

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. THE LENGTH OF RESTRICTED TRAFFIC LANES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE CMS REQUIREMENTS FOR THE PROTECTION OF WORK ITEMS, WHICH NECESSITATE THE RESTRICTION. THE LIMITS AND DURATION OF LANE CLOSURES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

CONSTRUCTION FOR ALL PARTS OF THIS PROJECT SHALL COMMENCE ON, OR AFTER JULY 1, 2015.

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

WELLSVILLE ITALIAN-AMERICAN FESTIVAL - AUGUST 20-22, 2015

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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

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.

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.

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

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.

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 OF "DO NOT PASS" (R4-1) AND "PASS WITH CARE" (R4-2) SIGNS HAVE BEEN PROVIDED BELOW.

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

01/STR/PV
 (PART 2) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT --- 16.12 MILE

02/SK2/PV
 (PART 1) ITEM 614 -WORK ZONE CENTER LINE, CLASS II, 642 PAINT --- 2.01 MILE
USE: 18.13 MILE

01/STR/PV
 (PART 2) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT --- 16.12 MILE

02/SK2/PV
 (PART 1) ITEM 614 -WORK ZONE CENTER LINE, CLASS III, 642 PAINT --- 2.01 MILE
USE: 18.13 MILE

02/SK2/PV
 (PART 1) ITEM 614 -WORK ZONE CHANNELIZING LINE, CLASS III, --- 615 FT
 642 PAINT

01/STR/PV
 (PART 2) ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT --- 34 FT

02/SK2/PV
 (PART 1) ITEM 614 -WORK ZONE STOP LINE, CLASS III, 642 PAINT --- 174 FT
USE: 208 FT

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.

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 - 49 EACH

WORK ZONE MARKING SIGN TABLE	FUNDING	
PART 1		
"DO NOT PASS"	3	
"NO EDGE LINES"	2	
SUBTOTAL - PART 1	5	02/SK2/PV
PART 2		
"DO NOT PASS"	8	
"PASS WITH CARE"	4	
"NO EDGE LINES"	32	
SUBTOTAL - PART 2	44	01/STR/PV
TOTAL	49	

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

FOLLOW SPECIFICATION 703.05 EXCEPT DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" ACCORDING TO THE OFFICE OF MATERIAL'S MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)

LONGITUDINAL AND TRANSVERSE IRREGULARITIES ARE INTERMITTENTLY PRESENT THROUGHOUT THE EXISTING PAVEMENT SURFACE, BUT THE PAVEMENT DOES NOT REQUIRE A FULL-WIDTH LEVELING COURSE. IRREGULARITIES SHALL BE FILLED WITH ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING) IN A MANNER THAT WILL RESULT IN SURROUNDING PORTIONS OF THE EXISTING SURFACE REMAINING EXPOSED AFTER THE SPOT LEVELING COURSE IS PLACED. THE SPOT LEVELING COURSE SHALL BE A VARIABLE DEPTH COURSE WITH A MINIMUM THICKNESS OF 0". THE MATERIAL SHALL BE PLACED IN A SEPARATE OPERATION DIRECTED BY THE ENGINEER.

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-97.12, 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.

COORDINATION OF RESURFACING AND PLANING OPERATIONS

ONCE THE PAVEMENT PLANING OPERATIONS HAVE BEGUN, IT SHALL PROCEED CONTINUOUSLY UNTIL ALL ELEMENTS OF THE WORK ASSOCIATED WITH THE PAVEMENT PLANING OPERATIONS ARE COMPLETED. THE PAVEMENT PLANING OPERATION SHALL BE COMPLETED IN A TIMELY MANNER AS DIRECTED BY THE ENGINEER. PAVING MUST BEGIN NO LATER THAN 4 DAYS AFTER THE START OF THE PAVEMENT PLANING OPERATION. IF PAVING THE ASPHALT CONCRETE DIRECTLY ONTO PORTLAND CEMENT, CONCRETE OR BRICK PAVEMENT, TACK THE PAVEMENT WITH RUBBERIZED ASPHALT EMULSION CONFORMING TO CMS 702.13.

ALL REMAINING GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT WHAT IS REQUIRED TO BE USED FOR SHOULDER MATERIAL.

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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.

NOTIFICATION OF WORK ZONE LANE RESTRICTIONS

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTING ANY WORK ZONE RESTRICTIONS THAT WILL REDUCE THE WIDTH OR VERTICAL CLEARANCE OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION.

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.

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 ON CURVES OR ON PREVIOUS MAINTENANCE ACTIVITIES BEYOND THE AVERAGE PAVEMENT WIDTH SHOWN.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

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

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED 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 ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

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 COMPACTED AGGREGATE SHOULDER, AS PER PLAN.

ITEM 617 - SHOULDER PREPARATION

THIS WORK WILL BE IN ACCORDANCE WITH CMS ITEM 617, WITH SPECIAL ATTENTION GIVEN TO SECTION 617.04. THE WORK DONE WILL BE IN REASONABLY CLOSE CONFORMITY WITH THE LINES AND TYPICAL SECTIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

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

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

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS AND INTERSECTING PUBLIC ROADS NOT OTHERWISE INDICATED. AN AVERAGE THICKNESS EQUAL TO THE SURFACE COURSE THICKNESS (3" SHALL BE PLACED ON THE EXISTING PAVED DRIVES AND APPROACHES, FOR AN APPROXIMATE DISTANCE OF 10 FEET FOR DRIVEWAYS AND 20 FEET FOR PUBLIC ROADS FROM THE EDGE OF PAVEMENT OR PAVED SHOULDERS, WHICHEVER IS APPLICABLE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

UP GRADE DRIVEWAY PAVING SHALL BE PLACED TO THE BEGINNING OF THE UPSLOPE OF THE DRIVEWAY, 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'S ATTENTION IS DIRECTED TO CMS 107.10. ALL DRIVEWAYS SHALL BE PAVED WITHIN (5) WORKING DAYS AFTER PLACING OF THE SURFACE COURSE ON THE MAINLINE PAVEMENT.

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL FOLLOW SPECIFICATION 703.05 EXCEPT DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" ACCORDING TO THE OFFICE OF MATERIAL'S MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

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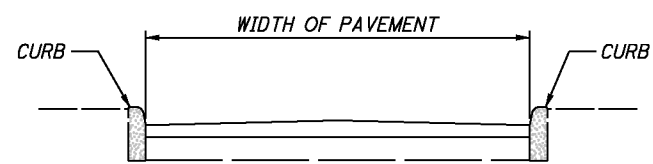
SHEET NUMBER											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.						
2	6	7	8	9	10	11	12	14	01/STR/ PV	02/S<2/ PV														
								ROADWAY																
						692							692	202	23500	692	SY	WEARING COURSE REMOVED						
						16.81							16.12	0.69	209	72051	16.81	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	3				
									4							4		SPECIAL	69050000	4	EACH	MAILBOX SUPPORT	12	
								EROSION CONTROL																
									925	75			832	30000	1000	EACH	EROSION CONTROL							
								DRAINAGE																
									968							968	605	31100	968	FT	AGGREGATE DRAINS			
								PAVEMENT																
									484							484	251	01010	484	CY	PARTIAL DEPTH PAVEMENT REPAIR			
									484							484	253	02000	484	CY	PAVEMENT REPAIR			
12404	15131	810		122				15131	13336			254	01000	28467	SY	PAVEMENT PLANING, ASPHALT CONCRETE								
									1681							302	46000	1681	CY	ASPHALT CONCRETE BASE, PG64-22				
9666	1135	933		15				10877	872			407	10000	11749	GAL	TACK COAT								
5154										5193	460	407		14000	5653	GAL	TACK COAT FOR INTERMEDIATE COURSE							
									7566	324	408		10001	7890	GAL	PRIME COAT, AS PER PLAN	3							
4474	431	125	10					4630	410	441		10101	5040	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)	2								
3580	346								3606	320	441		50200	3926	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)								
387										319	68	441		50401	387	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS), AS PER PLAN	3						
									1182	51	617		10101	1233	CY	COMPACTED AGGREGATE, AS PER PLAN	3							
									18914	810	617		20000	19724	SY	SHOULDER PREPARATION								
								TRAFFIC CONTROL																
									1065							1065	621	00100	1065	EACH	RPM			
									1065							1065	621	54000	1065	EACH	RAISED PAVEMENT MARKER REMOVED			
									17.12							16.12	1	646		10000	17.12	MILE	EDGE LINE, 4"	
									8.73	0.67	646		10200	8.73	MILE	CENTER LINE								
									205							205	646	10300	205	FT	CHANNELIZING LINE, 8"			
									75	58	646		10400	75	FT	STOP LINE								
									4	4	646		20300	4	EACH	LANE ARROW								
								MAINTENANCE OF TRAFFIC																
49										44	5	614		12460	49	EACH	WORK ZONE MARKING SIGN							
18.13										16.12	2.01	614		21500	18.13	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT							
18.13										16.12	2.01	614		21550	18.13	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT							
615										615	614		23680	615	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT								
208										34	174	614		26610	208	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT							
								INCIDENTALS																
LS										LS	LS	614		11000	LS		MAINTAINING TRAFFIC	2						
									LS	LS	624		10000	LS		MOBILIZATION								

