EARTH DISTURBED AREAS

55.1 ACRES ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES NOTICE OF INTENT EARTH DISTURBED AREA: 56.1 ACRES

PROJECT EARTH DISTURBED AREA:

PART 1

LAK-US-20-19.59

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

PAINESVILLE TWP., PERRY TWP.,

NORTH PERRY VILLAGE, MADISON TWP.

LAKE COUNTY, OHIO FOR PART 2, SEE LAK-20-24.99

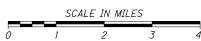
LOCATION MAP

END PROJECT

BEGIN PROJECT STA. 101+75.00

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LATITUDE: 41°45′58.7" LONGITUDE: 81°10′51.7"





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

DESIGN DESIGNATION: LAK-US-20-19.59

CUR.	RENT ADT (2022)	25,000
DES.	IGN YEAR ADT (2042)	31,850
DES.	IGN HOURLY VOLUME (2042)	<i>3,185</i>
DIRE	ECTIONAL DISTRIBUTION	62%
TRU	CKS (24 HOUR B&C)	10%
DES.	IGN SPEED	45 MPH
LEG.	AL SPEED	45 MPH
DES.	IGN FUNCTIONAL CLASSIFICATION:	
URB.	AN PRINCIPAL ARTERIAL	
NHS	PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

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PLAN PREPARED BY:



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2019 SPECIFICATIONS

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

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

DISTRICT DEPUTY DIRECTOR

John Picuri, P.E., S.I.

			STANDAR	D CONSTRU	ICTION D	RAWINGS					PLEMENTAL IFICATIONS	SPECIAL PROVISIONS	_
D-2.1	1-21-22	CB-1	7-16-21	DM-3.1	1-18-13	MT-101.75	1-17-20	TC-42.20	10-18-13	800	SEE PROPOSAL	WATERWAY	}
D-2 . 2	1-15-21	CB-2-2AB	C1-20-23	DM-4.3	1-15-16	MT-101.90	7-17-20	TC-51.11	1-15-16	809	1-20-2\$	PERMIT	\$
P-3.1	1-21-22	CB-2-34	1-20-23	DM-4.4	1-15-16	MT-102.10	1-17-20	TC-52.10	10-18-13	815	4-16-27	4/10/2023	₹
P-4.1	7-19-13	CB-3	7-16-21			MT-102.20			1-15-21	821			ENGINEER'S SEAL
P-5.1	7-15-22	CB-3A	7-16-21	HW-2.1		MT-103.10		TC-65.10	1-17-14	832	7-15-22		2,10,1,12,1,0,02,12
P-7 . 1	1-21-22	CB-6	1-21-22	HW-2.2	7-20-18	MT-105.10	1-17-20	TC-65.11	7-15-22	870	10-21-22		
								TC-71.10	7- <i>15-22</i>	878	1-21-22		11111111111111111111111111111111111111
GS-1.1	7-16-21	I-2	7-16-21	HL-30.11		TC-12.31	4-15-22	TC-72.20	7-20-18	895	4-18-14		ATE OF OS
GS-2.1	1-19-18	I-2A	7-16-21	HL-30.22	1-15-21	TC-15.116	7-16-21	TC-74.10	1-20-23	906	10-15-10		WILLIAM DI BAKER, JR. E-59412
GS-3.1	1-19-18			MT-095.31	7-19-19	TC-16.22	7-16-21	TC-81.22	7-15-22	909	10-21-22		D. L
GS-4.2	7-19-13	MH-1	7-15-22	MT-095.32	4-19-19	TC-21.11	7-16-21	TC-83.10	1-17-20	921	4-20-12		BAKER, JR. (* 5 E-59412
		MH-2	7-16-21	MT-095.41	1-17-20	TC-21.21		TC-83.20			1-19-18		REGISTERED
M-1.1	1-15-21	MH-3	7-16-21	MT-097.12	1-20-17	TC-22.10	4-17-20	TC-84.20	10-18-13	995	7-17-15		SSIONAL ENGLY
M-3.1	7-20-18			MT-099.20	4-19-19	TC-22.20	1-17-14	TC-85.10	4-17-20				THILLIAN.
M-4.2	4-17-20	DM-1.1	7-17-20	MT-101.60	1-17-20	TC-41.20	10-18-13	TC-85.20	7-20-18				
		DM-1.2	7-16-21	MT-101.70	1-17-20	TC-41.30	10-18-13						



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ITEM 619 FIELD OFFICE, TYPE C, AS PER PLAN

ALL REQUIREMENTS OF C&MS 619 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE FIELD OFFICE SHALL BE A SUITE TYPE OFFICE (NO TRAILER OR MODULAR OFFICE) WITH A MINIMUM OF 3,000 SQUARE FEET AND AT GROUND LEVEL WITH A MINIMUM CEILING HEIGHT OF EIGHT (8) FEET. PROVIDE TWO (2) OUTSIDE DOORS, LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE WINDOWS. THE FLOOR SPACE WILL BE DIVIDED INTO TWO RESTROOMS, ONE GENERAL OFFICE AREA (MINIMUM 400 SQUARE FEET), NOT LESS THAN FOUR INDIVIDUAL OFFICES (MINIMUM 300 SQUARE FEET EACH) AS SEPARATE ENCLOSED ROOMS (NO CUBICLE DIVIDERS WILL BE ACCEPTED), ONE KITCHEN SPACE INCLUDING SINK, REFRIDGERATOR, AND MICROWAVE, AND ONE CONFERENCE ROOM (MINIMUM 500 SQUARE FEET).

FURNISH NEAT, SANITARY, ENCLOSED TOILET ACCOMMODATIONS CONNECTED TO AN EXISTING SANITARY SEWER LINE FOR THE USE OF THE OCCUPANTS OF THE FIELD OFFICE, MEETING APPLICABLE STATE AND LOCAL CODES AND ORDINANCES. FURNISH ASSOCIATED LAVATORY AND SANITARY SUPPLIES. POTABLE HOT AND COLD RUNNING WATER WILL BE PROVIDED IN THE RESTROOM FOR SANITARY PURPOSES.

FURNISH TRASH COLLECTION SERVICE / DUMPSTER.

FURNISH PROFESSIONAL, BONDED, AND INSURED JANITORIAL SERVICE WITH A WEEKLY CLEANING OF THE ENTIRE OFFICE TO INCLUDE THE RESTROOM FACILITIES FOR THE DURATION OF THE

FURNISH BOTTLED DRINKING WATER SERVICE WITH A HOT AND COLD DISPENSER AND ASSOCIATED SUPPLIES.

FURNISH A BOX FOR STORING A NUCLEAR DENSITY GAUGE WITH REQUIREMENTS AS SET FORTH IN C&MS 619.02.

FURNISH AND MAINTAIN A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS OF 1.0 Gb/S. PROVIDE A WIRELESS ROUTER THAT SUPPORTS WI-FI STANDARD 802.11AX (WIFI 6) AND A MINIMUM WIRELESS DATA TRANSFER RATE OF 4000 Mb/s. PROVIDE PRE-WIRED ETHERNET ACCESS FOR ALL INDIVIDUAL OFFICES AND THE CONFERENCE ROOM.

FURNISH SIX (6) DESK AND CHAIR SETS, TWENTY (20) STACKABLE CHAIRS, TEN (10) WORK TABLES (30" X 72"), AND EIGHT (8) 24-QUÁRT WASTE BASKETS WITH APPROPRÍATE SIZED TRASH

FURNISH AND INSTALL TWO (2) WALL-MOUNTED 8' X 4' GLASS, MAGNETIC DRY ERASE BOARDS

FURNISH ONE NEW TELEVISION WITH THE FOLLOWING

- SPECIFICATIONS:

 A) DIAGONAL SCREEN SIZE 70" MINIMUM
- NATIVE RESOLUTION 4K HDMI PORTS: 3
- VIDEO INTERFACES: HDMI. USB וח
- ALL ACCESSORIES NECESSARY TO OPERATE
- ALL HARDWARE AND INSTALLATION NECESSARY TO HANG THE TELEVISION ON THE WALL IN THE CONFERENCE ROOM

THE FIELD OFFICE WILL BE APPROVED IN ADVANCE BY THE ENGINEER AND FULLY OPERATIONAL WITHIN 30 DAYS AFTER THE SIGNING AND EXECUTION OF THE CONTRACT OR PRIOR TO THE START OF ANY CONSTRUCTION WORK, WHICHEVER COMES FIRST.

THE DEPARTMENT WILL MEASURE FIELD OFFICE, TYPE C, AS PER PLAN BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED. A PARTIAL MONTH AT THE END OF THE PROJECT WILL BE PAID AS A FULL MONTH.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:

DESCRIPTION

MONTH FIELD OFFICE, TYPE C, AS PER PLAN 619

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MAINTAINING DRIVEWAY ACCESS

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY
CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE
ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER
DRIVEWAY(S) ARE BEING CONSTRUCTED.

EOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (I) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (I) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

EXISTING SIGNS

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

LAKETRAN BUS STOPS

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

MAIL BOXES

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

ITEM 611 CATCH BASIN, NO. 6, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL AND DISPOSAL OF THE CATCH BASIN AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED IS COMPLETE.

ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN ITEM 611 15" CONDUIT, TYPE B, AS PER PLAN ITEM 611 24" CONDUIT, TYPE B, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE COUDUIT HAS BEEN PLACED UNDER PERMENANT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE ABANDONED CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 24.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN ITEM 611 INLET RECONSTRUCTED TO GRADE, AS PER PLAN

WHEN RECONSTRUCTING CATCH BASINS AND INLETS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

1. CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
2. REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS
BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT
OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
3. INSTALL A 1-1/4 INCH MISIMUM STEEL ROAD PLATE AS SHOWN
IN THE TEMPORARY DRAINAGE DETAIL.
4. WHERE FXISTING BASINS WILL NOT BE REMOVED IN A LATER

4. WHERE EXISTING BASINABLE DETAIL.
4. WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016) ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

ITEM 614 - DETOUR SIGNING_

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

1. APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.

- 2. AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- 3. AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- 4. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- 5. APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- 6. AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- 7. EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- 8. EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- 9. AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND TIMELY COVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - DETOUR SIGNING LUMP SUM

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. CLASS A. AS PER PLAN

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A. AS PER PLAN.

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 1\$ PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

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MAINTENANCE OF TRAFFIC NARRATIVE

THIS PROJECT HAS BEEN DIVIDED INTO TWO PARTS: PART 1 AND PART 2. PART 2 (LAK-US-20-24.99) IS A TWO YEAR PROJECT AND SHALL BE BUILT FIRST, PART (LAK-US-20-19.59) IS A THREE YEAR PROJECT AND SHALL BE BUILT SECOND. WITHIN EACH OF THESE PARTS, PHASES
SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE
CONSTRUCTION SEQUENCES. CONSTRUCTION OF TEMPORARY
PAVEMENT SHALL ONLY OCCUR IN THE PHASE WHERE IT IS IMMEDIATELY NEEDED UNLESS APPROVED BY THE ENGINEER. NO CONSTRUCTION SHALL OCCUB DURING THE WINTER MONTHS, BETWEEN NOVEMBER I TO APRIL I, UNLESS APPROVED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION

UTILITY RECONSTRUCTION

UTILITY RECONSTRUCTION (BY OTHERS) IS TO OCCUR IN 2023.

PRE-PHASE 1A:

- 1. CONSTRUCT THE TEMPORARY PAVEMENT BETWEEN STA 250+00 TO TA 257+00 RF (WORK SHALL BE COMPLETED (USING SHORT TERM LANE CLOSURES.
- 2. CONSTRUCT THE LEFT HALF OF THE CULVERT AT STA. 253+86.

PRE-PHASE 1B:

- 1. CONSTRUCT THE TEMPORARY PAVEMENT BETWEEN STA. 247+00 FO STA 260+50 LT (WORK SHALL BE COMPLETED) USING SHORT TERM LANE CLOSURES.
- 2. CONSTRUCT THE RIGHT HALF OF THE CULVERT AT STA.

PHASE 1:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM CENTER ROAD (STA. 286+00) TO TOWNLINE ROAD (STA. 399+90). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

CALL ROAD STA. 332+79 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 283+46.3 AND STA. 402+72.3. PRIOR TO SHIFTING TRAFFIC.

PHASE 1 SHALL BE COMPLETED BY JULY 1, 2026.

PHASE 2:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM CENTER ROAD (STA. 286+00) TO TOWNLINE ROAD (STA. 399+90). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

PARMLY ROAD STA. 309+94 LT SIDE STREET RED MILL VALLEY ROAD STA. 318+50 LT SIDE STREET ANTIOCH ROAD STA. 357+71 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN AFTER CONSTRUCTION IS COMPLETE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2026.

TRAFFIC TO RETURN TO NORMAL FOR WINTER BY NOVEMBER 1. 2026

PRE-PHASE 3:

CONSTRUCT THE CULVERT EXTENSION AT STA. 199+57.52, LT. CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 182+20 AND STA. 273+30.

PRE-PHASE 3 SHALL BE COMPLETED BY APRIL 1, 2027.

PHASE 3:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM LANE ROAD (STA. 182+20) TO CENTER ROAD (STA. 273+30). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

OHIO STREET STA. 219+68 RT

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 3 SHALL BE COMPLETED BY JULY 1, 2027.

PHASE 4:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM LANE ROAD (STA. 182+20) TO CENTER ROAD (STA. 273+30). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

BLACKMORE ROAD STA. 188+06 LT SIDE STREET PERRY PARK ROAD STA. 229+21 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

AFTER CONSTRUCTION IS COMPLETE, PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4 SHALL BE COMPLETED BY OCTOBER 15, 2027.

TRAFFIC TO RETURN TO NORMAL FOR WINTER BY NOVEMBER 1,

PRE-PHASE 5:

CONSTRUCT THE CULVERT EXTENSION AT STA. 149+38, LT. CONSTRUCT THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE BETWEEN STA. 101+50 AND STA. 170+88.8.

PRE-PHASE 5 SHALL BE COMPLETED BY APRIL 1, 2028.

PHASE 5:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM BRIDGE OVER S.R. 2 EASTBOUND (STA. 101+75) TO LANE ROAD (STA. 168+10). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF RAMPS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

S.R. 2 (EASTBOUND) STA. 108+07 RT

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. LIQUIDATED DAMAGES SHALL BE ASSESSED IN THE AMOUNT OF \$300 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

NARROWS RD. STA. 144+89 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 5 SHALL BE COMPLETED BY JULY 1, 2028.

PHASE 6:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM BRIDGE OVER S.R. 2 EASTBOUND (STA. 101+75) TO LANE ROAD (STA. 168+10). ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE FOLLOWING IS A LIST OF RAMPS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

S.R. 2 (WESTBOUND) STA. 105+16 LT

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

BLASE NEMETH ROAD STA. 119+99 LT

AFTER CONSTRUCTION IS COMPLETE, PERFORM THE FOLLOWING WORK:

1. CONSTRUCT CONCRETE MEDIAN FROM STA. 109+50 TO STA. 119+00 PER THE PLANS.

2. PLACE TEMPORARY STRIPING AS PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 6 SHALL BE COMPLETED BY SEPTEMBER 15, 2028.

PHASE 7:

MILL OFF 1.5 INCHES OFF THE TOP COURSE OF PAVEMENT AND THEN FILL WITH ITEM 441 OR 442 ASPHALT CONCRETE SURFACE COURSE PER THE FINAL PAVEMENT BUILDUP SHOWN IN THE TYPICAL SECTIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12 OVER THE ENTIRE PROJECT (NEWLY CONSTRUCTED PAVEMENT AND RESURFACING AREA. AFTER RESURFACING THE ENTIRE PROJECT SHALL BE RESTRIPED PER THE STRIPING PLAN.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 7 SHALL BE PERFORMED IN CONJUNCTION WITH PART 2, PHASE 5 AND SHALL BE COMPLETED BY OCTOBER 15, 2028.

	DISINCENTIVE 1	ABLE	
LOCATION OF CRITICAL WORK	COM PLETION DATE	TIM E PERIOD	DISINCENTIVE \$ PER TIME PERIOD
CALL ROAD STA. 332+79 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PARMLY ROAD STA. 309+94 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
RED MILL VALLEY ROAD STA. 318+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
ANTIOCH ROAD STA. 357+71 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 2	OCTOBER 15, 2026	DAY	\$1,500
BLACKMORE ROAD STA. 188+06 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PERRY PARK ROAD STA. 229+21 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 4	OCTOBER 15, 2027	DAY	\$1,500
NARROWS ROAD STA. 173+57 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$300
PHASE 6	SEPTEMBER 15, 2028	DAY	\$1,500
PHASE 7	OCTOBER 15, 2028	DAY	\$1,500

