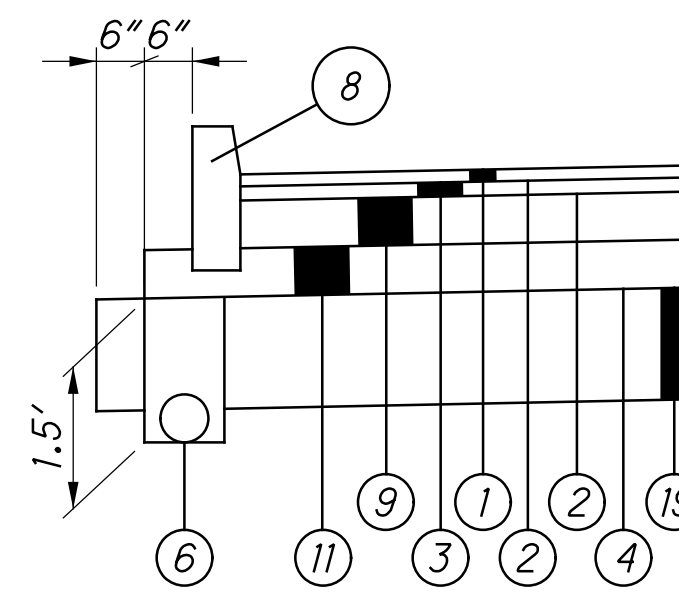


LEGEND

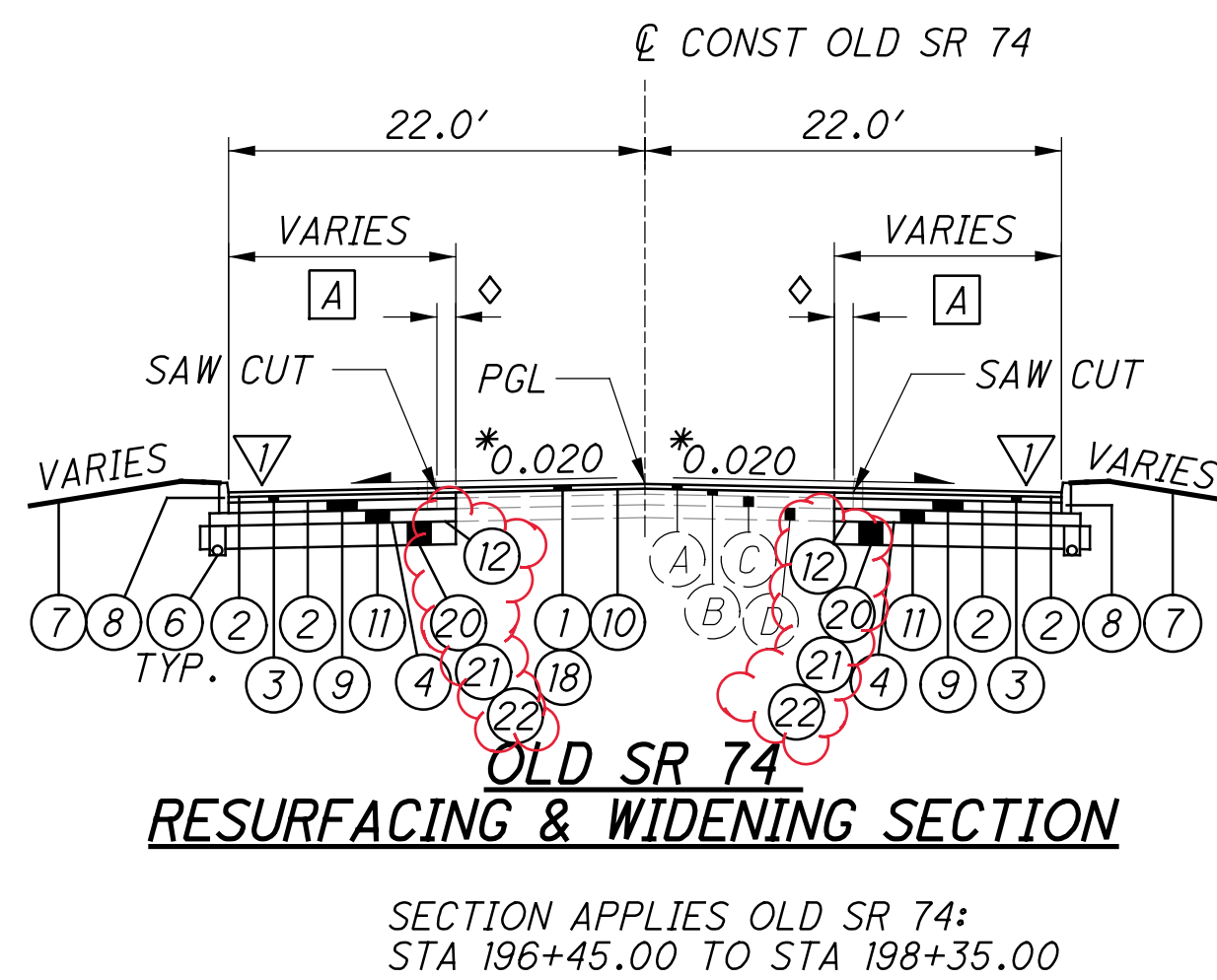
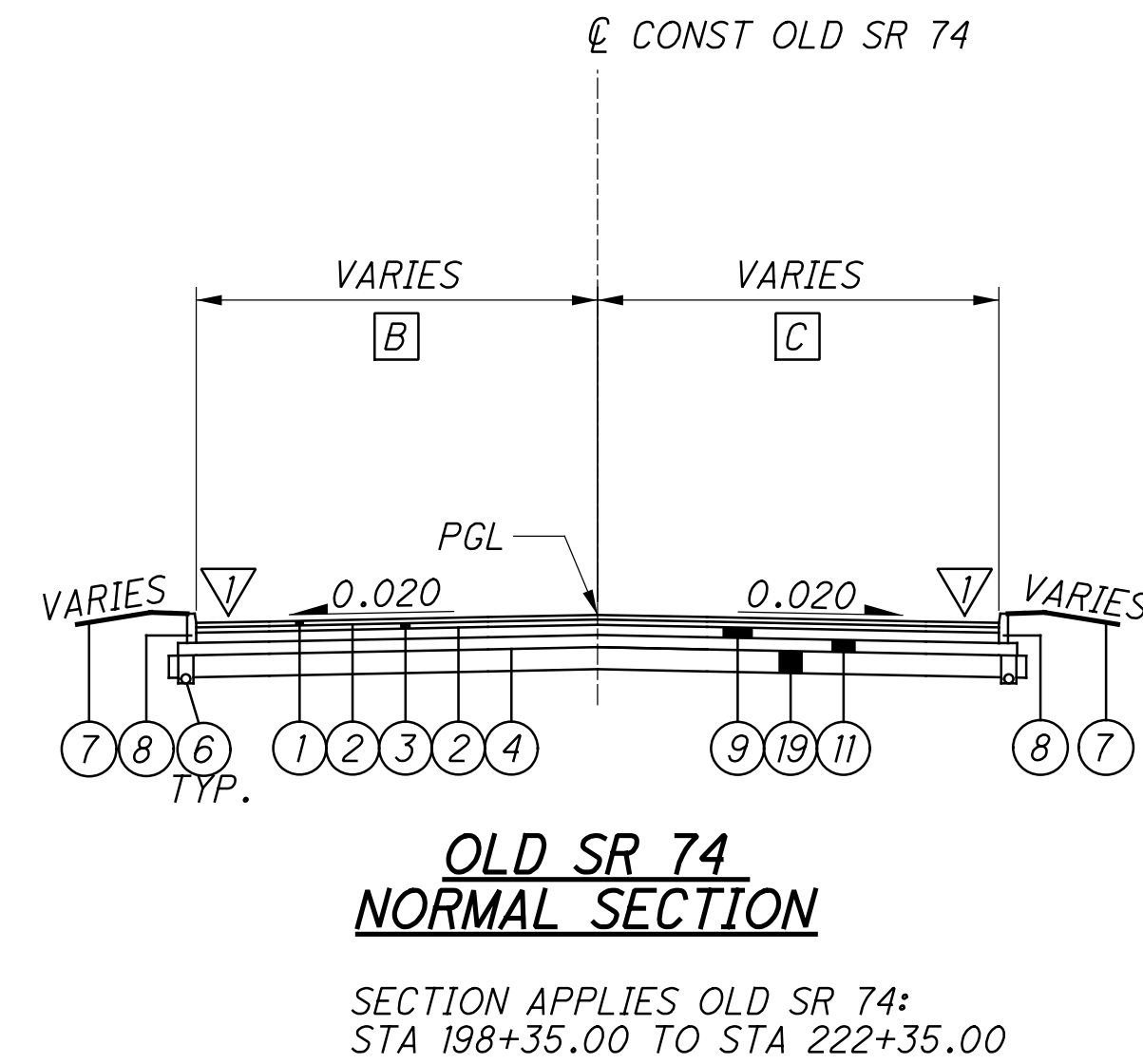
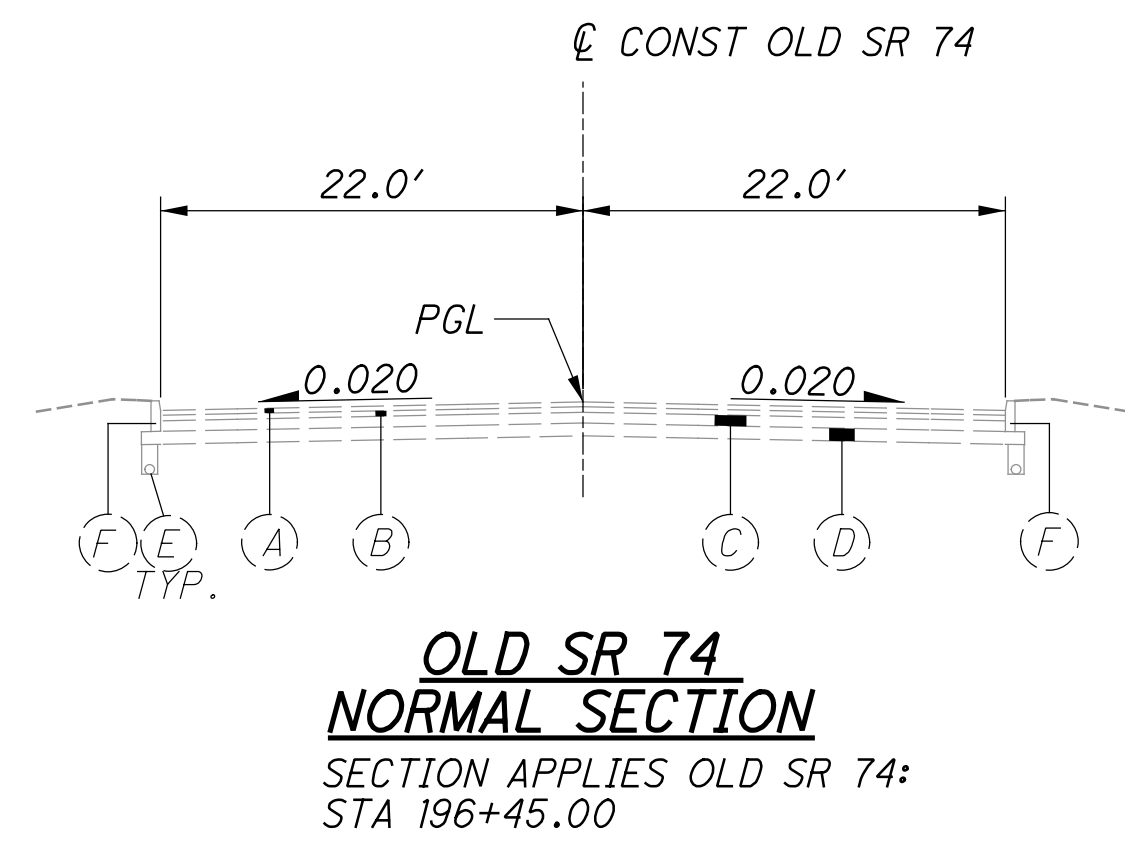
- ① ITEM 442 - 1½" ASPHALT CONCRETE (SC), 12.5MM, TYPE A (446)
- ② ITEM 407 - NON-TRACKING TACK COAT (@ 0.06 GAL/SY)
- ③ ITEM 442 - 1¾" ASPHALT CONCRETE (IC), 19MM, TYPE A (446)
- ④ ITEM 204 - PROOF ROLLING
- ⑤ ITEM 304 - 8" AGGREGATE BASE
- ⑥ ITEM 605 - 6" BASE PIPE UNDERDRAINS
- ⑦ ITEM 659 - SEEDING AND MULCHING
- ⑧ ITEM 609 - CURB, TYPE 6
- ⑨ ITEM 302 - 6" ASPHALT CONCRETE BASE, PG64-22
- ⑩ ITEM 407 - NON-TRACKING TACK COAT (@ 0.09 GAL/SY)
- ⑪ ITEM 304 - 6" AGGREGATE BASE
- ⑫ ITEM 204 - SUBGRADE COMPACTION
- ⑬ ITEM 441 - 1¼" AC SURFACE COURSE, TYPE 1, (448), PG64-22
- ⑭ ITEM 441 - 1¾" AC INTERMEDIATE COURSE, TYPE 2, (448)
- ⑮ ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT
- ⑯ ITEM 441 - 2" AC SURFACE COURSE, TYPE 1, (448), PG64-22
- ⑰ ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT
- ⑱ ITEM 202 - WEARING COURSE REMOVED
- ⑲ ITEM 206 - LIME STABILIZED SUBGRADE, 14" DEEP
- ⑳ ITEM 204 - EXCAVATION OF SUBGRADE, 15" DEEP
- ㉑ ITEM 204 - GEOTEXTILE FABRIC
- ㉒ ITEM 203 - GRANULAR MATERIAL, TYPE B

