LEGEND

(1) ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (446), AS PER PLAN, PG70-22M

(2) ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)

(3) ITEM 302 - 6" ASPHALT CONCRETE BASE, PG64-22

(4) ITEM 304 - 6" AGGREGATE BASE

(5) ITEM 204 - PROOF ROLLING

(6) ITEM 204 - SUBGRADE COMPACTION

(7) ITEM 407 - NON-TRACKING TACK COAT

(8) ITEM 609 - CURB, TYPE 6

(9) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2

(10) ITEM 608 - 5" CONCRETE WALK

(11) ITEM 622 - CONCRETE BARRIER, TYPE C1

(12) CAST-IN-PLACE CONCRETE BARRIER WITH MOMENT SLAB

(13) ITEM 659 - SEEDING AND MULCHING

(14) ITEM 622 - CONCRETE BARRIER, TYPE D

(15) ITEM 452 - 11" NON REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(16) ITEM 609 - CURB, TYPE 4-C

(17) ITEM 622 - CONCRETE BARRIER, TYPE B1

* (18) ITEM 605 - 6" BASE PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC

(19) ITEM 441 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22

(20) ITEM 452 - 6" NON REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(21) ITEM 452 - 8" NON REINFORCED CONCRETE PAVEMENT, CLASS QC MS

(22) ITEM 441 - 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22

(23) ITEM 441 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)

(24) ITEM 304 - 8" AGGREGATE BASE

(25) ITEM 606 - GUARDRAIL, TYPE MGS

(26) ITEM 204 - 12" GRANULAR MATERIAL, TYPE B

(27) ITEM 204 - 24" EMBANKMENT

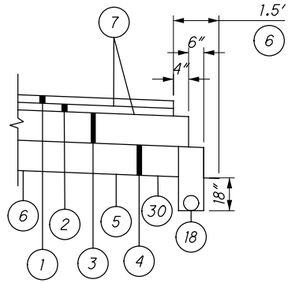
(28) ITEM 622 - CONCRETE BARRIER, TYPE B

(29) ITEM 204 - EXCAVATION OF SUBGRADE (12" OR 24" DEPTH)

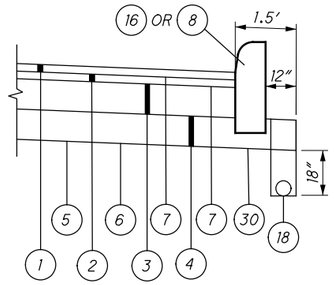
(30) ITEM 204 - GEOTEXTILE FABRIC

* (31) ITEM 605 - 6" SHALLOW PIPE UNDERDRAIN WITH GEOTEXTILE FABRIC

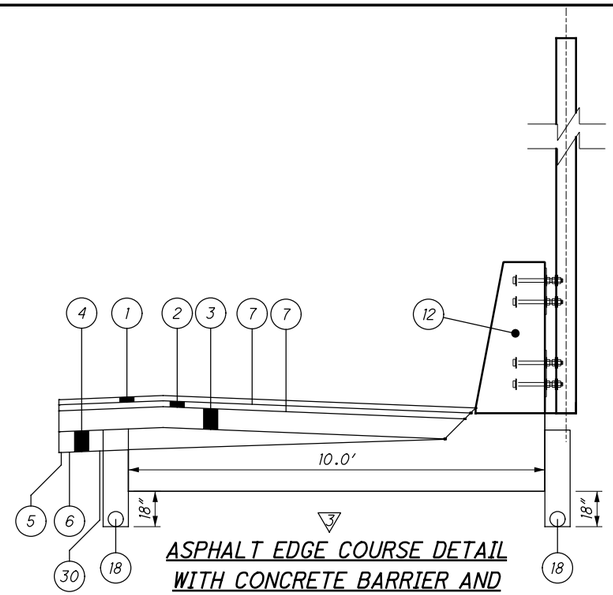
* - THE UNDERDRAIN TRENCH IS TO BE CARRIED TO THE TOP OF ITEM 304.



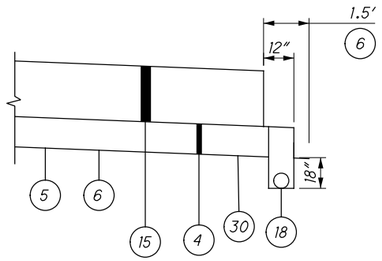

1 ASPHALT EDGE COURSE DETAIL



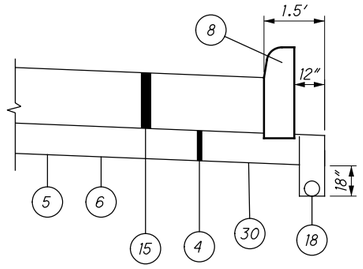

2 ASPHALT EDGE COURSE DETAIL WITH CURB



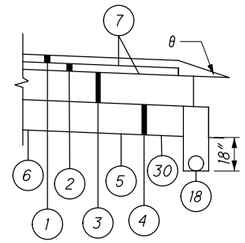

3 ASPHALT EDGE COURSE DETAIL WITH CONCRETE BARRIER AND MOMENT SLAB




4 CONCRETE EDGE COURSE DETAIL



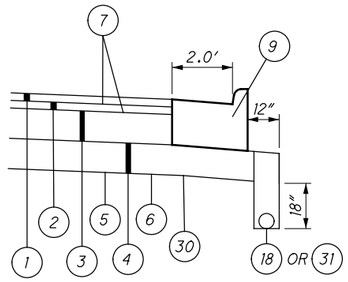

5 CONCRETE EDGE COURSE DETAIL WITH CURB



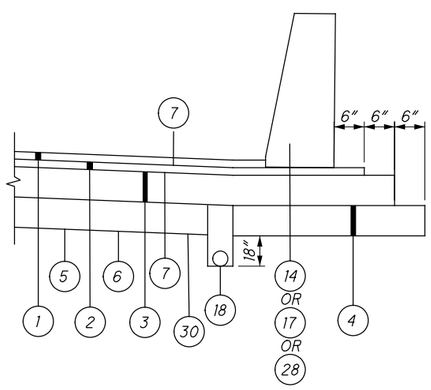

θ = 40° MAX, SEE BP-3.2

FOR STEP DIMENSIONS, SEE DETAIL 6.

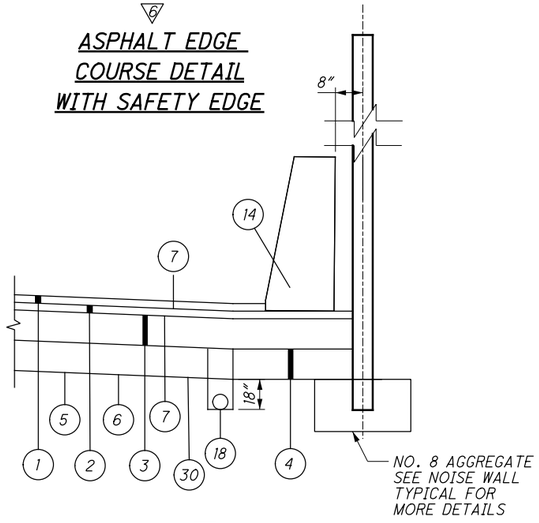
6 ASPHALT EDGE COURSE DETAIL WITH SAFETY EDGE




7 ASPHALT EDGE COURSE DETAIL WITH CURB & GUTTER




8 ASPHALT EDGE COURSE DETAIL WITH CONCRETE BARRIER




9 ASPHALT EDGE COURSE DETAIL WITH CONCRETE BARRIER & NOISE WALL

TYPICAL SECTIONS - LEGEND

STA-062-24.14

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# TYPICAL SECTIONS - US 62

A 16.0′
STA. 181+81.20 TO STA. 184+20.18
VARIES 16.0′ TO 12.0
STA. 184+20.18 TO STA. 185+70.00

B VARIES 23.0′ TO 0.0′
STA. 181+81.20 TO STA. 184+20.18

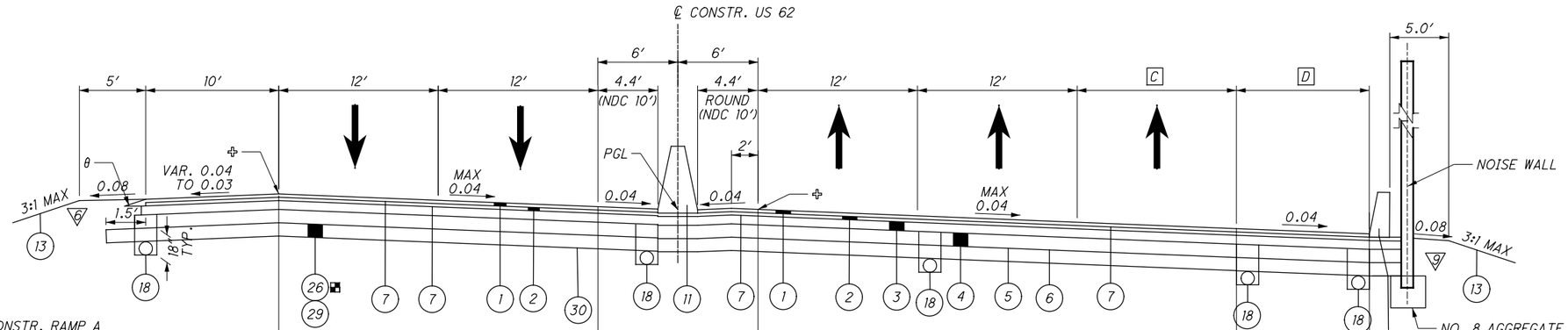
C VARIES 14.30′ TO 12.0′
STA. 181+36.46 TO STA. 182+51.28
12.0′
STA. 182+51.28 TO STA. 189+00.00