			1	S	HEET NU	IM.		1	I	,	PA	T. ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET	
:3	24	25	26	397	398	399	414	418	761	862	01/NF	1	EXT	TOTAL	01111	DESCRIPTION	NO.	
.s					<u> </u>							201	11000	LS		ROADWAY CLEARING AND GRUBBING		\dashv
.5					1							201	11000	1 13		CLEARING AIND GROBBING		\dashv
				1								202	20010	1	EACH	HEADWALL REMOVED		\Box
						55.004		130,060	14,662		144		23001	144,722	SY	PAVEMENT REMOVED, AS PER PLAN	26	4
						55,804					55,	04 202	30000	55,804	SF	WALK REMOVED		\dashv
				589							58	9 202	30600	589	SY	CONCRETE MEDIAN REMOVED		\dashv
						449		1,544			1,9		32000	1,993	FT	CURB REMOVED		\exists
				20,619							20,		35100	20,619	FT	PIPE REMOVED, 24" AND UNDER		
				2,342							2,3		35200	2,342	FT	PIPE REMOVED, OVER 24"		_
				5,001							5,0	01 202	38000	5,001	FT	GUARDRAIL REMOVED		-
				8							3	SPECIA	20252990	8	EACH	PARKING BLOCK REMOVED	24	
				128							12		53100	128	EACH	MAILBOX REMOVED		
				5 148	-						14		58000 58300	5 148	EACH EACH	MANHOLE REMOVED CATCH BASIN OR INLET REMOVED		_
				140	1						14	202	30300	140	EACH	CATCH BASIN OR INLET REMIOVED		=
				10	<u> </u>						1	202	60010	10	EACH	MONUMENT ASSEMBLY REMOVED		
				945							94		20270000	945	FT	FILL AND PLUG EXISTING CONDUIT, 12" TO 36" DIA.	25	
			4,400							100	4,4		20270000	100 4,400	FT FT	FILL AND PLUG EXISTING CONDUIT, 4' x 3' BOX PIPE CLEANOUT, 24" AND UNDER	25 26	
			275								27			275	FT	PIPE CLEANOUT, 27" TO 48"	26	
												0. 2017	20210120	1 2.0				
				989							98	9 202	75000	989	FT	FENCE REMOVED		
												000	00000	10		DEMONAL MICO. WEATHER CTATION FOUNDATION		_
_	LS			1							L	202	98000 98100	LS 1	EACH	REMOVAL MISC.: WEATHER STATION FOUNDATION REMOVAL MISC.: BUILDING FOUNDATION	24	-
				24							2		98100	24	EACH	REMOVAL MISC.: BOULDER	24	_
				48							4		98100	48	EACH	REMOVAL MISC.: BUSINESS SIGN	24	
				2							2	202	98100	2	EACH	REMOVAL MISC.; LIGHT POLE	24	
				04								000	00400	0.4	FAOU	DEMOVAL MICC. CONODETE DI COV	04	
				9	+						2	202	98100 98100	9	EACH EACH	REMOVAL MISC.; CONCRETE BLOCK REMOVAL MISC.: BOLLARD	24	
				77							7		98100	77	EACH	REMOVAL MISC.: POST	24	_
				14							1	202	98100	14	EACH	REMOVAL MISC.: LANDSCAPE LIGHT	24	
				1										140				
				112 181	1						1:		98200 98200	112 181	FT FT	REMOVAL MISC.: CONCRETE WALL REMOVAL MISC.: STONE WALL	24	
				101	+								90200		11	ILINOVAL MIGG STORE WALL	24	_
							34,907	{	1,349	}	36,	56 } 203	10000	36,256	CY	EXCAVATION		
							12,275				12,	75~ 203	20000	12,275	CY	EMBANKMENT		
								400 400	40.500				40000	100.700	CV	CURORADE COMPACTION		_
050								168,180 {	12,582		180 ~10;		10000 13000	180,762	SY CY	SUBGRADE COMPACTION EXCAVATION OF SUBGRADE		-
050											10,		30010	10,050	CY	GRANULAR MATERIAL, TYPE B		_
100											6		45000	60	HOUR	PROOF ROLLING		
100 100											18, 18,		50000 51000	18,100 18,100	SY SY	GEOTEXTILE FABRIC GEOGRID		_
100											10,	204	31000	10,100	31	GLOGNID		_
					5,088						5,0	88 606	15050	5,088	FT	GUARDRAIL, TYPE MGS		
					25						2		16000	25	FT	GUARDRAIL REBUILT		
					50						5	606	17360	50	FT	GUARDRAIL, TYPE MGS, LONG-SPAN		
					17						1	606	26150	17	EACH	ANCHOR ASSEMBLY MCS TYPE E (MASH 2016)	24	_
				+	12						1		26550	17	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) ANCHOR ASSEMBLY, MGS TYPE T	24	
					2						2		35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1		
				1		49,452					49,		10000	49,452	SF	4" CONCRETE WALK		_
				+	1	2,022					2,0	22 608	52000	2,022	SF	CURB RAMP		_
34				1	1						3	623	38500	34	EACH	MONUMENT ASSEMBLY, TYPE C		
3											;		39500	3	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE		
$-\!\!\!\!+$		0.000		128							12			128	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	24	
		8,200 4,100		1	1						8,2 4,1			8,200 4,100	TON GAL	WORK INVOLVING PETROLEUM CONTAMINATED SOIL WORK INVOLVING NON-REGULATED WATER	25 25	_
l l													1 05000007	. 4 100	· LIAI	TANK AND AND A VANDA IN ANSINA AND AND AND AND AND AND AND AND AND A	1 /2	

