280-06.20/00.00

END PROJECT STA. 89+48.00 SLM 1.69

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

WOO/LUC-280-06.20/00.00

CITY OF NORTHWOOD / CITY OF OREGON WOOD COUNTY / LUCAS COUNTY

BEGIN PROJECT STA. 327+65.00 SLM 6.20

LOCATION MAP

LATITUDE: 41°37'36" LONGITUDE: 83°28'38"



DESIGN DESIGNATION

CURRENT ADT (2024)	40000
DESIGN YEAR ADT (2044)	43000
DESIGN HOURLY VOLUME (2044)	3900
DIRECTIONAL DISTRIBUTION	63%
TRUCKS (24 HOUR B&C)	26%
DESIGN SPEED	60 MPH
LEGAL SPEED	60 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN INTERSTATE	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED



PLAN PREPARED BY:



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FEDERAL PROJECT NUMBER

E190070

RAILROAD INVOLVEMENT

PROJECT DESCRIPTION

IMPROVEMENT OF 2.11 MILES OF I-280 INCLUDING RECONSTRUCTION OF THE MEDIAN PAVEMENT, MEDIAN DRAINAGE, BARRIER WALL AND LIGHTING, AND PLANING AND RESURFACING OF THE MAINLINE PAVEMENT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 7.59 ACRES ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.00 ACRES NOTICE OF INTENT EARTH DISTURBED AREA: **8.59 ACRES**

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON 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

Pat McColley, P.E., S.I. District 02 Deputy Director

Director, Department of Transportation

										_			 _
		S	STANDARD	CONSTR	UCTION	DRAWING	SS			SUPPLEI SPECIFIC		SUPPLEMENTAL SPECIFICATIONS	
BP-2.1	1/21/22	МН-3	7/16/21	HL-30.22	1/15/21	MT-98.10	1/17/20	MT-104.10	4/26/23	800-2023	7/21/23	913 4/16/21	
3P-2.2	1/15/21			HL-30.33	1/21/22	MT-98.11	1/17/20	MT-105.10	1/17/20	807	1/21/22		
BP-2.5	1/21/22	RM-1.1	1/20/23	HL-30.41	1/21/22	MT-98.20	4/19/19			808	1/18/19	996 7/21/23	
3P-3.1	1/21/22	RM-4.1	7/21/17	HL-40.10	7/17/20	MT-98.22	1/17/20	TC-52.20	1/15/21	809	7/15/22		ENGINEER'S SEA
BP-9.1	1/18/19	RM-4.3	1/21/22	HL-40.20	7/15/22	MT-98.28	1/17/20	TC-64.10	1/20/23	813	7/21/23		
		RM-4.4	7/19/19	HL-60.11	7/21/17	MT-98.29	1/17/20	TC-65.10	1/17/14	821	4/20/12		
DM-1.2	7/16/21			HL-60.31	1/17/20	MT-98.30	7/16/21	TC-65.11	7/15/22	825	1/17/20		NITE OF ON
DM-4.4	1/15/16	PCB-91	7/17/20			MT-99.20	4/19/19	TC-72.20	7/20/18	<i>832</i>	7/21/23)	NA POPULATION
				ITS-14.10	4/26/23	MT-99.30	1/17/20			850	7/21/23		DAVID T.
-3B, 3B1	7/15/22	HL-10.11	7/15/22	ITS-14.11	1/20/23	MT-101.70	4/26/23			872	1/21/22		CHARVILLE *
-3C, 3C1	7/15/22	HL-10.12	1/20/23	ITS-14.50	1/20/23	MT-101.75	1/17/20			873	4/16/21		E-67983
		HL-10.13	1/20/23			MT-101.90	7/17/20			896	7/21/17		REGISTERED
MGS-1.1		HL-10.15	7/17/15	MT-95.30	7/19/19	MT-102.10	1/17/20			902	7/19/19		SONAL ENGLIS
MGS-2.1		HL-20.11		MT-95.40		MT-102.20	4/19/19			905	4/17/20		77111111
MGS-3.1	· · ·	HL-20.13	, , ,	MT-95.45	· · · · · · · · · · · · · · · · · · ·	MT-102.30	10/16/15			908	10/20/17		
MGS-4.2	7/19/13	HL-30.11	1/15/21	MT-95.50	7/21/17	MT-103.10	1/21/22			909	7/21/23)	

ESIGN AGENCY



ESIGNER DTC 07/14/23 108584

ITEM - 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 ANY UNSUITABLE SUBGRADE ENCOUNTERED BEFORE PROOF ROLLING. 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 SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).

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 C&MS 204.03.
- 4. 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 C&MS 204.06.

- 5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH ITEM SPECIAL - GEOCELLULAR CONFINEMENT SYSTEM.
- 6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 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 QUANTITIES IN THE PAVEMENT SUBSUMMARY ARE CALCULATED BASED ON AN ESTIMATED 60% OF THE SUBGRADE AREA FOR AREAS SHOWN AS "AS DIRECTED BY THE ENGINEER" AND 100% OF THE SUBGRADE AREA SHOWN AS "GLOBAL STABILIZATION" IN THE TABLE ON TYPICAL SECTION SHEET P.6.

