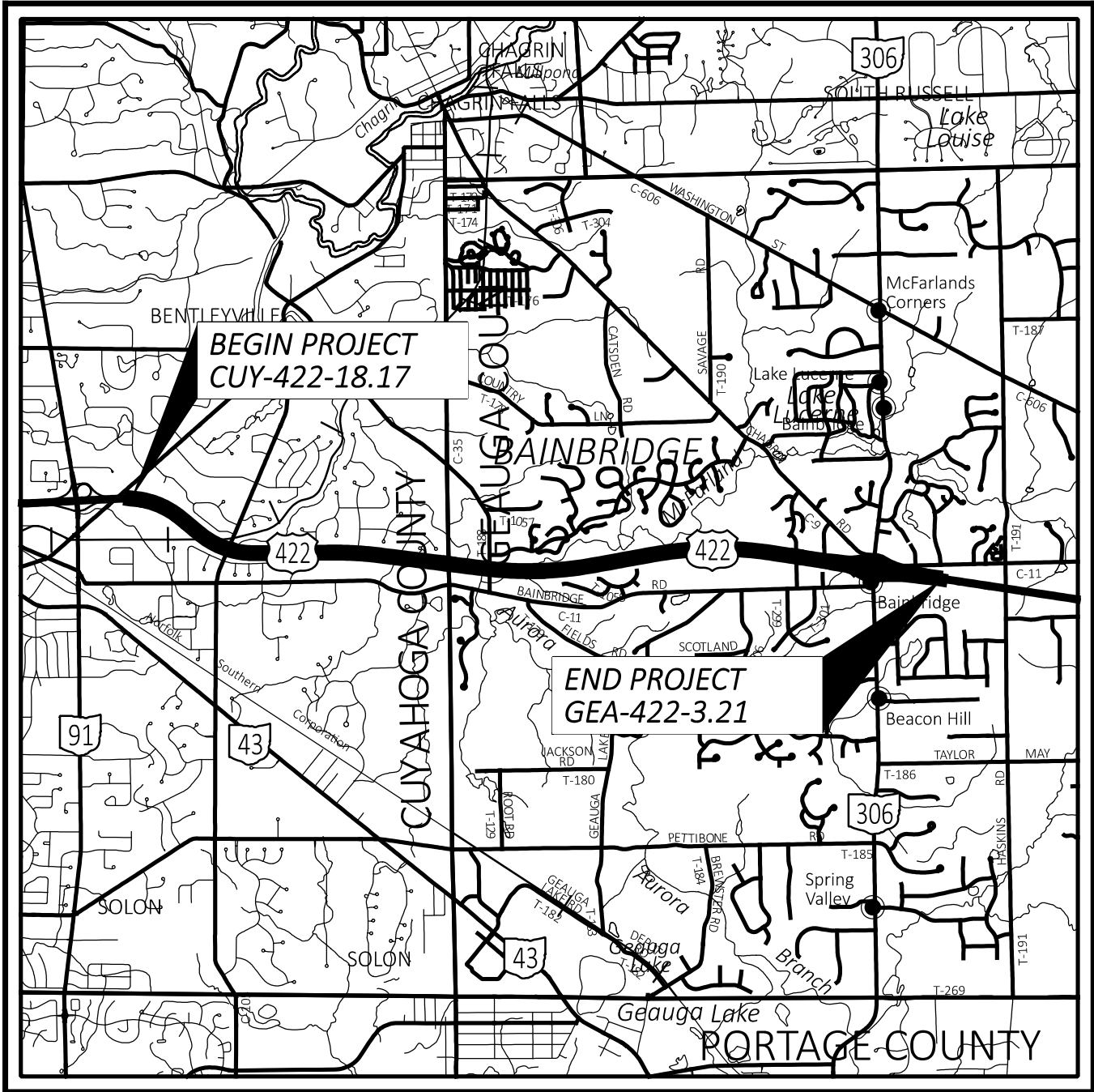




LOCATION MAP

LATITUDE: N 41°23'18" LONGITUDE: W 81°23'31"



