

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 5 M. GAL.

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) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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 OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP &	> 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES & RESTRICTIONS	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

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:

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

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,

ADT 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 240 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

TRENCH FOR WIDENING [SPEED LIMIT < 45MPH]

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS AT TEN [10] FOOT INTERVALS OR BARRICADES AT ALL TIMES. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL NOT BE GREATER THAN WHICH CAN BE COMPLETED WITHIN 14 CALENDAR DAYS BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER. PLACEMENT OF PROPOSED SUBBASE AND ITEM 301 ASPHALT CONCRETE BASE MATERIAL SHALL BE COMPLETED IN CONTINUOUS OPERATION.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTENANCE AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT.)

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK IN TO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN THEIR RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH THEIR FORCES OR THEY MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 8 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6 AM TO 6 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OR STATE POLICE, HIRED BY THE CONTRACTOR:

- US 224 & TIFFANY BOULEVARD
- US 224 & SOUTH AVENUE
- US224 & APPLEWOOD BOULEVARD
- US 224 & BOARDMAN PARK WEST
- US 224 & SOUTHERN BOULEVARD
- US 224 & MARKET STREET

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION, SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

- TIME OF NOTIFICATION OF MALFUNCTION
- TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION
- ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED
- A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF RECURRENCE
- TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

DESIGN AGENCY	
 8415 Pulsar Place, Suite 300 Columbus, Ohio 43240	
DESIGNER	MGW
REVIEWER	SA 03/27/26
PROJECT ID	115790
SHEET	TOTAL
P.21	439

MAH-224-17.72

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/22/2026 TIME: 9:18:15 AM PLTDRV: OHDOT_PDF.pltctg PENTBL: OHDOT_Pen.tbl USER: macen.whirett@primeeng.com WORKSPACE: OHDOTCEv02 WORKSET: 115790 PRODUCT: OpenRoadsDesigner 24.00.02.25
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SHEET NUMBER													OFFICE CALCS	PART. 01/SAF	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
P.15	P.16	P.17	P.18	P.19	P.132	P.133	P.134	P.135	P.136	P.137	P.138	P.302									
																		ROADWAY			
									552	4,766	6,193			LS	201	11000	LS	CLEARING AND GRUBBING			
									3,747	14,316	430			11,511	202	23000	11,511	SY	PAVEMENT REMOVED		
									96					18,493	202	30000	18,493	SF	WALK REMOVED		
										81	230			96	202	30600	96	SY	CONCRETE MEDIAN REMOVED		
														311	202	30800	311	SY	TRAFFIC ISLAND REMOVED		
500									105	1,560	2,667			4,832	202	32000	4,832	FT	CURB REMOVED		
											644			644	202	32001	644	FT	CURB REMOVED, AS PER PLAN	P.19	
500									794	4,140	3,468			8,902	202	32500	8,902	FT	CURB AND GUTTER REMOVED		
									73	134	350	5		562	202	35100	562	FT	PIPE REMOVED, 24" DIAMETER AND UNDER		
											41			41	202	38000	41	FT	GUARDRAIL REMOVED		
									3	11	8			22	202	58100	22	EACH	CATCH BASIN REMOVED		
														9,661	9,661	203	10000	9,661	CY	EXCAVATION	P.265
			100											2,413	2,513	203	20000	2,513	CY	EMBANKMENT	P.265
	4,324													12,704	17,028	204	10000	17,028	SY	SUBGRADE COMPACTION	P.16
	1,207														1,207	204	13000	1,207	CY	EXCAVATION OF SUBGRADE	P.16
	1,207														1,207	204	30010	1,207	CY	GRANULAR MATERIAL, TYPE B	P.16
	4													4	204	45000	4	HOUR	PROOF ROLLING	P.16	
	3,623													3,623	204	50000	3,623	SY	GEOTEXTILE FABRIC	P.16	
			2,713											2,713	504	11101	2,713	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN, FURNISHED	P.18	
			2,713											2,713	504	11101	2,713	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN, DRIVEN	P.18	
								50						50	606	15050	50	FT	GUARDRAIL, TYPE MGS		
								1						1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E		
				450										450	607	98000	450	FT	FENCE, MISC.:CONSTRUCTION FENCE	P.19	
					2,787	30,391	21,749	3,141						58,068	608	10000	58,068	SF	4" CONCRETE WALK		
					1,129	997	1,224	122						3,472	608	52000	3,472	SF	CURB RAMP		
		LS												LS	SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	P.17	
LS														LS	SPECIAL	69098400	LS		SURVEY CONTROL VERIFICATION	P.15	
																			EROSION CONTROL		
2														2	659	00100	2	EACH	SOIL ANALYSIS TEST		
1,006														1,013	659	00300	1,013	CY	TOPSOIL		
9,060														9,060	659	10000	9,060	SY	SEEDING AND MULCHING		
453														453	659	14000	453	SY	REPAIR SEEDING AND MULCHING		
453														453	659	15000	453	SY	INTER-SEEDING		
1.23														1.23	659	20000	1.23	TON	COMMERCIAL FERTILIZER		
1.88														1.88	659	31000	1.88	ACRE	LIME		
49														49	659	35000	49	MGAL	WATER		
														LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN		
														LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS		
														LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	P.141	
85,000														85,000	832	30000	85,000	EACH	EROSION CONTROL	P.15	
													</								