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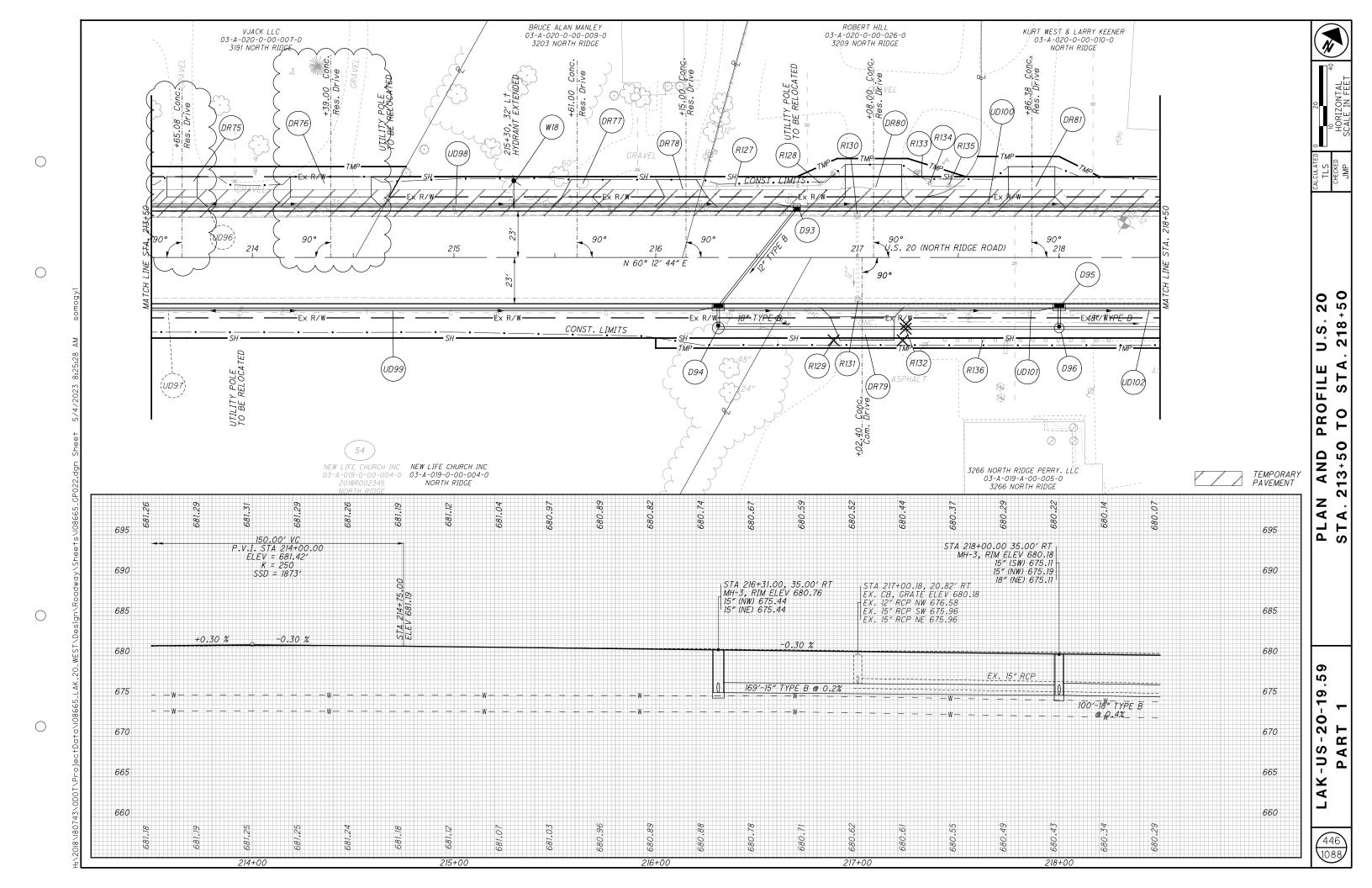
					SHEE	T NUM.						PART.	17514	ITEM	GRAND	LINITT	DESCRIPTION	SEE	111
	25	26	27	398	399	400	408	411	418	761	(01/NHS/PV	ITEM	EXT	TOTAL	UNIT	DESCRIPTION	SHEET NO.	J 14 C
																	DRAINAGE	+	┨
	45											45	611	98631	45	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	25	
	5											5	611	98634	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE		_
		5		 		-	2					5 2	611 611	98700 98710	5	EACH EACH	INLET, SIDE DITCH	+	_
							134					134	611	98710	134	EACH	INLET, NO. 2-6 MANHOLE, NO. 3	+	-
							6					6	611	99586	6	EACH	MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR		_
	17 5			1		-						17 5	611 611	99655 99660	17 5	EACH EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN MANHOLE RECONSTRUCTED TO GRADE	25	_
	3							5				5	611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET	+	-
		10										10	611	99720	10	EACH	INSPECTION WELL		
																			_
		10,000										10,000	SPECIAL	61199820	10,000	LB	MISCELLANEOUS METAL	26	-
							6					6	895	10040	6	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4	+	-
												0	093	10040	"	LACIT	WANDI ACTORED WATER GOALITI STROCTORE, THE T	1	
																	PAVEMENT	1	_
		1.400			-	1						1,400	251	01000	1,400	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	+	-
		1,100										.,		0.000	1,100				٠
									1,177	3,273		4,450	252	01500	4,450	FT	FULL DEPTH PAVEMENT SAWING		-
				1		-			143,528			143,528	254	01000	143,528	CV	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	-	,
				1		1			28,075			28,075	254	01000	28,075	SY SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5.) PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")	-	-
				1		<u> </u>			20,010			20,0.0	201	01000	20,010	J	Transfer to the content of the conte	1	-
		110							784			894	301	56000	894	CY	ASPHALT CONCRETE BASE, PG64-22, (449)		
									23,164	477		23,164	301	56001	23,164	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	26	_
										477		477	301	56100	477	CY	ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS)	-	-
		110							27,528	883	} {	28,521	304	20000	28,521	CY	AGGREGATE BASE	-	-
									20,447	212		20,659	407	20000	20,659	GAL	NON-TRACKING TACK COAT		
						1			20,447	212		20,659	407	20000	20,659	GAL	NON-TRACKING TACK COAT	-	-
									273			273	441	70000	273	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22		
									519			519	441	70300	519	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)		
				074	-					123		123	441	70500	123	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	1 24	
				271	+	+						271	441	70801	271	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	24	_
				1					43,189			43,189	442	00100	43,189	CY	ANTI-SEGREGATION EQUIPMENT	1	
									6,265			6,265	442	10001	6,265	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M	26	
				1		1			13,761			13,761	442	10101	13,761	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28	26	_
									1	1,966	h #	1,966	3 452	10050	1,966	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		-
									 	3,609	4	~3,609~	452	12050	3,609	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		-
									475			475	452	13010	475	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P		
						1			44,398			44,398	609	12000	44,398	FT	COMBINATION CURB AND GUTTER, TYPE 2	-	-
				1					44,396			4,372	609	12000	44,396	FT	COMBINATION CORD AND GUTTER, TYPE 2 COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	18	
				1					199			199	609	20000	199	FT	CURB, TYPE 3-A		
					400				1,550			1,950	609	26000	1,950	FT	CURB, TYPE 6		-
						-			423			423	609	71000	423	SF	CONCRETE MEDIAN	-	-
									120			120	000	11000	120	01			-
									104			104	617	10100	104	CY	COMPACTED AGGREGATE	-	
																	WATER WORK		-
			10			<u> </u>						10	638	11101	10	EACH	METER AND CHAMBER REMOVED AND RESET. AS PER PLAN	27	-
			10									10	030	11101	10	EAGH	INIETER AND CHANIBER REMOVED AND RESET, AS FER FLAN	1 21	-
			10			18						28	SPECIAL	63820500	28	EACH	VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD	27	
-				-		42						42	SPECIAL	63820750	42	EACH	6" FIRE HYDRANT, LCDU STANDARD	27	
			3,500			42						42 3,500	SPECIAL SPECIAL	63820752 63820770	3,500	EACH FT	FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD 1" COPPER WATER SERVICE LINE, LCDU STANDARD	27 27	-
			20									20	SPECIAL	63820902	20	EACH	SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD	27	
																		<u> </u>	-
+						1												+	-
																		<u> </u>	
																			_

	1		1	S	HEET NU I	M.	ı					PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET
	28	29	30	44	50	54	59	63	65	69	72	01/NHS/PV		EXT	TOTAL			NO.
																	MAINTENANCE OF TRAFFIC	
					1,013		613			588		2,214	606	15051	2,214	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	30
					1,010		1			3		5	606	26151	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	30
					3		5			1		9	606	26551	9	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	30
														2000.				1
	45,200											45,200	608	21200	45,200	SF	TEMPORARY ASPHALT CONCRETE WALK	
					446		889			148		1,483	611	04401	1,483	FT	12" CONDUIT, TYPE B, AS PER PLAN	30
										39		39	611	05901	39	FT	15" CONDUIT, TYPE B, AS PER PLAN	30
					34							34	611	10401	34	FT	24" CONDUIT, TYPE B, AS PER PLAN	30
					36		25			7		68	611	98371	68	EACH	CATCH BASIN, NO. 6, AS PER PLAN	30, 32
					35		25			5		65	611	98635	65	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	30, 32
										2		2	611	99155	2		INLET RECONSTRUCTED TO GRADE, AS PER PLAN	30
					1							1	611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE	
		1 200										1 200	614	11110	1,200	HOLID	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	24	1,200										1,200 24	614 SPECIAL	11110 61411300	24		WORK ZONE TRAFFIC SIGNAL	28
	24			3	78	74	47	61	12	22	26	323	614	12384	323		WORK ZONE INVALLED SIGNAL WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	20
			LS		10	/	71	01	12	22	20	LS	614	12420	LS	LACIT	DETOUR SIGNING	
													014	12420			BETOOK GIONING	
				15	95	90	75	67	41	27	74	484	614	13310	484	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
				15	95	90	75	67	41	27	74	484	614	13360	484	EACH	OBJECT MARKER, TWO WAY	
	180											180	614	18601	180	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	28
	11.18				0.62	0.21	0.61	0.22	0.15	0.61	0.14	13.74	614	20100	13.74	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
	10.63											10.63	614	20550	10.63		WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
	6.62			1,38	3,59	3,24	3,23	2.74		1.95	1,58	24.33	614	21100	24.33	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
	6.39											6.39	614	21550	6.39	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.28			1.09	5.53	3.2	5.2	3.01	1.82	2.85	2.95	26.93	614	22110	26.93	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
	2.53											2.52	614	22260	2.53	MUE	MODIZ ZONIE EDGE LINIE, OLASS III. ST. 642 DAINT	
	3,156				894	835	775	1,258	577	619	2,742	2.53 10,856	614 614	22360 23200	10,856	MILE FT	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
	4.463				034	000	113	1,230	311	013	2,142	4,463	614	23680	4,463	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
	7,700			1,800	990	540	1,040	50		612	1,440	6,472	614	24200	6,472	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
	800			1,000	000	010	1,010	"		012	1,110	800	614	24610	800	FT	WORK ZONE DOTTED LINE, GLASS III. 4". 642 PAINT	
	742				288	304	329	379		170	216	2,428	614	25200	2,428	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
	571											571	614	25620	571	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
	693				310	203	258	150		92	73	1,779	614	26200	1,779	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	572											572	614	26610	572		WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	2,665				623	45	1,135			517		4,985	614	27060	4,985	FT	WORK ZONE CROSSWALK LINE, CLASS I, 24", 642 PAINT	
	2,034				40	47	40	0.4		-	44	2,034	614	27250	2,034	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
	72				18	17	19	24		5	14	169	614	30200	169	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
	60 37											60 37	614 614	30650 32800	60 37	EACH SF	WORK ZONE ARROW, CLASS III, 642 PAINT	
	31	120										120	614	40051	120		WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT BUSINESS ENTRANCE SIGN, AS PER PLAN	29
		120										120	014	40031	120	LACIT	DOSINESS ENTIVARIOL SIGN, AS FERFEAN	23
	LS											LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
				2,278	17,905		14,439			7,333		41,955	615	20001	41,955	SY	PAVEMENT FOR MAINTAINING TRAFFIC. CLASS A. AS PER PLAN	30
					,		,			1,000		,			,			
	1,100											1,100	616	10000	1,100	MGAL	WATER	
				4.000	0.000	7.004	7.004	0.470	0.050	0.450	7.400	44.474	200	44400	44.474		PORTADI E DADDIED UNANGUODED	
				1,080	8,090	7,921	7,621	6,179	3,952	2,459	7,169	44,471	622	41100	44,471	FT	PORTABLE BARRIER, UNANCHORED	
	225											225	642	00720	225	FT	CHEVRON MARKING, TYPE 1	
			250,000									250,000	SPECIAL	69098000	250.000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	30
																	INCIDENTALS	
											(97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD	1
											Ĺ ,	WESW.	108	10000	wig.		CPM PROGRESS SCHEDULE	
	LS	LS	LS									LS	614	11000	LS		MAINTAINING TRAFFIC	
1												36	619	16021	36	MNTH	FIELD OFFICE, TYPE CAS PER PLAN	27A
			I									LS	623	10000	LS		CONCEDITATION I AVOLET STAYED AND SUDVEYING	1
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												LS	624	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING MOBILIZATION	

