								DESIGN																						REMARKS
LOCATION	COUNTY	ROUTE	BEG SLM	END SLM	LENGTH	LENGTH	TYPICAL	AVG PAVEMENT WIDTH						PVMT AREA	254 PAVEMENT PLANING ASPHALT CONCRETE,		407 NON-TRACKING TACK COAT		424 FINE GRADED POLYMER ASPHALT CONCRETE,		442 ASPHALT CONCRETE SURFACE COURSE,		617 COMPACTED AGGREGATE		897 PAVEMENT PLANING ASPHALT CONCRETE,		
								A	B	C	D	E	F		AVG DEPTH	CLASS A 3.00"	GAL / SQ YD		AVG DEPTH	TYPE B 1.00" DEPTH	AVG DEPTH	12.5MM TYPE A A.P.P.	AVG DEPTH		AVG DEPTH	CLASS A 1.00"	
					MI	FT		FT	FT	FT	FT	FT	FT	SQ YD	IN	SQ YD		GAL	IN	CU YD	IN	CU YD	IN	CU YD	IN	SQ YD	
1	PIC	752	0.000	0.050	0.050	264	2	1	20	1				645		645	0.085	55			3.00	54	2.00	3			
			0.050	0.540	0.490	2587	1	1	20	1				6324			0.085	538	1.00	176			2.00	32	1.00	6,324	
			0.540	0.550																							CONCRETE BRIDGE DECK, DO NOT PAVE
			0.550	1.740	1.190	6283	1	1	20	1				15359			0.085	1,306	1.00	427			2.00	78	1.00	15,359	
			1.740	1.920	SUSPEND PAVING OPERATIONS																						
			1.920	2.270	0.350	1848	1	1	20	1				4517			0.085	384	1.00	125			2.00	23	1.00	4,517	
			2.270	2.320	0.050	264	2	1	20	1				645		645	0.085	55			3.00	54	2.00	3			
			2.320	2.370	0.050	264	2	1	20	1				645		645	0.085	55			3.00	54	2.00	3			
			2.370	3.340	0.970	5122	1	1	20	1				12519			0.085	1,064	1.00	348			2.00	63	1.00	12,519	
			3.340	3.390																							CONCRETE BRIDGE DECK, DO NOT PAVE
			3.390	4.280	0.890	4699	1	1	20	1				11487			0.085	976	1.00	319			2.00	58	1.00	11,487	
			4.280	4.500	0.220	1162	2	1	20	1				2839		2,839	0.085	241			3.00	237	2.00	14			
			4.500	5.090	0.590	3115	1	1	20	1				7615			0.085	647	1.00	212			2.00	38	1.00	7,615	
			5.090	5.270	0.180	950	2	1	20	1				2323		2,323	0.085	197			3.00	194	2.00	12			
			5.270	6.220	0.950	5016	1	1	20	1				12261			0.085	1,042	1.00	341			2.00	62	1.00	12,261	
			6.220	6.350	0.130	686	2	1	20	1				1678		1,678	0.085	143			3.00	140	2.00	8			
			6.350	8.380	2.030	10718	1	1	20	1				26201			0.085	2,227	1.00	728			2.00	132	1.00	26,201	
			8.380	8.430	0.050	264	2	1	20	1				645		645	0.085	55			3.00	54	2.00	3			
EXTRA AREAS																											
			INTERSECTIONS				1							360			0.085	31	1.00	10			2.00	2	1.00	360	SEE TYPICAL DETAILS
			INTERSECTIONS				2							540		540	0.085	46			3.00	45	2.00	4			SEE TYPICAL DETAILS
			DRIVEWAYS/MAILBOXES											800			0.085	68	1.00	4			2.00	67	1.00	160	SEE TYPICAL DETAILS
TOTALS CARRIED TO GENERAL SUMMARY																**9,962**		**9,129**		**2,689**		**830**		**605**		**96,804**	

CALCULATED RAM
CHECKED XXX

PAVEMENT SUBSUMMARY

PIC-SR 316/752-13.05/0.00

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PAVEMENT REPAIR SUBSUMMARY - EASTBOUND LANE

CALCULATED RAM
CHECKED XXX

PIC-SR 316/752-13.05/0.00

LOCATION							DESIGN							REMARKS
LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH	SIDE	LENGTH	AVG. WIDTH	PAVEMENT AREA	251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE A		251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE B		
										DEPTH		DEPTH		
					MI		FT	FT	SY	IN	SY	IN	SY	
1	PIC	752	0.080			EB	221	6	147.3			6.00	147.3	RUTTING/ALLIGATOR CRACKING - EDGE BREAKING OFF
			0.380			EB	350	6	233.3			6.00	233.3	
			0.570			EB	15	6	10.0			6.00	10.0	WASHOUT NEXT TO GUARDRAIL
			0.620			EB	210	6	140.0			6.00	140.0	
			1.460			EB	173	6	115.3			6.00	115.3	
			2.350			EB	355	6	236.7			6.00	236.7	MAJOR RUTTING AND CRACKING - EDGE BREAKING OFF
			2.520			EB	210	6	140.0			6.00	140.0	RUTTING AND CRACKING IN CURVE
			2.730			EB	383	6	255.3			6.00	255.3	MAJOR RUTTING AND CRACKING - EDGE BREAKING OFF
			3.060			EB	59	6	39.3			6.00	39.3	MAJOR RUTTING AND CRACKING HEADING UPHILL
			3.190			EB	55	6	36.7			6.00	36.7	
			3.230			EB	50	6	33.3			6.00	33.3	
			3.520			EB	98	6	65.3			6.00	65.3	
			3.880			EB	1097	6	731.3			6.00	731.3	MAJOR RUTTING AND CRACKING ADJACENT TO DEEP AND WET DITCH
			4.110			EB	175	6	116.7			6.00	116.7	
			7.110			EB	163	6	108.7	3.00	108.7			SURFACE FAILURE - TREE COVERAGE
			7.700			EB	382	6	254.7			6.00	254.7	
TOTALS CARRIED TO GENERAL SUMMARY											**109**		**2555**	

LOCATION							DESIGN			251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE A		251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, TYPE B		REMARKS
LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH	SIDE	LENGTH	AVG. WIDTH	PAVEMENT AREA	DEPTH		DEPTH		
					MI		FT	FT	SY	IN	SY	IN	SY	
1	PIC	752	8.210			WB	55	6	36.7			6.00	36.7	RUTTING/ALLIGATOR CRACKING
			7.950			WB	133	6	88.7			6.00	88.7	RUTTING/ALLIGATOR CRACKING
			7.670			WB/EB	4	22	9.8	3.00	9.8			DIP OVER CULVERT
			6.850			WB	50	2	11.1	3.00	11.1			LONGITUDINAL JOINT DEEPER THAN TOP LIFT
			6.480			WB	226	6	150.7			6.00	150.7	
			5.420			WB/EB	3	22	7.3	3.00	7.3			DIP OVER CULVERT
			5.340			WB	70	6	46.7			6.00	46.7	BAD RUTTING AND CRACKING
			4.540			WB	316	6	210.7			6.00	210.7	BAD RUTTING AND CRACKING UPHILL
			4.060			WB	455	6	303.3			6.00	303.3	BAD RUTTING AND CRACKING UPHILL
			3.580			WB	370	6	246.7			6.00	246.7	MAJOR RUTTING
			3.190			WB	420	6	280.0			6.00	280.0	MAJOR RUTTING UPHILL
			2.990			WB	336	6	224.0			6.00	224.0	MAJOR RUT AND ADJACENT TO WASHOUT OVER CULVERT
			2.540			WB	83	10	92.2	3.00	92.2			BAD LONGITUDINAL JOINT AND LANE
			2.060			WB	308	6	205.3	3.00	205.3			SURFACE FAILURE AND SOME RUTTING
			1.920			WB	646	6	430.7	3.00	430.7			SURFACE FAILURE AND SOME RUTTING
			1.400			WB	185	6	123.3			6.00	123.3	
			1.330			WB	210	6	140.0			6.00	140.0	BAD RUTTING UNDER BRIDGE THAT FLOODS
			0.830			WB	560	6.0	373.3			6.00	373.3	MAJOR RUTTING AND CRACKING - MINOR SPACES BETWEEN FAILURES
			0.220			WB	310	6	206.7			6.00	206.7	
TOTALS CARRIED TO GENERAL SUMMARY											756		2431	

CALCULATED RAM
CHECKED XXX

PAVEMENT REPAIR SUBSUMMARY - WESTBOUND LANE

PIC-SR 316/752-13.05/0.00

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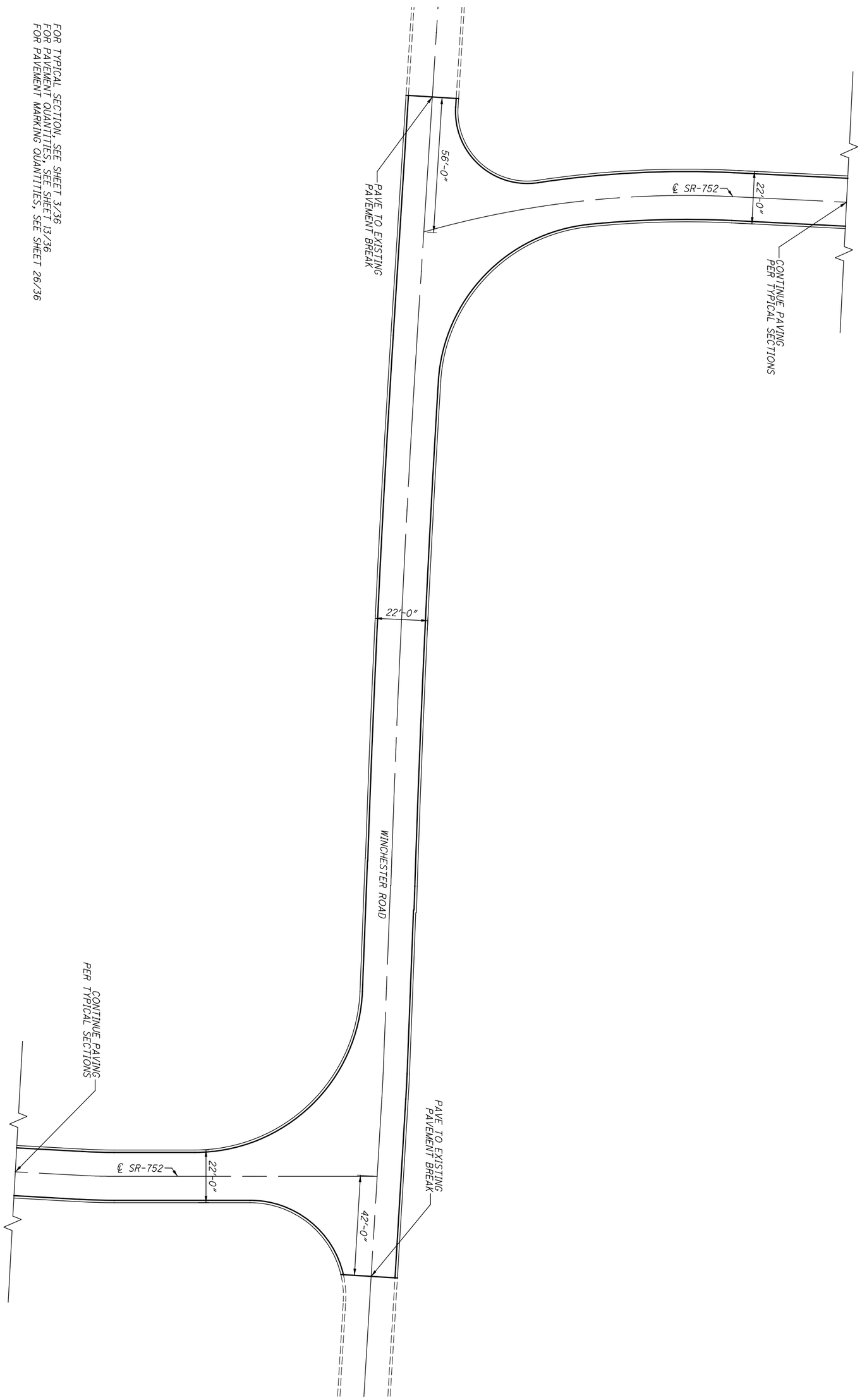


