

**UTILITIES
(G102A)**

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

| | |
|--|---|
| ELECTRIC AEP OHIO 2552 QUAKER ROAD BUCYRUS, OH 44820 419.563.1509 | CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200 |
| GAS COLUMBIA GAS OF OHIO 1021 NORTH MAIN STREET MANSFIELD, OH 44903 419.528.1134 | GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163 |
| COMMUNICATION FRONTIER COM 83 TOWNSEND AVENUE NORWALK, OH 44857 419.744.3613 | CITY CITY OF GALION 301 HARDING WAY EAST GALION, OH 44833 419.468.2818 |
| COMMUNICATION LEVEL 3 COMMUNICATIONS 106 SOUTH ARLINGTON STREET AKRON, OH 44306 740.275.1133 | COMMUNICATION VERIZON BUSINESS 120 RAVINE STREET AKRON, OH 44303 330.253.8267 |
| ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213 | FIBER OPTIC SPRINT 11370 ENTERPRISE PARK DRIVE SHARONVILLE, OH 45241 513.612.4204 |

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 AS LISTED BELOW MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

| EXISTING PLAN TITLE | DATED |
|-------------------------|-------|
| CRA-30-9.53/RIC-30-0.00 | 2014 |
| CRA-30-24.000 | 2001 |
| CRA/RIC-30-33.500/0.000 | 2001 |

**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.

**PART-WIDTH CONSTRUCTION
(P105)**

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL THE DEPTH SPECIFIED IN THE TYPICAL SECTIONS AND PAVEMENT AND SHOULDER DATA SHEET AS MEASURED AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED IN NORMAL CROWNED AREAS, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGE LINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE SEVEN DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$3,500.00 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 203 - EMBANKMENT, AS PER PLAN

THE INTENT OF THIS ITEM IS TO BRING THE UNDERLYING EXISTING EMBANKMENT SURFACE UP TO MEET THE RAISED PAVEMENT PROFILE IN AREAS OF EXISTING AND PROPOSED GUARDRAIL RUNS. PROVIDE EMBANKMENT AT THE DIRECTION OF THE ENGINEER UNDER THE GUARDRAIL RUNS WHERE INDICATED IN THESE PLANS TO AFFECT A SMOOTH TRANSITION FROM THE PROPOSED EDGE OF PAVED SHOULDER AND/OR EDGE OF AGGREGATE SHOULDER THROUGH THE INFLUENCE AREA OF THE GUARDRAIL. FOR ESTIMATION PURPOSES, A WIDTH OF SIX FEET, MEASURED PERPENDICULAR TO THE EDGE OF AGGREGATE SHOULDER TO AND THROUGH THE SPECIFIED GUARDRAIL RUNS, AN AVERAGE OF TWO INCHES THICK, FOR THE LENGTH OF SAID GUARDRAIL RUNS, WAS USED.

UPON COMPLETION OF THE INSTALLATION OF THE EMBANKMENT AND AT THE POINT WHERE NO CONSTRUCTION EQUIPMENT OR ACTIVITIES WOULD AFFECT THE SURFACE OF THE TREATED AREA, PROVIDE SEEDING AND MULCHING IN ACCORDANCE WITH C&MS 659.

ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE DESCRIBED WORK WILL BE PAID FOR UNDER THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 203 - EMBANKMENT, AS PER PLAN.

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

PLACE THE RUMBLE STRIP ON THE INSIDE SHOULDER AS PER STANDARD CONSTRUCTION DRAWING BP-9.1. PLACE THE RUMBLE STRIP ON THE OUTSIDE SHOULDER CENTERED BETWEEN THE EDGE OF PAVEMENT AND EDGE OF PAVED SHOULDER. ALL OTHER ASPECTS OF THE OUTSIDE RUMBLE STRIP ARE TO REMAIN AS PER DETAILED ON STANDARD CONSTRUCTION DRAWING BP-9.1.

ALL WORK NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER MILE FOR ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN AND WILL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED.