PORTION TO BE IMPROVED	=====
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	=====
STATE ROUTES	=====
COUNTY & TOWNSHIP ROADS	=====
OTHER ROADS	=====

DESIGN DESIGNATION	CUY-422 (18.17-20.09) GEA-422 (0.00-2.76)	GEA-422 (2.76-3.21)
CURRENT ADT (2026)	34,000	22,000
DESIGN YEAR ADT (2046)	34,500	29,500
DESIGN HOURLY VOLUME (2046)	4,300	3,500
DIRECTIONAL DISTRIBUTION	61.5%	71.5%
TRUCKS (24 HOUR B&C)	8%	8%
DESIGN SPEED	65 MPH	65 MPH
LEGAL SPEED	65 MPH	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		
PRINCIPAL ARTERIAL FREEWAY		
NHS PROJECT	YES	

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

PLAN PREPARED BY:
ODOT DISTRICT 12
PLANNING & ENGINEERING
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OH 44125

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY/GEA-422-18.17/0.00

CITY OF SOLON
BAINBRIDGE TOWNSHIP

CUYAHOGA COUNTY
GEAUGA COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLANS	2-4
TYPICAL SECTIONS	5-6
GENERAL NOTES	7-9A
PAVEMENT REPAIR DETAILS	9B
MAINTENANCE OF TRAFFIC NOTES	10-14
GENERAL SUMMARY	15-15A
SUBSUMMARIES	
PAVEMENT SUBSUMMARY	16-17
PAVEMENT MARKING SUBSUMMARY	18
PLAN - US 422	19-30

FEDERAL PROJECT NUMBER

E260324

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RESURFACING OF US 422 FROM
SOLON RD. TO EAST OF SR 306.

EARTH DISTURBED AREAS

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

2023 SPECIFICATIONS

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

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.


John Picuri, P.E., P.S.
District 12 Deputy Director


Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	TC-41.20	10/18/13			800-2023	1/16/26
BP-9.1	1/18/19	TC-41.30	4/21/23			808	7/19/24
		TC-41.40	10/18/13			821	4/20/12
MT-95.30	7/19/19	TC-42.20	10/18/13			832	7/19/24
MT-95.50	7/21/17	TC-52.10	10/18/13			908	1/17/25
MT-98.10	1/17/20	TC-52.20	1/15/21			921	7/19/24
MT-98.11	1/17/20	TC-61.10	4/21/23				
MT-98.20	4/19/19	TC-65.10	1/17/14				
MT-98.22	1/17/20	TC-65.11	1/17/25				
MT-98.28	1/17/20	TC-71.10	4/21/23				
MT-98.29	1/17/20	TC-72.20	1/17/25				
MT-98.30	7/16/21	TC-73.20	1/17/25				
MT-99.20	4/19/19						
MT-101.90	7/17/20						
MT-104.10	1/19/24						
MT-105.10	1/17/20						

ENGINEER'S SEAL



TITLE SHEET

DESIGN AGENCY



DESIGNER

MAE

REVIEWER

KHD 04/07/26

PROJECT ID

107385

SHEET

TOTAL

P.1

30

Drainage

Review of drainage facilities

Before any work is started on the project and again before final acceptance by the state, representatives of the state and the contractor, along with local representatives, shall make an inspection of all existing sewers which are to remain in service and which may be affected by the work. The condition of the existing conduits and their appurtenance shall be determined from field observations. Records of the inspection shall be kept in writing by the state.

All new conduits, inlets, catch basins, and manholes constructed as a part of the project shall be free of all foreign matter and in a clean condition before the project will be accepted by the state.

All existing sewers inspected initially by the above mentioned parties shall be maintained and left in a condition reasonably comparable to that determined by the original inspection. Any change in the condition resulting from the contractor's operations shall be corrected by the contractor to the satisfaction of the engineer.