- (A) ITEM 442, 1½" ASPHALT CONCRETE (SC)
- (B) ITEM 442, 1¾" ASPHALT CONCRETE (IC)
- (C) ITEM 302, 6" ASPHALT CONCRETE BASE
- (D) ITEM 304, 6" AGGREGATE BASE
- (E) ITEM 605, 6" SHALLOW PIPE UNDERDRAINS
- (F) ITEM 609, CURB, TYPE 6
- (G) 8" EXISTING ASPHALT PAVEMENT
- (H) 18.5" GRANULAR BASE
- (I) 11" GRANULAR BASE

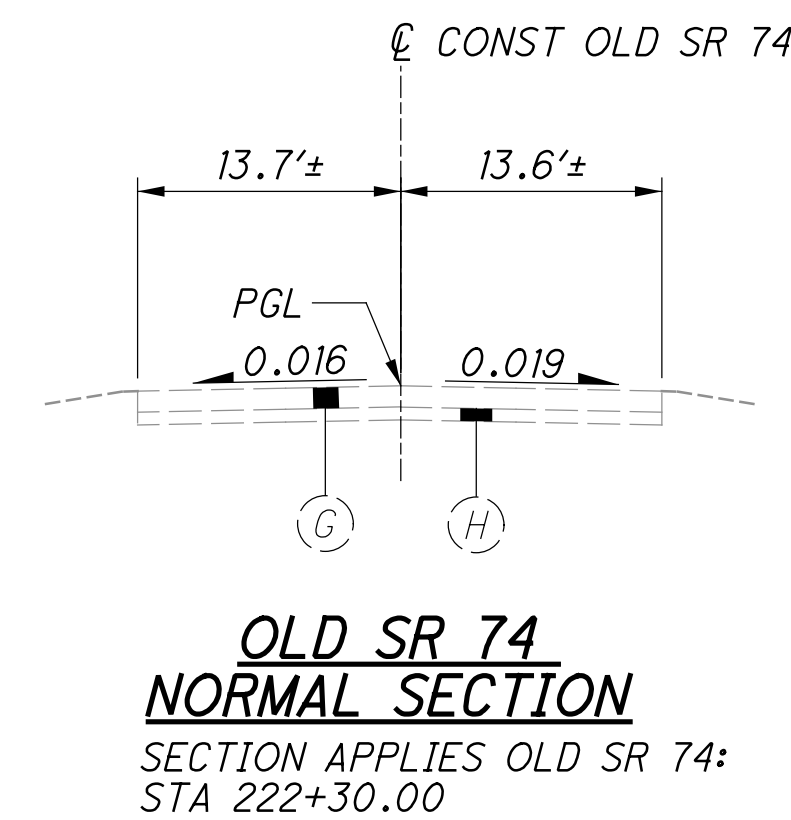
PAVEMENT EDGE DETAILS



PAVEMENT EDGE DETAIL WITH TYPE 6 CURB



* OR MATCH EXISTING



- A 2.0'
STA 196+45.00 TO STA 196+81.24
VARIES 2.0' TO 4.0'
STA 196+81.24 TO STA 197+50.00
VARIES 4.0' TO 10.0'
STA 197+50.00 TO STA 198+35.00
- B 22.0'
STA 198+50.00 TO STA 198+95.00
VARIES 22.0' TO 34.0'
STA 198+95.00 TO STA 203+00.00
34.0'
STA 203+00.00 TO STA 214+79.76
22.0'
STA 214+79.76 TO STA 219+30.00
VARIES 22.0' TO 14.5'
STA 219+30.00 TO STA 222+35.00
- C 22.0'
STA 198+50.00 TO STA 207+27.00
VARIES 22.0' TO 34.0'
STA 207+27.00 TO STA 207+77.00
34.0'
STA 207+77.00 TO STA 212+08.74
22.0'
STA 212+08.74 TO STA 219+30.00
VARIES 22.0' TO 13.4'
STA 219+30.00 TO STA 222+35.00

◇ THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT EDGE PER SEC. 203.04(E) OF THE CMS. FOR ESTIMATING PURPOSES, PAVEMENT CALCULATIONS INCLUDED IN THE PLAN INDICATE AN AVERAGE WIDTH OF 1 FT. OF EXISTING PAVEMENT BEING REPLACED.

▽ FOR PAVEMENT EDGE DETAILS, SEE SHEET 3
FOR LEGEND, SEE SHEET 3

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY CLERMONT COUNTY. PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

GRADE CHANGES

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN SEWER SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED SEWER WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS. IF IT IS DETERMINED THAT THE PROPOSED SEWER WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED SEWER WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

GRADES AND ELEVATIONS SHOWN ON THE PLANS SHALL NOT BE REVISED UNDER ANY CIRCUMSTANCES WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE ENGINEER. INVERT ELEVATIONS SHALL NOT DEVIATE FROM THE PLAN ELEVATION BY MORE THAN 0.05 FOOT. FAILING TO MEET THE ABOVE REQUIREMENTS IS CAUSE FOR REJECTION OF THE AFFECTED SECTION OF SEWER.

POST CONSTRUCTION STORM WATER TREATMENT

BMPS HAVE BEEN PROVIDED FOR OTHER PHASES OF THE SEGMENT IVa PROJECT TO ACCOUNT FOR ALL OF THE PROJECTS' EDA ACTIVITIES. THERE ARE NO PROPOSED BMPS FOR THIS PHASE OF THE PROJECT.

TYING INTO EXISTING DRAINAGE STRUCTURES

WHEN A PROPOSED CONDUIT IS BEING TIED INTO AN EXISTING DRAINAGE STRUCTURE, THE HOLE BEING MADE IN THE EXISTING STRUCTURE TO RECEIVE THE PROPOSED CONDUIT SHALL BE A CORED HOLE. FOR CONDUITS OVER 24", THE HOLE CAN BE NEATLY SAWED INSTEAD OF CORED.

THE COST OF TYING INTO AN EXISTING DRAINAGE STRUCTURE SHALL BE INCLUDED IN THE COST OF INSTALLING ITEM 611 CONDUIT.

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS. PAYMENT FOR THE TEMPORARY DRAINAGE ITEMS ARE ITEMIZED AND CARRIED TO THE GENERAL SUMMARY.

DRAINAGE AT INTERSECTION STREETS

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

601, TIED CONCRETE BLOCK MAT, TYPE 1	4 SQ. YD.
605, AGGREGATE DRAINS	25 FT.
611 4" CONDUIT, TYPE F	100 FT.
611, PRECAST REINFORCED CONCRETE OUTLET	2 EACH
605 6" UNCLASSIFIED PIPE UNDERDRAINS	100 FT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. 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.
- COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. 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.
- EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
- 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.

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GENERAL NOTES

CLE-CR171-OLD74
(PHASE 6)

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE 10-FOOT LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED (UNLESS NOTED OTHERWISE) 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 301, 304, 407, 410, 441, 614, AND 642.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

COORDINATION WITH ADJACENT CONSTRUCTION PROJECTS

THE CONSTRUCTION SCHEDULE FOR THIS PROJECT IS ** PHASE 6 PROJECT (PID 103955) - 3/1/2023 TO 11/1/2024 ** WHICH OVERLAPS WITH THE CONSTRUCTION SCHEDULE OF SEVERAL PROJECTS ADJACENT TO OR IN CLOSE PROXIMITY OF THIS PROJECT. THE CONSTRUCTION FOR THIS PROJECT MAY REQUIRE THE CONTRACTOR TO COORDINATE WITH THE CONSTRUCTION OF THESE OTHER PROJECTS, IF A CONFLICTING MAINTENANCE OF TRAFFIC SCHEME(S)/WORK OR TIMING WOULD OCCUR AND COORDINATION IS NECESSARY, THE CONTRACTORS MUST COORDINATE THEIR WORK SCHEDULES AND SUBMIT TO THE ENGINEER WHO WILL ESTABLISH THE FINAL APPROVED COORDINATED WORK SCHEDULE.

THE CONTRACTOR IS PERMITTED TO CLOSE OLD SR74 FROM DOGWOOD DRIVE TO KITTY LANE FROM JUNE 1, 2023 TO JULY 31, 2023 TO COMPLETE THE WORK IN THIS AREA. ACCESS TO ALL DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.

ADJACENT PROJECTS AND CONSTRUCTION SCHEDULE IS:

1. PHASE 5 PROJECT (PID 103954) - 2/14/2022 TO 9/1/2023 (ALL WORK CONNECTING BACH BUXTON TO OLD 74 NEEDS TO BE COMPLETED BY 5/20/23 IN ORDER FOR TRAFFIC TO FLOW TO AND FROM THE INTERCHANGE)

ESTIMATED QUANTITIES

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

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	331 CY
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	166 CY
ITEM 616, WATER	50 MGAL

LANE CLOSURE/REDUCTION REQUIRED

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.

SHORT TERM LANE CLOSURES SHALL BE PERFORMED FROM 9 AM TO 3 PM. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$155 FOR EACH MINUTE THE LANE IS CLOSED BEYOND THESE LIMITS.

SIGNS AND BARRICADES

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS:

PHASE 1

TYPE & QTY	LOCATION
1 - TYPE 2	OLD SR74 @ STA 222+50 LT
1 - TYPE 2	TOTAL

ROAD CLOSED SIGN

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

PHASE 1

TYPE & QTY	LOCATION
2 - TYPE 3	KITTY LANE @ STA 40+85 (ACROSS ROADWAY)
2 - TYPE 3	OLD SR74 @ INTERSECTION WITH KITTY LANE (ACROSS KITTY LANE)
2 - TYPE 3	DOGWOOD DRIVE @ STA 32+75 (ACROSS ROADWAY)
2 - TYPE 3	OLD SR74 @ INTERSECTION WITH DOGWOOD DRIVE (ACROSS DOGWOOD DRIVE)
8 - TYPE 3	SUBTOTAL THIS PHASE

PHASE 2

TYPE & QTY	LOCATION
3 - TYPE 3	OLD SR74 @ INTERSECTION WITH ELICK LANE (ACROSS ELICK LANE)
2 - TYPE 3	ELICK LANE @ STA 67+55 (ACROSS ROADWAY)
6 - TYPE 3	OLD SR74 @ INTERSECTION WITH RELOCATED BACH-BUXTON ROAD (ACROSS RELOCATED BACH-BUXTON ROAD)
2 - TYPE 3	RELOCATED BACH-BUXTON ROAD @ STA 348+65
2 - TYPE 3	(ACROSS ROADWAY)
15 - TYPE 3	SUBTOTAL THIS PHASE

EXISTING TRAFFIC CONTROL SIGNS

DURING THE VARIOUS PHASES OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC, THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR COVERING ALL EXISTING SIGNS WHICH ARE TO REMAIN IN PLACE WHICH WOULD INDICATE TO THE TRAVELING PUBLIC, INFORMATION THAT CONTRADICTS THE TRAFFIC FLOW STIPULATED ON THE MAINTENANCE OF TRAFFIC PLANS. THE COVERING OF THESE SIGNS SHALL BE AS DIRECTED BY THE ENGINEER AND SHALL BE SUBJECT AT ALL TIMES TO THE APPROVAL OF THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS 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	3498 CY
EMBANKMENT FOR MAINTAINING TRAFFIC	1077 CY

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.

PAYMENT FOR THE ABOVE QUANTITIES SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC.

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.

WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	0.16 MILE
WORK ZONE CENTER LINE, CLASS I, 642 PAINT	1.66 MILE
WORK ZONE CENTER LINE, CLASS III, 4", 642 PAINT	0.79 MILE
WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	2.99 MILE
WORK ZONE EDGE LINE, CLASS III, 642 PAINT	1.03 MILE
WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	1289 FT
WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	405 FT
WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	388 FT
WORK ZONE STOP LINE, CLASS III, 642 PAINT	104 FT
WORK ZONE ARROW, CLASS III, 642 PAINT	24 EACH
WORK ZONE WORD ON PAVEMENT, 72", CLASS III, 72", 642 PAINT	5 EACH

QUANTITIES CARRIED TO SHEET 75

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.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

TRENCH FOR UTILITIES

TRENCH EXCAVATION FOR DEEP UTILITY TRENCHES MAY NEED TO UTILIZE SHORT TERM LANE CLOSURES. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED UTILITIES SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION, AROUND MANHOLES, AT CATCH BASINS, ETC. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

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	17 MGAL
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DESIGNATED LOCAL DETOUR ROUTE

THE OFFICIAL, SIGNED DETOUR ROUTES ARE SHOWN ON THE SCHEMATIC PLANS, SHEETS 15 AND 16. THE SIGNING IS SHOWN ON THE CORRESPONDING PHASE PLANS. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE OFFICIAL, SIGNED DETOUR ROUTES ARE:

PHASE 1 (ON SHEET 15)

1. KITTY LN CLOSED AT OLD SR74
=> ROUTE = SCHOOLHOUSE RD - EVA LN
2. DOGWOOD DR CLOSED AT OLD SR74
=> ROUTE = SCHOOLHOUSE RD - GLENDALE DR - POOD DR

PHASE 2 (ON SHEET 16)

1. ELICK LN CLOSED AT OLD SR74
=> ROUTE = SR32 - GLEN ESTE-WITHAMSVILLE RD - OLD SR74 - SR32

THE CONTRACTOR SHALL ERECT, MAINTAIN, AND REMOVE THE DETOUR. PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT TO PERFORM THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC AND IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, DETOUR SIGNING.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, (449)	200 CY
ITEM 304, AGGREGATE BASE	150 CY
ITEM 407, TACK COAT	70 GAL
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG 64-22	40 CY
ITEM 642, CENTER LINE, TYPE 1	0.30 MILE
ITEM 642, EDGE LINE, 4", TYPE 1	0.70 MILE

DRIVEWAY REPLACEMENT

ALL EXISTING DRIVEWAYS THAT ARE TO REMAIN BUT WILL BE REMOVED BY THE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION SHALL BE REPLACED AT THE SAME GRADE AND IN THE SAME LOCATIONS AS THE ORIGINAL. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE:

ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, (449) (DRIVEWAYS)	200 CY
ITEM 407, TACK COAT	70 GAL
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	40 CY

NOTICE OF CLOSURE SIGN

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:

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	> 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 MM-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.

PHASE 1

- 2 SIGN FOR OLD SR74 CLOSURE, @ INTERSECTION OF GLENDALE DR AND SCHOOLHOUSE RD
- 2 SIGN FOR OLD SR74 CLOSURE, @ INTERSECTION OF DOGWOOD DR AND EVA LN

PHASE 2

- 2 SIGN FOR OLD SR74 CLOSURE, @ INTERSECTION OF ELICK LN AND SR32 RELOCATED

6 <== TOTAL # OF SIGNS

NOTICE OF TRAFFIC RESTRICTIONS

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 THE OFFICE OF COMMUNICATIONS. 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 CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATION TIME TABLE:

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATION
	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE & 2 BUSINESS DAYS PRIOR TO CLOSURE

START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES
N/A
14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND INCLUDED IN THE GENERAL SUMMARY:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (SEE SHEET 79)	203 EACH
-----------------------------------------------------------------------	----------

FOR RESURFACING THE TRANSITION AREAS: PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS. SEE THE TRAFFIC CONTROL PLANS FOR ESTIMATED QUANTITIES AND DETAILS.

SEQUENCE OF CONSTRUCTION

PRE PHASE 1:

THIS PHASE CONSISTS OF THE CONSTRUCTION OF TEMPORARY PAVEMENT ADJACENT TO EXISTING PAVEMENT ON THE RIGHT SIDE OF OLD 74 FROM STA 196+89 TO STA 226+44.

DESCRIPTION:

- CONSTRUCT UNDERGROUND FACILITIES, INCLUDING UTILITIES, CULVERTS AND STORM SEWERS.
- CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC INCLUDING TEMPORARY DITCHES, DRIVE PIPES AND DRIVE PAVEMENT.

PRE-PHASE 1:

SET UP APPLICABLE TRAFFIC CONTROL, SIGNAGE, STRIPING, ETC. AS PER SCDs MT-95.31, MT-95.32, MT-95.50, MT-95.60, MT-95.61, MT-97.10, MT-97.11, MT-99.20, MT-99.30, MT-101.60, MT-101.90, MT-103.10, MT-105.10

WHILE MAINTAINING 2-WAY, 2-LANE TRAFFIC ON EXISTING PAVEMENT PERFORM THE FOLLOWING:

- PERFORM CLEARING AND GRUBBING, EXCAVATION, GRADING, AND EMBANKMENT OPERATIONS
- CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC AND TEMPORARY DRIVEWAY PAVEMENT ALONG THE RIGHT SIDE OF OLD 74 :
 - FROM STA 196+89 TO STA 206+17
 - FROM STA 206+73 TO STA 210+30
 - FROM STA 210+68 TO STA 226+44
- CONSTRUCT PERMANENT SUBGRADE, AGGREGATE BASE, AND ASPHALT CONCRETE BASE WITHIN BACH-BUXTON INTERSECTION FROM 22' RIGHT OF OLD SR-74 CENTERLINE TO END OF WORK ON BACH-BUXTON. CONSTRUCT VARIABLE OVERLAY WITHIN THE SAME AREA USING TEMPORARY ASPHALT CONCRETE BASE, IC, AND SC IN ORDER TO TRANSITION BETWEEN TEMPORARY PAVEMENT AND THE PERMANENT PHASE 5 (PID#103954) PAVEMENT ALONG BACH-BUXTON RD.
- MAINTAIN ACCESS TO DRIVES.
- MAINTAIN ACCESS TO FIRE STATION DRIVE AT ALL TIMES.
- CONSTRUCT PROPOSED AND TEMPORARY DRAINAGE FACILITIES INCLUDING CULVERTS, STORM SEWERS, DITCHES, DRIVE PIPES, OUTFALLS, ETC.
- CONSTRUCT PROPOSED TRAFFIC SIGNAL AS SHOWN IN ROADWAY PLANS.

PHASE 1:

THIS PHASE CONSISTS OF PART WIDTH CONSTRUCTION OF PROPOSED PAVEMENT ALONG THE LEFT SIDE OF OLD 74 INCLUDING SIDE ROADS AND DRIVES FROM STA 196+45 TO STA 222+35 AND THE CONSTRUCTION OF TEMPORARY PAVEMENT ON THE LEFT SIDE OF OLD 74 FROM STA 219+64 TO STA 225+79.

DESCRIPTION:

- CONSTRUCT UNDERGROUND FACILITIES, INCLUDING UTILITIES, CULVERTS AND STORM SEWERS.
- CONSTRUCT PROPOSED PAVEMENT (PART-WIDTH) OLD 74, INCLUDING PROPOSED DRIVEWAY PAVEMENT.
- CONSTRUCT PROPOSED PAVEMENT (FULL WIDTH) ON KITTY LN AND DOGWOOD DR.
- CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC

PHASE 1:

SET UP APPLICABLE TRAFFIC CONTROL, SIGNAGE, STRIPING, ETC. AS PER SCDs (SEE LIST IN PRE PHASE 1).

WHILE MAINTAINING 2-WAY, 2-LANE TRAFFIC ON EXISTING PAVEMENT AND PAVEMENT FOR MAINTAINING TRAFFIC PERFORM THE FOLLOWING:

- PERFORM CLEARING AND GRUBBING, EXCAVATION, GRADING, AND EMBANKMENT OPERATIONS
- CONSTRUCT PROPOSED PAVEMENT INCLUDING DRIVES (PART-WIDTH UNLESS NOTED OTHERWISE) ALONG THE LEFT SIDE OF OLD 74 FROM STA 196+45 TO STA 222+35
- DETOUR TRAFFIC AND CONSTRUCT FULL WIDTH PROPOSED PAVEMENT ON KITTY LN FROM STA 40+80 BACK TO AND INCLUDING THE INTERSECTION OF OLD 74.
- DETOUR TRAFFIC AND CONSTRUCT FULL WIDTH PROPOSED PAVEMENT ON DOGWOOD DR FROM STA 32+70 BACK TO AND INCLUDING THE INTERSECTION OF OLD 74.
- CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC ON THE LEFT SIDE OF OLD 74.
- CONSTRUCT PROPOSED AND TEMPORARY DRAINAGE FACILITIES INCLUDING CULVERTS, STORM SEWERS, DITCHES, DRIVE PIPES, OUTFALLS, ETC.
- CONSTRUCT/RELOCATE UNDERGROUND AND/OR OVERHEAD UTILITIES/FACILITIES.
- CONSTRUCT PROPOSED TRAFFIC SIGNAL AS SHOWN IN ROADWAY PLANS.
- THE CONTRACTOR SHALL COORDINATE WITH PHASE 5 (PID# 103954) TRAFFIC CONTROL AND ESTABLISH 2-WAY, 2-LANE ACCESS TO AND FROM OLD SR-74 AND BACH-BUXTON AS NEEDED VIA PERMANENT AND TEMPORARY PAVEMENT ESTABLISHED IN PRE PHASE 1. THE EXACT PLACEMENT OF LANES IS NOT SHOWN IN THE PLANS TO ALLOW FOR FLEXIBILITY DEPENDING ON STAGES OF CONSTRUCTION AND TRAFFIC NEEDS OF THE TWO PROJECTS.

PHASE 2:

THIS PHASE CONSISTS OF THE PART WIDTH CONSTRUCTION OF PROPOSED PAVEMENT ALONG THE RIGHT SIDE OF OLD 74 INCLUDING SIDE ROADS AND DRIVES FROM STA 196+45 TO STA 222+35.

DESCRIPTION:

- CONSTRUCT UNDERGROUND FACILITIES, INCLUDING UTILITIES, CULVERTS AND STORM SEWERS.
- CONSTRUCT PROPOSED PAVEMENT (PART-WIDTH) OLD 74, INCLUDING PROPOSED DRIVEWAY PAVEMENT.
- CONSTRUCT OR COMPLETE PROPOSED PAVEMENT (FULL WIDTH) ON ELICK LN AND RELOCATED BACH-BUXTON RD.

PHASE 2:

SET UP APPLICABLE TRAFFIC CONTROL, SIGNAGE, STRIPING, ETC. AS PER SCDs (SEE LIST IN PRE PHASE 1).

WHILE MAINTAINING 2-WAY, 2-LANE TRAFFIC ON EXISTING PAVEMENT AND PAVEMENT FOR MAINTAINING TRAFFIC PERFORM THE FOLLOWING:

- PERFORM CLEARING AND GRUBBING, EXCAVATION, GRADING, AND EMBANKMENT OPERATIONS
- CONSTRUCT PROPOSED PAVEMENT INCLUDING DRIVES (PART-WIDTH UNLESS NOTED OTHERWISE) ALONG THE RIGHT SIDE OF OLD 74 FROM STA 196+45 TO STA 222+35
- DETOUR TRAFFIC AND CONSTRUCT FULL WIDTH PROPOSED PAVEMENT ON ELICK LN FROM STA 67+60 AHEAD TO AND INCLUDING THE INTERSECTION OF OLD 74.
- NOT USED
- CONSTRUCT PROPOSED AND TEMPORARY DRAINAGE FACILITIES INCLUDING CULVERTS, STORM SEWERS, DITCHES, DRIVE PIPES, OUTFALLS, ETC.
- CONSTRUCT/RELOCATE UNDERGROUND AND/OR OVERHEAD UTILITIES/FACILITIES.
- REMOVE TEMPORARY PAVEMENT, DRAINAGE, ETC. THAT IS NO LONGER NEEDED. FOR AREAS OUTSIDE ROADWAY CONSTRUCTION LIMITS, RESTORE TO MATCH ORIGINAL CONDITIONS.
- CONSTRUCT PROPOSED TRAFFIC SIGNAL AS SHOWN IN ROADWAY PLANS.
- WHILE REMOVING THE TEMPORARY PAVEMENT OVERLAY IN THE BACH-BUXTON INTERSECTION AREA AND COMPLETING THE PERMANENT PAVEMENT LAYERS AND CURB USING A PART-WIDTH OPERATION, THE CONTRACTOR SHALL COORDINATE WITH PHASE 5 (PID#103954) TRAFFIC CONTROL AND MAINTAIN 2-WAY, 2-LANE ACCESS TO AND FROM OLD SR-74 AND BACH-BUXTON AS NEEDED VIA PERMANENT AND TEMPORARY PAVEMENT. THE EXACT PLACEMENT OF LANES IS NOT SHOWN IN THE PLANS TO ALLOW FOR FLEXIBILITY DEPENDING ON STAGES OF CONSTRUCTION AND TRAFFIC NEEDS OF THE TWO PROJECTS.

PHASE 3:

THIS PHASE CONSISTS OF THE APPLICATION OF THE FINAL SURFACE COURSE, PLACEMENT OF PERMANENT TRAFFIC CONTROL AND RESTORATION OF DISTURBED AREAS.

DESCRIPTION:

- AFTER STAGE 2 WORK IS COMPLETED, CONSTRUCT FINAL SURFACE COURSE AND TRAFFIC CONTROL. RESTORE AREAS OUTSIDE PERMANENT WORK LIMITS TO ORIGINAL CONDITIONS.

PHASE 3:

SET UP APPLICABLE TRAFFIC CONTROL, SIGNAGE, STRIPING, ETC. AS PER SCDs MT-95.60, MT-95.61, MT-97.11

PERFORM THE FINAL MOT WORK.