ITEM SPECIAL - GEOCELLULAR CONFINEMENT SYSTEM

THIS ITEM SHALL PERTAIN TO THE GEOCELLULAR CONFINEMENT SYSTEM TO BE INSTALLED AS INDICATED IN THE TYPICAL SECTIONS AND USED FOR LOAD SUPPORT. THE CONTRACTOR SHALL INSTALL GEOWEB GW20V4 (4 INCH CELL DEPTH) AND GEOWEB GW20V6 (6 INCH CELL DEPTH), MANUFACTURED BY PRESTO GEOSYSTEMS, OR ENVIROGRID EGA20 (4 INCH CELL DEPTH) AND ENVIROGRID EGA20 (6 INCH CELL DEPTH) MANUFACTURED BY GEO PRODUCTS, LLC, OR AN APPROVED EQUAL ALTERNATE IF SUBMITTED TO AND APPROVED BY THE ENGINEER.

PRESTO GEOSYSTEMS PO BOX 2399 APPLETON, WI 54912-2399 TOLL FREE: (800) 548-3424 PH: (920) 738-1328 EMAIL: INFO@PRESTOGEO.COM WEB: WWW.PRESTOGEO.COM

GEO PRODUCTS, LLC 12626 N. HOUSTON ROSSLYN RD HOUSTON, TX 77086 PH: (281) 820-5493 EMAIL: INFO@GEOPRODUCTS.ORG WEB: WWW.GEOPRODUCTS.ORG

THE MANUFACTURER SHALL PROVIDE A QUALIFIED FIELD REPRESENTATIVE ON SITE AT THE START OF THE INSTALLATION TO ENSURE THE GEOCELL SYSTEM IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS AND THE CONTRACT DOCUMENTS.

THE MANUFACTURER SHALL PROVIDE A QUALIFIED FIELD REPRESENTATIVE ON SITE AT THE START OF THE INSTALLATION TO ENSURE THE GEOCELL SYSTEM IS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS AND THE CONTRACT DOCUMENTS.

PRIOR TO INSTALLATION OF ANY MATERIALS, THE CONTRACTOR SHALL COORDINATE A PRE-INSTALLATION MEETING TO DISCUSS THE SCOPE OF WORK AND REVIEW INSTALLATION REQUIREMENTS. THE PRE-INSTALLATION MEETING SHALL BE ATTENDED BY ALL PARTIES INVOLVED IN THE INSTALLATION OF THE GEOCELLULAR CONFINEMENT SYSTEM, INCLUDING THE DISTRICT GEOTECHNICAL ENGINEER.

THE CONTRACTOR SHALL FOLLOW THE MANUFACTURER'S SPECIFICATIONS INCLUDING, BUT NOT LIMITED TO, DELIVERY, STORAGE, HANDLING, IN-FILL MATERIAL, AND INSTALLATION SPECIFICATIONS.

THE CONTRACTOR SHALL INSTALL GEOTEXTILE FABRIC CONFORMING TO CMS 712.09, TYPE D, AND SHALL BE INSTALLED AS DETAILED ON THE TYPICAL SECTIONS. THE GEOTEXTILE FABRIC SHALL BE CONSIDERED INCIDENTAL TO THE GEOCELLULAR CONFINEMENT SYSTEM.

THE CONTRACTOR SHALL INSTALL THE CELL INFILL MATERIAL OF CRUSHED AGGREGATE CONFORMING TO CMS 703.18 WITH THE **FOLLOWING ADDITIONAL REQUIREMENTS:**

A. MAXIMUM PARTICLE SIZE SHALL BE 1 1/2 INCHES. FINE CONTENT PASSING THE NO. 4 SIEVE SHALL BE LESS THAN 30%,

B. INFILL MATERIAL SHALL BE FREE OF ANY FOREIGN MATERIAL.

C. CLAYS, SILTS, ORGANICS, AND SLAG MATERIALS SHALL NOT BE ACCEPTED.

D. INFILL MATERIAL SHALL BE FREE-FLOWING AND NOT FROZEN AT THE TIME IT IS PLACED IN THE CELLS.

OVERFILL CELLS WITH INFILL MATERIAL. LIMIT THE DROP HEIGHT OF INFILL MATERIAL TO 3 FEET TO AVOID DAMAGE OR DISPLACEMENT OF THE CELL WALL. LEVEL INFILL APPROXIMATELY 2 INCHES ABOVE CELL WALLS. THE ITEM 204 - EXCAVATION OF SUBGRADE AND ITEM 411 STABILIZED CRUSHED AGGREGATE, AS PER PLAN ESTIMATED QUANTITY ACCOUNTS FOR THIS ADDITIONAL DEPTH. COMPACT INFILL TO A MINIMUM OF 95 PERCENT STANDARD PROCTOR. COMPACTION OF INFILL SHALL BE CONSIDERED INCIDENTAL TO THE GEOCELLULAR CONFINEMENT SYSTEM.

