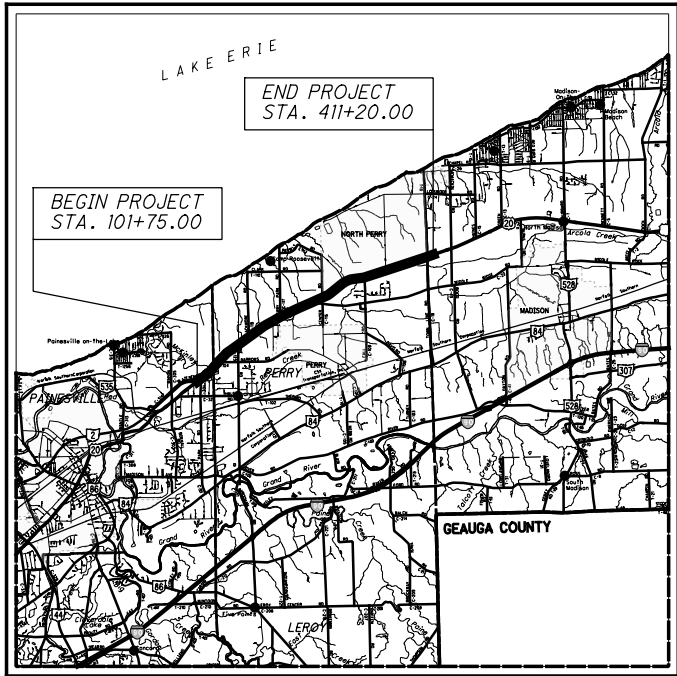


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LOCATION MAP

LATITUDE: 41°45'58.7" LONGITUDE: 81°10'51.7"



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION: LAK-US-20-19.59

CURRENT ADT (2024)	25,200
DESIGN YEAR ADT (2048)	33,550
DESIGN HOURLY VOLUME (2048)	3,350
DIRECTIONAL DISTRIBUTION	62%
TRUCKS (24 HOUR B&C)	10%
DESIGN SPEED	45 MPH
LEGAL SPEED	45 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN PRINCIPAL ARTERIAL	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED



PLAN PREPARED BY:



STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LAK-US-20-19.59
PAINESVILLE TWP., PERRY TWP.,
NORTH PERRY VILLAGE, MADISON TWP.
LAKE COUNTY, OHIO

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PROJECT DESCRIPTION

MAJOR REHABILITATION OF 5.4 MILES OF NORTH RIDGE ROAD (US-20) FROM SR-2 TO TOWNLINE ROAD IN PERRY TOWNSHIP. WORK WILL INCLUDE PAVEMENT REPLACEMENT, MINOR WIDENING, CURBS, RESURFACING, SIDEWALK, DRAINAGE AND TRAFFIC SIGNAL IMPROVEMENTS.

EARTH DISTURBED AREAS

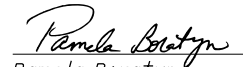
PROJECT EARTH DISTURBED AREA:	55.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	56.1 ACRES

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


John Picuri, P.E., P.S.
District 12 Deputy Director


Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1-21-22	CB-1	7-19-24	DM-3.1	1-18-13	MT-101.60	4-21-23	TC-41.30	4-21-23	800-2023 7-19-24	WATERWAY PERMIT 11/21/2024
BP-2.2	1-15-21	CB-2-2ABC	7-19-24	DM-4.3	1-15-16	MT-101.70	7-19-24	TC-42.20	10-18-13	821 4-20-12	
BP-3.1	1-19-24	CB-2-34	7-19-24	DM-4.4	1-15-16	MT-101.75	7-21-23	TC-51.11	1-15-16	832 7-19-24	
BP-4.1	7-19-13	CB-3	7-19-24			MT-101.90	7-17-20	TC-52.10	10-18-13	870 7-21-23	
BP-5.1	7-15-22	CB-3A	7-19-24	HW-2.1	7-15-22	MT-102.10	7-21-23	TC-52.20	1-15-21	875 1-18-19	
BP-7.1	7-19-24	CB-6	7-19-24	HW-2.2	7-20-18	MT-102.20	4-19-19	TC-61.30	7-19-24	878 1-21-22	
BP-9.1	1-18-19					MT-103.10	1-21-22	TC-65.10	1-17-14	895 4-18-14	
MGS-1.1	7-16-21	I-2	7-19-24	HL-30.11	7-21-23	MT-105.10	1-17-20	TC-65.11	1-19-24	921 7-19-24	
MGS-2.1	1-19-18	I-2A	7-19-24	HL-30.22	1-15-21			TC-71.10	4-21-23	995 7-17-15	
MGS-2.3	1-20-23			MT-095.31	7-19-19	TC-12.31	4-15-22	TC-72.20	7-21-23		
MGS-3.1	1-19-18	MH-1	7-15-22	MT-095.32	4-19-19	TC-15.116	1-19-24	TC-74.10	7-21-23		
MGS-4.2	7-19-13	MH-2	7-19-24	MT-095.41	7-21-23	TC-21.11	7-16-21	TC-83.20	7-19-24		
		MH-3	7-19-24	MT-095.50	7-21-17	TC-21.21	1-20-23	TC-84.20	1-19-24		
RM-1.1	1-20-23			MT-096.20	7-21-23	TC-22.10	4-21-23	TC-85.10	1-19-24		
RM-3.1	7-20-18	DM-1.1	7-17-20	MT-097.12	1-20-17	TC-22.20	1-17-14				
RM-4.2	7-19-24	DM-1.2	7-16-21	MT-099.20	4-19-19	TC-41.20	10-18-13				

ENGINEER'S SEAL



FEDERAL PROJECT NO.
E191(584)

PID NO.
108665

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

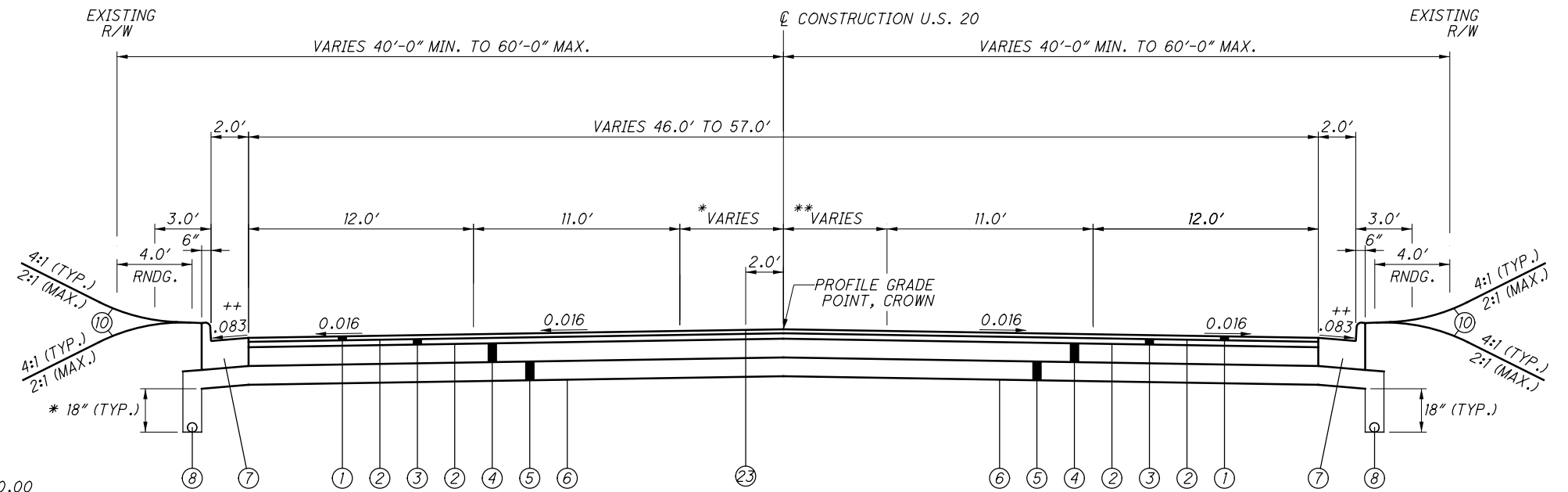
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LEGEND

- ① ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446), AS PER PLAN, PG76-22M
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A, (446), AS PER PLAN, PG64-28
- ④ ITEM 301 - 6" ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG 64-22
- ⑤ ITEM 304 - 6" AGGREGATE BASE
- ⑥ ITEM 204 - SUBGRADE COMPACTION
- ⑦ ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- ⑧ ITEM 605 - 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- ⑨ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑩ ITEM 659 - SEEDING AND MULCHING, CLASS 1
- ⑪ ITEM 254 - 3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE
- ⑫ ITEM 617 - 3 1/4" COMPACTED AGGREGATE
- ⑬ ITEM 608 - 4" CONCRETE WALK
- ⑭ ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22
- ⑮ ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- ⑯ ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22, (449)
- ⑰ ITEM 609 - CURB, TYPE 3A
- ⑱ ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- ⑲ ITEM 609 - CONCRETE MEDIAN
- ⑳ ITEM 609 - CURB, TYPE 6
- ㉑ ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
- ㉒ ITEM 441 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN
- ㉓ ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN

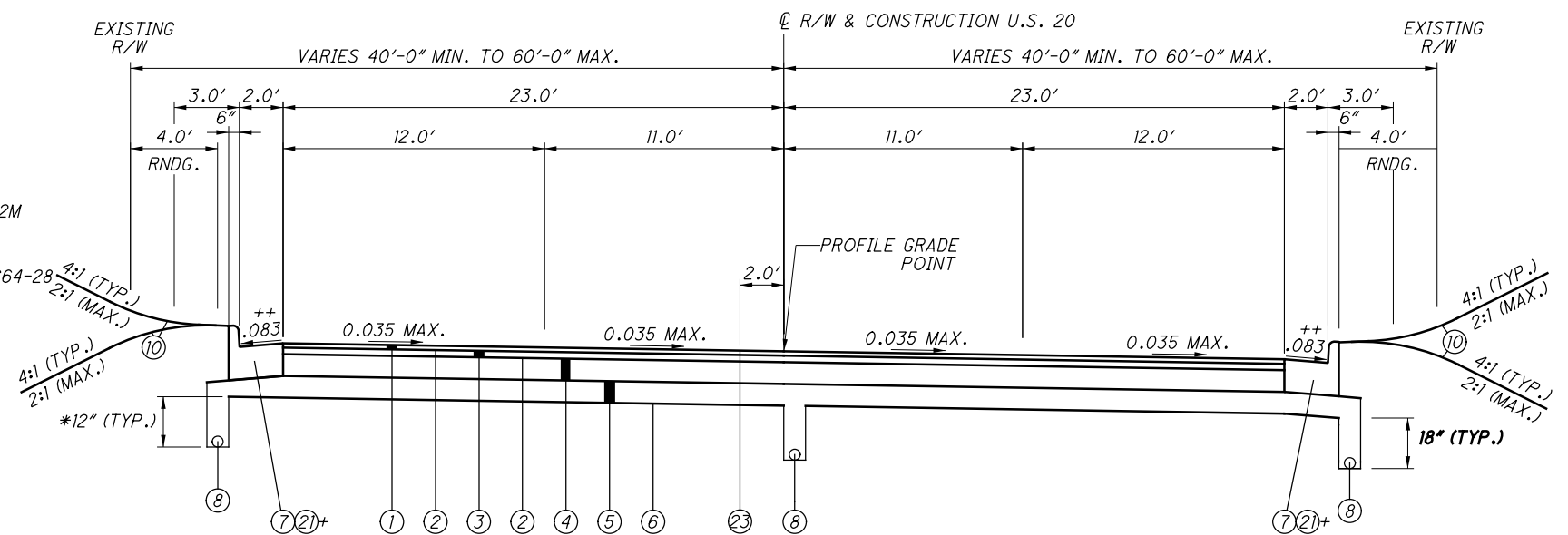


U.S. 20 - 4 TO 5-LANE NORMAL CURB SECTION

STA. 167+84.50 TO STA. 168+10.00
STA. 272+80.00 TO STA. 273+30.00

STA. 167+84.50 TO STA. 168+10.00
* 0.0'
** VARIES 0.0' TO 0.56'

STA. 272+80.00 TO STA. 273+30.00
* VARIES 0.0' TO 0.85'
** VARIES 0.0' TO 1.15'



3 U.S. 20 - 4-LANE SUPERELEVATED CURB SECTION SUPERELEVATED RIGHT SHOWN, SUPERELEVATED LEFT SYMMETRICAL ABOUT THE CENTERLINE

* STA 144+08.53 TO STA 145+33.00 (LEFT)
STA 148+40.00 TO STA 149+17.01 (LEFT)
STA 154+54.79 TO STA 156+02.00 (LEFT)
STA 160+60.00 TO STA 160+60.08 (LEFT)
STA 160+60.61 TO STA 161+96.31 (LEFT)
STA 205+86.98 TO STA 207+02.96 (LEFT)
STA 208+75.00 TO STA 211+67.67 (LEFT)
STA 226+96.05 TO STA 228+20.00 (LEFT)
STA 230+11.00 TO STA 231+46.71 (LEFT)
STA 322+25.00 TO STA 322+78.42 (LEFT)

STA. 121+00.00 TO STA. 121+86.21 (LEFT)
STA. 144+08.53 TO STA. 149+17.01 (RIGHT)
STA. 154+54.79 TO STA. 160+60.08 (RIGHT)
STATION EQUATION: STA. 160+60.08 BACK = STA. 160+60.61 AHEAD
STA. 160+60.61 TO STA. 161+96.31 (RIGHT)
STA. 205+86.98 TO STA. 211+67.67 (RIGHT)
STA. 226+96.05 TO STA. 231+46.71 (RIGHT)
STA. 286+00.00 TO STA. 292+75.22 (LEFT)
STA. 304+32.51 TO STA. 322+78.42 (RIGHT)
STA. 326+05.35 TO STA. 338+84.42 (LEFT)

++ FLATTEN GUTTER CROSS SLOPE TO 0.016
WHERE INDICATED ON THE PLANS TO MATCH
EXISTING PAVEMENT

+ - SEE DETAIL ON SHEET 18 FOR LOCATIONS

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GENERAL

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

GAS
DOMINION ENERGY OHIO
320 SPRINGSIDE DR. SUITE 320
AKRON, OHIO 44333
330-664-2409

NORTHEAST OHIO NATURAL GAS CORP.
8470 STATION STREET
MENTOR, OHIO 44060
TIM REILLY: 440-701-5100

ELECTRIC
THE ILLUMINATING COMPANY
6896 MILLER RD.
BRECKSVILLE, OHIO 44141
JOHN M ZASSICK: 440-596-8706

WATER & SANITARY
LAKE COUNTY DEPARTMENT OF UTILITIES
105 MAIN STREET
PAINESVILLE, OHIO 44077
SARAH CEROVSKI: 440-350-2652

STORM
OHIO DEPARTMENT OF TRANSPORTATION
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 94125
216-581-2100

COMMUNICATIONS
AT&T
13630 LORAIN AVE. 2ND FLOOR
CLEVELAND, OHIO 99111
JAMES JANIS: 216-476-6142

CHARTER COMMUNICATIONS (SPECTRUM)
7820 DIVISION DRIVE
MENTOR, OHIO 44060
MATT HANNAH: 216-575-8016
EXT. 2165551105

WINDSTREAM
245 N. MAIN STREET
HUDSON, OHIO 44236
JEFF GULYAS: 216-385-1669

ZAYO
4199 KINROSS LAKES PARKWAY, SUITE 10
RICHFIELD, OH 44286
DAVE GALUSKA: 234-281-0025

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

EXISTING PLANS

EXISTING PLANS ENTITLED LAK-2-16.49, LAK-20-18.72 LAK-20-22.75 LAK-20-24.99 AND CLEVELAND BUFFALO ROAD MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE IN GARFIELD HEIGHTS, OHIO.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 60 HOUR.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS RW.2 - RW.14 OF THE RIGHT-OF-WAY PLANS FOR TABLES CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 2012B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (COORS2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00000885
ORIGIN OF COORDINATES: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

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.

CLEARING AND GRUBBING, AS PER PLAN

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS AND TRIM ANY TREES WHERE THE LIMBS HANG OVER THE TEMPORARY PAVEMENT AS IDENTIFIED BY THE ENGINEER UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	116	37	153
30"	12	6	18
48"	2	2	4
60"	1	1	

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NOS. 1009 - 1021.

DURATION OF WORK IN TEMPORARY RIGHT OF WAY

WORK IN THE TEMPORRRARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 45 CALLENDAR DAYS AT THE FOLLOWING PARCELS:

PARCEL 1 - 2495 NORTH RIDGE
PARCEL 23 - 2709 NORTH RIDGE
PARCEL 63 - 3292 NORTH RIDGE
PARCEL 98 - 3850 NORTH RIDGE
PARCEL 161 - 4683 ANTIOCH
PARCEL 177 - 4843 NORTH RIDGE

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE.

UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE AND APPROXIMATE STATION LIMITS ARE AS FOLLOWS:

STA 120+75 TO STA 123+10, 12" DEPTH
STA 149+50 TO STA 150+00, 24" DEPTH
STA 154+00 TO STA 164+50, 24" DEPTH
STA 166+00 TO STA 168+10, 12" DEPTH
STA 256+25 TO STA 264+75, 18" DEPTH
STA 380+00 TO STA 384+00, 36" DEPTH

THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

THE FOLLOWING QUANTITIES FOR THE REMEDIATION OF UNSTABLE SUBGRADE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 204 - EXCAVATION OF SUBGRADE 10.050 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B 10.050 CY
ITEM 204 - GEOTEXTILE FABRIC 18.100 SY
ITEM 204 - GEOGRID 18.100 SY

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION

THIS WORK SHALL CONSIST OF FURNISHING THE DEPARTMENT A COMPLETE DIGITAL COLOR AUDIO-VIDEO RECORD OF THE SURFACE FEATURES WITHIN AND IMMEDIATELY ADJACENT (WITHIN 50 FEET) TO THE PROPOSED PROJECT AREA AS SHOWN IN THE CONTRACT DRAWINGS. THIS RECORD SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL AUDIO-VIDEO USB THUMB DRIVES, VIDEO LOGS, AND INDEXES. THE PURPOSE OF THIS COVERAGE SHALL BE TO ACCURATELY DOCUMENT THE PRECONSTRUCTION CONDITION OF THESE SURFACE FEATURES.

THE AUDIO-VIDEO DOCUMENTATION SHALL BE PERFORMED BY A RESPONSIBLE COMMERCIAL FIRM KNOWN TO BE SKILLED AND REGULARLY ENGAGED IN THE BUSINESS OF PRECONSTRUCTION DIGITAL COLOR AUDIO-VIDEO DOCUMENTATION. THE FIRM SHALL FURNISH SUCH INFORMATION AS THE DEPARTMENT DEEMS NECESSARY TO DETERMINE THE ABILITY OF THAT FIRM TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.

AUDIO-VIDEO DOCUMENTATION SHALL NOT BE MADE MORE THAN 60 DAYS PRIOR TO CONSTRUCTION IN EACH PHASE OF WORK.

THE AUDIO-VIDEO SYSTEM AND THE PROCEDURES EMPLOYED IN ITS USE SHALL BE SUCH AS TO PRODUCE A FINISHED PRODUCT THAT WILL MEET PROFESSIONAL STANDARDS. THE VIDEO PORTION OF THE RECORDING SHALL BE BRIGHT, SHARP, CLEAR PICTURES WITH ACCURATE COLORS AND SHALL BE FREE FROM DISTORTION OR ANY OTHER FORM OF PICTURE IMPERFECTION. ALL VIDEO RECORDINGS SHALL BY ELECTRONIC MEANS DISPLAY ON THE SCREEN THE TIME OF DAY, THE MONTH, DAY AND YEAR OF THE RECORDING. THE TIME AND DATE INFORMATION MUST BE CONTINUOUSLY AND SIMULTANEOUSLY GENERATED WITH THE ACTUAL RECORDING. THE AUDIO PORTION OF THE RECORDING SHALL BE PERFORMED BY THE CAMERA OPERATOR DURING THE RECORDING PROCESS AND SHALL BE OF HIGH CLARITY AND FREE FROM DISTORTION.

THE RECORDINGS SHALL CONTAIN COVERAGE OF ALL VISIBLE FEATURES WITHIN THE CONSTRUCTION ZONE BEING AFFECTED BY THE WORK. THESE FEATURES SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL ROADWAYS, PAVEMENT, RETENTION PONDS, RAILROAD TRACKS, CURBS, DRIVEWAYS, SIDEWALKS, CULVERTS, HEAD-WALLS, RETAINING WALLS, LANDSCAPING, TREES, FENCES, DRAINAGE DITCHES, CREEKS, STREAMS, VISIBLE UTILITIES, STRUCTURES, AND BUILDINGS. OF PARTICULAR CONCERN SHALL BE THE CONDITION OF EXISTING VEGETATION, TERRAIN, AND STRUCTURES AND THE EXISTENCE OR NON-EXISTENCE OF ANY FAULTS, FRACTURES OR DEFECTS. PANNING, ZOOM-IN AND ZOOM OUT RATES SHALL BE SUFFICIENTLY CONTROLLED.

WRITTEN DOCUMENTATION MUST COINCIDE WITH THE INFORMATION ON THE AUDIO-VIDEO SO AS TO MAKE EASY RETRIEVAL OF LOCATIONS SOUGHT FOR AT A LATER DATE.

TWO COPIES OF THE DIGITAL COLOR AUDIO-VIDEO RECORDING SHALL BE DELIVERED TO THE DEPARTMENT ON USB THUMB DRIVES.

THE DEPARTMENT WILL MAKE PARTIAL PAYMENTS ACCORDING TO 109.09, PRORATED BY THE LENGTH OF THE WORK PHASE. VIDEO DOCUMENTATION WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION, LUMP SUM

ITEM 623 - MONUMENT ASSEMBLIES

THE FOLLOWING SUMMARY OF SURVEY MONUMENT WORK AS SHOWN ON THE RIGHT OF WAY PLANS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

SHEET NO.	STATION TO STATION		623		623
			MONUMENT ASSEMBLY, TYPE C	MONUMENT ASSEMBLY ADJUSTED TO GRADE	
		TO			
1038	95+00.00		120+00.00	4	
1039	120+00.00		159+42.94	7	
1040	159+42.94		166+00.00		1
1041	166+00.00		210+26.06	3	
1042	210+26.06		236+00.00	5	
1043	236+00.00		263+00.00		
1044	263+00.00		281+41.46	2	1
1045	281+41.46		305+68.21	2	
1046	305+68.21		327+06.55	6	
1047	327+06.55		352+00.00	2	
1048	352+00.00		378+00.00	3	
1049	378+00.00		403+00.00		
1050	403+00.00		429+00.00		1
TOTALS CARRIED TO GENERAL SUMMARY				34	3

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ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

WHERE MGS GUARDRAIL CONNECTS TO EXISTING TYPE 5 GUARDRAIL, A LENGTH OF 25’ OF GUARDRAIL REBUILT HAS BEEN PROVIDED TO MAKE THE HEIGHT TRANSITION BETWEEN THE DISSIMILAR GUARDRAIL TYPES.

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

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

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

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

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

ITEM 608 - 4 INCH CONCRETE WALK

IN ADDITION TO THE LOCATIONS SPECIFIEC UNDER 608.3(C), TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT INTERVALS OF NOT MORE THAN 30 FEET UNLESS OTHERWISE DIRECTED. THE ½ INCH EXPANSION JOINT FILLER SHALL BE PLACED AT THE TRANSVERSE EXPANSION JOINTS FOR THE FULL DEPTH/WIDTH OF THE CONCRETE WALK AND SHALL BE TRULY NORMAL TO GRADE.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF EXISTING PAVEMENT TO THE MAXIMUM DEPTHS AS INDICATED IN THE EXISTING TYPICAL SECTIONS OR TO A GREATER DEPTH, IF EXISTING PAVEMENT THICKNESS IS LARGER. THIS INCLUDES THE REMOVAL OF ANY EXISTING EARTH OR SUBGRADE MATERIAL FOUND AT THIS DEPTH IF THE EXISTING PAVEMENT IS LESS THAN SHOWN IN THE EXISTING TYPICAL SECTIONS. THIS ITEM ALSO INCLUDES THE REMOVAL OF ALL EXISTING CURB AND ALL TYPES OF EXISTING PAVEMENT, INCLUDING ASPHALT, CONCRETE AND BRICK.

THIS ITEM ALSO INCLUDES FULL DEPTH PAVEMENT SAWING AT LOCATIONS WHERE ADJACENT RIGID AND FLEXIBLE PAVEMENT IS TO REMAIN.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCIDENTAL TO ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

- METHOD A:
1. SET GUARDRAIL POSTS
 2. PLACE ITEM 441
- METHOD B:
1. PLACE ITEM 441
 2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
 3. SET GUARDRAIL POSTS
 4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 202 REMOVAL MISC.: LIGHT POLE

REMOVE THE LUMINAIRE, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

LIGHT POLES REMOVED WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LIGHT POLE, EACH

EXISTING WEATHER STATION (STA 310+75, LT) REMOVAL COORDINATION AND FOUNDATION REMOVAL

CONTACT HEATHER KRANNITZ (HEATHER.KRANNITZ@DOT.OHIO.GOV, TEL. 614-397-1882) 2 MONTHS PRIOR TO THE PAVEMENT WIDENING/EARTHWORK AT THIS LOCATION TO ENSURE THAT THE STATION CAN BE REMOVED.

AFTER THE WEATHER STATION HAS BEEN REMOVED BY OTHERS, REMOVE THE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR REMOVAL OF THE FOUNDATION REMOVED AND ALL OF THE ABOVE WORK:

ITEM 202 REMOVAL MISC.: WEATHER STATION FOUNDATION, LUMP SUM

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF 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.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

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

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, 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 PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE 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 POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

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 PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 202 REMOVAL MISC.: BUSINESS SIGN

REMOVE THE SIGN, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT-OF WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING SIGN TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE THE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING BUSINESS SIGN.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUSINESS SIGN, EACH

ITEM 202 REMOVAL MISC.: BOULDER

REMOVE THE BOULDERS AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOULDERS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOULDER, EACH

ITEM 202 REMOVAL MISC.: CONCRETE BLOCK

REMOVE THE CONCRETE BLOCKS (MEASURING APPROXIMATELY 2.5’ X 2.5’ X 6’) AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

CONCRETE BLOCKS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: CONCRETE BLOCK, EACH

ITEM 202 REMOVAL MISC.: BOLLARD
ITEM 202 REMOVAL MISC.: POST

REMOVE THE BOLLARD OR POST AND FOUNDATION AS INDICATED FOR REMOVAL. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOLLARDS AND POSTS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOLLARD, EACH
ITEM 202 REMOVAL MISC.: POST, EACH

ITEM 202 REMOVAL MISC.: LANDSCAPE LIGHTS

REMOVE THE LIGHTS AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL.

LANDSCAPE LIGHTS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LANDSCAPE LIGHT, EACH

ITEM 202 REMOVAL MISC.: STONE WALL
ITEM 202 REMOVAL MISC.: CONCRETE WALL

REMOVE THE WALL AND FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

WALLS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: STONE WALL, FOOT
ITEM 202 REMOVAL MISC.: CONCRETE WALL, FOOT

ITEM 202 REMOVAL MISC.: BUILDING FOUNDATION

REMOVE THE FOUNDATION AS INDICATED FOR REMOVAL TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BREAK UP BASEMENT FLOORS TO REMAIN IN PLACE AND SEAL REMAINING DRAINS WITH MASONRY. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

FOUNDATIONS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUILDING FOUNDATION, EACH

ITEM SPECIAL - PARKING BLOCK REMOVED

REMOVE THE PARKING BLOCKS AND STAKES AS INDICATED FOR REMOVAL.

PARKING BLOCKS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PARKING BLOCK REMOVED, EACH

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CROSSINGS UTILITY LATERAL CONNECTIONS

WATER SERVICES ARE TO BE EXPECTED AT EVERY PARCEL WITHIN THE PROJECT LIMITS. SANITARY SERVICE LATERALS ARE TO BE EXPECTED AT EVERY PARCEL BETWEEN STA 166+00 AND STA 178+50, AND BETWEEN STA 309+00 AND STA 360+00. EXACT LOCATIONS OF LATERAL SERVICES ARE UNKNOWN.

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO CROSS OVER OR UNDER AN EXISTING SEWER OR WATER LATERAL SERVICE, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR WATER LATERAL SERVICE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

ITEM 611 - CONDUIT MISC.: EXISTING UTILITY LOCATION TEST HOLES

THE CONTRACTOR SHALL CAREFULLY EXCAVATE AROUND THE EXISTING UTILITY TO VERIFY EXISTING LOCATION AND DEPTH PRIOR TO LAYING PROPOSED CONDUIT. HAND DIGGING MAY BE NECESSARY TO AVOID DAMAGE TO THE UTILITY.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER EACH TEST HOLE FOR THE OPERATIONS DESCRIBED ABOVE.

THE FOLLOWING QUANTITY IS PROVIDED TO EXCAVATE TEST HOLES FOR THE PURPOSE OF VERIFYING THE LOCATION AND DEPTH OF EXISTING UTILITIES WHOSE EXACT LOCATIONS ARE UNKNOWN, TO BE USED AS DIRECTED BY THE DEPARTMENT.

ITEM 611 CONDUIT MISC.: EXISTING UTILITY LOCATION TEST HOLES, 50 EACH

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE
ITEM 611 MANHOLE RECONSTRUCTED TO GRADE

THE FOLLOWING QUANTITY IS PROVIDED TO RECONSTRUCT EXISTING CATCH BASINS AND MANHOLES TO GRADE IN RESURFACING AREAS OF THE PROJECT, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, 5 EACH
ITEM 611 MANHOLE RECONSTRUCTED TO GRADE, 5 EACH

ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN
ITEM 611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN

ALL CASTINGS SHALL BE ADJUSTED TO THE FINISHED ROADWAY ELEVATION BY THE CONTRACTOR. THE TIME BETWEEN ADJUSTING THE THE CASTINGS AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM. NO ADJUSTING RINGS SHALL BE PERMITTED.

THE FOLLOWING QUANTITY IS PROVIDED TO ADJUST EXISTING CATCH BASINS AND MANHOLES TO GRADE IN RESURFACING AREAS OF THE PROJECT, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN, 45 EACH
ITEM 611 MANHOLE ADJUSTED TO GRADE, AS PER PLAN, 17 EACH

ITEM 530 SPECIAL STRUCTURAL SURVEY AND MONITORING OF VIBRATION

THIS ITEM SHALL BE USED AS DIRECTED BY THE DEPARTMENT FOR TEMPORARY SHORING WHICH MAY BE NECESSARY FOR THE INSTALLATION OF ITEM 895 - MANUFACTURED WATER QUALITY STRUCTURE AND ASSOCIATED WORK.

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING STRUCTURES.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA:
1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR
2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

- MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
- ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
- MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
- IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
- FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:

- IDENTIFICATION OF SEISMOGRAPH.
- DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
- START TIME AND DURATION OF PILE DRIVING.
- LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM 530 SPECIAL STRUCTURAL SURVEY AND MONITORING OF VIBRATION THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS

ITEM SPECIAL - STRUCTURE MISC., PRECONSTRUCTION CONDITION SURVEY

THIS ITEM SHALL BE USED AS DIRECTED BY THE DEPARTMENT FOR TEMPORARY SHORING WHICH MAY BE NECESSARY FOR THE INSTALLATION OF ITEM 895 - MANUFACTURED WATER QUALITY STRUCTURE AND ASSOCIATED WORK.

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS, OR OCCUPANTS, FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF THE REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL STRUCTURE MISC.: PRECONSTRUCTION CONDITION SURVEY.

SUPPORT AND UNDERCUT OF UNSTABLE EXCAVATIONS

WHEN EXCAVATING FOR CONDUIT AND STRUCTURE INSTALLATION, UNSTABLE SOILS ARE TO BE EXPECTED. THE CONTRACTOR IS ADVISED THAT THE SOILS FOR THE DEPTH OF EXCAVATION ARE EXPECTED TO BE SATURATED AND SANDY, WITH MOISTURE CONTENTS EXCEEDING 12% IN MOST AREAS OF THE PROJECT.

ALL ADDITIONAL COSTS FOR LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR PROPERLY BRACING THE UNSTABLE EXCAVATION FROM CAVE-IN AND DEWATERING SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS DRAINAGE ITEMS. FOR AREAS OUTSIDE A DISTANCE OF 200 FEET UP/DOWN STATION FROM SOIL BORINGS CONTAINING SUPERIOR INFORMATION, THE WATER TABLE SHALL BE ASSUMED TO BE AT A DEPTH OF 10 FEET FOR BIDDING PURPOSES.

IT IS EXPECTED THAT REMOVAL OF UNSUITABLE MATERIAL WILL BE NECESSARY IN ACCORDANCE WITH C&MS 611.05. THE FOLLOWING CONTINGENCY QUANTITIES ARE PROVIDED FOR EXCAVATING AND REPLACING THE UNSUITABLE MATERIAL UNDER THE BEDDING DEEMED UNSUITABLE BY THE ENGINEER:

ITEM 203E10001 EXCAVATION, AS PER PLAN 5,000 CY
ITEM 204E50000 GEOTEXTILE FABRIC 11,200 SY
ITEM 203E35130 GRANULAR MATERIAL, TYPE D 5,000 CY

REMOVAL OF ABANDONED UTILITY PIPES AND CONDUITS

REMOVE ALL CONFLICTING ABANDONED SMALL DIAMETER (6-INCH ID AND UNDER) UTILITY CONDUITS (INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, TELECOMMUNICATIONS, ETC.) ENCOUNTERED DURING THE PERFORMANCE OR INSTALLATION OF OTHER PAY ITEMS OF WORK IN THIS CONTRACT IN ACCORDANCE WITH ITEM 202. THIS WORK IS INCIDENTAL TO THE PERFORMANCE OF SAID PAY ITEMS. NO ADDITIONAL PAYMENT WILL BE MADE.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (FOR PROPOSED CULVERT AT STA. 253+86)

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE TO SUPPORT THE SIDES OF THE EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

THIS WORK SHALL CONSIST OF TEMPORARY SHEET PILING TO BE INSTALLED TO CONSTRUCT THE NEW CULVERT AT STA. 253+86 TO APPROXIMATE LIMITS SHOWN ON SHEET 83 OF 1253. THE WORK SHALL BE IN ACCORDANCE WITH ITEM 503, EXCEPT THAT STEEL SHEET PILING SATISFYING THE MAXIMUM SECTION DEPTH, THE MINIMUM SECTION AND MATERIAL PROPERTIES LISTED BELOW SHALL BE USED. CULVERT DETAIL SHEET 862 OF 1253 FOR THE CULVERT SECTION

MAXIMUM SECTION DEPTH: NO MAXIMUM
MINIMUM SECTION MODULUS: 60.7 CU. IN./FT.
STRUCTURAL STEEL: A572
MINIMUM YIELD STRENGTH: 50,000 PSI

THE DEPTH OF EXCAVATION AT THE PROPOSED CULVERT SHALL BE 19' MAXIMUM WITH A 2'-0" LIVE LOAD SURCHARGE AND WILL REQUIRE THE USE OF TEMPORARY SHORING. IF IT IS NOT REMOVED, ALL SHEETING SHALL BE CUT TO 1 FT. BELOW PROPOSED APPROACH ROADWAY SUBBASE (ITEM 304) ELEVATION. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SAFE TEMPORARY CUT SLOPES AND ANY DEWATERING AS NOTED IN ITEM 503.

TEMPORARY SHEETING TABLE					
SHEETING	APPROX. STA.		ELEVATIONS		LENGTH
	BEGIN	END	TOP	BOTTOM	
BACK	253+44.5	254+03.5±	678.0	626.0	52'
*OVER EX. BOX	254+03.5±	254+11.5±	678.0	664.0	14'
AHEAD	254+11.5±	254+28.0±	678.0	626.0	52'

*-WELD WALERS ON EXPOSED SIDE OF THIS 8' LONG PART OF WALL

DO NOT DRIVE SHEET PILING THROUGH AN EXISTING BOX CULVERT AT STA. 254+07.5. CONSEQUENTLY, AN 8'-0"± LENGTH OF WALL ABOVE THE EXISTING BOX SHALL BE STIFFENED WITH WALERS WELDED TO THE EXPOSED FACE OF THE SHEET PILING. INSTALL FOUR (4) W6X25 X 12'-0" LONG WALERS AS THE EXCAVATION DEEPENS ABOVE THE EXISTING BOX CULVERT. FLAME CUT A HOLE THROUGH THE SHEET PILING TO PASS A PROPOSED 66" STORM CONDUIT.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS TO COMPLETE THE WORK DESCRIBED ABOVE IS INCLUDED UNDER THE CONTRACT "LUMP SUM" PRICE BID FOR ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

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GENERAL NOTES

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EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 605 - AGGREGATE DRAINS 200 FT.
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC 500 FT.
ITEM 611 - 6" CONDUIT, TYPE F 50 FT.

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN ACCORDANCE WITH SCD DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING, OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611,INSPECTION WELL.

FURNISH A DRILLED HOLE OR A CURB SECTION WITH A HOLE WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING, OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE - FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE - FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION: THE CONTRACTOR SHALL FURNISH WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE - FOR DRAINAGE DISCHARGE CONTINUANCE.

CONDUIT MATERIAL TYPES THE FOLLOWING CONDUIT MATERIAL TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, AND 707.52 SDR35.

PAY ITEMS:
EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B AND C FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 12 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

ITEM 611, INSPECTION WELL 10 EACH
ITEM 611, CONDUIT, MISC TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE 500 FEET
ITEM 611, CONDUIT, MISC TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE 500 FEET

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

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

SPECIAL, MISCELLANEOUS METAL 10,000 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM 611 INLET, SIDE DITCH

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO ADDRESS LOW AREAS INADVERTENTLY CREATED WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE DEPARTMENT.

ITEM 611 INLET, SIDE DITCH 5 EACH
ITEM 611 12" CONDUIT, TYPE C 500 FEET

ITEM 611 12" CONDUIT, AS PER PLAN, 748.01 OR 748.06

THE FOLLOWING CONDUIT TYPES SHALL BE PROVIDED FOR THIS ITEM OF WORK.

748.01 - PROVIDE ANSI CLASS 52 WITH PUSH-ON JOINTS CONFORMING TO 638.07.
748.06 - PROVIDE STANDARD THICKNESS GALVANIZED STEEL CASING WITH FULL-CIRCUMFERENCE WELDED JOINTS CONFORMING TO 513.21.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

SPECIAL, PIPE CLEANOUT, 24" AND UNDER 400 FT.
SPECIAL, PIPE CLEANOUT, 27" TO 48" 225 FT.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

WATER QUALITY

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

MANUFACTURED WATER QUALITY STRUCTURE

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS HAVE BEEN SHOWN IN THE PLANS FOR PLACEMENT OF AN OFF-LINE SYSTEM. PAYMENT FOR THESE DEVICES SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4.

PAVEMENT

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.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) 200 CU. YDS.
ITEM 304 - AGGREGATE BASE 200 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 AND 304 THICKNESS OF 6 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22, (449) 30 CU. YDS.
ITEM 304 - AGGREGATE BASE 30 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 AND 304 THICKNESS OF 6 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

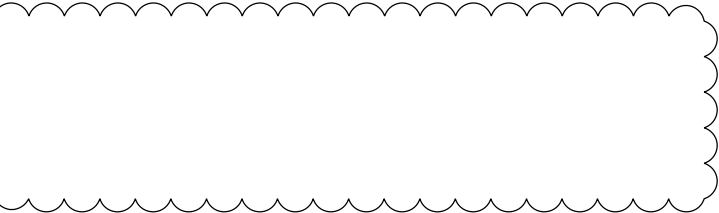
PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 874 - LONGITUDINAL JOINT PREPARATION, AS PER PLAN

METHOD ONE SHALL BE USED TO COMPLETE THIS WORK.

A MINIMUM OF 12 INCHES WIDTH FROM THE FIRST PASS OF THE ENTIRE LENGTH OF ASPHALT CONCRETE SURFACE COURSE SHALL BE REMOVED.

INCLUDE THE COST OF FURNISHING, PLACING AND REMOVING 12 INCHES WIDTH OF ASPHALT SURFACE COURSE, AND FURNISHING AND PLACING SS 875 LONGITUDINAL JOINT ADHESIVE IN THE CONTRACT UNIT PRICE FOR LONGITUDINAL JOINT PREPARATION.



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PARTIAL DEPTH PAVEMENT REPAIR:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) 1400 SY.

REMOVAL DEPTH SHALL BE 3 INCHES OR AS DIRECTED BY THE ENGINEER.

ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446), AS PER PLAN, PG76-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM 60% OF ACBFS OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. AT LEAST 50% OF THE FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO ACBFS OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE, DO NOT EXCEED 63 IN PRODUCTION.

WHEN ACBFS IS USED FOR A FRACTION OF THE COARSE AGGREGATE, PROVIDE A TOTAL ASPHALT BINDER CONTENT GREATER THAN OR EQUAL TO 6.2%. IF ACBFS MAKES UP 100% OF THE COARSE AGGREGATE, APPLY THE BINDER CONTENT REQUIREMENTS OF CMS 442.

ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19 mm, TYPE A (446), AS PER PLAN

ON THIS PROJECT SUPPLY A 19 mm INTERMEDIATE COURSE MEETING THE REQUIREMENTS OF 442 EXCEPT AS MODIFIED BELOW.

MODIFY TABLE 442.02-2 AS FOLLOWS:

SIEVE SIZE		9.5 mm mix	12.5 mm mix	19 mm mix
		TOTAL PERCENT PASSING		
1 1/2 inch	(38 mm)	-	-	100
3/4 inch	(19 mm)	-	100	95 to 100
1/2 inch	(12.5 mm)	100	95 to 100	90 to 100
3/8 inch	(9.5 mm)	90 to 100	96 max	96 max
No. 4	(4.75 mm)	70 max	52 to 65	60 max
No. 8	(2.36 mm)	34 to 52	34 to 45	34 to 45
No. 200	(75 µm)	2 to 8	2 to 8	2 to 8

MODIFY TABLE 442.02-3 AS FOLLOWS:
APPLY 14.0 FOR A VMA (PERCENT MINIMUM) FOR A 19 mm MIX.
APPLY 5.3 PERCENT FOR THE MINIMUM TOTAL ASPHALT BINDER CONTENT FOR A 19 mm MIX.

MODIFY THE 442 INTERMEDIATE COURSE REQUIREMENTS OF TABLES 401.04-1 AND 401.04-2 AS FOLLOWS:
APPLY 3.5 PERCENT FOR THE TOTAL VIRGIN ASPHALT BINDER CONTENT, MINIMUM.

USE A PG64-22 IF USING 25 PERCENT OR LESS RAP. USE PG64-28 IF USING GREATER THAN 25 PERCENT RAP.

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22

FOR THE PLACEMENT OF 301 ASPHALT BASE, USE ANTI-SEGREGATION EQUIPMENT CONFORMING TO THE REQUIREMENTS OF 401.03.C EXCLUDING THE USE OF REMIXING PAVERS. ALL COSTS ASSOCIATED WITH THIS PROVISION SHALL BE INCIDENTAL TO ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22.

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ITEM 614. MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NORTH RIDGE ROAD (U.S. 20) BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON NARROWS ROAD, BLACKMORE ROAD, PERRY PARK ROAD, PARMLY ROAD, RED MILL VALLEY ROAD, CALL ROAD AND ANTIOCH ROAD, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 34-40. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$300 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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 FOLLOWING ESTIMATED QUANTITIES AND THE QUANTITIES IN THE TABLE BELOW HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 608 TEMPORARY ASPHALT CONCRETE WALK, AS PER PLAN 2,000 SF

ITEM 615 ROADS FOR MAINTAINING TRAFFIC LUMP SUM

ITEM 616, WATER 100 M. GAL.

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. 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.

NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED SIDE STREET CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

PLACEMENT OF ASPHALT CONCRETE

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.

DROP-OFFS IN WORKZONES

AT ALL TIMES AND FOR ALL SPEED LIMITS, THE WORK SHALL CONFORM TO THE REQUIREMENTS OF MT-101.90, CONDITION II. FOR AREAS WHERE THE SPEED LIMIT IS LESS THAN 45 MPH, A 3:1 FORESLOPE SHALL BE MAINTAINED BY THE CONTRACTOR UTILIZING MATERIAL THAT CONFORMS TO ITEM 410 OR ITEM 304.

THE COST FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC 18,573 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 9,686 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED. ANY UNDERCUT SHALL BE FILLED THE SAME DAY AS THE EXCAVATION.

AREAS THAT ARE EXCAVATED FOR THE INSTALLATION OF TEMPORARY PAVEMENT SHALL BE COMPENSATED UNDER THE LUMP SUM ITEM FOR ROADS FOR MAINTAINING TRAFFIC. NO SEPARATE PAYMENT WILL BE MADE FOR THE EXCAVATION OF THESE AREAS UNDER ITEM 203 - EXCAVATION.

WORK ZONE MARKINGS (WINTER APPLICATION)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11. MARKINGS SHALL BE APPLIED ON ROADWAY AFFECTED BY PHASE 1, PHASE 2, PHASE 3 AND PHASE 4 CONSTRUCTION:

WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT 11.18 MILE
WORK ZONE CENTER LINE, CLASS I, 642 PAINT 6.62 MILE
WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 1.28 MILE
WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT 3156 FT
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT 742 FT
WORK ZONE STOP LINE, CLASS I, 642 PAINT 693 FT
WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT 2665 FT
WORK ZONE ARROW, CLASS I, 642 PAINT 22 EACH

WORK ZONE MARKINGS (PRE-FINAL APPLICATION)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11. MARKINGS SHALL BE APPLIED AFTER PAVEMENT PLANING AND AFTER PLACEMENT OF THE SURFACE COURSE PRIOR TO THE FINAL PAVEMENT MARKINGS BEING APPLIED:

WORK ZONE LANE LINE, CLASS III, 6" 642 PAINT 21.26 MILE
WORK ZONE CENTER LINE, CLASS III, 642 PAINT 12.78 MILE
WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 5.06 MILE
WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT 8926 FT
WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT 1600 FT
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT 1142 FT
WORK ZONE STOP LINE, CLASS III, 642 PAINT 1144 FT
WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT 4068 FT
WORK ZONE ARROW, CLASS III, 642 PAINT 120 EACH
WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT 24 SF
CHEVRON MARKING, TYPE I 450 FEET

ITEM 614. WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM SPECIAL. WORK ZONE TRAFFIC SIGNAL

THE ADDITION OF TEMPORARY TRAFFIC SIGNALS AND EQUIPMENT AND MODIFICATIONS TO EXISTING TRAFFIC SIGNALS AND EQUIPMENT SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOR ITEM 614 WORK ZONE TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS:

PHASE 1: CENTER ROAD, TOWNLINE ROAD

PHASE 2: CENTER ROAD, TOWNLINE ROAD

PHASE 5: LANE ROAD

PHASE 6: LANE ROAD

THE FOLLOWNG QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

ITEM 614, WORK ZONE TRAFFIC SIGNAL 24 EACH

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1000 M. GAL.

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS. AS PER PLAN

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.

ITEM 625 PULL BOX REMOVED AND REPLACED. AS PER PLAN

THIS ITEM WILL INCLUDE THE REMOVAL AND REPLACEMENT OF PULL BOXES THAT ARE LOCATED WITHIN TEMPORARY PAVEMENT THAT CONTAIN PERMANENT WIRES WHICH ARE NOT INTENDED TO BE REMOVED. WHEN THE PULL BOX IS REMOVED, THE PERMANENT WIRES SHALL BE COVERED WITH SAND AND PLATED TO PROTECT THE WIRES DURING CONSTRUCTION. WHEN THE TEMPORARY PAVEMENT IS REMOVED, A NEW PULL BOX MATCHING THE ORIGINAL SIZE SHALL BE INSTALLED TO THE FINAL GRADE AT THE SAME LOCATION.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE TEMPORARY REMOVAL OF PULL BOXES:

ITEM 625, PULL BOX REMOVED AND REPLACED, AS PER PLAN, 10 EACH

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 30 OF THE PLANS. 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 6 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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 180 SIGN MONTH (ASSUMING 5 PCMS SIGNS FOR 36 MONTH(S))

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THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

- THE DEPARTMENT WILL DEDUCT:

- FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

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REF NO.	SHEET NO.	STATION TO STATION				SIDE	614																		CALCULATED ARK CHECKED EJT
							WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 1, 873	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		WORK ZONE DOTTED LINE, CLASS I, 1, 6", 642 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)		BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, TWO WAY	
							614 MILE	614 MILE	614 MILE	614 MILE	614 MILE	614 FT		614 FT	614 FT	614 FT	614 FT	614 FT	614 EACH		614 EACH		614 EACH	614 EACH	622 FT
PHASE 2																									
CL-1	176	404+00			409+00	RT																			
CL-2	176	407+70			409+00	RT		0.095																	
CH-1	176	404+00			404+90	RT							90												
CH-2	176	406+60			407+45	LT							85												
CH-3	176	406+60			407+45	RT							85												
SL-1	176	404+90				RT									22										
SL-2	176	406+60				RT & LT									33										
EL-1	176	404+00			409+00	LT					0.095														
EL-2	176	404+00			409+00	RT					0.095														
TL-1	176	407+70			409+00	RT								58											
DL-1	176	408+20			409+00	LT																			
LA-1	176	404+14				RT													1						
LA-2	176	404+80				RT													1						
LA-3	176	406+70				RT													1						
LA-4	176	407+20				RT													1						
LA-5	176	406+70				LT													1						
LA-6	176	407+20				LT													1						
PB-26	176	404+00			404+65	LT																			
DL-1	176	404+90			11+03	RT							204							1			1	1	65
DL-2	176	9+01			406+60	LT & RT							173												
CL-1	177	409+00			411+20	RT		0.042																	
CL-2	177	409+00			411+20	RT		0.042																	
CLT-1	177	411+20			411+82	RT & C/L				0.012															
CLT-2	177	411+20			411+60	RT				0.008															
EL-1	177	409+00			411+20	LT					0.042														
ELT-1	177	411+20			414+00	LT						0.053													
EL-2	177	409+00			411+06	RT				0.039															
TL-1	177	409+00			411+60	RT								63											
ELT-1	178	414+00			419+00	LT					0.095														
ELT-1	179	419+00			419+75	LT					0.014														
PARMLY ROAD																									
CTL-1	188	309+55			310+61	RT				0.02															
ELT-1	188	309+40			310+46	RT					0.02														
PB-31	188	308+65			310+71	C/L																2	2		206
RED MILL VALLEY ROAD																									
CLT-1	190	317+87			319+16	RT				0.024															
ELT-1	190	317+72			319+01	RT					0.024														
PB-32	190	316+77			319+26	C/L																2	2		249
ANTIOCH ROAD																									
CTL-1	191	357+30			358+60	RT				0.025															
ELT-1	191	357+15			358+45	RT					0.025														
PB-33	191	356+80			358+70	C/L														1		2	2		190
SUBTOTAL SHEET 54																									
0.190 0.530 0.140 0.380 0.140 436 377 121 55 6 2 7 7 710																									
SUBTOTALS FROM SHEET 51																									
0.030 1.050 0.040 1.050 96 25 14 45 3 32 34 41 41 3467																									
SUBTOTALS FROM SHEET 53																									
0.150 0.970 0.180 0.970 139 805 304 189 14 45 17 74 90 90 7919																									
TOTAL																									
0.19 0.91 2.25 0.87 2.39 835 805 304 189 14 45 17 74 90 90 7919																									
TOTALS CARRIED TO GENERAL SUMMARY																									

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606	606	606	611	611	611	614	614	614	614	614	614	614	614	614	614	614	615	614	614	622							
						GUARDRAIL, TYPE MGS, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	12" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 6, AS PER PLAN	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE LANE LINE, CLASS I, 6", 873	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 873	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, TWO WAY	PORTABLE BARRIER, UNANCHORED			
						FT	EACH	EACH	FT	EACH	EACH	MILE	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	SY	EACH	EACH	FT			
PRE-PHASE 3																																	
EL-1	193	197+00		198+50	LT										0.028																		
EL-1	194	198+50		203+50	LT										0.095																		
PB-2	194	198+75		200+95	LT																												
EL-1	195	203+50		206+25	LT										0.052										2		2	2	220				
PHASE 3																																	
CL-1	203	158+50		163+50	C/L									0.095																			
EL-1	203	160+50		163+50	RT										0.056																		
LL-1	203	158+50		163+50	LT							0.095																					
LL-2	203	158+50		160+50	RT							0.038																					
DL-1	203	160+50		163+50	LT														300														
CL-1	204	163+50		168+50	C/L & LT									0.095																			
CL-2	204	167+25		168+50	C/L & LT									0.024																			
EL-1	204	163+50		168+50	RT										0.095																		
EL-2	204	166+50		168+50	LT										0.038																		
LL-1	204	163+50		167+25	LT							0.071																					
DL-1	204	163+50		165+00	RT														150														
TL-1	204	166+55		168+50	LT																20												
CL-1	205	168+50		173+50	LT									0.095																			
CL-2	205	168+50		171+15	LT									0.052																			
EL-1	205	168+50		173+50	LT										0.095																		
EL-2	205	168+50		173+50	RT										0.095																		
CH-1	205	171+40		172+58	LT													118															
CH-2	205	171+40		172+58	RT													118															
TL-1	205	168+50		171+15	LT																88												
CW-1	205	173+06			RT & LT																												
CW-2	205	173+50			RT																												
SL-1	205	172+58			RT & LT																												
SL-2	205	19+41		19+56	LT & RT																33 27												
LA-1	205	171+52			RT																				1								
LA-2	205	172+00			RT																				1								
LA-3	205	172+48			RT																				1								
LA-4	205	171+52			LT																				1								
LA-5	205	172+00			LT																				1								
LA-6	205	172+48			LT																				1								
DL-1	205	172+58		173+50	LT														93 115														
DL-2	205	18+91		173+50	LT																												
CL-1	206	173+50		178+50	LT								0.095																				
EL-1	206	173+50		178+50	LT										0.095																		
EL-2	206	173+50		178+50	RT										0.095																		
CH-1	206	174+48		176+83	LT													235															
CW-1	206	174+00			RT & LT																												
CW-2	206	173+50			LT																					150 101							
SL-1	206	174+48			LT																												
SL-2	206	20+63		20+78	LT																22 31												
LA-1	206	174+58			LT																					1							
LA-2	206	175+23			LT																					1							
LA-3	206	175+88			LT																					1							
LA-4	206	176+53			LT																					1							
LA-5	206	177+18			LT																					1							
LA-6	206	177+83			LT																					1							
DL-1	206	173+50		20+97	LT & RT																												
DL-2	206	173+50		174+48	LT																												
CL-1	207	178+50		183+50	LT									0.095																			
CL-2	207	178+50		182+20	LT									0.070																			
EL-1	207	178+50		183+50	LT										0.095																		
EL-2	207	178+50		183+50	RT & LT										0.095																		
SUBTOTAL SHEET 55											0.204		0.621		0.934		471	842		108	113		512	12	2		2	2	220				
						LAK-US-20-19.59																										55 1088	
						MAINTENANCE OF TRAFFIC SUBSUMMARY																										CALCULATED ARK CHECKED EJT	

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606	606	606	611	611	611	614	614	614	614	614	614	614	614	614	614	614	614	615	614	614	622		
						GUARDRAIL, TYPE MGS, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	12" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 6, AS PER PLAN	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE LANE LINE, CLASS I, 6", 873	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 873	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, TWO WAY
PHASE 3																													
LL-1	227	278+50		283+50	RT						0.095																		
CH-1	227	278+50		279+00	LT											50													
CH-2	227	281+01		282+25	LT											124													
CW-1	227	279+21			RT & LT																								
CW-2	227	280+75			RT & LT																								
CW-3	227	10+50			LT																								
CW-4	227	9+50			RT																								
SL-1	227	279+00			RT & LT																								
SL-2	227	281+01			LT																								
SL-3	227	10+57		10+72	LT & RT																								
SL-4	227	9+28		9+43	RT																								
LA-1	227	278+90			LT																								
LA-2	227	281+11			LT																								
LA-3	227	281+61			LT																								
LA-4	227	282+11			LT																								
DL-1	227	279+00		11+13	LT & RT																								
DL-2	227	8+94		281+01	LT																								
CL-1	228	283+50		286+00	LT							0.047																	
CL-2	228	283+50		286+00	LT							0.047																	
CLT-1	228	286+00		286+40	LT								0.008																
CLT-2	228	286+00		288+50	LT								0.047																
EL-1	228	283+50		286+00	RT									0.047															
EL-2	228	283+50		286+00	LT									0.047															
ELT-1	228	286+00		286+40	RT											0.008													
ELT-2	228	286+00		286+40	LT											0.008													
LL-1	228	283+50		286+00	RT					0.047																			
LLT-1	228	286+00		286+40	RT						0.008																		
CLT-1	229	288+50		293+50	LT								0.095																
DLT-1	229	289+15		293+50	LT															435									
CLT-1	230	293+50		294+55	LT								0.020																
DLT-1	230	293+50		294+55	LT															105									
OHIO STREET																													
CL-1	235	218+66		219+44	RT							0.015																	
CL-2	235	6+87		9+87	LT							0.057																	
EL-1	235	218+56		219+59	RT									0.019															
EL-2	235	6+87		10+06	LT									0.060															
EL-3	235	6+87		9+92	LT									0.058															
SL-1	235	9+87			LT															11									
PB-21	235	218+56		219+36	LT																				1				
P21	235	6+87		9+90.6	RT																				300				
CL-1	236	219+66		220+15	RT							0.009																	
CL-2	236	6+54		8+75	LT							0.042																	
CLT-1	236	8+75		9+60	LT								0.016																
EL-1	236	219+51		220+30	RT									0.015															
EL-2	236	6+54		9+25	LT									0.051															
EL-3	236	6+54		8+75	LT									0.042															
ELT-1	236	8+75		10+02	LT											0.025													
ELT-2	236	9+25		9+68	LT											0.015													
SLT-1	236	9+60			LT																								
PB-21	236	219+76		220+51	LT																								
P22	236	6+54		9+25	LT																								
SUBTOTAL SHEET 59											0.140	0.010	0.220	0.190	0.340	0.060	174	425	540		132	11	623	4	3	277	2	2	155
SUBTOTALS FROM SHEET 55											0.204		0.621		0.934		471	842		108	113		512	12	2		2	220	
SUBTOTALS FROM SHEET 56						125	1	1	215	9	10		0.665		1.322					121	11				19	5700	27	27	2895
SUBTOTALS FROM SHEET 57						88		1	335	9	9		0.685		1.330						24				18	5080	26	26	2555
SUBTOTALS FROM SHEET 58						400		3	339	7	8	0.025		0.658		1.140		130		100				3	5	3082	18	18	1796
TOTAL						613	1	5	889	25	27	0.369	0.010	2.849	0.190	5.066	0.060	775	1267	540	329	280	11	1135	19	47	14439	75	75

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REF NO.	SHEET NO.	STATION TO STATION				SIDE	611	611			614		614	614		614	614	614			614			614	614	622
							12" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 6, AS PER PLAN			WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT		WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873		WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT			WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)			BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, TWO WAY	PORTABLE BARRIER, UNANCHORED
							FT	EACH			MILE		MILE	FT		FT	FT	FT			EACH			EACH	EACH	FT
PRE- PHASE 5																										
EL-1	288	147+40			148+50	LT							0.021													
PB-1	288	148+50			148+50	LT															1					
EL- 1	289	148+50			153+50	LT							0.095													
PB-1	289	148+50			150+70	LT															1			3	3	220
EL-1	290	153+50			156+00	LT							0.047													
PHASE 5 - SUBPHASE 1																										
EL-1	297	887+50	S.R.2		890+50	LT							0.057													
EL-2	297	887+50	S.R.2		890+50	RT							0.057													
PB-1	297	890+10	S.R.2		890+50	RT															1			1	1	40
CH-1	298	893+56	S.R.2		111+06	LT											177									
EL-1	298	890+50	S.R.2		893+56	LT							0.058													
EL2	298	890+50	S.R.2		111+72	RT							0.104													
LL-1	298	111+06			111+28	RT				0.004																
PB-2	298	890+50	S.R.2		112+00	RT																		5	5	575
EL-1	299	112+00			117+50	LT							0.104													
PB-3	299	112+00			117+50	LT																		6	6	550
DL-1	299	112+50			115+50	LT												300								
EL-1	300	117+50			123+00	LT							0.104													
PB-4	300	117+50			118+50	LT															1			1	1	100
D1	300	119+25			119+57	LT	44	1																		
EL-1	301	123+00			123+80	LT							0.015													
PHASE 5 - SUBPHASE 2																										
EL-1	305	887+50	S.R.2		890+50	LT							0.057													
EL-2	305	887+50	S.R.2		890+50	RT							0.057													
PB-1	305	890+00	S.R.2		890+50	LT															1			1	1	50
EL-1	306	890+50	S.R.2		891+00	RT							0.009													
EL-2	306	890+50	S.R.2		891+00	RT							0.009													
EL-3	306	109+27			112+00	RT							0.052													
ELT-1	306	891+00	S.R.2		112+00	RT								0.098												
ELT-2	306	891+00	S.R.2		112+00	RT								0.098												
PB-2	306	890+50	S.R.2		112+00	RT																		5	5	575
PB-3	306	107+67			112+00	LT																		4	4	433
ELT-1	307	112+00	S.R.2		117+50	RT								0.104												
ELT-2	307	112+00	S.R.2		117+50	RT								0.104												
EL-3	307	112+00			115+50	LT							0.067													
PB-4	307	112+00	S.R.2		115+50	RT																		4	4	350
PB-5	307	112+00			115+50	LT															1			4	4	350
ELT-1	308	117+50	S.R.2		118+25	LT								0.014												
ELT-2	308	117+50	S.R.2		117+75	LT								0.005												
EL-3	308	117+50			123+00	RT							0.104													
LI-1	308	117+75			120+80	LT				0.058																
DL-1	308	120+80			123+00	LT													220							
EL-1	309	123+00			123+80	LT								0.015												
DL-1	309	123+00			123+80	LT														80						
SUBTOTAL SHEET 64							44	1			0.060		1.030	0.420		177		600			6			34	34	3243

64

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MAINTENANCE OF TRAFFIC

SUBSUMMARY

LAK-US-20-19.59

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CHECKED
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MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE			614	614	614	614	614	614	614	614	614	614		614		614	614	622	CALCULATED ARK CHECKED EJT	
								WORK ZONE LANE LINE, CLASS I, 6", 873	WORK ZONE CENTER LINE, CLASS I, 1, 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 1, 873	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 1, 6", 873	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE ARROW, CLASS I, 642 PAINT		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)			BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)
								614	614	614	614	614	614	614	614	614	614		614		614	614	622		
PHASE 6																									
CL-1	351	97+31		100+50	C/L & RT				0.060																
EL-1	351	97+31		100+50	LT					0.060															
EL-2	351	97+31		100+50	RT					0.060															
PB-1	351	99+65		100+50	LT													1			1	1	85		
CL-1	352	100+50		102+00	RT			0.028																	
CLT-1	352	102+00		105+50	RT				0.066																
EL-1	352	100+50		102+00	RT					0.028															
EL-2	352	100+50		102+00	LT & RT					0.028															
EL-3	352	885+75	S.R. 2	888+38	LT					0.050															
EL-4	352	885+75	S.R. 2	888+38	LT					0.050															
ELT-1	352	102+00		105+50	RT						0.066														
ELT-2	352	102+00		105+40	RT						0.064														
CHT-1	352	105+40		105+50	C/L								10												
CH-2	352	888+38	S.R. 2	888+45	LT						7														
PB-2	352	100+50		105+50	C/L																5	5	500		
CLT-1	353	105+50		110+50	RT				0.095																
EL-1	353	105+50		110+50	LT & RT					0.095															
ELT-1	353	105+50		108+10	RT						0.049														
ELT-2	353	891+00	S.R. 2	892+35	RT						0.026														
ELT-3	353	891+00	S.R. 2	894+76	RT						0.071														
ELT-4	353	110+40		110+50	RT						0.017														
CH-1	353	105+50		107+40	LT							190													
CHT-1	353	105+50		107+40	RT								190												
CHT-2	353	108+10		110+50	RT								240												
CHT-3	353	892+35	S.R. 2	894+76	RT								241												
DLT-1	353	107+40		110+40	RT										300										
PB-3	353	105+50		106+25	RT & LT														1		1	1	75		
CLT-1	354	110+50		115+50	RT				0.095																
ELT-1	354	110+50		115+50	RT						0.095														
ELT-2	354	110+50		115+50	RT						0.095														
CHT-1	354	110+50		112+00	RT								150												
CHT-2	354	110+50		112+00	RT								150												
LLT-1	354	112+00		115+50	RT		0.066																		
PB-4	354	110+65		115+50	C/L														1		5	5	485		
CLT-1	355	115+50		120+50	RT				0.095																
ELT-1	355	115+50		120+50	RT						0.095														
ELT-2	355	115+50		120+50	RT						0.095														
EL-1	355	118+90		119+05	LT						0.009														
EL-2	355	119+82		120+38	LT					0.015															
LLT-1	355	115+50		118+00	RT		0.047																		
PB-5	355	115+50		118+76	C/L & LT														1		3	3	326		
DL-1	355	118+00		120+50	RT								250												
CLT-1	356	120+50		138+50	RT				0.101																
ELT-1	356	120+50		138+50	RT						0.101														
ELT-2	356	120+50		121+00	RT						0.009														
PB-6	356	121+20		137+66	C/L														4		2	2	270		
DL-1	356	120+50		121+00	RT								50												
CLT-1	357	138+50		143+50	RT				0.095																
ELT-1	357	138+50		143+50	RT						0.095														
PB-7	357	138+50		143+50	C/L														4		3	3	326		
CLT-1	358	143+50		148+50	RT				0.095																
ELT-1	358	143+50		148+50	RT						0.095														
SLT-1	358	2+99			RT													18							
PB-8	358	144+00		146+71	C/L														2		3	3	271		
PB-8A	358	147+31		148+50	C/L														1		1	1	119		
SUBTOTAL SHEET 70							0.110	0.090	0.640	0.400	0.970	197	981	300	300			18		15		24	24	2457	70 1088

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION				SIDE			614	614	614	614	614	614	614	614	614		614		614	614	614	622	CALCULATED ARK CHECKED EJT		
									WORK ZONE LANE LINE, CLASS I, 6", 873	WORK ZONE CENTER LINE, CLASS I, 1, 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 1, 873	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE ARROW, CLASS I, 642 PAINT		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)			BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, TWO WAY
PHASE 6									MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	EACH		EACH		EACH	EACH	FT	
ELT-1	366	183+50				LT								0.080													
BLASE NEMETH ROAD																											
CLT-1	373	119+50				RT					0.005																
ELT-1	373	119+70				RT								0.013													
EL-2	373	119+05				LT							0.012														
EL-3	373	102+25				LT							0.022														
PB-19	373	119+95				LT													2		1	1	45				
CLT-1	374	118+90				RT					0.014																
ELT-1	374	119+05				RT								0.014													
ELT-2	374	102+50				LT & RT								0.018													
ELT-3	374	103+00				LT								0.013													
EL-2	374	102+00				LT						0.009															
PB-20	374	118+16				LT													1		1	1	138				
S.R. 2 WESTBOUND RAMP																											
EL-1	375	885+00	S.R. 2		889+45	LT						0.084															
EL-2	375	885+00	S.R. 2		889+45	LT						0.084															
ELT-3	375	105+40			106+50	C/L							0.021														
PB-14	375	886+80	S.R. 2		889+45	LT															3	3	265				
PB-14A	375	105+40			106+50	RT															1	1	110				
EL-1	376	106+50	S.R. 2		112+00	LT						0.104															
EL-2	376	106+50	S.R. 2		111+95	LT						0.103															
ELT-3	376	106+50			110+40	C/L							0.074														
CH-1	376	111+95	S.R. 2		112+00	LT								5													
CHT-2	376	111+95			112+00	LT									5												
PB-15	376	106+50	S.R. 2		111+25	LT													1		5	5	475				
PB-15A	376	106+50			112+00	RT															5	5	550				
EL-1	377	112+00	S.R. 2		116+95	LT & RT						0.094															
DLT-1	377	113+95			116+95	RT											300										
CH-1	377	112+00	S.R. 2		113+95	LT & RT								195													
CHT-2	377	112+00			113+95	RT									195												
PB-16	377	112+00			112+15	LT													2					15			
EL-1	380	885+75	S.R. 2		887+00	LT						0.024															
EL-2	380	885+75	S.R. 2		887+00	LT						0.024															
ELT-1	380	887+00	S.R. 2		889+45	RT							0.046														
ELT-2	380	887+00	S.R. 2		888+38	RT							0.026														
CHT-1	380	888+38	S.R. 2		889+45	LT										107											
CHT-2	380	105+40			106+50	C/L										110											
PB-17	380	886+80	S.R. 2		889+45	LT															3	3	265				
PB-17A	380	105+40			106+10	LT & RT													1		1	1	70				
ELT-1	381	106+50	S.R. 2		110+40	LT & RT						0.074															
ELT-2	381	111+95			112+00	RT						0.001															
DLT-1	381	107+40			110+40	RT											300										
CHT-1	381	106+50	S.R. 2		107+40	LT & RT										90											
CHT-2	381	106+50			107+40	RT										90											
PB-18	381	106+50	S.R. 2		110+20	LT															4	4	370				
PB-18A	381	110+65			112+00	C/L													1		2	2	135				
EL-1	382	112+00			116+95	RT						0.094															
PB-19	382	112+00			117+20	C/L															6	6	520				
SUBTOTAL SHEET 72												0.019	0.654	0.300	200	597		600			8		32	32	2958		
SUBTOTALS FROM SHEET 70									0.110	0.090	0.640	0.400	0.970	197	981		300			18		15		24	24	2457	
SUBTOTALS FROM SHEET 71										0.350	0.370	0.500	0.400	767		508		216	55		5		18	18	1710		
TOTAL									0.110	0.440	1.030	1.550	1.670	1164	1578		808		216	55		18	14	28	74	74	7125
TOTALS CARRIED TO GENERAL SUMMARY									0.11	0.44	1.03	1.55	1.67	1164	1578		808		216	55		18	14	28	74	74	7125

MAINTENANCE OF TRAFFIC SUBSUMMARY

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LEGEND

MAINTENANCE OF TRAFFIC SIGN

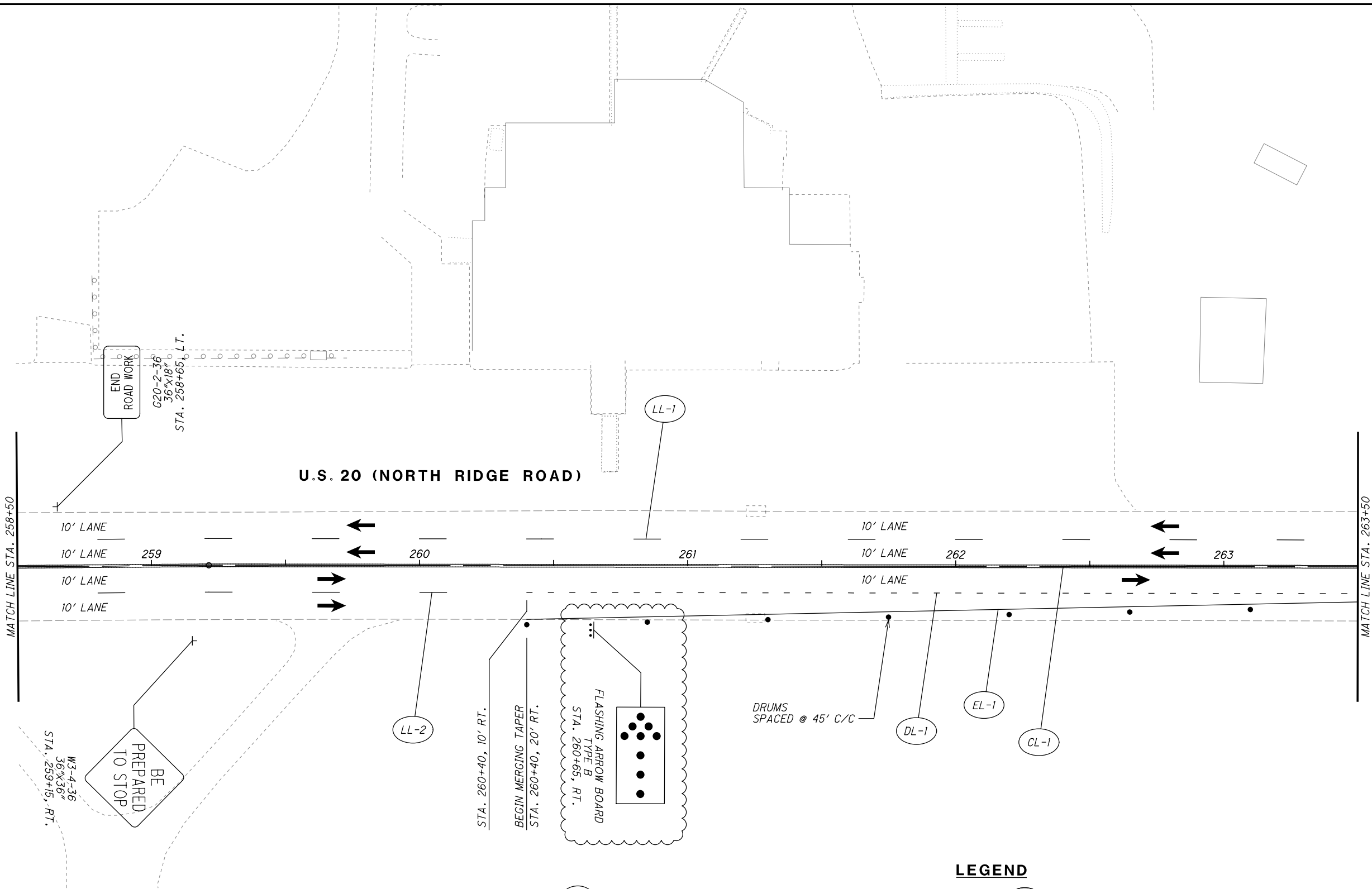
MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

- | | |
|-----|--|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

LEGEND

- | | |
|----|---|
| LA | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| SL | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| CW | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| DL | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| TL | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| | PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE |
| | PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE I |
| | TRAFFIC FLOW |



CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 258+50 TO STA. 263+50

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TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "A": 45.2 FEET FROM POLE P1
SIGNAL HEAD "B": 57.1 FEET FROM POLE P1
2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

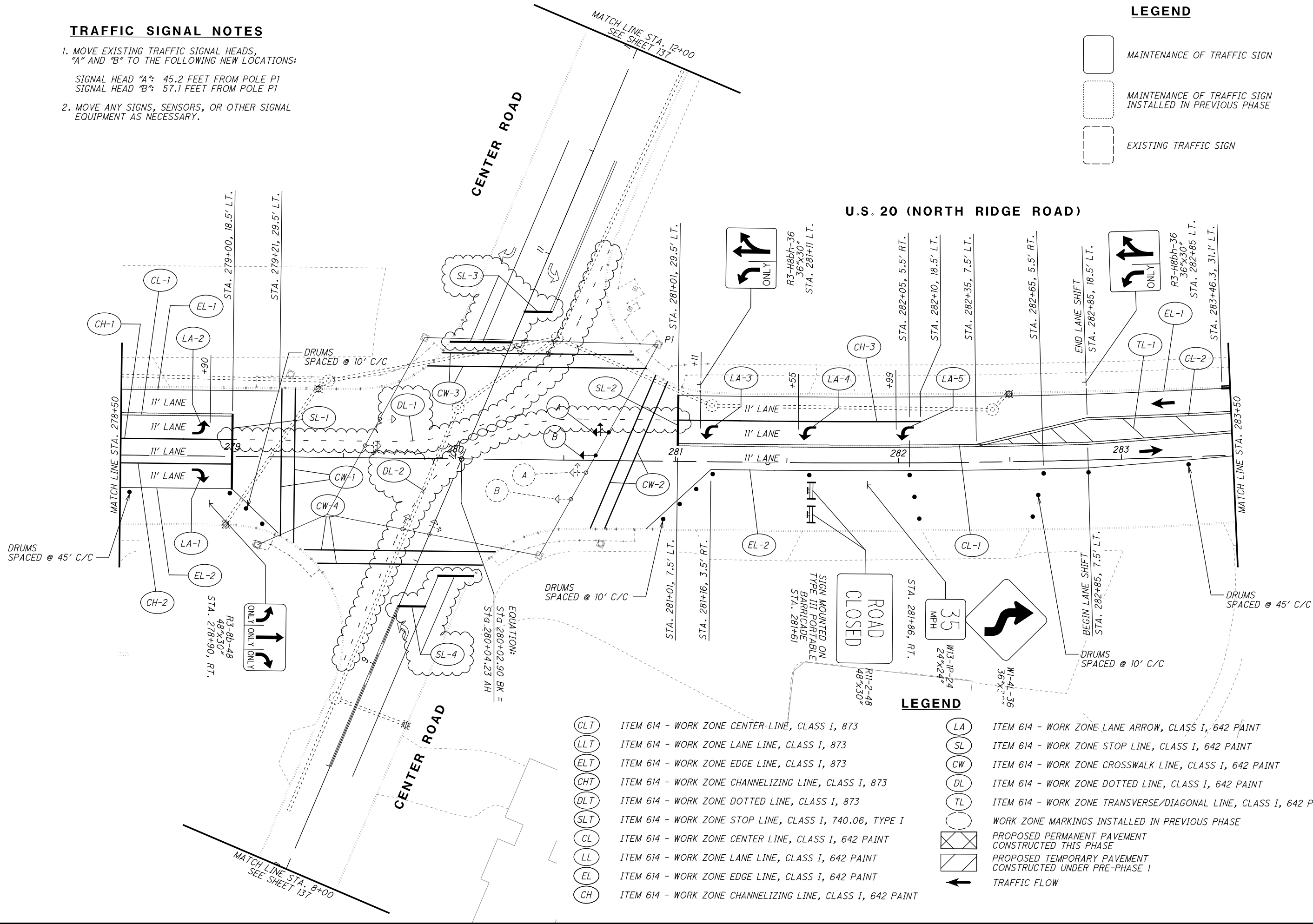


CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 278+50 TO STA. 283+50

LAK-US-20-19.59

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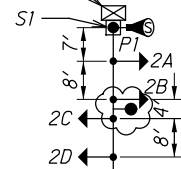
- CLT ITEM 614 - WORK ZONE CENTER-LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW

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CONTROLLER
CABINET



SIGNAL HEADS

12" LED, BLACK
WITH BACKPLATES
2A, 2B, 2C, 2D
4E, 4F

SIGNS

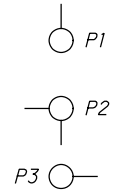


R9-3-24
24" X 24"
S1, S2



R10-6-24
24"x36"
S3

DOWN GUY

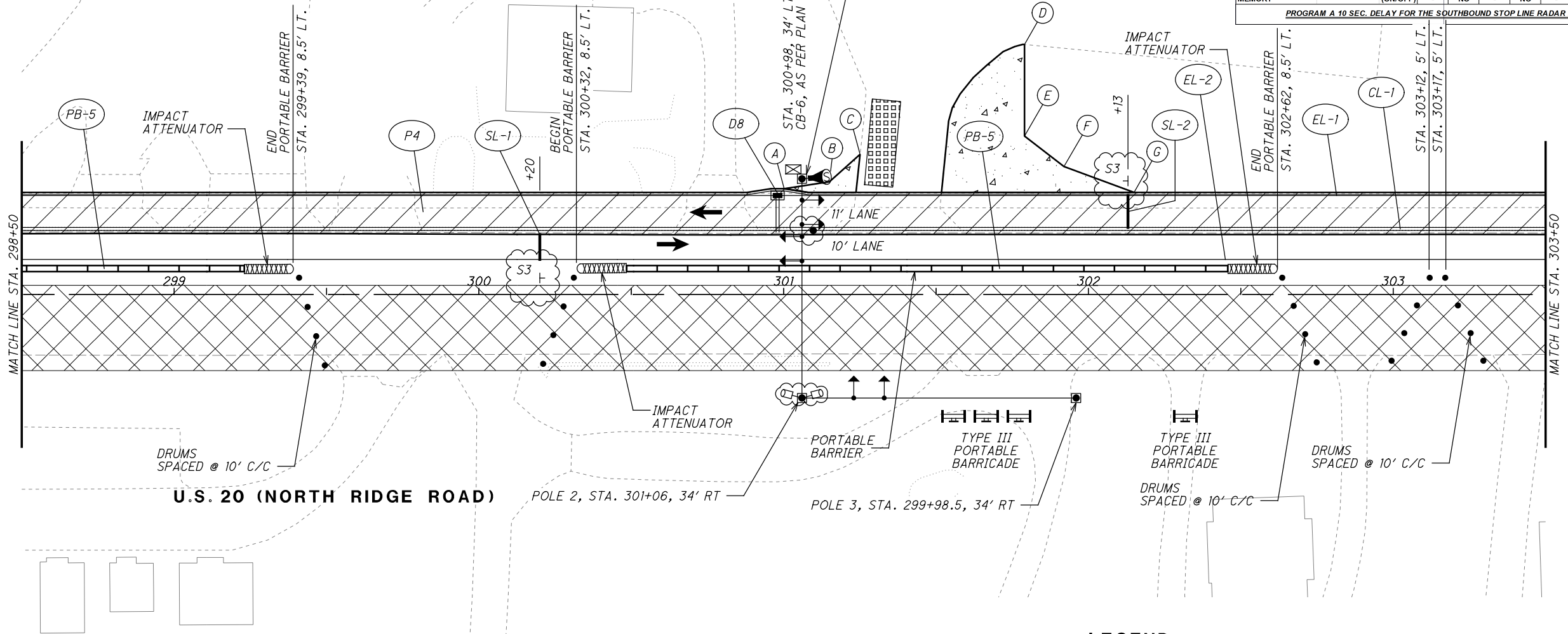


ITEM 410 - TRAFFIC COMPACTED SURFACE

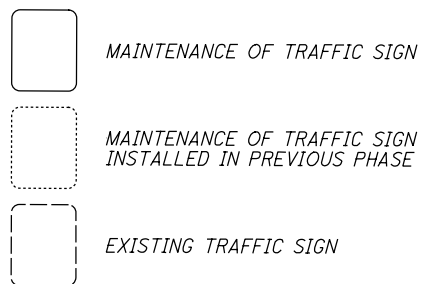
	STA.	OFFSET
A	301+00	
B	301+15	37' LT.
C	301+25	46' LT.
D	301+79	82' LT.
E	301+79	52' LT.
F	301+92	42' LT.
G	302+15	

TRAFFIC SIGNAL OPERATION PLANS		
	ON	FLASH
MONDAY	7:30 AM	5:30 PM
TUESDAY	7:30 AM	5:30 PM
WEDNESDAY	7:30 AM	5:30 PM
THURSDAY	7:30 AM	5:30 PM
FRIDAY	7:30 AM	5:30 PM
SATURDAY	7:30 AM	12:30 PM
SUNDAY	FLASH ALL DAY	

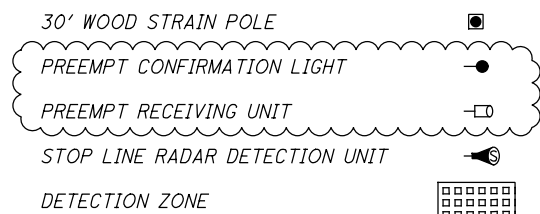
Traffic Signal Controller Timing Chart																		
INTERSECTION:			US 20 AT CONNELLY RECYCLING CENTER															
MAINTAINING AGENCY:			ODOT															
START UP			DUAL ENTRY:		NO		PHASES:		2									
			REST IN RED:		RING 1		-		RING 2 -									
START IN:			-		OVERLAP		A		B		C		D					
TIME FOR: FLASH , ALL RED (SEC.):			9, 6															
FIRST PHASE(S):			2															
COLOR DISPLAYED:			GREEN		PHASES		-		-		-		-					
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.															
INTERSECTION MOVEMENT (PHASE)			1		2		3		4		5		6		7		8	
DIRECTION					EB&WB		-		SB		-		-		-		-	
MINIMUM GREEN (INITIAL) (SEC.)					10		-		7		-		-		-		-	
ADDED INITIAL (SEC./ACTUATION)					-		-		-		-		-		-		-	
MAXIMUM INITIAL (SEC.)					-		-		-		-		-		-		-	
PASSAGE TIME (PRESET GAP) (SEC.)					-		-		-		-		-		-		-	
TIME BEFORE REDUCTION (SEC.)					-		-		-		-		-		-		-	
MINIMUM GAP (SEC.)					-		-		-		-		-		-		-	
TIME TO REDUCE (SEC.)					-		-		-		-		-		-		-	
MAXIMUM GREEN I (SEC.)					-		30		-		30		-		-		-	
MAXIMUM GREEN II (SEC.)					-		30		-		30		-		-		-	
YELLOW CHANGE (SEC.)					-		4.5		-		4.0		-		-		-	
ALL RED CLEARANCE (SEC.)					-		2.0		-		1.5		-		-		-	
DELAYED GREEN (LPI) (SEC.)					-		-		-		-		-		-		-	
FLASHING YELLOW ARROW DELAY (SEC.)					-		-		-		-		-		-		-	
WALK (SEC.)					-		-		-		-		-		-		-	
PEDESTRIAN CLEARANCE (SEC.)					-		-		-		-		-		-		-	
RECALL			MAXIMUM (ON/OFF)		-		YES		-		NO		-		-		-	
			MINIMUM (ON/OFF)		-		YES		-		NO		-		-		-	
MEMORY			PEDESTRIAN (ON/OFF)		-		NO		-		NO		-		-		-	
			(ON/OFF)		-		NO		-		NO		-		-		-	
<u>PROGRAM A 10 SEC. DELAY FOR THE SOUTHBOUND STOP LINE RADAR DETECTOR</u>																		



LEGEND



LEGEND



- (CLT) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- (LLT) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- (ELT) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- (CHT) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- (DLT) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- (SLT) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (LL) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- (EL) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- (CH) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- (LA) ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- (CW) ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- (DL) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- (TL) ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- (X) WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- (X) PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- (X) PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE I
- (arrow) TRAFFIC FLOW



CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA. 298+50 TO STA. 303+50

LAK-US-20-19.59

109
1088

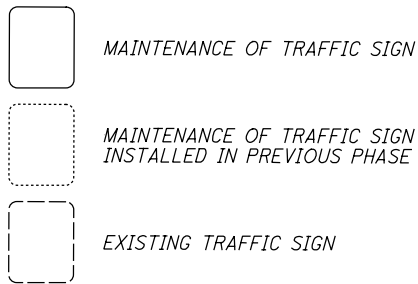
TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" TO THE FOLLOWING NEW LOCATIONS:

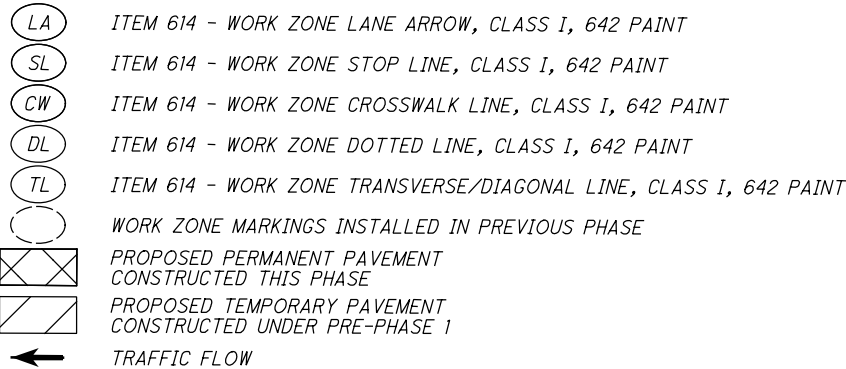
SIGNAL HEAD "A": 38.5 FEET FROM POLE P1
SIGNAL HEAD "B": 49.4 FEET FROM POLE P1

2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

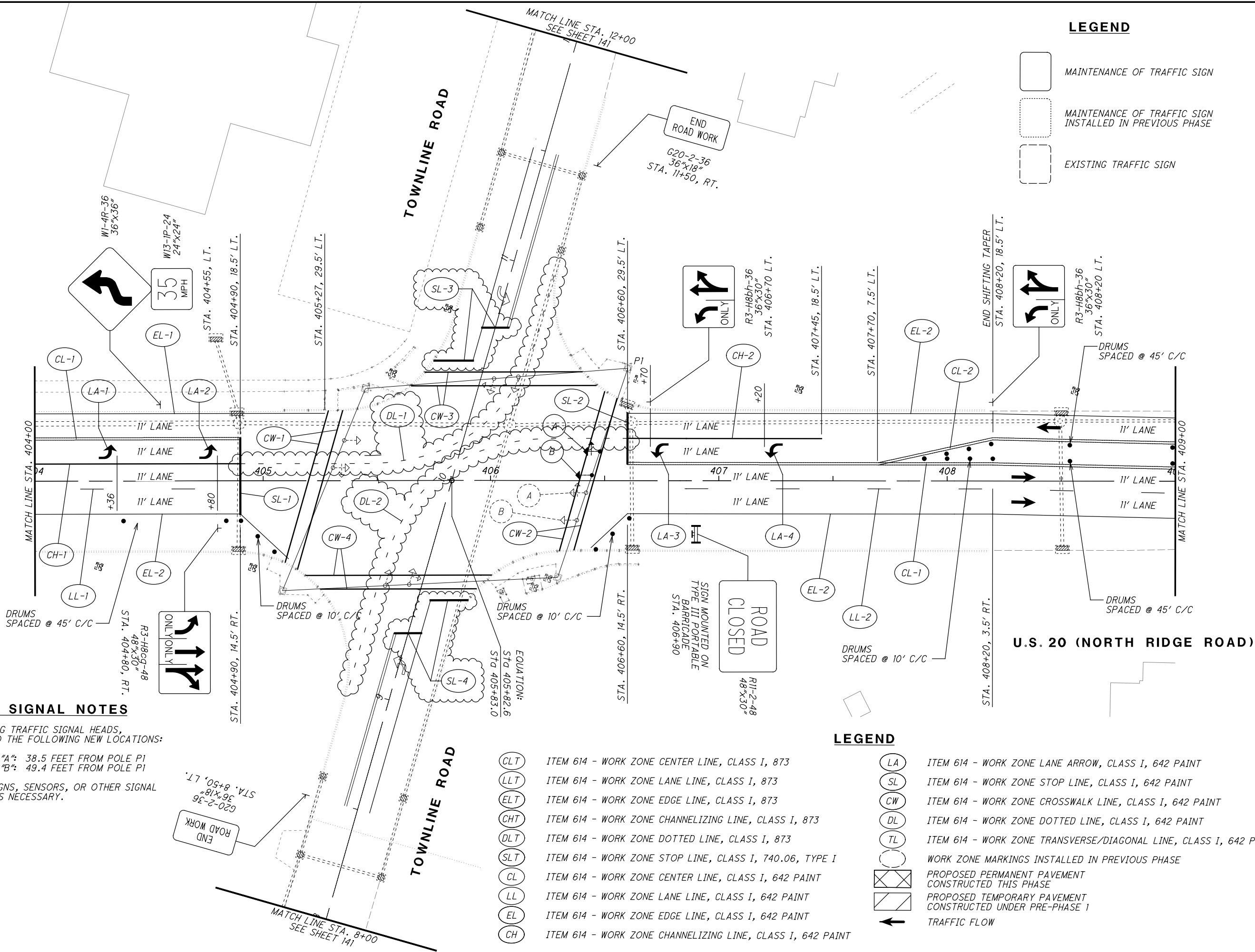
LEGEND



LEGEND



CLT	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
LLT	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
ELT	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
CHT	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
DLT	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
SLT	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
CL	ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
LL	ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
EL	ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
CH	ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT



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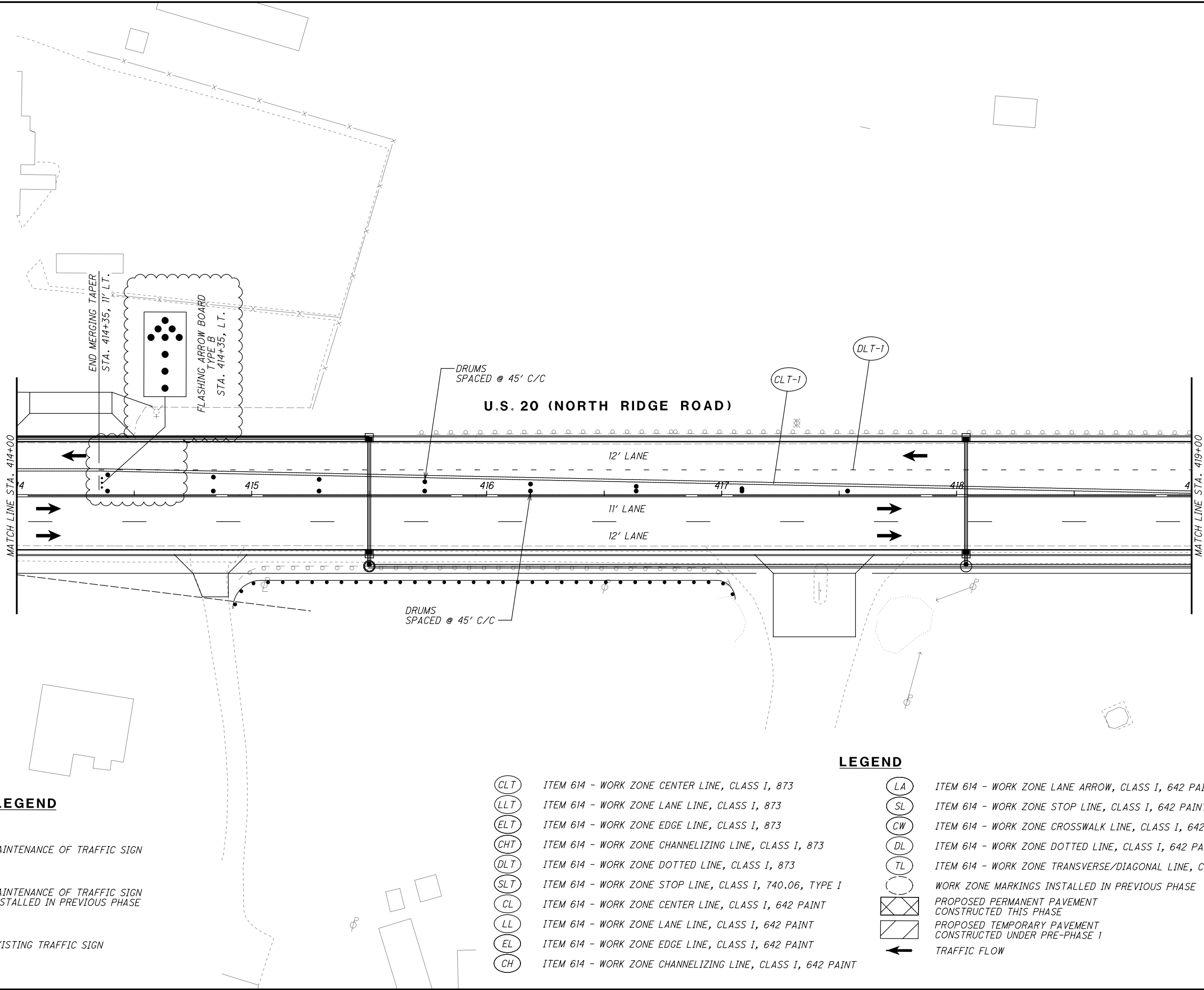
-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

LEGEND

- (CLT) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- (LLT) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- (ELT) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- (CHT) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- (DLT) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- (SLT) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (LL) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- (EL) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- (CH) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

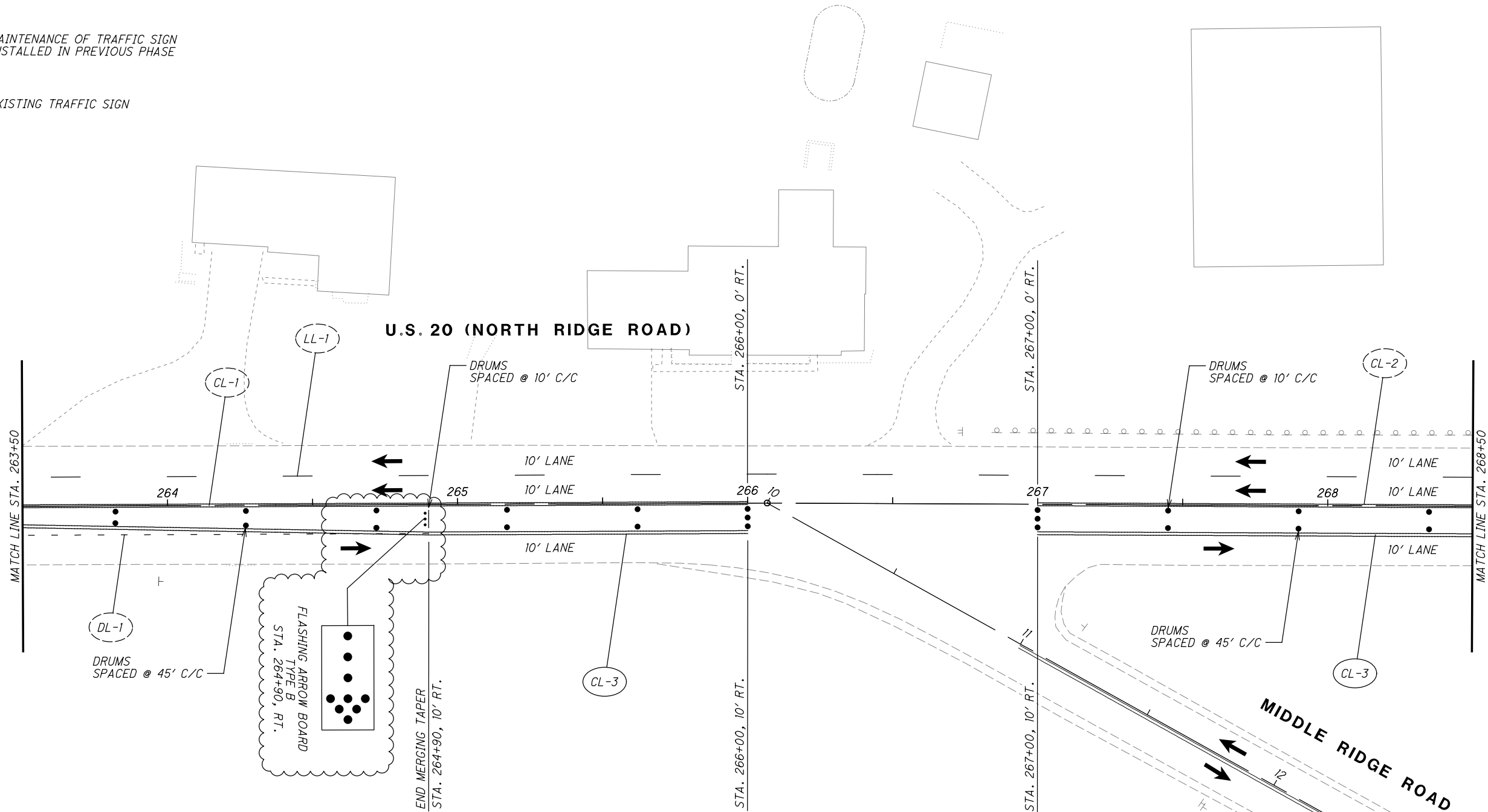
- (LA) ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- (CW) ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- (DL) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- (TL) ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
-  WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
-  PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
-  PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 1
-  TRAFFIC FLOW



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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



LEGEND

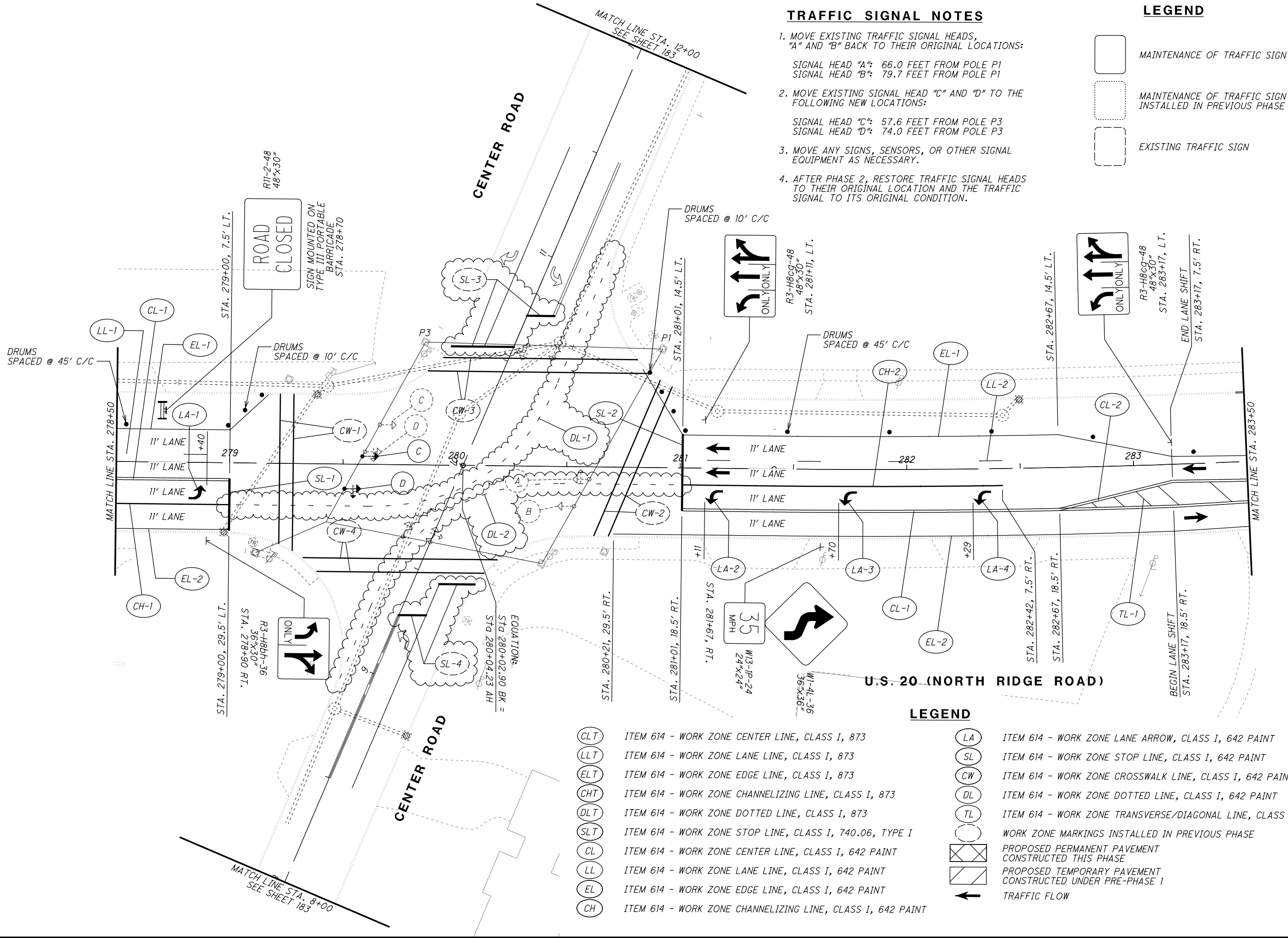
- | | | | |
|-----|--|----|---|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 | LA | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 | SL | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 | CW | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 | DL | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 | TL | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I | | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT | | PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT | | PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE I |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT | | TRAFFIC FLOW |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | | |



CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 263+50 TO STA. 268+50

LAK-US-20-19.59



TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:
SIGNAL HEAD "A": 66.0 FEET FROM POLE P1
SIGNAL HEAD "B": 79.7 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "C": 57.6 FEET FROM POLE P3
SIGNAL HEAD "D": 74.0 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

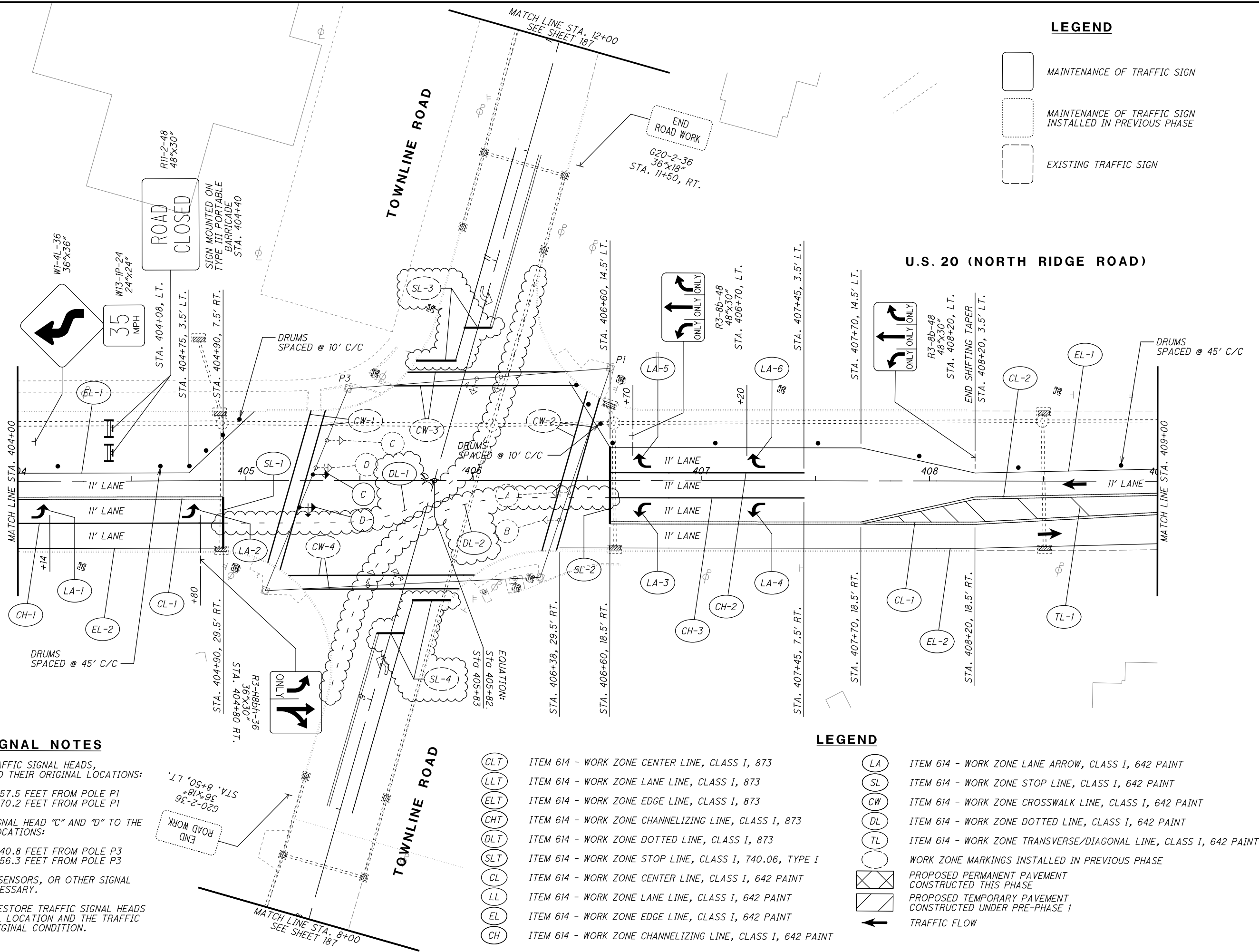
- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- | | | | |
|--|--|--|---|
| | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 | | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 | | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 | | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 | | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 | | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I | | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT | | PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE |
| | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT | | PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1 |
| | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT | | TRAFFIC FLOW |
| | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | | |

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:
SIGNAL HEAD "A": 57.5 FEET FROM POLE P1
SIGNAL HEAD "B": 70.2 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "C": 40.8 FEET FROM POLE P3
SIGNAL HEAD "D": 56.3 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1
- TRAFFIC FLOW

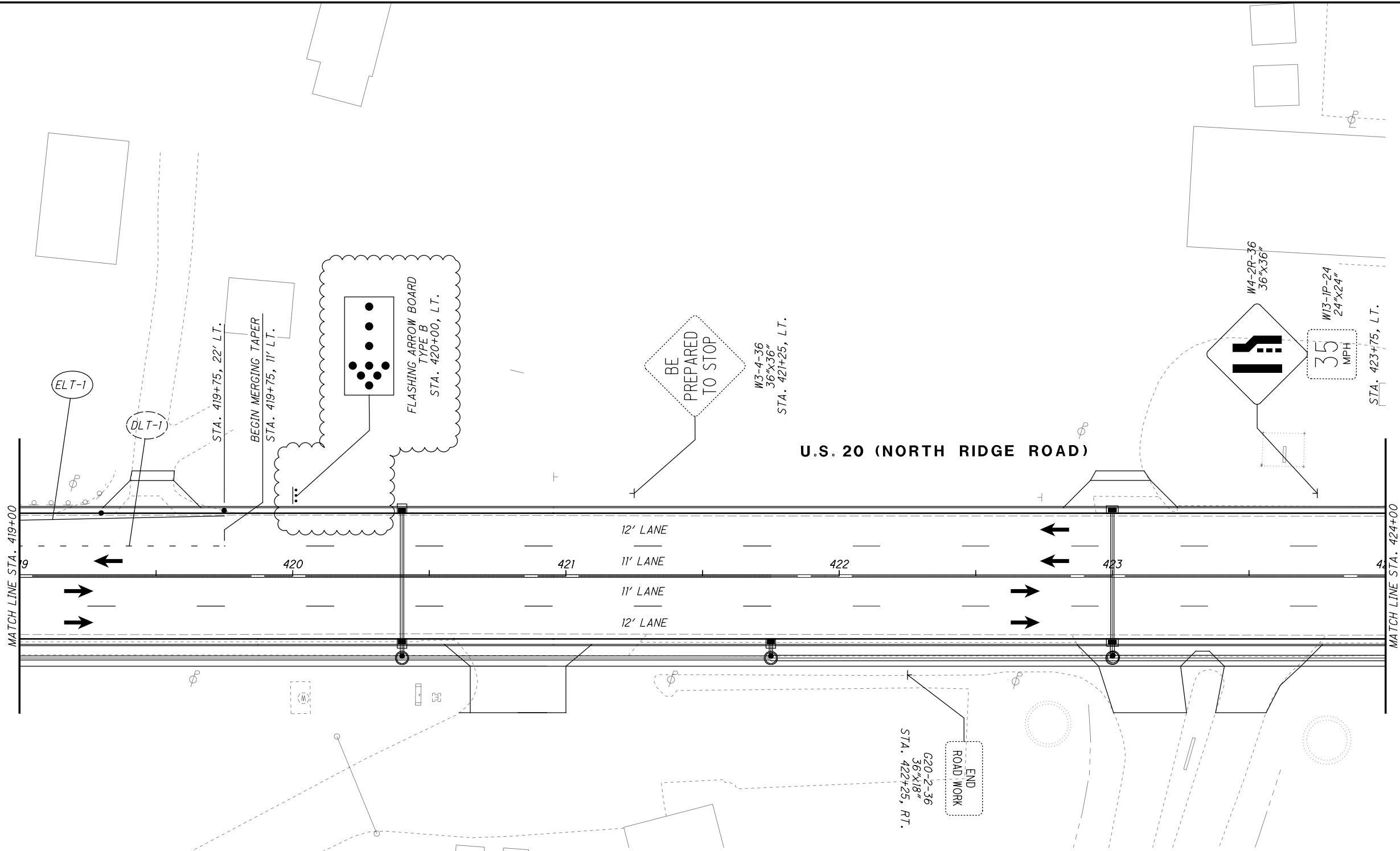
LEGEND

-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

-  ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
-  ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

-  ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
-  WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
-  PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
-  PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE I
-  TRAFFIC FLOW



CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA. 419+00 TO STA. 424+00

LAK-US-20-19.59

179
1088

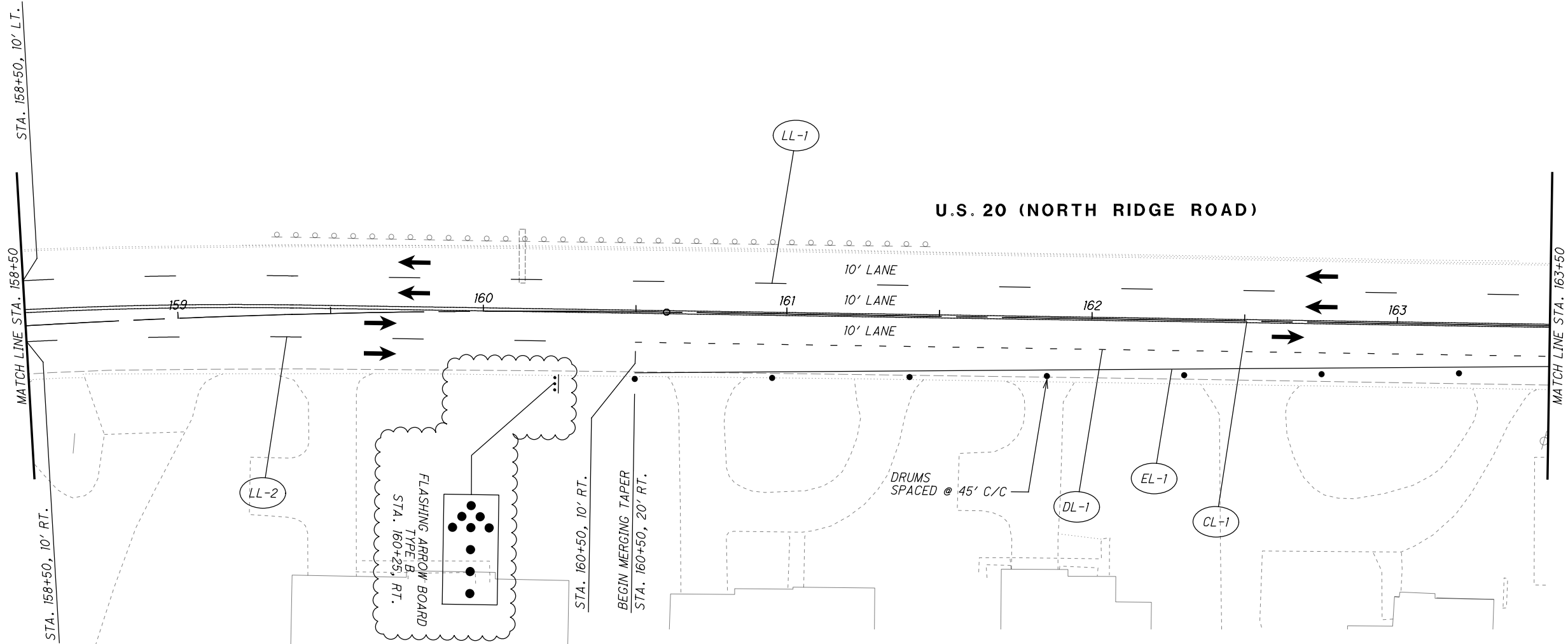
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MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

LEGEND



- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA

ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW

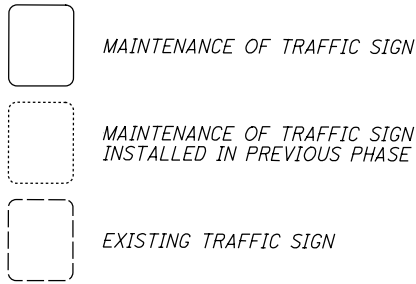
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 3
- TRAFFIC FLOW

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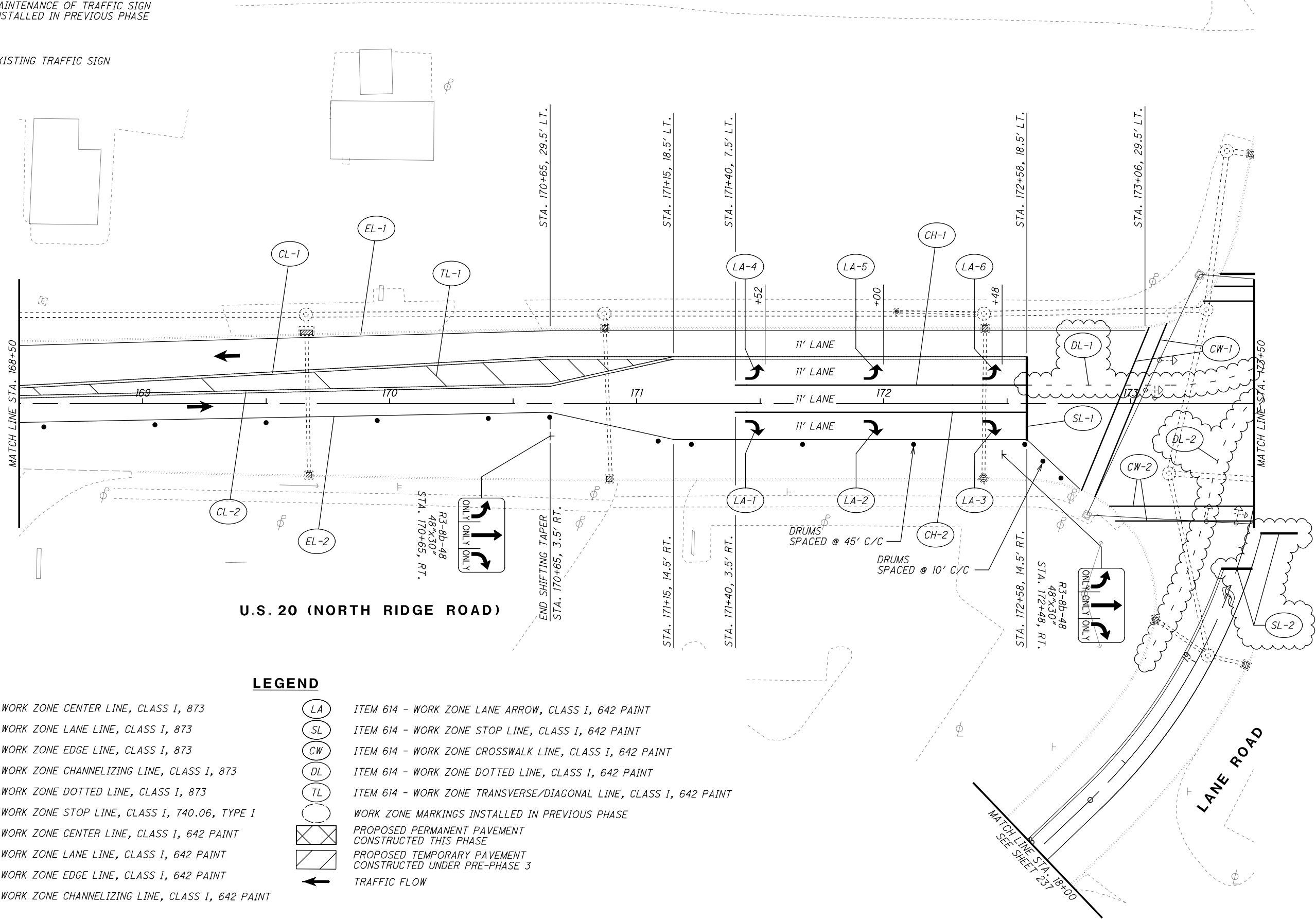
LEGEND



LEGEND

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 3
- TRAFFIC FLOW

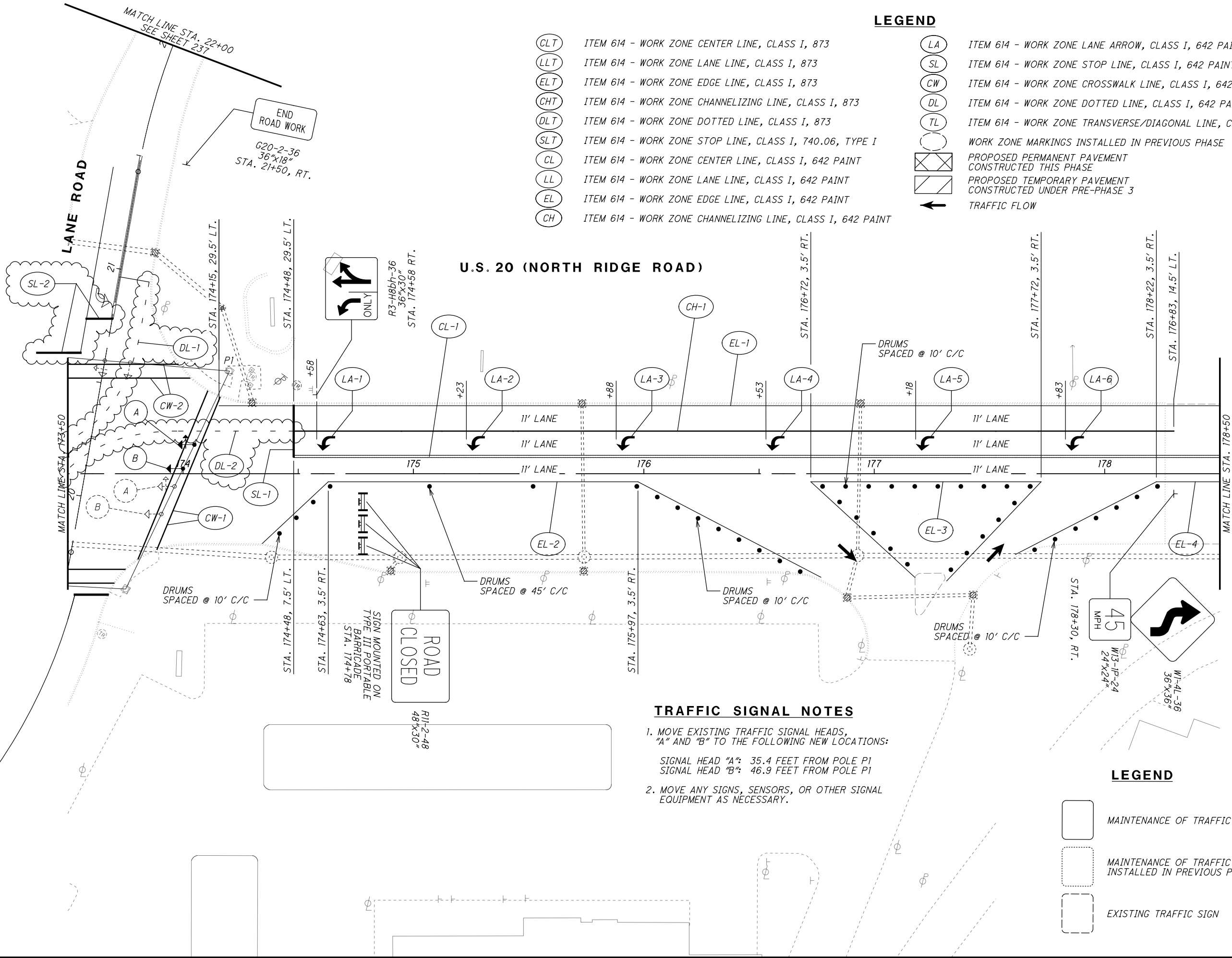


MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 168+50 TO STA. 173+50

LAK-US-20-19.59

205
1088

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- | | |
|-------|--|
| (CLT) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| (LLT) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| (ELT) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| (CHT) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| (DLT) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| (SLT) | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| (CL) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| (LL) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| (EL) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

LEGEND

- | | |
|-----------------------------------|---|
| (LA) | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| (SL) | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| (CW) | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| (DL) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| (TL) | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| (Symbol: Circle with dot) | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| (Symbol: Box with X) | PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE |
| (Symbol: Box with diagonal lines) | PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 3 |
| (Symbol: Arrow) | TRAFFIC FLOW |

TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "A": 35.4 FEET FROM POLE P1
SIGNAL HEAD "B": 46.9 FEET FROM POLE P1
2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

- | | |
|----------------------|---|
| (Symbol: Solid box) | MAINTENANCE OF TRAFFIC SIGN |
| (Symbol: Dashed box) | MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE |
| (Symbol: Dotted box) | EXISTING TRAFFIC SIGN |

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TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" TO THE FOLLOWING NEW LOCATIONS:
- SIGNAL HEAD "A": 45.2 FEET FROM POLE P1
SIGNAL HEAD "B": 57.1 FEET FROM POLE P1
2. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.

