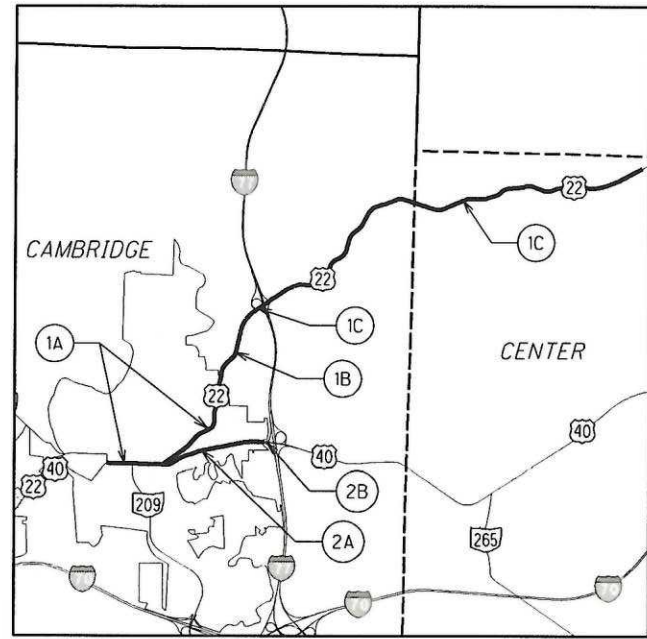


GUE - US 22/US 40-07.62/08.23
 220095 PID - 94320
 Dist 5 2/17/2022



LOCATION MAP

LATITUDE: 40° 03' 00" LONGITUDE: 81° 33' 45"

PORTION TO BE IMPROVED -----

| DESIGN DESIGNATION | LOC. 1A | LOC. 1B | LOC. 1C | LOC. 2A | LOC. 2B |
|-----------------------------|---------|---------|---------|---------|---------|
| FUNCTIONAL CLASSIFICATION | UPA | RPA | RPA | UMA | RMA |
| OPENING YEAR ADT (2022) | 8,300 | 4,700 | 5,400 | 11,500 | 11,500 |
| DESIGN YEAR ADT (2034) | 8,600 | 4,700 | 5,400 | 11,500 | 11,500 |
| DESIGN HOURLY VOLUME (2034) | 850 | 550 | 550 | 1,200 | 1,200 |
| DIRECTIONAL DISTRIBUTION | 52% | 52% | 53% | 54% | 52% |
| TRUCKS (24 HOUR B&C) | 15% | 5% | 8% | 3% | 3% |
| DESIGN SPEED | 35 MPH | 55 MPH | 55 MPH | 35 MPH | 35 MPH |
| LEGAL SPEED | 35 MPH | 55 MPH | 55 MPH | 35 MPH | 35 MPH |

UPA = URBAN PRINCIPAL ARTERIAL UMA = URBAN MINOR ARTERIAL
 RMA = RURAL MINOR ARTERIAL RPA = RURAL PRINCIPAL ARTERIAL

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVER

NONE REQUIRED

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

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

PLAN PREPARED BY:
 OHIO DEPARTMENT OF TRANSPORTATION
 DISTRICT 5 CAPITAL PROGRAMS

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
GUE - 22 / 40 - 7.62 / 8.23

CITY OF CAMBRIDGE
 CAMBRIDGE AND CENTER TOWNSHIPS
 GUERNSEY COUNTY

INDEX OF SHEETS

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PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED WORK
 ON U.S. 22 AND U.S. 40 IN GUERNSEY COUNTY.


PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE)
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A
 NOTICE OF INTENT EARTH DISTURBED AREA = N/A

| LOCATION | PLAN SPLIT | COUNTY | ROUTE | BEGIN SLM | END SLM | LENGTH MILES | CITY/VILLAGE |
|----------|------------|--------|-------|-----------|---------|--------------|--------------|
| 1A | 5 | GUE | 22 | 7.62 | 9.28 | 1.66 | CAMBRIDGE |
| 1B | 4 | GUE | 22 | 9.28 | 10.28 | 1.00 | |
| 1C | 3 | GUE | 22 | 10.28 | 15.14 | 1.20 | |
| 2A | 5 | GUE | 40 | 8.23 | 9.35 | 1.12 | CAMBRIDGE |
| 2B | 4 | GUE | 40 | 9.35 | 9.43 | 0.08 | |


2019 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED 


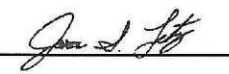
DATE 11/04/2021 CITY ENGINEER
 CITY OF CAMBRIDGE

APPROVED 

DATE 11/12/2021 DISTRICT DEPUTY DIRECTOR

APPROVED 

DATE 1-3-2022 DIRECTOR, DEPARTMENT OF TRANSPORTATION

| ENGINEER'S SEAL | STANDARD CONSTRUCTION DRAWINGS | SUPPLEMENTAL SPECIFICATIONS |
|--|--------------------------------|-----------------------------|
|  SIGNED:  DATE: 11/15/2021 | BP-3.1 1/17/20 | TC-64.10 7/16/21 |
| | BP-3.2 1/18/19 | TC-65.10 1/17/14 |
| | BP-4.1 7/19/13 | TC-65.11 7/21/17 |
| | | TC-71.10 7/16/21 |
| | MT-95.31 7/19/19 | TC-74.10 7/16/21 |
| | MT-95.32 4/19/19 | TC-82.10 7/19/19 |
| | MT-97.10 4/19/19 | |
| | MT-97.12 1/20/17 | |
| | MT-98.29 1/17/20 | |
| | MT-98.30 7/16/21 | |
| | MT-99.20 4/19/19 | |
| | MT-101.90 7/17/20 | |
| | MT-105.10 1/17/20 | |
| | | SPECIAL PROVISIONS |

FEDERAL PROJECT NO. E191(215)
 PID NO. 94320
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 GUE - 22 / 40 - 7.62 / 8.23
 1/32

I:\ProjectData\GUE\94320\Design\Roadway\Sheets\94320_G1001.dgn_Sheet 11/17/2021 11:20 AM jlutzi

Contract Proposal available @
 www.contracts.dot.state.oh.us

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 441, ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. **PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT).** THE ENGINEER MAY EXTEND PAVING DISTANCE FOR ASPHALT DRIVEWAYS IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED.

GRAVEL DRIVES SHALL ALSO BE PAVED AS DESCRIBED ABOVE. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED.

IF AN EXISTING APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

BUTT JOINTS AT THE END OF ALL DRIVEWAYS SHALL BE 1.25" IN DEPTH TO ACCOMMODATE THE SURFACE COURSE. NO WORK SHALL BE PERFORMED ON DRIVEWAYS LOCATED IN CURB SECTIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"
LOCATION 1B: 160 SQ.YD.
LOCATION 1C: 800 SQ.YD.

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG.70-22M.
LOCATION 1B: 8 CU.YD.
LOCATION 1C: 32 CU.YD.

MAILBOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAILBOX TURN OUTS. PAVING SHALL EXTEND TO THE MATCH THE EXISTING WIDTH OF THE TURN OUT. THE ENGINEER MAY EXTEND PAVING TO MATCH STANDARD DRAWING **BP-4.1** IF NECESSARY.

ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAILBOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"
LOCATION 1B: 100 SQ.YD.
LOCATION 1C: 800 SQ.YD.

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG.70-22M.
LOCATION 1B: 4 CU.YD.
LOCATION 1C: 28 CU.YD.

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG.64-22.
LOCATION 1B: 3 CU.YD.
LOCATION 1C: 22 CU.YD.

ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

BEFORE PLACEMENT OF THE SURFACE COURSE, WHILE PERFORMING LINEAR GRADING, THE CONTRACTOR SHALL EXCAVATE AN AREA 10 INCHES WIDE OUTSIDE THE EXISTING PAVED SHOULDER TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE.

DURING LINEAR GRADING, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AFTER LINEAR GRADING IS COMPLETED THAT HAS NOT BEEN DISPOSED OF ON-SITE, SHALL BE REMOVED AND DISPOSED OFF-SITE BY THE CONTRACTOR PRIOR TO PLACEMENT OF THE SURFACE COURSE AND SAFETY EDGE.

GRADED SHOULDERS OF 12 INCHES OR LESS WHERE THE SAFETY EDGE CAN BE OMITTED, THE PREPARING SUBGRADE FOR SHOULDER PAVING CAN ALSO BE OMITTED. THE CONTRACTOR WILL ONLY BE PAID FOR AREAS WHERE THE ABOVE WORK IS BEING PREFORMED.

ALL EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO PERFORM LINEAR GRADING AND EXCAVATION OF SHOULDER SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN
ITEM 611, MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 638, VALVE BOX ADJUSTED TO GRADE, AS PER PLAN

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS, MANHOLES, AND WATER VALVE BOXES TO GRADE LOCATED THROUGHOUT THE PROJECT LIMITS AS DESCRIBED BELOW:

EXISTING CONCRETE COLLARS SHOULD ONLY BE ADJUSTED IF BROKEN, DAMANAGED, OR MISALIGNED AS DIRECTED BY THE ENGINEER. ALL ADJUSTMENTS SHALL BE AGREED ON BY THE PROJECT ENGINEER AND CITY OF CAMBRIDGE BEFORE WORK MAY BEGIN.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL NOT BE DISTURBED.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DESCRIBED ABOVE AND SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN
LOCATION 1A: 5 EACH
LOCATION 2A: 2 EACH

ITEM 611, MANHOLE ADJUSTED TO GRADE, AS PER PLAN
LOCATION 1A: 5 EA
LOCATION 2A: 5 EA

ITEM 638, VALVE BOX ADJUSTED TO GRADE, AS PER PLAN
LOCATION 1A: 5 EACH
LOCATION 2A: 2 EACH

ENVIRONMENTAL NOTES

TWO (2) STRUCTURES IN THE PROJECT AREA INVOLVE WORK OVER WATERWAYS: **GUE-22-1492 (TRIBUTARY OF BEEHAM RUN) AND GUE-22-1514 (BEEHAM RUN).** ALL WORK IS PROHIBITED TO OCCUR BELOW THE OHWM THAT FLOWS UNDER EACH STRUCTURE, AND NO MATERIAL MAY ENTER ANY STREAM DURING CONSTRUCTION.

ITEM 632, DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWER HEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE 20' OR AS DIRECTED. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANED SURFACE OR THE PROPOSED INTERMEDIATE COURSE AT A DEPTH OF 4" FROM THE PROPOSED SURFACE ELEVATION. THE CONTRACTOR SHALL TEST ALL LEAD-IN CABLES PRIOR TO MAKING THE FINAL SPLICE.

ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632, DETECTOR LOOP, AS PER PLAN. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE LOCATION SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

POWERHEAD (STOP LINE): 16 EACH
ANGULAR (DILEMMA ZONE): 4 EACH

SEE **SHEETS 18-22** FOR APPROXIMATE LOCATIONS.

ITEM 632, DETECTOR LOOP, AS PER PLAN
LOCATION 1A: 18 EACH
LOCATION 2A: 2 EACH

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. **2021-AGL-26844-OE, 2021-AGL-26845-OE, 2021-AGL-26846-OE, AND 2021-AGL-26847-OE** IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING AN FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

CALCULATED
LIME
CHECKED
JSL

GENERAL NOTES

GUE-22/40-
7.62/8.23

3
32

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**ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448),
AS PER PLAN, PG70-22M
ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448),
AS PER PLAN, PG64-22**

FOLLOW 401 AND 441, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 441.09.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC %. THE RAP AC % WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC % FROM THE JMF. IF RAP AC % IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 441.10 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 441.10-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2% FROM DESIGN AC % FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC % AT ALL TIMES AFTERWARDS.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOWS:
 - NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
 - DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC %. RAP AC % WILL BE WITHIN 0.3% OF RAP AC % DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
 - DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
 - MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
 - IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC % TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINED IN SUPPLEMENT 1043 DATED JANUARY 18, 2019 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.

