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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, 12", 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, 12", 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.

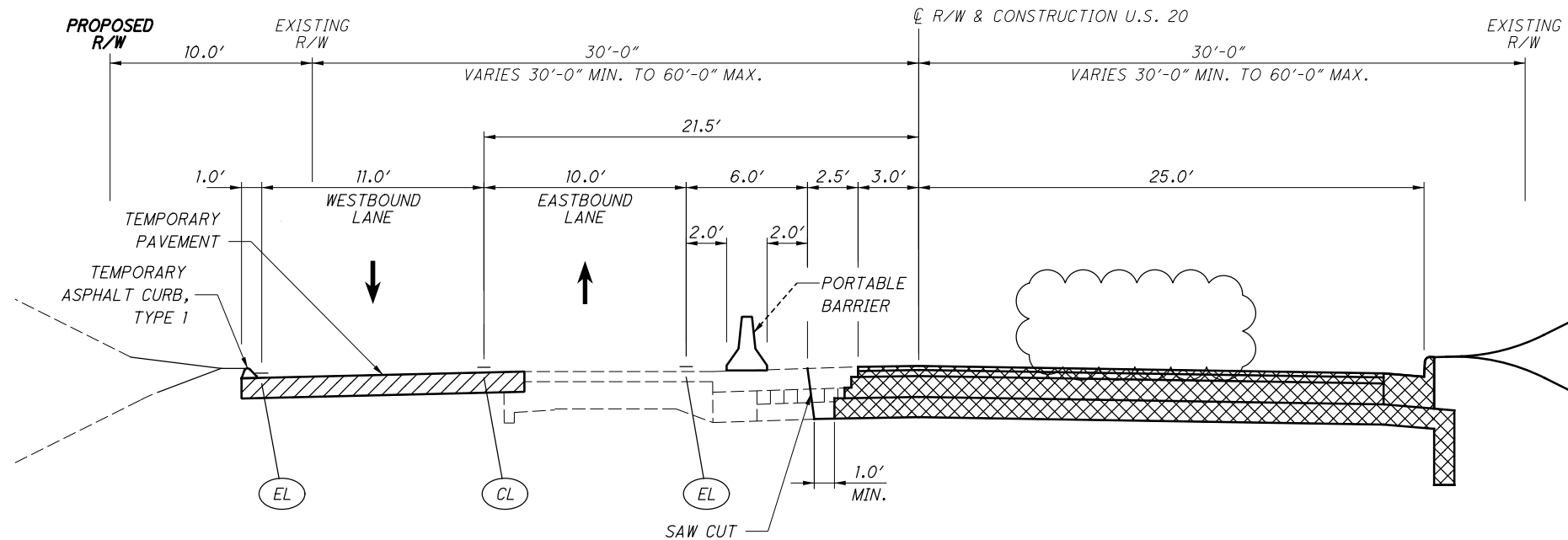
(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT 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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PHASE 1
STA. 286+00 TO STA. 399+90