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Col.				_														140.5	6.2		29.0		5.8	17		2.5	1.4	0.2	16.7	
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A 6	445	DR-70	209+42.87	L	R	G		4.5		20.0	21.0	12.0	12.0	74.3		240.0		,	1	34.9								8.3		<u> </u>
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\$\frac{4}{69}	9 445	DR-73	212+12.50	R						4.5	21.0	12.0	12.0	74.3		54.0			2.7	14.3				1.3						
May Control			212+65-50 213+65.08	B L							25.0	15.0	15.0		 	184,1 150.0	·····	·····		26.7		 	·····		·····			10.0		
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\$\frac{8}{440}\$ \ \$\ \text{\$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	e 447	DR-84	221+55.00	R	С			4.5		11	33	24	24	128.3		264.0			0.0	43.6				7.7		1.8		9.0		
8 49 0687 224-1900 R C A 4.5 110 440 359 558 7778 498.4 1906 777 3 30 19 198 449 0688 224-2200 R C A 4.5 110 440 359 38.4 191 68.5 26.2 5.2 6.2 5.3 4 5.2 19.8 19.8 19.8 19.8 19.8 19.8 19.8 19.8		DR-85 DR-86		L R		 												198.4	7.2		35.0		4.9	5.2		2.1	1.2	11.8	19.8	
64	980 448	DR-87	224+19.00			A		4.5		11.0	44.0	35.0	55.6	177.8		498.4		109.6		75.1	35.0		7.7			3.3	1.9		19.8	
\$\begin{array}{c c c c c c c c c c c c c c c c c c c	99			$\frac{L}{R}$	+	—												91.1	5.2		35.0		6.8	3.4		2.9	1.7	10.8	19.8	
648 DR-92 227-84.00 L C A 4.5 8.5 350 270 270 141.8 220.5 197.0 41.3 270 35 0 15.8 0 15.8 9 15.5 0.9 15.8 9 15.6 0.9 15.8 9 15.6 0.9 15.8 9 15.6 0.9 15.8 9 2.6 1.5 0.9 15.8 9 2.6 1.5 0.9 15.8 9 2.6 1.5 0.9 15.8 9 2.6 1.5 0.9 0.9 <td>i)</td> <td>DR-90</td> <td>225+66.00</td> <td>R</td> <td>+</td> <td>+</td> <td></td> <td></td> <td></td> <td>-</td> <td>34.0</td> <td>25.0</td> <td></td> <td></td> <td></td> <td>+</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td>	i)	DR-90	225+66.00	R	+	+				-	34.0	25.0				+									-					
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450 DR-95 233-65.57 R C A 4.5 11.0 27.0 18.0 11.51 198.0 70.8 34.8 18.0 3.1 3 0.8 12.8 1	ă —	DR-93	227+91.00	R	_					+								129.3	0.7		35.0		5.9	2.0		2.6	1.5	40.0	19.8	
80 DR-98 234-54.42 L C G 4.5 8.5 44.0 35.0 35.0 177.8 297.5 13.6 52.8 9.2 19.8				_														70.8	3.7		18.0		3.1	2.0		1.3	0.8	10.3	12.8	
## 450 DR-99 235+7280 L C G H 4.5 9.0 27.0 18.0 18.0 10.3 162.0 7.5 29.3 58.0 E. S.	0			L																										
8 450 DR-100 239+57.86 R C A 4.5 11.0 37.0 28.0 24.6 146.3 289.0 81.4 48.4 28.0 4.5 1.9 1.1 16.3 5.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	/ —	DR-98	235+32.83	L	+					9.0	27.0	18.0				_				29.3					-				11.3	
450 DR-101 237+6.00 L C A 4.5 15.0 8.5 26.0 17.0 17.0 96.8 144.5 49.0 26.8 17.0 2.2 1.0 0.6 10.8 450 DR-102 237+52.00 L C A 4.5 15.0 33.0 24.0 24.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12	- 1			R	+								-			4										1	1			— ი
## A50 DR-103 238+30.97 R C G H	¥ 450	DR-101	237+16.00	L	С			4.5		8.5	26.0	17.0	17.0	96.8		144.5		49.0		26.8	17.0		2.2			1.0	0.6		10.8	ئ
## A50 DR-104 238+47.00 L C A 4.5 8.5 44.0 35.0 35.0 177.8 297.5 109.4 52.8 35.0 4.6 2.0 1.1 19.8 451 DR-105 239+04.20 L C A 4.5 8.5 21.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0				L R														68.3	6.6		24.0		5.6		4.8	2.4	1.4			
## 451 DR-106 239+57.00 L C G 4.5 15.0 44.0 35.0 35.0 177.8 525.0 20.6 78.1 16.2 19.8 19.8 19.8 19.8 19.8 19.8 19.8 19.8	98 450	DR-104	238+47.00	L	С	A		4.5		8.5	44.0	35.0	35.0	177.8		297.5			0.0	52.8							+		19.8	
451 DR-107 240+50.35 L C G 4.5 8.0 44.0 35.0 33.1 177.8 272.6 12.8 50.0 19.8 19.8 19.8 19.8 19.8 19.8 19.8 19.8				L				-		+								57.3	20.6		12.0		1.6		16.2	0.7	0.4		+	 ?
451 DR-109 242+80.21 L C G 4.5 16.0 44.0 35.0 35.0 177.8 560.0 21.7 82.0 17.3 19.8 41.4 24.0 275.0 524.7 757	()		240+50.35	L	-	1						35.0	 			272.6														ျၓ <
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TOTALS 2156.6 296.7 2305.7 558.0 8.1 84.4 91.1 112.8 41.4 24.0 275.0 524.7 1088	00/1																					<u> </u>								
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SUBTOTALS CARRIED TO SHEET 761 2157 297 2306 558 9 85 92 113 42 24 275 525 1088	8/18	I	<u> </u>		1	1	1	T	OTALS		1	I	I		1		I	2156.6	296.7	2305.Z	558.0	8.1	84.4	911	112.8	41.4	24.0	2750	524.7	<u></u>
	1:120					SU	IBTOTA	ALS CAR	RRIED T	O SHEE	T 761							2157	297	2306	558	9	85	92	3 113	42	24	275	3 525	1088

