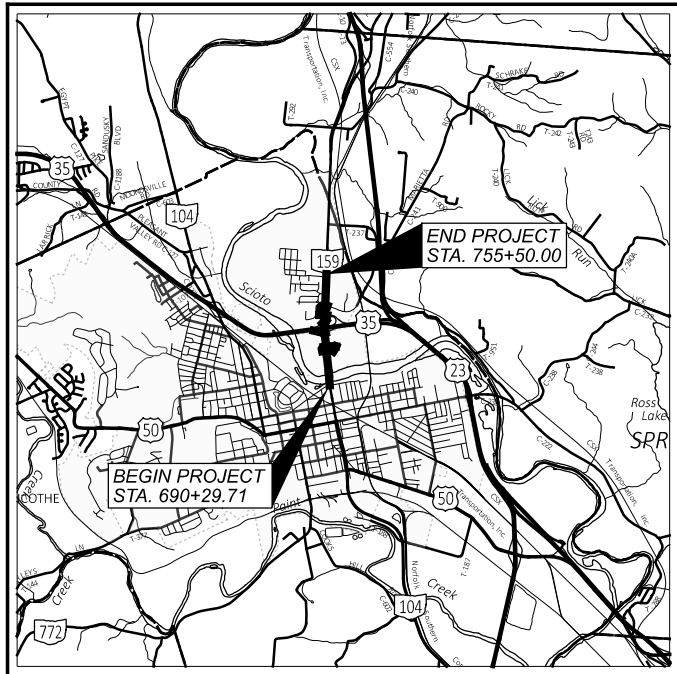


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

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:

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

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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

Patricia Boratyn

Patricia Boratyn
Director, Department of Transportation

UNDERGROUND UTILITIES
Contact Two Working Days
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 700
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-15.116	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 2/3/2025
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 10/07/24

PROJECT ID
113013

SHEET TOTAL
1 592

ROS-159-0.41

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 2/6/2025 TIME: 3:40:05 PM USER: soroka pwc:\bnpw\benley.com\pwp-c\1\Documents\p59055400-Engineering\Roadway\Sheets\113013_GT001

UTILITIES

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

TELECOMMUNICATIONS

CHARTER COMMUNICATIONS
32 Enterprise Drive
Chillicothe, Ohio 45601
Mr. Aaron Kempton
740-648-3091

GLO FIBER
(FORMERLY HORIZON CHILLICOTHE TELEPHONE)
P. O. Box 480
Chillicothe, Ohio 45601
Mr. Jon Dreitzler
740-606-0937

ELECTRIC

AMERICAN ELECTRIC POWER (DISTRIBUTION)
38831 State Route 7
Reedsville, Ohio 45772
Mr. Clarke Saunders
740-985-3054

WATER/SANITARY/STORM
CITY OF CHILLICOTHE
UTILITY DEPARTMENT
P.O. Box 630
Chillicothe, OH 45601
Mr. Nathan Prosch, Utilities Director
740-773-1932

AMERICAN ELECTRIC POWER (TRANSMISSION)
8600 Smiths Mill Road
New Albany, Ohio 43054
Mr. Michael Carr
380-205-5072

GAS
COLUMBIA GAS OF OHIO
843 Piatt Avenue
Chillicothe, Ohio 45601
Mr. Hudson Park
740-637-9378

AMERICAN ELECTRIC POWER (SOLUTION CENTER)
1-800-277-2177

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

THE DISPOSITION OF EXISTING PRIVATELY OWNED PUBLIC UTILITIES ARE NOT SPECIFIED IN THE PLANS. REFER TO THE UTILITY NOTE PROVIDED IN THE CONTRACT DOCUMENTS FOR THE DISPOSITION OF THESE UTILITIES. UTILITY RELOCATION PLANS ARE ON FILE AND MAY BE REVIEWED AT THE DISTRICT 9 UTILITIES OFFICE.

EXISTING CITY AND/OR STATE OWNED PUBLIC UTILITIES (CITY OF CHILLICOTHE AND ODOT) BEING IMPACTED BY THE PROPOSED WORK ARE TO BE RELOCATED WITH THIS PROJECT AS SPECIFIED IN THESE PLANS. IF IT IS DETERMINED A PUBLIC UTILITY IS IN CONFLICT WITH PROPOSED WORK AND IS NOT SPECIFIED TO BE RELOCATED IN THESE PLANS, CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND UTILITY OWNER TO DETERMINE A RELOCATION PLAN OR ALTERNATIVE DESIGN.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 3 - 5 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT V.R.S.
MONUMENT TYPE: TYPE A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 1.00008862
ORIGIN OF COORDINATE SYSTEM: (0, 0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES WITHIN 300- FEET OF RESIDENTIAL OR HOTEL PROPERTIES BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

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

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON THE RIGHT OF WAY PLANS.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

EXISTING UTILITY MANHOLES TO BE ABANDONED

AT LOCATIONS SPECIFIED IN THE PLANS, CONTRACTOR SHALL FILL ABANDONED UTILITY (GLO FIBER) MANHOLES WITHIN PROPOSED PAVEMENT LIMITS AS DESCRIBED IN THIS NOTE. CONTRACTOR SHALL COORDINATE WITH UTILITY OWNER PRIOR TO COMPLETING THIS WORK TO ENSURE FACILITIES ARE ABANDONED.

REMOVE MANHOLE LID AND FILL VAULT AND OTHER VOIDS WITH LOW STRENGTH MORTAR (LSM) BACKFILL (TYPE 2) TO 12 INCHES BELOW THE SURROUNDING PAVEMENT SURFACE ELEVATION. REPLACE THE MANHOLE LID AND ALLOW THE LSM TO SET FOR AT LEAST 12 HOURS PER CMS SECTION 613. AFTER LSM IS CURED TO AN ACCEPTABLE LEVEL BY THE ENGINEER, REMOVE LID, CASTING, AND ANY ASSOCIATED CONCRETE OR LOOSE MATERIALS TO 12 INCHES BELOW THE SURROUNDING PAVEMENT ELEVATION AND FILL REMAINING 12 INCHES TO THE SURFACE OF SURROUNDING PAVEMENT WITH A RAPID REPAIR CONCRETE MIX (RRCM) CONFORMING TO CMS SECTION 255 PRIOR TO THE FINAL MILLING AND RESURFACING. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK DESCRIBED IN THIS NOTE.

ITEM 613 - LOW STRENGTH MORTAR BACKFILL (TYPE 2) 8 CY
ITEM 202 - MANHOLE ABANDONED, AS PER PLAN 4 EACH
ITEM 511 - CONCRETE, MISC.: CONCRETE, CLASS RRCM 8 SY

EXISTING UTILITY HANDHOLES AND MANHOLES TO BE REMOVED

AT LOCATIONS SPECIFIED IN THE PLANS, CONTRACTOR SHALL REMOVE ABANDONED UTILITY (GLO FIBER) HANDHOLES OR JUNCTION BOX AND MANHOLES PER CMS SECTION 202 AND BACKFILL WITH A SUITABLE MATERIAL AS SPECIFIED IN THE CMS AND APPROVED BY THE ENGINEER. CONTRACTOR SHALL COORDINATE WITH UTILITY OWNER PRIOR TO COMPLETING THIS WORK TO ENSURE FACILITIES ARE ABANDONED.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THE WORK DESCRIBED IN THIS NOTE.

ITEM 202 - JUNCTION BOX REMOVED, AS PER PLAN 4 EACH
ITEM 202 - MANHOLE REMOVED, AS PER PLAN 4 EACH

PLAN ABBREVIATIONS

THE FOLLOWING LIST OF ABBREVIATION DEFINITIONS IS USED FOR THIS PLAN SET:

ABBREVIATION	DESCRIPTION
ATG	ADJUSTED TO GRADE
AA	ANCHOR ASSEMBLY
APP	AS PER PLAN
ASPH.	ASPHALT
AVE.	AVENUE
BM	BENCH MARK
BLVD.	BOULEVARD
BTA	BRIDGE TERMINAL ASSEMBLY
CB	CATCH BASIN
COMM.	COMMERCIAL
CONC.	CONCRETE
CONST.	CONSTRUCTION
CONT'D	CONTINUED
CORP.	CORPORATION
CMP	CORRUGATED METAL PIPE
CU YD	CUBIC YARD
CI	CURB INLET
CS	COMBINED SEWER
DIST.	DISTANCE
DND	DO NOT DISTURB
DR.	DRIVE/DRIVEWAY
EA.	EACH
EDA	EARTH DISTURBED AREA
EB	EASTBOUND
EL	EDGE LINE
EOI	END OF INFORMATION
EORI	END OF RECORDED INFORMATION
EOP	EDGE OF PAVEMENT
EOS	EDGE OF SHOULDER
ELEC.	ELECTRIC
ELEV.	ELEVATION
EST.	ESTIMATE/ESTIMATED
EXC.	EXCAVATION
EX.	EXISTING
FT.	FEET
FH	FIRE HYDRANT
FM	FORCE MAIN
FSAN	FORCE MAIN SANITARY
GR	GUARDRAIL
HW	HEADWALL
HWY.	HIGHWAY
IN.	INCHES
INT.	INTERSECTION
INV.	INVERT
IR	INTERSTATE ROUTE
ITS	INTELLIGENT TRANSPORTATION
LON	LENGTH OF NEED
LIN.	LINEAR
MOT	MAINTENANCE OF TRAFFIC
MH	MANHOLE
MAX.	MAXIMUM
MGS	MIDWEST GUARDRAIL SYSTEM
MI.	MILE(S)
MIN.	MINIMUM
MO.	MONTH(S)
N	NORTH
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
NO.	NUMBER
N.T.S.	NOT TO SCALE
OH	OVERHEAD
PVMT	PAVEMENT
PL.	PLACE

PLAN ABBREVIATIONS (CONTD.)

ABBREVIATION	DESCRIPTION
PCB	PORTABLE CONCRETE BARRIER
PG	PROFILE GRADE
PGL	PROFILE GRADE LINE
PL OR P	PROPERTY LINE
PROP.	PROPOSED
QL	(SUE) QUALITY LEVEL
RAD.	RADIUS
REF.	REFERENCE
REINF.	REINFORCED
RMVD.	REMOVED
RES.	RESIDENTIAL
RD.	ROAD
RCP	ROCK CHANNEL PROTECTION
RNDG.	ROUNDING
RTG	RECONSTRUCTED TO GRADE
SAN.	SANITARY
SEC.	SECTION
SHT.	SHEET
SHLDR.	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SE	SOUTHEAST
SR	STATE ROUTE
SW	SOUTHWEST
SQ FT	SQUARE FEET
SQ YD	SQUARE YARD
STD.	STANDARD
STA.	STATION
ST.	STREET
STM	STORM
STRUCT.	STRUCTURE
TELE.	TELEPHONE
TEMP.	TEMPORARY
TBA	TO BE ABANDONED
TBR	TO BE REMOVED
TBRR	TO BE REMOVED AND RELOCATED
TOT.	TOTAL
TWP.	TOWNSHIP
TYP.	TYPICAL
US	UNITED STATES ROUTE
VAR.	VARIABLE/VARIES
VC	VERTICAL CURVE
V.C.	VERTICAL CLEARANCE
Vdes	DESIGN SPEED
WM	WATER MAIN
WV	WATER VALVE
WB	WESTBOUND

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
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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.

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.

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.

THE EXCAVATION QUANTITIES ABOVE INCLUDE THE EXISTING PAVEMENT REMOVAL VOLUMES. BASED ON THE ASSUMED EXISTING PAVEMENT DEPTHS SHOWN IN THE TYPICAL SECTIONS, EXCLUDING AGGREGATE BASE, THE FOLLOWING QUANTITY FOR EXCAVATION HAS BEEN CARRIED TO THE GENERAL SUMMARY. THIS QUANTITY EXCLUDES THE EXISTING PAVEMENT VOLUME THAT IS COVERED BY ITEM 202 - PAVEMENT REMOVED.

ITEM 203 - EXCAVATION	5,450 CU. YD.
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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
sherie@buckleyfencesales.com
720-679-3289 Ext 200

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 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

ITEM 633 - TRAINING, AS PER PLAN - ITEM 452 TRAINING

THIS ITEM SHALL FOLLOW THE SPECIAL PROVISION PROVIDED IN THE CONTRACT DOCUMENTS TITLED "ITEM 452 - TRAINING".

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, CLASS QC MS, AS PER PLAN 180 SY

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

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&MS 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 518THROUGH 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 NTERCHANGE

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 NTERCHANGE

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.

WORK ZONE MARKINGS FOR RESURFACING

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS AGREED TO OR IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11. ALL ITEMS SHALL BE CLASS III, 642 PAINT.

ITEM 614 - WORK ZONE LANE LINE, 4"	4.2 MILE
ITEM 614 - WORK ZONE CENTER LINE	3.1 MILE
ITEM 614 - WORK ZONE EDGE LINE, 4"	6.2 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, 8"	10,444 FEET
ITEM 614 - WORK ZONE DOTTED LINE, 4"	1,053 FEET
ITEM 614 - WORK ZONE STOP LINE	1,219 FEET
ITEM 614 - WORK ZONE ARROW	50 EACH

ROS-159-0-41

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 2/6/2025 TIME: 4:41:30 PM USER: sroka pwc\lbr-pw-bentley.com\lbr-pw-c\Documents\p590554040-Engineering\MOT\Sheets\113013_MN001

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

B&N
burgessniple.com

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 INCLEMENT 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 PLANING 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 200 CU YD

DESIGN AGENCY



DESIGNER

ZSP

REVIEWER

EMK 10/07/24

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113013

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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.

PLACEMENT OF PAVEMENT














ON THE MAINLINE OF SR159 BETWEEN STA 729+30 AND 755+48.50 COMPLETE THE MILL AND FILL OPERATIONS IN ONE LANE BEFORE MILLING THE ADJACENT LANE TO ENSURE THE NEW SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT TO ELIMINATE UNCONFINED LONGITUDINAL JOINTS, UNLESS AN ALTERNATE SEQUENCE IS APPROVED BY THE ENGINEER. ALL MILLED SURFACES SHALL BE BACKFILLED WITH SURFACE COURSE DURING THE SAME WORK PERIOD AND CANNOT BEGIN UNTIL 2026.

SUFFICIENT QUANTITIES ARE INCLUDED IN "ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC" TO PAVE THE NEW FULL DEPTH SEGMENTS BETWEEN STA 729+30 AND 755+48.50 WITH INTERMEDIATE ASPHALT TO THE SURFACE UNTIL THE FINISH COURSE IS PLACED BY THE MILL AND FILL OPERATIONS. THE FINISH COURSE SHALL SPAN THE JOINT CREATED BY THE ADDED FULL DEPTH PAVEMENT ON THE RIGHT AND LEFT SIDE OF THE ROAD. THE MILL AND FILL OPERATIONS FOR THIS SEGMENT SHALL BE COMPLETE DURING NIGHT SHIFTS (SUN-THUR 8P-6A AND FRI-SAT 10P-8A) AND WITHIN CONSECUTIVE DAYS OF OPERATION WITHIN ONE WEEK OF WORK UNTIL ALL PAVEMENT IS PLACED AND FULL PATTERN PAVEMENT MARKINGS ARE INSTALLED.

IN ALL OTHER MILL AND FILL OPERATIONS, TRAFFIC MAY BE PLACED ON A MILLED/PLANED SURFACE BUT SHALL NOT EXCEED 5 DAYS BEFORE SURFACE COURSE IS PLACED, PROVIDED SUFFICIENT TRAFFIC CONTROL AND WORK ZONE PAVEMENT MARKINGS ARE APPLIED PRIOR TO OPENING TO TRAFFIC, OR AS APPROVED BY THE ENGINEER.

THE DEPARTMENTS PREFERENCE IS TO APPLY THE SURFACE COURSE AT THE END OF CONSTRUCTION IN ORDER TO COVER ALL PAVEMENT MARKINGS FOR THE VARIOUS MOT PHASES.

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

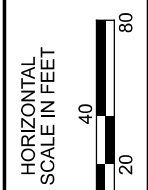
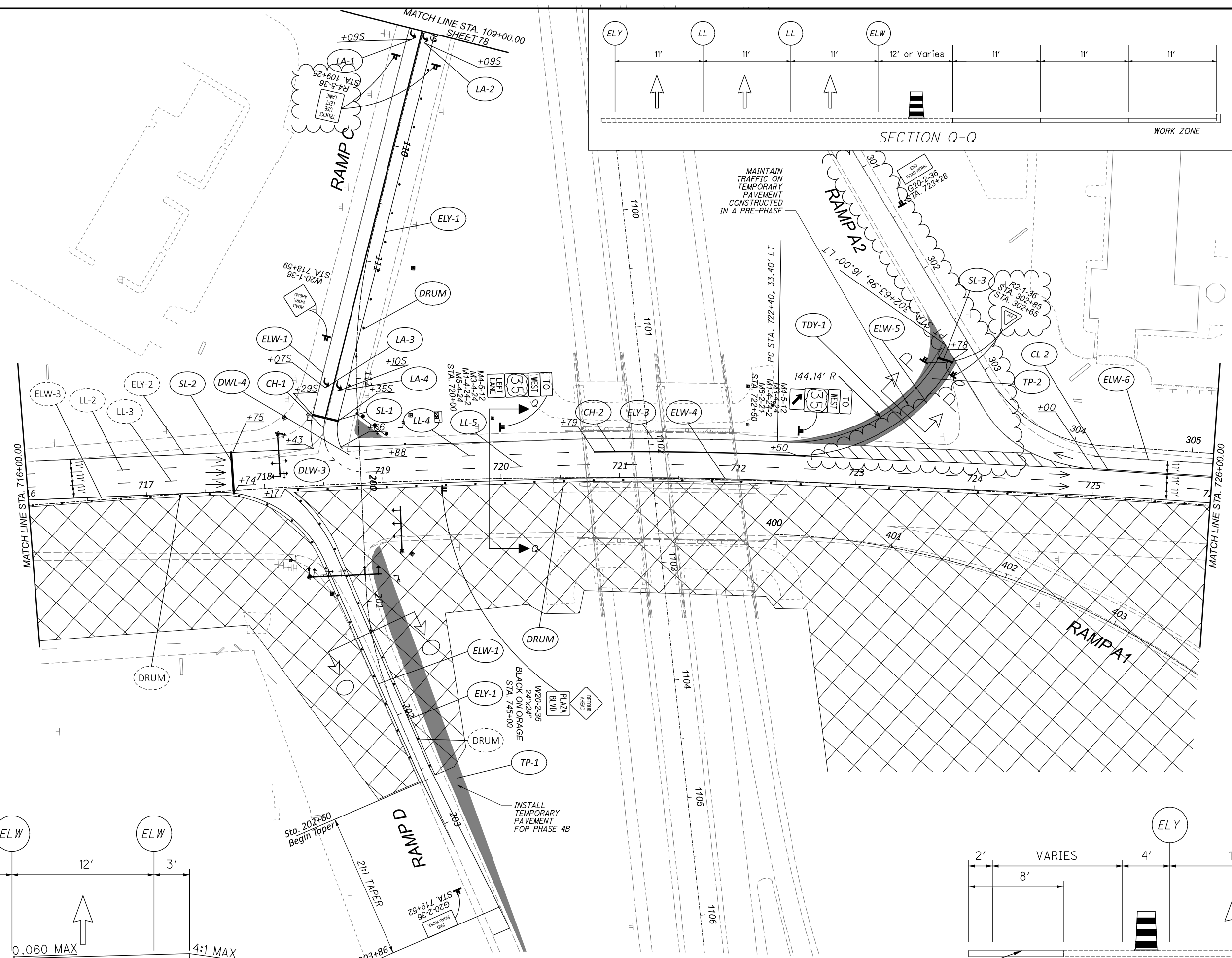
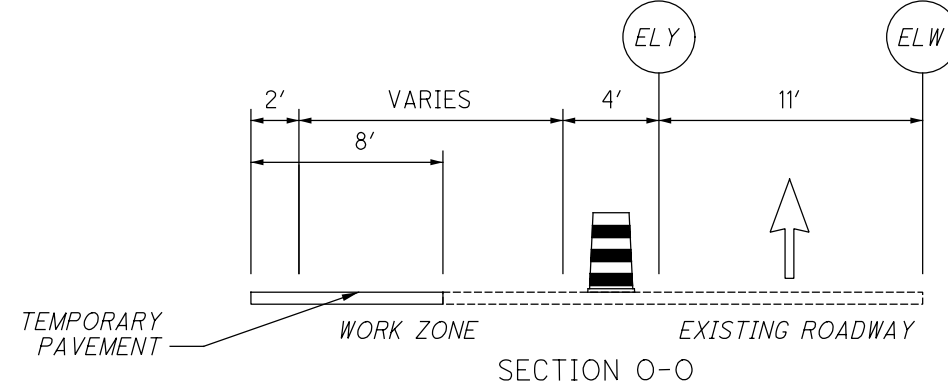
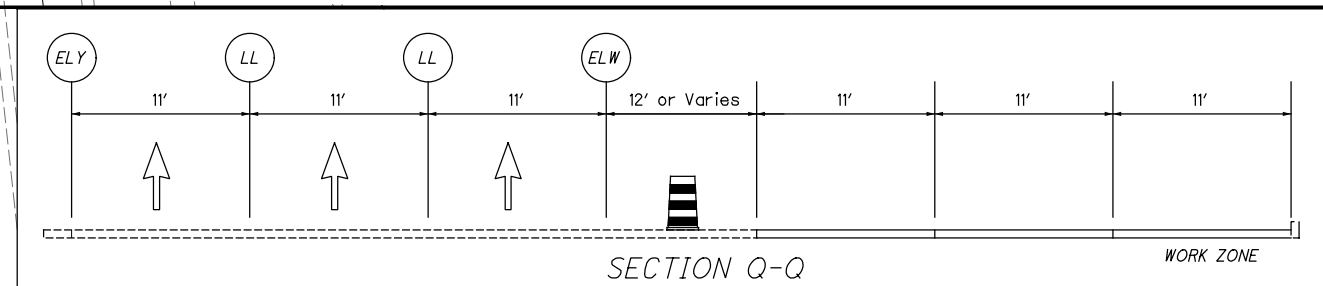
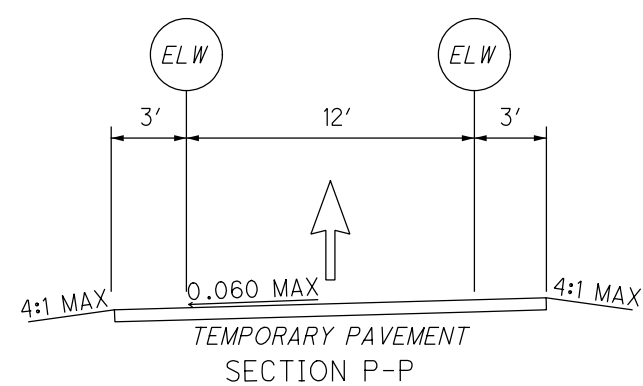
113013

SHEET

33

TOTAL

592



MAINTENANCE OF TRAFFIC - PHASE 4A
STA. 716+00.00 TO STA. 726+00.00

DESIGN AGENCY	B&N burgessniple.com
DESIGNER	ZSP
REVIEWER	EMK 10/07/24
PROJECT ID	113013
SHEET	TOTAL 75 592

SHEET NUM.										PART.				ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE
27	28	29	125	131	138	139	140	147	335	01/SAF/21	02/S5K/06	04/SAF/28	05/NFP/21	(X)	EXT	TOTAL			NO.	
			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	
			467							467					202	30700	467	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	
4										4					202	58001	4	EACH	MANHOLE REMOVED, AS PER PLAN	27
4										4					202	58701	4	EACH	MANHOLE ABANDONED, AS PER PLAN	27
4										4					202	62001	4	EACH	JUNCTION BOX REMOVED, AS PER PLAN	27
			240							240					202	75000	240	FT	FENCE REMOVED	
	5,450									10,082	15,532				203	10000	15,532	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	
					1,824					684	1,140				204	13000	1,824	CY	EXCAVATION OF SUBGRADE	
					1,824					684	1,140				204	30020	1,824	CY	GRANULAR MATERIAL, TYPE C	
	18										18				204	45000	18	HOUR	PROOF ROLLING	
										2,050	2,279				204	50000	4,329	SY	GEOTEXTILE FABRIC	
										170					209	10001	170	FT	DITCH CLEANOUT, AS PER PLAN	29
8										8					511	71300	8	SY	CONCRETE, MISC.: CONCRETE, CLASS RRCM	27
										125					512	10051	125	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN	29
											1,700				606	15050	1,700	FT	GUARDRAIL, TYPE MGS	
											2				606	25550	2	EACH	ANCHOR ASSEMBLY, MGS TYPE A	
											5				606	26150	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	29
											4				606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
											2				606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											2				606	60028	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) (40 MPH, 48" HAZARD WIDTH)	29
										861		571	290		607	98000	861	FT	FENCE, MISC.: 4-RAIL STEEL BOARD FENCING	29
											47,433				608	10000	47,433	SF	4" CONCRETE WALK	
										11,383					608	52000	11,383	SF	CURB RAMP	
										1,320		1,320			608	53020	1,320	SF	DETECTABLE WARNING	
8										8					613	41300	8	CY	LOW STRENGTH MORTAR BACKFILL (TYPE 2)	27
										95					622	10061	95	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN	29
										200					622	10161	200	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	29
										2					622	24841	2	EACH	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN	29
										6					622	25051	6	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	29
										845					601	20000	845	SY	CRUSHED AGGREGATE SLOPE PROTECTION (6")	
	25									33	4				601	21050	37	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
										3	3				601	32200	6	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
										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	
										1.9	6.77				659	31000	6.77	ACRE	LIME	
	4.87									50	177				659	35000	177	MGAL	WATER	
	127									53					659	40000	53	MSF	MOWING	
	53									LS					832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
										LS					832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
										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	ITEM	ITEM	GRAND	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	(X)	EXT	TOTAL				
																	DRAINAGE	
					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	98820	1	EACH	INLET, NO. 3D	
					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	
																	PAVEMENT	
			1,400		29,515		30,915						254	01000	30,915	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1-1/2"	
			30		2,564	115	2,506			203			301	56000	2,709	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	65		30		7,282	429	4,233	3,112		461			304	20000	7,806	CY	AGGREGATE BASE	
			100				100						407	10000	100	GAL	TACK COAT	
	50						50						407	13900	50	GAL	TACK COAT, 702.13	29
					7,767	186	7,734			219			407	20000	7,953	GAL	NON-TRACKING TACK COAT	
		60			504		462			102			441	50000	564	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
					326		326						441	50200	326	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
					48		48						441	70500	48	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	