PHASE 3
STA. 182+20 TO STA. 273+30

PHASE 5
STA. 101+75 TO STA. 168+10

LEGEND

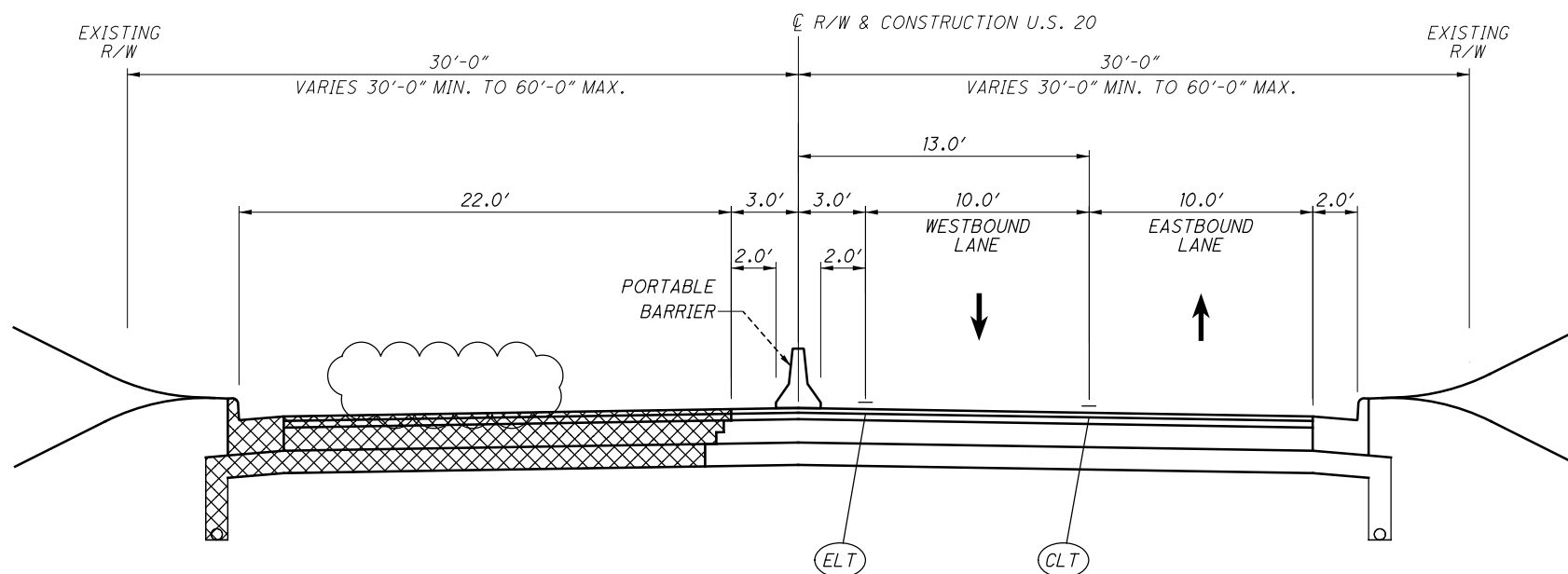
CL WORK ZONE CENTER LINE, CLASS I, 642 PAINT