D 8.00′
STA. 181+36.46 TO STA. 181+51.28
VARIES 8.00′ TO 10.00′
STA. 181+51.28 TO STA. 182+51.28
10.00′
STA. 182+51.28 TO STA. 189+00.00

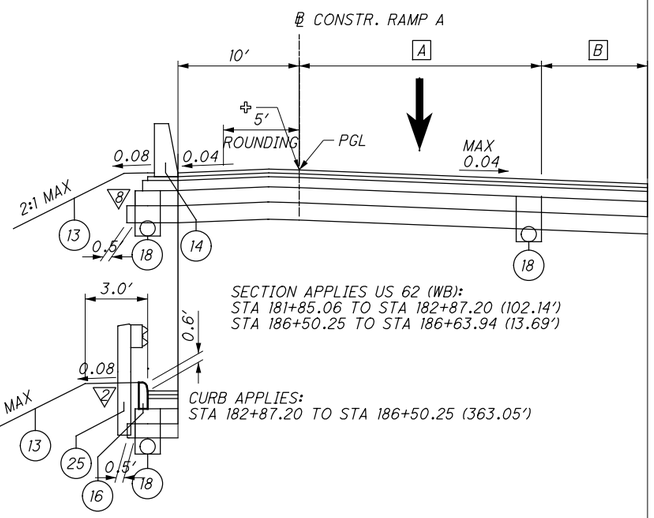
E VARIES 0.00′ TO 12.00′
STA. 186+14.43 TO STA. 186+65.64

G 10.0′
STA. 186+81.32 TO STA. 187+86.68
VARIES 10.0′ TO 4.0′
STA. 187+86.68 TO STA. 189+05.62
4.0′
STA. 189+05.62 TO STA 190+89.38

(26)■ ITEM APPLIES:
US 62 (WB & EB) STA. 181+36.46 TO STA. 189+47.38 (810.92′)

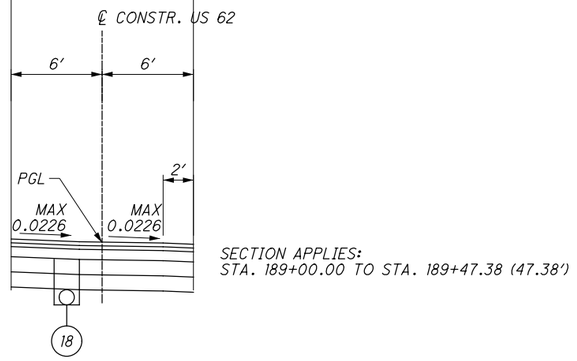



SECTION APPLIES US 62 (EB):
STA 184+66.37 TO STA 186+14.43 (148.06′)




SECTION APPLIES US 62 (WB):
STA 181+85.06 TO STA 182+87.20 (102.14′)
STA 186+50.25 TO STA 186+63.94 (13.69′)

CURB APPLIES:
STA 182+87.20 TO STA 186+50.25 (363.05′)



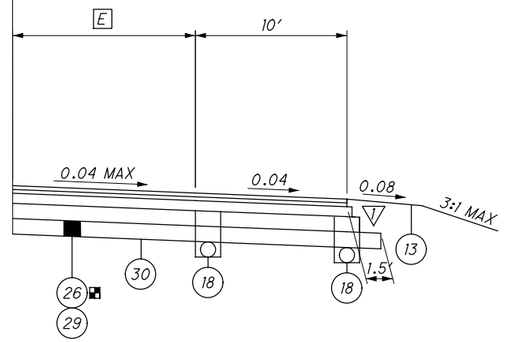

SECTION APPLIES:
STA. 189+00.00 TO STA. 189+47.38 (47.38′)

## SUPERELEVATED SECTION - US 62

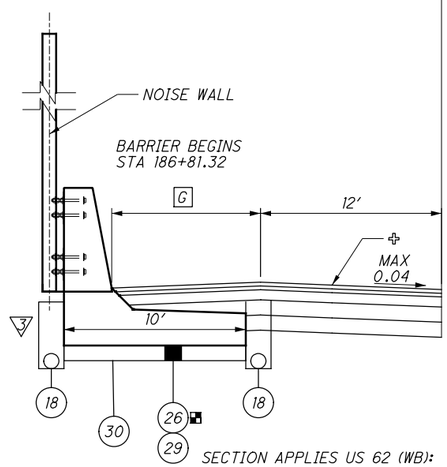
STA. EQN. - STA. 181+36.46 US 62 =
STA. 3181+36.46 US 62 WB (1), 6.0′ RT.

STA. EQN. - STA. 181+36.46 US 62 =
STA. 2181+35.18 US 62 EB (1), 6.0′ LT.

SECTION APPLIES US 62 (WB & EB):
STA. 181+36.46 TO STA. 189+47.38 (810.92′)




SECTION APPLIES US 62 (EB):
STA 186+14.43 TO STA 189+00.00 (285.57′)




SECTION APPLIES US 62 (WB):
STA 186+63.94 TO STA 189+47.38 (283.44′)

℄ 7.00% MAX. BREAK
θ - 40° MAX, SEE BP-3.2

▽ FOR LEGEND AND ASPHALT EDGE COURSE DETAILS SEE SHEET 10 .

STA-062-24.14

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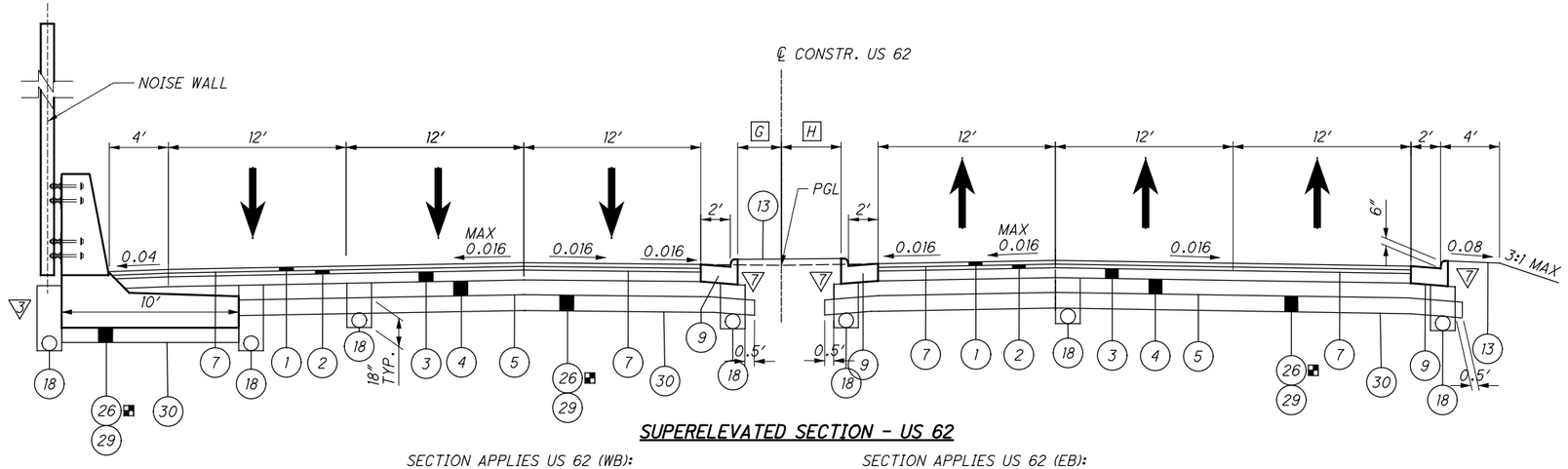
E VARIES 6.00′ TO 2.00′
STA. 189+80.00 TO STA. 190+30.00

