

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).
- CRITERIA
 - 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 MULTI-LANE 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 LIMIT.

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

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	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 MNTH]
[ASSUMING 48 DSL SIGN ASSEMBLY(IES) FOR
 4 MONTH(S)]

[ITEM 614, SPEED ZONE AHEAD 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.

DESIGN AGENCY



DESIGNER

WBC

REVIEWER

KWK 07/09/25

PROJECT ID

91705

SHEET

10

TOTAL

33

SHEET NUM.									PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	15	16	17	18	19	20		01/NFA	02/NHS	03/S5K						
																ROADWAY	
	15					45				60		203	10000	60	CY	EXCAVATION	
	0.08					0.14				0.22		209	60500	0.22	MILE	LINEAR GRADING	
		18.12								18.12		209	72050	18.12	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
	262.5					356.25				618.75		606	16500	618.75	FT	GUARDRAIL REBUILT, TYPE 5	
		250								250		606	17000	250	FT	RAISING TYPE 5 GUARDRAIL	
		40								40		606	17700	40	EACH	REPLACE EXISTING GUARDRAIL BLOCKOUT	
	1									1		606	27840	1	EACH	ANCHOR ASSEMBLY REBUILT, TYPE B	
						1				1		606	27850	1	EACH	ANCHOR ASSEMBLY REBUILT, TYPE E	
		1								1		606	27900	1	EACH	ANCHOR ASSEMBLY REBUILT, TYPE T	
	1					2				3		606	35010	3	EACH	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 1	
																EROSION CONTROL	
	142					245				387		659	10001	387	SY	SEEDING AND MULCHING, AS PER PLAN	8
																DRAINAGE	
						1				1		611	99150	1	EACH	INLET ADJUSTED TO GRADE	
																PAVEMENT	
1,838									50	1,778	10	253	02000	1,838	CY	PAVEMENT REPAIR	
	773									773		253	02001	773	CY	PAVEMENT REPAIR, AS PER PLAN	9
			10,308						6,219		4,089	254	01000	10,308	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
		504,157	2,121						2,121	504,157		254	01000	506,278	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	
						5,389				5,389		254	01000	5,389	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.75"	
	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
		2,344								2,344		254	01010	2,344	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, 1.5"	
	2,200									2,200		255	11000	2,200	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1	
	7,260									7,260		255	20000	7,260	FT	FULL DEPTH PAVEMENT SAWING	
LS										LS		SPECIAL	40010000	LS		PAVER MOUNTED THERMAL PROFILING	8
		51,403	994						668	51,403	326	407	20000	52,397	GAL	NON-TRACKING TACK COAT	
		8,504								8,504		408	10000	8,504	GAL	PRIME COAT	
	3					19				22		441	70800	22	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL)	
		20,585	76						76	20,585		442	00100	20,661	CY	ANTI-SEGREGATION EQUIPMENT	
		8,825								8,825		442	10080	8,825	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
		23,284	103						103	23,284		442	10301	23,387	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	8
			431						260		171	442	20000	431	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
347							3			350		442	22400	350	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)	
		886								886		617	10100	886	CY	COMPACTED AGGREGATE	
			44.4							44.4		618	40600	44.4	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
LS										LS		SPECIAL	69008400	LS		INTELLIGENT COMPACTION	8
																TRAFFIC CONTROL	
				1,535	84				79	1,500	40	621	00100	1,619	EACH	RPM	
				1,535	84				79	1,500	40	621	54000	1,619	EACH	RAISED PAVEMENT MARKER REMOVED	
					1.17				0.73		0.44	644	00104	1.17	MILE	EDGE LINE, 6"	
					0.54				0.37		0.17	644	00300	0.54	MILE	CENTER LINE	
					105						105	644	00400	105	FT	CHANNELIZING LINE, 8"	
				203	33				56	147	33	644	00500	236	FT	STOP LINE	
					180						180	644	00700	180	FT	TRANSVERSE/DIAGONAL LINE	
				775					90	685		644	00720	775	FT	CHEVRON MARKING	
					67						67	644	00900	67	SF	ISLAND MARKING	
					1				1			644	01110	1	EACH	SCHOOL SYMBOL MARKING, 96"	
					2						2	644	01300	2	EACH	LANE ARROW	
					102						102	644	01510	102	FT	DOTTED LINE, 6"	
				15	28					15	28	644	20800	43	FT	YIELD LINE	
				0.43					0.28	0.15		807	12010	0.43	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
				47.6					0.08	47.52		807	14010	47.6	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
					22.2					22.2		807	14110	22.2	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
					9,898				511	9,387		807	14310	9,898	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
					10,465				575	9,890		807	14410	10,465	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
					69.8				0.08	69.72		850	10010	69.8	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					10,465				575	9,890		850	10110	10,465	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					9,898				511	9,387		850	10130	9,898	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
					0.43				0.28	0.15		850	20010	0.43	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

WBC

REVIEWER

KWK 07/09/25

PROJECT ID

91705

SHEET

11

TOTAL

33

[illegible]

