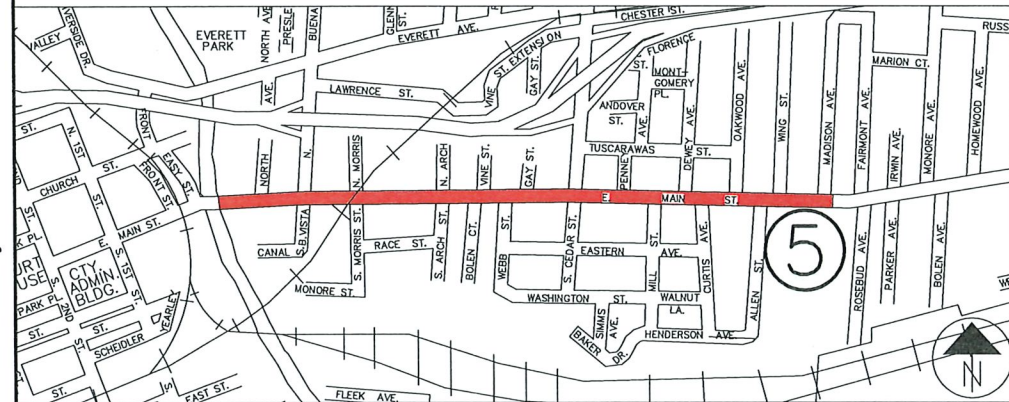
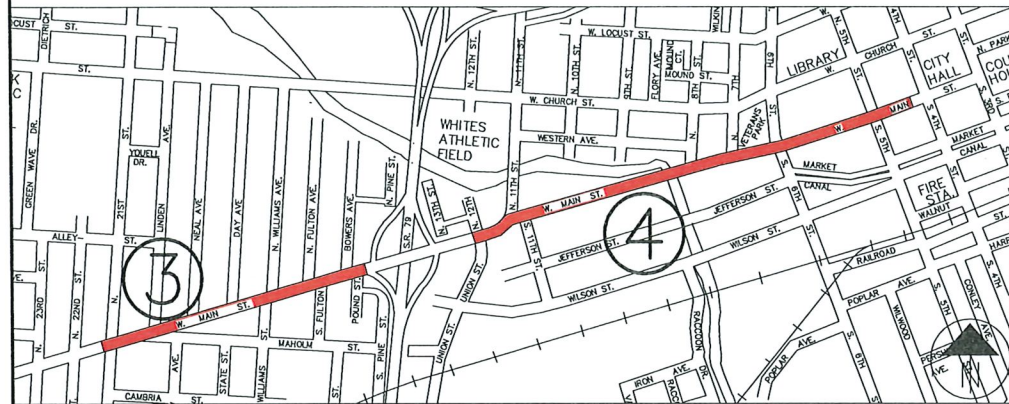
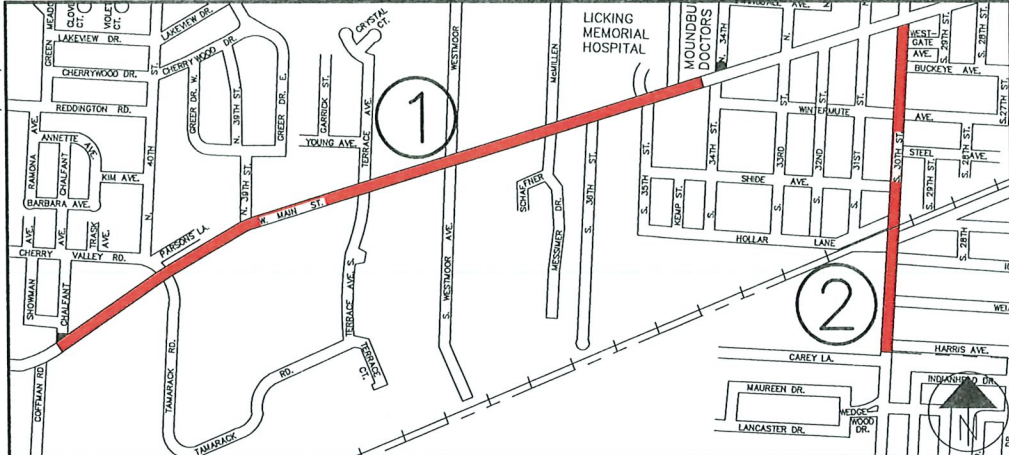


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LOCATION MAP

LATITUDE: 40°02'40" LONGITUDE: 82°27'23"

PORTION TO BE IMPROVED

DESIGN DESIGNATION	LOC. 1	LOC. 2	LOC. 3	LOC. 4	LOC. 5
FUNCTIONAL CLASSIFICATION	UMA	UMA	UMA	UMA	UMA
OPENING YEAR ADT (2027)	16,000	15,000	9,000	9,000	7,000
DESIGN YEAR ADT (2042)	22,000	21,000	11,000	11,000	8,000
DESIGN HOURLY VOLUME (2042)	1,800	1,800	900	900	800
DIRECTIONAL DISTRIBUTION	56%	58%	51%	51%	51%
TRUCKS (24 HOUR B&C)	1%	1%	1%	1%	1%
DESIGN SPEED	35	35	35	35	35
LEGAL SPEED	35	35	35	35	35
NHS PROJECT	NO	NO	NO	NO	NO
UMA = URBAN MINOR ARTERIAL					

DESIGN EXCEPTIONS
NONE

ADA DESIGN WAIVER
NONE

PLAN PREPARED BY:

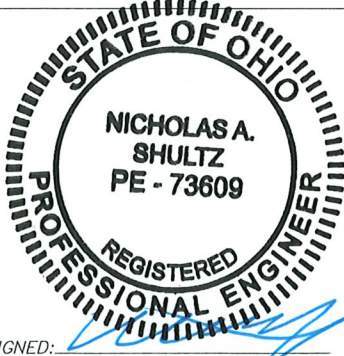


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
LIC-CR 585/MR 945/952-VAR
CITY OF NEWARK
LICKING COUNTY

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LOC.	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES
1	LIC	MR 945 (W. MAIN ST.)	0.20	1.42	1.22
2	LIC	MR 952 (S. 30TH ST.)	1.30	1.85	0.55
3	LIC	MR 945 (W. MAIN ST.)	2.37	2.82	0.45
4	LIC	MR 945 (W. MAIN ST.)	2.92	3.78	0.86
5	LIC	CR 585 (E. MAIN ST.)	0.26	1.14	0.88

ENGINEERS SEAL:	STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTARY SPECIFICATION	
	BP-3.1	1/19/24	TC-41.20	10/18/13			800	1/16/26
	BP-4.1	7/19/13	TC-42.20	10/18/13			832	7/18/25
			TC-52.10	10/18/13			875	1/17/25
	MT-95.31	7/18/25	TC-52.20	1/15/21				
	MT-95.32	7/18/25	TC-71.10	1/16/26				
	MT-95.60	4/19/19	TC-74.10	1/16/26				
	MT-95.61	4/19/19						
	MT-97.10	7/18/25						
	MT-97.12	1/16/26						
	MT-99.20	4/19/19						
	MT-101.90	7/17/20						
	MT-105.10	1/17/20						
SIGNED: 								
DATE: 6/26/26								

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING, AND RELATED WORK ON WEST MAIN STREET, SOUTH 30TH STREET, AND EAST MAIN STREET, INSIDE THE CITY OF NEWARK, LICKING COUNTY.

PROJECT EARTH DISTURBED AREA:
N/A *MAINTENANCE PROJECT*

ESTIMATED CONTRACTOR EARTH DISTURBED AREA:
N/A *MAINTENANCE PROJECT*

NOTICE OF INTENT EARTH DISTURBED AREA:
N/A *MAINTENANCE PROJECT*

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811. 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

Federal Authorization Date
XX/XX/2026

SBE Goal = XX%

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED
DATE 6-30-24 CITY OF NEWARK
PUBLIC SERVICE DIRECTOR

APPROVED
DATE 6/30/2026 CITY OF NEWARK
CITY ENGINEER

FEDERAL PROJECT NO.
E260604

PID NO.
118682

CONSTRUCTION PROJECT NO.
TBD

RAILROAD INVOLVEMENT
Columbus & Ohio River Railroad

LIC-CR 585/MR 945/
MR 952

1
44

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SPECIFICATIONS

THE CONSTRUCTION AND MATERIALS SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING ALL SUPPLEMENTS THERETO, AS WELL AS THE MANUFACTURER’S RECOMMENDATIONS FOR INSTALLATION SHALL GOVERN THE MATERIALS AND WORKMANSHIP TO COMPLETE THE IMPROVEMENTS SET FORTH IN THESE PLANS. CONSTRUCTION DRAWINGS, SUPPLEMENTAL SPECIFICATIONS, AND SPECIAL PROVISIONS LISTED ON THE TITLE SHEET OR REFERRED TO WITHIN THESE PLANS SHALL BE CONSIDERED A PART OF THE PLANS.

REVIEW OF PROJECT SITE

PRIOR TO BIDDING THE CONTRACTOR SHALL, BY PERSONAL EXAMINATION, SATISFY HIMSELF/HERSELF AS TO THE LOCATION OF THE PROPOSED WORK AND TO ACQUAINT HIMSELF/HERSELF THOROUGHLY WITH THE EXISTING CONDITIONS AND THE DIFFICULTIES THAT ARE LIKELY TO BE ENCOUNTERED IN THE PERFORMANCE OF THE PROPOSED WORK.

INCLUSIVE BID

THE CONTRACTOR’S BID SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLETE THE PROJECT. COMPENSATION FOR ANY WORK WHICH DOES NOT HAVE A SPECIFIC PAY ITEM WILL BE INCLUDED IN THE PRICE BID FOR THE INDIVIDUAL ITEMS.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT IS NOT EXPECTED TO AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THE PROJECT:

CITY OF NEWARK WATER AND SEWER 1275 EAST MAIN STREET NEWARK, OH 43055 (740)670-7972 ATTN: JOHN KREAGER JKreager@newarkohio.net	AMERICAN ELECTRIC POWER 777 HOPEWELL DRIVE HEATH, OHIO 43056 (740) 294-3631 ATTN: BILL BAILEY RWBailey@aep.com
CITY OF NEWARK STORMWATER UTILITY 34 SOUTH 5T STREET NEWARK, OH 43055 (740) 670-7762 ATTN: LINDSEY BRIGHTON LBrighton@newarkohio.net	AEP SOLUTION CENTER (SERVICES AND STREET LIGHTING) 1-800-277-2177
CITY OF NEWARK TRAFFIC CONTROL 1195 EAST MAIN STREET NEWARK, OH 43055 (740) 404-4696 ATTN: BJ VARNER BVarner@newarkohio.net	THE ENERGY COOPERATIVE 1500 GRANVILLE ROAD NEWARK, OH 43055 (740) 641-8751 ATTN: WILL POLING WPoling@theenergycoop.com
CHARTER (SPECTRUM) 737 HOWARD STREET ZANESVILLE, OH 43701 (614)496-3895 ATTN: CALEB CHAMPER Caleb.Champer@charter.com	COLUMBIA GAS OF OHIO 2429 LINDEN AVENUE ZANESVILLE, OH 43701 (740) 466-5131 ATTN: MICHAEL PAULUS MPaulus@nisource.com
	KINETIC (WINDSTREAM) 776 HOPEWELL DRIVE HEATH, OH 43056 (740) 562-7685 ATTN: TROY KENILY Troy.Kenily@kinetic.com

SURVEYS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL DETAIL SURVEYS NEEDED FOR CONSTRUCTION.

IRON PINS AND MONUMENTS

THE CONTRACTOR SHALL REFERENCE ALL IRON PINS AND MONUMENTS BEFORE EXCAVATING AT OR NEAR THEM. IF ANY IRON PINS OR MONUMENTS ARE DESTROYED OR DAMAGED BY THE CONTRACTOR, THEY SHALL BE ACCURATELY REPLACED BY A REGISTERED SURVEYOR EMPLOYED BY THE CONTRACTOR AT THE COMPLETION OF THE PROJECT AND AT NO EXPENSE TO THE CITY OR PROPERTY OWNER.

PRIOR TO COMMENCEMENT OF WORK

A PRECONSTRUCTION CONFERENCE SHALL BE HELD WITH THE CONTRACTOR, THE CITY, ODOT, AND THE PROJECT ENGINEER BEFORE ANY CONSTRUCTION BEGINS. AT THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE REFLECTING ALL WORK THAT IS TO BE CONDUCTED.

THE CONTRACTOR SHALL NOTIFY THE CITY A MINIMUM OF FIVE (5) DAYS BEFORE BEGINNING WORK, HOLIDAYS AND WEEKENDS EXCLUDED. WHEN THE CONTRACTOR SUSPENDS OPERATIONS FOR TWO (2) OR MORE WORKING DAYS, HE SHALL NOTIFY THE CITY A MINIMUM OF TWENTY-FOUR(24) HOURS BEFORE RESUMING WORK.

AT LEAST SEVENTY-TWO HOURS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE REGISTERED UTILITY PROTECTION SERVICE AND THE OWNERS OF EACH UTILITY FACILITY SHOWN IN THE PLANS.

SAFETY

THE CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS INCLUDING EMPLOYEES AND PROPERTY. IT IS ALSO THE CONTRACTOR’S RESPONSIBILITY TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SECURING THE PROJECT SITE FROM THE GENERAL PUBLIC BOTH DURING AND AFTER HIS WORKING HOURS. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL LIGHTS, SIGNS, FENCES OR ANY OTHER SAFETY DEVICE TO PREVENT UNAUTHORIZED PERSONNEL FROM HAZARDOUS OR DANGEROUS CONDITIONS ON THE PROJECT SITE. THE COST OF SUCH WORK SHALL BE INCLUDED IN THE VARIOUS ITEMS BID FOR FURNISHING AND INSTALLING MATERIALS ON THIS PROJECT.

EMERGENCY PHONE NUMBER

THE CONTRACTOR SHALL PROVIDE THE CITY WITH A 24 HOUR TELEPHONE NUMBER TO READILY CONTACT A RESPONSIBLE PARTY IN THE CASE OF AN EMERGENCY. COSTS AND/OR DAMAGES INCURRED RELATED TO WORK PERFORMED BY THE CONTRACTOR IN SUCH EMERGENCIES ARE THE CONTRACTOR’S RESPONSIBILITY AND NOT THAT OF THE CITY.

WORK LIMITS

THE CONTRACTOR SHALL CONFINE ACTIVITIES TO THE PROJECT SITE UNDER DEVELOPMENT OR THE EXISTING RIGHT-OF-WAYS, CONSTRUCTION AND/OR PERMANENT EASEMENTS AND SHALL NOT TRESPASS UPON OTHER PRIVATE PROPERTY WITHOUT THE WRITTEN CONSENT OF THE OWNER.

WEATHER CONDITIONS

ALL CONSTRUCTION AND MATERIAL USAGE SHALL BE IN ACCORDANCE WITH CLIMATIC CONDITIONS ADDRESSED IN CURRENT ISSUE OF THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS.

NON-RUBBER TIRE VEHICLES

NO NON-RUBBER TIRE VEHICLES SHALL BE MOVED ON ANY STREETS. EXCEPTIONS MAY BE GRANTED BY WHERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING AND ANY RESULTING DAMAGE MUST BE REPAIRED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL USE EXTREME CARE WHEN OPERATING NONRUBBER TIRE VEHICLES ON STREETS OR DRIVEWAYS TO AVOID MARKING OR DAMAGING THE PAVEMENT. PROTECTION OF THE PAVEMENT FROM DAMAGE RESULTING FROM THE TRACKS OF NON-RUBBER TIRE VEHICLES UTILIZED IN TRENCH EXCAVATION SHALL BE REQUIRED. A WOOD PLANK SYSTEM, USED TIRES, RUBBER MATS, OR OTHER MEANS AS APPROVED BY THE CITY SHALL BE USED TO PROTECT THE PAVEMENT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE SHALL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT. MAINTAIN NORMAL CROWN FOR POSITIVE DRAINAGE.

JOINTS AT INTERSECTIONS AND PROJECT LIMITS

ALL JOINTS AT INTERSECTIONS AND BEGIN/END LOCATIONS SHALL BE SEALED BUTT JOINTS AS PER ODOT SCD BP-3.1.

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE SHALL BE DONE IN ACCORDANCE WITH ODOT SCD BP-3.1.

PAVEMENT CLEANING

THE CONTRACTOR IS HEREBY NOTIFIED THAT HE/SHE SHALL BE RESPONSIBLE FOR CLEANING OF STREETS OR ANY MUD, DIRT, SAND, GRAVEL, STONES, OR ANY KIND OF MATERIAL THAT HAVE DEPOSITED AS A RESULT OF HIS/HER OR SUBCONTRACTOR’S OPERATIONS. PAVEMENTS SHALL BE CLEANED AT THE END OF EACH WORK DAY OR MORE OFTEN AS DETERMINED BY THE CITY.

SANITARY FACILITIES

THE CONTRACTOR SHALL FURNISH AND MAINTAIN SANITARY CONVENIENCE FACILITIES FOR THE WORKERS AND INSPECTORS FOR THE DURATION OF THE WORK.

USE OF FIRE HYDRANTS

THE CONTRACTOR IS HEREBY NOTIFIED THAT THE USE OF FIRE HYDRANTS WILL NOT BE PERMITTED AND THAT THE USE OF FIRE HYDRANTS WILL RESULT IN THE CONTRACTOR’S PROSECUTION FOR THEFT OF A PUBLIC UTILITY. THE CONTRACTOR SHALL COORDINATE WITH THE DIVISION OF WATER TO ACCESS THE CITY’S WATER SUPPLY.

MODIFICATIONS

ANY MODIFICATIONS OR CHANGES TO THE WORK, AS SHOWN ON THE DRAWINGS, MUST HAVE PRIOR WRITTEN APPROVAL BY THE CITY.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS NOR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE "AS DIRECTED BY ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED IN THE THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

FINAL CLEAN-UP

THE CONTRACTOR SHALL CLEAN UP ALL DEBRIS AND MATERIALS RESULTING FROM HIS/HER OPERATIONS AND RESTORE ALL SURFACES, STRUCTURES, DITCHES, AND PROPERTY TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE ENGINEER.

DESIGNED	RF	DRAWN	4/9/26
CHECKED	NS	REVISED	---
GENERAL NOTES			
PID 118862			
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ITEM 253, PAVEMENT REPAIR, AS PER PLAN

QUANTITIES FOR PAVEMENT REPAIR AS SHOWN ON THE PLANS HAS BEEN INCLUDED IN THE GENERAL SUMMARY. THE WORK SHOWN ON THE PLANS SHALL TAKE PLACE BEFORE PAVEMENT PLANING. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 (PLACED AND COMPACTED AS DIRECTED). ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

LOCATION 1: W. MAIN ST. (CHALFANT TO 34TH)
253, PAVEMENT REPAIR, AS PER PLAN 4.5 CU. YD.

