

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

CITY
CITY OF NORWALK
38 WHITTLESEY AVE.
NORWALK, OH 44857
419.663.6735

COMMUNICATION
EVERSTREAM SOLUTIONS
800 W ST CLAIR, 2ND FLOOR
CLEVELAND, OH 44113
216.581.7972

COMMUNICATION
FRONTIER COM
83 TOWNSEND AVENUE
NORWALK, OH 44857
419.744.3613

COMMUNICATION
LEVEL 3 COMMUNICATIONS
106 SOUTH ARLINGTON STREET
AKRON, OH 44306
740.275.1133

COMMUNICATION
VERIZON BUSINESS
120 RAVINE STREET
AKRON, OH 44303
330.253.8267

COUNTY
HURON COUNTY ENGINEER DEPT.
150 JEFFERSON STREET
NORWALK, OH 44857
419.668.1997

ELECTRIC
FIRELANDS ELECTRIC
1 ENERGY PLACE
NEW LONDON, OH 44851
419.929.1571

ELECTRIC
OHIO EDISON
1717 ASHLAND ROAD
MANSFIELD, OH 44905
419.521.6213

GAS
ASPIRE ENERGY
300 TRACY BIRDGE ROAD
ORRVILLE, OH 44667
330.682.7726

GAS
COLUMBIA GAS OF OHIO
1800 BROAD AVENUE
FINDLAY, OH 45840
419.427.3225

GAS
ENERGY TRANSFER
525 FRITZTOWN ROAD
SINKING SPRINK, PA 19608
610.670.3279

TRAFFIC
ODOT DISTRICT THREE
906 CLARK AVENUE
ASHLAND, OH 44805
419.207.7045

WATER
NORTHERN OHIO RURAL WATER
P.O. BOX 96
COLLINS, OH 44826
419.668.7213

WATER
RLCWA
42401 S.R. 303
LAGRANGE, OH 44050
440.355.6060

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS ENTITLED HUR-250-5.11 (2006) AND HUR-250-15.85 (2011) MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR. THE FOLLOWING PROJECTS ARE SCHEDULED TO BEGIN WORK IN THE 2021 CONSTRUCTION SEASON:

DO3-TSG-FY2021 TRAFFIC SIGNAL MAINTENANCE
HUR-13-6.00 RESURFACING
HUR-CULVERT-FY2021 CULVERT REPLACEMENT

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVEMENT CORING INFORMATION

COUNTY	ROUTE	SLM	ASPHALT	CONCRETE	BRICK	LOCATION	DIRECTION	YEAR CORED
HUR	250	5.17	14.5	7.0	4.0	LWP	EB	2019
HUR	250	5.17	16.0	0.0	0.0	RWP	EB	2019
HUR	250	5.17	7.0	0.0	0.0	SH	EB	2019
HUR	250	6.17	14.0	2.5	4.0	LWP	EB	2019
HUR	250	6.17	13.5	0.0	0.0	RWP	EB	2019
HUR	250	6.17	7.0	0.0	0.0	SH	EB	2019
HUR	250	7.14	22.0	0.0	0.0	MWP	EB	2019
HUR	250	7.14	18.5	0.0	0.0	RWP	EB	2019
HUR	250	7.14	8.5	0.0	0.0	SH	EB	2019
HUR	250	8.12	15.0	0.0	0.0	LWP	EB	2019
HUR	250	8.12	14.0	0.0	0.0	RWP	EB	2019
HUR	250	8.12	6.0	0.0	0.0	SH	EB	2019
HUR	250	9.16	15.5	0.0	0.0	LWP	EB	2019
HUR	250	9.16	13.0	0.0	0.0	RWP	EB	2019
HUR	250	9.16	6.0	0.0	0.0	SH	EB	2019
HUR	250	10.22	15.0	6.0	0.0	MWP	EB	2019
HUR	250	10.22	16.5	0.0	0.0	RWP	EB	2019
HUR	250	10.22	7.0	0.0	0.0	SH	EB	2019
HUR	250	10.82	17.0	0.0	0.0	LWP	EB	2019
HUR	250	10.82	16.5	0.0	0.0	RWP	EB	2019
HUR	250	10.82	6.0	0.0	0.0	SH	EB	2019
HUR	250	11.73	14.5	0.0	0.0	LWP	EB	2019
HUR	250	11.73	16.0	0.0	0.0	RWP	EB	2019
HUR	250	11.73	6.5	0.0	0.0	SH	EB	2019
HUR	250	12.74	15.5	0.0	0.0	LWP	EB	2019
HUR	250	12.74	16.0	0.0	0.0	RWP	EB	2019
HUR	250	12.74	8.5	0.0	0.0	SH	EB	2019
HUR	250	13.79	14.75	7.0	0.0	LWP	EB	2019
HUR	250	13.79	16.5	0.0	0.0	RWP	EB	2019
HUR	250	13.79	17.0	0.0	0.0	SH	EB	2019
HUR	250	14.71	14.0	0.0	0.0	LWP	EB	2019
HUR	250	14.71	17.0	0.0	0.0	RWP	EB	2019
HUR	250	14.71	9.5	0.0	0.0	SH	EB	2019
HUR	250	16.07	17.0	0.0	0.0	LWP	EB	2019
HUR	250	16.07	17.5	0.0	0.0	RWP	EB	2019
HUR	250	16.07	0.0	0.0	0.0	SH	EB	2019
HUR	250	17.00	8.5	0.0	0.0	LWP	EB	2019
HUR	250	17.00	15.5	0.0	0.0	RWP	EB	2019
HUR	250	17.00	6.0	0.0	0.0	SH	EB	2019
HUR	250	17.85	21.0	0.0	0.0	LWP	EB	2019
HUR	250	17.85	21.0	0.0	0.0	RWP	EB	2019
HUR	250	17.85	7.0	0.0	0.0	SH	EB	2019
HUR	250	17.85	7.0	0.0	0.0	SH	EB	2019
HUR	250	18.81	10.0	0.0	0.0	LWP	EB	2019
HUR	250	18.81	11.25	0.0	0.0	RWP	EB	2019
HUR	250	18.81	12.0	0.0	0.0	SH	EB	2019

