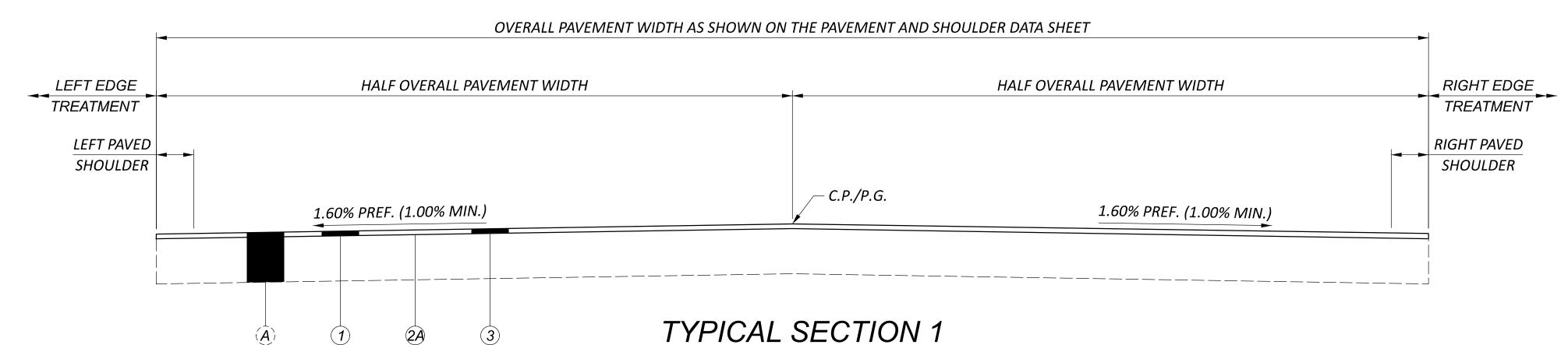


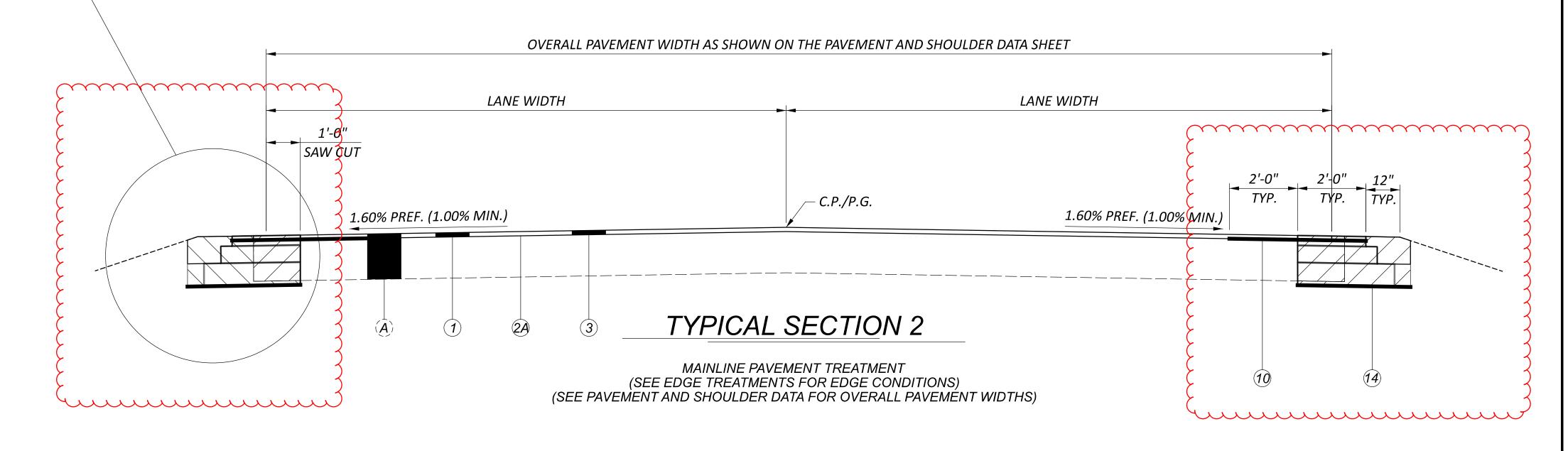
# SECTION APPLICABILITY TABLE

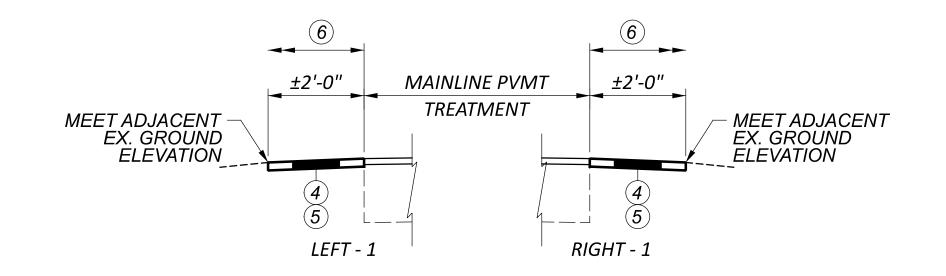
SLI	M	LEFT EDGE	MAINLINE	RIGHT EDGE
BEGIN	END	CONDITION	TYPICAL SECTION	CONDITION
0.00	1.13	LEFT 1	TYPICAL 1	RIGHT 1
1.13	1.15	SUSF	PEND FOR SFN: 390	3222
1.15	4.60	LEFT 1	TYPICAL 1	RIGHT 1
4.60	6.48	SUSPEN	D FOR WILLARD CIT	Y LIMITS
6.48	7.60	LEFT 1	TYPICAL 1	RIGHT 1
7.60	7.64	SUS	PEND FOR ASHLANI	O RR
7.64	7.75	LEFT 1	TYPICAL 1	RIGHT 1
7.75	7.78	SUS	PEND FOR SFN:3903	3257
7.78	8.27	LEFT 1	TYPICAL 1	RIGHT 1
8.27	8.42	LEFT 2	TYPICAL 1	RIGHT 2
8.42	8.53	LEFT 1	TYPICAL 1	RIGHT 1
8.53	8.56		TYPICAL 1	
8.56	8.58	SUSF	PEND FOR SFN: 390	3281
8.58	8.64		TYPICAL 1	
8.64	12.22	LEFT 1	TYPICAL 1	RIGHT 1
12.22	15.51	TYPICAL 2	TYPICAL 2	TYPICAL 2
15.51	15.53	LEFT 1	TYPICAL 1	RIGHT 1
15.51	15.55		TYPICAL 1	
15.55	15.66	TYPICAL 2	TYPICAL 2	TYPICAL 2
15.66	15.68	SUSPEND F	OR WHEELING & LA	KE ERIE RR
15.68	15.81	TYPICAL 2	TYPICAL 2	TYPICAL 2
15.81	15.82		TYPICAL 1	
15.82	15.84	SUSF	PEND FOR SFN: 390	3362
15.84	15.86		TYPICAL 1	
15.86	16.50	TYPICAL 2	TYPICAL 2	TYPICAL 2
16.50	16.86	LEFT 2	TYPICAL 1	RIGHT 2
16.86	16.89	S	USPEND FOR CSX R	R
16.89	17.08	LEFT 2	TYPICAL 1	RIGHT 2
17.08	17.09	SUSF	PEND FOR SFN: 390	 3397
17.09	17.36	LEFT 2	TYPICAL 1	RIGHT 2
17.36	18.26	TYPICAL 2	TYPICAL 2	TYPICAL 2
18.26	18.31		TYPICAL 1	
18.31	18.60	TYPICAL 2	TYPICAL 2	TYPICAL 2
18.60	18.62	LEFT 1	TYPICAL 1	RIGHT 1
18.62	18.64		FOR SR 13 (JOINT	
18.64	18.68	LEFT 1	TYPICAL 1	RIGHT 2
18.68	20.15	TYPICAL 2	TYPICAL 2	TYPICAL 2
20.15	20.26		TYPICAL 1	
	21.27	TYPICAL 2	TYPICAL 2	TYPICAL 2

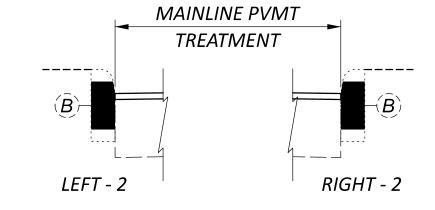
SEE PLAN NOTE FOR PAVING OVER STRUCTURES: 3903346, 3903427, 3903478



MAINLINE PAVEMENT TREATMENT (SEE EDGE TREATMENTS FOR EDGE CONDITIONS) (SEE PAVEMENT AND SHOULDER DATA FOR OVERALL PAVEMENT WIDTHS)







EDGE TREATMENTS

# PROPOSED LEGEND

-	ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	
-	ITEM 407 - TACK COAT (0.05 GAL/SY)	
	!==!	