LOCATION 2: S. 30TH ST. (MAIN TO HARRIS)
253, PAVEMENT REPAIR, AS PER PLAN 83.8 CU. YD.

LOCATION 3: W. MAIN ST. (21ST TO POUND)
253, PAVEMENT REPAIR, AS PER PLAN 60.1 CU. YD.

LOCATION 4: W. MAIN ST. (12TH TO 4TH)
253, PAVEMENT REPAIR, AS PER PLAN 14.3 CU. YD.

LOCATION 5: W. MAIN ST. (BRIDGE TO MADISON)
253, PAVEMENT REPAIR, AS PER PLAN 54.8 CU. YD.

AN ESTIMATED CONTINGENCY QUANTITY FOR PAVEMENT REPAIR, DEEMED NECESSARY AFTER THE PLANING OPERATION, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE AFTER THE PAVEMENT PLANING AND PRIOR TO PAVING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUBBASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 (PLACED AND COMPACTED AS DIRECTED). ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

LOCATION 1: W. MAIN ST. (CHALFANT TO 34TH)
253, PAVEMENT REPAIR, AS PER PLAN 1 CU. YD.

LOCATION 2: S. 30TH ST. (MAIN TO HARRIS)
253, PAVEMENT REPAIR, AS PER PLAN 2 CU. YD.

LOCATION 3: W. MAIN ST. (21ST TO POUND)
253, PAVEMENT REPAIR, AS PER PLAN 2 CU. YD.

LOCATION 4: W. MAIN ST. (12TH TO 4TH)
253, PAVEMENT REPAIR, AS PER PLAN 1 CU. YD.

LOCATION 5: W. MAIN ST. (BRIDGE TO MADISON)
253, PAVEMENT REPAIR, AS PER PLAN 2 CU. YD.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 3", AS PER PLAN

DEPTH OF PLANING SHALL BE AS SHOWN ON THE PAVEMENT DATA TABLES. PLANING SHALL BE THE FULL WIDTH OF THE EXISTING PAVEMENT. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

IF DURING PLANING OPERATIONS, EXCESSIVE RIDGES OR OTHER IRREGULARITIES ARE FOUND, PLANING DEPTH ADJUSTMENTS SHALL BE MADE UP TO 3⁄8 INCH, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID PER CMS 254.07.

ITEM 407, NON-TRACKING TACK COAT

THE RATE OF APPLICATION OF ITEM 407, NON-TRACKING TACK COAT, SHALL BE PER CMS TABLE 407.06-01 AND SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.08 GAL/SY FOR TACK COAT ON PLANED SURFACE AND 0.05 GAL/SY FOR TACK COAT ON INTERMEDIATE COURSE. (FOR ESTIMATING PURPOSES ONLY).

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), AS PER PLAN
ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), PG64-28, AS PER PLAN

ALL COLD JOINTS MUST BE POSITIONED AT PROPOSED CENTER LINES, LANE LINES, OR THE CENTER OF TURN LANES. COLD JOINTS SHALL NOT BE LOCATED WITHIN A TRAVEL LANE. REFER TO THE PLAN SHEETS REGARDING LOCATION OF PAVEMENT MARKINGS AS ADJUSTMENTS ARE BEING MADE TO THE CURRENT LAYOUT.

THE CONTRACTOR SHALL NOT RECEIVE ASPHALT BINDER PRICE ADJUSTMENTS (C&MS 401.20) OR FUEL PRICE ADJUSTMENTS (PN 520) FOR ANY WORK WITHIN THESE PLANS. THE QUANTITIES ARE SUBJECT TO REVISION ACCORDING TO C&MS 109.04 AND C&MS 109.05

ITEM 611, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

ITEM 611, CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN
ITEM 611, MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 623, MONUMENT ASSEMBLY, ADJUSTED TO GRADE, AS PER PLAN
ITEM 638, VALVE BOX ADJUSTED TO GRADE, AS PER PLAN

THESE ITEMS SHALL BE USED TO ADJUST AND/OR RECONSTRUCT CATCH BASINS, MANHOLES, MONUMENTS, AND WATER VALVE BOXES TO GRADE, LOCATED THROUGHOUT THE PROJECT LIMITS, AS DESCRIBED BELOW:

EXISTING CONCRETE COLLARS SHOULD ONLY BE ADJUSTED IF BROKEN, DAMAGED, OR MISALIGNED, AS DIRECTED BY THE ENGINEER. ALL ADJUSTMENTS SHALL BE AGREED ON BY THE PROJECT ENGINEER AND THE CITY BEFORE WORK MAY BEGIN.

CATCH BASIN ADJUSTED TO GRADE INCLUDES ALL WORK NECESSARY TO RESET FRAME PER CMS 611.11D AND SHALL ALSO INCLUDE REBUILDING OF STRUCTURE WALLS DOWN TO 12 INCHES BELOW THE BASIN FRAME, AS DIRECTED BY THE ENGINEER.

CATCH BASIN RECONSTRUCTED TO GRADE INCLUDES ALL WORK PER CMS 611.11C THAT REQUIRES THE REBUILDING OF STRUCTURE WALLS GREATER THAN 12 INCHES BELOW THE BASIN FRAME AND EXTENDS TO THE BOTTOM OF THE BASIN, AS DIRECTED BY THE ENGINEER.

PRIOR TO THE START OF THE PROJECT, THE CITY WILL BE MADE AWARE TO CLEAN OUT ALL CATCH BASIN DEBRIS AND WILL NOTIFY THE PROJECT ENGINEER WHEN THE WORK IS COMPLETED. ONCE VERIFIED BY THE ENGINEER, THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING ALL CATCH BASIN DEBRIS AND DISPOSING OFF SITE AT THE COMPLETION OF THE PROJECT. THIS WORK SHALL BE INCLUDED IN THE CATCH BASIN ADJUSTMENT AND RECONSTRUCTION COSTS.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL NOT BE DISTURBED.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

LOCATION 1 (W. MAIN ST. FROM CHALFANT TO 34TH)
611, CATCH BASIN ADJUSTED TO GRADE 1 EACH
611, CATCH BASIN RECONSTRUCTED TO GRADE 2 EACH
611, MANHOLE ADJUSTED TO GRADE 4 EACH
623, MONUMENT ASSEMBLY ADJUSTED TO GRADE 1 EACH
638, VALVE BOX ADJUSTED TO GRADE 0 EACH

LOCATION 2 (S. 30TH ST. FROM MAIN TO HARRIS)
611, CATCH BASIN ADJUSTED TO GRADE 0 EACH
611, CATCH BASIN RECONSTRUCTED TO GRADE 0 EACH
611, MANHOLE ADJUSTED TO GRADE 2 EACH
623, MONUMENT ASSEMBLY ADJUSTED TO GRADE 1 EACH
638, VALVE BOX ADJUSTED TO GRADE 3 EACH

LOCATION 3 (W. MAIN ST. FROM 21ST TO POUND)
611, CATCH BASIN ADJUSTED TO GRADE 1 EACH
611, CATCH BASIN RECONSTRUCTED TO GRADE 0 EACH
611, MANHOLE ADJUSTED TO GRADE 7 EACH
623, MONUMENT ASSEMBLY ADJUSTED TO GRADE 1 EACH
638, VALVE BOX ADJUSTED TO GRADE 1 EACH

LOCATION 4 (W. MAIN ST. FROM 12TH TO 4TH)
611, CATCH BASIN ADJUSTED TO GRADE 1 EACH
611, CATCH BASIN RECONSTRUCTED TO GRADE 0 EACH
611, MANHOLE ADJUSTED TO GRADE 0 EACH
623, MONUMENT ASSEMBLY ADJUSTED TO GRADE 1 EACH
638, VALVE BOX ADJUSTED TO GRADE 6 EACH

LOCATION 5 (E. MAIN ST. FROM BRIDGE TO MADISON)
611, CATCH BASIN ADJUSTED TO GRADE 2 EACH
611, CATCH BASIN RECONSTRUCTED TO GRADE 0 EACH
611, MANHOLE ADJUSTED TO GRADE 8 EACH
623, MONUMENT ASSEMBLY ADJUSTED TO GRADE 1 EACH
638, VALVE BOX ADJUSTED TO GRADE 5 EACH

ITEM 616, DUST CONTROL

THE FOLLOWING BID QUANTITY FOR WATER HAS BEEN ADDED TO THE PROJECT FOR USE AT THE DISCRETION OF THE ENGINEER.

ITEM 616, WATER: 20 M GAL

GENERAL NOTES

PID 118862

DESIGNED	CHECKED
RF	NS

DRAWN	REVISED
4/9/26	---

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ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND/OR THE COMPLETED PAVEMENT.

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT THAT ONE-WAY TRAFFIC WITH FLAGGING OPERATIONS WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES, INCLUDING REPAIRS.

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC 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.

WORK RESTRICTIONS

ALL WORK ON LOCATIONS 1, 2, & 4 SHALL OCCUR FROM THE HOURS OF 7PM-7AM (I.E. NIGHT PAVING). WORKING HOURS ON LOCATIONS 3 & 5 ARE LIMITED TO 7AM-7PM MONDAY THROUGH FRIDAY AND 7AM-5PM ON SATURDAY, EXCEPT THAT NO WORK RESTRICTING TRAFFIC SHALL OCCUR ON EAST MAIN STREET BETWEEN CEDAR STREET AND MADISON AVENUE BETWEEN 7AM-9AM AND 2PM-4PM, SCHOOL DAYS.

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

MEMORIAL DAY
12PM FRIDAY MAY 28 TO 6AM TUESDAY JUNE 1

FOURTH OF JULY
12PM FRIDAY JULY 2 TO 6AM TUESDAY JULY 6

LABOR DAY
12PM FRIDAY SEPTEMBER 3 TO 6AM TUESDAY SEPTEMBER 7

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC OUTSIDE THESE TIMES. ANY WORK OUTSIDE THESE HOURS SHALL BE APPROVED IN WRITING FROM THE CITY OF NEWARK ENGINEER.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$500.00 DOLLARS FOR EACH HOUR THAT THE CONTRACTOR IS NONCOMPLIANT WITH THE REQUIREMENTS LISTED ABOVE.

DROP-OFFS IN WORK ZONES

A DROP-OFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

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

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

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D.)

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

A TOTAL OF 4 PCMS WILL BE REQUIRED FOR THIS PROJECT.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN: 16 SNMT

ITEM 614, WORK ZONE MARKING SIGNS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE MARKING SIGNS IN ACCORDANCE WITH CMS SECTION 614.04, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ITEM 614, WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH CMS 614.11 AND STANDARD DRAWING MT-99.20 UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

TWO APPLICATIONS FOR PAVEMENT MARKINGS HAS BEEN INCLUDED IN THE GENERAL SUMMARY. THE CONTRACTOR SHALL APPLY THE FIRST APPLICATION FOLLOWING THE APPLICATION OF THE INTERMEDIATE COURSE AND THE SECOND APPLICATION FOLLOWING PLACEMENT OF THE SURFACE COURSE, PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS. WORK ZONE PAVEMENT MARKINGS SHALL BE IN PLACE AT THE END OF EACH WORK DAY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES 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: 200 HOURS

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GENERAL NOTES			
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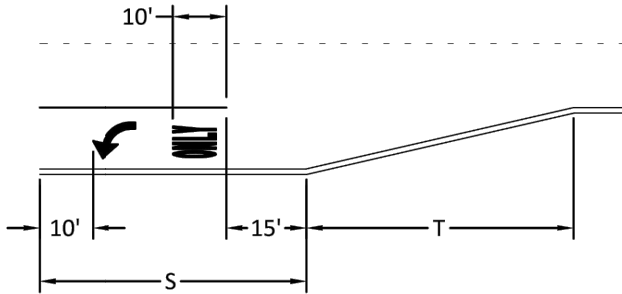
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TURN LANE ELEMENTS DESIGN STANDARDS

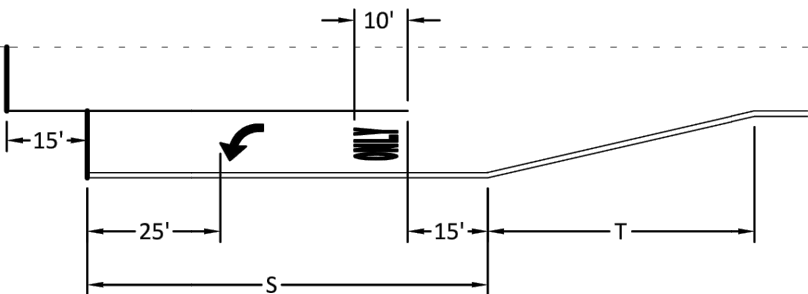
T=50' (35' Adjacent to TWLTL)
S specified in drawings

50' ≤ S ≤ 64'

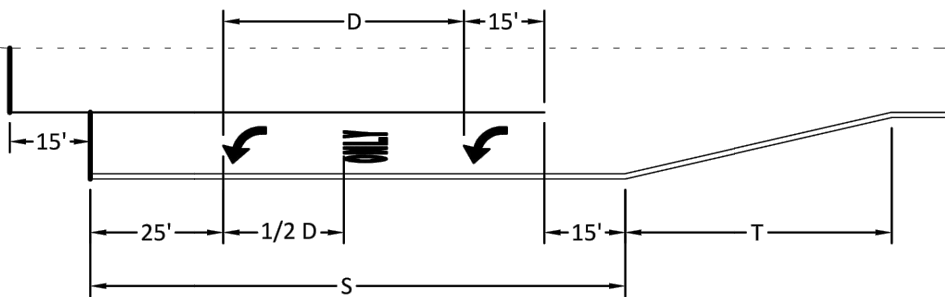
(not desired at signalized intersections)



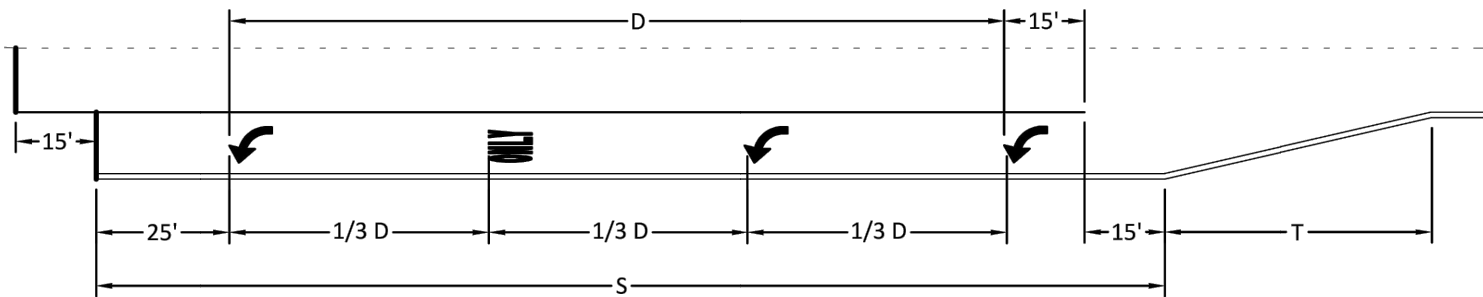
65' ≤ S ≤ 99'



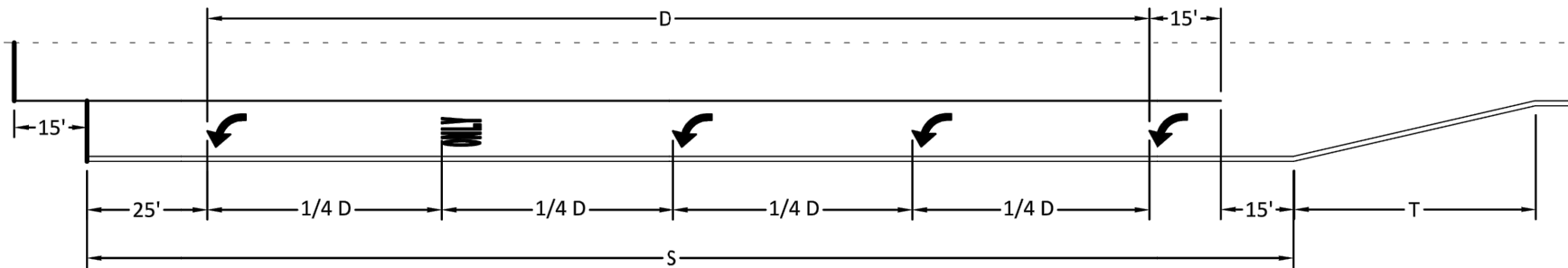
100' ≤ S ≤ 199'



200' ≤ S ≤ 400'

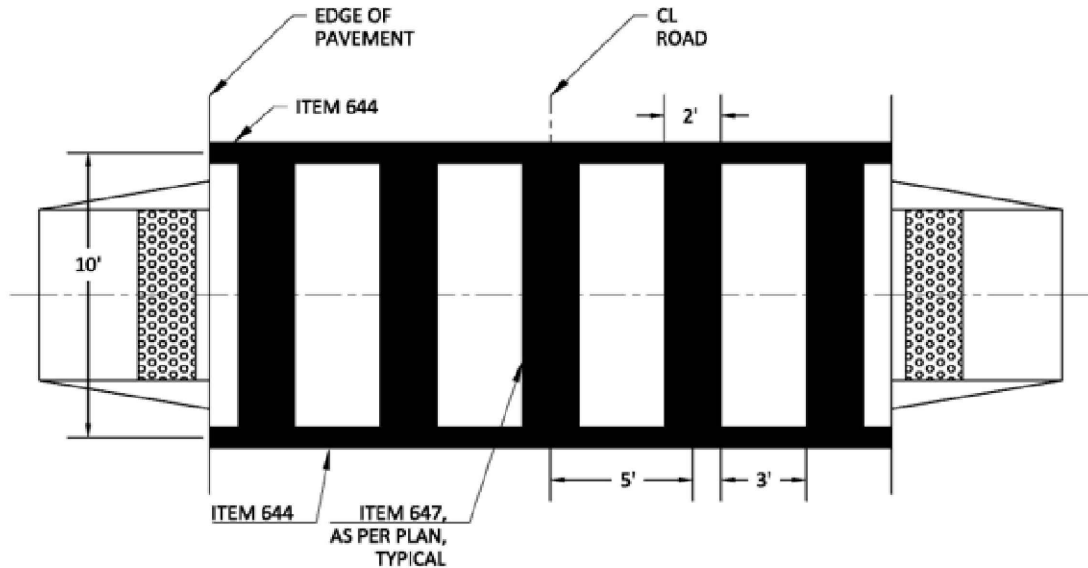


S > 400'



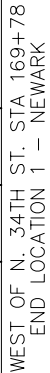
ITEM 647 – CROSSWALK LINE, TYPE B125, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS SPECIFIED FOR ITEM 647, THE MATERIAL SUPPLIED SHALL PROVIDE A MINIMUM SKID RESISTANCE VALUE OF 60 BPN WHEN TESTED ACCORDING TO ASTM: E 303. THE MATERIAL MUST BE SUPPLIED AT A MINIMUM THICKNESS OF 125 MILS (3.15 MM). ITEM SHALL BE VIZIGRIP BY ENNIS-FLINT, OR APPROVED EQUAL.