AT THE PROPOSED MEDIAN SPREAD FOOTING LIGHT POLE FOUNDATIONS, EXCAVATE THE SUBGRADE AN ADDITIONAL 2" AND INSTALL THE GEOCELL 2" DEEPER TO AVOID A CONFLICT WITH THE PROPOSED FOUNDATION.

THE GEOCELLULAR CONFINEMENT SYSTEM SHALL BE MEASURED BY THE NUMBER OF SQUARE YARDS OF SURFACE AREA OF GEOCELLULAR CONFINEMENT SYSTEM PLACED.

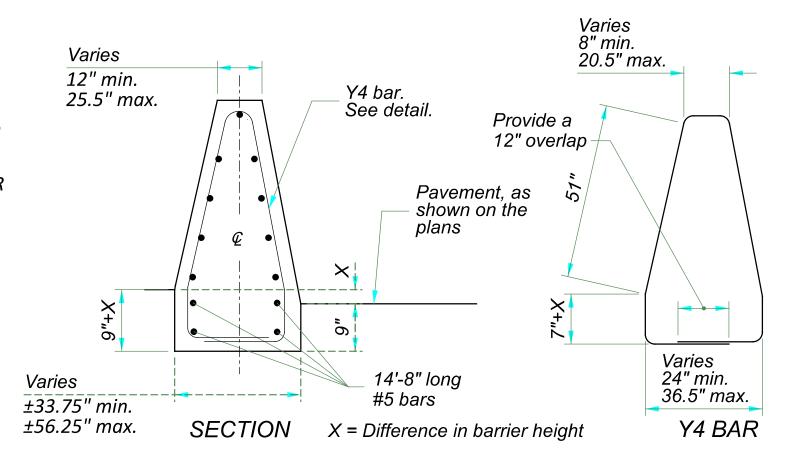
ALL EQUIPMENT, MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK OUTLINED ABOVE AND PER THE MANUFACTURER'S INSTRUCTIONS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 204 - SPECIAL - GEOCELL, SUBGRADE AND ITEM 411 - STABILIZED CRUSHED AGGREGATE, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 OR C1, AS PER PLAN

CONSTRUCT SINGLE SLOPE CONCRETE BARRIER IN ACCORDANCE WITH CMS 622 AND SCD RM-4.3 AND RM-4.4, EXCEPT INCREASE THE WIDTH TO ACCOMMODATE 42" WIDE SQUARE PIER COLUMNS.

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN, PIER TRANSITION

CONSTRUCT REINFORCED CONCRETE BARRIER END ANCHORAGE IN ACCORDANCE WITH CMS 622 AND SCD RM-4.3, EXCEPT VARY THE WIDTH OF THE BARRIER IN ACCORDANCE WITH THE DETAILS BELOW AND SCD RM-4.4 SINGLE SLOPE BARRIER TRANSITIONS.



ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, 15' END TRANSITION

CONSTRUCT REINFORCED CONCRETE BARRIER END ANCHORAGE IN ACCORDANCE WITH CMS 622 AND SCD RM-4.3, EXCEPT TRANSITION THE SHAPE AND HEIGHT OF THE BARRIER TO MATCH THE EXISTING CONCRETE MEDIAN BARRIER.

PAVEMENT REPLACEMENT FOR DRAINAGE INSTALLATION

DRAINAGE INSTALLATION UNDER THE NAVARRE AVENUE BRIDGE MAY REQUIRE FULL DEPTH REPLACEMENT OF PORTIONS OF THE MAINLINE COMPOSITE PAVEMENT. LOCATE THE LONGITUDINAL JOINT OF THE PAVEMENT REPLACEMENT OUTSIDE OF THE WHEEL PATH, DEFINED AS 40 TO 62 INCHES FROM THE CENTER OF THE LANE. UTILIZE TIED JOINTS IN THE CONCRETE BASE PAVEMENT IN ACCORDANCE WITH SCD BP-2.5.