GENERAL SUMMARY

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29	131	138	139	146	468	507	01/SAF/21	02/S5K/06	03/S5K/28	04/SAF/28	05/NFP/21	(X)	EXT	TOTAL		SHEET NO.		
			67				67						441	70600	67	CY	PAVEMENT	
		1,113					1,113						442	10000	1,113	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (DRIVEWAYS)	
		167					167						442	10001	167	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	26
		317					317						442	10100	317	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG 76-22	
			1,109				1,109						452	12010	1,109	SY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
		5,625					178	5,447					452	12020	5,625	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
180							180						452	12051	180	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	29
		18,401					6,244	12,119		38			452	13020	18,401	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS, AS PER PLAN	
	10,120		42				7,345	2,817					609	12000	10,162	FT	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	
	3,003		1,274				3,028	153		1,096			609	26000	4,277	FT	COMBINATION CURB AND GUTTER, TYPE 2	
													609	26000	4,277	FT	CURB, TYPE 6	
	39									39			609	26001	39	FT	COMBINATION CURB AND GUTTER, TYPE 2	29
	43									43			609	28000	43	FT	CURB, TYPE 6, AS PER PLAN	
	358						358						609	31000	358	FT	CURB, TYPE 7	
	1,741		670				1,536	875					609	71000	2,411	SF	COMBINATION CURB AND GUTTER, TYPE 9	
			272				272						609	71001	272	SF	CONCRETE MEDIAN	306
LS								LS					633	72001	LS		CONCRETE MEDIAN, AS PER PLAN	29
																	TRAINING, AS PER PLAN - ITEM 452 TRAINING	
		601					601					X	452	11010	601	SY	PAVEMENT ALTERNATES	
						601	601					X	452	19200	601	SY	7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P (ALTERNATE 1)	507
																	NON-REINFORCED CONCRETE PAVEMENT, MISC.: 7" STAMPED AND STAINED CONCRETE (ALTERNATE 2)	
																	WATER WORK	
			74				74						638	00090	74	FT	3" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, BOLTLESS-RESTRAINED JOINTS AND FITTINGS	
			6				6						638	00700	6	FT	6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS	
			4				4						638	01300	4	FT	8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS	
			2				2						638	07701	2	EACH	4" GATE VALVE AND VALVE BOX, AS PER PLAN	28
			1				1						638	10201	1	EACH	6" FIRE HYDRANT, AS PER PLAN	28
			1				1						638	10481	1	EACH	FIRE HYDRANT REMOVED, AS PER PLAN	28
			9				9						638	10801	9	EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	28
			6				6						638	11101	6	EACH	METER AND CHAMBER REMOVED AND RESET, AS PER PLAN	28
																	SANITARY SEWER	
			2				2						202	58000	2	EACH	MANHOLE REMOVED (SANITARY)	
			20				20						611	00400	20	FT	4" CONDUIT, TYPE E (SANITARY)	
			10				10						611	01800	10	FT	8" CONDUIT, TYPE B (SANITARY)	
			1				1						611	99574	1	EACH	MANHOLE, NO. 3 (SANITARY)	
																	LIGHTING	
			203				175			12	16		625	00450	203	EACH	CONNECTION, FUSED PULL APART	
			1				1						625	00470	1	EACH	CONNECTION, UNFUSED BOLTED	
			168				151			2	15		625	00480	168	EACH	CONNECTION, UNFUSED PERMANENT	
			61				61						625	02501	61	EACH	TRANSFORMER BASE, TYPE AT-A, AS PER PLAN	467
			8							8			625	10500	8	EACH	LIGHT POLE, MISC.: (POCKET PARKS, 15' MTG HT), AS PER PLAN	467
			99				61			32	6		625	10503	99	EACH	LIGHT POLE (INSTALLATION ONLY), AS PER PLAN	467
			1				1						625	13500	1	EACH	LIGHT TOWER, MISC.: INSTALLATION ONLY, AS PER PLAN	466
			75				61			6	8		625	14000	75	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
			1				1						625	15200	1	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	
			22				22						625	17901	22	EACH	BRACKET ARM, AS PER PLAN, 4'	467
													625	17961	28	EACH	BRACKET ARM, 8', AS PER PLAN	467
													625	18101	37	EACH	BRACKET ARM, 12', AS PER PLAN	467
			4,847				3,901			736	90	120	625	23400	4,847	FT	NO. 10 AWG POLE AND BRACKET CABLE	
			52,530				50,247			1,248	1,035		625	23200	52,530	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
			566				566						625	25400	566	FT	CONDUIT, 2" X 725.04	
			11,297				10,751			386	160		625	25500	11,297	FT	CONDUIT, 3" X 725.04	
			3,322				3,247				75		625	25902	3,322	FT	CONDUIT, JACKED OR DRILLED, 725.04, (3")	
			87				87						625	26253	87	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, (ROADWAY LUMINAIRES)	466
			8							8			625	27403	8	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (POCKET PARK LUMINAIRES)	467
			32							32			625	27403	32	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)	467
			6							6			625	27403	6	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)	467
			14				12			2			625	27503	14	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, LED, TYPE IV, 3000K	467
			11,167				10,621			386	160		625	29002	11,167	FT	TRENCH, 24" DEEP	
			30				30						625	29900	30	EACH	JUNCTION BOX	
			134				124			1	9		625	30700	134	EACH	PULL BOX, 725.08, 18"	

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SHEET NUM.					PART.					ALT	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
30	31	32	33	38	01/SAF/21	02/S5K/06	03/S5K/28	04/SAF/28	05/NFP/21	(X)	EXT	TOTAL				
			100		100						203	10000	100	CY	MAINTENANCE OF TRAFFIC EXCAVATION FOR MAINTAINING TRAFFIC	
			200		200						203	20000	200	CY		EMBANKMENT FOR MAINTAINING TRAFFIC
		200			200						614	11110	200	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		LS		9	9						614	12380	9	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
					LS						614	12420	LS		DETOUR SIGNING	
			10		10						614	12500	10	EACH	REPLACEMENT SIGN	
			40		40						614	12600	40	EACH	REPLACEMENT DRUM	
		250			250						614	13000	250	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		109			109						614	13310	109	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
		28			28						614	13318	28	EACH	BARRIER REFLECTOR, TYPE 5, ONE-WAY	
			137		137						614	13350	137	EACH	OBJECT MARKER, ONE WAY	
	80				80						614	18601	80	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	31
4.2			6.56		6.56						614	20056	6.56	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
			3.86		3.86						614	20550	4.2	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
											614	21050	3.86	MILE	WORK ZONE CENTER LINE, CLASS I, 807 PAINT	
3.1			10.84		3.1						614	21550	3.1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
					10.84						614	22056	10.84	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
6.2			12.261		6.2						614	22350	6.2	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
					12.261						614	23110	12.261	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
10,444					10,444						614	23680	10,444	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
			3,333		3,333						614	24102	3,333	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
1,053			448		1,053						614	24610	1,053	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
			1,896		448						614	25200	448	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
					1,896						614	26200	1,896	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
1,219					1,219						614	26610	1,219	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
			218		218						614	30200	218	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
50					50						614	30650	50	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
	20				20						614	40050	20	EACH	BUSINESS ENTRANCE SIGN	
			2,265		2,265						615	25000	2,265	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
		50			50						616	10000	50	MGAL	WATER	
			2,869		2,869						622	41100	2,869	FT	PORTABLE BARRIER, UNANCHORED	
															INCIDENTALS CPM PROGRESS SCHEDULE MAINTAINING TRAFFIC FIELD OFFICE, TYPE B CONSTRUCTION LAYOUT STAKES AND SURVEYING MOBILIZATION	
					LS						108	10000	LS			
					LS						614	11000	LS			
					28						619	16010	28	MNTH		
					LS						623	10000	LS			
					LS						624	10000	LS			

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REF NO.	SHEET NO.	STATION TO STATION	PARTICIPATION	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202	202	
				PAVEMENT REMOVED SY	WALK REMOVED SF	CONCRETE MEDIAN REMOVED SY	CURB REMOVED FT	CURB AND GUTTER REMOVED FT	GUARDRAIL REMOVED FT	CONCRETE BARRIER REMOVED FT	IMPACT ATTENUATOR REMOVED EACH	MAILBOX REMOVED EACH	GUTTER REMOVED SY	REMOVAL MISC.:BENCH REMOVED EACH	FENCE REMOVED FT						
R106	155	NOT USED																			
R58	155	749+79.90, 84.09' LT	01/SAF/21	245	52																
R59	155	750+21.90, 56.00' RT	01/SAF/21				140														
R60	156	751+35.50, 68.23' RT	01/SAF/21					123													
R61	156	751+94.96, 58.32' LT	01/SAF/21					42													
R62	156	752+15.09, 88.31' RT	01/SAF/21					68													
R63	156	753+05.06, 40.00' LT	01/SAF/21					65													
R64	156	753+32.69, 67.66' LT	01/SAF/21					85													
R65	156	753+97.71, 39.14' RT	01/SAF/21					86													
R66	156	754+42.53, 46.27' RT	01/SAF/21					104													
R67	156	754+86.41, 68.61' RT	01/SAF/21					50													
R68	156	755+22.13, 90.21' RT	01/SAF/21		30		70														
R69	156	755+05.57, 72.05' LT	01/SAF/21		24																
SUBTOTAL FOR PLAN SPLIT 01/SAF/21				245	106		833														
SUBTOTAL FOR PLAN SPLIT 02/S5K/06																					
SUBTOTAL FOR PLAN SPLIT 03/S5K/06																					
SUBTOTAL FOR PLAN SPLIT 04/SAF/28																					
SUBTOTALS CARRIED TO THIS SHEET				245	106		833														
QUANTITY TOTAL FOR PLAN SPLIT 01/SAF/21																					
TOTAL FROM THIS SHEET				245	106		833														
TOTAL FROM SHEET 123				7918	2174	10	618	588			1	20									
TOTAL FROM SHEET 124				7588	670	18	1976	1064													240
SUBTOTAL				15751	2950	28	3427	1652			1	20								240	
QUANTITY TOTAL FOR PLAN SPLIT 02/S5K/06																					
TOTAL FROM THIS SHEET																					
TOTAL FROM SHEET 123				24946			119	132	3863	467	2										
TOTAL FROM SHEET 124																					
SUBTOTAL				24946			119	132	3863	467	2										
SUBTOTALS FROM THIS SHEET				245	106		833														
SUBTOTALS FROM SHEET 123				32864	2174	10	737	720	3863	467	2	1	20								
SUBTOTALS FROM SHEET 124				7588	670	18	1976	1064													240
TOTALS CARRIED TO GENERAL SUMMARY				40697	2950	28	3546	1784	3863	467	2	1	20							240	

ROADWAY REMOVAL SUBSUMMARY

DESIGN AGENCY



DESIGNER
WKA

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SHEET TOTAL
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REF NO.	SHEET NO.	STATION TO STATION	PARTICIPATION	606	606	606	606	606	606	607	608	608	609	609	609	609	609	622	622	622	622			
				GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE A	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	ANCHOR ASSEMBLY, TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)	FENCE, MISC.:4-RAIL STEEL BOARD FENCING	CURB RAMP	DETECTABLE WARNING	COMBINATION CURB AND GUTTER, TYPE 2	CURB, TYPE 6	CURB, TYPE 6, AS PER PLAN	CURB, TYPE 7	COMBINATION CURB AND GUTTER, TYPE 9	CONCRETE MEDIAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN		
SR-159 (BRIDGE STREET)				FT	EACH	EACH	EACH	EACH	EACH	FT	SF	SF	FT	FT	FT	FT	FT	SF	FT	FT	EACH	EACH		
F-1	158	691+00.00, 40.68' RT TO 691+33.16, 40.50' RT	04/SAF/28							33														
C-1	158	690+29.71, 24.88' RT	04/SAF/28											103										
C-2	161	708+53.82, 25.75' RT	04/SAF/28											56										
C-3	162	710+00.00, 50.50' RT	04/SAF/28											52										
CR-1	162	710+25.62, 52.04' RT	04/SAF/28								230	10												
CR-2	162	710+54.66, 69.92' RT	04/SAF/28								258	20												
CR-3	162	710+26.40, 38.09' LT	04/SAF/28								77	6												
CR-4	162	711+20.81, 66.23' RT	04/SAF/28								263	20												
CR-5	162	711+54.48, 39.46' RT	04/SAF/28								232	10												
CR-6	162	711+34.17, 55.86' LT	04/SAF/28								49	10												
CR-7	162	711+53.65, 44.44' LT	04/SAF/28								49	10												
C-10	162	711+16.00, 86.00' RT	02/S5K/06										755											
C-11	162	711+24.00, 81.00' LT	02/S5K/06										721											
CR-8	163	718+21.68, 58.54' RT	04/SAF/28								44	10												
CR-9	163	718+65.81, 80.79' RT	04/SAF/28									24												
CR-10	163	718+19.59, 41.00' LT	04/SAF/28								63	10												
CR-11	163	718+41.09, 52.61' LT	04/SAF/28								63	10												
CR-12	163	719+00.47, 78.32' RT	04/SAF/28									20												
CR-13	163	719+13.56, 46.00' LT	04/SAF/28								84	12												
C-14	163	718+99.96, 85.05' RT	02/S5K/06										151											
C-15	163	719+07.31, 62.77' LT	02/S5K/06										130											
F-2	163	719+12.07, 84.75' RT	04/SAF/28							138														
GR-8	163	719+40.00, 52.00' RT	02/S5K/06	75	1																			
C-16	164	720+30.00, 47.00' RT	02/S5K/06											35										
C-17	164	720+30.00, 35.00' LT	02/S5K/06											36										
B-1	164	720+65.00, 50.50' RT	02/S5K/06																		73		4	
B-2	164	720+65.00, 39.00' LT	02/S5K/06																			127	2	
B-3	164	720+55.00 RT	02/S5K/06																			95	2	
C-18	164	722+20.00, 50.50' RT	02/S5K/06																					
C-19	164	722+20.00, 39.00' LT	02/S5K/06											47										
C-20	164	400+35.00, 2.00' RT	02/S5K/06											35										
C-20	164	400+35.00, 2.00' RT	02/S5K/06										195											
GR-9	164	722+20.00, 39.00' LT	02/S5K/06	75	1																			
C-21	164	722+55.00, 35.00' LT	02/S5K/06											154										
CR-14	164	724+28.04, 50.00' LT	04/SAF/28																					
CR-15	164	724+68.23, 87.97' RT	04/SAF/28										12											
CR-16	164	724+85.32, 66.99' RT	04/SAF/28										20											
M-2	164	724+07.50, 37.50' LT	02/S5K/06																			248		
M-3	164	724+25.28, 49.50' RT	02/S5K/06																			627		
F-3	164	400+13.46, 24.00' RT	04/SAF/28							200														
CR-17	164	724+43.14, 64.75' LT	04/SAF/28								103	10												
C-23	164	724+40.29, 66.04' LT	02/S5K/06																					
C-24	164	724+87.70, 47.00' RT	02/S5K/06											379										
CR-18	165	728+02.86, 45.50' RT	04/SAF/28											332										
F-4	165	725+00.00, 67.50' RT	05/NFP/21							290														
CR-19	165	728+27.20, 58.50' RT	04/SAF/28																					
CR-20	165	728+01.86, 50.85' LT	04/SAF/28								92	20												
CR-21	165	728+14.24, 61.87' LT	04/SAF/28								140	10												
CR-25	165	728+88.38, 63.39' RT	04/SAF/28								103	10												
CR-26	165	729+06.98, 50.85' RT	04/SAF/28								104	10												
CR-26	165	729+06.98, 50.85' RT	04/SAF/28								144	10												
CR-27	165	728+75.91, 57.92' LT	04/SAF/28								173	10												
CR-28	165	729+05.44, 40.83' LT	04/SAF/28								149	10												
SUBTOTAL FOR PLAN SPLIT 01/SAF/21																								
SUBTOTAL FOR PLAN SPLIT 02/S5K/06				150	2																		95	200
SUBTOTAL FOR PLAN SPLIT 04/SAF/28								2	2															
SUBTOTAL FOR PLAN SPLIT 05/NFP/21										371	2486	324			2817	153								6
										290					211									

ROADWAY SUBSUMMARY

DESIGN AGENCY

 DESIGNER
RNK
 REVIEWER
 DSS 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 126 | 592

REF NO.	SHEET NO.	STATION TO STATION	PARTICIPATION	606	606	606	606	606	606	607	608	608	609	609	609	609	609	622	622	622	622		
				GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE A EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 20'16) EACH	ANCHOR ASSEMBLY, TYPE T EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) EACH	FENCE, MISC.: 4-RAIL STEEL BOARD FENCING FT	CURB RAMP SF	DETECTABLE WARNING SF	COMBINATION CURB AND GUTTER, TYPE 2 FT	CURB, TYPE 6 FT	CURB, TYPE 6, AS PER PLAN FT	CURB, TYPE 7 FT	COMBINATION CURB AND GUTTER, TYPE 9 FT	CONCRETE MEDIAN SF	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN FT	CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN EACH	
C-146	187	1+98.56, 27.19' RT	2+57.00, 26.24' RT										84										
C-147	187	131+73.90 RT	131+96.32 RT										56										
C-148	187	142+50.00, 14.00' RT	142+95.74, 14.99' RT										46										
C-149	187	71+34.44 LT/RT	80+25.18 LT/RT										159										
C-150	187	71+18.64 LT/RT	80+40.98 LT/RT														258						
C-151	187	131+42.55, 17.32' LT	131+90.72, 19.06' LT										44										
C-152	189	140+55.00, 12.00' LT	142+50.00, 20.46' LT										165										
C-153	189	140+34.26, 12.00' RT	142+50.00, 12.00' RT										191										
CR-106	189	140+88.45, 14.50' LT									189	10											
CR-107	189	140+88.45, 14.50' RT									131	10											
CR-122	189	130+50.10, 22.73' LT	130+88.15, 24.23' LT								100	16											
CR-123	189	141+14.82, 20.00' RT	141+48.25, 20.00' RT								98	16											
SUBTOTAL FOR PLAN SPLIT 01/SAF/21													530	215			258						
SUBTOTAL FOR PLAN SPLIT 02/S5K/06																							
SUBTOTAL FOR PLAN SPLIT 04/SAF/28											518	52											
SUBTOTALS CARRIED TO THIS SHEET											518	52	530	215			258						
QUANTITY TOTAL FOR PLAN SPLIT 01/SAF/21																							
TOTAL FROM THIS SHEET														530	215			258					
TOTAL FROM SHEET 126																							
TOTAL FROM SHEET 127													2082	129									
TOTAL FROM SHEET 128													2374	209									
TOTAL FROM SHEET 129													1255	561			100	130					
TOTAL FROM SHEET 130													1062	640				736					
SUBTOTAL													7303	1754			358	866					
QUANTITY TOTAL FOR PLAN SPLIT 02/S5K/06																							
TOTAL FROM THIS SHEET																							
TOTAL FROM SHEET 126				150	2			2	2					2817	153			875	95	200	2	6	
TOTAL FROM SHEET 127																							
TOTAL FROM SHEET 128																							
TOTAL FROM SHEET 129				1550		5	4																
TOTAL FROM SHEET 130																							
SUBTOTAL				1700	2	5	4	2	2					2817	153			875	95	200	2	6	
QUANTITY TOTAL FOR PLAN SPLIT 04/SAF/28																							
TOTAL FROM THIS SHEET											518	52											
TOTAL FROM SHEET 126										371	2486	324			211								
TOTAL FROM SHEET 127										200	3078	304			416		43						
TOTAL FROM SHEET 128											2728	307			132	12							
TOTAL FROM SHEET 129											991	149			321	27							
TOTAL FROM SHEET 130											1582	184			16								
SUBTOTAL										571	11383	1320		1096	39	43							
QUANTITY TOTAL FOR PLAN SPLIT 05/NFP/21																							
TOTAL FROM THIS SHEET											290												
SUBTOTAL											290												
TOTALS CARRIED TO GENERAL SUMMARY				1700	2	5	4	2	2	861	11383	1320	10120	3003	39	43	358	1741	95	200	2	6	

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")			
SR-159 (BRIDGE STREET)								CY	SY	CY	SY	SY	CY	CY	GAL	CY	CY	CY	CY	CY	CY	SY	SY	SY	SF	SY			
PV-1	688+50.00	TO	690+26.79	LT/RT	274	1448.09	01/SAF/21					1448.09			130.33			60.34											
PV-2	690+29.71	TO	691+33.12	RT	274	22.04 44.62	04/SAF/28 04/SAF/28		44.62				7.44										22.04						
PV-3	690+29.71	TO	690+70.16	RT	274	23.92	04/SAF/28																	215.31					
PV-4	708+53.82	TO	710+15.50	RT	275	225.15 234.47	04/SAF/28 04/SAF/28					18.76		20.26	9.38														
PV-4A	708+53.82	TO	709+03.64	RT	275	15.21 6.21	04/SAF/28 04/SAF/28		6.21				1.04										15.21						
PV-5	67+19.95	TO	71+31.63	RT	275	333.81	04/SAF/28																	3004.26					
PV-6	67+07.45	TO	71+37.21	LT	275	356.30	04/SAF/28																		3206.72				
PV-7	710+65.00	TO	718+21.68	LT/RT	275	7858.40 8528.88	02/S5K/06 02/S5K/06		8528.88				1421.48										7858.40						
PV-8	711+64.00	TO	718+61.99	RT	275	663.95 790.50	04/SAF/28 04/SAF/28		790.50			55.33		59.76	27.66														
PV-9	711+38.41	TO	718+38.15	LT	275	397.14	04/SAF/28																	3574.22					
PV-10	719+00.47	TO	724+65.11	RT	277	671.47 734.74	04/SAF/28 04/SAF/28		734.74			55.96		60.43	27.98											845.00			
PV-11	719+13.57	TO	724+13.52	LT	277	397.14	04/SAF/28																		3574.22				
PV-12	718+21.68	TO	724+84.63	LT/RT	277	6243.44 6687.44	01/SAF/21 01/SAF/21		6687.44				1114.57										6243.44						
PV-13	NOT USED																												
PV-14	NOT USED																												
PV-15	724+84.63	TO	729+30.00	LT/RT	277	4260.16 4491.17 2278.07	02/S5K/06 02/S5K/06 02/S5K/06		4491.17	1139.04			748.53										4260.16						
PV-16	724+82.69	TO	728+18.00	RT	277	374.39 411.84	04/SAF/28 04/SAF/28		411.84			31.20		33.70	15.60														
PV-17	724+49.96	TO	728+09.14	LT	277	293.43	04/SAF/28																	2640.84					
PV-18	728+94.84	TO	729+31.02	RT	278	21.01	04/SAF/28																	189.08					
PV-19	728+65.48	TO	729+50.77	LT	278	88.35	04/SAF/28																	795.14					
PV-20	729+71.02	TO	730+22.38	RT	278	42.80	04/SAF/28																	385.19					
PV-21	730+62.38	TO	730+84.14	RT	278	17.51	04/SAF/28																	157.58					
PV-21A	731+37.90	TO	731+47.79	RT	278	7.04	04/SAF/28																	63.34					
PV-21B	732+01.08	TO	732+11.25	LT	278	6.60	04/SAF/28																	59.39					
SUBTOTALS CARRIED TO SHEET 138																													
SUBTOTAL FOR PLAN SPLIT 01/SAF/21									6687.44			1448.09		1114.57	130.33			60.34						6243.44					
SUBTOTAL FOR PLAN SPLIT 02/S5K/06								1139.04	13020.06	1139.04	2278.07			2170.01											12118.57				
SUBTOTAL FOR PLAN SPLIT 03/S5K/06																													
SUBTOTAL FOR PLAN SPLIT 04/SAF/28									2222.37			161.25	370.39	174.15	80.62										37.26	17865.29	845.00		