DESIGN DETAILS	
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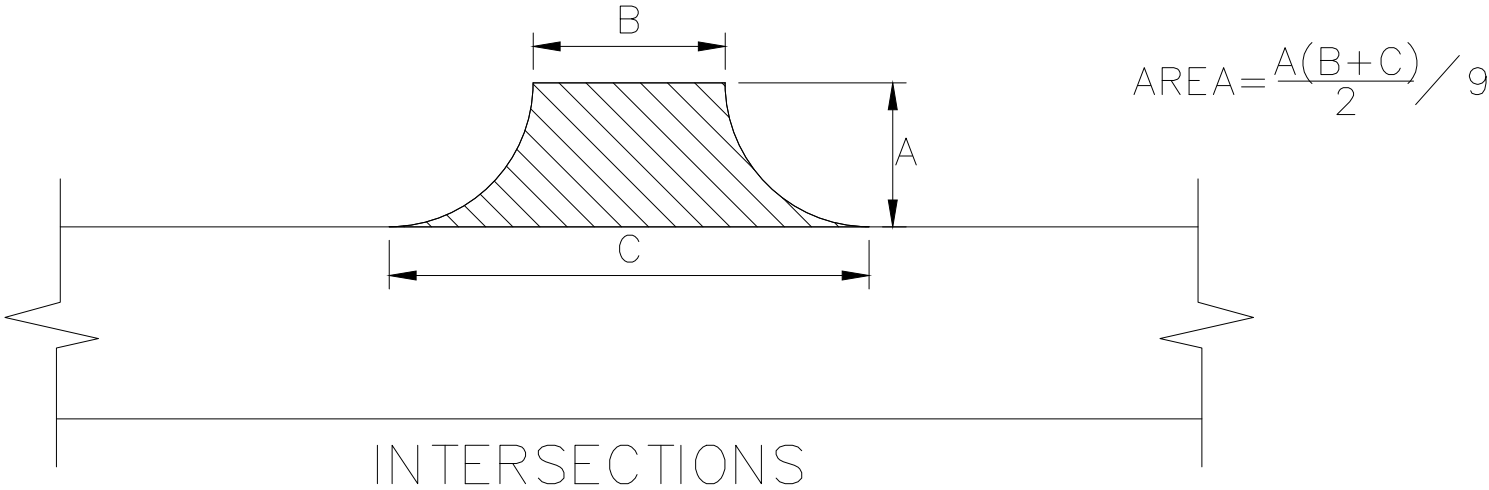
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LOCATION	COUNTY	ROUTE	STREET NAME	BEGIN LOG POINT STATION	END LOG POINT STATION	LENGTH		PAVEMENT WIDTH	TYPICAL	PAVEMENT AREA	254	407	407	441		441		875
											PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						MILES	FT.	FT.		SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.	LB
1	LIC	MR 945	W. MAIN ST.	105+13	166+50	1.16	6,137	48.0	1	32,730.7	32,730.7	2,618.5	1,636.5	1.75	1,591.1	1.25	1,136.5	3,682.2
1	LIC	MR 945	W. MAIN ST.	166+50	168+04	0.03	154	43.8	1	749.5	749.5	60.0	37.5	1.75	36.4	1.25	26.0	92.4
1	LIC	MR 945	W. MAIN ST.	168+04	169+78	0.03	174	40.0	1	773.3	773.3	61.9	38.7	1.75	37.6	1.25	26.9	104.4
									TOTALS THIS SHEET		34,253.5	2,740.4	1,712.7		1,665.1		1,189.4	3,879.0
							TOTALS FROM EXTRA AREAS LOCATION 1				4,216.8	337.3	210.8		205.1		146.3	450.0
LOCATION 1 TOTALS CARRIED TO GENERAL SUMMARY											38,470.3	5,001.2			1,870.2		1,335.7	4,329.0

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LOCATION	COUNTY	ROUTE	STREET NAME	DESCRIPTION	SIDE	INTERSECTIONS			AREA (*CAD MEASURED)	254	407	407	441		441		875
						DETAIL DIMENSION				PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						A	B	C									
						FT.	FT.	FT.									
1	LIC	MR 945	W. MAIN ST.	S. CHALFANT AVE.	LT	85	24	122	377.9	377.9	30.2	18.9	1.75	18.4	1.25	13.1	29.2
1	LIC	MR 945	W. MAIN ST.	CHERRY VALLEY RD.	LT	10	84	137	121.8	121.8	9.7	6.1	1.75	5.9	1.25	4.2	44.2
1	LIC	MR 945	W. MAIN ST.	TAMARACK RD.	RT	249	28	165	1,365.6	1,365.6	109.2	68.3	1.75	66.4	1.25	47.4	38.6
1	LIC	MR 945	W. MAIN ST.	N. 39TH ST.	LT	60	24	100	236.9	236.9	19.0	11.8	1.75	11.5	1.25	8.2	24.8
1	LIC	MR 945	W. MAIN ST.	S. TERRACE AVE.	RT	18	109	188	219.6	219.6	17.6	11.0	1.75	10.7	1.25	7.6	59.4
1	LIC	MR 945	W. MAIN ST.	N. TERRACE AVE.	LT	99	20	100	366.4	366.4	29.3	18.3	1.75	17.8	1.25	12.7	24.0
1	LIC	MR 945	W. MAIN ST.	S. WESTMOOR AVE.	RT	20	51	128	164.6	164.6	13.2	8.2	1.75	8.0	1.25	5.7	35.8
1	LIC	MR 945	W. MAIN ST.	N. WESTMOOR AVE.	LT	62	25	100	289.1	289.1	23.1	14.5	1.75	14.1	1.25	10.0	25.0
1	LIC	MR 945	W. MAIN ST.	MESSIMER DR.	RT	25	65	142	234.1	234.1	18.7	11.7	1.75	11.4	1.25	8.1	41.4
1	LIC	MR 945	W. MAIN ST.	MCMILLEN DR.	LT	68	27	100	298.2	298.2	23.9	14.9	1.75	14.5	1.25	10.4	25.4
1	LIC	MR 945	W. MAIN ST.	S. 36TH ST.	RT	28	35	122	189.0	189.0	15.1	9.5	1.75	9.2	1.25	6.6	31.4
1	LIC	MR 945	W. MAIN ST.	HOSPITAL	LT	5	98	132	54.8	54.8	4.4	2.7	1.75	2.7	1.25	1.9	46.0
1	LIC	MR 945	W. MAIN ST.	S. 35TH ST.	RT	66	24	100	298.8	298.8	23.9	14.9	1.75	14.5	1.25	10.4	24.8
TOTALS CARRIED TO LOCATION 1 PAVEMENT DATA										4,216.8	337.3	210.8		205.1		146.3	450.0



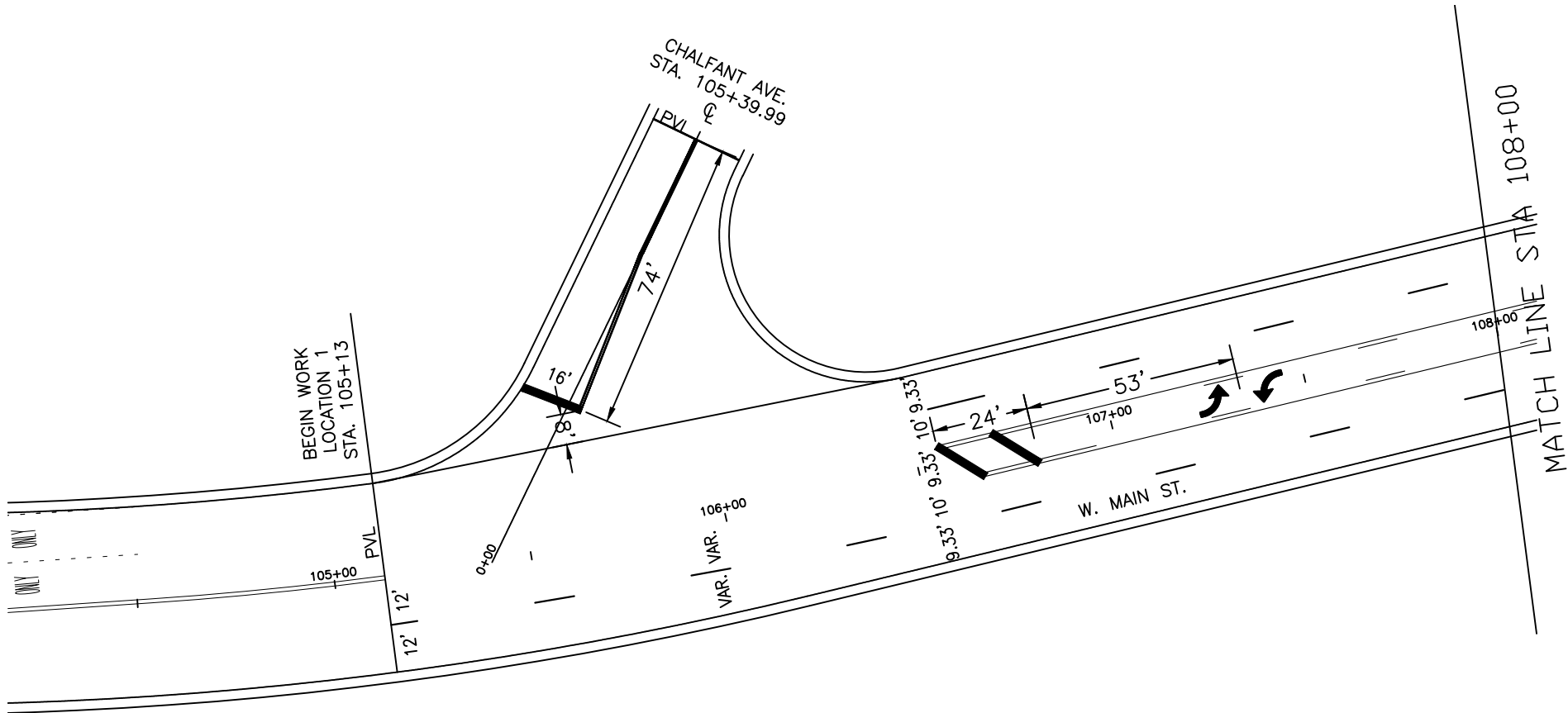
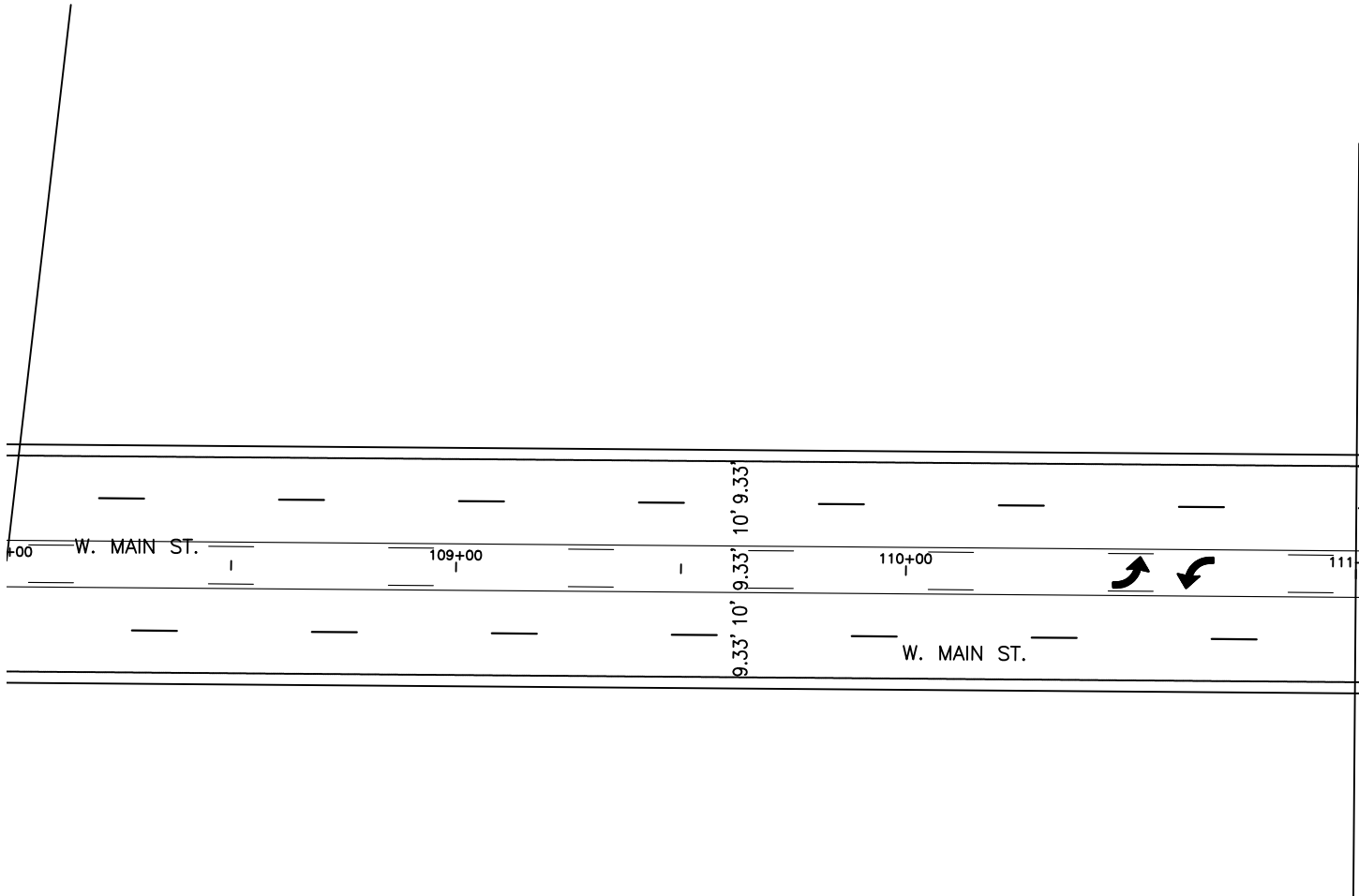
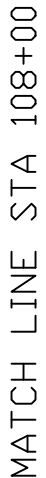
EXTRA AREA DATA
LOCATION 1

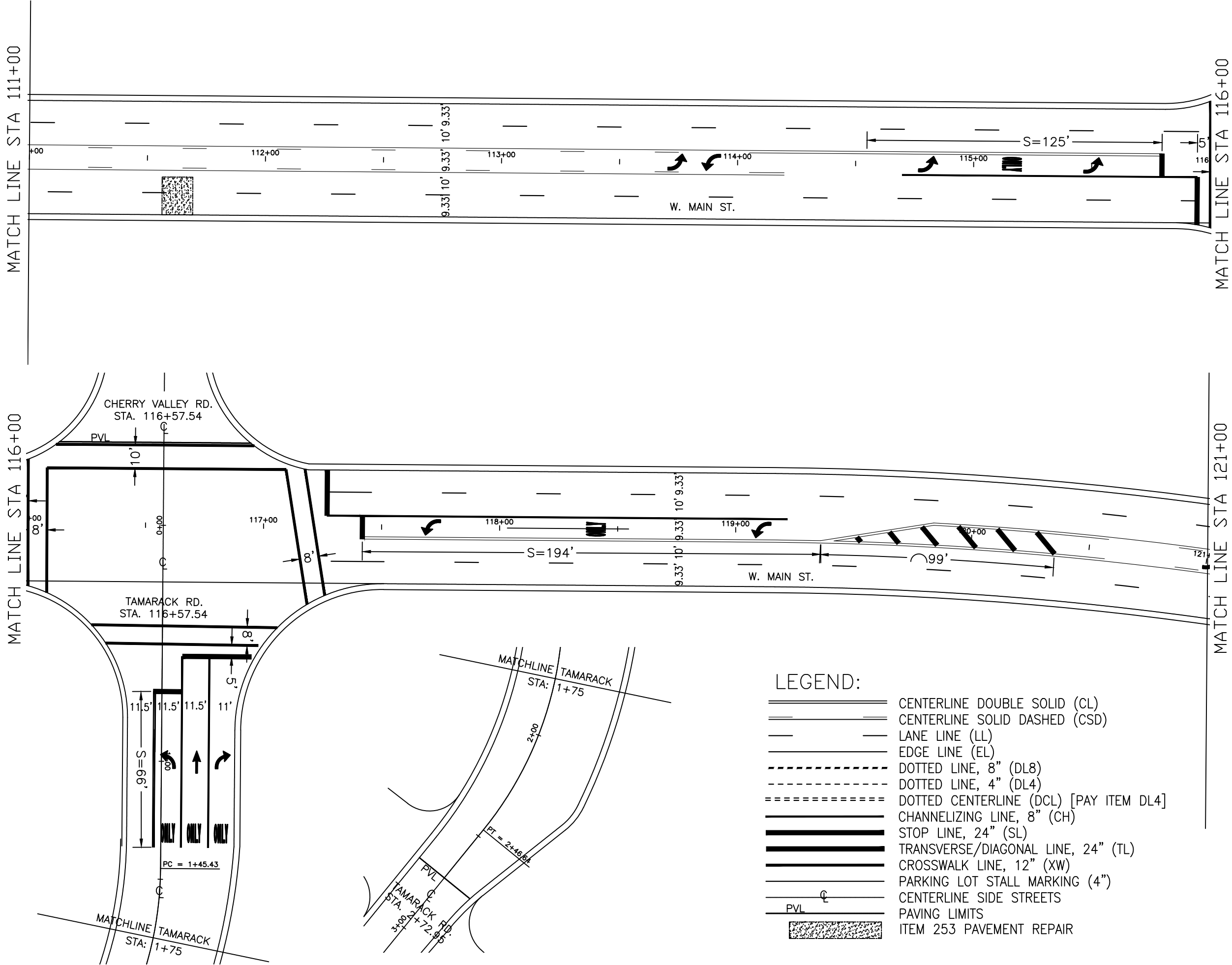
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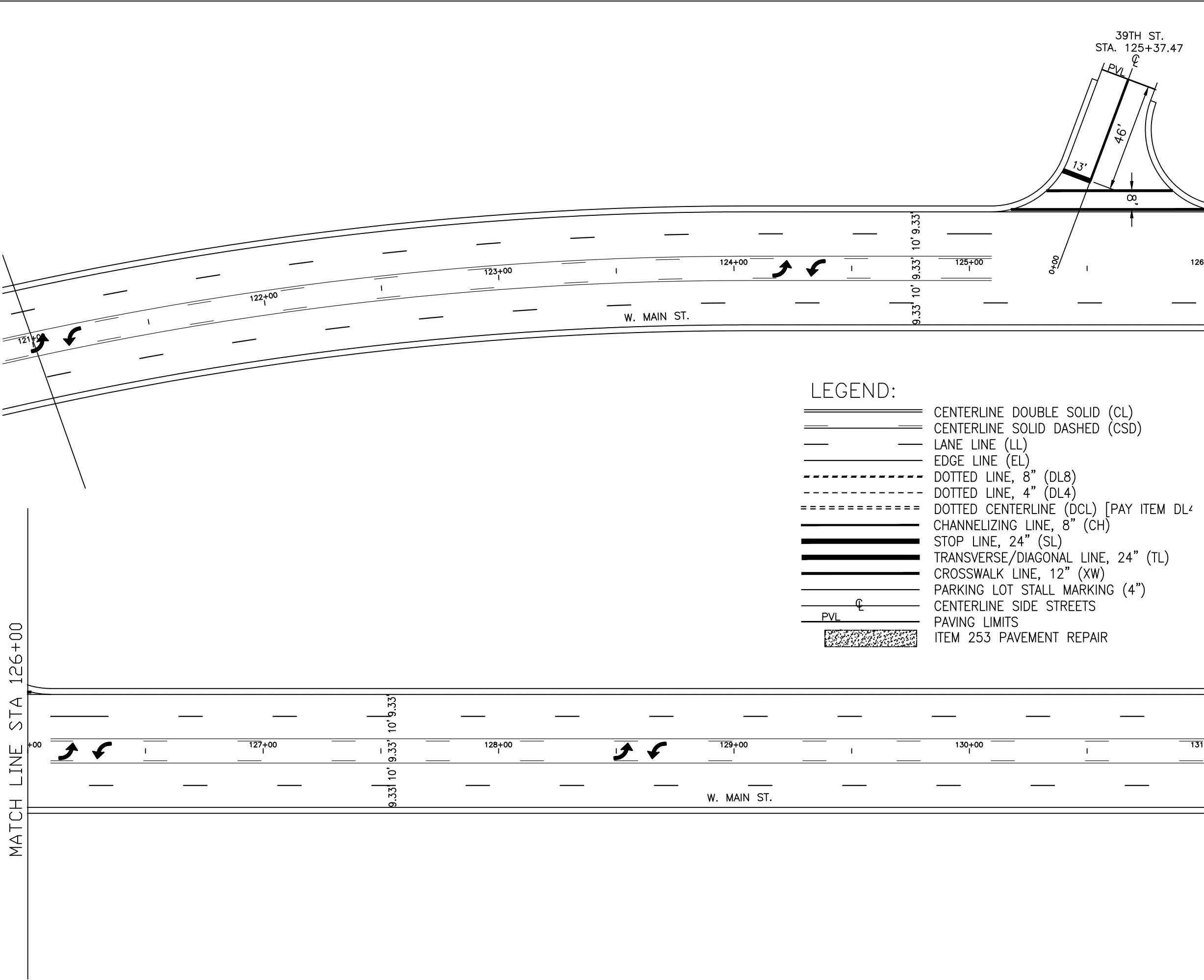
LEGEND:





