

MODEL: 001.01 GEN Notes PAPER SIZE: 17x11 (in.) DATE: 11/16/2020 TIME: 14:15:18 USER: kkrapp
pww:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 03\Ashland\87729\400-Engineering\Roadway\Sheets\87729_GN001.dgn

**UTILITIES
(G102A)**

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

CABLE ARMSTRONG UTILITIES 1215 CLAREMONT AVENUE ASHLAND, OH 44805 419.289.0161	CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200
COMMUNICATION AT&T TRANSMISSION 5980 WILCOX PLACE DUBLIN, OH 43016 614.760.8320	COMMUNICATION FRONTIER COMMUNICATIONS 3126 NORTH MCCORD TOLEDO, OH 43617 419.841.7281
ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571	ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213
GAS COLUMBIA GAS OF OHIO 1021 N. MAIN ST. MANSFIELD, OH 44903 419.528.1137	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

**EXISTING PLANS
(G103)**

EXISTING PLANS ENTITLED RIC-30-9.28/ASD-30-0.00, DATED 1964 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

**WORK LIMITS
(G106)**

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.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE

THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL MONUMENT BOX LOCATIONS LISTED IN THE CONTRACT PLANS PRIOR TO BIDDING.

THE CONTRACTOR AND THE ENGINEER SHALL FIELD CHECK ALL EXISTING MONUMENT BOXES LISTED IN THE CONTRACT PLANS. ANY MONUMENT BOX THAT IS FOUND TO BE GREATER THAN 3" BELOW THE FINISHED PAVEMENT SURFACE SHALL BE RECONSTRUCTED TO GRADE.

THE ENGINEER SHALL MAKE THE DETERMINATION OF THE MONUMENT BOXES TO BE RECONSTRUCTED AFTER THE PLACEMENT OF THE FINAL ASPHALT PAVEMENT SURFACE. ANY MONUMENT BOX THAT DOES NOT HAVE AN EXISTING ADJUSTABLE FRAME AND LID OR THAT EXHIBITS SUBSTANTIAL DETERIORATION THAT REQUIRES MORE WORK THAN SPECIFIED UNDER ITEM 623 - MONUMENT BOXES ADJUSTED TO GRADE SHALL BE RECONSTRUCTED TO GRADE AS DIRECTED BY THE ENGINEER.

ALL WORK RELATED TO RECONSTRUCTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 611.10.C, 623.04 AND 623.05 OF THE 2016 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE TO THE FINISHED PAVEMENT SURFACE. A TOTAL QUANTITY AS SHOWN BELOW IS CARRIED TO THE GENERAL SUMMARY.

ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE 1 EACH (SLM 2.14)

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

SLM	DIRECTION	TYPE
1.00	EASTBOUND	CATCH BASIN
2.91	EASTBOUND	CATCH BASIN
1.00	WESTBOUND	CATCH BASIN
2.91	WESTBOUND	CATCH BASIN

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 611 – CATCH BASIN ADJUSTED TO GRADE TO THE FINISHED PAVEMENT SURFACE. A TOTAL QUANTITY AS SHOWN BELOW IS CARRIED TO THE GENERAL SUMMARY.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE 4 EACH

**ITEM 255 – FULL DEPTH PAVEMENT SAWING
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS**

THE INTENT OF THESE ITEMS IS TO REPAIR FAILING EXISTING CONCRETE PAVEMENT JOINTS BY REMOVAL OF THE EXISTING 9" TOP SLAB OF CONCRETE PAVEMENT AND REPLACEMENT WITH CLASS QC MS RIGID PAVEMENT. DO NOT DISTURB THE EXISTING ASPHALT CONCRETE INTERLAYER/BOND BREAKER. SHOULD THIS ASPHALT LAYER BE DAMAGED AS PART OF THE REMOVAL OF THE TOP CONCRETE SLAB, REPLACE THE DAMAGED ASPHALT WITH THE FINAL CONCRETE REPAIR MATERIAL, POURED MONOLITHICALLY WITH THE REPAIR OVERALL.