RAISED PAVEMENT MARKERS REMOVED ON BRIDGE DECKS

REMOVE, AND DO NOT REINSTALL RAISED PAVEMENT MARKERS ON STRUCTURES WHICH SPAN TRANSPORTATION FACILITIES SUCH AS RAILWAYS OR OTHER HIGHWAY FACILITIES. FOR STRUCTURES WITH PROPOSED ASPHALT CONCRETE WEARING SURFACES, PLANE AND PAVE AS DETAILED IN THESE PLANS WITHOUT REINSTALLING RPMs AS DETAILED ABOVE. FOR STRUCTURES WITH PORTLAND CEMENT CONCRETE WEARING SURFACES, REMOVE THE RPMs AND FILL IN THE VOID LEFT IN ITS PLACE WITH AN APPROVED EPOXY MATERIAL, SUCH AS THE EPOXY USED TO INSTALL NEW RPMs.

FOR STRUCTURES THAT DO NOT SPAN OTHER TRANSPORTATION FACILITIES, REMOVE AND REPLACE RPMs AS DETAILED IN THESE PLANS.

ALL MATERIALS, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 621 - RAISED PAVEMENT MARKER REMOVED.

TRAFFIC CONTROL

- 1- STRIPE ALL THROUGH LANES AT 12', WITH THE LANE LINE MAINTAINING ITS EXISTING LOCATION.
- 2- STRIPE ALL RAMPS AND SPEED CHANGE LANES AT THEIR EXISTING WIDTH IN THEIR EXISTING CONFIGURATION, UNLESS SHOWN OTHERWISE IN THESE PLANS.
- 3- PLACE TWO WRONG WAY ARROWS PER RAMP IN ACCORDANCE WITH SCD TC-73.20
- 4- ALL EXISTING STOP LINES, CHANNELIZING LINES, LANE LINES, AND EDGE LINES ARE TO BE REPLACED WITH WORK ZONE LINES AFTER THE EXISTING MARKINGS ARE REMOVED AND PRIOR TO OPENING TRAFFIC TO THE AFFECTED SECTION OF ROADWAY. QUANTITIES ARE INTENDED TO BE PLACED AFTER MILLING, AFTER THE INTERMEDIATE COURSE (IF APPLICABLE), AND AFTER SURFACE COURSE PRIOR TO PERMANENT MARKINGS.
- 5- USE 642 PAINT, TYPE 1 FOR ALL WORK ZONE PAVEMENT MARKINGS.
- 6- CONTINUE 850/807 MARKINGS OVER BRIDGE DECKS; DO NOT INTERRUPT RECESSED WET REFLECTIVE MARKINGS.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
ITEM 253 - PAVEMENT REPAIR**

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED PRIOR TO PAVEMENT PLANING. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT.

REPLACEMENT MATERIAL SHALL BE ITEM 301 AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

FOR ITEM 253 - PAVEMENT REPAIR, PLACE AT LEAST ONE LIFT OF 301 BASE OVER THE ENTIRE AREA OF THE REPAIR BY THE END OF THE WORK SHIFT, NOT ALLOWING A FULL DEPTH REMOVAL AREA WHEN WORK IS NOT TAKING PLACE.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK. FOR PAYMENT AND ESTIMATING PURPOSES, ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AS MEASURED FROM THE EXISTING PAVEMENT SURFACE. ITEM 253 - PAVEMENT REPAIR IS CONSIDERED FOR ANY REPAIRS DEEPER THAN 4" FROM THE EXISTING PAVEMENT SURFACE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, BY TICKET WEIGHT CONVERSION, OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

| | |
|--|---------|
| MAINLINE: | |
| ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) | |
| (TRANSVERSE) | 293 CY |
| (LONGITUDINAL) | 880 CY |
| ITEM 253 - PAVEMENT REPAIR | 1694 CY |
| RAMPS: | |
| ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) | |
| (TRANSVERSE) | 6 CY |
| (LONGITUDINAL) | 21 CY |
| ITEM 253 - PAVEMENT REPAIR | 6 CY |
| TOTAL: | |
| ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) | |
| (TRANSVERSE) | 299 CY |
| (LONGITUDINAL) | 901 CY |
| ITEM 253 - PAVEMENT REPAIR | 1700 CY |

