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Pamela Boratyn  
Director, Department of Transportation

**TITLE SHEET**



SEE SHEET P.02

NONE REQUIRED

NONE REQUIRED

PLAN PREPARED BY:  
ODOT DISTRICT 11  
ENGINEERING  
NEW PHILADELPHIA, OH

| PART | COUNTY | ROUTE    | FUNDING   | PROJECT TERMINI |       | NET LENGTH MILES | CITY (VILLAGE) |
|------|--------|----------|-----------|-----------------|-------|------------------|----------------|
|      |        |          |           | BEGIN           | END   |                  |                |
| 1    | TUS    | U.S. 250 | 01/NHS/05 | 12.79           | 17.36 | 4.57             |                |

[illegible]

DESIGN AGENCY



DESIGNER  
TLC

REVIEWER  
PB 10/11/24

PROJECT ID  
109694

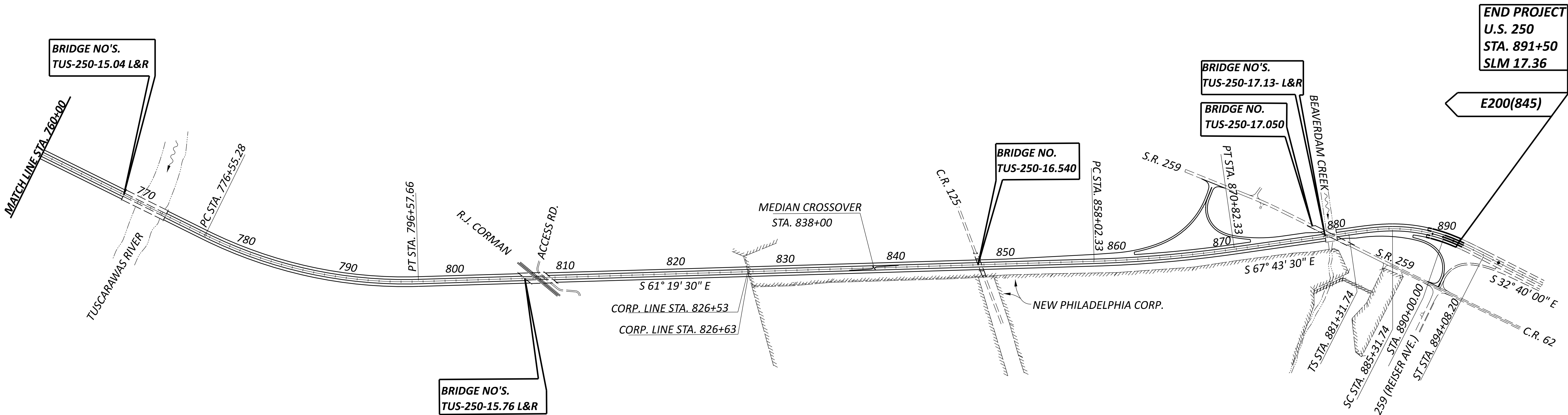
| SHEET | TOTAL |
|-------|-------|
| P.01  | 35    |



| DESIGN DESIGNATION                     |      |                                             |                                             |                                             |                                             |                                             |                                             |                                             |                                             |                                             |
|----------------------------------------|------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|
|                                        | YEAR | STUSSR00250**C                              |                                             |                                             |                                             |                                             |                                             |                                             |                                             |                                             |
| LOG                                    |      | 12.622-14.128                               | 14.129-14.146                               | 14.146-14.308                               | 14.308-14.328                               | 14.328-16.470                               | 16.470-16.620                               | 16.620-17.160                               | 17.160-17.183                               | 17.183-17.331                               |
| CURRENT ADT                            | 2025 | 23,000                                      | 23,000                                      | 23,000                                      | 19,500                                      | 19,500                                      | 20,000                                      | 19,500                                      | 19,500                                      | 17,500                                      |
| DESIGN ADT                             | 2037 | 24,000                                      | 24,000                                      | 23,500                                      | 19,500                                      | 20,000                                      | 21,500                                      | 20,000                                      | 19,500                                      | 17,500                                      |
| DHV                                    | 2037 | 2,600                                       | 2,600                                       | 2,500                                       | 2,200                                       | 2,300                                       | 2,500                                       | 2,300                                       | 2,200                                       | 2,000                                       |
| DD                                     |      | 60%                                         | 60%                                         | 60%                                         | 52%                                         | 52%                                         | 52%                                         | 52%                                         | 52%                                         | 52%                                         |
| T24                                    |      | 8%                                          | 7%                                          | 8%                                          | 18%                                         | 18%                                         | 25%                                         | 18%                                         | 18%                                         | 14%                                         |
| DESIGN SPEED                           |      | 75                                          | 75                                          | 75                                          | 75                                          | 75                                          | 75                                          | 75                                          | 75                                          | 75                                          |
| LEGAL SPEED                            |      | 70                                          | 70                                          | 70                                          | 70                                          | 70                                          | 70                                          | 70                                          | 70                                          | 70                                          |
| DESIGN<br>FUNCTIONAL<br>CLASSIFICATION |      | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS | U02-OTHER<br>FREEWAYS<br>AND<br>EXPRESSWAYS |
| NHS                                    |      | YES                                         | YES                                         | YES                                         | YES                                         | YES                                         | YES                                         | YES                                         | YES                                         | YES                                         |

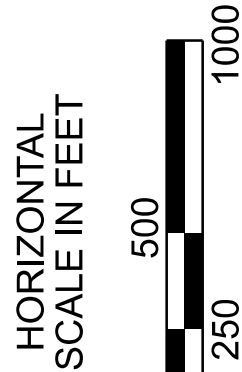






THERE ARE NO LANDSCAPED AREAS WITHIN THE WORK LIMITS.

SCHEMATIC PLAN



DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

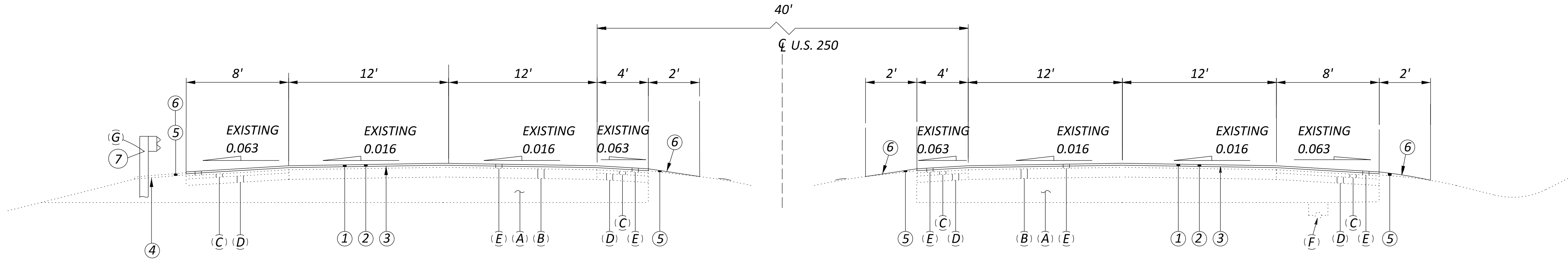
PROJECT ID

109694

SHEET TOTAL

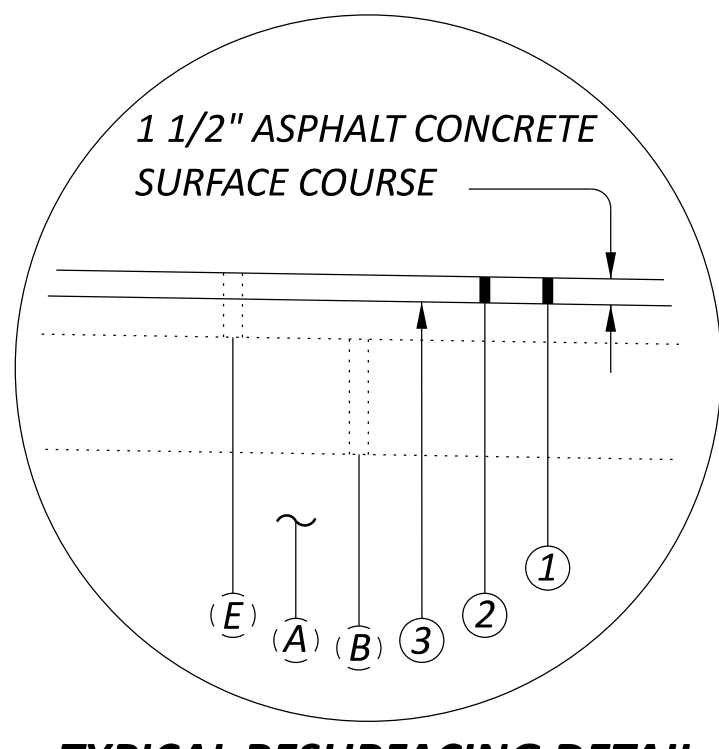
P.03 35





**NORMAL SECTION**

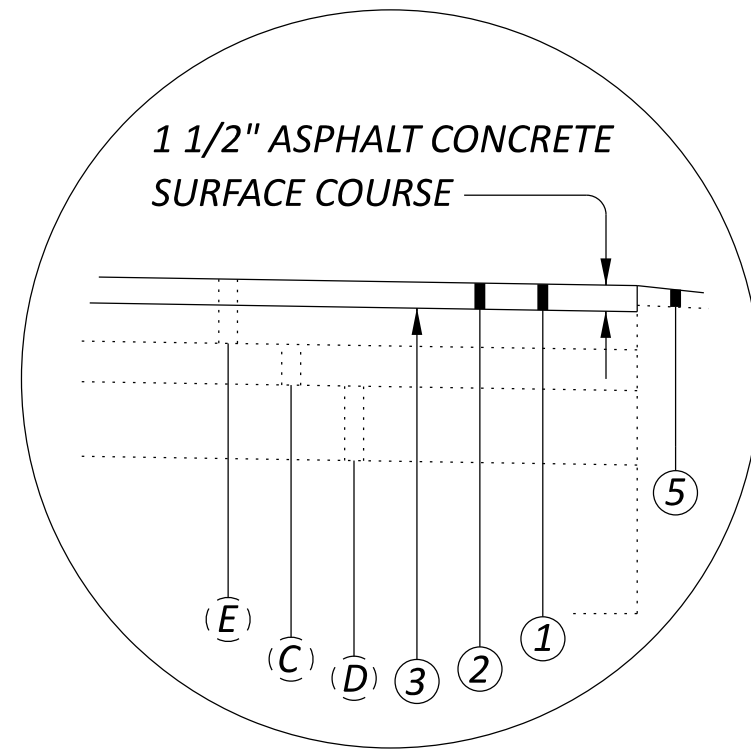
STA. 650+00.00 TO 658+48.14  
STA. 673+09.14 TO 692+90.00  
STA. 713+69.00 TO 721+40.41  
STA. 745+75.00 TO 774+49.28  
STA. 798+63.66 TO 843+60.00  
STA. 851+60.00 TO 856+89.33  
STA. 871+95.33 TO 880+56.74



**TYPICAL RESURFACING DETAIL  
(MAINLINE)**

**EXISTING LEGEND**

- (A) — EXISTING SUBBASE
- (B) — EXISTING 9" REINFORCED CONCRETE PAVEMENT
- (C) — EXISTING BITUMINOUS AGGREGATE BASE
- (D) — EXISTING AGGREGATE BASE
- (E) — EXISTING ASPHALT CONCRETE
- (F) — EXISTING 6" PIPE UNDERDRAIN
- (G) — EXISTING GUARDRAIL, TYPE 5
- (H) — EXISTING CONCRETE MEDIAN



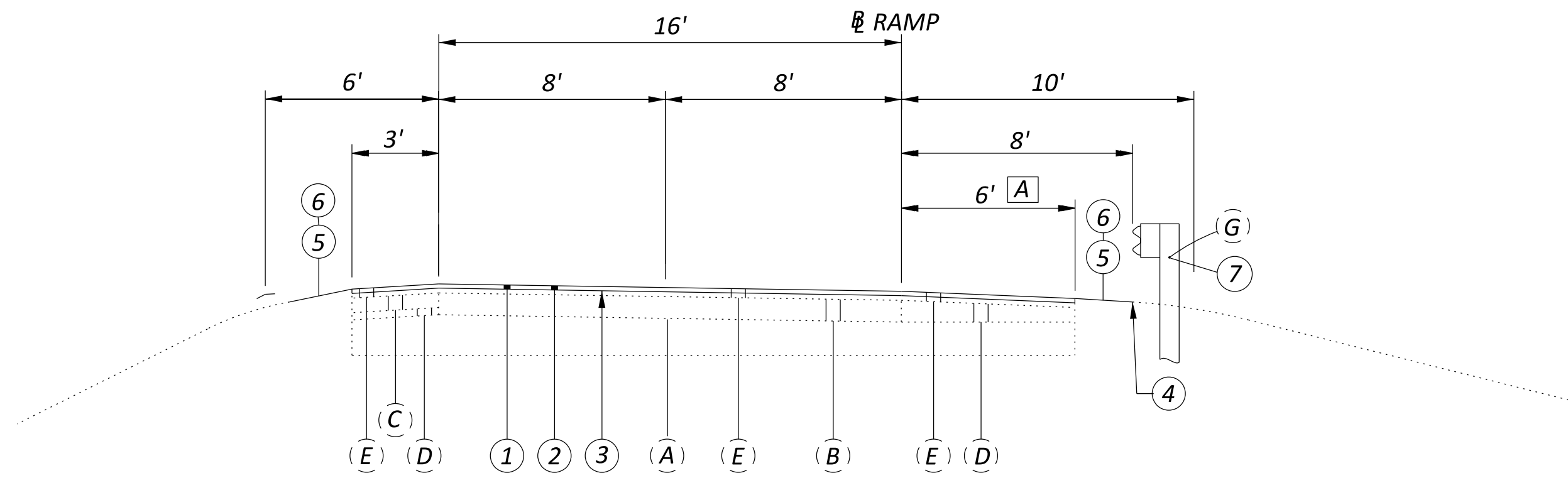
**TYPICAL RESURFACING DETAIL  
(SHOULDER)**

**PROPOSED LEGEND**

- (1) — ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447)
- (2) — ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1 1/2")
- (3) — ITEM 407 - NON-TRACKING TACK COAT (@0.085 GAL/SY)
- (4) — ITEM 209 - LINEAR GRADING
- (5) — ITEM 617 - COMPACTED AGGREGATE
- (6) — ITEM 408 - PRIME COAT, AS PER PLAN
- (7) — ITEM 606 - GUARDRAIL, TYPE MGS





**RAMP SECTION****S.R. 416 INTERCHANGE**

RAMP 'A' STA. 13+12.72 TO 21+66.05

RAMP 'B' STA. 8+10.71 TO 13+26.57

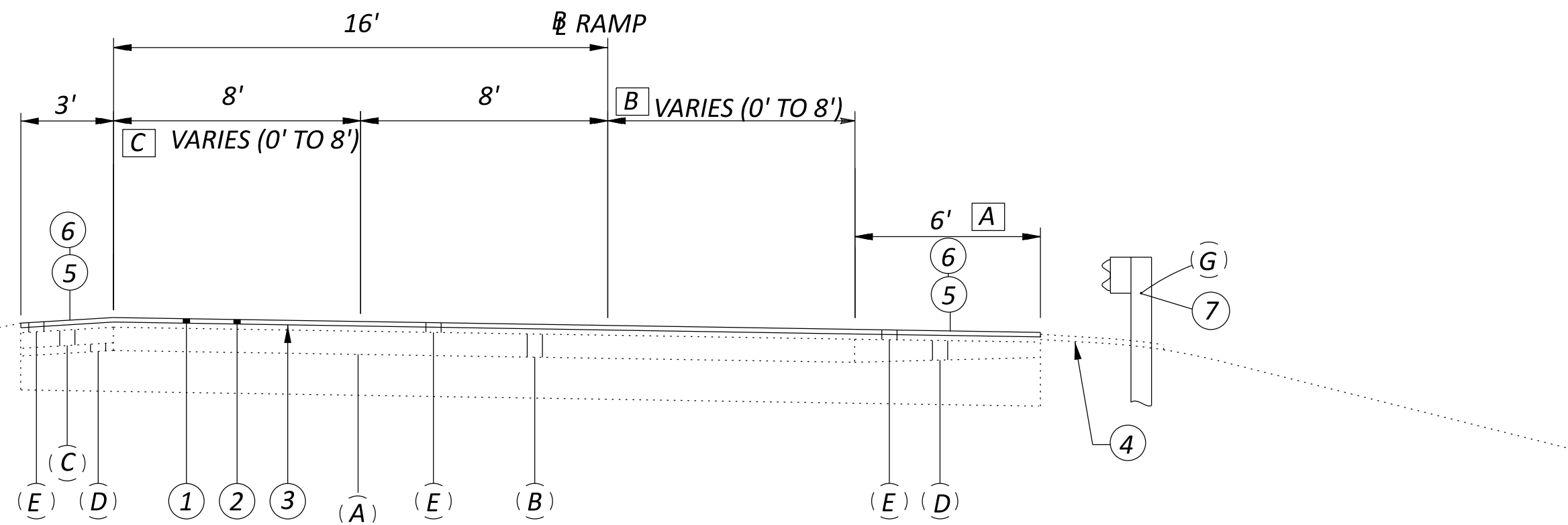
RAMP 'D' STA. 5+65.00 TO 9+53.18

**S.R. 259 INTERCHANGE**

RAMP 'A' STA. 11+72.15 TO 19+53.00

RAMP 'B' STA. 2+23.72 TO 7+73.81

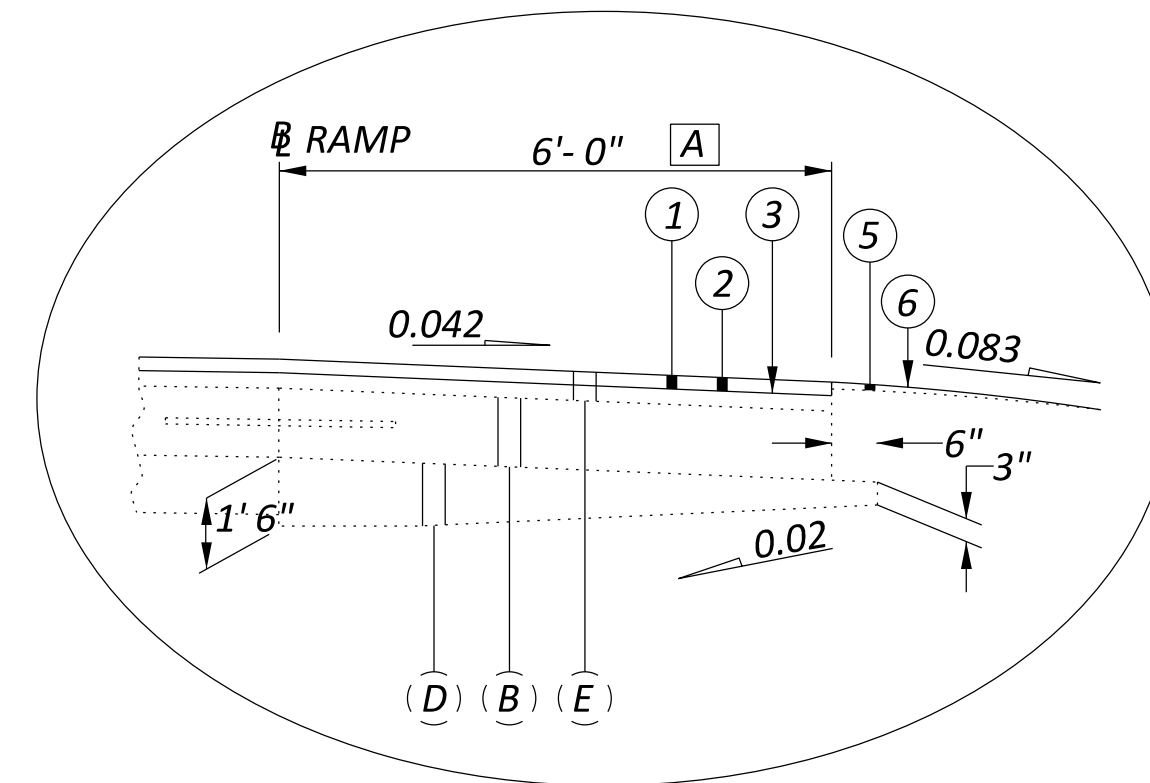
RAMP 'C' STA. 6+17.91 TO 10+84.20

**RAMP SECTION****S.R. 416 INTERCHANGE**

RAMP 'B' STA. 13+26.57 TO 18+94.03

RAMP 'D' STA. 0+34.09 TO 5+65.00

RAMP 'T' STA. 737+36.07 TO 747+00.61

**TYPICAL CONCRETE SHOULDER DETAIL****[A] CONCRETE SHOULDER LIMITS****S.R. 416 INTERCHANGE**

RAMP 'A' STA. 10+70.44 TO 21+12.14

RAMP 'B' STA. 8+00.50 TO 13+76.57

RAMP 'D' STA. 5+15.00 TO 11+04.51

**S.R. 259 INTERCHANGE**

RAMP 'A' STA. 10+79.19 TO 21+64.71

RAMP 'B' STA. 0+12.00 TO 8+02.52

RAMP 'C' STA. 5+68.97 TO 12+06.83

**NOTE:**

1. FOR LEGEND, SEE SHEET P.02.

2. BASELINE LOCATION SHOWN RELATIVE TO DIRECTION OF TRAVEL.





UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT OHIO UTILITIES PROTECTION SERVICES (OUPS) TO ASSURE THAT THERE ARE NO UTILITY CONFLICTS IN THE AREA OF THE NEW SIGN SUPPORTS, AND/OR GUARDRAIL POSTS. SHOULD A CONFLICT BE NOTED, THE CONTRACTOR SHALL ADJUST THE LOCATION OF THE SIGN AND/OR GUARDRAIL POST IN ORDER TO AVOID THE CONFLICT. THE ADJUSTED LOCATION SHALL BE AT THE APPROVAL OF THE ENGINEER.

THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING AND/OR TRAFFIC SIGNALS) WITHIN THE LIMITS OF THIS PROJECT.

IN ADDITION TO THE INFORMATION OUTLINED IN THIS CONTRACT, THE CONTRACTOR SHALL TAKE THE FOLLOWING ACTION TO PROTECT ODOT'S FACILITIES DURING CONSTRUCTION:

HIGHWAY LIGHTING AND/OR TRAFFIC SIGNALS: EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR IS REQUIRED TO CONTACT ODOT DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY THE ODOT PROJECT ENGINEER/PROJECT SUPERVISOR, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES.

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY OTHER UTILITIES THROUGH OUPS OR DIRECTLY A MINIMUM OF FORTY-EIGHT HOURS IN ADVANCE OF ANY WORK.

PREVIOUS CONSTRUCTION PLANS

THE FOLLOWING EXISTING PLANS ARE AVAILABLE FOR REFERENCE AT THE DISTRICT 11 OFFICE.

- TUS-250-12.79, PID 78257 (2014)
- TUS-250-12.79, PID 12976 (2002)

THESE PLANS CAN BE DOWNLOADED FROM THE FOLLOWING FTP SITE:  
<https://ftp.dot.state.oh.us/pub/Contracts/Attach>

PROFILE AND ALIGNMENT

THE WORK PROPOSED BY THIS PROJECT IS FOR THE PLANING AND PAVING OF THE EXISTING PAVEMENT. THE ALIGNMENT AND SUPERELEVATION RATES OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE ARE LISTED ON THIS SHEET.

SHIELD

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. THE CONTRACTOR SHALL ADHERE TO THE PROVISIONS SET FORTH IN C&MS 107.10 CONCERNING THE PROTECTION AND RESTORATION OF ALL PUBLIC AND PRIVATE PROPERTY IMPACTED BY CONSTRUCTION OPERATIONS.

SURFACE COURSE COMPLETION REQUIREMENTS

ANY GIVEN LENGTH OF WORK ON WHICH RESURFACING OPERATIONS HAVE BEEN STARTED IN A CONSTRUCTION SEASON SHALL HAVE THE SURFACE COURSE PLACED THAT SAME SEASON.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
[HTTP://CEAAA.FAA.GOV](http://CEAAA.FAA.GOV)

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
[OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV](mailto:OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV)

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR WILL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED AGGREGATE SHOULDER. A SHIELD SHALL BE PROVIDED TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 202 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING.

ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

GRADED SHOULDERS SHALL BE RESHAPED AS PER THE REQUIREMENTS OF ITEM 617, COMPACTED AGGREGATE. COMPACTED AGGREGATE MUST BE COMPACTED FLUSH WITH ROADWAY AND TAPERED TO MEET EXISTING SHOULDER SLOPE. GRINDINGS SHALL BE USED IN LIEU OF ITEM 617, COMPACTED AGGREGATE. IF THE AMOUNT OF GRINDINGS ARE NOT SUFFICIENT TO COVER THE COMPACTED AGGREGATE QUANTITY REQUIRED FOR THIS PLAN, THEN ADDITIONAL MATERIAL MEETING SPECIFICATION 617 SHALL BE PROCURED AND USED BY THE CONTRACTOR. ALL GRINDINGS SHALL ADHERE TO THE SPECIFICATIONS STATED IN C&MS 617 AND MEET GRADATIONS CONFORMING TO C&MS 703.18. THE COST FOR STORING THE GRINDINGS ON THE PROJECT AND PLACING THE GRINDINGS SHALL ALSO BE INCLUDED IN THIS ITEM.

ITEM 209 - LINEAR GRADING

GRADED SHOULDERS SHALL BE RESHAPED AS DIRECTED BY THE ENGINEER TO ENSURE A SMOOTH DRAINABLE SURFACE THAT IS FREE OF ALL IRREGULARITIES. VEGETATION, MATERIAL BUILDUP, AND COLLECTED DEBRIS ON THE SHOULDER OR WITHIN THE LINEAR GRADING LIMITS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AS SPECIFIED IN SECTION 209.01, OR WASTED OVER FILL SLOPES AT THE DIRECTION OF THE ENGINEER.

THIS ITEM SHALL MEET THE REQUIREMENTS OF ITEM 209 LINEAR GRADING EXCEPT AS FOLLOWS:

THE CONTRACTOR SHALL USE THE GRINDINGS FROM THE PROJECT IN LIEU OF ITEM - 617 COMPACTED AGGREGATE. SEE NOTE 'ITEM 617, COMPACTED AGGREGATE, AS PER PLAN'.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING.

RAISED PAVEMENT MARKERS (RPM'S)

THE CONTRACTOR SHALL OMIT PLACING RAISED PAVEMENT MARKERS ACROSS THE CONCRETE DECKS AND CONCRETE APPROACH SLABS.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

EXISTING RAISED PAVEMENT MARKERS SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR DISPOSAL OFF THE PROJECT. IN AREAS OF PAVEMENT PLANING ONLY, THE REQUIREMENT TO FILL THE DEPRESSIONS SHALL BE WAIVED.

ITEM 617 - SHOULDER PREPARATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 617.04, GRADE THE LOOSENEED BERM WITHIN FOUR FEET OF THE EDGE OF PAVEMENT TO ENSURE PROPER DRAINAGE. REMOVE EXCESS MATERIAL AND RECYCLE OR DISPOSE OF THE MATERIAL ACCORDING TO C&MS 105.16 AND 105.17.

ITEM 642 - TRAFFIC PAINT PAVEMENT MARKINGS  
ITEM 807 - WET REFLECTIVE EPOXY PAVEMENT MARKINGS

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS AS PER C&MS 641.06. SEE STANDARD DRAWING TC-71.10 AND TC-72.20 FOR PAVEMENT MARKING DETAILS.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

PROVIDE A MATERIAL TRANSFER VEHICLE IN ACCORDANCE WITH CMS 401.12 WHEN PLACING ASPHALT SURFACE AND INTERMEDIATE COURSES ON MAINLINE LANES AND ACCELERATION AND DECELERATION LANES.

THESE QUANTITIES HAVE BEEN CARRIED WITH THE RESURFACING ESTIMATED QUANTITY SHEETS.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, (1 1/2")

THIS ITEM SHALL INCLUDE HAULING THE GRINDINGS FROM THE PAVEMENT PLANING OPERATION TO THE ADDRESS LISTED BELOW AND STOCKPIILING THE MATERIAL IN A MANNER ACCEPTABLE TO THE ENGINEER. CONTINUOUS END DUMPING WILL NOT BE PERMITTED.

ALL PARTS: 200 TOTAL TONS (100 C.Y.) DELIVERED TO:

ODOT RELOAD FACILITY  
384 STONE CREEK ROAD  
NEW PHILADELPHIA, OH 44663  
CONTACT: DAVE GLAZER  
PHONE: 330-204-4536

ALL LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE SQUARE YARD BID PRICE FOR ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING MASH COMPLIANT TYPE 1 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 1 (UNIDIRECTIONAL OR BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSISITONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

COORDINATION OF RESURFACING AND PLANING OPERATIONS

ONCE THE PAVEMENT PLANING OPERATIONS HAVE COMMENCED, THE CONTRACTOR SHALL PLANE CONTINUOUSLY UNTIL ALL ELEMENTS OF WORK ASSOCIATED WITH THE PAVEMENT PLANING OPERATIONS ARE CONCLUDED FOR THAT SECTION OF ROADWAY. THE PAVEMENT PLANING OPERATIONS SHALL BE COMPLETED IN A TIMELY MANNER, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR MUST BEGIN PAVING OPERATIONS TO COVER THE PLANED SURFACE NO LATER THAN 4 (FOUR) DAYS AFTER THE START OF THE PAVEMENT PLANING FOR THAT SECTION OF ROADWAY.