- CONSTRUCT THE SURFACE COURSE FOR THE ENTIRE ROADWAY.
- INSTALL FINAL TRAFFIC CONTROL, SIGNING, STRIPING, ETC. PER THE PLANS.
- INSTALL FINAL TRAFFIC SIGNAL
- REMOVE TEMPORARY PAVEMENT, DRAINAGE, ETC. THAT IS NO LONGER NEEDED. FOR AREAS OUTSIDE ROADWAY CONSTRUCTION LIMITS, RESTORE TO MATCH ORIGINAL CONDITIONS.

CALCULATED
JLG
CHECKED
KSC

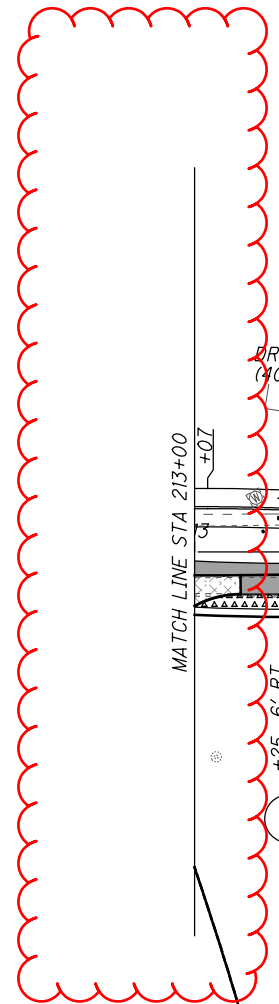
MOT SEQUENCE OF CONSTRUCTION

CLE-CR171-OLD74
(PHASE 6)

14
219

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** RESTORATION WORK SHALL INCLUDE BUT NOT BE LIMITED TO DRIVEWAY PAVEMENT USING ORIGINAL MATERIAL AND GRADE, DRAINAGE DITCHES, DRIVE PIPES, MAILBOXES, LANDSCAPING AND LANDSCAPING ROCKS, AND PRIVATE SIGNS NOT OTHERWISE SHOWN AS REMOVED WITH THE ROADWAY PLAN.



MATCH LINE STA 213+00

+07

DRUMS (20' SP)
DRUMS (40' SP)

3

+25, 6' RT

1011' R

+32, END (LT)

PC

31

1021' R

CLD

+27, BEGIN (LT)

1

CONST DOGWOOD DR

CONST OLD SR74

TEMPORARY PAVEMENT OUTSIDE PROPOSED PAVEMENT LIMITS, REMOVED THIS PHASE. REGRADE TO MATCH FINAL/ORIGINAL CONDITIONS. **

STA 222+35 TO STA 226+44
INSTALL RPM/WZRP AS PER SCD MT-99.30
ALONG NEW PHASE 2 CENTER LINE(S)
AND EDGE LINE(S), CENTER LINT (2-WAY
YELLOW/YELLOW) AND EDGE LINES (1-WAY WHITE)

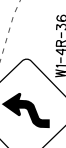
ELW

PC

1

+35, 7110' LT

STA 220+27



SEE SHEET-18

DRUMS (40' SP)

B

END ROAD WORK
620-2-36
STA 34+00
RE-RECT FROM
PREVIOUS PHASE

ROAD WORK
AHEAD
W20-1-36
STA 34+00
RE-RECT FROM
PREVIOUS PHASE

PROpane TANK

ROAD WORK
AHEAD
W20-1-36
AT 231+00
TO REMAIN

END ROAD WORK
620-2-36
AT 231+00
TO REMAIN

MATCH EXISTING

CALCULATED	KSC	CHECKED	SCS

0 50 100
25
HORIZONTAL
SCALE IN FEET

**MAINTENANCE OF TRAFFIC - OLD SR74
PHASE 2 - STA 213+00 TO STA 226+00**

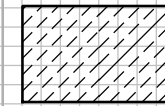
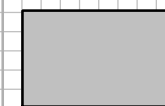
**CLE-CR171-OLD74
(PHASE 6)**

FOR LEGEND, SEE SHEET 22 .

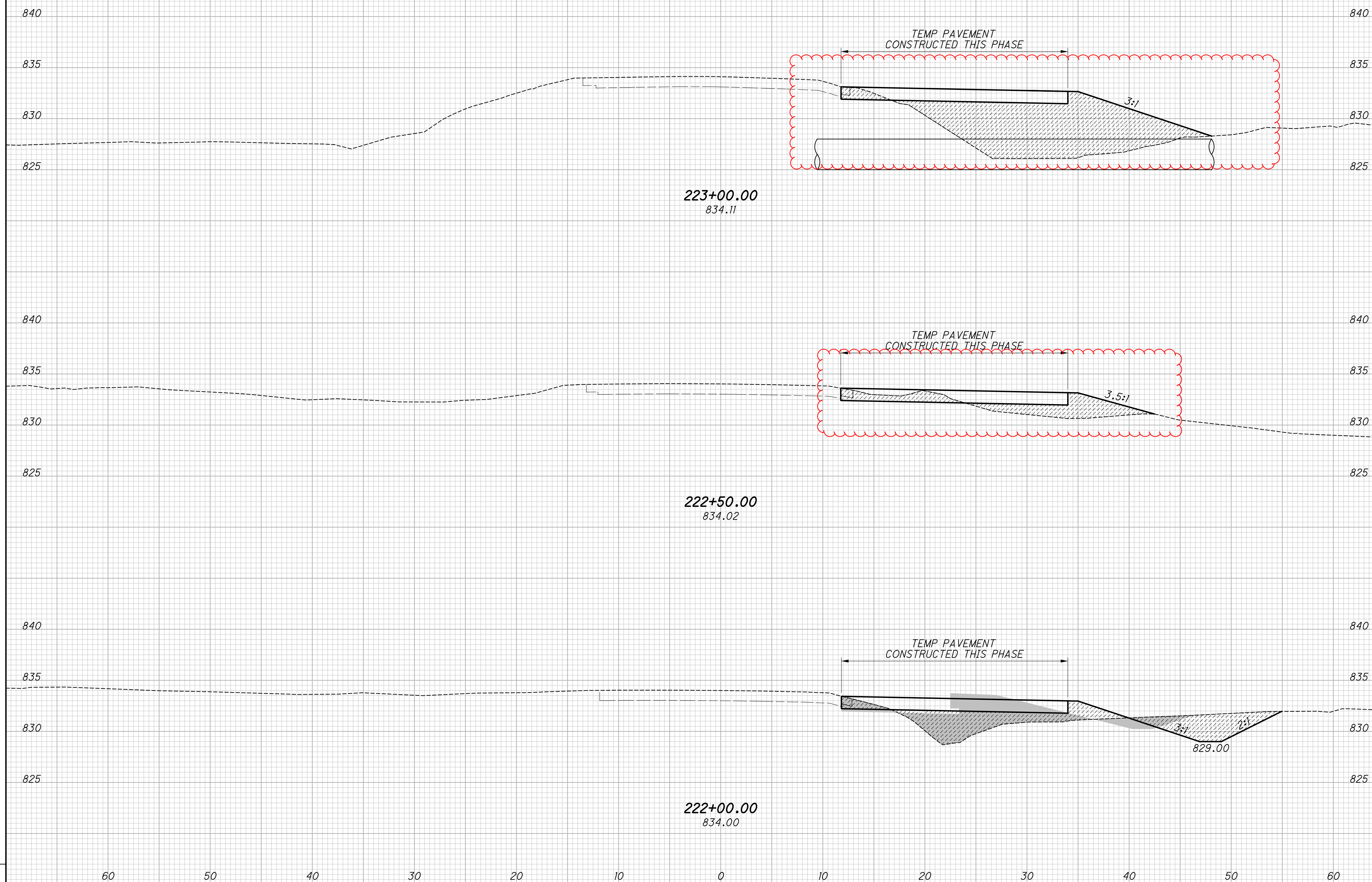
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SEEDING

END WIDTH	SO. YDS.

 EARTHWORK FOR MAINTAINING TRAFFIC
 INCLUDED WITH PERMANENT EARTHWORK QUANTITIES

END AREA	VOLUME	CALCULATED	CHECKED						
				CUT	FILL	CUT	FILL	KSC	JLG

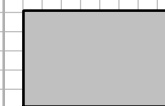


MOT CROSS SECTIONS - OLD SR74 (PRE PHASE 1)
 STA. 222+00.00 TO STA. 223+00.00
 CLE-CR171-OLD74 (PHASE 6)

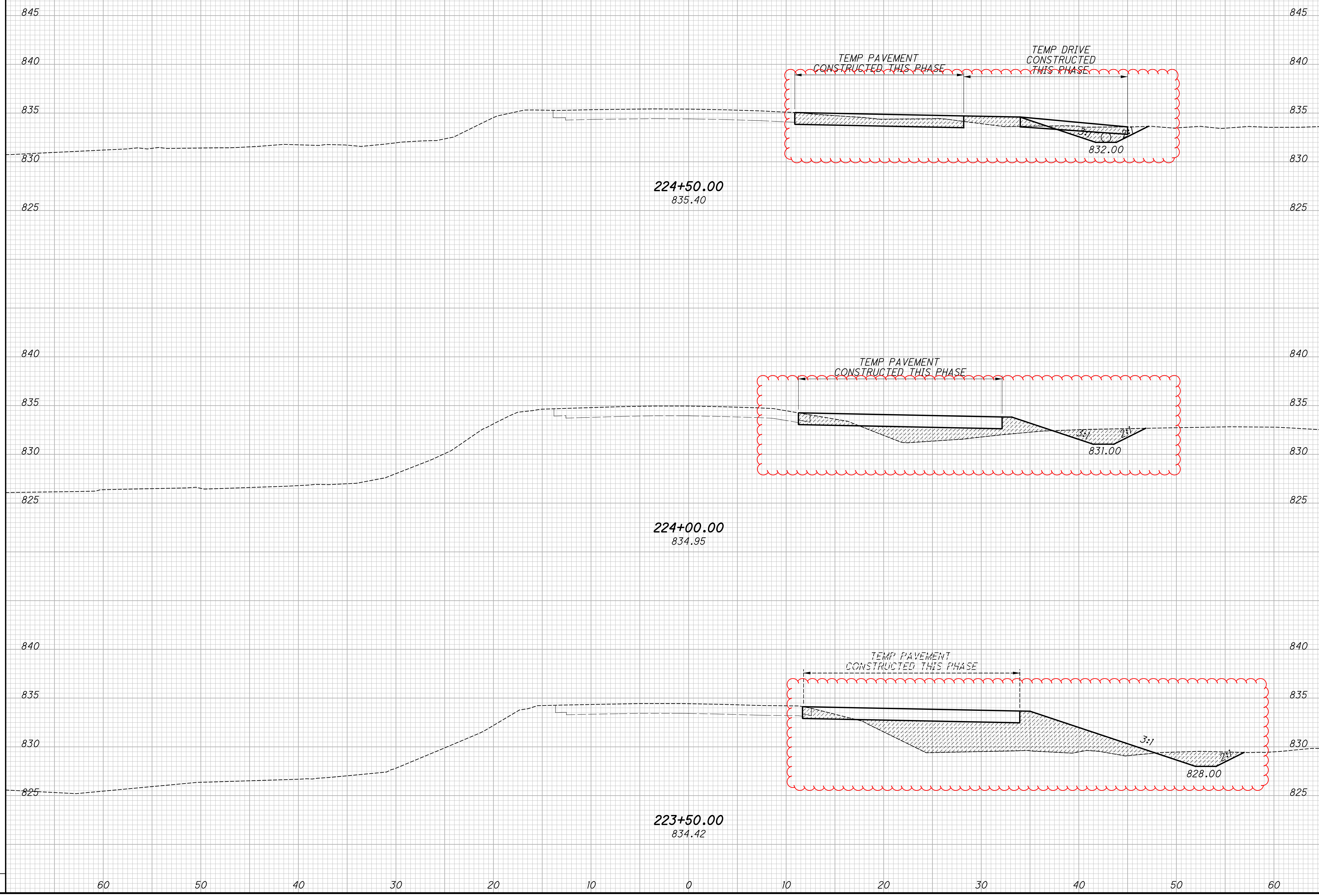
50
219

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SEEDING
END SO.
WIDTH YDS.

