WATERWAY PERMIT COMPLIANCE

ALL PROJECTS INVOLVING JURISDICTIONAL WATER OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. THE SECTION 404/401 WATERWAY PERMITS HAVE NOT YET BEEN AUTHORIZED FOR THIS PROJECT. THE CONTRACTOR SHALL NOT PERFORM ANY WORK IN AND/OR PLACE ANY FILL IN ANY STREAMS, RIVERS, AND/OR WETLANDS UNTIL THE FINAL SECTION 404/401 PERMITS ARE VERIFIED FOR THE PROJECT. THE COMPLETE VERIFIED SECTION 404.401 PERMITS WILL BE OBTAINED PRIOR TO PROJECT CONSTRUCTION AND THE WATERWAY PERMIT(S) CONDITIONS SHALL BE INCORPORATED INTO THE PROJECT CONSTRUCTION PLACE AS SPECIAL PROVISIONS. THE PROJECT CONTRACTOR SHALL ADHERE TO THE WATERWAY PERMIT(S) TERMS AND CONDITIONS THROUGHOUT PROJECT CONSTRUCTION.

TREE CLEARING ACTIVITY

NO TREE CLEARING ON ANY PART OF THE PROJECT SHALL OCCUR FOR THE PROJECT UNTIL ALL NECESSARY SECTION 404/401 PERMITS AUTHORIZING THE PROJECT HAVE BEEN OBTAINED FROM REGULATORY AGENCIES.

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM MARCH 16 THROUGH NOVEMBER 14. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM NOVEMBER 15 THROUGH MARCH 15. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PAVEMENT RESTORATION FOR MONUMENT ASSEMBLY INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 623, MONUMENT ASSEMBLIES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22, (449) 1 CU. YD.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 6 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE MONUMENT ASSEMBLIES.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL BE ENCASED IN CONCRETE. COST.

ITEM 202 - FENCE REMOVED FOR REUSE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS 202, THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING FENCE, POSTS, HARDWARE AND ALL POST FOUNDATIONS DESIGNATED FOR REMOVAL IN THE PLANS SO AS NOT TO DAMAGE ANY REMOVAL ITEMS AND STORE THE FENCE AND ALL HARDWARE FOR REERECTION. POST FOUNDATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR AND CAREFULLY REMOVED FROM THE POSTS SO AS NOT TO DAMAGE ANY POSTS.

UPON COMPLETION OF CONFLICTING WORK WITH THE FENCE, THE CONTRACTOR SHALL REERECT THE FENCE, POSTS, AND HARDWARE IN THE LOCATION DESIGNATED BY THE ENGINEER AND PROVIDE AND INSTALL POST FOUNDATIONS EQUIVALENT OR BETTER THAN THE FOUNDATIONS REMOVED. ADDITIONAL HARDWARE NEEDED TO COMPLETE THIS WORK SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.

PRIOR TO THE REMOVAL OF ANY FENCE OR POSTS DESIGNATED IN THE PLANS, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER IN THE EVENT THAT THE PROPERTY OWNER WOULD ELECT TO PERFORM THIS WORK THEMSELVES.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 202 - FENCE REMOVED FOR REUSE, AS PER PLAN.

ITEM 611 - CONDUIT, MISC.: 60" X 78" CONDUIT, TYPE A. 706.04

PROVIDED AND INSTALLED BY THE CONTRACTOR AT THE LOCATION INDICATED IN THE PLANS.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT. MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 611 - CONDUIT, MISC.: 60" X 78" CONDUIT, TYPE A, 706.04.

ITEM 202 - REMOVAL, MISC .: POST REMOVED

THE CONTRACTOR SHALL REMOVE AND RETURN TO THE OWNER EXISTING POSTS AT LOCATIONS INDICATED IN THE PLANS. THIS WORK SHALL ALSO INCLUDE THE REMOVAL AND DISPOSAL OF POST FOUNDATIONS AND ALL INCIDENTALS NECESSARY TO PERFORM THE WORK.

PRIOR TO THE REMOVAL OF ANY POST DESIGNATED IN THE PLANS, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER IN THE EVENT THAT THE PROPERTY OWNER WOULD ELECT TO PERFORM THIS WORK THEMSELVES.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 202 - REMOVAL, MISC .: POST

ITEM SPECIAL - PAPERBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING PAPER BOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING THE EXISTING PAPER BOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181. VERIFICATION OF PROPOSED DRAINAGE STRUCTURE

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE

THE PAPER BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS. BOLTS. PLATES. SPACERS. AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

PAPER BOX SUPPORTS. COMPLETE IN PLACE. WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL - PAPERBOX REMOVED AND RESET.

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

THE CONTRACTOR SHALL PERFORM THIS WORK TO VERIFY THE PROVIDED SURVEY CONTROL. THE CONTRACTOR WILL PERFORM THE VERIFICATION USING ONE OF THE TWO METHODS BELOW DEPENDENT UPON THE CONTRACTOR'S CHOSEN MEANS OF SURVEY CONTROL TO BE USED ON THE PROJECT. THE WORK SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AN OHIO LICENSED SURVEYOR.

- 1) IF USING GPS DEVICES TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL
 - a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
 - b. PERFORM A SITE CALIBRATION UTILIZING THE AVAILABLE HORIZONTAL AND VERTICAL CONTROL POINTS PROVIDED IN THE PLAN.
 - c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.
- 2) IF USING CONVENTIONAL SURVEY INSTRUMENTATION TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL
 - a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
 - b. LOCATE AND OBSERVE ANGLE AND DISTANCE TO ALL AVAILABLE HORIZONTAL CONTROL POINTS PROVIDED IN THE PLAN.
 - C. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID ITEM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED WORK:

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

PRIOR TO THE START OF CONSTRUCTION FOR THE PROPOSED CATCH BASIN AT STA. 1126+00, 19.50' RIGHT, THE CONTRACTOR SHALL VERIFY THAT THE PROPOSED CATCH BASIN WILL NOT CONFLICT WITH THE EXISTING 10" WATER MAIN.

IN THE EVENT THAT THE EXISTING 10" WATER MAIN WILL NEED RELOCATED OR LOWERED, THE CONTRACTOR SHALL INFORM THE ENGINEER PRIOR TO ANY RELOCATION OR LOWERING OF THE WATER MAIN. ADDITIONALLY, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE INTENDED PLAN OF RELOCATING OR LOWERING THE EXISTING WATER MAIN FOR APPROVAL.

PAYMENT FOR THE RELOCATING OR LOWERING OF THE EXISTING WATER MAIN SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS, INCLUDING ALL FITTINGS, BENDS, ETC., NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 638 - 10" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS, AS PER PLAN.





NOTIFICATION AND CONTACTS

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THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITTING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY ROAD CLOSURES.

- 1. OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 2088 SOUTH ARLINGTON ROAD AKRON, OHIO 44306 (330) 786-2208
- 2. OHIO STATE HIGHWAY PATROL RAVENNA PATROL POST 6259 STATE ROUTE 14 RAVENNA, OHIO 44266 (330) 297-1441
- 3. PORTAGE COUNTY ENGINEERING DEPARTMENT 5000 NEWTON FALLS RD RAVENNA, OHIO 44266 (330) 296-6411
- 4. CITY OF STREETSBORO POLICE DEPARTMENT 2080 STATE ROUTE 303 STREETSBORO, OHIO 44241 (330) 626-4976
- 5. CITY STREETSBORO FIRE DEPARTMENT 9184 STATE ROUTE 43 STREETSBORO, OHIO 44241 (330) 626-4664
- 6. STREETSBORO CITY SCHOOLS 9000 KIRBY LANE STREETSBORO, OHIO 44241 (330) 626-4900
- 7. CITY OF STREETSBORO ENGINEERING DEPARTMENT 9184 STATE ROUTE 43 (CITY HALL) STREETSBORO, OHIO 44241 (330) 626-4942 EXT. 4106
- 8. OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION 685 PROSPECT STREET BEREA, OHIO 44017-2799 (330) 971-2021 ATTN.: CHRISTOPHER MATTA

SHOULD THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1 (S.R. 43 CULVERTS)

S.R. 43 SHALL BE CLOSED AND DETOURED FOR THE CONSTRUCTION OF THREE (3) 42" CULVERTS CROSSING AT STA. 1089+46, STA. 1105+05, AND STA. 1110+61. S.R. 43 CLOSURES SHALL BE LIMITED TO THREE (3) WEEKENDS. WEEKEND HOURS ARE DEFINED AS BETWEEN 7:00 PM FRIDAY AND 6:00 AM MONDAY. THE CONTRACTOR SHALL COMPLETE EACH CULVERT SEPARATELY, AND CANNOT BEGIN THE NEXT CULVERT CROSSING UNTILL THE COMPLETION AND RESTORATION OF THE ROADWAY FOR TRAFFIC. ALL CULVERT WORK MUST BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE ROADWAY WIDENING.

IN ADDITION TO THE CULVERT WORK AT STA. 1110+61, THE CONTRACTOR SHALL INCLUDE THE INSTALLATION OF P-40, P-41, P-42, P-44, D-37, D-39, D-40 AND D-43 AS PART OF THE DRAINAGE SYSTEM. D-37, D-40 AND D-43 SHALL BE PLATED TO ALLOW VEHICLES TO DRIVE ON THEM DURING PHASE 3.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2 (S.R. 43 WATER MAIN)

THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED WATER MAIN ON THE WEST SIDE AND EAST SIDE OF S.R. 43. TRAFFIC SHALL REMAIN IN THE EXISTING TRAFFIC PATTERN WHILE CLOSING THE SOUTHBOUND RIGHT SHOULDER (BETWEEN STA. 1091+21 AND STA. 1101+97) AND CLOSING THE NORTHBOUND RIGHT SHOULDER (BETWEEN STA. 1102+41 AND STA. 1115+65), IN ACCORDANCE WITH THE OMUTCD FIGURE 6H-3.

THE WATER MAIN CROSSINGS AT CHEROKEE TRAIL AND ON S.R. 43 SHALL BE COMPLETED PART-WIDTH WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH ODOT SCD MT-97.10.

THE CONTRACTOR SHALL CONSTRUCT THE REMAINING PROPOSED WATER MAIN ON THE EAST SIDE OF S.R. 43 (BETWEEN STA. 1119+34 AND STA. 1120+60) WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

ALL WATER LATERALS SHALL BE COMPLETED WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC SHALL BE MAINTAINED ON S.R. 43 UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

THE CONTRACTOR SHALL NOT CONSTRUCT WATER LATERALS AND SERVICE CONNECTIONS UNTIL THE WATER MAIN HAS PASSED ALL CHLORINATION TESTING AND PRESSURE TESTING.

ALL PHASE 2 WATER MAIN WORK SHALL BE PERFORMED DURING OFF-PEAK HOURS (ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS).

PHASE I AND PHASE 2 MAY BE BUILT CONCURRENTLY.

PRE-PHASE 3 (S.R. 43 TEMPORARY PAVEMENT AND DRAINAGE)

PRIOR TO THE START OF PHASE 3, THE CONTRACTOR SHALL INSTALL P-30, P-31, P-33, P-34, P-43, D-29, D-31 AND HW-2. D-29 AND D-31 SHALL BE PLATED TO ALLOW VEHICLES TO DRIVE ON THEM DURING PHASE 3.

CONNECTIONS FOR ADDITIONAL PIPES CONNECTED TO D-29 SHALL BE PLUGGED UNTIL CONSTRUCTION IS COMPLETED IN PHASE 4.

THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT ALONG THE WEST SIDE OF S.R. 43. THE MAXIMUM LENGTH OF WORK AREA SHALL NOT EXCEED 500 FEET. ALL PORTABLE BARRIER DETAILED IN THE PHASE 3 PLANS SHALL BE INSTALLED WITH THE TEMPORARY PAVEMENT AND REMAIN IN PLACE UNTIL THE COMPLETION OF PHASE 3 CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL MILL THE REMAINING EXISTING PAVEMENT AND LAY THE ASPHALT INTERMEDIATE COURSE WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.12.

PRE-PHASE 3 WORK SHALL BE PERMITTED DURING OFF-PEAK HOURS (ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS) UNDER FLAGGER CONTROL, PER MT-97.10.

INTERIM COMPLETION

THE CONTRACTOR SHALL BE REQUIRED TO COMPLETE PHASE IN THROUGH PRE-PHASE 3 NO LATER THAN 8/15/2023. ALL EXISTING LANES SHALL BE OPEN AND AVAILABLE TRAFFIC BY 8/15/2023. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY.

