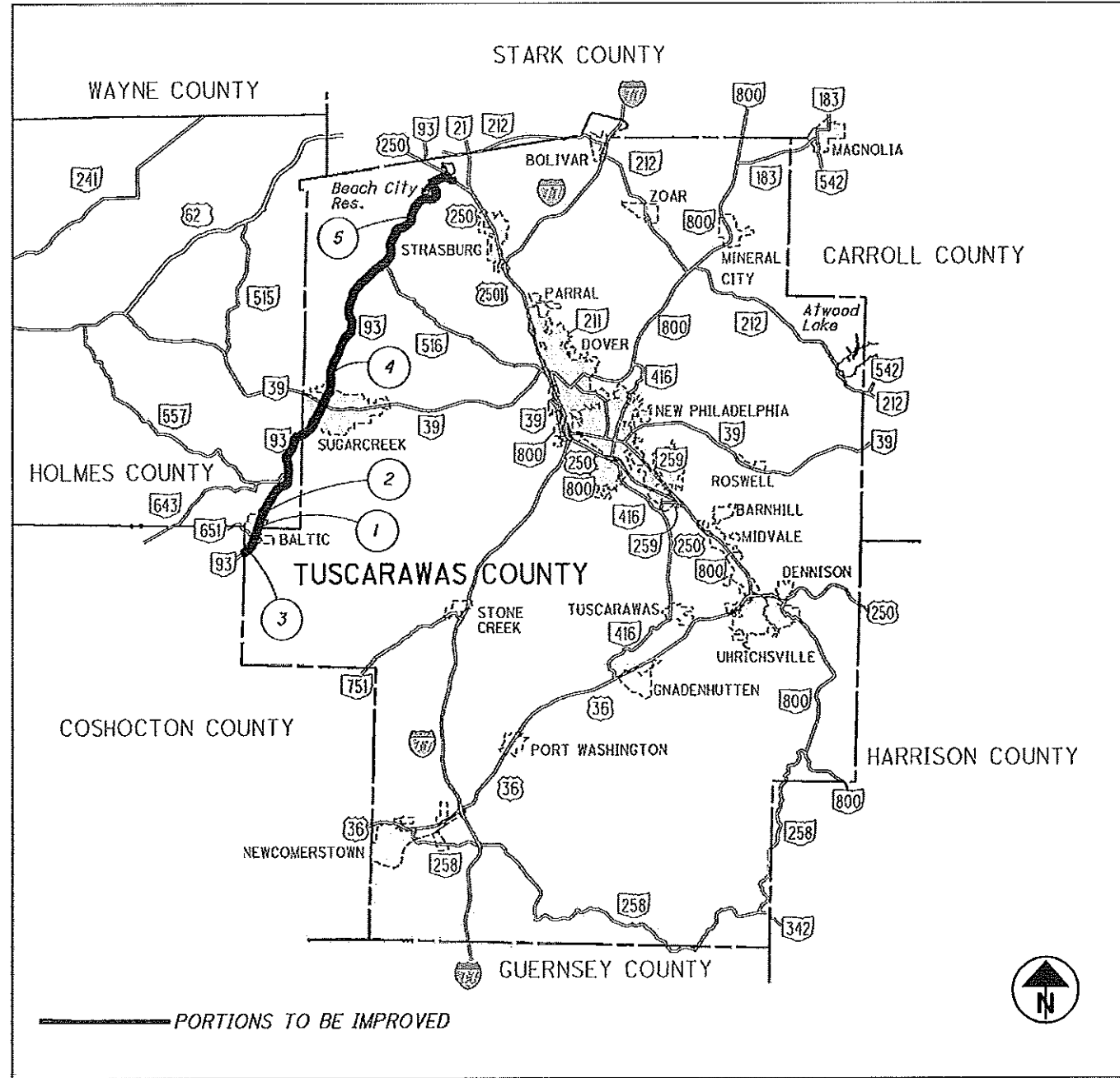


DEPARTMENT OF TRANSPORTATION

441 & 424 2-LANE RESURFACING



PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	VILLAGE(CITY)
				BEGIN	END		
1	HOL	S.R. 93	0.00	0.00	0.65	0.65	BAL TIC
2	HOL	S.R. 93	0.65	0.65	4.18	3.53	
3	TUS	S.R. 93	0.00	0.00	1.08	1.08	BAL TIC
4	TUS	S.R. 93	1.08	1.08	8.66	7.58	SUGARCREEK
5	TUS	S.R. 93	8.66	8.66	13.57	4.91	
PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT) ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT) NOTICE OF INTENT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)							

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW 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 CMS 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.

WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

WHEN SPECIFIED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENT OF CMS 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 TRAFFIC CONTROL TASKS:

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).

IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

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.

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 WHICH 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.

(01/STR/PV)
ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE - 40 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) AS PER PLAN (PG70-22M)

THE CONTRACTOR SHALL FOLLOW THE SPECIFICATIONS OF CMS 703.05, EXCEPT DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" AS DEFINED BY THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM OF WORK.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN

THE PAVING OPERATION FOR INTERSECTING PUBLIC ROADS (NON-MAINLINE), AND DRIVEWAYS SHALL CONSIST OF AN AVERAGE THICKNESS EQUAL TO THE ADJACENT SURFACE COURSE FOR AN APPROXIMATE DISTANCE FROM THE EDGE OF PAVEMENT OR PAVED SHOULDERS, WHICHEVER IS APPLICABLE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER AS FOLLOWS:

NORMAL OVERLAY OR UNEQUAL MILL/FILL (I.E. 1" MILL & 2" FILL)
PUBLIC ROADS: 20'
DRIVES: 10'

EQUAL MILL/FILL (I.E. 2" MILL & 2" FILL)
PUBLIC ROADS: 10' WITH 10' WIDE WEARING COURSE REMOVED
DRIVES: OMIT

FINE GRADED POLYMER OR THINLAY (WITH MILLING)
PUBLIC ROADS: 5' WITH 5' WIDE WEARING COURSE REMOVED (BUTT JOINT)
DRIVES: 5'

FINE GRADED POLYMER OR THINLAY (WITHOUT MILLING)
PUBLIC ROADS: 5' WITH 3' WIDE WEARING COURSE REMOVED (BUTT JOINT)
DRIVES: 5'

UP-HILL DRIVEWAYS SHALL ONLY BE PAVED TO THE BEGINNING OF THE UPSLOPE OF THE DRIVEWAY, OR AS DIRECTED BY THE ENGINEER.

ALL GRADING, TACK COAT, PRIME COAT, TOOLS, EQUIPMENT, AND INCIDENTALS REQUIRED TO LAYOUT AND PAVE THE DRIVEWAYS AND INTERSECTING PUBLIC ROADS SHALL BE INCLUDED IN THE CU. YD. PRICE BID FOR ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN.

THE CONTRACTOR SHALL ADHERE TO THE PROVISIONS SET FORTH IN CMS 107.10 CONCERNING THE PROTECTION AND RESTORATION OF ALL PUBLIC AND PRIVATE PROPERTY IMPACTED BY CONSTRUCTION OPERATIONS.

ALL DRIVEWAYS SHALL BE PAVED WITHIN (5) WORKING DAYS AFTER PLACING THE SURFACE COURSE ON THE MAINLINE PAVEMENT.

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL FOLLOW THE SPECIFICATIONS OF CMS 703.05, EXCEPT DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" AS DEFINED BY THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM OF WORK.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

THE CONTRACTOR SHALL UTILIZE THE MATERIAL (I.E. GRINDINGS) OBTAINED FROM THE ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE OPERATION. THIS MATERIAL SHALL BE PLACED IN LIEU OF COMPACTED AGGREGATE. IF THE AMOUNT OF GRINDINGS IS NOT SUFFICIENT TO COVER THE COMPACTED AGGREGATE QUANTITY PROVIDED IN THIS PLAN, THEN ADDITIONAL MATERIAL MEETING SPECIFICATION 617 SHALL BE PROCURED AND USED BY THE CONTRACTOR. ALL SPECIFICATIONS FOR ITEM 617 SHALL APPLY TO THE GRINDINGS. ALL GRINDINGS NEED TO BE OF A SIZE WHICH CAN BE INCORPORATED INTO THE SHOULDERS.

ITEM 617 - SHOULDER PREPARATION

THIS ITEM OF WORK SHALL BE PERFORMED IN ACCORDANCE WITH CMS "ITEM 617 - RECONDITIONING SHOULDERS" WITH SPECIAL ATTENTION GIVEN TO SECTION 617.04. THE CONTRACTOR SHALL PREPARE THE SHOULDERS REASONABLY CLOSE IN CONFORMITY WITH THE DETAILS AND TYPICAL SECTIONS SHOWN IN THE PLANS, OR AS ESTABLISHED BY THE ENGINEER.

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 CMS 107.10 CONCERNING THE PROTECTION AND RESTORATION OF ALL PUBLIC AND PRIVATE PROPERTY IMPACTED BY CONSTRUCTION OPERATIONS.

ITEM 408 - PRIME COAT, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED IN ACCORDANCE WITH CMS "ITEM 408 - PRIME COAT," EXCEPT THE CONTRACTOR SHALL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER, AS PER PLAN.

ITEM 646 - 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 CMS 641.06. SEE STANDARD DRAWING TC-71.10 FOR PAVEMENT MARKING DETAILS.

ITEM 424 - FINE GRADED POLYMER ASPHALT, TYPE B, AS PER PLAN

THE CONTRACTOR SHALL FOLLOW THE SPECIFICATIONS OF CMS 703.05, EXCEPT DO NOT USE FINE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" AS DEFINED BY THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM OF WORK.

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

THIS ITEM OF WORK CONSISTS OF PREPARING THE SHOULDER TO ACCEPT THE SAFETY EDGE. THE PREPARATION SHALL BE CONSISTENT IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, THE CONTRACTOR SHALL GRADE AN AREA 10 INCHES WIDE BEGINNING AT THE EDGE OF THE PAVED ROADWAY TO PROVIDE A LEVEL SURFACE FREE FROM VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. THE CONTRACTOR SHALL EXCAVATE THE GRADED AREA TO A DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE, AND COMPACT THE GRADED SHOULDER ACCORDING TO CMS 617.05, OR AS DIRECTED BY THE ENGINEER.

CALCULATED	TKB	CHECKED	DAH
GENERAL NOTES			
HOL-93-0.00 TUS-93-0.00			
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ITEM 614 – MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES PER ITEM 614 AND AS PER SCD MT-97.12. 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 WILL PROCEED CONTINUOUSLY A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING, EXCEPT FOR THE HOLIDAYS AND EVENTS LISTED BELOW. ANY OPEN PAVEMENT TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR PORTABLE BARRIER, PER SCD MT-101.90.

THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN W8-15 “GROOVED PAVEMENT” SIGNS PER CMS 614.055.

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN SIGNS W8-1 (48”x48”) “BUMP” AND W8-2 (48”x48”) “DIP” WITH W13-1P (24”x24”) ADVISORY SPEED PLAQUE WITH SPEEDS APPROVED BY THE ENGINEER FOR ALL BUTT JOINT LOCATIONS, WHILE THE BUMP OR DIP CONDITION EXISTS.

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

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN 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 IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

PEDESTRIAN WALKWAYS CONSTRUCTED BY THE CONTRACTOR SHALL BE KEPT FREE OF ANY OBSTRUCTIONS OR HAZARDS INCLUDING HOLES, DEBRIS AND MUD. OTHER WALKWAYS DAMAGED OR DIRTIED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED OR CLEANED. THE CONTRACTOR MUST TAKE PRECAUTIONS TO PROTECT PEDESTRIANS FROM EXPOSURE TO HAZARDS RESULTING FROM THE CONSTRUCTION OPERATION BY INSTALLING CONSTRUCTION FENCE AND SIGNING.

TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE HAS BEEN PROVIDED HEREIN AS A TRAFFIC CONTROL DEVICE TO DIVERT AND GUIDE PEDESTRIANS WHOSE PATH WOULD OTHERWISE ENTER THE WORK AREA. THE TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE SHALL BE PLACED AROUND THE SIDEWALK WORK AREAS. SIDEWALK CLOSED SIGN (R9-9 (30 X 18)) MOUNTED ON A TYPE 3 BARRICADE WITH TYPE A FLASHING LIGHTS SHALL BE PLACED OUTSIDE THE FENCE ON EACH SIDEWALK APPROACH AS SHOWN ON SCD MT-101.60.

WHEN RAISED PAVEMENT MARKERS ARE TO BE INSTALLED THE REQUIRED LANE CLOSURE SHALL REMAIN IN EFFECT UNTIL THE EPOXY IS DRY AND ALL FOREIGN MATTER OR DEBRIS CREATED BY THE INSTALLATION OF THE RPM CASTING IS REMOVED FROM THE ROADWAY.

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, 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.

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.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE
ALL WORK ON S.R. 93	152 DAYS

EXTRA FOR WIDENING (PAVEMENT AREA)

AN ADDITIONAL QUANTITY HAS BEEN ADDED TO THE PAVEMENT DATA SHEETS TO BE USED, AS DIRECTED BY THE ENGINEER, TO COVER AREAS THAT HAVE BEEN WIDENED EITHER ON CURVES, OR ON PREVIOUS MAINTENANCE ACTIVITIES BEYOND THE AVERAGE PAVEMENT WIDTH INDICATED IN THE PLANS.

ITEM 607 – FENCE MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE

TEMPORARY ORANGE PLASTIC/NYLON CONSTRUCTION FENCE SHALL BE PLACED AROUND NEW CURB RAMPS AND WALK UNTIL ADEQUATELY CURED, OR AS DIRECTED BY THE ENGINEER TO PROTECT PEDESTRIAN TRAFFIC FROM CONSTRUCTION OPERATIONS. THE FENCING MATERIAL SHALL BE SECURELY FASTENED TO EITHER WOOD, OR METAL POSTS WITH A MAXIMUM SPACING NOT TO EXCEED 6 FEET. THE FENCING MATERIAL SHALL HAVE A NOMINAL HEIGHT OF 42 INCHES, AND THE TOP EDGE OF THE FENCING SHALL NOT BE PERMITTED TO SAG BELOW 30 INCHES. THE CONTRACTOR SHALL ENSURE THE FENCE IS IN GOOD CONDITION, PROPERLY PLACED, AND MAINTAINED AT ALL TIMES.