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADI OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

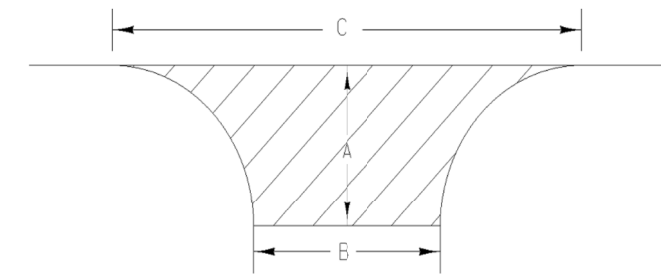
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 - COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW.



INTERSECTION NAME	SLM	SIDE	A (FT.)	B (FT.)	C (FT.)	AREA (SY)
TOWNLIN RD 151	5.78	RT	50	25	100	278
OLD STATE RD N	5.78	LT	56	25	132	377
OLD STATE RD N	5.78	RT	37	24	53	138
ZENOBIA RD	6.21	LT	48	23	76	217
ZENOBIA RD	6.21	RT	17	35	66	86
UNION RD	7.70	RT	17	34	73	89
DUBLIN RD E	8.77	RT	17	47	80	110
SCRANTON RD	10.56	LT	15	34	87	86
PERU OLENA RD E	10.56	RT	24	38	84	142
GREENWICH TOWNLIN RD N	10.75	LT	33	29	83	172
GREENWICH TOWNLIN RD N	10.75	RT	41	29	83	214
MURRAY RD	11.36	LT	13	43	80	80
TOWNLIN RD 131 E	11.80	RT	10	37	68	53
PROSPECT RD	12.40	LT	15	45	87	98
ROME GREENWICH RD	13.22	RT	13	39	81	77
JENNINGS RD	13.72	LT	15	41	74	87
FAYETTE RD	14.49	LT	17	30	74	84
SR 162	14.87	RT	30	27	77	146
ELM ST	15.17	RT	12	60	86	92
BOWERY ST	15.36	RT	20	14	45	54
CENTER ST	15.39	LT	10	27	44	36
DIVISION LN	15.48	RT	10	30	51	41
FITCHVILLE RIVER RD S	15.51	LT	37	26	110	222
SR 13	15.51	RT	43	44	131	349
SR 162	15.85	LT	132	26	30	401
EXCHANGE RD	17.49	LT	12	55	89	88
TOWNLIN RD 187	18.17	LT	19	33	72	97
OLD US 250	18.17	RT	16	47	81	104
OMEGA RD	18.62	RT	11	40	74	63
GREENWICH EAST TOWNLIN RD	19.58	LT	15	45	68	88
TOWNSHIP RD 1601	19.84	LT	12	66	121	112
TOWNSHIP RD 1601	19.84	RT	12	62	113	105
TOTAL INTERSECTION AREAS						4,386

