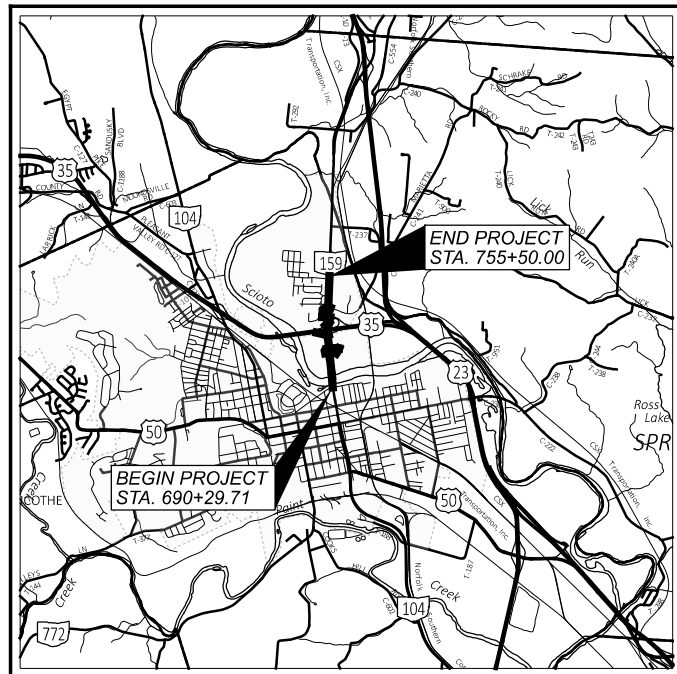


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ROS-159-0.41

ROSS COUNTY SCIOTO TOWNSHIP



LOCATION MAP

LATITUDE: 39°20'55" LONGITUDE: 82°58'36"



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

DESIGN DESIGNATION

SEE SHEET 2

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

ENGINEER'S SEAL:



SIGNED:
DATE:

| | | |
|--|---|--|
| <p>ENGINEER'S SEAL:</p> <p>SHEETS: 140-145, 321-348</p> <p>SIGNED: DATE:</p> | <p>ENGINEER'S SEAL:</p> <p>SHEETS: 466-506</p> <p>SIGNED: DATE:</p> | <p>ENGINEER'S SEAL:</p> <p>SHEETS: 349-350, 518-520</p> <p>SIGNED: DATE:</p> |
| <p>ENGINEER'S SEAL:</p> <p>SHEETS: 30-115, 366-465</p> <p>SIGNED: DATE:</p> | <p>ENGINEER'S SEAL:</p> <p>SHEETS: 351-365</p> <p>SIGNED: DATE:</p> | <p>ENGINEER'S SEAL:</p> <p>SHEETS: 510-517</p> <p>SIGNED: DATE:</p> |

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FEDERAL PROJECT NUMBER

E200947

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

IMPROVEMENTS TO S.R. 159 (BRIDGE STREET) & U.S. 35 EB RAMP TO ADDRESS CRASH PATTERNS AND CONGESTION. IMPROVEMENTS INCLUDE ADDING A THIRD NB THROUGH LANE, ADDING CONNECTING SIDE STREETS TO IMPROVE SIGNAL LEVEL OF SERVICE, LANE REASSIGNMENTS, AND RAMP DROP LANE ENTRANCE AT THE S.R. 159 SB TO U.S. 35 WB ON-RAMP AS WELL AS IMPROVING THE U.S. 35 EB OFF-RAMP TO REALIGN WITH S.R. 159 TO MINIMIZE QUEUE LENGTH. PEDESTRIAN FACILITIES WILL ALSO BE ADDED ALONG THE CORRIDOR.

EARTH DISTURBED AREAS

| | |
|--|------------|
| PROJECT EARTH DISTURBED AREA: | 21.7 ACRES |
| ESTIMATED CONTRACTOR EARTH DISTURBED AREA: | 4.0 ACRES |
| NOTICE OF INTENT EARTH DISTURBED AREA: | 25.7 ACRES |

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 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 REQUIRE THE PART-TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS 35-34. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Michael G. Dombrowski

Michael G. Dombrowski
District 09 Deputy Director

Pamela Boratyn

Pamela Boratyn
Director, Department of Transportation

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

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

PLAN PREPARED BY:
BURGESS & NIPLÉ, INC.
330 RUSH ALLEY, SUITE 800
COLUMBUS, OH 43215

| STANDARD CONSTRUCTION DRAWINGS | | | | | | | | | | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|---------|----------|---------|-----------|---------|----------|----------|--------------|-----|-----------------------------|-------------------------------------|
| BP-2.1 | 1/21/22 | TC-21.21 | 1/20/23 | MT-95.30 | 7/19/19 | TC-12.31 | 4/15/22 | CB-2-2A, 2B, | 800 | 7/19/24 | SECTION 408 PERMIT 6/24/2024 |
| BP-2.2 | 1/15/21 | TC-81.11 | 1/19/24 | MT-95.31 | 7/19/19 | TC-15.11 | 1/19/24 | CB-2C | 809 | 7/19/24 | |
| BP-2.3 | 7/18/14 | TC-81.22 | 7/21/23 | MT-95.32 | 4/19/19 | TC-21.11 | 7/16/21 | CB-2-3, 2-4 | 821 | 4/20/12 | SIGNAL AND LIGHT SUPPORTS 1/17/2025 |
| BP-2.5 | 7/19/24 | TC-83.20 | 7/19/24 | MT-95.40 | 7/21/23 | TC-21.21 | 1/20/23 | CB-3, CB-3A | 832 | 7/19/24 | |
| BP-3.1 | 1/19/24 | TC-85.20 | 4/21/23 | MT-95.41 | 7/21/23 | TC-21.50 | 1/17/25 | CB-6 | 872 | 1/21/22 | ITEM 452 - TRAINING 1/21/2025 |
| BP-4.1 | 7/19/13 | | | MT-95.45 | 7/21/23 | TC-22.10 | 4/21/23 | | 878 | 1/21/22 | |
| BP-5.1 | 7/15/22 | HL-10.11 | 7/21/23 | MT-95.50 | 7/21/17 | TC-22.20 | 1/17/14 | I-3D | 913 | 4/16/21 | |
| BP-7.1 | 7/19/24 | HL-10.12 | 7/21/23 | MT-95.60 | 7/19/24 | TC-41.10 | 7/19/13 | | 921 | 7/19/24 | |
| | | HL-10.13 | 1/20/23 | MT-98.21 | 7/21/23 | TC-41.20 | 10/18/13 | MH-3 | 902 | 7/19/19 | |
| MGS-1.1 | 7/16/21 | HL-10.31 | 7/15/22 | MT-98.28 | 1/17/20 | TC-41.30 | 4/21/23 | | 916 | 7/21/23 | |
| MGS-2.1 | 1/19/18 | HL-20.11 | 7/21/23 | MT-99.20 | 4/19/19 | TC-41.40 | 10/18/13 | DM-1.1 | | 7/17/20 | |
| MGS-3.1 | 1/19/18 | HL-20.21 | 1/15/21 | MT-99.60 | 7/19/24 | TC-41.50 | 10/18/13 | DM-1.2 | | 7/16/21 | |
| MGS-4.1 | 1/20/17 | HL-30.11 | 7/21/23 | MT-101.70 | 7/19/24 | TC-42.10 | 10/18/13 | DM-2.1 | | 1/18/13 | |
| MGS-4.2 | 7/19/24 | HL-30.21 | 4/17/20 | MT-101.75 | 7/21/23 | TC-42.20 | 10/18/13 | DM-4.1 | | 7/17/20 | |
| MGS-4.3 | 1/18/13 | HL-30.22 | 1/15/21 | MT-101.90 | 7/17/20 | TC-52.10 | 10/18/13 | DM-4.3 | | 1/15/16 | |
| | | HL-40.20 | 7/19/24 | MT-102.10 | 7/21/23 | TC-52.20 | 1/15/21 | DM-4.4 | | 1/15/16 | |
| RM-1.1 | 1/20/23 | HL-60.11 | 7/21/17 | MT-105.10 | 1/17/20 | TC-61.10 | 4/21/23 | | | | |
| RM-3.1 | 7/20/18 | HL-60.12 | 7/21/23 | MT-110.10 | 7/19/13 | TC-61.30 | 7/19/24 | WQ-1.2 | | 1/15/16 | |
| RM-4.2 | 7/19/24 | HL-60.21 | 7/20/18 | | | TC-65.10 | 1/17/14 | | | | |
| RM-4.3 | 1/21/22 | HL-60.31 | 7/19/24 | ITS-15.10 | 1/17/25 | TC-65.11 | 1/19/24 | LA-1.1 | | 10/15/10 | |
| RM-4.4 | 7/21/23 | | | ITS-15.11 | 1/17/25 | TC-71.10 | 4/21/23 | LA-1.2 | | 7/19/24 | |
| RM-4.5 | 7/19/24 | | | ITS-60.10 | 1/15/21 | TC-72.20 | 7/21/23 | | | | |
| RM-4.6 | 7/19/24 | | | | | TC-73.20 | 7/19/24 | | | | |
| RM-5.2 | 7/21/23 | | | | | TC-74.10 | 7/21/23 | | | | |

TITLE SHEET

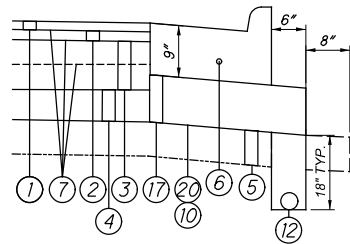
DESIGN AGENCY



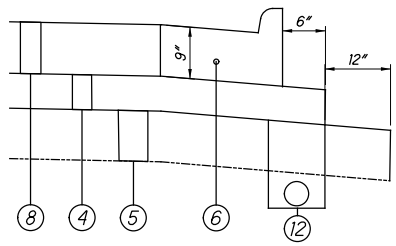
| | |
|------------|--------|
| DESIGNER | DSS |
| REVIEWER | BDT |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 1 | 592 |

ROS-159-0.41

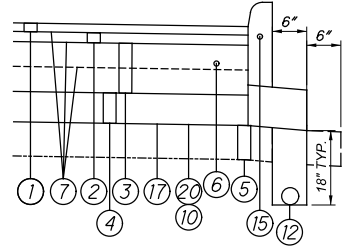
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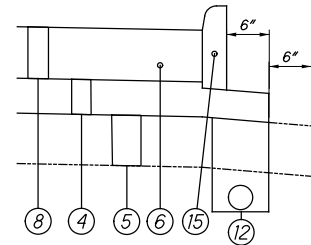
DETAIL 1
 ASPHALT PAVEMENT
 BASE AND SUBBASE STEP



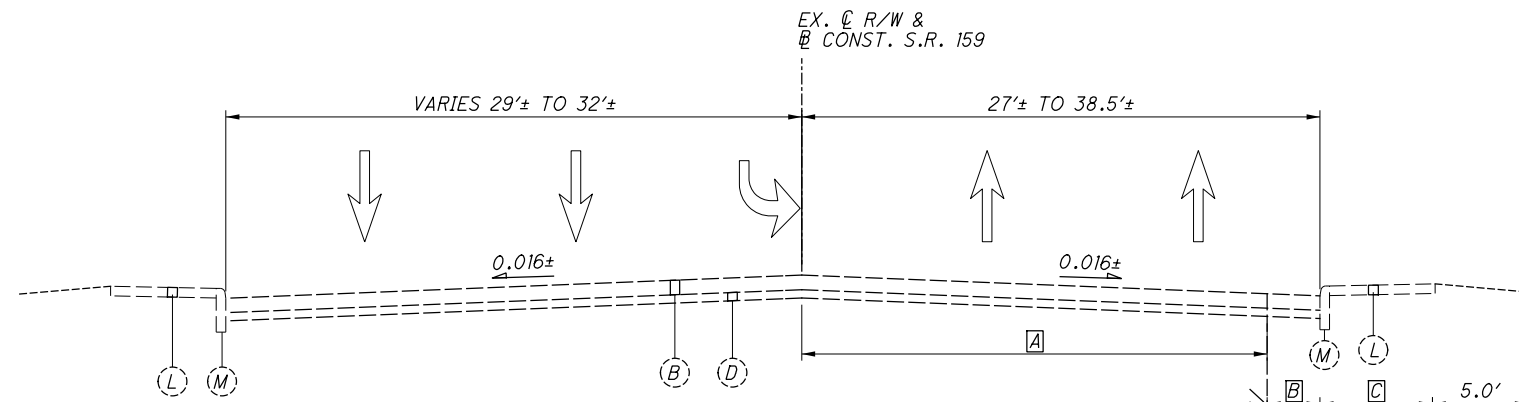
DETAIL 2
 CONCRETE PAVEMENT
 BASE AND SUBBASE STEP



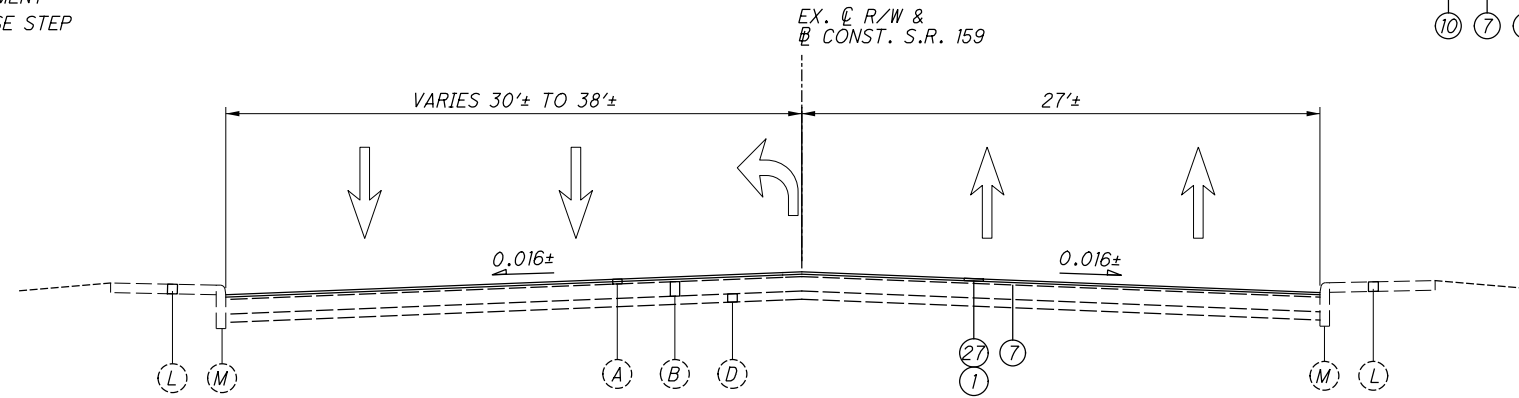
DETAIL 3
 ASPHALT PAVEMENT
 BASE AND SUBBASE STEP



DETAIL 4
 CONCRETE PAVEMENT
 BASE AND SUBBASE STEP



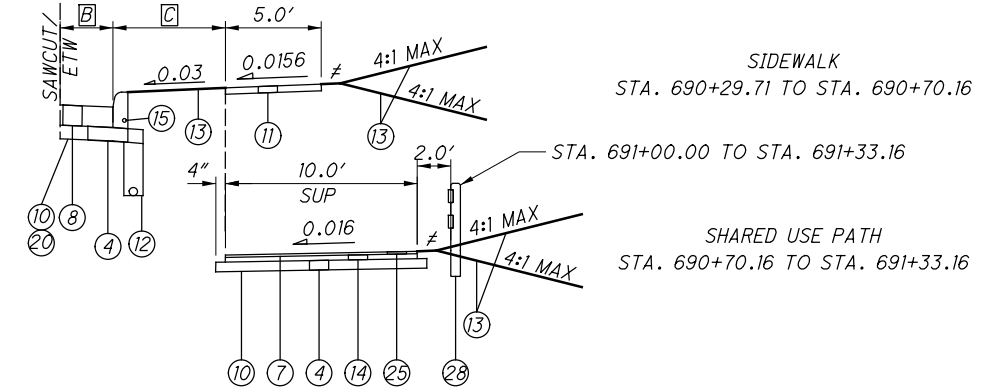
NORMAL SECTION - BRIDGE STREET
 STA. 690+26.79 TO STA. 691+33.16
 (BEGIN EXISTING APPROACH SLAB)



NORMAL SECTION - BRIDGE STREET
 STA. 688+50.00 TO STA. 690+26.79

≠ 2' GRADED SHOULDER WITH 4' ROUNDING

- Ⓐ 24.88' AT STA. 690+29.71 TO 24.25' AT STA. 691+30.00
 24.25' FROM STA. 691+30.00 TO STA. 691+33.16
- Ⓑ 3.25' FROM STA. 690+29.71 TO 1.50' AT STA. 690+79.92
 1.50' FROM STA. 690+79.92 TO STA. 691+33.16
- Ⓒ VARIES, SEE PLAN SHEETS



NOTE:
 VOID REDUCING ASPHALT MEMBRANE (VRAM) SHALL BE FURNISHED
 ON ALL COLD LONGITUDINAL CONSTRUCTION JOINTS FOR ITEM 442
 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)

± MATCH EXISTING

PROPOSED LEGEND

- ① ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446)
- ①A ITEM 442 - 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN
- ② ITEM 442 - 2.25" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)
- ③ ITEM 301 - 8" ASPHALT CONCRETE BASE, (449), PG64-22 (PLACED IN TWO 4" LIFTS)
- ④ ITEM 304 - 6" AGGREGATE BASE
- ⑤ ITEM 204 - EXCAVATION OF SUBGRADE (18")
 ITEM 204 - GEOTEXTILE FABRIC
 ITEM 204 - GRANULAR MATERIAL, TYPE C
- ⑥ ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- ⑦ ITEM 407 - NON-TRACKING TACK COAT (APPLICATION RATE PER CMS 407.06)
- ⑧ ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- ⑨ ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH WC/QA
- ⑩ ITEM 204 - SUBGRADE COMPACTION
- ⑪ ITEM 608 - 4" CONCRETE WALK
- ⑫ ITEM 605 - 6" BASE PIPE UNDERDRAINS
- ⑬ ITEM 659 - SEEDING AND MULCHING, CLASS 1
- ⑭ ITEM 301 - 3" ASPHALT CONCRETE BASE, (449), PG64-22
- ⑮ ITEM 609 - CURB, TYPE 6

EXISTING LEGEND

- ⑯ ITEM 609 - CONCRETE MEDIAN
- ⑰ ITEM 304 - 8.75" AGGREGATE BASE (PLACED UNDER CURB AND GUTTER)
- ⑱ ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- ⑲ ITEM 606 - GUARDRAIL, TYPE MGS
- ⑳ ITEM 204 - PROOF ROLLING
- ㉑ LONGITUDINAL JOINT PER BP-2.1
- ㉒ ITEM 609 - CURB, TYPE 9
- ㉓ ITEM 441 - 1.5" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
- ㉔ ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- ㉕ ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)
- ㉖ ITEM 622 - CONCRETE BARRIER, TYPE B, AS PER PLAN
- ㉗ ~~ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"~~
- ㉘ NOT USED
- ㉙ ITEM 609 - CURB, TYPE 7
- ㉚ ITEM 601 - PAVED GUTTER, TYPE 1-2
- ㉛ ITEM 601 - CRUSHED AGGREGATE SLOPED PROTECTION (6" THICK)

- Ⓐ 4"± ASPHALT CONCRETE PAVEMENT
- Ⓑ 9"± REINFORCED CONCRETE PAVEMENT
- Ⓒ 9"± ASPHALT CONCRETE BASE
- Ⓓ 6"± AGGREGATE BASE
- Ⓔ 2.5"± ASPHALT CONCRETE PAVEMENT
- Ⓕ 4"± AGGREGATE BASE
- Ⓖ 6"± ASPHALT CONCRETE BASE
- Ⓗ 3"± ASPHALT CONCRETE PAVEMENT
- Ⓘ 7"± ASPHALT CONCRETE PAVEMENT
- Ⓙ 10"± SUBBASE
- Ⓚ 12"± ASPHALT CONCRETE PAVEMENT
- Ⓛ SIDEWALK
- Ⓜ CURB
- Ⓝ CURB & GUTTER
- Ⓞ UNDERDRAIN

TYPICAL SECTIONS - BRIDGE STREET

| | |
|---------------|------------------------------------|
| DESIGN AGENCY | B&N burgessniple.com |
| DESIGNER | WKA |
| REVIEWER | DSS 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 11 | 592 |

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

CAREFULLY REMOVE AND STORE ALL CASTINGS WITHIN THE RIGHT OF WAY FOR SALVAGE BY (DEPARTMENT) (CITY) (VILLAGE) (COUNTY) FORCES.

PAYMENT FOR ALL OF THE ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

| | |
|--|------------|
| ITEM 601, TIED CONCRETE BLOCK MAT, TYPE 1 | 25 SQ. YD. |
| ITEM 611, 6" CONDUIT, TYPE F | 50 FT. |
| ITEM 611, PRECAST REINFORCED CONCRETE OUTLET | 5 EACH |
| ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS | 50 FT. |

SANITARY SEWER COORDINATION

PRIOR TO COMPLETING THE SANITARY SEWER WORK PROPOSED IN THE PLANS, CONTRACTOR SHALL COORDINATE WITH THE CITY OF CHILLICOTHE UTILITIES DIRECTOR AND ANY POTENTIALLY AFFECTED PROPERTY OWNERS TO ENSURE SERVICE IS NOT DISTURBED DURING CRITICAL BUSINESS HOURS. CONTRACTOR SHALL NOTIFY UTILITIES DIRECTOR AND PROPERTY OWNER AT LEAST 48 HOURS PRIOR TO ANY SANITARY SEWER DISCONNECT WITH AN ESTIMATED TIME OF DISCONNECT.

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN ACCORDANCE WITH SCD DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING, OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611, INSPECTION WELL.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALE WHEN OUTLETTING A SWALE TO A DITCH. THE COST FOR THE GRADED TRANSITION IS INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN.

FURNISH AN EROSION CONTROL PAD AS SHOWN IN SCD DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH. THE COST FOR THE EROSION CONTROL PAD IS INCLUDED IN ITEM 611, CONDUIT, MISC.: TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED HOLE OR A CURB SECTION WITH A HOLE WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING, OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC.: TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC.: TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

DOCUMENTATION

THE CONTRACTOR SHALL FURNISH WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC.: TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE OR ITEM 203, EMBANKMENT AS PER PLAN.

DRAINAGE DISCHARGE CONTINUANCE REMOVAL. THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED.

REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED. ALL COSTS ARE INCLUDED IN ITEM 202, REMOVAL MISC. CONDUIT.

DAM THE SWALE THAT OUTLETS TO THE DITCH AT THE R/W AS DIRECTED BY THE ENGINEER. ALL COSTS ARE INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN.

REMOVE THE INSPECTION WELL AND RESTORE ALL AREAS AS REQUIRED. THE COST IS INCLUDED IN ITEM 202, REMOVAL MISC. INSPECTION WELL.

CONDUIT MATERIAL TYPES: THE FOLLOWING CONDUIT MATERIAL TYPES ARE PERMITTED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, AND 707.52 SDR35.

PAY ITEMS: EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B, C, E AND F FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 10 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

| | |
|---|--------|
| ITEM 611 - INSPECTION WELL | 2 EACH |
| ITEM 611 - CONDUIT, MISC TYPE B FOR DRINAGE DISCHARGE CONTINUANCE | 35 FT |
| ITEM 611 - CONDUIT, MISC TYPE C FOR DRINAGE DISCHARGE CONTINUANCE | 35 FT |
| ITEM 611 - CONDUIT, MISC TYPE E FOR DRINAGE DISCHARGE CONTINUANCE | 35 FT |
| ITEM 611 - CONDUIT, MISC TYPE F FOR DRINAGE DISCHARGE CONTINUANCE | 35 FT |
| ITEM 202 - REMOVAL MISC CONDUIT | 35 FT |
| ITEM 202 - REMOVAL MISC INSPECTION WELL | 1 EACH |
| ITEM 203 - EMBANKMENT AS PER PLAN | 50 CY |

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK CONSISTS OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. DISPOSE OF ALL MATERIAL PER 105.16 AND 105.17. CLEAN OUT TO THE APPROVAL OF THE ENGINEER.

CLEANOUT OF THE PIPE IS PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL, PIPE CLEANOUT. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

| | |
|--|---------|
| ITEM SPECIAL, PIPE CLEANOUT, 24" AND UNDER | 100 FT. |
| ITEM SPECIAL, PIPE CLEANOUT, 27" TO 48" | 100FT. |

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

| | |
|----------------------------------|----------------|
| 659, SOIL ANALYSIS TEST | 2 EACH |
| 659, TOPSOIL | 2,618 CU. YD. |
| 659, SEEDING AND MULCHING | 23,559 SQ. YD. |
| 659, REPAIR SEEDING AND MULCHING | 1,179 SQ. YD. |
| 659, INTER-SEEDING | 1,179 SQ. YD. |
| 659, COMMERCIAL FERTILIZER | 3.18 TON |
| 659, LIME | 4.87 ACRES |
| 659, WATER | 127 M. GAL. |
| 659, MOWING | 53 M. SQ.FT. |

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

| | |
|--------------------------|----------|
| ITEM 204 - PROOF ROLLING | 18 HOURS |
|--------------------------|----------|

CITY OF CHILLICOTHE WATER WORK & ITEM 638, AS PER PLAN

PRIOR TO COMPLETING ANY WORK PROPOSED IN THE PLANS ON A POTABLE WATER SERVICE, CONTRACTOR SHALL COORDINATE WORK WITH CITY OF CHILLICOTHE UTILITIES DIRECTOR AND ANY POTENTIALLY AFFECTED PROPERTY OWNER TO ENSURE SERVICE IS NOT DISRUPTED DURING CRITICAL BUSINESS HOURS.