DESIGN AGENCY  PRIMEA 8415 Pulsar Place, Suite 300 Columbus Ohio 43224	
DESIGNER MGW	
REVIEWER SA 03/27/26	
PROJECT ID 115790	
SHEET P.127	TOTAL 439

SHEET NUMBER														PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION		
P.15	P.16	P.17	P.18	P.132	P.133	P.134	P.135	P.139	P.140	P.141	P.142	P.286	P.302	OFFICE CALCS						01/SAF	
																				DRAINAGE	
			1												1	202	98100	1	EACH	REMOVAL MISC.: INSPECTION WELL	
			100												100	202	98200	100	FT	REMOVAL MISC.: CONDUIT	
		6													6	601	21050	6	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
		15													15	605	05200	15	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	
								937	5,893	5,917	2,285				15,032	605	14020	15,032	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
															30	611	00406	30	FT	4" CONDUIT, TYPE F	
		30						79	240	220	180				719	611	00510	719	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
											10				10	611	00900	10	FT	6" CONDUIT, TYPE B	
											10				10	611	01800	10	FT	8" CONDUIT, TYPE B	
								21	501	276	475				1,273	611	04400	1,273	FT	12" CONDUIT, TYPE B	
										39					39	611	04600	39	FT	12" CONDUIT, TYPE C	
										39					389	611	05900	389	FT	15" CONDUIT, TYPE B	
										10	5				15	611	07400	15	FT	18" CONDUIT, TYPE B	
										5					5	611	10400	5	FT	24" CONDUIT, TYPE B	
			100												100	611	97400	100	FT	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	
															100	611	97400	100	FT	CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE	
			100												100	611	97400	100	FT	CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE	
								2	8	3	2				15	611	98150	15	EACH	CATCH BASIN, NO. 3	
								1							1	611	98151	1	EACH	CATCH BASIN, NO. 3, AS PER PLAN	
									6	10	6				22	611	98180	22	EACH	CATCH BASIN, NO. 3A	
										2					2	611	98470	2	EACH	CATCH BASIN, NO. 2-2B	
										1	2				3	611	98630	3	EACH	CATCH BASIN ADJUSTED TO GRADE	
										1					1	611	98710	1	EACH	INLET, NO. 2-6	
										12	7	6			25	611	99574	25	EACH	MANHOLE, NO. 3	
										2	6	6			14	611	99654	14	EACH	MANHOLE ADJUSTED TO GRADE	
		3													3	611	99710	3	EACH	PRECAST REINFORCED CONCRETE OUTLET	
			1												1	611	99720	1	EACH	INSPECTION WELL	
	400														400	SPECIAL	61199820	400	LB	MISCELLANEOUS METAL	
2,000															2,000	254	01000	2,000	SY	PAVEMENT	
															80,017	80,017	254	01000	80,017	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)
															23,158	23,158	254	01000	23,158	SY	PAVEMENT PLANING, ASPHALT CONCRETE, T=1.25"
															23,158	23,158	254	01000	23,158	SY	PAVEMENT PLANING, ASPHALT CONCRETE, T=1.5"
															2,481	2,481	301	56100	2,481	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS), T=5"
															2,950	2,956	301	56000	2,956	CY	ASPHALT CONCRETE BASE, PG64-22, (449)
															3,070	3,073	304	20000	3,073	CY	AGGREGATE BASE
															109	109	407	10000	109	GAL	TACK COAT
															10,612	10,632	407	20000	10,632	GAL	NON-TRACKING TACK COAT
															3,290	3,290	424	14000	3,290	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)
															51	441	70500	51	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
															437	437	442	22100	437	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)
															243	243	442	22300	243	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449), T=2.5"
															2	442	22300	2	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449), T=1.75"	
															317	317	442	20170	317	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), T=1.25"
															69	69	442	20170	69	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), T=1.5"
															570	570	442	20170	570	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448), T=2.25"
															2,331	2,331	452	09010	2,331	SY	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
500				508	5,280	1,355							464		153	617	452	12050	617	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
500					302	2,465	1,051									7,643	609	12000	7,643	FT	COMBINATION CURB AND GUTTER, TYPE 2
																4,318	609	24510	4,318	FT	CURB, TYPE 4-C
				176	2,193	1,215	676					2,079			6,339	609	26000	6,339	FT	CURB, TYPE 6	
					215										215	609	28000	215	FT	CURB, TYPE 7	
		2,580													2,580	SPECIAL	69012060	2,580	SY	PAVEMENT OVERLAY FABRIC COMPOSITE	
																					WATER WORK
															188	188	638	00990	188	FT	6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, ASTM SDR 21
															3	638	07800	3	EACH	6" GATE VALVE AND VALVE BOX	
															3	638	09390	3	EACH	8" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX	
															3	638	10200	3	EACH	6" FIRE HYDRANT	
															3	638	07480	3	EACH	6" GATE VALVE	
															2	SPECIAL	63820880	2	EACH	CUT AND PLUG EXISTING 8" WATER LINE, END CAP, AQUA OHIO	