PAVEMENT SUBSUMMARY

DESIGN AGENCY

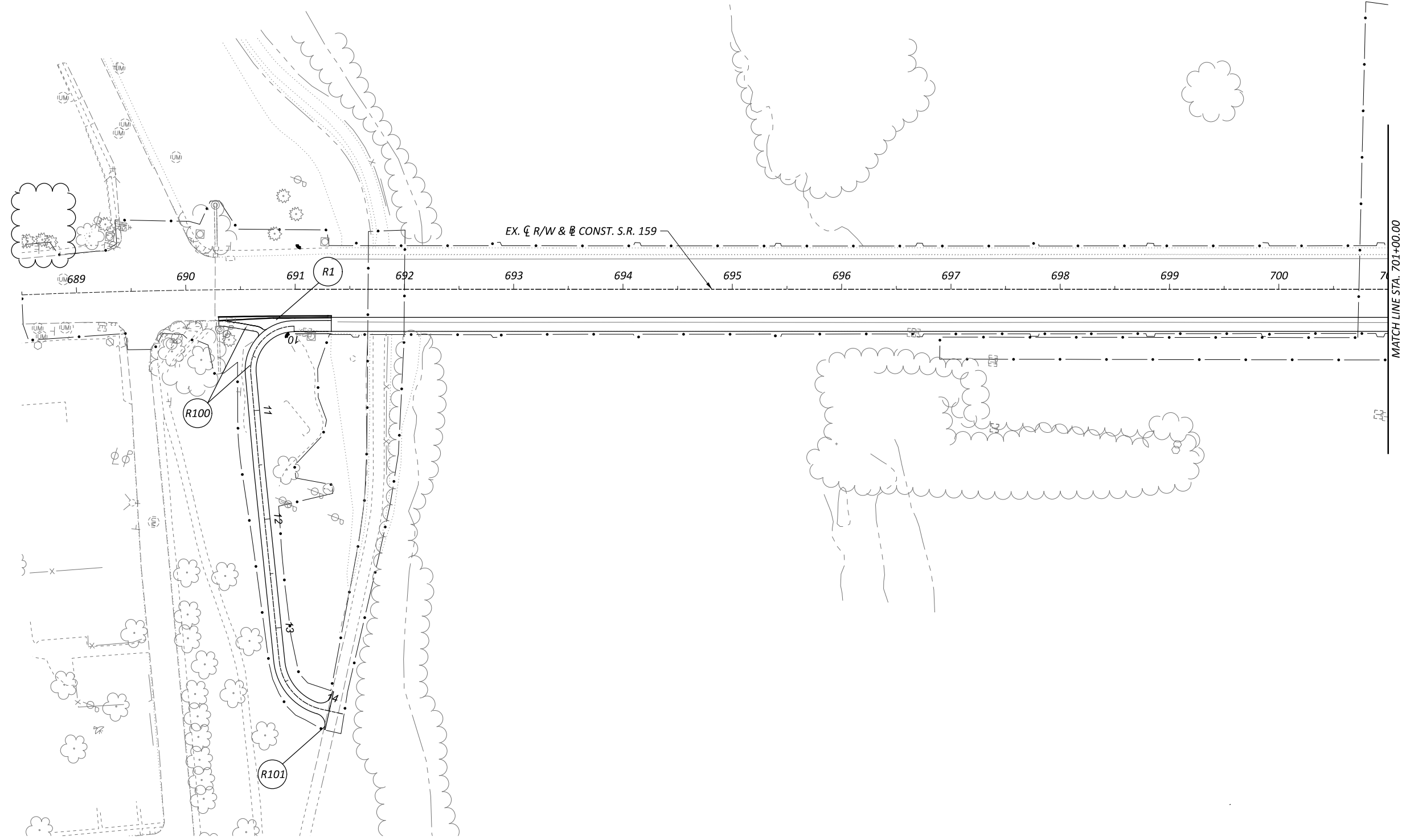
 DESIGNER
 REVIEWER
 DSS 10/07/24
 PROJECT ID
 113013
 SHEET TOTAL
 132 592

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					560.13							
	TOTAL FROM SHEET	137					975.07				216.68	208.98	87.76		60.94					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				1139.04	13020.06	1139.04	2278.07			2170.01													12118.57		
	TOTAL FROM SHEET	133					4295.646					715.9409													4209.414		
	TOTAL FROM SHEET	134					1350.416					225.0693													1236.687		
	TOTAL FROM SHEET	135																									
	TOTAL FROM SHEET	136																									
	TOTAL FROM SHEET	137																									
	SUBTOTAL					1140	18667	1140	2279			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																											
						1824	36134	1824	4329	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



ROADWAY REMOVAL PLAN
SR 159 BEGIN WORK TO STA. 701+00.00

DESIGN AGENCY

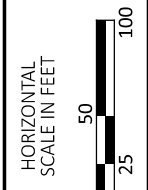
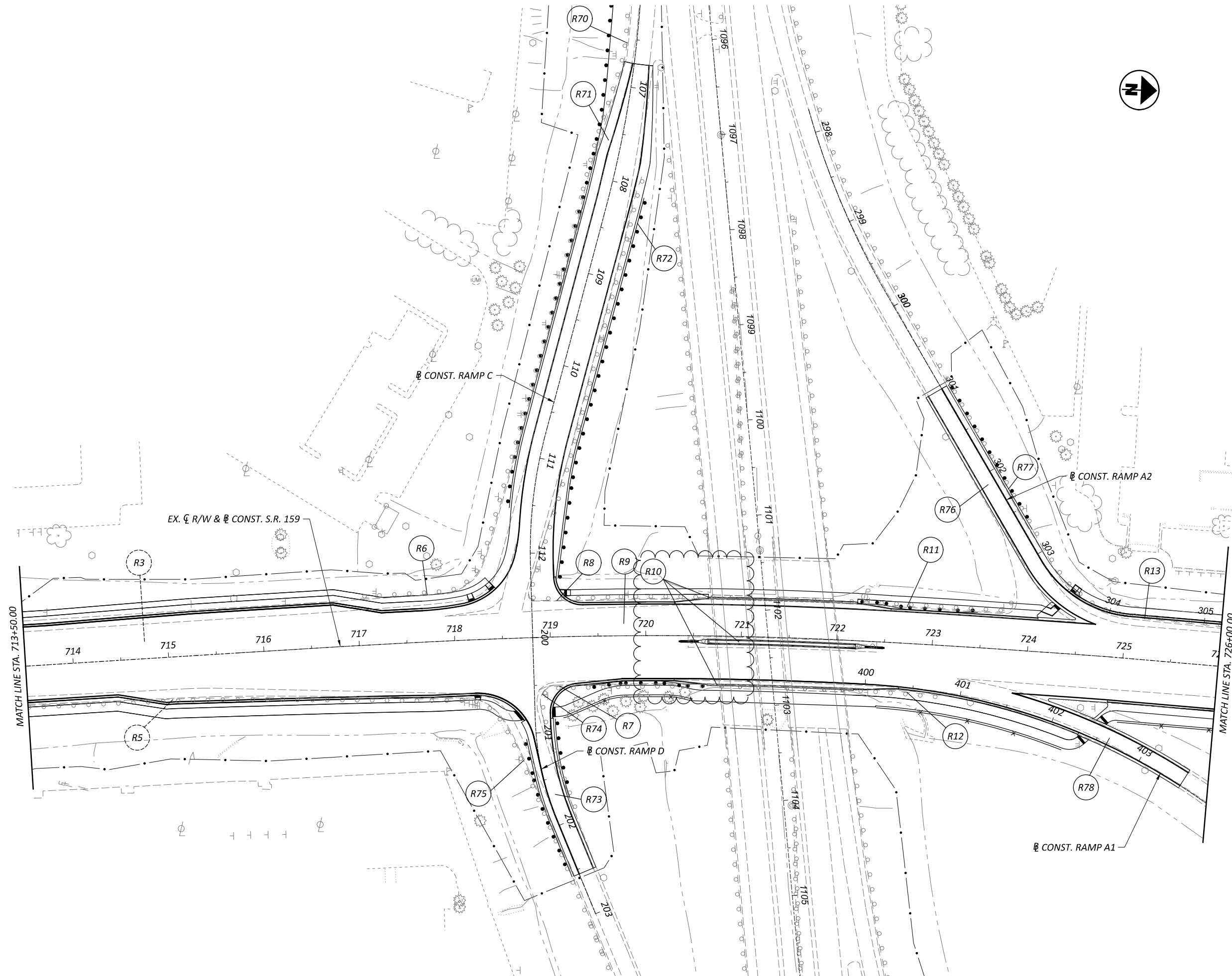


DESIGNER
JVS

REVIEWER
DSS 10/07/24

PROJECT ID
113013

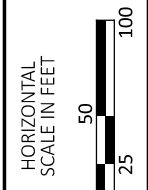
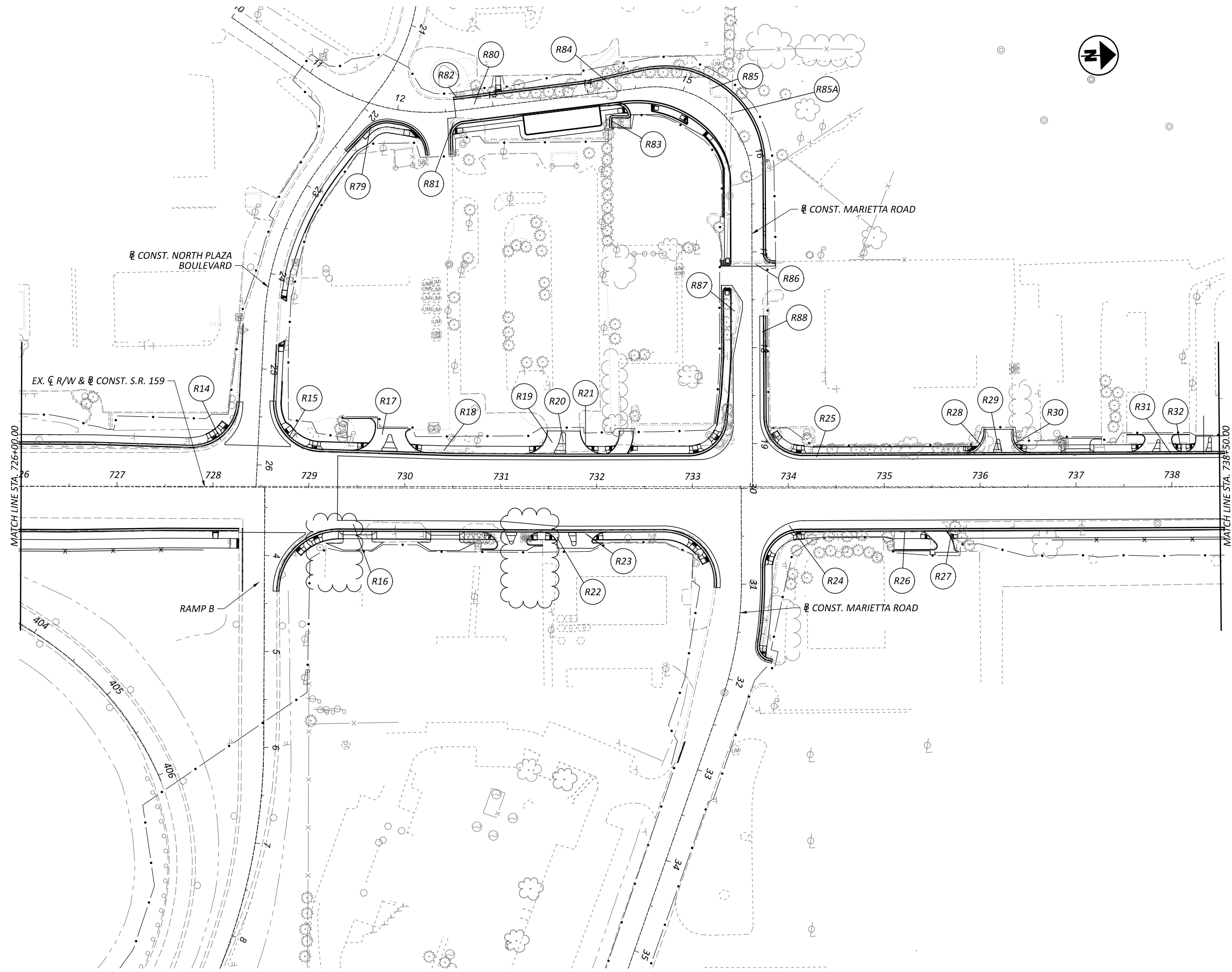
SHEET	TOTAL
150	592



ROADWAY REMOVAL PLAN
SR 159 STA. 713+50.00 TO STA. 726+00.00

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	JVS
REVIEWER	DSS
DATE	10/07/24
PROJECT ID	133013
SHEET	TOTAL
153	592



ROADWAY REMOVAL PLAN
SR 159 STA. 726+00.00 TO STA. 738+50.00

DESIGN AGENCY

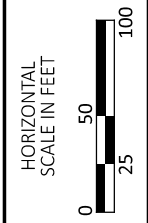
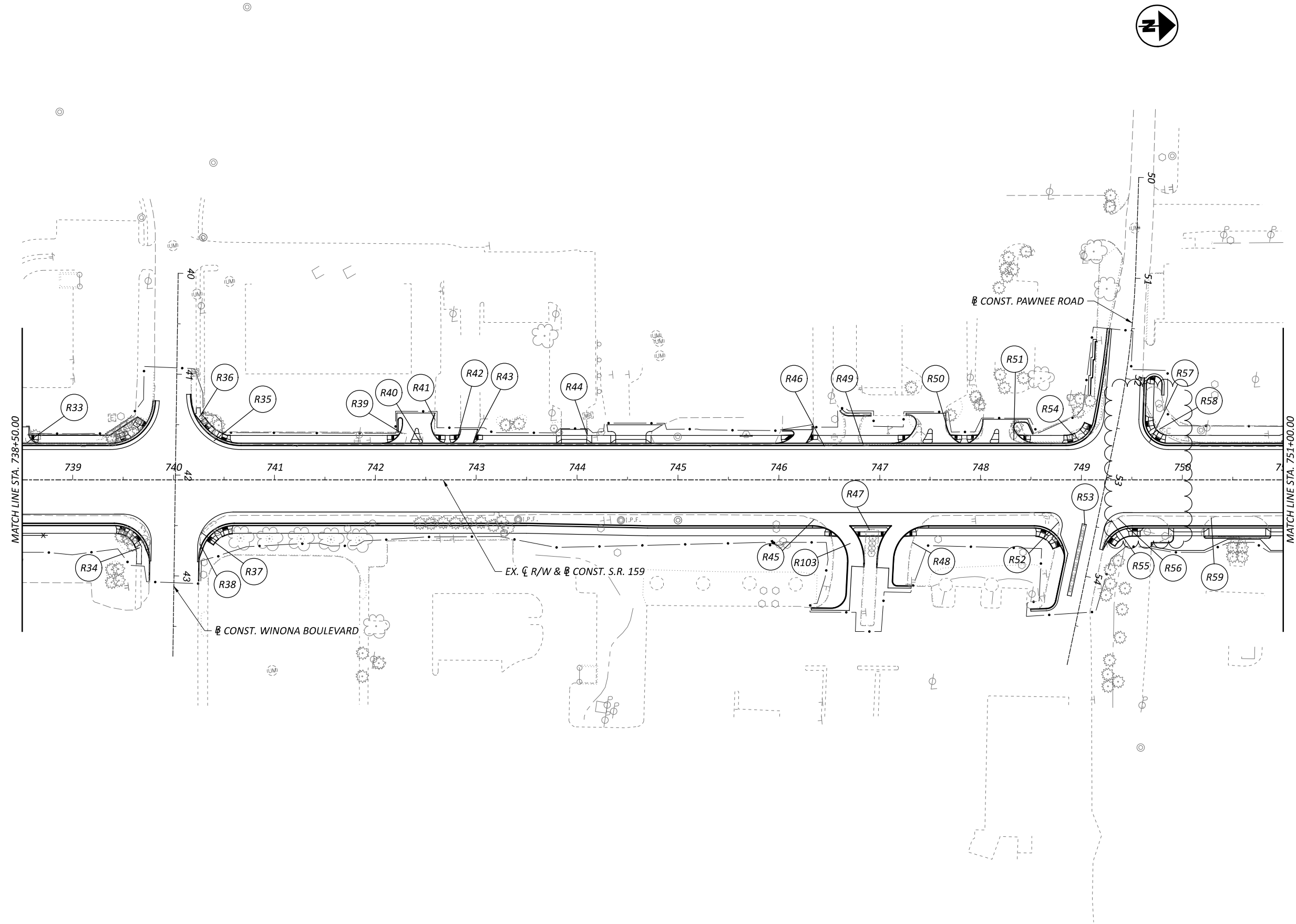


DESIGNER
JVS

REVIEWER
DSS 10/07/24

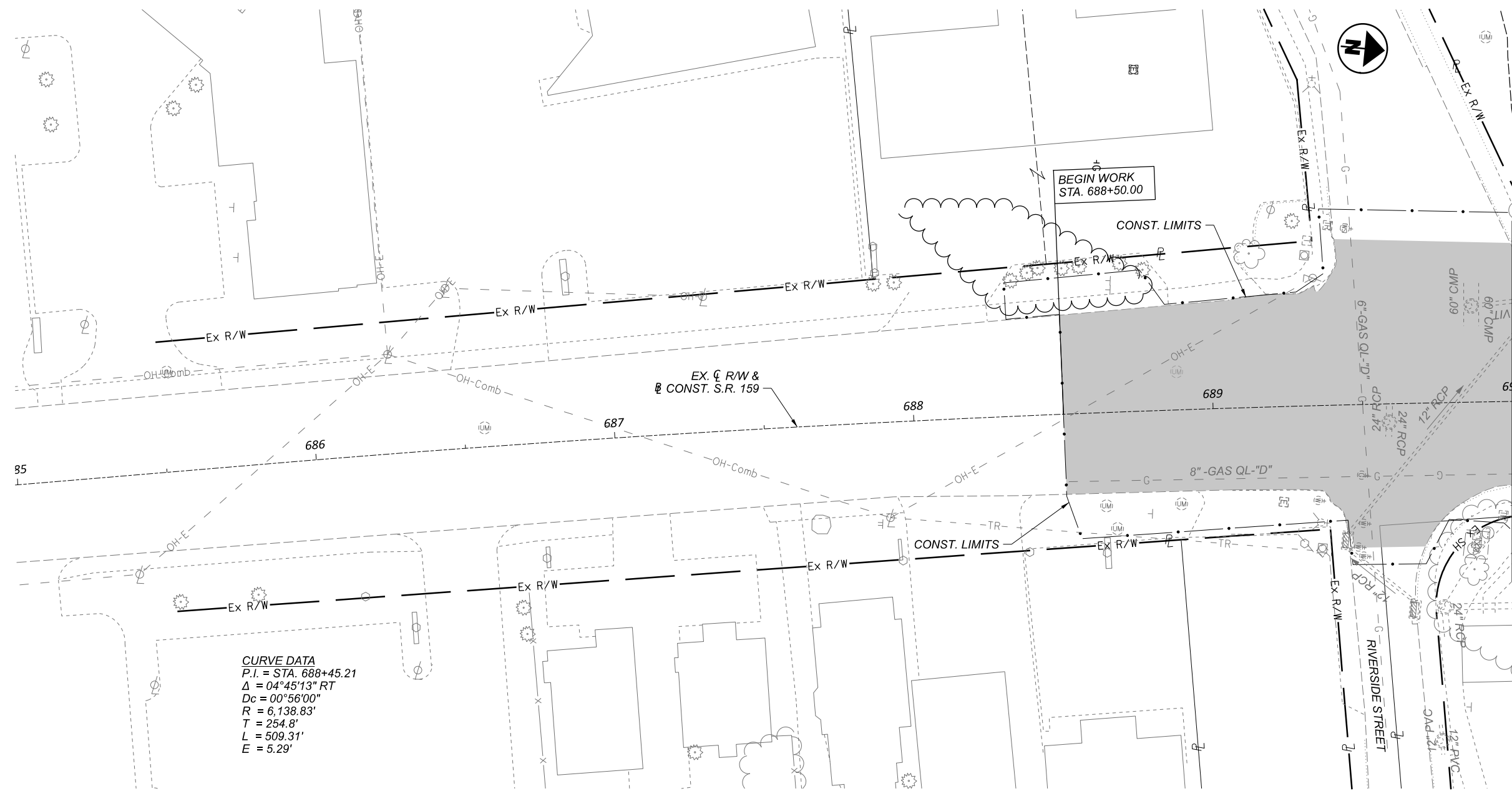
PROJECT ID
133013

SHEET	TOTAL
154	592



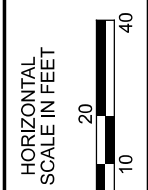
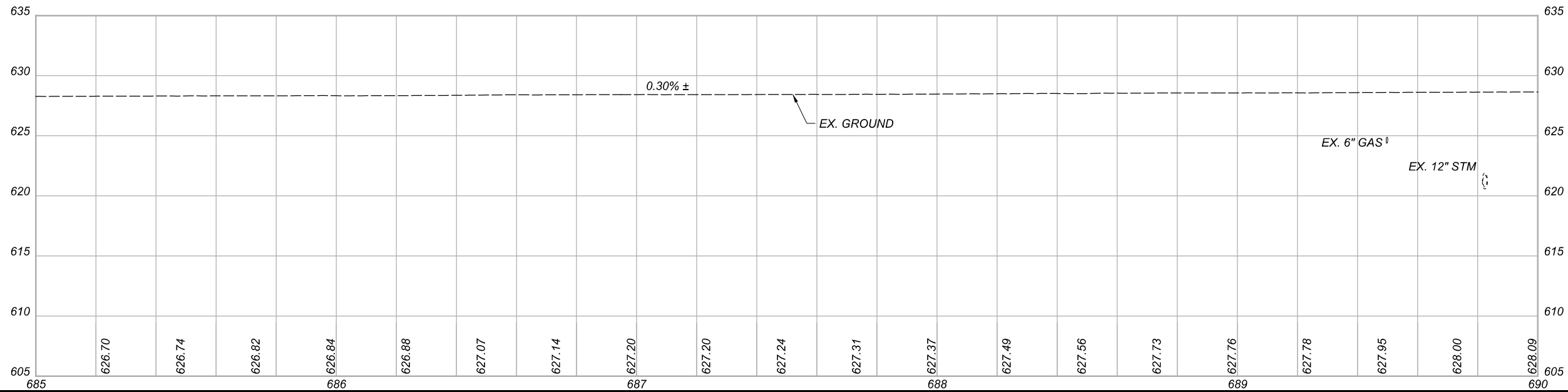
ROADWAY REMOVAL PLAN
SR 159 STA. 738+50.00 TO STA. 751+00.00

DESIGN AGENCY	
B&N burgessniple.com	
DESIGNER	JVS
REVIEWER	DSS
PROJECT ID	10/07/24
SHEET	113013
TOTAL	155
	592



CURVE DATA
 P.I. = STA. 688+45.21
 $\Delta = 04^{\circ}45'13''$ RT
 $D_c = 00^{\circ}56'00''$
 $R = 6,138.83'$
 $T = 254.8'$
 $L = 509.31'$
 $E = 5.29'$