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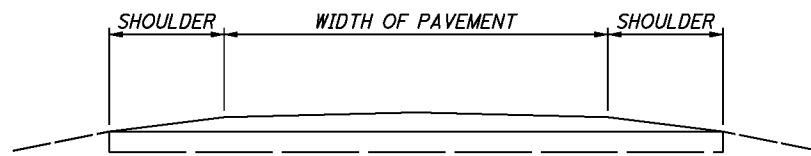
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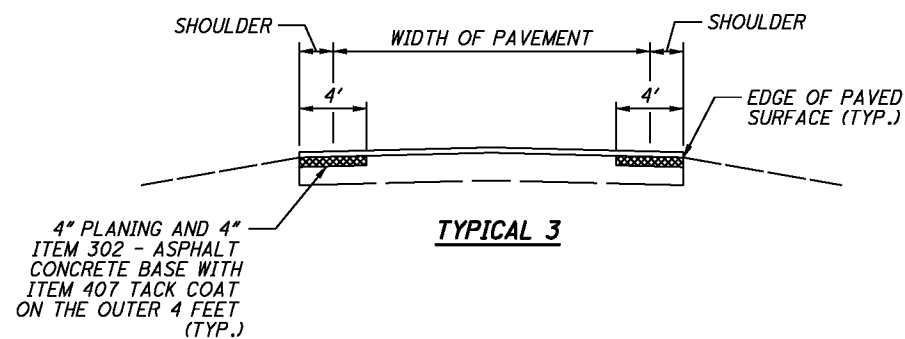
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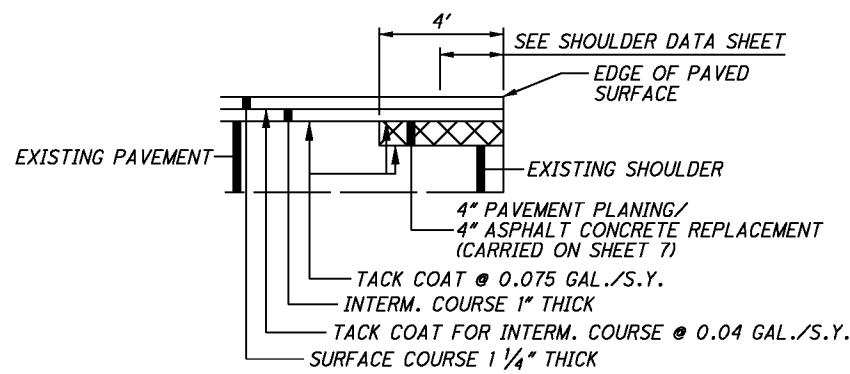
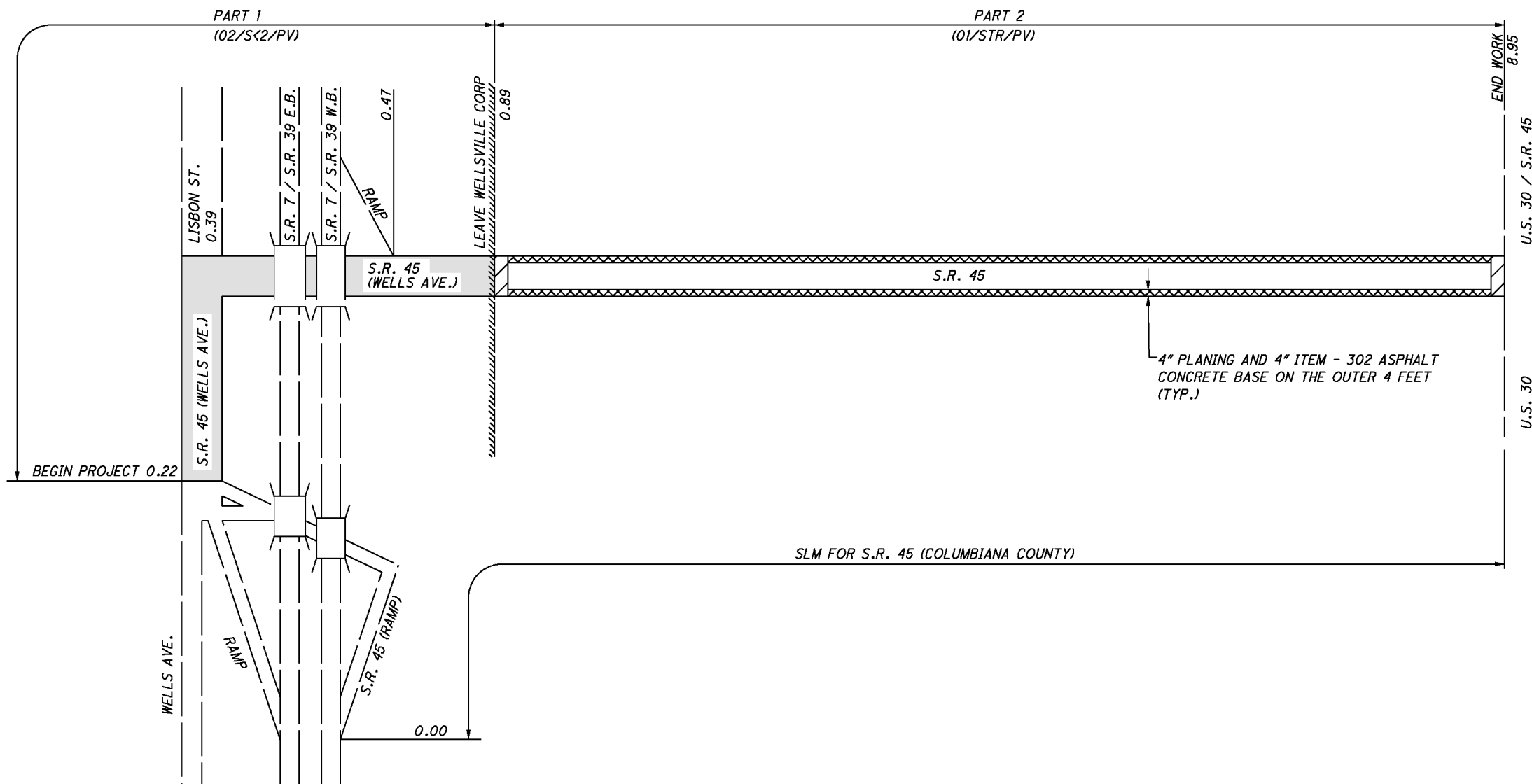
TYPICAL 1