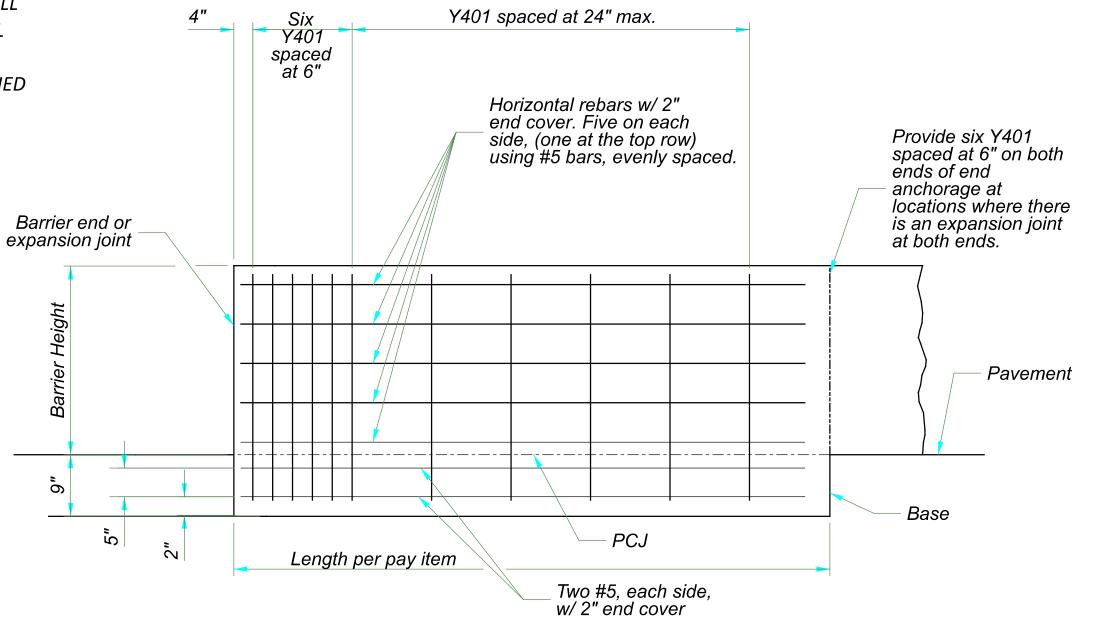
THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR PAVEMENT REPLACEMENT FOR DRAINAGE INSTALLATION.

STA. 84+60 TO STA. 86+00 ASSUMED WIDTH = 3'

ITEM 202 - PAVEMENT REMOVED 47 SY 47 SY ITEM 305 - 9" CONCRETE BASE, CLASS QC 1P ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)

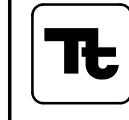
ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, (TYPE), (LENGTH)

CONSTRUCT REINFORCED CONCRETE BARRIER END ANCHORAGES IN ACCORDANCE WITH CMS 622. SCD RM-4.3. AND AS SHOWN IN THE DETAIL BELOW.



ELEVATION

ESIGN AGENCY



ESIGNER GCB REVIEWER DTC 07/14/23 ROJECT ID 108584 P.9 189

MIX DESIGN - FOLLOW THE REQUIREMENTS OF 302.02 EXCEPT AS

302 ASPHALT CONCRETE BASE, AS PER PLAN

MODIFIED BELOW:

- USE A MAXIMUM F/A RATIO OF 1.4. IF THE F/A RATIO IS GREATER THAN 1.2, RECALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT.
- THE TSR IS REQUIRED AND THE MINIMUM TSR IS 0.70 AS DETERMINED USING SUPPLEMENT 1051. ADD ANTISTRIP ADDITIVE AS SPECIFIED IN 440.06 IF REQUIRED BASED ON TSR AND ENSURE THE MINIMUM IS 0.80 AFTER ANTISTRIP.

QUALITY CONTROL AND ACCEPTANCE - FOLLOW THE REQUIREMENTS AS SPECIFIED IN 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

• RUN MSG AND AIR VOIDS AND FOLLOW 403.06.G INSTEAD OF 403.06.F.

Table 403 06-1

Table	2 403.00-1
Mix Characteristic	Out of Specification Limits ¹⁵
Asphalt Binder Content ⁽¹⁾	-0.5% to 0.5%
1/2 inch (12.5 mm) sieve ¹¹	-7.0% to 7.0%
No. 4 (4.75 mm) sieve ⁽¹⁾	-6.0% to 6.0%
No. 8 (2.36 mm) sieve	-5.0% to 5.0%
No. 200 (75 mm) sieve ⁽¹⁾	-2.0% to 2.0%
Air Voids ^[2]	2.5% to 5.5%
MSG ⁽³⁾	-0.015 to 0.015
F/A ^[4]	1.4 max
VMA	12.0 min
[1] Deviation from the IME	1

[1] Deviation from the JMF.

[2] For Design Air Voids of 4.0%. Compact using a six-inch Marshall hammer with 70 blows on both sides per 302.02.

[3] Deviation from the MTD.

[4] If the F/A ratio is greater than 1.2, recalculate the F/A ratio using the effective asphalt binder content.

[5] Do not follow the minimum 7% retained during production per 403.06.F.5.

- REPLACE MSG COMPARISON IN TABLE 403.10-1 WITH 0.015.
- NOTIFY ERIC BIEHL OMM 614-275-1380 AND JULIA MILLER OCA 614-466-3165 ONE WEEK PRIOR TO PLANNED BEGINNING PRODUCTION AND PLACEMENT. YOU MAY EMAIL THEM AS WELL.

