# ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED. CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES. OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB. TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERFLEVATION. THE INTENT IS TO MAINTAIN THE FXISTING SUPERFLEVATION

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$5,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 -PAVEMENT PLANING, ASPHALT CONCRETE.

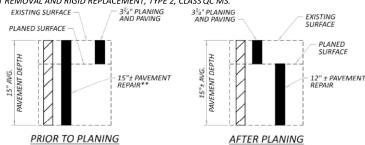
## ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT WHICH MAY BE ASPHALT, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHOULD BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE THE PLACEMENT OF THE INTERMEDIATE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE REMOVAL DEPTH OF 12".

REPLACEMENT MATERIAL SHOULD BE PORTLAND CEMENT CONCRETE PAVEMENT, CLASS QC MS. REPLACE THE CONCRETE AN AVERAGE OF 12" DEEP TO FINISH FLUSH WITH THE PROPOSED PLANED SURFACE

ALTERNATIVELY, THE CONTRACTOR MAY PERFORM THE PAVEMENT REPAIR PRIOR TO PAVEMENT PLANING AND REPLACE THE CONCRETE TO FINISH FLUSH WITH THE EXISTING PAVEMENT SURFACE. THE TOP 3.25" OF PAVEMENT MAY BE PORTLAND CEMENT CONCRETE OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449) MATERIAL. THE TOP 3.25" OF MATERIAL TO MATCH THE EXISTING PAVEMENT SURFACE (AND TO BE PLANED WITH THE PROPOSED PAVEMENT TREATMENT) SHALL BE CONSIDERED INCIDENTAL TO ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS.



\*\*TOP 31/4" INCIDENTAL TO ITEM 255

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 10% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 90% ARE TO BE CONSIDERED TRANSVERSE REPAIRS UNLESS OTHERWISE STATED. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR EXCEPT ITEM 255 - FULL DEPTH PAVEMENT SAWING (FT) WILL BE PAID FOR SEPARATELY. FOR PAYMENT PURPOSES, ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS IS TO BE AN AVERAGE OF 12" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

# ERI-2 MAINLINE (01/NHS):

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT,

TYPE 2. CLASS OC MS (TRANSVERSE) 16.525 SY

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS (LONGITUDINAL)

ITEM 255 - FULL DEPTH PAVEMENT SAWING 66.106 FT

### MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC

#### ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE AGGREGATE SHOULDER WITHIN 7 (SEVEN) CALENDAR DAYS OF THE BERM MATERIAL BEING LAYED ON THE SHOULDER. PRIOR TO APPLYING THE PRIME COAT LAYER IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO CORRECT ANY DAMAGES TO AGGREGATE SHOULDER THAT HAS OCCURRED DURING THE PERIOD OF TIME BETWEEN THE LAYING OF THE BERM MATERIAL AND THE SPRAYING OF PRIME COAT. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE

### STOP BAR PLACEMENT

IN ORDER TO COMFLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

#### PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING. GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

## ITEM 611 - CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE 6 EACH EASTBOUND - SLM 29.48 (x2), 29.53 (x2) WESTBOUND - SLM 29.48 (x1), 29.53 (x1)

# ITEM SPECIAL - MISCELLANEOUS METAL (D119)

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY

1,835 SY

SPECIAL - MISCELLANFOLIS METAL

500 LB

THE CONTRACTOR IS CAUTIONED TO USED 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.

### ITEM 644 - SPEED MEASUREMENT MARKING

PLACE A SERIES OF SPEED MEASUREMENT MARKINGS ON THE ROADWAY TO ASSIST IN THE ENFORCEMENT OF SPEED REGULATIONS. EACH SPEED MEASUREMENT MARKING SHALL CONSIST OF ONE WHITE TRANSVERSE 24-INCH LINE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH.

