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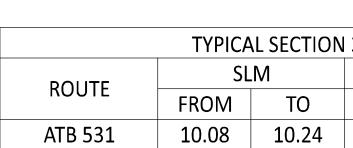
11/3/2023

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TYPICAL SECTION 1										
ROUTE	SL	.M	LENGTH	PW (AVG)						
ROUTE	FROM	TO	(MILES)	(FT)						
ATB 84	11.99	12.47	0.48	32						
ATB 84	12.47	12.87	0.40	36						
ATB 84	12.87	12.99	0.12	35						
ATB 84	12.99	13.04	0.05	42						
ATB 84	13.04	13.30	0.26	45						
ATB 84	13.30	13.42	0.12	50						
ATB 531	7.52	8.43	0.91	36						
ATB 531	8.43	8.73	0.30	42						
ATB 531	8.73	9.07	0.34	36						
ATB 531	9.07	9.16	0.09	41						
ATB 531	9.22	9.42	0.20	29						
ATB 531	9.47	9.89	0.42	27						

TYPICAL SECTION 2										
DOUTE	SL	M	LENGTH	PW (AVG)						
ROUTE	FROM	TO	(MILES)	(FEET)						
ATB 531	9.89	9.95	0.06	46						
ATB 531	9.95	10.08	0.13	64						



(A) EXISTING ASPHALT SURFACE (T=VARIES)

BRICK/CONCRETE (ASPHALT FROM SLM 7.81 TO 8.21 ON SR 531)

D EXISTING AGGREGATE BASE (T=6")

3	
LENGTH	PW (AVG)
(MILES)	(FEET)
0.16	46

TYPICAL SECTIONS

ESIGN AGENCY



KMB REVIEWER RMM 09-01-23 PROJECT ID 113041 SHEET TOTAL P.2 16

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.

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.

PROFILE AND ALIGNMENT

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

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	S.L.M.	LANE WIDTH	
SR 84	11.99	12.87	16'	
SR 84	12.87	13.42	12'	
SR 531	7.52	8.43	15'	
SR 531	8.43	8.71	12'	
SR 531	9.14	10.24	12'	
*ALL OTHER	LOCATIONS	S (SLM 8.	71-9.14) ARE	CURBED WITH A CENTERLINE.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 2 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.

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

SEEDING AND MUCHING, FERTILIZER AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY: 209, LINEAR GRADING, 27 STA. 659, SEEDING AND MULCHING, 751 SQ YD 659, COMMERCIAL FERTILIZER, 0.10 TON 659, LIME, 0.16 ACRES 659, WATER, 4.05 M. GAL.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS WILL BE SUPPLIED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. 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.

CURB RAMPS / DETECTABLE WARNINGS

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING. REFER TO THE CURB RAMP SUBSUMMARY AND DETAILS FOR LOCATION, QUANTIITES, AND DIMENSIONS. ADDITIONAL REQUIREMENTS AND SPECIFICATIONS FOR CONSTRUCTION ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1 AND SECTION 608.07 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

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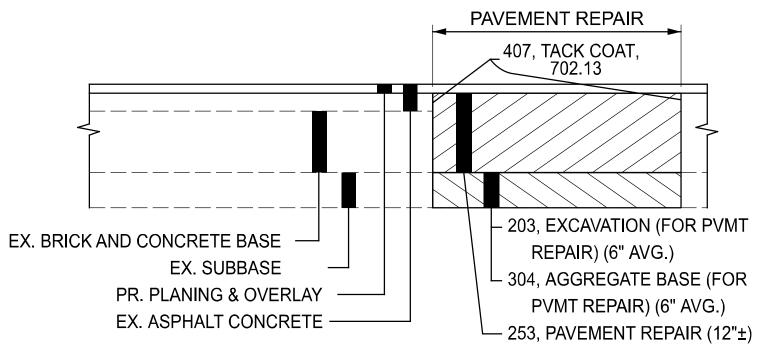
ATB

