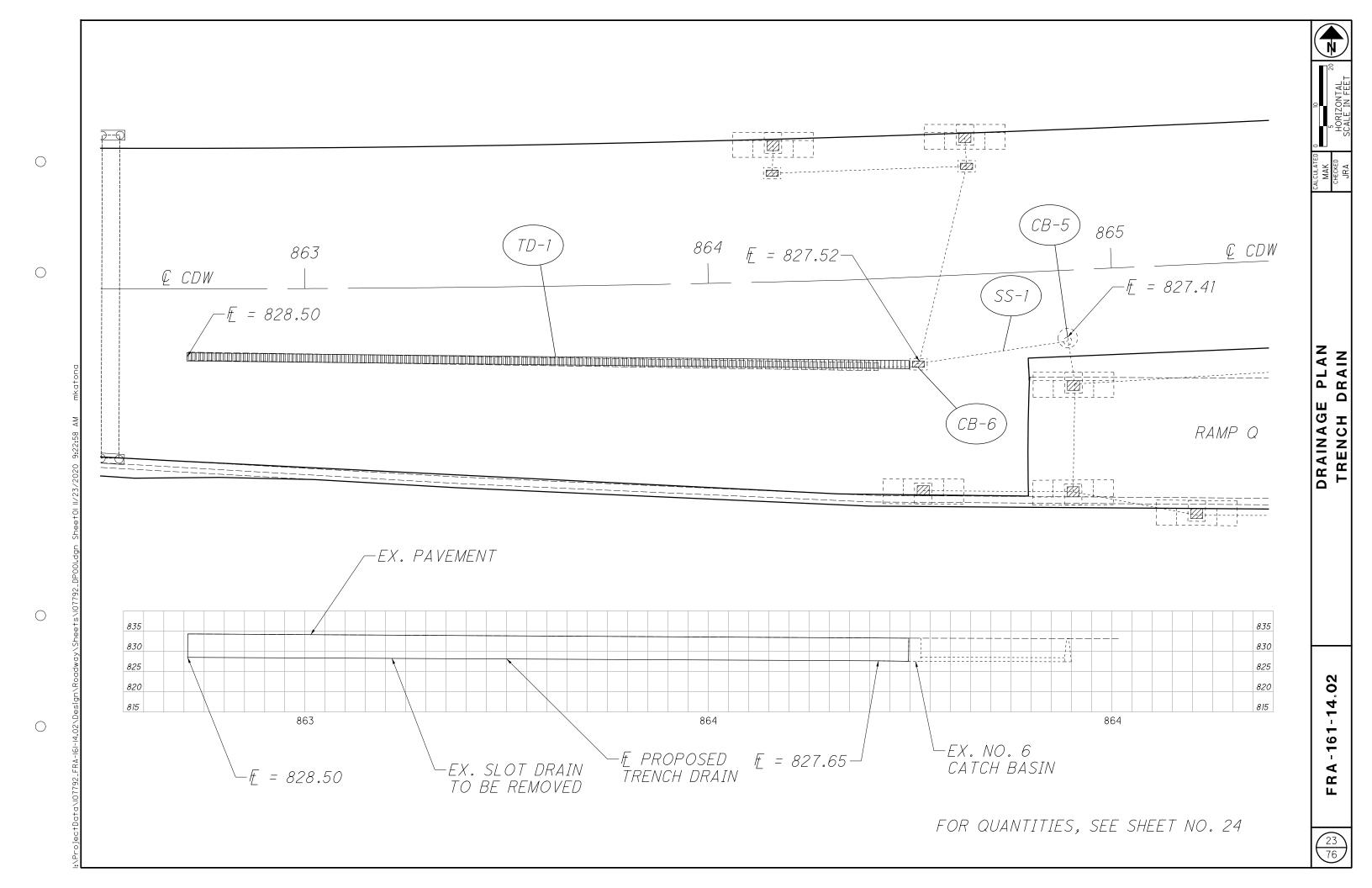
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| SHEET | REFERENCE NO. | STATION | LOCATION | SIDE | | REMOVAL MISC.: EXISTING METAL BARRIER, TYPE TC-41.21 | PAVEMENT PLANING, AS PER PLAN (VARIABLE DEPTH) 0" - 2" | CATCH BASIN ADJUSTED TO GRADE | INLET ADJUSTED TO GRADE, AS PER PLAN | INLET MISC.: TYPE 2A REPLACEMENT TOP | | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | | | REMARKS |
| | | | | | | EACH | SQ YD | EACH | EACH | | | FT | | | |
| | | | | | | | | | | | | | | | |
| 21 | CB-1 | 777+95 | SR 161 | L | | | 8 | | | 1 | | | | | I-1.2A-11 |
| 21 | CB-2 | 777+95 | SR 161 | R | | | 8 | | | 1 | | | | | I-1.2A-11 |
| 21 | CB-3 | 783+50 | SR 161 | R | | | | | 1 | | | | | | I-1.2A-14 |
| 22 | CB-4 | 795+58 | SR 161 | L | | | | 1 | | | | | | | CB-6 |
| 27 | B-1 | 773+50 | SR 161 | С | | 1 | | | | | | 10 | | | |
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| <u> </u> | | QUANTI | TES CARRIE |) TO GEI | NERAL SUMMARY | • | | | | | • | | | | |

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| REF. | BEGIN STATION | END STATION | SPECIAL - PIPE CLEANOUT, 24″ AND UNDER | REMOVAL MISC: SLOT DRAIN | | CATCH BASIN MISC.: CLEANOUT | TRENCH DRAIN WITH STANDARD GRATE, AS PER PLAN | | | REMARKS |
| | | | FT | FT | | EACH | FT | | | |
| | | | | | | | | | | |
| TD-1 | 862+66 | 864+52 | | 171 | | | 180 | | | |
| SS-1 | 864+52 | 864+88 | 36 | 111 | | | 100 | | | |
| CB-5 | 864+52 | | | | | 1 | | | | |
| CB-6 | 864+88 | | | | | 1 | | | | |
| | | | | | | | | | | |
| | | | 36 | 171 | | 2 | 180 | | | |

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ITEM 203 EMBANKMENT, AS PER PLAN:

QUANTITIES FOR ITEM 203 - EMBANKMENT HAVE BEEN PROVIDED THROUGHOUT THIS PLAN TO BUILD UP FORE-SLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED ANCHOR ASSEMBLIES. THIS ITEM OF WORK INCLUDES ANY CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED. THE CONTRACTOR SHALL BE PREPARED TO USE EMBANKMENT AT THE LOCATIONS SPECIFIED IN THE PLANS AND ANY OTHER AREAS "AS DIRECTED BY THE ENGINEER".

SEE DETAIL ON SHEET 34.

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ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN 3"

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN 4.5%

REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. REPAIR AREAS SHALL CONSIST OF REMOVING 3" OR 4.5" OF PAVEMENT AND PLACING 3" OR 4.5" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22. WORK SHALL BE PERFORMED PRIOR TO RESURACING AND REPAIR AREAS ARE TO BE INCLUDED INTO GENERAL RESURFACING, SEE CHART ON SHEET 39.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE 1.54: ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN 1.7" - 3.0": THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE THAT MAY RESULT TO CASTINGS FROM THE PLANING OPERATION, THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED, TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

BUTT JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF PAVING LIMITS AND AT THE APPROACH SLABS OF ALL STRUCTURES NOT BEING PAVED.

AT NO TIME SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT WITHIN THE TRAVELED WAY/LANE(S). AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL THE SHOULDERS BE LEFT AT A HIGHER ELEVATION THAN THE DRIVING LANES. PLANED OUTSIDE SHOULDERS MAY BE EXPOSED TO TRAFFIC FOR FIVE (5) CALENDAR DAYS.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF CMS.

