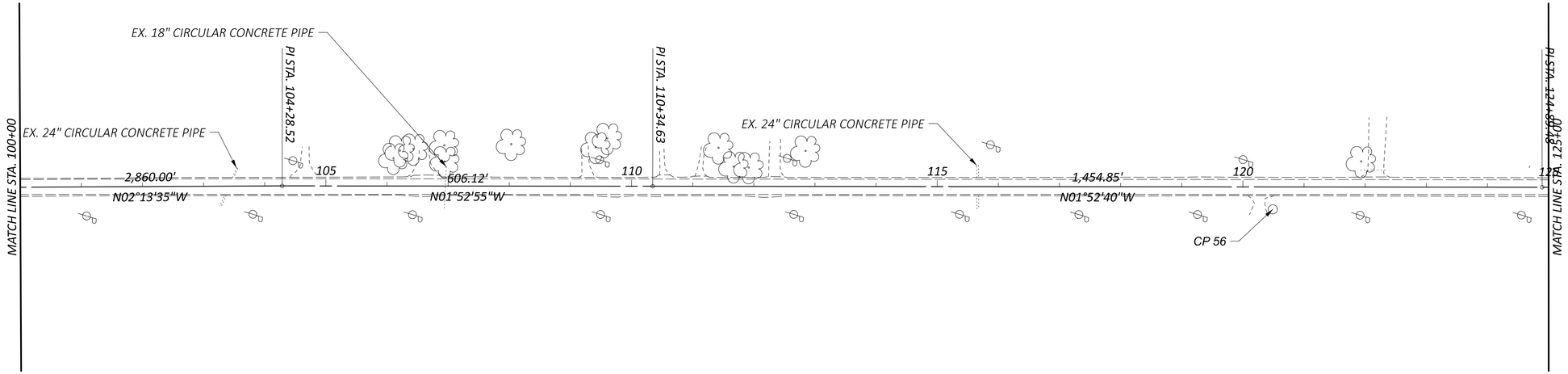

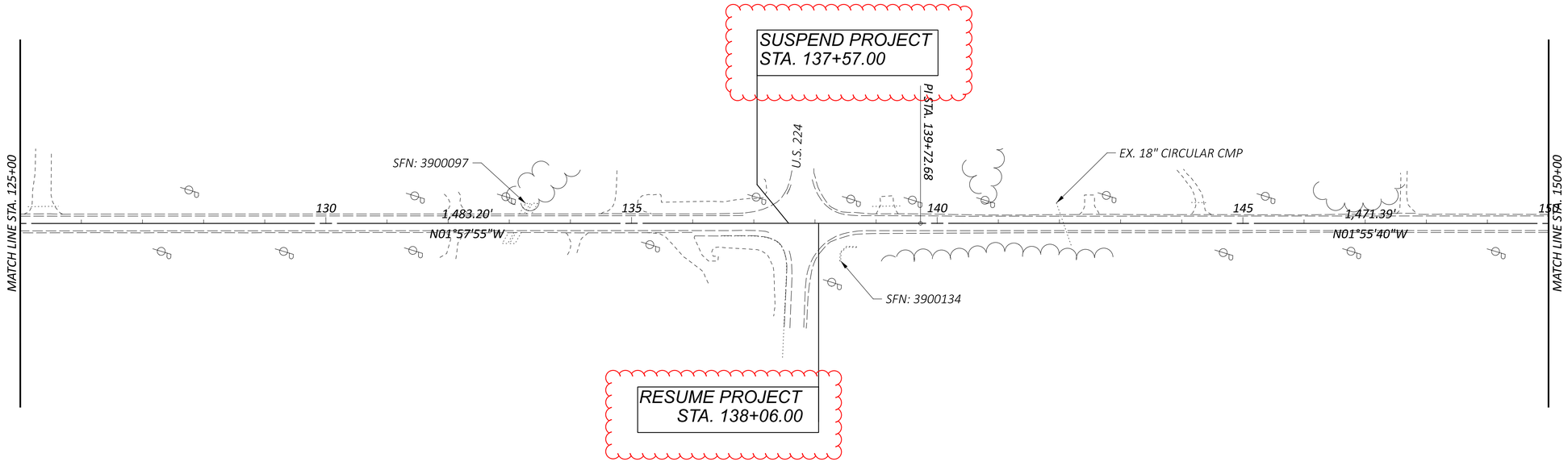

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
HUR-13

HUR-13-0.00

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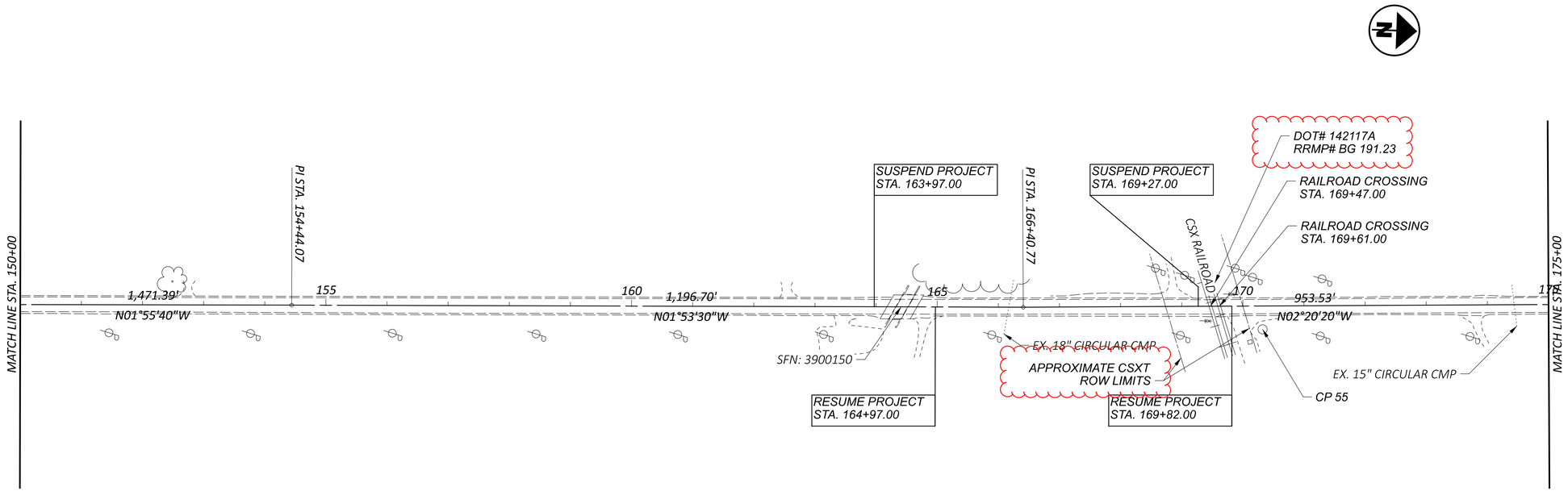
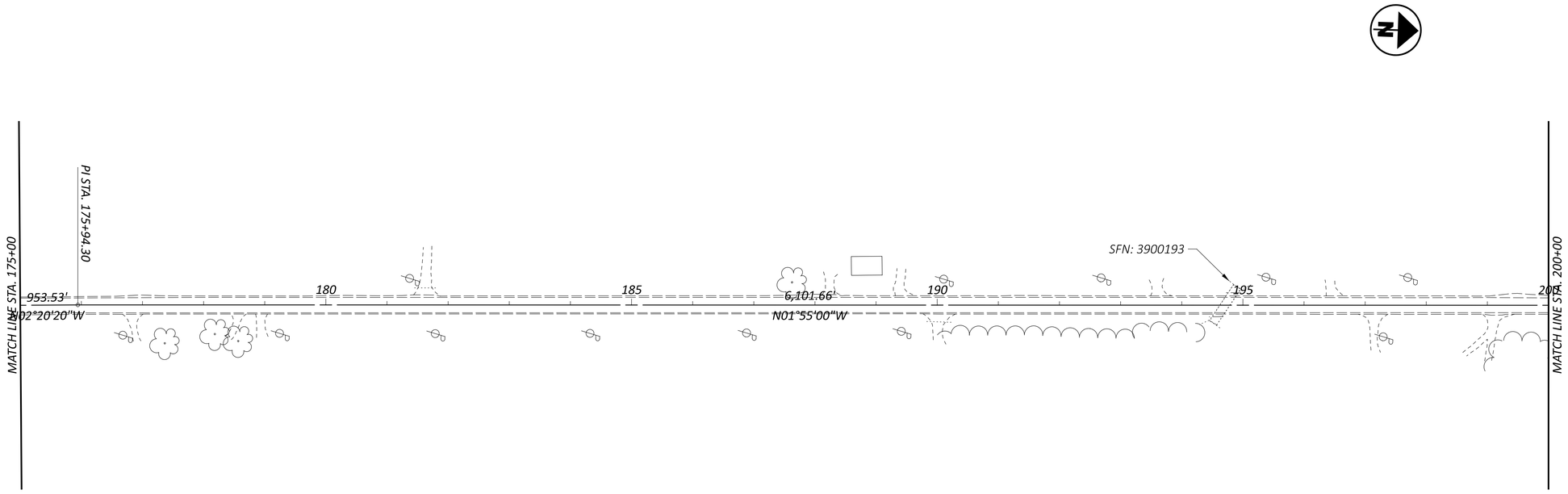
DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER	JSR
REVIEWER	KRB 11-13-23