CALCULATED
JLL
CHECKED
KRB

GENERAL NOTES

HUR-250-5.10

ITEM 611 - CASTINGS ADJUSTED TO GRADE

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

HUR-250:

CATCH BASIN	
5.11	6.20
15.52	15.57(x2)
15.62(x2)	18.34
19.61	19.62(x2)
19.63(x2)	

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE 01/NHS/PV - 13 EACH

ITEM 611 - CASTING RECONSTRUCTED TO GRADE, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING CATCH BASIN WALLS DOWN TO THE FLOW LINE, AND THE REPLACEMENT OF SAID CATCH BASIN WALLS WITH 8" THICK CLASS QC1 CONCRETE CAST IN PLACE. A CONSTRUCTION JOINT SHALL BE PLACED 12" BELOW TOP OF GRATE ELEVATION. THE GRATE ELEVATION SHALL BE A MINIMUM 1/2" BELOW THE NORMAL PAVEMENT SLOPE MEASURED AT THE MIDDLE OF THE GRATE(S). IT MAY BE DETERMINED IN THE FIELD THAT A SUMP DEPTH GREATER THAN 1/2" SHALL BE USED. THE FINAL SUMP DEPTH SHALL BE DETERMINED BY THE ENGINEER.

THE CONCRETE BEARING AREA SHALL BE A MINIMUM OF 2 1/2" IN WIDTH AND SHALL BE SMOOTH AND EVEN FOR ALL PORTIONS OF THE GRATE TO PREVENT THE GRATE FROM ROCKING DURING LIVE LOAD IMPACT. A NEW GRATE SHALL BE PROVIDED CONFORMING TO STANDARD CONSTRUCTION DRAWING CB-2.3.

THE NEW APRON SHALL CONFORM AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSIONS.

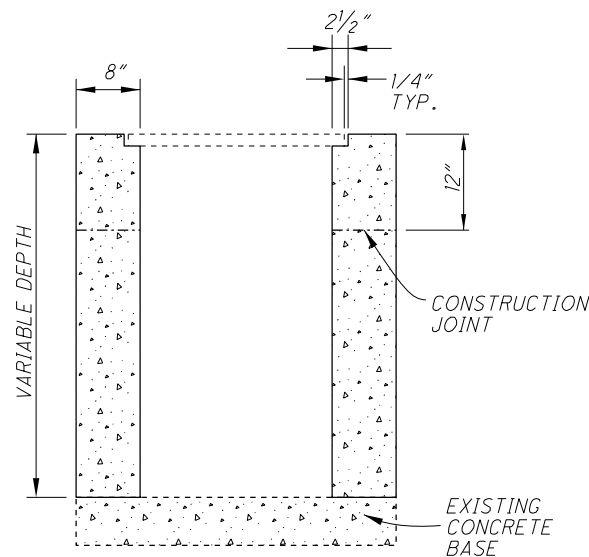
ALL DRAINAGE CONDUITS OUT-LETTING INTO THE CATCH BASIN SHALL BE MAINTAINED WITH A CONDUIT OF THE SAME SIZE WITH A CONCRETE COLLAR POURED COMPLETELY AROUND THE JOINT.

PAYMENT FOR ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN SHALL BE MADE AT THE UNIT PRICE BID PER EACH AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THE ITEM OF WORK AS DESCRIBED IN THESE SECTIONS. BASIS OF PAYMENT WILL BE AT THE BID PRICE FOR EACH.

APPROXIMATE LOCATIONS OF CATCH BASINS/INLETS ARE AS FOLLOWS:

HUR-250: 15.49, 15.51

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN 01/NHS/PV - 2 EACH



CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 623.04 AND 623.05 OF THE 2019 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE MONUMENT BOX TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