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

(01/STR/PV)
ITEM 607 – FENCE MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE – 559 FT
USE: 559 FT

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. THE PAVEMENT PLANING OPERATIONS SHALL BE COMPLETED IN A TIMELY MANNER, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR MUST BEGIN PAVING OPERATIONS NO LATER THAN 7 DAYS AFTER THE START OF THE PAVEMENT PLANING.

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 CMS 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.

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE PROFILE AND ALIGNMENT OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

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.

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

THE CONTRACTOR SHALL INSTALL ITEM 614 - WORK ZONE CENTER LINE, CLASS II OR CLASS III, 642 PAINT PRIOR TO OPENING THE LANE TO TRAFFIC, OR WHEN THE EXISTING MARKINGS HAVE BEEN COVERED OR DAMAGED, AS PER CMS 614.11.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

01/STR/PV	
(PART 3) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT	----- 3.24 MILE
(PART 1) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT	----- 1.95 MILE
(PART 2) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT	----- 7.06 MILE
(PART 4) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT	----- 15.12 MILE
(PART 5) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT	----- 9.82 MILE
	<u>37.19 MILE</u>

01/STR/PV	
(PART 3) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT	----- 3.24 MILE
(PART 1) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT	----- 1.95 MILE
(PART 2) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT	----- 7.06 MILE
(PART 4) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT	----- 15.12 MILE
(PART 5) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT	----- 9.82 MILE
	<u>37.19 MILE</u>

01/STR/PV	
(PART 3) ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT	----- 180 FT
(PART 4) ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT	----- 62 FT
(PART 5) ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT	----- 44 FT
	<u>286 FT</u>

ITEM 614 - WORK ZONE MARKING SIGNS

THE CONTRACTOR SHALL ERECT "NO EDGE LINES" (W8-H12a) SIGNS IN ADVANCE OF ANY SECTION OF ROADWAY LACKING CMS STANDARD EDGE LINE MARKINGS, AS PER CMS 614.04.

IN THE EVENT THE CONTRACTOR CANNOT INSTALL THE WORK ZONE CENTER LINE, CLASS III, DUE TO CONDITIONS BEYOND HIS CONTROL, OR WHEN CLASS II PAVEMENT MARKINGS ARE USED, AN ESTIMATED CONTINGENCY QUANTITY FOR "DO NOT PASS" (R4-1) AND "PASS WITH CARE" (R4-2) SIGNS HAVE BEEN PROVIDED IN THE "WORK ZONE MARKING SIGN TABLE" WHICH SHALL BE ERECTED BY THE CONTRACTOR IN LIEU OF THE AFOREMENTIONED PAVEMENT MARKINGS. THE APPROPRIATE SIGNAGE SHALL BE PLACED AS PER O MUTCD SECTIONS 2B.28 AND 2B.29 PRIOR TO THE COVERING, OR REMOVAL OF EXISTING PAVEMENT MARKINGS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR WORK ZONE MARKING SIGNS PER THE REQUIREMENTS ABOVE AND ITEM 614 OF THE SPECIFICATIONS:

ITEM 614 - WORK ZONE MARKING SIGN - 117 EACH

WORK ZONE MARKING SIGN TABLE		FUNDING
PART 3		
"DO NOT PASS"	1	
"PASS WITH CARE"	1	
"NO EDGE LINES"	7	
SUBTOTAL - PART 1	9	01/STR/PV
PART 1		
"DO NOT PASS"	2	
"PASS WITH CARE"	3	
"NO EDGE LINES"	2	
SUBTOTAL - PART 2	7	01/STR/PV
PART 2		
"DO NOT PASS"	9	
"PASS WITH CARE"	7	
"NO EDGE LINES"	12	
SUBTOTAL - PART 3	28	01/STR/PV
PART 4		
"DO NOT PASS"	11	
"PASS WITH CARE"	13	
"NO EDGE LINES"	30	
SUBTOTAL - PART 4	54	01/STR/PV
PART 5		
"DO NOT PASS"	4	
"PASS WITH CARE"	3	
"NO EDGE LINES"	12	
SUBTOTAL - PART 5	19	01/STR/PV
TOTAL	117	01/STR/PV

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

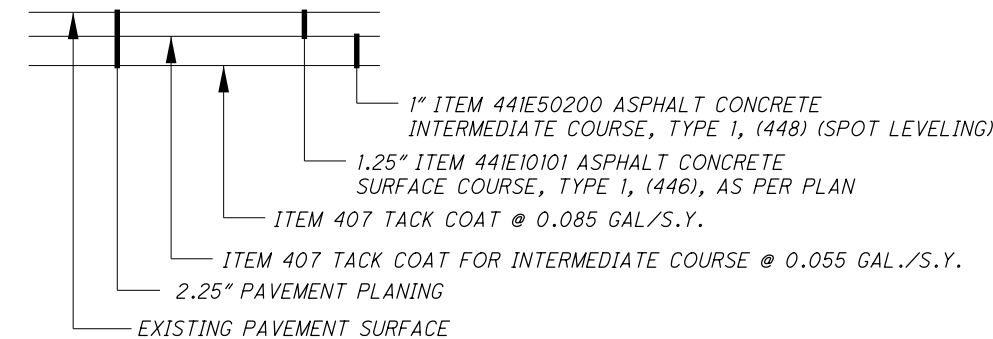
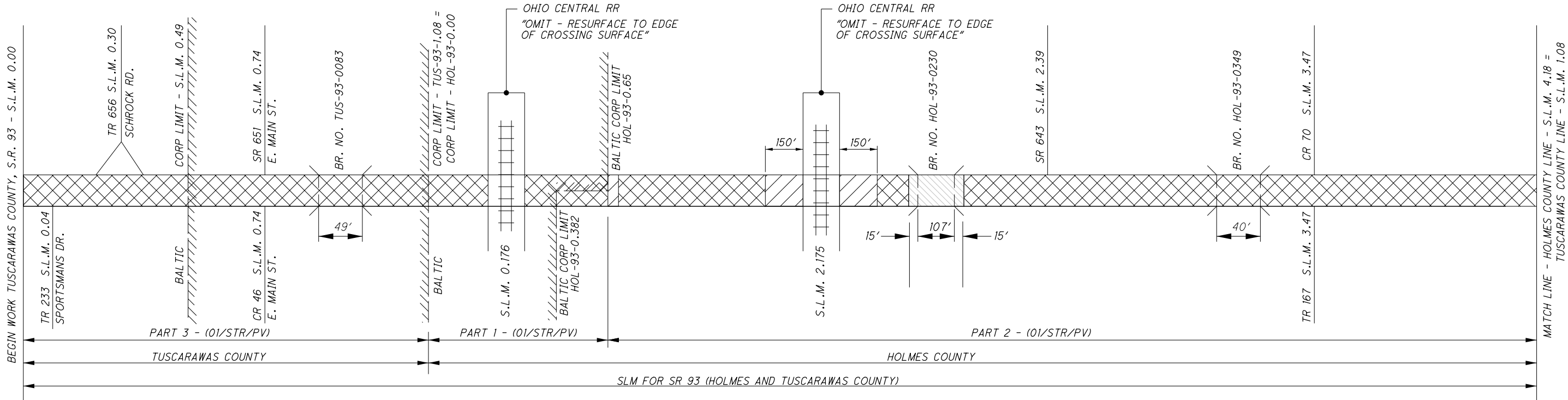
IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLOT AS DESCRIBED IN C&MS 446.05.

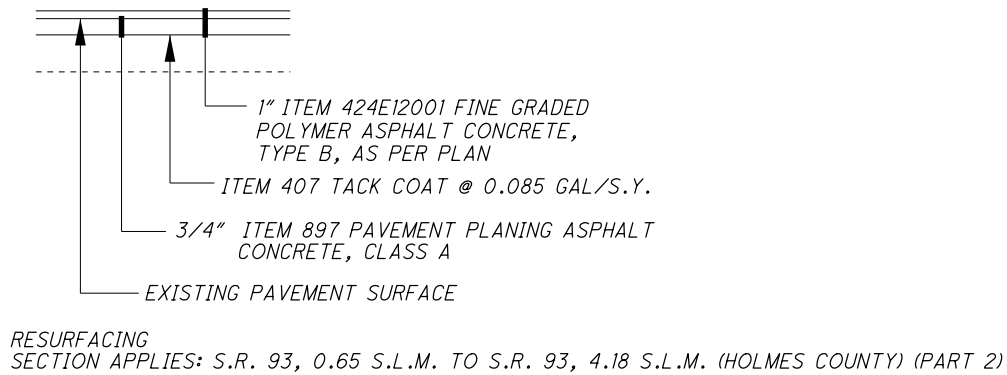
THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED TKB CHECKED DAH	GENERAL SUMMARY
2	3	4	9	10	11	12	13	14	15	16	18		01/STR/PV								
																		ROADWAY			
			1,953	1,742									3,695	202	23500	3,695	SY	WEARING COURSE REMOVED			
										323			323	202	30000	323	SF	WALK REMOVED			
					25								25	209	60500	25	MILE	LINEAR GRADING			
					35								35	209	72051	35	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2		
	559												559	607	98000	559	FT	FENCE, MISC.: TEMPORARY ORANGE PLASTIC CONSTRUCTION FENCE	3		
										310			310	608	52000	310	SF	CURB RAMP			
										80			80	608	53021	80	SF	DETECTABLE WARNING, AS PER PLAN	17		
								11					11	SPECIAL	69050200	11	EACH	MAILBOX SUPPORT SYSTEM, DOUBLE	14		
																		EROSION CONTROL			
										14			14	659	98000	14	SY	SEEDING, MISC.:CURB RAMP GRADING RESTORATION	16		
													1,000	832	30000	1,000	EACH	EROSION CONTROL			
																		DRAINAGE			
										620			620	605	31100	620	FT	AGGREGATE DRAINS			
																		PAVEMENT			
										260			260	251	01042	260	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)			
													4	252	01500	4	FT	FULL DEPTH PAVEMENT SAWING			
										310	4		310	253	02000	310	CY	PAVEMENT REPAIR			
				22,388	4,206	395							26,989	254	01000	26,989	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2 1/4"			
			13,128	13,014	4,549	61							30,752	407	10000	30,752	GAL	TACK COAT			
					25,621								25,621	408	10001	25,621	GAL	PRIME COAT, AS PER PLAN	2		
			4,290		767		163						5,220	424	12001	5,220	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN	2		
				3,227	546	14	99						3,886	441	10101	3,886	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE I, (446), AS PER PLAN, (PG70-22M)	2		
				2,092	117	11							2,220	441	50200	2,220	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, (448), (SPOT LEVELING)			
			30	133									163	441	50401	163	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE I, (448), (DRIVEWAYS), AS PER PLAN	2		
					1,603								1,603	617	10101	1,603	CY	COMPACTED AGGREGATE, AS PER PLAN	2		
					11,522								11,522	617	20000	11,522	SY	SHOULDER PREPARATION			
			149,290		27,202								176,492	897	01010	176,492	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 3/4"			
			4,728		399								5,127	897	01010	5,127	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, 1"			
																		TRAFFIC CONTROL			
											1,882		1,882	621	00100	1,882	EACH	RPM			
													1,882	621	54000	1,882	EACH	RAISED PAVEMENT MARKER REMOVED			
											35.28		35.28	646	10010	35.28	MILE	EDGE LINE, 6"			
											17.73		17.73	646	10200	17.73	MILE	CENTER LINE			
											113		113	646	10400	113	FT	STOP LINE			
											548		548	646	10500	548	FT	CROSSWALK LINE			
											4		4	646	20000	4	EACH	RAILROAD SYMBOL MARKING			
											2		2	646	20110	2	EACH	SCHOOL SYMBOL MARKING, 96"			
																		MAINTENANCE OF TRAFFIC			
40													40	614	11110	40	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE			
			117										117	614	12460	117	EACH	WORK ZONE MARKING SIGN			
			37.19										37.19	614	21500	37.19	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT			
			37.19										37.19	614	21550	37.19	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT			
			286										286	614	26610	286	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT			
																		INCIDENTALS			
	LS												LS	614	11000	LS		MAINTAINING TRAFFIC			
													LS	624	10000	LS		MOBILIZATION			

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PLANING AND RESURFACING
SECTION APPLIES: S.R. 93, 0.00 S.L.M. TO S.R. 93, 1.08 S.L.M. (TUSCARAWAS COUNTY) (PART 3)
SECTION APPLIES: S.R. 93, 0.00 S.L.M. TO S.R. 93, 0.65 S.L.M. (HOLMES COUNTY) (PART 1)



RESURFACING
SECTION APPLIES: S.R. 93, 0.65 S.L.M. TO S.R. 93, 4.18 S.L.M. (HOLMES COUNTY) (PART 2)

BRIDGE TREATMENTS:

BR. NO. HOL-93-0230 (SFN 3801985): WEARING COURSE REMOVED AND PROPOSED TREATMENT ON STRUCTURE AND APPROACH SLABS. (PART 2)

BR. NO. HOL-93-0349 (SFN 3802027): PROVIDE PROPOSED TREATMENT ACROSS CULVERT. (PART 2)

BR. NO. TUS-93-0083 (SFN 7903995): PROVIDE PROPOSED TREATMENT ACROSS CULVERT. (PART 3)

PAVEMENT DATA - PART 1, 2, & 3

HOL-93-0.00
TUS-93-0.00

MATCH LINE TUSCARAWAS COUNTY, S.R. 93 - S.L.M. 8.66
INTERSECTION S.R. 516

TR 1122 S.L.M. 8.70
BLACKSMITH RD.

TR 1093 S.L.M. 8.73
BUD RD.

TR 1096 S.L.M. 0.74
BARBER RD.

CR 94 S.L.M. 9.08
WALNUT CREEK BOTTOM RD NW

TR 1240 S.L.M. 8.91
HILL ST.

CR 94 S.L.M. 9.08
DUNDEE - STRASBURG

TR 62 S.L.M. 10.10
KAYLOR RD.