IF ASPHALT CONCRETE IS TO BE APPLIED DIRECTLY ONTO PORTLAND CEMENT, CONCRETE, OR BRICK PAVEMENT, THE CONTRACTOR SHALL TACK THE EXISTING PAVEMENT WITH RUBBERIZED ASPHALT EMULSION CONFORMING TO C&MS 702.13.

ALL GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT FOR WHAT IS REQUIRED TO BE USED FOR SHOULDER MATERIAL INDICATED IN ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN, OR STOCKPILED AT A SPECIFIED LOCATION INDICATED IN ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE GUARDRAIL, INSTALL EMBANKMENT, GRADE AND REINSTALL GUARDRAIL IN CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THAT THE ENGINEER IS ASSURED OF COMPLIANCE.

DESIGN AGENCY



DESIGNER  
TLC

REVIEWER  
JPB 10-11-24

PROJECT ID  
109694

|       |       |
|-------|-------|
| SHEET | TOTAL |
| P.06  | 35    |



ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN (A)

FOR THIS ITEM OF WORK, INCLUDE THE TRANSITION TO MGS HEIGHT ACROSS THE LENGTH OF BRIDGE TERMINAL ASSEMBLY.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN (B)

FOR THIS ITEM OF WORK, INCLUDE THE TRANSITION TO MGS HEIGHT ACROSS THE LENGTH OF BRIDGE TERMINAL ASSEMBLY. USE QUARTER POST SPACING FOR ALL POSTS.

ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN

FOR THIS ITEM OF WORK , INCLUDE THE TRANSITION TO MGS HEIGHT ACROSS THE LENGTH OF THE BRIDGE TERMINAL ASSEMBLY, FORGO THE THRIE BEAM CONNECTOR AND ATTACH TO THE NEW BRIDGE THRIE BEAM, TYPE 4 RAIL.

ITEM 517 - RAILING, MISC.: GUARDRAIL PANEL

THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING W-BEAM PANELS ACROSS THE BRIDGE AND FURNISH AND ERECT NEW W-BEAM PANELS AT THE LOCATIONS SHOWN IN THE PLANS. THE EXISTING POSTS AND STEEL BLOCKOUTS SHALL REMAIN.

PAYMENT FOR ITEM 517 - RAILING MISC.: GUARDRAIL PANEL SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO REMOVE AND DISPOSE OF THE EXISTING PANELS, REPAIR PER 202.03 AND ERECT NEW RAIL PANELS.

ITEM 517 - RAILING, MISC.: THRIE BEAM RAIL NO. 4 PANEL

THE CONTRACTOR SHALL FOLLOW THE APPLICABLE NOTES AND DETAILS IN SCD TBR. 1-11 AND CAREFULLY REMOVE THE EXISTING THRIE BEAM RAIL PANELS ACROSS THE BRIDGES AND FURNISH AND ERECT NEW THRIE BEAM NO.4 PANELS AND BLOCKOUTS AT THE LOCATIONS DETAILED IN THE PLANS AND DESCRIBED BELOW.

FOR BLOCKOUT REPLACEMENT, THE CONTRACTOR SHALL REFER TO THE FOLLOWING DETAILS SHOWN ON SHEET ¾ OF SCD TBR. 1-11:

SECTION J-J  
BR. NO. TUS-250-15.040L (SFN: 7904959)  
BR. NO. TUS-250-15.040R (SFN: 7904983)  
BR. NO. TUS-250-15.760L (SFN: 7905017)  
BR. NO. TUS-250-15.760R (SFN: 7905041)

SECTION K-K  
BR. NO. TUS-250-14.120L (SFN: 7904894)  
BR. NO. TUS-250-14.120R (SFN: 7904924)

PAYMENT FOR ITEM 517 - RAILING, MISC.: THRIE BEAM RAIL NO. 4 PANEL SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO REMOVE AND DISPOSE OF THE EXISTING PANELS AND BLOCKOUTS PER 202.09, AND ERECT NEW RAIL PANELS AND BLOCKOUTS

BRIDGE IDENTIFICATION SIGNS

THE CONTRACTOR SHALL CAREFULLY REMOVE ANY EXISTING IDENTIFICATION SIGNS (COUNTY-ROUTE-SECTION) AFFECTED DURING GUARDRAIL REPLACEMENT AND REERECT THEM IN THE SAME LOCATION UPON COMPLETION OF WORK. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE RESPECTIVE BRIDGE'S BRIDGE TERMINAL ASSEMBLY.

PAVING OVER EXISTING SCUPPERS

THE CONTRACTOR SHALL ENSURE THE EXISTING SCUPPERS REMAIN OPERATIONAL, AND ARE NOT COVERED BY THE PAVING OPERATION. HANDWORK AROUND THE OPENING MAY BE NECESSARY TO PROVIDE A SUITABLE TRANSITION FOR DRAINAGE.

632 LOOP DETECTOR LEAD-IN CABLE, DIRECT BURIAL

THIS WORK SHALL INCLUDE FURNISHING AND INSTALLING LOOP DETECTOR LEAD-IN CABLE OF THE TYPE REQUIRED IN C&MS 732.19. INSTALLATION SHALL BE BY CABLE PLOW OR VIBRATORY CABLE PLOW TO A MINIMUM DEPTH OF 18 INCHES. ALL ENTRIES INTO PULL BOXES, CONDUIT SYSTEMS, FOUNDATION OR OTHER ENCLOSURES SHALL BE FREE OF SHARP EDGES AND BE COVERED BY INSULATED BUSHINGS. FOLLOWING INSTALLATION, THE GROUND SURFACE SHALL BE RESTORED TO THE ORIGINAL CONTOUR AND SURFACE CONDITION.

ITEM 632 - DETECTOR LOOP

THE CONTRACTOR SHALL MEASURE THE SIZE AND LOCATION OF THE EXISTING DETECTOR LOOP PRIOR TO MILLING AND INSTALL THE NEW DETECTOR LOOP IN THE SAME LOCATION. UPON COMPLETION THE CONTRACTOR SHALL MEET ON SITE WITH ODOT SIGNAL ELECTRICIANS TO INSPECT AND VERIFY THE LOOPS ARE FUNCTIONING PROPERLY. THE ODOT SIGNAL ELECTRICIAN CAN BE CONTACTED DURING ODOT OFFICE HOURS AT PHONE NO. 330-339-6633.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

SHEET TOTAL

P.07 35



ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF CMS ITEM 614, THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS, THE STANDARD CONSTRUCTION DRAWINGS, AND THE TRAFFIC CONTROL DETAILS DESCRIBED IN THESE PLANS.

THE MINIMUM LANE WIDTH FOR TRAFFIC CONTROL SHALL BE 11 FEET (EDGE LINE TO EDGE LINE) AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE MAINTENANCE OF TRAFFIC SCHEME. THE CONTRACTOR SHALL SUBMIT, IN WRITING, THIS MAINTENANCE OF TRAFFIC SCHEME AND A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

THE PROPOSED MEDIAN SHOULDER PAVING SHALL BE COMPLETED BEFORE TRAFFIC IS PERMITTED TO BE MAINTAINED ON THEM.

ANY OPEN PAVEMENT TRENCH OR DROP-OFF SHALL BE ADEQUATELY MAINTAINED AND PROTECTED. THE PROTECTION USED SHALL MEET THE REQUIREMENTS OF STD DWG MT-101.90.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE WORK ZONES WHICH ALTERNATELY CLOSE BOTH THE PASSING AND TRAVEL LANE UNLESS THE DISTANCE BETWEEN THE LANE RESTRICTIONS EXCEEDS 2 MILES.

ALL RAMPS MUST BE BUILT PART WIDTH AND CANNOT BE SHUT DOWN AT ANY TIME.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SMOOTH AND ORDERLY FLOW OF TRAFFIC THROUGH THE PROJECT AREA 24 HOURS PER DAY FOR THE DURATION OF THE PROJECT. THIS CONSISTS OF NOTIFYING THE OHIO STATE PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE WITHIN (30) MINUTES AFTER NOTIFICATION.

PAYMENT FOR PROVIDING WATCHMEN, FURNISHING, ERECTING, MAINTAINING AND REMOVING SIGNS, CONES, DRUMS, MARKERS, SPECIAL LIGHTING, FLOODLIGHTING, WORK ZONE PAVEMENT MARKINGS, WORK ZONE RAISED PAVEMENT MARKERS, ETC., SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL ADDITIONAL SIGNS OR OTHER TRAFFIC CONTROL DEVICES AS REQUIRED ABOVE. ALL COSTS INVOLVED IN FURNISHING, INSTALLING AND MAINTAINING THESE DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

UNLESS THE ENGINEER DEEMS IT PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMPS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE ANY EQUIPMENT ACROSS THE OPEN LANES OF THE ROADWAY.

(CONTINUED...)

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED...)

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.

THE PLANING AND RESURFACING SHALL PROCEED CONTINUOUSLY DURING THE TIME FRAME SPECIFIED ABOVE, A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING, EXCEPT DURING HOLIDAYS AND EVENTS LISTED BELOW.

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

|              |                |
|--------------|----------------|
| MEMORIAL DAY | FOURTH OF JULY |
| LABOR DAY    | THANKSGIVING   |

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

| DAY OF THE WEEK              | 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  |
| WEDNESDAY                    | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY  |
| THURSDAY                     | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY  |
| THURSDAY (THANKSGIVING ONLY) | 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 OF \$13,800 PER HOUR.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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.

(CONTINUED...)

NOTIFICATION OF TRAFFIC RESTRICTIONS

(CONTINUED...)

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             | 21 CALENDAR DAYS PRIOR TO CLOSURE        |
|                                                 | > 12 HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE        |
|                                                 | <= 12 HOURS            | 4 BUSINESS DAYS PRIOR TO CLOSURE         |
| LANE CLOSURES & RESTRICTIONS                    | >= 2 WEEKS             | 14 CALENDAR DAYS PRIOR TO CLOSURE        |
|                                                 | < 2 WEEKS              | 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.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTOR OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFICCONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING 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 OF TRUCKS)

(CONTINUED...)

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED...)

(CONTINUED...)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF: THE FIRST ACTIVE WORK AREA THAT DRIVERS ENCOUNTER; OR THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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 IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS 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 LEO WITH 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 ----- **300 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

SHEET

P.08

TOTAL

35



ITEM 614 - WORK ZONE SPEED ZONES (WZ-60730)

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

| WZSZ REVISION NUMBER(S) | CTY-RT-SECT(S) | DIRECTIONS            |
|-------------------------|----------------|-----------------------|
| WZ-60730                | TUS-250-12.79  | EASTBOUND & WESTBOUND |

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

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

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

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

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

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

(CONTINUED...)

ITEM 614 - WORK ZONE SPEED ZONES (WZ-60730)

(CONTINUED...)

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

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

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

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 65 SIGN MNTH

(ASSUMING 13 DSL SIGN ASSEMBLIES FOR 5 MONTHS)

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUTDOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1)SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

(CONTINUED...)

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

(CONTINUED...)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND RE-ERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN ----- 7 EACH (01/NHS/05)

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS I, 807 PAINT

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS I, 642 PAINT

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, CLASS III, 642 PAINT

ITEM 614 - WORK ZONE MARKING SIGNS

THE CONTRACTOR SHALL BE REQUIRED TO INSTALL WORK ZONE MARKINGS AND SIGNS AT LOCATIONS IDENTIFIED BY THE ENGINEER PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

WORK ZONE PAVEMENT MARKINGS FOR MILLED SURFACES SHALL BE CLASS III, 642 PAINT. WORK ZONE PAVEMENT MARKINGS FOR NEWLY PAVED SURFACES SHALL BE CLASS I, 807 PAINT.

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER 614.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS. WORK ZONE RAISED PAVEMENT MARKERS CANNOT BE USED TO SIMULATE (REPLACE) ANY TYPE OF WORK ZONE PAVEMENT MARKING. (CONTINUED...)

| WORK ZONE PAVEMENT MARKINGS TABLE   |                                             |                                               |                                                              |                                                                |                                         |                                           |                                                      |                                                        |
|-------------------------------------|---------------------------------------------|-----------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------|-------------------------------------------|------------------------------------------------------|--------------------------------------------------------|
| LOCATION                            | 614                                         |                                               |                                                              |                                                                |                                         |                                           |                                                      |                                                        |
|                                     | WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT | WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT (WHITE & YELLOW) | WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (WHITE & YELLOW) | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS III, 642 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT |
| FUNDING                             |                                             |                                               |                                                              |                                                                |                                         |                                           |                                                      |                                                        |
| EASTBOUND US 250                    | 4.57                                        | 4.57                                          | 9.14                                                         | 9.14                                                           |                                         |                                           | 1,684                                                | 1,684                                                  |
| EASTBOUND US 250 RAMPS              | 0.04                                        | 0.04                                          | 0.98                                                         | 0.98                                                           | 87                                      | 87                                        | 300                                                  | 300                                                    |
| WESTBOUND US 250                    | 4.57                                        | 4.57                                          | 9.14                                                         | 9.14                                                           |                                         |                                           | 2,149                                                | 2,149                                                  |
| WESTBOUND US 250 RAMPS              |                                             |                                               | 1.32                                                         | 1.32                                                           | 77                                      | 77                                        | 346                                                  | 346                                                    |
| SUBTOTALS                           | 9.18                                        | 9.18                                          | 20.58                                                        | 20.58                                                          | 164                                     | 164                                       | 4,479                                                | 4,479                                                  |
| TOTALS (CARRIED TO GENERAL SUMMARY) | 9.18                                        | 9.18                                          | 20.58                                                        | 20.58                                                          | 164                                     | 164                                       | 4,479                                                | 4,479                                                  |
|                                     |                                             |                                               |                                                              |                                                                |                                         |                                           |                                                      | 01/NHS/05                                              |

(CONTINUED...)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE SIGNS:

PART 1 (01/NHS/05)  
ITEM 614 - WORK ZONE MARKING SIGN (W8-11-48 OR W8-H12a-48) - 14 EACH  
USE: 14 EACH

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC - 50 CU. YD.

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

IN ADDITION TO THE REQUIREMENTS OF SECTION 614.03 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY. THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY, THIRTY FEET (30') FROM THE EDGE OF TRAVELED HIGHWAY UNLESS BEHIND GUARDRAIL, WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA REMOVED FROM THE STATE ROUTE RIGHT OF WAY. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHT SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.





MODEL: Sheet\_SunrFt PAPER SIZE: 34x22 (in.) DATE: 5/19/2025 TIME: 1:50:30 PM USER: tcurry1  
pw:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\109694\400-Engineering\Roadway\Sheets\109694\_GG001.dgn

| SHEET NUM. |  |        |         |        |        |        |       |      |        |  |  |  | PART.     | ITEM | ITEM<br>EXT | GRAND<br>TOTAL | UNIT | DESCRIPTION                                                                       | SEE SHEET<br>NO. |
|------------|--|--------|---------|--------|--------|--------|-------|------|--------|--|--|--|-----------|------|-------------|----------------|------|-----------------------------------------------------------------------------------|------------------|
| P.06       |  | P.21   | P.22    | P.23   | P.24   | P.25   | P.26  | P.27 | P.28   |  |  |  | 01/NHS/05 |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      | ROADWAY                                                                           |                  |
| LS         |  |        |         |        |        |        |       |      |        |  |  |  | LS        | 201  | 11000       | LS             |      | CLEARING AND GRUBBING                                                             |                  |
|            |  |        | 3,204   | 440    | 890    |        |       |      |        |  |  |  | 4,534     | 202  | 23500       | 4,534          | SY   | WEARING COURSE REMOVED                                                            |                  |
|            |  | 16,354 |         |        |        |        |       |      |        |  |  |  | 16,354    | 202  | 38000       | 16,354         | FT   | GUARDRAIL REMOVED                                                                 |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  | 3.1    |         |        |        |        |       |      |        |  |  |  | 3.1       | 209  | 60500       | 3.1            | MILE | LINEAR GRADING                                                                    |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  | 2,450  |         |        |        |        |       |      |        |  |  |  | 2,450     | 517  | 76300       | 2,450          | FT   | RAILING, MISC.: THRIE BEAM RAIL NO.4 PANEL                                        | P.07             |
|            |  | 2,488  |         |        |        |        |       |      |        |  |  |  | 2,488     | 517  | 76300       | 2,488          | FT   | RAILING, MISC.: GUARDRAIL PANEL                                                   | P.07             |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  | 13,903 |         |        |        |        |       |      |        |  |  |  | 13,903    | 606  | 15050       | 13,903         | FT   | GUARDRAIL, TYPE MGS                                                               |                  |
|            |  | 150    |         |        |        |        |       |      |        |  |  |  | 150       | 606  | 15250       | 150            | FT   | GUARDRAIL, TYPE MGS QUARTER POST SPACING                                          |                  |
|            |  | 1,250  |         |        |        |        |       |      |        |  |  |  | 1,250     | 606  | 15550       | 1,250          | FT   | GUARDRAIL, BARRIER DESIGN, TYPE MGS                                               |                  |
|            |  | 14     |         |        |        |        |       |      |        |  |  |  | 14        | 606  | 26150       | 14             | EACH | ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)                                           |                  |
|            |  | 13     |         |        |        |        |       |      |        |  |  |  | 13        | 606  | 26550       | 13             | EACH | ANCHOR ASSEMBLY, MGS TYPE T                                                       |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  | 25     |         |        |        |        |       |      |        |  |  |  | 25        | 606  | 11000       | 25             | FT   | GUARDRAIL, THRIE BEAM RAIL AND TRANSITION SECTION                                 |                  |
|            |  | 14     |         |        |        |        |       |      |        |  |  |  | 14        | 606  | 35003       | 14             | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN                                 | P.07             |
|            |  | 8      |         |        |        |        |       |      |        |  |  |  | 8         | 606  | 35141       | 8              | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN (A)                                 | P.07             |
|            |  | 3      |         |        |        |        |       |      |        |  |  |  | 3         | 606  | 35141       | 3              | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN (B)                                 | P.07             |
|            |  | 8      |         |        |        |        |       |      |        |  |  |  | 8         | 606  | 60012       | 8              | EACH | IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)                                         |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      | EROSION CONTROL                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      | 18     |  |  |  | 18        | 601  | 21050       | 18             | SY   | TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT                                  |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  | 5,000     | 832  | 30000       | 5,000          | EACH | EROSION CONTROL                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      | DRAINAGE                                                                          |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      | 200    |  |  |  | 200       | 605  | 05100       | 200            | FT   | 4" SHALLOW PIPE UNDERDRAINS                                                       |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      | 200    |  |  |  | 200       | 611  | 00410       | 200            | FT   | 4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET                                          |                  |
|            |  |        |         |        |        |        |       |      | 10     |  |  |  | 10        | 611  | 99710       | 10             | EACH | PRECAST REINFORCED CONCRETE OUTLET                                                |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      | PAVEMENT                                                                          |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      | 100    |  |  |  | 100       | 251  | 01010       | 100            | CY   | PARTIAL DEPTH PAVEMENT REPAIR (441)                                               |                  |
|            |  |        | 129,173 | 19,599 | 39,109 | 10,880 | 6,235 | 863  |        |  |  |  | 205,859   | 254  | 01001       | 205,859        | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1.5"                             | P.06             |
|            |  |        | 3,875   | 588    | 1,173  | 332    | 218   |      |        |  |  |  | 6,186     | 254  | 01600       | 6,186          | SY   | PATCHING PLANED SURFACE                                                           |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      | 4,333  |  |  |  | 4,333     | 255  | 11001       | 4,333          | SY   | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN | P.28             |
|            |  |        |         |        |        |        |       |      | 14,300 |  |  |  | 14,300    | 255  | 20000       | 14,300         | FT   | FULL DEPTH PAVEMENT SAWING                                                        |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        | 11,643  | 1,762  | 3,518  | 939    | 538   | 75   |        |  |  |  | 18,475    | 407  | 20000       | 18,475         | GAL  | NON-TRACKING TACK COAT                                                            |                  |
|            |  |        |         | 3,995  | 3,986  | 665    | 38    |      |        |  |  |  | 8,684     | 408  | 10001       | 8,684          | GAL  | PRIME COAT, AS PER PLAN                                                           | P.06             |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        | 5,616   |        |        |        |       |      |        |  |  |  | 5,616     | 442  | 00100       | 5,616          | CY   | ANTI-SEGREGATION EQUIPMENT                                                        |                  |
|            |  |        | 5,689   | 864    | 1,725  | 453    | 259   | 36   |        |  |  |  | 9,026     | 442  | 10350       | 9,026          | CY   | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (447)                            |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  | 218    |         |        |        |        |       |      |        |  |  |  | 218       | 609  | 24510       | 218            | FT   | CURB, TYPE 4-C                                                                    |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         | 416    | 415    | 69     | 40    |      |        |  |  |  | 940       | 617  | 10101       | 940            | CY   | COMPACTED AGGREGATE, AS PER PLAN                                                  | P.06             |
|            |  |        |         | 19,966 | 19,922 | 3,325  | 962   |      |        |  |  |  | 44,175    | 617  | 20001       | 44,175         | SY   | SHOULDER PREPARATION, AS PER PLAN                                                 | P.06             |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         | 46,590 | 46,490 |        |       |      |        |  |  |  | 93,080    | 618  | 40100       | 93,080         | FT   | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)                                        |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  |           |      |             |                |      |                                                                                   |                  |
|            |  |        |         |        |        |        |       |      |        |  |  |  | </        |      |             |                |      |                                                                                   |                  |

## GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

IPB 10-11

PROJECT ID:

100604

109094

|       |       |
|-------|-------|
| SHEET | TOTAL |
|       |       |

P.10 | 3



MODEL: Sheet\_SurvFI PAPERSIZE: 34x22 (in.) DATE: 5/19/2025 TIME: 1:50:38 PM USER: tsurry1  
pw:/ohiodot-pw/bentley.com:/ohiodot-pw-02/Documents/01 Active Projects/District 11/Tuscarawas/109694/400-Engineering/Roadway/Sheets/109694\_GG002.dgn

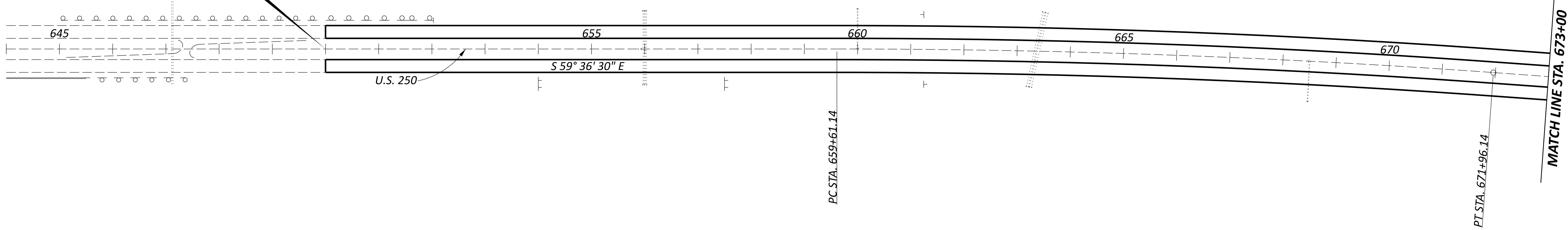
[illegible]



BEGIN WORK  
STA. 650+00

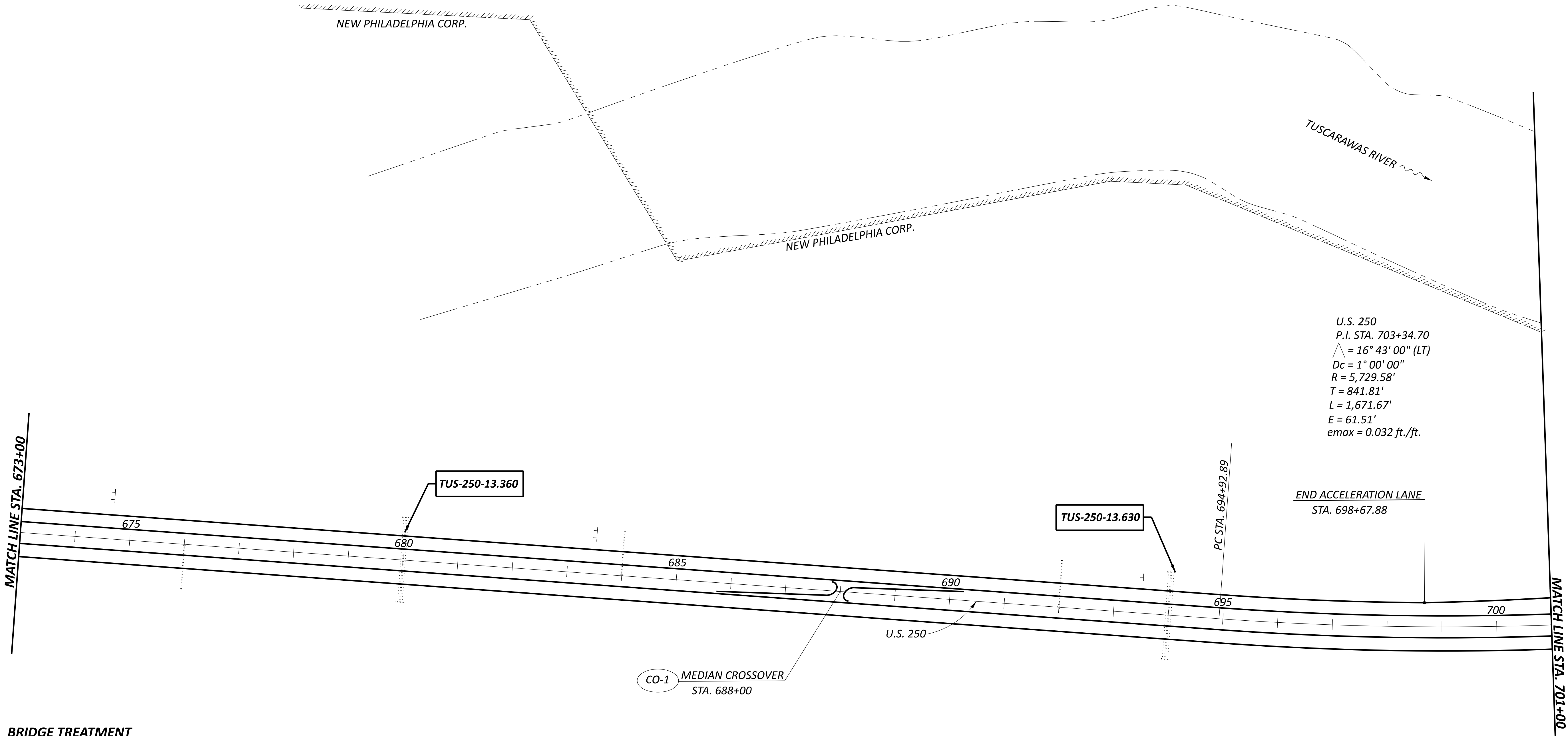
BEGIN PROJECT  
U.S. 250  
STA. 650+00  
SLM 12.79

E200(845)



U.S. 250  
P.I. STA. 665+78.91  
 $\Delta = 4^\circ 07' 00''$  (RT)  
 $D_c = 0^\circ 20' 00''$   
 $R = 17,188.73'$   
 $T = 617.77'$   
 $L = 1,235.00'$   
 $E = 11.10'$   
 $e_{max} = 0.016$  ft./ft.





**BRIDGE TREATMENT**

BR. NO. TUS-250-13.360 - (SFN 7904843) - DUAL CONCRETE CULVERTS. PERFORM STANDARD TREATMENT OVER CULVERTS.  
BR. NO. TUS-250-13.630 - (SFN 7904878) - DUAL CONCRETE CULVERTS. PERFORM STANDARD TREATMENT OVER CULVERTS.