ITEM 442 - ASPHALT SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN (MAINLINE PAVING/CD ROAD PAVING):

GREAT CARE SHALL BE TASKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT. WHERE THE NUMBER OF MAINLINE JOINS EXCEEDS 2 (BU TNOT 4) LANES, A SINGLE COLD JOINT IS STILL REQUIRED. A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAILINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

JOINT CORING IN ACCORDANCE WITH 446.04 IS NOT REQUIRED FOR COLD LONGITUDINAL JOINTS PLACED OVER VOID REDUCING ASPHALT MEMBRANE (VRAM). CONSTRUCT COLD LONGITUDINAL JOINTS OVER VRAM USING THE SAME TECHNIQUES, EQUIPMENT, AND ROLLER PATTERNS USED ON THE REST OF THE MAT. OBTAIN 10 MAT CORES FOR EACH LOT OF MATERIAL IN ACCORDANCE WITH 446.04. PAY FACTORS FOR EACH LOT OF MATERIAL WILL BE DETERMINED ACCORDING TO TABLE 446.04-2.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT:

THE QUANTITY FOR THIS ITEM IS IN CUBIC YARDS AND IS EQUAL TO THE AMOUNT OF SURFACE COURSE (EXCLUDING SHOULDERS) ON MAINLINE SR-161, CD ROADS AND RAMPS

ITEM 442 - ASPHALT SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN, PG76-22M (RAMP PAVING):

GREAT CARE SHALL BE TASKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

DUE TO THE HIGH STRESS CHARACTERISTICS OF THE ASPHALT RAMPS IN THIS PLAN, APPENDIX B OF THE PAVEMENT DESIGN MANUAL APPLIES. ITEM 442 ON THE RAMPS SHALL REQUIRE A PG72-22M BINDER.

ITEM 606 - ITEM 606 - ANCHOR ASSEMBLY, (MGS) TYPE B:

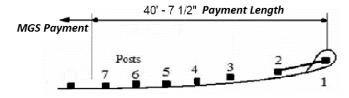
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS, INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE PAYMENT LIMIT (LENGTH) FOR THE PROPOSED ANCHOR ASSEMBLY, (MGS) TYPE B, SHALL BE 40'-7 1/2" (TO THE STANDARD MGS CONNECTION) AS DETAILED BELOW.



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, (MGS) TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED. AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT:

THIS ITEM SHALL BE USED WHEN THE CONTRACTOR IS REQUIRED TO USE AN ALTERNATE METHOD TO SET POSTS TO PREVENT DAMAGE TO AN UNDERGROUND OBSTACLE, SUCH AS A UTILITY. THE USE OF THIS ITEM WILL BE AS DEEMED NECESSARY BY THE ENGINEER. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO SET AND BACKFILL POSTS WHILE MEETING THE REQUIREMENTS OF THE APPLICABLE GUARDRAIL ITEM BEING PERFORMED. APPLICABLE GUARDRAIL ITEMS INCLUDE BUT ARE NOT LIMITED TO SETTING POSTS (AND SLEEVES) FOR TYPE 5, TYPE MGS, BARRIER DESIGN, ANCHOR ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES. PAYMENT SHALL BE AT THE UNIT BID PRICE OF EACH AND SHALL BE PAID FOR IN ADDITION TO THE APPLICABLE GUARDRAIL PLACEMENT ITEM LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED: ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT = 50 FT

GRADING AND EROSION CONTROL:

AREAS DISTURBED BY GUARDRAIL ACTIVITIES AND AREAS WHERE EMBANKMENT HAVE BEEN PLACED SHALL BE REPAIRED WITH THE QUANTITIES, AS SHOWN ON SHEET NO. 31.

ITEM 606 - CURVED RAIL ELEMENTS:

ALL RADII OF CURVED RAIL ARE ESTIMATED AND ACTUAL RADII OF PROPOSED RAIL SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING. LENGTH OF CURVED RAIL ELEMENTS, WHERE CALLED FOR IN A RUN. SHALL BE INCLUDED IN THE TOTAL LENGTH OF RUN SHOWN IN THE GUARDRAIL COLUMN AND THE CURVED RAIL ELEMENT TOTAL ARE INCLUDED WITH THE GUARDRAIL TOTALS ON THE GENERAL SUMMARY SHEET.

ITEM 606 - ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

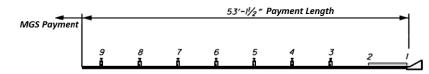
WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED USING A 25:1 FLARE RATE (24" OFFSET DESIGN) AS DETAILED IN THE SHOP DRAWINGS AND AS DIRECTED BY THE ENGINEER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF. AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND I INF.

THE PAYMENT LIMIT (LENGTH) FOR THE PROPOSED ANCHOR ASSEMBLY. (MGS) TYPE E, AS PER PLAN SHALL BE 53'- 1 1/2" (TO THE STANDARD MGS CONNECTION) AS DETAILED BELOW.



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606. ANCHOR ASSEMBLY, MGS TYPE E. EACH. AND SHALL INCLUDE ALL LABOR. TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURE.

ITEM 608 WALKWAY, MISC .: CURB RAMP, CITY OF COLUMBUS (TYPE C): ITEM 608 8" CONCRETE WALK. AS PER PLAN: ITEM 608 DETECTABLE WARNING, AS PER PLAN, TYPE E:

THIS ITEM SHALL BE AS PER ITEM 608 AND SUPPLEMENTAL SPECIFICATION 1550, OF THE CITY OF COLUMBUS CONSTRUCTION AND MATERIAL SPECIFICATIONS, LATEST EDITION.

THE SPECS CAN BE DOWNLOADED FROM THE CITY OF COLUMBUS WEB SITE: https://www.columbus.gov/publicservice/Design-and-Construction/ document-library/Standard-Drawings/

FIRE HYDRANTS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS AND FEES THAT ARE REQUIRED FOR THE USE OF ANY FIRE HYDRANTS. A SIAMESE VALVE IS TO BE USED ON THE HYDRANT OUTLET IF A HOSE IS TO BE LEFT CONNECTED AND UNATTENDED. THIS PERMIT CAN BE OBTAINED FROM THE CITY OF COLUMBUS.

LANE VALUE CONTRACT: THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME A LANE/SHOULDER/RAMP IS CLOSED BY THE CONTRACTOR'S ACTION WHILE NOT OTHERWISE PERMITTED BY THE LANE VALUE CONTRACT TABLE BELOW.

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| | | I ANF VAI III | CONTRACT | TARI F | | |
|---|------------------------|-------------------|----------------------|--------------------|--------------------|-----------------------------|
| SECTION | EXISTING NUMBER OF | I | | ARE NOT PERM | AITTED | DISINCENTIVE AMOUNTS PER |
| SECTION | LANES PER DIRECTION | LANE REDUCTION | MON TO FRI | SAT. | SUN | MINUTE PER LANE |
| HUNTLEY ROAD (10.85) TO STRAWBERRY FARMS BLVD (15.24) | 2 | 2 TO 1 | 5AM-9AM & 3PM-6PM | NO RESTRICTIONS | NO RESTRICTIONS | \$ 50 |
| STRAWBERRY FARMS BLVD (15.24) TO LITTLE TURTLE WAY (17.31) MAINLINE | 2 | 2 to 1 | 5AM-9AM & 3PM-6PM | NO RESTRICTIONS | NO RESTRICTIONS | \$ 50 |
| I-270 (15.70) TO LITTLE TURTLE WAY (17.31) CD | 3 | 3 to 2 | 5AM-9AM & 3PM-6PM | NO RESTRICTIONS | NO RESTRICTIONS | \$ 75 |
| TONTEE WAT (IT.51) CD | | 3 to1 | 5AM-8PM | 6AM-7PM | 8AM-7PM | |
| LITTLE TURTLE WAY (17.31) TO JUST WEST OF HAMILTON | 3 | 3 to 2 | 5AM-9AM & 3PM-6PM | NO RESTRICTIONS | NO RESTRICTIONS | \$ 75 |
| ROAD (18.25) | | 3 TO 1 | 5AM-8PM | 6AM-7PM | 8AM-7PM | |
| JUST WEST OF HAMILTON ROAD (18.25) TO JUST WEST OF HARLEM ROAD (19.49) | 3 | 3 to 2 | 5AM-9AM & 3PM-6PM | NO RESTRICTIONS | NO RESTRICTIONS | \$ 75 |
| EASTBOUND | | 3 TO 1 | 5AM-8PM | 6AM-7PM | 8AM-7PM | |
| JUST WEST OF HAMILTON ROAD (18.25) TO JUST WEST OF HARLEM ROAD (19.49) WESTBOUND | 2 | 2 TO 1 | 5AM-7PM | 8AM-7PM | 8AM-7PM | \$ 75 |
| JUST WEST OF HARLEM ROAD (19.49) TO LICKING COUNTY LINE (23.71) | 2 | 2 TO 1 | 5AM-7PM | 8AM-7PM | 8AM-7PM | \$ 75 |
| SHORT TERM | CLOSURES AR | E NOT PERM | ITTED 6AM-9. | AM AND 3PM-6F | PM MONDAY-FRI | DAY |

