. OR R-SR 2

END PROJECT LOR-2-7.97 LOCATION MAP LATITUDE: 40°55'38"N LONGITUDE: 81°59'14" PORTION TO BE IMPROVED ... INTERSTATE HIGHWAY.\_\_\_\_\_\_ COUNTY & TOWNSHIP ROADS \_\_\_\_\_\_

DESIGN DESIGNATION: SEE SHEET 2

DESIGN EXCEPTIONS

NONE REQUIRED

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

LOR-2-3.86

CITY OF AMHERST BROWNHELM TOWNSHIP

LORAIN COUNTY

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# PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT REPAIRS, PLANING AND PAVING WITH ASPHALT CONCRETE, GUARDRAIL REPAIRS, PAVEMENT MARKINGS AND STRUCTURE MAINTENANCE.

# EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:

N/A ACRES

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37

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SOUTHERN

ORFOLK

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(MAINTENANCE PROJECT) ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES (MAINTENANCE PROJECT)

# 2019 SPECIFICATIONS

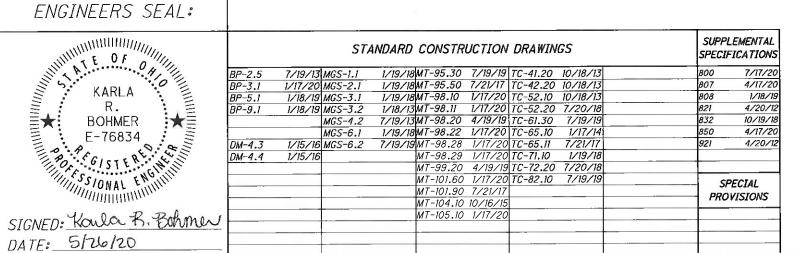
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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.

DATE OS 27/20 TOSTRICT DEPUTY DIRECTOR

# UNDERGROUND UTILITIES Contact Two Working Days Before You Dig Before You Dig OHIO811, 8-1-1, or 1-800-362-2764

(Non-members must be called directly)



PLANS PREPARED BY: OHIO DEPARTMENT OF **TRANSPORTATION** DISTRICT THREE ENGINEERING

# **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 WIDE OPEN WEST 105 BLAZE INDUSTRIAL PKWY BEREA, OH 44017 866.496.9669

CITY
CITY OF AMHERST
206 SOUTH MAIN
AMHERST, OHIO 44001
440-984-4380

COMMUNICATION CENTURYLINK 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956

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

ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213

GAS KNOX ENERGY 11872 WORTHINGTON RD PATASKALA, OH 43062 740.927.6731

TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.7045 CABLE
CHARTER COMMUNICATIONS
5520 WHIPPLE AVENUE NW
NORTH CANTON, OH 44720
330.494.9200

CITY CITY OF LORAIN 200 W. ERIE AVENUE LORAIN, OH 44052 440.204.2003

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

COMMUNICATION VERIZON BUSINESS 120 RAVINE STREET AKRON, OH 44303 330.253.8267

GAS COLUMBIA GAS OF OHIO 1021 N MAIN STREET MANSFIELD, OH 44903 419.528.1137

GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163

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

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
SFRVICES.

### EXISTING PLANS

EXISTING PLANS ENTITLED LOR-254-0.00 B (LOR-2-3.31-7.97) (1964) MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

# **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 DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

# 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.

# ITEM 209 - LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

# <u>ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)</u> <u>ITEM 253 - PAVEMENT REPAIR</u>

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT CONCRETE PAVEMENT IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 6" FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 4 FEET WIDE FOR TRANSVERSE REPAIRS AND 2 FEET WIDE FOR LONGITUDINAL REPAIRS.

