	<u>WEEKLY MAINTENANCE OF TRAFFIC MEETING</u> AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A	MAINTENANCE OF TRAFF. ON BRICE ROAD (CONT'D
	WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.	THE FOLLOWING ESTIMAT BIDDING PURPOSES:
	THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE	- ITEM 614 WORK ZONE PA WHITE, CLASS III, 6", 64
	NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.	ITEM 614 WORK ZONE PA CLASS III, 6", 642 PAIN
\frown	IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITES. THIS	ITEM 614 WORK ZONE PA LINE, CLASS III, 12", 64
	WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.	ITEM 614 WORK ZONE PA CLASS III, 642 PAINT -
	MAINTENANCE OF TRAFFIC FOR CONSTRUCTION	ITEM 614 WORK ZONE CR TYPE 1 - 20 FT
	OF DRAINAGE ON BRICE ROAD TO BE ABLE TO CONSTRUCT THE DRAINAGE IN THE MAINTENANCE	ITEM 615, PAVEMENT FO 1050 SY
	OF TRAFFIC SCHEME PROVIDED HEREIN, PORTIONS OF THE TRUNK LINE STORM SEWER SHALL BE CONSTRUCTED DURING PRE-PHASE 1.	OTHER MOT QUANTITIES INCIDENTAL TO LUMP SU
\bigcirc	PRE-PHASE 1 FOR DRAINAGE ON BRICE ROAD SHALL CLOSE THE RIGHT-MOST NORTHBOUND LANE USING STANDARD DRAWING MT-95.30, DURING THE HOURS OF 9 AM TO 3 PM, WEEKDAYS. THE	WORK ZONE MARKINGS
	LIMITS OF THE NECESSARY NORTHBOUND CLOSURE WILL BE STATION 4+00 ON THE SOUTH END OF THE PROJECT AND STATION 19+00 ON THE NORTH END OF THE PROJECT. THE	<u>ITEM 614 - WORK ZONE I</u> <u>CLASS I, 6", 642 PAINT</u>
	CLOSURE LENGTH MAY VARY EACH DAY BASED ON DAILY WORK LIMITS. OPEN TRENCHES SHALL BE COVERED WITH STRUCTURALLY ADEQUATE STEEL PLATES IF EXPOSED TO TRAFFIC. CONTRACTOR	<u>ITEM 614 – WORK ZONE I</u> CLASS I. 6". 642 PAINT,
	IS RESPONSIBLE FOR DESIGNING THICKNESS OF PLATES.	<u>ITEM 614 - WORK ZONE I</u> CLASS I, 6", 642 PAINT,
	CONSTRUCTED, ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS THROUGH PART-WIDTH CONSTRUCTION, PLATES, AND DRUMS.	ITEM 614 - WORK ZONE I LINE, CLASS I, 6", 642
	DURING PRE-PHASE 1, THE FOLLOWING DRAINAGE STRUCTURES AS CALLED OUT IN THE DRAINAGE PLANS WILL NEED TO BE CONSTRUCTED, INCLUDING THE PIPE SEGMENTS BETWEEN	<u>ITEM 614 - WORK ZONE LINE, CLASS I, 6", 642</u> ITEM 614 - WORK ZONE
	STRUCTURES TO PROVIDE POSITIVE DRAINAGE: D200 D301 D304 D341 D345 D201 D302 D305 D342 D350	<u>CHANNELIZING LINE, CLA</u> ITEM 614 - WORK ZONE I
L	D202 D303 D306 D343 D203 D303A AND CONCRETE COLLAR CONNECTING EXISTING 48″ TO PIPE ENTERING D350.	<u>CLASS I. 24". 642 PAIN</u> ITEM 614 - WORK ZONE I
gorsle	THE PARTIAL TRUNK LINE, AS INDICATED ABOVE, SHALL BE CONNECTED TO THE EXISTING CULVERT NEAR STATION 12+00 DURING PRE-PHASE 1.	LINE, CLASS I, 6", 642 <u>ITEM 614 - WORK ZONE 1</u> CLASS I 642 PAINT
M	PIPES TO BE CONSTRUCTED DURING PHASE 1 ARE SHOWN IN THE DRAINAGE PLANS AS CROSSING BRICE ROAD TO THE TRUNK SEWER	<u>CLASS I, 642 PAINT</u> <u>ITEM 614 - WORK ZONE I</u> REDUCTION ARROW, CLA
34:59 F	LINE CONSTRUCTED IN PRE-PHASE 1 AS ABOVE. THESE CROSSING PIPES, LISTED BELOW, MAY BE CONSTRUCTED USING OPEN CUTTING OF PAVEMENT. THE OPEN CUTTING OF PAVEMENT WILL	IN ADDTION TO THE REG
2024 1:3	NEED TO BE ACCOMPLISHED BY WEEKEND WORK AS DEFINED BY 10:00 PM FRIDAY NIGHT THROUGH 5:00 AM MONDAY MORNING. TEMPORARY LANE CLOSURES SHALL BE FACILITATED BY USING SCD	PER CITY OF COLUMBUS PAYMENT FOR THIS ITEN
4/1/2	MT-95.30 AND APPLICATIONS TA-21, TA-22, TA-23, AND TA-30 OF THE OMUTCD. STRUCTURALLY ADEQUATE STEEL PLATES SHALL COVER ALL OPEN TRENCHES SUBJECTED TO TRAFFIC.	PRICE BID PER EACH, IN
heet	CONTRACTOR IS RESPONSIBLE FOR DESIGNING THICKNESS OF PLATES. TRENCHES SHALL BE BACKFILLED AT THE END OF EACH WEEKEND'S WORK. WEEKEND WORK SHALL NOT BE IN	
\bigcirc \land	CONTRADICTION TO HOLIDAY OR SPECIAL EVENT TABLE IN THESE NOTES. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES DURING WEEKEND WORK.	
232_MN001.dgn	CROSSING PIPES TO BE CONSTRUCTED IN PHASE 1: 214-203 320-304 346-345 312-302 324-306 316-303 344-343	
) Sheets\982	THE REMAINDER OF THE DRAINAGE STRUCTURES AND CONDUITS SHALL BE CONSTRUCTED IN PHASE 2 AND 3, AS THE PROPOSED MOT SCHEME CLOSES TRAFFIC TO THE AREA NECESSARY TO CONSTRUCT EACH ITEM.	
) sign\M0T\	THE SAW CUTTING AND TEMPORARY PAVEMENT NEEDED ALONG THE EAST SIDE OF BRICE ROAD TO INSTALL THE DRAINAGE ITEMS IN PRE-PHASE 1, AS DEFINED ABOVE, ARE TO BE PAID FOR IN THE LUMP SUM MOT QUANTITY. ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B IS TO BE USED TO PAVE OVER BACKFILLED TRENCHES WITHIN THE PAVEMENT IN THIS LOCATION.	
PR56140\FRA\98232\De		

<u>FIC FOR CONSTRUCTION OF DRAINAGE</u>

ATED QUANTITIES ARE TO BE USED FOR

AVEMENT MARKING MISC:, EDGE LINE, 642 PAINT - 0.18 MI

PAVEMENT MARKING MISC:, LANE LINE, NT - 0.16 MI

PAVEMENT MARKING MISC:, CHANNELIZING 642 PAINT – 75 FT

PAVEMENT MARKING MISC:. ARROW. - 2 EA

ROSSWALK LINE, CLASS I, 12", 740.06,

OR MAINTAINING TRAFFIC, CLASS B -

S FOR WORK DESCRIBED ABOVE ARE SUM QUANTITY OF MOT.

PAVEMENT MARKING MISC.: LANE LINE.

<u>PAVEMENT MARKING MISC.: EDGE LINE.</u> . WHITE

PAVEMENT MARKING MISC.: EDGE LINE. <u> YELLOW</u>

PAVEMENT MARKING MISC.: DOTTED <u>PAINT. WHITE</u>

PAVEMENT MARKING MISC.: DOTTED <u>? PAINT. YELLOW</u>

<u>PAVEMENT MARKING MISC.:</u> ASS I. 12". 642 PAINT

PAVEMENT MARKING MISC .: STOP LINE.

PAVEMENT MARKING MISC .: CENTER PAINT. DOUBLE SOLID

PAVEMENT MARKING MISC .: ARROW.

PAVEMENT MARKING MISC.: LANE ASS I. 642 PAINT

QUIREMENTS OF ITEM 614 AND 642 THE HALL BE PER MARKING SPECIFICATIONS 'S ITEM 614 AND 642.

EM SHALL BE AT THE CONTRACT UNIT 'NSTALLED AND MAINTAINED.

ITEM 614 - REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDNACE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS. HARDWARE AND SUPPORTS. AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANITY OF 50 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 300 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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- SECTIONS(S)	DIRECTION(S)
WZ-35788	I-70, 22.26-24.81	WB

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), INDICATED THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITIED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER. MAINLINE AND CD LANES SEPARATED BY BARRIERS IN THE SAME DIRECTION SHALL BE ANALYZED TOGETHER.

WORK ZONE SPEED ZONES (WZSZS) (CONT'D) 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

		WITH	W1	THOUT
ORIGINAL	POSITIV	E PROTECTION	POSITIV	E PROTECTION
POSTED	WORKERS	WORKERS NOT		
SPEED LIM	PRESENT	PRESENT	PRESENT	PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

ITEM 808. DIGITAL SPEEL LIMIT (DSL) SIGN ASSEMBLY 120 SNMT ASSUMING 8 DSL SIGN ASSEMBLIES FOR 15 MONTHS

COORDINATION WITH ADJACENT PROJECTS THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS. ADJACENT PROJECTS WILL BE: FRA-70-22.61, PID 95639 FRA-270-43.18 PID 112798 LIGHTING OPTIMIZATION SE OHIO, PID 112676 D05 PM FY2024(D) R-WR, PID 117284. COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM

