO 45050
513-287-1500

WATER: WESTERN WATER
1775 STATE ROUTE 28
GOSHEN, OHIO 45122
513-899-3211

TELEPHONE: UNITED TELEPHONE
105 HARMAN DRIVE
LEBANON, OHIO 45036
513-933-3591

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

ITEM SPECIAL, UNDERGROUND UTILITIES, ODOT/GOVERNMENT OWNED & MAINTAINED

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS HAVE BEEN OBTAINED BY EXTENSIVE FIELD CHECKS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THEY ARE ESSENTIALLY CORRECT, BUT THE STATE OF OHIO, SPECIFICALLY THE OHIO DEPARTMENT OF TRANSPORTATION, DOES NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. EXTREME CAUTION SHALL BE EXERCISED IN AREAS WITH UNDERGROUND ELECTRICAL CONDUIT OR CABLE, SEWERS, WATERLINES, OR ANY OTHER UNDERGROUND UTILITY.

THE CONTRACTOR, ACTING AS AN AGENT FOR ODOT AND COMPLYING WITH H.B. 538, SHALL BE RESPONSIBLE FOR LOCATING AND MARKING ALL ODOT OWNED UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: ELECTRICAL CONDUIT, DUCT AND/OR CABLE, SEWERS, AND DRAINS TO PREVENT DAMAGE DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE UTILITIES OTHER THAN ODOT, BY O.U.P.S. OR DIRECTLY BY TELEPHONE, FORTY-EIGHT (48) HOURS IN ADVANCE OF WORK. UTILITIES OWNED AND MAINTAINED BY ODOT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE CAUSED TO ANY AND ALL UNDERGROUND UTILITY BY THE EXCAVATION OR PLACEMENT OF SIGN SUPPORTS, LIGHT FOUNDATIONS, DRAINAGE, PROTECTIVE GUARDRAIL, DELINEATION, INCLUDING ANY AND ALL ROADWAY EXCAVATION ETC., AND WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE TO REPAIR THE DAMAGE TO AN "AS WAS" CONDITION AND BE IN COMPLIANCE AND IN ACCORDANCE WITH ALL SPECIFICATIONS INCLUDING 107.17, 625, 631, AND 632 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

PAYMENT FOR THE ABOVE, INCLUDING LOCATING AND MARKING OF ODOT UNDERGROUND UTILITIES, SHALL BE MADE IN THE LUMP SUM BID "ITEM SPECIAL, UNDERGROUND UTILITIES, ODOT/GOVERNMENT OWNED & MAINTAINED."

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. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

WATERING PERMANENT SEEDED AREAS

THE ESTIMATED QUANTITY CALCULATED ON SHEET NO. 16 IS CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO PROMOTE GROWTH AND TO CARE FOR PERMANENT SEEDED AREAS PER SS870.

ITEM 407, TACK COAT AND ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BYU THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

0.75 GALLONS PER SQUARE YARD OF TACK COAT

0.50 GALLONS PER SQUARE YARD OF TACK COAT FOR INTERMEDIATE COURSE

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

877, TEMPORARY SEEDING AND MULCHING 1000 SQ. YD.

877, TEMPORARY PERIMETER FILTER FABRIC FENCE 200 LIN. FT.

870, COMMERCIAL FERTILIZER 0.10 TON

870, REPAIR SEEDING AND MULCHING 250 SQ. YD.

870, WATER 3 M. GAL.

ITEM 203, LINEAR GRADING, METHOD A

THIS WORK SHALL CONSIST OF PREPARING THE GRADED SHOULDER ALONG THE EXISTING RAMPS. EXCAVATION OF EXISTING SHOULDER SHALL BE DIRECTED BY THE ENGINEER TO REMOVE AGGREGATE MATERIAL AND REPLACE WITH EMBANKMENT FOR SEEDING AND MULCHING. EXCAVATED MATERIAL SHALL BE PROPERLY DISPOSED OF OFFSITE.

ITEM 203, LINEAR GRADING, METHOD B

THIS WORK SHALL CONSIST OF PREPARING A SUBGRADE FOR THE SHOULDER PAVING OF A ROADWAY BY EXCAVATING THE EXISTING SHOULDER MATERIAL TO THE DEPTH SHOWN IN THE PLAN, OR AS DIRECTED BY THE ENGINEER, TO REMOVE ANY UNSTABLE MATERIAL AND BY SHAPING AND COMPACTING THE SUBGRADE. UNSOUND OR BROKEN EDGES OF BITUMINOUS PAVEMENTS SHALL FIRST BE TRIMMED TO A LINE ESTABLISHED BY THE ENGINEER. THE EXISTING SHOULDER SHALL THEN BE EXCAVATED AND THE SUBGRADE SHAPED AND COMPACTED. COMPACTION SHALL BE CARRIED OUT TO THE SATISFACTION OF THE ENGINEER BY MEANS OF A TRENCH ROLLER, 401.II. AREAS GRADED IN EXCESS OF DEPTHS SPECIFIED OR DIRECTED BY THE ENGINEER SHALL BE BACK FILLED TO GRADE USING 617 COMPACTED AGGREGATE AT THE CONTRACTOR'S EXPENSE. EXCAVATED MATERIAL SHALL BE DISPOSED OF OFFSITE.

PROFILE AND ALIGNMENT FOR RESURFACING PROJECTS

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF 3 INCHES.

ITEM 608, 4" CONCRETE WALK, AS PER PLAN

THE PROPOSED SIDEWALK SHALL BE CONSTRUCTED IN THE SAME LOCATION AS THE EXISTING WALK. THE CONTRACTOR SHALL REFERENCE THE EXISTING WALK, HORIZONTALLY AND VERTICALLY BEFORE REMOVAL TO ENSURE PROPER PLACEMENT OF THE PROPOSED WALK.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

THE CONTRACTOR SHALL CONSTRICT ALL OF HIS/HER ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT. SHOULD THE CONTRACTOR WISH TO USE ANY AREA OUTSIDE THESE LIMITS, A REQUEST IN WRITING MUST BE SUBMITTED TO THE PROJECT ENGINEER. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA THAT THE CONTRACTOR PLANS TO USE AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. THE ENGINEER SHALL APPROVE THE REQUEST IN WRITING BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA. PRIOR TO BEGINNING WORK, THE CONTRACTOR, SUPERINTENDENT OR HIS REPRESENTATIVE, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY SHALL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE. ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS DIRECTED BY THE PROJECT ENGINEER.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.IM.

ITEM 203, PROOF ROLLING

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

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

AN ESTIMATED QUANTITY OF ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN, HAS BEEN PROVIDED. THE CONTRACTOR SHALL REMOVE ALL RAISED PAVEMENT MARKERS WITHIN THE LIMITS OF WORK AND DELIVER THEM TO THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT EIGHT, LEBANON, OHIO, IN A RELATIVELY CLEAN CONDITION (NO MUD OR DEBRIS MIXED IN). THE DEPRESSIONS LEFT BY THEIR REMOVAL SHALL BE TACKED WITH ITEM 407 MATERIAL AND THEN ITEM 448 MATERIAL SHALL BE PLACED AND COMPACTED. THE COST FOR THIS ITEM SHALL INCLUDE ALL OF THE MATERIALS, EQUIPMENT AND LABOR DESCRIBED ABOVE. EXISTING RAISED PAVEMENT MARKERS SHALL NOT BE REMOVED UNLESS THEY WILL BE REPLACED IN THE SAME CONSTRUCTION SEASON.

ITEM 62I, RAISED PAVEMENT MARKERS

MATERIALS SUPPLIED BY THE DEPARTMENT

THE CONTRACTOR WILL BE INFORMED AT THE PRE-CONSTRUCTION CONFERENCE OF THE LOCATION IN COLUMBUS FOR THE DEPARTMENT SUPPLIED MATERIALS. ALL RAISED PAVEMENT MARKER CASTINGS SHALL BE THE CONVENTIONAL TYPE. THE CONTRACTOR SHALL PICK UP DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. AN AUTHORIZATION FOR PICK UP FORM WILL BE FURNISHED BY THE DISTRICT CONSTRUCTION ENGINEER TO THE CONTRACTOR AT THE PRE-CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM (DEPENDENT ON THE STORAGE LOCATIONS OF THE MATERIALS) IN WRITING AT LEAST 5 CALENDAR DAYS PRIOR TO PICK UP OF DEPARTMENT SUPPLIED MATERIALS. HE SHALL STORE THEM WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIAL DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

FINAL ACCEPTANCE

RAISED PAVEMENT MARKER MATERIALS WHICH ARE UNACCEPTABLE, OR BECOME UNACCEPTABLE PRIOR TO FINAL ACCEPTANCE AS DETERMINED BY THE ENGINEER, FOR CAUSES SUCH AS, BUT NOT LIMITED TO, IMPROPER INSTALLATION, EPOXY NOT HARDENING OR LOSS OF ADHESION TO THE PAVEMENT OR BETWEEN THE CASTING AND THE PRISMATIC RETRO-REFLECTOR, LOSS OR IMPROPER REFLECTING PRISMATIC RETRO-REFLECTORS SHALL BE REPLACED BY THE CONTRACTOR WITH THE RPM MATERIALS CONFORMING TO THESE SPECIFICATIONS AND REQUIREMENTS AT HIS EXPENSE WITHOUT DELAY. THE CONTRACTOR WILL RECEIVE NO PAYMENT FOR UNACCEPTABLE WORK. FINAL ACCEPTANCE OF APPROVED, COMPLETE RPMs SHALL BE ONE YEAR AFTER THE CONTRACTOR HAS COMPLETED THE INITIAL INSTALLATION.

NOTE: THE CONTRACTOR IS NOT RESPONSIBLE FOR THE LOSS OF ADHESION OF CASTING TO THE PRISMATIC RETRO-REFLECTOR FURNISHED BY THE STATE.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIAL

RAISED PAVEMENT MARKERS THAT ARE NON-PERFORMED SHALL BE SORTED BY PRISMATIC RETRO-REFLECTOR COLOR AND CAREFULLY PACKED INTO APPROVED CONTAINERS FOR SHIPMENT BY THE CONTRACTOR TO LOCATION(S) WITHIN THE DISTRICT AS SPECIFIED AT THE PRE-CONSTRUCTION CONFERENCE. PRISMATIC RETRO-REFLECTOR COLORS SHALL NOT BE MIXED WITHIN ANY ONE CONTAINER. THE CONTRACTOR SHALL CLEARLY MARK ON THE SIDE OF EACH CONTAINER, THE COLOR OF THE PRISMATIC RETRO-REFLECTOR AND THE CONSTRUCTION PROJECT NUMBER.

MAINTENANCE OF TRAFFIC

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (REFERRED TO AS "OMUTCD"), CURRENT EDITION, AND PERTINENT ITEMS OF THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) SPECIFICATIONS AND PROPOSAL SHALL APPLY IN ADDITION TO THE FOLLOWING NOTES.

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

SHOULD ANY PAVED AREAS NOT DESIGNED FOR MAINTAINING TRAFFIC BECOME DAMAGED OR DESTROYED DUE TO THE CONTRACTOR'S NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS, BARRICADES, FLAGGERS, OR OTHER TRAFFIC CONTROL DEVICES, THE RESTORATION OF THE PAVED AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR, IF HE SO DESIRES, MAY SUBMIT AN ALTERNATE MAINTENANCE OF TRAFFIC PLAN FOR APPROVAL. NO ALTERNATE PLAN SHALL BE PLACED IN EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN ADVANCE AND IN WRITING BY THE DIRECTOR.

ITEM 614, MAINTAINING TRAFFIC

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME AND TELEPHONE NUMBER OF A PERSON WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THIS PERSON SHALL BE RESPONSIBLE FOR PLACING AND REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

BETWEEN THE HOURS OF 6 A.M. TO 9 A.M. AND 4 P.M. TO 6 P.M. MONDAY THRU FRIDAY, THE CONTRACTOR SHALL NOT BE PERMITTED TO CHANGE ANY TRAFFIC PATTERNS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

410, TRAFFIC COMPACTED SURFACE, AS PER PLAN	50 CU. YD.
614, BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	50 CU. YD.
614, TEMPORARY EDGE LINE, CLASS I	0.85 MILES
614, TEMPORARY EDGE LINE, CLASS I, 740.06, TYPE I	1.24 MILES
615, TEMPORARY PAVEMENT, CLASS A	1009 SQ. YD.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER AND CALCIUM CHLORIDE FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

616, WATER	30 M. GAL.
616, CALCIUM CHLORIDE	3 TON

ITEM 410, TRAFFIC COMPACTED SURFACE, AS PER PLAN

TRAFFIC COMPACTED SURFACE, AS PER PLAN, SHALL MEET THE REQUIREMENTS AS SPECIFIED IN 304.02. ALL OTHER REQUIREMENTS OF ITEM 410 SHALL APPLY.

SEQUENCE OF CONSTRUCTION

PHASE 1

CONSTRUCT SIDEWALK AND ADJACENT CURB IN FRONT OF REST AREA BUILDINGS. ACCESS TO BUILDINGS SHALL BE MAINTAINED AT ALL TIMES. INTERRUPTION TO CAR PARKING SPACES SHALL BE MINIMAL.

PHASE 2

ADD TEMPORARY PAVEMENT ALONG RAMPS, AS PER PLAN.

TRAFFIC TO BE MAINTAINED BY USING EXISTING AND TEMPORARY PAVEMENT WITH STANDARD CONSTRUCTION DRAWING MT-98.18.

CONSTRUCT THE INTERSTATE SIDE OF ALL RAMPS, AS PER PLAN.

