ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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 ADDITION TO THE REQUIREMENT 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) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY: AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 DEVICE 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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. 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 80 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER(S) COUNTY-ROUTE-SECTION(S) DIRECTION(S) WZ-55316 ATH-33-0.00 TO 1.23 WZ-55317 HOC-33-9.22 TO 19.60

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

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

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

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

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

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

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

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

		POSITIVE TECTION		JT POSITIVE TECTION
ORIGINAL POSTED SPEED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

> EB: 1 SIGN LOCATION/MILE X 11.3 MILES = 12 LOCATIONS 12 LOCATIONS X 2 SIGNS PER LOCATIONS = 24 SIGNS

> WB: 1 SIGN LOCATION/MILE X 11.28 MILES = 12 LOCATIONS 12 LOCATIONS X 2 SIGNS PER LOCATIONS = 24 SIGNS

TOTAL: 48 SIGNS [ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 192 SIGN MNTHI [ASSUMING 48 DSL SIGN ASSEMBLY(IES) FOR 4 MONTH(S)]

VITOM 614, SREED ZONE ANEAD SYMBOL SIGN 20 EACH]

[ITEM 614, RESUME LEGAL SPEED SIGN 4 EACH]

NIGHTTIME RAMP CLOSURE FOR RESURFACING

RAMPS FOR SR-328 AND EASTBOUND US-33 MAY BE CLOSED BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM FOR WORK SHOWN IN THESE PLANS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN 4 SIGN MONTHS ASSUMING 4 PCMS SIGNS FOR 1 MONTH TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PAYMENT FOR ALL ADDITIONAL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER, TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE, SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

(THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.)

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 28 EACH

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED. THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.



