

C
 14.50' - STA. 84+42.17 TO STA. 84+50.83 (SKEWED)
 TAPERS: 14.50' TO 12.00' - STA. 84+50.83 TO STA. 84+57.73
 12.00' - STA. 84+57.73 TO STA. 89+98.22
 12.00' - STA. 92+94.41 TO STA. 96+75.00

D
 0.00' - STA. 84+40.88 TO STA. 89+98.22 (SKEWED)
 12.00' - STA. 92+94.41 TO STA. 96+75.00

E
 16.40' - STA. 84+36.95 TO STA. 84+44.48 (SKEWED)
 TAPERS: 16.40' TO 14.24' - STA. 84+44.48 TO STA. 84+60.96
 TAPERS: 14.24' TO 4.00' - STA. 84+60.96 TO STA. 87+75.00
 4.00' - STA. 87+75.00 TO STA. 89+98.22
 4.00' - STA. 92+94.41 TO STA. 96+75.00

A
 TAPERS: 24.50' TO 29.27' - STA. 84+38.57 TO STA. 96+75.00 (SKEWED)

B
 TAPERS: 25.61' TO 29.08' - STA. 84+33.20 TO STA. 96+75.00 (SKEWED)

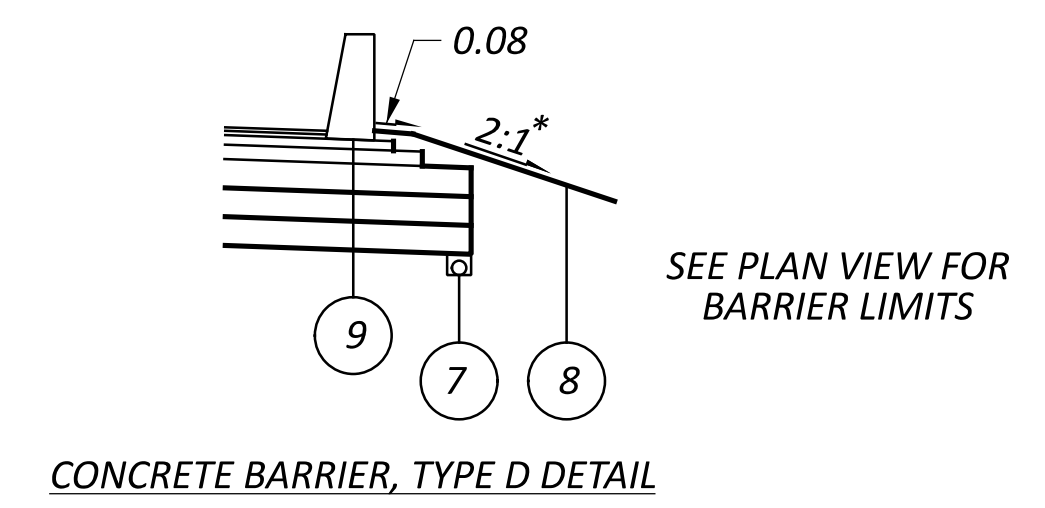
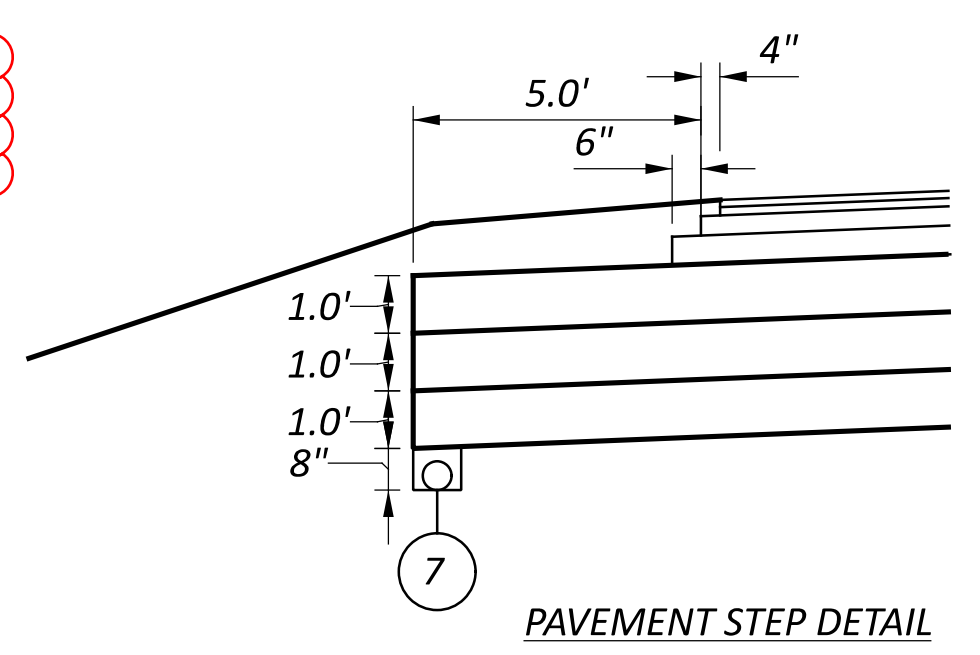
F
 TAPERS: 16.23' TO 4.00' - STA. 84+34.81 TO STA. 87+75.00 (SKEWED)
 4.00' - STA. 87+75.00 TO STA. 96+42.84