PAYMENT FOR ALL WORK DESCRIBED ABOVE SHALL BE INCIDENTAL TO THE ASPHALT CONCRETE.

CALCULATED
LIME
CHECKED
JSL

GENERAL NOTES

GUE -22 / 40 -
7.62 / 8.23

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1-LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS MT-95.31, MT-95.32, AND MT-97.12.

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES INCLUDING REPAIRS.

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC. THIS RULE DOES NOT APPLY TO PLANING AT BRIDGES AND/OR ACROSS BRIDGES UNLESS THE BRIDGE IS BEING TREATED THE SAME AS THE ADJACENT ROADWAY.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. THE MAXIMUM LANE CLOSURE LENGTH SHALL BE PER MT-97.12. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

TEMPORARY TRAFFIC SIGNALS MAY USED FOR BRIDGE DECK REPAIRS AND BRIDGE DECK SEALING. THEY SHALL BE REMOVED ONCE MATERIAL HAS CURED, AS DIRECTED BY THE ENGINEER.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

WINDOW CONTRACT TABLE

| DESCRIPTION OF CRITICAL WORK | CALENDAR DAYS | DISINCENTIVE (\$ PER TIME UNIT) |
|------------------------------|---------------|---------------------------------|
| ALL WORK ON PROJECT | 120 | PER CMS 108.07 |

NOTIFICATION OF ROAD CLOSURE OR RESTRICTIONS

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND/OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE-MENTIONED ITEMS, VIA MEDIA SOURCES.

WORK RESTRICTIONS

PAVEMENT PLANING OPERATIONS INSIDE DOWNTOWN CAMBRIDGE FROM SLM 7.62-8.23 (INCLUDING EXTRA AREAS) SHALL OCCUR DURING NIGHTTIME HOURS OF 6:30PM-6:30AM WITH PLACEMENT OF ASPHALT CONCRETE INTERMEDIATE COURSE THE FOLLOWING DAY. THIS WORK SHALL OCCUR IN CONSECUTIVE DAYS UNTIL ALL ASPHALT CONCRETE INTERMEDIATE COURSE PAVEMENT HAS BEEN PLACED IN DOWNTOWN CAMBRIDGE.

NO WORK SHALL TAKE PLACE IN DOWNTOWN CAMBRIDGE FOR THE FOLLOWING EVENTS:

- ~~MAY 13TH (3PM - 8PM)~~
- MAY DAY OF ENCHANTMENT: MAY 21ST
- MEMORIAL DAY WEEKEND: MAY 27TH- 30TH
- BIKE SHOW: JUNE 18TH
- FOURTH OF JULY WEEKEND: JULY 1ST- 4TH
- ~~JULY 15TH (3PM - 8PM)~~
- CAR SHOW: AUGUST 20TH
- LABOR DAY WEEKEND: SEPTEMBER 2ND- 5TH
- ~~SEPTEMBER 9TH (3PM-8PM)~~
- FALL FESTIVAL: SEPTEMBER 17TH OR 24TH

THE CITY OF CAMBRIDGE WILL BE PERFORMING WATERLINE WORK ON HIGHLAND AVE. (U.S. 22) BETWEEN BELLVIEW AND GRANDVIEW RD. WITH AN ESTIMATED COMPLETION DATE OF JUNE 1ST, 2022. NO WORK MAY OCCUR IN THIS SECTION UNTIL WATERLINE WORK IS COMPLETE, AS DIRECTED BY THE ENGINEER.

THE NOISE ORDINANCE INSIDE THE CITY OF CAMBRIDGE SHALL BE FOLLOWED WITH NO WORK OCCURRING FROM 10PM-7AM MONDAY-FRIDAY, AND NO WORK ON SUNDAY. THIS ORDINANCE IS WAIVED FOR THE DOWNTOWN CAMBRIDGE SECTION STATED ABOVE.

LIQUIDATED DAMAGES PER CMS 108.07 SHALL BE ASSESSED IF THE DATES/ TIMES STATED ABOVE ARE NOT MET.

RESTRICTING PARKING ON CITY STREETS

THE STREETS WITHIN THE PROJECT AREA INSIDE THE CITY OF CAMBRIDGE ALLOW ON-STREET PARKING ON ONE OR BOTH SIDES OF THE STREET. BEFORE RESTRICTING PARKING ALONG ANY PUBLIC STREET, THE CONTRACTOR SHALL GIVE A MINIMUM OF FOURTY-EIGHT (48) HOUR NOTICE TO THE PUBLIC PRIOR TO THE EFFECTIVE TIME OF THE RESTRICTION. THE CONTRACTOR SHALL MARK ON THE SIGNS THE EFFECTIVE TIME AND DATE OF THE POSTED RESTRICTION. THE SIGNS SHALL BE FURNISHED AND ERECTED PER THE OHIO MANUAL OF TRAFFIC CONTROL DEVICES, AT APPROVAL OF THE ENGINEER. FAILURE TO FOLLOW THESE PROCEDURES WILL CAUSE THE RESTRICTION TO BE UNENFORCEABLE BY THE CAMBRIDGE POLICE DEPARTMENT. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT THE LOCATIONS SPECIFIED BELOW AND PER STANDARD DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS. THE MINIMUM ASPHALT WEDGE LENGTH AT BUTT JOINTS SHALL BE 10'. THE GRINDING FOR BUTT JOINTS SHALL BE INCLUDED WITH ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE.

| LOC. | ROUTE | DESCRIPTION | S.L.M. | ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD. |
|------|---------|---------------------|--------|---|
| 1A | U.S. 22 | BEGIN WORK | 7.62 | 1.5 |
| 1C | U.S.22 | BRIDGE: GUE-22-1036 | 10.36 | 2.2 |
| | | BRIDGE: GUE-22-1514 | 15.14 | 0.8 |
| | | TOTAL | | 3.0 |
| 2B | U.S. 40 | BRIDGE: GUE-40-0943 | 9.43 | 1.0 |

ITEM 614, WORK ZONE MARKING SIGN

THE CONTRACTOR SHALL PLACE ALL WORK ZONE MARKING SIGNS IN ACCORDANCE WITH CMS SECTION 614.04, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

R4-1 (DO NOT PASS):
 LOCATION 1A: 2 EACH
 LOCATION 1B: 2 EACH
 LOCATION 1C: 16
 LOCATION 2A: 2 EACH

R4-2 (PASS WITH CARE):
 LOCATION 1B: 2 EACH
 LOCATION 1C: 5 EACH

W8-H12A (NO EDGE LINES):
 LOCATION 1B: 2 EACH
 LOCATION 1C: 8 EACH
 LOCATION 2A: 2 EACH

ALL "NO EDGE LINES" SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY REVISIONS TO THE CENTER LINE NO PASSING ZONE LOGS SHALL BE REFLECTED IN THE WORK ZONE SIGNING.

ITEM 614, WORK ZONE MARKING SIGN

LOCATION 1A: 2 EACH
 LOCATION 1B: 6 EACH
 LOCATION 1C: 29 EACH
 LOCATION 2A: 4 EACH

GROOVED PAVEMENT SIGNS

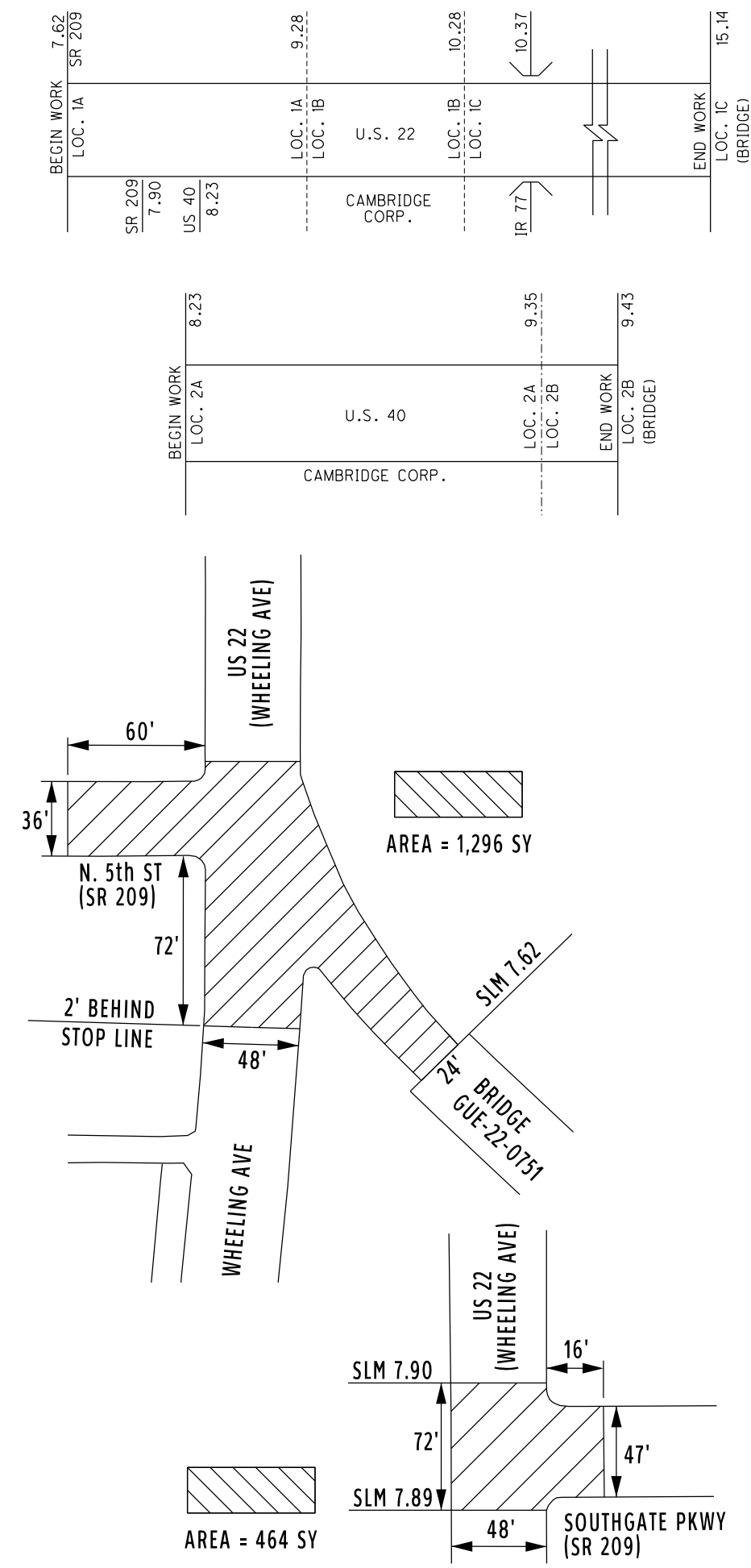
THE CONTRACTOR SHALL ERECT "GROOVED PAVEMENT" SIGNS 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