PHASE 3

TRAFFIC TO BE MAINTAINED BY USING PROPOSED PAVEMENT WITH STANDARD CONSTRUCTION DRAWING MT-98.17.

CONSTRUCT THE BALANCE OF ALL RAMPS ALONG WITH SCENIC DRIVE AND ANY CURB, AS PER PLAN.

FINAL SURFACE COURSE OF ITEM 448 SHALL BE PLACED FOR PHASES 2 AND 3.

ITEM SPECIAL MISC.: SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION

All testing and inspection for the embankment, subgrade compaction, granular bases and subbases, and trench backfill shall be the responsibility of the Contractor. All compaction and/or density tests shall meet provisions of Item Nos. 202, 203, 304, 503, or 603. Inspection shall assure compliance to the appropriate bid item of work.

The Contractor shall provide a soils consultant pre-qualified by ODOT who shall, through the Contractor, be responsible for ensuring that the compaction or density of the embankment, backfill, or base materials are in compliance with the specifications. This work shall be in accordance with the specifications and ODOT Manual of Procedures for Earthwork.

The Soils Consultant shall provide a Soils Technician who has a background in embankment, base construction, structure backfill and pipe installation and is familiar with ODOT Specifications.

The soils consultant shall provide necessary trained operators and equipment and furnish the Project Engineer with two (2) copies of acceptable test results within 24 hours after the test is taken. The soils consultant technicians shall demonstrate their competence to the Engineer before work begins. The Engineer will order the Contractor to replace the soils consultant if they are not fully versed in the required testing procedures. The consultant's operator shall immediately notify the ODOT inspector or Engineer of any failing test, identify the remedial action proposed, and provide documentation of acceptable retest of the failed area. Compaction tests shall be taken for each 500 Cu. Yds. of embankment, every 1000 Sq. Yds. of subgrade prepared, and each 1000 Sq. Yds. of subbase placed. The Engineer may require more frequent testing if the conditions warrant. Upon completion of the item, the soils consultant shall also provide the Engineer with two (2) copies of an inspection report by a Registered Professional Engineer, which contains the testing results and the consultant's conclusions as to Specification compliance for all contract compaction or density work. The Soils consultant shall provide the Project Engineer with a daily inspection report which will include compaction/density test taken, items of work inspected, pay items completed and final pay quantities.

The Engineer will make unannounced quality control tests periodically to verify procedures used and results being obtained by the Contractor.

The soils consultant's field representative shall work under the direction of a Registered Professional Engineer who will monitor the embankment construction, base placement, and trench backfill. The Registered Professional Engineer shall be available to discuss questions and problems which may arise relative to the embankment and base construction and shall also attend the monthly progress meetings for the project. The final inspection report shall be signed by a Registered Professional Engineer, and certify that all compaction and density tests provided by the Contractor meets all applicable contract requirements.

Following is a list of pre-qualified soil consultants approved by ODOT District 8. Other soil consultants may be selected subject to District 8 approval:

Bowser - Morner Associates, Inc.
4518 Taylorsville Road Box 51
Dayton, Ohio 45401 513-236-8805

The H. C. Nutting Co.
4120 Airport Road
Cincinnati, Ohio 45226 513-321-5816

Payment for this work shall be bid as a lump sum and paid for as follows:

Upon approval of consultant	- 20%
Upon completion of field tests	- 60%
Upon submission of final report	- 20%

A lump sum quantity of "Item Special 690 98400 Misc.: Soils Consultant For Field Testing And Inspection" has been carried to the general summary and the price bid shall be full compensation for all labor, materials, equipment, and incidentals necessary for proper performance of this work.

INTERIM COMPLETION DATE

AN INTERIM DATE OF COMPLETION FOR THIS CONTRACT IS SET 30 DAYS PRIOR TO THE FINAL COMPLETION DATE. ALL CONTRACT ITEMS OF WORK MUST BE COMPLETED BY THE INTERIM COMPLETION DATE. THE INTERIM DATE WILL BE SUBJECT TO LIQUIDATED DAMAGES AS INDICATED BY SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATION BOOK. REQUESTS FOR TIME EXTENSIONS TO THE INTERIM COMPLETION DATE WILL BE PROCESSED AS PER SECTION 108.06 OF THE SPECIFICATIONS BOOK. THE PERIOD OF TIME BETWEEN THE INTERIM COMPLETION DATE AND THE FINAL COMPLETION DATE IS STRICTLY TO ALLOW FOR COMPLETION OF "PUNCH LIST" ITEMS AND REMOVAL OF PROJECT FIELD OFFICE(S). FAILURE TO COMPLETE THE "PUNCH LIST" AND REMOVE THE FIELD OFFICE(S) BY THE FINAL COMPLETION DATE WILL RESULT IN ASSESSMENT OF LIQUIDATED DAMAGES AS PER SECTION 108.07 OF THE SPECIFICATIONS BOOK.

A GRANTED TIME EXTENSION TO THE INTERIM COMPLETION DATE WILL NOT INCLUDE A CORRESPONDING EXTENSION TO THE FINAL COMPLETION DATE. EXTENSIONS OF TIME TO THE FINAL COMPLETION DATE WILL ONLY BE GRANTED IF IT CAN BE JUSTIFIED THAT NOT ENOUGH TIME EXIST TO COMPLETE "PUNCH LIST" ITEMS AND REMOVE THE PROJECT FIELD OFFICE(S) PRIOR TO FINAL COMPLETION DATE.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

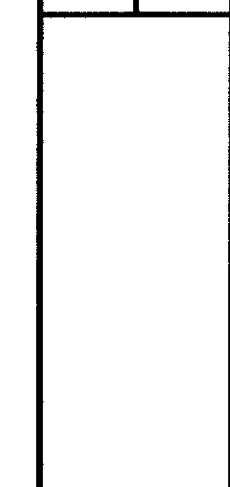
THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.



HORIZONTAL
SCALE IN FEET

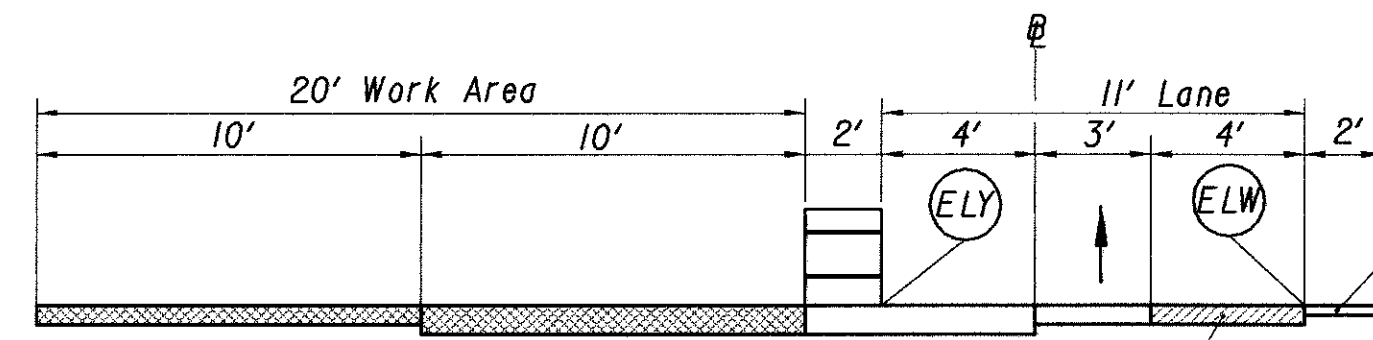
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CALCULATED	CHECKED
LDS	LEH



MAINTENANCE OF TRAFFIC PHASE 2

WAR-71-14.04 / 14.05

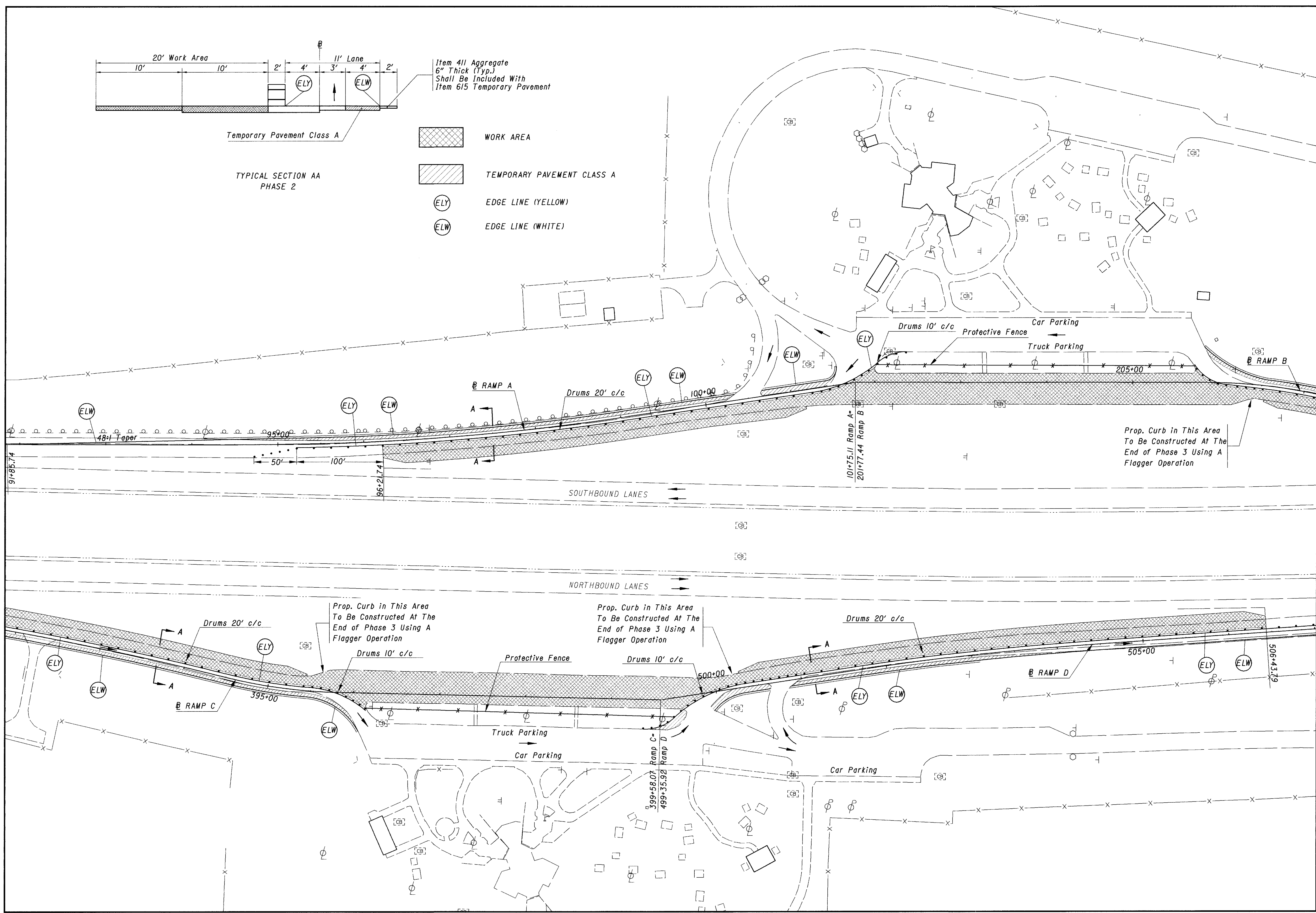


Temporary Pavement Class A

TYPICAL SECTION AA
PHASE 2

- WORK AREA
- TEMPORARY PAVEMENT CLASS A
- EDGE LINE (YELLOW)
- EDGE LINE (WHITE)

Item 411 Aggregate
6" Thick (Typ.)
Shall Be Included With
Item 615 Temporary Pavement