Payment for all operations described above shall be included in the contract price for the pertinent 611 items.

Item Special – Miscellaneous Metal

Existing castings may prove to be unsuitable for reuse, as determined by the Engineer. It shall be the Contractor's responsibility to provide the castings of the required type, size, and strength (heavy duty) for the particular structure in question. All materials must meet Item 611 of the CMS and shall have the prior approval of the Engineer.

The Contractor is cautioned to use extreme care in the removal, storage, and replacement of all existing castings. Castings damaged by the negligence of the Contractor, as determined by the Engineer, shall be replaced with the proper new castings at the expense of the Contractor.

The Contractor shall not order materials until authorized by the Engineer, and if none are needed, the item shall be non-performed.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item Special – Miscellaneous Metal..... **10,000 Lbs**

Roadway

Item 209 – Linear Grading, As Per Plan

This item of work shall consist of grading along the outside edge of the paved shoulder to eliminate high spots and provide positive sheet flow off the pavement and shoulder into roadside ditches or drainage structures. This item is not intended to be used to excavate a uniform depth to place Item 617 – Compacted Aggregate, As Per Plan.

Any debris collected shall be removed and disposed of as specified in Section 105.16 & 105.17 of the Construction and Material Specifications.

Payment for the above work shall be made at the unit bid price for Item 209, Station, Linear Grading, As Per Plan and shall include all labor, tools, equipment and materials necessary to perform this item of work.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

209, Linear Grading, As Per Plan..... **200 Stations**

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment and profile of the existing pavement. Previous construction plans showing the original alignment and profile, are available for inspection at the ODOT District 12 Office. Place the proposed pavement as shown on the typical sections.

Planing Requirements

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 7 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 7 calendar days, liquidated damages as per 108.07 of the C&MS shall be assessed.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.08(D), after completion of the surface course, the contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot with the exception of one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be as approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Item 251 – Partial Depth Pavement Repair, As Per Plan A

This item shall be used for the repair of unsound, cold patch, or pop-out areas of longitudinal joints as directed by the Engineer. This work shall be performed prior to the milling operation. The depth of the repair from the top of the existing surface shall be 3.5". The width of the repair shall be 24" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity is carried to the General Summary to complete this item of work:

251, Partial Depth Pavement Repair, As Per Plan A **450 Sq Yds**

Item 251 – Partial Depth Pavement Repair, As Per Plan B

This item shall be used for the repair of unsound, cold patch, or pop-out areas of transverse joints as directed by the Engineer. This work shall be performed prior to the milling operation. The depth of the repair from the top of the existing surface shall be 3.5". The width of the repair shall be 24" centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity is carried to the General Summary to complete this item of work:

251, Partial Depth Pavement Repair, As Per Plan B..... **1,820 Sq Yds**

Item 253 – Pavement Repair

This work item is for use as directed by the Engineer for the purpose of pavement repair. All labor and material necessary to perform this work and section 250 of the CMS shall be included for payment under Item 253.

Depth of pavement repair removal shall typically be 5" measured before the pavement has been planed. The depth of repair shall be as directed by the Engineer if unsound material is encountered after the removal of the 5".

Use replacement materials conforming to the requirements of Item 301.

The following estimated quantity has been carried to the General Summary:

Item 253 – Pavement Repair..... **25 CY**

Item 254 – Pavement Planing, Asphalt Concrete, As Per Plan

This item shall be used to remove the existing asphalt overlay full width at an average depth of 1.5" as specified in the plans. Areas which have transverse wedges (butt joints) are to be removed in two passes as required for maintaining traffic. No additional payment shall be made for the second pass.

Exercise caution when planing adjacent to existing asphalt concrete curb so as not to damage it.

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (447), As Per Plan, PG76-22M

The coarse virgin aggregate for this item shall be limited to a blend of air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone. The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2 percent. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of C&MS 442.