PROJECT ID	101386
SHEET	P.4
TOTAL	43





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SCHEMATIC PLAN
HUR-13

HUR-13-0.00

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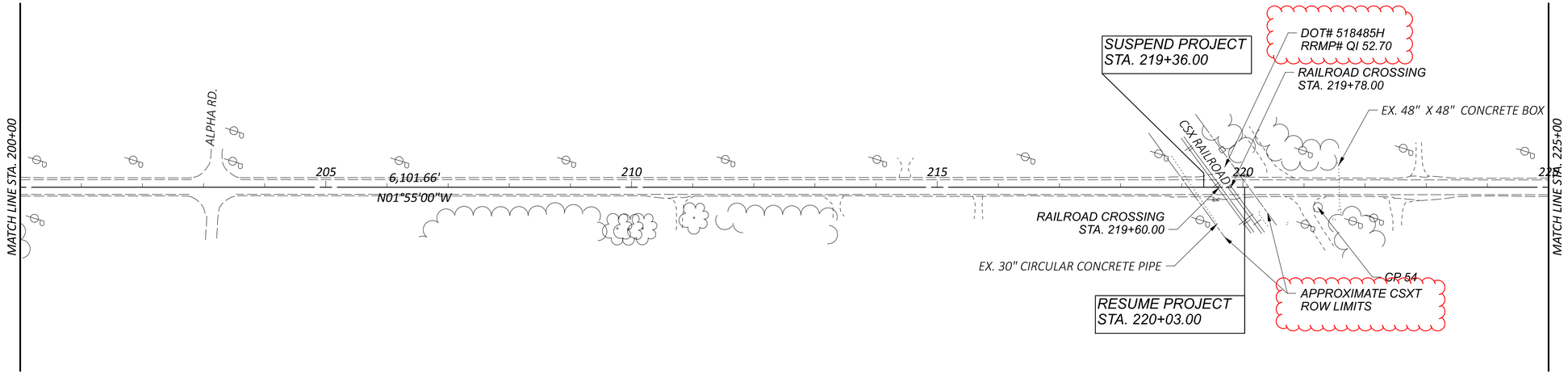
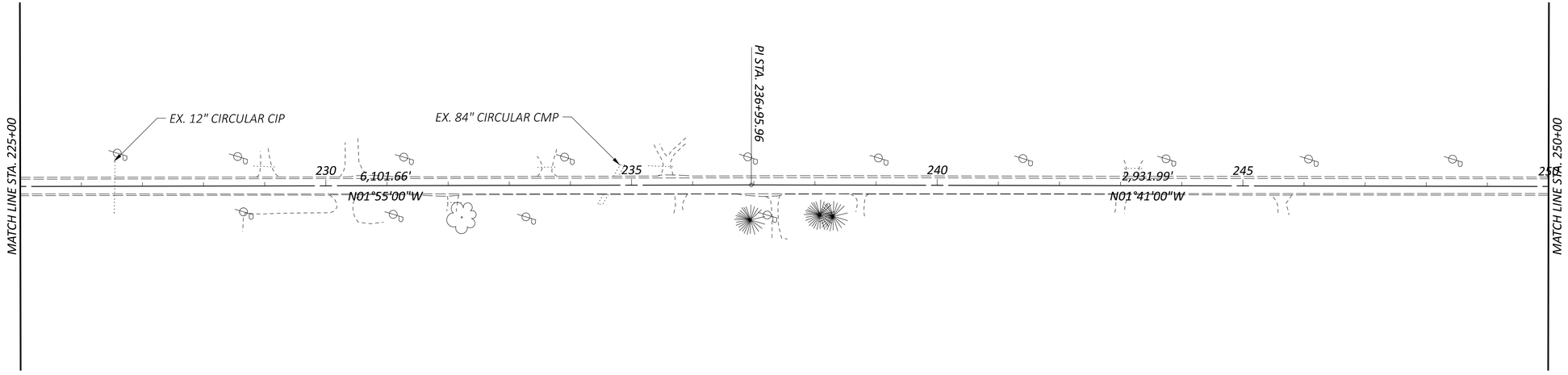
DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER	JSR
REVIEWER	KRB 11-13-23
PROJECT ID	101386
SHEET	P.5
TOTAL	43





HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN
HUR-13

HUR-13-0.00

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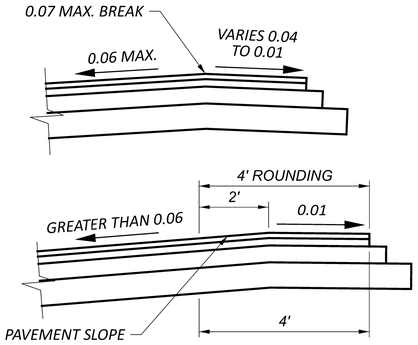
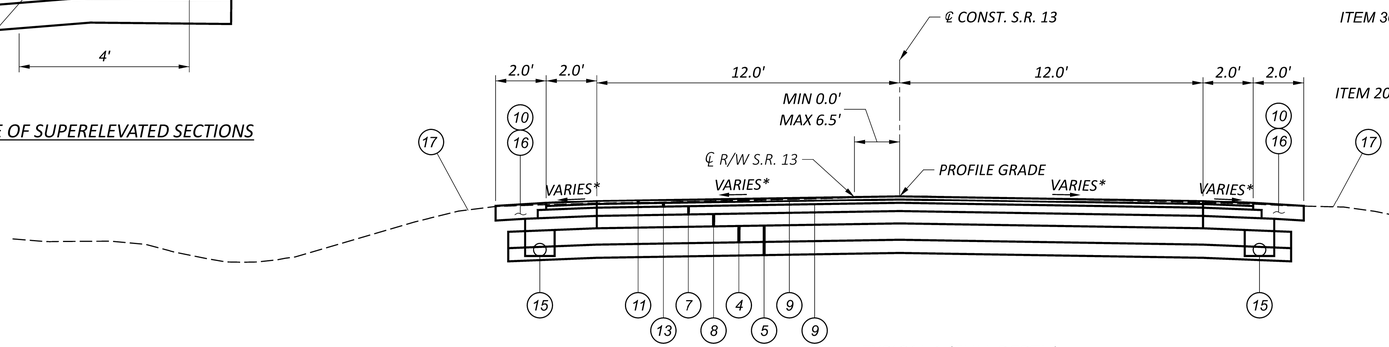
DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER	JSR
REVIEWER	KRB 11-13-23
PROJECT ID	101386
SHEET	P.6
TOTAL	43



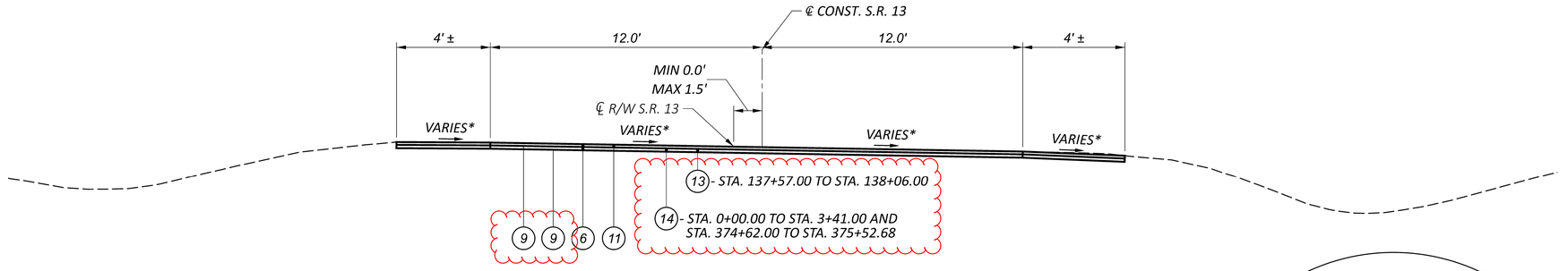
UNCURBED-HIGH SIDE OF SUPERELEVATED SECTIONS



TYPICAL 1 (FULL DEPTH)

STA. 3+41.00 TO STA. 137+57.00 = 13,416 L.F.
STA. 138+06.00 TO 163+97.00 = 2,591 L.F.
~~STA. 164+97.00 TO STA. 169+27.00 = 430.00 L.F.~~
STA. 169+82.00 TO STA. 219+36.00 = 4,954.00 L.F.
STA. 220+03.00 TO STA. 290+75.00 = 7,072.00 L.F.
STA. 292+48.00 TO STA. 374+62.00 = 8,214.00 L.F.