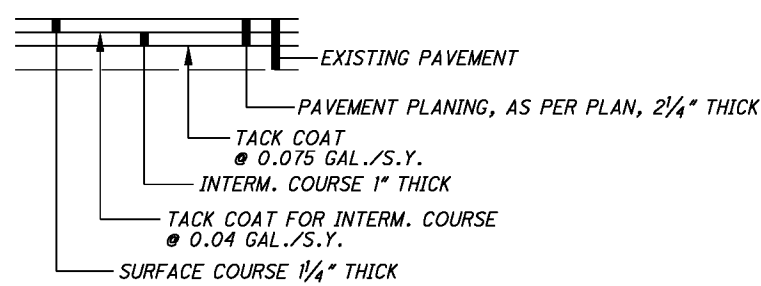
TYPICAL 2



TYPICAL 3



PROPOSED WORK



**PROPOSED WORK
(PLANING AND RESURFACING)**

LEGEND

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (4")

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (2 1/4")

ITEM 202 - WEARING COURSE REMOVED BUTT JOINT OR FEATHER AS PER STD. DWG. BP-3.1

NOTE: ITEM 202 - WEARING COURSE REMOVED INCLUDES MAINLINE PAVEMENT AND PAVED SHOULDERS.

PAVEMENT DATA

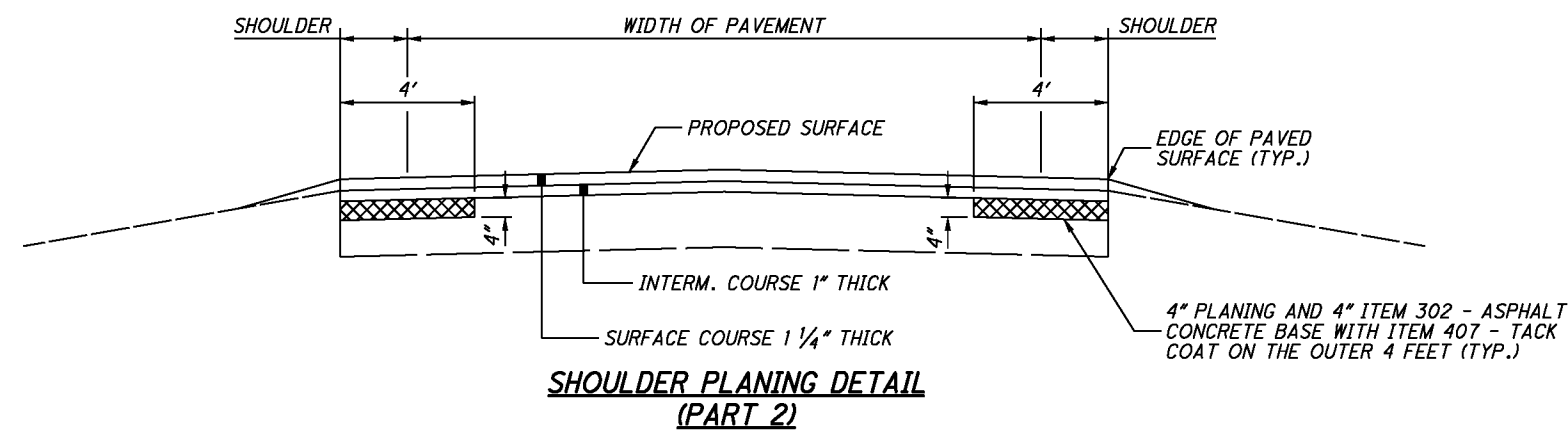
										PROPOSED PAVEMENT										
PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	FEET	WIDTH OF PAVEMENT	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA	202	254	407		441				FUNDING		
										WEARING COURSE REMOVED (INCLUDES SHOULDERS)	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL./S.Y.	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, PG64-22 (DRIVEWAYS), AS PER PLAN
		FROM	TO			FT.		SQ. YD.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.	IN.	CU. YD.		
1	S.R. 45	0.22	0.39	0.17	898	36	1	ASPHALT	3,592		3,592	269	144	1 1/4	125	1	100			
1	S.R. 45	0.39	0.51	0.12	634	23	2 / 1	ASPHALT	1,620		1,620	122	65	1 1/4	56	1	45			
1	S.R. 45	0.51	0.89	0.38	2,006	22	2 / 1	ASPHALT	4,904		4,904	368	196	1 1/4	170	1	136			
EXTRA FOR PAVED DRIVES					200	10			222									1 1/4	8	
EXTRA FOR PAVED PUBLIC ROADS					775	20			1,722		1,722							1 1/4	60	
EXTRA FOR MAILBOX TURNOUTS					3 EA. x 20 SQ.YD.				60		60	5	2	1 1/4	2	1	2			
EXTRA FOR WIDENING					5%				506		506	38	20	1 1/4	18	1	14			
SUB-TOTALS: PART 1											12,404	802	427		371		297		68	02/S<2/PV
2	S.R. 45	0.89	8.15	7.26	38,333	22	3	ASPHALT	93,703	228		7,028	3,748	1 1/4	3,254	1	2,603			
2	S.R. 45	8.15	8.95	0.80	4,224	24	3	ASPHALT	11,264	254		845	451	1 1/4	391	1	313			
EXTRA FOR PAVED DRIVES					6,000	10			6,667									1 1/4	231	
EXTRA FOR PAVED PUBLIC ROADS					1,135	20			2,522									1 1/4	88	
EXTRA FOR MAILBOX TURNOUTS					125 EA. x 20 SQ.YD.				2,500			188	100	1 1/4	87	1	69			
EXTRA FOR U.S. 30 INTERSECTION								210	210		16	8	1 1/4	7	1	6				
EXTRA FOR WIDENING					10%				10,497		787	420	1 1/4	364	1	292				
SUB-TOTALS: PART 2										692		8,864	4,727		4,103		3,283		319	01/STR/PV
SUB-TOTAL: (01/STR/PV)										692		8,864	4,727		4,103		3,283		319	
SUB-TOTAL: (02/S<2/PV)											12,404	802	427		371		297		68	
TOTALS (CARRIED TO GENERAL SUMMARY)										692	12,404	9,666	5,154		4,474		3,580		387	

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NOTES:

1. SHOULDER PLANING FOR PART 2 SHALL BE CONSTRUCTED AT LOCATIONS AS DIRECTED BY THE ENGINEER. IT IS ESTIMATED THAT APPROXIMATELY 40% OF THE SHOULDER LENGTH FOR PART 2 WILL BE PLANED.

PROPOSED LEGEND

- ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
- ITEM 302 - ASPHALT CONCRETE BASE, PG64-22

ESTIMATED QUANTITIES

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (4")
 (PART 2)
 40% (8.06 MI. x 5280' x 4.0' (AVG.) x 2 SIDES + 9) = 15,131 SQ. YD.
USE 15,131 SQ. YD. (01/STR/PV)
CARRIED TO GENERAL SUMMARY

ITEM 302 - ASPHALT CONCRETE BASE, PG64-22
 (PART 2)
 40% (8.06 MI. x 5280' x 4.0' (AVG.) x (4" + 12) x 2 SIDES + 27) = 1,681 CU. YD.
USE 1,681 CU. YD. (01/STR/PV)
CARRIED TO GENERAL SUMMARY

ITEM 407 - TACK COAT
 (PART 2)
 40% (8.06 MI. x 5280' x 4.0' (AVG.) x 2 SIDES + 9) x 0.075 GAL/SY = 1,135 GALLON
USE 1,135 GALLON (01/STR/PV)
CARRIED TO GENERAL SUMMARY

SEQUENCE OF CONSTRUCTION

1. CONSTRUCT THE PAVEMENT AND SHOULDER REPAIRS, AS DIRECTED BY THE ENGINEER.
2. PLACE THE INTERMEDIATE AND SURFACE COURSES.