A QUAN	TITY OF THIS ITEM S	HALL BE PROVIDED FOR US	SE	
-		EER. THE ITEM SHALL CONS		
OF REPA	IRING EXISTING LOC	CATIONS EXHIBITING SURFA	CE	
DETERIO	RATION AND PLACI	NG ITEM 441 ASPHALT CON	ICRETE.	
		RETE SHALL BE COMPACTE		
A TYPE I	PNEUMATIC TIRE R	OLLER AND A STEEL WHEEL		
ROLLER A	AS PER 401.13. IT IS	S NOT THE INTENT TO		
REPAIR E	VERY DETERIORATE	D AREA WITHIN THE PROJ	ECT.	
PAVEME	NT REPAIRS WILL BE	MARKED IN THE FIELD BY	THE	
PROJECT	ENGINEER ACCORE	DING TO CMS 251.02. MINI	MUM	
WIDTH IS	5 2'. UNLESS OTHER	WISE DIRECTED BY THE		
ENGINEE	R, THIS ITEM SHALL	BE PERFORMED AFTER TH	IE	
COMPLE	TION OF MAINLINE	PAVEMENT PLANING AND	PRIOR	
TO THE F	PLACEMENT OF ASP	HALT ON THE MILLED SURF	ACE.	
DAVNAENI			אר	
PAIIVILIN	T SHALL BE BASED (IN THE ACTUAL NUMBER C)F	
	T SHALL BE BASED (YARDS OF PAVEMEI)r	
SQUARE	YARDS OF PAVEMEI	NT REPAIR.		
SQUARE THE FOLI	YARDS OF PAVEMEI	NT REPAIR. D QUANTITY HAS BEEN CAR		
SQUARE THE FOLI TO THE G	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY	NT REPAIR. D QUANTITY HAS BEEN CAR Y:	RIED	
SQUARE THE FOLI TO THE G	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY	NT REPAIR. D QUANTITY HAS BEEN CAR	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY	NT REPAIR. D QUANTITY HAS BEEN CAR Y:	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY RTIAL DEPTH PAVEN	NT REPAIR. D QUANTITY HAS BEEN CAR Y:	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY RTIAL DEPTH PAVEN	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR	RIED	
SQUARE THE FOLI TO THE G	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY RTIAL DEPTH PAVEN	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR	RIED	
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SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY RTIAL DEPTH PAVEN	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI LOWING ESTIMATEL GENERAL SUMMARY RTIAL DEPTH PAVEN	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR 407, TACK COAT, 702.13	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR 407, TACK COAT, 702.13 TH PAVEMENT REPAIR	RIED	
SQUARE THE FOLI TO THE C 251, PA	YARDS OF PAVEMEI	NT REPAIR. D QUANTITY HAS BEEN CAR Y: MENT REPAIR (441), 2000 S DEPTH REPAIR 407, TACK COAT, 702.13 TH PAVEMENT REPAIR PLANING & OVERLAY	RIED	

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 12"` 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: 252, FULL DEPTH PAVEMENT SAWING, 1,575 FT 253, PAVEMENT REPAIR, 350 SQ YD



**NOTE: CONTRACTOR SHALL TAKE CAUTION WITH FULL DEPTH REPAIRS ON SR 84 DUE TO TROLLEY TRACKS

EM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

HIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING F ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING JBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL HALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, ABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS EM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 XCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED UANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY: 203, EXCAVATION (FOR PAVEMENT REPAIR) 59 CU YD

EM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, S PER PLAN (T=2")

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

EM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

HE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND HALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL REAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION OR PAVEMENT REPAIR). THE FOLLOWING ESTIMATEDQUANTITY AS BEEN CARRIED TO THE GENERAL SUMMARY: 304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 59 CU YD

EM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, *TYPE A, (449), AS PER PLAN (T=0.75")*

703.05 DO NOT USE ANY AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

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 MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1"-2" OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