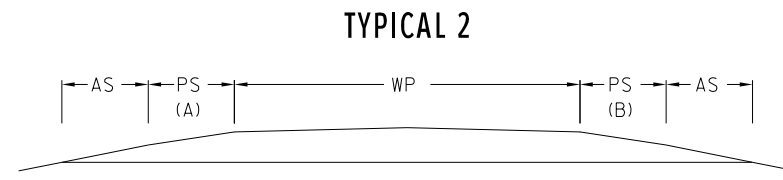
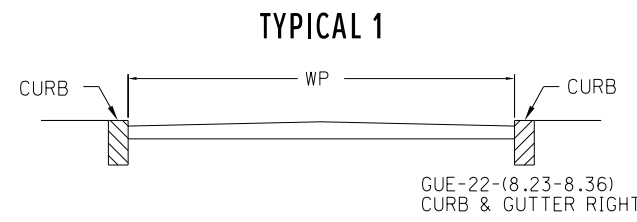
DROP-OFFS IN WORK ZONES

DROP-OFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

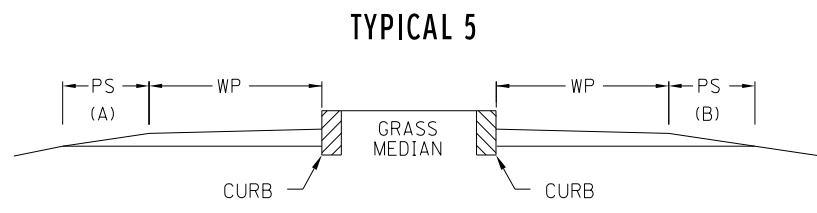
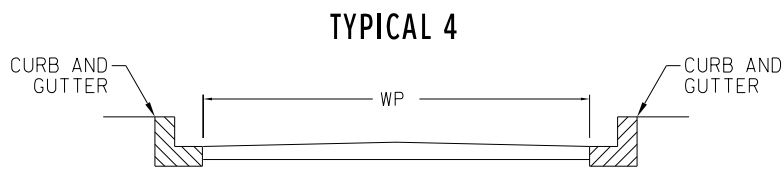
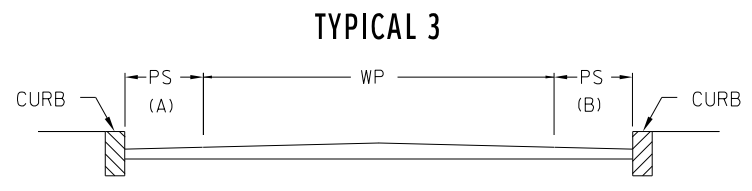
SEE SHEET 9 FOR TYPICALS

| PAVEMENT DATA | | | | | | | | | | | | | | | | | | | | |
|---|--------|------------|--|-------------------|---------|----------|------------------------------|---------|------------------------------|---|---|---|---|---------|-----------|-----------|---------|--------|---------|------|
| LOCATION | COUNTY | ROUTE | BEGIN LOG POINT SLM | END LOG POINT SLM | LENGTH | | PAVEMENT WIDTH (FEET) (AVG.) | TYPICAL | PAVEMENT AREA *CADD MEASURED | 254 | | 407 | | 441 | | | | | | |
| | | | | | MILES | LIN. FT. | | | | PAVEMENT PLANING, ASPHALT CONCRETE, 1.25" | PAVEMENT PLANING, ASPHALT CONCRETE, 2.25" | NON-TRACKING TACK COAT @ 0.05 GAL./S.Y. | NON-TRACKING TACK COAT @ 0.08 GAL./S.Y. | INCHES | CU. YD. | INCHES | CU. YD. | | | |
| | | | | | SQ. YD. | SQ. YD. | | | | SQ. YD. | GAL. | GAL. | INCHES | CU. YD. | INCHES | CU. YD. | | | | |
| 1A | GUE | U.S. 22 | U.S. 22/ 5TH ST. INTERSECTION (THIS SHEET) | | | | VAR | | 1,296.0* | | 1,296.0 | 64.8 | 103.7 | 1.00 | 36.0 | 1.25 | 45.0 | | | |
| | | | 7.62 | 7.89 | 0.27 | 1,425.6 | 48.0 | 1 | 7,603.2 | 7,603.2 | 380.2 | 608.3 | 1.00 | 211.2 | 1.25 | 264.0 | | | | |
| | | | U.S. 22/ SOUTHGATE PKWY INT. (THIS SHEET) | | | | VAR | | 464.0* | | 464.0 | 23.2 | 37.1 | 1.00 | 12.9 | 1.25 | 16.1 | | | |
| | | | 7.90 | 8.23 | 0.33 | 1,742.4 | 48.0 | 1 | 9,292.8 | 9,292.8 | 464.6 | 743.4 | 1.00 | 258.1 | 1.25 | 322.7 | | | | |
| | | | 8.23 | 8.53 | 0.30 | 1,584.0 | 24.0 | 1 | 4,224.0 | 4,224.0 | 211.2 | 337.9 | 1.00 | 117.3 | 1.25 | 146.7 | | | | |
| | | | 8.53 | 8.67 | 0.14 | 739.2 | 32.0 | 1 | 2,628.3 | 2,628.3 | 131.4 | 210.3 | 1.00 | 73.0 | 1.25 | 91.3 | | | | |
| | | | 8.67 | 9.28 | 0.61 | 3,220.8 | 24.0 | 1 | 8,588.8 | 8,588.8 | 429.4 | 687.1 | 1.00 | 238.6 | 1.25 | 298.2 | | | | |
| SUB-TOTALS | | | | | | | | | | | | 1,704.8 | 2,727.8 | | | | | | | |
| LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 34,097.1 | 4,432.6 | | 947.1 | 1,184.0 | | | | |
| 1B | GUE | U.S. 22 | 9.28 | 9.53 | 0.25 | 1,320.0 | 24.0 | 1 | 3,520.0 | 3,520.0 | 176.0 | 281.6 | 1.00 | 97.8 | 1.25 | 122.2 | | | | |
| | | | 9.53 | 10.28 | 0.75 | 3,960.0 | 24.0 | 2 | 10,560.0 | 10,560.0 | 528.0 | 844.8 | 1.00 | 293.3 | 1.25 | 366.7 | | | | |
| | | | W.B. RIGHT TURN LANE | | | | 9.84 | 9.91 | 0.07 | 369.6 | 12.0 | 2 | 492.8 | 492.8 | 24.6 | 39.4 | 1.00 | 13.7 | 1.25 | 17.1 |
| SUB-TOTALS | | | | | | | | | | | | 728.6 | 1,165.8 | | | | | | | |
| LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 11,052.8 | 3,520.0 | | 1,894.4 | 404.8 | 506.0 | | | |
| 1C | GUE | U.S. 22 | 10.28 | 10.60 | 0.32 | 1,689.6 | 24.0 | 2 | 4,505.6 | 4,505.6 | 225.3 | 360.4 | 1.00 | 125.2 | 1.25 | 156.4 | | | | |
| | | | IR 77 SB ON/OFF RAMP (FROM SHT 7) | | | | VAR | | 172.0* | 172.0 | 8.6 | 13.8 | 1.00 | 4.8 | 1.25 | 6.0 | | | | |
| | | | US 22 WB RAMP TO SB IR 77 (SEE SHT 7) | | | | VAR | | 623.0* | 623.0 | 31.2 | 49.8 | 1.00 | 17.3 | 1.25 | 21.6 | | | | |
| | | | IR 77 NB OFF RAMP TO US 22 EB (SEE SHT 7) | | | | VAR | | 866.0* | 866.0 | 43.3 | 69.3 | 1.00 | 24.1 | 1.25 | 30.1 | | | | |
| | | | ON RAMP TO IR 77 NB (SEE SHT 7) | | | | VAR | | 314.0* | 314.0 | 15.7 | 25.1 | 1.00 | 8.7 | 1.25 | 10.9 | | | | |
| | | | 10.60 | 15.16 | 4.56 | 24,076.8 | 24.0 | 2 | 64,204.8 | 64,204.8 | 3,210.2 | 5,136.4 | 1.00 | 1,783.5 | 1.25 | 2,229.3 | | | | |
| | | | BRIDGE DEDUCTIONS | | | | | | | | | | | | (1,898.7) | (1,066.7) | (832.0) | (94.9) | (151.9) | 1.00 |
| SUB-TOTALS | | | | | | | | | | | | 3,439.4 | 5,502.9 | | | | | | | |
| LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 63,138.1 | 5,648.6 | | 8,942.3 | 1,940.5 | 2,425.4 | | | |
| 2A | GUE | U.S. 40 | 8.23 | 8.32 | 0.09 | 475.2 | 32.0 | 3 | 1,689.6 | 1,689.6 | 84.5 | 135.2 | 1.00 | 46.9 | 1.25 | 58.7 | | | | |
| | | | 8.32 | 8.73 | 0.41 | 2,164.8 | 26.0 | 3 | 6,253.9 | 6,253.9 | 312.7 | 500.3 | 1.00 | 173.7 | 1.25 | 217.1 | | | | |
| | | | 8.73 | 8.80 | 0.07 | 369.6 | 37.0 AVG | 3 | 1,519.5 | 1,519.5 | 76.0 | 121.6 | 1.00 | 42.2 | 1.25 | 52.8 | | | | |
| | | | 8.80 | 9.27 | 0.47 | 2,481.6 | 48.0 | 4 | 13,235.2 | 13,235.2 | 661.8 | 1,058.8 | 1.00 | 367.6 | 1.25 | 459.6 | | | | |
| | | | U.S. 40 EB | | | | 9.27 | 9.35 | 0.08 | 422.4 | 12.0 | 5 | 563.2 | 563.2 | 28.2 | 45.1 | 1.00 | 15.6 | 1.25 | 19.6 |
| | | | U.S. 40 E.B. RAMP TO I.R. 77 S.B. (SEE SHT 8) | | | | VAR | | 871.0* | 871.0 | 43.6 | 69.7 | 1.00 | 24.2 | 1.25 | 30.2 | | | | |
| | | | 9.27 | 9.35 | 0.08 | 422.4 | 24.0 | 5 | 1,126.4 | 1,126.4 | 56.3 | 90.1 | 1.00 | 31.3 | 1.25 | 39.1 | | | | |
| SUB-TOTALS | | | | | | | | | | | | 1,263.1 | 2,020.8 | | | | | | | |
| LOCATION 2A TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 25,258.8 | 3,283.9 | | 701.5 | 877.1 | | | | |
| 2B | GUE | U.S. 40 EB | 9.35 | 9.43 | 0.08 | 422.4 | 12.0 | 5 | 563.2 | 563.2 | 28.2 | 45.1 | 1.00 | 15.6 | 1.25 | 19.6 | | | | |
| | | | 9.35 | 9.43 | 0.08 | 422.4 | 24.0 | 5 | 1,126.4 | 1,126.4 | 56.3 | 90.1 | 1.00 | 31.3 | 1.25 | 39.1 | | | | |
| | | | U.S. 40 W.B. LEFT TURN TO I.R. 77 S.B. (SEE SHT 8) | | | | VAR | | 362.0* | 362.0 | 18.1 | 29.0 | 1.00 | 10.1 | 1.25 | 12.6 | | | | |
| SUB-TOTALS | | | | | | | | | | | | 102.6 | 164.2 | | | | | | | |
| LOCATION 2B TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 2,051.6 | 266.8 | | 57.0 | 71.3 | | | | |





WP = WIDTH OF PAVEMENT
PS = PAVED SHOULDER
AS = AGGREGATE SHOULDER (617)