SEQUENCE OF CONSTRUCTION (CONTINUED)

WINTER OVER PHASE

THIS PHASE IS INTENDED TO BE UTILIZED BETWEEN 8/15/2023 AND 4/01/2024.

NO PROPOSED ROADWAY CONSTRUCTION OR PAVING
OPERATIONS SHALL OCCUR DURING THE WINTER OVER PHASE.
TWO-LANES OF SR 43 TRAFFIC, ACCESS TO ALL DRIVEWAYS,
AND ACCESS TO ALL INTERSECTING STREETS SHALL BE
MAINTAINED.

AT THE APPROVAL OF THE ENGINEER, OTHER WORK MAY BE PERFORMED DURING THIS PERIOD PROVIDED THAT WINTER OVER TRAFFIC PATTERNS ARE RESTORED AT THE END OF EACH WORKDAY.

PHASE 3 (S.R. 43)

PHASE 3 CONSTRUCTION SHALL NOT BEGIN PRIOR TO 4/01/2024 WITHOUT THE APPROVAL OF THE ENGINEER.

TRAFFIC SHALL BE SHIFTED TO THE WEST SIDE OF S.R. 43, ON THE EXISTING/TEMPORARY PAVEMENT. LEFT TURN LANES SHALL BE MAINTAINED AT EVERGREEN DRIVE AND FROST ROAD. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE EAST SIDE OF S.R. 43, INCLUDING THE ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

ALL STORM SEWER CROSSINGS AND THE WATER SERVICE CONNECTIONS FOR S.R. 43 SHALL BE PERFORMED DURING OFF-PEAK HOURS WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

PIKE PARKWAY SHALL BE CLOSED AND DETOURED AS SHOWN IN THE DETOUR PLAN. ALL ROADWAY IMPROVEMENTS SHALL BE COMPLETED DURING THE CLOSURE. THE CLOSURE SHALL NOT EXCEED 7 CALENDAR DAYS.

PHASE 4 (S.R. 43, CHEROKEE TRAIL, GAYNELLE AVENUE AND SHAWNEE TRAIL)

TRAFFIC SHALL BE SHIFTED TO THE EAST SIDE OF S.R. 43, ON THE PROPOSED INTERMEDIATE COURSE. LEFT TURN LANES SHALL BE MAINTAINED AT EVERGREEN DRIVE AND FROST ROAD. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE EAST SIDE OF S.R. 43, INCLUDING THE ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

CHEROKEE TRAIL TRAFFIC SHALL BE SHIFTED TO THE CENTER OF CHEROKEE TRAIL. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE NORTH AND SOUTH SIDE OF CHEROKEE TRAIL WHILE MAINTAINING TWO-WAY, TWO-LANE TRAFFIC.

ANY REMAINING STORM SEWER CROSSINGS AND THE WATER SERVICE CONNECTIONS FOR S.R. 43 SHALL BE PERFORMED DURING OFF-PEAK HOURS WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

SHAWNEE TRAIL AND GAYNELLE AVENUE SHALL BE CLOSED AND DETOURED AS SHOWN IN THE DETOUR PLANS. ALL ROADWAY IMPROVEMENTS SHALL BE COMPLETED DURING THE CLOSURE. THE SHAWNEE TRAIL CLOSURE SHALL NOT EXCCED 30 CALENDAR DAYS, AND THE GAYNELLE AVENUE CLOSURE SHALL NOT EXCEED 7 CALENDAR DAYS.

SHAWNEE TRAIL AND CHEROKEE TRAIL SHALL NOT BE CONSTRUCTED CONCURRENTLY.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 5 (S.R. 43 SURFACE COURSE AND PAVEMENT MARKINGS)

THE CONTRACTOR SHALL MILL THE REMAINING PAVEMENT OUTSIDE THE WIDENING LIMITS AND PLACE THE INTERMEDIATE COURSE. THE CONTRACTOR SHALL THOROUGHLY CLEAN THE ASPHALT INTERMEDIATE COURSE AND PLACE THE FINAL ASPHALT SURFACE COURSE AND THE FINAL PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS. THE WORK SHALL BE RESTRICTED TO OFF-PEAK HOURS ((ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS). DURING MILLING AND PLACEMENT OF THE ASPHALT INTERMEDIATE AND SURFACE COURSE, TRAFFIC SHALL BE MAINTAINED UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.12. DURING FINAL PAVEMENT MARKING OPERATIONS, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MT-99.20.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 -MAINTAINING TRAFFIC

ITEM 622 - PORTABLE BARRIER PLACEMENT

DURING THE PLACEMENT OF THE PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

ALL COSTS INVOLVED IN PLACING THE PORTABLE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 622 - PORTABLE CONCRETE BARRIER.

BMP INSTALLATION IN DR-36

THE PROPOSED BMP STRUCTURE IS LOCATED IN DRIVE DR-36 AT STA. II21+62. THE CONTRACTOR SHALL CLOSE DRIVE DR-36 FOR THE INSTALLATION OF THE BMP STRUCTURE. A TEMPORARY GRAVEL CONNECTION SHALL BE CONSTRUCTED BETWEEN DR-36 AND DR-37. THE DRIVE SHALL BE A MINIMUM OF 12' WIDE AND THE AGGREGATE SHALL BE A MINIMUM OF 4" THICK.

THE DRIVE CLOSURE SHALL BE LIMITED TO 7 CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$500 PER DAY.



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DELINEATION OF PORTABLE AND PERMANENT BARIRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANES UNDER EITHER OF THE FOLLOWING CONDITION: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EOUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING DELINEATION OF PORTABLE AND PERMANENT BARRIER.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE OUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIERS REFIFECTORS.

SIGNAL MODIFICATIONS

THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF THE EXISTING, TEMPORARY OR PROPOSED SIGNAL HEADS AND THE TIMINGS FOR EACH PHASE OF CONSTRUCTION IN ACCORDANCE WITH THE OMUTCD, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL MINIMUM / MAXIMUM SIGNAL HEAD TO PAVEMENT CLEARANCES ARE MAINTAINED AT ALL TIMES AND SHALL BE FIRST APPROVED BY THE ENGINEER. NO BREACH IN CLEARANCES SHALL BE PERMITTED.

THE COST FOR ALL LABOR, EQUIPMENT, TOOLS AND MATERIALS REQUIRED TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. FROM THE TIME THE EXCAVATION BEGINS ON THE TRENCH WIDENING, THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS PLACED AT TEN LIOJ FOOT INTERVALS. THE LENGTH OF WIDENING OPEN AT ANY ONE TIME SHALL NOT BE GREATER THAN WHICH CAN BE COMPLETED WITHIN 14 CALENDAR DAYS. ALL PROPOSED SUBBASE AND ITEM 301 ASPHALT CONCRETE BASE MATERIAL SHALL BE COMPLETED IN A CONTINUOUS OPERATION.

<u>ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN</u>

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCE OF 800 FEET AND 600 FEET RESPECTIVELY.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHALL BE LOCATED. IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF. ADDITIONALLY WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE TYPE GYELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CONTRACTOR. A LIST OF ALL PROPOSED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE ENGINEER PRIOR TO CONSTRUCTION. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DE-ACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL, IN ACTIVE CELLULAR AREAS, ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EOUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

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WINTER OVER PHASE

UPON COMPLETION OF PRE-PHASE 3 CONSTRUCTION, THE CONTRACTOR SHALL RESTRIPE THE PROJECT MAINTAINING THE EXISTING TRAFFIC PATTERN FROM PRIOR TO THE START OF CONTRUCTION. THE LANES SHALL BE CENTERED ON THE PAVEMENT BETWEEN THE EXISTING EDGE OF SHOULDER ON THE EAST SIDE AND THE EDGE OF TEMPORARY PAVEMENT ON THE WEST SIDE. THE PAVEMENT MARKINGS WILL RESULT IN WIDE SHOULDERS ON EACH SIDE OF THE ROAD OVER THE WINTER. IT IS THE CONTRACTOR'S RESPONSIBLITY TO INSTALL SHIFTS BASED ON THE SHIFTING TAPER RATES PROVIDED IN MT-102.20.

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THE PORTABLE BARRIER PLACED IN PRE-PHASE 3 SHALL REMAIN IN PLACE OVER THE WINTER MONTHS. ALL LANES SHALL MAINTAIN A MINIMUM 2' CLEARANCE FROM EDGE LINE TO FACE OF BARRIER.

REMOVAL OF THE WINTER OVER PAVEMENT MARKINGS AT THE BEGINNING OF PHASE 3 SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN TO THE PAY ITEMS LISTED BELOW.

THE ESTIMATED QUANTITIES LISTED BELOW HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE USE AS DRIECTED BY THE ENGINEER. QUANTITIES PROVIDED BELOW INCLUDE MARKINGS APPLIED TO THE MILLED PAVEMENT AND INTERMEDIATE COURSE. ADDITIONALLY THE QUANTITIES INCLUDE ONE REAPPLICATION AFTER 120 CALENDAR DAYS.

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 648

ITEM 614 - WORK ZONE EDGE LINE, CLASS I. 4". 648

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648

ITEM 614 - WORK ZÓNÉ STOP LINE, CLASS I, 648 ITEM 614 - WORK ZONE ARROW, CLASS I, 648 <u>3.15</u>MILE <u>5.55</u> MILE

<u>750</u> FT <u>180</u> FT 6 F4CH

TEMPORARY DRIVE PIPES

THE FOLLOWING QUANTITY HAS BE PROVIDED FOR THE INSTALLATION OF TEMPORARY DRIVE PIPES INSTALLED ON THE WEST SIDE OF SR 43 FOR PHASE 3 IN ORDER TO MAINTAIN POSITIVE DRAINAGE.

ITEM 611 - 15" CONDUIT, TYPE D

<u>650</u> FT

TIME LIMITATION, CURB RAMP

FOR CURB RAMP WORK SOUTH OF STA. 1083+60, THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY THAT THE CURB RAMP IS OUT OF SERVICE.

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ACCESS TO PROPERTIES

ACCESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES EXCEPT WHEN A DRIVEWAY MUST BE CLOSED FOR CONSTRUCTION. ALL RESIDENTS AND PROPERTY OWNERS SHALL BE PROVIDED WRITTEN NOTIFICATION BY THE CONTRACTOR A MINIMUM OF 24 HOURS PRIOR TO THE CLOSURE. THE NOTICE SHALL LIST THE TIME THE CLOSURE WILL BE EFFECT AND SHALL LIST 24-HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE TIMES SHALL BE COORDINATED WITH EACH RESIDENT AND PROPERTY OWNER. INDIVIDUAL DRIVE CLOSURES SHALL BE KEPT TO THE MINIMUM TIME NEEDED FOR CONSTRUCTION ACTIVITIES. EVERY EFFORT MUST BE MADE TO ACCOMMODATE THE RESIDENT OR OWNER'S NEED FOR ACCESS. ACCESS MAY BE MAINTAINED WITH THE USE OF ASPHALT, AGGREGATE, OR STEEL PLATES.

WHERE A DRIVEWAY IS WIDE ENOUGH, THE CONTRACTOR SHALL CONSTRUCT THE DRIVEWAY PART-WIDTH WHILE MAINTAINING TWO-WAY TRAFFIC. WHERE A PROPERTY HAS MORE THAN ONE DRIVEWAY, DRIVES SHALL BE CONSTRUCTED ONE AT A TIME.