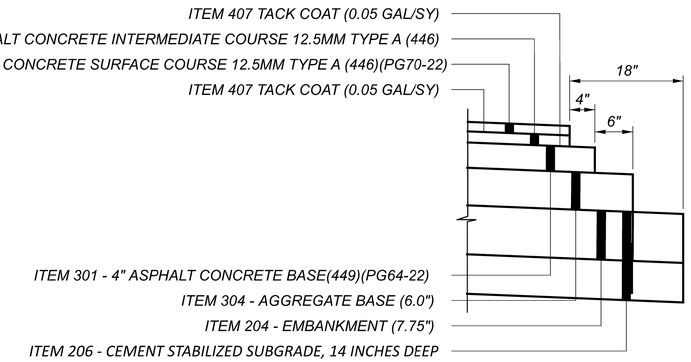
TOTAL = 36,677.00 L.F. = 6.95 MILES



TYPICAL 2 (RESURFACING)

STA. 0+00.00 TO STA. 3+41.00 = 341.00 L.F.
STA. 137+57.00 TO STA. 138+06.00 = 49 L.F.
STA. 374+62.00 TO STA. 375+52.68 = 91.00 L.F.

TOTAL = 481.00'



SHOULDER STEP DETAIL

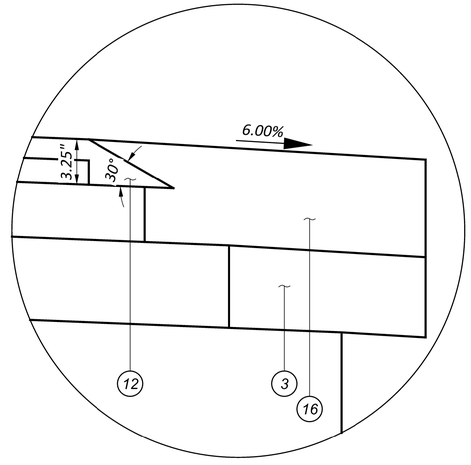
UNDERDRAIN NOT SHOWN

NOTES:

* REFER TO ELEVATION TABLES FOR CROSS SLOPE RATE(S).

PROPOSED LEGEND

1. ITEM 202 - PAVEMENT REMOVED
2. ITEM 203 - EXCAVATION (VARIES 4.5" - 21")
3. ITEM 203 - EMBANKMENT (6.00")
4. ITEM 204 - EMBANKMENT (7.75") TO BE INCORPORATED INTO ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
5. ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
6. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3.25")
7. ITEM 301 - 4" ASPHALT CONCRETE BASE (449)(PG64-22)
8. ITEM 304 - AGGREGATE BASE (6.0")
9. ITEM 407 - TACK COAT (0.05 GAL/SY BETWEEN PROPOSED LIFTS, 0.08 GAL/SY ON MILLED SURFACE)
10. ITEM 408 - PRIME COAT, AS PER PLAN (0.4 GAL/SY)
11. ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE 12.5MM TYPE A (446)(PG70-22)
12. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE 12.5MM TYPE A (SAFETY EDGE)(PG70-22)
13. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE 12.5MM TYPE A (446)
14. ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE 12.5MM TYPE A (449)(VARIABLE)
15. ITEM 605 - 6" BASE PIPE UNDERDRAINS, AS PER PLAN
16. ITEM 617 - COMPACTED AGGREGATE (7.25")
17. ITEM 659 - SEEDING AND MULCHING



SAFETY EDGE DETAIL

TYPICAL SECTIONS

HUR-13-0.00

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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE
DESIGNER
JSR
REVIEWER
KRB 11/13/23
PROJECT ID
101386
SHEET P.10 TOTAL 63

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

MAINTAIN ONE 10' LANE OF TRAFFIC AT ALL TIMES, UNLESS OTHERWISE SPECIFIED.

ROAD CLOSURE PERIODS AND ASSOCIATED DETOURS ARE PROVIDED IN THE PLANS. THE CONTRACTOR IS REQUIRED TO MAINTAIN ONE 10' MINIMUM LANE FOR LOCAL ACCESS DURING ALL CLOSURE PERIODS. THE CONTRACTOR SHALL PROVIDE FOR POSITIVE CONTROL AND DECONFLICTION OF LOCAL TRAFFIC USING FLAGGERS, SIGNALS, OR OTHER MEANS APPROVED BY THE ENGINEER. TRAFFIC SHALL BE DETOURED UNTIL INTERMEDIATE COURSE FOR A GIVEN SECTION HAS BEEN PLACED AND IS ABLE TO BEAR TRAFFIC.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, 2012, WITH THE LATEST REVISIONS. 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.

ITEM 614 – MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE CONSECUTIVE CALENDAR DAYS SHOWN ON THE TABLE BELOW, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 19-21, AND LOCAL TRAFFIC MAINTAINED IN AT LEAST ONE DIRECTION. ALL WORK SHALL BE COMPLETED IN THE TIME FRAMES SHOWN BELOW, INCLUDING THE APPLICATION OF THE SURFACE COURSE AND FINAL PAVEMENT MARKINGS. A DISINCENTIVE SHALL BE ASSESSED FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT, ACCORDING TO THE TABLE BELOW.

SEGMENT	MAXIMUM DURATION OF CLOSURE	DISINCENTIVE AMOUNT
HUR-13-0.00 TO 2.55	150 DAYS	$10,000 / DAY
HUR-13-2.55 TO 7.06	200 DAYS	$10,000 / DAY

ITEM 614 – MAINTAINING TRAFFIC RESIDENTIAL AND AGRICULTURAL DRIVES

ACCESS TO ALL RESIDENTIAL AND AGRICULTURAL DRIVES SHALL BE MAINTAINED AT ALL TIMES WITH EITHER EXISTING / NEW PAVEMENT OR ITEM 410 – TRAFFIC COMPACTED SURFACE, TYPE A OR B EXCEPT FOR A MINIMAL PERIOD APPROVED BY THE ENGINEER FOR THE PLACEMENT OF ASPHALT CONCRETE PAVEMENT IN FRONT OF AND/OR ADJACENT TO THE DRIVE APRON. THE CONTRACTOR IS TO PROVIDE 7 CALENDAR DAY NOTICE TO THE AFFECTED PERSON(S) SO THEY CAN MAKE ALTERNATIVE PARKING ARRANGEMENTS. ASPHALT GRINDINGS THAT MEET THE REQUIREMENTS OF C&MS 703.18 MAY BE USED.