PAVEMENT PLANING AND RESURFACING



PLAN AND PROFILE - S.R. 159
 BEGIN WORK TO STA. 690+00.00

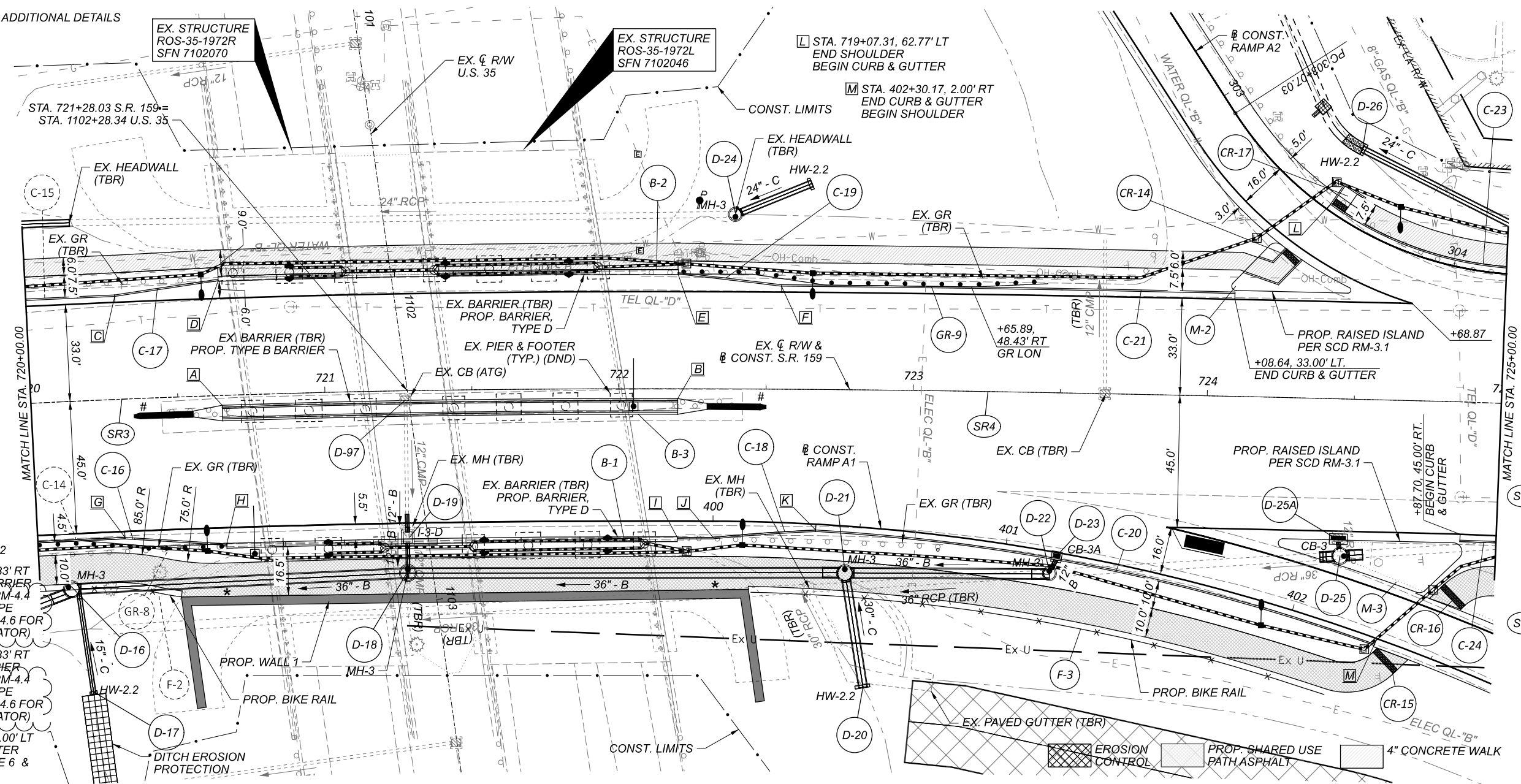
DESIGN AGENCY



DESIGNER	DSS
REVIEWER	BDT 10/07/24
PROJECT ID	113013
SHEET	TOTAL
157	592

NOTE:
SEE SHEET 297 FOR ADDITIONAL DETAILS

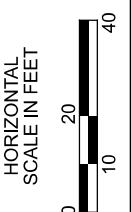
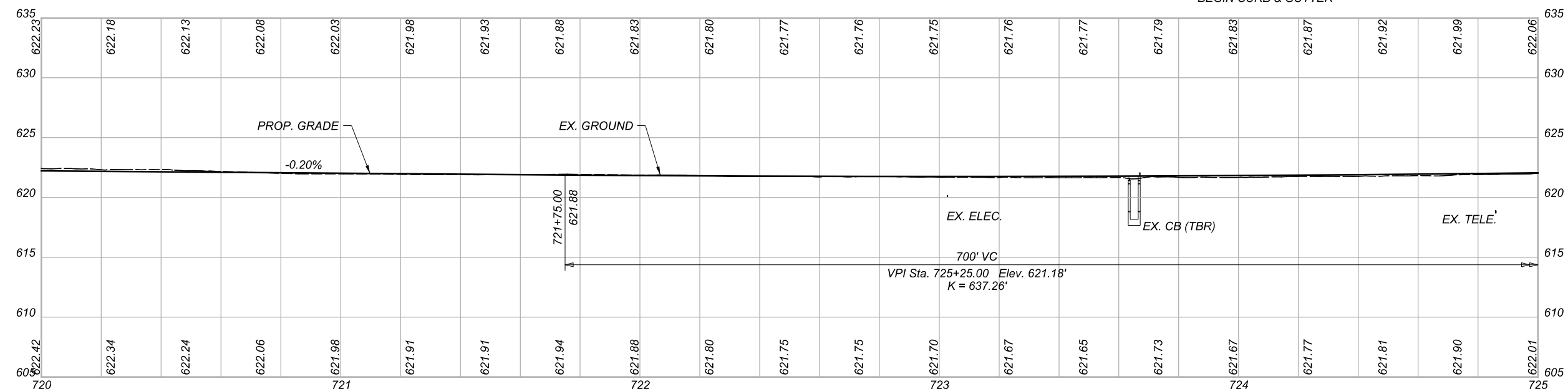
CROSS REFERENCES	PLAN SECTION
SHEET NO.	CROSS SECTIONS
197-273	INTERSECTION DETAILS
289-304	DRIVE DETAILS
307-320	



- # PROP. IMPACT ATTENUATOR, TYPE 2
- A STA. 720+65.00, 3.33' RT BEGIN TYPE B BARRIER WIDTH PER SCD RM-4.4 (TRANSITION SHAPE OVER 10' PER RM-4.6 FOR IMPACT ATTENUATOR)
- B STA. 722+20.00, 3.33' RT END TYPE B BARRIER WIDTH PER SCD RM-4.4 (TRANSITION SHAPE OVER 10' PER RM-4.6 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

CURVE DATA - S.R. 159

SR3	P.I. = Sta. 720+29.91
	$\Delta = 01^{\circ}38'30''$ RT
	$D_c = 01^{\circ}30'00''$
	$R = 3,819.70'$
	$L = 54.72'$
	$T = 109.44'$
	$E = .39'$
	$e_{max} = 0.028$
	$V = 40$ MPH
	$NDC = NC$ SE
SR4	P.I. = Sta. 722+18.00
	$L_s = 400.00'$
	$\theta_s = 03^{\circ}00'00''$
	$LT = 266.70'$
	$ST = 133.37'$
	$x = 399.71'$
	$y = 13.96'$
	$k = 399.71'$
	$p = 13.96'$
	$C = 399.95'$
	Start = Sta. 720+84.63
	End = Sta. 724+84.63
	C.B. = $N00^{\circ}55'19''E$



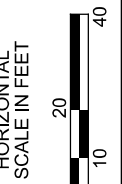
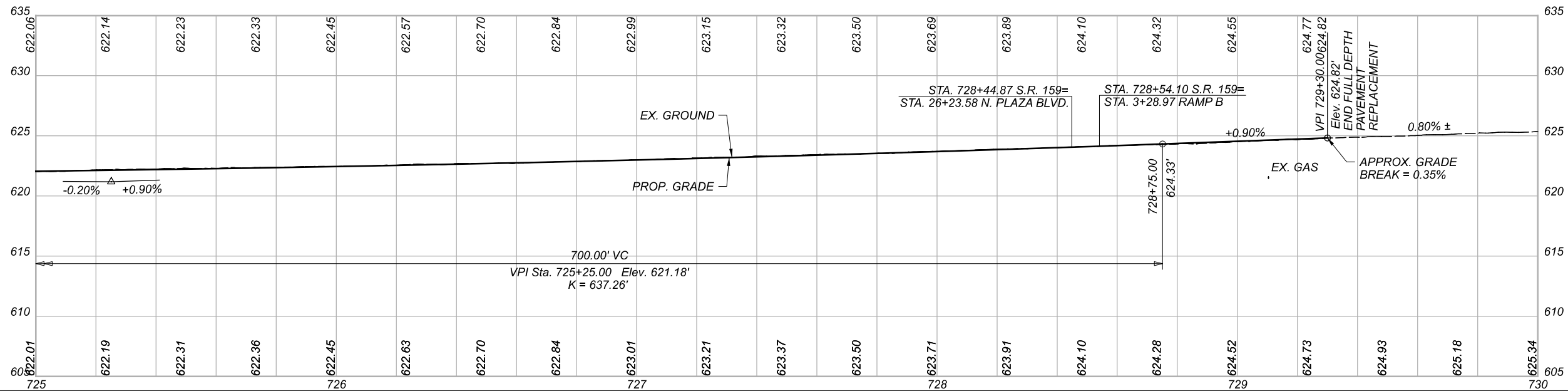
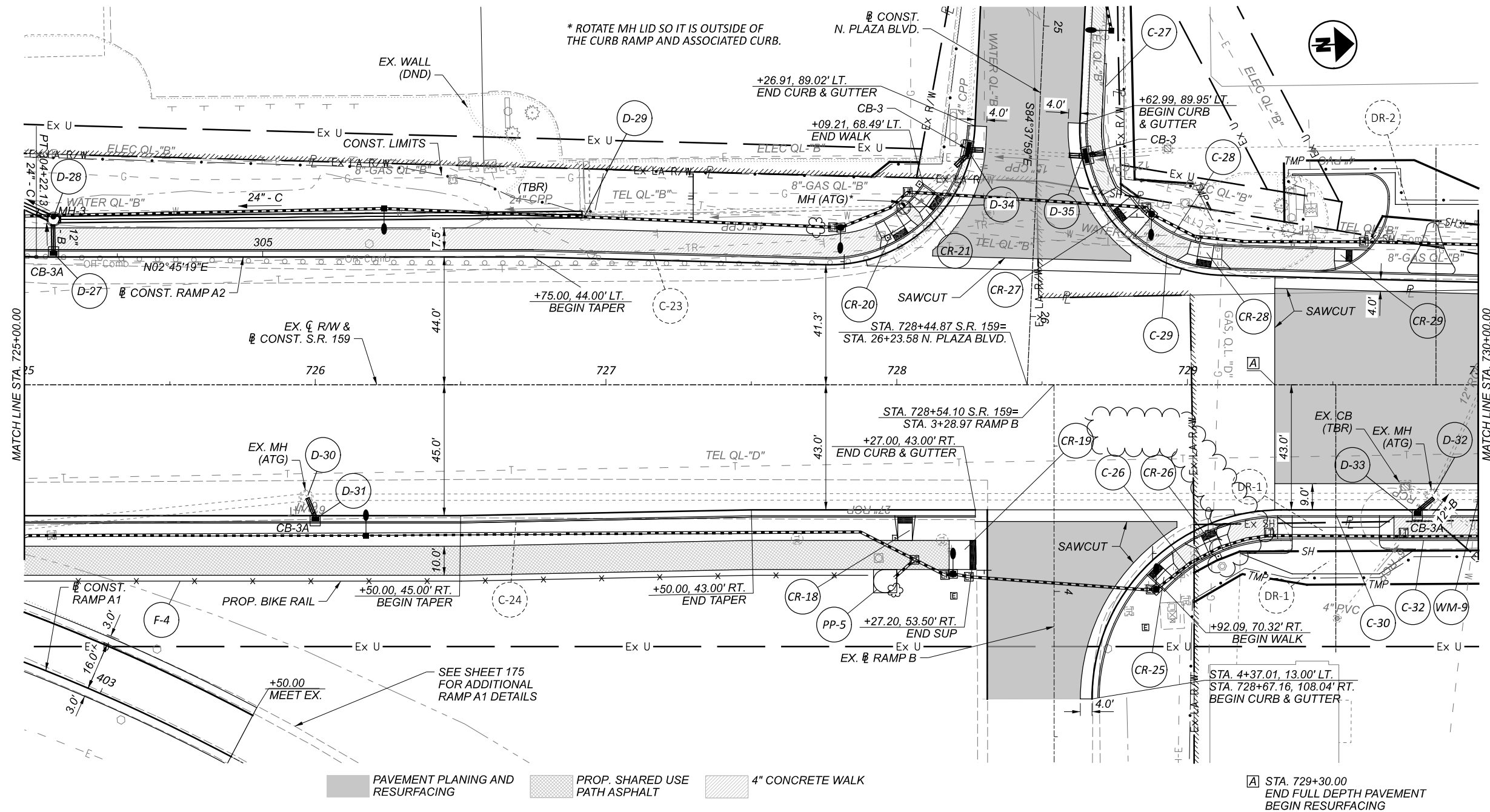
PLAN AND PROFILE - S.R. 159
STA. 720+00.00 TO STA. 725+00.00

DESIGN AGENCY



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

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



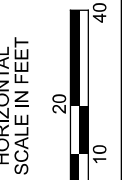
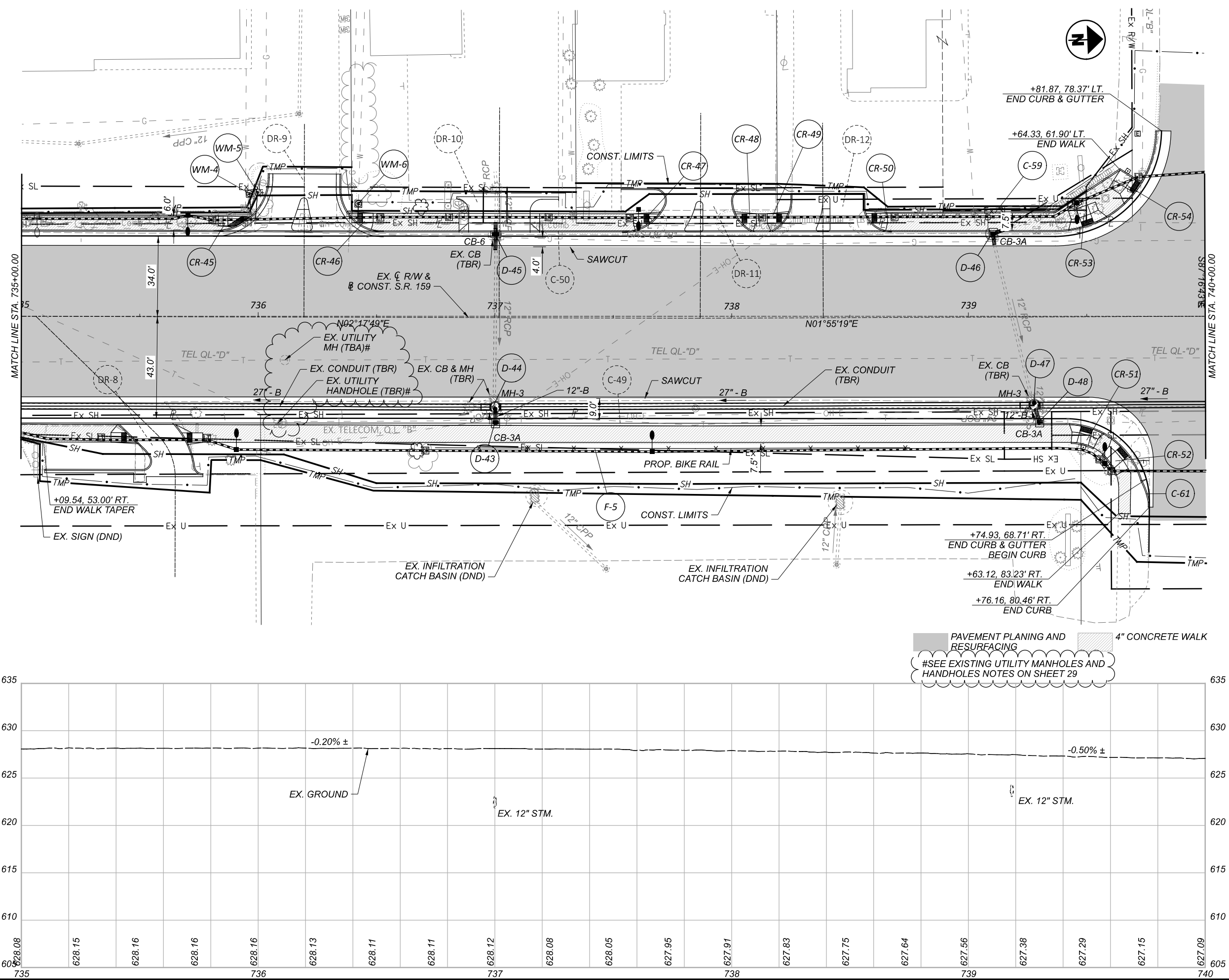
PLAN AND PROFILE - S.R. 159
 STA. 725+00.00 TO STA. 730+00.00

DESIGN AGENCY



DESIGNER	DSS
REVIEWER	BDT 10/07/24
PROJECT ID	113013
SHEET	TOTAL
165	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



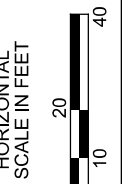
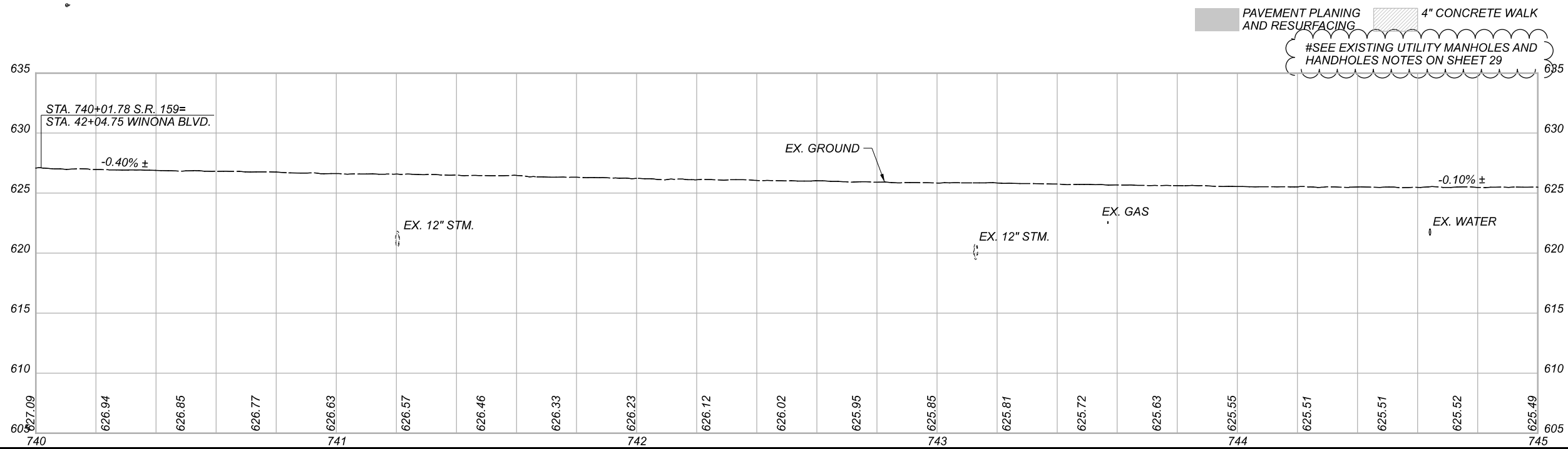
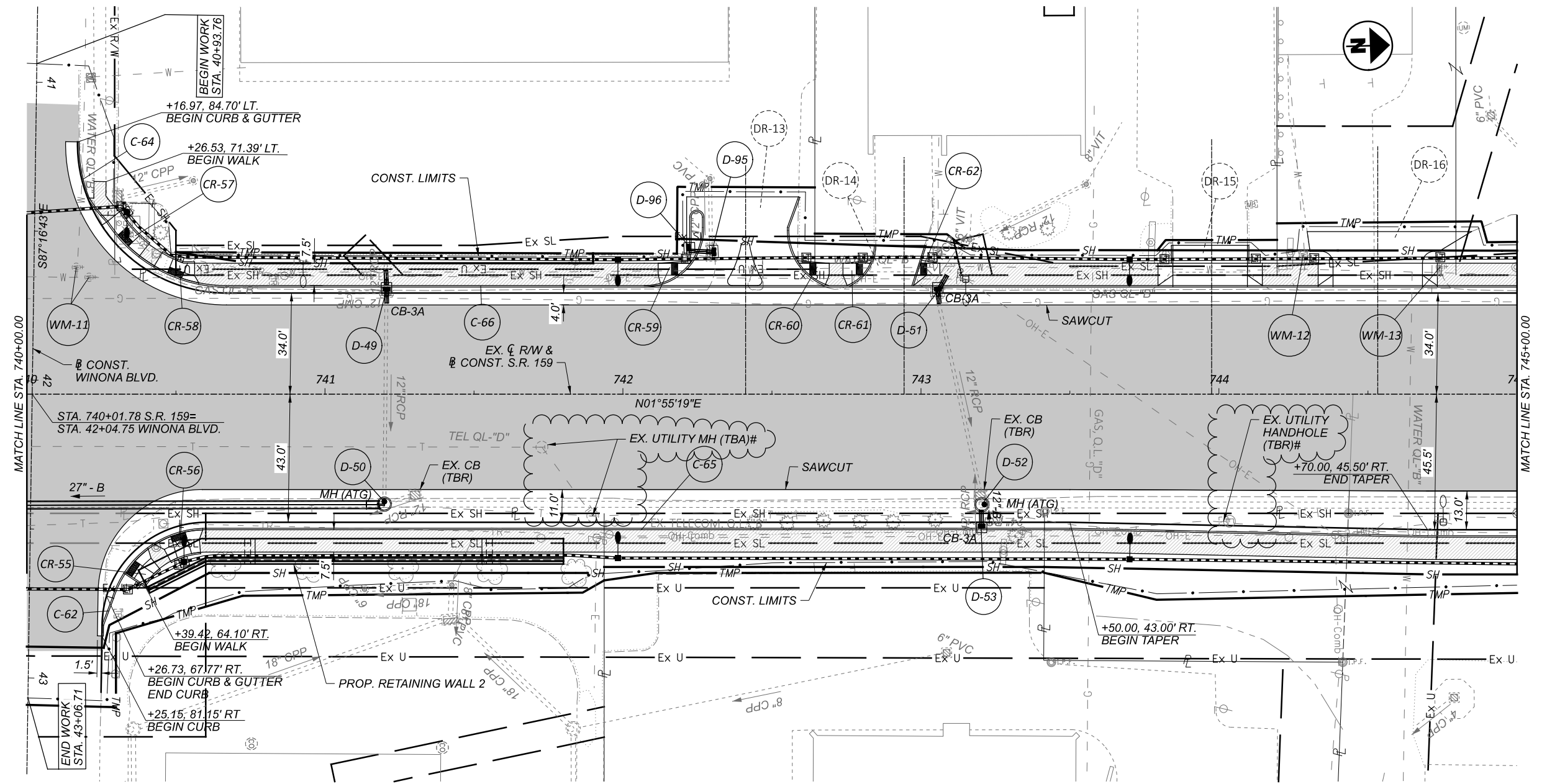
DESIGNER
DSS

REVIEWER
BDT 10/07/24

PROJECT ID
113013

SHEET TOTAL
167 592

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. 740+00.00 TO STA. 745+00.00

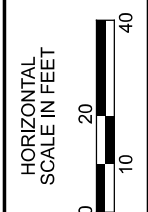
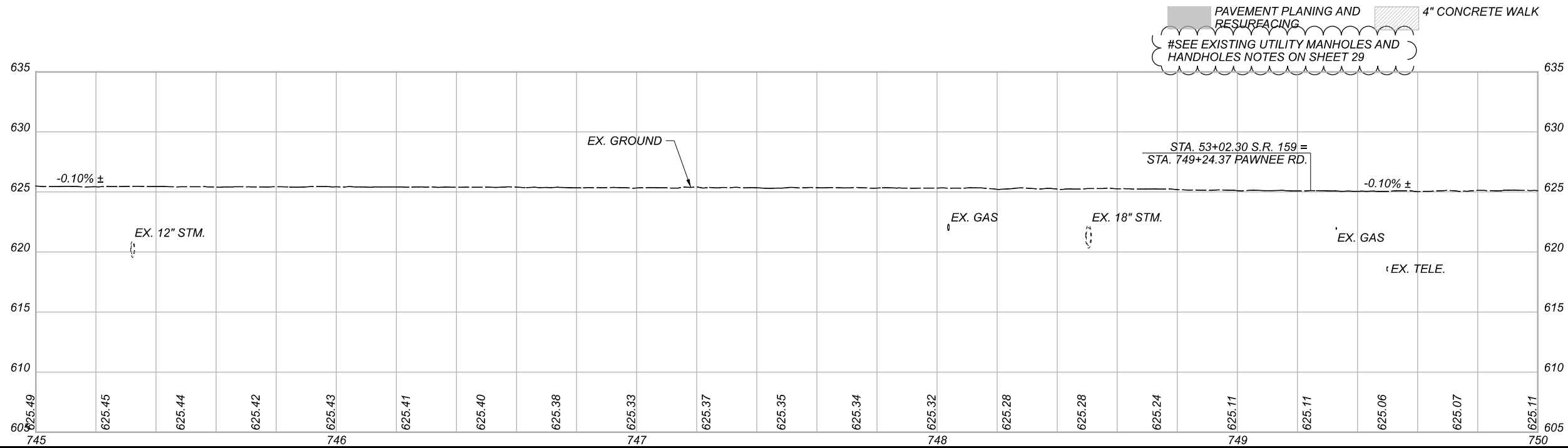
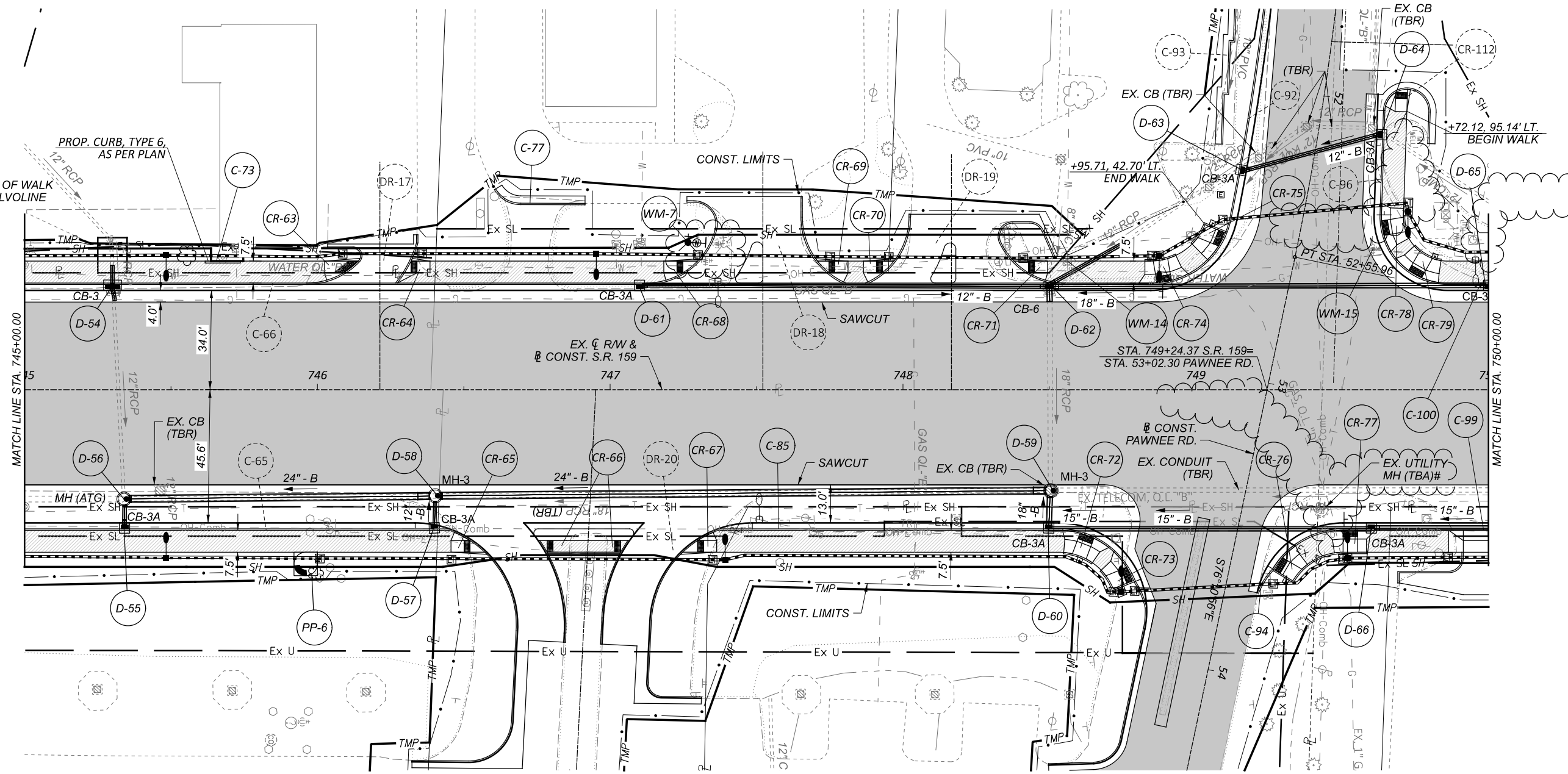
DESIGN AGENCY