GENERAL SUMMARY

DESIGN AGENCY



8415 Pulsar Place Suite 300
Columbus Ohio 43240

DESIGNER

MGW

REVIEWER

SA 03/27/26

PROJECT ID

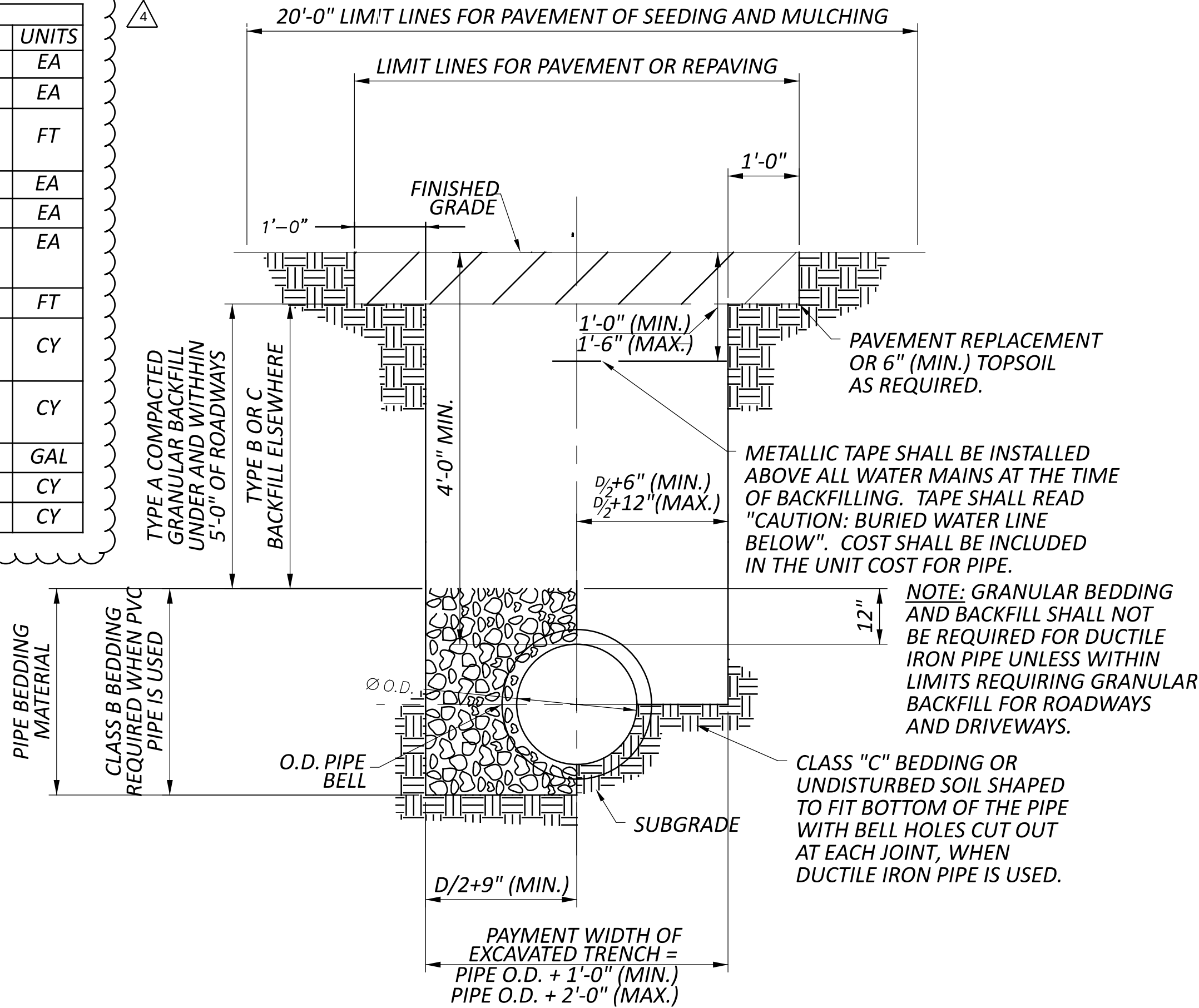
115790

SHEET

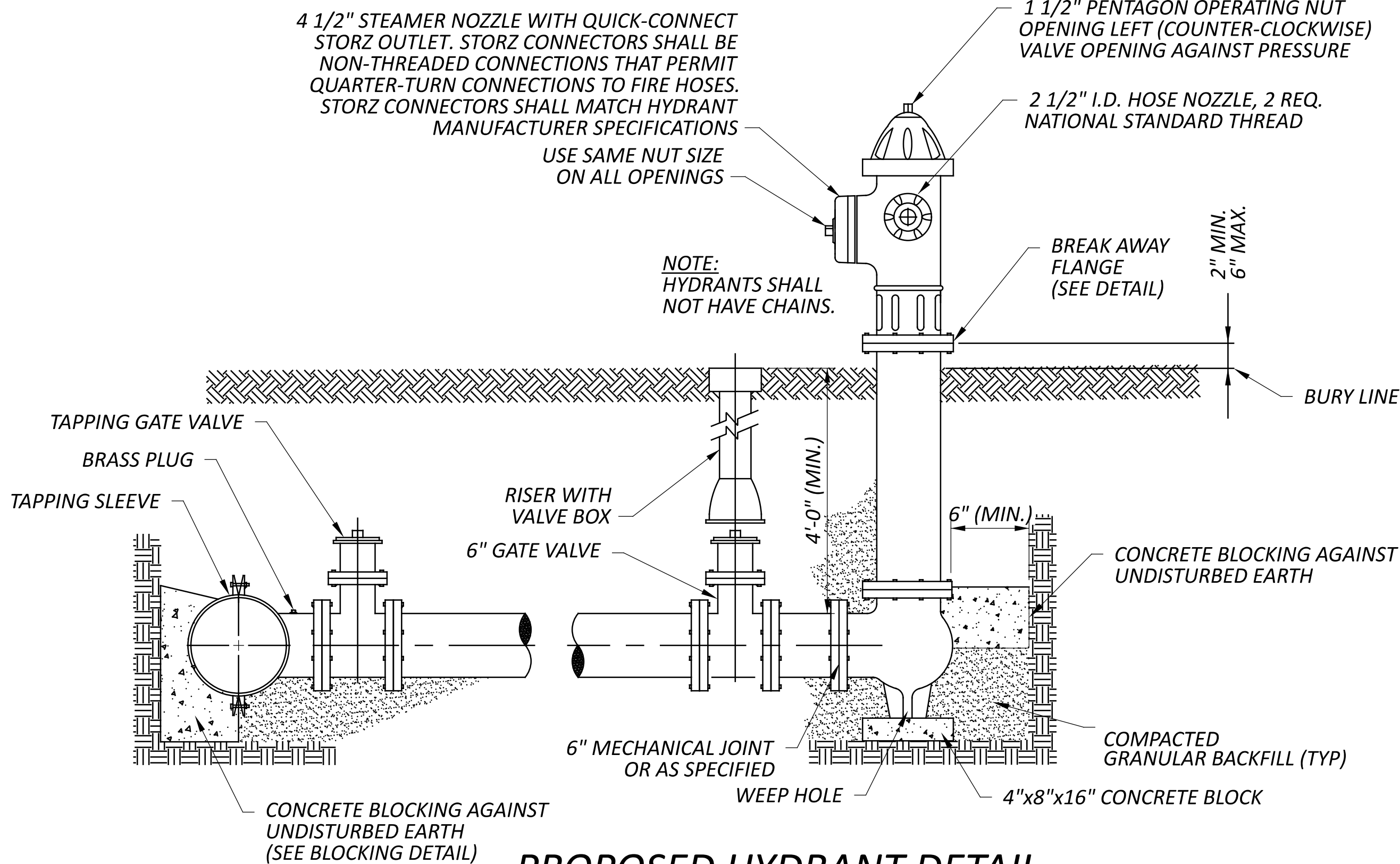
TOTAL

P.128 439

FIRE HYDRANT RELOCATION QUANTITIES		
DESCRIPTION	QTY.	UNITS
8" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX	3	EA
6" GATE VALVE	3	EA
6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, ASTM SDR 21	188	FT
6" GATE VALVE AND VALVE BOX	3	EA
6" FIRE HYDRANT	3	EA
ITEM 638 - CUT AND PLUG EXISTING 8" WATER LINE, END CAPS, AQUA OHIO	2	EA
PIPE REMOVED, 24" DIAMETER AND UNDER	5	FT
ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449)	2	CY
ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22 (449)	6	CY
ITEM 407 - NON-TRACKING TACK COAT	20	GAL
ITEM 304 - 4" AGGREGATE BASE	3	CY
ITEM 659 - TOPSOIL	3	CY