ALL LABOR AND MATERIALS REQUIRED FOR THE WORK
DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL TO AND
INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC. MISC: PAVEMENT PATCHING

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY TO PROVIDE PAVEMENT REPAIRS DURING THE DURATION OF THE WINTER OVER PHASE. THE COST FOR EACH ITEM SHALL BE \$1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF PAVEMENT PATCHING WORK REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE PAVEMENT FOR THE DURATION OF THE WINTER OVER PHASE. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE WINTER OVER PHASE. THE CONTRACTOR SHOW IN THE WINTER OVER PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE WINTER OVER PHASE. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

ITEM 614 - MAINTAINING TRAFFIC, MISC: PAVEMENT PATCHING

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20 20 60 97400 20 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 20 60 97400 20 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 80 97400 20 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 81 97400 20 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 21 22 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 22 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 23 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 24 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 25 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 26 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 27 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 28 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 29 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINANCE 20 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 21 60 9850 2 FT COMMIT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 22 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 23 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 24 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 25 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 26 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 27 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY COMMINE 28 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY 28 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY 29 60 9850 2 FT COMMITT, MISC, TYPE C FOR ORBANIC SUSCEMBLY 29 60 9850 2 FT							13											FT E	CONDUIT MISC: 60" X 78" CONDUIT TYPE 4 706 04	
20			20										20					FT E	CONDUIT, MISC. TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE	-
20															611			FT	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	i
			20										20		611	97400	20	FT	CONDUIT, MISC.: TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE	j
			20										20		611	07400	20	ΕТ	CONDUIT MICC . TYPE E EOD DRAINACE DISCHARCE CONTINUANCE	
			20			11	1													
							2						2			1	2			18
						14														
							4						4		611	98181	4	EACH	CATCH BASIN, NO. 3A, AS PER PLAN	10
						3							3		611	98370	7	FACH	CATCH BASIN NO. 6	
							15													
							5						5				5			
						3							3				3			
	+						/					1	1		611	99586	/	<i>EACH</i>	MANHULE, NO. 5 WITH TUB" BASE I.U. AND TZ" WEIR	
							1					+ +	1		611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE	-
2 611 99720 2 EACH INSPECTION WELL 5,000 SPECIAL 6199820 5,000 LB MISCELLANEOUS METAL 1 895 10040 1 EACH MANUFACTURED WATER OUALITY STRUCTURE, TYPE 4 1 700 251 01000 700 SY PARTIAL DEPTH PAVEMENT REPAIR (441) 730 1,243 252 01500 1,243 FT FULL DEPTH PAVEMENT SAWING 730 1,243 252 01500 1,243 FT FULL DEPTH PAVEMENT SAWING 18,237 250 150 1 1 1 18,357 254 01000 18,237 SY PAVEMENT REPAIR (451) 1,636 301 56000 1,836 CY ASPHALT CONCRETE (T= VARIES FROM 0° TO 3.257) 1,685 150 1 1 2,861 304 20000 2,861 CY AGGREGATE BASE 150 150 1 150 304 20000 150 CY AGGREGATE BASE (FOR PAVEMENT REPAIR) 3,192 5 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT						1							1		611		1			
		2							1				3							
No	+		5,000									 	5,000		SPECIAL	61199820	5,000	LB	MISCELLANEOUS METAL	'
700							1						1		895	10040	1	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4	
TOO TOO TOO TOO TOO TOO SY PARTIAL DEPTH PAVEMENT REPAIR (441)																				
513				700									700		25.1	01000	700	CV		_
250 250 253 01000 250 SY PAVEMENT REPAIR 18,237 SY PAVEMENT PLANING, ASPHALT CONCRETE (T= VARIES FROM 0" TO 3.25") 1,685 150 1 1 1 1 1 1 1 1 1	513			700							730									-
18,237 150 1 18,237 254 01000 18,237 SY PAVEMENT PLANING, ASPHALT CONCRETE (T= VARIES FROM 0" TO 3.25") 1,685 150 1 1,836 301 56000 1,836 CY ASPHALT CONCRETE BASE, PG64-22, (449) 2,270 100 491 2,861 304 20000 2,861 CY AGGREGATE BASE 150 150 150 304 20000 150 CY AGGREGATE BASE (FOR PAVEMENT REPAIR) 3,192 5 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT				250									250				250			
2,270 100 491 2,861 304 20000 2,861 CY AGGREGATE BASE 150 150 150 150 150 150 CY AGGREGATE BASE (FOR PAVEMENT REPAIR) 3,192 5 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT																				
3,192 150 150 150 304 20000 150 CY AGGREGATE BASE (FOR PAVEMENT REPAIR) 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT	1,685		150		1								1,836		301	56000	1,836	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	-
3,192 150 150 150 304 20000 150 CY AGGREGATE BASE (FOR PAVEMENT REPAIR) 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT	2.270		100								491	+	2.861		304	20000	2.861	CY	AGGREGATE BASE	+
3,192 5 3,197 407 20000 3,197 GAL NON-TRACKING TACK COAT											1		150							-
441 50000 34 CY ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	3,192														407	20000	3,197	GAL	NON-TRACKING TACK COAT	
<u> </u>											34		34		441	50000	34	CY	<u> </u>	-

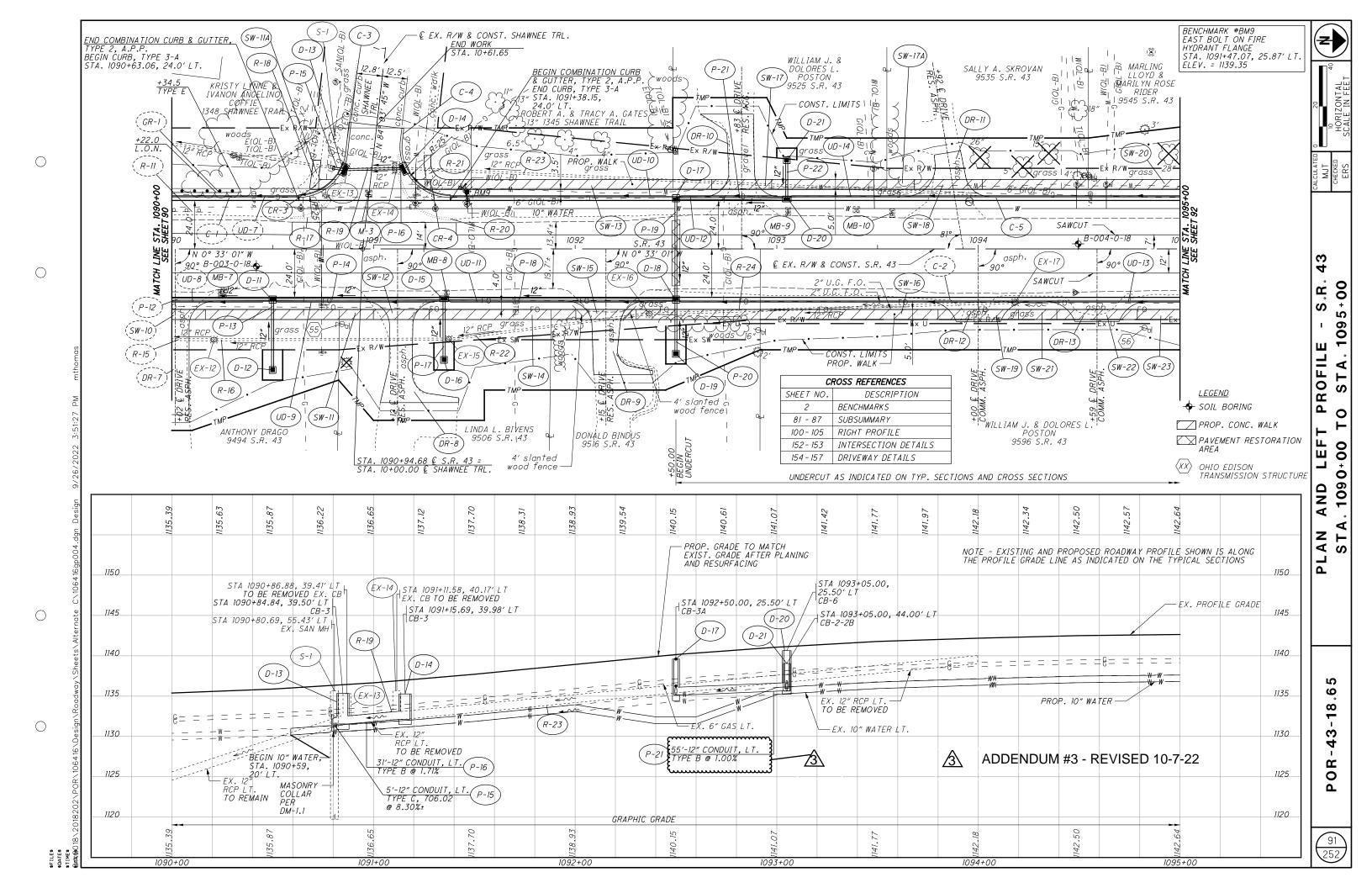
				SHEET	NUM.		_			PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEE
FICE ALCS	9	83	87	155	165	167	168			01/SAF/P V/STRE	'' - '''	EXT	TOTAL		BESSIII TISK	NO.
				1							441	50700		CV	PAVEMENT	
,198				4						1,198	441 442	50300 10001	1,198	CY CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN (PG70-22M)	10
398										1,138	442	22300	1,398	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449)	10
.550				915						915	452	10050	915	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
144				423						567	452	12050	567	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS	
		0.170								0.170	000	12001	0.170	ГТ	COMPINATION CUPP AND CUTTED TYPE 2 AC DED DIAM	
		9,170 98								9,170 98	609 609	12001 20000	9,170 98	FT FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN CURB, TYPE 3-A	9
		172								172	609	26000	172	FT	CURB, TYPE 6	
4		772								4	617	10100	4	CY	COMPACTED AGGREGATE	
	3,500									3 , 500	875	10000	3,500	LB	LONGITUDINAL JOINT ADHESIVE	
	3,300									3,300	073	10000	3,300	LU		
					_					_	070	0.7000	_	5400	WATER WORK	
-		+			5					5	638	07800	5	EACH	6" GATE VALVE AND VALVE BOX	
					2					2	638	07900	2	EACH	8" GATE VALVE AND VALVE BOX	
					4					4	638	08000	4	EACH	10" GATE VALVE AND VALVE BOX	
					1					1	638	08706	1	EACH	8" CUTTING-IN SLEEVE	
					1					1	638	09000	1 1	EACH	8" CUTTING-IN SLEEVE, VALVE AND VALVE BOX	
					4					4	638	09100	4	EACH	10" CUTTING-IN SLEEVE, VALVE AND VALVE BOX	
					1					1	638	09520	1	EACH	10" X 10" TAPPING SLEEVE, VALVE AND VALVE BOX	
					1					1	638	10300	1	EACH	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	
					3					3	638	10400	3	EACH	FIRE HYDRANT ADJUSTED TO GRADE	
					9					9	638	10800	9	EACH	VALVE BOX ADJUSTED TO GRADE	
					9		10			19	638	10801	19	EACH	VAL VE BOX ADJUSTED TO GRADE, AS PER PLAN	
					19					19	638	10900	19	EACH	SERVICE BOX ADJUSTED TO GRADE	
					4					4	638	98000	4	EACH	WATER WORK, MISC.: FIRE HYDRANT REMOVED FOR STORAGE (CITY OF STREETSBORO)	167
					4					4	638	98000	4	EACH	WATER WORK, MISC.: 6" FIRE HYDRANT (CITY OF STREETSBORO)	167
					1					1	638	98000	1	EACH	WATER WORK, MISC.: 6" FIRE HYDRANT WITH REMOTE SENSING (CITY OF STREETSBORD)	167
						17				17	638	98000	17	EACH	WATER WORK, MISC.: CURB BOX	167
				3	<u> </u>	LS			3	LS	638	98100	15	3	WATER WORK, MISC.: CITY OF STREETSBORO WATER DEPARTMENT CHARGES	167
				707	£693				701	£693	638	98600	£693	FT	WATER WORK, MISC.: 6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18	167
				_	سئس					44	638	98600	maan	FT	WATER WORK, MISC.: 8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18	167
				/3\-	[1,605]				/3\-	69 44 1,605	638	98600	{ 1,605 }		WATER WORK, MISC.: 10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18	167
				753	1,439					1,439	638	98600	1,439	√3 ^{F T}	WATER WORK, MISC.: WATER MAIN ABANDONED	167
					546	200				746	638	98600	746	<u>73\</u> FT	WATER WORK, MISC.: 3/4" COPPER SERVICE LINE (CITY OF STREETSBORO)	167
					340	200				140	030	30000	140		WATER WORK, MISC. 5/4 COFFER SERVICE LINE (CITY OF STREETSBORG)	101
											CII	00054	4	EACH.	SANITARY SEWER	
			<i>4</i> 3							3	611 611	99654 99690	3	EACH EACH	MANHOLE ADJUSTED TO GRADE MANHOLE, MISC.: MANHOLE ADJUSTED TO GRADE (SANITARY)	11
			Ŭ							Ů	011	00000		Eriori	miniote, missis miniote ribustic to other to miniote the second of the s	
				 			+									
															3 ADDENDUM #3 - REVISED 10-7-22	