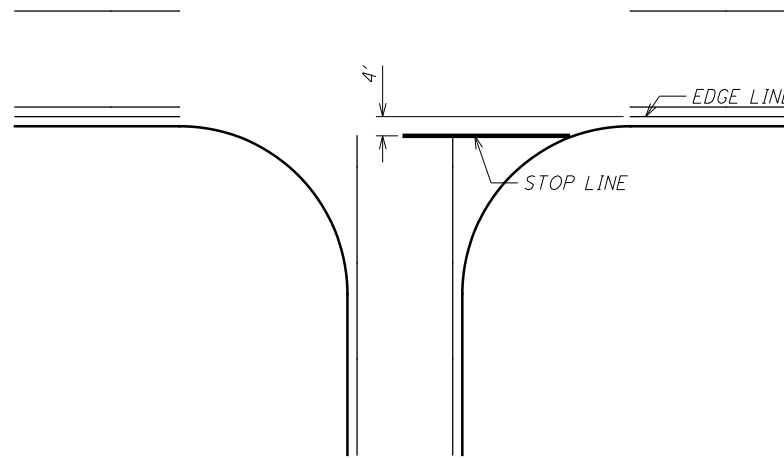
HUR-250:

5.21	5.31	5.67	5.78(x2)
5.90	7.44	7.52	12.30
12.42	13.93	14.12	14.84
15.16	17.22	17.33	18.03
18.10	18.15	18.16	18.34
18.62	18.66	18.78	19.48
19.55			

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE 01/NHS/PV - 26 EACH

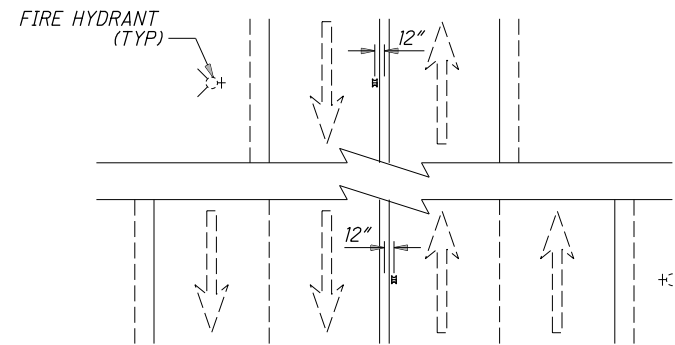
STOP BAR PLACEMENT DETAILS

AT NORMAL STOP CONTROLLED INTERSECTIONS, THE STOP BAR SHOULD BE PLACED 4 FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.



RPMS FOR FIRE HYDRANTS (TWO- AND FOUR-LANE UNDIVIDED)

INSTALL ONE BLUE/BLEU RAISED PAVEMENT MARKER ALONG THE CENTERLINE OF THE ROADWAY IN FRONT OF ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS AS LISTED ON THE RPM SUBSUMMARY. OFFSET THESE RPMS A DISTANCE OF 12 INCHES, MEASURED FROM THE CENTER OF THE CENTERLINE TO THE CENTER OF THE RPM, LATERALLY FROM THE CENTERLINE OF THE ROADWAY, TOWARD THE MARKED FIRE HYDRANT. SEE THE DETAIL BELOW AS INFORMATION. THESE RPMS SHOULD BE ADDED IN ADDITION TO THE STANDARD LONG LINE MARKING PLAN; THEY SHOULD NOT REPLACE ANY YELLOW, RED, OR WHITE MARKINGS.



RAILROAD COORDINATION WITH CSXT AT HUR-250-18.41 AND HUR-250-19.60

MEANS AND METHODS OF PERFORMING WORK WITHIN THE RIGHT OF WAY LIMITS OF CSXT SHALL CONFORM TO "CSXT CONSTRUCTION SUBMISSION CRITERIA".

ALL PROCEDURES TO BE SUBMITTED TO:

MR. DAVID CLARK,
CSXT DIRECTOR CONSTRUCTION ENGINEERING
DAVID.CLARK@CSX.COM

OR HIS DESIGNATED ENGINEERING REPRESENTATIVE. MEANS AND METHODS SUBMITTALS REQUIRE UP TO 30 DAYS FOR REVIEW AND COMMENT/APPROVAL.

ALL WASTE MATERIALS GENERATED FROM WITHIN CSXT RIGHT OF WAY, INCLUDING WASHING WITH WATER, CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR AGREES TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

THE MATERIALS REMOVED DURING THE SURFACE PREPARATION MUST NOT IMPACT THE SURROUNDING AREA INCLUDING GROUND, WATER, OR AIR. MATERIALS MUST NOT BE STORED ON CSX PROPERTY.

