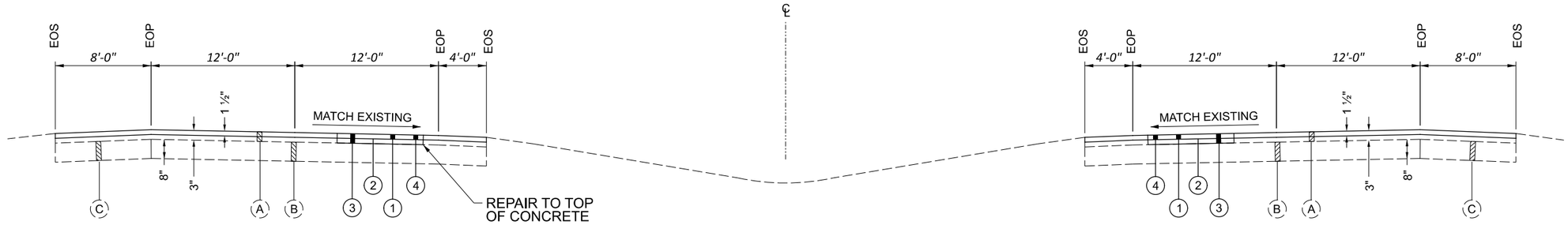
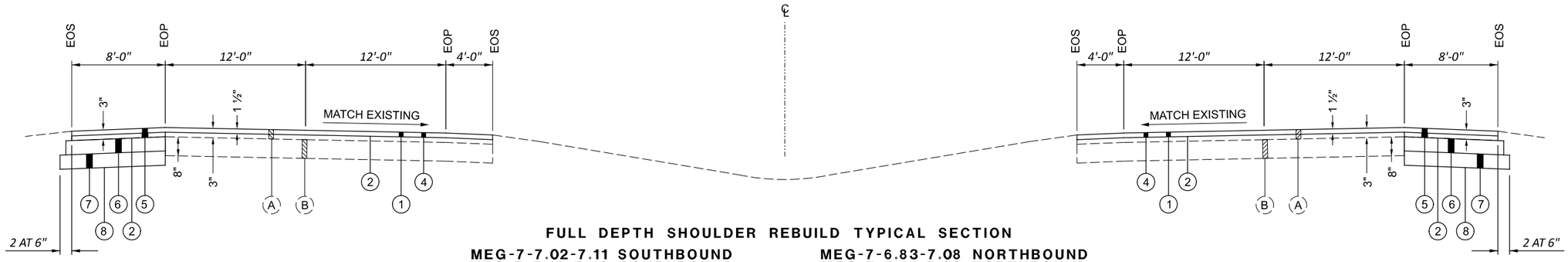