CITY OF CHILLICOTHE UTILITIES WILL PROVIDE MATERIALS FOR METER CHAMBERS, VALVES, VALVE BOXES AND FIRE HYDRANTS. CONTRACT UNIT PRICE FOR THESE ITEMS SHALL CONFORM TO CMS SECTION 638 EXCEPT THAT THE MATERIALS SPECIFIED IN THIS NOTE SHALL BE PROVIDED BY THE CITY OF CHILLICOTHE UTILITIES DEPARTMENT. CONTRACTOR SHALL COORDINATE WITH UTILITY DEPARTMENT AT LEAST 48 HOURS PRIOR TO PERFORMING THE WORK. ALL WORK MUST BE INSPECTED AND APPROVED BY A REPRESENTATIVE OF THE CHILLICOTHE UTILITY DEPARTMENT.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

INFILTRATION TRENCH (OR BASIN)

THIS PLAN UTILIZES INFILTRATION FOR POST CONSTRUCTION STORM WATER TREATMENT. CONSTRUCT THE COMPLETED INFILTRATION TRENCH(ES) (AND OR BASIN(S)) AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN IN THE CONTRACT PLANS AND TO THE SATISFACTION OF THE ENGINEER. DO NOT USE INFILTRATION DEVICES AS TEMPORARY SEDIMENT CONTROL FACILITIES DURING CONSTRUCTION. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF AN INFILTRATION DEVICE DURING EXCAVATION OR BACKFILLING OF THE FACILITY.

MANUFACTURED WATER QUALITY STRUCTURE

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS HAVE BEEN SHOWN IN THE PLANS FOR PLACEMENT OF AN OFF-LINE SYSTEM. PAYMENT FOR THESE DEVICES SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2.

EARTHWORK SUBSUMMARY

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

| | ITEM 203 - EXCAVATION | ITEM 203 - EMBANKMENT | ITEM 659 - SEEDING & MULCHING |
|-----------------------------------|-----------------------|-----------------------|-------------------------------|
| S.R. 159 | 12,289 CU. YD. | 12,192 CU. YD. | 13,422 SQ. YD. |
| RAMP C | 1,692 CU. YD. | 3,711 CU. YD. | 5,463 SQ. YD. |
| RAMP D | 303 CU. YD. | 124 CU. YD. | 638 SQ. YD. |
| RAMP A2 | 425 CU. YD. | 43 CU. YD. | 568 SQ. YD. |
| RAMP A1 | 626 CU. YD. | 83 CU. YD. | 447 SQ. YD. |
| CONNECTOR RD. | 1,116 CU. YD. | 101 CU. YD. | 1,027 SQ. YD. |
| N. PLAZA BLVD. | 56 CU. YD. | 2 CU. YD. | 96 SQ. YD. |
| MARIETTA RD. | 23 CU. YD. | 9 CU. YD. | 57 SQ. YD. |
| STEWART RD. | 1,090 CU. YD. | 59 CU. YD. | 448 SQ. YD. |
| REF. LINE SR | 503 CU. YD. | 190 CU. YD. | 472 SQ. YD. |
| RIVER RD. | 368 CU. YD. | 44 CU. YD. | 304 SQ. YD. |
| SUP | 94 CU. YD. | 49 CU. YD. | 617 SQ. YD. |
| TOTALS CARRIED TO GENERAL SUMMARY | 18,585 CU. YD. | 16,607 CU. YD. | 23,559 SQ. YD. |

CONCRETE WALK, CURB RAMP, AND CURB QUANTITIES

CONCRETE WALK AND CURB QUANTITIES INCLUDE PAYMENT FOR THESE ITEMS AS SPECIFIED IN CMS SECTION 600, AND EXCLUDE CURB LENGTH AND SIDEWALK AREA WITHIN PROPOSED CURB RAMPS. CURB LENGTH IN FRONT OF CURB RAMPS AND SIDEWALK AREA WITHIN CURB RAMPS ARE INCLUDED WITH THE CURB RAMP QUANTITY. DETECTABLE WARNING MAT IS PAID FOR SEPARATELY UNDER ITS OWN ITEM.

ITEM 622 - CONCRETE BARRIER, AS PER PLAN

ALL NEW CONCRETE BARRIER, TYPE B AND TYPE D CONSTRUCTED WITH THE PROJECT SHALL CONFORM TO CMS SECTION 622 AND SHALL ALSO BE SEALED AND EPOXY COATED PER CMS SECTION 512.03. CONTRACTOR SHALL ENSURE COLOR MATCHES EXISTING CONCRETE COLOR OF US-35 BRIDGE AND SCIOTO RIVER BRIDGE BARRIERS. TEST COLOR PRIOR TO SEALING ENTIRE BARRIER TO ENSURE ENGINEER APPROVES OF COLOR. ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER THE PERTINENT 622 BARRIER ITEMS.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN

THIS ITEM SHALL CONSIST OF PREPARING AND SEALING THE EXPOSED CONCRETE SURFACES OF THE EXISTING FLOOD WALL PER CMS SECTION 512.03. EXISTING JOINT SEALS SHALL BE REMOVED AND REPLACED PER CMS SECTION 516 AND CONSIDERED INCIDENTAL TO THIS PAY ITEM. CONTRACTOR SHALL ENSURE COLOR MATCHES EXISTING CONCRETE COLOR OF US-35 BRIDGE AND SCIOTO RIVER BRIDGE BARRIERS. TEST COLOR PRIOR TO SEALING ENTIRE BARRIER TO ENSURE ENGINEER APPROVES OF COLOR. NONE OF THE METAL OR OTHER NON-CONCRETE PARTS OF THE FLOODWALL SHALL BE SEALED OR PAINTED AND ARE TO BE PROTECTED DURING SEALING OF CONCRETE.

THE FOLLOWING QUANTITY IS CARRIED TO THE GENERAL SUMMARY FOR PAYMENT AND INCLUDES ALL NECESSARY MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK DESCRIBED IN THIS NOTE.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN 125 SY

ITEM 609 - CURB, TYPE 6, AS PER PLAN

THIS ITEM SHALL CONFORM TO CMS SECTION 609 AND SCD BP-5.1 EXCEPT THAT THE DEPTH OF THE CURB WILL BE GREATER THAN 18". THIS ITEM IS DESIGNATED FOR LOCATIONS WHERE FINAL GRADING AT THE BACK OF SIDEWALK OR CURB RAMP IS LOWER THAN THE TOP OF CURB. THE EXPOSED CURB HEIGHT ON THE SIDEWALK SIDE SHALL BE 6", HOWEVER THE EXPOSED HEIGHT ON THE BACK OF CURB WILL VARY BASED ON THE FINAL GRADING. THE EXPOSED HEIGHT OF THE BACK OF CURB SHALL NOT EXCEED 14 INCHES. THE FINAL BURRIED HEIGHT OF CURB SHALL BE AT LEAST EQUAL TO THE FINAL HEIGHT OF EXPOSED BACK OF CURB. LOCATIONS HAVE BEEN IDENTIFIED IN THE PLANS AND ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO CONSTRUCT THE CURB AT THESE LOCATION SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 609 - CURB, TYPE 6, AS PER PLAN.

FENCE, MISC.: 4-RAIL STEEL BOARD FENCING

PROPOSED BIKE FENCE AT LOCATION SPECIFIED IN THE PLANS SHALL BE A 4-RAIL STEEL BOARD FENCE BY THE MANUFACTURER BELOW, OR AN APPROVED EQUAL. FENCE SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS. WHEN ABUTTING AGAINST RETAINING WALL, BRIDGE BARRIER, OR OTHER STRUCTURE, THE LAST POST OF THE FENCE SHALL HAVE A MAXIMUM HORIZONTAL GAP OF 3 INCHES TO THE ABUTTING SURFACE.

BUCKLEY FENCE
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ITEM 209 - DITCH CLEANOUT, AS PER PLAN

THIS ITEM INCLUDES RE-ESTABLISHING THE EXISTING PAVED GUTTER ON THE NORTH SIDE OF STEWART ROAD (APPROXIMATELY STATION 69+33 TO STATION 71+00) TO ITS ORIGINAL CROSS SECTION. THIS ITEM ASSUMES REMOVING THE SOIL AND VEGETATION FROM THE EXISTING CONCRETE AND DOES NOT INCLUDE REPLACEMENT OF ANY OF THE CONCRETE. IF THE EXISTING CONCRETE IS DAMAGED, RE-ESTABLISH THE DITCH PROFILE AT EXISTING ELEVATIONS AS A VEGETATED DITCH AND PLACE ITEM 659 SEEDING & MULCHING IN PLACE OF THE CONCRETE PAVED GUTTER. ENSURE POSITIVE DRAINAGE TO THE OUTLET OF THE DITCH. THIS ITEM INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT TO RE-ESTABLISH THE DITCH PROFILE FROM THE PROPOSED PAVED GUTTER TO THE PROPOSED OUTLET AS DESCRIBED IN THIS NOTE. THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 209 - DITCH CLEANOUT, AS PER PLAN 170 FT

ITEM 202 - REMOVAL MISC.: BENCH REMOVED

THIS ITEM INCLUDES THE REMOVAL AND DISPOSAL OF ADVERTISING BENCHES CALLED OUT IN THE PLANS, OR WITHIN THE EXISTING OR PROPOSED RIGHT OF WAY.

ITEM 407 - TACK COAT, 702.13

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AS A CONTINGENCY TO BE USED AS DIRECTED BY THE ENGINEER. THIS ITEM IS INTENDED TO BE USED ON MILLED AREAS THAT EXPOSE CONCRETE PAVEMENT.

ITEM 407 - TACK COAT, 702.13 50 GAL

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (40 MPH, 48 INCH HAZARD WIDTH, BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 621 - RAISED PAVEMENT MARKER

EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED AND REPLACED ON THE BRIDGE AS PER SCD TC-65.10 & TC-65.11.

THE FOLLOWING ESTIATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

| | |
|--------------------------------|---------|
| RAISED PAVEMENT MARKER REMOVED | 50 EACH |
| RPM, 2-WAY (WHITE/RED) | 25 EACH |
| RPM, 2-WAY (YELLOW/YELLOW) | 25 EACH |

OVERHEAD SIGNS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 630, THE OVERHEAD SIGN SHALL HAVE A FACTORY-APPLIED BLACK FINISH MATCHING THE TRAFFIC SIGNAL CABINETS.

CONTRACTOR IS RESPONSIBLE FOR TRANSPORTING OVERHEAD SIGNS FROM THE THEIR STORAGE LOCATION TO THE PROJECT SITE. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE POLE COATING DURING TRANSPORT. ANY DAMAGE DUE TO LOADING, TRANSPORT, OR INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.

PAYMENT WILL BE THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, ADDITIONAL MATERIAL, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH OVERHEAD SIGN FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

PAVEMENT MARKING QUANTITIES

LONG LINE PAVEMENT MARKINGS (EDGE LINES, LANE LINES, AND CENTERLINES) FOR THIS PROJECT WERE QUANTIFIED IN THE PAVEMENT MARKING SUBSUMMARY AS BEING MEASURED FROM STATION TO STATION AS MARKED ON THE TRAFFIC CONTROL SHEETS. PAVEMENT MARKING ITEMS WILL BE QUANTIFIED AND PAID PER THESE MEASUREMENTS.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.
- COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS. PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
- EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
- FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204, EXCAVATION OF SUBGRADE.

THE FOLLOWING LIMITS FOR SUBGRADE STABILIZATION PER THIS NOTE ARE SHOWN ON THE CROSS SECTIONS. THESE LIMITS ARE APPROXIMATE BASED ON GEOTECHNICAL ANALYSIS. LIMITS TO BE CONFIRMED BY ENGINEER VIA PROOF ROLLING AND ADJUSTED ACCORDINGLY. SEE PAVEMENT QUANTITIES AND CROSS SECTIONS FOR DETAILS.

SR-159 - STA. 727+00.00 TO STA. 729+00.00

MARIETTA RD. - STA. 15+00 TO STA. 17+50.00

DRIVEWAY CONSTRUCTION QUANTITIES

PROPOSED DRIVEWAY REPLACEMENT MAY REQUIRE PART-WIDTH CONSTRUCTION, TEMPORARY DRIVEWAYS, OR OTHER PHASING TO MAINTAIN ACCESS TO PROPERTIES AT ALL TIMES. THE FOLLOWING ITEM 304 - AGGREGATE BASE QUANTITY IS INCLUDED AS A CONTINGENCY FOR TEMPORARY DRIVEWAY TRAFFIC IN THE EVENT THERE IS A TIME GAP FROM WHEN THE EXISTING DRIVEWAY IS REMOVED TO WHEN THE NEW DRIVEWAY IS CONSTRUCTED.

ITEM 304 - AGGREGATE BASE 65 CY

IF ACCESS TO A PROPERTY CANNOT BE MAINTAINED WHILE THE DRIVEWAY IS BEING CONSTRUCTED, THE FOLLOWING ITEM 452 CONCRETE QUANTITY IS PROVIDED TO REPLACE THE STANDARD CONCRETE ITEM SPECIFIED IN THE PLANS. THIS ITEM MAY BE USED FOR CONSTRUCTION DURING NON-BUSINESS HOURS TO ENSURE ACCESS CAN BE PROVIDED BY THE OPEN OF BUSINESS THE FOLLOWING DAY. A JOB MIX FORMULA (JFM) SHALL BE DEVELOPED AND SUBMITTED FOR APPROVAL ACCORDING TO ODOT SUPPLEMENTAL 1126. THIS ITEM SHALL CONFORM TO ALL SPECIFICATIONS PER CMS SECTION 452 EXCEPT THAT THE CONCRETE MIXTURE SHALL BE MODIFIED AS FOLLOWS, WITH THE INTENT TO USE A CONCRETE MIX DESIGN THAT MATCHES THE NEW ODOT CLASS RS - RAPID SET CONCRETE WHICH IS REPLACING CLASS FS. CLASS RS IS A MIX DESIGNED FOR EARLY OPENING STRENGTH, LIKE FS AND RRCM WITHOUT THE PERFORMANCE AND EXPENSE OF THESE FORMER MIXES. CLASS RS ALLOWS FOR MATURITY ACCEPTANCE BUT DOES NOT REQUIRE IT.

THE MATERIAL REQUIREMENTS OF 255.02 MAY BE MODIFIED AS FOLLOWS:

PROVIDE A RRCM MIXTURE MEETING THE REQUIREMENTS OF 255.02 OR, AN ALTERNATE RRCM MIXTURE CONFORMING THE FOLLOWING REQUIREMENTS:

PORTLAND CEMENT CONCRETE:499.03, CLASS QC 3, W/MACRO-FIBERS

PROVIDE A MIXTURE MEETING THE REQUIREMENTS OF WELL GRADED IN ITEM 499.

AIR CONTENT: 4 TO 8 PERCENT

FLEXURAL STRENGTH: DEVELOP A RRCM CONCRETE MIX DESIGN THAT WILL ACHIEVE A FLEXURAL STRENGTH OF 300 PSI (2.8 MPA) IN NOT LESS THAN 4 HOURS AND NOT MORE THAN 6 HOURS USING 6 IN X 6 IN (150 MM X 150 MM) BEAM SAMPLES CONFORMING TO ASTM C293.

PERMEABILITY: 2000 COULOMBS

| | |
|---|-----------------|
| COARSE AGGREGATE (NO. 57 & NO.8) | 703.02 & 703.13 |
| FINE AGGREGATE (NATURAL SAND) | 703.02 |
| PORTLAND CEMENT, TYPE I [1] | 701.04 |
| FLY ASH OR NATURAL POZZOLAN | 701.13 |
| SLAG CEMENT | 701.11 |
| WATER | 499.02 |
| CHEMICAL ADMIXTURE [2] | 705.12 |
| AIR-ENTRAINING ADMIXTURE | 705.10 |
| MACRO-FIBERS FOR CONCRETE [3] | 705.29 |
| LIQUID MEMBRANE-FORMING COMPOUNDS FOR CONCRETE CURING | 705.07 |

[1] PROVIDE A MIXTURE WITH A PORTLAND CEMENT CONTENT OF 660LB OR LESS AND A TOTAL CEMENTITIOUS CONTENT OF 850LB OR LESS.

[2] A MAXIMUM OF 0.5% CALCIUM CHLORIDE BY MASS OF CEMENTITIOUS CONTENT OR A LIQUID NON-CHLORIDE ACCELERATING ADMIXTURE MAY BE USED TO GENERATE EARLY STRENGTH DEVELOPMENT. SPECIALTY TYPE 'S' ADMIXTURE ALSO PERMITTED (SUBMITTAL OF MANUFACTURER'S DATA SHEET REQUIRED)

[3] USE A MINIMUM DOSAGE RATE OF FIBERS OF 4.0 LB/YD3 OF CONCRETE. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. A DEMONSTRATION OF THE MIX PRODUCTION, OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

SUBMIT LAB TESTING RESULTS OF THE ALTERNATE RRCM MIXTURE USING THE ACTUAL MATERIALS THAT WILL BE USED ON THE PROJECT. MAKE AT LEAST FIVE BEAM SPECIMENS AND TEST THEM AT 3, 4, 5, 6, AND 8 HOURS AGE. ALTERNATELY, THE CONTRACTOR MAY DEVELOP THE MIX'S MATURITY CURVE ACCORDING TO SUPPLEMENT 1098.

THE JMF WILL NOT BE APPROVED FOR USE ON THE ENTIRE PROJECT UNTIL A SUCCESSFUL FIELD PLACEMENT IS PERFORMED, ON THE PROJECT, WITH THE MIX DESIGN. THIS PLACEMENT MUST DEMONSTRATE THE MIXTURE IS CAPABLE OF MEETING THE PRESCRIBED FLEXURAL STRENGTH AND TIME REQUIREMENTS.

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT, 180 SY CLASS QC MS, AS PER PLAN

ITEM 614, MAINTAINING TRAFFIC

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.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

| NOTIFICATION TIME FRAME TABLE | | |
|-------------------------------|----------------------|--|
| ITEM | DURATION OF CLOSURE | NOTIFICATION DUE TO DISTRICT 9 COMMUNICATIONS OFFICE |
| RAMP | > 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| ROAD | 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| CLOSURES | < 12 HOURS | 2 BUSINESS DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN TRAFFIC SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

1. CONSUMER CENTER DR JUST EAST OF GOLDIE GUNLOCK MEMORIAL PARK
2. NORTH PLAZA BLVD AT SR-159, BRIDGE STREET
3. NORTH PLAZA BLVD JUST EAST OF THE DUCHESS CONVENIENCE DRIVE

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

SEQUENCE OF CONSTRUCTION

YEAR 1

PHASE 1A - SHARED USE PATH

CONSTRUCT THE SHARED USE PATH (SUP) FROM THE EXISTING PAINT CREEK RECREATIONAL TRAIL ON RIVERSIDE STREET, ACROSS THE RIGHT SIDE OF THE ROS-159-00.42 BRIDGE TO STEWART RD. ADDITIONAL WORK TO INCLUDE THE PAINTING OF THE EXISTING BRIDGE RAILINGS AND REPLACEMENT OF LIGHT POLES. TWO-LANE TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED BY ELIMINATING THE EMERGENCY VEHICLE CENTER LANE AND SHIFTING THE TWO NORTHBOUND LANES TO THE LEFT. PEDESTRIANS WILL BE DETOURED TO THE SOUTHBOUND SIDEWALK AT RIVERSIDE ST AND STEWART RD. UTILIZING STANDARD DRAWING 110.10. CONSTRUCT THE SUP FROM THE BRIDGE TO THE TIE IN POINT ALONG THE PAINT CREEK RECREATIONAL TRAIL ALONG RIVERSIDE ST.

YEAR 1

PHASE 1B - BRIDGE RAILING

PAINT THE EXISTING BRIDGE RAILINGS AND REPLACE LIGHT POLES. TWO-LANE TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED BY ELIMINATING THE EMERGENCY VEHICLE CENTER LANE AND SHIFTING THE TWO SOUTHBOUND LANES TO THE RIGHT. PEDESTRIANS WILL BE DETOURED TO THE SHARED USE PATH ALONG THE NORTHBOUND LANES AT RIVERSIDE ST AND STEWART RD, UTILIZING STANDARD DRAWING 110.10. CONTINUE CONSTRUCTING THE SUP FROM THE BRIDGE TO THE TIE IN POINT ALONG THE PAINT CREEK RECREATIONAL TRAIL ALONG RIVERSIDE ST.

PHASE 2 (A-C) - STEWART ROAD/RIVER TRACE/CONSUMER CENTER DRIVE ROUNDABOUT

THE ROUNDABOUT AT THE INTERSECTION OF STEWART ROAD, RIVER TRACE AND CONSUMER CENTER DRIVE SHALL BE CONSTRUCTED IN 3 PHASES, A-C, AS DETAILED ON SHEETS 62-64. TWO-WAY TRAFFIC FROM SR-159 ALONG STEWART ROAD AND RIVER TRACE SHALL BE MAINTAINED AT ALL TIMES TO PROVIDE ACCESS TO WALMART, KOHL'S, AND ROCAS MEXICAN RESTAURANT. ACCESS TO NOURSE EZ CREDIT AND THE GOLDIE GUNLOCK MEMORIAL PARK FROM CONSUMER CENTER DR SHALL BE MAINTAINED AT ALL TIMES. IN ADDITION, CONSTRUCT THE PROPOSED CURB, SPLITTER ISLAND RESURFACING OF STEWART ROAD AND CONSUMER CENTER DRIVE, WEST OF SR-159, BRIDGE STREET.

PHASE 3 A - SR-159, BRIDGE STREET, NORTH OF THE US-35 INTERCHANGE

CONSTRUCT THE PAVEMENT WIDENING ON THE RIGHT SIDE OF SR-159 (BRIDGE STREET) FROM STA 729+30 TO STA 755+50 BY CLOSING THE LEFT LANE IN THE SOUTHBOUND DIRECTION AND MOVING THE LEFT TURN LANES/TWO WAY LEFT TURN LANES AND NORTHBOUND LANES TO THE LEFT. THE LANE CONFIGURATION FOR PHASE 3A WILL BE 2 SOUTHBOUND LANES, ONE LEFT TURN LANE AND 3 NORTHBOUND LANES.

PHASE 3 A - SR-159, MARIETTA ROAD EXTENSION, NORTH OF THE US-35 INTERCHANGE

CONSTRUCT THE EXTENSION OF MARIETTA RD FROM STA. 12+60.10 TO STA 17+15 WHILE MAINTAINING THE DRIVES TO RAISING CANE'S AND DUCHESS CONVENIENCE STORE FROM N. PLAZA BLVD AT ALL TIMES. THE DRIVES FOR APPLEBEE'S AT STA 17+15 +/- ON MARIETTA RD EXTENSION AND AT STA 732+30 ON SR-159 SHALL REMAIN OPEN AT ALL TIMES. ACCESS TO PARKING IN THE REAR OF APPLEBEE'S SHALL BE PROVIDED AT ALL TIMES EXCEPT FOR THE PARKING SPACES THAT WILL BE LOST DUE TO CONSTRUCTION.

PHASE 3 B - SR-159, BRIDGE STREET, NORTH OF THE US-35 INTERCHANGE

CONSTRUCT THE PROPOSED CURB AND GUTTER AND MINOR PAVEMENT REPLACEMENT ON THE LEFT SIDE OF SR-159 (BRIDGE STREET) FROM STA 729+30 TO STA 755+50 BY CLOSING THE RIGHT LANE IN THE SOUTHBOUND DIRECTION. THE LANE CONFIGURATION FOR PHASE 3B WILL BE 2 SOUTHBOUND LANES, ONE LEFT TURN LANE AND 3 NORTHBOUND LANES.

PHASE 3B - MARIETTA ROAD EXTENSION

CONSTRUCT THE SW CORNER IMPROVEMENTS TO THE MARIETTA RD EXTENSIONS/SR-159 INTERSECTION BY CLOSING THE EB RIGHT TURN LANE AND CONVERTING THE EB LEFT-THRU TO A LEFT-THRU-RIGHT LANE KEEP BOTH DRIVES TO APPLEBEE'S OPEN DURING THIS PHASE.

CONSTRUCT THE NW CORNER IMPROVEMENTS TO THE MARIETTA RD EXTENSIONS/SR-159 INTERSECTION BY MOVING THE WB LANE TO THE SOUTH AND ONLY PROVIDING ONE EB LEFT-THRU-RIGHT LANE. KEEP BOTH DRIVES TO APPLEBEE'S OPEN DURING THIS PHASE.

US 35 - BRIDGE SCUPPER WORK

WORK ZONE TRAFFIC CONTROL FOR THE WORK TO THE EXISTING US 35 SCUPPERS SHOWN ON SHEET 518 THROUGH 520 SHALL BE IMPLEMENTED USING SINGLE LANE CLOSURES PER S.C.D MT-95.30 DURING THE TIMES SHOWN ON THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

THE SCHEDULE CAN BE FOUND AT <http://pclm.dot.state.oh.us>

NOTE: THE WORK LOCATIONS LISTED ABOVE TO BE CONSTRUCTED IN YEAR 1 CAN BE CONSTRUCTED IN THE ORDER THAT THE CONTRACTOR CHOOSES OR MAY BE CONSTRUCTED CONCURRENTLY.