TRENCH DETAIL

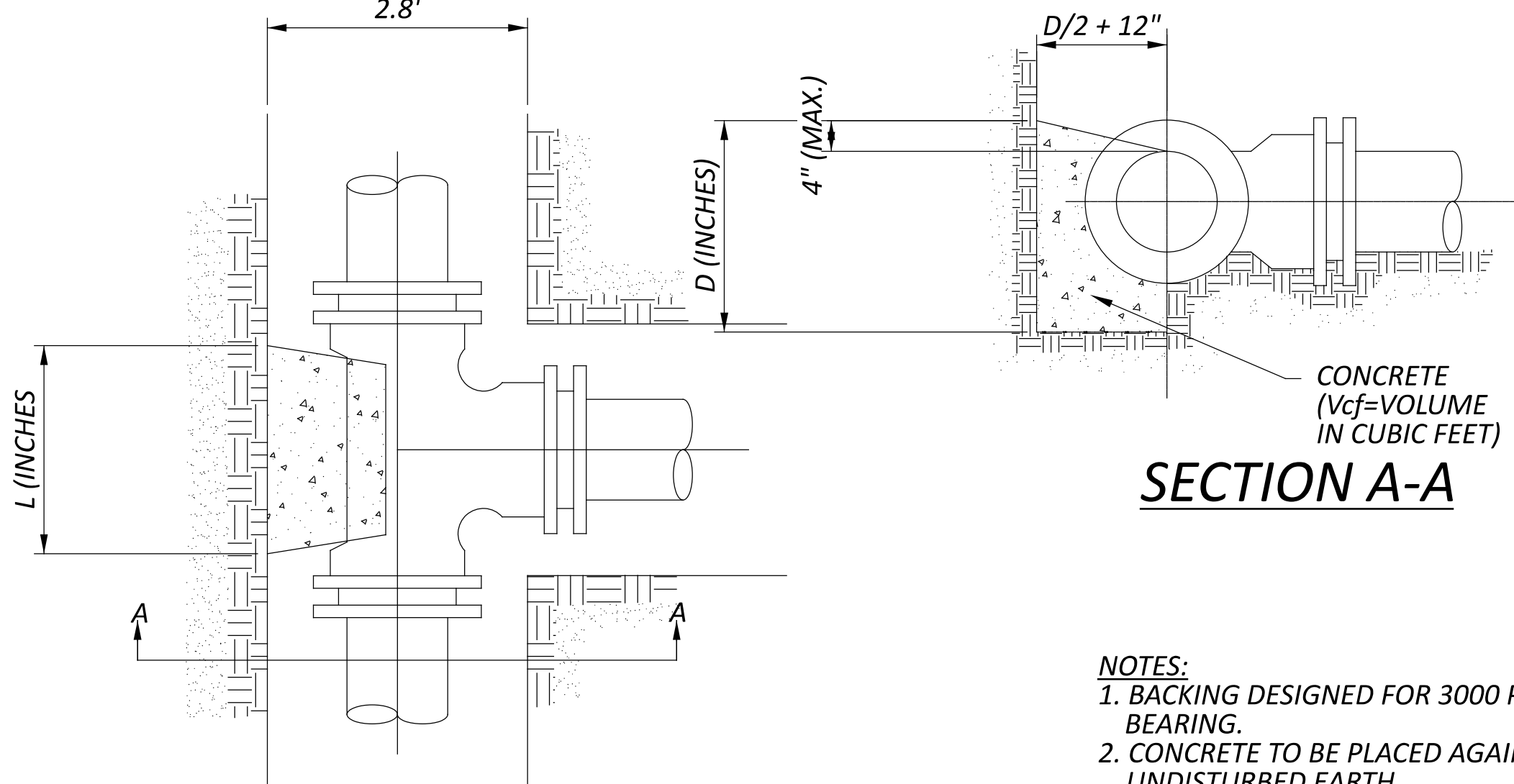


PROPOSED HYDRANT DETAIL

BACKFILL SHALL CONSIST OF GRANULAR MATERIAL CONFORMING TO ITEM 304 OR APPROVED EQUAL, POWER TAMPED IN LAYERS NOT EXCEEDING 4 INCHES IN THICKNESS, LOOSE MEASUREMENT. THIS GRANULAR BACKFILL SHALL EXTEND FROM THE BOTTOM OF THE PIT OR TRENCH TO 6-INCHES BELOW THE EXISTING OR PROPOSED SURFACE OF THE SURROUNDING AREA. THE COST OF FURNISHING AND PLACING THIS BACKFILL SHALL BE INCLUDED IN THE PRICE BID FOR EACH FIRE HYDRANT.

ALL FIRE HYDRANTS SHALL BE INSTALLED WITH CONCRETE BLOCKING AGAINST UNDISTURBED EARTH.