REPLACEMENT MATERIAL SHALL BE ITEM 301 AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAYEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 6" DEEP AND ITEM 253 PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 6". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE):
SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL
LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD
BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET
19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN
THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
(LONGITUDINAL): 325 CY
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
(TRANSVERSE): 100 CY

ITEM 253 - PAVEMENT REPAIR:
THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED IN THE GENERAL SUMMARY
TO BE USED AS DIRECTED BY THE ENGINEER:
ITEM 253 - PAVEMENT REPAIR: 100 CY

# PAVEMENT CORING INFORMATION

COUNTY	ROUTE	SLM	ASPHAL T	CONCRETE	BRICK	LOCATION	DIRECTION	YEAR CORE
LOR	2	4.0	9.0	8.0	0.0	LT. WHEEL PATH	EB	2019
LOR	2	4.0	7.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	4.6	8.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	4.6	9.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	4.6	12.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.0	8.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.0	10.0	6.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.0	10.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	5.7	7.0	9.0	0.0	CENTER OF LANE	EB	2019
LOR	2	5.7	7.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	5.7	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.0	7.5	8.0	0.0	CENTER OF LANE	EB	2019
LOR	2	6.0	6.0	8.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.0	13.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	6.5	8.0	10.5	0.0	CENTER OF LANE	EB	2019
LOR	2	6.5	8.0	10.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	6.5	15.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	7.1	7.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	7.1	6.5	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	7.1	9.0	0.0	0.0	SHOULDER	EB	2019
LOR	2	8.0	5.0	8.5	0.0	CENTER OF LANE	EB	2019
LOR	2	8.0	5.0	9.0	0.0	RT. WHEEL PATH	EB	2019
LOR	2	8.0	6.0	2.5	0.0	SHOULDER	EB	2019

# <u>ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM</u>

ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT IS TO BE USED FOR FULL DEPTH RIGID PAVEMENT REPAIRS. PAVEMENT REPAIRS SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND PLACEMENT OF THE INTERMEDIATE AND SURFACE COURSES. ALL FULL DEPTH RIGID REPAIRS SHALL USE ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, IP MM, TYPE A (448) TO A DEPTH OF 2" ABOVE THE CONCRETE AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

CONCRETE AND ASPHALT SHALL BE PLACED IN THE REPAIR AREA THE SAME DAY THAT THE EXISTING PAVEMENT IS REMOVED FROM THE REPAIR AREA.

SEE SHEET 19 FOR ESTIMATED QUANTITIES AND LOCATIONS. THE FINAL LOCATION AND SIZE OF THE REPAIRS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. IN ADDITION TO THE QUANTITIES PROVIDED ON SHEET 19, THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS RRCM:

160 SY ITEM 255 - FULL DEPTH PAVEMENT SAWING:

600 SY

ITEM 407 - TACK COAT, 702.13:

13 GAL.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448): 9 CY

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# NOTIFICATIONS OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF SPECIFIC LOCATION, TIFE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

### NOTIFICATION TIME TABLE

<u>ITEM</u>	DURATION OF CLOSURE	NOTICE LEAD TIME REQUIRED*
BAND AND OD	TWO WEEKS OR GREATER	21 CALENDAR DAYS
RAMP AND/OR  ROAD CLOSURES	12 HOURS TO TWO WEEKS	14 CALENDAR DAYS
NOAD CECSONES	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND	TWO WEEKS OR GREATER	14 CALENDAR DAYS
RESTRICTIONS	LESS THAN TWO WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND		14 CALENDAR DAYS PRIOR TO

### \* - PRIOR TO CLOSURE DATE. UNLESS NOTED OTHERWISE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

TMPLEMENTATION

# **WORKING HOURS RESTRICTION**

TRAFFIC PATTERN CHANGES

STATE ROUTE 2 IS A RESTRICTED LANE CLOSURE ROUTE DUE TO HIGH TRAFFIC VOLUME. DURING THE PROJECT DURATION, LANE CLOSURES SHALL BE PERMITTED AS LISTED ON THE ODOT PLCM WEB SITE AT http://plcm.dot.state.oh.us.

LANE CLOSURES ON SR 58 FOR THE STRUCTURE MAINTENANCE WORK ON STRUCTURES LOR-2-0742 L&R SHALL FOLLOW THE PERMITTED LANE CLOSURE RESTRICTIONS FOR SR 2.

RAMP WORK SHALL ONLY BE PERFORMED IN THE EVENINGS FROM 9 PM TO 6 AM. RAMP CLOSURES ARE PERMITTED.

THE ALLOWABLE LANE CLOSURE TIMES ARE TO INCLUDE ANY TIME NEEDED TO IMPLEMENT AND REMOVE ALL MAINTENANCE OF TRAFFIC MEASURES.

# LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF \$235 (FOR SR 2) AND \$135 (FOR SR 58) PER MINUTE THAT LANES ARE CLOSED TO TRAFFIC DURING TIMES DESIGNATED AS "LANE" CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT http://plcm.dot.state.oh.us.

# MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

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

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

# **BUTT JOINTS**

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

# ITEM 614 - MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS FOURTH OF JULY I ABOR DAY NFW YFARS MEMORIAL DAY THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY TIME ALL LANES MUST BE OPEN TO TRAFFIC OR EVENT

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY **MONDAY** TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM MONDAY **THURSDAY** 12:00N THURSDAY THROUGH 6:00 AM MONDAY FRIDAY SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$235 (FOR SR 2) AND \$135 (FOR SR 58) FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

## ITEM 614 - MAINTAINING TRAFFIC: GENERAL

MAINTAIN ONE 11' LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

# ITEM 614 - MAINTAINING TRAFFIC: GENERAL

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

### CONTRACTOR EQUIPMENT ACCESS AND WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

# <u>ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED</u>

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

# **FLOODLIGHTING**

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIFLDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

# ITEM 614 - REPLACEMENT DRUM

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

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC. IT SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

# <u> ITEM 614 - REPLACEMENT SIGN</u>

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

THIS ITEM IS TO BE CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC. IT SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

# <u>ITEM 614 - MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)</u>

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPFRATIONALLY NFFDFD.

ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 250 CU YD

# RAMP WORK LIMITATIONS

RAMP WORK SHALL ONLY BE PERFORMED IN THE EVENINGS FROM 9 PM TO 6 AM. RAMP CLOSURES ARE PERMITTED. THE CONTRACTOR SHALL ONLY CLOSE ONE RAMP AT A TIME. A RAMP MAY BE CLOSED FOR ONE NIGHT, OPENED IN THE MORNING TO TRAFFIC WHILE MEETING THE DROP OFFS IN WORK ZONE REQUIREMENTS, AND THEN CLOSED AGAIN THE FOLLOWING NIGHT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE END OF THE WORK AREA AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

THE RAMPS ARE PERMITTED TO BE DETOURED AS FOLLOWS:

OAK POINT RD RAMPS RAMP W: SR 2 EB TO SR 58 TO SR 2 WB
RAMP X: SR 2 EB TO SR 58 TO SR 2 WB TO OAK POINT RD
RAMP Y: SR 2 WB TO BAUMHART RD TO SR 2 EB TO OAK POINT RD
RAMP Z: SR 2 WB TO BAUMHART RD TO SR 2 EB

RAMP C: SR 2 EB TO MIDDLE RIDGE RD TO SR 2 WB
RAMP D: SR 2 EB TO MIDDLE RIDGE RD TO SR 2 WB TO SR 58
RAMP E: SR 2 WB TO OAK POINT RD TO SR 2 EB TO SR 58 RAMP F: SR 2 WB TO OAK POINT RD TO SR 2 FB

THE FOLLOWING ESTIMATED QUANTITY BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE RAMP CLOSURES:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN 2 SIGN MONTHS