YEAR 2

PHASE 4A - SR-159, BRIDGE STREET, PAVEMENT REPLACEMENT AT US-35 INTERCHANGE

CONSTRUCT THE PAVEMENT REPLACEMENT ON THE RIGHT SIDE OF SR-159 (BRIDGE STREET) FROM STA 710+65 TO STA 729+30 BY MAINTAINING THREE LANES OF NORTHBOUND TRAFFIC IN THE EXISTING SOUTHBOUND LANES AND SHOULDER WHILE DETOURING SR-159 SOUTHBOUND AS SHOWN ON SHEET 35. SECTIONS OF THE STEWART RD AND RAMP B PAVEMENT IN THE INTERSECTION OF SR-159 WILL ALSO BE RECONSTRUCTED. THE LEFT SIDE OF RAMP D WILL BE RECONSTRUCTED ALONG WITH TEMPORARY PAVEMENT, WHICH WILL BE UTILIZED IN PHASE 4B. RAMP D TRAFFIC WILL BE MAINTAINED ON THE RIGHT SHOULDER AND PARTIAL RAMP LANE. RAMP A1 WILL BE CLOSED AND RECONSTRUCTED. RAMP A1 TRAFFIC ACCESS US-35 WB BY WAY OF A TEMPORARY RAMP FROM SR-159 TO RAMP A2. TWO LANES OF RAMP C WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP C TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. TWO LANES OF RAMP B WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP B TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. ACCESS TO RAMP A2 FROM SR-159 SOUTHBOUND WILL BE MAINTAINED AT ALL TIMES. NORTH PLAZA AT SR-159 WILL BE CLOSED WITH ACCESS PROVIDED AT THE PREVIOUSLY CONSTRUCTED MARIETTA ROAD CONNECTOR.

PHASE 4B - SR 159, BRIDGE STREET, PAVEMENT REPLACEMENT AT US-35 INTERCHANGE

CONTINUE TO CONSTRUCT THE PAVEMENT REPLACEMENT ON THE RIGHT SIDE OF SR-159 (BRIDGE STREET) FROM STA 710+65 TO STA 729+30 BY MAINTAINING THREE LANES OF NORTHBOUND TRAFFIC IN THE EXISTING SOUTHBOUND LANES AND SHOULDER WHILE DETOURING SR-159 SOUTHBOUND AS SHOWN ON SHEET 35. THE REMAINING SECTIONS OF THE STEWART RD AND RAMP B PAVEMENT IN THE INTERSECTION OF SR-159 WILL BE RECONSTRUCTED. THE RIGHT SIDE OF RAMP D WILL BE RECONSTRUCTED WHILE MAINTAINING TRAFFIC ON THE LEFT SHOULDER AND TEMPORARY PAVEMENT. RAMP A1 TRAFFIC WILL CONTINUE TO ACCESS US-35 WB BY WAY OF A TEMPORARY RAMP FROM SR-159 TO RAMP A2. TWO LANES OF RAMP C WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP C TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. ONE LANE OF RAMP B WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP B TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. ACCESS TO RAMP A2 WILL BE MAINTAINED AT ALL TIMES. NORTH PLAZA BLVD AT SR-159 WILL BE CLOSED WITH ACCESS PROVIDED AT THE PREVIOUSLY CONSTRUCTED MARIETTA ROAD CONNECTOR.

PHASE 5A - SR-159, BRIDGE STREET, PAVEMENT REPLACEMENT AT US-35 INTERCHANGE

CONSTRUCT THE PAVEMENT REPLACEMENT ON THE LEFT SIDE OF SR-159 (BRIDGE STREET) FROM STA 710+65 TO STA 729+30 BY MAINTAINING TWO LANES OF NORTHBOUND TRAFFIC IN THE PREVIOUSLY CONSTRUCTED NORTHBOUND LANES AND DETOURING SR-159 SOUTHBOUND AS SHOWN ON SHEET 35. THE CONSTRUCTION OF THE MEDIAN CONCRETE PIER PROTECTION AND IMPACT ATTENUATORS AT THE US-35 BRIDGE SHOULD BEGIN IN THIS PHASE. SECTIONS OF THE CONSUMER CENTER DRIVE PAVEMENT IN THE INTERSECTION OF SR-159 WILL BE RECONSTRUCTED. THE LEFT LANE AND SHOULDER OF RAMP C WILL BE RECONSTRUCTED, WHILE MAINTAINING TWO LANES OF TRAFFIC ON THE RIGHT SHOULDER AND RIGHT LANE. RAMP C TRAFFIC WILL ONLY BE PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP C TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. THE RIGHT SIDE OF RAMP A2 WILL BE RECONSTRUCTED ALONG WITH TEMPORARY PAVEMENT, WHICH WILL BE UTILIZED IN PHASE 5B. RAMP A2 TRAFFIC WILL BE MAINTAINED ON THE LEFT SHOULDER AND PARTIAL RAMP LANE. ACCESS TO RAMP D AND RAMP A1 WILL BE MAINTAINED AT ALL TIMES. TWO LANES OF RAMP B WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP B TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. NORTH PLAZA BLVD AT SR-159 WILL BE CLOSED WITH ACCESS PROVIDED AT THE PREVIOUSLY CONSTRUCTED MARIETTA ROAD CONNECTOR.

THE NEW OVERHEAD SIGNS AND TRUSS FOR RAMP C SHALL BE INSTALLED BEFORE THE EXISTING TRUSS AND SIGNS ARE REMOVED. UTILIZE SCD MT-99.60, OR OTHER METHOD APPROVED BY THE ENGINEER, TO REMOVE THE EXISTING SIGNS AND TRUSS AND TO INSTALL THE NEW SIGNS AND TRUSS.

YEAR 2

PHASE 5B - SR-159, BRIDGE STREET, PAVEMENT REPLACEMENT AT US-35 INTERCHANGE

CONTINUE TO RECONSTRUCT THE PAVEMENT REPLACEMENT ON THE LEFT SIDE OF SR-159 (BRIDGE STREET) FROM STA 710+65 TO STA 729+30 BY MAINTAINING TWO LANES OF NORTHBOUND TRAFFIC IN THE PREVIOUSLY CONSTRUCTED NORTHBOUND LANES AND DETOURING SR-159 SOUTHBOUND AS SHOWN ON SHEET 35. CONTINUE TO CONSTRUCT THE MEDIAN CONCRETE PIER PROTECTION AND IMPACT ATTENUATORS AT THE US-35 BRIDGE. THE REMAINING SECTION OF THE CONSUMER CENTER DRIVE PAVEMENT IN THE INTERSECTION OF SR-159 WILL BE RECONSTRUCTED. THE CENTER, RIGHT LANE AND SHOULDER OF RAMP C WILL BE RECONSTRUCTED, WHILE MAINTAINING ONE LANE OF TRAFFIC ON THE LEFT SHOULDER AND LEFT LANE. WHEN RAMP C IS REDUCED TO ONE LANE, THE EASTBOUND ENTRANCE RAMP FROM SR-104 SHALL BE CLOSED AND DETOURED AS SHOWN ON SHEET 35. THE REGRADING AND EMBANKMENT WIDENING ALONG RAMP C FROM STA 103+51 TO STA 107+60 +/- WILL OCCUR IN THIS PHASE. THE LEFT SIDE OF RAMP A2 WILL BE RECONSTRUCTED WHILE MAINTAINING TRAFFIC ON THE RIGHT SHOULDER AND TEMPORARY PAVEMENT. ACCESS TO RAMP D AND RAMP A1 WILL BE MAINTAINED AT ALL TIMES. TWO LANES OF RAMP B WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP B TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. NORTH PLAZA AT SR-159 WILL BE CLOSED WITH ACCESS PROVIDED AT THE PREVIOUSLY CONSTRUCTED MARIETTA ROAD CONNECTOR.

PHASE 6 - SR-159, BRIDGE STREET, PAVEMENT REPLACEMENT AT US-35 INTERCHANGE

THIS PHASE WILL CONSIST OF PAVEMENT REPLACEMENT OF THE MIDDLE LANE, TO THE RIGHT OF THE CENTERLINE OF SR-159, FROM APPROXIMATELY STA 725+50 TO STA 729+30 BY MAINTAINING TWO LANES OF NORTHBOUND TRAFFIC AND THREE LANES IN THE SOUTHBOUND DIRECTION AS SHOWN ON SHEET 35. TWO LANES OF RAMP B WILL BE MAINTAINED AND ONLY PERMITTED TO ACCESS SR-159 NORTHBOUND. SOUTHBOUND RAMP B TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 35. NORTH PLAZA BLVD AT SR-159 WILL BE CLOSED WITH ACCESS PROVIDED AT THE PREVIOUSLY CONSTRUCTED MARIETTA ROAD CONNECTOR.

LOCAL ACCESS

INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES AT ALL TIMES UNLESS SHOWN OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING OWNER, RESIDENTS OR BUSINESS OPERATORS IN WRITING AT LEAST 48 HOURS BUT NO MORE THAN 72 HOURS PRIOR TO CLOSURE. THE ENGINEER SHALL BE GIVEN A LIST OF THE PERSONS THAT WERE GIVEN NOTICES WITH THE DATE OF THE NOTICE INCLUDED.

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 SPECIAL EVENTS:

- NEW YEAR'S (OBSERVED)
- TOTAL SOLAR ECLIPSE (4/8/24)
- MEMORIAL DAY
- FOURTH OF JULY (OBSERVED)
- LABOR DAY
- GENERAL/REGULAR ELECTION DAY (NOV)
- THANKSGIVING
- CHRISTMAS (OBSERVED)
- (OTHER HOLIDAY OR SPECIAL EVENT)

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

| DAY OF HOLIDAY OR EVENT | TIME ALL LANES MUST BE OPEN TO TRAFFIC |
|------------------------------|---|
| SUNDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |
| MONDAY | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY |
| TUESDAY | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY |
| WEDNESDAY | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY |
| THURSDAY | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY |
| THURSDAY (THANKSGIVING ONLY) | 6:00AM WEDNESDAY THROUGH 6:00 AM MONDAY |
| FRIDAY | 12:00N THURSDAY THROUGH 6:00 AM MONDAY |
| SATURDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

MAINTENANCE OF TRAFFIC NOTES

ROS-159-0.41

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 1/28/2025 TIME: 7:45:31 AM USER: soroka pwc:\bnpw\benley.com\pwc\01\Documents\p590554004E-Engineering\MOT\Sheets\113013_MN001

DESIGN AGENCY



DESIGNER

ZSP

REVIEWER

EMK 10/07/24

PROJECT ID

113013

SHEET

TOTAL

30 | 592

WORKSITE TRAFFIC SUPERVISOR (CONT'D)

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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 MT101.70. 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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

- ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY 109 EACH
- ITEM 614, OBJECT MARKER, ONE-WAY 109 EACH

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

- ITEM 614, BARRIER REFLECTOR, TYPE 5, ONE-WAY 28 EACH
- ITEM 614, OBJECT MARKER, ONE-WAY 28 EACH

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

ITEM 614, BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90° TO THE DIRECTION OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

- ITEM 614, BUSINESS ENTRANCE SIGN 20 EACH

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED OR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
 - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT'D)

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

- ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 200 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCREMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DETOUR ROUTE

THE FOLLOWING ESTIMATED QUANTITIES SHALL BE USED BY THE CONTRACTOR, FOR USE AS DETERMINED BY THE ENGINEER, TO MAINTAIN E. MAIN ST. FROM BRIDGE STREET TO US-23 DURING THE TIME TRAFFIC IS DETOURED TO RECONSTRUCT THE BRIDGE ST. (SR-159) PAVEMENT AT THE BRIDGE ST/US-35 INTERCHANGE. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ~~ONCE THE DETOUR IS REMOVED AND TRAFFIC IS RETURNED TO ITS NORMAL PATTERN, THIS ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.~~

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

- ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, 1-1/2" 1400 SQ. YD.
- ITEM 301, ASPHALT CONCRETE BASE, PG 64-22, (449) 30 CU. YD.
- ITEM 304, AGGREGATE BASE 30 CU. YD.
- ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 64-22, 1-1/2" 60 CU. YD.
- ITEM 407, TACK COAT 100 GAL.
- ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CU. YD.
- ITEM 642, LANE LINE, 4", TYPE 1 0.25 MILE

NOTIFICATION 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 BOARDS.

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 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 OF TRAFFIC RESTRICTIONS TIME TABLE | | |
|---|------------------------|--|
| ITEM | DURATION OF CLOSURE | NOTIFICATION DUE TO PERMITS AND PIO |
| RAMP & | > 2 WEEKS | 21 CALENDAR DAYS PRIOR TO CLOSURE |
| ROAD | > 12 HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| CLOSURES | < 12 HOURS | 4 BUSINESS DAYS PRIOR TO CLOSURE |
| LANE | > 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
| CLOSURES & RESTRICTIONS | < 2 WEEKS | 5 BUSINESS DAYS PRIOR TO CLOSURE |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION |

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

ITEM 614, DETOUR SIGNING

THE PAYMENT FOR ALL DETOUR SIGNS SHOWN ON THE DETOUR PLAN SHEETS AND WITHIN THE MAINTENANCE OF TRAFFIC PLAN SHEETS SHALL BE MADE AT THE LUMP SUM AMOUNT FOR ITEM 614, DETOUR SIGNING, AND SHALL INCLUDE THE COST OF PLACING THE SIGNS, HARDWARE AND SUPPORTS, COVERING, IF NEEDED, AND REMOVAL.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

A QUANTITY OF ITEM 614, ASPHALT FOR MAINTAINING TRAFFIC HAS BEEN PROVIDED TO PROTECT THE TRAFFIC FROM OBSTRUCTIONS INCLUDING, BUT NOT LIMITED TO, POTHOLES, DRIVEWAYS, INTERSECTIONS, CASTINGS, SLIGHT GRADE DIFFERENCES BETWEEN PHASES, AND LOW AREAS WHICH ARE LEFT EXPOSED DUE TO PAVEMENT PLANNING OPERATIONS. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO PROVIDE FOR THE ITEMS LISTED ABOVE.

- ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU YD

ROS-159-0.41

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MAINTENANCE OF TRAFFIC NOTES

| | |
|---------------|-------------------------|
| DESIGN AGENCY | B&N burgessniple.com |
| DESIGNER | ZSP |
| REVIEWER | EMK 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL 32 592 |

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 50 M. GAL.

ITEM 614, REPLACEMENT SIGN

FLATSHEET 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.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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. PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND 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.

AN ESTIMATED QUANTITY OF 40 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR CONTINGENCY.

EXCAVATION FOR MAINTAINING TRAFFIC 100 CU. YD.

EMBANKMENT FOR MAINTAINING TRAFFIC 200 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

DRIVEWAY ENTRANCES

THE CONTRACTOR SHALL NOT CLOSE THE DRIVEWAY ENTRANCE TO PARCEL 41 AND THE MAIN ENTRANCE TO ZANE PLAZA MALL LOCATED AT STATION 755 AT THE SAME TIME.

INCENTIVE/DISINCENTIVE CONTRACT














THE CONTRACTOR SHALL FOLLOW THE INCENTIVE/DISINCENTIVE PROVISIONS PROVIDED IN THE FOLLOWING TABLE.

| DESCRIPTION OR LOCATION OF CRITICAL WORK | COMPLETION DATE | TIME PERIOD | DISINCENTIVE \$ PER TIME PERIOD | INCENTIVE \$ PER TIME PERIOD | MAXIMUM INCENTIVE \$ |
|---|-----------------|-------------|---------------------------------|------------------------------|----------------------|
| THESE WORK COMPONENTS COMPLETE AND ALL LANES OPEN TO TRAFFIC, AS DESCRIBED IN MOT PHASES 1-3 (EXCEPT PEDESTRIAN FACILITIES): ROUNDABOUT; NEW NORTHBOUND THROUGH LANE NORTH OF NORTH PLAZA BLVD; SB CURB AND GUTTER; PROPOSED NEW MARIETTA RD; SIGNALS NORTH OF NORTH PLAZA BLVD; TRAFFIC ALLOWED ON INTERMEDIATE PAVEMENT. | 10/15/2025 | DAY | \$15,000 | \$0 | \$0 |
| THESE WORK COMPONENTS COMPLETE AND ALL LANES OPEN TO TRAFFIC, AS DESCRIBED IN MOT PHASES 4-6 (EXCEPT PEDESTRIAN FACILITIES): FULL DEPTH PAVEMENT IN THE SR159/US35 INTERCHANGE FROM STEWART DR TO NORTH PLAZA BLVD AND ALL RAMP WORK, INCLUDING NEW SIGNALS AT STEWART RD, RAMP C AND NORTH PLAZA BLVD INTERSECTIONS. FINAL ASPHALT SURFACE AND TRAFFIC CONTROL COMPLETE NORTH OF NORTH PLAZA BLVD. | 10/15/2026 | DAY | \$15,000 | \$0 | \$0 |

SHORT-TERM STATIONARY CLOSURES

IN ADDITION TO THE INCENTIVE/DISINCENTIVE CONTRACT PLAN NOTE, ALL OF THE EXISTING LANES AND SHOULDERS, NEWLY CONSTRUCTED LANES AND SHOULDERS, INCLUDING RAMPS AND SHOULDERS AND ROADS FOR THE PROJECT SHALL REMAIN OPEN, AVAILABLE AND UNRESTRICTED TO TRAFFIC BETWEEN OCTOBER 15 OF EACH CONSTRUCTION YEAR TO MARCH 1 OF THE FOLLOWING YEAR FOR COMMERCIAL BUSINESS/TRAFFIC USAGE AND SNOW AND ICE MAINTENANCE. DURING THIS PERIOD, THE CONTRACTOR MAY PERFORM WORK ON THE PROJECT THAT DOES NOT CAUSE LANE, RAMP, ROAD OR SHOULDER CLOSURES OR RESTRICTIONS DURING DAYTIME HOURS (6AM-10PM M-F AND 10AM-10PM SAT & SUN). IF APPROVED BY THE ENGINEER AT LEAST 7 CALENDAR DAYS IN ADVANCE, THE CONTRACTOR MAY ALSO USE SHORT-TERM (LESS THAN 12 HOURS) STATIONARY SINGLE LANE, RAMP, ROAD OR SHOULDER CLOSURES DURING THIS PERIOD. SHORT-TERM STATIONARY SINGLE LANE, RAMP, ROAD OR SHOULDER CLOSURES OR RESTRICTIONS DURING THE HEAVY TRAFFIC COMMERCIAL PERIOD BETWEEN NOVEMBER 15 AND DECEMBER 31 WILL NOT BE APPROVED.

MAINTENANCE OF TRAFFIC LEGEND

-  DRUMS (40' SPACING ON CURVES AND TAPER SECTIONS AND 80' ON TANGENT SECTIONS)
-  ITEM 614, IMPACT ATTENUATOR, UNIDIRECTIONAL
-  ITEM 622, PORTABLE BARRIER, UNANCHORED
-  ITEM 614, WORK ZONE CENTER LINE
-  ITEM 614, WORK ZONE EDGE LINE, WHITE, 6"
-  ITEM 614, WORK ZONE EDGE LINE, YELLOW, 6"
-  ITEM 614, WORK ZONE LANE LINE, 6"
-  ITEM 614, WORK ZONE CHANNELIZING LINE, WHITE
-  ITEM 614, WORK ZONE DOTTED LINE, WHITE, 6"
-  ITEM 614, WORK ZONE DOTTED LINE, YELLOW, 6"
-  ITEM 614, WORK ZONE TRANSVERSE/DIAGONAL, WHITE
-  ITEM 614, WORK ZONE STOP LINE
-  ITEM 614, WORK ZONE ARROW

DESIGN AGENCY



DESIGNER

ZSP

REVIEWER

EMK 10/07/24

PROJECT ID

113013

SHEET

TOTAL

33 | 592

| REF NO. | SHEET NO. | STATION TO STATION | SIDE | 614 | | 614 | | 614 | | 614 | | 614 | | 614 | | 615 | | 622 | |
|----------------------------|-----------|------------------------|------|---|--|---|---|--|---|--|---|-------------------------------------|---|------------------------------|--|-----|--|-----|--|
| | | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE LANE, CLASS I, 6", 807 PAINT | WORK ZONE CENTER LINE, CLASS I, 807 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, UNANCHORED | | | | | |
| | | | | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | | SY | | FT | | | |
| ELW-1 | 69 | 728+59.00 TO 733+46.00 | | | | | 0.09 | | | | | | | | | | | | |
| SL-1 | 69 | 729+32.00 | | | | | | | | | | 21 | | | | | | | |
| LL-1 | 69 | 729+32.00 TO 732+96.00 | | | 0.07 | | | | | | | | | | | | | | |
| CL-1 | 69 | 729+32.00 TO 732+96.00 | | | | 0.07 | | | | | | | | | | | | | |
| CL-2 | 69 | 729+32.00 TO 731+00.00 | | | | 0.03 | | | | | | | | | | | | | |
| LL-2 | 69 | 729+32.00 TO 732+96.00 | | | 0.07 | | | | | | | | | | | | | | |
| LL-3 | 69 | 729+32.00 TO 732+96.00 | | | 0.07 | | | | | | | | | | | | | | |
| ELW-2 | 69 | 728+66.00 TO 733+26.00 | | | | | 0.09 | | | | | | | | | | | | |
| CH-1 | 69 | 731+00.00 TO 732+96.00 | | | | | | 196 | | | | | | | | | | | |
| SL-2 | 69 | 732+96.00 | | | | | | | | | | 41 | | | | | | | |
| LA-1 | 69 | 729+39.00 | | | | | | | | | | | | | | | | | |
| LA-2 | 69 | 729+66.00 | | | | | | | | | | | | | | | | | |
| LA-3 | 69 | 730+21.00 | | | | | | | | | | | | | | | | | |
| LA-4 | 69 | 730+48.00 | | | | | | | | | | | | | | | | | |
| LA-5 | 69 | 731+36.00 | | | | | | | | | | | | | | | | | |
| LA-6 | 69 | 732+09.00 | | | | | | | | | | | | | | | | | |
| LA-7 | 69 | 732+82.00 | | | | | | | | | | | | | | | | | |
| DLW-1 | 69 | 732+96.00 TO 733+51.00 | | | | | | | 55 | | | | | | | | | | |
| DLW-2 | 69 | 733+52.00 TO 734+19.00 | | | | | | | 67 | | | | | | | | | | |
| SL-3 | 69 | 734+19.00 | | | | | | | | | | 33 | | | | | | | |
| ELW-3 | 69 | 733+74.00 TO 739+87.00 | | | | | 0.12 | | | | | | | | | | | | |
| LL-4 | 69 | 734+19.00 TO 739+44.00 | | | 0.10 | | | | | | | | | | | | | | |
| CH-2 | 69 | 734+19.00 TO 736+00.00 | | | | | | 181 | | | | | | | | | | | |
| CL-2 | 69 | 734+19.00 TO 739+44.00 | | | | 0.10 | | | | | | | | | | | | | |
| LL-5 | 69 | 734+15.00 TO 739+44.00 | | | 0.10 | | | | | | | | | | | | | | |
| LL-6 | 69 | 734+15.00 TO 739+44.00 | | | 0.10 | | | | | | | | | | | | | | |
| ELW-4 | 69 | 733+73.00 TO 739+92.00 | | | | | 0.12 | | | | | | | | | | | | |
| LA-8 | 69 | 734+35.00 | | | | | | | | | | | | | | | | | |
| LA-9 | 69 | 735+01.00 | | | | | | | | | | | | | | | | | |
| LA-10 | 69 | 735+75.00 | | | | | | | | | | | | | | | | | |
| CL-1 | 69 | 17+15.00 TO 18+99.00 | | | | 0.03 | | | | | | | | | | | | | |
| CL-2 | 69 | 17+75.00 TO 18+99.00 | | | | 0.02 | | | | | | | | | | | | | |
| SL-1 | 69 | 18+99.00 | | | | | | | | | | 22 | | | | | | | |
| SL-2 | 69 | 19+01.00 | | | | | | | | | | 16 | | | | | | | |
| CL-3 | 69 | 17+19.00 TO 19+01.00 | | | | 0.03 | | | | | | | | | | | | | |
| ELW-1 | 69 | 17+19.00 TO 19+24.00 | | | | | 0.04 | | | | | | | | | | | | |
| ELW-2 | 69 | 17+19.00 TO 19+24.00 | | | | | 0.04 | | | | | | | | | | | | |
| CH-3 | 70 | 736+50.00 TO 739+44.00 | | | | | | 294 | | | | | | | | | | | |
| LA-11 | 70 | 737+37.00 | | | | | | | | | | | | | | | | | |
| LA-12 | 70 | 738+02.00 | | | | | | | | | | | | | | | | | |
| LA-13 | 70 | 738+67.00 | | | | | | | | | | | | | | | | | |
| LA-14 | 70 | 739+33.00 | | | | | | | | | | | | | | | | | |
| SL-4 | 70 | 739+44.00 | | | | | | | | | | 44 | | | | | | | |
| SL-5 | 70 | 740+56.00 | | | | | | | | | | 33 | | | | | | | |
| ELW-5 | 70 | 740+11.00 TO 749+30.00 | | | | | 0.17 | | | | | | | | | | | | |
| LL-7 | 70 | 740+56.00 TO 748+53.00 | | | 0.15 | | | | | | | | | | | | | | |
| CH-4 | 70 | 740+56.00 TO 745+00.00 | | | | | | 444 | | | | | | | | | | | |
| CL-3 | 70 | 740+56.00 TO 748+53.00 | | | | 0.15 | | | | | | | | | | | | | |
| LL-8 | 70 | 740+56.00 TO 748+53.00 | | | 0.15 | | | | | | | | | | | | | | |
| LL-9 | 70 | 740+56.00 TO 748+53.00 | | | 0.15 | | | | | | | | | | | | | | |
| ELW-6 | 70 | 740+25.00 TO 746+68.00 | | | | | 0.12 | | | | | | | | | | | | |
| LA-15 | 70 | 740+70.00 | | | | | | | | | | | | | | | | | |
| LA-16 | 70 | 740+41.00 | | | | | | | | | | | | | | | | | |
| LA-17 | 70 | 742+11.00 | | | | | | | | | | | | | | | | | |
| LA-18 | 70 | 742+82.00 | | | | | | | | | | | | | | | | | |
| LA-19 | 70 | 743+53.00 | | | | | | | | | | | | | | | | | |
| CH-5 | 70 | 745+50.00 TO 748+53.00 | | | | | | 303 | | | | | | | | | | | |
| CL-1 | 70 | 40+47.00 TO 41+52.00 | | | | 0.02 | | | | | | | | | | | | | |
| SL-1 | 70 | 41+52.00 | | | | | | | | | | 13 | | | | | | | |
| LA-1 | 70 | 41+49.00 | | | | | | | | | | | | | | | | | |
| SL-2 | 70 | 42+48.00 | | | | | | | | | | 32 | | | | | | | |
| LA-2 | 70 | 42+49.00 | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 38 | | | | | | 0.96 | 0.47 | 0.79 | 1418 | 122 | 255 | 21 | | | | | | | |