DENSITY ACCEPTANCE - FOLLOW THE REQUIREMENTS OF 446 ASPHALT CONCRETE CORE DENSITY ACCEPTANCE, INCLUDING JOINT CORES, EXCEPT AS MODIFIED BELOW:

OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED.

OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THE MAT.

PAY FACTORS FOR EACH LIFT OF 302 APP WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

Marin of Lat Cava Danaity (1)	Pay Factor
Mean of Lot Core Density	302, APP
>98.0%	[2]
>97.0% to 98.0%	[3]
92.0% to 97.0%	1
91.0% to 91.9%	0.9
90.0% to 90.9%	0.8
89.0% to 89.9%	0.7
<89.0%	[4]

- [1] Mean of cores as percent of average MSG for the production day.
- [2] The District will determine whether the material may remain in place. The pay factor for material allowed to remain in place is 0.50.
- [3] The District will determine whether the material may remain in place. The pay factor for material allowed to remain in place is 0.70.
- [4] The District will determine whether the material may remain in place. The pay factor for material allowed to remain in place is 0.50.

If material is removed and replaced the Contractor will remove and replace this course and all courses paved on this course.

ITEM 442 - ASPHALT CONCRETE SURFACE (OR INTERMEDIATE COURSE), AS PER PLAN

BEFORE PAVEMENT PLANING. CHECK THE PROFILE OF THE EXISTING PAVEMENT AT 50-FOOT INTERVALS ALONG THE OUTSIDE EDGE OF EACH TRAFFIC LANE AND ALONG ANY ADDITIONAL LINE DESCRIBED IN SUPERELEVATION TABLES. AND SUBMIT TO THE ENGINEER A TABULATION OF ALL RESULTS THAT INCLUDES DOCUMENTATION OF ALL DEVIATIONS FROM THE EXISTING ELEVATIONS SHOWN IN SUPERELEVATION TABLES.

PROVIDE A PLANING AND PAVING WORK PLAN FOR THE ENGINEER'S REVIEW AND APPROVAL FOR HOW THE SUPERELEVATION CORRECTION WORK WILL BE COMPLETED. INCLUDE MAINTENANCE OF TRAFFIC PHASING OF THE PLANING AND PAVING WORK IN THE WORK PLAN.

BEFORE PLACING THE SURFACE COURSE, CHECK THE PROFILE OF THE PRECEDING COURSE AND COMPLETE THE PAVING WORK IN ACCORDANCE WITH CMS 401.10 SURFACE TOLERANCES.

ALL WORK DESCRIBED IS INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR THE ASPHALT CONCRETE PAVEMENT ITEMS.

ITEM 619 - FIELD OFFICE, TYPE C, AS PER PLAN

THIS ITEM SHALL BE IN ACCORDANCE WITH ITEM 619 OF THE 2023 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS EXCEPT AS MODIFIED BY THE **FOLLOWING:**

- 1. THE FIELD OFFICE SHALL BE ACCEPTED BY THE ENGINEER AND BE LOCATED IN THE AREA ALONG SR 795 BETWEEN OREGON RD. AND 1-75 OR BETWEEN SR-795. LIME CITY RD AND US 20. LOCATIONS OUTSIDE THE FOOTPRINT WILL NOT BE ACCEPTED UNLESS APPROVAL IS RECEIVED BY THE ENGINEER.
- 2. A CONFERENCE ROOM SHALL BE SUPPLIED WITH A MINIMUM OF 250 SQUARE FEET OF FLOOR SPACE
- 3. THE SPACE SHALL BE CONTINUOUS AND WITHIN THE SAME BUILDING. A MINIMUM OF 1 BATHROOM SHALL BE DEDICATED TO THE FIELD OFFICE. NO PORTABLE FACILITIES WILL BE ACCEPTED. BATHROOM FACILITIES SHALL BE HANDICAP ACCESSIBLE. THE CONTRACTOR SHALL PROVIDE BOTTLED WATER SERVICE FOR THE FIELD OFFICE. THE CONTRACTOR SHALL PROVIDE CLEANING SERVICES FOR THE FIELD OFFICE A MINIMUM OF 2 TIMES/MONTH.
- 4. THE REQUIREMENT OF ONE SEPARATE ROOM SHALL BE INCREASED TO A MINIMUM OF 6 SEPARATE ENCLOSED ROOMS OF 100 SQUARE FEET MINIMUM PER ROOM. EACH ROOM SHALL BE SUPPLIED WITH A MINIMUM OF TWO ELECTRICAL OUTLETS. THE OVERALL FLOOR SPACE SHALL BE INCREASED TO A MINIMUM OF 2000 SQUARE FEET INCLUDING THE 6 SEPARATE OFFICES.
- 5. SECURITY SHALL BE PROVIDED FOR THE FIELD OFFICE AND SURROUNDING FACILITIES ON ALL SIDES OF THE FIELD OFFICE AND PARKING AREA. THIS SECURITY SHALL INCLUDE A WELL-LIT PARKING LOT AND EITHER A SECURITY SYSTEM WITH CAMERAS THAT COVER THE ENTIRE PARKING AREA OR A FULL FENCED PARKING AREA, WITH 8' TALL SECURITY FENCING. THE CAMERA SECURITY SYSTEM WILL NOT BE PERMITTED TO UTILIZE THE INTERNET SERVICE TO BE PROVIDED TO THE DEPARTMENT AS PART OF THE OFFICE REQUIREMENTS. THE CAMERA SHALL BE CELLULAR 4G/LTE. WEATHERPROOF, HAVE A WIDE ANGLE LENS, HAVE MOTION DETECTION AND NIGHT VISION, REMOTE VIEWING, HAVE THE ABILITY TO PROVIDE ALERTS, AND USES A CLOUD STORAGE SYSTEM THAT WITH ACCESS PROVIDED TO ODOT PERSONNEL. CAMERAS SHALL BE POWERED BY ELECTRIC. IF ELECTRIC POWER IS NOT AVAILABLE. POWER BY SOLAR PANEL. POWER BY RECHARGEABLE BATTERY IS PROHIBITED.
- 6. THE FIELD OFFICE SHALL PROVIDE SPACE FOR 2 NUCLEAR DENSITY GAUGES. THE AREA DESIGNATED MUST BE A MINIMUM OF 15' AWAY FROM ANY OFFICES OR OTHER CONTINUALLY OCCUPIED SPACES OF THE OFFICE.
- 7. NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR ADDITIONAL REQUIREMENTS STATED ABOVE. THE DEPARTMENT WILL MEASURE FIELD OFFICE. TYPE C. AS PER PLAN BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED.
- 8. THE OFFICE WILL BE USED DAILY BY ODOT PERSONNEL FOR VARIOUS PROJECTS IN THE AREA.