*IF REQUIRED BY THE PROJECT

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ITEM	EXTENSION	59-65	68	69	70	71	72	73	74	75	76	77	78	79	TOTAL	UNIT	DESCRIPTION	SEE SHEE
4.4.4	10000	59-05		03	70		12	15	14	70	70	/ /	10	13	0.17	0.14		
411	10000		123			90									213	CY	STABILIZED CRUSHED AGGREGATE	
601	32200					3									3	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
602	20000		- 15			1		100		0.17					1.4	CY	CONCRETE MASONRY	
606	15050		645					488		213					1346	FT	GUARDRAIL, TYPE MGS	
606	26150									1					1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
606	26500		1					1		1					3	EACH	ANCHOR ASSEMBLY, TYPE T	
611	04400					46									46	FT	12" CONDUIT, TYPE B	
611	05900					224									224	FT	15" CONDUIT, TYPE B	
611	07400					122									122	FT	18" CONDUIT, TYPE B	
611	98450					2									2	EACH	CATCH BASIN, NO. 2-2A	
614	11110	1000													1000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	65
SPECIAL	61411300	6													6	EACH	WORK ZONE TRAFFIC SIGNAL	64
614	11630	46466													46466	FT	INCREASED BARRIER DELINEATION	65
614	12380	42													42	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
614	12420														LS		DETOUR SIGNING	
614	12484	42													42	EACH	WORK ZONE INCREASED PENALTIES SIGN	61
614	12500	50													50	EACH	REPLACEMENT SIGN	60
614	12600	300													300	EACH	REPLACEMENT DRUM	60
614	12801		728			409				295			572		2004	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	62
614	13310	915	120			,,,,,				200			012		915	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	65
614	13312	1064													1064	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	65
614	13350	3773													3773	EACH	OBJECT MARKER, ONE WAY	65
614	18601	64													64	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	61
614	20056	07	3.42			3.69				2.53			5.83		15.47	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	07
014	20030		J.42			5.03				2.00			5.05		10.41	IVIILL	WORK ZONE LANE LINE, CLASS 1, 0, OUT FAINT	
<i>C11</i>	22056		7 7 7 7		0.27	3.61		0.20	0.12	1.07		\cap 11	1.06		16.00		WORK ZONE EDGE LINE CLASS I GU ROZ DAINT WULTE	
614	22056		3.33						0.12	4.27		0.14	4.06		16.00 15.59	MILE	WORK ZONE, EDGE LINE, CLASS I, 6", 807 PAINT, WHITE	
614			2.86		0.23	3.67		0.20	0.12	3.98		0.10	4.44			MILE	WORK ZONE, EDGE LINE, CLASS I, 6", 807 PAINT, YELLOW	
614	23110		10933			9075				6002		54	10580		36644	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
614	24102		779			1639				3878			4607		10903	FT	WORK ZONE DOTTED LINE, CLASS I, 6" 807 PAINT	
014	07070									10.4					704			
614	27070									164	200				364	FT	WORK ZONE CROSSWALK LINE. CLASS 1, 12", 740.06, TYPE I	
614	31200				2				2						4	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I, 642 PAINT	
614	31650		4			4									8	EACH	WORK ZONE WORD ON RAVENEW To 86%, CLASS I, 642 PAINT	
614	98000			0.40	0.01		0.81	0.06	0.04		0.97	0.43		0.92	3.64	MILE	WORK ZONE PAVEMENT MARKING, MISC.: LANE LINE, CLASS I, 6" 642 PAINT	60
614	98000			0.73	0.54		0.44	0.31	0.24			0.30		0.34	2.89	MILE	VORK ZONE PAVEMENT MARKING, MISC.: CENTER LINE, CLASS I, 6" 642 PAINT, DOUBLE SOLID 3	60
614	98000			1.12	0.71		0.39	0.49	0.47			0.66		0.16	4.00	MILE	VORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, CLASS I, 6", 642 PAINT, WHITE	60
614	98000						0.04	0.03			0.78	0.27		0.36	1.47	MILE	WORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, CLASS I, 6", 642 PAINT, YELLOW 2	60
																	$\boldsymbol{\lambda}$	
614	98100			2435	3130		2661	2403	1482		2540	2580		4582	21813	FT	WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING LINE, CLASS I, 12", 642 PAINT	60
614	98100			585	873		522	127	182		490	112		489	3380	FT	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, WHITE	60
614	98100			270					152						422	FT	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, YELLOW	60
614	98100			106	154		134	56	55	47	174	157		220	1103	FT	WORK ZONE PAVEMENT MARKING, MISC.:WORK ZONE STOP LINE, 24", 642 PAINT	60
614	98200			17	17		20	22	12		22	27		26	163	EACH	WORK ZONG BAKEMENT MABKING, MISCH ABROW, CLASS J, 642 RAINT CONTINUE CONTILA CONTINUE CONTINUE CONTINU	60
614	98200		1			1				1					3	EACH	WORK ZONE RAKEMENT MARKING WISC LANE REDUCTION ARROW, GLASS IX 642 RAINT MARKING WISC LANE REDUCTION ARROW, GLASS IX 642 RAINT	60
614	98200		4			4									8		WORK ZONE PAVEMENT MARKING, MISC.: ROUTE SHIELD SYMBOL, CLASS 1, 814 HEAT-FUSED PREFORMED THERMOPLASTIC	
615	10000														LS		BOADS FOR MAXINT AXING TRAFFIG TO	
615	25000		2123	1357	2649	1988		868	282	1189					10456	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
616	10000	737			,_										737	MGAL	WATER	60
618	40101	11200													11200	FT	RUMBLE STRIPS, (ASPHALT CONCRETE), AS PER PLAN	65
622	41060	1													1	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
622	41000		17630	1431	2656	10820		1371	548	8070			4380		46906	FT	PORTABLE BARRIER, UNANCHORED	
622	41110		80	ועדו	90	10020		321					1000		40300	FT	PORTABLE BARRIER, ANCHORED	
	18700	120	00		30										120	FT		<u></u>
808	00100	120													120	SNM T SNM T	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY WORK ZONE EGRESS WARNING SYSTEM	<u> </u>
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		7		DN AR AINT PAINT PAINT SYM OPLA CPLA	CLAS	CLAS W IZING	NE, S		S B AVEN	ITAIN S B	NCH	GGR	MGS TYP	ARRIE		
NO.	NO	IOI			INE, 0	ELLOV	ED L	, 642 , UN	R MAINT CLASS	MAIN LAS	ER, A	ED A	IVPE	E BA		
		CAT	STATION TO STATION	PAVEN SS 1, 64 SS 1, 64 ASS 1, 64 PAVEN PAVEN PAVEN FILL LANE L	EDGE LINE, AINT, WHITE	ш≻∣⊴ё		E, 24'	FOR M FIC, CL RAISE	FOR IC, C	RRIE	HSU	AIL, ⁻	TABI N/TE		ш
R	SHEE	ΓΟC		ONE P CLASS CLASS CLASS CLASS CLASS CLASS CLASS CLASS CLASS CLASS CLASS CONE P ONE P ONE P	E ED PAIN	PAINT, PAINT, ONE CH		LINE	RAFF ONE	ENT I RAFF	E BA	D CR	RDR	POR		S
				K ZONE CLAS 66", CL/ 20NE C. ROU C. ROU C. ROU C. ROU C. ROU C. ROU C. ROU C. ROU C. ROU C. ROU	ZON		K ZO	STOP STOP	VEMI TF	VEMI	TABL	ILIZE	GUA	NUAL RAN		4
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				EACH EACH EACH MILE	≥ MILE	≥ MILE FT	FT	FT	SY EACH	SY	FT	о СҮ	FT EACH	EACH		
		PHASE 1														
CH-1 CH-2	94 TO 94 94 TO 95	IR 70 WB IR 70 WB	539+90 TO 543+29 541+99 TO 558+26			343			9 82							0 2
CH-3	94 TO 95	IR 70 WB	543+54 TO 555+26			117			59							<u>-</u>
CH-4 CH-5	94 TO 95 94 TO 95	IR 70 WB IR 70 WB	545+53 TO 558+26 548+53 TO 558+26			127 973			<u> 64</u> 49							1
ELY-1 PB-1	94 TO 102 94 TO 97	IR 70 WB RAMP F TO IR 70 WB	548+53 TO 643+62 1047+49 TO 1585+75			1.80		6970	73							
ELW-1	94 TO 97		1047143 10 1303173 1051+57 TO 1582+75		1.35			0370	65							R
LL-1	95 TO 96	IR 70 WB	558+26 TO 575+70	0.33					15							
LL-2	95 TO 101	IR 70 WB	558+26 TO 632+80	1.41					63							Σ
LL-3	95 TO 101	IR 70 WB	558+26 TO 632+80	1.41					63							
W-1	96 TO 96		569+50 TO 569+50	2												ר sר
SY-1 W-2	96 TO 96 96 TO 96		570+00 TO 570+00 570+50 TO 570+50	2												
SY-2 CH-6	96 TO 96 96 TO 97	IR 70 WB IR 70 WB	571+00 TO 571+00 575+70 TO 579+94	2		425			11							l SU
CH-7	96 TO 97		575+70 TO 579+94			424			11							
LA-1	97 TO 97	RAMP M	584+26 TO 584+26	1												<u> </u>
ELW-2	97 TO 98	IR 70 WB	579+94 TO 592+97		0.25			570								<u>і</u> ц.
PB-2 PB-3	97 TO 98 97 TO 98	IR 70 WB IR 70 WB	583+39 TO 589+08 584+11 TO 589+08					570 500								
PB-4	97 TO 98		585+10 TO 589+08					400								
PB-5 PB-6	97 TO 98 97 TO 98	IR 70 WB IR 70 WB	585+10 TO 589+08 585+10 TO 589+08					400 400								
PB-7 PB-1A	97 TO 98 97 TO 97		585+37 TO 589+08 2577+97 2578+77					380			80					
ELW-3	97 TO 98	IR 70 WB TO RAMP G2	8582+79 TO 8593+54		0.20											0
ELY-2	97 TO 98	IR 70 WB TO RAMP G2	8582+79 TO 8593+54			0.20										Iш
CH-8	98 TO 98		592+97 TO 597+02			405			11							ບ
CH-9 DL-1	98 TO 98 98 TO 99	IR 70 WB IR 70 WB	592+97 TO 595+03 597+02 TO 604+81			209	779		6							Z
GR-1	135 TO 135 98 TO 98		1588+80 TO 1594+31 1589+39 TO 592+97			0.08							645 1			Z
ELY-3 ELW-4	98 TO 98 98 TO 102	IR 70 WB IR 70 WB	1589+39 TO 592+97 1589+47 TO 643+62		1.04	0.00			40							<u> </u>
PB-8 TP-1	98 TO 100 98 TO 98	IR 70 WB RAMP N	1589+10 TO 622+59 1589+50 TO 1594+95					3440		1140						
PB-12	99 TO 99		613+43 TO 614+93					150								
PB-9	100 TO 101	IR 70 WB	623+78 TO 630+38					660								
																(-
PB-10 CH-10	101 TO 102 101 TO 102		630+28 TO 640+75 632+80 TO 646+61			138	1	1050 50	35						·	
CH-11 PB-13	101TO102101TO101		632+80 TO 646+61 637+65 TO 639+15			138	1	50 50	35							
																Р
ELY-4 ELW-5	106 TO 107 106 TO 108		1028+68 TO 1046+50 1028+68 TO 1053+86		0.48	0.34										Ω.
ELY-5	106 TO 107	RAMP F	1528+13 TO 1531+84			0.07										5
TP-2	106 TO 107	RAMP F TO IR 270 NB	1528+13 TO 1532+25							100		30				
PB-14	107 TO 108							1370								0 2
CH-12 ELY-6	107 TO 107 107 TO 108	RAMP F TO IR 270 NB	1528+13 TO 1038+18 1035+00 TO 1051+57			0.31										
LL-4 CH-13	107TO108107TO108	IR 270 NB	1038+18 TO 1051+57 1046+50 TO 1000000000000000000000000000000000000	0.26		669			12							R A
TP-3	107 TO 107	RAMP D2 TO IR 270 NB	1034+45 TO 1047+00							883		93				ᆝᄑ
CH-12A	107 TO 107	IR 270 NB PRE PHASE 1	1035+00 TO 1038+18			318			8							
PB-15	101 TO 101	IR 70 WB	632+00 TO 633+50					150								L
PB-16 ELY-7	89 TO 89 89 TO 89	IR 70 TO RAMP N IR 70 TO RAMP N	1589+22 TO 595+95 1589+22 TO 596+13			0.05		690								68
PB-17	89 TO 89	IR70	593+20 TO 596+05				0 770	250		0400		400		1	3646-E	
IUIALS	CARRIED TO SUM	MAKI SHEEL		1 4 4 3.42	3.33	2.86 1093	3 779	17630	728	2123	80	123	645 1	I		\square

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REF NO.		SHEET NO.		L OCA TION	STATION	I TO S	STATION	WORK ZONE, EDGE LINE, CLASS I, 6", 807 PAINT, WHITE	WORK ZONE, EDGE LINE, CLASS I, 6", 807 PAINT, YELLOW	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: LANE LINE, CLASS I, 6" 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: CENTER LINE, CLASS I, 642 PAINT, DOUBLE SOLID	WORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, CLASS I, 6", 642 PAINT, WHITE	ZONE MISC I, 6", YELL	WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING LINE, CLASS I, 12", 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, WHITE		WORK ZONE PAVEMENT MARKING, MISC.: STOP LINE, 24", 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: ARROW, CLASS I, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	PORTABLE BARRIER,
				PRE-PHASE 1				MILE	MILE	FT	MILE	MILE	MILE	MILE	FT		FT	FT	EACH	SY	F 7
ELW-1	90	TO	92	CHATFORD DR	57+95	TO	68+50						0.22								
CL - 1 SL - 1	90 90	<i>TO</i> <i>TO</i>	90 90	CHATFORD DR CHATFORD DR	57+95 60+18	<i>TO</i>	<u> </u>					0.06						12			
ELW-2	90	TO	92	CHATFORD DR	60+73	TO	70+63						0.19								
PB-1	90	TO	92	CHATFORD DR	61+87	TO	69+60														77
TP-1	91	TO	91	CHATFORD DR	64+05	ТО	65+48													45	
51-2	93		93	CHATFORD DR	71+37(+118')	TO	71+37(+620′)											16			+
CL-2	93	<i>TO</i>	93	CHATFORD DR	71+37(+120')	TO	71+37(+620')					0.09						10			
DL -9	109	TO	109	PHASE 1 BRICE RD	00+50	TO	01+90									140	140				
DL - 10	109	TO	109	BRICE RD	00+60	TO	01+90									130	130			4.4	<u> </u>
TP-1 ELW-1	109 109	<i>TO</i> <i>TO</i>	109 111	BRICE RD BRICE RD	01+79 01+80	<i>TO</i>	02+65 06+10						0.08							11	-
LL - 1	109	TO	112	BRICE RD	01+80	TO	06+10				0.08										+
SL-1 ELW-2	109 109	<i>TO</i> <i>TO</i>	111 111	BRICE RD BRICE RD	01+86 01+88	<i>TO</i>	01+88 05+90						0.08					33			
LLWZ	109	<i>TO</i>	111	BRICE RD	01+88	TO	06+10				0.08		0.00								
CH-1	109	TO	111	BRICE RD	01+88	TO	03+66					0.00			181						
CL - 1 L A - 1	109 109	<i>TO</i>	109 109	BRICE RD BRICE RD	01+88 02+26	<i>TO</i>	06+10 02+26					0.08							1		
LA-2	109	TO	109	BRICE RD	02+71	TO	02+71												1		
LA-3 LA-4	109 109	<i>TO</i> <i>TO</i>	109 109	BRICE RD BRICE RD	03+11 03+54	<i>TO</i>	03+11 03+54												1		
CH-2	109	TO	111	BRICE RD	04+55	TO	06+10								154				1		-
LA-5	109	TO	109	BRICE RD	04+71	TO	04+71												1		
LA-6 LA-7	111 111	<i>TO</i> <i>TO</i>	111 111	BRICE RD BRICE RD	05+20 05+72	<i>TO</i> <i>TO</i>	05+20 05+72												1		
ELW-3	111	TO	112	BRICE RD	06+66	TO	10+90						0.08								
LL-3 CL-2	111	<i>TO</i> <i>TO</i>	112 112	BRICE RD BRICE RD	06+66 06+66	<i>TO</i> <i>TO</i>	10+90 10+79				0.08	0.08									
CL-3	111	10	111	BRICE RD	06+66	TO	06+77					0.01								10.0	
TP-2 CL-4	111	<i>TO</i> <i>TO</i>	 	BRICE RD BRICE RD	06+71 08+30	<i>TO</i>	10+81 10+79					0.05								182	
																10.0					
DL -1 DL -2	112 112	<i>TO</i>	 	BRICE RD TO SCARBOROUGH BRICE RD	10+81 11+33	<i>TO</i>	<u>64+28</u> 12+03									106 93					+
SL - 2	112	TO	112	BRICE RD	12+03	TO	12+05											45			<u> </u>
CL-5	112 112	TO	115 115	BRICE RD	12+03	TO	24+11				 ∧ 1Γ	0.23									
LL-4 CH-3	112 112	<i>TO</i> <i>TO</i>	115 114	BRICE RD BRICE RD	12+05 12+05	<i>TO</i> <i>TO</i>	20+19 19+83				0.15				780						
CH-4	112	TO	114	BRICE RD	12+05	TO	19+83								780						+
TP-3 LA-8	112 112	<i>TO</i> <i>TO</i>	 	BRICE RD BRICE RD	12+10 12+43	<i>TO</i>	<u> </u>												1	1051	
LA-9	112	TO	112	BRICE RD	12+43	TO	12+43												1		<u> </u>
LA-10 LA-11	112 112	<i>TO</i> <i>TO</i>	112 112	BRICE RD BRICE RD	13+13 13+13	<i>TO</i> <i>TO</i>	13+13 13+13												1		
LA-11 LA-12	112	<i>TO</i>	112	BRICE RD BRICE RD	13+77	<i>TO</i>	13+77												1		
LA-13	112	TO	112	BRICE RD	13+77	TO	13+77					0.01							1		
CL - 6 CL - 7	112 112	<i>TO</i> <i>TO</i>	 	SCARBOROUGH SCARBOROUGH	62+76 62+76	<i>TO</i>	<u>63+24</u> 64+26					0.01									-
TP-9	112	TO	112	SCARBOROUGH	62+76	TO	64+30													68	
ELW-4	112	TO	118	SCARBOROUGH TO RAMP CI	62+76	<i>TO</i> <i>TO</i>	6078+40						0.26								
LA-14 LA-15	114 114	<i>TO</i> <i>TO</i>	114 114	BRICE RD BRICE RD	16+73 16+73	<i>TO</i>	<u> </u>												1		_
LA-15 LA-16	114	<i>TO</i>	114	BRICE RD	19+69	TO	19+69												1		
LA-17	114	TO	114	BRICE RD	19+69	TO	19+69									110			1		
DL-3 ELW-10	114	TO	114	BRICE RD NOT USED	19+83	TO	20+99									116					
CL - 8	114	TO	115	BRICE RD	19+99	TO	24+11					0.08									
CH-5	115 115	<i>TO</i> <i>TO</i>	115 115	BRICE RD	20+19 22+19	TO	22+19 22+38								200						
CH-11 PB-1	115 115	<i>TO</i>	115 118	BRICE RD BRICE RD TO RAMP CI	<i>22+19</i> <i>20+99</i>	<i>TO</i> <i>TO</i>	<i>22+38</i> 6074+75								169						65
CH-6	115 115	TO	115	BRICE RD TO RAMP CI	22+19	TO	6078+40								171						
ELW-5	11/	TO	120	BRICE RD	23+88	TO	34+62						0.20				1				