PART 5 - (01/STR/PV)
SLM FOR SR 93 (TUSCARAWAS COUNTY)

BRIDGE TREATMENTS:

BR. NO. TUS-93-0156 (SFN 7904010): PROVIDE PROPOSED TREATMENT ACROSS CULVERT. (PART 4)
BR. NO. TUS-93-0205 (SFN 7904002): PROVIDE PROPOSED TREATMENT ACROSS CULVERT. (PART 4)
BR. NO. TUS-93-0336 (SFN 7904030): PROVIDE PROPOSED TREATMENT ACROSS CULVERT. (PART 4)
BR. NO. TUS-93-0485 (SFN 7904061): OMIT PAVING FOR STRUCTURE AND APP. SLABS. (PART 4)
BR. NO. TUS-93-0802 (SFN 7904088): OMIT PAVING FOR STRUCTURE AND APP. SLABS. (PART 4)
BR. NO. TUS-93-0817 (SFN 7904118): OMIT PAVING FOR STRUCTURE AND APP. SLABS. (PART 4)

END WORK - TUS-93-13.57, INTERSECTION OF U.S. 250

RESURFACING
SECTION APPLIES: S.R. 93, 1.08 S.L.M. TO S.R. 93, 2.26 S.L.M. (TUSCARAWAS COUNTY) (PART 4)
SECTION APPLIES: S.R. 93, 2.54 S.L.M. TO S.R. 93, 8.66 S.L.M. (TUSCARAWAS COUNTY) (PART 4)

1" ITEM 424E12001 FINE GRADED
POLYMER ASPHALT CONCRETE,
TYPE B, AS PER PLAN

ITEM 407 TACK COAT @ 0.085 GAL./S.Y.

3/4" ITEM 897 PAVEMENT PLANING ASPHALT
CONCRETE, CLASS A

EXISTING PAVEMENT SURFACE

RESURFACING
SECTION APPLIES: S.R. 93, 2.26 S.L.M. TO
S.R. 93, 2.54 S.L.M. (TUSCARAWAS COUNTY) (PART 4)

1" ITEM 424E12001 FINE GRADED
POLYMER ASPHALT CONCRETE,
TYPE B, AS PER PLAN

ITEM 407 TACK COAT @ 0.085 GAL./S.Y.

1" ITEM 897 PAVEMENT PLANING ASPHALT
CONCRETE, CLASS A

EXISTING PAVEMENT SURFACE

PLANING AND RESURFACING
SECTION APPLIES: S.R. 93, 8.66 S.L.M. TO S.R. 93, 13.57 S.L.M. (TUSCARAWAS COUNTY) (PART 5)

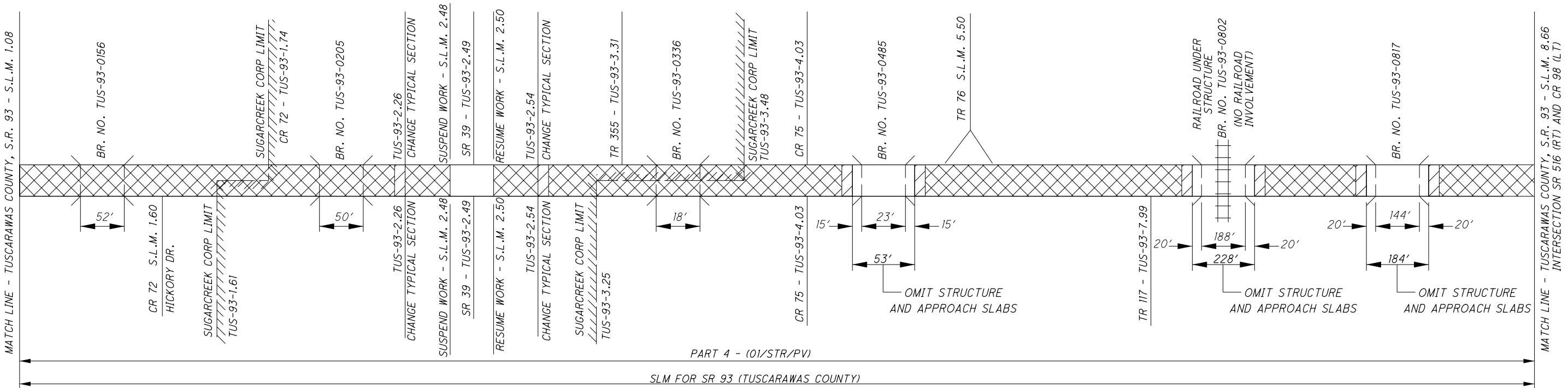
3/4" ITEM 441E50200 ASPHALT CONCRETE
INTERMEDIATE COURSE, TYPE 1, (448) (SPOT LEVELING)

1/4" ITEM 441E10101 ASPHALT CONCRETE
SURFACE COURSE, TYPE 1, (446), AS PER PLAN

ITEM 407 TACK COAT @ 0.085 GAL./S.Y.

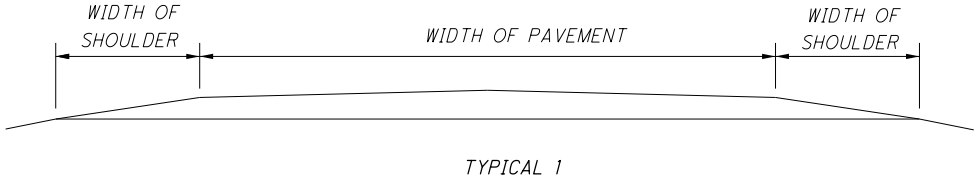
ITEM 407 TACK COAT FOR INTERMEDIATE COURSE @ 0.055 GAL./S.Y.

EXISTING PAVEMENT SURFACE



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PAVEMENT DATA																								
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	DEDUCTIONS FOR BRIDGES	FEET (WITH DEDUCTIONS)	WIDTH OF PAVEMENT	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT												
												202	254	407		441								FUNDING
												WEARING COURSE REMOVED (INCLUDES SHOULDERS)	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT		IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)				IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)	IN.	
			SQ. YD.	SQ. YD.		GAL.	GAL.	CU. YD.	CU. YD.	CU. YD.	CU. YD.													
FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	
3	TUS	S.R. 93	0.00	0.74	0.74		3,907	20	1	ASPHALT	8,682		8,682	478	738	1 1/4	301				1	241		
3	TUS	S.R. 93	0.74	1.08	0.34		1,795	20	1	ASPHALT	3,989		3,989	219	339	1 1/4	139				1	111		
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							345	10			383	383									1 1/4	13		
EXTRA FOR MAILBOX TURNOUTS							1 EA. x 20 SQ.YD.				20		20	1	2	1 1/4	1			1	1			
EXTRA FOR WIDENING							10%				1,267		1,267	70	108	1 1/4	44			1	35			
SUB-TOTALS: PART 3												383	13,958	768	1,187		485				388		13	01/STR/PV
1	HOL	S.R. 93	0.00	0.65	0.65		3,432	20	1	ASPHALT	7,627		7,627	419	648	1 1/4	265			1	212			
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							100	10			111	111									1 1/4	4		
EXTRA FOR MAILBOX TURNOUTS							2 EA. x 20 SQ.YD.				40		40	2	3	1 1/4	1			1	1			
EXTRA FOR WIDENING							10%				763		763	42	65	1 1/4	26			1	21			
SUB-TOTALS: PART 1												111	8,430	463	716		292				234		4	01/STR/PV
SUB-TOTALS: PARTS 3 & 1												494	22,388	1,231	1,903		777				622		17	01/STR/PV
TOTALS (CARRIED TO SHEET NO. 10)												494	22,388	3,134			777				622		17	01/STR/PV



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PAVEMENT DATA																					CALCULATED	TKB
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	DEDUCTIONS FOR BRIDGES	FEET (WITH DEDUCTIONS)	WIDTH OF PAVEMENT	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT										FUNDING
												202			407	424		441		897		
												WEARING COURSE REMOVED (INCLUDES SHOULDERS)			TACK COAT	IN.	FINE GRADED POLYMER, ASPHALT CONCRETE, TYPE B, AS PER PLAN	IN.	ASPHAL T CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A	PAVEMENT PLANING, ASPHAL T CONCRETE, CLASS A	
			FROM	TO		FT.		FT.			SQ. YD.		SQ. YD.									
2	HOL	S.R. 93	0.65	4.18	3.50	137	18,501	20	1	ASPHAL T	41,113	233			3,495	1	1,142			41,113		
WORK FOR BR. NO. HOL-39-0230							137	28			426	426			36	1	12					
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							520	5			289	289					1	8				
EXTRA FOR MAILBOX TURNOUTS							22 EA. x 20 SQ.YD.				440				37	1	12			440		
EXTRA FOR WIDENING							10%				4,154				353	1	115			4,154		
SUB-TOTALS: PART 2												948			3,921		1,281		8		45,707	01/STR/PV
4	TUS	S.R. 93	1.08	2.26	1.18		6,230	22	1	ASPHAL T	15,229	25			1,294	1	423			15,229		
4	TUS	S.R. 93	2.26	2.43	0.17		898	22	1	ASPHAL T	2,195				187	1	61			2,195		
4	TUS	S.R. 93	2.43	2.48	0.05		264	48	2	ASPHAL T	1,408				120	1	39			1,408		
4	TUS	S.R. 93	2.50	2.54	0.04		211	48	1	ASPHAL T	1,125				96	1	31			1,125		
4	TUS	S.R. 93	2.54	8.66	6.03	465	31,849	22	1	ASPHAL T	77,853	177			6,618	1	2,163			77,853		
OMIT 53' FOR BR. NO. TUS-93-0485																						
OMIT 228' FOR BR. NO. TUS-93-0802																						
OMIT 184' FOR BR. NO. TUS-93-0817																						
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							1,445	5			803	803					1	22				
EXTRA FOR MAILBOX TURNOUTS							36 EA. x 20 SQ.YD.				720				61	1	20			720		
EXTRA FOR WIDENING							10%				9,781				831	1	272			9,781		
SUB-TOTALS: PART 4												1,005			9,207		3,009		22	4,728	103,583	01/STR/PV
SUB-TOTALS: PARTS 2 & 4												1,953			13,128		4,290		30	4,728	149,290	01/STR/PV
TOTALS (CARRIED TO GENERAL SUMMARY)												1,953			13,128		4,290		30	4,728	149,290	01/STR/PV
NOTE: OMIT WORK FROM APPROXIMATELY TUS-93-2.48 TO TUS-93-2.50 (THE INTERSECTION OF S.R. 93 AND S.R. 39), THIS WORK WILL BE PREFORMED IN A PREVIOUS PLAN. THE CONTRACTOR SHALL MEET THE EXISTING PAVEMENT JOINT.																						
<div><div><div><div><div></div><div>WIDTH OF SHOULDER</div></div><div><div></div><div>WIDTH OF PAVEMENT</div></div><div><div></div><div>WIDTH OF SHOULDER</div></div></div><div>TYPICAL 1</div></div><div><div><div><div></div><div>CURB</div></div><div><div></div><div>WIDTH OF PAVEMENT</div></div><div><div></div><div>CURB</div></div></div><div>TYPICAL 2</div></div></div>																						

HOL-93-0.00

TUS-93-0.00

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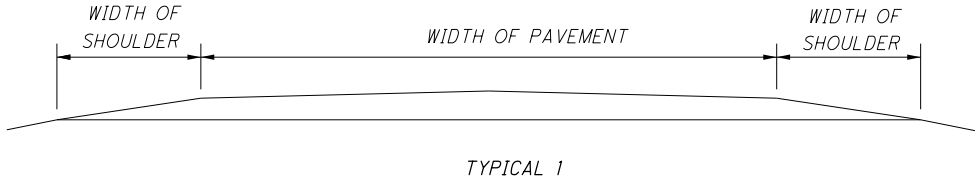
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PAVEMENT DATA																							
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	DEDUCTIONS FOR BRIDGES	FEET (WITH DEDUCTIONS)	WIDTH OF PAVEMENT	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	PROPOSED PAVEMENT TREATMENT											
												202	254	407		441							
			WEARING COURSE REMOVED (INCLUDES SHOULDERS)	PAVEMENT PLANING, ASPHALT CONCRETE		TACK COAT		IN.			ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)	IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN								
																SQ. YD.	SQ. YD.	GAL.	CU. YD.	CU. YD.	CU. YD.		
5	TUS	S.R. 93	8.66	13.57	4.91		25,925	22	1	ASPHALT	63,372	404		3,485	5,387	1 1/4	2,200			3/4	1,320		
EXTRA FOR PAVED DRIVES (PLANED)							2,255	10			2,506									1 1/4	87		
EXTRA FOR PAVED PUBLIC ROADS (PLANED)							380	20			844	844								1 1/4	29		
EXTRA FOR MAILBOX TURNOUTS							43 EA. x 20 SQ.YD.				860			47	73	1 1/4	30			3/4	18		
EXTRA FOR WIDENING							10%				6,337			349	539	1 1/4	220			3/4	132		
SUB-TOTALS: PART 5												1,248		3,881	5,999		2,450			1,470		116	01/STR/PV
														9,880									
SUB-TOTALS: PART 1 & 3												494	22,388	3,134			777			622		17	
TOTALS CARRIED TO GENERAL SUMMARY												1.742	22.388	13.014			3.227			2.092		133	01/STR/PV