7 MONTHS

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 619 - FIELD OFFICE, TYPE C. AS PER PLAN

ESIGN AGENCY



ESIGNER GCB REVIEWER DTC 07/14/23 ROJECT ID 108584

P.10 189

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 2 LANES OF NORTHBOUND I-280 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD OF 120 CONSECUTIVE DAYS, WHERE A SINGLE LANE CLOSURE IS ALLOWED PER A MOTEC POLICY EXCEPTION APPROVAL. OUTSIDE OF THESE 120 DAYS, SINGLE LANE CLOSURES OF NORTHBOUND I-280 SHALL BE ALLOWED PER THE PLCS.

A MINIMUM OF 2 LANES OF SOUTHBOUND I-280 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD OF 14 CONSECUTIVE DAYS, WHERE A SINGLE LANE CLOSURE IS ALLOWED PER A MOTEC POLICY EXCEPTION APPROVAL. OUTSIDE OF THESE 14 DAYS, SINGLE LANE CLOSURES OF SOUTHBOUND I-280 SHALL BE ALLOWED PER THE PLCS.

SERVICE RAMPS MAY BE CLOSED PER LANE VALUE CONTRACT TABLE TO COMPLETE RIGHT LANE/ACCELERATION/DECELERATION LANE PAVING OPERATIONS AT JUNCTURE OF THE MAINLINE AND RAMP PAVEMENTS. ANY PAVEMENT REPAIRS IN THE RIGHT LANE ADJACENT TO THE ACCELERATION/DECELERATION LANES SHALL BE SCHEDULED/COORDINATED/CONSTRUCTED AS TO ALLOW TRAFFIC CONTINUOUS ACCESS TO RAMPS. A MAXIMUM OF ONE RAMP MAY BE CLOSED AT ONE TIME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETOUR SIGNING FOR NIGHT-TIME RAMP CLOSURES, PER THE RAMP DETOUR TABLE. EXIT RAMP CLOSURES SHALL BE IN ACCORDANE WITH SCD MT-98.29.

PLACE THE ASPHALT SURFACE COURSE AFTER PHASE 3 IN COMPLIANCE WITH THE LANE VALUE CONTRACT TABLE.

DURING ALL HOLIDAYS (OTHER THAN TOTAL SOLAR ECLIPSE EVENT DISCUSSED BELOW), ONE LANE ON NORTHBOUND AND TWO LANES ON SOUTHBOUND I-280 ALONG WITH ALL SERVICE RAMPS SHALL REMAIN OPEN TO THE TRAVELING PUBLIC. NO WORK SHALL BE PERFORMED DURING NOTED HOLIDAY TIME FRAMES.

DURING THE TOTAL SOLAR ECLIPSE EVENT (STARTING AT NOON ON 4/5/24 AND ENDING AT 6AM ON 4/10/24), TWO LANES OF TRAFFIC IN BOTH THE NORTHBOUND AND SOUTHBOUND LANES OF I-280 ALONG WITH ALL SERVICES RAMPS SHALL BE OPEN TO TRAFFIC. ADDITIONALLY, NO WORK SHALL BE PERFORMED ON THE PROJECT FROM NOON OF FRIDAY 4/5/24, TILL 6AM WEDNESDAY 4/10/24.