HORIZONTAL  
SCALE IN FEET  
0 50 100 200

PLAN SHEET  
STA 673+00 TO STA 701+00

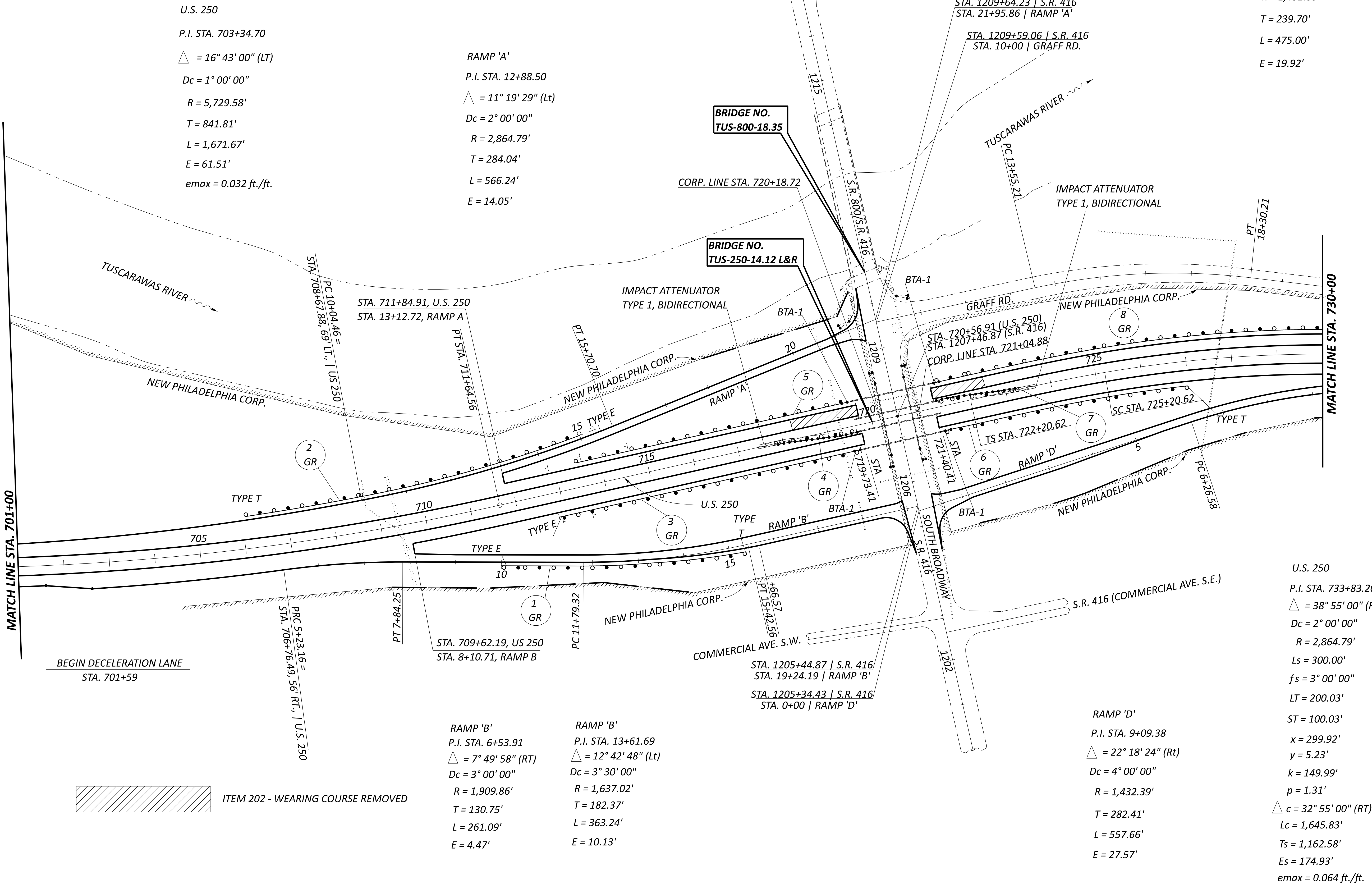
|                                                                                       |          |
|---------------------------------------------------------------------------------------|----------|
| DESIGN AGENCY                                                                         |          |
|  |          |
| DESIGNER                                                                              | TLC      |
| REVIEWER                                                                              | JPB      |
| PROJECT ID                                                                            | 10-11-24 |
| 109694                                                                                |          |
| SHEET                                                                                 | TOTAL    |
| P.13                                                                                  | 35       |



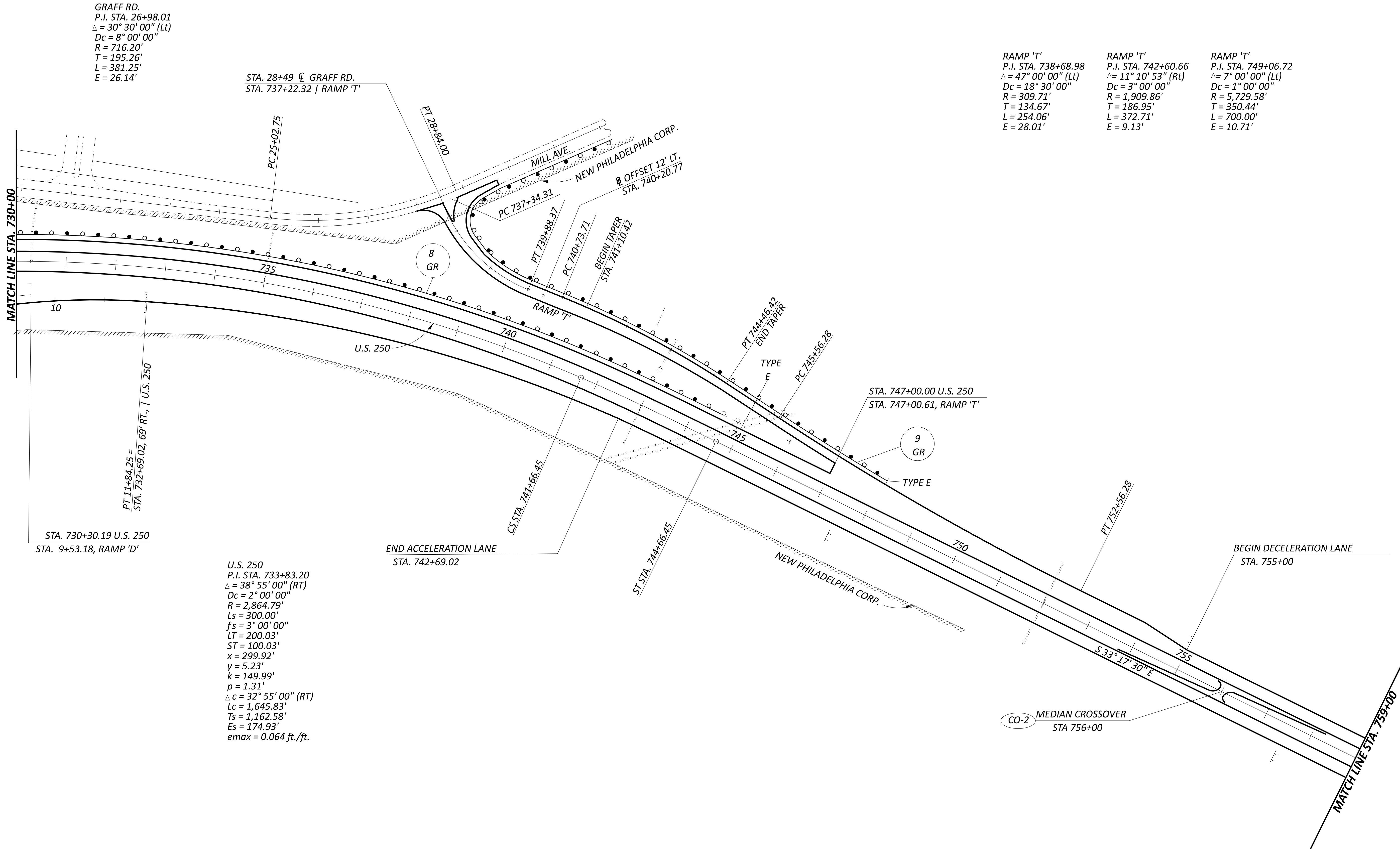
BRIDGE TREATMENT

BR. NO. TUS-250-14.120L (SFN: 7904894) - TAPER MILLING ON APPROACH TO 0" & PLACE 1.5" OF SURFACE COURSE ACROSS APPROACH SLAB AND BRIDGE DECK.

BR. NO. TUS-250-14.120R (SFN: 7904924) - PERFORM STANDARD BRIDGE TREATMENT OVER BRIDGE AND ON APPROACH SLABS.





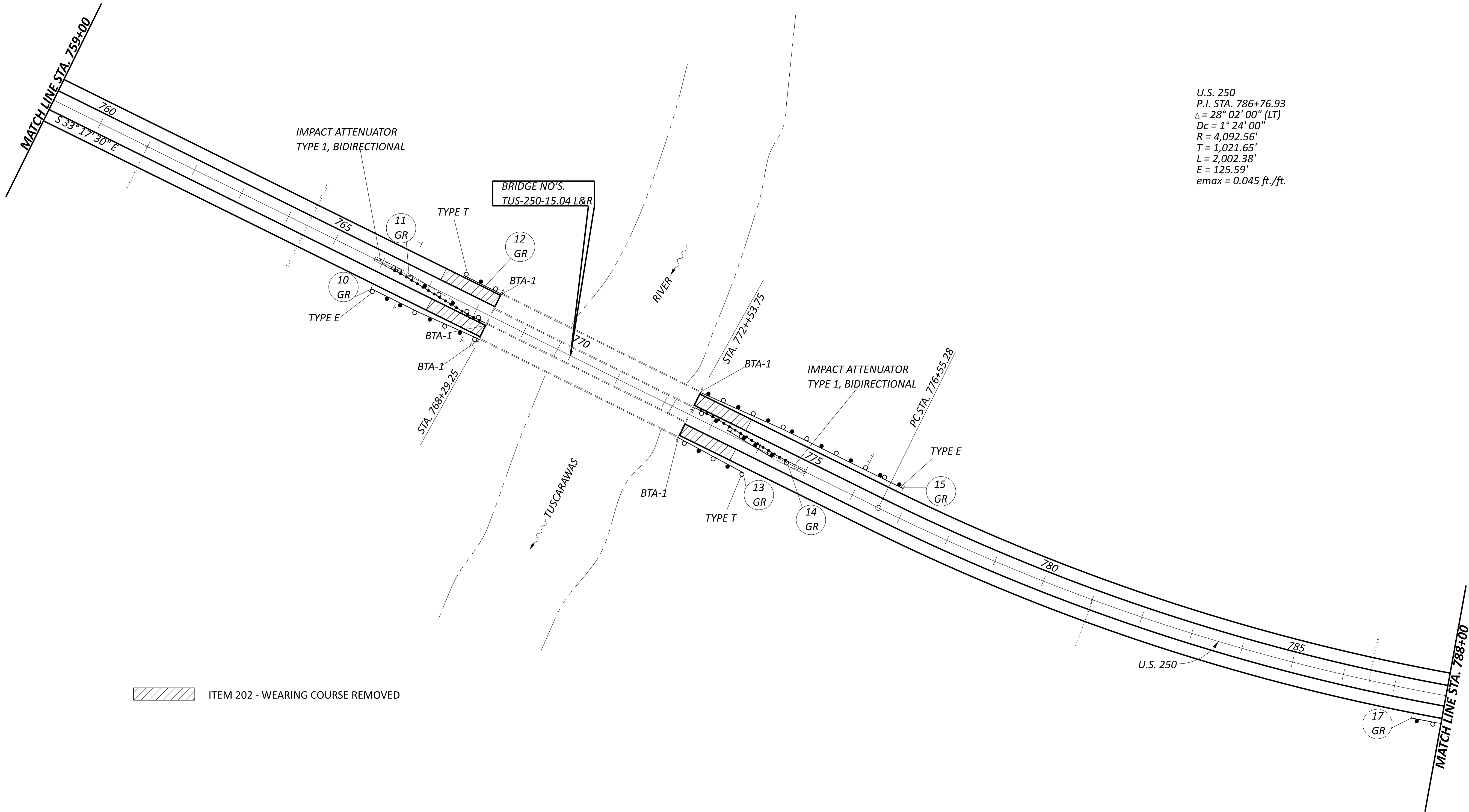




BRIDGE TREATMENT

BR. NO. TUS-250-15.040L (SFN: 7904959) - TAPER MILLING ON APPROACH TO 0" & PLACE 1.5" OF SURFACE COURSE ACROSS APPROACH SLAB AND BRIDGE DECK.

BR. NO. TUS-250-15.040R (SFN: 7904983) - TAPER MILLING ON APPROACH TO 0" & PLACE 1.5" OF SURFACE COURSE ACROSS APPROACH SLAB AND BRIDGE DECK.



U.S. 250  
P.I. STA. 786+76.93  
 $\Delta = 28^\circ 02' 00''$  (LT)  
 $Dc = 1^\circ 24' 00''$   
 $R = 4,092.56'$   
 $T = 1,021.65'$   
 $L = 2,002.38'$   
 $E = 125.59'$   
 $emax = 0.045$  ft./ft.



PLAN SHEET  
STA 759+00 TO STA 788+00

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

SHEET

P.16

TOTAL

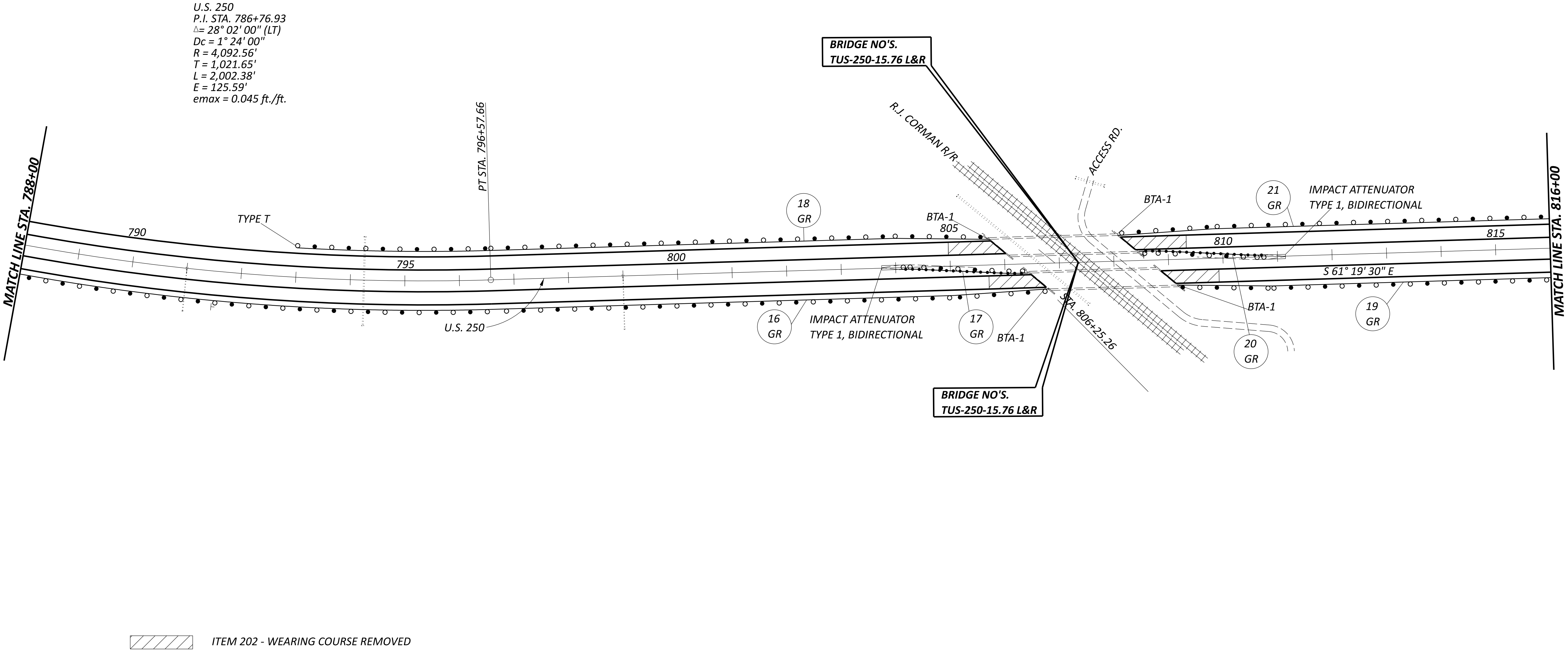
35



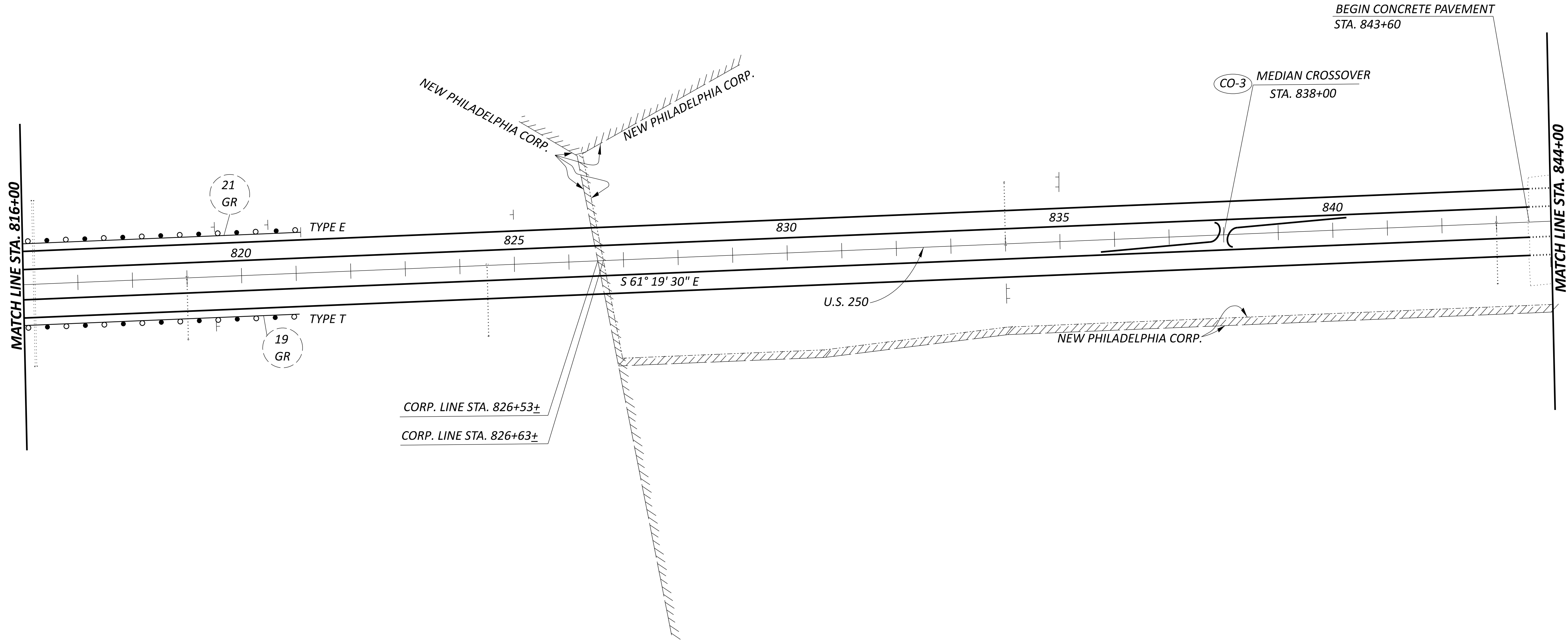
BRIDGE TREATMENT

BR. NO. TUS-250-15.760L (SFN: 7905017) - TAPER MILLING ON APPROACH TO 0" & PLACE 1.5" OF SURFACE COURSE ACROSS APPROACH SLAB AND BRIDGE DECK.

BR. NO. TUS-250-15.760R (SFN: 7905041) - TAPER MILLING ON APPROACH TO 0" & PLACE 1.5" OF SURFACE COURSE ACROSS APPROACH SLAB AND BRIDGE DECK.







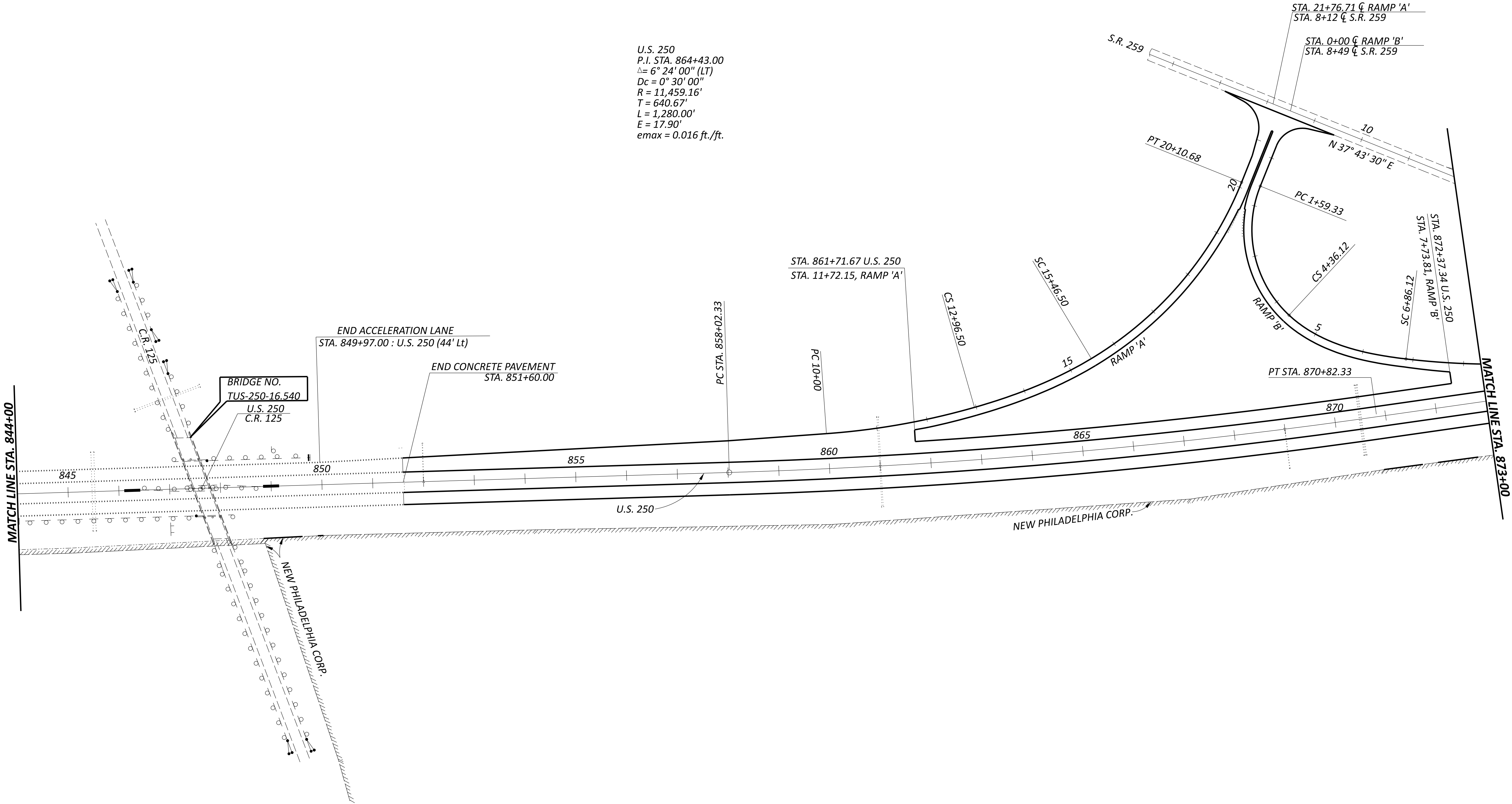


BRIDGE TREATMENT

BR. NO. TUS-250-16.540 (SFN:7905076) - BRIDGE IS OVERHEAD. MAINTAIN EXISTING VERTICAL CLEARANCE.

|                                                                                                                         |                                                                                            |                                                                                                                       |                                                                                                                       |                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| RAMP 'A'<br>P.I. STA. 11+48.78<br>Δ= 11° 51' 36" (Lt)<br>Dc = 4° 00' 00"<br>R = 1,432.39'<br>T = 148.78'<br>L = 296.50' | RAMP 'A'<br>250' Spiral<br>Δ= 15° 00' 00"<br>P = 1.82'<br>L.T. = 139.62'<br>S.T. = 111.82' | RAMP 'A'<br>P.I. STA. 17+87.07<br>Δ= 37° 08' 04" (Lt)<br>Dc = 8° 00' 00"<br>R = 716.20'<br>T = 240.57'<br>L = 464.18' | RAMP 'B'<br>P.I. STA. 3+17.26<br>Δ= 68° 57' 09" (Lt)<br>Dc = 24° 54' 40"<br>R = 230.00'<br>T = 157.93'<br>L = 276.79' | RAMP 'B'<br>P.I. STA. 5+34.90<br>250' Spiral<br>Δ= 36° 08' 20"<br>P = 9.43'<br>L.T. = 159.88'<br>S.T. = 98.73' |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

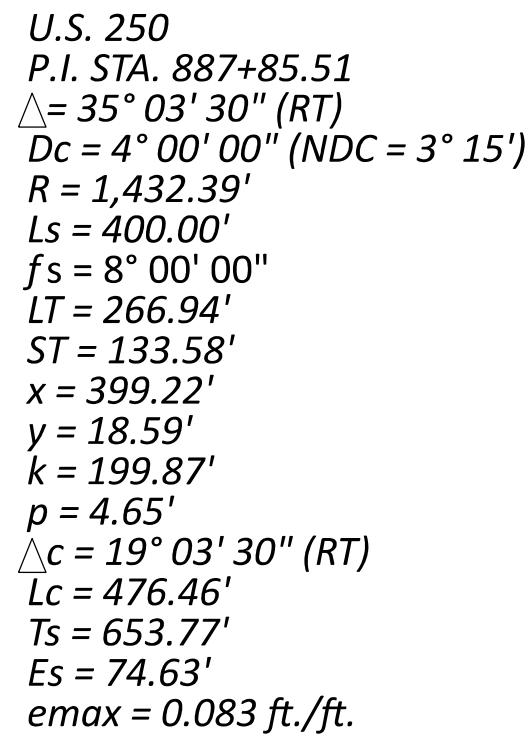
U.S. 250  
P.I. STA. 864+43.00  
Δ= 6° 24' 00" (LT)  
Dc = 0° 30' 00"  
R = 11,459.16'  
T = 640.67'  
L = 1,280.00'  
E = 17.90'  
emax = 0.016 ft./ft.





BR. NO. TUS-250-17.13L (SFN:7905106) - PERFORM STANDARD TREATMENT OVER APPROACH  
SLABS. OMIT BRIDGE DECK.

BR. NO. TUS-250-17.13R (SFN:7905130) - PERFORM STANDARD TREATMENT OVER APPROACH  
SLABS. OMIT BRIDGE DECK.



RAMP 'D'  
P.I. STA. 6+42.01  
 $\Delta = 9^\circ 17' 08''$  (RT)  
 $D_c = 4^\circ 00' 00''$   
 $R = 1,432.39'$   
 $T = 116.32'$   
 $L = 232.14'$   
 $E = 4.72'$

***E200(845)***

A horizontal scale bar with alternating black and white segments. It is marked with 0, 50, 100, and 200 feet.