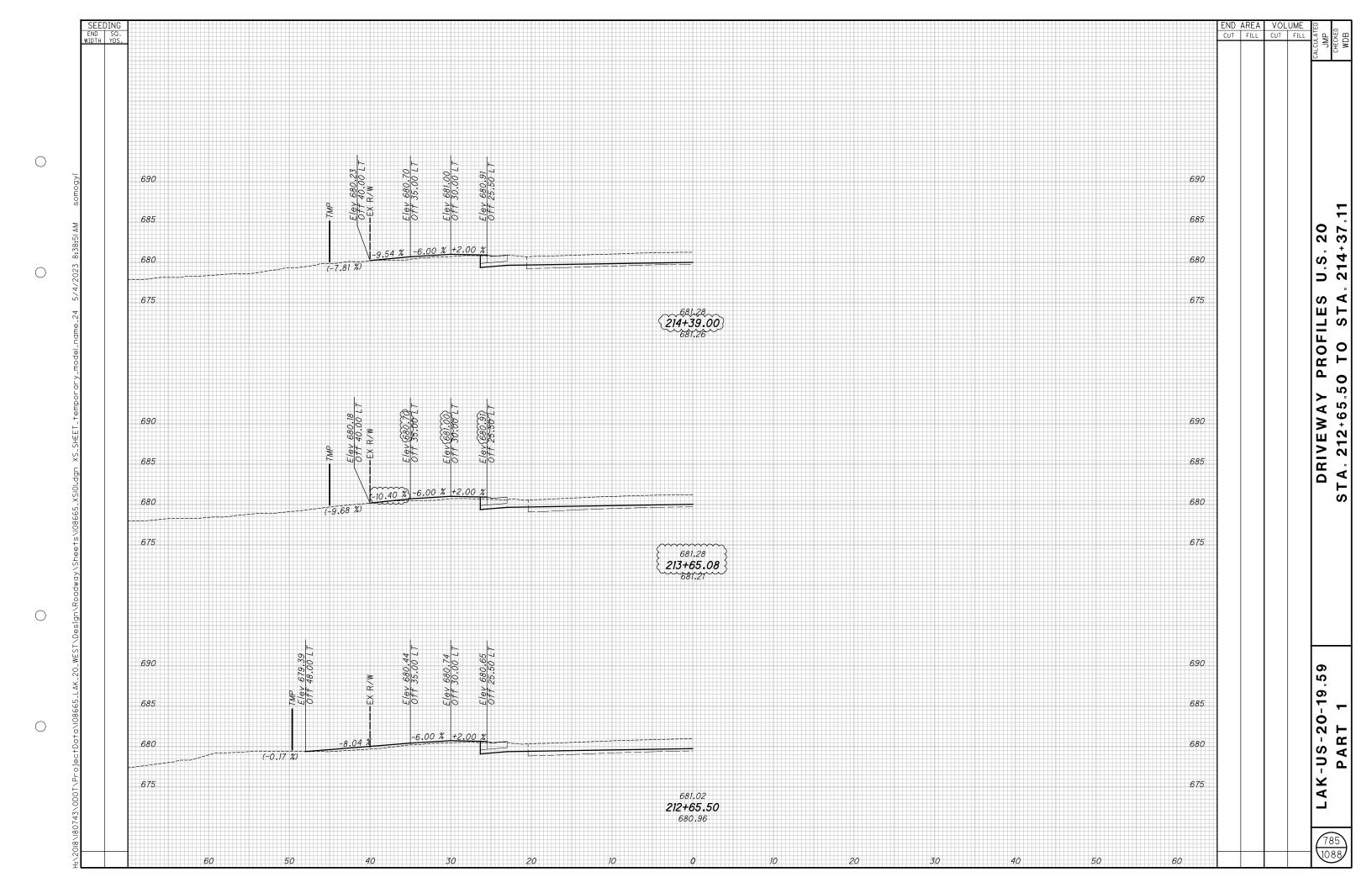
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304 202 203 252 407 452 WALK DRIVEWAY LENGTH "L2" 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS PAVEMENT REMOVED, AS PER PLAN 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS) CADD GENERATED DRIVE SURFACE AREA 3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS) NON-TRACKING TACK COAT <u>"</u> CALCULATED DRIVE SURFACE AREA SUBGRADE COMPACTION CALCULATED WALK SURFACE AREA RESIDENTIAL "R" CALCULATED APRON SURFACE AREA FULL DEPTH PAVEMENT SAWING CONCRETE "C" ASPHALT "A" GRAVEL "G" 10" AGGREGATE BASE APRON LENGTH "L1 APRON WIDTH "W1 APRON WIDTH "W2' DRIVE WIDTH "W3" 8" AGGREGATE BASE DRIVEWAY LENGTH REFERENCE DRIVE ANGLE STATION COMMERCIAL EXCAVATION SIDE SY CY SY SF FT FT FT FT FT FT SF SF SF CY CY GAL CY SY DEG. SY FΤ CY CYBLASÉ NEMETH 486 DR-265 102+75.00 С 10.0 44.0 24.0 340.0 60.5 37.8 24.0 37.8 OHIO STREET 74.1 490 DR-266 9+20.00 9.0 53.0 35.0 396.0 44.0 35.0 44.0 Ā 490 DR-275 8+52.00 14.5 32.0 52.0 609.0 60.3 67.7 67.7 5.0 52.0 > SUBSUMMAR PERRY PARK DR-267 9+74.50 10.0 55.0 35.0 450.0 104.5 50.0 35.0 50.0 R DR-268 11+39.00 11.2 43.4 21.0 360.6 40.1 40.1 491 С G 8.9 MIDDLE RIDGE 492 DR-269 11+76.00 G 5.0 36.0 20.0 10.0 10.0 75.0 360.0 12.9 48.3 11.1 8.3 R G 10.0 10.0 492 DR-270 11+76.00 5.0 49.0 20.0 75.0 16.9 62.8 15.1 8.3 R G 15.0 12.0 10.8 42.3 492 DR-271 13+00.00 С 10.0 30.0 210.0 171.0 10.5 5.3 23.3 > CALL ROAD ⋖ 8+50.00 G 10.5 16.0 278.3 6.9 30.9 30.9 DRIVEW 496 DR-273 9+30.00 R С G 10.0 40.0 20.0 300.0 7.4 33.3 33.3 ANTIOCH ROAD 497 DR-274 10+82.00 11.0 55.7 35.0 498.9 52.3 35.0 С 3.6 55.4 55.4 3 **-US-20-19** TOTALS 351.7 72.1 512.6 181.0 31.5 SUBTOTALS THIS SHEET 352 32 73 513 181 400 PART **SUBTOTALS SHEET 756** 3124 222 2478 924 8 57 102 49 29 300 766 **SUBTOTALS SHEET 757** 2157 297 2306 558 92 113 42 24 525 9 275 LAK **SUBTOTALS SHEET 758** 483 112 49 28 583 3847 267 2627 638 10 99 72 SUBTOTALS SHEET 759 3171 588 36 21 225 2405 14 64 62 70 441 843 **SUBTOTALS SHEET 760** 265 83 97 74 467 2011 2253 384 36 21 492 761 1088 TOTALS CARRIED TO GENERAL SUMMARY 14662 1349 12582 3273 477 212 123 1966 3609

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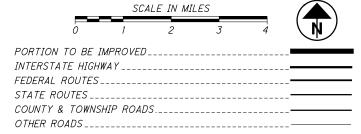
PROJECT DESCRIPTION

91(

END PROJECT STA. 572+50 BEGIN PROJECT STA. 411+20

LOCATION MAP

LATITUDE: 41°45′58.7" LONGITUDE: 81°10′51.7"



DESIGN DESIGNATION: LAK-US-20-24.99

CURRENT ADT (2022)	22,300 2,230 58%
TRUCKS (24 HOUR B&C)	45 MPH
URBAN PRINCIPAL ARTERIAL NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE REQUIRED

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ADA DESIGN WAIVERS

NONE REQUIRED

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STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

LAK-US-20-24.99 PART 2

MADISON TWP.

LAKE COUNTY, OHIO FOR PART 1, SEE LAK-20-19.59

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(RIGHT OF WAY	ŘŴ.1 – ŘŴ.99

PROJECT EARTH DISTURBED AREA: ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES NOTICE OF INTENT EARTH DISTURBED AREA: 29.4 ACRES

2019 SPECIFICATIONS

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

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

· DISTRICT DEPUTY DIRECTOR John Picuri, P.E., S.I.

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	SPECIAL PROVISIONS	SUPPLEMENTAL SPECIFICATIONS	STANDARD CONSTRUCTION DRAWINGS													
1																
†																
ENGINEER'S SEAL																
-																
THE OF O	SEE PART 1	SEE PART 1		SEE PART 1												
WILLIAM D.																
WILLIAM D. BAKER, JR. E-59412																
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ITEM 619 FIELD OFFICE, TYPE C, AS PER PLAN

ALL REQUIREMENTS OF C&MS 619 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE FIELD OFFICE SHALL BE A SUITE TYPE OFFICE (NO TRAILER OR MODULAR OFFICE) WITH A MINIMUM OF 3,000 SQUARE FEET AND AT GROUND LEVEL WITH A MINIMUM CEILING HEIGHT OF EIGHT (8) FEET. PROVIDE TWO (2) OUTSIDE DOORS, LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE WINDOWS. THE FLOOR SPACE WILL BE DIVIDED INTO TWO RESTROOMS, ONE GENERAL OFFICE AREA (MINIMUM 400 SQUARE FEET), NOT LESS THAN FOUR INDIVIDUAL OFFICES (MINIMUM 300 SQUARE FEET EACH) AS SEPARATE ENCLOSED ROOMS (NO CUBICLE DIVIDERS WILL BE ACCEPTED), ONE KITCHEN SPACE INCLUDING SINK, REFRIDGERATOR, AND MICROWAVE, AND ONE CONFERENCE ROOM (MINIMUM 500 SQUARE FEET).

FURNISH NEAT, SANITARY, ENCLOSED TOILET ACCOMMODATIONS CONNECTED TO AN EXISTING SANITARY SEWER LINE FOR THE USE OF THE OCCUPANTS OF THE FIELD OFFICE, MEETING APPLICABLE STATE AND LOCAL CODES AND ORDINANCES. FURNISH ASSOCIATED LAVATORY AND SANITARY SUPPLIES. POTABLE HOT AND COLD RUNNING WATER WILL BE PROVIDED IN THE RESTROOM FOR SANITARY PURPOSES.

FURNISH TRASH COLLECTION SERVICE / DUMPSTER.