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ESIGN AGENCY

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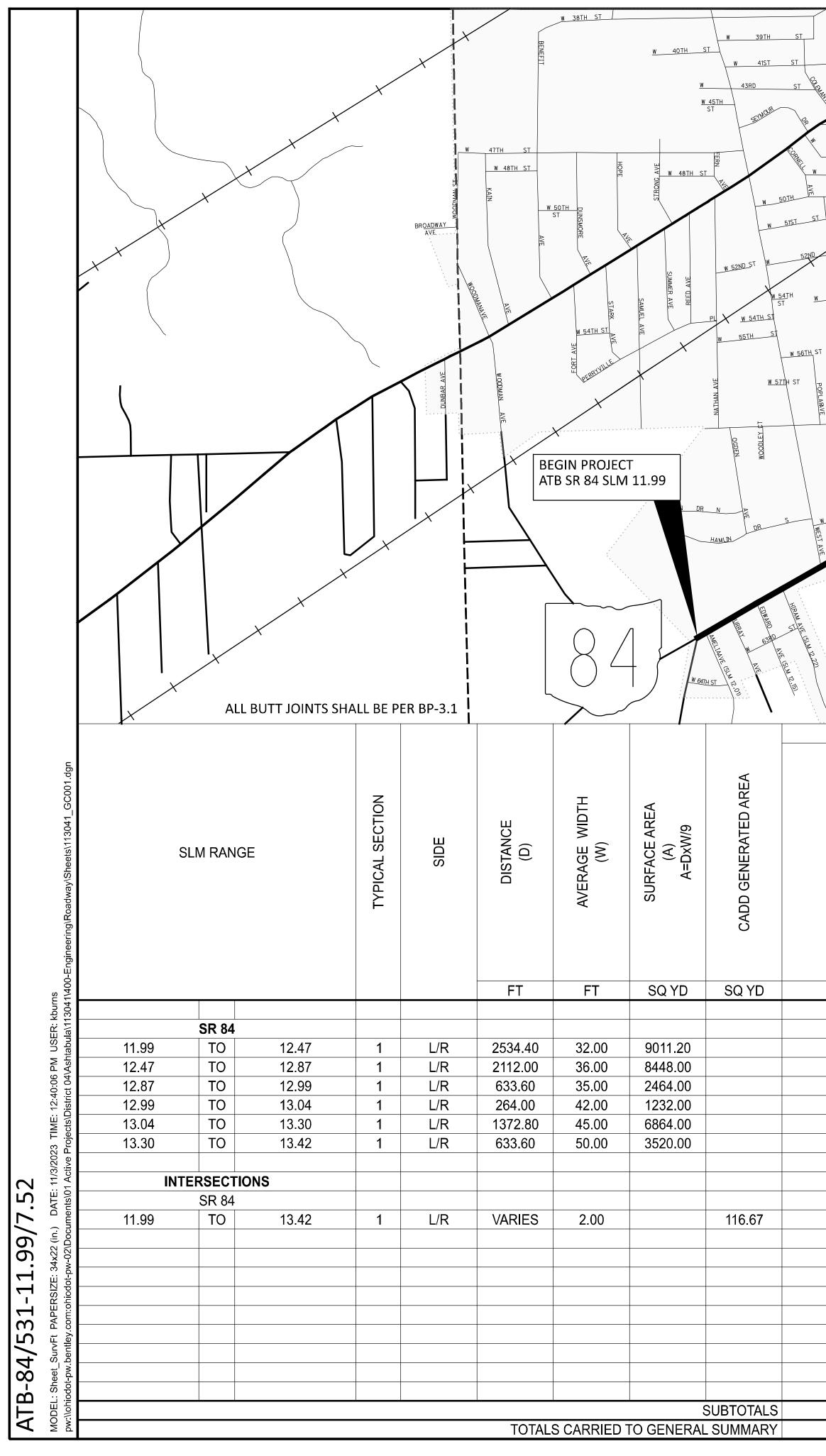