ITEM 407 - TACK COAT (0.09 GAL/SÝ) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (1.50")

ITEM 617 - COMPACTED AGGREGATE ITEM 409 - PRIME COAT, AS PER PLAN (0.40 GAL/SY)

ITEM 209 - LINEAR GRADING, AS PER PLAN ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) (2.00")

ITEM 301 - ASPHALT CONCRETE BASE COURSE (6.00") ITEM 304 - AGGREGATE BASE (8.00")

ITEM 690 - SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE HTEM 204 - SUBGRADE COMPACTION

ÎTEM 255 - FULL DEPTH PAVEMENT SAWING ITEM 203 - EMBANKMENT 13

ITEM 202 - PAVEMENT REMOVED

ITEM 203 - EXCAVATION

# EXISTING LEGEND

EXISTING PAVEMENT (SEE CORING INFORMATION FOR DETAILS) EXISTING CURB

ESIGN AGENCY DISTRICT 3 ENGINEERING TEAM ONE ERC REVIEWER KCK 2023-06 ROJECT ID 98447

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(7)

# GENERAL

#### <u>UTILITIES</u> (G102A)

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

ELECTRIC AEP OHIO 2552 QUAKER ROAD BUCYRUS, OH 44820 419.563.1509

GAS ENERGY TRANSFER 525 FRITZTOWN ROAD SINKING SPRING, PA 19608 610.670.3279

ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571

COUNTY HURON COUNTY ENGINEER DEPT. 150 JEFFERSON STREET NORWALK, OH 44857 419.668.1997

WATER NORTHERN OHIO RURAL WATER P.O. BOX 96 COLLINS, OH 44826 419.668.7213

CITY
WILLARD BOARD OF EDUCATION
110 MYRTLE AVENUE
WILLARD, OH 44890
419.935.1541

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

GAS KINDER MORGAN 605 WESTLAKE DRIVE ASHLAND, OH 44805 714.560.4967

COMMUNICATION VERIZON BUSINESS 120 RAVINE STREET AKRON, OH 44303 330.253.8267

TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868 GAS COLUMBIA GAS OF OHIO 1800 BROAD AVENUE FINDLAY, OH 45840 419.427.3225

COMMUNICATION EVERSTREAM SOLUTIONS 800 W ST CLAIR, 2ND FLOOR CLEVELAND, OH 44113 216.581.7972

COMMUNICATION FRONTIER COM 83 TOWNSEND AVENUE NORWALK, OH 44857 419.744.3613

ELECTRIC NORTH-CENTRAL ELECTRIC CO-OP 13978 E C.R. 56 ATTICA, OH 44807 419.426.3072

CITY CITY OF WILLARD 224 WEST JACKSON STREET WILLARD, OH 44890 419.933.2591

CABLE ARMSTRONG UTILITIES 1215 CLAREMONT AVENUE ASHLAND, OH 44805 419.289.0161

VILLAGE VILLAGE OF GREENWICH 47 MAIN STREET GREENWICH, OH 44837 419.752.4725

COMMUNICATION LEVEL 3 COMMUNICATIONS 106 SOUTH ARLINGTON STREET AKRON, OH 44306

TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868

740.275.1133

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

# EXISTING PLANS (G103)

EXISTING PLANS ENTITLED D03-25672-HUR-00224-18.28-2008-00, DATED 4/23/2008, MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

# SURVEYING PARAMETERS

THE FOLLOWING MONUMENT VERIFICATION REPORT(S) WILL BE REQUIRED: 623.04b – POST CONSTRUCTION MONUMENT VERIFICATION \*SUBJECT TO CHANGE BY PROJECT

#### **DISTURBANCE NOTIFICATION**

ON THE NORTHEAST CORNER OF THE INTERSECTION OF US 224 AND SECTION LINE 30 ROAD SLM: 2.575, THERE IS A FIRELANDS MONUMENT THAT IS NOT TO BE DISTURBED. IN THE EVENT THAT THIS MOMUMENT MUST BE DISTURBED, OR IS INADVERTANTLY DISURBED, CONTACT SCOTT HAWKINS AT ODOT DISTRICT 3 SURVEYING.

SCOTT HAWKINS: EMAIL: <u>SCOTT.HAWKINS@DOT.OHIO.GOV</u> PHONE: 419.207.2823

# WORK LIMITS (G106)

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY.
PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND
WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR
OUTSIDE THESE WORK LIMITS.

#### COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. 105594 (DO3-BH-FY2024 A) IS A BRIDGE REPAIR CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2024 CONSTRUCTION SEASON. OVERLAPPING WORK INCLUDES A BRIDGE DECK OVERLAY ON STRUCTURE HUR-224-15.82. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. 101386 IS A MAJOR REHAB CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2024 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

#### PROGRESSION OF WORK

WIDENING SHALL BE DONE PRIOR TO RESURFACING. GUARDRAIL SHALL BE REMOVED PRIOR TO ANY EMBANKMENT WORK AT THE GUARDRAIL RUN. GUARDRAIL WORK SHALL BE DONE AFTER WIDENING, RESURFACING, AND BERM WORK SO AS TO ESTABLISH PROPER GRADES FROM WHICH TO CONSTRUCT THE RAIL.

#### **ROUTINE MAINTENANCE**

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

#### PRECONSTRUCTION PEDESTRIAN FACILITY LAYOUT INSPECTION

THE PROPOSED LAYOUT OF THE PEDESTRIAN FACILITIES INCLUDED IN THESE PLANS IS TO BE FIELD REVIEWED AND VERIFIED FOR COMPLIANCE WITH THE PLANS AND APPROPRIATE STANDARDS PRIOR TO PERFORMING ANY ASSOCIATED REMOVAL OR CONSTRUCTION. THIS MEETING IS INTENDED TO REVIEW PROPOSED WORK AS LAID OUT BY THE CONTRACTOR PRIOR TO THE MEETING; THIS MEETING IS NOT INTENDED TO LAYOUT ALL LOCATIONS IN CONJUNCTION WITH THE CONTRACTOR. THE CONTRACTOR SHOULD ADHERE TO THE PROJECT PLANS ON INITIAL LAYOUT PRIOR TO THIS MEETING, DETERMINE IF THERE ARE QUESTIONS, CONCERNS, OR CONTRACTOR-PROPOSED MODIFICATIONS TO THE DESIGN AT EACH LOCATION, AND BE PREPARED TO DISCUSS ANY SUCH LOCATIONS.

THE MEETING PARTICIPANTS WILL REVIEW EACH LOCATION AS REQUESTED BY THE CONTRACTOR, ADHERING TO THE ABOVE DETAILS. ADDITIONAL LOCATIONS WILL BE VERIFIED BY DISTRICT PERSONNEL FOR ADHERENCE TO THE PLANS AND SPECIFICATIONS.

COORDINATE WITH THE PROJECT ENGINEER TO SCHEDULE THE MEETING WITH ALL APPROPRIATE STAKEHOLDERS IN ORDER TO PROVIDE A MINIMUM OF 14 CALENDAR DAY NOTICE TO ALL MEETING ATTENDEES. THE REQUIRED STAKEHOLDERS ARE THE DISTRICT ADA ENGINEER, DISTRICT ADA COORDINATOR, MUNICIPAL REPRESENTATIVE (IF APPLICABLE), PROJECT ENGINEER, AND CONTRACTOR REPRESENTATIVE. THE ENGINEER OF RECORD, ODOT PROJECT MANAGER, ODOT DESIGNERS, AND CONSTRUCTION AREA ENGINEER SHOULD BE INVITED AS OPTIONAL ATTENDEES.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS MEETING ARE TO BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE PEDESTRIAN FACILITY ASSOCIATED WITH THIS WORK.



ENGINEERING
TEAM ONE
DESIGNER

REVIEWER
KCK 2023-06

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### ROADWAY

#### ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PERMILE FOR ITEM 209 - LINEAR GRADING.

#### MAILBOXAPPROACHES

THE MAILBOX APPROACHES SHALL BE PAVED WITH [RESURFACING TREATMENT]. THEY SHALL CONFORM AS MUCH AS PRACTICAL TO STANDARD DRAWING BP-4.1 OR AS DIRECTED BY THE ENGINEER.

GRADING SHALL BE PERFORMED IN THESE AREAS TO OBTAIN A BASE WHICH WILL ALLOW THE FINISHED GRADE TO BE FLUSH WITH THE ADJACENT PAVEMENT. A QUANTITY OF ITEM 617 COMPACTED AGGREGATE HAS BEEN PROVIDED FOR AREAS WHERE THE SHOULDER IS LOW PRIOR TO GRADING AND/OR LOW AREAS CAUSED BY THE REMOVAL OF UNSUITABLE MATERIAL QUANTITIES TO PERFORM THIS WORK HAVE BEEN INCLUDED IN THE GENERAL SUMMARY AND ARE ESTIMATED AS FOLLOWS:

ITEM 209 – GRADING MAILBOX APPROACHES

232 EACH

ITEM 617 – COMPACTED AGGREGATE

2320 CUBIC YARD

#### ITEM 203 – EMBANKMENT, AS PER PLAN

THIS ITEM CONSISTS OF PLACING EMBANKMENT AT THE SPECIFIED LOCATIONS IN PLACE OF CURB RAMPS. WALKS. OR OTHER PEDESTRIAN FACILITIES OR PORTIONS OF PEDESTRIAN FACILITIES TO BE REMOVED.