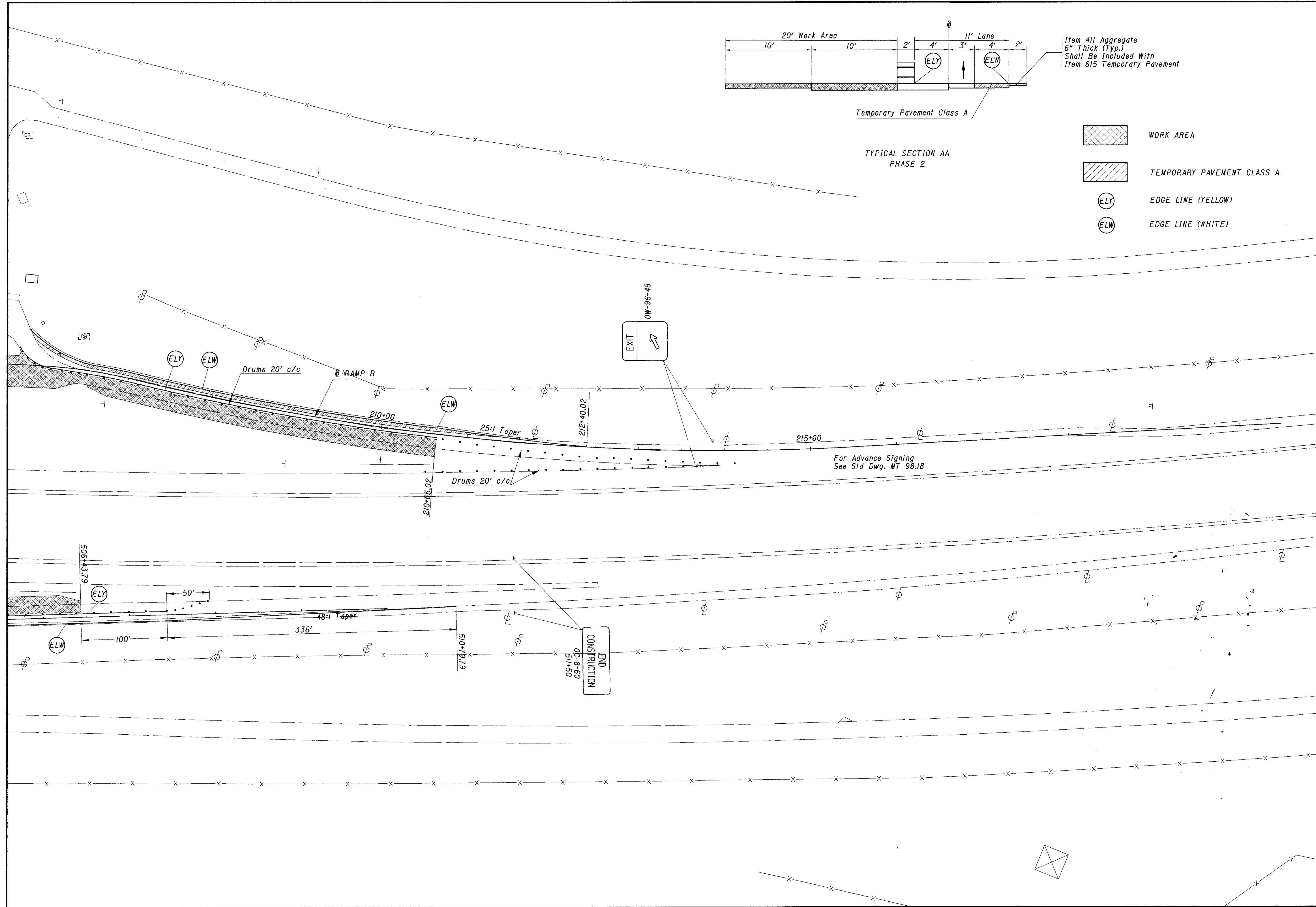
HORIZONTAL SCALE IN FEET

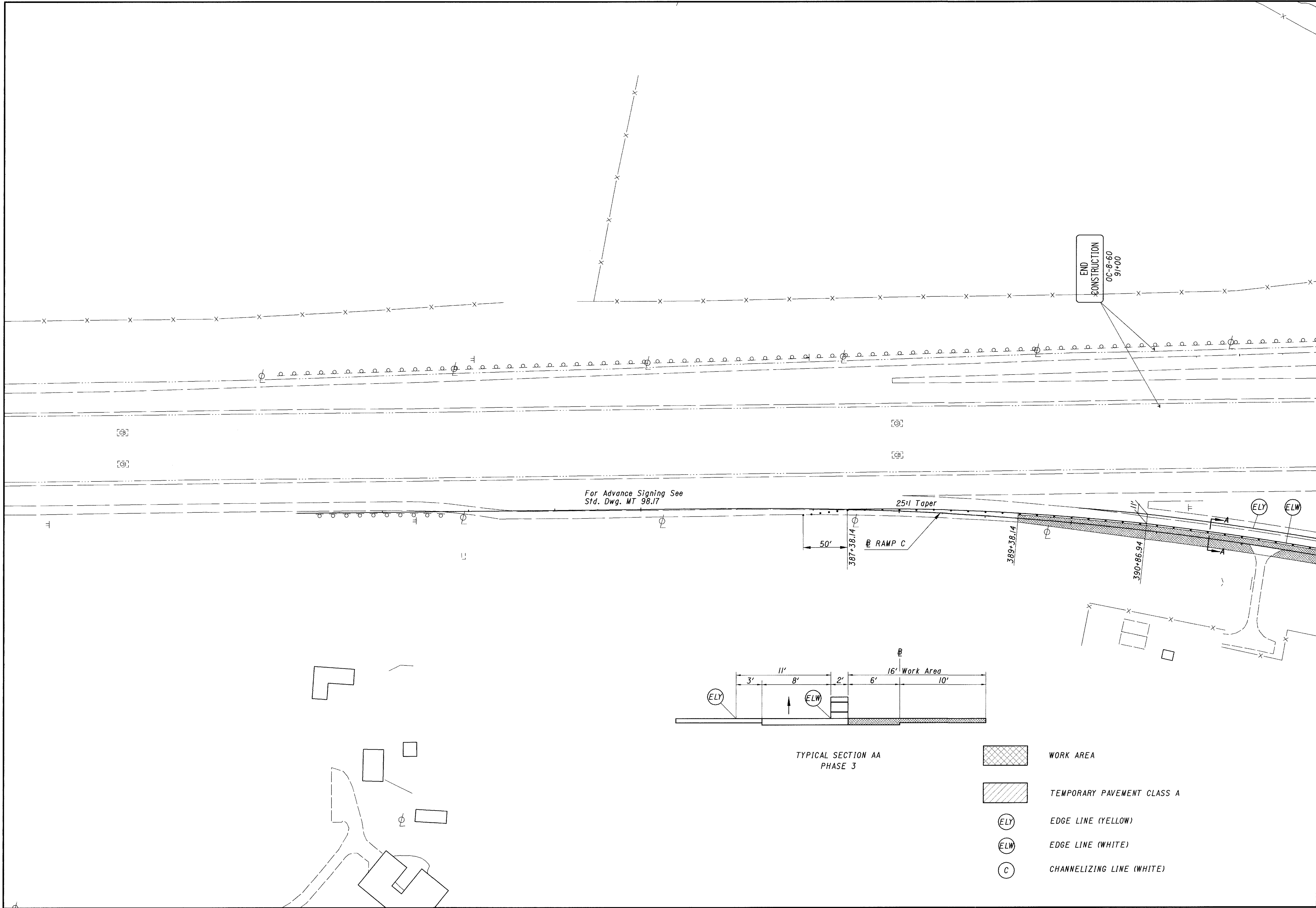
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**MAINTENANCE OF TRAFFIC
PHASE 2**

WAR-71-14.04 / 14.05

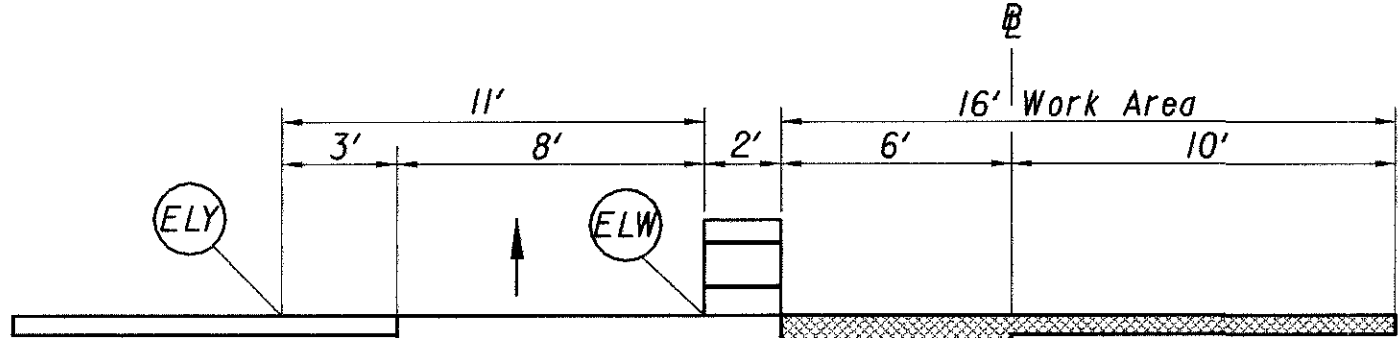




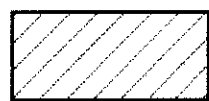
For Advance Signing See
Std. Dwg. MT 98.17

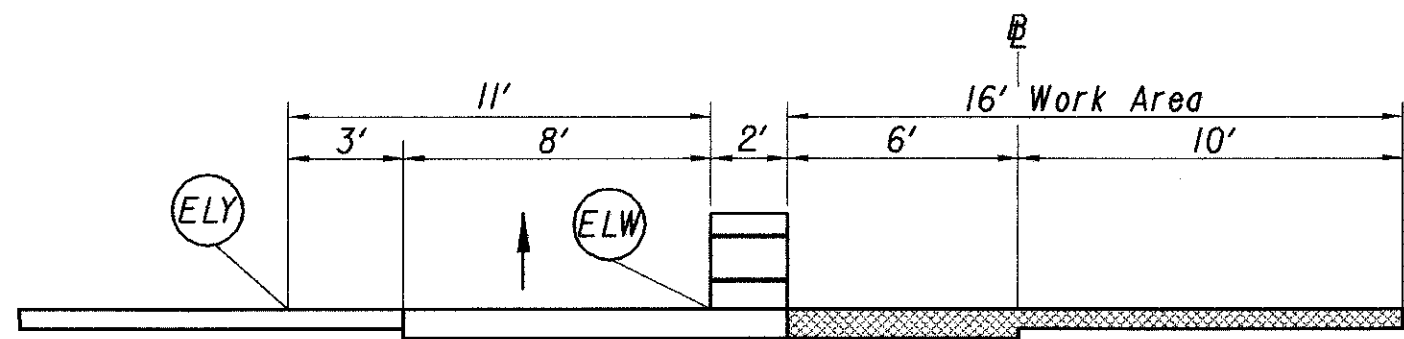
25:1 Taper

RAMP C

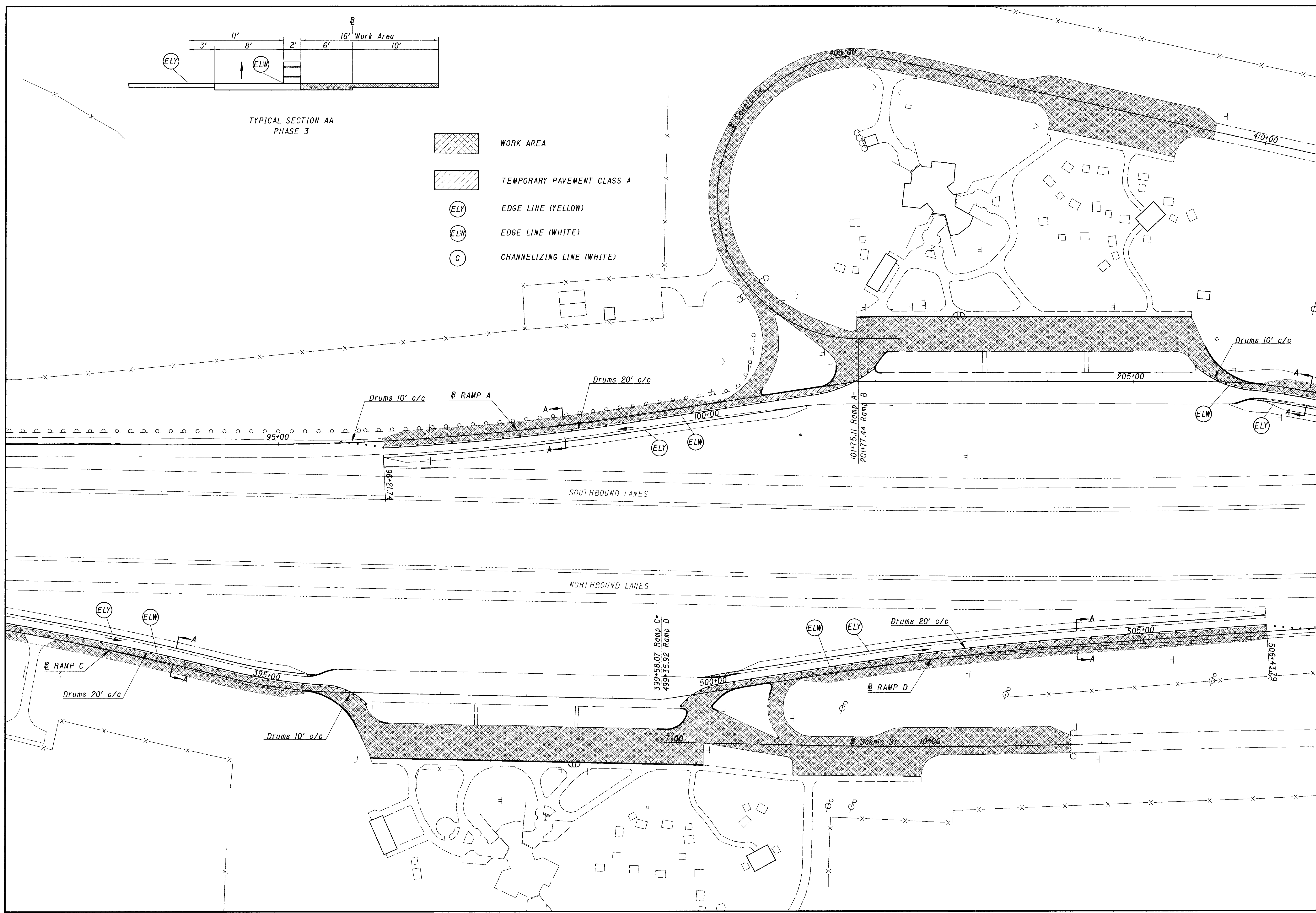


TYPICAL SECTION AA
PHASE 3

-  WORK AREA
-  TEMPORARY PAVEMENT CLASS A
-  EDGE LINE (YELLOW)
-  EDGE LINE (WHITE)
-  CHANNELIZING LINE (WHITE)