Ramp Closure Restrictions State Route 161 in Franklin County

| | | Secondary F | Route: Westervi | lle Rd (SR-3) SLM along 161: | |
|------|----------------------|-------------------|-----------------|---|---|
| Ramp | Movement | No Closure | es Allowed | Detour | Routes |
| | | Mon to Fri | Sat to Sun | Primary Route | Secondary Route |
| А | SR-3 to SR- 161WB | No Restriction | | SR-3 to Old Dublin Granville Rd to SR-161 | |
| В | SR-161WB to SR-3 | 6AM-9AM & 3PM-7PM | | SR-161 to Old Dublin Granville Rd to SR-3 | |
| С | SR-3 to SR- 161EB | 6AM-9AM & 3PM-7PM | No Restriction | | SR-3 to Moorse Rd to I-270N to SR-161* |
| D | SR-161EB to SR-3 | No Restriction | No Restriction | SR-161E to Old Dublin Granville Rd to SR-3 | |

Ramp Closure Restrictions Interstate Route 270 in Franklin County

| | Se | econdary Route | : State Route 16 | 1 SLM along 270: 30.53 (| East Side) |
|------|-----------------|----------------|------------------|-------------------------------|-------------------------------|
| Ramp | Movement | No Closure | es Allowed | Detour | Routes |
| | | Mon to Fri | Sat to Sun | Primary Route | Secondary Route |
| Α | OH-161 WB to | 5AM-10PM | 7AM-9PM | OH-161 W to 270 S (Ramp H) | None |
| | I-270 NB | | | to oh-317 to 270 N | |
| В | I-270 NB to | 5AM-7PM | 8AM-7PM | 270 N to OH-161 E (Ramp C) to | 270 N to OH-3 to 270 S to OH- |
| | OH-161 WB | | | Sunbury Rd. to OH-161 W | 161 W (Ramp G) |
| C | I-270 NB to | 5AM-12AM | 7AM-9PM | 270 N to OH-3 to 270 S to OH- | None |
| | OH-161 EB | | | 161 E (Ramp F) | |
| D | OH-161 EB to I- | 5AM-9AM & | No Restriction | OH-161 E to Sunbury Rd. to | OH-161 E to 270 S (Ramp E) to |
| | 270 NB | 3PM-7PM | | 270 N (Ramp A) | OH-317 to 270 N |
| Е | OH-161 EB to I- | 5AM-8PM | 8AM-7PM | OH-161 E to Sunbury Rd. to | OH-161 E to 270 N (Ramp D) to |
| | 270 SB | | | 270 S (Ramp H) | OH-3 to 270 S |
| F | I-270 SB to OH- | 5AM-12AM | 7AM-9PM | 270 S to OH-317 to 270 N to | None |
| | 161 EB | | | OH-161 E (Ramp C) | |
| G | I-270 SB to OH- | 5AM-9AM & | No Restriction | 270 S to OH-317 to 270 N to | None |
| | 161 WB | 3PM-7PM | | OH-161 W (Ramp B) | |
| Н | OH-161 WB to | 5AM-9PM | 7AM-9PM | OH-161 E to 270 N (Ramp A) to | None |
| | I-270 SB | | | OH-3 to 270 S | |

| Dam: | Movement | No Classes | es Allowed | Detour Ro | utos | | | | | | | |
|------|--------------|------------|------------|-------------------------------|-----------------|--|--|--|--|--|--|--|
| Ramp | Movement | | | 201011111 | | | | | | | | |
| | | Mon to Fri | Sat to Sun | Primary Route | Secondary Route | | | | | | | |
| J | SR-161 WB TO | 5AM to 9PM | 8AM to 8PM | SR-161 WB to Ramp B to | | | | | | | | |
| | SUNBURY RD | | | Westervile Rd. SB to Ramp C | | | | | | | | |
| | | | | to SR-161 EB to Ramp L to | | | | | | | | |
| | | | | Sunbury Rd. | | | | | | | | |
| K | SUNBURY RD | 5AM to 9PM | 8AM to 7PM | Ramp M to SR-161 WB to | | | | | | | | |
| | TO SR-161 EB | | | Ramp B to Westervile Rd. SB | | | | | | | | |
| | | | | to Ramp C to SR-161 EB | | | | | | | | |
| L | SR161 EB TO | 6AM to 7PM | 8AM to 7PM | Ramp S (Little Turtle Way | | | | | | | | |
| | SUNBURY RD | | | exit) to Ramp U then Ramp R | | | | | | | | |
| | | | | to SR-161 to Sunbury Rd. | | | | | | | | |
| M | SUNBURY RD | 6AM to 7PM | 8AM to 7PM | Ramp K to SR-161 EB to Ramp | | | | | | | | |
| | TO SR-161 WB | | | S (Little Turtle Way exit) to | | | | | | | | |
| | | | | Ramp U then Ramp R to SR- | | | | | | | | |
| | | | | 161 WB | | | | | | | | |
| N | SUNBURY RD | 5AM to 9PM | 8AM to 8PM | Ramp K to SR-161 EB to Ramp | | | | | | | | |
| | TO I-270 | | | S (Little Turtle Way exit) to | | | | | | | | |
| | ACCESS RD | | | Ramp U to I-270 Access Rd | | | | | | | | |
| Р | I-270 ACCESS | 5AM to 9PM | 8AM to 8PM | I-270 Access Rd to Ramp T | | | | | | | | |
| | RD TO | | | then to Ramp S (Little Turtle | | | | | | | | |
| | SUNBURY RD | | | Way exit) to Ramp U then | | | | | | | | |
| | | | | Ramp R to SR-161 WB to | | | | | | | | |
| | | | | Sunbury Rd. | | | | | | | | |
| Q | SUNBURY RD | 5AM to 9PM | 8AM to 8PM | Ramp K to SR-161 EB to Ramp | | | | | | | | |
| | TO I-270 | | | S (Little Turtle Way exit) to | | | | | | | | |
| | ACCESS RD | | | Ramp U then Ramp R to SR- | | | | | | | | |
| | | | | 161 WB | | | | | | | | |