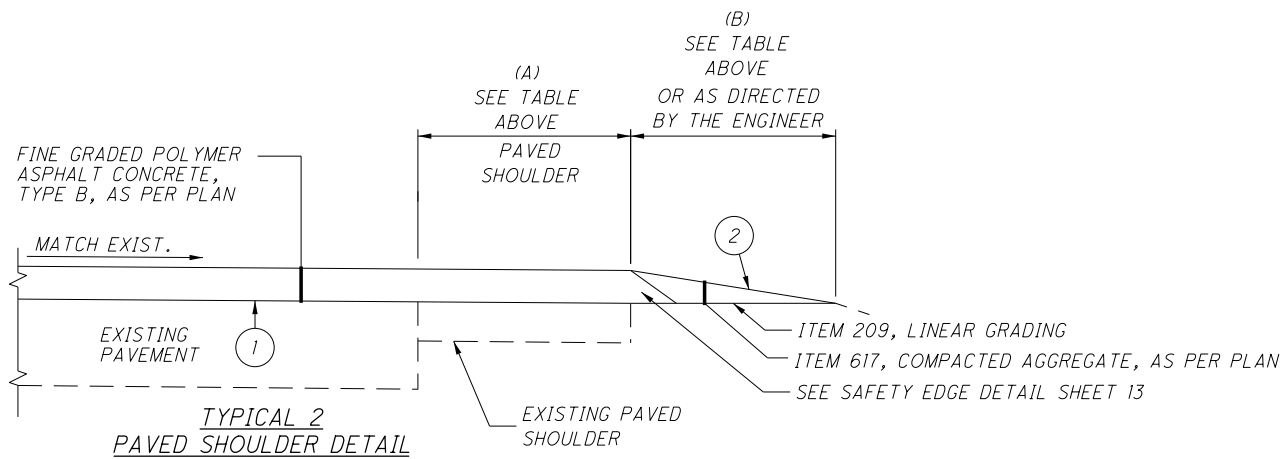
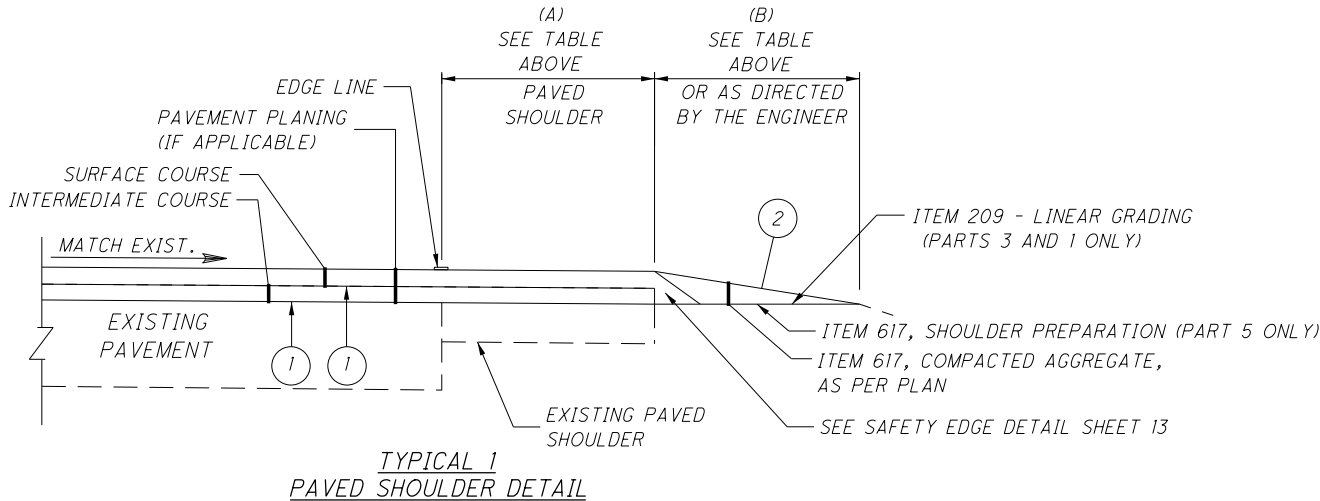


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SHOULDER QUANTITIES																																
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	DEDUCTIONS FOR BRIDGES	FEET (WITH DEDUCTIONS)	TYPICAL	PROPOSED WIDTH (FEET)				SHOULDER AREA	209		254	407		408	424		441				617			897		FUNDING	
														LINEAR GRADING	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT		PRIME COAT, AS PER PLAN	IN.	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN	IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE I, (446), AS PER PLAN, (PG70-22M)	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, (446), (SPOT LEVELING)	IN.	COMPACTED AGGREGATE, AS PER PLAN	SHOULDER PREPARATION	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A		
			LEFT	RIGHT					SO. YD.	MILE	MILE	SO. YD.					GAL.	GAL.														GAL.
			FROM	TO		FT.		LT.	RT.	A	B	A	B	SO. YD.	MILE	MILE	SO. YD.	GAL.	GAL.	GAL.		CU. YD.		CU. YD.		CU. YD.	SO. YD.	SO. YD.	SO. YD.			
3	TUS	S.R. 93	0.00	0.74	0.74		3,907	1		1.5		1.5		1,302			1,302		72	111				1 1/4	45	1	36					
											2.0		2.0	1,736	1.48	1.48					694						2 1/4	109				
3	TUS	S.R. 93	0.74	1.08	0.34		1,795	1		2.5		2.5		997			997		55	85				1 1/4	35	1	28					
											2.0		2.0	798	0.68	0.68					319						2 1/4	50				
SUB-TOTALS: PART 3															2.16	2.16	2,299	127	196	1,013				80		64		159			01/STR/PV	
1	HOL	S.R. 93	0.00	0.65	0.65		3,432	1		2.5		2.5		1,907			1,907	105	162				1 1/4	66	1	53						
											2.0		2.0	1,525	1.30	1.30					610						2 1/4	95				
SUB-TOTALS: PART 1															1.30	1.30	1,907	105	162	610				66		53		95			01/STR/PV	
2	HOL	S.R. 93	0.65	4.18	3.50	137.00	18,501	2		2.5		2.5		10,278					874		3,289	1	286				1	228		10,278		
											2.0		2.0	8,223	7.00	7.00																
SUB-TOTALS: PART 2															7.00	7.00			874	3,289		286						228		10,278	01/STR/PV	
4	TUS	S.R. 93	1.08	2.26	1.18		6,230	2		2.0		2.0		2,769					235		10,278	1	77				1	77		2,769		
											2.0		2.0	2,769	2.36	2.36																
4	TUS	S.R. 93	2.26	2.43	0.17		898	2			2.0		2.0	399					34			1	11							399		
											2.0		2.0	399	0.34	0.34					160						1	11				
4	TUS	S.R. 93	2.54	8.66	6.03	465.00	31,849	2		2.0		2.0		14,155					1203			1	393							14,155		
											2.0		2.0	14,155	12	12.06					5,662						1	393				
SUB-TOTALS: PART 4															14.76	14.76			1,472	16,100		481						481		16,924	399	01/STR/PV
5	TUS	S.R. 93	8.66	13.57	4.91		25,925	1		2.0		2.0		11,522			11,522	634	979				1 1/4	400	3/4	240						
											2.0		2.0	11,522		9.82				4,609						2	640	11,522				
SUB-TOTALS: PART 5																9.82		634	979	4,609				400				640	11,522			01/STR/PV
SUB-TOTALS: PARTS 3, 1, 2, 4, & 5															25	35	4,206		4,549	25,621		767		546		117		1,603	11,522	27,202	399	01/STR/PV
TOTALS (CARRIED TO GENERAL SUMMARY)															25	35	4,206		4,549	25,621		767		546		117		1,603	11,522	27,202	399	01/STR/PV

PROPOSED LEGEND

- ① — ITEM 407 - TACK COAT
- ② — ITEM 408 - PRIME COAT, AS PER PLAN @ 0.40 GAL./S.Y.

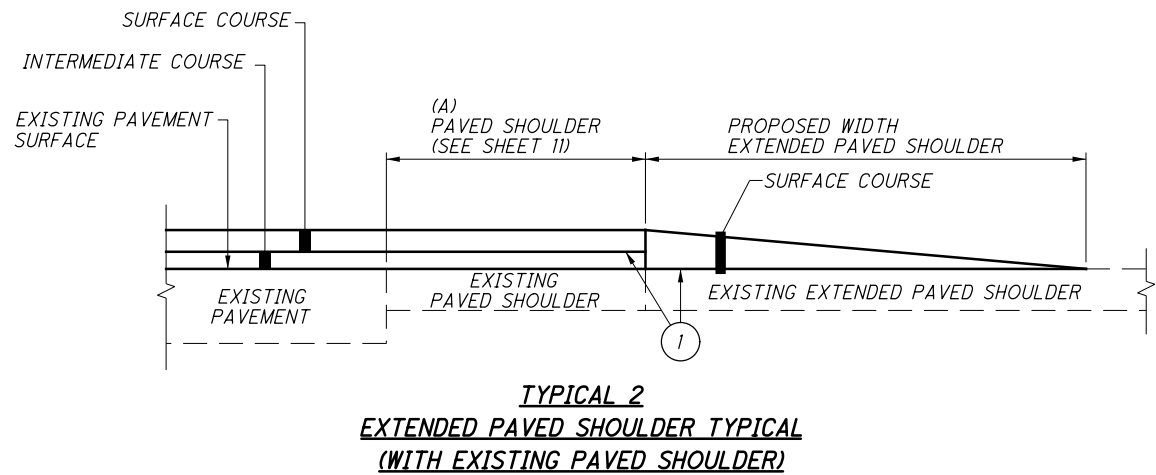
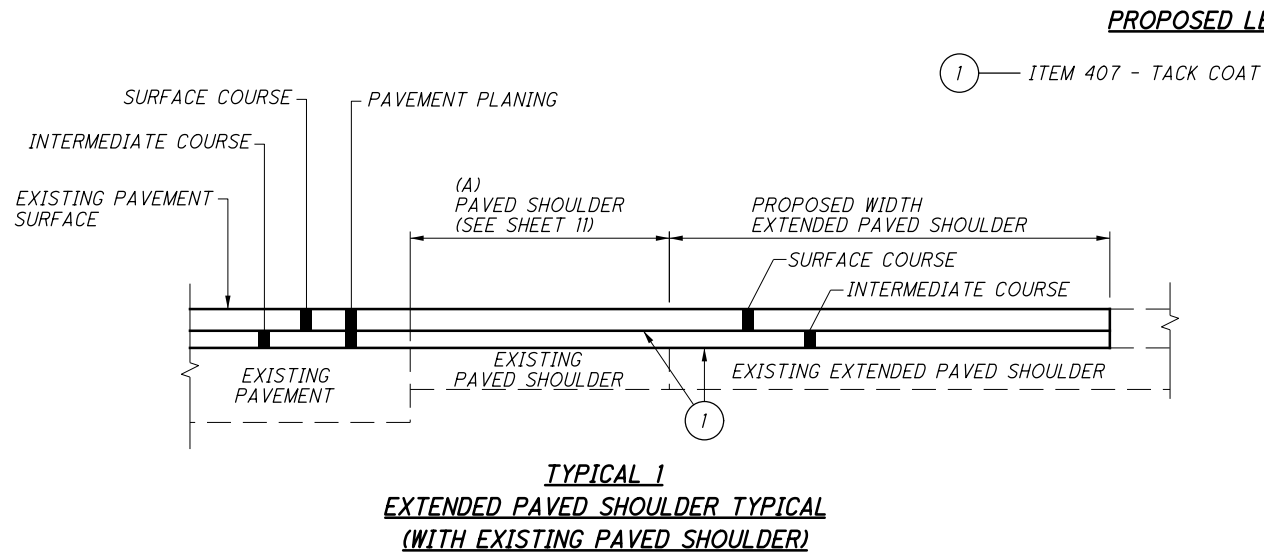


SHOULDER QUANTITIES

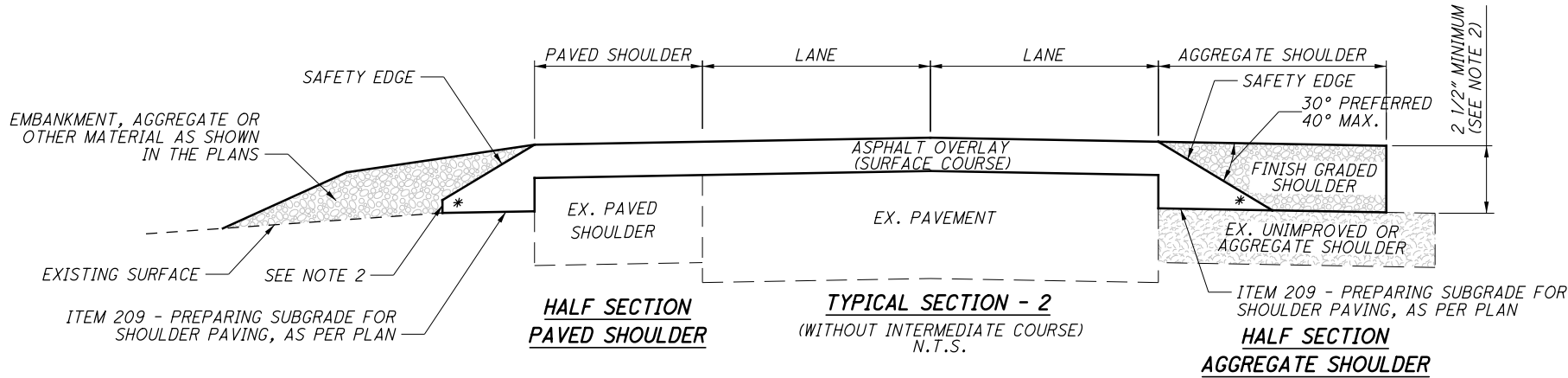
HOL-93-0.00
TUS-93-0.00

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EXTENDED PAVED SHOULDER QUANTITIES																			
PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		SIDE	TYPICAL	LENGTH (FIELD MEASUREMENTS)	PROPOSED WIDTH	PAVEMENT AREA	254	407		441				FUNDING	REMARKS	
										PAVEMENT PLANING, ASPHAL T CONCRETE	TACK COAT		AVERAGE THICKNESS	ASPHAL T CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)	AVERAGE THICKNESS	ASPHAL T CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)			
FROM	TO	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.								
3	TUS	S.R. 93	0.37	0.39	RT.	1	106	3	35	35	2	3	1 1/4	1.23	1	0.98		BUCKEYE STORAGE	
3	TUS	S.R. 93	0.41	0.42	RT.	1	53	3	18	18	1	2	1 1/4	0.61	1	0.49		BALTIC MEATS	
3	TUS	S.R. 93	0.55	0.56	LT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		SWISS VALLEY LUMBER	
3	TUS	S.R. 93	0.57	0.58	LT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		WHITE BARN	
3	TUS	S.R. 93	0.60	0.61	LT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		WHITE BARN	
3	TUS	S.R. 93	0.66	0.67	LT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		GERBER & SONS	
3	TUS	S.R. 93	0.68	0.70	RT.	1	106	2	24	24	1	2	1 1/4	0.82	1	0.65		RED BRICK BUILDING	
3	TUS	S.R. 93	0.71	0.74	RT.	1	158	2	35	35	2	3	1 1/4	1.22	1	0.98		OLD GAS STATION	
3	TUS	S.R. 93	0.76	0.80	LT.	1	211	3	70	70	4	6	1 1/4	2.44	1	1.95		GERBER& SONS TO POST OFFICE	
3	TUS	S.R. 93	1.00	1.06	LT.	1	317	3	106	106	6	9	1 1/4	3.67	1	2.94		LEGION	
3	TUS	S.R. 93	1.04	1.07	RT.	1	158	2	35	35	2	3	1 1/4	1.22	1	0.98		"THE SCOOP" - ICE CREAM SHOP	
3	TUS	S.R. 93	1.07	1.08	RT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		MARATHON GAS STATION	
SUB-TOTALS: PART 3										383	23	33		13		11	01/STR/PV		
1	TUS	S.R. 93	0.00	0.01	RT.	1	53	2	12	12	1	1	1 1/4	0.41	1	0.33		MARATHON GAS STATION	
SUB-TOTALS: PART 1										12	1	1		0		0	01/STR/PV		
5	TUS	S.R. 93	8.71	8.72	LT.	2	53	3	18		1	2	1 1/4	0.61		0		DUNDEE GRILL	
SUB-TOTALS: PART 5											1	2		1		0	01/STR/PV		
SUB-TOTALS: PARTS 3, 1 & 5										395	25	36		14		11	01/STR/PV		
											61								
TOTALS (CARRIED TO GENERAL SUMMARY)										395	61			14		11	01/STR/PV		