SHOULDER DATA

| LOCALITY | COUNTY | ROUTE | BEGIN LOG POINT SLM | END LOG POINT SLM | LENGTH | | TYPICAL | PAVED SHOULDER WIDTH (FEET) | | SHOULDER AREA | 209 | | 254 | | 407 | | 408 | 441 | | | | 617 | | 618 | | | | |
|---|--------|---------|---------------------|-------------------|--------|----------|---------|-----------------------------|-----|---------------|---------|---------|---------|---------|---------|---------|-------|---|---|--|---|--------|---------|--------|---------|--------|---------|------|
| | | | | | MILES | LIN. FT. | | LT | RT | | SQ. YD. | MILE | SQ. YD. | SQ. YD. | GAL. | GAL. | GAL. | S S M Z K K C - I - I | | S S M Z K K C - I - I | | INCHES | CU. YD. | INCHES | CU. YD. | INCHES | CU. YD. | MILE |
| | | | | | | | | | | | | | | | | | | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M, (SAFETY EDGE) | COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH) | | | | | | | |
| 1B | GUE | U.S. 22 | 9.53 | 10.28 | 0.75 | 3,960.0 | 2 | 0.5 | 0.5 | 440.0 | 1.50 | 440.0 | | | 22.0 | 35.2 | 704.0 | 1.00 | 12.2 | 1.25 | 15.3 | 11.7 | 2.00 | 97.8 | | | | |
| SUB-TOTALS | | | | | | | | | | | | | | | 22.0 | 35.2 | | | | | | 15.3 | 11.7 | | | | | |
| LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | 1.50 | 694.0 | | | 57.2 | | 704.0 | | 12.2 | | | 27.0 | | 97.8 | | | | |
| 1C | GUE | U.S. 22 | 10.28 | 10.60 | 0.32 | 1,689.6 | 2 | 0.5 | 0.5 | 187.7 | 0.64 | | 187.7 | 9.4 | 15.0 | 300.4 | 1.00 | 5.2 | 1.25 | 6.5 | 5.0 | 2.00 | 41.7 | | | | | |
| | | | 10.60 | 14.62 | 4.02 | 21,225.6 | 2 | 0.5 | 0.5 | 2,358.4 | 8.04 | 2,358.4 | | 117.9 | 188.7 | 3,773.4 | 1.00 | 65.5 | 1.25 | 81.9 | 62.9 | 2.00 | 524.1 | | | | | |
| | | | 14.62 | 15.16 | 0.54 | 2,851.2 | 2 | 4 | 4 | 2,534.4 | 1.08 | 2,534.4 | | 126.7 | 202.8 | 506.9 | 1.00 | 70.4 | 1.25 | 88.0 | 8.4 | 2.00 | 70.4 | 1.08 | | | | |
| BRIDGE DEDUCTIONS | | | | | | | | | | (390.3) | (0.08) | (355.6) | (34.7) | | | (55.5) | | | | | | | | (7.7) | (0.15) | | | |
| SUB-TOTALS | | | | | | | | | | | | | | | 254.0 | 406.5 | | | | | | 176.4 | 76.3 | | | | | |
| LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | 9.68 | 4,537.2 | 153.0 | 660.5 | 4,525.2 | | | | 141.1 | | | 252.7 | | 628.5 | 0.93 | | | |
| 2A | GUE | U.S. 40 | 8.23 | 8.80 | 0.57 | 3,009.6 | 3 | 2 | 2 | 1,337.6 | | | 1,337.6 | 66.9 | 107.0 | | 1.00 | 37.2 | 1.25 | 46.4 | | | | | | | | |
| | | | 9.27 | 9.35 | 0.08 | 422.4 | 5 | 4 | 6 | 469.3 | | 469.3 | | 23.5 | 37.5 | 75.1 | 1.00 | 13.0 | 1.25 | 16.3 | | 2.00 | 10.4 | | | | | |
| | | | SUB-TOTALS | | | | | | | | | | | | 90.4 | 144.5 | | | | | | | 62.7 | | | | | |
| LOCATION 2A TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | | 1,806.9 | 234.9 | 75.1 | 50.2 | 62.7 | | | | 10.4 | | | | | | | |
| 2B | GUE | U.S. 40 | 9.35 | 9.43 | 0.08 | 422.4 | 5 | 4 | 6 | 469.3 | | | 469.3 | 23.5 | 37.5 | 187.7 | 1.00 | 13.0 | 1.25 | 16.3 | | 2.00 | 10.4 | | | | | |
| | | | SUB-TOTALS | | | | | | | | | | | | 23.5 | 37.5 | | | | | | 16.3 | | | | | | |
| LOCATION 2B TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | | 469.3 | 61.0 | 187.7 | 13.0 | 16.3 | | | | 10.4 | | | | | | | |

SHOULDER DATA

GUE-22/40-
7.62/8.23

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BRIDGE TREATMENTS

LOCATION 1A

GUE-22-0751: BUTT JOINT AT APPROACH SLAB

LOCATION 1C

GUE-22-1040: BUTT JOINT AT APPROACH SLABS, SEAL DECK

GUE-22-1514: BUTT JOINT AT APPROACH SLAB, PATCH DECK

LOCATION 2B

GUE-40-0944: BUTT JOINT AT APPROACH SLAB, SEAL DECK

ITEM 202, PORTION OF STRUCTURE REMOVED, AS PER PLAN

ALL CONCRETE REMOVED SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH THE REINFORCING STEEL WHICH SHALL BE PRESERVED.

SEE SHEET 13 FOR APPROXIMATE LOCATIONS AND DIMENSIONS, AS DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 202, PORTION OF STRUCTURE REMOVED AS PER PLAN.

ITEM 511, CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN

THIS ITEM SHALL CONFORM TO CMS 511 EXCEPT FOR THE FOLLOWING:

PROVIDE PATCHES AT A 6" MINIMUM DEPTH IN LOCATIONS MARKED OUT IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

TO EXPEDITE WORK, CLASS QC2 CONCRETE WITH AN ACCELERATING ADMIXTURE SIKA RAPID-1 OR ANY APPROVED EQUIVALENT ADMIXTURE SHALL BE USED TO ACHIEVE 3,000 PSI COMPRESSIVE STRENGTH IN 12 HRS. USE A NON-CHLORIDE ACCELERATING ADMIXTURE AND PROVIDE DOCUMENTATION THAT THE MIX WILL PROVIDE THE STRENGTH IN THE SPECIFIED TIME.

TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED CONCRETE SURFACE UNTIL AFTER COMPLETION OF A 12 HOUR MINIMUM WET CURE AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 400 PSI.

THE CONTRACTOR MAY, AFTER THE INITIAL 2 HOUR SET UP OF THE CONCRETE, PLACE A STEEL PLATE OVER THE CONCRETE REPAIR IN ORDER TO OPEN TRAFFIC UP TO UNRESTRICTED TRAFFIC. WET BURLAP BEDDING MUST BE PLACED BETWEEN THE STEEL PLATE AND FRESH CONCRETE PATCHED SURFACE. THE CONTRACTOR WILL STILL BE REQUIRED TO PROVIDE A WET CURE FOR THE DURATION OF THE CURE TIME.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 511, CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN

BRIDGE TREATMENT DATA

| LOCATION | COUNTY, ROUTE, BRIDGE NO. | SFN | LENGTH (BRIDGE LIMITS) | | AREA | APPROACH SLAB | | APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS) | ADDITIONAL PAVEMENT OUTSIDE APPROACH SLABS | DETAIL (SEE SHEET 13) | MAINLINE DEDUCTIONS (CARRIED TO PAVEMENT DATA TABLE) | SHOULDER DEDUCTIONS (CARRIED TO SHOULDER DATA TABLE) | 202 | 254 | 407 | | 441 | | | | 511 | 512 | 516 | | | |
|--|---------------------------|---------|--|---|---------|---|---|---|--|-----------------------|--|--|---|---------|---|---------|--|---|-----------------------------------|------|---------|---------|---------|----|--|----|
| | | | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN | PAVEMENT PLANING, ASPHALT CONCRETE, 2.25" | | NON-TRACKING TACK COAT @ 0.05 GAL./S.Y. | NON-TRACKING TACK COAT @ 0.08 GAL./S.Y. | | | | | | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 | | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | | CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN | 2" DEEP JOINT SEALER, AS PER PLAN | | | | | | | |
| | | | CU. YD. | SQ. YD. | | GAL. | GAL. | | | | | | INCHES | CU. YD. | INCHES | CU. YD. | CU. YD. | SQ. YD. | FEET | | | | | | | |
| 1A | GUE-22-0751 | 3000249 | 482.0 | 24.0 | 1,285.4 | 15.0 | 24.0 | 80.0 | | 3 | | | | | | | | | | | | | 24 | | | |
| LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | | | | | | | | | | | | | | | 24 |
| 1C | GUE-22-1040 | 3000273 | 262.0 | 45.5 | 1,324.6 | 25.0 | 45.5 | 252.8 | | 1 | 832.0 | 34.7 | | | | | | | | | | | 1,577.4 | 91 | | |
| | GUE-22-1514 | 3000338 | 125.0 | 44.0 | 611.2 | 25.0 | 32.0 | 177.8 | 888.9 | 2 | 1,066.7 | 355.6 | 7.0 | 977.8 | 48.9 | 78.2 | 1.00 | 27.2 | 1.25 | 34.0 | 7.0 | | | 64 | | |
| BRIDGE DEDUCTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUB-TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | 7.0 | 977.8 | 127.1 | | | 27.2 | | 34.0 | 7.0 | 1,577.4 | 155 | | | | |
| 2B | GUE-40-0944 | 3003094 | 315.3 | 69.8 | 2,445.4 | 25.0 | 69.8 | 387.8 | | 3 | | | | | | | | | | | | 2,833.2 | 70 | | | |
| LOCATION 2B TOTALS (CARRIED TO SUB-SUMMARY) | | | | | | | | | | | | | | | | | | | | | | | 2,833.2 | 70 | | |

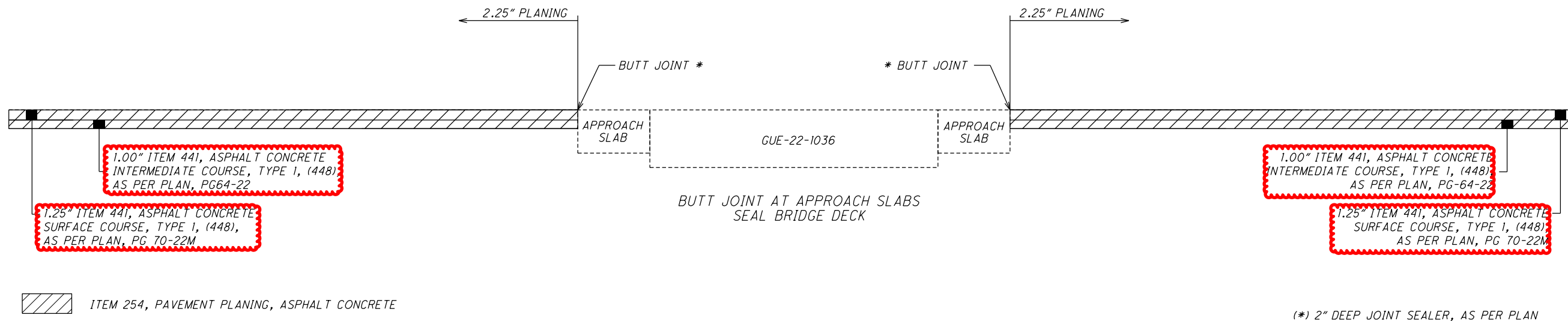
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LIME
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BRIDGE TREATMENT DATA