FALLING WEIGHT DEFLECTOMETER TESTING INFORMATION IS AVAILABLE UPON REQUEST TO THE DISTRICT THROUGH THE PROJECT ENGINEER FOR DETERMINATION OF JOINT CONDITION. THE CONTRACTOR IS REMINDED THAT THE EXISTING PAVEMENT HAS AN UNBONDED CONCRETE OVERLAY EXISTING, AND THAT INFORMATION SHOULD BE KEPT IN MIND WHEN MARKING REPAIR LOCATIONS TO THE EFFECT THAT THE SURFACE CONDITION MAY OR MAY NOT REFLECT THE BASE CONDITION OF THE PAVEMENT.

REPAIR THE PAVEMENT AT LOCATIONS MARKED IN THE FIELD BY THE ENGINEER. PERFORM ITEM 255 – FULL DEPTH PAVEMENT SAWING AROUND THE PERIMETER OF THE MARKED PAVEMENT REPAIR AREA.

FOR ESTIMATION PURPOSES ONLY, THE ESTIMATED DIMENSIONS FOR EACH TYPE OF JOINT REPAIR ARE LISTED BELOW:

TYPE	LENGTH	WIDTH	AREA EACH
OUTSIDE SHOULDER TRANSVERSE	6 FEET	8 FEET	5.33 SY
LANE TRANSVERSE	6 FEET	12 FEET	8.00 SY
INSIDE SHOULDER TRANSVERSE	6 FEET	4 FEET	2.67 SY
LONGITUDINAL	16 FEET	2 FEET	3.56 SY

IN ADDITION, EIGHT (8) 60-FOOT-LONG BY 12-FOOT-WIDE REPAIR LOCATIONS ARE INCLUDED IN THIS QUANTITY FOR USE AS DIRECTED BY THE ODOT AREA ENGINEER. THE ODOT AREA ENGINEER MUST MARK AND APPROVE THE LOCATIONS OF THESE LARGE REPAIRS.

PERFORM THIS WORK PRIOR TO ANY PAVEMENT PLANING IN THE SPECIFIED AREA AND PRIOR TO ANY PLACEMENT OF ASPHALT CONCRETE.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER FOOT FOR ITEM 255 – FULL DEPTH PAVEMENT SAWING AND THE CONTRACT BID PRICE PER SQUARE YARD FOR ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS. ESTIMATED QUANTITIES AND LONGITUDINAL REPAIR DETAILS ARE SHOWN ON THE PAVEMENT REPAIR TABLE AS PART OF THESE GENERAL NOTES ON SHEET 6 OF THESE PLANS.

ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE

THE INTENT OF THIS ITEM IS TO MILL A TAPER TO PREPARE FOR A SQUARE BUTT JOINT OF THE SPECIFIED DEPTH AS DETAILED AND IN LOCATIONS SPECIFIED ON THE PAVEMENT AND SHOULDER DATA SHEET. CONTROL THE DEPTH OF THE MILLING FROM THE PROFILE GRADE LINE ALONG THE INSIDE EDGE LINE. PAVEMENT SLOPE IS TO MATCH THE EXISTING SURFACE, PAYING SPECIAL ATTENTION TO ANY SUPERELEVATED CURVES. MAINTAIN, OR RESTORE IF NECESSARY, ANY SUPERELEVATION AS DIRECTED BY THE ENGINEER. THE INTENT IS TO MAINTAIN ANY EXISTING SUPERELEVATION.

MAINTAIN POSITIVE DRAINAGE TO CATCH BASINS AND INLETS AT ALL TIMES. PERFORM PAVEMENT PLANING IN A PROGRESSION THAT WILL NOT PERMIT THE ACCUMULATION OF WATER ON THE PAVEMENT AND WILL ALLOW OVER THE SHOULDER DRAINAGE OF ALL PAVEMENT SURFACES.

PROCEED WITH THE PROGRESSION OF PLANING AND SUBSEQUENT PAVING OPERATIONS IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE PERMITTED TO RUN OVER ANY PLANED SURFACE.

PAYMENT WILL INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK AT THE CONTRACT BID PRICE PER SQUARE YARD FOR ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE.