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3 4 55 0 6 2 2 4 55 0 6 2 4 55 0 6 2 4 55 0 6 6 2 4 55 0 6 </td <td>PAVEMENT :: LANE LINE, 642 PAINT PAVEMENT</td> <td>.: CENTER 642 PAINT, OLID A VEMENT EDGE LINE, 42 PAINT,</td> <td>DA DA</td> <td>VEMENI IJSC.: NE, CLASS 2 PAINT VEMENT VEMENT : DOTTED 6″, 642 6″, 642</td> <td>PAVEMENT SC.: DOTTED 5 I, 6", 642 YELLOW PAVEMENT .: STOP LINE PAINT</td> <td>VEMENT : ARROW, PAINT</td> <td>MAINTAINING CLASS B</td> <td>PORTABLE BARRIER, UNANCHORED</td>	PAVEMENT :: LANE LINE, 642 PAINT PAVEMENT	.: CENTER 642 PAINT, OLID A VEMENT EDGE LINE, 42 PAINT,	DA DA	VEMENI IJSC.: NE, CLASS 2 PAINT VEMENT VEMENT : DOTTED 6″, 642 6″, 642	PAVEMENT SC.: DOTTED 5 I, 6", 642 YELLOW PAVEMENT .: STOP LINE PAINT	VEMENT : ARROW, PAINT	MAINTAINING CLASS B	PORTABLE BARRIER, UNANCHORED
Math Solution Solution <th< td=""><td>VE PAVE SC.: LAV 6° 642 H</td><td>SC.: SC.: PA PA 64 1TE</td><td>VE PAVE. SC.: EDU S", 642 I LLOW</td><td>\neg \neg \neg \neg \neg \neg \neg \neg \neg \neg</td><td></td><td>JE PAVE MISC.: A 642 PJ</td><td>FOR ML IC, CL,</td><td>E BA.</td></th<>	VE PAVE SC.: LAV 6° 642 H	SC.: SC.: PA PA 64 1TE	VE PAVE. SC.: EDU S", 642 I LLOW	\neg		JE PAVE MISC.: A 642 PJ	FOR ML IC, CL,	E BA.
Bell Control Description Description <thdescription< th=""> <thdescription< th=""> <thdescrip< td=""><td></td><td></td><td>K ZONE G, MISC S I, 6", YEL</td><td></td><td></td><td>K ZONE ING, MI. 1SS I, 6</td><td>MENT Fo</td><td>R TABL UNAN</td></thdescrip<></thdescription<></thdescription<>			K ZONE G, MISC S I, 6", YEL			K ZONE ING, MI. 1SS I, 6	MENT Fo	R TABL UNAN
Image: Second state	WORK WORK CLASS	CLAN INN	WORK MARKING CLASS	WORK , MAF MAF MAF I, WORK , MARKING LINE, C	WORK ZC MARKING, LINE, CL PAIN WORK ZC MARKING, M	WORK ZO MARKING, CLASS	NE NE	PO
Start No. Co. Partial Partia Partia Partial <td>> ≥ > MILE N</td> <td>MILE MILE</td> <td>MILE</td> <td>FT FT</td> <td>FT FT</td> <td>EACH</td> <td>SY SY</td> <td>FT</td>	> ≥ > MILE N	MILE MILE	MILE	FT FT	FT FT	EACH	SY SY	FT
174-4 150 150 160 244-65 170 74-64 170 74-64 170 74-64 170 74-64 170 74-64 170 74-64 170 74-64 170 74-64 170 74-65 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170 74-66 170				76	un zor			
2:-4 65 10 25 24-03 10 24-04 10 24-04 CF-8 65 10 ris 201/21 21-04 10 24-04 10 <td></td> <td>0.04</td> <td></td> <td></td> <td></td> <td></td> <td>122</td> <td></td>		0.04					122	
G. A. TO TO <tht< td=""><td></td><td></td><td></td><td>224</td><td>22</td><td></td><td></td><td></td></tht<>				224	22			
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Ref A ID ID COUTAGE ID First IK TO HS HAMP C1 6673-192 ID 6673-192 ID First IK TO HS HAMP C1 6673-192 ID 5674-192 ID 5674-				108			527	
HP-6 HD FIG HEARPY CL GC/R+-00 FO GC/R+-01 GC/R+-01 GC/R+-01 GC/R+-01 GC/R+-01 GC/R+-01 GC/R+-01 <thg r+-01<="" th=""> GC/R+-01 <th< td=""><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td>100</td></th<></thg>						1		100
LA # HS TO HB HAMP CI 6079-46 TO 6079-38 C.68 L1-50 HB TO HB TO HB HO HD HO H							9	
2-r-6 H8 TC H9 TC H9 H0 H9 LA 20 H8 HC H8 H8 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>								
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LA-27 HB 10 HB BHILE IN 24-448 TO 24-44 LA-27 HB 10 HB BHILE IN 24-45 TO 26-44 LA-27 HB 10 HB BHILE IN 24-40 70 26-84 LA-27 HB 10 HB BHILE IN 24-40 70 36-84 Re-3 HB 10 HB BHILE IN 24-47 70 36-55 Re-4 HB 10 HB BHILE IN 27-40 70 36-55 ELV-7 HB 10 HB BHILE IN 9604:17 70 36-89 ELV-7 HB 10 HB BHILE IN 26-73 70 37-65 LA-28 HB 10 HB BHILE IN 26-73 70 37-65 LA-28 HB 10 HB BHILE IN 26-73 70 37-65 LA-28 HB 10 HB BHILE IN 27-75 70 37-65 LA-28 HB 10 <td< td=""><td></td><td></td><td></td><td>832</td><td></td><td>1</td><td></td><td></td></td<>				832		1		
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ELB-7 116 110 128 HUBE (1) 9603467 10 22497 TP-10 118 TO 23 PLUE 01 8004+17 TO 25497 TP-10 118 TO 23 PLUE 01 8004+17 TO 25497 TP-10 119 PHICE H0 29+13 TO 29+13 TO 29+13 TV-24 110 119 PHICE H0 52+17 TO 29+13 TO 29+13 TV-24 110 119 PHICE H0 52+17 TO 32+57 TV-24 110 119 PHICE H0 33+63 TO 33+63 TV-24 110 110 120 PHICE H0 33+63 TO 33+63 TV-20 10 120 PHICE H0 34+31 TO 34+31 TV-30 10 120 PHICE H0 34+31 TO 34+31 TV-30 10 120 PHICE H0 34+31 TO<				359				672
LH-# H3 H2 H3 H4 H3 H4 H3 H4 H3 H4 H3 H4 H		0.03		116				
11-94 III IO IIS DBIC2 P0 29+13 IO 20+13 (A-25 III IG III BHIC2 P0 29+13 IO 29+13 (A-25 III III D BHIC2 P0 29+13 IO 29+13 (A-26 III III D BHIC2 P0 29+13 IO 29+13 (A-26 III III D BHIC2 P0 29+13 IO 29+13 (A-26 III III D III BHIC2 P0 29+13 IO 29+13 (A-27 III III D III BHIC2 P0 29+13 IO 32+97 (A-27 III III D III BHIC2 P0 32+137 IO 32+97 (A-27 III III III III III IIII IIII IIII IIII IIIII (A-28 20 IO IIII BHIC2 P0 33+63 IO 33+63 IIII-7 IIII IIII BHIC2 P0 33+63 IO 33+63 IIII-7 IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII							912	
PH-PA HB I/O I/O I/O I/O I/O I/O I/O I/O I/O L4-26 H9 TO H9 9 9 10 12/97 TO 32/97 I/O L4-26 H9 TO H9 9 10 12/9 10 12/9 10 12/9 10 12/9 10 12/9 10 12/9 10 12/9 10 12/9 10/1 10 33/43 10 33/43 10 33/43 10 13/44 10 14/44 10 14/44 10 14/44 10 14/44 10 14/44 10 14/44 10 14/44 10 14/44 10 14/14 10 14/14 10 14/14 10 11/1 10 12/9 10/1 10/1 10 10/1 10 10/1		0.10				1		
U1-26 119 10 119 BRICE R0 12497 10 32-97 10 U1-27 119 10 119 BRICE R0 22497 10 37-97 10 U1-27 119 10 120 100 120 100 33+63 10 33+63 U1-27 100 10 20 BRICE R0 33+63 10 33+63 10 119-7 100 10 20 BRICE R0 33+17 10 35+26 10 10 119-7 100 10 20 BRICE R0 34+31 10 35+26 10 <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td>						1		
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L4-29 L20 10 L20 BHISE H0 33+63 10 33+63 10 LP 7 L20 10 L20 BHISE H0 33+72 10 33+63 10 LA 30 L20 10 L20 BHISE H0 34+31 10 34+31 10 LA 31 L20 10 L20 BHISE H0 34+61 10 34+51 10 LA 31 L20 10 L20 BHISE H0 34+63 10 34+51 10 LA 70 L0 L20 BHISE H0 34+65 10 34+65 10 L1 7 L20 10 L22 BHISE H0 35+66 10 41+85 10 L1 7 L20 10 L22 BHISE H0 35+87 10 41+78 10 11-18 L20 10 L22 BHISE H0 35+87 10 41+75 10 14+4 10 14+44 10 14+44 10 14+44 10 14+44 10 14+44 10 14+14 10 11								
LA-30 L20 TO L20 BRICE RD 34+31 TO 34+31 TO 34+31 LA 31 T/2 TO 1/20 BRICE RD 34+31 TO 35+27 TO TO TO TO TO TO TO TO TO BRICE RD 35+87 TO 41+75 TO TO TO TO BRICE RD 36+19 TO 36+19 TO 36+19 TO 36+19 TO 36+19						1		
LA-31 L20 TO L20 BRICE RD 34+31 TO 34+31 TO SL-5 L20 10 L20 BRICE RD 34+61 10 34+63 IIII SL-7 L20 10 L20 BRICE RD 34+63 10 34+63 IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII						1	40	
DL-7 I20 TO I20 BRICE RD 34+63 TO 35+27 Image: Constraint of the second se					33	1		
IP-8 I20 I 0 II22 BRICE RD 35+50 I 0 41+78 SL-6 I20 TO I20 BRICE RD 35+87 TO 36+96		0.17		123				
CL-II I20 T0 I22 BRICE RD 35+87 T0 41+75 Image: Constraint of the second se		0.13					1039	
LA-32 I20 T0 I20 BRICE RD 36+19 T0 36+19 L LA-33 I20 T0 I20 BRICE RD 36+78 T0 36+78 L LA-34 I20 T0 I20 BRICE RD 37+95 T0 37+95 L L LA-34 I20 T0 I20 BRICE RD 37+95 T0 37+95 L <td></td> <td>0.11</td> <td></td> <td></td> <td>35</td> <td></td> <td></td> <td></td>		0.11			35			
LA-33 120 T0 120 BRICE RD 36+78 T0 36+78 Image: constraint of the second se				557		1		
W-1 I22 TO I22 BRICE RD 41+00 TO 41+00 IC ICC ICC <thicc< th=""> ICC ICC</thicc<>						1		
LL-5 I22 TO I22 BRICE RD 41+44 TO 41+85 IC IC DL-8 I22 TO I22 BRICE RD 41+85 TO 42+76 IC IC ELW-1 I25 TO I27 CHATFORD DR 57+95 TO 69+92 IC IC IC PB-1 I25 TO I27 CHATFORD DR 57+95 TO 60+20 IC IC PB-1 I25 TO I27 CHATFORD DR 57+95 TO 60+20 IC IC SL-1 I25 TO I27 CHATFORD DR 60+18 TO 60+20 IC IC SL-1 I25 TO I27 CHATFORD DR 62+97 TO 68+80 IC IC IC SL-2 I26 TO I27 CHATFORD DR 62+97 TO 68+80 IC IC IC SL-2 I27 TO I27 CHATFORD DR TO+43 TO TO+45 IC IC IC <								
Image: Marking	0.01							
CL-1 125 TO 125 TO 125 TO 127 CHATFORD DR 57+95 TO 60+20 Image: Constraint of the straint of th				91				
PB-1 125 TO 127 CHATFORD DR 57+95 TO 69+37 Image: Constraint of the straint of t	(0.06						
LW-2 126 TO 127 CHATFORD DR 62+97 TO 68+80 Image: Constraint of the second					12			1241
Image: SL-2 127 TO 127 CHATFORD DR 70+43 TO 70+45 Image: SC-2 Image: SC		0.11						
CL-2 127 TO 128 CHATFORD DR TO+43 TO 71+37(+407') Image: Compare the second descent des					16			
CH-13 117 TO 117 BRICE RD 19+83 TO 22+19 Image: Chi and the second		0.09						
				303				
ELW-12 117 TO 117 BRICE RD TO RAMP C1 19+84 TO 6079+38	+	0.06		234				
ELW-13 117 TO 124 RAMP C1 6079+38 TO 6073+74 0.20	+							
PB-3 117 TO 124 RAMP C1 6080+17 TO 6073+74 Image: Constraint of the second								643