ITEM 614 – MAINTAINING TRAFFIC SIDE / CROSS ROADS

ACCESS TO ALL SIDE AND / OR INTERSECTING ROADS, INCLUDING ACCESS ACROSS S.R. 13, SHALL BE MAINTAINED AT ALL TIMES WITH EITHER EXISTING / NEW PAVEMENT OR ITEM 410 – TRAFFIC COMPACTED SURFACE, TYPE A OR B, EXCEPT FOR MINIMUM PERIODS AS APPROVED BY THE ENGINEER TO ALLOW CONSTRUCTION ACTIVITIES WITHIN THE INTERSECTION.

MAINTAINING TRAFFIC PHASES

DURING EACH PHASE, LOCAL TRAFFIC SHALL BE MAINTAINED IN AT LEAST ONE DIRECTION.

PH 1A: ROAD CLOSURE BETWEEN HUR-13-0.00 AND 2.55. MAINTAIN ONE 10' LANE FOR LOCAL TRAFFIC USING EXISTING WEST SIDE PAVEMENT. CONSTRUCT THE EAST SIDE.

PH 1B: ROAD CLOSURE BETWEEN HUR-13-0.00 AND 2.55. MAINTAIN ONE 10' LANE FOR LOCAL TRAFFIC USING NEW / EXISTING EAST SIDE PAVEMENT. CONSTRUCT THE WEST SIDE.

PH 2A: ROAD CLOSURE BETWEEN HUR-13-2.55 AND 7.06. MAINTAIN ONE 10' LANE FOR LOCAL TRAFFIC USING EXISTING WEST SIDE PAVEMENT. CONSTRUCT THE EAST SIDE.

PH 2B: ROAD CLOSURE BETWEEN HUR-13-2.55 AND 7.06. MAINTAIN ONE 10' LANE FOR LOCAL TRAFFIC USING NEW / EXISTING EAST SIDE PAVEMENT. CONSTRUCT THE WEST SIDE.

DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN IN THESE PLANS AND AS PER C&MS 614.06:

ITEM 614 – DETOUR SIGNING 01/STR/04 - LUMP

ITEM 614 – MAINTAINING TRAFFIC (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.

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H14) 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 FLAT SHEET 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
RAMP AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. "THE OHIO DEPT. OF TRANS."

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

01/STR/04:

ITEM 410 – TRAFFIC COMPACTED SURFACE, TYPE A OR B 1,400 CU YD

ITEM 410 – TRAFFIC COMPACTED SURFACE, TYPE C 208 CU YD

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU YD

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

		DURATION	
		7 DAYS OR LESS	MORE THAN 7 DAYS
SPEED	LESS THAN 45 MPH	36H:1V	60H:1V
	45 MPH OR GREATER	60H:1V	120H:1V

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 01/STR/04 - 100 M. GAL.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
01/STR/04 – 16 SIGN MONTH
ASSUMING 2 PCMS SIGN(S) FOR 8 MONTH(S)

ITEM 614 – BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90O TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM:

ITEM 614, BUSINESS ENTRANCE SIGN 01/STR/04 – 3 EACH

ONE WAY SIGNING

PROVIDE TEMPORARY ONE-WAY SIGNING IN FRONT OF EACH DRIVEWAY WITHIN ANY SEGMENT UNDER ONE-WAY LOCAL TRAFFIC. BELOW IS AN ESTIMATE OF REQUIRED SIGN INSTALLATIONS TO ACCOMPLISH THIS WORK. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO ACCOMPLISH THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614 – WORK ZONE MARKING SIGN.

WORK ZONE MARKING SIGN: (R6-1L-36) ONE WAY 01/STR/04 – 72 EACH
WORK ZONE MARKING SIGN: (R6-1R-36) ONE WAY 01/STR/04 – 72 EACH
TOTAL = 01/STR/04 – 144 EACH

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE
DESIGNER JLL
REVIEWER KRB 11/13/23
PROJECT ID 101386
SHEET P.17 TOTAL 63

HUR-13-0.00

MODEL: Sheet1 PAPERSIZE: 34x22 (in.) DATE: 2/8/2024 TIME: 10:34:20 AM USER: ksalay
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ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR

OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
01/STR/04 - 80 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION 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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). 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, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

MAINTENANCE OF LOCAL DETOUR ROUTE

A LOCAL DETOUR ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, AS NOTED IN THESE PLANS, WILL BE SELECTED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE. 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 DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY CHANGE ORDER.

COORDINATION WITH CSX TRANSPORTATION

FOR RAILROAD CROSSINGS AT HUR-13, SLM 3.12 AND 4.11:

1. IF ANY ISSUE OR INCIDENT OCCURS WITHIN CSXT ROW, PLEASE CONTACT THE CSXT PUBLIC SAFETY COORDINATION CENTER AT 800-232-0144

2. ROADWAY FLAGGERS MUST BE PRESENT ON EACH SIDE OF THE RAILROAD CROSSING, ANY TIME TRAFFIC IS DIRECTED INTO OPPOSING TRAFFIC LANES AT THE RAILROAD CROSSING.

3. CHANNELIZATION / MOT / EROSION CONTROL DEVICES SHALL NOT BE PLACED WITHIN 15 FT FROM CENTER LINE OF RAILROAD TRACKS.

DROP-OFF REQUIREMENTS DURING ROAD CLOSURES

THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE SECTION OF S.R. 13 THAT IS CLOSED TO THROUGH TRAFFIC DURING THE CLOSURES OF S.R. 13.

1. A 9' WIDE ACCESS ROAD FOR LOCAL TRAFFIC IS TO BE MAINTAINED AT ALL TIMES.

2. A 4' MINIMUM BUFFER BETWEEN THE EDGE OF THE ACCESS ROAD AND ANY DROP-OFFS SHALL BE MAINTAINED AT ALL TIMES, WITH DRUMS SPACED AT 40'.

3. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED.