Follow all requirements of the specifications with the addition of the following: Provide location reference coordinates for each core taken for mat and joint density acceptance. Utilize a Global Navigation Satellite System (GNSS) receiver with an accuracy of ± 2 inches (50 mm) in the X and Y directions. Use a GNSS with the ability to obtain positional corrections using the ODOT Real Time Network (RTN) or a Base-Rover real-time kinematic (RTK) system. Tie data to the most current version of the National Spatial Reference System (NSRS) through Ohio County Coordinate System (OCCS) Coordinates. Use the RTN only when coverage is available throughout the project limits.

DESIGN AGENCY



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MAE

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KHD 04/07/26

PROJECT ID

107385

SHEET

TOTAL

P.8

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**Item 255 - Full Depth Rigid Pavement Removal And Rigid Replacement,
Type 1, Class QC MS, As Per Plan A**
**Item 255 - Full Depth Rigid Pavement Removal And Rigid Replacement,
Type 1, Class QC MS, As Per Plan B**

This item shall consist of replacing existing pavement per Item 255 and the notes below and details on sheet 9B.

Existing concrete pavement thickness may vary from that shown on the typical sections by plus two inches or minus one inch. No adjustment in payment for this item shall be made providing that the average pavement thickness is within one inch of the thickness shown on the typical sections. Additional compensation shall be made by change order for the material cost of concrete only when the average thickness exceeds the one inch maximum tolerance above. The volume of concrete paid for shall be based upon the amount of concrete additional above the one inch tolerance limit.

The contractor shall saw through the asphalt overlay prior to the pavement planing operation. The contractor shall remove the existing overlay and rigid pavement with care so as to not disturb the adjacent remaining concrete pavement and overlay. The pavement planing operation will then plane through the top 1.5" of the full depth repair.

If, after removal of the rigid pavement the engineer determines that the subbase or subgrade has failed or is pumping, the engineer will direct the contractor to excavate the unsuitable material and replace it with compacted 304 aggregate. Quantities of Item 203 - Excavation and Item 304 - Aggregate Base have been provided to repair said failed subbase or subgrade areas.

Pavement repair less than or equal to ten (10) feet in length shall be paid for under "Full Depth Rigid Pavement Removal And Replacement, Type 1, Class QC MS, As Per Plan, A". Pavement repairs greater than ten (10) feet in length shall be paid for under "Full Depth Rigid Pavement Removal And Replacement, Type 1, Class QC MS, As Per Plan B".

All costs associated with sawcutting, including labor, materials and equipment, shall be incidental to Item 255 – Full Depth Pavement Removal and Rigid Replacement, Type 1, Class QC MS, As Per Plan “A” and “B”.

Item 255 – Full Depth Rigid Pavement Removal And
Rigid Replacement, Type 1, Class QC MS, As Per Plan A 2000 SY
Item 255 – Full Depth Rigid Pavement Removal And
Rigid Replacement, Type 1, Class QC MS, As Per Plan B 100 SY
Item 203 – Excavation 35 CY
Item 304 – Aggregate Base 35 CY

Item 400 - Special, Paver Mounted Thermal Profiling (PMTP)

This item consists of providing a paver mounted thermal profiling (PMTP) system to identify the presence of any thermal segregation of an uncompacted mat of hot mix asphalt. Conform to the specifications found in the special provision for methods and procedures for determining the thermal profile using a PMTP system.

Notify the ODOT Office of Pavement Engineering (OPE) at least two weeks prior to the start of PMTP data collection.

OPE will conduct density gauge testing on some or all of thermal profile data sublots categorized as having severe thermal segregation, as defined in the special provision. The results of this testing are for research purposes and will not result in any additional adjustment to the item unit bid price. Provide traffic control to allow OPE to conduct testing. The Department will not require more than four days of additional lane closures to perform density gauge testing.

Include the cost of all labor, equipment, software, and incidentals necessary to install the equipment and analyze the data in the Lump Sum bid for Item Special, Paver Mounted Thermal Profiling (PMTP).