WBC WK 07/09/2

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GENERAL

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	262.5	10.12			356.25				618.75		606	16500	618.75	FT	GUARDRAIL REBUILT, TYPE 5		\dashv
	202.3	250			330.23				250		606	17000	250	FT	RAISING TYPE 5 GUARDRAIL		
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		504.457	10,308					6,219	504.457	4,089	254	01000	10,308	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		4
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					3,363				3,363		254	01000	3,363	31	FAVEINENT FEANING, ASFINEL CONCRETE, 5.75		┨
	960								960		254	01000	960	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 4"		
5,000						1,984			6,984		254	01001	6,984	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, VARIABLE	8	
	2 200	2,344							2,344		254	01010	2,344	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, 1.5"		_
	2,200 7,260								2,200 7,260		255 255	11000 20000	2,200 7,260	SY FT	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1 FULL DEPTH PAVEMENT SAWING		-
	7,200								7,200		255	20000	7,200	- ''	TOLE DEL HITAVENIENT JAWING		
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		51,403	994					668	51,403	326	407	20000	52,397		NON-TRACKING TACK COAT		
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		8,825							8,825		442	10080	8,825	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)		
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				9,898				511	9,387		807	14310	9,898	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"		DESIG
				10,465	1	1	1	575	9,890		807	14410	10,465	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"		-
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	12	20				6	20	6	614	12410	12	EACH	WORK ZONE MARKING SIGN		•
		28					28		614	12484	28	EACH	WORK ZONE INCREASED PENALTIES SIGN		
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\vdash		4	50.74				2 50.74	2	614 614	18600 20510	50.74	SNMT MILE	PORTABLE CHANGEABLE MESSAGE SIGN WORK ZONE LANE LINE, CLASS II, 6", 642 PAINT		
\vdash			50.74				50.74		614	20560	50.74	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT		
				0.96		0.74		0.22	614	21500	0.96	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT		1
				0.96		0.74		0.22	614	21550	0.96	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		
\vdash			1 12				1.12		614	22210	1 12	NAUE	WORK ZONE EDGE LINE CLASS L.C. 740 OC TYPE L		
\vdash			1.12	0.5			1.12	0.5	614	22210 22350	1.12 0.5	MILE MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT		-
\vdash			107.88	0.5		0.16	107.72	0.5	614	22360	107.88	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		1
				210				210	614	23680	210	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT		
			9,898			511	9,387		614	23690	9,898	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT		
			5,880				5,880		614	24402	5,880	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I		
$\uparrow \! \uparrow$		~~		204	\			204		24610	204	₹	WORK ZONE/DON/EDUINE, CLASS IN, 4",642/PAINT		h ~
ιL		192					192		808	18700	192	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
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\vdash	LS					LS	LS	LS	614	11000	LS		INCIDENTALS MAINTAINING TRAFFIC		{
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SPLIT	STRAIGHT LIN (SLM IS ROUNDED TO THE		DISTANCE (D)	WORK ZONE LANE LINE, CLASS II, 6", 642 PAINT	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, (WHITE)	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I, (WHITE)	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I, (YELLOW)			WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I					NOT	ES		
	BEGIN	END	FT	MILE	MILE	MILE	MILE	MILE	MILE			FT	FT								_
2	9.29	9.48	1003					0.19	0.19				1960								4
2	9.48	14.69	27509	10.42	10.42	10.42	10.42														
2	14.69 16.05	16.05 18.47	7181 12778	2.72	2.72	2.72	2.72														4
2 2	18.47	19.36	4699	7.26 2.67	7.26 2.67	7.26 2.67	7.26 2.67														\dashv
	HOO 00 M/D M	IAINII INIE																			4
2	9.48 HOC-33 WB M	14.69	27509	10.42	10.42	10.42	10.42														\dashv
2	16.05	18.50	12936	7.35	7.35	7.35	7.35					000			00000					2000	ユ
2	18/50	19.61	4858 977	× 2₹76 ×	2.16	\(2.76\)	1 2.76 (0.37	0.37	7 7 7	1 4 4 4	7 7	3920	7 7	\sim	7 7 7	1 1 1 7 7	Y Y	7 Y Y	7 7 7	\dashv)
ىئىر	نىسىن		ىتىد	ىرىر	ىد		W			برر				ىد		ىب			ت	لللا	
2	0.00 ATH-33 EB M/	1.23	6494	3.69	3.69	3.69	3.69														4
			0434	3.03	3.03	3.09	3.03														
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ATH-33 WB M.		8072	345	376	73 AP	8.45		~~~	~~		\sim		\sim						~~~	\Rightarrow
2.																					コく
\sum_{2}	US-83/SR-93 EB EXIT R		مىد	بب	ىدى	0.42	0.44		كك	ىد	W	398	ممسم	ىد	www	كك	~~~	<u>UU</u>	كك	لللا	Ψ
2	ENTRANCE					0.54	0.54					1120									-
2	WB EXIT R					0.38	0.38					580									4
2	WB ENTRANC	E RAMP				0.38	0.38					864									\dashv
	US-33/SR-328																				コ
2 2	EB EXIT R EB ENTRANC					0.30 0.26	0.28 0.24					665 937									\dashv
2	WB EXIT R	RAMP				0.34	0.34					681									コ
2	WB ENTRANC	CE RAMP				0.34	0.34					941									\dashv
	US-33/SR-595																				コ
2 2	EB ENTRANC WB ENTRANC					0.16	0.18					768									4
2	US-33/TR-346 EB EXIT R											386									\dashv
2	EB ENTRANC	E RAMP										883									
2 2	WB EXIT R WB ENTRANC			1								520 644									\dashv
												51Y									コ
1	HOC-595 (HOC-33 E	B EXIT RAMP) 0.14	739									511									\dashv
1	0.14	0.18	211			0.08	0.08					U 11									コ
																					\dashv
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	SPLIT 1 TO			0.00	0.00	0.08	0.08	0.00	0.00			511	0								KWK
	SPLIT 2 TO SPLIT 3 TO			50.74 0.00	50.74 0.00	53.86 0.00	53.86 0.00	0.56 0.00	0.56 0.00			9387	5880 0								PROJEC
	•	ENERAL SUMMARY	•	50.74	50.74	53.94	53.94	0.56	0.56			9898	5880								SHEET