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ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)

$$0.038 \text{ S.F.} \times 6.64 \text{ MILE} \times 5280 \times 2 \text{ SIDES} \div 27 = 98.6 \text{ CU. YD. (01/STR/PV)}$$
$$\text{TOTAL USE: } 99 \text{ CU. YD.}$$

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, AS PER PLAN

$$0.038 \text{ S.F.} \times [10.94[A] \text{ MILE} \times 5280 \times 2 \text{ SIDES}] \div 27 = 162.5 \text{ CU. YD. (01/STR/PV)}$$
$$\text{TOTAL USE: } 163 \text{ CU. YD.}$$

[A] = 0.17 MILE OMITTED FOR BRIDGE LENGTH AND SUSPENDED WORK AND CURB

(TOTALS CARRIED TO THE GENERAL SUMMARY)

SAFETY EDGE NOTES

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12 INCHES. PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE RAMP CHAMP SERIES II WITH SAFETY EDGE SHOE, THE TROXLER SAFE-T-SLOPE, OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC.
1594 STATE STREET
SCHENECTADY, NY 12304
1-800-724-6306
WWW.TRANSTECHSYS.COM

ADVANT-EDGE PAVING EQUIPMENT LLC
33 OLD NISKAYUNA ROAD
LOUDENVILLE, NY 12211
814-422-3343
WWW.ADVANTEDGEPAVING.COM

CARLSON SAFETY EDGE END GATE
18425 50TH AVENUE EAST
TACOMA, WA 98446
253-278-9426
WWW.CARLSONPAVINGPRODUCTS.COM

TROXLER ELECTRONIC LABORATORIES, INC.
P.O. BOX 12057
3008 E. CORNWALLIS RD.
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER (876-9537)
WWW.TROXLERLABS.COM/PRODUCTS/PAVING.PHP

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

NOTES:

1. THE SAFETY EDGE SHALL BE CONSTRUCTED ON THE OUTSIDE EDGES OF THE PAVED ROADWAY, (EDGE OF TRAVEL LANE, OR EDGE OF PAVED SHOULDER) UNLESS OTHERWISE NOTED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER. SUCH AREAS OF EXCLUSION INCLUDE:

A. AREAS WHERE THE FORESLOPE/EMBANKMENT OR GROUND SURFACE HAS A STEEPER SLOPE THAN THE SAFETY EDGE.

B. AREAS WHERE CURB AND GUTTER HAVE BEEN OR WILL BE PLACED AS THE SAFETY EDGE.

THESE CONDITIONS MAY EXIST FOR A PORTION OF THE ROAD BEING PAVED, THUS THE SAFETY EDGE SHOULD BE CONSIDERED FOR USE ON THE REMAINDER OF THE ROAD.
2. CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE ASPHALT CONCRETE OVERLAY, OR 2 1/2", WHICHEVER IS GREATER, BUT NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". FOR THICKNESSES GREATER THAN 6", CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE.
3. IN AREAS WHERE SAFETY EDGE IS TO BE APPLIED, AND PRIOR TO COMMENCING PAVING OPERATIONS, PREPARE THE SHOULDER MATERIAL AS PER CMS 209.06 - PREPARING SUBGRADE FOR SHOULDER PAVING, TO PROVIDE A FOUNDATION THAT WILL SUPPORT THE PLACEMENT OF THE SAFETY EDGE.
4. * 40° MAX.
5. THE AVERAGE OF 0.038 SQ. FT. IS BASED ON A TOTAL ASPHALT OVERLAY THICKNESS OF 2 1/2" AND A 30° ANGLE FOR THE SAFETY EDGE.
6. THE AVERAGE OF 0.054 SQ. FT. IS BASED ON A TOTAL ASPHALT OVERLAY THICKNESS OF 3" AND A 30° ANGLE FOR THE SAFETY EDGE.
7. AFTER THE PAVED LAYER, OR OVERLAY HAS BEEN PLACED, THE SHOULDER, OR BACKING MATERIAL SHALL TO BE GRADED BACK FLUSH WITH THE PAVED SURFACE.

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ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE
ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, DOUBLE

DESCRIPTION:

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING MAILBOX SUPPORT SYSTEM, FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER. MAILBOXES LOCATED WITHIN THE CLEAR ZONE SHALL BE INSTALLED USING "BREAKAWAY" TYPE SUPPORTS. SATISFACTORY SUPPORTS ARE AS FOLLOWS:

WOOD POSTS

MAXIMUM NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4 1/2 INCH DIAMETER ROUND TIMBER, AND CONFORM TO 710.14.

STEEL POSTS

NOMINAL 2 INCH DIAMETER (2 3/8" O.D.) SCHEDULE 40 STANDARD STRENGTH STEEL PIPE, AND CONFORM TO AASHTO M 181. ALL HARDWARE, INCLUDING, BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

ANY MATERIAL WITH BREAKAWAY CROSS SECTION CHARACTERISTICS EQUIVALENT TO THE POSTS MENTIONED ABOVE.

SETTING THE POSTS:

POSTS SHALL BE SET PER 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE. WHERE GUARDRAIL EXISTS, MAILBOXES AND THEIR SUPPORTS SHOULD BE LOCATED BEHIND THE GUARDRAIL AND MEET THE REQUIREMENTS MENTIONED ABOVE.

MOUNTING THE BOXES:

THE CONTRACTOR SHALL SECURELY AND NEATLY ATTACH THE MAILBOX TO THE NEW SUPPORT AND FURNISH ALL THE NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) NECESSARY TO COMPLETE THE INSTALLATION. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION WITH NO MORE THAN TWO BOXES MOUNTED ON A SINGLE POST. IN LOCATIONS WHERE MULTIPLE MAILBOXES ARE PRESENT (2 OR MORE), THE "GROUPED MAILBOX INSTALLATION" LAYOUT SHALL BE USED IN LIEU OF SINGLE SUPPORTS.

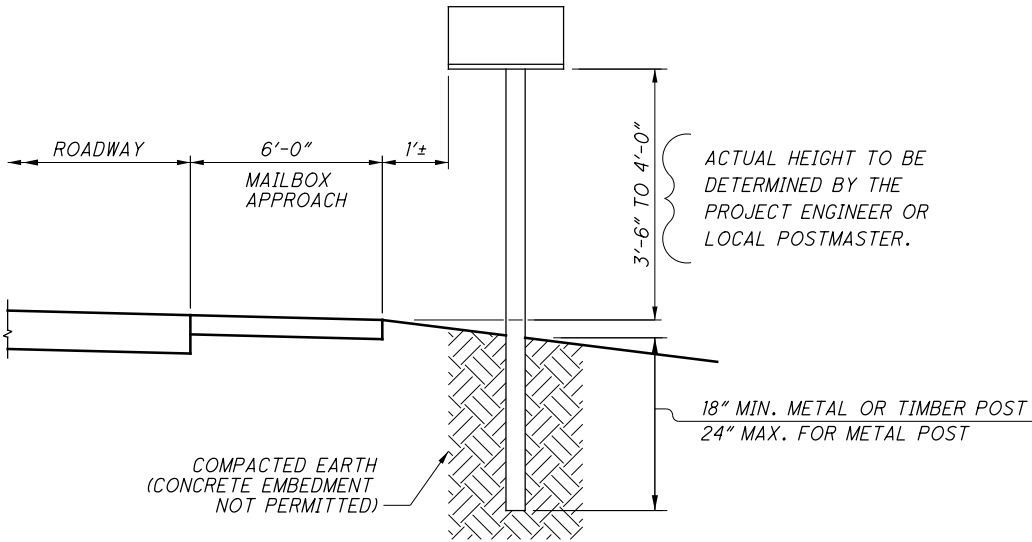
IF THE OWNER FAILS TO SUPPLY A NEW BOX, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND MOUNT IT TO THE NEW SUPPORT. THE CONTRACTOR SHALL EXERCISE DUE CARE IN SUCH AN OPERATION, AND BE HELD RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POSTMASTER REGARDING THE TIMING FOR THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

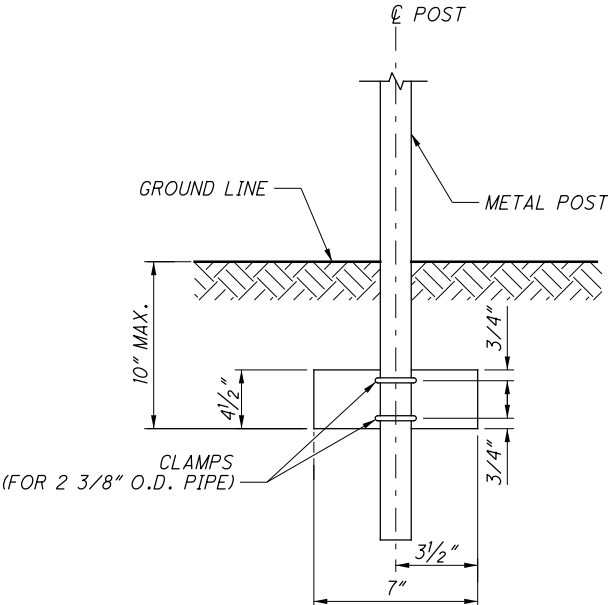
BASIS OF PAYMENT:

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS FOR PERMANENT INSTALLATIONS SHALL ALSO APPLY.

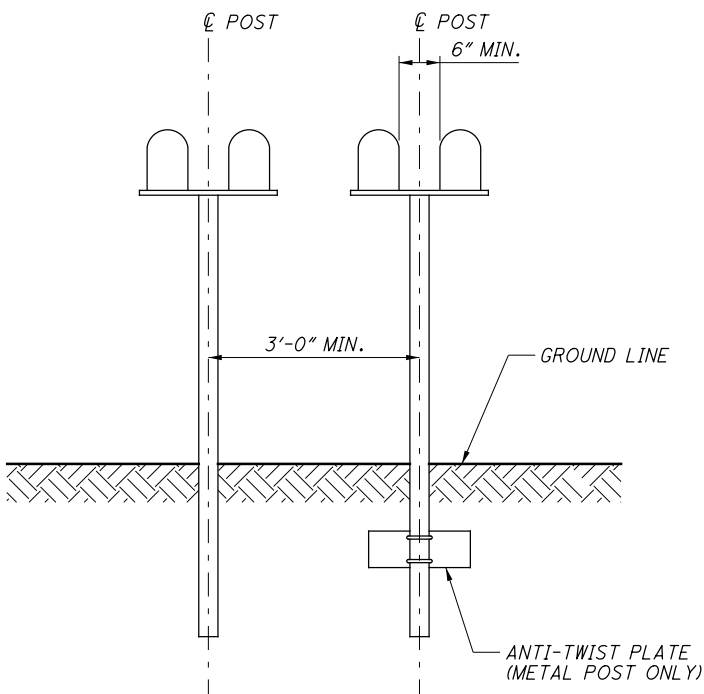
MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE OR ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, DOUBLE.



ELEVATION AT MAILBOX APPROACH



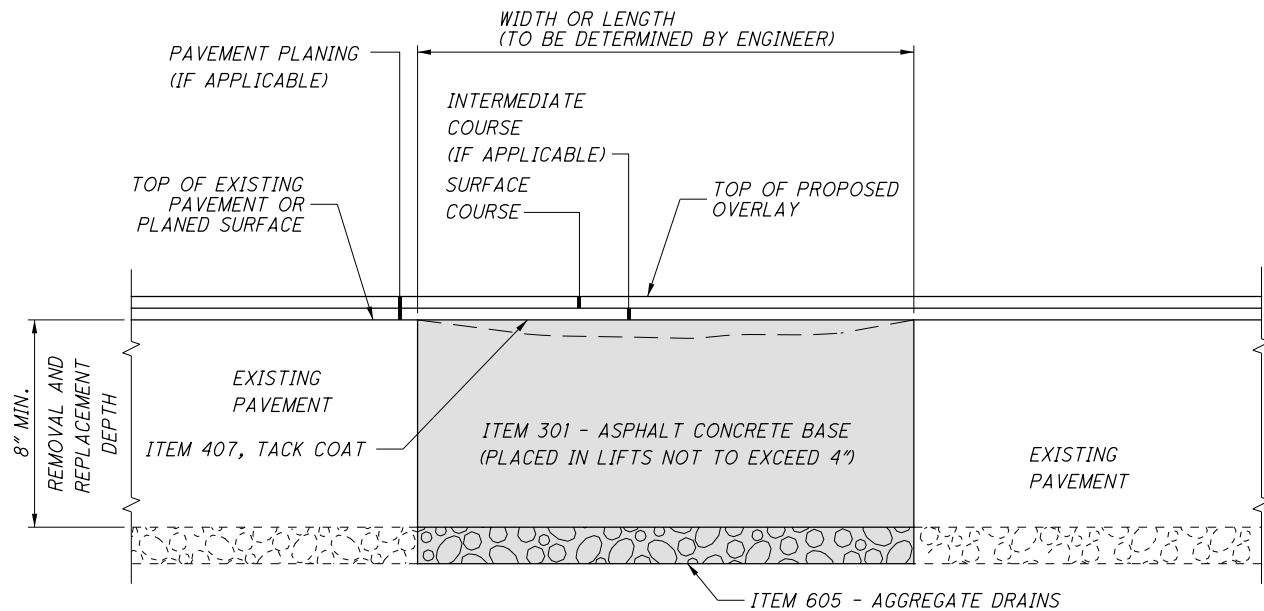
ANTI-TWIST PLATE



*GROUPED MAILBOX INSTALLATION

MAILBOX SUPPORT SYSTEM SUB-SUMMARY								
PART	COUNTY	ROUTE	SLM	SIDE	EXISTING SUPPORT	SPECIAL		FUNDING
							MAILBOX SUPPORT SYSTEM, DOUBLE	
							EACH	
4	TUS	S.R. 93	2.13	LT.	12 BOXES ON PLANK ATTACHED TO 2 POSTS		6	01/STR/PV
4	TUS	S.R. 93	2.72	RT.	4 BOXES ON PLANK ATTACHED TO 2 POSTS		2	01/STR/PV
4	TUS	S.R. 93	4.78	LT.	6 BOXES ON PLANK ATTACHED TO 2 POSTS		3	01/STR/PV
SUB-TOTAL: PART 4							11	01/STR/PV
TOTAL - (CARRIED TO GENERAL SUMMARY)							11	01/STR/PV

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PAVEMENT REPAIR TYPICAL

ITEM 253 - PAVEMENT REPAIR

THIS ITEM SHALL MEET THE REQUIREMENTS OF ITEM 253, PAVEMENT REPAIR AND THE ABOVE TYPICAL SECTION.