NEW YEAR'S (OBSERVED)

EASTER (OBSERVED)

TOTAL SOLAR ECLIPSE (4/8/24)

MEMORIAL DAY

FOURTH OF JULY (OBSERVED)

LABOR DAY

GENERAL/REGULAR ELECTION DAY (NOV)

THANKSGIVING

CHRISTMAS (OBSERVED)

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:

DAY OF HOLIDAY OR SPECIAL EVENT	HOLIDAY: LANES OPEN TO TRAFFIC DURATIONS
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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.

LANE V	ALUE CONTRACT T	ABLE	
DESCRIPTION OF CRITICAL LANE TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
2 LANES OF SOUTHBOUND I- 280, DURING OVERNIGHT LANE RESTRICTIONS; PRIOR TO OR AFTER THE ALLOTED 14 DAY SINGLE LANE CLOSURE PERIOD	WEEKDAYS: 6AM TO 9PM WEEKENDS: 9AM TO 8 PM	EACH MINUTE	\$100
2 LANES OF NORTHBOUND I- 280, DURING OVERNIGHT LANE RESTRICTIONS; PRIOR TO OR AFTER THE ALLOTED 120 DAY SINGLE LANE CLOSURE PERIOD	WEEKDAYS: 6AM TO 9PM WEEKENDS: 9AM TO 8 PM	EACH MINUTE	\$100
2 LANES OF SOUTHBOUND I-280	BEYOND 14 DAYS FOR FULL-TIME CLOSURE OF 1 LANE	EACH CALENDAR DAY	\$5,000
2 LANES OF NORTHBOUND I-280	BEYOND 120 DAYS FOR FULL- TIME CLOSURE OF 1 LANE	EACH CALENDAR DAY	\$5,000
SERVICE RAMPS	7 AM TO 7 PM	EACH 15 MINUTES	\$500

	RAMP	DETOUR TABLE
INTERCHANGE	RAMP	DETOUR ROUTE
CURTICE RD	RAMP P NB ENTRANCE	SB SERVICE RD TO SR-51 (WOODVILLE RD) ENTRANCE RAMP TO SB I-280 TO WALBRIDGE RD INTERCHANGE TO NB I-280
CURTICE RD & SR-51 (WOODVILLE RD)	SB C-D EXIT RAMP	SB I-280 TO WALBRIDGE RD INTERCHANGE TO NB I-280 TO NB C-D EXIT
W/LIEELING ST	RAMP I NB EXIT	NB I-280 TO SR-25 INTERCHANGE TO SB I-280 TO SR-2 (NAVARRE AVE) EXIT RAMP TO SB DEARBORN AVE
WHEELING ST	RAMP H SB ENTRANCE	SB WHEELING ST TO EB SR-51 (WOODVILLE RD) TO SR-51 (WOODVILLE RD) ENTRANCE RAMP TO SB I-280

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.

NOT	TICE	OF CLOSURE	SIGN TIME TABLE
ITEM		DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
		>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & R 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.

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 5 CU. YD.

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.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

WHERE THE LANE VALUE CONTRACT TABLE ALLOWS CLOSURES PER THE PLCS, LANE CLOSURES ON WOO-280 AND LUC-280 MUST FOLLOW ODOT'S PERMITTED LANE CLOSURE SCHEDULE AS LISTED ON THE FOLLOWING WEBSITE:

HTTPS://PLCM.DOT.STATE.OH.US

PROJECT COORDINATION: PID 116000

THE FOLLOWING PROJECT MAY ALSO BE TAKING PLACE ADJACENT TO THIS PROJECT IN THE FALL OF 2024.

PID 116000: WOO-280-5.00 SLIDE REPAIR

THE CONTRACTORS SHALL COORDINATE TO ENSURE THAT MAINTENANCE OF TRAFFIC OPERATIONS AND MAINTENANCE OF TRAFFIC DEVICES DO NOT CONFLICT BETWEEN THE TWO PROJECTS. PID 116000 WILL HAVE A LONG-TERM SOUTHBOUND I-280 RIGHT LANE CLOSURE THAT WILL START AFTER 9/1/24 AT APPROXIMATE STATION 325+00. ANY ALTERATIONS TO THE MAINTENANCE OF TRAFFIC IN THE SB DIRECTION TO ACCOMMODATE THE RIGHT LANE CLOSURE FOR PID 116000 SHALL BE PAID FOR UNDER ITEM 614, MAINTAINING TRAFFIC.

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 50 M. GAL.