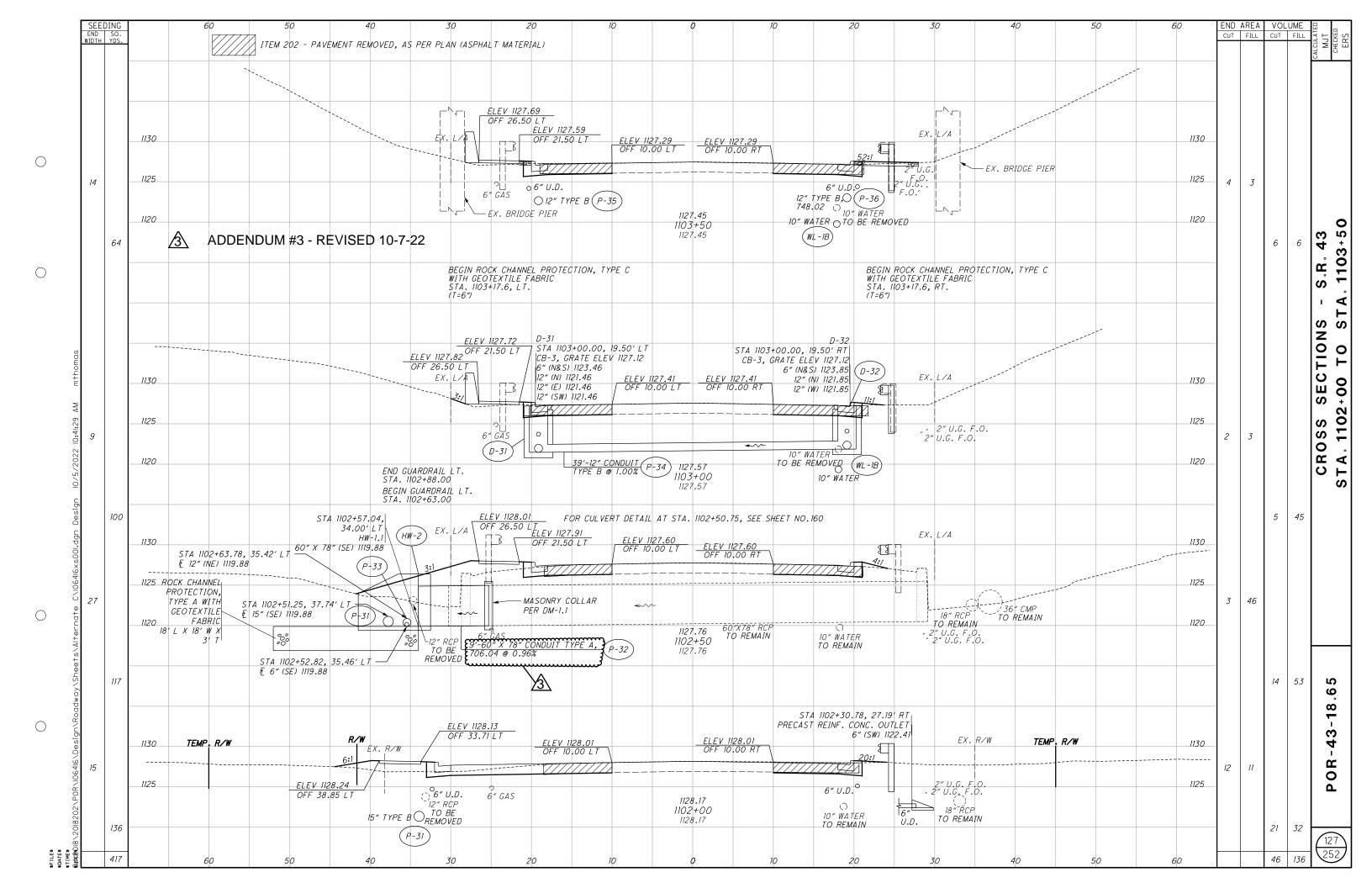
		1	ı		SHEE	T NUM.	1	1			1		RT.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEI
14	15	16	17	18	19	<u> </u>						01/SAF/P V/STRE			EXT	TOTAL			NC
																		MAINTENANCE OF TRAFFIC	
			100	57								157		411	10000	157	CY	STABILIZED CRUSHED AGGREGATE	
			207	197								404		609	26001	404	FT	CURB, TYPE 6, AS PER PLAN	1
		650						1				650		611	06400	650	FT	I5" CONDUIT, TYPE D	
	60		2	 	1			1				60 2		614 614	11110 12384	60 2	HOUR EACH	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
LS												LS		614	12420	LS		DETOUR SIGNING	
55			17	<u></u>								55 17		614 614	13000 13310	55 17	CY EACH	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
			17									17		CIA		17			
	F	10,000	m	m		m	m	m	\overline{m}	m	\overline{m}	10,000	\overline{m}	614	18000	10,000	EACH	MAINTAINING TRAFFIC, MISC.: PAVEMENT PATCHING	
	6	~~~					$\frac{\omega}{\omega}$			$\frac{1}{2}$	$\frac{\omega}{\omega}$		\sim		2000			OBJECT MARKER TWO WAY MAINTAINING TRAFFIC, MISC.: PAVEMENT PATCHING PORTABLE CHANGEAGE MESSAGE TOWN AS PER PLAN WORK ZONE CENTER LINE, CLASS I	\mathcal{A}
	<u> </u>	3.15	0.59	0.09	0.76							3.15		614	21360	3.15	MILE	WORK ZONE CENTER LINE, CLASS I, 648	
	 	•	1.22	0.99	0.85							3.06		614	22000	3.06	MILE	WORK ZONE EDGE LINE, CLASS I, 4"	
	}	5.55	1.22	0.55	0.03							5.55		614	22330	5.55		WORK ZONE EDGE LINE, CLASS I, 4", 648	
	 	750		81	91			-				172 750		614 614	23000 23140	172 750	FT FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8" WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648	
	<u> </u>		297		289	1	<u> </u>	1		<u> </u>		586		614	24000	586		WORK ZONE DOTTED LINE, CLASS I	
										ı		383		614	25000	383			
			L.B.	44	سكوسا	~~~	$\overline{}$		\sim	\sim		383	\sim	614	25000 26000	383			
		180		1	1 1	1		 		1	.	180		614	26120 30000	180	FT . EACH .	WORK ZONE STOP LINE, CLASS I, 648 WORK ZONE ARROW, CLASS I	
						 						1		614				WORK ZONE ARROW, CLASS I WORK ZONE ISLAND MARKING, CLASS I	
		6	\sim	$\frac{1}{1}$		$\frac{1}{1}$	\sim			$\frac{1}{1}$	\sim	$rac{1}{6}$	\sim	614	30120	\sum_{6}	EACH	WORK ZONE ARROW, CLASS 1, 648	
LS		1						1				LS		615	10001	LS		ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN	1.
			2,954	1,357								4,311		615	25000	4,311	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
85												85		616	10000	85	MGAL	WATER	
			620					1				620		622	41100	620	FT	PORTABLE BARRIER, UNANCHORED	
			020									020		022	77700	020	, ,	TONTABLE BAIMLEN, OMNIONED	
				<u> </u>															
																		INCIDENTAL C	
				<u> </u>	1			1				LS		614	11000	LS		INCIDENTALS MAINTAINING TRAFFIC	
				<u> </u>								21 LS		619 623	16010 10000	21 LS	MNTH	FIELD OFFICE, TYPE B CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	
																			
				<u> </u>															
	-			<u> </u>				+											
																			
		1			1	1		1											
					1	1			1		-				-				
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																		ADDENDUM #3 - REVISED 10-7-22	

REF. NO. S	SHEET							2				1															٥.	^		۵- ا	~~~	A				1		
NO.		T NO.	CULVERT FILE NO.	LOCATION		STATION	SIDE	, 24" AND UNDI	'ED, OVER 24"	IN ABANDONED	L REMOVED	.L PROTECTION, H GEOTEXTILE BRIC	OCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE	BRIC	E MASONRY		TYPE B, AS PER	'L AN	17PF R 748 02	ire b,	TYPE C, AS PER		TYPE C, 706.02	TYPE B, 748.02	1, TYPE B, AS PER	Ľ AN	TYPE C, AS PER LAN	TYPE 4, 706.02,	OR 707.42	TYPE C, AS PER LAN	SC.: 60" X 78" YPE 4, 706.04	45IN, NO. 3	BASIN, NO. 34	BASIN, NO. 6	BASIN, NO. 2-2B	.E, NO. 3	RECONSTRUCTED TO GRADE	CALCULA
1 1			(CFN)					PIPE REMOVED,	PIPE REMOVED,	CATCH BASIN	HEADWALL	ROCK CHANNEL TYPE A WITH (A		CONCRETE		12" CONDUIT, TYPE		TILIONOJ "61	Ž	12" CONDUIT, TYPE		12" CONDUIT,	15" CONDUIT,	IOMOO "5!		15" CONDUIT, TYPE (PLAN	42" CONDUIT,		42" CONDUIT, TYPE (PLAN	CONDUIT, M.	САТСН В	САТСН	САТСН	САТСН	MANHOLE,	MANHOLE	
				PARTICIPAT	FROI TION	i TO		OI/SAF	FT 02/NHS/	EACH OI/SAF/	EACH 02/NHS/	CY 02/NHS/	CY 01/SAF/ (PV/STRE (02/NHS/ (CY OI/SAF/ O	02/NHS/	01/SAF/	02/NHS/	OI/SAF/	T 02/NHS/	OI/SAF/	02/NHS/	FT 01/SAF/	FT 01/SAF/	OI/SAF/	T 02/NHS/	FT 02/NHS/	OI/SAF/	02/NHS/	FT 02/NHS/	FT 02/NHS/	EACH 01/SAF/	EACH 01/SAF/	EACH 01/SAF/	EACH 01/SAF/	EACH 01/SAF/	EACH 01/SAF/	<i>,</i>
EX-25	9.	93		S.R. 43		.28	RT.	PV/SIR	E CV/SIRE	1	CV/SIRE	CV/SIRE	PV/SIRE L	V/SIKE F	V/SIME L	V/SIKE	PV/SIRE	CV/SIME	PV/SIRE	CV/SIRE	PV/SIME	LV/SIME	PV/SIRE	<u> </u>								PV/SIME	PV/SIME	PV/SIRE	PV/SIRE	PV/SIRE	PV/31RE	1
P-1	90	-		S.R. 43	1086+60	.00 1088+75	.00 LT.										215							3	ADDE	NDU	√I #3 	REV	ISED	10-7	22 -		1					1
P-2 P-3	90 90			S.R. 43	1086+60 1087+50	.00 1088+75	.00 RT.										90 125																1					_
P-4 P-5	90 90			S.R. 43 S.R. 43	1088+20												72				81												1		1			>
																					<i></i>														,			"
P-6A	90	0		S.R. 43	1089+00 1088+75	.00 1089+46	.10 RT.										71				54												1		1			2
P-7 P-8	90			S.R. 43 S.R. 43	1089+46 1089+46	6.04 1089+46 6.10 1089+46	.10 RT. .80 LT./R	7.																			5		65								1	2
P-9	90				1089+46		.93 LT.															10										1						ט מ
P-10	90				1089+46	i.93 1089+47	.16 LT.						5.56		7.20													17								1		1 =
P-11 P-12	90 -				1089+46 1089+46		.00 RT.										104				42													1	1] <i>u</i>
P-13 P-14	9	91		S.R. 43	1090+50 1090+50	.00 1090+50	.00 RT.										85				35												1		1			U
																	00																,					<
P-15 P-16	9	91			1090+80			5									31						5									1						│
P-17 P-18	9	91			1091+35 1091+35	.00 1091+35	.00 RT.										115				30													1	1			4
P-19	9			S.R. 43	1092+50	.00 1032+50	.00 LT./R	т.									113	51															1	,				=
P-20	9	91		S.R. 43	1092+50	0.00 1092+50	.00 RT.							—- į	3						27														1			-
P-21 P-22	9			S.R. 43 S.R. 43	1092+50	.00 1093+05 .00 1093+05	.00 LT.							F			55				19													1	,			-
P-22A	9	92		S.R. 43	1097+00	.00 1098+35	.00 RT.										135	<u>.</u>			,,,												1	,				1
P-23	92	12				.00 1098+35		' . 										51															1					_
P-24 P-25	92 92				1098+35	.00 1099+24 1.24 1099+24	.24 RT.										32	89															1					-
P-26	92 -	- 93		S.R. 43	1099+24	1.24 1101+25.	00 RT.														100			201												1		1
P-27 P-28	92 - 9.			S.R. 43 S.R. 43	1099+50 1100+50		.00 LT.														100 75														1			_
P-29	9.	93		S.R. 43	1101+25	.00 1101+25.	00 LT.														13														1			-
P-30 P-31	9.			S.R. 43 S.R. 43	1101+25 1101+25	.00 1101+25.	00 LT./R	т.																	127	51							1					1
P-32	9.	13		S.R. 43	1102+55	.44 1102+57	.04 LT.		9		1	36.00				17.50					40				12.1						9		,					1
P-33	9.			S.R. 43	1102+63																40											1						_
P-34 P-35	9. 9.				1103+00		.00 LT./RT	Τ.									100	39														1						, A
P-36	9. 93 -	13		S.R. 43	1103+00 1104+99	.00 1104+00	.00 RT.									7.2			100										12			1						a
P-37A					1104+99	.64 1105+06	29 RT. .23 RT.	10								7.2							7						IZ									1 5
P-38	9.	34_		S.R. 43	1105+01	.29 1105+08	.15 LT./R	r.L		\pm					+									L					40			1						7
P-39 P-40	9. 9.			S.R. 43 S.R. 43	1105+08 1108+30	3.15 1105+12.	23 LT. .00 LT./R							3.06		7.2				39									24			1	1					ם
P-41	9.	34		S.R. 43	1108+30	.00 1108+75	.58 LT.			1								46		33													1			,		່ ເ
P-42	9.			S.R. 43	1108+75													124																				2 ا
P-43 P-44	94 - 94 -	- 95 - 95		S.R. 43 S.R. 43	1110+00 1110+00	.00 1110+00 .00 1110+60	00 LT./RT 99 LT.	Τ.									61	3		39												1						-
P-45	9:			S.R. 43	1110+60	.06 1110+60	29 RT.		10	1.	<u> </u>	70.00	5.50	7.00	7.00	7.2	كسسع	400	لسرس	70	£10			20:						10				-	10	-		1
			AT./ A T	TOTALS RRIED TO G		Olhuc - O'		15 15	19 19	1 1	1 .	36.00 36	5.56 6	3.06 3	7.20 7.2	39.10 39.1	1291	400 400	100 100	78 78	516 516	10 10	12 12	201 201	127 127	51 51	5 5	17 17	141 141	10 10	9	11 11	14 14	3	10	3 -	1 .	8 25