MATCH LINE STA 121+00

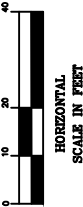
MATCH LINE STA 126+00



MATCH LINE STA 131+00

MATCH LINE STA 126+00

1



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PAVEMENT MARKING PLAN - LOCATION 1
STA. 131+00 TO 141+00

PID 118862

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MATCH LINE STA 141+00

MATCH LINE STA 146+00

LEGEND:

- CENTERLINE DOUBLE SOLID (CL)
- CENTERLINE SOLID DASHED (CSD)
- LANE LINE (LL)
- EDGE LINE (EL)
- DOTTED LINE, 8" (DL8)
- DOTTED LINE, 4" (DL4)
- DOTTED CENTERLINE (DCL) [PAY ITEM DL4]
- CHANNELIZING LINE, 8" (CH)
- STOP LINE, 24" (SL)
- TRANSVERSE/DIAGONAL LINE, 24" (TL)
- CROSSWALK LINE, 12" (XW)
- PARKING LOT STALL MARKING (4")
- CENTERLINE SIDE STREETS
- PAVING LIMITS
- ITEM 253 PAVEMENT REPAIR

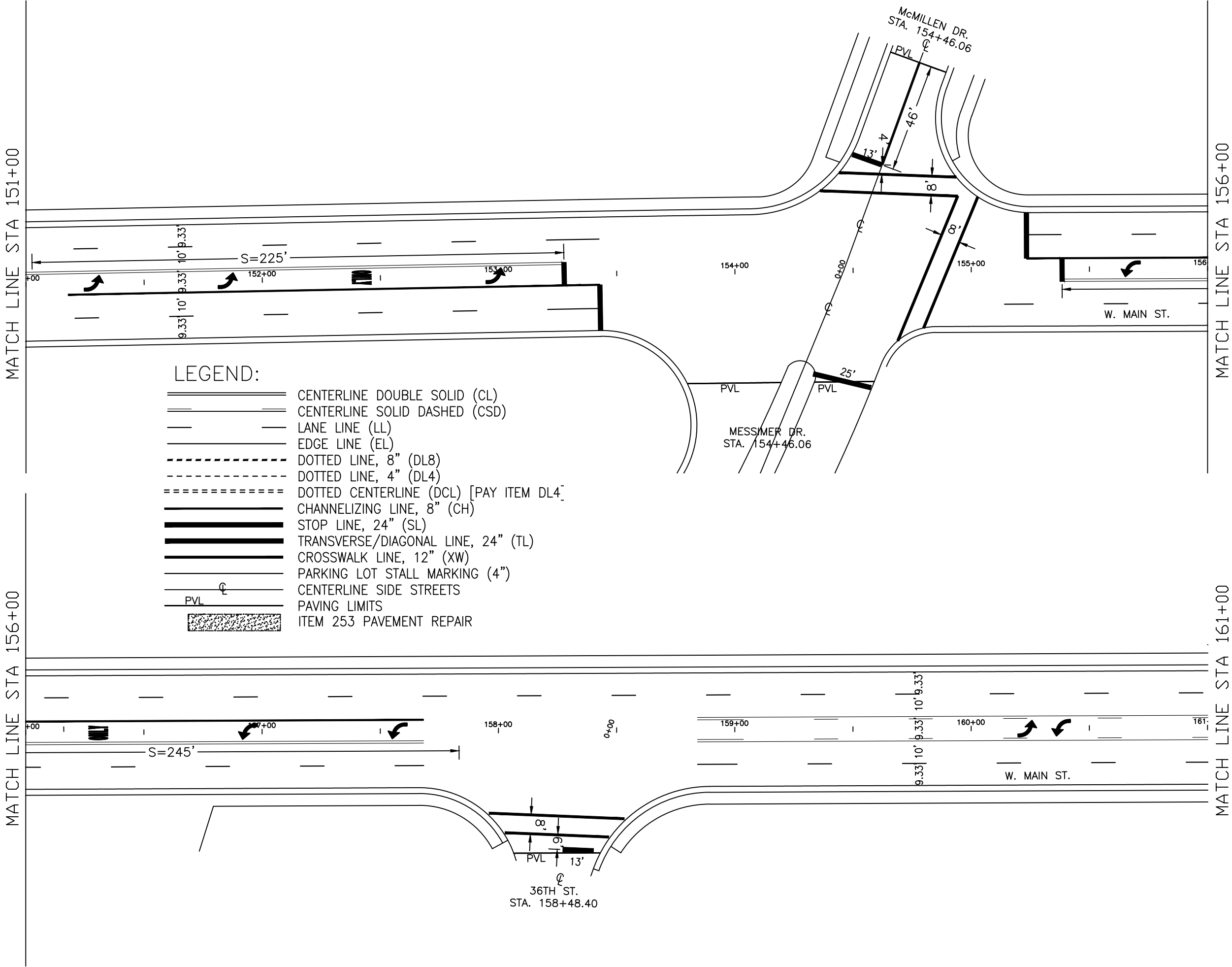
W. MAIN ST.

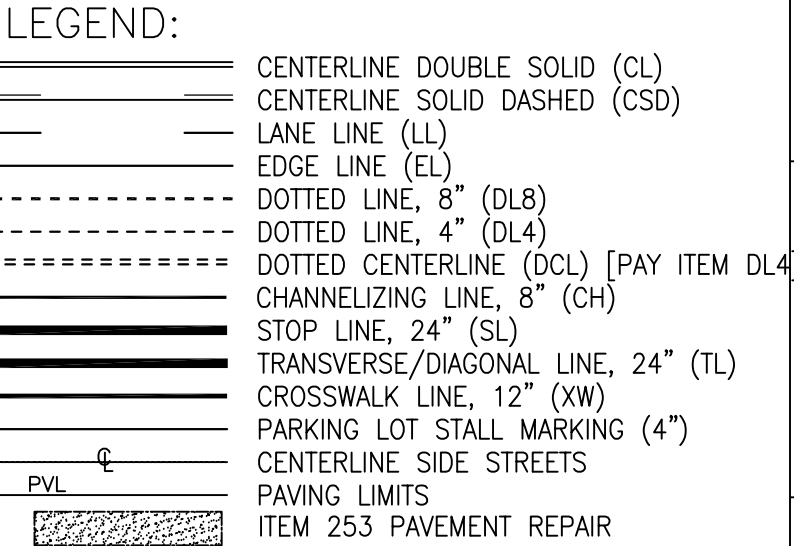
S. WESTMOOR AVE.
STA. 144+80.24

WESTMOOR AVE.
STA. 144+80.24

MATCH LINE STA 146+00

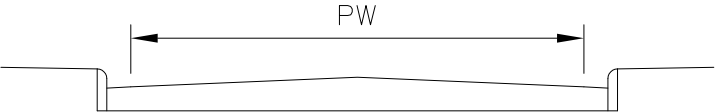
MATCH LINE STA 151+00



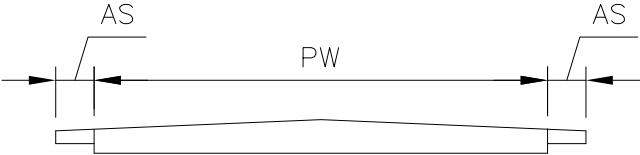


LOCATION	COUNTY	ROUTE	STREET NAME	BEGIN LOG POINT STATION	END LOG POINT STATION	LENGTH		PAVEMENT WIDTH	TYPICAL	PAVEMENT AREA	254	407	407	441		441		875
						PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY				NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE		
								MILES	FT.	FT.								SQ. YD.
2	LIC	MR 952	S. 30TH ST.	56+86	65+53	0.16	867	36.0	1	3,468.0	3,468.0	277.4	173.4	1.75	168.6	1.25	120.4	346.8
2	LIC	MR 952	S. 30TH ST.	65+53	67+11	0.03	158	30.5	1	535.4	535.4	42.8	26.8	1.75	26.0	1.25	18.6	63.2
2	LIC	MR 952	S. 30TH ST.	67+20	68+88	0.03	168	30.5	1	569.3	569.3	45.5	28.5	1.75	27.7	1.25	19.8	67.2
2	LIC	MR 952	S. 30TH ST.	68+88	83+75	0.28	1,487	36.0	1	5,948.0	5,948.0	475.8	297.4	1.75	289.1	1.25	206.5	594.8
2	LIC	MR 952	S. 30TH ST.	83+75	85+69	0.04	194	35.0	1	754.4	754.4	60.4	37.7	1.75	36.7	1.25	26.2	77.6

PW = PAVEMENT WIDTH
AS = AGGREGATE SHOULDER



TYPICAL 1



TYPICAL 2

SOUTH OF HARRIS AVE. STA 56+86
BEGIN LOCATION 2

BEGIN TAPER	STA 65+53
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SUSPEND MILLING & PAVING
SOUTH SIDE R.R. TRACKS

NORTH SIDE R.R. TRACKS RESUME MILLING & PAVING	STA 67+20
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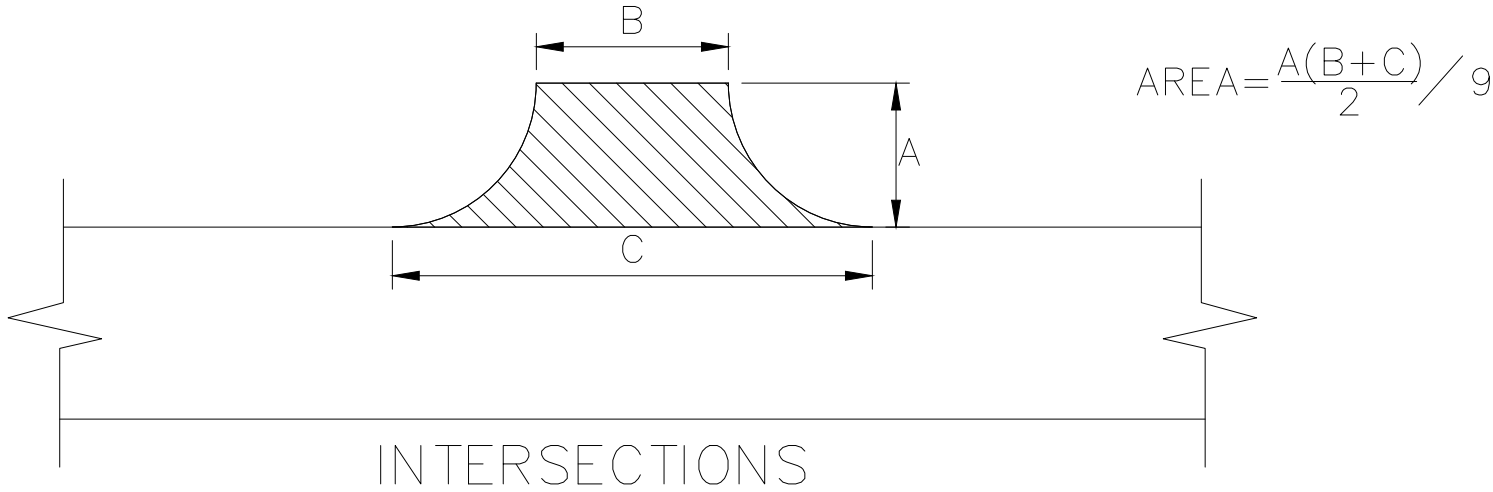
END TAPER	STA 68+88
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BEGIN TAPER	STA 83+75
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W.MAIN ST. STA 85+69
END LOCATION 2

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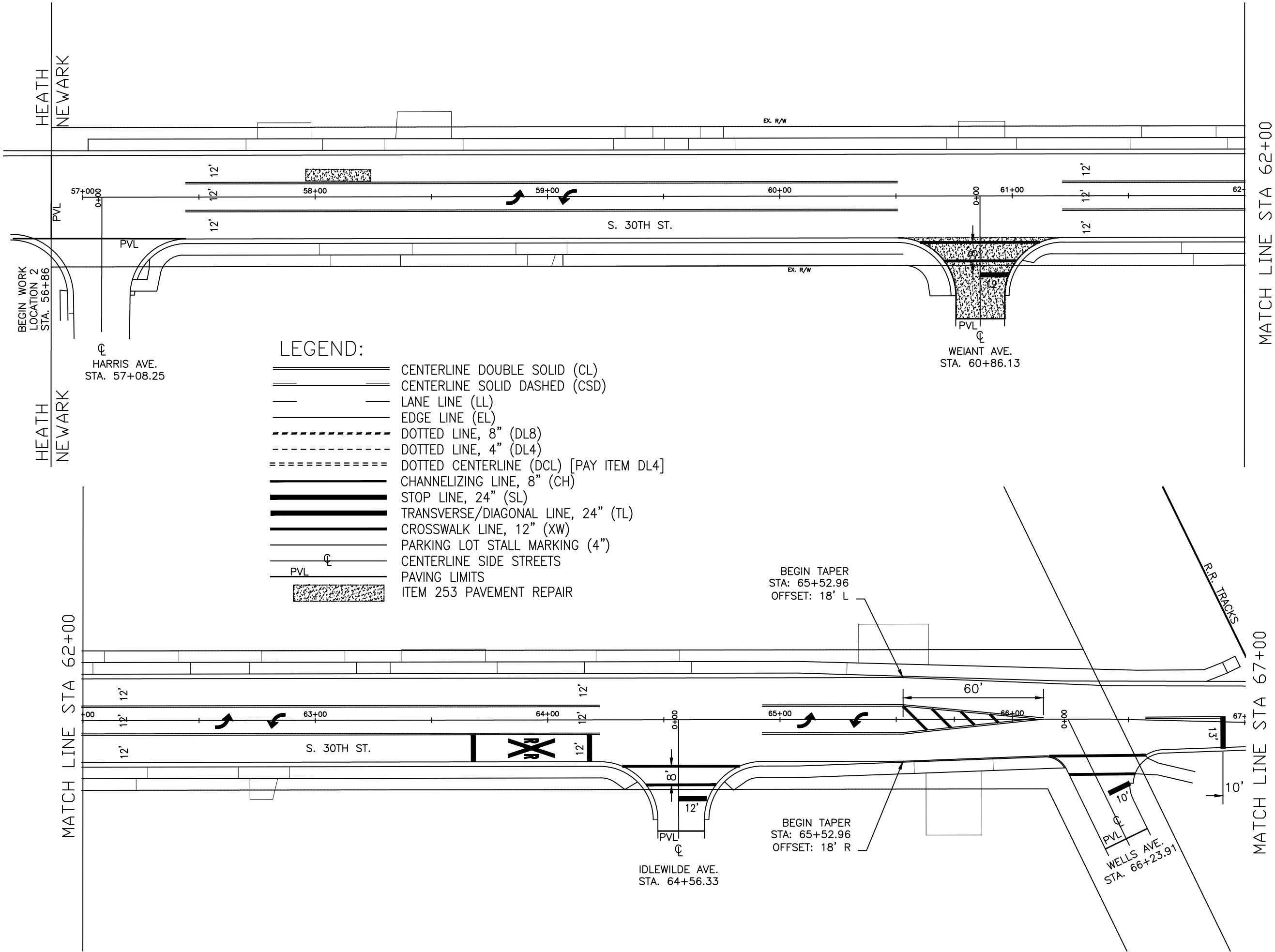
LOCATION	COUNTY	ROUTE	STREET NAME	DESCRIPTION	SIDE	INTERSECTIONS			AREA (*CAD MEASURED)	254	407	407	441		441		875
						DETAIL DIMENSION				PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						A	B	C									
2	LIC	MR 952	S. 30TH ST.	WEIANT AVE.	RT	35	21	71	111.4	111.4	8.9	5.6	1.75	5.4	1.25	3.9	18.4
2	LIC	MR 952	S. 30TH ST.	IDLEWILDE AVE.	RT	30	20	70	96.4	96.4	7.7	4.8	1.75	4.7	1.25	3.3	18.0
2	LIC	MR 952	S. 30TH ST.	WELLS AVE.	RT	41	20	47	107.2	107.2	8.6	5.4	1.75	5.2	1.25	3.7	13.4
2	LIC	MR 952	S. 30TH ST.	SHIDE AVE.	LT	39	24	74	133.8	133.8	10.7	6.7	1.75	6.5	1.25	4.6	19.6
2	LIC	MR 952	S. 30TH ST.	STEELE AVE.	RT	35	20	71	109.6	109.6	8.8	5.5	1.75	5.3	1.25	3.8	18.2
2	LIC	MR 952	S. 30TH ST.	WINTERMUTE AVE.	RT	45	20	70	129.8	129.8	10.4	6.5	1.75	6.3	1.25	4.5	18.0
2	LIC	MR 952	S. 30TH ST.	WINTERMUTE AVE.	LT	39	22	69	116.9	116.9	9.4	5.8	1.75	5.7	1.25	4.1	18.2
2	LIC	MR 952	S. 30TH ST.	BUCKEYE AVE.	RT	27	24	74	103.0	103.0	8.2	5.2	1.75	5.0	1.25	3.6	19.6
2	LIC	MR 952	S. 30TH ST.	WESTGATE AVE.	RT	27	24	69	98.3	98.3	7.9	4.9	1.75	4.8	1.25	3.4	18.6
TOTALS CARRIED TO LOCATION 2 PAVEMENT DATA										1,006.4	80.6	50.4		48.9		34.9	162.0