| | | | | SHEET | NUM. | | | | | | PA | RT. | | | ITEM | GRAND | | | SEE | LATED AK XKED |
|-----|-------|------------|-----|-------|------|----------------|----|----|-----|--------------|-----------|-----------|-----------|------------|----------------|--------------|--------------|---|--------------|--|
| 8-9 | 11-13 | 17-18 | 19 | 20 | 24 | 37-40 | 41 | 59 | 63 | 01/NHS/PV | 02/S>2/PV | 03/BRO/BR | 04/S>2/PV | ITEM | EXT | TOTAL | UNIT | DESCRIPTION | SHEET NO. | CALCULAT MAK CHECKET |
| | | | | | | | | | | | | | | | | | | ROADWAY | | 1 |
| | | | | | | 926.25 | | | | 926.25 | | | | 202 | 38001 | 926.25 | FT | GUARDRAIL REMOVED, AS PER PLAN | 7 | - |
| | | | | | | 2 | | | | 2 | | | | 202 | 42011 | 2 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN | 7 | 1 |
| | | | | | | 1 | | | | 1 | | | | 202 | 42051 | 1 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE B, AS PER PLAN | 7 | 1 |
| | | | | | | 7 | | | | 7 | | | | 202 | 47001 | 7 | EACH | BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 7 |] |
| | | | 200 | | 36 | | | | | 236 | | | | SPECIAL | 20270110 | 236 | FT | PIPE CLEANOUT, 24" AND UNDER | 7 | - |
| | | | | 1 | | | | | | 1 | | | | 202 | 98100 | 1 | EACH | REMOVAL MISC.: EXISTING METAL BARRIER, TYPE TC-41.21 | 7 | 1 |
| | | | | · | 171 | | | | | 171 | | | | 202 | 98200 | 171 | | REMOVAL MISC.: SLOT DRAIN | 7 | 1 |
| | | | | | | 281.5 | | | 8.5 | 290 | | | | 203 | 20001 | 290 | CY | EMBANKMENT, AS PER PLAN | 7 |] |
| | | 8.75 | | | | 10.5 | | | | 10.5 7.27 | 1.48 | | | 209 209 | 15000 60500 | 10.5 8.75 | STA MILE | RESHAPING UNDER GUARDRAIL LINEAR GRADING | | 4 |
| | | 0.75 | | | | | | | | 1.21 | 1.40 | | | 209 | 60300 | 0.13 | MILE | LINEAR GRADING | | - |
| | | | | | | 675 | | | | 675 | | | | 606 | 15050 | 675 | FT | GUARDRAIL, TYPE MGS | | 1 |
| | | | | | | 295 | | | | 295 | | | | 606 | 15100 | 295 | FT | GUARDRAIL, TYPE MGS WITH LONG POSTS | |] |
| | | | | | | 1 | | | | 1 | | | | 606 | 26050 | 1 | EACH | ANCHOR ASSEMBLY, MGS TYPE B | | 4 |
| | | | | | | 1 | | | | 1 | | | | 606 606 | 26151 26550 | 1 | EACH EACH | ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016) ANCHOR ASSEMBLY, MGS TYPE T | 8 | ∤ ≻ |
| | | | | | | ' | | | | † ' | | | | 000 | 20000 | ' | LACII | MONON ASSEMBLI, MOSTITE I | 1 | ۳ |
| | | | | | | 4 | | | | 4 | | | | 606 | 35000 | 4 | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE 1 | | ≰ |
| | | | | | | 3 | | | | 3 | | | | 606 | 35100 | 3 | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE 2 | | Σ |
| 50 | | | | | | | | | 110 | 50 110 | | | | 606 608 | 98000 15001 | 50 110 | FT SF | GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT | 8 8 | Σ |
| | | | | | | | | | 2 | 2 | | | | 608 | 98200 | 2 | EACH | 8" CONCRETE WALK, AS PER PLAN WALKWAY, MISC.: CURB RAMP, CITY OF COLUMBUS (TYPE C) | 8 | l SU |
| | | | | | | | | | | | | | | | 00200 | | 271011 | Intertury, massive data firming start of december virile or | | 1 " |
| | | | | | | | | | 4 | 4 | | | | 608 | 53021 | 4 | SF | DETECTABLE WARNING, AS PER PLAN TYPE E | 8 |] |
| | | 47.0 | | 10 | | | | | | 10 | 170 | | | 622 | 10100 | 10 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | | |
| | | 130 | | | | | | | | | 130 | | | SPECIAL | 90010000 | 130 | FT | KWIK KURB, REMOVE AND REPLACE | (| E E |
| | | | | | | | | | | | | | | | | | | EROSION CONTROL | | Ž |
| | | | | | | | | | | | | | | | | | | | | Ш |
| | 3 | | | | | 00 | | | | 3 | | | | 616 | 10000 | 3 | MGAL | WATER | | ⊣ |
| | | | | | | 89 845 | | | | 89 845 | | | | 659 659 | 10000 | 89 845 | CY SY | TOPSOIL SEEDING AND MULCHING | | - |
| | | | | | | 42 | | | | 42 | | | | 659 | 14000 | 42 | SY | REPAIR SEEDING AND MULCHING | | 1 |
| | | | | | | 42 | | | | 42 | | | | 659 | 15000 | 42 | SY | INTER-SEEDING | | 1 |
| | | | | | | | | | | | | | | 252 | | | TO | | | 4 |
| | | | | | | 0.11 | | | | 0.11 | | | | 659 659 | 20000 31000 | 0.11 | TON ACRE | COMMERCIAL FERTILIZER LIME | | - |
| | | | | | | 5 | | | | 5 | | | | 659 | 35000 | 5 | MGAL | WATER | | 1 |
| | | | | | | | | | | 2,500 | 500 | | | 832 | 30000 | 3,000 | EACH | EROSION CONTROL | | 1 |
| | | | | | | | | | | | | | | | | | | DOATMACE | | 4 |
| | | | | | | | | | | | | | | | | | | DRAINAGE | | - |
| | | | | 1 | | | | | | 1 | | | | 611 | 98630 | 1 | EACH | CATCH BASIN ADJUSTED TO GRADE | | 1 |
| | | | | | 2 | | | | | 2 | | | | 611 | 98690 | 2 | EACH | CATCH BASIN, MISC.:CLEANOUT | 8 |] |
| | | | | 1 | | | | | | 1 | | | | 611 | 99150 | 1 | EACH | INLET ADJUSTED TO GRADE | 10 | 4 |
| | | | | 2 | 180 | | | | | 180 | | | | 611 839 | 99500 30000 | 180 | EACH FT | INLET, MISC.: TYPE 2A REPLACEMENT TOP TRENCH DRAIN WITH STANDARD GRATE | 19 | - |
| | | | | | | | | | | | | | | | | 10.0 | , , | | | 1 |
| | | | | | | | | | | | | | | | | | | PAVEMENT | | \bot |
| | | | | | | 6 , 537 | | | | 5,301 | | | 1,236 | 251 | 01041 | 6,537 | SY | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3" | 8 | - |
| | | | | | | 39 | | | | 0,501 | | | 39 | 251 | 01041 | 39 | | PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 3 | 8 | დ |
| | | 216,983 | | | | | | | | 187,980 | 29,003 | | | 254 | 01000 | 216,983 | SY | PAVEMENT PLANING, ASPHALT CONCRETE 1.5" | | º |
| | | 1,466 | | | | | | | | 1,466 | | | | 254 | 01001 | 1,466 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN ,VARIABLE DEPTH 1.7" - 3.0" | 8 | 4 |
| | | | | 8 | | | - | | | 8 | - | | | 254 | 01001 | 8 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE DEPTH (0.0" - 2.0") | 19 | ↓ ∵ |
| | | 18,567 | | | | | | + | | 16,119 | 2,448 | | | 407 | 20000 | 18,567 | | NON-TRACKING TACK COAT | 13 | 61 |
| | | 8,443 | | | | | | | | 8,443 | | | | 442 | 00100 | 8,443 | CY | ANTI-SEGREGATION EQUIPMENT | |] = |
| | | 592 | | | | | | | | 592 | | | | 442 | 10000 | 592 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) 1.5" | | 👆 |
| | | 7,703 | | | | | - | | | 7,703 | - | | | 442 | 10001 | 7,703 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG64-22 | 8 | ן צ |
| | | 744 139 | | | | | | | | 744 118 | 21 | | | 442 617 | 10001 | 744 139 | CY CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M COMPACTED AGGREGATE, AS PER PLAN | 8 8 | Į щ |
| | | 155 | | | | | | | | 110 | | | | 011 | 10101 | 155 | | Some notice noticently no tentient | | 1 |
| 3 | | | | | | | | | | 2.5 | 0.5 | | | 617 | 25000 | 3 | MGAL | WATER | | 1 |
| | | 33,307 | | | | | | | | 33,307 | | | | 872 | 10000 | 33,307 | FT | VOID REDUCING ASPHALT MEMBRANE (VRAM) | | <u></u> |
| | | | | | | | - | 1 | 1 | | - | | | | - | | | | | $\begin{pmatrix} 15 \\ 76 \end{pmatrix}$ |
| | | | | | | | 1 | | 1 | 1 | 1 | | l. | | I . | 1 | | | | |