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														NE	DRIVE			AREA	202	203	204	252	304	304	304	407	441	441	452	452
NO.	c.			E	(DEGREES)	MA TERIAL	MA TERIAL	MA TERIAL	MA TERIAL	TH "L1"	н "12"	SB "WC"	"OM" JV	JII OF DRIVE NM CL)	OF CL)	AREA	AREA	- APRON AF	REMOVED	N(COMPACTION	ENT SAWING	BASE	BASE	BASE	NON-TRACKING TACK COAT (0.055 GAL/SY)	T CONCRETE SURFACE TYPE 1, (448), PG64-22	TYPE TYPE	NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS	NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS
	7 NO	STATION	SIDE	E TYPE	.E (DE	APRON A	DRIVE M	APRON	DRIVE I	4PRON LENGTH	DRIVE LENGTH	AT CURB	F DRIVE	DE RADII IG FROM	DE RADII IG FROM	ON AF	VE AR	AREA +	T REN	EXCA VA TION	СОМР	PAVEMENT	AGGREGA TE	AGGREGA TE	AGGREGA TE	VG 7A GAL/	I, (44	T CONCRET COURSE, (448)	ORCED CL 4S.	CL AS.
REFERENCE	SHEE	STA	S	DRIVE	ANGLE		NG DA		ED D	RON	NVE 1	WIDTH A	TH OF	LOOKING	(RIGHT SIDE LOOKING I	APRON	DRIVE	DRIVE ,	PAVEMENT	EXCA	RADE		IGGRE	IGGRE	4 <i>GGR</i> E	, 055	. CON	ASPHAL T INTERMEDIATE (4	EINFC ENT,	EINFC ENT,
RI					DRIVE	EXISTING	EXISTING	PROPOSED	PROPOSED	AF	DA	JIM	WIDTH	UEF LC	(RIG			AL DI	PAV	_	SUBGRADE	ОЕРТН	6" 4	8″ 4	1, 01	NV- TR	14 T	ASP	ON-R. 4 VEM	ON-R. 4 VEM
					9	EX	EX	PR(PR					"R1"	"R2"			TOTAL		/3\		FULL				N	ASPHAL COURSE,	INTER	6, N P,	, 8 8
										FT	FT	FT	FT	FT	FT	SF	SF	SF	SY	ÜΫ	SY	FT	CY	CY	CY	GAL	CY	CY	SY	SY
DR-1	90	1085+63	LT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	17.5	15.5	49.0	12.9	18.0	18.0	365.21	201.42	566.63	60.803	18.50	62.96	12.9	10.49				1.24		40.58	
DR-2 DR-3	90 90	1085+84 1086+89	RT.	RES. RES.	90 90	CONC.	CONC.	CONC.	CONC.	9.0 11.2	20.0	36.3 35.3	12.4 11.3	12.0 12.0	12.0 12.0	95.63 117.40	248.79	344.42 117.40	\$60.80 3 35.29 33.52	4.35	38.27 13.04	12.4 11.3	6.38 2.17						38.27 13.04	
)R-4	90	1086+99	LT.	RES.	90	ASPH.	ASPH.	CONC.	-	11.8	-	41.0	17.0	12.0	12.0	261.42	-	261.42	36.87	9.68	29.05	17.0	4.84						29.05	
DR-5	90	1088+40	RT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	9.0	32.4	38.6	19.0	12.0	12.0	104.80	535.26	640.06	106.29	17.10	71.12	19.0	11.85				3.30		11.64	
DR-6	90	1089+54		RES.	90	ASPH.	ASPH.	CONC.	ASPH.	11.8	47.1	37.9	12.1	12.0	12.0	147.72	615.13	762.85	107.56	20.66	84.76	12.1	14.13				3.80		16.41	
DR-7 DR-8	91 91	1090+02 1091+12	RT.	RES. RES.	90 90	ASPH.	ASPH.	CONC.	ASPH.	9.0	47.1 41.2	36.5 35.5	12.5 38.8	12.0 12.0	12.0 12.0	96.78 92.52	589.52 622.51	686.30 715.03	95.93 110.00	18.14 18.80	76.26 79.45	12.5 38.8	12.71 13.24				3.64 3.84		10.75 10.28	
DR-9	91	1092+15	RT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	9.0	27.4	37.9	29.1	12.0	12.0	102.08	421.08	523.16	53.43	14.18	58.13	29.1	9.69				2.60		11.34	
DR-10	91	1092+83	LT.	RES.	90	ASPH.	AGG.	CONC.	AGG.	8.5	32.3	36.7	26.3	12.0	12.0	87.60	480.52	568.12	20.12	15.11	63.12		1.62	11.86					9.73	
DR-11	91	1093+92		RES.	81	ASPH.	ASPH.	CONC.	ASPH.	8.6	13.3	41.9	13.2	15.0	12.0	103.31	190.25	293.56	73.15	8.52	32.62	13.2	5.44				1.17		11.48	10.00
DR-12 DR-13	91 91	1094+00 1094+59		COMM.	90 90	ASPH.	ASPH.	CONC.	-	10.1	-	50.3 50.3	22.0 22.0	15.0 15.0	15.0 15.0	169.17 167.74	-	169.17 167.74	25.52 33.00	7.31 7.25	18.80 18.64	22.0 22.0	3.13 3.11							18.80 18.64
DR-14	92	1095+45		RES.	90	ASPH.	ASPH.	CONC.	ASPH.	8.5	24.8	36.3	13.0	12.0	12.0	86.22	306.18	392.40	79.09	10.75	43.60 19.98	13.0	7.27 3.33				1.89		9.58	10.00
DR-15	92	1096+14	RT.	СОММ.	90	AGG.	AGG.	CONC.	_	11.3		47.8	18.4	15.0	15.0	179.83		179.83			19.90		3.33							19.98
DR-16 DR-17	92 92	1097+18 1099+65		RES. RES.	90 90	AGG. ASPH.	AGG.	CONC.	AGG.	8.5 9.0	27.5 30.7	35.9 38.6	13.8 34.6	12.0 12.0	12.0 12.0	84.77 104.93	351.10 688.05	435.87 792.98	106.03	11.81	48.43 88.11	34.6	1.57 14.68	8.67					9.42 88.11	
DR-18	93	1100+67	LT.	RES.	90	ASPH.	CONC.	CONC.	CONC.	9.0	19.7	43.5	37.7	12.0	12.0	124.44	593.66	718.10	89.95		79.79	37.7	13.30						79.79	
DR-19 DR-20	93 93	1101+64 1101+75	RT.	RES. RES.	86 90	ASPH.	CONC.	CONC.	CONC.	14.5 9.0	9.0 10.6	39.5 42.8	11.1 40.8	12.0 12.0	12.0 12.0	269.62 122.33	- 382.88	269.62 505.21	38.79 83.97	9.99	29.96 56.13	11.1 40.8	4.99 9.36						29.96 56.13	
																													00.13	
DR-21 DR-22	94 94	1105+52 1106+43	RT.	COMM. RES.	90 90	ASPH.	ASPH. AGG.	CONC.	ASPH. AGG.	7.3	16.1 13.0	96.2 38.1	35.9 12.3	25.0 12.0	15.0 12.0	544.21 122.31	813.48 173.41	1357.69 295.72	155.10 12.99	51.13 8.81	150.85 32.86	35.9	10.08 2.27	20.09 4.28		4.97	3.14	4.39	13.59	60.47
DR-23	94	1107+32	LT.	СОММ.	90	AGG.	AGG.	CONC.	AGG.	10.0	20.7	81.8	48.5	15.0	25.0	319.41	932.15	1251.56		42.57	139.06		5.92		28.77					35.49
DR-24 DR-25	94 95	1108+96 1112+15	RT.	COMM. RES.	90 90	AGG. ASPH.	AGG.	CONC.	AGG.	12.4 10.0	9.7	73.3 33.7	43.4 9.7	15.0 12.0	15.0 12.0	630.61 99.98	94.15	630.61 194.13	36.39	27.25 6.03	70.07 21.57		11.68 1.85	2.32					11.11	70.07
DR-26	95	1113+19	LT.	RES.	90	ASPH.	AGG.	CONC.	AGG.	10.0	17.8	35.6	32.3	12.0	12.0	109.88	463.48	<i>573.36</i>	10.02	15.51	63.71		2.03	11.44					12.21	
DR-27	95	1113+68	LT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	10.0	14.3	39.5	20.7	12.0	12.0	129.32	254.90	384.22	55.45	11.08	42.69	20.7	7.12	11.77			1.57		14.37	
DR-28 DR-29	95 96	1114+80 1116+01	LT.	RES. RES.	90 90	ASPH.	ASPH. AGG.	CONC.	ASPH. AGG.	10.0	10.5 10.5	37.6 40.9	13.6 20.6	12.0 12.0	12.0 12.0	119.51 136.04	142.05 186.40	261.56 322.44	39.81 45.56	7.93 9.64	29.06 35.83	13.6	4.84 2.52	4.60			0.88		13.28 15.12	
DR-30	96	1116+79		RES.	82	ASPH.	CONC.	CONC.	CONC.	10.1	9.0	41.6	17.5	12.0	12.0	139.83	157.19		34.03		33.00	17.5	5.50	7100					33.00	
DR-31	96	1118+33	LT.	RES.	90	ASPH.	CONC.	CONC.	CONC.	10.0	11.7	35.9	11.6	12.0	12.0	111.15	138.48	249.63	33.20		27.74	11.6	4.62						27.74	
DR-32 DR-33	96 06	1119+23 1119+23	LT.	RES.	87	ASPH. AGG.	CONC.	CONC.	CONC.	10.0	12.0 4.8	45.8 30.9	25.8	12.0	12.0	160.58	308.08	468.66 191.94	56.27	6.46	52.07 21.33	25.8	8.68 2.58	1.31					52.07 15.45	
DR-34	96 97	1120+21	RT.	RES. RES.	90 90	ASPH.	AGG. ASPH.	CONC.	ASPH.	8.7 10.0	23.9	33.6	10.6 9.6	8.0 12.0	12.0 12.0	139.08 99.87	52.86 230.19	330.06	47.70	6.46 9.38	36.67	9.6	6.11	1.31			1.42		13.45	
DR-35	97	1121+13	LT.	RES.	90	ASPH.	CONC.	CONC.	CONC.	10.0	10.0	38.8	14.9	12.0	12.0	125.82	148.85	274.67	42.32	3	30.52	14.9	5.09						30.52	
DR-36	97	1121+62		СОММ.	71	AGG.	AGG.	CONC.	AGG.	10.6	28.2	42.7	14.2	15.0	15.0	268.73	414.97	683.70		24.42	75.97		4.98		12.81					29.86
DR-37 DR-38	97 97	1122+01 1122+15	RT.	RES. RES.	80 90	ASPH. CONC.	ASPH.	CONC.	ASPH.	9.1 10.0	5.4 7.6	31.3 35.7	11.1 11.7	12.0 12.0	12.0 12.0	162.16 110.15	63.35 89.27	225.51 199.42	32.98 18.51	7.57	25.06 22.16	11.1 11.7	4.18 3.69				0.39		18.02 22.16	
DR-39	97	1122+54	RT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	6.8	8.4	37.4	22.7	12.0	12.0	148.42	134.01	282.43	<i>33.52</i>	8.81	31.38	22.7	5.23				0.83		16.49	
DR-40	97	1123+39	LT.	RES.	90	AGG.	AGG.	CONC.	AGG.	10.0	34.3	26.8	18.6	12.0	-	96.13	448.04	544.17		14.62	60.46		1.78	11.06					10.68	
DR-41	97	1123+61 1123+96	LT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	10.0	51.0	27.8	12.2	- 15 0	12.0 15.0	101.05 245.13	633.55 268.72	734.60	92.86	19.39	81.62	12.2	13.60		2 20		3.91		11.23	27 24
DR-42 DR-43	97	1124+32		COMM. RES.	90 90	AGG.	AGG.	CONC.	AGG.	15.0 10.0	27.1 3.2	38.9 34.8	9.9 11.4	15.0 12.0	12.0	178.89	37.43	513.85 216.32		3 18.89 7.55	57.09 24.04		4.54 3.31	0.92	8.29				19.88	27.24
DR-44 DR-45	97 98	1124+61 1125+53	LT.	RES. RES.	90 90	ASPH. AGG.	AGG.	CONC.	AGG.	10.0 6.4	52.7 11.2	34.2 36.1	10.2 16.6	12.0	12.0 12.0	102.51 183.47	535.42 231.34	637.93 414.81	22.54	17.02 12.51	70.88 46.09		1.90 3.40	13.22 5.71					11.39 20.39	
טר אט	30	1123733	11.7.	IILJ.	30	AUU.	AUU.	LOIVE.							12.0	103.47	231,34	10.61		3										
									SU	BTOTALS	CARRIE	D TO SH	EET NO.	155					1958.56	518.71	2294.00	566.80	280.79	95.50	49.87	4.97	33.63	4.39	844.26	280.54