| REF NO. | SHEET NO. | STATION TO STATION | SIDE | 614 | | | | | 614 | | 614 | | 614 | | 615 | | 622 | |
|----------------------------|-----------|------------------------|------|---|--|---|---|--|---|--|---|-------------------------------------|---|------------------------------|-----|--|-----|--|
| | | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE LANE, CLASS I, 6", 807 PAINT | WORK ZONE CENTER LINE, CLASS I, 807 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, UNANCHORED | | | | |
| | | | | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | SY | FT | | | | |
| LA-7 | 76 | 732+15.00 | | | | | | | | | | | | | | | | |
| LA-8 | 76 | 732+15.00 | | | | | | | | | | | | | | | | |
| LA-9 | 76 | 732+15.00 | | | | | | | | | | | | | | | | |
| LA-10 | 76 | 732+79.00 | | | | | | | | | | | | | | | | |
| LA-11 | 76 | 732+92.00 | | | | | | | | | | | | | | | | |
| LA-12 | 76 | 732+92.00 | | | | | | | | | | | | | | | | |
| LA-13 | 76 | 732+92.00 | | | | | | | | | | | | | | | | |
| SL-5 | 76 | 732+84.00 | | | | | | | | | | | 11 | | | | | |
| SL-6 | 76 | 732+96.00 | | | | | | | | | | | 33 | | | | | |
| SL-7 | 76 | 734+19.00 | | | | | | | | | | | 44 | | | | | |
| ELW-8 | 76 | 733+75.00 TO 739+82.00 | | | | | 0.11 | | | | | | | | | | | |
| CH-4 | 76 | 734+19.00 TO 738+00.00 | | | | | | 381 | | | | | | | | | | |
| ELY-4 | 76 | 734+19.00 TO 736+00.00 | | | | | 0.03 | | | | | | | | | | | |
| ELW-9 | 76 | 734+19.00 TO 736+00.00 | | | | | 0.03 | | | | | | | | | | | |
| CL-4 | 76 | 734+19.00 TO 739+44.00 | | | | 0.10 | | | | | | | | | | | | |
| LL-10 | 76 | 734+19.00 TO 739+44.00 | | | | 0.10 | | | | | | | | | | | | |
| LL-11 | 76 | 734+19.00 TO 739+44.00 | | | | 0.10 | | | | | | | | | | | | |
| ELW-10 | 76 | 733+73.00 TO 739+76.00 | | | | | 0.11 | | | | | | | | | | | |
| LA-14 | 76 | 734+33.00 | | | | | | | | | | | | | | | | |
| LA-15 | 76 | 734+33.00 | | | | | | | | | | | | | | | | |
| LA-16 | 76 | 734+33.00 | | | | | | | | | | | | | | | | |
| LA-17 | 76 | 735+00.00 | | | | | | | | | | | | | | | | |
| LA-1 | 76 | 3+79.00 | | | | | | | | | | | | | | | | |
| LA-2 | 76 | 3+79.00 | | | | | | | | | | | | | | | | |
| LA-3 | 76 | 4+37.00 | | | | | | | | | | | | | | | | |
| LA-4 | 76 | 4+37.00 | | | | | | | | | | | | | | | | |
| SL-1 | 76 | 4+74.00 | | | | | | | | | | | | | | | | |
| ELW-1 | 76 | 3+74.00 TO 4+47.00 | | | | | 0.01 | | | | | | | | | | | |
| ELY-1 | 76 | 3+74.00 TO 4+47.00 | | | | | 0.01 | | | | | | | | | | | |
| CH-1 | 76 | 3+74.00 TO 4+47.00 | | | | | | 73.00 | | | | | | | | | | |
| CH-5 | 77 | 736+00.00 TO 738+00.00 | | | | | | 200 | | | | | | | | | | |
| CH-6 | 77 | 736+00.00 TO 739+44.00 | | | | | | 344 | | | | | | | | | | |
| SL-8 | 77 | 739+44.00 | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 38 | | | | | | | 0.20 | 0.10 | 0.33 | 998 | | 154 | 15 | | | | | |


MOT QUANTITIES - PHASE 4A

DESIGN AGENCY

 DESIGNER
 ZSP
 REVIEWER
 EMK 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 50 592

| REF NO. | SHEET NO. | STATION TO STATION | | SIDE | 614 | | | | | | | | | | 615 | 622 | | | | | | | | | | | | |
|----------------------------|-----------|--------------------|----|-----------|---|---|--|--|---|--|--|--|--|----|--|---------------------------------|----|-----|--|--|--|--|--|--|--|--|--|--|
| | | | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE LANE, CLASS I, 6", 807 PAINT | WORK ZONE CENTER LINE, CLASS I, 807 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | PORTABLE BARRIER, UNANCHORED | | | | | | | | | | | | |
| | | | | | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | | SY | | FT | | | | | | | | | | | |
| CL-1 | 82 | 705+00.00 | TO | 708+00.00 | | | | 0.06 | | | | | | | | | | | | | | | | | | | | |
| CL-2 | 82 | 705+00.00 | TO | 710+00.00 | | | | 0.09 | | | | | | | | | | | | | | | | | | | | |
| ELW-1 | 82 | 705+00.00 | TO | 65+92.00 | | | | | 0.10 | | | | | | | | | | | | | | | | | | | |
| ELW-2 | 82 | 705+00.00 | TO | 69+43.00 | | | | | 0.15 | | | | | | | | | | | | | | | | | | | |
| LL-1 | 82 | 705+00.00 | TO | 710+00.00 | | 0.09 | | | | | | | | | | | | | | | | | | | | | | |
| CH-1 | 83 | 709+20.00 | TO | 710+00.00 | | | | | 80 | | | | | | | | | | | | | | | | | | | |
| CH-2 | 83 | 67+45.00 | TO | 69+43.00 | | | | | 198 | | | | | | | | | | | | | | | | | | | |
| CH-3 | 83 | 715+18.00 | TO | 718+18.00 | | | | | 300 | | | | | | | | | | | | | | | | | | | |
| LA-1 | 83 | 709+24.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-2 | 83 | 709+86.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-3 | 83 | 67+68.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-4 | 83 | 67+68.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-5 | 83 | 68+15.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-6 | 83 | 68+15.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-7 | 83 | 715+06.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| SL-1 | 83 | 710+00.00 | TO | 710+00.00 | | | | | | | | | 36 | | | | | | | | | | | | | | | |
| SL-2 | 83 | 67+45.00 | TO | 67+45.00 | | | | | | | | | 30 | | | | | | | | | | | | | | | |
| ELY-1 | 83 | 710+00.00 | TO | 65+92.00 | | | | 0.02 | | | | | | | | | | | | | | | | | | | | |
| ELY-2 | 83 | 67+45.00 | TO | 69+43.00 | | | | 0.08 | | | | | | | | | | | | | | | | | | | | |
| ELY-3 | 83 | 710+00.00 | TO | 718+52.00 | | | | 0.16 | | | | | | | | | | | | | | | | | | | | |
| TDY-1 | 83 | 67+45.00 | TO | 69+43.00 | | | | | | | 198 | | | | | | | | | | | | | | | | | |
| DLW-1 | 83 | 710+00.00 | TO | 711+66.00 | | | | | | 167 | | | | | | | | | | | | | | | | | | |
| DLW-2 | 83 | 710+00.00 | TO | 711+66.00 | | | | | | 166 | | | | | | | | | | | | | | | | | | |
| LL-2 | 83 | 711+66.00 | TO | 718+18.00 | | 0.12 | | | | | | | | | | | | | | | | | | | | | | |
| ELW-3 | 83 | 67+55.00 | TO | 202+55.00 | | 0.18 | | | | | | | | | | | | | | | | | | | | | | |
| TP-1 | 84 | 299+90.00 | TO | 303+73.00 | | | | | | | | | | | 295 | | | | | | | | | | | | | |
| LA-8 | 84 | 716+61.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-9 | 84 | 717+94.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-10 | 84 | 112+76.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-11 | 84 | 112+76.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-12 | 84 | 110+83.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-13 | 84 | 110+83.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| SL-3 | 84 | 718+18.00 | TO | 718+18.00 | | | | | | | | | 33 | | | | | | | | | | | | | | | |
| SL-4 | 84 | 112+88.00 | TO | 112+88.00 | | | | | | | | | 22 | | | | | | | | | | | | | | | |
| CH-4 | 84 | 106+75.00 | TO | 112+88.00 | | | | | 613 | | | | | | | | | | | | | | | | | | | |
| ELW-4 | 84 | 105+75.00 | TO | 112+88.00 | | | | 0.14 | | | | | | | | | | | | | | | | | | | | |
| ELW-5 | 84 | 202+55.00 | TO | 403+50.00 | | | | 0.16 | | | | | | | | | | | | | | | | | | | | |
| ELW-6 | 84 | 723+89.00 | TO | 728+27.00 | | | | 0.08 | | | | | | | | | | | | | | | | | | | | |
| ELY-4 | 84 | 723+89.00 | TO | 403+50.00 | | | | 0.04 | | | | | | | | | | | | | | | | | | | | |
| ELW-7 | 84 | 299+79.00 | TO | 733+00.00 | | | | 0.12 | | | | | | | | | | | | | | | | | | | | |
| ELY-5 | 84 | 718+67.00 | TO | 729+31.00 | | | | 0.20 | | | | | | | | | | | | | | | | | | | | |
| ELY-6 | 84 | 299+79.00 | TO | 729+31.00 | | | | 0.15 | | | | | | | | | | | | | | | | | | | | |
| DLW-3 | 84 | 718+52.00 | TO | 718+93.00 | | | | | | 55 | | | | | | | | | | | | | | | | | | |
| DLW-4 | 84 | 718+52.00 | TO | 718+93.00 | | | | | | 50 | | | | | | | | | | | | | | | | | | |
| DLW-5 | 84 | 722+32.00 | TO | 723+89.00 | | | | | | 155 | | | | | | | | | | | | | | | | | | |
| LL-3 | 84 | 718+93.00 | TO | 727+89.00 | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-1 | 84 | 105+60.00 | TO | 112+37.00 | | | 0.17 | | | | | | | | | | | | | | | | | | | | | |
| SL-3 | 85 | 727+89.00 | | | | | | | | | | | 22 | | | | | | | | | | | | | | | |
| SL-4 | 85 | 728+43.00 | TO | 728+74.00 | | | | | | | | | 31 | | | | | | | | | | | | | | | |
| LA-14 | 85 | 728+49.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| LA-15 | 85 | 728+63.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | |
| ELY-7 | 85 | 3+72.00 | TO | 7+50.00 | | | | 0.07 | | | | | | | | | | | | | | | | | | | | |
| CH-5 | 85 | 4+07.00 | TO | 5+98.00 | | | | | | 191 | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 38 | | | | | | | 0.58 | 0.16 | 1.47 | 1382 | 593 | 198 | 174 | 15 | | 295 | | 677 | | | | | | | | | | |


MOT QUANTITIES - PHASE 5A

DESIGN AGENCY

 DESIGNER
 ZSP
 REVIEWER
 EMK 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 52 | 592

| REF NO. | SHEET NO. | STATION TO STATION | | SIDE | 614 | | | | | | | | | | 615 | 622 | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|-----------|--------------------|----|-----------|---|---|--|--|---|--|--|--|--|---|--|-----|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | WORK ZONE LANE, CLASS I, 6", 807 PAINT | WORK ZONE CENTER LINE, CLASS I, 807 PAINT | WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT | WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT | WORK ZONE STOP LINE, CLASS I, 642 PAINT | WORK ZONE ARROW, CLASS I, 642 PAINT | | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B | | PORTABLE BARRIER, UNANCHORED | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | EACH | MILE | MILE | MILE | FT | FT | FT | FT | EACH | | SY | | FT | | | | | | | | | | | | | | | | | | | | | | | |
| ELW-1 | 88 | 710+00.00 | TO | 64+61.00 | | | | 0.04 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELY-1 | 88 | 710+00.00 | TO | 65+96.00 | | | | 0.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELY-2 | 89 | 718+52.00 | TO | 719+13.00 | | | | 0.01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SL-1 | 89 | 718+92.00 | TO | 719+08.00 | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LA-1 | 89 | 112+74.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LA-2 | 89 | 110+90.00 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB-1 | 89 | 103+10.00 | TO | 112+72.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELY-3 | 89 | 105+12.00 | TO | 112+78.00 | | | | 0.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELW-2 | 89 | 104+69.00 | TO | 112+72.00 | | | | 0.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELW-3 | 89 | 299+06.00 | TO | 726+80.00 | | | | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELY-4 | 89 | 299+06.00 | TO | 726+80.00 | | | | 0.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL-1 | 90 | 726+79.00 | TO | 729+31.00 | | | 0.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LA-3 | 91 | 108+93.00 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IA-1 | 91 | 103+02.00 | TO | 103+10.00 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | TO | | | </ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


| SHEET NUM. | | | | | | | | | PART. | | | | ALT | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|-----|--------|-----|--------|-------|---------|-----|--------|-----------|-----------|-----------|-----------|-----|------|-------|---------|------|--|---------------|
| 28 | 29 | 125 | 131 | 138 | 139 | 140 | 147 | 335 | 01/SAF/21 | 02/S5K/06 | 04/SAF/28 | 05/NFP/21 | (X) | EXT | TOTAL | | | | |
| | | | | | | | | | | | | | | | | | | ROADWAY | |
| | | 40,697 | | | | | | | 15,751 | 24,946 | | | | 202 | 23000 | 40,697 | SY | PAVEMENT REMOVED | |
| | | 2,950 | | | | | | | 2,950 | | | | | 202 | 30000 | 2,950 | SF | WALK REMOVED | |
| | | 28 | | | | | | | 28 | | | | | 202 | 30600 | 28 | SY | CONCRETE MEDIAN REMOVED | |
| | | 152 | | | | | | | | 152 | | | | 202 | 30700 | 152 | FT | CONCRETE BARRIER REMOVED | |
| | | 3,546 | | | | | | | 3,427 | 119 | | | | 202 | 32000 | 3,546 | FT | CURB REMOVED | |
| | | 1,784 | | | | | | | 1,652 | 132 | | | | 202 | 32500 | 1,784 | FT | CURB AND GUTTER REMOVED | |
| | | 20 | | | | | | | 20 | | | | | 202 | 32700 | 20 | SY | GUTTER REMOVED | |
| | | 3,863 | | | | | | | | 3,863 | | | | 202 | 38000 | 3,863 | FT | GUARDRAIL REMOVED | |
| | | 2 | | | | | | | | 2 | | | | 202 | 47800 | 2 | EACH | IMPACT ATTENUATOR REMOVED | |
| | | 1 | | | | | | | 1 | | | | | 202 | 53100 | 1 | EACH | MAILBOX REMOVED | |
| | | 240 | | | | | | | 240 | | | | | 202 | 75000 | 240 | FT | FENCE REMOVED | |
| | | 16 | | | | | | | 16 | | | | | 202 | 98100 | 16 | EACH | REMOVAL MISC.: BENCH REMOVED | 29 |
| 18,585 | | | | | | | | 10,082 | 28,667 | | | | | 203 | 10000 | 28,667 | CY | EXCAVATION | |
| 16,607 | | | | | | | | | 16,607 | | | | | 203 | 20000 | 16,607 | CY | EMBANKMENT | |
| | | | | 36,134 | 2,570 | | | | 17,275 | 18,667 | 2,762 | | | 204 | 10000 | 38,704 | SY | SUBGRADE COMPACTION | |
| | | | | 684 | | | | | 684 | | | | | 204 | 13000 | 684 | CY | EXCAVATION OF SUBGRADE | |
| | | | | 684 | | | | | 684 | | | | | 204 | 30020 | 684 | CY | GRANULAR MATERIAL, TYPE C | |
| 18 | | | | | | | | | | 18 | | | | 204 | 45000 | 18 | HOUR | PROOF ROLLING | |
| | | | | 2,050 | | | | | 2,050 | | | | | 204 | 50000 | 2,050 | SY | GEOTEXTILE FABRIC | |
| | 170 | | | | | | | | 170 | | | | | 209 | 10001 | 170 | FT | DITCH CLEANOUT, AS PER PLAN | 29 |
| | 125 | | | | | | | | 125 | | | | | 512 | 10051 | 125 | SY | SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN | 29 |
| | | 1,700 | | | | | | | | 1,700 | | | | 606 | 15050 | 1,700 | FT | GUARDRAIL, TYPE MGS | |
| | | 2 | | | | | | | | 2 | | | | 606 | 25550 | 2 | EACH | ANCHOR ASSEMBLY, MGS TYPE A | |
| | | 5 | | | | | | | | 5 | | | | 606 | 26150 | 5 | EACH | ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 29 |
| | | 4 | | | | | | | | 4 | | | | 606 | 26500 | 4 | EACH | ANCHOR ASSEMBLY, TYPE T | |
| | | 2 | | | | | | | | 2 | | | | 606 | 35002 | 2 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | 2 | | | | | | | | 2 | | | | 606 | 60028 | 2 | EACH | IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) (40 MPH, 48" HAZARD WIDTH) | 29 |
| | | 861 | | | | | | | | | | 290 | | 607 | 98000 | 861 | FT | FENCE, MISC.: 4-RAIL STEEL BOARD FENCING | 29 |
| | | 11,383 | | | | | | | | | | | | 608 | 10000 | 49,727 | SF | 4" CONCRETE WALK | |
| | | | | | | | | | | | | | | 608 | 52000 | 11,383 | SF | CURB RAMP | |
| | | 1,320 | | | | | | | | | 1,320 | | | 608 | 53020 | 1,320 | SF | DETECTABLE WARNING | |
| | | 115 | | | | | | | | 115 | | | | 622 | 10061 | 115 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN | 29 |
| | | 200 | | | | | | | | 200 | | | | 622 | 10161 | 200 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN | 29 |
| | | 2 | | | | | | | | 2 | | | | 622 | 24841 | 2 | EACH | CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 29 |
| | | 6 | | | | | | | | 6 | | | | 622 | 25051 | 6 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN | 29 |
| | | | | | | | | | | | | | | | | | | EROSION CONTROL | |
| | | | | 845 | | | | | 845 | | | | | 601 | 20000 | 845 | SY | CRUSHED AGGREGATE SLOPE PROTECTION (6") | |
| 25 | | | | | | 12 | | | 33 | 4 | | | | 601 | 21050 | 37 | SY | TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT | |
| | | | | | | 6 | | | 3 | 3 | | | | 601 | 32200 | 6 | CY | ROCK CHANNEL PROTECTION, TYPE C WITH FILTER | |
| | | | | | | 53 | | | 53 | | | | | 601 | 37500 | 53 | FT | PAVED GUTTER, TYPE 1-2 | |
| 2 | | | | | | | | | 2 | | | | | 659 | 00100 | 2 | EACH | SOIL ANALYSIS TEST | |
| 2,618 | | | | | | | | 1,021 | 3,639 | | | | | 659 | 00300 | 3,639 | CY | TOPSOIL | |
| 23,559 | | | | | | | | 9,190 | 32,749 | | | | | 659 | 10000 | 32,749 | SY | SEEDING AND MULCHING | |
| 1,179 | | | | | | | | 460 | 1,639 | | | | | 659 | 14000 | 1,639 | SY | REPAIR SEEDING AND MULCHING | |
| 1,179 | | | | | | | | 460 | 1,639 | | | | | 659 | 15000 | 1,639 | SY | INTER-SEEDING | |
| 3.18 | | | | | | | | 1.24 | 4.42 | | | | | 659 | 20000 | 4.42 | TON | COMMERCIAL FERTILIZER | |
| 4.87 | | | | | | | | 1.9 | 6.77 | | | | | 659 | 31000 | 6.77 | ACRE | LIME | |
| 127 | | | | | | | | 50 | 177 | | | | | 659 | 35000 | 177 | MGAL | WATER | |
| 53 | | | | | | | | | 53 | | | | | 659 | 40000 | 53 | MSF | MOWING | |
| | | | | | | LS | | | LS | | | | | 832 | 15000 | LS | | STORM WATER POLLUTION PREVENTION PLAN | |
| | | | | | | LS | | | LS | | | | | 832 | 15002 | LS | | STORM WATER POLLUTION PREVENTION INSPECTIONS | |
| | | | | | | LS | | | LS | | | | | 832 | 15010 | LS | | STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE | |
| | | | | | | 180,000 | | | 180,000 | | | | | 832 | 30000 | 180,000 | EACH | EROSION CONTROL | |