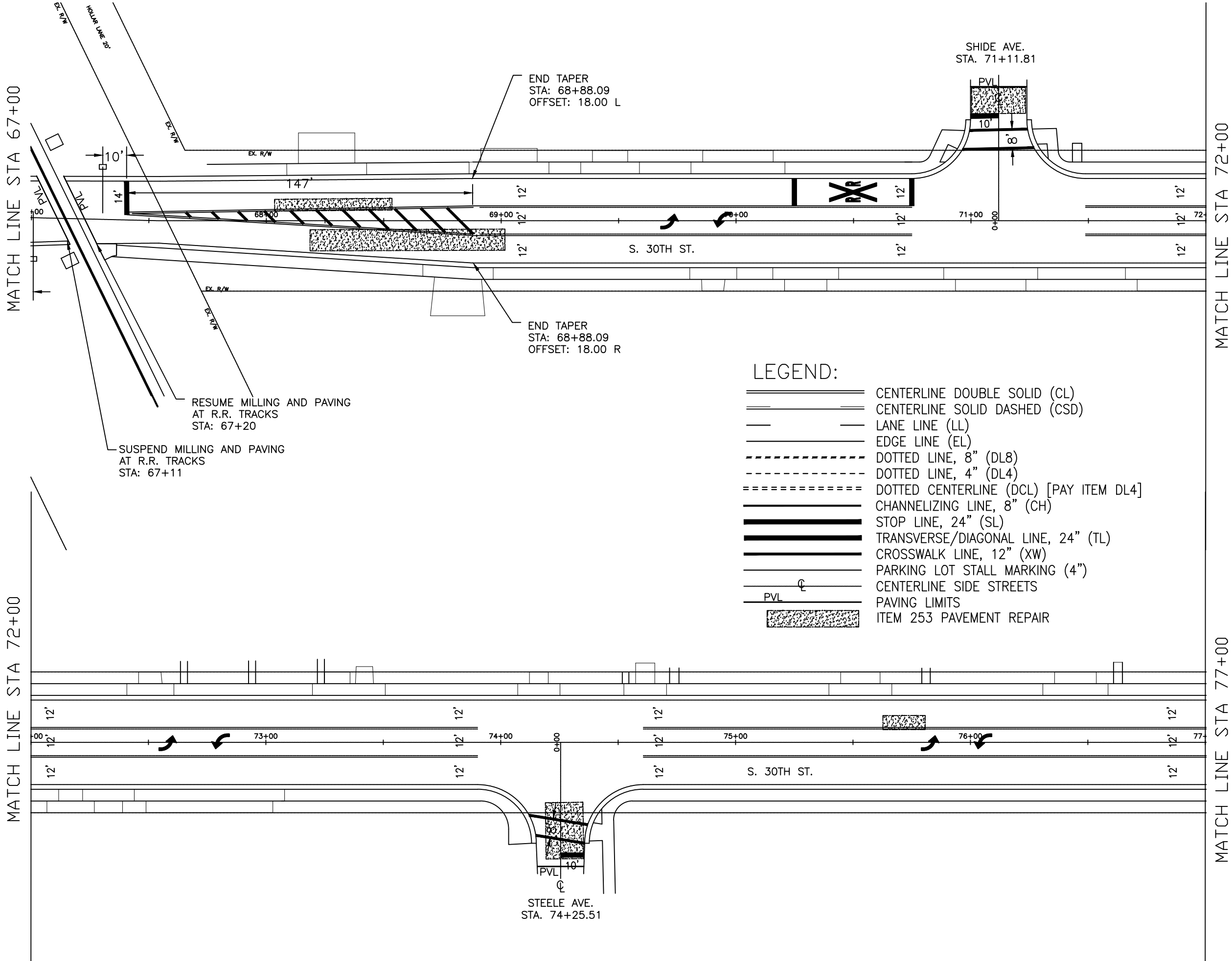


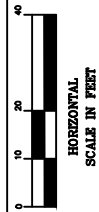
EXTRA AREA DATA
LOCATION 2

PID 118862

DESIGNED RF	CHECKED NS
DRAWN 4/9/26	REVISED ---







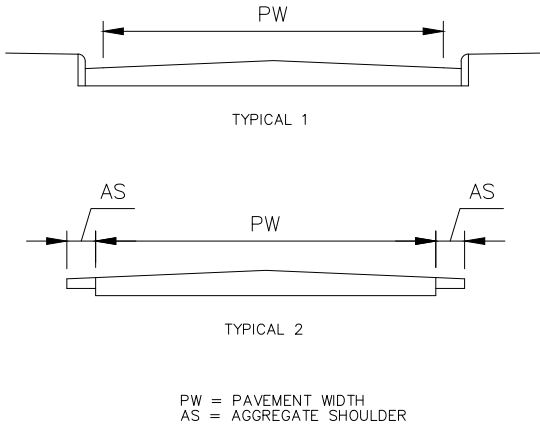
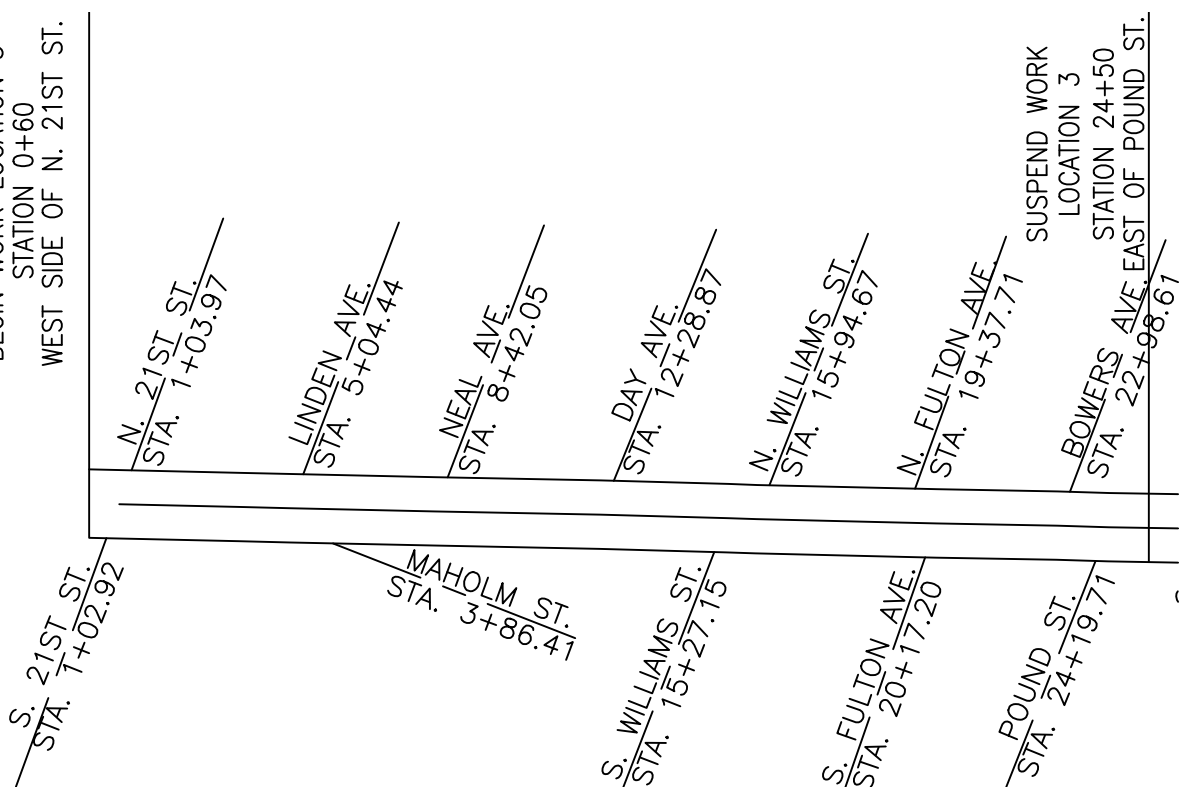
DESIGNED RF	DRAWN 4/9/26
CHECKED NS	REVISED ---

PAVEMENT MARKING PLAN - LOCATION 2
STA. 77+00 TO 87+00

PID 118862

22 44 PID 118862	PAVEMENT MARKING PLAN – LOCATION 2 SUB-SUMMARY	DESIGNED	DRAWN
		RF	4/9/26
		CHECKED	REVISED
		NS	---

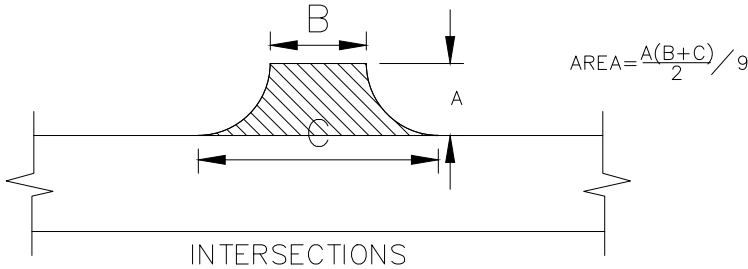
BEGIN WORK LOCATION 3
STATION 0+60
WEST SIDE OF N. 21ST ST.



LOCATION	COUNTY	ROUTE	STREET NAME	BEGIN LOG POINT STATION	END LOG POINT STATION	LENGTH		PAVEMENT WIDTH FT.	TYPICAL	PAVEMENT AREA	254	407	407	441		441		875
						PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY				NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE		
																	MILES	FT.
3	LIC	MR 945	W. MAIN ST.	0+60	1+03	0.01	43	40.5	1	193.5	193.5	15.5	9.7	1.75	9.4	1.25	6.7	25.8
3	LIC	MR 945	W. MAIN ST.	1+03	15+27	0.27	1,424	37.5	1	5,933.3	5,933.3	474.7	296.7	1.75	288.4	1.25	206.0	569.6
3	LIC	MR 945	W. MAIN ST.	15+27	24+50	0.17	923	38.5	1	3,948.4	3,948.4	315.9	197.4	1.75	191.9	1.25	137.1	369.2

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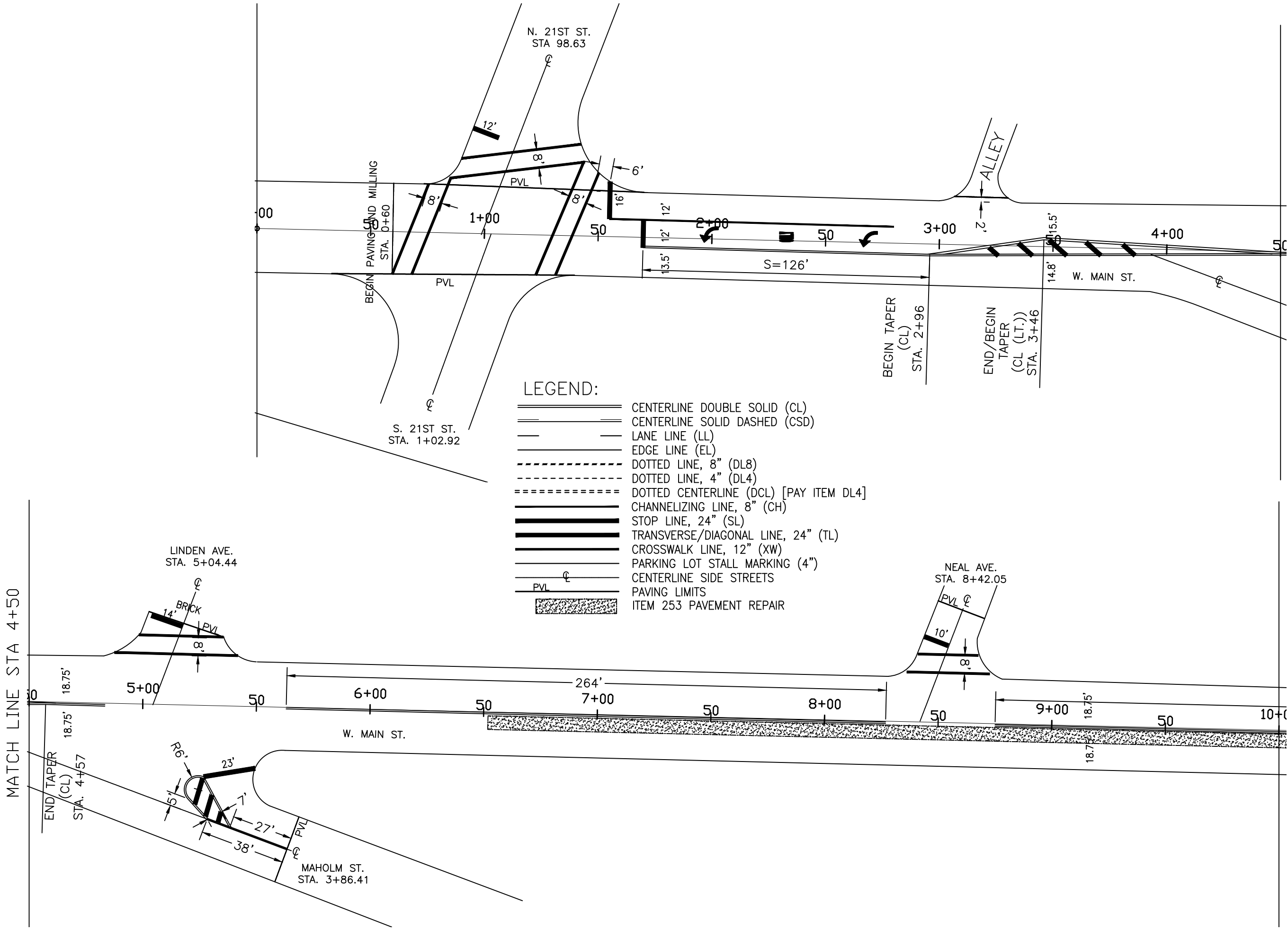
LOCATION	COUNTY	ROUTE	STREET NAME	DESCRIPTION	SIDE	INTERSECTIONS			AREA (*CAD MEASURED)	254	407	407	441		441		875
						DETAIL DIMENSION				PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						A	B	C									
3	LIC	MR 945	W. MAIN ST.	ALLEY	LT	2	24	36	6.2	6.2	0.5	0.3	1.75	0.3	1.25	0.2	12.0
3	LIC	MR 945	W. MAIN ST.	MAHOLM ST.	RT	132	31	170	516.1	516.1	41.3	25.8	1.75	25.1	1.25	17.9	40.2
3	LIC	MR 945	W. MAIN ST.	LINDEN AVE.	LT	16	35	67	73.9	73.9	5.9	3.7	1.75	3.6	1.25	2.6	20.4
3	LIC	MR 945	W. MAIN ST.	NEAL AVE	LT	32	22	50	92.1	92.1	7.4	4.6	1.75	4.5	1.25	3.2	14.4
3	LIC	MR 945	W. MAIN ST.	N. FULTON AVE.	LT	31	24	57	95.8	95.8	7.7	4.8	1.75	4.7	1.25	3.3	16.2
3	LIC	MR 945	W. MAIN ST.	S. FULTON AVE.	RT	14	15	35	33.0	33.0	2.6	1.7	1.75	1.6	1.25	1.1	10.0
3	LIC	MR 945	W. MAIN ST.	BOWERS AVE.	LT	31	23	49	85.1	85.1	6.8	4.3	1.75	4.1	1.25	3.0	14.4
3	LIC	MR 945	W. MAIN ST.	POUND ST.	RT	18	20	52	55.6	55.6	4.4	2.8	1.75	2.7	1.25	1.9	14.4
TOTALS CARRIED TO LOCATION 3 PAVEMENT DATA										957.8	76.6	48.0		46.6		33.2	142.0