F VARIES 6.00′ TO 2′
STA. 189+80.00 TO STA. 190+05.04

G VARIES 0′ TO 3.5′
STA. 189+80.00 TO STA. 190+30.00
3.5′
STA. 190+30.00 TO STA. 190+50.00

H VARIES 0′ TO 4.15′
STA. 189+80.00 TO STA. 190+05.04
VARIES 4.15′ TO 9.37′
STA. 190+05.04 TO STA. 192+47.50

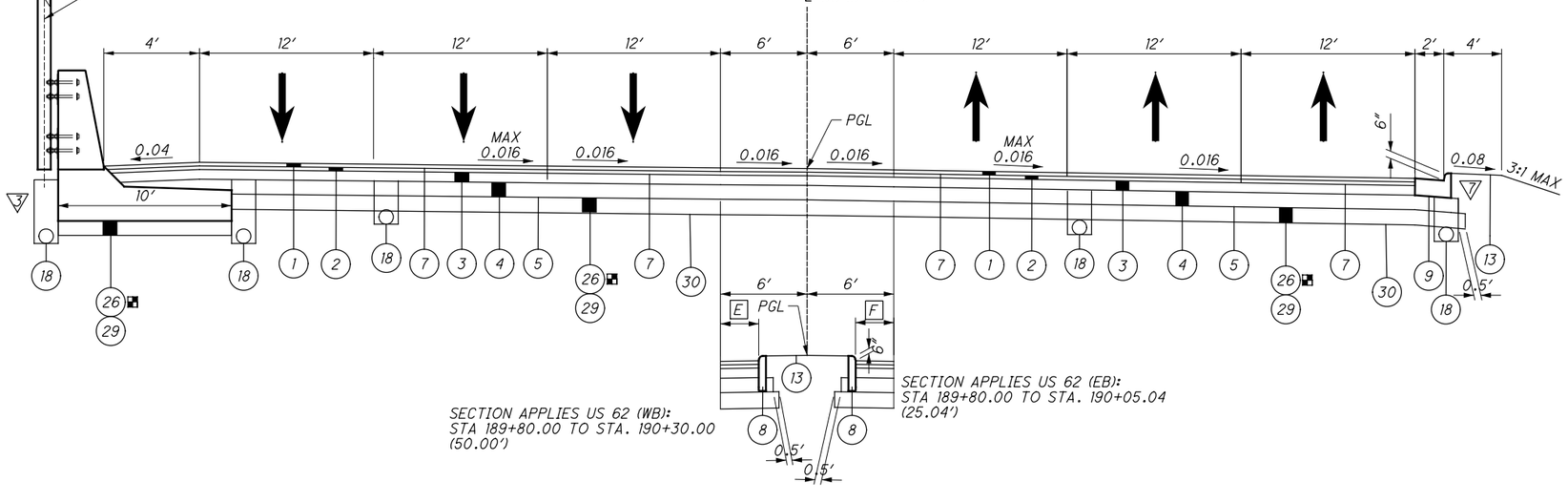
(26) ITEM APPLIES:
US 62 (WB) STA. 189+47.38 TO STA. 190+89.38 (142.00′)
US 62 (EB) STA. 189+47.38 TO STA. 190+18.38 (71.00′)




## SUPERELEVATED SECTION - US 62

SECTION APPLIES US 62 (WB):
STA 190+30.00 TO STA. 190+89.38 (59.38′)

SECTION APPLIES US 62 (EB):
STA 190+05.04 TO STA. 190+18.38 (13.34′)




SECTION APPLIES US 62 (WB):
STA 189+80.00 TO STA. 190+30.00
(50.00′)

SECTION APPLIES US 62 (EB):
STA 189+80.00 TO STA. 190+05.04
(25.04′)

## SUPERELEVATED SECTION - US 62

SECTION APPLIES US 62 (WB):
STA 189+47.38 TO STA. 190+18.38
(71.00′)

SECTION APPLIES US 62 (EB):
STA 189+47.38 TO STA. 189+82.88
(35.50′)

θ - 40° MAX, SEE BP-3.2

▽ FOR LEGEND AND ASPHALT EDGE COURSE DETAILS SEE SHEET 10 .

TYPICAL SECTIONS - US 62

STA-062-24.14

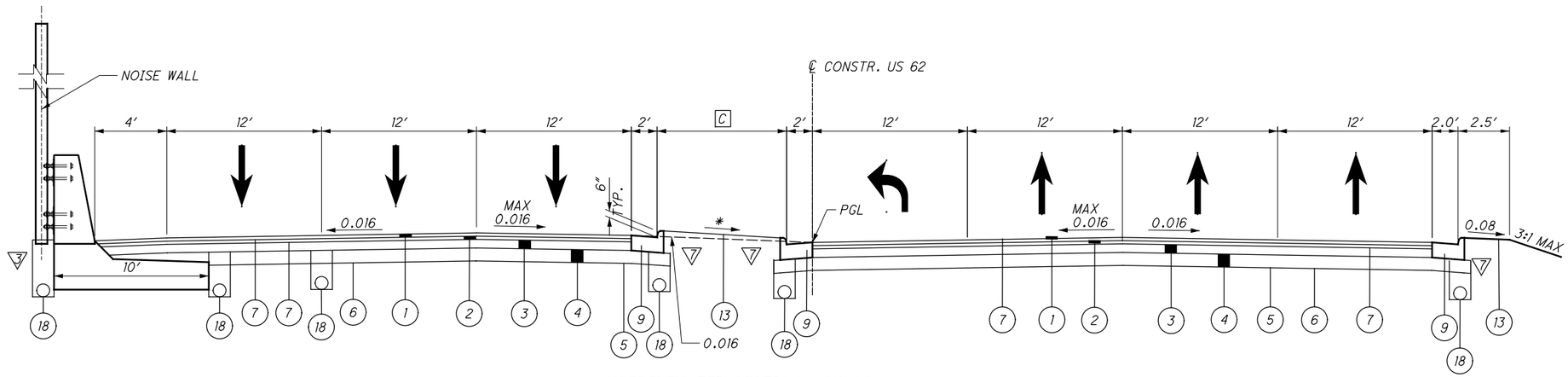
A VARIES 3.37′ TO 9.0′
STA. 190+18.38 TO STA. 193+00.00

B VARIES 6.17′ TO 11.93′
STA. 189+82.88 TO STA. 192+50.00
VARIES 11.93′ TO 0.00′
STA. 192+50.00 TO STA. 193+00.00
0.00′
STA. 193+00.00 TO STA. 193+54.00

C VARIES 7.0′ TO 8.0′
STA. 193+00.00 TO STA. 193+50.00
8.0′
STA. 193+50.00 TO STA. 194+23.92
VARIES 8.0′ TO 0.0′
STA. 194+23.92 TO STA. 194+61.00

D VARIES 0.00′ TO 12.00′
STA. 192+50.00 TO STA. 193+00.00

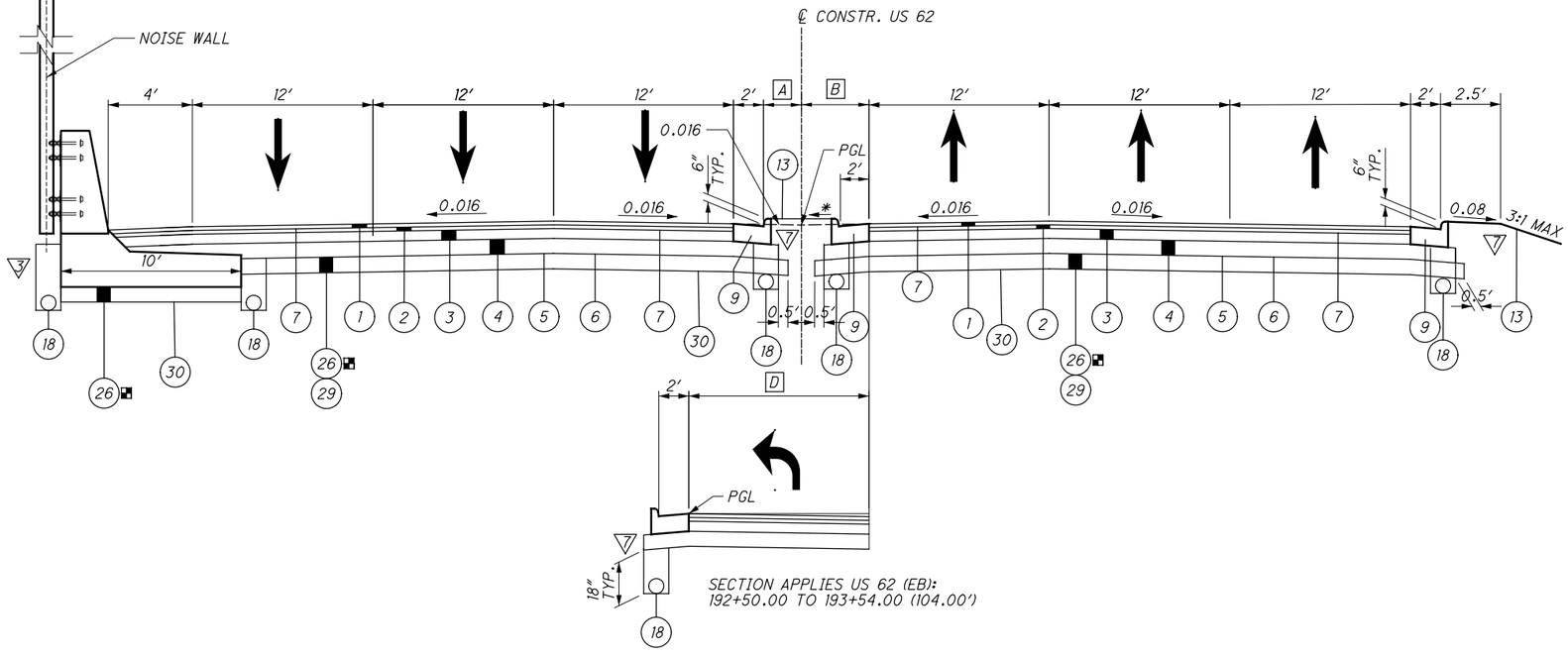
(26) ITEM APPLIES:
US 62 (WB) STA. 190+89.38 TO STA. 191+43.00 (53.62′)
US 62 (EB) STA. 190+18.38 TO STA. 191+43.00 (124.62′)