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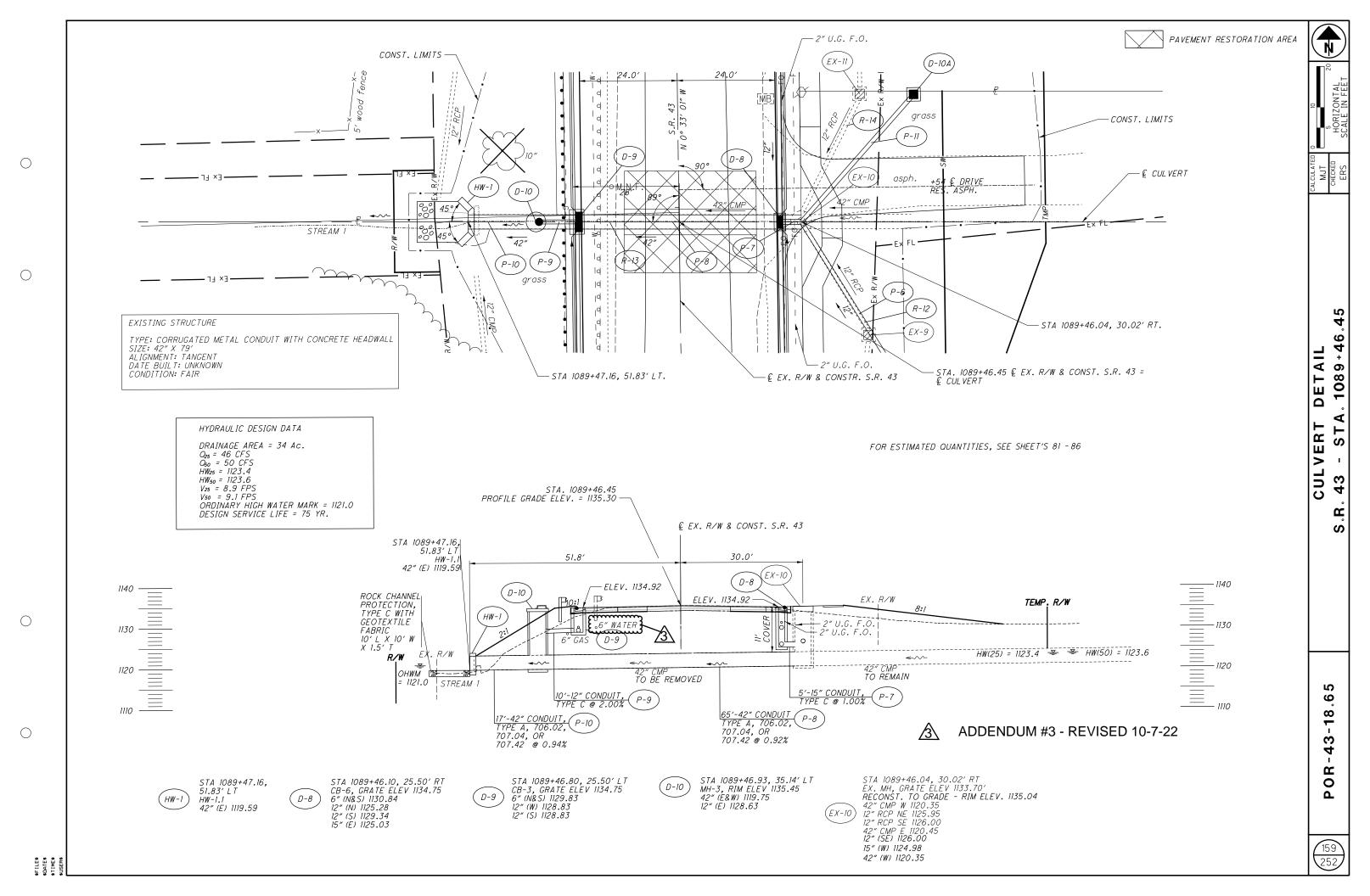
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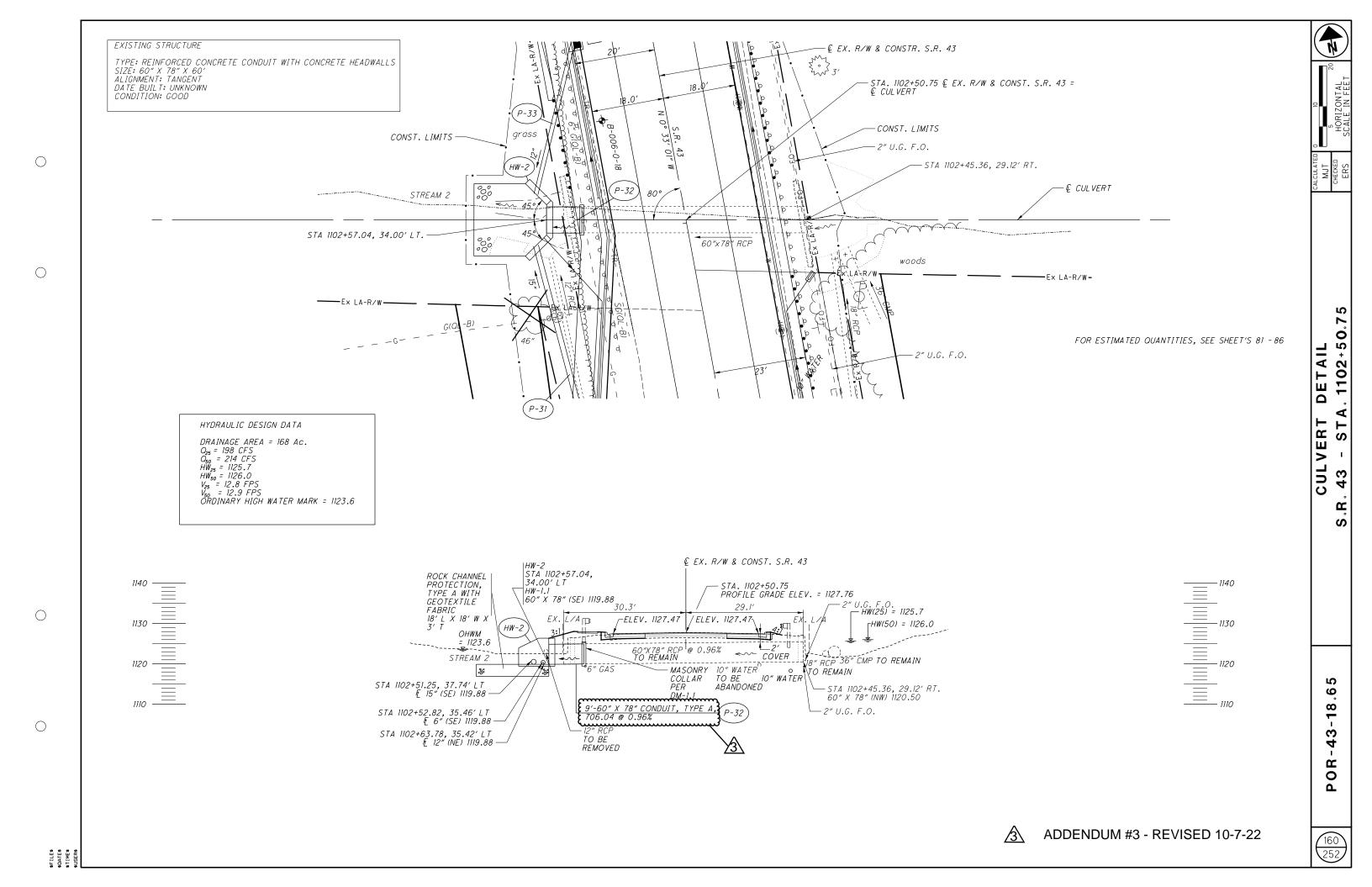
POR-43-18.65