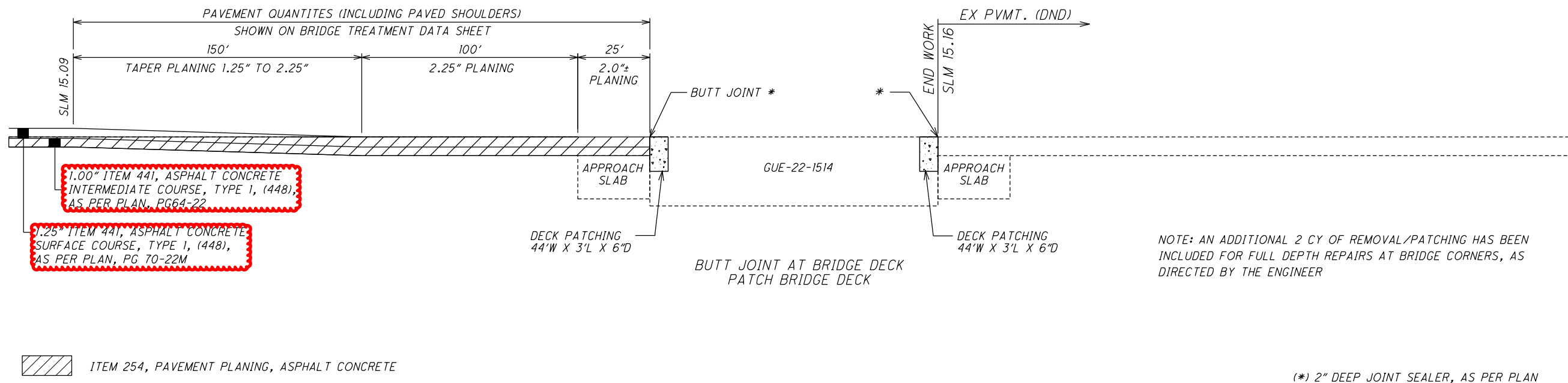
**GUE-22/ 40-
7.62/ 8.23**

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32

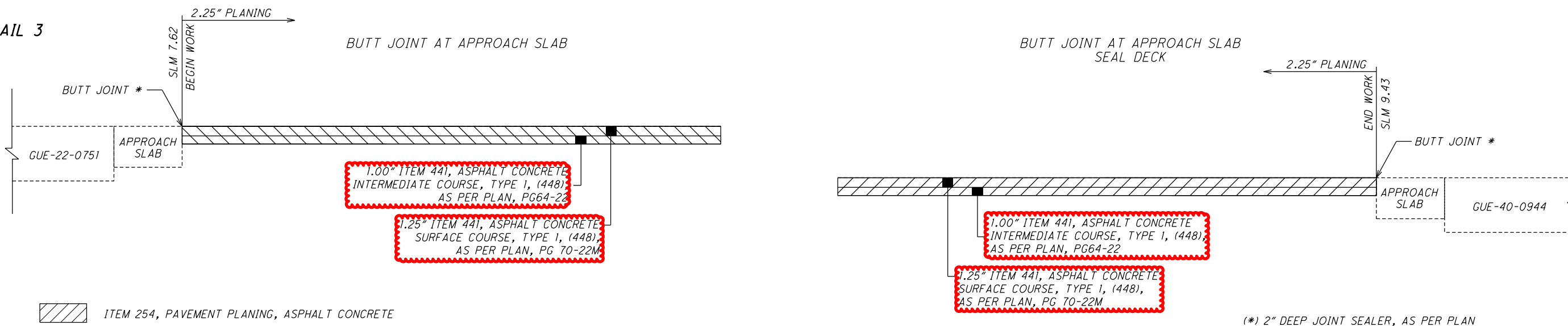
DETAIL 1



DETAIL 2

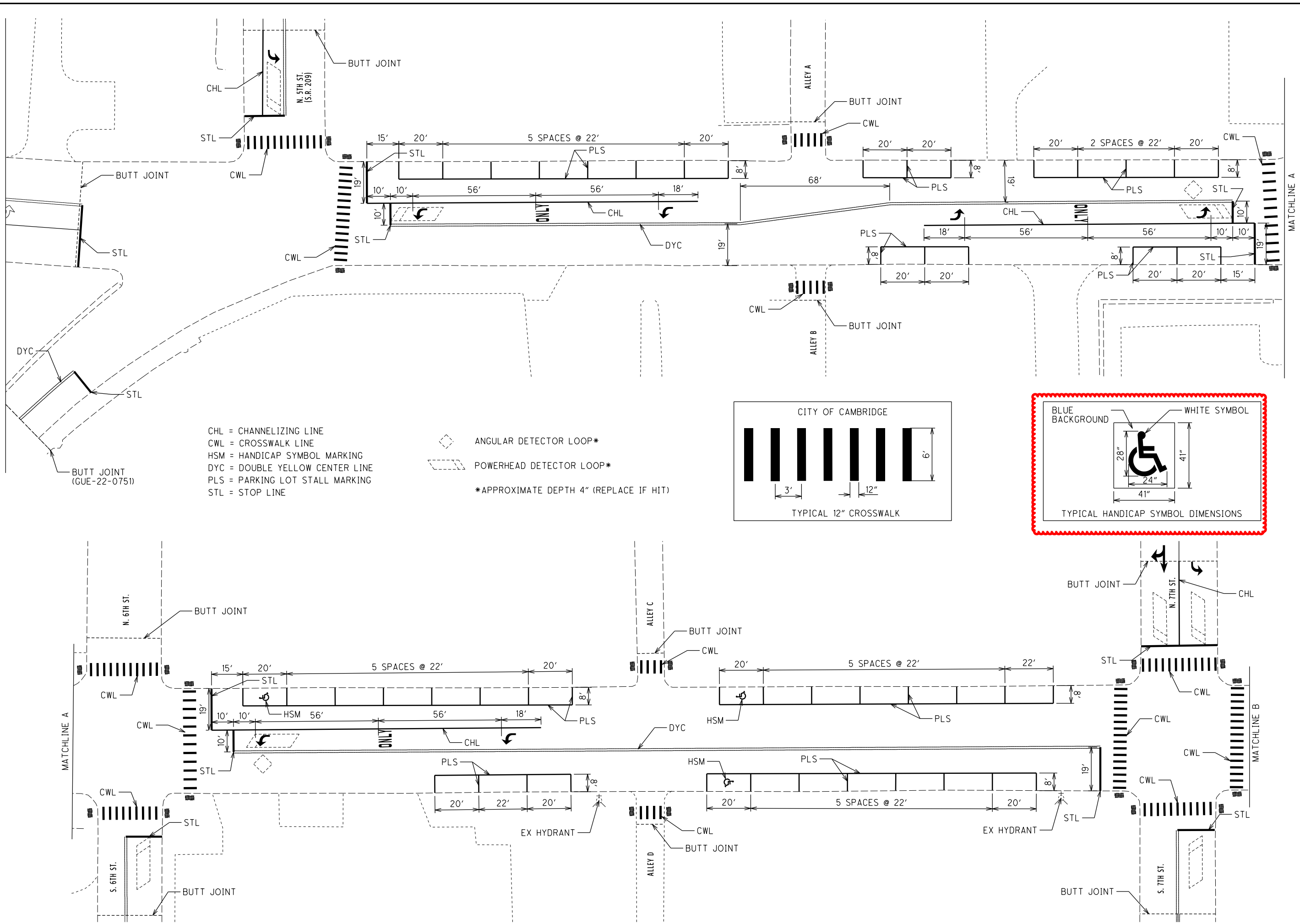


DETAIL 3





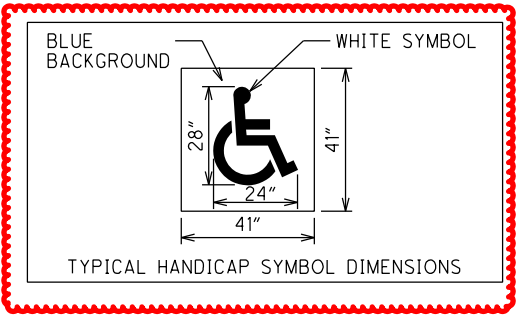
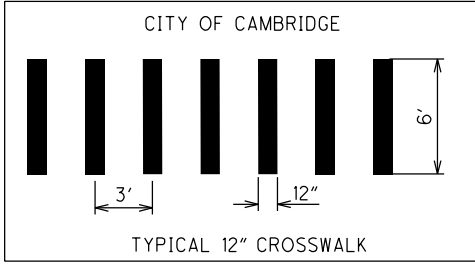
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CHL = CHANNELIZING LINE
 CWL = CROSSWALK LINE
 HSM = HANDICAP SYMBOL MARKING
 DYC = DOUBLE YELLOW CENTER LINE
 PLS = PARKING LOT STALL MARKING
 STL = STOP LINE

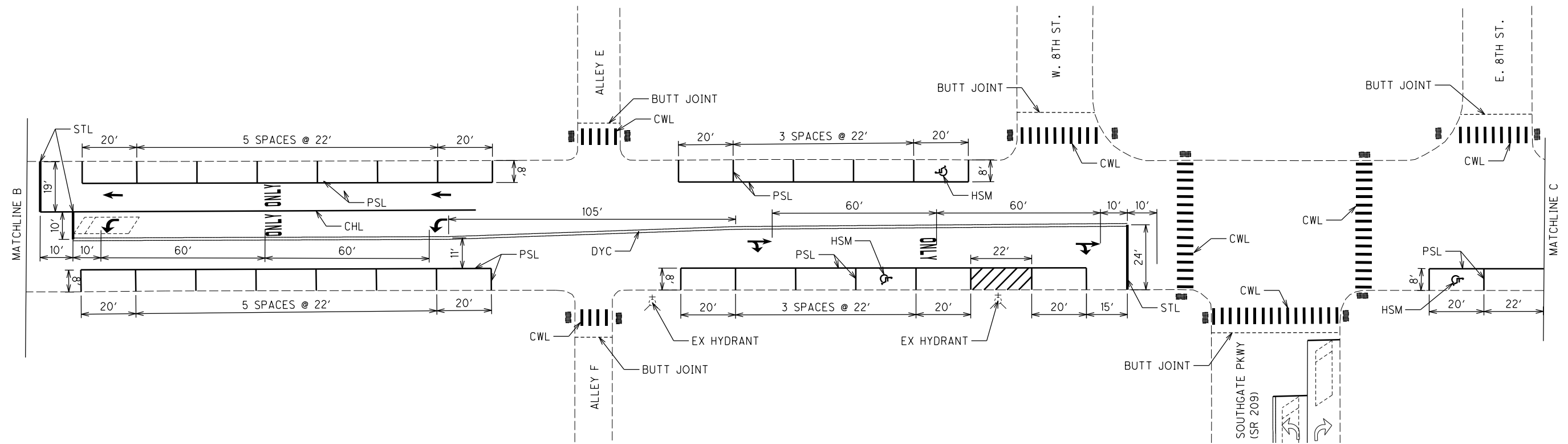
 ANGULAR DETECTOR LOOP*
 POWERHEAD DETECTOR LOOP*
 *APPROXIMATE DEPTH 4" (REPLACE IF HIT)