THE MARKINGS SHALL BE PLACED AT ONE-QUARTER MILE INTERVALS FOR ONE (1) MILE ALONG THE ROADWAY, ENTIRELY ON THE PAVED SHOULDER, AT LOCATIONS SHOWN BELOW:

ERI-2-26.00 TO 27.00 (EASTBOUND & WESTBOUND)

IT IS THE RESPONS'BILITY OF THE CONTRACTOR TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED PROFESSIONAL SURVEYOR. ON SECTIONS WITH CURVES, THE MARKINGS ON THE INSIDE OF THE CURVE SHALL MEET THE REQUIRED ONE-QUARTER MILE INTERVALS. MARKINGS ON THE OUTSIDE OF THE CURVE SHALL BE DIRECTLY ACROSS FROM THE MARKINGS ON THE INSIDE OF THE CURVE, NOT STAGGERED. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

PAYMENT WILL BE FOR EACH 24-INCH WIDE BY 4-FFFT LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK PER ITEM 644 - SPEED MEASUREMENT MARKING

DISTRICT 3

TEAM ONE

CM 6-16-25

P.07 37

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SHEET NUMBER					PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET				
6	7	9	10	18	19	24	26	01/NHS 02/BRO	11211	EXT	TOTAL	01111		NO.	
													TRAFFIC CONTROL		
						796		796	621	00100	796	EACH	RPM	+	
						796		796	621	54000	796	EACH	RAISED PAVEMENT MARKER REMOVED		
					22			22	626	00110	22	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY		_
					4	60		60	626 644	00110 00500	60	EACH FT	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL STOP LINE		_
								00	077	00300	00	11	STOT LINE		
						4		4	644	01360	4	EACH	WRONG WAY ARROW		
						416		416	644	00720	416	FT	CHEVRON MARKING		
						20 0.7		0.7	644 807	40000 12010	0.7	EACH MILE	SPEED MEASUREMENT MARKING WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"		-
						0.7		0.7	807	12010	0.7	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"  WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"		
						"		0.20	1 337		5.25	******			
						116		116	807	12310	116	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"		
						25.85		25.85	807	14010	25.85	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"		_
						11.98	$\sim$	11.98	807 807	14110 14310	11.98	MILE FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	_	-
						3,182		3,182	807	14410	3,182	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"		
							L L								
						37.71		37.71	850	10010	37.71	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	1	_
						3,182 1,592		3,182 1,592	850 850	10110 10130	3,182 1,592	FT FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT) GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	1	-
						0.98		0.98	850	20010	0.98	MILE	GROOVING FOR 12 RECESSED PAVEMENT MARKING, (ASPITALI)  GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	+	1
						116		116	850	20130	116	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)		
													STRUCTURE REPAIR (ERI-CR 140-3.82)		
							2	2	512	10100	2	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		-
							15	15	519	11100	15	SF	PATCHING CONCRETE STRUCTURE		
													CTRUCTURE REPAIR (ERL 2 25 75 1)		-
							78	78	202	98200	78	FT	STRUCTURE REPAIR (ERI-2-25.75 L) REMOVAL MISC.: JOINT SEALER	25	-
							71	71	409	30000	71	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS		
							676	676	512	73500	676	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN		
							78	78 15	516	31000	78	FT SY	JOINT SEALER PATCHING CONCRETE BRIDGE DECK - TYPE B	25	_
							15	15	SPECIAL	51912510	15	31	PAICHING CONCRETE BRIDGE DECK - TYPE B	25	-
									1				STRUCTURE REPAIR (ERI-2-25.75 R)		
							78 71	78 71	202 409	98200 30000	78 71	FT FT	REMOVAL MISC.: JOINT SEALER SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	25	
							676	676	512	73500	676	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN		
							78	78	516	31000	78	FT	JOINT SEALER		
							8	8	SPECIAL	51912510	8	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	25	_
															_
													STRUCTURE REPAIR (ERI-2-26.73 L)	1	1
							78	78	202	98200	78	FT	REMOVAL MISC.: JOINT SEALER	25	
							72	72	409	30000	72	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	1	-
							451 78	451 78	512 516	73500 31000	451 78	SY FT	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN  JOINT SEALER	1	-
							30	30	SPECIAL	51912510	30	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	25	1
													CTRUCTURE PERAID (FRI 2 2C 72 B)	1	-
							78	78	202	98200	78	FT	STRUCTURE REPAIR (ERI-2-26.73 R) REMOVAL MISC.: JOINT SEALER	25	DESIG
							72	72	409	30000	72	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS		DI
							451	451	512	73500	451	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN		
							78	78	516	31000	78	FT	JOINT SEALER	1	/\ 
														1	ENC
													STRUCTURE REPAIR (ERI-TR 147-0.74)	1	TE
							2	2	512	10100	2	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1	DESIG
							21	21	519	11100	21	SF	PATCHING CONCRETE STRUCTURE	1	-
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116 0.98 116