ESIGNER KMB REVIEWER RMM 09-01-23 ROJECT ID 113041 HEET TOTAL P.3 16

		GRAND	ITEM	Ţ┯┍╻ѧ		PART.						NUM.	SHEET				
DESCR	UNIT	TOTAL	EXT	ITEM	03/S5K/04/ASHT	02/S5K/05/ASHT	1/NHS/05/ASHT	(16	12	11	10	9	6	5	4	3
	C) /	4	22500	202		1						1					
WEARING COURSE REMOVED			23500 30000	202 202	4 2 2 7					1 221	2 106	1					
		4,337 571		202	4,337 571					1,231 160	3,106						
CURB REMOVED			32000	202	571					100	411						E 0
EXCAVATION LINEAR GRADING		59 27	10000 60200	203	59	22	5										59 27
	JIA	27	00200	203		22	5										27
4" CONCRETE WALK	SF	1,009	10000	608	1,009					204	805						
CURB RAMP		3,296	52000	608	3,296					1,022	2,274						
MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN		6	39501	623	0,200	6					_)_/ .					6	
AS-BUILT CONSTRUCTION PLANS		LS	69091000	SPECIAL		LS										LS	
EROSION																	
COMMERCIAL FERTILIZER	TON	0.1	11000	654		0.08	0.02										0.1
SEEDING AND MULCHING	SY	751	10000	659		612	139										751
LIME	ACRE	0.16	31000	659		0.13	0.03										0.16
WATER	MGAL	4.05	35000	659		3.3	0.75										4.05
EROSION CONTROL	EACH	3,000	30000	832		3,000											
DRAIN																	
CATCH BASIN ADJUSTED TO GRADE		23	98630	611		20	3									23	
CATCH BASIN RECONSTRUCTED TO GRADE		9	98634	611	9											9	
MANHOLE ADJUSTED TO GRADE, AS PER PLAN		67	99655	611		60	7									67	
MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN		13	99661	611	13											13	
MISCELLANEOUS METAL	LB	1,600	61199820	SPECIAL	450	1,000	150									1,600	
	0.4		04000	0=4	0.000												2.000
PARTIAL DEPTH PAVEMENT REPAIR (441)		2,000	01000	251	2,000			I									2,000
FULL DEPTH PAVEMENT SAWING		1,575	01500	252	1,575												1,575
PAVEMENT REPAIR		350	01000	253	350	05 54 5							24.050				350
PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T = 2")		88,161	01001	254		85,514	2,647					56,505	31,656				
AGGREGATE BASE (FOR PAVEMENT REPAIR)	СҮ	59	20000	304	59												59
		12 777	20000	/_7		12 020	397					קעו ס	1 750				
NON-TRACKING TACK COAT		13,227 240	10001	407 408		12,830 193	<u> </u>					8,477 240	4,750				
PRIME COAT, AS PER PLAN @ 0.40 GAL/SY FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A, (449), AS PE		1,838	13101	408		193	47 56					 1,178	660				
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1		3,062	50200	424		2,970	92					1,178	1,100				
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS		1	70501	441		2,370 1	52					1,502	1,100				
ASITIALI CONCILILI SONIACE COUNSE, ITILI, (445), (DRIVEWAR	CI		70501	++1													
CURB, TYPE 6	FT	586	26000	609	586					160	426						
COMPACTED AGGREGATE, AS PER PLAN (T = 2")		32	10101	617	500	27	5			100	120	32					
	•			• = 1													
WATER																	
VALVE BOX ADJUSTED TO GRADE	EACH	3	10800	638	3					2	1						
VALVE BOX ADJUSTED TO GRADE, AS PER PLAN		10	10801	638		9	1									10	
TRAFFIC C																	
EDGE LINE, 6"	MILE	0.45	10010	646		0.41	0.04		0.45								
LANE LINE, 6"		0.96	10110	646		0.86	0.1		0.96								
CENTER LINE	MILE	4.15	10200	646		4.05	0.1		4.15								
CHANNELIZING LINE, 8"		804	10300	646		804			804								
CHANNELIZING LINE, 12"		310	10310	646		310			310								
STOP LINE	FT	257	10400	646		257			257								
CROSSWALK LINE, 24"	FT	540	10520	646		540			540								
TRANSVERSE/DIAGONAL LINE		324	10600	646		324			324								
RAILROAD SYMBOL MARKING	EACH	1	20000	646		1			1								
LANE ARROW	EACH	26	20300	646		26			26								
SHARED LANE MARKING	EACH	4	20650	646		4			4								
	EACH	4	26501	632		4									4		
TRAFFIC S DETECTOR LOOP, AS PER PLAN																	
DETECTOR LOOP, AS PER PLAN						100								100			
DETECTOR LOOP, AS PER PLAN MAINTENANC	HUIB	100	11110	614	I	11111	-	-	I	I				TOO			
DETECTOR LOOP, AS PER PLAN MAINTENANC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		100	11110	614 614		100									10		I
DETECTOR LOOP, AS PER PLAN MAINTENANC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE WORK ZONE MARKING SIGN	EACH	10	12460	614		10									10 20		
DETECTOR LOOP, AS PER PLAN MAINTENANC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE WORK ZONE MARKING SIGN ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	EACH CY	10 20	12460 13000	614 614		10 20								10	10 20		
DETECTOR LOOP, AS PER PLAN MAINTENANC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE WORK ZONE MARKING SIGN	EACH CY SNMT	10	12460	614		10	0.2							12			