LEGEND

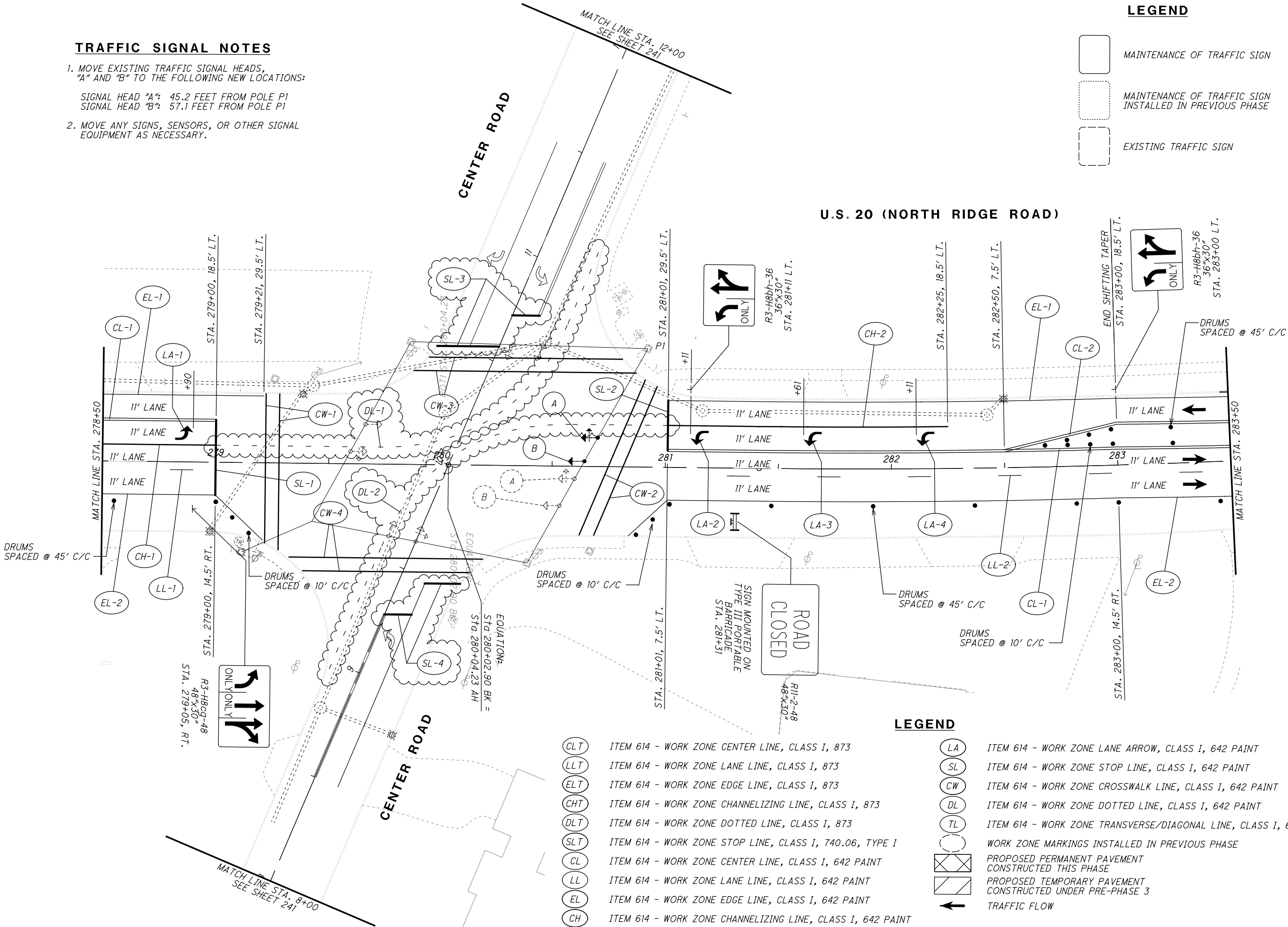
- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 278+50 TO STA. 283+50

LAK-US-20-19.59

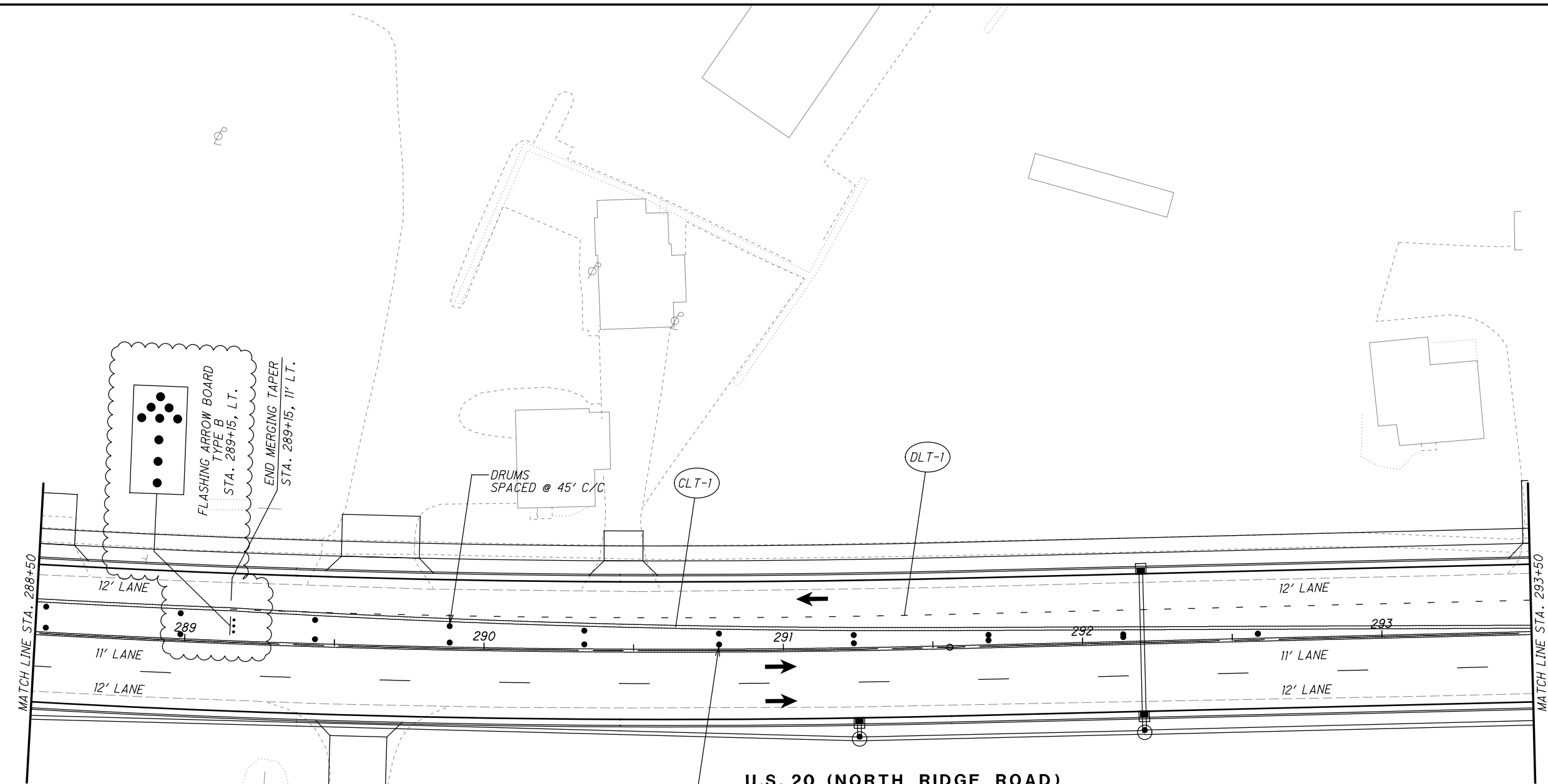


LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 3
- TRAFFIC FLOW

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 3
- TRAFFIC FLOW



CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
STA. 288+50 TO STA. 293+50

LAK-US-20-19.59

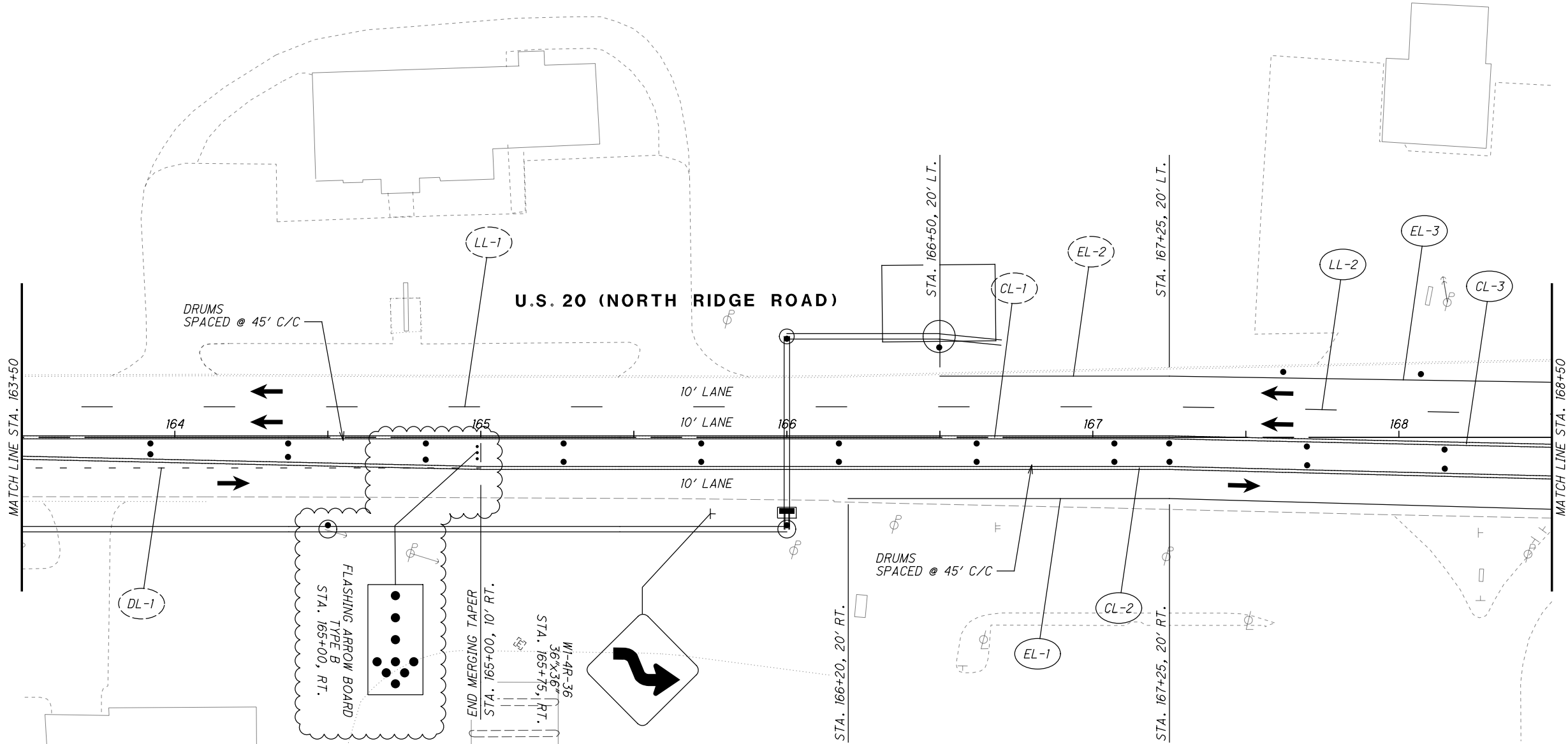
229
1088

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN



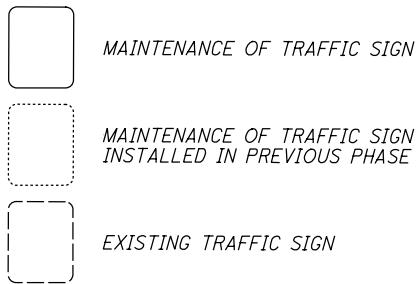
- | | |
|-----|--|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

LEGEND

LA	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
SL	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
CW	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
DL	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
TL	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 3
	TRAFFIC FLOW

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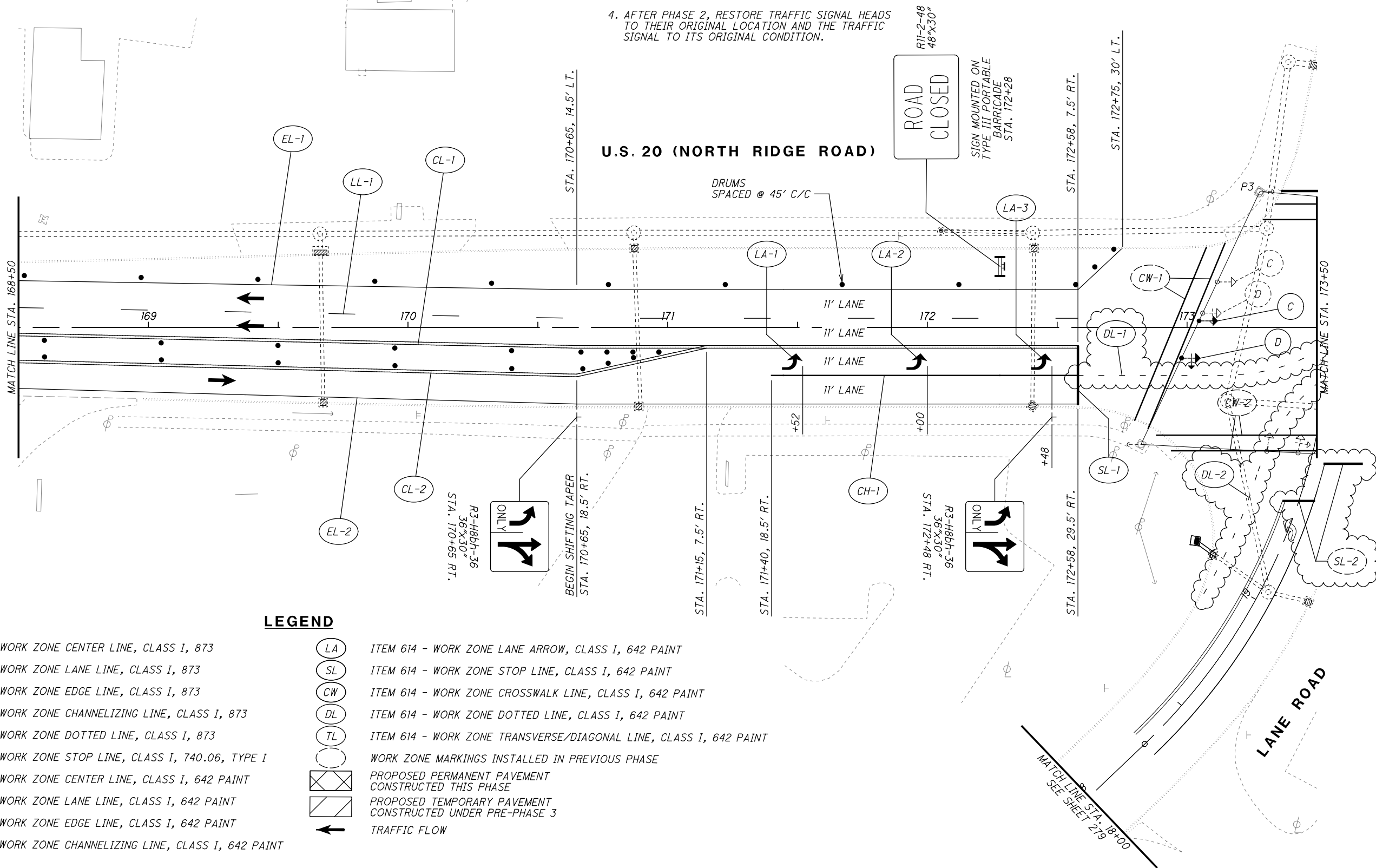
LEGEND



TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:
SIGNAL HEAD "A": 55.5 FEET FROM POLE P1
SIGNAL HEAD "B": 68.8 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "C": 55.0 FEET FROM POLE P3
SIGNAL HEAD "D": 70.9 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

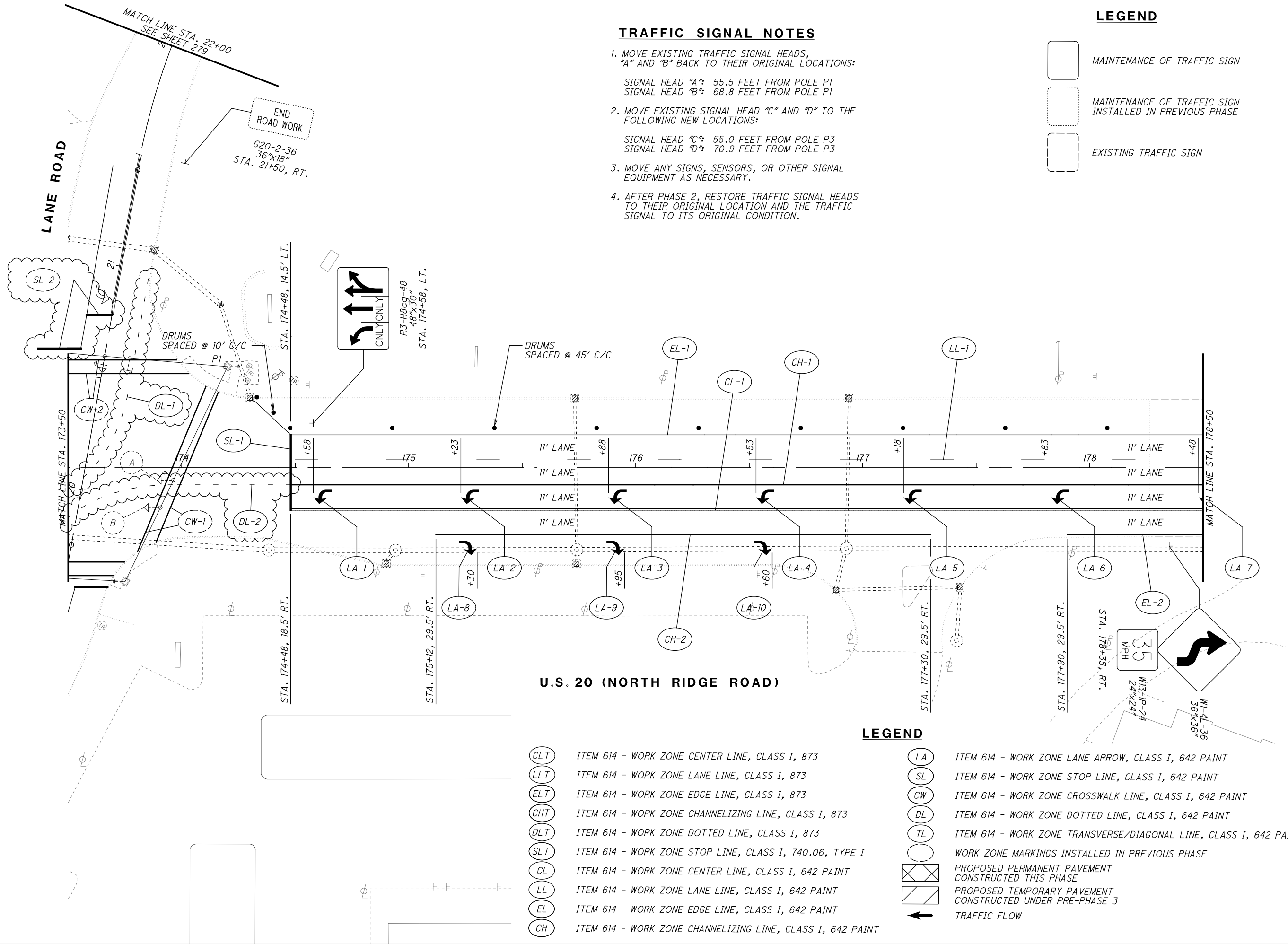
U.S. 20 (NORTH RIDGE ROAD)

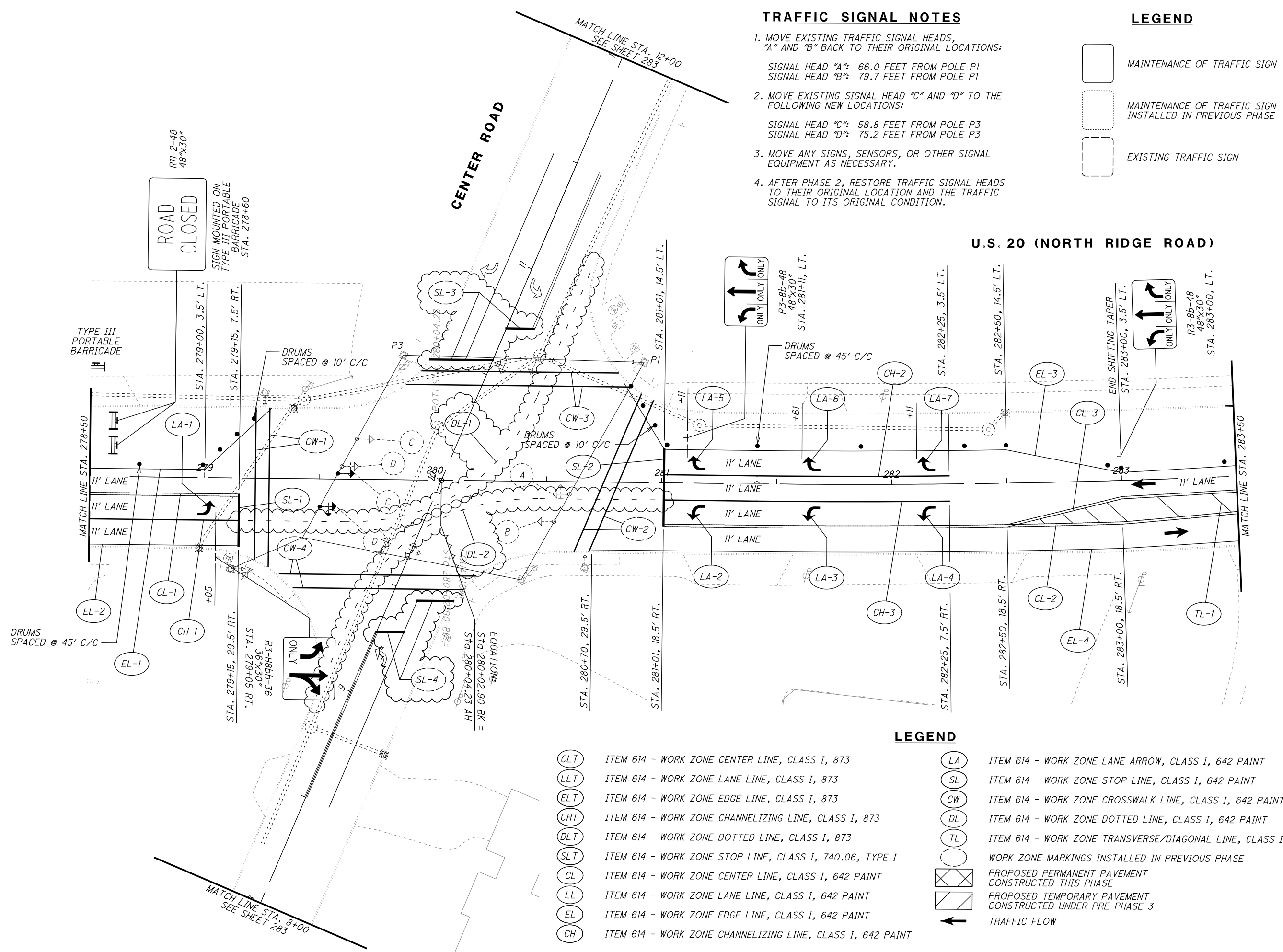


LEGEND

- | | |
|-----|--|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

- | | |
|--------------------------------------|---|
| LA | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| SL | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| CW | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| DL | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| TL | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| (Symbol: Circle with crosshairs) | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| (Symbol: Square with crosshairs) | PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE |
| (Symbol: Square with diagonal lines) | PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 3 |
| (Symbol: Arrow) | TRAFFIC FLOW |





TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:
SIGNAL HEAD "A": 66.0 FEET FROM POLE P1
SIGNAL HEAD "B": 79.7 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "C": 58.8 FEET FROM POLE P3
SIGNAL HEAD "D": 75.2 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

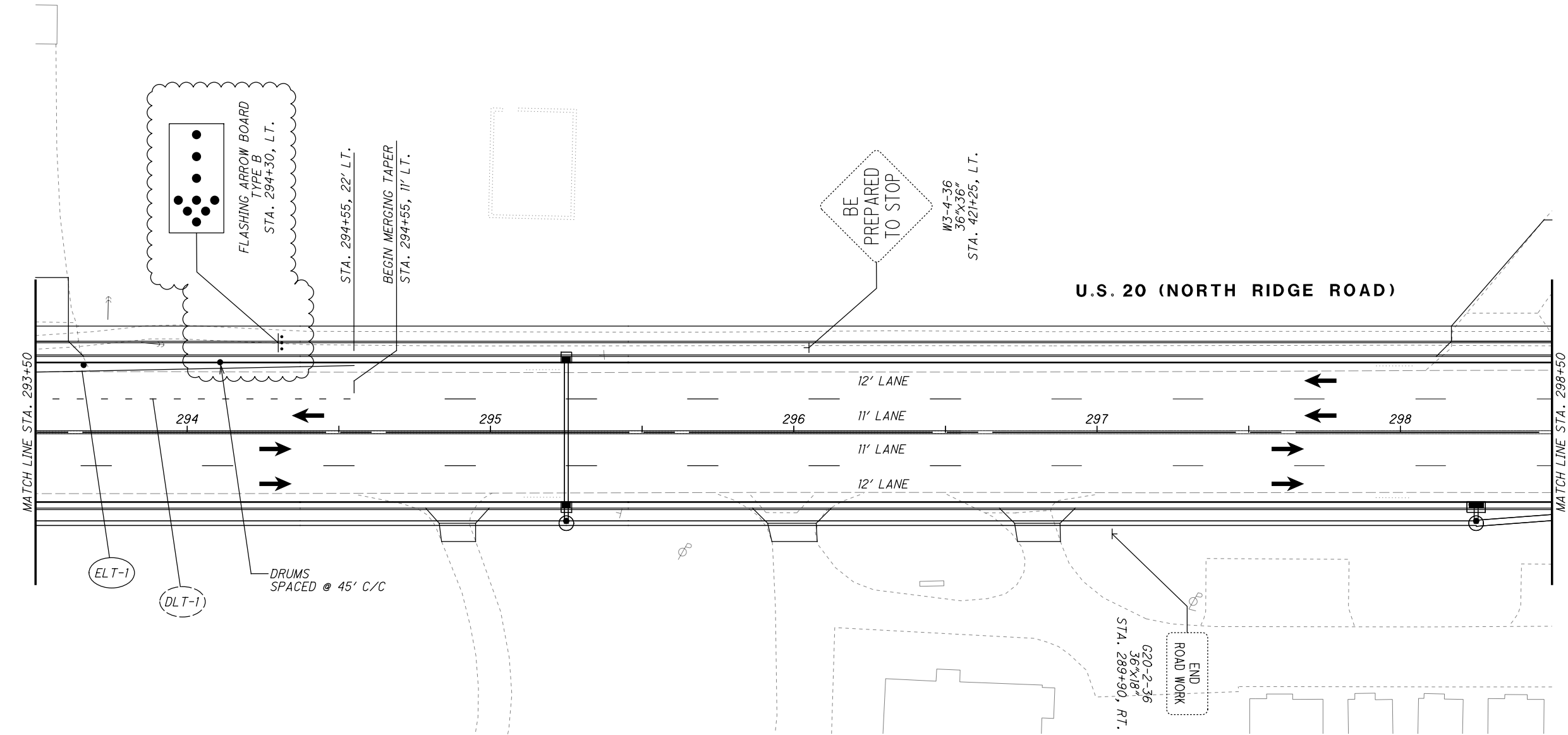
LEGEND

- | | |
|--|---|
| ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT | PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE |
| ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT | PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 3 |
| ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT | TRAFFIC FLOW |
| ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT | |

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN



- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

LA

ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT

SL

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT

CW

ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT

DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT

TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT

WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE

PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE

PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 3

TRAFFIC FLOW



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LEGEND



MAINTENANCE OF TRAFFIC SIGN



MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE



EXISTING TRAFFIC SIGN

LEGEND



ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT



WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE



PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE



PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5



TRAFFIC FLOW



ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873



ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873



ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873



ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873



ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873



ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I



ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT



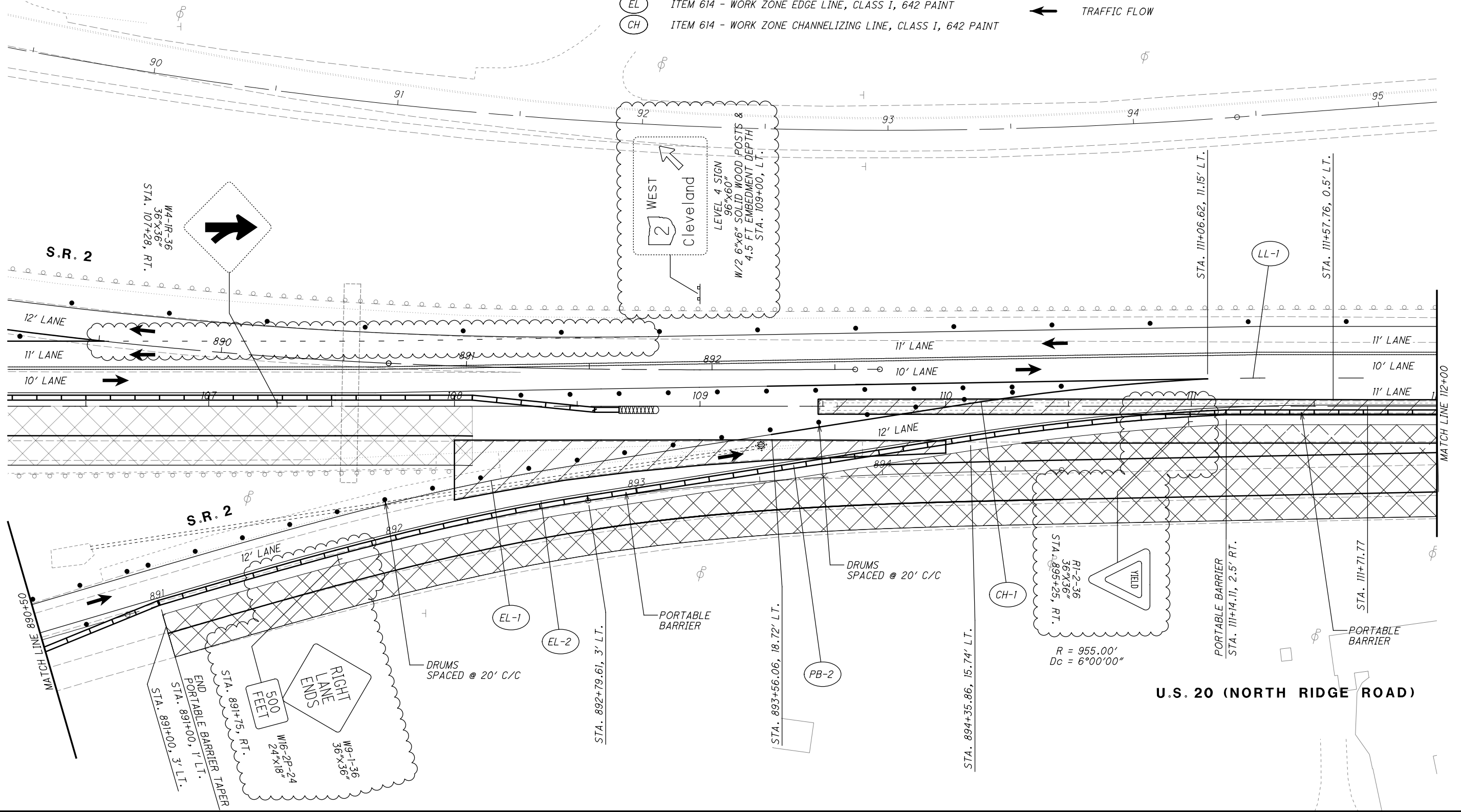
ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT



ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT



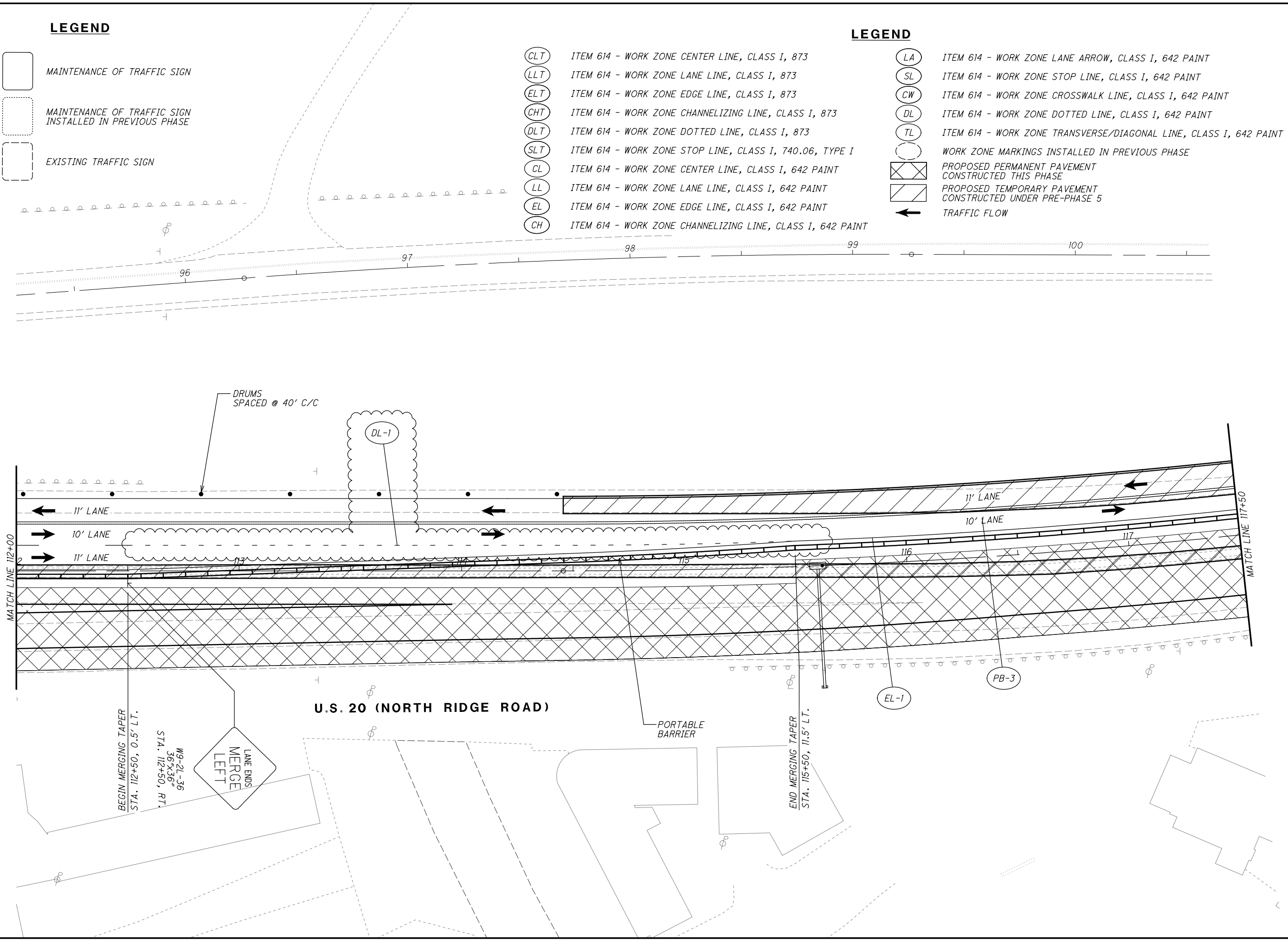
CALCULATED JDC
CHECKED EJT

SUBPHASE 1 - S.R. 2 EASTBOUND RAMP

LAK-US-20-19.59

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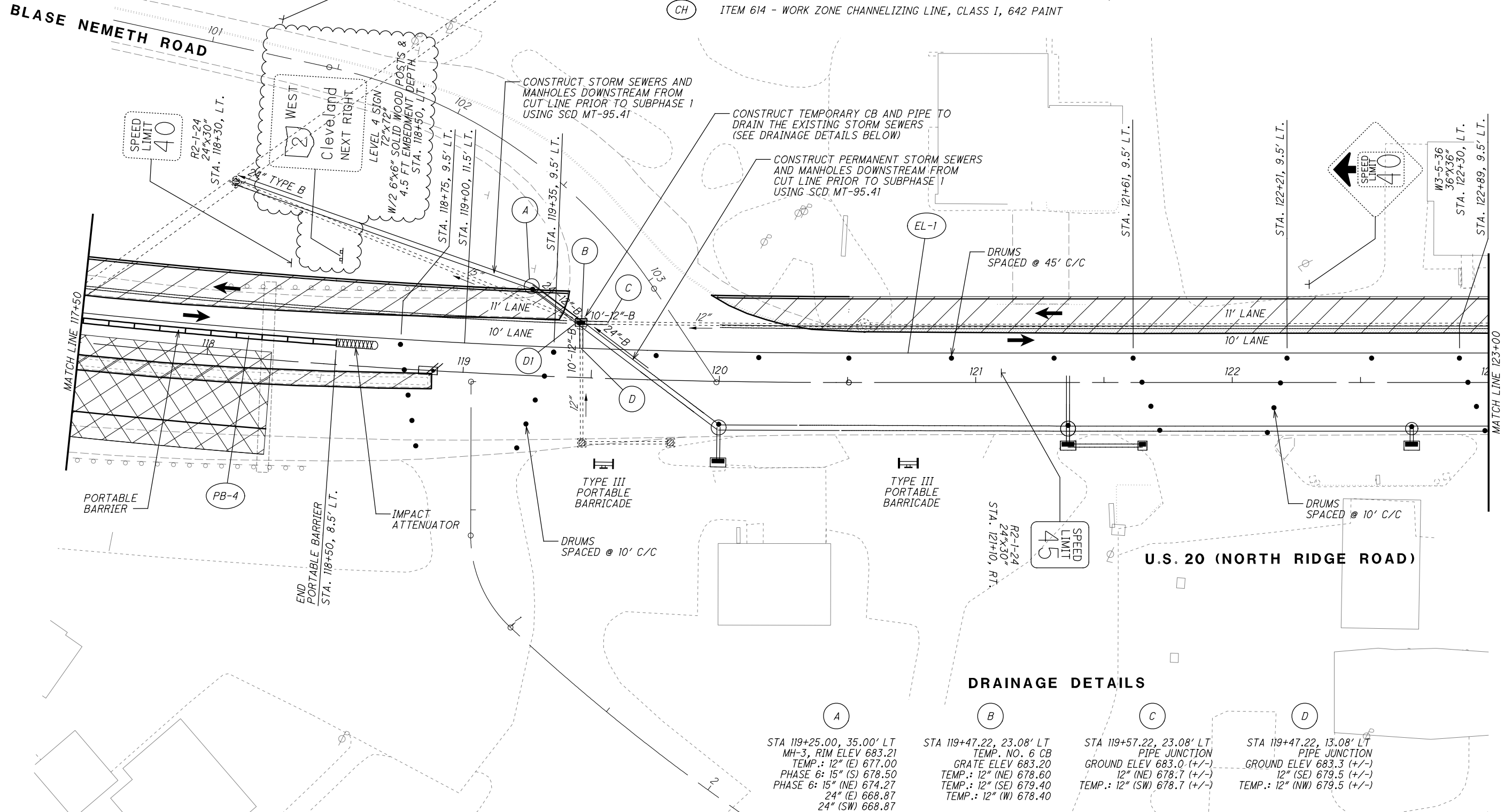
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT



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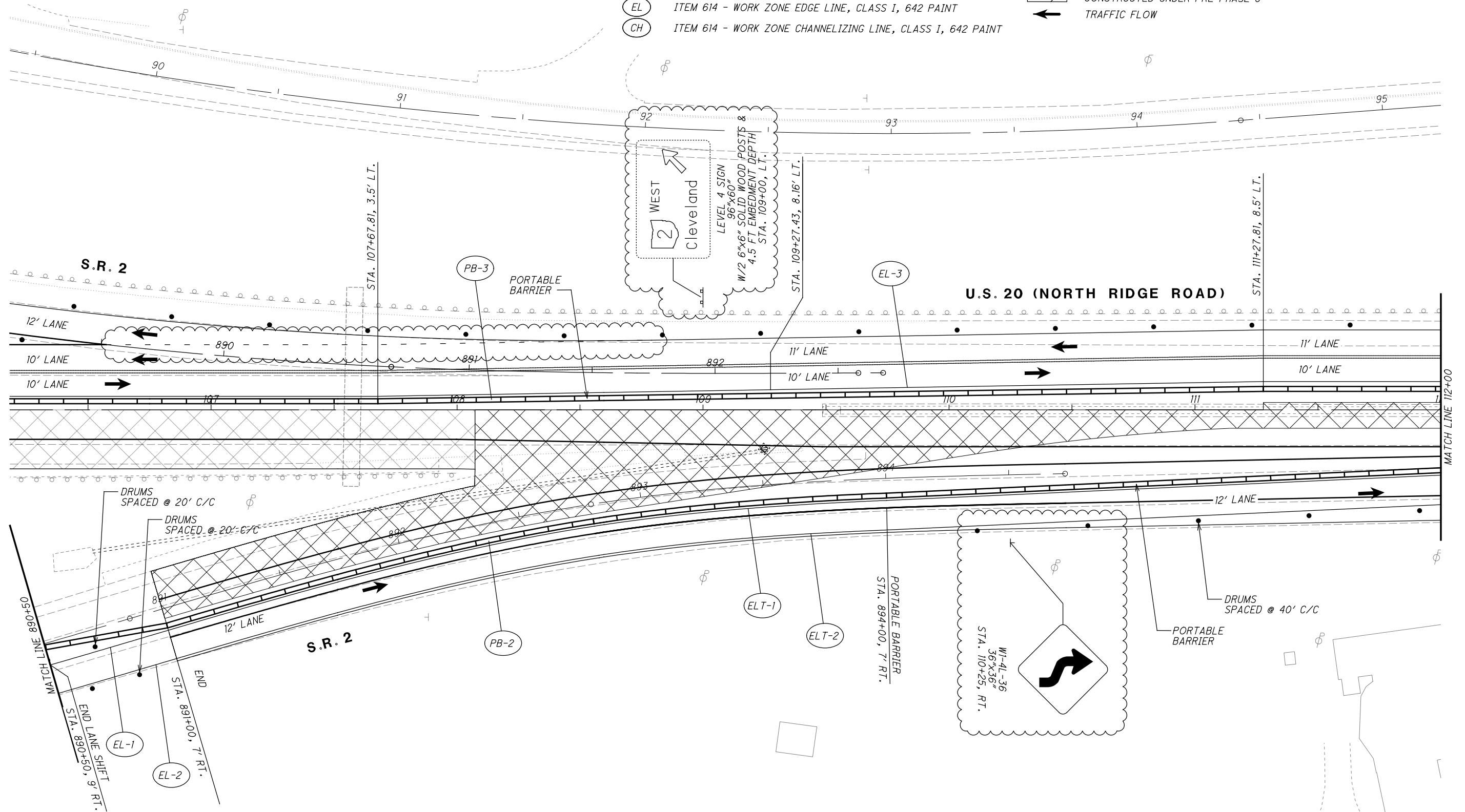
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
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CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

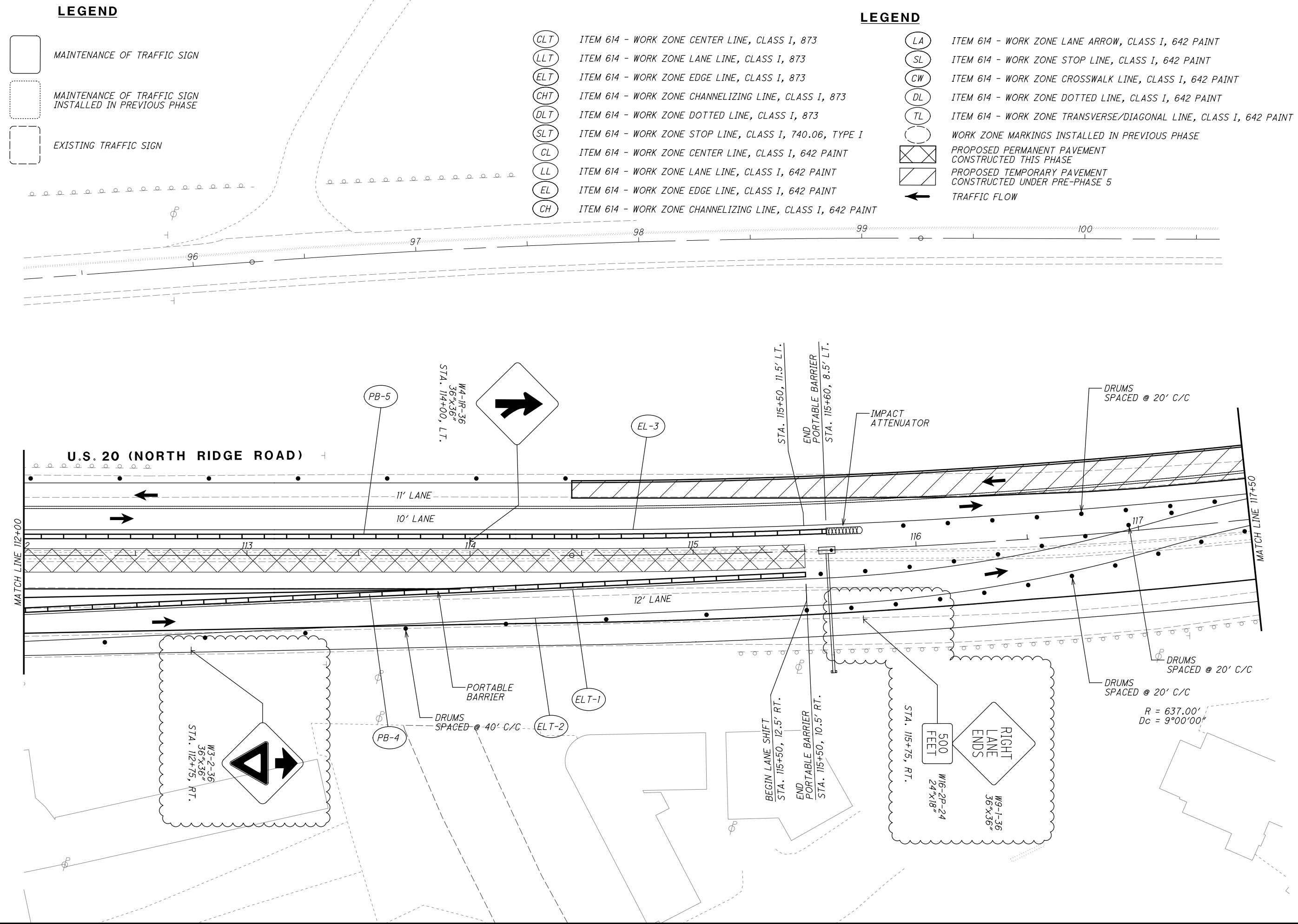


CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 5
SUBPHASE 2 - S.R. 2 EASTBOUND RAMP

LAK-US-20-19.59

306
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LEGEND

-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

BLASE NEMETH ROAD

$R = 637.00'$
 $D_c = 9^{\circ}00'00''$

DRUMS
SPACED @ 20' C/C

SPEED
LIMIT
40

R2-1-24
24"x30"
STA. 118+30, L.T.

WEST
Cleveland
NEXT RIGHT

LEVEL 4 SIGN
12"x12"
W/2 6"x6" SOLID WOOD POSTS &
4.5 FT EMBEDMENT DEPTH
STA. 118+50, L.T.

STA. 118+75, 1.5' RT.

STA. 119+35, 1.5' RT.

MATCH LINE 117+50

END LANE SHIFT
STA. 118+08.20, 0.5' LT.

STA. 118+25

R1-2-36
36"x36"
STA. 117+75, RT.

YIELD

TYPE III
PORTABLE
BARRICADE

DRUMS
SPACED @ 10' C/C

119

LL-1

EL-3

TYPE III
PORTABLE
BARRICADE

BEGIN MERGING TAPER
STA. 120+80, 0.5' LT.

W9-2L-36
36"x36"
STA. 120+80, RT.

LANE ENDS
MERGE
LEFT

U.S. 20 (NORTH RIDGE ROAD)

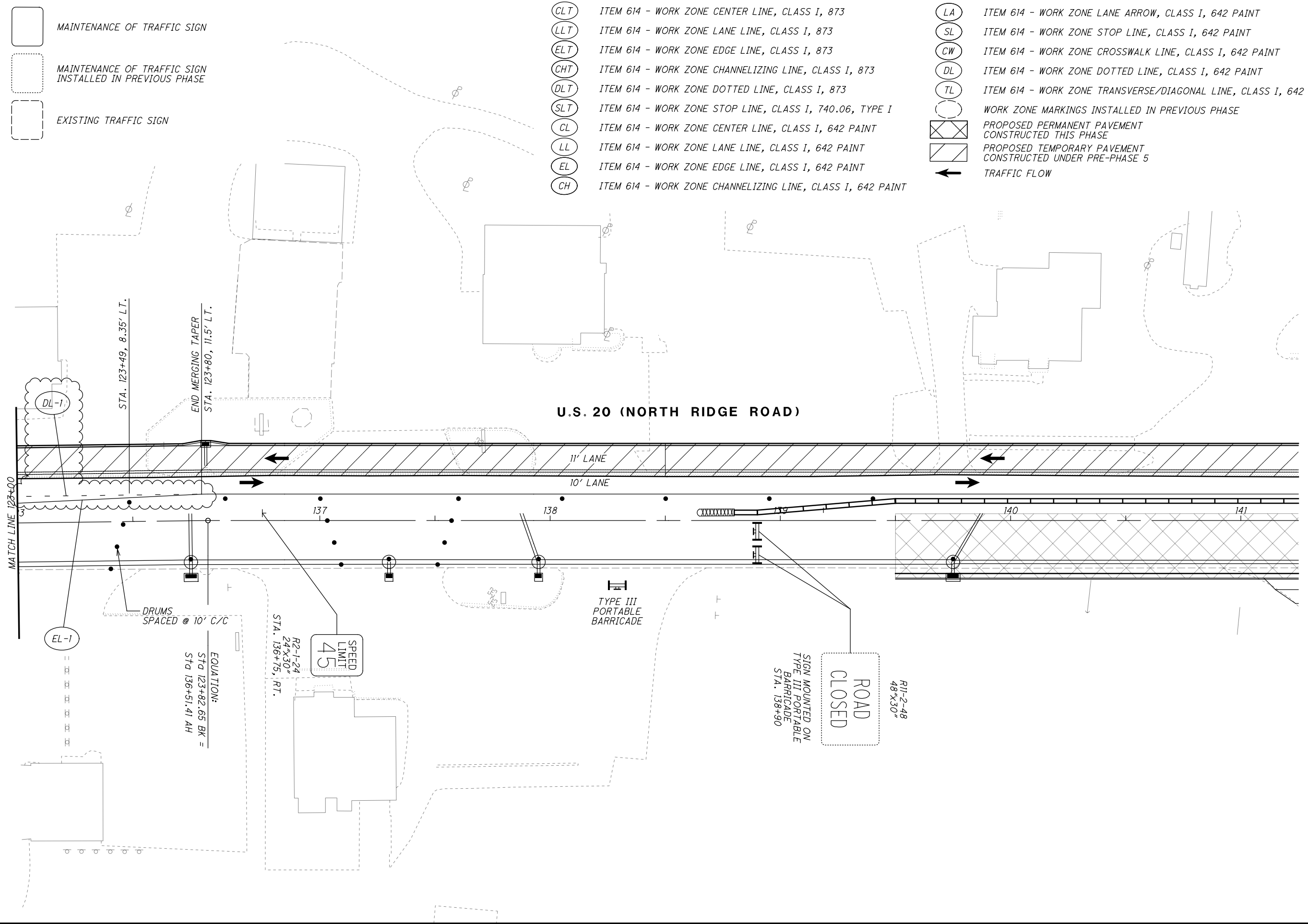
DRUMS
SPACED @ 10' C/C

MATCH LINE 123+00

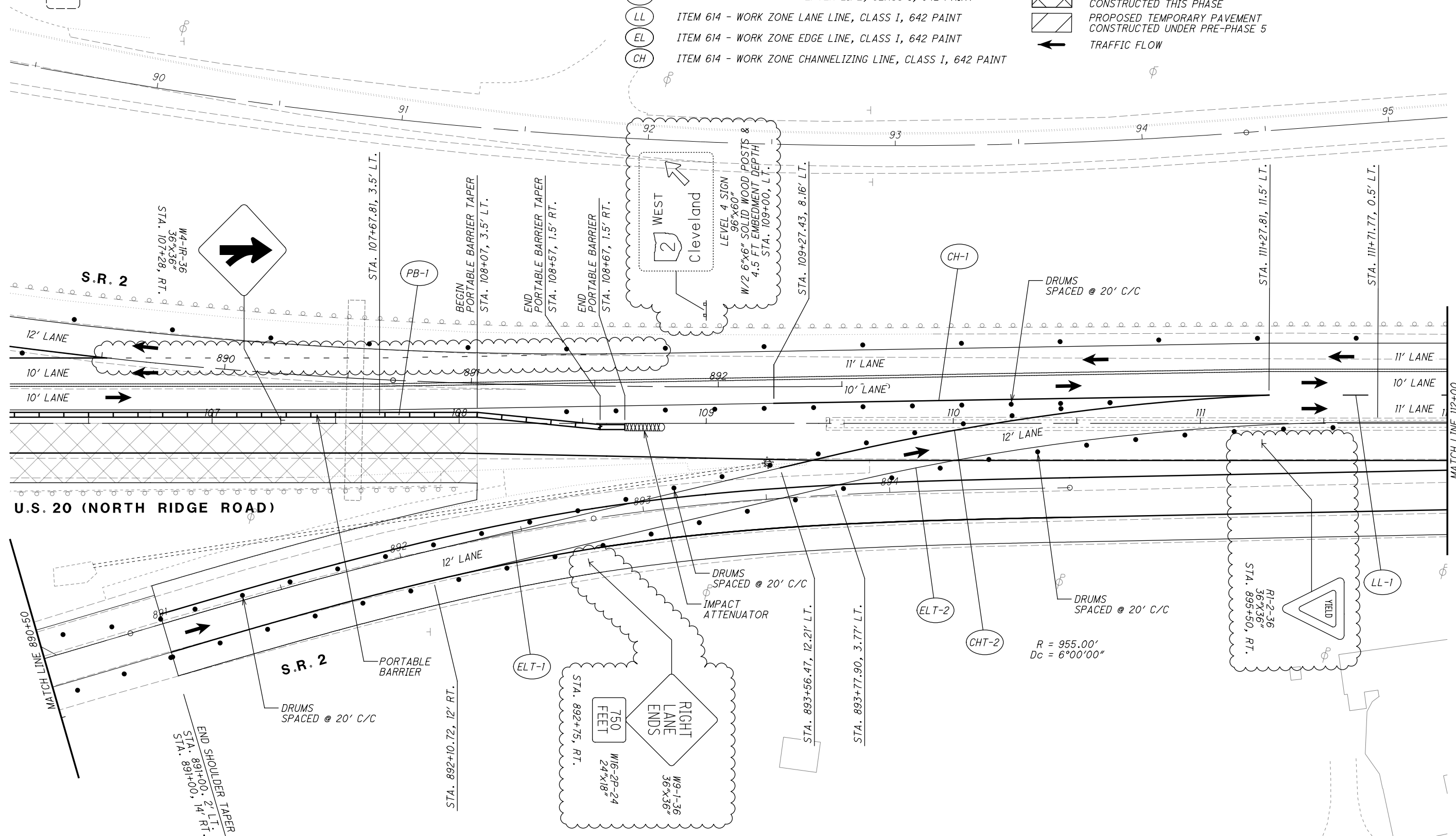
- (CLT) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- (LLT) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- (ELT) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- (CHT) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- (DLT) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- (SLT) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (LL) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- (EL) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- (CH) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

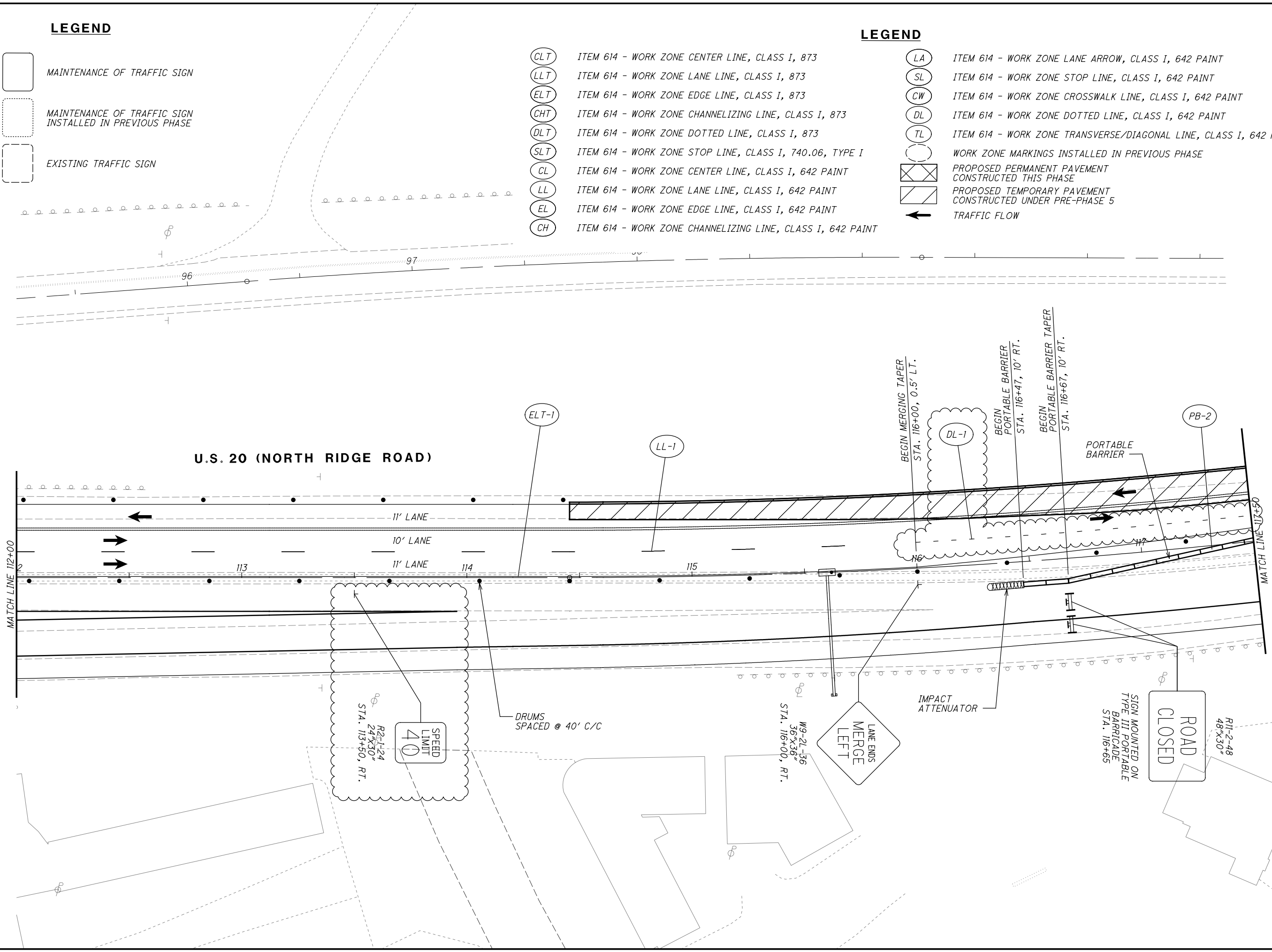
- (LA) ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- (CW) ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- (DL) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- (TL) ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
-  WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
-  PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
-  PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
-  TRAFFIC FLOW







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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

MAINTENANCE OF TRAFFIC PLAN - PHASE 5

SUBPHASE 3 - S.R. 2 EASTBOUND RAMP

LAK-US-20-19.59

315
1088

CALCULATED
JDC
CHECKED
EJT

0 20 40
HORIZONTAL
SCALE IN FEET

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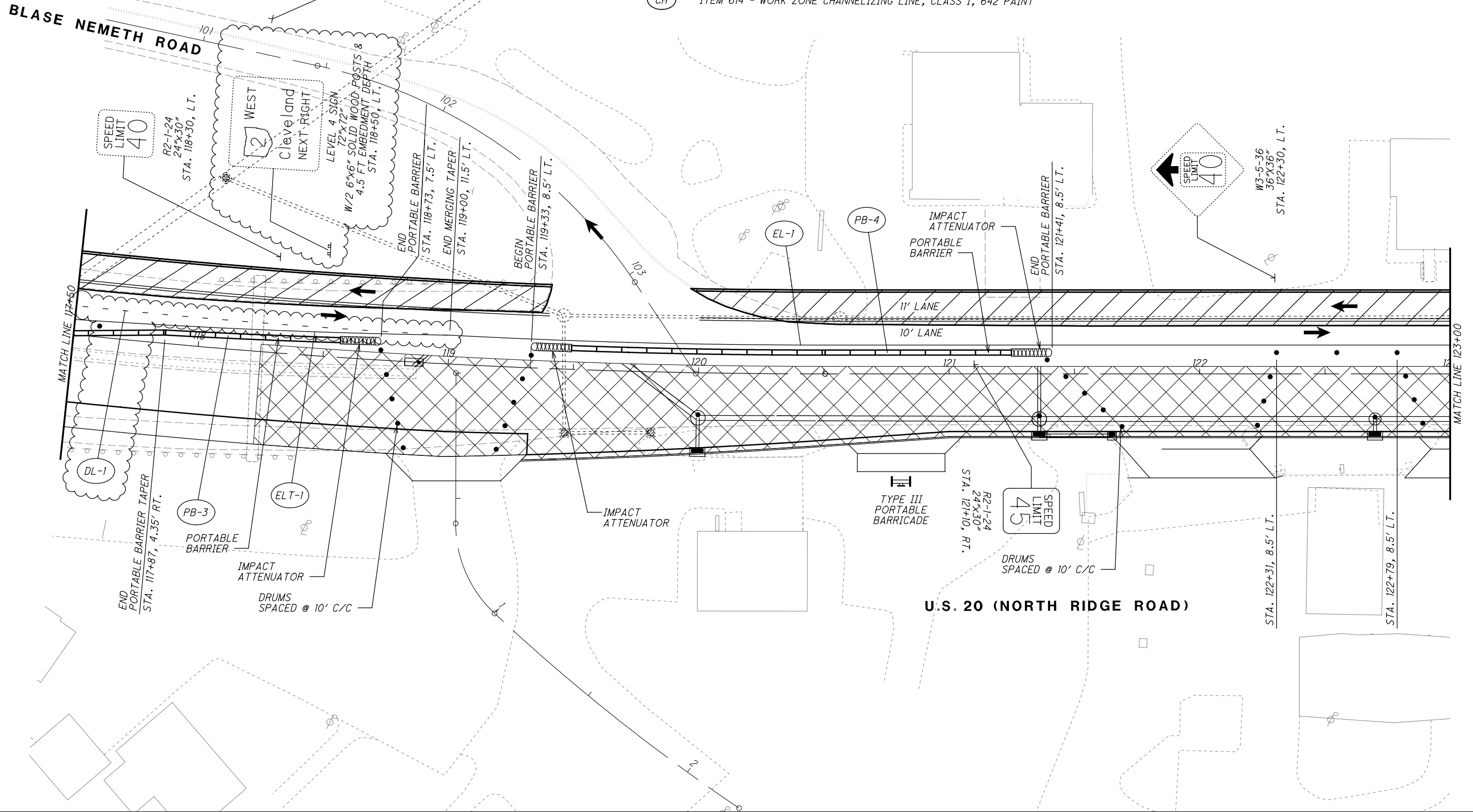
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT



CALCULATED	JDC
CHECKED	EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 5
SUBPHASE 3 - S.R. 2 EASTBOUND RAMP

LAK-US-20-19.59

316
1088

- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA

ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW

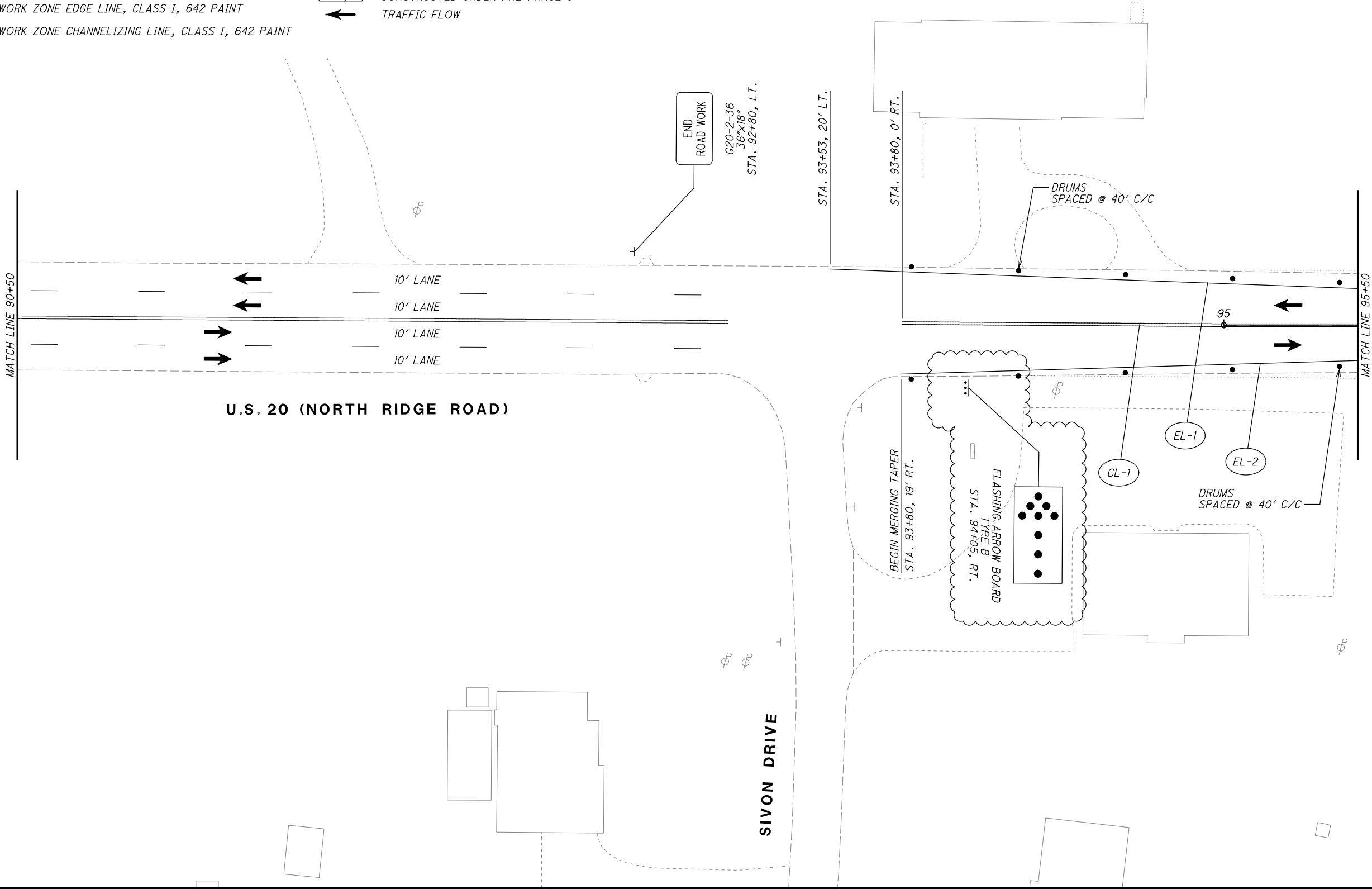
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

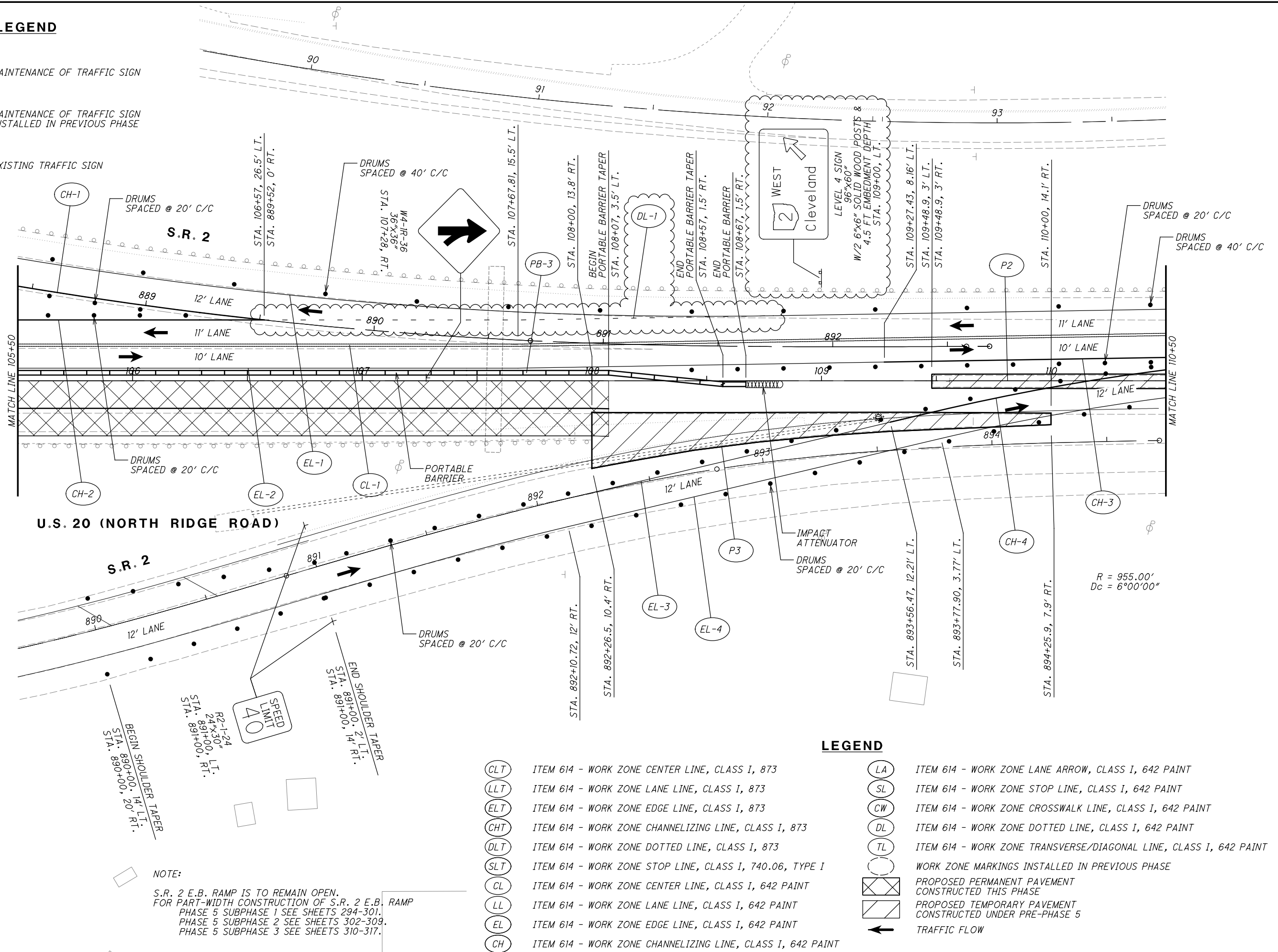


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LEGEND



MAINTENANCE OF TRAFFIC SIGN
MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
EXISTING TRAFFIC SIGN

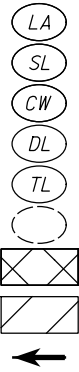


NOTE:

S.R. 2 E.B. RAMP IS TO REMAIN OPEN.
FOR PART-WIDTH CONSTRUCTION OF S.R. 2 E.B. RAMP
PHASE 5 SUBPHASE 1 SEE SHEETS 294-301.
PHASE 5 SUBPHASE 2 SEE SHEETS 302-309.
PHASE 5 SUBPHASE 3 SEE SHEETS 310-317.

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND



ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
TRAFFIC FLOW

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NOTE:

S.R. 2 E.B. RAMP IS TO REMAIN OPEN.
FOR PART-WIDTH CONSTRUCTION OF S.R. 2 E.B. RAMP
PHASE 5 SUBPHASE 1 SEE SHEETS 294-301.
PHASE 5 SUBPHASE 2 SEE SHEETS 302-309.
PHASE 5 SUBPHASE 3 SEE SHEETS 310-317.

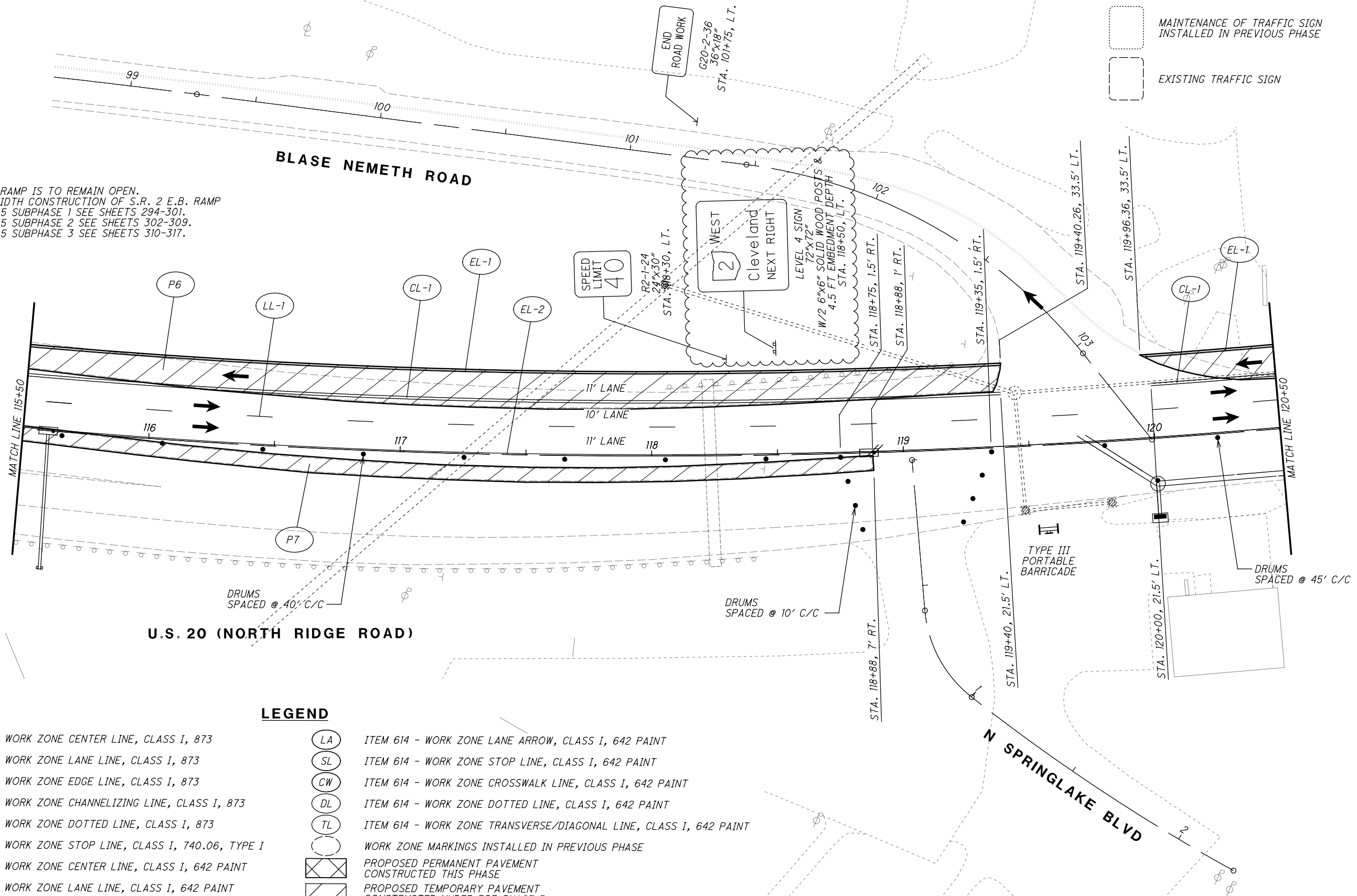
- | | |
|-----|--|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

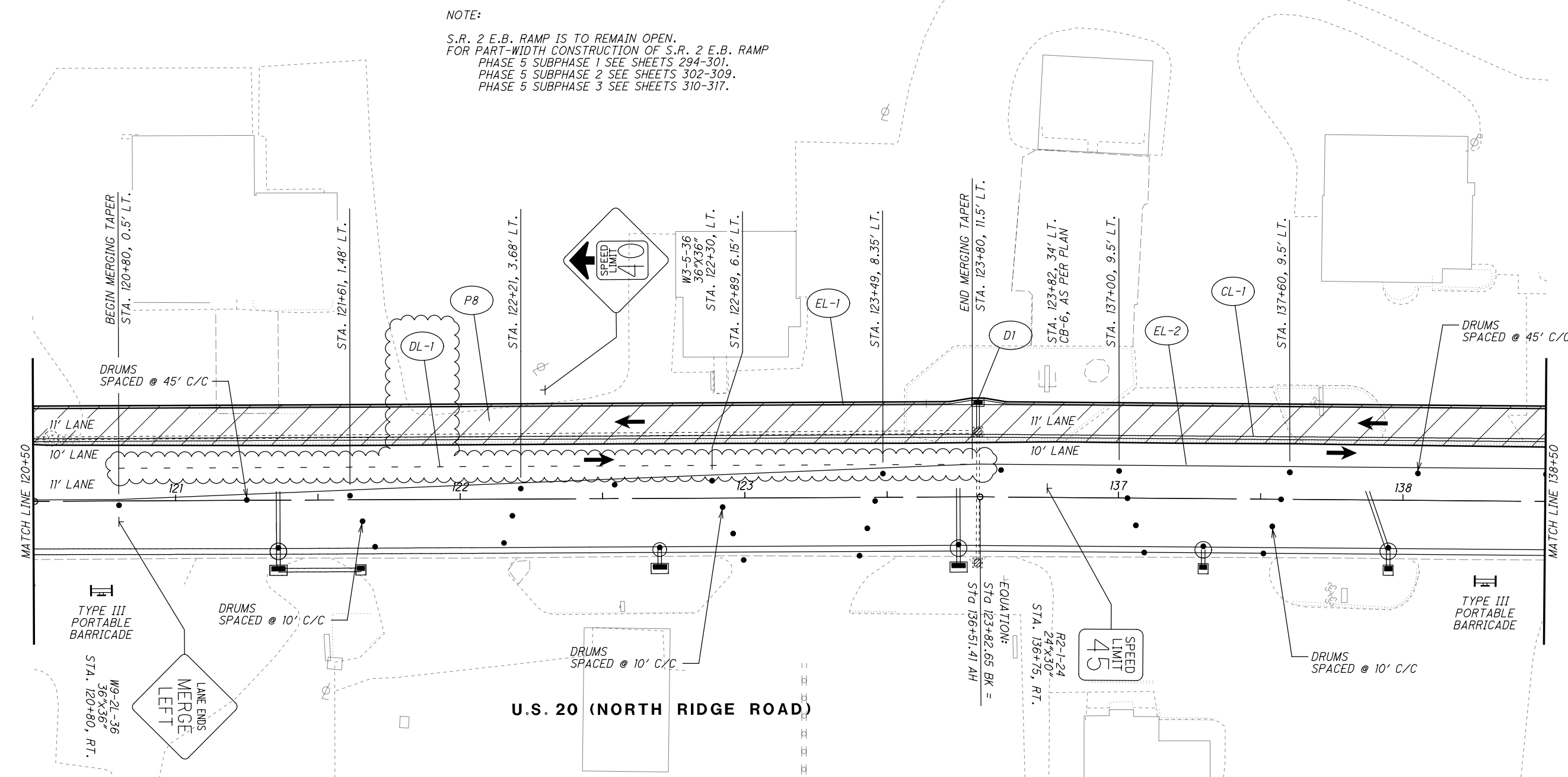
LEGEND

- | | |
|----|---|
| LA | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| SL | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| CW | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| DL | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| TL | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| | PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE |
| | PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5 |
| | TRAFFIC FLOW |

LEGEND

- | | |
|--|--|
| | MAINTENANCE OF TRAFFIC SIGN |
| | MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE |
| | EXISTING TRAFFIC SIGN |





NOTE:
S.R. 2 E.B. RAMP IS TO REMAIN OPEN.
FOR PART-WIDTH CONSTRUCTION OF S.R. 2 E.B. RAMP
PHASE 5 SUBPHASE 1 SEE SHEETS 294-301.
PHASE 5 SUBPHASE 2 SEE SHEETS 302-309.
PHASE 5 SUBPHASE 3 SEE SHEETS 310-317.

EXISTING TRAFFIC SIGN

- | | |
|-------|--|
| (CLT) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| (LLT) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| (ELT) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| (CHT) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| (DLT) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| (SLT) | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| (CL) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| (LL) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| (EL) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

	ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
	ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
	ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
	ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
	ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
	WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
	PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
	PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5
	TRAFFIC FLOW

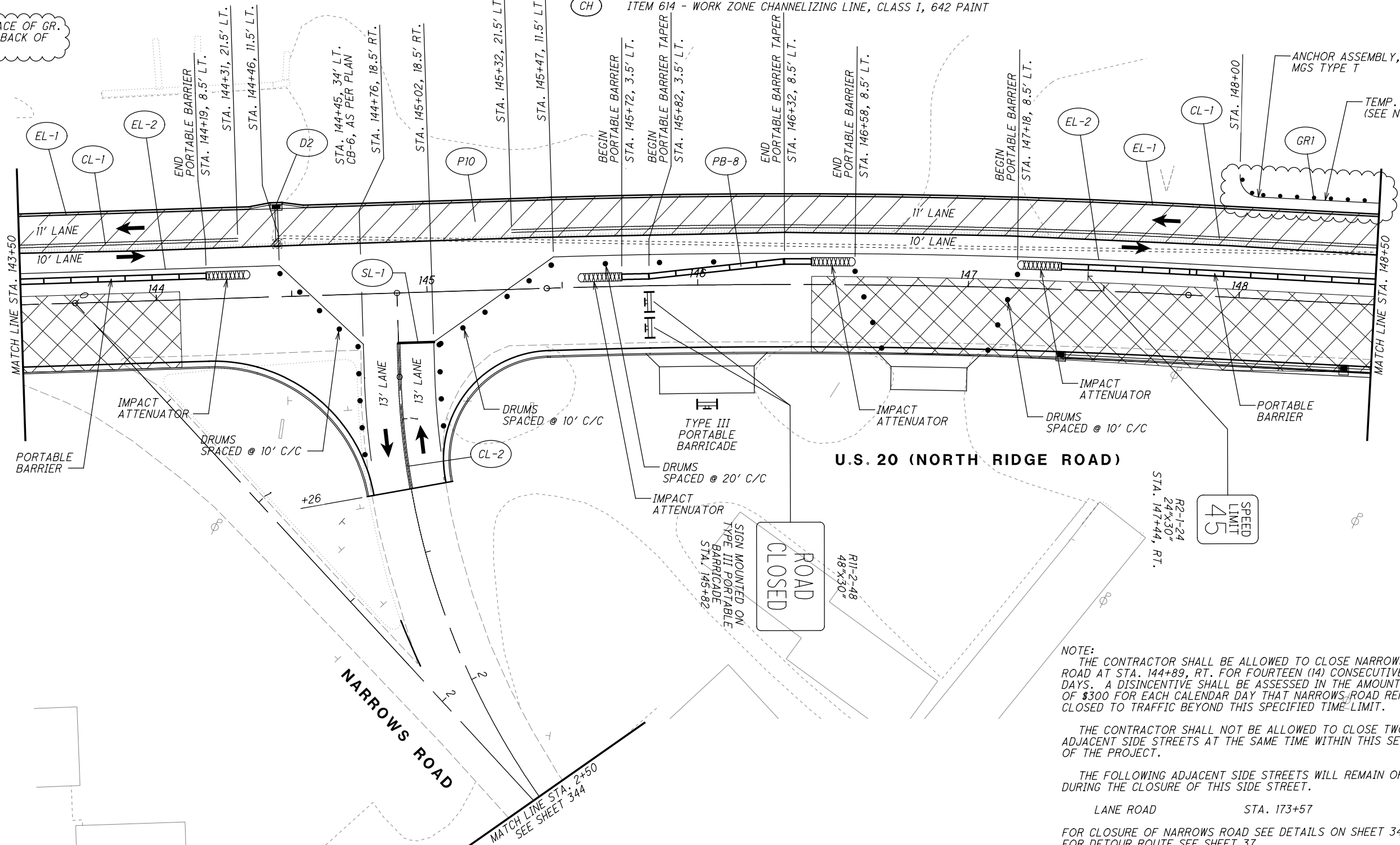
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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

NOTES

1. PLACE FACE OF GR.
4' FROM BACK OF
CURB



LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

NOTE:
THE CONTRACTOR SHALL BE ALLOWED TO CLOSE NARROWS
ROAD AT STA. 144+89, RT. FOR FOURTEEN (14) CONSECUTIVE CALENDAR
DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT
OF \$300 FOR EACH CALENDAR DAY THAT NARROWS ROAD REMAINS
CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2)
ADJACENT SIDE STREETS AT THE SAME TIME WITHIN THIS SECTION
OF THE PROJECT.

THE FOLLOWING ADJACENT SIDE STREETS WILL REMAIN OPEN
DURING THE CLOSURE OF THIS SIDE STREET.

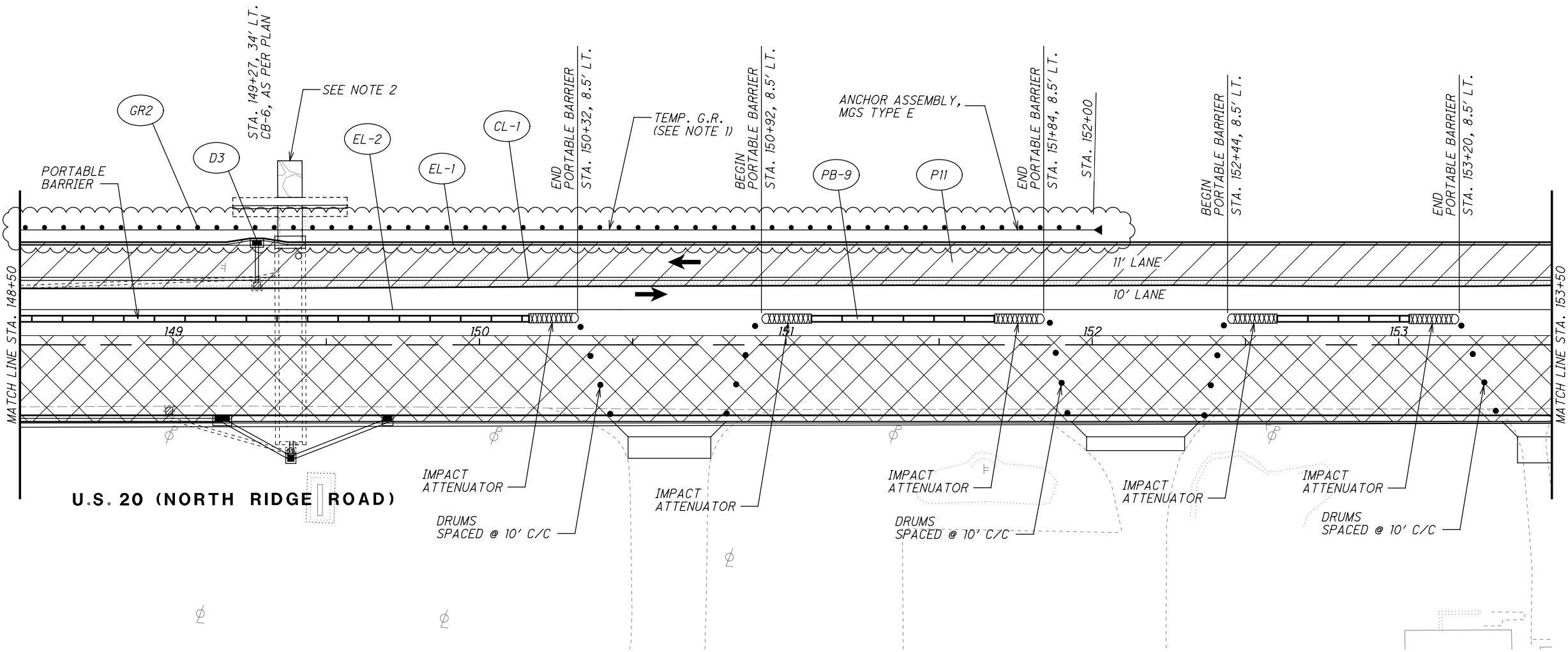
LANE ROAD STA. 173+57

FOR CLOSURE OF NARROWS ROAD SEE DETAILS ON SHEET 345.
FOR DETOUR ROUTE SEE SHEET 37.

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NOTES

1. PLACE FACE OF GR.
4' FROM BACK OF
CURB
2. CONSTRUCT CULVERT EXTENSION
PRIOR TO CONSTRUCTION OF
TEMPORARY PAVEMENT.



LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
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- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW



CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 5
STA. 148+50 TO STA. 153+50

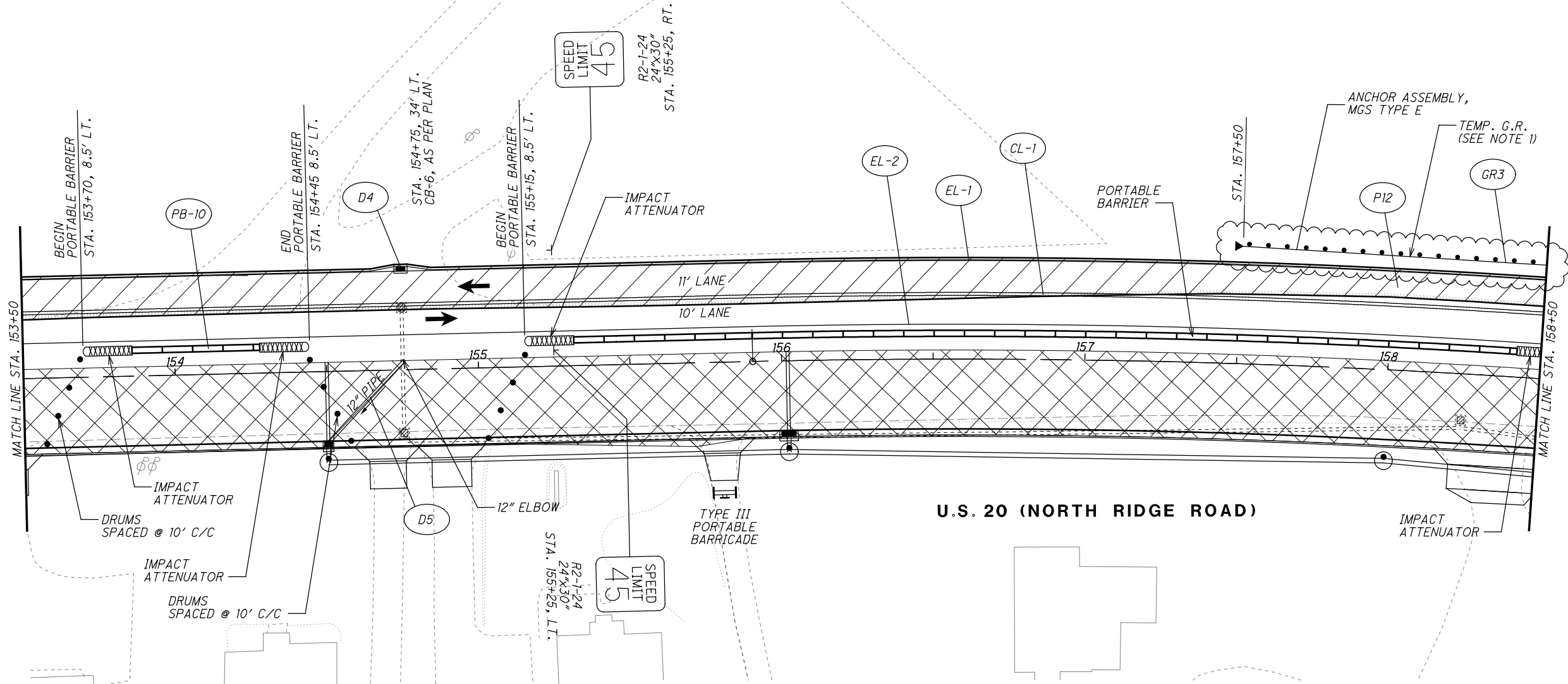
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NOTES

1. PLACE FACE OF GR.
4' FROM BACK OF
CURB



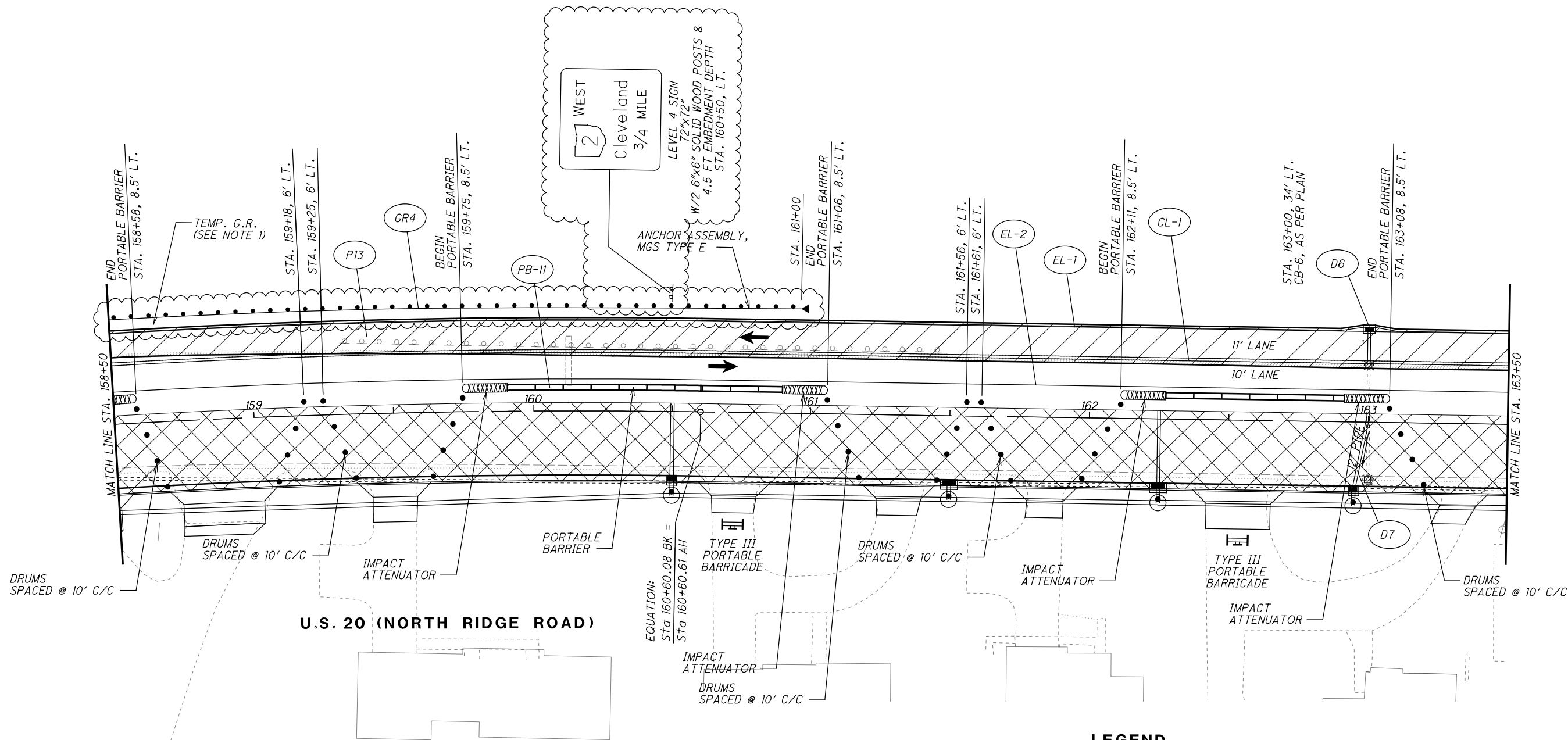
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW



NOTES

1. PLACE FACE OF GR. 4' FROM BACK OF CURB

LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
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- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT

SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT

CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT

DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT

TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT

WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE

PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5

TRAFFIC FLOW

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- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA

ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL

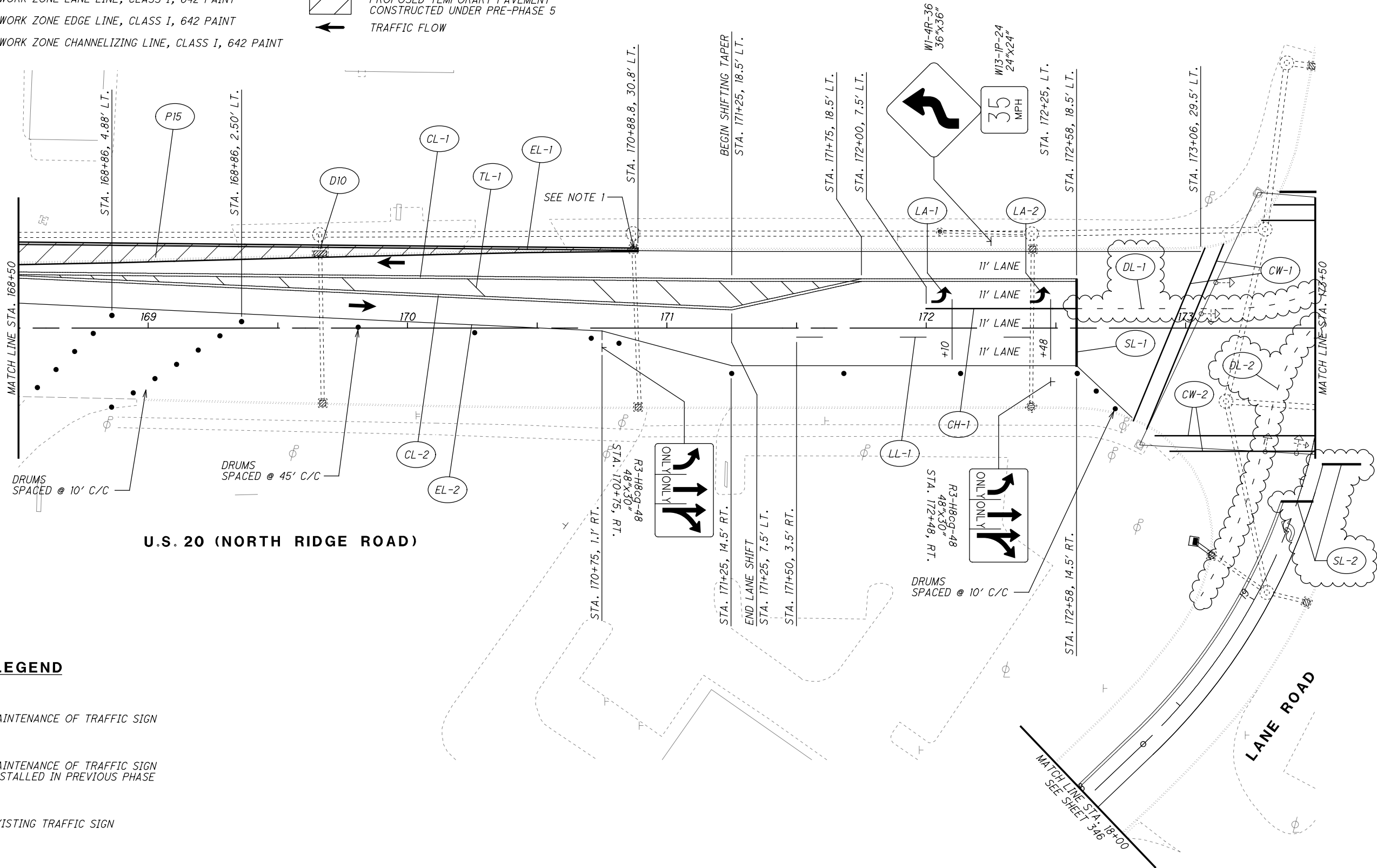
ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW

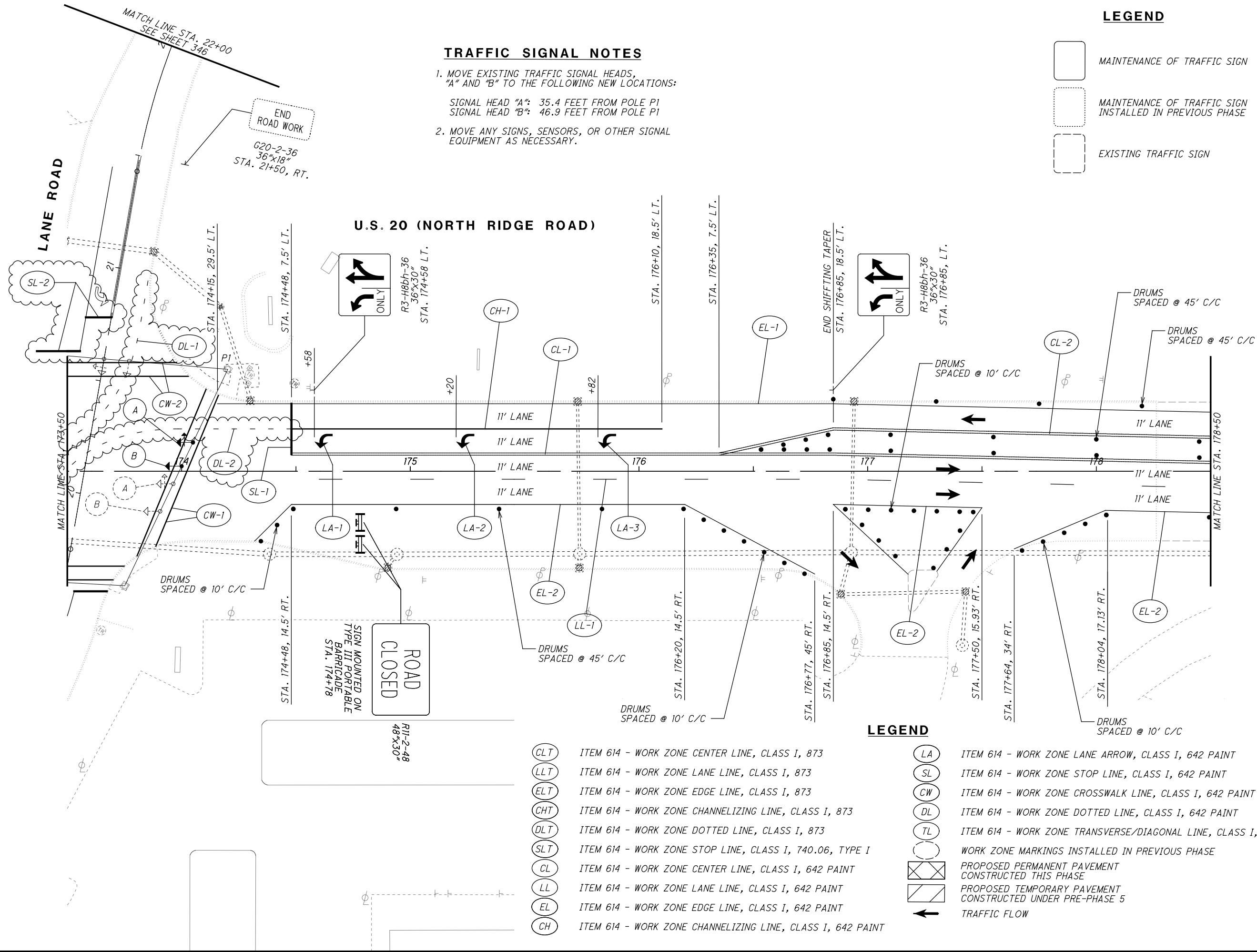
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

NOTES
1. WELD GRATE TO FRAME





LEGEND

MAINTENANCE OF TRAFFIC SIGN

MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE

EXISTING TRAFFIC SIGN

- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

- LA

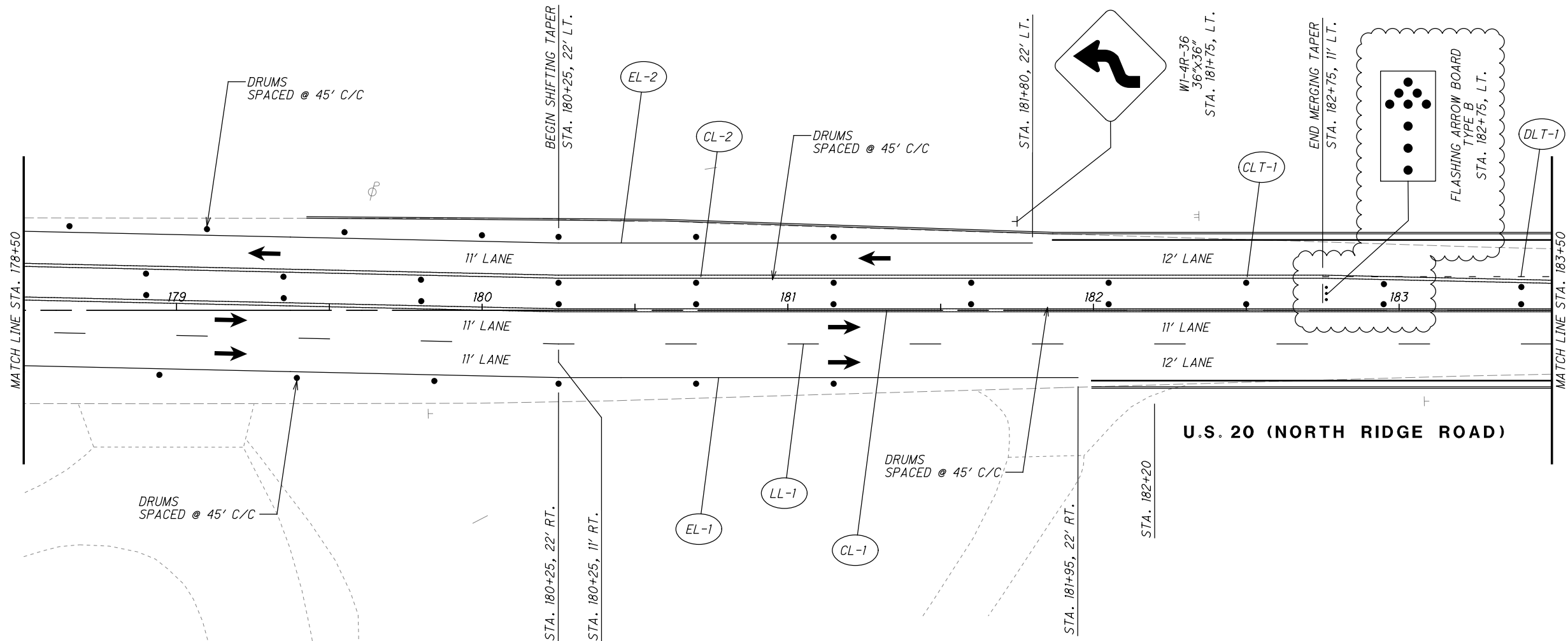
ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW

ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
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- CLT

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- LA

ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL

ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW

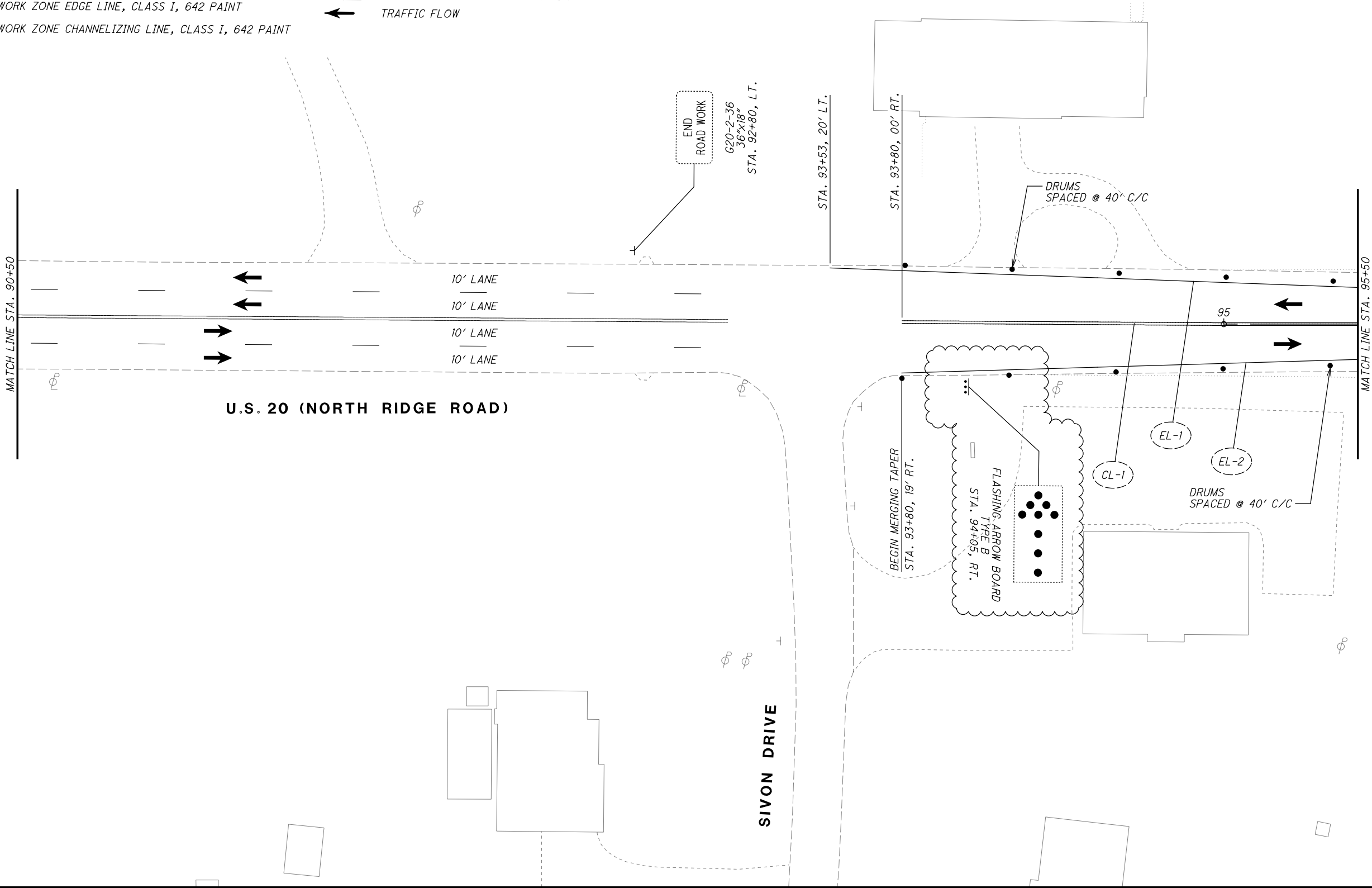
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL

ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
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CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN



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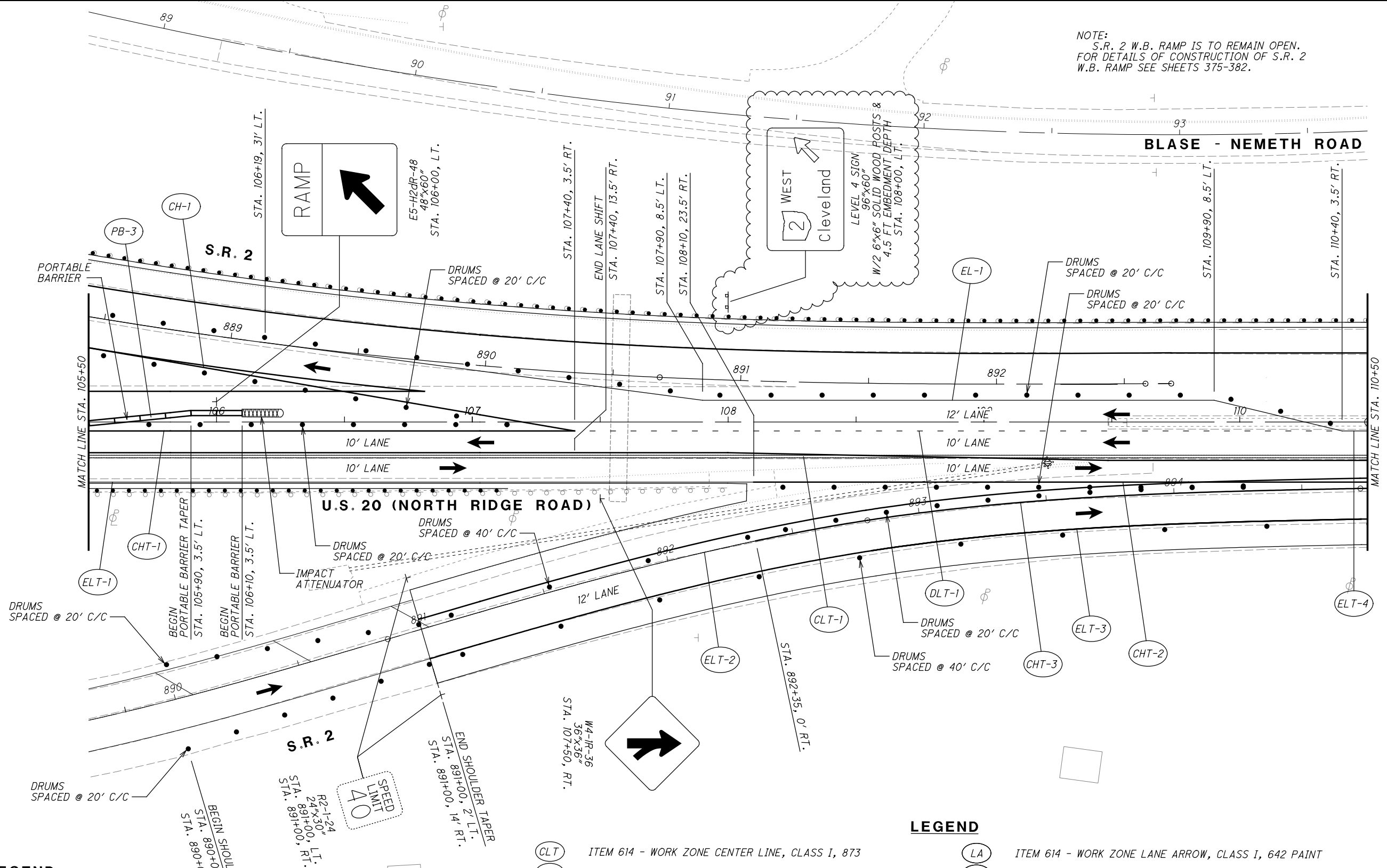
LEGEND

-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

- (CLT) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- (LLT) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- (ELT) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- (CHT) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- (DLT) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- (SLT) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- (CL) ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- (LL) ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- (EL) ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- (CH) ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

- (LA) ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- (SL) ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- (CW) ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- (DL) ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- (TL) ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
-  WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
-  PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
-  PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5
-  TRAFFIC FLOW



0 10 20 40
HORIZONTAL
SCALE IN FEET

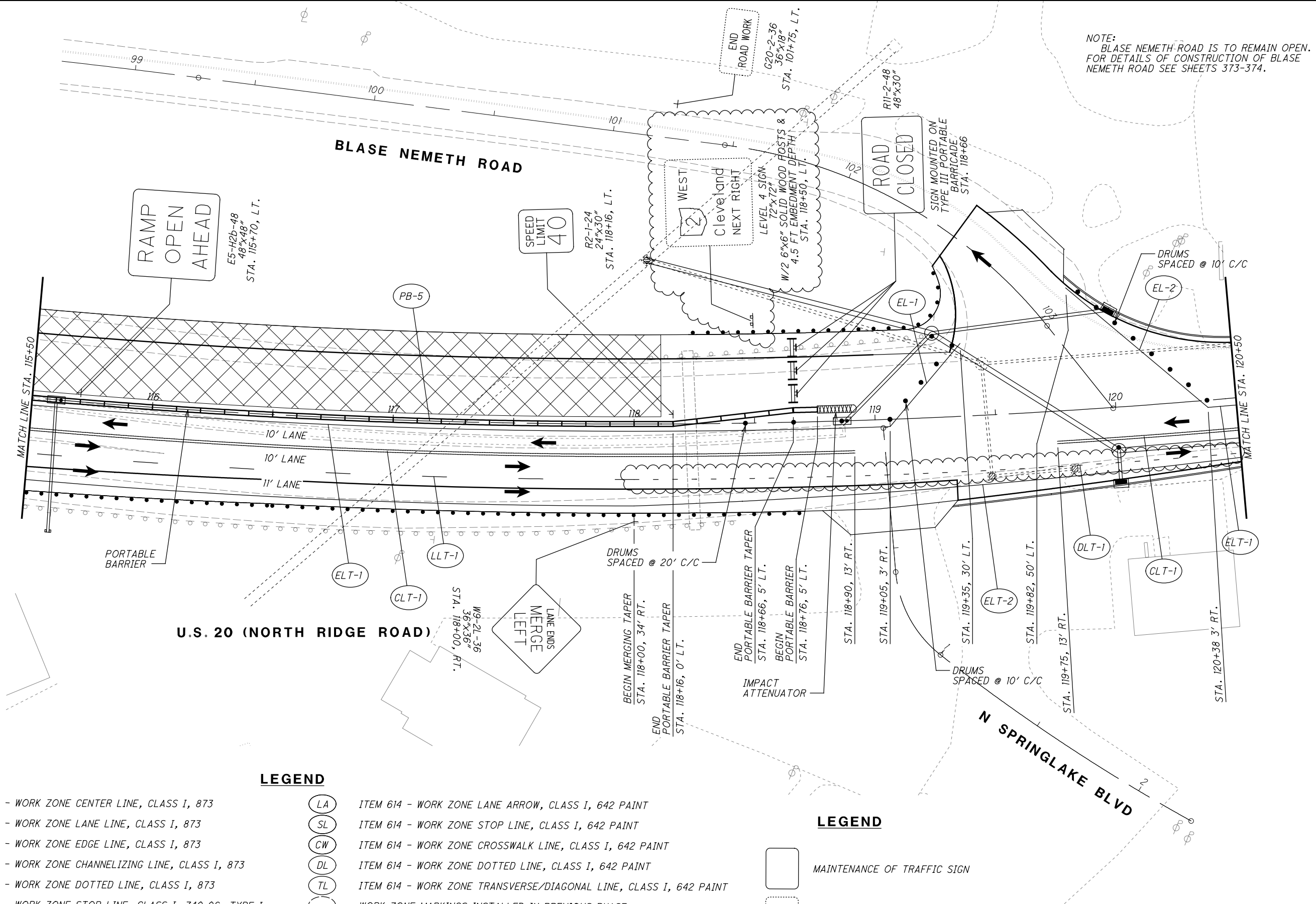
CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 6 STA. 105+50 TO STA. 110+50

LAK-US-20-19.59

353
1088

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NOTE:
BLASE NEMETH ROAD IS TO REMAIN OPEN.
FOR DETAILS OF CONSTRUCTION OF BLASE
NEMETH ROAD SEE SHEETS 373-374.



CALCULATED JDC
CHECKED EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 6
STA. 115+50 TO STA. 120+50

LAK-US-20-19.59

355
1088

- | | |
|-------|--|
| (CLT) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| (LLT) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| (ELT) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| (CHT) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| (DLT) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| (SLT) | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| (CL) | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| (LL) | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| (EL) | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| (CH) | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

LEGEND

- | | |
|------|---|
| (LA) | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| (SL) | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| (CW) | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| (DL) | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| (TL) | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| () | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| (X) | PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE |
| (/) | PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5 |
| (→) | TRAFFIC FLOW |

LEGEND

- | | |
|-----|---|
| () | MAINTENANCE OF TRAFFIC SIGN |
| () | MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE |
| () | EXISTING TRAFFIC SIGN |



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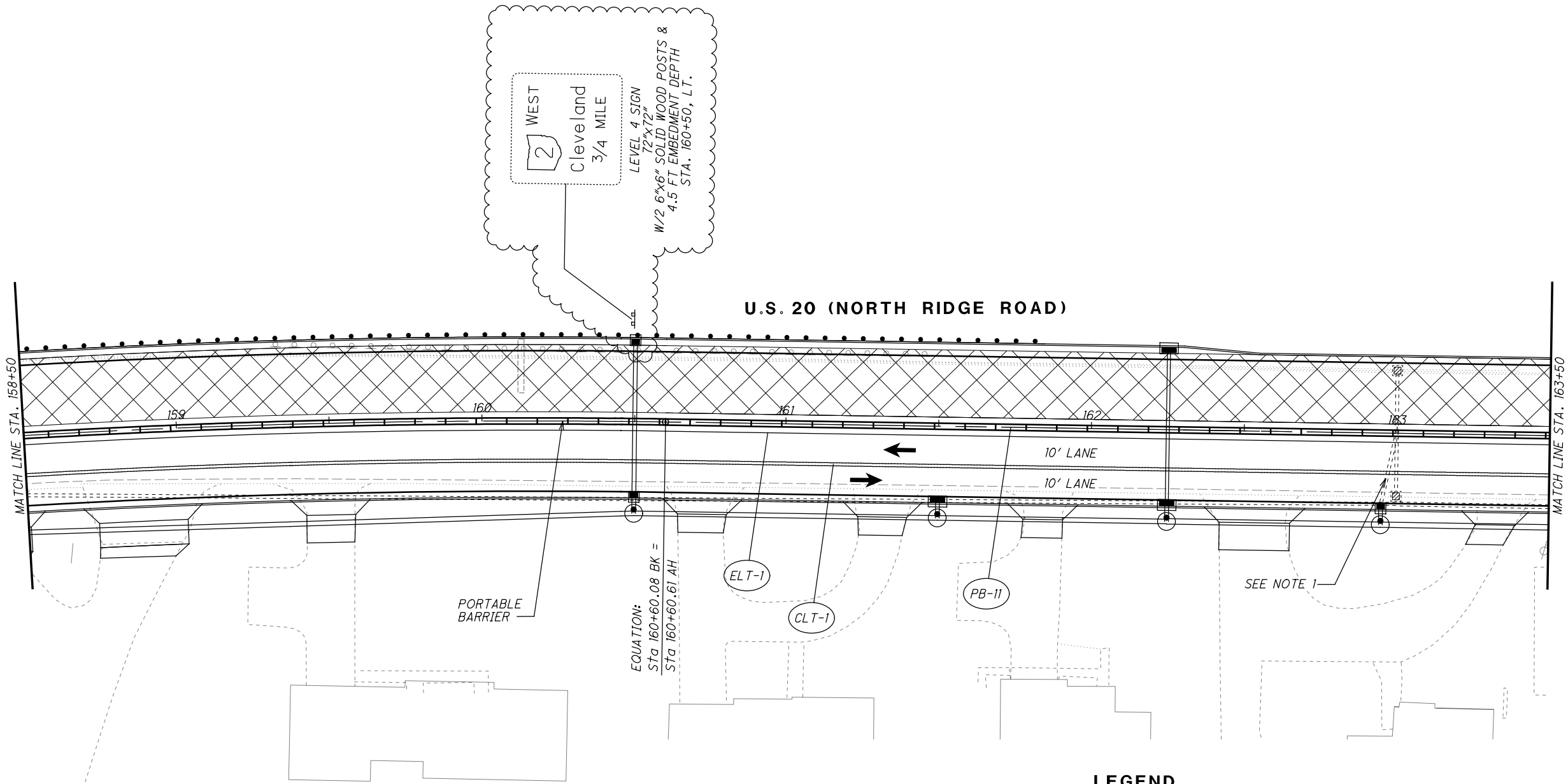
LEGEND

-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

-  ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
-  ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
-  ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT

LEGEND

-  ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
-  ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
-  WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
-  PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
-  PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
-  TRAFFIC FLOW



NOTES:
1. TEMPORARY PIPE REPLACED IN PHASE 1
TO BE PLUGGED AT BOTH ENDS AND
ABANDONED



CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC PLAN - PHASE 6
STA. 158+50 TO STA. 163+50

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LEGEND

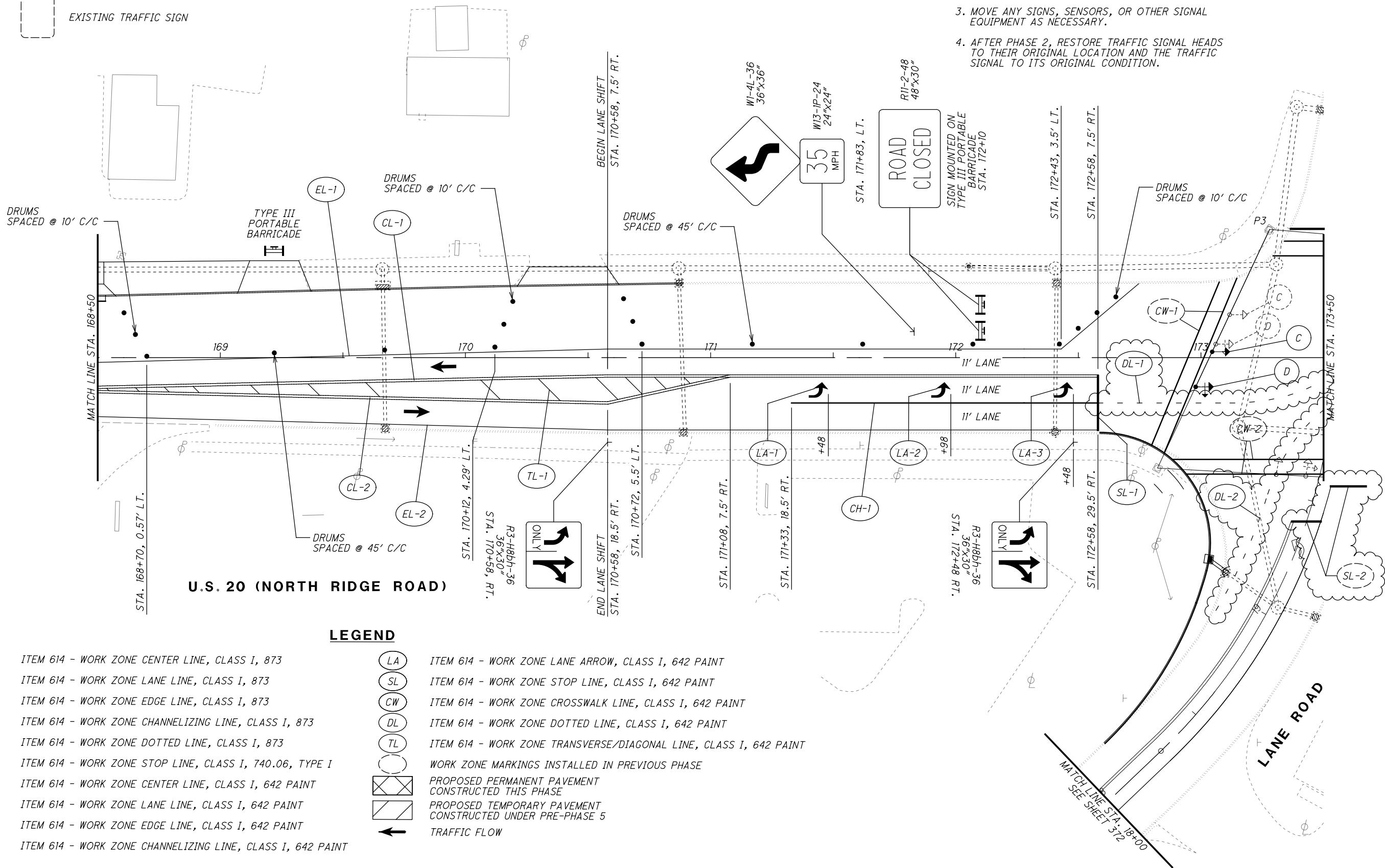
-  MAINTENANCE OF TRAFFIC SIGN
-  MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
-  EXISTING TRAFFIC SIGN

TRAFFIC SIGNAL NOTES

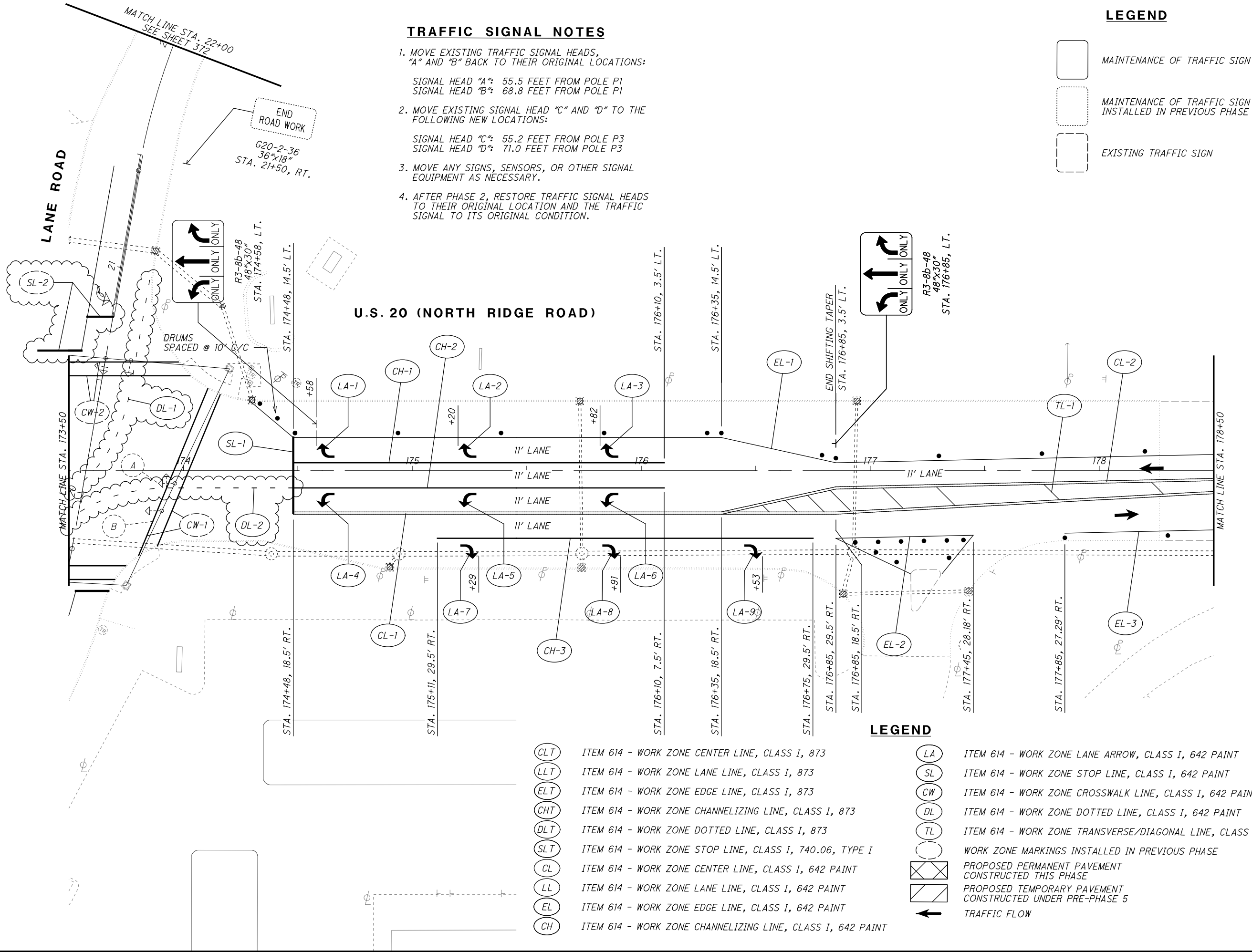
1. MOVE EXISTING TRAFFIC SIGNAL HEADS,
"A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:

SIGNAL HEAD "A": 55.5 FEET FROM POLE P1
SIGNAL HEAD "B": 68.8 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE
FOLLOWING NEW LOCATIONS:

SIGNAL HEAD "C": 55.2 FEET FROM POLE P3
SIGNAL HEAD "D": 71.0 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL
EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS
TO THEIR ORIGINAL LOCATION AND THE TRAFFIC
SIGNAL TO ITS ORIGINAL CONDITION.



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TRAFFIC SIGNAL NOTES

1. MOVE EXISTING TRAFFIC SIGNAL HEADS, "A" AND "B" BACK TO THEIR ORIGINAL LOCATIONS:
SIGNAL HEAD "A": 55.5 FEET FROM POLE P1
SIGNAL HEAD "B": 68.8 FEET FROM POLE P1
2. MOVE EXISTING SIGNAL HEAD "C" AND "D" TO THE FOLLOWING NEW LOCATIONS:
SIGNAL HEAD "C": 55.2 FEET FROM POLE P3
SIGNAL HEAD "D": 71.0 FEET FROM POLE P3
3. MOVE ANY SIGNS, SENSORS, OR OTHER SIGNAL EQUIPMENT AS NECESSARY.
4. AFTER PHASE 2, RESTORE TRAFFIC SIGNAL HEADS TO THEIR ORIGINAL LOCATION AND THE TRAFFIC SIGNAL TO ITS ORIGINAL CONDITION.

LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- LLT ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ELT ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- CHT ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
- DLT ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873
- SLT ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I
- CL ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT
- LL ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT
- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT
- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
- DL ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT
- TL ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT
- WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE
- PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

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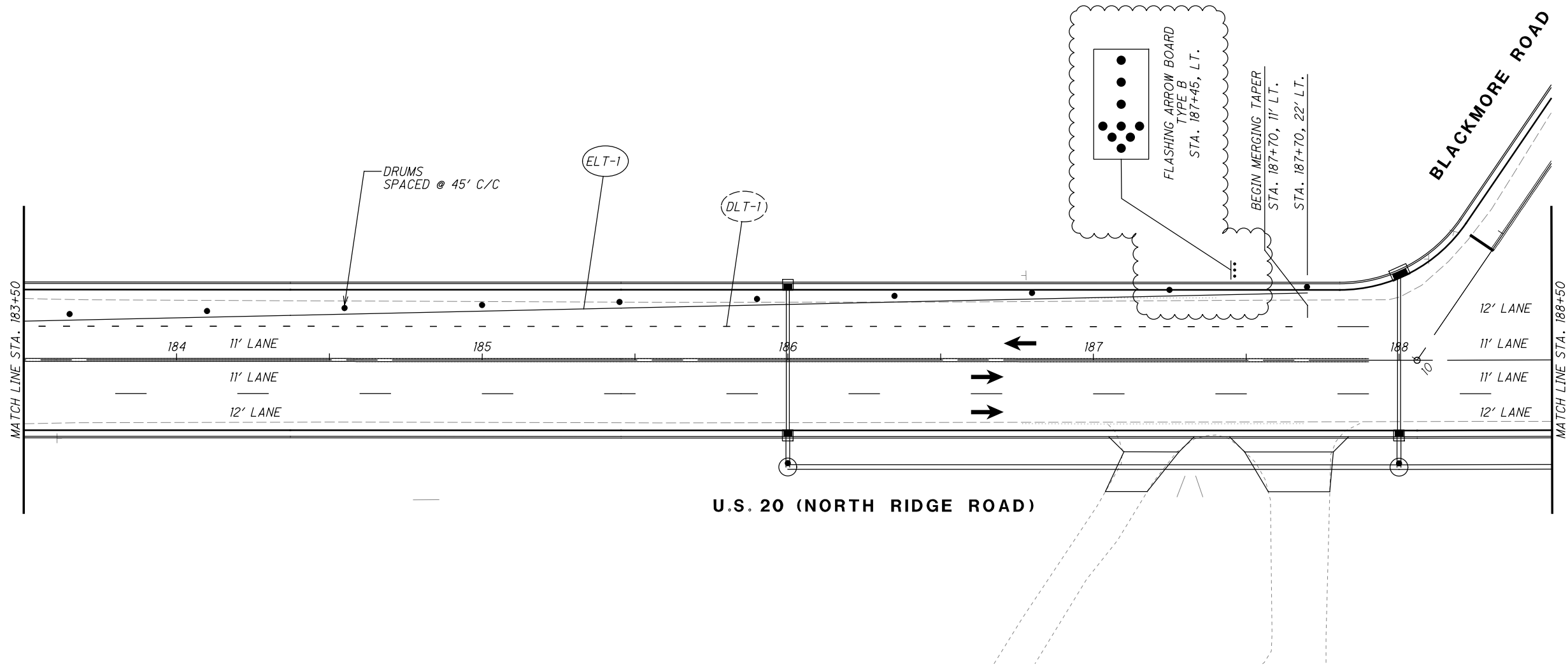
LEGEND

MAINTENANCE OF TRAFFIC SIGN
MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
EXISTING TRAFFIC SIGN

- | | |
|-----|--|
| CLT | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873 |
| LLT | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873 |
| ELT | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873 |
| CHT | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873 |
| DLT | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 873 |
| SLT | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I |
| CL | ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| LL | ITEM 614 - WORK ZONE LANE LINE, CLASS I, 642 PAINT |
| EL | ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT |
| CH | ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT |

LEGEND

- | | |
|----|---|
| LA | ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT |
| SL | ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| CW | ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT |
| DL | ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT |
| TL | ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT |
| | WORK ZONE MARKINGS INSTALLED IN PREVIOUS PHASE |
| | PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE |
| | PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5 |
| | TRAFFIC FLOW |



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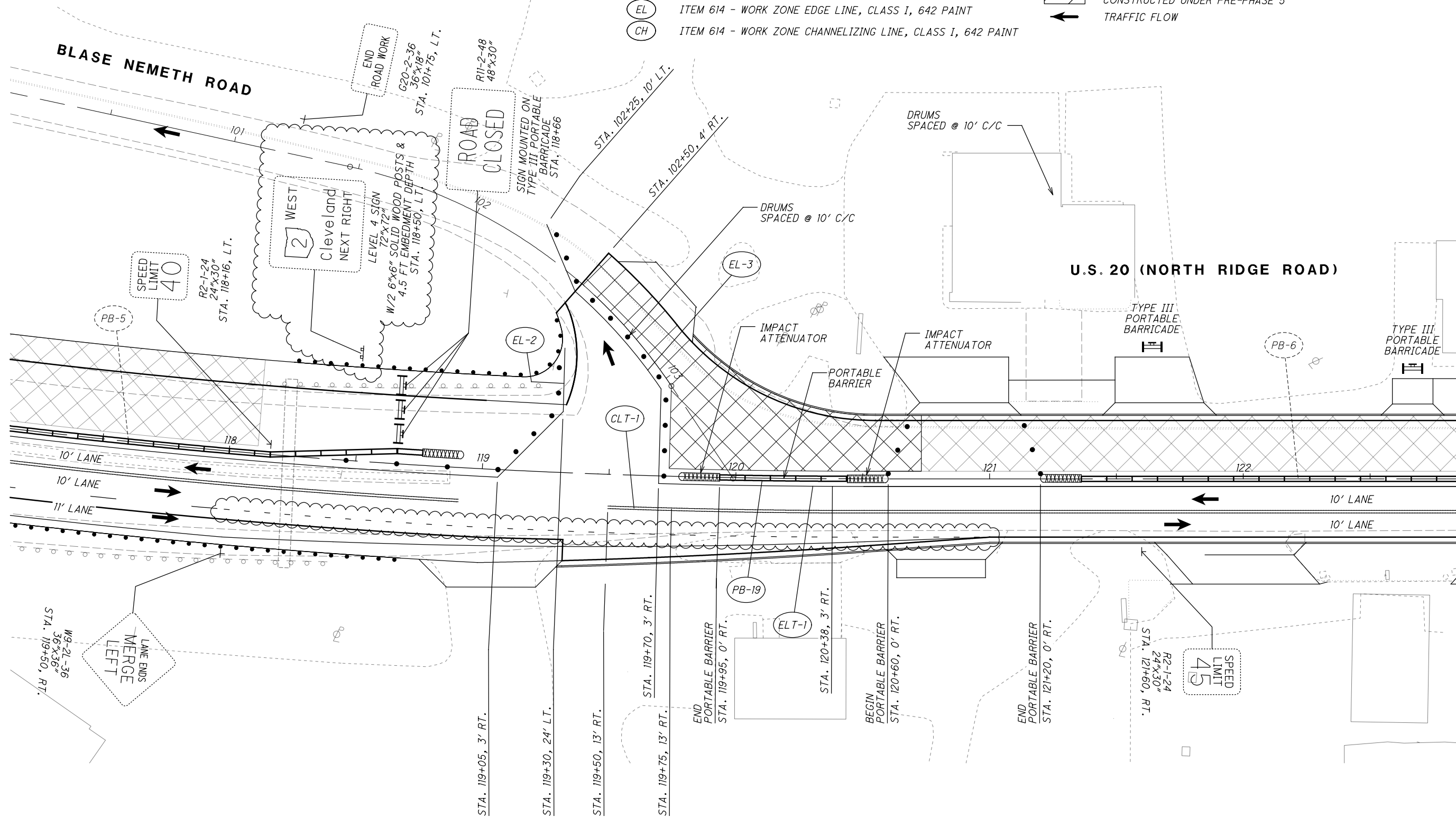
LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

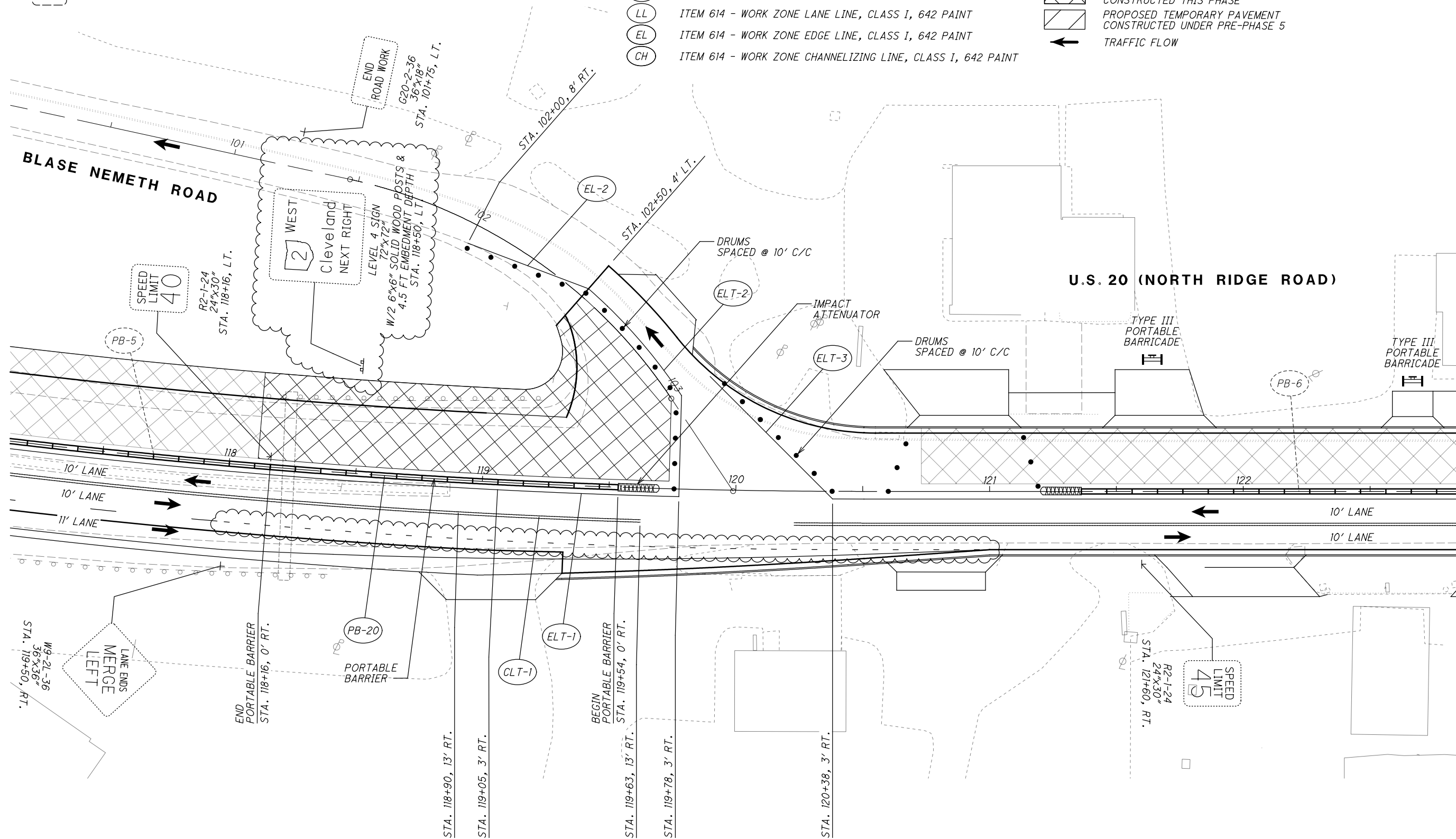
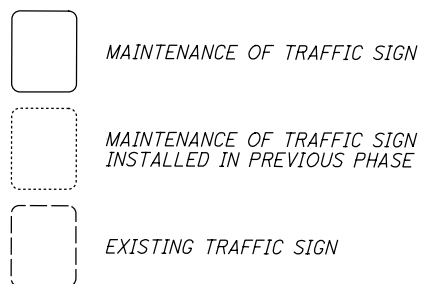
LEGEND

- LA ITEM 614 - WORK ZONE LANE ARROW, CLASS I, 642 PAINT
- SL ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT
- CW ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
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CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW

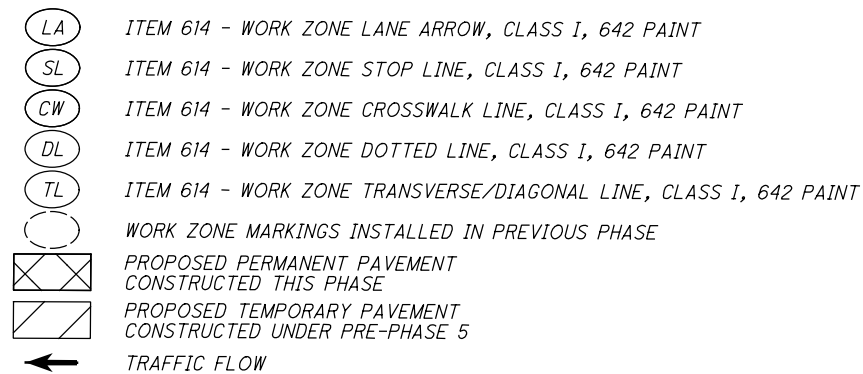
- CLT ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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- EL ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT
- CH ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT



LEGEND



LEGEND



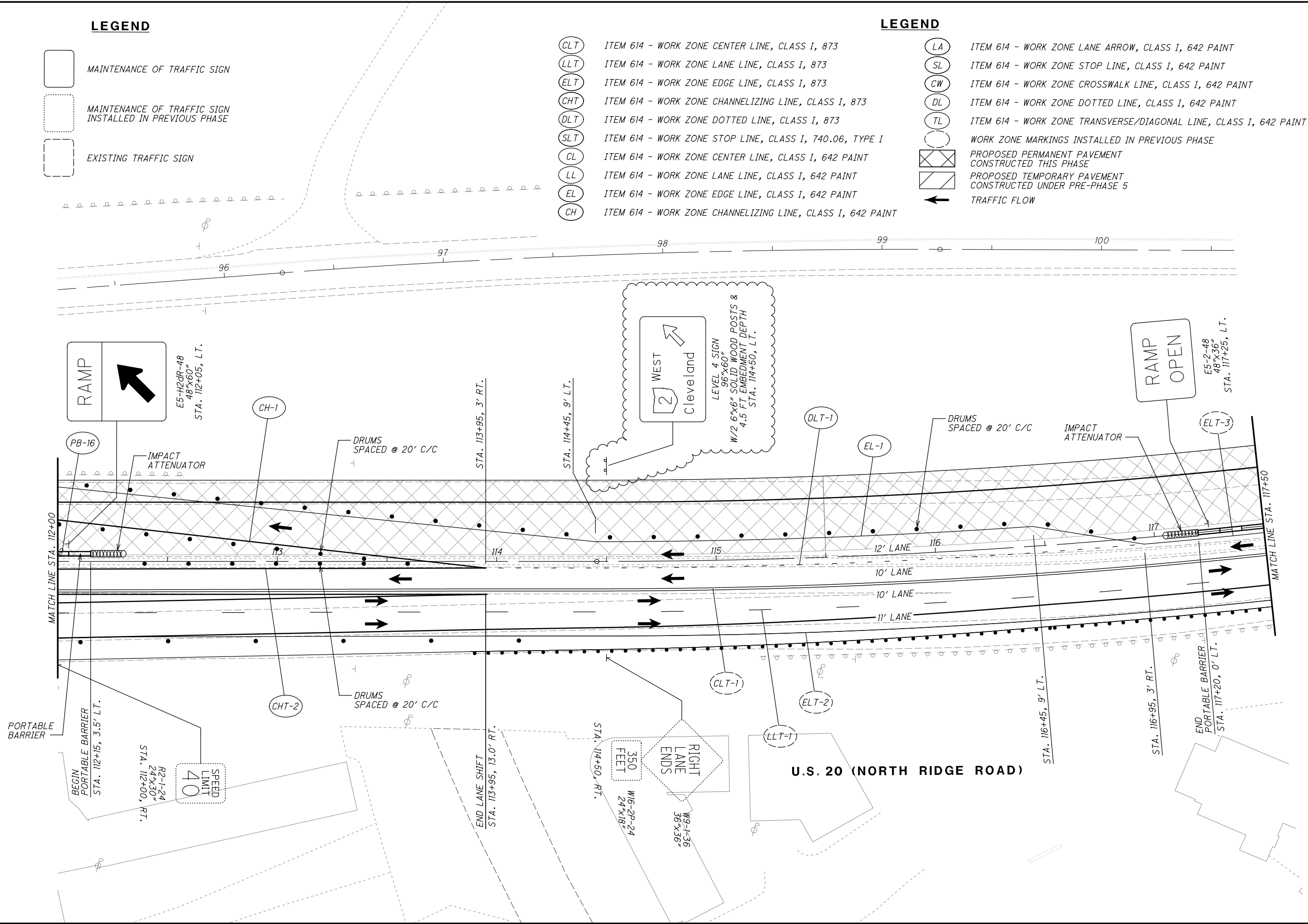
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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
- ITEM 614 - WORK ZONE LANE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 873
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 873
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- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW





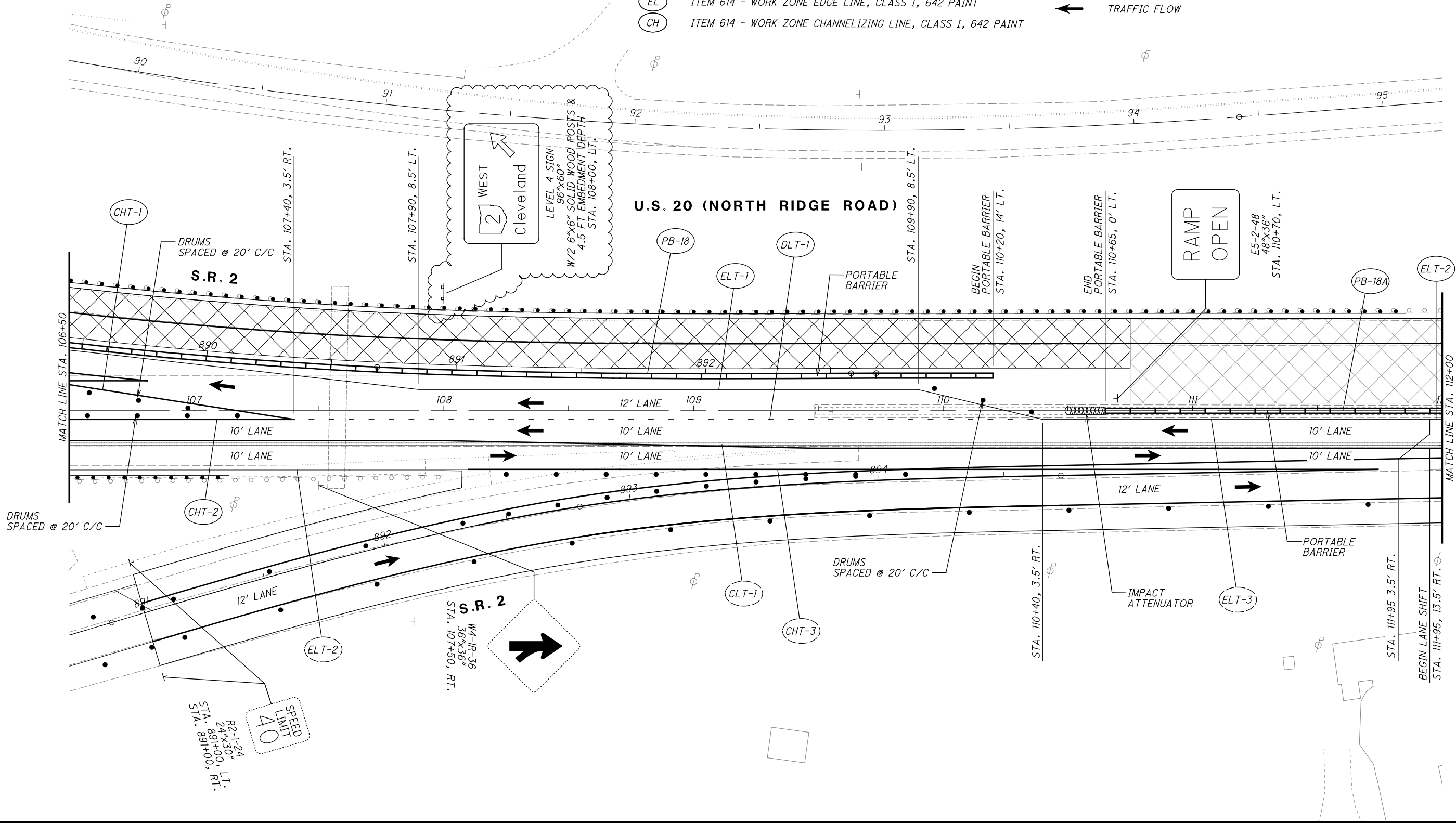
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LEGEND

- MAINTENANCE OF TRAFFIC SIGN
- MAINTENANCE OF TRAFFIC SIGN
INSTALLED IN PREVIOUS PHASE
- EXISTING TRAFFIC SIGN

LEGEND

- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 873
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- PROPOSED PERMANENT PAVEMENT
CONSTRUCTED THIS PHASE
- PROPOSED TEMPORARY PAVEMENT
CONSTRUCTED UNDER PRE-PHASE 5
- TRAFFIC FLOW



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SHEET NUM.													PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED EJT	CHECKED	JMP
23	24	24A	25	26	27	397	398	399	414	418	761	862	01/NHS/04	02/NHS/66	03/NHS/66									
LS													LS			201	11001	LS		ROADWAY	23			
						1							1			202	20010	1	EACH	CLEARING AND GRUBBING, AS PER PLAN				
					500					130,060	14,662		145,222			202	23001	145,222	SY	HEADWALL REMOVED	24			
								55,804					55,804			202	30000	55,804	SF	PAVEMENT REMOVED, AS PER PLAN				
																202				WALK REMOVED				
						589							589			202	30600	589	SY	CONCRETE MEDIAN REMOVED				
							449			1,544			1,993			202	32000	1,993	FT	CURB REMOVED				
						20,871							20,871			202	35100	20,871	FT	PIPE REMOVED, 24" AND UNDER				
						2,090							2,090			202	35200	2,090	FT	PIPE REMOVED, OVER 24"				
						5,001							5,001			202	38000	5,001	FT	GUARDRAIL REMOVED				
						8							8			SPECIAL	20252990	8	EACH	PARKING BLOCK REMOVED	24			
						130							130			202	53100	130	EACH	MAILBOX REMOVED				
						5							5			202	58000	5	EACH	MANHOLE REMOVED				
						148							148			202	58300	148	EACH	CATCH BASIN OR INLET REMOVED				
						10							10			202	60010	10	EACH	MONUMENT ASSEMBLY REMOVED				
						945							945			SPECIAL	20270000	945	FT	FILL AND PLUG EXISTING CONDUIT, 12" TO 36" DIA.	24A			
												100	100			SPECIAL	20270000	100	FT	FILL AND PLUG EXISTING CONDUIT, 4' x 3' BOX	24A			
				4,400									4,400			SPECIAL	20270110	4,400	FT	PIPE CLEANOUT, 24" AND UNDER	26			
				275									275			SPECIAL	20270120	275	FT	PIPE CLEANOUT, 27" TO 48"	26			
						989							989			202	75000	989	FT	FENCE REMOVED				
	LS												LS			202	98000	LS		REMOVAL MISC.: WEATHER STATION FOUNDATION	24			
						1							1			202	98100	1	EACH	REMOVAL MISC.: BUILDING FOUNDATION	24			
						24							24			202	98100	24	EACH	REMOVAL MISC.: BOULDER	24			
						50							50			202	98100	50	EACH	REMOVAL MISC.: BUSINESS SIGN	24			
						2							2			202	98100	2	EACH	REMOVAL MISC.: LIGHT POLE	24			
						24							24			202	98100	24	EACH	REMOVAL MISC.: CONCRETE BLOCK	24			
						9							9			202	98100	9	EACH	REMOVAL MISC.: BOLLARD	24			
						77							77			202	98100	77	EACH	REMOVAL MISC.: POST	24			
						14							14			202	98100	14	EACH	REMOVAL MISC.: LANDSCAPE LIGHT	24			
						112							112			202	98200	112	FT	REMOVAL MISC.: CONCRETE WALL	24			
						181							181			202	98200	181	FT	REMOVAL MISC.: STONE WALL	24			
					115				32,605		1,399		34,119			203	10000	34,119	CY	EXCAVATION				
			5,000										5,000			203	10001	5,000	CY	EXCAVATION, AS PER PLAN	25			
									15,425				15,425			203	20000	15,425	CY	EMBANKMENT				
			5,000										5,000			203	35130	5,000	CY	GRANULAR MATERIAL, TYPE D				
		130											130			203	98600	130	EACH	ROADWAY, MISC.: SUPPORTING EXISTING UTILITY POLES	24A			
					500					167,723	12,648		180,871			204	10000	180,871	SY	SUBGRADE COMPACTION				
10,050													10,050			204	13000	10,050	CY	EXCAVATION OF SUBGRADE				
10,050													10,050			204	30010	10,050	CY	GRANULAR MATERIAL, TYPE B				
60													60			204	45000	60	HOURL	PROOF ROLLING				
18,100			11,200										29,300			204	50000	29,300	SY	GEOTEXTILE FABRIC				
18,100													18,100			204	51000	18,100	SY	GEOGRID				
							5,088						5,088			606	15050	5,088	FT	GUARDRAIL, TYPE MGS				
							25						25			606	16000	25	FT	GUARDRAIL REBUILT				
							50						50			606	17360	50	FT	GUARDRAIL, TYPE MGS, LONG-SPAN				
							17						17			606	26150	17	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	24			
							12						12			606	26550	12	EACH	ANCHOR ASSEMBLY, MGS TYPE T				
							2						2			606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1				
								49,452					49,452			608	10000	49,452	SF	4" CONCRETE WALK				
							2,022						2,022			608	52000	2,022	SF	CURB RAMP				
34													34			623	38500	34	EACH	MONUMENT ASSEMBLY, TYPE C				
3													3			623	39500	3	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE				
						128							128			SPECIAL	69050100	128	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	24			
		8,200											8,200			SPECIAL	69065016	8,200	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	24A			
		4,100											4,100			SPECIAL	69065022	4,100	GAL	WORK INVOLVING NON-REGULATED WATER	24A			
		4,100											4,100			SPECIAL	69065024	4,100	GAL	WORK INVOLVING REGULATED WATER	24A			

GENERAL SUMMARY

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED EJT	CHECKED	JMP
24A	25	26	408	411	419	862					01/NHS/04	02/NHS/66	03/NHS/66									
																		EROSION CONTROL				
				9							9			601	21050	9	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT				
						26					26			601	32004	26	CY	ROCK CHANNEL PROTECTION, TYPE A WITH GEOTEXTILE FABRIC				
			13								13			601	32104	13	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC				
			3								3			601	32204	3	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC				
2											2			659	00100	2	EACH	SOIL ANALYSIS TEST				
13,524											13,524			659	00300	13,524	CY	TOPSOIL				
121,832											121,832			659	00500	121,832	SY	SEEDING AND MULCHING, CLASS 1				
6,092											6,092			659	14000	6,092	SY	REPAIR SEEDING AND MULCHING				
6,092											6,092			659	15000	6,092	SY	INTER-SEEDING				
16.99											16.99			659	20000	16.99	TON	COMMERCIAL FERTILIZER				
25.17											25.17			659	31000	25.17	ACRE	LIME				
691											691			659	35000	691	MGAL	WATER				
15,350											15,350			659	40000	15,350	MSF	MOWING				
4,200											4,200			670	00500	4,200	SY	SLOPE EROSION PROTECTION				
					LS						LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN				
					LS						LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS				
					LS						LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE				
					690,000						690,000			832	30000	690,000	EACH	EROSION CONTROL				
						LS					LS			503	11101	LS		DRAINAGE				
											LS			SPECIAL	53000200	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN				25
	LS										LS			SPECIAL	53000200	LS		STRUCTURES MISC.: PRECONSTRUCTION CONDITION SURVEY				25
	LS										LS			SPECIAL	53014000	LS		STRUCTURAL SURVEY AND MONITORING OF VIBRATION				25
			3.5			4.1					7.39	0.21		602	20000	7.6	CY	CONCRETE MASONRY				
		500		160							660			605	13410	660	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC				
		200		53,273							53,273			605	14020	53,273	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC				
											200			605	31100	200	FT	AGGREGATE DRAINS				
				2,981							2,981			611	00510	2,981	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS				
		50									50			611	01500	50	FT	6" CONDUIT, TYPE F				
			24								24			611	01800	24	FT	8" CONDUIT, TYPE B				
			1,596								1,186	410		611	04401	1,596	FT	12" CONDUIT, TYPE B, AS PER PLAN, 748.01 OR 748.06				26
		500									500			611	04600	500	FT	12" CONDUIT, TYPE C				
			4,748								3,256	1,492		611	05900	4,748	FT	15" CONDUIT, TYPE B				
			1,331								1,062	269		611	06100	1,331	FT	15" CONDUIT, TYPE C				
			1,619								1,319	300		611	07400	1,619	FT	18" CONDUIT, TYPE B				
			3,355								3,355			611	07600	3,355	FT	18" CONDUIT, TYPE C				
			483								223		260	611	08900	483	FT	21" CONDUIT, TYPE B				
			1,634								1,634			611	09100	1,634	FT	21" CONDUIT, TYPE C				
			3,318								102	581	2,635	611	10400	3,318	FT	24" CONDUIT, TYPE B				
			880								129	114	637	611	10600	880	FT	24" CONDUIT, TYPE C				
			415								200		215	611	13400	415	FT	30" CONDUIT, TYPE B				
			353										353	611	13600	353	FT	30" CONDUIT, TYPE C				
			800										800	611	16400	800	FT	36" CONDUIT, TYPE B				
			1,095										1,095	611	19400	1,095	FT	42" CONDUIT, TYPE B				
			1,385								1,175		210	611	19600	1,385	FT	42" CONDUIT, TYPE C				
			3,816									388	3,428	611	20900	3,816	FT	48" CONDUIT, TYPE B				
			1,474									170	1,304	611	21100	1,474	FT	48" CONDUIT, TYPE C				
			48									48		611	22200	48	FT	54" CONDUIT, TYPE A, 706.02				
						130					130			611	25000	130	FT	66" CONDUIT, TYPE A, 706.02, 707.35, 707.75, 707.85 OR 72" CONDUIT, TYPE A, 707.02 (0.109) ALUMINIZED, 707.03 (0.249) GALVANIZED, 707.04 (1") (0.109)				
	50										50			611	97200	50	EACH	CONDUIT, MISC.: EXISTING UTILITY LOCATION TEST HOLES				25
		500									500			611	97400	500	FT	CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE				26
		500									500			611	97400	500	FT	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE				26
			98								73	25		611	98150	98	EACH	CATCH BASIN, NO. 3				
			119								76	43		611	98180	119	EACH	CATCH BASIN, NO. 3A				
			6								4	2		611	98370	6	EACH	CATCH BASIN, NO. 6				
			2								1	1		611	98470	2	EACH	CATCH BASIN, NO. 2-2B				

GENERAL SUMMARY

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED EJT	CHECKED JMP
25	26	27	398	399	400	408	411	418	761		01/NHS/04	02/NHS/66	03/NHS/66								
																	DRAINAGE		GENERAL SUMMARY		
45											45			611	98631	45	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN		25	
5											5			611	98634	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE			
	5										5			611	98700	5	EACH	INLET, SIDE DITCH			
						2						2		611	98710	2	EACH	INLET, NO. 2-6			
						134					122	12		611	99574	134	EACH	MANHOLE, NO. 3			
												6		611	99586	6	EACH	MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR			
17											17			611	99655	17	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN		25	
5											5			611	99660	5	EACH	MANHOLE RECONSTRUCTED TO GRADE			
							5				5			611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET			
	10										10			611	99720	10	EACH	INSPECTION WELL			
	10,000										10,000			SPECIAL	61199820	10,000	LB	MISCELLANEOUS METAL		26	
												6		895	10040	6	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4			
																		PAVEMENT			
	1,400										1,400			251	01000	1,400	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)			
								28,075			28,075			254	01000	28,075	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")			
								784			1,014			301	56000	1,014	CY	ASPHALT CONCRETE BASE, PG64-22, (449)			
	230							23,164			23,164			301	56001	23,164	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22		26	
									456		456			301	56100	456	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)			
	230							27,440	924		28,594			304	20000	28,594	CY	AGGREGATE BASE			
								20,447	203		20,650			407	20000	20,650	GAL	NON-TRACKING TACK COAT			
								273			273			441	70000	273	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22			
								330			330			441	70300	330	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)			
									118		118			441	70500	118	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)			
			271								271			441	70801	271	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN		24	
								13,224			13,224			442	00100	13,224	CY	ANTI-SEGREGATION EQUIPMENT			
								6,814			6,814			442	10001	6,814	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M		26	
								7,977			7,977			442	10101	7,977	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28		26	
		250							1,970		2,220			452	10050	2,220	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS			
		250							3,665		3,915			452	12050	3,915	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS			
								475			475			452	13010	475	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
								44,398				44,398		609	12000	44,398	FT	COMBINATION CURB AND GUTTER, TYPE 2			
								4,372				4,372		609	12001	4,372	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	18		
								199			199			609	20000	199	FT	CURB, TYPE 3-A			
				400				1,550	56		2,006			609	26000	2,006	FT	CURB, TYPE 6			
								423			423			609	72000	423	SY	CONCRETE MEDIAN			
								104			104			617	10100	104	CY	COMPACTED AGGREGATE			
		250									250			618	40100	250	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)			
								30,313			30,313			874	20001	30,313	FT	LONGITUDINAL JOINT PREPARATION, AS PER PLAN	19		
																		WATER WORK			
		10									10			638	11101	10	EACH	METER AND CHAMBER REMOVED AND RESET, AS PER PLAN	27		
		50									50			SPECIAL	63820008	50	FT	4" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD	27		
		50									50			SPECIAL	63820048	50	FT	6" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD	27		
		50									50			SPECIAL	63820088	50	FT	8" WATER MAIN DIP CLASS 53 MECHANICAL JOINTS AND FITTINGS, LCDU STANDARD	27		
		10			18						28			SPECIAL	63820500	28	EACH	VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD	27		
					42						42			SPECIAL	63820750	42	EACH	6" FIRE HYDRANT, LCDU STANDARD	27		
						42					42			SPECIAL	63820752	42	EACH	FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD	27		
		3,500									3,500			SPECIAL	63820770	3,500	FT	1" COPPER WATER SERVICE LINE, LCDU STANDARD	27		
		100									100			SPECIAL	63820774	100	FT	1 1/2" COPPER WATER SERVICE LINE, LCDU STANDARD	27		
		100									100			SPECIAL	63820778	100	FT	2" COPPER WATER SERVICE LINE, LCDU STANDARD	27		
		20									20			SPECIAL	63820902	20	EACH	SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD	27		
		200									200			638	98600	200	FT	WATER WORK, MISC.: STEEL PLATE WATER MAIN PROTECTION	27/869		
		200									200			638	98600	200	FT	WATER WORK, MISC.:TEMPORARY STEEL PLATE WATER MAIN PROTECTION	27		

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED EJT	CHECKED	JMP
28	29	30	44	50	54	59	63	65	69	72	01/NHS/04	02/NHS/66	03/NHS/66									
																		MAINTENANCE OF TRAFFIC				
				1,013		613			588		2,214			606	15051	2,214	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	30			
				1		1			3		5			606	26151	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	30			
				3		5			1		9			606	26551	9	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	30			
45,200											45,200			608	21201	45,200	SF	TEMPORARY ASPHALT CONCRETE WALK, AS PER PLAN	33			
				451		889		44	148		1,532			611	04401	1,532	FT	12" CONDUIT, TYPE B, AS PER PLAN	30, 32			
									39		39			611	05901	39	FT	15" CONDUIT, TYPE B, AS PER PLAN	30, 32			
				34							34			611	10401	34	FT	24" CONDUIT, TYPE B, AS PER PLAN	30, 32			
				38		25		1	7		71			611	98371	71	EACH	CATCH BASIN, NO. 6, AS PER PLAN	30, 32			
				36		27			6		69			611	98635	69	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	30, 32			
									2		2			611	99155	2	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	30			
	1,200										1,200			614	11110	1,200	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE				
24											24			SPECIAL	61411300	24	EACH	WORK ZONE TRAFFIC SIGNAL	28			
		1									1			SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL, TYPE 1	30			
			3	78	74	47	61	12	22	28	325			614	12384	325	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)				
		LS									LS			614	12420	LS		DETOUR SIGNING				
			15	95	90	75	67	41	27	74	484			614	13310	484	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)				
			15	95	90	75	67	41	27	74	484			614	13360	484	EACH	OBJECT MARKER, TWO WAY				
180											180			614	18601	180	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	28			
11.18				0.37	0.19	0.37	0.22	0.15	0.37		12.85			614	20110	12.85	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT				
				0.01		0.01				0.11	0.13			614	20356	0.13	MILE	WORK ZONE LANE LINE, CLASS I, 6", 873				
21.26											21.26			614	20560	21.26	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT				
6.62			1.38	3.23	0.91	2.85	0.94		1.65	0.44	18.02			614	21100	18.02	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT				
				0.17	2.25	0.19	1.81		0.11	1.03	5.56			614	21350	5.56	MILE	WORK ZONE CENTER LINE, CLASS I, 873				
12.78											12.78			614	21550	12.78	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT				
1.28			1.09	5.52	0.87	5.07	1.13	1.07	8.2	1.55	25.78			614	22110	25.78	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT				
				0.01	2.39	0.06	1.95	0.75		1.67	6.83			614	22326	6.83	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 873				
5.06											5.06			614	22360	5.06	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT				
								200		1,164	1,364			614	23130	1,364	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 873				
3,156				894	835	775	1,258	377	1,021	1,578	9,894			614	23200	9,894	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT				
8,926											8,926			614	23680	8,926	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT				
				540		540			495	900	2,475			614	24122	2,475	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 873				
			1,800	1,252	805	1,267	854	900	914	808	8,600			614	24202	8,600	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT				
1,600											1,600			614	24612	1,600	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT				
742				288	304	329	379		170	216	2,428			614	25200	2,428	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT				
1,142											1,142			614	25620	1,142	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT				
693				329	189	280	138		126	55	1,810			614	26200	1,810	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT				
					14	11	12			18	55			614	26400	55	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I				
1,144											1,144			614	26610	1,144	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT				
2,665				623	45	1,135			517		4,985			614	27050	4,985	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT				
4,068											4,068			614	27250	4,068	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT				
72				18	17	19	24		5	14	169			614	30200	169	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT				
120											120			614	30650	120	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT				
74											74			614	32800	74	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT				
	120										120			614	40051	120	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	29			
LS											LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC				
			2,278	17,920		14,439			7,333		41,970			615	20001	41,970	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	30			
1,100											1,100			616	10000	1,100	MGAL	WATER				
			1,080	8,090	7,919	7,621	6,179	3,930	2,519	7,125	44,463			622	41100	44,463	FT	PORTABLE BARRIER, UNANCHORED				
10											10			625	31507	10	EACH	PULL BOX REMOVED AND REPLACED, AS PER PLAN	28			
450											450			642	00720	450	FT	CHEVRON MARKING, TYPE 1				
			250,000								250,000			SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	30			

GENERAL SUMMARY

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SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING, CLASS 1
	FROM	TO	CY	CY	SY
501	101+50.00	101+75.00			
502	102+00.00	102+50.00	44		83
503	103+00.00	104+00.00	66	7	117
504	104+50.00	105+50.00	59	3	153
505	106+00.00	107+00.00	64		86
506	107+50.00	108+50.00	112		111
507	109+00.00	110+00.00	57	5	
508	110+50.00	111+50.00	72	18	136
509	112+00.00	113+00.00	87	8	157
510	113+50.00	114+50.00	100	25	308
511	115+00.00	116+00.00	237	10	376
512	116+50.00	117+50.00	99	218	667
513	118+00.00	119+00.00	125	187	583
514	119+50.00	120+50.00	320	20	279
515	121+00.00	122+00.00	332	23	700
516	122+50.00	123+50.00	313	9	609
517	123+82.65	137+00.00	763	7	361
518	137+50.00	138+00.00	157	8	422
519	138+50.00	139+50.00	234	12	633
520	140+00.00	141+00.00	236	12	575
521	141+50.00	142+50.00	265	12	549
522	143+00.00	144+00.00	173	16	522
523	144+50.00	145+50.00	82	43	378
524	146+00.00	147+00.00	57	53	516
525	147+50.00	148+50.00	120	26	516
526	149+00.00	150+00.00	91	48	763
527	150+50.00	151+50.00	112	33	525
528	152+00.00	153+00.00	98	48	549
529	153+50.00	154+50.00	101	46	471
530	155+00.00	156+00.00	137	28	558
531	156+50.00	157+50.00	198	16	600
532	158+00.00	159+00.00	274	258	847
533	159+50.00	160+50.00	190	51	700
534	160+60.61	161+50.00	90	14	583
535	162+00.00	163+00.00	138	25	549
536	163+50.00	164+50.00	60	175	720
537	165+00.00	166+00.00	50	186	725
538	166+50.00	167+50.00	41	80	878
539	168+00.00	168+50.00	26	27	583
540	169+00.00	169+50.00		2	167
541	170+00.00	171+50.00			176
542	179+50.00	181+00.00			178
543	181+50.00	182+20.00	10	8	331
544	182+50.00	183+50.00	44	44	455
545	184+00.00	185+00.00	111	50	555
546	185+50.00	186+50.00	161	38	549
547	187+00.00	188+00.00	167	16	549
548	188+50.00	189+50.00	172	12	471
549	190+00.00	191+00.00	85	61	591
550	191+50.00	192+50.00	60	125	663
551	193+00.00	194+00.00	76	64	549
552	194+50.00	195+50.00	128	22	549
553	196+00.00	197+00.00	188	13	549
554	197+50.00	198+00.00	102	10	366
555	198+50.00	199+00.00	107	132	525
556	199+50.00	200+50.00	370	665	934
557	201+00.00	202+00.00	242	12	628
558	202+50.00	203+50.00	237	12	563
SUBTOTALS CARRIED TO COLUMN 2			7434	3043	27236

SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING, CLASS 1
	FROM	TO	CY	CY	SY
559	204+00.00	205+00.00	208	13	549
560	205+50.00	206+50.00	231	13	552
561	207+00.00	208+00.00	293	11	567
562	208+50.00	209+00.00	170	5	378
563	209+50.00	210+00.00	162	24	462
564	210+50.00	211+50.00	140	30	634
565	212+00.00	213+00.00	59	55	633
566	213+50.00	214+50.00	71	60	563
567	215+00.00	216+00.00	96	41	495
568	216+50.00	217+50.00	84	30	636
569	218+00.00	219+00.00	120	19	594
570	219+50.00	220+50.00	154	13	500
571	221+00.00	222+00.00	166	12	563
572	222+50.00	223+50.00	176	12	549
573	224+00.00	225+00.00	221	12	549
574	225+50.00	226+50.00	221	12	994
575	227+00.00	228+00.00	84	36	555
576	228+50.00	229+50.00	97	17	516
577	230+00.00	231+00.00	132	13	533
578	231+50.00	232+50.00	73	52	552
579	233+00.00	234+00.00	57	84	552
580	234+50.00	235+50.00	125	53	549
581	236+00.00	237+00.00	99	25	612
582	237+50.00	238+50.00	112	34	639
583	239+00.00	240+00.00	179	19	658
584	240+50.00	241+50.00	218	12	647
585	242+00.00	243+00.00	229	12	766
586	243+50.00	244+50.00	137	54	750
587	245+00.00	246+00.00	124	111	853
588	246+50.00	247+50.00	110	83	689
589	248+00.00	249+00.00	65	83	549
590	249+50.00	250+50.00	109	33	544
591	251+00.00	252+00.00	300	20	534
592	252+50.00	253+50.00	354	198	747
593	254+00.00	254+50.00	497	1142	1000
594	255+00.00	256+00.00	176	283	841
595	256+50.00	257+50.00	141	17	699
596	258+00.00	259+00.00	90	18	714
597	259+50.00	260+50.00	86	18	705
598	261+00.00	262+00.00	84	35	705
599	262+50.00	263+50.00	91	80	767
600	264+00.00	265+00.00	128	90	700
601	265+50.00	266+50.00	95	51	667
602	267+00.00	268+00.00	283	361	1131
603	268+50.00	269+50.00	236	284	920
604	270+00.00	271+00.00	96	41	692
605	271+50.00	272+50.00	82	44	619
606	273+00.00	273+50.00	34	28	297
607	274+00.00	275+00.00			194
608	283+50.00	284+50.00			344
609	285+00.00	285+50.00			214
610	286+00.00	287+00.00	82	24	697
611	287+50.00	288+50.00	223	9	761
612	289+00.00	289+50.00	120	12	550
SUBTOTALS COLUMN 2			7714	3838	33680
SUBTOTALS FROM COLUMN 1			7434	3043	27236
SUBTOTALS CARRIED TO SHEET 414			15148	6881	60916

412 1088	LAK-US-20-19.59	EARTHWORK SUBSUMMARY			
		CALCULATED			
		LME CHECKED		EJT	

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SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING; CLASS 1
	FROM	TO	CY	CY	SY
613	290+00.00	290+50.00	51	15	561
614	291+00.00	291+50.00	114	11	494
615	292+00.00	292+50.00	173	122	622
616	293+00.00	294+00.00	234	80	751
617	294+50.00	295+50.00	192	29	717
618	296+00.00	297+00.00	155	67	717
619	297+50.00	298+50.00	93	167	689
620	299+00.00	300+00.00	55	83	535
621	300+50.00	301+00.00	235	39	414
622	301+50.00	302+00.00	152	136	647
623	302+50.00	303+50.00	86	192	814
624	304+00.00	305+00.00	49	343	848
625	305+50.00	306+00.00	223	127	550
626	306+50.00	307+00.00	116	169	589
627	307+50.00	308+00.00	63	41	514
628	308+50.00	309+00.00	79	30	514
629	309+50.00	310+00.00	59	39	581
630	310+50.00	311+50.00	154	284	900
631	312+00.00	313+00.00	460	799	1175
632	313+50.00	314+00.00	475	971	964
633	314+50.00	315+50.00	852	1213	1274
634	316+00.00	317+00.00	445	482	919
635	317+50.00	318+50.00	227	426	706
636	319+00.00	320+00.00	183	12	761
637	320+50.00	321+00.00	406	8	583
638	321+50.00	322+00.00	578	5	755
639	322+50.00	323+00.00	465	8	669
640	323+50.00	324+00.00	303	9	567
641	324+50.00	325+00.00	148	8	383
642	325+50.00	326+00.00	188	8	342
643	326+50.00	327+00.00	144	5	375
644	327+50.00	328+00.00	109	4	317
645	328+50.00	329+00.00	90	21	384
646	329+50.00	330+00.00	58	13	361
647	330+50.00	331+00.00	73	9	403
648	331+50.00	332+00.00	105	4	425
649	332+50.00	333+00.00	120	7	336
650	333+50.00	334+00.00	64	8	342
651	334+50.00	335+00.00	46	15	367
652	335+50.00	336+00.00	89	9	353
653	336+50.00	337+00.00	217	4	466
654	337+50.00	339+00.00	438	6	1125
655	339+50.00	340+50.00	444	12	688
656	341+00.00	342+00.00	320	12	597
657	342+50.00	343+50.00	243	12	625
658	344+00.00	345+00.00	190	15	589
659	345+50.00	346+50.00	77	73	589
660	347+00.00	348+00.00	85	57	561
661	348+50.00	349+50.00	266	12	786
662	350+00.00	350+50.00	234	8	536
663	351+00.00	351+50.00	214	8	544
664	352+00.00	353+00.00	277	14	850
665	353+50.00	354+50.00	237	12	875
666	355+00.00	356+00.00	213	12	647
667	356+50.00	357+00.00	131	8	408
668	357+50.00	358+00.00	157	8	322
669	358+50.00	359+00.00	154	8	428
670	359+50.00	360+50.00	165	12	516
SUBTOTALS CARRIED TO COLUMN 2			11973	6311	35370

SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING; CLASS 1
	FROM	TO	CY	CY	SY
671	361+00.00	362+00.00	156	12	578
672	362+50.00	363+00.00	116	22	549
673	364+00.00	365+00.00	94	26	574
674	365+50.00	366+00.00	50	24	378
675	366+50.00	367+00.00	53	29	392
676	367+50.00	368+00.00	51	38	447
677	368+50.00	369+00.00	39	71	509
678	369+50.00	370+00.00	46	117	561
679	370+50.00	371+00.00	44	165	616
680	371+50.00	372+00.00	39	167	533
681	372+50.00	373+00.00	38	98	478
682	373+50.00	374+00.00	101	31	436
683	374+50.00	375+00.00	150	32	366
684	375+50.00	376+00.00	68	39	380
685	376+50.00	377+50.00	75	53	521
686	378+00.00	378+50.00	62	46	386
687	379+00.00	379+50.00	61	47	394
688	380+00.00	380+50.00	61	25	400
689	381+00.00	381+50.00	62	21	389
690	382+00.00	383+00.00	113	18	558
691	383+50.00	384+50.00	127	26	552
692	385+00.00	386+00.00	162	68	675
693	386+50.00	387+50.00	106	31	641
694	388+00.00	388+50.00	112	18	422
695	389+00.00	389+50.00	105	17	464
696	390+00.00	390+50.00	117	48	489
697	391+00.00	391+50.00	145	41	522
698	392+00.00	392+50.00	105	26	508
699	393+00.00	394+00.00	138	19	767
700	394+50.00	395+50.00	79	47	628
701	396+00.00	396+50.00	35	42	386
702	397+00.00	397+50.00	33	39	350
703	398+00.00	398+50.00	56	47	355
704	399+00.00	399+50.00	69	66	506
705	399+90.00	400+00.00	19	28	239
706	400+50.00	401+50.00	6	3	500
707	402+00.00	402+50.00			239
	BLASÉ NEMETH ROAD				
708	102+50.00	103+15.51	325		146
	NARROWS ROAD				
709	0+76.42	1+25.00	69	10	1201
	LANE ROAD				
710	18+15.00	19+60.00	56	1	439
	BLACKMORE ROAD				
711	10+27.94	11+25.00	66	13	347
	OHIO STREET				
712	9+73.77	11+00.00	138	8	413
SUBTOTALS COLUMN 2			3547	1679	20234
SUBTOTALS FROM COLUMN 1			11973	6311	35370
SUBTOTALS CARRIED TO SHEET 414			15520	7990	55604

CALCULATED LME CHECKED EJT	EARTHWORK SUBSUMMARY	LAK-US-20-19.59
413 1088		

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SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING, CLASS 1
	FROM	TO	CY	CY	SY
	PERRY PARK ROAD				
713	10+25.26	11+00.00	68	14	266
714	11+50.00	11+75.00	7	12	279
	MIDDLE RIDGE ROAD				
715	11+00.00	12+00.00	129	179	416
716	12+50.00	13+50.00	567	2	567
	PARMLY ROAD				
717	10+23.00	11+00.00	83	3	356
	RED MILL VALLEY ROAD (WEST)				
718	10+34.27	11+11.00	51	47	384
	RED MILL VALLEY ROAD (EAST)				
719	10+27.64	11+15.00	495	12	243
	CALL ROAD				
720	8+25.00	9+00.00	49		283
721	9+50.00	9+76.52	69		203
	ANTIOCH ROAD				
722	10+24.01	11+00.00	54		111
	S.R. 2 - RAMP A				
723	886+00.00	886+50.00			
724	887+00.00	887+50.00	4	11	67
725	888+00.00	888+50.00	12	32	131
726	889+00.00	889+50.00	30	11	122
727	890+00.00	890+50.00	91		131
728	891+00.00	891+50.00	87		134
729	892+00.00	892+50.00	57	9	134
730	892+68.30		5	5	25
	S.R. 2 - RAMP B				
731	890+00.00	891+00.00			
732	891+50.00	892+50.00	10	56	480
733	893+00.00	894+00.00	5	73	205
734	894+50.00	894+72.93	3	33	114
	CULVERT CHANNEL AT STA.253+86				
863	8+84	9+40	47	15	290
864	10+60	10+75	14	40	371
SUBTOTALS CARRIED TO COLUMN 2			1937	554	5312

SHEET NO.	STATION		203	203	659
			EXCAVATION	EMBANKMENT	SEEDING AND MULCHING, CLASS 1
	FROM	TO	CY	CY	SY
SUBTOTALS COLUMN 2					
SUBTOTALS COLUMN 1			1937	554	5312
SUBTOTALS SHEET 412			15148	6881	60916
SUBTOTALS SHEET 413			15520	7990	55604
TOTALS CARRIED TO GENERAL NOTES					121832
TOTALS CARRIED TO GENERAL SUMMARY			32605	15425	

EROSION CONTROL CALCULATIONS

ITEM 659 TOPSOIL

121832 SY SEEDING AND MULCHING
121832 SY x 0.111 CY/SY = 13523.4 CY
QUANTITY CARRIED TO GENERAL NOTES = 13524 CY

ITEM 659 SOILS ANALYSIS TEST

13524 CY TOPSOIL
13524 CY x 1 TEST / 10000 CY = 1.4 EACH (2 TESTS MINIMUM)
QUANTITY CARRIED TO GENERAL NOTES = 2 EACH

ITEM 659 REPAIR SEEDING AND MULCHING

121832 SY SEEDING AND MULCHING
121832 SY x 5% = 6091.6 SY
QUANTITY CARRIED TO GENERAL NOTES = 6092 SY

ITEM 659 INTER-SEEDING

121832 SY SEEDING AND MULCHING
121832 SY x 5% = 6091.6 SY
QUANTITY CARRIED TO GENERAL NOTES = 6092 SY

ITEM 659 COMMERCIAL FERTILIZER

121832 SY SEEDING AND MULCHING
121832 SY x 1 TON / 7410 SY = 16.44 TON
6092 SY INTER-SEEDING
6092 SY x 1 TON / 11111 SY = 0.55 TON
QUANTITY CARRIED TO GENERAL NOTES = 16.99 TON

ITEM 659 LIME

121832 SY SEEDING AND MULCHING
121832 SY x 1 ACRE / 4840 SY = 25.17 ACRE
QUANTITY CARRIED TO GENERAL NOTES = 25.17 ACRE

ITEM 659 WATER

121832 SY SEEDING AND MULCHING
121832 SY x 0.0027 MGAL/SY X 2 = 658 MGAL
6092 SY INTER-SEEDING
6092 SY x 0.0027 MGAL/SY X 2 = 33 MGAL
QUANTITY CARRIED TO GENERAL NOTES = 691 MGAL

ITEM 659 MOWING

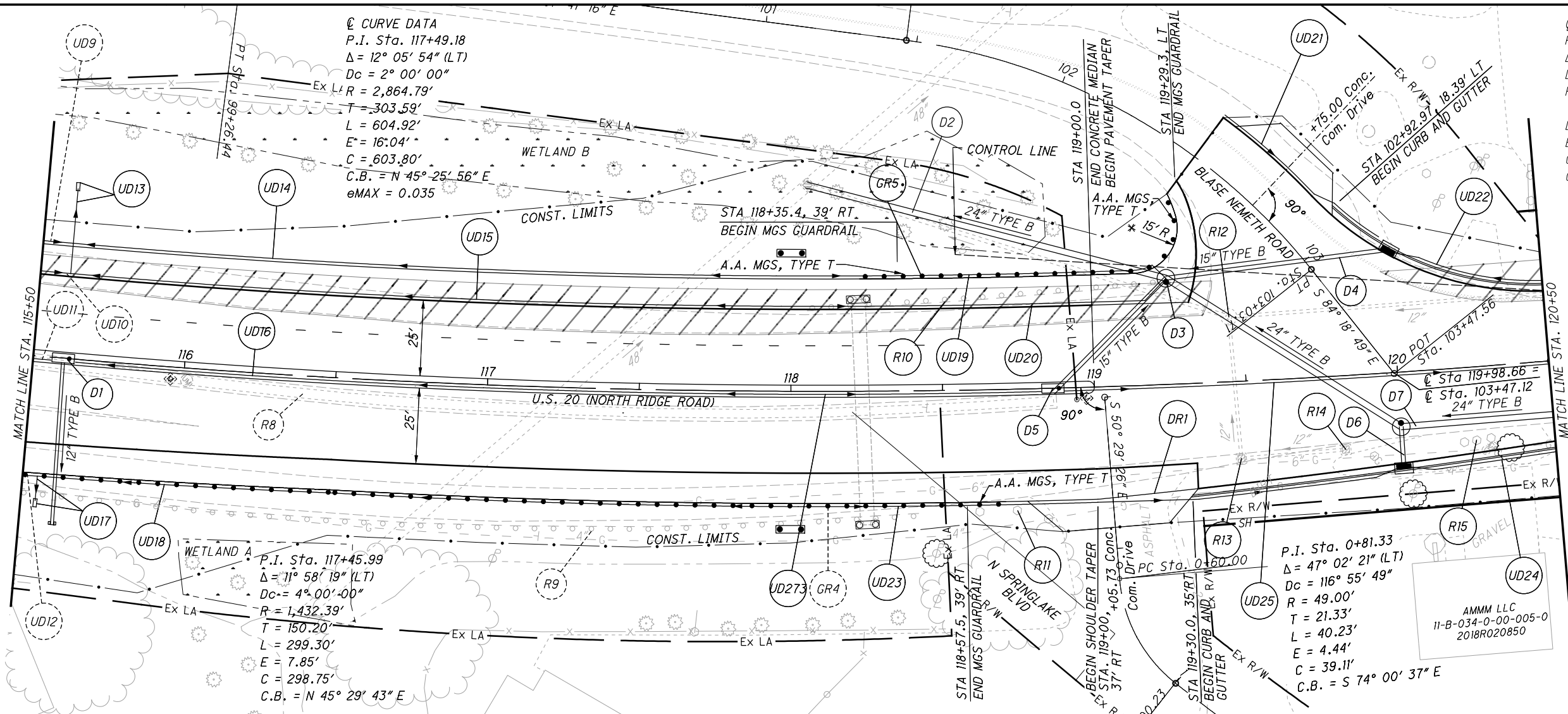
121832 SY SEEDING AND MULCHING
121832 SY x 9 SF/SY /1000 SF/MSF
x 7 MTS/YEAR X 2 YEARS (AVG.) = 15350 MSF
QUANTITY CARRIED TO GENERAL NOTES = 15350 MSF

MISCELLANEOUS CALCULATIONS

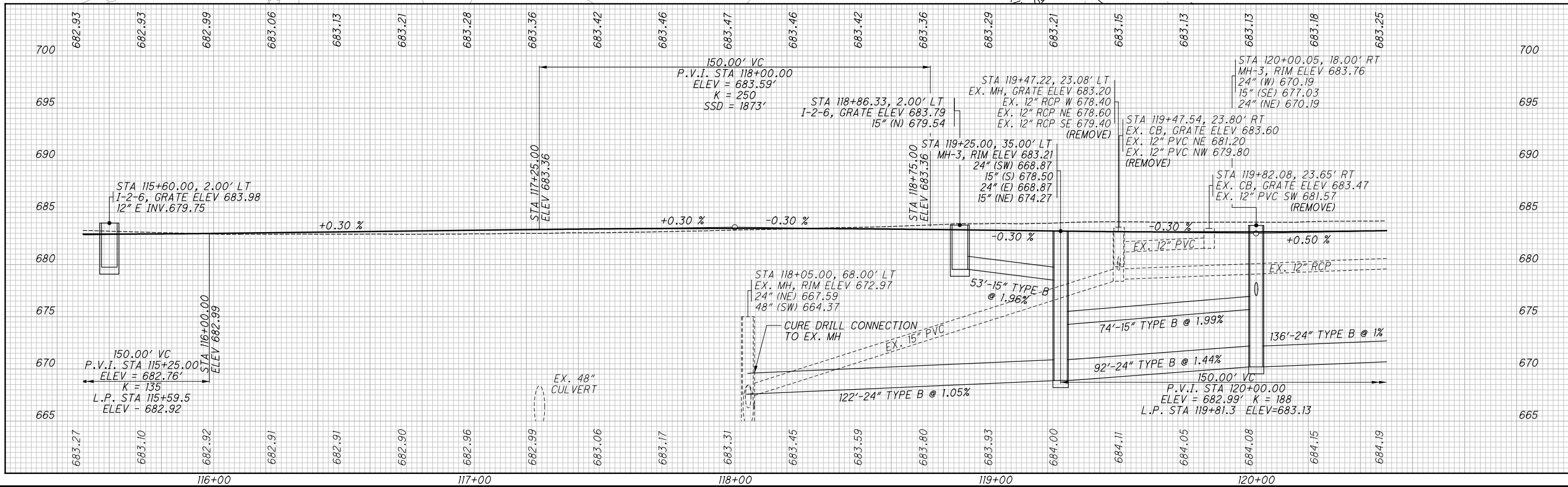
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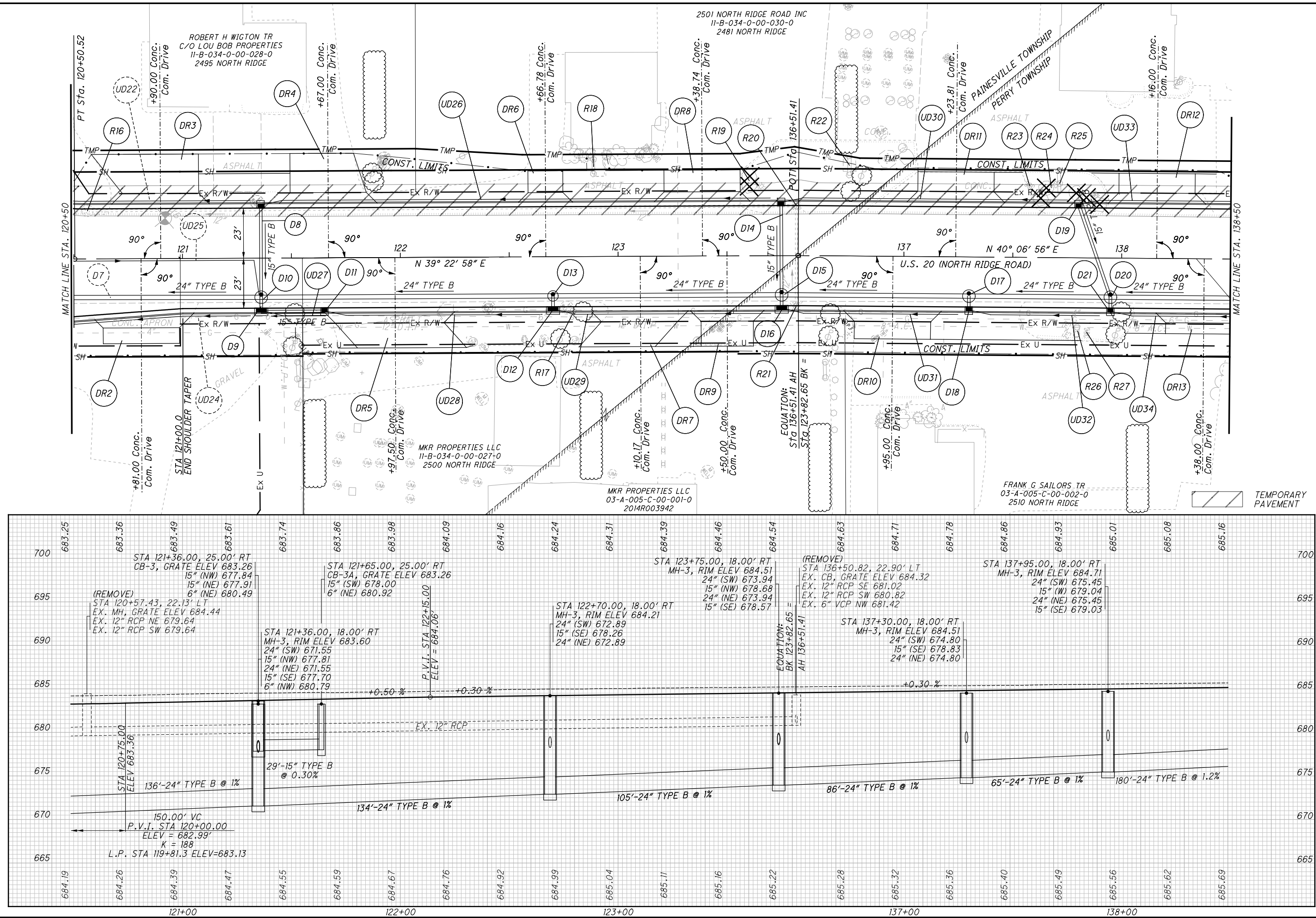
180524 SY SUBGRADE COMPACTION
180524 SY /3000 SY / HR = 60.0 HOUR
QUANTITY CARRIED TO GENERAL NOTES = 60 HOUR

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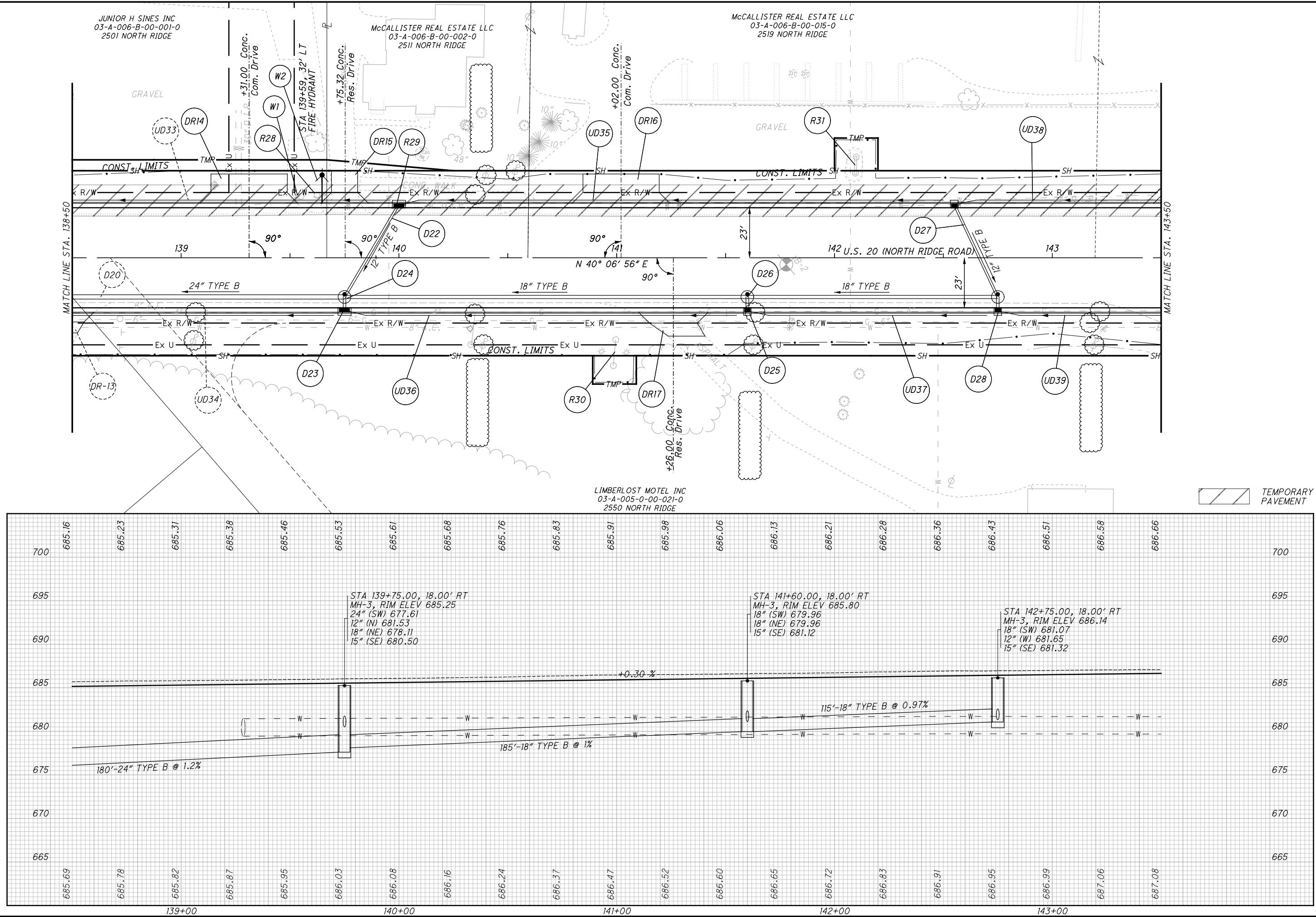


TEMPORARY PAVEMENT





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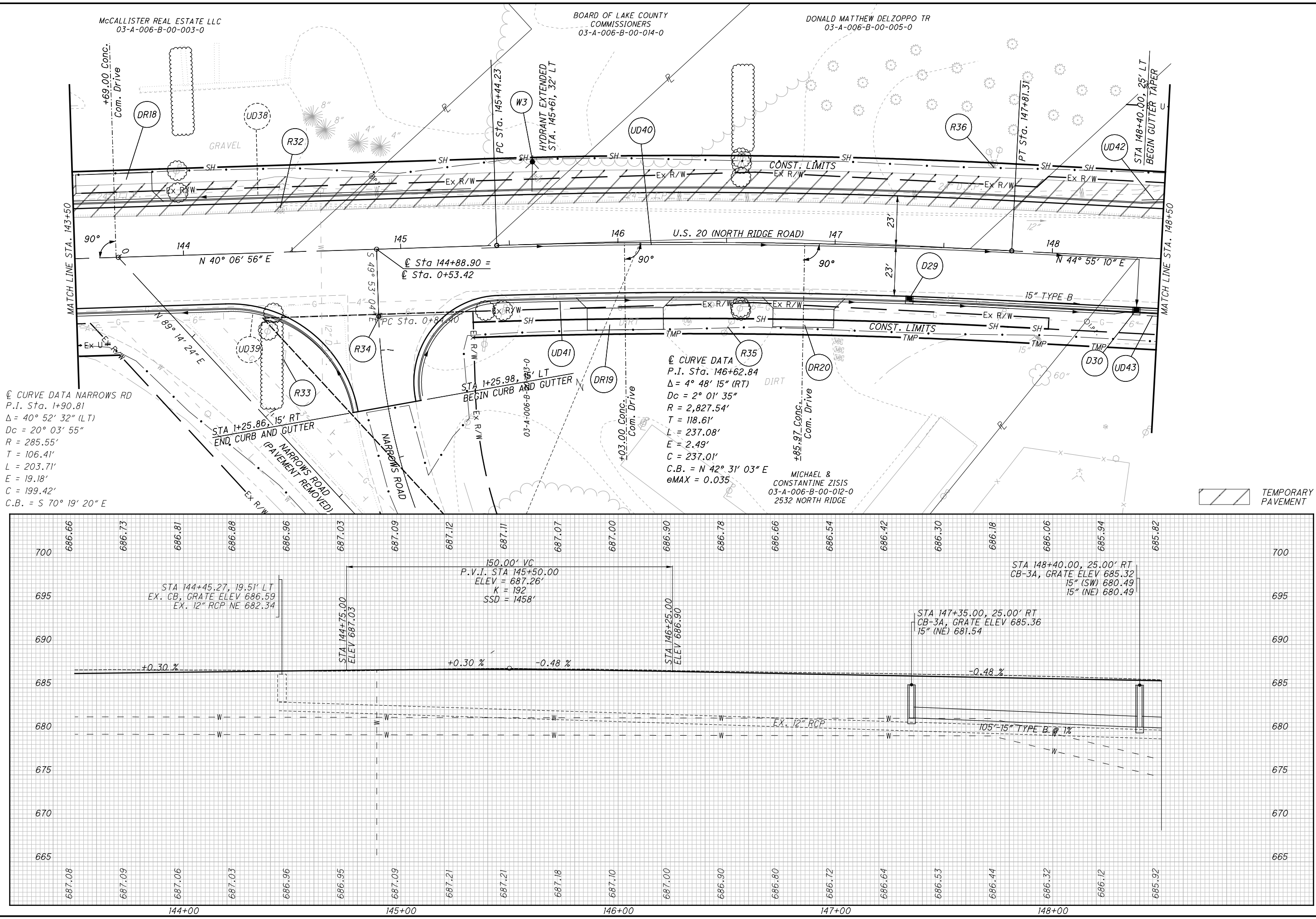
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TLS
CHECKED
JMP

0 20 40
HORIZONTAL
SCALE IN FEET

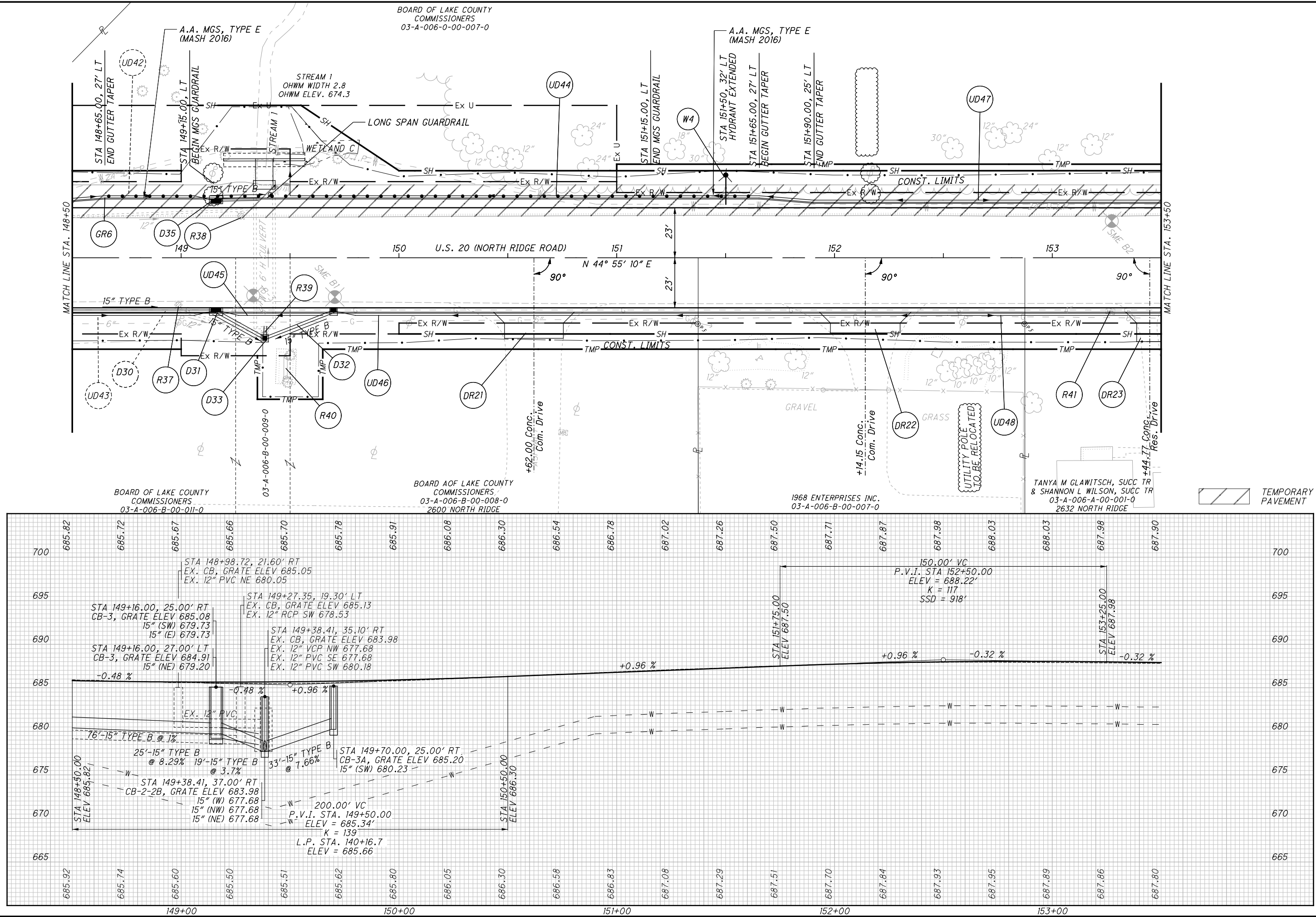
PLAN AND PROFILE - U.S. 20
STA. 138+50 TO STA. 143+50

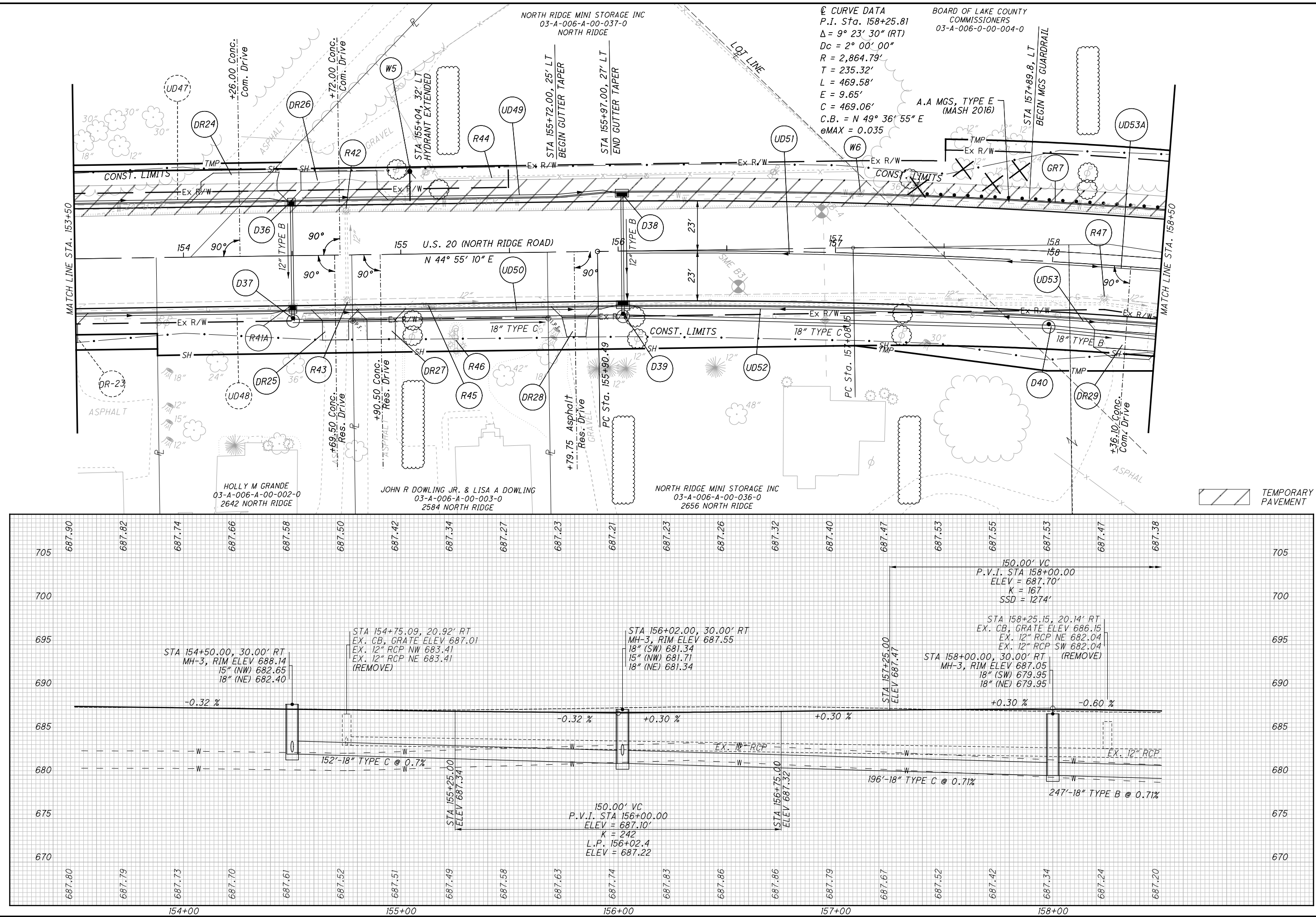
LAK-US-20-19.59
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1088

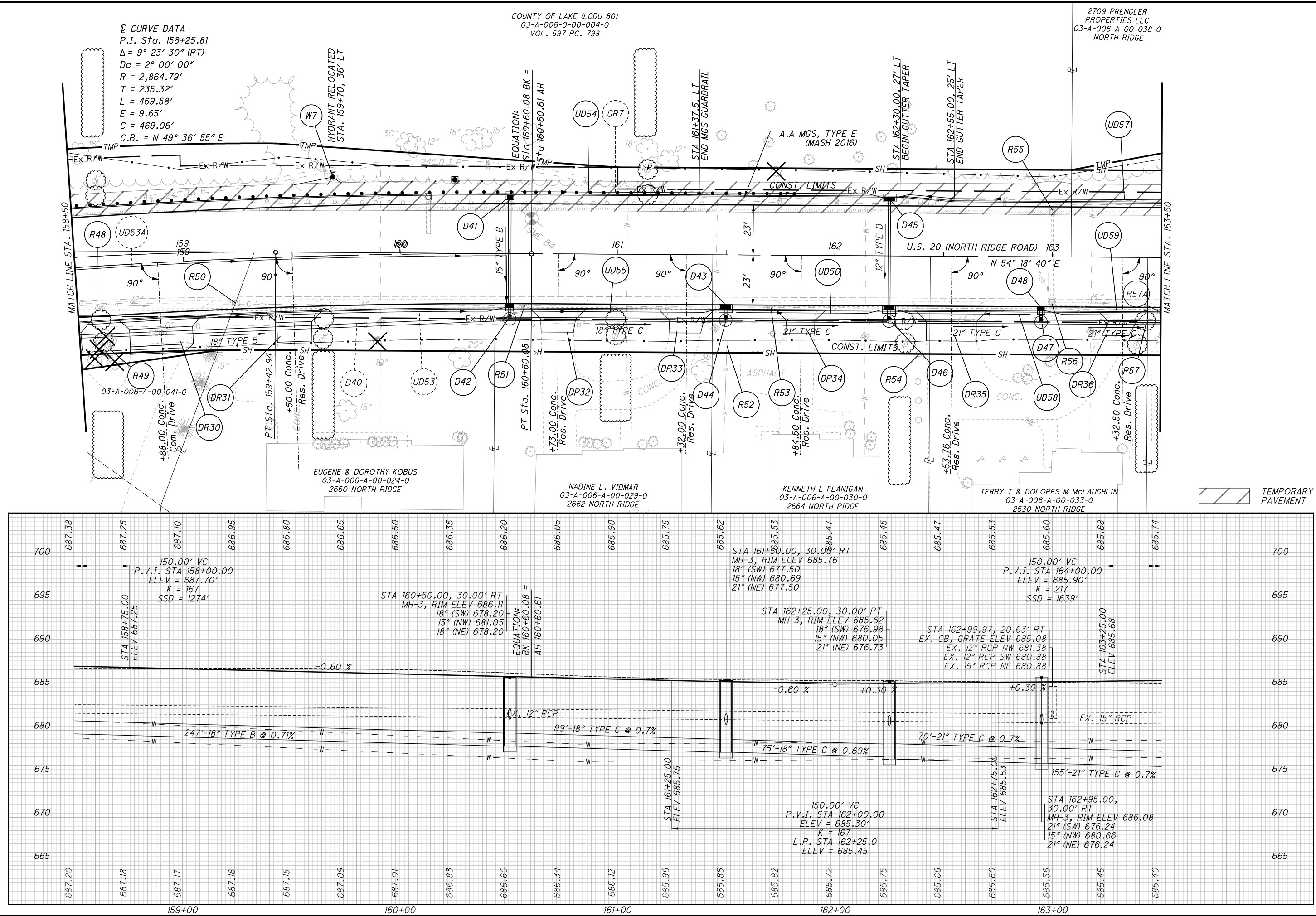
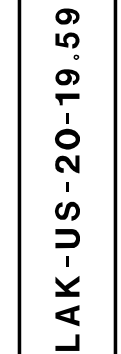
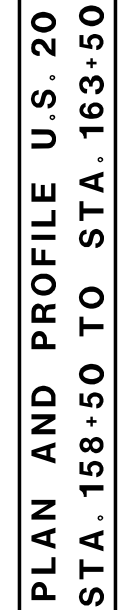
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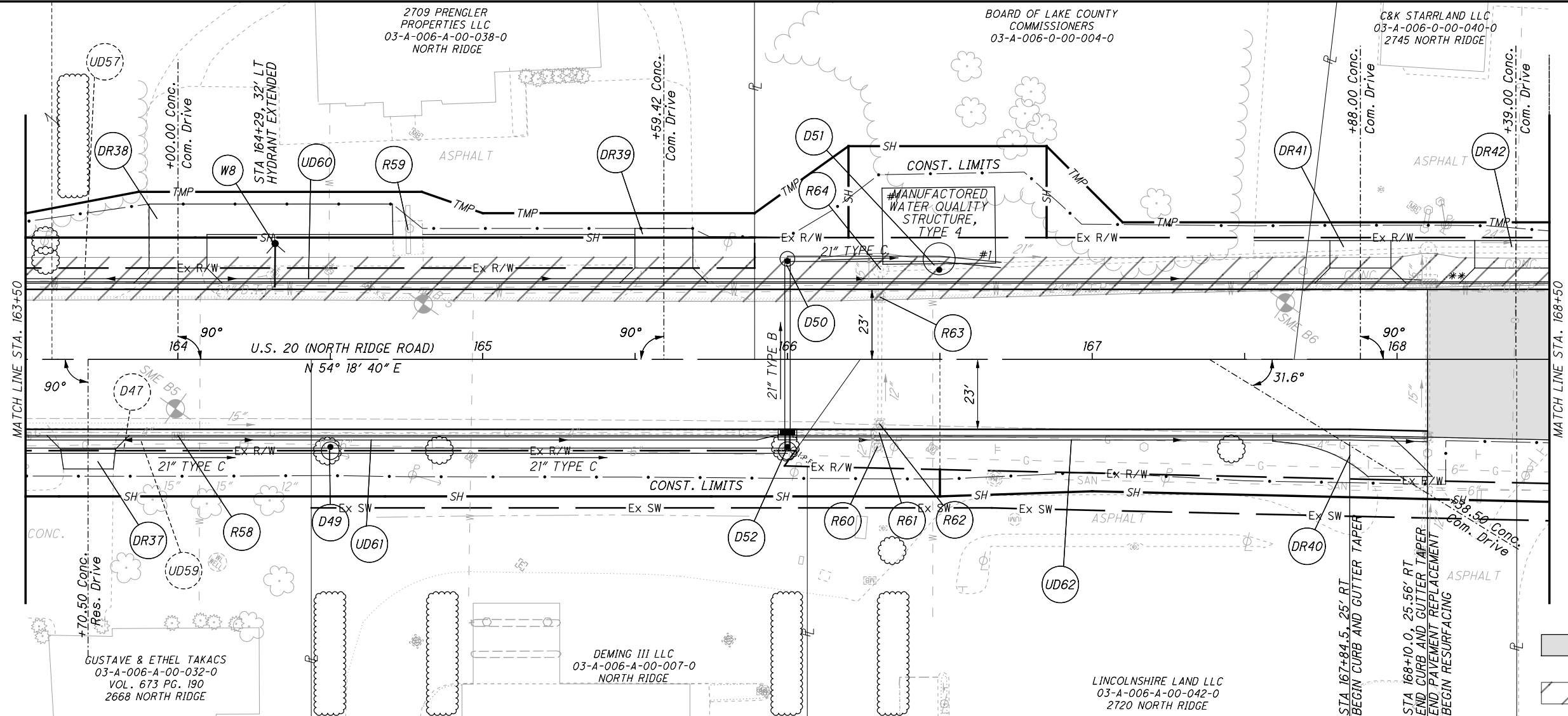
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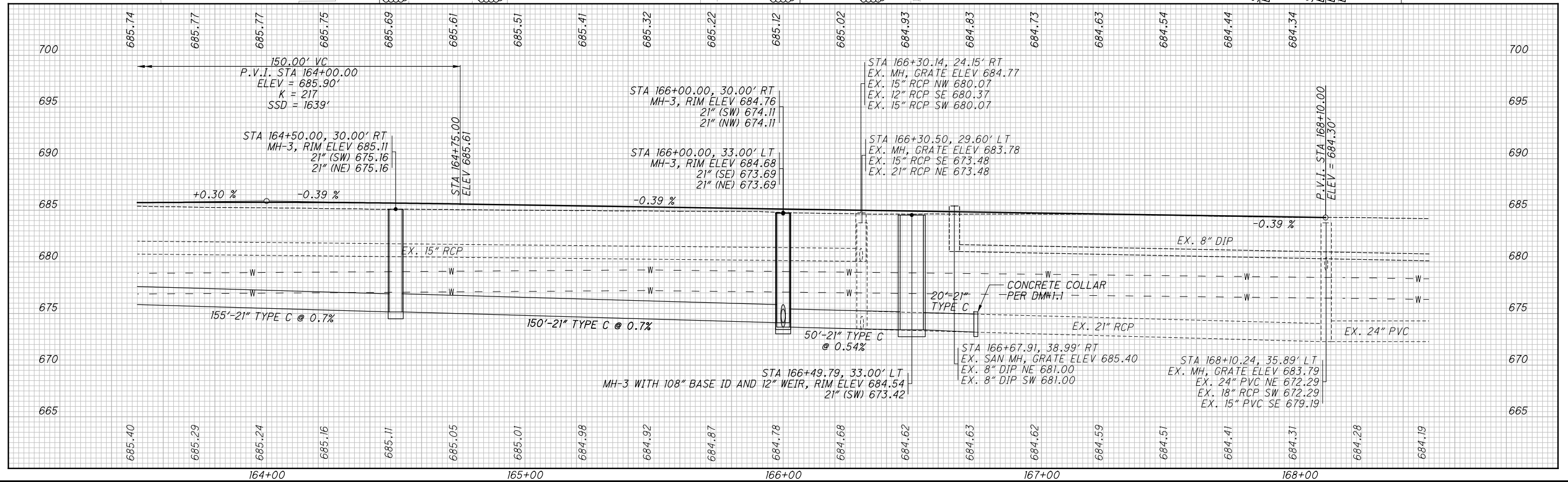


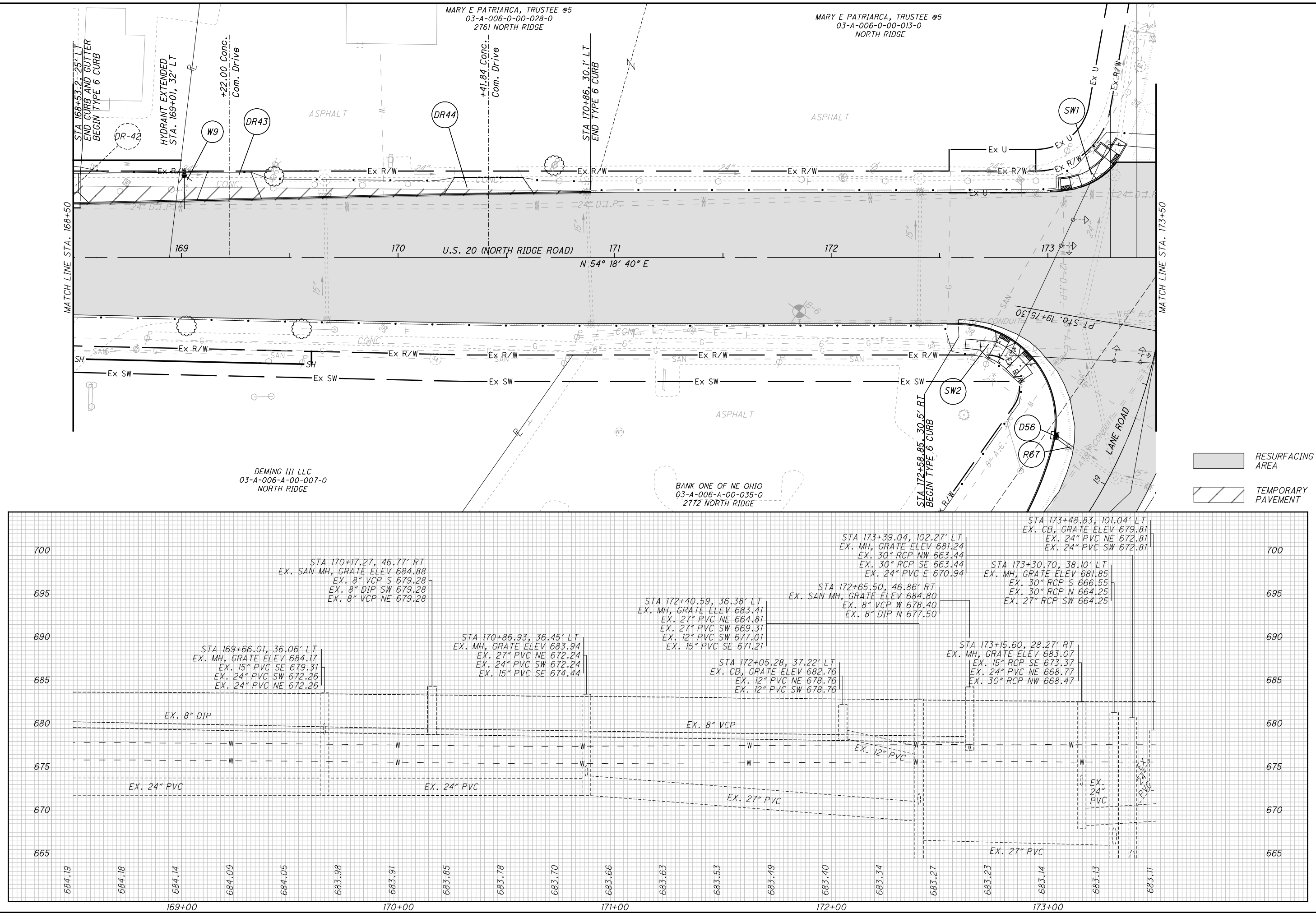
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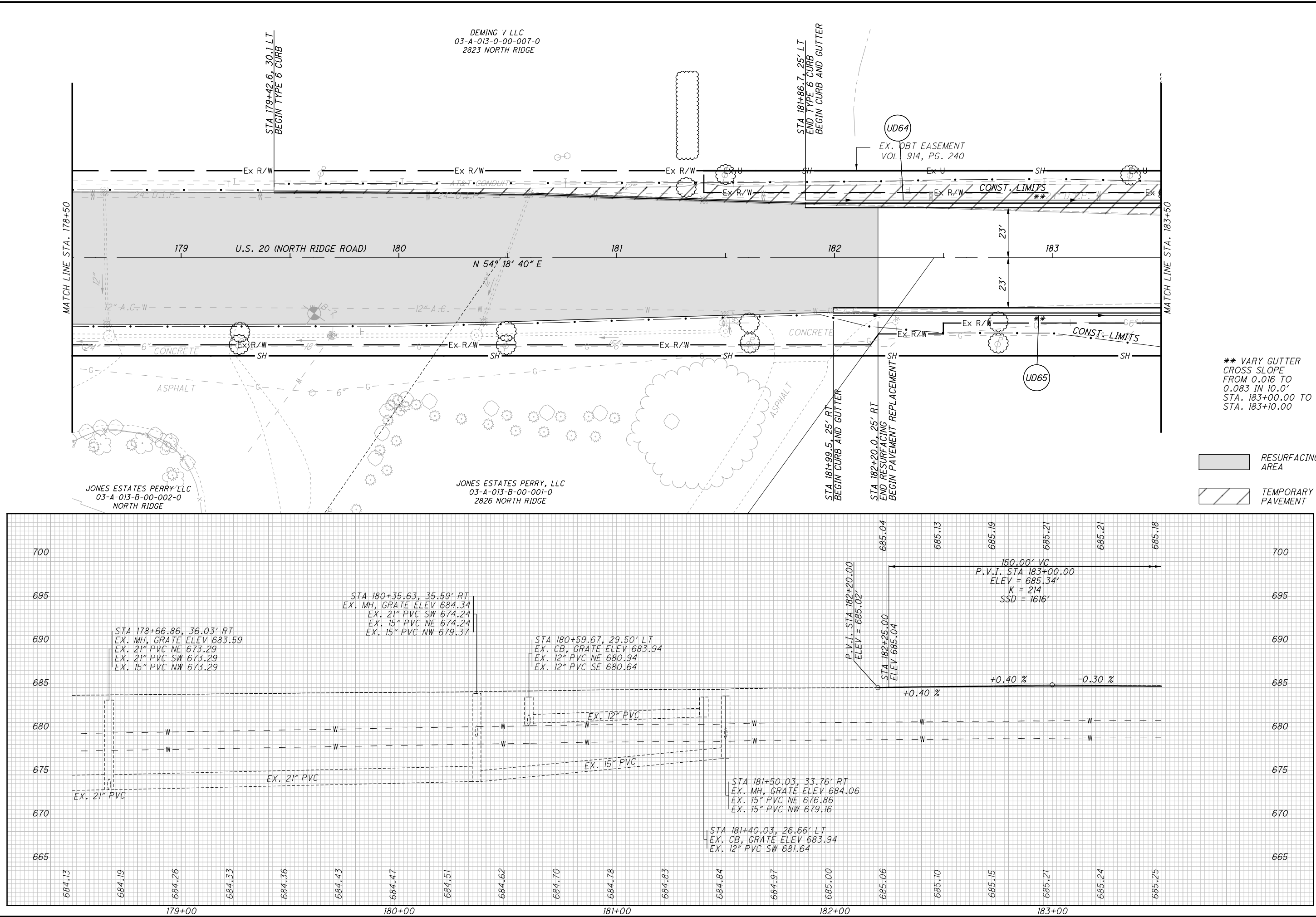
** VARY GUTTER CROSS SLOPE FROM 0.083 TO 0.016 IN 10.0' STA. 168+10.00 TO STA. 168+20.00

RESURFACING AREA
TEMPORARY PAVEMENT

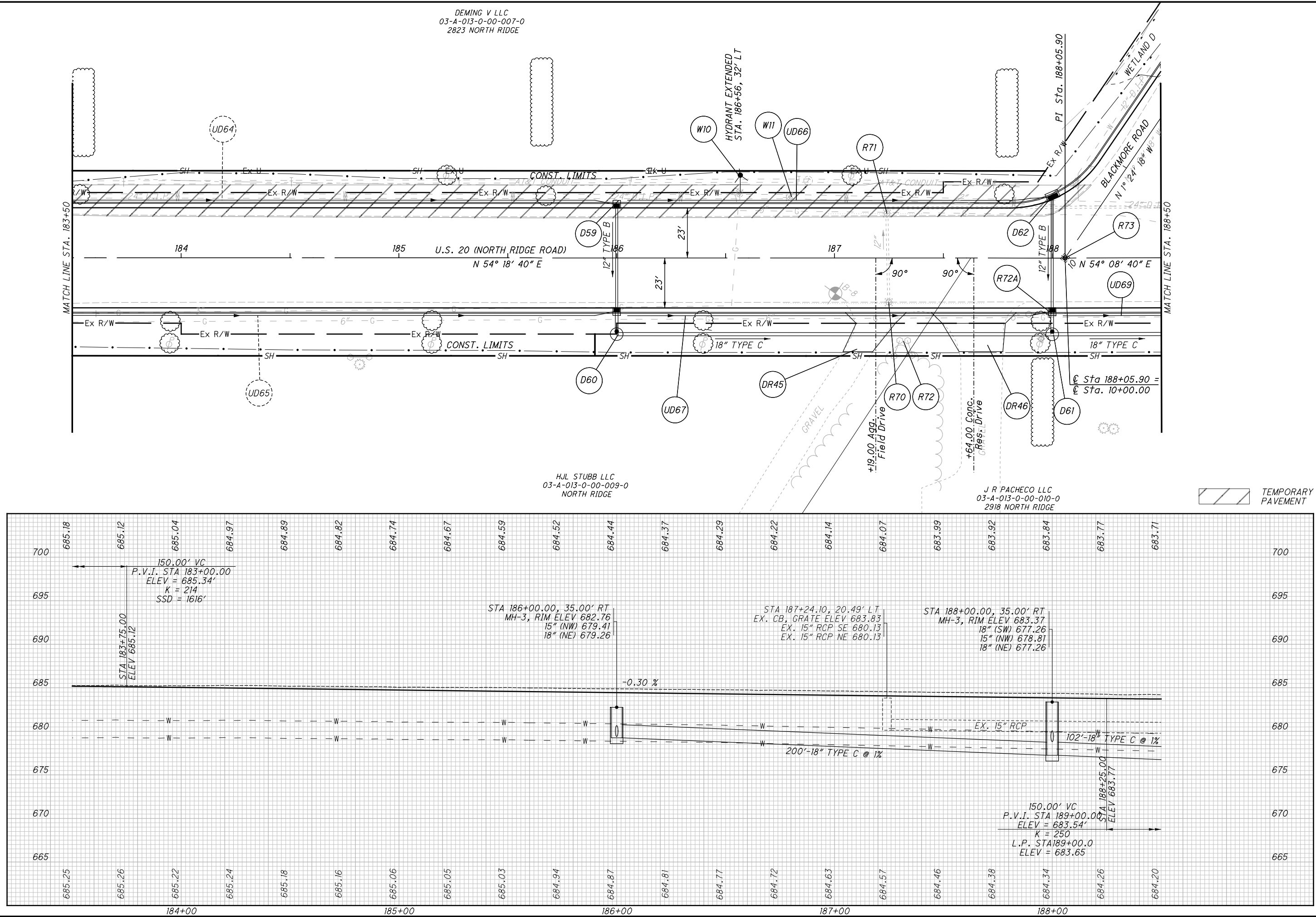




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02040

HORIZONTAL SCALE IN FEET

CALCULATED

TLS

CHECKED

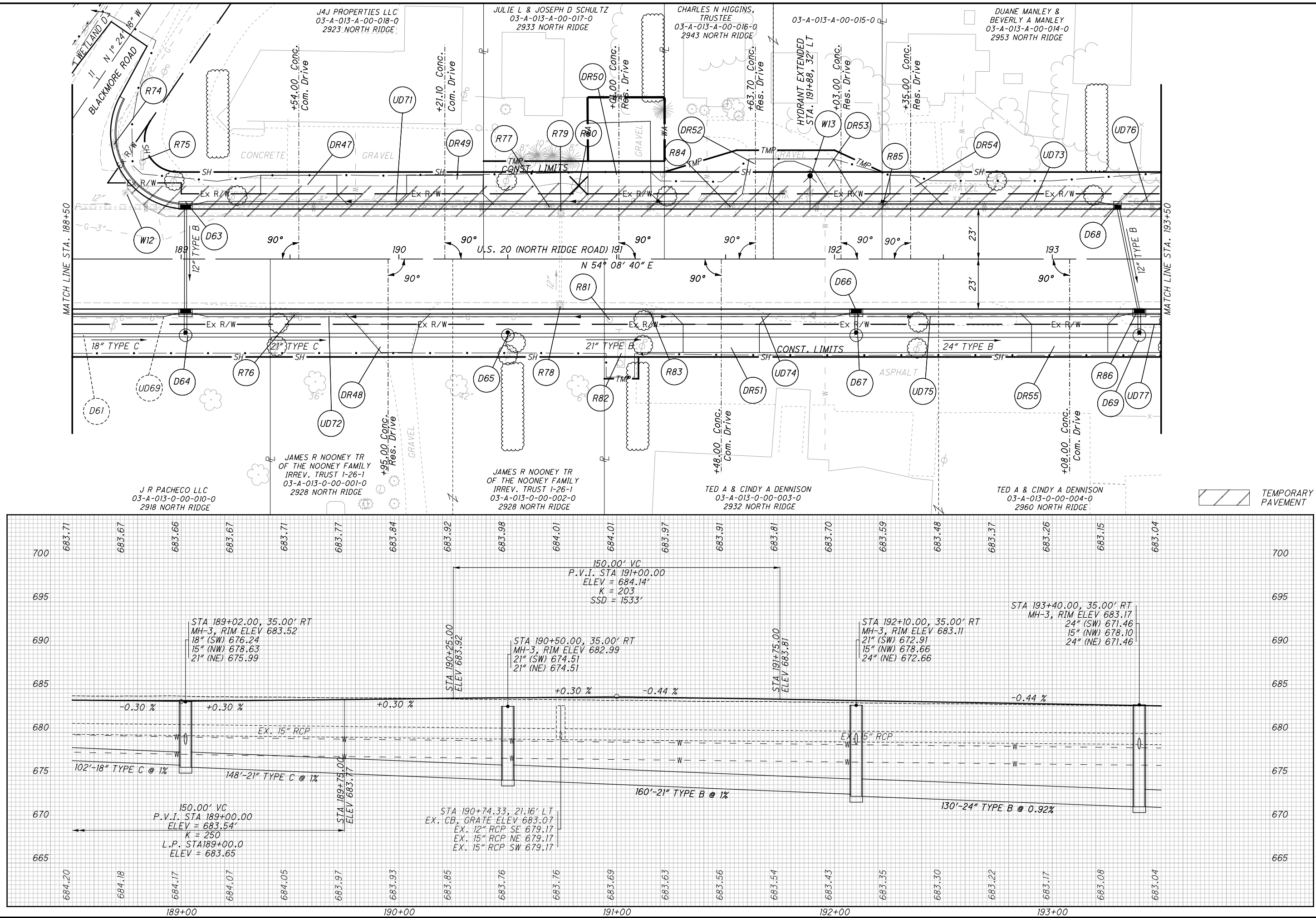
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PLAN AND PROFILE U.S. 20
STA. 183+50 TO STA. 188+50

LAK-US-20-19.59

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CALCULATED

TLS

CHECKED

JMP

0

20

40

HORIZONTAL

SCALE IN FEET

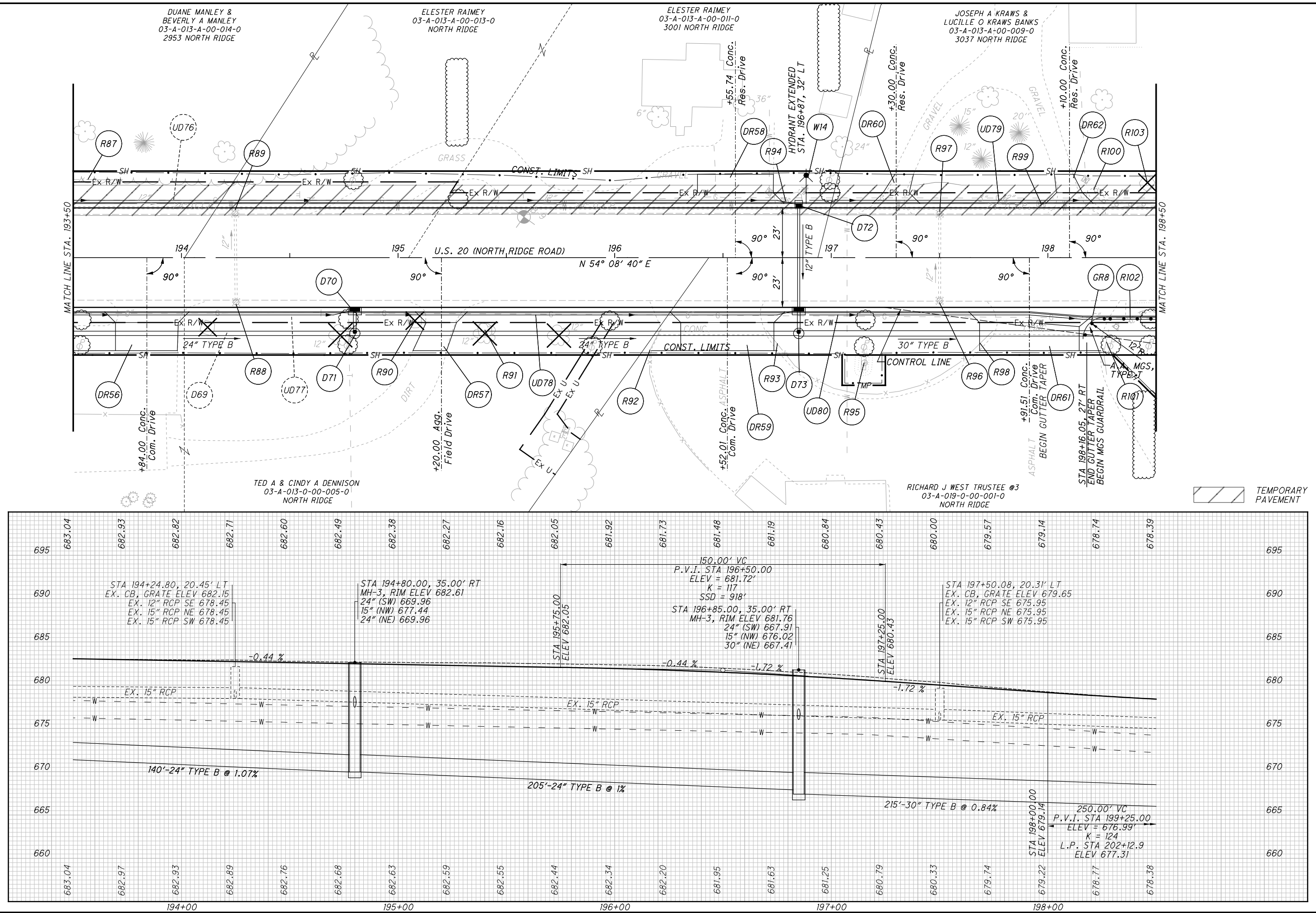
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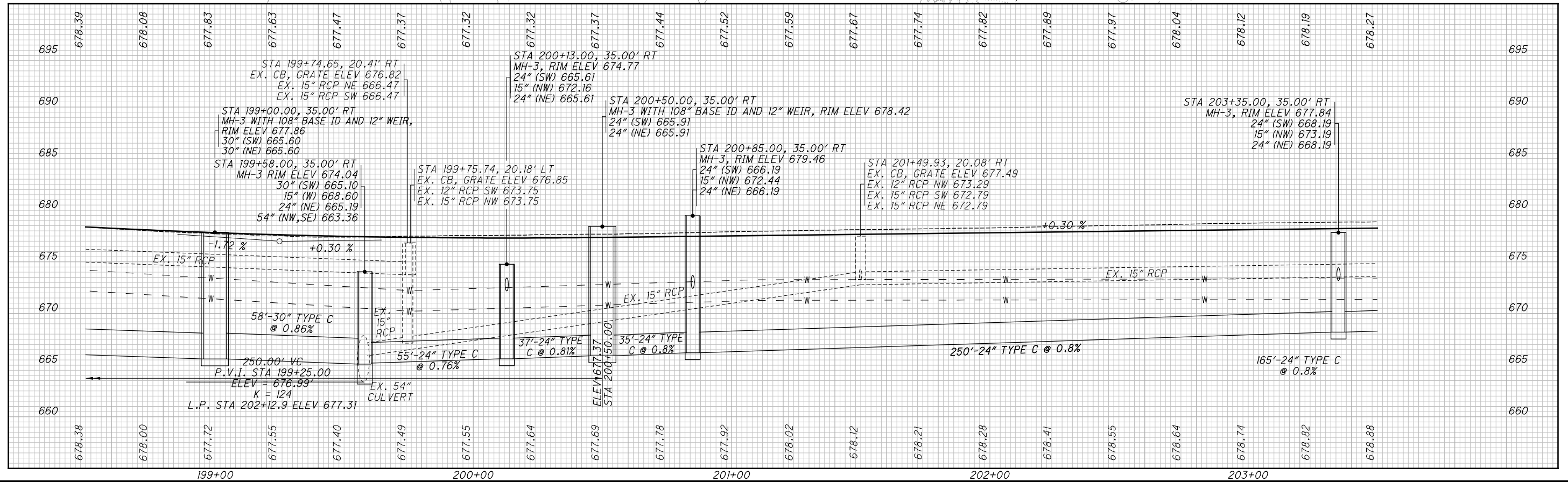
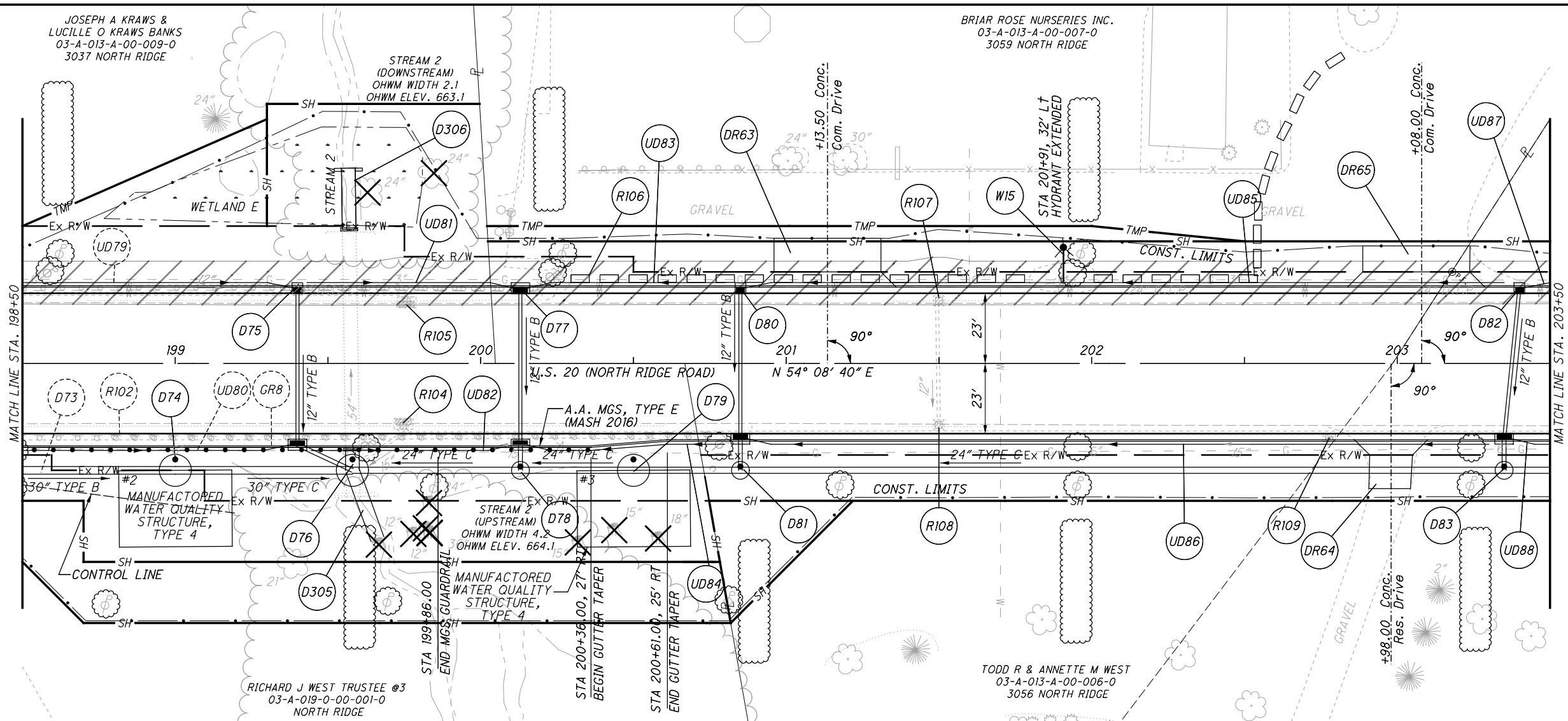
LAK-US-20-19.59

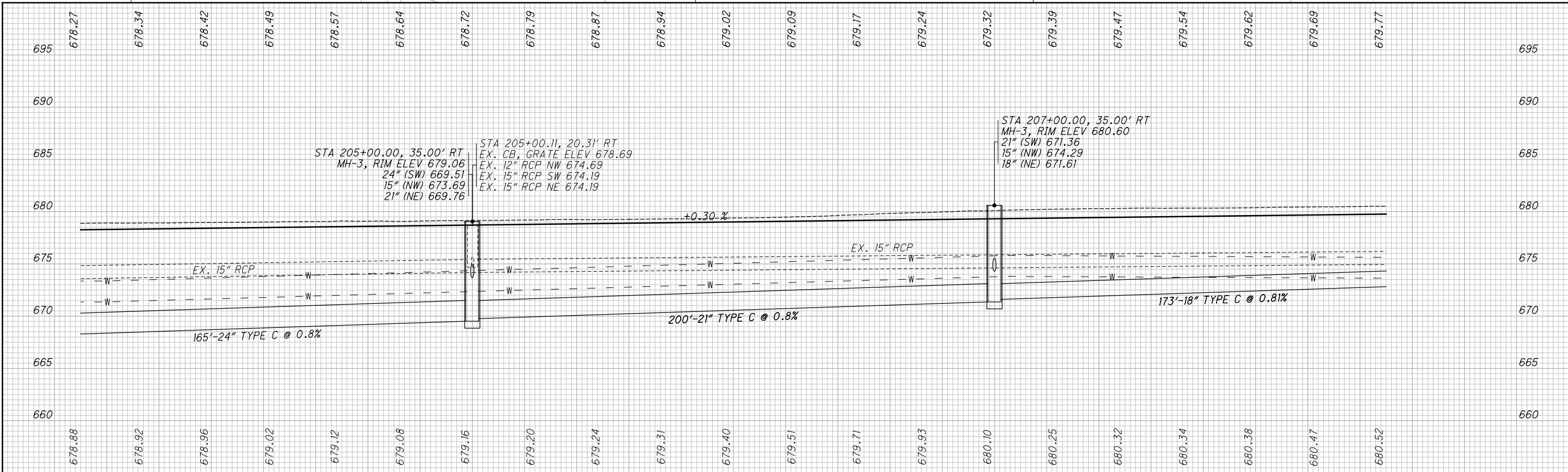
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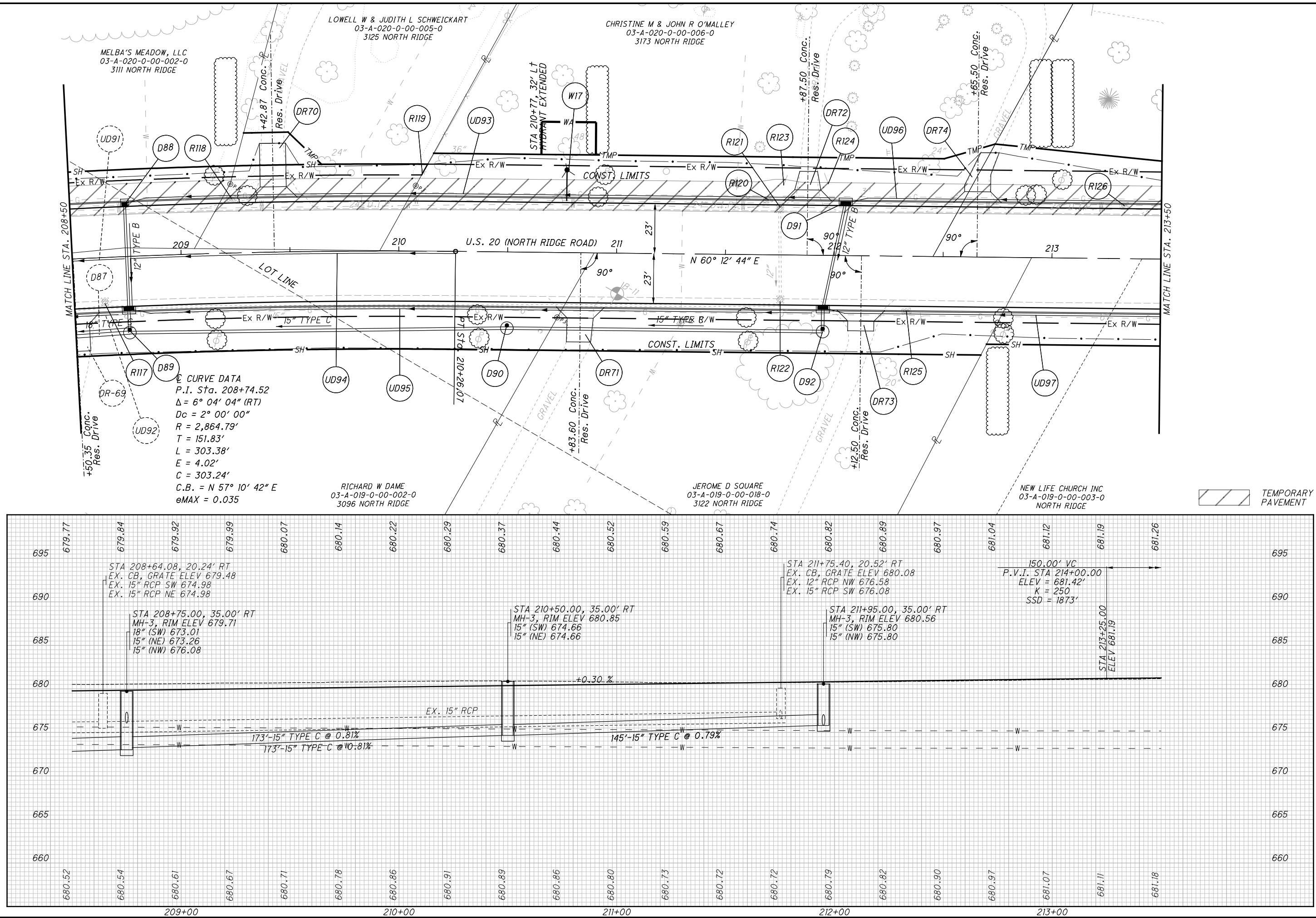


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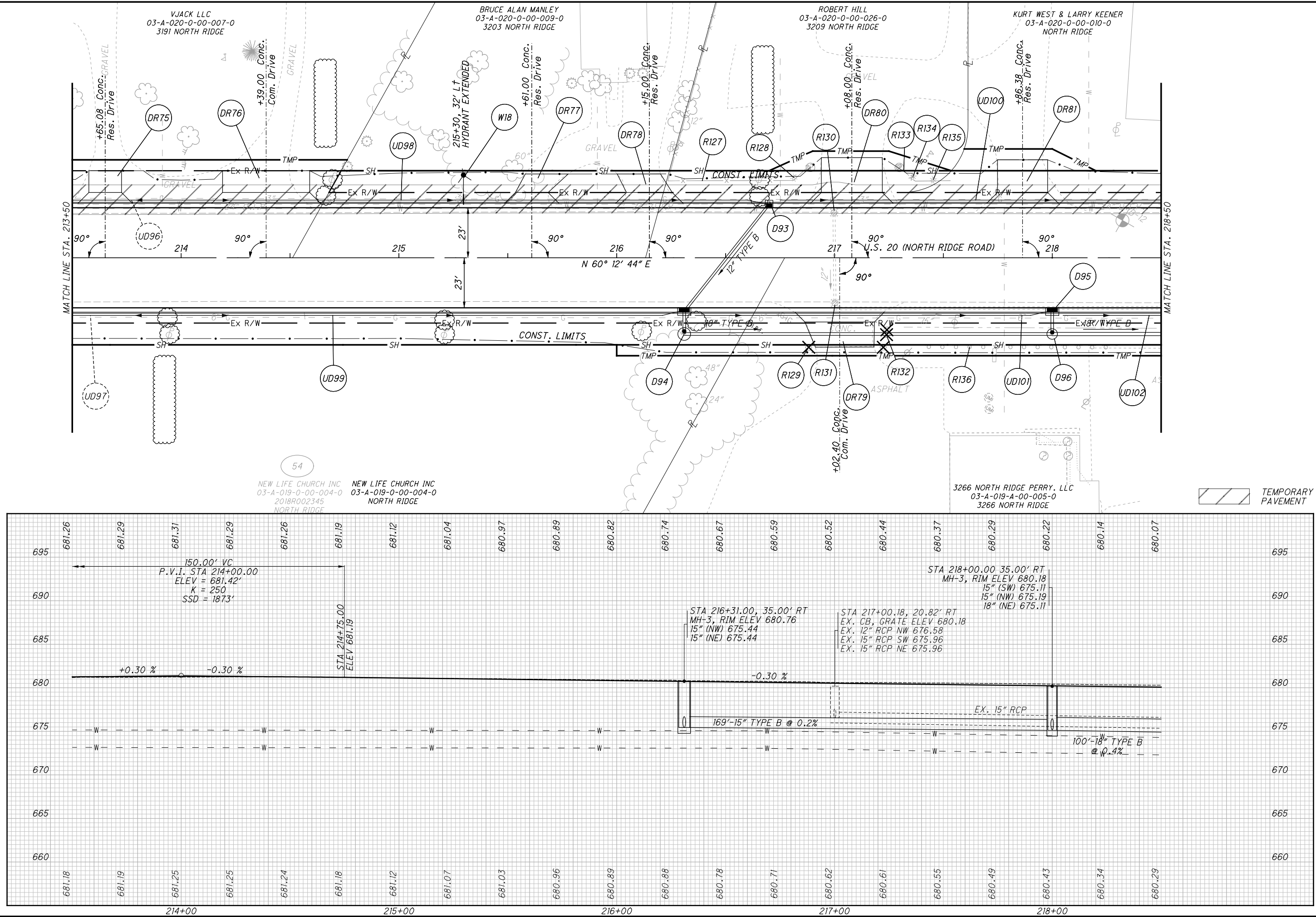




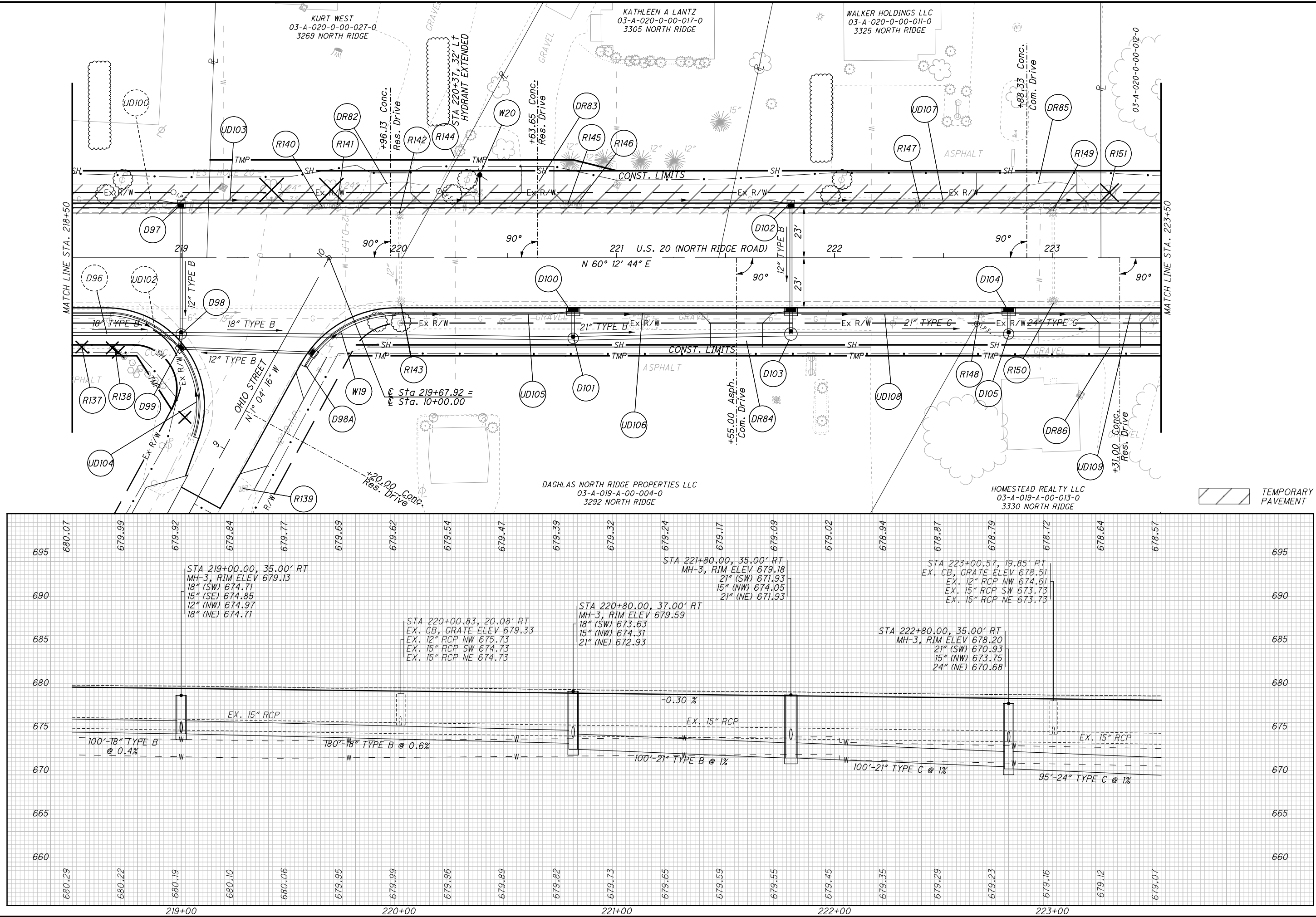
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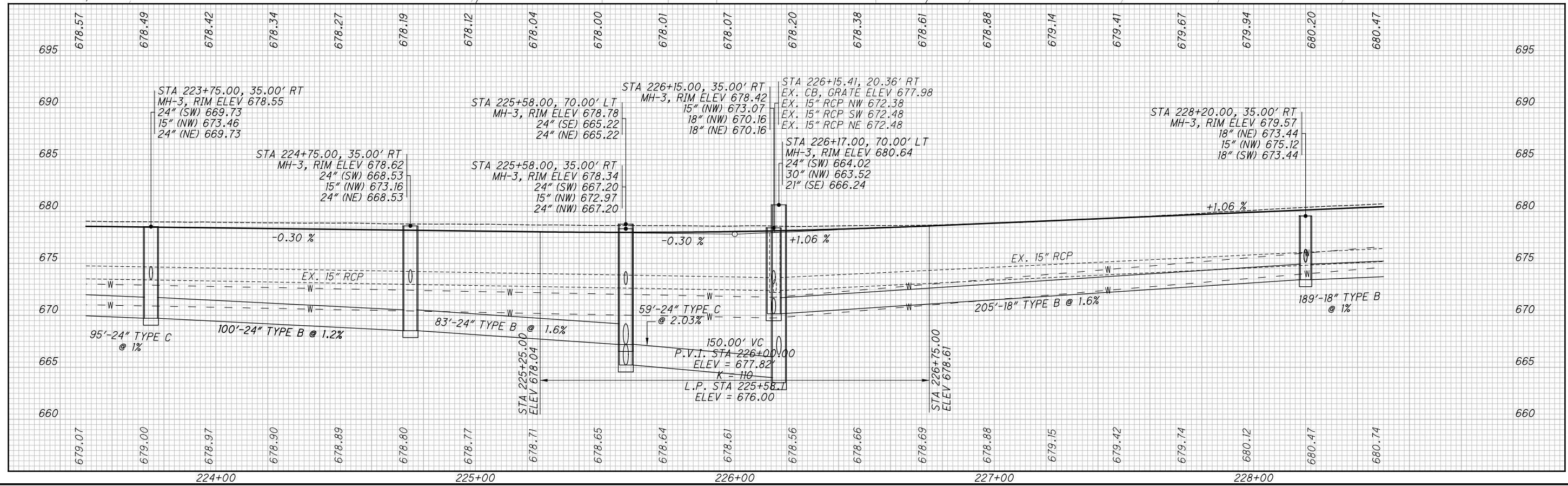
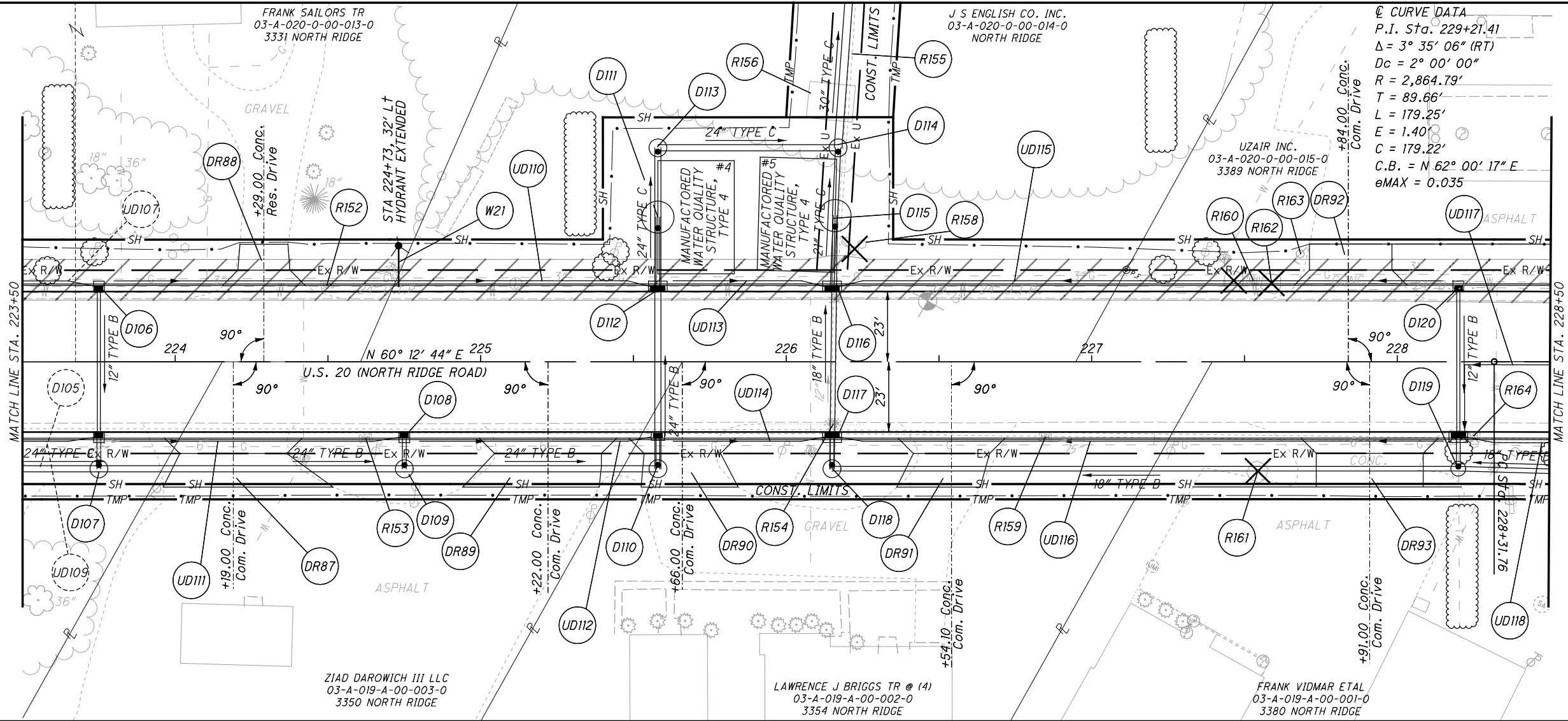


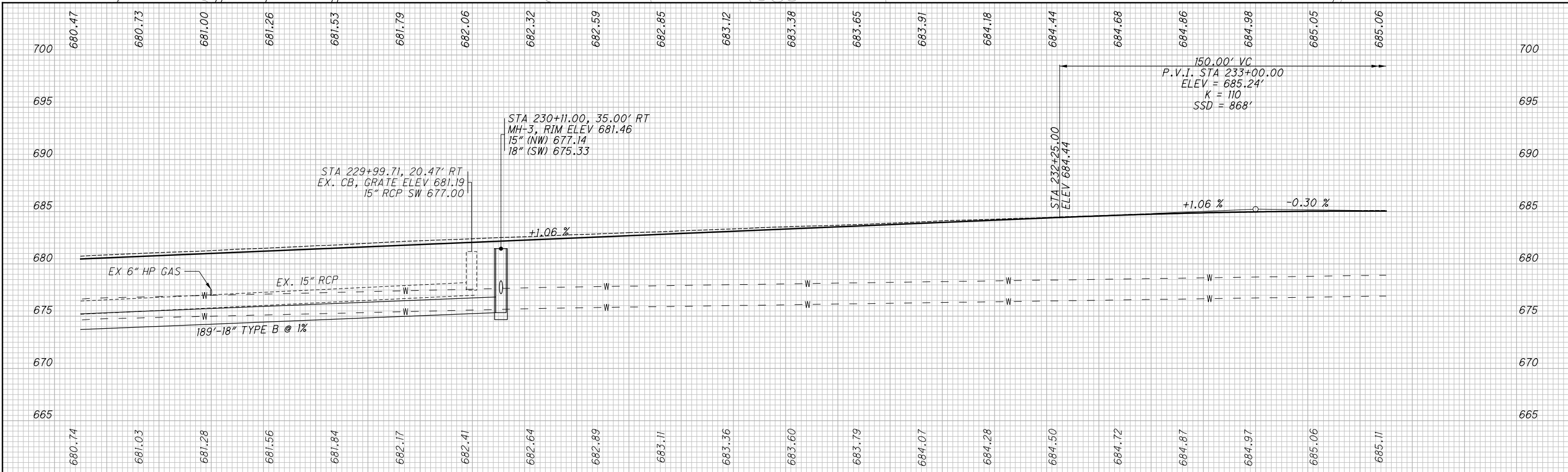
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- - - JAMES M SORINE - - -
 03-A-030-A-00-006-0
 - - - NORTH RIDGE - - -

@ CURVE DATA
 P.I. Sta. 233+85.09
 $\Delta = 1^\circ 31' 24''$ (RT)
 $Dc = 0^\circ 45' 00''$
 $R = 7,639.44'$
 $T = 101.56'$
 $L = 203.10'$
 $E = 0.68'$
 $C = 203.10'$
 C.B. = N $64^\circ 33' 32''$ E

STA 233+43, 32' LT
HYDRANT EXTENDED

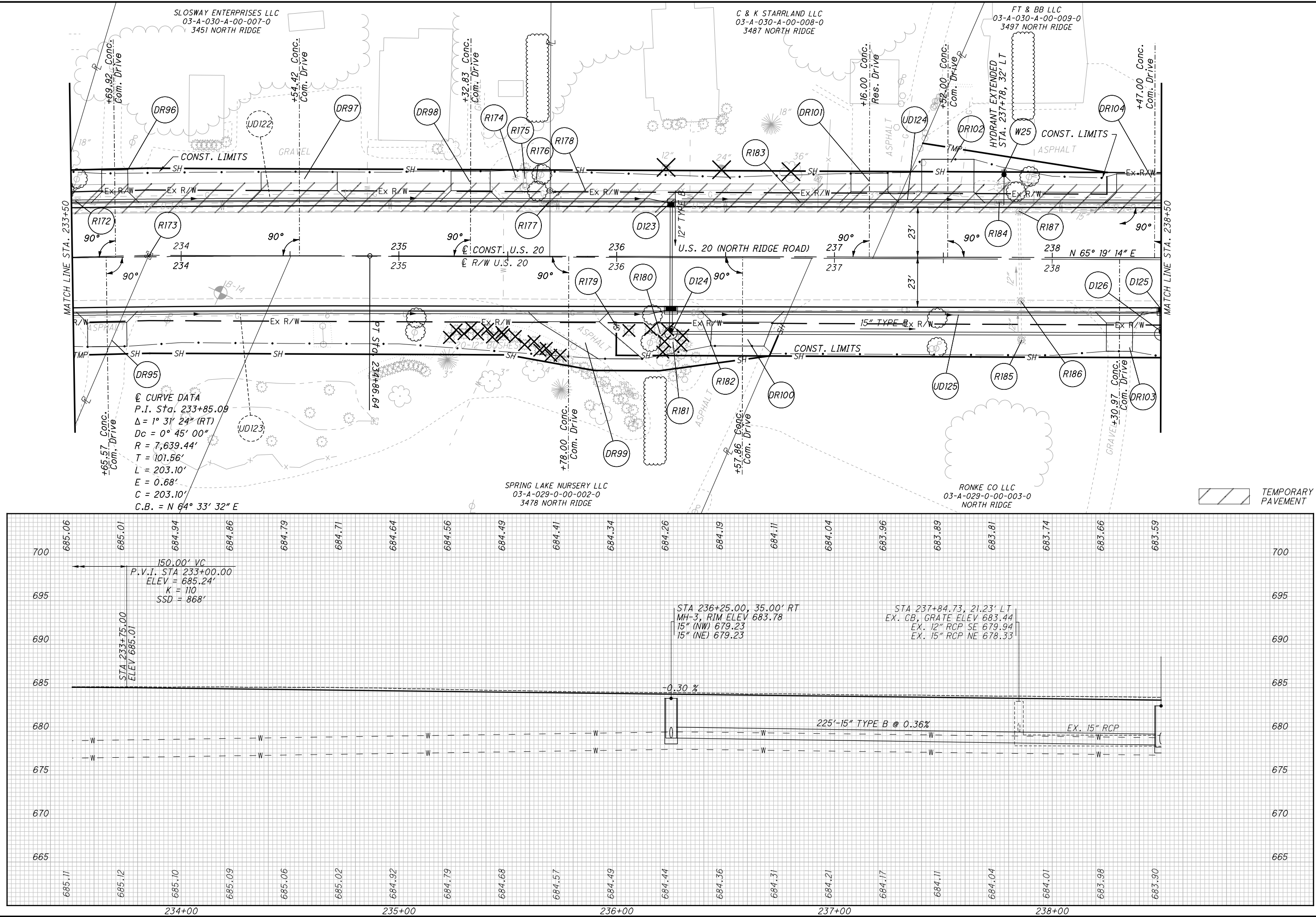
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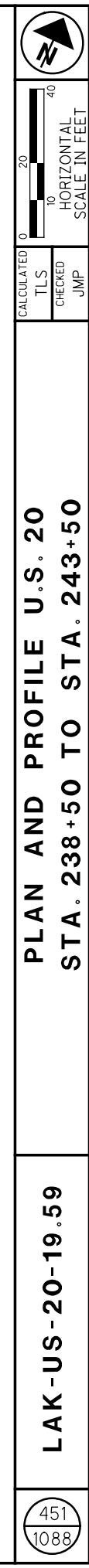
**PLAN AND PROFILE U.S. 20
STA. 228+50 TO STA. 233+50**

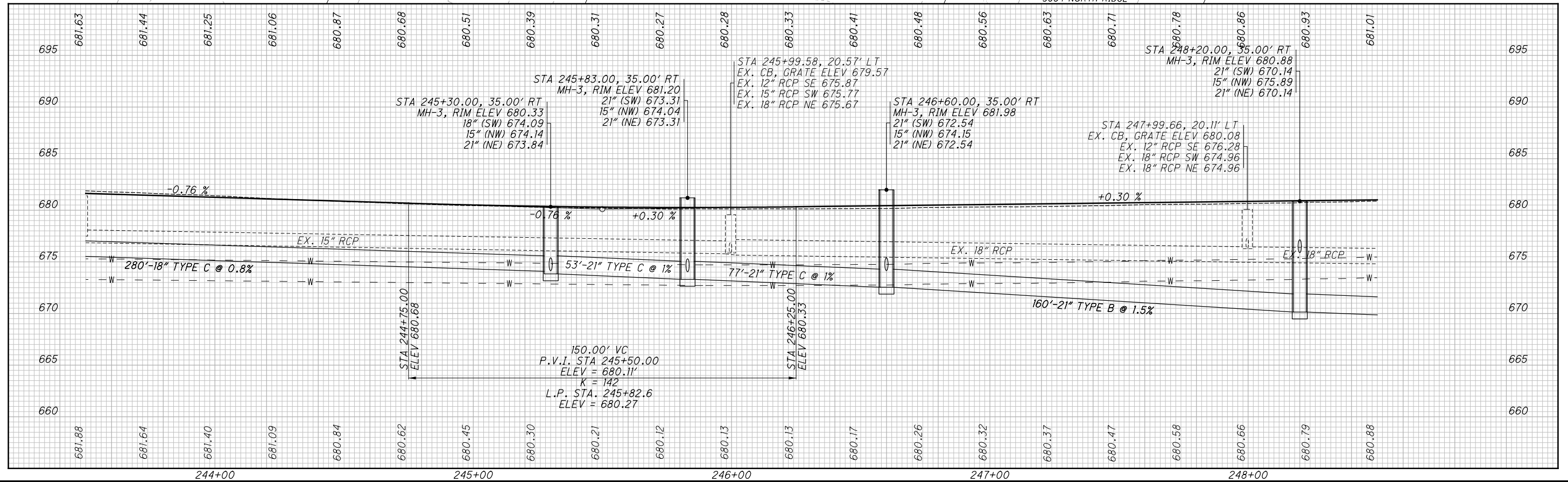
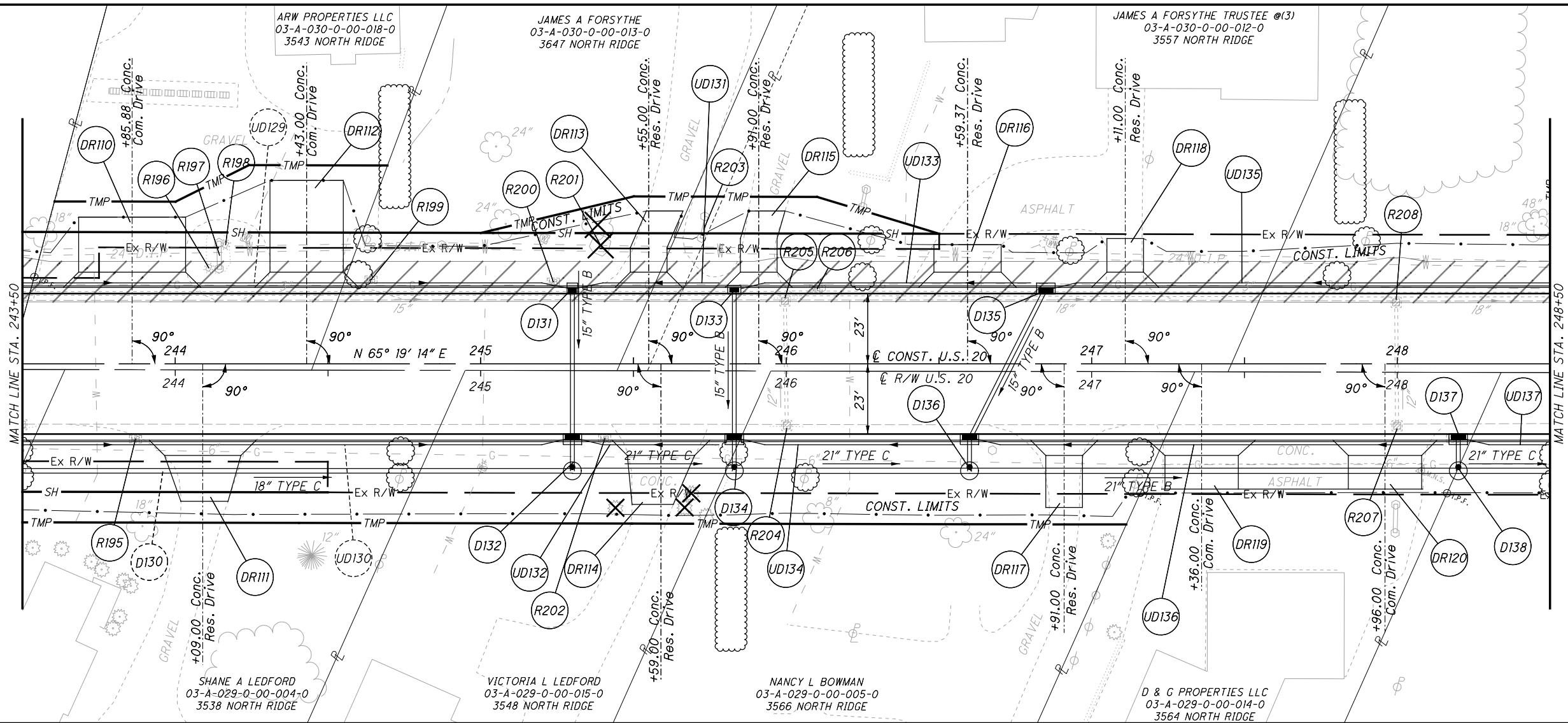
LAK-US-20-19.59

$$\begin{array}{r} 449 \\ \hline 088 \end{array}$$

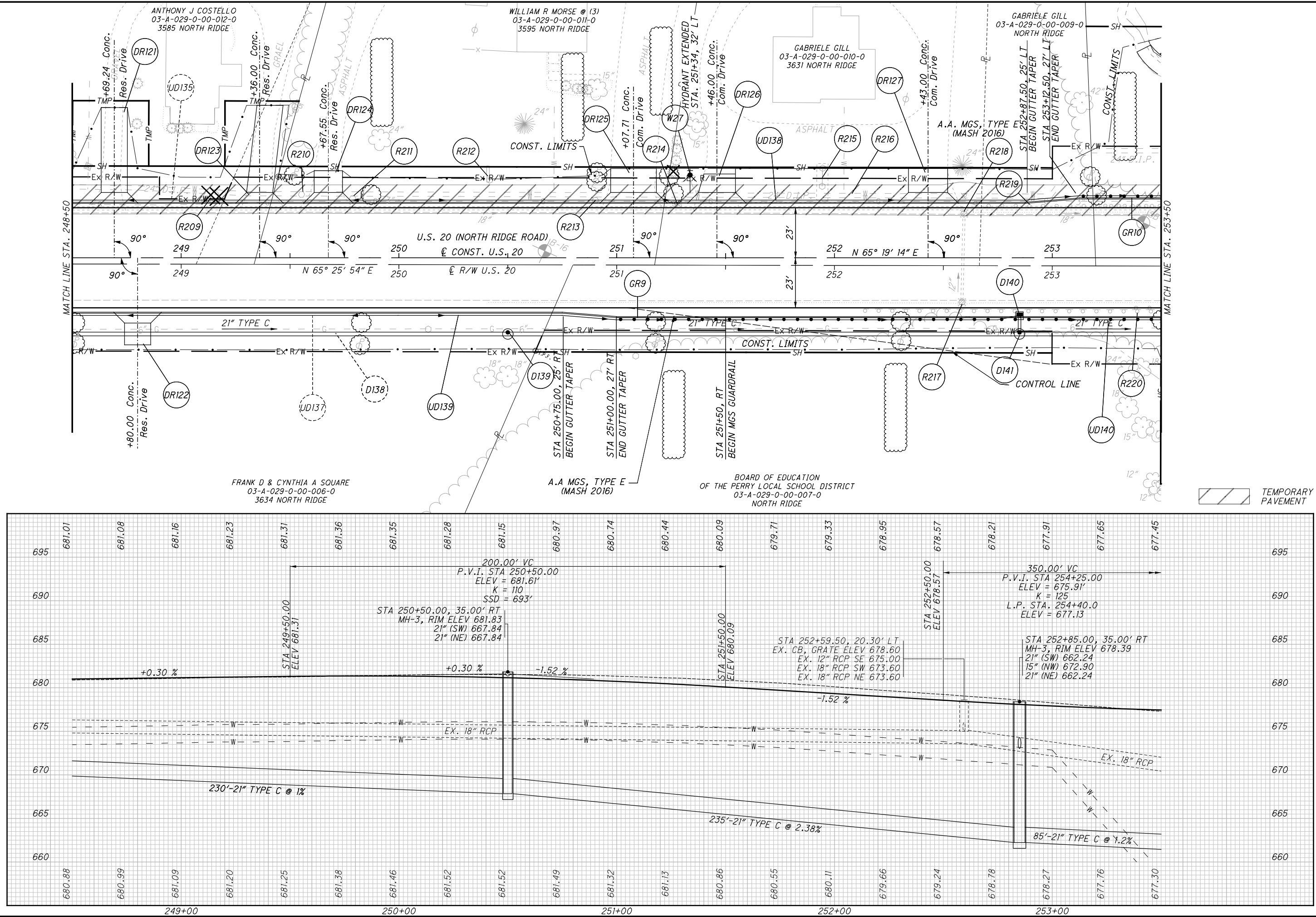
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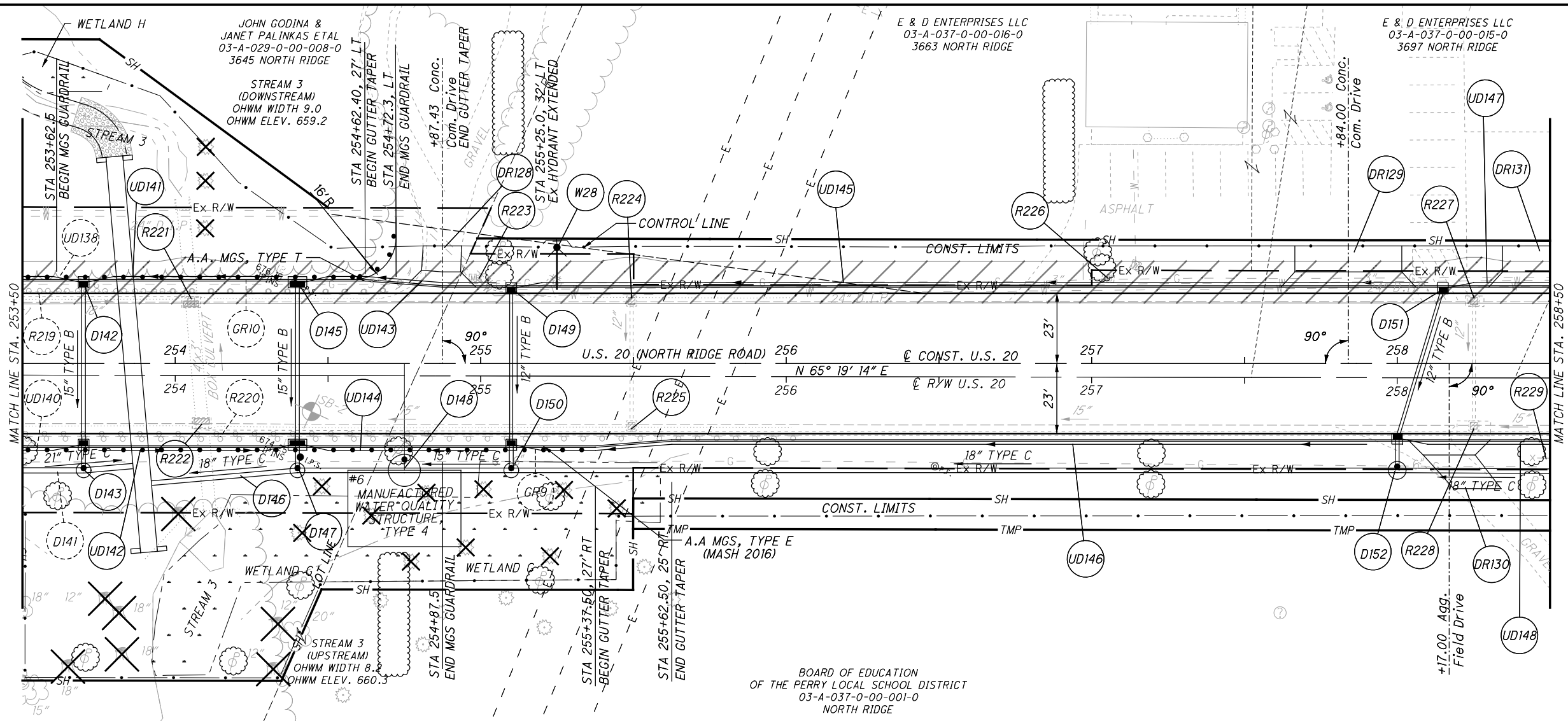