PAYMENT FOR ANY LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

SURFACE CONDITION FOR ACCESS ROAD DURING ROAD CLOSURES

THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE SECTION OF S.R. 13 THAT IS CLOSED TO THROUGH TRAFFIC DURING THE CLOSURES OF S.R. 13.

THE SURFACE CONDITION FOR THE ACCESS ROAD MAY BE THE EXISTING PAVEMENT, MILLED SURFACE, PROPOSED INTERMEDIATE OR SURFACE COURSE, OR AGGREGATE DRIVE CONFORMING TO C&MS 410. ALL COSTS FOR MAINTAINING THIS ACCESS SHALL BE INCIDENTAL TO ITEM 614 – MAINTAINING TRAFFIC, LUMP SUM.

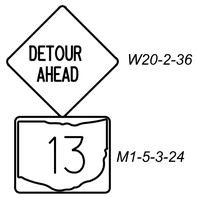
MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE
DESIGNER
JLL
REVIEWER
KRB 11/13/23
PROJECT ID
101386
SHEET P.18 TOTAL 63

HUR-13-0.00

SIGN LEGEND

PORTABLE CHANGEABLE MESSAGE SIGN
1



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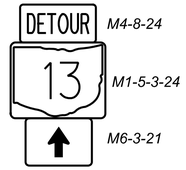

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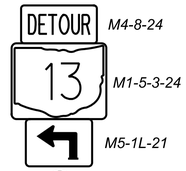

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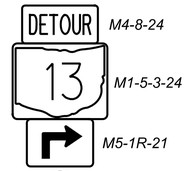

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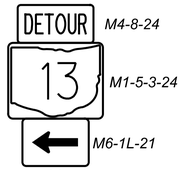

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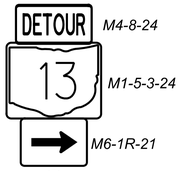

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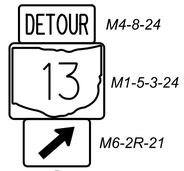

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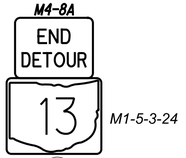
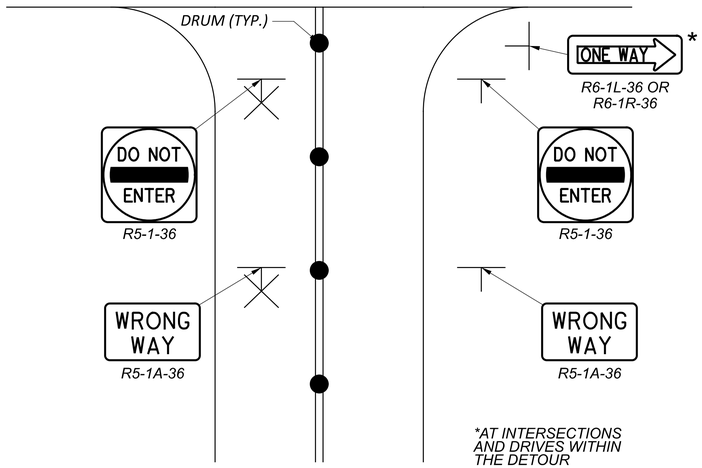
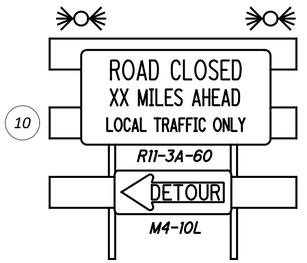


9

INTERSECTION/END OF PROJECT DETAIL (TYPICAL ALL PHASES)

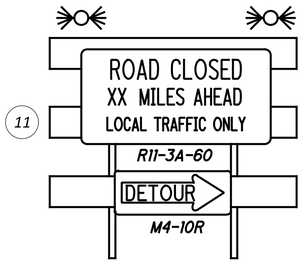


NOTES:
DRUMS SHALL BE PLACED AT 40' SPACING ALONG CENTERLINE. USE WHITE EDGE LINES FOR WORK ZONE EDGE LINES (9' LANE WIDTH).



10

TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS



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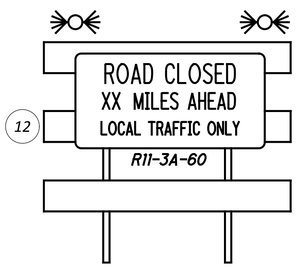
TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS



12

TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS

XX - TO BE DETERMINED BY CONTRACTOR

** - PLACE AT EACH INTERSECTING ROAD WITHIN DETOUR

DETOUR PLAN - GENERAL DETAILS
APPLIES TO ALL PHASES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER
JLL

REVIEWER
KRB 11/13/23

PROJECT ID
101386

SHEET P.19 | TOTAL 63

HUR-13-0.00

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
12	13	14	15	17	18	25	26	32	39	40	RW.5		01/STR/04						
																		ROADWAY	
								LS					LS	201	11000	LS		CLEARING AND GRUBBING	
								2					2	202	20010	2	EACH	HEADWALL REMOVED	
						123,795							123,795	202	23000	123,795	SY	PAVEMENT REMOVED	
								43					43	202	32000	43	FT	CURB REMOVED	
								39					39	202	35100	39	FT	PIPE REMOVED, 24" AND UNDER	
							3,281.25						3,281.25	202	38000	3,281.25	FT	GUARDRAIL REMOVED	
							300						300	202	38201	300	FT	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	16
							23						23	202	42010	23	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
							8						8	202	42040	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							16						16	202	47000	16	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
								2					2	202	58100	2	EACH	CATCH BASIN REMOVED	
		51											51	SPECIAL	20270120	51	FT	PIPE CLEANOUT, 27" TO 48"	14
		248											248	SPECIAL	20270130	248	FT	PIPE CLEANOUT OVER 48"	14
						14,443							14,443	203	10000	14,443	CY	EXCAVATION	
						1,375							1,375	203	20000	1,375	CY	EMBANKMENT	
							95						95	203	20001	95	CY	EMBANKMENT, AS PER PLAN	16
3,400													3,400	204	10000	3,400	SY	SUBGRADE COMPACTION	
1,200						33,958							35,158	204	20000	35,158	CY	EMBANKMENT	
1,200													1,200	204	13000	1,200	CY	EXCAVATION OF SUBGRADE	
2						64							66	204	45000	66	HOUR	PROOF ROLLING	
						3,349							3,349	206	10500	3,349	TON	CEMENT	
						127,921							127,921	206	11000	127,921	SY	CURING COAT	
						127,921							127,921	206	15020	127,921	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
							48.31						48.31	209	15000	48.31	STA	RESHAPING UNDER GUARDRAIL	
						14.25							14.25	209	72051	14.25	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	13
			15										15	209	80000	15	EACH	GRADING MAILBOX APPROACHES	
							300						300	606	13000	300	FT	GUARDRAIL, TYPE 5	
							2,631.25						2,631.25	606	15050	2,631.25	FT	GUARDRAIL, TYPE MGS	
							200						200	606	15100	200	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
							275						275	606	15200	275	FT	GUARDRAIL, TYPE MGS HALF POST SPACING WITH LONG POSTS	
							50						50	606	17001	50	FT	RAISING TYPE 5 GUARDRAIL, AS PER PLAN	16
							50						50	606	17350	50	FT	GUARDRAIL, TYPE MGS, 25' LONG-SPAN	
							125						125	606	17360	125	FT	GUARDRAIL, TYPE MGS, LONG-SPAN	
							23						23	606	26150	23	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
							8						8	606	26550	8	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
							12						12	606	35140	12	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	
											23		23	623	38500	23	EACH	MONUMENT ASSEMBLY, TYPE C	
											4		4	623	40500	4	EACH	REFERENCE MONUMENT, TYPE A	
3													3	623	39501	3	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	12
2													2	623	39601	2	EACH	MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN	12
LS													LS	623	50000	LS		PRECONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT	
LS													LS	623	51000	LS		POST CONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT	
			1										1	SPECIAL	69050100	1	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	15
																		EROSION CONTROL	
								68					68	601	32100	68	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	
	2												2	659	00100	2	EACH	SOIL ANALYSIS TEST	
	9,195												9,195	659	00300	9,195	CY	TOPSOIL	
							1,542						1,542	659	00300	1,542	CY	TOPSOIL (4" THICK)	
	82,837												82,837	659	10000	82,837	SY	SEEDING AND MULCHING	
	4,142												4,142	659	14000	4,142	SY	REPAIR SEEDING AND MULCHING	
	4,142												4,142	659	15000	4,142	SY	INTER-SEEDING	
	11.55												11.55	659	20000	11.55	TON	COMMERCIAL FERTILIZER	
	17.12												17.12	659	31000	17.12	ACRE	LIME	
	459												459	659	35000	459	MGAL	WATER	
							13,875						13,875	670	00500	13,875	SY	SLOPE EROSION PROTECTION	
							LS						LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
							LS						LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
							LS						LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
							100,000						100,000	832	30000	100,000	EACH	EROSION CONTROL	

GENERAL SUMMARY

HUR-13-0.00

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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER
KRB

REVIEWER
JLL 11/13/23

PROJECT ID
101386

SHEET P.22 TOTAL 63

SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
12	13	14	15	17	18	25	26	32	39	40	RW.5		01/STR/04		EXT	TOTAL			
																		DRAINAGE	
								LS					LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
								5					5	602	20000	5	CY	CONCRETE MASONRY	
								10					10	605	05100	10	FT	4" SHALLOW PIPE UNDERDRAINS	
								72,998					72,998	605	14001	72,998	FT	6" BASE PIPE UNDERDRAINS, AS PER PLAN	15
								1,047					1,047	611	00510	1,047	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
								29					29	611	04600	29	FT	12" CONDUIT, TYPE C	
								92					92	611	96551	92	FT	FIELD PAVING OF EXISTING PIPE, AS PER PLAN (103" SPAN X 71" RISE CMP ARCH)	14
								82					82	611	96551	82	FT	FIELD PAVING OF EXISTING PIPE, AS PER PLAN (87" SPAN X 63" RISE CMP ARCH)	14
		299											299	611	97400	299	FT	CONDUIT, MISC.: VIDEO LOG	14
								2					2	611	98180	2	EACH	CATCH BASIN, NO. 3A	
								79					79	611	99710	79	EACH	PRECAST REINFORCED CONCRETE OUTLET	
								74					74	833	12000	74	FT	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ARCH (87" SPAN X 63" RISE)	
																		DRAINAGE OPTION A: SPRAY APPLIED STRUCTURAL LINER	
								51					51	833	10000	51	FT	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT (42" DIAMETER)	
																		DRAINAGE OPTION B: CURED-IN-PLACE PIPE LINER	
								51					51	899	10000	51	FT	CURED-IN-PLACE PIPE LINER (42" DIAMETER)	
																		PAVEMENT	
						5,620							5,620	254	01000	5,620	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.25")	
						28							28	254	01600	28	SY	PATCHING PLANED SURFACE	
						13,144							13,144	301	56000	13,144	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
						20,403							20,403	304	20000	20,403	CY	AGGREGATE BASE	
						12,309							12,309	407	10000	12,309	GAL	TACK COAT	
						6,699							6,699	408	10001	6,699	GAL	PRIME COAT, AS PER PLAN	13
						5,048							5,048	442	10000	5,048	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
						203							203	442	10000	203	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (SAFETY EDGE)	
						5,815							5,815	442	10080	5,815	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
						75							75	442	22300	75	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449)	
								43					43	609	24510	43	FT	CURB, TYPE 4-C	
			15			3,469							3,484	617	10100	3,484	CY	COMPACTED AGGREGATE	
						14.25							14.25	618	41000	14.25	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
						7.12							7.12	618	43000	7.12	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
						7.12							7.12	874	21000	7.12	MILE	LONGITUDINAL JOINT PREPARATION	
																		TRAFFIC CONTROL	
									507				507	621	00100	507	EACH	RPM	
									505				505	621	54000	505	EACH	RAISED PAVEMENT MARKER REMOVED	
							58						58	626	00110	58	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
									14.12				14.12	642	00104	14.12	MILE	EDGE LINE, 6", TYPE 1	
									7.06				7.06	642	00300	7.06	MILE	CENTER LINE, TYPE 1	
									272				272	644	00500	272	FT	STOP LINE	
									4				4	644	01000	4	EACH	RAILROAD SYMBOL MARKING	
										50			50	517	75600	50	FT	**STRUCTURE REPAIR (HUR-13-3.05)** DEEP BEAM BRIDGE RETROFIT RAILING	
										277			277	519	11100	277	SF	PATCHING CONCRETE STRUCTURE	
										94			94	202	98200	94	FT	**STRUCTURE REPAIR (HUR-13-5.45)** REMOVAL MISC.: JOINT SEALER	40
										94			94	516	31000	94	FT	JOINT SEALER	
										238			238	517	75600	238	FT	DEEP BEAM BRIDGE RETROFIT RAILING	