PLAN SHEET  
STA. 873+00 TO STA. 900+00



|            |          |
|------------|----------|
| SIGNER     |          |
| TLC        |          |
| REVIEWER   |          |
| PB         | 10-11-24 |
| PROJECT ID |          |
| 109694     |          |
| FEET       | TOTAL    |
| P.20       | 35       |

**TUS-250-12.79**

MODEL: Sheet\_SurVt PAPER SIZE: 34x22 (in.) DATE: 5/19/2025 TIME: 1:51:25 PM USER: tcurry1  
pw:\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 11\Tuscarawas\109694\400-Engineering\Traffic\Sheets\T109694\_T10909.dgn



| GUARDRAIL ESTIMATED QUANTITIES       |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
|--------------------------------------|-----------|------------------|--------|---------------------------|-------------------|----------------|------------------------------------|-----------------------------------------------|---------------------|---------------------------------------------|-------------------------------------------|-----------------------------|------------------------------------------------------|------------------------------------------------------|------------------------------------------------------|------------------------------------------------------|------------------------------------------------|----------------------------------------|----------------|-----------------------------------------------------------|--------------------------------------------------------|--------------------------------------------------------|---------|-----------------------------------|
| REFERENCE NO.                        | SHEET NO. | STATION<br>( + ) |        | SIDE/ DIRECTION OF TRAVEL | 202               | 209            | 517                                |                                               | 606                 |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        | 609            | 626                                                       |                                                        |                                                        | REMARKS |                                   |
|                                      |           |                  |        |                           | GUARDRAIL REMOVED | LINEAR GRADING | RAILING, MISC.:<br>GUARDRAIL PANEL | RAILING, MISC.: THRIE BEAM<br>RAIL NO.4 PANEL | GUARDRAIL, TYPE MGS | GUARDRAIL, TYPE MGS<br>QUARTER POST SPACING | ANCHOR ASSEMBLY, MGS TYPE E,<br>MASH 2016 | ANCHOR ASSEMBLY, MGS TYPE T | MGS BRIDGE TERMINAL<br>ASSEMBLY, TYPE 1, AS PER PLAN | GUARDRAIL, THRIE BEAM RAIL<br>AND TRANSITION SECTION | BRIDGE TERMINAL ASSEMBLY,<br>TYPE 4, AS PER PLAN (A) | BRIDGE TERMINAL ASSEMBLY,<br>TYPE 4, AS PER PLAN (B) | IMPACT ATTENUATOR, TYPE I,<br>(BI-DIRECTIONAL) | GUARDRAIL, BARRIER DESIGN,<br>TYPE MGS | CURB, TYPE 4-C | BARRIER REFLECTOR, TYPE 2,<br>(WHITE-RED),(BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE 2,<br>(YELLOW) (BIDIRECTIONAL) | BARRIER REFLECTOR, TYPE 2,<br>(WHITE) (UNIDIRECTIONAL) |         |                                   |
|                                      |           | FT.              | FT.    |                           | FT.               | FT.            | FT.                                | FT.                                           | EACH                | EACH                                        | EACH                                      | FT.                         | EACH                                                 | EACH                                                 | EACH                                                 | FT.                                                  | FT.                                            | EACH                                   | EACH           | EACH                                                      |                                                        |                                                        |         |                                   |
| 1-GR                                 | P.14      | 10+00            | 15+40  | RT./EB                    | 553               | 553            |                                    |                                               | 487.50              |                                             | 1                                         | 1                           |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                | 7                                                         |                                                        |                                                        |         |                                   |
| 2-GR                                 | P.14      | 706+00           | 15+50  | LT./WB                    | 815               | 815            |                                    |                                               | 750.00              |                                             | 1                                         | 1                           |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                | 10                                                        |                                                        |                                                        |         |                                   |
| 3-GR                                 | P.14      | 712+98           | 719+73 | RT./EB                    | 687.50            | 687.50         |                                    | 187.5                                         | 612.50              |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                | 18.20                                  |                |                                                           |                                                        | 8                                                      |         |                                   |
| 4-GR                                 | P.14      | 717+50           | 719+73 | CTR.                      | 150               | 150            |                                    | 187.5                                         | 25                  |                                             |                                           |                             | 1                                                    |                                                      |                                                      |                                                      | 1                                              | 137.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 5-GR                                 | P.14      | 713+50           | 719+73 | LT./WB                    | 625               | 625            |                                    | 187.5                                         | 606.25              |                                             |                                           | 1                           |                                                      | 6.25                                                 |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 8       |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| 6-GR                                 | P.14      | 721+40           | 727+00 | RT./EB                    | 550               | 550            |                                    |                                               | 531.25              |                                             |                                           | 1                           |                                                      | 6.25                                                 |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 7       |                                   |
| 7-GR                                 | P.14      | 721+40           | 763+70 | CTR.                      | 150               | 150            |                                    | 187.5                                         | 25                  |                                             |                                           |                             | 1                                                    |                                                      |                                                      |                                                      | 1                                              | 137.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 8-GR                                 | P.14-P.15 | 721+40           | 745+00 | LT./WB                    | 2400              | 2400           |                                    |                                               | 2325                |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 25      |                                   |
| 9-GR                                 | P.15      | 735+00           | 747+00 | LT./WB                    | 1100              | 1100           |                                    |                                               | 1050                |                                             | 1                                         |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                | 12                                                        |                                                        |                                                        |         | 70 DEGREE RADIUS                  |
| 10-GR                                | P.16      | 766+00           | 768+29 | RT./EB                    | 262.50            | 262.50         | 425                                |                                               | 187.5               |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        | 3                                                      |         |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| 11-GR                                | P.16      | 765+00           | 768+29 | CTR.                      | 222               | 222            | 425                                |                                               | 25                  |                                             |                                           | 1                           | 1                                                    |                                                      |                                                      |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 12-GR                                | P.16      | 767+50           | 768+29 | LT./WB                    | 100               | 100            | 425                                |                                               | 87.50               |                                             |                                           | 1                           |                                                      |                                                      | 1                                                    |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
| 13-GR                                | P.16      | 772+54           | 774+00 | RT./EB                    | 137.50            | 137.50         |                                    |                                               | 125                 |                                             |                                           | 1                           |                                                      |                                                      | 1                                                    |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
| 14-GR                                | P.16      | 772+54           | 776+79 | CTR.                      | 244               | 244            | 425                                |                                               | 25                  |                                             |                                           | 1                           |                                                      |                                                      | 1                                                    |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 15-GR                                | P.16      | 772+54           | 777+25 | LT./WB                    | 425               | 425            |                                    |                                               | 350                 |                                             | 1                                         |                             |                                                      |                                                      | 1                                                    |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        | 6       |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| 16-GR                                | P.17      | 787+40           | 806+50 | RT./EB                    | 1450              | 1450           |                                    | 225                                           | 1375                |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 16      | OMIT 500 FT. BEGINNING AT "E" END |
| 17-GR                                | P.17      | 804+80           | 806+25 | CTR.                      | 247               | 247            |                                    | 225                                           | 25                  |                                             |                                           |                             | 1                                                    |                                                      |                                                      |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 18-GR                                | P.17      | 793+00           | 805+75 | LT./WB                    | 1275              | 1275           |                                    | 225                                           | 1256.25             |                                             |                                           | 1                           |                                                      | 6.25                                                 |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 14      |                                   |
| 19-GR                                | P.17-P.18 | 809+15           | 821+00 | RT./EB                    | 1190              | 1190           |                                    | 225                                           | 1171.25             |                                             |                                           | 1                           |                                                      | 6.25                                                 |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 13      |                                   |
| 20-GR                                | P.17      | 808+63           | 811+10 | CTR.                      | 244               | 244            |                                    |                                               | 25                  |                                             |                                           |                             | 1                                                    |                                                      |                                                      |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| 21-GR                                | P.17-P.18 | 808+50           | 821+00 | LT./WB                    | 1350              | 1350           | 112.5                              |                                               | 1275                |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 15      |                                   |
| 22-GR                                | P.20      | 877+00           | 878+00 | RT./EB                    | 100               | 100            | 112.5                              |                                               | 318.75              |                                             | 1                                         |                             |                                                      |                                                      | 1                                                    | 1                                                    |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
| 23-GR                                | P.20      | 876+80           | 879+15 | CTR.                      | 222               | 222            | 112.5                              |                                               | 50                  |                                             |                                           |                             |                                                      |                                                      | 1                                                    |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        | 3       |                                   |
| 24-GR                                | P.20      | 879+15           | 879+75 | LT./WB                    | 87.50             | 87.50          | 112.5                              |                                               | 12.50               | 75                                          |                                           | 1                           |                                                      |                                                      |                                                      | 1                                                    |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
| 25-GR                                | P.20      | 881+00           | 881+75 | RT./EB                    | 87.50             | 87.50          | 112.5                              |                                               | 12.50               | 75                                          |                                           | 1                           |                                                      |                                                      |                                                      | 1                                                    |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| 26-GR                                | P.20      | 880+21           | 882+55 | CTR.                      | 222               | 222            | 112.5                              |                                               | 25                  |                                             |                                           |                             |                                                      |                                                      | 1                                                    |                                                      | 1                                              | 162.50                                 |                |                                                           | 8                                                      |                                                        |         |                                   |
| 27-GR                                | P.20      | 880+00           | 883+00 | LT./WB                    | 232               | 232            | 112.5                              |                                               | 181.25              |                                             | 1                                         |                             |                                                      |                                                      | 1                                                    |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        | 3       |                                   |
| 28-GR                                | P.20      | 13+00            | 17+50  | RT./S.R.259               | 450               | 450            |                                    | 400                                           | 412.50              |                                             |                                           | 1                           | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 6       |                                   |
| 29-GR                                | P.20      | 15+00            | 18+25  | LT./S.R.259               | 325               | 325            |                                    |                                               | 250                 |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 5       |                                   |
| 30-GR                                | P.20      | 22+00            | 25+50  | RT./S.R.259               | 350               | 350            |                                    | 400                                           | 275                 |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 5       |                                   |
| 31-GR                                | P.20      | 22+00            | 23+00  | LT./S.R.259               | 100               | 100            |                                    |                                               | 25                  |                                             | 1                                         |                             | 1                                                    |                                                      |                                                      |                                                      |                                                |                                        | 18.20          |                                                           |                                                        |                                                        | 3       |                                   |
|                                      |           |                  |        |                           |                   |                |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                |                                                           |                                                        |                                                        |         |                                   |
| CONVERT TO MILE                      |           |                  |        |                           |                   | 16,354         |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                | SUBTOTAL                                                  |                                                        |                                                        |         |                                   |
|                                      |           |                  |        |                           |                   | MILE           |                                    |                                               |                     |                                             |                                           |                             |                                                      |                                                      |                                                      |                                                      |                                                |                                        |                | 29                                                        | 64                                                     |                                                        |         |                                   |
| SUBTOTALS CARRIED TO GENERAL SUMMARY |           |                  |        |                           | 16,354            | 3.10           | 2,488                              | 2,450                                         | 13,903              | 150                                         | 14                                        | 13                          | 14                                                   | 25                                                   | 8                                                    | 3                                                    | 8                                              | 1,250                                  | 218            | 93                                                        |                                                        | 155                                                    |         | 01/NHS/05                         |





| LOCATION                               | STATION   | LENGTH    | WIDTH    | PAVEMENT AREA | 202                    |         | 254                                                       |                         |                                          | 407    | 442                                                   |                            |         | REMARKS                       |
|----------------------------------------|-----------|-----------|----------|---------------|------------------------|---------|-----------------------------------------------------------|-------------------------|------------------------------------------|--------|-------------------------------------------------------|----------------------------|---------|-------------------------------|
|                                        |           |           |          |               | WEARING COURSE REMOVED | IN.     | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, (1 1/2") | PATCHING PLANED SURFACE | NON-TRACKING TACK COAT @ 0.085 GAL./S.Y. | IN.    | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447) | ANTI-SEGREGATION EQUIPMENT |         |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            | SQ. YD. |                               |
|                                        | FROM      | TO        | FT.      | FT.           | SQ. YD.                | SQ. YD. |                                                           | SQ. YD.                 | SQ. YD.                                  | GAL.   |                                                       | CU. YD.                    | CU. YD. |                               |
| U.S. 250 MAINLINE ~ EASTBOUND MAINLINE |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 650+00.00 | 719+73.41 | 6,973.41 | 24            | 18,596                 |         | 1 ½                                                       | 18,596                  | 558                                      | 1,581  | 1 ½                                                   | 775                        | 775     |                               |
| BRIDGE NO. TUS-250 1412 R              | 719+73.41 | 721+40.41 | 167.00   | 24            | 445                    |         | 1 ½                                                       | 445                     | 13                                       | 38     | 1 ½                                                   | 19                         | 19      |                               |
|                                        | 721+40.41 | 767+29.25 | 4,588.84 | 24            | 12,237                 |         | 1 ½                                                       | 12,237                  | 367                                      | 1,040  | 1 ½                                                   | 510                        | 510     |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
| BRIDGE NO. TUS-250 1504 R              | 767+29.25 | 768+29.25 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        | 768+29.25 | 772+53.75 | 424.50   | 24            | 1,132                  |         | 1 ½                                                       |                         |                                          | 96     | 1 ½                                                   | 47                         | 47      |                               |
|                                        | 772+53.75 | 773+53.75 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 773+53.75 | 805+25.26 | 3,171.51 | 24            | 8,457                  |         | 1 ½                                                       | 8,457                   | 254                                      | 719    | 1 ½                                                   | 352                        | 352     |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 805+25.26 | 806+25.26 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250-1576 R              | 806+25.26 | 808+63.06 | 237.80   | 24            | 634                    |         | 1 ½                                                       |                         |                                          | 54     | 1 ½                                                   | 26                         | 26      |                               |
|                                        | 808+63.06 | 809+63.06 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 809+63.06 | 843+60.00 | 3,396.94 | 24            | 9,059                  |         | 1 ½                                                       | 9,059                   | 272                                      | 770    | 1 ½                                                   | 377                        | 377     |                               |
| CONCRETE PAVEMENT                      |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         | OMIT RESURFACING WORK         |
|                                        | 851+60.00 | 878+15.44 | 2,655.44 | 24            | 7,081                  |         | 1 ½                                                       | 7,081                   | 212                                      | 602    | 1 ½                                                   | 295                        | 295     |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 878+15.44 | 879+15.44 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250 1713 R              | 879+15.44 | 880+20.94 | 105.50   | 24            | 281                    |         | 1 ½                                                       |                         |                                          | 24     | 1 ½                                                   | 12                         | 12      | OMIT DECK                     |
|                                        | 880+20.94 | 881+20.94 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 881+20.94 | 891+50.00 | 1,029.06 | 24            | 2,744                  |         | 1 ½                                                       | 2,744                   | 82                                       | 233    | 1 ½                                                   | 114                        | 114     |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
| RAMP 'B' DECEL. LANE TAPER             | 701+59.00 | 703+07.00 | 148.00   | 0-12T         | 99                     |         | 1 ½                                                       | 99                      | 3                                        | 8      | 1 ½                                                   | 4                          | 4       |                               |
| RAMP 'B' DECEL. LANE                   | 703+07.00 | 707+77.00 | 470.00   | 12            | 627                    |         | 1 ½                                                       | 627                     | 19                                       | 53     | 1 ½                                                   | 26                         | 26      |                               |
| RAMP 'B' DECEL. LANE-FLARE TO GORE     | 707+77.00 | 709+62.19 | 185.19   | 12-38T        | 514                    |         | 1 ½                                                       | 514                     | 15                                       | 44     | 1 ½                                                   | 21                         | 21      |                               |
| RAMP 'D' ACCEL. LANE                   | 730+30.19 | 742+69.02 | 1,238.83 | 36-0T         | 2,478                  |         | 1 ½                                                       | 2,478                   | 74                                       | 211    | 1 ½                                                   | 103                        | 103     |                               |
| RAMP 'C' DECEL. LANE TAPER             | 880+89.00 | 881+89.00 | 100.00   | 0-12T         | 67                     |         | 1 ½                                                       | 67                      | 2                                        | 6      | 1 ½                                                   | 3                          | 3       |                               |
| RAMP 'C' DECEL. LANE                   | 881+89.00 | 882+27.59 | 38.59    | 12            | 51                     |         | 1 ½                                                       | 51                      | 2                                        | 4      | 1 ½                                                   | 2                          | 2       |                               |
| RAMP 'C' DECEL. LANE-FLARE TO GORE     | 882+27.59 | 887+26.35 | 498.76   | 12-38T        | 1,385                  |         | 1 ½                                                       | 1,385                   | 42                                       | 118    | 1 ½                                                   | 58                         | 58      |                               |
| U.S. 250 MAINLINE ~ WESTBOUND MAINLINE |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 650+00.00 | 719+73.41 | 6,973.41 | 24            | 18,596                 |         | 1 ½                                                       | 18,596                  | 558                                      | 1,581  | 1 ½                                                   | 775                        | 775     |                               |
|                                        | 719+73.41 | 720+73.41 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250 1412 L              | 719+73.41 | 721+40.41 | 167.00   | 24            | 445                    |         | 1 ½                                                       |                         |                                          | 38     | 1 ½                                                   | 19                         | 19      |                               |
|                                        | 721+40.41 | 722+40.41 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 722+40.41 | 767+29.25 | 4,488.84 | 24            | 11,970                 |         | 1 ½                                                       | 11,970                  | 359                                      | 1,017  | 1 ½                                                   | 499                        | 499     |                               |
| BRIDGE NO. TUS-250 1504 L              | 767+29.25 | 768+29.25 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        | 768+29.25 | 772+53.75 | 424.50   | 24            | 1,132                  |         | 1 ½                                                       |                         |                                          | 96     | 1 ½                                                   | 47                         |         |                               |
|                                        | 772+53.75 | 773+53.75 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        | 773+53.75 | 805+25.26 | 3,171.51 | 24            | 8,457                  |         | 1 ½                                                       | 8,457                   | 254                                      | 719    | 1 ½                                                   | 352                        | 352     |                               |
|                                        | 805+25.26 | 806+25.26 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250-1576 L              | 806+25.26 | 808+63.06 | 237.80   | 24            | 634                    |         | 1 ½                                                       |                         |                                          | 54     | 1 ½                                                   | 26                         |         |                               |
|                                        | 808+63.06 | 809+63.06 | 100.00   | 24            | 267                    | 267     | 1 ½                                                       |                         |                                          | 23     | 1 ½                                                   | 11                         | 11      | 100' MILLING TRANSITION TO 0" |
|                                        | 809+63.06 | 843+60.00 | 3,396.94 | 24            | 9,059                  |         | 1 ½                                                       | 9,059                   | 272                                      | 770    | 1 ½                                                   | 377                        | 377     |                               |
| CONCRETE PAVEMENT                      |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         | OMIT RESURFACING WORK         |
|                                        | 851+60.00 | 879+15.44 | 2,755.44 | 24            | 7,348                  |         | 1 ½                                                       | 7,348                   | 220                                      | 625    | 1 ½                                                   | 306                        | 306     |                               |
| BRIDGE NO. TUS-250-1713 L              | 879+15.44 | 880+20.94 | 105.50   | 24            | 281                    |         | 1 ½                                                       |                         |                                          | 24     | 1 ½                                                   |                            |         | OMIT DECK                     |
|                                        | 880+20.94 | 891+50.00 | 1,129.06 | 24            | 3,011                  |         | 1 ½                                                       | 3,011                   | 90                                       | 256    | 1 ½                                                   | 125                        | 125     |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
|                                        |           |           |          |               |                        |         |                                                           |                         |                                          |        |                                                       |                            |         |                               |
| RAMP 'A' ACCEL. LANE                   | 698+67.88 | 711+84.91 | 1,317.03 | 0-29T         | 2,122                  |         | 1 ½                                                       | 2,122                   | 64                                       | 180    | 1 ½                                                   | 88                         | 88      |                               |
| RAMP 'T' DECEL. LANE-FLARE TO GORE     | 747+00.00 | 752+56.28 | 556.28   | 40-12T        | 1,607                  |         | 1 ½                                                       | 1,607                   | 48                                       | 137    | 1 ½                                                   | 67                         | 67      |                               |
| RAMP 'T' DECEL. LANE                   | 752+56.28 | 754+00.00 | 143.72   | 12            | 192                    |         | 1 ½                                                       | 192                     | 6                                        | 16     | 1 ½                                                   | 8                          | 8       |                               |
| RAMP 'T' DECEL. LANE TAPER             | 754+00.00 | 755+00.00 | 100.00   | 12-0T         | 67                     |         | 1 ½                                                       | 67                      | 2                                        | 6      | 1 ½                                                   | 3                          | 3       |                               |
| RAMP 'A' ACCEL. LANE                   | 851+60.00 | 860+00.00 | 840.00   | 0-23T         | 1,073                  |         | 1 ½                                                       | 1,073                   | 32                                       | 91     | 1 ½                                                   | 45                         | 45      |                               |
| RAMP 'A' ACCEL. LANE-FLARE TO GORE     | 860+00.00 | 861+71.67 | 171.67   | 23-36T        | 563                    |         | 1 ½                                                       | 563                     | 17                                       | 48     | 1 ½                                                   | 23                         | 23      |                               |
| RAMP 'B' DECEL. LANE TAPER             | 872+37.34 | 875+22.36 | 285.02   | 45-12T        | 903                    |         | 1 ½                                                       | 903                     | 27                                       | 77     | 1 ½                                                   | 38                         | 38      |                               |
| RAMP 'B' DECEL. LANE                   | 875+22.36 | 877+46.00 | 223.64   | 12            | 298                    |         | 1 ½                                                       | 298                     | 9                                        | 25     | 1 ½                                                   | 12                         | 12      |                               |
| RAMP 'B' DECEL. LANE-FLARE TO GORE     | 877+46.00 | 878+46.00 | 100.00   | 12-0T         | 67                     |         | 1 ½                                                       | 67                      | 2                                        | 6      | 1 ½                                                   | 3                          | 3       |                               |
| SUBTOTALS                              |           |           |          |               |                        | 3,204   |                                                           | 129,173                 | 3,875                                    | 11,643 |                                                       | 5,689                      | 5,616   |                               |
| TOTALS CARRIED TO GENERAL SUMMARY      |           |           |          |               |                        | 3,204   |                                                           | 129,173                 | 3,875                                    | 11,643 |                                                       | 5,689                      | 5,616   | 01/NHS/05                     |

RESURFACING ESTIMATED QUANTITIES - MAINLINE

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

SHEET

P.22

TOTAL

35



| LOCATION                          | STATION   |           | LENGTH  | PAVEMENT<br>WIDTH (AVG.) | PAVEMENT<br>AREA | GRADING<br>WIDTH | GRADING<br>AREA | BERM<br>WIDTH | BERM<br>AREA | 202                          | 254       |                                                                          |                               | 407                                                   | 408                                                 | 442       |                                                                      | 617       |                                        |                                         | 618                                                     | REMARKS                       |
|-----------------------------------|-----------|-----------|---------|--------------------------|------------------|------------------|-----------------|---------------|--------------|------------------------------|-----------|--------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------|-----------------------------------------------------|-----------|----------------------------------------------------------------------|-----------|----------------------------------------|-----------------------------------------|---------------------------------------------------------|-------------------------------|
|                                   |           |           |         |                          |                  |                  |                 |               |              | WEARING<br>COURSE<br>REMOVED | THICKNESS | PAVEMENT<br>PLANING,<br>ASPHALT<br>CONCRETE, AS<br>PER PLAN, (1<br>1/2") | PATCHING<br>PLANED<br>SURFACE | NON-<br>TRACKING<br>TACK COAT<br>@ 0.085<br>GAL./S.Y. | PRIME<br>COAT,AS PER<br>PLAN<br>@ 0.40<br>GAL./S.Y. | THICKNESS | ASPHALT<br>CONCRETE<br>SURFACE<br>COURSE,<br>12.5MM,<br>TYPE B (447) | THICKNESS | COMPACTED<br>AGGREGATE,<br>AS PER PLAN | SHOULDER<br>PREPARATION,<br>AS PER PLAN | RUMBLE<br>STRIPS,<br>SHOULDER,<br>(ASPHALT<br>CONCRETE) |                               |
|                                   | FROM      | TO        | FT.     | FT.                      | SQ. YD.          | FT.              | FT.             | FT.           | SQ. YD.      | SQ. YD.                      | INCH      | SQ. YD.                                                                  | SQ. YD.                       | GAL.                                                  | GAL.                                                | INCH      | CU. YD.                                                              | INCH      | CU. YD.                                | SQ. YD.                                 | FT.                                                     |                               |
| U.S. 250 MAINLINE ~ EASTBOUND     |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| MEDIAN SHOULDER                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 650+00.00 | 719+73.41 | 6973.41 | 4                        | 3,099            | 4                | 3,099           | 2             | 1,550        |                              | 1 ½       | 3,099                                                                    | 93                            | 263                                                   | 620                                                 | 1 ½       | 129                                                                  | 1 ½       | 65                                     | 3,099                                   | 6,973                                                   |                               |
| BRIDGE NO. TUS-250 1412 R         | 719+73.41 | 721+40.41 | 167.00  | 4                        | 74               |                  |                 |               |              |                              | 1 ½       | 74                                                                       | 2                             | 6                                                     |                                                     | 1 ½       | 3                                                                    |           |                                        |                                         | 167                                                     |                               |
|                                   | 721+40.41 | 767+29.25 | 4588.84 | 4                        | 2,039            | 4                | 2,039           | 2             | 1,020        |                              | 1 ½       | 2,039                                                                    | 61                            | 173                                                   | 408                                                 | 1 ½       | 85                                                                   | 1 ½       | 42                                     | 2,039                                   | 4,589                                                   |                               |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| BRIDGE NO. TUS-250 1504 R         | 767+29.25 | 768+29.25 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   | 768+29.25 | 772+53.75 | 424.50  | 4                        | 189              |                  |                 |               |              |                              |           |                                                                          |                               | 16                                                    |                                                     | 1 ½       | 8                                                                    |           |                                        |                                         | 425                                                     |                               |
|                                   | 772+53.75 | 773+53.75 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 773+53.75 | 805+25.26 | 3171.51 | 4                        | 1,410            | 4                | 1,410           | 2             | 705          |                              | 1 ½       | 1,410                                                                    | 42                            | 120                                                   | 282                                                 | 1 ½       | 59                                                                   | 1 ½       | 29                                     | 1,410                                   | 3,172                                                   |                               |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| BRIDGE NO. TUS-250-1576 R         | 805+25.26 | 806+25.26 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   | 806+25.26 | 808+63.06 | 237.80  | 4                        | 106              |                  |                 |               |              |                              |           |                                                                          |                               | 9                                                     |                                                     | 1 ½       | 4                                                                    |           |                                        |                                         | 238                                                     |                               |
|                                   | 808+63.06 | 809+63.06 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| CONCRETE PAVEMENT                 | 809+63.06 | 843+60.00 | 3396.94 | 4                        | 1,510            | 4                | 1,510           | 2             | 755          |                              | 1 ½       | 1,510                                                                    | 45                            | 128                                                   | 302                                                 | 1 ½       | 63                                                                   | 1 ½       | 31                                     | 1,510                                   | 3,397                                                   | OMIT RESURFACING WORK         |
|                                   | 851+60.00 | 879+15.44 | 2755.44 | 4                        | 1,225            | 4                | 1,225           | 2             | 612          |                              | 1 ½       | 1,225                                                                    | 37                            | 104                                                   | 245                                                 | 1 ½       | 51                                                                   | 1 ½       | 26                                     | 1,225                                   | 2,755                                                   |                               |
| BRIDGE NO. TUS-250 1713 R         | 879+15.44 | 880+20.94 | 105.50  |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         | OMIT DECK                     |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 880+20.94 | 891+50.00 | 1129.06 | 4                        | 502              | 4                | 502             | 2             | 251          |                              | 1 ½       | 502                                                                      | 15                            | 43                                                    | 100                                                 | 1 ½       | 21                                                                   | 1 ½       | 10                                     | 502                                     | 1,129                                                   |                               |
| U.S. 250 MAINLINE ~ WESTBOUND     |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| MEDIAN SHOULDER                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 650+00.00 | 718+73.41 | 6873.41 | 4                        | 3,055            | 4                | 3,055           | 2             | 1,527        |                              | 1 ½       | 3,055                                                                    | 92                            | 260                                                   | 611                                                 | 1 ½       | 127                                                                  | 1 ½       | 64                                     | 3,055                                   | 6,873                                                   |                               |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| BRIDGE NO. TUS-250 1412 L         | 718+73.41 | 719+73.41 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   | 719+73.41 | 721+40.41 | 167.00  | 4                        | 74               |                  |                 |               |              |                              |           |                                                                          |                               | 6                                                     |                                                     | 1 ½       | 3                                                                    |           |                                        |                                         | 167                                                     |                               |
|                                   | 721+40.41 | 722+40.41 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 722+40.41 | 767+29.25 | 4488.84 | 4                        | 1,995            | 4                | 1,995           | 2             | 998          |                              | 1 ½       | 1,995                                                                    | 60                            | 170                                                   | 399                                                 | 1 ½       | 83                                                                   | 1 ½       | 42                                     | 1,995                                   | 4,489                                                   |                               |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| BRIDGE NO. TUS-250 1504 L         | 767+29.25 | 768+29.25 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   | 768+29.25 | 772+53.75 | 424.50  | 4                        | 189              |                  |                 |               |              |                              |           |                                                                          |                               | 16                                                    |                                                     | 1 ½       | 8                                                                    |           |                                        |                                         | 425                                                     |                               |
|                                   | 772+53.75 | 773+53.75 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 773+53.75 | 806+25.26 | 3271.51 | 4                        | 1,454            | 4                | 1,454           | 2             | 727          |                              | 1 ½       | 1,454                                                                    | 44                            | 124                                                   | 291                                                 | 1 ½       | 61                                                                   | 1 ½       | 30                                     | 1,454                                   | 3,272                                                   |                               |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| BRIDGE NO. TUS-250-1576 L         | 805+25.26 | 806+25.26 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   | 806+25.26 | 808+63.06 | 237.80  | 4                        | 106              |                  |                 |               |              |                              |           |                                                                          |                               | 9                                                     |                                                     | 1 ½       | 4                                                                    |           |                                        |                                         | 238                                                     |                               |
|                                   | 808+63.06 | 809+63.06 | 100.00  | 4                        | 44               | 4                | 44              | 2             | 22           | 44                           |           |                                                                          |                               | 4                                                     | 9                                                   | 1 ½       | 2                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
| CONCRETE PAVEMENT                 | 809+63.06 | 843+60.00 | 3396.94 | 4                        | 1,510            | 4                | 1,510           | 2             | 755          |                              | 1 ½       | 1,510                                                                    | 45                            | 128                                                   | 302                                                 | 1 ½       | 63                                                                   | 1 ½       | 31                                     | 1,510                                   | 3,397                                                   | OMIT RESURFACING WORK         |
|                                   | 851+60.00 | 879+15.44 | 2755.44 | 4                        | 1,225            | 4                | 1,225           | 2             | 612          |                              | 1 ½       | 1,225                                                                    | 37                            | 104                                                   | 245                                                 | 1 ½       | 51                                                                   | 1 ½       | 26                                     | 1,225                                   | 2,755                                                   |                               |
| BRIDGE NO. TUS-250 1713 L         | 879+15.44 | 880+20.94 | 105.50  |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         | OMIT DECK                     |
|                                   |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                     |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                   | 880+20.94 | 891+50.00 | 1129.06 | 4                        | 502              | 4                | 502             | 2             | 251          |                              | 1 ½       | 502                                                                      | 15                            | 43                                                    | 100                                                 | 1 ½       | 21                                                                   | 1 ½       | 10                                     | 502                                     | 1,129                                                   |                               |
| SUBTOTALS                         |           |           |         |                          |                  |                  |                 |               |              | 440                          |           | 19,599                                                                   | 588                           | 1,762                                                 | 3,995                                               |           | 864                                                                  |           | 416                                    | 19,966                                  | 46,590                                                  |                               |
| TOTALS CARRIED TO GENERAL SUMMARY |           |           |         |                          |                  |                  |                 |               |              | 440                          |           | 19,599                                                                   | 588                           | 1,762                                                 | 3,995                                               |           | 864                                                                  |           | 416                                    | 19,966                                  | 46,590                                                  | 01/NHS/05                     |