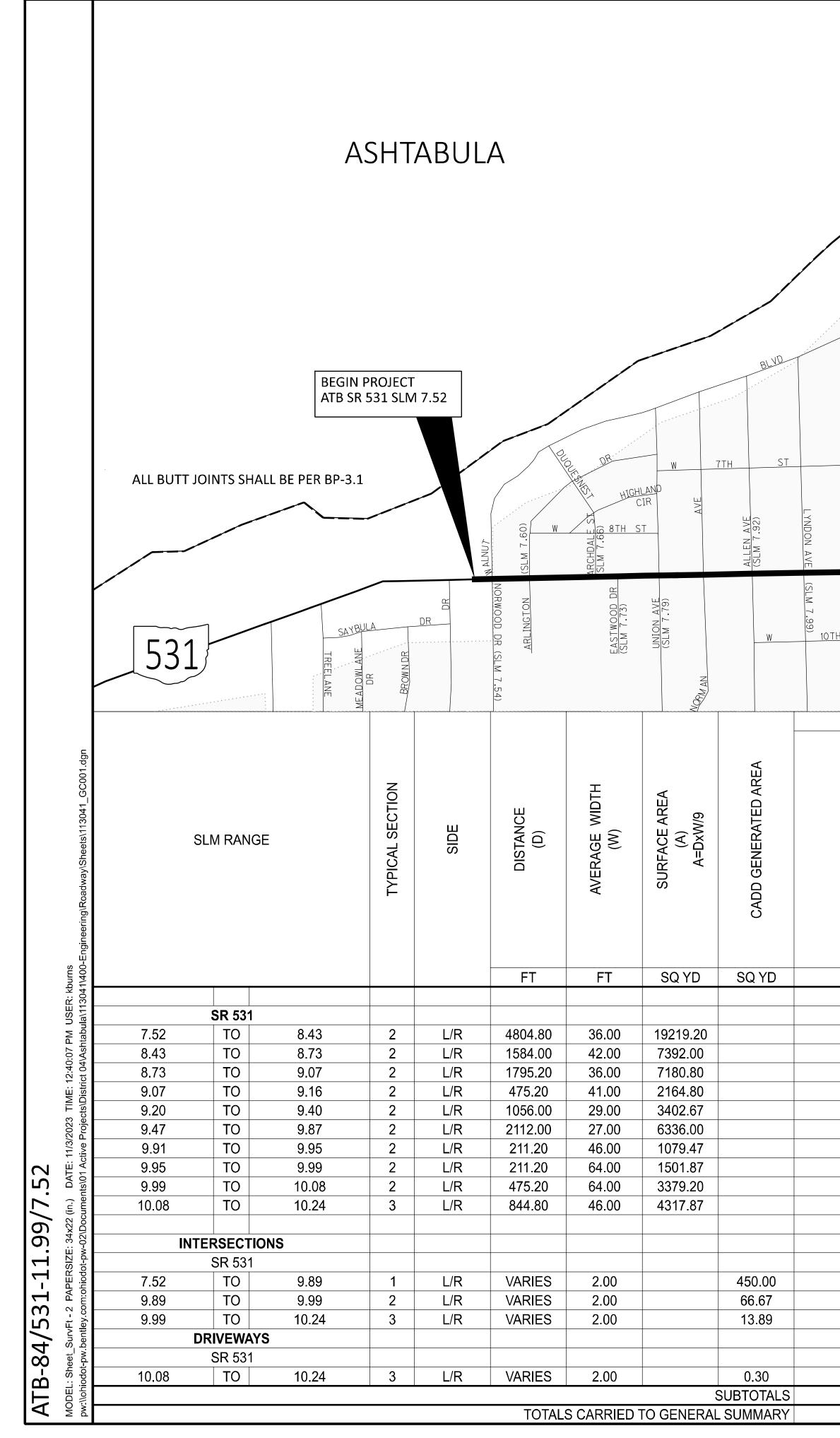
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S PER PLAN(T = 3/4") SWITCHED TO 424E14100 CY FINE	3 3	
= 1 1/4") /AYS), AS PER PLAN (T=1.5") GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449)	3	
	3	
TER WORK		
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IC CONTROL		
		DESIGN AGENCY
FIC SIGNALS		
	5	
NCE OF TRAFFIC		designer KMB
		REVIEWER RMM 09-01-23
	6	PROJECT ID 113041
		SHEET TOTAL P.7 16