DESIGNER	DSS
REVIEWER	BDT 10/07/24
PROJECT ID	113013
SHEET	TOTAL
168	592

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

CROSS REFERENCES	
PLAN SECTION	CROSS SECTIONS
197-273	CROSS SECTIONS
289-304	INTERSECTION DETAILS
307-320	DRIVE DETAILS

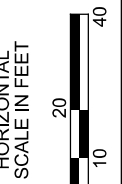
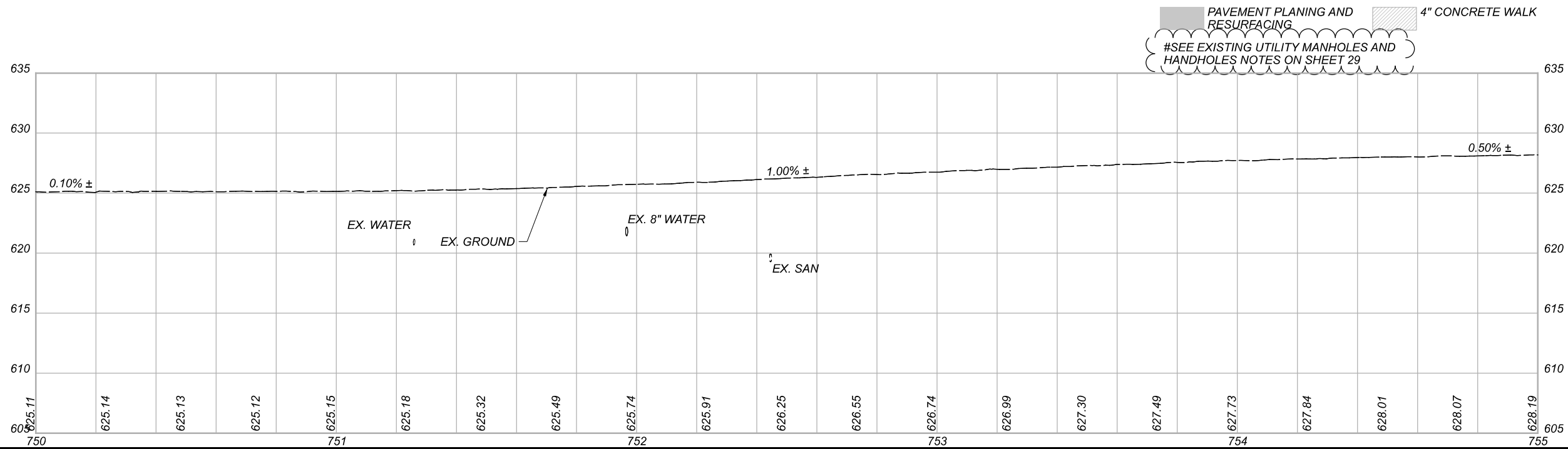
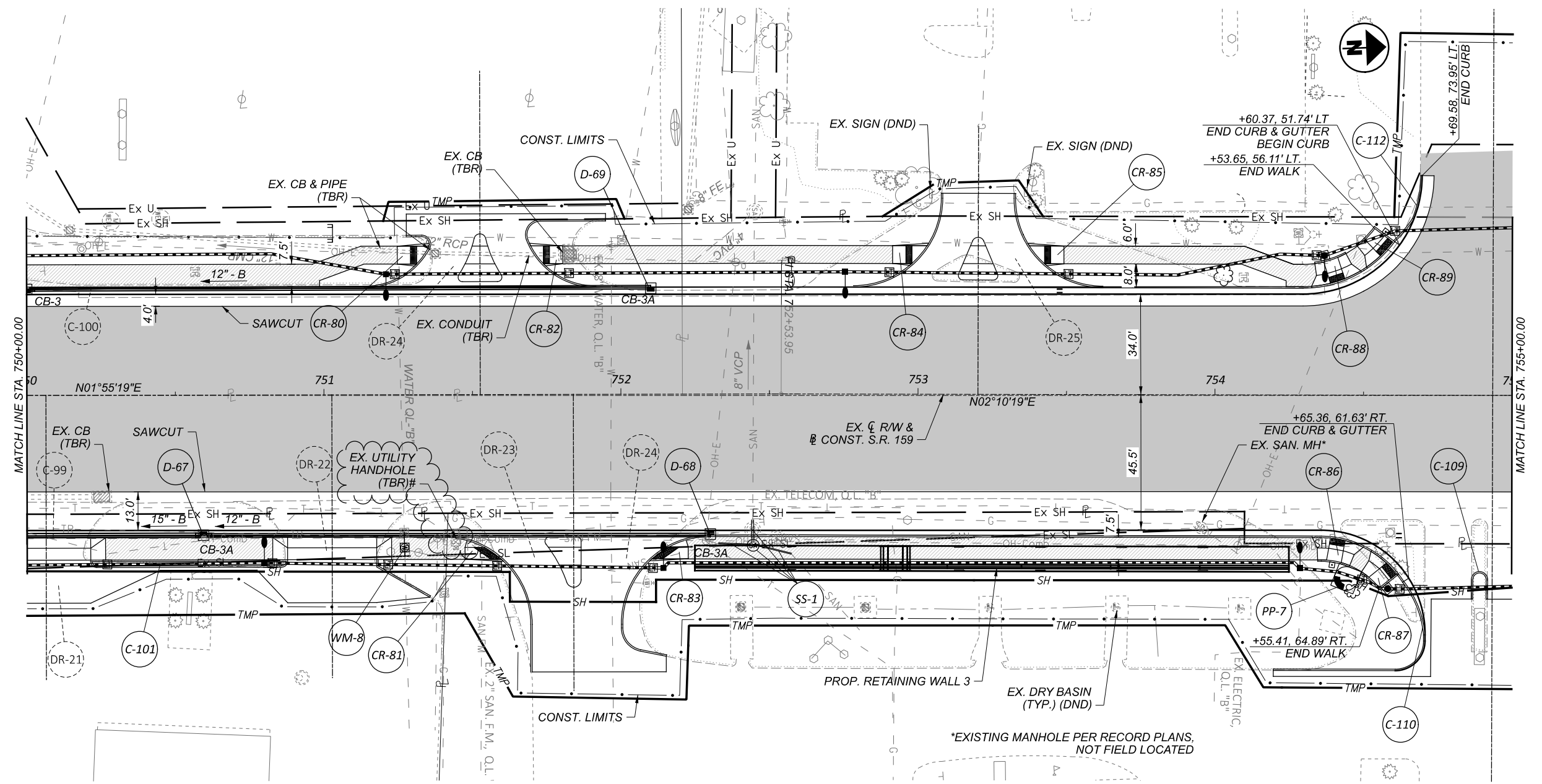


PLAN AND PROFILE - S.R. 159
 STA. 745+00.00 TO STA. 750+00.00

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

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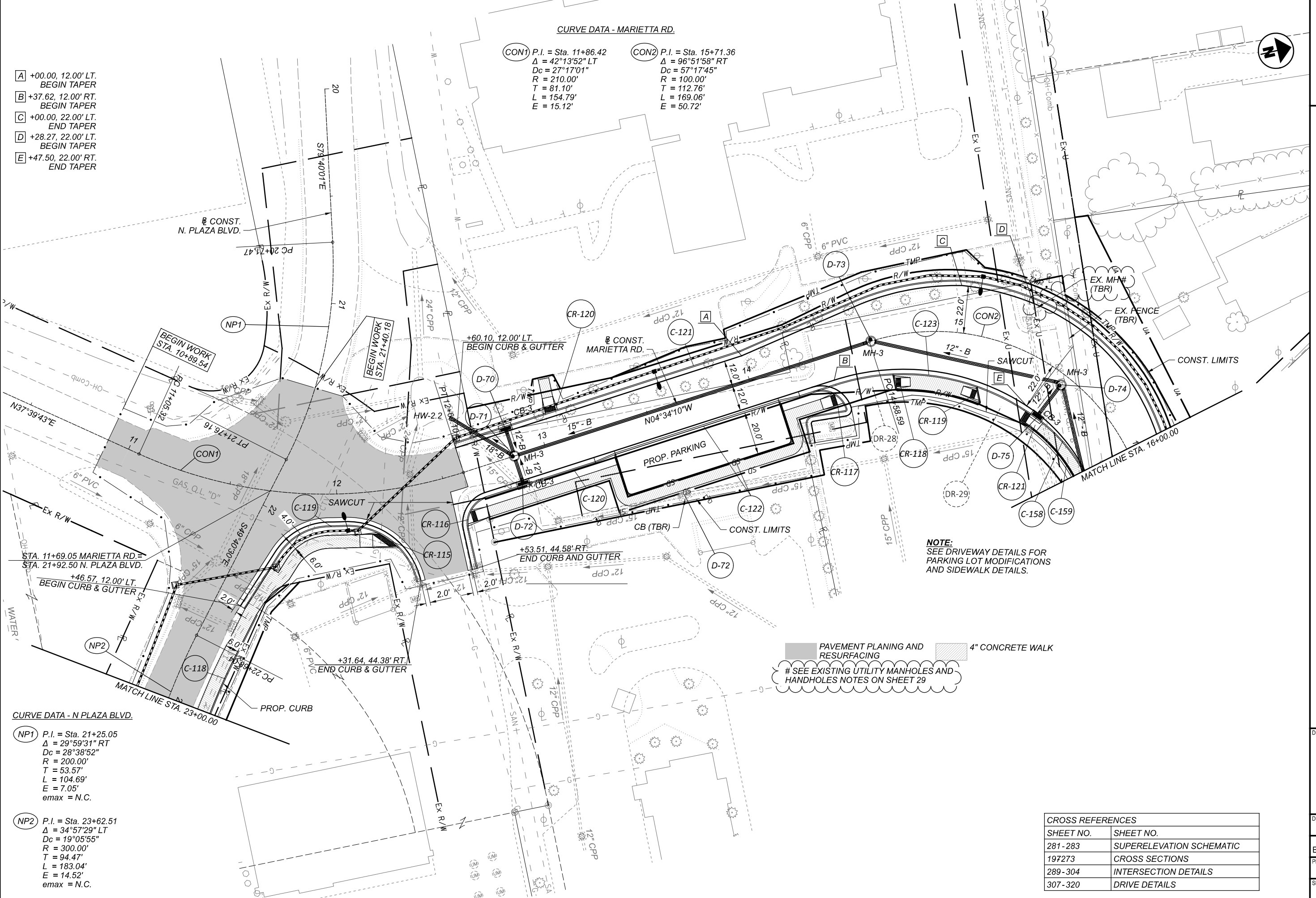
- A +00.00, 12.00' LT. BEGIN TAPER
- B +37.62, 12.00' RT. BEGIN TAPER
- C +00.00, 22.00' LT. END TAPER
- D +28.27, 22.00' LT. BEGIN TAPER
- E +47.50, 22.00' RT. END TAPER

CURVE DATA - MARIETTA RD.

- CON1 P.I. = Sta. 11+86.42
 $\Delta = 42^\circ 13' 52''$ LT
 $D_c = 27^\circ 17' 01''$
 $R = 210.00'$
 $T = 81.10'$
 $L = 154.79'$
 $E = 15.12'$
- CON2 P.I. = Sta. 15+71.36
 $\Delta = 96^\circ 51' 58''$ RT
 $D_c = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 112.76'$
 $L = 169.06'$
 $E = 50.72'$

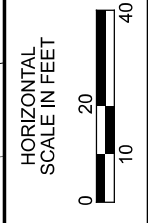
CURVE DATA - N PLAZA BLVD.

- NP1 P.I. = Sta. 21+25.05
 $\Delta = 29^\circ 59' 31''$ RT
 $D_c = 28^\circ 38' 52''$
 $R = 200.00'$
 $T = 53.57'$
 $L = 104.69'$
 $E = 7.05'$
 $e_{max} = N.C.$
- NP2 P.I. = Sta. 23+62.51
 $\Delta = 34^\circ 57' 29''$ LT
 $D_c = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 94.47'$
 $L = 183.04'$
 $E = 14.52'$
 $e_{max} = N.C.$



NOTE:
SEE DRIVEWAY DETAILS FOR
PARKING LOT MODIFICATIONS
AND SIDEWALK DETAILS.

PAVEMENT PLANING AND RESURFACING
 4" CONCRETE WALK
 # SEE EXISTING UTILITY MANHOLES AND HANDHOLES NOTES ON SHEET 29



PLAN - MARIETTA ROAD
 STA. 11+00.00 TO STA. 16+00.00

CROSS REFERENCES	
SHEET NO.	SHEET NO.
281-283	SUPERELEVATION SCHEMATIC
197273	CROSS SECTIONS
289-304	INTERSECTION DETAILS
307-320	DRIVE DETAILS

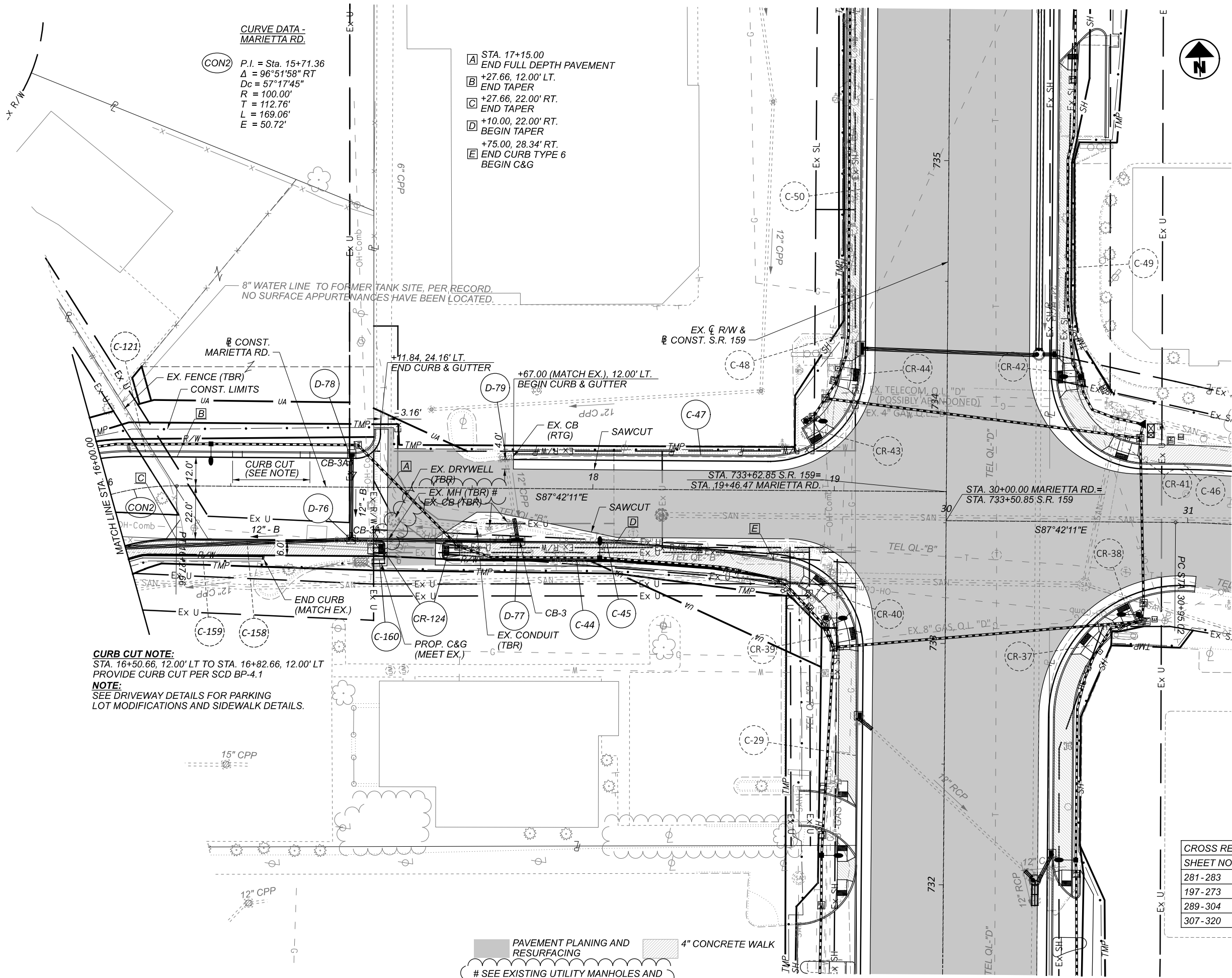
DESIGN AGENCY
B&N
 burgessniple.com

DESIGNER
 DSS

REVIEWER
 BDT 10/07/24

PROJECT ID
 113013

SHEET TOTAL
 179 592



CURVE DATA - MARIETTA RD.

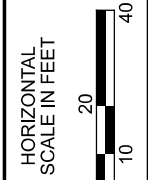
(CON2) P.I. = Sta. 15+71.36
 $\Delta = 96^\circ 51' 58''$ RT
 $D_c = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 112.76'$
 $L = 169.06'$
 $E = 50.72'$

- A STA. 17+15.00
END FULL DEPTH PAVEMENT
- B +27.66, 12.00' LT.
END TAPER
- C +27.66, 22.00' RT.
END TAPER
- D +10.00, 22.00' RT.
BEGIN TAPER
- E +75.00, 28.34' RT.
END CURB TYPE 6
BEGIN C&G

CURB CUT NOTE:
 STA. 16+50.66, 12.00' LT TO STA. 16+82.66, 12.00' LT
 PROVIDE CURB CUT PER SCD BP-4.1
NOTE:
 SEE DRIVEWAY DETAILS FOR PARKING
 LOT MODIFICATIONS AND SIDEWALK DETAILS.

PAVEMENT PLANING AND RESURFACING
 4" CONCRETE WALK
 # SEE EXISTING UTILITY MANHOLES AND HANDHOLES NOTES ON SHEET 29

CROSS REFERENCES	
SHEET NO.	SHEET NO.
281-283	SUPERELEVATION SCHEMATIC
197-273	CROSS SECTIONS
289-304	INTERSECTION DETAILS
307-320	DRIVE DETAILS



PLAN - MARIETTA ROAD
 STA. 16+00.00 TO 19+46.47

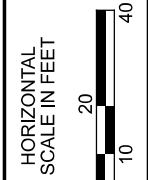
DESIGN AGENCY



DESIGNER
DSS
 REVIEWER
BDT 10/07/24
 PROJECT ID
113013
 SHEET TOTAL
180 592

CONST. STEWART ROAD
 PST2 P.I. = Sta. 69+21.77
 $\Delta = 13^\circ 14' 27''$ RT
 $D_c = 05^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 133'$
 $L = 264.82'$
 $E = 7.69'$
 $e_{max} = N.C.$
 $V = 30$ MPH

CONST. RIVER TRACE
 PRT1 P.I. = Sta. 80+47.80
 $\Delta = 41^\circ 07' 52''$ LT
 $D_c = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 37.52'$
 $L = 71.79'$
 $E = 6.81'$
 $e_{max} = N.C.$
 $V = 30$ MPH



**PLAN - STEWART ROAD AND RIVER TRACE
 STA. 68+50.00 TO END WORK**

DESIGN AGENCY



DESIGNER
 NJL

REVIEWER
 BDT 10/07/24

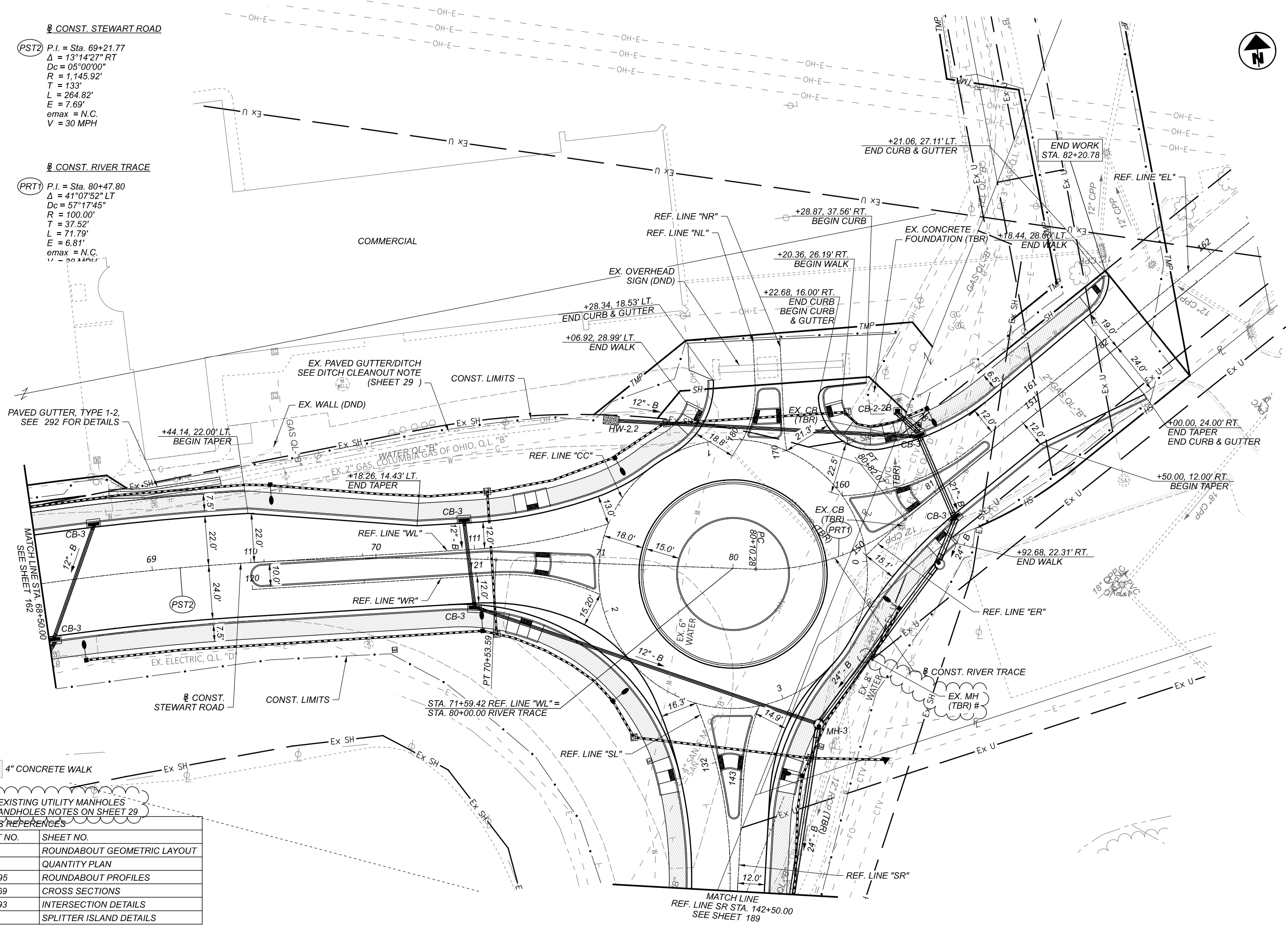
PROJECT ID
 113013

SHEET TOTAL
 186 592

SEE EXISTING UTILITY MANHOLES AND HANDHOLES NOTES ON SHEET 29

CROSS REFERENCES

SHEET NO.	SHEET NO.
10	ROUNDBOUT GEOMETRIC LAYOUT
187	QUANTITY PLAN
191 - 195	ROUNDBOUT PROFILES
261 - 269	CROSS SECTIONS
292 - 293	INTERSECTION DETAILS
305	SPLITTER ISLAND DETAILS