NOTES:

1. SHOULDER SIDES ARE IN THE DIRECTION OF TRAVEL.





| LOCATION                                          | STATION   |           | LENGTH  | PAVEMENT<br>WIDTH (AVG.) | PAVEMENT<br>AREA | GRADING<br>WIDTH | GRADING<br>AREA | BERM<br>WIDTH | BERM<br>AREA | 202                          | 254       |                                                                          |                               | 407                                                   | 408                                               | 442       |                                                                      | 617       |                                        |                                         | 618                                                     | REMARKS                       |
|---------------------------------------------------|-----------|-----------|---------|--------------------------|------------------|------------------|-----------------|---------------|--------------|------------------------------|-----------|--------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------|---------------------------------------------------|-----------|----------------------------------------------------------------------|-----------|----------------------------------------|-----------------------------------------|---------------------------------------------------------|-------------------------------|
|                                                   |           |           |         |                          |                  |                  |                 |               |              | WEARING<br>COURSE<br>REMOVED | THICKNESS | PAVEMENT<br>PLANING,<br>ASPHALT<br>CONCRETE, AS<br>PER PLAN,<br>(1 1/2") | PATCHING<br>PLANED<br>SURFACE | NON-<br>TRACKING<br>TACK COAT<br>@ 0.085<br>GAL./S.Y. | PRIME COAT,<br>AS PER PLAN<br>@ 0.40<br>GAL./S.Y. | THICKNESS | ASPHALT<br>CONCRETE<br>SURFACE<br>COURSE,<br>12.5MM,<br>TYPE B (447) | THICKNESS | COMPACTED<br>AGGREGATE,<br>AS PER PLAN | SHOULDER<br>PREPARATION,<br>AS PER PLAN | RUMBLE<br>STRIPS,<br>SHOULDER,<br>(ASPHALT<br>CONCRETE) |                               |
|                                                   | FROM      | TO        | FT.     | FT.                      | SQ. YD.          | FT.              | FT.             | FT.           | SQ. YD.      | SQ. YD.                      | INCH      | SQ. YD.                                                                  | SQ. YD.                       | GAL.                                                  | GAL.                                              | INCH      | CU. YD.                                                              | INCH      | CU. YD.                                | SQ. YD.                                 | FT.                                                     |                               |
| U.S. 250 MAINLINE ~ EASTBOUND<br>OUTSIDE SHOULDER |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                                   | 650+00.00 | 719+73.41 | 6973.41 | 8                        | 6,199            | 4                | 3,099           | 2             | 1,550        |                              | 1 ½       | 6,199                                                                    | 186                           | 527                                                   | 620                                               | 1 ½       | 258                                                                  | 1 ½       | 65                                     | 3,099                                   | 6,973                                                   |                               |
| BRIDGE NO. TUS-250 1412 R                         | 719+73.41 | 721+40.41 | 167.00  | 8                        | 148              |                  |                 |               |              |                              | 1 ½       | 148                                                                      | 4                             | 13                                                    |                                                   | 1 ½       | 6                                                                    |           |                                        |                                         | 167                                                     |                               |
|                                                   | 721+40.41 | 767+29.25 | 4588.84 | 8                        | 4,079            | 4                | 2,039           | 2             | 1,020        |                              | 1 ½       | 4,079                                                                    | 122                           | 347                                                   | 408                                               | 1 ½       | 170                                                                  | 1 ½       | 42                                     | 2,039                                   | 4,589                                                   |                               |
|                                                   | 767+29.25 | 768+29.25 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250 1504 R                         | 768+29.25 | 772+53.75 | 424.50  | 8                        | 377              |                  |                 |               |              |                              |           |                                                                          |                               | 32                                                    |                                                   | 1 ½       | 16                                                                   |           |                                        |                                         | 425                                                     |                               |
|                                                   | 772+53.75 | 773+53.75 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                                   | 773+53.75 | 805+25.26 | 3171.51 | 8                        | 2,819            | 4                | 1,410           | 2             | 705          |                              | 1 ½       | 2,819                                                                    | 85                            | 240                                                   | 282                                               | 1 ½       | 117                                                                  | 1 ½       | 29                                     | 1,410                                   | 3,172                                                   |                               |
|                                                   | 805+25.26 | 806+25.26 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250-1576 R                         | 806+25.26 | 808+63.06 | 237.80  | 8                        | 211              |                  |                 |               |              |                              |           |                                                                          |                               | 18                                                    |                                                   | 1 ½       | 9                                                                    |           |                                        |                                         | 238                                                     |                               |
|                                                   | 808+63.06 | 809+63.06 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                                   | 809+63.06 | 843+60.00 | 3396.94 | 8                        | 3,020            | 4                | 1,510           | 2             | 755          |                              | 1 ½       | 3,020                                                                    | 91                            | 257                                                   | 302                                               | 1 ½       | 126                                                                  | 1 ½       | 31                                     | 1,510                                   | 3,397                                                   |                               |
| CONCRETE PAVEMENT                                 |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         | OMIT RESURFACING WORK         |
|                                                   | 851+60.00 | 879+15.44 | 2755.44 | 8                        | 2,449            | 4                | 1,225           | 2             | 612          |                              | 1 ½       | 2,449                                                                    | 73                            | 208                                                   | 245                                               | 1 ½       | 102                                                                  | 1 ½       | 26                                     | 1,225                                   | 2,755                                                   |                               |
| BRIDGE NO. TUS-250 1713 R                         | 879+15.44 | 880+20.94 | 105.50  |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         | OMIT DECK                     |
|                                                   | 880+20.94 | 891+50.00 | 1129.06 | 8                        | 1,004            | 4                | 502             | 2             | 251          |                              | 1 ½       | 1004                                                                     | 30                            | 85                                                    | 100                                               | 1 ½       | 42                                                                   | 1 ½       | 10                                     | 502                                     | 1,129                                                   |                               |
| U.S. 250 MAINLINE ~ WESTBOUND<br>OUTSIDE SHOULDER |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         |                               |
|                                                   | 650+00.00 | 718+73.41 | 6873.41 | 8                        | 6,110            | 4                | 3,055           | 2             | 1,527        |                              | 1 ½       | 6,110                                                                    | 183                           | 519                                                   | 611                                               | 1 ½       | 255                                                                  | 1 ½       | 64                                     | 3,055                                   | 6,873                                                   |                               |
|                                                   | 718+73.41 | 719+73.41 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250 1412 L                         | 719+73.41 | 721+40.41 | 167.00  | 8                        | 148              |                  |                 |               |              |                              |           |                                                                          |                               | 13                                                    |                                                   | 1 ½       | 6                                                                    |           |                                        |                                         | 167                                                     |                               |
|                                                   | 721+40.41 | 722+40.41 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                                   | 722+40.41 | 767+29.25 | 4488.84 | 8                        | 3,990            | 4                | 1,995           | 2             | 998          |                              | 1 ½       | 3,990                                                                    | 120                           | 339                                                   | 399                                               | 1 ½       | 166                                                                  | 1 ½       | 42                                     | 1,995                                   | 4,489                                                   |                               |
|                                                   | 767+29.25 | 768+29.25 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250 1504 L                         | 768+29.25 | 772+53.75 | 424.50  | 8                        | 377              |                  |                 |               |              |                              |           |                                                                          |                               | 32                                                    |                                                   | 1 ½       | 16                                                                   |           |                                        |                                         | 425                                                     |                               |
|                                                   | 772+53.75 | 773+53.75 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                                   | 773+53.75 | 805+25.26 | 3171.51 | 8                        | 2,819            | 4                | 1,410           | 2             | 705          |                              | 1 ½       | 2,819                                                                    | 85                            | 240                                                   | 282                                               | 1 ½       | 117                                                                  | 1 ½       | 29                                     | 1,410                                   | 3,172                                                   |                               |
|                                                   | 805+25.26 | 806+25.26 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
| BRIDGE NO. TUS-250-1576 L                         | 806+25.26 | 808+63.06 | 237.80  | 8                        | 211              |                  |                 |               |              |                              |           |                                                                          |                               | 18                                                    |                                                   | 1 ½       | 9                                                                    |           |                                        |                                         | 238                                                     |                               |
|                                                   | 808+63.06 | 809+63.06 | 100.00  | 8                        | 89               | 4                | 44              | 2             | 22           | 89                           |           |                                                                          |                               | 8                                                     | 9                                                 | 1 ½       | 4                                                                    | 1 ½       | 1                                      | 44                                      | 100                                                     | 100' MILLING TRANSITION TO 0" |
|                                                   | 809+63.06 | 843+60.00 | 3396.94 | 8                        | 3,020            | 4                | 1,510           | 2             | 755          |                              | 1 ½       | 3,020                                                                    | 91                            | 257                                                   | 302                                               | 1 ½       | 126                                                                  | 1 ½       | 31                                     | 1,510                                   | 3,397                                                   |                               |
| CONCRETE PAVEMENT                                 |           |           |         |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         | OMIT RESURFACING WORK         |
|                                                   | 851+60.00 | 879+15.44 | 2755.44 | 8                        | 2,449            | 4                | 1,225           | 2             | 612          |                              | 1 ½       | 2,449                                                                    | 73                            | 208                                                   | 245                                               | 1 ½       | 102                                                                  | 1 ½       | 26                                     | 1,225                                   | 2,755                                                   |                               |
| BRIDGE NO. TUS-250 1713 L                         | 879+15.44 | 880+20.94 | 105.50  |                          |                  |                  |                 |               |              |                              |           |                                                                          |                               |                                                       |                                                   |           |                                                                      |           |                                        |                                         |                                                         | OMIT DECK                     |
|                                                   | 880+20.94 | 891+50.00 | 1129.06 | 8                        | 1,004            | 4                | 502             | 2             | 251          |                              | 1 ½       | 1,004                                                                    | 30                            | 85                                                    | 100                                               | 1 ½       | 42                                                                   | 1 ½       | 10                                     | 502                                     | 1,129                                                   |                               |
| SUBTOTALS                                         |           |           |         |                          |                  |                  |                 |               |              | 890                          |           | 39,109                                                                   | 1,173                         | 3,518                                                 | 3,986                                             |           | 1725                                                                 |           | 415                                    | 19,922                                  | 46,490                                                  |                               |
| TOTALS CARRIED TO GENERAL SUMMARY                 |           |           |         |                          |                  |                  |                 |               |              | 890                          |           | 39,109                                                                   | 1,173                         | 3,518                                                 | 3,986                                             |           | 1,725                                                                |           | 415                                    | 19,922                                  | 46,490                                                  | 01/NHS/05                     |

NOTES:  
1. SHOULDER SIDES ARE IN THE DIRECTION OF TRAVEL.

RESURFACING ESTIMATED QUANTITIES - MAINLINE OUTSIDE SHOULDERS

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

SHEET

P.24

TOTAL

35



| LOCATION                          | STATION   |           | LENGTH   | PAVEMENT WIDTH<br>(AVG.) | PAVEMENT<br>AREA | GRADING<br>WIDTH | GRADING<br>AREA | BERM<br>WIDTH | BERM<br>AREA | 254       |                                                                         |                               | 407                                                   | 408                                                | 442       |                                                                      | 617       |                                        |                                         | REMARKS     |
|-----------------------------------|-----------|-----------|----------|--------------------------|------------------|------------------|-----------------|---------------|--------------|-----------|-------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------|----------------------------------------------------|-----------|----------------------------------------------------------------------|-----------|----------------------------------------|-----------------------------------------|-------------|
|                                   |           |           |          |                          |                  |                  |                 |               |              | THICKNESS | PAVEMENT<br>PLANING,<br>ASPHALT<br>CONCRETE, AS<br>PER PLAN<br>(1 1/2") | PATCHING<br>PLANED<br>SURFACE | NON-<br>TRACKING<br>TACK COAT<br>@ 0.085<br>GAL./S.Y. | PRIME COAT,<br>AS PER PLAN<br>@ 0.040<br>GAL./S.Y. | THICKNESS | ASPHALT<br>CONCRETE<br>SURFACE<br>COURSE,<br>12.5MM, TYPE<br>B (447) | THICKNESS | COMPACTED<br>AGGREGATE,<br>AS PER PLAN | SHOULDER<br>PREPARATION,<br>AS PER PLAN |             |
|                                   | FROM      | TO        | FT.      | FT.                      | SQ. YD.          | FT.              | SQ. YD.         | FT.           | SQ. YD.      | INCH      | SQ. YD.                                                                 | SQ. YD.                       | GAL.                                                  | GAL.                                               | INCH      | CU. YD.                                                              | INCH      | CU. YD.                                | SQ. YD.                                 |             |
| S.R. 416 INTERCHANGE              |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| RAMP 'A'                          |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| MAINLINE                          | 13+12.72  | 20+81.14  | 768.42   | 16                       | 1,366            |                  |                 | 2             | 171          | 1 ½       | 1,366                                                                   | 41                            | 116                                                   |                                                    | 1 ½       | 57                                                                   |           |                                        |                                         |             |
|                                   | 20+81.14  | 21+66.05  | 84.91    |                          | 33               |                  |                 | 2             | 19           | 1 ½       |                                                                         | 1                             | 3                                                     |                                                    | 1 ½       |                                                                      |           |                                        |                                         | CADD AREA   |
| RIGHT SHOULDER                    | 13+12.72  | 21+21.14  | 808.42   | 6                        | 539              | 4                | 359             | 2             | 180          | 1 ½       | 539                                                                     | 16                            | 46                                                    | 72                                                 | 1 ½       | 22                                                                   | 1 ½       | 7                                      | 359                                     |             |
| LEFT SHOULDER                     | 13+12.72  | 21+22.31  | 809.59   | 3                        | 270              | 4                | 360             | 2             | 180          | 1 ½       | 270                                                                     | 8                             | 23                                                    | 72                                                 | 1 ½       | 11                                                                   | 1 ½       | 8                                      | 360                                     |             |
|                                   |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| RAMP ' B'                         |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| MAINLINE                          | 8+10.71   | 13+26.57  | 515.86   | 16                       | 917              |                  |                 | 2             | 115          | 1 ½       | 917                                                                     | 28                            | 78                                                    |                                                    | 1 ½       | 38                                                                   |           |                                        |                                         |             |
|                                   | 13+26.57  | 15+66.57  | 240.00   | 16-24T                   | 533              |                  |                 | 2             | 53           | 1 ½       | 533                                                                     | 16                            | 45                                                    |                                                    | 1 ½       | 22                                                                   |           |                                        |                                         |             |
|                                   | 15+66.57  | 18+40.93  | 274.36   | 24                       | 732              |                  |                 | 2             | 61           | 1 ½       | 732                                                                     | 22                            | 62                                                    |                                                    | 1 ½       | 30                                                                   |           |                                        |                                         |             |
|                                   | 18+40.93  | 18+94.03  | 53.10    |                          | 27               |                  |                 | 2             | 12           | 1 ½       |                                                                         | 1                             | 2                                                     |                                                    | 1 ½       |                                                                      |           |                                        |                                         | CADD AREA   |
| RIGHT SHOULDER                    | 8+10.71   | 18+40.93  | 1030.22  | 6                        | 687              | 4                | 458             | 2             | 229          | 1 ½       | 687                                                                     | 21                            | 58                                                    | 92                                                 | 1 ½       | 29                                                                   | 1 ½       | 10                                     | 458                                     |             |
| LEFT SHOULDER                     | 8+10.71   | 18+74.14  | 1,063.43 | 3                        | 354              | 4                | 473             | 2             | 236          | 1 ½       | 354                                                                     | 11                            | 30                                                    | 94                                                 | 1 ½       | 15                                                                   | 1 ½       | 10                                     | 473                                     |             |
|                                   |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| RAMP 'D'                          |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| MAINLINE                          | 0+34.09   | 1+21.50   | 87.41    |                          | 42               |                  |                 | 2             | 19           | 1 ½       |                                                                         | 1                             | 4                                                     |                                                    | 1 ½       |                                                                      |           |                                        |                                         | CADD AREA   |
|                                   | 1+21.05   | 3+25.00   | 203.95   | 24                       | 544              |                  |                 | 2             | 45           | 1 ½       | 544                                                                     | 16                            | 46                                                    |                                                    | 1 ½       | 23                                                                   |           |                                        |                                         |             |
|                                   | 3+25.00   | 5+65.00   | 240.00   | 24-16T                   | 533              |                  |                 | 2             | 53           | 1 ½       | 533                                                                     | 16                            | 45                                                    |                                                    | 1 ½       | 22                                                                   |           |                                        |                                         |             |
|                                   | 5+65.00   | 9+53.18   | 388.18   | 16                       | 690              |                  |                 | 2             | 86           | 1 ½       | 690                                                                     | 21                            | 59                                                    |                                                    | 1 ½       | 29                                                                   |           |                                        |                                         |             |
| RIGHT SHOULDER                    | 0+71.50   | 9+53.18   | 881.68   | 6                        | 588              | 4                | 392             | 2             | 196          | 1 ½       | 588                                                                     | 18                            | 50                                                    | 78                                                 | 1 ½       | 24                                                                   | 1 ½       | 8                                      | 392                                     |             |
| LEFT SHOULDER                     | 0+61.16   | 9+53.18   | 892.02   | 3                        | 297              | 4                | 396             | 2             | 198          | 1 ½       | 297                                                                     | 9                             | 25                                                    | 79                                                 | 1 ½       | 12                                                                   | 1 ½       | 8                                      | 396                                     |             |
|                                   |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| RAMP 'T'                          |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| MAINLINE                          | 737+36.07 | 738+70.89 | 134.82   |                          | 67               |                  |                 | 2             | 30           | 1 ½       |                                                                         | 2                             | 6                                                     |                                                    | 1 ½       |                                                                      |           |                                        |                                         | CADD AREA   |
|                                   | 738+70.89 | 741+10.42 | 239.53   | 24                       | 639              |                  |                 | 2             | 53           | 1 ½       | 639                                                                     | 19                            | 54                                                    |                                                    | 1 ½       | 27                                                                   |           |                                        |                                         |             |
|                                   | 741+10.42 | 744+30.42 | 320.00   | 24-16T                   | 711              |                  |                 | 2             | 71           | 1 ½       | 711                                                                     | 21                            | 60                                                    |                                                    | 1 ½       | 30                                                                   |           |                                        |                                         |             |
|                                   | 744+30.42 | 747+00.61 | 270.19   | 16                       | 480              |                  |                 | 2             | 60           | 1 ½       | 480                                                                     | 14                            | 41                                                    |                                                    | 1 ½       | 20                                                                   |           |                                        |                                         |             |
| RIGHT SHOULDER                    | 737+36.07 | 738+70.89 | 171.46   | 6                        | 114              | 4                | 76              | 2             | 38           | 1 ½       | 114                                                                     | 3                             | 10                                                    | 15                                                 | 1 ½       | 5                                                                    | 1 ½       | 2                                      | 76                                      | CADD LENGTH |
|                                   | 738+70.89 | 747+00.61 | 829.72   | 6                        | 553              | 4                | 369             | 2             | 184          | 1 ½       | 553                                                                     | 17                            | 47                                                    | 74                                                 | 1 ½       | 23                                                                   | 1 ½       | 8                                      | 369                                     |             |
| LEFT SHOULDER                     | 737+36.07 | 738+70.89 | 164.79   | 3                        | 55               | 4                | 73              | 2             | 37           | 1 ½       | 55                                                                      | 2                             | 5                                                     | 15                                                 | 1 ½       | 2                                                                    | 1 ½       | 2                                      | 73                                      | CADD LENGTH |
|                                   | 738+70.89 | 747+00.61 | 829.72   | 3                        | 277              | 4                | 369             | 2             | 184          | 1 ½       | 277                                                                     | 8                             | 24                                                    | 74                                                 | 1 ½       | 12                                                                   | 1 ½       | 8                                      | 369                                     |             |
|                                   |           |           |          |                          |                  |                  |                 |               |              |           |                                                                         |                               |                                                       |                                                    |           |                                                                      |           |                                        |                                         |             |
| SUBTOTALS                         |           |           |          |                          |                  |                  |                 |               |              |           | 10,880                                                                  | 332                           | 939                                                   | 665                                                |           | 453                                                                  |           | 69                                     | 3,325                                   |             |
| TOTALS CARRIED TO GENERAL SUMMARY |           |           |          |                          |                  |                  |                 |               |              |           | 10,880                                                                  | 332                           | 939                                                   | 665                                                |           | 453                                                                  |           | 69                                     | 3,325                                   | 01/NHS/05   |

NOTES:

1. FOR INTERSECTION DETAILS AND CADD MEASUREMENTS, SEE SHEET P. 30.
2. SHOULDER SIDES ARE IN THE DIRECTION OF TRAVEL.





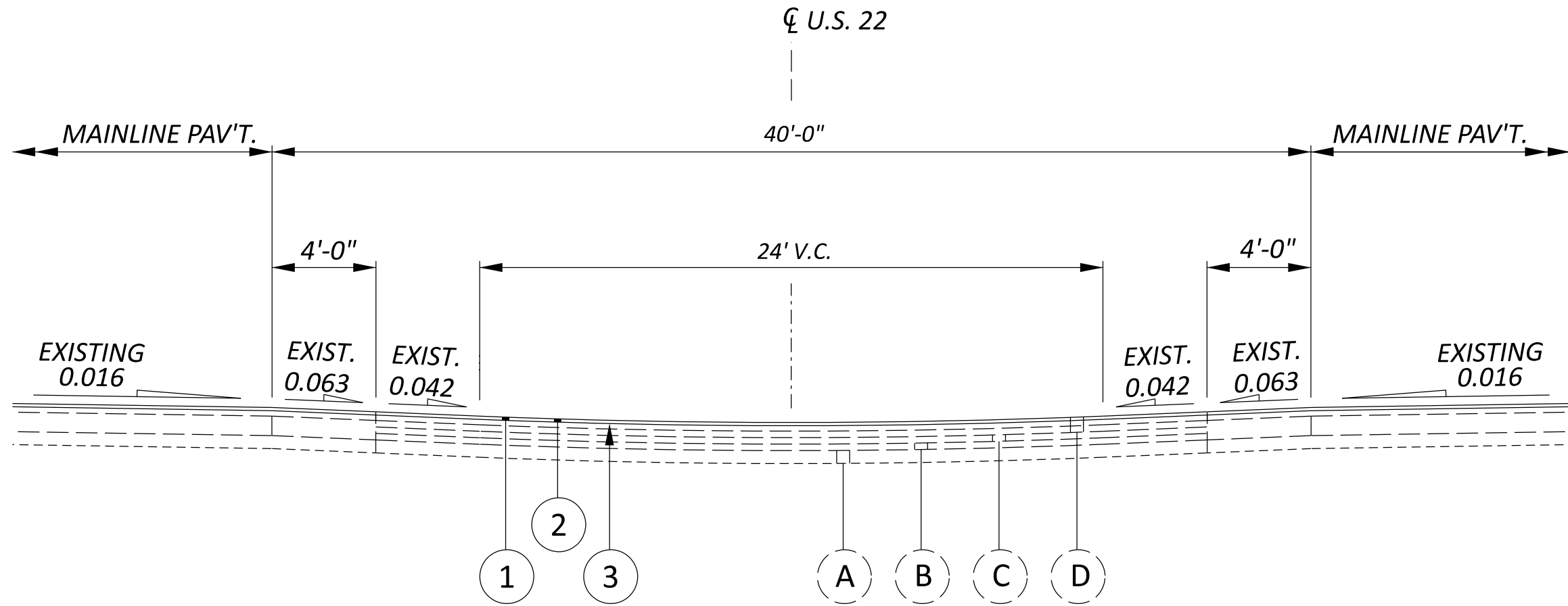
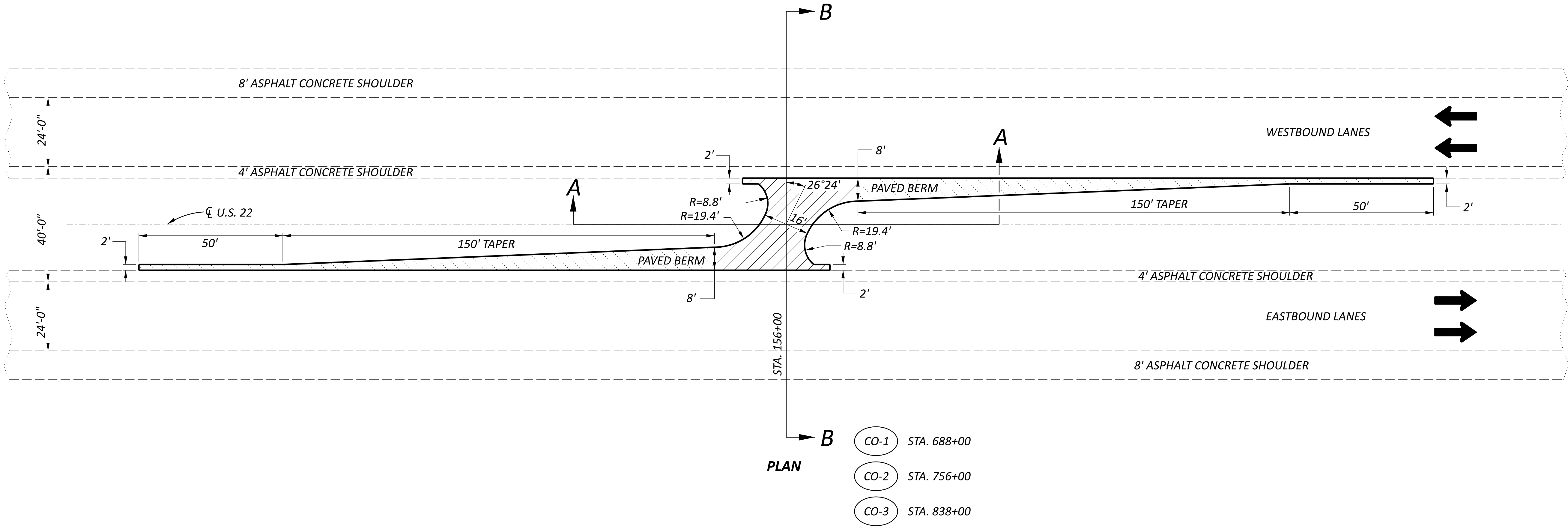
| LOCATION                          | STATION  |          | LENGTH | PAVEMENT WIDTH<br>(AVG.) | PAVEMENT AREA | GRADING WIDTH | GRADING AREA | BERM WIDTH | BERM AREA | 254       |                                                          |                         | 407                                      | 408                                      | 442       |                                                       | 617       |                                  |                                   | REMARKS     |
|-----------------------------------|----------|----------|--------|--------------------------|---------------|---------------|--------------|------------|-----------|-----------|----------------------------------------------------------|-------------------------|------------------------------------------|------------------------------------------|-----------|-------------------------------------------------------|-----------|----------------------------------|-----------------------------------|-------------|
|                                   |          |          |        |                          |               |               |              |            |           | THICKNESS | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1 1/2") | PATCHING PLANED SURFACE | NON-TRACKING TACK COAT @ 0.085 GAL./S.Y. | PRIME COAT, AS PER PLAN @ 0.40 GAL./S.Y. | THICKNESS | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447) | THICKNESS | COMPACTED AGGREGATE, AS PER PLAN | SHOULDER PREPARATION, AS PER PLAN |             |
|                                   |          |          |        |                          |               |               |              |            |           |           | SQ. YD.                                                  | SQ. YD.                 | GAL.                                     | GAL.                                     | INCH      | CU. YD.                                               | INCH      | CU. YD.                          | SQ. YD.                           |             |
| S.R. 259 INTERCHANGE              |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RAMP 'A'                          |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| MAINLINE                          | 11+72.15 | 20+67.30 | 895.15 | 16                       | 1,591         |               |              |            |           | 1 ½       | 1,591                                                    | 27                      | 135                                      |                                          | 1 ½       | 66                                                    |           |                                  |                                   | CADD AREA   |
|                                   | 20+67.30 | 21+64.71 | 97.41  |                          | 39            |               |              |            |           | 1 ½       |                                                          | 3                       | 3                                        |                                          | 1 ½       |                                                       |           |                                  |                                   |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RIGHT SHOULDER                    | 11+72.15 | 20+67.30 | 895.15 | 6                        | 597           | 4             | 398          | 2          | 199       | 1 ½       | 597                                                      | 27                      | 51                                       | 8                                        | 1 ½       | 25                                                    | 1 ½       | 8                                | 199                               | CADD LENGTH |
|                                   | 20+67.30 | 21+64.71 | 153.33 | 6                        | 102           | 4             | 68           | 2          | 34        | 1 ½       | 102                                                      | 5                       | 9                                        | 1                                        | 1 ½       | 4                                                     | 1 ½       | 1                                | 34                                |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| LEFT SHOULDER                     | 11+72.15 | 19+53.00 | 780.85 | 3                        | 260           | 4             | 347          | 2          | 174       | 1 ½       | 260                                                      | 23                      | 22                                       | 7                                        | 1 ½       | 11                                                    | 1 ½       | 7                                | 174                               |             |
|                                   | 19+53.00 | 21+64.71 | 211.71 | 3                        | 71            | 4             | 94           |            |           | 1 ½       | 71                                                       | 6                       | 6                                        |                                          | 1 ½       | 3                                                     | 1 ½       |                                  |                                   |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RAMP 'B'                          |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| MAINLINE                          | 12.00    | 00+73.83 | 61.83  |                          | 28            |               |              |            |           | 1 ½       |                                                          | 2                       | 2                                        |                                          | 1 ½       |                                                       |           |                                  |                                   | CADD AREA   |
|                                   | 0+73.83  | 7+73.81  | 699.98 | 16                       | 1,244         |               |              |            |           | 1 ½       | 1244                                                     | 21                      | 106                                      |                                          | 1 ½       | 52                                                    |           |                                  |                                   |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RIGHT SHOULDER                    | 12.00    | 00+73.83 | 120.92 | 6                        | 81            | 4             | 54           | 2          | 27        | 1 ½       | 81                                                       | 4                       | 7                                        | 1                                        | 1 ½       | 3                                                     | 1 ½       | 1                                | 27                                | CADD LENGTH |
|                                   | 0+73.83  | 7+73.81  | 699.98 | 6                        | 467           | 4             | 311          | 2          | 156       | 1 ½       | 467                                                      | 21                      | 40                                       | 6                                        | 1 ½       | 19                                                    | 1 ½       | 6                                | 156                               |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| LEFT SHOULDER                     | 12.00    | 2+20.08  | 208.08 | 3                        | 69            | 4             | 92           |            |           | 1 ½       | 69                                                       | 6                       | 6                                        |                                          | 1 ½       | 3                                                     | 1 ½       |                                  |                                   |             |
|                                   | 2+20.08  | 7+73.81  | 553.73 | 3                        | 185           | 4             | 246          | 2          | 123       | 1 ½       | 185                                                      | 17                      | 16                                       | 5                                        | 1 ½       | 8                                                     | 1 ½       | 5                                | 123                               |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RAMP 'C'                          |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| MAINLINE                          | 6+17.91  | 11+44.93 | 527.02 | 16                       | 937           |               |              | 2          | 117       | 1 ½       | 937                                                      | 16                      | 80                                       |                                          | 1 ½       | 39                                                    |           |                                  |                                   |             |
|                                   | 11+44.93 | 12+06.83 | 61.90  |                          | 28            |               |              | 2          | 14        | 1 ½       |                                                          | 2                       | 2                                        |                                          | 1 ½       |                                                       |           |                                  |                                   | CADD AREA   |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| RIGHT SHOULDER                    | 6+17.91  | 11+44.93 | 527.02 | 6                        | 351           | 4             | 234          | 2          | 117       | 1 ½       | 351                                                      | 16                      | 30                                       | 5                                        | 1 ½       | 15                                                    | 1 ½       | 5                                | 117                               |             |
|                                   | 11+44.93 | 12+06.83 | 124.64 | 6                        | 83            | 4             | 55           | 2          | 28        | 1 ½       | 83                                                       | 4                       | 7                                        | 1                                        | 1 ½       | 3                                                     | 1 ½       | 1                                | 28                                | CADD LENGTH |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| LEFT SHOULDER                     | 6+17.91  | 10+83.56 | 465.65 | 3                        | 155           | 4             | 207          | 2          | 103       | 1 ½       | 155                                                      | 14                      | 13                                       | 4                                        | 1 ½       | 6                                                     | 1 ½       | 4                                | 104                               |             |
|                                   | 10+83.56 | 12+06.83 | 123.27 | 3                        | 41            | 4             | 55           |            |           | 1 ½       | 41                                                       | 4                       | 3                                        |                                          | 1 ½       | 2                                                     |           |                                  |                                   |             |
|                                   |          |          |        |                          |               |               |              |            |           |           |                                                          |                         |                                          |                                          |           |                                                       |           |                                  |                                   |             |
| SUBTOTALS                         |          |          |        |                          |               |               |              |            |           |           | 6,235                                                    | 218                     | 538                                      | 38                                       |           | 259                                                   |           | 40                               | 962                               |             |
| TOTALS CARRIED TO GENERAL SUMMARY |          |          |        |                          |               |               |              |            |           |           | 6,235                                                    | 218                     | 538                                      | 38                                       |           | 259                                                   |           | 40                               | 962                               | 01/NHS/05   |