 EARTHWORK FOR MAINTAINING TRAFFIC
 INCLUDED WITH PERMANENT EARTHWORK QUANTITIES

END AREA
 CUT FILL CUT FILL
 VOLUME
 CUT FILL
 CALCULATED
 KSC
 CHECKED
 JLG



MOT CROSS SECTIONS - OLD SR74 (PRE PHASE 1)
STA. 223+50.00 TO STA. 224+50.00

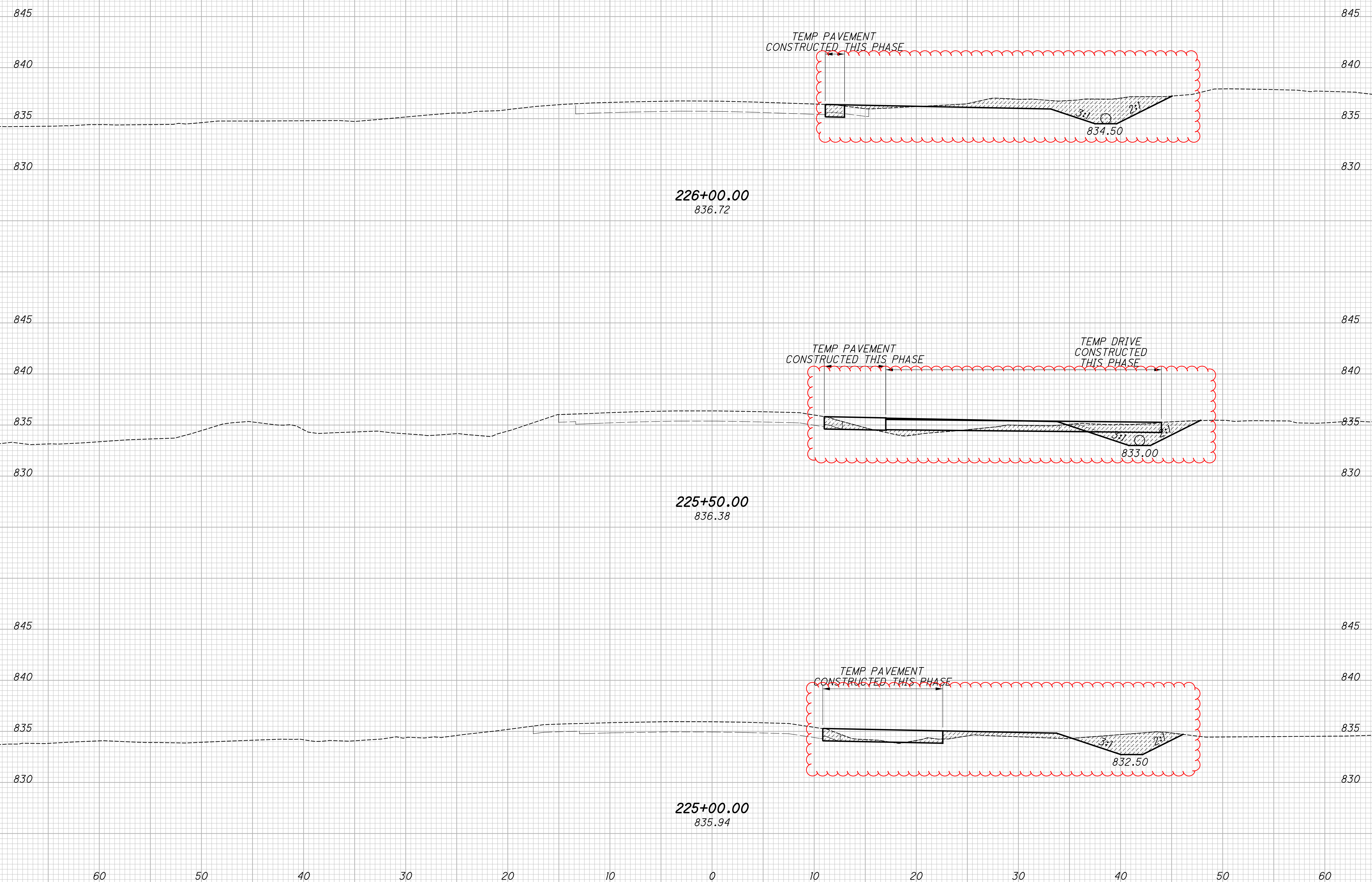
CLE-CR171-OLD74
(PHASE 6)

51
219

SEEDING
END SO.
WIDTH YDS.

END AREA VOLUME
CUT FILL CUT FILL
CALCULATED KSC
CHECKED JLG

 EARTHWORK FOR MAINTAINING TRAFFIC
 INCLUDED WITH PERMANENT EARTHWORK QUANTITIES



MOT CROSS SECTIONS - OLD SR74 (PRE PHASE 1)
STA. 225+00.00 TO STA. 226+00.00
CLE-CR171-OLD74 (PHASE 6)

52
219

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SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	62	63	65	66	68	77	01/S>2/03	02/S>2/03								
LS										LS	201	11000	LS		CLEARING AND GRUBBING		
LS										LS	202	11000	LS		STRUCTURE REMOVED		
		6								6	202	20010	6	EACH	HEADWALL REMOVED		
		11,810								11,810	202	23000	11,810	SY	PAVEMENT REMOVED		
				734						734	202	23500	734	SY	WEARING COURSE REMOVED		
		659								659	202	32000	659	FT	CURB REMOVED		
		2,731								2,731	202	35100	2,731	FT	PIPE REMOVED, 24" AND UNDER		
		95								95	202	35200	95	FT	PIPE REMOVED, OVER 24"		
		310								310	202	38000	310	FT	GUARDRAIL REMOVED		
		19								19	202	53100	19	EACH	MAILBOX REMOVED		
		13								13	202	58100	13	EACH	CATCH BASIN REMOVED		
		690								690	202	75000	690	FT	FENCE REMOVED		
		1								1	202	75250	1	EACH	GATE REMOVED		
		3								3	202	98100	3	EACH	REMOVAL MISC.: PRIVATE SIGN	8	
		6								6	202	98100	6	EACH	REMOVAL MISC.: LANDSCAPE ROCK	8	
					6,260					6,260	203	10000	6,260	CY	EXCAVATION		
					2,273					2,273	203	20000	2,273	CY	EMBANKMENT		
		94								94	203	35110	94	CY	GRANULAR MATERIAL, TYPE B		
		1,914								1,914	204	10000	1,914	SY	SUBGRADE COMPACTION		
		94								94	204	13000	94	CY	EXCAVATION OF SUBGRADE, 15 INCHES DEEP		
		10								10	204	45000	10	HOUR	ROCK ROLLING		
		226								226	204	50000	226	SY	GEOTEXTILE FABRIC		
		17,110								17,110	206	10020	17,110	SY	LIME STABILIZED SUBGRADE, 14 INCHES DEEP		
		516								516	206	10300	516	TON	LIME		
		17,110								17,110	206	11000	17,110	SY	CURING COAT		
			19							19	SPECIAL	69050100	19	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	8	
										LS	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS		
															EROSION CONTROL		
	4									4	601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT		
						14				14	601	32204	14	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC		
2										2	659	00100	2	EACH	SOIL ANALYSIS TEST		
839										839	659	00300	839	CY	TOPSOIL		
7,563										7,563	659	10000	7,563	SY	SEEDING AND MULCHING		
378										378	659	14000	378	SY	REPAIR SEEDING AND MULCHING		
378										378	659	15000	378	SY	INTER-SEEDING		
1.06										1.06	659	20000	1.06	TON	COMMERCIAL FERTILIZER		
1.56										1.56	659	31000	1.56	ACRE	LIME		
42										42	659	35000	42	MGAL	WATER		
17										17	659	40000	17	MSF	MOWING		
										LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN		
										LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS		
										LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		
										52,282	832	30000	52,282	EACH	EROSION CONTROL		
							96			96	836	10000	96	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1		

GENERAL SUMMARY

CLE-CR171-OLD74
(PHASE 6)

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SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
10	11	12	13	15	16	53	75	01/S>2/0 3	02/S>2/0 3								
			614							614	202	35100	614	FT	MAINTENANCE OF TRAFFIC PIPE REMOVED, 24" AND UNDER		
		200								200	301	56000	200	CY	ASPHALT CONCRETE BASE, PG64-22, (449)		
		200								200	301	56100	200	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)		
		150								150	304	20000	150	CY	AGGREGATE BASE		
		140								140	407	10000	140	GAL	TACK COAT		
331		40								331	410	12000	331	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B		
		40								40	441	70000	40	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22		
		40								40	441	70500	40	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)		
			22							22	452	12010	22	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P		
			0.4							0.4	602	20000	0.4	CY	CONCRETE MASONRY		
			614							614	611	04900	614	FT	12" CONDUIT, TYPE D		
	175									175	614	11110	175	HR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
				LS						LS	614	12420	LS		DETOUR SIGNING (KITTY LN & DOGWOD DR CLOSED AT OLD 74 - PHASE 1)		
					LS					LS	614	12420	LS		DETOUR SIGNING (ELICK LN CLOSED AT OLD 74 - PHASE 2)		
							203			203	614	12801	203	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	12	
166										166	614	13000	166	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		
			5,170							5,170	614	18030	5,170	FT	MAINTAINING TRAFFIC, MISC.:PROVIDING POSITIVE DRAINAGE DURING CONSTRUCTION	13	
							0.16			0.16	614	20550	0.16	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT		
							1.66			1.66	614	21100	1.66	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT		
							1.08			1.08	614	21550	1.08	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		
							2.99			2.99	614	22100	2.99	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT		
							1.34			1.34	614	22350	1.34	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT		
							1,354			1,354	614	23680	1,354	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT		
							405			405	614	24610	405	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT		
							375			375	614	25620	375	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT		
							104			104	614	26610	104	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
							28			28	614	30650	28	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT		
							5			5	614	31620	5	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS III, 642 PAINT		
	9									9	614	40051	9	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	11	
LS							5,457			LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC		
							1,447			5,457	615	20000	5,457	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		
										1,447	615	20001	1,447	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	53	
67										67	616	10000	67	MGAL	WATER		
		0.7								0.7	642	00100	0.7	MILE	EDGE LINE, 4", TYPE 1		
		0.3								0.3	642	00300	0.3	MILE	CENTER LINE, TYPE 1		
															INCIDENTALS		
										LS	108	10000	LS		CPM PROGRESS SCHEDULE		
										LS	614	11000	LS		MAINTAINING TRAFFIC		
										LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
										LS	624	10000	LS		MOBILIZATION		

GENERAL SUMMARY

CLE-CR171-OLD74
(PHASE 6)

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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202
			FROM	TO		HEADWALL REMOVED	PAVEMENT REMOVED (CONCRETE)	PAVEMENT REMOVED (ASPHALT)	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	GUARDRAIL REMOVED	MAILBOX REMOVED	CATCH BASIN REMOVED	FENCE REMOVED	GATE REMOVED	REMOVAL MISC.: PRIVATE SIGN	REMOVAL MISC.: LANDSCAPE ROCK
						EACH	SY	SY	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH
78	R-1	OLD SR-74	196+45.00	196+60.48	LT			24										
78	R-2	OLD SR-74	196+45.00	197+00.00	LT			8										
78	R-3	OLD SR-74	196+45.00	197+40.84	LT				96									
78	R-4	OLD SR-74	196+45.00	197+00.00	RT			8										
78	R-5	OLD SR-74	196+45.00	198+24.97	RT				181									
78	R-6	OLD SR-74	196+53.88	196+63.59	LT				28									
78	R-7	OLD SR-74	196+84.32	196+99.76	RT				26									
78	R-8	OLD SR-74	196+88.17	197+24.49	RT			35										
78	R-9	OLD SR-74	196+86.36	201+41.05	RT							455						
79	R-11	OLD SR-74	197+13.76	197+28.32	RT				26									
79	R-12	OLD SR-74	197+32.00		LT							1						
79	R-13	OLD SR-74	197+51.85	197+77.36	LT					31								
79	R-14	OLD SR-74	197+00.00	198+50.00	LT/RT			147										
79	R-15	OLD SR-74	197+77.97	197+94.02	RT				25									
79	R-16	OLD SR-74	197+81.84	198+14.13	RT			33										
79	R-17	OLD SR-74	198+04.01	198+17.93	RT				26									
79	R-18	OLD SR-74	198+41.00		RT							1						
79	R-19	OLD SR-74	198+50.00	201+00.00	LT/RT			836										
79	R-20	OLD SR-74	198+59.60	198+99.57	LT				40									
79	R-23	OLD SR-74	199+57.95	199+97.86	LT				40									
79	R-24	OLD SR-74	199+89.38	200+91.54	LT							111						
79	R-25	OLD SR-74	200+97.20	202+28.28	LT				131									
80	R-28	OLD SR-74	201+00.00	206+00.00	LT/RT			2323										
80	R-29	OLD SR-74	201+41.05	202+56.51	RT							124	1					
80	R-30	OLD SR-74	201+50.07	202+08.75	RT				59									
80	R-31	OLD SR-74	202+34.37		LT						1							
80	R-32	OLD SR-74	202+51.00		LT												1	
80	R-33	OLD SR-74	202+54.42	204+94.24	LT				240									
80	R-34	OLD SR-74	202+67.81	203+72.06	RT				105									
80	R-35	OLD SR-74	202+69.18	203+67.82	RT			123										
80	R-37	OLD SR-74	203+29.69	203+45.02	LT			45										
80	R-39	OLD SR-74	204+24.17		LT							1						
80	R-40	OLD SR-74	204+30.32	204+53.50	RT				40									
80	R-41	OLD SR-74	204+42.34	204+62.72	RT					24.0								
80	R-42	OLD SR-74	204+64.38	205+09.92	RT					63.0								
80	R-43	OLD SR-74	204+72.05	204+72.83	RT				26									
80	R-44	OLD SR-74	205+19.09		LT			1										
80	R-45	OLD SR-74	205+38.71		RT											1		
80	R-46	OLD SR-74	205+63.93		LT							1						
81	R-49	OLD SR-74	206+00.00	211+00.00	LT/RT			2828										
81	R-50	OLD SR-74	206+12.28	206+12.49	RT				89									
81	R-51	OLD SR-74	206+32.11	206+66.14	RT					74								
81	R-52	OLD SR-74	206+42.95	206+74.75	RT				96									
81	R-53	OLD SR-74	206+52.64	207+89.69	RT			230										
81	R-54	OLD SR-74	206+66.14	207+73.33	LT					106		1						
81	R-55	OLD SR-74	206+81.27	208+40.67	RT					158		1						
81	R-56	OLD SR-74	207+73.33	207+83.85	LT					28		1						
81	R-57	OLD SR-74	208+17.31	208+23.69	RT			5										
81	R-58	OLD SR-74	208+33.38	209+36.52	RT			434										
81	R-59	OLD SR-74	208+36.63	208+40.67	RT					23								
81	R-60	OLD SR-74	208+40.67	210+32.75	RT					191		1						
81	R-61	OLD SR-74	208+69.11		RT												1	
81	R-62	OLD SR-74	209+07.65		RT												1	
81	R-63	OLD SR-74	210+23.02	210+43.63	LT					21								
81	R-64	OLD SR-74	210+25.94	210+46.46	LT			42										
81	R-65	OLD SR-74	210+27.04	210+32.75	RT					21								
81	R-66	OLD SR-74	210+32.75	210+68.91	RT					35		1						
81	R-67	OLD SR-74	210+50.42		LT							1						
TOTALS CARRIED TO SHEET 62						2	879	6,243	659	1,303	87	0	4	7	690	1	1	3