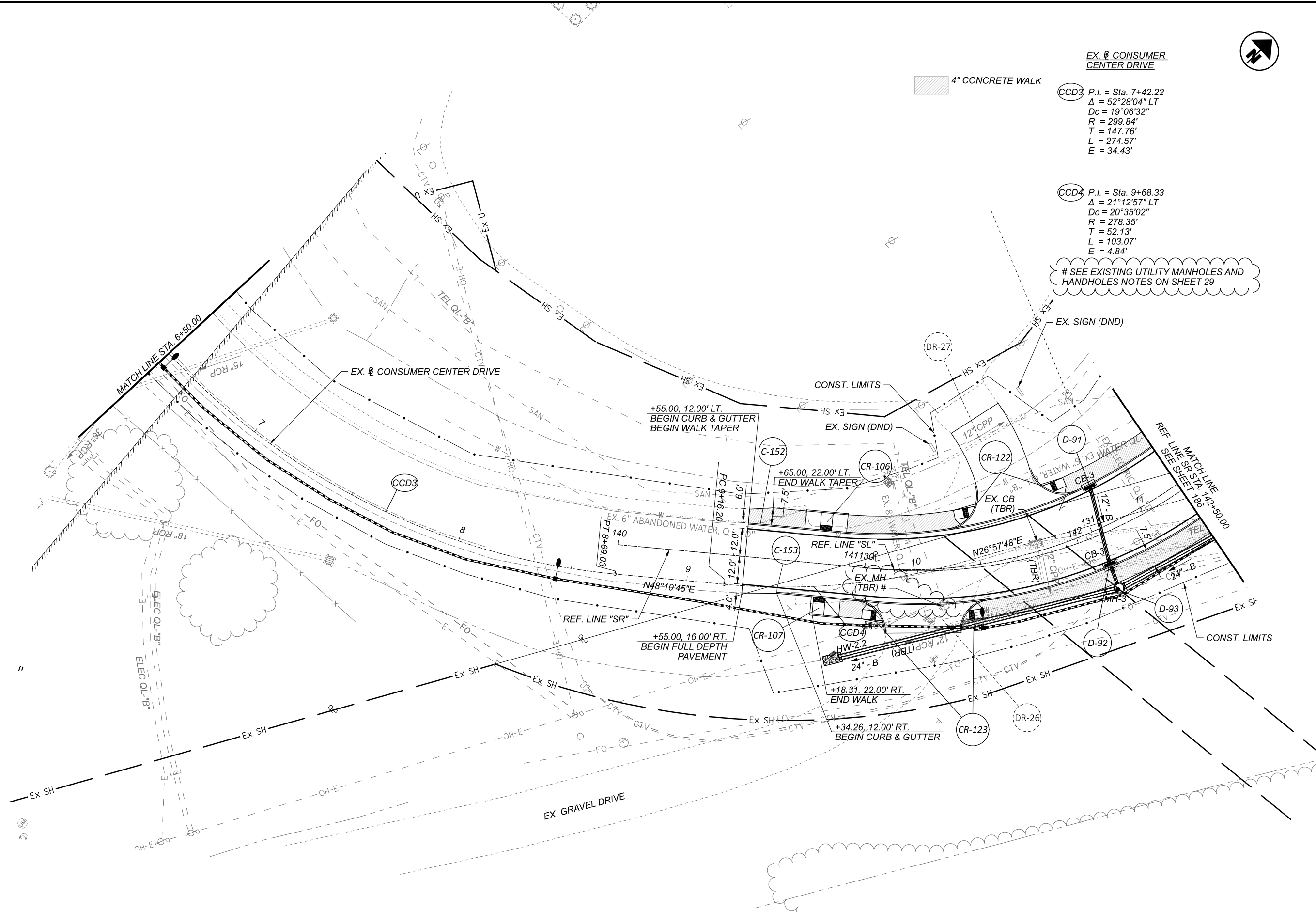
4" CONCRETE WALK

PAVED GUTTER, TYPE 1-2
 SEE 292 FOR DETAILS

EX. PAVED GUTTER/DITCH
 SEE DITCH CLEANOUT NOTE
 (SHEET 29)

MATCH LINE
 REF. LINE SR STA. 142+50.00
 SEE SHEET 189

STA. 71+59.42 REF. LINE "WL" =
 STA. 80+00.00 RIVER TRACE



4" CONCRETE WALK

EX. CONSUMER CENTER DRIVE
 CCD3 P.I. = Sta. 7+42.22
 $\Delta = 52^\circ 28' 04''$ LT
 $Dc = 19^\circ 06' 32''$
 $R = 299.84'$
 $T = 147.76'$
 $L = 274.57'$
 $E = 34.43'$

CCD4 P.I. = Sta. 9+68.33
 $\Delta = 21^\circ 12' 57''$ LT
 $Dc = 20^\circ 35' 02''$
 $R = 278.35'$
 $T = 52.13'$
 $L = 103.07'$
 $E = 4.84'$

SEE EXISTING UTILITY MANHOLES AND HANDHOLES NOTES ON SHEET 29

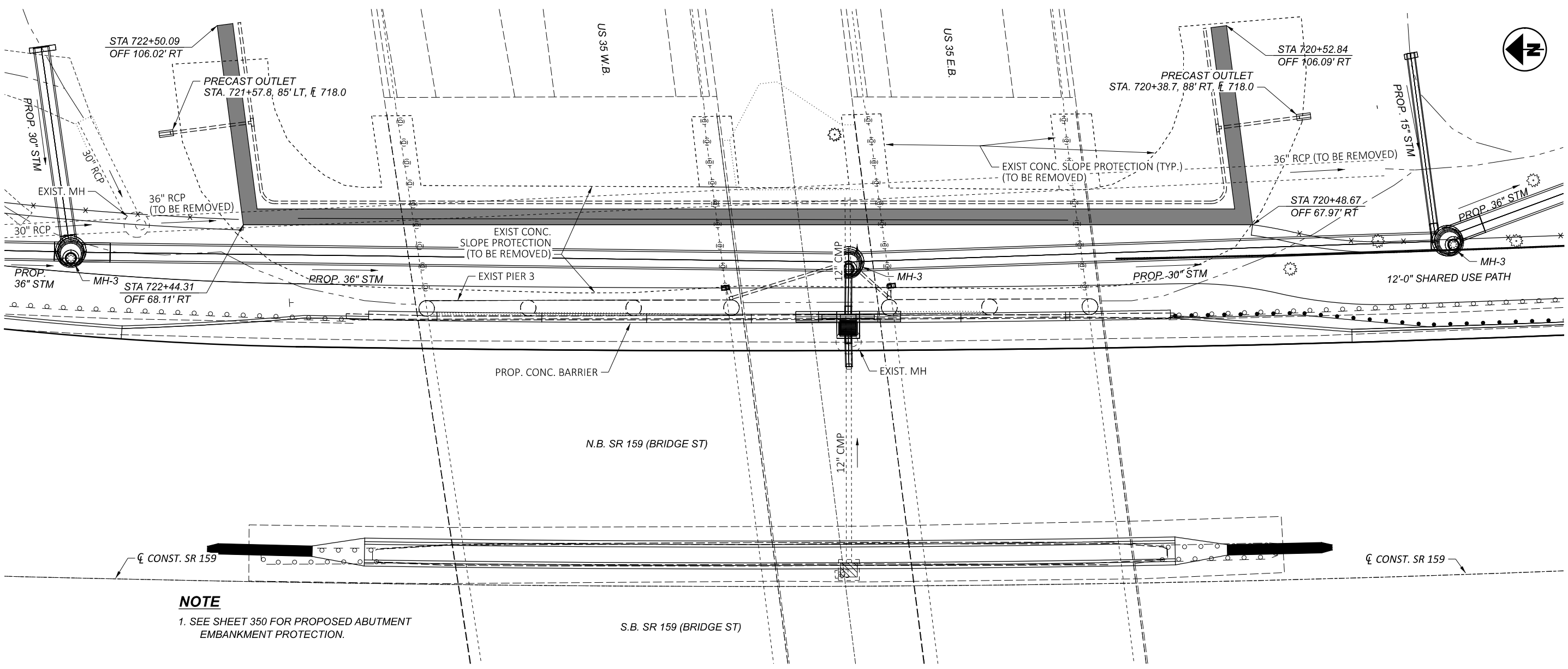


PLAN - CONSUMER CENTER DRIVE
 BEGIN WORK TO REF. LINE SR STA. 142+50.00

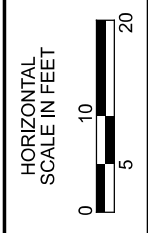
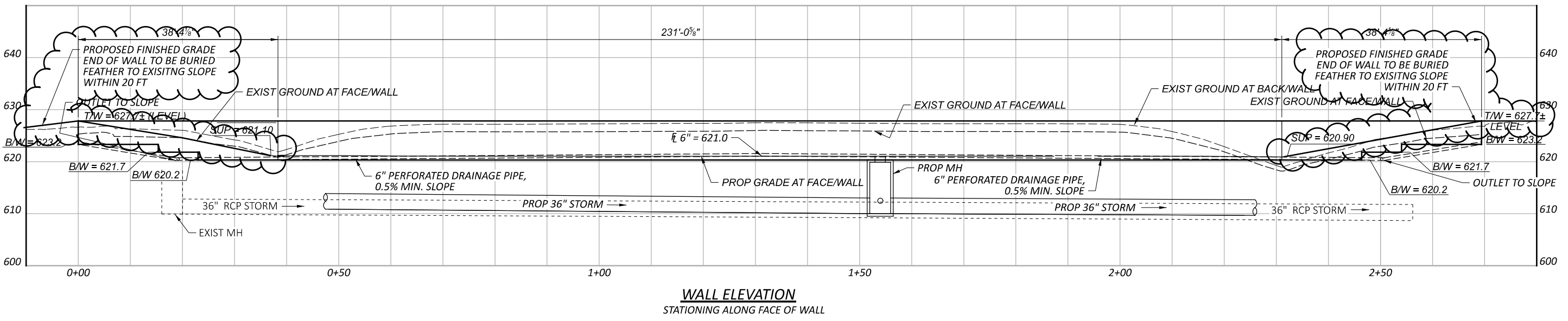
DESIGN AGENCY



DESIGNER	NJL
REVIEWER	BDT
PROJECT ID	113013
SHEET	189
TOTAL	592



NOTE
 1. SEE SHEET 350 FOR PROPOSED ABUTMENT EMBANKMENT PROTECTION.



**WALL 1
 PLAN AND ELEVATION**

DESIGN AGENCY	Palmer ENGINEERING
DESIGNER	DPF
REVIEWER	BJF 10/07/24
PROJECT ID	113013
SHEET	TOTAL
349	592

WALL GENERAL NOTES:

REFER TO THE FOLLOWING STANDARD DRAWINGS:

BR-2-15 REV. 1/21/2022

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (RETAINING WALLS)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (BARRIER)
EPOXY COATED REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

EXISTING UTILITIES:

THE UTILITY(IES) SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES THAT ARE TO BE RELOCATED. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MATTER THAN INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

FOUNDATION BEARING RESISTANCE:

WALL NUMBER 2 (KROGER WALL) FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.97 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.79 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 5.2 KIPS PER SQUARE FOOT.

WALL NUMBER 3 (MCDONALD'S WALL) FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.98 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.81 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.9 KIPS PER SQUARE FOOT.

ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN

THIS ITEM SHALL CONSIST OF TWO COATS OF NON-EPOXY SILANE SEALANT PER ITEM 512. THE INITIAL PRIMER COAT SHALL CONSIST OF A SEALANT WITH A PIGMENTED COLOR THAT MATCHES THE "BUFF BROWN" COLOR OF THE MODULAR BLOCK WALLS ON THIS PROJECT BENEATH U.S. RTE. 35 (i.e. MIX OF TIMBER AND WALNUT). THE FINAL 2ND COAT OF SEALANT SHALL BE CLEAR / COLORLESS.

SEALING OF CONCRETE SURFACES (NON-EPOXY) SHALL BE APPLIED TO THE SURFACES OF THE CONCRETE WALL AND BARRIER AS SHOWN ON THE PLANS. THIS ITEM SHALL ALSO INCLUDE SEALING THE SURFACES OF THE CAST-IN-PLACE CONCRETE MOCK-UP COVERED UNDER ITEM 530 WITH THE TWO COAT SEALANT SYSTEM. APPROVAL OF THE FINAL APPEARANCE AND COLOR SHALL BE OBTAINED FROM THE ENGINEER PRIOR TO THE USE OF ITEM 512 ON THE FINAL PROPOSED WALLS.

THE QUANTIFIED AREA WAS CALCULATED AS IF THE WALL WERE A FLAT SURFACE AND WAS NOT DOUBLED TO ACCOUNT FOR THE REQUIRED TWO COATS. THE COST OF SEALING THE ADDITIONAL SURFACE AREA OF THE AESTHETIC TREATMENT (RELIEFS) WILL BE CONSIDERED INCIDENTAL TO THIS ITEM.

ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN:

SEAL ALL RETAINING WALL EXPANSION JOINTS WITH NON-SAG POLYURETHANE SEALANT CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2" UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE PEJF AND JOINT SEAL NECESSARY TO FORM AND PLACE THE RETAINING WALL EXPANSION JOINTS. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN.

ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN

GALVANIZE ALL RAILING COMPONENTS IN ACCORDANCE WITH CMS 711.02. AFTER REMOVING HIGH SPOTS, THE GALVANIZED COATING SHALL BE CLEANED PER SSPC SP-1. THE CLEANING SOLUTION SHALL BE AN ALKALINE SOLUTION WITH A PH RANGING FROM A MINIMUM OF 11 TO A MAXIMUM OF 12. THIS SOLUTION CAN BE APPLIED BY IMMERSION, SPRAY OR SOFT NYLON BRUSH. FOLLOW CLEANING WITH A HOT WATER OR HOT PRESSURE WASHER RINSE INDIVIDUAL PIECES SHALL BE SEPARATED AND POSITIONED TO FACILITATE DRAINAGE AND DRYING. THE PIECES SHALL BE COMPLETELY DRY BEFORE PROCEEDING.

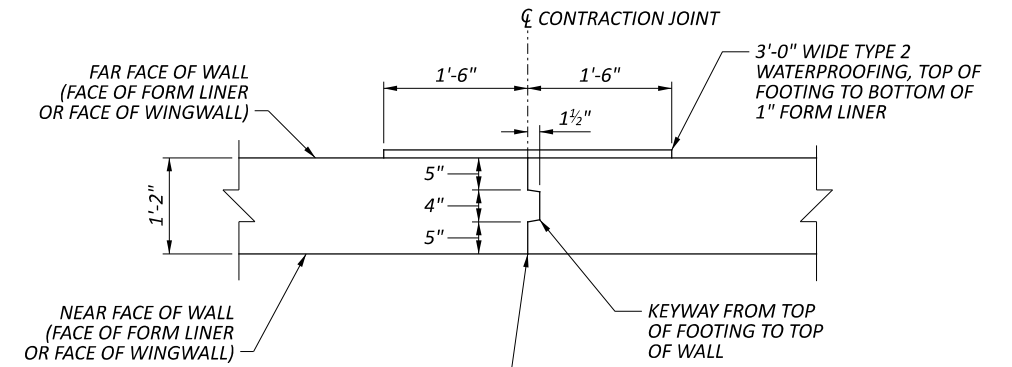
AFTER CLEANING, THE PIECES SHALL BE ABRASIVE BLASTED PER SSPC-SP7 BRUSH-OFF BLAST CLEANING. THE BLASTING OPERATION SHALL ROUGHEN THE GALVANIZED SURFACE TO A ANGULAR SURFACE PROFILE OF 0.25 TO 0.50 MILS. THE BLASTING EQUIPMENT, TECHNIQUE AND ABRASIVE MATERIAL SHALL BE SELECTED TO PROVIDE FOR THE SPECIFIED SURFACE PROFILE WITHOUT REMOVAL OF ZINC LAYERS. THE FINAL ZINC MILAGE SHALL NOT BE LESS THAN 3.0 MILS ALL ABRASIVE RESIDUE SHALL BE REMOVED WITH CLEAN COMPRESSED AIR OR OTHER METHODS ACCEPTABLE TO THE ENGINEER.

AFTER OBTAINING AN ACCEPTABLE SURFACE PROFILE, SHOP APPLY A TWO COAT PAINT SYSTEM CONSISTING OF EPOXY INTERMEDIATE COAT AND A URETHANE FINISH COAT MEETING THE REQUIREMENTS OF CMS 514. THE FINISH COAT COLOR SHALL BE MATTE BLACK WITH THE FEDERAL COLOR NUMBER 37038 TO MATCH THE RAILING ON THE SCIOTO RIVER BRIDGE.

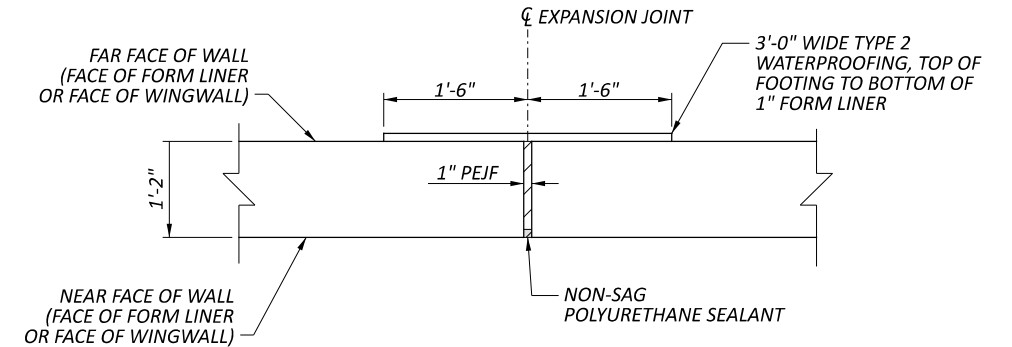
THE EPOXY INTERMEDIATE COATING SHALL BE APPLIED WITHIN 24 HOURS OF THE BRUSH-OFF BLASTING. THE COATINGS SHALL BE APPLIED PER CMS 514 EXCEPT THAT REQUIREMENTS FOR SURFACE PREPARATION AND PRIMING SHALL NOT BE PREFORMED. THE COATING SHALL BE SHOP APPLIED AS SPECIFIED IN THESE NOTES WITHOUT THE WORK LIMITATION SPECIFIED IN CMS 514. FIELD REPAIRS AND TOUCH UPS SHALL FOLLOW WORK LIMITATIONS SPECIFIED PER CMS 514 AND BE AS DIRECTED BY THE ENGINEER.

ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN:

INCLUDED WITH THIS ITEM FOR WALL NUMBER 3 (MCDONALD'S WALL) ARE THREE LOCATIONS OF 4'-0" DIAMETER CRUSHED AGGREGATE SLOPE PROTECTION 1'-0" THICK AT THE END OF THE PIPE. CRUSHED AGGREGATE SLOPE PROTECTION SHALL CONFORM TO CMS 703.19.



TYPICAL CONTRACTION JOINT DETAIL



TYPICAL EXPANSION JOINT DETAIL

ABBREVIATIONS:

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

- BOT. - BOTTOM
- C/C - CENTER TO CENTER
- CIP - CAST-IN-PLACE
- C.J. - CONSTRUCTION JOINT
- CLR. - CLEARANCE
- CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
- CONST. - CONSTRUCTION
- C-R-S - COUNTY-ROAD-SECTION
- CU YD - CUBIC YARD
- DIA. - DIAMETER
- E.F. - EACH FACE
- ELEV., EL. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- EXP. - EXPANSION
- F.F. - FAR FACE
- FT/FT - FOOT PER FOOT
- FTG. - FOOTING
- LT. - LEFT
- MAX. - MAXIMUM
- MH - MANHOLE
- MIN. - MINIMUM
- MISC. - MISCELLANEOUS
- N.F. - NEAR FACE
- NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
- NO./# - NUMBER
- O/O - OUT TO OUT
- PCPP - PERFORATED CORRUGATED PLASTIC PIPE
- PEJF - PREFORMED EXPANSION JOINT FILLER
- PG - PROFILE GRADE
- PROP. - PROPOSED
- RT. - RIGHT
- R/W - RIGHT OF WAY
- SAN. - SANITARY
- SER. - SERIES
- SHT. - SHEET
- S.O. - SERIES OF
- SPA. - SPACES OR SPACING
- SR - STATE ROUTE
- STA. - STATION
- STD. - STANDARD
- STR. - STRAIGHT
- TEMP. - TEMPORARY
- T.O.S. - TOE OF SLOPE
- T&B - TOP AND BOTTOM
- T/PARAPET - TOE OF PARAPET
- T/T - TOE TO TOE
- TYP. - TYPICAL
- T/ - TOP OF
- UNO - UNLESS NOTED OTHERWISE
- VAR. - VARIES
- VERT. - VERTICAL
- W/O - WITHOUT

ROS-159-0.41

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 2/5/2025 TIME: 5:04:44 PM USER: soroka
pww\bn-pw-bentley.com\bn-pw-01\Documents\p595055\400-Engineering\Structures\Wall\003\Sheets\113013_WN001.dgn

WALL GENERAL NOTES 1 OF 2
WALL NO. 2 AND WALL NO. 3
RETAINING WALL AT KROGER AND MCDONALD'S

SFN	N/A
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	CHECKER
JFM	JHL
REVIEWER	
JCS	07/10/23
PROJECT ID	113013
SUBSET	TOTAL
3	15
SHEET	TOTAL
353	592

WIRING DIAGRAM

PREEMPT CHANNELS

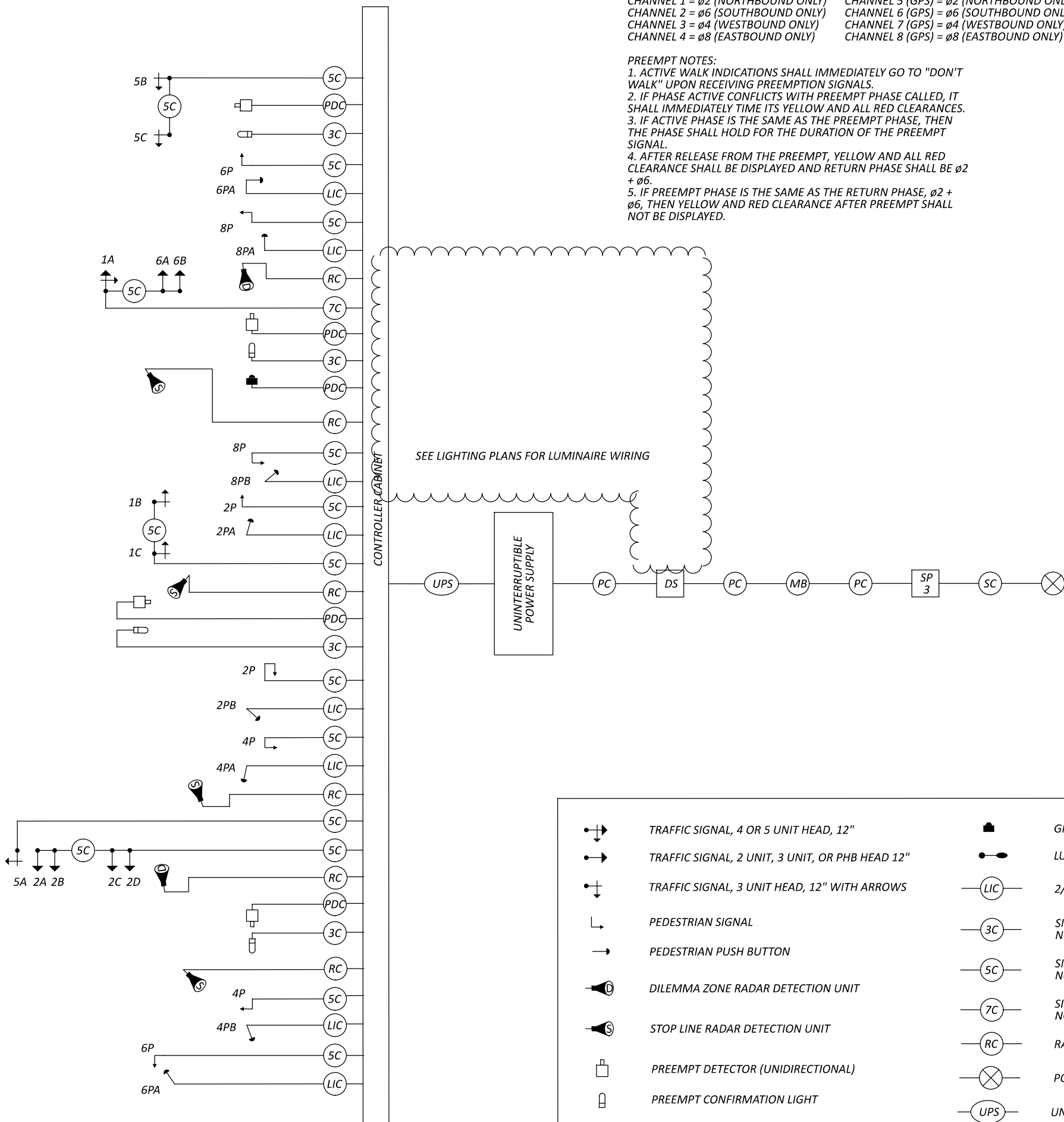
FIELD WIRING HOOKUP CHART

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY)
 CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