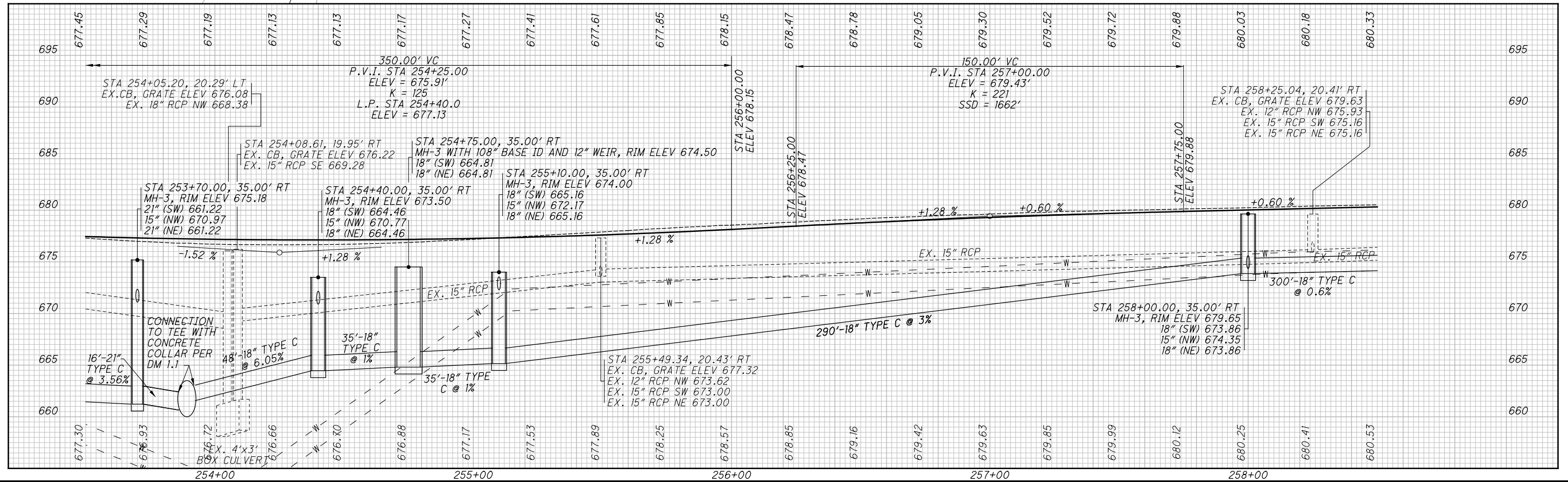
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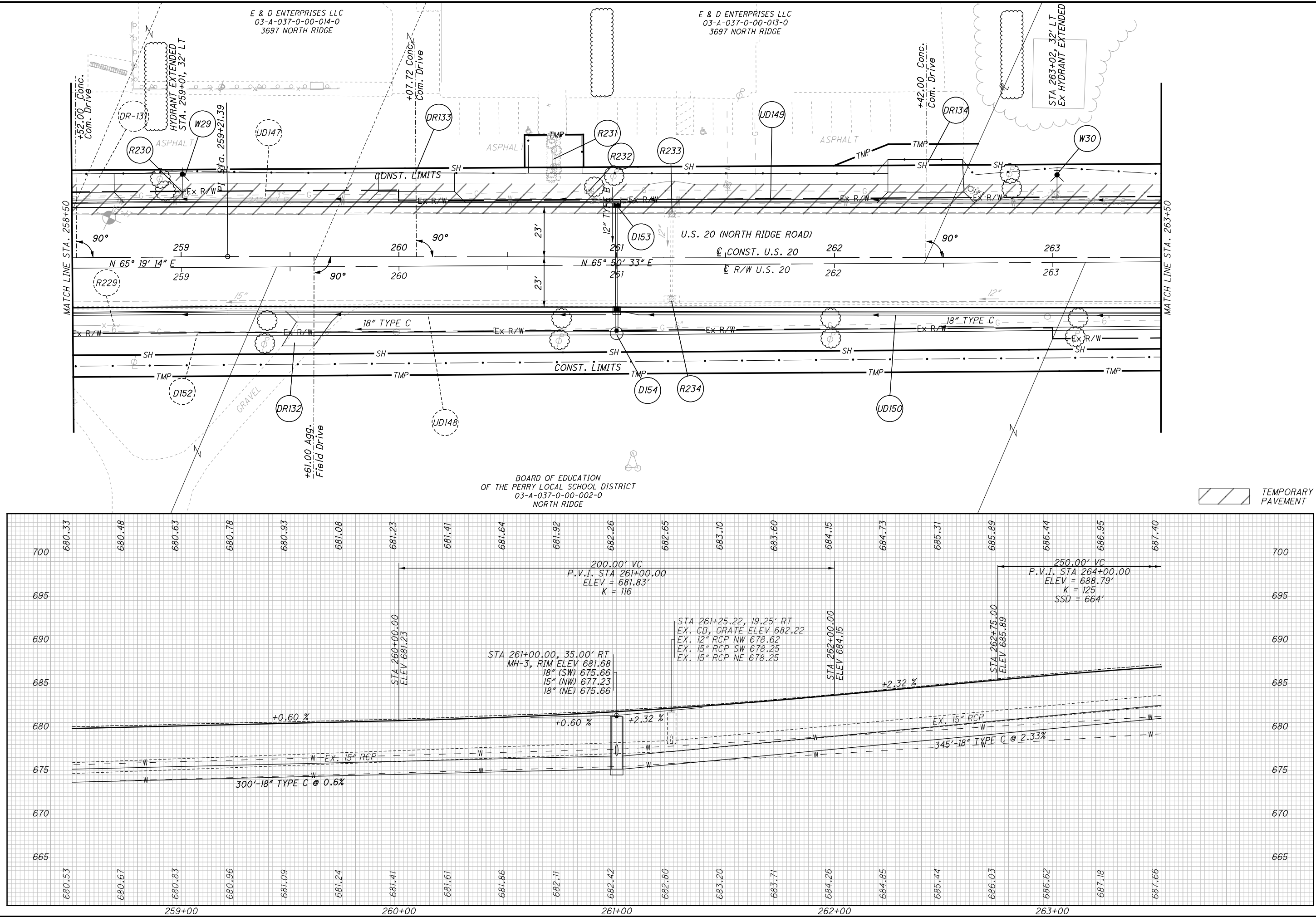
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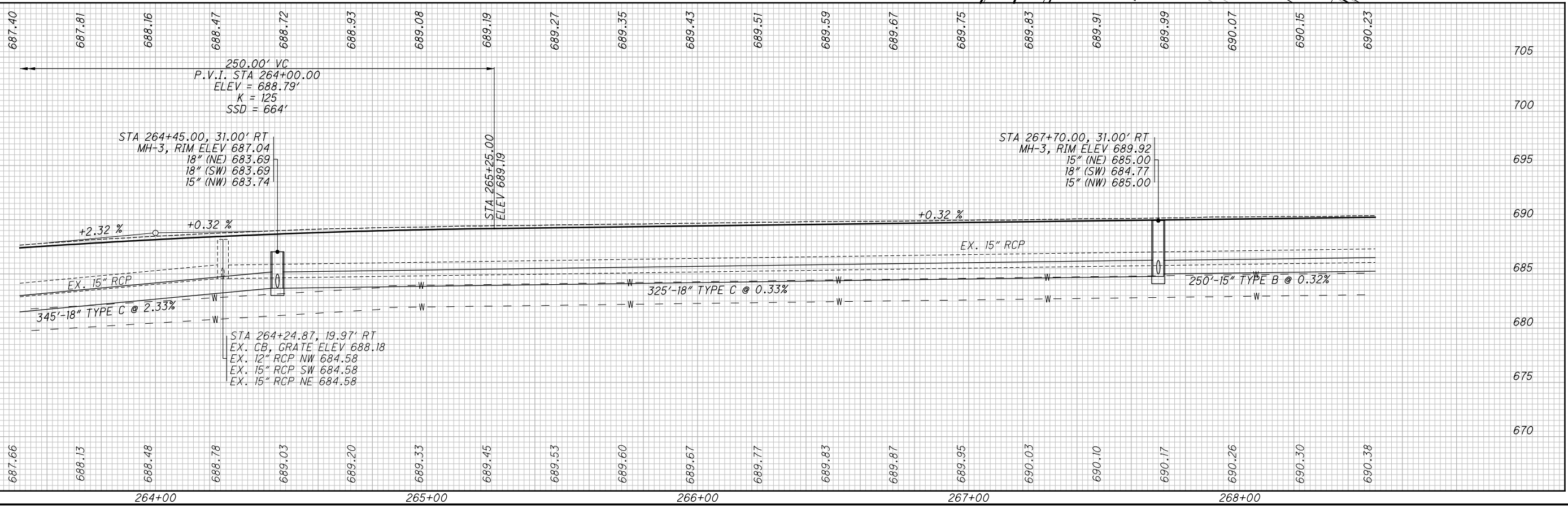


TEMPORARY PAVEMENT

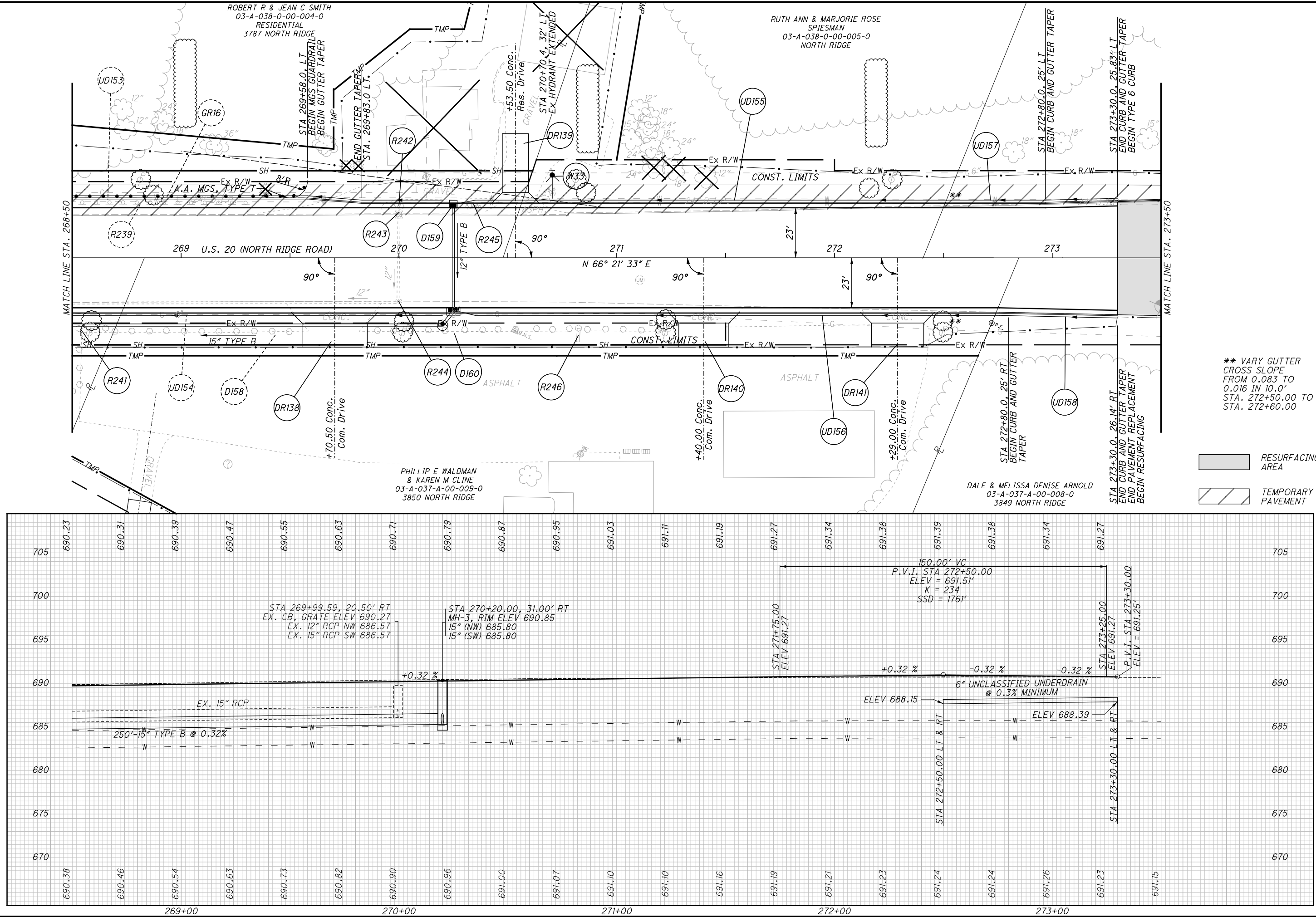


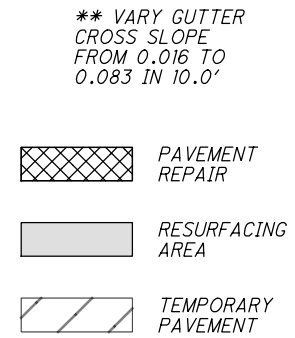
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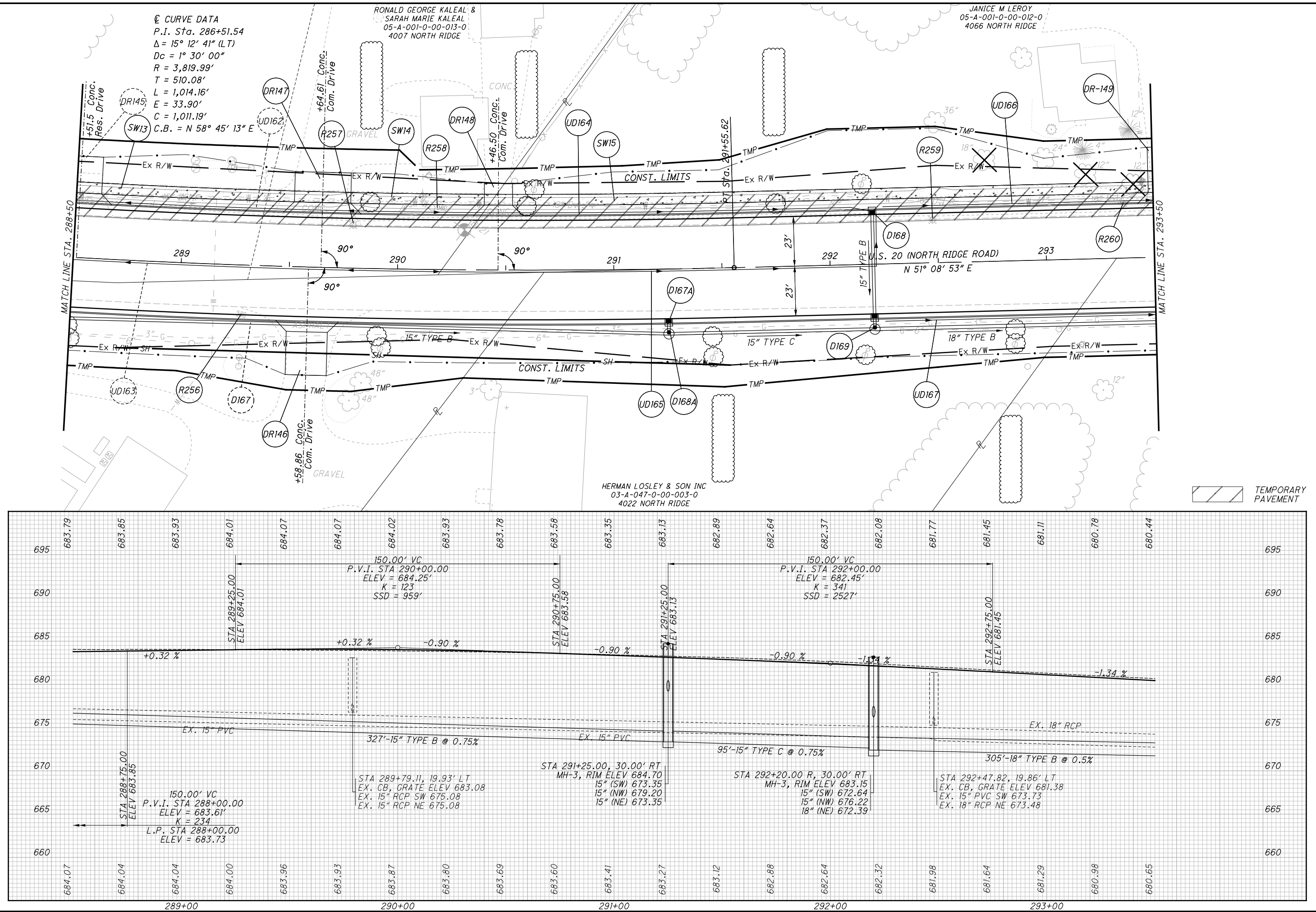




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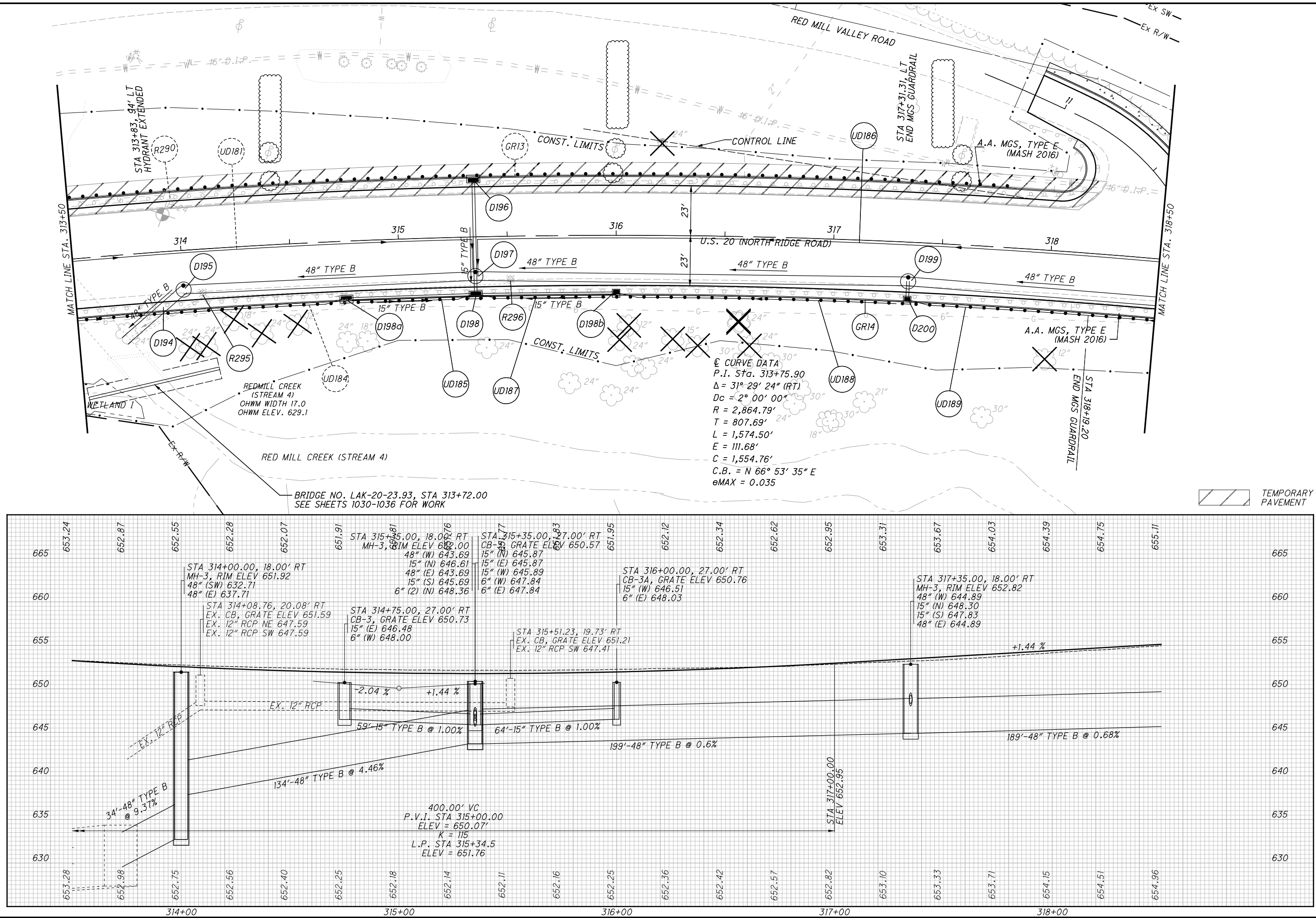








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HORIZONTAL SCALE IN FEET

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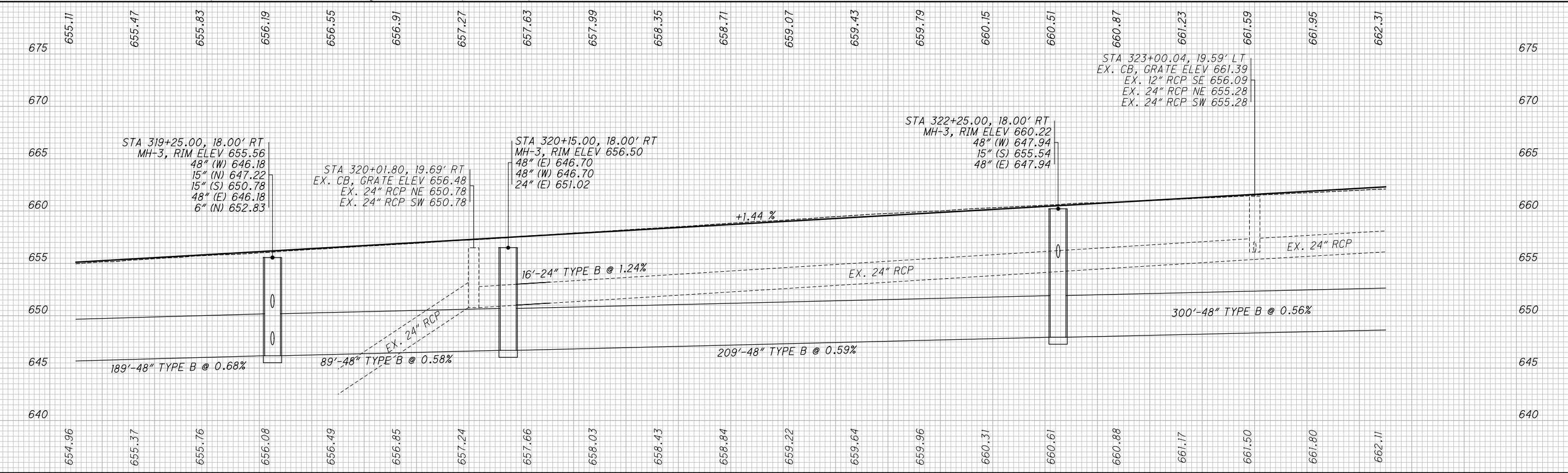
PLAN AND PROFILE U.S. 20

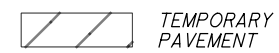
STA. 313+50 TO STA. 318+50

LAK-US-20-19.59

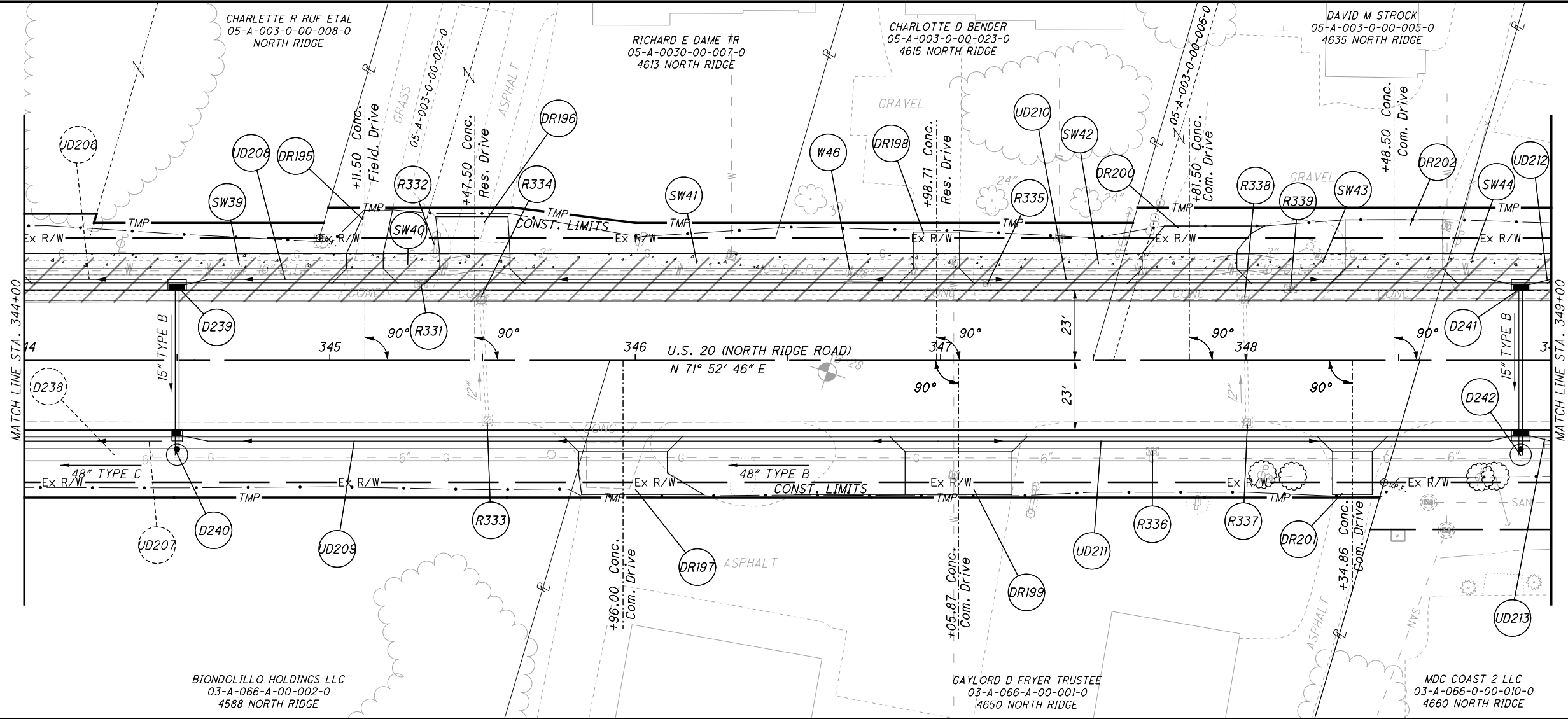
466

1088

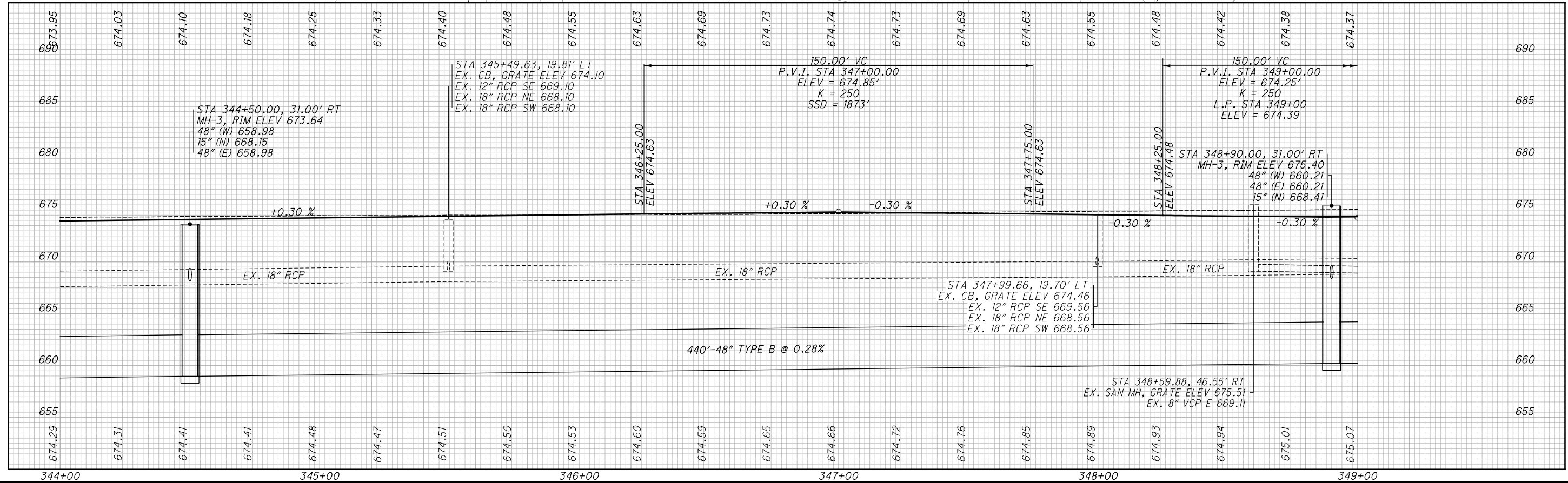




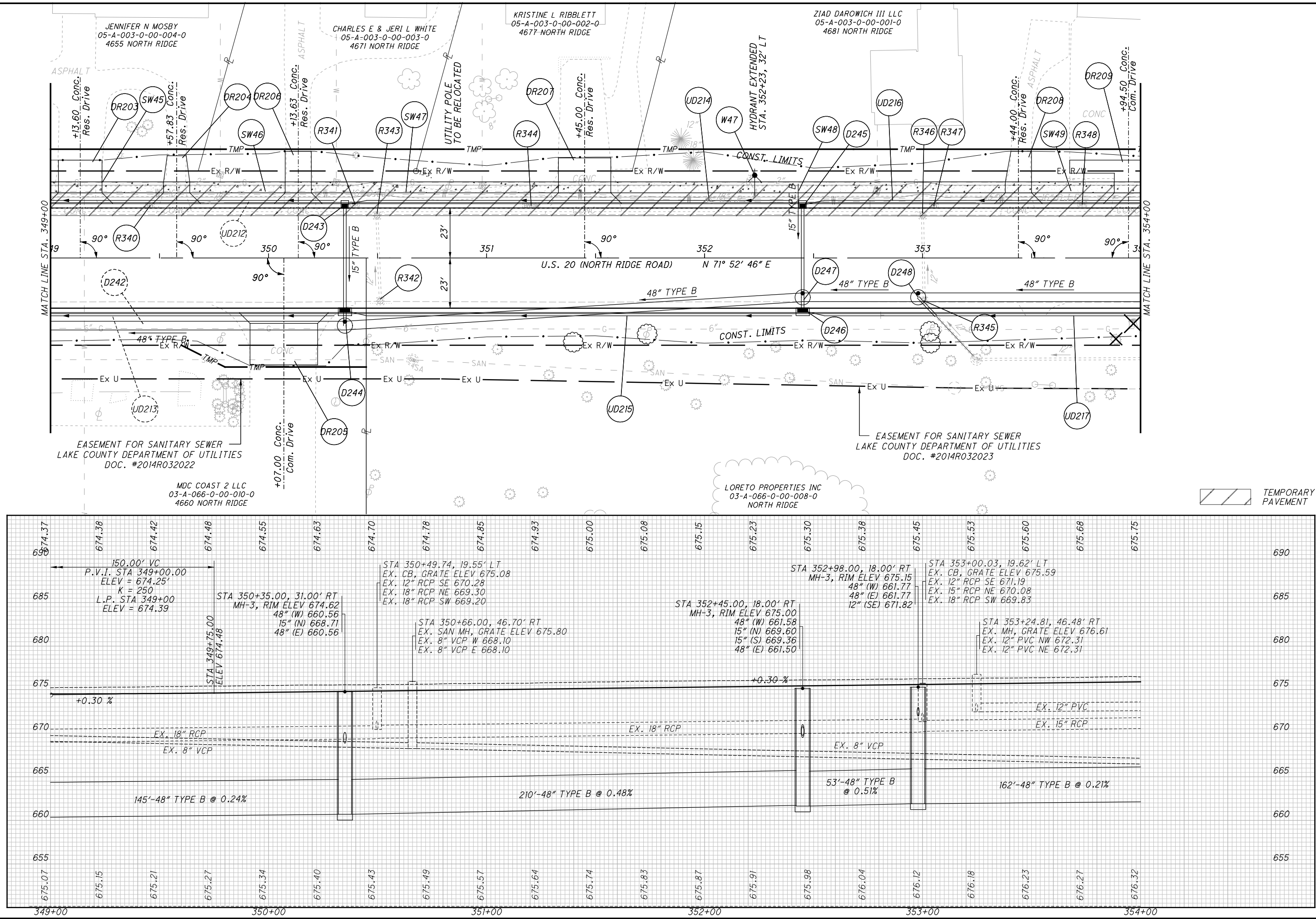
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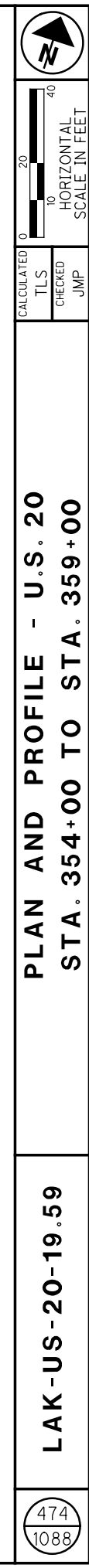


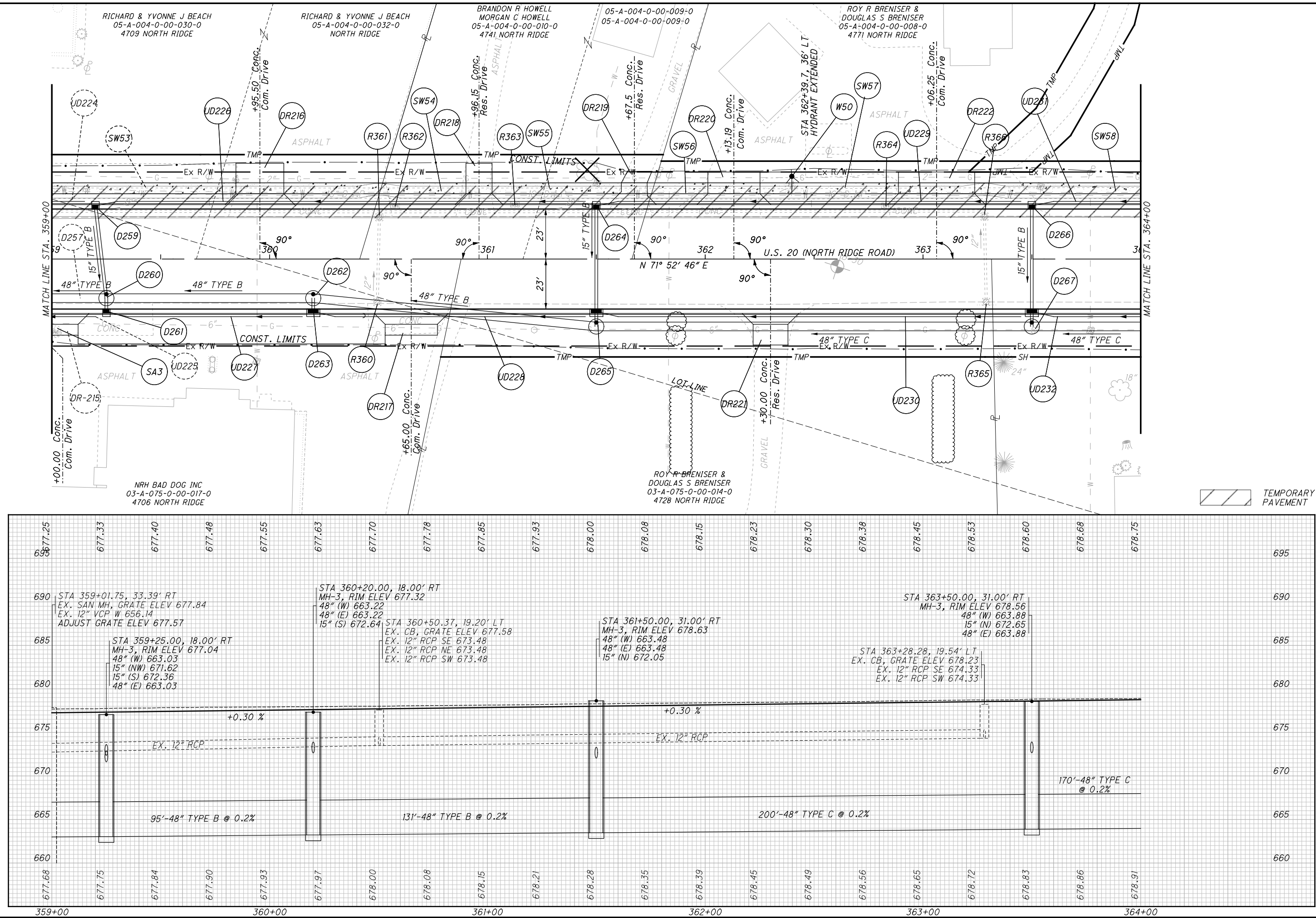
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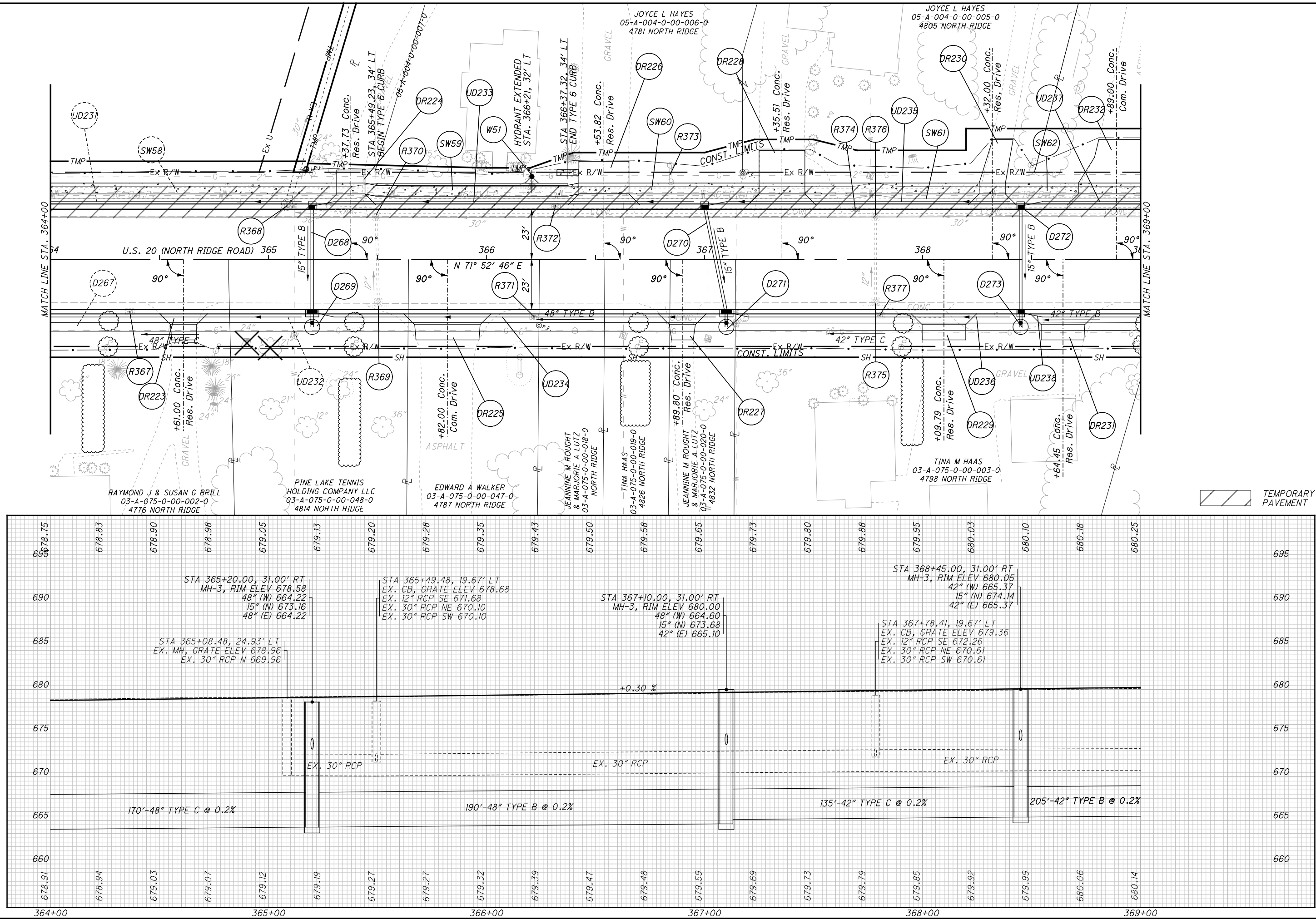
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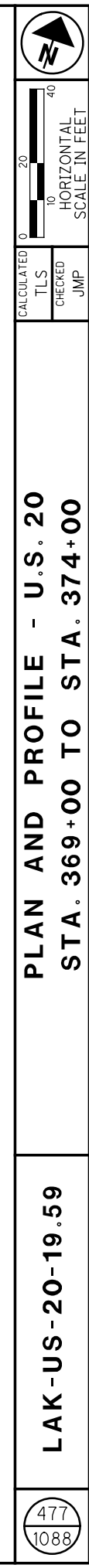


CALCULATED
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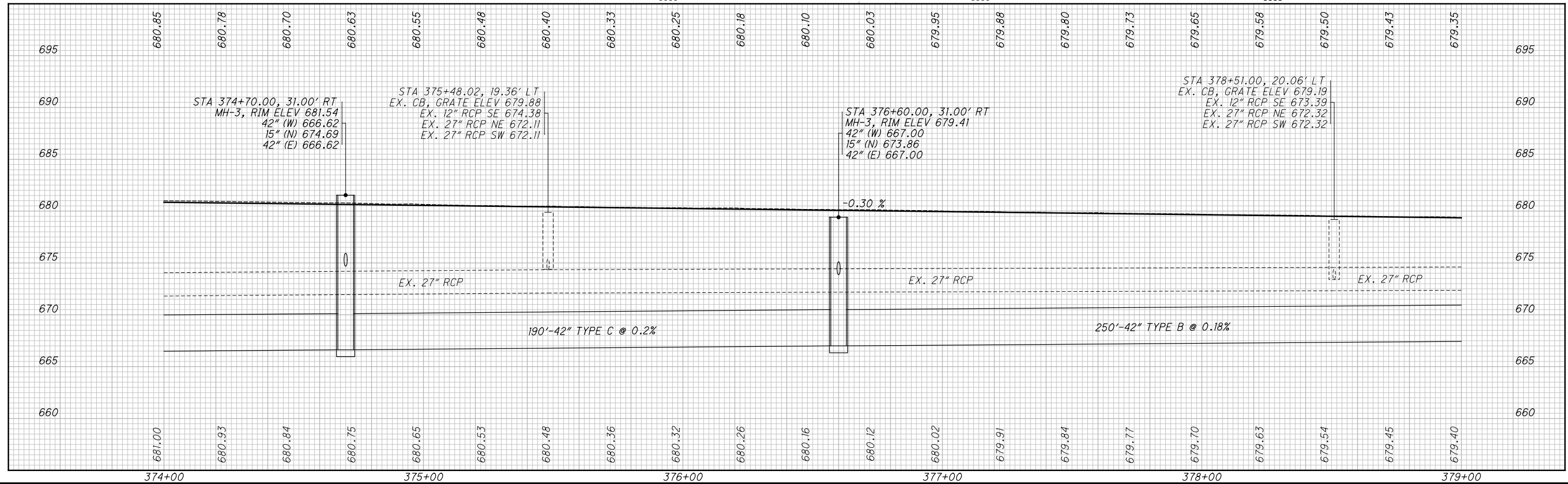
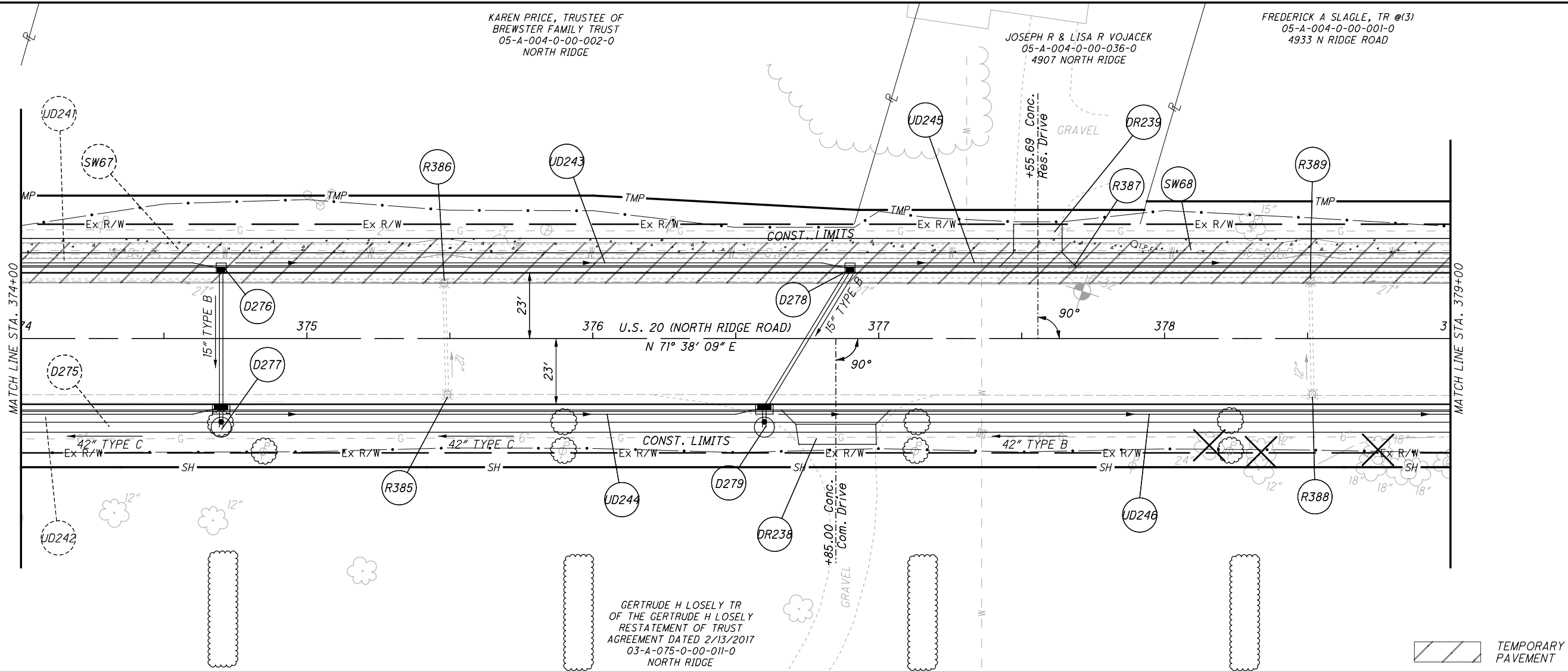
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HORIZONTAL
SCALE IN FEET

PLAN AND PROFILE - U.S. 20
STA. 364+00 TO STA. 369+00

LAK-US-20-19.59
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CALCULATED

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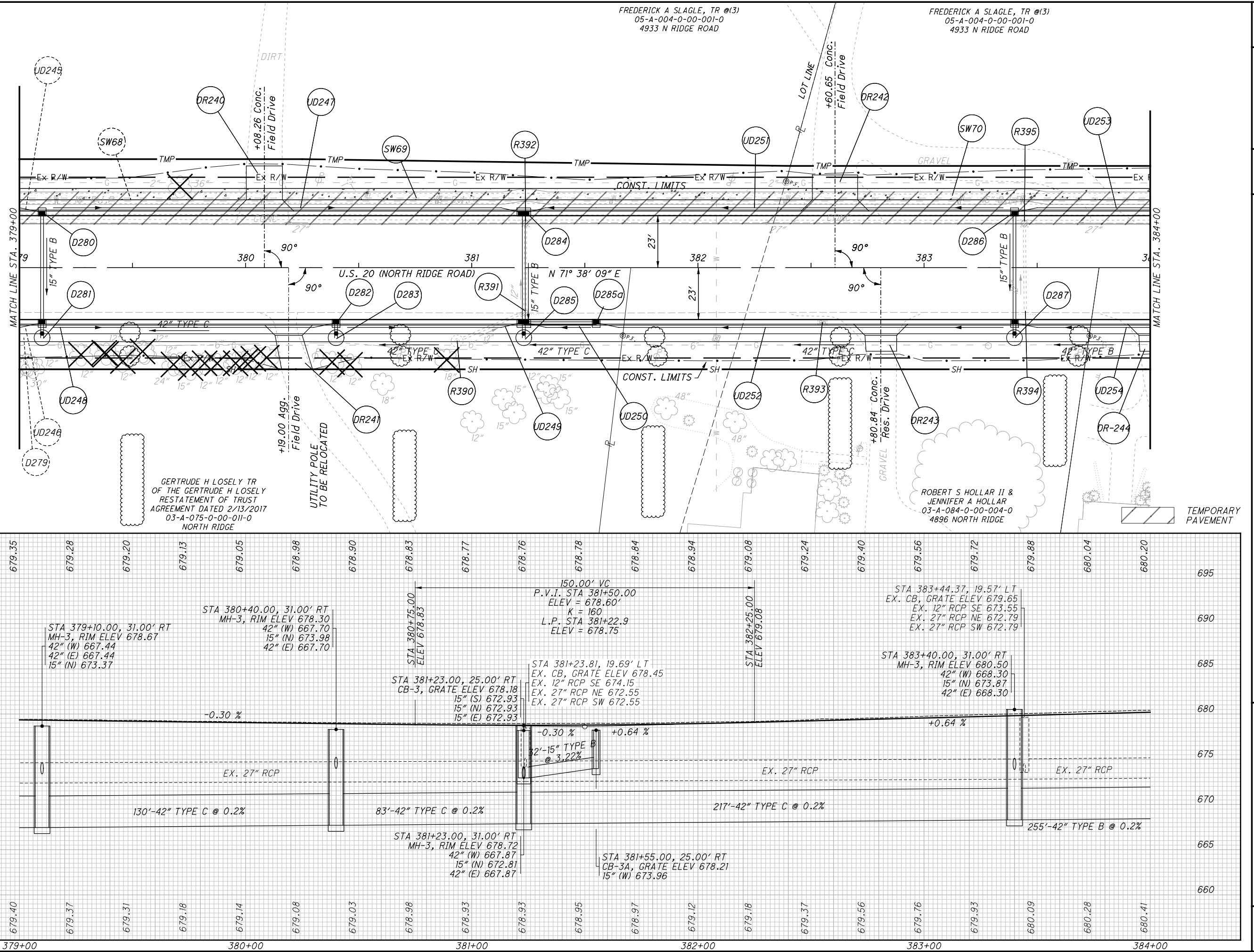
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LAK-US-20-19.59

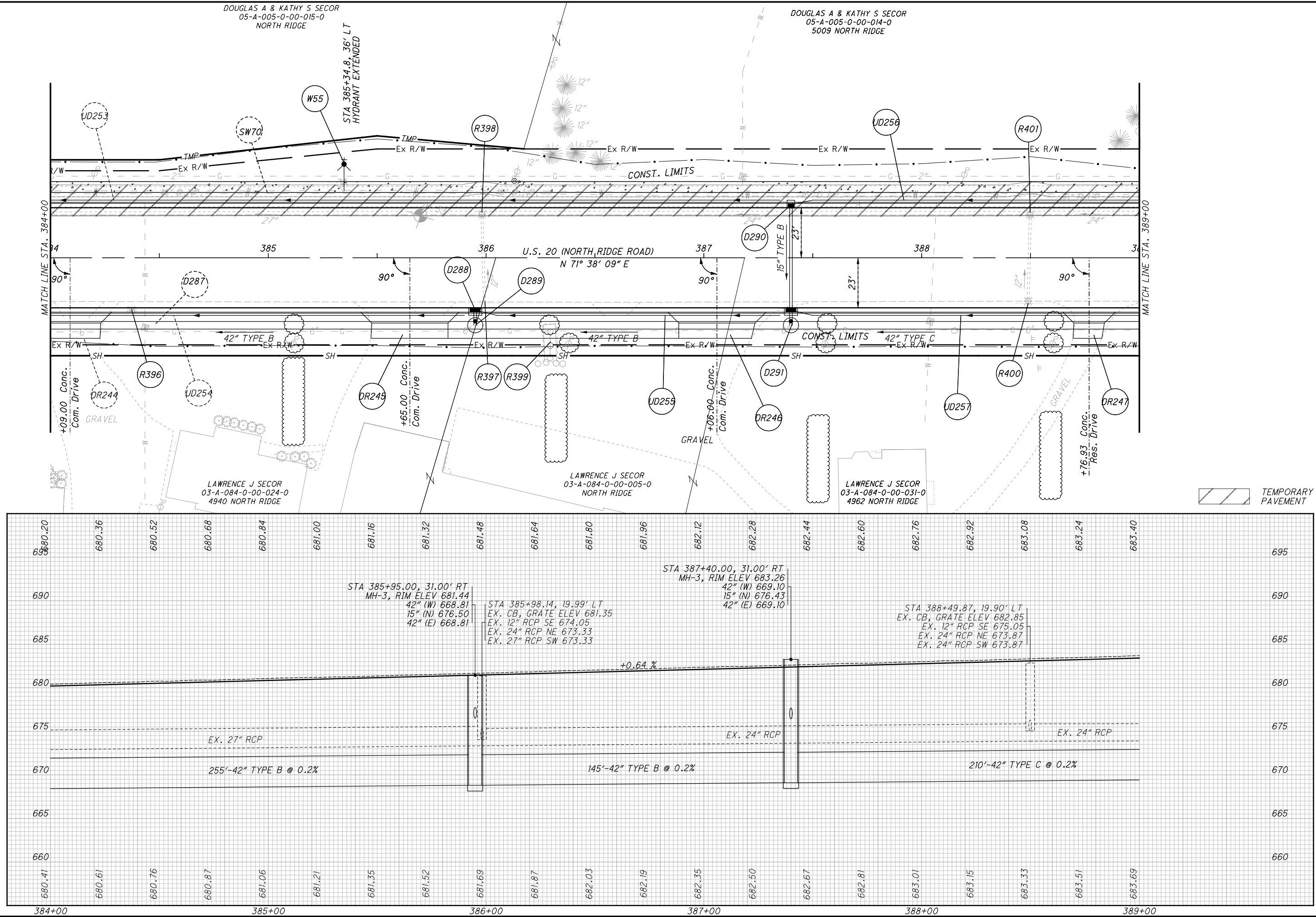
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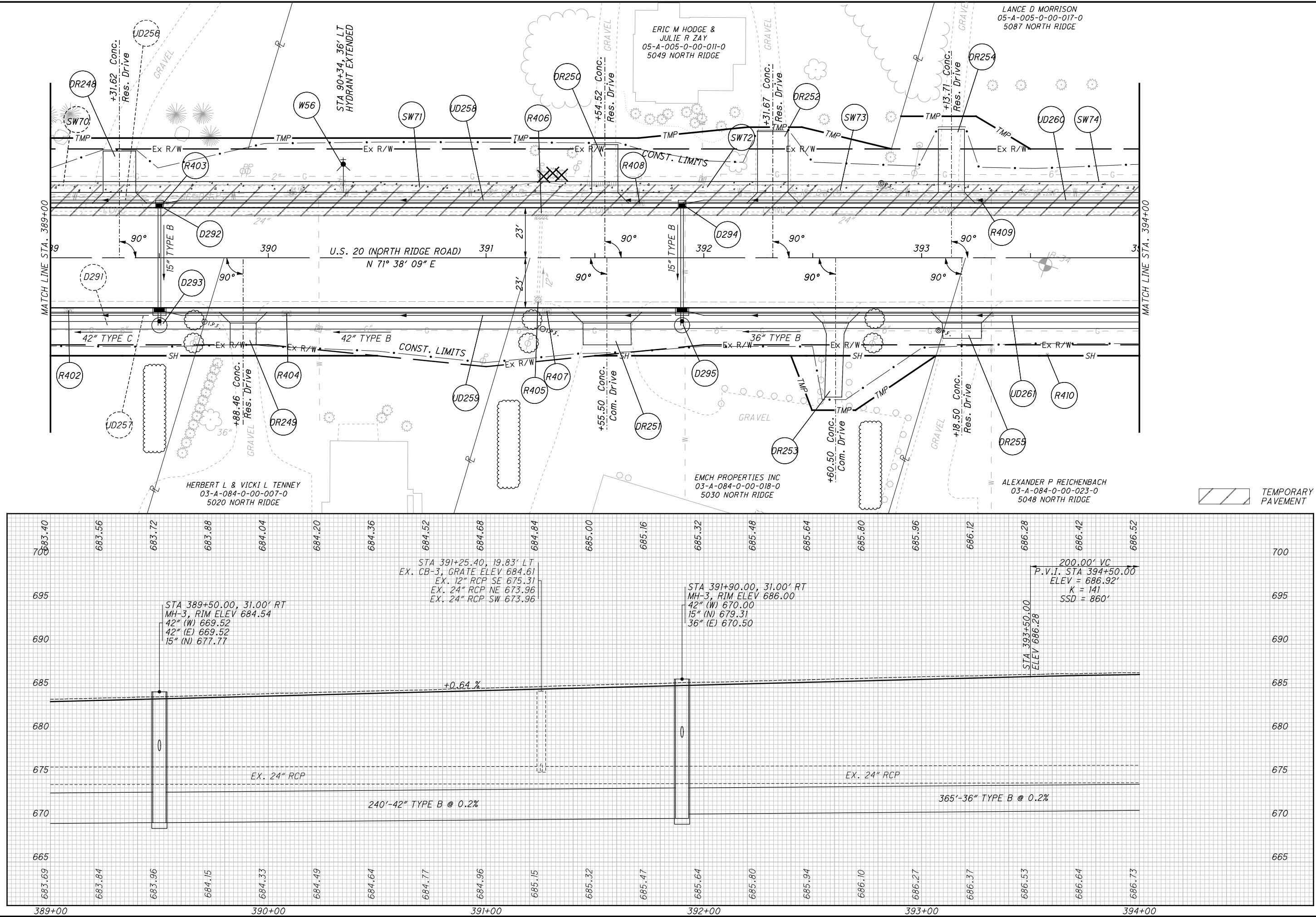
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CALCULATED
TLS
CHECKED
JMP

HORIZONTAL
SCALE IN FEET

PLAN AND PROFILE - U.S. 20
STA. 389+00 TO STA. 394+00

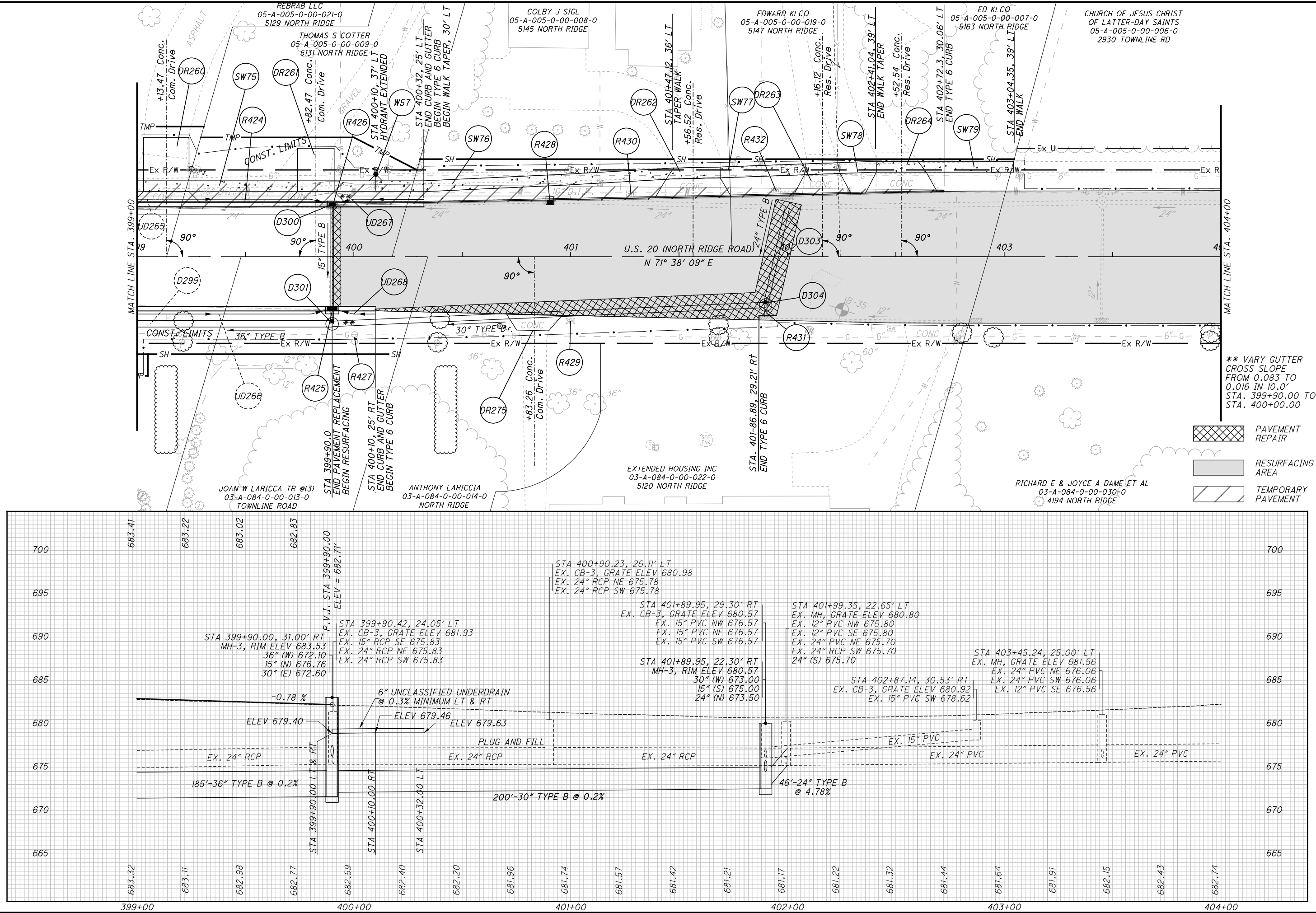
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SEEDING	
END	SO.
WIDTH	YDS.

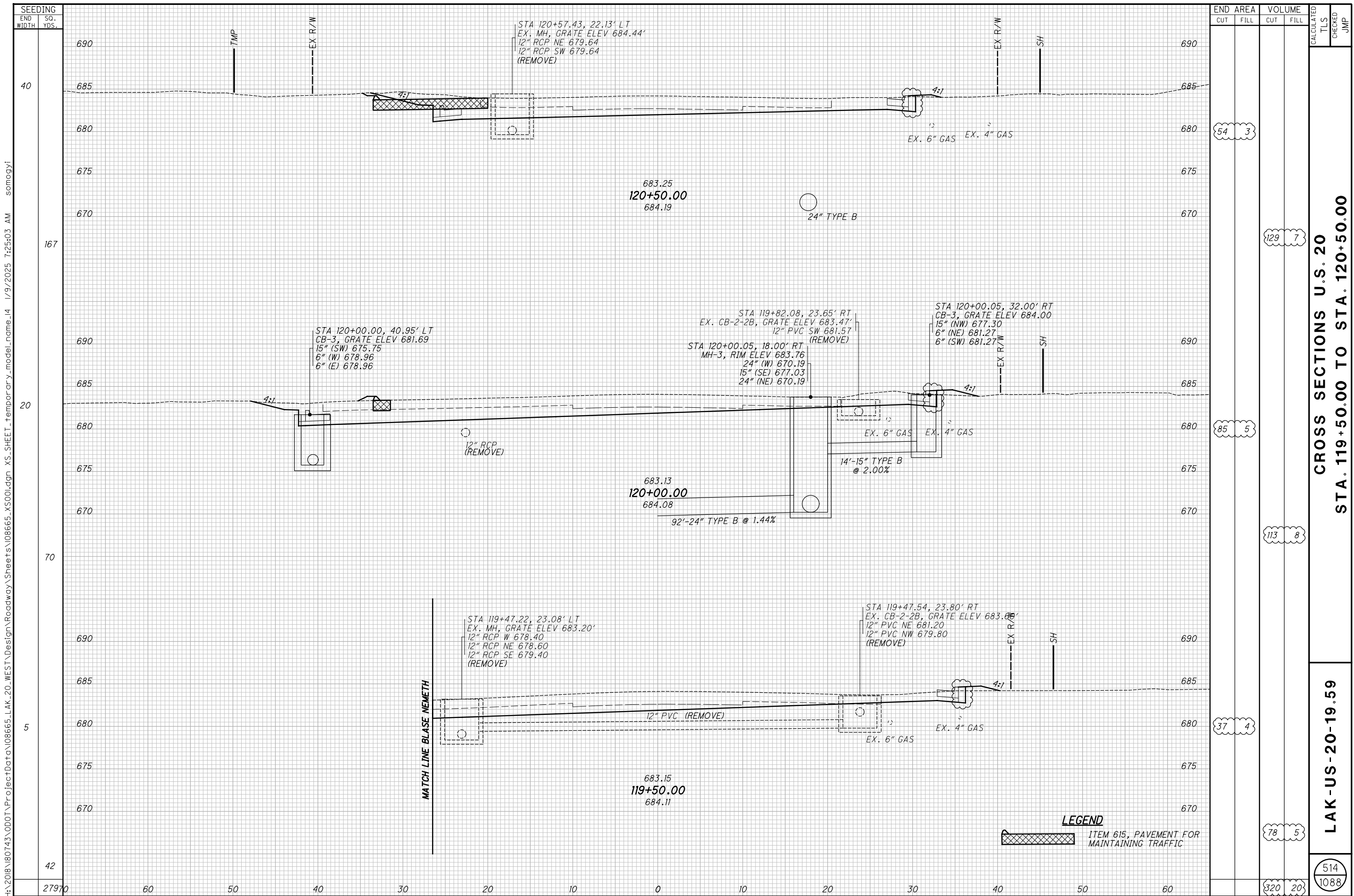
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CUT	FILL	CUT	FILL				

- ROADS FOR MOT FILL THEN CUT
- ROADS FOR MOT CUT THEN FILL
- ROADS FOR MOT CUT
- ROADWAY FILL
- ROADWAY CUT
- ROADWAY BENCHING CUT AND FILL
- ROADWAY FILL (TO PROPOSED GRADE)
- ROADWAY CUT AND ROADS FOR MOT CUT INCLUDES AREA BELOW EXISTING GRADE.

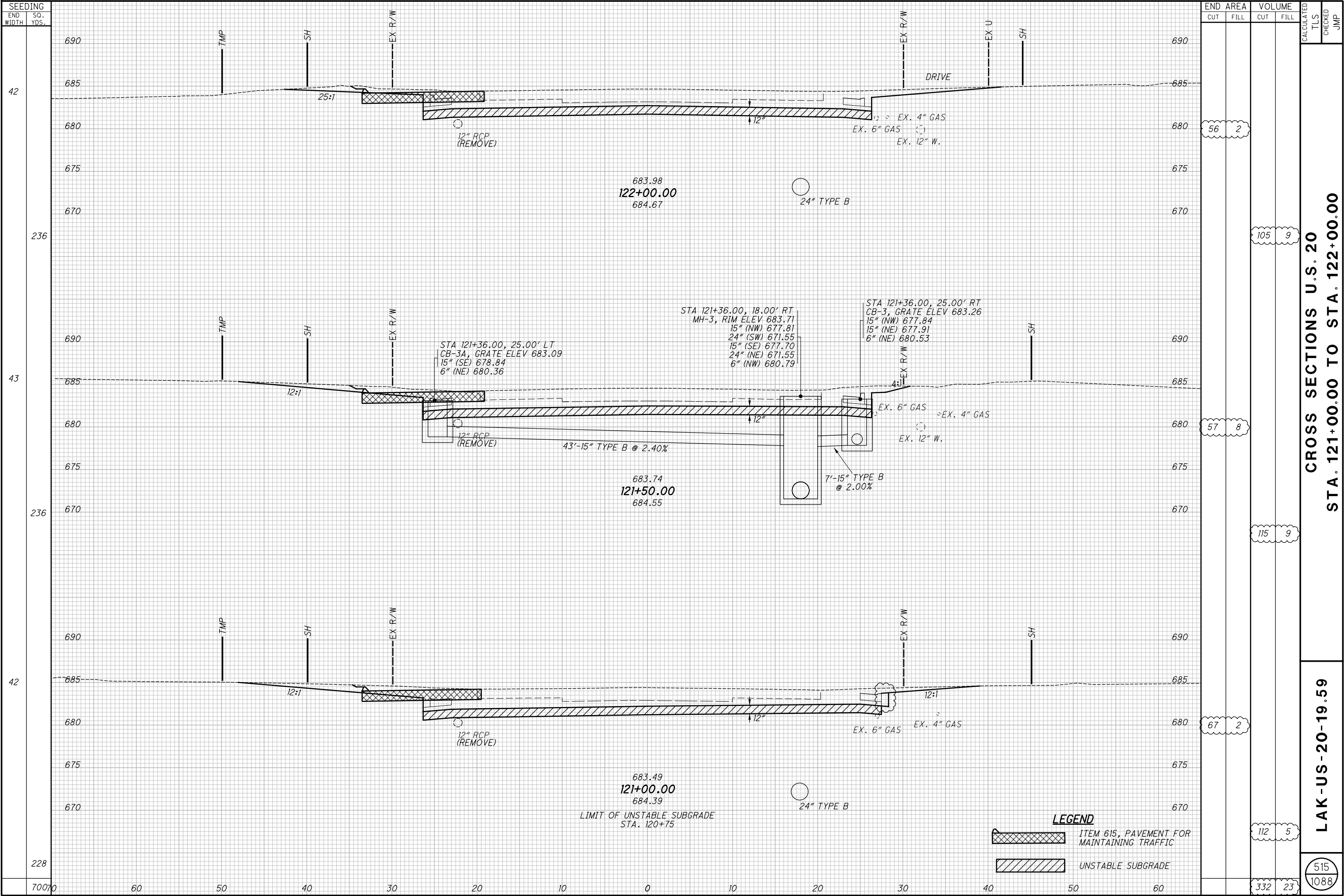
EARTHWORK PAY LIMIT DETAILS

LAK-US-20-19.59

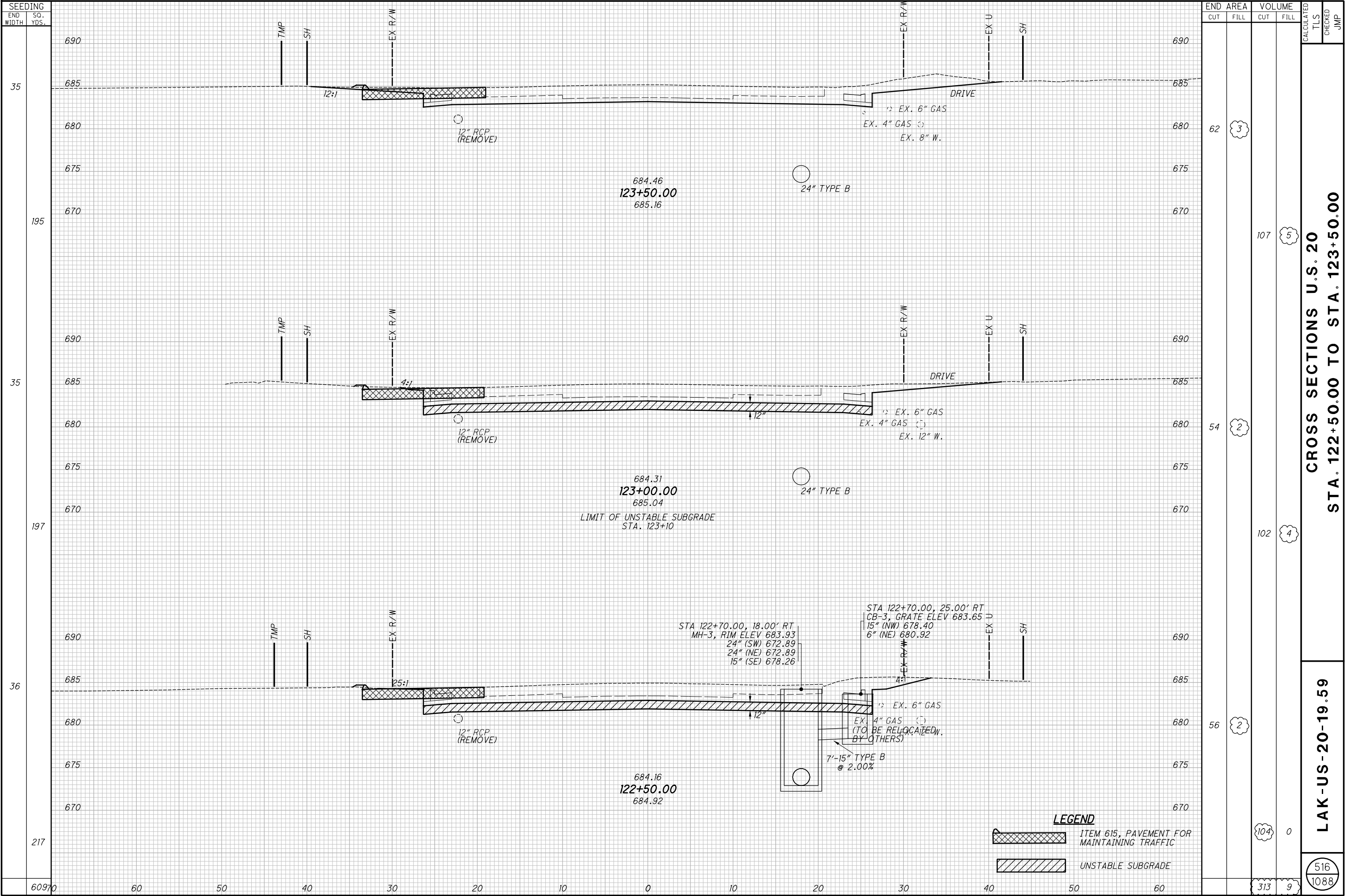
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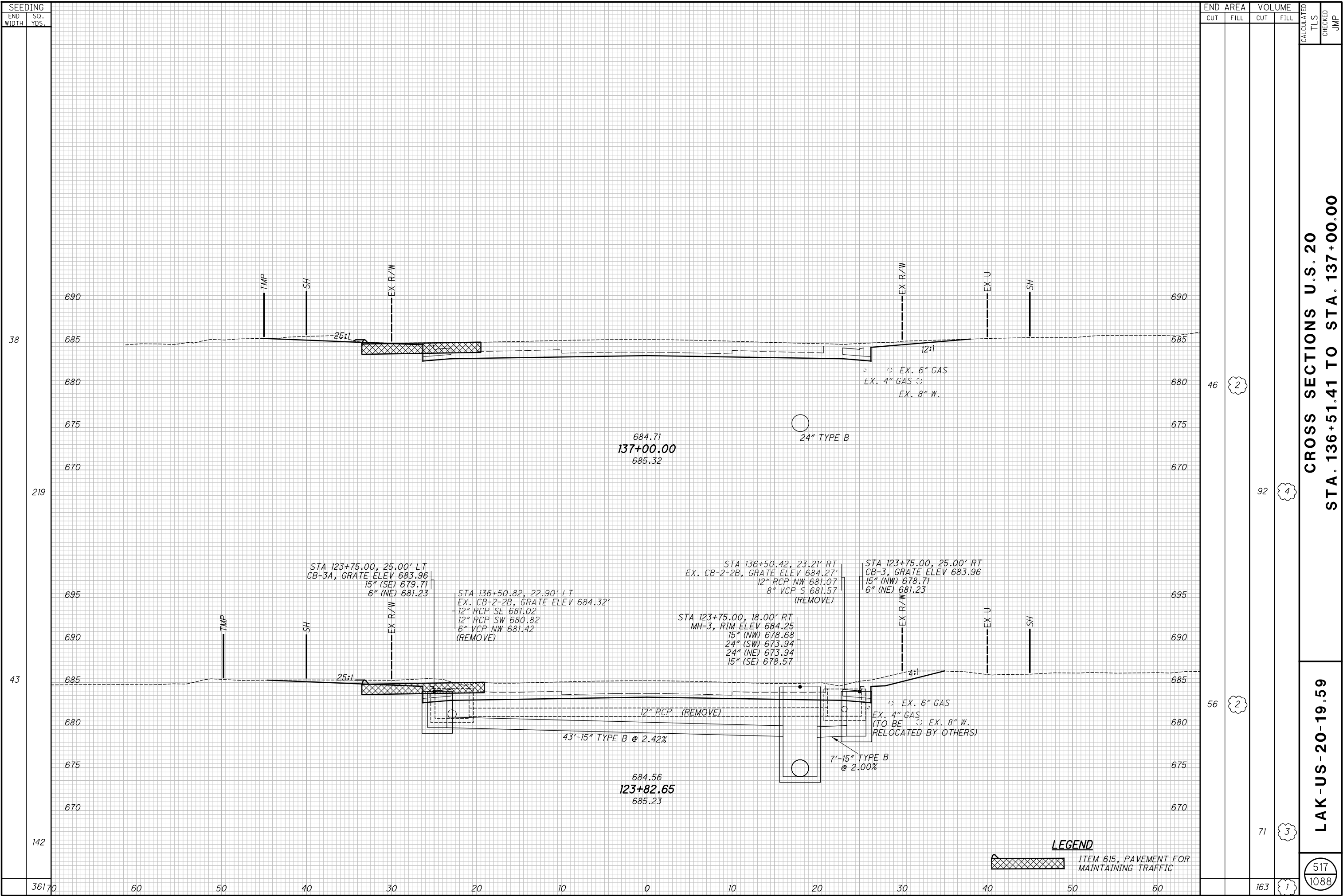
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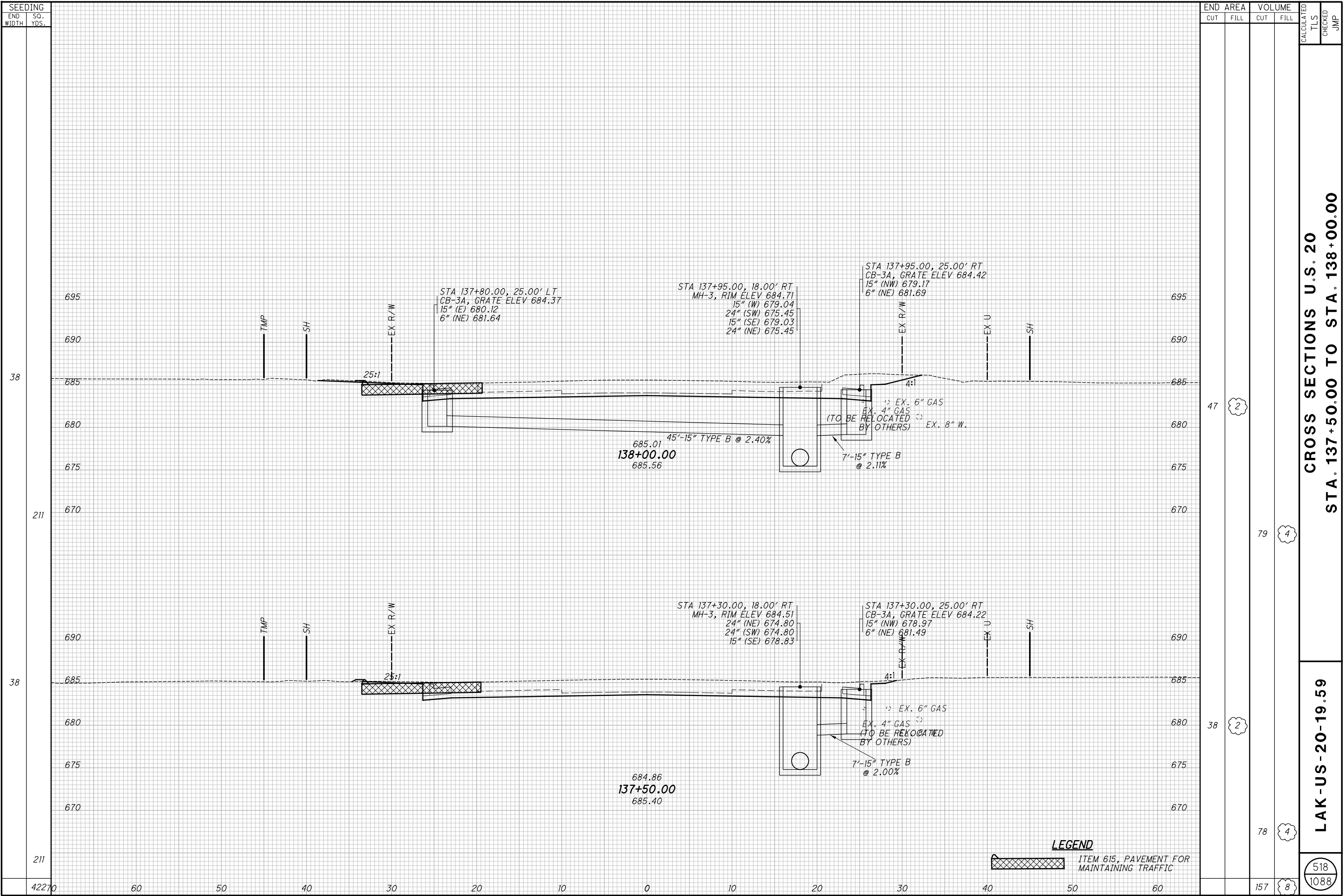
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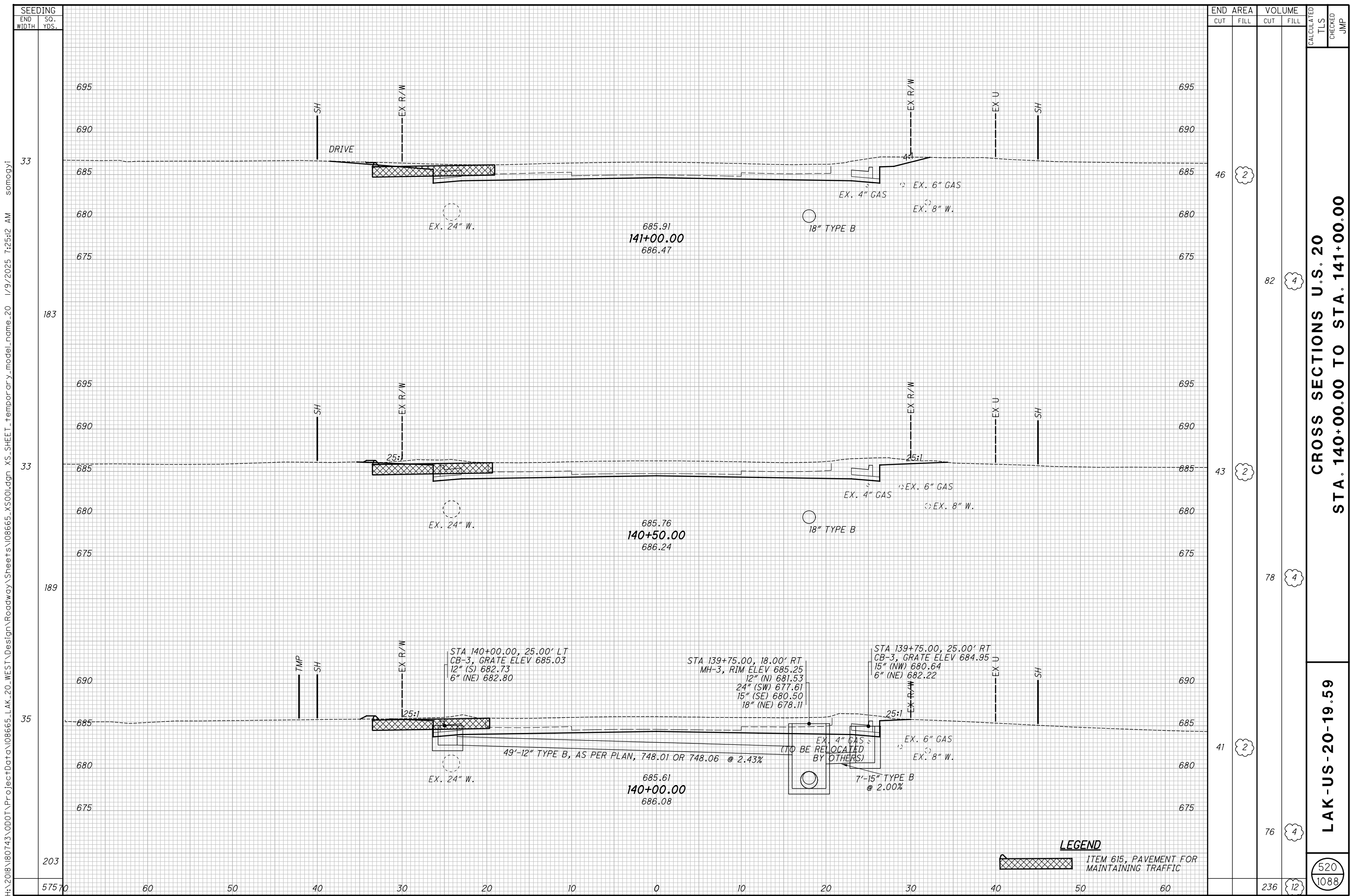


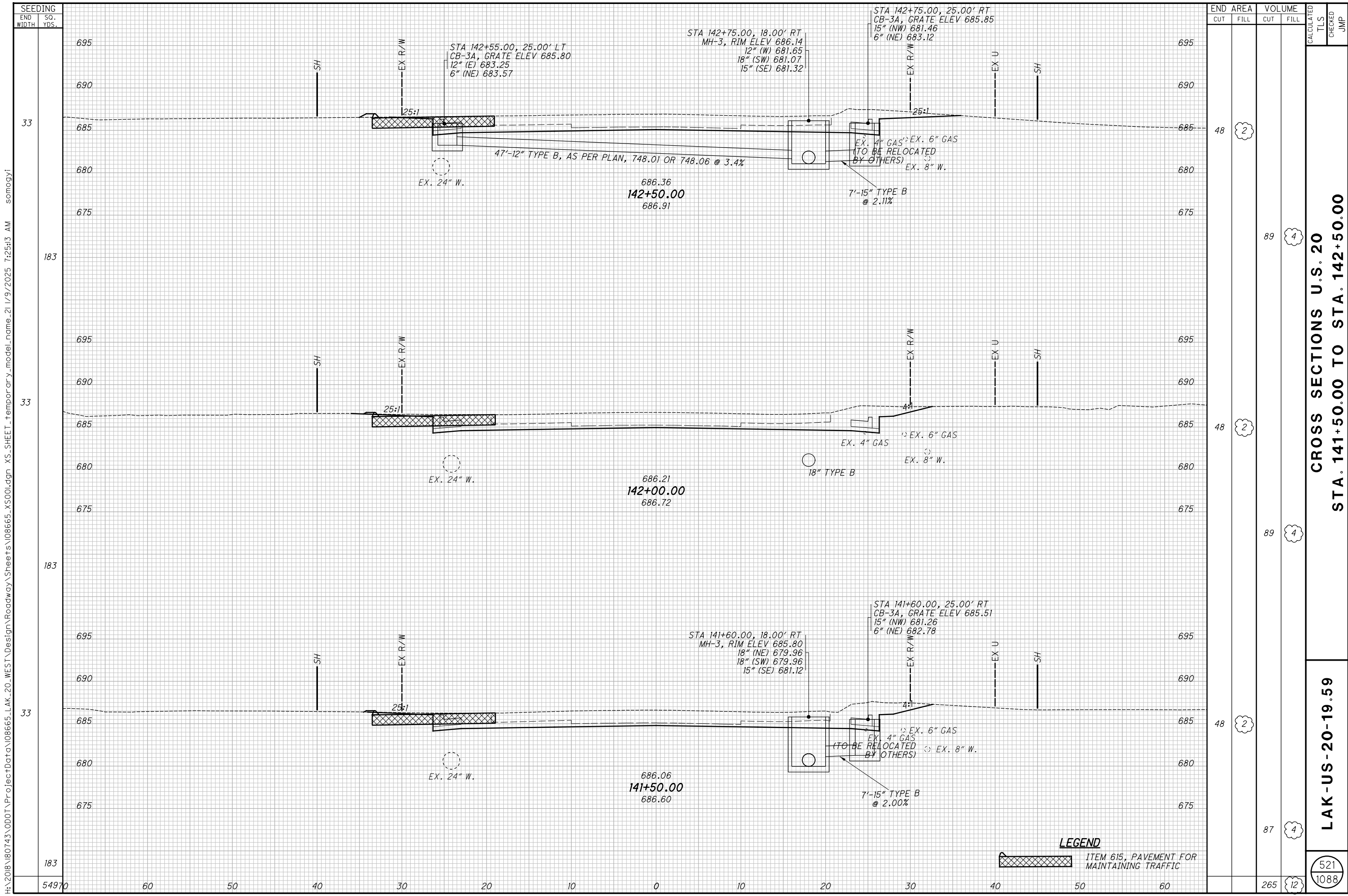
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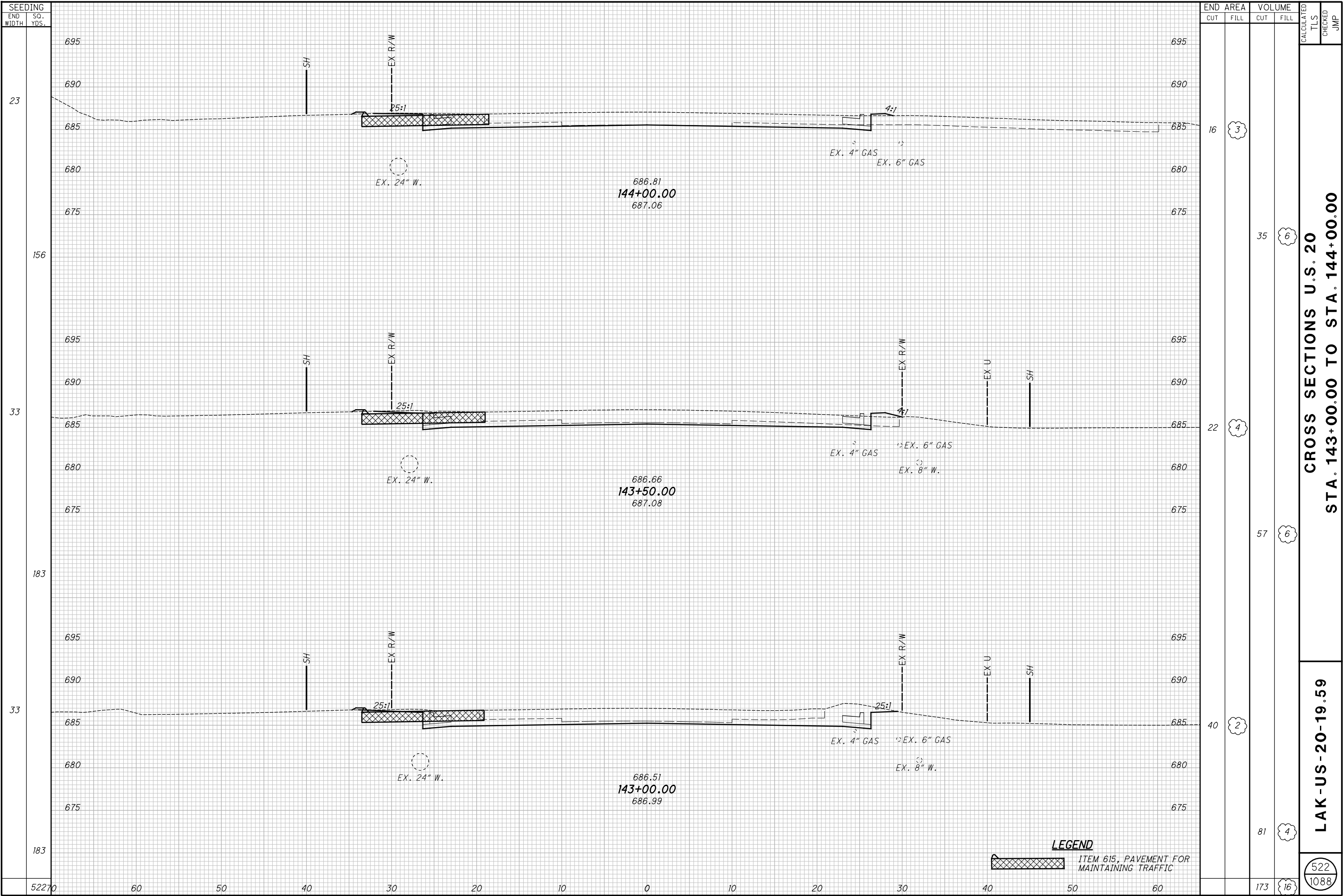




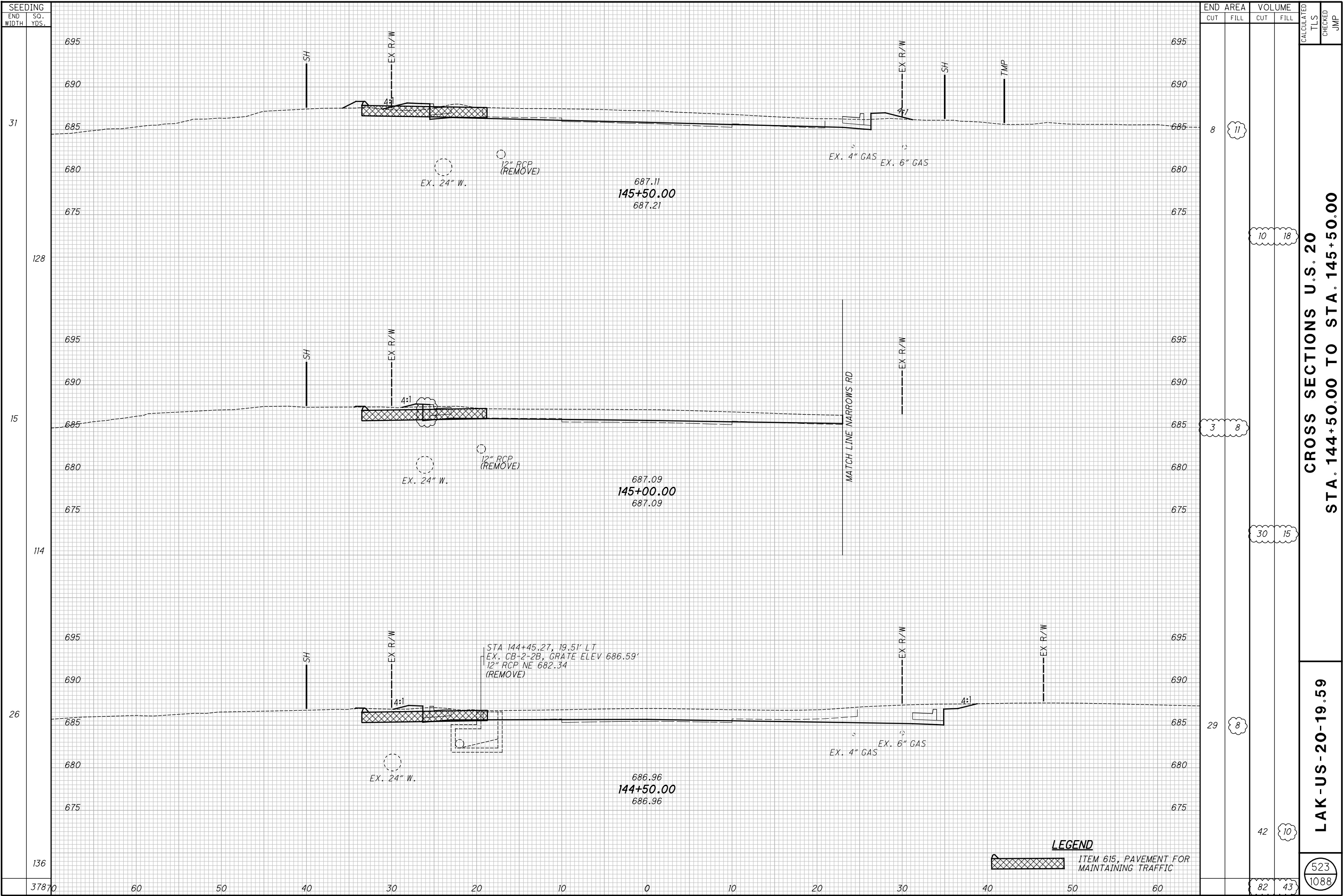


SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	CHECKED	JMP
33	183	48	2	89	4	CROSS SECTIONS U.S. 20 STA. 141+50.00 TO STA. 142+50.00		
33	183	48	2	89	4			
33	183	48	2	87	4			
54	970	265	12	521	1088	LAK-US-20-19.59		

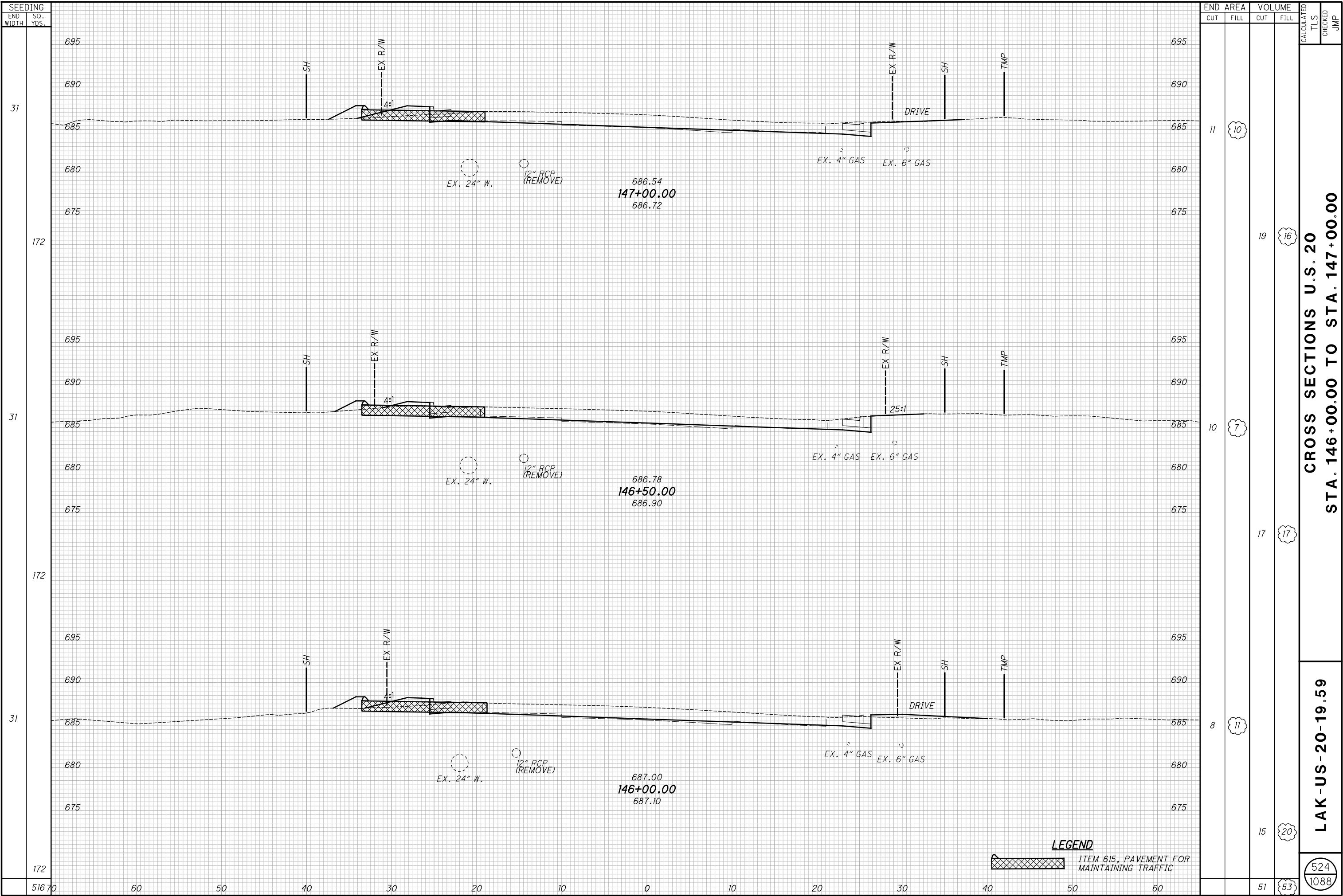
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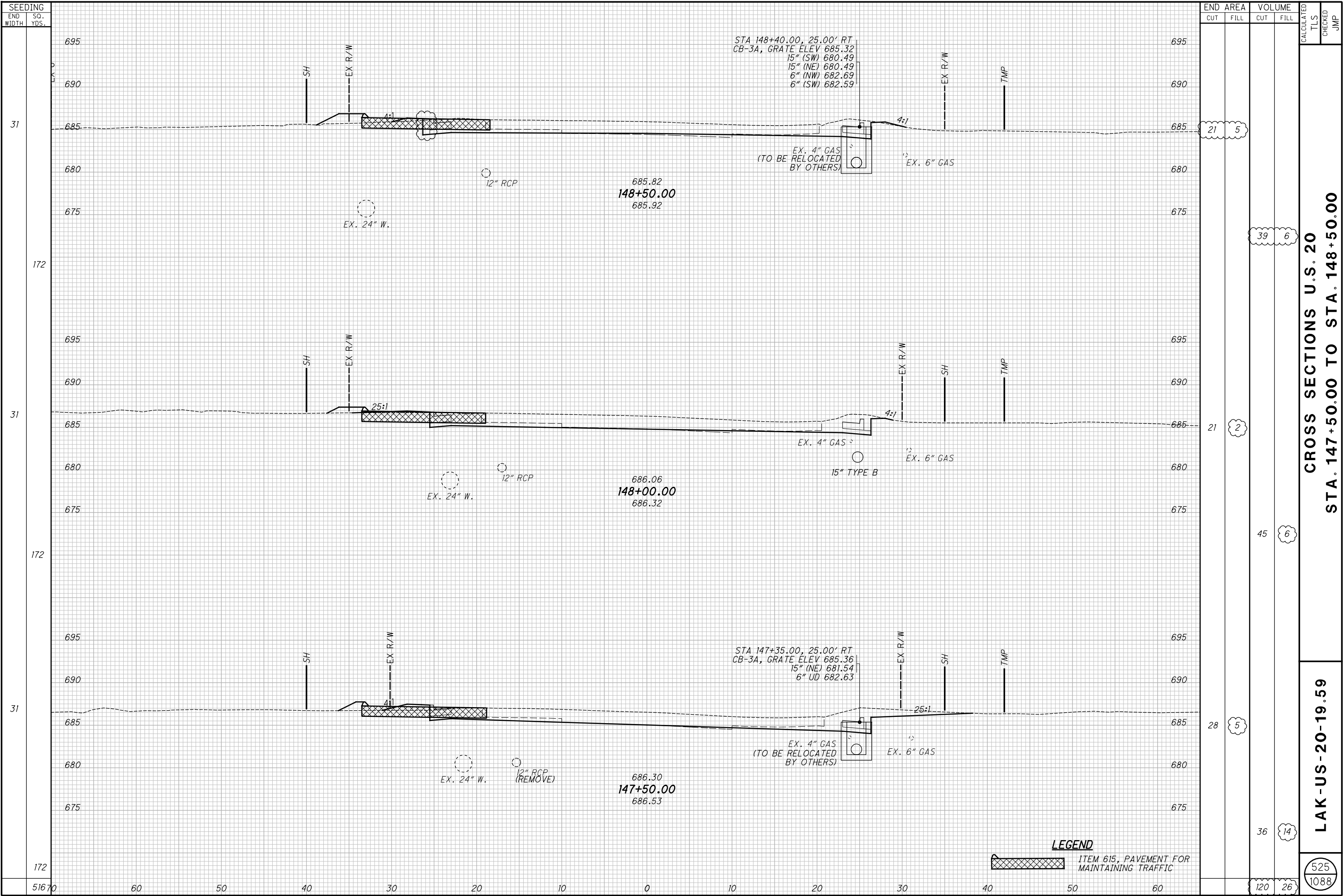
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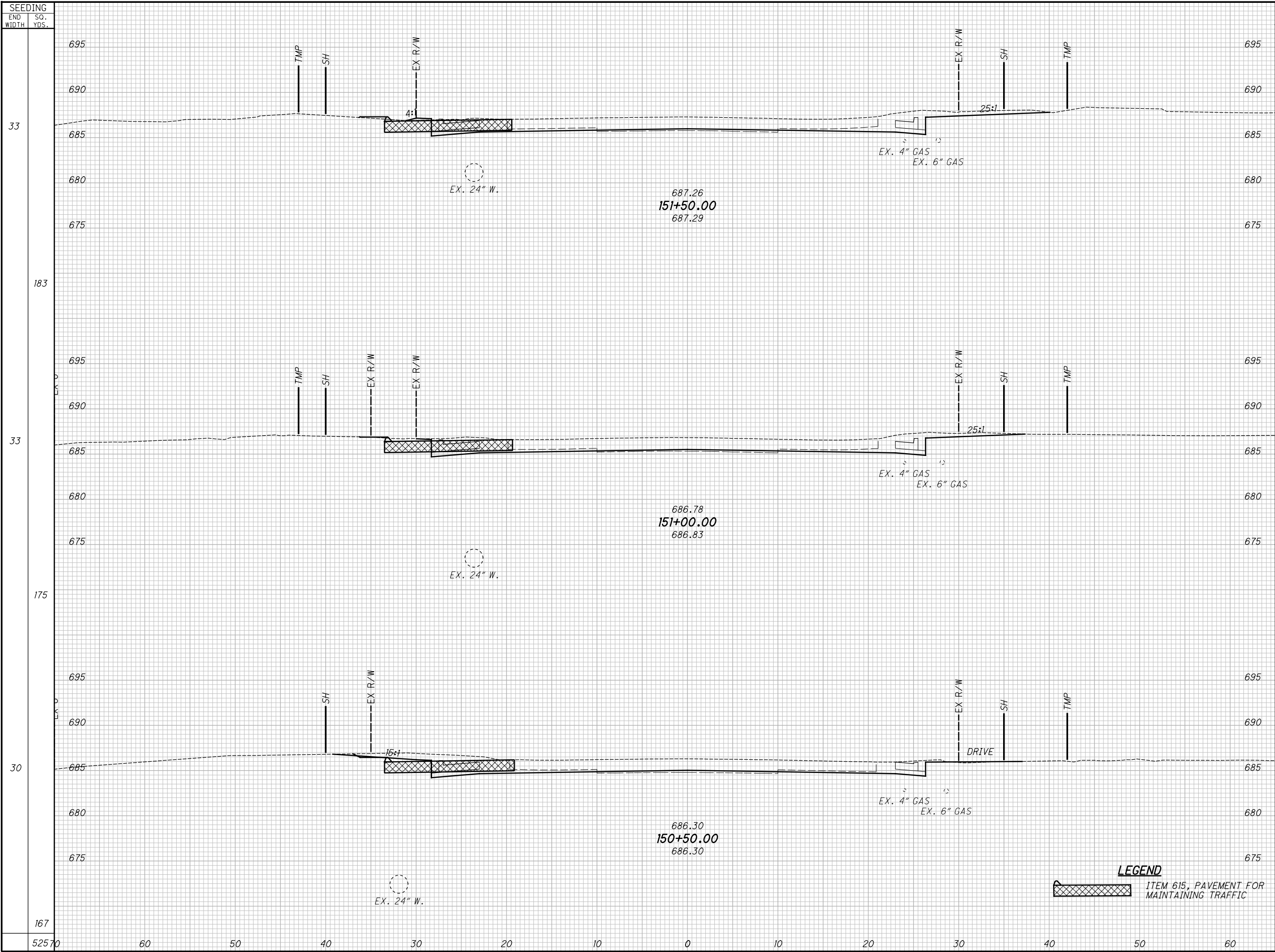
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H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_27 1/9/2025 7:25:21 AM somogyi

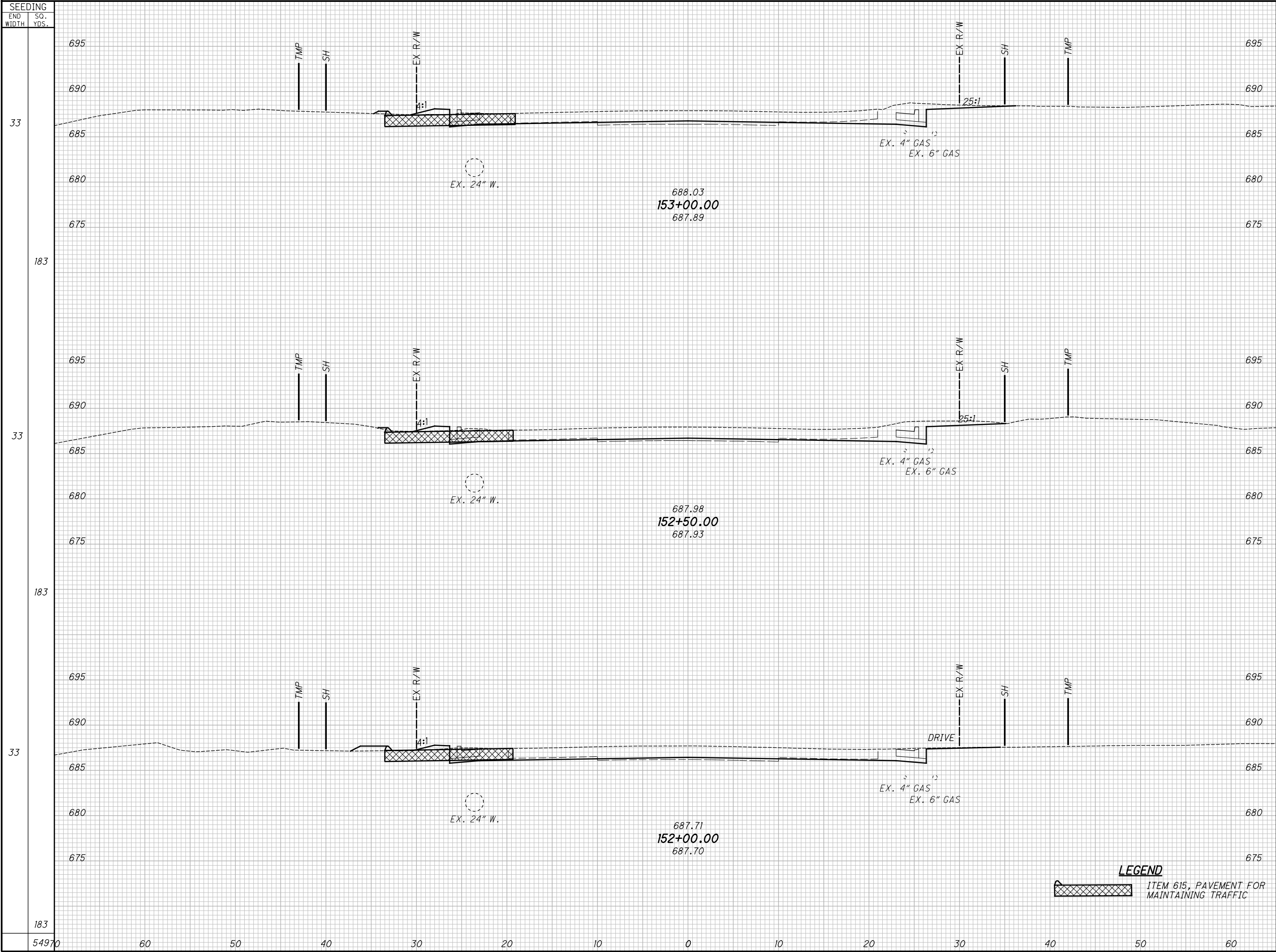


SEEDING		END AREA	VOLUME	CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.					
33	183	26	45	6	10	20
33	175	23	36	5	10	20
30	167	16	31	6	13	20
525	70		112	33	1088	527

CROSS SECTIONS U.S. 20
STA. 150+50.00 TO STA. 151+50.00

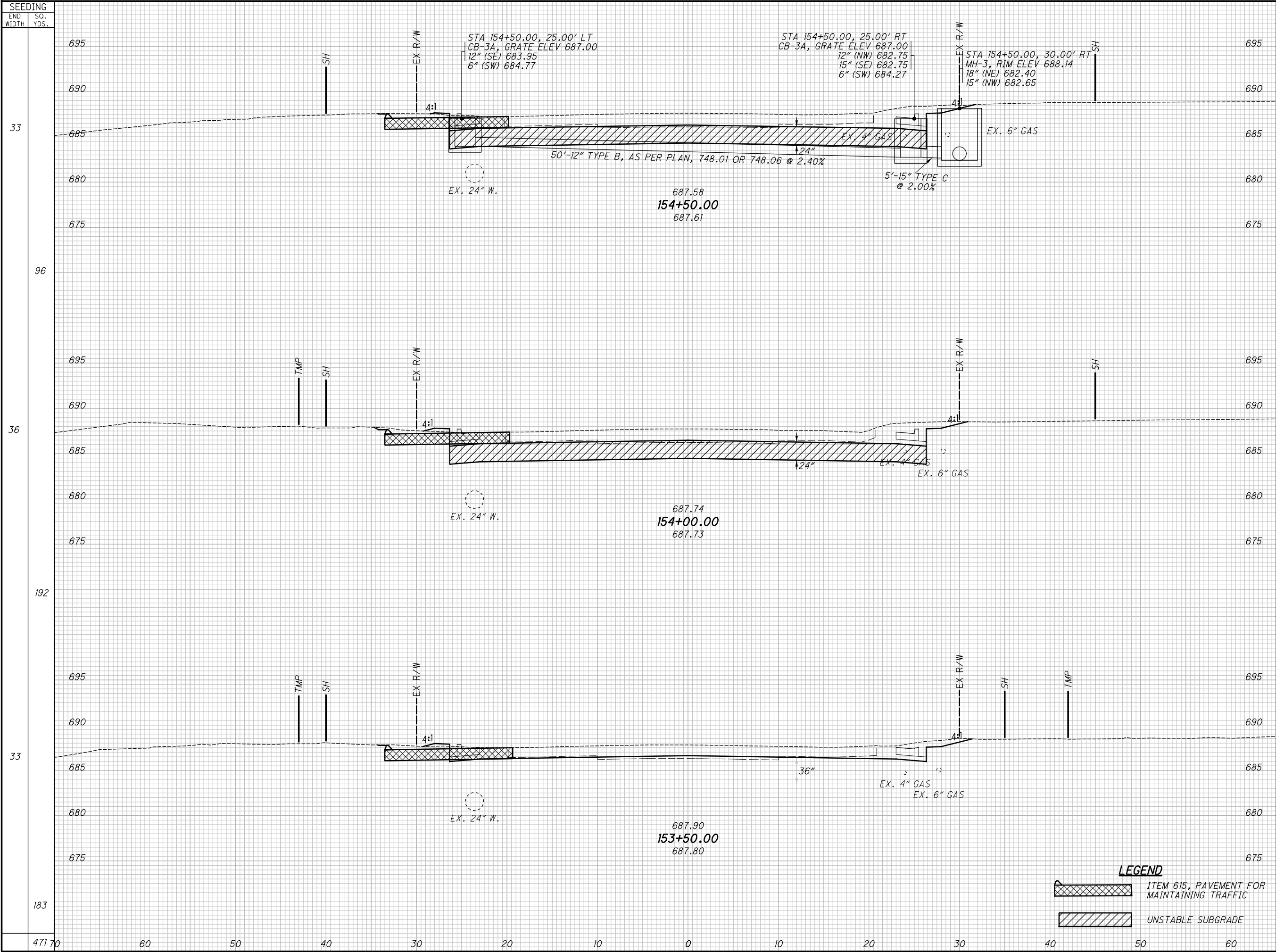
LAK-US-20-19.59

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END AREA		VOLUME		CALCULATED	CROSS SECTIONS U.S. 20 STA. 152+00.00 TO STA. 153+00.00	CHECKED	JMP
CUT	FILL	CUT	FILL				
18	11	33	19	LAK-US-20-19.59		528 1088	
18	9	29	16				
13	8	36	13				
		98	48				

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SEEDING		END AREA		VOLUME		CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL			
33		23	6					
96				40	12			
36		20	7					
192				31	15			
33		14	9					
183				30	19			
471.70				101	46			

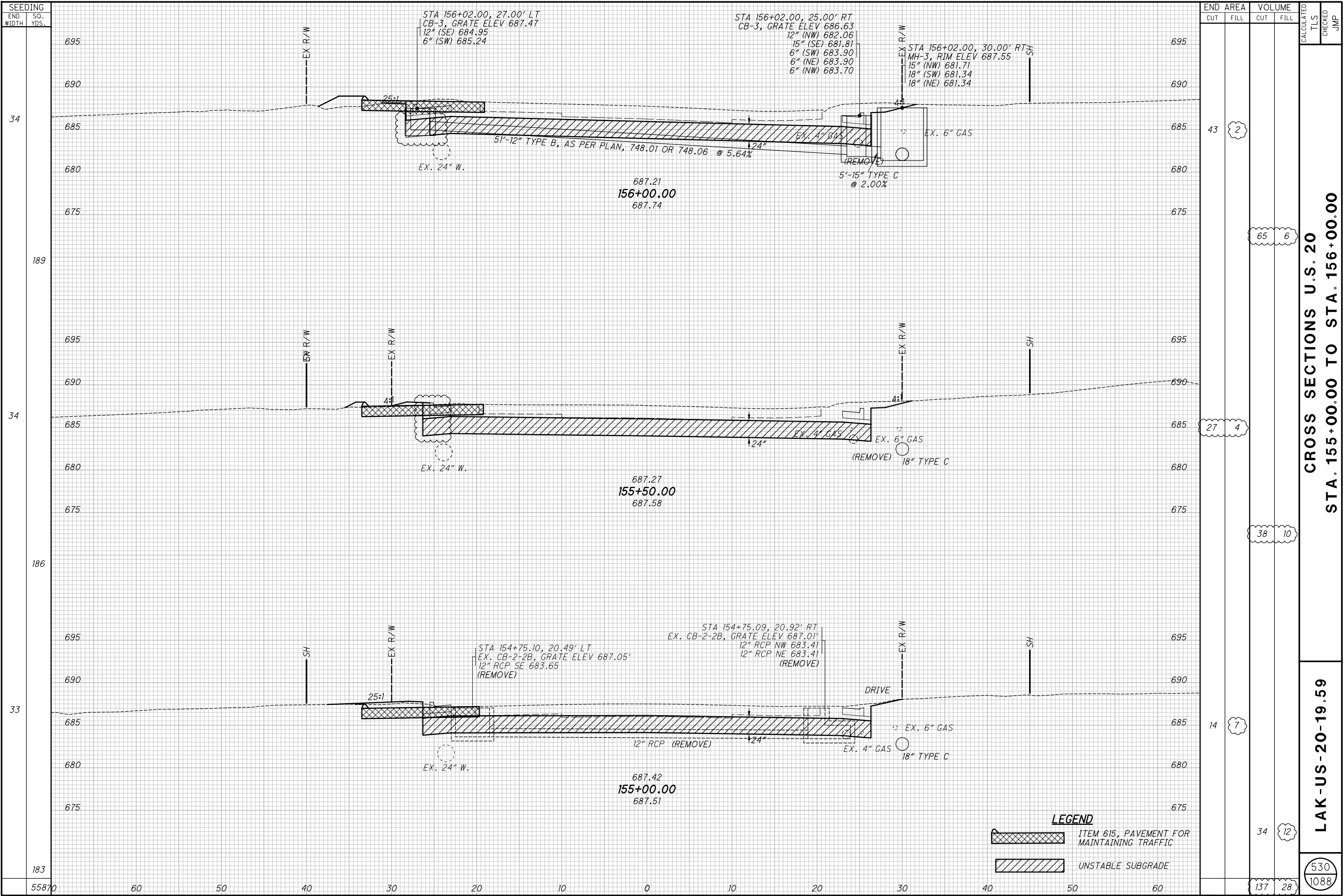
CROSS SECTIONS U.S. 20

STA. 153+50.00 TO STA. 154+50.00

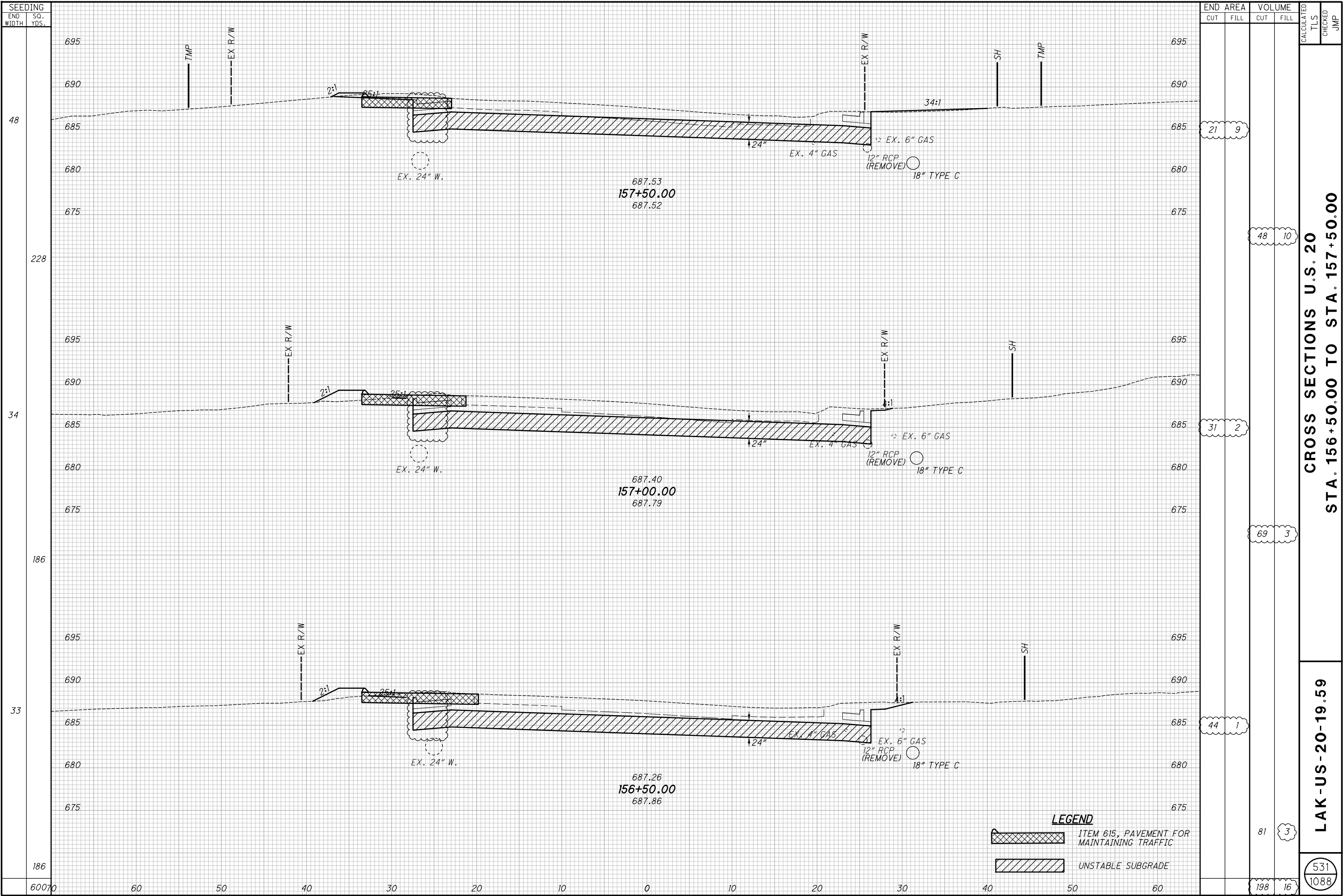
LAK-US-20-19.59

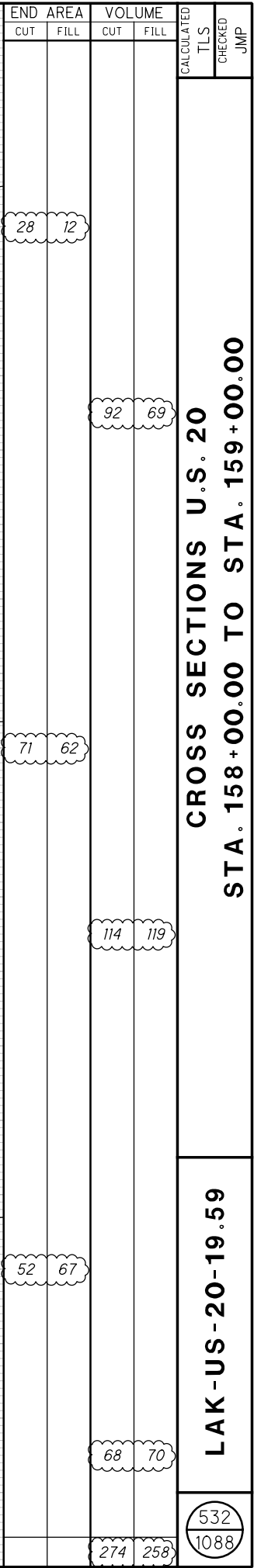
529
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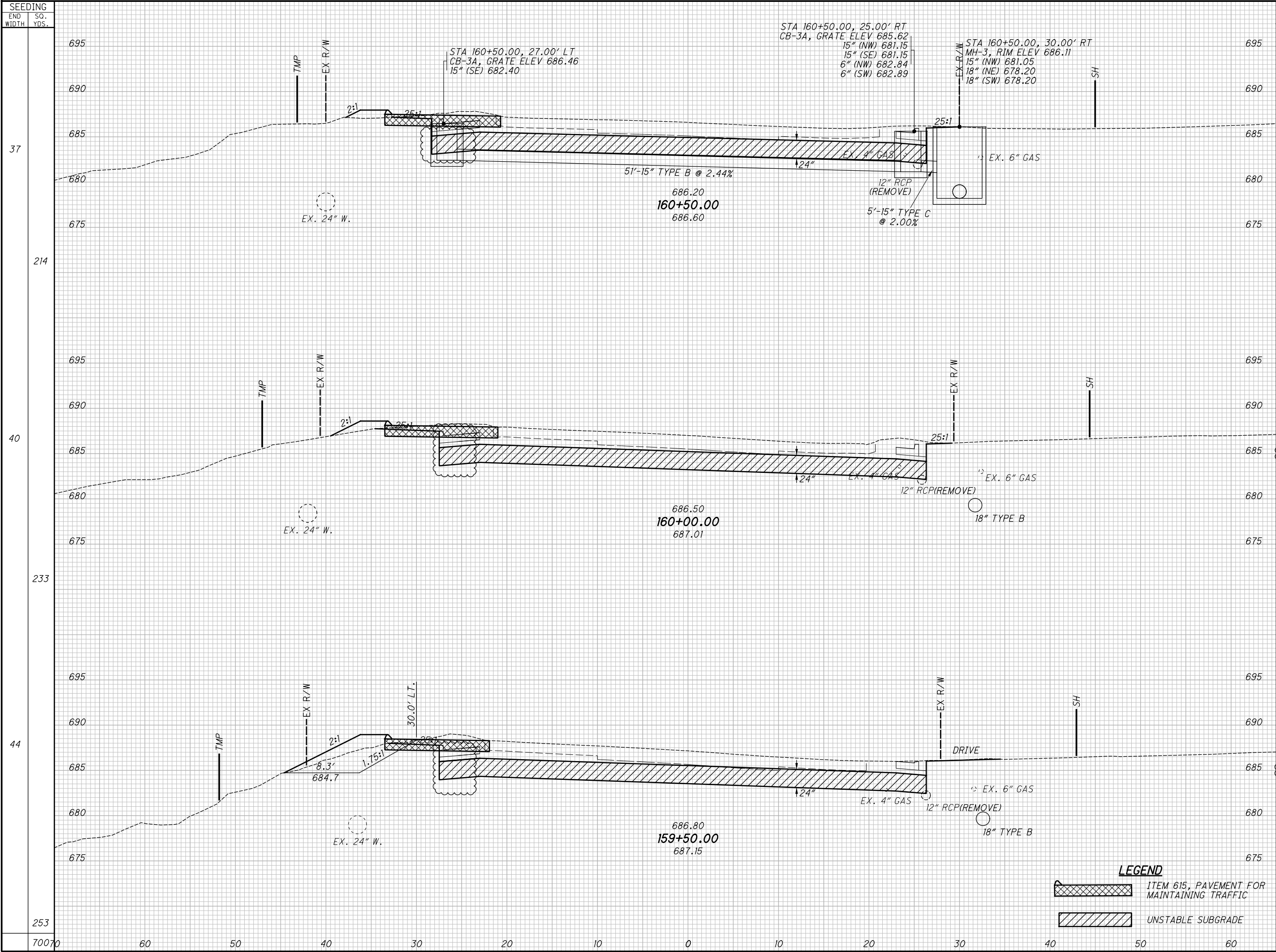


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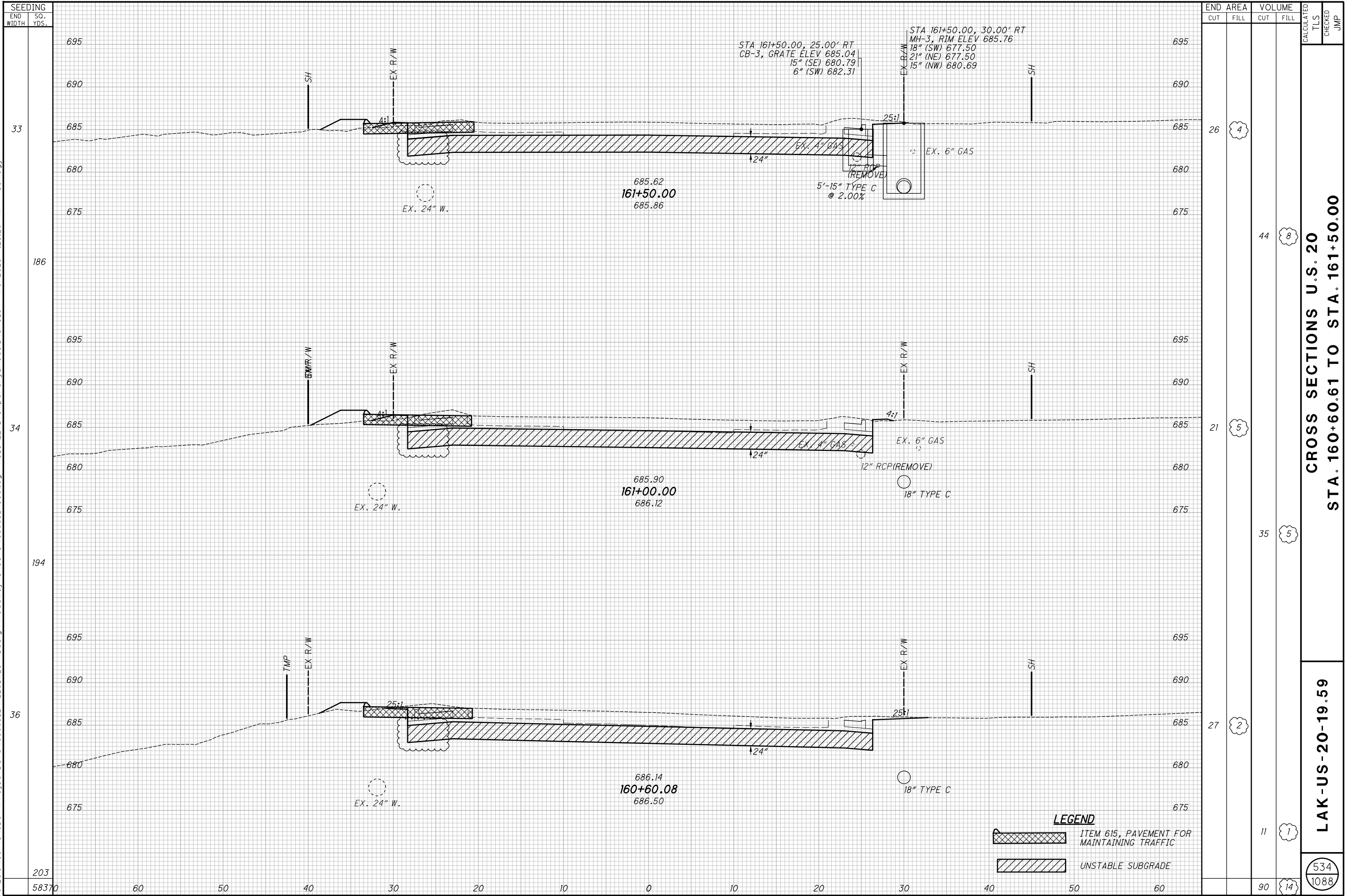


SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	JMP	TLS	JMP
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40	233	27	1	68	19				
44	253	46	19	69	29				
				190	51				

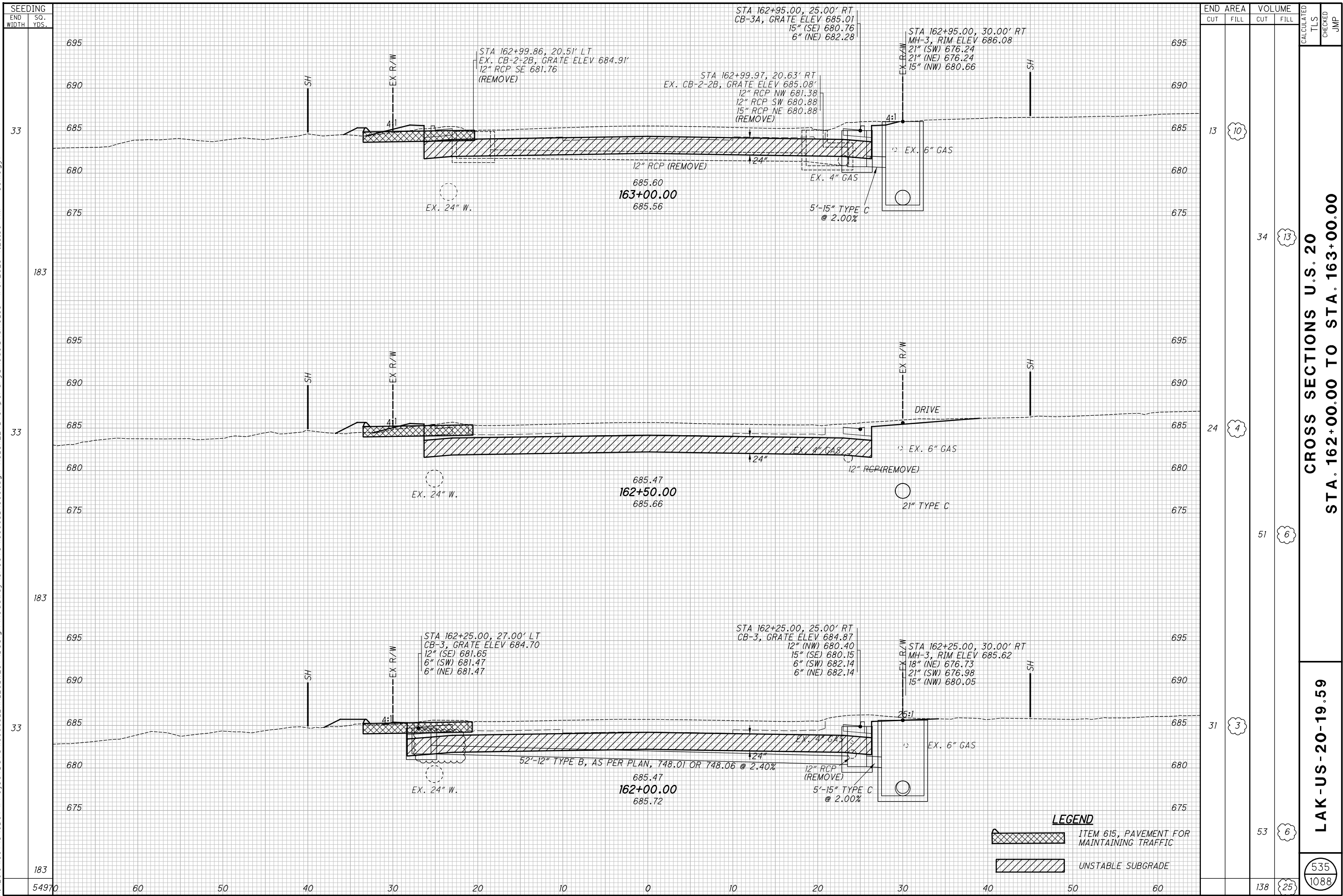
CROSS SECTIONS U.S. 20
STA. 159+50.00 TO STA. 160+50.00

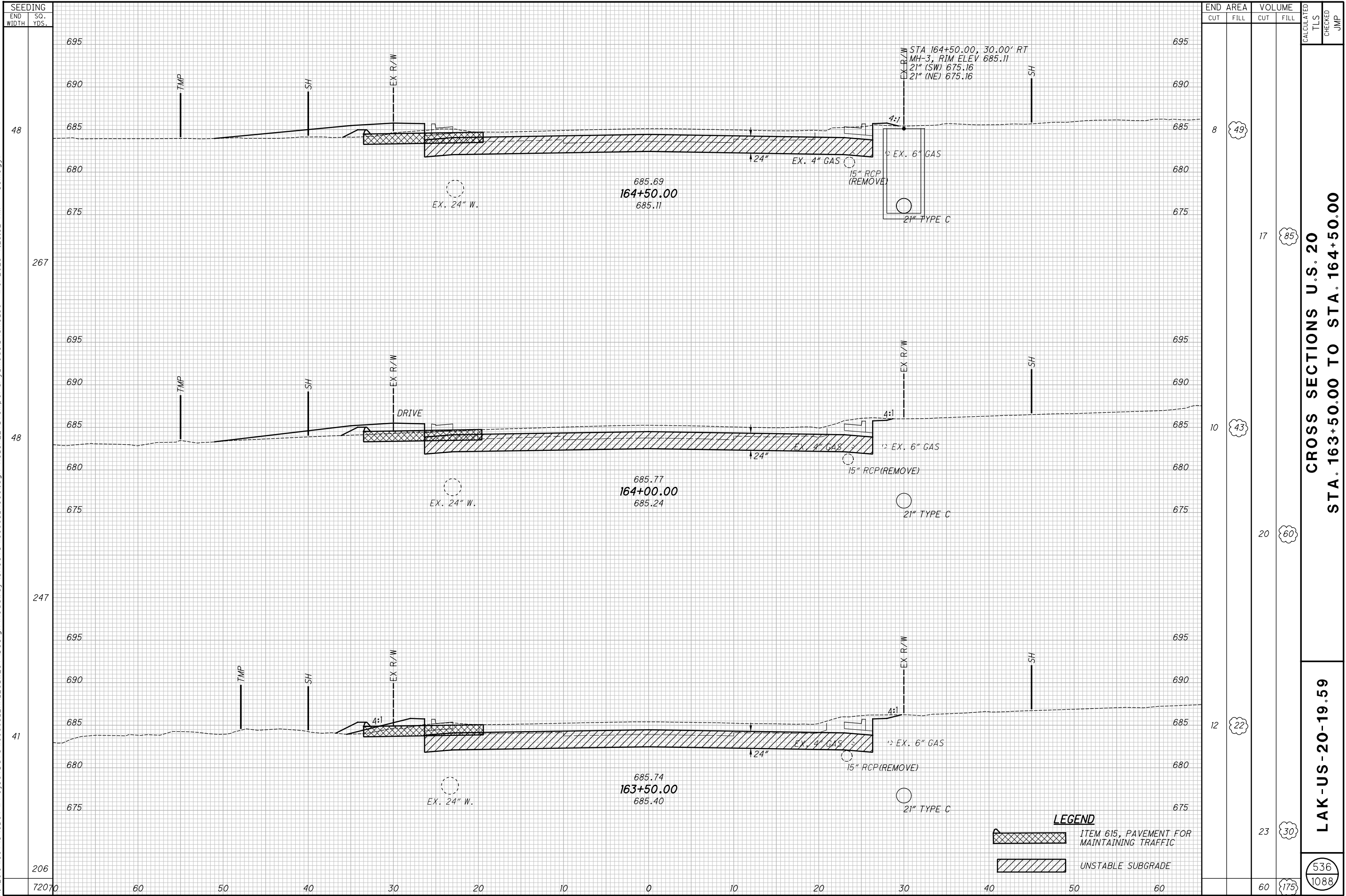
LAK-US-20-19.59

533
1088

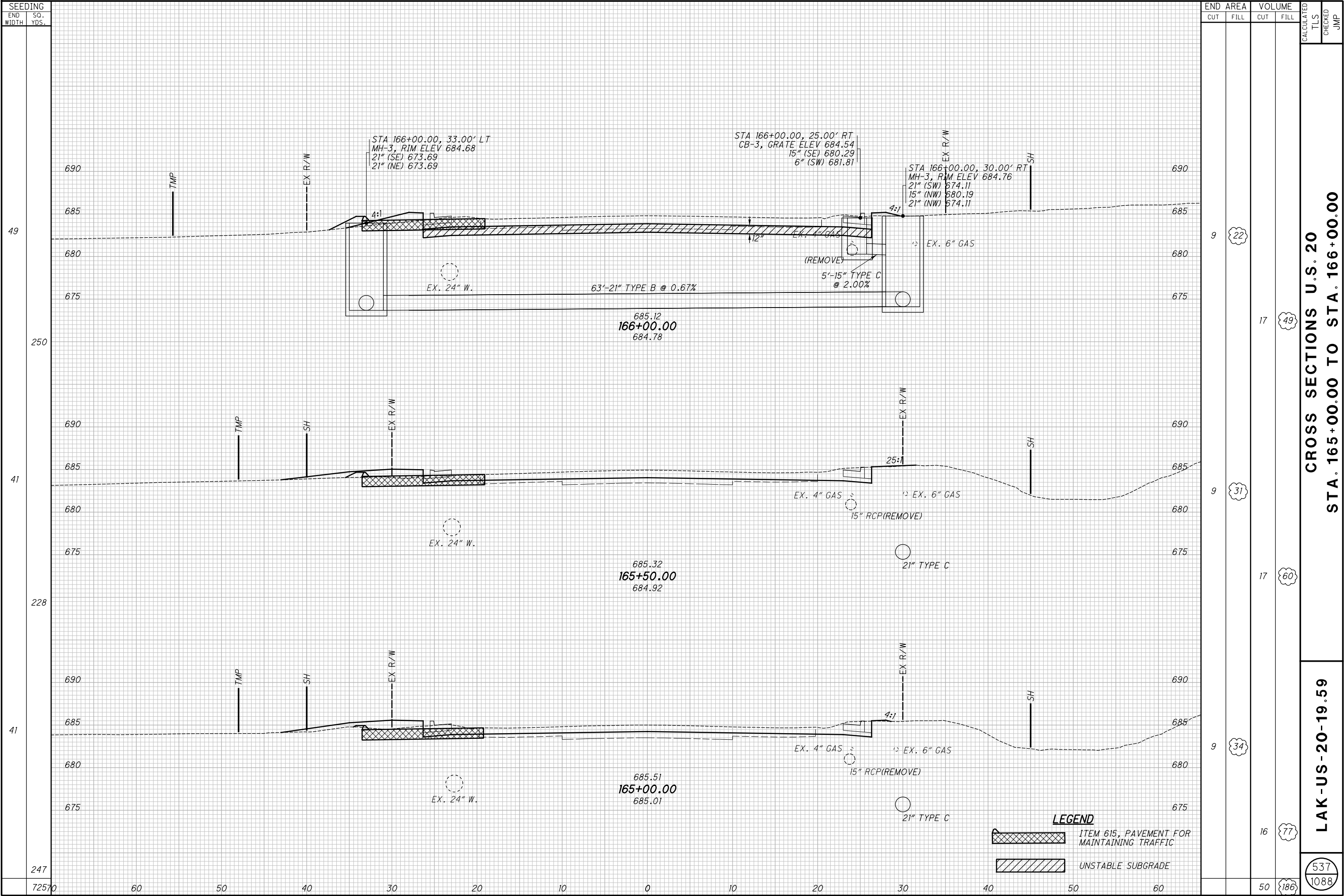


H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_35 1/9/2025 7:25:30 AM somogyi

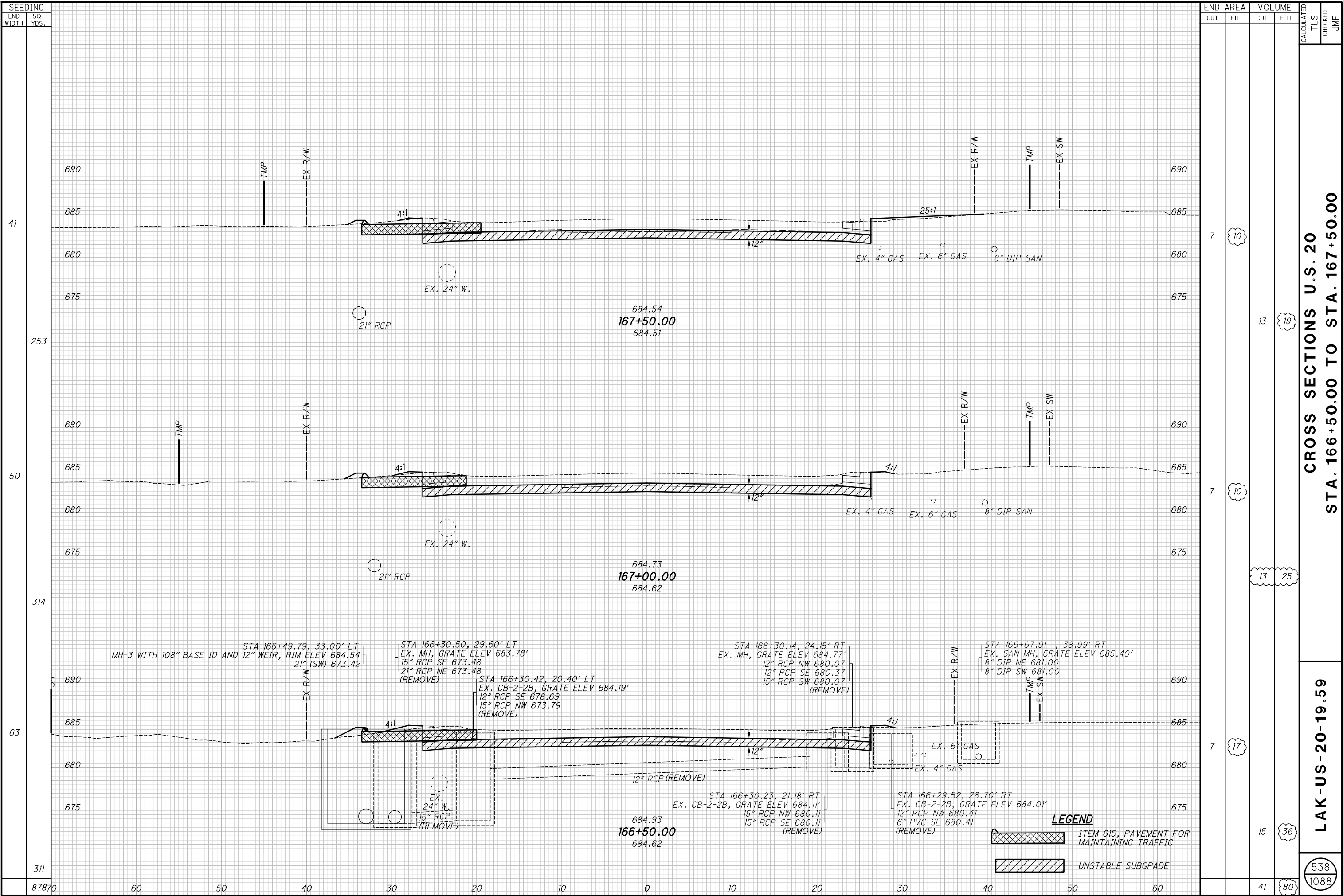




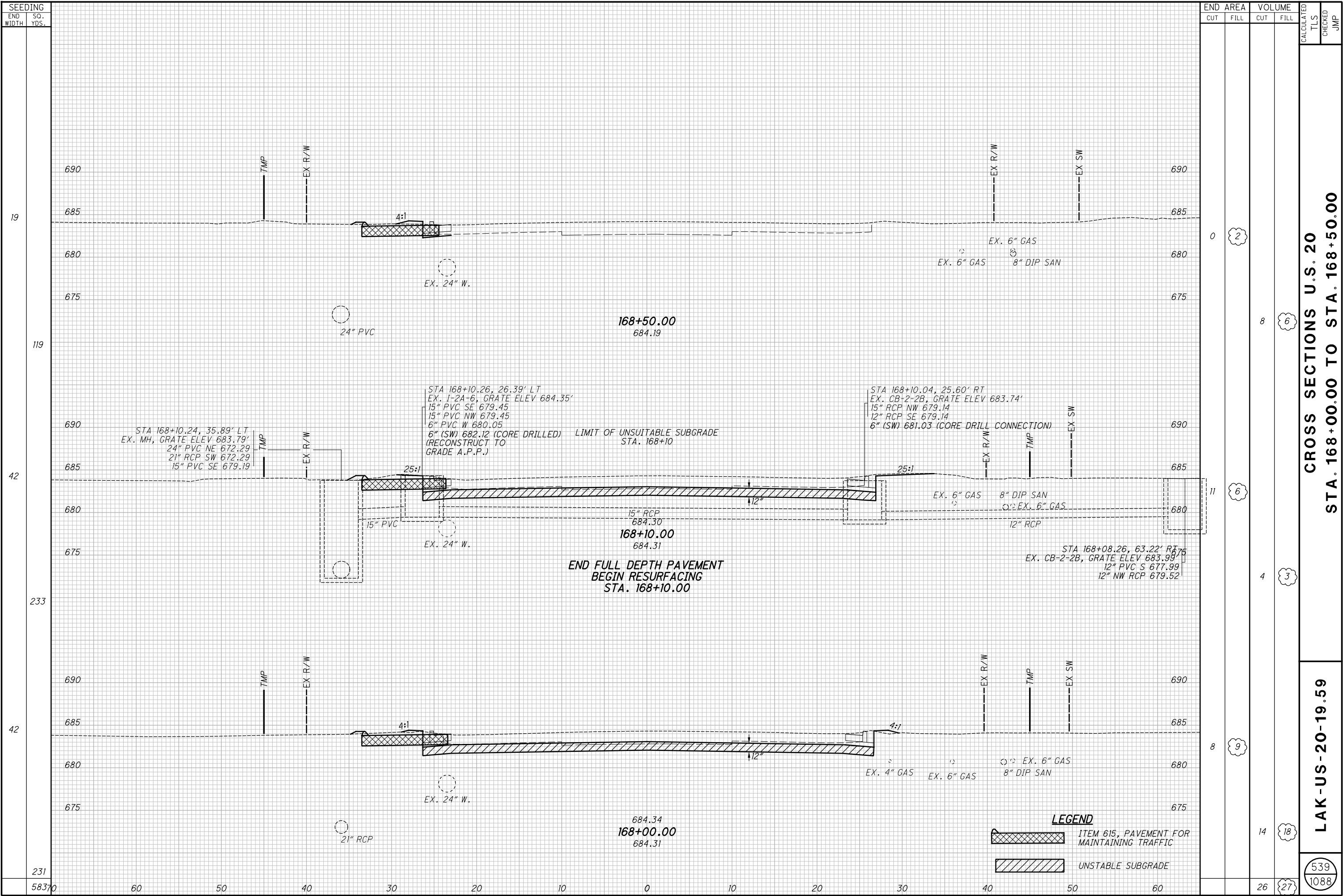
H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_37 1/9/2025 7:25:33 AM somogyi



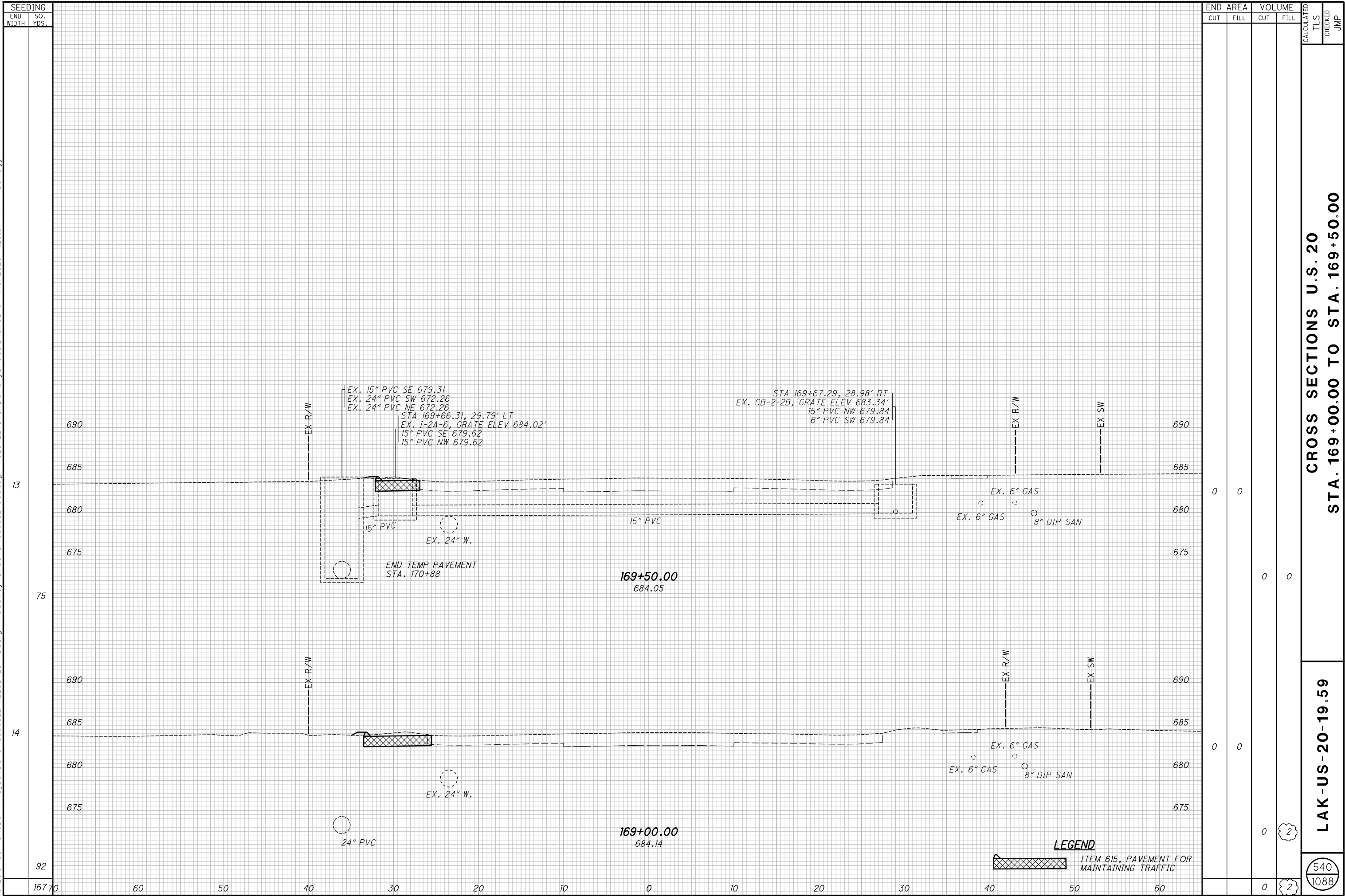
H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_38 1/9/2025 7:25:34 AM somogyi

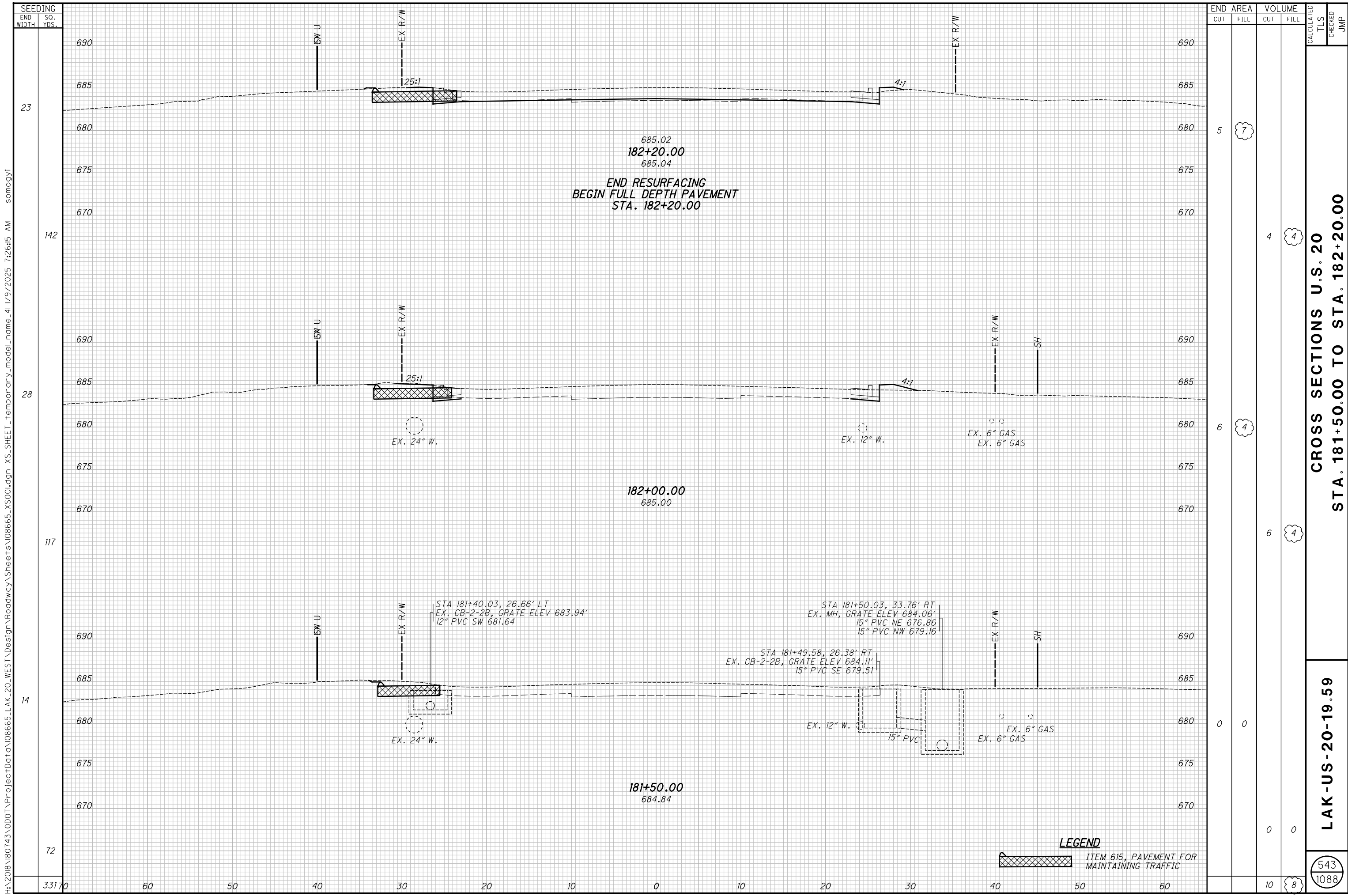


H:\2018\180743\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_39 1/9/2025 7:25:36 AM somogyi

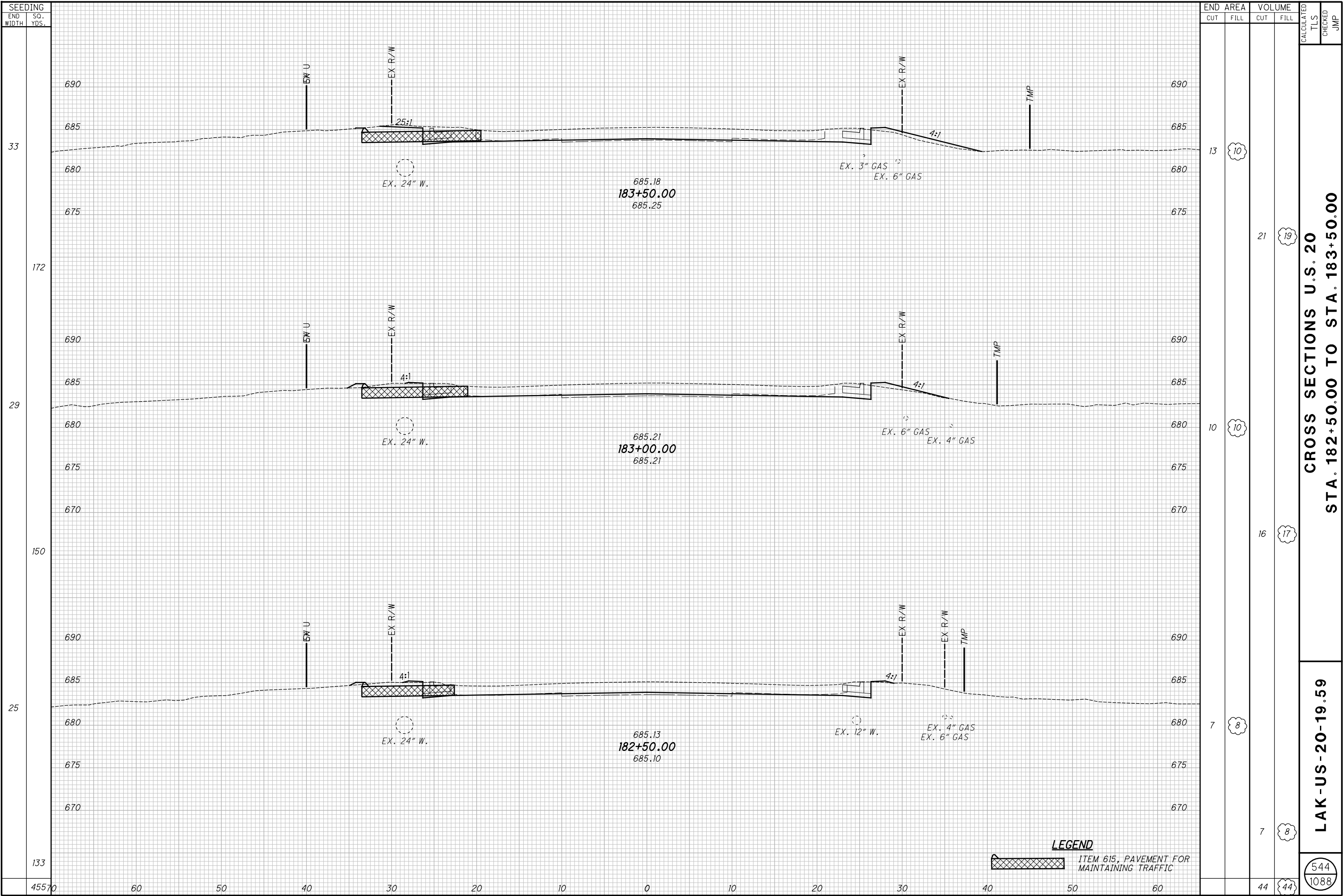


H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_40 1/9/2025 7:25:37 AM somogyi



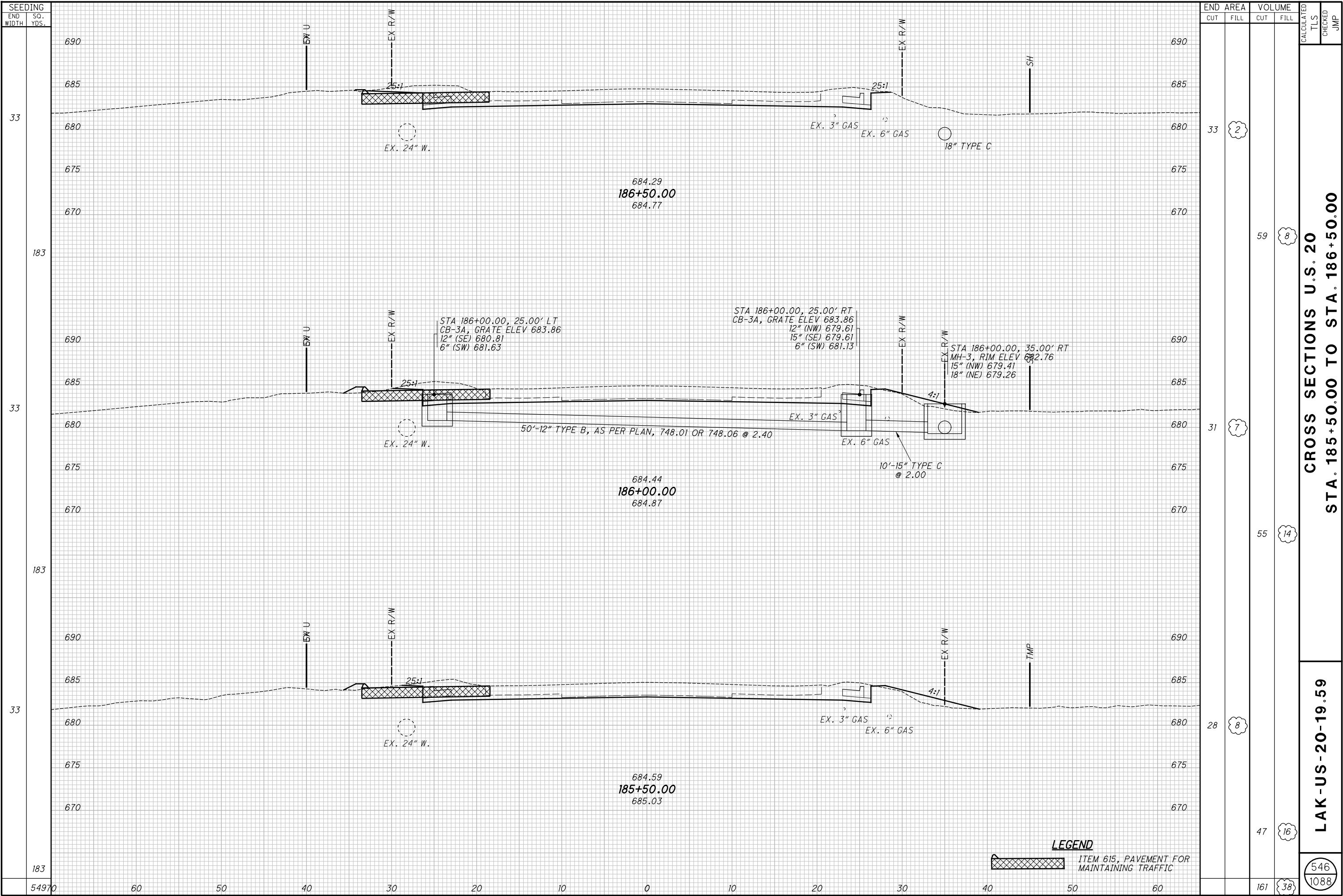


H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_42 1/9/2025 7:26:17 AM somogyi

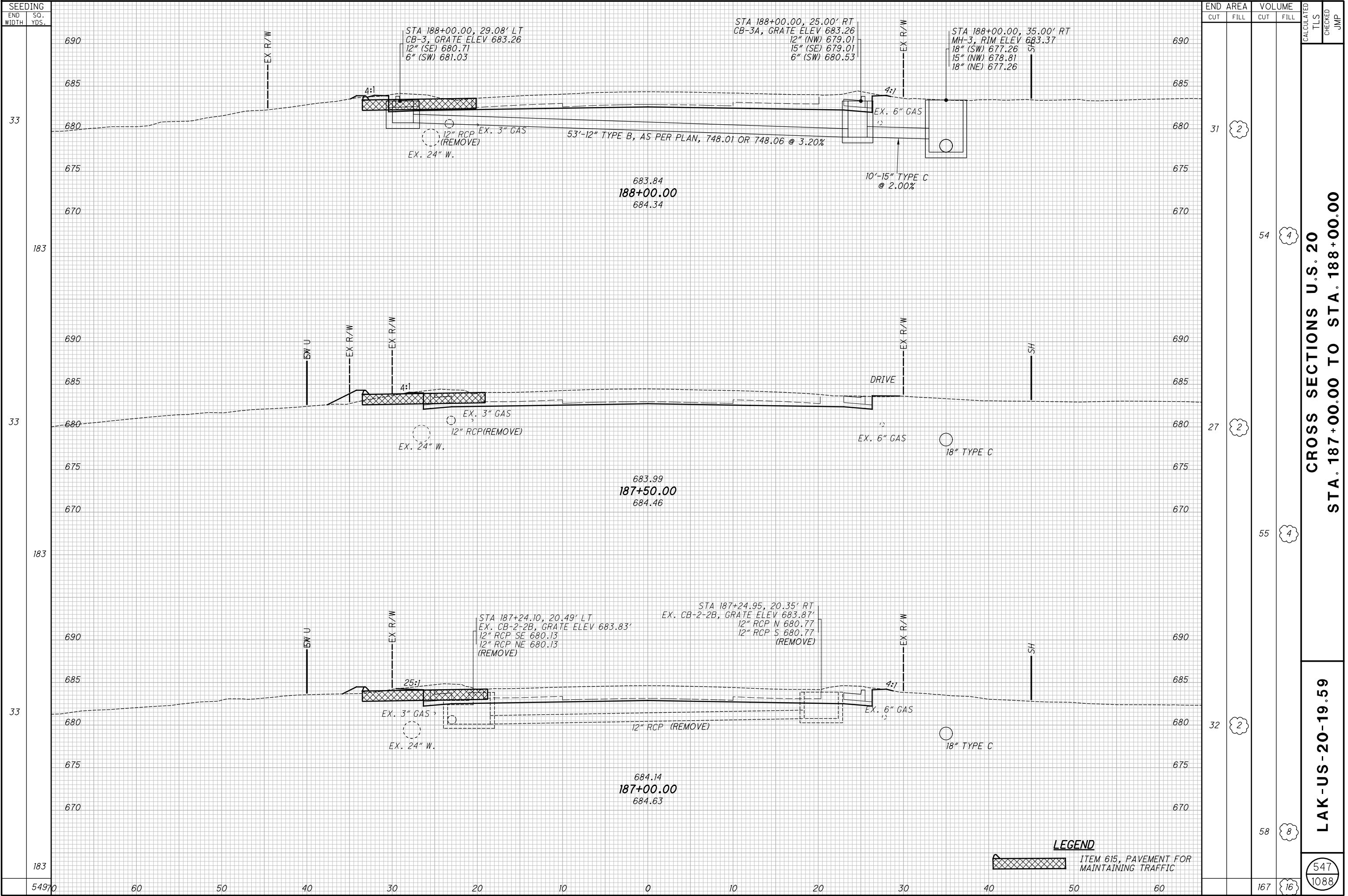


$$\frac{545}{1088}$$

H:\2018\180743\0D01\ProjectData\08665.LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_44 1/9/2025 7:26:19 AM somogyi



H:\2018\180743\0D01\ProjectData\08665.LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_45 1/9/2025 7:26:20 AM somogyi

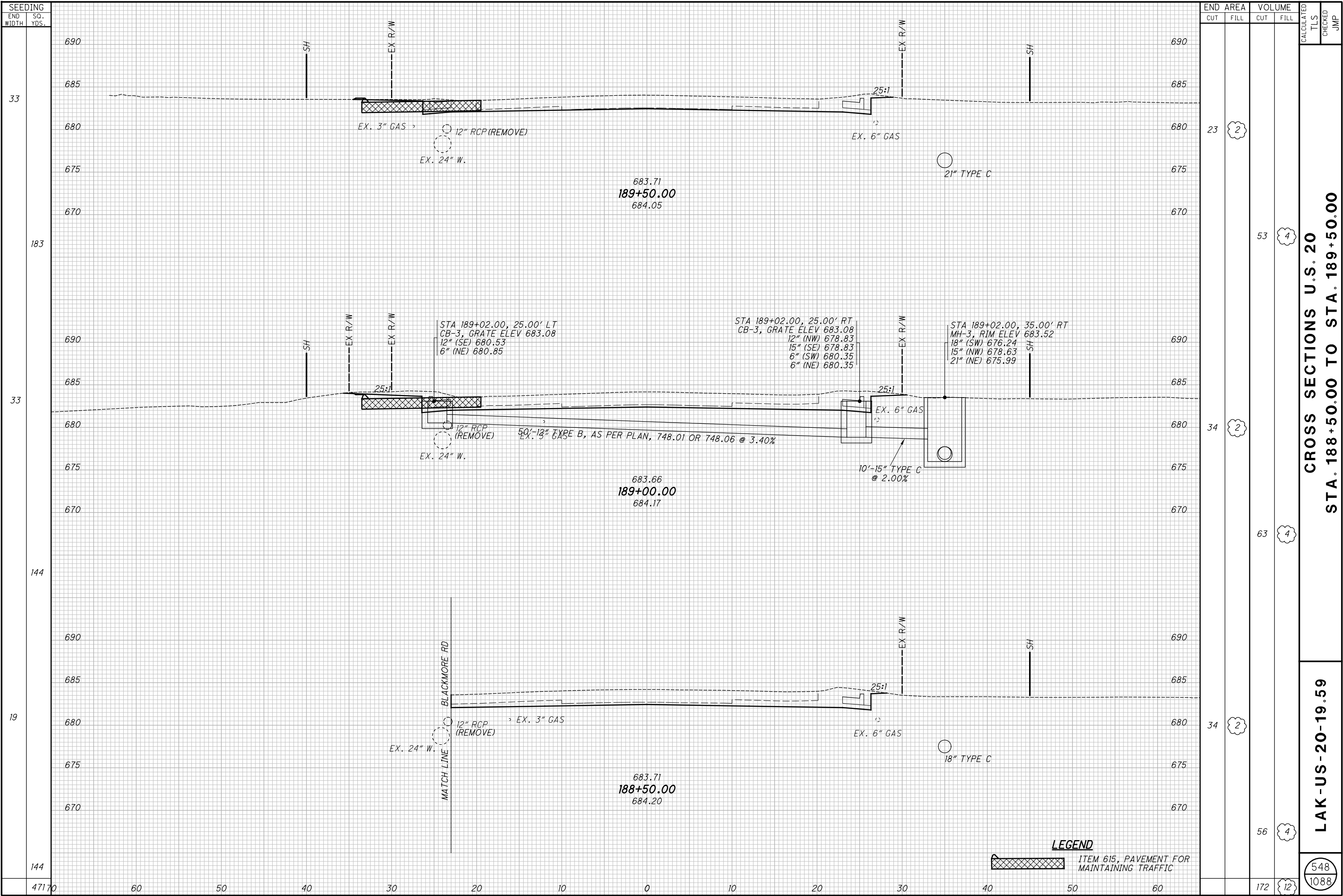


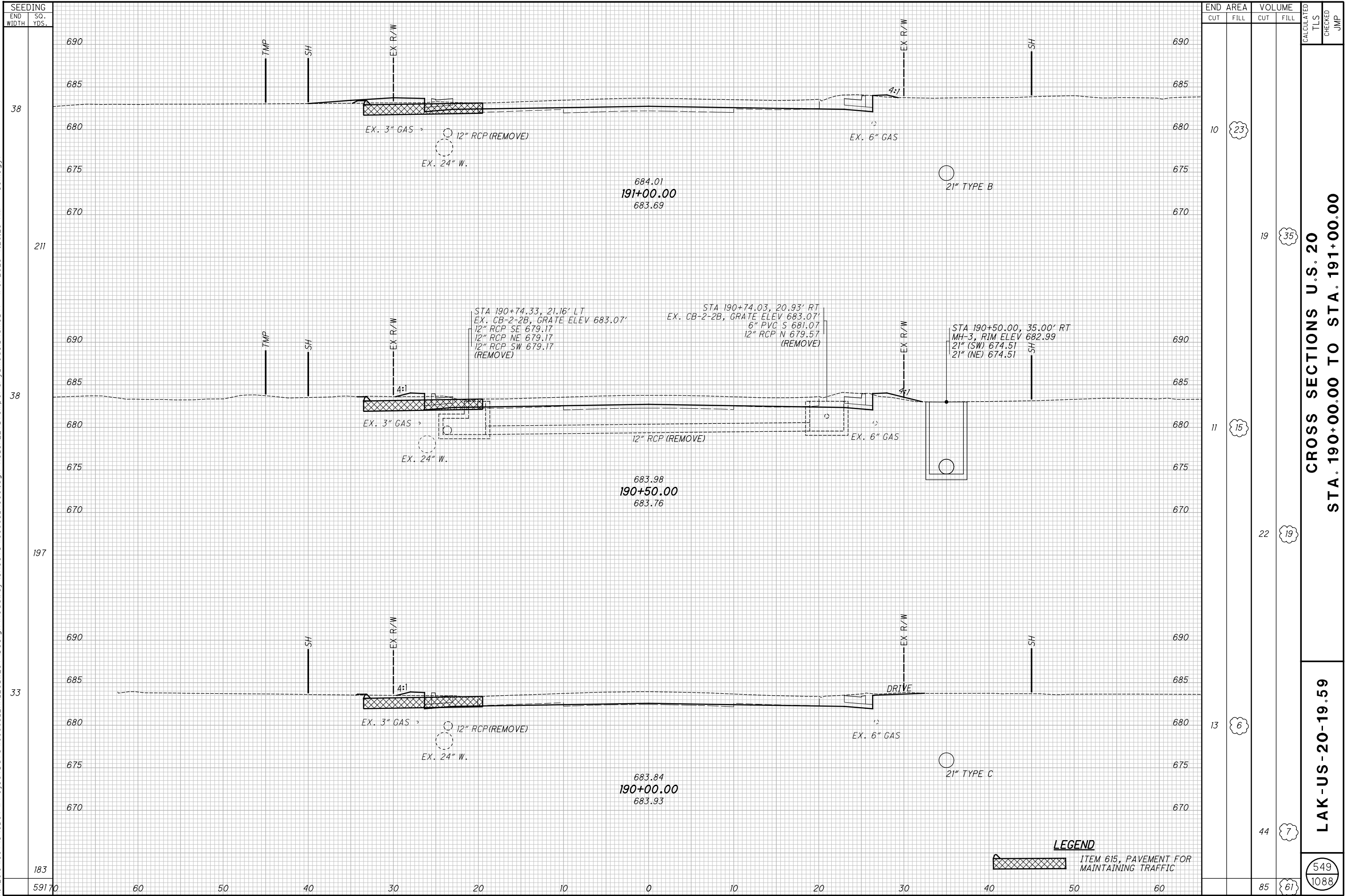
CROSS SECTIONS U.S. 20
STA. 187+00.00 TO STA. 188+00.00

LAK-US-20-19.59

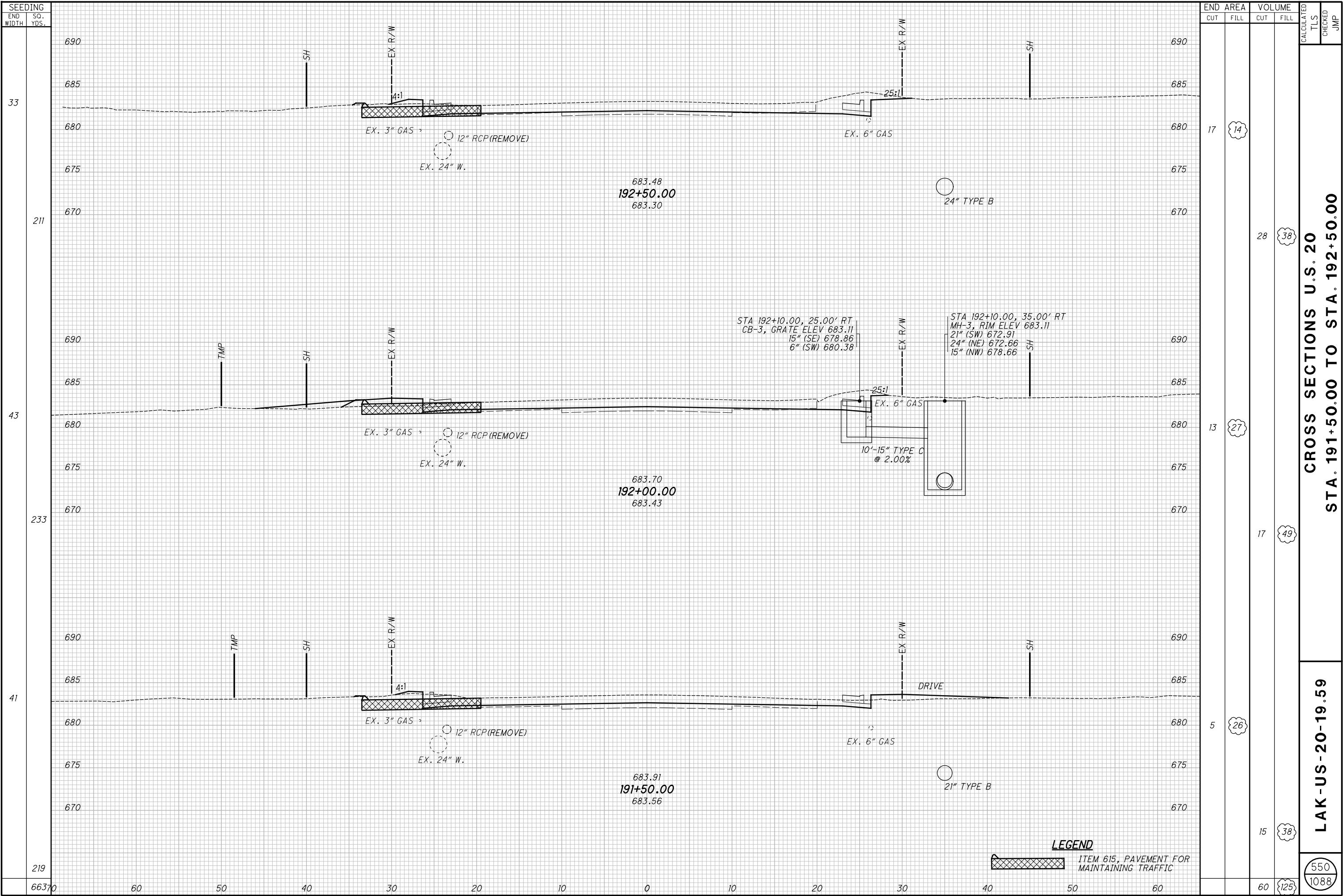
547
1088

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_46 1/9/2025 7:26:21AM somogyi

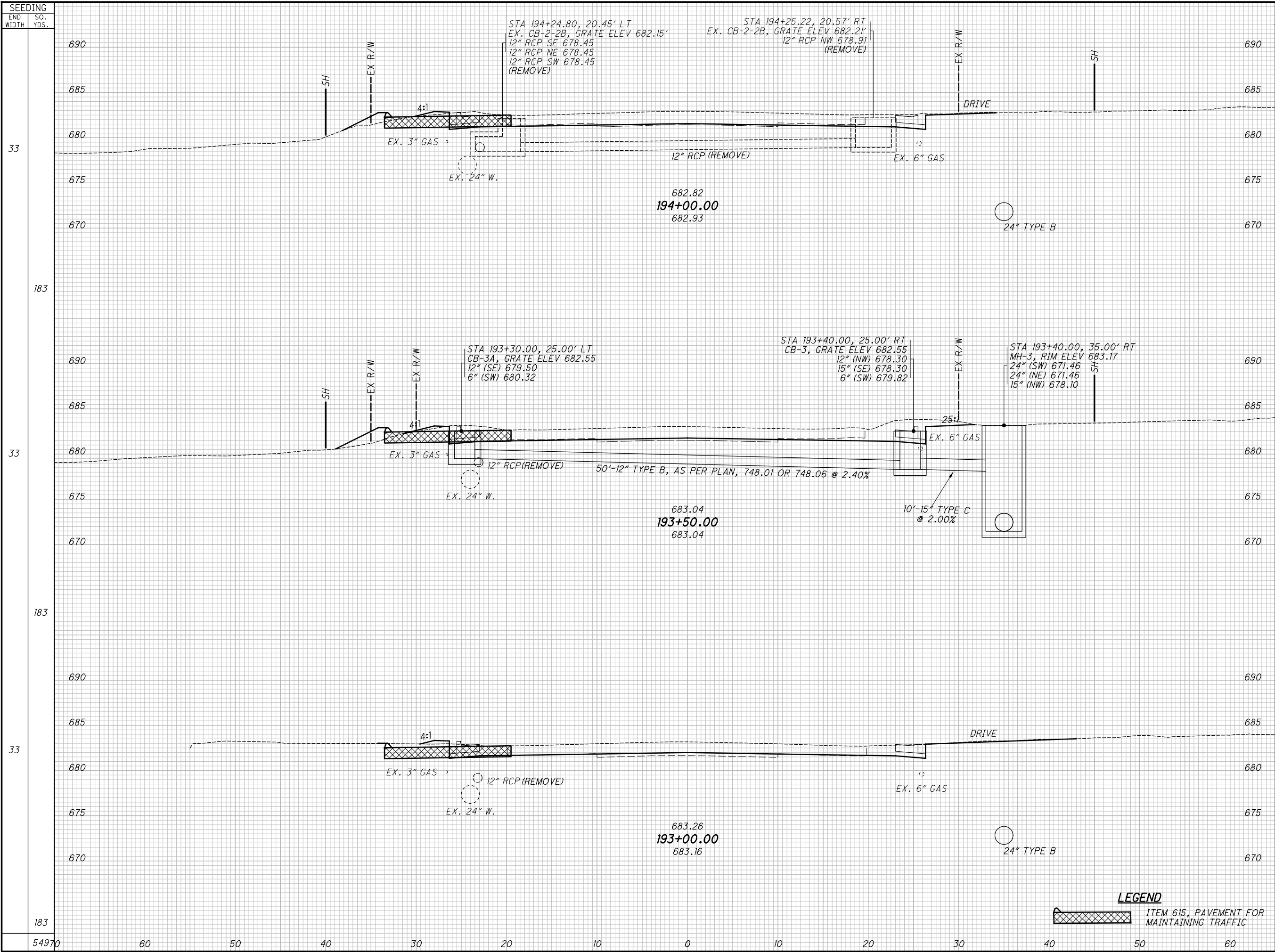




H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_48 1/9/2025 7:26:24 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_49 1/9/2025 7:26:25 AM somogyi



END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
14	6	31	13	CROSS SECTIONS U.S. 20 STA. 193+00.00 TO STA. 194+00.00		
20	8	26	17			
8	10	19	34			
		76	64	LAK-US-20-19.59		
				551 1088		

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_50 1/9/2025 7:26:26 AM somogyi



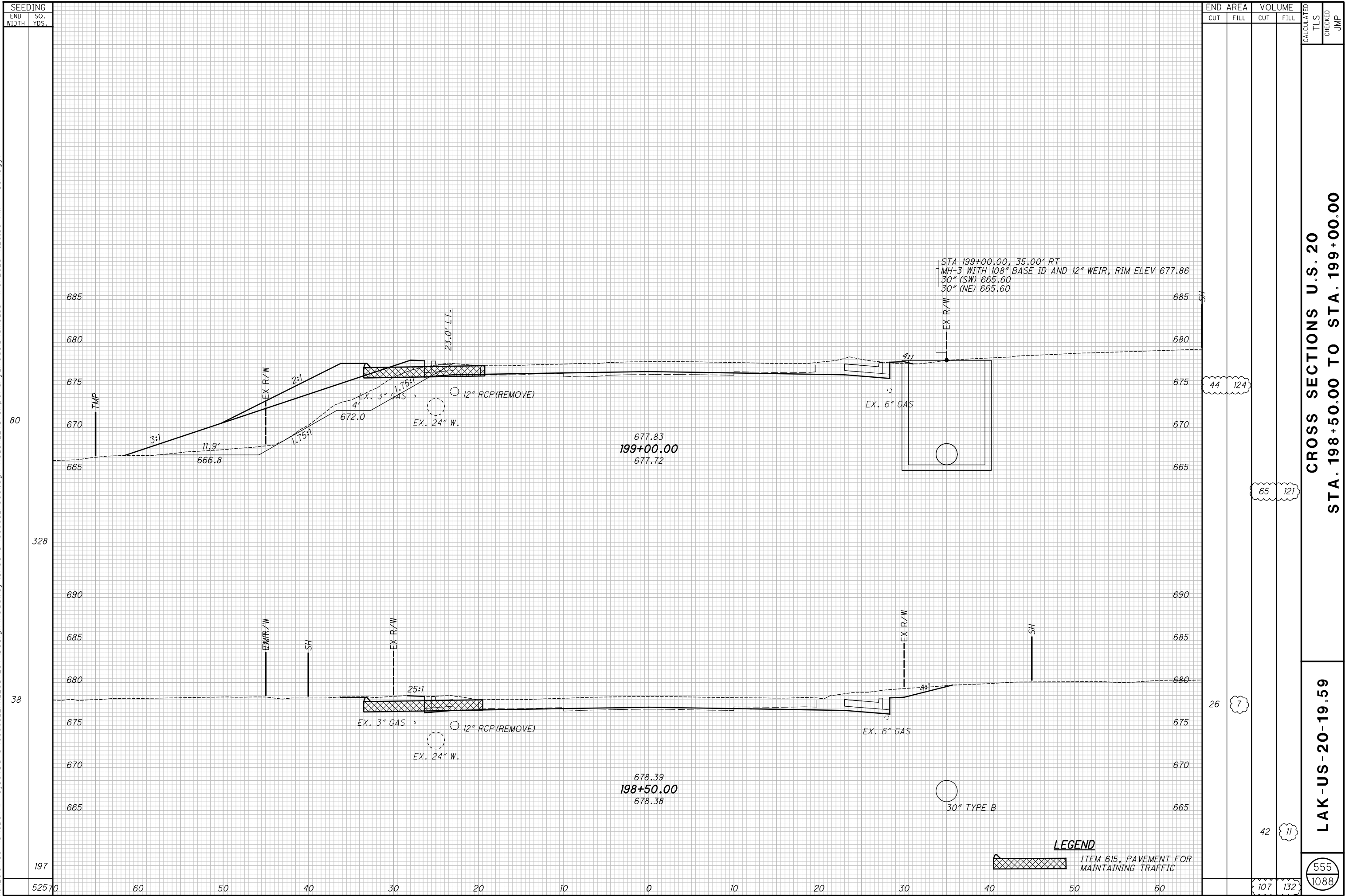
H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_51/9/2025 7:26:28 AM somogyi



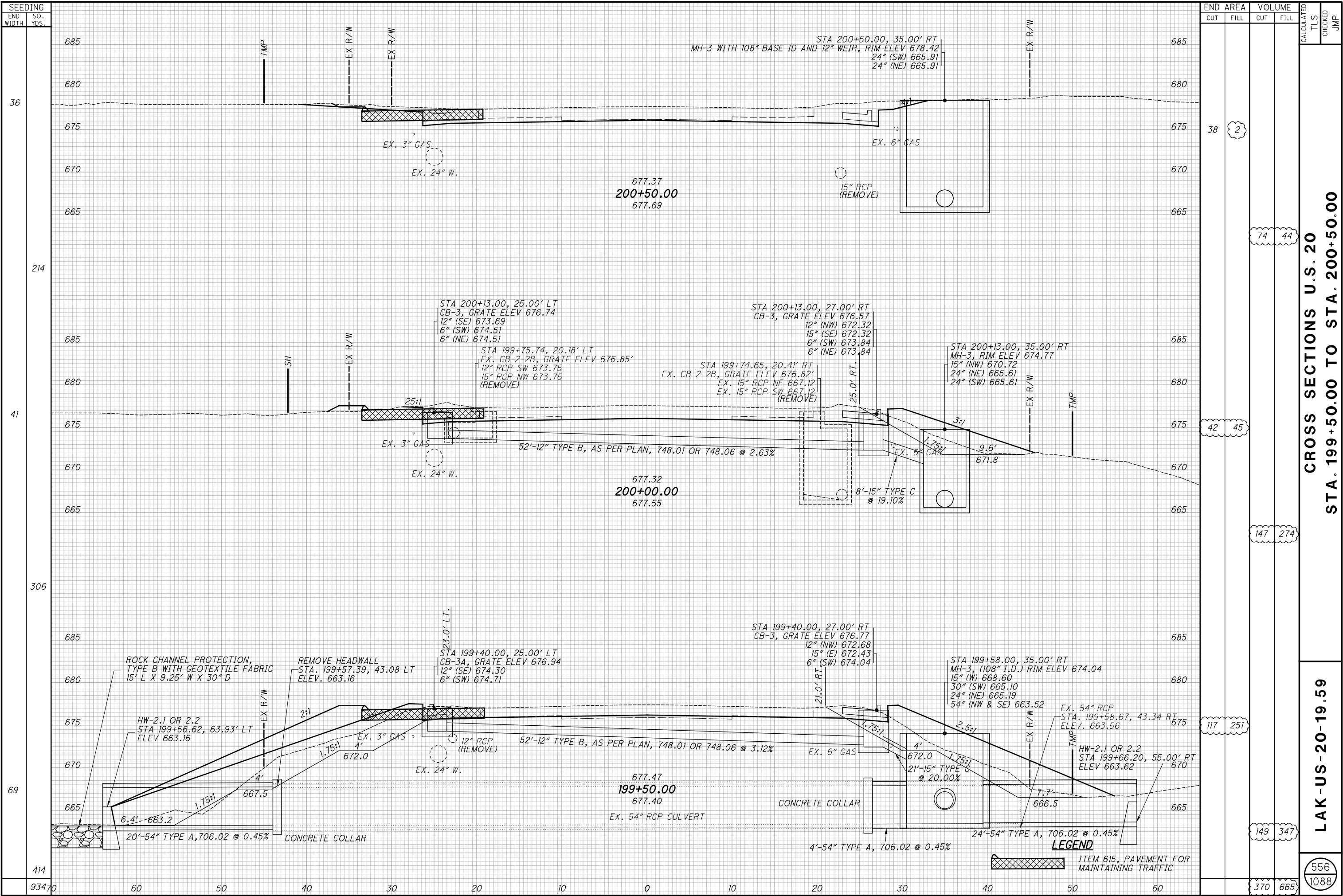
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_52 1/9/2025 7:26:29 AM somogyi



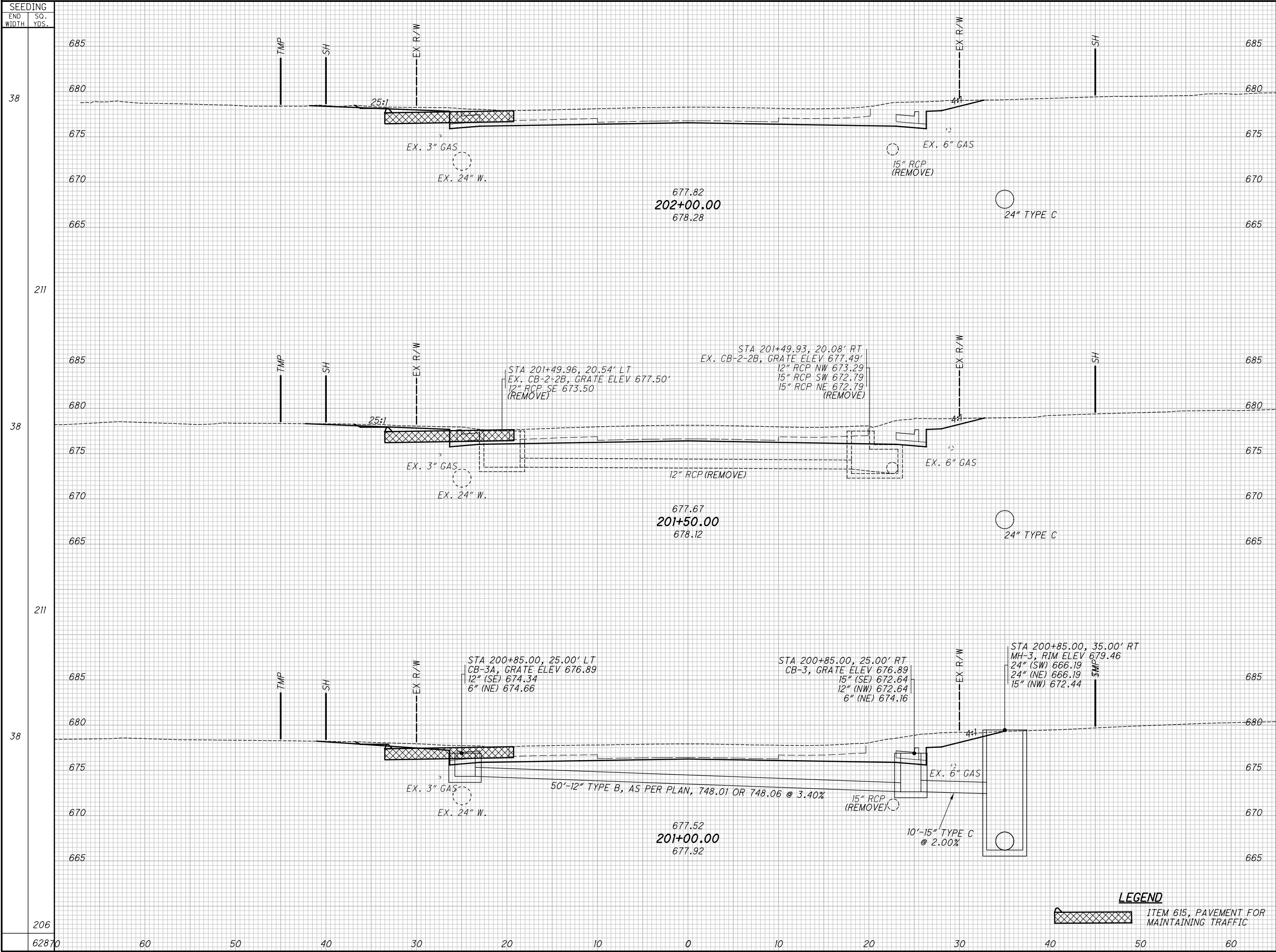
H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_53 1/9/2025 7:26:30 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_54 1/9/2025 7:26:31 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_55 1/9/2025 7:26:32 AM somogyi



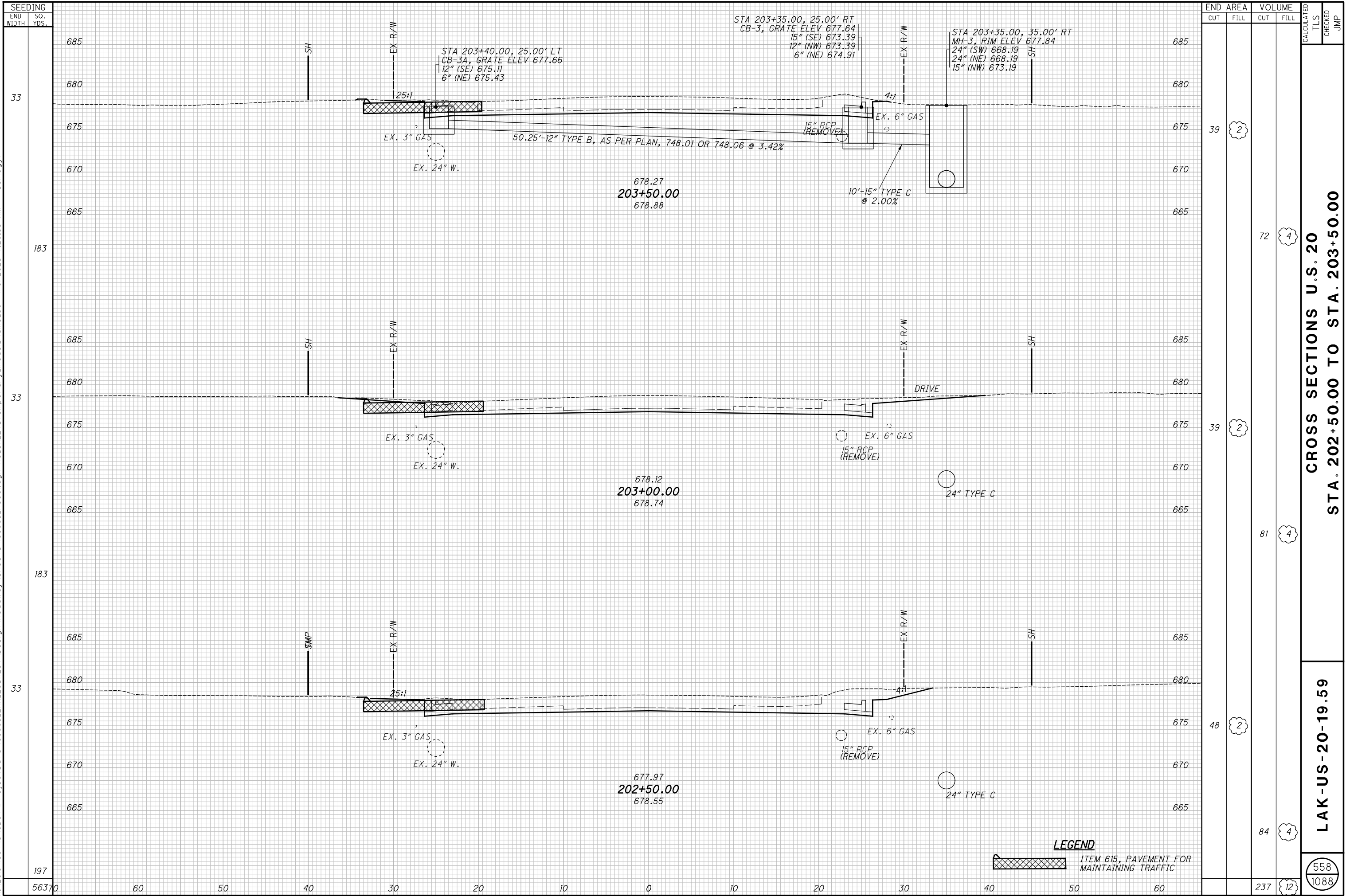
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL			
38				43	2			
211				79	4			
38				42	2			
211				83	4			
38				48	2			
206				80	4			
62870				242	12			

CROSS SECTIONS U.S. 20

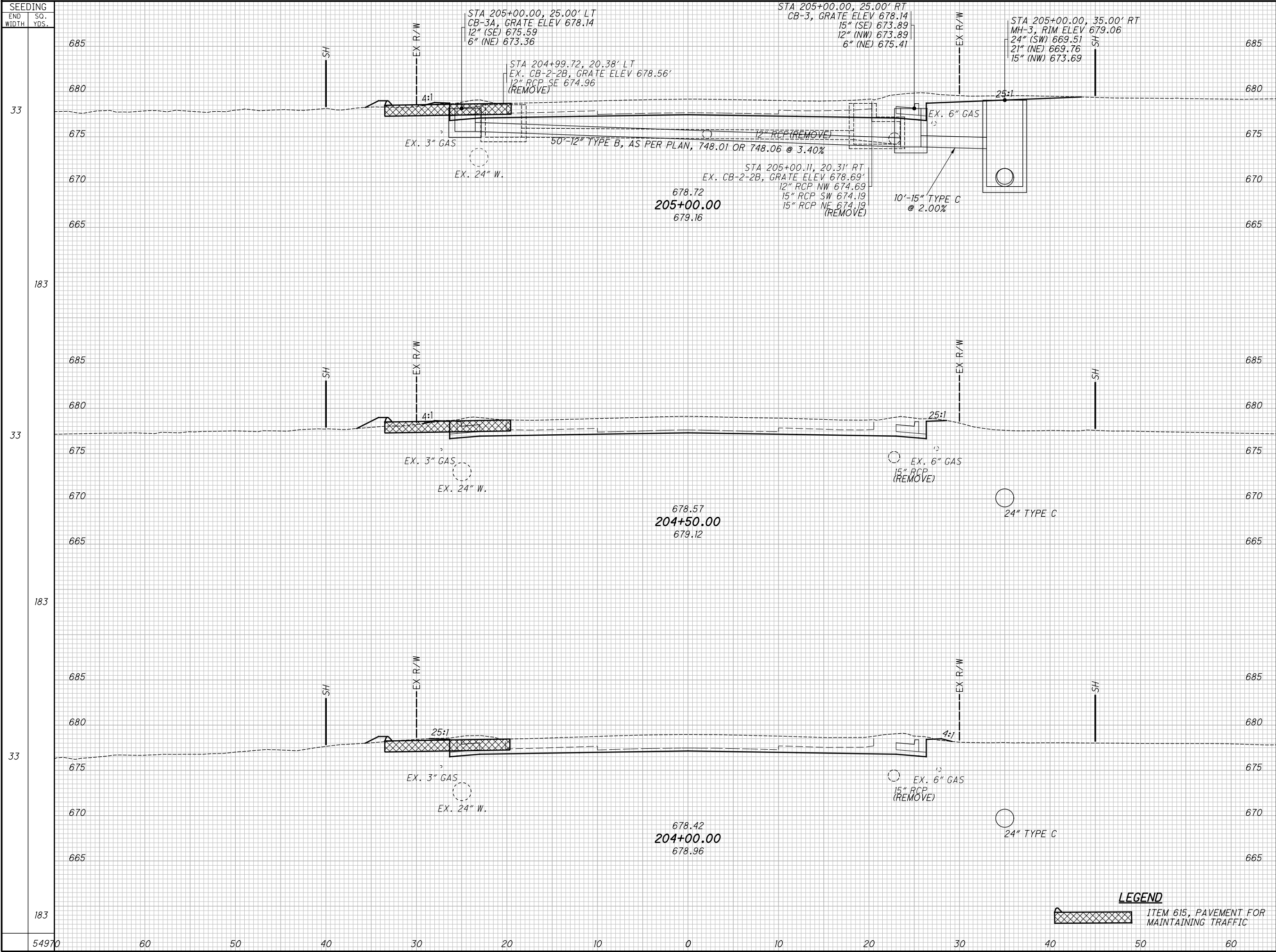
STA. 201+00.00 TO STA. 202+00.00

LAK-US-20-19.59

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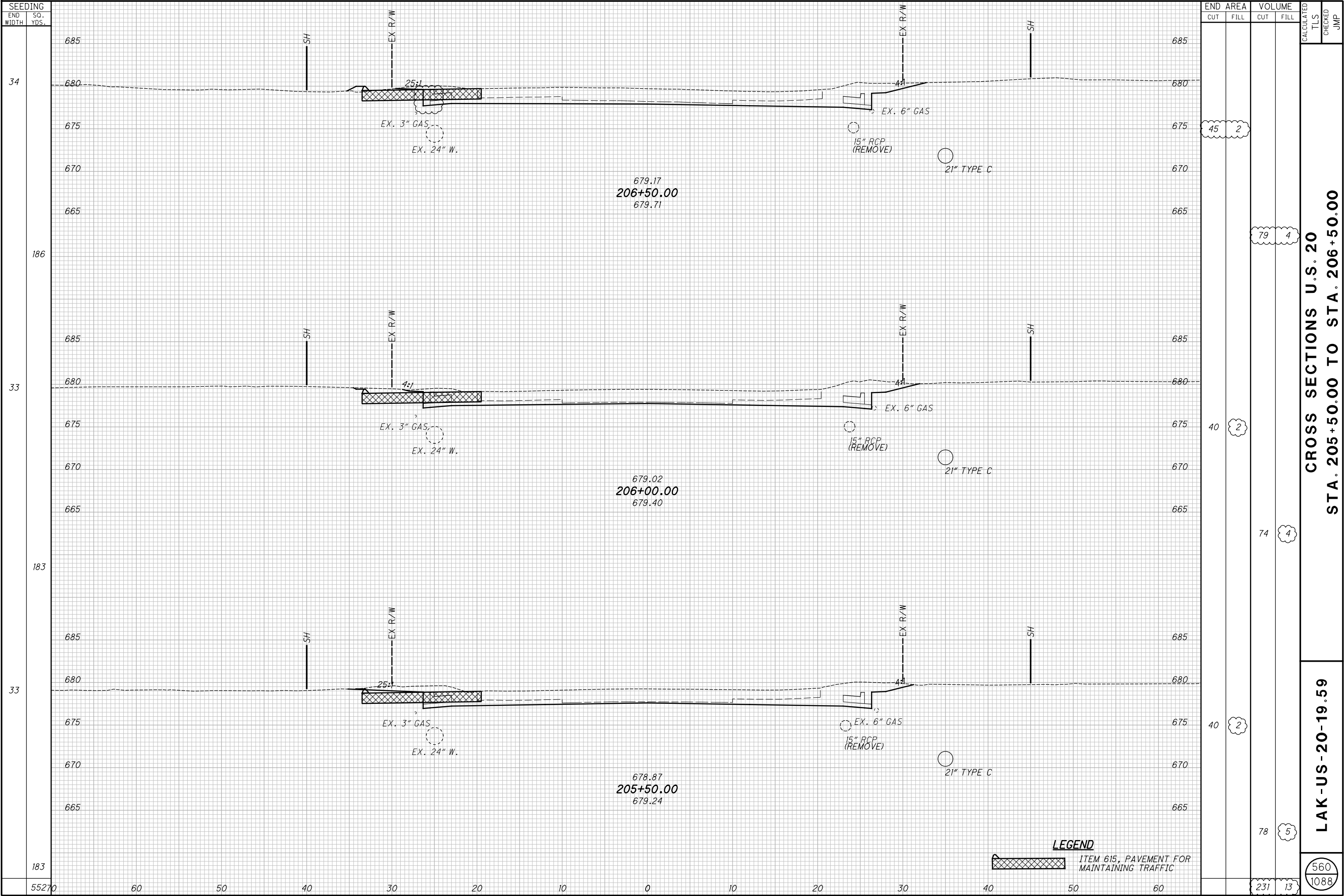


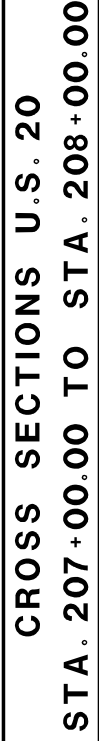
H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_57 1/9/2025 7:26:34 AM somogyi



SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	CHECKED	JMP
33	183	44	3	73	5	CROSS SECTIONS U.S. 20 STA. 204+00.00 TO STA. 205+00.00		
33	183	35	2	66	4			
33	183	36	2	69	4			
54	970	208	13	1088	559			

H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_58 1/9/2025 7:26:36 AM somogyi





H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_60 1/9/2025 7:26:38 AM somogyi



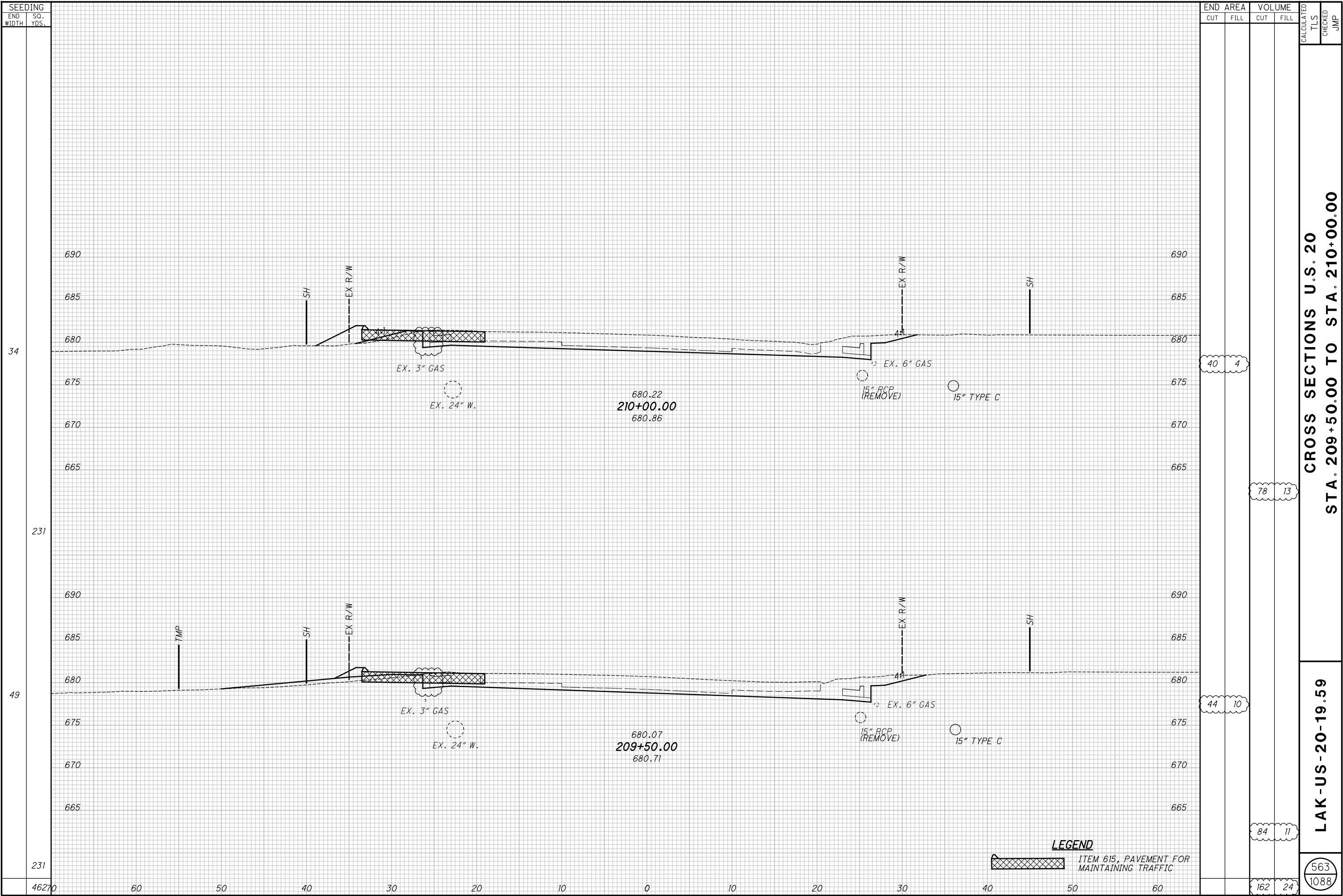
CROSS SECTIONS U.S. 20
STA. 208+50.00 TO STA. 209+00.00

LAK-US-20-19.59

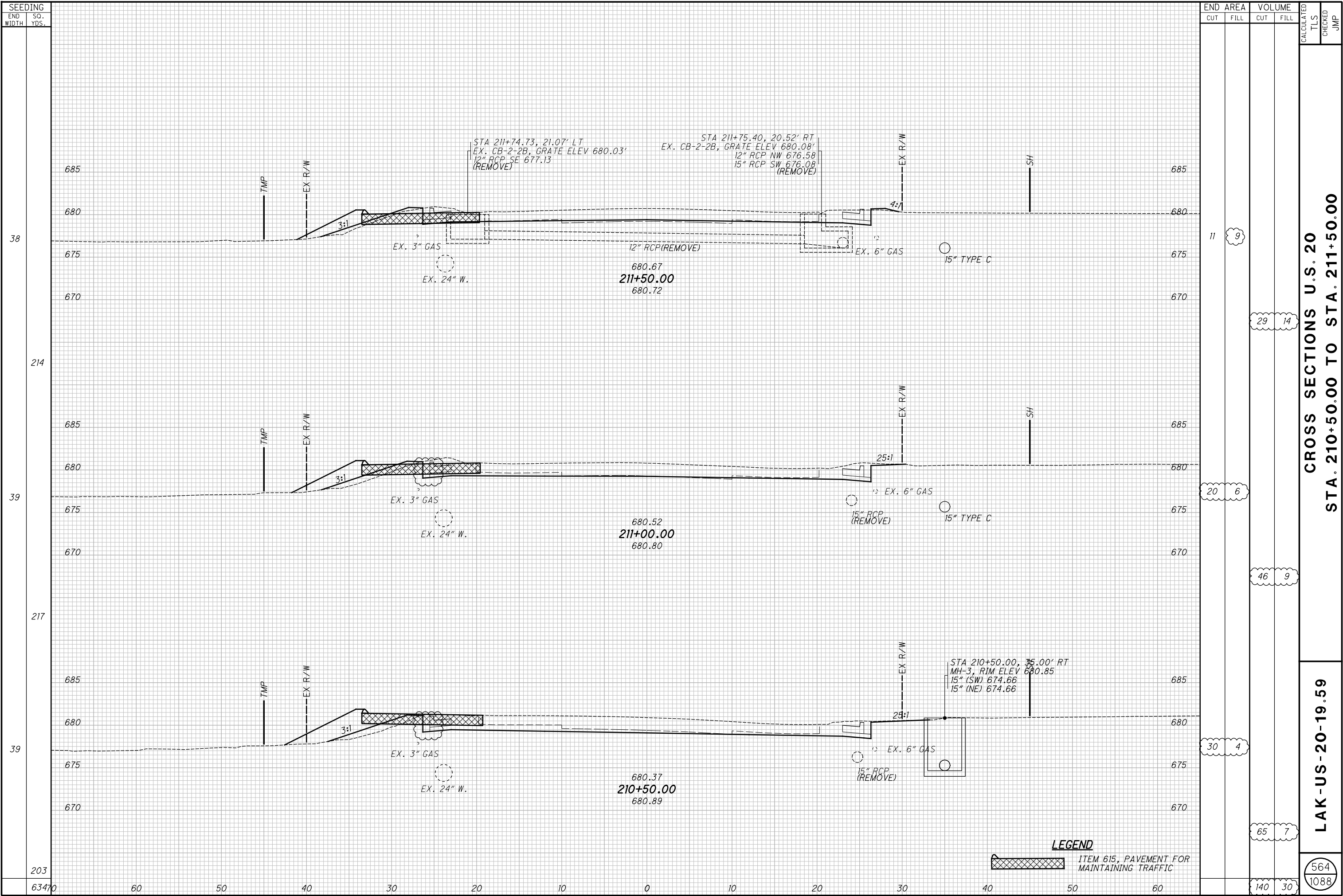
562

1088

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_611/9/2025 7:26:39 AM somogyi



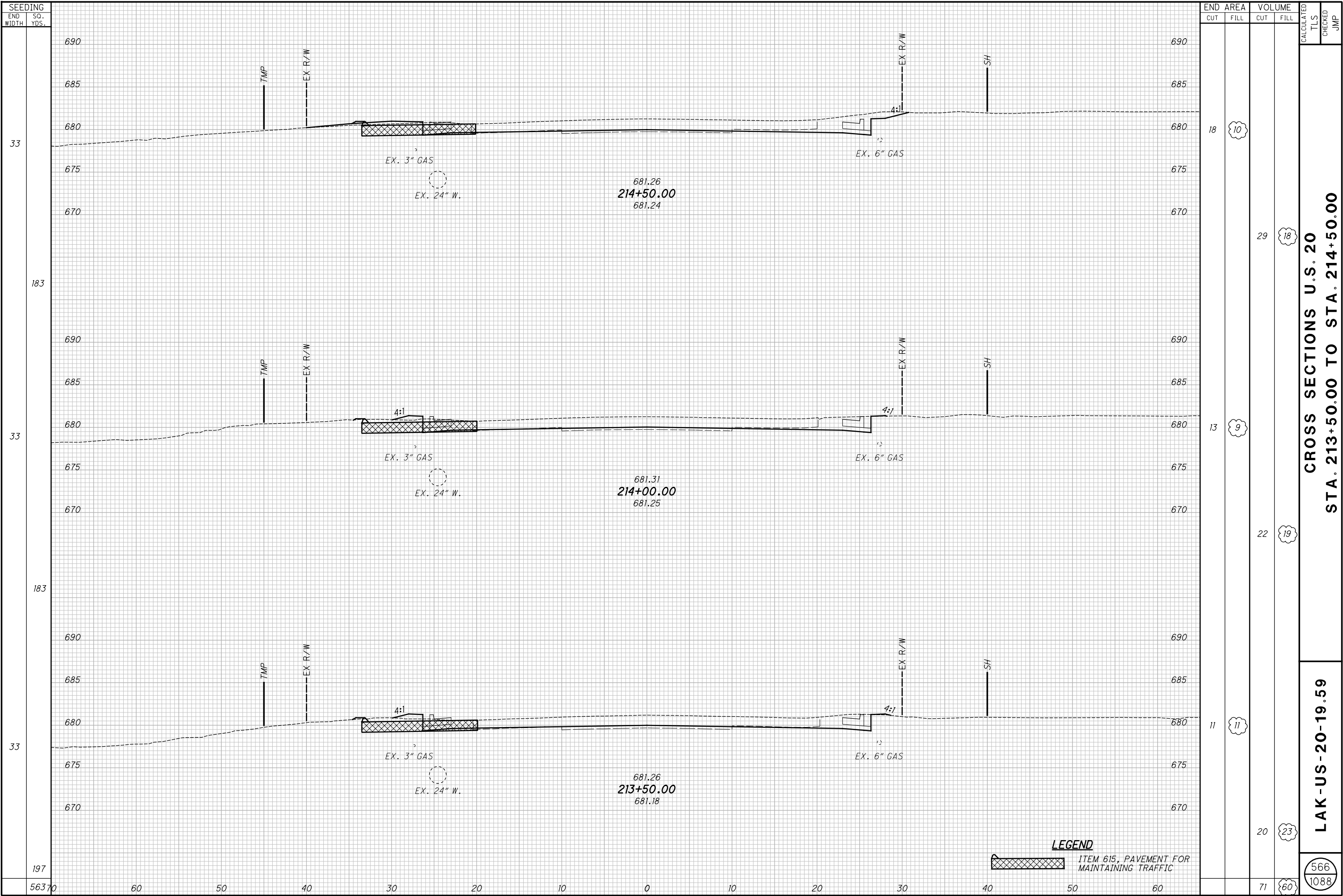
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_62 1/9/2025 7:26:40 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_63 1/9/2025 7:26:41AM somogj



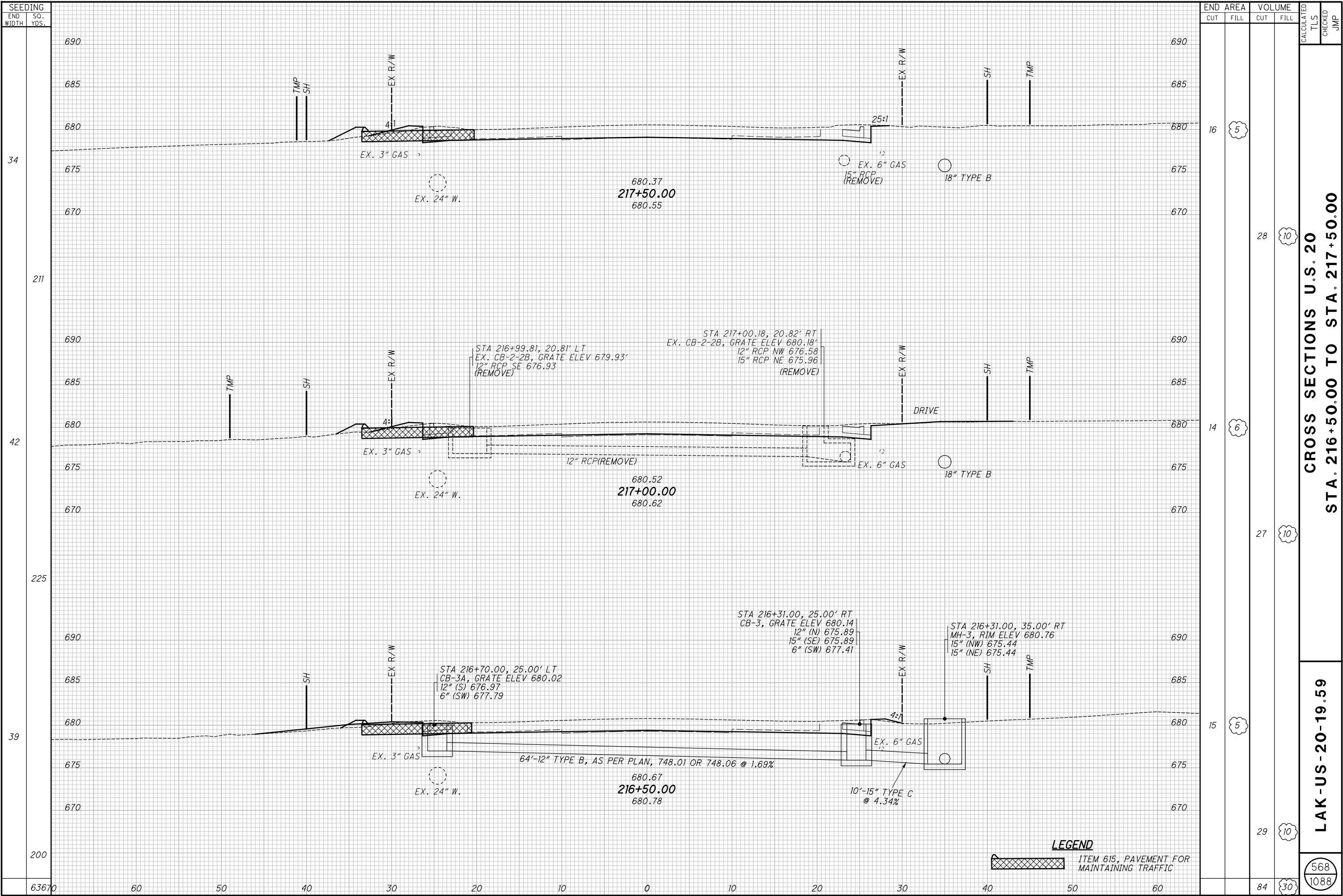
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_64 1/9/2025 7:26:42 AM somogyi



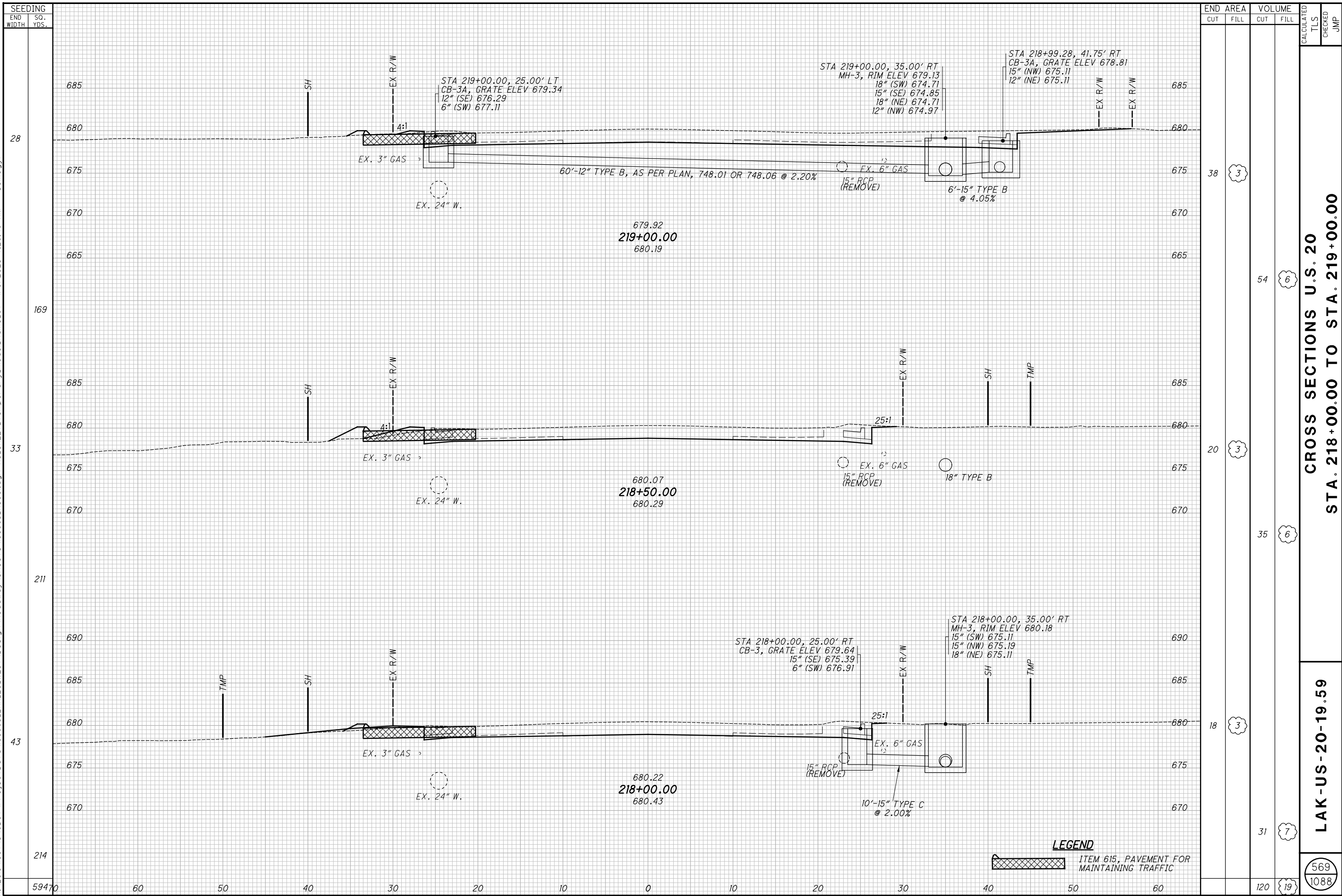
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_65 1/9/2025 7:26:44 AM somogyi



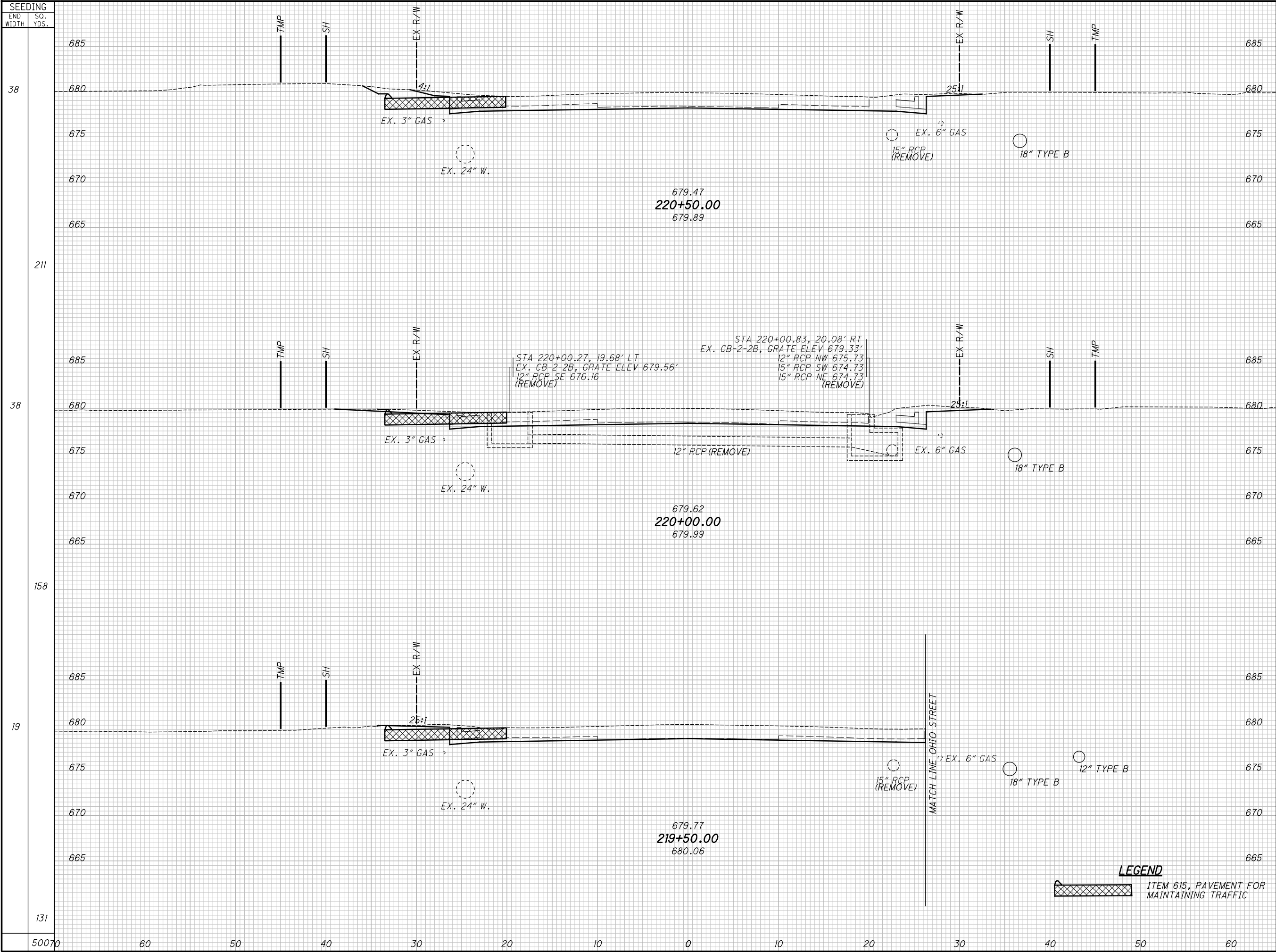
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_66 1/9/2025 7:26:45 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name.67 1/9/2025 7:26:46 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_68 1/9/2025 7:26:47 AM somogyi



END AREA		VOLUME		CALCULATED TLS	CHECKED JMP
CUT	FILL	CUT	FILL		
33	2	59	4		
31	2	44	4		
17	2	51	5		
		154	13		

CROSS SECTIONS U.S. 20
STA. 219+50.00 TO STA. 220+50.00

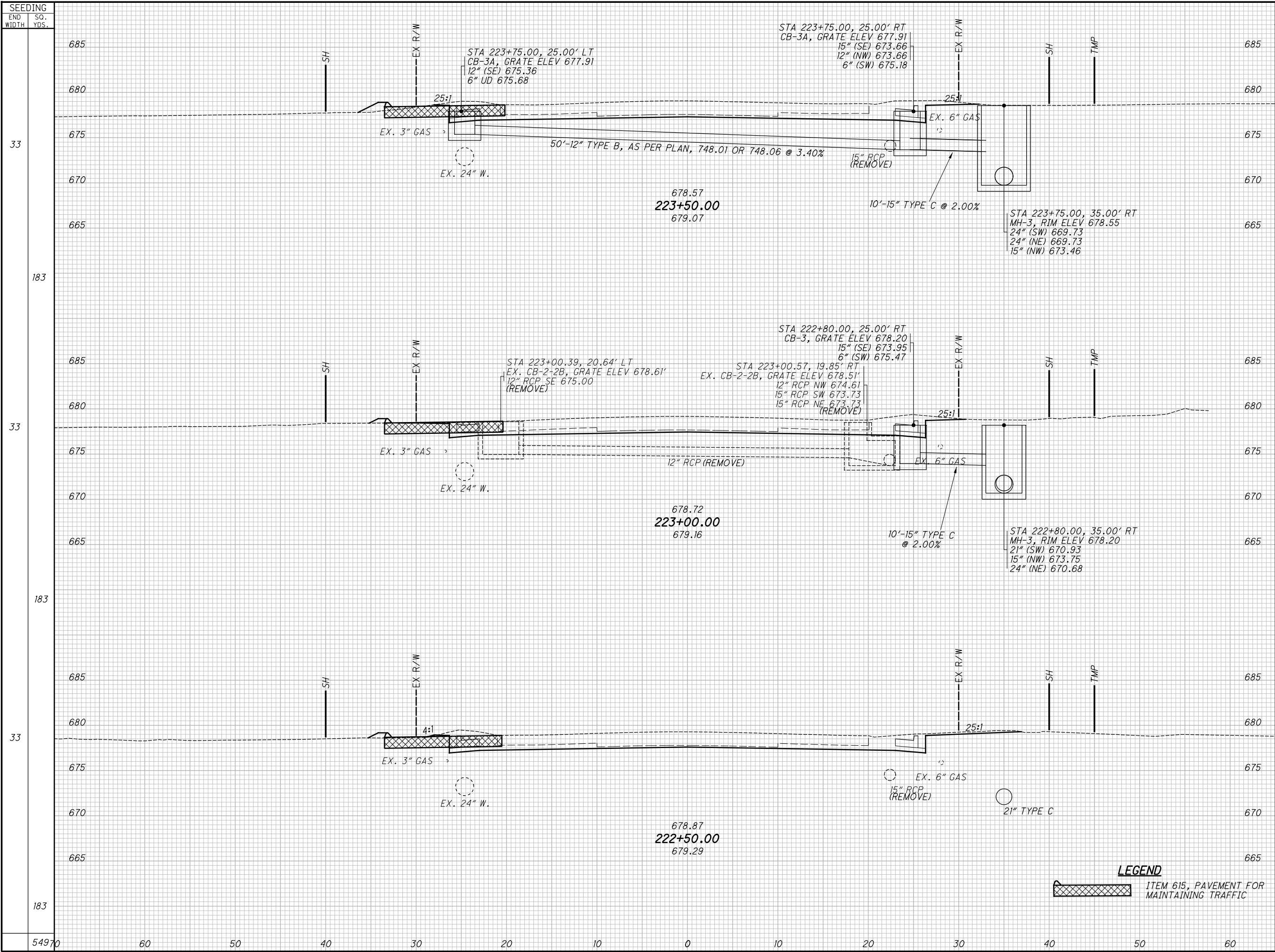
LAK-US-20-19.59

570
1088

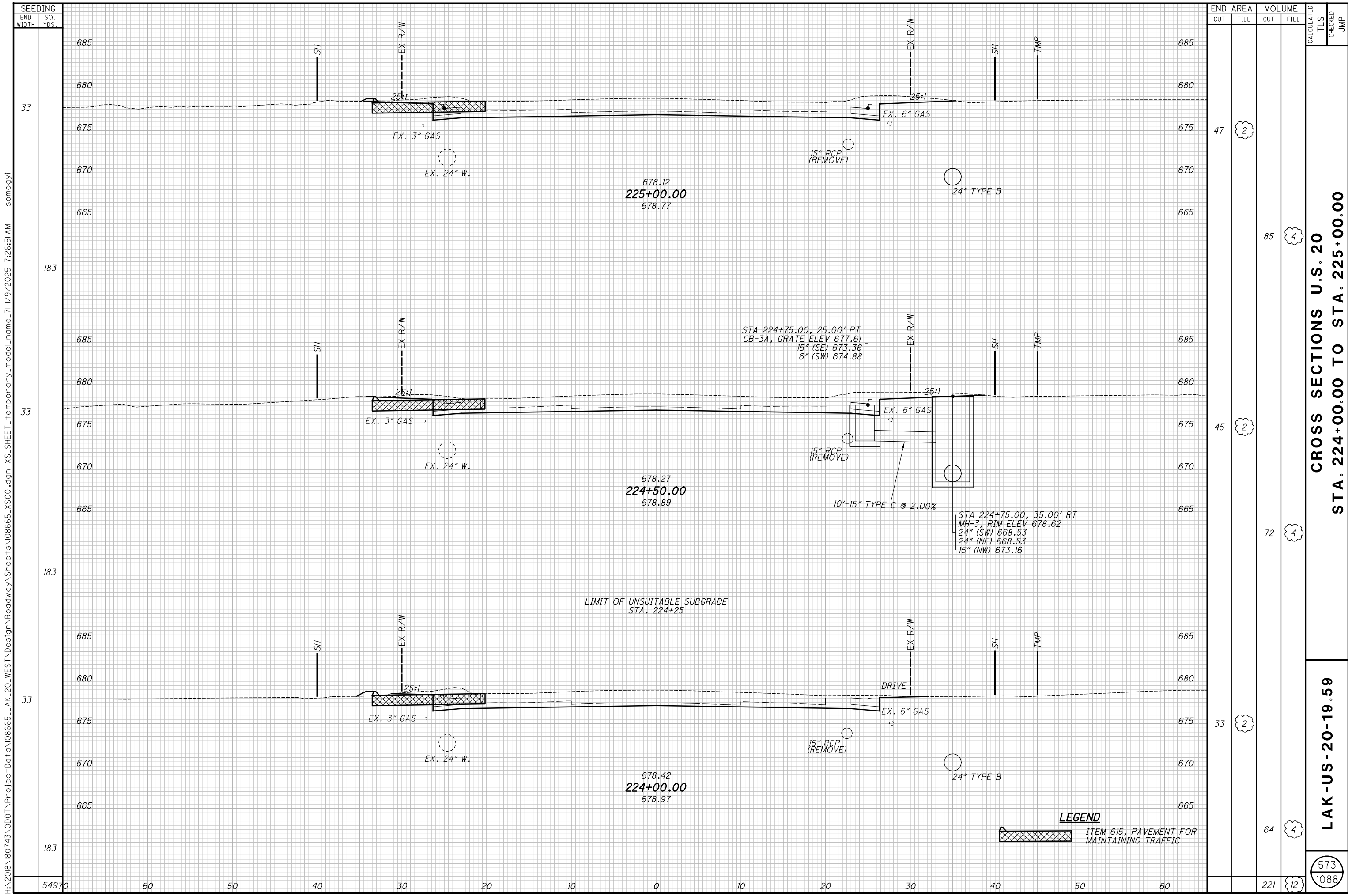
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_69 1/9/2025 7:26:48 AM somogyi



H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_70 1/9/2025 7:26:50 AM somogyi

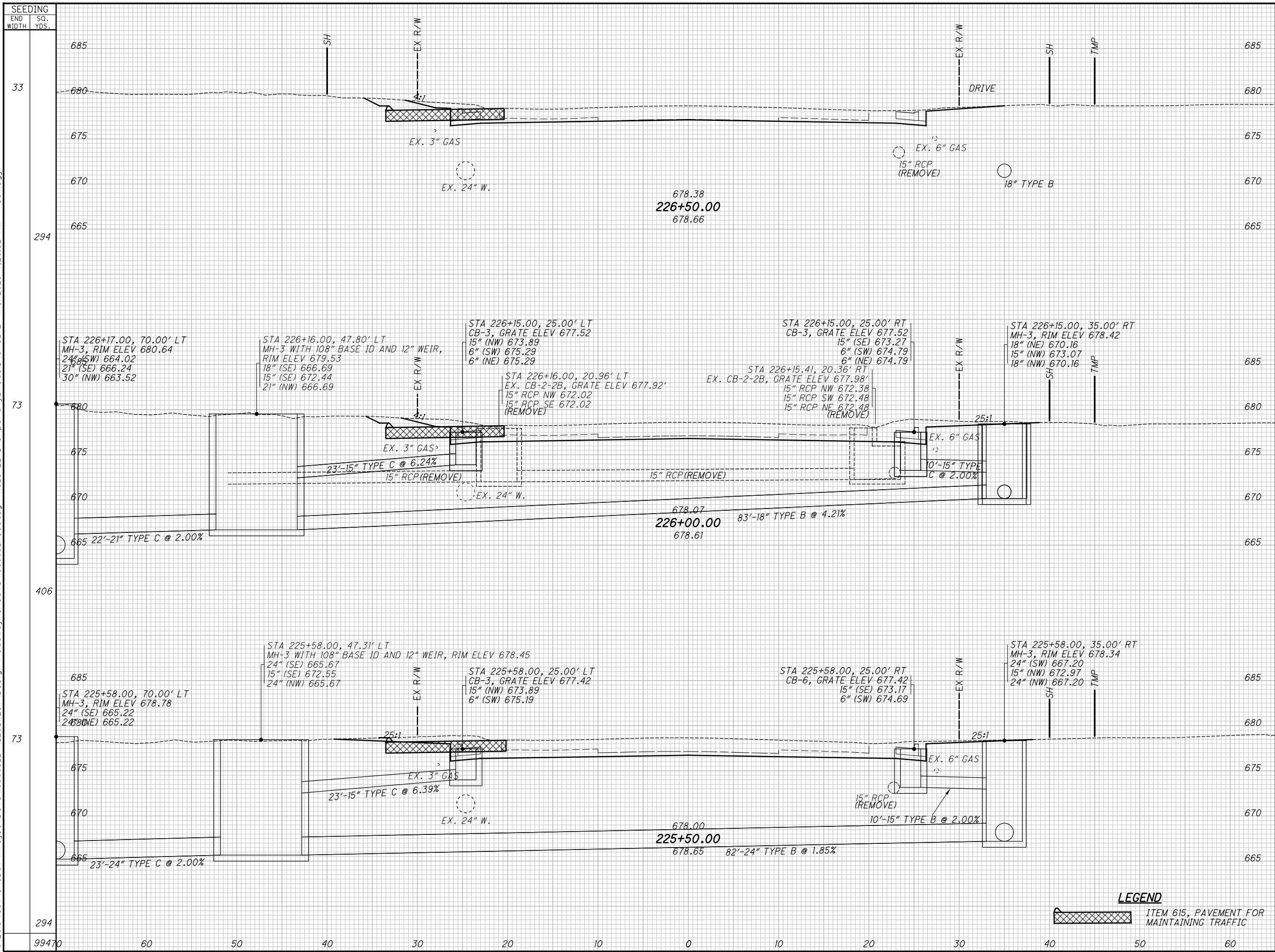


END AREA		VOLUME		CALCULATED	CROSS SECTIONS U.S. 20 STA. 222+50.00 TO STA. 223+50.00	LAK-US-20-19.59	572 1088			
CUT	FILL	CUT	FILL					TLS	CHECKED	JMP
36	2									
32	2	63	4							
		57	4							
30	2	56	4							
		176	12							



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_7/1/9/2025 7:26:51 AM somogyi

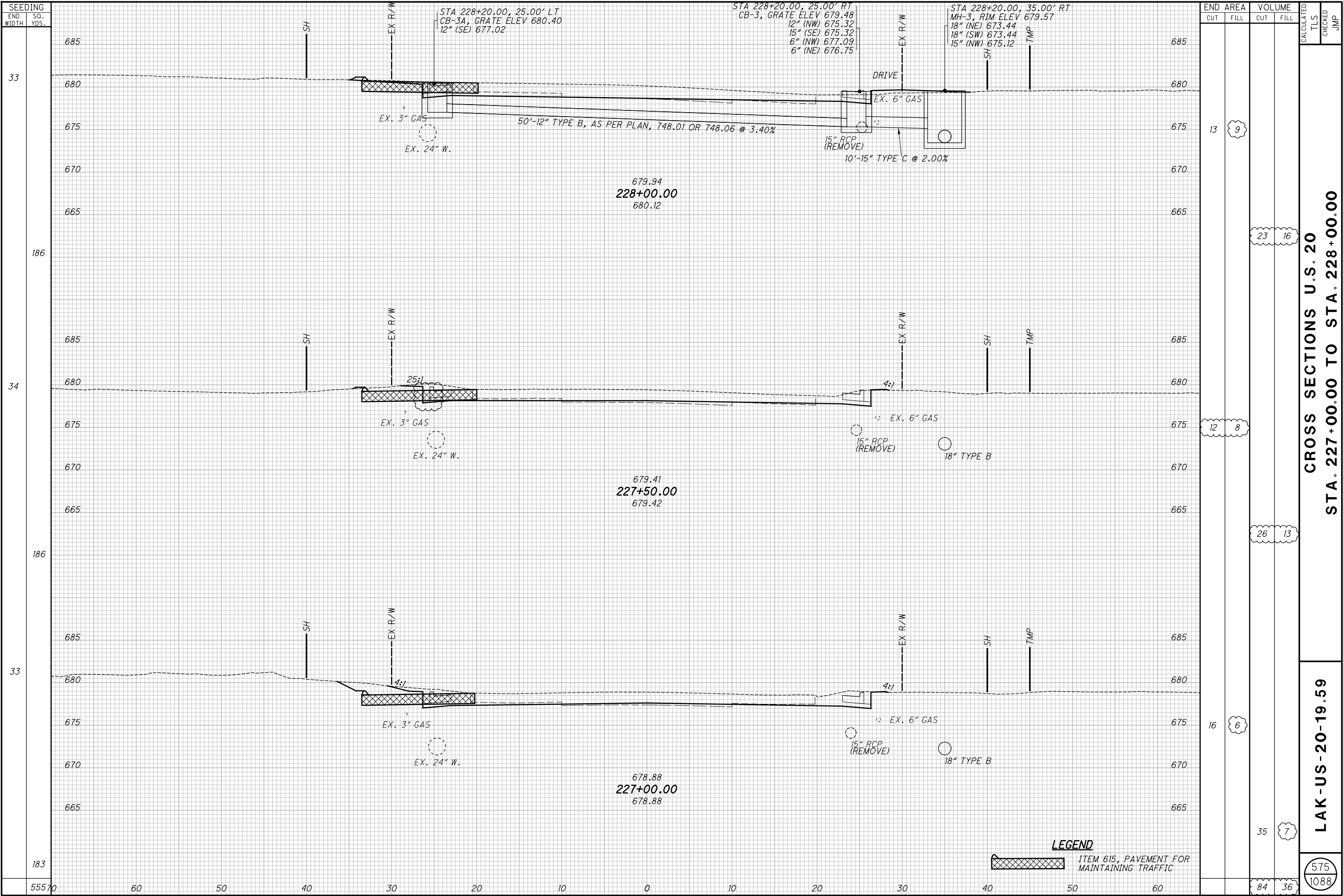
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_X500.dgn XS_SHEET - temporary_model_name_72 1/9/2025 7:26:52 AM somogyi



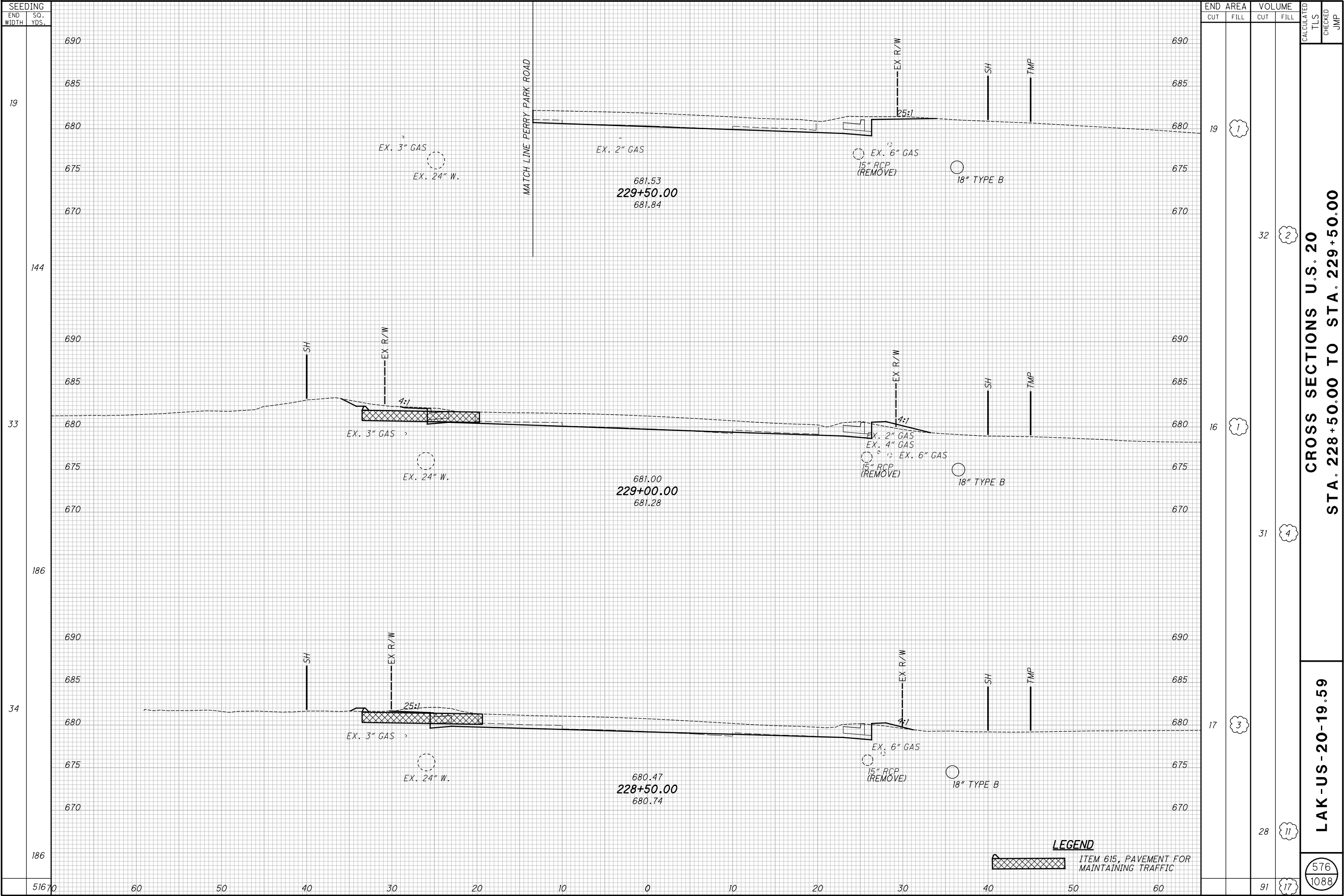
END AREA	VOLUME	CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL	
22	59	42	79	43
221	83	12	1088	574

CROSS SECTIONS U.S. 20
STA. 225+50.00 TO STA. 226+50.00
LAK-US-20-19.59

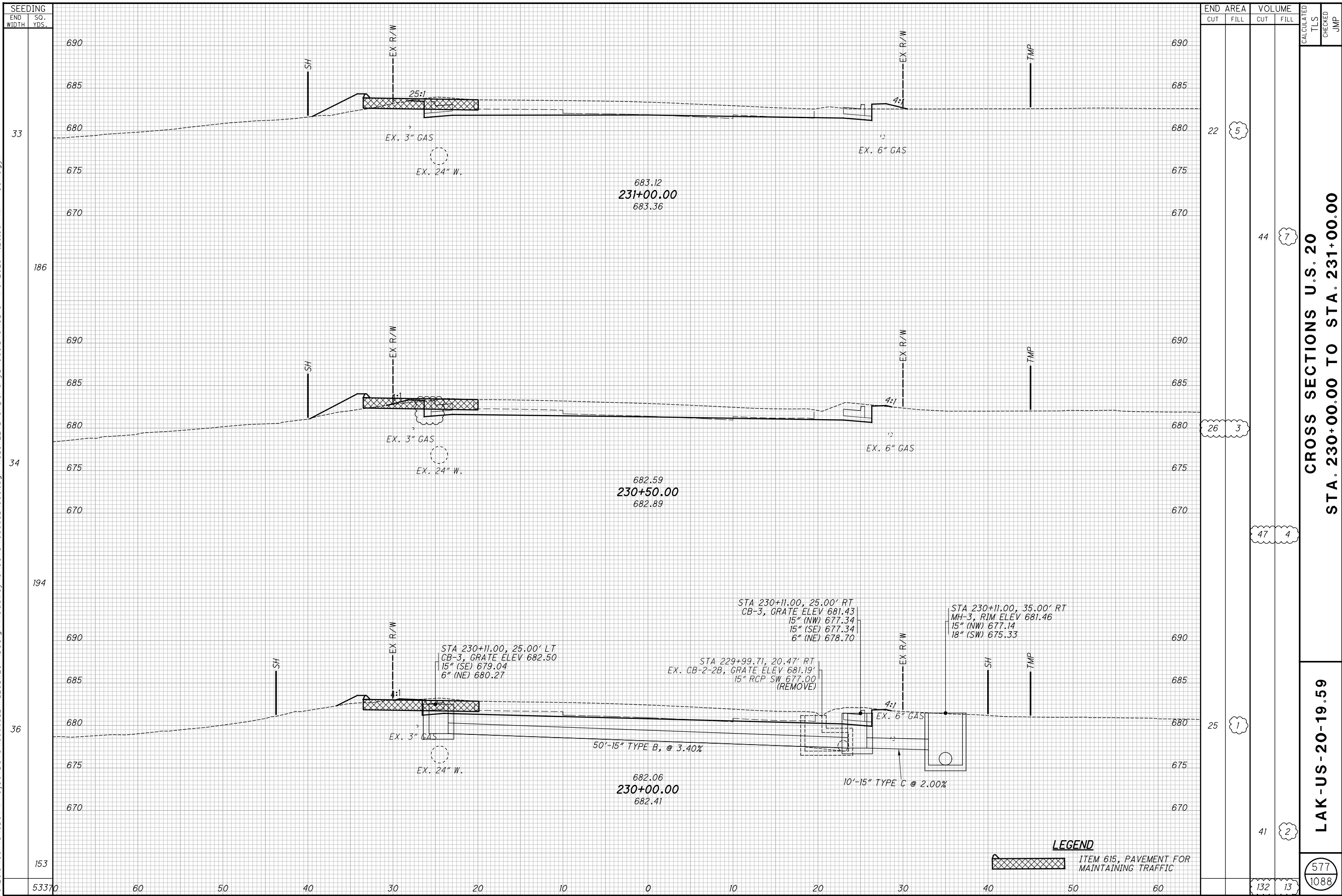
H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_73 1/9/2025 7:26:53 AM somogyi



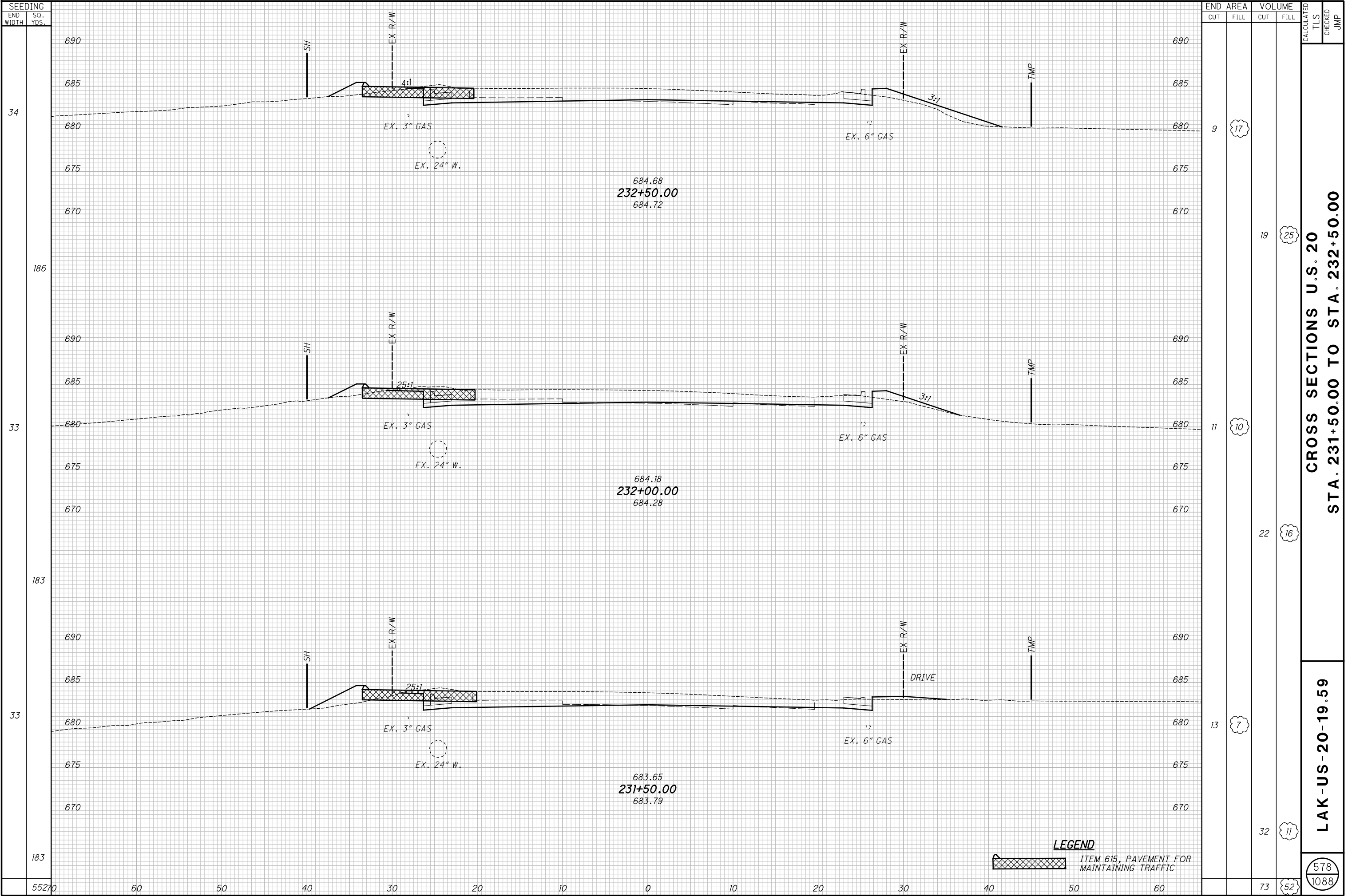
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_74 1/9/2025 7:26:55 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_75 1/9/2025 7:26:56 AM somogyi

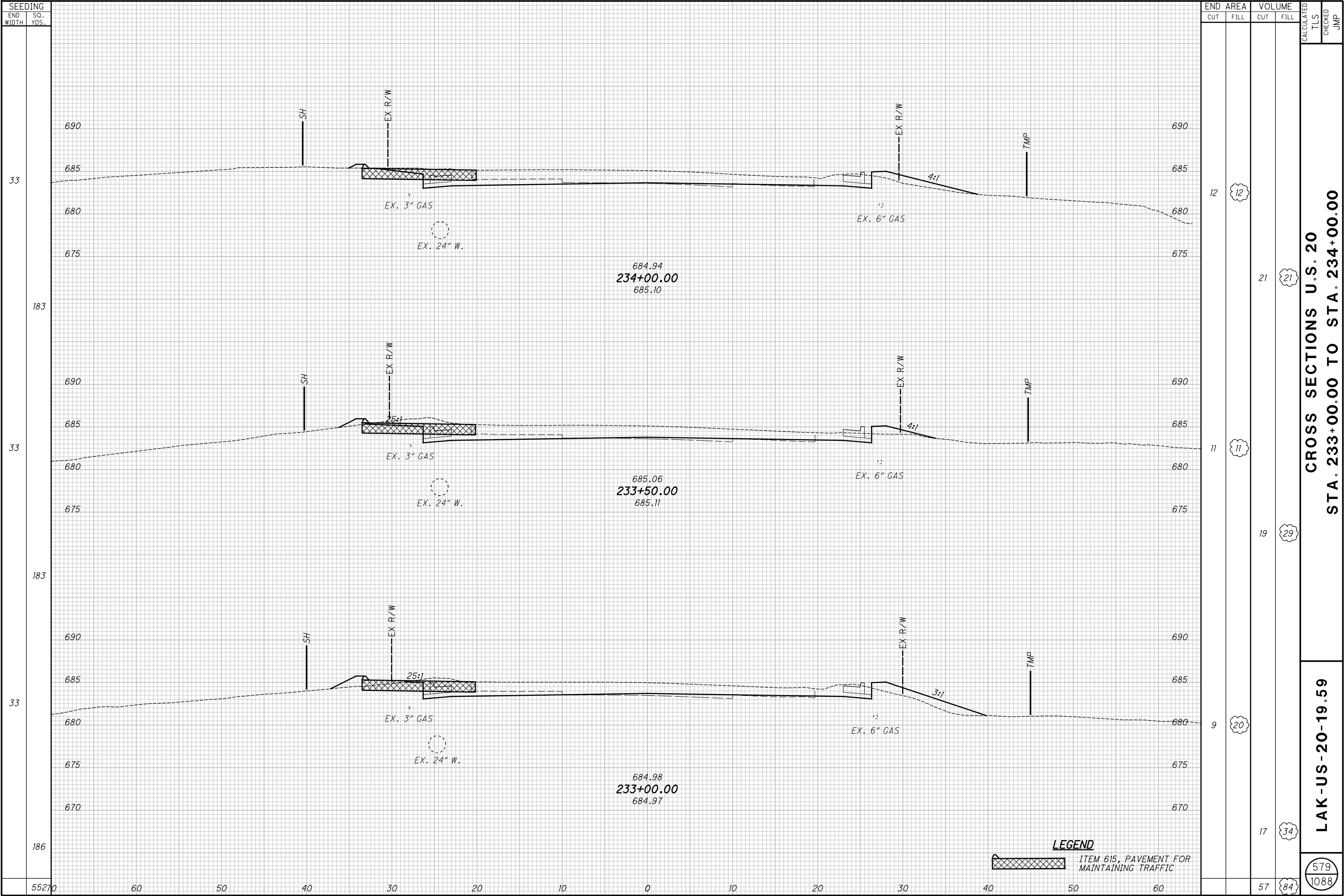


H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_76 1/9/2025 7:26:57 AM somogyi

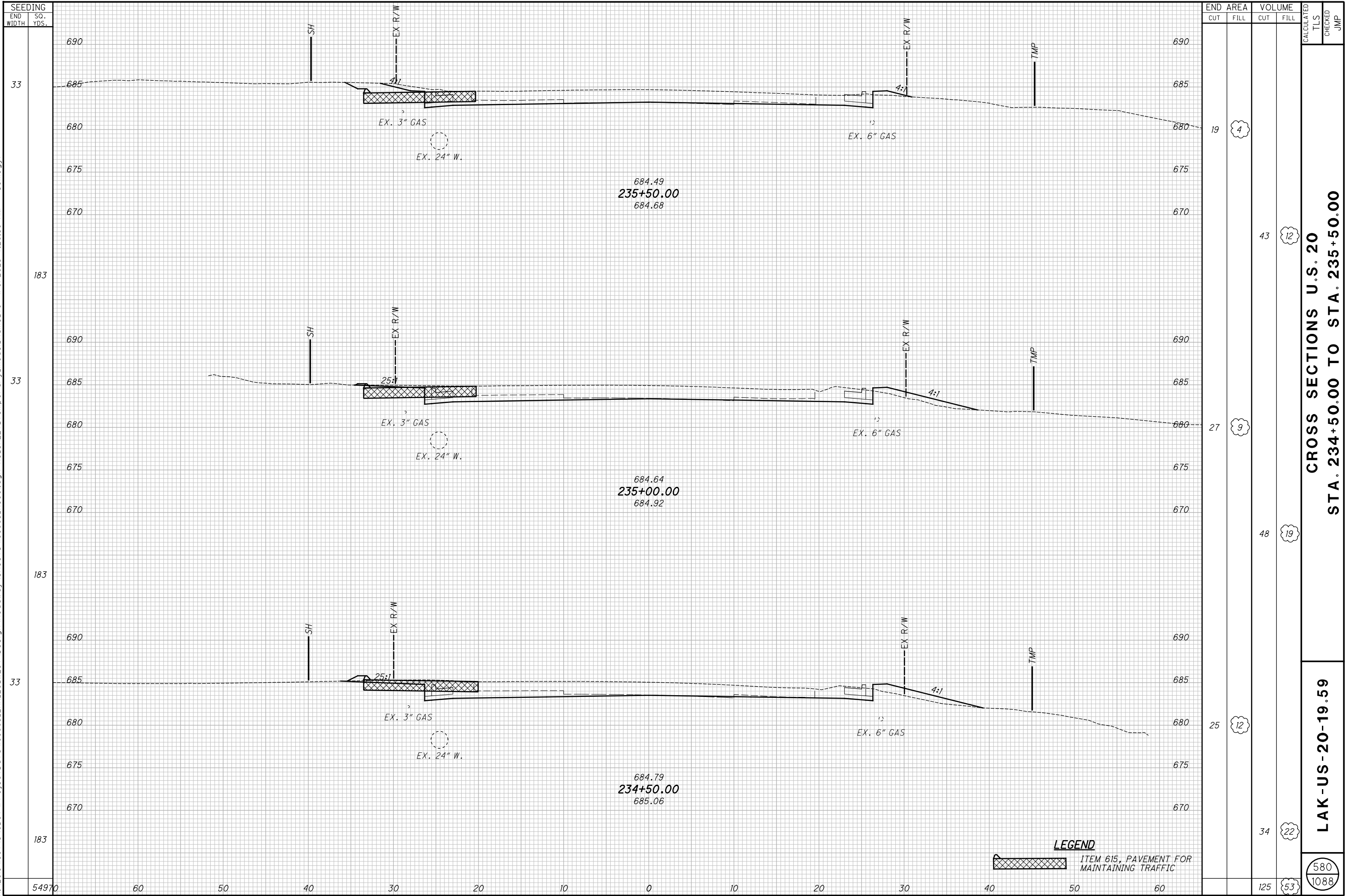


END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
9	17	19	25	CROSS SECTIONS U.S. 20 STA. 231+50.00 TO STA. 232+50.00		
11	10	22	16			
13	7	32	11			
		73	52	LAK-US-20-19.59		
				578 1088		