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	RD ON CLASS I,					CALCULATED JZM CHECKED JTP
PORTABLE BARRIER, ANCHORED	WORK ZONE WORD ON PAVEMENT, 72", CLASS I, 642 PAINT					STREETS
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CH-1 129 TO 130 LV-1 129 TO 130 LY-1 129 TO 140 CH-2 130 TO 130 CH-2 130 TO 130 CH-3 130 TO 130 CH-4 130 TO 130 L-1 130 TO 130 L-2 130 TO 132 CH-5 130 TO 130 L-2 130 TO 130 L-2 130 TO 146 DE-1 130 TO 146 LY-2 130 TO 143 DA-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-2 132 TO 132 CH-7 132 TO 133 CH-7 132 TO 133		LOCATION	STATION	N TO S	STATION	The matrixThe matrixThe matrix96", CLASS I, 642 PAINTThe matrix96", CLASS I, 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: ROUTE SHIELD SYMBOL, CLASS I, 814 HEAT-FUSED PREFORMED THERMOPLASTIC WORK ZONE PAVEMENT MARKING, MISC.: LANE REDUCTION ARROW, CLASS 1, 642 PAINT	WORK ZONE LANE LINE, CLASS I, 6	WORK ZONE EDGE LINE, CLASS I, 80 PAINT, WHITE	WORK ZONE EDGE LINE, CLASS I, 80 PAINT, YELLOW	H WORK ZONE CHANNELIZING LINE, CLASS I, 12" 807 PAINT	H WORK ZONE DOTTED LINE, 6", 807 PAINT	T STOP LINE, 24", 642 PAINT PORTABLE BARRIER, UNANCHOREI	S PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	H WORK ZONE RAISED PAVEMENT MARKER	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	STABILIZED CRUSHED AGGREGATE	CONCRETE MASONRY	H 12" CONDUIT, TYPE B	H 15" CONDUIT, TYPE B	H 18" CONDUIT, TYPE B	HOU 2-2A CATCH BASIN, NO. 2-2A	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER
LY-1 129 TO 140 CH-2 130 TO 130 CH-3 130 TO 130 CH-4 130 TO 130 LL-1 130 TO 132 CH-5 130 TO 132 CH-5 130 TO 133 L-2 130 TO 139 LV-2 130 TO 146 CB-1 130 TO 146 CA-1 130 TO 146 CA-1 130 TO 143 CH-2 130 TO 143 CH-2 132 TO 132 N-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-2 132 TO 133 CH-6 132 TO 133 CH-7 132 TO 133 <th>O 130</th> <th>PHASE 2 IR 70 WB</th> <th>531+16</th> <th>ТО</th> <th>545+35</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>1419</th> <th></th> <th></th> <th></th> <th>36</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	O 130	PHASE 2 IR 70 WB	531+16	ТО	545+35						1419				36								
H-3 130 TO 130 CH-4 130 TO 130 L-1 130 TO 132 CH-5 130 TO 132 CH-5 130 TO 132 CH-5 130 TO 130 L-2 130 TO 130 L-3 130 TO 146 DB-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 W-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 CH-7 132 TO 133 CH-7 132 TO 133 CH-7 132 TO 133 CH-7 132 TO 133 D-3 TO		IR 70 WB IR 70 WB	534+16 534+16	TO TO	542+35 643+62				0.16	2.24													
H-4 130 TO 130 L-1 130 TO 139 L-2 130 TO 132 CH-5 130 TO 132 L-3 130 TO 139 LV-2 130 TO 146 DB-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 133 DB-2 132 TO 133 CH-7 132 TO 133 DB-3 TO 133 D LY-3 132 TO 133		IR 70 WB	538+95	TO	544+75						580				15								
L-2 130 TO 132 CH-5 130 TO 130 L-3 130 TO 139 LW-2 130 TO 146 D2B-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 146 LY-2 130 TO 146 LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-1 132 TO 132 SY-1 132 TO 132 CH-6 132 TO 132 SY-2 132 TO 133 CH-6 132 TO 133 LW-3 132 TO 133 LY-3 132 TO 133 LY-4 133 TO 133 <td></td> <td>IR 70 WB IR 70 WB</td> <td>538+95 542+35</td> <td>TO TO</td> <td>545+51 552+50</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>656 1015</td> <td></td> <td></td> <td></td> <td>17 26</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		IR 70 WB IR 70 WB	538+95 542+35	TO TO	545+51 552+50						656 1015				17 26								
H-5 130 TO 130 L-3 130 TO 139 LW-2 130 TO 146 2B-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 146 LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 133 SY-2 132 TO 133 SP-2 132 TO 133 LY-3 132 TO 133 LY-4 133 TO 135 LY-4 133 TO 135 LY-4 133<		IR 70 WB IR 70 WB	545+35 545+51	TO TO	632+80 571+42			1.66 0.49							73 22								
LW-2 130 TO 146 PB-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 143 W-1 131 TO 143 W-1 131 TO 131 SY-1 132 TO 132 M-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 CH-7 132 TO 133 CH-8 132 TO 133 CH-7 132 TO 133 CH-8 132 TO 133 CH-7 132 TO 133 CH-8 133 TO 133 CH-4 133 TO 133 LY-4 133 TO 133 CH-4 133 TO 133 <td>O 130</td> <td>RAMP F</td> <td>545+51</td> <td>ТО</td> <td>1541+08</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>438</td> <td></td> <td></td> <td></td> <td>11</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	O 130	RAMP F	545+51	ТО	1541+08						438				11								
PB-1 130 TO 146 CA-1 130 TO 146 LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 W-2 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 CH-7 132 TO 132 CH-7 132 TO 132 CH-7 132 TO 133 CH-8 133 TO 133 CH-4 133 TO 133 CH-4 133 TO 133 </td <td></td> <td>IR 70 WB IR 70 WB</td> <td>552+50 585+53</td> <td>TO TO</td> <td>632+80 1038+92</td> <td></td> <td></td> <td>1.52</td> <td>1.16</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>67</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		IR 70 WB IR 70 WB	552+50 585+53	TO TO	632+80 1038+92			1.52	1.16						67								
LY-2 130 TO 143 W-1 131 TO 131 SY-1 132 TO 132 N-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 CH-7 132 TO 137 LW-3 132 TO 137 PB-3	O 146	RAMP F	1527+32	ТО	1541+79								1460				00						
SY-1 132 TO 132 M-2 132 TO 132 SY-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 DPB-2 132 TO 137 DPB-3		RAMP F RAMP F	1528+00 1530+75	TO TO	1540+00 1541+08					0.31							90						
SY-1 132 TO 132 M-2 132 TO 132 SY-2 132 TO 132 SY-1 132 TO 132 SY-2 132 TO 132 CH-6 132 TO 132 DPB-2 132 TO 137 DPB-3	O 131	IR 70 WB	563+00	ТО	563+00	2																	
SY-2 132 TO 132 CH-6 132 TO 132 CH-7 132 TO 132 CB-2 132 TO 137 LW-3 132 TO 137 CB-3	O 132	IR 70 WB	563+50	ТО	563+50		2																
CH-6 132 TO 132 CH-7 132 TO 132 CH-7 132 TO 137 CH-7 132 TO 137 CH-8-2 132 TO 137 CH-3 132 TO 133 CH-3 132 TO 133 CH-3 132 TO 133 CH-4 132 TO 133 CH-4 133 TO 135 LY-4 133 TO 135 LW-4 133 TO 133 CH-6 133 TO 135 LW-1 133 TO 133 CH-7 133 TO 135 LV-1 133 TO 135 L-4 133 TO 135 L-4 133 TO 135 L-4 133 TO 135 PB-8 133 TO 135 PB-9 133 TO 134 D-2 13		IR 70 WB IR 70 WB	564+00 564+50	TO TO	564+00 564+50	2	2																
PB-2 132 TO 137 LW-3 132 TO 137 PB-3	O 132	IR 70 WB	571+42	ТО	575+71						436				11								
PB-3 Image: constraint of the system LY-3 132 TO 133 PB-4 132 TO 133 A-1 133 TO 135 LY-4 133 TO 135 LY-4 133 TO 135 PB-5 133 TO 133 PB-6 133 TO 133 LW-1 133 TO 133 PB-6 133 TO 135 L-4 133 TO 135 PB-7 133 TO 135 PB-8 133 TO 135 PB-9 133 TO 135 PB-9 133 TO 135 PB-9 133 TO 135 PB-9 133 TO 134 D-1 134 TO 134 D-2 134 TO 134 D-3 134 TO 135		IR 70 WB IR 70 WB	571+42 575+22	TO TO	575+22 606+91						380		3170		10								
LY-3132TO133PB-4132TO133A-1133TO135LY-4133TO135LY-4133TO135PB-5133TO133LW-1133TO133LW-1133TO133PB-6133TO135L-4133TO135PB-7133TO135PB-7133TO135PB-7133TO135PB-8133TO135PB-9133TO135PB-9133TO135PB-9133TO135PB-9133TO134D-1134TO134D-2134TO134D-3134TO134D-3135TO135B-11135TO135D-5135TO135D-6135TO135D-7135TO135D-6135TO135D-7135TO138PH-9137TO138LW-2138TO139H-10139TO140H-11139TO140	O 137	IR 70 WB NOT USED	575+22	ТО	613+03				0.72														
A-1133TO135LY-4133TO135LW-4133TO135PB-5133TO133DB-5133TO133DB-6133TO135LL-4133TO135DB-7133TO135DB-8133TO135DB-8133TO135DB-8133TO135DB-8133TO135DB-9133TO135DB-10133TO135DF-1133TO134D-2134TO134D-2134TO134D-2135TO137D-3134TO135B-11135TO135D-5135TO135D-6135TO135D-7135TO135D-7135TO135D-7135TO135D-7135TO135D-7135TO135D-7135TO138DH-9137TO138DH-9137TO138DH-9137TO140H-10139TO140H-11139TO140		IR 70 WB	575+71	ТО	585+72					0.20													
LY-4133TO135_W-4133TO135_W-4133TO133_PB-5133TO133_LW-1133TO133_PB-6133TO135_L-4133TO135_PB-7133TO135_PB-8133TO135_PB-9133TO135_PB-9133TO135_PB-9133TO135_PB-1133TO135_P-1133TO134_D-2134TO134_D-2134TO134_D-3134TO135_P-2135TO135_P-2135TO135_D-4135TO135_D-5135TO135_D-6135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO135_D-7135TO136_D-7137TO138 <trr>_D-7138</trr>		IR 70 WB RAMP M	575+75 584+47	TO TO	585+74 584+47		1						620										
PB-5 133 TO 133 LW-1 133 TO 133 PB-6 133 TO 135 L-4 133 TO 135 PB-7 133 TO 135 PB-7 133 TO 135 PB-7 133 TO 135 PB-9 133 TO 135 PB-1 133 TO 133 LW-5 133 TO 134 D-2 134 TO 134 D-2 134 TO 134 LY-5 135 TO 137 TP-2 135 TO 137 TP-2 135 TO 135 D-4 135 TO 135 D-5 135 TO 135 D-7 135 <td>O 135</td> <td>IR 70 EB</td> <td>579+23</td> <td>ТО</td> <td>589+98</td> <td></td> <td></td> <td></td> <td>0.40</td> <td>0.20</td> <td></td>	O 135	IR 70 EB	579+23	ТО	589+98				0.40	0.20													
PB-6 133 TO 135 L-4 133 TO 133 PB-7 133 TO 135 PB-8 133 TO 135 PB-9 133 TO 135 PB-9 133 TO 135 PB-9 133 TO 135 PB-10 133 TO 135 PD-1 133 TO 133 LW-5 133 TO 140 D-1 134 TO 134 D-2 134 TO 134 D-3 134 TO 134 LY-5 135 TO 137 TP-2 135 TO 135 B-11 135 TO 135 D-5 135 TO 135 D-6 135 TO 135 D-7 135 TO 135 D-7 135 TO 138		IR 70 EB IR 70 WB	579+23 580+51	TO TO	589+98 585+11				0.18				460										
L-4133TO133PB-7133TO135PB-7133TO135PB-8133TO135PB-9133TO135PB-10133TO135PF-1133TO133_W-5133TO140TD-1134TO134TD-2134TO134TD-3134TO134LY-5135TO137P-2135TO135B-11135TO135D-4135TO135D-5135TO135D-6135TO135D-7135TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO146		IR 70 WB IR 70 EB	582+30 584+11	TO TO	584+47 589+08							235	500		2								
PB-8 133 TO 135 PB-9 133 TO 135 B-10 133 TO 135 P-1 133 TO 133 LW-5 133 TO 133 LW-5 133 TO 140 D-1 134 TO 134 D-2 134 TO 134 D-3 134 TO 134 LY-5 135 TO 137 P-2 135 TO 135 B-11 135 TO 135 D-4 135 TO 135 D-5 135 TO 135 D-6 135 TO 135 D-7 135 TO 135 CH-8 137 TO 138 CH-9 137 TO 138 LW-2 138 TO 139 H-10 139 TO 140	O 133	IR 70 WB	584+47	ТО	585+63			0.02							2								
PB-9133TO135B-10133TO135IP-1133TO133LW-5133TO140D-1134TO134D-2134TO134D-3134TO134LY-5135TO137P-2135TO137D-4135TO135D-5135TO135D-6135TO135D-7135TO135CH-8137TO138LW-2138TO139H-10139TO140LY-6143TO146		IR 70 WB IR 70 EB	585+10 585+10	TO TO	589+08 589+08								400 400										
TP-1133TO133_W-5133TO140D-1134TO134D-2134TO134D-3134TO134LY-5135TO137P-2135TO135B-11135TO135D-4135TO135D-5135TO135D-6135TO135D-7135TO135CH-8137TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO146	O 135	IR 70 EB	585+10	TO	589+08								400										
D-1134TO134D-2134TO134D-3134TO134LY-5135TO137P-2135TO135B-11135TO135D-4135TO135D-5135TO135D-6135TO135D-7135TO135D-7135TO138CH-8137TO138CH-9137TO139H-10139TO140H-11139TO140LY-6143TO146		IR 70 EB TEMP RAMP M	586+10 1580+45	TO TO	589+08 1585+50								300			1113							
D-2134TO134D-3134TO134LY-5135TO137P-2135TO135B-11135TO137D-4135TO135D-5135TO135D-6135TO135D-7135TO135D-7135TO135D-7135TO135D-7135TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146		IR 70 WB TEMP RAMP M	1588+51 11+75	TO TO	643+61 11+75				1.05									0.25					11
LY-5135TO137P-2135TO135B-11135TO137D-4135TO135D-5135TO135D-6135TO135D-7135TO135CH-8137TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO146	O 134	TEMP RAMP M	11+75	ТО	11+75															59		1	1.1
P-2135TO135B-11135TO137D-4135TO135D-5135TO135D-6135TO135D-7135TO135CH-8137TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO146		TEMP RAMP M IR 70 WB	<u> </u>	TO TO	13+75 1613+03					0.47								0.25		165			
D-4135TO135D-5135TO135D-6135TO135D-7135TO135CH-8137TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146	O 135	TEMP RAMP N	1589+10	ТО	1593+50								4040			875							
D-6135TO135D-7135TO135D-7135TO135CH-8137TO138CH-9137TO138LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146	O 135	IR 70 WB TEMP RAMP N	1589+77 51+50	TO TO	1605+66 51+50								1640					0.31			122		
D-7135TO135CH-8137TO138CH-9137TO138CH-9137TO139LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146		TEMP RAMP N TEMP RAMP N	51+50 53+00	TO TO	51+50 53+00													0.31	46			1	1.3
CH-9137TO138LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146	O 135	TEMP RAMP N	53+00	ТО	53+00													0.2					1.0
LW-2138TO139H-10139TO140H-11139TO140LY-6143TO146		IR 70 WB IR 70 WB	613+02 613+03	TO TO	617+77 617+77						476 474				12 12								
H-11 139 TO 140 LY-6 143 TO 146	O 139	IR 70 WB	617+77	ТО	631+81							1404			12								
	O 140	IR 70 WB IR 70 WB	632+80 632+80	TO TO	646+61 646+61						1381 1381				35 35								
		RAMP D2 RAMP D2	1030+14 1030+14	TO TO	1042+81 1048+13				0.34	0.24													
B-12146TO146B-13146TO146		RAMP D2 IR 270 NB	1033+90 1034+13	TO TO	1046+50 1036+12								1260 210										
H-12 146 TO 147	O 147	RAMP D2	1042+81	TO	1047+16	A		3.69	3.61	3.67	439 9075	1639	10820		11 409	1988	90	1.4	46	224	122	2	