H
 TAPERS: 11.05' TO 11.00' - STA. 84+28.47 TO STA. 84+31.55 (SKEWED) (SKEWED)
 11.00' - STA. 84+31.55 TO STA. 84+75.99 (SKEWED)
 12.00' - STA. 86+92.18 TO STA. 96+42.84

G
 12.00' - STA. 84+29.59 TO STA. 84+75.99 (SKEWED)
 0.00' - STA. 86+92.18 TO STA. 96+42.84

PROPOSED LEGEND

- 1 ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
- 2 ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- 3 ITEM 301 - 4" ASPHALT CONCRETE BASE, PG64-22, (449)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 204 - SUBGRADE COMPACTION AND ITEM 204 - PROOF ROLLING
- 6 ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.06 GAL/SY)
- 7 ITEM 605 - 6" DEEP PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
- 8 ITEM 659 - SEEDING AND MULCHING
- 9 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- 10 ITEM 606 - GUARDRAIL, TYPE MGS
- 11 ITEM 204 - GEOGRID, AS PER PLAN (NX850)
- 12 ITEM 204 - GEOGRID, AS PER PLAN (NX850-FG)
- 13 ITEM 204 - GRANULAR EMBANKMENT, AS PER PLAN
- 14 ITEM 204 - EXCAVATION OF SUBGRADE
- 15 ITEM 203 - EMBANKMENT
- 16 ITEM 617 - COMPACTED AGGREGATE
- 17 ITEM 202 - PAVEMENT REMOVED
- 18 ITEM 202 - GUARDRAIL REMOVED



NOTES
 * UNLESS OTHERWISE SHOWN ON THE CROSS SECTIONS
 ** WHEN GUARDRAIL IS PRESENT

ITEM 614 - MAINTAINING TRAFFIC

S.R. 4 A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES 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.

ONE LANE OF TRAFFIC IN EACH DIRECTION ON S.R. 4 SHALL BE OPEN TO TRAFFIC AT ALL TIMES PER ODOT'S PERMITTED LANE CLOSURE SCHEDULE. IF THE CONTRACTOR FAILS TO MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES, DISINCENTIVES PER THE BELOW LANE VALUE CONTRACT TABLE WILL BE ENFORCED.

RAMPS

A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 65 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.15 - P.17. A DISINCENTIVE SHALL BE ASSESSED AS DESCRIBED IN THE LANE VALUE CONTRACT TABLE WHEN THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

Table with 2 columns: Holiday/Event and General/Regular Election Day (Nov). Rows include New Year's (Observed), Labor Day, Memorial Day, Fourth of July (Observed), and Thanksgiving.

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

Table with 2 columns: Day of Holiday or Special Event and Time All Lanes Must Be Open to Traffic. Rows include Sunday through Saturday with corresponding time ranges.

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE FOLLOWING LANE VALUE CONTRACT TABLE.

S.R. 4 SHALL HAVE ONE LANE OF TRAFFIC OPEN IN EACH DIRECTION AT ALL TIMES. FAILURE TO PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES WILL RESULT IN THE FOLLOWING DISINCENTIVE.

PROJECT RAMPS SHALL HAVE ONE LANE OF TRAFFIC OPEN AT ALL TIMES BETWEEN 6AM - 7PM, OUTSIDE OF THE PERMITTED RAMP CLOSURES OUTLINED IN THESE PLANS. FAILURE TO PROVIDE ONE OPEN LANE OF TRAFFIC AT ALL TIMES BETWEEN 6AM - 7PM WILL RESULT IN THE FOLLOWING DISINCENTIVE.