PLACE CLEAN TOPSOIL IN THE VOIDS LEFT BY ANY REMOVED SECTIONS OF PEDESTRIAN FACILITIES TO FINISH FLUSH WITH THE SURROUNDING GROUND AND/OR PROPOSED OR REMAINING PEDESTRIAN FACILITY AND/OR ROADWAY. AFTER THIS TOPSOIL HAS BEEN PLACED. SEED AND MULCH THE AREAS ACCORDING TO ITEM 659. THE COST FOR THIS SEEDING AND MULCHING IS TO BE CONSIDERED INCIDENTAL TO THIS EMBANKMENT, AS PER PLAN ITEM.

THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL IS TO BE THE NUMBER OF LOOSE CUBIC YARDS DELIVERED, PLACED, AND ACCEPTED IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 203 – EMBANKMENT, AS PER PLAN, WHICH IS TO INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK.

#### <u>ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR</u> ITEM 253 – PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE

PAVEMENT REPAIR SHALL BE PERFORMED FOLLOWING PAVEMENT PLANING. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETEIORATED PAVEMENT

REPLACEMENT MATERIAL SHALL BE ITEM 301 AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE

FOR ITEM 253 – PAVEMENT REPAIR. PLACE AT LEAST ONE LIFT OF 301 BASE OVER THE ENTIRE AREA OF THE REPAIR B THE END OF THE WORK SHIFT, NOT ALLOWING A FULL DEPTH REMOVAL AREA WHEN WORK IS NOT TAKING PLACE

PAYMENT SHALL INCLUDE ALL LABOR MATERIAL EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK. FOR PAYMENT AND ESTIMATING PURPOSES, ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP AS MEASURED FROM THE EXISTING PAVEMENT SURFACE. ITEM 253 – PAVEMENT REPAIR IS CONSIDREED FOR ANY REPAIRS DEEPER THAN 4" FROM THE EXISTING PAVEMENT SURACE. PAYMENT WILL BE MADE AT UNIT BID PRICE PER CUBIC YARD. B TICKET WEIGHT CONVERSION OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR OR ITEM 253 – PAVEMENT REPAIR.

IN AREAS OF COMPOSITE PAVEMENT WHERE ITEM 253 – PAVMENT REPAIR IS USED. CEASE EXCAVATION WHEN CONCRETE PAVEMENT IS REACHED. CORING DATA IS AVAILABLE IN THE CORING DATA TABLE IN THE GENERAL NOTES.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. INCLUDED IN THE ITEM 253 – PAVEMENT REPAIR QUANTITY IS TO REPAIR THE SHOULDER THAT BUTTS UP TO THE CONCRETE DRIVE ENTRANCE TO DUTCH MAID LOGISTICS TO THE EXISTING ROAD STRUCTURE.

ITEM 251 – PARITIAL DEPTH PAVEMENT REPAIR

(TRANSVERSE) 291 CY (LONGITUDINAL) 2618 CY

279 CY ITEM 253 – PAVEMENT REPAIR 12 CY ITEM 253 – PAVEMENT REPAIR (DUTCH MAID)

#### LOCATION NOTE: CURB RAMP CODES A1, A2, AND A3

THE CURB RAMP LOCATIONS AT THE INTERSECTION OF US 224 AND SR 61 IN NEW HAVEN ARE BEING REMOVED DUE TO LACK OF USE. THE REMOVAL OF THE PEDESTRIAN FACILITIES HAS BEEN APPROVED BY THE VILLAGE COUNCIL.

#### ADA WAIVERS:

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES.

#### ADA DESIGN WAIVED.

ADA DESIGN WAIVE	R:			
<b>LOCATION CODE:</b>	<u>FEATURE</u>	RAMP ID #:	<u>APPROVAL DATE:</u>	SUBSET #:
B2	RAMP	RMP0018052	6/1/23	4
F2	RAMP	RMP0018081	6/1/23	14
F3	RAMP	RMP0018080	6/1/23	14
H1	RAMP	RMP0018077	6/1/23	16
H2	RAMP	RMP0018078	6/1/23	16
<i>l</i> 1	RAMP	RMP0018074	6/1/23	17
<i>1</i> 2	RAMP	RMP0018248	6/1/23	17
14	RAMP	RMP0018075	6/1/23	17
<i>1</i> 5	RAMP	RMP0018249	6/1/23	17
16	RAMP	RMP0018250	6/1/23	17
J1	RAMP	RMP0018072	6/1/23	19
K1	RAMP	RMP0018247	6/1/23	20
K2	RAMP	RMP0018246	6/1/23	20

DISTRICT 3

ENGINEERING

**TEAM ONE** 

KCK 2023-06

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 03\Huron\98447\400-Engineering\Roadway\Sheets\98447 GN001	HUR-224-0.00  MODEL: GENERAL NOTES SHEET 3 PAPERSIZE: 34x22 (in.) DATE: 9/19/2023 TIME: 2:21:03 PM USER: ecaudill
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**CORING DATA TABLE** 

COUNTY	ROUTE	SLM	ASPHALT (IN)	CONCRETE (IN)	BRICK (IN)	LOCATION	DIRECTION	YEAR CORED
HUR	US 224	0.024	16	0	0	LWP	ЕВ	2022
HUR	US 224	0.025	15	0	0	RWP	EB	2022
HUR	US 224	0.025	8	0	0	Edge Line	EB	2022
HUR	US 224	0.685	10	0	0	LWP	EB	2022
HUR	US 224	0.684	21	0	0	RWP	EB	2022
HUR	US 224	0.684	9	0	0	Edge Line	ЕВ	2022
HUR	US 224	1.087	21	0	0	LWP	EB	2022
HUR	US 224	1.088	17	0	0	RWP	EB	2022
HUR	US 224	1.088	8.5	0	0	Edge Line	EB	2022
HUR	US 224	1.611	15.5	0	0	LWP	EB	2022
HUR	US 224	1.611	17	0	0	RWP	EB	2022
HUR	US 224	1.611	10	0	0	Edge Line	EB	2022
HUR	US 224	2.005	15.5	0	0	LWP	EB	2022
HUR	US 224	2.002	20	0	0	RWP	EB	2022
HUR	US 224	2.002	15	0	0	Edge Line	EB	2022
HUR	US 224	2.529	19	0	0	LWP	EB	2022
HUR	US 224	2.528	17.5	0	0	RWP	EB	2022
HUR	US 224	2.528	12.5	0	0	Edge Line	EB	2022
HUR	US 224	2.986	21	0	0	LWP	EB	2022
HUR	US 224	2.986	15	0	0	RWP	EB	2022
HUR	US 224	2.985	11.5	0	0	Edge Line	EB	2022
HUR	US 224	3.703	17	0	0	LWP	EB	2022
HUR	US 224	3.703	18	0	0	RWP	EB	2022
HUR	US 224	3.703	0	0	0	Edge Line	EB	2022
HUR	US 224	6.893	11.5	7.5	0	LWP	EB	2022
HUR	US 224	6.893	11.5	8	0	RWP	EB	2022
HUR	US 224	6.894	12	0	0	Edge Line	EB	2022
HUR	US 224	7.695	11.5	7.5	0	LWP	EB	2022
HUR	US 224	7.694	12	8	0	RWP	EB	2022
HUR	US 224	7.695	12.5	0	0	Edge Line	EB	2022
HUR	US 224	8.043	12	7.5	0	LWP	EB	2022
HUR	US 224	8.042	12	9.5	0	RWP	EB	2022
HUR	US 224	8.042	8	0	0	Edge Line	EB	2022
HUR	US 224	8.674	10	9	0	null	null	2022
HUR	US 224	8.673	10	9	0	RWP	EB	2022
HUR	US 224	8.671	9.5	0	0	Edge Line	EB	2022
HUR	US 224	9.002	10	9	0	null	null	2022
HUR	US 224	9.002	10	9.5	0	RWP	EB	2022
HUR	US 224	9.002	7	0	0	Edge Line	EB	2022