0.37 0.33

0.28

TOTALS TO GENERAL SUMMARY (01/NHS)

										AL	JXILIA	ARY &	LONG	LINE	MARK	INGS													
								614						807				850			6-	44			80	)7		8:	350
					SS III,	SS III,	.INE,	SS III,	ASS III,	SS I, 6",	ASS I,	ASTIC INE, 6"	ASTIC INE, 6"	ASTIC INE, 6"	ASTIC ELIZING	ASTIC ) LINE,	174	47.7	77b Q.	AUXILI	ARY MAI	RKINGS	(740.04)	EMENT ITE)	EMENT LOW)	EMENT	EMENT E, 12"	RETE	D RETE
ROUTE	78/	, 	HIGHWAY MILES	DESCRIPTION	WORK ZONE LANE LINE, CLAS 642 PAINT	WORK ZONE EDGE LINE, CLAS 642 PAINT	WORK ZONE CHANNELIZING L CLASS III, 642 PAINT	INE, CL	WORK ZONE DOTTED LINE, CI 642 PAINT	.INE, CLA	WORK ZONE DOTTED LINE, CL 6", 740.06, TYPE I	WET REFLECTIVE THERMOPL. PAVEMENT MARKING, EDGE L (WHITE)	WET REFLECTIVE THERMOPL. PAVEMENT MARKING, EDGE L (YELLOW)	WET REFLECTIVE THERMOPL. PAVEMENT MARKING, LANE LI	WET REFLECTIVE THERMOPL. PAVEMENT MARKING, CHANNI LINE, 12"	WET REFLECTIVE THERMOPL. PAVEMENT MARKING, DOTTEE 6"	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, ASPHA	GROOVING FOR 6" RECESSEL PAVEMENT MARKINGS, ASPHI	GROOVING FOR 12" RECESSE PAVEMENT MARKINGS, ASPHA	STOP LINE	CHEVRON MARKING	WRONG WAY ARROW	SPEED MEASUREMENT MARKING	WET REFLECTIVE EPOXY PAVI MARKING, EDGE LINE, 6" (WHI	WET REFLECTIVE EPOXY PAVI MARKING, EDGE LINE, 6" (YEL	WET REFLECTIVE EPOXY PAVI MARKING, LANE LINE, 6"	WET REFLECTIVE EPOXY PAVI MARKING, CHANNELIZING LIN	GROOVING FOR 6" RECESSEL PAVEMENT MARKINGS, CONC	GROOVING FOR 12" RECESSED PAVEMENT MARKINGS, CONCRETE
	FROM	то	MILE		MILE	MILE	FT	FT	FT	MILE	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	FT	FT	EACH	EACH	MILE	MILE	MILE	FT	MILE	FT
				EASTBOUND LONG LINE MARKINGS	17.97	35.95	2,421		4,527	0.74	3,920	5.99	5.99	5.99	807	1,509	17.97	1,509	807										
2	24.50	30.49	5.99	WESTBOUND LONG LINE MARKINGS	17.97	35.95	2,355		5,019	0.74	3,920	5.99	5.99	5.99	785	1,673	17.97	1,673	785										
				FOUR-LANE AUXILIARY MARKINGS									0.12								339		20						
																$\sim$													
			0.14	RAMP A		0.56						0.14	0.14		(		<b>1</b> 0.28												
			0.18	RAMP B		0.72						0.18	0.18				0.36					1							
2			0.04	RAMP B1		0.16		45				0.04	0.04				0.08			23	77	1							
			0.22	RAMP C		0.88						0.22	0.22		۲	•	0.44												
			0.04	RAMP C1		0.16						0.04	0.04		<u> </u>	•	0.08												
			0.26	RAMP D		1.04		74				0.26	0.26		<u> </u>		0.52			37		2						<u> </u>	
															<u> </u>		人											<u> </u>	
2			CON	ICRETE BRIDGE DECKS											<u> </u>		<b>Ι</b>							0.37	0.33	0.28	116	0.98	116
	2	2 24.50	FROM TO  2 24.50 30.49	## FROM TO MILE  2 24.50 30.49 5.99  2 0.14 0.18 0.04 0.02 0.04 0.26	FROM   TO   MILE	DESCRIPTION   DESCRIPTION	DESCRIPTION   SS   SSET   SS   SS   SS   SS   SS	## PROPERTY OF PROPERTY OF THE	BONDARY ZONE CHANNELIZING FOR EASTBOUND LONG LINE MARKINGS   17.97   35.95   2.355	BOND   BOND	PROM   TO   MILE   MOBK ZONE CHANNELIZING   STAND   MOBK ZONE CHANNELIZING   STAND   MOBK ZONE EDGE FINE   CITYS   STAND   MOBK ZONE EDGE FINE   CITYS   STAND   MOBK ZONE   CITYS   CITYS	PROM   TO   MILE   MOORX ZONE DOLLED FINE CRASS III   MOORX ZONE DOLLED FINE CRASS I	Part   Part	Page   Page	Parametrical Parametring   P	Part   Part	Note   Note		BOOK   STATE   PROVINCE   PROVI	BOON   SON   BOON   B	NOTE   NOTE			Note   Note	Record   To   Mile   Record   Record	No.   No.	No.   No.	Part   Part	## PACKED FOR MARK PRINCE COLOR OF PACKED FOR MARK PRINCE COLOR OF PACKED FOR MAKE PACKED FOR PACKED FOR MAKE PACKED FOR PACKED