EL WORK ZONE EDGE LINE, CLASS I, 642 PAINT

PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE

PROPOSED TEMPORARY PAVEMENT CONSTRUCTED UNDER PRE-PHASE 1, 3 & 5

TRAFFIC FLOW



PHASE 2
STA. 286+00 TO STA. 399+90

PHASE 4
STA. 182+20 TO STA. 273+30

PHASE 6
STA. 101+75 TO STA. 168+10

LEGEND

CL WORK ZONE CENTER LINE, CLASS I, 873

EL WORK ZONE EDGE LINE, CLASS I, 873

PROPOSED PERMANENT PAVEMENT CONSTRUCTED THIS PHASE

TRAFFIC FLOW

$$\frac{44}{1088}$$

46
1088

$$\frac{47}{1088}$$

48
1088

49
1088

$$\frac{50}{1088}$$



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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614																			614		622		CALCULATED		SUBSUMMARY
						WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	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, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 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	PORTABLE BARRIER, UNANCHORED	ARK	EUT								
						614	614	614	614	614	614		614	614	614	614	614		614		614	614	622								
		PHASE 2																													
CLT-1	154	293+50		298+50	RT			0.095		0.095																					
ELT-1	154	293+50		298+50	RT																										
PB-4	154	293+50		298+50	C/L														1		4	4	349								
CLT-1	155	298+50		303+50	RT			0.095																							
ELT-1	155	298+50		303+50	RT					0.095																					
PB-5	155	298+50		303+50	C/L														4		3	3	214								
CLT-1	156	303+50		308+50	RT			0.095																							
ELT-1	156	303+50		308+50	RT					0.095																					
PB-6	156	303+50		308+50	C/L														2		4	4	424								
CLT-1	157	308+50		313+50	RT			0.095																							
CL-2	157	10+25		11+00	LT		0.014																								
CL-3	157	10+34		11+12	LT		0.015																								
ELT-1	157	308+50		313+50	RT					0.095																					
EL-1	157	309+40		309+84	LT				0.015																						
EL-2	157	310+16		310+46	LT				0.010																						
CW-1	157	10+84			LT & RT												23														
CW-2	157	10+90															22														
SL-1	157	10+25			LT									10																	
SL-2	157	10+95			LT									10																	
SL-3	157	10+34			LT									10																	
PB-7	157	308+50		313+50	C/L														2		4	4	375								
CLT-1	158	313+50		318+50	RT			0.095																							
ETL-1	158	313+50		318+50	RT & LT					0.095																					
EL-1	158	317+72		318+17	LT				0.010																						
SL-1	158	318+17			LT									24																	
PB-8	158	313+50		317+67	C/L & LT														1		4	4	420								
CLT-1	159	318+50		323+50	RT			0.095																							
ELT-1	159	318+50		323+50	RT					0.095																					
EL-1	159	318+69		319+01	LT				0.009																						
PB-9	159	318+50		323+50	C/L														1		5	5	440								
CTL-1	160	323+50		328+50	RT			0.095																							
ETL-1	160	323+50		328+50	RT					0.095																					
PB-10	160	323+50		328+00	C/L														1		5	5	434								
CLT-1	161	328+50		333+50	RT			0.095																							
ELT-1	161	328+50		333+50	RT					0.095																					
SLT-1	161	9+51			RT										14																
PB-11	161	328+50		333+50	C/L														6		4	4	300								
CLT-1	162	333+50		339+00	RT			0.104																							
ELT-1	162	333+50		339+00	RT					0.104																					
PB-12	162	333+50		339+00															6		3	3	176								
CLT-1	163	339+00		344+00	RT			0.095																							
ELT-1	163	339+00		344+00	RT					0.095																					
PB-13	163	339+00		344+00	C/L														4		2	2	201								
CLT-1	164	344+00		349+00	RT			0.095																							
ELT-1	164	344+00		349+00	RT					0.095																					
PB-14	164	344+00		349+00	C/L														6		3	3	134								
SUBTOTAL SHEET 52							0.03	1.05	0.04	1.05					54	14	45		34		41	41	3467	52	1088						

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	614																614		614		614		614		622		CALCULATED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
						WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	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, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 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	PORTABLE BARRIER, UNANCHORED	ARK	EUT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		PHASE 2				614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614

MAINTENANCE OF TRAFFIC SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606	606	606	611	611	611	611	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	15" CONDUIT, TYPE B, AS PER PLAN	CATCH BASIN, NO. 6, AS PER PLAN	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	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 DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 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 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
		PHASE 5				FT	EACH	EACH	FT	FT	EACH	EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	EACH	SY	EACH	EACH	FT	
CL-1	327	120+50		138+50	LT								0.099																
EL-1	327	120+50		138+50	LT											0.099													
EL-2	327	120+50		138+50	LT											0.100													
P8	327	120+50		138+50	RT																			765					
D1	327	123+82			LT				10		1	1																	
DL-1	327	120+80		123+80	LT													300											
CL-1	328	138+50		143+50	LT								0.095																
EL-1	328	138+50		143+50	LT											0.095													
EL-2	328	138+50		143+50	LT											0.095													
PB-7	328	141+51		143+50	LT																		1		2	2	183		
P9	328	138+50		143+50	LT																			780					
CL-1	329	143+50		148+50	LT								0.095																
CL-2	329	0+75		1+26	RT								0.010																
EL-1	329	143+50		148+50	LT											0.095													
EL-2	329	143+50		148+50	LT											0.095													
SL-1	329	145+02			RT																								
PB-8	329	143+50		148+50	LT																			4		3	288		
P10	329	143+50		148+50	LT																								
D2	329	144+45			LT				14		1	1													815				
GR-1	329	148+00		148+50	LT	37.5		1																					
CL-1	330	148+50		153+50	LT								0.095																
EL-1	330	148+50		153+50	LT											0.095													
EL-2	330	148+50		153+50	LT											0.095													
PB-9	330	148+50		153+50	LT																				5	3	270		
P11	330	148+50		153+50	LT																								
D3	330	149+27			LT				15		1	1													800				
GR-2	330	148+50		152+00	LT	300	1																						
CL-1	331	153+50		158+50	LT								0.095																
EL-1	331	153+50		158+50	LT											0.095													
EL-2	331	153+50		158+50	LT											0.095													
PB-10	331	153+50		158+50	LT																				4		208		
P12	331	153+50		158+50	LT																					800			
D4	331	154+75			LT				13		1	1																	
D5	331	154+50		154+75	RT				37																				
GR-3	332	157+50		158+50	LT	50	1																						
CL-1	332	158+50		163+50	LT								0.095																
EL-1	332	158+50		163+50	LT																								
EL-2	332	158+50		163+50	LT											0.095													
PB-11	332	158+50		163+50	LT																					4	162		
P13	332	158+50		163+50	LT																								
D6	332	163+00			LT				13		1	1														750			
D7	332	162+96		163+00	RT				28																				
GR-4	332	158+50		161+00	LT	200	1																						
CL-1	333	163+50		168+50	LT								0.095																
CL-2	333	168+10		168+50	LT								0.008																
EL-1	333	163+50		168+50	LT											0.095													
EL-2	333	163+50		168+50	LT											0.095													
PB-12	333	163+96		166+90	LT																					3	278		
P14	333	163+50		168+50	LT																								
D8	333	166+23		166+30	LT				8	39	1	1														725			
D9	333	168+00		168+10	LT				10		1																		
SUBTOTAL SHEET 67						588	3	1	148	39	7	6	1		0.690		1.340	300				13			21	5435	16	16	1389