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.

IF NEEDED, AN AGGREGATE DRAIN SHALL BE INSTALLED IN ACCORDANCE WITH CMS 605.07.

ALL PAVEMENT REPAIRS ARE TO BE COMPLETED PRIOR TO THE PAVING OPERATIONS.

THE ESTIMATED QUANTITIES FROM THIS SHEET HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE SIZE AND LOCATION OF EACH PAVEMENT REPAIR. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

ESTIMATED QUANTITIES

(PART 2) HOL-93-0.00 S.L.M. TO HOL-93-4.18 S.L.M.
ITEM 253 - PAVEMENT REPAIR - 70 CU YD

(PART 3) TUS-93-0.00 S.L.M TO TUS-93-0.49 S.L.M.
ITEM 253 - PAVEMENT REPAIR - 10 CU YD

(PART 4) TUS-93-1.08 S.L.M TO TUS-93-8.66 S.L.M.
ITEM 253 - PAVEMENT REPAIR - 90 CU YD

(PART 5) TUS-93-8.66 S.L.M TO TUS-93-13.57 S.L.M.
ITEM 253 - PAVEMENT REPAIR - 140 CU YD

TOTAL USE: 310 CU YD (01/STR/PV)

ESTIMATED QUANTITIES

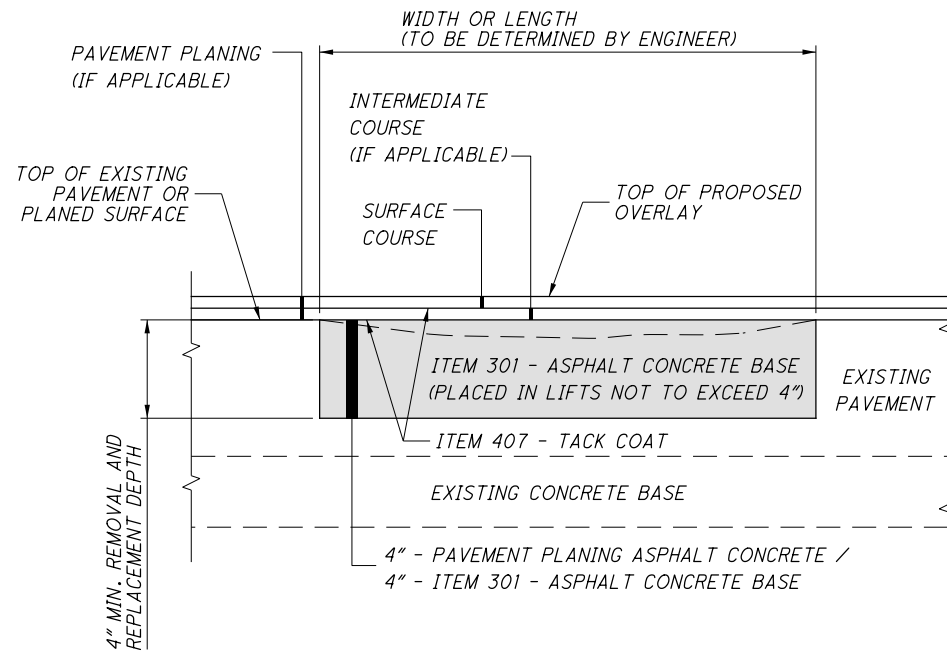
(PART 2) HOL-93-0.00 S.L.M. TO HOL-93-4.18 S.L.M.
ITEM 605 - AGGREGATE DRAINS - 140 FT

(PART 3) TUS-93-0.00 S.L.M TO TUS-93-0.49 S.L.M.
ITEM 605 - AGGREGATE DRAINS - 20 FT

(PART 4) TUS-93-1.08 S.L.M TO TUS-93-8.66 S.L.M.
ITEM 605 - AGGREGATE DRAINS - 180 FT

(PART 5) TUS-93-8.66 S.L.M TO TUS-93-13.57 S.L.M.
ITEM 605 - AGGREGATE DRAINS - 280 FT

TOTAL USE: 620 FT (01/STR/PV)



PARTIAL DEPTH PAVEMENT REPAIR TYPICAL

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)

THIS ITEM OF WORK SHALL CONFORM TO THE SPECIFICATIONS OF ITEM 251 EXCEPT IN LIEU OF PLACING MULTIPLE SURFACE COURSE LIFTS FOR THE REPAIR, THE CONTRACTOR SHALL PLACE AND COMPACT ONE FOUR (4) INCH LIFT OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22. PRIOR TO CONSTRUCTION, A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT, AND THE FINAL REPAIR LOCATIONS WILL BE PROVIDED TO THE CONTRACTOR. THE FOLLOWING ESTIMATED QUANTITY PROVIDED WITH THIS DETAIL SHALL BE CONSIDERED TO BE APPROXIMATE.

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

THIS ESTIMATED QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE AND MARK THE SIZE AND LOCATION OF EACH PAVEMENT REPAIR. FINAL PAYMENT FOR THIS ITEM OF WORK SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED, AND IN PLACE.

ESTIMATED QUANTITIES

(PART 2) HOL-93-0.00 S.L.M. TO HOL-93-4.18 S.L.M.
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 80 CU YD

(PART 3) TUS-93-0.00 S.L.M TO TUS-93-0.49 S.L.M.
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 30 CU YD

(PART 4) TUS-93-1.08 S.L.M TO TUS-93-8.66 S.L.M.
ITEM 251 -PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 100 CU YD

(PART 5) TUS-93-8.66 S.L.M TO TUS-93-13.57 S.L.M.
ITEM 251 -PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) - 50 CU YD

TOTAL USE: 260 CU YD (01/STR/PV)

(TOTALS CARRIED TO GENERAL SUMMARY)

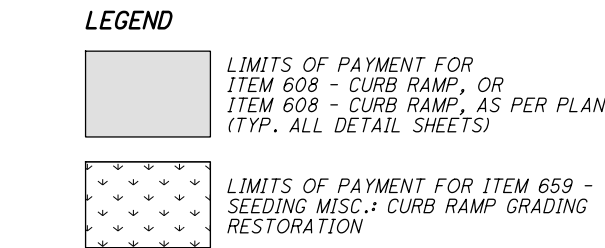
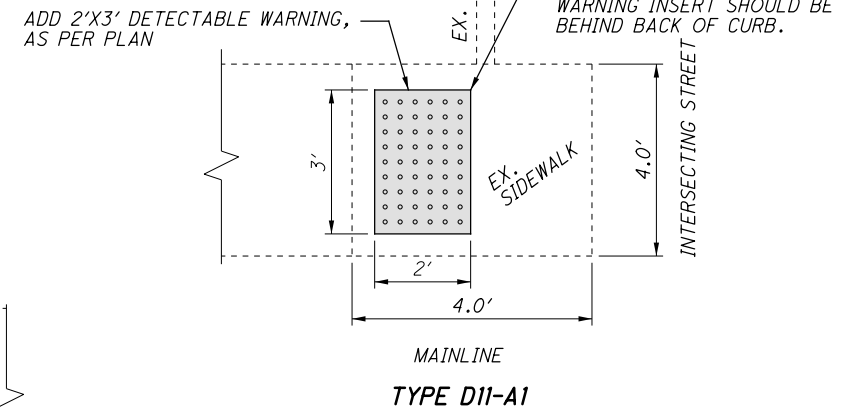
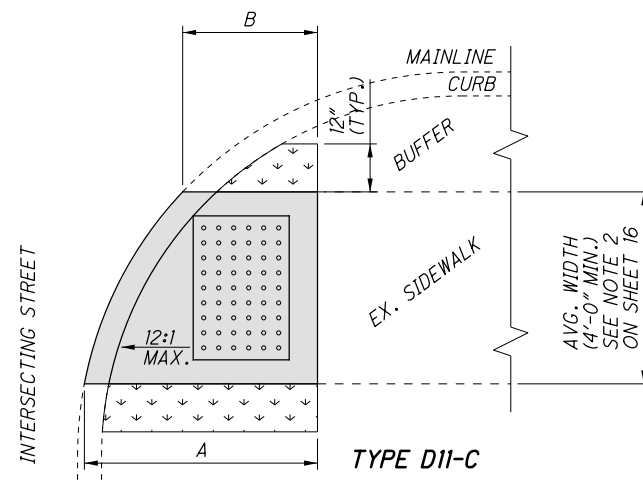
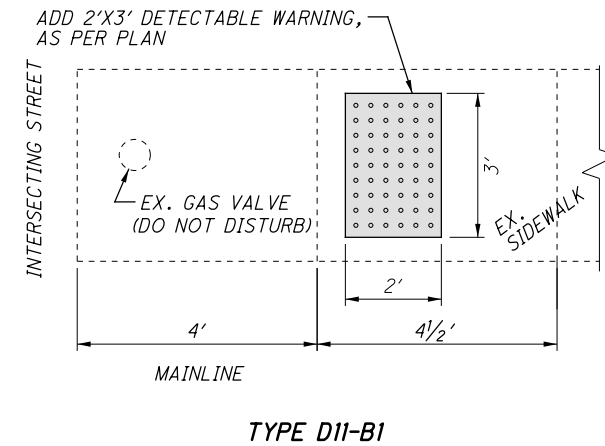
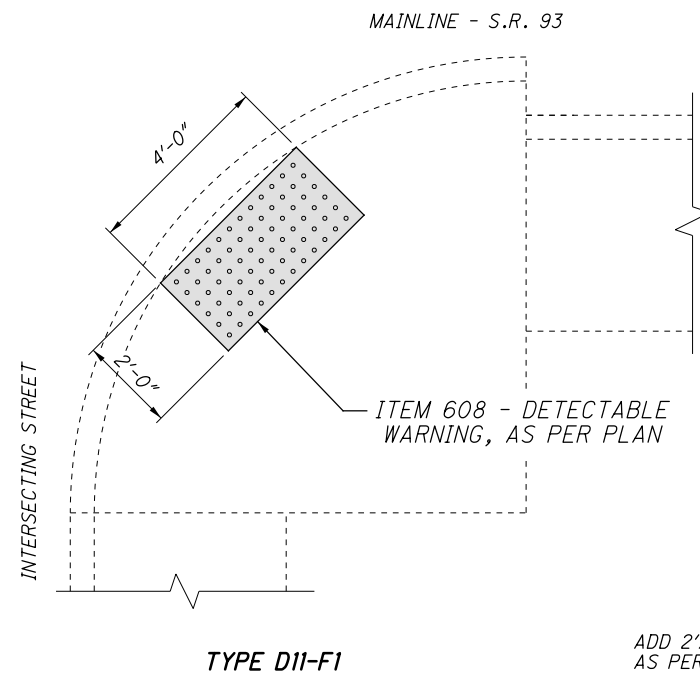
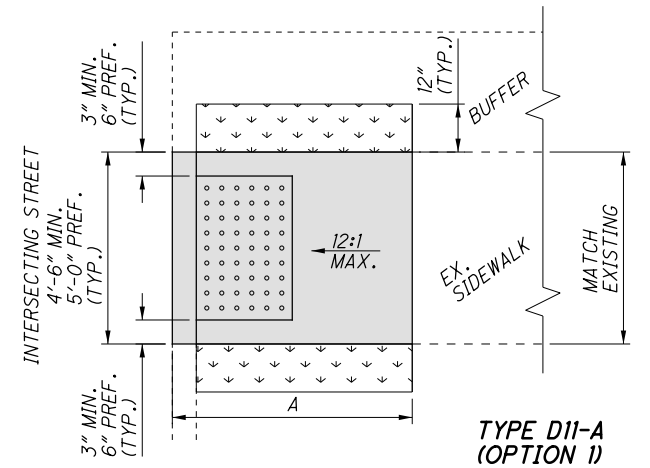
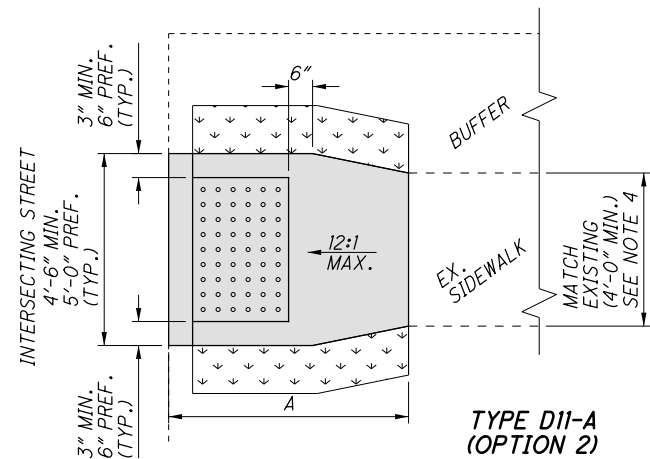
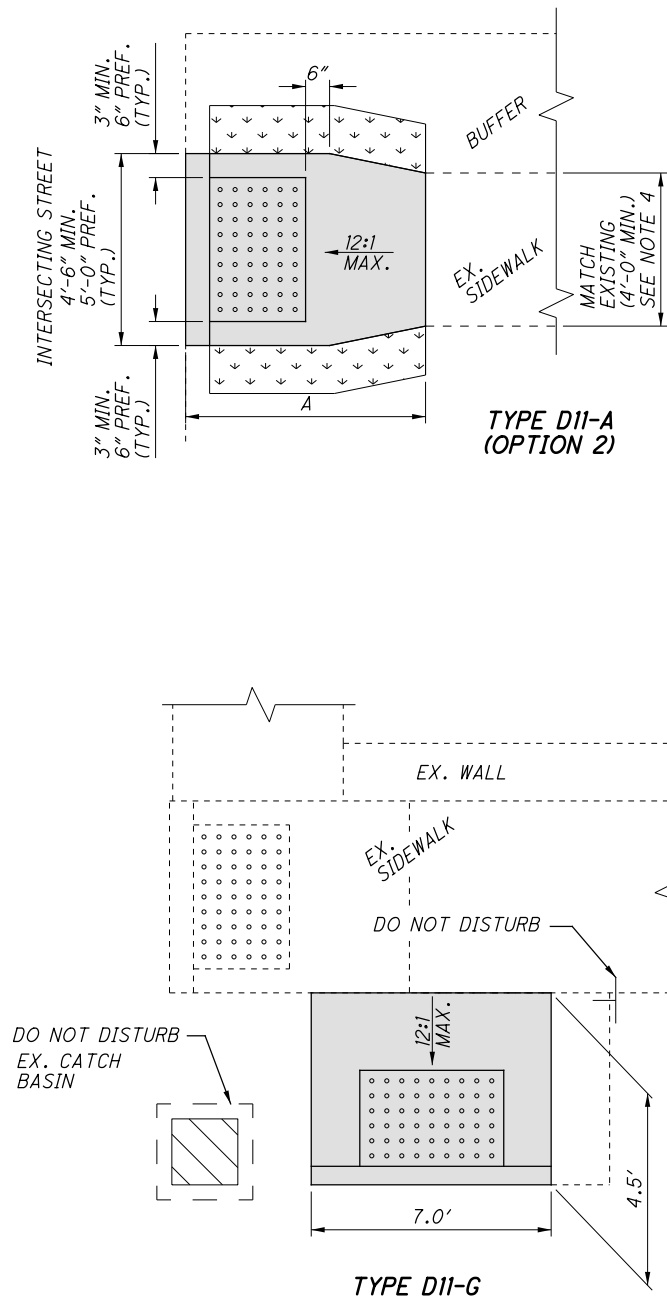
PAVEMENT REPAIR DETAILS