I:\Project+Data\98462\Design\Roadway\Sheets\98462_G000.dgn

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	9	12	13	23	24	25	27	01/NHS/P V	02/NHS/B R	03/SAF/O T	04/NHS/B R						
ROADWAY																			
272										272				202	30801	272	SY	TRAFFIC ISLAND REMOVED, AS PER PLAN	5
					2,456.25					2,456.25				202	38000	2,456.25	FT	GUARDRAIL REMOVED	
					37.5					37.5				202	38001	37.5	FT	GUARDRAIL REMOVED, AS PER PLAN	8
					23					23				202	42010	23	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
					8					8				202	42040	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					24					24				202	47000	24	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					4					4				203	10000	4	CY	EXCAVATION	
					91					91				203	20001	91	CY	EMBANKMENT, AS PER PLAN	8
					37.44					37.44				209	15000	37.44	STA	RESHAPING UNDER GUARDRAIL	
					21.39					21.39				209	60500	21.39	MILE	LINEAR GRADING	
					7.96					7.96				209	72051	7.96	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	5
		14								14				209	80000	14	EACH	GRADING MAILBOX APPROACHES	
					506.25					506.25				606	13000	506.25	FT	GUARDRAIL, TYPE 5	
					37.5					37.5				606	13050	37.5	FT	GUARDRAIL, TYPE 5A	
					1,825.5					1,825.5				606	15050	1,825.5	FT	GUARDRAIL, TYPE MGS	
					25					25				606	15150	25	FT	GUARDRAIL, TYPE MGS HALF POST SPACING	
					100					100				606	17350	100	FT	GUARDRAIL, TYPE MGS, 25' LONG-SPAN	
					4					4				606	26100	4	EACH	ANCHOR ASSEMBLY, TYPE E (MASH 2016)	
					19					19				606	26150	19	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
					8					8				606	26550	8	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					4					4				606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					20					20				606	35140	20	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	
	26									26				623	39500	26	EACH	MONUMENT BOX ADJUSTED TO GRADE	
EROSION CONTROL																			
										965	25	5	5	832	30000	1,000	EACH	EROSION CONTROL	
DRAINAGE																			
										13				611	98630	13	EACH	CATCH BASIN ADJUSTED TO GRADE	
										2				611	98635	2	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	6
PAVEMENT																			
										1,120				251	01042	1,120	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	
										280				251	01042	280	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	
										80				253	02000	80	CY	PAVEMENT REPAIR (LONGITUDINAL)	
										20				253	02000	20	CY	PAVEMENT REPAIR (TRANSVERSE)	
					195,674					195,674				254	01000	195,674	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5 INCH)	
					76,875					76,875				254	01000	76,875	SY	PAVEMENT PLANING, ASPHALT CONCRETE (2.5 INCH)	
					424					424				254	01000	424	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.25 INCH)	
					3,361					3,361				254	01000	3,361	SY	PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 2.5" TO 3.25")	
					958					958				254	01000	958	SY	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)	
					1,367					1,367				254	01600	1,367	SY	PATCHING PLANED SURFACE	
					26,104					26,104				407	10000	26,104	GAL	TACK COAT	
					14,395					14,395				408	10001	14,395	GAL	PRIME COAT, AS PER PLAN	5
					11,535					11,535				442	10000	11,535	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (PG70-22)	
					115					115				442	10000	115	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (PG70-22) (SAFETY EDGE)	
					3,855					3,855				442	10101	3,855	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN	5
										272				609	54001	272	SY	6" CONCRETE TRAFFIC ISLAND, AS PER PLAN	5
					2,086					2,100				617	10100	2,100	CY	COMPACTED AGGREGATE	
					26,646					26,646				617	20000	26,646	SY	SHOULDER PREPARATION	
					27.52					27.52				618	41000	27.52	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
					13.76							13.76		618	43000	13.76	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
												72,653		874	20000	72,653	FT	LONGITUDINAL JOINT PREPARATION	
TRAFFIC CONTROL																			
										978				621	00100	978	EACH	RPM	
										976				621	54000	976	EACH	RAISED PAVEMENT MARKER REMOVED	
					50					50				626	00110	50	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
										29.54				642	00104	29.54	MILE	EDGE LINE, 6", TYPE 1	
										14.74				642	00300	14.74	MILE	CENTER LINE, TYPE 1	
										592				644	00500	592	FT	STOP LINE	

GENERAL SUMMARY

HUR - 250 - 5.10

CALCULATED
JLL
CHECKED
KRB