## SUPERELEVATED SECTION - US 62

SECTION APPLIES US 62 (WB):
STA 193+54.00 TO STA 193+89.50 (35.50′)

SECTION APPLIES US 62 (EB):
STA 192+83.00 TO STA 193+54.00 (71.00′)




SECTION APPLIES US 62 (EB):
192+50.00 TO 193+54.00 (104.00′)

## NORMAL SECTION - US 62

SECTION APPLIES US 62 (WB):
STA 190+89.38 TO STA 193+54.00 (264.62′)

SECTION APPLIES US 62 (EB):
STA 190+18.38 TO STA 192+83.00 (264.62′)

* MATCH SLOPE OF ADJACENT LANES
⌖ 7.00% MAX. BREAK

▽ FOR LEGEND AND ASPHALT EDGE COURSE DETAILS SEE SHEET 10 .

TYPICAL SECTIONS - US 62

STA-062-24.14

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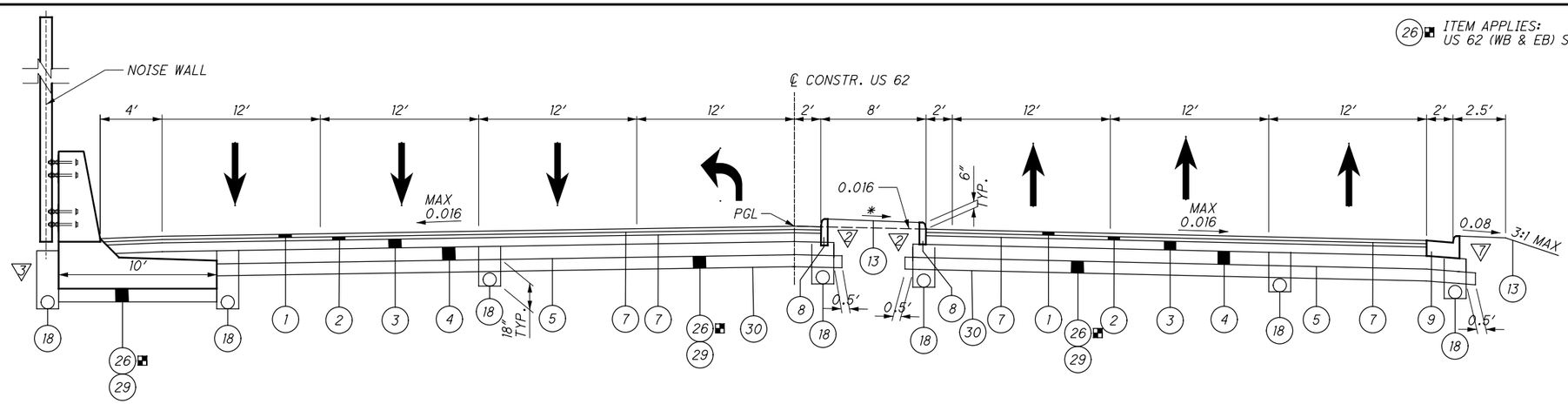
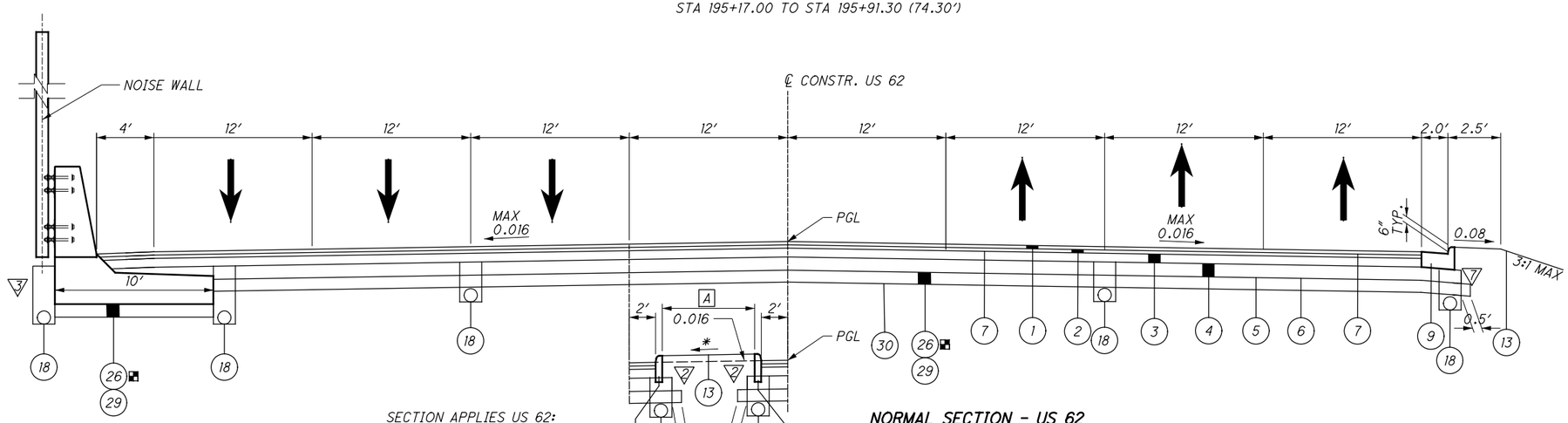
(26) ITEM APPLIES:
US 62 (WB & EB) STA. 195+00.00 TO STA. 196+59.71 (159.71')

[A] VARIES 7.0' TO 0.0'
STA. 194+23.78 TO STA. 194+61.01




## NORMAL SECTION - US 62

SECTION APPLIES US 62:
STA 195+17.00 TO STA 195+91.30 (74.30')

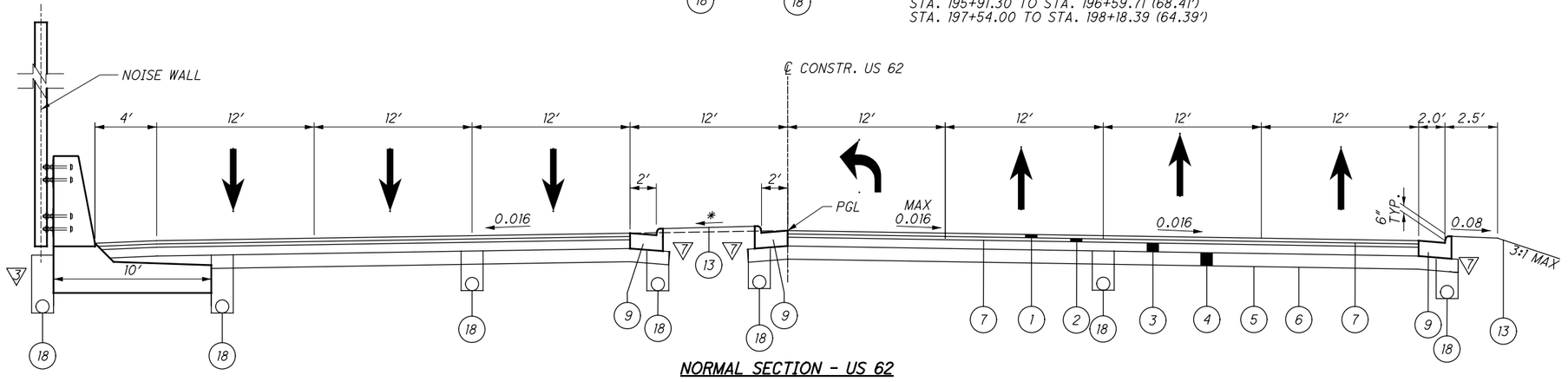



SECTION APPLIES US 62:
STA. 194+25.00 TO STA. 194+61.01
(36.01')




## NORMAL SECTION - US 62

SECTION APPLIES US 62:
STA. 194+25.00 TO STA. 195+17.00 (92.00')
STA. 195+91.30 TO STA. 196+59.71 (68.41')
STA. 197+54.00 TO STA. 198+18.39 (64.39')




## NORMAL SECTION - US 62

SECTION APPLIES US 62 (WB):
STA 193+89.50 TO STA 194+25.00
(35.50')

SECTION APPLIES US 62 (EB):
STA 193+54.00 TO STA 194+25.00
(71.00')

* MATCH SLOPE OF ADJACENT LANES

▽ FOR LEGEND AND ASPHALT EDGE COURSE DETAILS SEE SHEET 10 .