PIC-SR 316/752-13.05/0.00

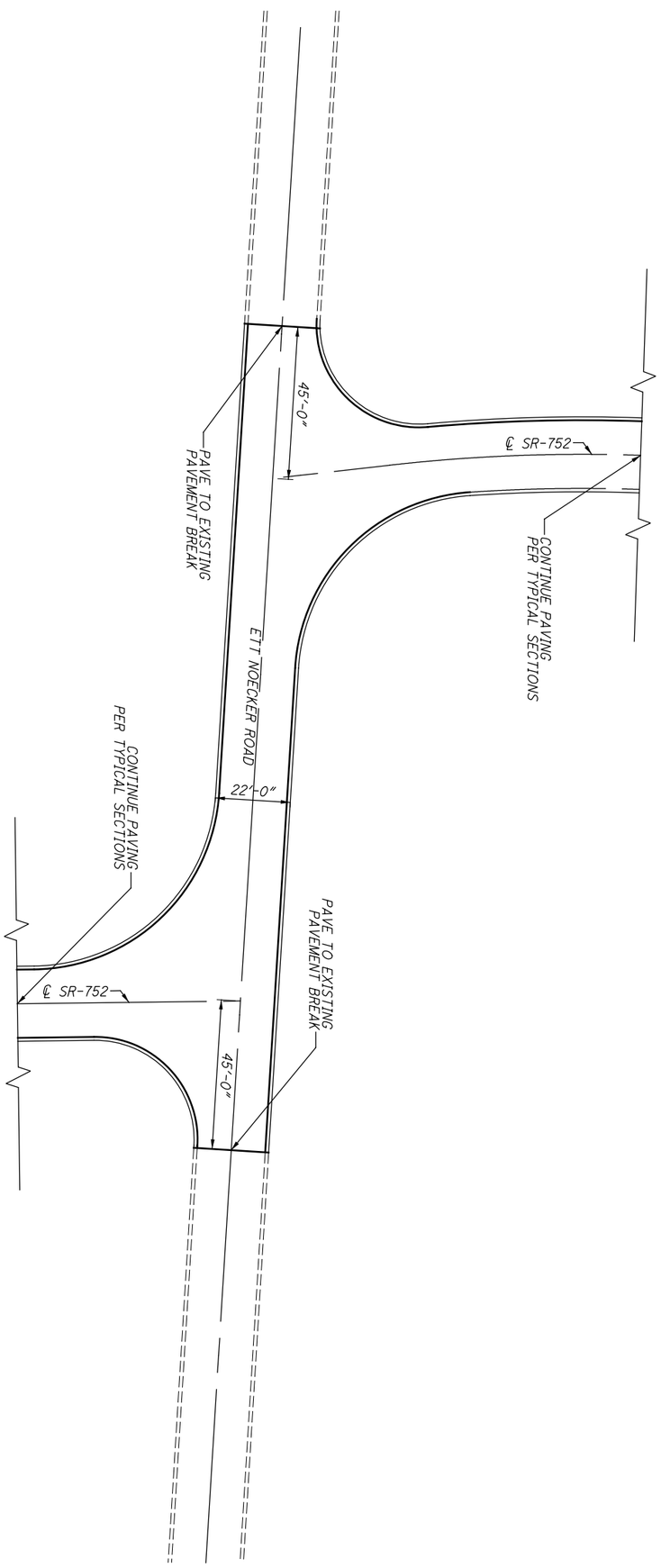
INTERSECTION DETAIL
SR 752 AND WINCHESTER ROAD

CALCULATED RAM
CHECKED XXX

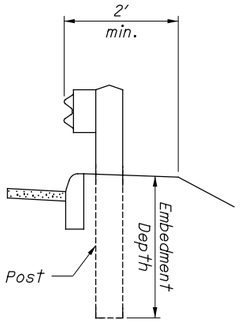
0 10 20 40
HORIZONTAL SCALE IN FEET

N

FOR TYPICAL SECTION, SEE SHEET 3/36
FOR PAVEMENT QUANTITIES, SEE SHEET 13/36
FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 26/36

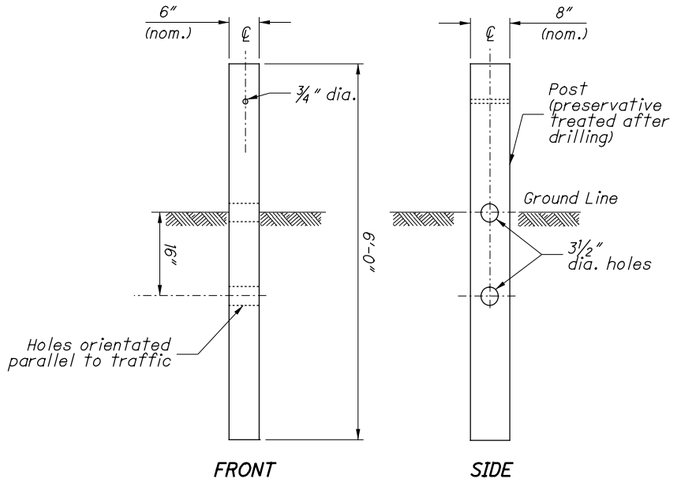


PIC-SR 316/752-13.05/0.00	INTERSECTION DETAIL SR 752 AND ETT NOECKER ROAD	CALCULATED RAM CHECKED XXX	0 10 20 40 HORIZONTAL SCALE IN FEET	N

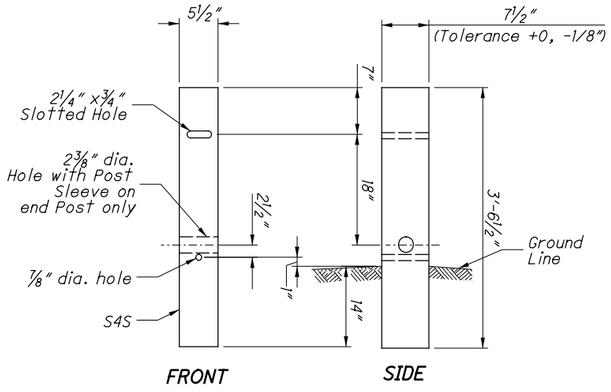


DETAIL A

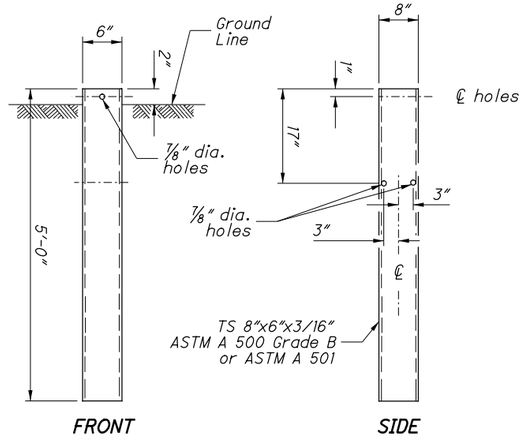
See POST EMBEDMENT DEPTH Note



TYPE 1 BREAKAWAY CRT POST



TYPE 2 BREAKAWAY CRT POST



STEEL GROUND TUBE

NOTES

GUARDRAIL HEIGHT: *For initial installation, construct the guardrail within ± 1″ of the standard height, h, or* ***29″*** *to the top of W-Beam rail. (See MEASURING GUARDRAIL HEIGHT Detail.)*
When subsequent projects, such as resurfacings, affect the height of existing guardrail, the finished height is to be within ±2.5″ of the standard height.

POST EMBEDMENT DEPTH: *Standard embedment is 3′-5″ min. Where less than 2′ of graded shoulder width (10:1 or flatter) exists, measured from the face of the guardrail (see DETAIL "A"), use longer posts so that a minimum of 5′-5″ embedment depth is provided. Payment for the longer posts will be made at the unit price bid for* ***ITEM 606 - GUARDRAIL POST, 9′, Each.***

SPECIAL POST MOUNTINGS: *Install posts located over a drainage inlet or structure as shown in the FOOTING ANCHOR Detail, or anchor per the details shown on* ***SCD GR-2.2.***

Install posts located over a footing with a cover of less than 2′-6″ with a footing anchor as detailed here. (A plate, as detailed on SECTION B-B of ***SCD GR-2.2****, may be used as an alternative attachment method.) Where the cover is between 2′-6″ and 3′-5″, the footing anchor may be omitted and the post encased instead with 4″ (min.) of concrete.*

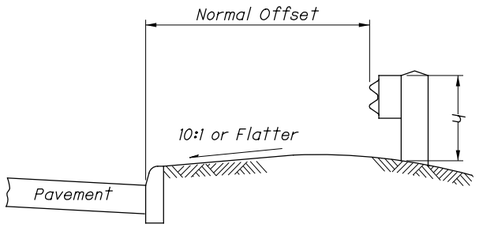
Do not drive posts located over a culvert with less than 4′-3″ of cover; instead set in drilled or dug holes. Where the available post embedment depth is less than 3′-5″, encase the post with a minimum of 4″ concrete.

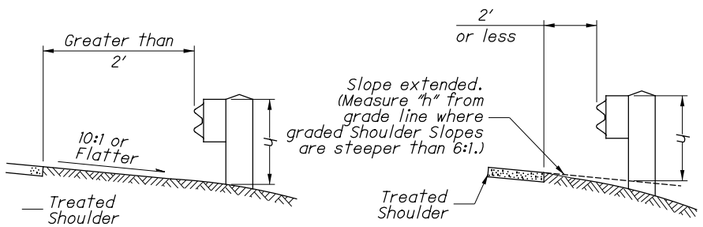
All costs associated with special post mountings are included in the unit price bid of Item 606 Guardrail of the type specified in the plans.

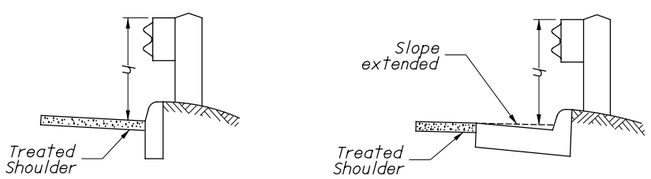
ANCHORS: *Holes and grouting shall comply with CMS 510. Use either cement or non-shrink, nonmetallic grout.*

Expansion shield anchors as specified in CMS 712.01 may be substituted except where concrete deterioration has occurred, as determined by the Engineer. Where self-drilling anchors are used, drill the holes with the expansion shield (not by a drill bit) and install the shield flush with the concrete surface.

PROTECTIVE COATING: *In lieu of the complying with CMS 710.06, coat expansion shields, anchors and concrete insert anchor assemblies embedded in concrete in accordance with ASTM A 153 or be of stainless steel. Any bolts screwed into these devices shall meet CMS 710.06. (See sheet 3 for Concrete Insert Anchor Assembly Detail.)*

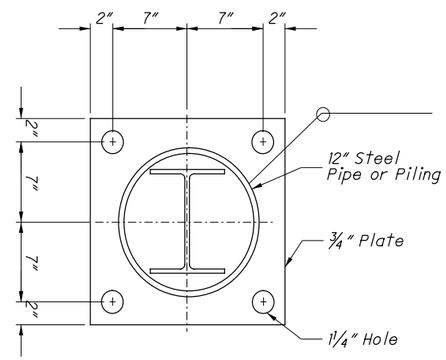






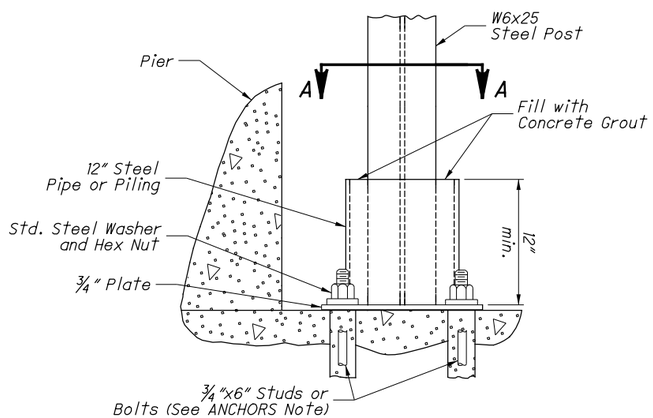
h = Standard Height (See GUARDRAIL HEIGHT Note)

MEASURING GUARDRAIL HEIGHT



Footing Anchor and hardware need not be galvanized

SECTION A-A



ELEVATION
FOOTING ANCHOR

See SPECIAL POST MOUNTINGS Note.