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MAINTENANCE OF TRAFFIC

SUBSUMMARY

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REF NO.	SHEET NO.	STATION TO STATION			SIDE	606	606	606	611	611	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 FT	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016) EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN EACH	12" CONDUIT, TYPE B, AS PER PLAN FT	15" CONDUIT, TYPE B, AS PER PLAN FT	CATCH BASIN, NO. 6, AS PER PLAN EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN EACH	WORK ZONE LANE LINE, CLASS I, 6" 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT MILE	WORK ZONE CENTER LINE, CLASS I, 873 MILE	WORK ZONE EDGE LINE, CLASS I, 6" 642 PAINT MILE	WORK ZONE DOTTED LINE, CLASS I, 6" 642 PAINT FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT FT	WORK ZONE DOTTED LINE, CLASS I, 6" 873 FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT FT	WORK ZONE ARROW, CLASS I, 642 PAINT EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) EACH	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SY	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) EACH	OBJECT MARKER, TWO WAY EACH	PORTABLE BARRIER, UNANCHORED FT
		PHASE 5																											
CL-1	334	168+50		173+50	LT										0.095														
CL-2	334	168+50		171+75	LT										0.062														
EL-1	334	168+50		173+50	LT												0.095												
EL-2	334	168+50		173+50	RT & LT												0.095												
LL-1	334	171+50		173+50	RT									0.039															
CH-1	334	172+00		172+58	LT														58										
CW-1	334	173+06			RT & LT																			149					
CW-2	334	173+50			RT																			118					
SL-1	334	172+58			RT & LT																								
SL-2	334	19+41		19+56	LT & RT																	33							
TL-1	334	168+50		171+75	LT																	27							
LA-1	334	172+10			LT																				1				
LA-2	334	172+48			LT																				1				
P15	334	168+50		170+88	LT																					125			
D10	334	169+66			LT							1																	
DL-1	334	172+58		173+50	LT													93											
DL-2	334	18+91		173+50	LT													115											
CL-1	335	173+50		178+50	LT										0.095														
CL-2	335	176+35		178+50	LT										0.041														
EL-1	335	173+50		178+50	LT												0.095												
EL-2	335	173+50		178+50	RT												0.095												
LL-1	335	174+48		178+50	RT									0.076															
CW-1	335	174+15			RT & LT																			150					
CW-2	335	173+50			LT																			100					
SL-1	335	174+48			LT																								
SL-2	206	20+63		20+78	LT																	22							
CH-1	335	174+48		176+10	LT																	31							
TL-1	335	176+83		176+59	LT														162										
LA-1	335	174+58			LT																73								
LA-2	335	175+20			LT																				1				
LA-3	335	175+82			LT																				1				
DL-1	335	173+50		20+97	LT & RT													81											
DL-2	335	173+50		174+48	LT													103											
CL-1	336	178+50		182+20	LT										0.070														
CL-2	336	178+50		182+20	LT										0.070														
CLT-1	336	182+20		183+50	LT											0.025													
EL-1	336	178+50		181+95	LT												0.065												
EL-2	336	178+50		181+80	RT												0.063												
LL-1	336	178+50		182+20	RT									0.070															
DLT-1	336	182+75		183+50	LT																								
CTL-2	337	183+50		187+70	LT											0.080													
DTL-1	337	183+50		187+70	RT																								