	HUR	US 224	9.565	10	9.5	0	LWP	ЕВ	2022
	HUR	US 224	9.565	10.5	8.5	0	RWP	EB	2022
	HUR	US 224	9.564	9.5	9	0	Edge Line	EB	2022
	HUR	US 224	9.982	11	9.5	0	LWP	EB	2022
	HUR	US 224	9.983	11.5	7	0	RWP	EB	2022
	HUR	US 224	9.983	10	7	0	Edge Line	EB	2022
	HUR	US 224	10.614	10.5	7	0	LWP	EB	2022
	HUR	US 224	10.614	10	9	0	RWP	EB	2022
	HUR	US 224	10.614	7	0	0	Shoulder	EB	2022
	HUR	US 224	10.998	11	9	0	LWP	EB	2022
	HUR	US 224	10.998	10.5	6	0	RWP	EB	2022
	HUR	US 224	10.998	10.5	0	0	Edge Line	EB	2022
	HUR	US 224	11.541	11	8.5	0	LWP	EB	2022
	HUR	US 224	11.539	11.5	8	0	RWP	EB	2022
	HUR	US 224	11.539	9	6	0	Edge Line	EB	2022
	HUR	US 224	12.037	10	9	0	LWP	EB	2022
	HUR	US 224	12.035	10	8	0	RWP	EB	2022
	HUR	US 224	12.035	9.5	0	0	Edge Line	EB	2022
	HUR	US 224	12.556	11.5	8	0	LWP	EB	2022
	HUR	US 224	12.554	19.5	0	0	RWP	EB	2022
	HUR	US 224	12.555	11	0	0	Edge Line	EB	2022
	HUR	US 224	13.002	11.5	5	0	LWP	EB	2022
	HUR	US 224	13.003	20	0	0	RWP	EB	2022
	HUR	US 224	13.003	11.5	0	0	Edge Line	EB	2022
	HUR	US 224	13.57	11	9	0	LWP	EB	2022
	HUR	US 224	13.569	18.5	0	0	RWP	EB	2022
	HUR	US 224	13.569	10.5	0	0	Edge Line	EB	2022
	HUR	US 224	13.972	12	7	0	LWP	EB	2022
	HUR	US 224	13.973	19	0	0	RWP	EB	2022
	HUR	US 224	13.972	10.5	0	0	Edge Line	EB	2022
	HUR	US 224	14.469	10	0	0	LWP	EB	2022
	HUR	US 224	14.468	11	0	0	RWP	EB	2022
	HUR	US 224	14.469	0	0	0	Edge Line	EB	2022
	HUR	US 224	15.005	10.5	8	0	LWP	EB	2022
	HUR	US 224	15.006	10.5	0	0	RWP	EB	2022
	HUR	US 224	15.005	9	0	0	Edge Line	ЕВ	2022
	HUR	US 224	15.739	11	7	0	LWP	ЕВ	2022
	HUR	US 224	15.74	19.5	0	0	RWP	ЕВ	2022
	HUR	US 224	15.74	8	0	0	Edge Line	ЕВ	2022
	HUR	US 224	16.083	10.5	8.5	0	LWP	ЕВ	2022
(	HUR	US ~~224~~	16.082	7	~~~~	~~~	RWP	EB	2022
			l			1			

HUR	US 224	16.083	12	0	0	Edge Line	ЕВ	2022
HUR	US 224	16.524	10.5	8.5	0	LWP	EB	2022
HUR	US 224	16.523	11.5	9	0	RWP	EB	2022
HUR	US 224	16.525	11	0	0	Edge Line	EB	2022
HUR	US 224	17.051	10	4.5	3.5	LWP	EB	2022
HUR	US 224	17.048	11	0	3.5	RWP	EB	2022
HUR	US 224	17.048	10	0	3.5	Edge Line	ЕВ	2022
HUR	US 224	17.589	14.5	2.5	4	LWP	ЕВ	2022
HUR	US 224	17.593	11	0	0	RWP	EB	2022
HUR	US 224	17.591	7	0	0	Edge Line	EB	2022
HUR	US 224	18.054	15	0	3.5	LWP	EB	2022
HUR	US 224	18.055	20	0	0	RWP	ЕВ	2022
HUR	US 224	18.055	6	0	0	Edge Line	EB	2022
HUR	US 224	18.755	17	0	0	LWP	EB	2022
HUR	US 224	18.756	12.5	0	0	RWP	EB	2022
HUR	US 224	18.756	8	0	0	Edge Line	EB	2022
HUR	US 224	19.234	21	0	0	LWP	EB	2022
HUR	US 224	19.234	19.5	0	0	RWP	EB	2022
HUR	US 224	19.235	6	0	0	Edge Line	EB	2022
HUR	US 224	19.662	16.5	0	0	LWP	EB	2022
HUR	US 224	19.66	12	0	0	RWP	EB	2022
HUR	US 224	19.66	6	0	0	Edge Line	EB	2022
HUR	US 224	20.079	19.5	0	0	LWP	EB	2022
HUR	US 224	20.079	20	0	0	RWP	EB	2022
HUR	US 224	20.079	9	0	0	Edge Line	EB	2022
HUR	US 224	20.534	18	0	0	LWP	EB	2022
HUR	US 224	20.535	19.5	0	0	RWP	EB	2022
HUR	US 224	20.535	7	0	0	Edge Line	EB	2022
HUR	US 224	20.969	20	0	0	LWP	EB	2022
HUR	US 224	20.97	19	0	0	RWP	EB	2022
HUR	US 224	20.969	11	0	0	Edge Line	EB	2022
HUR	US 224	21.205	19	0	0	LWP	EB	2022
HUR	US 224	21.203	17	0	0	RWP	EB	2022
HUR	US 224	21.204	11	0	0	Edge Line	EB	2022



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REVIEWER KCK 2023-06 PROJECT ID

98447

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#### ITEM 614 - MAINTAINING TRAFFIC (GENERAL) (TEM 642-2)

MAINTAIN A MINIMUM OF ONE 10' LANE OF BIDIRECTIONAL TRAFFIC AT ALL TIMES UTILIZING FLAGGERS. REFERENCE SCD MT-97.10, MT-97.12, AND MT-97.20. UTILIZE ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE AT LOCATIONS INDICATED IN THIS PLAN.

FOR TRENCH WIDENING SECTIONS. DO NOT REMOVE MORE MATERIAL THAN CAN BE REPLACED IN THE SAME WORKING DAY. DO NOT LEAVE A TRENCH OPEN WHEN NOT INCLUDED IN AN ACTIVE WORK ZONE. REFERENCE SCD MT-101.90.

ENSURE DRIVE AND INTERSECTING ROAD ACCESS AT ALL TIMES EXCEPT AS NECESSARY FOR WORK IN THE IMMEDIATE VACINITY AS COORDINATED AND APPROVED BY THE ENGINEER. UTILIZE ITEM 410 - TRAFFIC COMPACTED SURFACE. TYPE A FOR MAINTENANCE OF DRIVES THROUGH TRENCHED AREAS AS NEEDED.

WORK ZONE LENGTH IS TO BE AT THE APPROVAL OF THE ENGINEER PRIOR TO IMPLEMENTATION.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL

#### ITEM 614 – MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE) (TEM 642-12)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. 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.

#### **BUTT JOINTS**

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

#### ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) (TEM 642-6)

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

CHRISTMAS
NEW YEARS DAY
MEMORIAL DAY

FOURTH OF JULY LABOR DAY **THANKSGIVING** 

**GREENWICH** FIREMAN'S FESTIVAL WILLARD'S FESTIVAL IN THE PARK

THE PERIOD OF TIME THAT 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 HOLIDAY OR EVENT	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
THANKSGIVING	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.

#### ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED) (TEM 642-7)

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.

#### ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES) (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

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#### TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

		DURA	ATION
		7 DAYS OR LESS	MORE THAN 7 DAYS
SPEED	LESS THAN 45 MPH	36H:1V	60H:1V
SPEED	45 MPH OR GREATER	60H:1V	120H:1V

#### PLACEMENT OF ASPHALT CONCRETE (TEM 642-13)

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

#### TRENCH WIDENING (TEM 642-14)

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

# **OVERNIGHT TRENCH CLOSING** (TEM 642-15)

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3.5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY, AND ON ONLY ONE SIDE OF THE ROADWAY AT A TIME. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTHX25-FEET ORYLESS/YOF ALWORK/SECTION AT THE END OF THE TRENCH, YIN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS. THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

#### **WORK ZONE MARKINGS AND SIGNS** (TEM 642-20)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. MARKING QUANTITIES ARE AS LISTED ON THE RPM AND PAVEMENT MARKING SUBSUMMARY.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE

WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS

WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE

22 EACH

*36 EACH* 

22 EACH

TOTAL:

80 EACH

#### ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS. AS PER PLAN (TEM 642-41)

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED. A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET. RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL. AT THE DIRECTION OF THE ENGINEER. RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY. WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME. THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES. IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED. DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE. HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN. AS PER PLAN 2 SIGN MONTH

ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH(S)