CALCULATED RAM CHECKED XXX

POST EMBEDMENT DETAILS

PIC-SR 316/752-
13.05/0.00

P.I.S. GR-1.1

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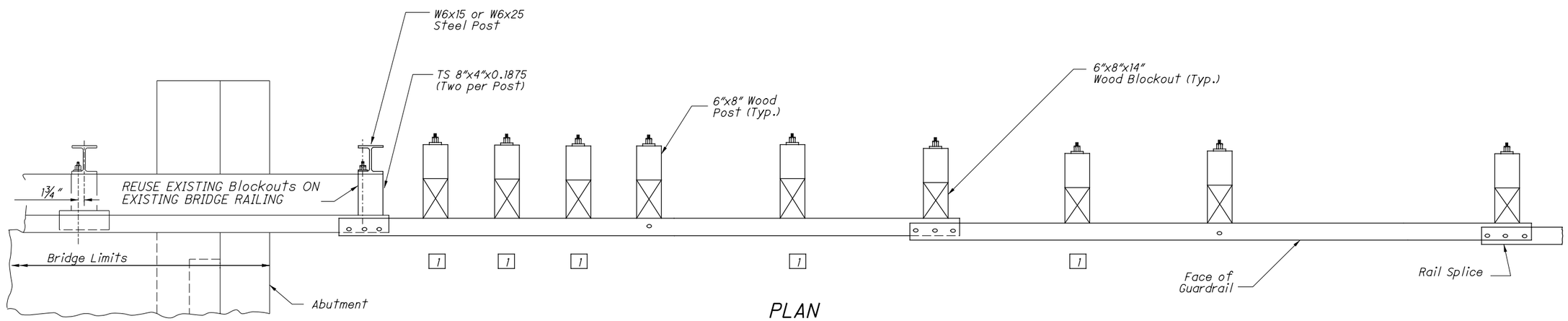
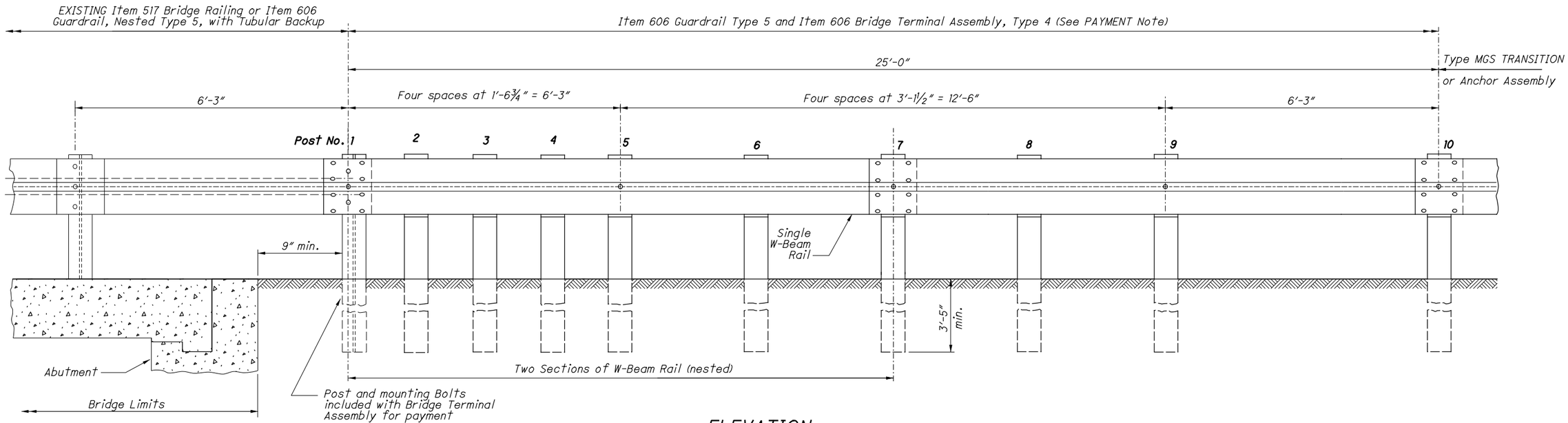
i:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\GR_001.dgn GR_101 12/16/2019 2:50:28 PM rmcneill



PLAN



ELEVATION

NOTES

GENERAL: *For additional details, see* ***PIS GR-1.1.***

APPLICATION: *The Type 4 Bridge Terminal Assembly shall connect Type 5/MGS Guardrail runs to Type 5 Guardrail with Tubular Backup or to Deep Beam Bridge Guardrail (as shown on* ***Structural Engineering SCD DBR-2-73****).*

DETAIL INFORMATION: *The first post off the bridge shall be steel (W6x15 or W6x25). All holes in the off-structure end of the approach panel rail section spanning the abutment are slotted ¾"x2½". Tighten the bolts as specified for expansion joints in Item 606.05.*

POSTS: *Posts may be set in drilled holes or driven to grade. See* ***PIS GR-1.1*** *for additional Post embedment details. Guardrail is not attached to certian posts (see LEGEND).*

WOOD POSTS - Use square sawed pressure treated wood as specified in CMS 710.14 and fabricated with square ends. Bore bolt holes and trim the tops of posts, if required after the posts are set.

STEEL POSTS - are allowed as an alternate. Use W6x9 or W6x8.5 in lieu of the 6"x8" wood post. Use same post material through-out assembly.

BLOCKOUTS: *Use wood blockouts only. Steel or plastic blockouts are not permitted. Notched wood blockouts are used with steel posts.*

LEGEND

[1] *Guardrail is not attached to posts at Posts 2, 3, 4, 6, and 8. Blockout is fastened to post with standard Post Bolt.*

PAYMENT: Item 606 - Bridge Terminal Assembly, Type 4, AS PER PLAN, Each, *includes the cost of ALL components INCLUDING TYPE 5 guardrail, posts and other hardware.*

CALCULATED XXX CHECKED XXX

BRIDGE TERMINAL ASSEMBLY, TYPE 4

PIC-SR 316/752-13.05/0.00

P.I.S. GR-3.4

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SEE SHEET	REFERENCE NUMBER	LOCATION			202	202	202	203	209	606	606	606	606	626
		ROUTE	SLM	SIDE	GUARDRAIL REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	EMBANKMENT, AS PER PLAN	LINEAR GRADING	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS, WITH LONG POSTS	ANCHOR ASSEMBLY, MGS, TYPE E	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL
					FT	EACH	EACH	CY	STA	FT	FT	EACH	EACH	EACH
18	GR-1	PIC-752	0.54	L	212.5	2	2	20	2.1	212.5		2	2	6
18	GR-2	PIC-752	0.54	R	112.5	2	2	10	1.1	112.5		2	2	4
18	GR-3	PIC-752	3.05	L	75	1		10	0.8	75		1		4
18	GR-4	PIC-752	3.05	R	175	2		20	1.8	175		2		6
19	GR-5	PIC-752	3.25	L	425	2		40	4.3	425		2		11
19	GR-6	PIC-752	3.25	R	475	2		45	4.8	475		2		12
20	GR-7	PIC-752	3.44	L	175	2		20	1.5	150		2		5
20	GR-8	PIC-752	3.44	R	150	2		20	1.5	150		2		5
21	GR-9	PIC-752	4.36	R	62.5	2		15	1.4	137.5		2		5
22	GR-10	PIC-752	4.61	L	112.5	2	2	10	1.1	112.5		2	2	4
22	GR-11	PIC-752	4.61	R	100	2	2	10	1.0	100		2	2	4
22	GR-12	PIC-752	7.53	L	387.5	2		40	3.9		387.5	2		10
22	GR-13	PIC-752	7.53	R	350	2		35	3.5		350	2		9
TOTALS CARRIED TO GENERAL SUMMARY					2812.5	25	8	295	28.6	2125	737.5	25	8	85

GUARDRAIL SUBSUMMARY

PIC-SR 316/752-
13.05/0.00

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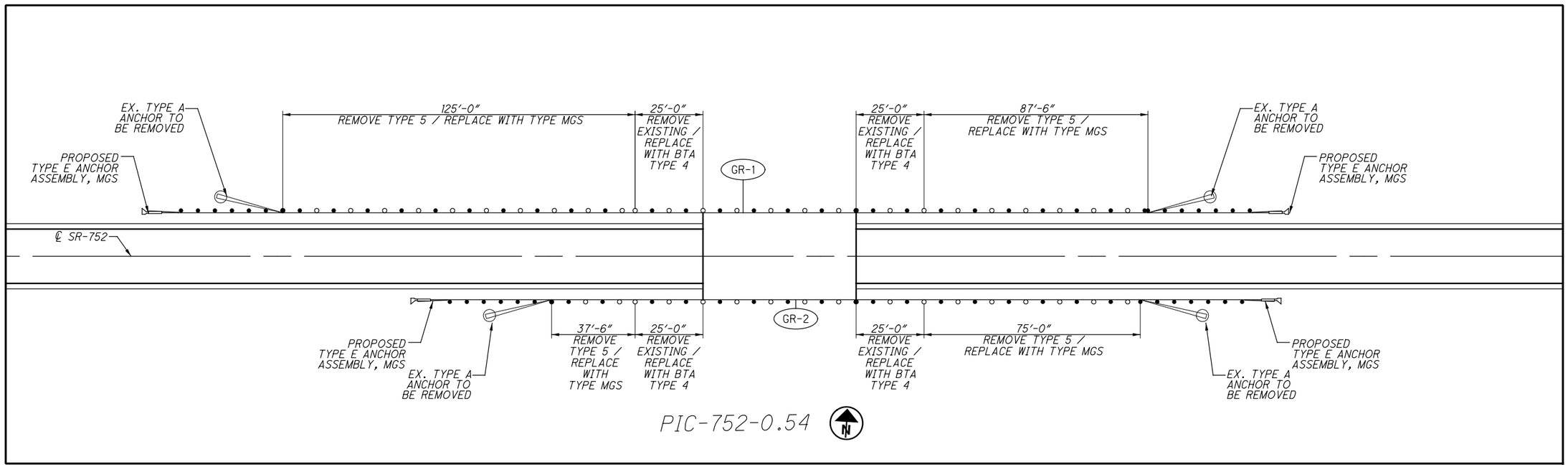
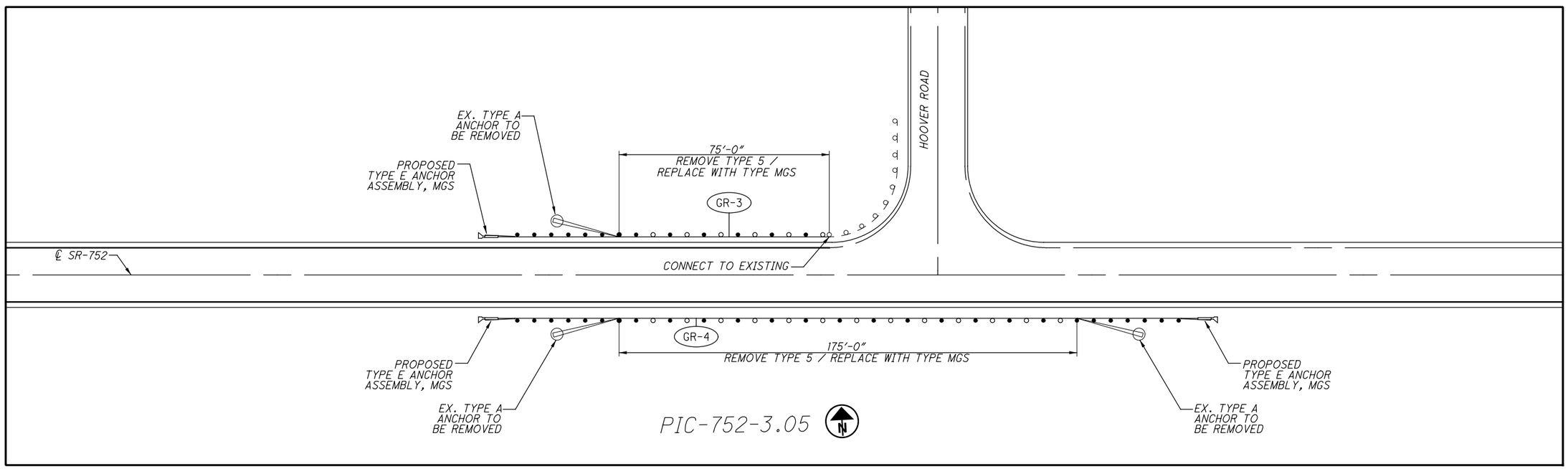
CALCULATED RAM
CHECKED XXX



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

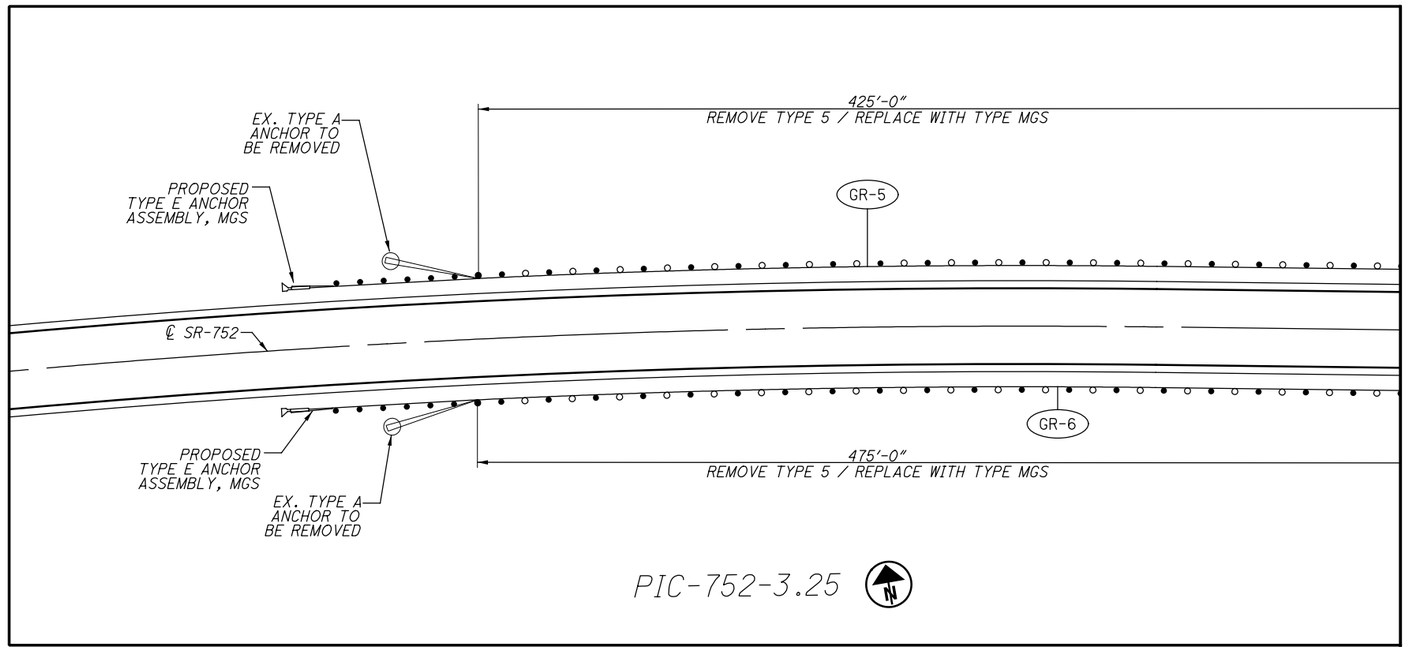
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20 .