GENERAL SUMMARY

HUR-13-0.00

MODEL: Sheet2 PAPERSIZE: 34x22 (in.) DATE: 2/7/2024 TIME: 5:16:22 PM USER: ksalay
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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE

DESIGNER
KRB

REVIEWER
JLL 11/13/23

PROJECT ID
101386

SHEET P.23 TOTAL 63

PAVEMENT AND SHOULDER DATA

PLAN SPLIT	COUNTY	ROUTE	LOG POINT	TO LOG POINT	LENGTH MILE	LENGTH FEET	AVERAGE WIDTH	*TYPICAL-NUMBER (SEE SHEETS 10-11 FOR TYPICALS)	PAVEMENT AREA	202 PAVEMENT REMOVED	203 EXCAVATION	203 EMBANKMENT	204 EMBANKMENT	204 PROOF ROLLING	206 CEMENT	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14" DEEP	254 PAVEMENT PLANNING, ASPHALT CONCRETE (3.25")	254 PATCHING PLANED SURFACE	301 ASPHALT CONCRETE BASE (4")	304 AGGREGATE BASE (6")	407 TACK COAT (0.05 GAL/SY)	407 TACK COAT (0.08 GAL/SY)	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (1.5")	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (SAFETY EDGE)	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) (1.75")	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449) (VARIABLE)	618 RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	618 RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	874 LONGITUDINAL JOINT PREPARATION	AGGREGATE SHOULDER PROPOSED WIDTH SL	AGGREGATE SHOULDER PROPOSED WIDTH SR	AGGREGATE SHOULDER AREA	209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	408 PRIME COAT, AS PER PLAN (0.4 GAL/SY)	617 COMPACTED AGGREGATE 7.25 INCHES
STRAIGHT LINE MILEAGE							FT		SY	SY	CY	CY	CY	HOUR	TON	SY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY	CY	CY	MILE	MILE	MILE	FT	FT	SY	MILE	GAL	CY
01/STR/04	HUR	13	0.00	0.50	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	275	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	0.50	1.00	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	1.00	1.50	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	1.50	2.00	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	2.00	2.54	0.54	2856.5	28	1	8,887	9,522	1,111	106	2,612	5	255	9,839	9,839			1,011	1,569	889		370	15	432		1.08	0.54	0.54	2	2	1,270	1.08	508	256
01/STR/04	HUR	13	2.54	2.55	0.01	47.52	28	2	148									148	1			15	12	6	0	7		0.02	0.01	0.01	2	2	21	0.02	9	4
01/STR/04	HUR	13	2.55	3.05	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
STRUCTURE HUR-13-3.05																																				
01/STR/04	HUR	13	3.05	3.50	0.45	2376	28	1	7,392	7,920	924	88	2,173	4	212	8,184	8,184			841	1,305	739		308	13	359		0.90	0.45	0.45	2	2	1,056	0.90	423	213
01/STR/04	HUR	13	3.50	4.00	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	4.00	4.50	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	4.50	5.00	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	5.00	5.45	0.45	2376	28	1	7,392	7,920	924	88	2,173	4	212	8,184	8,184			841	1,305	739		308	13	359		0.90	0.45	0.45	2	2	1,056	0.90	423	213
STRUCTURE HUR-13-5.45																																				
01/STR/04	HUR	13	5.45	6.00	0.55	2904	28	1	9,035	9,680	1,129	108	2,655	5	259	10,003	10,003			1,028	1,595	903		376	16	439		1.10	0.55	0.55	2	2	1,291	1.10	517	260
01/STR/04	HUR	13	6.00	6.50	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	6.50	7.00	0.50	2640	28	1	8,213	8,800	1,027	98	2,414	5	235	9,093	9,093			934	1,450	821		342	14	399		1.00	0.50	0.50	2	2	1,174	1.00	470	237
01/STR/04	HUR	13	7.00	7.04	0.04	225.98	28	1	703	753	88	8	207	0	20	778	778			80	124	70		29	1	34		0.09	0.04	0.04	2	2	101	0.09	41	21
01/STR/04	HUR	13	7.04	7.06	0.02	91	32	2	323									323	2			32	26	13	0		16	0.03	0.02	0.02	2	2	41	0.03	17	9
01/STR/04	EXTRA AREA - SR 13, SOUTH OF BASELINE RD					341	32	2	1,212									1,212	6			61	97	51	2		59	0.13	0.06	0.06	2	2	152	0.13	61	31
01/STR/04	EXTRA AREA FOR INTERSECTIONS								2,196									2,196	11			110	176	92		107										
01/STR/04	EXTRA AREA FOR PAVED DRIVES								324									324	2			16	26	14		16										
01/STR/04	EXTRA AREA FOR AGGREGATE DRIVES								1,017									1,017	5			51	81	42		49										92
01/STR/04	EXTRA AREA FOR EX & PR MAILBOXES APPROACH								400									400	2			20	32	17		19										
TOTALS TO GENERAL SUMMARY										123,795	14,443	1,375	33,958	64	3,349	127,921	127,921	5,620	28	13,144	20,403	11,859	450	5,048	203	5,815	75	14.25	7.12	7.12			16,728	14.25	6,699	3,469

HUR-13-0.00

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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM ONE
DESIGNER
KRB
REVIEWER
XXX 11/13/23
PROJECT ID
101386
SHEET P.25 TOTAL 63