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REF NO.		SHEET NO.		L OCA TION	STATION	TO S	TATION	WORK ZONE, EDGE LINE, CLASS	WORK ZONE, EDGE LINE, CLASS	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 807 PAINT	MARKING, MISC.	WORK ZONE PAVEMENT MARKING, MISC.: CENTER LINE, CLASS I, 642 PAINT, DOUBLE SOLID	MORK WORK MARKING CLASS I, e	MORK MARKINC TTASS CLASS	MORK ZONE I MARKING, MISC.: LINE, CLASS I	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, WHITE	A MARKING, CLASS	MARKING MARKING 2-	H D MARKING, MISC.: ARROW, CLASS 1, 642 PAINT	PAVEMEI S TR,	PORTABLE BARRIER,
		TO		PHASE 2		TO					uu	<u> </u>			uuu	uu					
DL – 1 EL W – 1	148 148	TO TO	148 150	BRICE RD BRICE RD	00+51 01+79	<i>TO</i> <i>TO</i>	01+79 10+78						0.17			128					
LL - 1	148	TO	149	BRICE RD	01+79	TO	06+09				0.08										<u> </u>
LL-2 CH-1	148 148	<i>TO</i>	149 149	BRICE RD BRICE RD	01+80 01+80	<i>TO</i> <i>TO</i>	06+09 03+36				0.08				159						
CL - 1 L A - 1	148 148	TO	149 148	BRICE RD BRICE RD	01+80 02+10	<i>TO</i> <i>TO</i>	06+09 02+10					0.08							1		
LA-2	148	<i>TO</i>	148	BRICE RD	02+10	TO	02+45												1		
LA-3	148	TO	148	BRICE RD	02+78	TO	02+78												1		
LA-4	149	TO	149	BRICE RD	03+13	TO	03+13								10.0				1		
CH-2 LL-3	149 149	<i>TO</i> <i>TO</i>	149 149	BRICE RD BRICE RD	04+85 04+85	<i>TO</i> <i>TO</i>	06+09 06+09				0.02				126						
LA-5	149	<i>TO</i>	149	BRICE RD	05+08	TO	05+08												1		
LA-6 LA-7	149 149	<i>TO</i>	149 149	BRICE RD BRICE RD	05+42 05+80	<i>TO</i> <i>TO</i>	05+42 05+80												1		
LL-4 LL-5	149 149	TO TO	150 150	BRICE RD BRICE RD	06+76 06+76	<i>TO</i> <i>TO</i>	10+76 08+40				0.08 0.03										
CL-2	149	<i>TO</i>	150	BRICE RD	06+85	TO	10+78				0.05	0.08									
CL-3 LL-6	149 149	TO	150 150	BRICE RD BRICE RD	06+85 06+85	<i>TO</i> <i>TO</i>	08+26 10+78				0.08	0.03									
											0.00										
СН-3 СН-4	150 150	<i>TO</i>	 150	BRICE RD BRICE RD	<u>08+40</u> 08+46	<i>TO</i> <i>TO</i>	10+76 10+76								238 232						
LA-8	150	TO	150	BRICE RD	08+59	TO	08+59												1		<u> </u>
LA-9 CL-4	150 150	<i>TO</i>	150 150	BRICE RD BRICE RD	08+64 09+17	<i>TO</i> <i>TO</i>	08+64 10+78					0.03							/		
LA - 10	150	TO	150	BRICE RD	09+21	TO	09+21												1		
LA-11 LA-12	150 150	<i>TO</i> <i>TO</i>	150 150	BRICE RD BRICE RD	<u> </u>	<i>TO</i> <i>TO</i>	09+24 09+81												1		
LA-13	150	TO	150	BRICE RD	09+83	TO	09+83												1		
LA-14 LA-15	150 150	<i>TO</i> <i>TO</i>	150 150	BRICE RD BRICE RD	10+43 10+43	<i>TO</i> <i>TO</i>	10+43 10+43												1		
SL - 1 DL - 2	150 150	TO	150 150	BRICE RD BRICE RD	10+76 10+78	<i>TO</i> <i>TO</i>	10+78 12+07									130		44			
DL - 3	150	<i>TO</i>	150	BRICE RD	11+31	TO	12+07									116					-
SL - 2 LL - 7	150 150	TO	 152	BRICE RD BRICE RD	<u>12+07</u> 12+07	<i>TO</i> <i>TO</i>	12+09 23+70				0.22							56			_
ELW-2	150	<i>TO</i>	153	BRICE RD	12+07	TO	23+72				0.22		0.22								
CL-5 CH-5	150 150	<u> </u>	153 152	BRICE RD BRICE RD	12+07 12+09	<i>TO</i> <i>TO</i>	23+72 20+86					0.22			879						
CH-6	150	TO	152	BRICE RD	12+09	TO	20+36								829						
LL-8 LL-9	150 150	<i>TO</i> <i>TO</i>	<u> </u>	BRICE RD SCARBOROUGH	12+09 62+70	<i>TO</i> <i>TO</i>	<u> 22+48</u> 63+74				0.20										
ELY-1	150	TO	150	SCARBOROUGH	62+76	TO	63+74							0.02							
ELY-2 CH-7	150 150	<i>TO</i> <i>TO</i>	150 150	SCARBOROUGH SCARBOROUGH	62+76 62+78	<i>TO</i> <i>TO</i>	<u>63+74</u> 63+72							0.02	99						_
СН-8	150	TO	150	SCARBOROUGH	62+78	TO	63+72								99				1		
LA-18 LA-19	150 150	<i>TO</i>	150 150	SCARBOROUGH SCARBOROUGH	<u>63+90</u> 63+90	<i>TO</i> <i>TO</i>	<u>63+90</u> 63+90												1		
LA-20	150	<i>TO</i>	150	SCARBOROUGH	63+44	TO	63+44												1		
LA-21 LA-22	150 150	<i>TO</i> <i>TO</i>	150 150	SCARBOROUGH SCARBOROUGH	<u>63+42</u> 63+42	<i>TO</i> <i>TO</i>	<u>63+42</u> 63+42												1		
SL - 3	150	TO	150	SCARBOROUGH	63+72	ТО	63+74									110		34			-
DL-4	150	10	150	SCARBOROUGH TO BRICE RD	63+74	<i>TO</i>	12+07									148					
																					<u> </u>
$T \cap T \Lambda I$	s care		-0 SII	MMARY SHEET							0.81	0.44	0.39	0.04	2661	522		134	20		

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2	AORED 229				CALCULATED JZM CHECKED EMK
UNANCHORED	PORTABLE BARRIER, ANCHORED				STREETS
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				3646-E	72 1356

REF NO.		SHEET NO.		L OCA TION	STATIO,	N TO S	STATION	WORK ZONE, EDGE LINE, CLASS	WORK ZONE, EDGE LINE, CLASS	WORK ZONE CHANNELIZING LINE, 5 CLASS 1, 12", 807 PAINT	WORK ZONE PAVEME MARKING, MISC.: LANE CLASS I, 6" 642 PA	WORK ZONE MARKING, MISC. The CLASS I, 642 I SO	MORK ZC MARKING, M CLASS I, 6",	WORK ZONE MARKING, MISU CLASS I, 6", YEL	MARKING, LINE, L	MORK ZONE PAVEN MARKING, MISC.: DOT CLASS 1, 6", 642 PAIN	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, D CLASS I, 6", 642 PAINT, YELLOW	MARKING, 24	T WORK ZONE PAVEMENT WARKING, MISC.: ARROW, CLASS P1 H I, 642 PAINT	PAVEMENT FOR MAINTAINING	PORTABLE BARRIER, INVANCHORED
LA-23	151	TO	151	BRICE RD	13+15	TO	13+15								, ,		للنكيل		1		
LA-24 LA-25	151 151	<i>TO</i> <i>TO</i>	151 151	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	13+15 13+81												1		
LA-25 LA-26	151	TO	151	BRICE RD	13+81	<i>TO</i>	13+81												1		
LA-27	151	TO	151	BRICE RD	17+01	ТО	17+01												1		
LA-28	151	TO	151	BRICE RD	17+01	TO	17+01												1		
LA-29	152	ТО	152	BRICE RD	20+20	ТО	20+20												1		
LA-30	152	TO	152	BRICE RD	20+20	<i>TO</i>	20+20					0.07							1		
CL-6 ELW-3	152 152	<i>TO</i> <i>TO</i>	153 153	BRICE RD RAMP C1 TO BRICE RD	20+56 21+00	<i>TO</i> <i>TO</i>	<u>23+72</u> 6077+08					0.07	0.08								
СН-7	152	TO	153	BRICE RD	21+91	ТО	23+70								179						
LA-31 CH-8	<u> </u>	TO		BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u>22+06</u> 25+07								260				1		
LA-32	152	TO	155	BRICE RD	22+40	<i>TO</i>	22+49								200				1		
LA-33	152	TO	152	BRICE RD	22+89	ТО	22+89												1		
СН-9	153	TO	153	RAMP CI TO BRICE RD	23+18	TO	6077+08								202						
LA-34	153	TO	153	BRICE RD	23+40	TO	23+40												1		
SL-4	153	TO	153	BRICE RD	23+70	<i>TO</i>	23+72						0.01					33			
ELW-4 ELW-5	<u> </u>	<i>TO</i> <i>TO</i>	153 153	BRICE RD TO RAMP G2 BRICE RD	<u>23+72</u> 24+23	<i>TO</i>	1101+49 26+76						0.01								
SL - 5	153	TO	153	BRICE RD	24+80	ТО	24+82											23			
CH-10 CL-7	153 153	<i>TO</i> <i>TO</i>	153 156	BRICE RD BRICE RD	24+82 24+82	<i>TO</i> <i>TO</i>	<u>26+39</u> 34+50					0.18			159						
CL -8	153	<i>TO</i>	153	BRICE RD	24+82	<i>TO</i>	26+08					0.03									
СН-11	153	TO	156	BRICE RD	24+83	TO	34+48								968						
ELW-6 LA-35	153 153	<i>TO</i> <i>TO</i>	156 153	BRICE RD BRICE RD	25+07 25+12	<i>TO</i> <i>TO</i>	<u> </u>						0.19						1		
LA-36	153	TO	153	BRICE RD	25+48	<i>TO</i>	25+48												1		
LA-37	153	TO	153	BRICE RD	25+82	TO	25+82												1		
LA-38 LL-10	153 153	TO TO	153 155	BRICE RD BRICE RD	26+18 26+528	<i>TO</i>	<u>26+18</u> 29+33				0.06										
CL-9	153	TO	155	BRICE RD	26+59	TO	28+06				0.00	0.03									
CH-12	153	TO	153	BRICE RD	26+76	TO	27+37								62	107					
DL-4A ELY-3	<u> </u>	<i>TO</i>	161 153	BRICE RD RAMP G2	<u> </u>	<i>TO</i>	<u> </u>							0.01		127					
ELW-15	153	TO	161	RAMP G2	1101+49	ТО	1106+77	0.10													
GR-1 TP-1	<u> </u>	<i>TO</i>	161 161	RAMP G2 RAMP G2	<u> </u>	<i>TO</i>	1106+34 1106+34													868	
PB-1	153	TO	161	RAMP G2	1101+50	<i>TO</i>	1105+42													000	397
ELY-7	153	TO	161	RAMP G2	1101+67	TO	1106+77		0.10												
TP-2 PB-2	153	TO	161	NOT USED RAMP G1	8604+66	TO	8600+03														518
ELY-8	153	TO	161	RAMP GI	8604+02	ТО	8599+19		0.10												
ELY-4 ELW-16	<u> </u>	<i>TO</i>	156 161	RAMP G1 RAMP G1	<u>8604+02</u> 8604+16	<i>TO</i>	<u>8604+64</u> 8599+19	0.10						0.02							
ELW-19	153	TO	155	RAMP GI TO BRICE RD	8604+16	<i>TO</i>	28+64	0.10					0.05								-
PB-3	153	TO	156	RAMP GI TO BRICE RD	8604+32	TO	29+33														276
CH-13	153	10	153	RAMP GI TO BRICE RD	8604+64	<i>TO</i>	27+37								58						
ELW-7	155	ТО	156	BRICE RD	28+64	ТО	34+48						0.12								
CH-14 PB-6	155	TO	156	BRICE RD	29+33	<i>TO</i>	34+48								515						
PB-6 LA-39	155 155	<i>TO</i>	155 155	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u>29+68</u> 29+68												1		
LA-40	155	TO	155	BRICE RD	29+68	TO	29+68												1		
LA-41 LA-42	155 155	TO	155 155	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1		
PB-7	155	<i>TO</i>	156	BRICE RD	32+54	<i>TO</i>	34+34												1		180
LA-43	155	TO	155	BRICE RD	32+76	ТО	32+76												1		
LA-44	155	TO	155	BRICE RD	32+76	<i>TO</i>	32+76												1		
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2	622 СНОКЕД	606 S91	909 KPE T			CALCULATED JZM CHECKED EMK
UNANCHORED	PORTABLE BARRIER, ANCHORED	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, TYPE T			STREETS
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						RY -
						SUMMAF 2
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7		488	1			TENANC
8						MAIN
6						5
	321					- 22 °8
2						F R A - 7 0
7]	321	488	1			
					3646-E	73 1356