CALCULATED LIME
 CHECKED JSL

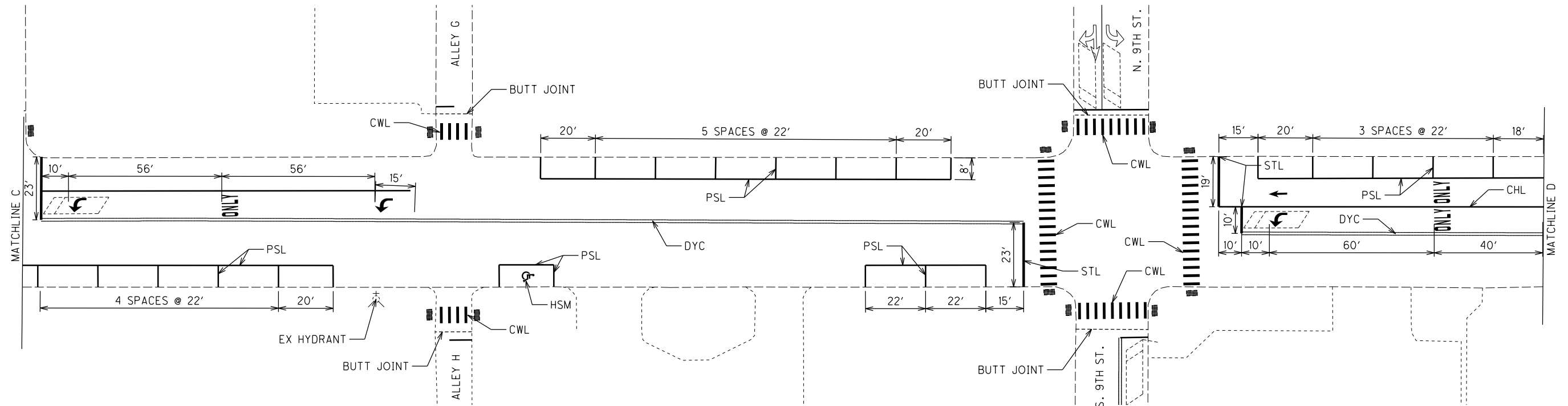
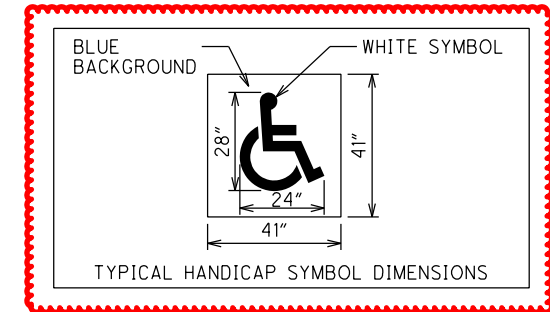
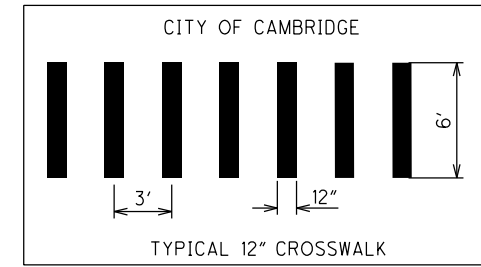
PAVEMENT MARKING PLAN
U.S. 22 - CAMBRIDGE

GUE-22/40-
7.62/8.23



CHL = CHANNELIZING LINE
 CWL = CROSSWALK LINE
 HSM = HANDICAP SYMBOL MARKING
 DYC = DOUBLE YELLOW CENTER LINE
 PLS = PARKING LOT STALL MARKING
 STL = STOP LINE

 ANGULAR DETECTOR LOOP*
 POWERHEAD DETECTOR LOOP*
 *APPROXIMATE DEPTH 4" (REPLACE IF HIT)



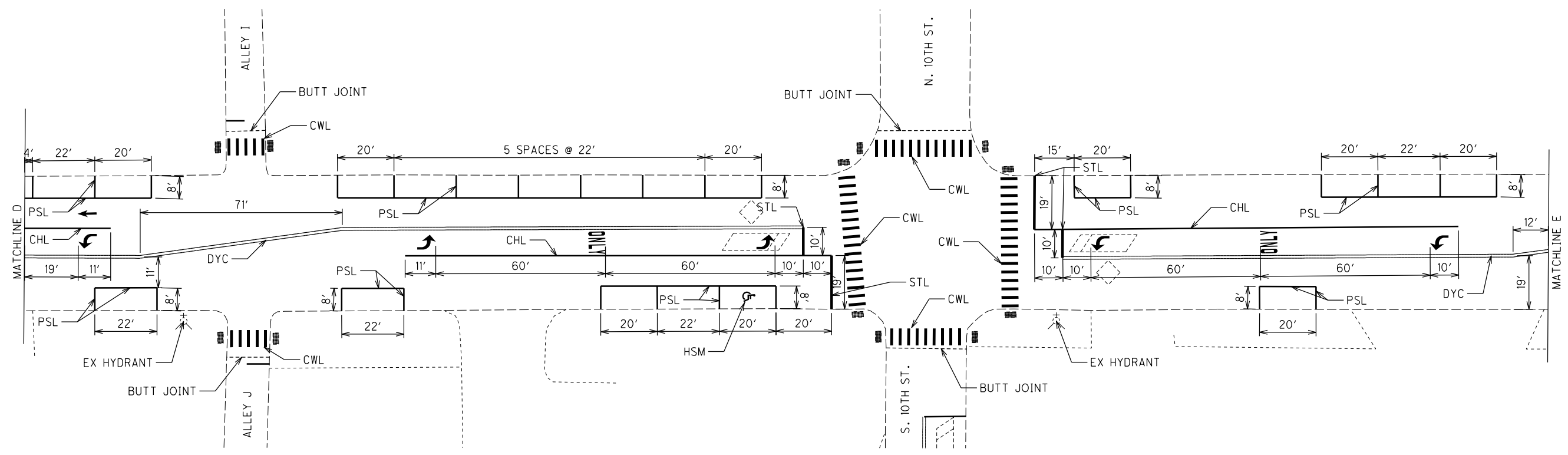


CALCULATED LIME CHECKED JSL

PAVEMENT MARKING PLAN
U.S. 22 - CAMBRIDGE

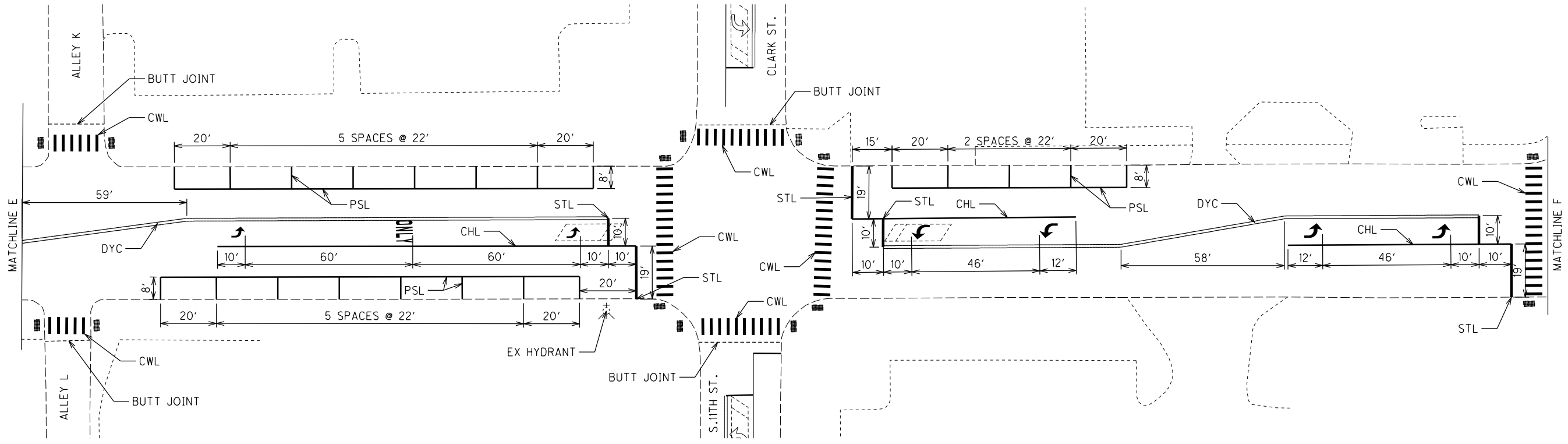
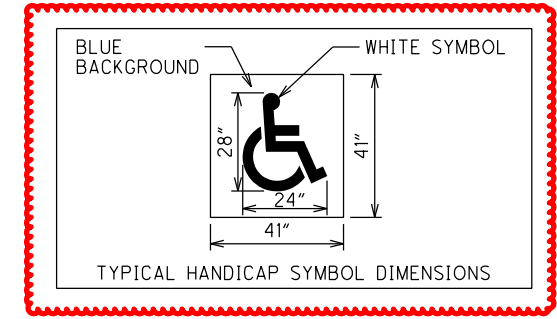
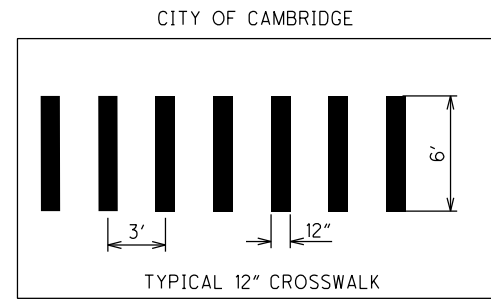
GUE-22/40-
7.62/8.23

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32



CHL = CHANNELIZING LINE
 CWL = CROSSWALK LINE
 HSM = HANDICAP SYMBOL MARKING
 DYC = DOUBLE YELLOW CENTER LINE
 PLS = PARKING LOT STALL MARKING
 STL = STOP LINE

ANGULAR DETECTOR LOOP*
 POWERHEAD DETECTOR LOOP*
 *APPROXIMATE DEPTH 4" (REPLACE IF HIT)



