

UTILITIES

THERE ARE NO EXISTING UTILITY FACILITIES SHOWN ON THE PLANS, NOR ARE ANY EXISTING UTILITIES BEING RELOCATED FOR THE PROJECT. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY UTILITIES THAT MAY EXIST WITHIN THE WORK AREA. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY POTENTIAL UTILITY CONFLICTS, BY VISUAL INSPECTION AND BY CONTACTING THE OHIO UTILITIES PROTECTION SERVICE (OHIO 811) FOR FIELD MARKINGS OF THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE OWNERS TO RESOLVE ALL UTILITY CONFLICTS PRIOR TO CONSTRUCTION OR, WITH THE APPROVAL OF THE PROJECT ENGINEER, THE CONTRACTOR SHALL ADJUST THE PROJECT CONSTRUCTION ACCORDINGLY, SO AS TO AVOID DAMAGE TO THE EXISTING UTILITY FACILITIES.

THE UTILITY CONTACT INFORMATION FOR THE PROJECT CAN BE OBTAINED THROUGH THE ODOT DISTRICT 9 UTILITY COORDINATOR AT 740-774-9075.

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

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED MICROSURFACING OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

EXTRA AREAS

QUANTITIES FOR EXTRA AREAS ARE SHOWN ON THE PAVEMENT CALCULATION SHEETS. THESE AREAS INCLUDE THE FOLLOWING:

MEDIAN CROSSOVERS - AS DIRECTED BY THE ENGINEER
 OTHER DESIGNATED AREAS - AS DIRECTED BY THE ENGINEER

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.

RPM (RAISED PAVEMENT MARKER)

IN ADDITION TO CMS 621.03, RPMS SHALL NOT BE INSTALLED ON BRIDGES OR APPROACH SLABS THAT HAVE A CONCRETE SURFACE. INSTALL RPMS IN ASPHALT CONCRETE BEFORE AND AFTER THE SUPERSTRUCTURE. RPMS LOCATED IN EXISTING CONCRETE BRIDGE DECKS OR APPROACH SLABS SHALL BE LEFT IN PLACE.

EXISTING PLANS

EXISTING PLANS ENTITLED ROS-35-0.00 (2010) MAY BE INSPECTED AT THE ODOT DISTRICT 9 OFFICE, CHILLICOTHE, OHIO.

ITEM 617 - COMPACTED AGGREGATE

THE FOLLOWING ESTIMATED QUANTITY OF ITEM 617 - COMPACTED AGGREGATE HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE TO FILL ANY LOW BERM AREAS AS DESIGNATED BY THE ENGINEER.

ITEM 617 - COMPACTED AGGREGATE 150 CY

ITEM 897 - PATCHING PLANED SURFACE

THE FOLLOWING ESTIMATED QUANTITY OF 20% OF THE PLANED SURFACE HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PATCHING PLANED SURFACE AS DESIGNATED BY THE ENGINEER.

ITEM 987, PATCHING PLANED SURFACE 200 SY

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A AS PER PLAN - PLANING AT BUTT JOINTS

THIS ITEM SHALL BE IN ACCORDANCE WITH SS897 FOR FINE PLANING AT BUTT JOINTS.

PLAN INTENT IS TO PROVIDE A SMOOTH RIDING PAVEMENT TRANSITION FROM THE PROPOSED PAVEMENT TYPICAL SECTION TO MEET THE EXISTING PAVEMENT OR BRIDGE APPROACHES AND DECK AND APPROXIMATE 0.75" ELEVATION TRANSITION IN THE PAVEMENT PROFILE IN ACCORDANCE WITH STANDARD DRAWING BP-3.1 DETAIL FOR "BUTT JOINT" EXCEPT THAT THE MINIMUM LENGTH OF THE BUTT JOINT SHALL BE 50 FOOT PER INCH OF PROPOSED OVERLAY. DEPTH OF PLANING IS VARIABLE FROM A MINIMUM OF 0" TO A MAXIMUM OF 0.75".

THE FOLLOWING ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE ABOVE WORK:

ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A SEE SHEET 7 FOR QUANTITY.

DESIGN AGENCY



DESIGNER

KDR

REVIEWER

DMB

PROJECT ID

116239

SHEET

P.3

TOTAL

10

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.

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.

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 4 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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN CONT'D

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 6 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S)

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614, WORK ZONE MARKING SIGN,	7 EACH
ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	25.92 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	51.84 MILE

WORK ZONE MARKING QUANTITIES FOR USE AFTER THE REMOVAL OF EXISTING THERMOPLASTIC PAVEMENT MARKINGS AND AFTER MICROSURFACING LEVELING COURSE AND MICROSURFACING SURFACE COURSE.

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOT, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 50 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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 5 M. GAL.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL AN SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 CALENDAR DAYS PRIOR TO CLOSURE
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO CLOSURE

ANY UNFORSEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

THE CONTRACTOR SHALL ARRANGE FOR ALL MAINTENANCE OF TRAFFIC OPERATIONS SUCH THAT THERE WILL BE NO OBSTRUCTIONS TO THE CONTINUOUS FLOW OF TRAFFIC. ALL INTERSECTIONS AND DRIVEWAYS SHALL BE OPEN TO TRAFFIC AT ALL TIMES UNLESS OTHERWISE SHOWN IN THE PLAN.



SHEET NUM.					PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	7	8	01/NHS/05	EXT	TOTAL				
					LS	201	11000	LS		ROADWAY CLEARING AND GRUBBING	
					1,000	832	30000	1,000	EACH	EROSION CONTROL EROSION CONTROL	
										PAVEMENT	
			203,178		203,178	421	10010	203,178	SY	MICROSURFACING, SURFACE COURSE	
			203,178		203,178	421	10020	203,178	SY	MICROSURFACING, LEVELING COURSE	
150					150	617	10100	150	CY	COMPACTED AGGREGATE	
			34.56		34.56	618	40600	34.56	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
			1,000		1,000	897	01011	1,000	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, AS PER PLAN	3
200					200	897	02000	200	SY	PATCHING PLANED SURFACE	
										TRAFFIC CONTROL	
				576	576	621	00100	576	EACH	RPM	
				576	576	621	54000	576	EACH	RAISED PAVEMENT MARKER REMOVED	
				26.28	26.28	644	30030	26.28	MILE	REMOVAL OF PAVEMENT MARKING	
				0.24	0.24	807	12010	0.24	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
				0.12	0.12	807	12110	0.12	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
				17.28	17.28	807	14010	17.28	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
				8.64	8.64	807	14110	8.64	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
				25.92	25.92	850	10010	25.92	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
				0.36	0.36	850	20010	0.36	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
										MAINTENANCE OF TRAFFIC	
		50			50	614	11110	50	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	5
		7			7	614	12460	7	EACH	WORK ZONE MARKING SIGN	
10					10	614	12484	10	EACH	WORK ZONE INCREASED PENALTIES SIGN	4
		6			6	614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		25.92			25.92	614	20560	25.92	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
		51.84			51.84	614	22360	51.84	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
		5			5	616	10000	5	MGAL	WATER	5
36					36	808	18700	36	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
					LS	614	11000	LS		INCIDENTALS MAINTAINING TRAFFIC	
					LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER: KDR
 REVIEWER: DMB
 PROJECT ID: 116239
 SHEET: P.6 TOTAL: 10