CALCULATED MSW CHECKED MHT
REMOVAL ESTIMATED QUANTITIES
CLE-CR171-OLD74 (PHASE 6)
 61
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SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION		SIDE	202	202	202	202	202	202	202	202	202	202	202	202	202	
			FROM	TO		HEADWALL REMOVED	PAVEMENT REMOVED (CONCRETE)	PAVEMENT REMOVED (ASPHALT)	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	PIPE REMOVED, OVER 24"	GUARDRAIL REMOVED	MAILBOX REMOVED	CATCH BASIN REMOVED	FENCE REMOVED	GATE REMOVED	REMOVAL MISC.: PRIVATE SIGN	REMOVAL MISC.: LANDSCAPE ROCK	
						EACH	SY	SY	FT	FT	FT	FT	EACH	EACH	FT	EACH	EACH	EACH	
81	R-68	OLD SR-74	210+68.91	212+40.29	RT					170					1				
81	R-69	OLD SR-74	210+85.72	211+03.73	LT					19									
81	R-70	OLD SR-74	209+25.10		RT												1		
81	R-71	OLD SR-74	207+50.00		LT												1		
82	R-72	OLD SR-74	211+00.00	216+00.00	LT/RT			2,496											
82	R-73	OLD SR-74	211+09.44		LT								1						
82	R-74	OLD SR-74	211+10.72		RT								1						
82	R-75	OLD SR-74	211+96.81	212+20.86	LT					24									
82	R-76	OLD SR-74	212+20.28		LT								1						
82	R-77	OLD SR-74	212+40.29	213+49.95	RT					108				1					
82	R-78	OLD SR-74	213+49.95	214+72.08	RT					121				1					
82	R-79	OLD SR-74	213+64.16		LT								1						
82	R-80	OLD SR-74	213+69.62	213+86.72	LT					18									
82	R-81	OLD SR-74	213+71.39	216+85.98	LT		29												
82	R-82	OLD SR-74	213+88.10		LT													1	
82	R-83	OLD SR-74	214+01.14	214+41.81	LT					41									
82	R-84	OLD SR-74	214+72.08	215+13.32	RT					48				1					
82	R-85	OLD SR-74	215+13.32	216+23.30	RT					110				1					
82	R-86	OLD SR-74	215+13.32	215+14.65	RT					15									
82	R-87	OLD SR-74	215+58.48	215+79.59	LT					22									
82	R-88	OLD SR-74	215+84.31		LT								1						
83	R-91	OLD SR-74	216+00.00	221+50.00	LT/RT			1,849											
83	R-92	OLD SR-74	216+15.40	216+24.26	RT					31									
83	R-93	OLD SR-74	216+28.47	217+12.42	RT					84									
83	R-94	OLD SR-74	216+76.55		RT								1						
83	R-95	OLD SR-74	216+84.65		RT													1	
83	R-96	OLD SR-74	217+09.62		RT													1	
83	R-97	OLD SR-74	217+14.20	217+14.63	RT					22									
83	R-98	OLD SR-74	217+15.50	217+78.49	RT					63									
83	R-99	OLD SR-74	217+27.56		LT								1						
83	R-100	OLD SR-74	217+31.42	217+55.54	LT					25									
83	R-101	OLD SR-74	217+74.36		RT								1						
83	R-102	OLD SR-74	218+36.22	218+93.41	RT	1				57									
83	R-103	OLD SR-74	218+53.37		LT								1						
83	R-104	OLD SR-74	218+53.01	219+99.39	LT					147									
83	R-105	OLD SR-74	218+65.59		RT								1						
83	R-106	OLD SR-74	218+93.41	219+65.00	RT	1				71				1					
83	R-107	OLD SR-74	219+78.83		LT								1						
83	R-108	OLD SR-74	219+85.62	220+12.76	RT					28									
83	R-109	OLD SR-74	219+99.01	220+09.88	RT		12												
83	R-110	OLD SR-74	220+44.84	220+63.43	RT					19									
83	R-111	OLD SR-74	220+55.15	220+82.61	LT					28									
83	R-112	OLD SR-74	220+56.37		LT								1						
83	R-113	OLD SR-74	221+34.26	221+56.98	LT					23									
84	R-116	OLD SR-74	221+50.00	222+35.00	LT/RT			302											
84	R-117	OLD SR-74	221+71.74	222+61.34	LT					90									
84	R-118	OLD SR-74	221+77.17	221+82.40	LT														
84	R-119	OLD SR-74	222+13.37	222+56.95	RT					44				3					
84	R-120	OLD SR-74	222+55.10	224+12.80	LT														
84	R-121	OLD SR-74	222+58.59	224+10.38	RT														
84	R-122	OLD SR-74	222+97.05	223+06.85	RT	1				8.0									
84	R-123	OLD SR-74	223+26.29	223+35.47	LT	1													
SUBTOTAL THIS SHEET						4	41	4,647	0	1,428	8	310	15		6	0	0	2	3
TOTALS CARRIED FROM SHEET 61						2	879	6,243	659	1,303	87	0	4		7	690	1	1	3
TOTALS CARRIED TO GENERAL SUMMARY						6		11,810	659	2,731	95	310	19		13	690	1	3	6

CALCULATED
MSW
CHECKED
MHT

REMOVAL ESTIMATED QUANTITIES

**CLE-CR171-OLD74
(PHASE 6)**

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PAV'T AREA	STATION		SIDE	LENGTH (ALONG CURB OR EDGE LINE) LF	AREA (FROM CADD) SQ FT	202	203	204	204	204	204	206	206	206	302	304	304	407	407	441	441	441	442	442	
	FROM	TO				WEARING COURSE REMOVED SY	GRANULAR MATERIAL, TYPE B CY	SUBGRADE COMPACTION SY	EXCAVATION OF SUBGRADE, 15" DEEP CY	PROOF ROLLING HR	GEOTEXTILE FABRIC SY	LIME STABILIZED SUBGRADE, 14" DEEP SY	LIME TON	CURING COAT SY	6" ASPHALT CONCRETE BASE, PG64-22 CY	6" AGGREGATE BASE CY	8" AGGREGATE BASE CY	NON-TRACKING TACK COAT (SC) GAL	NON-TRACKING TACK COAT (RESURFACING) GAL	1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 CY	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 CY	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), PG64-22 CY	1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446) CY	1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) CY	
OLD 74																									
FULL DEPTH ASPH. RESURFACING	196+45.00	222+35.00	LT/RT		142,511.13		94.00	226.33	94.00	7.917	226.33	15,608.24	471.17	15,608.24	2,639.10	2,639.10		1,900.15	950.07				659.77	769.74	
+CURB TYPE 6	196+45.00	206+12.13	RT	1,045.48	6,610.48	734.50				0.087		174.25	5.260	174.25			19.36		66.10				30.60		
+CURB TYPE 6	206+42.79	211+89.79	RT	648.04						0.054		108.01	3.260	108.01			12.00								
+CURB TYPE 6	212+77.98	222+35.00	RT	1,010.77						0.084		168.46	5.085	168.46			18.72								
+CURB TYPE 6	196+45.00	208+08.25	LT	1,187.06						0.099		197.84	5.972	197.84			21.98								
+CURB TYPE 6	208+26.64	214+67.76	LT	693.02						0.058		115.50	3.487	115.50			12.83								
+CURB TYPE 6	214+91.76	222+35.00	LT	763.31						0.064		127.22	3.840	127.22			14.14								
DRAINAGE INSTALL	222+35.00	222+65.31	LT		103.92					0.006		11.55	0.35	11.55	1.92	1.92		1.39	0.69				0.48	0.56	
DOGWOOD DR																									
FULL DEPTH ASPH.	30+57.00	32+70.00	LT/RT		4,766.59					0.265		529.62	15.99	529.62	88.27	88.27		63.55	31.78				22.07	25.75	
+CURB TYPE 6	30+57.00	32+70.00	LT	204.89						0.017		34.15	1.031	34.15			3.79								
+CURB TYPE 6	30+69.00	32+70.00	RT	209.24						0.017		34.87	1.053	34.87			3.87								
OLD 74																									
ASPH. COMM. DRIVE	196+45.00	196+60.76	LT		209.23			23.25		0.012							5.17	2.79	0.81		1.13				
ASPH. COMM. DRIVE	197+06.76		RT		287.14			31.90		0.016							7.09	3.83	1.11		1.55				
ASPH. COMM. DRIVE	197+68.99		LT		364.27			40.47		0.020							8.99	4.86	1.41		1.97				
+ASPH. EDGE COURSE	197+68.99		LT	41.48				3.84		0.002							0.85				0.07				
ASPH. COMM. DRIVE	197+98.43		RT		239.18			26.58		0.013							5.91	3.19	0.92		1.29				
ASPH. COMM. DRIVE	198+78.56		LT		382.73			42.53		0.021							9.45	5.10	1.48		2.07				
+ASPH. EDGE COURSE	198+78.56		LT	35.50				3.29		0.002							0.73				0.06				
ASPH. COMM. DRIVE	199+77.40		LT		243.25			27.03		0.014							6.01	3.24	0.94		1.31				
+ASPH. EDGE COURSE	199+77.40		LT	37.23				3.45		0.002							0.77				0.07				
ASPH. COMM. DRIVE	201+06.63		LT		195.43			21.71		0.011							4.83	2.61	0.75		1.06				
+ASPH. EDGE COURSE	201+06.63		LT	32.45				3.00		0.002							0.67				0.06				
ASPH. COMM. DRIVE	201+44.29		LT		257.92			28.66		0.014							6.37	3.44	1.00		1.39				
+ASPH. EDGE COURSE	201+44.29		LT	32.66				3.02		0.002							0.67				0.06				
ASPH. COMM. DRIVE	201+85.90		RT		705.85			78.43		0.039							17.43	9.41	2.72		3.81				
+ASPH. EDGE COURSE	201+85.90		RT	71.92				6.66		0.003							1.48				0.13				
ASPH. COMM. DRIVE	202+07.08		LT		467.97			52.00		0.026							11.55	6.24	1.81		2.53				
+ASPH. EDGE COURSE	202+07.08		LT	49.42				4.58		0.002							1.02				0.09				
ASPH. COMM. DRIVE	202+53.84				360.90			40.10		0.020							8.91	4.81	1.39		1.95				
+ASPH. EDGE COURSE	202+53.84			37.70				3.49		0.002							0.78				0.07				
CONC. COMM. DRIVE	203+32.56		RT		315.89			35.10		0.018							7.80								
+CONC. EDGE COURSE	203+32.56		RT	33.01				1.83		0.001							0.41								
ASPH. COMM. DRIVE	204+47.41		RT		607.05			67.45		0.034							14.99	8.09	2.34		3.28				
ASPH. COMM. DRIVE	206+02.89		LT		1,219.55			135.51		0.068							30.11	16.26	4.71		6.59				
+ASPH. EDGE COURSE	206+02.89		LT	88.19				8.17		0.004							1.81				0.16				
ASPH. COMM. DRIVE	207+10.00		LT		576.36			64.04		0.032							14.23	7.68	2.22		3.11				
+ASPH. EDGE COURSE	207+10.00		LT	87.73				8.12		0.004							1.81				0.16				
CONC. COMM. DRIVE	209+02.11		RT		3,079.59			342.18		0.171							76.04								
CONC. RES. DRIVE	210+28.37		LT		166.05			18.45		0.009						3.08									
+CONC. EDGE COURSE	210+28.37		LT	19.46				1.08		0.001						0.18									
ASPH. RES. DRIVE	210+90.54		LT		157.43			17.49		0.009						2.92		1.05		0.97					
+ASPH. EDGE COURSE	210+90.54		LT	19.48				1.08		0.001						0.18									
SUBTOTAL CARRIED TO SHEET 65						734.50	94.00	1,370.81	94.00	9.24	226.33	17,109.71	516.50	17,109.71	2,729.29	2,842.34	245.86	2,047.70	1,048.65	23.60	0.97	33.96	712.93	796.04	