TYPICAL SECTIONS - US 62

STA-062-24.14

**ITEM 614 - MAINTAINING TRAFFIC**

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION.

LENGTH AND DURATION OF LANE CLOSURE 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.

IF IT IS NECESSARY TO STOP ALL TRAFFIC FOR THE ERECTION OF SPAN WIRE, THE WORK SHALL BE SO ARRANGED THAT THE STOPPAGE IS LESS THAN TEN (10) MINUTES IN ANY ONE (1) THIRTY (30) MINUTE PERIOD. TOTAL STOPPAGE OF TRAFFIC SHALL BE LIMITED BETWEEN THE HOURS OF 10:00pm AND 5:00am. NO STOPPAGE OF TRAFFIC SHALL OCCUR FOR THE ERECTION OF SIGNAL SUPPORTS, CUTTING AND INSTALLING LOOP DETECTOR WIRE, OR HANGING SPAN WIRE AND SIGNAL HEADS, WITHOUT A LAW ENFORCEMENT OFFICER WITH A PATROL CAR AT THE SITE FOR ASSISTANCE IN CONTROLLING TRAFFIC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE SERVICES AND SCHEDULING OF SAID LAW ENFORCEMENT OFFICER WITH PATROL CAR.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL FLAGS, FLAGGERS, WATCHERS, BARRICADES, SIGNS, SIGN SUPPORTS AND INCIDENTALS RELATED TO TRAFFIC CONTROL.

SIGNS FURNISHED SHALL BE IN NEW OR LIKE NEW CONDITIONS. LIKE NEW SIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR PROVIDING AND MAINTAINING LIGHTS, SIGNS, AND BARRICADES FOR THE MAINTENANCE OF TRAFFIC AND SAFETY OF HIS/HER WORK AT THE LOCATIONS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.

NO LANE CLOSURE SHALL BE IMPLEMENTED DURING THE HOURS OF 6:00am TO 9:00am OR 4:00pm TO 6:00pm WEEKDAYS. ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, AS DETERMINED BY THE ENGINEER. FOR WORK WHICH IS CONFINED TO THE SHOULDER, TRAFFIC CONTROL SHALL CONFORM TO PLATES 6H-1, 6H-3 AND 6H-4 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS AND PROVISIONS OF THE OMUTCD AND THE FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

| | | |
|---|---|---|
| CHRISTMAS | FOURTH OF JULY | CANTON FOOTBALL |
| NEW YEAR'S EVE | LABOR DAY | HALL-OF-FAME WEEK |
| MEMORIAL DAY | THANKSGIVING | STARK CO. FAIR |

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY/EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

**ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)**

| DAY OF HOLIDAY | TIME ALL LANES MUST BE OPEN TO TRAFFIC |
|---|---|
| SUNDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |
| MONDAY | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY |
| TUESDAY | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY |
| WEDNESDAY | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY |
| THURSDAY | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY |
| THURSDAY (THANKSGIVING) | 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY |
| FRIDAY | 12:00N THURSDAY THROUGH 6:00 AM MONDAY |
| SATURDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $240 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ANTICIPATED SHORT DURATION ROAD AND/OR LANE CLOSURES SHALL BE STAGGERED TO THE EXTENT PRACTICABLE TO MINIMIZE DISRUPTION TO THE TRAVELING PUBLIC. ALL SHORT DURATION ROAD AND/OR LANE CLOSURES SHALL BE COORDINATED WITH AND APPROVED BY THE PROJECT ENGINEER.

WEEKEND CLOSURES AND LANE RESTRICTIONS SHALL NOT OCCUR DURING CANTON FOOTBALL HALL-OF-FAME WEEK AND DURING THE STARK COUNTY FAIR.

NOTICE OF CLOSURE SIGNS (W20-H13) 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 FLATSHEET 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 |
|---|---|---|
| RAMPS & ROAD CLOSURES | >= 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| | <= 12 HOURS | 2 BUSINESS 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-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

WINTER TIME LIMITATIONS
ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN NOVEMBER 15 TO APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $240 PER MINUTE.

**ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)**

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH "ROAD CLOSED" SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

1. GIBBS AVENUE NE NORTH OF US 62
2. ST ELMO AVENUE NE AT 31 ST STREET NE
3. GROSS AVENUE NE NORTH OF US 62
4. MAPLE AVENUE NE SOUTH OF 31 ST STREET NE
5. ROWLAND AVENUE NE SOUTH OF 31 STREET NE
6. MAPLE AVENUE NE SOUTH OF US 62
7. ST ELMO AVENUE NE NORTH OF MILFORD PLACE NE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. 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.

**DISINCENTIVES**
DISINCENTIVES SHALL BE ASSESSED IN THE AMOUNT SHOWN FOR THE TIME DURATIONS FOR EACH CRITICAL SECTION AND/OR PHASE WORK OPERATION ARE OVERRAN. CRITICAL SECTIONS AND PHASE WORK OPERATIONS AND THEIR RESPECTIVE TIME DURATIONS ARE DEFINED IN VARIOUS PLAN NOTES.
US 62 - $240 PER MINUTE
ROWLAND/ST. ELMO/MAPLE - $120 PER MINUTE

DETOUR NOTIFICATION
THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148), CITY OF CANTON (330-489-3381), AND PLAIN TOWNSHIP (330-492-3423) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

STORM DRAIN CONSTRUCTION
THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION BY UTILIZING EXISTING, PERMANENT, AND TEMPORARY DRAINAGE STRUCTURES AND CONDUIT. FOR PROPOSED STORM PIPE RUNS THAT NEEDS TO BE INSTALLED IN SEPARATE PHASES AND STUBBED, TEMPORARILY PLUG THE PROTRUDING CONDUIT WITH A MANUFACTURED CAP. ANY LANE CLOSURES REQUIRED FOR DRAINAGE CONSTRUCTION, IN ADDITION TO THOSE PROVIDED IN THE PLANS, SHALL BE IMPLEMENTED AS PER THE CURRENT EDITION OF THE OMUTCD AND THE CURRENT STANDARD CONSTRUCTION DRAWINGS, AND SHALL REQUIRE FINAL WRITTEN APPROVAL BY THE ENGINEER. ANY TRAFFIC LANES REQUIRING TEMPORARY CLOSURE SHALL BE REOPENED AT THE END OF THE WORK DAY.

THE USE OF TEMPORARY PAVEMENT, OTHER THAN THE TEMPORARY PAVEMENT SHOWN IN THE PLAN SHEETS, IS NOT ANTICIPATED FOR THE CONSTRUCTION OF STORM SEWER SYSTEMS. ADDITIONAL TEMPORARY PAVEMENT, IF USED, IS THE RESPONSIBILITY OF THE CONTRACTOR.

TEMPORARY DRAINAGE CONNECTIONS ARE SHOWN IN THE PLANS FOR USE BY THE CONTRACTOR DURING CONSTRUCTION BASED UPON THE MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR SHALL PROVIDE TEMPORARY FACILITIES TO ADEQUATELY DRAIN THE WORK SITE DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL REFER TO PLAN SHEETS FOR DISPOSITION OF DRAINAGE FACILITIES AFFECTED BY TEMPORARY PAVEMENT INSTALLED AS PART OF THE MOT PHASING. ANY TEMPORARY DRAINAGE WORK NOT SEPARATELY ITEMIZED IN THE PLANS SHALL BE INCLUDED UNDER ITEM 614 - MAINTAINING TRAFFIC.