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| | | | <u> </u> | | J | | | | DC | · O.V. | | | 1 | | PAVEMENT | | | | | | 01111 | | | | LCULAT MAK |
|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------|----------------------------|------------|------------------------|--------|----------------------|--------|-----------------------|-------------------|---|---|------------------------|----------------------------|--|---|---|---|---------------------------------------|--|--|-------------------|
| 2 | | LOCATION | | . | | - 1 | | | DESI | :GN | | | 000 | | 05.4 | 107 | | | 110 | | QUANT | | 50111 | | CAL |
| S H E E T S | K O U T E | E G S T A | N D S T A | E E E N N G G T T H H | A N S P L I | Y P I C A L | | AVG LANE (SURFA | (CE) | S | PAV | RFACE EMENT REA | LINEAR GRADING 60 | PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN VARIES 1.7" TO 3.0" | NON-TRACKING TACK COAT | ANTI-SEGREGATION EQUIPMENT | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5" | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5", AS PER PLAN | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5", AS PER PLAN, PG76-22M | COMPACTED AGGREGATE, AS 99 PER PLAN (1' WIDE X 2" DEEP) | VOID REDUCING ASPHALT MEMBRANE (VRAM) | CWICK KURB, REMOVE AND REPLACE REPLACE | | |
| | | | | | | _ A | | | | E F | | | MILE | SQ YD | SQ YD | GAL. | CU YD | CU YD | CU YD | CU YD | CU YD | FT | FT | | + |
| 26 | SR 161 | 742+17 | | FT MI | | | | FT F | | FT FT 3.3 9.0 | SF | SY | | | | | | | | | | | | | - |
| 26 26 | SR 161 SR 161 | 745+18 | 745+18 | 301 0.06 | 2 | 1 10. | .0 24. | 0 2.0 2 0 2.0 2 | 2.0 5 | 1.8 5.6 | 26,44 | 2,938 | 0.12 | 2,938 | | 250 | | 122 | | | 2 | | | | \dashv , |
| 26 | SR 161 | | 747+59 | 241 0.05 | 2 | 1 10 | .0 42. | 2 2.0 2 | 2.0 2 | 4.0 10.0 | 22,36 | 2,485 | 0.10 | 2,485 | | 211 | | 104 | | | 1 | | | | _ |
| 26 26 | SR 161 SR 161 | 747+59 | 755+57 | 798 0.15 | 2 | 1 10 | .0 42. | 2 2.0 2 3 2.0 2 | 2.0 2 | 4.0 10.0 3.2 10.0 | 74.892 | 8.321 | 0.30 | 8,321 | | 707 | | 347 | | | 5 | | | | 7 |
| 26 | SR 161 | 755+57 | | | | 10. | .0 30. | .3 2.0 2 | 2.0 4 | 3.2 10.0 | | | | | | | | | | | | | | | |
| 26 26 | SR 161 SR 161 | 756+00 | 756+00 | 43 0.01 | 2 | | | 3 2.0 2 3 2.0 2 | | | 4,193 | 466 | 0.02 | 466 | | 40 | | 19 | | | | | | |] ; |
| 26 | SR 161 | | 757+68 | 168 0.03 | 1 | 2 2. | .0 43. | 7 2.0 2 | 2.0 4 | 4.5 10.0 | 16,943 | 1,883 | 0.06 | 1,883 | | 160 | 78 | | 78 | | 1 | 336 | | | |
| 26 26 | SR 161 SR 161 | 757+68 | 758+56 | 88 0.02 | 1 | | | 7 2.0 2 8 2.0 2 | | | 7,986 | 887 | 0.04 | 887 | | 75 | 37 | | 37 | | 1 | 176 | 130 | | \dashv : |
| 26 | SR 161 | 758+56 | 750 : 00 | | | 2. | .5 46. | 8 2.0 2 | 2.0 2 | 4.0 | | | 0.00 | 407 | | 7.5 | 17 | | 47 | | | 00 | | | |
| 26 26 | SR 161 SR 161 | 759+00 | 759+00 | 44 0.01 | 1 | | | 0 2.0 2 0 2.0 2 | | | 3,659 | 407 | 0.02 | 407 | | 35 | 17 | | 17 | | | 88 | | | ╡ : |
| 26 | SR 161 | 770 - 25 | 766+89 | 833 0.16 | 1 | 2 10 | .0 24. | 0 10.0 10 | 0.0 2 | 4.0 10.0 | 73,72 | 8,191 | 0.32 | 8,191 | | 696 | 341 | | 341 | | 5 | 1,666 | | | \exists |
| 26 , 27 26 , 27 | SR 161 SR 161 | 770+25 | 772+79 | 254 0.05 | 1 | | | 0 10.0 10 | | | 23,495 | 2,611 | 0.10 | 2,611 | | 222 | 109 | | 109 | | 2 | 508 | | | |
| 27 | SR 161 | 772+79 | 777 . 45 | 400 0 00 | , | | | 0 10.0 10 | | | 40.07 | F 7F0 | 0.10 | F 7F0 | | 450 | 207 | | 207 | | 7 | 070 | | |] ! |
| 27 27 | SR 161 SR 161 | 777+45 | 777+45 | 466 0.09 | 1 | 6. | .0 58. | 0 6.0 8 0 6.0 8 | 3.0 2 | 4.0 8.0 | 46,23 | 5,359 | 0.18 | 5,359 | | 456 | 223 | | 223 | | 3 | 932 | | | ┥; |
| 27 | SR 161 | 770 - 10 | 778+19 | 74 0.01 | 1 | 2 7. | .0 60. | 0 2.0 2 | 2.0 2 | 4.0 10.0 | 7,955 | 884 | 0.02 | 884 | | 75 | 37 | | 37 | | | 148 | | | 7 4 |
| 27 27 | SR 161 SR 161 | 778+19 | 783+84 | 565 0.11 | 1 | | | 0 2.0 2 0 2.0 2 | | | 59,60 | 6,623 | 0.22 | 6,623 | | 563 | 276 | | 276 | | 3 | 1,130 | | | - |
| 27 , 28 28 | SR 161 SR 161 | 783+84 | 785+75 | 191 0.04 | 1 | 10. | .0 24. | 0 2.0 2 7 2.0 2 | 2.0 6 | 0.0 8.0 | 10 570 | 2,175 | 0.08 | 2,175 | | 185 | 91 | | 91 | | 1 | 382 | | | \exists |
| 28 | SR 161 | 785+75 | 165+15 | 191 0.04 | ' | 8. | .3 36. | 7 2.0 2 | 2.0 4 | 5.0 5.0 | | | 0.08 | 2,113 | | 163 | 31 | | 31 | | 1 | 362 | | | |
| 28 28 | SR 161 SR 161 | 791+04 | 791+04 | 529 0.10 | 1 | | | 0 2.0 2 0 2.0 2 | | | | 4,818 | 0.20 | 3,997 | 823 | 410 | 167 | | 167 | | 3 | 1,058 | | | 4 |
| 28 | SR 161 | 731+04 | 794+84 | 380 0.07 | 1 | 2 11. | .1 25. | 6 2.0 2 | 2.0 2 | 2.0 5.0 | 21,408 | 2,379 | 0.14 | 1,788 | 591 | 202 | 75 | | 75 | | 2 | 760 | | | |
| 28 | SR 161 SR 161 | 794+84 | 796+47 | 163 0.03 | 1 | 3 11. | .1 39. | 6 2.0 2 4 2.0 2 | 2.0 2 | 4.0 8.0 | 10,937 | 1,215 | 0.06 | 1,163 | 52 | 103 | 48 | | 48 | | 1 | 326 | | | |
| 28 28 | SR 161 SR 161 | 798+82 | 800+21 | 139 0.03 | 1 | | .0 50 | 4 45.1 4 | | 0.0 12.0 | | 2,531 | 0.06 | 2,531 | | 215 | 105 | | 105 | | 1 | 278 | | | - |
| 28 | SR 161 | 800+21 | | | | 12. | .0 50. | .0 | 4 | 0.0 12.0 | | | | | | | 700 | | | | | | | | _ |
| 28 28 | SR 161 SR 161 | 805+63 | 805+63 | 542 0.10 | 1 | 2 12. | .0 39. | | | 7.0 12.0 7.0 12.0 | | 7,347 | 0.20 | 7,347 | | 624 | 306 | | 306 | | 3 | 1,084 | | | \dashv |
| 28 | SR 161 | 000:07 | 806+67 | 104 0.02 | 1 | 2 | 63. | 0 | 7 | 0.0 | | 1,532 | 0.04 | 1,532 | | 130 | 64 | | 64 | | 1 | 208 | | | |
| 28 28 | SR 161 SR 161 | 806+67 | 807+36 | 69 0.01 | 1 | 2 | 92. 97. | | | 2.0 | 14,249 | 1,583 | 0.02 | 1,583 | | 135 | 66 | | 66 | | | 138 | | | \dashv |
| 28 28 , 29 | SR 161 SR 161 | 807+36 | 811+26 | | | 12. 2 12. | .0 48. | 0 2.0 2 | 2.0 5 | 2.0 5.0 | | | | E 700 | | AE O | 224 | | 224 | | 2 | 700 | | | |
| 28,29 | SR 161 | 811+26 | 011+20 | 390 0.07 | | 12. | .0 58. | 6 | 4 | 7.0 10.0 7.0 10.0 | | | | 5,386 | | 458 | 224 | | 224 | | 2 | 780 | | | |
| 29 29 | SR 161 SR 161 | 819+84 | 819+84 | 1,248 0.24 | 1 | | | 5 10.0 10 2 10.0 10 | | | | 21,015 | 0.48 | 21,015 | | 1,786 | 876 | | 876 | | 8 | 2,496 | | | \exists : |
| 29 | SR 161 | | 825+10 | 526 0.10 | 1 | 2 8. | .0 58. | 8 10.0 10 | 0.0 2 | 4.0 12.0 | 56,019 | | 0.20 | | | | | | | | 3 | 1,052 | | | ╛, |
| 29 29 | SR 161 SR 161 | 825+10 | 831+08 | 598 0.11 | 1 | | | 0 10.0 10 0 10.0 10 | | | | 1 | 0.22 | | | <u> </u> | | | | | 4 | 1,196 | | | \exists |
| 29 | SR 161 | 834+99 | | | | 12. | .0 24. | 0 10.0 10 | 0.0 | 9.6 12.0 | | | | | | | | | | | 7 | · | | | ╡. |
| 29 29 | SR 161 SR 161 | 836+29 | 836+29 | 130 0.02 | 1 | | | 0 10.0 10 0 10.0 10 | | | | 1,684 | 0.04 | 1,684 | | 143 | 70 | | 70 | | 1 | 260 | | | |
| 29,30 | SR 161 | | 846+00 | 971 0.18 | 1 | 2 12. | .0 24. | 0 10.0 10 | 0.0 2 | 4.0 12.0 | 88,36 | 9,818 | 0.36 | 9,818 | | 835 | 409 | | 409 | | 6 | 1,942 | | | |
| 30 30 | SR 161 SR 161 | 846+00 | 849+05 | 305 0.06 | 1 | | | 0 10.0 10 | | | | 3.355 | 0.12 | 3,355 | | 285 | 140 | | 140 | | 2 | 610 | | | \dashv |
| 30 | SR 161 | 849+05 | | | 1 | 20 | .0 30. | 0 10.0 10 | 0.0 2 | 4.0 12.0 | | | | | | | | | | | | | | | ⇉ |
| 30 | SR 161 | | 858+10 | 905 0.17 | 1 | 2 16 | .7 58 | .1 10.0 10 | 0.0 6 | 2.1 12.0 | 124,39 | 2 13 , 821 | 0.34 | 13,821 | | 1,175 | 576 | | 576 | 1 | 6 | 1,810 | | | $\exists \in$ |