REF NO.		SHEET NO.		L OCA TION	STATIC	N TO S	STATION	WORK ZONE, EDGE LINE, CLASS	WORK ZONE, EDGE LINE, CLASS	WORK ZONE CHANNELIZING LINE,	WORK ZONE PAVEMENT WARKING, MISC.: LANE LINE, CLASS I, 6" 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: CENTER LINE, 5 CLASS I, 642 PAINT, DOUBLE SOLID	WORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, 5 CLASS I, 6", 642 PAINT, WHITE	5, MIS 7, KEI	WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, 5 CLASS I, 6", 642 PAINT, WHITE	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, E CLASS I, 6", 642 PAINT, YELLOW	WORK ZONE PAVEMENT MARKING, MISC.: STOP LINE, 51 24", 642 PAINT	WORK ZONE PAVEMENT WARKING, MISC.: ARROW, CLASS	PAVEMENT FOR MAINTAINING 5 TRAFFIC, CLASS B	PORTABLE BARRIER, UNANCHORED
TP-3	155	ТО ТО	156	BRICE RD	32+99	<i>TO</i> <i>TO</i>	34+51	MILE	MILE	FT	FT	MILE	MILE	MILE	FT	FT	FT	FT	FT	SY 68	FT
LA-45 LA-46	156 156	ТО ТО ТО	156 156	BRICE RD BRICE RD	33+50 33+50	<i>TO</i> <i>TO</i>	33+50 33+50												1		
LA-47	156	TO	156	BRICE RD	34+34	TO	34+34												1		
LA-48 SL-6	156 156	<i>TO</i> <i>TO</i>	156 156	BRICE RD BRICE RD	34+34 34+48	<i>TO</i> <i>TO</i>	34+34 34+48											33			
DL -5 DL Y-1	156 156	<i>TO</i> <i>TO</i>	156 156	BRICE RD BRICE RD	34+50 34+50	<i>TO</i> <i>TO</i>	35+29 35+30									110	152				
TP-4 ELW-8	156 156	<i>TO</i> <i>TO</i>	156 156	BRICE RD BRICE RD	34+75 35+53	<i>TO</i> <i>TO</i>	35+03 35+65						0.01							110	
ELW-9 TP-5	156 156	ТО ТО	156 156	BRICE RD BRICE RD	35+54 35+63	<i>TO</i> <i>TO</i>	36+18 36+22						0.02							104	
SL - 7 CL - 10	156 156	<i>TO</i> <i>TO</i>	156 158	BRICE RD BRICE RD	35+65 35+65	<i>TO</i> <i>TO</i>	<u> </u>					0.12						22			
CL -11	156	<i>TO</i>	158	BRICE RD	35+65	<i>TO</i>	41+67					0.12									
CH-15 CH-16	156	<i>TO</i>	158	NOT USED BRICE RD	35+65	<i>TO</i>	39+69						0.17		406						
ELW-10 CH-17	156 156	<i>TO</i> <i>TO</i>	158 158	BRICE RD BRICE RD	35+67 35+67	<i>TO</i> <i>TO</i>	42+19 41+67						0.13		602						
ELW-11 LA-49	156 156	<i>TO</i> <i>TO</i>	158 156	BRICE RD BRICE RD	36+18 36+65	<i>TO</i> <i>TO</i>	41+65 36+65						0.10						1		
LA-50	156	<i>TO</i> <i>TO</i>	156	BRICE RD	37+29	<i>TO</i> <i>TO</i>	37+29												1		
LL-11 CH-18	158 158	ТО ТО	158 158	BRICE RD BRICE RD	39+69 40+38	<i>TO</i> <i>TO</i>	41+65 41+65				0.04				127						
СН-19	158	TO	158	BRICE RD	40+38	ТО	41+65								127				1		
LA-51 LA-52 LL-12	158 158	TO TO	158 158	BRICE RD BRICE RD NOT USED	40+58 40+58	<i>TO</i> <i>TO</i>	40+58 40+58												1		
LA-53 LA-54	158 158	<i>TO</i> <i>TO</i>	158 158	BRICE RD BRICE RD	40+95 40+95	<i>TO</i> <i>TO</i>	40+95 40+95												1		
LA-55 LA-56	158 158	ТО ТО	158 158	BRICE RD BRICE RD	41+34 41+34	ТО ТО	41+34 41+34												1		
W-1	158	TO	158	BRICE RD	41+50	TO	41+50														
ELW-12	154	TO	162	PHASE 2A BRICE RD TO RAMP G2	23+72	<i>TO</i>	1101+44						0.07								<u> </u>
CH-20 DL-5A	154 154	<i>TO</i> <i>TO</i>	154 154	BRICE RD BRICE RD	24+89 26+03	<i>TO</i>	26+03 26+75								113	72					
ELW-13 ELW-17	154 154	<i>TO</i> <i>TO</i>	154 162	RAMP G2 TO BRICE RD RAMP G2	1101+44 1101+44	<i>TO</i> <i>TO</i>	24+89 1104+43	0.06					0.01								
EL Y-5 PB-4	154 154	<i>TO</i> <i>TO</i>	162 154	RAMP G2 RAMP G2	1101+44 1101+50	<i>TO</i>	1104+43 1102+50		0.06												99
ELY-6 ELW-14	162 162	ТО ТО	154 154	RAMP G1 RAMP G1 TO BRICE RD	8601+21 8601+23	<i>TO</i> <i>TO</i>	8604+32 28+64		0.06				0.13								
ELW-18 CH-21	154 154	<i>TO</i> <i>TO</i>	162 154	RAMP G1 RAMP G1 TO BRICE RD	8604+23 8604+32	<i>TO</i> <i>TO</i>	8601+23 26+03	0.06							107						
PB-5	162	<i>TO</i>	154	RAMP GI TO BRICE RD	8603+32	<i>TO</i>	28+64								107						449
	102				0000702		20104														
			T 0 01															-			
TOTALS	S CARF	IED	TO SUN	MARY SHEET				0.12	0.12		0.04	0.24	0.47		1482	182	152	55	12	282	548

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CALCULATED JZM CHECKED FMK				614 749 (622 HORED	2
STREETS				HAVEMENT, 72", CLASS 1, 642 PAVEMENT, 72", CLASS 1, 642 PAINT	PORTABLE BARRIER, ANCHORED	UNANCHORED
CITY						
R Y I						
SUMMA 2						
FFIC SUBS PHASE						
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ANCE				2		
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74 1356	3646-E					

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										I, 807	I, 807	Û Â	PAINT	PAINT	RED		AFFIC,		
								MARKING, V ARROW, NT	ASS	ASS I	ASS I		, 807	642 F	CHO	AVEMENT	TR/	Sc	
				Z					, CL	E CLA		LIZING PAINT	ů.	24", (NANC	PAVE	SNIN	E MGS	- F
9		NO		ION						LINE, C WHITE	LINE, CL 'ELLOW	NEL 307 F	LINE	NE, S)		_ <u>≺</u> ₪	ΙΛΡΕ	
Z L		Ш		AT SAT	STATIC	ON TO S	STATION	AVEMI REDUC 1, 642	NE	Ц Ч С		HANNEI 12" 807	ED	P LI	RRIEF	RAISED AARKER	R MAINT CLASS		L
RE		SHEE		0				<u></u> – – – Х	ELA	E EDGE PAINT, V	E EDGE AINT, YI	<u>, </u> C	011	STOI			OR N CL	ARDRAIL	
		S						CLAS	ONE	ONE	Ш Ц Ц	ZONE	Ц Ц	UL N		ZONE	T FC	UAR	
								C.:, _	ORK Z	N	OZ X		ZONE	ZO	TABL	WORK	UEN.	୍ରା	
								WORK MISC.	MOF	WORK	VORK	WORK C	ORK	ORK	OR.	D M	AVEN		
											3		3	2 3					
								EACH	MILE	MILE	MILE	FT	FT	FT	FT	EACH	SY	FT	EA
CH-1	163	ТО	164	PHASE 3 IR 70 WB	529+05	ТО	539+59					1055				27			
ELW-1	163	TO	179	IR 270 NB	1013+83	ТО	1027+72			0.27		1055				<u> </u>			
ELW-2 CH-2A	<u> 164 </u> 164	TO TO	173 164	IR 70 WB RAMP F	532+05 1537+00	TO TO	595+21 1539+00			1.20		200							
CH-2A CH-2	164	TO	164	IR 70 WB	532+46	ТО	1539+00					669				17			
ELY-1	164	ТО	172	IR 70 WB	532+46	ТО	2586+56				1.02								
PB-1	164	TO	172	IR 70 WB	535+60 532+05	TO	579+73 638+75				1.93				4420				
ELY-2 GR-1	164 164	TO TO	176 164	IR 70 WB IR 70 WB	532+05 535+50	TO TO	638+75 538+25				1.93							213	
LL-1	164	ТО	176	IR 70 WB	539+59	ТО	638+75		1.89							84		-	
LL-2	164	TO	180		1528+28	TO	1537+32		0.17				000			8			
LW-1A TP-1	164 164	TO TO	164 164	IR 70 WB-CD IR 70 WB	1539+00 533+05	ТО ТО	<u> </u>						200				1189		
ELW-4	164	TO	176	IR 70 WB	1041+58	TO	638+75			2.13									
ELY-3	164	TO	180	RAMP F	1527+94	TO	1537+00				0.17								
CH-3 PB-2	164 164	TO TO	164 170	RAMP F IR 70 WB-CD	1537+32 1539+42	TO TO	1544+32 1553+66					700			1430	18			
DLW-1	164	TO	170	IR 70 WB-CD	1544+32	TO	1533+66						430		1430	4			
LL-3	170	ТО	171	IR 70 WB-CD	1548+62	то	1567+72		0.36							16			
PB-3	170	ТО	171	IR 70 WB-CD	1554+85	ТО	1561+45		0.00						660	10			
PB-4	171	TO TO	172	IR 70 WB-CD	1561+35	ТО ТО	2577+23								1560				
CH-4	171	TO	172	IR 70 WB-CD	2568+01	TO	2575+87					787				20			
CH-5	171	ТО	172	IR 70 WB-CD	2568+50	ТО	2575+87					737				19			
ELY-4	172	ТО	174	IR 70 WB-CD	2575+87	ТО	1613+02				0.71								
ELW-5	172	TO	172	RAMP 5	2575+87	TO	2586+36			0.20									
DLW-2	172	TO	172	RAMP M	2577+33	ТО	2581+30						397			4			
LA-1 LL-4	<u> 172 </u> 172	TO TO	172 172	RAMP M RAMP M	2581+15 2581+30	ТО ТО	2581+15 2586+32	1	0.10							5			
CX-1	172	TO	172	RAMP N	4587+59	TO	4588+05		0.10							5			
CH-6				NOT USED															
CH-7				NOT USED															
CH-8 CH-9	172	ТО	173	NOT USED RAMP N	4587+91	ТО	591+85					389				10			
CH-10	172	ТО	173	RAMP N	4587+91	ТО	591+85					389				10			
LW-6	172	TO	174		4587+91	TO	613+01			0.48	0.44								
ELY-5 SL-1	172 172	TO TO	173 172	RAMP N RAMP N	4587+91 4587+91	ТО ТО	595+18 4587+91				0.14			47					
CH-11 DLW-3	173 173	TO TO	173 174	IR 70 WB IR 70 WB	595+21 598+60	ТО ТО	598+60 603+35					338	476			9			
CH-12	173	TO	174	RAMP N	4595+18	TO	598+60					339	-			9			
			474									400							
CH-13 DLW-4	174 174	TO TO	174 176	IR 70 WB IR 70 WB	613+11 614+99	ТО ТО	614+99 638+75					199	2375			5 20			
CH-14	174	TO	174	RAMP N	1613+02	TO	614+99					200	_010			6			
				RY SHEET						4.27	3.98	6002							

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ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	WORK ZONE CROSSWALK LINE, CLASS 1, 12", 740.06, TYPE 1				CALCULATED CMR CHECKED EMK
.Υ, MGS 2016	VALK LIN 3, TYPE				က
SSEMBL MASH 2	CROSSV , 740.06				PHASE
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REF NO.		SHEET NO.		L OCA TION	STATIO	N TO S	TATION	WORK ZONE, EDGE LINE, CLASS	WORK ZONE, EDGE LINE, CLASS	WORK ZONE CHANNELIZING LINE, D CLASS I, 12", 807 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: LANE LINE, 55 CLASS I, 6" 642 PAINT	WORK ZONE MARKING, MISC. CLASS I, 642 H SO,	WORK ZC MARKING, M CLASS I, 6",	WORK ZONE MARKING, MISU CLASS I, 6", YELu	WORK ZOI MARKING, MIS LINE, CLAS	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, 5 CLASS I, 6", 642 PAINT, WHITE	WORK MARKING, CLASS	WORK ZONE MARKING, MISC 24", 642	WORK ZONE PAVEMENT MARKING, MISC.: ARROW, CLASS I, 642 PAINT	PAVEMENT FOR MAINTAINING 9 TRAFFIC, CLASS B	PORTABLE BARRIER, 29
		TO				TO		MILE	MILE	FT	MILE	MILE	MILE	MILE	FT	FT	FT	FT) EACH	SY	F
ELY-1	183	TO	184	PHASE 3 BRICE RD	01+80	TO	06+00							0.08							
ELY-2	183	TO	184	BRICE RD	01+80	ТО	06+00							0.08				70			
SL - 1 CH-1	183 183	<i>TO</i> <i>TO</i>	183 183	BRICE RD BRICE RD	01+92 01+94	<i>TO</i> <i>TO</i>	01+94 03+33								141			38			
	183	TO	184	BRICE RD	01+94	TO	06+00				0.08								1		
LA-1 LA-2	183 183	<i>TO</i> <i>TO</i>		BRICE RD BRICE RD	02+32 02+69	<i>TO</i>	02+32 02+69												1		
LA-3	183	ТО	183	BRICE RD	03+12	TO	03+12												1		<u> </u>
СН-2	184	ТО	184	BRICE RD	04+28	ТО	06+00								171						
LA-4	184	TO	184	BRICE RD	04+45	ТО	04+45												1		
LL-2 LA-5	184 184	<i>TO</i> <i>TO</i>	184 184	BRICE RD BRICE RD	04+55 04+84	<i>TO</i>	06+00 04+84				0.03								1		
LA-6	184	TO	184	BRICE RD	05+22	<i>TO</i>	05+22												1		
LA-7	184 184	TO	184	BRICE RD	05+62	<i>TO</i>	05+62				0.00								1		
LL-3 ELY-3	184	TO	185 185	BRICE RD BRICE RD	06+57 06+57	<i>TO</i>	10+78 10+78				0.08			0.08							-
ELY-4	184	TO	185	BRICE RD	06+57	TO	10+89							0.08							
LL-4	184	TO	185	BRICE RD	06+57	<i></i>	10+73				0.08										
SL-2	185	<i>TO</i>	185	BRICE RD	10+73	TO	10+75									171		26			
DL -1 CW-1	185 185	TO		BRICE RD BRICE RD	10+75 10+77	<i>TO</i> <i>TO</i>	12+04 10+92									131					
ELY-5	185	TO	185	BRICE RD	12+04	ТО	24+18							0.23							
ELY-6 LL-5	185 185	TO		BRICE RD BRICE RD	12+04 12+04	<i>TO</i>	<u>23+94</u> 23+92				0.23			0.23							
SL-3	185	TO	185	BRICE RD	12+27	<i>TO</i>	12+29				0.20							48			
LL-6	185	TO	190	BRICE RD	12+29	TO	32+00				0.37				0.0.7						
<u>СН-3</u> СН-4	185 185	<i>TO</i> <i>TO</i>	187 187	BRICE RD BRICE RD	12+29 12+29	<i>TO</i> <i>TO</i>	<u> </u>								803 753						
LA-8	185	TO	185	BRICE RD	12+59	TO	12+59												1		
LA-9 LA-10	185 185	<i>TO</i> <i>TO</i>		BRICE RD BRICE RD	<u>12+59</u> 13+27	<i>TO</i>	<u>12+59</u> 13+27												1		
LA-11	185	ТО	185	BRICE RD	13+27	ТО	13+27												1		
DL -2 DL -3	185 185	TO		SCARBOROUGH TO BRICESCARBOROUGH TO BRICE	63+90 65+28	<i>TO</i>	12+04 12+27									150 129					
			100		00.20																
LA-12 LA-13	186 186	TO	186 186	BRICE RD BRICE RD	14+01	<i>TO</i>	14+01												1		
LA 13 LA-14	186	TO	186	BRICE RD	16+83	<i>TO</i>	16+83												1		
LA-15	186	TO	186	BRICE RD	16+83	TO	16+83												1		_
DL - 4	187	TO	187	BRICE RD	18+52	ТО	19+32									80					
LL - 7	187	TO	188	BRICE RD	18+82	TO	23+92				0.10				400						
CH-5 LA-16	187 187	<i>TO</i> <i>TO</i>		BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u>23+92</u> 19+47								462				1		
LA-17	187	TO	187	BRICE RD	19+57	TO	19+57												1		
LA – 18 LA – 19	187 187	<i>TO</i> <i>TO</i>	187 187	BRICE RD BRICE RD	19+57 20+83	<i>TO</i>	19+57 20+83												1		
LA-20	187	TO	187	BRICE RD	22+83	TO	22+83												1		
LA-21	188	TO	188	BRICE RD	22+90	TO	22+90												1		
CH-6	188	TO	188	BRICE RD	23+07	ТО	25+17								210						_
LA-22 SL-4	188 188	<i>10</i> <i>TO</i>		BRICE RD BRICE RD	23+57 23+92	<i>TO</i>	<u>23+57</u> 23+94											51	/		-
SL -5	188	TO	188	BRICE RD	25+05	<i>TO</i>	25+07											11			
																					_
			$T \cap C / M$	I IMARY SHEET							0.97			0.78	2540	490		174	22		+