FURNISH PROFESSIONAL, BONDED, AND INSURED JANITORIAL SERVICE WITH A WEEKLY CLEANING OF THE ENTIRE OFFICE TO INCLUDE THE RESTROOM FACILITIES FOR THE DURATION OF THE

FURNISH BOTTLED DRINKING WATER SERVICE WITH A HOT AND COLD DISPENSER AND ASSOCIATED SUPPLIES.

FURNISH A BOX FOR STORING A NUCLEAR DENSITY GAUGE WITH REQUIREMENTS AS SET FORTH IN C&MS 619.02.

FURNISH AND MAINTAIN A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS OF 1.0 Gb/S. PROVIDE A WIRELESS ROUTER THAT SUPPORTS WI-FI STANDARD 802.11Ax (WIFI 6) AND A MINIMUM WIRELESS DATA TRANSFER RATE OF 4000 Mb/S. PROVIDE PRE-WIRED ETHERNET ACCESS FOR ALL INDIVIDUAL OFFICES AND THE CONFERENCE ROOM.

FURNISH SIX (6) DESK AND CHAIR SETS, TWENTY (20) STACKABLE CHAIRS, TEN (10) WORK TABLES (30" X 72"), AND EIGHT (8) 24-QUÁRT WASTE BASKETS WITH APPROPRÍATE SIZED TRASH

FURNISH AND INSTALL TWO (2) WALL-MOUNTED 8' X 4' GLASS, MAGNETIC DRY ERASE BOARDS

FURNISH ONE NEW TELEVISION WITH THE FOLLOWING

- SPECIFICATIONS:

 A) DIAGONAL SCREEN SIZE 70" MINIMUM
- NATIVE RESOLUTION 4K HDMI PORTS: 3
- VIDEO INTERFACES: HDMI. USB וח
- ALL ACCESSORIES NECESSARY TO OPERATE
- ALL HARDWARE AND INSTALLATION NECESSARY TO HANG THE TELEVISION ON THE WALL IN THE CONFERENCE ROOM

THE FIELD OFFICE WILL BE APPROVED IN ADVANCE BY THE ENGINEER AND FULLY OPERATIONAL WITHIN 30 DAYS AFTER THE SIGNING AND EXECUTION OF THE CONTRACT OR PRIOR TO THE START OF ANY CONSTRUCTION WORK, WHICHEVER COMES FIRST.

THE DEPARTMENT WILL MEASURE FIELD OFFICE, TYPE C, AS PER PLAN BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED. A PARTIAL MONTH AT THE END OF THE PROJECT WILL BE PAID AS A FULL MONTH.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:

DESCRIPTION

MONTH FIELD OFFICE, TYPE C, AS PER PLAN 619

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MAINTAINING DRIVEWAY ACCESS

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLAĆED AND MAINTAÍNED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED. INSTALLED. MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS HER STRATEGY FOR THE MAINTENANCE OF MAIGH COULINES HISTHER STATES FOR THE MAINTENANCE SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. CLOSING A DRIVEWAY AND ALLOWING PARKING WITHIN THE PROJECT LIMITS SHALL BE A LAST RESORT.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SONTACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

EXISTING SIGNS

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

LAKETRAN BUS STOPS

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

MAIL BOXES

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE COUDUIT HAS BEEN PLACED UNDER PERMENANT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

WHEN RECONSTRUCTING CATCH BASINS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE

1. CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS. 2. REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT. OR ANY POINTS OF WALL FAILURE. 3. INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.

4. WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016) ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

ITEM 614 - DETOUR SIGNING_

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.

- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- 3. AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- 5. APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- 9. AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANÉ ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY. ITEM 614 - DETOUR SIGNING LUMP SUM

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR TIEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1

THE PAVEMENT FOR MAINTAINING TRAFFIC ALONG DERUBERTIS DRIVE AND HUBBARD ROAD (SR 528) SHALL INCLUDE THE REPLACEMENT OF ANY EXISTING DRIVEWAYS AND CONCRETE CURB IMPACTED BY THE INSTALLATION OF THIS PAVEMENT FOR MAINTAINING TRAFFIC. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REPLACE EXISTING DRIVEWAYS AND CONCRETE CURB SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 615 PAVEMENT FOR MAINTAING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1.

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 1\$ PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL -REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

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MAINTENANCE OF TRAFFIC NARRATIVE

THIS PROJECT HAS BEEN DIVIDED INTO TWO PARTS: PART 1 AND PART 2. PART 2 (LAK-US-20-24.99) IS A TWO YEAR PROJECT AND SHALL BE BUILT FIRST, PART (LAK-US-20-19.59) IS A THREE YEAR PROJECT AND SHALL BE BUILT SECOND. WITHIN EACH OF THESE PARTS, PHASES
SHALL BE CONSTRUCTED FROM EAST TO WEST PER THE
CONSTRUCTION SEQUENCES. CONSTRUCTION OF TEMPORARY
PAVEMENT SHALL ONLY OCCUR IN THE PHASE WHERE IT IS IMMEDIATELY NEEDED UNLESS APPROVED BY THE ENGINEER. NO CONSTRUCTION SHALL OCCUR DURING THE WINTER MONTHS, BETWEEN NOVEMBER 1 TO APRIL 1, UNLESS APPROVED BY THE ENGINEER.

SEQUENCE OF CONSTRUCTION

UTIILITY RELOCATION

UTILITY RELOCATION (BY OTHERS) IS TO OCCUR IN 2023.

PRE-PHASE 1:

THE TEMPORARY PAVEMENT AND THE TEMPORARY DRAINAGE ARE TO BE CONSTRUCTED UNDER THIS PHASE WORK SHALL BE COMPLETED USING SHORT TERM LANE CLOSURES BY APRIL 1, 2024

PHASE 1:

THIS PHASE WILL INVOLVE FIRSTLY THE RECONSTRUCTION OF HUBBARD ROAD SOUTH OF U.S. 20 AND ITS DRAINAGE OUTLET; AND SECONDLY THE SOUTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (1) LANE OF NORTHBOUND TRAFFIC AND ONE (1) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. HUBBARD ROAD AND ITS DRAINAGE OUTLET SHALL BE CONSTRUCTED PRIOR TO THE WORK ON U.S. 20. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES.

THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

BURNS ROAD STA. 517+13 RT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 550+31 RT MAJOR DRIVE ACCESS DRIVE STA. 556+02 RT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

HUBBARD ROAD STA. 565+71 RT (INCLUDING THE DRAINAGE OUTLET)

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 1 SHALL BE COMPLETED BY JULY 1, 2024.

PHASE 2:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 500+40 TO STA. 572+50 AND HUBBARD ROAD NORTH OF U.S. 20. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20. ONE (I) LANE OF NORTHBOUND TRAFFIC AND ONE (I) LANE OF SOUTHBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF HUBBARD ROAD. CONSTRUCTION OF THE INTERSECTION OF HUBBARD ROAD AND U.S. 20 SHALL BE PERFORMED ON WEEKENDS.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES.

THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL BE PERFORMED AT THE END OF PHASE 2 IN THE PHASE 1 / 2 WORK AREA: A. TRAFFIC SIGNAL AND FINAL CURB AND GUTTER WORK AT THE HUBBARD RD INTERSECTION.

B. ALL OTHER TRAFFIC SIGNAL WORK. C. PERMANENT SIGNING

D. TEMPORARY STRIPING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

WALMART DR. STA. 504+50 LT SIDE STREET STONEYRIDGE DR. STA. 532+95 LT SIDE STREET MORNINGSTAR DR. STA. 536+43 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH ACCESS DRIVEWAY FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE DRIVEWAY REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME LIMIT.

THE FOLLOWING IS A LIST OF ACCESS DRIVEWAYS TO BE CLOSED DURING THIS PHASE:

ACCESS DRIVE STA. 558+30 LT MAJOR DRIVE

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT MAJOR DRIVEWAYS AT THE SAME TIME.

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CONSTRUCTED UTILIZING PART-WIDTH CONSTRUCTION:

DERUBERTIS ROAD STA. 550+35 LT HUBBARD ROAD STA. 565+71 LT

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

APPLY TEMPORARY STRIPING ON NEWLY CONSTRUCTED PAVEMENT AS PER THE STRIPING PLANS.

PHASE 2 SHALL BE COMPLETED BY OCTOBER 15, 2024.

TRAFFIC TO RETURN TO NORMAL BY NOVEMBER 1, 2024.

PRE-PHASE 3:

THE TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE TO BE CONSTRUCTED UNDER THIS PHASE. WORK SHALL BE COMPLETED BY APRIL 1, 2025.

PHASE 3:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE SOUTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA. 486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES. THERE WILL BE NO RESURFACING DURING THIS PHASE.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 3 SHALL BE COMPLETED BY JULY 1, 2025.