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 DSS
 REVIEWER
 BDT 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 116 592


| SHEET NUM. | | | | | | | PART. | | | | | ALT (X) | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|----|----|-----|-----|--------|--|-----------|-----------|-----------|-----------|-----------|------------|---------|-------------|----------------|------|---|---------------------|
| 28 | 29 | 32 | 138 | 139 | 140 | | 01/SAF/21 | 02/S5K/06 | 03/S5K/28 | 04/SAF/28 | 05/NFP/21 | | | | | | | |
| | | | | | 6 | | | 6 | | | | | 202 | 20010 | 6 | EACH | HEADWALL REMOVED | |
| | | | | | 1,227 | | 1,166 | 61 | | | | | 202 | 35100 | 1,227 | FT | PIPE REMOVED, 24" AND UNDER | |
| | | | | | 1,059 | | 696 | 363 | | | | | 202 | 35200 | 1,059 | FT | PIPE REMOVED, OVER 24" | |
| | | | | | 9 | | 7 | 2 | | | | | 202 | 58000 | 9 | EACH | MANHOLE REMOVED | |
| | | | | | 28 | | 28 | | | | | | 202 | 58100 | 28 | EACH | CATCH BASIN REMOVED | |
| 100 | | | | | | | 100 | | | | | | SPECIAL | 20270110 | 100 | FT | PIPE CLEANOUT, 24" AND UNDER | 28 |
| 100 | | | | | | | 100 | | | | | | SPECIAL | 20270120 | 100 | FT | PIPE CLEANOUT, 27" TO 48" | 28 |
| 1 | | | | | | | 1 | | | | | | 202 | 98100 | 1 | EACH | REMOVAL MISC.: INSPECTION WELL | 28 |
| 35 | | | | | | | 35 | | | | | | 202 | 98200 | 35 | FT | REMOVAL MISC.: CONDUIT | 28 |
| 50 | | | | | | | 50 | | | | | | 203 | 20001 | 50 | CY | EMBANKMENT, AS PER PLAN | 28 |
| | | | | | 3.4 | | 0.8 | 2.6 | | | | | 602 | 20000 | 3.4 | CY | CONCRETE MASONRY | |
| 50 | | | | | 914 | | 847 | 117 | | | | | 605 | 13300 | 964 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS | 28 |
| | | | | | 16,601 | | 9,689 | 6,912 | | | | | 605 | 14000 | 16,601 | FT | 6" BASE PIPE UNDERDRAINS | |
| | | | | | 1,232 | | 735 | 497 | | | | | 611 | 00510 | 1,232 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | |
| 50 | | | | | | | 50 | | | | | | 611 | 01500 | 50 | FT | 6" CONDUIT, TYPE F | |
| | | | | | 30 | | 30 | | | | | | 611 | 02400 | 30 | FT | 8" CONDUIT, TYPE D | |
| | | | | | 2,372 | | 1,669 | 703 | | | | | 611 | 04400 | 2,372 | FT | 12" CONDUIT, TYPE B | |
| | | | | | 45 | | | 45 | | | | | 611 | 04600 | 45 | FT | 12" CONDUIT, TYPE C | |
| | | | | | 401 | | 401 | | | | | | 611 | 05900 | 401 | FT | 15" CONDUIT, TYPE B | |
| | | | | | 47 | | | 47 | | | | | 611 | 06100 | 47 | FT | 15" CONDUIT, TYPE C | |
| | | | | | 224 | | 224 | | | | | | 611 | 07400 | 224 | FT | 18" CONDUIT, TYPE B | |
| | | | | | 35 | | | 35 | | | | | 611 | 07600 | 35 | FT | 18" CONDUIT, TYPE C | |
| | | | | | 45 | | 45 | | | | | | 611 | 08900 | 45 | FT | 21" CONDUIT, TYPE B | |
| | | | | | 702 | | 664 | 38 | | | | | 611 | 10400 | 702 | FT | 24" CONDUIT, TYPE B | |
| | | | | | 309 | | | 309 | | | | | 611 | 10600 | 309 | FT | 24" CONDUIT, TYPE C | |
| | | | | | 696 | | 696 | | | | | | 611 | 11900 | 696 | FT | 27" CONDUIT, TYPE B | |
| | | | | | 39 | | | 39 | | | | | 611 | 13600 | 39 | FT | 30" CONDUIT, TYPE C | |
| | | | | | 349 | | | 349 | | | | | 611 | 16400 | 349 | FT | 36" CONDUIT, TYPE B | |
| | | | | | 801 | | | 801 | | | | | 611 | 16600 | 801 | FT | 36" CONDUIT, TYPE C | |
| 35 | | | | | | | 35 | | | | | | 611 | 97400 | 35 | FT | CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHAGE CONTINUANCE | 28 |
| 35 | | | | | | | 35 | | | | | | 611 | 97400 | 35 | FT | CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHAGE CONTINUANCE | 28 |
| 35 | | | | | | | 35 | | | | | | 611 | 97400 | 35 | FT | CONDUIT, MISC.: TYPE E FOR DRAINAGE DISCHAGE CONTINUANCE | 28 |
| 35 | | | | | | | 35 | | | | | | 611 | 97400 | 35 | FT | CONDUIT, MISC.: TYPE F FOR DRAINAGE DISCHAGE CONTINUANCE | 28 |
| | | | | | 20 | | 19 | 1 | | | | | 611 | 98150 | 20 | EACH | CATCH BASIN, NO. 3 | |
| | | | | | 30 | | 22 | 8 | | | | | 611 | 98180 | 30 | EACH | CATCH BASIN, NO. 3A | |
| | | | | | 5 | | 5 | | | | | | 611 | 98370 | 5 | EACH | CATCH BASIN, NO. 6 | |
| | | | | | 1 | | 1 | | | | | | 611 | 98470 | 1 | EACH | CATCH BASIN, NO. 2-2B | |
| | | | | | 1 | | | 1 | | | | | 611 | 98510 | 1 | EACH | CATCH BASIN, NO. 2-3 | |
| | | | | | 1 | | | 1 | | | | | 611 | 99084 | 1 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE A | |
| | | | | | 1 | | 1 | | | | | | 611 | 99154 | 1 | EACH | INLET RECONSTRUCTED TO GRADE | |
| | | | | | 24 | | 13 | 11 | | | | | 611 | 99574 | 24 | EACH | MANHOLE, NO. 3 | |
| | | | | | 2 | | | 2 | | | | | 611 | 99586 | 2 | EACH | MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR | |
| | | | | | 6 | | 5 | 1 | | | | | 611 | 99654 | 6 | EACH | MANHOLE ADJUSTED TO GRADE | |
| 5 | | | | | 6 | | 9 | 2 | | | | | 611 | 99710 | 11 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| 2 | | | | | | | 2 | | | | | | 611 | 99720 | 2 | EACH | INSPECTION WELL | |
| | | | | | 2 | | | 2 | | | | | 895 | 10020 | 2 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2 | |
| | | | | | 1,400 | | 29,515 | | | | | | 254 | 01000 | 30,915 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1-1/2" | |
| | | | | | 30 | | 2,564 | 115 | | | | | 301 | 56000 | 2,709 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | | 30 | | 7,282 | 429 | | 203 | | | 304 | 20000 | 7,806 | CY | AGGREGATE BASE | |
| | | | | | 100 | | 100 | | 3,112 | 461 | | | 407 | 10000 | 100 | GAL | TACK COAT | |
| | | | | | 50 | | 50 | | | | | | 407 | 13900 | 50 | GAL | TACK COAT, 702.13 | 29 |
| | | | | | | | 7,767 | 186 | | | | | 407 | 20000 | 7,953 | GAL | NON-TRACKING TACK COAT | |
| | | | | | 60 | | 462 | | | 219 | | | 441 | 50000 | 564 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | |
| | | | | | | | 326 | | | 102 | | | 441 | 50200 | 326 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) | |
| | | | | | | | 48 | | | | | | 441 | 70500 | 48 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | |

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 DSS
 REVIEWER
 BDT 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 117 592

| SHEET NUM. | | | | | | | PART. | | | | | ALT | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|------|---------|-------|-----|--|--|-----------|-----------|-----------|-----------|-----------|-----|------|-------|---------|------|---|---------------|
| 29 | 32 | 388 | 397 | 468 | | | 01/SAF/21 | 02/S5K/06 | 03/S5K/28 | 04/SAF/28 | 05/NFP/21 | (X) | EXT | TOTAL | | | | |
| | | | | | | | | | | | | | | | | | LIGHTING | |
| | | | | 5 | | | 5 | | | | | | 625 | 30706 | 5 | EACH | PULL BOX, 725.08, 24" | |
| | | | | 2 | | | 2 | | | | | | 625 | 34001 | 2 | EACH | POWER SERVICE, AS PER PLAN | 466 |
| | | | | 18 | | | 18 | | | | | | 625 | 75506 | 18 | EACH | LUMINAIRE REMOVED | |
| | | | | | | | | | | | | | | | | | TRAFFIC CONTROL | |
| 50 | | | | | | | 50 | | | | | | 621 | 00100 | 50 | EACH | RPM, 2-WAY | 29 |
| 50 | | | | | | | 50 | | | | | | 621 | 54000 | 50 | EACH | RAISED PAVEMENT MARKER REMOVED | 29 |
| | | 898.5 | | | | | 898.5 | | | | | | 630 | 02100 | 898.5 | FT | GROUND MOUNTED SUPPORT, NO. 2 POST | |
| | | 1,066.3 | | | | | 1,066.3 | | | | | | 630 | 03100 | 1,066.3 | FT | GROUND MOUNTED SUPPORT, NO. 3 POST | |
| | | 287 | | | | | 287 | | | | | | 630 | 04100 | 287 | FT | GROUND MOUNTED SUPPORT, NO. 4 POST | |
| | | | | | | | | | | | | | 630 | 06400 | 31 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | |
| | | | | | | | | | | | | | 630 | 07000 | 114 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | |
| | | | | | | | | | | | | | 630 | 07600 | 149 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | |
| | | | | | | | | | | | | | 630 | 08600 | 4 | EACH | SIGN POST REFLECTOR | |
| | | | | | | | | | | | | | 630 | 09000 | 19 | EACH | BREAKAWAY STRUCTURAL BEAM CONNECTION | |
| | | | | | | | | | | | | | 630 | 72320 | 2 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 6 | |
| | | | | | | | | | | | | | 630 | 72420 | 1 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | |
| | | | | | | | | | | | | | 630 | 80100 | 1,432 | SF | SIGN, FLAT SHEET | |
| | | | | | | | | | | | | | 630 | 80200 | 478 | SF | SIGN, GROUND MOUNTED EXTRUSHEET | |
| | | | | | | | | | | | | | 630 | 80224 | 630 | SF | SIGN, OVERHEAD EXTRUSHEET | |
| | | | | | | | | | | | | | 630 | 84500 | 19 | EACH | GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | |
| | | | | | | | | | | | | | 630 | 84010 | 1 | EACH | CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | |
| | | | | | | | | | | | | | 630 | 84510 | 4 | EACH | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | |
| | | | | | | | | | | | | | 630 | 84900 | 161 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 85100 | 8 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | | | | | | | | | | 630 | 85400 | 14 | EACH | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 86002 | 142 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 86102 | 19 | EACH | REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 86310 | 10 | EACH | REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 87400 | 21 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 87500 | 10 | EACH | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | 630 | 89702 | 8 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL | |
| | 0.25 | | | | | | 0.25 | | | | | | 642 | 00200 | 0.25 | MILE | LANE LINE, 4", TYPE 1 | |
| | | | 2.63 | | | | 2.63 | | | | | | 644 | 00104 | 2.63 | MILE | EDGE LINE, 6" | |
| | | | 1.59 | | | | 1.59 | | | | | | 644 | 00204 | 1.59 | MILE | LANE LINE, 6" | |
| | | | 1.04 | | | | 1.04 | | | | | | 644 | 00300 | 1.04 | MILE | CENTER LINE | |
| | | | 4,657 | | | | 4,657 | | | | | | 644 | 00404 | 4,657 | FT | CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | | | 644 | 00500 | 920 | FT | STOP LINE | |
| | | | | | | | | | | | | | 644 | 00620 | 288 | FT | CROSSWALK LINE, 12" | |
| | | | | | | | | | | | | | 644 | 00630 | 1,712 | FT | CROSSWALK LINE, 24" | |
| | | | | | | | | | | | | | 644 | 00700 | 935 | FT | TRANSVERSE/DIAGONAL LINE | |
| | | | | | | | | | | | | | 644 | 00720 | 23 | FT | CHEVRON MARKING | |
| | | | | | | | | | | | | | 644 | 01300 | 85 | EACH | LANE ARROW | |
| | | | | | | | | | | | | | 644 | 01510 | 465 | FT | DOTTED LINE, 6" | |
| | | | | | | | | | | | | | 644 | 20800 | 69 | FT | YIELD LINE | |
| | | | | | | | | | | | | | 646 | 10010 | 1.8 | MILE | EDGE LINE, 6" | |
| | | | | | | | | | | | | | 646 | 10110 | 1.61 | MILE | LANE LINE, 6" | |
| | | | | | | | | | | | | | 646 | 10200 | 1.24 | MILE | CENTER LINE | |
| | | | | | | | | | | | | | 646 | 10310 | 4,462 | FT | CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | | | 646 | 10400 | 346 | FT | STOP LINE | |
| | | | | | | | | | | | | | 646 | 10520 | 1,136 | FT | CROSSWALK LINE, 24" | |
| | | | | | | | | | | | | | 646 | 10600 | 1,023 | FT | TRANSVERSE/DIAGONAL LINE | |
| | | | | | | | | | | | | | 646 | 10620 | 61 | FT | CHEVRON MARKING | |
| | | | | | | | | | | | | | 646 | 20300 | 76 | EACH | LANE ARROW | |
| | | | | | | | | | | | | | 646 | 20320 | 65 | EACH | WRONG WAY ARROW | |
| | | | | | | | | | | | | | 646 | 20504 | 153 | FT | DOTTED LINE, 6" | |

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 DSS
 REVIEWER
 BDT 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 119 | 592

| REF NO. | STATION RANGE | SIDE | SHEET NO. | CADD GENERATED AREA | PARTICIPATION | 204 | 204 | 204 | 204 | 254 | 301 | 304 | 407 | 441 | 441 | 442 | 442 | 442 | 442 | 452 | 452 | 452 | 608 | 601 | | | |
|--|------------------|------|-----------|---------------------|---------------|---------------------------|---------------------|------------------------|-------------------|------------------------------------|---------------------------------------|----------------|------------------------|---|---|--|---|---|--|--|---|---|------------------|---|----------|----------|--------|
| | | | | | | GRANULAR MATERIAL, TYPE C | SUBGRADE COMPACTION | EXCAVATION OF SUBGRADE | GEOTEXTILE FABRIC | PAVEMENT PLANING, ASPHALT CONCRETE | ASPHALT CONCRETE BASE, PG64-22, (449) | AGGREGATE BASE | NON-TRACKING TACK COAT | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN | 7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | 4" CONCRETE WALK | CRUSHED AGGREGATE SLOPE PROTECTION (6') | | | |
| | | | | SQ YD | | CY | SY | CY | SY | SY | CY | CY | GAL | CY | CY | CY | CY | CY | CY | CY | SY | SY | SY | SF | SY | | |
| QUANTITY TOTAL FOR PLAN SPLIT 01/SAF/21 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL FROM SHEET | 132 | | | | | 6687.44 | | | 1448.09 | | 1114.57 | 130.33 | | | 60.34 | | | | | | | | | 6243.44 | | |
| | TOTAL FROM SHEET | 133 | | | | | 3446.07 | | | 15455.67 | 765.79 | 937.53 | 3712.46 | | | 787.57 | | 215.38 | | | | | | | | | |
| | TOTAL FROM SHEET | 134 | | | | | 1436.77 | | | 4784.26 | 261.39 | 341.58 | 1238.67 | | | 256.80 | | 89.80 | | | | | | | | | |
| | TOTAL FROM SHEET | 135 | | | | 683.23 | 2041.96 | 683.23 | 2049.68 | 4180.86 | 411.39 | 408.20 | 1052.27 | 243.73 | 69.53 | 7.61 | | 11.41 | | | | | 177.59 | | | | |
| | TOTAL FROM SHEET | 136 | | | | | 117.25 | | | 3645.42 | 705.00 | 697.51 | 1326.27 | 158.12 | 195.17 | | 125.96 | | | 560.13 | | | | | | | |
| | TOTAL FROM SHEET | 137 | | | | | 975.07 | | | 216.68 | 208.98 | 87.76 | | | 60.94 | 40.63 | | | 40.68 | | | | | | | | |
| | SUBTOTAL | | | | | 684 | 14705 | 684 | 2050 | 29515 | 2361 | 3709 | 7548 | 402 | 326 | 1113 | 167 | 317 | | 601 | 178 | 6244 | | | | | |
| QUANTITY TOTAL FOR PLAN SPLIT 02/S5K/06 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL FROM SHEET | 132 | | | | | 13020.06 | | | | | 2170.01 | | | | | | | | | | | | | 12118.57 | | |
| | TOTAL FROM SHEET | 133 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL FROM SHEET | 134 | | | | | 4295.646 | | | | | 715.9409 | | | | | | | | | | | | | 4209.414 | | |
| | TOTAL FROM SHEET | 135 | | | | | 1350.416 | | | | | 225.0693 | | | | | | | | | | | | | 1236.687 | | |
| | TOTAL FROM SHEET | 136 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL FROM SHEET | 137 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SUBTOTAL | | | | | | 18667 | | | | | 3112 | | | | | | | | | | 5447 | 12119 | | | | |
| QUANTITY TOTAL FOR PLAN SPLIT 04/SAF/28 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TOTAL FROM SHEET | 132 | | | | | 2222.37 | | | | 161.25 | 370.39 | 174.15 | 80.62 | | | | | | | | | | | 37.26 | 17865.29 | 845.00 |
| | TOTAL FROM SHEET | 133 | | | | | | | | | | | | | | | | | | | | | | | | 14766.77 | |
| | TOTAL FROM SHEET | 134 | | | | | | | | | | | | | | | | | | | | | | | | 7921.95 | |
| | TOTAL FROM SHEET | 135 | | | | | | | | | | | | | | | | | | | | | | | | 4911.18 | |
| | TOTAL FROM SHEET | 136 | | | | | | | | | | | | | | | | | | | | | | | | 1944.52 | |
| | TOTAL FROM SHEET | 137 | | | | | 539.32 | | | 40.85 | 89.89 | 44.12 | 20.43 | | | | | | | | | | | | | 2316.91 | |
| | SUBTOTAL | | | | | | 2762 | | | 203 | 461 | 219 | 102 | | | | | | | | | | | 38 | 49727 | 845 | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 684 | 36134 | 684 | 2050 | 29515 | 2564 | 7282 | 7767 | 504 | 326 | 1113 | 167 | 317 | | 601 | 5625 | 18401 | 49727 | | 845 | | |

PAVEMENT SUBSUMMARY

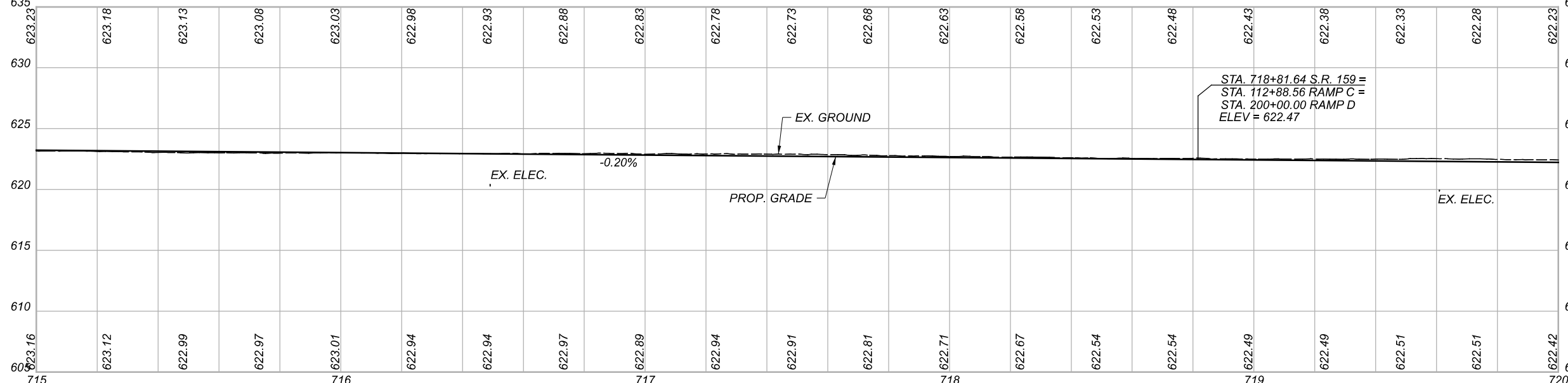
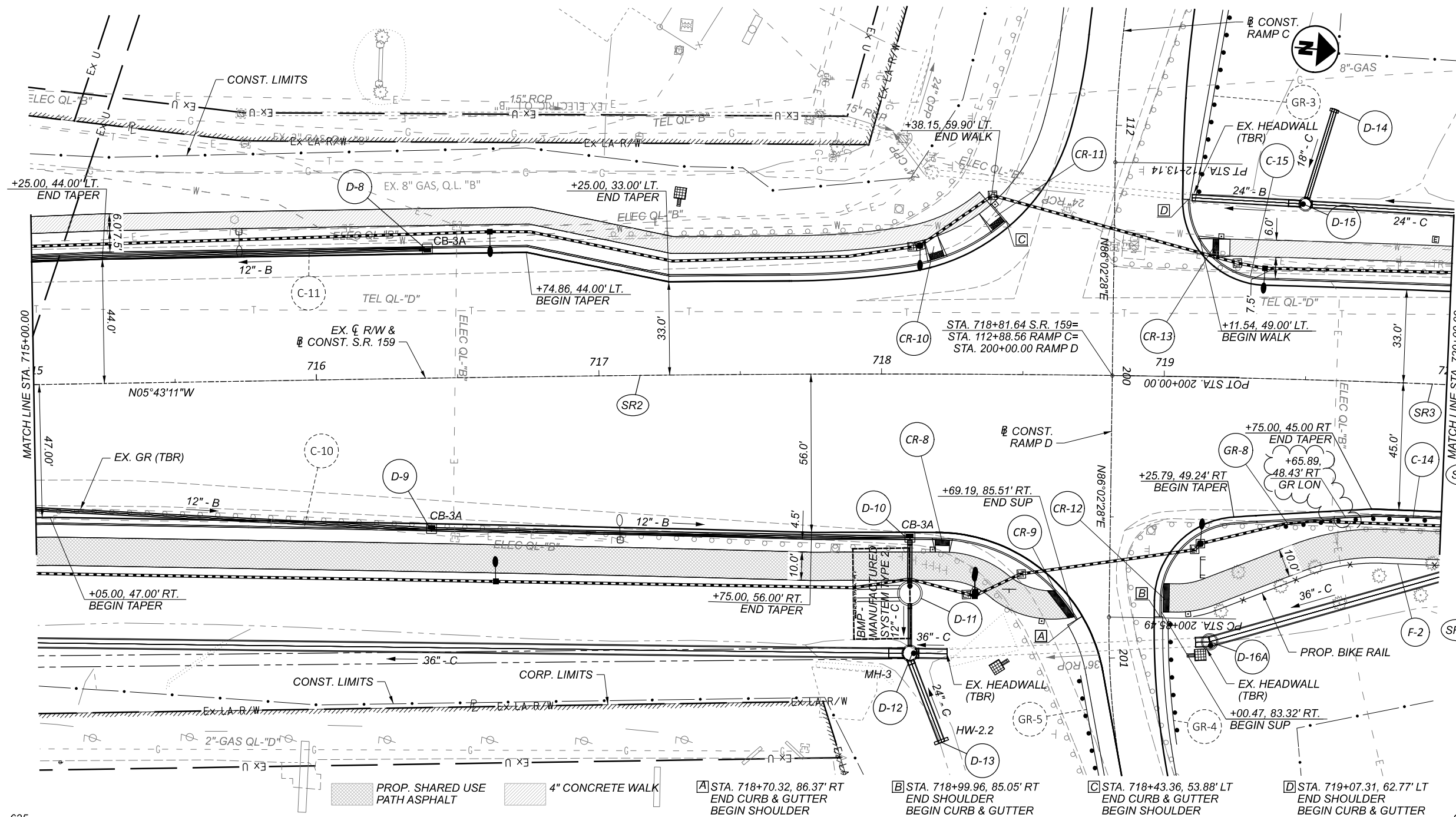
DESIGN AGENCY

 DESIGNER
 RNK
 REVIEWER
 DSS 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 138 | 592

| REF NO. | SHEET NO. | STATION TO STATION | | PARTICIPATION | 202 | 611 | 611 | 611 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | |
|-----------------------------------|-----------|--------------------|----|---------------|----------------------------|-------------------------------|-------------------------------|---------------------------|--|---|---|--|------------------------------|-----------------------------------|--|--|------|--|
| | | | | | MANHOLE REMOVED (SANITARY) | 4" CONDUIT, TYPE E (SANITARY) | 8" CONDUIT, TYPE B (SANITARY) | MANHOLE, NO. 3 (SANITARY) | 3" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, BOLTLESS-RESTRAINED JOINTS AND FITTINGS | 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS | 8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS | 4" GATE VALVE AND VALVE BOX, AS PER PLAN | 6" FIRE HYDRANT, AS PER PLAN | FIRE HYDRANT REMOVED, AS PER PLAN | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | METER AND CHAMBER REMOVED AND RESET, AS PER PLAN | | |
| WM-1 | 166 | 730+81.59 | | 01/SAF/21 | EACH | FT | FT | EACH | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | |
| WM-2 | 166 | 731+48.31 | | 01/SAF/21 | | | | | 9.5 | | | | | | | | 1 | |
| WM-3 | 166 | 731+52.41 | | 01/SAF/21 | | | | | 12 | | | | | | | | 1 | |
| WM-4 | 167 | 735+96.25 | | 01/SAF/21 | | | | | 14 | | | | | | | | 1 | |
| WM-5 | 167 | 735+99.62 | | 01/SAF/21 | | | | | 11.5 | | | | 1 | | | | 1 | |
| WM-6 | 167 | 736+42.19 | | 01/SAF/21 | | | | | 6 | | | | | | | | 1 | |
| WM-7 | 169 | 747+26.59 | TO | 747+39.14 | 01/SAF/21 | | | | 8 | 6 | 3.5 | 1 | 1 | 1 | 1 | 1 | 1 | |
| WM-8 | 170 | 751+27.09 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-9 | 165 | 729+99.87 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-10 | 166 | 733+96.13 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-11 | 168 | 740+16.54 | | 740+20.85 | 01/SAF/21 | | | | | | | | | | | | | |
| WM-12 | 168 | 744+28.27 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-13 | 168 | 744+74.27 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-14 | 169 | 748+56.13 | | | 01/SAF/21 | | | | | | | | | | | | | |
| WM-15 | 169 | 749+60.56 | | | 01/SAF/21 | | | | | | | | | | | | | |
| SS-1 | 170 | 752+44.27 | TO | 752+55.92 | 01/SAF/21 | 2 | 20 | 10 | 1 | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 2 | 20 | 10 | 1 | 74 | 6 | 4 | 2 | 1 | 1 | 9 | 6 | |

WATER & SANITARY SUBSUMMARY

| CROSS REFERENCES | |
|------------------|----------------------|
| SHEET NO. | PLAN SECTION |
| 197-273 | CROSS SECTIONS |
| 289-304 | INTERSECTION DETAILS |
| 307-320 | DRIVE DETAILS |



CURVE DATA - S.R. 159

P.I. = Sta. 720+29.91
 $\Delta = 01^{\circ}38'30''$ RT
 $D_c = 01^{\circ}30'00''$
 $R = 3,819.70'$
 $T = 54.72'$
 $L = 109.44'$
 $E = .39'$
 $e_{max} = 0.028$
 $V = 40$ mph

CURVE DATA - S.R. 159

P.I. = Sta. 718+41.89
 $L_s = 400.00'$
 $\theta_s = 03^{\circ}00'00''$
 $LT = 266.70'$
 $ST = 133.37'$
 $x = 399.89'$
 $y = 6.98'$
 $k = 199.98'$
 $p = 1.75'$
 $C = 399.95'$
 Start = Sta. 715+75.19
 End = Sta. 719+75.19
 C.B. = $N04^{\circ}43'11''$ W