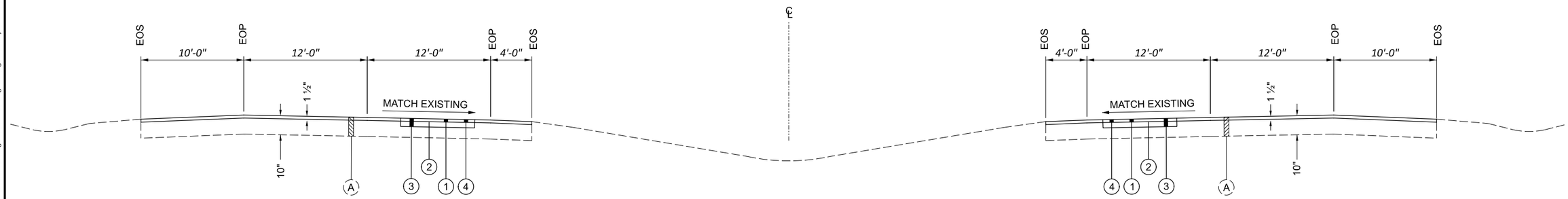
TYPICAL SECTION
MEG-7-6.25-8.22



FULL DEPTH SHOULDER REBUILD TYPICAL SECTION

MEG-7-7.02-7.11 SOUTHBOUND
MEG-7-7.17-7.42 SOUTHBOUND
MEG-7-7.50-7.60 SOUTHBOUND
MEG-7-7.63-7.88 SOUTHBOUND

MEG-7-6.83-7.08 NORTHBOUND
MEG-7-7.14-7.23 NORTHBOUND
MEG-7-7.36-7.61 NORTHBOUND
MEG-7-7.64-7.73 NORTHBOUND



TYPICAL SECTION
MEG-33-10.72-13.32

PROPOSED LEGEND

1. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, TYPE A, (447)
2. ITEM 407 - NON-TRACKING TACK COAT (0.08 GAL/SY)
3. ITEM 253 - PAVEMENT REPAIR
4. ITEM 254 - PAVEMENT PLANING
5. ITEM 442 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449)
6. ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22, (449)
7. ITEM 304 - 6" AGGREGATE BASE
8. ITEM 204 - SUBGRADE COMPACTION

EXISTING LEGEND

- A EXISTING ASPHALT
- B EXISTING CONCRETE
- C AGGREGATE BASE

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER: BAC
REVIEWER: MRF 1-24-22
PROJECT ID: 87264
SHEET: 2 TOTAL: 14

MEG-33-10.72

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-55289	MEG-33-10.72-13.57	EB AND WB
WZ-55290	MEG-7-6.24-8.22	NB AND SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

TABLE 1	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
ORIGINAL POSTED SPEED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
1 SIGN / MILE FOR 4.83 MILES = 5 SIGNS
5 SIGNS X 2 (DUAL MOUNTED) = 10 SIGNS
10 SIGNS X 2 (EACH DIRECTION) = 20 SIGNS
20 SIGNS + 2 SIGNS (1 PER RAMP) = 22 SIGNS
22 DSL SIGN ASSEMBLIES FOR 2 MONTH = 44 SIGN MONTHS
44 SIGN MONTHS CARRIED TO GENERAL SUMMARY

ITEM 614, SPEED ZONE AHEAD SIGN
8 W3-HB SIGNS CARRIED TO THE GENERAL SUMMARY

ITEM 614, RESUME LEGAL SPEED LIMIT SIGN
4 R2-1 SIGNS CARRIED TO THE GENERAL SUMMARY

FULL DEPTH SHOULDER RECONSTRUCTION

THE OUTSIDE SHOULDERS OF STATE ROUTE 7 SHALL BE REBUILT AS SHOWN ON THE TYPICAL SECTIONS AT BRIDGES MEG-7-0708 LT & RT AND MEG-7-0761 LT & RT. THE SHOULDERS SHALL BE REBUILT 1325 FEET ON THE APPROACH END OF EACH BRIDGE AND 515 FEET ON THE TRAILING END OF EACH BRIDGE. A TOTAL OF 7360 FEET OF SHOULDER WILL BE REBUILT. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO PERFORM THIS WORK:

ITEM 442 - 3" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449)
7360' X 8' X 3" / 12 / 27 = 546 CU YD

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449)
7360' X 8.5' X 6" / 12 / 27 = 1159 CU YD

ITEM 304 - AGGREGATE BASE
7360' X 9' X 6" / 12 / 27 = 1227 CU YD

ITEM 204 - SUBGRADE COMPACTION
7360' X 9.5' / 9 = 7769 SQ YD

ITEM 407 - NON-TRACKING TACK COAT
7360' X 8' / 9 X 0.08 GAL/SY = 524 GAL

ITEM 203 - EXCAVATION
7360' X 8' X 1.25' / 27 = 2726 CU YD

CONSTRUCTION SEQUENCE

NOV. 1, 2022 SHALL SERVE AS AN INTERIM COMPLETION DATE FOR THE FOLLOWING WORK:

MEG-33-10.72-13.32 PAVEMENT PLANING, PAVEMENT REPAIR, SURFACE COURSE ASPHALT, AND TEMPORARY PAVEMENT MARKINGS.