- WORK AREA
- TEMPORARY PAVEMENT CLASS A
- EDGE LINE (YELLOW)
- EDGE LINE (WHITE)
- CHANNELIZING LINE (WHITE)



100
50
25
0

HORIZONTAL
SCALE IN FEET

CALCULATED

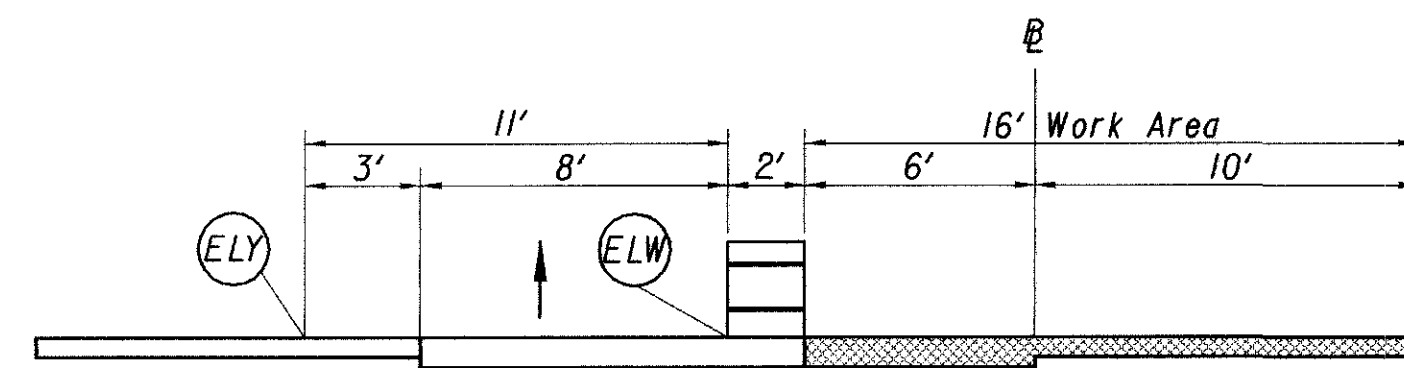
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MAINTENANCE OF TRAFFIC

PHASE 3

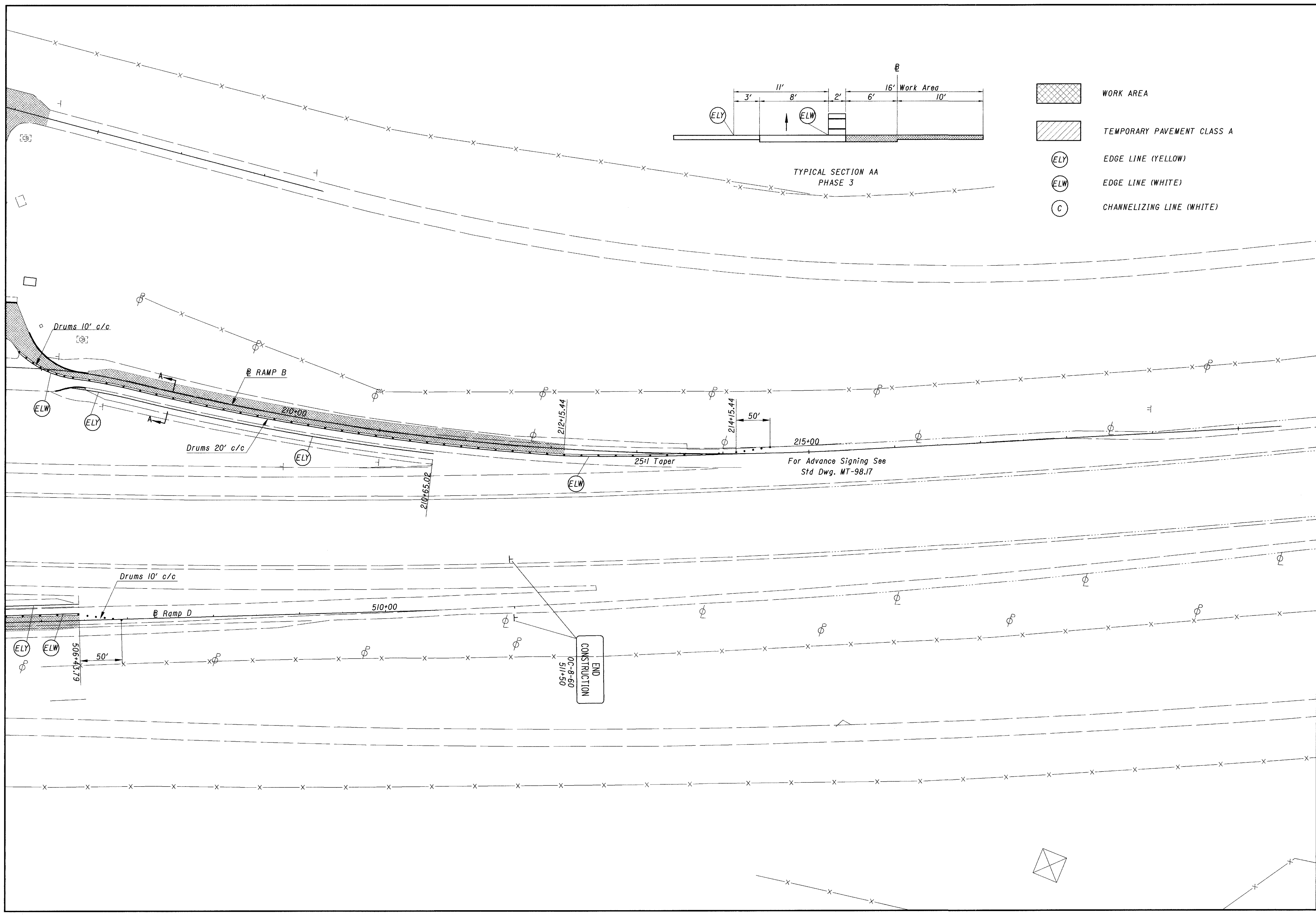
WAR-71-14.04 / 14.05

12
32



TYPICAL SECTION AA
PHASE 3

- WORK AREA
- TEMPORARY PAVEMENT CLASS A
- EDGE LINE (YELLOW)
- EDGE LINE (WHITE)
- CHANNELIZING LINE (WHITE)



0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC

PHASE 3

WAR-71-14.04/ 14.05

13
32

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED SNS	CHECKED LEH
	6	7	16	17		31	32											
															* MISC.			
															ROADWAY			
	LUMP										201	11000	LUMP		CLEARING AND GRUBBING			
			16675								202	30000	16675	SQ FT	WALK REMOVED			
				1553							202	32000	1553	LIN FT	CURB REMOVED			
			1.4								203	45000	1.4	HOURL	PROOF ROLLING			
				4308							203	50000	4308	SQ YD	SUBGRADE COMPACTION			
				40.5							203	60201	40.5	STATION	LINEAR GRADING, METHOD A, AS PER PLAN	6		
				40.5							203	60205	40.5	STATION	LINEAR GRADING, METHOD B, AS PER PLAN	6		
			16675								608	10001	16675	SQ FT	4" CONCRETE WALK, AS PER PLAN	6		
			2								608	50000	2	EACH	CURB RAMP, TYPE I			
	LUMP										SPECIAL	69098400	LUMP		* UNDERGROUND UTILITIES, ODOT/GOVERNMENT OWNED & MAINTAINED	6		
											SPECIAL	69098400	LUMP		* SOILS CONSULTANT FOR FIELD TESTING AND INSPECTION	7A		
															EROSION CONTROL			
			390								660	30000	390	SQ YD	SODDING UNSTAKED			
			4996								870	10000	4996	SQ YD	SEEDING AND MULCHING			
	250										870	14000	250	SQ YD	REPAIR SEEDING AND MULCHING			
	0.10		0.50								870	20000	0.60	TON	COMMERCIAL FERTILIZER			
	3		15								870	35000	18	M GAL	WATER			
	1000										877	10000	1000	SQ YD	TEMPORARY SEEDING AND MULCHING			
	200										877	30100	200	LIN FT	TEMPORARY PERIMETER FILTER FABRIC FENCE			
															DRAINAGE			
			7								604	09000	7	EACH	CATCH BASIN ADJUSTED TO GRADE			
															PAVEMENT			
			480								251	01000	480	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR			
				16695							254	01000	16695	SQ YD	PAVEMENT PLANING, BITUMINOUS			
			1120								255	10000	1120	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C			
			2400								255	20000	2400	LIN FT	FULL DEPTH PAVEMENT SAWING			
				1077							301	46000	1077	CU YD	BITUMINOUS AGGREGATE BASE, P664-22			
				1575							407	10000	1575	GAL	TACK COAT			
				1050							407	14000	1050	GAL	TACK COAT FOR INTERMEDIATE COURSE			
				980							448	46020	980	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, P664-22			
				700							448	47020	700	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE I, P664-22			
				1137							830	26000	1137	LIN FT	CURB, TYPE 6			
				416							830	30001	416	LIN FT	CURB, TYPE 8, AS PER PLAN	3		

GENERAL SUMMARY

WAR-71-14.04 / 14.05

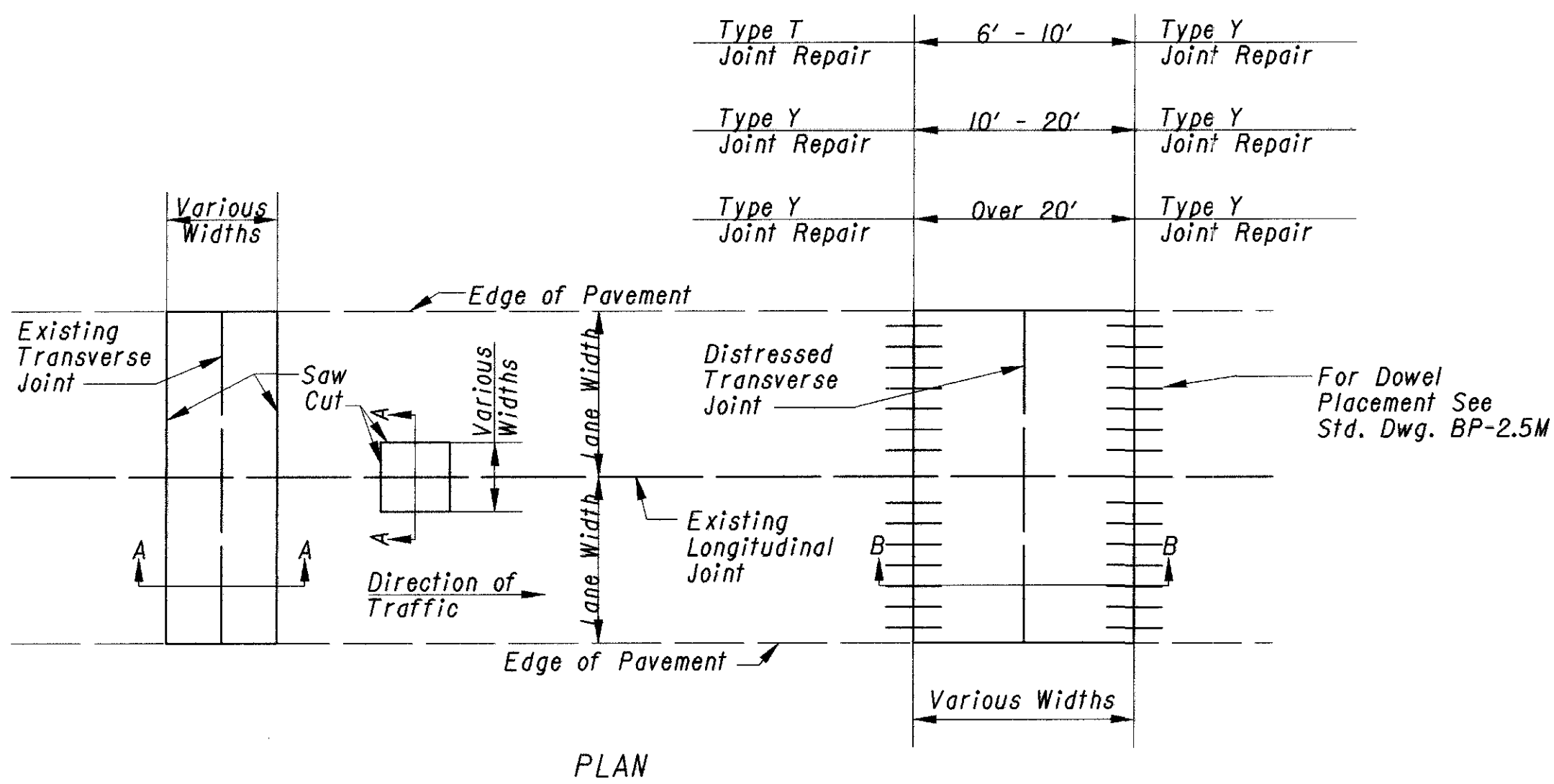
[illegible]

REF NO.	STATION TO STATION	SIDE	202	608	
			WALK REMOVED	4" CONCRETE WALK, AS PER PLAN	CURB RAMP TYPE 1
			SQ. FT.	SQ. FT.	EACH
	I-71 REST AREA NORTHBOUND				
1R	396+21.35 RAMP C - 7+36.85 SCENIC DRIVE NB	RT	7170.0	7170.0	1
2R	8+41 - 9+90.23 SCENIC DRIVE NB	RT	887.0	887.0	
	I-71 REST AREA SOUTHBOUND				
3R	201+78.54 - 205+67.99 RAMP B	LT	8618.0	8618.0	1
TOTALS CARRIED TO GENERAL SUMMARY			16675	16675	2