NOTES:

1. FOR INTERSECTION DETAILS AND CADD MEASUREMENTS, SEE SHEET P.30.
2. SHOULDER SIDES ARE IN THE DIRECTION OF TRAVEL.

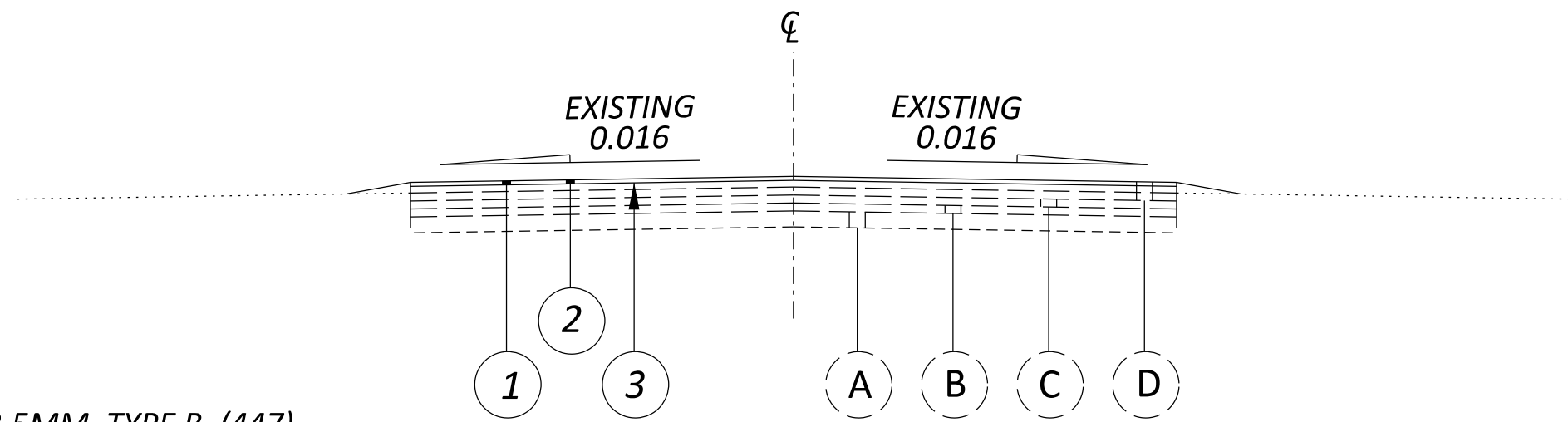






EXISTING LEGEND

- A EXISTING SUBBASE
- B EXISTING AGGREGATE BASE
- C EXISTING BITUMINOUS AGGREGATE BASE
- D EXISTING ASPHALT CONCRETE



PROPOSED LEGEND

- 1 ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447)
- 2 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1 1/2" DEPTH)
- 3 ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.085 GALS./SQ. YD.)

CADD GENERATED AREA = 889 SQ. FT.  
CADD GENERATED AREA (850 SQ. FT. X 2 TAPERS) = 1700 SQ. FT.  
TOTAL MEDIAN CROSS-OVER AREA = 2589 SQ. FT.  
X (3) LOCATIONS = 7,767 SQ. FT.

QUANTITIES

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1 1/2")  
2589 SQ. FT. / 9 = 287.67 SQ. YD. X 3 LOCATIONS  
**USE: 863 SQ. YD. (01/NHS/05)**

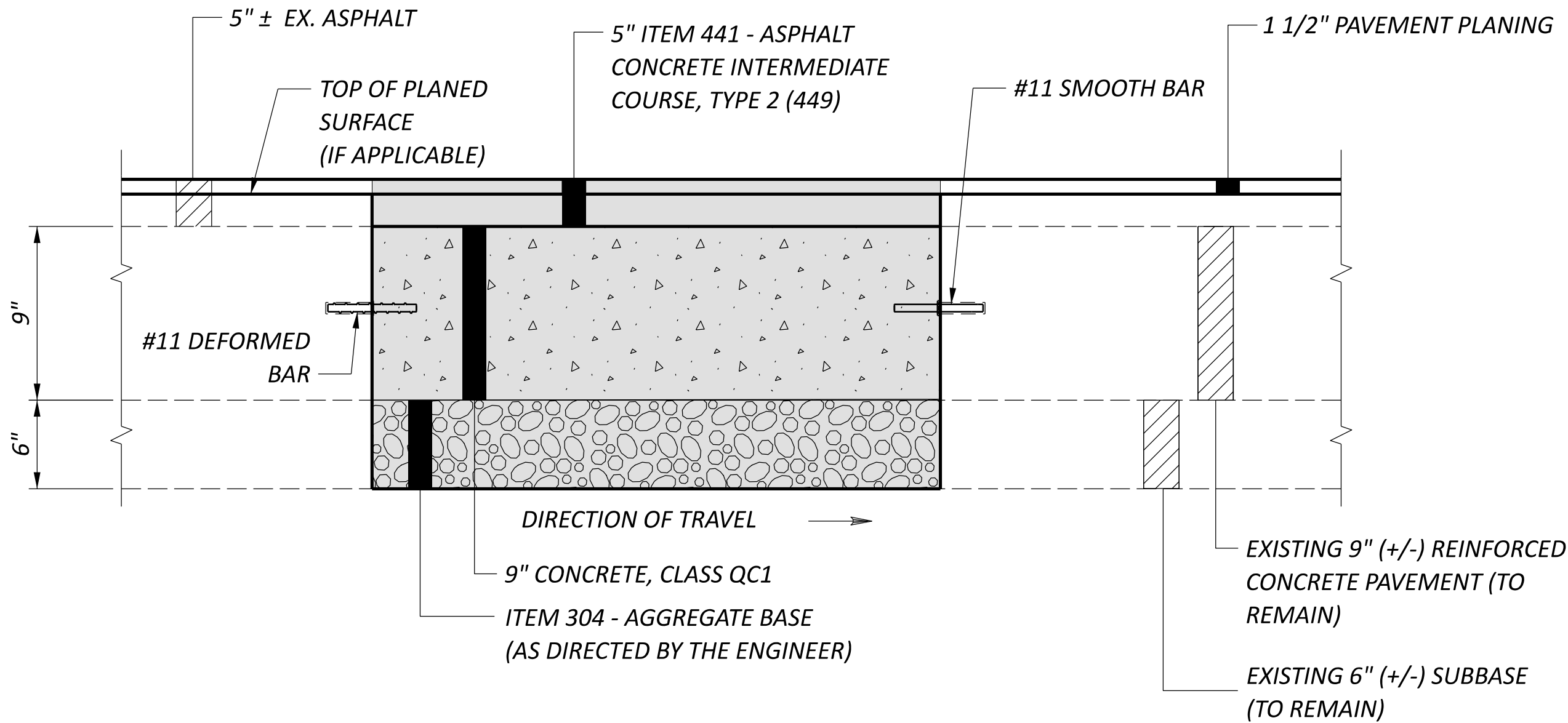
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447)  
2589 SQ. FT. X 1 1/2" / 12 / 27 = 11.99 CU. YD. X 3 LOCATIONS  
**USE: 36 CU. YD. (01/NHS/05)**

ITEM 407 - NON-TRACKING TACK COAT  
2589 SQ. FT / 9 X 0.085 = 24.45 GALLONS X 3 LOCATIONS  
**USE: 75 GALLON (01/NHS/05)**

QUANTITIES CARRIED TO GENERAL SUMMARY







**MAINLINE PAVEMENT REPAIR TYPICAL**

FOR DETAILS NOT SHOWN SEE STANDARD CONSTRUCTION DRAWING BP-2.5  
FOR TRANSVERSE JOINT REPAIR DETAILS AND BP-2.1 FOR LONGITUDINAL JOINT DETAILS

**ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN**

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

THIS WORK CONSISTS OF REMOVING THE EXISTING ASPHALT CONCRETE, REINFORCED CONCRETE, AND THE AGGREGATE BASE COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL; PLACING ITEM 304 AGGREGATE BASE; THEN INSTALLING DOWEL RODS FOLLOWED BY CONCRETE PAVEMENT, CLASS QC1. FINALLY, PLACE ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) UP TO THE LEVEL OF THE EXISTING ASPHALT CONCRETE SURFACE.

THIS WORK SHALL BE COMPLETED BEFORE MILLING AND RESURFACING BEGINS.

ALL OTHER PROVISIONS OF STANDARD CONSTRUCTION DRAWINGS BP-2.1 AND BP-2.5 APPLY.

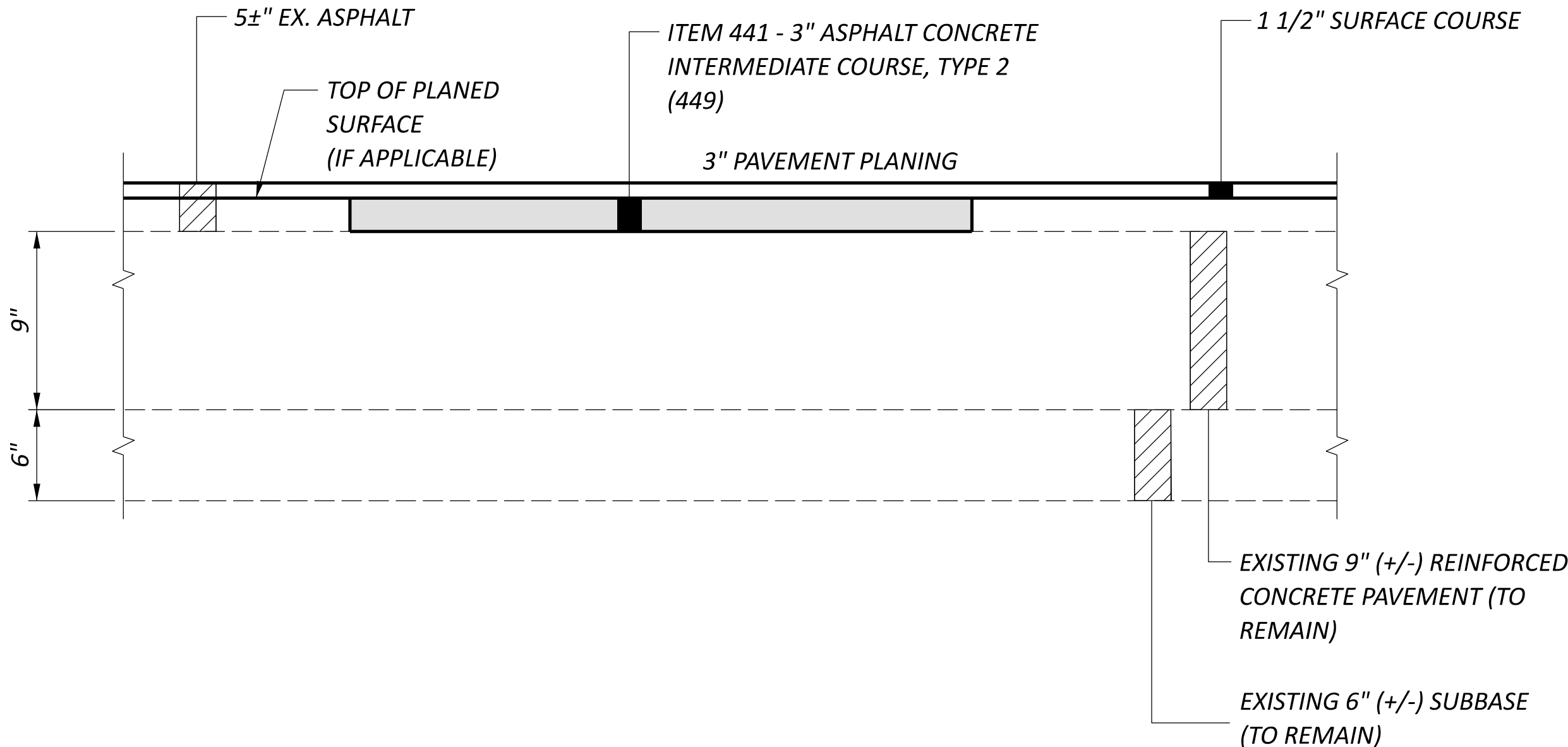
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY.

|                                                               |               |
|---------------------------------------------------------------|---------------|
| 9" CONCRETE, CLASS QC1                                        | 1,083 CU. YD. |
| ITEM 304 - AGGREGATE BASE                                     | 722 CU. YD.   |
| ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (449) | 602 CU. YD.   |
| ITEM 509 - EPOXY COATED REINFORCING                           | 40,290 POUNDS |
| ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT      | 6,500 EACH    |

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

**ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN - 4,333 SQ. YD.**

**ITEM 255 - FULL DEPTH PAVEMENT SAWING - 14,300 FT.**



**PARTIAL DEPTH PAVEMENT REPAIR TYPICAL**

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)**

THIS ITEM OF WORK SHALL ADHERE TO THE REQUIREMENTS DETAILED IN CMS 251 USING ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) FOR THE PROPOSED PAVEMENT.

ODOT SHALL PERFORM A FINAL FIELD REVIEW PRIOR TO CONSTRUCTION AND AT THAT TIME, THE ENGINEER WILL DETERMINE AND MARK THE SIZE AND LOCATION FOR EACH REPAIR AND PROVIDE THAT INFORMATION TO THE CONTRACTOR. FINAL PAYMENT FOR THESE LOCATIONS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

ALL PARTIAL DEPTH REPAIRS SHALL BE COMPLETED AFTER MILLING AND PRIOR TO COMMENCING PAVING OPERATIONS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441).

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) - 100 CU. YD.**

**ITEM 605 - UNDERDRAINS**

THE FOLLOWING ITEMS SHALL BE USED TO CONSTRUCT UNDERDRAINS FOR FULL DEPTH REPAIR WORK AT SELECT LOCATIONS AS DETERMINED BY THE ENGINEER.

THE UNDERDRAINS SHALL MEET THE REQUIREMENTS SETFORTH FOR ITEM 605 OF THE C&MS, SCD DM-1-2, AND SHALL OUTLET PERPENDICULAR TO THE ROADWAY WITH A PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1-1.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

**ITEM 601 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT-- 18 S.Y.**

**ITEM 605 - 4" SHALLOW PIPE UNDERDRAINS----- 200 FT.**

**ITEM 611 - 4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET----- 200 FT.**

**ITEM 611 - PRECAST REINFORCED CONCRETE OUTLET ----- 10 EA.**

DESIGN AGENCY



DESIGNER

TLC

REVIEWER

JPB 10-11-24

PROJECT ID

109694

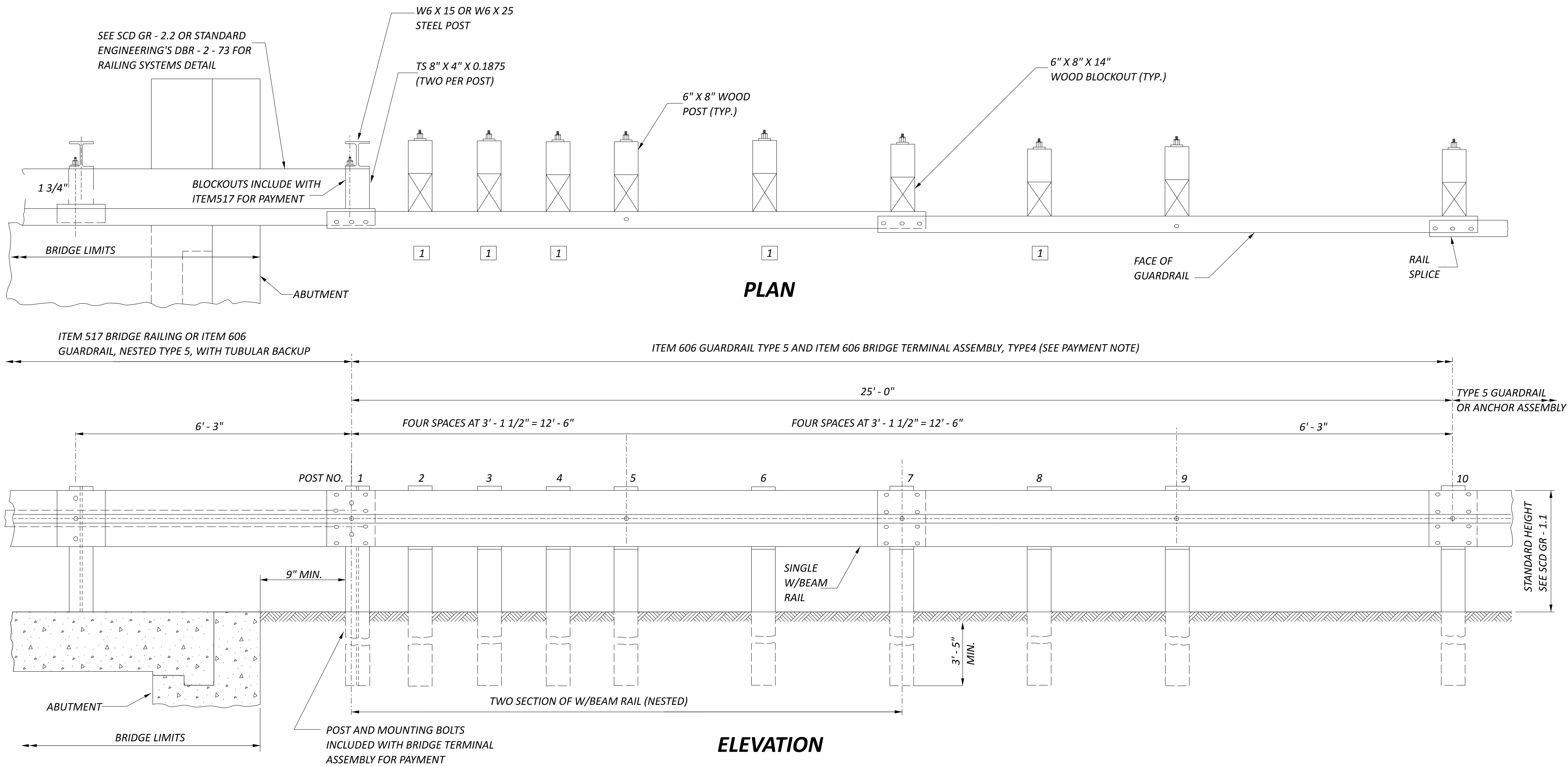
SHEET

P.28

TOTAL

35





NOTES

GENERAL: FOR ADDITIONAL DETAILS, SEE SCD GR - 1.1

APPLICATION: THE TYPE 4 BRIDGE TERMINAL ASSEMBLY SHALL CONNECT TYPE 5 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 (W6 X 15 OR W6 X 25). ALL HOLES IN THE OFF-STRUCTURE END OF THE APPROACH PANEL RAIL SECTION SPANNING THE ABUTMENT ARE SLOTTED 3/4" X 2 1/2". 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 SCD GR - 1.1 FOR ADDITIONAL POST EMBEDMENT DETAILS. GUARDRAIL IS NOT ATTACHED TO CERTAIN POSTS (SEE LEGEND).

WOOD POSTS: USE SQUARE SAWED PRESSURE TREATED WOOD AS SPECIFIED IN CMS 710.04 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 26 X 9 OR W6 X 8.5 IN LIEU OF THE 6" X 8" 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.

FLARED GUARDRAIL: START STANDARD GUARDRAIL FLARES AS SHOWN ON SCD GR - 5.1 AT OR BEYOND POST NO. 10; HOWEVER, THE FLARE MAY BEGIN AT POST NO. 7.

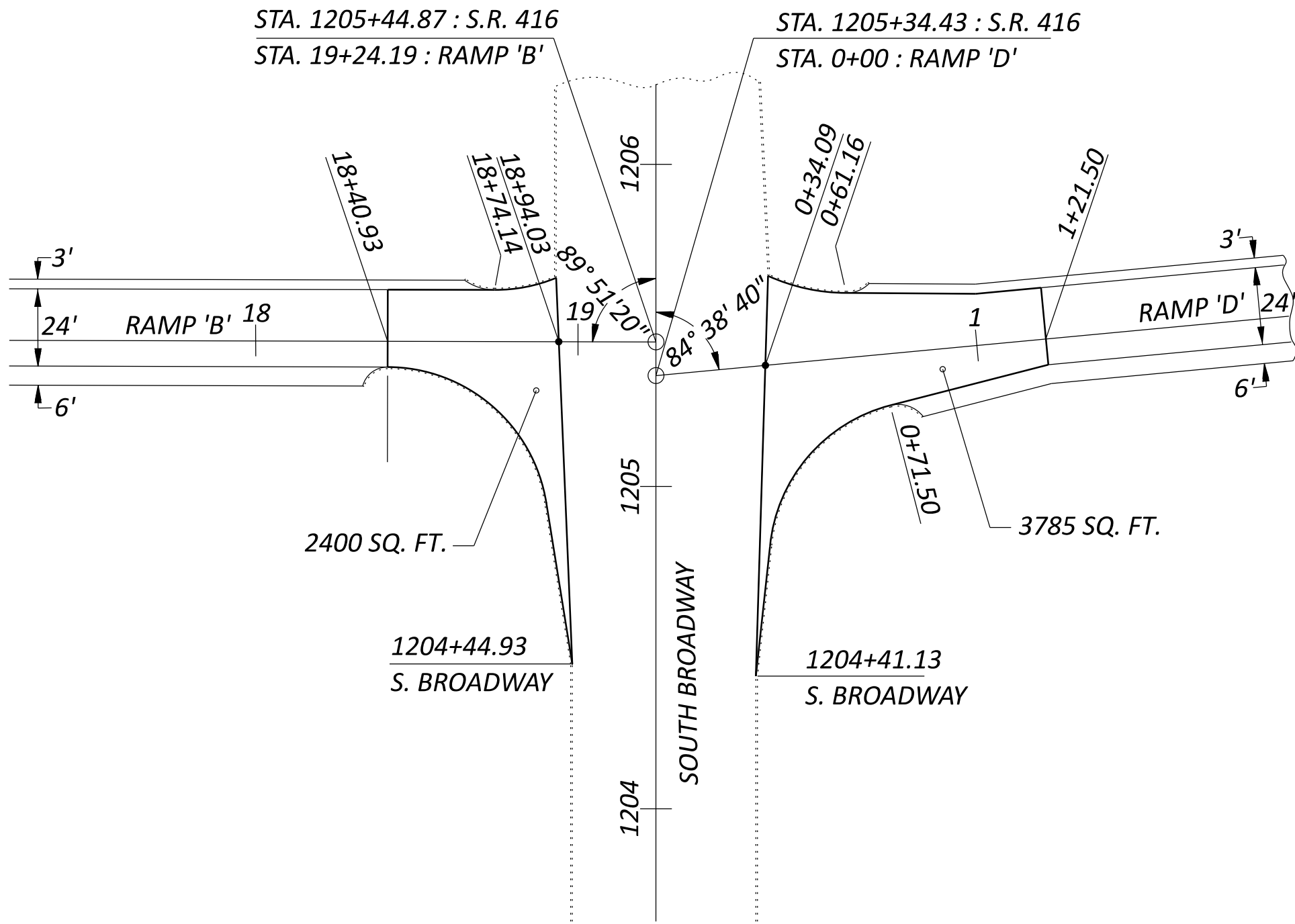
PAYMENT: ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, EACH INCLUDES THE COST OF EXTRA COMPONENTS IN EXCESS OF NORMAL GUARDRAIL, SUCH AS ADDITIONAL POSTS AND OTHER HARDWARE. THE TS 8" X 4" SPACERS AND TUBULAR BACKUP RAIL EXTENDING TO THE FIRST POST OFF THE BRIDGE IS INCLUDED WITH ITEM 517 - RAILING, OR ITEM 606 - GUARDRAIL, NESTED TYPE 5 WITH TUBULAR BACKUP, FOR PAYMENT.