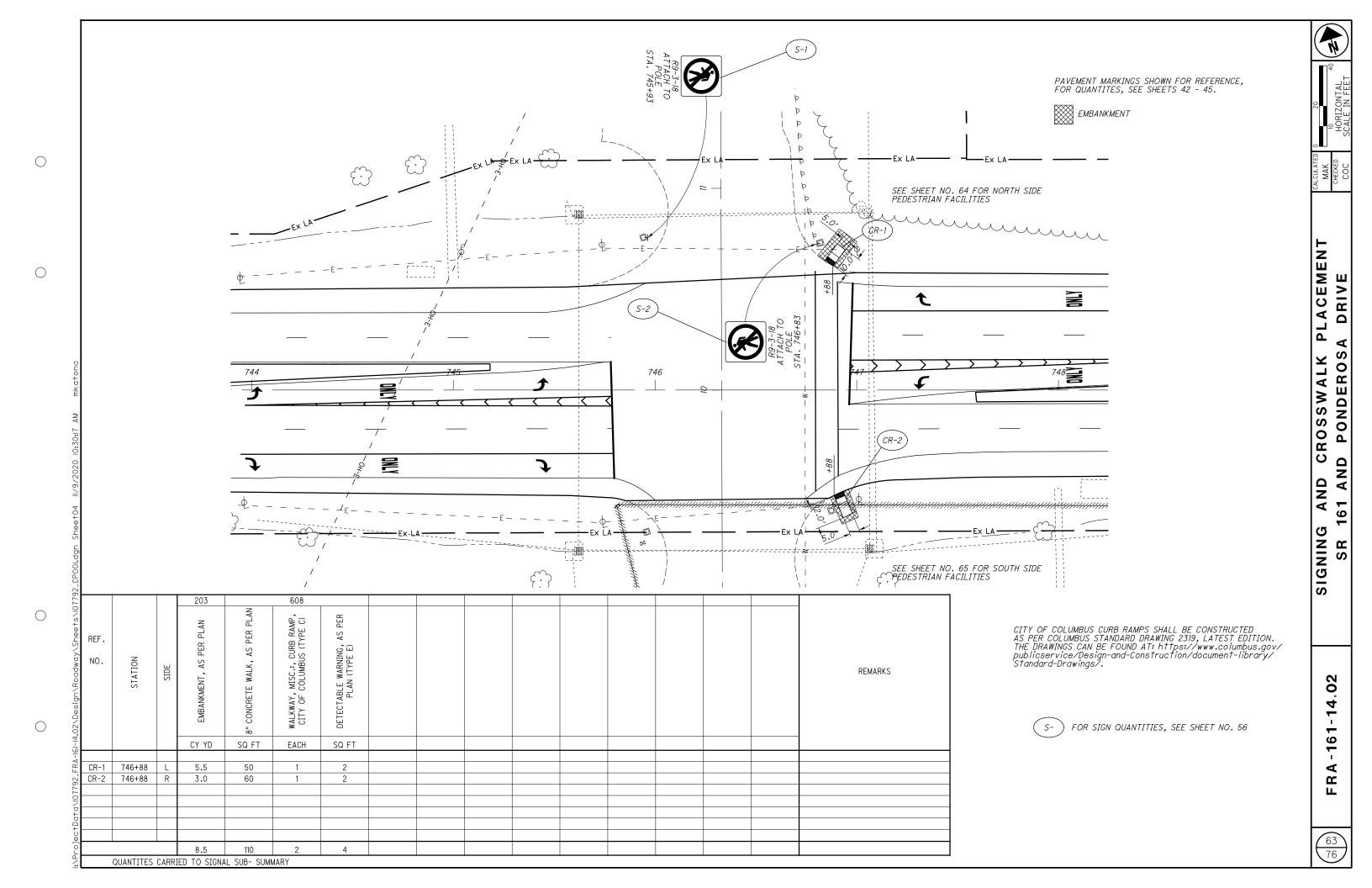
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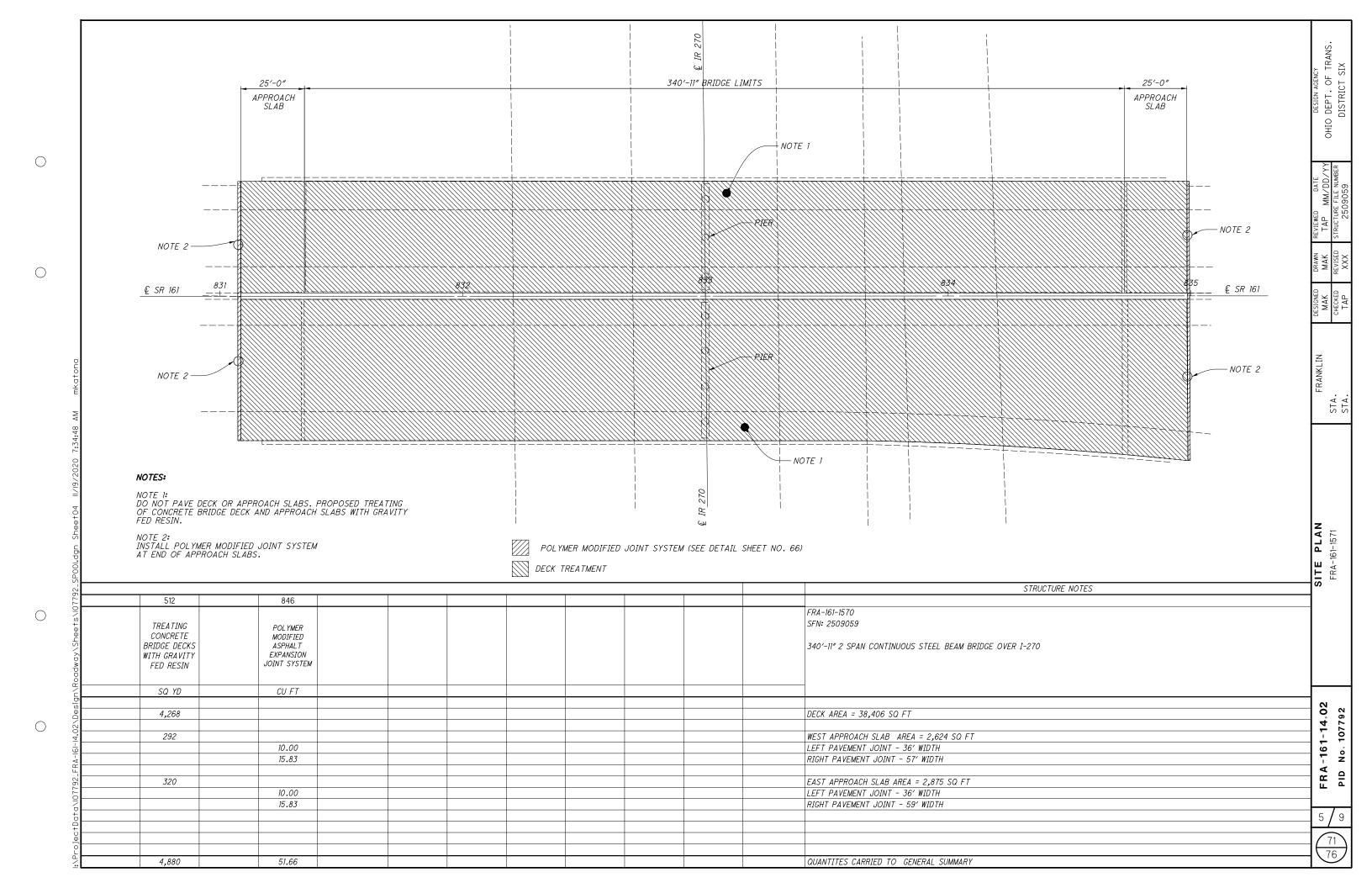
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| | | | | | | | | | | | | P | AVEMENT | CALCU | LATIONS | | | | | | | | | MAK |
|----------------------------|-----------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------|-------|----------------------------------|-----------|-----------------------------------|-------------------|--|--|------------------------|----------------------------|--|---|---|--|---|--------------------------------|--|--|------------|
| | | LOCATION | | | | | | D | ESIGN | | | | | | 1 | | | | QUANT | | | | | CAL |
| S H E E T S | R O U T E | B E G S T A | E N D S T A | L E N G T H | L E N G T H | P T Y A P N I C C S A P L L I T | | AVG LANE WI (SURFACE | ALS | SURFACE PAVEMENT AREA | LINEAR GRADING 60 | PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN VARIABLE | NON-TRACKING TACK COAT | ANTI-SEGREGATION EQUIPMENT | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5" | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5", AS PER PLAN | ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) 1.5", AS PER PLAN, PG76-22M | COMPACTED AGGREGATE, AS PER PLAN (1' WIDE X 2" DEEP) | VOID REDUCING ASPHALT MEMBRANE (VRAM) 728 | QWICK KURB, REMOVE AND REPLACE | | | |
| | | | | FT | MI | | | FT FT FT | | | MILE | SQ YD | SQ YD | GAL. | CU YD | CU YD | CU YD | CU YD | CU YD | FT | FT | | | |
| 30 30,31 | SR 161 SR 161 | 858+10 | 872+15 | 1 405 | 0.27 | | | 58.1 10.0 10.0 | | 183,282 20,365 | 0.54 | 20,365 | | 1,731 | 849 | | 849 | | 9 | 1,405 | | | | ┨ 、 |
| 31 | SR 161 | 872+15 | | | | 1 2 | 12.0 | 24.0 10.0 10.0 | 60.0 12.0 | | | | | • | | | | | | | | | | } |
| 31 31 | SR 161 SR 161 | 872+90 | 872+90 | 75 | 0.01 | 1 2 | | 24.0 10.0 10.0 60.0 10.0 10.0 | | 9,413 1,046 | 0.02 | 1,046 | | 89 | 44 | | 44 | | | 75 | | | | ⊢ < |
| 31,32 | SR 161 | | 876+56 | 366 | 0.07 | 1 2 | 14.0 | 41.0 10.0 10.0 | 36.0 12.0 | 52,521 5,836 | 0.14 | 5,836 | | 496 | 243 | | 243 | | 2 | 366 | | | | |
| 30 30,31 | CD ROAD E | 860+66 | 875+67 | 1.501 | 0.28 | 1 5 | | 24.0 24.0 12.0 12.0 62.1 12.0 | | 128,636 14,293 | 0.56 | 14,293 | | 1,215 | 596 | | 596 | | 9 | 3,002 | | | | 5 ⊢ |
| 31 | CD ROAD E | 875+67 | | | | | 12.0 | 12.0 24.0 12.0 |) | | | | | • | | | | | | | | | | <u> </u> |
| 31,32 | CD ROAD E | | 885+82 | 1,015 | 0.19 | 1 5 | 12.0 | 24.0 24.0 12.0 |) | 66,990 7,443 | 0.38 | 7,443 | | 633 | 310 | | 310 | | 6 | 2,030 | | | | = |
| 30 | CD ROAD W | 850+49 | 004.75 | 1, 100 | | | | 24.0 2.0 12.0 | | | | 47.070 | | 70 | 570 | | 570 | | | 2.252 | | | | |
