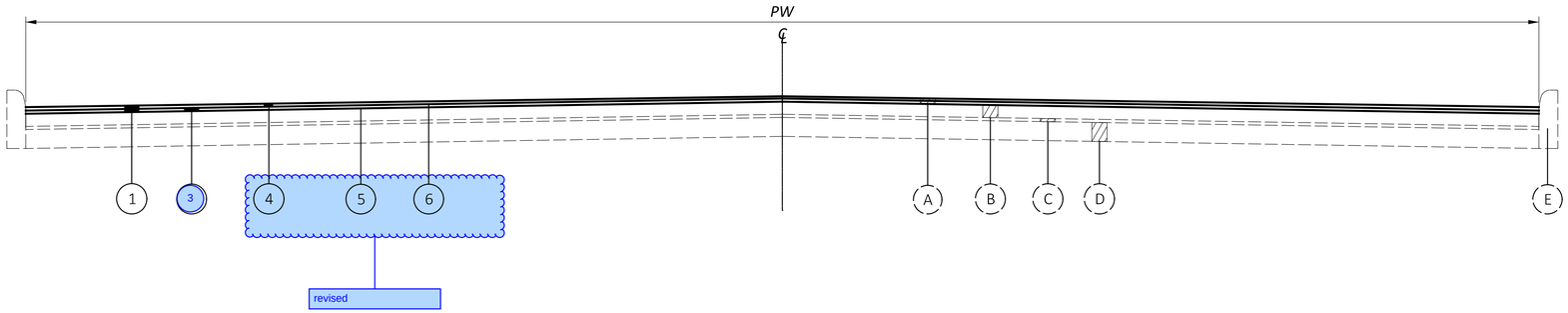
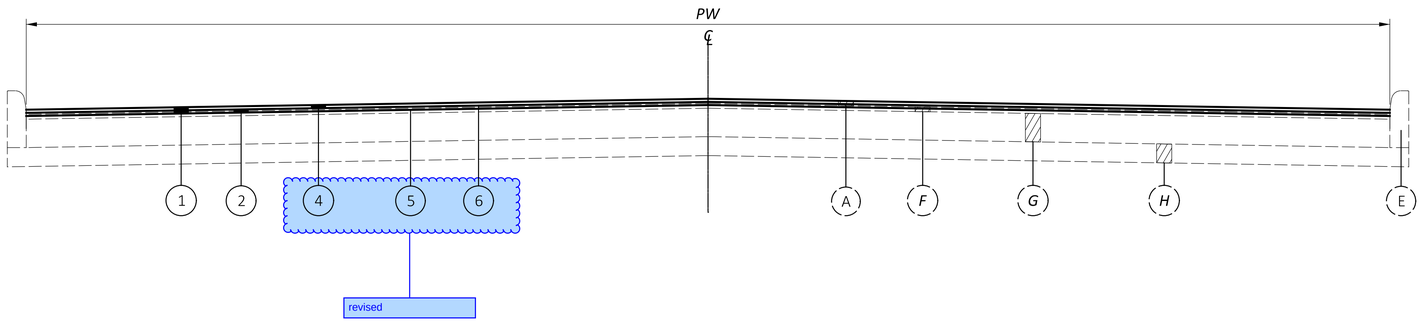
*TYPICAL SECTION 1*
*(SR 172)*




| TYPICAL SECTION 1 | | | |
|---|---|---|---|
| SR 172 PAVEMENT WIDTHS | | | |
| SLM | | PW (FEET) | LENGTH (MILES) |
| FROM | TO | | |
| 3.94 | 4.85 | 40 | 0.91 |

*TYPICAL SECTION 2*
*(SR 172)*




| TYPICAL SECTION 2 | | | |
|---|---|---|---|
| SR 172 PAVEMENT WIDTHS | | | |
| SLM | | PW (FEET) | LENGTH (MILES) |
| FROM | TO | | |
| 4.85 | 5.47 | 41 | 0.62 |
| 5.47 | 6.05 | 36 | 0.58 |