Item 690 - Special, Intelligent Compaction (IC)

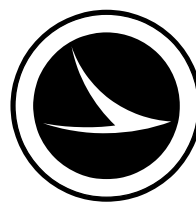
This item consists of providing an intelligent compaction (IC) system to monitor compaction during placement of asphalt concrete. Instrument all rollers involved in the compaction of the asphalt concrete mat. Conform to the specifications found in the special provision.

Notify the ODOT Office of Pavement Engineering (OPE) at least two weeks prior to the start of IC data collection.

Include the cost of all labor, equipment, software, and incidentals necessary to install the equipment and analyze the data in the Lump Sum bid for Item Special, Intelligent Compaction (IC).

GENERAL NOTES

DESIGN AGENCY



DESIGNER

MAE

REVIEWER

KHD 04/07/26

PROJECT ID

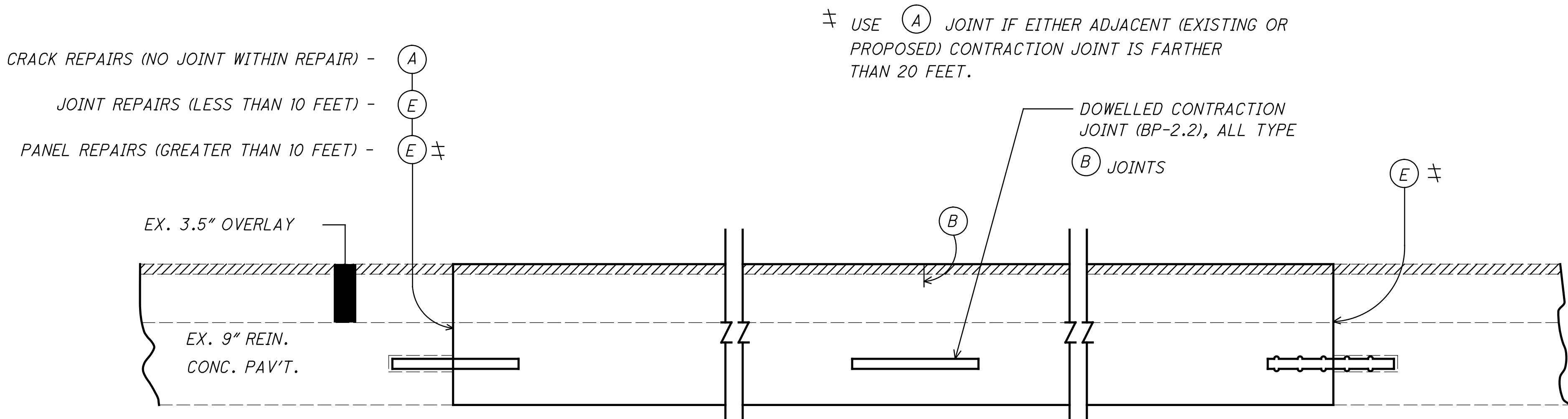
107385

SHEET

P.9A

TOTAL

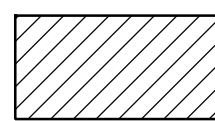
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ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT

SEE GENERAL NOTES FOR ADDITIONAL INFORMATION.

LEGEND



PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"

- (A) TYPE Y DOWELLED REPAIR JOINTS, AS PER BP-2.5
- (B) SAWED CONTRACTION JOINT AS PER BP-2.2, WITH DOWELS, MAX. SPACING 20' C/C FOR ONE LANE REPLACEMENTS ALIGN JOINT WITH EXISTING CRACKS IN THE ADJACENT LANE WHENEVER POSSIBLE. (EX. CRACKS OCCUR APPROX. 15' C/C)
- (C) LONGITUDINAL BUTT JOINT AS PER BP-2.1 (USING HOOK BOLTS)
- (D) TYPE D JOINT AS PER BP-2.1 FOR PATCHES 10' OR GREATER IN LENGTH
- (E) TYPE T TIED REPAIR JOINT, AS PER BP-2.5