ITEM 408 – PRIME COAT, AS PER PLAN

APPLY ONE COAT OF MC-70, AS PER SECTION 702, AT A RATE OF 0.40 GALLONS PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER AS DIRECTED BY THE ENGINEER. PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. SEE C&MS 107.10 FOR ADDITIONAL DETAILS.

INTERSECTIONS

INTERSECTIONS SHALL BE PLANED AND PAVED TO THE APPROXIMATE EDGE OF RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE INTERSECTIONS TABLE AS PART OF THESE GENERAL NOTES.

PAVEMENT CORING INFORMATION

PAVEMENT CORING WAS COMPLETED ON THIS SECTION OF CONCRETE PAVEMENT, INDICATING THAT THE EXISTING BUILDUP OF PAVEMENT IS NINE INCHES OF PORTLAND CEMENT CONCRETE, COVERED BY A ONE INCH ASPHALT BOND BREAKER, COVERED BY ANOTHER NINE INCHES OF PORTLAND CEMENT CONCRETE. PHOTOS ARE AVAILABLE UPON REQUEST FROM THE ODOT DISTRICT THREE OFFICE, ATTAINABLE BY REQUEST THROUGH THE PROJECT ENGINEER.

COUNTY	ROUTE	SLM	DIRECTION	LOCATION	ASPHALT	CONCRETE
ASD	30	2.44	EASTBOUND	LWP	1.00	9.00 + 9.00
ASD	30	2.46	EASTBOUND	SHOULDER	3.00	8.00*
ASD	30	2.46	EASTBOUND	RWP	1.00	9.00*

* - IT IS ANTICIPATED THAT THE BOTTOM SECTION OF BASE CONCRETE WAS NOT REMOVED BY THE CORE BIT AND WAS LEFT IN THE CORE HOLE. SUBSEQUENTLY, ANTICIPATE AN ADDITIONAL THICKNESS OF CONCRETE BELOW THE SPECIFIED ASPHALT LAYER.

STOP BAR PLACEMENT

AT NORMAL STOP CONTROLLED INTERSECTIONS, PLACE THE STOP BAR FOUR FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY, MEASURED PERPENDICULARLY TO THE EDGE LINE, IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE A
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE B
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE E
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE T**


THIS ITEM INCLUDES THE REMOVAL OF THE EXISTING ANCHOR ASSEMBLY INCLUDING ALL POSTS, HARDWARE, RAIL ELEMENTS, AND CONCRETE ANCHORS. ALL ITEMS REMOVED BECOME THE PROPERTY OF THE CONTRACTOR UPON REMOVAL. DISPOSE OF THESE ITEMS PROPERLY.

REMOVE THE EXISTING CONCRETE ANCHOR AND CONCRETE AT POSTS ENTIRELY. FILL ALL HOLES REMAINING AFTER REMOVAL WITH GRANULAR MATERIAL OR EXCESS MATERIAL RESULTING FROM GUARDRAIL CONSTRUCTION. THOROUGHLY COMPACT AND LEVEL ALL FILL MATERIAL AS DIRECTED BY THE ENGINEER.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR THE APPROPRIATE 202 REMOVAL ITEM.