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| LOCATION 1A SHEET TOTALS | | | | | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION |
|-------------------------------|----|---|-------|--------|-------|-----|------|-------|------|-----------|-------------|--------|---|
| 2 | 3 | 4 | 5 | 6 | 10 | 12 | 14 | 16 | | | | | |
| ROADWAY | | | | | | | | | | | | | |
| | | | | | 4,054 | | | | 202 | 23500 | 4,054 | SY | WEARING COURSE REMOVED |
| DRAINAGE | | | | | | | | | | | | | |
| | 5 | | | | | | | | 611 | 98630 | 5 | EACH | CATCH BASIN ADJUSTED TO GRADE |
| | 5 | | | | | | | | 611 | 99655 | 5 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN |
| | 5 | | | | | | | | 638 | 10801 | 5 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN |
| PAVEMENT | | | | | | | | | | | | | |
| 20 | | | | | | | | | 253 | 02000 | 20 | CY | PAVEMENT REPAIR (A) |
| | | | | | | | | | 254 | 01000 | | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 1.25" |
| | | | | 34,098 | | | | | 254 | 01000 | 34,098 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25" |
| | | | | 4,433 | 326 | | | | 407 | 20000 | 4,759 | GAL | NON-TRACKING TACK COAT |
| | | | | | | 143 | | | 441 | 50000 | 143 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 |
| | | | | 1,184 | | | | | 441 | 50101 | 1,184 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M |
| | | | | 948 | | | | | 441 | 50201 | 948 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 |
| | | | | | | 24 | | | 516 | 31011 | 24 | FT | 2" DEEP JOINT SEALER, AS PER PLAN |
| TRAFFIC CONTROL | | | | | | | | | | | | | |
| | | | | | | | 1.68 | | 644 | 00300 | 1.68 | MILE | CENTER LINE |
| | | | | | | | | 1,585 | 644 | 00400 | 1,585 | FT | CHANNELIZING LINE, 8" |
| | | | | | | | | 766 | 644 | 00500 | 766 | FT | STOP LINE |
| | | | | | | | | 3,492 | 644 | 00620 | 3,492 | FT | CROSSWALK LINE, 12" |
| | | | | | | | | 3,970 | 644 | 01200 | 3,970 | FT | PARKING LOT STALL MARKING |
| | | | | | | | | 29 | 644 | 01300 | 29 | EACH | LANE ARROW |
| | | | | | | | | 12 | 644 | 01400 | 12 | EACH | WORD ON PAVEMENT, 72" |
| | | | | | | | | 8 | 647 | 20212 | 8 | EACH | HANDICAP SYMBOL MARKING, TYPE B125 |
| TRAFFIC CONTROL | | | | | | | | | | | | | |
| | 18 | | | | | | | | 632 | 26501 | 18 | EACH | DETECTOR LOOP, AS PER PLAN |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | |
| | | | 100 | | | | | | 614 | 11110 | 100 | HOURLY | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE |
| | | 2 | | | | | | | 614 | 12460 | 2 | EACH | WORK ZONE MARKING SIGN |
| | | 2 | | | | | | | 614 | 13000 | 2 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC |
| | | | 1.66 | | | | | | 614 | 21100 | 1.66 | MILE | WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| | | | 1.66 | | | | | | 614 | 21550 | 1.66 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT |
| | | | 1,345 | | | | | | 614 | 23200 | 1,345 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT |
| | | | 1,345 | | | | | | 614 | 23680 | 1,345 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT |
| | | | 451 | | | | | | 614 | 26200 | 451 | FT | WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| | | | 451 | | | | | | 614 | 26610 | 451 | FT | WORK ZONE STOP LINE, CLASS III, 642 PAINT |

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LOCATION 1A SUB-SUMMARY

GUE-22/40-
7.62/8.23

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| LOCATION 1B SHEET TOTALS | | | | | | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION |
|-------------------------------|-----|---|------|--------|------|-----|------|-----|-----|------|-----------|-------------|------|---|
| 2 | 3 | 4 | 5 | 6 | 9 | 11 | 14 | 16 | 25 | | | | | |
| ROADWAY | | | | | | | | | | | | | | |
| | | | | | | 388 | | | | 202 | 23500 | 388 | SY | WEARING COURSE REMOVED |
| | | | | | 1.50 | | | | | 209 | 72051 | 1.50 | MILE | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN |
| PAVEMENT | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | 253 | 02000 | 10 | CY | PAVEMENT REPAIR (A) |
| 30 | | | | | | | | | | 253 | 02000 | 30 | CY | PAVEMENT REPAIR (C) |
| | 260 | | | 11,053 | 694 | | | | | 254 | 01000 | 12,007 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 1.25" |
| | | | | 3,520 | | | | | | 254 | 01000 | 3,520 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25" |
| | | | | 1,895 | 58 | 32 | | | | 407 | 20000 | 1,985 | GAL | NON-TRACKING TACK COAT |
| | | | | | 704 | | | | | 408 | 10001 | 704 | GAL | PRIME COAT, AS PER PLAN |
| | | | | | | 14 | | | | 441 | 50000 | 14 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 |
| | 12 | | | 506 | 27 | | | | | 441 | 50101 | 545 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M |
| | 3 | | | 405 | 13 | | | | | 441 | 50201 | 421 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 |
| | | | | | 98 | | | | | 617 | 10101 | 98 | CY | COMPACTED AGGREGATE, AS PER PLAN |
| TRAFFIC CONTROL | | | | | | | | | | | | | | |
| | | | | | | | | | 101 | 621 | 00100 | 101 | EACH | RPM |
| | | | | | | | | | 101 | 621 | 54000 | 101 | EACH | RAISED PAVEMENT MARKER REMOVED |
| | | | | | | | 1.50 | | | 644 | 00104 | 1.50 | MILE | EDGE LINE, 6" |
| | | | | | | | | | | 644 | 00204 | | MILE | LANE LINE, 6" |
| | | | | | | | 1.01 | | | 644 | 00300 | 1.01 | MILE | CENTER LINE |
| | | | | | | | | 220 | | 644 | 00400 | 220 | FT | CHANNELIZING LINE, 8" |
| | | | | | | | | 76 | | 644 | 00500 | 76 | FT | STOP LINE |
| | | | | | | | | 2 | | 644 | 01300 | 2 | EACH | LANE ARROW |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | | |
| | | 6 | | | | | | | | 614 | 12460 | 6 | EACH | WORK ZONE MARKING SIGN |
| | | | 1.00 | | | | | | | 614 | 21100 | 1.00 | MILE | WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| | | | 1.00 | | | | | | | 614 | 21550 | 1.00 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT |
| | | | 220 | | | | | | | 614 | 23200 | 220 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT |
| | | | 220 | | | | | | | 614 | 23680 | 220 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT |

| | | | | | |
|--------------------------------------|--------------------------------|----------------------------|---|----|----|
| CALCULATED LIME CHECKED JSL | LOCATION 1B SUB-SUMMARY | GUE-22/40-7.62/8.23 | <table border="1"> <tr> <td>27</td> </tr> <tr> <td>32</td> </tr> </table> | 27 | 32 |
| 27 | | | | | |
| 32 | | | | | |

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| LOCATION 1C SHEET TOTALS | | | | | | | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | |
|--------------------------|-------|----|------|--------|---------------------------------------|-------|-------|----|-----|-----|------|-----------|-------------|------|---|--|
| 2 | 3 | 4 | 5 | 6 | 9 | 11 | 12 | 14 | 16 | 25 | | | | | | |
| | | | | | ROADWAY | | | | | | | | | | | |
| | | | | | | 3,569 | | | | | 202 | 23500 | 3,569 | SY | WEARING COURSE REMOVED | |
| | | | | | 9.68 | | | | | | 209 | 72051 | 9.68 | MILE | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN | |
| | | | | | PAVEMENT | | | | | | | | | | | |
| 100 | | | | | | | | | | | 253 | 02000 | 100 | CY | PAVEMENT REPAIR (A) | |
| 350 | | | | | | | | | | | 253 | 02000 | 350 | CY | PAVEMENT REPAIR (B) | |
| 40 | | | | | | | | | | | 253 | 02000 | 40 | CY | PAVEMENT REPAIR (C) | |
| | 1,600 | | | 63,139 | 4,538 | | | | | | 254 | 01000 | 69,277 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 1.25" | |
| | | | | 5,649 | 153 | | 978 | | | | 254 | 01000 | 6,780 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25" | |
| | | | | 8,943 | 661 | 287 | 128 | | | | 407 | 20000 | 10,019 | GAL | NON-TRACKING TACK COAT | |
| | | | | | 4,526 | | | | | | 408 | 10001 | 4,526 | GAL | PRIME COAT, AS PER PLAN | |
| | | | | | | 125 | | | | | 441 | 50000 | 125 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | |
| 60 | | | | 2,426 | 253 | | 34 | | | | 441 | 50101 | 2,773 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | |
| 22 | | | | 1,941 | 142 | | 28 | | | | 441 | 50201 | 2,133 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 | |
| | | | | | | | 155 | | | | 516 | 31011 | 155 | FT | 2" DEEP JOINT SEALER, AS PER PLAN | |
| | | | | | 629 | | | | | | 617 | 10101 | 629 | CY | COMPACTED AGGREGATE, AS PER PLAN | |
| | | | | | 0.93 | | | | | | 618 | 41000 | 0.93 | MILE | RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE) | |
| | | | | | TRAFFIC CONTROL | | | | | | | | | | | |
| | | | | | | | | | | 418 | 621 | 00100 | 418 | EACH | RPM | |
| | | | | | | | | | | 418 | 621 | 54000 | 418 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | | | | | | | 9.61 | | | | 644 | 00104 | 9.61 | MILE | EDGE LINE, 6" | |
| | | | | | | | 0.05 | | | | 644 | 00204 | 0.05 | MILE | LANE LINE, 6" | |
| | | | | | | | 4.80 | | | | 644 | 00300 | 4.80 | MILE | CENTER LINE | |
| | | | | | | | | | 380 | | 644 | 00400 | 380 | FT | CHANNELIZING LINE, 8" | |
| | | | | | | | | | 333 | | 644 | 00500 | 333 | FT | STOP LINE | |
| | | | | | | | 0.15 | | | | 646 | 10010 | 0.15 | MILE | EDGE LINE, 6" | |
| | | | | | | | 0.08 | | | | 646 | 10110 | 0.08 | MILE | LANE LINE, 6" | |
| | | | | | | | 0.08 | | | | 646 | 10200 | 0.08 | MILE | CENTER LINE | |
| | | | | | STRUCTURE REPAIR (GUE-22-1040) | | | | | | | | | | | |
| | | | | | | | 1,578 | | | | 512 | 10300 | 1,578 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN | |
| | | | | | STRUCTURE REPAIR (GUE-22-1514) | | | | | | | | | | | |
| | | | | | | | 7.0 | | | | 202 | 11301 | 7.0 | CY | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN | |
| | | | | | | | 7.0 | | | | 511 | 34445 | 7.0 | CY | CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN | |
| | | | | | MAINTENANCE OF TRAFFIC | | | | | | | | | | | |
| | | 29 | | | | | | | | | 614 | 12460 | 29 | EACH | WORK ZONE MARKING SIGN | |
| | | 3 | | | | | | | | | 614 | 13000 | 3 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | | | 8 | | | | | | | | 614 | 18601 | 8 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | |
| | | | 4.86 | | | | | | | | 614 | 21100 | 4.86 | MILE | WORK ZONE CENTER LINE, CLASS I, 642 PAINT | |
| | | | 4.86 | | | | | | | | 614 | 21550 | 4.86 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT | |
| | | | 380 | | | | | | | | 614 | 23200 | 380 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT | |
| | | | 380 | | | | | | | | 614 | 23680 | 380 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT | |

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| CALCULATED LIME CHECKED JSL | LOCATION 1C SUB-SUMMARY |
| GUE-22/40-7.62/8.23 | |
| 28 32 | |