SUBSUMMARY

DRIVEWAY

									I						Lu				202	203	204	252	304	304	304	407	441	441	452	452	
						7,1	7	74	77					DRIVE	DRIVE			I AREA			_	SAWING				_	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	7E 2,	ETE S	YE TE S	
					EES)	APRON MATERIAL	MATERIAL	MA TERIAL	PROPOSED DRIVE MATERIAL		"12"	"MC"	, Ом.,	OF CL)	E RADII OF . FROM CL)			APRON	ŒD.		ACTION		SE	SE	1SE	NON-TRACKING TACK COA (0.055 GAL/SY)	URF4 PG6	TYPE TYPE	6" NON-REINFORCED CONCRE PAVEMENT, CLASS OC MS	NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS	
WO.	o.			30	EGR	MA 7	MA T.	MA	MA				IVE	RADII FROM	ADII	IREA	REA	+ A	REMOVED	<i></i> 0		ENT	E BASE	E BASE	E B/	ACK /SY.	TE Si 48),	ICRE RSE,)) (C) SS C	
REFERENCE	N 0	STATION	SIDE	TYPE	ANGLE (DEGREES)	SON	IVE ,	APRON	INE	APRON LENGTH	DRIVE LENGTH	WIDTH AT CURB	WIDTH OF DRIVE	E RA S FR	JE R. S FR	APRON AREA	DRIVE AREA	AREA	r RE.	EXCA VA TION	IWOJ	PAVEMENT	6" AGGREGATE	AGGREGA TE	AGGREGATE BASE	IG 7, GAL.	CRE 1	T CONCRET COURSE, (448)	RCEI CL A S	RCEI CL A S	
באבו	SHEE1	STA	SI	DRIVE	1NCL	APF	: DRIVE		0 04	7 NO	VE L	H A	4 OF	LOOKING H	(RIGHT SIDE LOOKING F	4PR(DRIV	VE A	PAVEMENT	KCA I		н РА	GRE	GRE	GRE	CK IN 055	SONIC PE 1	4L 7 TE (NFO.	NFO.	
REF	S			D		EXISTING	EXISTING	PROPOSED	OSEI	APR	DRI	TOIW	IT OI!	EFT LOC	707 10H1	`		DRIVE	A VEI	E	SUBGRADE	ОЕРТН	" AG		" AG	7RA (0.0	77 (SPH,	-REI EMEI	-REI EMEI	
					DRIVE	XIS	SIX	70P	ROP			•	z	"R1" (L				TOTAL	ď	A	SUE	0 7:	9	" 8	,01	-NOI	SPHA IRSE	A ERME	NON PAV	NON PAV	
						E	1	t	<i>d</i> .					<i>Ъ,,</i>	"R2·			70		/3\		FULL				<	45 COU	ASPHAL T INTERMEDIATE (*	,9	" 8	
$\overline{}$										FT	FT	FT	FT	FT	FT	SF	SF	SF §	SY	D	SY	FT	CY	CY	CY	GAL	CY	CY	SY	SY	
-46	98 98	1125+59 1125+66	LT.	RES. RES.	90	ASPH.	AGG.	CONC.	AGG.	10.0 6.6	23.2	34.1 27.5	10.3 11.9	12.0	12.0	102.40 128.15	236.85 124.80	339.25 252.95	26.22	9.64 7.83	37.69 28.11		1.90 2.37	5.8					11.38 14.24		
-47 -48	98	1126+39	LT.	RES.	78 90	AGG. AGG. ASPH.	AGG. AGG. ASPH.	-	AGG. ASPH.	7.5	8.4	34.4	8.8	12.0 12.0	12.0	-	83 52	1 83 52 č	1	2.06	9.28		2.57	3.1 2.1					14.24		
-49	98	1127+25	LT.	RES.	90	ASPH.	ASPH.	CONC.	ASPH.	7.5 10.0	9.3 8.4 14.2 2.2	34.4 33.1	9.0	12.0	12.0	97.23	128.67	225.90	34.52	6.78	25.10	9.0	4.18	0.0			0.79		10.80		
50	98	1127+86	RT.	RES.	90	AGG.	AGG.	CONC.	AGG.	7.8	2.2	38.2	14.1	12.0	12.0	170.17	32.87	203.04		7.11	22.56		3.15	0.8					18.91		
-51	98	1128+24	LT.	RES.	90	AGG.	AGG.	CONC.	AGG.	10.0	35.7	40.7	16.7	12.0	12.0	135.26	596.87	732.13		19.75	81.35		2.50	14.7					15.03		
-52 -53	98 98 - 99	1128+79 1130+22	LT.	COMM.	90 90	AGG. CONC.	AGG. CONC.	CONC. CONC.	CONC.	9.3 6.7	35.7 10.7 -	55.9 67.9	24.3 55.0	15.0 15.0	15.0	180.45 391.44	293.69	474.14 391.44	48.36 37.13	10.59 9.67	52.68 43.49	24.3 55.0	8.78 7.25							52.68 43.49	
-54	99	1130+70	LT.	СОММ.	90	ASPH.	ASPH.	CONC.	-	5.7	-	43.3	31.6	-	15.0	201.02	-	201.02	37.13 14.81	8.69	22.34	31.6	3.72							22.34	
-55	99	1132+11	LT.	СОММ.	90	ASPH.	ASPH.	CONC.	-	4.5	-	53.1	43.0	15.0	15.0	212.75	-	212.75	19.80	9.19	23.64	43.0	3.94							23.64	
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								SUB-TO	TALS TH	I <u>I</u> IIS SHEET	•							1 (180.84	1 4	346.24	162.90	37.80	26.54			0.79		70.36	142.15	
									TOTALS (CARRIED F		EET NO.	154						1958.56	3 518.71	2294.00	566.80	280.79	95.50	49.87		33.63		844.26	280.54	
						-	TOTALS	CARRIFD	TOTALS	GENERAL	SUMMAI	? <i>Y</i>						- }	2139.40 2139		2640.24 2640	729.70		490.50 491		<u>4.97</u> 5	34.42 34	4.39 4	914.62 915	422.69 423	
					DRIVEWA								HING FY	CAVATIO	ON) CARR	IED TO S	HEET NO.	. 87 E			-2640							·			





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REF. NO.	SHEET NO.	LOCATION	STATION	SIDE	REMOVED	WATER WORK, MISC.: 6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DRIB	WATER WORK, MISC.: 8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DRIB	WATER WORK, MISC.: 10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18	4ND	8" GATE VALVE AND VALVE BOX	10" GATE VALVE AND VALVE BOX	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	FIRE HYDRANT ADJUSTED TO GRADE	VALVE BOX ADJUSTED TO GRADE	VAL VE BOX ADJUSTED TO GRADE, AS PER PLAN	SERVICE BOX ADJUSTED TO GRADE	WATER WORK, MISC:: WATER MAIN ABANDONED	WATER WORK, MISC.: FIRE HYDRANT REMOVED FOR STORAGE (CITY OF STREETSBORO)			~		CALCULATE MJT CHECKED
			FROM TO		EACH	FT	FT	FT		EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	FT		
FH-1	170	S.R. 43	1088+12.78	LT.		0			ļ ,									1	,				
FH-2 FH-3	170 171	S.R. 43 S.R. 43	1088+12.78 1091+47.08	LT.		9			'									1	1				
FH-4	171	S.R. 43	1091+46.36	LT.		9			1									,	1				
FH-5	172	S.R. 43	1095+12.12	LT.		8			1										1				
FH-6	172	S.R. 43	1095+13.08	LT.		11						1						1					
FH-6A	172	S.R. 43	1098+32.81	LT.		8			1									·		1			
FH-7	174	S.R. 43	1109+30.17	RT.									1										
FH-8 FH-9	176 177	S.R. 43 S.R. 43	1115+76.33 1122+98.52	RT.									1							<u> </u>			≿
FH-10	178	S.R. 43	1128+77.39	RT.		5			1				,						1				AR
FH-11	170	C D 47	1120 - 77 70	RT.														,					ĮΣ
777-11	178	S.R. 43	1128+77.39	π/.														/					ΙĒ
WA-1	171 - 173	S.R. 43	1091+22.00 1101+36														1015						∑ ⊃
VA-2 VA-3	175 - 176 176 - 177	S.R. 43 S.R. 43	1112+55.00 1115+64 1119+33.00 1120+56		-												298 126			-	-		BS
VA-3	176 - 177	J.R. 4J	1119+33.00 1120+30	5.09 KI.													120						5
WL -1	171 - 172	S.R. 43	1090+55.05 1099+3	6.26 LT./R1	τ.	19	44	928															l S
VL -1A	173	S.R. 43	1101+00.00 1101+50	0.00 RT.				50															
VL -1B WL -2	173 175 - 176	S.R. 43 S.R. 43	1102+75.00 1104+25 1112+55.00 1115+75					150 328															×
VL -3	176 - 177	S.R. 43	1119+34.00 1120+65					328 [149]	3\														OR
	.7.	6.5.47	1000 74 07 1000 7	4.07				(m)															≥
WS-1 VS-1A	171 171	S.R. 43 S.R. 43	1090+74.27 1090+7 1093+48.07 1093+4																		48 20		-
WS-2	171	S.R. 43	1094+48.88 1094+4																		11		<u> </u>
WS-3	171	S.R. 43	1094+63.38 1094+6	3.43 LT.																	11		— Ш
VS-4	172	S.R. 43	1095+70.95 1095+7	2.57 LT./R1	<i>T</i> .																60		
WS-5	172	S.R. 43	1096+52.98 1096+5	3.88 LT.																	25		∀
WS-6	173	S.R. 43	1100+02.13 1100+0	3.66 LT./R1																	53		>
WS-7 WS-8	173 173	S.R. 43 S.R. 43	1101+00.73 1101+02 1101+63.37 1101+65																		53 54		
W3-0	113	J.R. 4J	1101+65.57 1101+65	D.12 LI.7KI	'																34		
WS-9	175	S.R. 43	1113+95.90 1113+96	6.68 LT./R1																	51		
WS-10 WS-11	176 176	S.R. 43	1115+28.12 1115+32 1119+84.52 1119+85																		55 48		
VS-11 VS-12	178	S.R. 43 S.R. 43		5.17 LT./R1 4.69 LT./R1																	57		
WV-1	169	S.R. 43	1083+52.53	LT.											1								
VV-2 VV-3	169 169	S.R. 43 S.R. 43	1083+53.06 1083+55.78	LT.			1								1								
WV-4	169	S.R. 43	1084+39.93	LT.												1							
VV-5	170	S.R. 43	1085+16.80	LT.												1							
WV-6	170	S.R. 43	1085+17.85	RT.	+											1							
VV-7	170	S.R. 43	1086+47.56	RT.												1							
VV-8	170	S.R. 43	1086+48.32	LT.			-									1							5
WV-9 WV-10	170 170	S.R. 43 S.R. 43	1087+52.12 1087+77.35	RT.	+											1							9
																							ထိ
WV-11	170	S.R. 43	1088+12.98 1090+64.05	LT.	1						-,												7
VV-12 VV-13	171 171	S.R. 43 S.R. 43	1090+64.05	LT.	1						1												<u> </u>
WV-14	171	S.R. 43	1091+20.76	LT.						1				1									4
V-14A	171	S.R. 43	1091+20.92	LT.	1																		E
VV-15	171	S.R. 43	1091+30.74	LT.			1				-,								-	-	-		
VV-16	171	S.R. 43	1091+43.46	LT.															<u></u>	ייי שבאם	, DEV.	0	4
VV-17	171	S.R. 43	1093+48.07	LT.				-A											Z AD	DENDOW:	#3 - KEVI	SED 10-7-22	
VV-18 VV-19	171 171	S.R. 43 S.R. 43	1094+48.79 1094+63.38	LT.	1	<u> </u>		/3\											<u> </u>				
. 10	111	J.M. 7J	.00 / .00.00		1 '																		164
l			LS CARRIED TO SHEET			69		[1605]													546		