ESIGN AGENCY DISTRICT 3

> ENGINEERING **TEAM ONE**

REVIEWER KCK 2023-06

ROJECT ID

ERC

98447

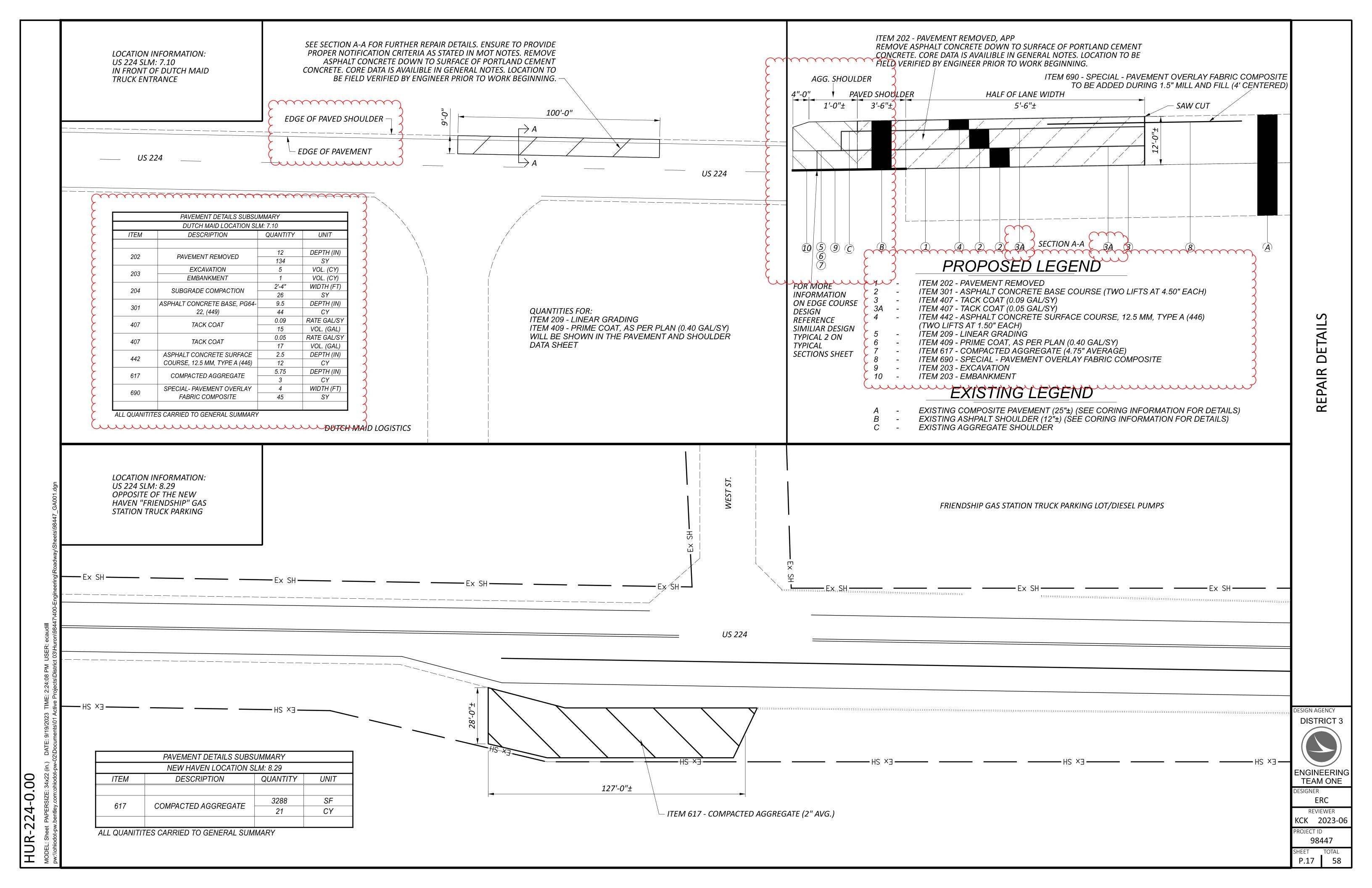
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I		<del>                                     </del>	1	1	1	1	1	1	1	<del>                                     </del>	~~~~		<del>                                     </del>	ITEM		GRAND	UNIT	DESCRIPTION	SHEET
5	7	8 9	11	12	16	17	18	23	47	48 49	51	1/NHS/05	02/NHS/13 03/SAE/21		EXT	TOTAL	01111		NO.
سس	·····	m	Juu		www	سس	سس	·····	سس	u la		J						ROADWAY	
					18,436	167		77 1,670				18,680 1,670		202 202	23000 30000	18,680 1,670	SY SF	PAVEMENT REMOVED WALK REMOVED	
	~~~	~~~~	· · · · · · · · · · · · · · · · · · ·	~~~		~~~	~~~		~~~	····	· · · · · · · · · · · · · · · · · · ·	97~	·····	202~	32000	97~~	~~FT~~	CURBIREMOVED	~~~
					9,156 982	5	22					9,161		203	10000 20000	9,161 1,005		EXCAVATION EMBANKMENT	
						_						,				,			
<b>\</b>	10	*****	<b>\\\\</b>	****	***	<b>***</b>	6 <b>~~~</b> ~	<b>♦</b> ♦ <b>13</b> ♦♦	***		<b>\</b>	16	<del>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</del>	203	20001	16	CY	EMBANKMENT, AS PER PLAN (CURB RAIMPS) (6" AVERAGE DEPTH)	7, 19
					30,677	26						30,703		204	10000	30,703	SY	SUBGRADE COMPACTION	
····					38.14		3.50					38.14		209 209	15000 60501	38.14		RESHARING UNDER GUARDRAIL LINEAR GRADING, AS PER PLAN	5
232												222		209	80000	232	EACH	GRADING MAILBOX APPROACHES	
232							8					8		606	35150	8		BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4	
								1,078 620				1,078 620		608 608	10000 52000	1,078 620	SF SF	4" CONCRETE WALK CURB RAMP	
								323				020			32000	020	31		
	+		1	1									+ +					EROSION CONTROL	
												1,000		832	30000	1,000	EACH	EROSION CONTROL	
	1			1															
		31						1				22		611	98635	32	EACH	DRAINAGE  CATCH BASIN RECONSTRUCTED TO GRADE AS DEP DI AN	0
		4						1				4		611	99155	4		CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN INLET RECONSTRUCTED TO GRADE, AS PER PLAN	8
				1															
																		PAVEMENT	
2,618 291												2,618 291		251 251	01030 01030	2,618 291		PARTIAL DEPTH PAVEMENT REPAIR (442)LONGITUDINAL PARTIAL DEPTH PAVEMENT REPAIR (442)TRANSVERSE	
291								02				291		253	02000	291	CY	PAVEMENT REPAIR	
					314,264			93				314,264		254 254	01000 01000	93 314,264		PAVEMENT PLANING, ASPHALT CONCRETE(VARIABLE THICKNESS) PAVEMENT PLANING, ASPHALT CONCRETE(1.50")	
~~~			· · · · · · · · · · · · · · · · · · ·		82,904	~~~~	~~~	~~~	*****	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	82,904	· · · · · · · · · · · · · · · · · · ·	255	20000	82,904		FULL DEPTH PAVEMENT SAWING	~~~
					3,588	44						3,632		301	56000	3,632		ASPHALT CONCRETE BASE, PG64-22, (449)	
	-		_	1	5,635 1,842	17						5,635 1,859	+ +	304 407	20000 10000	5,635 1,859	CY GAL	AGGREGATE BASE TACK COAT(0.05 GAL/SY)	
					19,621	15						19,636		407	10000	19,636		TACK COAT(0.09 GAL/SY)	
					14,515							14,515		408	10001	14,515	GAL	PRIME COAT, AS PER PLAN(0.4 GAL/SY)	15
					14,309	12						14,321		442	10000	14,321	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	15, 16
						~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	597	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			7537		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	26000			ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
2,320					6,898	3	·····	5				9,226		617	10100	9,226		COMPACTED AGGREGATE	·····
~~~										9.18		9.18	~~~~~	618	41000	9.18	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
					36,856	45				10.37		36,901		SPECIAL	69012060	16.37 36,901		RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE) PAVEMENT OVERLAY FABRIC COMPOSITE(4'-0" WIDTH)	15,16

~ ~ ~ ~	~~~~ 		<u> </u>	${1}$		<del></del>	<b>~SHEET</b>	MANN.	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	<u> </u>	<u> </u>			<u> </u>	}	PART.	1	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET
5	7	8	9	11		12	16	17	18	23	47	48	49	51	01/NHS/05	02/NHS/13	03/SAE/21		EXT	TOTAL			NO.
																						TRAFFIC CONTROL	
													1,261		1,261			621	00100	1,261	EACH	RPM	
										2			1,248		1,248			621 630	54000 89902	1,248	EACH EACH	RAISED PAVEMENT MARKER REMOVED REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM(PEDESTRIAN PEDESTAL ASSEMB	DIV)
												36.75			36.75		1	642	00104	36.75		EDGE LINE, 6", TYPE 1(WHITE)	יוון
												19.25			19.25			642	00300	19.25	MILE	CENTER LINE, TYPE 1(TOTAL PAY QUANTITY)	
		_	1									530			530		_	642 644	40001 00400	530	EACH FT	SPEED MEASUREMENT MARKING, AS PER PLAN CHANNELIZING LINE, 8"	9
												870			870			644	00400	870	FT	STOP LINE	
												1,894			1,894			644	00620	1,894		CROSSWALK LINE, 12"	
												178			178			644	00621	178	FT	CROSSWALK LINE, 12", AS PER PLAN	9
												6			6			644	01000	6	EACH	RAILROAD SYMBOL MARKING	
												1,441			1,441			6//	01000	1,441	FT	PARKING LOT STALL MARKING	
	~~~				~~~	~~	~~~	~~~			~~~	mism	~~~		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~	~~~	644	01300	m'sm		<u>tanearrow</u>	
										1		0.2			0.2			646	10010	0.2	MILE	EDGE LINE, 6"(WHITE)	
		m			<u> </u>	w	····	uu		<u> </u>				<u> </u>				<u> </u>	10200	whi		CENTERLINE(TQTALPAY QUANITITY)	
											15						1 - 1 -	625	31510	15	EACH	TRAFFIC SIGNALS PULL BOX REMOVED	
											412						412	632	30500	412		MESSENGER WIRE, MISC.:UNLASH AND RELASH	46
											1						1	632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	46
											4						4	809	69001	4		ADVANCE RADAR DETECTION, AS PER PLAN	46
											4						4	809	69101	4	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	46
																						STRUCTURE REPAIR 3903222	
		1								1				86		86 86	1	202	98200	86 86	FT	REMOVAL MISC.:JOINT SEALER	49
														86 89		89		516 517	31000 75600	86 89	FT FT	JOINT SEALER DEEP BEAM BRIDGE RETROFIT RAILING	
														38		38		519	11100	38	SF	PATCHING CONCRETE STRUCTURE	
		1															1					STRUCTURE REPAIR 3903257	
														98		98		202	98200	98	FT	REMOVAL MISC.:JOINT SEALER	49
														98		98		516	31000	98	FT	JOINT SEALER	
		1												300		300	1	517	75600	300	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
														100		100		202	20201	100	ГТ	STRUCTURE REPAIR 3903311	
														100 28		100 28		202 254	38201 01000	100 28		GUARDRAIL REMOVED FOR REUSE, AS PER PLAN PAVEMENT PLANING, ASPHALT CONCRETE(VARIABLE THICKNESS)	49