GENERAL NOTES

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM FOUR

DESIGNER
KCK

REVIEWER
CAD 05/2020

PROJECT ID
87729

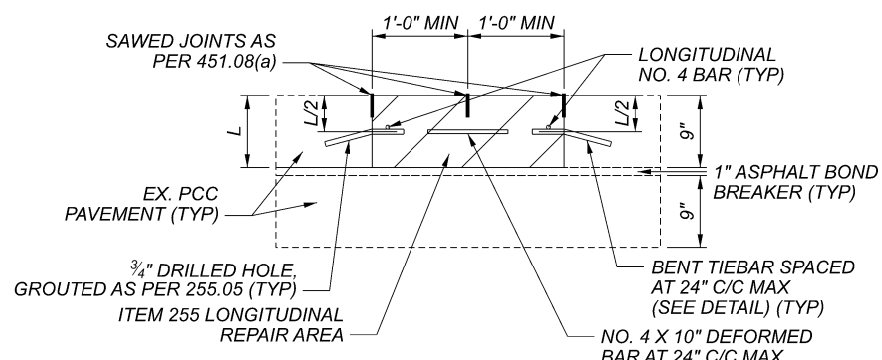
SUBSET	TOTAL
1	3

SHEET	TOTAL
P.004	19

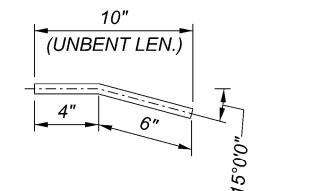
PAVEMENT REPAIR INFORMATION

COUNTY	ROUTE	SECTION		NUMBER OF REPAIRS FOR ESTIMATION PURPOSES ONLY: TRANSVERSE INSIDE SHOULDER = 4' LONG, 6" WIDE, 9" DEEP TRANSVERSE LANE = 12' LONG, 6" WIDE, 9" DEEP TRANSVERSE OUTSIDE SHOULDER = 8' LONG, 6" WIDE, 9" DEEP LONGITUDINAL = 16' LONG, 2' WIDE, 9" DEEP					255 FULL DEPTH PAVEMENT SAWING					FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS MG							
		BEGINNING LANDMARK	ENDING LANDMARK	INSIDE SHOULDER	LANE	OUTSIDE SHOULDER	LARGE 60' X 12' REPAIR AREAS	LONGITUDINAL	TRANSVERSE			LARGE, 60' X 12' REPAIR AREAS	LONGITUDINAL	TRANSVERSE			LARGE, 60' X 12' REPAIR AREAS	LONGITUDINAL			
									INSIDE SHOULDER FT	LANE FT	OUTSIDE SHOULDER FT			INSIDE SHOULDER SQ YD	LANE SQ YD	OUTSIDE SHOULDER SQ YD			INSIDE SHOULDER SQ YD	LANE SQ YD	OUTSIDE SHOULDER SQ YD
WESTBOUND																					
ASD	30	SLM 0.27	TWP 1255	8	31	8	8 <small>(AT THE DIRECTION OF THE AREA ENGINEER)</small>	56	112	1116	224	1152	2016	21	248	43	640	199			
ASD	30	TWP 1255	STR 0098	14	57	14		99	196	2052	392		3564	37	456	75		352			
ASD	30	STR 0098	CR 1035	14	53	14		156	196	1908	392		5616	37	424	75		555			
ASD	30	CR 1035	STR 0283	13	52	13		88	182	1872	364		3168	35	416	69		313			
ASD	30	STR 0283	END PROJ	11	43	11		106	154	1548	308		3816	29	344	59		377			
WESTBOUND SUBTOTAL				60	236	60		505	840	8496	1680		18180	159	1888	321		1796			
WESTBOUND																					
ASD	30	SLM 0.27	TWP 1255	10	40	10		9	140	1440	280		324	27	320	53		32			
ASD	30	TWP 1255	STR 0098	15	60	15		17	210	2160	420		612	40	480	80		60			
ASD	30	STR 0098	CR 1035	32	129	32		166	448	4644	896		5976	85	1032	171		590			
ASD	30	CR 1035	STR 0283	17	69	17	103	238	2484	476	3708	45	552	91	366						
ASD	30	STR 0283	END PROJ	24	95	24	123	336	3420	672	4428	64	760	128	437						
WESTBOUND SUBTOTAL				98	393	98	418	1372	14148	2744	15048	261	3144	523	1485						
TOTAL CARRIED TO GENERAL SUMMARY				158	629	158	8	923		29280	1152	33228		6296		640	3281				