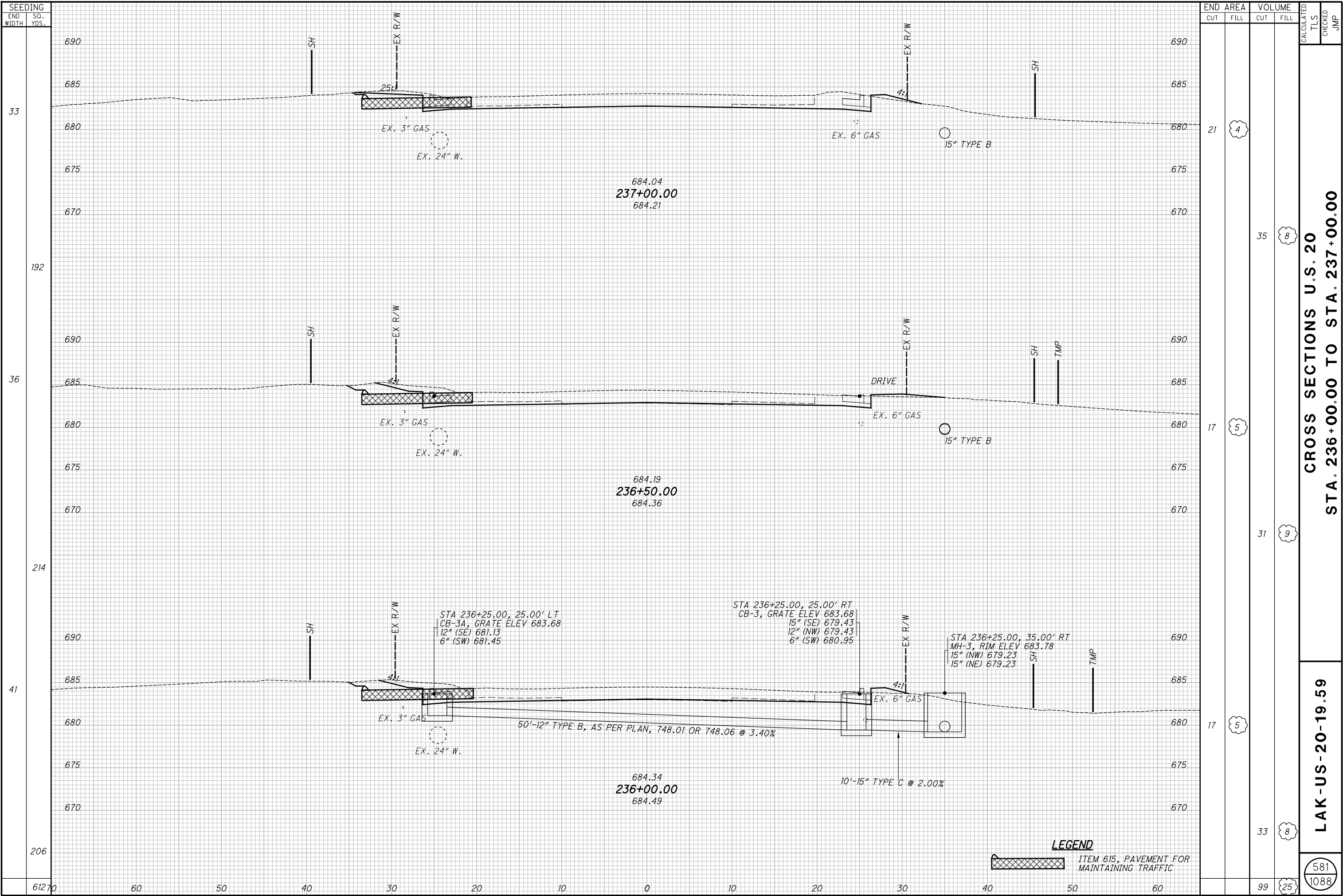
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_77 1/9/2025 7:26:58 AM somogyi



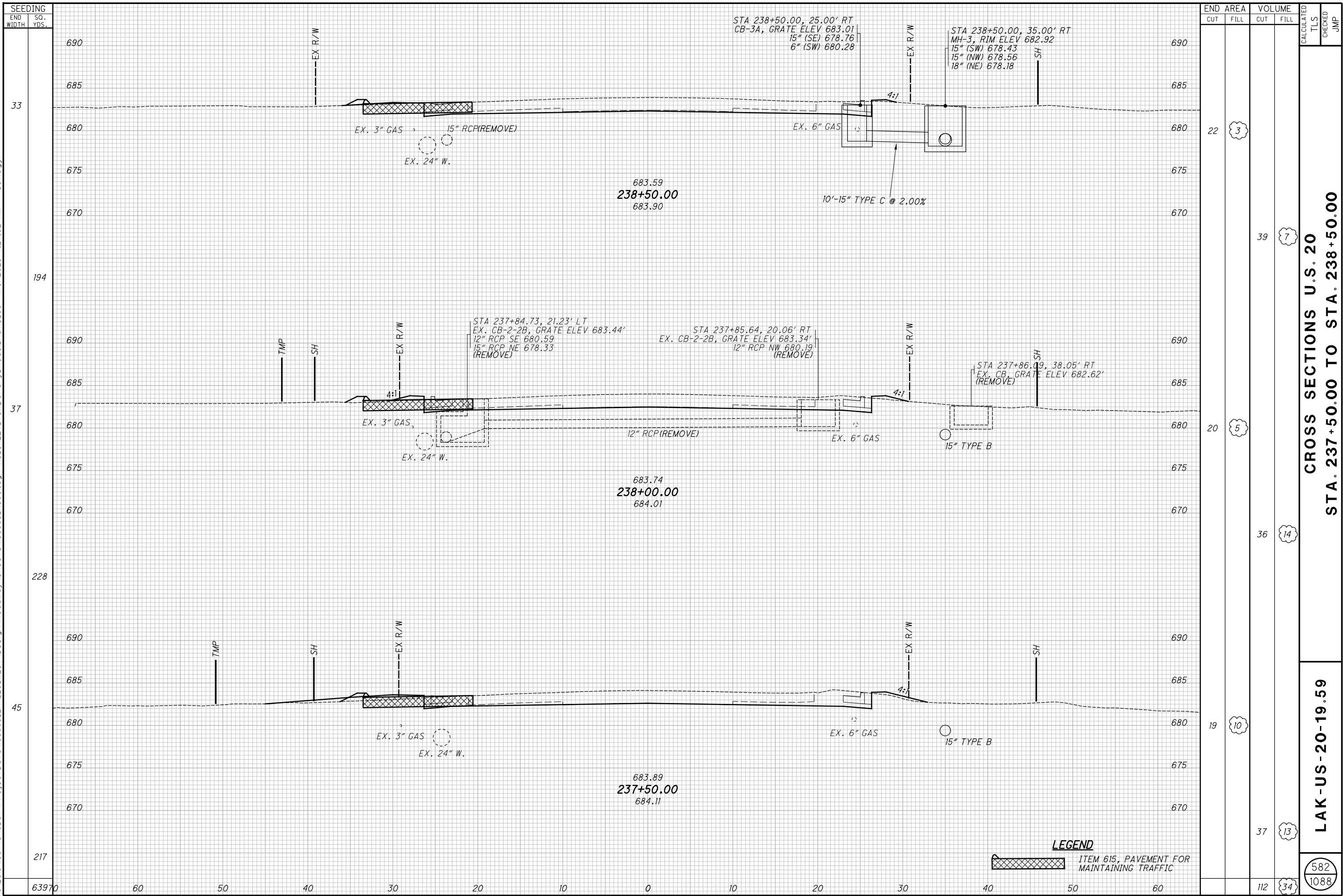
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_78 1/9/2025 7:26:59 AM somogyi



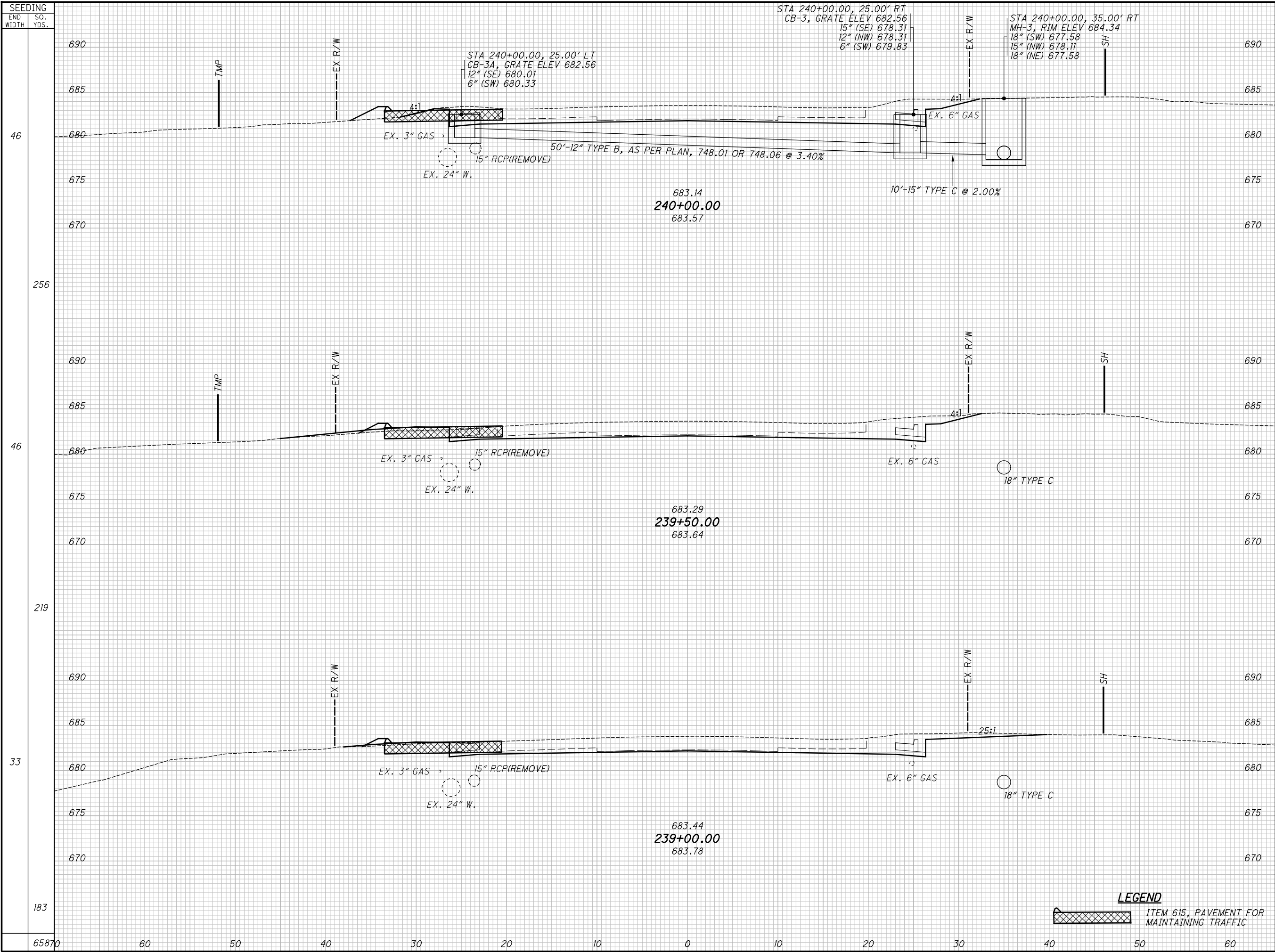
H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_79 1/9/2025 7:27:01 AM somogyi



H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_80 1/9/2025 7:27:02 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.81 1/9/2025 7:27:03 AM somogyl



SEEDING		END AREA		VOLUME		CALCULATED		CHECKED	
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	JMP	TLS	JMP
46	256	39	2	67	7				
46	219	33	6	61	7				
33	183	33	2	51	5				
65870				179	19				

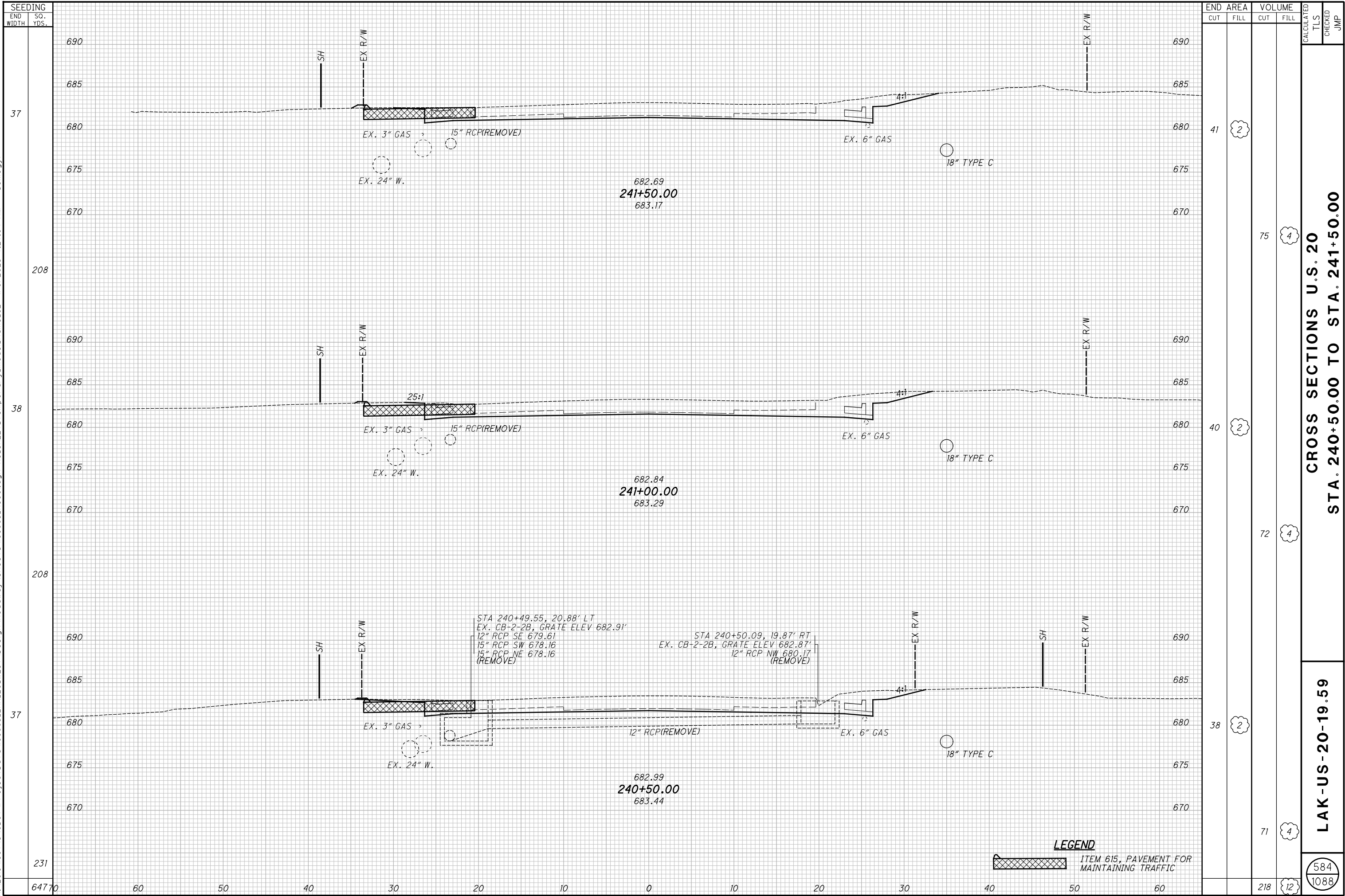
CROSS SECTIONS U.S. 20

STA. 239+00.00 TO STA. 240+00.00

LAK-US-20-19.59

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1088

H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name.82 1/9/2025 7:27:04 AM somogyi

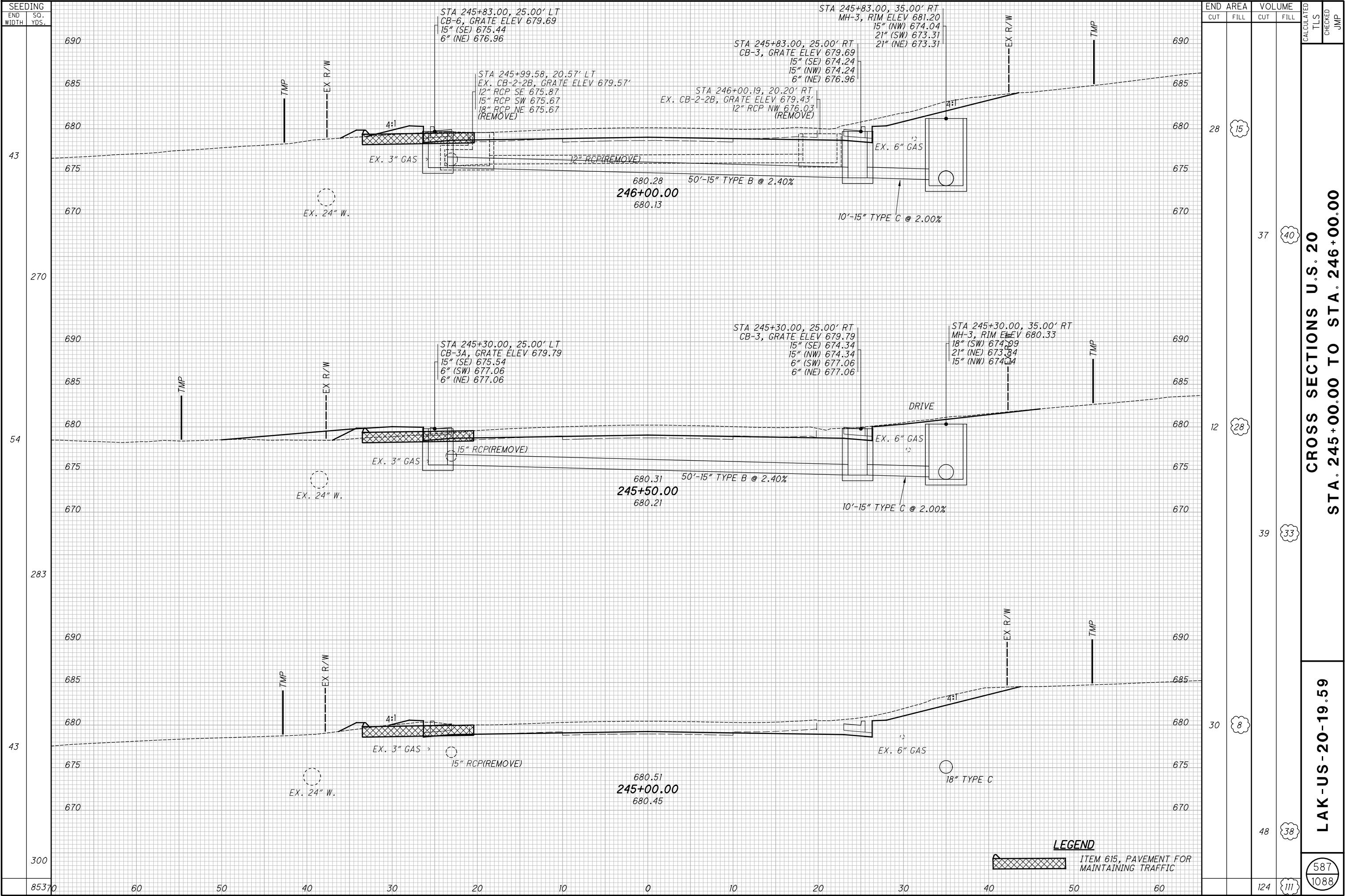




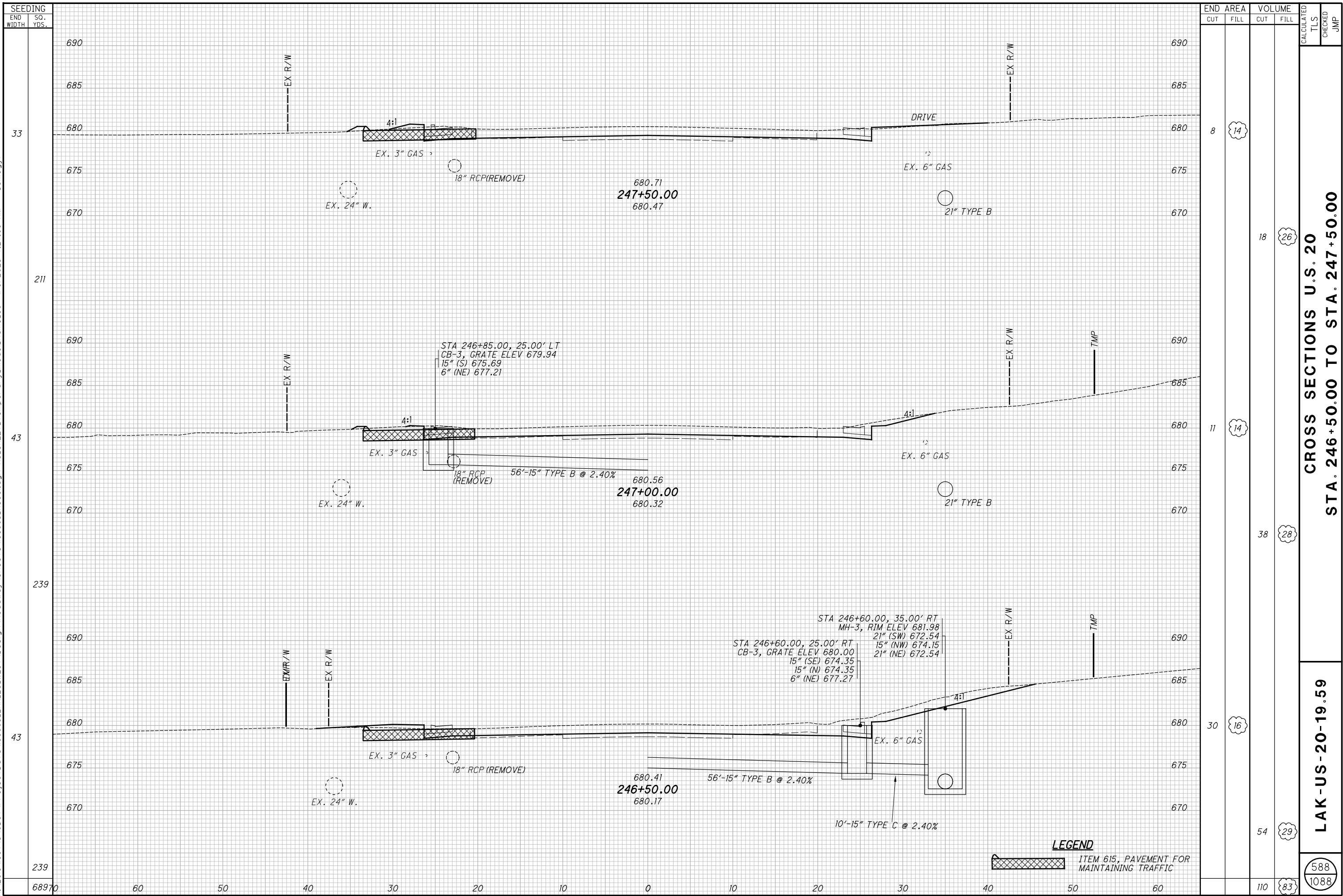
END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
34	2	70	4	CROSS SECTIONS U.S. 20 STA. 242+00.00 TO STA. 243+00.00		
42	2	80	4			
44	2	79	4			
		229	12	LAK-US-20-19.59		
				585 1088		

586
1088

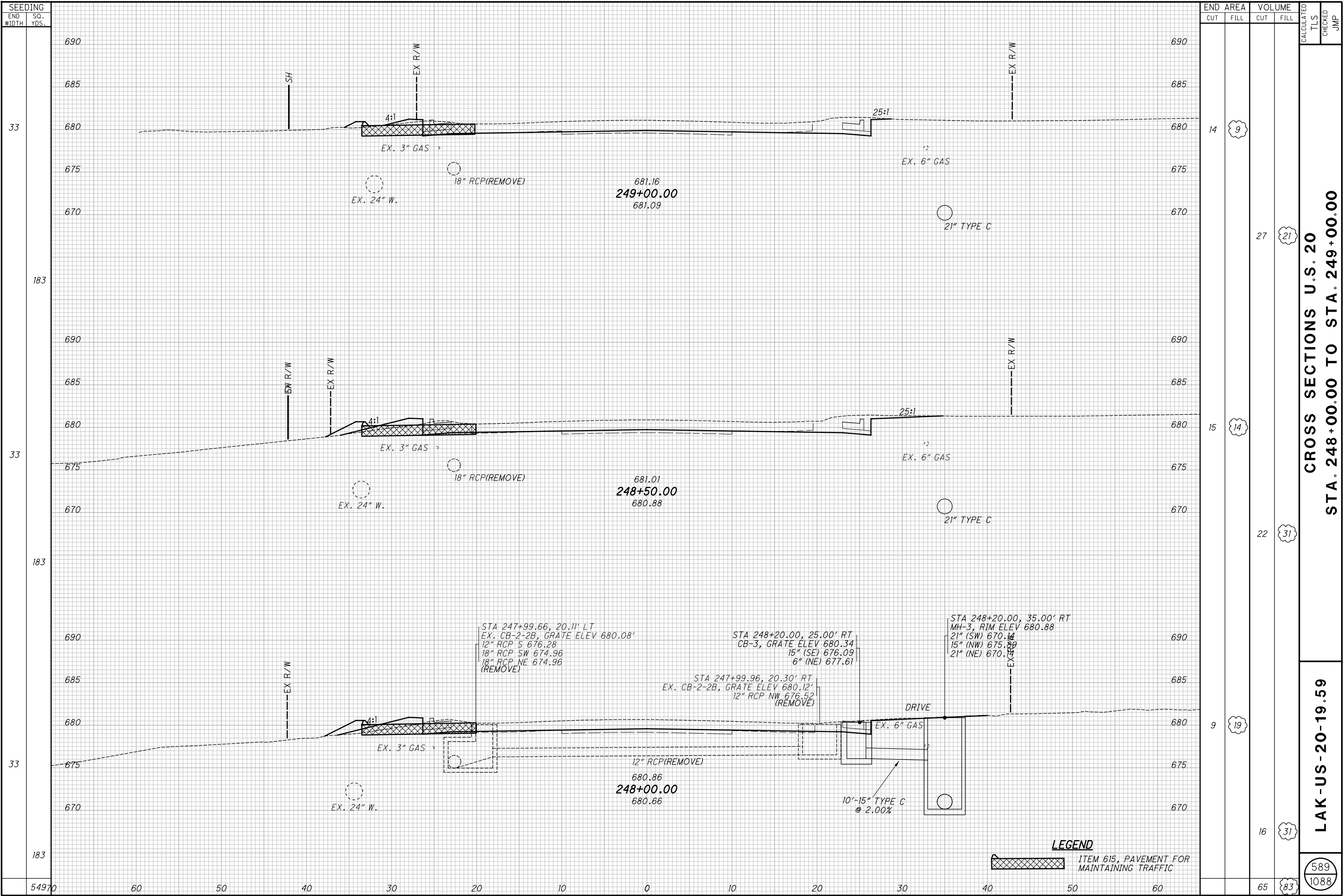
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.85 1/9/2025 7:27:08 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_86 1/9/2025 7:27:09 AM somogyi



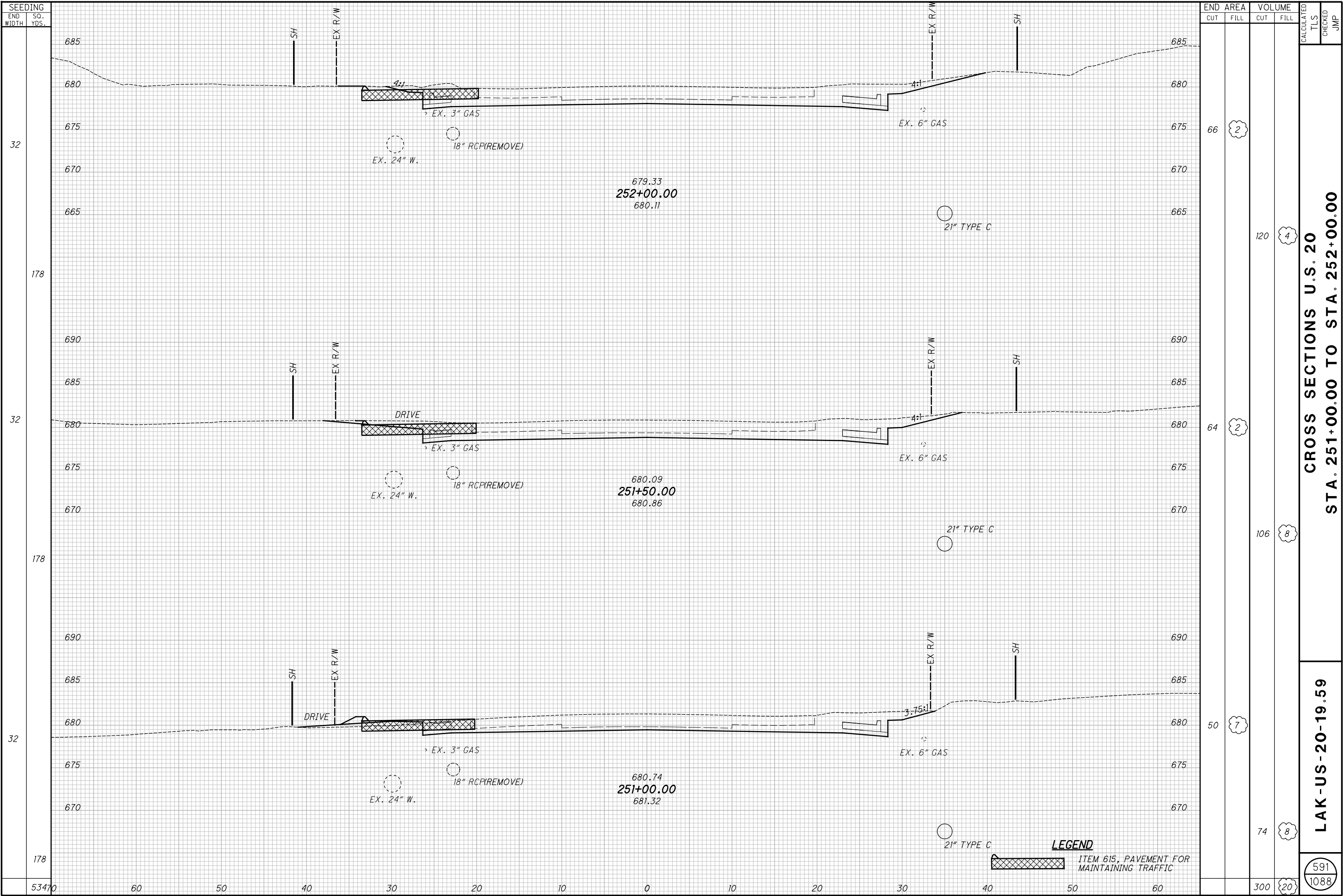
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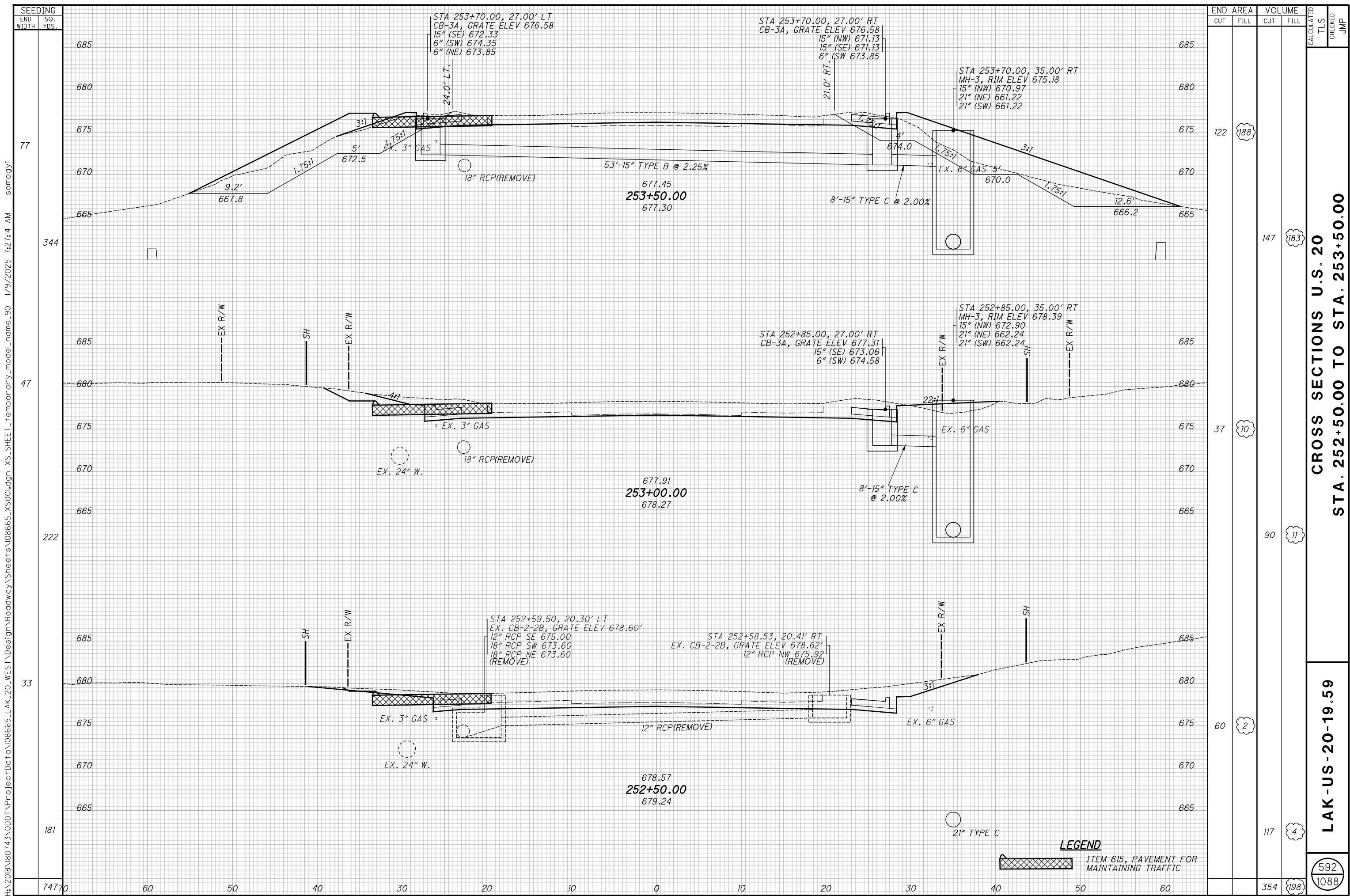


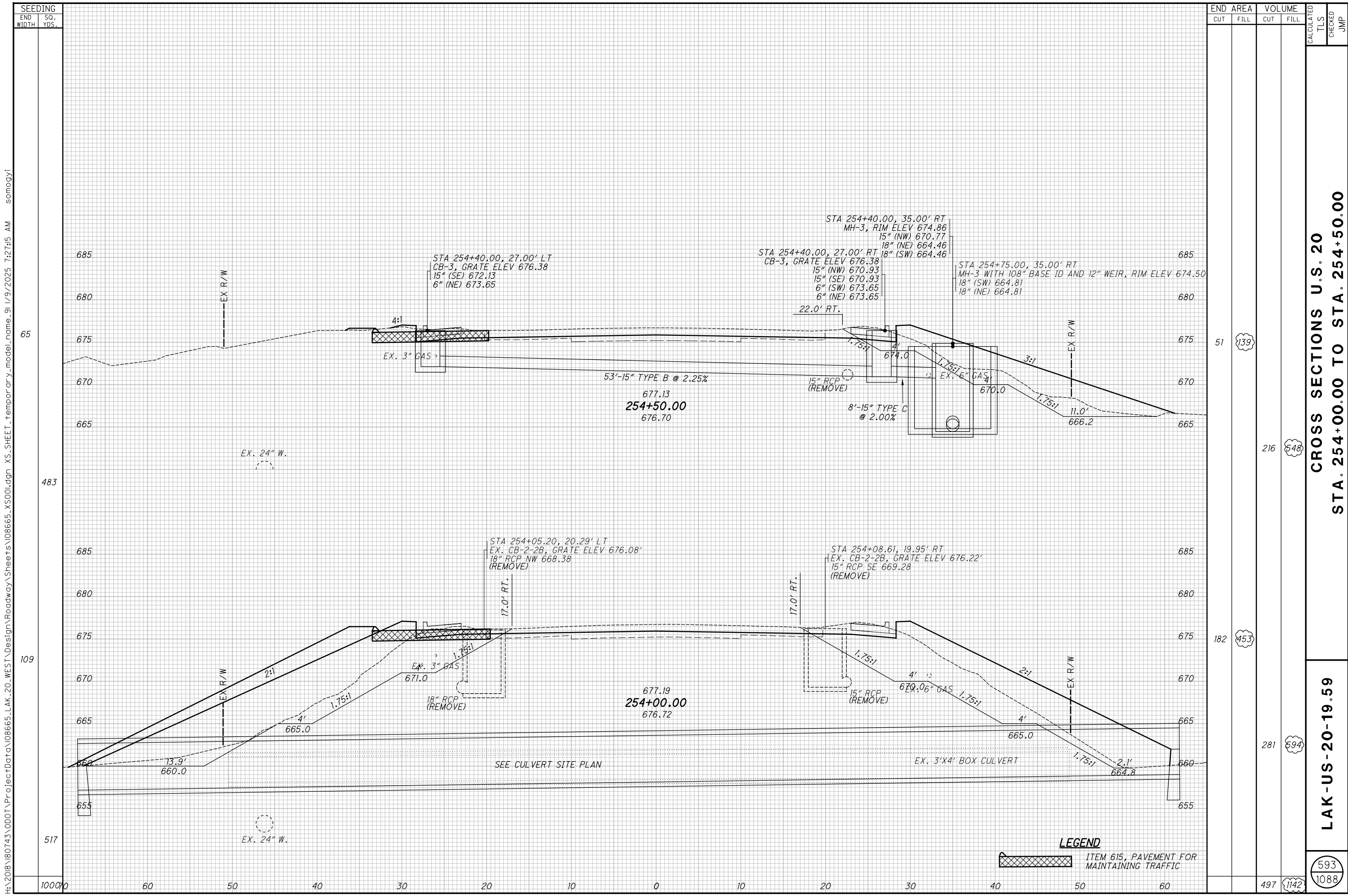
H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.88 1/9/2025 7:27:12 AM sonogyi



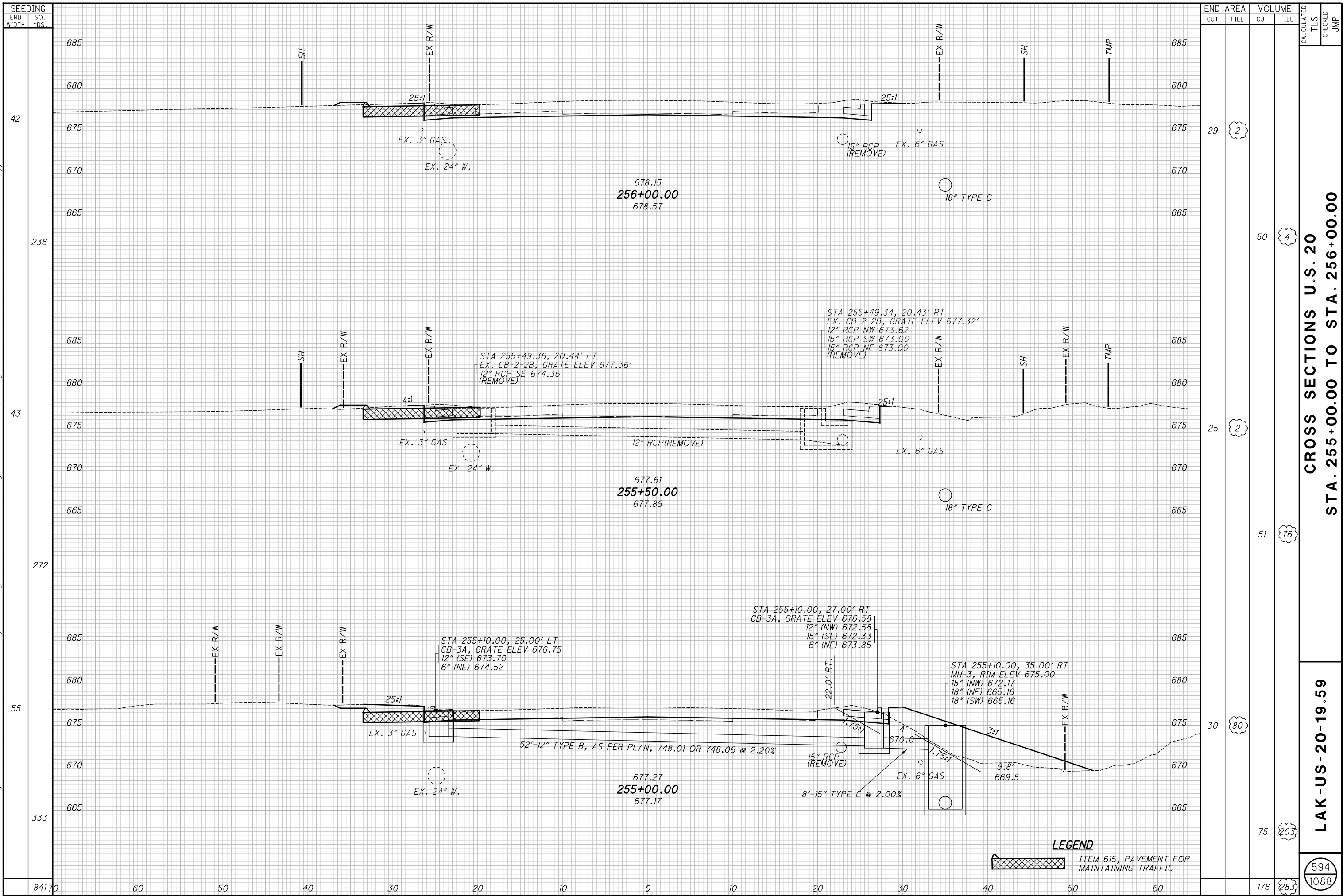
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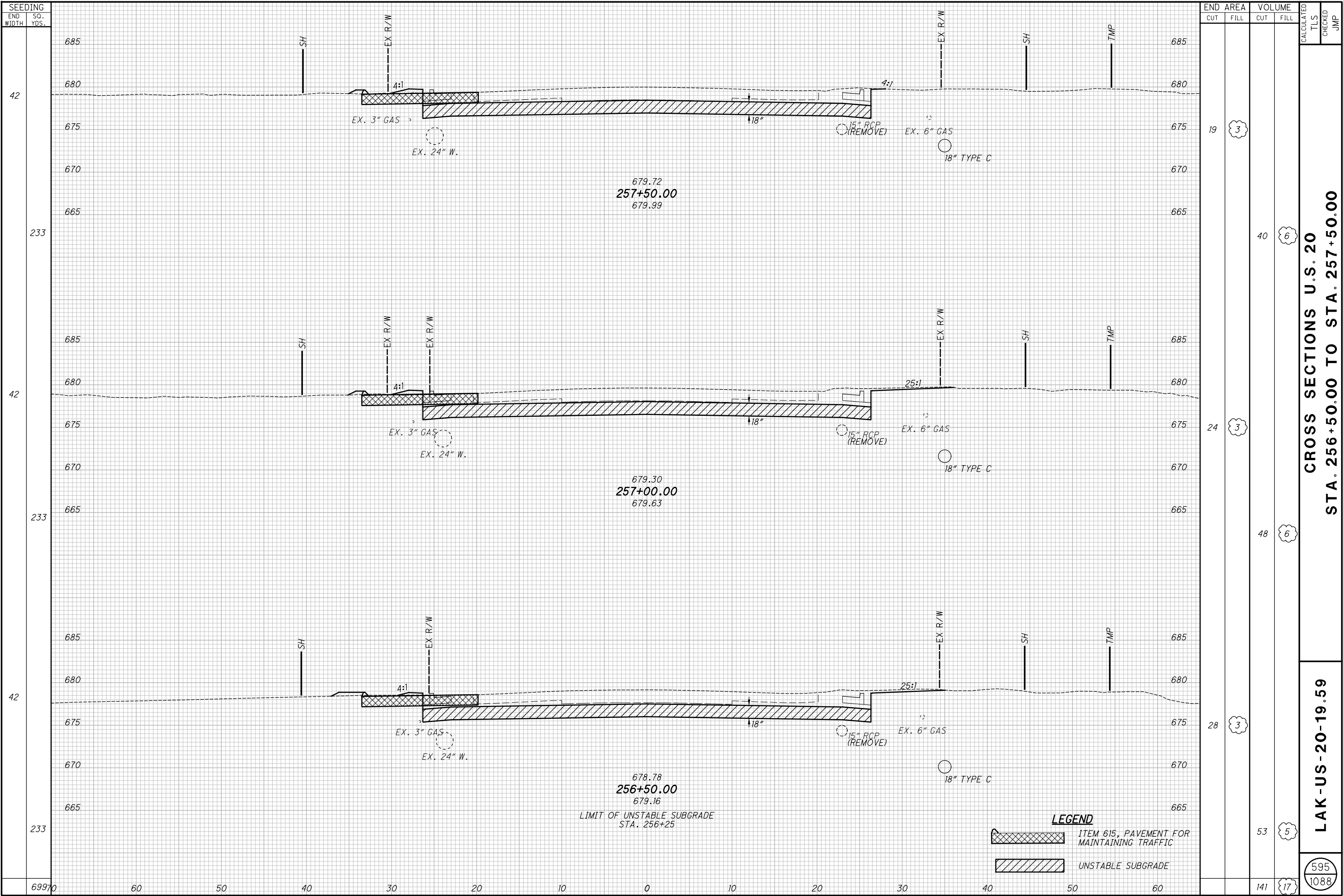




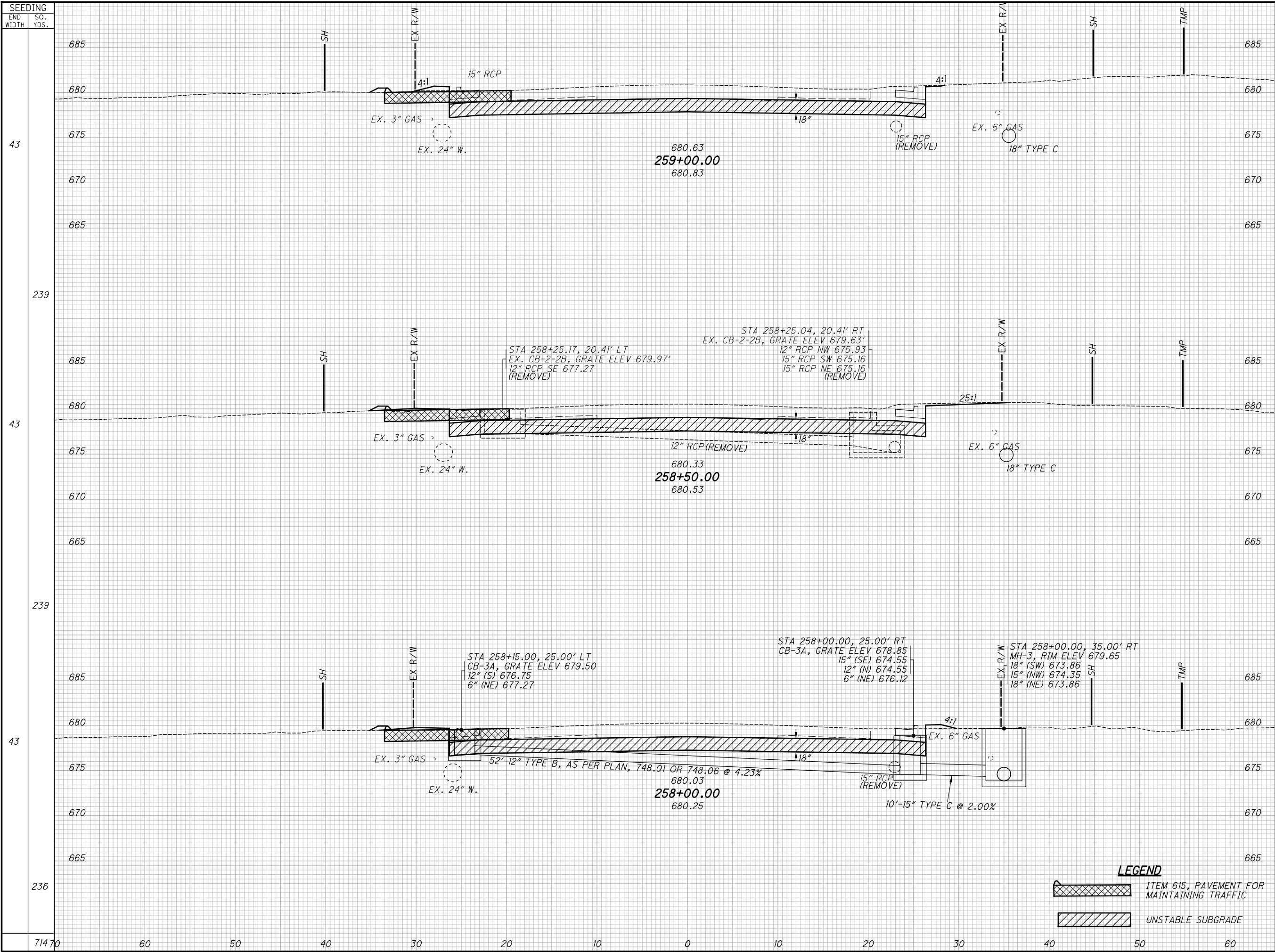
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_92 1/9/2025 7:27:16 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_93 1/9/2025 7:27:17 AM sonogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_94 1/9/2025 7:27:19 AM sonogyi

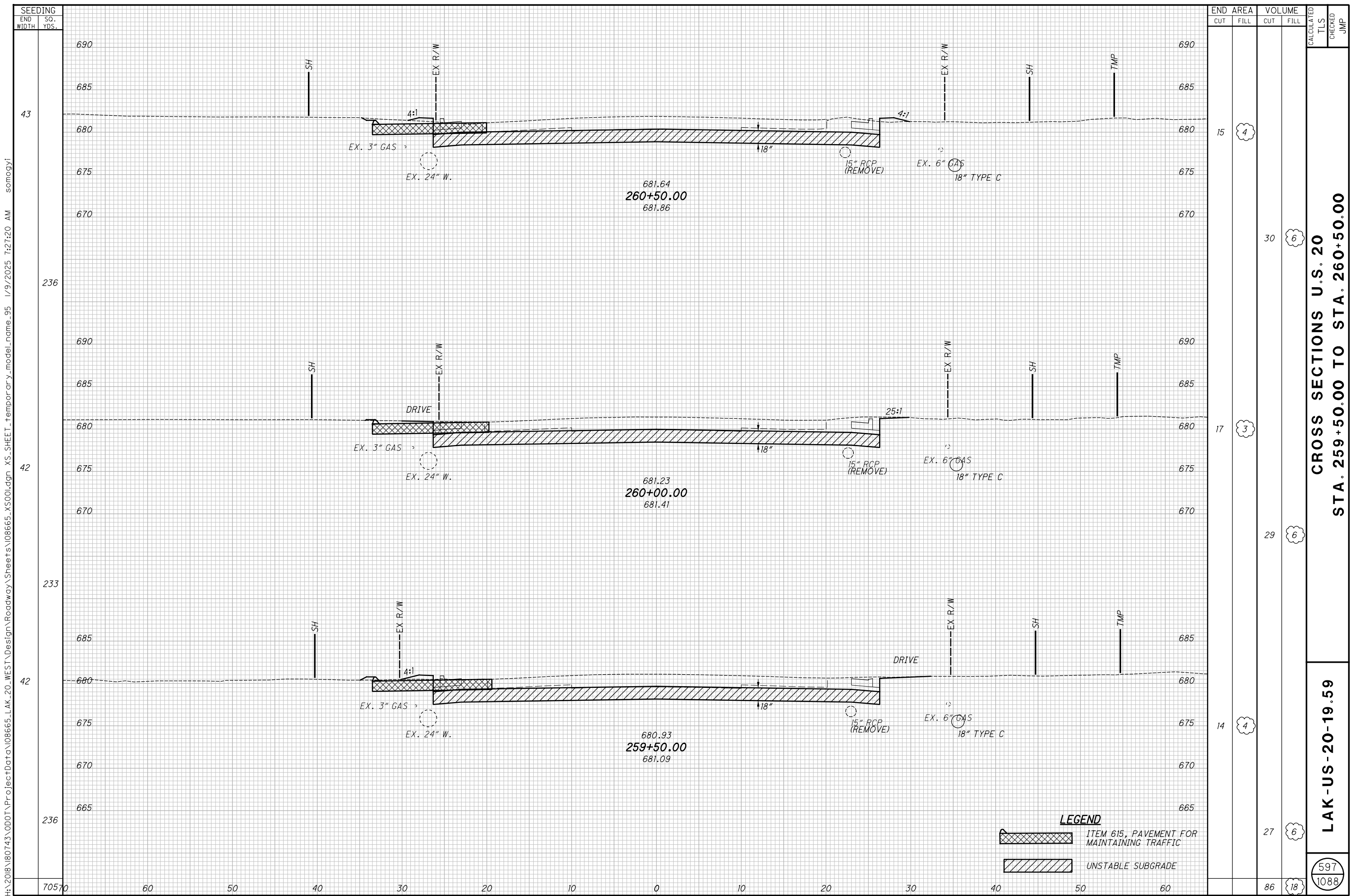


END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
15	3	31	6			
18	3	29	6			
13	4	30	6			
		90	18			

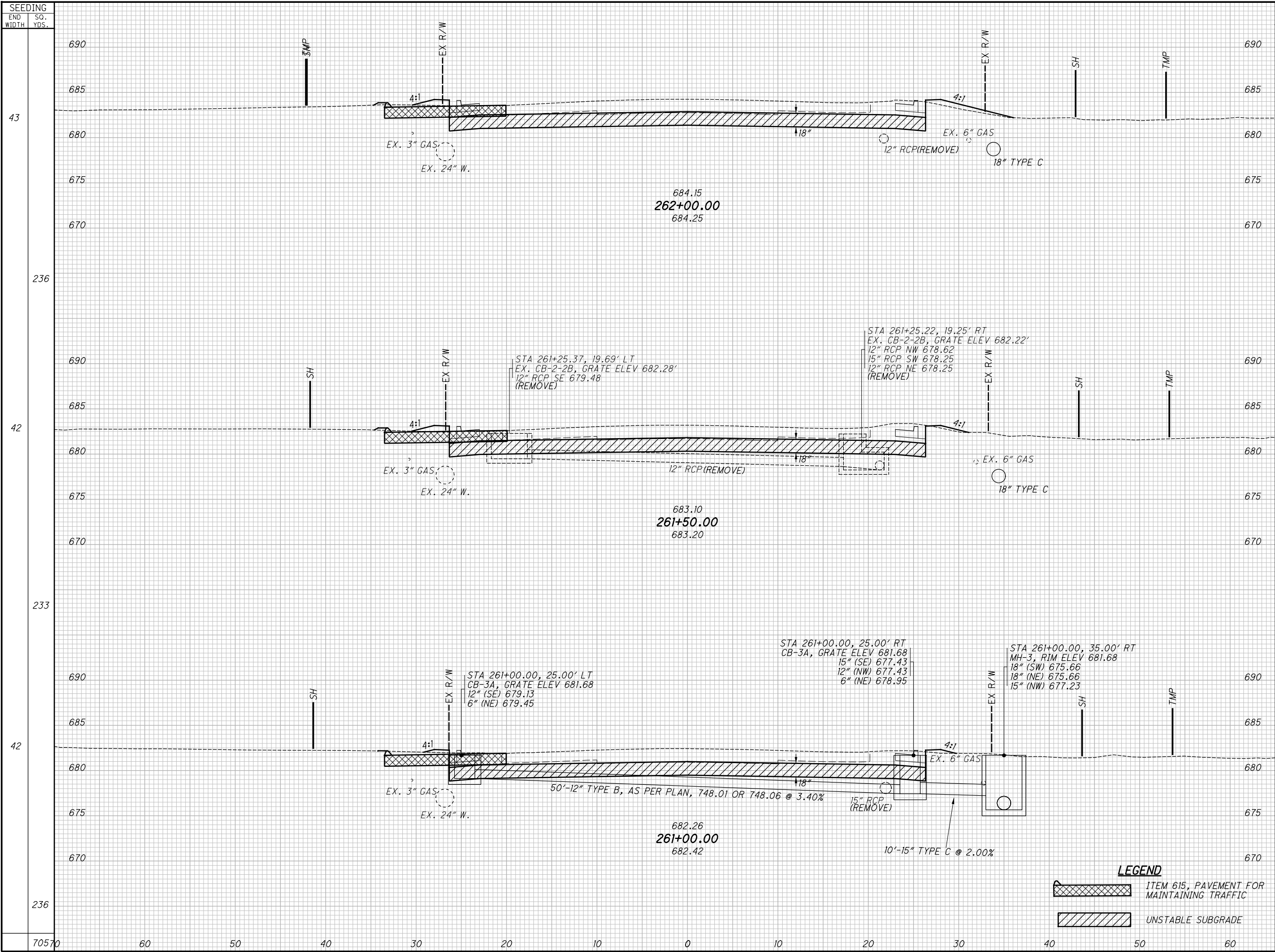
CROSS SECTIONS U.S. 20
STA. 258+00.00 TO STA. 259+00.00

LAK-US-20-19.59

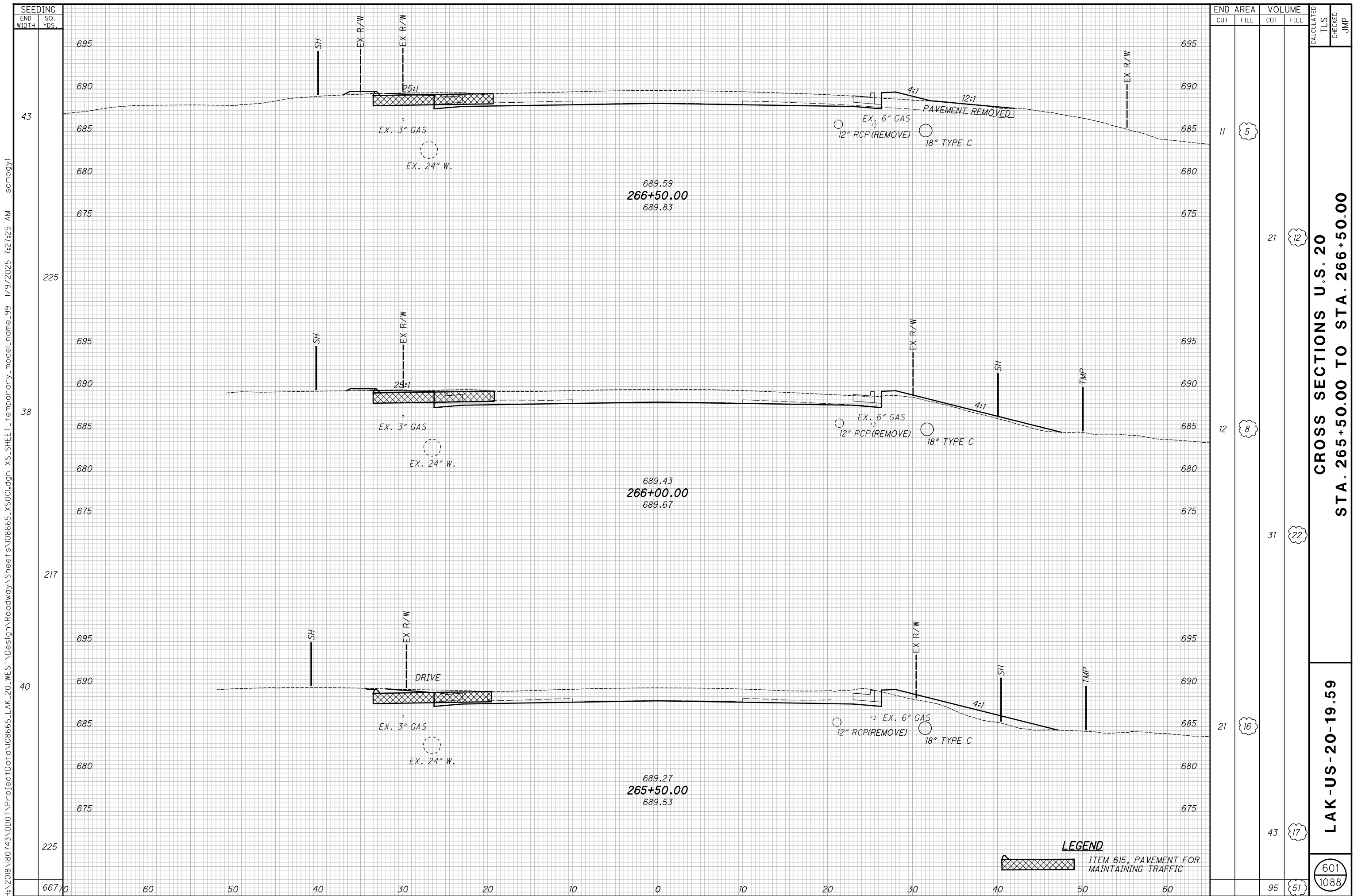
596
1088



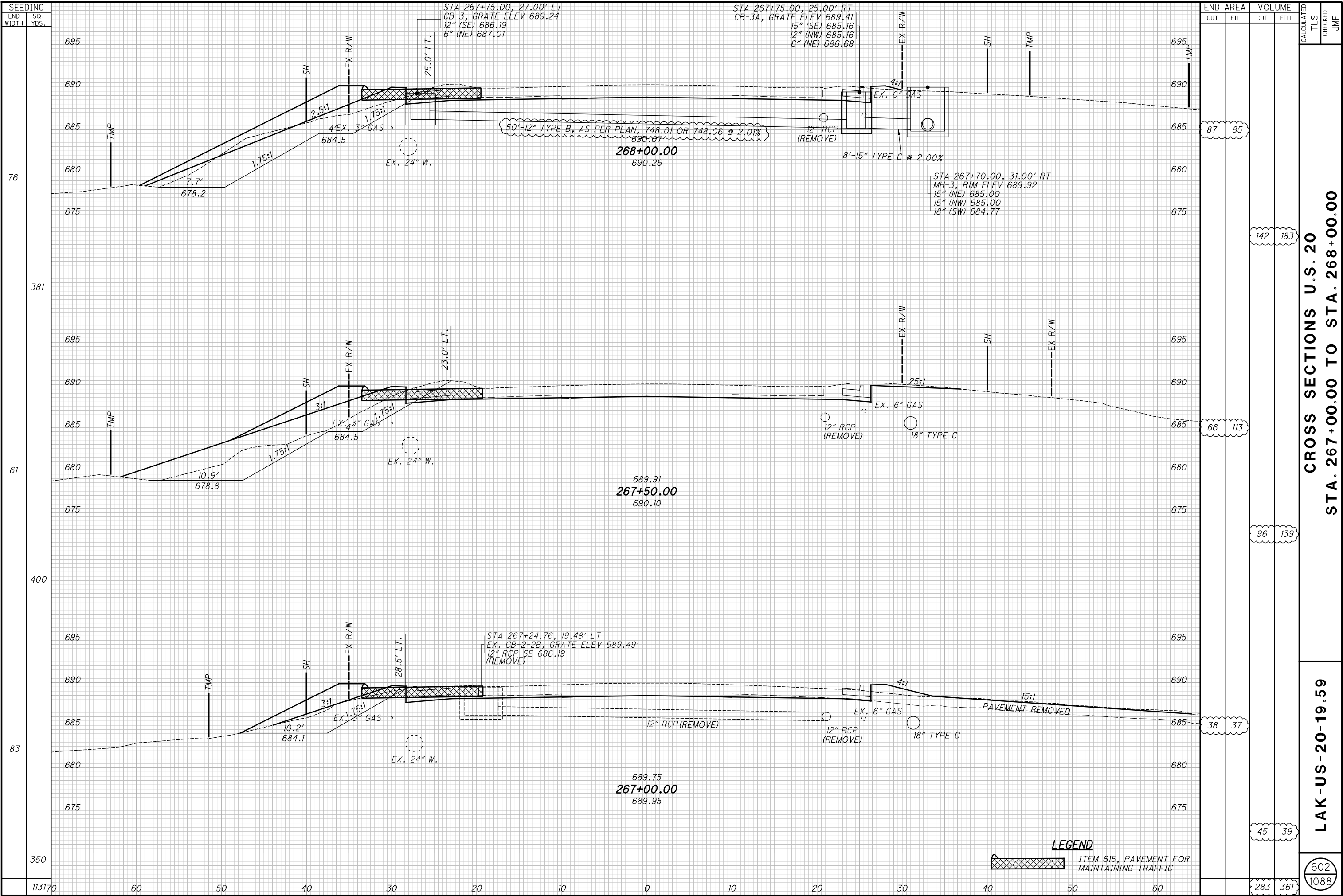
H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_96 1/9/2025 7:27:21AM somogyi



END AREA		VOLUME		CALCULATED	CROSS SECTIONS U.S. 20 STA. 261+00.00 TO STA. 262+00.00	LAK-US-20-19.59	598 1088			
CUT	FILL	CUT	FILL					TLS	CHECKED	JMP
13	10									
		26	16							
15	7									
		29	11							
16	5									
		29	8							
		84	35							



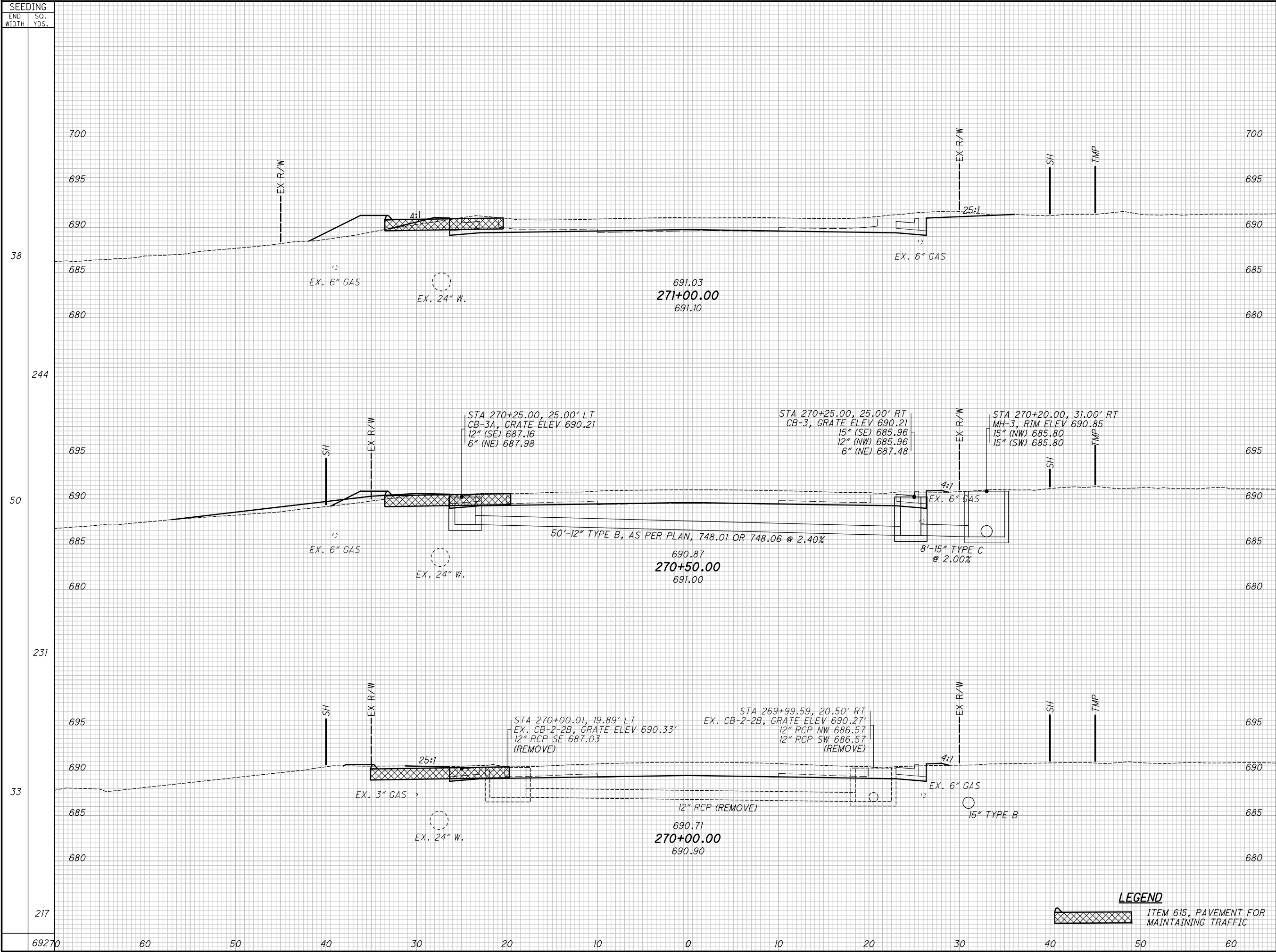
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn 1/9/2025 1:27:26 AM sonogy1



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_001 1/9/2025 7:27:27 AM somogyi



H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_102 1/9/2025 7:27:28 AM somogyi



END AREA		VOLUME		CALCULATED TLS	CHECKED JMP
CUT	FILL	CUT	FILL		
25	6				
		38	17		
16	12				
		29	14		
15	3				
		29	10		
		96	41		

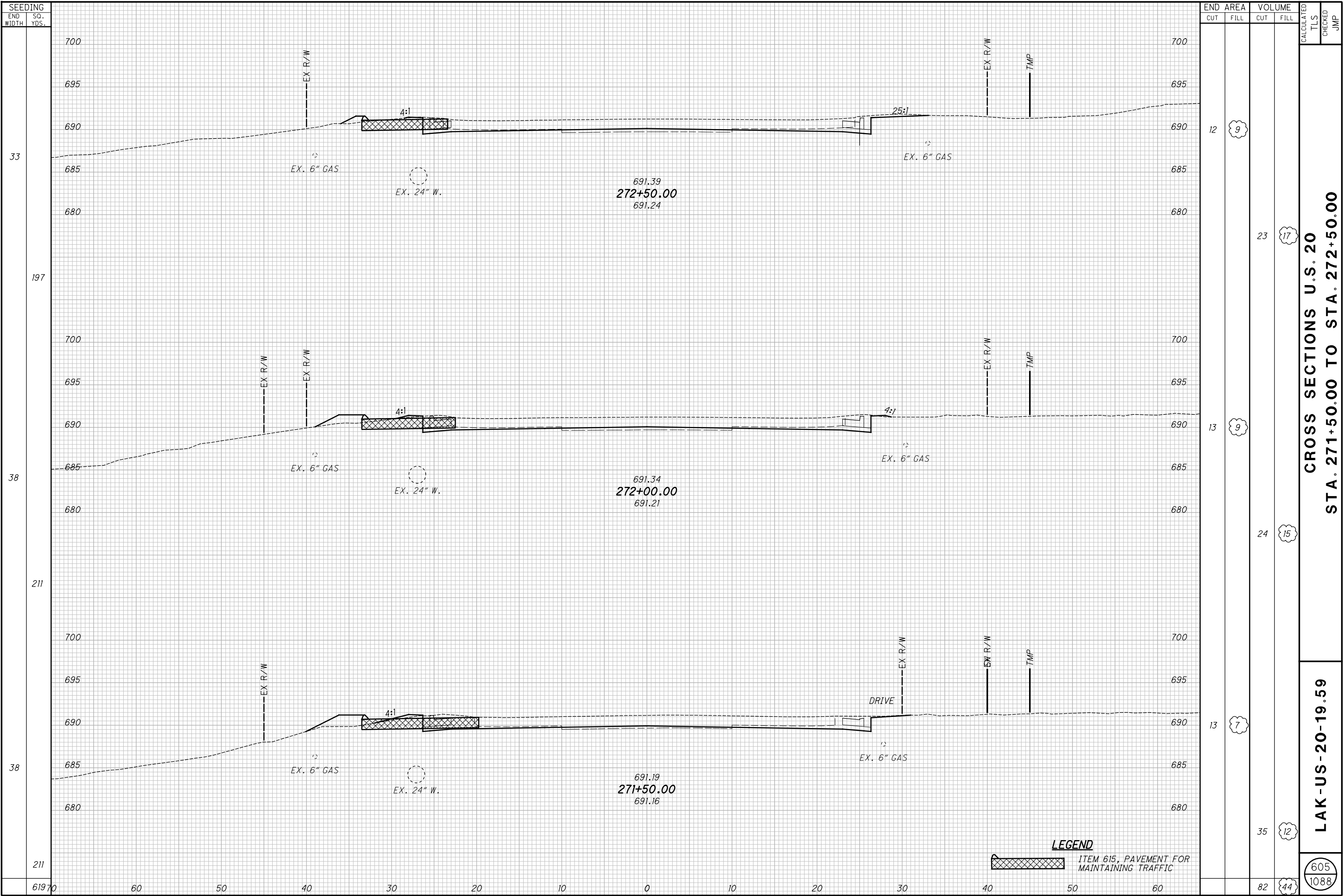
CROSS SECTIONS U.S. 20

STA. 270+00.00 TO STA. 271+00.00

LAK-US-20-19.59

604
1088

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_103 1/9/2025 7:27:30 AM somogyi

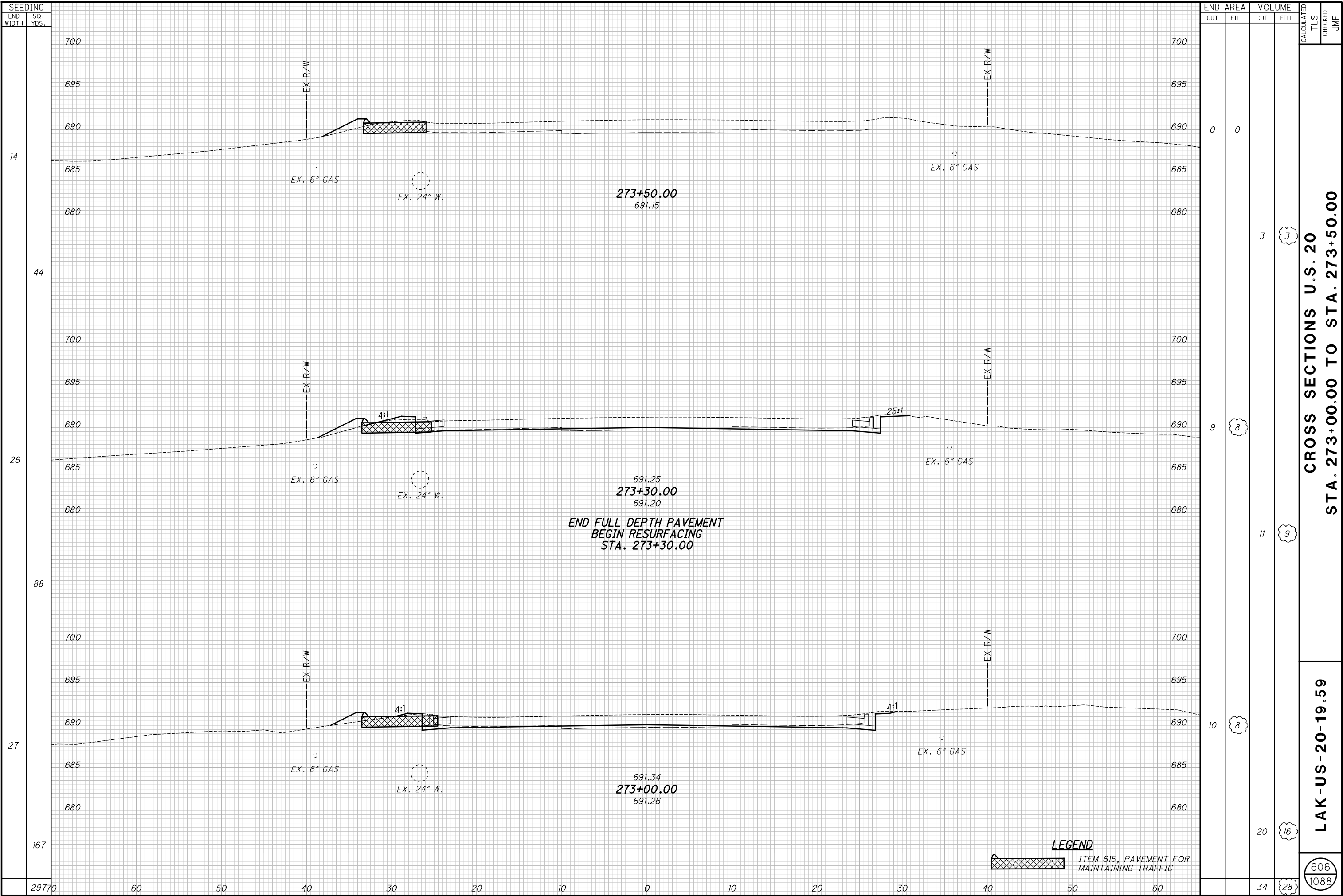


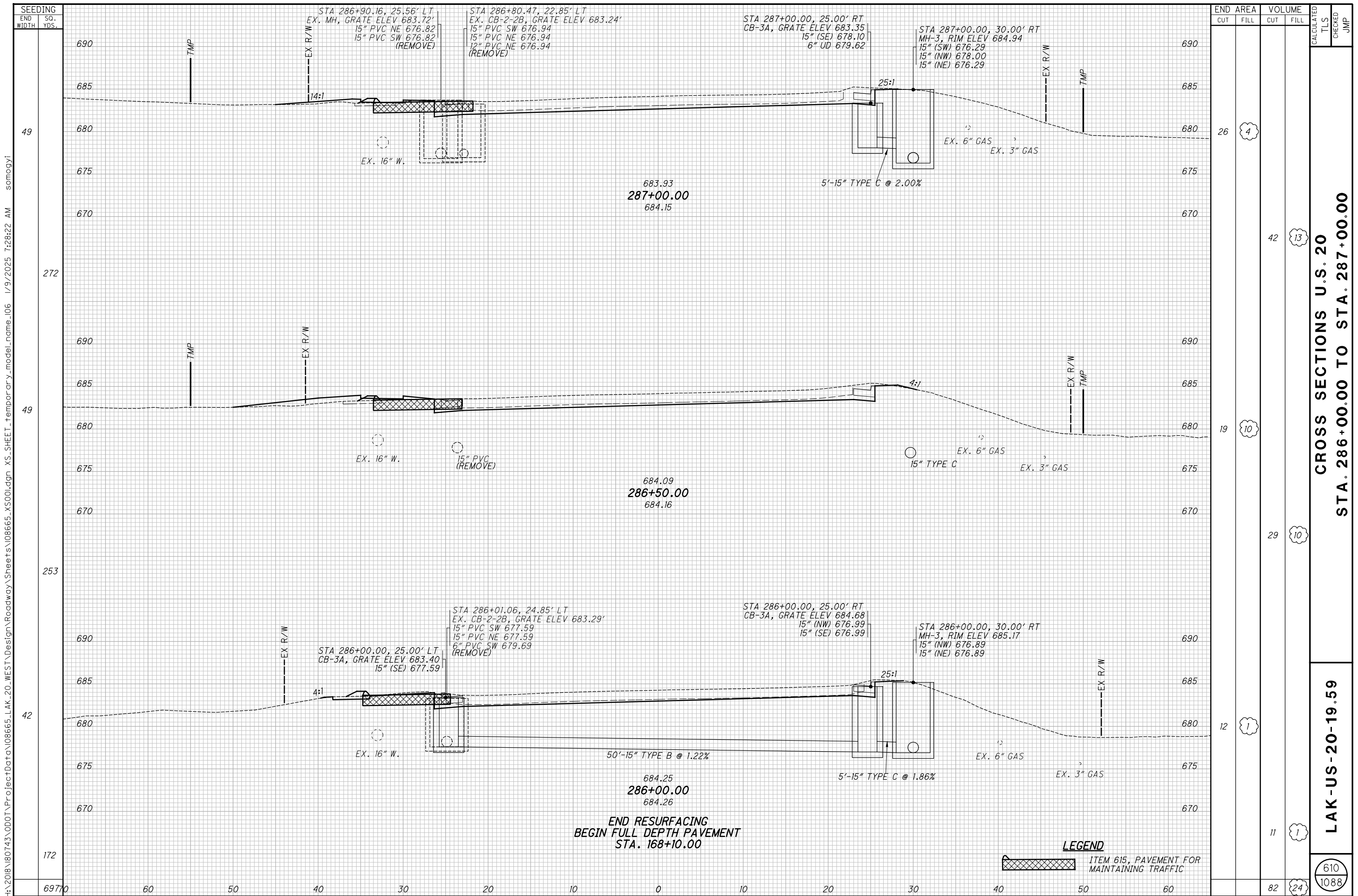
CROSS SECTIONS U.S. 20
STA. 271+50.00 TO STA. 272+50.00

LAK-US-20-19.59

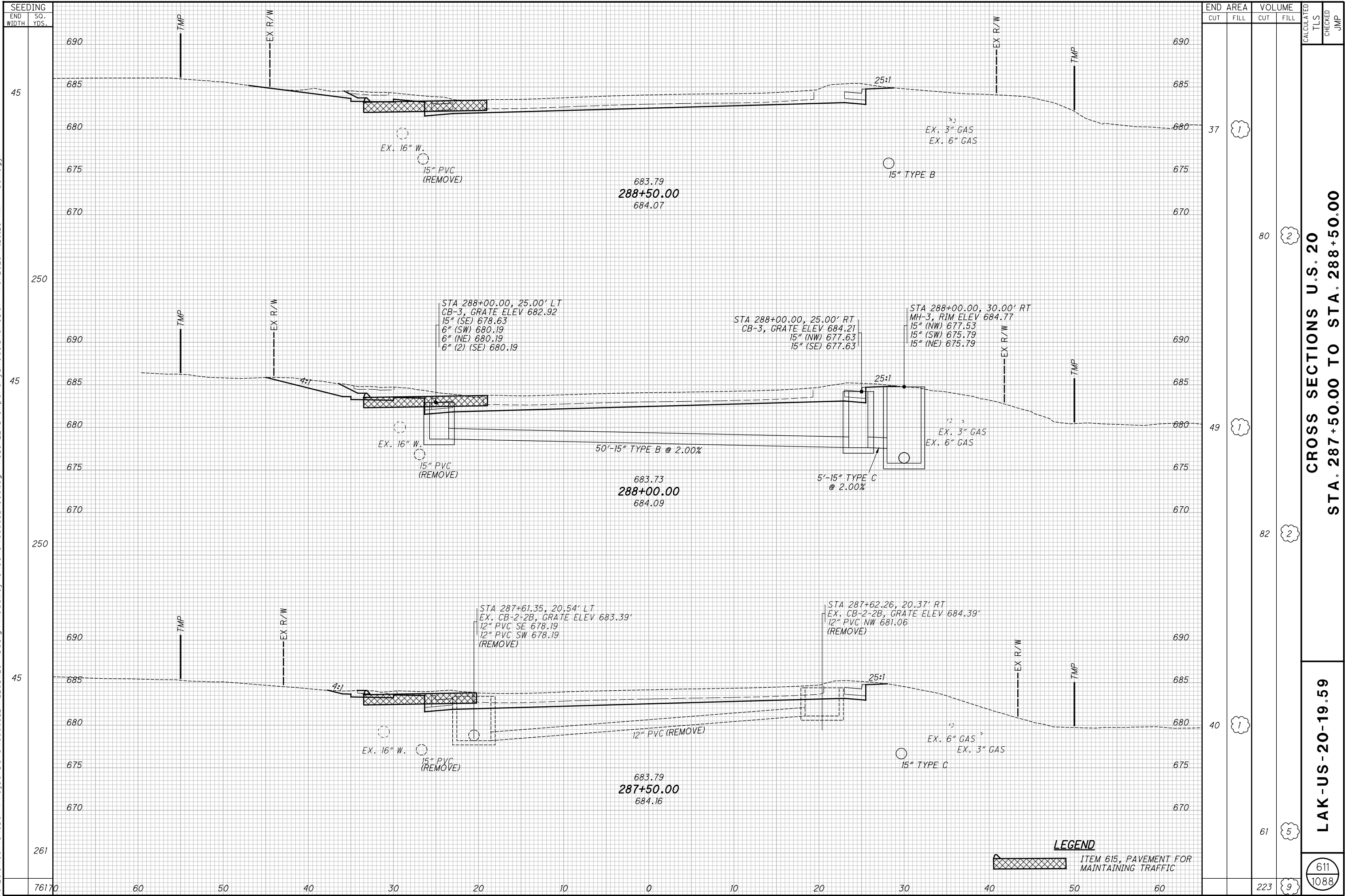
605
1088

H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_104 1/9/2025 7:27:31 AM somogyi





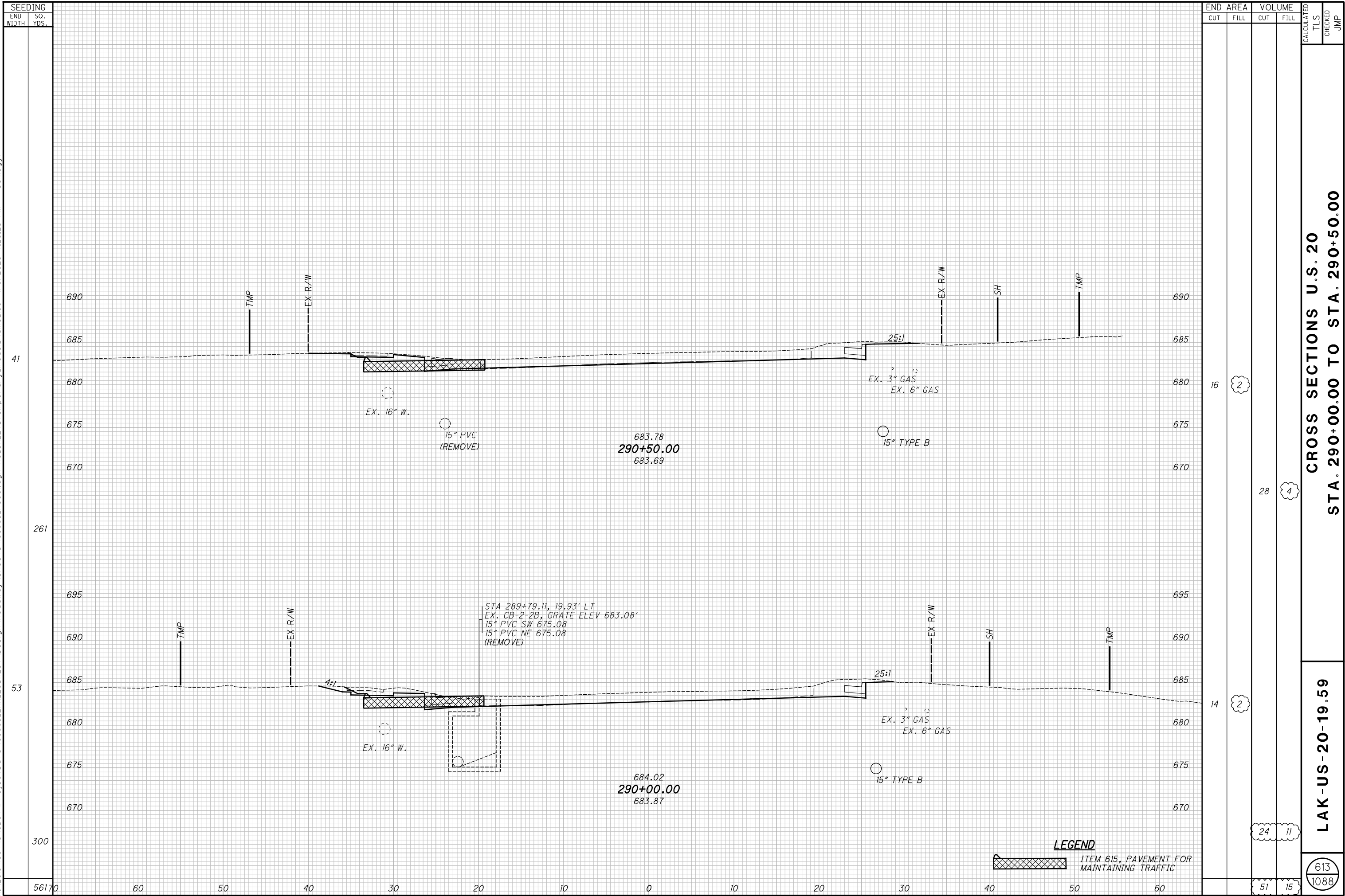
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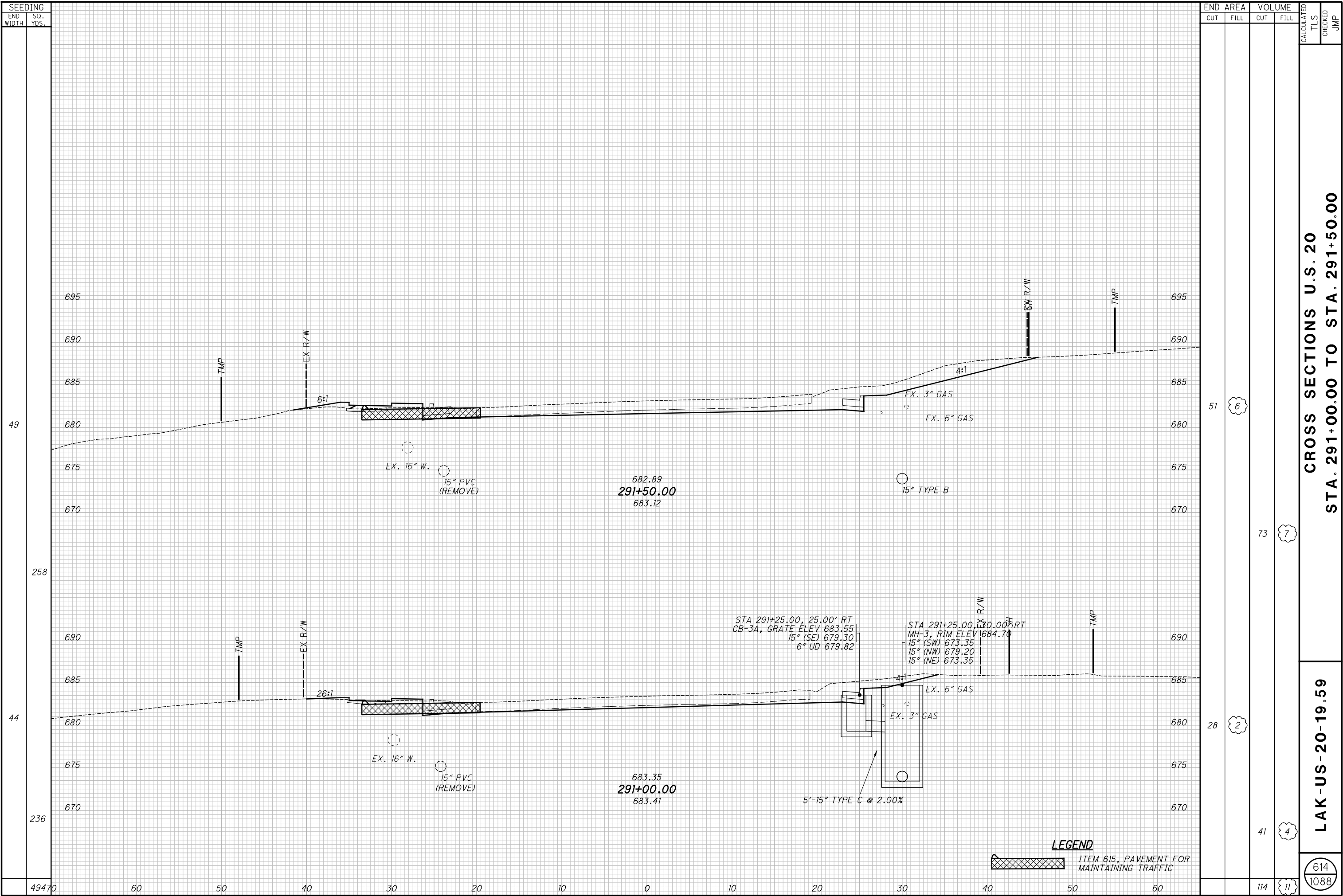
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_108 1/9/2025 7:28:24 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_109 1/9/2025 7:28:25 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_110 1/9/2025 7:28:26 AM somogyi



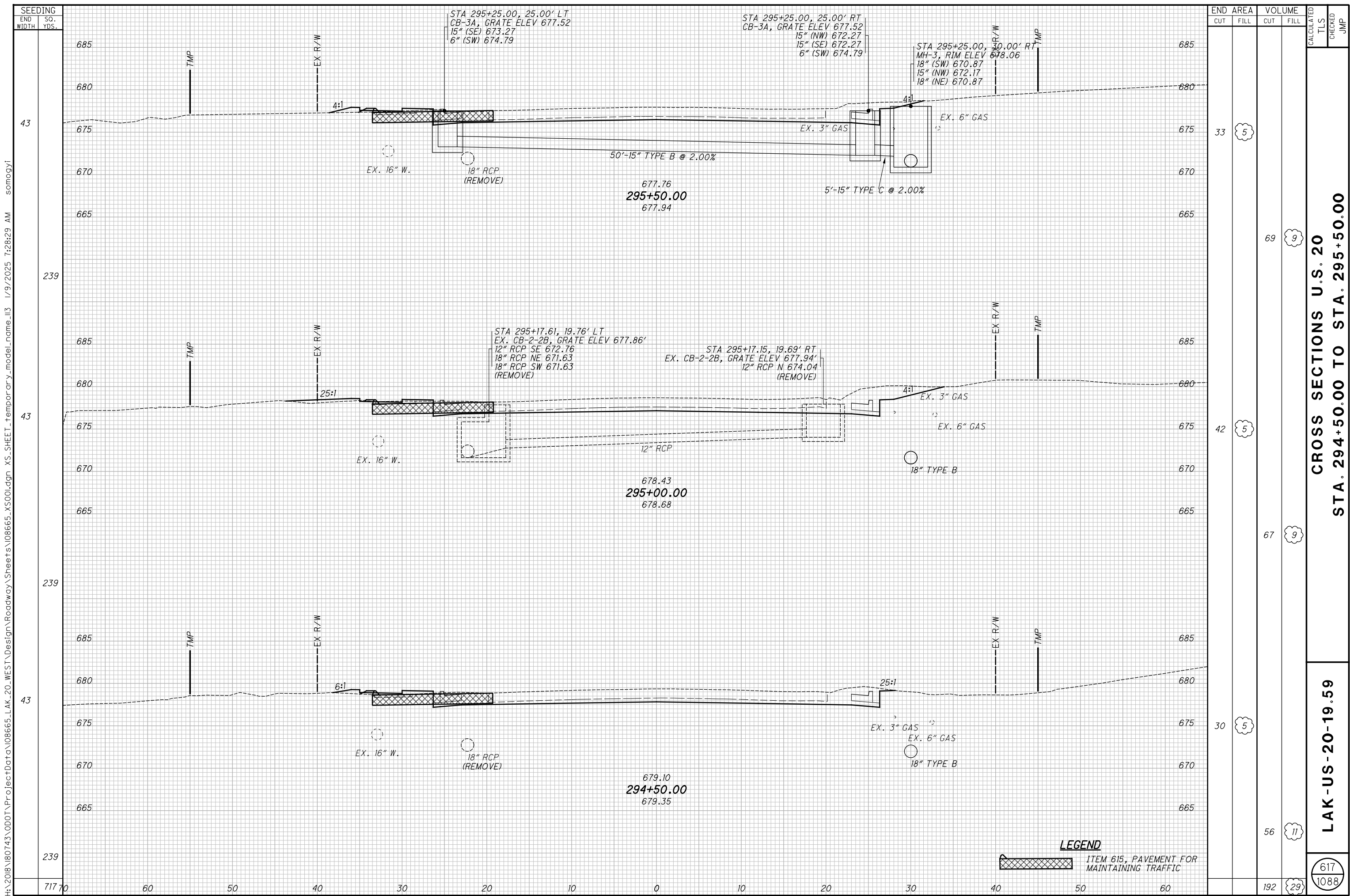
CROSS SECTIONS U.S. 20
STA. 291+00.00 TO STA. 291+50.00

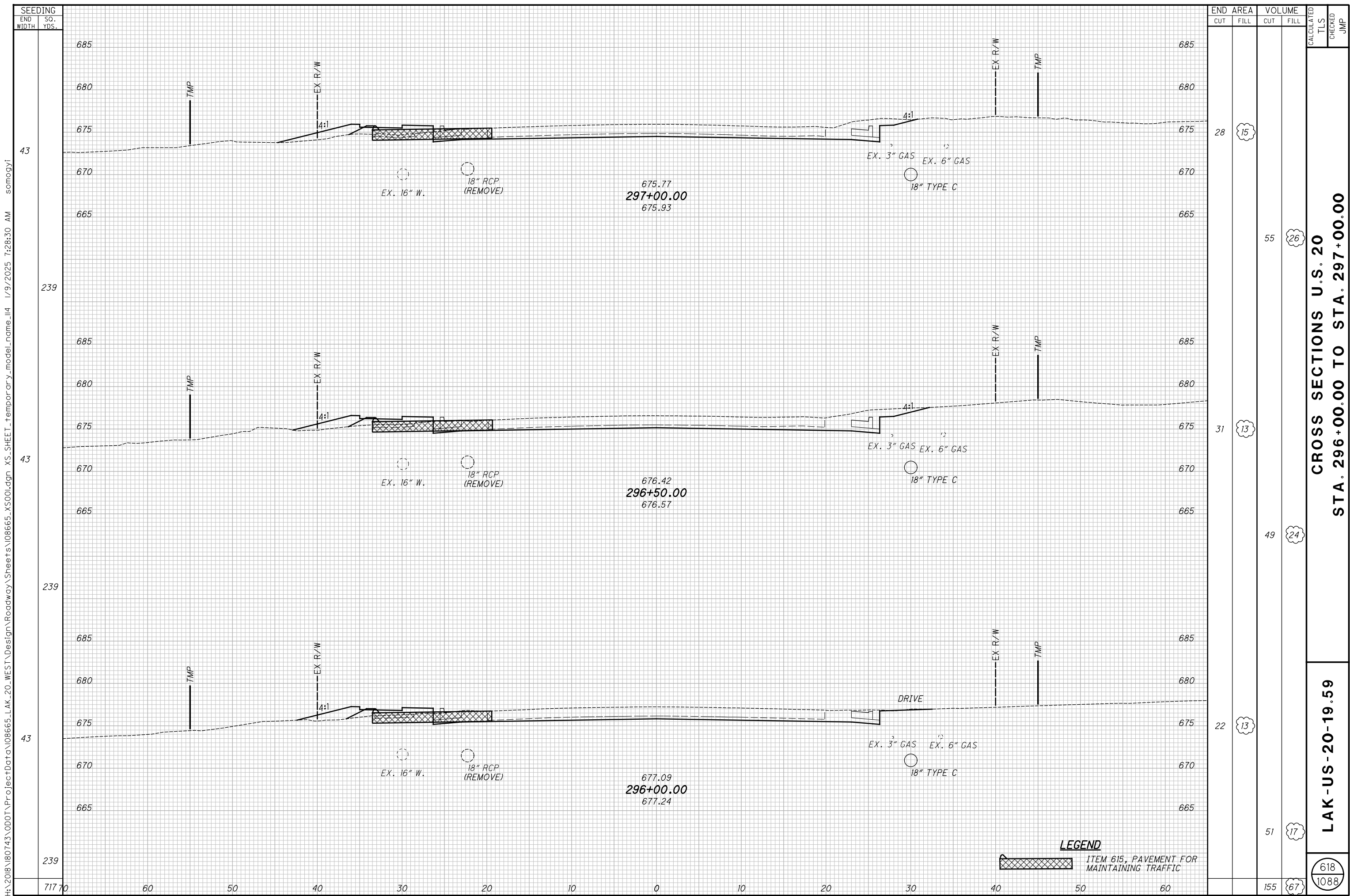
LAK-US-20-19.59

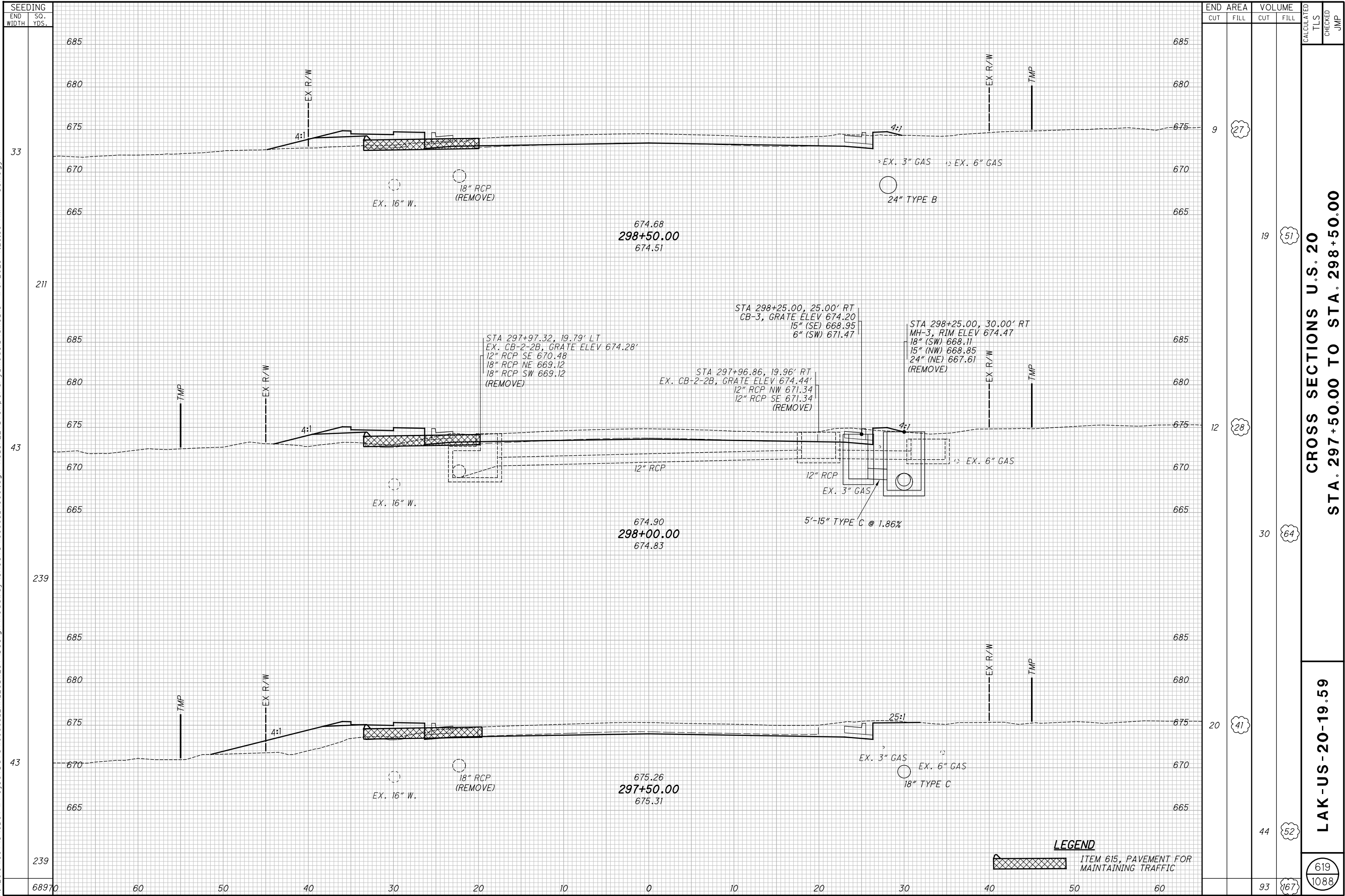
614
1088

615
1088

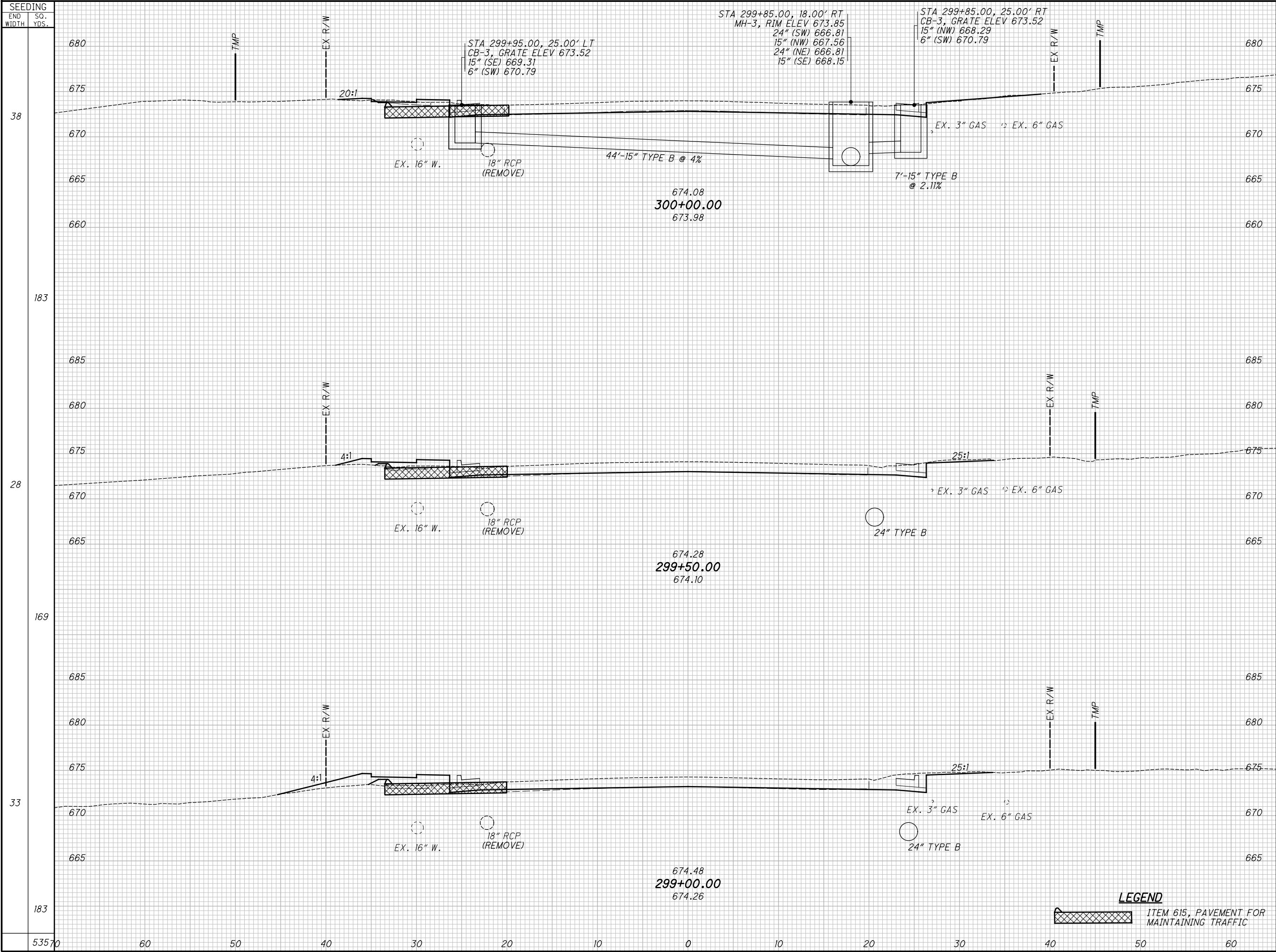
☐ ☐ ☐ ☐







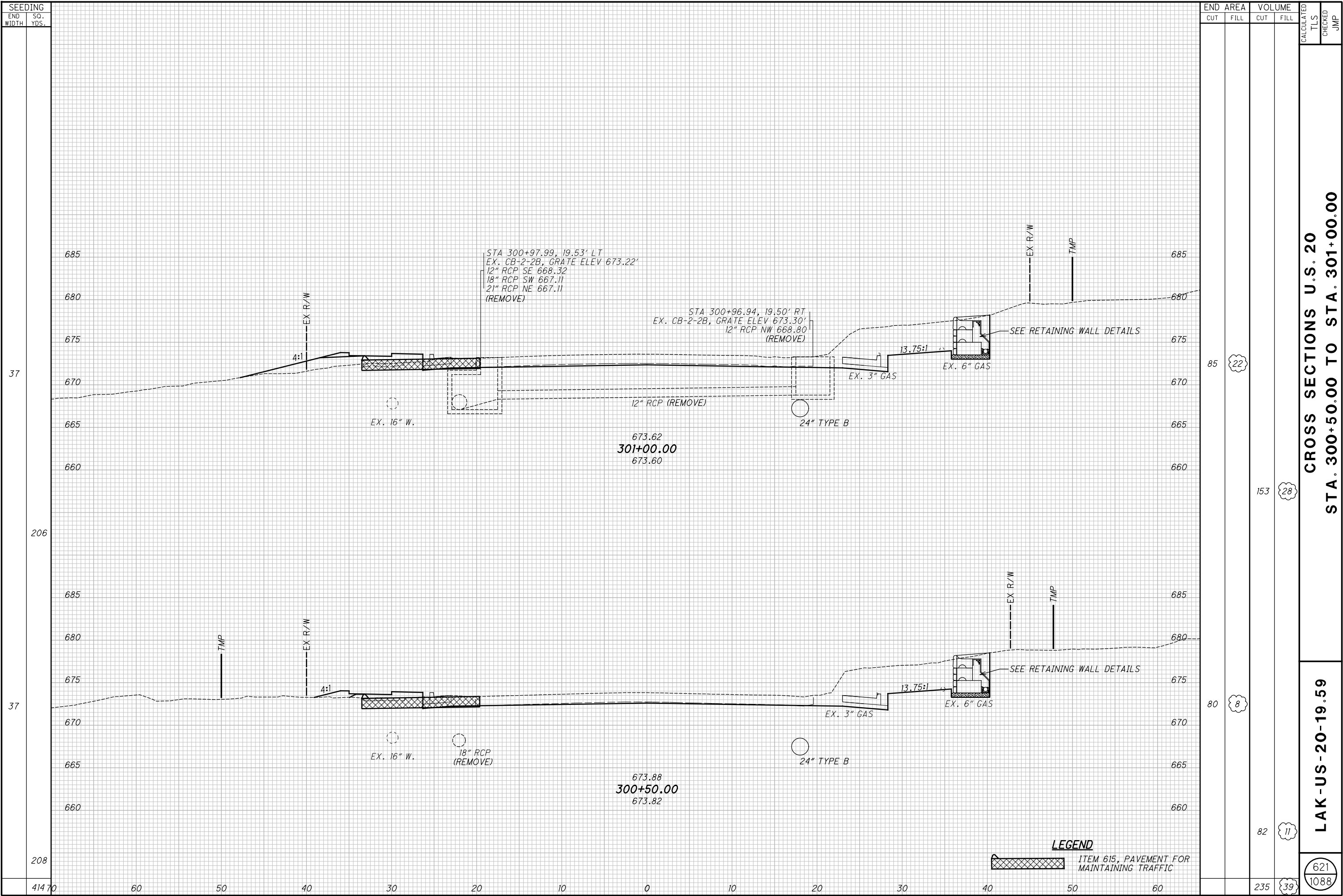
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_116 1/9/2025 7:28:42 AM somogyi



SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	CHECKED	JMP
38		9	4					
183				17	12			
28		9	9					
169				19	27			
33		12	20					
183				19	44			
535	70			55	83	620	1088	

CROSS SECTIONS U.S. 20
STA. 299+00.00 TO STA. 300+00.00
LAK-US-20-19.59

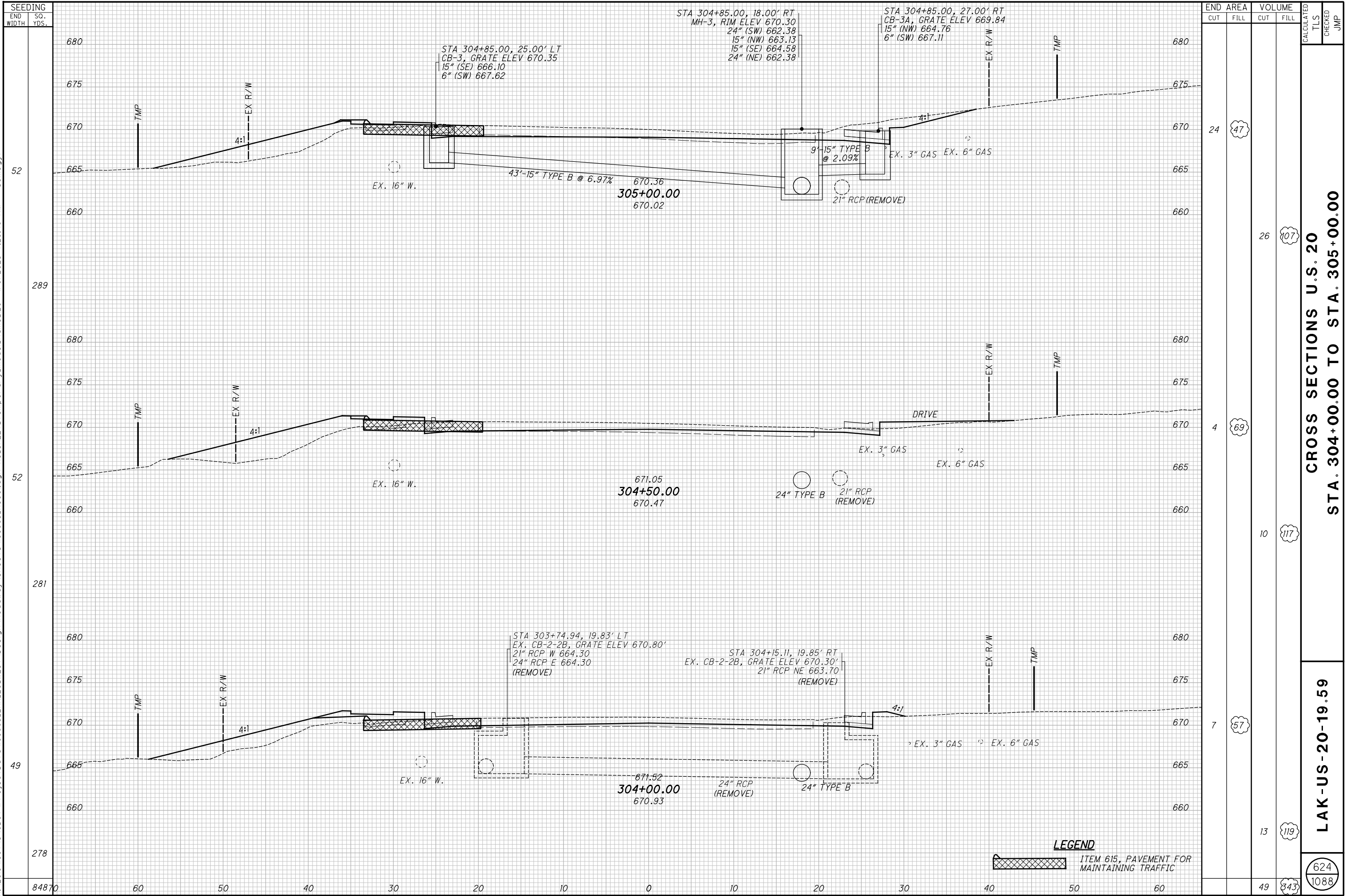
H:\2018\180743\OD01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_117 1/9/2025 7:28:43 AM somogyi



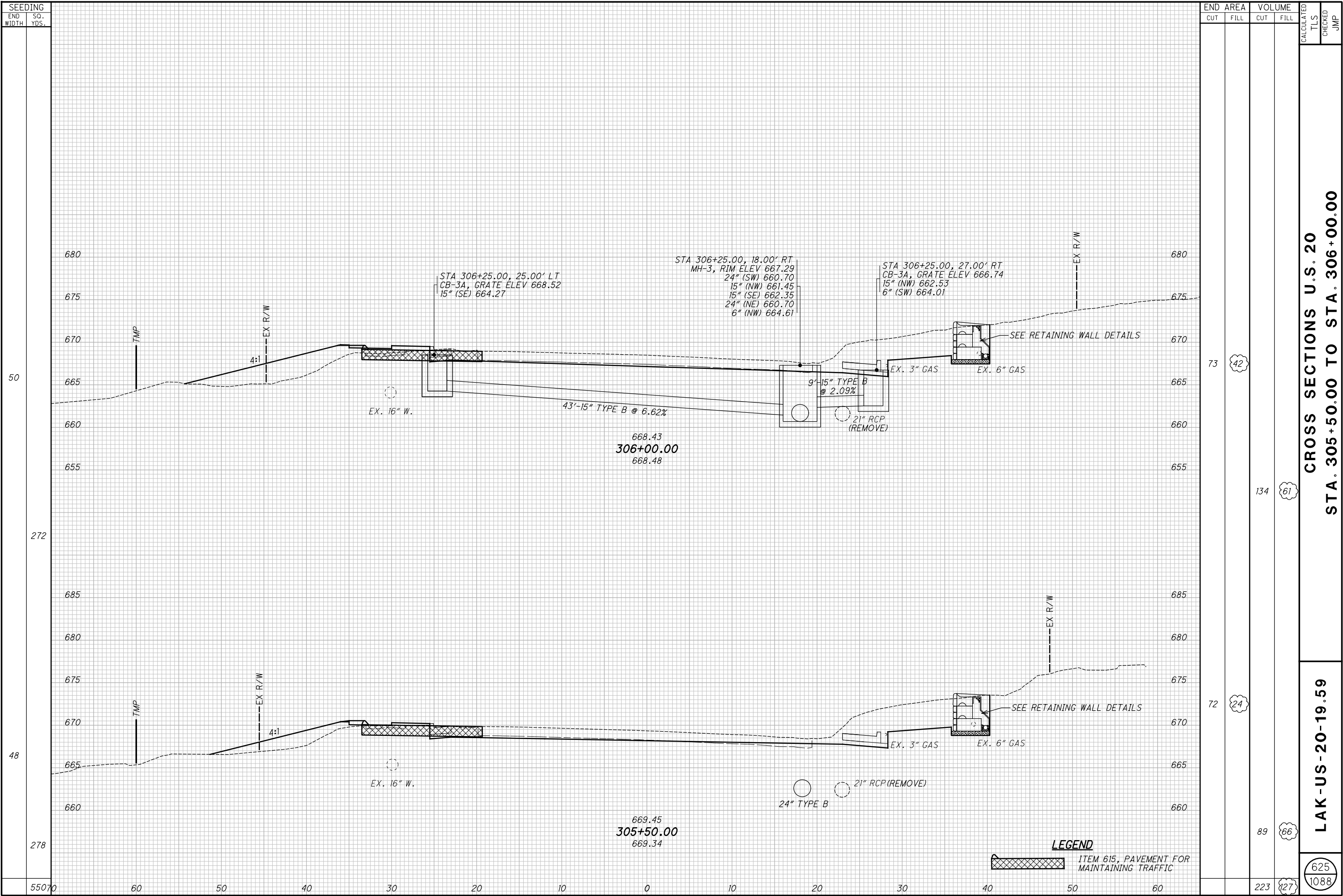
$$\frac{622}{1088}$$

$$\frac{623}{1088}$$

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.i20 1/9/2025 7:28:46 AM somogyi

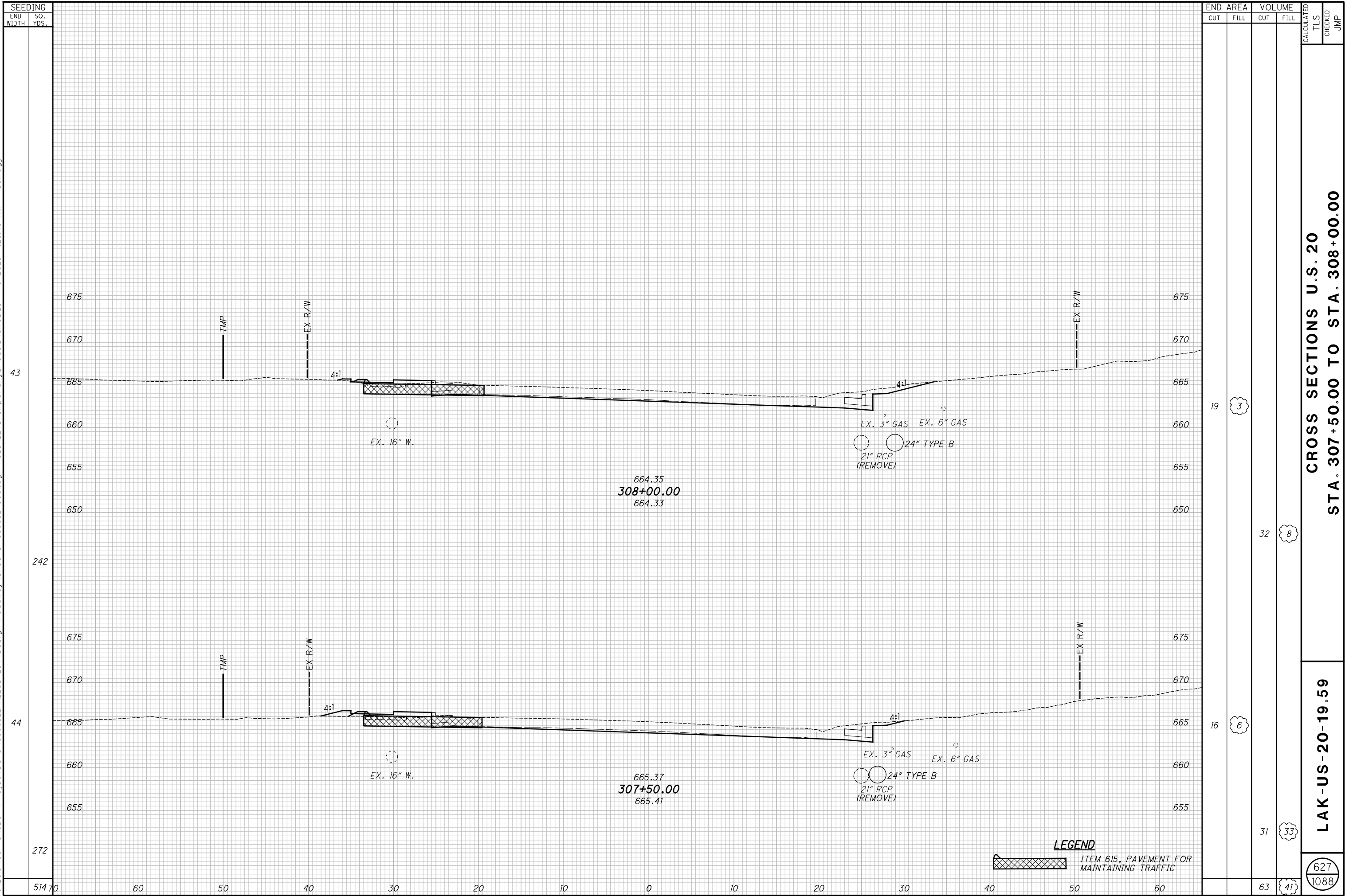


H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET\temporary_model_name.l2l 1/9/2025 7:28:47 AM somogyi