**ITEM 203 - EXCAVATION
ITEM 304 - AGGREGATE BASE**

IN AREAS OF SUB-BASE FAILURE, AND AS DIRECTED BY THE ENGINEER, IN CONJUNCTION WITH ITEM 253 - PAVEMENT REPAIR, PERFORM ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE. REMOVE APPROXIMATELY 6" OF SUB-BASE IN THESE AREAS, REPLACING THE REMOVED MATERIAL WITH ITEM 304. LIFT LIMITS AND COMPACTION REQUIREMENTS ARE AS DETAILED IN C&MS 304.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK WILL BE PAID FOR AT THE CONTRACT BID PRICE FOR CUBIC YARD FOR ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:


| | |
|---------------------------|-------|
| MAINLINE: | |
| ITEM 203 - EXCAVATION | 90 CY |
| ITEM 304 - AGGREGATE BASE | 90 CY |

GENERAL NOTES

CRA-30-15.80

MODEL: GEN NOTES: 1 PAPER SIZE: 17x11 (in.) DATE: 01/06/2022 TIME: 10:53:33 USER: knapp pvc:\ohio\dot-pw-bentley.com\shahidoc-pw-02\Documents\01 Active Projects\District 03\Crawford\91097\400-Engineering\Roadway\Sheets\91097_GN001.dgn