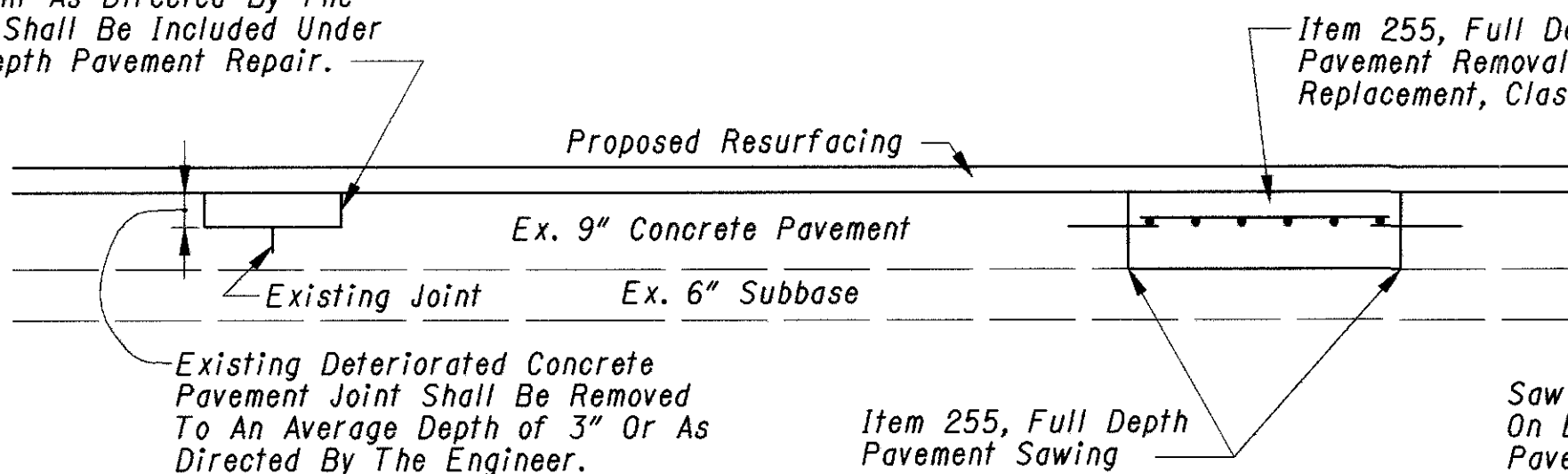
REF NO.	STATION TO STATION	SIDE	604
			CATCH BASIN ADJUSTED TO GRADE
			EACH
	I-71 REST AREA NORTHBOUND		
1D	395+72.9 RAMP C	LT	1
2D	396+34.8 RAMP C	RT	1
3D	8+43.57 SCENIC DRIVE NB	RT	1
	I-71 REST AREA SOUTHBOUND		
4D	201+80.15 RAMP B	RT	1
5D	202+18.65 RAMP B	LT	1
6D	203+44.50 RAMP B	RT	1
7D	407+52.10 SCENIC DRIVE SB	RT	1
TOTAL CARRIED TO GENERAL SUMMARY			7

STATION TO STATION	SIDE	870	660
		SEEDING & MULCHING	** SODDING UNSTAKED
		SQ. YD.	SQ. YD.
I-71 REST AREA SOUTHBOUND			
96+21.74 - 101+56.45 RAMP A	LT/RT	1089	
205+83.17 - 212+15.44 RAMP B	LT/RT	1210	
201+78.53 - 205+67.99 RAMP B	LT		200
I-71 REST AREA NORTHBOUND			
389+38.14 - 396+04.59 RAMP C	LT/RT	1269	
499+89.85 - 506+43.79 RAMP D	LT/RT	1428	
396+21.35 RAMP C - 7+36.85 SCENIC DR	RT		167
8+41.00 - 9+90.23 SCENIC DR	RT		23
TOTALS CARRIED TO GENERAL SUMMARY		4996	390

** Sodding Shall Be Used Around The Edge Of All Replacement Concrete Walk, To A Width Of 18"



Saw A Minimum Of 2" On Each Side Of Deteriorated Pavement As Directed By The Engineer. Payment Shall Be Included Under Item 251, Partial Depth Pavement Repair.



SECTION A-A

SECTION B-B

CONCRETE PAVEMENT JOINT REPAIR DETAILS

ESTIMATED PAVEMENT REPAIR			
ITEM	DESCRIPTION	QUANTITY	UNIT
251	Partial Depth Pavement Repair	* 480	Sq. Yd.
255	Full Depth Rigid Pavement Removal and Rigid Replacement, Class C	* 1120	Sq. Yd.
255	Full Depth Pavement Sawing	* 2400	Lin. Ft.

* Quantities Carried To General Summary

ITEM 870 COMMERCIAL FERTILIZER

44964 SF x 20LB/1000SF x 1/2000 = 0.45 Tons (Use 0.50 Tons)

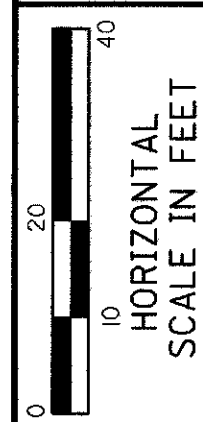
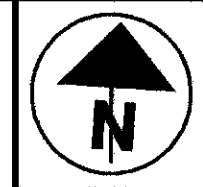
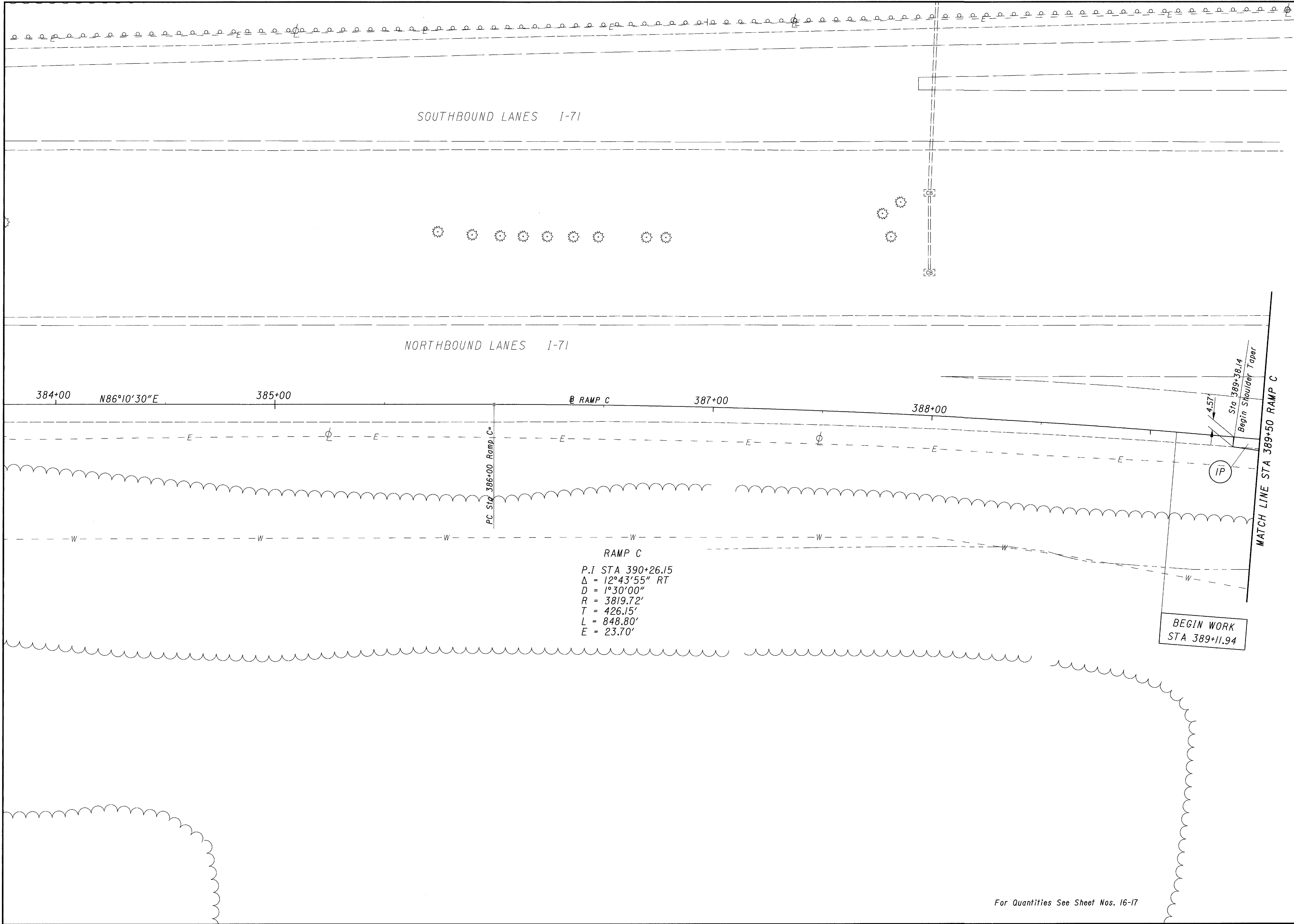
ITEM 870 WATER