		ı			SHEET	NUM.						PART		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEE
7	8	10	11	16	17	19	20	30	31	32	01/NHS/P V	02/NHS/ R	TB 03/SAF/0 T	112141	EXT	TOTAL	01111	DESCRIPTION	NO.
																		ROADWAY	
							12,556				12,556			202	38000	12,556	FT	GUARDRAIL REMOVED	
							1,531				1,531			202	38300	1,531	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
							16				16			202	42010	16	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
	$\longrightarrow$						20				20			202	42040	20	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							21				21			202	47000	21	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
	$\longrightarrow$						11				11	-		202	47000	11	EACH.	INDACT ATTENUATOR REMOVER	
	$\longrightarrow$						11				11	1		202 203	47800 20001	11 220	EACH CY	IMPACT ATTENUATOR REMOVED EMBANKMENT, AS PER PLAN	-
	$\vdash$						220 154.95				220 154.95	-		203	15001	154.95	STA	RESHAPING UNDER GUARDRAIL, AS PER PLAN	9
	$\longrightarrow$			9.48	9.39		134.33				18.87			209	60500	18.87	MILE	LINEAR GRADING	1 3
	$\overline{}$			0.70	0.50		12,556				12,556			606	15050	12,556	FT	GUARDRAIL, TYPE MGS	
							,,,,,,				1.2,000				7000	12,000			
							1,531				1,531			606	15550	1,531	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
							16				16			606	26150	16	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
							20				20			606	26550	20	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
							14				14			606	35002	14	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE I	
	$\longrightarrow$						7				7			606	35102	7	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
	$\longrightarrow$						10				10				00010	10	5100	TUDUOT ATTEMATOR TWO AND TO THE PROPERTY OF TH	
							10				10			606	60012	10	EACH	IMPACT ATTENUATOR, TYPE I (BIDIRECTIONAL)	
			-			-	<del>                                     </del>	-+			+ /	1		606	60028	1	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) (65 MPH/24" WIDE)	1
												-						EROSION CONTROL	-
	$\longrightarrow$										1,000	1		832	30000	1,000	EACH	EROSION CONTROL	+
											1,000			032	30000	1,000	LAUT	ENOSION CONTINUE	_
	$\overline{}$																	DRAINAGE	
	18										18			611	98630	18	EACH	CATCH BASIN ADJUSTED TO GRADE	
	1										1			611	99150	1	EACH	INLET ADJUSTED TO GRADE	
	2										2			611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
																		PAVEMENT	
325	$\longrightarrow$					517					842			251	01042	842	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	
100						250					350			251	01042	350	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	
100	$\vdash$			100 407	100 757						100			253	02000	100	CY	PAVEMENT REPAIR	
				2,997	100,353 3,044						200,836			254 254	01000 01000	200,836	SY SY	PAVEMENT PLANING, ASPHALT CONCRETE (2") PAVEMENT PLANING, ASPHALT CONCRETE (TAPER 2" TO 3.25")	
	$\longrightarrow$			2,997	3,044						6,041			254	01000	6,041	31	PAVEMENT PLANING, ASPHALT CONCRETE TTAPER 2 TO 3.237	
	$\vdash$			2,572	2,422						4,994			254	01000	4,994	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3.25")	
	$\overline{}$			530	529						1,059			254	01600	1,059	SY	PATCHING PLANED SURFACE	
160				""	020	1,504					1,664			255	10500	1,664		FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM	
500						5,640					6,240			255	20000	6,240	FT	FULL DEPTH PAVEMENT SAWING	
13						120					133			407	13900	133	GAL	TACK COAT, 702.13	
				13,789							27,548			407	20000	27,548	GAL	NON-TRACKING TACK COAT	
	igcup			4,449	4,410						8,859			408	10001	8,859	GAL	PRIME COAT, AS PER PLAN	8
	$\longrightarrow$			6,630	6,618						13,248			442	00100	13,248	CY	ANTI-SEGREGATION EQUIPMENT	1
				5,157	5,146						10,303			442	10101	10,303	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (PG 64-28)	8
				4,416	4,404						8,820			442	10300	8,820	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (PG 70-22)	
9	$\longrightarrow$					02					01			442	20200	0.1	CV	ASPUALT CONCRETE INTERMEDIATE COURSE TO MIN. TYPE A (AAO) (DC 64 20)	
J	$\longrightarrow$		<del>                                     </del>	614	610	82	+ +	-+		+	91	<del>                                     </del>		617	20200 10100	91 1,224	CY CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (PG 64-28)  COMPACTED AGGREGATE	1
	$\vdash$			11,114	11,015		+ +	-+		+	22,129			617	20000	22,129	SY	SHOULDER PREPARATION	+
	$\overline{}$		1	7.99	7.99		<del>                                     </del>	-+			15.98	1	+	618	40600	15.98	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	1
			<u> </u>	1	1		<del>                                     </del>				10.00	1		0.10		.0.00		The state of the s	1
							1 1					1						TRAFFIC CONTROL	1
			1						709		709	1		621	00100	709	EACH	RPM	1
									16		16			621	00300	16	EACH	RPM REFLECTOR	
									709		709			621	54000	709	EACH	RAISED PAVEMENT MARKER REMOVED	<u> </u>
							201				201			626	00110	201	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
							2	40			240			644	00500	240	FT	STOP LINE	
																			1
								83			683	1		644	00600	683	FT	CROSSWALK LINE	
			1		1			250			1,250	1	-	644	00700	1,250	FT	TRANSVERSE/DIAGONAL LINE	1
	, 1		ļ					21			21			644	01300	21	EACH	LANE ARROW	1
	,		ļ					.56				1	0.56	807	12010	0.56	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	1
			I				<del>                                     </del>	.28				1	0.28	807	12110	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	1
																	I	1	1
							10	61					10 64	007	14010	10 61	AATI =	WET DELICATIVE THEDMODIASTIC DAVEMENT MADVING FROM LINE 6"	
								.64					19.64	807 807	14010	19.64 8 37	MILE MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
							8.	.64 .37 870					19.64 8.37 3,870	807 807 807	14010 14110 14310	19.64 8.37 3,870	MILE MILE FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6" WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	