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| LOCATION 2A SHEET TOTALS | | | | | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION |
|-------------------------------|---|---|-------|--------|-------|-------|------|-------|------|-----------|-------------|-------|---|
| 2 | 3 | 4 | 5 | 6 | 7 | 9 | 14 | 17 | | | | | |
| ROADWAY | | | | | | | | | | | | | |
| | | | | | | 3,383 | | | 202 | 23500 | 3,383 | SY | WEARING COURSE REMOVED |
| DRAINAGE | | | | | | | | | | | | | |
| | 2 | | | | | | | | 611 | 98631 | 2 | EACH | CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN |
| | 5 | | | | | | | | 611 | 99655 | 5 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN |
| | 2 | | | | | | | | 638 | 10801 | 2 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN |
| PAVEMENT | | | | | | | | | | | | | |
| 10 | | | | | | | | | 253 | 02000 | 10 | CY | PAVEMENT REPAIR (A) |
| 10 | | | | | | | | | 253 | 02000 | 10 | CY | PAVEMENT REPAIR (C) |
| | | | | 25,259 | 1,807 | | | | 254 | 01000 | 27,066 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25" |
| | | | | 3,284 | 235 | 271 | | | 407 | 20000 | 3,790 | GAL | NON-TRACKING TACK COAT |
| | | | | | 76 | | | | 408 | 10001 | 76 | GAL | PRIME COAT, AS PER PLAN |
| | | | | | | 118 | | | 441 | 50000 | 118 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 |
| | | | | 878 | 63 | | | | 441 | 50101 | 941 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M |
| | | | | 702 | 51 | | | | 441 | 50201 | 753 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 |
| | | | | | 11 | | | | 617 | 10101 | 11 | CY | COMPACTED AGGREGATE, AS PER PLAN |
| TRAFFIC CONTROL | | | | | | | | | | | | | |
| | | | | | | | 2.44 | | 644 | 00104 | 2.44 | MILE | EDGE LINE, 6" |
| | | | | | | | 0.75 | | 644 | 00204 | 0.75 | MILE | LANE LINE, 6" |
| | | | | | | | 1.06 | 0.04 | 644 | 00300 | 1.10 | MILE | CENTER LINE |
| | | | | | | | | 1,131 | 644 | 00400 | 1,131 | FT | CHANNELIZING LINE, 8" |
| | | | | | | | | 307 | 644 | 00500 | 307 | FT | STOP LINE |
| | | | | | | | | 288 | 644 | 00620 | 288 | FT | CROSSWALK LINE, 12" |
| | | | | | | | | 219 | 644 | 00700 | 219 | FT | TRANSVERSE/DIAGONAL LINE |
| | | | | | | | | 16 | 644 | 01300 | 16 | EACH | LANE ARROW |
| | | | | | | | | 10 | 644 | 01410 | 10 | EACH | WORD ON PAVEMENT, 96" |
| TRAFFIC SIGNALS | | | | | | | | | | | | | |
| | 2 | | | | | | | | 632 | 26501 | 2 | EACH | DETECTOR LOOP, AS PER PLAN |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | |
| | | | 80 | | | | | | 614 | 11110 | 80 | HOURL | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE |
| | | 4 | | | | | | | 614 | 12460 | 4 | EACH | WORK ZONE MARKING SIGN |
| | | | 1.02 | | | | | | 614 | 21100 | 1.02 | MILE | WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| | | | 1.02 | | | | | | 614 | 21550 | 1.02 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT |
| | | | 1,131 | | | | | | 614 | 23200 | 1,131 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT |
| | | | 1,131 | | | | | | 614 | 23680 | 1,131 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT |
| | | | 157 | | | | | | 614 | 26200 | 157 | FT | WORK ZONE STOP LINE, CLASS I, 642 PAINT |
| | | | 157 | | | | | | 614 | 26610 | 157 | FT | WORK ZONE STOP LINE, CLASS III, 642 PAINT |

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| CALCULATED LIME CHECKED JSL | LOCATION 2A SUB-SUMMARY | GUE-22 / 40- 7.62 / 8.23 | 29 32 |
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| LOCATION 2B SHEET TOTALS | | | | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION |
|--------------------------|------|-------|-----|-------|------|------|----|------|-----------|-------------|------|---|
| 4 | 5 | 6 | 7 | 12 | 14 | 17 | 25 | | | | | |
| | | | | | | | | | | | | PAVEMENT |
| | | 2,052 | 470 | | | | | 254 | 01000 | 2,522 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25" |
| | | 267 | 61 | | | | | 407 | 20000 | 328 | GAL | NON-TRACKING TACK COAT |
| | | | 188 | | | | | 408 | 10001 | 188 | GAL | PRIME COAT, AS PER PLAN |
| | | 72 | 17 | | | | | 441 | 50101 | 89 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M |
| | | 57 | 13 | | | | | 441 | 50201 | 70 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 |
| | | | | 70 | | | | 516 | 31011 | 70 | FT | 2" DEEP JOINT SEALER, AS PER PLAN |
| | | | 11 | | | | | 617 | 10101 | 11 | CY | COMPACTED AGGREGATE, AS PER PLAN |
| | | | | | | | | | | | | TRAFFIC CONTROL |
| | | | | | | | 9 | 621 | 00100 | 9 | EACH | RPM |
| | | | | | | | 9 | 621 | 54000 | 9 | EACH | RAISED PAVEMENT MARKER REMOVED |
| | | | | | 0.60 | | | 644 | 00104 | 0.60 | MILE | EDGE LINE, 6" |
| | | | | | 0.08 | | | 644 | 00204 | 0.08 | MILE | LANE LINE, 6" |
| | | | | | 0.03 | 0.02 | | 644 | 00300 | 0.05 | MILE | CENTER LINE |
| | | | | | | 172 | | 644 | 00400 | 172 | FT | CHANNELIZING LINE, 8" |
| | | | | | | 18 | | 644 | 00500 | 18 | FT | STOP LINE |
| | | | | | | 28 | | 644 | 00700 | 28 | FT | TRANSVERSE/DIAGONAL LINE |
| | | | | | | 1 | | 644 | 01300 | 1 | EACH | LANE ARROW |
| | | | | | | 1 | | 644 | 01410 | 1 | EACH | WORD ON PAVEMENT, 96" |
| | | | | | 0.12 | | | 646 | 10010 | 0.12 | MILE | EDGE LINE, 6" |
| | | | | | 0.05 | | | 646 | 10110 | 0.05 | MILE | LANE LINE, 6" |
| | | | | | 0.07 | | | 646 | 10200 | 0.07 | MILE | CENTER LINE |
| | | | | | | 365 | | 646 | 10300 | 365 | FT | CHANNELIZING LINE, 8" |
| | | | | | | 2 | | 646 | 20300 | 2 | EACH | LANE ARROW |
| | | | | | | 1 | | 646 | 20410 | 1 | EACH | WORD ON PAVEMENT, 96" |
| | | | | | | | | | | | | STRUCTURE REPAIR (GUE-40-0944) |
| | | | | 2,834 | | | | 512 | 10300 | 2,834 | SY | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN |
| | | | | | | | | | | | | MAINTENANCE OF TRAFFIC |
| 1 | | | | | | | | 614 | 13000 | 1 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC |
| | 8 | | | | | | | 614 | 18601 | 8 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN |
| | 0.02 | | | | | | | 614 | 21100 | 0.02 | MILE | WORK ZONE CENTER LINE, CLASS I, 642 PAINT |
| | 0.02 | | | | | | | 614 | 21550 | 0.02 | MILE | WORK ZONE CENTER LINE, CLASS III, 642 PAINT |
| | 172 | | | | | | | 614 | 23200 | 172 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT |
| | 172 | | | | | | | 614 | 23680 | 172 | FT | WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT |

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| CALCULATED LIME CHECKED JSL | LOCATION 2B SUB-SUMMARY |
| GUE-22/40- | 7.62/8.23 |
| 30 | 32 |

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| LOCATION TOTALS | | | | | PLAN SPLITS | | | | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|------------------------|--------|--------|--------|-------|-------------|-----------|-----------|-----------|----------------|------|-----------|-------------|------|---|-----------|
| 1A | 1B | 1C | 2A | 2B | 01/IMS/BR | 02/NHS/BR | 03/NHS/PV | 04/S<2/PV | 05/S<2/PV/CAMB | | | | | | |
| ROADWAY | | | | | | | | | | | | | | | |
| 4,054 | 388 | 3,569 | 3,383 | | | | 3,569 | 388 | 7,437 | 202 | 23500 | 11,394 | SY | WEARING COURSE REMOVED | |
| | 1.50 | 9.68 | | | | | 9.68 | 1.50 | | 209 | 72051 | 11.18 | MILE | PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN | 2 |
| DRAINAGE | | | | | | | | | | | | | | | |
| 5 | | | 2 | | | | | | 7 | 611 | 98631 | 7 | EACH | CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN | 3 |
| 5 | | | 5 | | | | | | 10 | 611 | 99655 | 10 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN | 3 |
| 5 | | | 2 | | | | | | 7 | 638 | 10801 | 7 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | 3 |
| PAVEMENT | | | | | | | | | | | | | | | |
| 20 | 10 | 100 | 10 | | | | 100 | 10 | 30 | 253 | 02000 | 140 | CY | PAVEMENT REPAIR (A) | |
| | | 350 | 10 | | | | 350 | | 10 | 253 | 02000 | 360 | CY | PAVEMENT REPAIR (B) | |
| | 30 | 40 | | | | | 40 | 30 | | 253 | 02000 | 70 | CY | PAVEMENT REPAIR (C) | |
| | 12,007 | 69,277 | | | | | 69,277 | 12,007 | | 254 | 01000 | 81,284 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 1.25' | |
| 34,098 | 3,520 | 6,780 | 27,066 | 2,522 | | | 6,780 | 6,042 | 61,164 | 254 | 01000 | 73,986 | SY | PAVEMENT PLANING, ASPHALT CONCRETE , 2.25' | |
| 4,759 | 1,985 | 10,019 | 3,790 | 328 | | | 10,019 | 2,313 | 8,549 | 407 | 20000 | 20,881 | GAL | NON-TRACKING TACK COAT | |
| | 704 | 4,526 | 76 | 188 | | | 4,526 | 892 | 76 | 408 | 10001 | 5,494 | GAL | PRIME COAT, AS PER PLAN | 2 |
| 143 | 14 | 125 | 118 | | | | 125 | 14 | 261 | 441 | 50000 | 400 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | |
| 1,184 | 545 | 2,773 | 941 | 89 | | | 2,773 | 634 | 2,125 | 441 | 50101 | 5,532 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | 3A |
| 948 | 421 | 2,133 | 753 | 70 | | | 2,133 | 491 | 1,701 | 441 | 50201 | 4,325 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22 | 3A |
| 24 | | 155 | | 70 | | | 155 | 70 | 24 | 516 | 31011 | 249 | FT | 2" DEEP JOINT SEALER, AS PER PLAN | 2 |
| | 98 | 629 | 11 | 11 | | | 629 | 109 | 11 | 617 | 10101 | 749 | CY | COMPACTED AGGREGATE, AS PER PLAN | 2 |
| | | 0.93 | | | | | 0.93 | | | 618 | 41000 | 0.93 | MILE | RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE) | |
| TRAFFIC CONTROL | | | | | | | | | | | | | | | |
| | 101 | 418 | | 9 | | | 418 | 110 | | 621 | 00100 | 528 | EACH | RPM | |
| | 101 | 418 | | 9 | | | 418 | 110 | | 621 | 54000 | 528 | EACH | RAISED PAVEMENT MARKER REMOVED | |
| | 1.50 | 9.61 | 2.44 | 0.60 | | | 9.61 | 2.10 | 2.44 | 644 | 00104 | 14.15 | MILE | EDGE LINE, 6" | |
| | | 0.05 | 0.75 | 0.08 | | | 0.05 | 0.08 | 0.75 | 644 | 00204 | 0.88 | MILE | LANE LINE, 6" | |
| 1.68 | 1.01 | 4.80 | 1.10 | 0.05 | | | 4.80 | 1.06 | 2.78 | 644 | 00300 | 8.64 | MILE | CENTER LINE | |
| 1,585 | | 380 | 1,131 | 172 | | | 380 | 172 | 2,716 | 644 | 00400 | 3,268 | FT | CHANNELIZING LINE, 8" | |
| 766 | 220 | 333 | 307 | 18 | | | 333 | 238 | 1,073 | 644 | 00500 | 1,644 | FT | STOP LINE | |
| 3,492 | 76 | | 288 | | | | | 76 | 3,780 | 644 | 00620 | 3,856 | FT | CROSSWALK LINE, 12" | |

CALCULATED
LIME
CHECKED
JSL

GENERAL SUMMARY

**GUE -22 / 40 -
7.62 / 8.23**