DESIGN AGENCY
DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER
KCK

REVIEWER
NRF 09/01/21

PROJECT ID
91097

SHEET TOTAL
P.013 P.039

| SHEET NUM. | | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------------------|-------|-------|-------|---------|-------|-------|----------|-------|--|-----------|-----------|-----------|------|----------|-------------|------|---|---------------|
| P.013 | P.015 | P.016 | P.017 | P.022 | P.023 | P.024 | P.025 | P.029 | | 01/NHS/PV | 02/BRO/BR | 03/SAF/OT | | | | | | |
| ROADWAY | | | | | | | | | | | | | | | | | | |
| | | | | | | | 3 | | | 3 | | | 202 | 42010 | 3 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE E | |
| | | | | | | | 3 | | | 3 | | | 202 | 42040 | 3 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE T | |
| | | | | | | | 2 | | | 2 | | | 202 | 42050 | 2 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE B | |
| | | | | | | | 6 | | | 6 | | | 202 | 47000 | 6 | EACH | BRIDGE TERMINAL ASSEMBLY REMOVED | |
| 90 | | | | | | | | | | 90 | | | 203 | 10000 | 90 | CY | EXCAVATION | |
| | | | | | | | 287 | | | 287 | | | 203 | 20001 | 287 | CY | EMBANKMENT, AS PER PLAN | P.013 |
| | | | | 14,080 | | | | | | 14,080 | | | 204 | 50001 | 14,080 | SY | GEOTEXTILE FABRIC, AS PER PLAN | P.014 |
| | | | | 28.4 | | | | | | 28.4 | | | 209 | 60500 | 28.4 | MILE | LINEAR GRADING | P.014 |
| | | | | | | | 7,231.25 | | | 7,231.25 | | | 606 | 17000 | 7,231.25 | FT | RAISING TYPE 5 GUARDRAIL | |
| | | | | | | | 2 | | | 2 | | | 606 | 26000 | 2 | EACH | ANCHOR ASSEMBLY, TYPE B | |
| | | | | | | | 3 | | | 3 | | | 606 | 26100 | 3 | EACH | ANCHOR ASSEMBLY, TYPE E | |
| | | | | | | | 3 | | | 3 | | | 606 | 26500 | 3 | EACH | ANCHOR ASSEMBLY, TYPE T | |
| | | | | | | | 6 | | | 6 | | | 606 | 35000 | 6 | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | | | | | 87 | | | 87 | | | 626 | 00110 | 87 | EACH | BARRIER REFLECTOR, TYPE 2 (ONE WAY) | |
| EROSION CONTROL | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 7,000 | 2,000 | 1,000 | 832 | 30000 | 10,000 | EACH | EROSION CONTROL | |
| PAVEMENT | | | | | | | | | | | | | | | | | | |
| 299 | | | | | | | | | | 299 | | | 251 | 01042 | 299 | CY | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE) | |
| 901 | | | | | | | | | | 901 | | | 251 | 01042 | 901 | CY | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL) | |
| 1700 | | | | | | | | | | 1700 | | | 251 | 02000 | 1,700 | CY | PAVEMENT REPAIR | |
| | | | | 327,526 | | | | | | 327,526 | | | 254 | 01000 | 327,526 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (SEE P&SDS FOR THICKNESSES) | |
| 90 | | | | | | | | | | 90 | | | 304 | 20000 | 90 | CY | AGGREGATE BASE | |
| | | | | 41,986 | | | | | | 41,986 | | | 407 | 20000 | 41,986 | GAL | NON-TRACKING TACK COAT | |
| | | | | 13,380 | | | | | | 13,380 | | | 408 | 10001 | 13,380 | GAL | PRIME COAT, AS PER PLAN | P.014 |
| | | | | 13,670 | | | | | | 13,670 | | | 442 | 00100 | 13,670 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | | 13,670 | | | | | | 13,670 | | | 442 | 10300 | 13,670 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) | |
| | | | | 3,638 | | | | | | 3,638 | | | 617 | 10100 | 3,638 | CY | COMPACTED AGGREGATE | |
| | | | | | 25.44 | | | | | 25.44 | | | 618 | 40601 | 25.44 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN | P.013 |
| | | | | 15,114 | | | | | | 15,114 | | | 861 | 11100 | 15,114 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) | |
| TRAFFIC CONTROL | | | | | | | | | | | | | | | | | | |
| | | | | | | 758 | | | | 758 | | | 621 | 00100 | 758 | EACH | RPM | |
| | | | | | | 758 | | | | 758 | | | 621 | 54000 | 758 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | | | 272 | | | | | 272 | | | 644 | 00500 | 272 | FT | STOP LINE | |
| | | | | | 770 | | | | | 770 | | | 644 | 00720 | 770 | FT | CHEVRON MARKING | |
| | | | | | 16 | | | | | 16 | | | 644 | 01360 | 16 | EACH | WRONG WAY ARROW | |
| | | | | | 0.12 | | | | | | | 0.12 | 807 | 12010 | 0.12 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE) | |
| | | | | | 0.12 | | | | | | | 0.12 | 807 | 12010 | 0.12 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) | |
| | | | | | 0.12 | | | | | | | 0.12 | 807 | 12110 | 0.12 | MILE | WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | 301 | | | | | | | 301 | 807 | 12410 | 301 | FT | WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | 14.2 | | | | | | | 14.2 | 807 | 14010 | 14.2 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE) | |
| | | | | | 14.2 | | | | | | | 14.2 | 807 | 14010 | 14.2 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW) | |
| | | | | | 12.72 | | | | | | | 12.72 | 807 | 14110 | 12.72 | MILE | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" | |
| | | | | | 7,448 | | | | | | | 7,448 | 807 | 14310 | 7,448 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12" | |
| | | | | | 5,846 | | | | | | | 5,846 | 807 | 14410 | 5,846 | FT | WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6" | |
| | | | | | 41.12 | | | | | | | 41.12 | 850 | 10010 | 41.12 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 5,846 | | | | | | | 5,846 | 850 | 10110 | 5,846 | FT | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 7,448 | | | | | | | 7,448 | 850 | 10130 | 7,448 | FT | GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT) | |
| | | | | | 0.36 | | | | | | | 0.36 | 850 | 20010 | 0.36 | MILE | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) | |
| | | | | | 301 | | | | | | | 301 | 850 | 20110 | 301 | FT | GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE) | |