														93		93		409	30000	93		SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
														1		1		442	10000	1		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
														100		100		517	75600	100	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
		1												103		103		SPECIAL	51822300	103	FT	STEEL DRIP STRIP	49
		1		1													1					STRUCTURE REPAIR 3903346	
		+		+										100	1	100		202	38201	100	FT	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	49
														8		8		254	01000	8		PAVEMENT PLANING, ASPHALT CONCRETE(VARIABLE THICKNESS)	
														80		80		409	30000	80		SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
		_												1		1	_	442	10000	100		ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
		1		1										100		100	1	517	75600	100	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
														30		30		SPECIAL	51822300	30	FT	STEEL DRIP STRIP	49
		1		1					<u> </u>								1					STRUCTURE REPAIR 3903362	
														125		125		517	75600	125	FT	DEEP BEAM BRIDGE RETROFIT RAILING	
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	5	7	8	9		11	12	16	17	18	1		47	48	49	1	1	02/NHS/	/13 03/SAE/2	ITE	EM	EXT	TOTAL	UNIT	DESCRIPTION	SHEET NO.	
	····	س	س	····	u	· · ·	····	·····	····	····	·····	ىلىد	w	سس	····	·····	3								STRUCTURE REPAIR 3903427		_
																81 101		81		40 51		30000 75600	81 101	FT FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS  DEEP BEAM BRIDGE RETROFIT RAILING		
																82 76		82 76		40		30000 75600	82 76		STRUCTURE REPAIR 3903478  SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS  DEEP BEAM BRIDGE RETROFIT RAILING		
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					2	22	80										80			61 61		11110 12460	80 22	HOUR EACH	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE WORK ZONE MARKING SIGN(R4-1-24) DO NOT PASS		-
						22											22			61		12460	22	EACH	WORK ZONE MARKING SIGN(R4-2-24) PASS WITH CARE		1
						36											36			61		12460	36	EACH	WORK ZONE MARKING SIGN(W8-H12A-36) NO EDGE LINE		
					5	50											50			61	14	13000	50	СҮ	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		_
						2								38.49 1,060			2 38.49 1,060			61 61 61	14	18601 21550 23680	2 38.49 1,060	MILE	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN WORK ZONE CENTER LINE, CLASS III, 642 PAINT WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	10	
														1,740			1,740			61		26200	1,740		WORK ZONE STOP LINE, CLASS I, 642 PAINT		JARY
																	LS	LS	LS	61		11000	LS		INCIDENTALS  MAINTAINING TRAFFIC		M N
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		LOG POINT	LENGTH	WIDTH GE	, TV	DICAL SECT	ION NUMBE	ARFA	Į NI		254	407	1	442 ய	209	9	442	_	301	304 ម្ន	690 -SPECIA	L- 2	204	255 ©	202	!	203	JLDER	NDER	-	6	617	408	
_				IGE V			TION SHEETS		VEMI	_ L	SPHAI (1.50	7 (0.09		eTE OURS YPE A	4DINC	LAN	LT ETE SIATE	2.5MN	BASI SE	E BAS	:NT ABRIC SITE	DE	NOIL	PTH SAWIN	NY.	و ا	JON	SHOL	SHOU	EA	CON ADA CTE	D 4660564	PRIME C	COAT,
SPLI	UTE	ТО		WERA	IT COLON				ED P/	AKE	PAVEMEN' NNING, ASP NOCRETE (1	ICK COAT (C GAL/SY)		NCRE CE C (M, T (446)	R GR	茶 ~	SPHA NCRE	SSE 1.	RETE OURS	<b>-</b> GAТІ	PAVEMENT FRLAY FABF COMPOSITE	BGR/	IPACTI	L DE. ENT 3	VEME		ANKA	GATE	WIE	AR	COMPACTEL	) AGGREGAI	TE AS PER F (0.4 GAL	_/SY)
PLAN	RO	LOG POINT A	ILE FEET	ING A	GE 90	VE		NO NE	POS	VC.	LANIN	TACK G TACK		CO URFA 12.5N	INEAR	ASA	ASPHA CONCR INTERME	COUR	SONC	GGRE	PA) OVER COI	SU	VOO	FUL AVEM	PA		EXC EMB	GGRE	GGRE	; 5 -			15 1/0///	
		STDAIGHT LINE		EXIST	ET EDG	AINLII	YPICA 	ITION	PRC	DEPT	TH AREA	VOLUME VOLU	ME THIC	K VOLUME	LEFT	RIGH <b>F</b>	THICK VO	LUME THICK	VOLUME THIC	K VOLUME	I FET   RIG	HT WIDTH	AREA DE	PTH I FNGTH	THICK	AREA VOL	LIME VOLL	IME LEET	RIGHT LEFT		AVG. DEPTH	VOLUME LEFT RIG		RIGHT
		STRAIGHT LINE MILEAGE		FT F	<del></del> = <del></del> = <del></del> = <del></del> = <del></del> = <del></del>	§   §	T RIG	S sq	YD SQ Y		ES SQ YO		<del> </del>		MILE				CU YD INCH	_			SQ YD INC						FEET SQ YD					GAL
											>		3			>																		
01/NHS/PV HUR	224		00 5280	31 3	31 LEF7	1 TYPIC	CAL 1 RIG	HT 1 18,1	87 18,18	187 1.5	5 18,187	163	7 21.5	758	1.00	1.00												2.0	2.0 1174	1174	2.0 2.0	66 6	66 469	469
HUR LUID	224			N/A N			SFN: 39032		222 45.0	200 4.5	45.000	1.40	4 1.5	660	0.07	0.07												2.0	2.0 4024	4004		F.7	F7 400	
01/NHS/PV HUR 01/NHS/PV HUR	224 224		87     4594       00     5280	31 3	31 LEFT 31 LEFT		CAL 1 RIG					142	-+	5 758	0.87 1.00	1.00												2.0	2.0     1021       2.0     1174					408
01/NHS/PV HUR	224		00 5280	31 3	31 LEF7		CAL 1 RIG		18,18		<del></del>	163	<del> </del>	758	1.00	1.00													2.0 1174		2.0 2.0			469
01/NHS/PV HUR	224	4.00 4.60	60 3168	31 3	31 LEF7	1 TYPIC	CAL 1 RIG	HT 1 10,9	10,9	912 1.5	5 10,912	982	2 31.5	455	0.60	0.60												2.0	2.0 704	704	2.0 2.0	40 4	40 282	282
HUR				N/A N			WILLARD LII																											\ <u>`</u>
01/NHS/PV HUR 01/NHS/PV HUR	224		52 2746 60 3168	31 3	31 LEF7		CAL 1 RIG				- X	983	<del></del>		0.52 0.60	0.52													2.0     611       2.0     704		2.0     2.0       2.0     2.0			282
HUR				N/A N			CAL 1 RIG RASHLAND		10,9	12 1.5	10,912	902	)1.3	433	0.00	0.00												2.0	2.0 704	704	2.0 2.0	40 4	202	202
01/NHS/PV HUR	224		.11 580.8	31 3			CAL 1 RIG		01 2,00	01 1.5	5 2,00	180	1.5	84	0.11	0.11												2.0	2.0 130	130	2.0 2.0	8	8 52	52
HUR		7.75 7.78		N/A N	I/A SUS	PEND FOR	SFN: 39032	257			>		3			<b>\</b>																		
01/NHS/PV HUR	224	7.78 8.00	22 1162	31 3	31 LEF7		CAL 1 RIG		02 4,00		<del></del>		<del>-   -   -   -   -   -   -   -   -   -  </del>	167		0.22												2.0	2.0 259	259		15 1	15 103	
01/NHS/PV HUR	224		27 1426 13 686.4				CAL 1 RIG				5 4,91 <b>(</b>		-	205	0.27	0.27												2.0	2.0 317	317	2.0   2.0	18 1	8   127	127
01/NHS/PV HUR		8.27     8.40       8.40     8.42								67 1.5 8 1.5	5 568	378	-+	5 174	0.13	0.13														+ +				
01/NHS/PV HUR											5 2,00	180	) \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		0.11	0.11													2.0 130				8 52	
01/NHS/PV HUR	224	8.53 8.56	03 158.4	42 4	42 LEF1	1 TYPIC	CAL 1 RIG	HT 1 74	0 740	0 1.5	740		1.5	31	0.03	0.03													2.0 36				2 14	
HUR	224	8.56 8.58	02 105.6				SFN: 39032				.   }			_		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \																		