48474 SF x 300Gal/1000SF x 1/1000 = 14.54 M.Gal (Use 15 M.Gal)

ITEM 203 PROOF ROLLING

4308 SY x 1HR/3000 SY = 1.4 Hours
(Area Taken From Pavement Calculations)

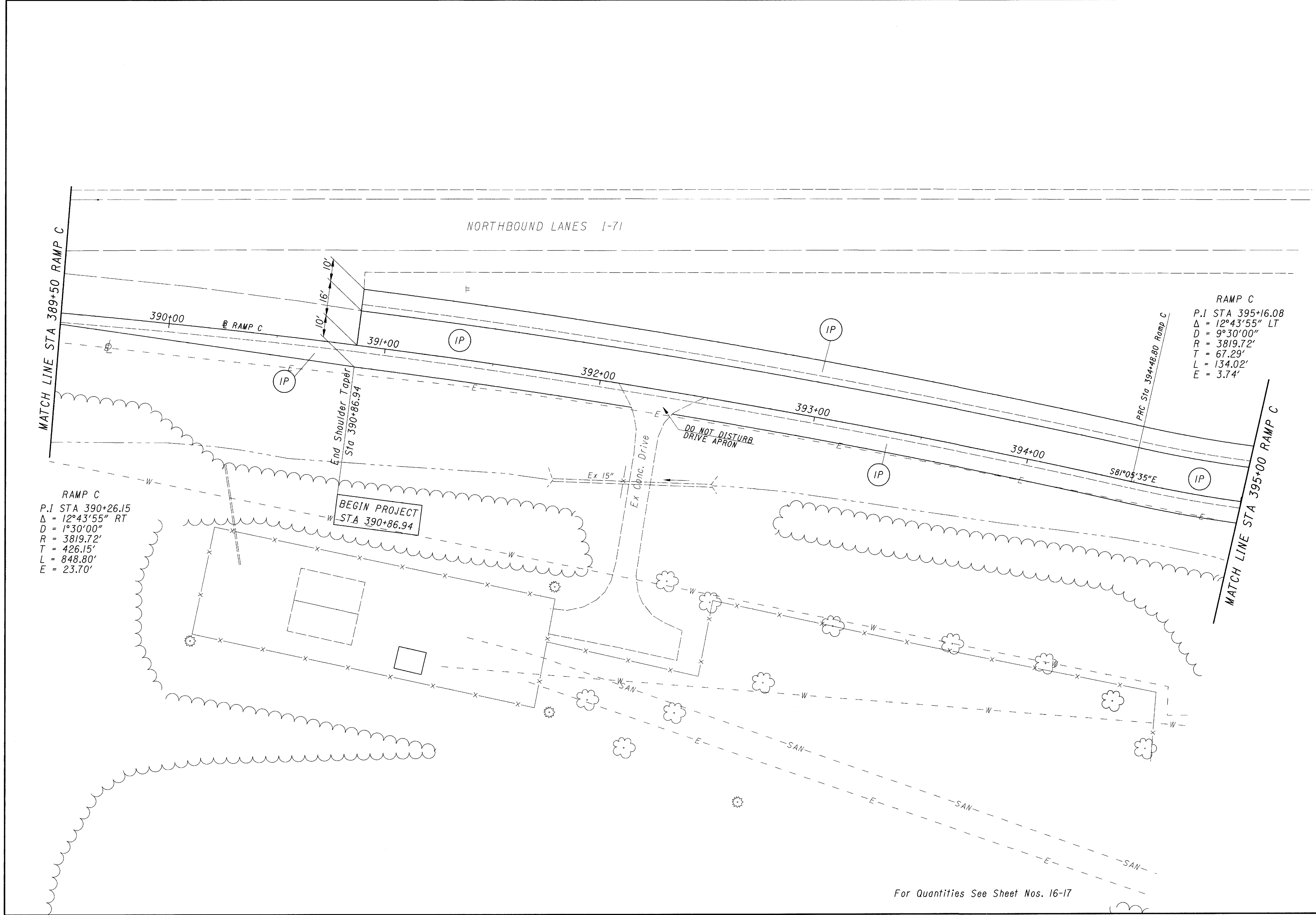
REF NO.	STATION TO STATION	SIDE	COMPUTER GENERATED SURFACE AREA	202	203			254		301		407			448			830		REMARKS
				CURB REMOVED	SUBGRADE COMPACTION (area/9)	LINEAR GRADING METHOD A	LINEAR GRADING METHOD B	PAVEMENT PLANING, BITUMINOUS (area/9)	BITUMINOUS AGGREGATE BASE, PG64-22 (9") (area X 0.75/27)	TACK COAT (0.075 gal./sq. yd.)	TACK COAT FOR INTERMEDIATE COURSE (0.050 gal./sq. yd.)	ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, PG64-22 (1-3/4") (area X 0.14/27)	ASPHALT CONCRETE SURFACE COURSE TYPE 1, PG64-22 (1-1/4") (area X 0.10/27)	CURB TYPE 6	CURB TYPE 8, AS PER PLAN					
																SQ. FT.	LIN. FT.	SQ. YD.	STATION	
	I-71 REST AREA NORTHBOUND																			
1P	389+38.14 - 392+16.11 RAMP C	RT	2408.04		267.56	2.78	2.78		66.89		20.07	13.38		12.49	8.92				(Shoulder)	
	390+86.94 - 395+44.16 RAMP C	LT	7307.50					811.94		60.90	40.60		37.89	27.06					(Ramp)	
	390+86.94 - 395+44.16 RAMP C	LT	4477.44		497.49	4.57	4.57		124.37	37.31	24.87		23.22	16.58					(Shoulder)	
	392+35.30 - 395+44.16 RAMP C	RT	2937.84		326.43	3.09	3.09		81.61	24.48	16.32		15.23	10.88					(Shoulder)	
2P	395+44.16 RAMP C - 500+28.76 RAMP D	LT&RT	35101.58					3900.18		292.51	195.01		182.01	130.01						
3P	500+28.76 - 506+43.79 RAMP D	LT	5992.41		665.82	6.15	6.15		166.46	49.94	33.29		31.07	22.19					(Shoulder)	
	500+28.76 - 506+43.79 RAMP D	LT	9850.79					1094.53		82.09	54.73		51.08	36.48					(Ramp)	
	501+02.55 - 506+43.79 RAMP D	RT	5295.86		588.43	5.41	5.41		147.11	44.13	29.42		27.46	19.61					(Shoulder)	
4P	7+36.85 - 11+64.60 SCENIC DRIVE NB	LT&RT	16990.84					1887.87		141.59	94.39		88.10	62.93						
5P	395+44.16 - 395+78.66 RAMP C	LT		35.0													35.0			
6P	395+44.16 - 396+04.59 RAMP C	RT		77.0													77.0			
7P	396+30.54 - 396+40.20 RAMP C	RT		10.0													10.0			
8P	396+21.35 RAMP C - 7+36.85 SCENIC DR.	RT		386.4												386.4				
9P	399+37.70 RAMP C - 499+62.82 RAMP D	RT		72.0													72.0			
10P	499+89.85 - 500+28.76 RAMP D	LT		39.0													39.0			
11P	499+92.95 - 500+63.99 RAMP D	RT		100.0												100.0				
12P	8+41 - 9+90.20 SCENIC DRIVE NB	RT		149.2												149.2				
13P	NOT USED																			
14P	NOT USED																			
	I-71 REST AREA SOUTHBOUND																			
15P	96+21.74 - 100+02.40 RAMP A	LT	3627.80		403.09	3.80	3.80		100.77	30.23	20.15		18.81	13.44					(Shoulder)	
	96+21.74 - 101+15.12 RAMP A	RT	8080.99					897.89		67.34	44.89		41.90	29.93					(Ramp)	
	96+21.74 - 101+15.12 RAMP A	RT	4777.25		530.81	4.93	4.93		132.70	39.81	26.54		24.77	17.69					(Shoulder)	
16P	101+15.12 RAMP A - 206+54.11 RAMP B	LT&RT	36193.47					4021.50		301.61	201.08		187.67	134.05						
17P	206+54.11 - 212+15.44 RAMP B	LT	5214.97		579.44	5.61	5.61		144.86	43.46	28.97		27.04	19.31					(Shoulder)	
	206+54.11 - 210+65.02 RAMP B	RT	6579.34					731.04		54.83	36.55		34.12	24.37					(Ramp)	
	206+54.11 - 210+65.02 RAMP B	RT	4035.20		448.36	4.10	4.10		112.09	33.63	22.42		20.92	14.95					(Shoulder)	
18P	400+01.70 - 409+40 SCENIC DRIVE SB	LT&RT	30146.77					3349.64		251.22	167.48		156.32	111.65						
19P	100+66.03 - 101+56.45 RAMP A	LT		112.0												112.0				
20P	201+99.60 - 202+36.50 RAMP B	LT		59.0													59.0			
21P	201+78.54 - 205+67.99 RAMP B	LT		389.4												389.4				
22P	205+83.17 - 206+54.11 RAMP B	LT		89.0													89.0			
23P	206+19.32 - 206+54.11 RAMP B	RT		35.0													35.0			



CALCULATED	CHECKED
LEH	SWS

NORTHBOUND PLAN
RAMP C STA. 384+00 TO STA. 389+50

WAR-71-14.04 / 14.05



CALCULATED

LEH

CHECKED

SWS

0 10 20 40

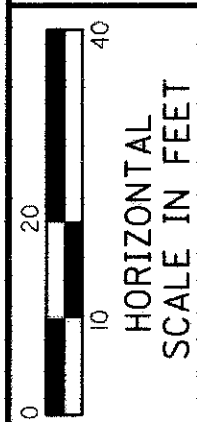
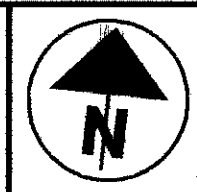
HORIZONTAL

SCALE IN FEET

NORTHBOUND PLAN

RAMP C STA.389+50 TO STA. 395+00

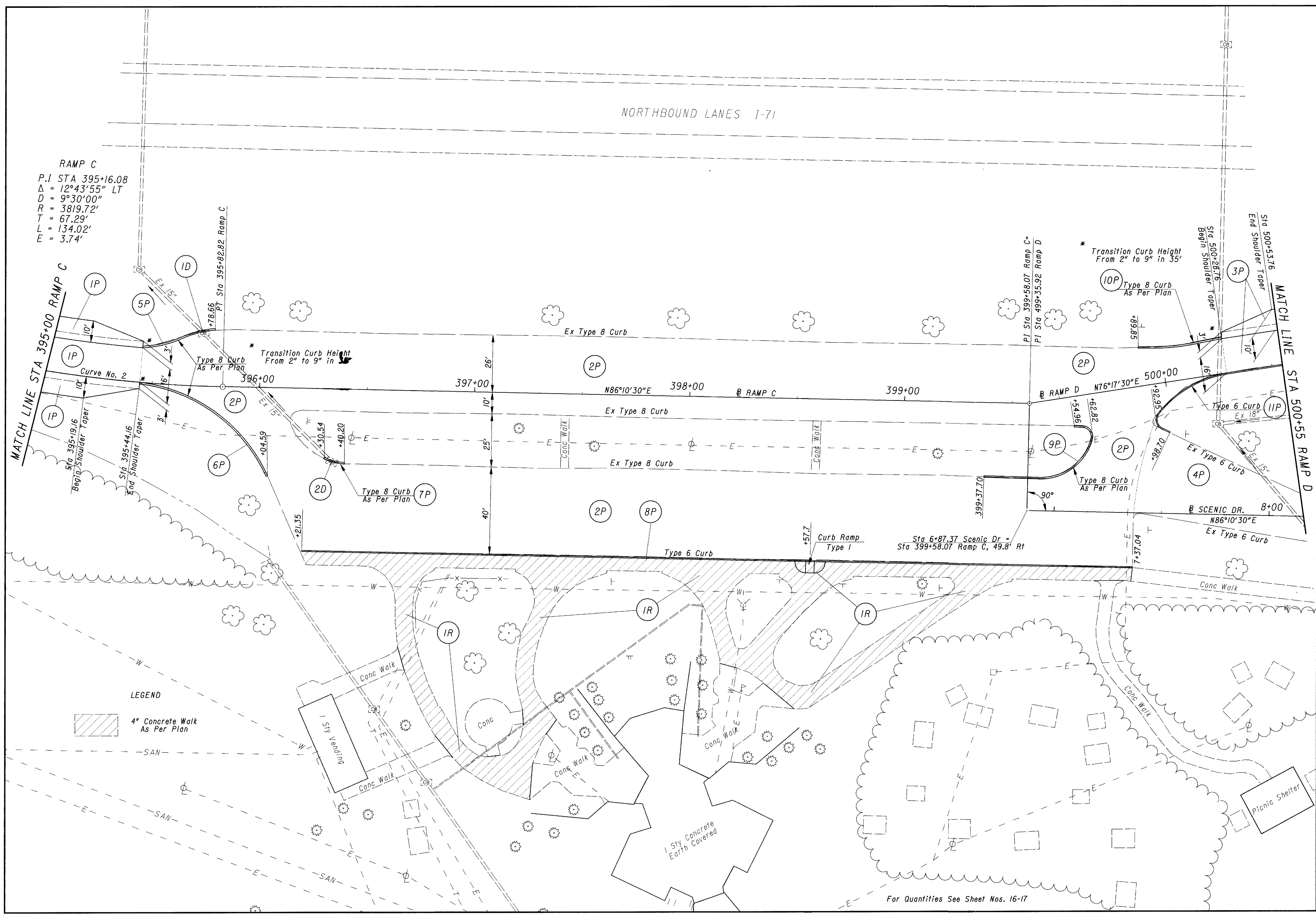
For Quantities See Sheet Nos. 16-17

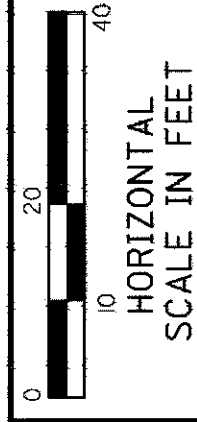
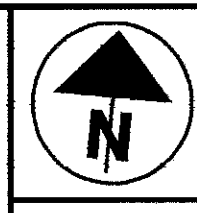