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ERE RIDGE DR			
	PL-Wi PL-Wi WINKLE DR	WICHTERDOXER	PAVEMENT CALCULATIONS
			DESIGN AGENCY
			DESIGNER KMB REVIEWER RMM 09-01-23 PROJECT ID 113041 SHEET TOTAL P.9 16



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		W 7T	<u>. H ST (SLM 8.57</u>)	STA					/	E 14TH :
			W8TH ST		N 91H 0	W 10111	· /			E	15 T H
Щ С	Ц Ц	AVE		LAIRD	DR						
MYRTLE AVE (SLM 8.06)	(SLM 8.13)	4	MICHIGAN								
MYR ⁻ (SLM	THA) (SLM	×.									
		vy Olhu Pennsylvania	AVE (S						51 E 17	H S	<u>E17T</u>
		PENNSYLV	(SLM 8.				D TO 0 CY FINE POLYMER	,61H			<u>AVE</u>
<u>rh st</u>		E (SLM	4)			ASPHALT TYPE B, (4	CONCRETE,	E E 18TH		<u>st</u>	
		M 8.20)									
	st 254	e 407	407	408	424	441	617	202	441		
								202	5")		
	ASPHALT = 2")	@ 0.06	@ 0.09	@ 0.40	R ASPHALT 19), AS PER ")	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (T = 1 1/4")	AS PER	VED	ACI		
	ASPH 2")	OAT	OAT	AN @	R ASI 9), A	ERM (T =	n	EMOVED	SURF, (449), 'LAN (1		
	~ II	U U	U U	FR PI	FINE GRADED POLYMER A: CONCRETE, TYPE A, (449), PLAN (T=0.75")	E INT 448)	COMPACTED AGGREGATE PLAN (T = 2")				
	PAVEMENT PLANING CONCRETE (T	NON-TRACKING TACK GAL/SY	NON-TRACKING TACK GAL/SY	: COAT, AS PER F GAL/SY	POL' 'PE /	SPHALT CONCRETE INT COURSE, TYPE 1, (448)	GGR N (T	WEARING COURSE	ASPHALT CONCRETE COURSE, TYPE 1 (DRIVEWAYS), AS PER F		
	NT P NCF		NING G	AT, A G	DED E, Ty PLAN	ONC	ED A	C C C	RSE 'S), A		
	EMEI	RAC	RAC	CO	GRAI RET	LT C(SSE,	ACTI	ARIN	HALT COU		
	PAVI	L-NO	L-NO	PRIME	ONC (PHA	OMP	WE,	ASPI		
	SY	Z GAL	Z GAL	GAL	CY	AS AS	CY	SY	CY		
	51	UAL	OAL	OAL		01	01	51			
	19219.20	1153.15	1729.73		400.40	667.33					
	7392.00	443.52	665.28		154.00	256.67					
	7180.80 2164.80	430.85 129.89	646.27 194.83		149.60 45.10	249.33 75.17					
	3402.67	204.16	306.24		70.89	118.15					
	6336.00 1079.47	380.16 64.77	570.24 97.15	28.16	132.00 22.49	220.00 37.48	2.61				
	1501.87	90.11	135.17	18.78	31.29	52.15	2.61				
	3379.20 4317.87	202.75 259.07	304.13 388.61	42.24 150.18	70.40 89.96	117.33 149.93	5.87 20.86				
	4317.07	259.07	500.01	130.10	09.90	149.90	20.00				
	450.00	27.00	40.50		9.38	15.63					
	66.67	4.00	6.00		1.39	2.31					
	13.89	0.83	1.25		0.29	0.48					
-								0.00	0.01		
	56504.42	3390.27	5085.40	239.36	1177.18	1961.96	31.94	0.30	0.01		
	56505	3391	5086	240	1178	1962	32	1	1		