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SHOULDER QUANTITIES

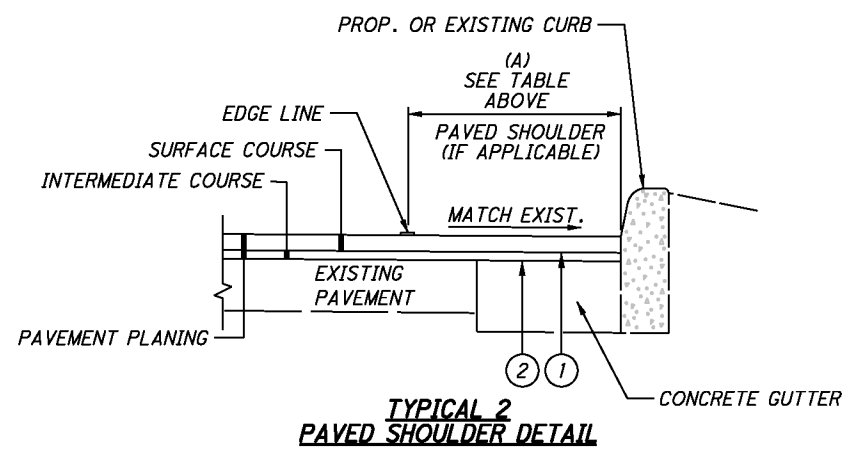
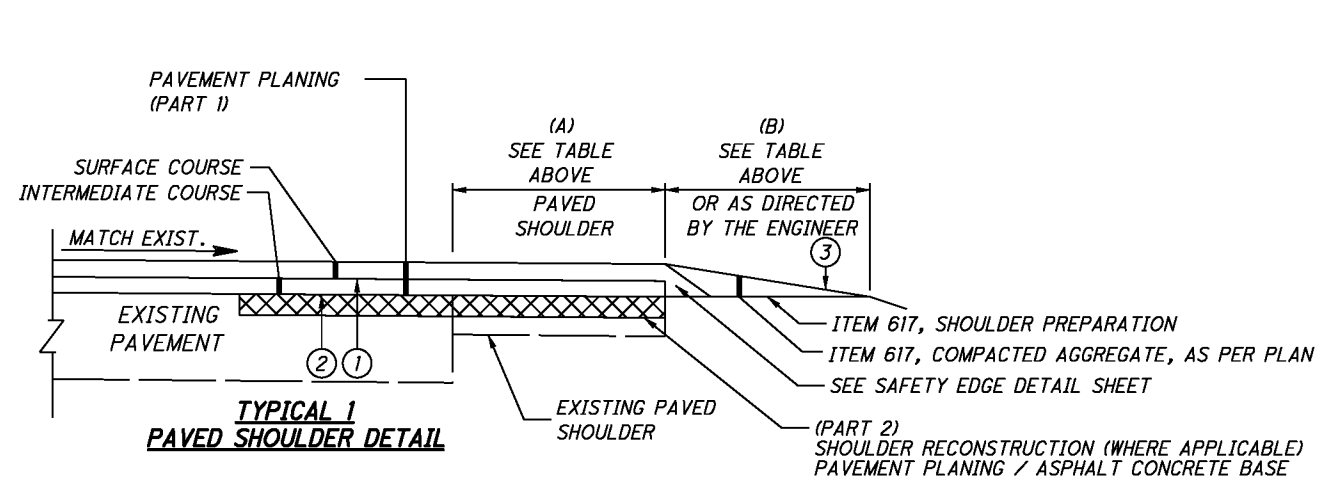
PART	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		MILE	FEET	TYPICAL				SHOULDER AREA SQ. YD.	209	254	407		408	441			617		FUNDING		
						PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE 2 1/4"	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL./S.Y.		PRIME COAT, AS PER PLAN @ 0.40 GAL./S.Y.	IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M)	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (SPOT LEVELING)	IN.	COMPACTED AGGREGATE, AS PER PLAN	SHOULDER PREPARATION					
																			LT.	RT.		A	B
FROM	TO																						
1	S.R. 45	0.22	0.39	0.17	898	2		0.0	0.0	0													
1	S.R. 45	0.39	0.47	0.08	422	1	2	2.0	0.0	94		94	7	4		1 1/4	3	1	3				
1	S.R. 45	0.47	0.70	0.23	1,214	1	3	2.0	0.0	270		270	20	11		1 1/4	9	1	8	2 1/4	6	94	
1	S.R. 45	0.70	0.89	0.19	1,003	1		2.0	2.0	446		446	33	18		1 1/4	15	1	12				
SUB-TOTALS: PART 1											0.69	810	60	33	324		27		23		51	810	02/S<2/PV
2	S.R. 45	0.89	1.55	0.66	3,485	1		2.0	2.0	1,549			116	62		1 1/4	54	1	43				
2	S.R. 45	1.55	8.15	6.60	34,848	1		1.0	1.0	7,744			581	310		1 1/4	269	1	215	2 1/4	97	1,549	
2	S.R. 45	8.15	8.95	0.80	4,224	1		2.5	2.5	2,347			176	94		1 1/4	81	1	65	2 1/4	968	15,488	
SUB-TOTALS: PART 2											16.12	0	873	466	7,566		404		323		1,182	18,914	01/STR/PV
SUB-TOTAL: (01/STR/PV)											16.12	0	873	466	7,566		404		323		1,182	18,914	01/STR/PV
SUB-TOTAL: (02/S<2/PV)											0.69	810	60	33	324		27		23		51	810	02/S<2/PV
TOTALS (CARRIED TO GENERAL SUMMARY)											16.81	810	933	499	7,890		431		346		1,233	19,724	