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HEET NO.				BOX REMOVED	WATER WORK, MISC.: 6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DRIB	WATER WORK, MISC.: 8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DRIB	ER YL 4ND	AND	AND	μ×	C ADE	901	DE	ΑN	DE I	IN AND		E AND	S 🗟		97.2	ليا	1	B
HEET NO.				¥								≿	~ ~	~ ~ ~	7 2	≥ 4	_ ≥	≥ 4	∑ <u>A</u>	<i>`</i> . ₹	VE VE PC	20 E	≥ 8± F '	27475
HEET NO.				FΛ	7.7.7 7.1.7	JRK VIA TI VIN PE A WW	JRK WAT VIN PE AWW	OX NE	OX VE	10" GATE VALVE AND VALVE BOX	4N/ 4N/ 6F	FIRE HYDRANT ADJUSTED TO GRADE	VAL VE BOX ADJUSTED TO GRADE	20 J	SERVICE BOX ADJUSTED TO GRADE	VE I	8" CUTTTING IN SLEEVE	10-I 10-I	PP! VE OX	ORK TR N VED	JRK IRE MOI E (C	WATER WORK, MISC.: 6" FIRE HYDRANT (CITY OI STREETSBORO)	WATER WORK, MISC.: 6" FIRE HYDRANT WITH REMOTE SENSING (CITY OF STREETSBORO)	X 20 20 1
<i>ILL 1 110</i> .	LOCATION	STATION	SIDE	X	3, WC 3, WC 3, WC 3, WC 3, WC	3" WC 3" N 3" N 32, Y 10, DI	0 WC	VAL E B	VAL E B	7 7	YDR JED TC	YDR 7C	E B 7C	E B TED S PE	2E 1	TTII VAL E B	TTI) EEVE	77N VAL E B	' TA VAL E B	WC A TE DON	. WC : F. RE RAGI	% 139 138 138 138	SE SE	. WC 4" (217) 7SB
	LOUATION		5102	ВО	TER V PC VIDE VIDE VIDE VIDE	TER V PC VIDE VIDE 1009	TER I PC I PC SIDE 7 INC	7.E 4.L V	47 V	747	E H 'ENL	E H TED	4L V. TED	42 V JUS JUS	RVI	UT. E, 4L V	UT. SLE	CU1 E,	10' E, 4L V	TER W 3AN	7EF 1SC. 1NT 1OF 1RE	C.: ANT	C:: C:: SRAI OTE	37. 37. 37. E. ((
				VAL VE	MA MISC MAIN LOF C?	WA NISC NAIN LOF	WA 11SC 14AIN 14AIN 1777	20, 7	SA /	0," (1)	FIR EXT IUS	FIR	V, SUS	V, AD, IDE,	SE, IUS	8" C EEV V,	3 " 6	10" EEV V,	r" X EEV V,	WA SC.:	MA MI DR, PR S	WA MIS OR, STA	MA MIS HYD EMC	WA SC.: SC.: WA T LIN STA
				VAL	CH	CH	WATER WORK, MISC.: 10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18	6" GATE VALVE , VALVE BOX	8" GATE VALVE , VALVE BOX	_ `	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	AD.	AD.	VAL VE BOX ADJUSTED TO GRADE, AS PER PLA	4D.	8" CUTTTING . SLEEVE, VALVE VALVE BOX	~	10" CUTTING-IN SLEEVE, VALVE AND VALVE BOX	10 ST 1	WATER WORK, MISC.: WATER MAIN	WATER WORK, MISC.: FIRE HYDRANT REMOVED FOR STORAGE (CITY OF STREETSBORO)	Ê	Θ.	WATER WORK, MISC.: 3/4" COPPER WATER SERVICE LINE (CITY OF STREETSBORO)
		FROM TO		EACH	FT	FT	FT			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	FT
172	S.R. 43	1095+09.97	LT.	1																				
		1095+70.95		1																		 		
	S.R. 43	1098+35.17		1																		 		
				,						1														
172			LT.													1						<u> </u>		
										1														
														1			1		/			 		
			L L / .						,					,			,					 		
7,27.7	O. W. 20 77	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1																					
173	S.R. 43	1100+02.13	LT.	1																				
173	S.R. 43	1100+25.60	RT.												1									
173		1101+00.73	LT.	1																				
173	S.R. 43	1101+01.54	RT.	1																		<u> </u>	-	
173	S P 17	1101+63 37	/ T	1																			 	
			L	'				\vdash	-+															
173	S.R. 43	1102+19.33	RT.											1									1	
173	S.R. 43	1102+76.87	RT.											1										
<i>H</i>	REF. NO. WV	-39 NOT USED																						
		W05 00 40	L																					
		1105+82.46											,	1								 		
													,	1								 		
174														1										
174	S.R. 43	1109+30.22	RT.										1											
																		1				_		
															1									
		1115+28.12						1							/			,				-		
770	J.M. 13	1110.10.00	 ''' •																					
176	S.R. 43	1115+77.39	RT.										1											
176	S.R. 43	1116+23.61	LT.										1											
176	S.R. 43		LT.										1											
													1									ļ		
1/6	5.R. 43	1119+29.00	RI.															-/				 		
176	S.R. 43	1119+84.52	RT.					\vdash							,								1	
177	S.R. 43	1120+64.89	RT.															1					1	
177	S.R. 43	1120+71.90	LT.												1									
177	S.R. 43	1121+59.20	LT.												1									
177	S.R. 43	1122+80.86	LT.												1									
177	C D 17	1122402 95	DT					\vdash							,								1	+
													1										 	
177	S.R. 43	1124+36.48	LT.										,		1									+
178	S.R. 43	1125+20.57	LT.												1								1	
178	S.R. 43	1125+29.29	RT.												1									
		1 100 00 15																						<u> </u>
				1											, ,							 	-	
				1			<u> </u>	\vdash							/							 	 	+
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	5 15		† ····		'``		'						'										1	
	SUBT	OTALS		10	لسسع		Emmi		1	2			8	6	12	1	1	4	1					
			164	7	69	44	1605	5	1	2	1	3	1	3	7					1439	4	4	1	546
TOTALS	CARRIED TO	THE GENERAL SUMMARY		17	<u> </u>	44	<u> </u>	5	2	4	1	3	9	9	19	1	1	4	1	1439	4	4	1	546
					~~~		~~~																	
	172 172 172 172 173 173 173 173 173 173 173 173	172         S.R. 43           173         S.R. 43           174         S.R. 43           175         S.R. 43           174         S.R. 43           174         S.R. 43           175         S.R. 43           176         S.R. 43           177         S.R. 43           177	172   S.R. 43   1096+52.98   172   S.R. 43   1098+65.73   173   S.R. 43   1099+36.26   174   S.R. 43   1099+36.26   175   S.R. 43   1099+36.26   177   S.R. 43   1099+36.26   178   S.R. 43   1099+36.26   179   S.R. 43   1099+36.26   170   S.R. 43   1099+36.26   170   S.R. 43   1009+26.87   173   S.R. 43   1100+02.13   173   S.R. 43   1100+02.13   173   S.R. 43   1100+073   173   S.R. 43   1101+01.54   173   S.R. 43   1101+01.54   174   S.R. 43   1102+19.33   175   S.R. 43   1102+19.33   177   S.R. 43   1109+30.22   177   S.R. 43   1109+30.22   175   S.R. 43   1109+30.22   175   S.R. 43   1119+30.00   176   S.R. 43   1115+70.00   176   S.R. 43   1115+77.39   176   S.R. 43   1115+77.39   176   S.R. 43   1115+77.39   176   S.R. 43   1115+77.39   176   S.R. 43   1119+29.00   177   S.R. 43   1119+29.00   177   S.R. 43   1119+29.00   177   S.R. 43   1122+80.86   177   S.R. 43   1122+80.86   177   S.R. 43   1122+80.86   177   S.R. 43   1122+80.86   177   S.R. 43   1122+90.86   177   S.R. 43   1124+36.48   178   S.R. 43   1125+20.57   178   S.R. 43   1126+00.48   179   S.R. 43	172   S.R. 43   1096+52.98   LT.     172   S.R. 43   1098+65.73   LT.     173   S.R. 43   1098+70.35   LT.     174   S.R. 43   1099+36.26   RT.     175   S.R. 43   1099+36.26   RT.     176   S.R. 43   1099+36.26   RT.     177   S.R. 43   1099+26.87   RT.     178   S.R. 43   1099+26.87   RT.     179   S.R. 43   1100+02.13   LT.     173   S.R. 43   1100+02.13   LT.     173   S.R. 43   1100+02.13   LT.     173   S.R. 43   1100+05.60   RT.     173   S.R. 43   1101+05.54   RT.     174   S.R. 43   1101+05.54   RT.     175   REF. NO. WV-36 NOT USED   REF. NO. WV-36 NOT USED     176   S.R. 43   1102+76.87   RT.     177   REF. NO. WV-39 NOT USED   RT.     174   S.R. 43   1105+82.46   RT.     174   S.R. 43   1106+03.33   RT.     174   S.R. 43   1109+13.41   RT.     175   S.R. 43   1109+13.41   RT.     176   S.R. 43   1115+70.00   RT.     176   S.R. 43   1115+77.39   RT.     177   S.R. 43   1119+29.00   RT.     178   S.R. 43   1112+60.00   RT.     179   S.R. 43   1129+30.86   LT.     170   S.R. 43   1115+77.17   LT.     171   S.R. 43   1129+60.89   RT.     172   S.R. 43   1129+80.86   LT.     173   S.R. 43   1129+80.86   LT.     174   S.R. 43   1129+80.86   LT.     175   S.R. 43   1129+90.85   RT.     177   S.R. 43   1129+90.85   RT.     178   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     178   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     178   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   LT.     179   S.R. 43   1129+90.86   RT.     170   S.R. 43   1129+90.86   LT.     171   S.R. 43   1129+90.86   LT.     172   S.R. 43   1129+90.86   LT.     173   S.R. 43   1129+90.86   LT.     174   S.R. 43   1129+90.86   LT.     175   S.R. 43   1129+90.86   LT.     176   S.R. 43   1129+90.86   LT.     177   S.R. 43   1129+90.86   RT.     178   S.R. 43   1129	172   S.R. 43   1098+35.17   LT.   1     172   S.R. 43   1098+35.17   LT.   1     172   S.R. 43   1098+70.35   LT.     172   S.R. 43   1099+70.35   LT.     172   S.R. 43   1099+36.26   RT.     172   S.R. 43   1099+36.26   RT.     172   S.R. 43   1099+26.87   LT.     173   S.R. 43   1099+26.87   LT.     174   S.R. 43   1100+02.13   LT.   1     175   S.R. 43   1100+02.13   LT.   1     176   S.R. 43   1101+00.73   LT.   1     177   S.R. 43   1101+01.54   RT.   1     178   S.R. 43   1101+01.54   RT.   1     179   S.R. 43   1102+19.33   RT.     170   REF. NO. WV-39 NOT USED   RT.     171   S.R. 43   1105+82.46   RT.     172   S.R. 43   1106+03.33   RT.     174   S.R. 43   1109+13.41   RT.     175   S.R. 43   1109+13.41   RT.     176   S.R. 43   1112+60.00   RT.     176   S.R. 43   1115+77.39   RT.     176   S.R. 43   1118+78.12   LT.     177   S.R. 43   1118+77.39   RT.     178   S.R. 43   1118+77.39   RT.     179   S.R. 43   1119+84.52   RT.     170   S.R. 43   1119+84.52   RT.     171   S.R. 43   1119+84.52   RT.     172   S.R. 43   1119+84.52   RT.     173   S.R. 43   1119+84.52   RT.     174   S.R. 43   1119+84.52   RT.     175   S.R. 43   1119+84.52   RT.     176   S.R. 43   1119+84.52   RT.     177   S.R. 43   1112+60.96   LT.     178   S.R. 43   1120+71.90   LT.     179   S.R. 43   1124+30.48   LT.     179   S.R. 43   1124+77.26   RT.     179   S.R. 43   1126+0.72	172   S.R. 43   1098+52.98   LT.   1   172   S.R. 43   1098+55.73   LT.   1   172   S.R. 43   1098+65.73   LT.   1   172   S.R. 43   1098+65.73   LT.   1   172   S.R. 43   1099+36.26   RT.   173   S.R. 43   100+02.13   LT.   1   173   S.R. 43   100+07.73   LT.   1   173   S.R. 43   100+07.73   LT.   1   1   1   1   1   1   1   1   1	172   S.R. 43   1096-52.98   L.T.   1   1   1   1   1   1   1   1   1			172   S.P. 43   1098-15.77   C.T.   1   1   1   1   1   1   1   1   1	172   S.R. 43   1096-95, 38   LT.	172   S.P., 43   1086-92-88   C.T.   1	172   S.R. 42   1095-03.88   C.T.   1	172   S.P., 43   1889-19.76   C.T.   1	12   S.P. 45   0994-52.99	17	17	172	172	72	77	70	22	92

SUBSUMMARY

WORK

WATER

POR-43-18.65

S

# TRAFFIC CONTROL LEGEND PROPOSED SIGN EXISTING SIGN TO REMAIN EXISTING SIGN TO BE REMOVED AND REERECTED EXISTING SIGN TO BE REMOVED SIGN SUPPORT ( R-# EXISTING SIGN TO BE REMOVED S-# PROPOSED SIGN [ EW ] EDGE LINE, WHITE (EY)EDGE LINE, YELLOW LL LANE LINE (CDS) CENTER LINE, DOUBLE SOLID ( CSB ) CENTER LINE, SOLID/BROKEN СН CHANNELIZING LINE ( SL STOP LINE ( cw ] CROSSWALK LINE TY TRANSVERSE/DIAGONAL LINE, YELLOW ( IY ISLAND MARKING, YELLOW

LA

DW

LANE ARROW

DOTTED LINE, WHITE

 $\bigcirc$ 

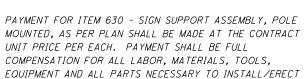
# ITEM 630 - SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN

IN ADDITION TO THE ODOT CMS SPECIFICATIONS, THE SIGN HANGER ASSEMBLY AND ALL MISCELLANEOUS HARDWARE SHALL BE PAINTED MATTE BLACK (FEDERAL COLOR #17038). FLAT SHEET SIGNS SHALL BE RIGIDLY ATTACHED TO TRAFFIC SIGNAL MAST ARMS WITH THE SIGN CENTERED VERTICALLY WITH THE ARM, USING THE SIGN BRACKET DETAIL ON STANDARD CONSTRUCTION DRAWING TC-16.22, OR ANOTHER METHOD OF RIGID ATTACHMENT AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT THE SIGN FACE IS MOUNTED PERPENDICULAR (90 DEGREES) TO THE DIRECTION OF TRAFFIC.

PAYMENT FOR "ITEM 630 - SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND ALL PARTS NECESSARY TO ATTACH ONE SIGN.

# ITEM 630 - SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER <u>PLAN</u>

IN ADDITION TO THE ODOT CMS SPECIFICATIONS, THE SIGN SUPPORT ASSEMBLY AND ALL MISCELLANEOUS HARDWARE SHALL BE PAINTED MATTE BLACK (FEDERAL COLOR #17038).



ONE SUPPORT.

# ITEM 630 - GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER <u>PLAN</u>

NO. 4 GROUND MOUNTED SIGN SUPPORTS SHALL BE SOAURE SHAPED. NO U-CHANNEL POSTS SHALL BE USED.



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