PREEMPT NOTES:
 1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
 2. IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES.
 3. IF ACTIVE PHASE IS THE SAME AS THE PREEMPT PHASE, THEN THE PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
 4. AFTER RELEASE FROM THE PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE $\phi 2 + \phi 6$.
 5. IF PREEMPT PHASE IS THE SAME AS THE RETURN PHASE, $\phi 2 + \phi 6$, THEN YELLOW AND RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	PEDESTRIAN MOVEMENTS			
1 (SB LT)	R	$\phi 6$ R	R	2P NORTH	W	$\phi 2$ PED / LS 10 G	OUT
	Y	$\phi 6$ Y		4P WEST	DW	$\phi 2$ PED / LS 11 R	
	G	$\phi 6$ G		6P SOUTH	W	$\phi 6$ PED / LS 12 G	OUT
	<-G-->	$\phi 1$ G		8P EAST	DW	$\phi 8$ PED / LS 13 R	
2A, 2B, 2C, 2D (NB)	R	$\phi 2$ R	R	4A, 4B (WB RT)	W	$\phi 4$ PED / LS 11 G	OUT
	Y	$\phi 2$ Y		6A, 6B (SB)	DW	$\phi 6$ PED / LS 12 R	
	G	$\phi 2$ G		8A, 8B (EB RT)	W	$\phi 8$ PED / LS 13 G	OUT
	-	-		4A, 4B (WB RT)	DW	$\phi 4$ PED / LS 11 R	
5 (NB LT)	<-R-->	$\phi 4$ R	R	5	<-R-->	$\phi 5$ R	R
	<-Y-->	$\phi 4$ Y		5	<-Y-->	$\phi 5$ Y	
	<-G-->	$\phi 4$ G		5	<-G-->	$\phi 5$ G	
6A, 6B (SB)	R	$\phi 6$ R	R	6A, 6B	R	$\phi 6$ R	R
	Y	$\phi 6$ Y		6A, 6B	Y	$\phi 6$ Y	
	G	$\phi 6$ G		6A, 6B	G	$\phi 6$ G	
	-	-		6A, 6B	-	-	
8A, 8B (EB RT)	<-R-->	$\phi 8$ R	R	8A, 8B	<-R-->	$\phi 8$ R	R
	<-Y-->	$\phi 8$ Y		8A, 8B	<-Y-->	$\phi 8$ Y	
	<-G-->	$\phi 8$ G		8A, 8B	<-G-->	$\phi 8$ G	

LS = LOAD SWITCH



SEE LIGHTING PLANS FOR LUMINAIRE WIRING

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/ OFF/ AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		POWER SOURCE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT		UNINTERRUPTIBLE POWER SUPPLY CABLE		

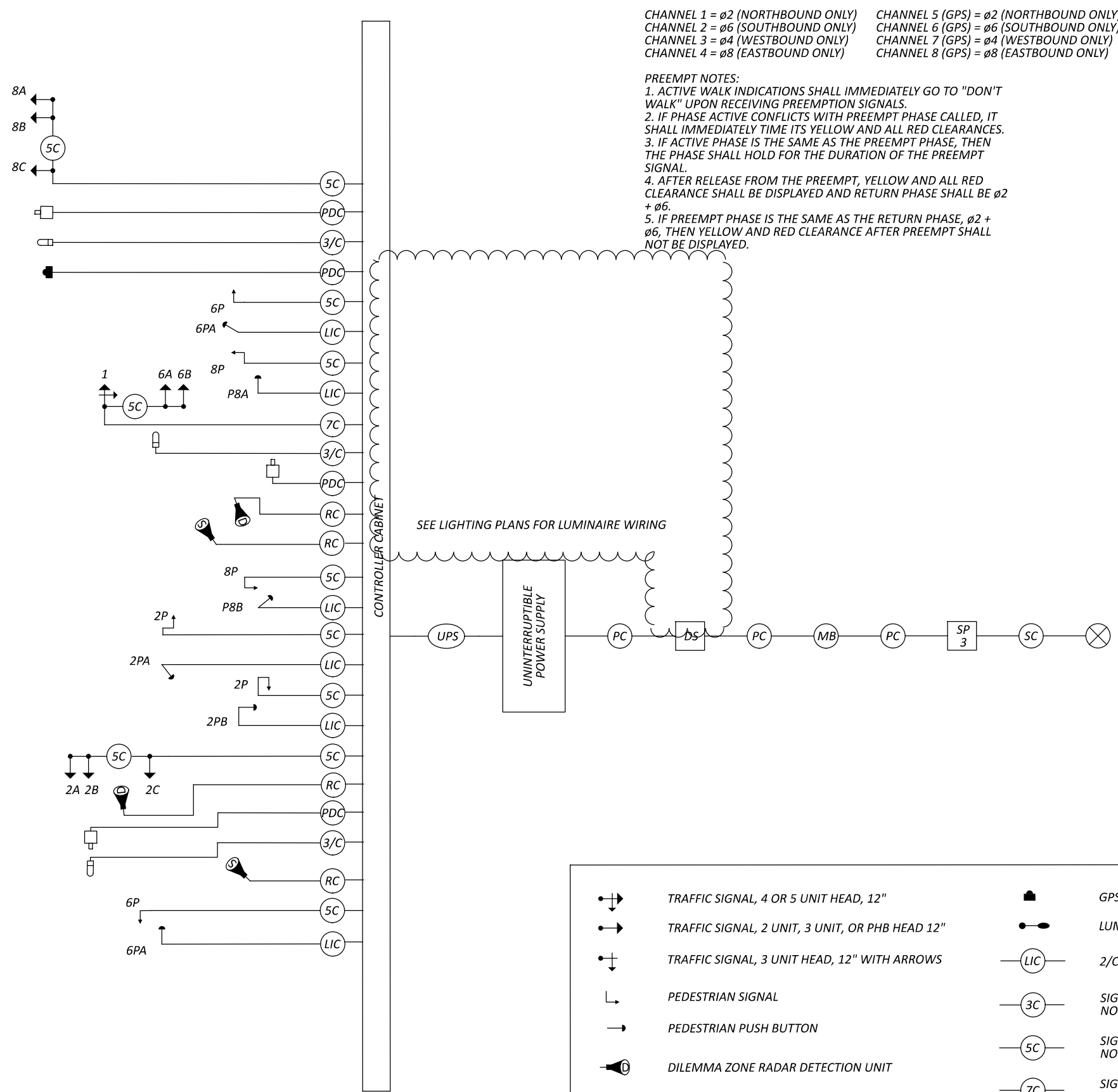
WIRING DETAILS
 S.R. 159 & STEWART ROAD

ROS-159-0.41

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DESIGN AGENCY	
	burgessniple.com
DESIGNER	RML
REVIEWER	JTP
PROJECT ID	113013
SHEET	435
TOTAL	592

WIRING DIAGRAM



PREEMPT CHANNELS

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY)
 CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

PREEMPT NOTES:
 1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
 2. IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES.
 3. IF ACTIVE PHASE IS THE SAME AS THE PREEMPT PHASE, THEN THE PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
 4. AFTER RELEASE FROM THE PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE $\phi 2 + \phi 6$.
 5. IF PREEMPT PHASE IS THE SAME AS THE RETURN PHASE, $\phi 2 + \phi 6$, THEN YELLOW AND RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.

FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	PEDESTRIAN MOVEMENTS			
1 (SB LT)	R	$\phi 6$ R	R	2P NORTH	W	$\phi 2$ PED / LS 10 G	OUT
	Y	$\phi 6$ Y			DW	$\phi 2$ PED / LS 10 R	
	G	$\phi 6$ G		6P SOUTH	W	$\phi 6$ PED / LS 11 G	OUT
	<--Y-->	$\phi 1$ Y			DW	$\phi 6$ PED / LS 11 R	
2A, 2B, 2C (NB)	R	$\phi 2$ R	R	8P EAST	W	$\phi 8$ PED / LS 12 G	OUT
	Y	$\phi 2$ Y			DW	$\phi 8$ PED / LS 12 R	
	G	$\phi 2$ G					
	-	-					
6A, 6B (SB)	R	$\phi 6$ R	R				
	Y	$\phi 6$ Y					
	G	$\phi 6$ G					
	-	-					
8A, 8B, 8C (EB)	R	$\phi 8$ R	R				
	Y	$\phi 8$ Y					
	G	$\phi 8$ G					

LS = LOAD SWITCH

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/ OFF/ AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		UNINTERRUPTIBLE POWER SUPPLY CABLE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT				

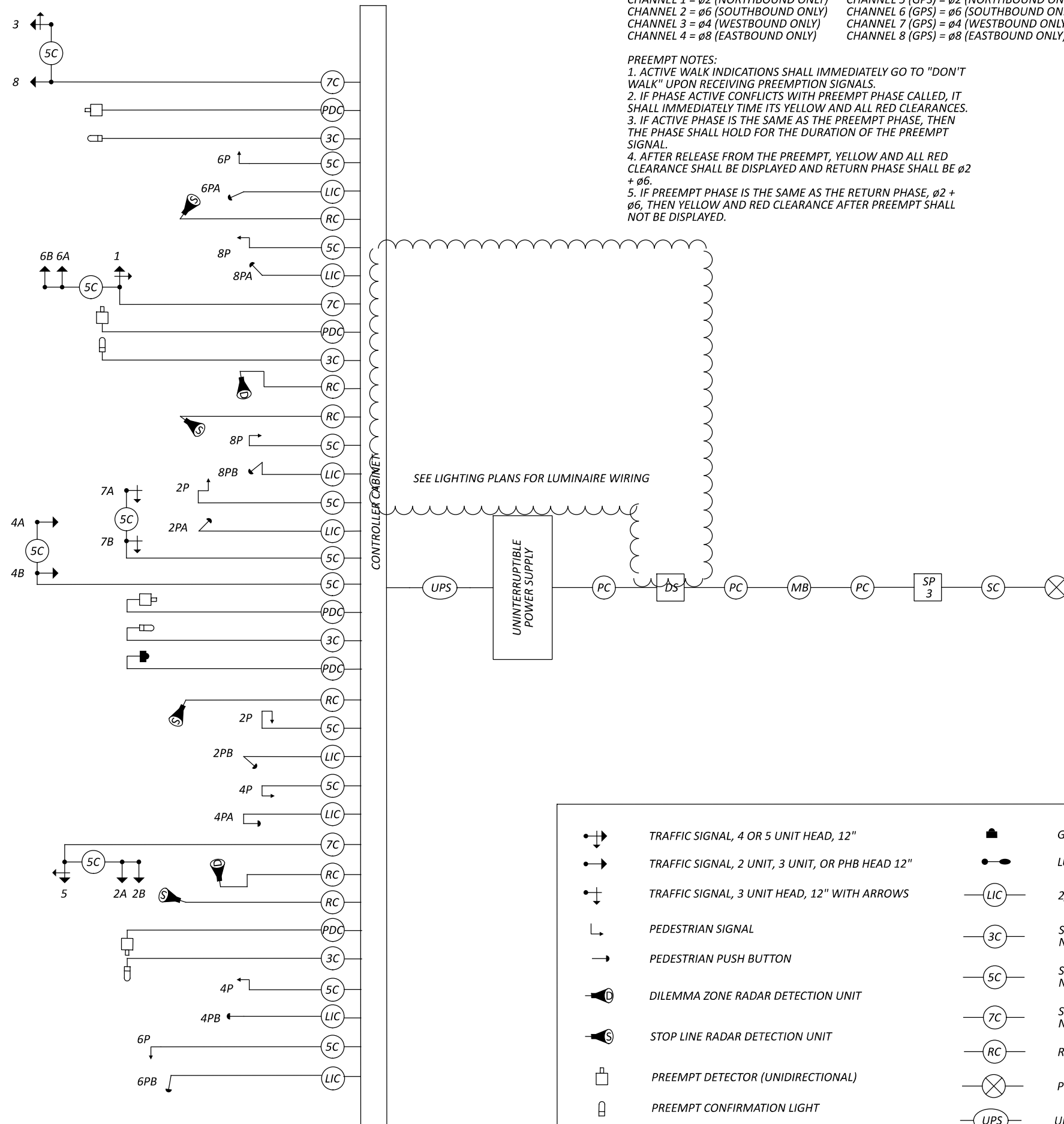
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WIRING DETAILS
 S.R. 159 & US-35 EB

DESIGN AGENCY	
DESIGNER	RML
REVIEWER	JTP
PROJECT ID	113013
SHEET TOTAL	441 592

WIRING DIAGRAM



PREEMPT CHANNELS

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY)
 CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

PREEMPT NOTES:
 1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
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 4. AFTER RELEASE FROM THE PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE $\phi 2 + \phi 6$.
 5. IF PREEMPT PHASE IS THE SAME AS THE RETURN PHASE, $\phi 2 + \phi 6$, THEN YELLOW AND RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.

FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	
1 (SB LT)	R	$\phi 6$ R	R	8A (EB LT)	R	$\phi 8$ R	R	
	Y	$\phi 7$ Y			Y	$\phi 8$ Y		
	G	$\phi 6$ G			G	$\phi 8$ G		
	\leftarrow -Y- \rightarrow	$\phi 1$ Y			\leftarrow -Y- \rightarrow	$\phi 8$ Y		
2A, 2B (NB)	R	$\phi 2$ R	R	8B (EB)	R	$\phi 8$ R	R	
	Y	$\phi 2$ Y			Y	$\phi 8$ Y		
	G	$\phi 1$ G			G	$\phi 8$ G		
	-	-			-	-		
PEDESTRIAN MOVEMENTS								
4A, 4B (WB LT)	R	$\phi 4$ R	R	2P NORTH	W	$\phi 2$ PED / LS 10 G	OUT	
	Y	$\phi 4$ Y			DW	$\phi 2$ PED / LS 10 R		
	G	$\phi 4$ G			4P WEST	W		$\phi 4$ PED / LS 11 G
	\leftarrow -Y- \rightarrow	$\phi 4$ Y			DW	$\phi 4$ PED / LS 11 R		
4C, 4D (WB)	R	$\phi 4$ R	R	6P SOUTH	W	$\phi 6$ PED / LS 12 G	OUT	
	Y	$\phi 4$ Y			DW	$\phi 6$ PED / LS 12 R		
	G	$\phi 4$ G			8P EAST	W		$\phi 8$ PED / LS 13 G
	\leftarrow -G- \rightarrow	$\phi 4$ G			DW	$\phi 8$ PED / LS 13 R		
5 (NB LT)	R	$\phi 2$ R	R	8P EAST	W	$\phi 8$ PED / LS 13 G	OUT	
	Y	$\phi 2$ Y			DW	$\phi 8$ PED / LS 13 R		
	G	$\phi 2$ G						
	\leftarrow -Y- \rightarrow	$\phi 5$ Y						
6A, 6B (SB)	R	$\phi 6$ R	R					
	Y	$\phi 6$ Y						
	G	$\phi 6$ G						

LS = LOAD SWITCH

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/ OFF/ AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		POWER SOURCE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT		UNINTERRUPTIBLE POWER SUPPLY CABLE		

WIRING DETAILS
 S.R. 159 & MARIETTA ROAD

ROS-159-0.41

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DESIGN AGENCY

B&N
burgessniple.com

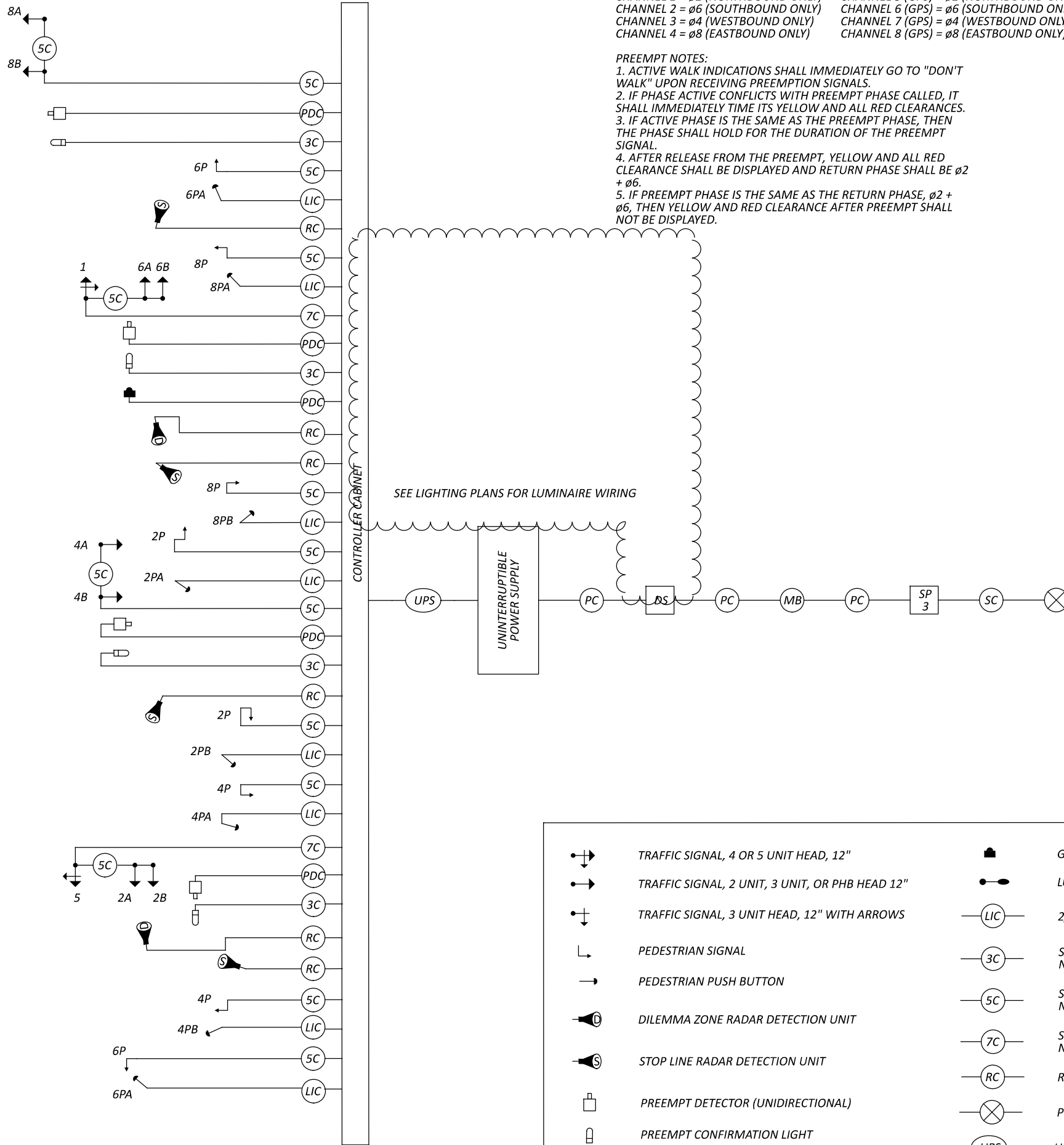
DESIGNER
RML

REVIEWER
JTP 10/07/24

PROJECT ID
113013

SHEET TOTAL
451 592

WIRING DIAGRAM



PREEMPT CHANNELS

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY)
 CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

PREEMPT NOTES:
 1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
 2. IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES.
 3. IF ACTIVE PHASE IS THE SAME AS THE PREEMPT PHASE, THEN THE PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
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 5. IF PREEMPT PHASE IS THE SAME AS THE RETURN PHASE, $\phi 2 + \phi 6$, THEN YELLOW AND RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.

FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	PEDESTRIAN MOVEMENTS			
				2P NORTH	W	$\phi 2$ PED / LS 10 G	OUT
1 (SB LT)	R	$\phi 6$ R	R	DW	$\phi 2$ PED / LS 10 R	OUT	
	Y	$\phi 6$ Y		4P WEST	$\phi 4$ PED / LS 11 G		
	G	$\phi 6$ G		DW	$\phi 4$ PED / LS 11 R		
	<-Y-->	$\phi 1$ Y		6P SOUTH	$\phi 6$ PED / LS 12 G		
2A, 2B (NB)	<-G-->	$\phi 1$ G	R	DW	$\phi 6$ PED / LS 12 R	OUT	
	R	$\phi 2$ R		8P EAST	$\phi 8$ PED / LS 13 G		
	Y	$\phi 2$ Y		DW	$\phi 8$ PED / LS 13 R		
	G	$\phi 2$ G					
4A, 4B (WB)	-	-	R				
	R	$\phi 4$ R					
	Y	$\phi 4$ Y					
	G	$\phi 4$ G					
5 (NB LT)	-	-	R				
	R	$\phi 2$ R					
	Y	$\phi 2$ Y					
	G	$\phi 2$ G					
6A, 6B (SB)	<-Y-->	$\phi 5$ Y	R				
	<-G-->	$\phi 5$ G					
	R	$\phi 6$ R					
8A, 8B (EB)	Y	$\phi 6$ Y	R				
	G	$\phi 6$ G					
	R	$\phi 8$ R					
				LS = LOAD SWITCH			

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/OFF/AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		POWER SOURCE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT		UNINTERRUPTIBLE POWER SUPPLY CABLE		

WIRING DETAILS
S.R. 159 & WINONA BOULEVARD

ROS-159-0.41

MODEL: CP_SR159 - Plan 1 PAPER SIZE: 17x11 (in.) DATE: 2/5/2025 TIME: 3:46:21 PM USER: soroka
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DESIGN AGENCY

B&N
burgessniple.com

DESIGNER
RML

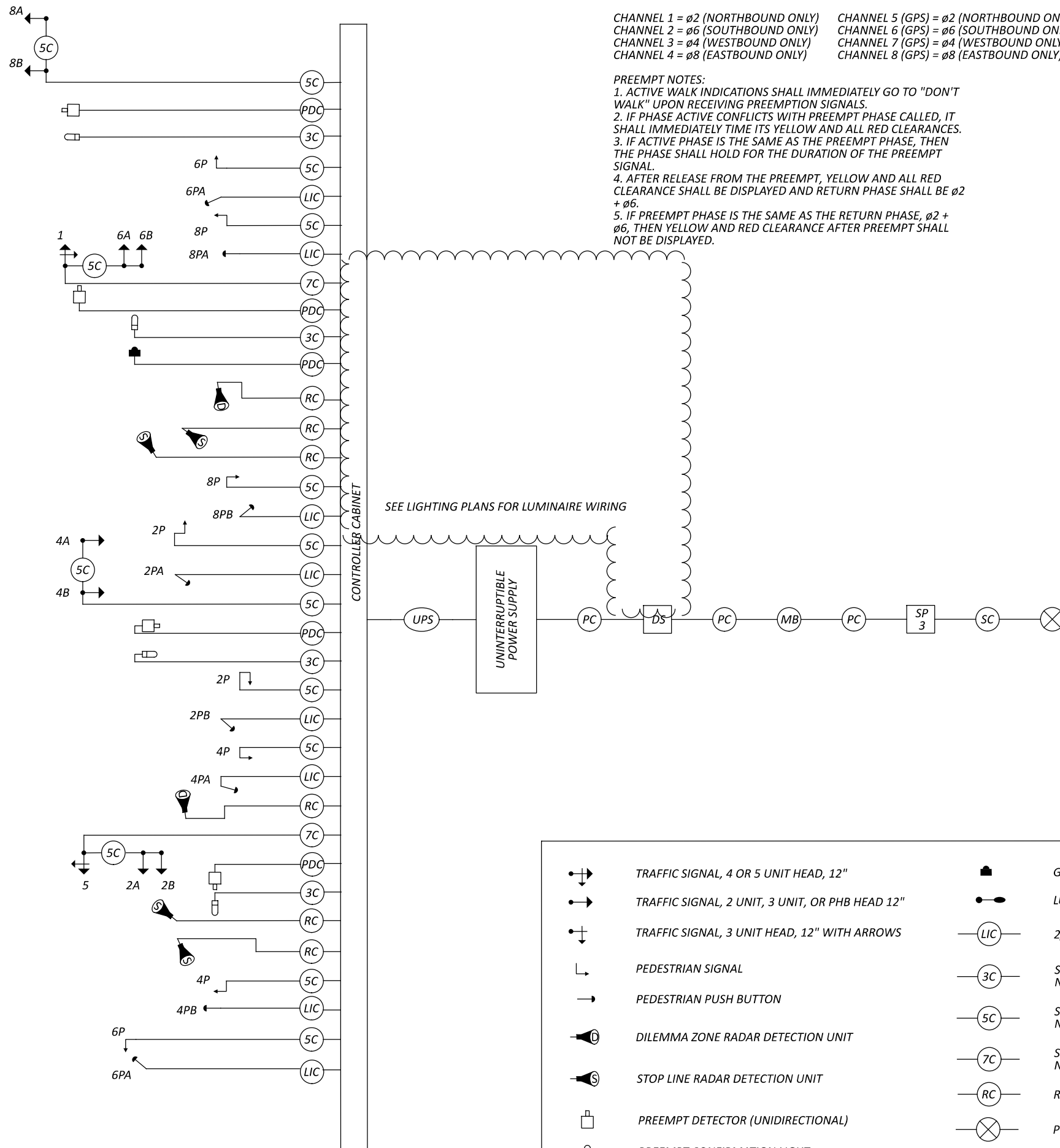
REVIEWER
JTP

DATE
10/07/24

PROJECT ID
113013

SHEET TOTAL
456 592

WIRING DIAGRAM



PREEMPT CHANNELS

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY) CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY) CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY) CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY) CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

PREEMPT NOTES:
 1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
 2. IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES.
 3. IF ACTIVE PHASE IS THE SAME AS THE PREEMPT PHASE, THEN THE PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
 4. AFTER RELEASE FROM THE PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE $\phi 2 + \phi 6$.
 5. IF PREEMPT PHASE IS THE SAME AS THE RETURN PHASE, $\phi 2 + \phi 6$, THEN YELLOW AND RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.