CALCULATED MVC CHECKED JPB

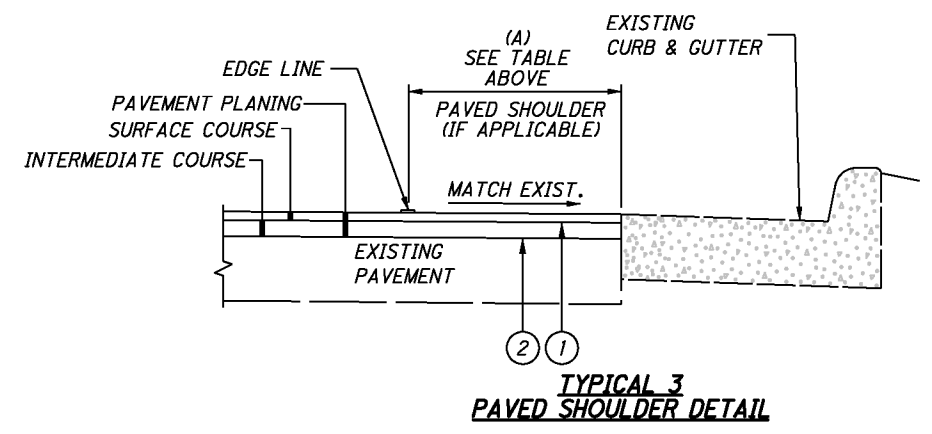
SHOULDER DATA

COL - 45 - 0.22

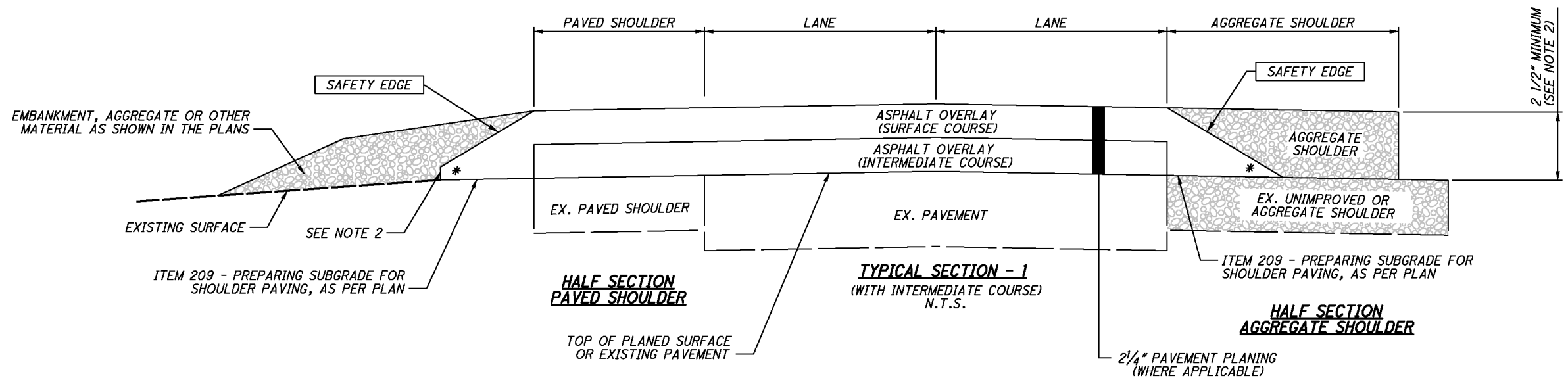
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- PROPOSED LEGEND**
- ① — ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
 - ② — ITEM 407 - TACK COAT
 - ③ — ITEM 408 - PRIME COAT, AS PER PLAN



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SAFETY EDGE

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". 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 CARSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFESLOPE 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
P.O. BOX 9163
NISKAYUNA, NY 12309-0163
518-280-6090
WWW.ADVANTEDGEPAVING.COM

CARLSON SAFETY EDGE END GATE
18425 50TH AVENUE EAST
TACOMA, WA 98446
253-875-8000

TROXLER ELECTRONIC LABORATORIES, INC.
3008 E. CORNWALLIS RD.
RESEARCH TRIANGLE PARK, NC 27709
1-877-TROXLER
WWW.TROXLERLABS.COM

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. SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
2. CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2 1/2" WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6".
3. BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
4. * 40° MAX.
5. THE AVERAGE OF 0.038 SQ. FT. IS BASED ON THE MINIMUM THICKNESS OF 2 1/2" AND A 30° ANGLE FOR THE SAFETY EDGE.

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

(PART 1)
0.038 S.F. x [(0.32 MILE x 5280 x 1 SIDE] + [0.19 MILE x 5280 x 2 SIDES] + 27 = 5 CU. YD.

5 CU. YD. TOTAL (02/S<2/PV)

(PART 2)
0.038 S.F. x [8.06 MILE x 5280 x 2 SIDES] + 27 =

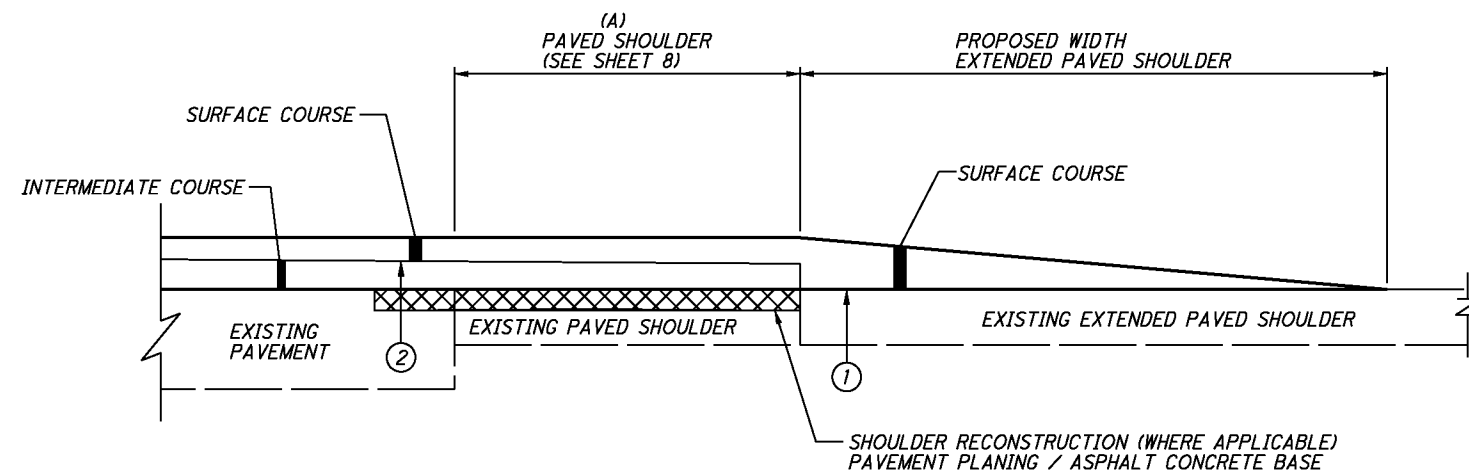
120 CU. YD.

120 CU. YD. TOTAL (01/STR/PV)

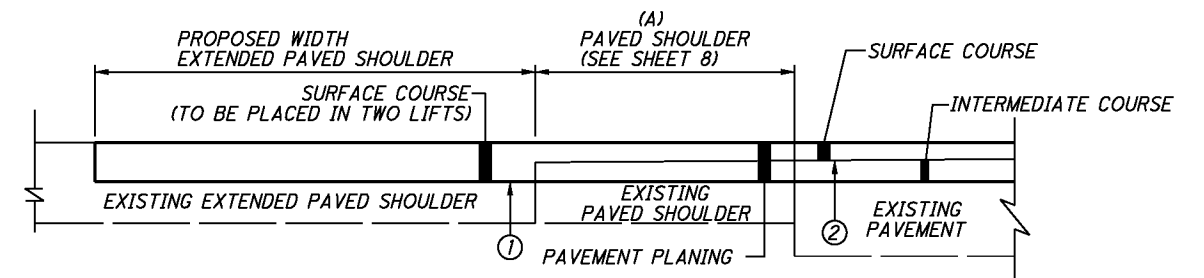
TOTAL USE: 125 CU. YD.

EXTENDED PAVED SHOULDER QUANTITIES

PART	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		SIDE	TYPICAL	LENGTH (FIELD MEASUREMENTS) FT.	PROPOSED WIDTH FT.	PAVEMENT AREA SQ. YD.	254	407	441		FUNDING	REMARKS
										PAVEMENT PLANING, ASPHALT CONCRETE SQ. YD.	TACK COAT (@ 0.075 GAL./S.Y.) GAL.	AVERAGE THICKNESS IN.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, (PG70-22M) CU. YD.		
1	COL	S.R. 45	0.25	0.26	LT.	2	65	3	22	22	2	2 1/4	1	WESCO	
1	COL	S.R. 45	0.39	0.45	LT.	2	300	3	100	100	8	2 1/4	6	UNDER S.R. 7 BRIDGE	
SUB-TOTALS: PART 1									122	10		7	02/S<2/PV		
2	COL	S.R. 45	1.70	1.72	RT.	1	110	3	37		3	1 1/2	2	SOUTHERN RURITAN CLUB	
2	COL	S.R. 45	3.75	3.77	RT.	1	100	3	33		2	1 1/2	1	GLASGOW CARRY OUT	
SUB-TOTALS: PART 2											5		3	01/STR/PV	
TOTALS (CARRIED TO GENERAL SUMMARY)									122	15		10			