1		T		1	<u> </u>	254	407	442	254	442	442	618		-
	STRAIGHT LINE MILES (SLM IS ROUNDED TO THE NEAREST 0.01 MILES)	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	NON-TRACKING TACK COAT (0.08 g	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS A PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	NOTES	
•	BEGIN END	FT	FT	SY	SY	SY	GAL	CY	SY	CY	CY	MILE		
3	HOC-328 11.27 11.28	53			198	198	16	8)	
3	11.28 11.29	53			254	254	20	11					SPLITTER ISLAND	
3	11.29 11.32 11.32 11.33	158 53			904 355	904 355	72 28	38 15					ROUNDABOUT SPLITTER ISLAND	
3	11.33 11.34	53			128	128	10	5						
3	11.34 11.38 11.38 11.44	211 437			1596	1596	128	67					NO WORK - BRIDGE	
3	11.30	437			1590	1590	120	07)	
	HOC-595				1.100				1.100					
1	0.00 0.14 0.14 0.18	739 211			1468 653		117 52		1468 653	56 20	71 32		EB US-33 EXIT RAMP EB US-33 EXIT RAMP	
1	0.18 0.32	739									92		EB US-33 EXIT RAMP; NO ASPHALT WO	RK
1	0.32 0.36 0.36 0.51	211 792			703	703	56	29					NO WORK	
1	0.51 0.63	634	32	2254		2254	180	94) INC WORK	
1	0.63 0.80	898	24	2395		2395	192	100					<u> </u>	
	HOC-328 & HOC-595 SIDE ROADS													
3	HOC-CR418-0.00 HOC-CR418-0.03 HOC-CR25-1.55 HOC-CR25-1.58	158			654	654	52	27					FROM HOC-328 TO CR-418 BRIDGE (SFN 37	
1	HOC-CR25-1.55 HOC-CR25-1.58	158			583	583	47	24					FROM CR-25 BRIDGE (SFN 3731324) TO S	1- 595
	HOC-595 DRIVES AND SIDE ROADS													
1	0.55 (LT) 0.56 (RT)	1			79 98	79 98	6 8	3 4					SCHOOL ENTRANCE CR-361 (ROCKY BOOTS WAY)	
1	0.59 (LT)				16	16	1	1						
1	0.60 (RT) 0.62 (RT)				32 12	32 12	3	1 1						
1	0.64 (RT)				8	8	1	1						
1	0.67 (RT) 0.70 (RT)				20 19	20 19	2 2	1 1						
~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	177			19	19	2							
	RUMBLE STIPS	0.4000	"											
2	EASTBOUND HOC-33-9.48 TO 16.05 EASTBOUND ATH-33-0.00 TO 1.23	34690 6494	+)									13.14 2.46		
2	EASTBOUND HOC-33-16.05 TO 19.36	17477)									6.62		
2	WESTBOUND HOC-33-9.48 TO 16.05 WESTBOUND ATH-33-0.00 TO 1.15	34690 6072) 									13.14		
2	WESTBOUND HOC-33-16.05 TO 19.42	17794)									6.74		
V		YVV	7											
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	SPLIT 1 TOTAL		1			6219	668	260	2121	76	103	0.00		
	SPLIT 2 TOTAL					0219	0	0	0	0	0	44.40		KW PROJ
	SPLIT 3 TOTAL					4089	326	171	0	0	0	0.00		
	TOTALS CARRIED TO GENE						i .	1	1	1	i I	44.40		SHEE

				T -				T -		T -	<u> </u>			-	-									
				850	850	850	807	807	807	807	807	644	644	644	850	807	807	<u> </u>	621	621	621	621	 	\dashv
SPLIT	STRAIGHT (SLM IS ROUNDED TO TI	LINE MILES HE NEAREST 0.01 MILES)	DISTANCE (D)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", (WHITE)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6", (YELLOW)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	STOP LINE	CHEVRON MARKING	YIELD LINE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", (WHITE)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", (YELLOW)		RPM (WHITE)	RPM (WHITE/RED)	RPM (YELLOW/RED)	RAISED PAVEMENT MARKER REMOVED		
-	BEGIN	END	FT	MILE	FT	FT	MILE	MILE	MILE	FT	FT	FT	FT	FT	MILE	MILE	MILE		EACH	EACH	EACH	EACH	1	-
	HOC-33 EE																	٧					3	
2	9.48	18.47	47467	26.97			8.99	8.99	8.99									(396			396	1	4
2	18.47 HOC-33 WE	19.36	4699	2.67			0.89	0.89	0.89										40			40	+	\dashv
2	9.48	18.50	47626	27.06			9.02	9.02	9.02										397			397	7	-
2	18.50	19.42	4858	2.76			0.92	0.92	0.92										41			41		Ι,
	ATH-33 EB		0404				4.00	1.00	4.00									<u> </u>					 	_ 7
2	0.00 ATH-33 WE	1.23 S MAINLINE	6494	3.69	-		1,23	1,23	1.23										55			55) 	- ;
2	0.00	1.15	6072	3.45			1.15	1.15	1.15									 	51			51	1	\dashv :
		···· ·																						
		93 RAMPS																					1	_] ;
2	EB EXI			0.43	320	398	0.21	0.22		398	320	37	110					اح		16	15	31	1	_ ։
2 2	ENTRAN WB EXI			0.54 0.38	901 573	1120 580	0.27 0.19	0.27	-	1120 580	901 573	58	116					一 と		25	18 13	62 38	 	
2	WB ENTRA			0.38	838	864	0.19	0.19		864	838		110					\rightarrow		36	13	49		\dashv 9
																		>] ;
	US-33/SR-3																	<u> </u>					1	_ ;
2	EB EXI			0.29	525	665	0.15	0.14		665	525		144	15				(_		26	10	36	1	
2 2	WB EXI	NCE RAMP T RAMP		0.25 0.34	989 510	937 681	0.13 0.17	0.12		937 681	989 510	52	137					-		41 27	8 12	49 39	+	
2	WB ENTRA			0.34	912	941	0.17	0.17		941	912	<u> </u>	107					<u> </u>		40	12	52	7	一 !
																		>						<u> </u>
	US-33/SR-						0.00	2.00		700	242				0.45	2.00	0.07	<u> </u>				10	1)	
2 2	EB ENTRA WB ENTRA			0.17	812 247	768	0.08	0.09		768	812 247				0.15	80.0	0.07	<u> </u>		34 5	6	40 5	1	⊣ Է
	VVD ENTRA	INGE RAIVIE			241						241									j ü		3	+	
	US-33/TR-	346 RAMPS																					ス	┨
2	EB EXI	T RAMP			607	386				386	607		92							21		21	7	コ
2	EB ENTRA				943	883				883	943		00					اح		39		39	 	_
2 2		T RAMP NCE RAMP			538 1175	520 644	-			520 644	538 1175		86							22 37		22 37		\dashv
	WBEITITO	ATOL TO WIII			1170	044				044	1170									01		07)	
	HOC-595 (HOC-3	·																<u> </u>					1	_]
1	0.00 0.14	0.14 0.18	739	0.00	575	511	0.04	0.04		511	575		90					<u> </u>		23	3	23	1	\dashv
1	0.14	0.18	211 739	0.08			0.04	0.04				56			0.28	0.15	0.13				9	9	+	-
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	SPLIT 1			0.08 69.72	575 9890	511 9387	0.04	0.04	0.00	511	575 9890	56 147	90 685	15	0.28	0.15	0.13 0.07		0	23	107	35 1500	 	kwk_o
		TOTAL STOTAL	+	0.00	9890	9387	23.76 0.00	23.76 0.00	22.20 0.00	9387	9890	147 0	685 0	15 0	0.15	0.08	0.07		980 0	413 0	107 0	1500)	PROJECT II
	SPLIT ?								, 5.55			-					3.00		-					
	SPLIT 3		<u> </u>	69.80	10465	9898	23.80	23.80	22.20	9898	10465	203	775	15	0.43	0.23	0.20	7	980	436	119	1535		SHEET 17