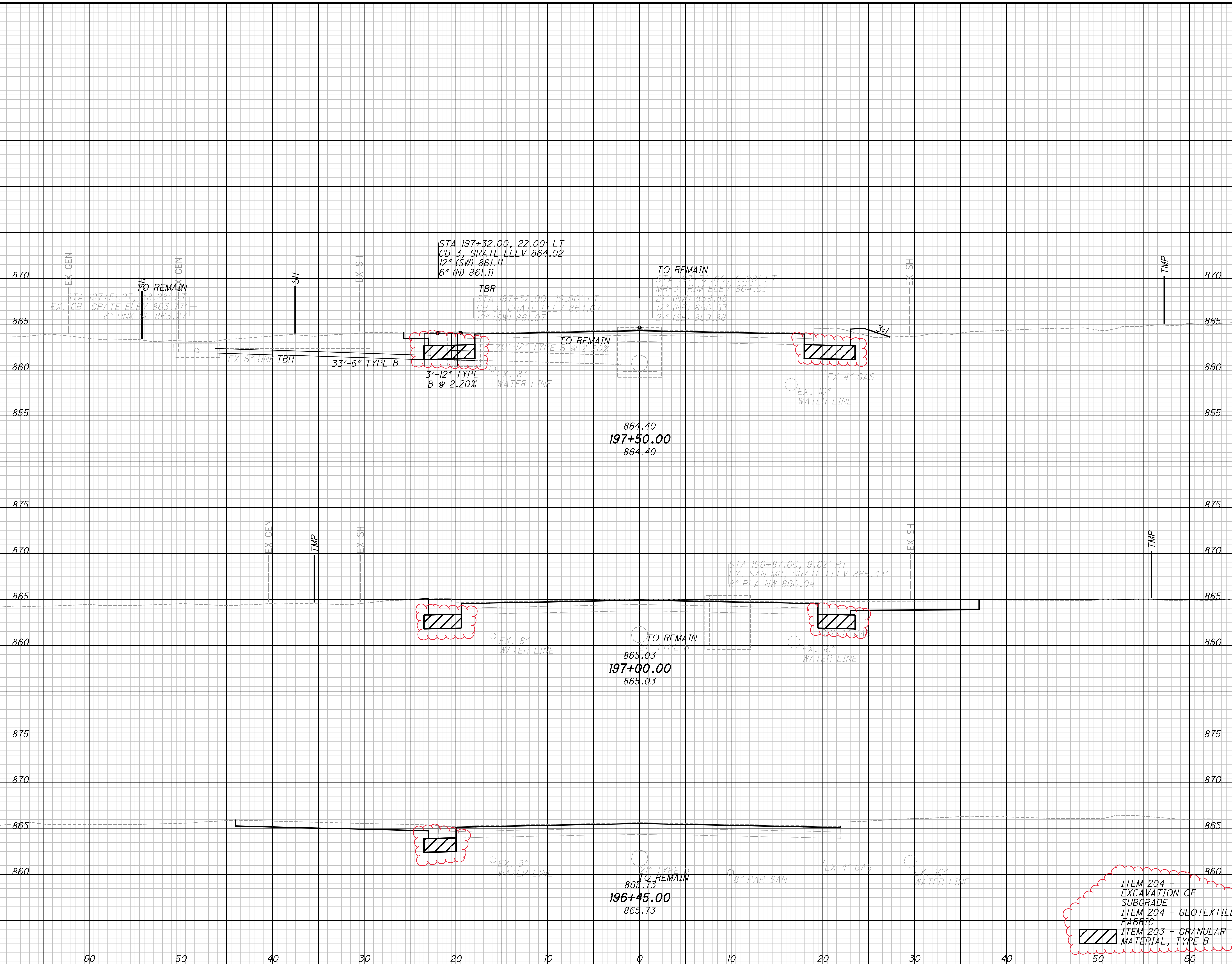
PAVEMENT QUANTITIES

CLE-CR171-OLD74 (PHASE 6)

CALCULATED
 MSW
 CHECKED
 MHT

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SEEDING	END WIDTH	SO. YDS.	END AREA		VOLUME		CALCULATED GAH	CHECKED MHT
			CUT	FILL	CUT	FILL		
			15	2	34	2		
			22	0	38	0		
			15	0				
					13	0		
					85	2		



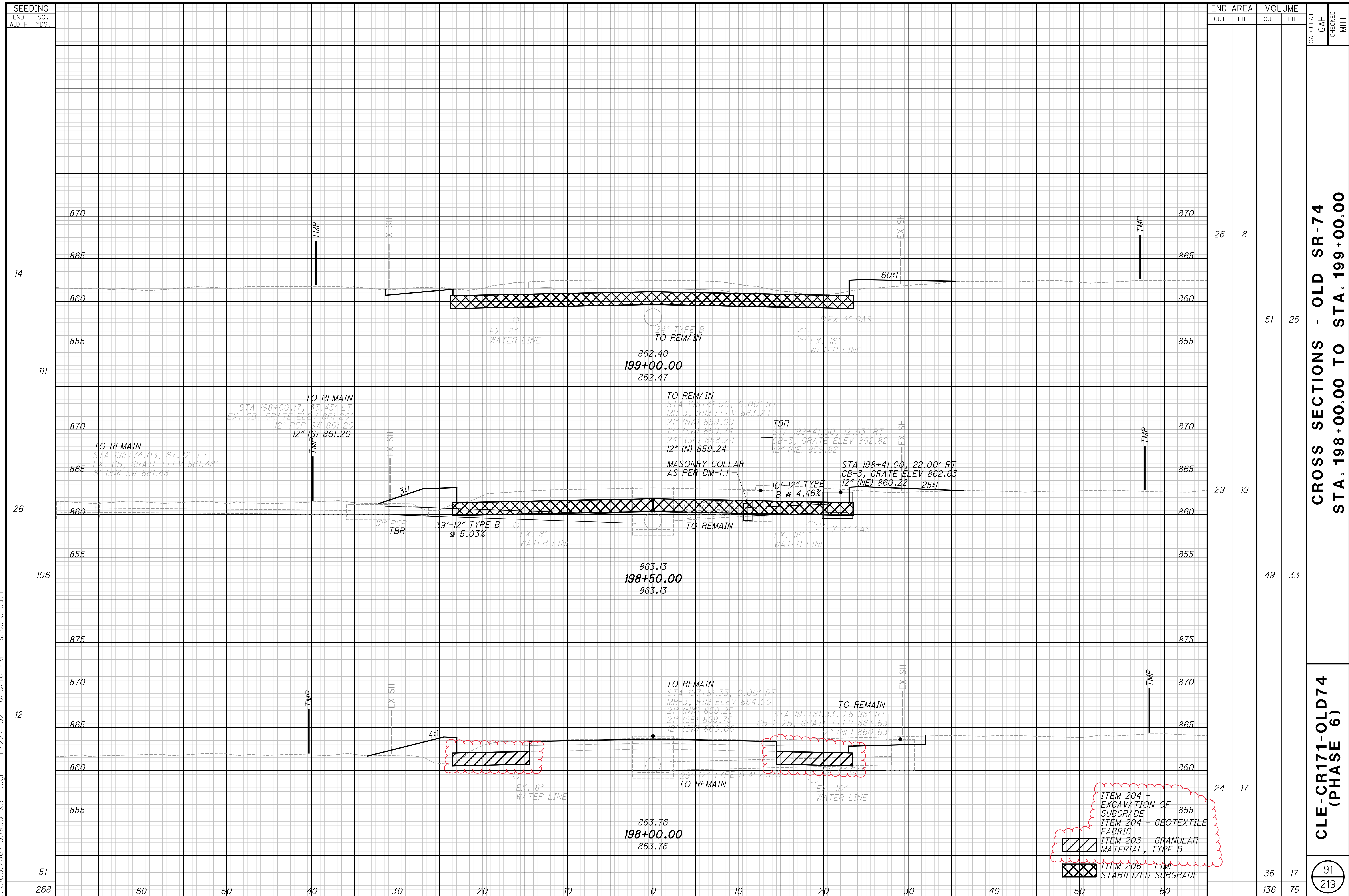
ITEM 204 - EXCAVATION OF SUBGRADE
 ITEM 204 - GEOTEXTILE FABRIC
 ITEM 203 - GRANULAR MATERIAL, TYPE B

CROSS SECTIONS - OLD SR-74
 STA. 196+50.00 TO STA. 197+50.00

CLE-CR171-OLD74
 (PHASE 6)

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SEEDING	
END WIDTH	SO. YDS.
14	14
26	26
106	106
12	12
51	51
268	268

END AREA		VOLUME		CALCULATED GAH	CHECKED MHT
CUT	FILL	CUT	FILL		
26	8	51	25		
29	19	49	33		
24	17	36	17		
		136	75		

CROSS SECTIONS - OLD SR-74
STA. 198+00.00 TO STA. 199+00.00

CLE-CR171-OLD74
(PHASE 6)

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ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GEOTEXTILE FABRIC
ITEM 203 - GRANULAR MATERIAL, TYPE B
ITEM 206 - LIME STABILIZED SUBGRADE

ITEM 632, POWER SERVICE, AS PER PLAN

IN ADDITION TO ODOT ITEM 632.24, ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ENERGY. POWER REQUIREMENTS SUPPLIED FOR THE TRAFFIC SIGNAL ARE 120 VOLT, SINGLE-PHASE, 60 AMP. THE CONTRACTOR SHALL COORDINATE WITH DUKE ENERGY FOR THE POWER SERVICE.

THE CONTRACTOR SHALL CONTACT THE METER SECTION OF DUKE ENERGY FOR INFORMATION REGARDING THE METER BASE INSTALLATION (IF ANY) PRIOR TO ORDERING POLES.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REQUESTING AND SCHEDULING ANY INSPECTIONS THE POWER COMPANY MAY REQUIRE FOR THE POWER SERVICE HOOK UP. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE POWER COMPANY FOR THE ELECTRIC SERVICE CONNECTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR SPLICE POWER CABLE INTO THE POWER COMPANY'S CIRCUITS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND THE PAYING OF ALL FEES WITH THE EXCEPTION OF NORMAL MONTHLY ENERGY CHARGES.

PROVIDE A 2 INCH PVC CONDUIT FROM THE PULL BOX TO THE POWER SERVICE POINT, AS DIRECTED BY THE ENGINEER. PROVIDE 5 FEET OF COILED SLACK AT THE SPLICE POINT FOR ADDITIONAL CONNECTIONS. CONDUIT AND CABLE ARE SEPARATELY QUANTIFIED AND PAID FOR. FURNISH AND INSTALL DISCONNECT SWITCHES, AS DIRECTED BY THE ENGINEER. PROVIDE AN ODOT KEYED PADLOCK OR DEVICE APPROVED BY CLERMONT COUNTY.

POWER SERVICE SHALL BE MOUNTED ON A WOOD POLE PROVIDED BY THE ITEM 625, POWER SERVICE, AS PER PLAN PAY ITEM CONTAINED IN THE LIGHTING PLANS. LIGHTING POWER SERVICE IS SEPARATELY ITEMIZED AND PAID FOR.

THE POWER SERVICE SHALL BE INSTALLED IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING TC-83.10. ELECTRIC SERVICE IS TO BE POLE MOUNTED.

CALCULATE AND PROVIDE A LIST OF LOADS AS REQUIRED BY THE UTILITY COMPANY TO OBTAIN SERVICE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH OF ITEM 632, POWER SERVICE, AS PER PLAN AND SHALL INCLUDE ALL MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY FOR MAKING A COMPLETE POWER SERVICE CONNECTION.

ITEM 632, VEHICULAR SIGNAL HEAD, LED, BLACK, (BY TYPE), WITH BACKPLATE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC WITH VISORS AS SPECIFIED AND MEET ITE SPECIFICATIONS.
2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.
3. ALL UPPER SIGNAL SUPPORT HARDWARE AND PIPING UP TO AND INCLUDING THE WIRE INLET FITTING SHALL BE FERROUS METAL.
4. THE ENTRANCE FITTING SHALL BE OF THE TRI-STUD DESIGN WITH SERRATED RINGS IN ORDER TO ACHIEVE POSITIVE LOCKING.
5. ALL SIGNAL HEADS SHALL BE RIGIDLY MOUNTED TO THE MAST ARM WITH THE YELLOW MODULE LOCATED IN FRONT OF THE MAST ARM.
6. ALUMINUM BACKPLATES SHALL BE IN ACCORDANCE WITH THE C&MS AND INCLUDE A FLUORESCENT YELLOW REFLECTIVE BORDER.
7. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04-C. THE CONTRACTOR SHALL PROVIDE CLERMONT COUNTY, IN WRITING, WITH THE LED MANUFACTURER NAME, SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES. THE INFORMATION SHALL BE SENT TO THE FOLLOWING LOCATION:

CLERMONT COUNTY ENGINEER'S OFFICE
2381 CLERMONT CENTER DRIVE
BATAVIA, OHIO 45103-1959
JEREMY EVANS (513) 732-8857
8. SIGNAL HEADS SHALL HAVE A MINIMUM WALL THICKNESS OF 0.117 INCHES.
9. SIGNAL HEADS SHALL INCLUDE CUTAWAY TYPE VISORS UNLESS OTHERWISE SPECIFIED IN THE PLANS.
10. APPLY A BEAD OF SILICONE TO THE SIGNAL HEAD, WASHER, AND ENTRANCE ADAPTER SERRATIONS TO PREVENT WATER INTRUSION. ALSO, FILL THE SPACE BETWEEN CONCENTRIC SERRATION RINGS ON THE TOP OF THE SIGNAL HEAD TO COMPLETELY EXCLUDE WATER FROM THE SPACE BETWEEN THE CONCENTRIC RINGS.
11. BALANCE ADJUSTERS SHALL NOT BE USED ON ONE-WAY HEADS OR TETHERED HEADS.