35.95 75.41 4,777 119 9,546 1.48 7,840 12.86 12.99 11.98 1,592 3,182 37.71 3,182 1,592 60 416 4 20

										RAIS	ED PAVEMENT MARKERS				
					621	621	PRISMATIC	RETRO-R	EFLECTO	R TYPES		DETAIL	DESCRIPTION		
							ONE-WAY		TWO-WAY	<u>'</u>		1	MULTILANE UNDIVIDED TYPICAL SPACING		
		2	E		ا د		ONE-WAT					2	TAPERED ACCEL. LANE		
_		Į	15	_	EN I							3	DECELERATION LANE		
OUNTY	75	<u> </u>	5	J <sub>A</sub>	INO IE			NO OM			REMARKS	4	PARALLEL ACCEL LANE		
Š	ROUTE	MIS/NOITATS	Ì	DETAIL	PAV			77:		RED	KEWAKAS	5	MULTILANE DIVIDED/EXPRESSWAY		
0	_	·	າ		RAISED PAVEMENT MARKER REMOVED		Щ	YELLOW / YELLOW	RED	_		6	STOP APPROACH		
					4RF	RPM	WHITE	ΜC	_	MO		7	2 LANE APPR. WITH TURN LANE		
					& ≶	₹		777	WHITE			8	THROUGH APPROACH		
		FROM	то		EACH	EACH	EACH	ΧE	₹	YEL		9	3 LANE APPR. WITH TURN LANE		
												10	3 LANE DIVIDED TO 2 LANE TRANSITION		
ERI	2	24.50	25.81	5	58	58	58				4-LANE DIVIDED	11	3 LANE UNDIVIDED TO 2 LANE TRANSITION		
ERI	2	25.81	30.46	5	627	627	627				4-LANE DIVIDED	12	TWO LANE NARROW BRIDGE		
												13	TWO WAY LEFT TURN LANE		
ERI	2	29.57	29.58	2,3	111	111	42			69	INTERCHANGE @ SR 60	14	ONE LANE BRIDGE		
												15	HORIZONTAL CURVE		
												16	HORIZONTAL CURVE ALT.		
												17	STOP APPROACH ALT.		
												18	FIRE HYDRANT		
												GAP	CENTER LINE AT 80 FT. TYP.		
													NOTES:		
													1 TUBUL AUSO OLIVI DE OTRIBER AT LOUIVIDEUS		
													1) THRU LANES SHALL BE STRIPED AT 12' WIDTHS.		
													1		
													2) FOR ALL WORK ZONE MARKINGS, THE 642 PAINT USED		
													SHALL BE TYPE 1.		
													-		
													3) WORK ZONE STOP LINES SHALL BE INSTALLED AT THE		
													FOLLOWING LOCATIONS:		
													RAMP D		
TO	ALS TO G	ENERAL SU	IMMARY (01	I/NHS)	796	796							1		

DESIGN AGENCY
DISTRICT 3 ENGINEERING TEAM ONE

LKM REVIEWER ACM 6-16-25

121718

P.24 TOTAL