**MAINTENANCE OF TRAFFIC**
THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-9AM AND 4-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

4. A QUANTITY OF 15 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

5. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

US 62 MAY BE REDUCED TO A SINGLE LANE DURING CERTAIN PHASES AS SHOWN IN THE PLANS FOR STORM SEWER INSTALLATIONS/CONNECTIONS, WORK AREAS THAT REQUIRE ADDITIONAL BUFFER, OR TO COMPLETE MINOR WORK AREAS FOR USE IN SUBSEQUENT PHASES. LENGTH AND DURATION OF LANE CLOSURE AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. THE FOLLOWING NUMBER OF LANES AND WIDTH SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS ALLOWED BY THE PERMITTED LANE CLOSURE TIMES NOTE OR AS OTHERWISE SHOWN IN THE PLANS, BY USE OF EXISTING, COMPLETED PERMANENT AND TEMPORARY PAVEMENT.

| ROAD: | # OF LANES | LANE WIDTH |
|---|---|---|
| US 62 EASTBOUND | 2/DIRECTION* | 10-FOOT (MIN) |
| US 62 WESTBOUND | 2/DIRECTION* | 10-FOOT (MIN) |
| ALL OTHER ROADS | 2 ◇ | 10-FOOT (MIN) |

* EXCEPT DURING PERMITTED LANE CLOSURE HOURS AND WHEN SHOWN ON PLANS AS A SINGLE LANE)
◇ OR SINGLE LANE W/ FLAGGER PER SCD

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# MAINTENANCE OF TRAFFIC NOTES

STA-062-24.14

30
500

...\TS Sheets\100824MN001.dgn 11/23/2021 1:57:57 PM ghmassie

| SHEET NUM. | | | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 26 | 28 | 29 | 34 | 40 | 139 | 145 | 154 | 155 | 334 | 335 | 01/S>2/PV | 02/S>2/OT/CANT | 03/S>2/CV | | | | | | |
| | | | | | | | | | | | | | | | | | | DRAINAGE (CONT.) | |
| | 20 | | | | | | | | | | 20 | | | 611 | 97400 | 20 | FT | CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE | 28 |
| | | | | | | 12 | | | | | 12 | | | 611 | 98150 | 12 | EACH | CATCH BASIN, NO. 3 | |
| | | | | | | 3 | | | | | 3 | | | 611 | 98151 | 3 | EACH | CATCH BASIN, NO. 3, AS PER PLAN | 330 |
| | | | | | | 29 | | | | | 29 | | | 611 | 98180 | 29 | EACH | CATCH BASIN, NO. 3A | |
| | | | | | | 12 | | | | | 12 | | | 611 | 98181 | 12 | EACH | CATCH BASIN, NO. 3A, AS PER PLAN | 330 |
| | | | | | | 5 | | | | | 5 | | | 611 | 98370 | 5 | EACH | CATCH BASIN, NO. 6 | |
| | | | | 1 | | | | | | | 1 | | | 611 | 98390 | 1 | EACH | CATCH BASIN, NO. 7 | |
| | | | | | | 3 | | | | | 3 | | | 611 | 98410 | 3 | EACH | CATCH BASIN, NO. 8 | |
| | | | | 4 | | 15 | | | | | 19 | | | 611 | 98470 | 19 | EACH | CATCH BASIN, NO. 2-2B | |
| | | | | | | 3 | | | | | 3 | | | 611 | 98510 | 3 | EACH | CATCH BASIN, NO. 2-3 | |
| | | | | | | 1 | | | | | 1 | | | 611 | 98540 | 1 | EACH | CATCH BASIN, NO. 2-4 | |
| | | | | | | 3 | | | | | 3 | | | 611 | 99095 | 3 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B, AS PER PLAN | 329 |
| | | | | | | 4 | | | | | 4 | | | 611 | 99110 | 4 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 | |
| | | | | | | 6 | | | | | 6 | | | 611 | 99114 | 6 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D | |
| | | | | | | 12 | | | | | 12 | | | 611 | 99574 | 12 | EACH | MANHOLE, NO. 3 | |
| | | | | | | 1 | | | | | 1 | | | 611 | 99582 | 1 | EACH | MANHOLE, NO. 3 WITH 90" BASE I.D. AND 8" WEIR | |
| | | | | | | 1 | | | | | 1 | | | 611 | 99586 | 1 | EACH | MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR | |
| | | | | | | 2 | | | | | 2 | | | 611 | 99654 | 2 | EACH | MANHOLE ADJUSTED TO GRADE | |
| | | | | | | 3 | | | | | 3 | | | 611 | 99660 | 3 | EACH | MANHOLE RECONSTRUCTED TO GRADE | |
| | | 10 | | | | | 1 | | | | 11 | | | 611 | 99710 | 11 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | 4 | | | | | | | | | | 4 | | | 611 | 99720 | 4 | EACH | INSPECTION WELL | |
| | | | | | | 68 | | | | | 68 | | | SPECIAL | 61199830 | 68 | FT | TRENCH DRAIN | 28 |
| | | | | | | 1 | | | | | 1 | | | 895 | 10020 | 1 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2 | |
| | | | | | | 1 | | | | | 1 | | | 895 | 10040 | 1 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4 | |
| | | | | | | | | | | | | | | | | | | PAVEMENT | |
| | | | | | | | | 8,320 | | | 8,320 | | | 302 | 46000 | 8,320 | CY | ASPHALT CONCRETE BASE, PG64-22 | |
| | | | | | | | | 9,445 | | | 9,445 | | | 304 | 20000 | 9,445 | CY | AGGREGATE BASE | 25 |
| | | | | | | | | 6,403 | | | 6,403 | | | 407 | 20000 | 6,403 | GAL | NON-TRACKING TACK COAT | |
| | | | | | | | | 37 | | | 37 | | | 441 | 50000 | 37 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | |
| | | | | | | | | 38 | | | 38 | | | 441 | 50300 | 38 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | |
| | | | | | | | | 2,990 | | | 2,990 | | | 442 | 00100 | 2,990 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | 1 | | | | | 2,033 | | | 2,034 | | | 442 | 10001 | 2,034 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG70-22M | 25 |
| | | | | | | | | 2,416 | | | 2,416 | | | 442 | 10100 | 2,416 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | |
| | | | | | | | | 654 | | | 654 | | | 452 | 10010 | 654 | SY | 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | | | | | 866 | | | 866 | | | 452 | 12050 | 866 | SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS | |
| | | | | | | | | 781 | | | 781 | | | 452 | 14110 | 781 | SY | 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | | 8,321 | | | | | | 8,321 | | | 609 | 12000 | 8,321 | FT | COMBINATION CURB AND GUTTER, TYPE 2 | |
| | | | | | 1,671 | | | | | | 1,671 | | | 609 | 24510 | 1,671 | FT | CURB, TYPE 4-C | |
| | | | | | 1,708 | | | | | | 1,708 | | | 609 | 26000 | 1,708 | FT | CURB, TYPE 6 | |
| 15,330 | | | | | | | | | | | 15,330 | | | 872 | 10000 | 15,330 | FT | VOID REDUCING ASPHALT MEMBRANE (VRAM) | 26 |
| | | | | | | | | | 75 | | | 75 | | 202 | 75611 | 75 | EACH | WATER WORK<br>VALVE BOX REMOVED, AS PER PLAN | 350 |
| | | | | | | | | | 206 | | | 206 | | 613 | 41200 | 206 | CY | LOW STRENGTH MORTAR BACKFILL | |
| | | | | | | | | | | 5 | 5 | | | 632 | 64950 | 5 | EACH | TEST HOLE PERFORMED | |
| | | | | | | | | | 140 | | | 140 | | 638 | 06708 | 140 | FT | 24" STEEL PIPE ENCASEMENT, OPEN CUT | 350 |
| | | | | | | | | | 76 | | | 76 | | 638 | 06912 | 76 | FT | 48" STEEL PIPE ENCASEMENT, OPEN CUT | 350 |
| | | | | | | | | | 80 | | | 80 | | 638 | 07320 | 80 | FT | 48" STEEL PIPE ENCASEMENT, BORED OR JACKED | |
| | | | | | | | | | 1 | | | 1 | | 638 | 10800 | 1 | EACH | VALVE BOX ADJUSTED TO GRADE | 335 |
| | | | | | | | | | 4 | | | 4 | | SPECIAL | 63820538 | 4 | EACH | 6" GATE VALVE WITH VALVE BOX, COMPLETE (CANTON) | 349 |
| | | | | | | | | | 4 | | | 4 | | SPECIAL | 63820586 | 4 | EACH | 12" GATE VALVE WITH VALVE BOX, COMPLETE (CANTON) | 349 |
| | | | | | | | | | 1 | | | 1 | | SPECIAL | 63820738 | 1 | EACH | 2" AIR RELEASE VALVE (CANTON) | 350 |
| | | | | | | | | | 5 | | | 5 | | SPECIAL | 63820750 | 5 | EACH | 6" FIRE HYDRANT, COMPLETE (CANTON) | 349 |
| | | | | | | | | | 2 | | | 2 | | SPECIAL | 63820760 | 2 | EACH | FIRE HYDRANT REMOVED AND DISPOSED OF (CANTON) | 335 |
| | | | | | | | | | 2 | | | 2 | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 36" BUTTERFLY VALVE WITH VALVE BOX, COMPLETE (CANTON) | 335 |
| | | | | | | | | | 2 | | | 2 | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 11.25° - 12" DIP BEND FITTING | 349 |
| | | | | | | | | | 4 | | | 4 | | 638 | 98000 | 4 | EACH | WATER WORK, MISC.: 11.25° - 36" DIP BEND FITTING, TR-FLEX | 349 |
| | | | | | | | | | 2 | | | 2 | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 22.5° - 12" DIP BEND FITTING | 349 |
| | | | | | | | | | 4 | | | 4 | | 638 | 98000 | 4 | EACH | WATER WORK, MISC.: 22.5° - 36" DIP BEND FITTING, TR-FLEX | 349 |
| | | | | | | | | | 4 | | | 4 | | 638 | 98000 | 4 | EACH | WATER WORK, MISC.: 45° - 6" DIP BEND FITTING | 349 |