CALCULATED RAM CHECKED XXX

GUARDRAIL PLAN

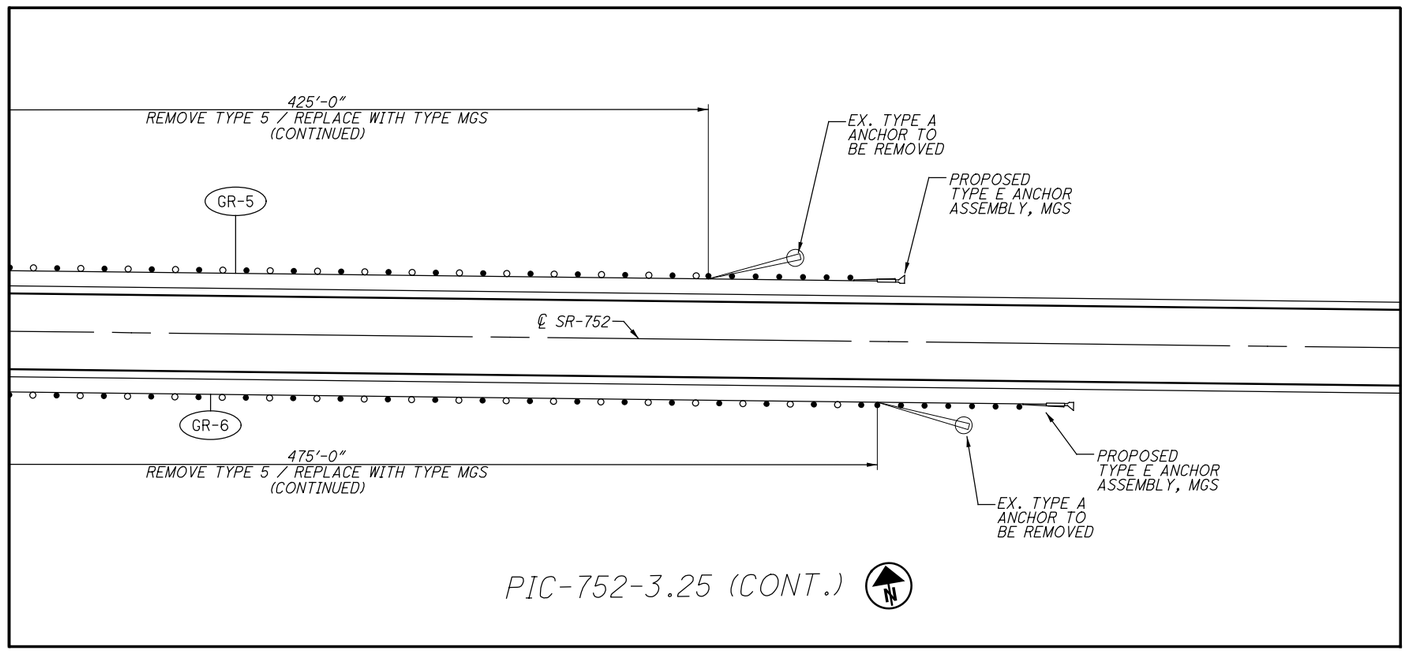
PIC-SR 316 / 752-13.05 / 0.00



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

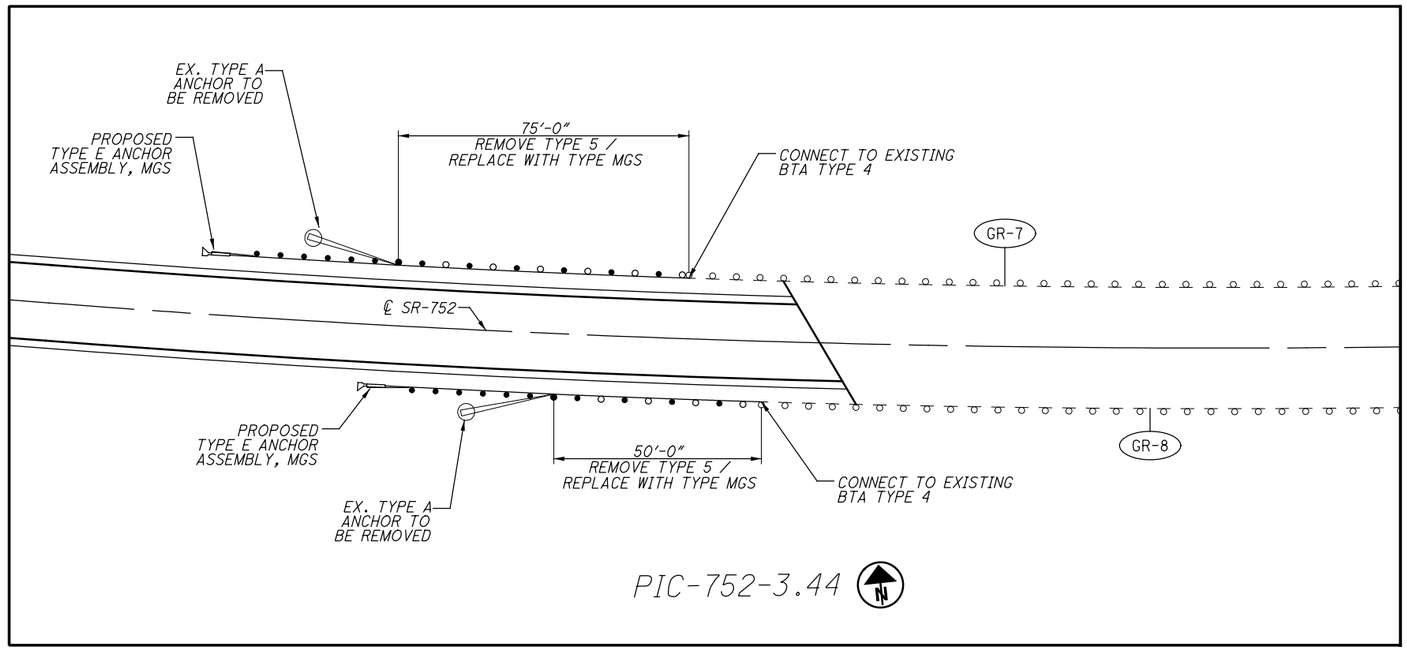
FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20 .



CALCULATED RAM
CHECKED XXX

GUARDRAIL PLAN

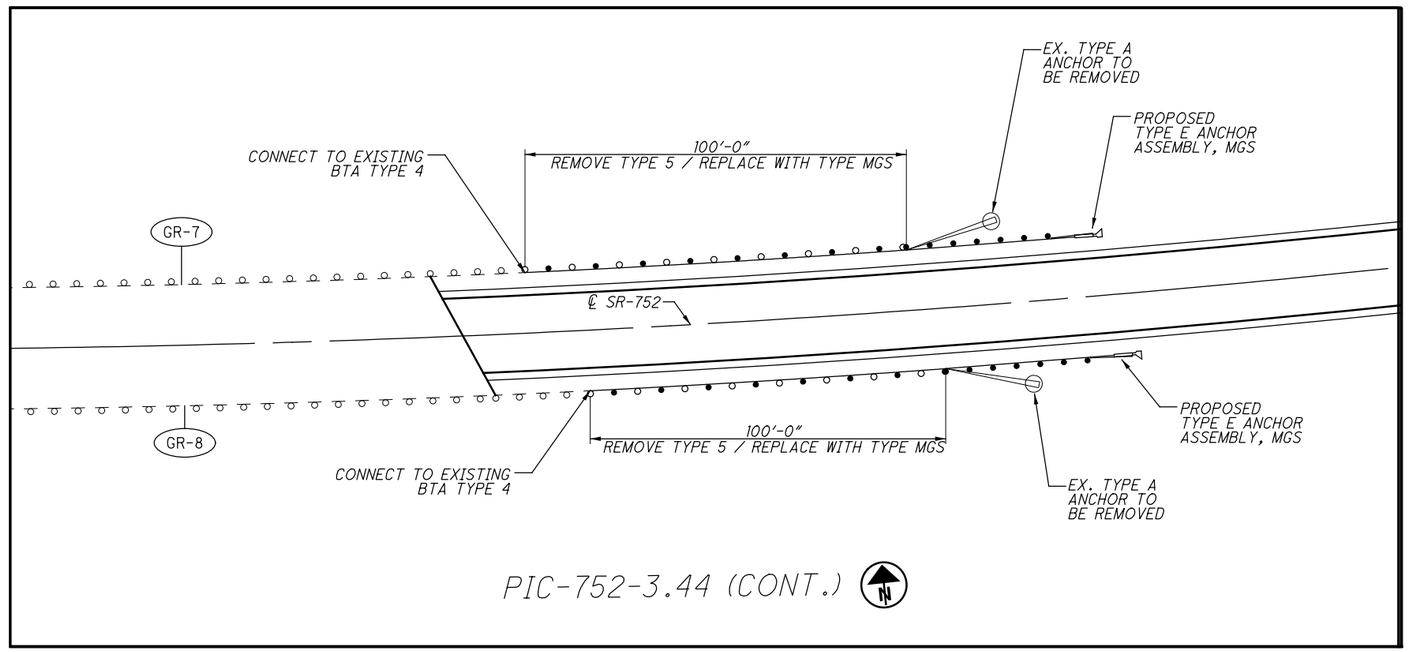
PIC-SR 316/752-13.05/0.00



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20 .



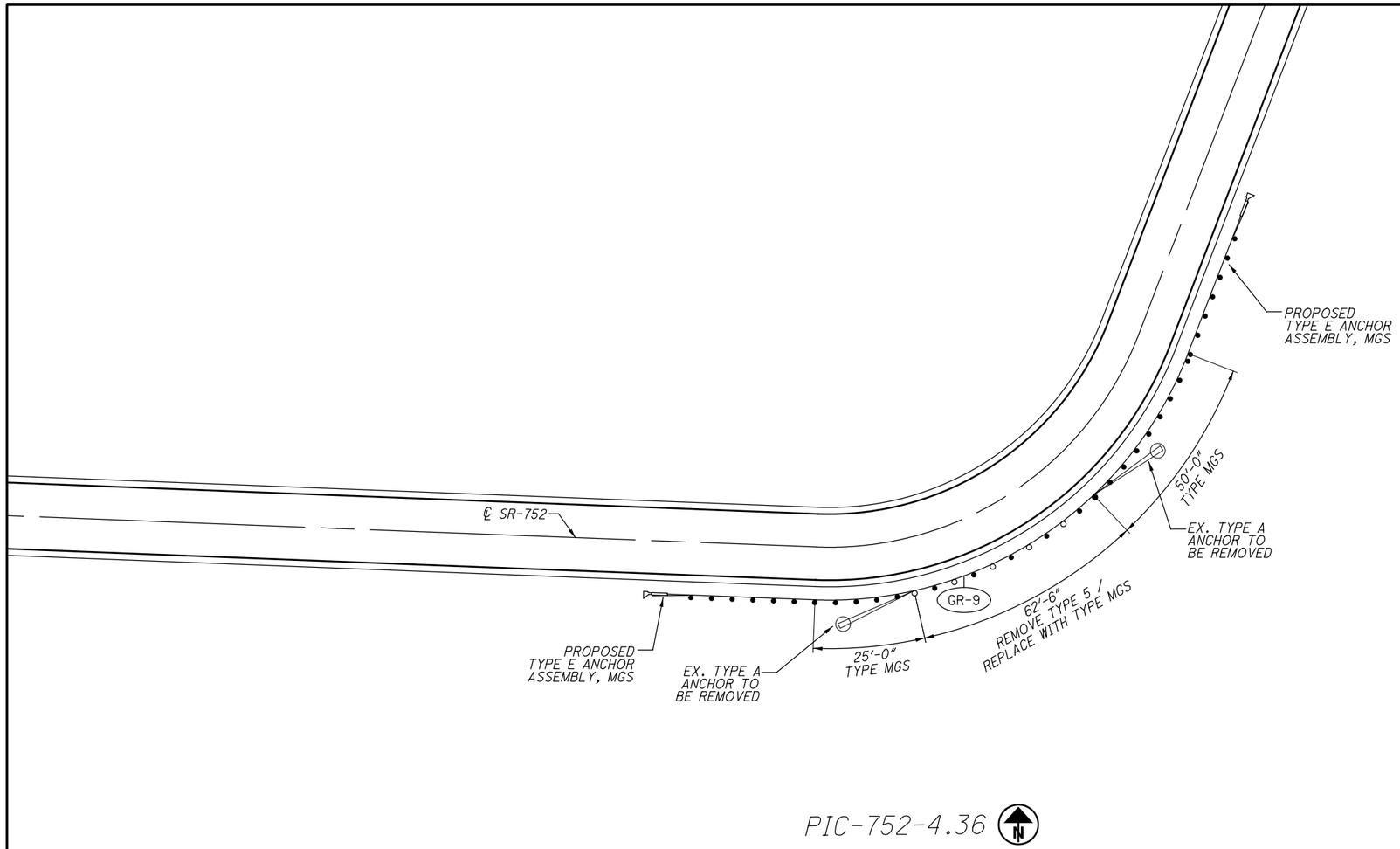
CALCULATED RAM CHECKED XXX

GUARDRAIL PLAN

PIC-SR 316 / 752-13.05 / 0.00

23
36

I:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\GR_001.dgn GR_003 12/16/2019 2:50:32 PM rmcneill