**TYPICAL 1
EXTENDED PAVED SHOULDER TYPICAL
(WITH EXISTING PAVED SHOULDER)**



**TYPICAL 2
EXTENDED PAVED SHOULDER TYPICAL
(WITH EXISTING PAVED SHOULDER)**

PROPOSED LEGEND

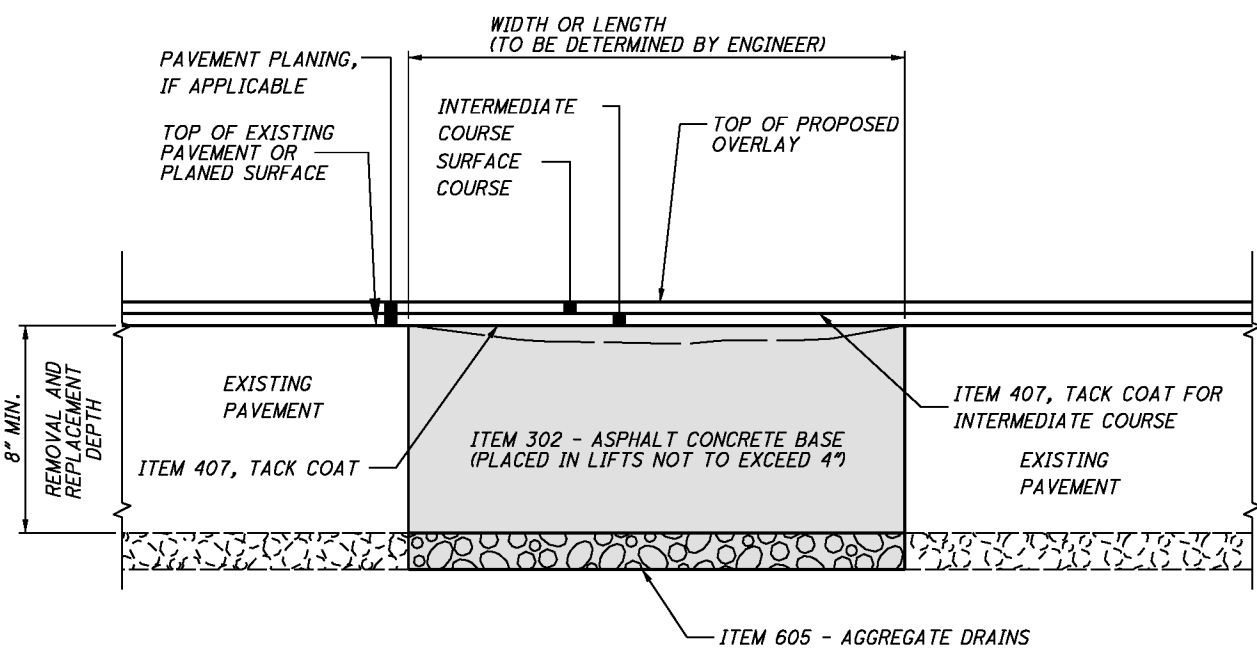
- ① — ITEM 407 - TACK COAT
- ② — ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE

EXTENDED PAVED SHOULDER DATA

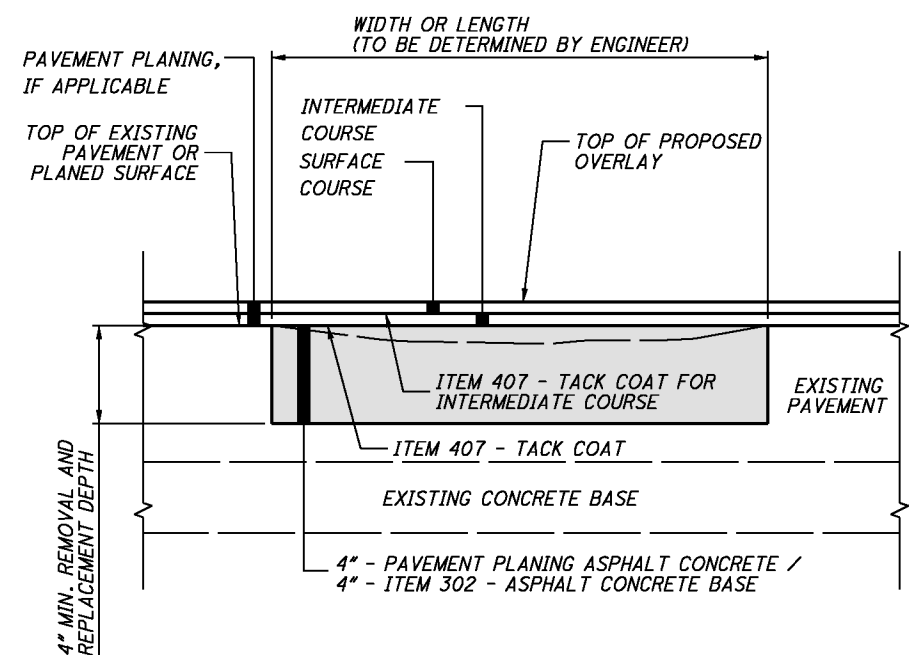
COL - 45 - 0.22

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CALCULATED
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PAVEMENT REPAIR TYPICAL



PARTIAL DEPTH 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)
ITEM 253 - PAVEMENT REPAIR
8.06 MILE X 60 CU YD/MILE = 484 CU YD (01/STR/PV)

(PART 2)
ITEM 605 - AGGREGATE DRAINS - 968 FT (01/STR/PV)

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

PARTIAL DEPTH PAVEMENT REPAIRS SHALL BE 4 INCHES DEEP AND FILLED WITH ITEM 302, ASPHALT CONCRETE BASE, PG64-22. THE ESTIMATED QUANTITY IS TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

ALL PARTIAL DEPTH REPAIRS ARE TO BE COMPLETED PRIOR TO THE PAVING OPERATIONS.

THE ESTIMATED QUANTITY IS TO BE USED AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE SIZE AND LOCATION OF EACH PAVEMENT REPAIR. FINAL PAYMENT FOR THE ABOVE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

ESTIMATED QUANTITIES

(PART 2)
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR
8.06 MILE X 60 CU YD/MILE = 484 CU YD (01/STR/PV)

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ITEM SPECIAL - MAILBOX SUPPORT

DESCRIPTION:
THIS WORK SHALL CONSIST OF REMOVING THE EXISTING MAILBOX SUPPORT SYSTEM, FURNISHING AND ERECTING MAILBOX SUPPORTS AND 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.

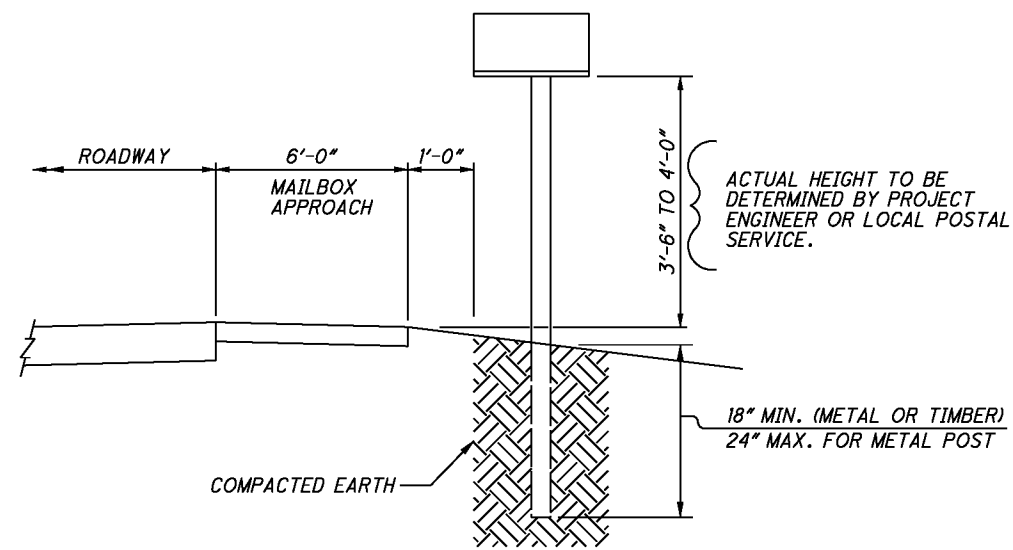
MATERIALS:
WOOD POST SHALL BE NOMINAL 4"x4" SQUARE OR 4 1/2" DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POST SHALL BE NOMINAL PIPE SIZE 2" I.D. AND CONFORM TO AASHTO M 181. HARDWARE (PLATES, SCREWS, BOLTS, ETC.) SHALL BE COMMERCIAL - GRADE GALVANIZED STEEL.