| 30 30 | CD ROAD W | 864+75 | 864+75 | 1,426 | 0.27 | | | 24.0 45.6 12.0 24.0 45.6 12.0 | | 124,490 13,832 | 0.54 | 13,832 | | 1,176 | 576 | | 576 | | 9 | 2,852 | | | | ∃ |
| 30,31 | CD ROAD W | 075 + 71 | 875+71 | 1,096 | 0.21 | | 6.0 | 61.4 12.0 12.0 |) | 101,380 11,264 | 0.42 | 11,264 | | 957 | 469 | | 469 | | 7 | 2,192 | | | | ∄ į |
| 31 31 , 32 | CD ROAD W | 875+71 | 885+82 | 1,011 | 0.19 | 1 4 | | 24.0 12.0 12.0 24.0 12.0 12.0 | | 60,660 6,740 | 0.38 | 6,740 | | 573 | 281 | | 281 | | 6 | 2,022 | | | | L |
| 27 | DAMD A | 706100 | | | | | | 16.0.4.0 | | | | | | | | | | | | | | | |] |
| 27 27 | RAMP A RAMP A | 786+02 | 788+64 | 262 | 0.05 | 1 6 | | 16.0 4.0 16.0 4.0 | | 7,336 815 | 0.10 | 815 | | 69 | 34 | | | 34 | 2 | | | | | < |
| 27 27 | RAMP A RAMP A | 788+64 | 789+38 | 7.1 | 0.01 | 1 6 | 8.0 | 16.0 4.0 | | 3,330 370 | 0.02 | 370 | | 31 | 15 | | | 15 | | | | | | " |
| 21 | NAMI A | | 103+30 | 14 | 0.01 | 1 0 | 2.0 | 00.0 | | 3,330 310 | 0.02 | 310 | | JI | 13 | | | 10 | | | | | | _ |
| 27 27 | RAMP B RAMP B | 788+92 | 789+49 | 57 | 0.01 | 1 6 | | 89.8 16.0 2.0 | | 3,272 364 | 0.02 | 364 | | 31 | 15 | | | 15 | | | | | | 4 |
| 27 | RAMP B | 789+49 | | | | | 2.0 | 16.0 2.0 | | | | | | 31 | 15 | | | 10 | | | | | | _ |
| 27,28 | RAMP B | | 794+69 | 520 | 0.10 | 1 6 | 2.0 | 16.0 8.0 | | 11,960 1,329 | 0.20 | 1,329 | | 113 | 55 | | | 55 | 3 | | | | | - |
| 27 | RAMP D | 784+20 | | | | | | | | | | | | | | | | | | | | | | _ |
| 27 27 | RAMP D RAMD D-1 | 788+43 | 790+58 790+37 | 638 | 0.12 | 1 6 | 8.0 | 16.0 8.0 16.0 4.0 | | 8,294 922 5,238 582 | 0.24 | 922 582 | | 78 49 | 38 24 | | | 38 24 | 1 | | | | | \dashv |
| | | | | | | | | | | 370 | 0.03 | 370 | | 31 | 15 | | | 15 | | | | | | 1 |
| 27 27 | RAMP C RAMP C | 778+92 | 789+55 | 1,063 | 0.20 | 1 6 | 5 | 98.4 6.0 42.8 6.0 | | 81,426 9,047 | 0.40 | 9,047 | | 769 | 377 | | | 377 | 7 | | | | | - |
| 27 | RAMP C RAMP C | 789+55 | | | | | | 32.9 6.0 16.0 8.0 | | | | | | | | | | | 7 | | | | |] |
| 27,28 | | | 794+60 | 505 | 0.10 | 1 6 | | | | 16,387 1,821 | 0.20 | 1,821 | | 155 | 76 | | | 76 | 3 | | | | | _ |
| 29 | RAMP B | 118+78 | 125+58 | 680 | 0 13 | 1 5 | | 16.0 2.0 16.0 8.0 | | 19,720 2,191 | 0.26 | 2,191 | | 186 | 91 | | | 91 | 4 | | | | | - |
| | | | 120 500 | 000 | 0.13 | , , , | | | | 10,120 2,131 | 0,20 | اقاوے | | 100 | 31 | | | JI | 7 | | | | | 2 🗆 |
| 30 | RAMP M | 858+25 | 858+54 | 29 | 0.01 | 1 6 | 8.0 | 16.0 8.0 16.0 8.0 | | 928 103 | 0.02 | 103 | | 9 | | | | 4 | | | | | | |
| | | | 000101 | | 0.01 | | 10.0 | 10.0 0.0 | | 020 100 | 0.02 | 103 | | J | | | | ' | | | | | | |
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| | | | TOTA | I C CADE | NICD TO | GENERAL | CHMMA | DV. | , | - | 4.55 | 98,733 | | 8,391 | 4,108 | | 3,368 | 744 | 72 | 13,944 | | | | 18 |