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

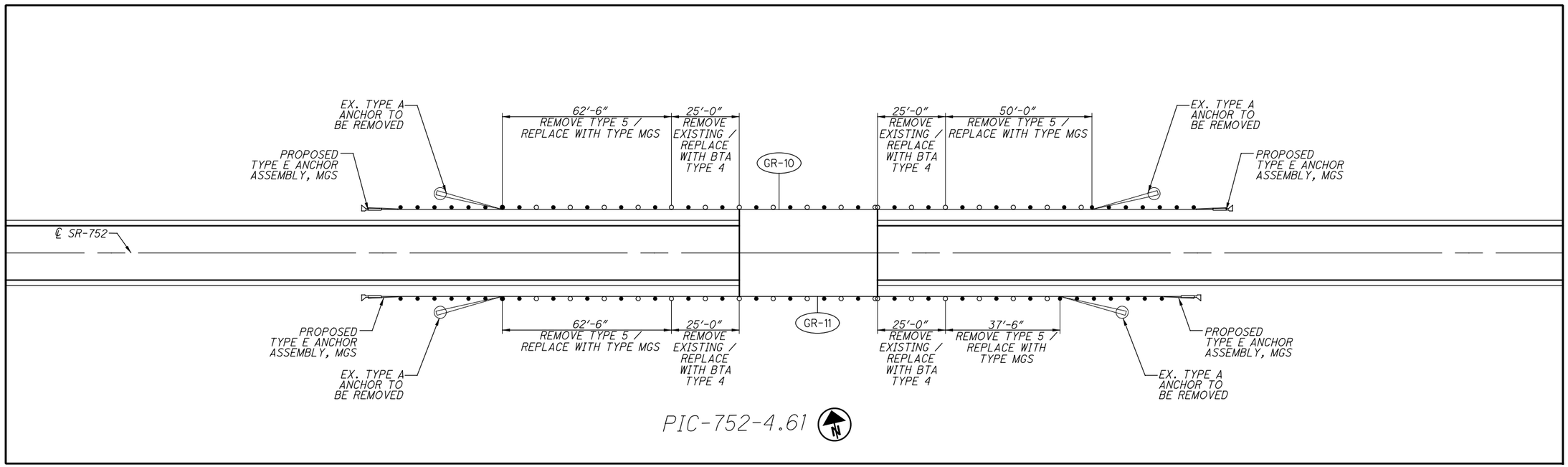
PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20 .

GUARDRAIL PLAN

CALCULATED RAM
CHECKED XXX

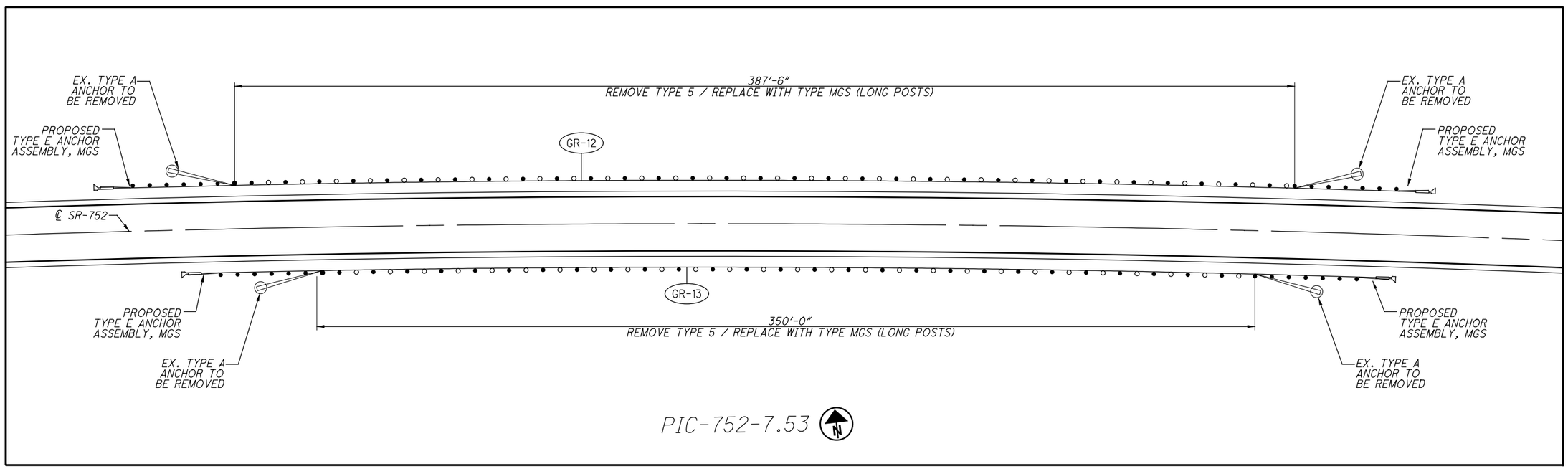
PIC-SR 316/752-
13.05/0.00



SEE TYPICAL DETAILS FOR SECTIONS A-A AND B-B.

PROPOSED GUARDRAIL OFFSETS TO REMAIN THE SAME UNLESS OTHERWISE NOTED IN THE PLAN.

FOR QUANTITIES, SEE GUARDRAIL SUBSUMMARY ON SHEET 20 .

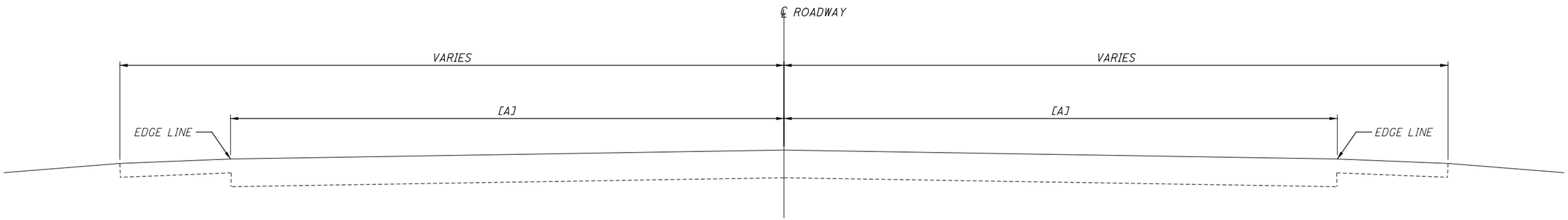


CALCULATED RAM CHECKED XXX

GUARDRAIL PLAN

PIC-SR 316/752-13.05/0.00

LOCATION						642				644																646				REMARKS
LOCATION	COUNTY	ROUTE	BEG SLM	END SLM	LENGTH	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 8"	CHANNELIZING LINE, 12"	STOP LINE	CROSSWALK LINE	TRANSVERSE/ DIAGONAL LINE		RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING	LANE ARROW					WORD ON PAVEMENT "ONLY"	EDGE LINE, 6"		LANE LINE, 6"	CENTER LINE	
																						LT	LT THRU	THRU	RT	RT THRU						
						W	Y			W	Y							W	Y									W	Y			
					MI	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	MILE	MILE	
1	PIC	752	0.00	1.74	1.74					3.48			1.74																		MAINLINE
			1.92	2.32	0.40					0.80			0.40																		MAINLINE
			2.32	3.34	1.02					2.04			1.02																		MAINLINE
			3.34	3.39	0.05																							0.10			0.05	CONCRETE BRIDGE DECK
			3.39	8.43	5.04					10.08			5.04																		MAINLINE
			0.00													14															US-23
			1.43																	1											
			1.56													11															RR CROSSING
			1.58													11															RR CROSSING
			1.70																	1											
			2.13														60														
			2.31													11															CIRCLEVILLE AVE
			2.34													11															CIRCLEVILLE AVE
			2.56																		1										
			5.14													11															TR-8
			5.22													11															TR-8
			6.27													11															TR-84
			6.30													11															TR-84
			8.43													11															SR-674
										16.40																		0.10				
TOTAL CARRIED TO GENERAL SUMMARY										16.40			8.20			113	60			2	1							0.10			0.05	



TYPICAL EDGE LINE PLACEMENT DETAIL

LOCATION	ROUTE	LANE WIDTH [A]
1	PIC-752	10′
2	PIC-752	10′

CALCULATED RAM CHECKED XXX

PAVEMENT MARKING SUBSUMMARY

PIC-SR 316/752-13.05/0.00

DETAIL	STANDARD DRAWING TC-65.10
1	EDGE LINE
2	CHANNELIZING LINE
3	LANE LINE
4	CENTER LINE

DETAIL	STANDARD DRAWING TC-65.11
5	ENTRANCE RAMP
6	EXIT RAMP
7	4 LANE DIVIDED TO 2 LANE TRANSITION
8	4 LANE UNDIVIDED TO 2 LANE TRANSITION
9	MULTILANE DIVIDED HIGHWAY

DETAIL	STANDARD DRAWING TC-65.11
10	APPROACH W/ LEFT TURN LANE
11	STOP APPROACH
12	TWO WAY LEFT TURN LANE
13	ONE LANE BRIDGE
14	HORIZONTAL CURVE

LOCATION							REFLECTOR TYPE										621		REMARKS
							ONE WAY				TWO WAY								
							WHITE			YELLOW	WHITE RED				YELLOW RED	YELLOW YELLOW			
							RIGHT EDGE LINE		LANE LINE	LEFT EDGE LINE	RIGHT EDGE LINE		CHANNELIZING LINE		LANE LINE	LEFT EDGE LINE	CENTER LINE		
LOCATION	COUNTY	ROUTE	BEG SLM	END SLM	LENGTH FT	DETAIL	40′	80′	120′	80′	40′	80′	40′	80′	80′	80′	20′	40′	80′	RAISED PAVEMENT MARKER REMOVED EACH	RPM, AS PER PLAN EACH	
1	PIC	752	0.00	1.74	9187	4													115	115	115	MAINLINE
			1.92	2.32	2112	4													27	27	27	MAINLINE
			2.32	5.50	16790	4													210	210	210	MAINLINE
			5.50	5.52	106	14												3		3	3	HORIZONTAL CURVE > 5 DEGREES
			5.52	8.43	15365	4													193	193	193	MAINLINE
			0.00			11	11	5												16	16	STOP APPROACH
			1.56			11	11	5												16	16	STOP APPROACH
			1.58			11	11	5												16	16	STOP APPROACH
			2.31			11	11	5												16	16	STOP APPROACH
			2.34			11	11	5												16	16	STOP APPROACH
			5.14			11	11	5												16	16	STOP APPROACH
			5.22			11	11	5												16	16	STOP APPROACH
			6.27			11	11	5												16	16	STOP APPROACH
			6.30			11	11	5												16	16	STOP APPROACH
			8.43			11	11	5												16	16	STOP APPROACH
																			TOTALS CARRIED TO GENERAL SUMMARY	708	708	

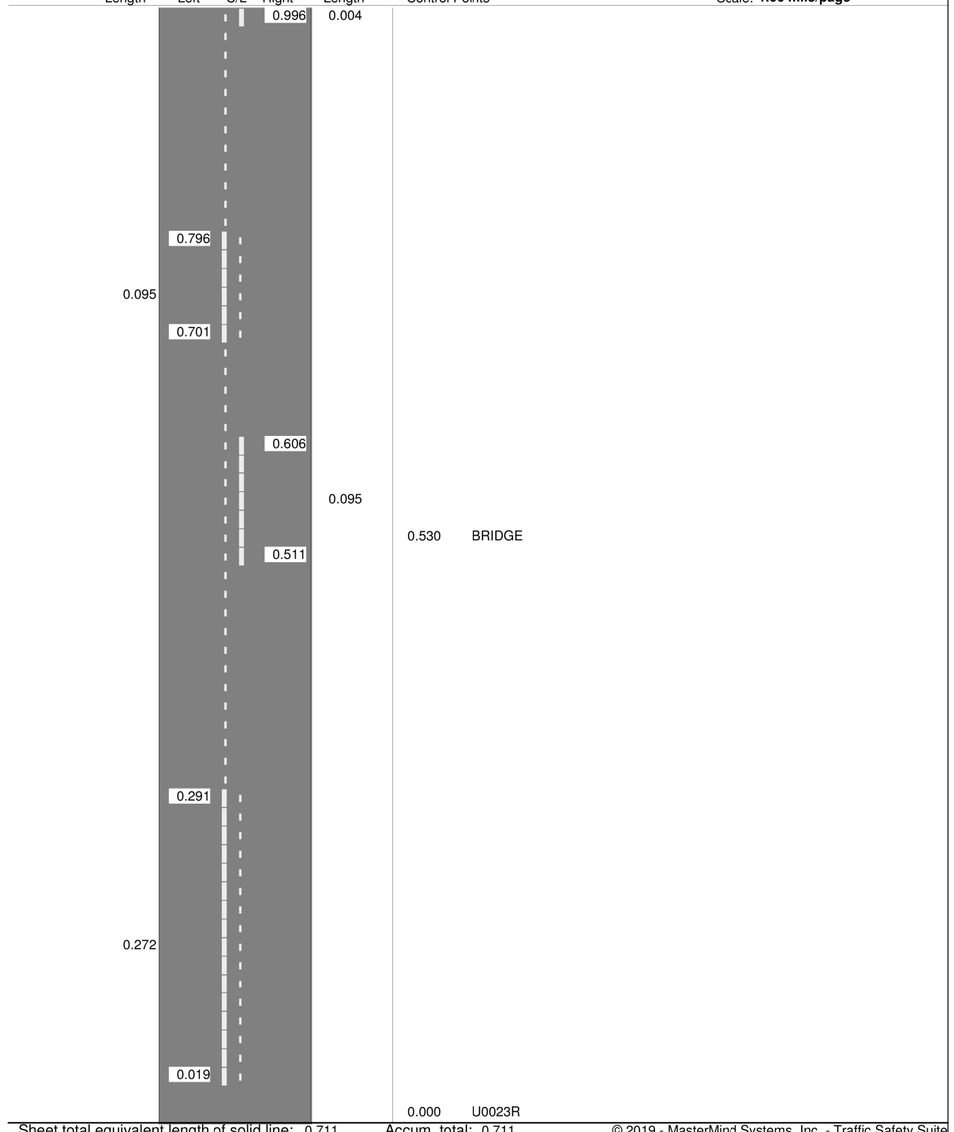
CALCULATED RAM CHECKED XXX

RAISED PAVEMENT MARKER SUBSUMMARY

PIC-SR 316/752-13.05/0.00

ODOT District 6
No Passing Zone Log (PIC)