GENERAL NOTES



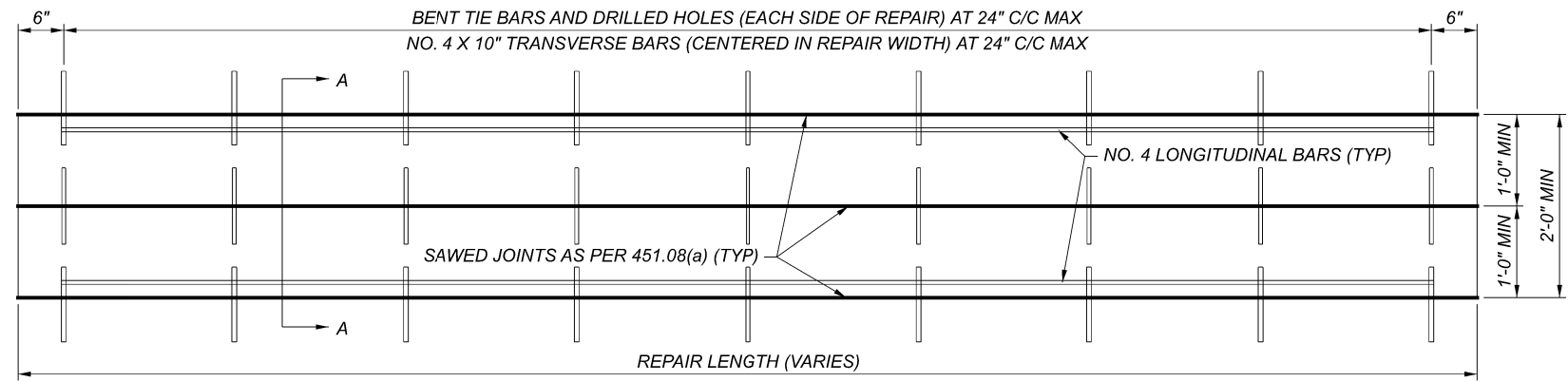
SECTION A-A



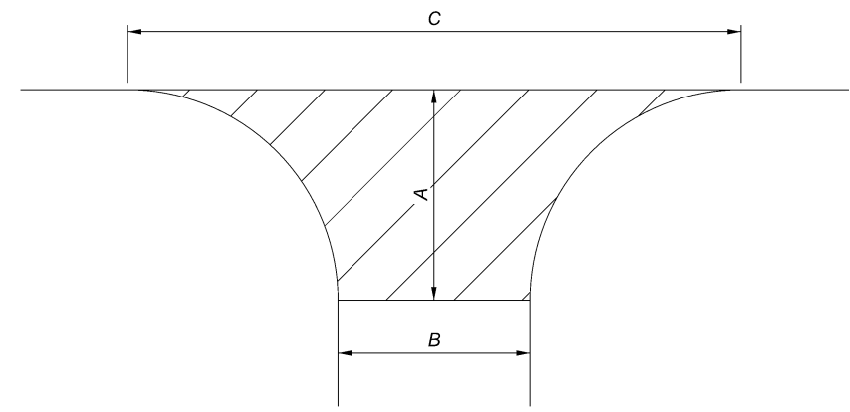
BENT TIE BAR DETAIL

INTERSECTION DETAILS

PLAN SPLIT	COUNTY	ROUTE	SLM	LEFT/ RIGHT	INTERSECTION	A (FT)	B (FT)	C (FT)	AREA (SY)	COMMENTS
01/NHS/PV	ASD	30	0.52	RIGHT	COUNTY ROUTE 1255	62.3	31.1	144.0	476	TAPER PLANE AND PAVE TO THE EXISTING CONCRETE/ASPHALT PAVEMENT JOINT ALONG THE "A" LENGTH
01/NHS/PV	ASD	30	0.52	LEFT	COUNTY ROUTE 1255	73.3	23.3	146.5	524	
01/NHS/PV	ASD	30	2.14	RIGHT	TOWNSHIP ROUTE 1095	43.4	32.4	145.8	339	
01/NHS/PV	ASD	30	2.14	LEFT	TOWNSHIP ROUTE 1095	68.2	32.0	129.6	489	
GRAND TOTAL INTERSECTION AREA									1828	



LONGITUDINAL PAVEMENT REPAIR PLAN



INTERSECTION LEGEND

ASD-30-0.27

MODEL: 001.03 GEN Notes PAPER SIZE: 17x11 (in.) DATE: 11/16/2020 TIME: 14:15:41 USER: kknapp
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DESIGN AGENCY
DISTRICT 3