PHASE 4:

THIS PHASE WILL INVOLVE THE RECONSTRUCTION OF THE NORTH SIDE OF U.S. 20 FROM STA. 411+20 TO STA. 426+00 AND FROM STA. 440+15 TO STA.486+40. ONE (1) LANE OF WESTBOUND TRAFFIC AND ONE (1) LANE OF EASTBOUND TRAFFIC WILL BE MAINTAINED AT ALL TIMES ALONG THIS SECTION OF U.S. 20.

THE SURFACE COURSE SHALL BE NON-PERFORMED AT THIS TIME AND THE INTERMEDIATE COURSE SHALL BE BUILT UP TO THE TOP OF PAVEMENT WITH A THICKNESS OF 3 INCHES. THERE WILL BE NO RESURFACING DURING THIS PHASE.

THE FOLLOWING ITEMS SHALL BE PERFORMED AT THE END OF

PHASE 4:
A. TRAFFIC SIGNAL WORK.
B. PERMANENT SIGNING.

C. TEMPORARY STRIPING.

THE CONTRACTOR SHALL BE ALLOWED TO CLOSE EACH SIDE STREET FOR FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$800 FOR EACH CALENDAR DAY THAT THE SIDE STREET REMAINS CLOSED TO TRAFFIC BEYOND THIS SPECIFIED TIME

THE FOLLOWING IS A LIST OF SIDE STREETS TO BE CLOSED DURING THIS PHASE:

HAINES ROAD STA. 463+33 LT SIDE STREET

THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE TWO (2) ADJACENT SIDE STREETS AT THE SAME TIME.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 4 SHALL BE COMPLETED BY SEPTEMBER 15, 2025.

TRAFFIC SHALL RETURN TO NORMAL BY NOVEMBER 1, 2025.

PHASE 5:

MILL OFF 1.25 INCHES OFF THE TOP OF THE PAVEMENT AND MILL OFF 1.25 INCHES OFF THE TOP OF THE PAVEMENT AND THEN FILL WITH ITEM 441 SURFACE COURSE PER THE FINAL PAVEMENT BUILDUP SHOWN IN THE TYPICAL SECTIONS WHILE MAINTAINING TRAFFIC USING SCD MT-97.12 OVER THE ENTIRE PROJECT (NEWLY CONSTRUCTED PAVEMENT AND RESURFACING AREA ON U.S. 20 (BETWEEN STA. 411+20 TO STA. 552+50), HUBBARD ROAD, AND ALL OF THE SIDE ROADS. AFTER DESCRIPTION OF THE PARTITION O RESURFACING, THE ENTIRE PROJECT SHALL BE RESTRIPED PER THE STRIPING PLAN. FIRST WITH CLASS 3 PRE-STRIPING AND THEN WITH THE FINAL STRIPING.

PEDESTRIAN TRAFFIC SHALL BE MAINTAINED.

PHASE 5 SHALL BE PERFORMED IN CONJUNCTION WITH PART 1. PHASE 7 AND SHALL BE COMPLETED BY OCTOBER 15, 2028.

DISINCENTIVE TABLE									
LOCATION OF CRITICAL WORK	COMPLETION DATE	TIM E PERIOD	DISINCENTIVE \$ PER TIME PERIOD						
BURNS ROAD STA. 517+13 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800 \$800						
ACCESS DRIVE STA. 550+31 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY							
ACCESS DRIVE STA. 556+02 RT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800						
WALMART DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800						
STONY RIDGE DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800						
MORNINGSTAR DRIVE STA. 504+50 LT	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800						
PHASE 2	OCTOBER 15, 2024	DAY	\$1,500						
HAINES ROAD STA. 463+33	FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	DAY	\$800						
PHASE 4	SEPTEMBER 15, 2025	DAY	\$1,500						
PHASE 5	OCTOBER 15, 2028	DAY	\$1,500						

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SHEET NUM.								PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET		
21	22	23			37	41	46	50		02/NHS/ PV		EXT	TOTAL			NO.
-															MAINTENANCE OF TRAFFIC	
				-			325			325	606	15051	325	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	23
							1			1	606	26151	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	23
							1			1	606	26551	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN	23
86,000										86,000	608	21200	86,000	SF	TEMPORARY ASPHALT CONCRETE WALK	
					454		704			4.405	044	04404	4.405	ГТ	AND CONDUIT TYPE B. AC PER BLAN	00.05
					451		734			1,185	611	04401	1,185	FT	12" CONDUIT, TYPE B, AS PER PLAN	23, 25
					10 10		24 25			34	611 611	98371 98635	34 35	EACH EACH	CATCH BASIN, NO. 6, AS PER PLAN CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	19, 25 23, 25
					10		10			10	611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE	20, 20
	1,000									1,000	614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
20										20	SPECIAL	61411300	20	EACH	WORK ZONE TRAFFIC SIGNAL	21
					12	12	32	36		92	614	12384	92	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
		LS								LS	614	12420	LS		DETOUR SIGNING	
					15	15	83	63		176	614	13310	176	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
					-10	10	10	00		10	614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
					15	15	88	63		181	614	13360	181	EACH	OBJECT MARKER, TWO WAY	
120										120	614	18601	120	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21
3.61					0.36	0.17	0.67	0.14		4.95	614	20100	4.95	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
6.19					2.02	2.50	2.07	2.59		6.19 13.89	614	20550	6.19	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
2.71 4.33					2.93	2.59	3.07	2.59		4.33	614 614	21100 21550	13.89 4.33	MILE MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
4,00										7,55	017	21000	4,55	IVIILL	WORK ZONE CENTER EINE, CEACOTH, 042 FAINT	
1.33					4.75	3.37	4.13	2.97		16.55	614	22110	16.55	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
2.13										2.13	614	22360	2.13	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
1,506					467	707	1,571	1,620		5,871	614	23200	5,871	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
2,016										2,016	614	23680	2,016	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
					4.400	500	000			0.050	04.4	0.4000	0.050		WORK TONE DOTTED INC. OF ACCULATION OF DAINT	
648					1,168 171	500 81	990 501	471		2,658 1,872	614 614	24200 25200	2,658 1,872	FT FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
838					17.1	01	301	471		838	614	25620	838	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS II, 642 PAINT	
566					459	357	278	190		1,850	614	26200	1,850	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
669										669	614	26610	669	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
1,582					274		1,016			2,872	614	27050	2,872		WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
1,695					10	1.1	20	24		1,695 107	614	27250	1,695	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT WORK ZONE ARROW. CLASS I. 642 PAINT	
23					10	14	29	31		31	614 614	30200 30650	107 31	EACH EACH	WORK ZONE ARROW, CLASS II, 642 PAINT	
1 31										+ "	017	30030	31	LAOIT	WORK ZONE ARROW, SEASO III, 0421 AIRT	
51										51	614	32700	51	SF	WORK ZONE ISLAND MARKING, CLASS I	
51										51	614	32800	51	SF	WORK ZONE ISLAND MARKING, CLASS III, 642 PAINT	
	65									65	614	40051	65	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	22
1.0										1.0	0.45	40000			DOADO FOR MANITANNINO TRAFFIO	
LS					6,515		8,647			LS 15,162	615 615	10000 20001	LS 15,162	SY	ROADS FOR MAINTAINING TRAFFIC PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	23
					1,410	790	0,047			2,200	615	20001	2,200	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS FER PLAN PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, (TYPE 1)	23
					1,410	700				2,200	010	20001	2,200	01	TAVENIENT FOR WINNAM TO THAT TO, OB 100 A, NOT EXTENT, (THE T)	20
550										550	616	10000	550	MGAL	WATER	
					1,060	1,530	6,179	4,713		13,482	622	41100	13,482	FT	PORTABLE BARRIER, UNANCHORED	
		250,000								250,000	CDECIAL	00000000	250,000	FACIL	DEIMPURCEMENT FOR MOT ITEMS REPMANENTLY DAMAGED BY TRAFFIC	22
		250,000								250,000	SPECIAL	69098000	250,000	EACH	REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC	23
			+							1						
										1					INCIDENTALS	
										97,500	100	51100	97,500	EACH	DEPARTMENT'S SHARE OF THE DISPUTE RESOLUTION BOARD	
1	1									TIS	108	10000	W LSW		CPM PROGRESS SCHEDULE	
LS	LS	LS								LS	614	11000	LS 24	MARITII	MAINTAINING TRAFFIC FIELD OFFICE, TYPE C\(^{\text{AS PER PLAN}}\)	£ 20A
+	1	 	+						+ +	24	619	16021	24	MNTH	FIELD OFFICE, TYPE CLAS PER PLAN?	{ 20A
+		 	- 	+						LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		1	+							LS	624	10000	LS		MOBILIZATION	
1	1									LS	SPECIAL	69098400	LS		PRECONSTRUCTION VIDEO DOCUMENTATION	16

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