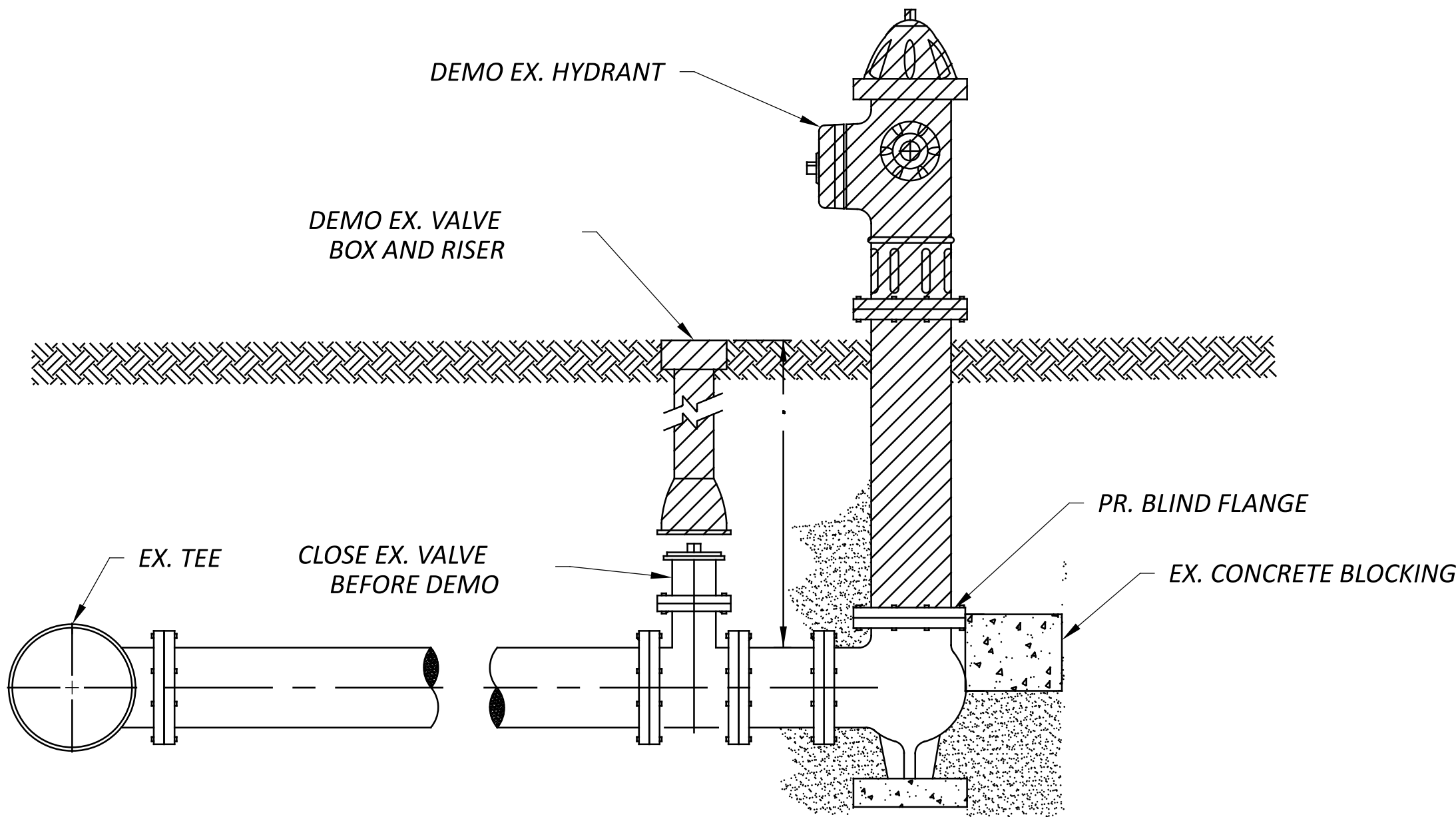
R U N	3"			4"			6"			8"			10"			12"			16"			20"			24"		
	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf	L"	D"	Vcf
3"	12	5	0.5																								
4"	10	6	0.5	11	8	0.8																					
6"	9	7	0.5	11	8	0.8	18	12	1.9																		
8"	8	8	0.5	10	9	0.7	18	12	1.9	23	16	3.5															
10"	7	10	0.6	9	11	0.8	18	12	1.9	23	16	3.5	32	18	7.3												
12"	6	12	0.6	8	12	0.8	18	12	1.9	23	16	3.5	30	20	7.6	38	22	8.7									
16"	6	16	0.8	6	16	0.8	14	16	2.0	20	18	3.3	26	22	7.6	36	23	8.7	49	30	13.6						
20"	6	20	1.0	6	20	1.0	11	20	1.9	18	20	3.3	24	24	8.0	35	24	8.7	46	32	13.6	60	38	26.5			
24"	6	24	1.2	6	24	1.2	9	24	1.9	15	24	3.3	22	26	8.3	30	28	8.7	42	36	14.0	54	42	26.3	68	48	45.4



PLAN VIEW

- NOTES:
1. BACKING DESIGNED FOR 3000 PSF SOIL BEARING.
 2. CONCRETE TO BE PLACED AGAINST UNDISTURBED EARTH.
 3. PROVIDE CLEARANCE FOR REMOVAL OF BOLTS.
 4. CONCRETE FOR BACKING SHALL BE CLASS QC4 PER ODOT ITEM 499.
 5. REINFORCING STEEL SHALL BE PLACED AS DIRECTED BY THE COUNTY.

BLOCKING DETAILS AND TABLE DETAIL



DEMOLISHED HYDRANT DETAIL

HORIZONTAL
SCALE IN FEET

FIRE HYDRANT DETAILS

DESIGN AGENCY

PRIME
8415 Pulsar Place Suite 300
Columbus Ohio 43240

DESIGNER

MGW

REVIEWER

SA 03/27/26

PROJECT ID

115790

SHEET

P.302

TOTAL

439