CALCULATED
LEH
CHECKED
SNS

NORTHBOUND PLAN
RAMP C STA. 395+00 TO RAMP D STA. 500+55

WAR-71-14.04 / 14.05



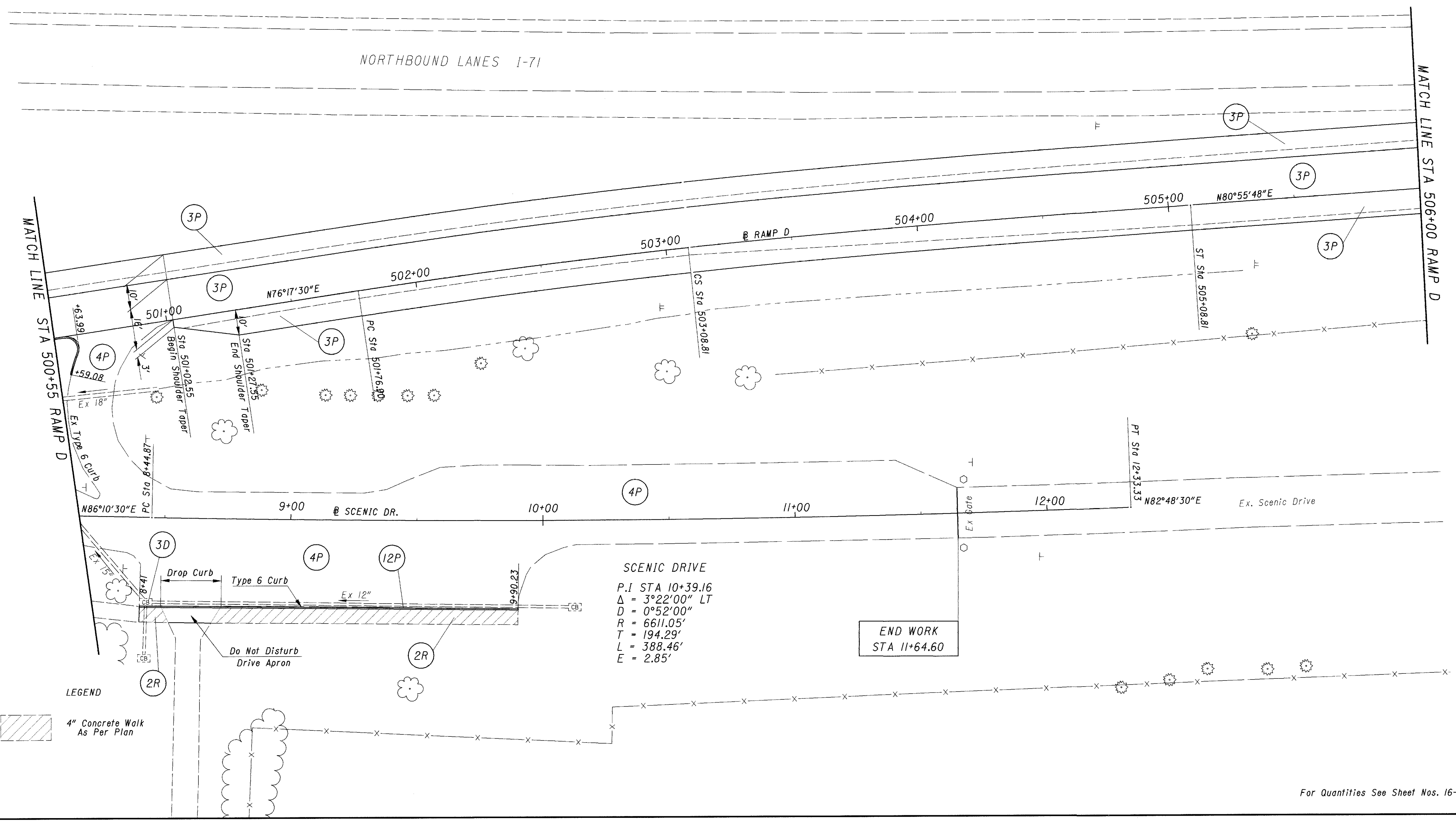


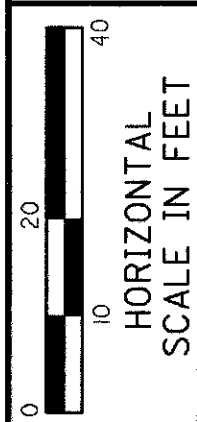
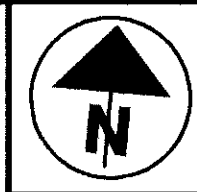
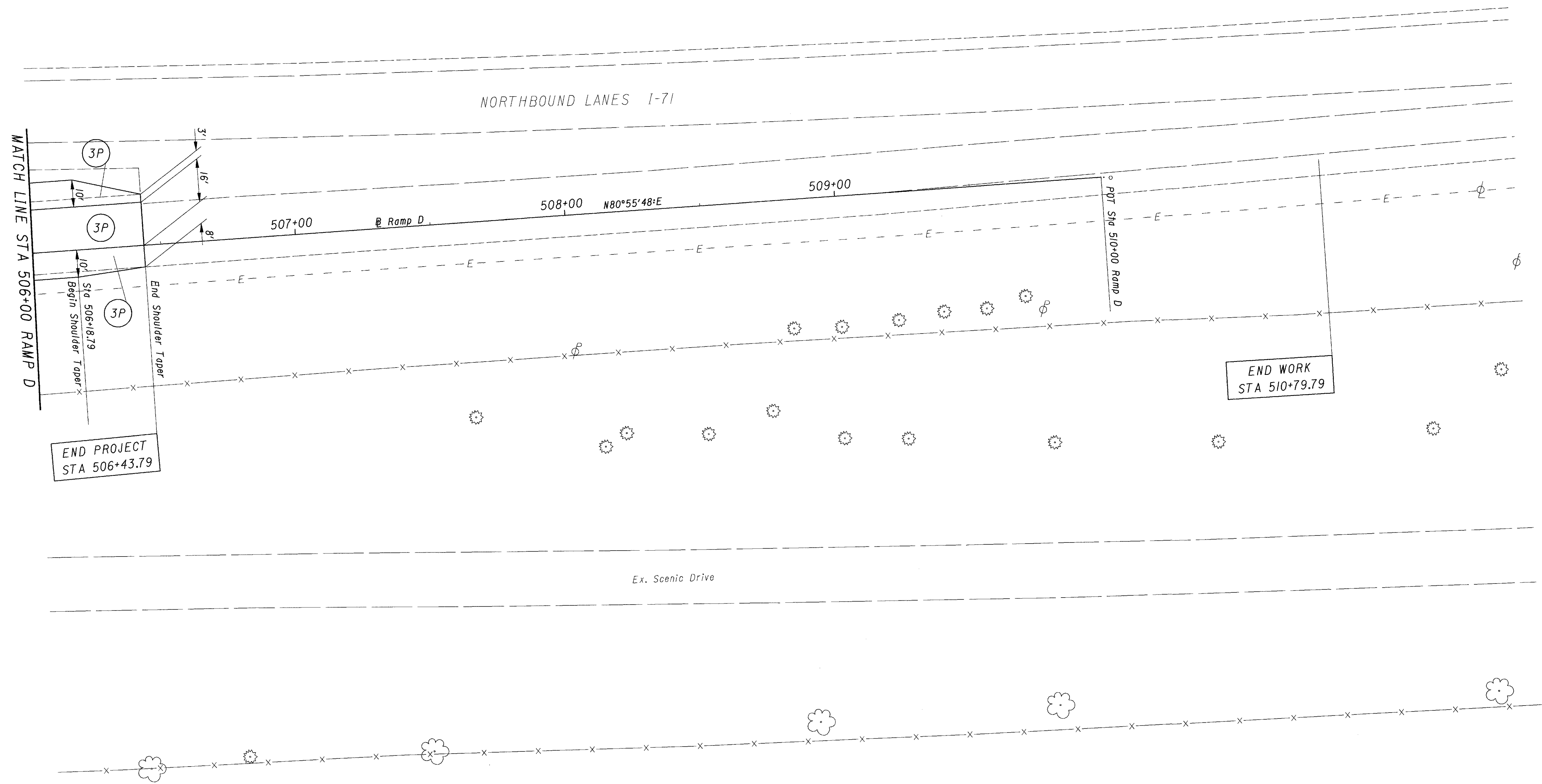
CALCULATED
LEH
CHECKED
SWS

NORTHBOUND PLAN
RAMP D STA. 500+55 TO STA. 506+00

WAR-71-14.04/14.05

RAMP D
P.I. 503+00.11
D = 4°38'18" Rt.
C = 2°00'00"
Ts = 208.85'
Ls = 200.00'
Lc = 131.91'
f = 2°00'00"
L.T. = 133.34'
S.T. = 66.67'
R = 2864.79'
Es = 2.65'



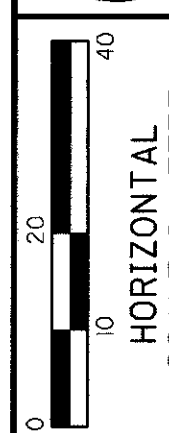
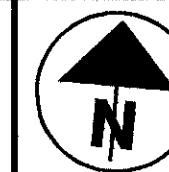


CALCULATED
LEH
CHECKED
SWS

NORTHBOUND PLAN
RAMP D STA. 506+00 TO STA. 511+50

WAR-71-14.04 / 14.05

For Cont. Scenic Dr. See Sht No. 27

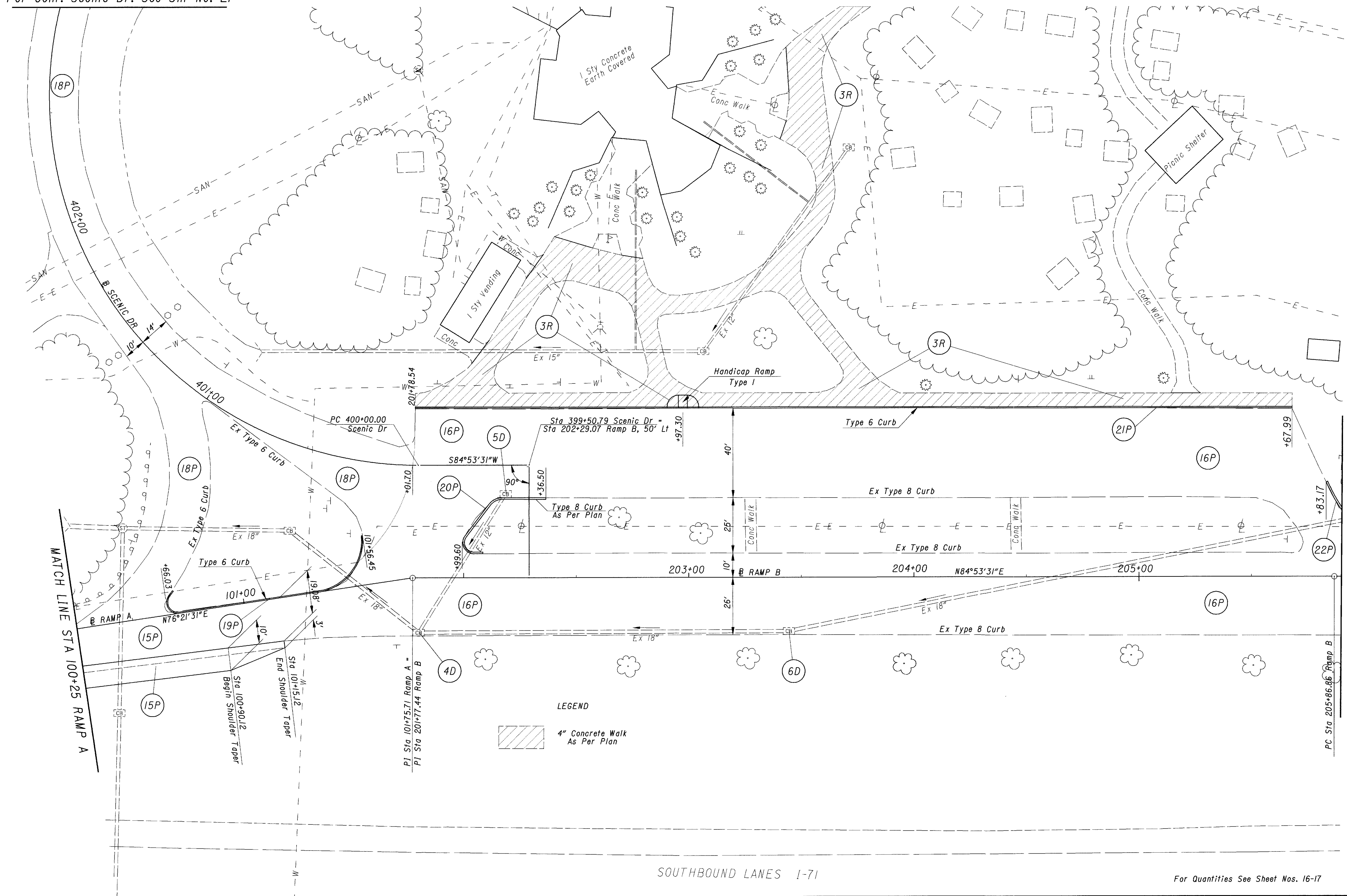


CALCULATED
LEH
CHECKED
SVS

SOUTHBOUND PLAN
RAMP A STA. 100+25 TO RAMP B STA. 205+90

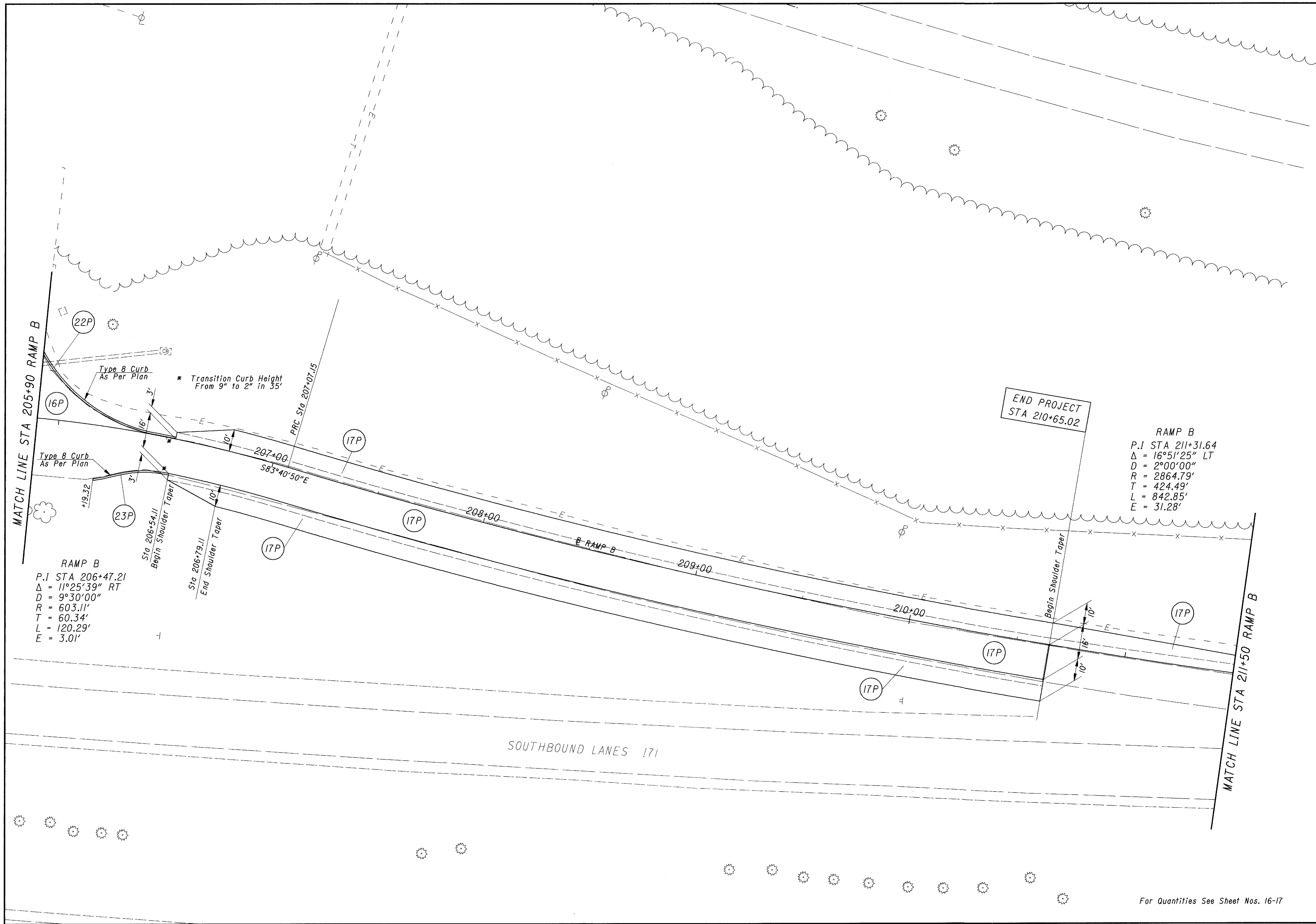
WAR-71-14.04 / 14.05

24
32



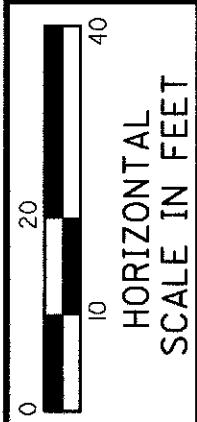
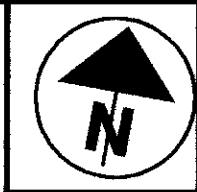
SOUTHBOUND LANES 1-71