PLAN AND PROFILE - S.R. 159
 STA. 715+00.00 TO STA. 720+00.00

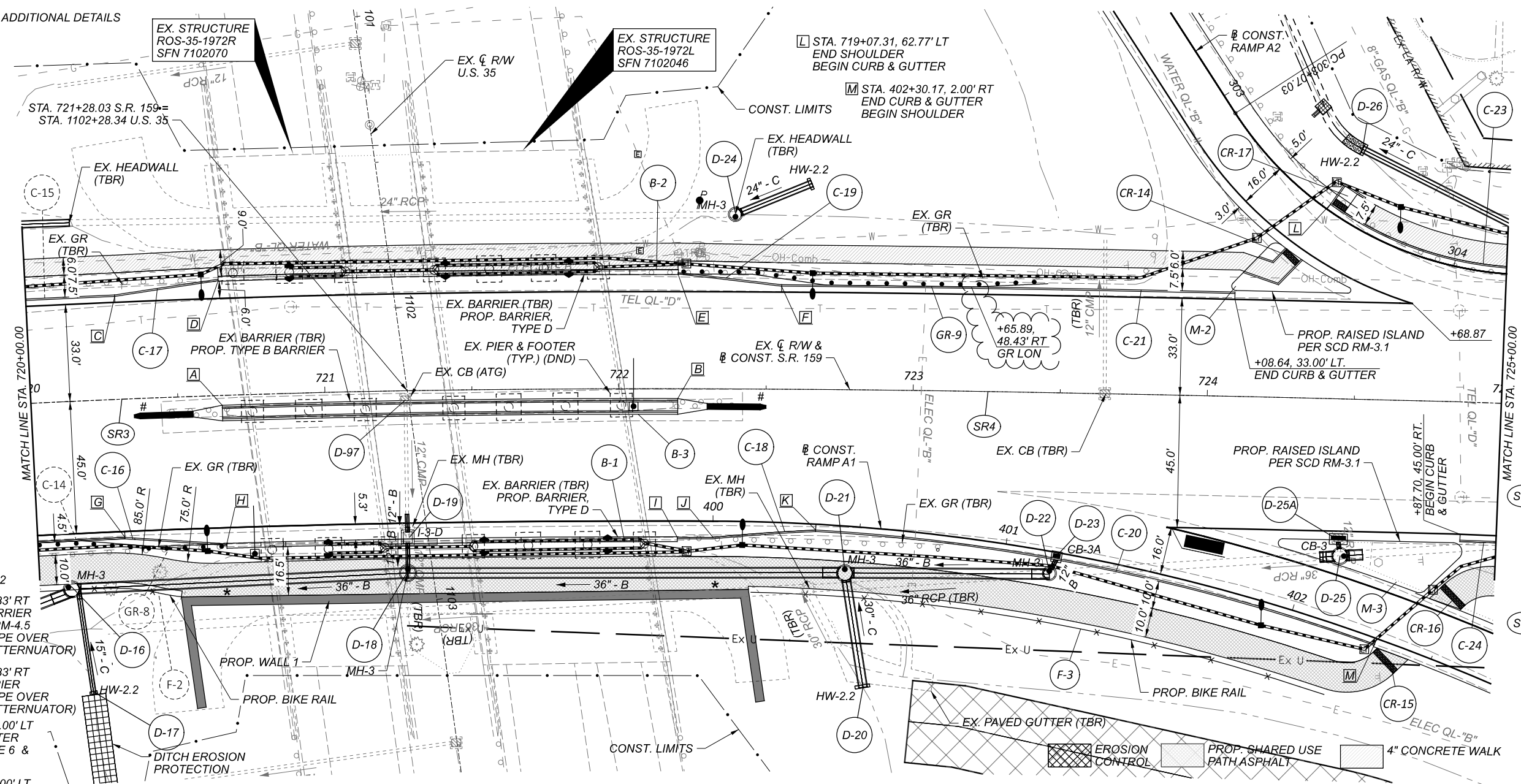
DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | DSS |
| REVIEWER | BDT 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 163 | 592 |

NOTE:
SEE SHEET 297 FOR ADDITIONAL DETAILS

| CROSS REFERENCES | |
|----------------------|-----------|
| PLAN SECTION | SHEET NO. |
| CROSS SECTIONS | 197-273 |
| INTERSECTION DETAILS | 289-304 |
| DRIVE DETAILS | 307-320 |

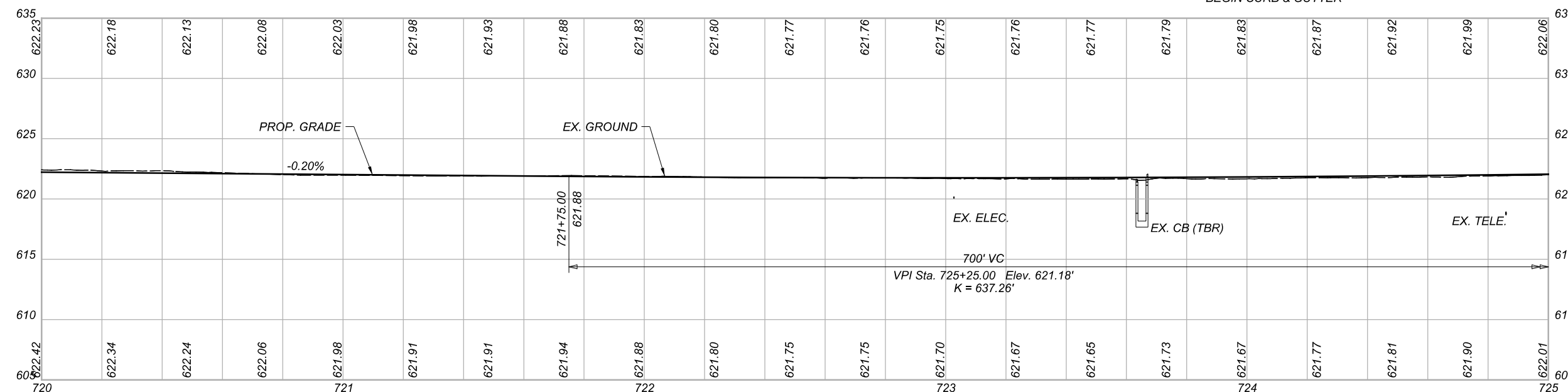


CURVE DATA - S.R. 159

SR3
 P.I. = Sta. 720+29.91
 $\Delta = 01^{\circ}38'30''$ RT
 $Dc = 01^{\circ}30'00''$
 $R = 3,819.70'$
 $L = 54.72'$
 $T = 109.44'$
 $E = .39'$
 $emax = 0.028$
 $V = 40$ MPH
 $NDC = NC$ SE

SR4
 P.I. = Sta. 722+18.00
 $Ls = 400.00'$
 $\theta_s = 03^{\circ}00'00''$
 $LT = 266.70'$
 $ST = 133.37'$
 $x = 399.71'$
 $y = 13.96'$
 $k = 399.71'$
 $p = 13.96'$
 $C = 399.95'$
 Start = Sta. 720+84.63
 End = Sta. 724+84.63
 $C.B. = N00^{\circ}55'19''E$

- # PROP. IMPACT ATTENUATOR, TYPE 2
- A STA. 720+65.00, 3.33' RT BEGIN TYPE B BARRIER WIDTH PER SCD RM-4.5 (TRANSITION SHAPE OVER 10' FOR IMPACT ATTENUATOR)
- B STA. 722+20.00, 3.33' RT END TYPE B BARRIER (TRANSITION SHAPE OVER 10' FOR IMPACT ATTENUATOR)
- C STA. 720+30.00, 35.00' LT END CURB & GUTTER BEGIN CURB, TYPE 6 & TAPER
- D STA. 720+65.00, 39.00' LT END CURB, TYPE 6 & TAPER BEGIN TYPE D BARRIER
- E STA. 722+20.00, 39.00' LT END TYPE D BARRIER BEGIN CURB, TYPE 6 & TAPER
- F STA. 722+50.00, 35.00' LT END CURB, TYPE 6 & TAPER BEGIN CURB & GUTTER
- G STA. 720+30.00, 47.00' RT END CURB & GUTTER BEGIN CURB, TYPE 6 & TAPER
- H STA. 720+65.00, 50.50' RT END CURB, TYPE 6 & TAPER BEGIN TYPE D BARRIER
- I STA. 722+20.00, 50.50' RT END TYPE D BARRIER BEGIN CURB, TYPE 6
- J STA. 722+32.13, 50.50' RT BEGIN CURB TAPER
- K STA. 722+67.27, 47.81' RT STA. 400+35.00, 2.00' RT END CURB, TYPE 6 & TAPER BEGIN CURB & GUTTER
- * STA. 720+62.33 TO STA. 722+34.85 PATH WIDTH VARIES; CONSTRUCT TO FACE OF WALL



EROSION CONTROL
 PROP. SHARED USE PATH ASPHALT
 4" CONCRETE WALK



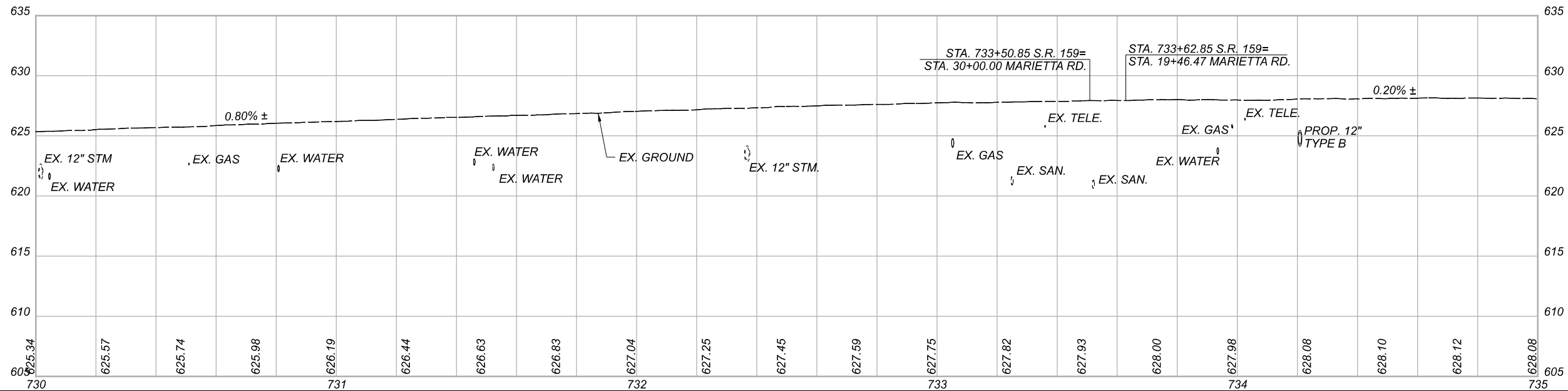
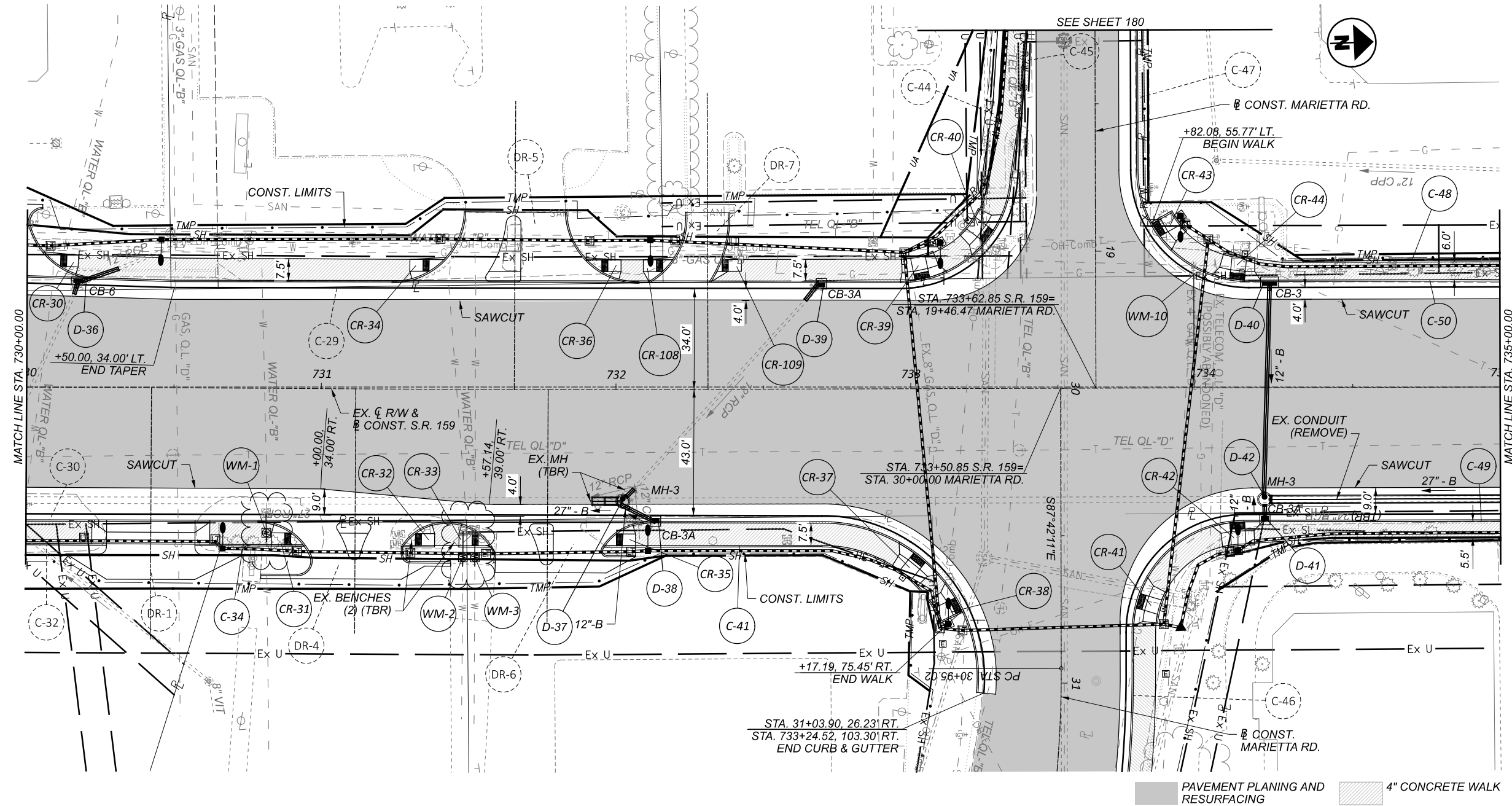
PLAN AND PROFILE - S.R. 159
 STA. 720+00.00 TO STA. 725+00.00

DESIGN AGENCY

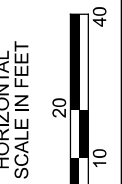


| | |
|------------|----------|
| DESIGNER | DSS |
| REVIEWER | BDT |
| DATE | 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | 164 |
| TOTAL | 592 |

| CROSS REFERENCES | |
|------------------|----------------------|
| SHEET NO. | PLAN SECTION |
| 197-273 | CROSS SECTIONS |
| 289-304 | INTERSECTION DETAILS |
| 307-320 | DRIVE DETAILS |



PAVEMENT PLANING AND RESURFACING
 4" CONCRETE WALK



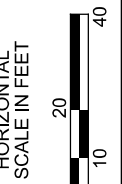
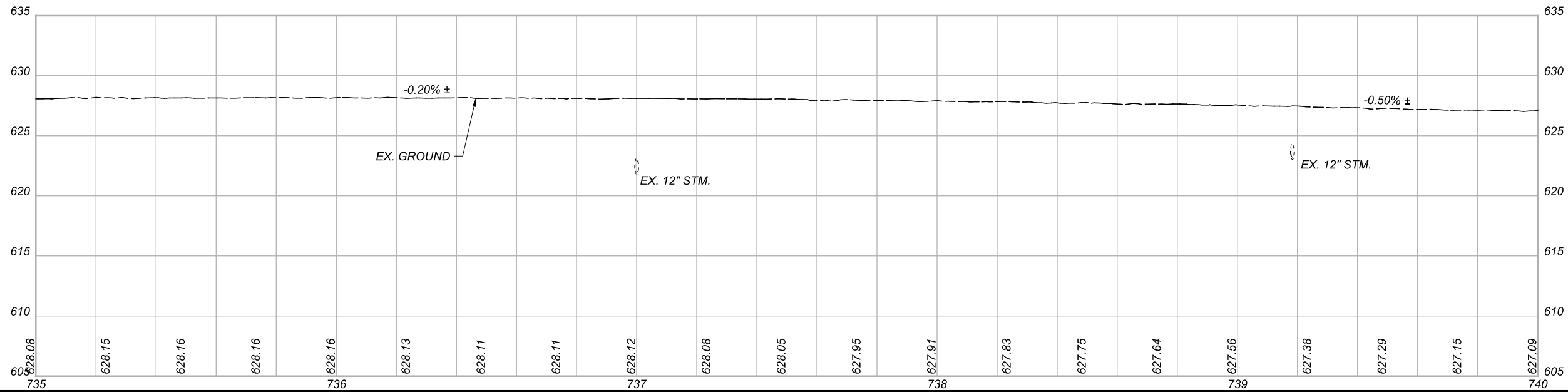
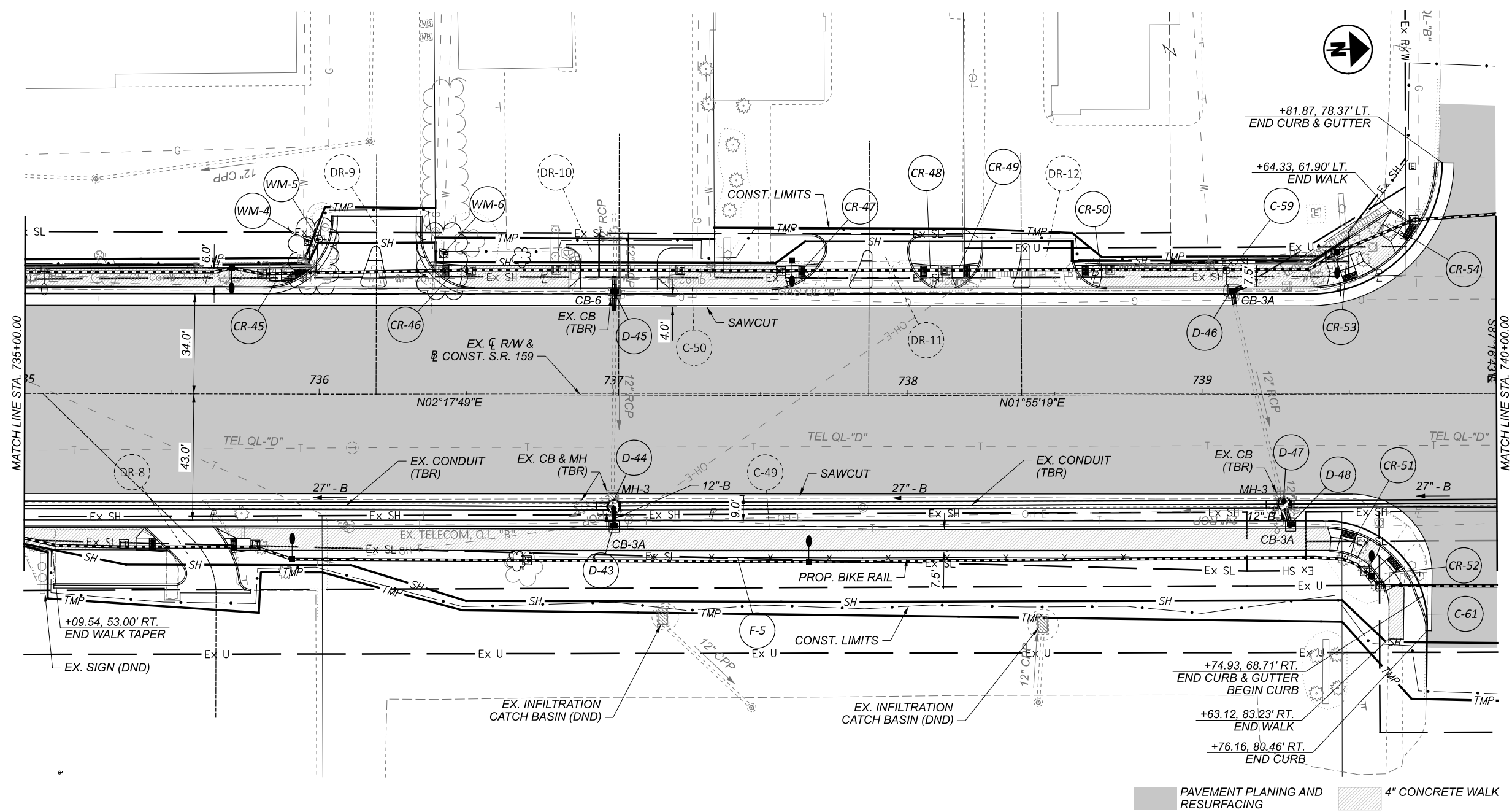
PLAN AND PROFILE - S.R. 159
 STA. 730+00.00 TO STA. 735+00.00

DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | DSS |
| REVIEWER | BDT 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 166 | 592 |

| CROSS REFERENCES | |
|------------------|----------------------|
| SHEET NO. | PLAN SECTION |
| 197-273 | CROSS SECTIONS |
| 289-304 | INTERSECTION DETAILS |
| 307-320 | DRIVE DETAILS |



PLAN AND PROFILE - S.R. 159
 STA. 735+00.00 TO STA. 740+00.00

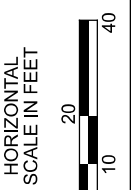
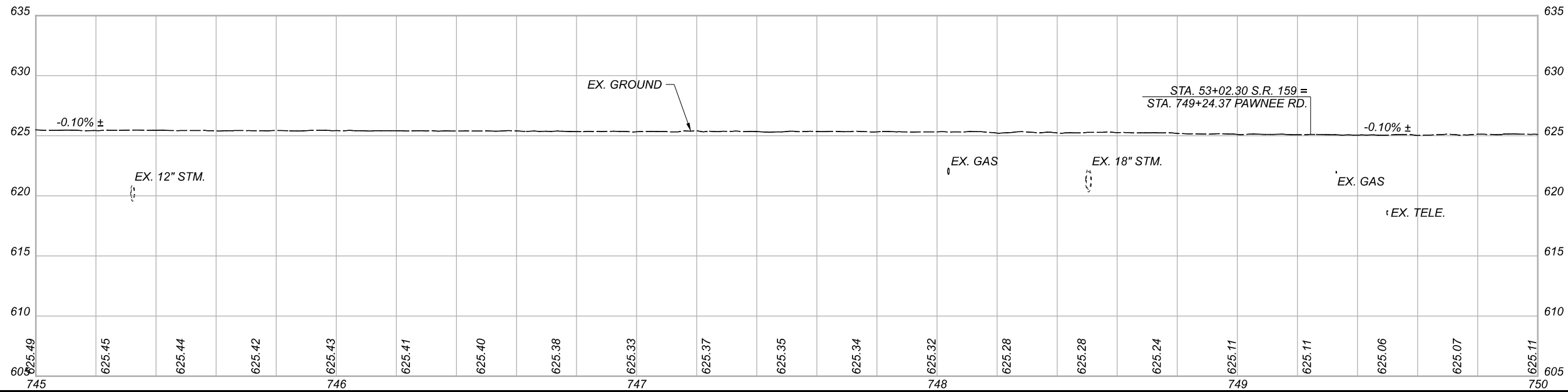
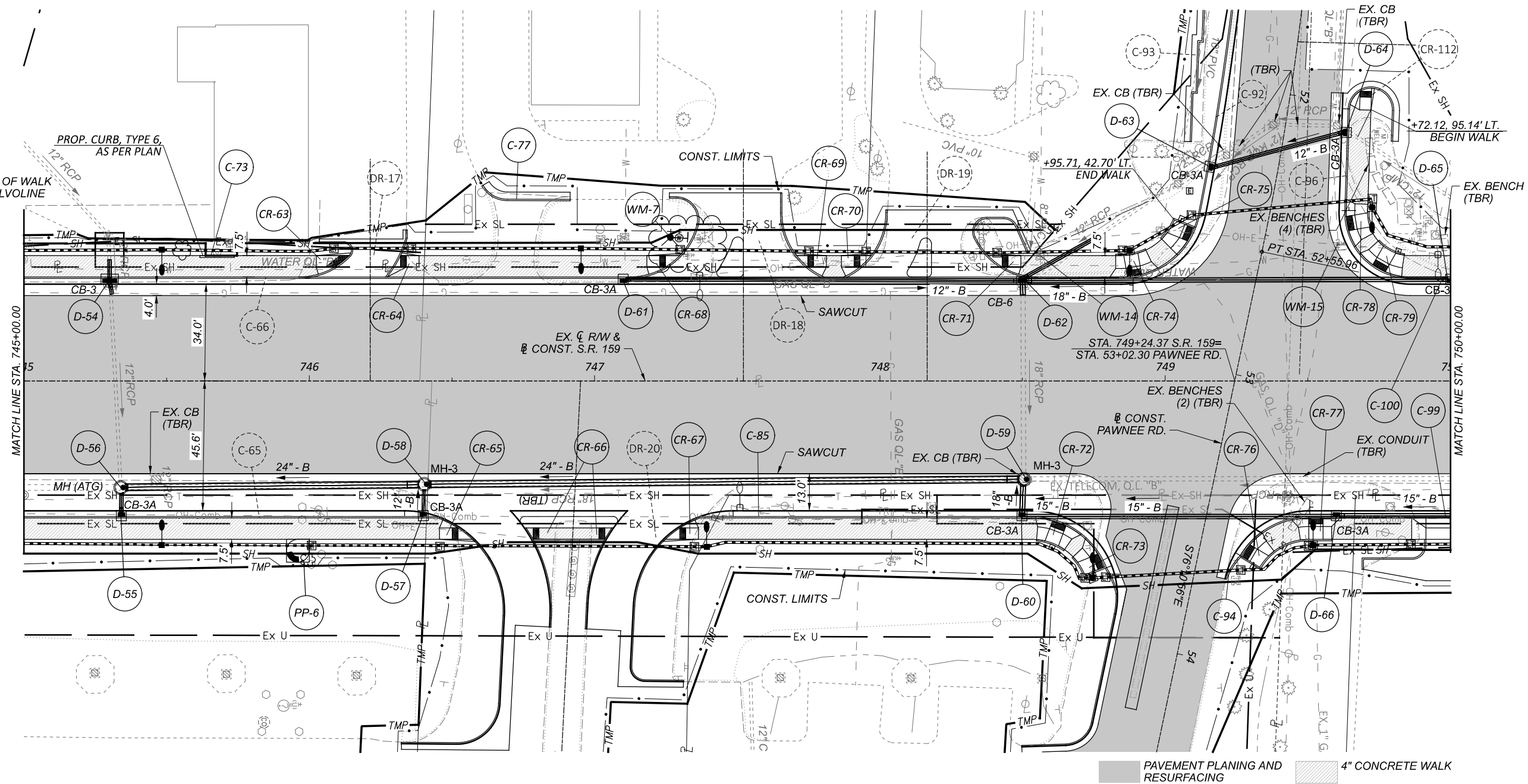
DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | DSS |
| REVIEWER | BDT 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 167 | 592 |