Т				644	644	644	644	644	644	644	644	644	644	644	621	621	621	621	
SPLIT		Γ LINE MILES ΓΗΕ NEAREST 0.01 MILES)	DISTANCE (D)	EDGE LINE, 6", (WHITE)	EDGE LINE, 6", (YELLOW)	CENTER LINE	CHANNELIZING LINE, 8"	STOP LINE	TRANSVERSE/DIAGONAL LINE	ISLAND MARKING	SCHOOL SYMBOL MARKING, 96"	LANE ARROW	DOTTED LINE, 6"	VIELD LINE	RPM (YELLOW/YELLOW)	RPM (WHITE/RED)	RPM (YELLOW/RED)	RAISED PAVEMENT MARKER REMOVED	NOTES
	BEGIN	END	FT	MILE	MILE	MILE	FT	FT	FT	SF	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	<u> </u>
3	НО 11.27	0C-328 11.28	42	0.02		0.01									1			1)
3	11.28	11.29	67	0.04	0.03									13			5	5)
3	11.29 11.32	11.32 11.33	150 77	0.04	0.07 0.03								102	15		4	10	14 5	
3	11.33	11.34	29	0.01		0.01			15								5	5	No Work Prince
3	11.34 11.38	11.38 11.44	197 346	0.12		0.10	105		76			2			7	3		10	NO WORK - BRIDGE
															•				}
1	0.32	0.36	211	0.08		0.04								<u> </u>	- 6			6	\
1 1	0.36 0.51	0.51 0.63	792 634	0.24		0.12					1			<u> </u>	16			16	NO WORK
1	0.63	0.80	898	0.24		0.12					1			\	- 22			22	4
	HOC-328 & HOC	C-595 SIDE ROADS												 	-				<u> </u>
3	HOC-CR418-0.00	HOC-CR418-0.03	150	0.04		0.05			89	67				>	•				7
1 1	HOC-CR25-1,55 HOC-595-0.55 (LT) (HOC-CR25-1.58 (SCHOOL ENTRANCE)	187	0.07		0.04		17							-)
1		(ROCKY BOOTS WAY)						16						\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \)
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-		1 TOTAL 2 TOTAL		0.73 0.00	0.00	0.37 0.00	0	33 0	0	0	1 0	0	0	0	44	0	0	44 0	<u> </u>
		3 TOTAL		0.31	0.13	0.17	105	0	180	67	0	2	102	28	8	7	25	40	
	TOTALS CARRIED TO	O GENERAL SUMMARY	·	1.04	0.13	0.54	105	33	180	67	1	2	102	28	52	7 84	25	- 84)