CALCULATED MSW
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GENERAL SUMMARY

STA-062-24.14

| SHEET NUM. | | | | | | | | | PART. | | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 360 | 393 | | | | | | | | 01/S>2/PV | 02/S>2/OT/CANT | 03/S>2/CV | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | TRAFFIC SIGNALS | |
| 2 | | | | | | | | | 2 | | | 625 | 18500 | 2 | EACH | BRACKET ARM, 25' | |
| 441 | | | | | | | | | 441 | | | 625 | 22990 | 441 | FT | NO. 6 AWG 600 VOLT DISTRIBUTION CABLE | |
| 122 | | | | | | | | | 122 | | | 625 | 23400 | 122 | FT | NO. 10 AWG POLE AND BRACKET CABLE | |
| 60 | | | | | | | | | 60 | | | 625 | 25400 | 60 | FT | CONDUIT, 2", 725.04 | |
| 237 | | | | | | | | | 237 | | | 625 | 25500 | 237 | FT | CONDUIT, 3", 725.04 | |
| | | | | | | | | | | | | | | | | | |
| 69 | | | | | | | | | 69 | | | 625 | 25600 | 69 | FT | CONDUIT, 4", 725.04 | |
| 2 | | | | | | | | | 2 | | | 625 | 26253 | 2 | EACH | LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, ASYMMETRIC, 120V, HIGH OUTPUT | 359 |
| 352 | | | | | | | | | 352 | | | 625 | 29000 | 352 | FT | TRENCH | |
| 4 | | | | | | | | | 4 | | | 625 | 30700 | 4 | EACH | PULL BOX, 725.08, 18" | |
| 2 | | | | | | | | | 2 | | | 625 | 30706 | 2 | EACH | PULL BOX, 725.08, 24" | |
| | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | 8 | | | 625 | 32000 | 8 | EACH | GROUND ROD | |
| 352 | | | | | | | | | 352 | | | 625 | 36011 | 352 | FT | UNDERGROUND WARNING/MARKING TAPE, AS PER PLAN | 359 |
| 1 | | | | | | | | | 1 | | | 625 | 76000 | 1 | EACH | ARC FLASH CALCULATIONS AND LABEL , ST. ELMO AVE NE | 359 |
| 12 | | | | | | | | | 12 | | | 632 | 05006 | 12 | EACH | VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK | |
| 2 | | | | | | | | | 2 | | | 632 | 05086 | 2 | EACH | VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK | |
| 6 | | | | | | | | | 6 | | | 632 | 20731 | 6 | EACH | PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN | 357 |
| | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | 14 | | | 632 | 25000 | 14 | EACH | COVERING OF VEHICULAR SIGNAL HEAD | |
| 6 | | | | | | | | | 6 | | | 632 | 25010 | 6 | EACH | COVERING OF PEDESTRIAN SIGNAL HEAD | |
| 3 | | | | | | | | | 3 | | | 632 | 26000 | 3 | EACH | PEDESTRIAN PUSHBUTTON | |
| 395 | | | | | | | | | 395 | | | 632 | 29900 | 395 | FT | MESSENGER WIRE, 7 STRAND, 1/4" DIAMETER WITH ACCESSORIES | |
| 395 | | | | | | | | | 395 | | | 632 | 30600 | 395 | FT | TETHER WIRE, WITH ACCESSORIES | |
| | | | | | | | | | | | | | | | | | |
| 1,005 | | | | | | | | | 1,005 | | | 632 | 40500 | 1,005 | FT | SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG | |
| 1,534 | | | | | | | | | 1,534 | | | 632 | 40700 | 1,534 | FT | SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG | |
| 4 | | | | | | | | | 4 | | | 632 | 64000 | 4 | EACH | STRAIN POLE FOUNDATION | |
| 3 | | | | | | | | | 3 | | | 632 | 64020 | 3 | EACH | PEDESTAL FOUNDATION | |
| 54 | | | | | | | | | 54 | | | 632 | 69200 | 54 | FT | POWER CABLE, 2 CONDUCTOR, NO. 4 AWG | |
| | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | 1 | | | 632 | 70001 | 1 | EACH | POWER SERVICE, AS PER PLAN | 358 |
| 2 | | | | | | | | | 2 | | | 632 | 86130 | 2 | EACH | STRAIN POLE, TYPE TC-81.11, DESIGN 10 | |
| 1 | | | | | | | | | 1 | | | 632 | 87130 | 1 | EACH | COMBINATION STRAIN POLE, TYPE TC-81.11, DESIGN 10 | |
| 1 | | | | | | | | | 1 | | | 632 | 87140 | 1 | EACH | COMBINATION STRAIN POLE, TYPE TC-81.11, DESIGN 12 | |
| 3 | | | | | | | | | 3 | | | 632 | 89900 | 3 | EACH | PEDESTAL, 8', TRANSFORMER BASE | |
| | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | 2 | | | 632 | 90100 | 2 | EACH | REMOVAL OF TRAFFIC SIGNAL INSTALLATION | |
| 1 | | | | | | | | | 1 | | | 633 | 65511 | 1 | EACH | CABINET, TYPE TS-2, AS PER PLAN | 357 |
| 1 | | | | | | | | | 1 | | | 633 | 67100 | 1 | EACH | CABINET FOUNDATION | |
| 1 | | | | | | | | | 1 | | | 633 | 67200 | 1 | EACH | CONTROLLER WORK PAD | |
| 1 | | | | | | | | | 1 | | | 633 | 68511 | 1 | EACH | COMMUNICATIONS, AS PER PLAN | 359 |
| | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | 1 | | | 633 | 75001 | 1 | EACH | UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN | 358 |
| 2 | | | | | | | | | 2 | | | 809 | 69001 | 2 | EACH | ADVANCE RADAR DETECTION, AS PER PLAN | 358 |
| 4 | | | | | | | | | 4 | | | 809 | 69101 | 4 | EACH | STOP LINE RADAR DETECTION, AS PER PLAN | 359 |
| 1 | | | | | | | | | 1 | | | 809 | 69123 | 1 | EACH | ATC CONTROLLER, AS PER PLAN | 357 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | RETAINING WALLS (MOMENT SLAB & BARRIER) | |
| | | | | | | | | | | | | | | | | | |
| | 340 | | | | | | | | 340 | | | 503 | 21100 | 340 | CY | UNCLASSIFIED EXCAVATION | |
| | 91,525 | | | | | | | | 91,525 | | | 509 | 10001 | 91,525 | LB | EPOXY COATED REINFORCING STEEL, AS PER PLAN | 412, 416 |
| | 596 | | | | | | | | 596 | | | 511 | 53012 | 596 | CY | CLASS QC2 CONCRETE, MISC.: MOMENT SLAB AND BARRIER | 396, 412 |
| | 929 | | | | | | | | 929 | | | 512 | 10100 | 929 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 412. 415 |
| | | | | | | | | | | | | | | | | | |
| | 106 | | | | | | | | 106 | | | 516 | 13000 | 106 | SF | 1/4" PREFORMED EXPANSION JOINT FILLER | |
| | 175 | | | | | | | | 175 | | | 516 | 13600 | 175 | SF | 1" PREFORMED EXPANSION JOINT FILLER | |
| | 49 | | | | | | | | 49 | | | 518 | 21200 | 49 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | RETAINING WALLS (MODULAR BLOCK) | |
| | 817 | | | | | | | | 817 | | | 870 | 10001 | 817 | SF | PREFABRICATED MODULAR RETAINING WALL, AS PER PLAN | 396, 415 |
| | 507 | | | | | | | | 507 | | | 870 | 11000 | 507 | CY | WALL EXCAVATION | |
| | 231 | | | | | | | | 231 | | | 870 | 11100 | 231 | CY | NATURAL SOIL | |
| | 124 | | | | | | | | 124 | | | 870 | 12000 | 124 | FT | 6" DRAINAGE PIPE, PERFORATED | |
| | | | | | | | | | | | | | | | | | |
| | 30 | | | | | | | | 30 | | | 870 | 12100 | 30 | FT | 6" DRAINAGE PIPE, NON-PERFORATED | |
| | 2 | | | | | | | | 2 | | | 870 | 14000 | 2 | DAY | ON-SITE ASSISTANCE | |
| | LS | | | | | | | | LS | | | 870 | 15000 | LS | | PMRW INSPECTION AND COMPACTION TESTING | |
| | | | | | | | | | | | | | | | | | |