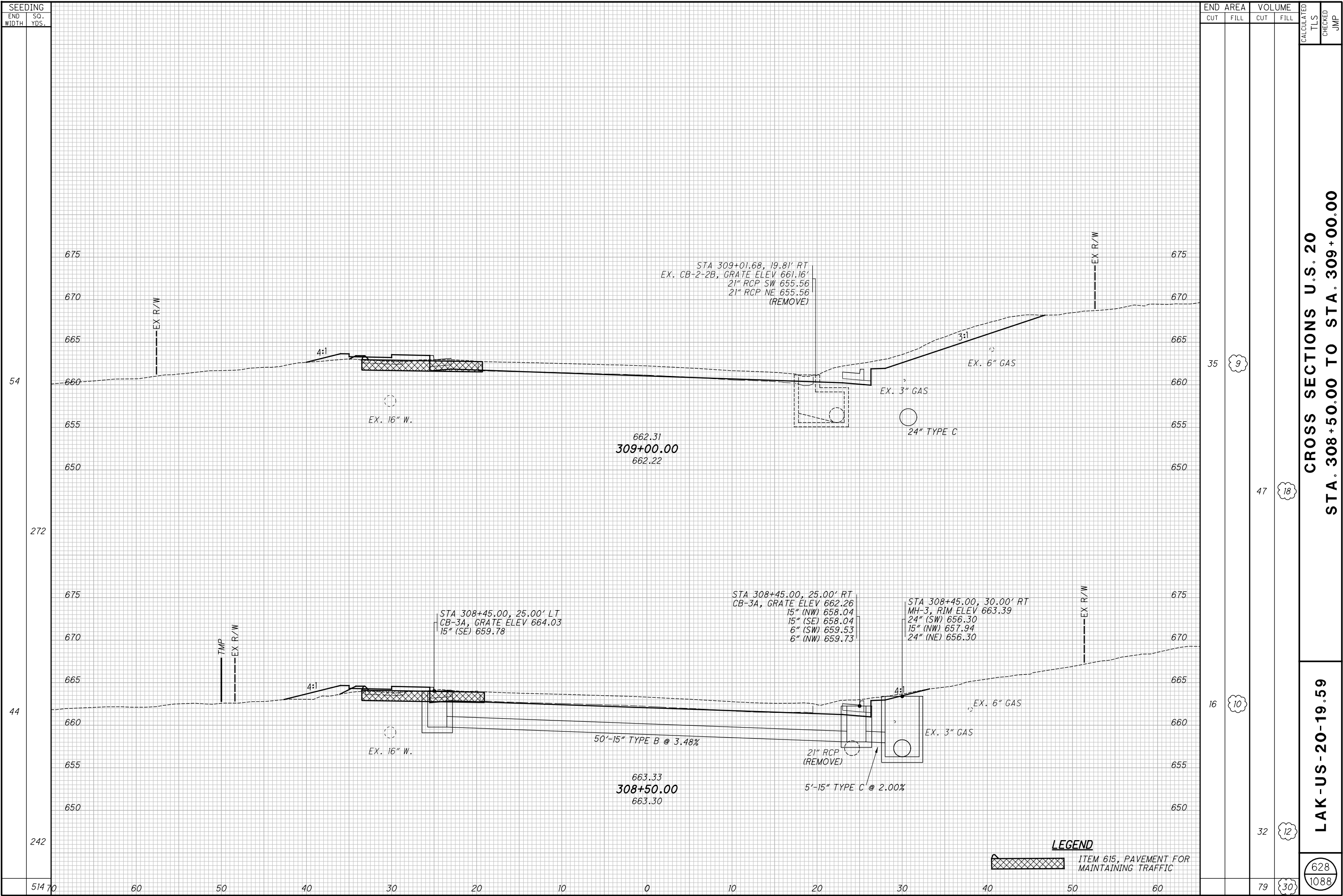


626
1088

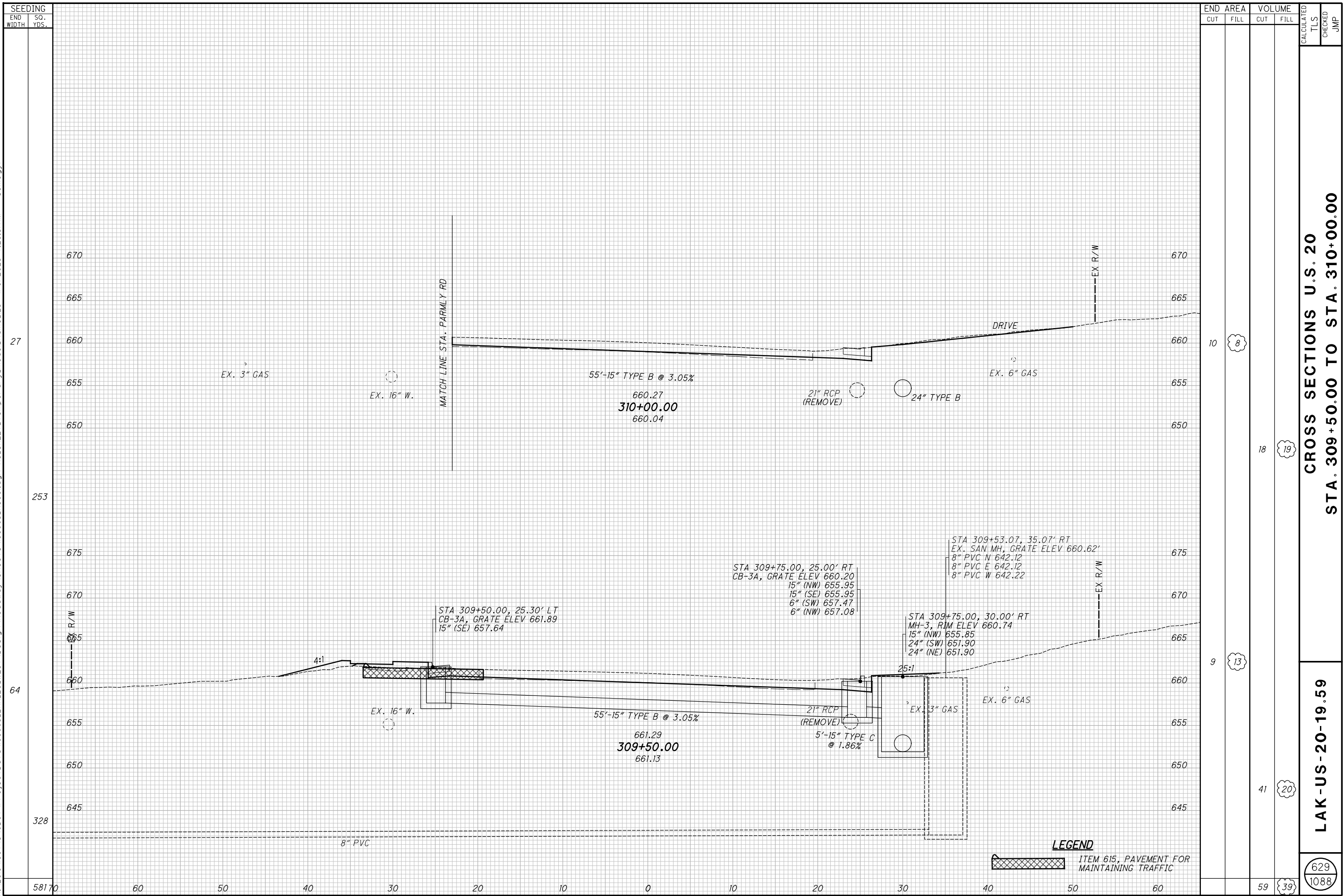
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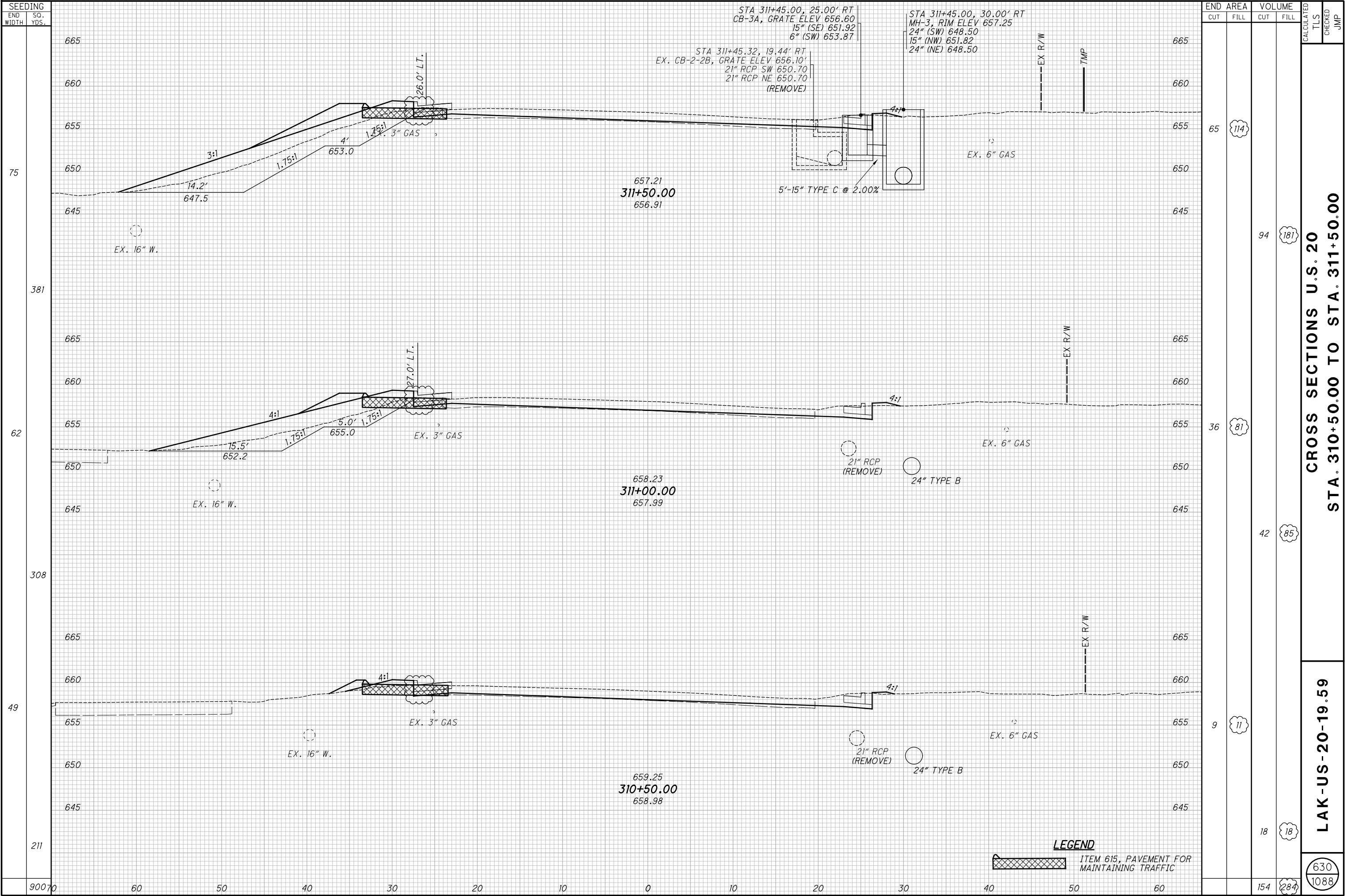
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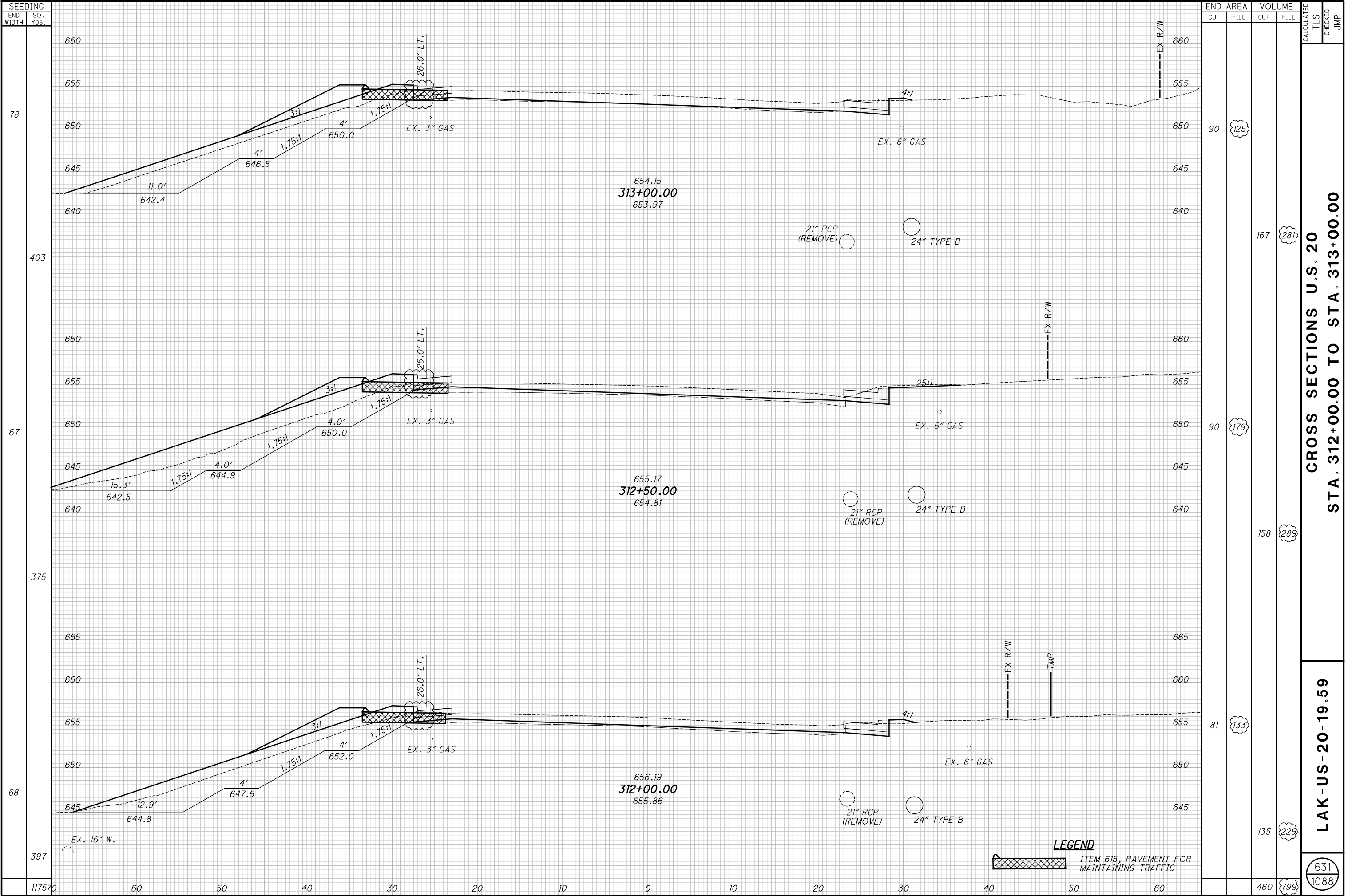
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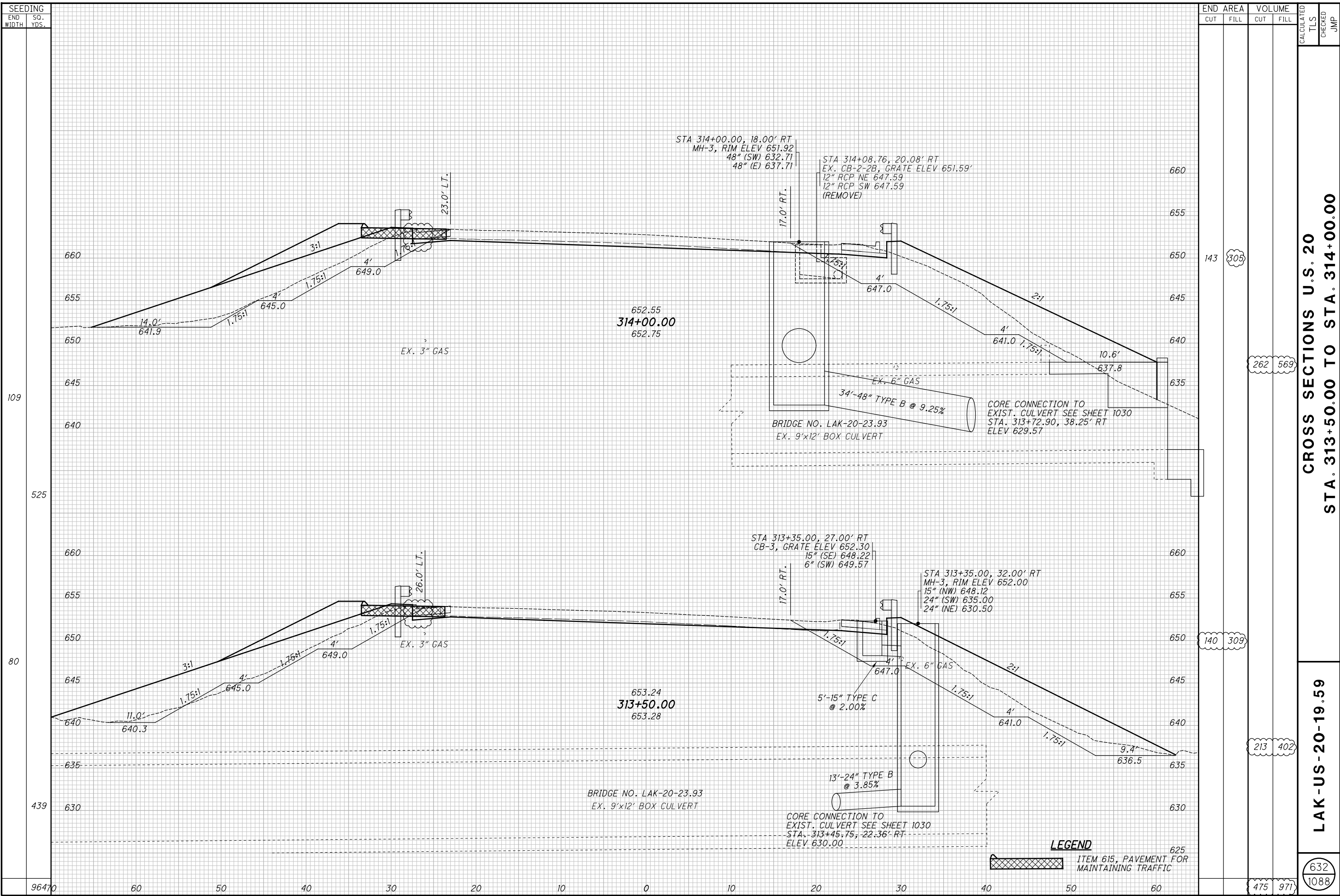
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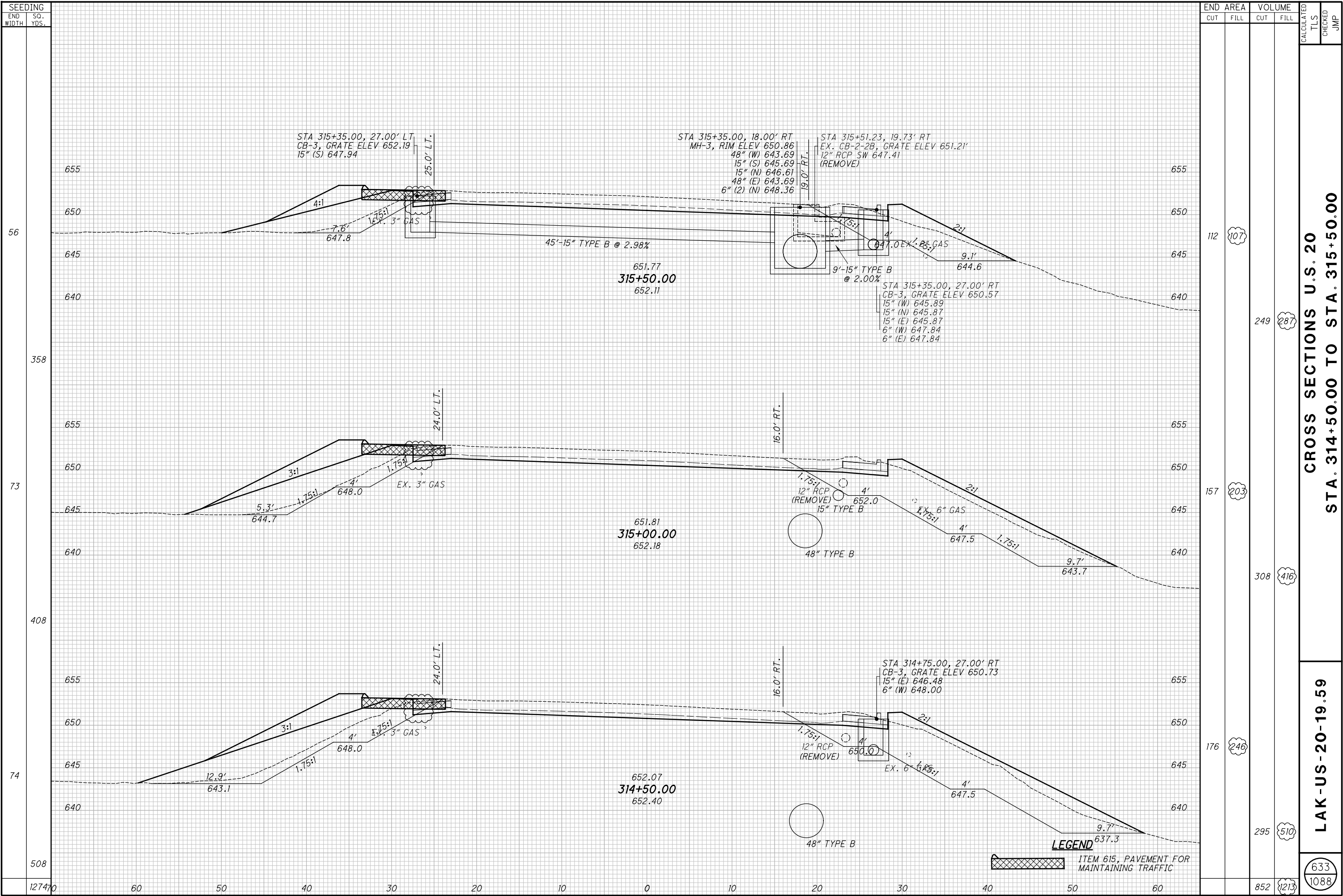
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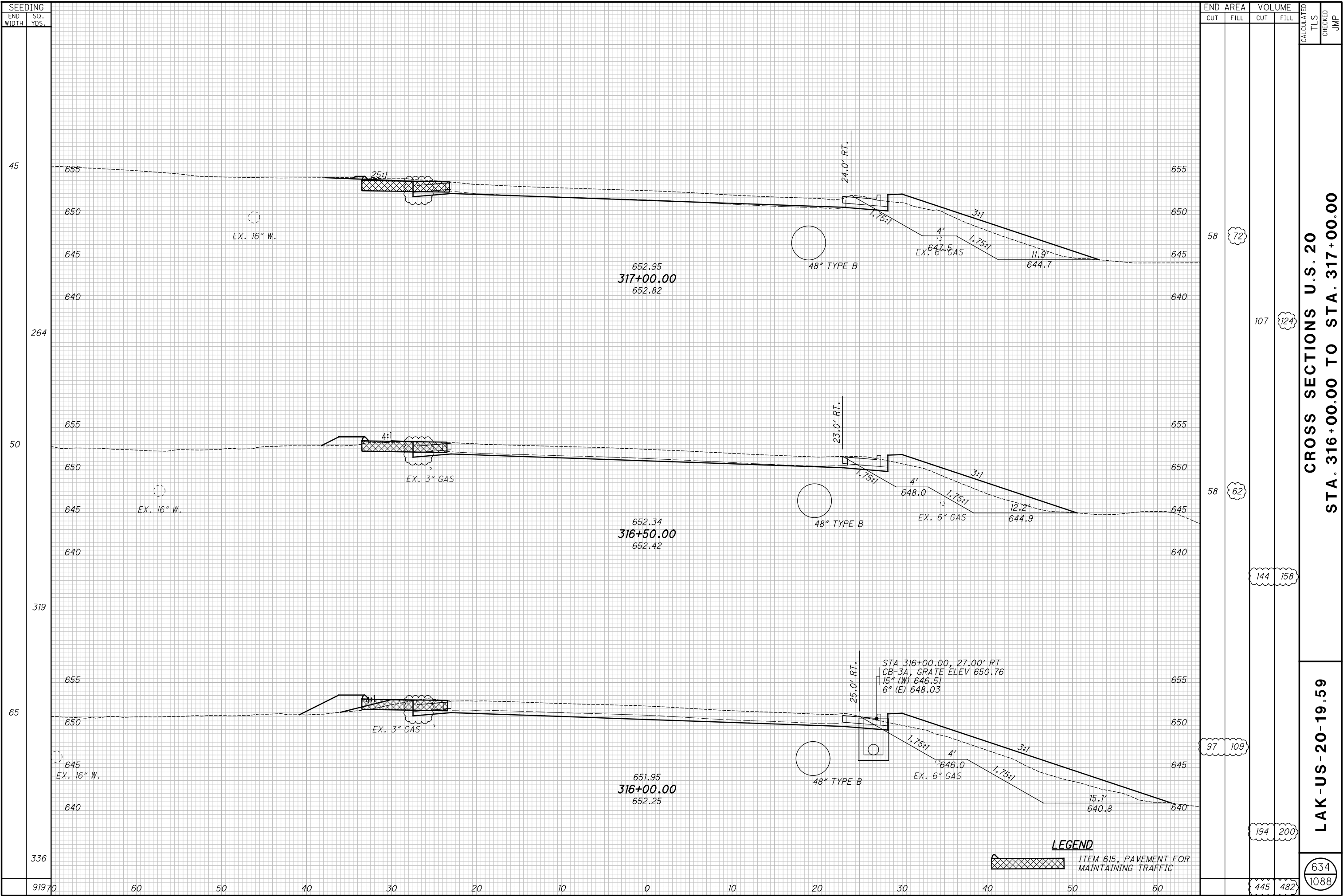
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.l28 1/9/2025 7:28:55 AM somogyi



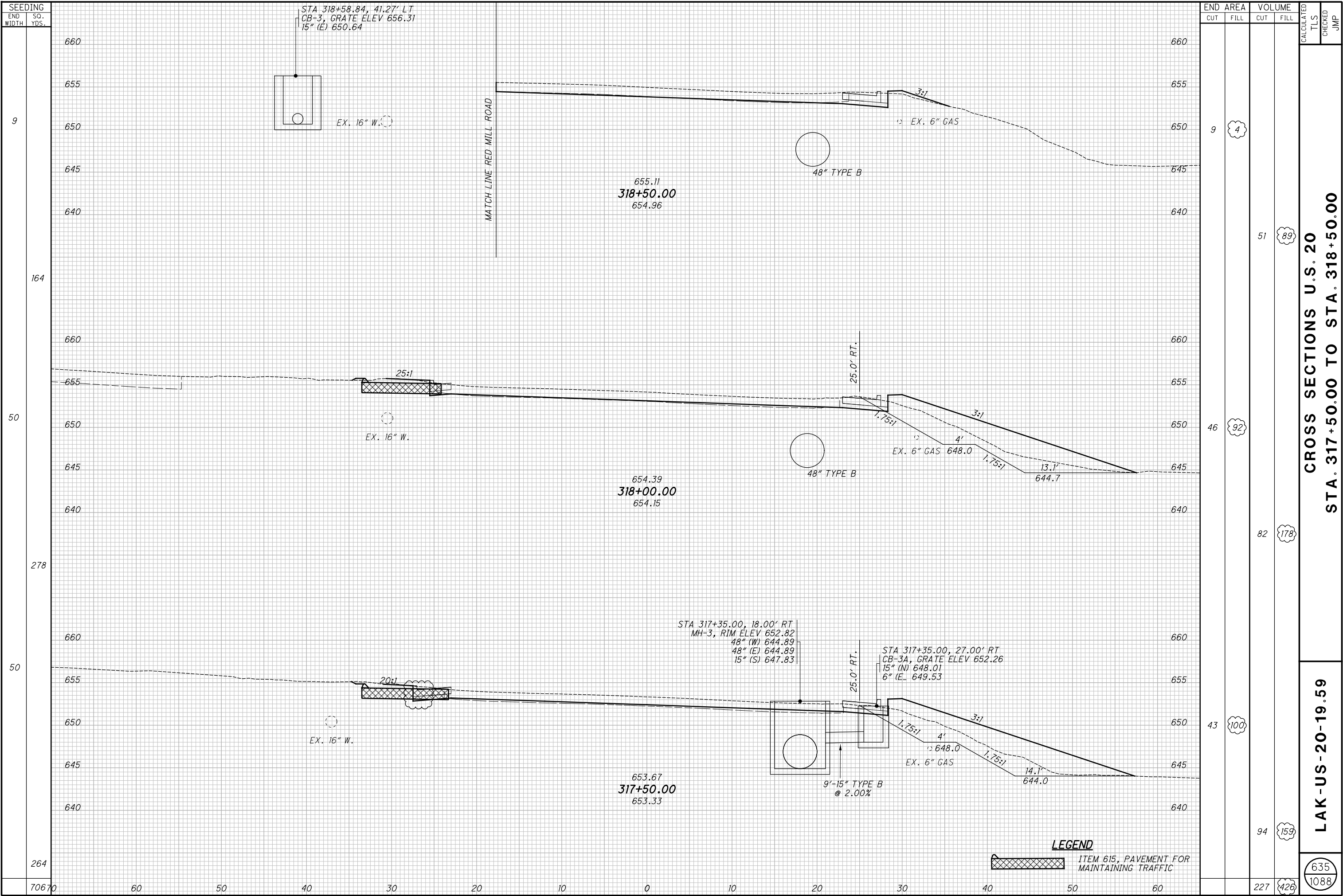
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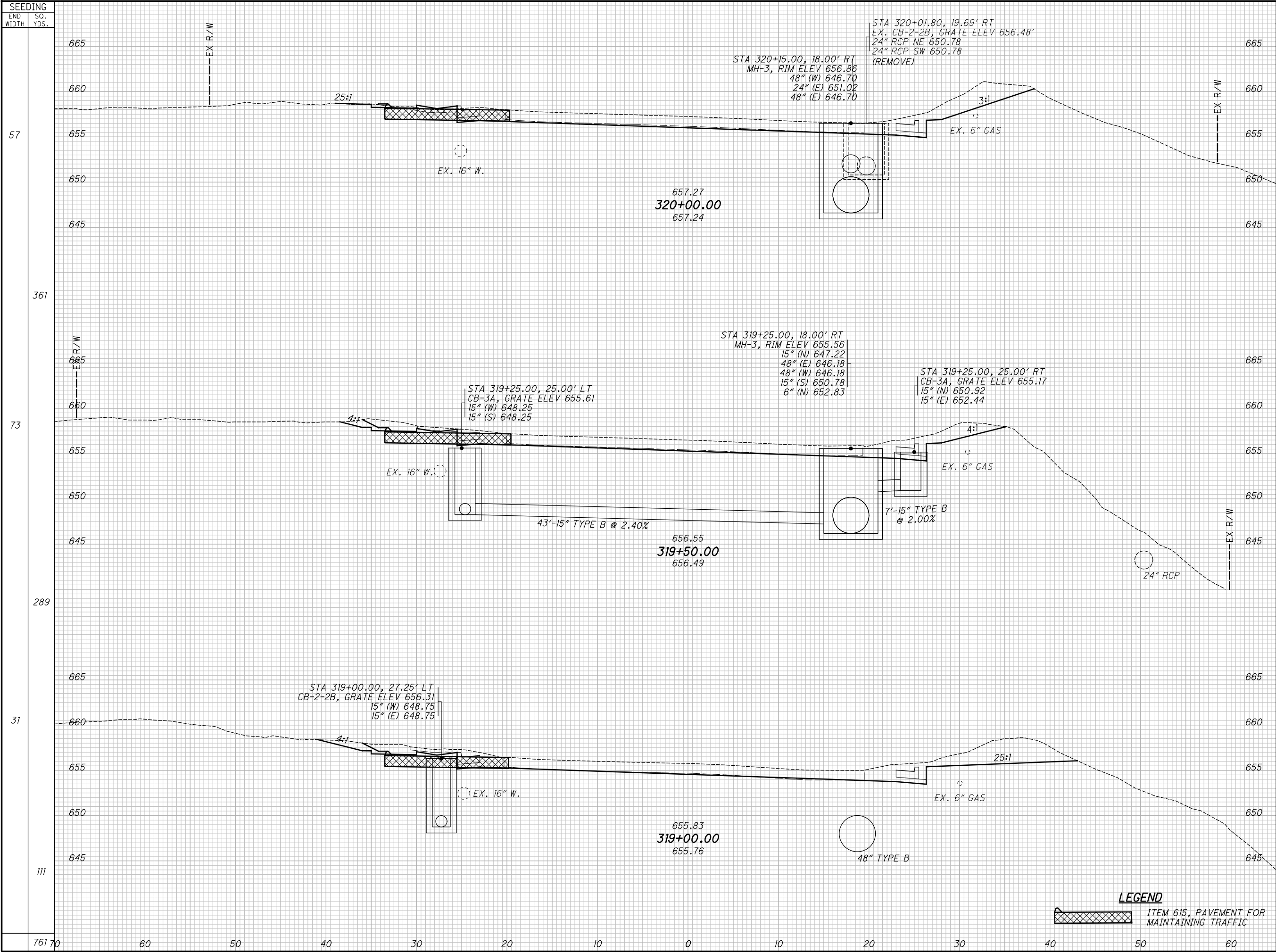
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H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_model_name_131 /9/2025 7:28:58 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_132 1/9/2025 7:29:00 AM somogyi



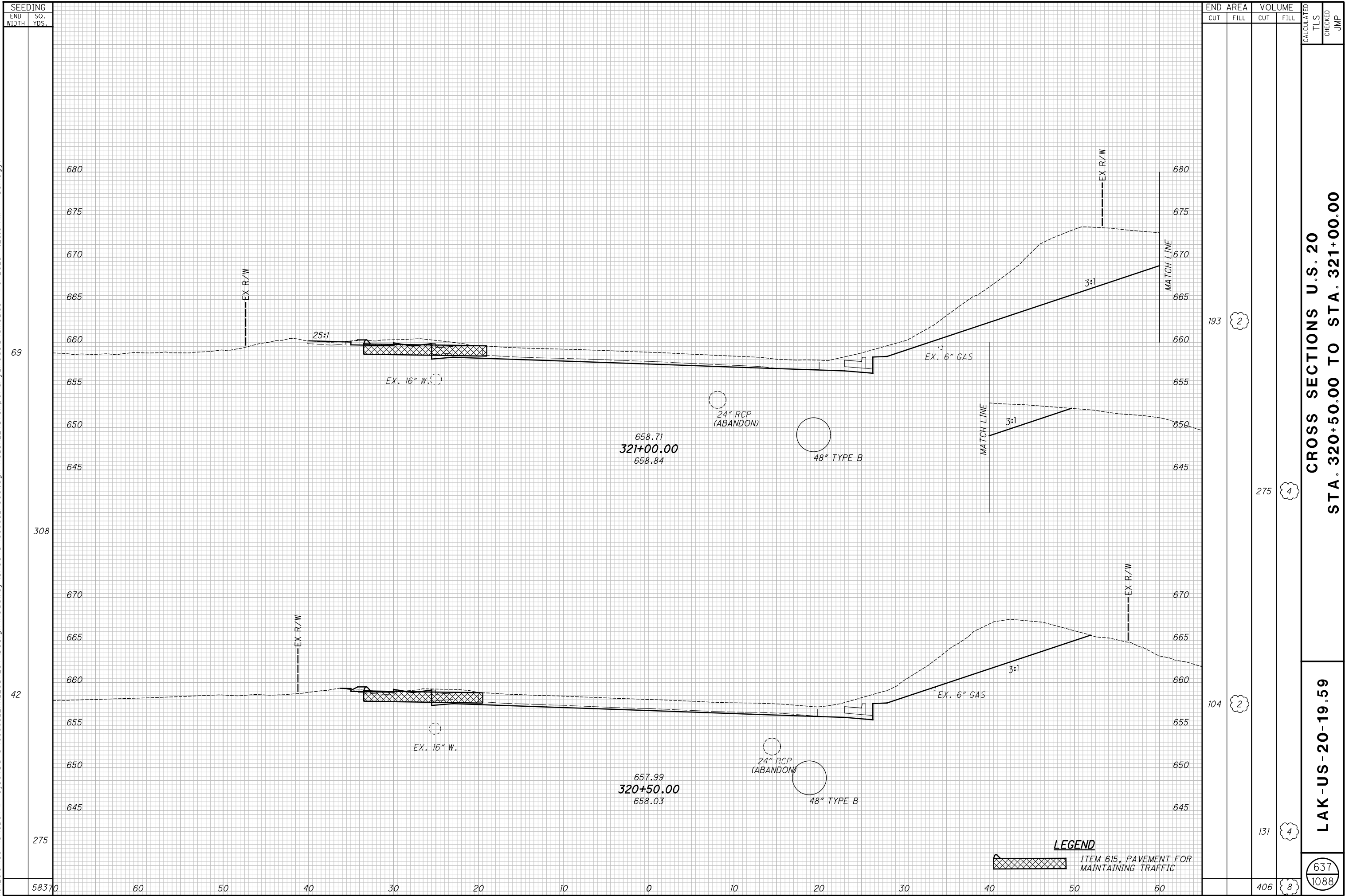
END AREA	VOLUME	CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL	TLS
37	62	30	70	46
1	3	1	3	2
1	3	1	3	6
183	12	183	12	1088

CROSS SECTIONS U.S. 20
STA. 319+00.00 TO STA. 320+00.00

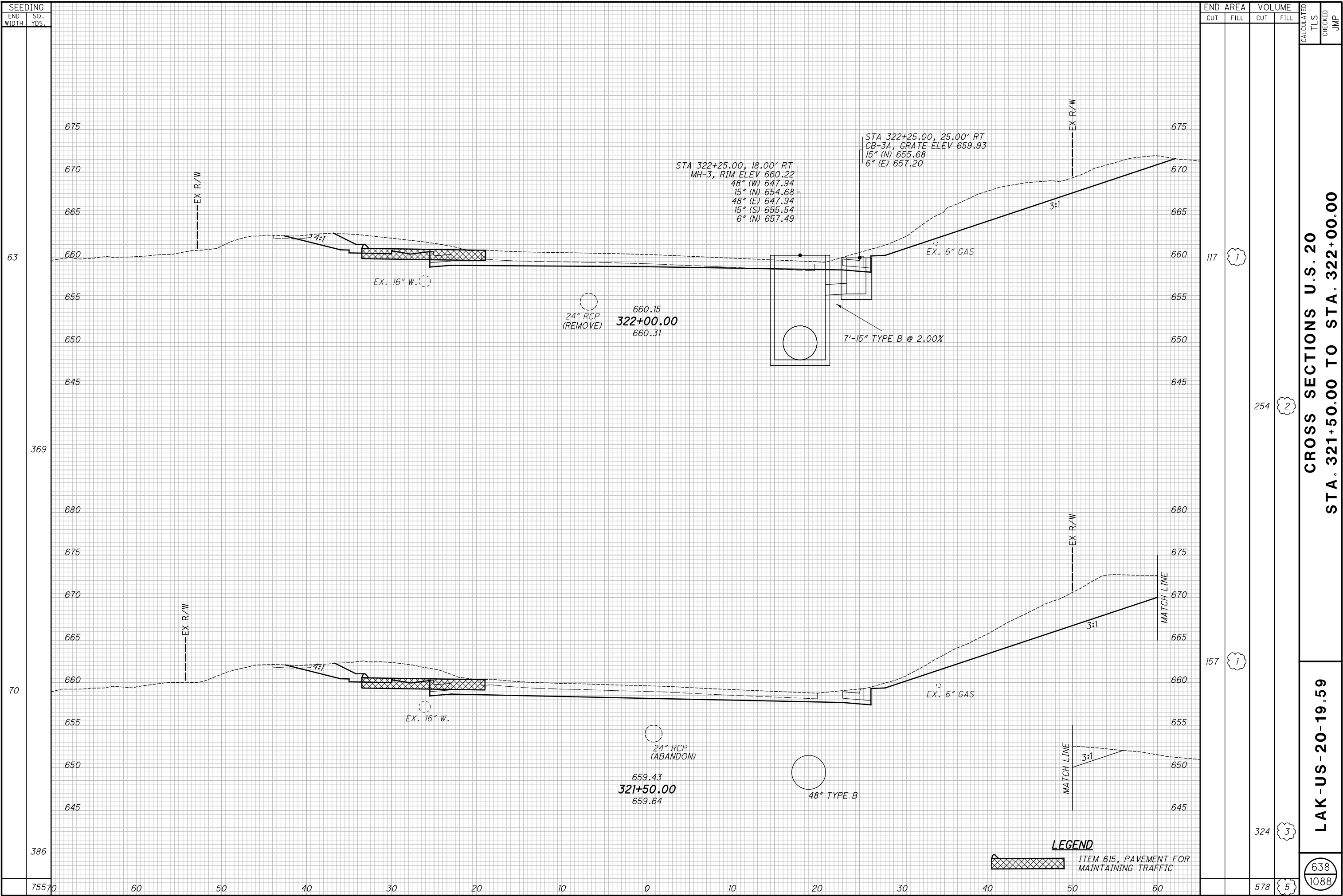
LAK-US-20-19.59

636
1088

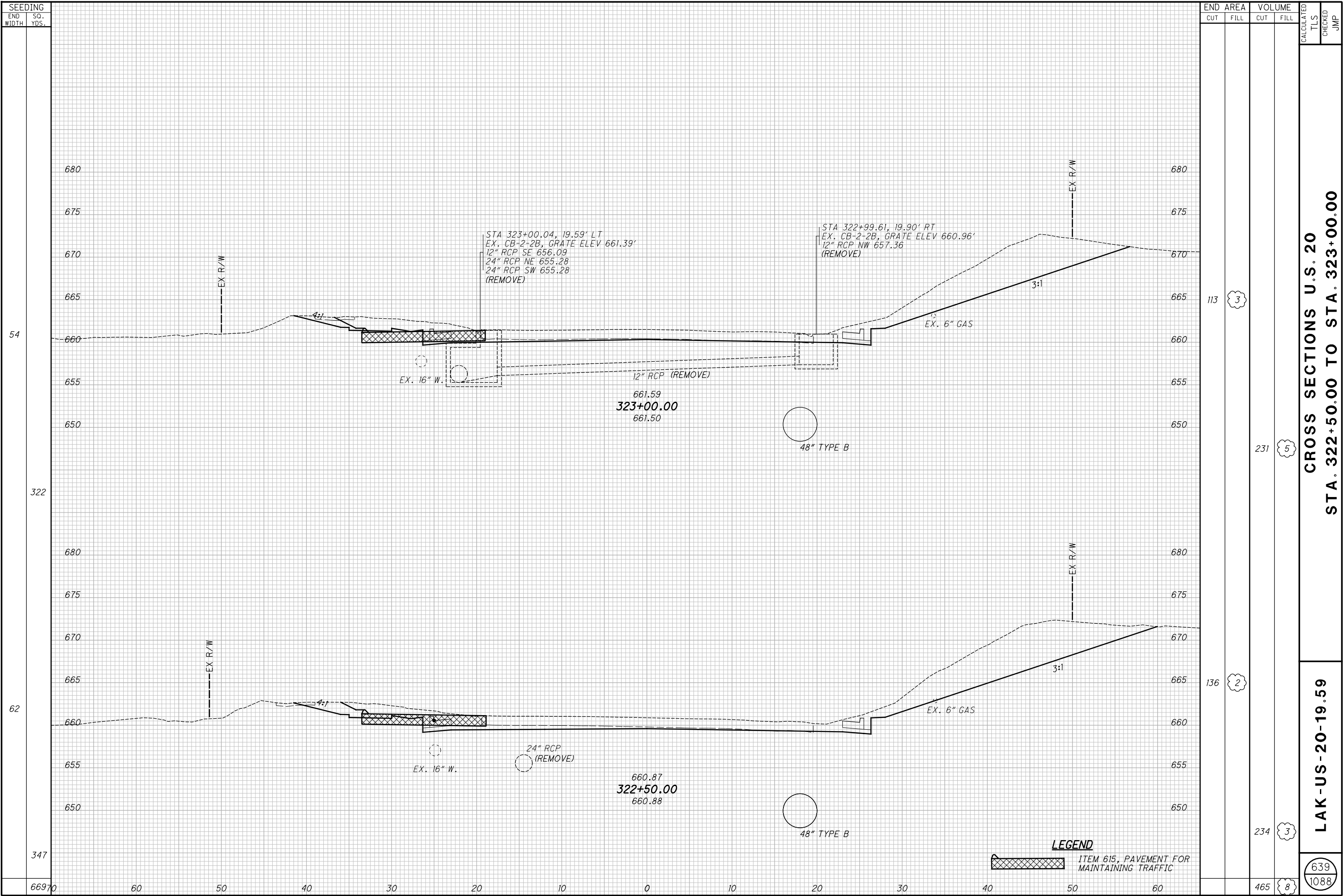
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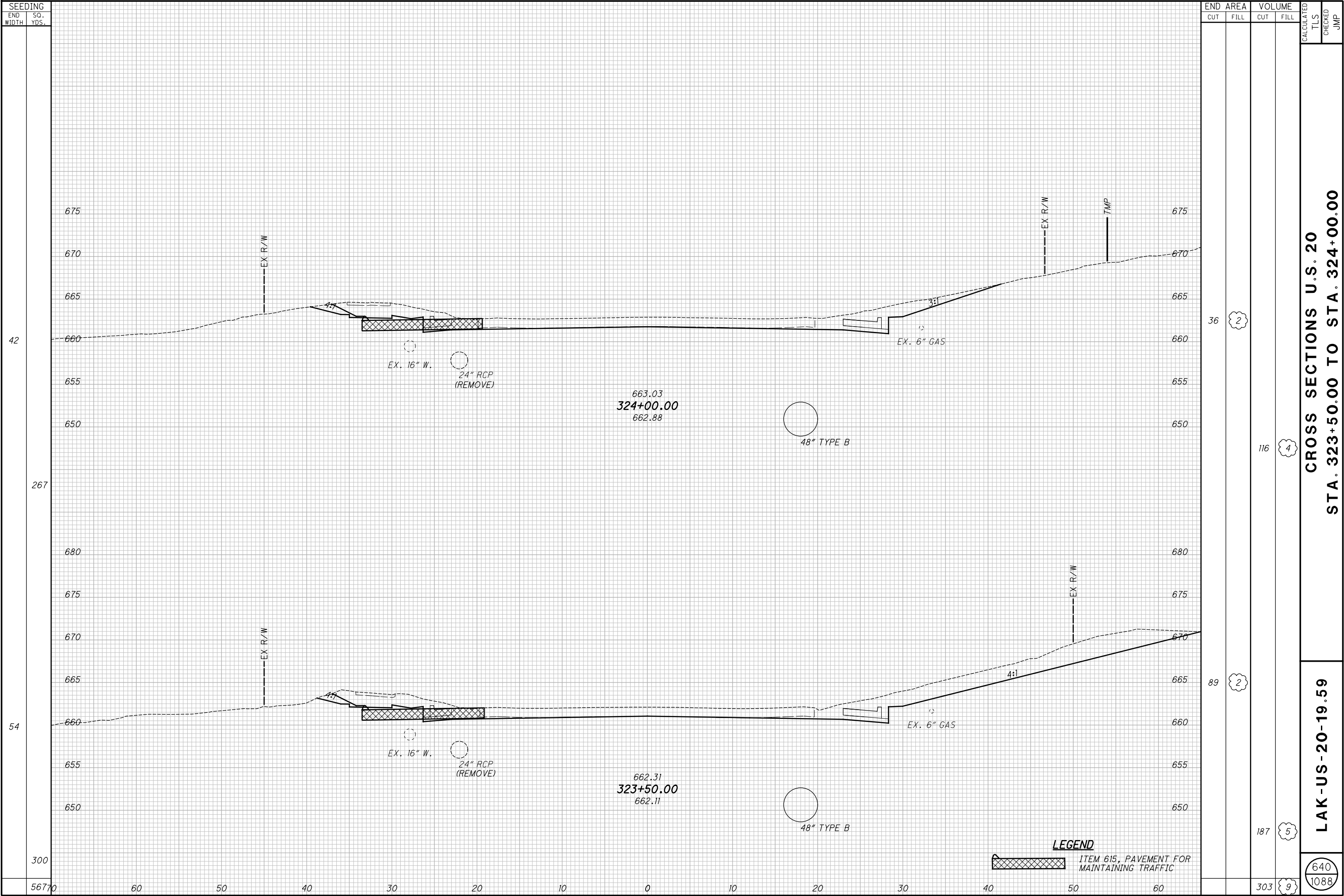
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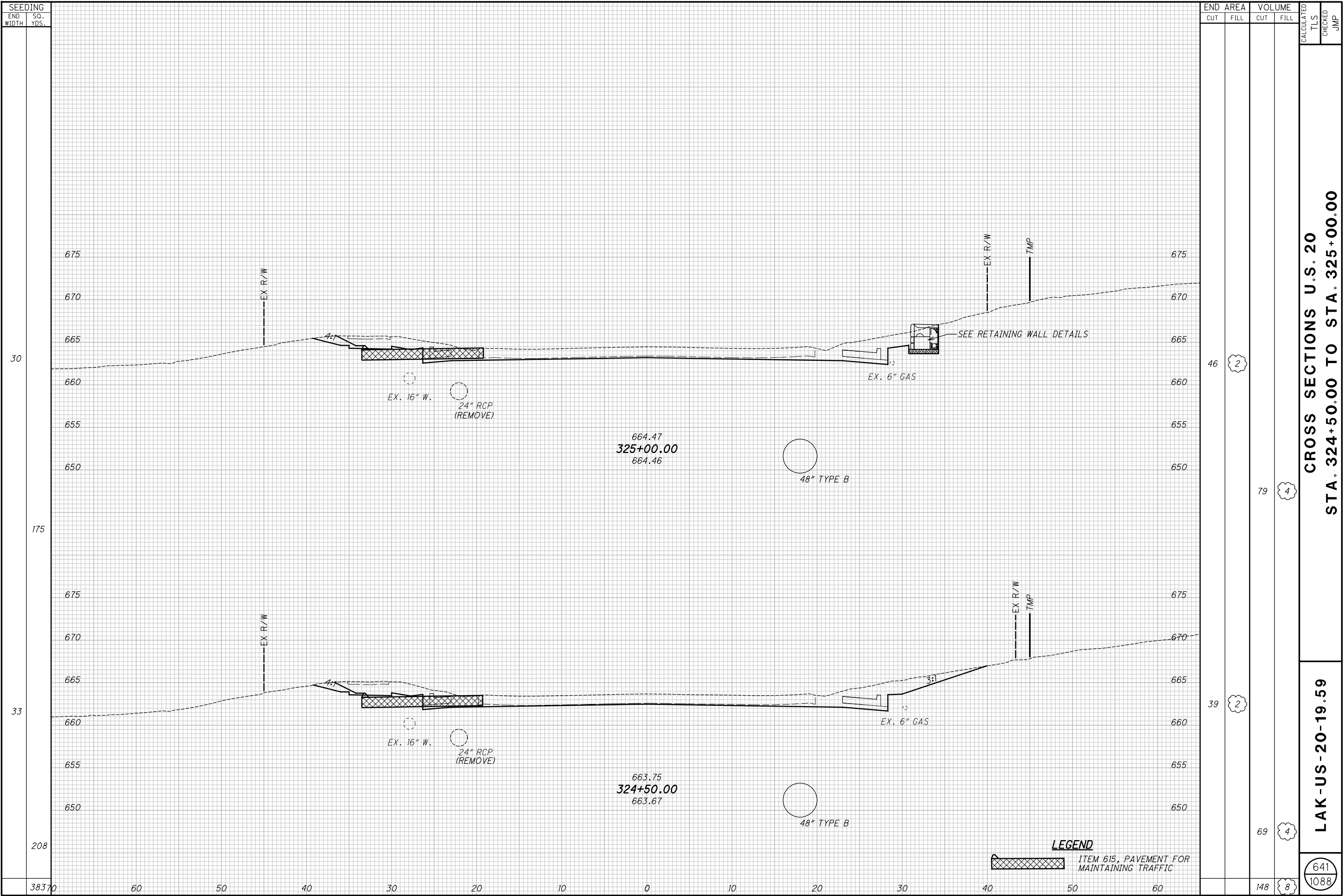
H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.135 1/9/2025 7:29:03 AM somogyl



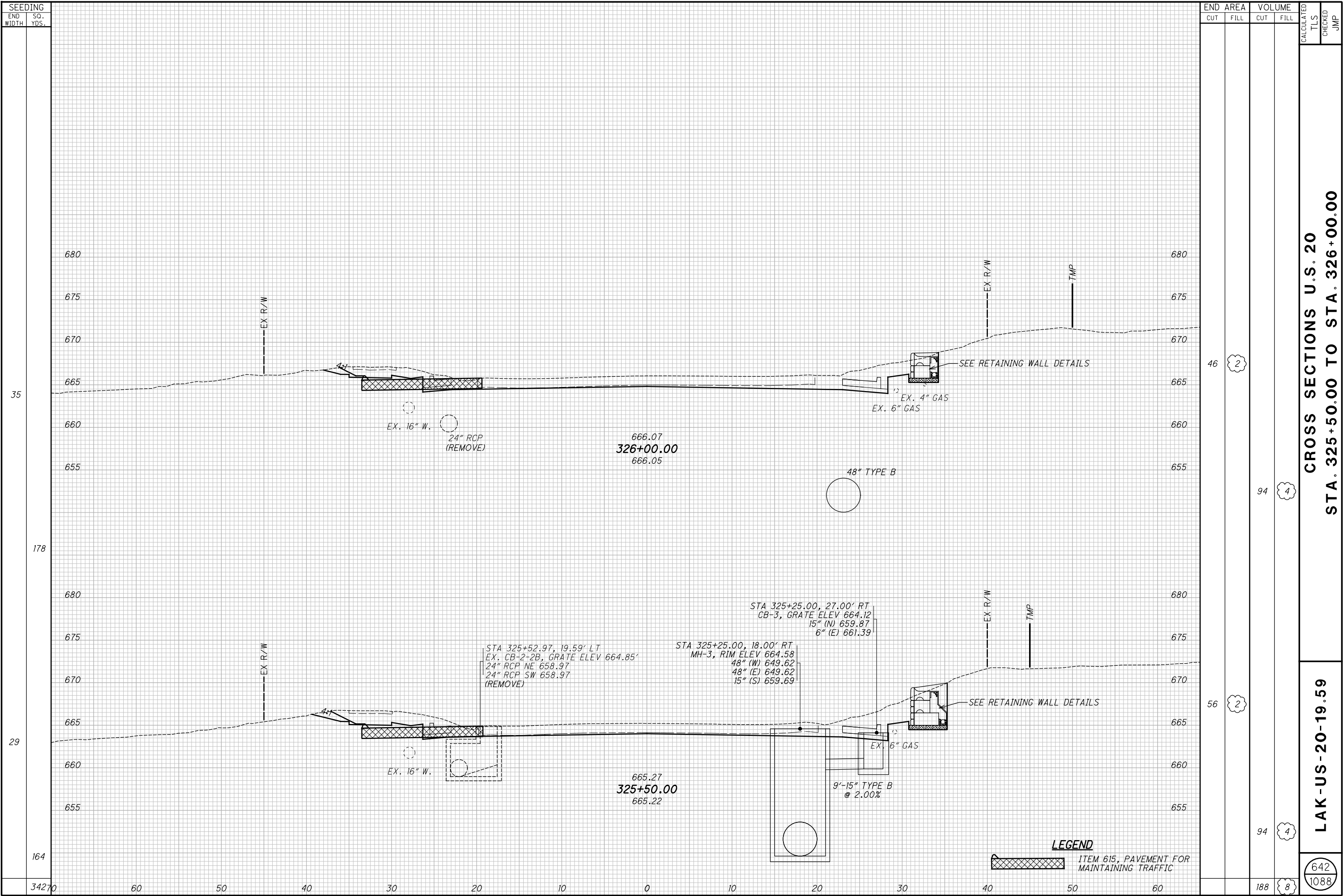
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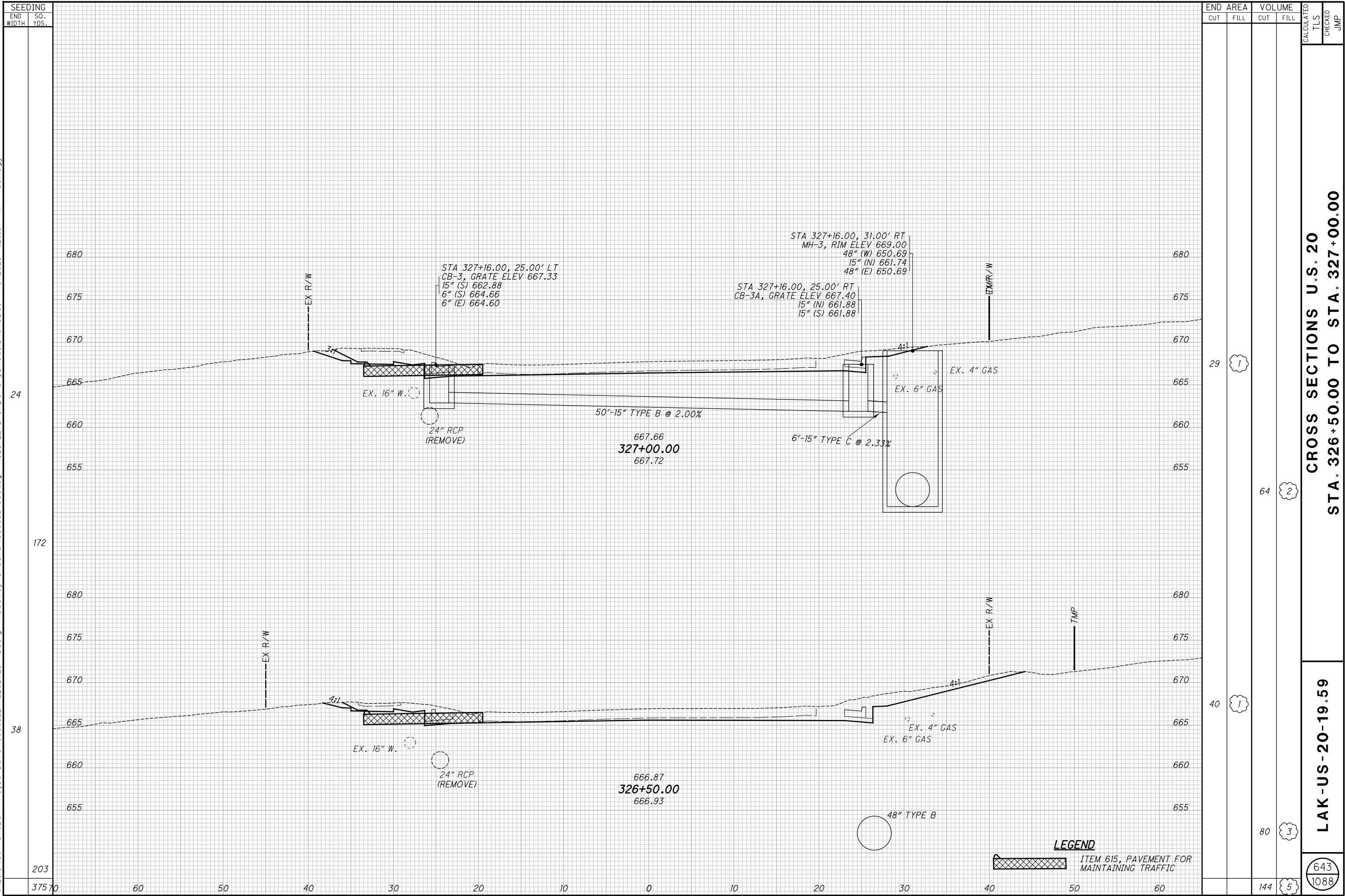


H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.137 1/9/2025 7:29:05 AM somogyi



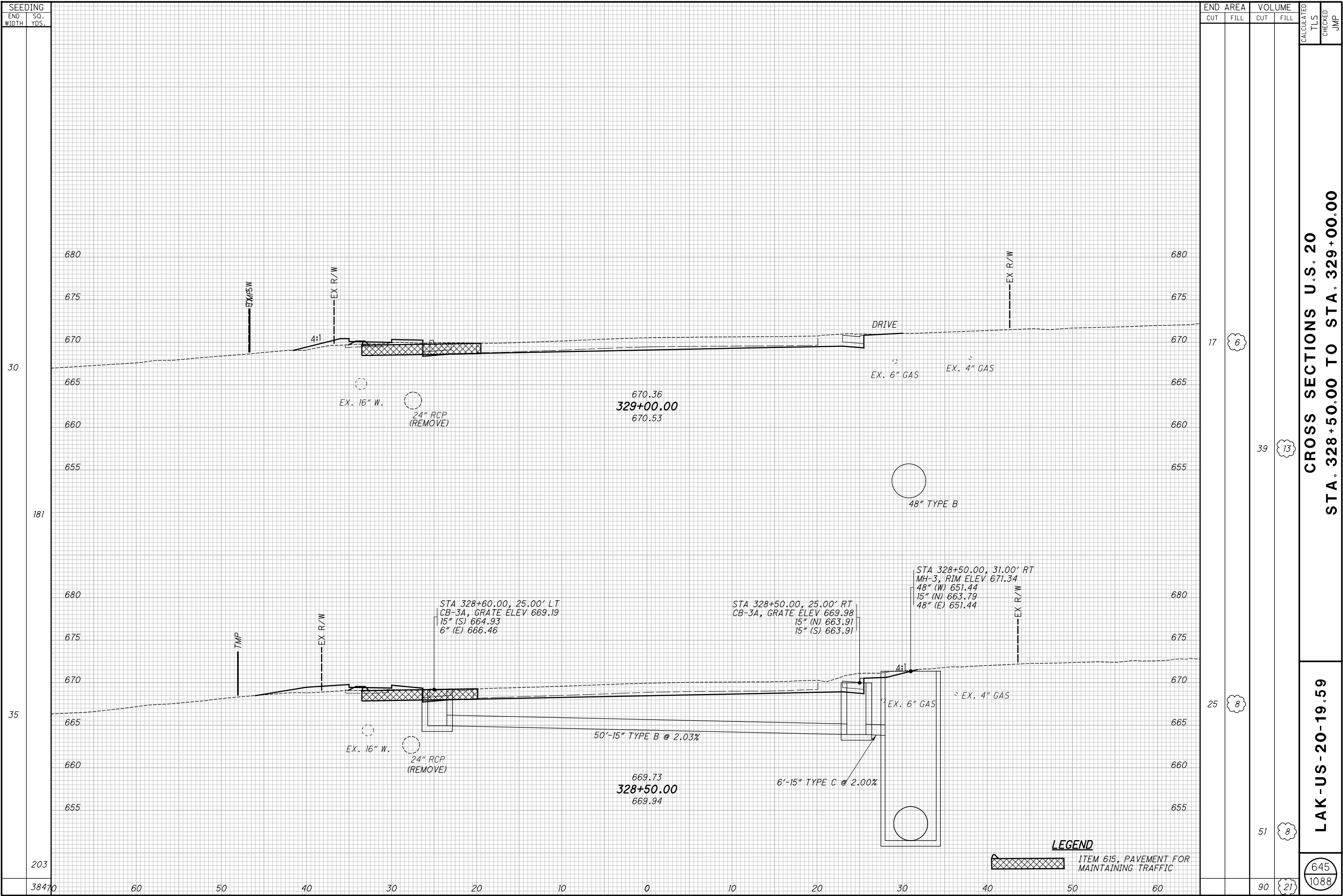
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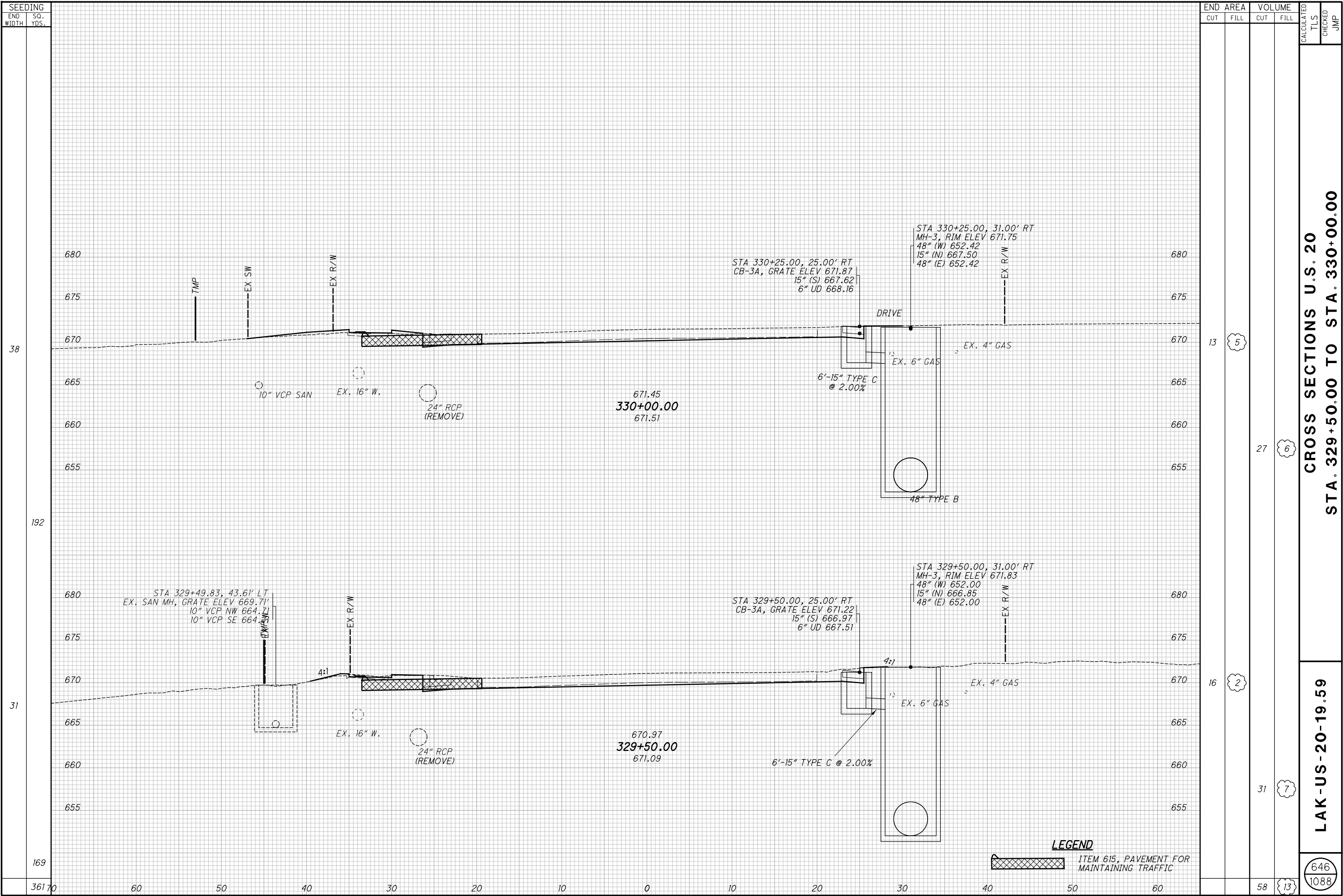


$$\frac{644}{1088}$$

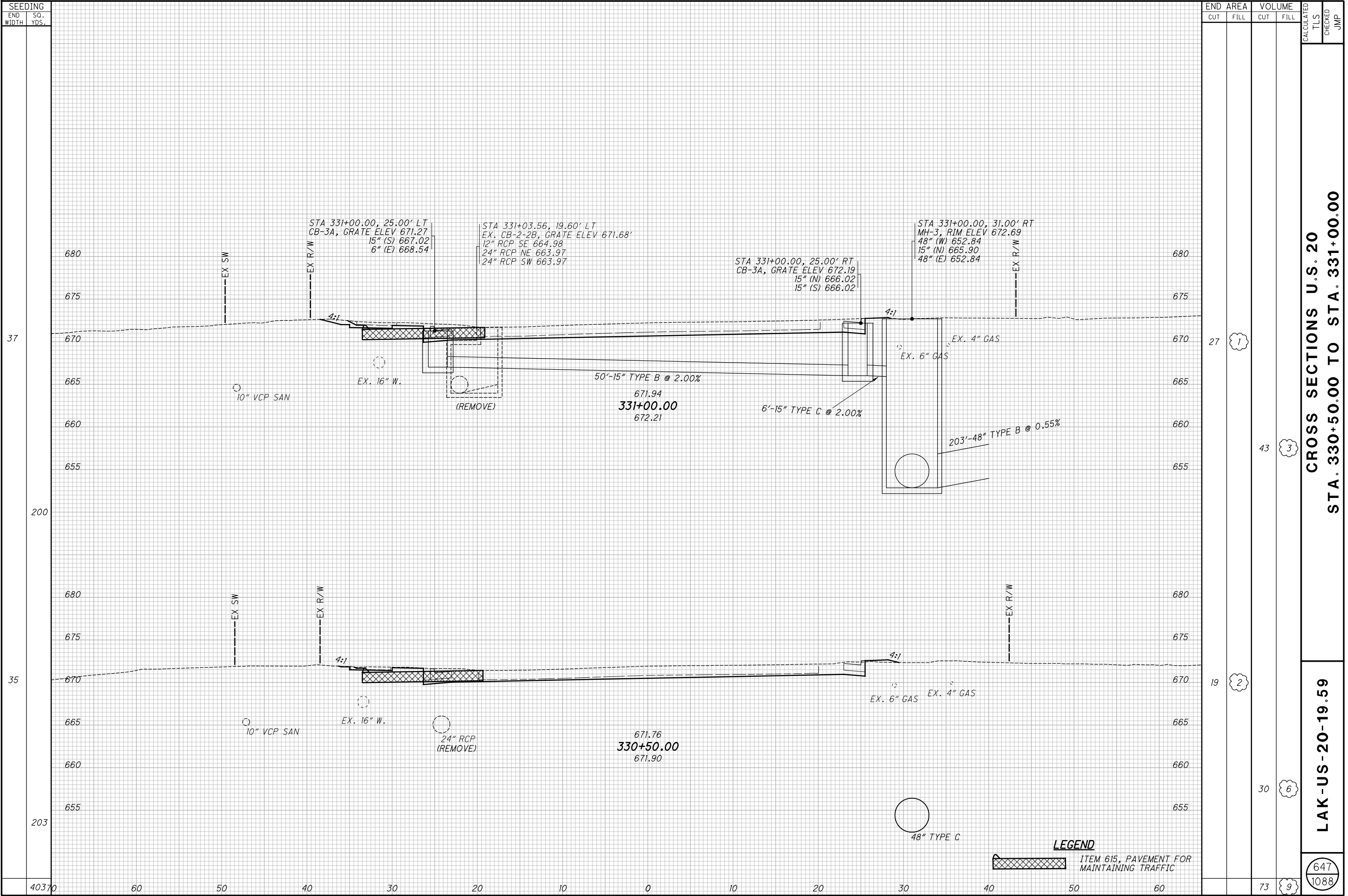
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H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_142 1/9/2025 7:29:09 AM somogyi



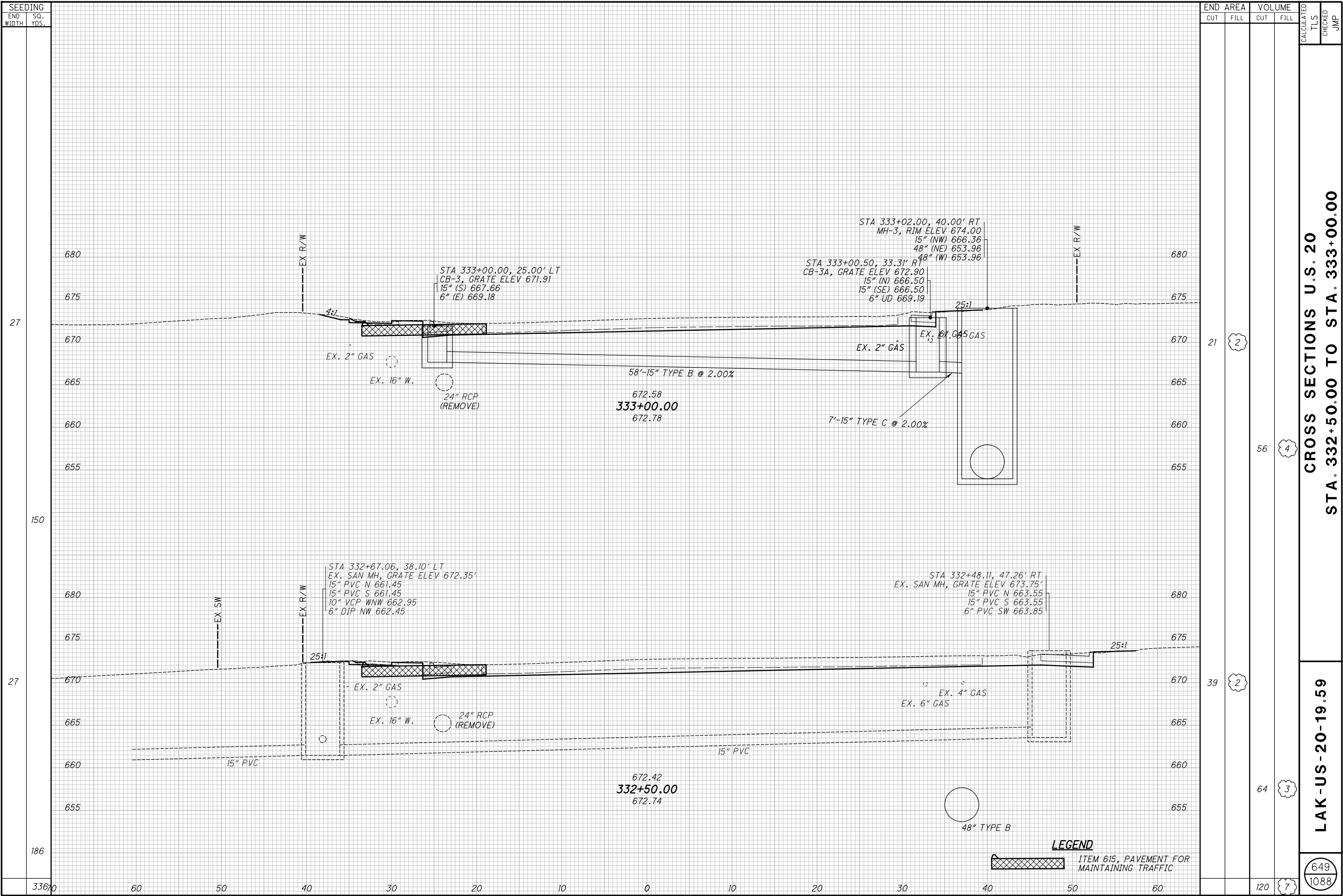
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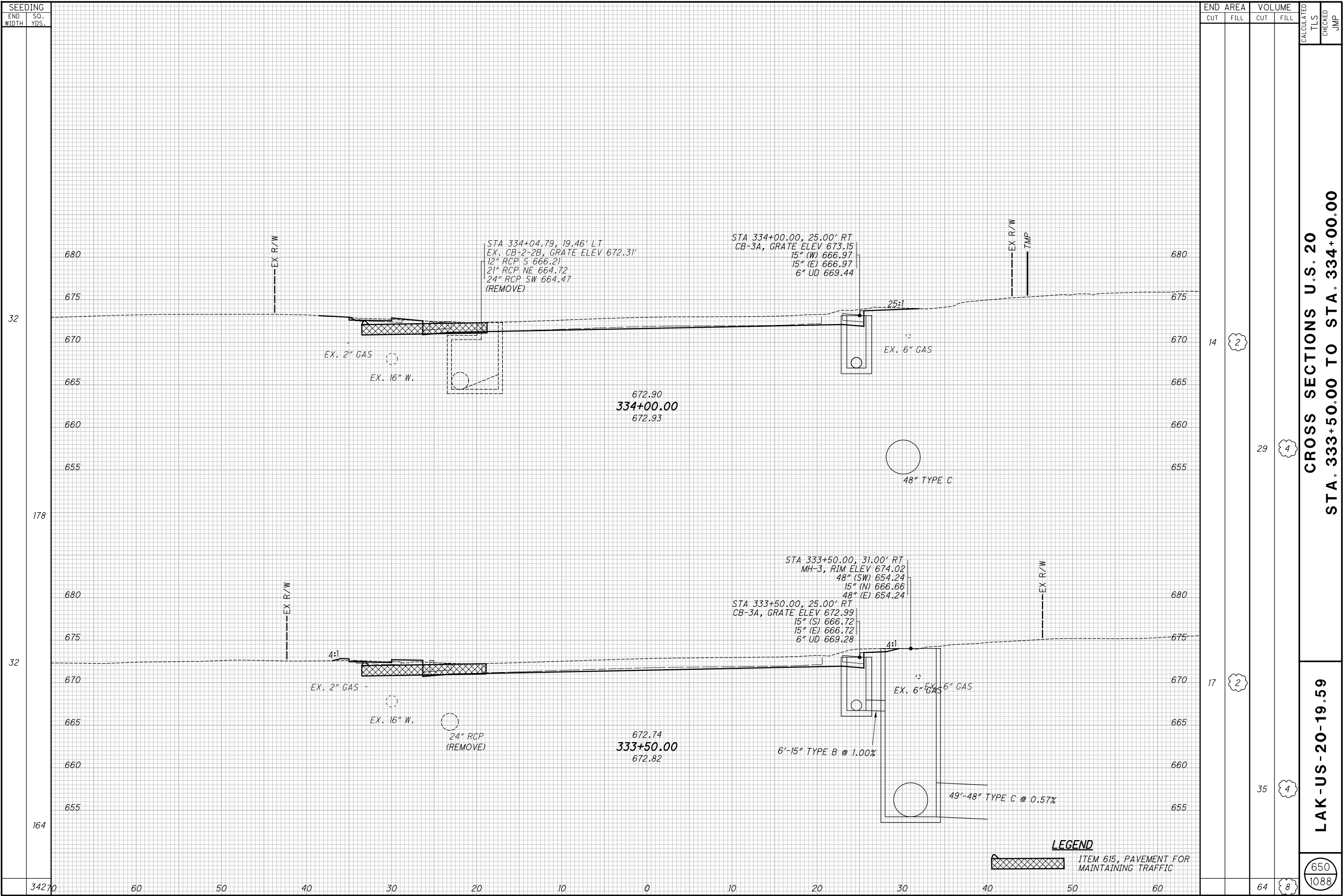
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H:\2018\180743\000\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_145 1/9/2025 7:29:12 AM somogyi

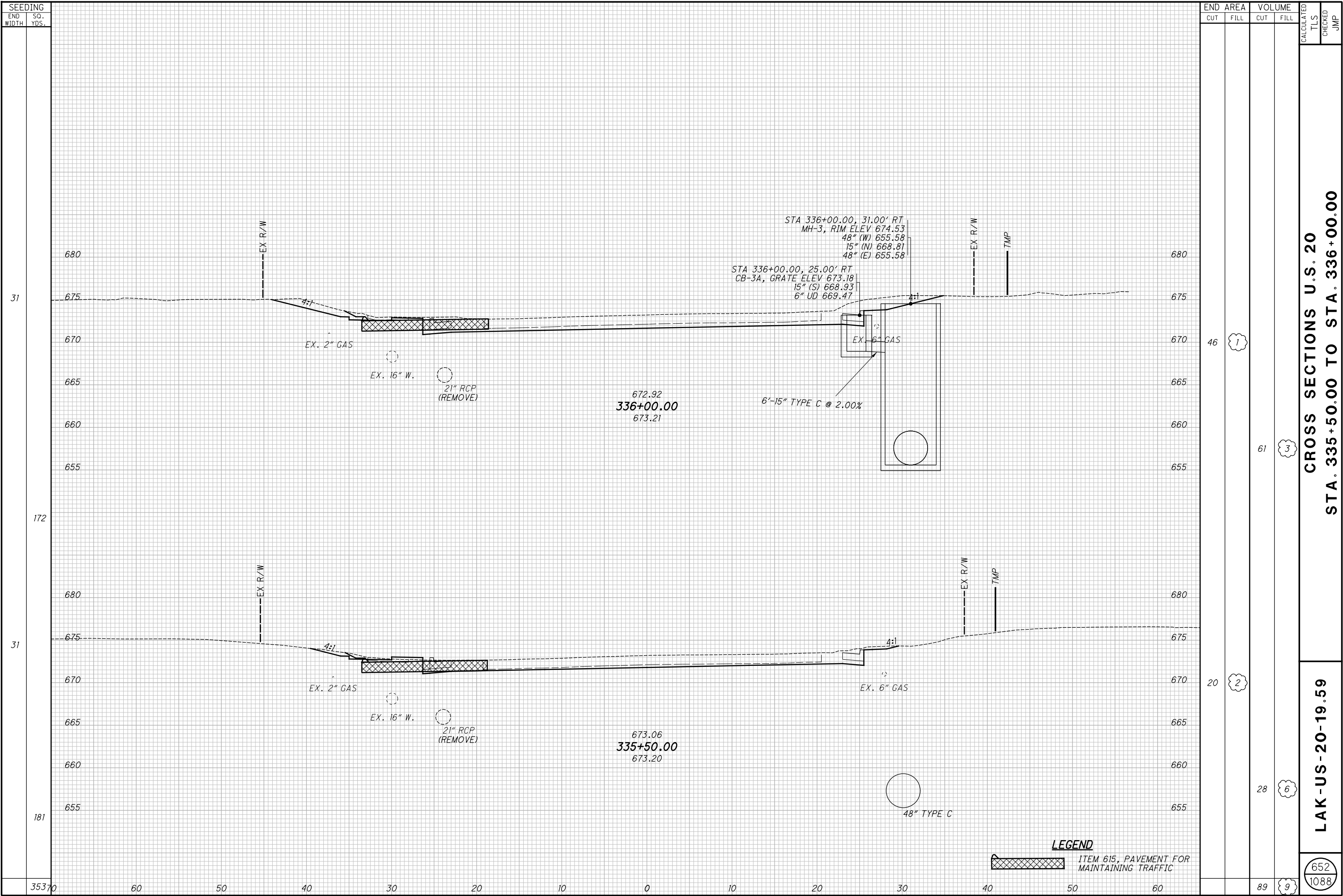


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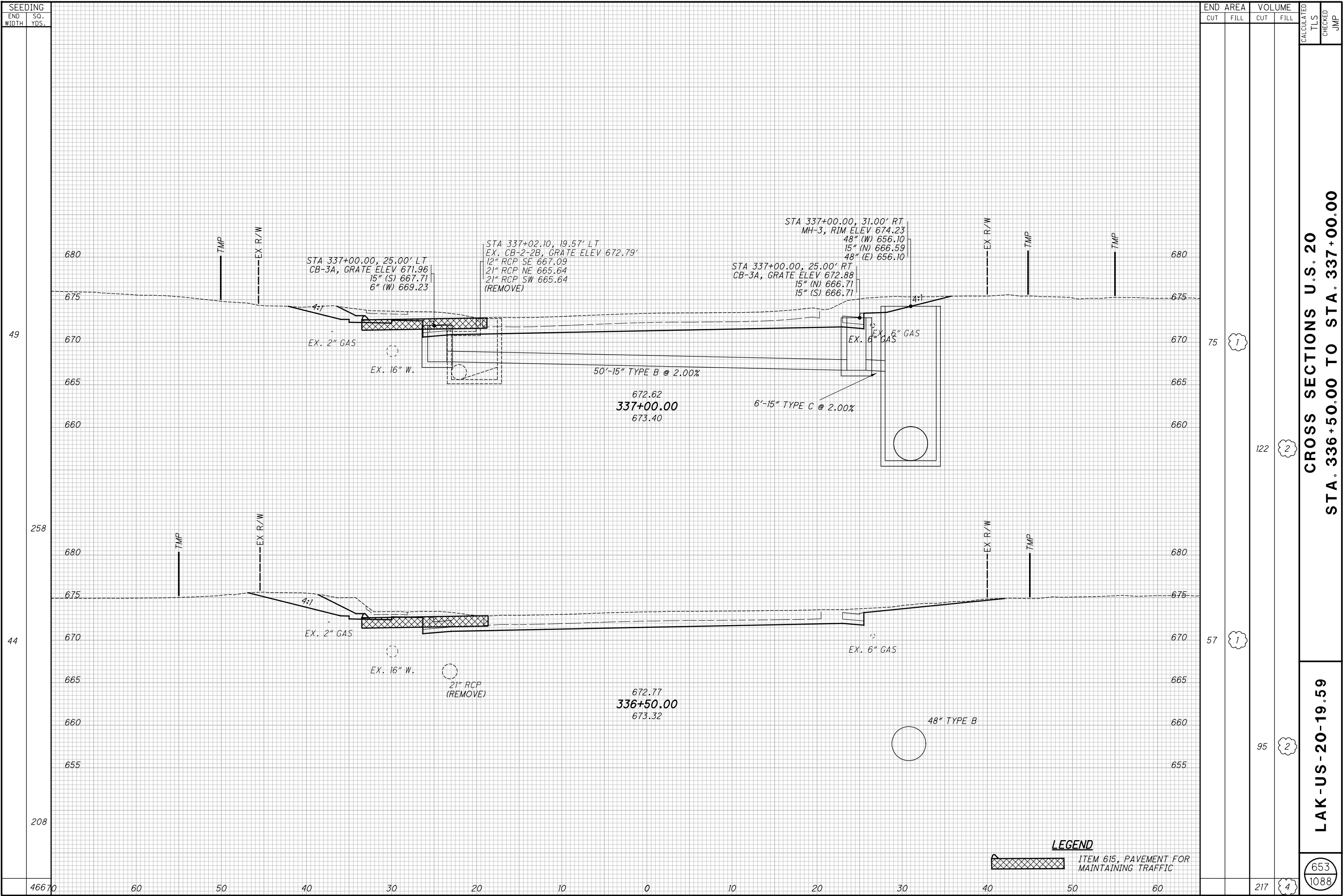


651
1088

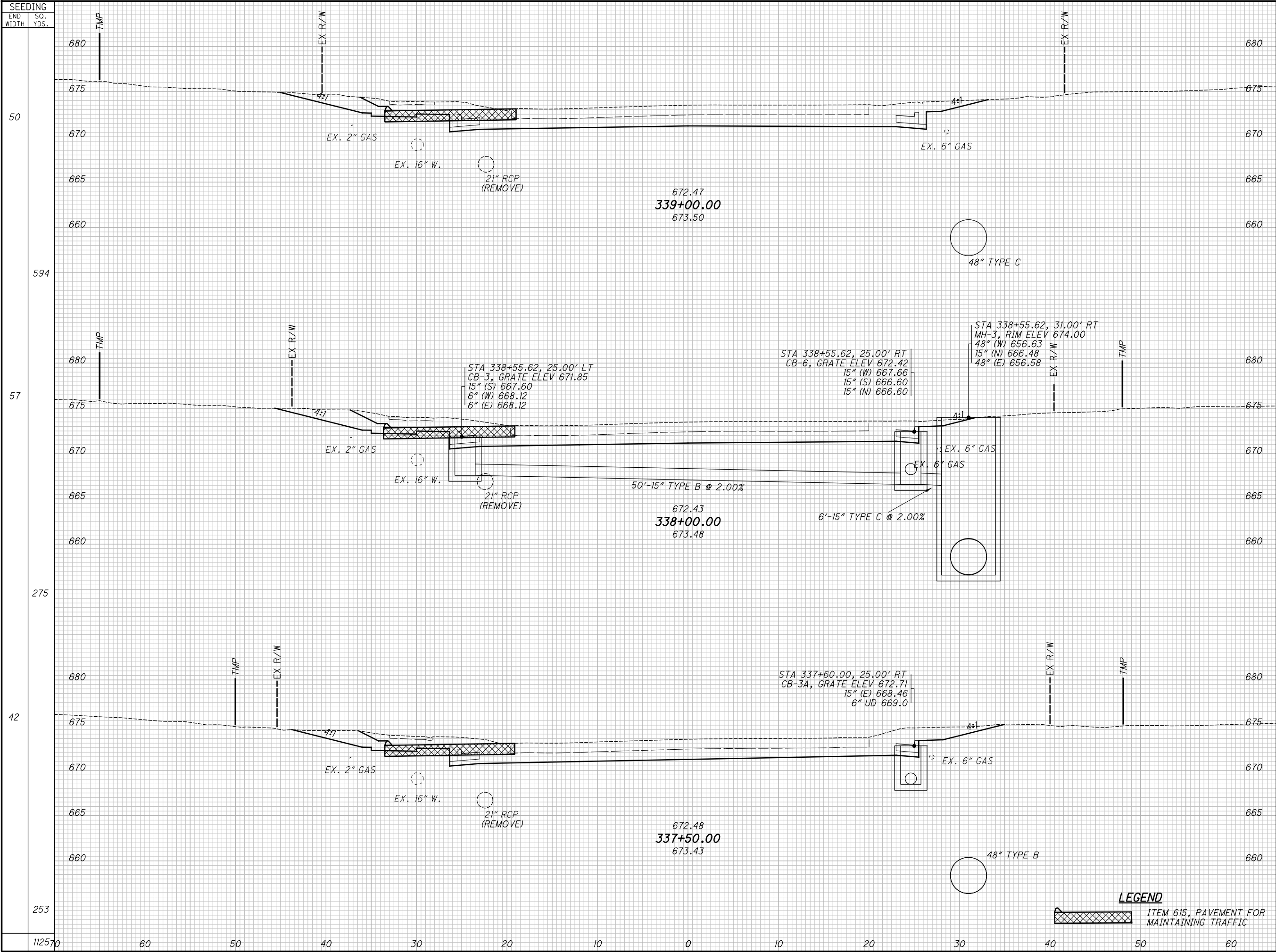
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H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_149 1/9/2025 7:29:16 AM somogyi



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_150 1/9/2025 7:29:17 AM somogyi



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL			
50		87	2					
594				140	2			
57		83	1					
275				153	2			
42		82	1					
253				145	2			
112570				438	6			

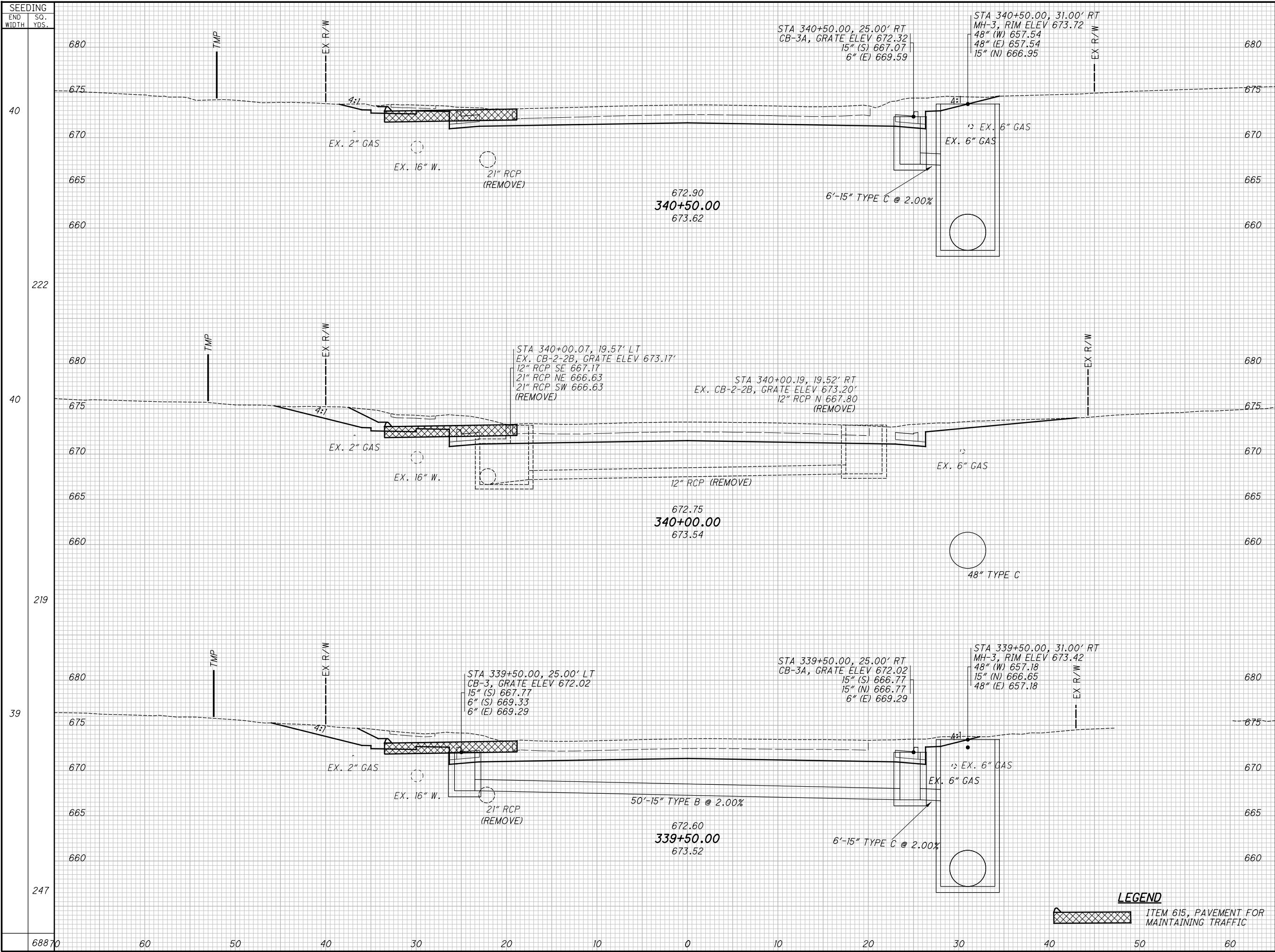
CROSS SECTIONS U.S. 20

STA. 337+50.00 TO STA. 339+00.00

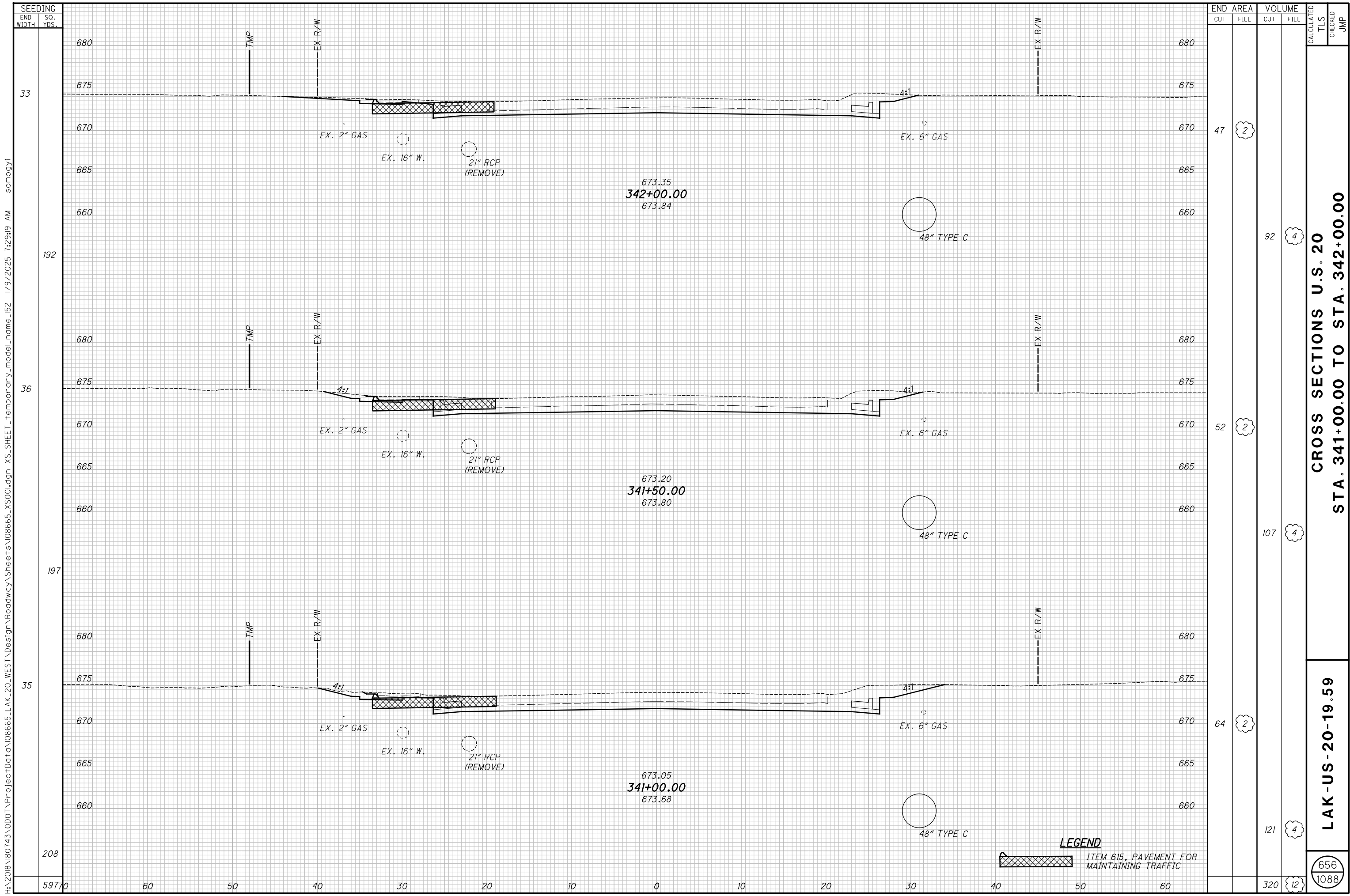
LAK-US-20-19.59

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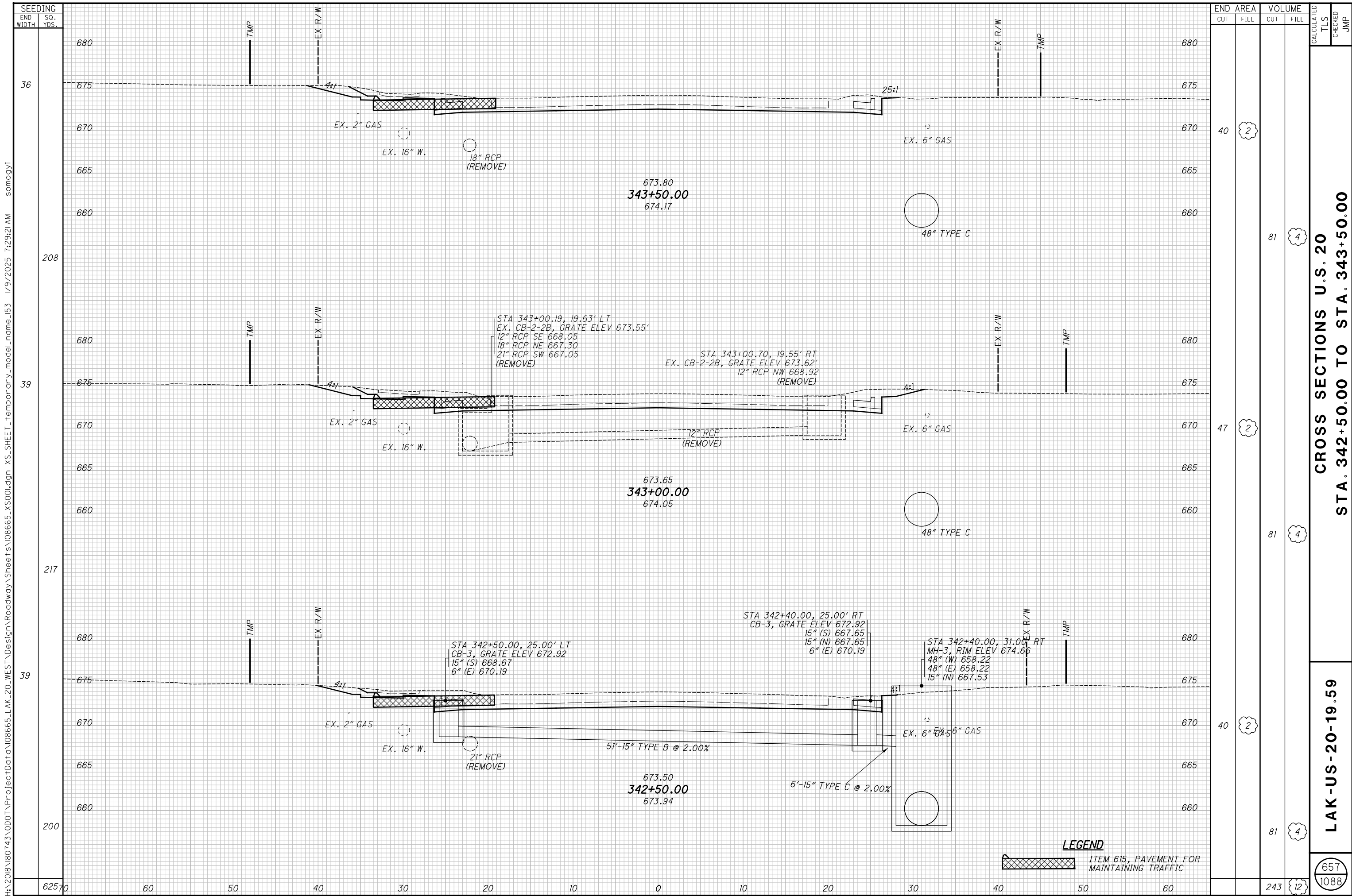
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END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
67	2	135	4	CROSS SECTIONS U.S. 20 STA. 339+50.00 TO STA. 340+50.00		
79	2	151	4			
84	2	158	4			
		444	12	LAK-US-20-19.59		
				655 1088		



H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name_153 1/9/2025 7:29:21 AM somogyi





END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
27	4	54	6	CROSS SECTIONS U.S. 20 STA. 344+00.00 TO STA. 345+00.00		
31	3	64	5			
38	2	72	4			
		190	15	LAK-US-20-19.59 658 1088		

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.155 1/9/2025 7:29:23 AM somogyi

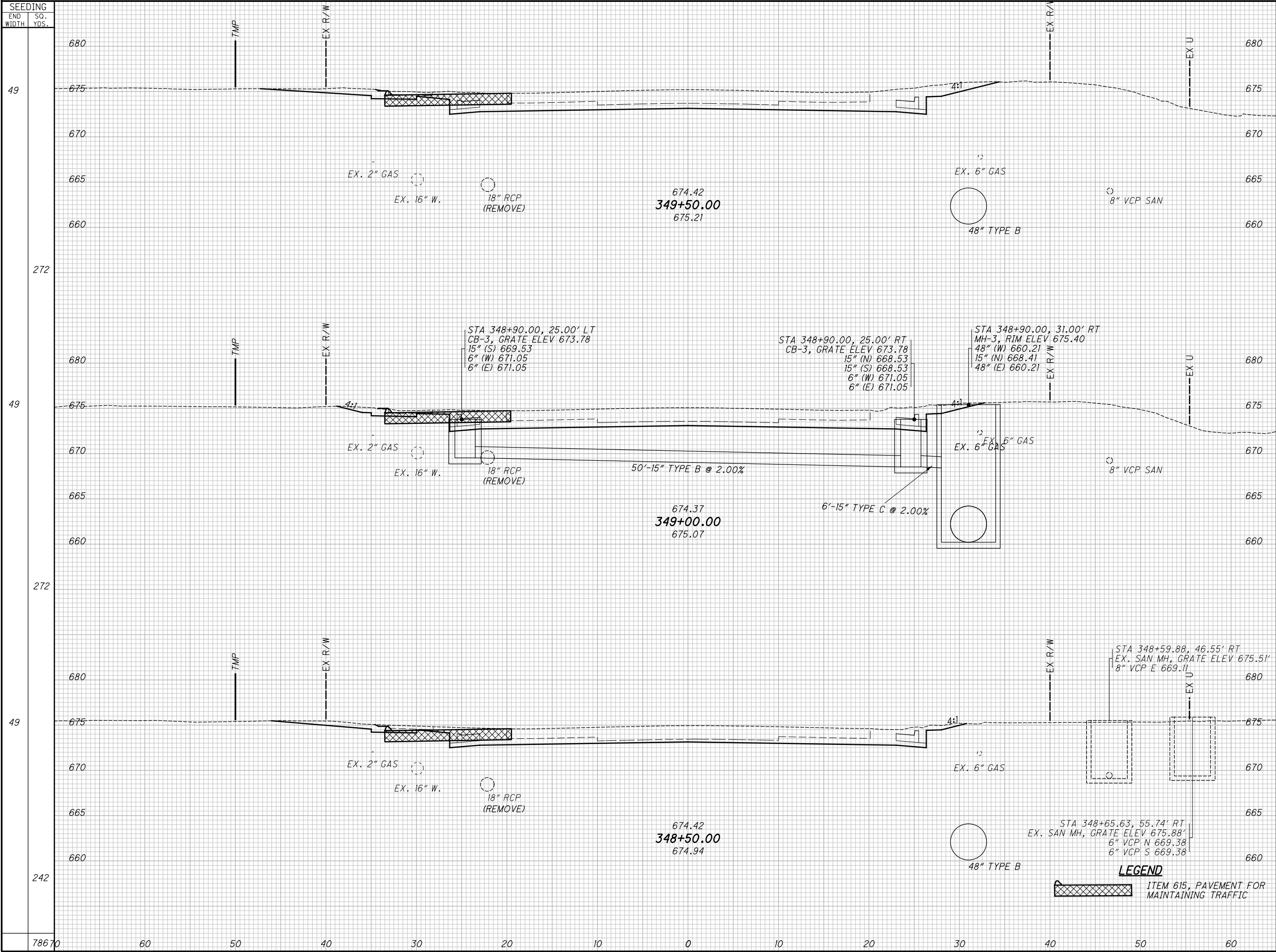


SEEDING		END AREA		VOLUME		CALCULATED		
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL	TLS	CHECKED	JMP
32	181	10	16	17	30	CROSS SECTIONS U.S. 20 STA. 345+50.00 TO STA. 346+50.00		
33	197	8	16	21	27			
38	211	15	13	39	16			
58970				77	73			
						LAK-US-20-19.59		
						659 1088		

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.l56 1/9/2025 7:29:24 AM somogyi

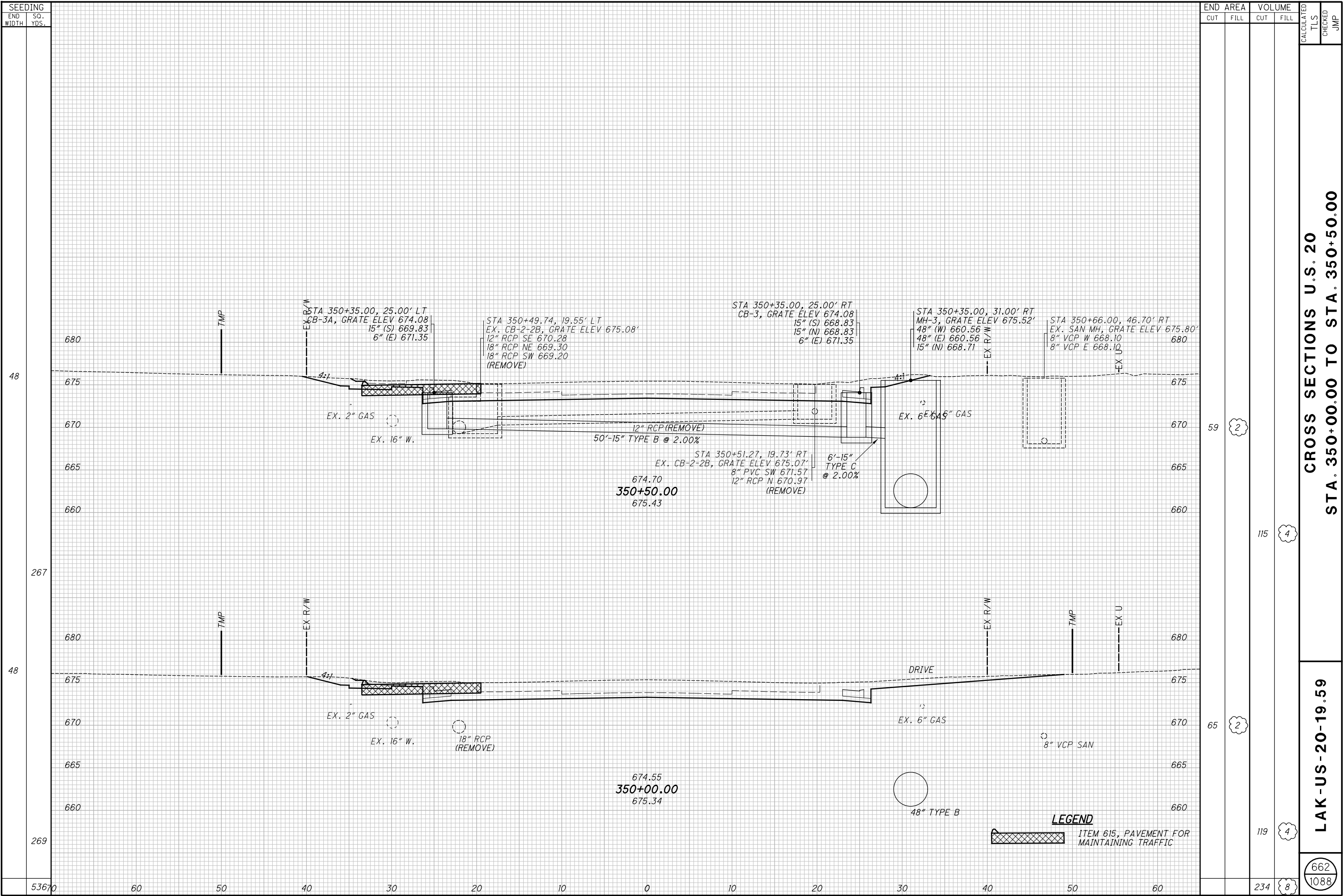


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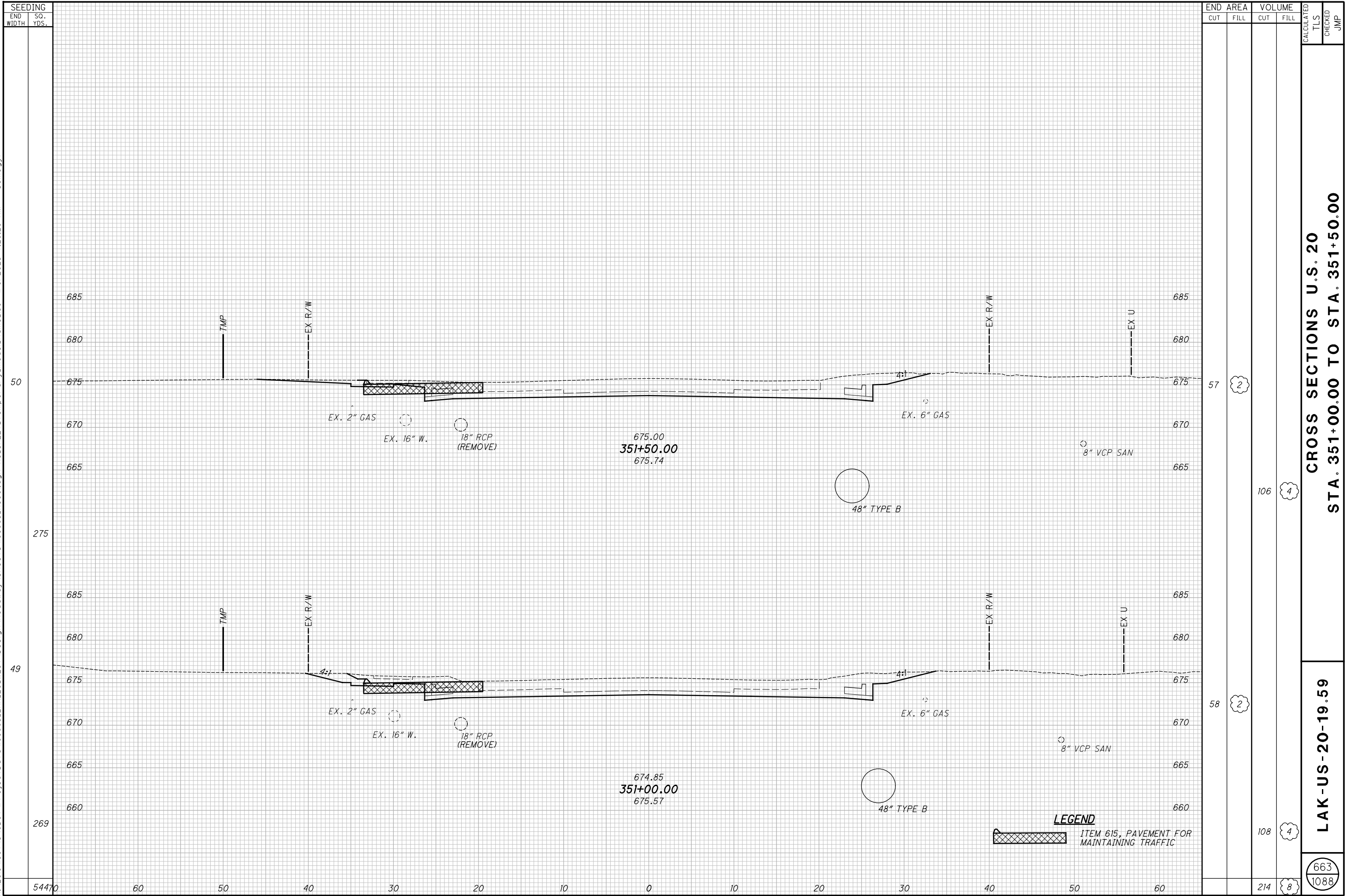


END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
64	2	108	4	CROSS SECTIONS U.S. 20 STA. 348+50.00 TO STA. 349+50.00		
53	2	89	4			
43	2	69	4			
		266	12	661 1088	LAK-US-20-19.59	

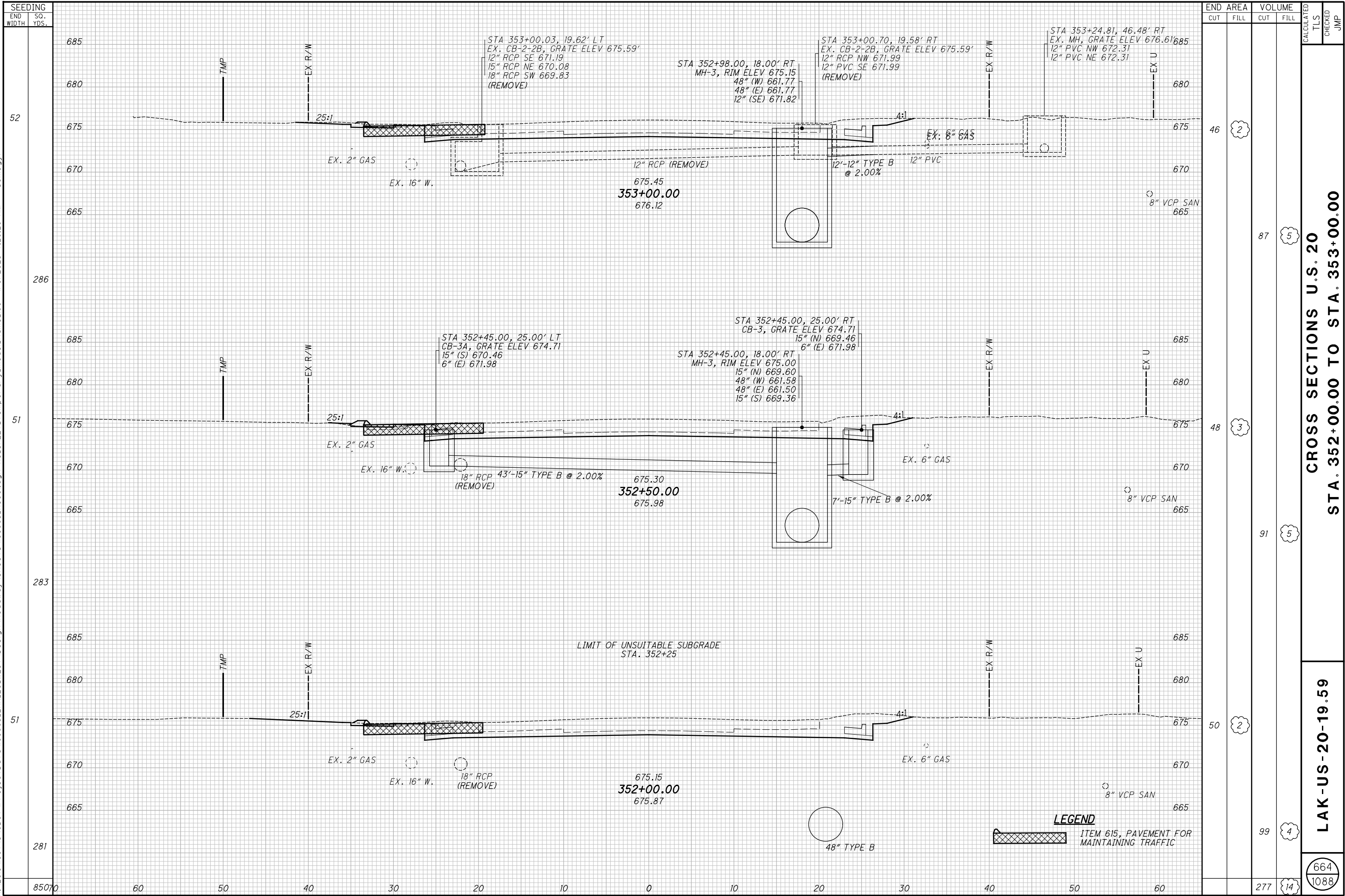
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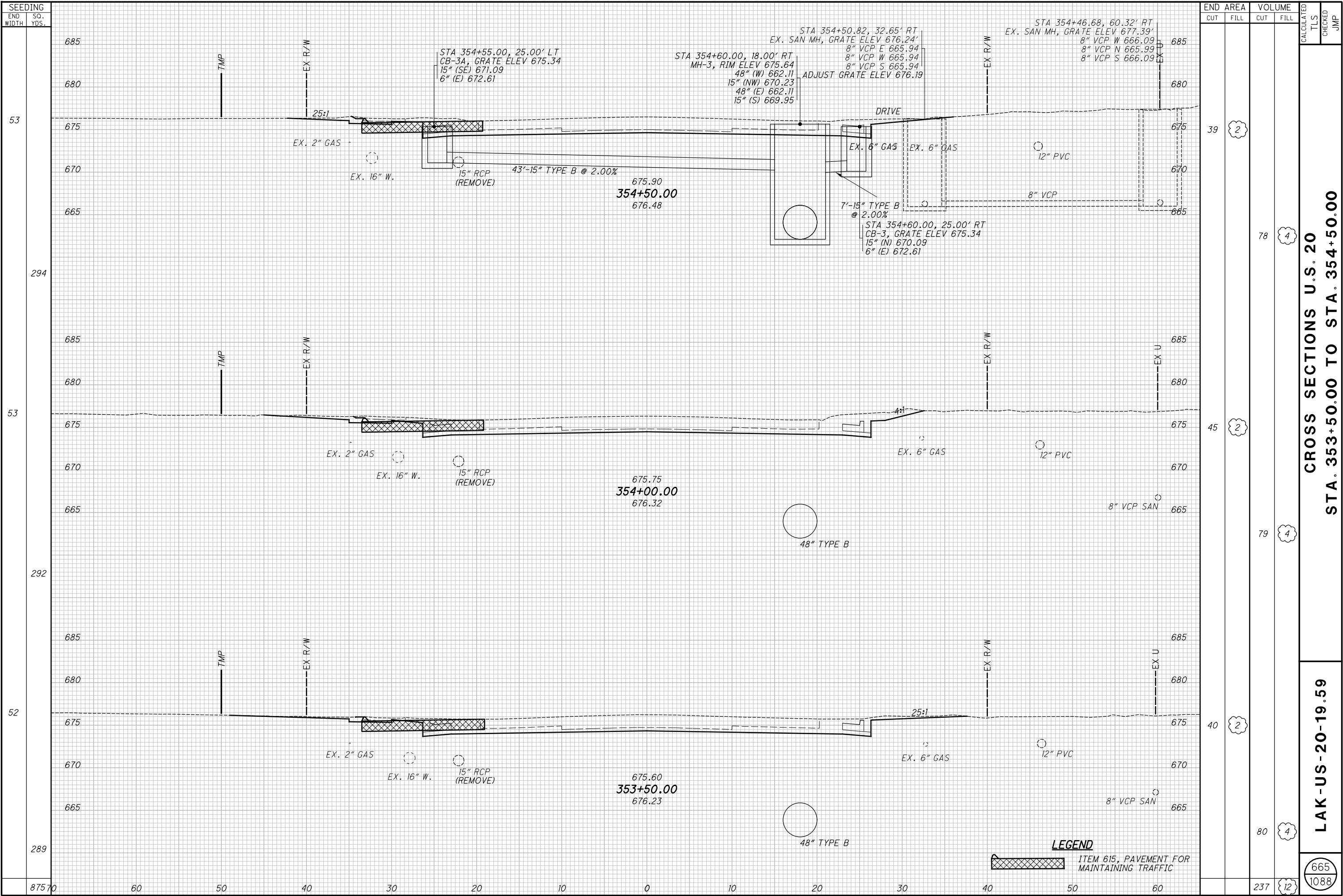
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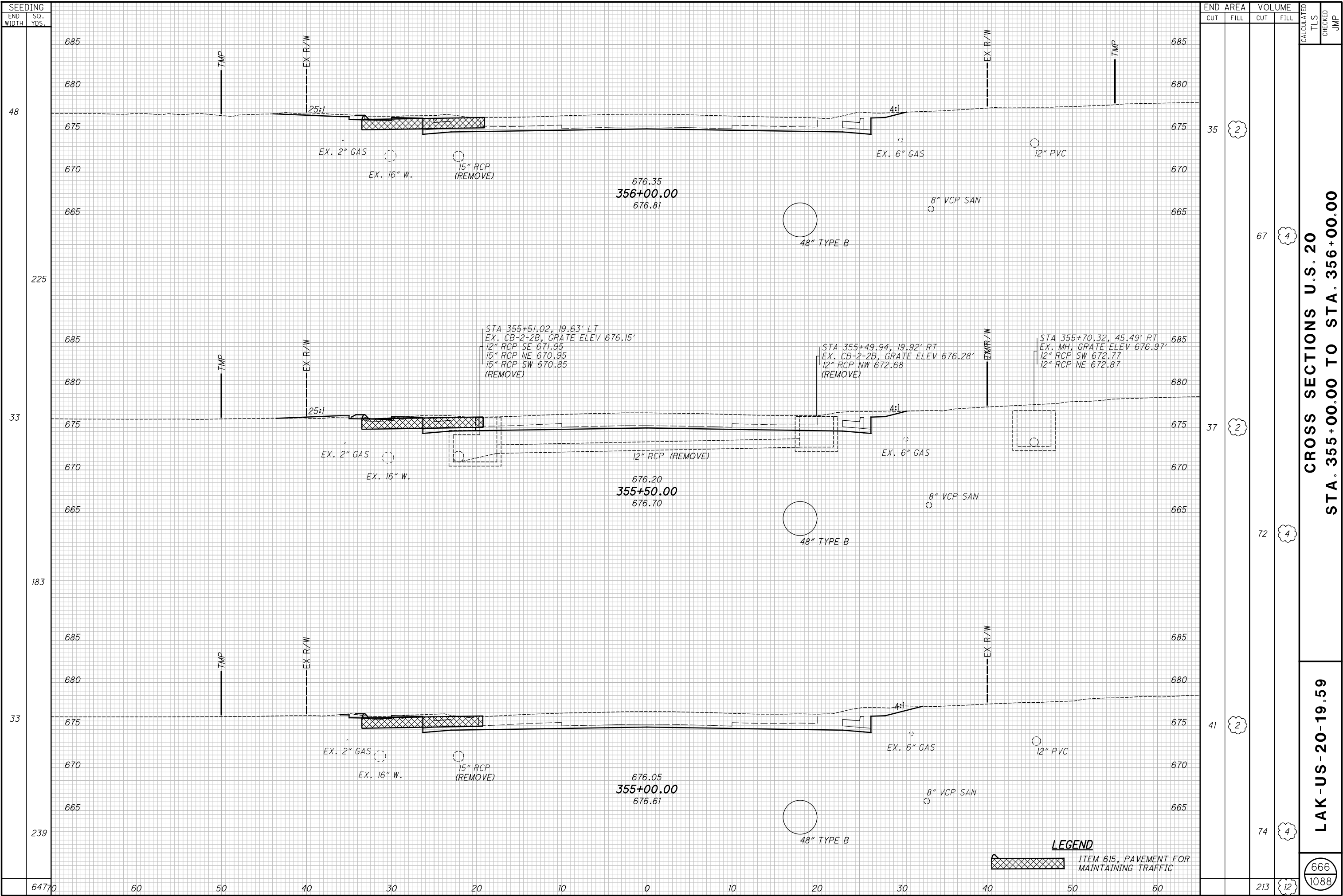
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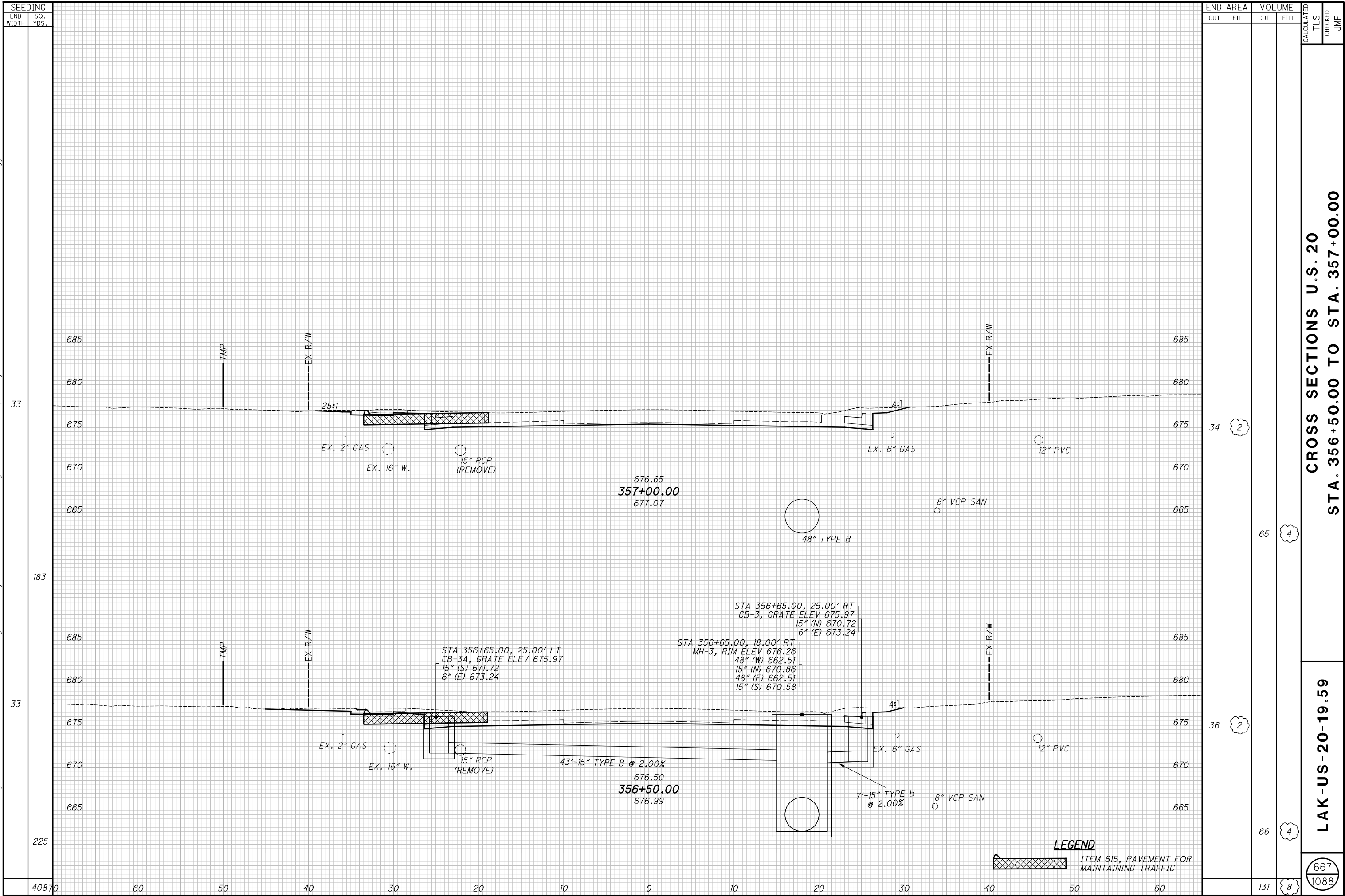
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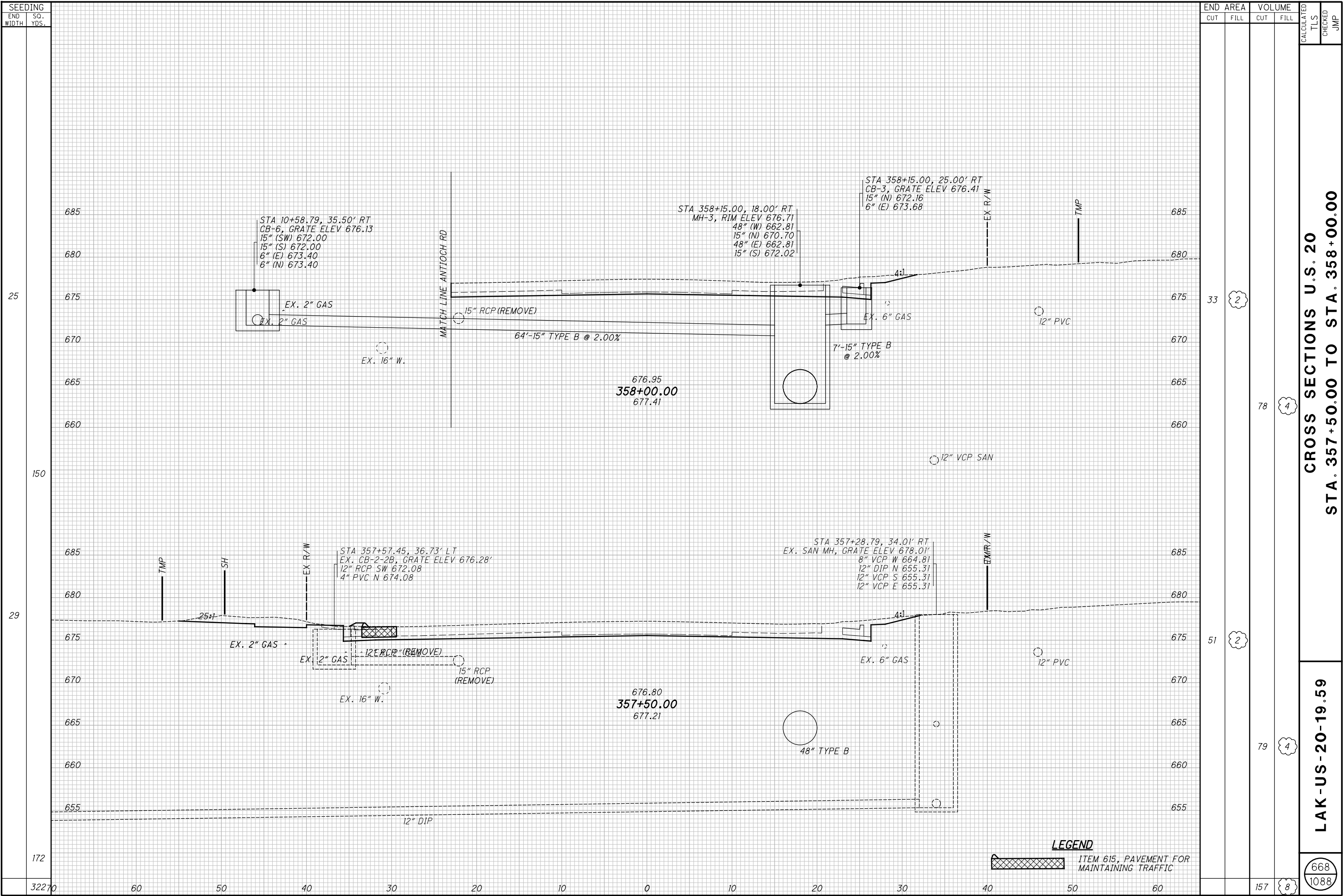
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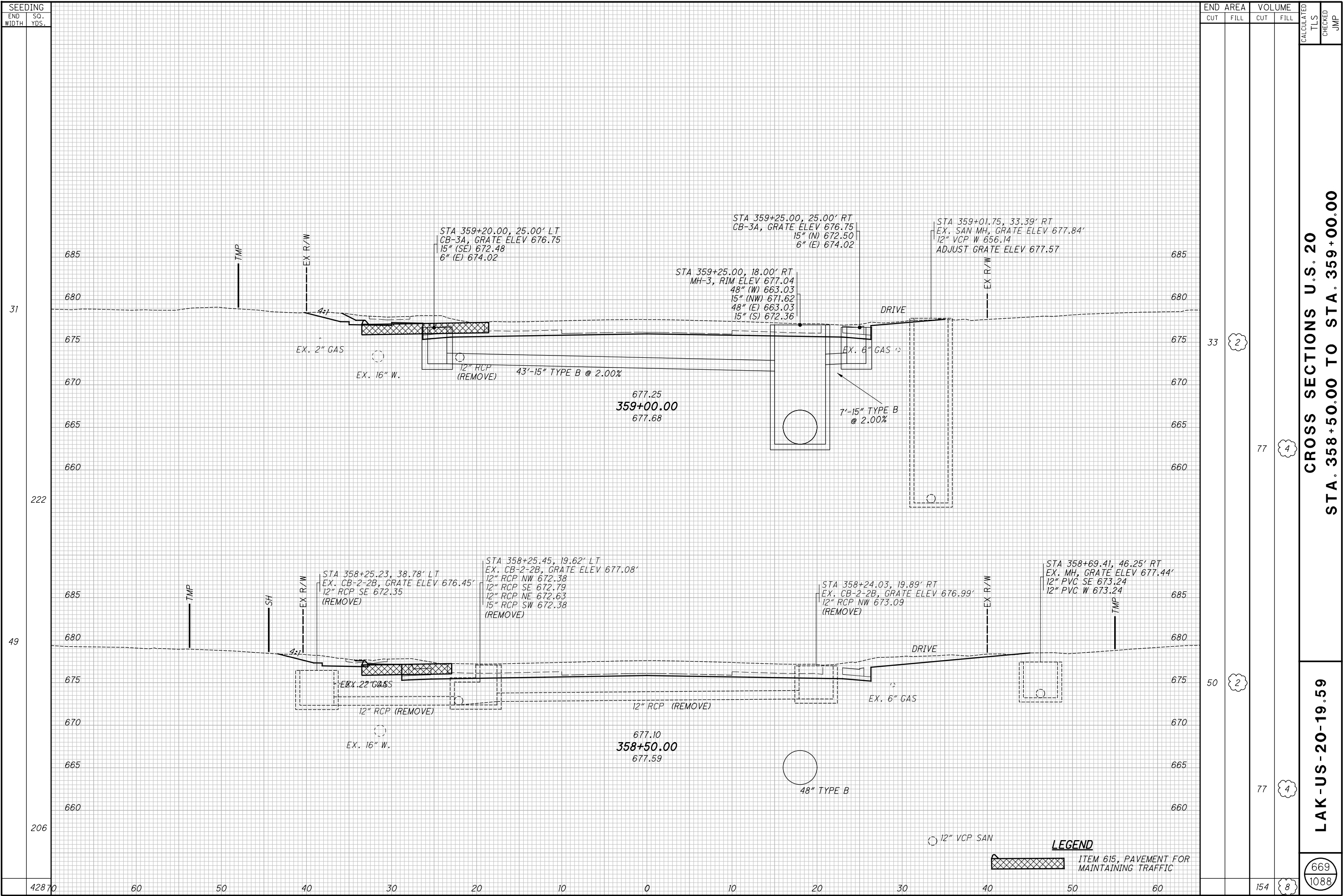
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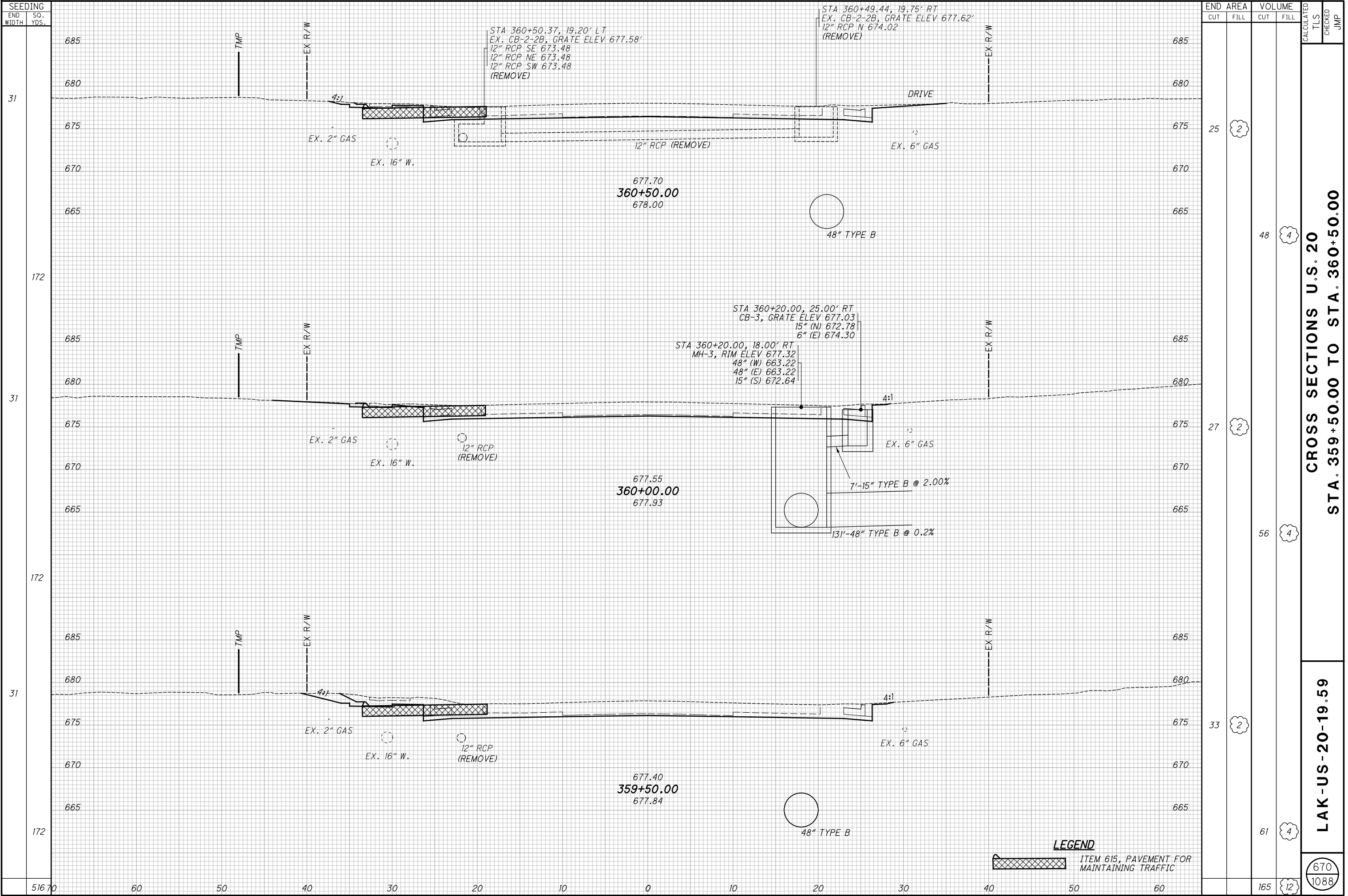
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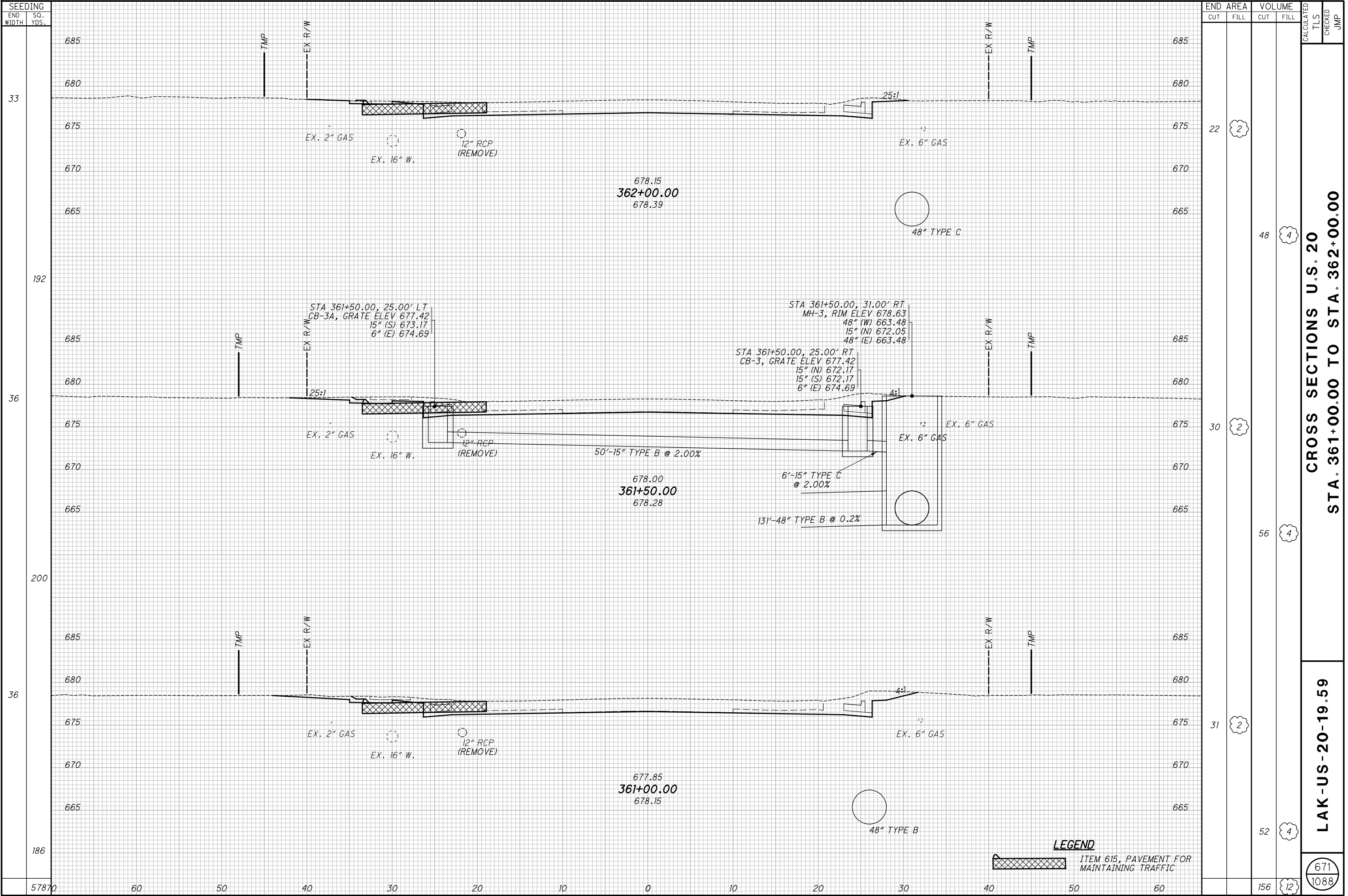
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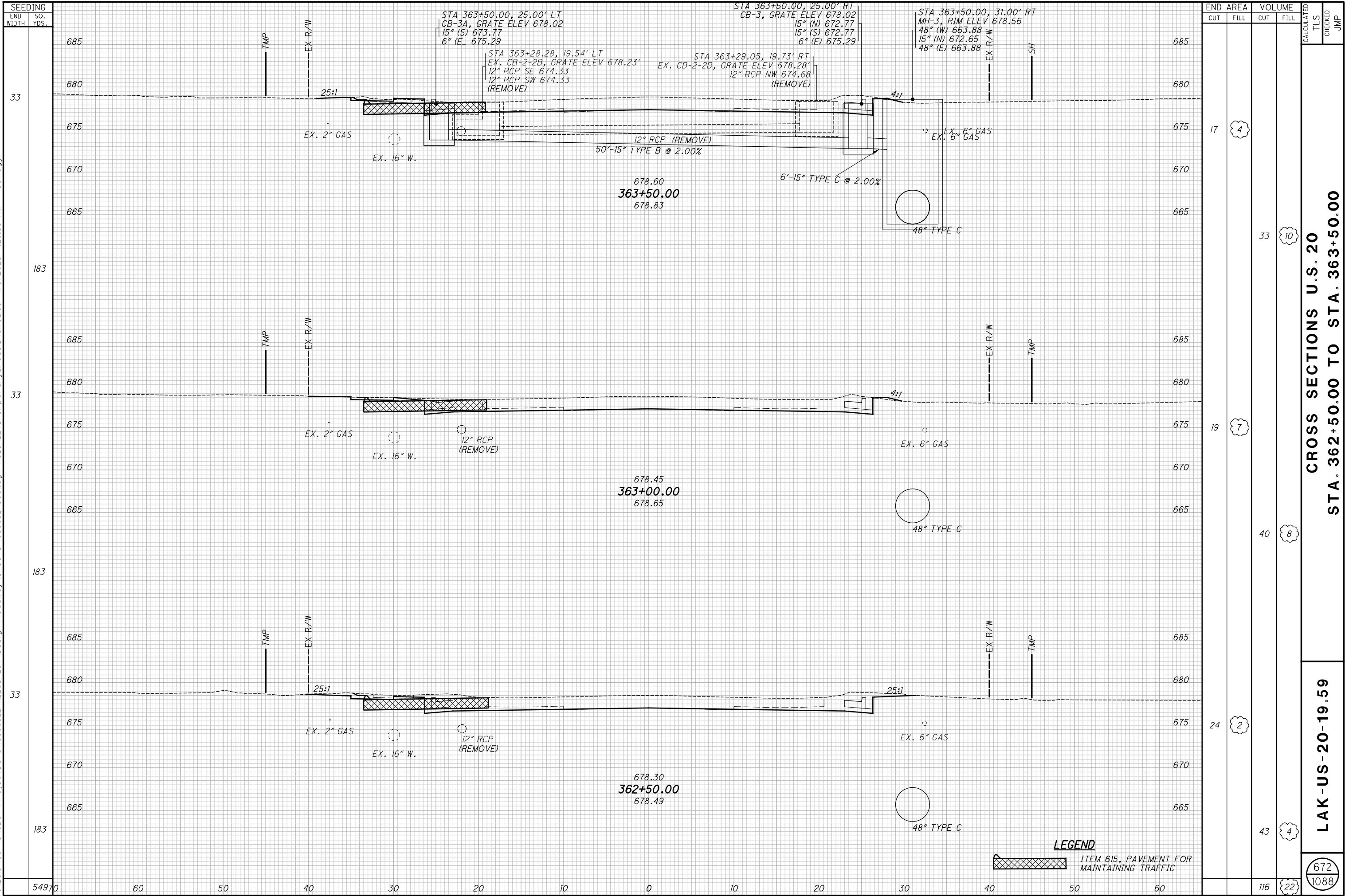
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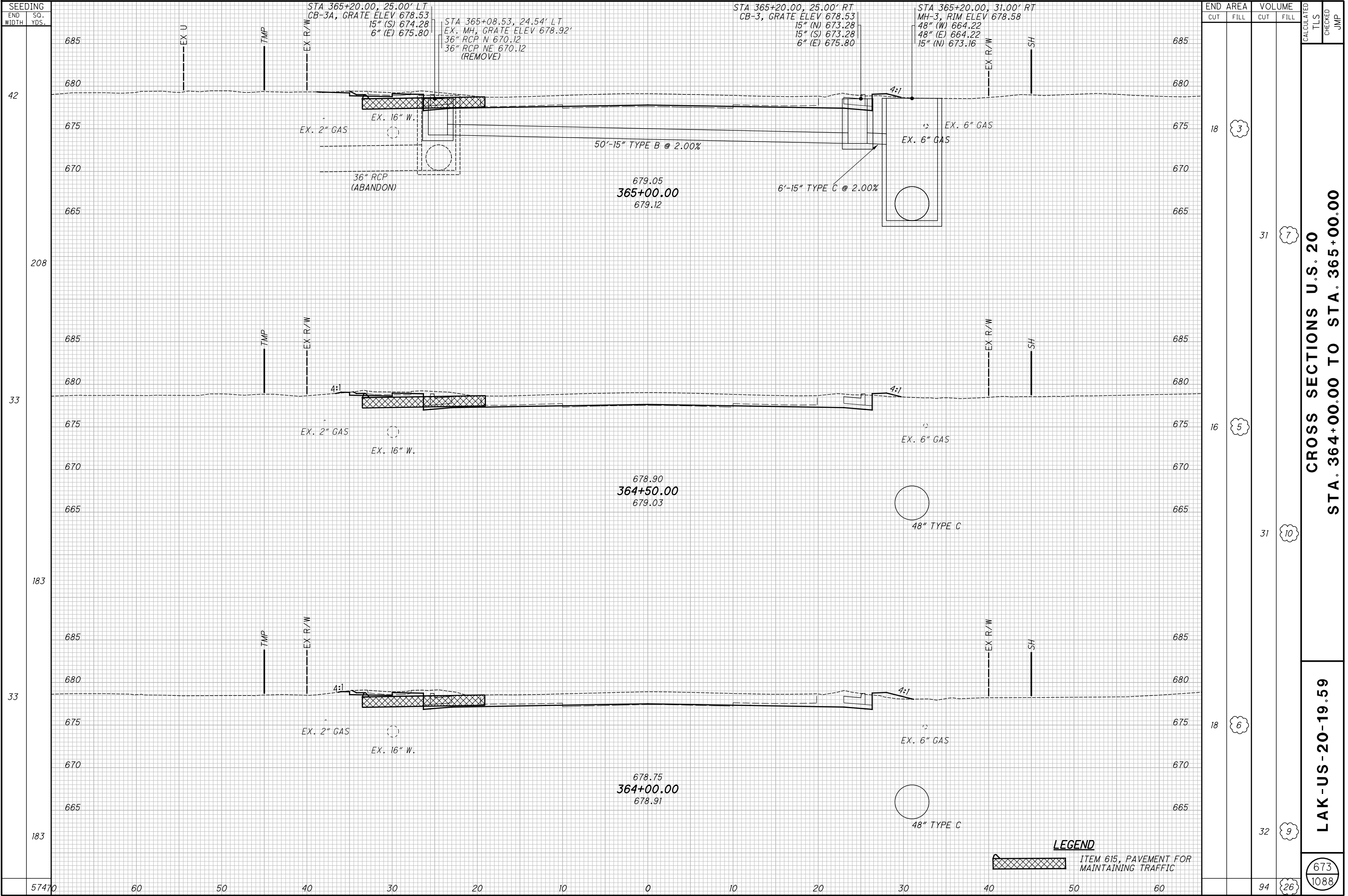
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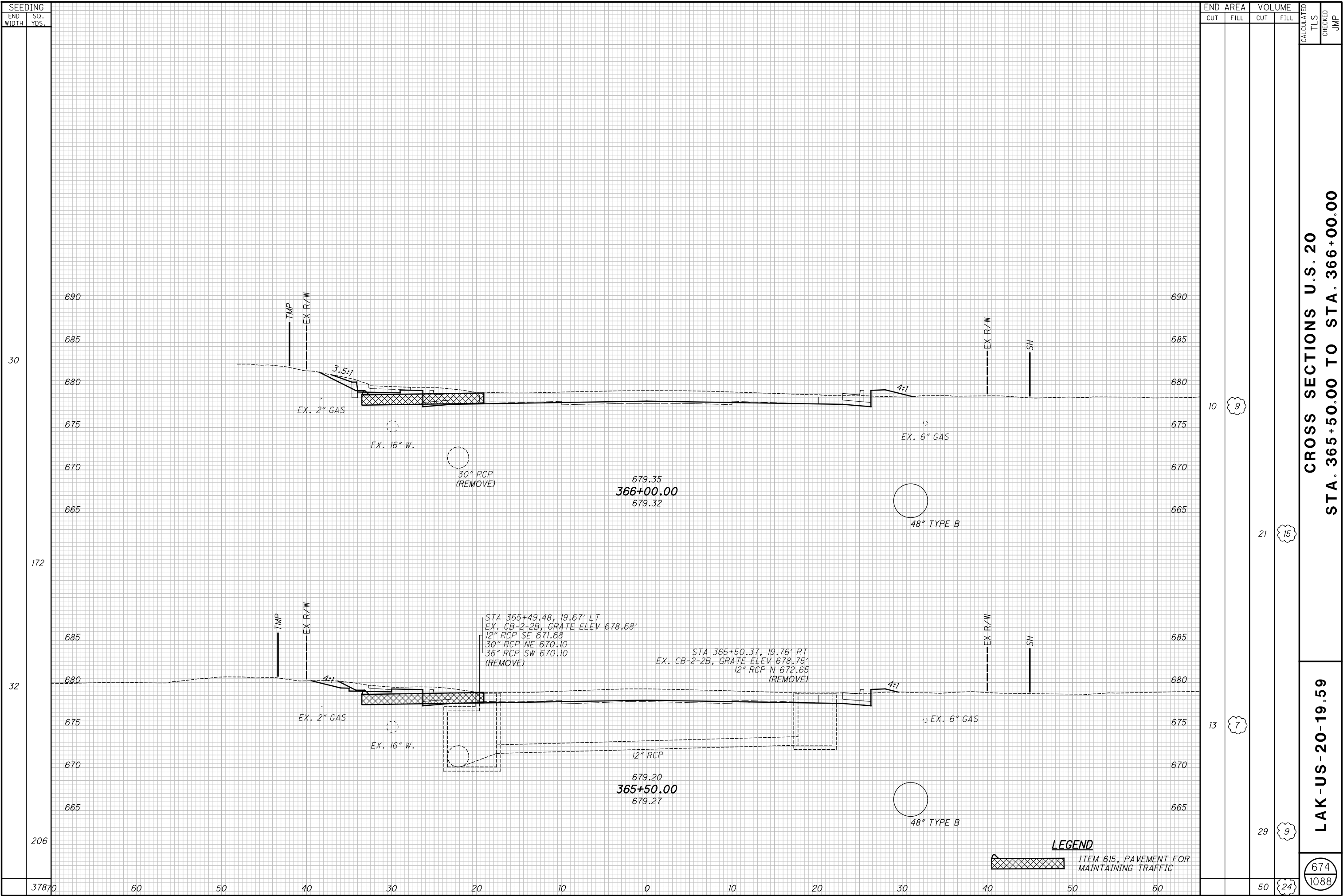
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H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name.l69 1/9/2025 7:29:39 AM somogyi