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	NCHORED	LK LINE, , TYPE I					CALCULATED JZM CHECKED EMK
UNANCHORED	BARRIER, 1	WORK ZONE CROSSWALK LINE, CLASS 1, 12", 740.06, TYPE I					TS
U.	T PORTABLE BARRIER, ANCHORED 23	WORK ZON CLASS 1, ,					STREETS
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REF NO.		SHEET NO.		L OCA TION	STATION	v <i>to</i> .	STATION	WORK ZONE, EDGE LINE, CLASS	WORK ZONE, EDGE LINE, CLASS	WORK ZONE CHANNELIZING LINE,	WORK ZONE PAVEMENT MARKING, MISC.: LANE LINE, 5 CLASS I, 6" 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: CENTER LINE, CLASS I, 642 PAINT, DOUBLE SOLID	WORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, CLASS I, 6", 642 PAINT, WHITE	, ZON , MIS , MIS , YEI	WORK ZONE PAVEMENT MARKING, MISC.: CHANNELIZING	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE,	WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, YELLOW	WORK ZONE PAVEMENT MARKING, MISC.: STOP LINE, 52 24", 642 PAINT	WORK ZONE PAVEMENT MARKING, MISC.: ARROW, CLASS	PAVEMENT FOR MAINTAINING	PORTABLE BARRIER,
		TO				TO		MILE	MILE	FT	MILE	MILE	MILE	MILE	FI	J FT	FT	FT	EACH	SY	FT
ELY-7	188	TO	190	BRICE RD	25+05	TO	32+00							0.13							
<u>ELY-8</u> CH-7	188 188	<i>TO</i> <i>TO</i>	190 190	BRICE RD BRICE RD	<u>25+05</u> 25+05	<i>TO</i>	<u> </u>							0.13	696						
CH-8	188	TO	190	BRICE RD	25+05	TO	31+98								696						
CH-9 ELW-1	188 188	<i>TO</i> <i>TO</i>	188 190	BRICE RD BRICE RD	<u>25+07</u> 25+17	<i>TO</i>	<u> </u>						0.13		268						
LA-23	188	TO	188	BRICE RD	25+45	<i>TO</i>	25+45						0.15						1		
LA-24	188	TO	188	BRICE RD	25+48	TO	25+48												1		
LA-25 LA-26	188 188	<i>TO</i>	188 188	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1		
LA-27	188	TO	188	BRICE RD	26+79	TO	26+79												1		_
LA-28 DL-5	188 188	<i>TO</i>		BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>									112			1		_
LA-29	188	TO	188	BRICE RD	27+91	TO	27+91									112			1		
LA-30	188 188	<i>TO</i>		BRICE RD RAMP C1	<u> </u>	<i>TO</i>	27+91		0.10										1	 	
EL Y-9 CH-10	188	TO	188	RAMP CI TO BRICE RD	6077+08	TO	6076+53 6079+07		0.10						206						
CH-11	188	TO	188	RAMP C1	6077+08	TO	6076+53	0.10		54											
ELW-5 ELW-2	188 188	<i>TO</i> <i>TO</i>	193 188	RAMP CI RAMP CI TO BRICE RD	6077+08 6078+78	<i>TO</i>	6071+61 6077+08	0.10					0.03								
ELW-3	188	TO	194	RAMP G1	8601+96	TO	8603+75	0.04													
SL-6 ELW-4	188 188	<i>TO</i>	188 190	RAMP G1 RAMP G1 TO BRICE RD	<u> </u>	TO	<u>8604+82</u> 31+98						0.17					18			
	100		150		0004111		51150						0.11								
LA-31 LA-32	189 189	ТО ТО	189 189	BRICE RD BRICE RD	30+34 30+34	ТО ТО	30+34 30+34												1		
LA-33	190	TO	190	BRICE RD	31+00	<i>TO</i>	31+00												1		
LA-34 LA-35	190 190	<i>TO</i> <i>TO</i>	190 190	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1		
LA-36	190	TO	190	BRICE RD	31+68	TO	31+68												1		-
SL - 7 CL - 1	190 190	<i>TO</i> <i>TO</i>	190 192	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>					0.16						52			
CL -2	190	TO	192	BRICE RD	33+03	TO	34+91					0.04									
SL - 8	190	TO	190	BRICE RD	33+03	TO	33+05								770			33			
CH-12 LL-8	190 190	<i>TO</i> <i>TO</i>	191 192	BRICE RD BRICE RD	<u> </u>	<i>TO</i> <i>TO</i>	<u> </u>				0.17				338						
LL-9	190	TO	192	BRICE RD	33+05	TO	41+68				0.16										
LA-37 LA-38	190 190	<i>TO</i> <i>TO</i>	190 190	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1		
ELW-6	190	TO	192	RAMP N TO BRICE RD	2585+54	TO	40+91						0.18						,		
ELW-7	190	TO	192	RAMP M TO BRICE RD	4587+91	TO	39+60						0.14								
LA-39 LA-40	191 191	<i>TO</i> <i>TO</i>	191 191	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1		
LA-41	191	TO	191	BRICE RD	36+18	TO	36+18												1		
LL-10 CL-3	191 191	<i>TO</i> <i>TO</i>	192 192	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u>41+70</u> 41+70				0.10	0.09									
	101		152		51 112							0.00									_
CH-13	192	TO	192	BRICE RD	39+80	TO	41+68								188					·	
CH-14 LA-42	192 192	<i>TO</i> <i>TO</i>	192 192	BRICE RD BRICE RD	<u> </u>	<i>TO</i> <i>TO</i>	41+68 40+05								188				1		
LA-43	192	TO	192	BRICE RD	40+05	TO	40+05												1		
LA-44 LA-45	192 192	<i>TO</i> <i>TO</i>	192 192	BRICE RD BRICE RD	40+51 40+51	<i>TO</i>	<u> </u>												1		
LA-46	192	TO	192	BRICE RD	40+96	TO	40+96												1		
LA-47 LA-48	192 192	TO TO	192 192	BRICE RD BRICE RD	40+96 41+32	<u>ТО</u> ТО	40+96 41+32												1	·	
LA-40 LA-49	192	TO	192	BRICE RD	41+32	<i>TO</i>	41+32												1		
SL - 9	192	TO	192	BRICE RD	41+68	TO	41+70											54			
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UNANCHORED	PORTABLE BARRIER, ANCHORED				STREETS
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REF NO.		SHEET NO.		L OCA TION	STATIO	N TO S	TA TION	MORK ZONE, EDGE LINE, CLASSI, 6", 807 PAINT, WHITE	WORK ZONE, EDGE LINE, CLASS		MARKING, MISC.: LANE LINE, PL CLASS I, 6" 642 PAINT	ZONE PAVI MISC.: CEN 642 PAINT SOLID	WORK ZONE PAVEMENT MARKING, MISC.: EDGE LINE, CLASS I, 6", 642 PAINT, WHITE	ZONE PAVEME , MISC.: EDGE I, 6", 642 PA YELLOW		WORK ZONE PAVEMENT MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, WHITE	MARKING, MISC.: DOTTED LINE, CLASS I, 6", 642 PAINT, YELLOW	MORK ZONE PAVEMENT MARKING, MISC.: STOP LINE, 24", 642 PAINT	WORK ZONE PAVEMENT WARKING, MISC.: ARROW, CLASS I, 642 PAINT	AVEMENT FOR MAINTAINING	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED 23	
		TO		PHASE 4		TO					tur			uu	·····		·····	·····					
LL-1 LL-2	208 208	TO	210 209	BRICE RD BRICE RD	12+24 12+26	<i>TO</i> <i>TO</i>	23+94 19+12				0.22												
ELY-1	208	<i>TO</i>	210	BRICE RD	12+27	<i>TO</i>	24+12							0.23									<u> </u>
CH-1	209	TO	210	BRICE RD	18+12	ТО	23+94								582								
СН-2 СН-3	209 209	TO	210 210	BRICE RD BRICE RD	18+32 19+32	TO TO	23+94 23+94								562 462								
LA-1	209	<i>TO</i>	209	BRICE RD	19+47	<i>TO</i>	19+47								-102				1				<u> </u>
LA-2	210	<i>TO</i>	210	BRICE RD	20+86	TO	20+86												1				
LA-3	210	<i>TO</i>	210	BRICE RD	22+24	ТО	22+24												1				<u> </u>
LA-4 LA-5	210 210	<i>10</i> <i>TO</i>	210 210	BRICE RD BRICE RD	22+90 23+58	<i>TO</i> <i>TO</i>	22+90 23+58												/ /				
SL-1 LL-3	210 210	TO	210 212	BRICE RD BRICE RD	23+94 24+76	TO TO	23+96 32+07				0.14							60					
ELY-2	210	<i>TO</i>	212	BRICE RD	25+34	ТО	32+09				∪.14			0.13									<u> </u>
СН-4 СН-5	210 210	<i>TO</i>	212 212	BRICE RD BRICE RD	<u>25+34</u> 25+34	<i>TO</i>	<u> </u>								675 675								
LA-6	210	TO	210	BRICE RD	25+49	ТО	25+49												1				
LA-7 DL-1	210 210	<i>TO</i>	210 211	BRICE RD RAMP GI TO BRICE RD	25+49 8603+95	<i>TO</i> <i>TO</i>	25+49 26+04									121			/				
LA-8	211	TO	211		27+93	ТО	27:07												1				
LA-9	211	<i>TO</i>	211	BRICE RD BRICE RD	27+93	TO	27+93 27+93												1				
LA-10	212	TO	212	BRICE RD	30+37	<i>TO</i>	30+37												1				
LA-11	212	<i>TO</i>	212	BRICE RD	30+37	ТО	30+37												1				
LA-12 LA-13	212 212	<i>TO</i> <i>TO</i>	212 212	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>												1				
SL-2	212	TO	212	BRICE RD	32+07	ТО	32+09											44					
SL-3 ELW-1	212 212	<i>TO</i>	212 212	BRICE RD BRICE RD	<u> </u>	<i>TO</i> <i>TO</i>	<u> </u>						0.02					66					
CL-1 CL-2	212 212	TO	214 214	BRICE RD BRICE RD	33+06 33+06	<i>TO</i> <i>TO</i>	41+89 41+68					0.17 0.16											