## *LEGEND*

ADDED

1. *ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, (T = 2 1/4"), AS PER PLAN*
2. *ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (T = 1")*
3. *ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN, (T = 1")*
4. *ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M, (T = 1 1/4")*
5. *ITEM 407, TACK COAT, 702.13 @ 0.08 GAL/SY*
6. *ITEM 407, NON-TRACKING TACK COAT @ 0.06 GAL/SY*

revised

- A *EXISTING 1½" ASPHALT CONCRETE*
- B *EXISTING 4" REPRESSED BRICK - BITUMINOUS FILLER*
- C *EXISTING 1" SAND BED*
- D *EXISTING 6" CONCRETE*
- E *EXISTING 6" X 18" CONCRETE CURB*
- F *EXISTING 1½" ASPHALT CONCRETE*
- G *EXISTING 9" BITUMINOUS AGGREGATE BASE*
- H *EXISTING 6" AGGREGATE BASE*

TYPICAL SECTIONS

STA-172-3.94

MODEL: Sheet_TYP1 PAPERSIZE: 34x22 (in.) DATE: 7/17/2024 TIME: 4:24:07 PM USER: cmarcum
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Stark\101268\400-Engineering\Roadway\Sheets\101268_GY001.dgn

DESIGN AGENCY

DESIGNER JJM

REVIEWER RMM 12-01-23

PROJECT ID 101268

SHEET P.2 | TOTAL 15

**UTILITIES**

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

**PROFILE AND ALIGNMENT**

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND THE PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**PAVEMENT MARKING LANE WIDTHS**

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

| ROUTE | S.L.M. TO S.L.M. | LANE WIDTH |
|---|---|---|
| STA 172 | 3.94 TO 4.81 | 10' |
| STA 172 | 4.81 TO 6.10 | 10' |
| STA 172 | 6.10 TO 6.25 | 12' |

**PAVEMENT MARKING DETAILS**

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT https://ftp.dot.state.oh.us/pub/contracts/Attach/ FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

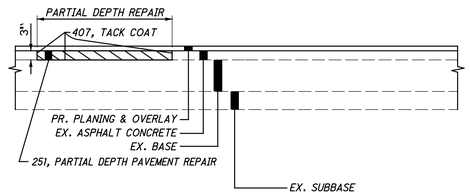
**INTERSECTIONS**

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)**

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
251, PARTIAL DEPTH PAVEMENT REPAIR (LONGITUDINAL) (441), 800 SQ. YD.
251, PARTIAL DEPTH PAVEMENT REPAIR (TRANSVERSE) (441), 125 SQ. YD.

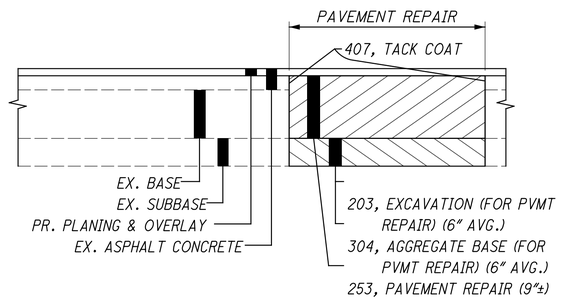



**ITEM 253 - PAVEMENT REPAIR**

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 9"± 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
253, PAVEMENT REPAIR, 300 SQ YD
252, PAVEMENT SAWING, 1800 FT (FOR INFORMATION ONLY)




**ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN**

THIS ITEM OF WORK SHALL BE PERFORMED IN CONFORMANCE WITH ITEM 254 IN THE CMS EXCEPT THE DEPTH SHALL VARY FROM 2 1/4" TO THE TOP OF THE BRICK WHICHEVER IS FIRST. THIS WORK SHALL BE PERFORMED SO THAT THE BRICK BASE IS NOT DISTURBED. ALL EQUIPMENT, LABOR, TOOLS, AND OTHER INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449) AS PER PLAN
THIS ITEM SHALL VARY IN DEPTH FROM 1" TO 0" TO MAINTAIN THE EXISTING CROSS SLOPE OF THE ROAD FROM SLM 3.94 TO 4.85
ALL EQUIPMENT, LABOR, TOOLS, AND OTHER INCIDENTALS REQUIREED TO PREFORM THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANNING, ASPHALT CONCRETE, AS PER PLAN

ADDED - I will have the designer clean this up and bold the title

**ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2' IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

ITEM 611 – MANHOLE ADJUSTED TO GRADE, 26 EACH

**MANHOLE RECONSTRUCTED TO GRADE**

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING MANHOLES TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

CASTINGS FOR MANHOLES RECONSTRUCTED TO GRADE SHALL BE BOLTED DOWN USING DETAILS FROM AN APPROVED FABRICATOR.

ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, 3 EACH
ITEM SPECIAL - MISCELLANEOUS METAL, 1350 LB

SEE NEXT SHEET FOR THE CITY'S SPECIFICATIONS FOR THE FRAMES/CASTINGS.

**CATCH BASIN ADJUSTED TO GRADE**

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE, 7 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 3150 LB

**CATCH BASIN RECONSTRUCTED TO GRADE**

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN RECONSTRUCTED TO GRADE, 1 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 450 LB

**ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)**

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
203, EXCAVATION (FOR PAVEMENT REPAIR) 50 CU YD

**ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATEDQUANTITY

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 50 CU YD

**CURB RAMPS / DETECTABLE WARNINGS**

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

**DRIVEWAYS**

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) HAS BEEN PROVIDED IN THE GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK. THIS IS TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) 4 CY



DESIGN AGENCY

DESIGNER JJM
REVIEWER RMM 12-01-23
PROJECT ID 101268
SHEET P.4 TOTAL 15



MODEL: GN_SH1 PAPERSIZE: 34x22 (in.) DATE: 7/17/2024 TIME: 4:27:11 PM USER: cmarcum
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Stark\101268\400-Engineering\Roadway\Sheets\101268_GN001.dgn