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| | | | SHEET | NUM. | | | | | . PA | RT. | | ITEM | ITEM | GRAND | UNIT | DESCRIPTION |
|-------|-------|-------|-------|----------------|-------|-------|-------|-----------|----------------|-----------|-------------|------|--------|-------|------|---|
| 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 01/NHS/PV | 02//S>2/F V | 03/BRO/BI | R 04/S>2/PV | ''' | EXT | TOTAL | | DESCRIPTION S |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1448) |
| 2,037 | | | | | | | | | | 2,037 | | 512 | 73500 | 2,037 | SY | TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1456) |
| | 2,780 | | | | | | | | | 2,780 | | 512 | 73500 | 2,780 | SY | TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN |
| | 2,100 | | | | | | | | | 2,160 | | 512 | 13500 | 2,100 | 31 | |
| | | | | | | | | | | | 1 | | | | | STRUCTURE REPAIR (FRA-161-1505) |
| | | 2,713 | | | | | | | | 2,713 | | 512 | 73500 | 2,713 | SY | TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1570) |
| | | | 4,880 | | | | | | | 4,880 | | 512 | 73500 | 4,880 | SY | TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN |
| | | | 51.66 | | | | | | | 51.66 | | 846 | 00110 | 51.66 | CF | POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1638A) |
| | | | | 2 , 356 | | | | | | 2,356 | | 512 | 73500 | 2,356 | SY | TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN |
| | | | | | | | | | | 2,000 | | 0.2 | 1,5555 | 2,000 | J | |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1659B) |
| | | | | | 2,484 | | | | | 2,484 | | 512 | 10050 | 2,484 | SY | SEALING OF CONCRETE SURFACES (NON-EPOXY) |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1661 (L/R)) |
| | | | | | | 5,159 | | | | 5,159 | | 512 | 10050 | 5,159 | SY | SEALING OF CONCRETE SURFACES (NON-EPOXY) |
| | | | | | | | | | | | | | | | | STRUCTURE REPAIR (FRA-161-1662A) |
| | | | | | | | | | | | | | | | | |
| | | | | | | | 2,528 | | | 2,528 | | 512 | 10050 | 2,528 | SY | SEALING OF CONCRETE SURFACES (NON-EPOXY) |
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