LANE VALUE CONTRACT TABLE

Table with 4 columns: Description of Critical Lane/Ramp to Be Maintained, Restricted Time Period, Time Unit, and Disincentive \$ per Time Unit. Rows include S.R. 4 Northbound and Southbound, and Ramps J, K, L.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP 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/RAMP 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

Table with 3 columns: Item, Duration of Closure, and Sign Displayed to Public. Rows include Ramp & Road (> 2 weeks, > 12 hours & < 2 weeks) and Closures (< 12 hours).

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.

PAVEMENT MARKINGS DETAILED TO BE REMOVED IN THESE MOT PLANS ARE TO BE CAREFULLY REMOVED TO PREVENT SCARRING OR DAMAGING THE EXISTING PAVEMENT. ALL ANTICIPATED REMOVAL OF PAVEMENT MARKINGS AND THE RESTORATION OF THOSE PAVEMENT MARKINGS OUTSIDE THE PROJECT LIMITS TO PRE-CONSTRUCTION CONDITION SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE. THE PAVEMENT MARKING MATERIAL TYPE TO BE RESTORED SHALL BE AT THE DIRECTION OF THE ENGINEER.

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

Table with 2 columns: Item and Quantity. Rows include Item 410 - Traffic Compacted Surface (Type A or B, 50 CY), Item 410 - Traffic Compacted Surface, Type C (50 CY), Item 614 - Asphalt Concrete for Maintaining Traffic (50 CY), and Item 616 - Water (3 MGAL).

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.

ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN (CONT.)

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622 - PORTABLE BARRIER, 50", AS PER PLAN.

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

Table with 3 columns: WZSZ Revision Number(S), County-Route -Section(S), and Direction(S). Rows include WZ - 40469 (Northbound) and WZ - 40470 (Southbound).

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN ODOT PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

WORK ZONE SPEED ZONE (CONT.)

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

Table with 5 columns: Original Posted Speed Limit, Workers Present, Workers Not Present, Workers Present, Workers Not Present. Rows include speed limits of 70, 65, 60, and 55 mph.

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

Table with 2 columns: Item and Quantity. Rows include Item 614 - Work Zone Speed Limit Sign (4 Each) and Item 808 - Digital Speed Limit (DSL) Sign Assembly (28 Sign MNTH).

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

Table with 2 columns: Item and Quantity. Row includes Item 614 - Work Zone Increased Penalties Sign (4 Each).

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATIONS:

- PHASE 1 NORTHBOUND - SHEET P.18
PHASE 1 SOUTHBOUND - SHEET P.24
PHASE 2 NORTHBOUND - SHEET P.40
PHASE 2 SOUTHBOUND - SHEET P.45