01/NHS/PV HUR	224	8.58 8.64 0	36 316.8	42 4			CAL 1 RIG				<u> </u>	133	$\overline{}$	62	0.06	0.06													2.0 71				4 28	28
01/NHS/PV HUR 01/NHS/PV HUR	224	8.64     9.00       9.00     10.00	36 1901 00 5280	31 3	31   LEF1 31   LEF1		CAL 1 RIG				6,548 5 18,187	589	-+	5 273 5 758	1.00	0.36													2.0     423       2.0     1174				24     169       66     469	169
01/NHS/PV HUR				31 3				HT 1 18,1			5 18,187		<del>-   `) -</del>	758	1.00	1.00													2.0 1174				66 469	
01/NHS/PV HUR	224	11.00 12.00	00 5280	31 3	31 LEF7	1 TYPIC	CAL 1 RIG	HT 1 18,1	87 18,1	87 1.5	5 18,187			758	1.00	1.00												2.0	2.0 1174	1174	2.0 2.0	66 (	66 469	469
01/NHS/PV HUR	224	12.00 12.22 (	22 1162	31 3	31 LEF7	1 TYPI	CAL 1 RIG	HT 1 4,0	02 4,00	)2 1.5	5 4,002	360	) 21.5	167	0.22	0.22												2.0	2.0 259	259	2.0 2.0	15 1	15 103	103
01/NHS/PV HUR	224		78 4118 2		27 TYPIC						$\longrightarrow$		1.5	515	0.78	0.78		102 6.0	356 8.0	560	1831 183			6 8238	16	1832 9	98	8 1.3			8.3 8.3			244
		13.00     14.00       14.00     15.00									5 14,579 5 14,579		)1.5	660	1.00	1.00		131 6.0 131 6.0			2347 234 2347 234			6 10560 6 10560	16	2348 11	166 12 166 12		1.3     783       1.3     783				181 313 181 313	——————————————————————————————————————
01/NHS/PV HUR		15.00 15.51									5 7,436		1.5	337	0.51	0.51	2.0	67 6.0	233 8.0		1197 119		<del>                                     </del>	6 5386	16	1198 5	i96 64		1.3 399				92 160	——————————————————————————————————————
01/NHS/PV HUR	224	15.51 15.53 (	02 105.6	32.5 32	2.5 LEF1	1 TYPIC	CAL 1 RIG	HT 1 38	2 382	2 1.5	382	34	31.5	16	0.02	0.02												2.0	2.0 24				2 9	9
01/NHS/PV HUR	224	15.53 15.55 (	02 105.6	40 4	40 LEF1	1 TYPIC	CAL 1 RIG	HT 1 47	0 470	70 1.5	5 470	42	21.5	5 20	0.02	0.02													2.0 24	24	2.0 2.0	2 2	2 9	9
01/NHS/PV HUR		15.55 15.66							04 1,74	1.5	5 1,604	26	1.5	73	0.11	0.11	2.0	15 6.0	51 8.0	79	259 25	9 3.33	430	6 1162	16	260 1	30 14	4 1.3	1.3 87	87	8.3 8.3	21 2	21 34	34
01/NHS/PV HIR		15.66     15.68     0       15.68     15.81     0							96 2,06	60 1.5	5 1,896	31	)15	5 86	0.13	0.13	2.0	17 6.0	60 8.0	94	306 30	6 3.33	508	6 1374	16	306 1	52 18	8 13	1.3 102	102	83 83	24	24 41	
01/NHS/PV HUR									9 209		5 209		1.5	j 9	0.01	0.01	2.0	77 0.0	00 070			3 0.00			10		02 10		2.0 12				1 5	$\frac{7}{5}$
		15.82 15.84 (				PEND FOR	SFN: 3903:	362			>		3			7																		
	-	15.84 15.86					CAL 1 RIG				<del></del>		1.5			0.02													2.0 24				2 9	——II)
		15.86 16.50 (									9,33			423		0.64	2.0	84 6.0	292 8.0	459	1502 150	92 3.33	2501	6 6760	16	1502 7	746 80	0 1.3	1.3 501	501	8.3 8.3	116 1	116 200	200
01/NHS/PV HUR HUR		16.50     16.86     0       16.86     16.89     0					OR CSX RR		72 0,07	2 1.5	6,072	540	5 1.5	5 253	0.36	0.36																		
01/NHS/PV HUR	224	16.89 17.08		48.4 48				HT 2 5,3	95 5,39	95 1.5	5 5,395	480	5 21.5	225	0.19	0.19																		
HUR	224	17.08 17.09	.01 52.8	N/A N	I/A SUS	PEND FOR	SFN: 3903	397			}		3																					
		17.09 17.36									5 4,232	38	<del>- 1</del>	177		0.27																		
01/NHS/PV HUR 01/NHS/PV HUR		17.36     18.27       18.27     18.29					CAL 2 TYPI CAL 1 RIG				5 13,26 <mark>7</mark> 5 394	214	\frac{1.5}{1.5}		0.91	0.91	2.0	119 6.0	416 8.0	653	2136 213	3.33	3556	6 9610	16	2136 10	060 11		1.3     712       2.0     24				2 2 2	
01/NHS/PV HUR			.01 52.8								5 232		$-+$ $\leftarrow$	5 10	0.02	0.01													2.0 24			1	1 5	$\frac{9}{5}$
01/NHS/PV HUR							CAL 1 RIG				<del></del>	17		j 9	0.01	0.01													2.0 12			1	1 5	$\overline{5}$
		18.31 18.60							28 4,59		<del>-                                     </del>		21.5		0.29	0.29	2.0	38 6.0	133 8.0	208	681 68	1 3.33	1134	6 3064	16	682 3	38 36		1.3 227				53 91	——II
01/NHS/PV HUR									3 403	1.5	5 403	36	)1.5	5 17	0.02	0.02												2.0	2.0 24	24	2.0 2.0	2	2 9	9
01/NHS/PV HUR		18.62     18.64     0       18.64     18.68     0	02   105.6   3 04   211.2   3				FOR SR 13 CAL 1 RIG		7 877	7 15	5 877	70	15	37	0.04	0.04												20	47		2.0	3	19	
01/NHS/PV HUR	224		82 4330 2		27 TYPIC						5 11,95	192	)1.5	5 542	0.82	0.82	2.0	107 6.0	375 8.0	588	1925 192	25 3.33	3204	6 8660	16	1926 9	956 10	)2 1.3	1.3 642	642	8.3 8.3	149 14	149 257	
01/NHS/PV HUR	224	19.50 20.15	65 3432 2	24.85 27	7.00 TYPIC	AL 2 TYPIC	CAL 2 TYPI	CAL 2 9,4	77 10,2	296 1.5	9,477	153	1.5	429	0.65	0.65	2.0	85 6.0	297 8.0	467	1526 152	26 3.33	2540	6 6864	16	1526 7	758 82	2 1.3	1.3 509	509	8.3 8.3	118 1	118 203	
01/NHS/PV HUR											925		-+		0.05	0.05													2.0 59				4 23	——II
01/NHS/PV HUR		20.20 20.22 0					CAL 1 RIG						<del>-   1 -</del>	i 19	0.02	0.02															2.0 2.0		2 9	——————————————————————————————————————
01/NHS/PV HUR 01/NHS/PV HUR		20.22     20.26       20.26     21.27									5 783 5 14,725	237	1.5	667	0.04 1.01	1.01	2.0	132 6.0	461 8.0	725	2371 237	71 3.33	3947	6 10666	16	2372 11	178 12		2.0 47 1.3 791				3 19 183 316	316
				- 27	1				, 5,00		,,,,20		73					0.0	0.0	1.20	201	3.30				_   ''	', '		- , , ,					
01/NHS/PV HUR	224		MAII	NLINE SUB	TOTAL	1		304,	334 332,4	121 3	304,334	1,842 18,7	26	13,868	38.1	14	1028		,588	5,635	36,856	30,	,677	82,904	18,43	36 9,	156 98	32				4217	1451	5
											}		1			<u> </u>																		
01/NHS/PV HUR			EXTRA ARE					7,0	51 7,05	51 1.5	7,05	633	5 )1.5	5 294																+		10010		—-   <b>∤</b>
01/NHS/PV HUR 01/NHS/PV HUR	224		EXTRA AREA EXTRA AR		VED DRIVES			1,1	79 1,17	79 1.5	5 1,179	107	7 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	5 50		<del></del>														+ +		2619		
01/NHS/PV HUR	224	EX	RA AREA FOR E.					1,7					$-+\lambda$																	+ +				
01/NHS/PV HUR	224		RA AREA FOR PR						620				21.5	5 26																		62		
											\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		3			<u> </u>																		
01/NHS/PV HUR	224		EXTR.	A AREA SUI	IBTOTAL		T	9,9	30 10,5	50	9,930	898	5   }	441																+		2681		<b> </b>
	224		RAND TOTAL CAI	RRIFD TO C	GENERAL SI			211	264 342,9	971	314,264	1,842 19,6	21 7	14,309	38.1	14	1,028		,588	5,635	36,856	20	,677	82,904	18,43	36	156 98	32		+ +		6898	1451	15 S
01/NHS/PV HUR	774	•	I UIAL UAI		,, <u>_</u> ,,, \\\ \\\			J 14,	,,,,		J. 1,2UT 📞	1,0 12   13,0	i )	,000	JU. 1	• • (	1,020	Ι,	,	2,000	55,550	1 30,	, ~	J_,UUT	10,43	. J 3,		-	1 1	- i - 1	1	1 0090	1701	· [[୬]]