| SHEET NUM. | | | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 5 | 6 | 7 | 10 | 11 | 12 | 14 | 15 | | | | 01/S>2/05/MASS | 02/S>2/04/MASS | | | | | | |
| | | | | | | | | | | | | | | | | | | **ROADWAY** | |
| | | | | | 3,370 | 1,100 | | | | | | | 4,470 | 202 | 30000 | 4,470 | SF | WALK REMOVED | |
| | | | | | 825 | 135 | | | | | | | 960 | 202 | 32000 | 960 | FT | CURB REMOVED | |
| 50 | | | | | 340 | 110 | | | | | | | 500 | 203 | 10000 | 500 | CY | EXCAVATION | |
| | | | | | 3,325 | 1,100 | | | | | | | 4,425 | 608 | 10000 | 4,425 | SF | 4" CONCRETE WALK | |
| | | | | | 2,035 | 515 | | | | | | | 2,550 | 608 | 52000 | 2,550 | SF | CURB RAMP | |
| | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | 1 | | SPECIAL | 69091000 | LS | | AS-BUILT CONSTRUCTION PLANS | 5 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **EROSION CONTROL** | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 3,000 | | 832 | 30000 | 3,000 | EACH | EROSION CONTROL | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **DRAINAGE** | |
| 7 | | | | | | | | | | | | 7 | | 611 | 98630 | 7 | EACH | CATCH BASIN ADJUSTED TO GRADE | |
| 1 | | | | | | | | | | | | | 1 | 611 | 98634 | 1 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE | |
| 26 | | | | | 5 | 1 | | | | | | 26 | 6 | 611 | 99654 | 32 | EACH | MANHOLE ADJUSTED TO GRADE | |
| 3 | | | | | | | | | | | | | 3 | 611 | 99660 | 3 | EACH | MANHOLE RECONSTRUCTED TO GRADE | |
| 4,950 | | | | | | | | | | | | 3,150 | 1,800 | SPECIAL | 61199820 | 4,950 | LB | MISCELLANEOUS METAL | 4 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **PAVEMENT** | |
| 800 | | | | | | | | | | | | | 800 | 251 | 01000 | 800 | SY | PARTIAL DEPTH PAVEMENT REPAIR (441) (LONGITUDINAL) | |
| 125 | | | | | | | | | | | | | 125 | 251 | 01000 | 125 | SY | PARTIAL DEPTH PAVEMENT REPAIR (441) (TRANSVERSE) | |
| 300 | | | | | | | | | | | | | 300 | 253 | 01000 | 300 | SY | PAVEMENT REPAIR | |
| | | | | 56,567 | | | | | | | | 56,567 | | 254 | 01001 | 56,567 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN | 4 |
| 50 | | | | | | | | | | | | | 50 | 304 | 20000 | 50 | CY | AGGREGATE BASE | |
| | | | | | | | REVISED | | | | | | | | REVISED | | | | |
| | | | | 4,526 | | | | | | | | 4,526 | | 407 | 13900 | 4,526 | GAL | TACK COAT, 702.13 | |
| | | | | 3,395 | | | | | | | | 3,395 | | 407 | 20000 | 3,395 | GAL | NON-TRACKING TACK COAT | |
| | | | | 1,965 | | | | | | | | 1,965 | | 441 | 50100 | 1,965 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M | |
| | | | | 979 | | | | | | | | 979 | | 441 | 50200 | 979 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) | |
| | | | | 594 | | | | | | | | 594 | | 441 | 70201 | 594 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN ADDED | |
| | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | 4 | | 441 | 70500 | 4 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | |
| | | | | | 825 | 135 | | | | | | | 960 | 609 | 26000 | 960 | FT | CURB, TYPE 6 | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **TRAFFIC CONTROL** | |