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						S	HEET NU	М.							PART.		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET	ULATED
	7	8	10	11	16	17	19	20	30	31	32	33		01/NHS/P V	02/NHS/B R	03/SAF/C T	) 172,00	EXT	TOTAL	ONT	DESCRIT FION	NO.	CALCULAT  KRB  CHECKEI
																					MAINTENANCE OF TRAFFIC		
				600										600			614	11110	600	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
			250	10										250			614	13000	250	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	11	
			2	10					25.94					12 25.94			614 614	18601 20560	12 25.94	SNMT MILE	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	11	
									60.58					60.58			614	22360	60.58	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		_
$\bigcirc$									11,610					11,610			614	23690	11,610	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT		
									3,750					3,750			614	25620	3,750	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT		
									720 63					720 63			614 614	26610 30650	720 63	FT EACH	WORK ZONE STOP LINE, CLASS III, 642 PAINT WORK ZONE ARROW, CLASS III, 642 PAINT		_
				25					03					25			808	18700	25	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
																	1 000	10100			STOTINE OF EED ELIMIT (BOET STOTINGSEMBET)		
																					INCIDENTALS		
														LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC		_
		+						-	-				-	4	1	1.0	619 623	16010	5	MNTH	FIELD OFFICE, TYPE B CONSTRUCTION LAYOUT STAKES AND SURVEYING		_
$\circ$		1												LS LS	LS	LS	623	10000	LS LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING  CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	8	<b>⊢</b> ≻
$\sim$		1												LS	LS	LS	624	10000	LS		MOBILIZATION		٣ ا
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									251	251	255	255	407	442
SLM		L ANE	МІОТН	ГЕМБТН	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	ОЕРТН	NUMBER OF REPAIRS	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM (13" CONCRETE)	FULL DEPTH PAVEMENT SAWING	TACK COAT, 702.13 @ 0.08 GAL/SY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (27)
BEGIN	END		FT	FT	SY		INCH		CY	CY	SY	FT	GAL	CY
3.86	4.00	LT, RT	24	6	16.00	TRANS	15	1			16	60	1	1
3.00	4.00	LT, RT	24	4	10.67	TRANS	6	4		7	10		/	,
		LANE LINE	24	100	22.22		6	2	7	,				
		LANE LINE		100	22.22	LONG	0							
4.00	5.00	LT, RT	24	6	16.00	TRANS	15	6			96	360	8	5
1.00	0,00	LT, RT	24	4	10.67	TRANS	6	13		23	30	300		
		RT	4	20	8.89	LONG	6	3	4	2.5				
		RT	4	50	22.22	LONG	6	5	19					
		RT SHOULDER	4	50	22.22	LONG	6	2	7					
		,,, o,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				20110								
5.00	6.00	LT, RT	24	6	16.00	TRANS	15	15			240	900	19	13
		LT, RT	24	4	10.67	TRANS	6	21		37				
		RT	4	50	22.22	LONG	6	8	30					
		RT	12	20	26.67	LONG	6	1	4					
		LT	4	50	22.22	LONG	6	3	11					
		RT SHOULDER	4	50	22.22	LONG	6	2	7					
6.00	7.00	LT, RT	24	6	16.00	TRANS	15	10			160	600	13	9
		LT, RT	24	4	10.67	TRANS	6	19		34				
		LANE LINE	2	20	4.44	LONG	6	3	2					
		RT	4	20	8.89	LONG	6	5	7					
		RT	12	20	26.67	LONG	6	2	9					
		LT	4	20	8.89	LONG	6	2	3					
		LT	12	20	26.67	LONG	6	2	9					
		RT SHOULDER	4	50	22.22	LONG	6	4	15					
7.00	7.97	LT, RT	24	6	16.00	TRANS	15	15			240	900	19	13
		LT, RT	24	4	10.67	TRANS	6	16		28				
		LANE LINE	2	100	22.22	LONG	6	8	30					
		RT	4	50	22.22	LONG	6	6	22					
		RT	12	20	26.67	LONG	6	2	9					
		LT	12	20	26.67	LONG	6	2	9					
		RT SHOULDER	4	50	22.22	LONG	6	4	15					
	NT ROAD								10					
	NT ROAD	RAMP Z							10					
	RAMP D								8	8				
. R. 58	RAMP F								12	8				
		EAS	1											