NOTE:
 PLACE CURB AT BACK OF WALK
 AROUND EXISTING VALVILINE
 SIGN FOUNDATION

| CROSS REFERENCES | |
|----------------------|-----------|
| PLAN SECTION | SHEET NO. |
| CROSS SECTIONS | 197-273 |
| INTERSECTION DETAILS | 289-304 |
| DRIVE DETAILS | 307-320 |

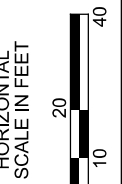
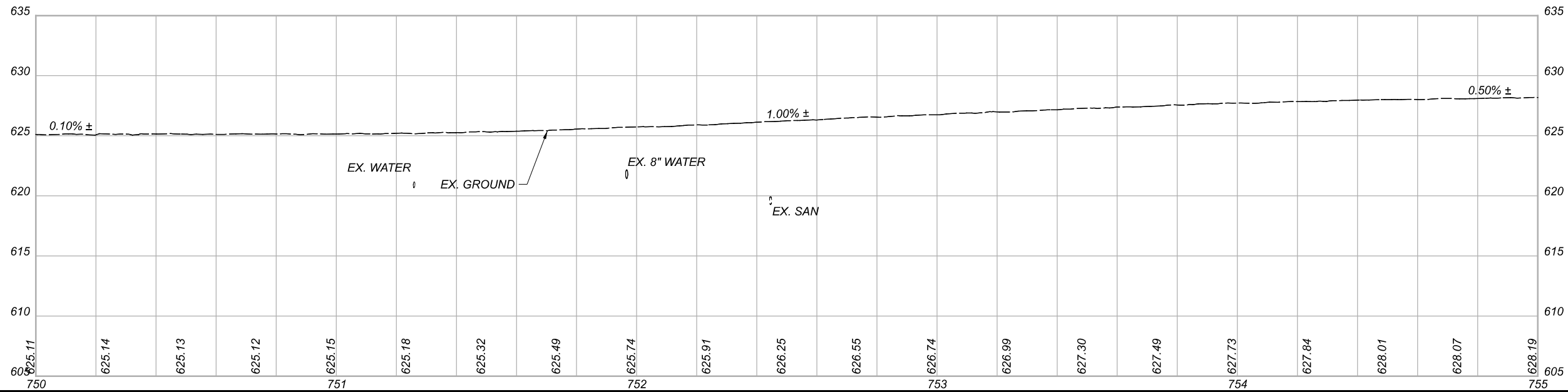
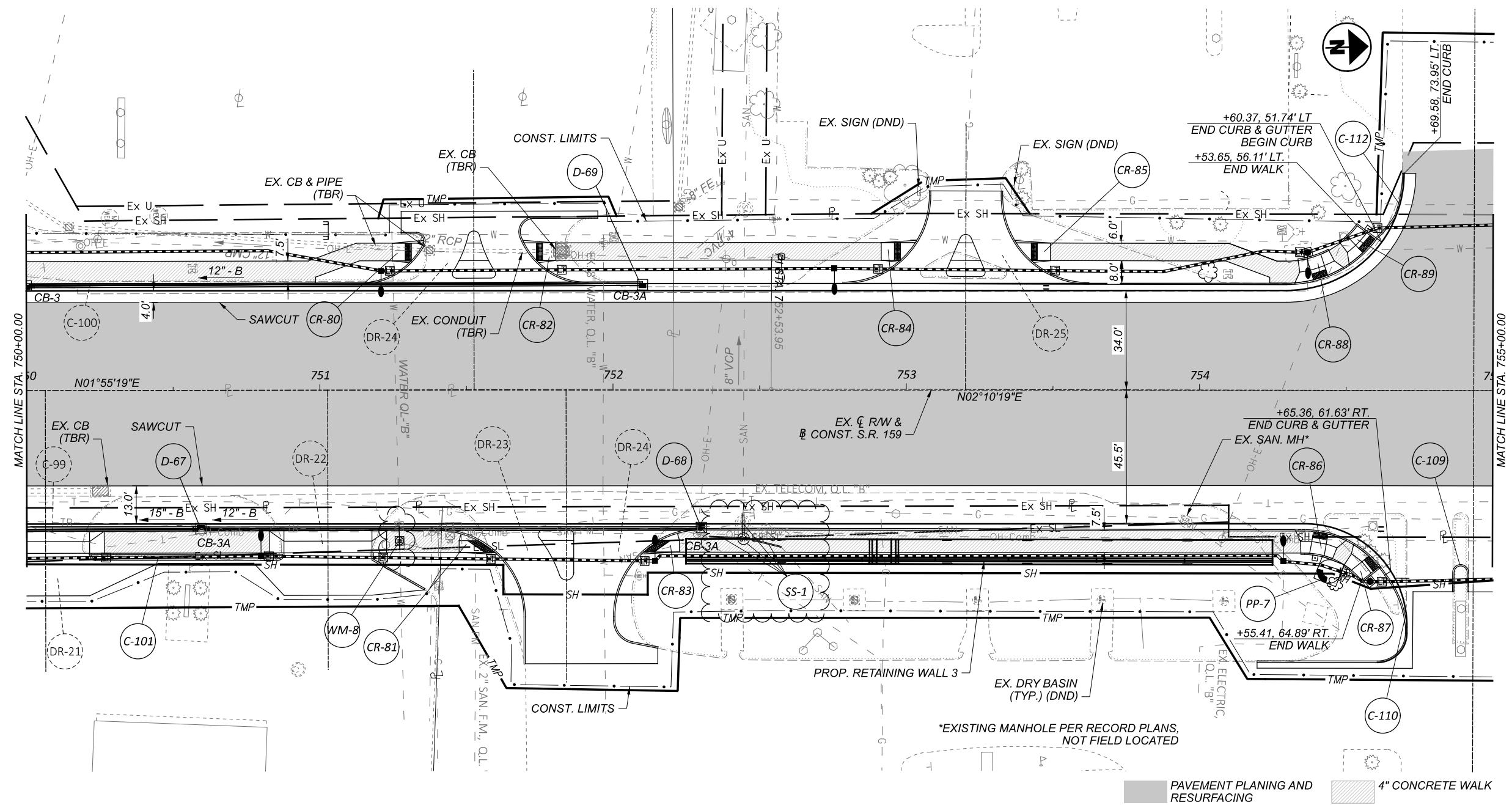


PLAN AND PROFILE - S.R. 159
 STA. 745+00.00 TO STA. 750+00.00

DESIGN AGENCY



| | |
|------------|--------------|
| DESIGNER | DSS |
| REVIEWER | BDT 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 169 | 592 |



PLAN AND PROFILE - S.R. 159
 STA. 750+00.00 TO STA. 755+00.00

DESIGN AGENCY

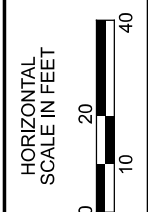
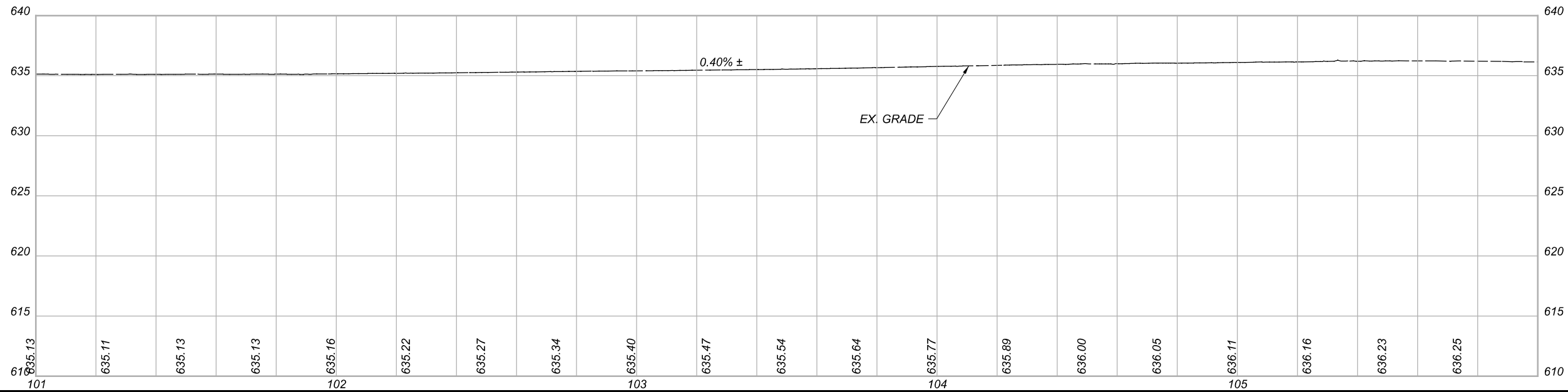
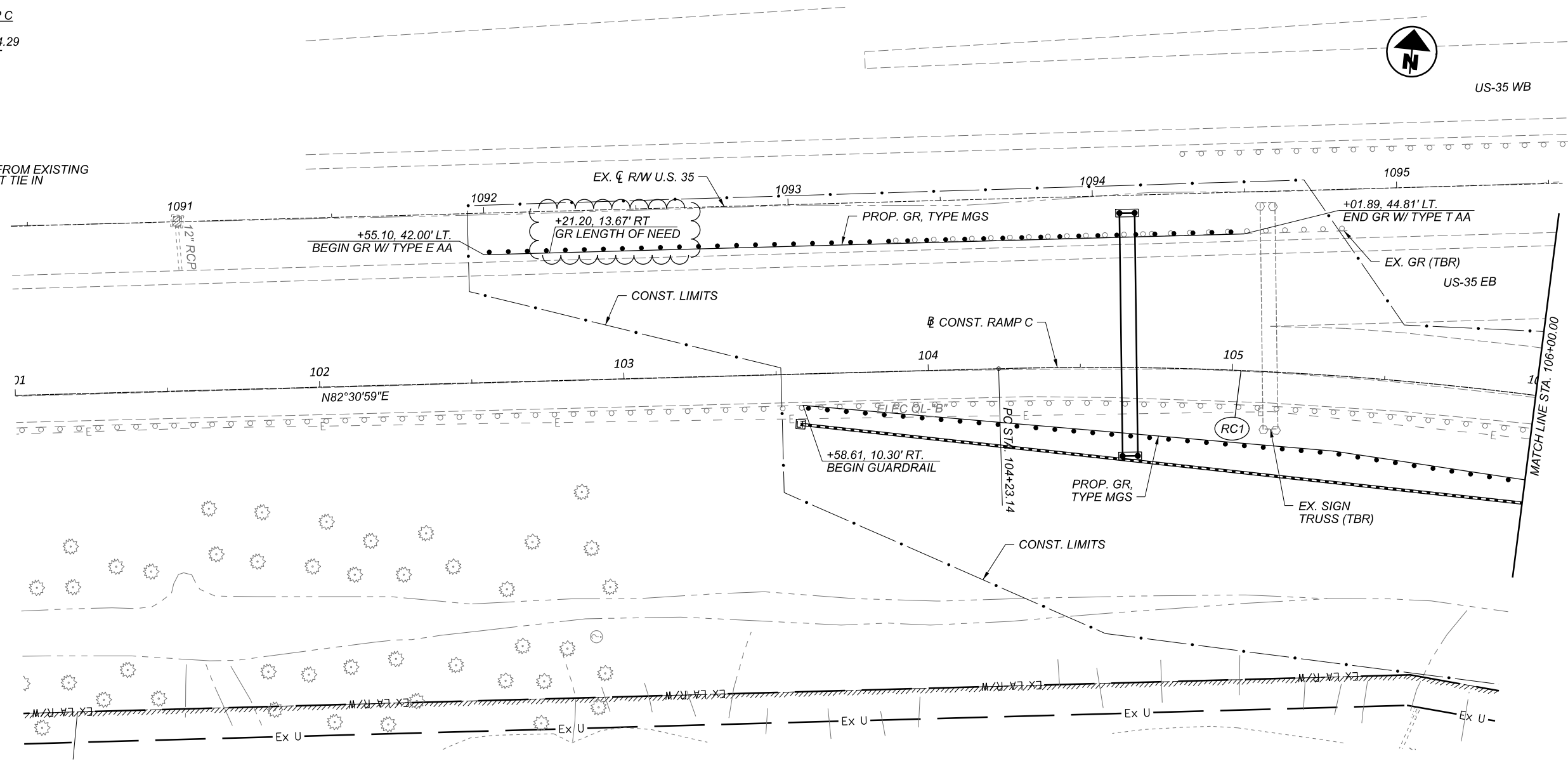


| | |
|------------|--------------|
| DESIGNER | DSS |
| REVIEWER | BDT 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 170 | 592 |

CONST. RAMP C

RC1 P.I. = Sta. 106+24.29
 $\Delta = 20^{\circ}16'19''$ RT
 $D_c = 05^{\circ}00'00''$
 $R = 1,145.92'$
 $T = 204.86'$
 $L = 405.44'$
 $E = 18.17'$
 $e_{max} = 0.060^*$
 $V = 55$ mph

*TRANSITIONS FROM EXISTING
 e_{max} OF 0.063 AT TIE IN



PLAN AND PROFILE - RAMP C
BEGIN WORK TO STA. 106+00.00

DESIGN AGENCY



DESIGNER
 NJL

REVIEWER
 BDT 10/07/24

PROJECT ID
 113013

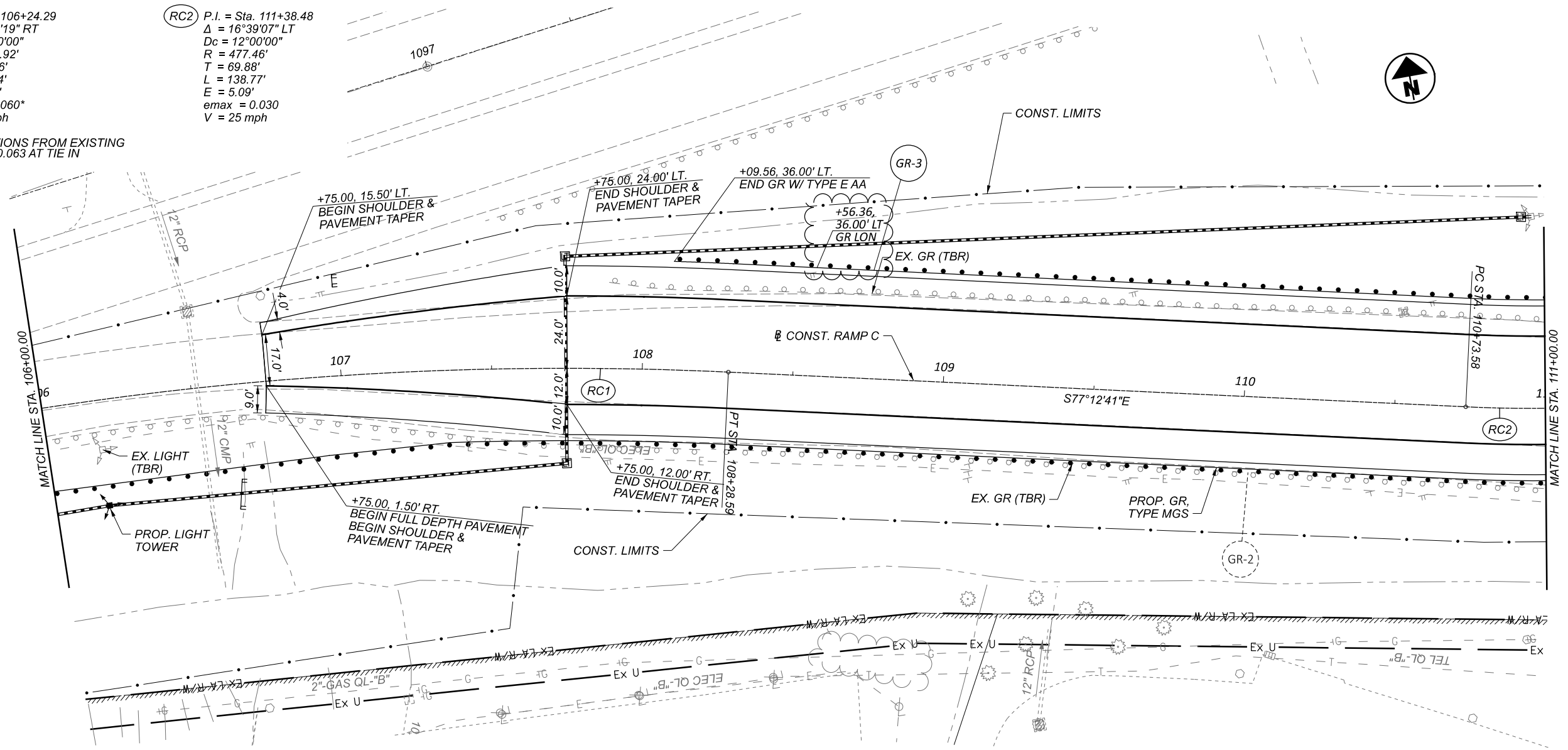
SHEET TOTAL
 172 592

CONST. RAMP C

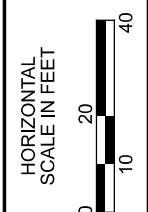
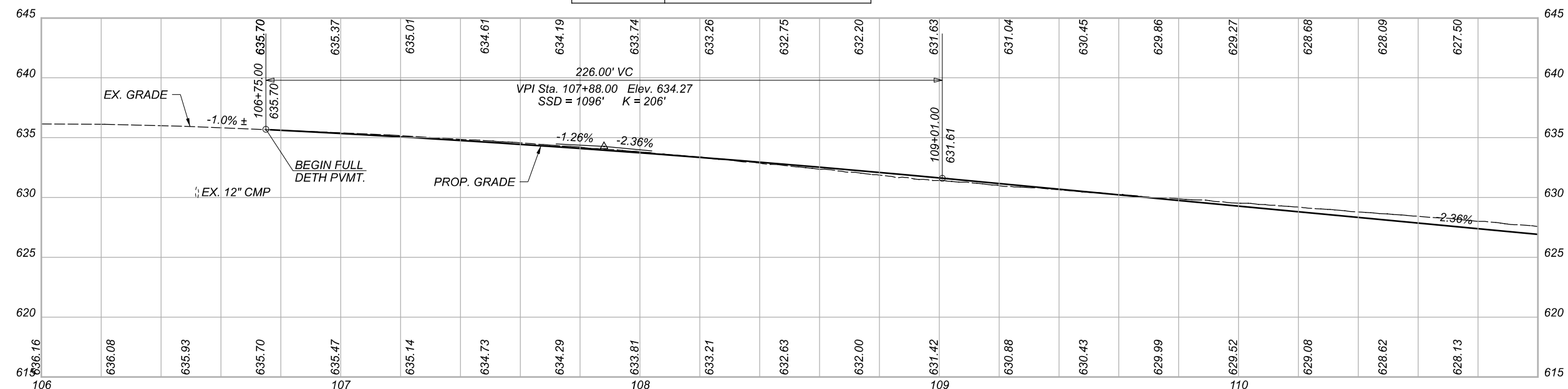
RC1 P.I. = Sta. 106+24.29
 $\Delta = 20^{\circ}16'19''$ RT
 $D_c = 05^{\circ}00'00''$
 $R = 1,145.92'$
 $T = 204.86'$
 $L = 405.44'$
 $E = 18.17'$
 $e_{max} = 0.060^*$
 $V = 55$ mph

RC2 P.I. = Sta. 111+38.48
 $\Delta = 16^{\circ}39'07''$ LT
 $D_c = 12^{\circ}00'00''$
 $R = 477.46'$
 $T = 69.88'$
 $L = 138.77'$
 $E = 5.09'$
 $e_{max} = 0.030$
 $V = 25$ mph

*TRANSITIONS FROM EXISTING
 e_{max} OF 0.063 AT TIE IN



| CROSS REFERENCES | |
|------------------|--------------------------|
| SHEET NO. | SHEET NO. |
| 281-283 | SUPERELEVATION SCHEMATIC |
| 197-273 | CROSS SECTIONS |
| 289-304 | INTERSECTION DETAILS |



PLAN AND PROFILE - RAMP C
 STA. 106+00.00 TO STA. 111+00.00

DESIGN AGENCY



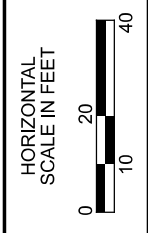
DESIGNER
 NJL

REVIEWER
 BDT 10/07/24

PROJECT ID
 113013

SHEET TOTAL
 173 592

| CROSS REFERENCES | |
|------------------|--------------------------|
| SHEET NO. | SHEET NO. |
| 281 - 283 | SUPERELEVATION SCHEMATIC |
| 197 - 273 | CROSS SECTIONS |
| 289 - 304 | INTERSECTION DETAILS |