| | | | | | | | 391 | | | | | | 391 | 630 | 03100 | 391 | FT | GROUND MOUNTED SUPPORT, NO. 3 POST | |
| | | | | | | | 211 | | | | | | 211 | 630 | 80100 | 211 | SF | SIGN, FLAT SHEET | |
| | | | | | | | | 2.84 | | | | 2.84 | | 646 | 10010 | 2.84 | MILE | EDGE LINE, 6" | |
| | | | | | | | | 0.64 | | | | 0.64 | | 646 | 10110 | 0.64 | MILE | LANE LINE, 6" | |
| | | | | | | | | 4.33 | | | | 4.33 | | 646 | 10200 | 4.33 | MILE | CENTER LINE | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 1,185 | | | | 1,185 | | 646 | 10310 | 1,185 | FT | CHANNELIZING LINE, 12" | |
| | | | | | | | | 332 | | | | 332 | | 646 | 10400 | 332 | FT | STOP LINE | |
| | | | | | | | | 537 | | | | 537 | | 646 | 10510 | 537 | FT | CROSSWALK LINE, 12" | |
| | | | | | | | | 402 | | | | 402 | | 646 | 10520 | 402 | FT | CROSSWALK LINE, 24" | |
| | | | | | | | | 170 | | | | 170 | | 646 | 10600 | 170 | FT | TRANSVERSE/DIAGONAL LINE | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 23 | | | | 23 | | 646 | 20300 | 23 | EACH | LANE ARROW | |
| | | | | | | | | 35 | | | | 35 | | 646 | 20370 | 35 | EACH | TWO WAY LEFT TURN ARROW | |
| | | | | | | | | 2 | | | | 2 | | 646 | 20400 | 2 | EACH | WORD ON PAVEMENT, 72" | |
| | | | | | | | | 25 | | | | 25 | | 646 | 20504 | 25 | FT | DOTTED LINE, 6" | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **MAINTENANCE OF TRAFFIC** | |
| | | | 100 | | | | | | | | | 100 | | 614 | 11110 | 100 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| | | 8 | | | | | | | | | | 8 | | 614 | 12460 | 8 | EACH | WORK ZONE MARKING SIGN | |
| | | 10 | | | | | | | | | | 10 | | 614 | 13000 | 10 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | | | 8 | | | | | | | | | 8 | | 614 | 18601 | 8 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 7 |
| | | 1.28 | | | | | | | | | | 1.28 | | 614 | 20010 | 1.28 | MILE | WORK ZONE LANE LINE, CLASS I, 6" | |
| | | | | | | | | | | | | | | | | | | | |
| | | 0.64 | | | | | | | | | | 0.64 | | 614 | 20560 | 0.64 | MILE | WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT | |
| | | 8.66 | | | | | | | | | | 8.66 | | 614 | 21000 | 8.66 | MILE | WORK ZONE CENTER LINE, CLASS I | |
| | | 4.33 | | | | | | | | | | 4.33 | | 614 | 21550 | 4.33 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT | |
| | | 2,370 | | | | | | | | | | 2,370 | | 614 | 23010 | 2,370 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12" | |
| | | 1,185 | | | | | | | | | | 1,185 | | 614 | 23690 | 1,185 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT | |
| | | | | | | | | | | | | | | | | | | | |
| | | 664 | | | | | | | | | | 664 | | 614 | 26000 | 664 | FT | WORK ZONE STOP LINE, CLASS I | |
| | | 332 | | | | | | | | | | 332 | | 614 | 26610 | 332 | FT | WORK ZONE STOP LINE, CLASS III, 642 PAINT | |
| | | 12 | | | | | | | | | | 12 | | 614 | 30000 | 12 | EACH | WORK ZONE ARROW, CLASS I | |
| | | 6 | | | | | | | | | | 6 | | 614 | 30650 | 6 | EACH | WORK ZONE ARROW, CLASS III, 642 PAINT | |