CALCULATED MSW
CHECKED GAH

GENERAL SUMMARY

STA-062-24.14

| ESTIMATED QUANTITIES SHEET NO. | 606 | | 606 | 606 | 606 | 606 | 606 | | 608 | 608 | 608 | | 609 | 609 | 609 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GUARDRAIL, TYPE MGS | | ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | ANCHOR ASSEMBLY, MGS TYPE T | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) | | 5" CONCRETE WALK | CONCRETE STEPS, TYPE B | CURB RAMP | | COMBINATION CURB AND GUTTER, TYPE 2 | CURB, TYPE 4-C | CURB, TYPE 6 | |
| | FT | | EACH | EACH | EACH | EACH | EACH | | SF | FT | SF | | FT | FT | FT | |
| 140 | 975.0 | | 2 | 2 | 2 | 2 | 2 | | 102.9 | | 412.3 | | 4,149.0 | 1,366.3 | 694.5 | |
| 141 | 75.0 | | 2 | 2 | 2 | | | | 1,935.8 | | 243.5 | | 1,381.0 | 305.2 | 1,013.8 | |
| 142 | | | | | | | | | 7,542.7 | 4.5 | 326.4 | | 2,791.0 | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | 1,050.0 | | 4 | 4 | 4 | 2 | 2 | | 9,581 | 5 | 982 | | 8,321 | 1,671 | 1,708 | |

CALCULATED MSW
CHECKED GAH

ROADWAY SUBSUMMARY

STA-062-24.14

| SHEET NO. BEGIN | SHEET NO. END | REFERENCE NO. | ALIGNMENT | STATION FROM | STATION TO | SIDE | 606 GUARDRAIL, TYPE MGS FT | 606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) EACH | 606 ANCHOR ASSEMBLY, MGS TYPE T EACH | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH | 606 IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) EACH | | 608 5" CONCRETE WALK SF | 608 CURB RAMP SF | | 609 COMBINATION CURB AND GUTTER, TYPE 2 FT | 609 CURB, TYPE 4-C FT | 609 CURB, TYPE 6 FT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 161 | | GR-1 | US 62 WB (1) | 3172+08.03 | 3174+56.80 | LT | 200.0 | 1 | | | | | | | | | | | | | |
| 163 | | GR-2 | US 62 EB (1) | 2171+85.00 | 2173+34.87 | RT | 137.5 | | 1 | | | | | | | | | | | | |
| 165 | 166 | GR-3 | US 62 | 182+87.16 | 186+50.25 | LT | 350.0 | | | 1 | 1 | | | | | | | | | | |
| 165 | 166 | C-1 | US 62 | 182+87.20 | 186+50.25 | | | | | | | | | | | | | | 372.4 | | |
| 166 | | C-2 | US 62 | 188+73.54 | 189+04.75 | RT | | | | | | | | | | | 70.0 | | | | |
| 166 | 167 | C-3 | US 62 | 189+35.74 | 196+14.51 | RT | | | | | | | | | | | 762.8 | | | | |
| 166 | | C-4 | US 62 | 189+80.00 | 190+30.00 | LT/RT | | | | | | | | | | | | | 77.5 | | |
| 166 | 167 | C-34 | US 62 | 190+30.00 | 194+23.78 | LT | | | | | | | | | | | 394.0 | | | | |
| 166 | 167 | C-35 | US 62 | 190+05.00 | 194+23.78 | LT/RT | | | | | | | | | | | 420.2 | | | | |
| 166 | | IA-1 | US 62 | 189+00.00 | | CTR | | | | | | 1 | | | | | | | | | |
| 167 | 168 | C-5 | US 62 | 195+17.00 | 195+91.30 | RT | | | | | | | | | | | | | 157.7 | | |
| 167 | | C-36 | US 62 | 194+23.78 | 194+61.01 | LT | | | | | | | | | | | | | 77.1 | | |
| 168 | 169 | C-6 | US 62 | 196+41.47 | 201+90.31 | LT | | | | | | | | | | | 466.6 | | | | |
| 168 | | C-7 | US 62 | 196+59.71 | 197+54.00 | LT | | | | | | | | | | | | | 192.3 | | |
| 168 | 169 | C-8 | US 62 | 196+51.56 | 201+90.31 | RT | | | | | | | | | | | 495.8 | | | | |
| 168 | | C-9 | US 62 | 198+18.39 | 198+51.52 | RT | | | | | | | | | | | | | 37.6 | | |
| 168 | 169 | C-37 | US 62 | 198+51.52 | 201+90.31 | LT/RT | | | | | | | | | | | 340.3 | | | | |
| 168 | 169 | C-38 | US 62 | 198+20.40 | 201+90.31 | RT | | | | | | | | | | | 369.8 | | | | |
| 168 | | W-1 | US 62 | 196+62.55 | 196+75.45 | RT | | | | | | | | 102.9 | | | | | | | |
| 168 | | W-2 | NOT USED | | | | | | | | | | | | | | | | | | |
| 168 | | W-3 | NOT USED | | | | | | | | | | | | | | | | | | |
| 168 | | CR-1 | US 62 | 196+74.75 | | LT | | | | | | | | | 73.5 | | | | | | |
| 168 | | CR-2 | US 62 | 196+74.70 | | LT | | | | | | | | | 80.9 | | | | | | |
| 168 | | CR-3 | NOT USED | | | | | | | | | | | | | | | | | | |
| 168 | | CR-4 | US 62 | 196+75.12 | | RT | | | | | | | | | 92.3 | | | | | | |
| 168 | | CR-7 | ST. ELMO AVE. NE | 30+33.33 | | LT | | | | | | | | | 73.3 | | | | | | |
| 168 | | CR-8 | ST. ELMO AVE. NE | 30+32.94 | | RT | | | | | | | | | 92.3 | | | | | | |
| 170 | 171 | C-10 | US 62 WB (2) | 206+30.24 | 210+31.57 | LT | | | | | | | | | | | | | 417.0 | | |
| 170 | | IA-2 | US 62 WB (2) | 205+44.77 | | RT | | | | | | 1 | | | | | | | | | |
| 170 | | C-39 | US 62 WB (2) | 201+91.31 | 205+95.69 | LT | | | | | | | | | | | 424.2 | | | | |
| 170 | | C-40 | US 62 WB (2) | 201+91.31 | 204+16.19 | LT | | | | | | | | | | | 227.1 | | | | |
| 170 | | C-41 | US 62 WB (2) | 203+66.87 | 204+65.85 | LT/RT | | | | | | | | | | | | | 152.3 | | |
| 171 | | GR-4 | US 62 WB (2) | 207+59.27 | 210+31.57 | LT | 262.5 | | 1 | | 1 | | | | | | | | | | |
| 172 | | C-42 | US 62 EB (2) | 201+91.31 | 203+66.87 | LT | | | | | | | | | | | 178.4 | | | | |
| 172 | 173 | C-43 | US 62 EB (2) | 201+91.31 | 205+98.49 | RT | | | | | | | | | | | | | | | |
| 173 | 174 | C-11 | US 62 EB (2) | 206+29.20 | 211+67.04 | RT | | | | | | | | | | | | | 558.7 | | |
| 173 | | GR-5 | US 62 EB (2) | 210+78.21 | 211+65.95 | LT | 25.0 | 1 | | 1 | | | | | | | | | | | |
| 174 | | C-12 | US 62 EB (2) | 211+47.13 | 211+65.33 | LT | | | | | | | | | | | | | 18.2 | | |
| SUBTOTAL CARRIED TO SHEET 139 | | | | | | | 975.0 | 2 | 2 | 2 | 2 | 2 | | 102.9 | 412.3 | | 4,149.0 | 1,366.3 | 694.5 | | |

CALCULATED MSW
CHECKED GAH

ROADWAY ESTIMATED QUANTITIES

STA-062-24.14

140
500

...\Roadway\Sheets\100824GS001.dgn 11/23/2021 9:11:05 PM ghmassie