EXTRA AREA DATA
LOCATION 3

PID 118862

DESIGNED RF	DRAWN 4/9/26
CHECKED NS	REVISED ---

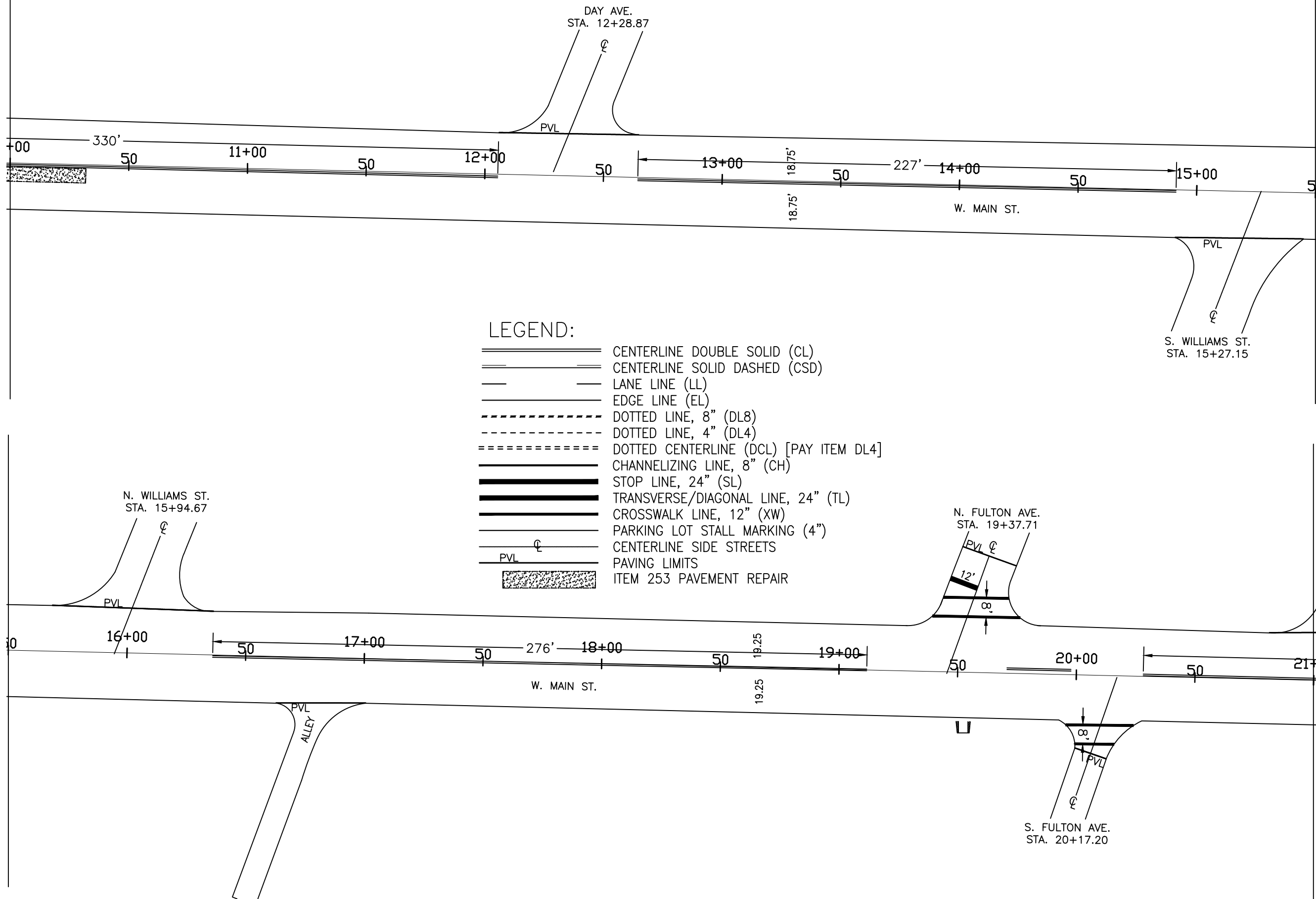


MATCH LINE STA 4+50

MATCH LINE STA 10+00

MATCH LINE STA 10+00

MATCH LINE STA 15+50



MATCH LINE STA 15+50

MATCH LINE STA 21+00

26

44

PID 118862

PAVEMENT MARKING PLAN – LOCATION 3

STA. 10+00 TO 21+00

DESIGNED
RF
4/9/26

CHECKED
NS

DRAWN
4/9/26

REVISED

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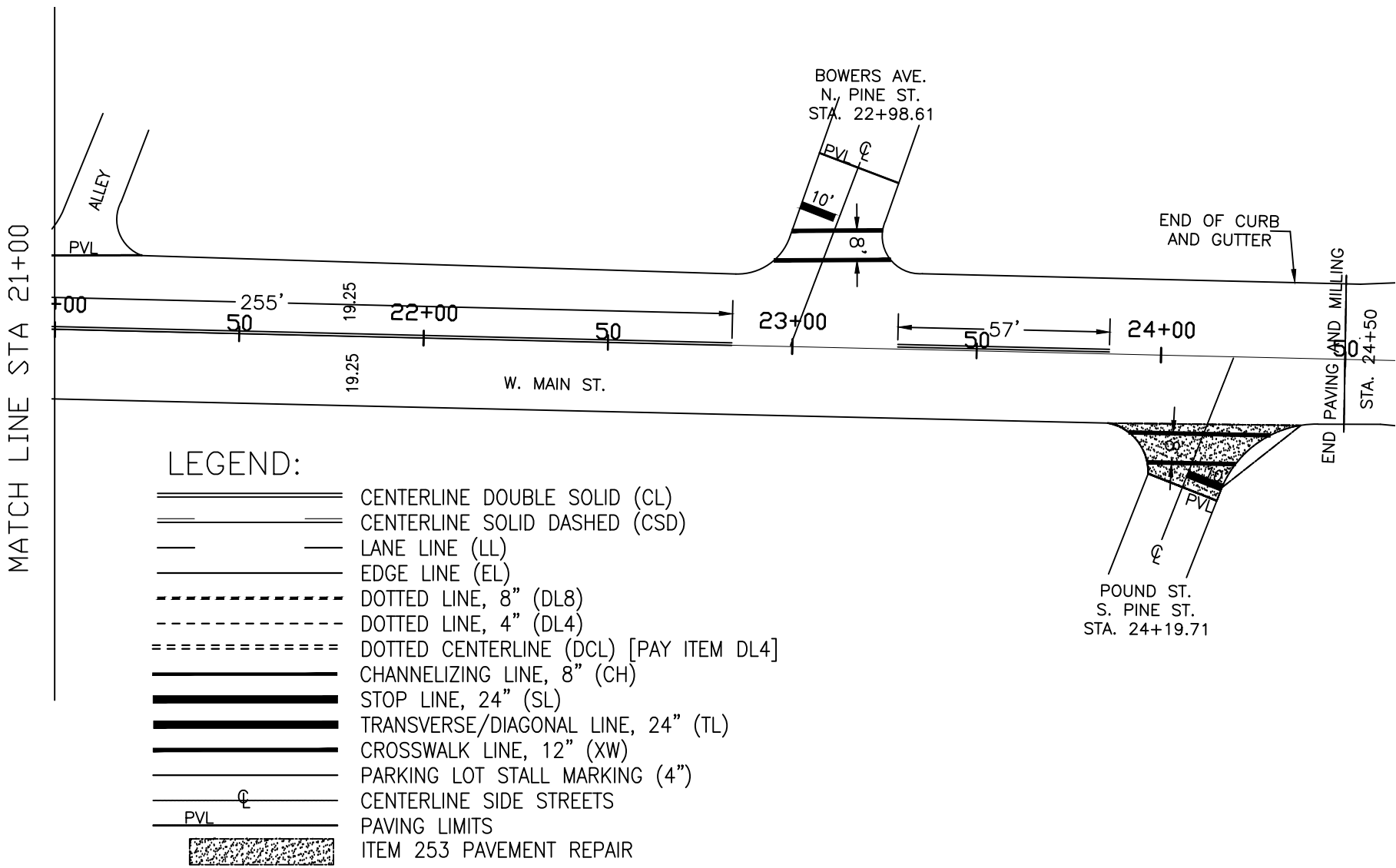
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HORIZONTAL

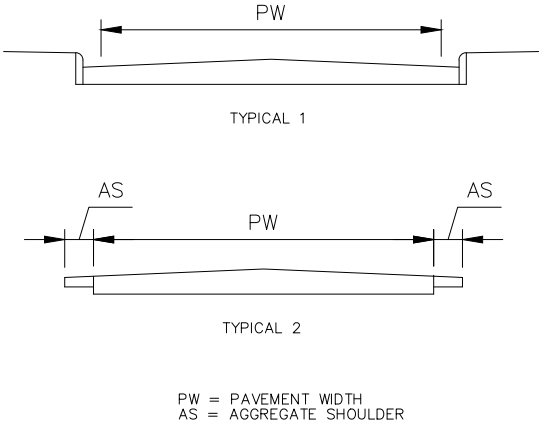
SCALE IN FEET



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LOCATION		STREET NAME	BEGIN	END	LENGTH		EDGE LINLE		LANE LINE		CENTER LINE (DOUBLE SOLID)		CENTER LINE (SOLID & DASHED)		CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE (24")	CROSSWALK LINE, 12"	CROSSWALK LINE, TYPE B125 (647), APP	TRANSVERSE/DIAGONAL LINE (WHITE-24")	TRANSVERSE/DIAGONAL LINE (YELLOW, 24")	TRANSVERSE/DIAGONAL LINE	RAILROAD SYMBOL	SCHOOL MARKING SYMBOL, 96"	PARKING LOT STALL MARKING (4")
					FT	MI	FT	MI	FT	MI	FT	MI	FT	MI	MI	FT	FT	FT	FT	FT	FT	FT	EA	EA	FT
3		W MAIN ST	0+60	24+50	2,390	0.45	0	0.00	0	0.00	2,390	0.45	0	0.00	0.45	—	—	—	0	0	0	0	0	0	0
		N. 21ST ST. / S. 21ST ST.					0	0.00	---	---	0	0.00	---	---	0.00	125	40	305	0	0	40	40	0	0	0
		LINDEN AVE.					0	0.00	---	---	0	0.00	---	---	0.00	0	14	91	0	0	0	0	0	0	0
		MAHOLM ST.					0	0.00	--	---	92	0.02	--	---	0.02	0	23	0	0	0	27	27	0	0	0
		NEAL AVE.					0	0.00	--	---	0	0.00	--	---	0.00	0	10	63	0	0	0	0	0	0	0
		DAY AVE.					0	0.00	---	---	0	0.00	---	---	0.00	0	0	0	0	0	0	0	0	0	0
		S. WILLIAMS ST.					0	0.00	---	---	0	0.00	---	---	0.00	0	0	0	0	0	0	0	0	0	0
		N. WILLIAMS ST.					0	0.00	---	---	0	0.00	---	---	0.00	0	0	0	0	0	0	0	0	0	0
		N. FULTON AVE.					0	0.00	---	---	0	0.00	---	---	0.00	0	12	65	0	0	0	0	0	0	0
		S. FULTON AVE.					0	0.00	---	---	0	0.00	---	---	0.00	0	0	45	0	0	0	0	0	0	0
		BOWERS AVE.					0	0.00	---	---	0	0.00	---	---	0.00	0	10	56	0	0	0	0	0	0	0
		POUND ST.					0	0.00	--	---	0	0.00	--	---	0.00	0	10	63	0	0	0	0	0	0	0
		TOTALS			2,390	0.45	0	0.00	0	0.00	2,482	0	0	0	0.47	125	119	688	0	0	67	67	0	0	0

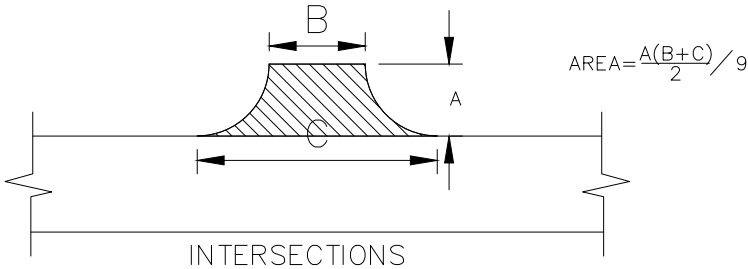
LOCATION	STREET NAME	BEGIN	END	LENGTH		TWO-WAY LEFT TURN ARROW	LANE ARROW (LT)	LANE ARROW (RT)	LANE ARROW (TH)	LANE ARROW (COMBO)	LANE ARROW	WORD ON PAVEMENT, 96"	DOTTED LINE, 4" (WHITE)	DOTTED LINE, 4" (YELLOW)	DOTTED LINE, 4"	DOTTED LINE, 8"	HANDICAP SYMBOL MARKING (96")	BIKE LANE SYMBOL MARKING (120")	SHARED LANE MARKING (120")	GREEN COLORED PVMIT FOR BIKE LANES	YIELD LINE	WORK ZONE LANE LINE (614)	WORK ZONE CENTER LINE (614)	WORK ZONE EDGE LINE (614)	WORK ZONE CHANNELIZING LINE (614)	WORK ZONE STOP LINE (614)
3	W MAIN ST	0+60	24+50	2,390	0.45	0	--	--	--	--	--	0	0	0	0	0	0	0	0	0	0	--	--	--	--	--
	N. 21ST ST. / S. 21ST ST.					—	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	LINDEN AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	MAHOLM ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	NEAL AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	DAY AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	S. WILLIAMS ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	N. WILLIAMS ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	N. FULTON AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	S. FULTON AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	BOWERS AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	POUND ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
											0				0							—	—	—	—	—
		TOTALS			2,390	0.45	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0.00	0.94	0.00	250	238

[illegible]

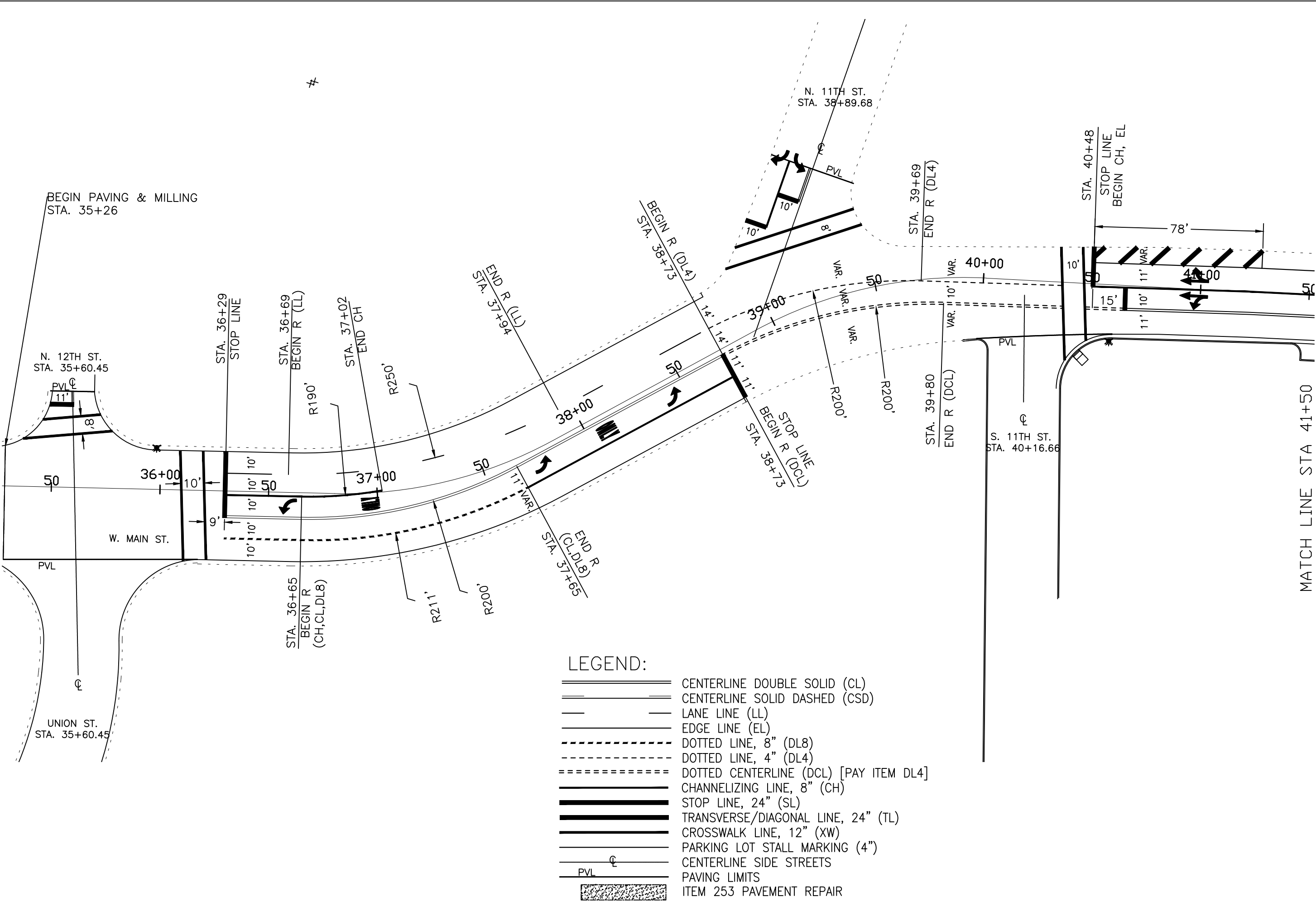
29 44	PID 118862	PAVEMENT DATA LOCATION 4	DESIGNED	DRAWN	
			RF	4/9/26	
			CHECKED	REVISED	
			NS	---	

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LOCATION	COUNTY	ROUTE	STREET NAME	DESCRIPTION	SIDE	INTERSECTIONS			AREA (*CAD MEASURED)	254	407	407	441		441		875
						DETAIL DIMENSION				PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						A	B	C									
						FT.	FT.	FT.	SQ. YD.	SQ. YD.	GAL.	GAL.	IN.	CU. YD.	IN.	CU. YD.	LB
4	LIC	MR 945	W. MAIN ST.	N. 12TH ST.	LT	26	20	77	93.2	93.2	7.5	4.7	1.75	4.5	1.25	3.2	19.4
4	LIC	MR 945	W. MAIN ST.	N. 11TH ST.	LT	47	40	99	257.6	257.6	20.6	12.9	1.75	12.5	1.25	8.9	27.8
4	LIC	MR 945	W. MAIN ST.	N. 8TH ST.	LT	24	22	50	70.8	70.8	5.7	3.5	1.75	3.4	1.25	2.5	14.4
4	LIC	MR 945	W. MAIN ST.	N. 7TH ST.	LT	18	20	44	49.4	49.4	4.0	2.5	1.75	2.4	1.25	1.7	12.8
4	LIC	MR 945	W. MAIN ST.	N. 5TH ST.	LT	40	40	66	176.4	176.4	14.1	8.8	1.75	8.6	1.25	6.1	21.2
4	LIC	MR 945	W. MAIN ST.	S. 5TH ST.	RT	26	26	80	138.8	138.8	11.1	6.9	1.75	6.7	1.25	4.8	21.2
TOTALS CARRIED TO LOCATION 4 PAVEMENT DATA										786.2	63.0	39.3		38.1		27.2	116.8



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LEGEND:

- CENTERLINE DOUBLE SOLID (CL)
- CENTERLINE SOLID DASHED (CSD)
- LANE LINE (LL)
- EDGE LINE (EL)
- DOTTED LINE, 8" (DL8)
- DOTTED LINE, 4" (DL4)
- DOTTED CENTERLINE (DCL) [PAY ITEM DL4]
- CHANNELIZING LINE, 8" (CH)
- STOP LINE, 24" (SL)
- TRANSVERSE/DIAGONAL LINE, 24" (TL)
- CROSSWALK LINE, 12" (XW)
- PARKING LOT STALL MARKING (4")
- CENTERLINE SIDE STREETS
- PAVING LIMITS
- ITEM 253 PAVEMENT REPAIR