LEGEND

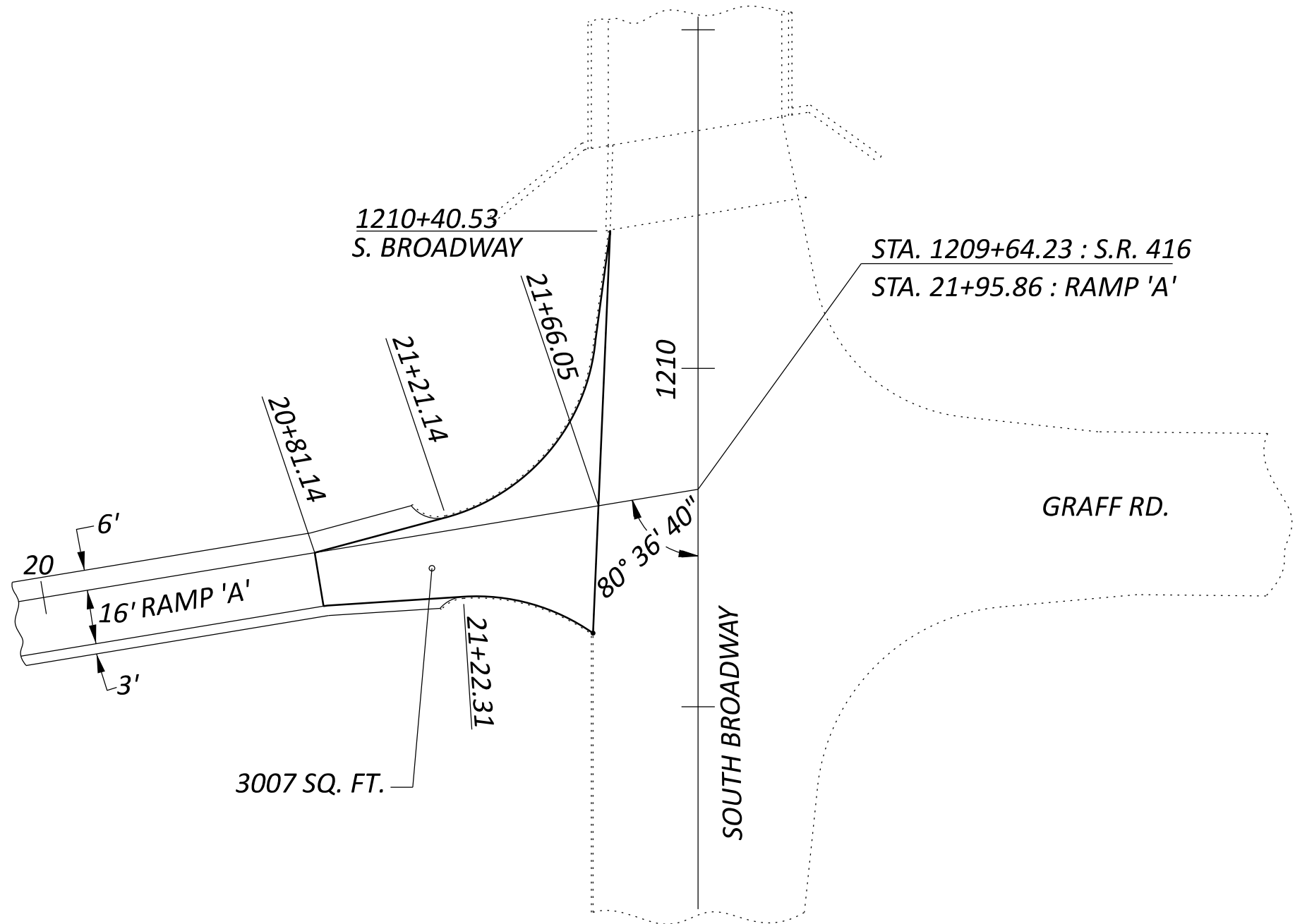
**1** GUARDRAIL IS NOT ATTACHED TO POSTS AT POSTS 2, 3, 4, 6, AND 8. BLOCKOUT IS FASTENED TO POST WITH STANDARD POST BOLT.



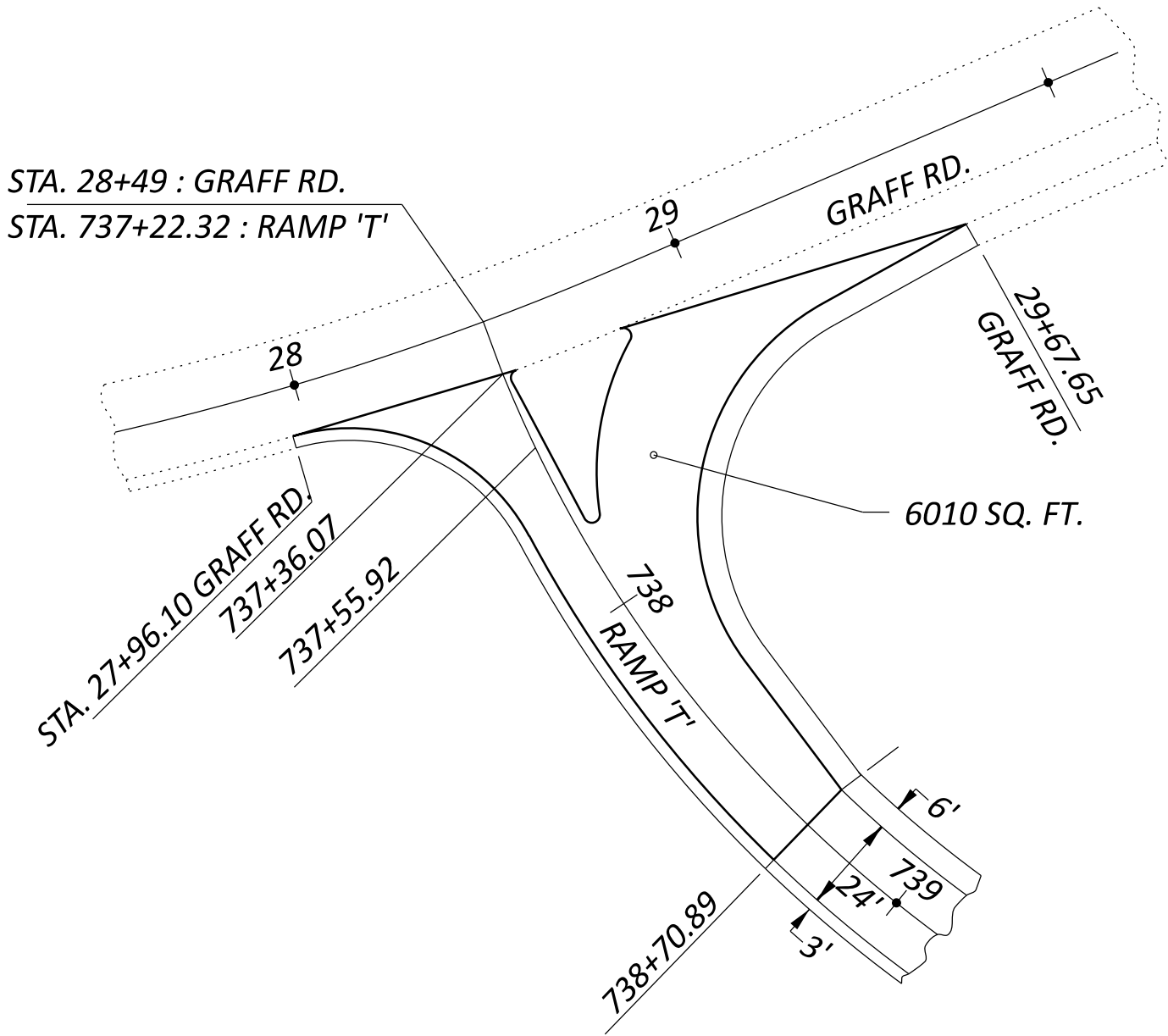




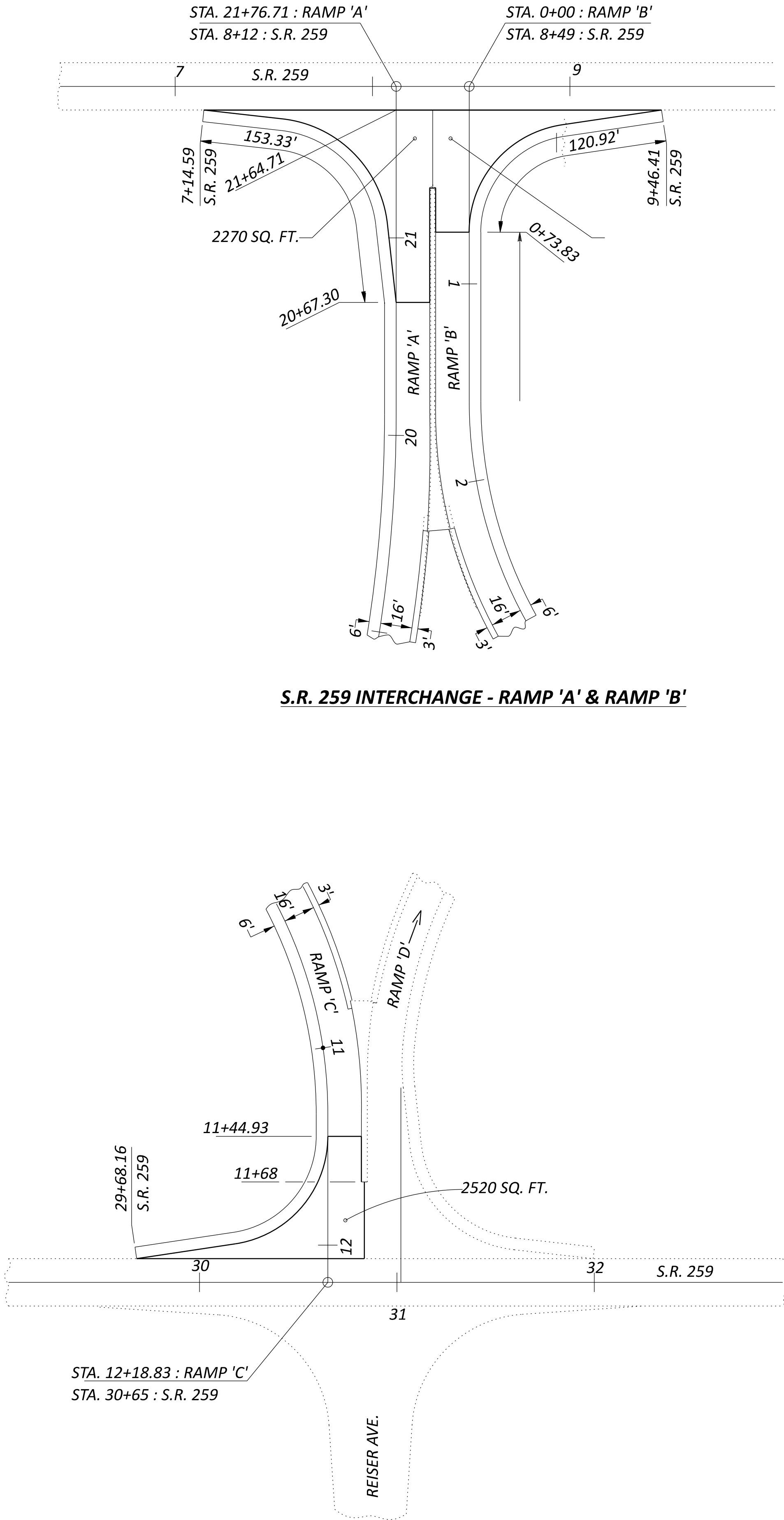
S.R. 416 INTERCHANGE - RAMP 'B' & RAMP 'D'



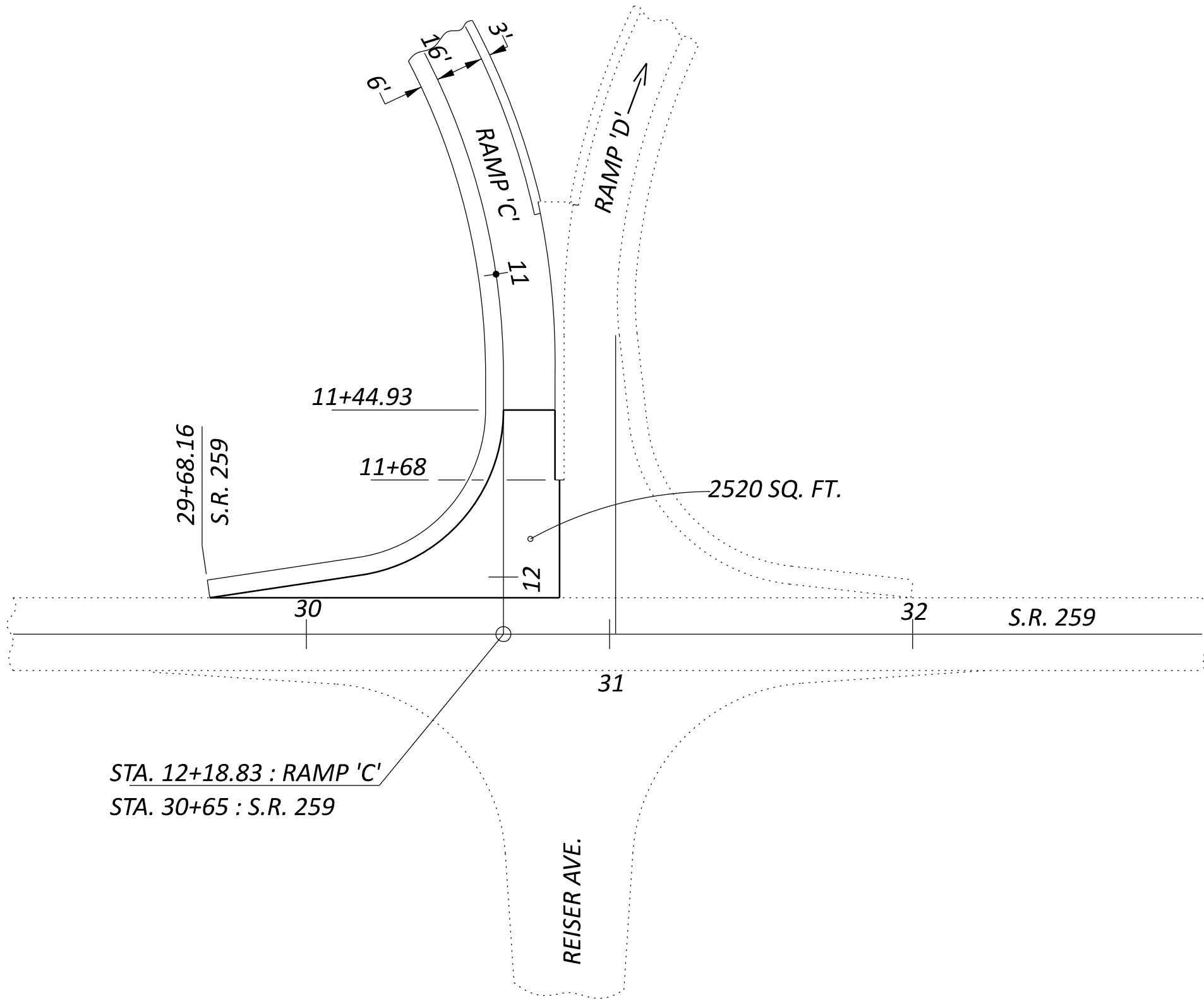
S.R. 416 INTERCHANGE - RAMP 'A'



S.R. 416 INTERCHANGE - RAMP 'T'



S.R. 259 INTERCHANGE - RAMP 'A' & RAMP 'B'



S.R. 259 INTERCHANGE - RAMP 'C'



| PAVEMENT MARKING TABLE-EASTBOUND    |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
|-------------------------------------|-------------------------------------------|------------------|-------------------------|--------|----------------------|------|------|-----------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|--------------------|
| LOCATION                            | LOG POINT<br>TO<br>LOG POINT<br>(STATION) |                  | DIRECTION<br>OF TRAVEL' | LENGTH | 621                  |      |      |                                   | 807                                                                |                                                                     |                                                            |                                                                      |                                                                     | 850                                                        |                                                             |                                                            |                                                             | REMARKS            |
|                                     |                                           |                  |                         |        | RPM                  |      |      | RAISED PAVEMENT MARKER<br>REMOVED | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6" (WHITE) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6" (YELLOW) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, LANE<br>LINE, 6" | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, DOTTED<br>LINE, 6" (WHITE) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING,<br>CHANNELIZING LINE, 12" | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(CONCRETE) | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) | GROOVING FOR 12" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) |                    |
|                                     | SPACING                                   | 1-WAY<br>(WHITE) |                         |        | 2-WAY<br>(WHITE/RED) | FT   | EACH |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
|                                     | FROM                                      | TO               |                         | FT     | FT                   | EACH | EACH | EACH                              | MILE                                                               | MILE                                                                | MILE                                                       | FT                                                                   | FT                                                                  | MILE                                                       | MILE                                                        | FT                                                         | FT                                                          |                    |
| U.S. 250 EASTBOUND                  |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| MAINLINE                            |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
|                                     | 650+00.00                                 | 843+60.00        | CTR.                    | 19,360 | 120                  | 161  |      | 161                               |                                                                    |                                                                     | 3.67                                                       |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.040 R            | 768+29.25                                 | 772+53.75        | CTR.                    | 425    |                      |      |      |                                   |                                                                    |                                                                     | 0.08                                                       |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |                    |
|                                     | 772+53.75                                 | 806+25.26        | CTR.                    | 3,372  | 120                  | 28   |      | 28                                |                                                                    |                                                                     | 0.64                                                       |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.760 R            | 806+25.26                                 | 808+63.06        | CTR.                    | 238    |                      |      |      |                                   |                                                                    |                                                                     | 0.05                                                       |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00        | CTR.                    | 800    |                      |      |      |                                   |                                                                    |                                                                     | 0.15                                                       |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |                    |
|                                     | 851+60.00                                 | 879+15.44        | CTR.                    | 2,755  | 120                  | 23   |      | 23                                |                                                                    |                                                                     | 0.52                                                       |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-17.130 R            | 879+15.44                                 | 880+20.94        | CTR.                    | 106    |                      |      |      |                                   |                                                                    |                                                                     | 0.02                                                       |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             | OMIT RPM'S ON DECK |
|                                     | 880+20.94                                 | 891+50.00        | CTR.                    | 1,129  | 120                  | 9    |      | 9                                 |                                                                    |                                                                     | 0.21                                                       |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
|                                     | 650+00.00                                 | 843+60.00        | LT.                     | 19,360 |                      |      |      |                                   |                                                                    | 3.67                                                                |                                                            |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.040 R            | 768+29.25                                 | 772+53.75        | LT.                     | 425    |                      |      |      |                                   |                                                                    | 0.08                                                                |                                                            |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |                    |
|                                     | 772+53.75                                 | 806+25.26        | LT.                     | 3,372  |                      |      |      |                                   |                                                                    | 0.64                                                                |                                                            |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.760 R            | 806+25.26                                 | 808+63.06        | LT.                     | 238    |                      |      |      |                                   |                                                                    | 0.05                                                                |                                                            |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00        | LT.                     | 800    |                      |      |      |                                   |                                                                    | 0.15                                                                |                                                            |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |                    |
|                                     | 851+60.00                                 | 879+15.44        | LT.                     | 2,755  |                      |      |      |                                   |                                                                    | 0.52                                                                |                                                            |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-17.130 R            | 879+15.44                                 | 880+20.94        | LT.                     | 106    |                      |      |      |                                   |                                                                    | 0.02                                                                |                                                            |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             |                    |
|                                     | 880+20.94                                 | 891+50.00        | LT.                     | 1,129  |                      |      |      |                                   |                                                                    | 0.21                                                                |                                                            |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
|                                     | 650+00.00                                 | 843+60.00        | RT.                     | 19,360 |                      |      |      |                                   | 3.67                                                               |                                                                     |                                                            |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.040 R            | 768+29.25                                 | 772+53.75        | RT.                     | 425    |                      |      |      |                                   | 0.08                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |                    |
|                                     | 772+53.75                                 | 806+25.26        | RT.                     | 3,372  |                      |      |      |                                   | 0.64                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-15.760 R            | 806+25.26                                 | 808+63.06        | RT.                     | 238    |                      |      |      |                                   | 0.05                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00        | RT.                     | 800    |                      |      |      |                                   | 0.15                                                               |                                                                     |                                                            |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |                    |
|                                     | 851+60.00                                 | 879+15.44        | RT.                     | 2,755  |                      |      |      |                                   | 0.52                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |                    |
| BR. NO. TUS-250-17.130 R            | 879+15.44                                 | 880+20.94        | RT.                     | 106    |                      |      |      |                                   | 0.02                                                               |                                                                     |                                                            |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             |                    |
|                                     | 880+20.94                                 | 891+50.00        | RT.                     | 1,129  |                      |      |      |                                   | 0.21                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| DECEL. LANE - RAMP 'B'              | 701+59.00                                 | 707+83.13        | LT.                     | 624    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 624                                                                  |                                                                     |                                                            |                                                             | 624                                                        |                                                             |                    |
|                                     | 707+83.13                                 | 709+62.19        | LT.                     | 179    | 40                   |      | 10   | 10                                |                                                                    |                                                                     |                                                            |                                                                      | 358                                                                 |                                                            |                                                             |                                                            | 358                                                         |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| DECEL. LANE - RAMP 'D'              | 730+30.19                                 | 733+29.51        | LT.                     | 299    | 40                   |      | 8    | 8                                 |                                                                    |                                                                     |                                                            |                                                                      | 598                                                                 |                                                            |                                                             |                                                            | 598                                                         |                    |
| ACCEL. LANE - RAMP 'D'              | 733+29.51                                 | 742+69.02        | LT.                     | 940    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 940                                                                  |                                                                     |                                                            |                                                             | 940                                                        |                                                             |                    |
|                                     |                                           |                  |                         |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |                    |
| DECEL. LANE - RAMP 'C'              | 880+89.00                                 | 883+62.48        | LT.                     | 273    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 273                                                                  |                                                                     |                                                            |                                                             | 273                                                        |                                                             |                    |
|                                     | 883+62.48                                 | 887+26.35        | LT.                     | 364    | 40                   | 9    | 9    | 18                                |                                                                    |                                                                     |                                                            |                                                                      | 728                                                                 |                                                            |                                                             |                                                            | 728                                                         |                    |
| SUB-TOTALS                          |                                           |                  |                         |        |                      | 230  | 27   | 257                               | 5.34                                                               | 5.34                                                                | 5.34                                                       | 1,837                                                                | 1,684                                                               | 15.51                                                      | 0.51                                                        | 1,837                                                      | 1,684                                                       |                    |
| TOTALS (CARRIED TO GENERAL SUMMARY) |                                           |                  |                         |        |                      | 257  |      | 257                               | 10.68                                                              |                                                                     | 5.34                                                       | 1,837                                                                | 1,684                                                               | 15.51                                                      | 0.51                                                        | 1,837                                                      | 1,684                                                       | 01/NHS/05          |





| PAVEMENT MARKING TABLE-WESTBOUND    |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
|-------------------------------------|-------------------------------------------|-------------------|------------------------|--------|----------------------|------|------|-----------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|-----------|
| LOCATION                            | LOG POINT<br>TO<br>LOG POINT<br>(STATION) |                   | DIRECTION<br>OF TRAVEL | LENGTH | 621                  |      |      |                                   | 807                                                                |                                                                     |                                                            |                                                                      |                                                                     | 850                                                        |                                                             |                                                            |                                                             | REMARKS   |
|                                     |                                           |                   |                        |        | RPM                  |      |      | RAISED PAVEMENT MARKER<br>REMOVED | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6" (WHITE) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6" (YELLOW) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, LANE<br>LINE, 6" | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, DOTTED<br>LINE, 6" (WHITE) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING,<br>CHANNELIZING LINE, 12" | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(CONCRETE) | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) | GROOVING FOR 12" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) |           |
|                                     | SPACING                                   | 1-WAY<br>( WHITE) |                        |        | 2-WAY<br>(WHITE/RED) | FT   | EACH |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
|                                     | FROM                                      | TO                |                        | FT     | FT                   | EACH | EACH | EACH                              | MILE                                                               | MILE                                                                | MILE                                                       | FT                                                                   | FT                                                                  | MILE                                                       | MILE                                                        | FT                                                         | FT                                                          |           |
| U.S. 250 WESTBOUND                  |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| MAINLINE                            |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
|                                     | 650+00.00                                 | 843+60.00         | CTR.                   | 19,360 | 120                  | 161  |      | 161                               |                                                                    |                                                                     | 3.67                                                       |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.040 L            | 768+29.25                                 | 772+53.75         | CTR.                   | 425    |                      |      |      |                                   |                                                                    |                                                                     | 0.08                                                       |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |           |
|                                     | 772+53.75                                 | 806+25.26         | CTR.                   | 3,372  | 120                  | 28   |      | 28                                |                                                                    |                                                                     | 0.64                                                       |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.760 L            | 806+25.26                                 | 808+63.06         | CTR.                   | 238    |                      |      |      |                                   |                                                                    |                                                                     | 0.05                                                       |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00         | CTR.                   | 800    |                      |      |      |                                   |                                                                    |                                                                     | 0.15                                                       |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |           |
|                                     | 851+60.00                                 | 879+15.44         | CTR.                   | 2,755  | 120                  | 23   |      | 23                                |                                                                    |                                                                     | 0.52                                                       |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-17.130 L            | 879+15.44                                 | 880+20.94         | CTR.                   | 106    |                      |      |      |                                   |                                                                    |                                                                     | 0.02                                                       |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             |           |
|                                     | 880+20.94                                 | 891+50.00         | CTR.                   | 1,129  | 120                  | 9    |      | 9                                 |                                                                    |                                                                     | 0.21                                                       |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
|                                     | 650+00.00                                 | 843+60.00         | LT.                    | 19,360 |                      |      |      |                                   |                                                                    | 3.67                                                                |                                                            |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.040 L            | 768+29.25                                 | 772+53.75         | LT.                    | 425    |                      |      |      |                                   |                                                                    | 0.08                                                                |                                                            |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |           |
|                                     | 772+53.75                                 | 806+25.26         | LT.                    | 3,372  |                      |      |      |                                   |                                                                    | 0.64                                                                |                                                            |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.760 L            | 806+25.26                                 | 808+63.06         | LT.                    | 238    |                      |      |      |                                   |                                                                    | 0.05                                                                |                                                            |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00         | LT.                    | 800    |                      |      |      |                                   |                                                                    | 0.15                                                                |                                                            |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |           |
|                                     | 851+60.00                                 | 879+15.44         | LT.                    | 2,755  |                      |      |      |                                   |                                                                    | 0.52                                                                |                                                            |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-17.130 L            | 879+15.44                                 | 880+20.94         | LT.                    | 106    |                      |      |      |                                   |                                                                    | 0.02                                                                |                                                            |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             |           |
|                                     | 880+20.94                                 | 891+50.00         | LT.                    | 1,129  |                      |      |      |                                   |                                                                    | 0.21                                                                |                                                            |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
|                                     | 650+00.00                                 | 843+60.00         | RT.                    | 19,360 |                      |      |      |                                   | 3.67                                                               |                                                                     |                                                            |                                                                      |                                                                     | 3.67                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.040 L            | 768+29.25                                 | 772+53.75         | RT.                    | 425    |                      |      |      |                                   | 0.08                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.08                                                       |                                                             |                                                            |                                                             |           |
|                                     | 772+53.75                                 | 806+25.26         | RT.                    | 3,372  |                      |      |      |                                   | 0.64                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.64                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-15.760 L            | 806+25.26                                 | 808+63.06         | RT.                    | 238    |                      |      |      |                                   | 0.05                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.05                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| CONCRETE PAVEMENT                   | 843+60.00                                 | 851+60.00         | RT.                    | 800    |                      |      |      |                                   | 0.15                                                               |                                                                     |                                                            |                                                                      |                                                                     |                                                            | 0.15                                                        |                                                            |                                                             |           |
|                                     | 851+60.00                                 | 879+15.44         | RT.                    | 2,755  |                      |      |      |                                   | 0.52                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.52                                                       |                                                             |                                                            |                                                             |           |
| BR. NO. TUS-250-17.130 L            | 879+15.44                                 | 880+20.94         | RT.                    | 106    |                      |      |      |                                   | 0.02                                                               |                                                                     |                                                            |                                                                      |                                                                     |                                                            | 0.02                                                        |                                                            |                                                             |           |
|                                     | 880+20.94                                 | 891+50.00         | RT.                    | 1,129  |                      |      |      |                                   | 0.21                                                               |                                                                     |                                                            |                                                                      |                                                                     | 0.21                                                       |                                                             |                                                            |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| ACCEL. LANE - RAMP 'A'              | 698+67.88                                 | 708+46.42         | LT.                    | 979    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 979                                                                  |                                                                     |                                                            |                                                             | 979                                                        |                                                             |           |
|                                     | 708+46.42                                 | 711+84.91         | LT.                    | 338    | 40                   | 8    | 8    | 16                                |                                                                    |                                                                     |                                                            |                                                                      | 677                                                                 |                                                            |                                                             |                                                            | 677                                                         |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| DECEL.. LANE - RAMP 'T'             | 747+00.00                                 | 750+41.90         | LT.                    | 342    | 40                   | 9    | 9    | 18                                |                                                                    |                                                                     |                                                            |                                                                      | 684                                                                 |                                                            |                                                             |                                                            | 684                                                         |           |
|                                     | 750+41.90                                 | 755+00.00         | LT.                    | 458    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 458                                                                  |                                                                     |                                                            |                                                             | 458                                                        |                                                             |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| ACCEL. LANE - RAMP 'A'              | 849+97.00                                 | 859+57.40         | LT.                    | 960    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 960                                                                  |                                                                     |                                                            |                                                             | 960                                                        |                                                             |           |
|                                     | 859+57.40                                 | 861+71.67         | LT.                    | 214    | 40                   | 5    | 5    | 10                                |                                                                    |                                                                     |                                                            |                                                                      | 428                                                                 |                                                            |                                                             |                                                            | 428                                                         |           |
|                                     |                                           |                   |                        |        |                      |      |      |                                   |                                                                    |                                                                     |                                                            |                                                                      |                                                                     |                                                            |                                                             |                                                            |                                                             |           |
| DECEL. LANE - RAMP 'B'              | 872+37.34                                 | 874+17.47         | LT.                    | 180    | 40                   | 5    | 5    | 10                                |                                                                    |                                                                     |                                                            |                                                                      | 360                                                                 |                                                            |                                                             |                                                            | 360                                                         |           |
|                                     | 874+17.47                                 | 878+46.00         | LT.                    | 429    |                      |      |      |                                   |                                                                    |                                                                     |                                                            | 429                                                                  |                                                                     |                                                            |                                                             | 429                                                        |                                                             |           |
| SUB-TOTALS                          |                                           |                   |                        |        |                      | 248  | 27   | 275                               | 5.34                                                               | 5.34                                                                | 5.34                                                       | 2,826                                                                | 2,149                                                               | 15.51                                                      | 0.51                                                        | 2,826                                                      | 2,149                                                       |           |
| TOTALS (CARRIED TO GENERAL SUMMARY) |                                           |                   |                        |        |                      | 275  |      | 275                               | 10.68                                                              |                                                                     | 5.34                                                       | 2,826                                                                | 2,149                                                               | 15.51                                                      | 0.51                                                        | 2,826                                                      | 2,149                                                       | 01/NHS/05 |