For Quantities See Sheet Nos. 16-17



RAMP B
P.I. STA 206+47.21
 $\Delta = 11^\circ 25' 39''$ RT
 $D = 9^\circ 30' 00''$
 $R = 603.11'$
 $T = 60.34'$
 $L = 120.29'$
 $E = 3.01'$

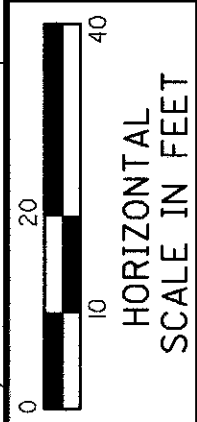
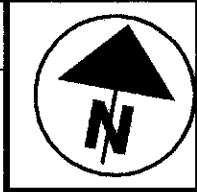
RAMP B
P.I. STA 211+31.64
 $\Delta = 16^\circ 51' 25''$ LT
 $D = 2^\circ 00' 00''$
 $R = 2864.79'$
 $T = 424.49'$
 $L = 842.85'$
 $E = 31.28'$



CALCULATED
LEH
CHECKED
SWS

SOUTHBOUND PLAN
RAMP B STA. 205+90 TO STA. 211+50

WAR-71-14.04/ 14.05

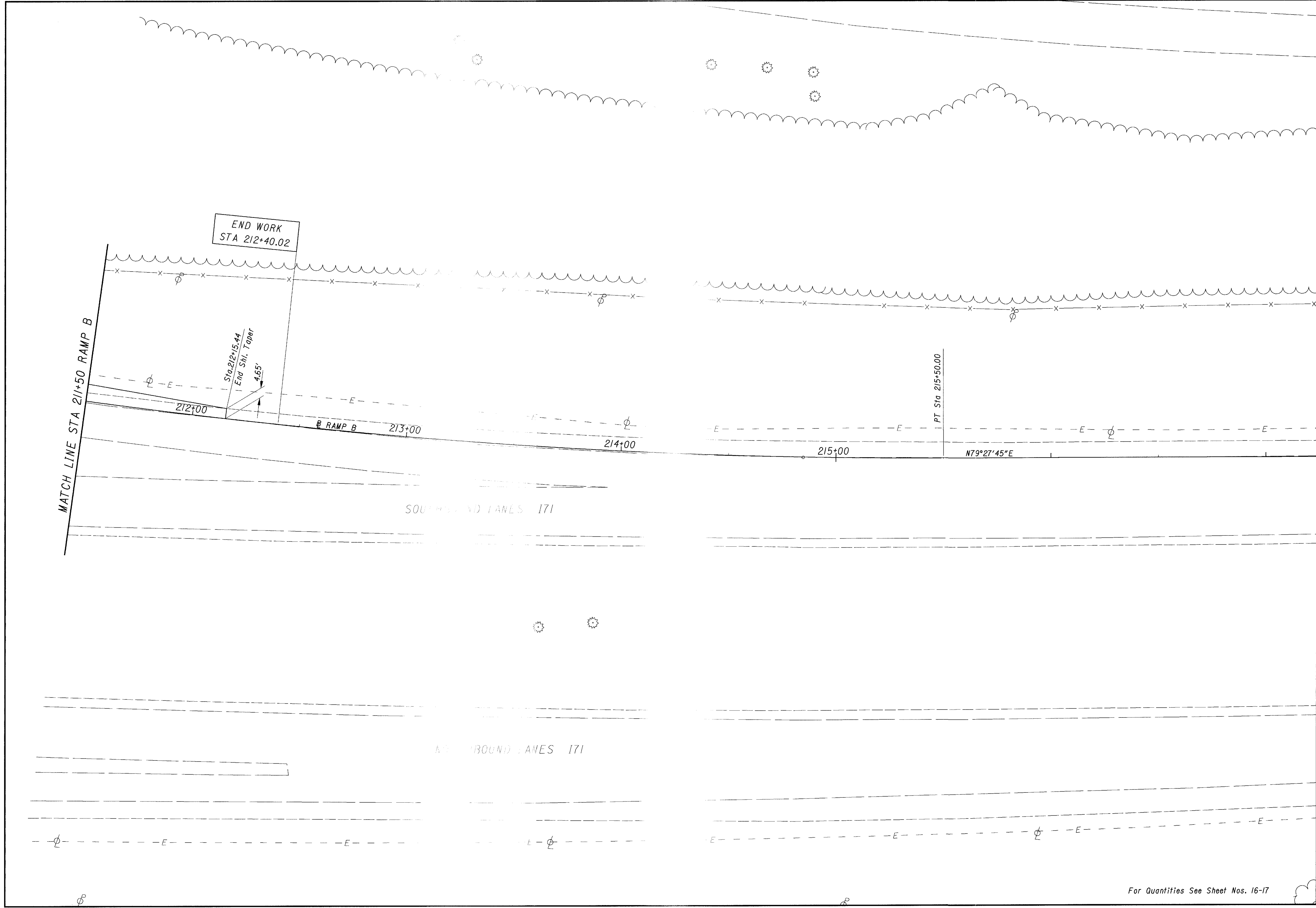


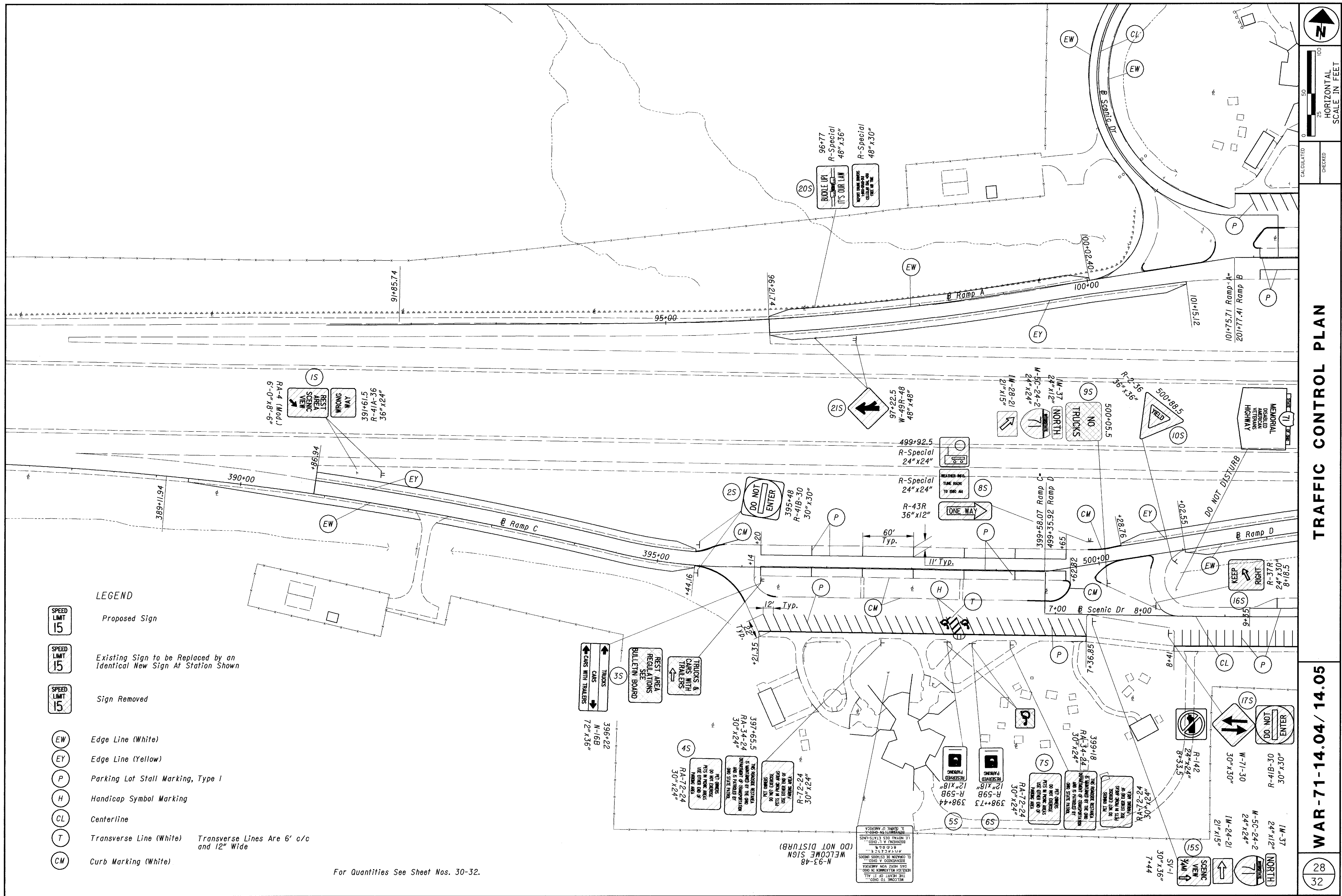
CALCULATED
LEH
CHECKED
SJS

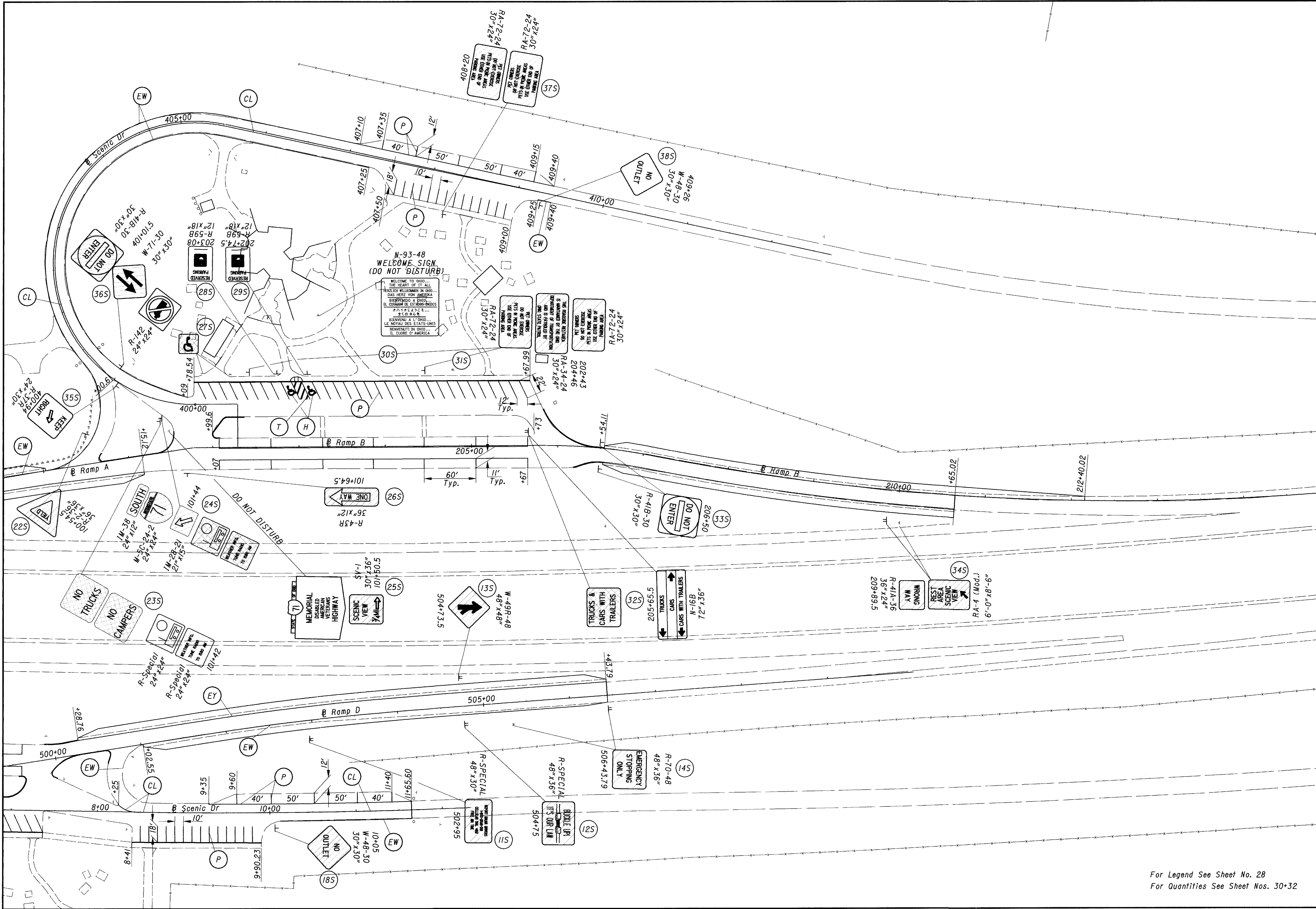
SOUTHBOUND PLAN
RAMP B STA. 211+50 TO STA. 217+00

WAR-71-14.04/ 14.05

For Quantities See Sheet Nos. 16-17







SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (inches)	630												CALCULATED LEH	CHECKED SNS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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