HUR-224-0.00	
MODEL - PAVEMENT MARKINGS OLIANTITIES PAPERSIZE : 34x22 (in )	DATE: 9/20

UN-424-0.00
MODEL: PAVEMENT MARKINGS QUANTITIES PAPERSIZE: 34x22 (in.)
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											AU	XILIA	RY & L	ONG LI	NE MARKIN	GS									$\overline{\mathcal{C}}$	~~~	$\frac{1}{\sqrt{1}}$	
							6	614		6	18		642, TYPE	<u> </u>				ALIVII		44 DKINGS (7	740.04\					646	646	646
					ASS		<u> </u>	<b>:</b>	LI NE ,		빌							AUXIL	JARY IVIA	RKINGS (7	,				>		3	
COUNTY	ROUTE		O I A I I ON / OLIM	HIGHWAY MILES	WORK	III, 642 PAINT	0 M	642 PAINT	WORK ZONE CHANNELIZING CLASS III, 8", 642 PAINT	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	RUMBLE STRIPES, CENTER LIN (ASPHALT CONCRETE)	EDGE LINE, 6" (WHITE)	CENTER LINE (SOLID LINE EQUIVALENT)	CENTER LINE (TOTAL PAY QUANTITY)	STOP LINE	CROSSWALK LINE 12"	CROSSWALK LINE 12", AS PER PLAN	RAILROAD SYMBOL MARKING	CHANNELIZING LINE, 8"	LEFT	RIGHT	THROUGH	COMBINATION	PARKING STALL MARKING (SHOWN ON PAVEMENT MARKING DETAIL)		EDGE LINE, 6" (WHITE)	(SOLID LINE EQUIVALENT)	CENTER LINE (TOTAL PAY QUANTITY)
		FROM	ТО	MILE	APPS	MILE	APPS	FT	APPS FT	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	FT	<del>\</del>	MILE	MILE	MILE
HUR	224	0.00	0.427	0.43	2	0.85				0.427	0.427	0.85	0.324	0.43														
HUR	224	0.427	0.879	0.45	2	0.90	2	30		0.452	0.452	0.90	0.343	0.45 0.25	15										-		$\rightarrow$	
HUR HUR	224 224	0.879 1.130	1.130 1.150	0.25 0.02		0.50				0.231	0.251	0.50	0.103	0.25											<del>\</del>	0.04	0,005	0.02
HUR	224	1.150	1.600	0.45	2	0.90	2	32		0.450	0.450	0.90	0.113	0.45	16													3.02
HUR	224	1.600	2.302	0.70	2	1.40				0.702	0.702	1.40	0.176	0.70		_									_		3	
HUR	224	2.302	2.659	0.36	2	0.71	2	78		0.357	0.357	0.71	0.489	0.36	39												1	
HUR	224 224	2.659 3.208	3.208 3.755	0.55 0.55	2 2	1.10 1.09	2	27		0.549	0.549	1.10	0.137	0.55 0.55	14										<del></del>		1	
HUR HUR	224	3.755	3.755	0.55	2	0.47	2	32	+ +	0.547	0.547	0.47	0.838	0.55	16										<del></del>			
HUR	224	3.989	4.254	0.27	2	0.53		02		0.265	0.265	0.53	0.179	0.27	10													
HUR	224	4.254	4.600	0.35	2	0.69	2	35				0.69	0.565	0.35	18										-		3	
	WILLA	ARD CITY	LIMITS																								2	
HUR	224	6.480	6.930	0.45	2	0.90	2	100		0.150	0.150	0.90	0.772	0.45	50													
HUR	224	6.930	7.455	0.53	2	1.05				0.525	0.525	1.05	0.131	0.53				2									1	
HUR HUR	224 224	7.455 7.750	7.750 7.780	0.30		0.59				0.295	0.295 0.030	0.59	0.384	0.30				2							$\rightarrow$	0.06	0.040	0.03
HUR	224	7.780	8.180	0.40	2	0.80				0.400	0.400	0.80	0.100	0.40												0.00	2040	0.03
HUR	224	8.180	8.560	0.38	2	0.76	2	280	2 1060			0.76	0.778	0.38	140				530		5				-		3	
HUR	224	8.560	8.580	0.02																						0.04	0.025	0.02
HUR	224	8.580	9.140	0.56	2	1.12				0.560	0.560	1.12	0.559	0.56													13	
HUR	224	9.140	9.790	0.65	2	1.30	0	40		0.650	0.650	1.30	0.163	0.65													1	
HUR HUR	224 224	9.790 9.990	9.990	0.20 0.23	2	0.40	2	40		0.200	0.200 0.227	0.40 0.45	0.252	0.20 0.23	20										_			
HUR	224	10.217	10.550	0.23	2	0.43	2	50		0.333	0.333	0.43	0.436	0.23	25										-		-	
HUR	224	10.550	10.738	0.19	2	0.38	_			0.188	0.188	0.38	0.047	0.19														
HUR	224	10.738	11.081	0.34	2	0.69	2	38		0.343	0.343	0.69	0.431	0.34	19										7		3	
HUR	224	11.081	12.107	1.03	2	2.05				1.026	1.026	2.05	0.257	1.03													$\overline{}$	
HUR	224	12.107	12.307	0.20	2	0.40	2	98			0.077	0.40	0.252	0.20	49													
HUR	224		12.953		2	1.29		0.1			0.646	1	0.162	0.65													1	
HUR	224	12.953	13.533	0.58	2	1.16	2	64			0.580	1.16	0.958	0.58	32										$\rightarrow$		-	
HUR HUR	224 224	13.533 14.471	14.471 15.001	0.94 0.53	2	1.88 1.06	2	52			0.938	1.88 1.06	0.235	0.94 0.53	26												1	
HUR	224	15.001	15.251	0.25	2	0.50		<i>52</i>			0.350	0.50	0.227	0.25	20										<del></del>		7	
HUR	224	15.251	15.820	0.57	2	1.14	2	25		<u> </u>	0.569	1.14	1.178	0.57	13			2										
HUR	224	15.820	<u> </u>	0.02							0.020					_									}	0.04	0.040	0.02
HUR	224	15.840	16.075	0.23	2	0.47	2	48			0.235	0.47	0.395	0.23	24			_									1	
HUR	224	16.075	16.500	0.43	2	0.85	2	356				0.85	0.630	0.43	178	1,460	178	2						4 4 4 4	_		<del></del>	
HUR	224	16.500	17.080 17.090	0.58 0.01	2	1.16				1	-		1.170	0.58										1,441		0.02	0,020	0.01
HUR HUR	224 224	17.080 17.090	17.090	0.01	2	0.58	2	94	+				0.553	0.29	47	434									<del></del>	0.02	0.020	0.01
HUR	224	17.380	18.311	0.93	2	1.86	2	19			0.431	1.86	0.233	0.23	9.5	10-7									<del></del>		7	
HUR	224	18.311	18.620	0.31	2	0.62	2	40			0.309	0.62	0.518	0.31	20										7		7	
HUR	224	18.620		0.02	2	0.04	2	36			0.020	0.04	0.040	0.02	18												7	
HUR	224	18.640	19.317	0.68	2	1.35	2	38			0.677	1.35	1.005	0.68	19												13	
HUR	224	19.317	19.830	0.51	2	1.03	-				0.513	1.03	0.269	0.51													12	
HUR	224	19.830	20.187	0.36	2	0.71	2	66			0.357	0.71	0.509	0.36	33										_}		<del></del>	
HUR	224	20.187	21.227	1.04	2	2.08	2	62			1.040	2.08	1.065	1.04	31										<del></del>			
		TOTALS	<u> </u>	<u> </u>		38.49		1,740	1,060	9.18	16.37	36.75	+	19.25	870	1,894	178	6	530		5			1,441	<del></del>	0.20	<del></del>	0.10
		···				JUITU		1,170	1,000	1 3110	10101				010	.,557		. •	555	1		I	I	•,	<u> </u>	,		0110

DESIGN AGENCY DISTRICT 3 ENGINEERING TEAM ONE

DESIGNER ERC

REVIEWER KCK 2023-06

PROJECT ID 98447

SHEET TOTAL P.48 58