SETTING POSTS:
POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

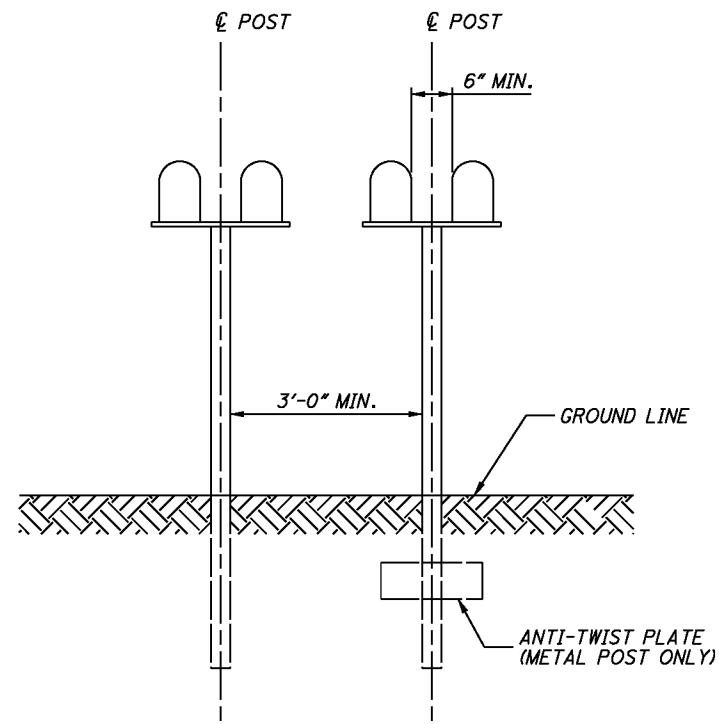
MOUNTING BOXES:
SUPPORT HARDWARE SHALL ACCOMMODATE A SINGLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST. AS DIRECTED BY THE ENGINEER, IN MULTIPLE MAILBOX SITUATIONS (2 OR MORE) THE "GROUPED MAILBOX INSTALLATION" SHALL BE USED, RATHER THAN SINGLE SUPPORTS. THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION. IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND INSTALL IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED DURING THE OPERATION, AND THE CONTRACTOR SHALL 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 OF 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 AS FOR PERMANENT INSTALLATIONS SHALL APPLY. MAILBOX SUPPORTS COMPLETE IN PLACE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH, ITEM SPECIAL, MAILBOX SUPPORT.

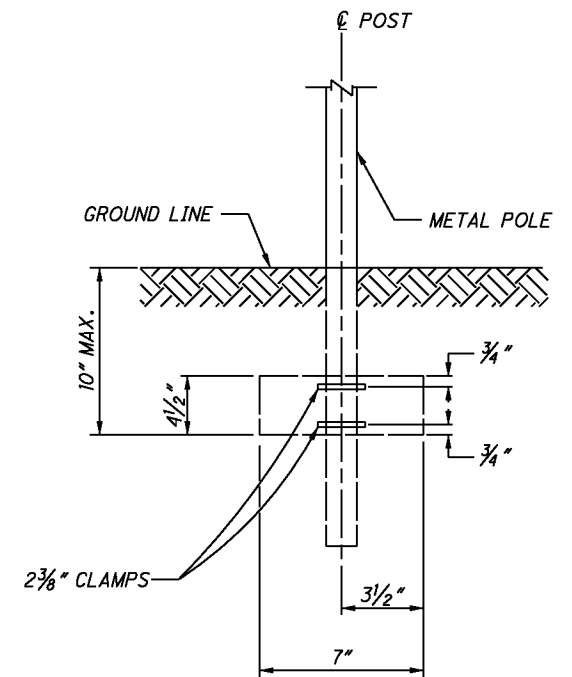
ITEM SPECIAL - MAILBOX SUPPORT						
* GROUPED MAILBOX INSTALLATION						
PART	ROUTE	SLM	SIDE	EXISTING SUPPORT	QUANTITY	FUNDING
2	S.R.45	1.64	LT.	5 BOXES ON PLANK ATTACHED TO 2 POSTS	3 *	
2	S.R.45	7.45	LT.	2 BOXES ON PLANK W/ CANTILEVER	1 *	
TOTAL - (CARRIED TO GENERAL SUMMARY)					4	01/STR/PV



ELEVATION AT MAILBOX APPROACH



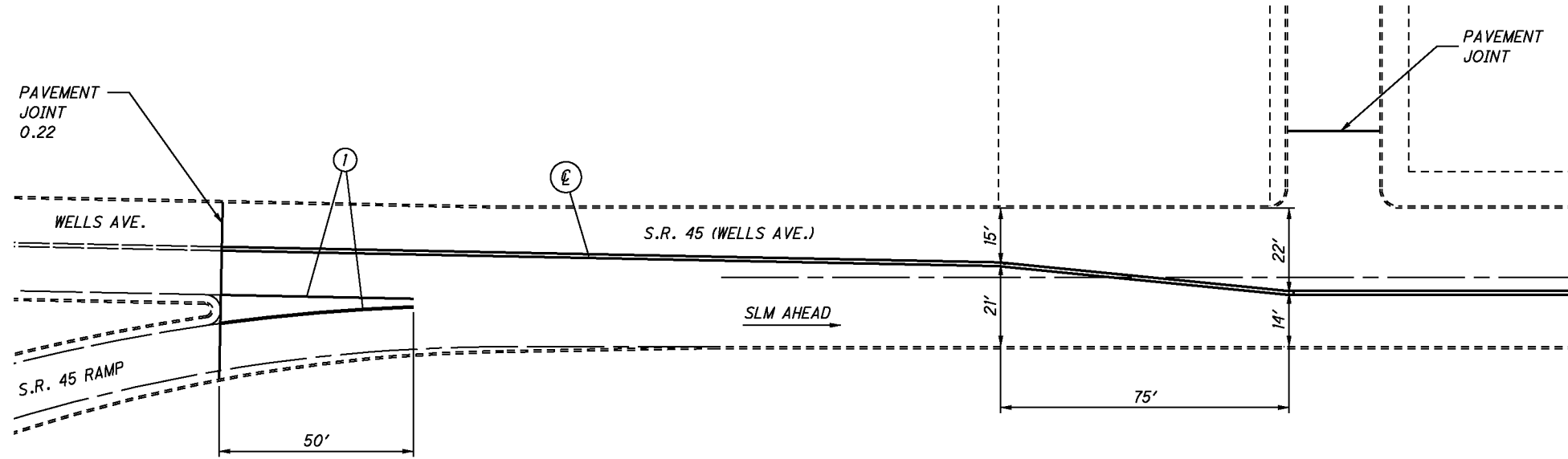
***GROUPED MAILBOX INSTALLATION**



ANTI-TWIST PLATE

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COUNTY COL
 S.R. 45
 SECTION SLM 0.22
 PART 1