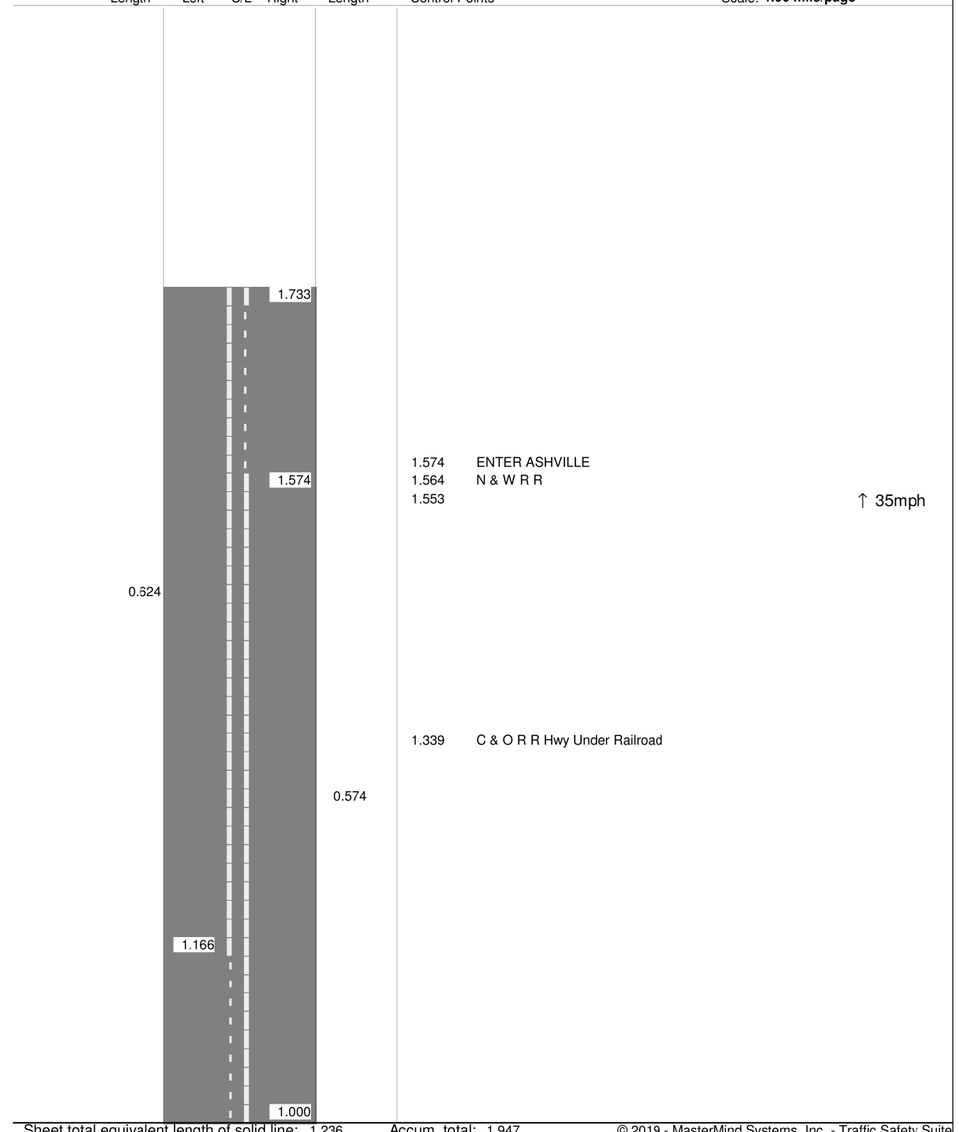
Route: 0752R (SPICSR00752**C) From: 0.000 *U0023R*
Length: 1.740 Direction: East To: 1.740 *END AT SR 0674R*



Sheet total equivalent length of solid line: 0.711 Accum. total: 0.711

ODOT District 6
No Passing Zone Log (PIC)

Route: 0752R (SPICSR00752**C) From: 0.000 *U0023R*
Length: 1.740 Direction: East To: 1.740 *END AT SR 0674R*



Sheet total equivalent length of solid line: 1.236 Accum. total: 1.947

CALCULATED RAM
CHECKED XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316/752-13.05/0.00

ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
					1.991 MILE POST = 002	

Sheet total equivalent length of solid line: 0.020 Accum. total: 0.020

ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***

Length	Left	C/L	Right	Length	Control Points	Scale: **1.00 mile/page**
	3.000		3.000			
0.142						
	2.858					
	2.742					
0.191				0.686		
	2.551				2.541 END SCHOOL ZONE	
	2.371					
0.057					2.326	↑ 55mph
	2.314		2.314		2.306 T0031 LOCKBOURNE EASTERN LT	
			2.296		2.306 LEAVE ASHVILLE	
				0.057		
			2.239			

Sheet total equivalent length of solid line: 1.281 Accum. total: 1.301

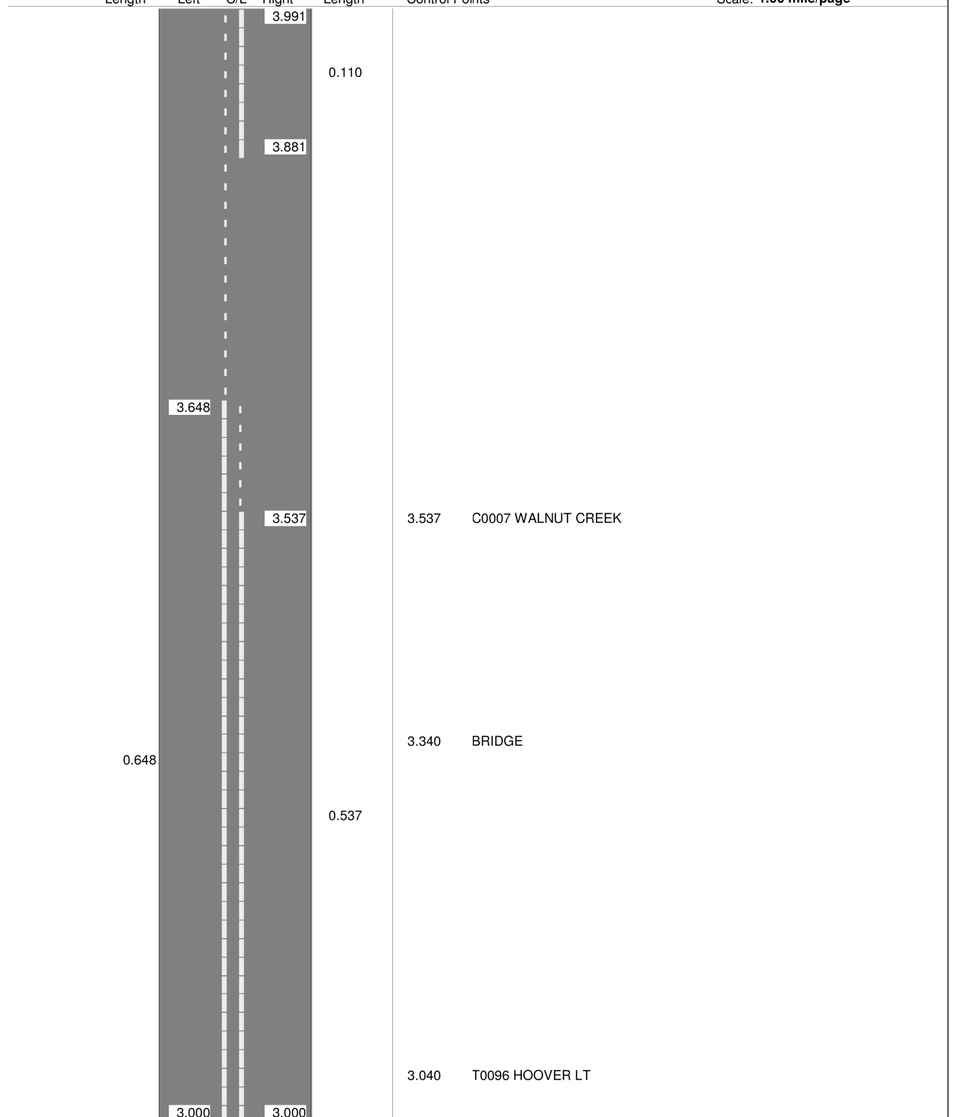
CALCULATED RAM CHECKED XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316/752-13.05/0.00

ODOT District 6
No Passing Zone Log (PIC)

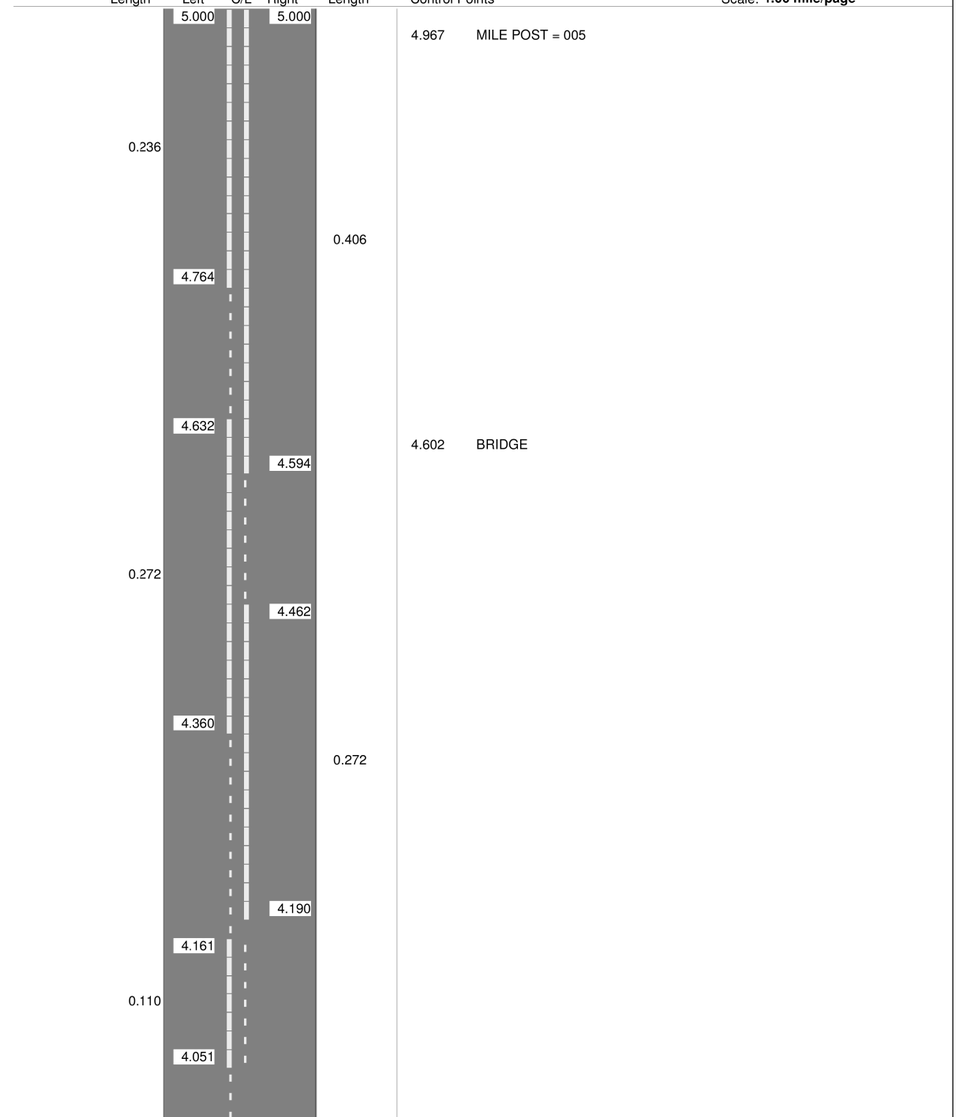
Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