PAYMENT FOR ITEM 632 VEHICULAR SIGNAL HEAD, LED, BLACK, (BY TYPE), WITH BACKPLATE, AS PER PLAN SHALL BE MADE FOR COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS, AND NEW ATTACHMENT HARDWARE.

ITEM 632, COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, (BY DESIGN), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 632 AND 732.11, THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:

THE SUPPORTS SHALL BE POWDER COATED BLACK IN COLOR AND SHALL BE PAINTED IN LIEU OF GALVANIZING.

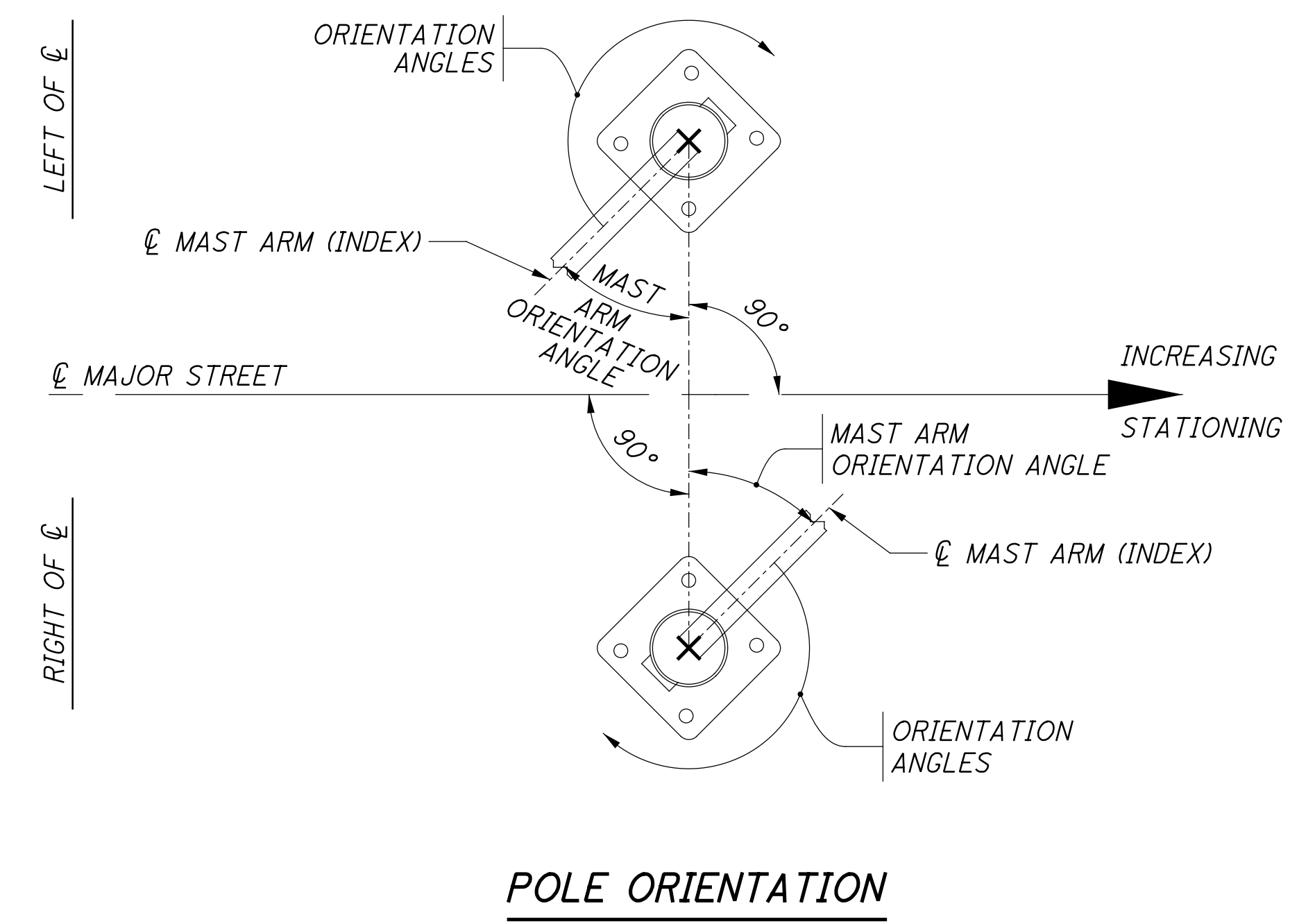
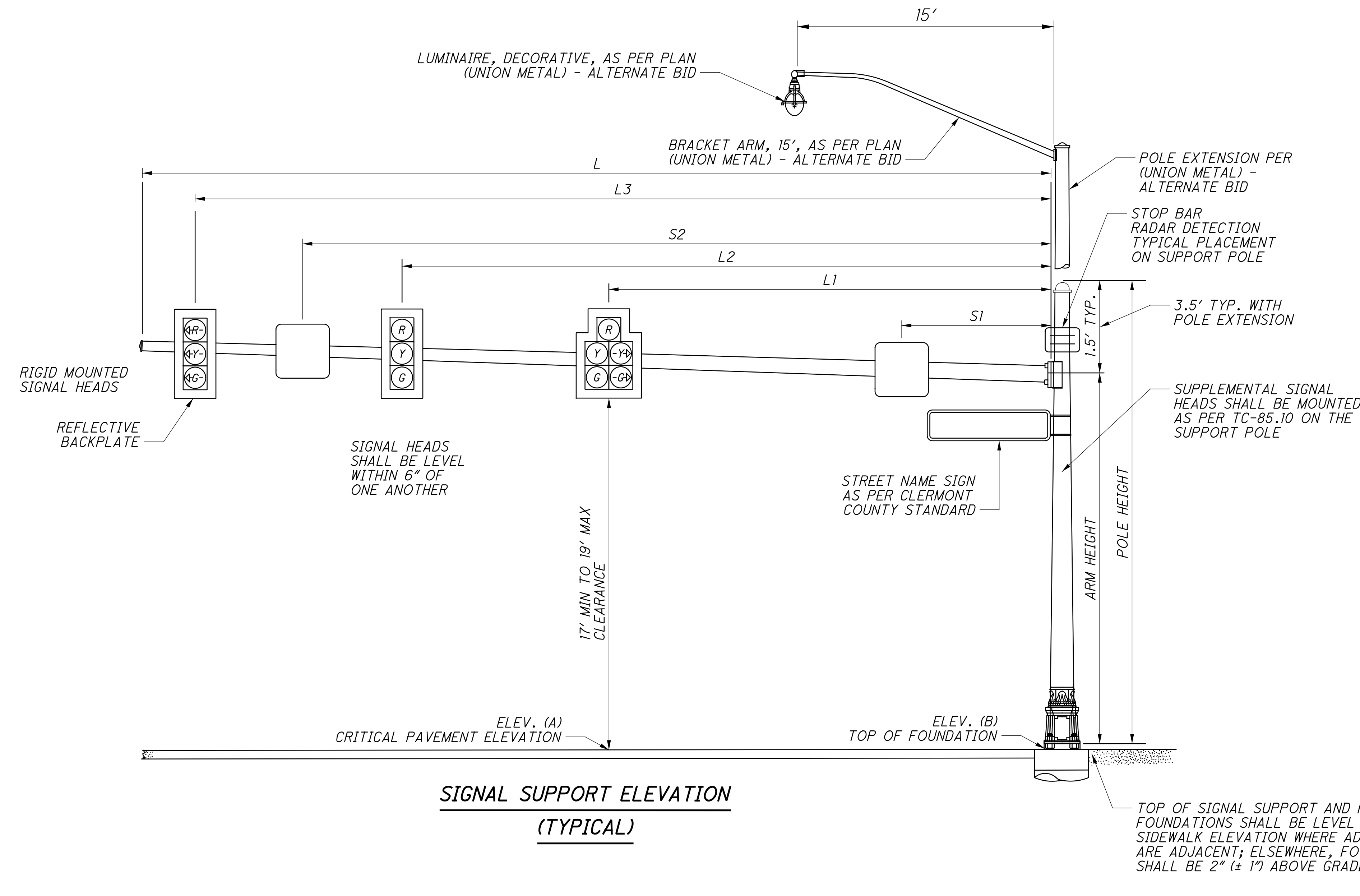
PAYMENT FOR ITEM 632, COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, (BY DESIGN), AS PER PLAN, SHALL BE MADE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIAL, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

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TRAFFIC SIGNAL GENERAL NOTES

CLE-CR171-OLD74
(PHASE 6)



ELEV. (A)
CRITICAL PAVEMENT ELEVATION

ELEV. (B)
TOP OF FOUNDATION

17' MIN. TO 19' MAX
CLEARANCE

15'

BRACKET ARM, 15', AS PER PLAN
(UNION METAL) - ALTERNATE BID

LUMINAIRE, DECORATIVE, AS PER PLAN
(UNION METAL) - ALTERNATE BID

L3

L2

L1

S2

S1

POLE EXTENSION PER
(UNION METAL) -
ALTERNATE BID

STOP BAR
RADAR DETECTION
TYPICAL PLACEMENT
ON SUPPORT POLE

3.5' TYP. WITH
POLE EXTENSION

1.5' TYP.

STREET NAME SIGN
AS PER CLERMONT
COUNTY STANDARD

SUPPLEMENTAL SIGNAL
HEADS SHALL BE MOUNTED
AS PER TC-85.10 ON THE
SUPPORT POLE

ARM HEIGHT

POLE HEIGHT

TOP OF SIGNAL SUPPORT AND PEDESTAL
FOUNDATIONS SHALL BE LEVEL WITH THE
SIDEWALK ELEVATION WHERE ADA LANDINGS
ARE ADJACENT; ELSEWHERE, FOUNDATIONS
SHALL BE 2" (± 1") ABOVE GRADE PER TC-21.21

SIGNAL SUPPORT ELEVATION
(TYPICAL)

MAST ARM TABLE (TEM FIGURE 498-37 & 38)

SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS											ORIENTATION ANGLES FROM MAST ARM								
			A	B	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	S1	S2	-	MAST ARM A ANGLE	MAST ARM B ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	POWER SERVICE	CONTROLLER	BRACKET ARM	HANDHOLE	CABLE ENTRANCE 12" FROM TOP
			FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
P1	212+42	44' LT	843.85	843.33	TC-81.22	12	34	20.5	43	15	28	40	9	34	-	90	-	-	-	270	-	0	180	-
P2	349+15.8	86.5' RT	844.15	844.17	TC-81.22	4	34	20.5	36	16	26	-	34	-	-	0	-	-	-	-	-	0	180	-
P3	211+67	44' LT	846.11	844.21	TC-81.22	12	35	21.5	41	26	38	-	32	-	-	0	-	-	-	-	-	0	180	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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TRAFFIC SIGNAL SUBSUMMARY - OLD SR 74 & BACH BUXTON ROAD

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SEE SHT.
625	18201	3	EACH	BRACKET ARM, 15', AS PER PLAN	157
625	23306	445	FT	NO. 10 AWG 600 VOLT DISTRIBUTION CABLE	
625	25504	30	FT	CONDUIT, 3", 725.051	
625	25902	174	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
625	27551	3	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN	157
625	29600	30	FT	TRENCH IN PAVED AREA, TYPE B	
625	30700	2	EACH	PULL BOX, 725.08, 18"	
625	30706	1	EACH	PULL BOX, 725.08, 24"	
625	32000	4	EACH	GROUND ROD	
625	36010	204	FT	UNDERGROUND WARNING/MARKING TAPE	
630	79100	4	EACH	SIGN HANGER ASSEMBLY, MAST ARM	
630	79500	3	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
630	80100	28.75	SF	SIGN, FLAT SHEET	
630	80500	3	EACH	SIGN, DOUBLE FACED, STREET NAME	
632	05007	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN, BLACK	158
632	05087	1	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN, BLACK	158
632	25000	7	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
632	40700	1022	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	
632	68200	33	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	
632	68300	76	FT	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	
632	69800	200	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG	
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	158
632	79111	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN	158
632	79131	2	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN	158
633	45000	1	EACH	GPS (GLOBAL POSITIONING SYSTEM) CLOCK ASSEMBLY	159
633	67101	1	EACH	CABINET FOUNDATION, AS PER PLAN	159
633	67201	1	EACH	CONTROLLER WORK PAD, AS PER PLAN	159
633	75001	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	159
633	99000	1	EACH	CONTROLLER ITEM, MISC.: CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	159
809	69100	2	EACH	STOP LINE RADAR DETECTION	

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TRAFFIC SIGNAL DETAILS
OLD SR 74 AND BACH BUXTON RD

CLE-CR171-OLD74
(PHASE 6)

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