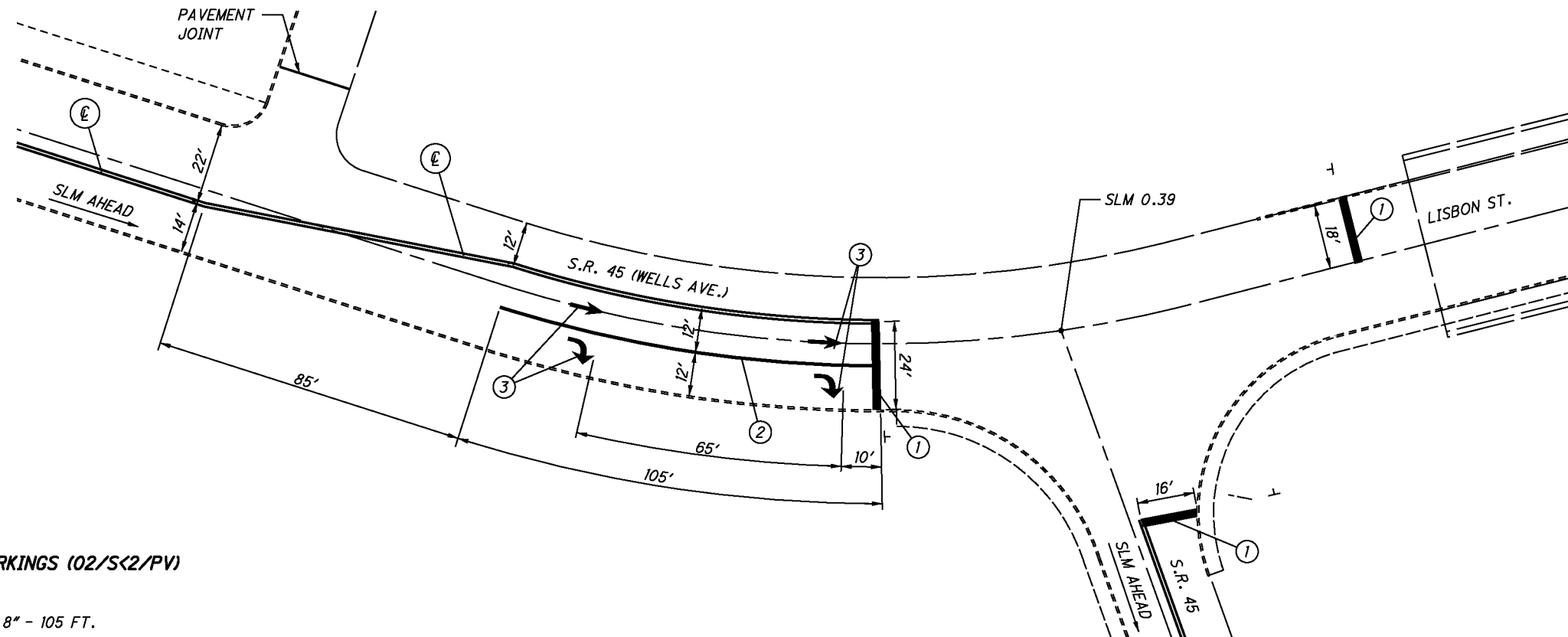


ADDITIONAL PAVEMENT MARKINGS (02/S<2/PV)

① ITEM 646 - CHANNELIZING LINE, 8" - 100 FT.

ⓔ ITEM 646 - CENTER LINE (FOR INFO ONLY, LONG LINE QUANTITY CARRIED ON SHEET 14)

COUNTY COL
 S.R. 45
 SECTION SLM 0.39
 PART 1



ADDITIONAL PAVEMENT MARKINGS (02/S<2/PV)

- ① ITEM 646 - STOP LINE - 58 FT.
- ② ITEM 646 - CHANNELIZING LINE, 8" - 105 FT.
- ③ ITEM 646 - LANE ARROW - 4 EACH

CALCULATED
 MVC
 CHECKED
 JPB

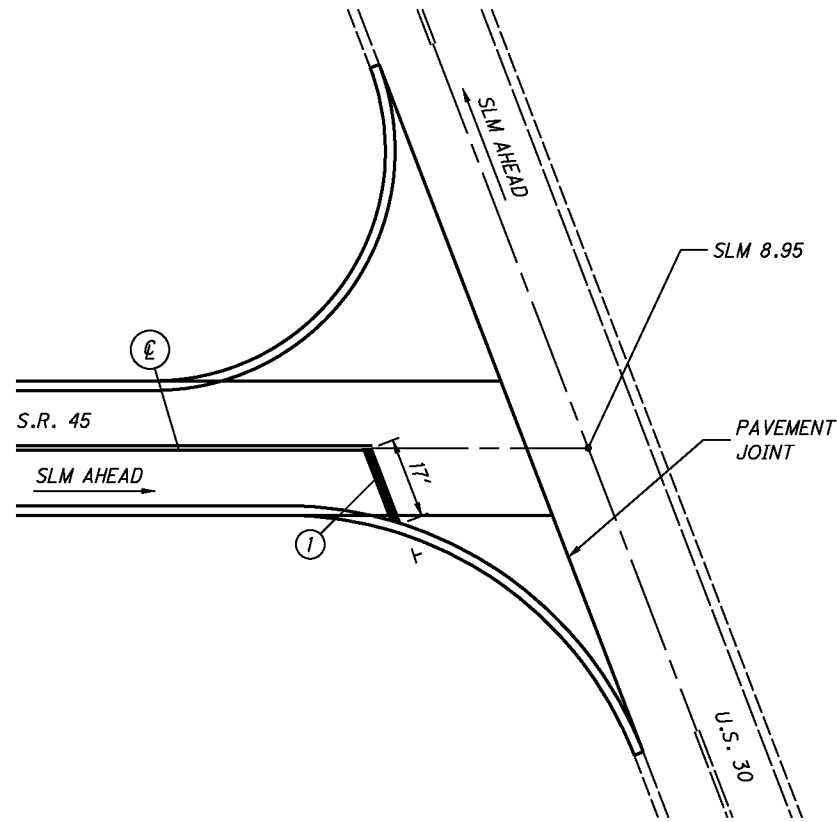
AUXILIARY PAVEMENT MARKING PLAN

COL - 45 - 0.22

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COUNTY COL
 S.R. 45
 SECTION SLM 8.95
 PART 2

CALCULATED
 MVC
 CHECKED
 JPB



ADDITIONAL PAVEMENT MARKINGS (01/STR/PV)

① ITEM 646 - STOP LINE - 17 FT.

RPM AND PAVEMENT MARKING SUB-SUMMARY

PART	SHEET NO.	COUNTY	ROUTE	LOG POINT TO LOG POINT (STRAIGHT LINE MILEAGE)		621				646					FUNDING
						RPM			RAISED PAVEMENT MARKER REMOVED	EDGE LINE, 4" (WHITE)	CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE	LANE ARROW	
						SPACING	YELLOW/ YELLOW	WHITE/RE D							
FROM	TO	FT.	EACH	EACH	EACH	MILE	MILE	FT	FT	EACH					
1		COL	S.R. 45	0.22	0.39						0.17				
		COL	S.R. 45	0.39	0.89					1.00	0.50				
1		COL	S.R. 45	0.22								100			
1		COL	S.R. 45	0.39								105	58	4	
SUB-TOTALS: PART 1							0	0	1.00	0.67	205	58	4	02/SK2/PV	
2		COL	S.R. 45	0.89	8.95	40	1065		1065	16.12	8.06				
2		COL	S.R. 45	8.95									17		
SUB-TOTALS: PART 2							1,065	1,065	16.12	8.06		17	0	01/STR/PV	
TOTALS (CARRIED TO GENERAL SUMMARY)							1,065	1,065	17.12	8.73	205	75	4		

RPM AND PAVEMENT MARKING SUB-SUMMARY

COL - 45 - 0.22

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