GENERAL SUMMARY

STA-172-3.94



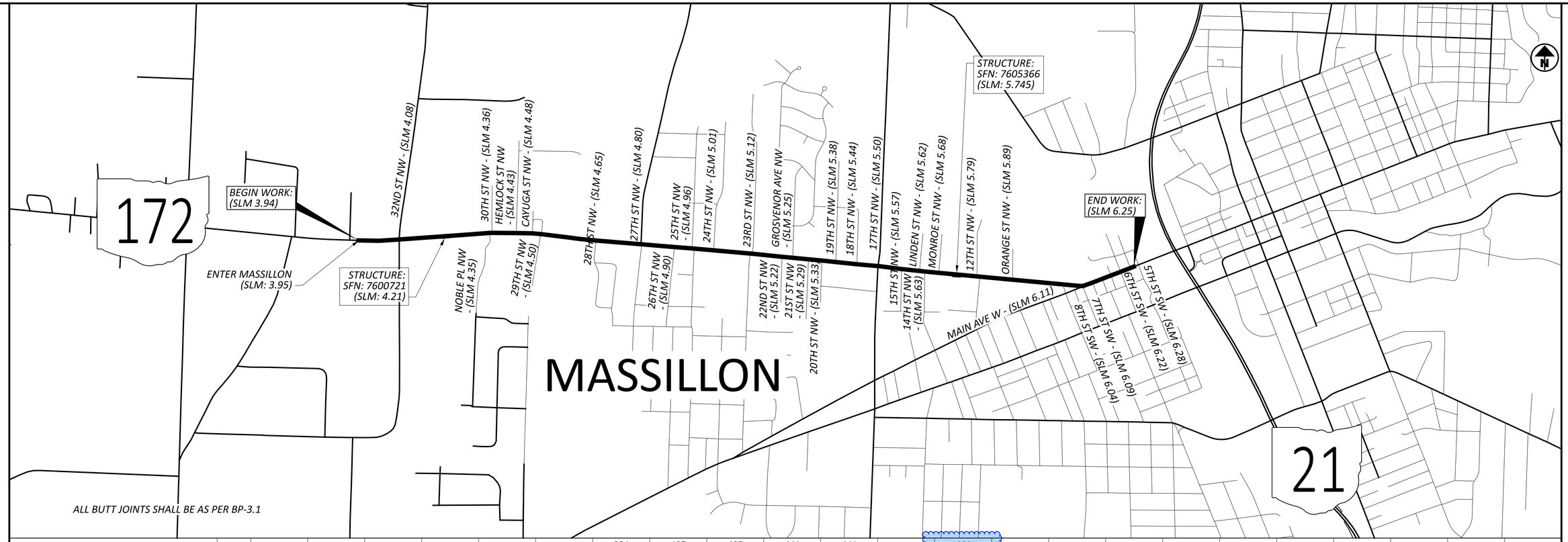
DESIGN AGENCY

DESIGNER JJM

REVIEWER RMM 12-01-23

PROJECT ID 101268

SHEET P.8 TOTAL 15




PAVEMENT CALCULATIONS

| SLM RANGE | | | TYPICAL SECTION | SIDE | DISTANCE (D) | AVERAGE WIDTH (W) | SURFACE AREA (A) A=DxW/9 | CADD GENERATED AREA | | 254 PAVEMENT PLANNING, ASPHALT CONCRETE, AS PER PLAN (T=2 1/4") | 407 TACK COAT, 702.13 @0.08 GAL/SY | 407 NON-TRACKING TACK COAT @0.06 GAL/SY | 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T=1") | 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T=1 1/4") | | 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN (T=1") | ADDED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FT | FT | SQ YD | SQ YD | | SY | GAL | GAL | CY | CY | | CY | |
| **SR 172** | | | | | | | | | | | | | | | | | |
| 3.94 | TO | 4.85 | | | 4804.80 | 40.00 | 21354.67 | | | 21354.67 | 1708.37 | 1281.28 | DELETED | 741.48 | | 593.19 | |
| 4.85 | TO | 5.47 | | | 3273.60 | 41.00 | 14913.07 | | | 14913.07 | 1193.05 | 894.78 | 414.25 | 517.81 | | | |
| 5.47 | TO | 6.05 | | | 3062.40 | 36.00 | 12249.60 | | | 12249.60 | 979.97 | 734.98 | 340.27 | 425.33 | | | |
| 6.05 | TO | 6.16 | | | 580.80 | 46.00 | 2968.53 | | | 2968.53 | 237.48 | 178.11 | 82.46 | 103.07 | | | |
| 6.16 | TO | 6.25 | | | 475.20 | 65.00 | 3432.00 | | | 3432.00 | 274.56 | 205.92 | 95.33 | 119.17 | | | |
| **INTERSECTIONS** | | | | | | | | | | | | | | | | | |
| 3.94 | TO | 6.25 | | | VARIES | 10.00 | | 1648.89 | | 1648.89 | 131.91 | 98.93 | 45.80 | 57.25 | | | |
| | | | | | | | | | SUBTOTALS | 56566.76 | 4525.34 | 3394.01 | 978.11 | 1964.12 | | 593.19 | |
| | | | | | | | | | TOTALS CARRIED TO GENERAL SUMMARY | 56567 | 4526 | 3395 | 979 | 1965 | | 594 | |

STA-172-3.94

MODEL: Sheet_PC1 PAPERSIZE: 34x22 (in.) DATE: 7/17/2024 TIME: 4:20:05 PM USER: cmarcum
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Stark\101268\400-Engineering\Roadway\Sheets\101268_GC001.dgn

DESIGN AGENCY

DESIGNER JJM

REVIEWER RMM 12-01-23

PROJECT ID 101268

SHEET P.10 TOTAL 15