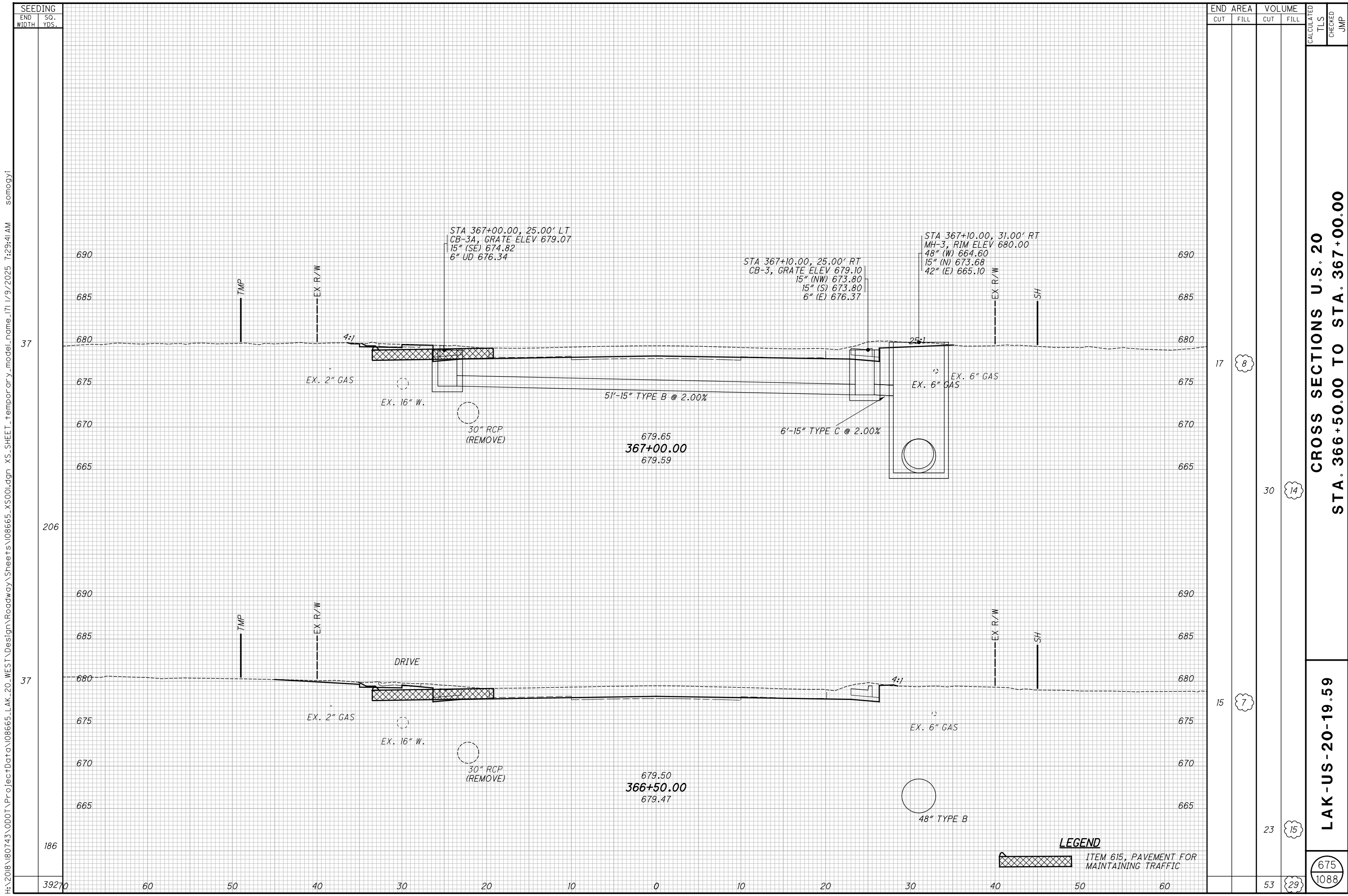
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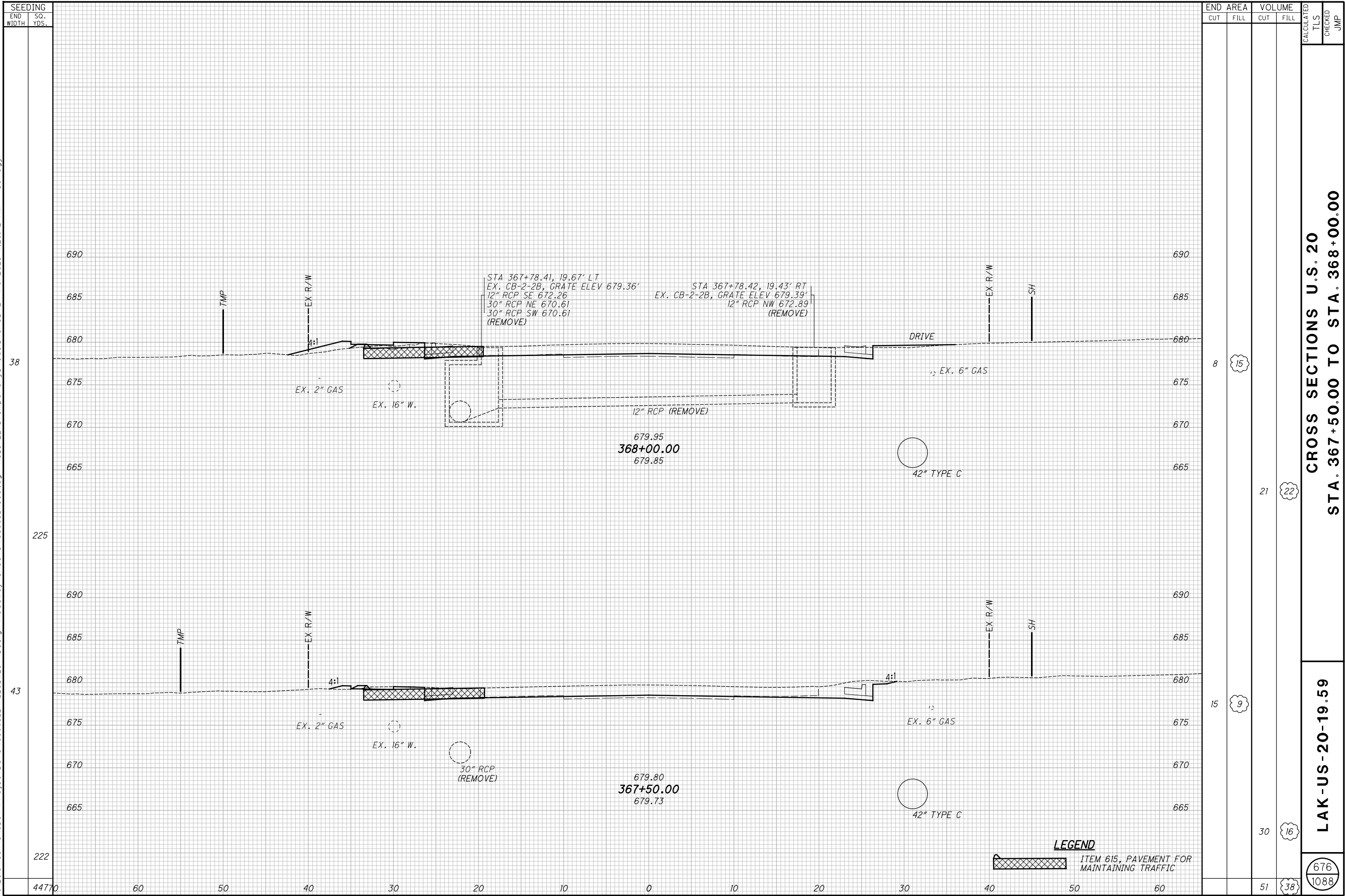
CROSS SECTIONS U.S. 20
STA. 365+50.00 TO STA. 366+00.00

LAK-US-20-19.59

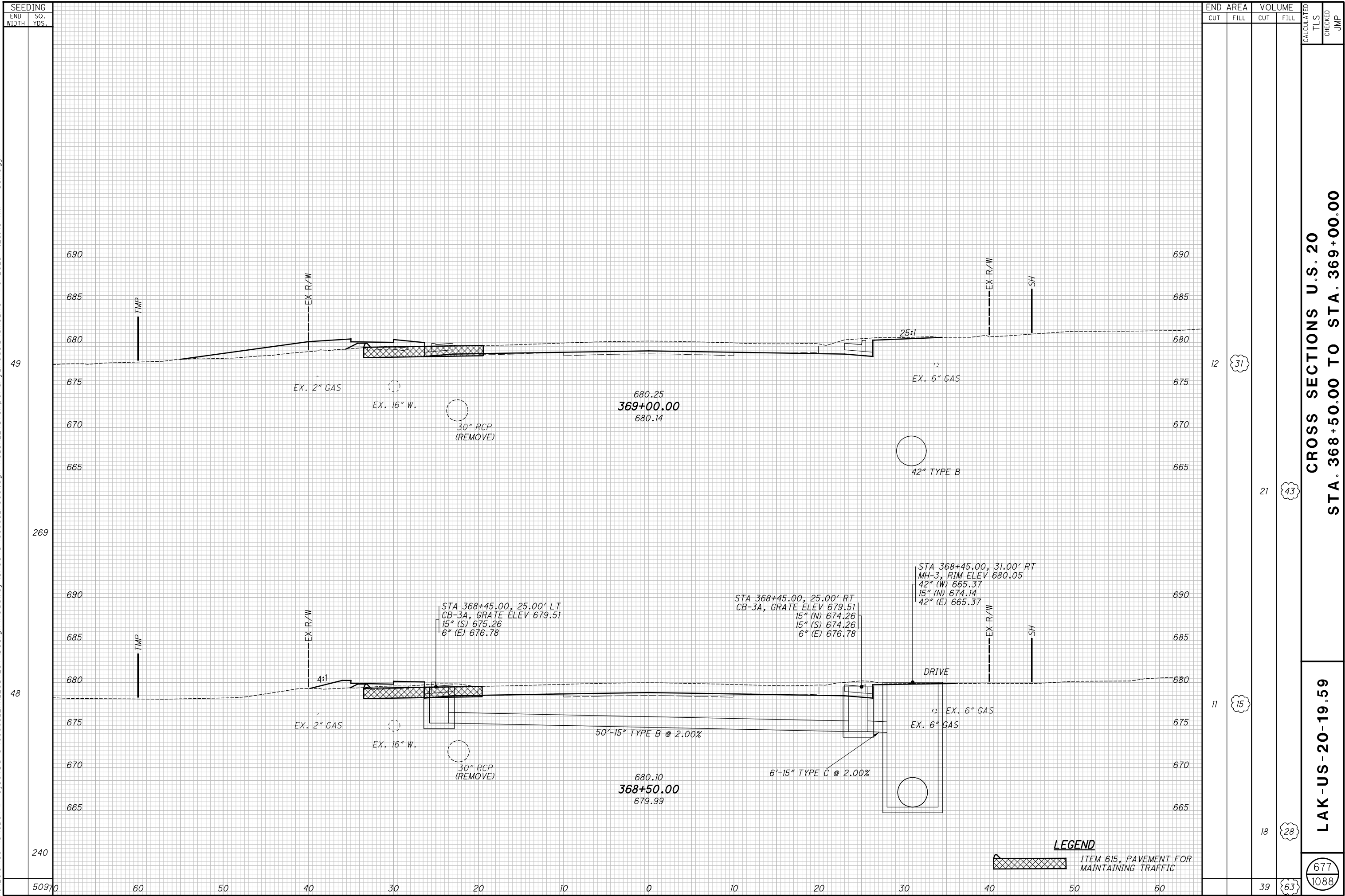
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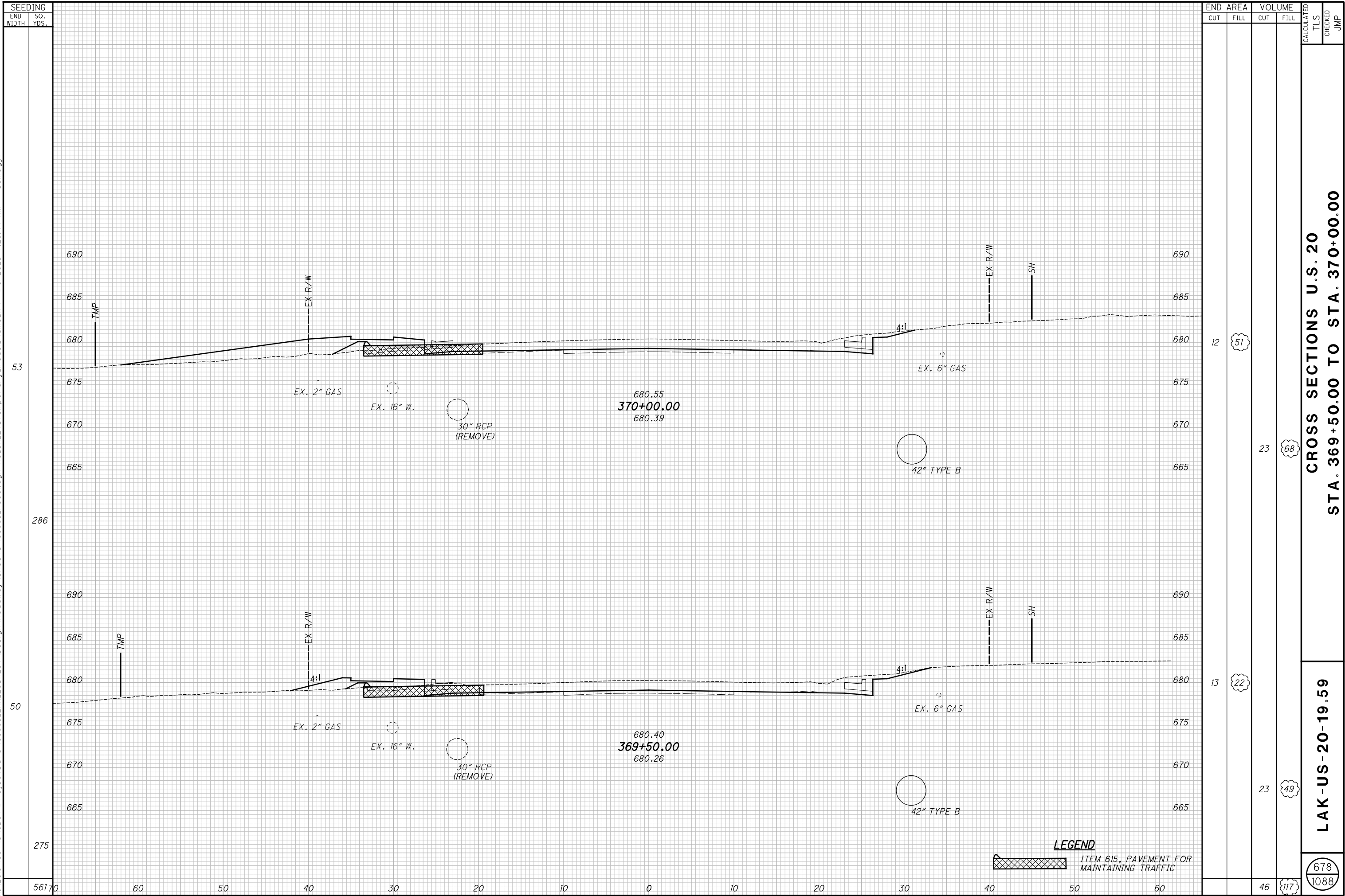
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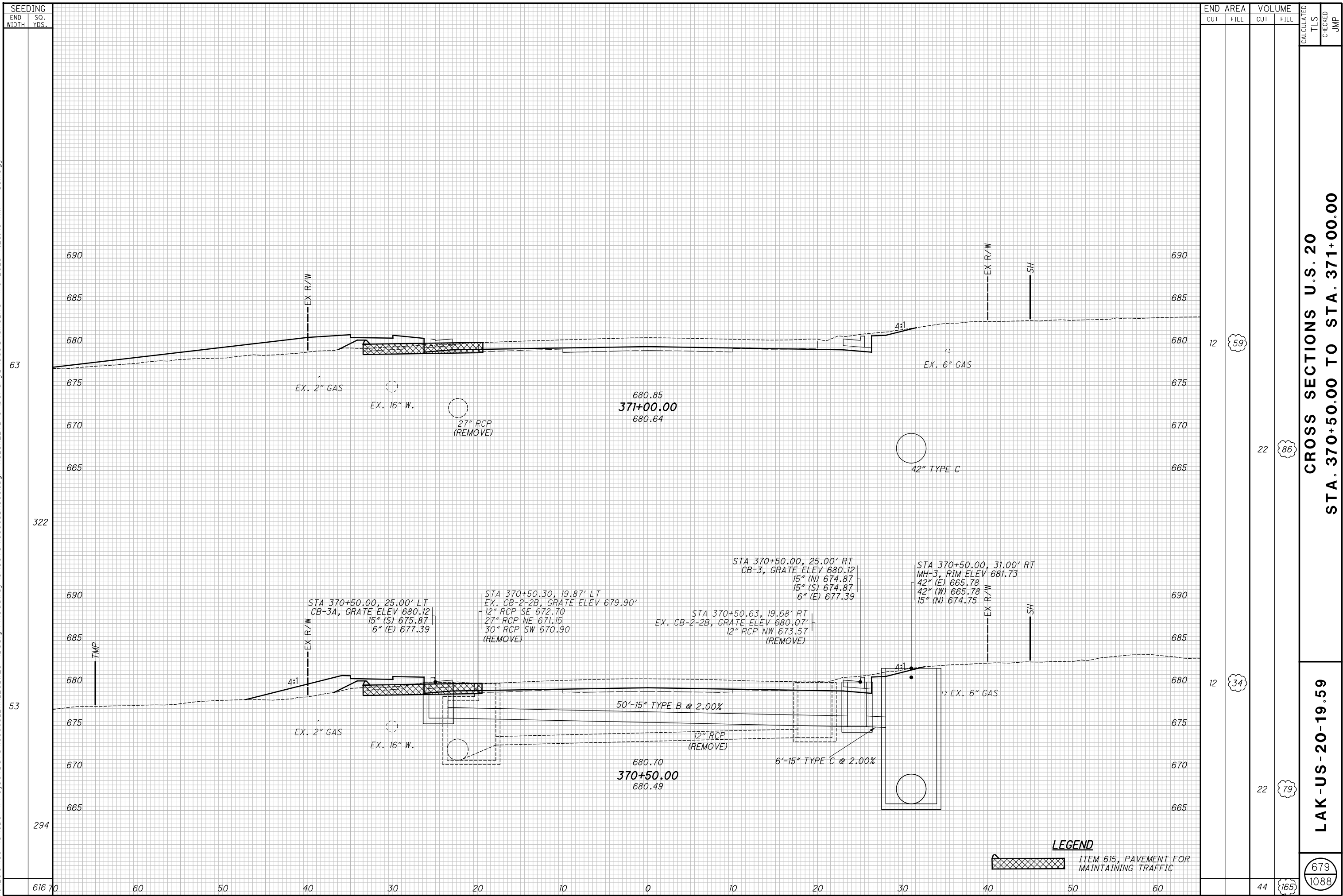


CROSS SECTIONS U.S. 20
STA. 369+50.00 TO STA. 370+00.00

LAK-US-20-19.59

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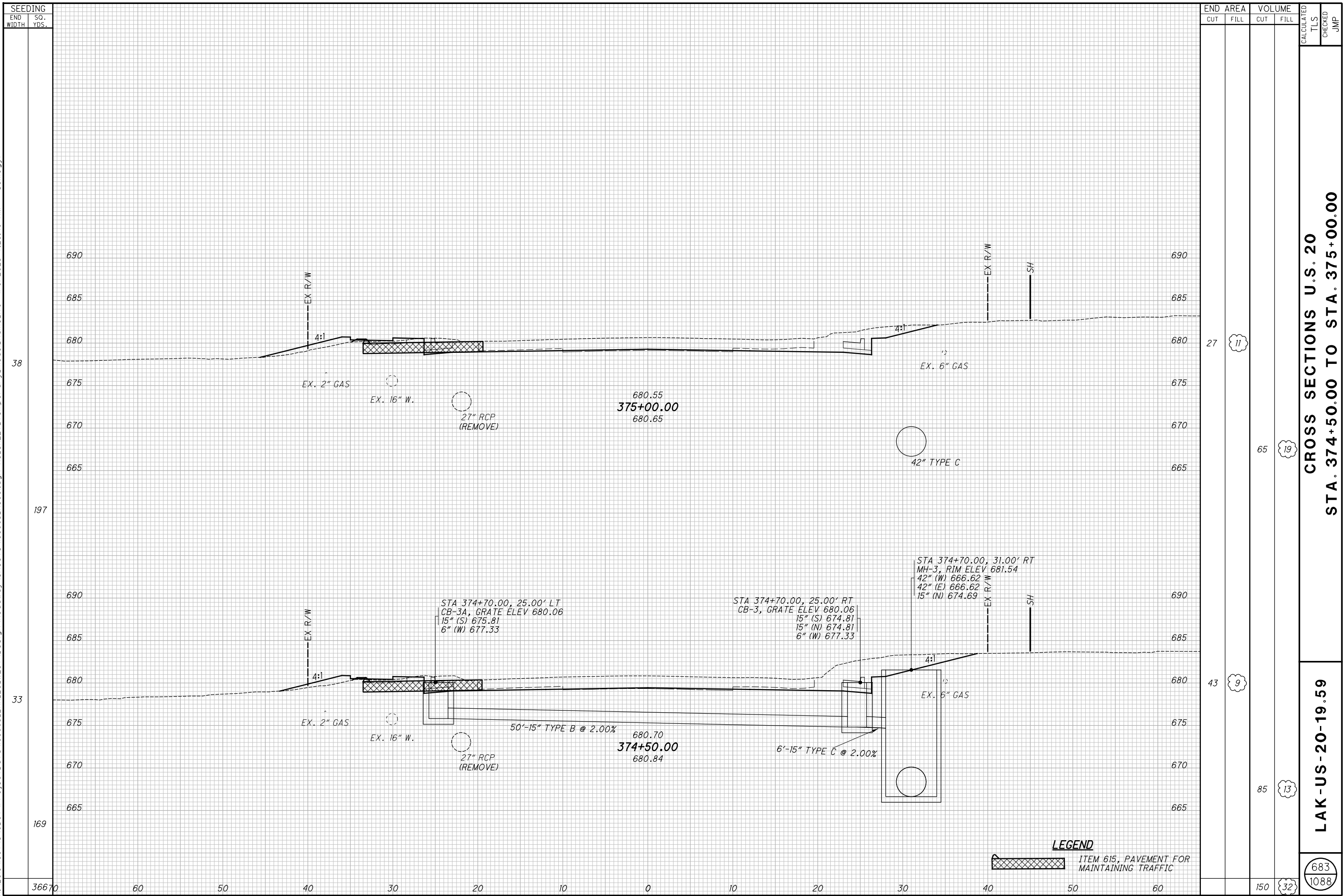


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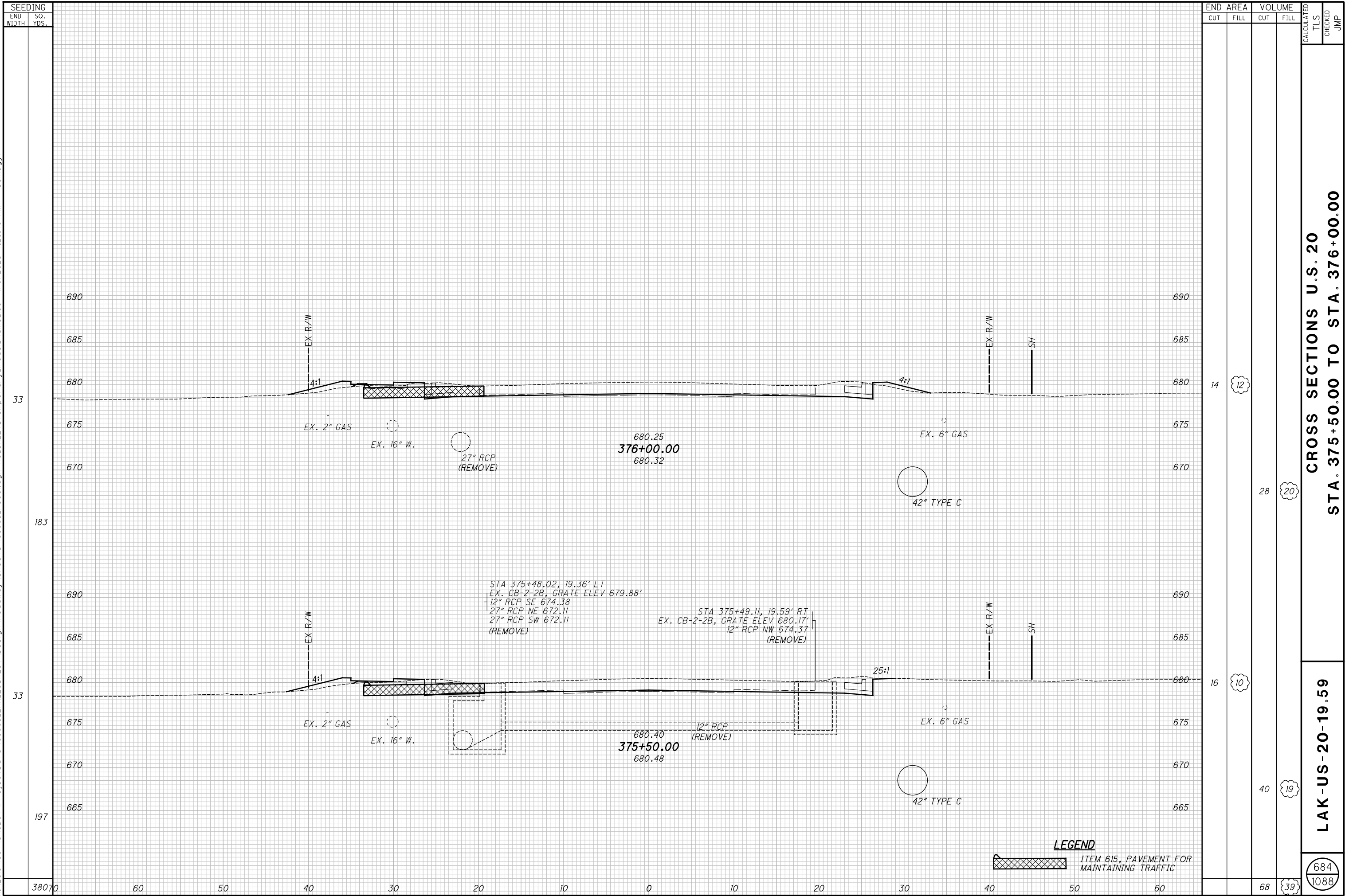


CROSS SECTIONS U.S. 20
STA. 374+50.00 TO STA. 375+00.00

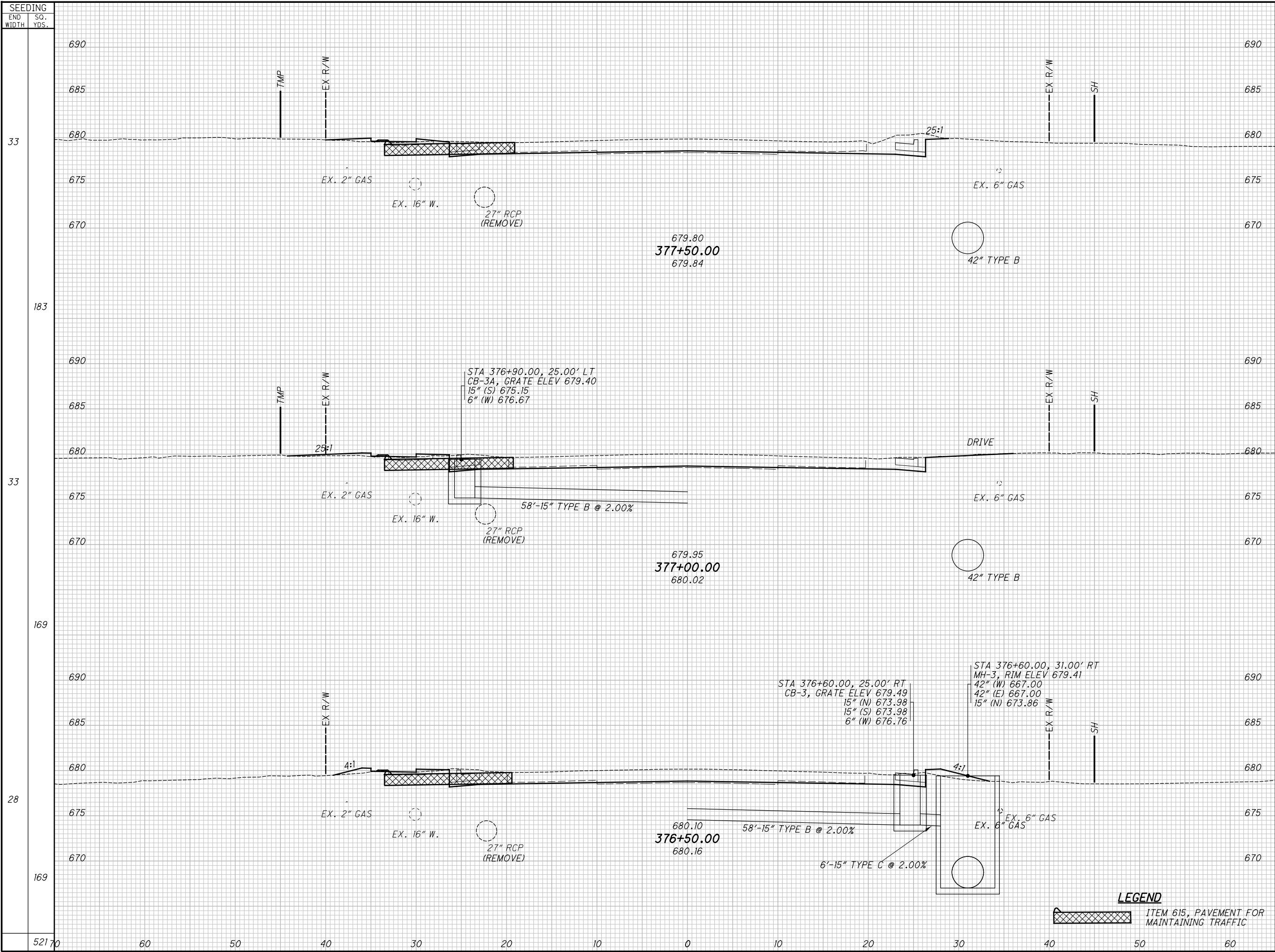
LAK-US-20-19.59

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H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.180 1/9/2025 7:29:49 AM somogyi



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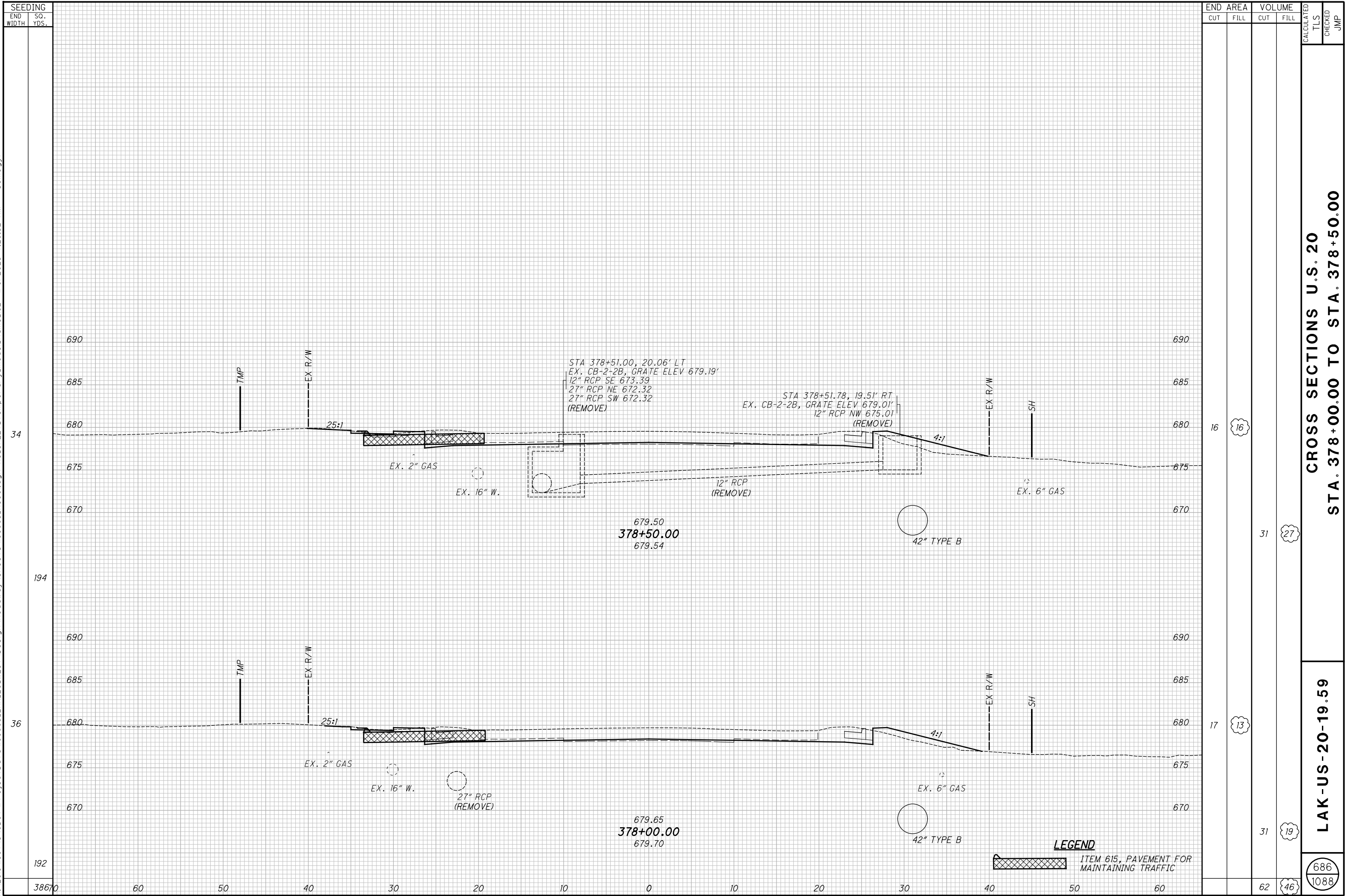
SEEDING		END AREA		VOLUME		CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL			
33	183	17	7	28	14			
33	169	13	8	23	18			
28	169	12	11	24	21			
521	70			75	53			

CROSS SECTIONS U.S. 20
STA. 376+50.00 TO STA. 377+50.00

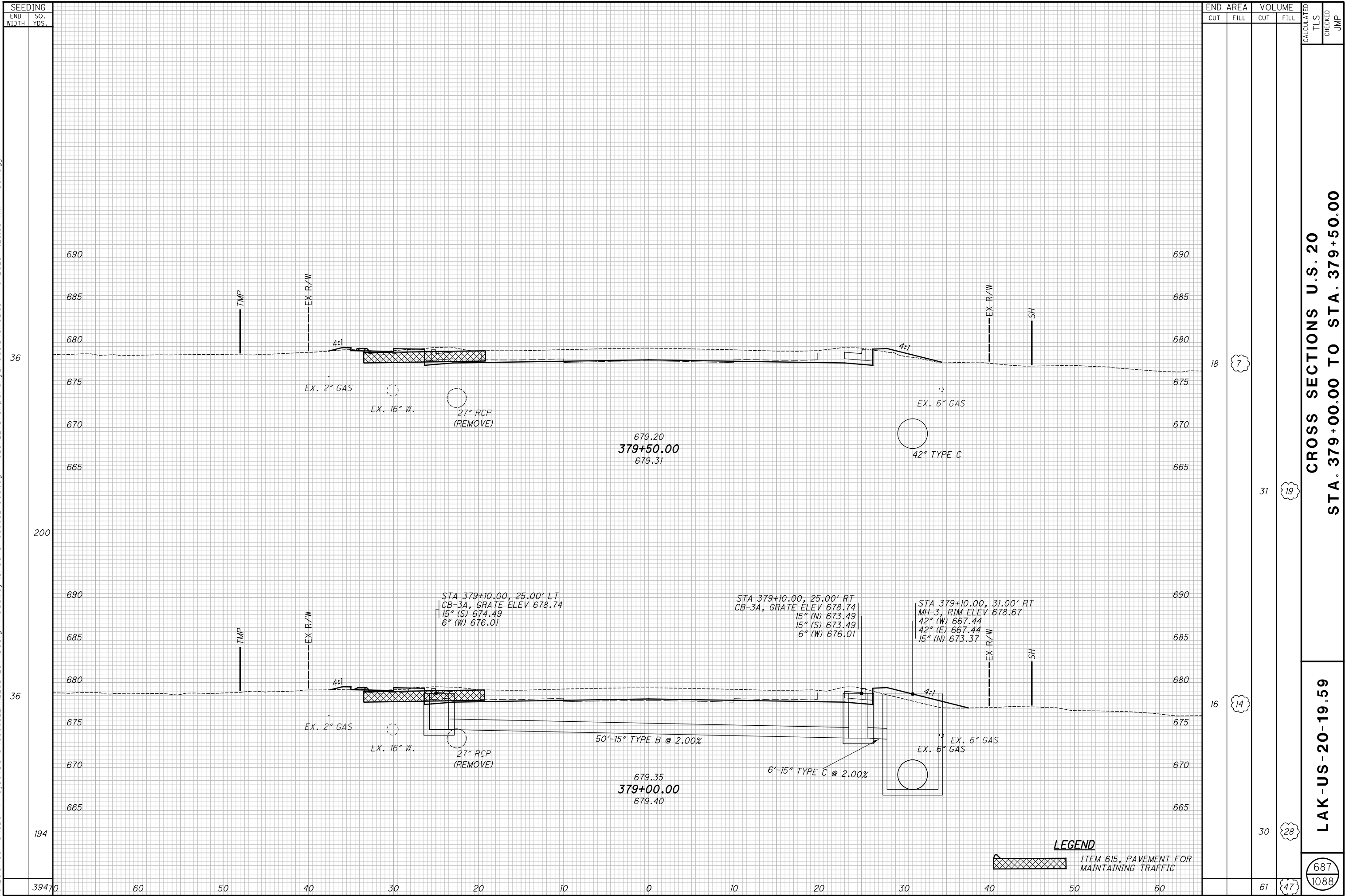
LAK-US-20-19.59

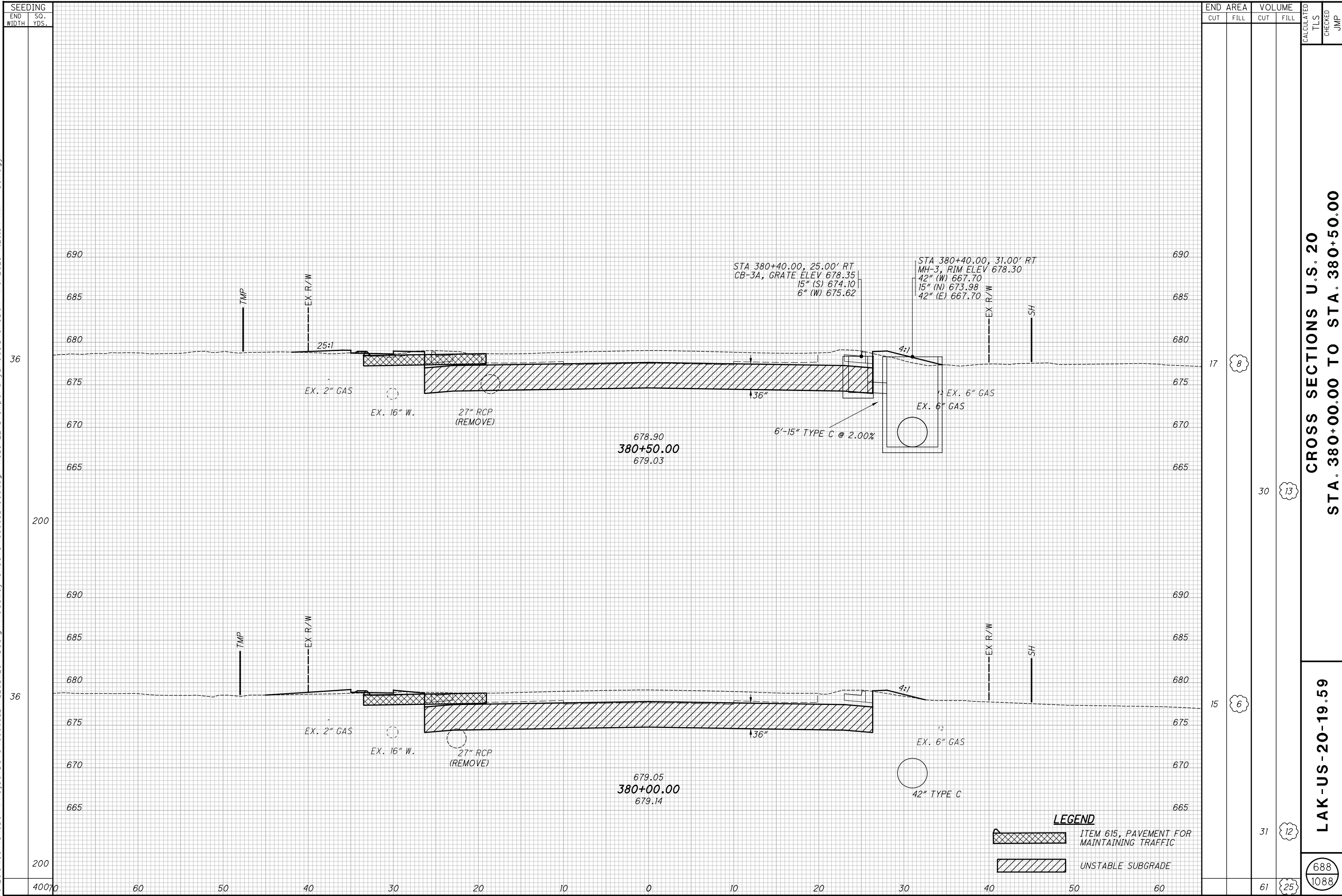
685
1088

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET - temporary_model_name_182 1/9/2025 7:29:52 AM somogyl

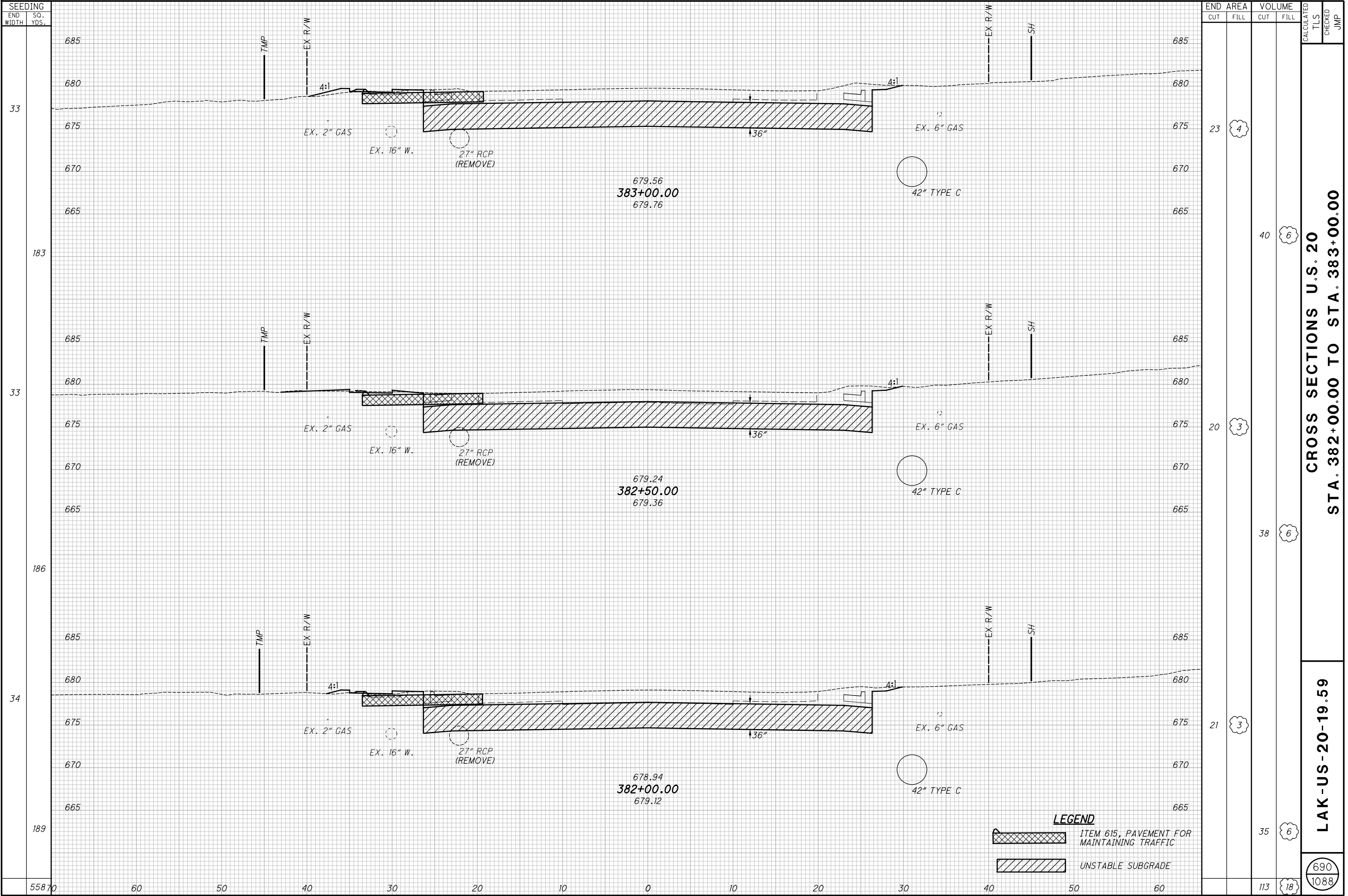


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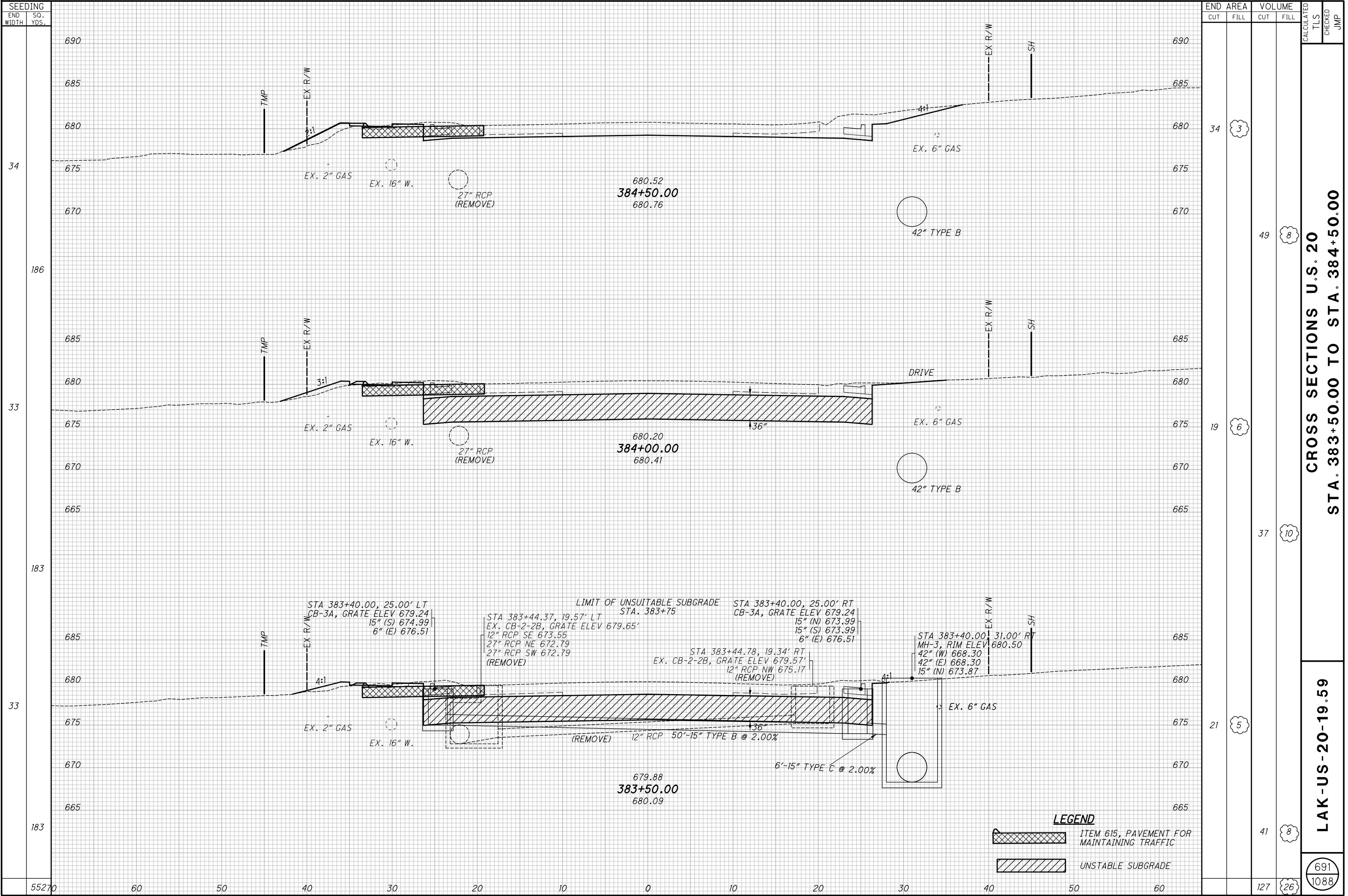




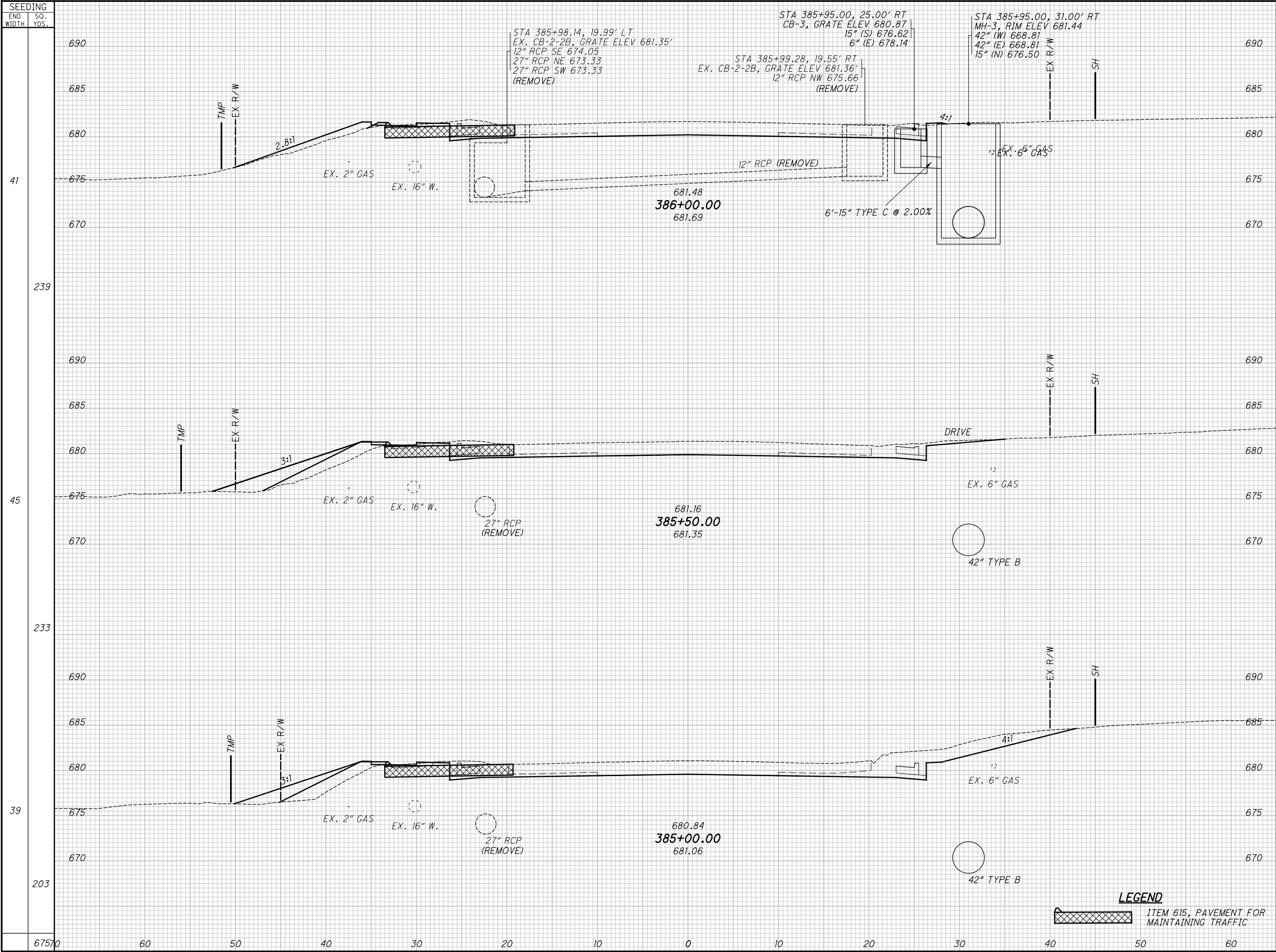
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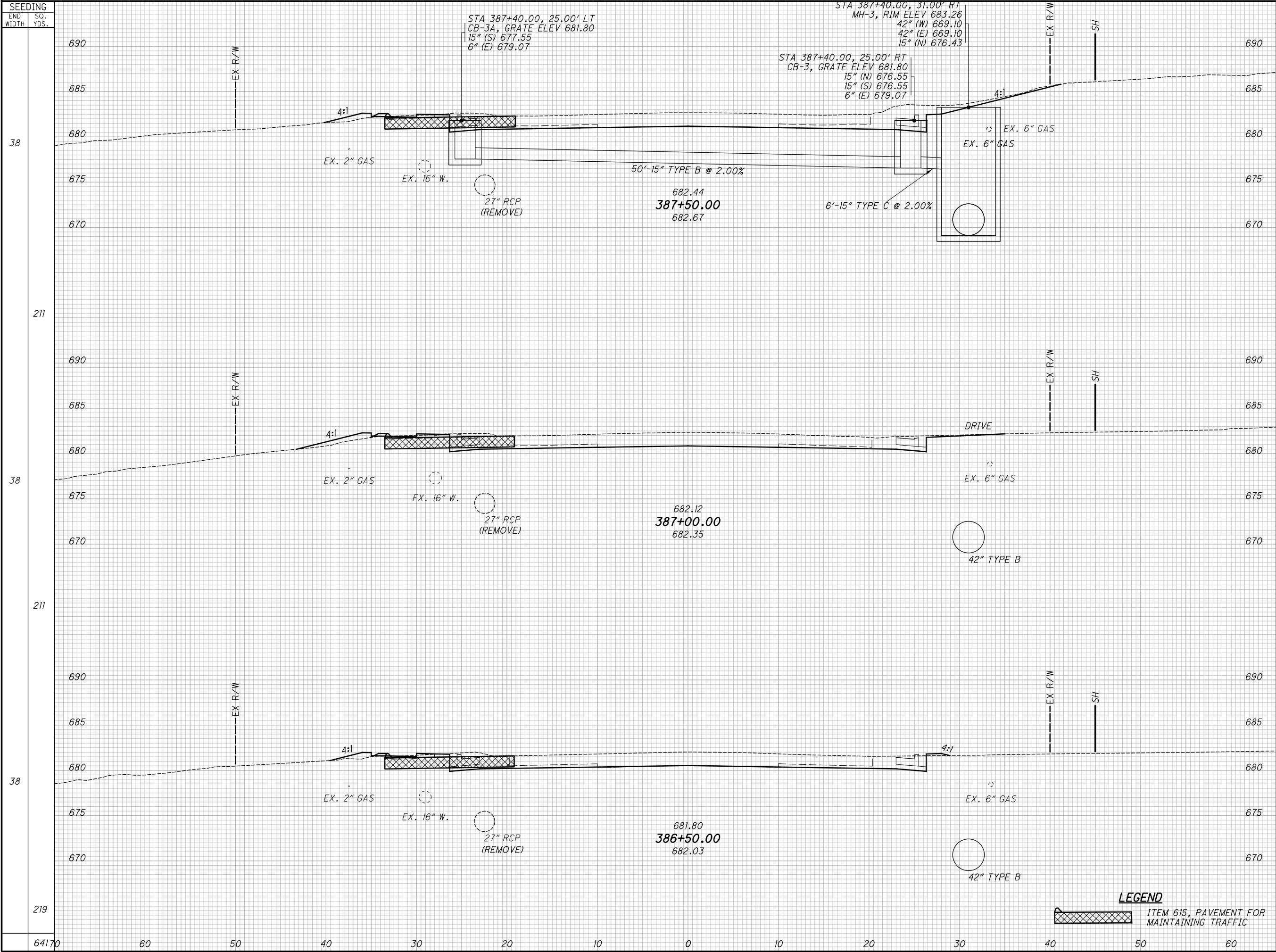
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END AREA		VOLUME		CALCULATED	CHECKED	JMP
CUT	FILL	CUT	FILL			
18	10	34	25	CROSS SECTIONS U.S. 20 STA. 385+00.00 TO STA. 386+00.00		
19	17	57	28			
43	13	71	15			
		162	68			
				LAK-US-20-19.59		
				692 1088		

LEGEND
ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

H:\2018\180743\0D01\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET_temporary_model_name.l89 1/9/2025 7:29:59 AM somogyl



SEEDING		END AREA		VOLUME		CALCULATED	CHECKED	JMP
END WIDTH	SO. YDS.	CUT	FILL	CUT	FILL			
38		30	4					
211				44	9			
38		17	6					
211				31	9			
38		16	4					
219				31	13			
64170				106	31			

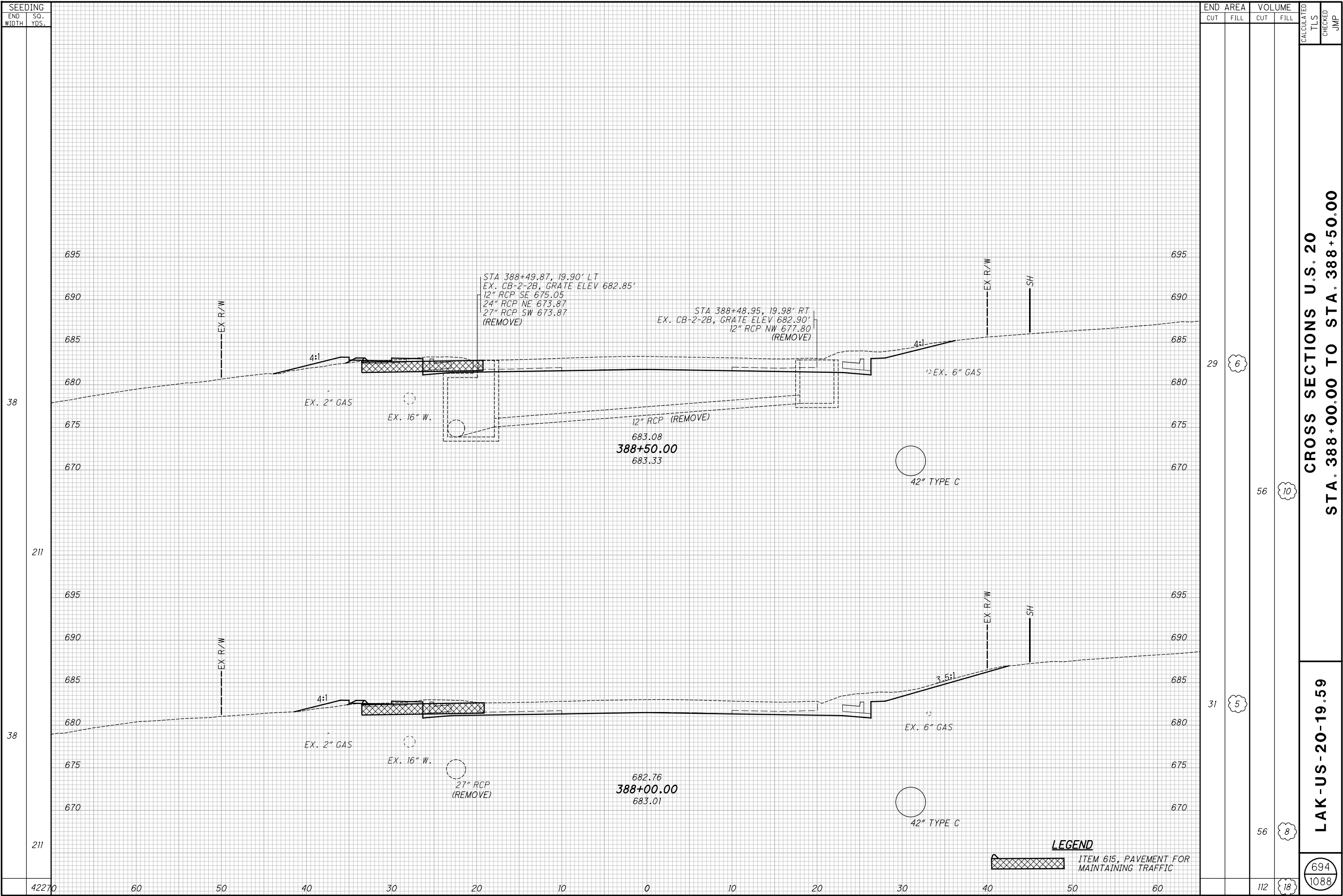
CROSS SECTIONS U.S. 20

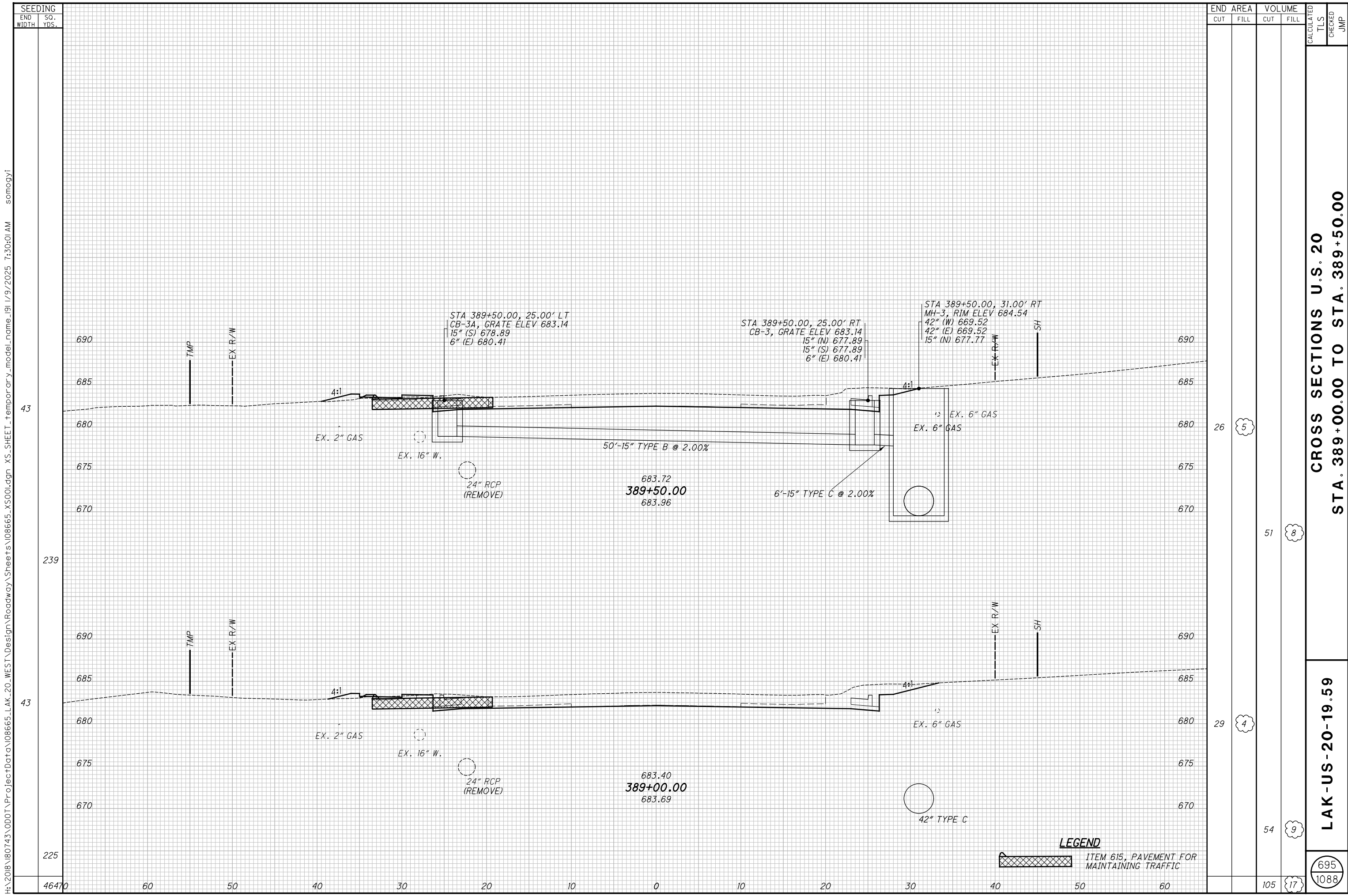
STA. 386+50.00 TO STA. 387+50.00

LAK-US-20-19.59

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H:\2018\180743\0D0T\ProjectData\08665_LAK_20_WEST\Design\Roadway\Sheets\08665_XS001.dgn XS_SHEET temporary_model_name_190 1/9/2025 7:30:00 AM somogyi



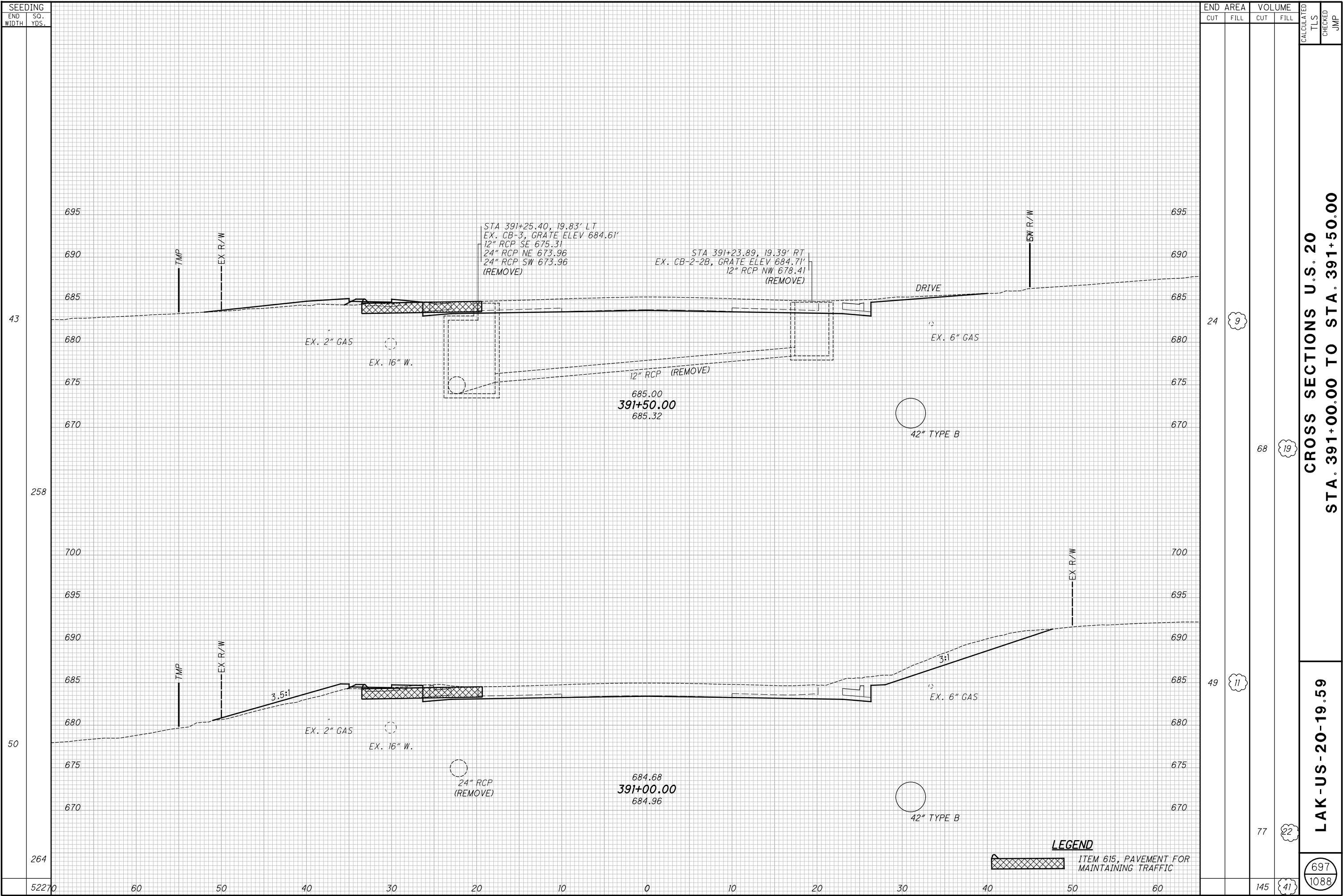


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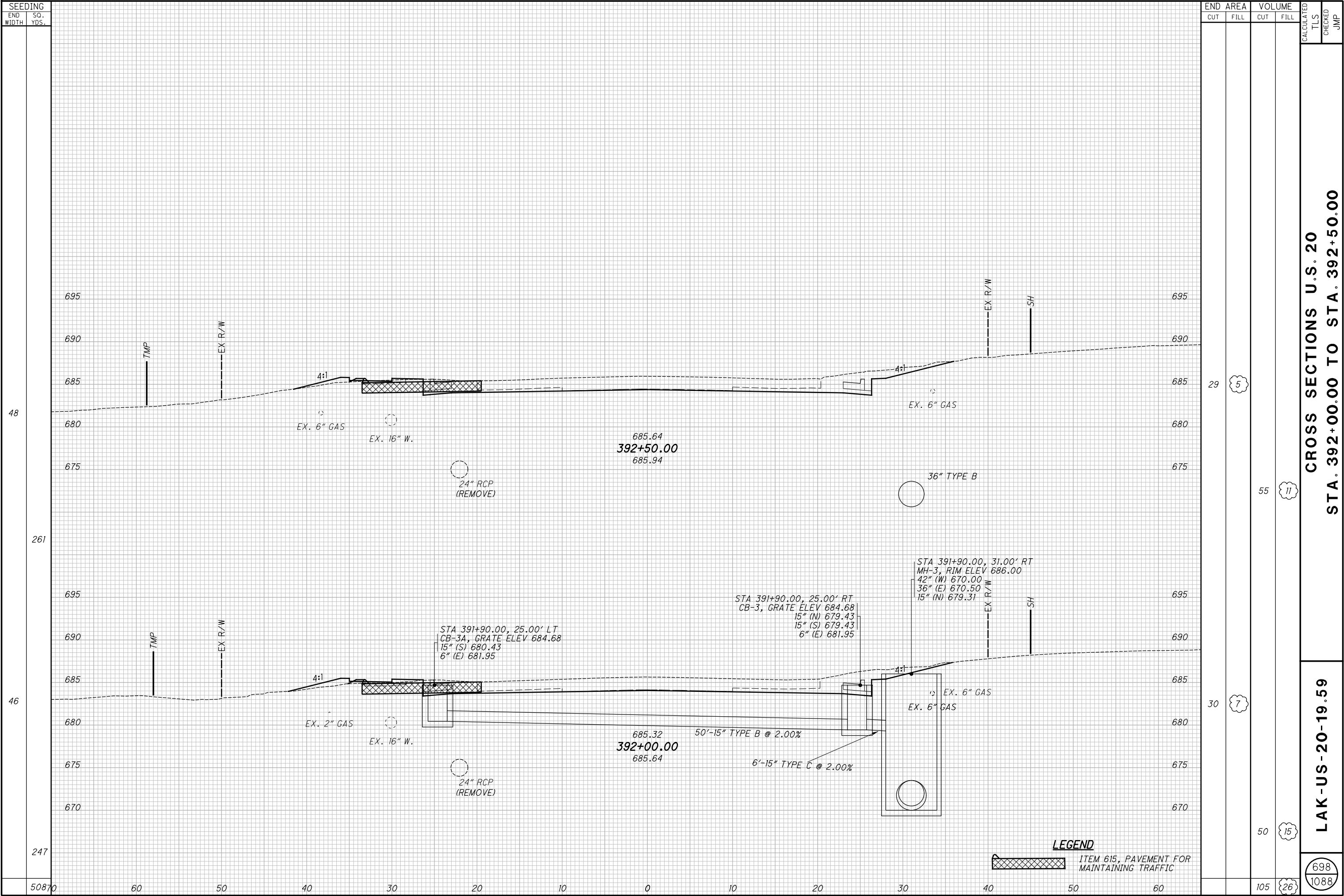
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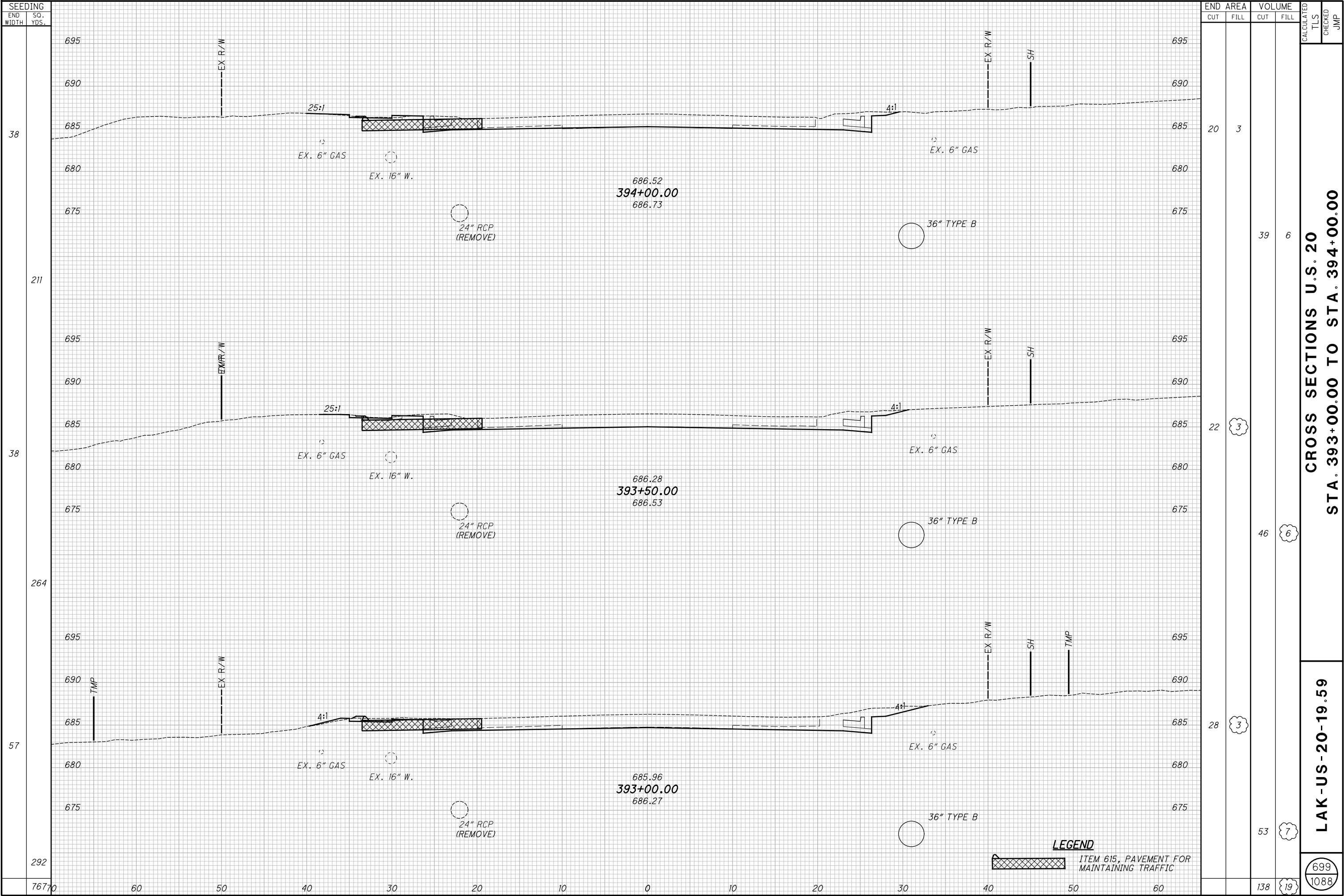
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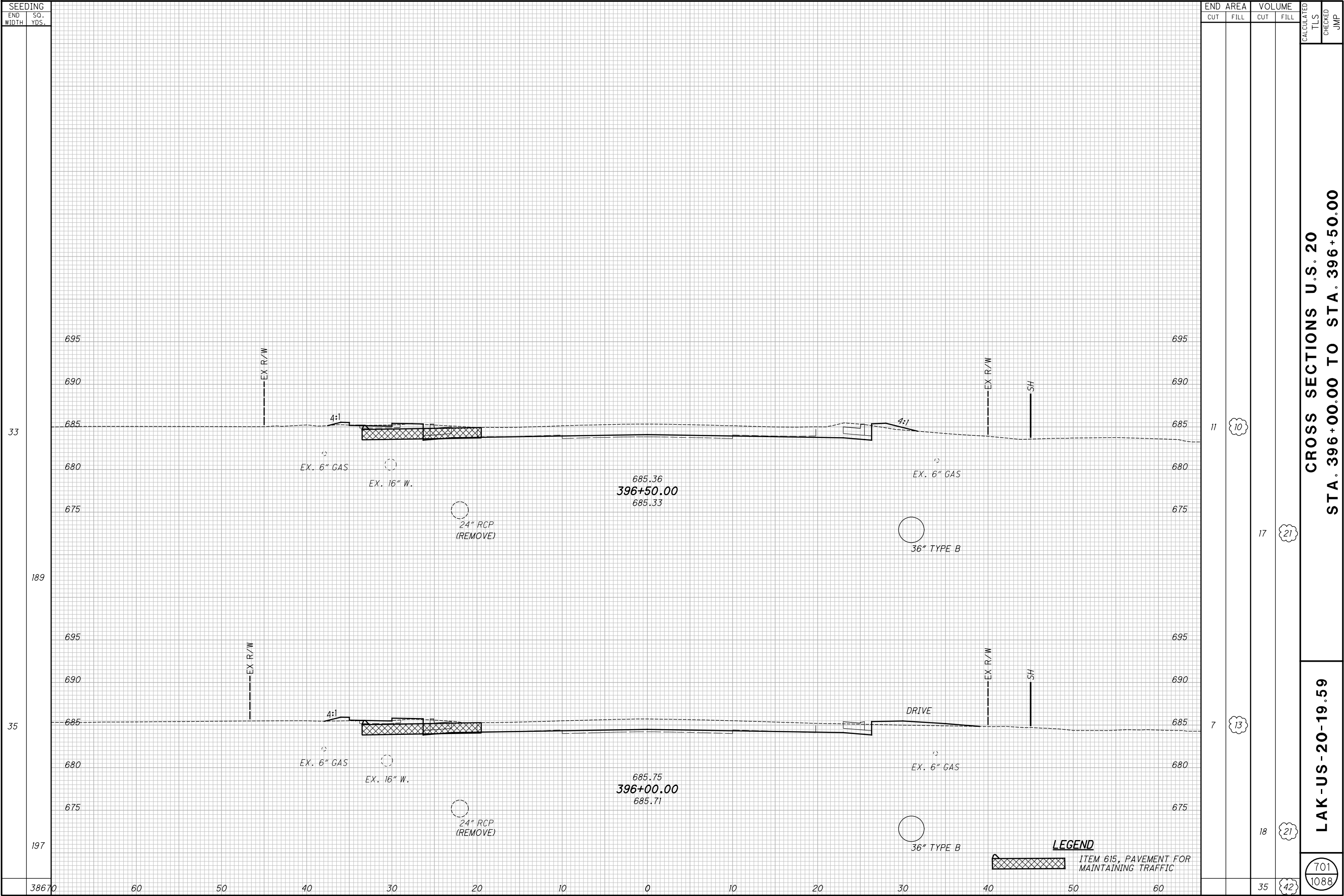


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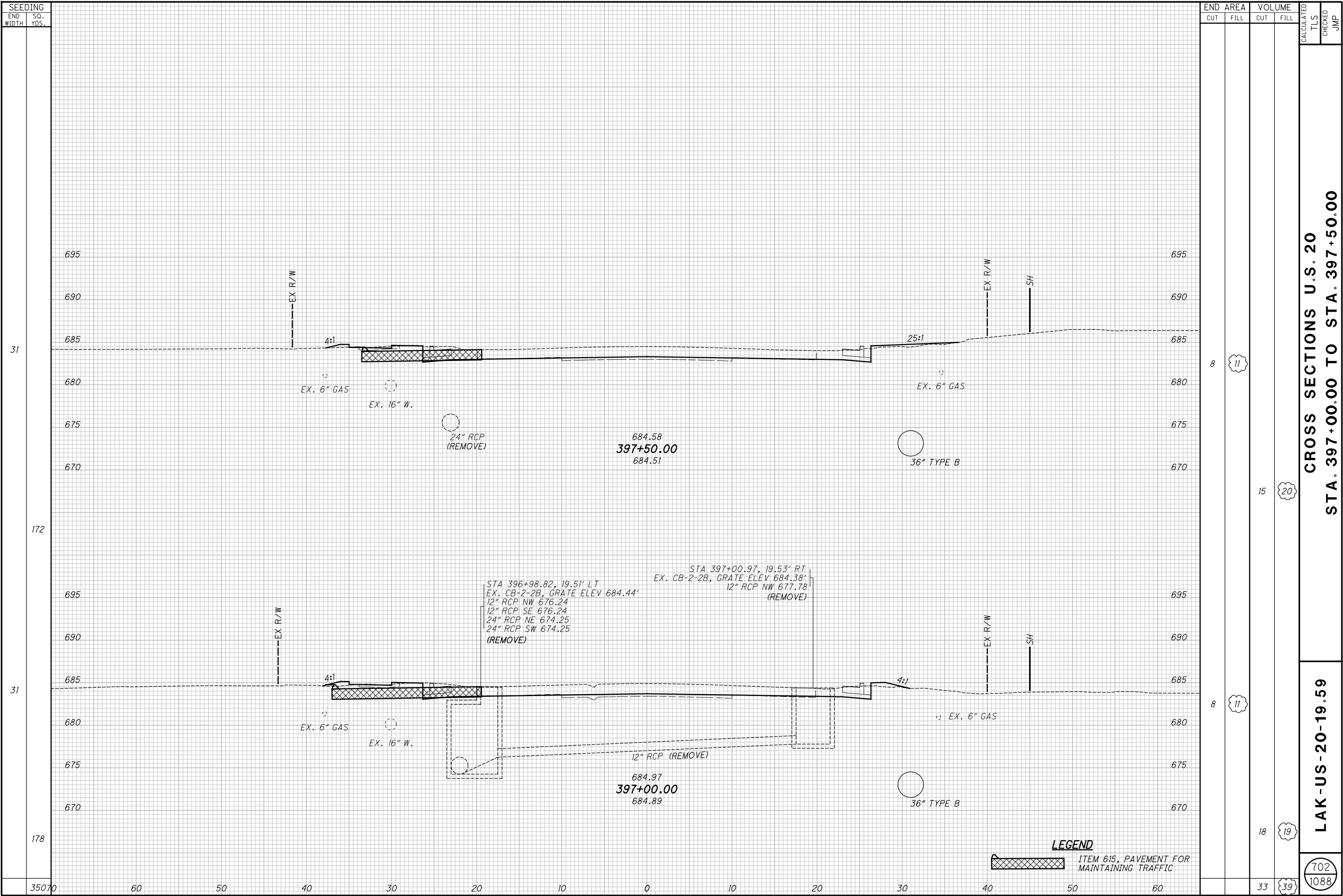


$$\frac{700}{1088}$$

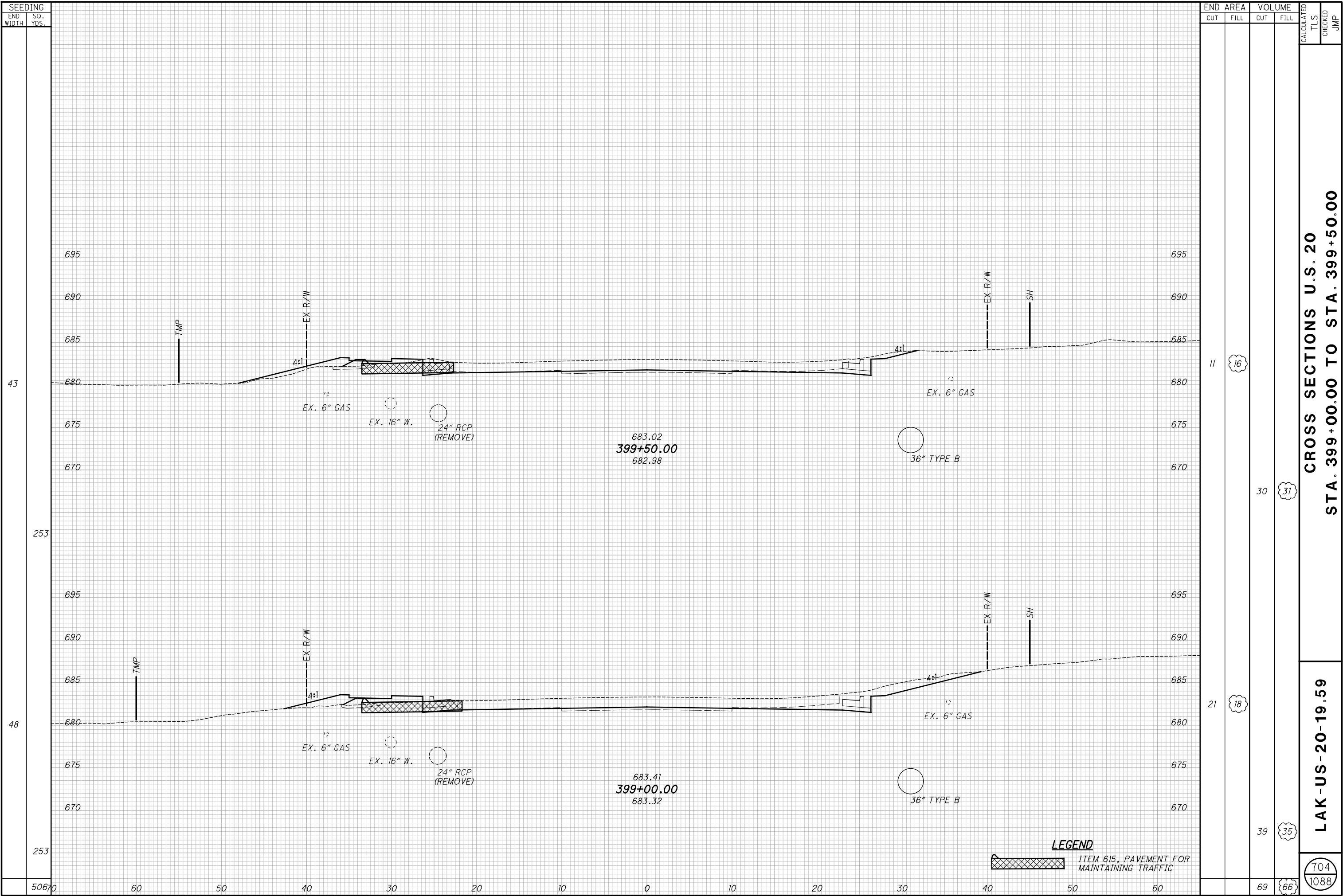
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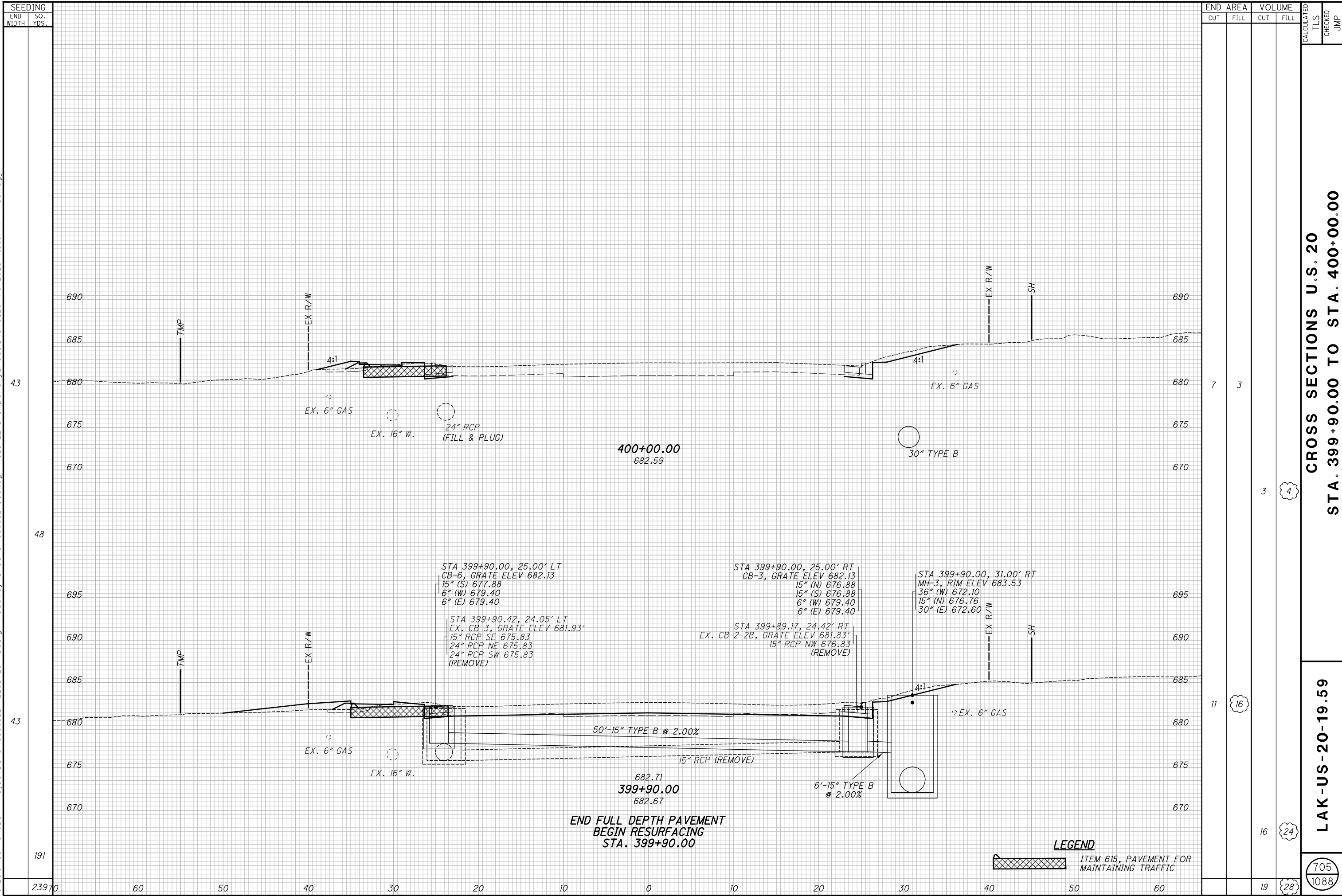


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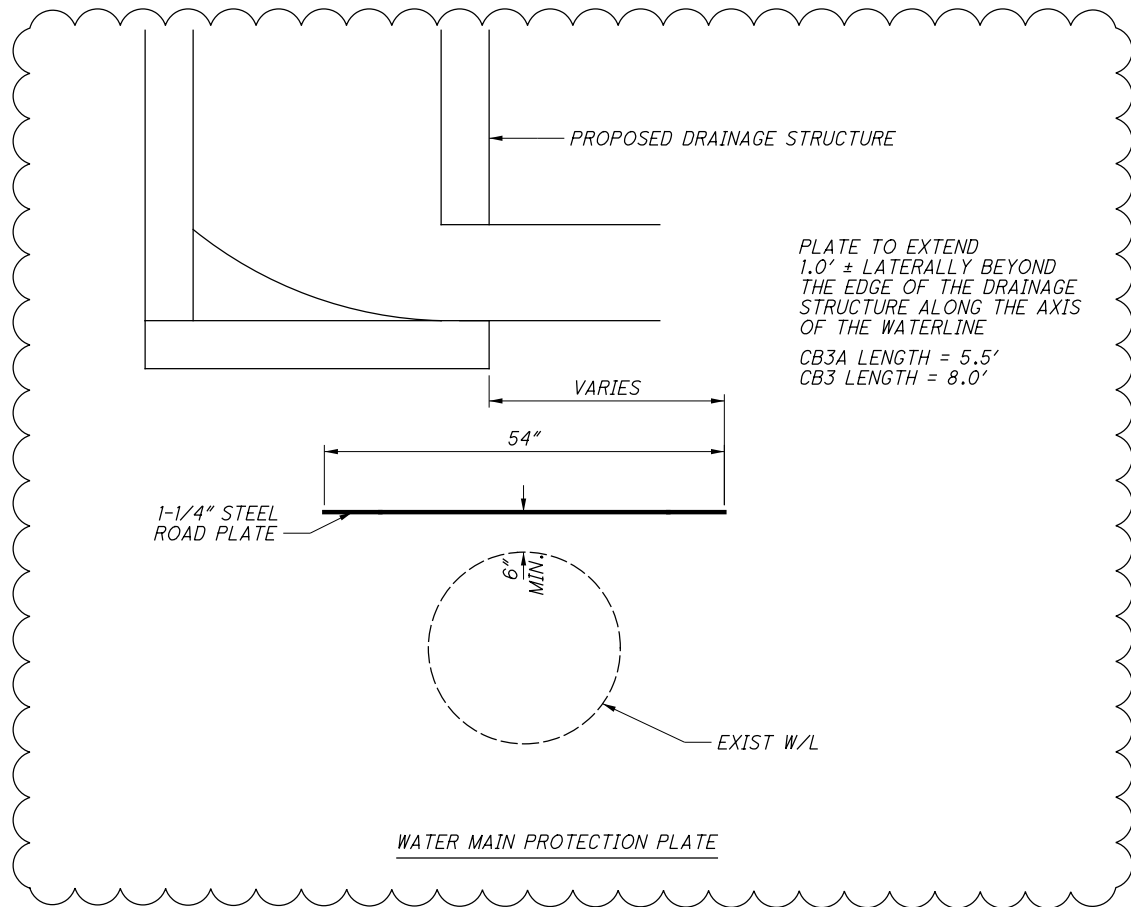
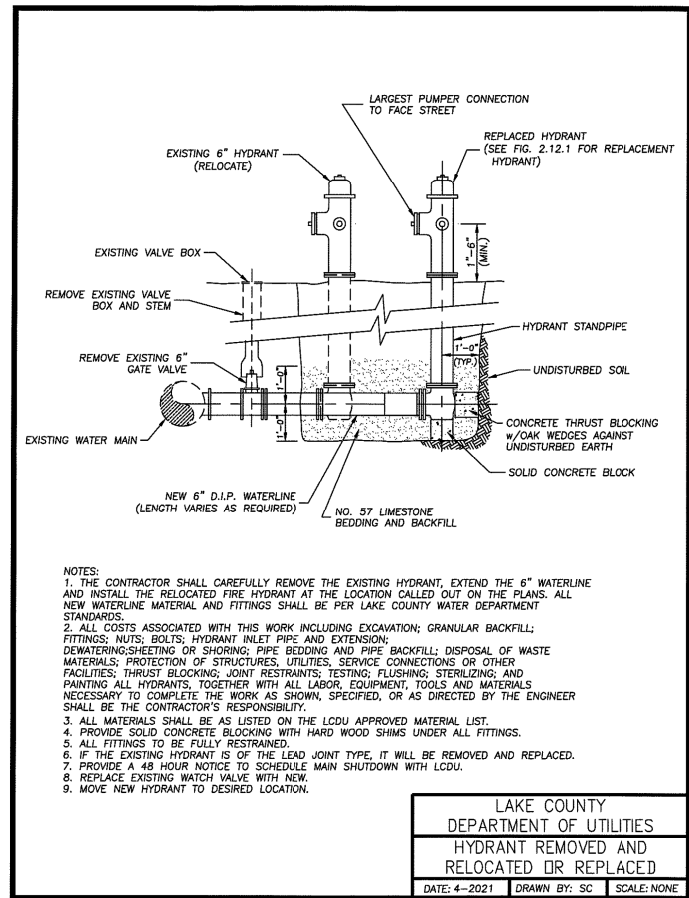
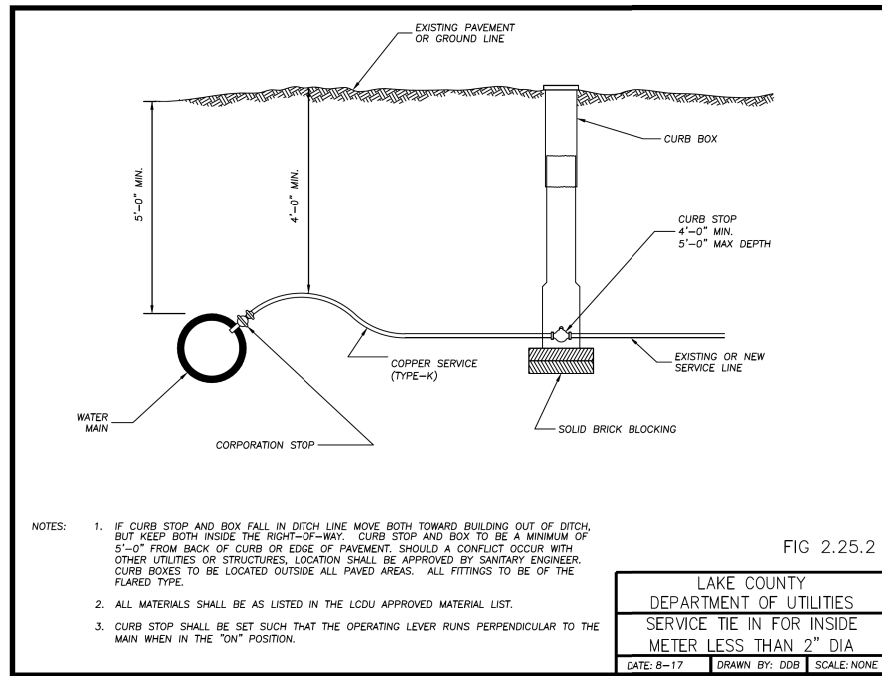
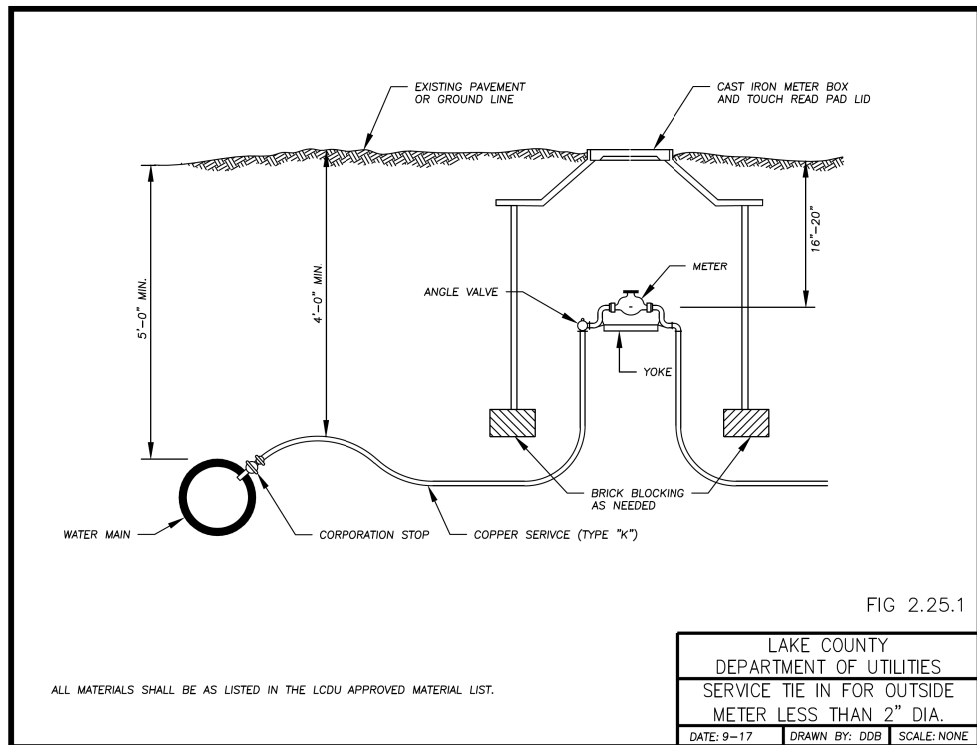
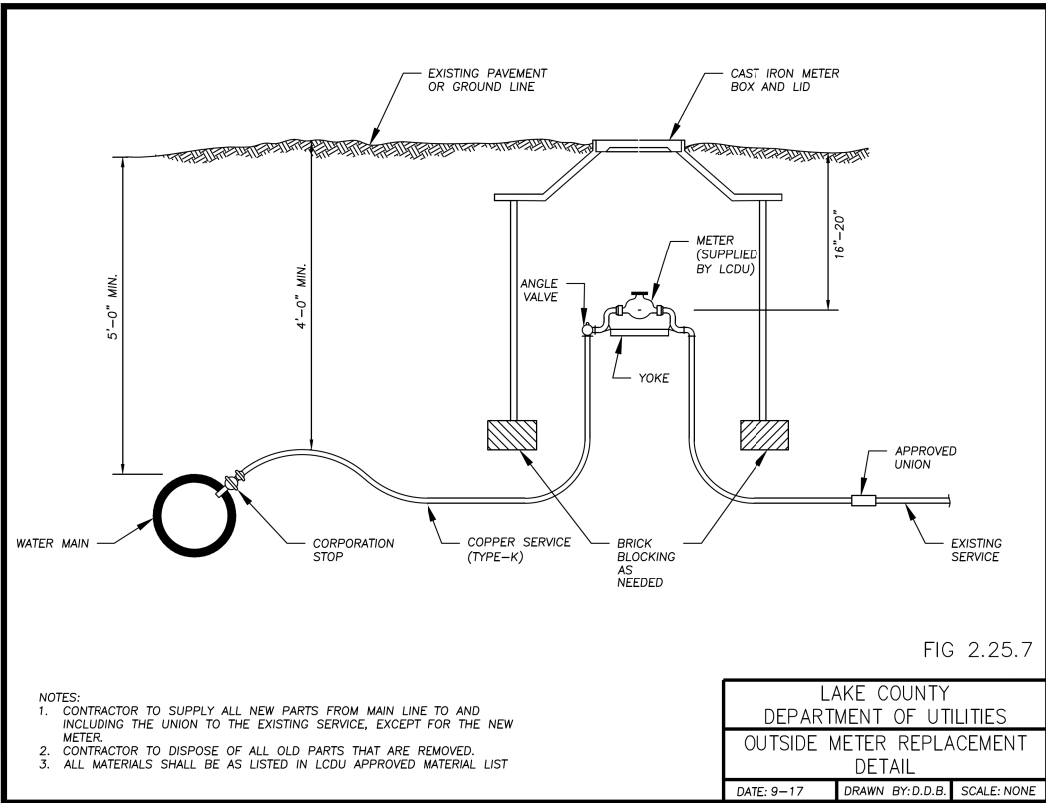


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CALCULATED
TLS
CHECKED
JMP

WATER DETAILS

LAK-US-20-19.59

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\\c:\local\CT_Data\Projects\2018\180743\ODOT\ProjectData\08665\LAK_20_WEST\Design\Signals\Sheets\08665_CP006.dgn_Sheet 1/4/2025 3:24:15 PM cobb



R10-4a-9
9'x15'

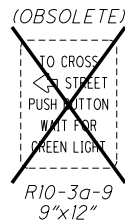
4 - LEFT ARROW

PEDESTRIAN SIGNS

U.S. 20 (NORTH RIDGE ROAD)

RDZ2C
RDZ2D

STA. 169+73, RT.



R10-3a-9
9'x12'

4 - LEFT ARROW

30'-2" CONDUIT, TYPE 725.04
PS-1: PEDESTAL, 8',
W/ TRANSFORMER BASE,
PUSHBUTTON & SIGN
STA. 173+04, 35' LT.

EX. PULL BOX
STA. 20+77, 28.5' LT.
(TO BE REMOVED)
EX. STRAIN POLE,
(TO REMAIN)
EX. PUSHBUTTON & EX. SIGN
(TO REMAIN)
STA. 173+28, 52.5' LT.

STA. 172+73, LT.

EX. PULL BOX
STA. 172+64, 34' RT.
(TO BE REMOVED)
EX. STRAIN POLE,
EX. PUSHBUTTON
TO REMAIN
EX. SIGN
(TO BE REPLACED)
STA. 172+82.5, 45' RT.

EX. PULL BOX
STA. 169+93, 32.5' RT.
(TO BE REMOVED)

PS-2: PEDESTAL, 8',
W/ TRANSFORMER BASE,
PUSHBUTTON & SIGN
STA. 173+92, 36.5' RT.

EX. STRAIN POLE,
(TO REMAIN)
EX. PUSHBUTTON & EX. SIGN
(TO BE REMOVED)
STA. 173+75, 50' RT.

EX. PULL BOX
STA. 19+45, 21.5' RT.
(TO BE REMOVED)

EX. STRAIN POLE,
EX. PUSHBUTTON
TO REMAIN
EX. SIGN
(TO BE REPLACED)
STA. 174+20, 44.5' LT.

EX. PULL BOX
STA. 174+50, 38.5' LT.
(TO BE REMOVED)

EX. PULL BOX
STA. 177+24, 34.5' LT.
(TO BE REMOVED)

U.S. 20 (NORTH RIDGE ROAD)

LEGEND:

—	PROPOSED CONDUIT		STOP LINE RADAR DETECTION UNIT
□	PROPOSED PEDESTAL		ADVANCE RADAR DETECTION UNIT
→	PEDESTRIAN PUSHBUTTON		DETECTION ZONE
			DETECTION ADVANCED



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL PLAN LANE ROAD

LAK-US-20-19.59

1024
1088

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ1A	WB LT	PRESENCE	1	-	-	DS1	STOP-LINE	30
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ3A	NB LT	PRESENCE	3	-	-	DS3	STOP-LINE	30
RDZ4A	SB	PRESENCE	4	12	-	DS4	STOP-LINE	30
RDZ5A	EB LT	PRESENCE	5	-	-	DS5	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ7A	SB LT	PRESENCE	7	-	-	DS7	STOP-LINE	30
RDZ8A	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

SIGNAL TIMING CHART

INTERSECTION: US 20 AT LANE ROAD												
MAINTAINING AGENCY: ODOT												
START UP START IN: - TIME FOR: FLASH , ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2 - 6 COLOR DISPLAYED: GREEN			DUAL ENTRY: YES		PHASES:		2 - 6					
			REST IN RED:		RING 1		RING 2					
			OVERLAP		A		B		C		D	
			PHASES		-		-		-		-	
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.									
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8		
DIRECTION			WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB		
MINIMUM GREEN (INITIAL) (SEC.)			10	30	7	12	10	30	7	12		
ADDED INITIAL (SEC./ACTUATION)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
MAXIMUM INITIAL (SEC.)			-	-	-	-	-	-	-	-		
PASSAGE TIME (PRESET GAP) (SEC.)			-	-	-	-	-	-	-	-		
TIME BEFORE REDUCTION (SEC.)			-	-	-	-	-	-	-	-		
MINIMUM GAP (SEC.)			-	-	-	-	-	-	-	-		
TIME TO REDUCE (SEC.)			-	-	-	-	-	-	-	-		
MAXIMUM GREEN I (SEC.)			25	35	30	30	20	35	20	40		
MAXIMUM GREEN II (SEC.)			25	35	30	30	20	35	20	40		
YELLOW CHANGE (SEC.)			3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9		
ALL RED CLEARANCE (SEC.)			3.8	1.8	3.8	1.7	3.8	1.8	3.0	1.7		
DELAYED GREEN (LPI) (SEC.)			-	-	-	-	-	-	-	-		
FLASHING YELLOW ARROW DELAY (SEC.)			-	-	-	-	-	-	-	-		
WALK (SEC.)			-	4	-	4	-	4	-	4		
PEDESTRIAN CLEARANCE (SEC.)			-	20	-	21	-	20	-	21		
RECALL	MAXIMUM (ON/OFF)		NO	NO	NO	NO	NO	NO	NO	NO		
	MINIMUM (ON/OFF)		NO	YES	NO	NO	NO	YES	NO	NO		
	PEDESTRIAN (ON/OFF)		NO	NO	NO	NO	NO	NO	NO	NO		
MEMORY (ON/OFF)			NO	NO	NO	NO	NO	NO	NO	NO		
*VOLUME DENSITY CONTROLS												
# FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET												
^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.												

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE \$1, 3 & \$5, 7 DETECTOR SWITCHING TO ALLOW \$1 & \$5 TO EXTEND \$2 & \$6 OR \$3 & \$7 TO EXTEND \$4 & \$8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. \$4 & \$8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	173+04	35' LT	8'	-	90	180
PS-2	173+92	36.5' RT	8'	-	90	180

PEDESTAL TABLE

ITEM	TOTAL	UNIT	DESCRIPTION
625	52	FT	CONDUIT, 2", 725.04
625	52	FT	TRENCH
625	2	EACH	GROUND ROD
625	6	EACH	PULL BOX REMOVED
630	3.8	SF	SIGN, FLAT SHEET
630	4	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL
632	2	EACH	PEDESTAL FOUNDATION
632	2	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	2	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL SYSTEM)
632	2	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	422	FT	LOOP DETECTOR LEAD-IN CABLE
632	198	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSSENGER WIRE
809	4	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	10	EACH	STOP LINE RADAR DETECTION, AS PER PLAN



CALCULATED
JDC
CHECKED
WDB

TRAFFIC SIGNAL SIGNAL DETAILS
LANE ROAD

LAK-US-20-19.59

1025
1088

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1 - NO ARROW



2 - RIGHT ARROW



1 - LEFT ARROW

U.S. 20 (NORTH RIDGE ROAD)

EX. PEDESTAL,
EX. PUSHBUTTON & EX. SIGN
(TO REMAIN)
STA. 279+26, 37' LT.

STA. 279+15, LT.

STA. 276+15, RT.

EX. PULL BOX
STA. 276+25, 36.5' RT.
TO BE REMOVED

EX. PULL BOX
STA. 278+70, 42' RT.
TO BE REMOVED

EX. STRAIN POLE,
EX. PUSHBUTTON
TO REMAIN
EX. SIGN
(TO BE REPLACED)
STA. 279+12, 39.5' RT.



1 - LEFT ARROW



2 - RIGHT ARROW

PEDESTRIAN SIGNS

CENTER ROAD

CENTER ROAD

EX. PULL BOX
STA. 10+97.5, 39' RT.

EX. STRAIN POLE
TO REMAIN
EX. PUSHBUTTON & EX. SIGN
(TO BE REMOVED)
STA. 280+92, 52.5' LT.

13'-2" CONDUIT, TYPE 725.04

PS-1: PEDESTAL, 8',
W/ TRANSFORMER BASE,
PUSHBUTTON & SIGN
STA. 280+98, 42' LT.

EX. PULL BOX
STA. 281+36, 36.5' LT.
TO BE REMOVED

EX. PULL BOX
STA. 283+92, 35.5' LT.
TO BE REMOVED
STA. 284+01, LT.

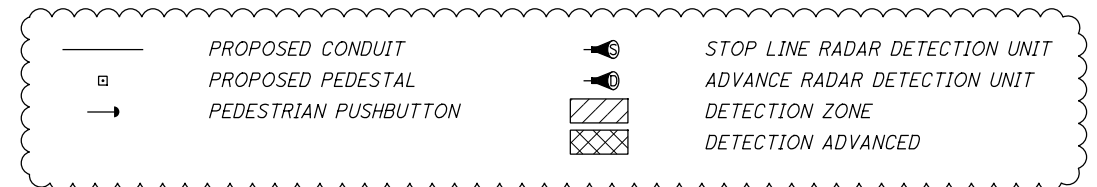
STA. 281+01, RT.

EX. PEDESTAL,
EX. PUSHBUTTON
TO REMAIN
EX. SIGN
(TO BE REPLACED)
STA. 280+67, 37.5' RT.

EX. PULL BOX
STA. 9+37.5, 29' RT.
TO BE REMOVED

U.S. 20 (NORTH RIDGE ROAD)

LEGEND:



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED JDC CHECKED WDB

TRAFFIC SIGNAL PLAN
CENTER ROAD

LAK-US-20-19.59

1026
1088

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ1A	WB LT	PRESENCE	1	-	-	DS1	STOP-LINE	30
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ3A	NB LT	PRESENCE	3	-	-	DS3	STOP-LINE	30
RDZ4A	SB	PRESENCE	4	-	-	DS4	STOP-LINE	30
RDZ4B	SB RT	PRESENCE	4	12		DS4	STOP-LINE	30
RDZ5A	EB LT	PRESENCE	5	-	-	DS5	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ7A	SB LT	PRESENCE	7	-	-	DS7	STOP-LINE	30
RDZ8A	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

SIGNAL TIMING CHART

INTERSECTION: US 20 AT CENTER ROAD												
MAINTAINING AGENCY: ODOT												
START UP START IN: - TIME FOR: FLASH , ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2 - 6 COLOR DISPLAYED: GREEN			DUAL ENTRY: YES		PHASES:		2 - 6					
			REST IN RED:		RING 1		RING 2					
			OVERLAP		A		B		C		D	
			PHASES		-		-		-		-	
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.									
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8		
DIRECTION			WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB		
MINIMUM GREEN (INITIAL) (SEC.)			7	35	7	12	7	35	7	12		
ADDED INITIAL (SEC./ACTUATION)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
MAXIMUM INITIAL (SEC.)			-	-	-	-	-	-	-	-		
PASSAGE TIME (PRESET GAP) (SEC.)			-	-	-	-	-	-	-	-		
TIME BEFORE REDUCTION (SEC.)			-	-	-	-	-	-	-	-		
MINIMUM GAP (SEC.)			-	-	-	-	-	-	-	-		
TIME TO REDUCE (SEC.)			-	-	-	-	-	-	-	-		
MAXIMUM GREEN I (SEC.)			20	40	35	40	20	40	20	40		
MAXIMUM GREEN II (SEC.)			20	40	35	40	20	40	20	40		
YELLOW CHANGE (SEC.)			3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9		
ALL RED CLEARANCE (SEC.)			4.1	2.0	3.8	1.9	4.1	2.0	3.8	1.9		
DELAYED GREEN (LPI) (SEC.)			-	-	-	-	-	-	-	-		
FLASHING YELLOW ARROW DELAY (SEC.)			-	-	-	-	-	-	-	-		
WALK (SEC.)			-	4	-	4	-	4	-	4		
PEDESTRIAN CLEARANCE (SEC.)			-	27	-	20	-	25	-	22		
RECALL	MAXIMUM (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO	NO		
	MINIMUM (ON/OFF)	NO	YES	NO	NO	NO	YES	NO	NO	NO		
	PEDESTRIAN (ON/OFF)	NO	NO	NO	NO	NO	NO	NO	NO	NO		
MEMORY (ON/OFF)		NO	NO	NO	NO	NO	NO	NO	NO	NO		
*VOLUME DENSITY CONTROLS												
# FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET												
^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.												

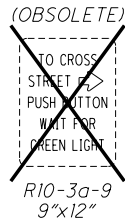
- NOTES:
- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.
 - FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP
 - ENABLE \$1, 3 & \$5, 7 DETECTOR SWITCHING TO ALLOW \$1 & \$5 TO EXTEND \$2 & \$6 OR \$3 & \$7 TO EXTEND \$4 & \$8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.
 - RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.
 - RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.
 - ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.
 - FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. \$4 & \$8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	280+98	42' LT	8'	-	270	180

PEDESTAL TABLE

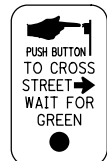
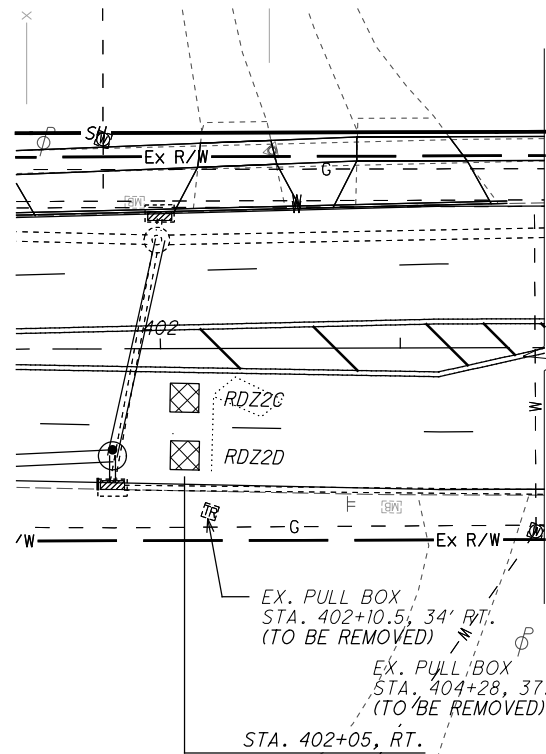
ITEM	TOTAL	UNIT	DESCRIPTION
625	13	FT	CONDUIT, 2", 725.04
625	13	FT	TRENCH
625	1	EACH	GROUND ROD
625	5	EACH	PULL BOX REMOVED
630	2.8	SF	SIGN, FLAT SHEET
630	3	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL
632	1	EACH	PEDESTAL FOUNDATION
632	1	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL SYSTEM)
632	1	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	80	FT	LOOP DETECTOR LEAD-IN CABLE
809	4	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	11	EACH	STOP LINE RADAR DETECTION, AS PER PLAN

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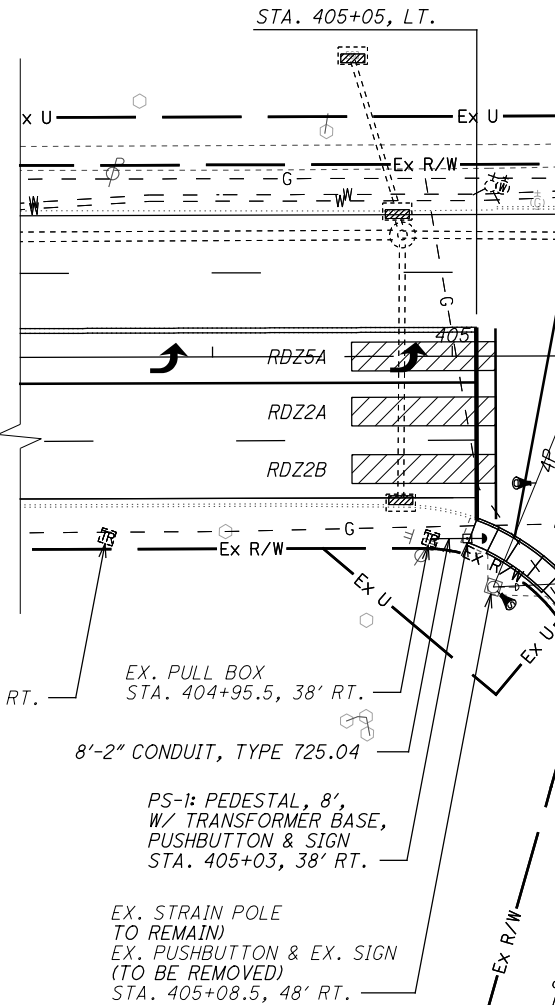
4 - RIGHT ARROW

U.S. 20 (NORTH RIDGE ROAD)



4 - RIGHT ARROW

PEDESTRIAN SIGNS



EX. PULL BOX
STA. 10+72, 22' LT.
(TO BE REMOVED)

EX. STRAIN POLE,
EX. PUSHBUTTON
TO REMAIN
EX. SIGN
(TO BE REPLACED)
STA. 405+45, 40.5' LT.

STA. 405+05, LT.

8'-2" CONDUIT, TYPE 725.04

PS-1: PEDESTAL, 8',
W/ TRANSFORMER BASE,
PUSHBUTTON & SIGN
STA. 405+03, 38' RT.

EX. STRAIN POLE
TO REMAIN
EX. PUSHBUTTON & EX. SIGN
(TO BE REMOVED)
STA. 405+08.5, 48' RT.

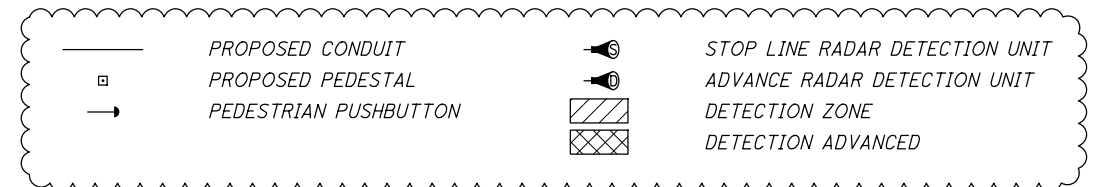
TOWNLINE ROAD

TOWNLINE ROAD

STA. 406+60, RT.

U.S. 20 (NORTH RIDGE ROAD)

LEGEND:



0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
JDC
CHECKED
WDB

TRAFFIC SIGNAL PLAN TOWNLINE ROAD

LAK-US-20-19.59

1028
1088

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DETECTION ZONE	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NUMBER	PURPOSE	DETECTION ZONE LENGTH (FT)
RDZ1A	WB LT	PRESENCE	1	-	-	DS1	STOP-LINE	30
RDZ2A	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2B	EB	PRESENCE	2	-	-	DS2	STOP-LINE	30
RDZ2C	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ2D	EB	PULSE	2	-	-	DD2	ADVANCED DETECTION	6
RDZ3A	NB LT	PRESENCE	3	-	-	DS3	STOP-LINE	30
RDZ4A	SB	PRESENCE	4	12	-	DS4	STOP-LINE	30
RDZ5A	EB LT	PRESENCE	5	-	-	DS5	STOP-LINE	30
RDZ6A	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6B	WB	PRESENCE	6	-	-	DS6	STOP-LINE	30
RDZ6C	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ6D	WB	PULSE	6	-	-	DD6	ADVANCED DETECTION	6
RDZ7A	SB LT	PRESENCE	7	-	-	DS7	STOP-LINE	30
RDZ8A	NB	PRESENCE	8	12	-	DS8	STOP-LINE	30
-	-	-	-	-	-	-	-	-

NOTE: ADVANCED DILEMMA ZONE SPEED THRESHOLD: 30 MPH
PURPOSE: STOP-LINE OR ADVANCED DETECTION

RADAR DETECTION CHART

SIGNAL TIMING CHART

INTERSECTION: US 20 AT TOWNLINE ROAD										
MAINTAINING AGENCY: ODOT										
START UP START IN: - TIME FOR: FLASH , ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2 - 6 COLOR DISPLAYED: GREEN			DUAL ENTRY: YES		PHASES:		2 - 6			
			REST IN RED:		RING 1		RING 2			
			OVERLAP			A	B	C	D	
			PHASES			-	-	-	-	
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB
MINIMUM GREEN (INITIAL) (SEC.)			10	30	7	12	10	30	7	12
ADDED INITIAL (SEC./ACTUATION)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
MAXIMUM INITIAL (SEC.)			-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)			-	-	-	-	-	-	-	-
TIME BEFORE REDUCTION (SEC.)			-	-	-	-	-	-	-	-
MINIMUM GAP (SEC.)			-	-	-	-	-	-	-	-
TIME TO REDUCE (SEC.)			-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)			20	35	20	30	20	35	20	30
MAXIMUM GREEN II (SEC.)			20	35	20	30	20	35	20	30
YELLOW CHANGE (SEC.)			3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9
ALL RED CLEARANCE (SEC.)			3.8	1.7	3.3	1.7	3.8	1.7	3.3	1.7
DELAYED GREEN (LPI) (SEC.)			-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY (SEC.)			-	-	-	-	-	-	-	-
WALK (SEC.)			-	4	-	4	-	4	-	4
PEDESTRIAN CLEARANCE (SEC.)			-	24	-	20	-	24	-	20
RECALL	MAXIMUM (ON/OFF)		NO	NO	NO	NO	NO	NO	NO	NO
	MINIMUM (ON/OFF)		NO	YES	NO	NO	NO	YES	NO	NO
	PEDESTRIAN (ON/OFF)		NO	NO	NO	NO	NO	NO	NO	NO
MEMORY (ON/OFF)			NO	NO	NO	NO	NO	NO	NO	NO
*VOLUME DENSITY CONTROLS										
# FOR CROSSINGS WITH PEDESTRIAN PUSHBUTTONS, LPI'S (LEADING PEDESTRIAN INTERVALS) MAY BE IMPLEMENTED (3-6 SEC.) IN ACCORDANCE WITH LPI DURATION TIME PER THE ODOT SIGNAL CALCULATIONS - CLEARANCE INTERVALS SPREADSHEET										
^ WHEN IMPLEMENTING FYA, A MINIMUM 3 SEC. DELAY SHALL BE PROGRAMMED PER FYA PHASE.										

NOTES:

- ALL MOVEMENTS SHALL BE ACTUATED. THE PRIMARY THRU MOVEMENT SHOULD HAVE MIN RECALL ACTIVE TO REST IN GREEN.

- FOR PROTECTED/PERMISSIVE PHASES, IMPLEMENT CALL OMITS TO AVOID YELLOW BALL TRAP

- ENABLE \$1, 3 & \$5, 7 DETECTOR SWITCHING TO ALLOW \$1 & \$5 TO EXTEND \$2 & \$6 OR \$3 & \$7 TO EXTEND \$4 & \$8, RESPECTIVELY, WHEN ALLOCATED GREEN TIME FOR LEFT TURN PHASES ARE EXHAUSTED.

- RADAR DETECTION UNITS FOR DILEMMA ZONE DETECTION SHALL PLACE A CONSTANT CALL TO THE CONTROLLER WHEN VEHICLE TRAVEL TIMES TO THE STOP BAR ARE BETWEEN 2.5 AND 6 SECONDS. SPEED TRIGGER SHALL BE SET FOR VEHICLES TRAVELING 35 MPH AND GREATER.

- RADAR SHALL HAVE QUEUE DETECTION CONFIGURED AND A ZONE PLACED AT 100-200 FEET FROM STOP BAR FOR SLOW MOVING VEHICLE EXTENSIONS. SPEED TRIGGER SHALL BE SET AT 1-35 MPH.

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

- FOR ANY ENTRY TO FLASHING OPERATION, PROGRAMMING SHALL RUN MINOR STREET GREEN (TYP. \$4 & \$8), ALL-RED CLEARANCE, AND THEN FLASHING OPERATION.

SUPPORT NO.	STATION	OFFSET	POLE HEIGHT	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	HANDHOLE
			FT	DEG	DEG	DEG
PS-1	405+03	38' RT	8'	-	270	180

PEDESTAL TABLE

ITEM	TOTAL	UNIT	DESCRIPTION
625	8	FT	CONDUIT, 2", 725.04
625	8	FT	TRENCH
625	1	EACH	GROUND ROD
625	6	EACH	PULL BOX REMOVED
630	3.8	SF	SIGN, FLAT SHEET
630	4	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL
632	1	EACH	PEDESTAL FOUNDATION
632	1	EACH	PEDESTAL, 8', TRANSFORMER BASE
632	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PESESTRIAN SIGNAL SYSTEM)
632	1	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON
632	244	FT	LOOP DETECTOR LEAD-IN CABLE
632	121	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSSENGER WIRE
809	4	EACH	ADVANCE RADAR DETECTION, AS PER PLAN
809	10	EACH	STOP LINE RADAR DETECTION, AS PER PLAN



CALCULATED JDC
CHECKED WDB

TRAFFIC SIGNAL DETAILS
TOWNLINE ROAD

LAK-US-20-19.59

1029
1088