SPLIT	STRAIGHT LINE MILES (SLM IS ROUNDED TO THE NEAREST 0.01 MILES)		DISTANCE (D)	614	614	614	614	614	614			614	614						NOTES
				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						
	BEGIN	END	FT	MILE	MILE	MILE	MILE	MILE	MILE			FT	FT						
	HOC-33 EB MAINLINE																		
2	9.29	9.48	1003					0.19	0.19				1960						
2	9.48	14.69	27509	10.42	10.42	10.42	10.42												
2	14.69	16.05	7181	2.72	2.72	2.72	2.72												
2	16.05	18.47	12778	7.26	7.26	7.26	7.26												
2	18.47	19.36	4699	2.67	2.67	2.67	2.67												
	HOC-33 WB MAINLINE																		
2	9.48	14.69	27509	10.42	10.42	10.42	10.42												
2	16.05	18.50	12936	7.35	7.35	7.35	7.35												
2	18.50	19.42	4858	2.76	2.76	2.76	2.76												
2	19.42	19.61	977					0.37	0.37				3920						
	ATH-33 EB MAINLINE																		
2	0.00	1.23	6494	3.69	3.69	3.69	3.69												
	ATH-33 WB MAINLINE																		
2	0.00	1.15	6072	3.45	3.45	3.45	3.45												
	US-33/SR-93 RAMPS																		
2	EB EXIT RAMP					0.42	0.44					398							
2	ENTRANCE RAMP					0.54	0.54					1120							
2	WB EXIT RAMP					0.38	0.38					580							
2	WB ENTRANCE RAMP					0.38	0.38					864							
	US-33/SR-328 RAMPS																		
2	EB EXIT RAMP					0.30	0.28					665							
2	EB ENTRANCE RAMP					0.26	0.24					937							
2	WB EXIT RAMP					0.34	0.34					681							
2	WB ENTRANCE RAMP					0.34	0.34					941							
	US-33/SR-595 RAMPS																		
2	EB ENTRANCE RAMP					0.16	0.18					768							
2	WB ENTRANCE RAMP																		
	US-33/TR-346 RAMPS																		
2	EB EXIT RAMP											386							
2	EB ENTRANCE RAMP											883							
2	WB EXIT RAMP											520							
2	WB ENTRANCE RAMP											644							
	HOC-595 (HOC-33 EB EXIT RAMP)																		
1	0.00	0.14	739									511							
1	0.14	0.18	211			0.08	0.08												
	SPLIT 1 TOTAL			0.00	0.00	0.08	0.08	0.00	0.00			511	0						
	SPLIT 2 TOTAL			50.74	50.74	53.86	53.86	0.56	0.56			9387	5880						
	SPLIT 3 TOTAL			0.00	0.00	0.00	0.00	0.00	0.00			0	0						
	TOTALS CARRIED TO GENERAL SUMMARY			50.74	50.74	53.94	53.94	0.56	0.56			9898	5880						

BEGIN	END	FT	FT	ST	ST	GAL	CT	ST	CT	CT		MILE							
HOC-328																			
3	11.27	11.28	53			198	198	16	8										
3	11.28	11.29	53			254	254	20	11										
3	11.29	11.32	158			904	904	72	38										
3	11.32	11.33	53			355	355	28	15										
3	11.33	11.34	53			128	128	10	5										
3	11.34	11.38	211																
3	11.38	11.44	437			1596	1596	128	67										
HOC-595																			
1	0.00	0.14	739			1468		117		1468	56	71							
1	0.14	0.18	211			653		52		653	20	32							
1	0.18	0.32	739																
1	0.32	0.36	211			703	703	56	29										
1	0.36	0.51	792																
1	0.51	0.63	634	32	2254		2254	180	94										
1	0.63	0.80	898	24	2395		2395	192	100										
HOC-328 & HOC-595 SIDE ROADS																			
3	HOC-CR418-0.00	HOC-CR418-0.03	158			654	654	52	27										
1	HOC-CR25-1.55	HOC-CR25-1.58	158			583	583	47	24										
HOC-595 DRIVES AND SIDE ROADS																			
1	0.55 (LT)					79	79	6	3										
1	0.56 (RT)					98	98	8	4										
1	0.59 (LT)					16	16	1	1										
1	0.60 (RT)					32	32	3	1										
1	0.62 (RT)					12	12	1	1										
1	0.64 (RT)					8	8	1	1										
1	0.67 (RT)					20	20	2	1										
1	0.70 (RT)					19	19	2	1										
RUMBLE STIPS																			
2	EASTBOUND HOC-33-9.48 TO 16.05		34690										13.14						
2	EASTBOUND ATH-33-0.00 TO 1.23		6494										2.46						
2	EASTBOUND HOC-33-16.05 TO 19.36		17477										6.62						
2	WESTBOUND HOC-33-9.48 TO 16.05		34690										13.14						
2	WESTBOUND ATH-33-0.00 TO 1.15		6072										2.30						
2	WESTBOUND HOC-33-16.05 TO 19.42		17794										6.74						
SPLIT 1 TOTAL						6219	668	260	2121	76	103		0.00						
SPLIT 2 TOTAL						0	0	0	0	0	0		44.40						
SPLIT 3 TOTAL						4089	326	171	0	0	0		0.00						
TOTALS CARRIED TO GENERAL SUMMARY						10308	994	431	2121	76	103		44.40						

DESIGN AGENCY



DESIGNER

WBC

REVIEWER

KWK 07/09/25

PROJECT ID

91705

SHEET

16

TOTAL

33

PAVEMENT SUBSUMMARY

PAVEMENT MARKING SUBSUMMARY