**PLAN AND PROFILE - RAMP C AND RAMP D
STA. 111+00.00 TO END WORK**

DESIGN AGENCY



DESIGNER
NJL

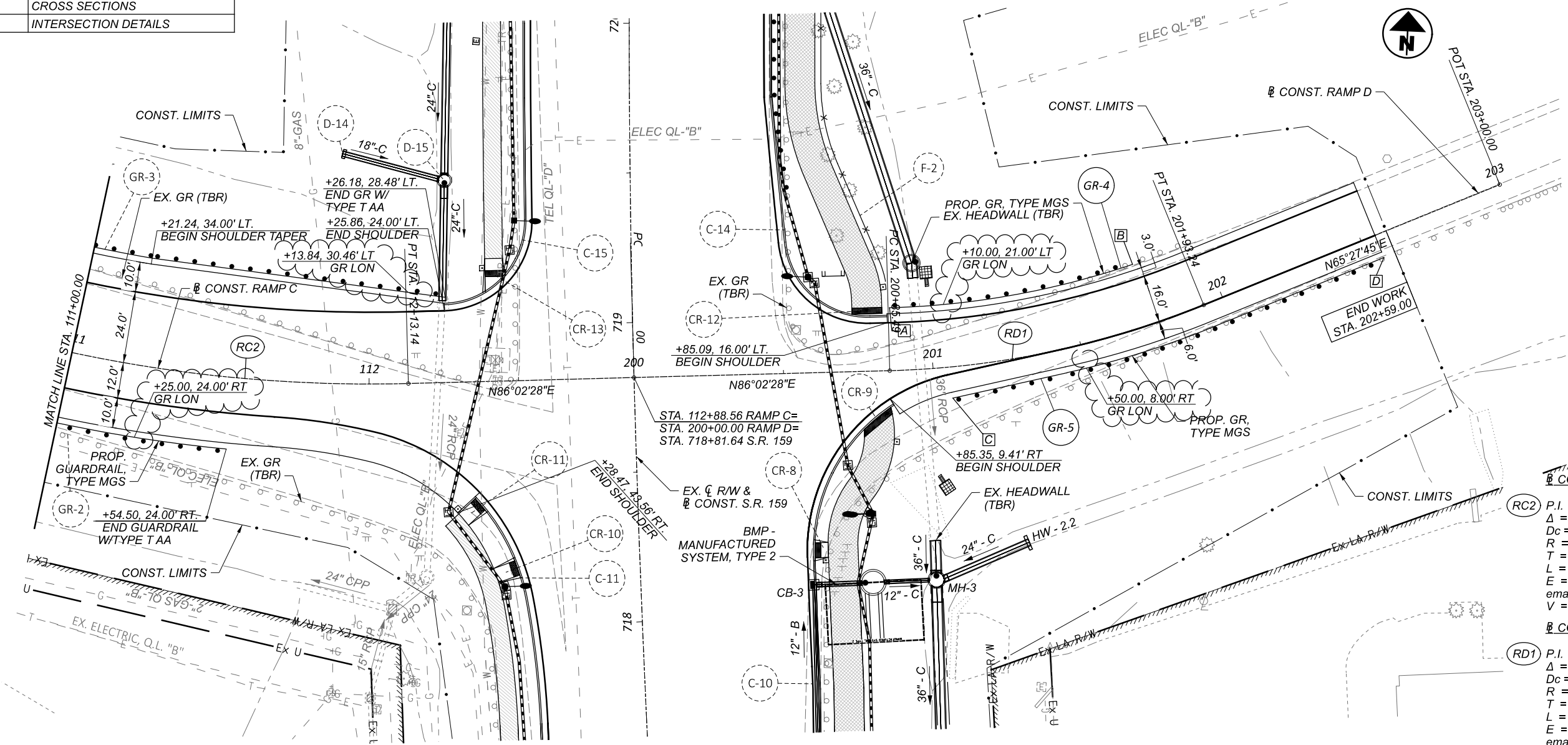
REVIEWER
BDT 10/07/24

PROJECT ID
113013

SHEET TOTAL
174 592

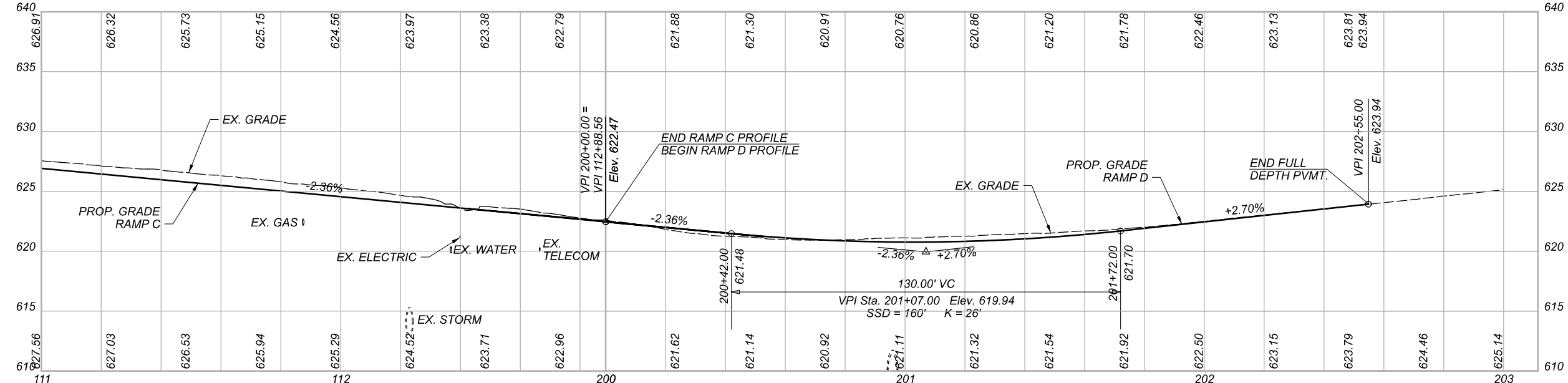
ROS-159-0.41

MODEL: BLP_FC - Plan 3 PAPER SIZE: 17x11 (in.) DATE: 1/28/2025 TIME: 7:49:05 AM USER: soroka
pw:\bn-pw\benley.com\bn-pw-01\Documents\pr-59055\400-Engineering\Roadway\Sheets\113013_GPI003



| | |
|----------------------|--|
| CONST. RAMP C | P.I. = Sta. 111+38.48 Δ = 16°39'07" LT Dc = 12°00'00" R = 477.46' T = 69.88' L = 138.77' E = 5.09' emax = 0.030 V = 25 mph |
| CONST. RAMP D | P.I. = Sta. 201+39.95 Δ = 20°34'43" LT Dc = 19°05'55" R = 300.00' T = 54.46' L = 107.75' E = 4.90' emax = 0.016 V = 30 MPH |

- PROP. SHARED USE PATH ASPHALT
- 4" CONCRETE WALK
- A** STA. 200+86.00, 21.00' LT BEGIN PROP. GR, TYPE MGS W/ TYPE E AA
- B** STA. 201+75.00, 21.00' LT END PROP. GR, TYPE MGS W/ TYPE T AA
- C** STA. 201+05.00, 10.50' RT BEGIN PROP. GR, TYPE MGS W/ TYPE E AA
- D** STA. 202+55.00, 8.00' RT TIE INTO EX. GR AT NEAREST PANEL



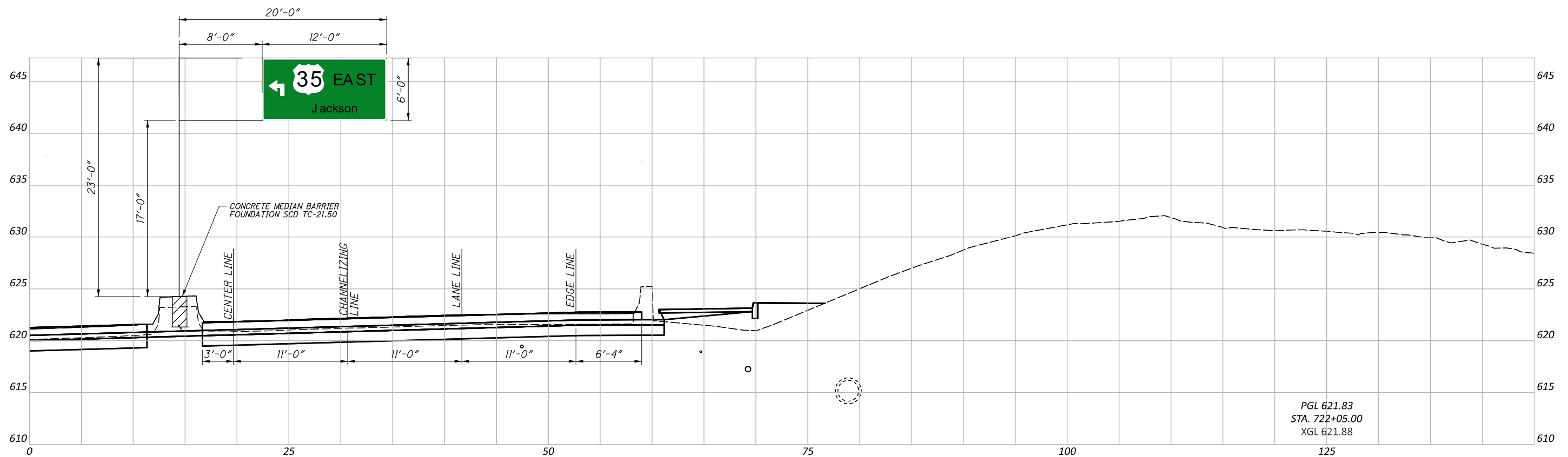
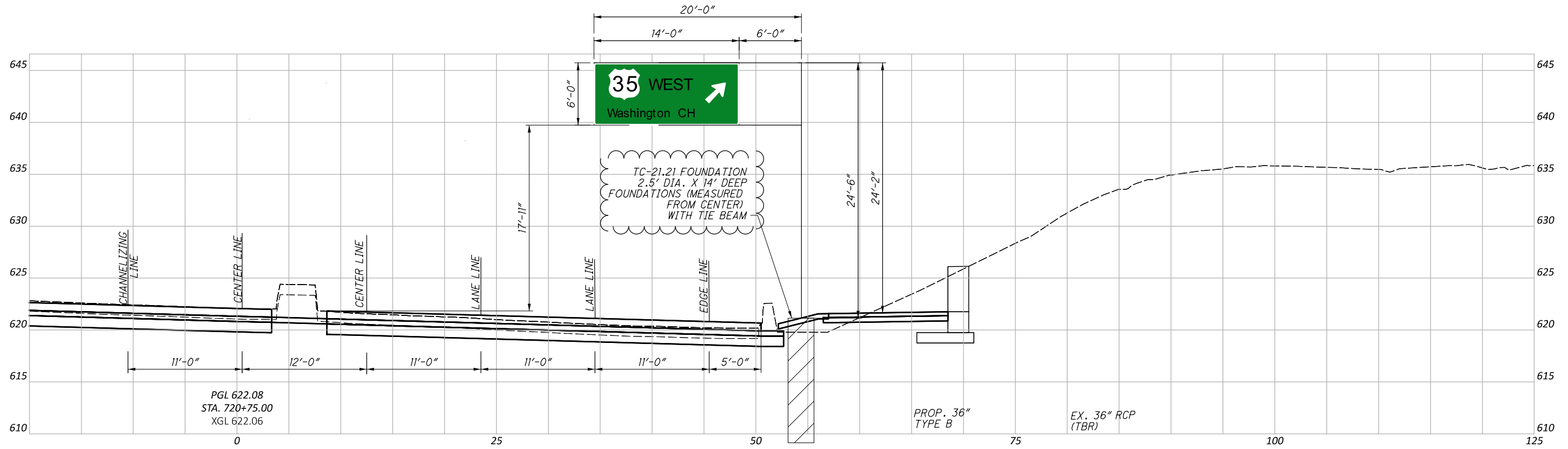
| REF NO. | SHEET NO. | STATION | SIDE | CODE | SIZE (INCHES) | | | 630 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|---------|------|------------|---------------|---|----|------------------|------------------------------------|------------------------------------|------------------------------------|---|---------------------------------|---|---|---|---|--|---|---------------------------|--------------------------------------|---|---|--|--|---|---|--|--|---------------------|------|------|--|--|--|--|
| | | | | | | | | SIGN, FLAT SHEET | GROUND MOUNTED SUPPORT, NO. 2 POST | GROUND MOUNTED SUPPORT, NO. 3 POST | GROUND MOUNTED SUPPORT, NO. 4 POST | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | SIGN, GROUND MOUNTED EXTRUSHEET | GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL | REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | SIGN, OVERHEAD EXTRUSHEET | BREAKAWAY STRUCTURAL BEAM CONNECTION | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | SIGN POST REFLECTOR | | | | | | |
| | | | | | | | SF | FT | FT | FT | EACH | SF | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | | | | |
| S82 | 410 | 745+00 | RT | R3-H8df-60 | 60 | x | 30 | 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R83 | 410 | 747+95 | RT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| S83 | 410 | 748+50 | RT | R3-H8df-60 | 60 | x | 30 | 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S84 | 410 | 752+18 | LT | R3-H8df-60 | 60 | x | 30 | 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S85 | 410 | 52+35 | RT | R3-H8bh-36 | 36 | x | 30 | 7.5 | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R84 | 410 | 51+65 | RT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| S86 | 410 | 54+09 | LT | R3-H8bh-36 | 36 | x | 30 | 7.5 | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R85 | 410 | 54+09 | LT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| S87 | 411 | 750+09 | LT | R2-1-24 | 24 | x | 30 | 5 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R86 | 411 | 750+09 | LT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| R87 | 411 | 750+85 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S88 | 411 | 751+03 | LT | M2-H2A-96 | 96 | x | 96 | 64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R88 | 411 | 751+26 | LT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| R89 | 411 | 751+62 | RT | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | |
| S89 | 411 | 751+65 | RT | R2-1-12 | 12 | x | 18 | 1.5 | 12.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 411 | 751+65 | RT | SPECIAL | 12 | x | 24 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S90 | 411 | 752+08 | RT | R1-1-30 | 30 | x | 30 | 6.25 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S91 | 411 | 752+13 | RT | R3-H8da-54 | 54 | x | 30 | 11.25 | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R90 | 411 | 752+16 | RT | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| S92 | 411 | 752+18 | LT | R3-H8da-54 | 54 | x | 30 | 11.25 | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO FINAL QUANTITY SHEET | | | | | 388 | | | 153.8 | 38.5 | 78.0 | 39.0 | 1 | 0 | 2 | 8 | 1 | 1 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | | | | |

SIGNING SUBSUMMARY

| SHEET NO. | STATION | SIDE | CODE | SIZE (INCHES) | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | 630 | | | |
|-----------------------------------|---------|------|------|---------------|------------------|------------------------------------|------------------------------------|------------------------------------|---|---------------------------------|---|---|---|---|--|---|---------------------------|--------------------------------------|---|---|--|--|--|---|--|--|---------------------|------|
| | | | | | SIGN, FLAT SHEET | GROUND MOUNTED SUPPORT, NO. 2 POST | GROUND MOUNTED SUPPORT, NO. 3 POST | GROUND MOUNTED SUPPORT, NO. 4 POST | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | SIGN, GROUND MOUNTED EXTRUSHEET | GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL | REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | SIGN, OVERHEAD EXTRUSHEET | BREAKAWAY STRUCTURAL BEAM CONNECTION | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 6 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | SIGN POST REFLECTOR | |
| | | | | | SF | FT | FT | FT | EACH | SF | EACH | EACH | EACH | EACH | EACH | SF | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | EACH |
| 366 | | | | | 31.5 | 39.5 | | 17 | 1 | | | 13 | 1 | | | | | 2 | 1 | | | | | | | | | |
| 367 | | | | | 71.0 | 13.0 | 120.8 | | 2 | | | 4 | | | | | | 1 | 6 | | | | | | | | | |
| 368 | | | | | 117.9 | 78.5 | 44.3 | | | | | 9 | | 2 | 8 | | 2 | 1 | 2 | | | | | 69 | | | | |
| 369 | | | | | 34.0 | 65.0 | 13.5 | | 4 | | | 10 | | | | | | 2 | 6 | | | | | | | | | |
| 370 | | | | | 21.2 | 13.5 | 28.3 | | | | | 16 | | | | | | | | | | | | | | | | |
| 371 | | | | | 72.0 | 39.0 | 89.0 | | | 80 | 2 | 1 | | 5 | | | 2 | | | | | | | 45 | | | | |
| 372 | | | | | 35.0 | 52.0 | 28.0 | | | | | 10 | | | 2 | 156 | | | | | | | | | | | | |
| 373 | | | | | 89.9 | 52.0 | 114.5 | 26.0 | | | 176 | 6 | 2 | | 2 | | | | | | | | | | | | | |
| 374 | | | | | 28.3 | 58.0 | | 26.0 | | | 120 | 3 | 12 | | 2 | | | | | | | | | | | 58 | | |
| 375 | | | | | 84.8 | 38.5 | | 96.0 | | | | 3 | 3 | | | | | | | | | | | | | | | |
| 376 | | | | | 72.8 | 13.0 | 97.5 | 13.0 | | | | 7 | | | | | | | | | | | | | | | | |
| 377 | | | | | 88.5 | 39.0 | 55.5 | 39.0 | | | | 4 | | | | | | | | | | | | | | | | |
| 378 | | | | | 153.8 | 38.5 | 78.0 | 39.0 | 1 | | | 2 | 8 | 1 | 1 | | | | | | | | | | | 42 | | |
| 379 | | | | | 78.8 | 50.0 | 39.5 | 16.0 | 2 | 102 | 4 | 9 | 2 | 2 | | | | | | | | | | | 49 | 31 | | |
| 380 | | | | | 53.6 | | 84.3 | | | | | 12 | | | | | | | | | | | | | | | | |
| 381 | | | | | 30.8 | 64.0 | 14.0 | | | | | 8 | 3 | | | | | | | | | | | | | | | 4 |
| 382 | | | | | 71.7 | 91.0 | | | | | | 7 | 1 | | | | | | | | | | | | | | | |
| 383 | | | | | 62.3 | 78.0 | | | | | | 12 | | | | | | | | | | | | | | | | |
| 384 | | | | | 65.7 | 38.5 | 54.2 | | | | | 7 | | | | | | | | | | | | | | | | |
| 385 | | | | | 73.4 | 25.0 | 83.7 | | | | | 1 | | | | | | | | | | | | | | | | |
| 386 | | | | | 84.0 | 12.5 | 94.2 | 15.5 | | | | 5 | | | | | | | | | | | | | | | | |
| 387 | | | | | 11.0 | | 27.0 | | | | | 1 | | | | 474 | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | 1432.0 | 898.5 | 1066.3 | 287.0 | 10 | 478 | 19 | 161 | 8 | 14 | 10 | 142 | 630 | 19 | 8 | 18 | 19 | 3 | 2 | 114 | 149 | 31 | 4 | |

| SHEET NO. | STATION | SIDE | CODE | SIZE (INCHES) | 630 | |
|-----------------------------------|---------|------|------|---------------|---|---|
| | | | | | CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 |
| | | | | | EACH | EACH |
| 372 | | | | | 1 | |
| 387 | | | | | | 1 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | 1 | 1 |

SIGNING SUBSUMMARY



PGL 621.83
 STA. 722+05.00
 XGL 621.88

SIGN ELEVATION DETAILS
 STA. 720+75 & 722+05

| | |
|---------------|------------------------------------|
| DESIGN AGENCY | B&N burgessniple.com |
| DESIGNER | ZSP |
| REVIEWER | DO 10/07/24 |
| PROJECT ID | 113013 |
| SHEET | TOTAL |
| 421 | 592 |

625, LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR POST TOP LIGHTING UNITS (SUP) SHALL BE AS FOLLOWS:

LUMINAIRES FOR SUP POST TOP LIGHTING PROVIDE A SOLID STATE (LED) LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U0. THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROL AND SHALL NOT INCLUDE A PHOTOCCELL SOCKET. ASSURE THE LUMINAIRE HAS A NOMINAL COLOR TEMPERATURE OF 3000K. UNITS SHALL HAVE AN IES TYPE II DISTRIBUTION AND BE 240 VOLTS.

PROVIDE A LUMINAIRE WITH FACTORY-APPLIED BLACK FINISH TO MATCH SIGNAL POLES, SIGNAL SUPPORTS, LIGHT POLES, LIGHT BRACKET ARMS, ETC.

SUPPLY ONE OF THE FOLLOWING LUMINAIRES:

HOLOPHANE LIGHTING "UTILITY WASHINGTON" SERIES WITH PHOTOMETRIC DISTRIBUTION WFCL3 P30 30K FC2 BK BL CLGL, WITH A BALL FINIAL AND INPUT WATTAGE OF 59W.

OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

625, LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR POST TOP LIGHTING UNITS (BRIDGE) SHALL BE AS FOLLOWS:

LUMINAIRES FOR BRIDGE POST TOP LIGHTING PROVIDE A SOLID STATE (LED) LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U0. THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROL AND SHALL NOT INCLUDE A PHOTOCCELL SOCKET. ASSURE THE LUMINAIRE HAS A NOMINAL COLOR TEMPERATURE OF 3000K. UNITS SHALL HAVE AN IES TYPE III DISTRIBUTION AND BE 240 VOLTS.

PROVIDE A LUMINAIRE WITH FACTORY-APPLIED BLACK FINISH TO MATCH SIGNAL POLES, SIGNAL SUPPORTS, LIGHT POLES, LIGHT BRACKET ARMS, ETC.

SUPPLY ONE OF THE FOLLOWING LUMINAIRES:

HOLOPHANE LIGHTING "UTILITY WASHINGTON" SERIES WITH PHOTOMETRIC DISTRIBUTION WFCL3 P70 30K FC3 BK BL CLGL, WITH A BALL FINIAL AND INPUT WATTAGE OF 98W.

OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

625, LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (POCKET PARK LUMINAIRES)

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR POST TOP LIGHTING UNITS (POCKET PARK) SHALL BE AS FOLLOWS:

LUMINAIRES FOR POCKET PARK POST TOP LIGHTING PROVIDE A SOLID STATE (LED) LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U0. THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROL AND SHALL NOT INCLUDE A PHOTOCCELL SOCKET. ASSURE THE LUMINAIRE HAS A NOMINAL COLOR TEMPERATURE OF 3000K. UNITS SHALL HAVE AN IES TYPE V DISTRIBUTION AND BE 240 VOLTS.

PROVIDE A LUMINAIRE WITH FACTORY-APPLIED BLACK FINISH TO MATCH SIGNAL POLES, SIGNAL SUPPORTS, LIGHT POLES, LIGHT BRACKET ARMS, ETC.

SUPPLY ONE OF THE FOLLOWING LUMINAIRES:

HOLOPHANE LIGHTING "UTILITY WASHINGTON" SERIES WITH PHOTOMETRIC DISTRIBUTION WFCL3 P05 30K FC5 BK BL CLGL, WITH A BALL FINIAL AND INPUT WATTAGE OF 30W.

OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, POST TOP, SOLID STATE (LED) (POCKET POK LUMINAIRES), AS PER PLAN" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

625, LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR UNDERPASS LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR UNDERPASS LIGHTING PROVIDE A SOLID STATE (LED) LUMINAIRE WITH A B-U-G UP-LIGHTING RATING OF U4 OR LESS. THE LUMINAIRE IS INTENDED FOR EXTERNAL ON/OFF CONTROL AND SHALL NOT INCLUDE A PHOTOCCELL SOCKET. ASSURE THE LUMINAIRE HAS A NOMINAL COLOR TEMPERATURE OF 3000K. UNITS SHALL HAVE AN IES TYPE IV DISTRIBUTION AND BE 240 VOLTS.

PROVIDE A LUMINAIRE WITH FACTORY-APPLIED BLACK FINISH TO MATCH SIGNAL POLES, SIGNAL SUPPORTS, LIGHT POLES, LIGHT BRACKET ARMS, ETC.

SUPPLY ONE OF THE FOLLOWING LUMINAIRES:

COOPER STREETWORKS "WKP WAL-PAK" SERIES WITH PHOTOMETRIC DISTRIBUTION WKP 6B LED EDGL 7030, WITH INPUT WATTAGE OF 46W.

HOLOPHANE "WALLCONNECT" SERIES WITH PHOTOMETRIC DISTRIBUTION WCNG P2 30K T4M, WITH INPUT WATTAGE OF 35W.

OR EQUAL AS APPROVED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

625, LIGHT POLE (INSTALLATION ONLY), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 625 AND 725, THE LIGHT POLES SHALL HAVE A FACTORY-APPLIED BLACK FINISH MATCHING THE SIGNAL POLES, SIGNAL SUPPORTS, LUMINAIRES, BRACKET ARMS, ETC.

LIGHT POLES HAVE BEEN PRE-ORDERED AND PAID FOR BY ODOT. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE LIGHT POLE COATING DURING UNLOADING. ANY DAMAGE DUE TO TRANSPORT, UNLOADING, OR INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.

PAYMENT FOR ITEM 625 "LIGHT POLE (INSTALLATION ONLY), AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE IN PLACE, AND SHALL INCLUDED ALL LABOR, ADDITIONAL WORK MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

625, BRACKET ARM, (MULTIPLE SIZES), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 625 AND 725, THE BRACKET ARMS SHALL HAVE A FACTORY-APPLIED BLACK FINISH MATCHING THE SIGNAL POLES, SIGNAL SUPPORTS, LUMINAIRES, LIGHT POLES, ETC.

BRACKET ARMS HAVE BEEN PRE-ORDERED AND PAID FOR BY ODOT. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE BRACKET ARM COATING DURING UNLOADING. ANY DAMAGE DUE TO TRANSPORT, UNLOADING, OR INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.

PAYMENT FOR ITEM 625 "BRACKET ARM, (MULTIPLE SIZES), AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE IN PLACE, AND SHALL INCLUDED ALL LABOR, ADDITIONAL WORK MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

625, TRANSFORMER BASE, TYPE AT-A, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF C&MS 625 AND 725, THE TRANSFORMER BASES SHALL HAVE A FACTORY-APPLIED BLACK FINISH MATCHING THE SIGNAL POLES, SIGNAL SUPPORTS, LUMINAIRES, LIGHT POLES, ETC.

TRANSFORMER BASES HAVE BEEN PRE-ORDERED AND PAID FOR BY ODOT. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE TRANSFORMER BASE COATING DURING UNLOADING. ANY DAMAGE DUE TO TRANSPORT, UNLOADING, OR INSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.

PAYMENT FOR ITEM 625 "TRANSFORMER BASE, TYPE AT-A, AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE IN PLACE, AND SHALL INCLUDED ALL LABOR, ADDITIONAL WORK MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

625, LIGHT POLE, MISC. (POCKET PARKS, 15' MTG HT), AS PER PLAN

ALL LIGHT POLE ITEMS REQUIRED BY THE CMS ITEM 625.09 SHALL BE INCLUDED AS PART OF THIS ITEM. THE FOLLOWING ITEMS SHALL APPLY TO THE MATERIAL AND INSTALLATION OF THE LIGHT POLE AND FOUNDATION:

ONLY LIGHT POLES AND BASES WITH A FACTORY-APPLIED BLACK FINISH TO MATCH SIGNAL POLES, SIGNAL SUPPORTS, LUMINAIRES, LIGHT BRACKET ARMS, ETC SHALL BE INSTALLED.

POCKET PARK LIGHT POLES AND BASES SHALL EXACTLY MATCH THE BRAND, STYLE, PRODUCT NUMBER, ETC. OF THE LIGHT POLES AND BASES USED FOR THE PROPOSED LIGHTING ALONG THE BRIDGE AND SUP.

PAYMENT FOR ITEM 625 "LIGHT POLE, MISC. (POCKET PARKS, 15' MTG HT), AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE IN PLACE, AND SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

DESIGN AGENCY

Palmer
ENGINEERING
8350 EAST KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER

RGS

REVIEWER

MAM 10/07/24

PROJECT ID

113013

SHEET TOTAL

467 592