HOL-93-0.00
TUS-93-0.00

15
20

CALCULATED
TKB
CHECKED
DAH

CURB RAMP SUB-SUMMARY

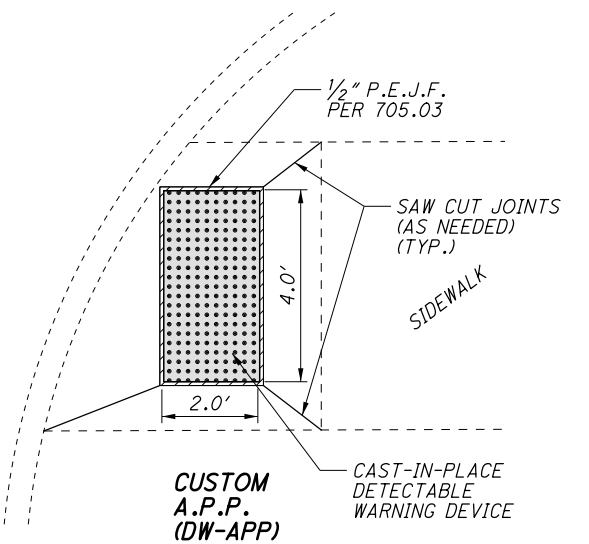
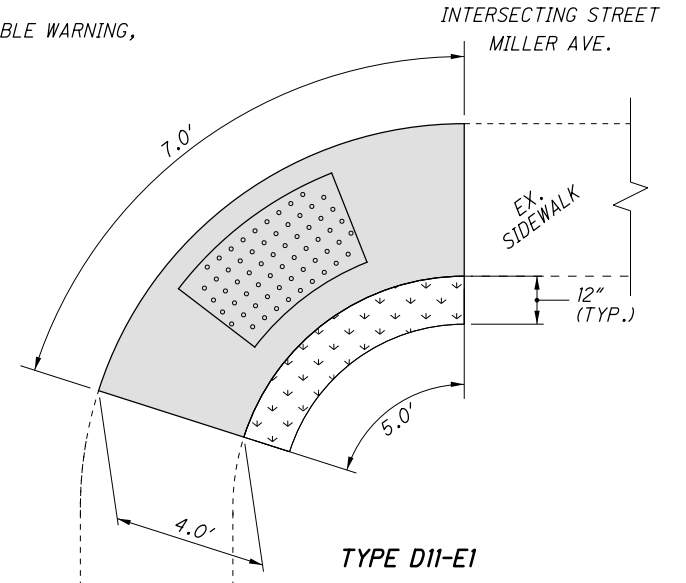


ITEM 608 - DETECTABLE WARNING, AS PER PLAN

THIS ITEM OF WORK CONSISTS OF EITHER CUTTING-IN AN AREA TO ACCEPT A NEW DETECTABLE WARNING DEVICE IN AN EXISTING ACCEPTABLE CURB RAMP LACKING A DEVICE, OR REMOVING WORN BRICK DETECTABLE WARNING DEVICES FROM EXISTING CURB RAMPS, AND SUBSEQUENTLY PREPARING THE VOID TO ACCEPT A NEW CAST-IN-PLACE STYLE DETECTABLE WARNING DEVICE CONFORMING TO CMS 712.14.

DURING THE RETROFIT, IF THE VOID REQUIRES ENLARGEMENT, THE CONTRACTOR SHALL REMOVE PORTIONS OF THE CONCRETE NECESSARY TO INCREASE THE OPENING TO, AT MINIMUM, ACCOMMODATE A STANDARD CAST-IN-PLACE DETECTABLE WARNING DEVICE WITH A 1/2" PEJF BORDER. PROVIDE A 2'X3' CAST-IN-PLACE DETECTABLE WARNING DEVICE FOR LOCATIONS TYPE DII-A1, TYPE DII-B1, AND TYPE DII-B2. FOR ALL OTHER LOCATIONS, USE 2'X4'. THE REMOVAL PROCEDURE SHALL ADHERE TO CMS 202.05. ONCE THE VOID HAS BEEN APPROPRIATELY SIZED TO ACCEPT THE NEW DEVICE, EXCAVATED, AND PREPARED AS PER SCD 608.03A AND 608.03C, THE CONTRACTOR SHALL PLACE A MINIMUM OF 4 INCHES OF CONCRETE, INSTALL 1/2" PEJF, AS PER 705.03, AROUND THE VOID'S PERIMETER, AND INSTALL THE CAST-IN-PLACE DETECTABLE WARNING DEVICE AS PER MANUFACTURER'S SPECIFICATIONS, AND CMS 712.14. THE CONTRACTOR SHALL SAW JOINTS AS PER SCD 603.03C, AS NEEDED, TO PREVENT CRACKING IN THE EXISTING WALK DUE TO THE ADDITION OF THE NEW CAST-IN-PLACE DETECTABLE WARNING DEVICE.

ALL ACTIONS PERFORMED UNDER THIS UNIT OF WORK SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOR ITEM 608 - DETECTABLE WARNING, AS PER PLAN, SQ. FT.



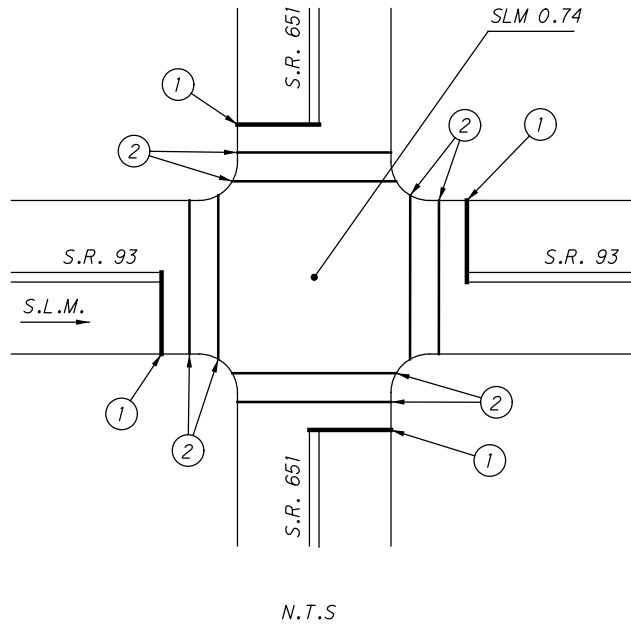
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TRAFFIC CONTROL SUBSUMMARY															
PART	SHEET NO.	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		621			646						FUNDING
						RPM		RAISED PAVEMENT MARKER REMOVED	EDGE LINE, 6" (WHITE)	CENTER LINE	STOP LINE	CROSSWALK LINE	RAILROAD MARKING SYMBOL	SCHOOL SYMBOL MARKING, 96"	
						SPACING	YELLOW/YELLOW								
				FROM	TO	FT.	EACH	EACH	MILE	MILE	FT.	FT.	EACH	EACH	
3		TUS	S.R. 93	0.00	0.49	40	66	66	0.98	0.49					
3		TUS	S.R. 93	0.49	1.08				1.18	0.59	60	484			
SUB-TOTALS PART 3							66	66	2.16	1.08	60	484			01/STR/PV
1		HOL	S.R. 93	0.00	0.65				1.30	0.65			2		
SUB-TOTALS PART 1									1.30	0.65			2		01/STR/PV
2		HOL	S.R. 93	0.65	4.18	40	467	467	7.06	3.53			2		
SUB-TOTALS PART 2							467	467	7.06	3.53			2		01/STR/PV
4		TUS	S.R. 93	1.08	1.61	40	71	71	1.06	0.53					
4		TUS	S.R. 93	1.61	2.43				1.64	0.82					
4		TUS	S.R. 93	2.43	2.48					0.05					
4		TUS	S.R. 93	2.50	2.54					0.04					
4		TUS	S.R. 93	2.54	3.48				1.88	0.94					
4		TUS	S.R. 93	3.48	8.24	40	629	629	9.52	4.76					
4		TUS	S.R. 93	8.24	8.66				0.84	0.42	31	64		2	
SUB-TOTALS PART 4							700	700	14.94	7.56	31	64		2	01/STR/PV
5		TUS	S.R. 93	8.66	13.57	40	649	649	9.82	4.91	22				
SUB-TOTALS PART 5							649	649	9.82	4.91	22				
SUB-TOTALS PARTS 3, 1, 2, 4, & 5							1,882	1,882	35.28	17.73	113	548	4	2	01/STR/PV
TOTALS (CARRIED TO GENERAL SUMMARY)							1,882	1,882	35.28	17.73	113	548	4	2	01/ STR/ PV

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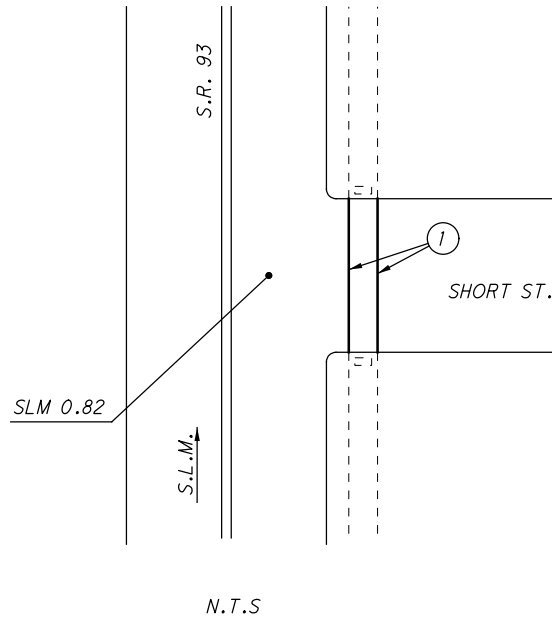
PART 3
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 0.74

- ① ITEM 646 - STOP LINE - 60 FT
② ITEM 646 - CROSSWALK - 328 FT
(01/STR/PV)



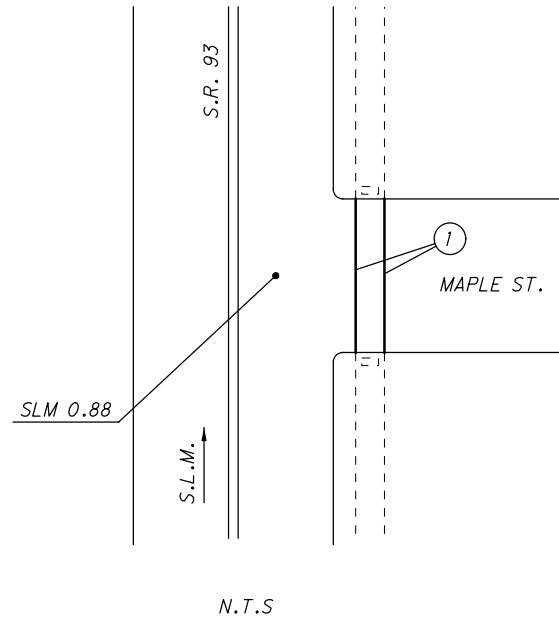
PART 3
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 0.82

- ① ITEM 646 - CROSSWALK - 40 FT
(01/STR/PV)



PART 3
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 0.88

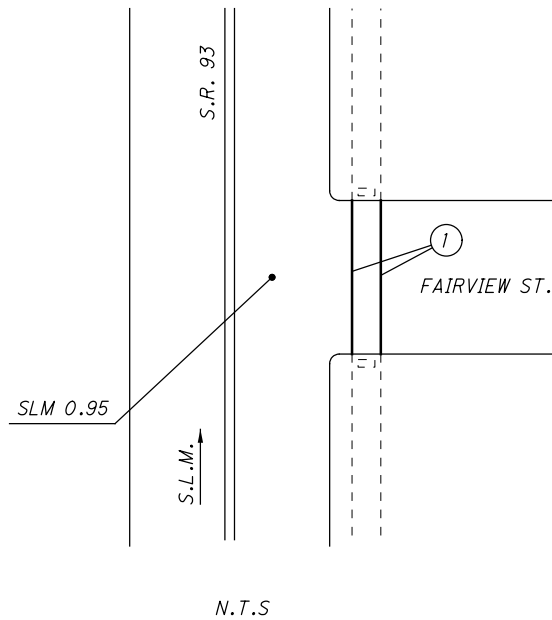
- ① ITEM 646 - CROSSWALK - 66 FT
(01/STR/PV)



ALL QUANTITIES CARRIED TO SHEET NO. 18.