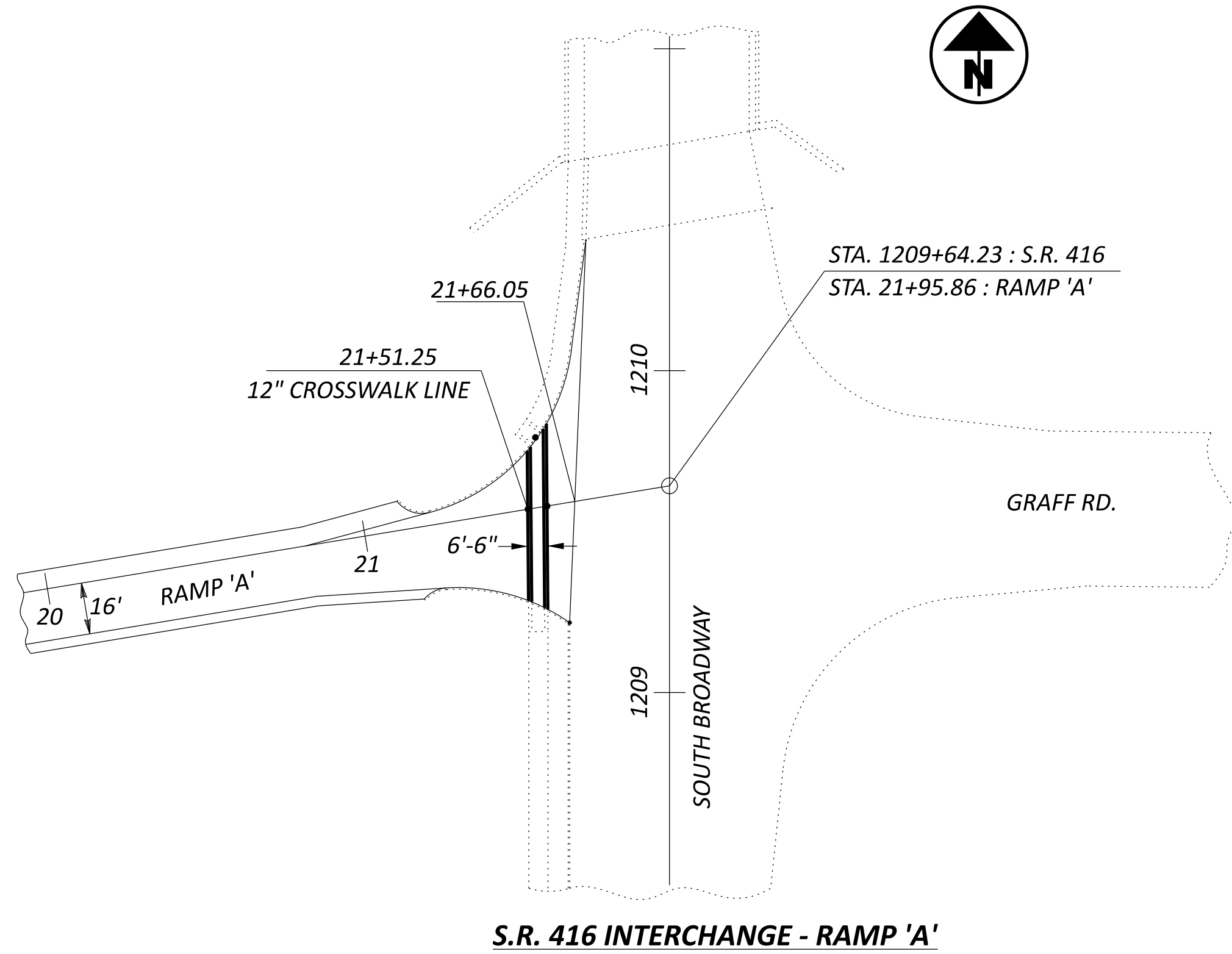




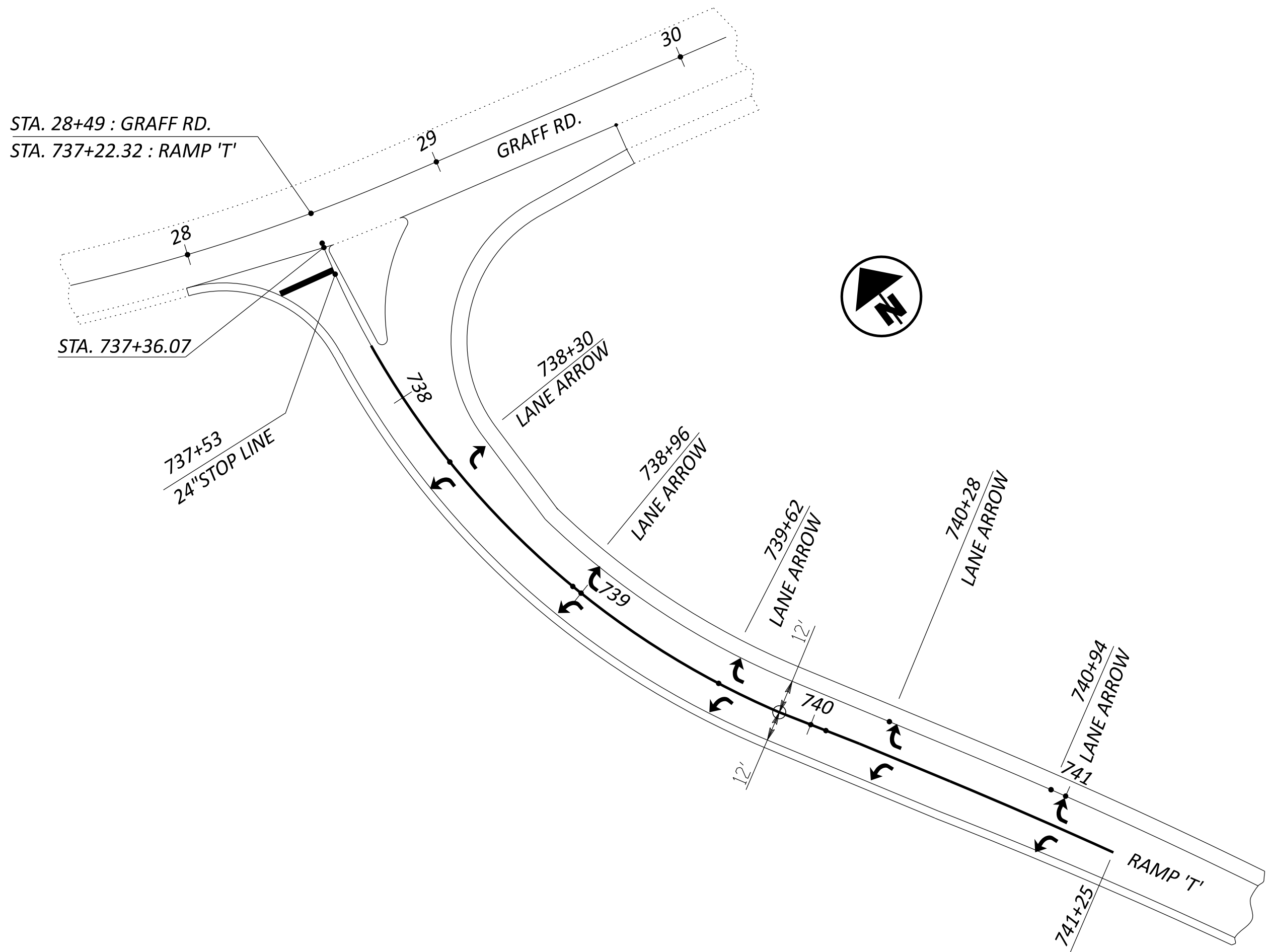
| PAVEMENT MARKING TABLE              |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|-------------------------------------|-------------------------------------------|-----------------------|------------------------|--------|-----------------------|----|-----|-----------------------------------|-------------------|-----------------------------|--------------------|------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|-----------|----|
| LOCATION                            | LOG POINT<br>TO<br>LOG POINT<br>(STATION) |                       | DIRECTION<br>OF TRAVEL | LENGTH | 621                   |    |     |                                   | 642               |                             |                    |                        | 807                                                                   |                                                                        |                                                            |                                                                     | 850                                                        |                                                             | REMARKS   |    |
|                                     |                                           |                       |                        |        | RPM                   |    |     | RAISED PAVEMENT MARKER<br>REMOVED | STOP LINE, TYPE 1 | CROSSWALK LINE, 12", TYPE 1 | LANE ARROW, TYPE 1 | ISLAND MARKING, TYPE 1 | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6"<br>(WHITE) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, EDGE<br>LINE, 6"<br>(YELLOW) | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING, LANE<br>LINE, 6" | WET REFLECTIVE EPOXY<br>PAVEMENT MARKING,<br>CHANNELIZING LINE, 12" | GROOVING FOR 6" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) | GROOVING FOR 12" RECESSED<br>PAVEMENT MARKING,<br>(ASPHALT) |           |    |
|                                     | SPACING                                   | 2-WAY<br>(WHITE/ RED) |                        |        | 2-WAY<br>(YELLOW/RED) | FT | EA  |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           | EA |
|                                     | FROM                                      | TO                    |                        | FT     | FT                    | EA | EA  | EA                                | FT                | FT                          | EA                 | SQ FT                  | MI                                                                    | MI                                                                     | MI                                                         | FT                                                                  | MI                                                         | FT                                                          |           |    |
| S.R. 416 INTERCHANGE                |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'A'                            | 13+12.72                                  | 21+66.05              | LT.                    | 853    | 80                    |    | 11  | 11                                |                   |                             |                    |                        |                                                                       | 0.16                                                                   |                                                            |                                                                     | 0.16                                                       |                                                             |           |    |
|                                     | 13+12.72                                  | 21+66.05              | RT.                    | 853    |                       |    |     |                                   |                   |                             |                    |                        | 0.16                                                                  |                                                                        |                                                            |                                                                     | 0.16                                                       |                                                             |           |    |
|                                     | 21+51.25                                  |                       | CTR.                   |        |                       |    |     |                                   |                   | 102                         |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'B'                            | 08+10.71                                  | 18+94.03              | LT.                    | 1083   | 80                    |    | 14  | 14                                |                   |                             |                    |                        |                                                                       | 0.21                                                                   |                                                            |                                                                     | 0.21                                                       |                                                             |           |    |
|                                     | 08+10.71                                  | 18+94.03              | RT.                    | 1083   |                       |    |     |                                   |                   |                             |                    |                        | 0.21                                                                  |                                                                        |                                                            |                                                                     | 0.21                                                       |                                                             |           |    |
|                                     | 15+75.00                                  | 18+75.00              | CTR.                   | 300    | 40                    | 8  |     | 8                                 |                   |                             |                    |                        |                                                                       |                                                                        |                                                            | 300                                                                 |                                                            | 300                                                         |           |    |
|                                     | 15+83.00                                  |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 16+49.00                                  |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 17+15.00                                  |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 17+81.00                                  |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 18+47.00                                  |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 18+75.00                                  |                       | CTR.                   |        |                       |    |     |                                   | 37                |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 18+81.78                                  |                       | CTR.                   |        |                       |    |     |                                   |                   | 100                         |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'D'                            | 00+34.09                                  | 09+53.18              | LT.                    | 919    | 80                    |    | 11  | 11                                |                   |                             |                    |                        |                                                                       | 0.17                                                                   |                                                            |                                                                     | 0.17                                                       |                                                             |           |    |
|                                     | 00+34.09                                  | 09+53.18              | RT.                    | 919    |                       |    |     |                                   |                   |                             |                    |                        | 0.17                                                                  |                                                                        |                                                            |                                                                     | 0.17                                                       |                                                             |           |    |
|                                     | 00+75.00                                  | 03+00.00              | CTR.                   | 225    |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        | 0.04                                                       |                                                                     | 0.04                                                       |                                                             |           |    |
|                                     | 00+47.37                                  |                       | CTR.                   |        |                       |    |     |                                   |                   | 107                         |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'T'                            | 737+36.07                                 | 747+00.61             | LT.                    | 965    | 80                    |    | 12  | 12                                |                   |                             |                    |                        |                                                                       | 0.18                                                                   |                                                            |                                                                     | 0.18                                                       |                                                             |           |    |
|                                     | 737+36.07                                 | 747+00.61             | RT.                    | 965    |                       |    |     |                                   |                   |                             |                    |                        | 0.18                                                                  |                                                                        |                                                            |                                                                     | 0.18                                                       |                                                             |           |    |
|                                     | 737+53.00                                 |                       | LT.                    |        |                       |    |     |                                   | 27                |                             |                    | 580                    |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 737+79.00                                 | 741+25.00             | CTR.                   | 346    | 40                    | 9  | 11  | 20                                |                   |                             |                    |                        |                                                                       |                                                                        |                                                            | 346                                                                 |                                                            | 346                                                         |           |    |
|                                     | 738+30.00                                 |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 738+96.00                                 |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 739+62.00                                 |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 740+28.00                                 |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 740+94.00                                 |                       | LT./RT.                |        |                       |    |     |                                   |                   |                             | 2                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| S.R. 259 INTERCHANGE                |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'A'                            | 11+72.15                                  | 21+25.21              | LT.                    | 953    | 80                    |    | 12  | 12                                |                   |                             |                    |                        |                                                                       | 0.18                                                                   |                                                            |                                                                     | 0.18                                                       |                                                             |           |    |
|                                     | 11+72.15                                  | 21+64.71              | RT.                    | 993    |                       |    |     |                                   |                   |                             |                    |                        | 0.19                                                                  |                                                                        |                                                            |                                                                     | 0.19                                                       |                                                             |           |    |
|                                     | 19+53.00                                  | 21+25.21              | RT.                    |        |                       |    |     |                                   |                   |                             |                    | 683                    |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'B'                            | 00+51.50                                  | 07+73.81              | LT.                    | 722    | 80                    |    | 9   | 9                                 |                   |                             |                    |                        |                                                                       | 0.14                                                                   |                                                            |                                                                     | 0.14                                                       |                                                             |           |    |
|                                     | 00+12.00                                  | 07+73.81              | RT.                    | 762    |                       |    |     |                                   |                   |                             |                    |                        | 0.14                                                                  |                                                                        |                                                            |                                                                     | 0.14                                                       |                                                             |           |    |
|                                     | 00+24.00                                  |                       | CTR.                   |        |                       |    |     |                                   | 18                |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 00+51.50                                  |                       | CTR.                   |        |                       |    |     |                                   |                   |                             | 1                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| RAMP 'C'                            | 06+17.91                                  | 11+68.00              | LT.                    | 550    | 80                    |    | 7   | 7                                 |                   |                             |                    |                        |                                                                       | 0.10                                                                   |                                                            |                                                                     | 0.10                                                       |                                                             |           |    |
|                                     | 06+17.91                                  | 12+06.83              | RT.                    | 589    |                       |    |     |                                   |                   |                             |                    |                        | 0.11                                                                  |                                                                        |                                                            |                                                                     | 0.11                                                       |                                                             |           |    |
|                                     | 10+80.64                                  | 11+68.00              | LT.                    |        |                       |    |     |                                   |                   |                             |                    | 410                    |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 11+68.00                                  |                       | CTR.                   |        |                       |    |     |                                   |                   |                             | 1                  |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     | 11+94.83                                  |                       | CTR.                   |        |                       |    |     |                                   | 22                |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
|                                     |                                           |                       |                        |        |                       |    |     |                                   |                   |                             |                    |                        |                                                                       |                                                                        |                                                            |                                                                     |                                                            |                                                             |           |    |
| SUB-TOTALS                          |                                           |                       |                        |        |                       | 17 | 87  | 104                               | 104               | 309                         | 22                 | 1,673                  | 1.16                                                                  | 1.14                                                                   | 0.04                                                       | 646                                                                 | 2.34                                                       | 646                                                         |           |    |
| TOTALS (CARRIED TO GENERAL SUMMARY) |                                           |                       |                        |        |                       |    | 104 | 104                               | 104               | 309                         | 22                 | 1,673                  | 2.30                                                                  |                                                                        | 0.04                                                       | 646                                                                 | 2.34                                                       | 646                                                         | 01/NHS/05 |    |



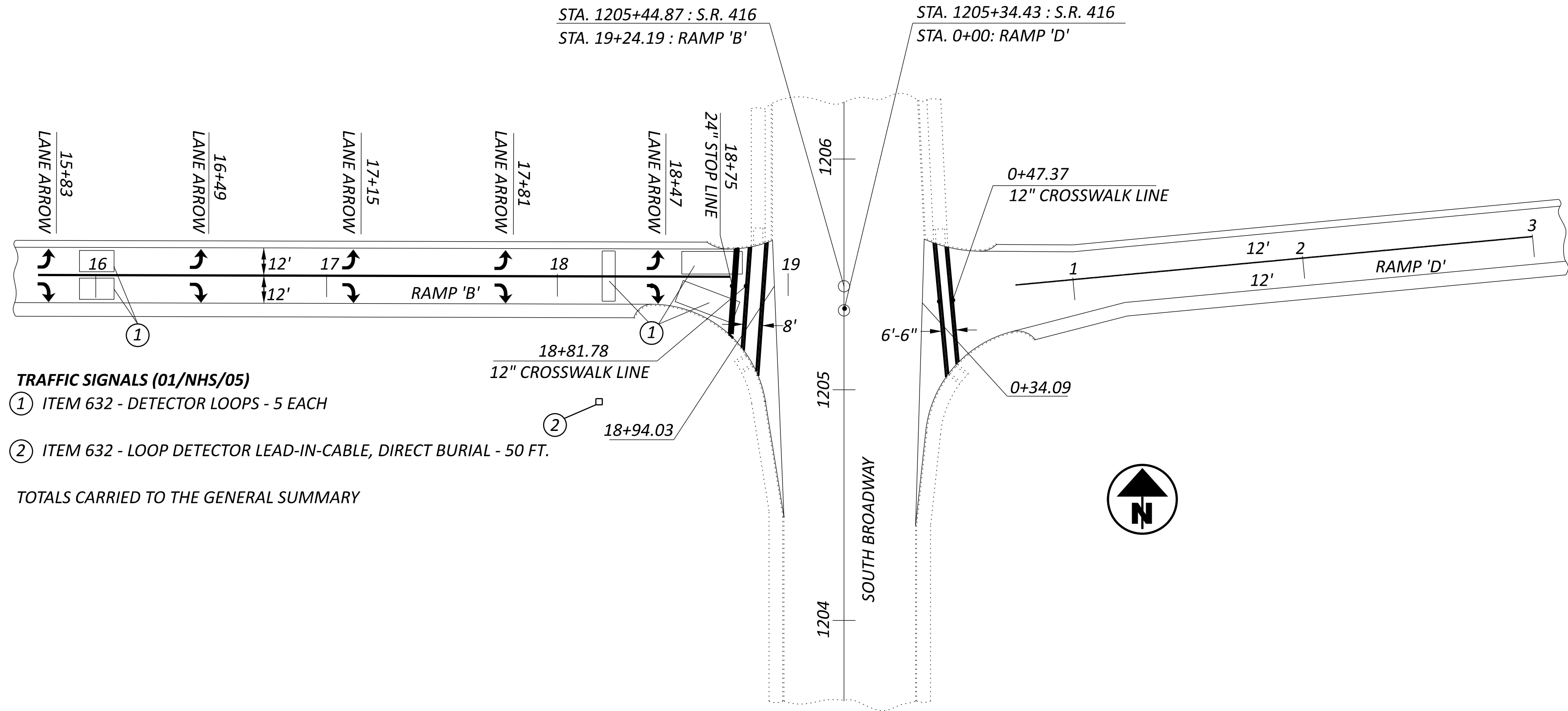




**S.R. 416 INTERCHANGE - RAMP 'A'**



**S.R. 416 INTERCHANGE - RAMP 'T'**



**S.R. 416 INTERCHANGE - RAMP 'B' & 'D'**

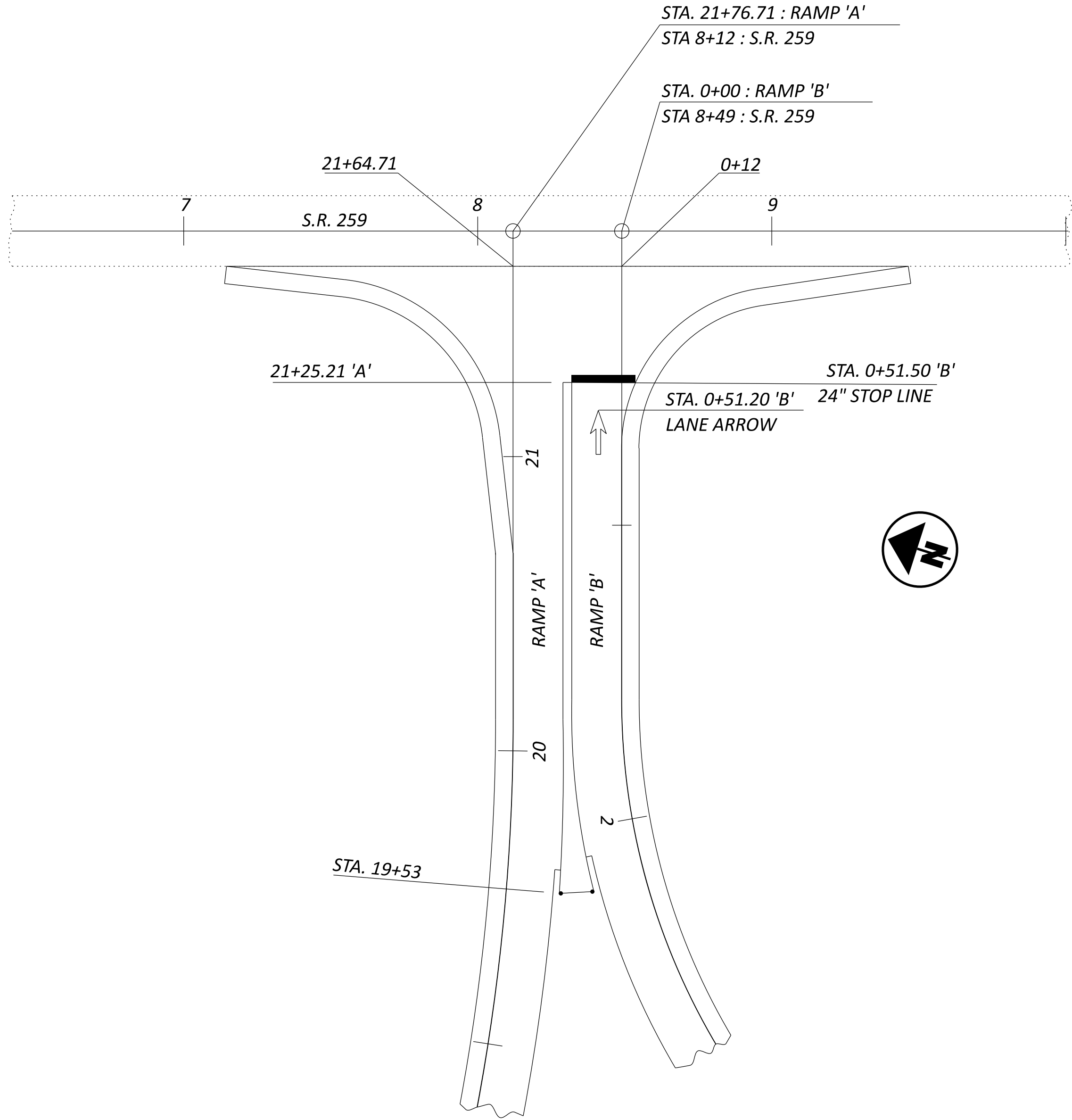
**TRAFFIC SIGNALS (01/NHS/05)**

- ① ITEM 632 - DETECTOR LOOPS - 5 EACH
- ② ITEM 632 - LOOP DETECTOR LEAD-IN-CABLE, DIRECT BURIAL - 50 FT.

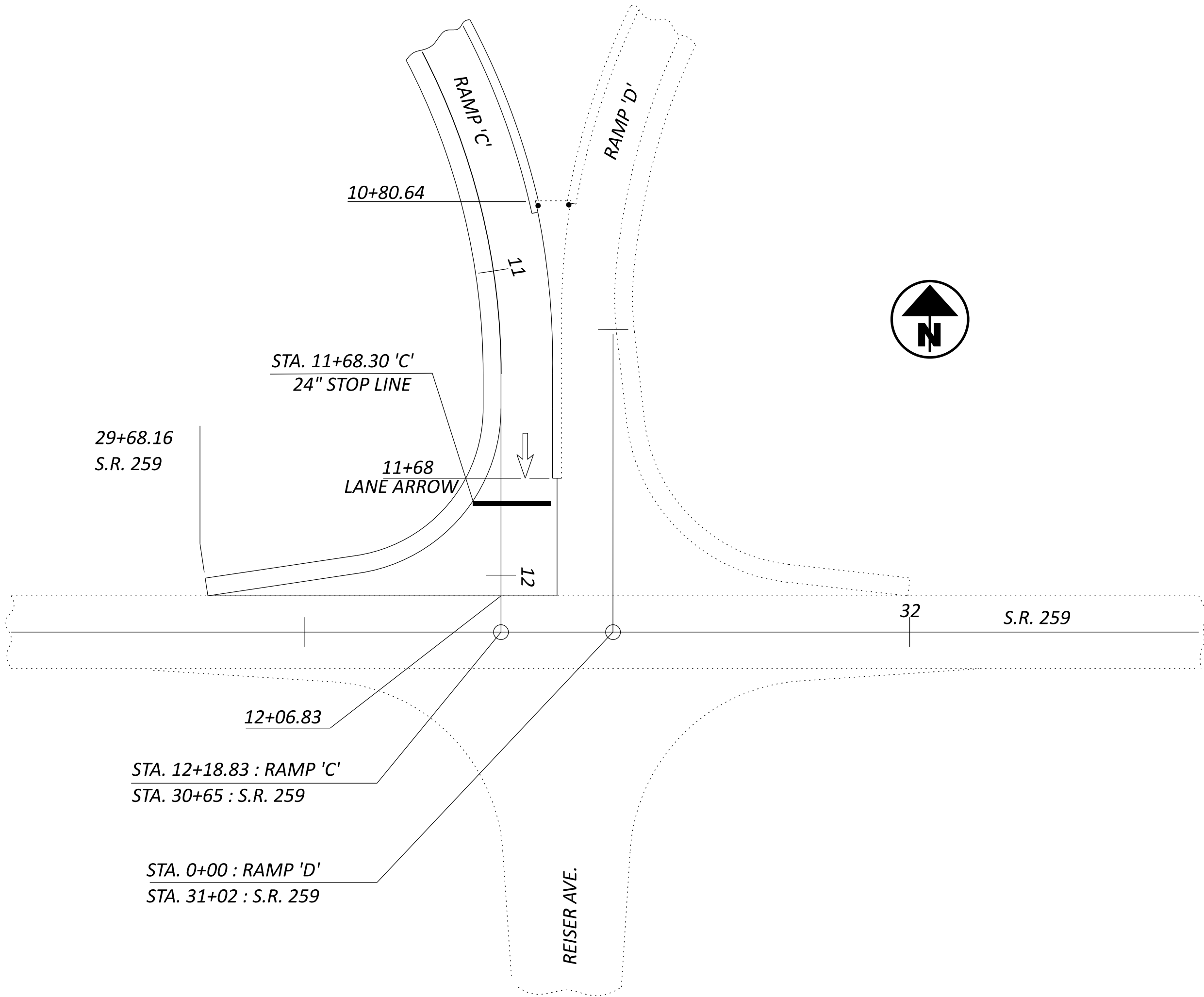
TOTALS CARRIED TO THE GENERAL SUMMARY







S.R. 259 INTERCHANGE - RAMP 'A' & RAMP 'B'



S.R. 259 INTERCHANGE - RAMP 'C'