ENGINEERING
TEAM FOUR

DESIGNER
KCK

REVIEWER
CAD 05/2020

PROJECT ID
87729


SUBSET	TOTAL
3	3

SHEET	TOTAL
P.006	19

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	6	7	8	9	12	13	15	18	19	01/NHS/PV	02/NHS/BR	03/SAF/OT						
ROADWAY																		
							8,512.5			8,512.5			202	38000	8,512.5	FT	GUARDRAIL REMOVED	
							1			1			202	42000	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
							8			8			202	42010	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
							9			9			202	42040	9	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							3			3			202	42050	3	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
							105			105			203	20000	105	CY	EMBANKMENT	
				14.03			14.03			14.03			209	60500	14.03	MILE	LINEAR GRADING	
							8,300			8,300			606	15050	8,300	FT	GUARDRAIL, TYPE MGS	
							3			3			606	26050	3	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
							9			9			606	26150	9	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
							9			9			606	26550	9	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
1							1			1			623	39600	1	EACH	MONUMENT BOX RECONSTRUCTED TO GRADE	P.004
EROSION CONTROL																		
							8,000	2,000		8,000	2,000		832	30000	10,000	EACH	EROSION CONTROL	
DRAINAGE																		
4							4			4			611	98630	4	EACH	CATCH BASIN ADJUSTED TO GRADE	P.004
PAVEMENT																		
	33,228						33,228			33,228			252	01500	33,228	FT	FULL DEPTH PAVEMENT SAWING (LONGITUDINAL)	
	29,280						29,280			29,280			252	01500	29,280	FT	FULL DEPTH PAVEMENT SAWING (TRANSVERSE)	
	1,158						1,158			1,158			252	01500	1,158	FT	FULL DEPTH PAVEMENT SAWING (LARGE REPAIR AREAS)	
					18,009		18,009			18,009			254	01000	18,009	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.75" - 3.25")	
					98		98			98			254	01600	98	SY	PATCHING PLANED SURFACE	
	3,281						3,281			3,281			255	10160	3,281	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS (LONGITUDINAL)	
	6,296						6,296			6,296			255	10160	6,296	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS (TRANSVERSE)	
	640						640			640			255	10160	640	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS (LARGE REPAIR AREAS)	
					6,875		6,875			6,875			407	13900	6,875	GAL	TACK COAT, 702.13	
					6,152		6,152			6,152			407	20000	6,152	GAL	NON-TRACKING TACK COAT	
					6,588		6,588			6,588			408	10001	6,588	GAL	PRIME COAT, AS PER PLAN	P.004
					4,271		4,271			4,271			424	12000	4,271	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
					9,600		9,600			9,600			442	00100	9,600	CY	ANTI-SEGREGATION EQUIPMENT	
					9,600		9,600			9,600			442	10101	9,600	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (SEE NOTE FOR BINDER TYPE)	P.005
					2,306		2,306			2,306			617	10100	2,306	CY	COMPACTED AGGREGATE	
					14		14			14			618	40600	14	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
TRAFFIC CONTROL																		
							462			462			621	00100	462	EACH	RPM	
							462			462			621	54000	462	EACH	RAISED PAVEMENT MARKER REMOVED	
							123			123			626	00102	123	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
							0.09			0.09			644	00300	0.09	MILE	CENTER LINE	
							166			166			644	00500	166	FT	STOP LINE	
							8			8			644	01300	8	EACH	LANE ARROW	
							129			129			644	20800	129	FT	YIELD LINE	
							7.16			7.16	7.16		807	14010	7.16	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
							7.16			7.16	7.16		807	14010	7.16	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
							7.16			7.16	7.16		807	14110	7.16	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
							795			795		795	807	14410	795	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
							305			305		305	807	14310	305	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
							21.48			21.48		21.48	850	10010	21.48	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							795			795		795	850	10110	795	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							305			305		305	850	10130	305	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM FOUR

DESIGNER
KCK

REVIEWER
CAD 05/2020

PROJECT ID
87729

SUBSET	TOTAL
1	2

SHEET	TOTAL
P.010	19