					L	OR-2 WES	TBOUND	PAVEMEN	T REPAIRS					
									251	251	255	255	407	442
SL	.М	LANE	WIDTH	LENGTH	INDIVIDUAL REPAIR AREA	TYPE OF REPAIR	ОЕРТН	NUMBER OF REPAIRS	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM (13" CONCRETE)	FULL DEPTH PAVEMENT SAWING	TACK COAT, 702.13 @ 0.08 GAL/SY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (2")
BEGIN	END		FT	FT	SY		INCH		CY	CY	SY	FT	GAL	CY
3.86	4.00	LT, RT LANE LINE	24	4	10.67	TRANS	6	4	4	7				
		LAINE LIIVE	2	50	11.11	LONG	6	2	4					
4.00	5.00	LT, RT	24	6	16.00	TRANS	15	9			144	540	12	8
		LT, RT	24	4	10.67	TRANS	6	8		14				
		LANE LINE	2	50	11.11	LONG	6	5	9					
		LANE LINE	2	100	22.22	LONG	6	3	11					
		RT	4	20	8.89	LONG	6	6	9					
		RT	12	20	26.67	LONG	6	2	9					
		LT	12	20	26.67	LONG	6	2	9					
		RT SHOULDER	4	50	22.22	LONG	6	5	19					
5.00	6.00	LT, RT	24	6	16.00	TRANS	15	8			128	480	10	7
		LT, RT	24	4	10.67	TRANS	6	9		16				
		LANE LINE	2	50	11.11	LONG	6	3	6					
		RT	4	50	22,22	LONG	6	5	19					
		RT SHOULDER	4	50	22.22	LONG	6	2						
	7.00		0.4	-	10.00	TDANG	15	1.4			004	0.40	10	10
6.00	7.00	LT, RT	24	6	16.00	TRANS	15	14		20	224	840	18	12
		LT, RT	24	4	10.67	TRANS	6	11		20				
		LANE LINE	2	50	11.11	LONG	6	3	6					
		RT RT	12	50 20	22.22 26.67	L ONG	6 6	2	15 9					
		LT	12	20	26.67	LONG	6	2	9					
		RT SHOULDER	4	50	22.22	LONG	6	4	15					
		NY SHOOLBEN	<u> </u>	00	22.22	20110		,	75					
7.00	7.97	LT, RT	24	6	16.00	TRANS	15	16			256	960	20	14
		LT, RT	24	4	10.67	TRANS	6	17		30				
		LANE LINE	2	50	11.11	LONG	6	4	7					
		LANE LINE	2	100	22.22	LONG	6	6	22					
		RT	4	50	22.22	LONG	6	5	19					
		RT	12	20	26.67	LONG	6	2	9					
		LT	12	20	26.67	LONG	6	2	9					
		RT SHOULDER	4	50	22.22	LONG	6	2	7					
OAK POI									10					
OAK POI		RAMP Y							10					
S. R. 58									8	8				
S. R. 58	RAMP E	I							8	10				
			<u></u>						1				_	
					-TOTAL	144.514			258	105	752	2820	60	41
		TOTALS CAR	KILU .	IU GEÏ	NEKAL SUMI	WAKI			517	250	1,504	5,640	120	82

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