MATCH LINE STA 41+50

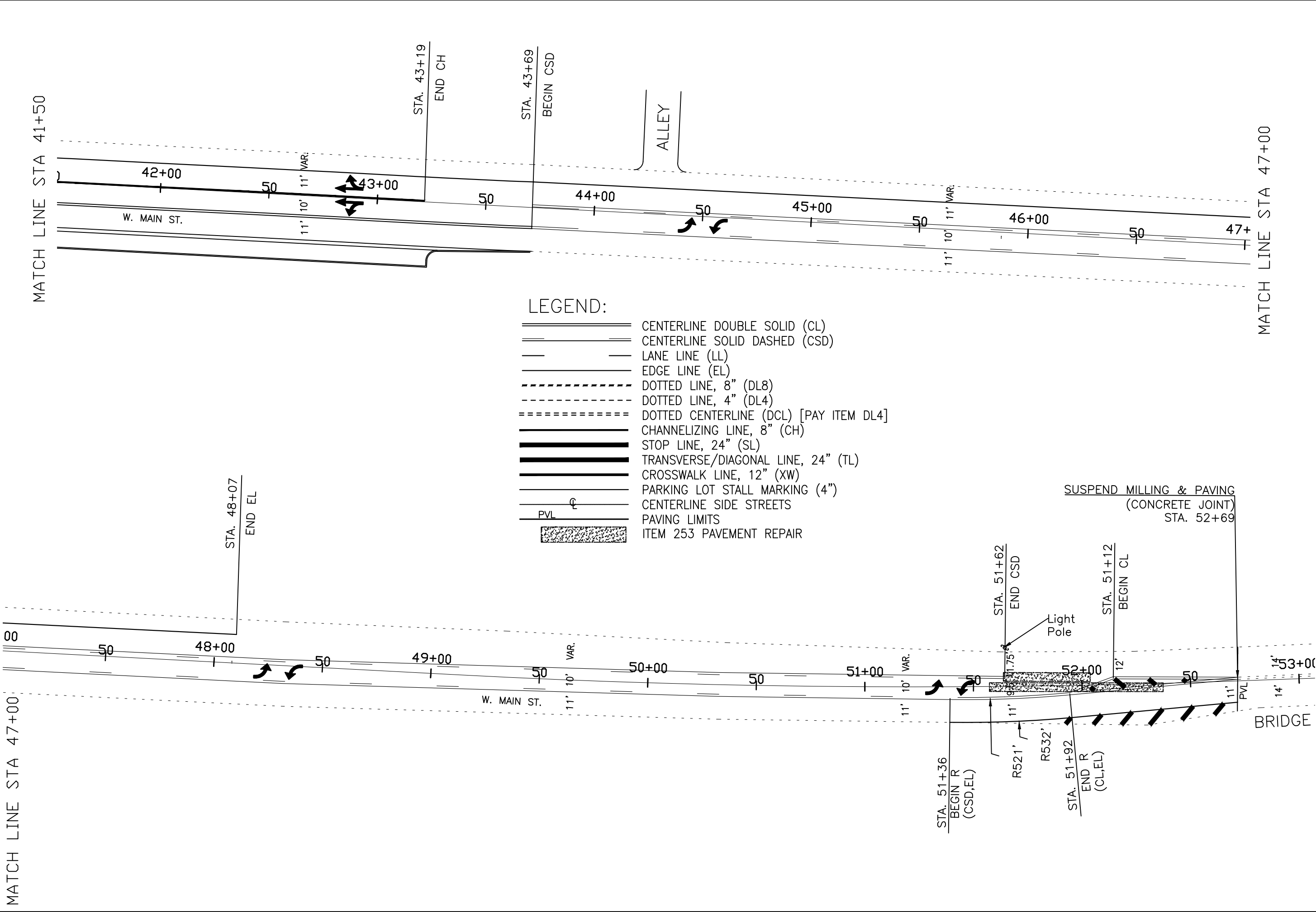
PAVEMENT MARKING PLAN – LOCATION 4
STA. 32+26 TO 41+50

PID 118862

31
44

DESIGNED RF	CHECKED NS	DRAWN 4/9/26	REVISED ---
		HORIZONTAL SCALE IN FEET	

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MATCH LINE STA 59+50

N. 7TH ST.
STA. 59+58.83

RESUME MILLING & PAVING
STA. 54+11
(CONCRETE JOINT)

LEGEND:

- CENTERLINE DOUBLE SOLID (CL)
- CENTERLINE SOLID DASHED (CSD)
- LANE LINE (LL)
- EDGE LINE (EL)
- DOTTED LINE, 8" (DL8)
- DOTTED LINE, 4" (DL4)
- DOTTED CENTERLINE (DCL) [PAY ITEM DL4]
- CHANNELIZING LINE, 8" (CH)
- STOP LINE, 24" (SL)
- TRANSVERSE/DIAGONAL LINE, 24" (TL)
- CROSSWALK LINE, 12" (XW)
- PARKING LOT STALL MARKING (4")
- CENTERLINE SIDE STREETS
- PAVING LIMITS
- ITEM 253 PAVEMENT REPAIR

W. MAIN ST.

12.5'

N. 6TH ST.
STA. 63+83.68

S. 6TH ST.
STA. 63+75.79

W. MAIN ST.

MATCH LINE STA 65+50

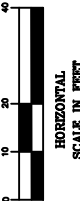
MATCH LINE STA 59+50

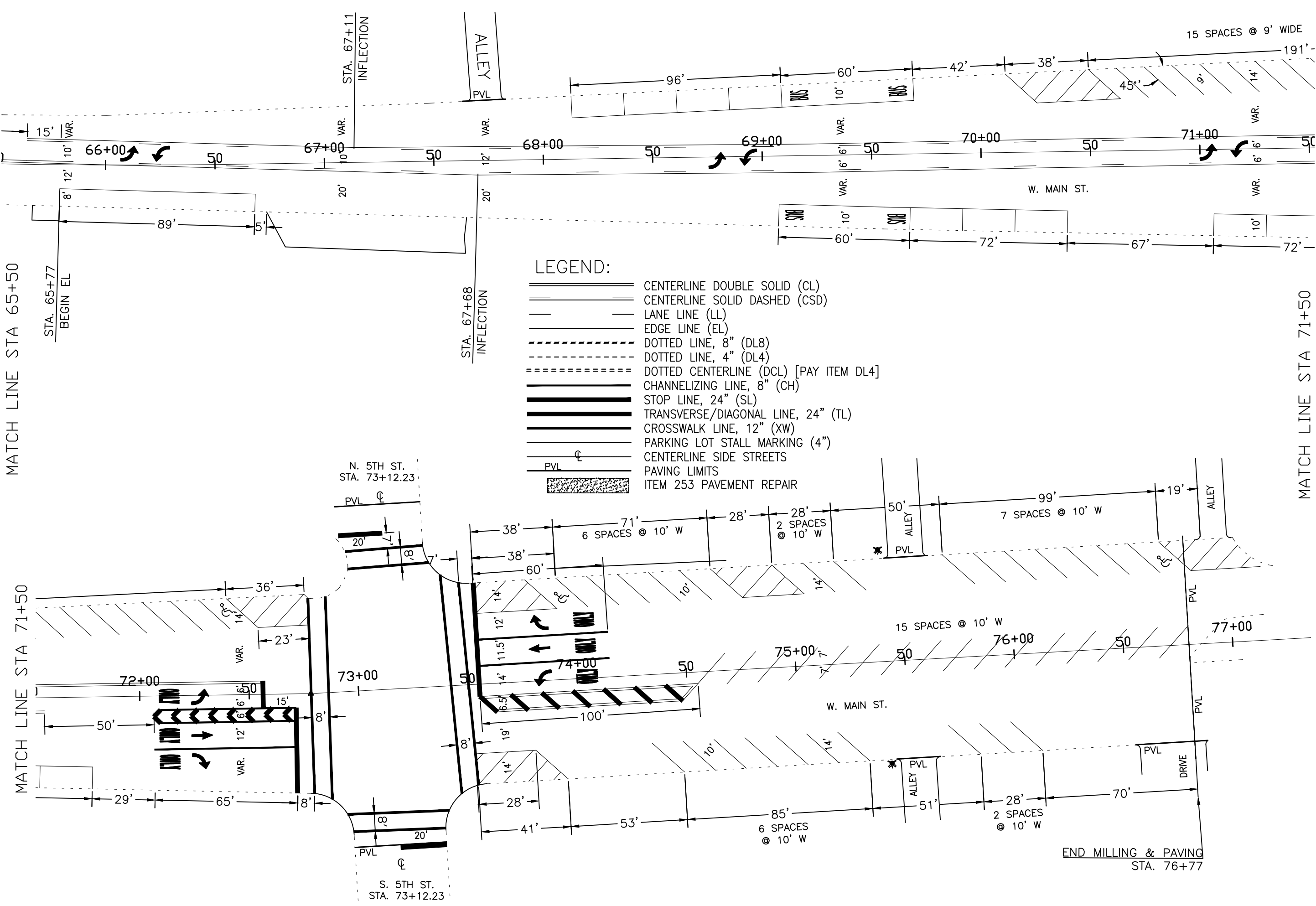
PID 118862

PAVEMENT MARKING PLAN - LOCATION 4
STA. 54+11 TO 65+50

33
44

DESIGNED	RF	CHECKED	NS
DRAWN	4/9/26	REVISED	---







HORIZONTAL
SCALE IN FEET

DESIGNED	RF	CHECKED	NS
DRAWN	4/9/26	REVISID	---

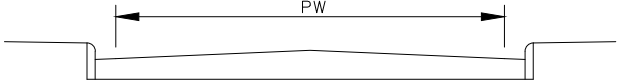
PID 118862

PAVEMENT MARKING PLAN – LOCATION 4
STA. 65+50 TO 76+77

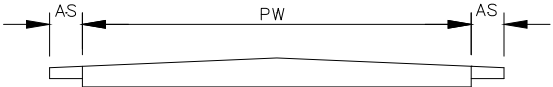
34

44

PW = PAVEMENT WIDTH
AS = AGGREGATE SHOULDER



TYPICAL 1



TYPICAL 2

DESIGNED	DRAWN
RF	4/9/26
CHECKED	REVISED
NS	---

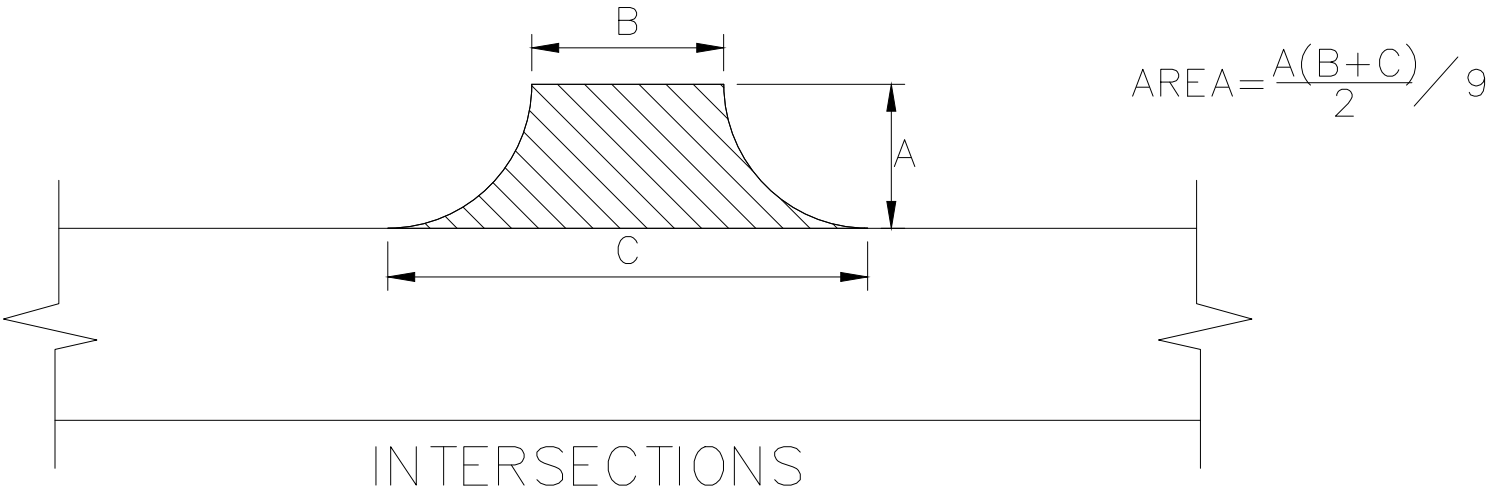
PAVEMENT DATA
LOCATION 5

PID 118862

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44

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LOCATION	COUNTY	ROUTE	STREET NAME	DESCRIPTION	SIDE	INTERSECTIONS			AREA	254	407	407	441		441		875
						DETAIL DIMENSION				PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES, AS PER PLAN	NON-TRACKING TACK COAT @ 0.08 GAL/SY	NON-TRACKING TACK COAT @ 0.05 GAL/SY	THICKNESS	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (449), AS PER PLAN, PG64-22	THICKNESS	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22	LONGITUDINAL JOINT ADHESIVE
						A	B	C									
5	LIC	CR 585	E. MAIN ST.	NORTH AVE.	LT	24	26	35	71.0	71.0	5.7	3.6	1.75	3.5	1.25	2.5	12.2
5	LIC	CR 585	E. MAIN ST.	N. BUENA VISTA ST.	LT	25	36	50	115.3	115.3	9.2	5.8	1.75	5.6	1.25	4.0	17.2
5	LIC	CR 585	E. MAIN ST.	VINE ST.	LT	25	22	26	70.1	70.1	5.6	3.5	1.75	3.4	1.25	2.4	9.6
5	LIC	CR 585	E. MAIN ST.	WEBB ST.	RT	25	30	39	88.1	88.1	7.0	4.4	1.75	4.3	1.25	3.1	13.8
5	LIC	CR 585	E. MAIN ST.	MERRIDY WAY	LT	21	28	45	69.6	69.6	5.6	3.5	1.75	3.4	1.25	2.4	14.6
5	LIC	CR 585	E. MAIN ST.	MILL ST.	RT	21	27	42	67.2	67.2	5.4	3.4	1.75	3.3	1.25	2.3	13.8
5	LIC	CR 585	E. MAIN ST.	WING ST.	LT	21	30	39	71.2	71.2	5.7	3.6	1.75	3.5	1.25	2.5	13.8
5	LIC	CR 585	E. MAIN ST.	ALLEY	LT	12	12	19	17.4	17.4	1.4	0.9	1.75	0.8	1.25	0.6	6.2
5	LIC	CR 585	E. MAIN ST.	MADISON AVE.	LT	21	30	50	76.0	76.0	6.1	3.8	1.75	3.7	1.25	2.6	16.0
TOTALS CARRIED TO LOCATION 5 PAVEMENT DATA										645.9	51.7	32.5		31.5		22.4	117.2