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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, 12", 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)
		PHASE 6						614	614	614	614	614	614	614	614	614	614		614		614	614	622		
CTL-1	359	148+50		153+50	RT				0.095																
ELT-1	359	148+50		153+50	RT					0.095															
PB-9	359	148+50		153+50	C/L																5	5	500		
CTL-1	360	153+50		158+50	RT				0.095																
ELT-1	360	153+50		158+50	RT					0.095															
PB-10	360	153+50		158+50	C/L													2			4	4	358		
CLT-1	361	158+50		163+50	RT				0.095																
ELT-1	361	158+50		163+50	RT					0.095															
PB-11	361	158+50		163+50	C/L																5	5	500		
CLT-1	362	163+50		168+10	RT				0.087																
CL-2	362	168+10		168+50	RT			0.008																	
CL-3	362	168+10		168+50	RT			0.008																	
ELT-1	362	163+50		168+10	RT					0.087															
EL-2	362	168+10		168+50	RT					0.008															
EL-3	362	168+10		168+50	RT					0.008															
PB-12	362	163+50		168+50	C/L													3			4	4	352		
CL-1	363	168+50		173+50	RT			0.095																	
CL-2	363	168+50		171+08	RT			0.049																	
EL-1	363	168+50		173+50	RT & LT					0.095															
EL-2	363	168+50		173+50	RT					0.095															
SL-1	363	172+58														22									
CH-1	363	171+33		172+58	RT						125														
LA-1	363	171+48			RT																				
LA-2	363	171+98			RT																				
LA-3	363	172+48			RT																				
TL-1	363	168+50		171+08	RT										86										
DL-1	363	172+58		173+50	RT								94												
DL-2	363	18+91		173+50	LT								94												
CL-1	364	173+50		178+50	RT			0.095																	
CL-2	364	176+83		178+50	RT			0.032																	
EL-1	364	173+50		178+50	LT					0.095															
EL-2	364	173+50		178+50	RT					0.095															
CH-1	364	174+48		176+58	LT						210														
CH-2	364	174+48		176+58	RT						210														
CH-3	364	175+11		177+33	RT						222														
SL-1	364	174+48			RT & LT												33								
DL-1	364	177+33		178+50	LT								117												
TL-1	364	176+83		178+50	RT										74										
LA-1	364	174+58			LT																				
LA-2	364	175+20			LT																				
LA-3	364	175+82			LT																				
LA-4	364	176+44			LT																				
LA-5	364	174+58			RT																				
LA-6	364	175+20			RT																				
LA-7	364	175+82			RT																				
LA-8	364	176+44			RT																				
LA-9	364	175+29			RT																				
LA-10	364	175+91			RT																				
LA-11	364	176+53			RT																				
DL-1	364	173+50			RT									102											
DL-2	364	173+50			LT & RT									101											
CL-2	365	178+50		180+25	RT & C/L			0.033																	
CL-3	365	178+50		180+25	RT			0.033																	
EL-2	365	178+50		182+20	LT					0.070															
EL-3	365	178+50		180+25	RT					0.033															
ELT-1	365	182+20		183+50	LT						0.025														
TL-1	365	178+50		180+25	RT											56									
SUBTOTAL SHEET 71									0.350	0.370	0.500	0.400	767		508		216	55		14		5	18	18	1710

MAINTENANCE OF TRAFFIC SUBSUMMARY

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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	23210	9,894	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT				
8,926											8,926			614	23690	8,926	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 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				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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