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	4 EACH
ITEM 614, WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	7.2 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	37.0 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS 1,12", 642 PAINT	8057 FT
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	11787 FT

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DESIGN AGENCY



DESIGNER
GCB

REVIEWER
DTC 07/14/23

PROJECT ID
108584

SHEET TOTAL

P.11 189

P.45 189

SHEET NUM. PART GRAND ITEM SEE UNIT **ITEM DESCRIPTION** SHEET TOTAL 127 144 01/IMS/04 EXT 135 139 143 LIGHTING 625 CONNECTION, FUSED PULL APART 74 74 00450 74 24 24 625 00480 24 **EACH** CONNECTION, UNFUSED PERMANENT LIGHT POLE, CONVENTIONAL, AT10B35 625 10490 **EACH** 30 30 625 30 LIGHT POLE, LOW MAST, ALM50 10494 **EACH** 625 LIGHT POLE FOUNDATION, 24" X 10' DEEP 14200 30 LIGHT POLE FOUNDATION, MISC.: MEDIAN MOUNTED LIGHT POLE SHALLOW FOUNDATION 30 625 14600 30 150 24,497 23200 24,497 24,497 625 NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE 360 23306 360 360 625 NO. 10 AWG 600 VOLT DISTRIBUTION CABLE 5,445 5,445 23400 NO. 10 AWG POLE AND BRACKET CABLE 5,445 1,804 1,804 1,804 625 24320 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES CONDUIT, 1-1/4", 725.04 104 625 25200 104 304 625 25902 304 304 CONDUIT, JACKED OR DRILLED, 725.04, 3" LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-II, 10,500-12,100 LUMENS 625 26253 **EACH** 139 30 30 LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, IES-V, 58,100-66,000 LUMENS 139 625 26273 30 LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 5,800-6,500 LUMENS 139 625 27503 TRENCH, 24" DEEP 1,472 1,472 29002 1,472 625 EACH JUNCTION BOX 625 29900 **SUMMARY** 625 29930 **EACH** MEDIAN JUNCTION BOX 30700 PULL BOX, 725.08, 18' 625 PULL BOX, 725.08, 24' 625 30706 EACH 1 GROUND ROD 625 37 **EACH** 32000 139 625 34001 POWER SERVICE, AS PER PLAN GENERAL 1,472 2,464 2,464 36010 UNDERGROUND WARNING/MARKING TAPE 992 37100 SERVICE TO UNDERPASS LIGHTING LS LS **SPECIAL** 62540000 LS 139 MAINTAIN EXISTING LIGHTING SPECIAL 62540010 139 **EACH** REPLACEMENT OF EXISTING LIGHTING UNIT 39 75400 LIGHT POLE REMOVED 625 39 **EACH** 24 24 75500 LIGHT POLE FOUNDATION REMOVED 625 15 ×15 625 75501 **EACH** LIGHT POLE FOUNDATION REMOVED, AS PER PLAN 140 79 √79≺ (79 -625 LUMINAIRE REMOVED 75506 EACH TRAFFIC SURVEILLANCE 25410 CONDUIT, 2", 725.052 1,984 1.984 1,984 625 1,984 1,984 25411 135 625 CONDUIT, 2", 725.052, AS PER PLAN, WITH 4-10/8MM MICRODUCTS 1,212 1,212 625 25908 1,212 CONDUIT, JACKED OR DRILLED, 725.052, 2" FT 25909 1,212 CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 2" WITH 4-10/8MM MICRODUCTS 1,212 1,212 625 135 992 992 992 625 29010 FT TRENCH, 30" DEEP 29931 MEDIAN JUNCTION BOX, AS PER PLAN 135 15 15 625 15 13 13 625 13 **EACH** PULL BOX, 725.08, 32" 30710 3 625 PULL BOX REMOVED EACH 31510 TRAFFIC CONTROL 152 13310 152 BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) 152 614 **EACH** 6 614 13312 BARRIER REFLECTOR, TYPE 2 (UNIDIRECTIONAL) **EACH** 324 00100 324 324 621 286 286 54000 **EACH** RAISED PAVEMENT MARKER REMOVED 621 150 150 630 80100 150 SIGN, FLAT SHEET .20/00.00 CONCRETE MEDIAN BARRIER SIGN BRACKET 10 10 630 81020 10 150 150 81100 150 SIGN ERECTED, FLAT SHEET 630 ESIGN AGENCY 18 18 630 84900 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL 18 **EACH** 630 89902 REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM, CONCRETE MEDIAN BARRIER SIGN BRACKET 424 CHEVRON MARKING 424 644 00720 424 FT Tt. 280-06. 10.01 807 10.01 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" 10.01 14010 5.65 5.65 5.65 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" 807 14110 MILE 3,063 3,063 14310 807 3,063 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" ESIGNER 2,942 2,942 2,942 807 14410 WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" TSR WOO/LUC GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) 14.54 14.54 850 10010 14.54 MILE REVIEWER DTC 07/14/23 850 2,942 2,942 2,942 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) 10110 ROJECT ID 2,652 2,652 2,652 850 10130 FT GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) 108584 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) 1.12 1.12 20010 1.12 411 411 850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE) 20130 411 FT

P.47 189

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