Sheet total equivalent length of solid line: 1.411 Accum. total: 2.712

ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



Sheet total equivalent length of solid line: 1.452 Accum. total: 4.164

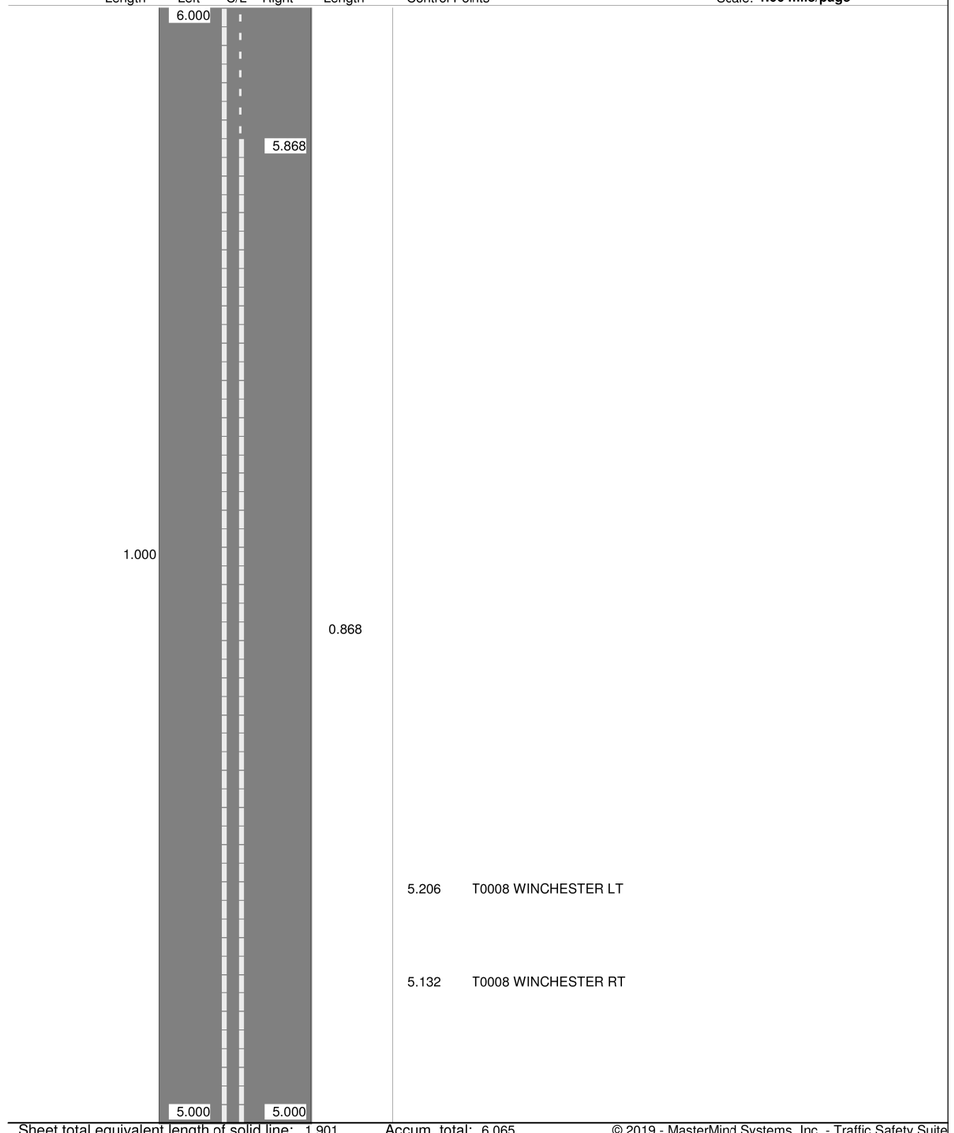
CALCULATED RAM
CHECKED XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316/752-13.05/0.00

ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



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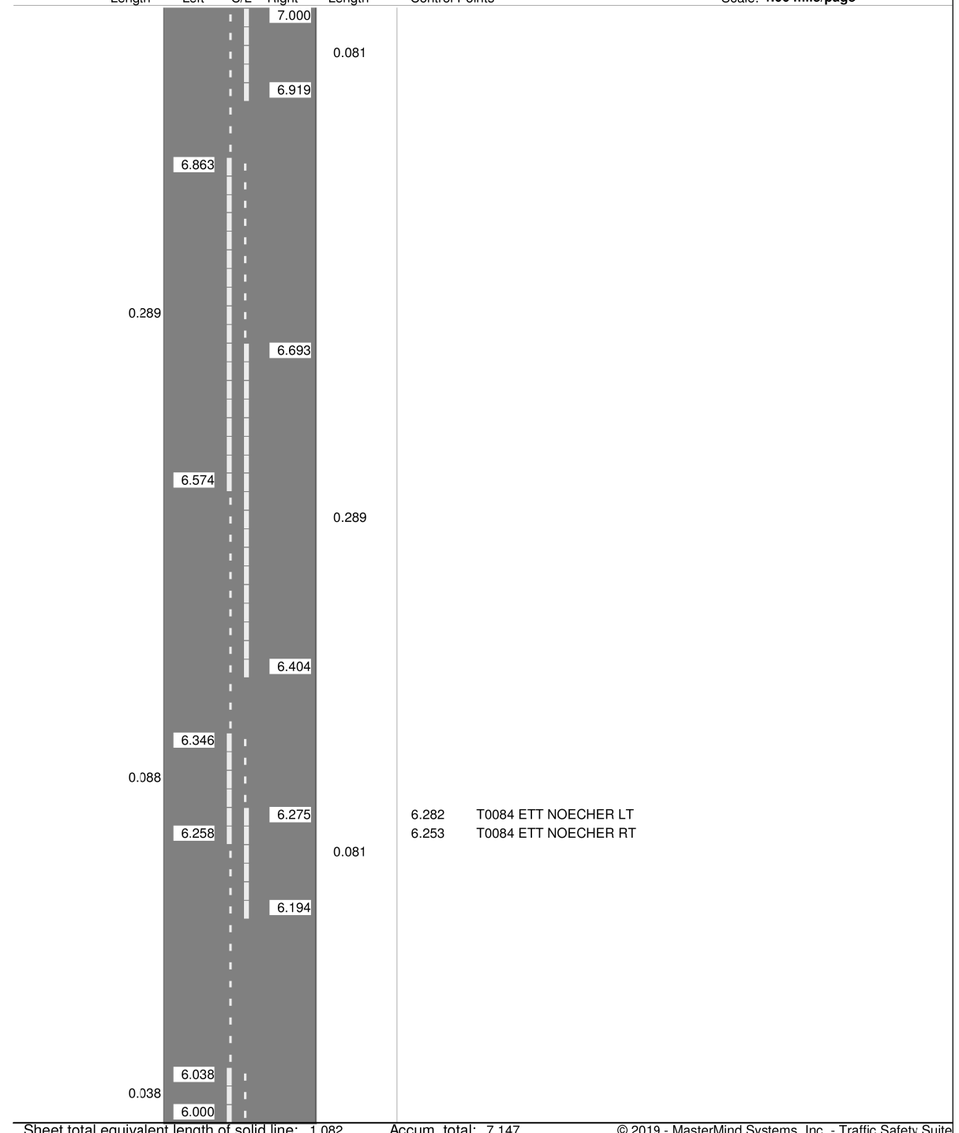
ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



Sheet total equivalent length of solid line: 1.082 Accum. total: 7.147

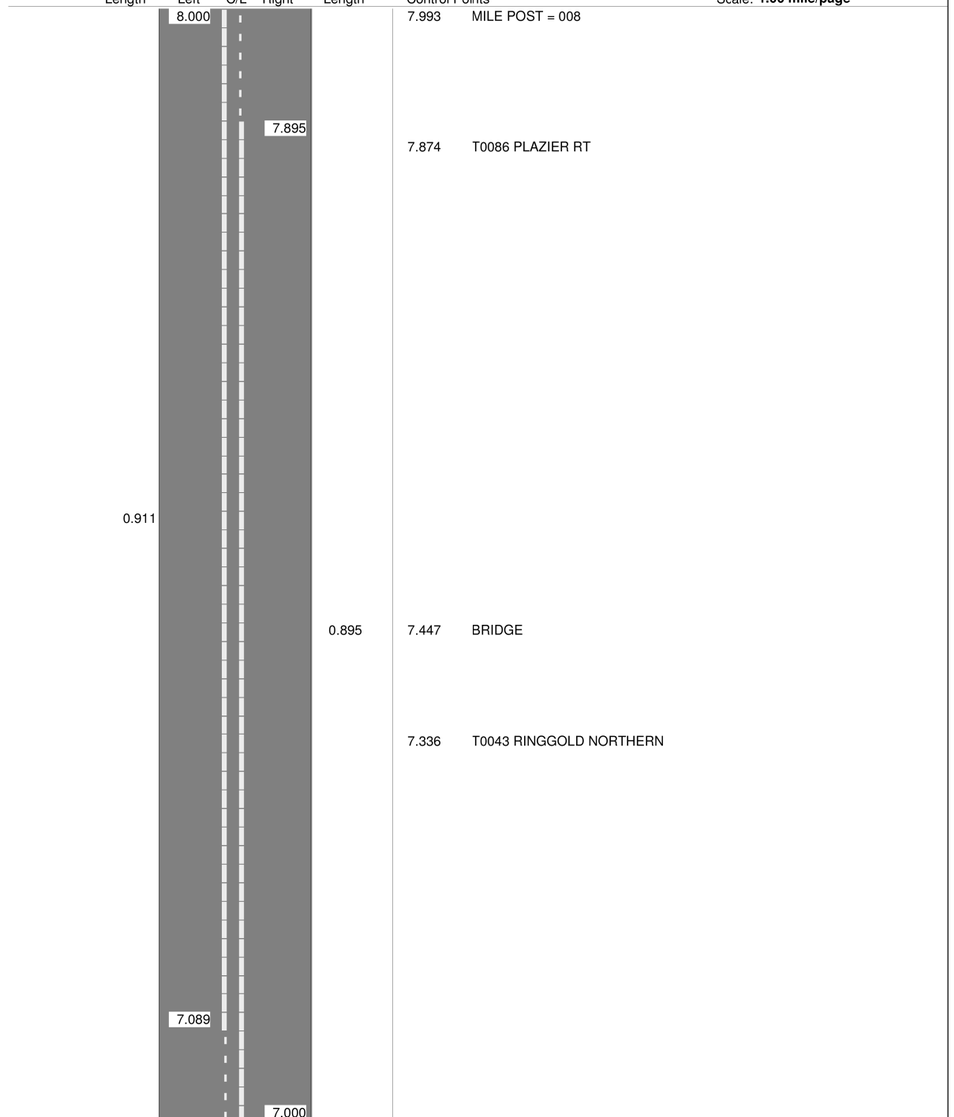
CALCULATED RAM
CHECKED XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316/752-13.05/0.00

ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



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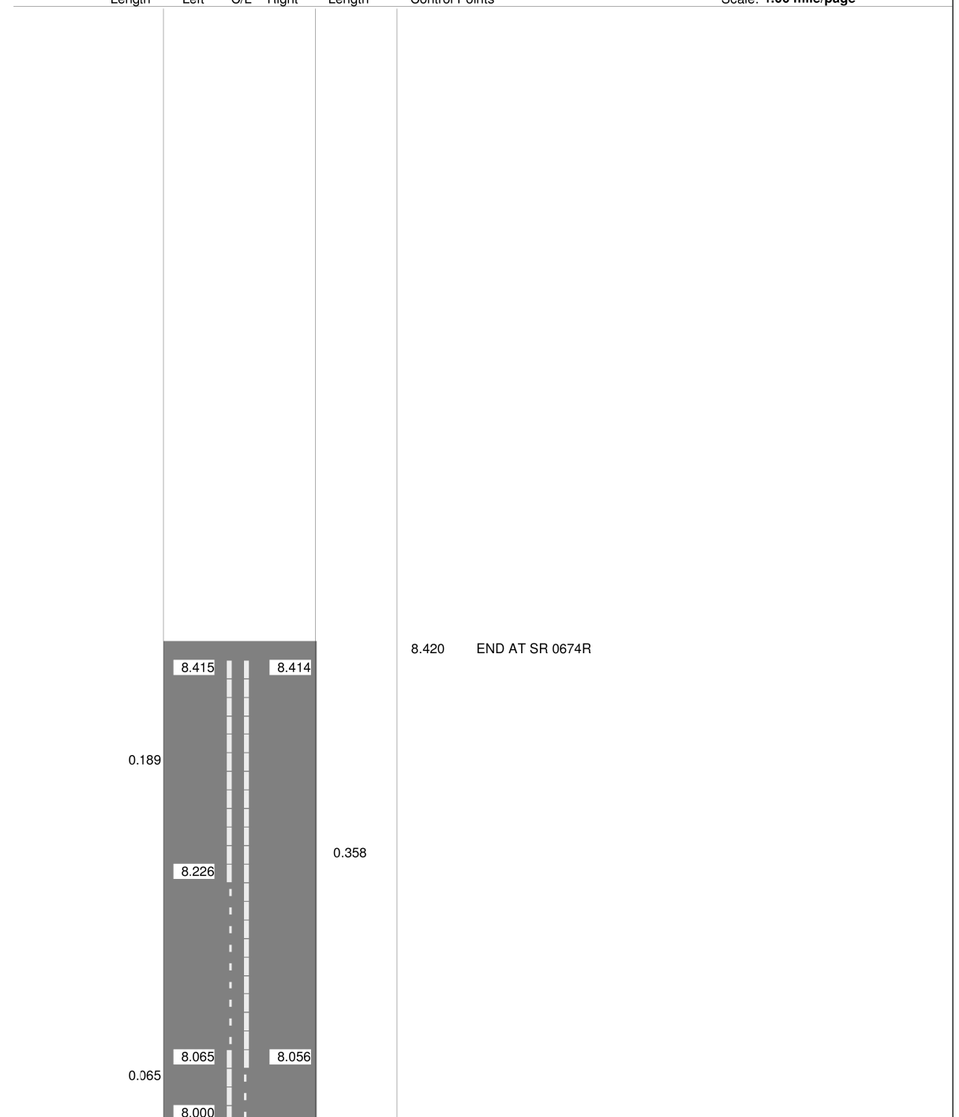
ODOT District 6
No Passing Zone Log (PIC)

Route: **0752R (SPICSR00752**C)** From: **1.920** ***U0023R***
Length: **6.500** Direction: **East** To: **8.420** ***END AT SR 0674R***



Sheet total equivalent length of solid line: 0.667 Accum. total: 9.669

CALCULATED RAM CHECKED XXX

TRAFFIC CONTROL - NO PASSING ZONES

PIC-SR 316/752-13.05/0.00

ITEM 409-SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

1) DESCRIPTION:

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE NEW ASPHALT CONCRETE OVERLAY OF BRIDGES. ASPHALT CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE ABUTMENT AND APPROACH SLAB JOINTS.