MEG-7-7.08 AND MEG-7-7.61 SHOULDER RECONSTRUCTION

GENERAL NOTES

DESIGN AGENCY

DESIGNER BAC

REVIEWER MRF 1-24-22

PROJECT ID 87264

SHEET 4 TOTAL 14

MEG-33-10.72

MODEL: GENERAL NOTES PG2 PAPERSIZE: 17x11 (in.) DATE: 5/19/2022 TIME: 2:09:09 PM USER: KKLESKI
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SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	6	7	8	9	10						01/NHS/PV	02/SAF/OT						
																		ROADWAY	
	2,726											2,726		203	10000	2,726	CY	EXCAVATION	
	7,769											7,769		204	10000	7,769	SY	SUBGRADE COMPACTION	
																		PAVEMENT	
188												188		253	02001	188	CY	PAVEMENT REPAIR, AS PER PLAN	3
		214,311				2,269						216,580		254	01000	216,580	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
	1,159											1,159		301	56000	1,159	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	1,227											1,227		304	20000	1,227	CY	AGGREGATE BASE	
	524	17,145				182						17,851		407	20000	17,851	GAL	NON-TRACKING TACK COAT	
		8,930				95						9,025		442	10380	9,025	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
	546											546		442	22100	546	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)	
		28										28		617	10100	28	CY	COMPACTED AGGREGATE	
		17.94										17.94		618	40600	17.94	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
					8.12								8.12	618	41000	8.12	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
					4.06								4.06	618	43000	4.06	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
		26.82										26.82		850	10010	26.82	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
		6,801										6,801		850	10130	6,801	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
		3,162										3,162		850	20110	3,162	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																		TRAFFIC CONTROL	
			763									763		621	00100	763	EACH	RPM	
			763									763		621	54000	763	EACH	RAISED PAVEMENT MARKER REMOVED	
					8.12								8.12	642	00104	8.12	MILE	EDGE LINE, 6", TYPE 1	
					4.06								4.06	642	00300	4.06	MILE	CENTER LINE, TYPE 1	
			192			48						240		644	00500	240	FT	STOP LINE	
			175									175		644	00700	175	FT	TRANSVERSE/DIAGONAL LINE	
			650									650		644	00720	650	FT	CHEVRON MARKING	
						856						856		644	01200	856	FT	PARKING LOT STALL MARKING	
			49									49		644	01300	49	EACH	LANE ARROW	
			1									1		644	01350	1	EACH	LANE REDUCTION ARROW	
			1,385									1,385		807	13410	1,385	FT	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
			18.28									18.28		807	14010	18.28	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
			9.14									9.14		807	14110	9.14	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
			6,801									6,801		807	14310	6,801	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
			4									4		814	00012	4	EACH	US ROUTE SHIELD SYMBOL MARKING, TYPE B125	
																		MAINTENANCE OF TRAFFIC	
	8											8		614	12410	8	EACH	SPEED ZONE AHEAD SYMBOL SIGN	
	4											4		614	12490	4	EACH	RESUME LEGAL SPEED SIGN	
				18.28								18.28		614	20110	18.28	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
				36.56								36.56		614	22110	36.56	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
				11,916								11,916		614	23210	11,916	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
				480								480		614	26200	480	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	44											44		808	18700	44	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	4
																		INCIDENTALS	
LS												LS		614	11000	LS		MAINTAINING TRAFFIC	
LS												LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
												LS		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

MEG-33-10.72

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 5/19/2022 TIME: 12:35:17 PM USER: KKLESKI
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DESIGN AGENCY

DESIGNER: BAC
REVIEWER: MRF 1-24-22
PROJECT ID: 87264
SHEET: 5 TOTAL: 14