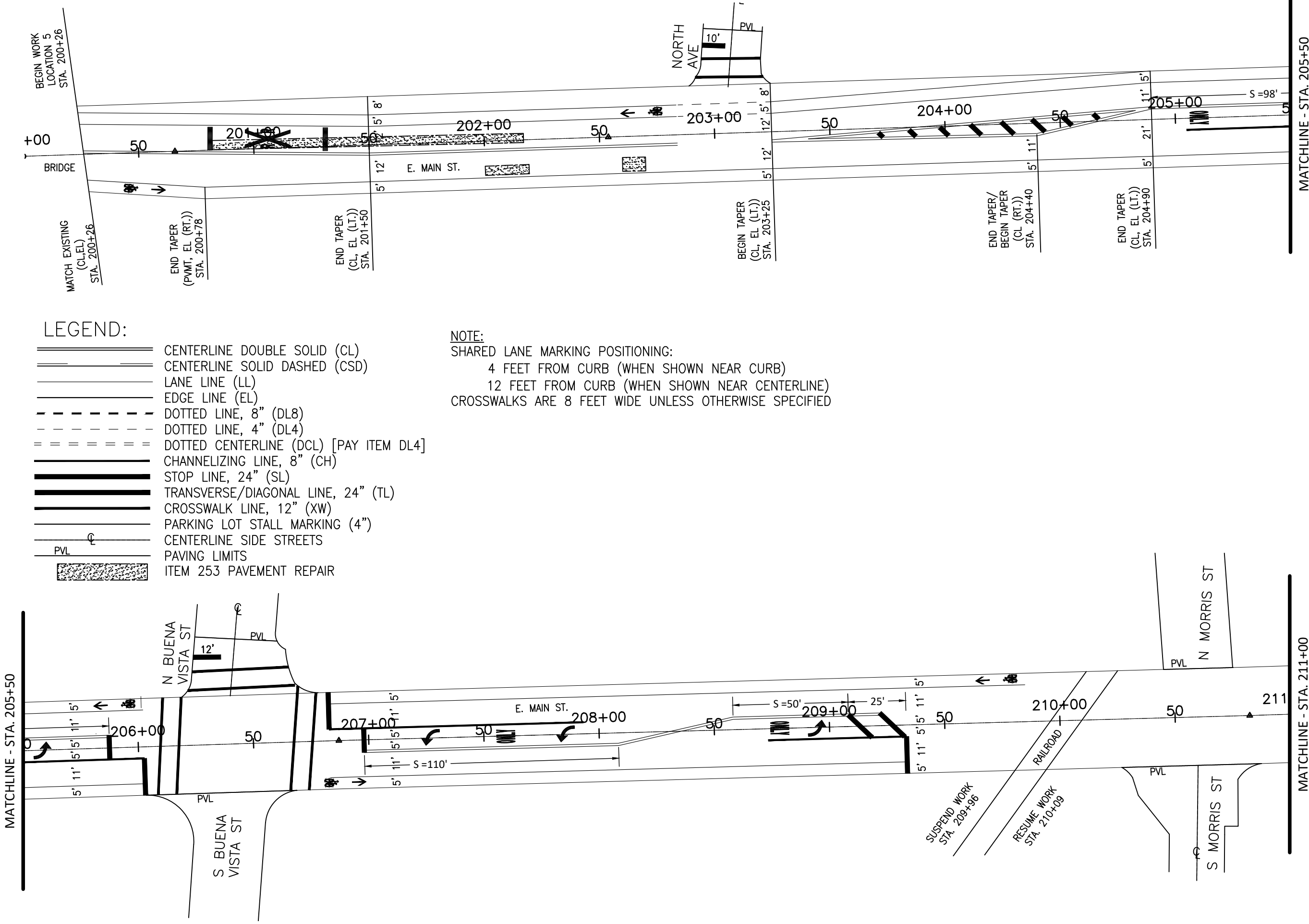


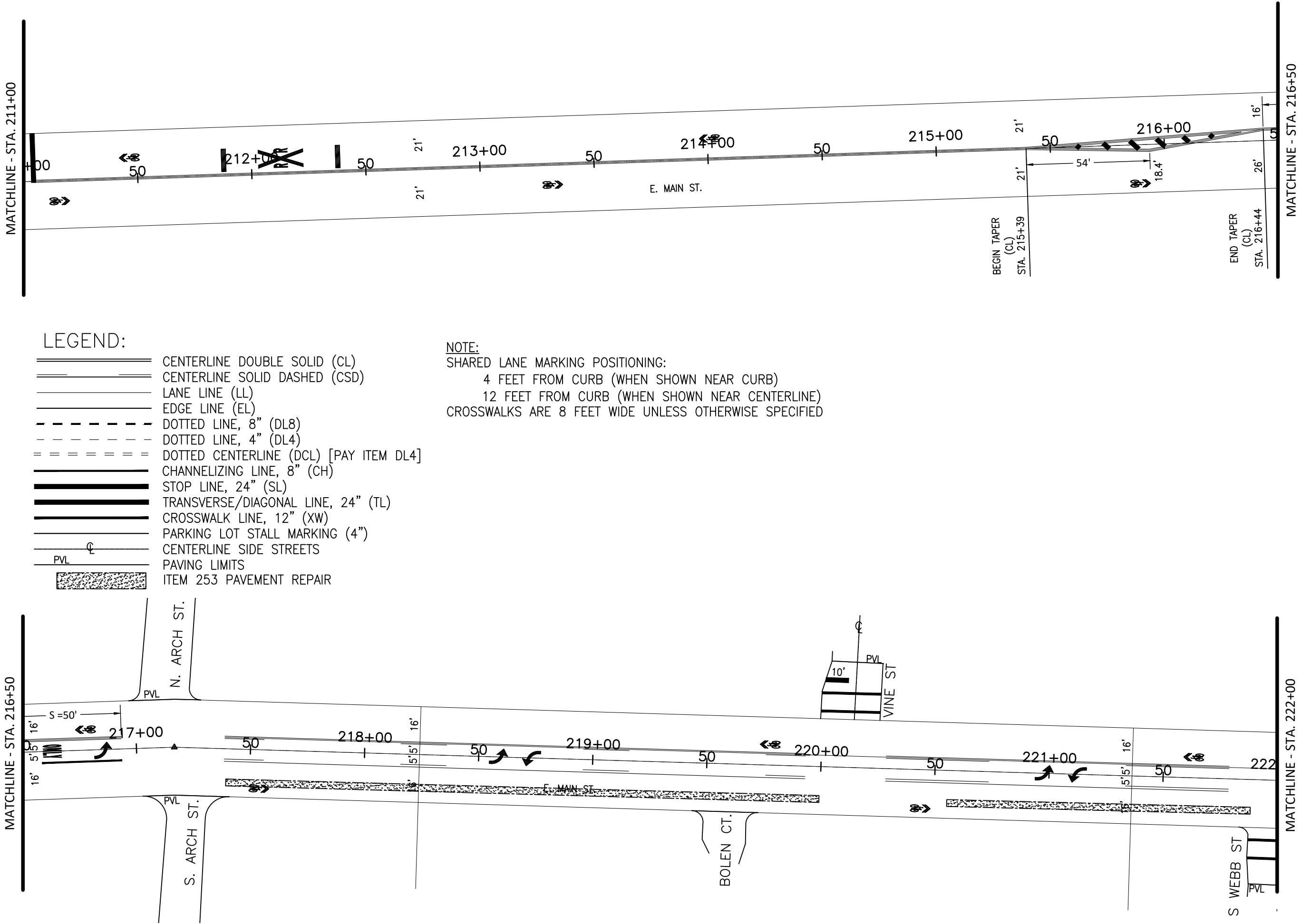
EXTRA AREA DATA
LOCATION 5

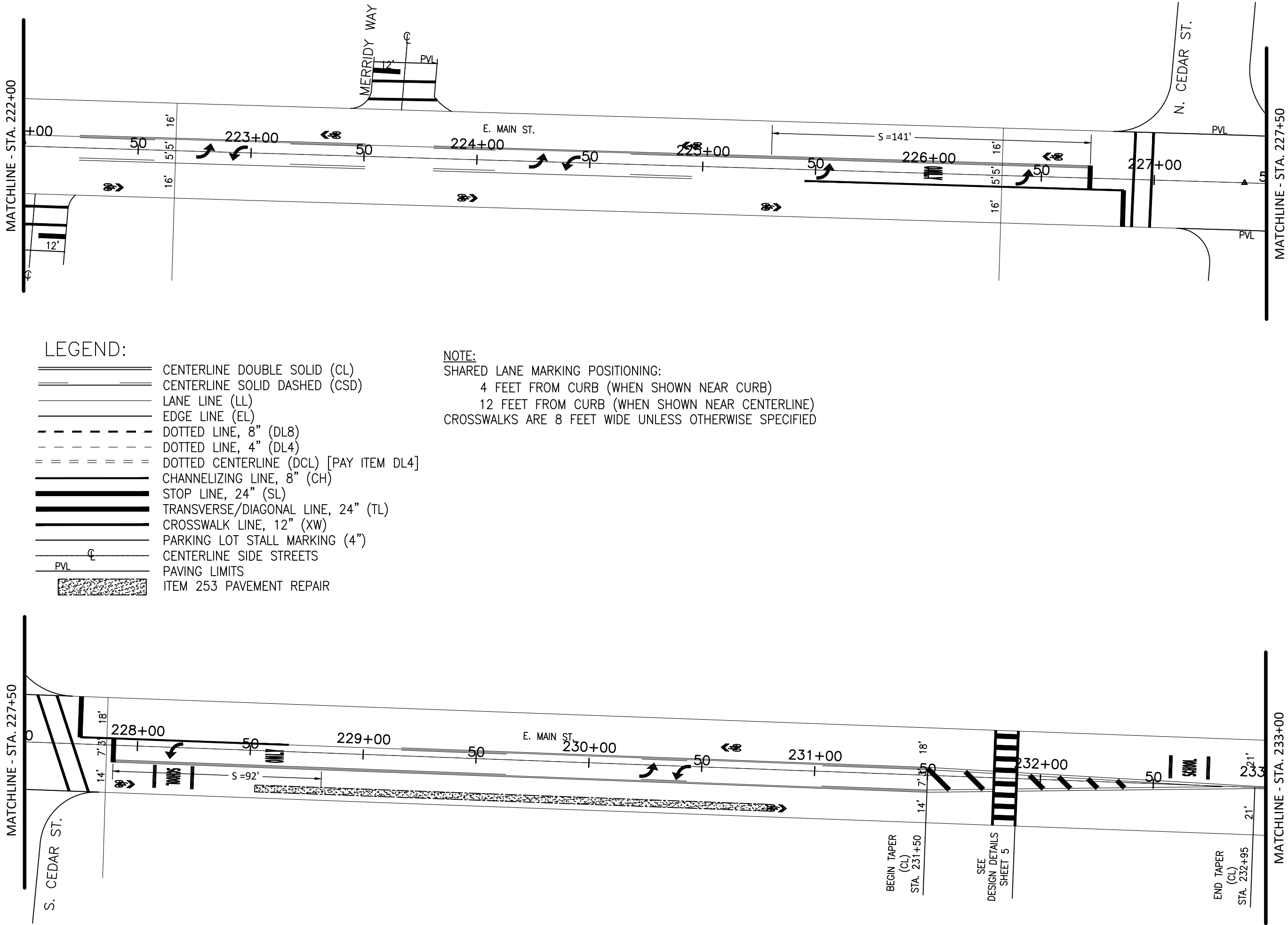
PID 118862

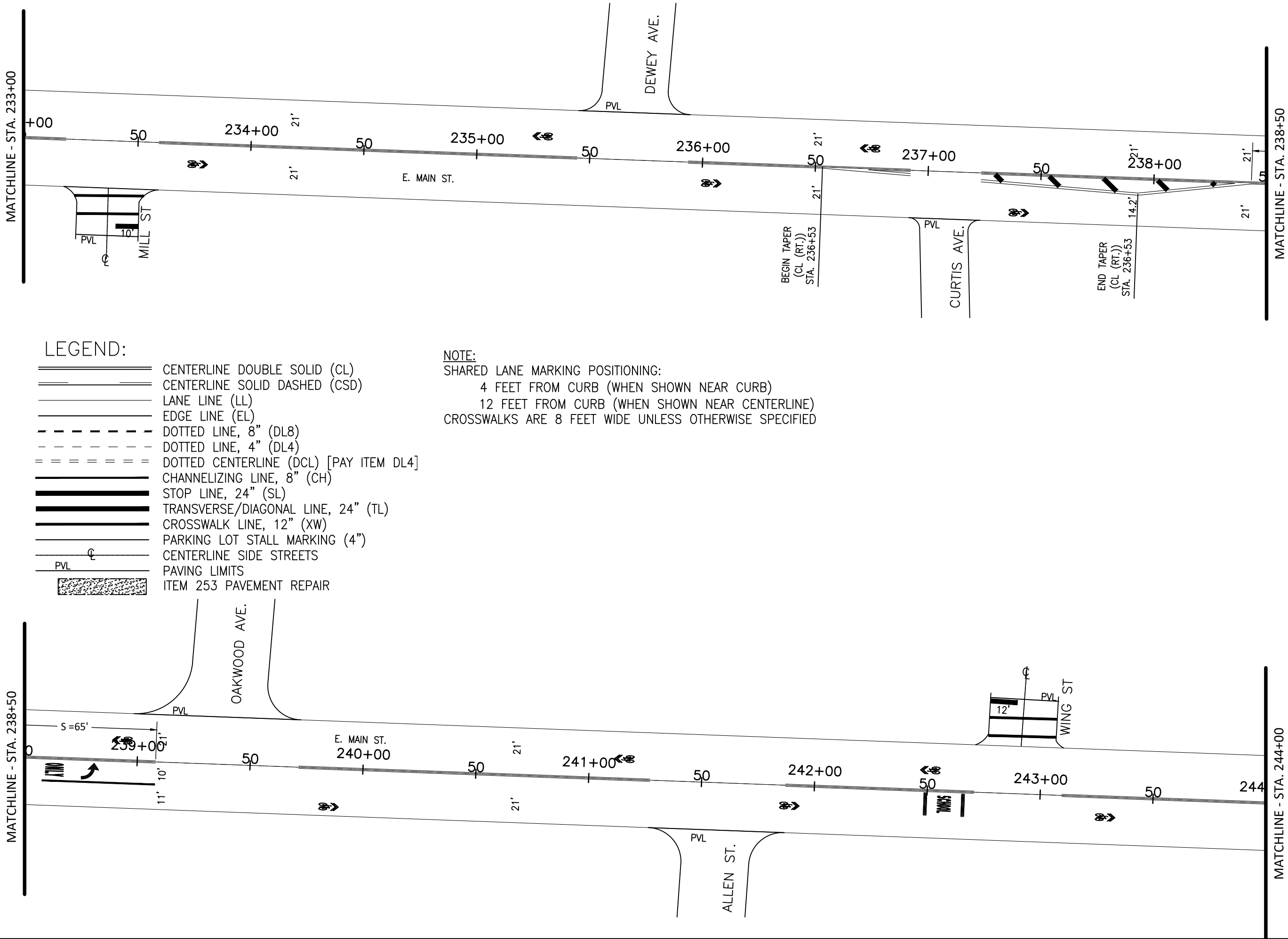
DESIGNED	RF	DRAWN	4/9/26
CHECKED	NS	REVIEWED	---

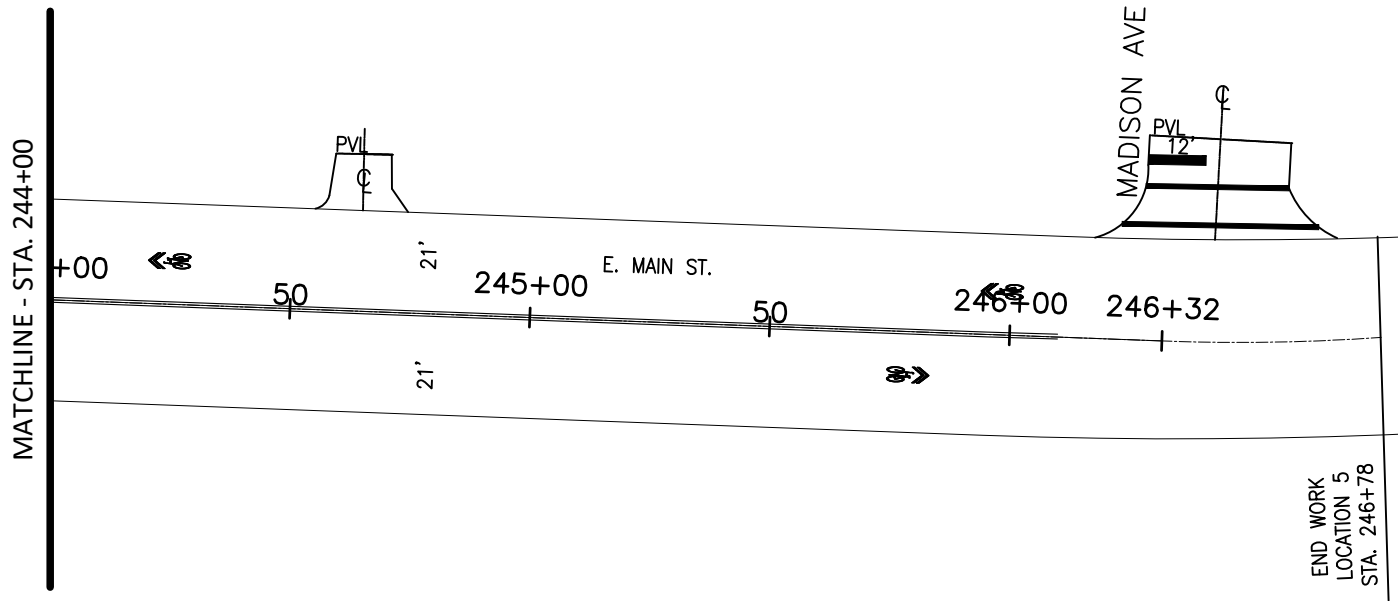
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LEGEND:

- CENTERLINE DOUBLE SOLID (CL)
- CENTERLINE SOLID DASHED (CSD)
- LANE LINE (LL)
- EDGE LINE (EL)
- DOTTED LINE, 8" (DL8)
- DOTTED LINE, 4" (DL4)
- DOTTED CENTERLINE (DCL) [PAY ITEM DL4]
- CHANNELIZING LINE, 8" (CH)
- STOP LINE, 24" (SL)
- TRANSVERSE/DIAGONAL LINE, 24" (TL)
- CROSSWALK LINE, 12" (XW)
- PARKING LOT STALL MARKING (4")
- CENTERLINE SIDE STREETS
- PAVING LIMITS
- ITEM 253 PAVEMENT REPAIR

NOTE:
SHARED LANE MARKING POSITIONING:
4 FEET FROM CURB (WHEN SHOWN NEAR CURB)
12 FEET FROM CURB (WHEN SHOWN NEAR CENTERLINE)
CROSSWALKS ARE 8 FEET WIDE UNLESS OTHERWISE SPECIFIED

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LOCATION	STREET NAME	BEGIN	END	LENGTH		EDGE LINLE		LANE LINE		CENTER LINE (DOUBLE SOLID)		CENTER LINE (SOLID & DASHED)		CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE (24")	CROSSWALK LINE, 12"	CROSSWALK LINE, TYPE B125 (647), APP	TRANSVERSE/DIAGONAL LINE (WHITE-24")	TRANSVERSE/DIAGONAL LINE (YELLOW, 24")	TRANSVERSE/DIAGONAL LINE	RAILROAD SYMBOL	SCHOOL MARKING SYMBOL, 96"	PARKING LOT STALL MARKING (4")
				FT	MI	FT	MI	FT	MI	FT	MI	FT	MI	MI	FT	FT	FT	FT	FT	FT	FT	EA	EA	FT
5	E MAIN ST	200+26	246+78	4,652	0.88	2,089	0.40	0	0.00	3,677	0.70	1,978	0.37	1.07	—	—	84	80	0	139	139	3	3	0
	NORTH AVE.									0	0.00	---	---	0.00	0	10	55	0	0	0	0	0	0	0
	N. BEUNA VISTA ST.									0	0.00	---	---	0.00	208	65	259	0	0	0	0	0	0	0
	RAILROAD TRACKS									0	0.00	---	---	0.00	60	37	0	0	0	0	0	0	0	0
	ARCH ST.									0	0.00	---	---	0.00	35	0	0	0	0	0	0	0	0	0
	VINE ST.									0	0.00	---	---	0.00	0	10	52	0	0	0	0	0	0	0
	S. WEBB ST.									0	0.00	---	---	0.00	0	12	64	0	0	0	0	0	0	0
	MERRIDY WAY									0	0.00	---	---	0.00	0	12	58	0	0	0	0	0	0	0
	N. CEDAR ST. / S. CEDAR ST.									0	0.00	---	---	0.00	233	55	174	0	0	0	0	0	0	0
	MILL ST.									0	0.00	---	---	0.00	0	10	58	0	0	0	0	0	0	0
	OAKWOOD AVE.									0	0.00	---	---	0.00	50	0	0	0	0	0	0	0	0	0
	WING ST.									0	0.00	---	---	0.00	0	12	60	0	0	0	0	0	0	0
	MADISON AVE.									0	0.00	---	---	0.00	0	12	71	0	0	0	0	0	0	0
		TOTALS		4,652	0.88	2,089	0.40	0	0.00	3,677	1	1,978	0	1.07	586	235	935	80	0	139	139	3	3	0

LOCATION	STREET NAME	BEGIN	END	LENGTH		TWO-WAY LEFT TURN ARROW	LANE ARROW (LT)	LANE ARROW (RT)	LANE ARROW (TH)	LANE ARROW (COMBO)	LANE ARROW	WORD ON PAVEMENT, 96"	DOTTED LINE, 4" (WHITE)	DOTTED LINE, 4" (YELLOW)	DOTTED LINE, 4"	DOTTED LINE, 8"	HANDICAP SYMBOL MARKING (96")	BIKE LANE SYMBOL MARKING (120")	SHARED LANE MARKING (120")	GREEN COLORED PVMIT FOR BIKE LANES	YIELD LINE	WORK ZONE LANE LINE (614)	WORK ZONE CENTER LINE (614)	WORK ZONE EDGE LINE (614)	WORK ZONE CHANNELIZING LINE (614)	WORK ZONE STOP LINE (614)
				FT	MI	EA	EA	EA	EA	EA	EA	EA	FT	FT	FT	FT	EA	EA	EA	SF	FT	MI	MI	MI	FT	FT
5	E MAIN ST	200+26	246+78	4,652	0.88	5	--	--	--	--	--	0	0	0	0	0	0	5	33	0	0	--	--	--	--	--
	NORTH AVE.					—	0	0	0	0	0	0	80	0	80	0	0	0	0	0	0	—	—	—	—	—
	N. BEUNA VISTA ST.					—	3	0	0	0	3	2	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	RAILROAD TRACKS					—	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	ARCH ST.					—	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	VINE ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	S. WEBB ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	MERRIDY WAY					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	N. CEDAR ST. / S. CEDAR ST.					—	3	0	0	0	3	2	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	MILL ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	OAKWOOD AVE.					—	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	WING ST.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
	MADISON AVE.					—	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	—	—	—	—	—
		TOTALS		4,652	0.88	5	9	0	0	0	9	7	80	0	80	0	0	5	33	0	0	0.00	2.14	0.80	1,172	470

DESIGNED RF CHECKED NS	DRAWN 4/9/26 REVISED ---	PAVEMENT MARKING PLAN – LOCATION 5 SUB–SUMMARY	PID 118862	43 44