LL-4	212	<i>TO</i>	214	BRICE RD	33+06	ТО	41+68				0.16	0.10											<u> </u>
ELW-2 CH-6	212 212	TO	213 213	BRICE RD BRICE RD	<u> </u>	<i>TO</i>	<u> </u>						0.13		621								
CH-7	212	<i>TO</i>	214	BRICE RD	33+08	ТО	40+06				0.17				701								
LL-5 LL-6	212 212	<i>TO</i>	214 213	BRICE RD BRICE RD	33+08 33+08	<i>TO</i> <i>TO</i>	41+89 37+01				0.17												
LL-7	212	ТО ТО	212	BRICE RD	33+08	TO	34+20				0.02								1				
LA-14 LA-15	212 212	<i>TO</i>	212 212	BRICE RD BRICE RD	<u> </u>	<i>TO</i> <i>TO</i>	<u> </u>												1				
LA-16 LA-17	212 212	<i>TO</i> <i>TO</i>	212 212	BRICE RD BRICE RD	34+12 34+12	<i>TO</i> <i>TO</i>	34+12 34+12												1				
LA-18	212	<i>TO</i> <i>TO</i>	212	BRICE RD	34+70	ТО	34+70												1				-
LA-19	212		212	BRICE RD	34+70	TO	34+70												/				
LA-20 LA-21	213 213	TO	213 213	BRICE RD BRICE RD	36+95 36+95	TO TO	36+95 36+95												1				
LA-21 LA-22	213	<i>TO</i>	213	BRICE RD BRICE RD	39+12	<i>TO</i>	39+12												1				<u> </u>
СН-8	214	TO	214	BRICE RD	40+18	TO	41+68								152								
СН-9	214	TO	214	BRICE RD	40+18	ТО	41+68								152				1				
LA-24 LA-25	214 214	<i>TO</i> <i>TO</i>	214 214	BRICE RD BRICE RD	40+64	<i>TO</i> <i>TO</i>	40+64												/ 1				
LA-26 LA-27	214 214	ТО ТО	214 214	BRICE RD BRICE RD	41+26 41+26	TO TO	41+26 41+26												1				
SL-4	214 214	TO	214	BRICE RD	41+68	TO	41+70											50	Ι				<u> </u>
DL-2 DL-3	214 214	<i>TO</i>	214 214	BRICE RD BRICE RD	41+70 41+89	<i>TO</i>	42+77 42+76									107 88							
DL-4	214	<i>TO</i>	214	BRICE RD	41+89	ТО	42+76									87							<u> </u>
DL-5	214		214	BRICE RD	41+89	<i>TO</i>	42+75									86							
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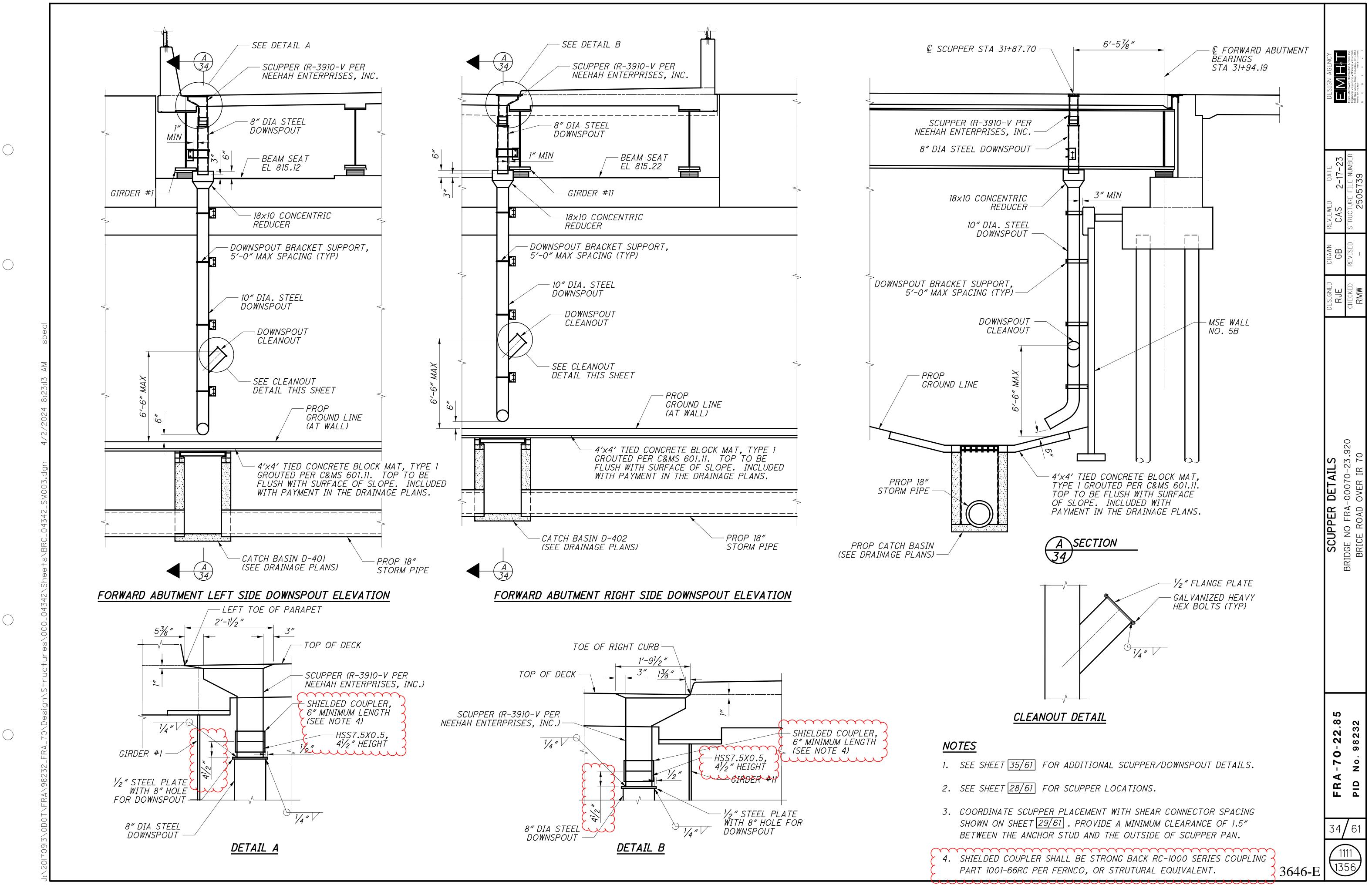
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					CALCULATED JZM CHECKED EMK
PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED				CA
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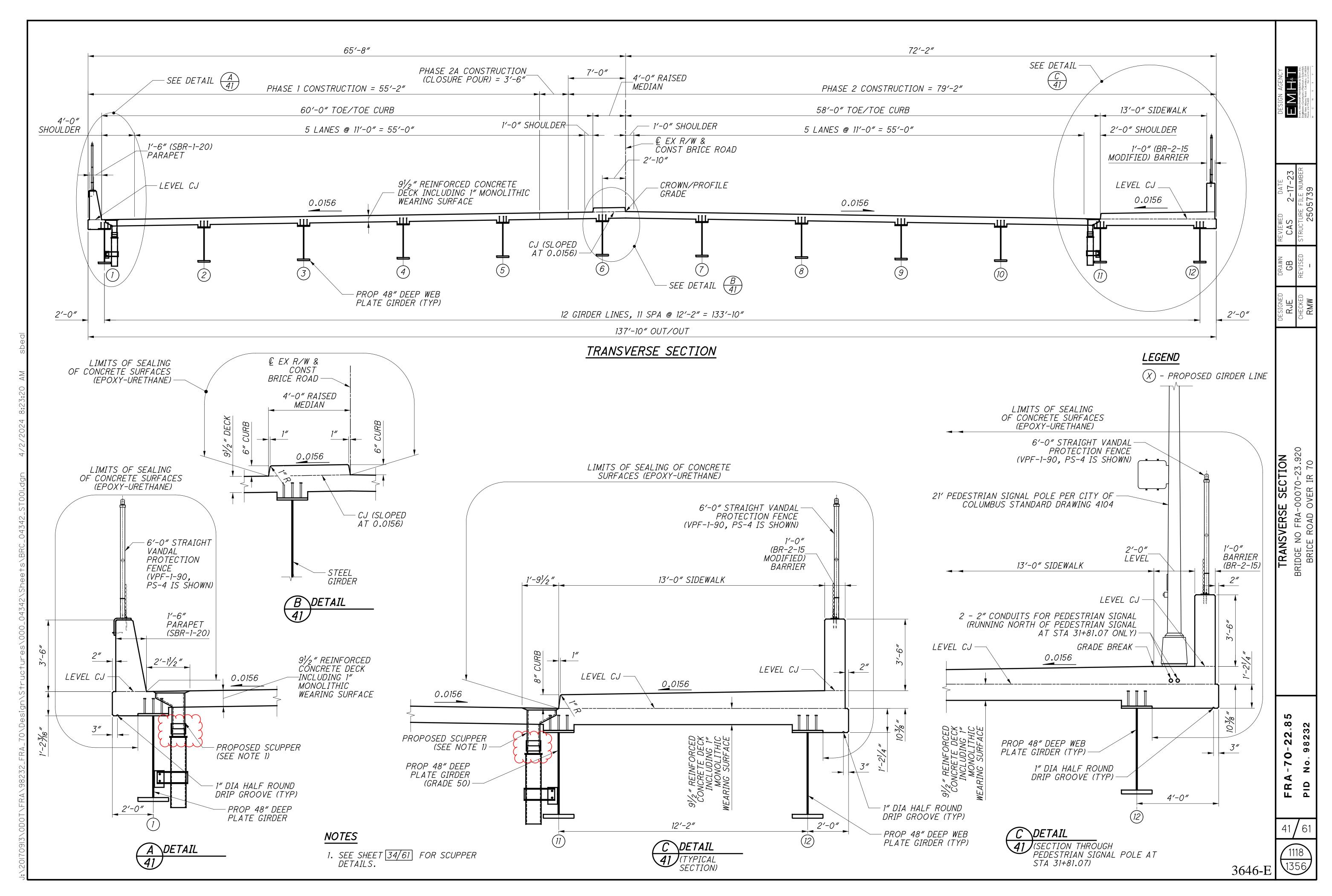
				SHEE 7	NUM.	1	.			PAF	<i>ΥΤ</i> .	ITEM	ITEM	GRAND	UNIT	
67									C	01/NHS/03	06/S>2/03		EXT	TOTAL		
												611	99654	5	EACH	MANHOLE ADJUSTED TO GRADE (SANITARY)
																M/
213										213		411	10000	213	СҮ	STABILIZED CRUSHED AGGREGATE
3										3		601	32200	3	СҮ	ROCK CHANNEL PROTECTION, TYPE C WITH FILT
1.4	 						 			1.4		602	20000	1.4	СҮ	CONCRETE MASONRY
1,346	 									858	488	606	15050	1,346	FT	GUARDRAIL, TYPE MGS
1										1		606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)
3										2	/	606	26500	3	EACH	ANCHOR ASSEMBLY, TYPE T
46 224										46 224		611 611	04400 05900	46 224	FT FT	12" CONDUIT, TYPE B
122										122		611	03900	122	FT FT	15" CONDUIT, TYPE B 18" CONDUIT, TYPE B
2										2		611	98450	2	EACH	CATCH BASIN, NO. 2-2A
1,000										1,000		614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR
6										6		SPECIAL	61411300	6	EACH	WORK ZONE TRAFFIC SIGNAL
6,466										46,466		614	11630	46,466	FT	INCREASED BARRIER DELINEATION
42										42		614	12380	42	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZ
LS										LS		614	12420	LS		DETOUR SIGNING
42										42		614	12484	42	EACH	WORK ZONE INCREASED PENALTIES SIGN
50										50		614	12500	50	EACH	REPLACEMENT SIGN
300										300		614	12600	300	EACH	REPLACEMENT DRUM
,004	 									2,004		614	12801	2,004	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER
915	 									915		614	13310	915	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
,064										1,064		614	13312	1,064	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
	 											014	17750	7 777	5100	
3,773										3,773		614	13350	3,773	EACH	OBJECT MARKER, ONE WAY
64 15.47										64 15.47		614 614	18601 20056	64 15.47	SNMT MILE	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER
16.47 16										15.47	0.73	614	20056 22056	15.47	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT
15.59										14.94	0.65	614	22050	15.59	MILE	WORK ZONE EDGE LINE, CLASS I, 6, 807 PAINT
10.00										17.07	0.00	014	22000	10.00		WORK ZONE EDGE LINE, CLASS 1, 0, OUT TAINT
6,644										36,590	54	614	23110	36,644	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 8
),903								_		10,903		614	24102	10,903	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PA
47										47		614	26400	47	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE
364										364		614	27070	364	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 740
4											4	614	31200	4	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I,
8											8	614	31650	8	EACH	WORK ZONE WORD ON PAVEMENT, 96", CLASS I,
3.64											3.64	614	98000	3.64	MILE	WORK ZONE PAVEMENT MARKING, MISC .: LANE LII
																ł
2.89											2.89	614	98000	2.89	MILE	WORK ZONE PAVEMENT MARKING, MISC.:CENTER
4											4	614	98000	4	MILE	WORK ZONE PAVEMENT MARKING, MISC. EDGE LII
1.47											1.47	614	98000	1.47	MILE	WORK ZONE PAVEMENT MARKING, MISC. EDGE LII
1,813	 										21,813	614	98100	21,813	FT	WORK ZONE PAVEMENT MARKING, MISC.:CHANNEL
,380											3,380	614	98100	3,380	FT	WORK ZONE PAVEMENT MARKING, MISC.:DOTTED
100	 										100			100		
422									ł – ł		422	614	98100	422	FT	WORK ZONE PAVEMENT MARKING, MISC .: DOTTED
1,103											1,103	614 614	98100	1,103	FT EACH	WORK ZONE PAVEMENT MARKING, MISC .: WORK ZO WORK ZONE PAVEMENT MARKING, MISC .: ARROW,
163 3										7	163	614 614	98200 98200	163	EACH	· · ·
<u>у</u> 8										J g		614	98200 98200	<u>S</u>	EACH	WORK ZONE PAVEMENT MARKING, MISC. LANE RE WORK ZONE PAVEMENT MARKING, MISC. ROUTE S
LS									<u> </u>	LS	LS	615	10000	LS	EAUN	ROADS FOR MAINTAINING TRAFFIC
<u>LJ</u>										LJ	LJ	015	10000	LJ		
0,456									1	4,111	6,345	615	25000	10,456	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B
737										737	0,010	616	10000	737	MGAL	WATER
,200										11,200		618	40101	11,200	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE
1										1		622	41060	1	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINA
16,906										39,620	7,286	622	41100	46,906	FT	PORTABLE BARRIER, UNANCHORED
·										1	·					
491										80	411	622	41110	491	FT	PORTABLE BARRIER, ANCHORED
120										120		808	18700	120	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
12										12		829	00100	12	SNMT	WORK ZONE EGRESS WARNING SYSTEM
							 			LS		108 SDECIAL	10000	LS		CPM PROGRESS SCHEDULE
										5,500		SPECIAL	11110100	5,500	EACH	DEPARTMENTS SHARE FACILITATED PARTNERING
							 			LS 35		614 619	11000 16020	<u>LS</u> 35	MNTH	MAINTAINING TRAFFIC FIELD OFFICE, TYPE C
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DESCRIPTION	SEE SHEET NO.	CALCULATED TGW CHECKED SJB
SANITARY SEWER		
MAINTENANCE OF TRAFFIC		
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740.06, TYPE I		
I, 642 PAINT		
I. 642 PAINT LINE, CLASS I, 6" 642 PAINT	60	
LINE, LLASS I, O O4Z PAINT	60	
R LINE, CLASS I, 6" 642 PAINT, DOUBLE SOLID	60	
LINE, CLASS I, 6", 642 PAINT, WHITE	60	
LINE, CLASS I, 6", 642 PAINT, YELLOW	60	
IELIZING LINE, CLASS I, 12" PAINT	60	
ED LINE, 6", 642 PAINT, WHITE	60	
ED LINE, 6", 642 PAINT, YELLOW	60	
ZONE STOP LINE, 24", 642 PAINT	60	
V, CLASS 1, 642 PAINT	60	
REDUCTION ARROW, CLASS I, 642 PAINT E SHIELD SYMBOL, CLASS I, 814 HEAT-FUSED PREFORMED THERMOPLAST	60	
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