2) MATERIALS:

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ITEM 705.04, JOINT SEALANTS, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENTS. ACCEPTABLE ALTERNATE MATERIALS ARE:

A SILICONE SEALANT MEETING FEDERAL SPECIFICATIONS TT-S-001543A CLASS A (ONE-PART SILICONE SEALANTS) AND TT-S-00230C CLASS A (ONE-COMPONENT SEALANTS), SUCH AS THOSE MANUFACTURED BY GENERAL ELECTRIC, SILICONE PRODUCTS DIVISION, 4015 EXECUTIVE PARK DRIVE, CINCINNATI, OHIO 45242 (513-243-1953)OR DOW CORNING, 400 TECHNE CENTER, SUITE 103, MILFORD, OHIO 45150 (513-831-3586); OR SOF-SEAL, A COLD-APPLIED, LOW-MODULUS, TWO-COMPONENT POLY-MERIC COMPOUND HORIZONTAL SEALANT AS MANUFACTURED BY W.R.MEADOWS, INC., P.O. BOX 543,ELGIN,ILLINOIS 60121 (800-342-5976).

3) CONSTRUCTION DETAILS:

A) GENERAL: THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

B) CUTTING OF TRANSVERSE JOINTS: THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT.

THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

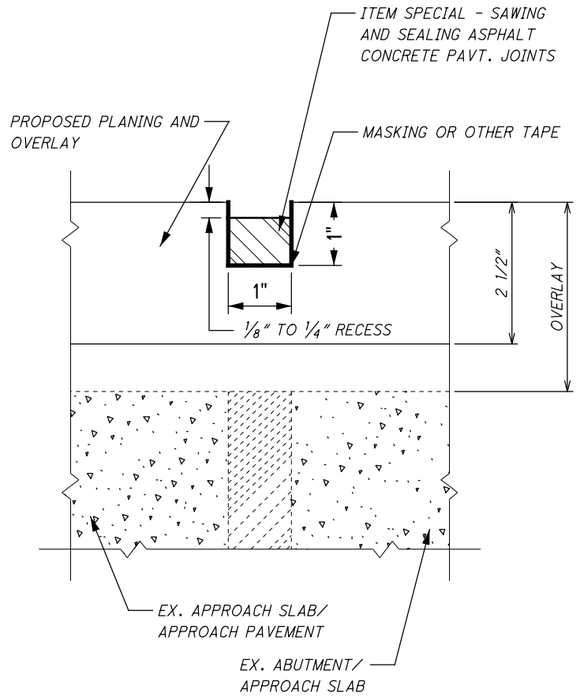
C) CLEANING JOINTS: DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 PSI SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RE-CLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

D) SEALING JOINTS: THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 1/4" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.



SAWING AND SEALING JOINTS DETAIL

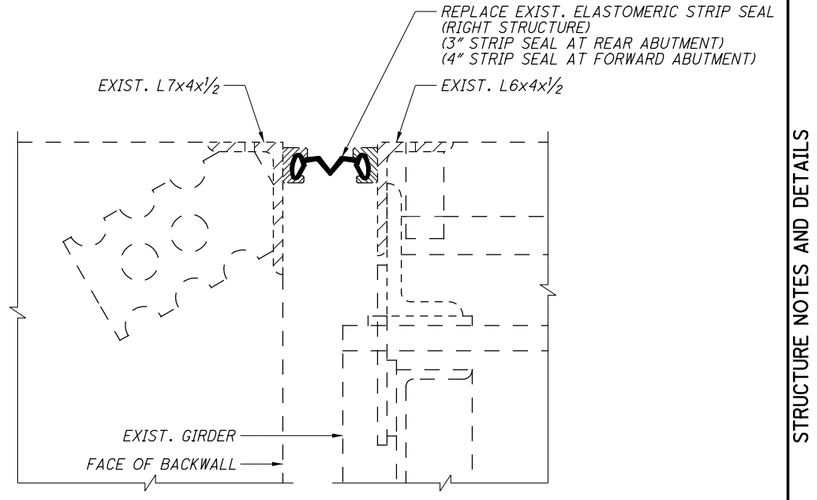
THE COLD APPLIED SEALANT MATERIALS (POLYURETHANE, SILICONE, AND POLYMERIC COMPOUNDS) SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THIS DRAWING. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

4) METHOD OF MEASUREMENT:

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

5) BASIS OF PAYMENT:

THE UNIT PRICE PER LINEAR FOOT FOR ITEM 409 - "SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS" SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.



STRIP SEAL EXPANSION JOINT DETAIL

NOTES:

1. REMOVAL OF EXISTING ELASTOMERIC STRIP SEAL SHALL BE PAID FOR UNDER ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS.

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

DESIGNED	DRAWN	REVIEWED	DATE
RAM	RAM	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
XXX	XXX	N/A	

STRUCTURE NOTES AND DETAILS

PIC-SR 316/752-13.05/0.00
PID No. 107824

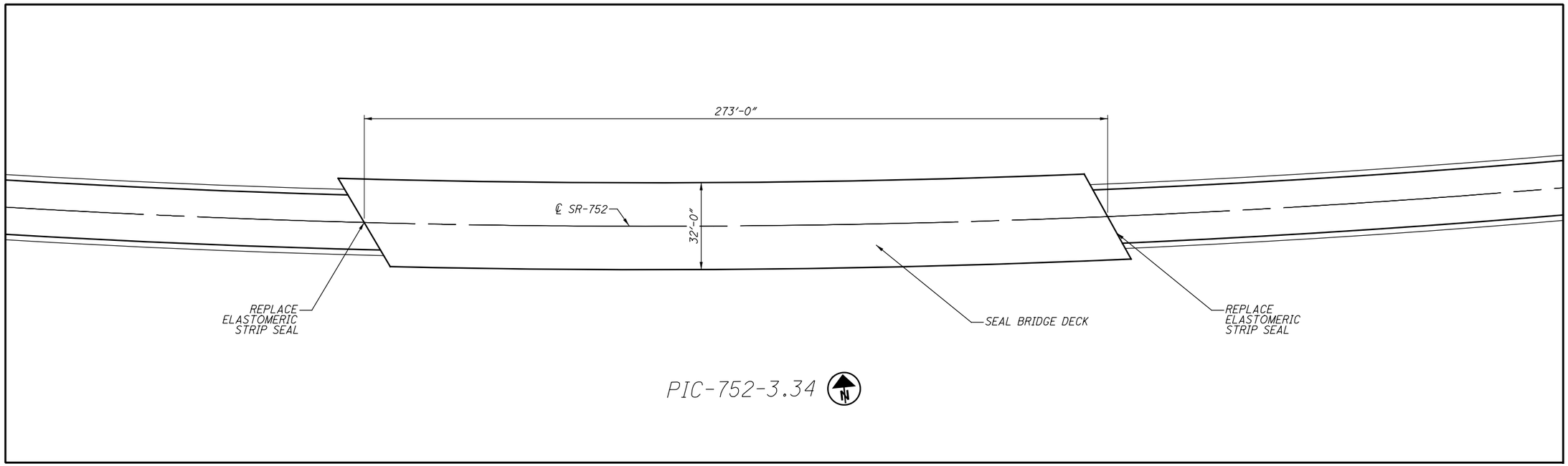
PARTICIPATION					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
01/SC2/PV	02/STR/PV	03/STR/BR	04/SC2/PV	05/SC2/PV						
									PIC-752-3.34 SFN: 6503675	
		970			512	10050	970	SQ YD	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
		52			516	01301	52	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN	
									PIC-752-4.61 SFN: 6503683	
		88			516	31200	88	FT	SPECIAL - SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

DESIGNED	DRAWN	REVIEWED	DATE
RAM	RAM	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
XXX	XXX	N/A	

STRUCTURE QUANTITIES

PIC-SR 316/752-
13.05/0.00
PID No. 107824



LOCATION				QUANTITIES						REMARKS	STRUCTURE NOTES
						512		516			PIC-752-3.34 SFN: 6503675
COUNTY	ROUTE	SLM	DECK AREA			SEALING OF CONCRETE SURFACES (NON-EPOXY)		ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN			SKEW: 30°
			SQ FT			SQ YD		FT			
PIC	752	3.34				970		52			
TOTALS CARRIED TO STRUCTURE QUANTITIES						970		52			

DESIGN AGENCY
THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

DESIGNED	DRAWN	REVIEWED	DATE
RAM	RAM	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
XXX	XXX	6503675	

PICKAWAY
STA.
STA.

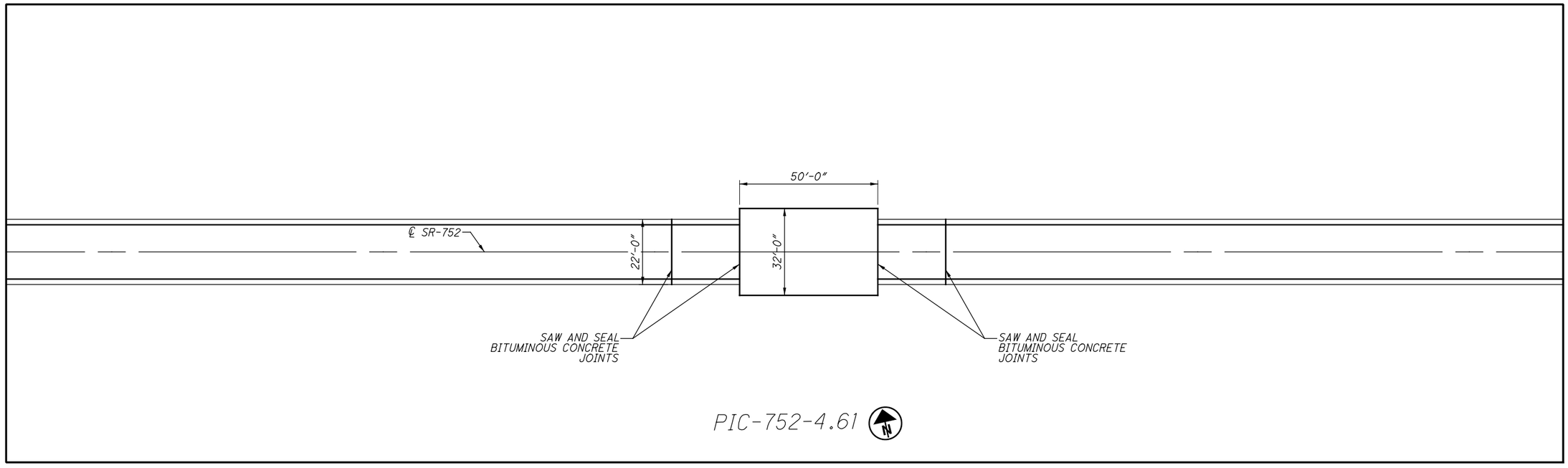
SITE PLAN
PIC-752-3.34
BRIDGE OVER WALNUT CREEK

PIC-SR 316/752-13.05/0.00
PID No. 107824

3 / 4

35
36

i:\ProjectData\107824_PIC-316-13.05\Design\Roadway\Sheets\SP_001.dgn SP_001 12/16/2019 2:52:36 PM rmcneill



LOCATION				QUANTITIES						REMARKS	STRUCTURE NOTES
COUNTY	ROUTE	SLM	DECK AREA			516					PIC-752-4.61 SFN: 6503683
						SPECIAL - SAWING AND SEALING BITUMINOUS CONCRETE JOINTS					SKEW: 0°
			SQ FT			FT					
PIC	752	4.61				88				FOUR LOCATIONS	
TOTALS CARRIED TO STRUCTURE QUANTITIES						88					

DESIGN AGENCY
THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 6

REVIEWED XXX DATE MM/DD/YY
STRUCTURE FILE NUMBER 6503683

DRAWN RAM
REVISED XXX

DESIGNED RAM
CHECKED XXX

PICKAWAY
STA.
STA.

SITE PLAN
PIC-752-4.61
BRIDGE OVER CREEK

PIC-SR 316/752-13.05/0.00
PID No. 107824

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36
36

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