DESIGN AGENCY



DESIGNER

MAE

REVIEWER

KHD 04/07/26

PROJECT ID

107385

SHEET

P.9B

TOTAL

30

SHEET NUMBER							PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7-9	9A	10-14	16	17	18		01/NHS						
200							200	209	60201	200	STA	ROADWAY	8
	35						35	203	10000	35	CY	EXCAVATION	
	35						35	304	20000	35	CY	AGGREGATE BASE	
							1,000	832	30000	1,000	EACH	EROSION CONTROL	
												DRAINAGE	
10,000							10,000	SPECIAL	61199820	10,000	LB	MISCELLANEOUS METAL	
							LS	SPECIAL	40010000	LS		PAVEMENT	
							LS	SPECIAL	69098400	LS		INTELLIGENT COMPACTION	
	2,000						2,000	255	15001	2,000	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS, AS PER PLAN, A	
	100						100	255	15001	100	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS, AS PER PLAN, B	
450							450	251	01001	450	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN A	8
1,820							1,820	251	01001	1,820	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN B	8
25							25	253	02001	25	CY	PAVEMENT REPAIR, AS PER PLAN	8
			135,483	117,348			252,831	254	01001	252,831	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1.5"	8
			11,519	9,979			21,498	407	20000	21,498	GAL	NON-TRACKING TACK COAT	
			3,628	3,164.0			6,792	442	00100	6,792	CY	ANTI-SEGREGATION EQUIPMENT	
				556			556	442	10001	556	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN A, PG76-22M, 1-1/2"	9
			5,645	4,334			9,979	442	10301	9,979	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN A, PG76-22M, 1-1/2"	9
300							300	617	10101	300	CY	COMPACTED AGGREGATE, AS PER PLAN	9
22							22	618	40601	22	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	9
					32.72		32.72	850	10010	32.72	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					4,065		4,065	850	10110	4,065	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					3,775		3,775	850	10130	3,775	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
					8,680		8,680	850	20110	8,680	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
				3,414			3,414	872	10000	3,414	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
												TRAFFIC CONTROL	
					224		224	620	00500	224	EACH	DELINEATOR, POST GROUND MOUNTED	
					224		224	620	31200	224	EACH	REMOVAL OF DELINEATOR	
					649		649	621	00100	649	EACH	RPM	
					483		483	621	54000	483	EACH	RAISED PAVEMENT MARKER REMOVED	
		300					300	630	97800	300	SF	SIGNING, MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER	13
					96		96	646	10400	96	FT	STOP LINE	
					15		15	646	20300	15	EACH	LANE ARROW	
					2		2	646	20320	2	EACH	WRONG WAY ARROW	
					11.72		11.72	807	12010	11.72	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", WHITE	
					11.72		11.72	807	12010	11.72	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", YELLOW	
					10.93		10.93	807	12110	10.93	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
					3,775		3,775	807	12310	3,775	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
					4,065		4,065	807	12410	4,065	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
8							8	632	26501	8	EACH	DETECTOR LOOP, AS PER PLAN	
												MAINTENANCE OF TRAFFIC	
		100					100	614	11110	100	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	13
		6					6	614	12484	6	EACH	WORK ZONE INCREASED PENALTIES SIGN	12
		100					100	614	13001	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	12
		6					6	614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12
		11.02					11.02	614	20110	11.02	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
		11.02					11.02	614	20560	11.02	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
		23.62					23.62	614	22110	23.62	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
		23.62					23.62	614	22360	23.62	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
		4,671					4,671	614	23210	4,671	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
		4,671					4,671	614	23690	4,671	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
		4,065					4,065	614	24202	4,065	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
		4,065					4,065	614	24612	4,065	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
		96					96	614	26200	96	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
		96					96	614	26610	96	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		15					15	614	30200	15	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

MAE

REVIEWER

KHD 04/07/26

PROJECT ID

107385

SHEET

P.15

TOTAL

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