DESIGN AGENCY



DESIGNER: CJD

REVIEWER: JTS 10/29/24


PROJECT ID: 117239

SHEET: P.10

TOTAL: 161

SHEET NUMBER																		PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
8	9	10	11	12	13	14	71	72	73	91	98	106	113	120	121	122	129	01/S>2/04	02/S>2/04						
							1870											1870		301	56000	1870	CY	PAVEMENT ASPHALT CONCRETE BASE, PG64-22, (449)	
							2873											2873		304	20000	2873	CY	AGGREGATE BASE	
							1987											1987		407	20000	1987	GAL	NON-TRACKING TACK COAT	
						178												178		411	10000	178	CY	STABILIZED CRUSHED AGGREGATE	
								126										126		617	10100	126	CY	COMPACTED AGGREGATE	
							690											690		442	10000	690	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
							805											805		442	10080	805	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
								90										90		609	24510	90	FT	CURB, TYPE 4-C	
																	32	32	625	00450	32	EACH	LIGHTING CONNECTION, FUSED PULL APART		
																12	12	625	00480	12	EACH	CONNECTION, UNFUSED PERMANENT			
																13	13	625	14200	13	EACH	LIGHT POLE FOUNDATION, 24" X 10' DEEP			
																2779	2779	625	24400	2779	FT	DUCT CABLE, MISC.: 2" DUCT CABLE WITH THREE NO. 4 5000 VOLT CABLES	128		
																2684	2684	625	24400	2684	FT	DUCT CABLE, MISC.: DUCT CABLE REMOVED	128		
																2674	2674	625	29000	2674	FT	TRENCH			
																1	1	625	31510	1	EACH	PULL BOX REMOVED			
																11	11	625	31600	11	EACH	PULL BOX, MISC.: ADJUST TO GRADE	128		
														3		13	16	625	32000	16	EACH	GROUND ROD			
																18	18	625	35011	18	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	128		
																2674	2674	625	36010	2674	FT	UNDERGROUND WARNING/MARKING TAPE			
																LS	LS	SPECIAL	62540000	LS	-	-	-	MAINTAIN EXISTING LIGHTING	128
																13	13	625	75500	13	EACH	LIGHT POLE FOUNDATION REMOVED			
																								TRAFFIC CONTROL	
															53				53	621	00100	53	EACH	RPM	
															45				45	621	54000	45	EACH	RAISED PAVEMENT MARKER REMOVED	
															95.6				95.6	630	03100	95.6	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
															69.1				69.1	630	06400	69.1	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
															43.8				43.8	630	06500	43.8	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
															4				4	630	08600	4	EACH	SIGN POST REFLECTOR	
															6				6	630	09000	6	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
															1				1	630	21000	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 10	
															1				1	630	72410	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	
															52.5				52.5	630	80100	52.5	SF	SIGN, FLAT SHEET	
															92.0				92.0	630	80200	92.0	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
															546.0				546.0	630	80224	546.0	SF	SIGN, OVERHEAD EXTRUSHEET	
															1				1	630	82000	1	EACH	SIGN BACKING ASSEMBLY	
															6				6	630	84500	6	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
															3				3	630	84510	3	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
																8			8	630	84900	8	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
															1				1	630	85400	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
																7			7	630	86002	7	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
															4				4	630	86102	4	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
															6				6	630	87400	6	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
															1				1	630	89706	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
															1				1	630	89804	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115	
															2.1				2.1	644	00104	2.1	MILE	EDGE LINE, 6"	
															0.6				0.6	644	00204	0.6	MILE	LANE LINE, 6"	
															619				619	644	00400	619	FT	CHANNELIZING LINE, 8"	
															168				168	644	00720	168	FT	CHEVRON MARKING	
															659				659	644	01510	659	FT	DOTTED LINE, 6"	

GENERAL SUMMARY

DESIGN AGENCY

CHAGRIN VALLEY ENGINEERING, LTD.

DESIGNER
SHT


REVIEWER
JTS 10/29/24

PROJECT ID
117239

SHEET TOTAL
P.68 | 161

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	202	617	606	606	606	606	606	609	622							
			CONCRETE BARRIER REMOVED	GUARDRAIL REMOVED		ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	COMPACTED AGGREGATE	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE D									
			FROM	TO		FT	FT	EACH	EACH	EACH	CY	FT	EACH	EACH	EACH	EACH	FT	FT							
74	GR-1	S.R. 4 - SOUTHBOUND	84+30.42	85+79.19	LT		288	1		1	7	75	1		1		18								
74	GR-2	S.R. 4 - SOUTHBOUND	84+23.84	85+72.61	LT		150	1		1	7	75	1		1		18								
74	GR-3	S.R. 4 - NORTHBOUND	84+11.62	85+15.25	RT		75			2	5	75			1	1	18								
92-93	GR-4	RAMP J	0+88.05	6+14.55	RT		488		1	1	24	487.5		1		1									
76,78	GR-5	S.R. 4 - SOUTHBOUND	92+50.72	94+49.49	LT		288	1	1		9	125	1		1		18								
107-108	GR-6	RAMP L	1+09.85	6+00.00	RT		488			1	23	487.5				1									
78	GR-7	S.R. 4 - SOUTHBOUND	92+30.50	96+75.00	LT		425			1	21	425			1		18								
99-100	GR-8	RAMP K	3+75.00	10+25.00	LT		650				30	650													
99-100	GR-9	RAMP K	5+43.97	12+20.66	RT		626	1	1																
74	BA-1	S.R. 4 - NORTHBOUND	85+12.75	85+68.75	RT	56																			56
76,78	BA-2	S.R. 4 - SOUTHBOUND	91+85.00	92+33.00	LT	48																			49
78	BA-3	S.R. 4 - SOUTHBOUND	92+04.22	92+53.22	LT																				49
TOTAL CARRIED TO GENERAL SUMMARY						104	3,478	4	3	7	126	2,400	3	1	5	3	90	154							

ROADWAY SUBSUMMARY

DESIGN AGENCY	
DESIGNER	SHT
REVIEWER	JTS 10/29/24
PROJECT ID	117239
SHEET TOTAL	P.72 161