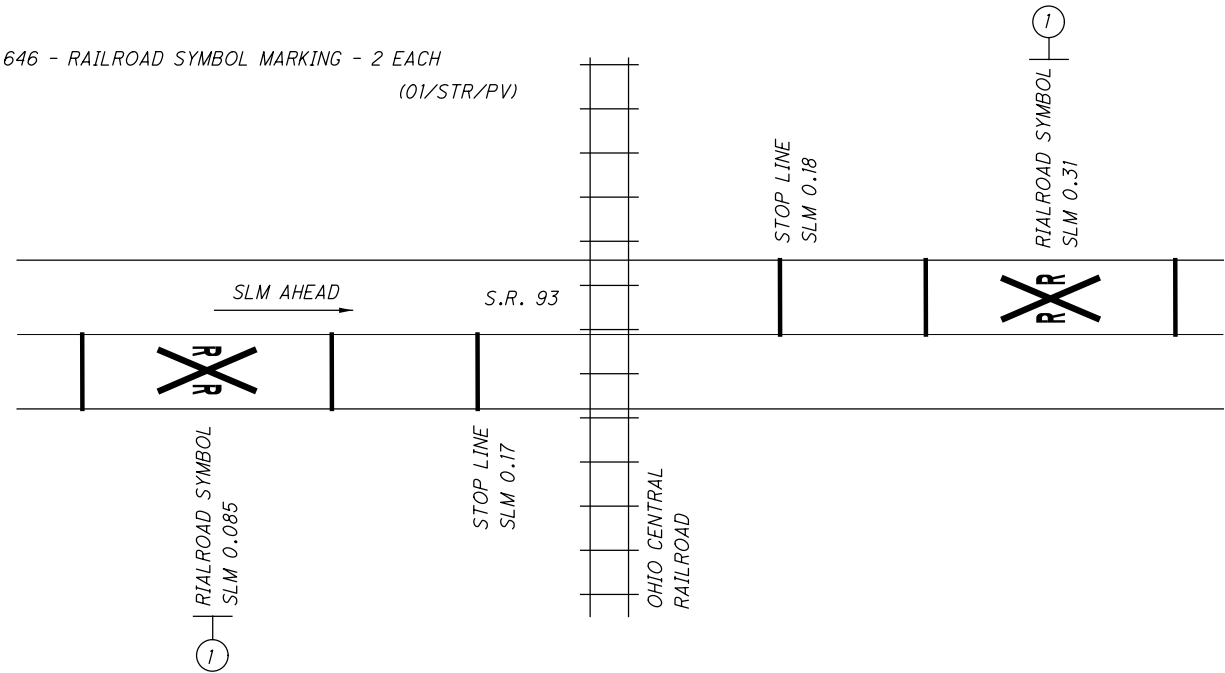
PART 3
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 0.95

- ① ITEM 646 - CROSSWALK - 50 FT
(01/STR/PV)



PART 1
COUNTY HOL
ROUTE S.R. 93
SECTION SLM 0.176

- ① ITEM 646 - RAILROAD SYMBOL MARKING - 2 EACH
(01/STR/PV)



FOR PAVEMENT MARKING DETAILS NOT SHOWN,
SEE STANDARD CONSTRUCTION DRAWING TC-71.10.

TRAFFIC CONTROL DETAILS

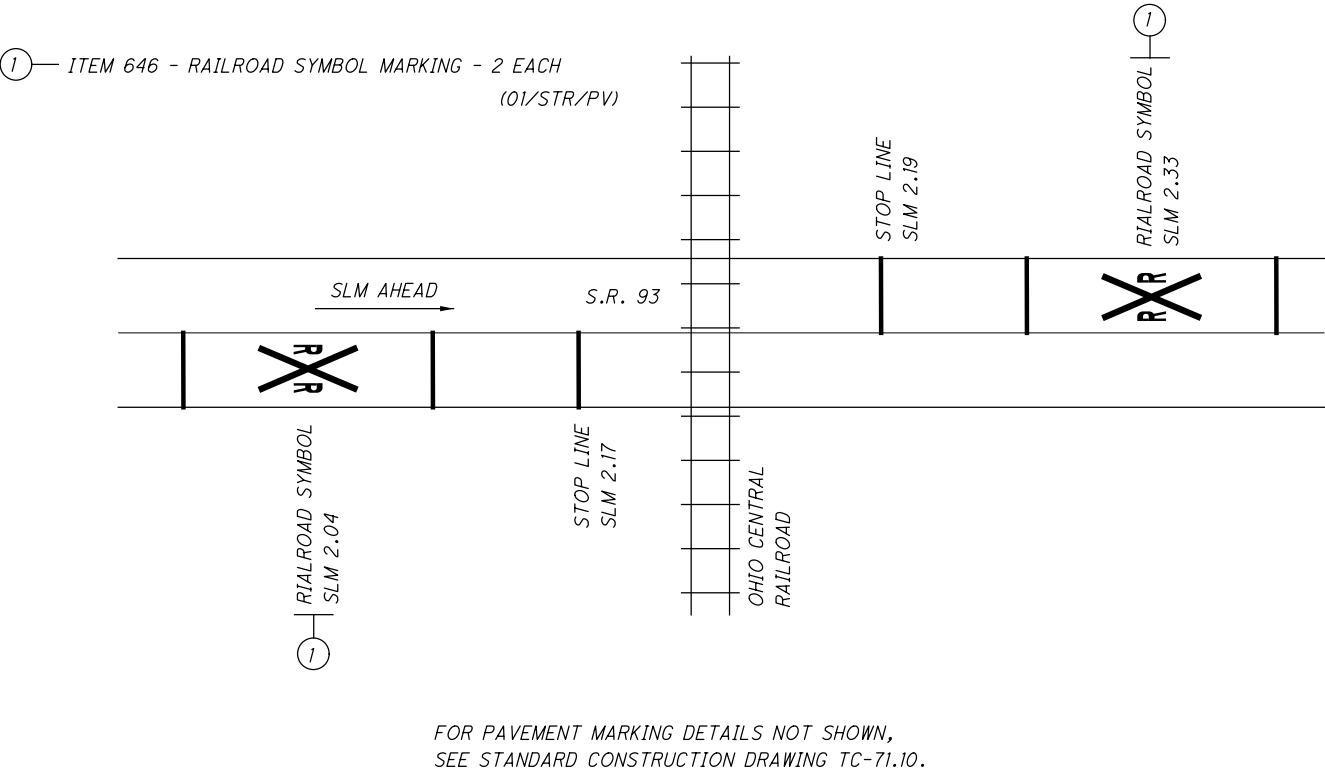
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TUS-93-0.00

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20

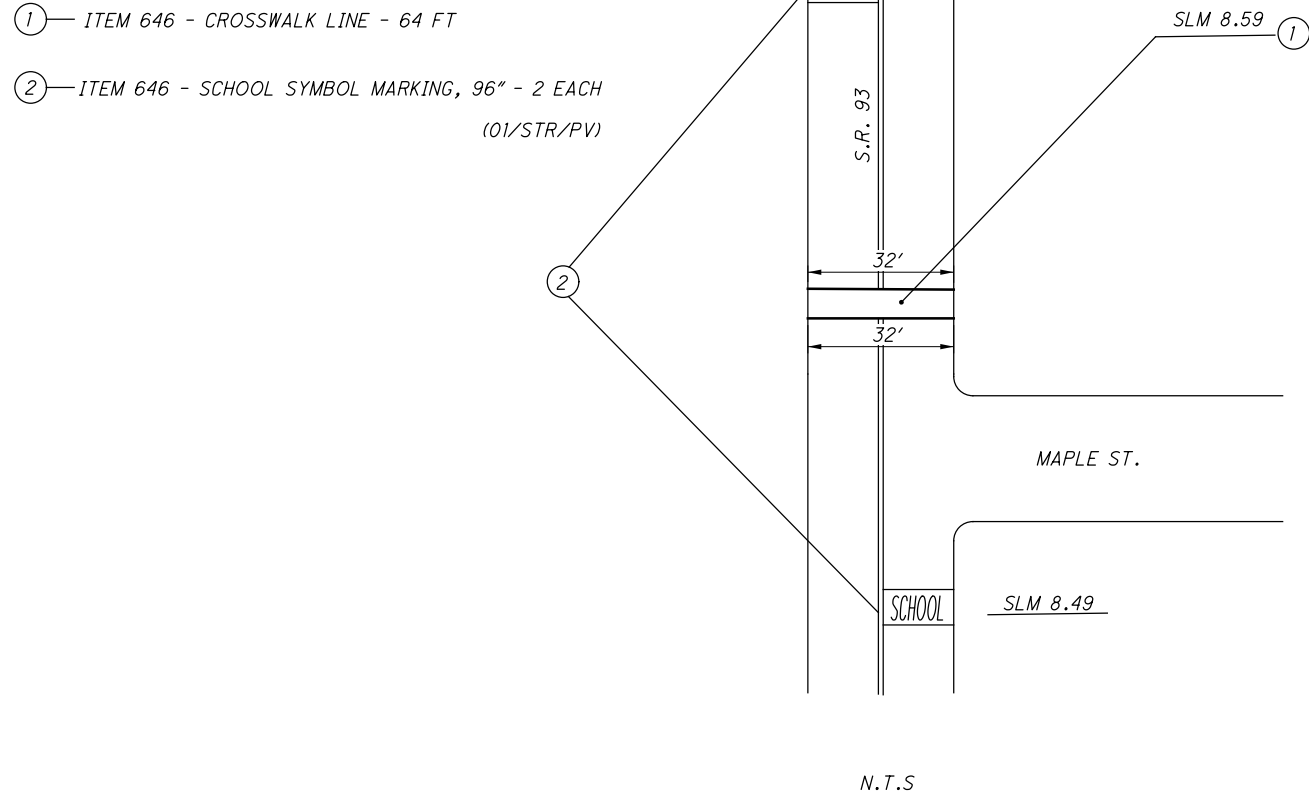
CALCULATED
TKB
CHECKED
DAH

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PART 2
COUNTY HOL
ROUTE S.R. 93
SECTION SLM 2.175

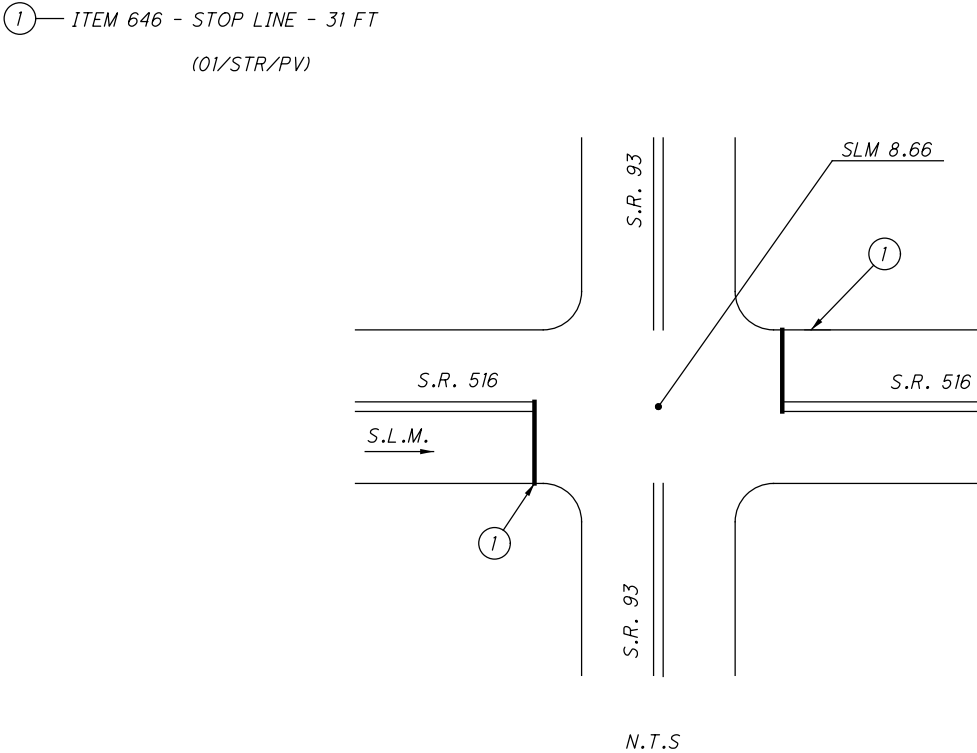


PART 4
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 8.59

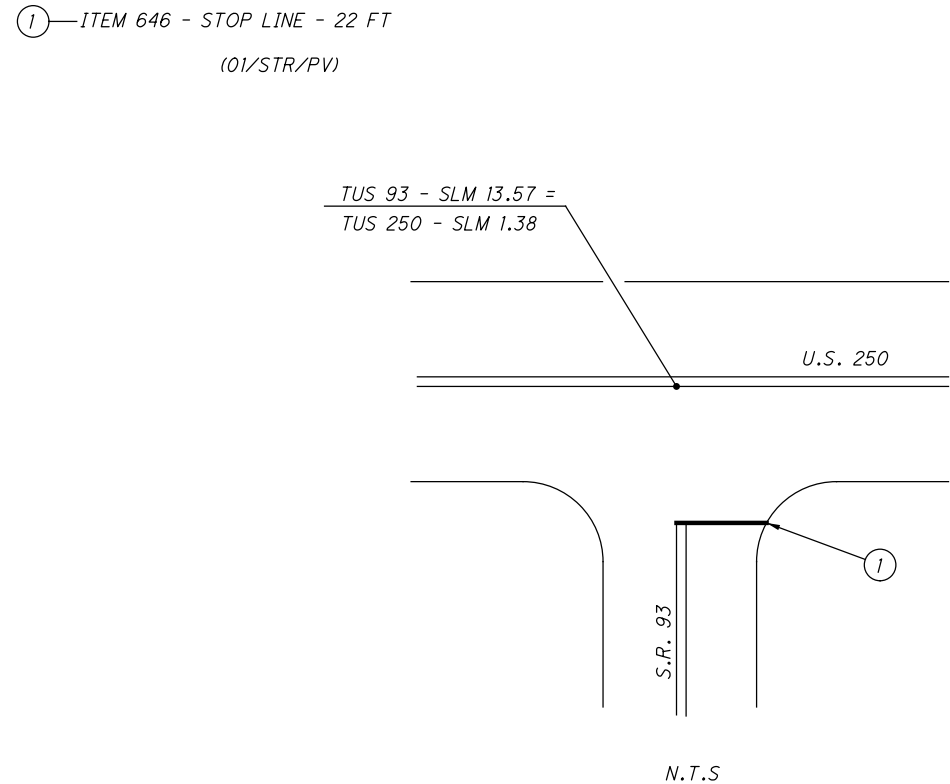


ALL QUANTITIES CARRIED TO SHEET NO. 18.

PART 4
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 8.66



PART 5
COUNTY TUS
ROUTE S.R. 93
SECTION SLM 13.57



TRAFFIC CONTROL DETAILS

HOL-93-0.00
TUS-93-0.00

20
20

CALCULATED
TKB
CHECKED
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