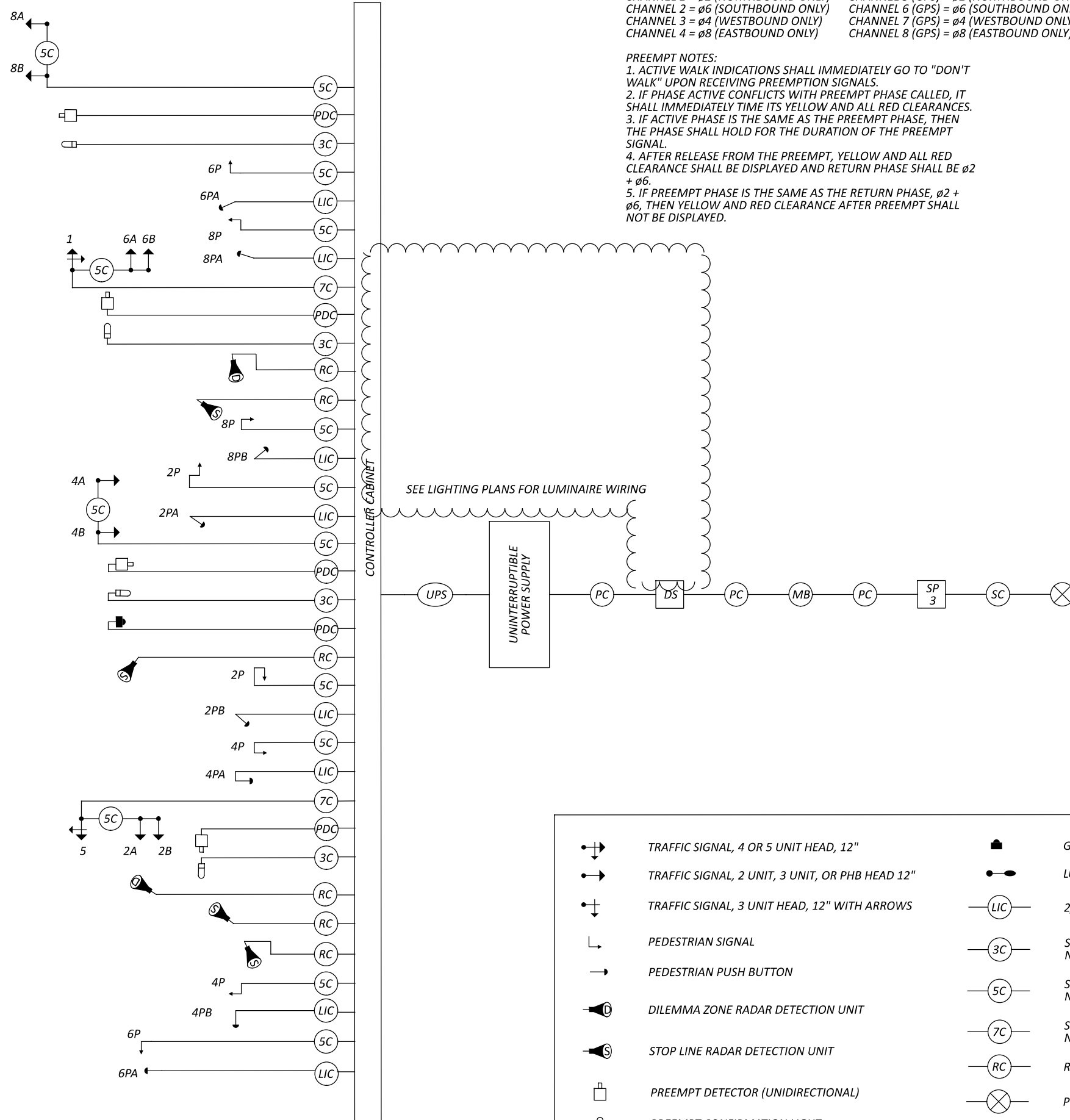
FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	PEDESTRIAN MOVEMENTS			
				2P	W	$\phi 2$ PED / LS 10 G	OUT
1 (SB LT)	R	$\phi 6$ R	R	NORTH	DW	$\phi 2$ PED / LS 10 R	OUT
	Y	$\phi 6$ Y		4P	W	$\phi 4$ PED / LS 11 G	
	G	$\phi 6$ G		WEST	DW	$\phi 4$ PED / LS 11 R	OUT
	\leftarrow -Y- \rightarrow	$\phi 1$ Y		6P	W	$\phi 6$ PED / LS 12 G	
2A, 2B (NB)	R	$\phi 2$ R	R	SOUTH	DW	$\phi 6$ PED / LS 12 R	OUT
	Y	$\phi 2$ Y		8P	W	$\phi 8$ PED / LS 13 G	
	G	$\phi 2$ G		EAST	DW	$\phi 8$ PED / LS 13 R	OUT
	-	-					
4A, 4B (WB)	R	$\phi 4$ R	R				
	Y	$\phi 4$ Y					
	G	$\phi 4$ G					
	-	-					
5 (NB LT)	R	$\phi 2$ R	R				
	Y	$\phi 2$ Y					
	G	$\phi 2$ G					
	\leftarrow -Y- \rightarrow	$\phi 5$ Y					
6A, 6B (SB)	R	$\phi 6$ R	R				
	Y	$\phi 6$ Y					
8A, 8B (EB)	R	$\phi 8$ R	R				
	Y	$\phi 8$ Y					
				LS = LOAD SWITCH			

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/ OFF/ AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		POWER SOURCE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT		UNINTERRUPTIBLE POWER SUPPLY CABLE		

WIRING DIAGRAM



PREEMPT CHANNELS

CHANNEL 1 = $\phi 2$ (NORTHBOUND ONLY) CHANNEL 5 (GPS) = $\phi 2$ (NORTHBOUND ONLY)
 CHANNEL 2 = $\phi 6$ (SOUTHBOUND ONLY) CHANNEL 6 (GPS) = $\phi 6$ (SOUTHBOUND ONLY)
 CHANNEL 3 = $\phi 4$ (WESTBOUND ONLY) CHANNEL 7 (GPS) = $\phi 4$ (WESTBOUND ONLY)
 CHANNEL 4 = $\phi 8$ (EASTBOUND ONLY) CHANNEL 8 (GPS) = $\phi 8$ (EASTBOUND ONLY)

- PREEMPT NOTES:**
1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNALS.
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FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	PEDESTRIAN MOVEMENTS			
1 (SB LT)	R	$\phi 6$ R	R	2P NORTH	W	$\phi 2$ PED / LS 10 G	OUT
	Y	$\phi 6$ Y		4P WEST	DW	$\phi 4$ PED / LS 11 G	
	G	$\phi 6$ G		6P SOUTH	W	$\phi 6$ PED / LS 12 G	OUT
	<-Y-->	$\phi 1$ Y		8P EAST	DW	$\phi 8$ PED / LS 13 R	
<-G-->	$\phi 1$ G						
2A, 2B (NB)	R	$\phi 2$ R	R				
	Y	$\phi 2$ Y					
	G	$\phi 2$ G					
	-	-					
4A, 4B (WB)	R	$\phi 4$ R	R				
	Y	$\phi 4$ Y					
	G	$\phi 4$ G					
	-	-					
5 (NB LT)	R	$\phi 2$ R	R				
	Y	$\phi 2$ Y					
	G	$\phi 2$ G					
	<-Y-->	$\phi 5$ Y					
<-G-->	$\phi 5$ G						
6A, 6B (SB)	R	$\phi 6$ R	R				
	Y	$\phi 6$ Y					
	G	$\phi 6$ G					
8A, 8B (EB)	R	$\phi 8$ R	R				
	Y	$\phi 8$ Y					
	G	$\phi 8$ G					

LS = LOAD SWITCH

LEGEND

	TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"		GPS PREEMPTION RECEIVING UNIT		HAND/ OFF/ AUTO SWITCH
	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		DUAL LIGHTING/SIGNAL DISCONNECT SWITCH
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN SIGNAL		SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 14 AWG
	PEDESTRIAN PUSH BUTTON		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL SUPPORT POLE NO. __
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL CABLE, 4 CONDUCTOR, NO. 12 AWG
	PREEMPT DETECTOR (UNIDIRECTIONAL)		POWER SOURCE		PREEMPT DETECTOR CABLE
	PREEMPT CONFIRMATION LIGHT		UNINTERRUPTIBLE POWER SUPPLY CABLE		

WIRING DETAILS
S.R. 159 & CHILLICOTHE MALL

ROS-159-0.41

MODEL: CP_SR159 - Plan 1 PAPER SIZE: 17x11 (in.) DATE: 2/5/2025 TIME: 3:46:39 PM USER: soroka
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DESIGN AGENCY

B&N
burgessniple.com

DESIGNER
RML
 REVIEWER
JTP 10/07/24
 PROJECT ID
113013
 SHEET TOTAL
465 592

REF NO.	SHEET NO.	STATION TO STATION	PARTICIPATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625		
				CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED BOLTED	CONNECTION, UNFUSED PERMANENT	TRANSFORMER BASE, TYPE AT-A, AS PER PLAN	LIGHT POLE (INSTALLATION ONLY), AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6' DEEP	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	BRACKET ARM, AS PER PLAN, 4'	BRACKET ARM, 8', AS PER PLAN	BRACKET ARM, 12', AS PER PLAN	NO. 10 AWG POLE AND BRACKET CABLE	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, (3')	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, (ROADWAY LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN	TRENCH, 24" DEEP	JUNCTION BOX	
				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
		SUBTOTAL FROM SHEET	469	01/SAF/21	60	0	33	19	19	19	0	8	4	18	1330	16830	566	3900	624	30	0	0	12	3770	30
		SUBTOTAL FROM SHEET	469	03/S5K/28	0	0	0	0	32	0	0	0	0	0	736	0	0	0	0	0	32	2	0	0	
		SUBTOTAL FROM SHEET	470	01/SAF/21	30	0	45	9	9	9	0	2	5	8	669	9855	0	1503	967	15	0	0	0	1503	0
		SUBTOTAL FROM SHEET	471	01/SAF/21	48	0	46	15	15	15	0	4	9	11	1060	12231	0	2607	950	24	0	0	0	2607	0
		SUBTOTAL FROM SHEET	472	01/SAF/21	37	1	27	18	18	18	1	8	10	0	842	11331	0	2741	706	18	0	0	0	2741	0
		SUBTOTAL FROM SHEET	472	04/SAF/28	12	0	2	0	6	6	0	0	0	0	90	1248	0	386	0	6	0	0	386	0	
		SUBTOTAL FROM SHEET	473	05/NFP/21	16	0	15	0	0	8	0	0	0	0	120	1035	0	160	75	0	0	0	160	0	
TOTALS CARRIED TO GENERAL SUMMARY					203	1	168	61	99	75	1	22	28	37	4847	52530	566	11297	3322	87	6	32	14	11167	30

REF NO.	SHEET NO.	STATION TO STATION	PARTICIPATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	
				PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	POWER SERVICE, AS PER PLAN	LUMINAIRE REMOVED	LIGHT TOWER, MISC., INSTALLATION ONLY, AS PER PLAN	LIGHT POLE, MISC., (POCKET PARKS, 15' MTG HT), AS PER PLAN	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (POCKET PARK LUMINAIRES)														
				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
		SUBTOTAL FROM SHEET	469	01/SAF/21	27	0	0	9	0	0	0													
		SUBTOTAL FROM SHEET	469	03/S5K/28	0	0	0	0	0	0	0													
		SUBTOTAL FROM SHEET	470	01/SAF/21	31	4	1	2	0	0	0													
		SUBTOTAL FROM SHEET	471	01/SAF/21	44	0	0	7	0	0	0													
		SUBTOTAL FROM SHEET	472	01/SAF/21	22	1	1	0	1	0	0													
		SUBTOTAL FROM SHEET	472	04/SAF/28	1	0	0	0	0	0	0													
		SUBTOTAL FROM SHEET	473	05/NFP/21	9	0	0	0	0	8	8													
TOTALS CARRIED TO GENERAL SUMMARY					134	5	2	18	1	8	8													

LIGHTING SUBSUMMARY

ROS-159-0.41

MODEL: LS001_PAPER(SIZE: 17x11 (in.)) DATE: 2/5/2025 TIME: 3:46:48 PM USER: soroka
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SHEET NO.	STATION		SIDE	PULL BOX/ JUNCTION BOX/ UNDERPASS LUMINAIRE/ POWER SERVICE NO.	PLAN SPLIT	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED BOLTED	CONNECTION, UNFUSED PERMANENT	TRANSFORMER BASE, TYPE AT-A, AS PER PLAN	LIGHT POLE (INSTALLATION ONLY), AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6" DEEP	LIGHT TOWER FOUNDATION, 36" X 25" DEEP	BRACKET ARM, AS PER PLAN, 4"	BRACKET ARM, 8", AS PER PLAN	BRACKET ARM, 12", AS PER PLAN	NO. 10 AWG POLE AND BRACKET CABLE	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04 (3')	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, (ROADWAY LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN	TRENCH, 24" DEEP	JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	POWER SERVICE, AS PER PLAN	LUMINAIRE REMOVED	LIGHT TOWER, MISC., INSTALLATION ONLY, AS PER PLAN							
	FROM	TO				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH				
	B.L. S.R. 159 STA. 690+00 TO STA.695+00																																					
477	691+55	694+13	LT	C-1 - C-5	03/S5k/28					3						69								3														
477	691+55	694+13	RT	C-2 - C-6	03/S5k/28					3						69								3														
	B.L. S.R. 159 STA. 695+00 TO STA.700+00																																					
478	695+42	699+88	LT	C-7 - C-15	03/S5k/28					5						115								5														
478	695+42	699+88	RT	C-8 - C-16	03/S5k/28					5						115								5														
	B.L. S.R. 159 STA. 700+00 TO STA.705+00																																					
479	700+93	704+10	LT	C-17 - C-23	03/S5k/28					4						92								4														
479	700+93	704+10	RT	C-18 - C-24	03/S5k/28					4						92								4														
	B.L. S.R. 159 STA. 705+00 TO STA.710+00																																					
480	705+16	708+32	LT	C-25 - C-31	03/S5k/28					4						92								4														
480	705+16	708+32	RT	C-26 - C-32	03/S5k/28					4						92								4														
480	709+08	710+00	LT	AA-17 - (ML)	01/SAF/21	2			1	1	1			1		43	306		92			1			92													
480	709+08	710+00	RT	AB-17 - (ML)	01/SAF/21	2			1	1	1				1	47	306		92			1			92													
	B.L. CONSUMER CENTER DR																																					
497	5+21		LT	C-33	03/S5k/28																																	
497	5+57		LT	C-34	03/S5k/28																																	
	B.L. S.R. 159 STA. 710+00 TO STA.715+00																																					
481	710+00	710+18	LT	(ML) - PB-18	01/SAF/21			1									90		20						20													
481	710+18	710+50	LT	PB-18 - PB17	01/SAF/21	2		1							1	47	147		39			1			39													
481	710+50	711+43	LT	PB-17 - PB16	01/SAF/21			1									309			93																		
481	711+43	715+00	LT	PB-16 - (ML)	01/SAF/21	6			2	2	2		2		1	125	1,125		365			3			365													
481	710+00	710+48	RT	(ML) - PB-39	01/SAF/21			1									186		52						52													
481	710+48	711+28	RT	PB-39 - PB-38	01/SAF/21	2		1								47	273			81		1																
481	711+28	711+52	RT	PB-38 - PB-37	01/SAF/21			1									138		36						36													
481	711+52	715+00	RT	PB-37 - (ML)	01/SAF/21	6			2	2	2				3	141	1,083		351			3			351													
	B.L. STEWART RD																																					
496	65+00	65+29	RT	(ML) - BB-9	01/SAF/21	2			1	1	1			1		43	129		33			1			33													
496	67+82	68+50	LT	BA-5 - (ML)	01/SAF/21	2			1	1	1			1		43	243		71			1			71													
	B.L. S.R. 159 STA. 715+00 TO STA.720+00																																					
482	715+00	718+11	LT	(ML) - PB-15	01/SAF/21	2		1	1	1	1		1			39	972		314			1			314													
482	718+11	718+39	LT	PB-15 - PB-14	01/SAF/21	2		1							1	47	135		35			1			35													
482	718+39	719+25	LT	PB-14 - PB-13	01/SAF/21			1									300			90																		
482	719+25	720+00	LT	PB-13 - (ML)	01/SAF/21	2			1	1	1		1			39	258		76			1			76													
482	715+00	718+30	RT	(ML) - PB-36	01/SAF/21	2		1	1	1	1				1	47	1,020		330			1			330													
482	718+30	718+50	RT	PB-36 - PB-35	01/SAF/21	2		1							1	47	96		22			1			22													
482	718+50	719+12	RT	PB-35 - PB-34	01/SAF/21			1									216			62																		
482	719+12	720+00	RT	PB-34 - (ML)	01/SAF/21	2									1	47	297		89			1			89													
	B.L. S.R. 159 STA. 720+00 TO STA.725+00																																					
482	720+00	724+15	LT	(ML) - PB-12	01/SAF/21	4		1	2	2	2		2			78	1,296		422			2			422													
	720+89	722+23	LT	UP-3/UP-6 - PB-138	01/SAF/21			4									1,290	280	70				6		15													
482	724+15	724+43	LT	PB-12 - PB-11	01/SAF/21			1									132			34																		
482	724+43	725+00	LT	PB-11 - (ML)	01/SAF/21	2			1	1	1				1	47	216		62			1			62													
482	720+00	724+55	RT	(ML) - PB-33	01/SAF/21	6		1	3	3	3		1	1	1	129	1,395		455			3			455													
482	721+00	722+23	RT	UP-9/UP-12 - PB-139	01/SAF/21			4									1,248	286	60				6		15													
482	724+55	724+78	RT	PB-33 - PB-32	01/SAF/21			1									123			31																		
482	724+78	725+00	RT	PB-32 - (ML)	01/SAF/21																																	

SHEET NO.	STATION		SIDE	PULL BOX/ JUNCTION BOX/ UNDERPASS LUMINAIRE/ POWER SERVICE NO.	PLAN SPLIT	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED BOLTED	CONNECTION, UNFUSED PERMANENT	TRANSFORMER BASE, TYPE AT-4, AS PER PLAN	LIGHT POLE (INSTALLATION ONLY), AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6" DEEP	LIGHT TOWER FOUNDATION, 36" X 25" DEEP	BRACKET ARM, AS PER PLAN, 4'	BRACKET ARM, 8', AS PER PLAN	BRACKET ARM, 12', AS PER PLAN	NO. 10 AWG POLE AND BRACKET CABLE	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04 (3")	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, (ROADWAY LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (SUP LUMINAIRES)	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (BRIDGE LUMINAIRES)	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN	TRENCH, 24" DEEP	JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	POWER SERVICE, AS PER PLAN	LUMINAIRE REMOVED	LIGHT TOWER, MISC., INSTALLATION ONLY, AS PER PLAN		
	FROM	TO				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
	B.L. NORTH PLAZA BLVD																																
484	23+50	23+66	MED-LT	(ML) - PB-125	01/SAF/21			1									108			26													
484	23+66	24+13	LT	PB-125 - PB-126	01/SAF/21			1									165	45						45				1					
484	24+13	24+83	LT	PB-126 - PB-127	01/SAF/21			1									234			68								1					
484	24+83	25+00	LT	PB-127 - AE-7	01/SAF/21	2			1	1	1		1			39	87	19			1			19									
B.L. S.R. 159 STA. 730+00 TO STA.735+00																																	
485	730+00	730+08	LT	(ML) - PB-6	01/SAF/21			1									54			8								1					
485	730+08	731+40	LT	PB-6 - PB-5	01/SAF/21	2		1	1	1	1				1	47	429	133			1			133			1						
485	731+40	731+91	LT	PB-5 - PB-4	01/SAF/21			1									180			50							1						
485	731+91	732+20	LT	PB-4 - PB-3	01/SAF/21	2		1	1	1	1				1	47	126	32			1			32			1						
485	732+20	732+40	LT	PB-3 - PB-2	01/SAF/21			1									90			20							1						
485	732+40	732+98	LT	PB-2 - PB-19	01/SAF/21			2									204	58						58				1					
485	732+98	733+08	LT	PB-19 - PB-1	01/SAF/21	2		1							1	47	63	11			1			11			1						
485	732+98	733+10	LT - RT	PB-19 - PB-20	01/SAF/21			1									417			129								1					
485	733+10	733+17	RT	PB-20 - PB-76	01/SAF/21			1									54	8					8				1						
485	733+17	733+86	RT	PB-76 - PB-77	01/SAF/21			1									237			69							1						
485	733+86	733+91	RT	PB-77 - CCA	01/SAF/21												60	10					10						1				
485	733+93	733+01	LT	PB-40 - PB-41	01/SAF/21	2			3						1	47	69	13			1			13			2						
485	734+01	733+86	LT - RT	PB-41 - PB-77	01/SAF/21			1									426			132													
485	733+86	733+91	RT	PB-77 - CCA	01/SAF/21												60																
485	734+01	735+00	LT	PB-41 - (ML)	01/SAF/21												333	101						101									
485	730+00	730+20	RT	(ML) - PB-26	01/SAF/21			1									90	20					20				1						
485	730+20	730+64	RT	PB-26 - PB-25	01/SAF/21			1									165			45							1						
485	730+64	730+92	RT	PB-25 - PB-24	01/SAF/21	2		1	1	1	1			1		43	117	29			1			29			1						
485	730+92	731+31	RT	PB-24 - PB-23	01/SAF/21			1									144			38							1						
485	731+31	731+56	RT	PB-23 - PB-22	01/SAF/21			1									111			27				27			1						
485	731+56	732+05	RT	PB-22 - PB-21	01/SAF/21			1									171			47							1						
485	732+05	733+10	RT	PB-21 - PB-20	01/SAF/21	2		1	1	1	1		1			39	387	119			1			119									
485	733+10	733+17	RT	PB-20 - PB-76	01/SAF/21	2		1							1	47	60	10			1			10									
485	733+17	733+86	RT	PB-76 - PB-77	01/SAF/21			1									237																
485	733+86	733+91	RT	PB-77 - CCA	01/SAF/21												60																
485	733+91	734+09	RT	CCA - PB-78	01/SAF/21			1									132	34					34				1						
485	734+09	735+00	RT	PB-78 - (ML)	01/SAF/21	2									1	47	309	93			1			93									
B.L. MARIETTA RD																																	
485	18+50	732+98	RT / LT	(ML) - PB-19	01/SAF/21			1									225	65					65										
485	732+98	733+10	LT - RT	PB-19 - PB-20	01/SAF/21			1									417																
485	733+10	733+17	RT	PB-20 - PB-76	01/SAF/21			1									54																
485	733+17	733+86	RT	PB-76 - PB-77	01/SAF/21			1									237																
485	733+86	733+91	RT	PB-77 - CCA	01/SAF/21												60																
B.L. S.R. 159 STA. 735+00 TO STA.740+00																																	
486	735+00	735+81	LT	(ML) - PB-42	01/SAF/21	2		1	1	1	1			1		43	273	81			1			81			1			1			
486	735+81	736+51	LT	PB-42 - PB-43	01/SAF/21			1									243			71							1						
486	736+51	736+81	LT	PB-43 - PB-44	01/SAF/21			1									117	29					29				1						
486	736+81	737+23	LT	PB-44 - PB-45	01/SAF/21			1									153			41							1						
486	737+23	737+57	LT	PB-45 - PB-46	01/SAF/21	2		1	1	1	1			1		43	135	35			1			35			1						
486	737+57	738+13	LT	PB-46 - PB-47	01/SAF/21			1									198			56							1						
486	738+13	738+69	LT	PB-47 - PB-48	01/SAF/21			1									198			56							1						
486	738+69	739+43	LT	PB-48 - PB-49	01/SAF/21			1									261			77				77						1			
486	739+43	739+72	LT	PB-49 - PB-50	01/SAF/21	2		1								47	123	31			1			31			1						
486	739+72	740+00	LT	PB-50 - (ML)	01/SAF/21												114			28													
486	735+00	735+33	RT	(ML) - PB-79	01/SAF/21			1									138	36					36				1						
486	735+33	735+79	RT	PB-79 - PB-80	01/SAF/21			1									159			43							1						
486	735+79	739+55	RT	PB-80 - PB-81	01/SAF/21	4		1	2	2	2			2		86	1,167	379			2			379			1						
486	739+55	739+60	RT	PB-81 - PB-82	01/SAF/21	2		1								47	54	8			1			8			1						
486	739+60	740+00	RT	PB-82 - (ML)	01/SAF/21												150			40													
TOTALS CARRIED TO SHEET 468					01/SAF/21	30	0	45	9	9	9	0	2	5	8	669	9,855	0	1503	967	15	0	0	0	1503	0	31	4	1	2	0		

LIGHTING ESTIMATED QUANTITIES (2 OF 5)

DESIGN AGENCY



DESIGNER

RGS

REVIEWER

MAM 10/07/24

PROJECT ID

113013

SHEET TOTAL

470 592

SHEET NO.	STATION		SIDE	PULL BOX/ JUNCTION BOX/ UNDERPASS LUMINAIRE/ POWER SERVICE NO.	PLAN SPLIT	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, MISC. (POCKET PARKS, 15' MTG HT), AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6' DEEP	NO. 10 AWG POLE AND BRACKET CABLE	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04 (3")	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN, (POCKET PARK LUMINAIRES)	TRENCH, 24" DEEP	PULL BOX, 725.08, 18"
	FROM	TO				EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH
	SHARED USE PATH / B.L. S.R. 159															
476	10+24		LT/RT	CA-1 - PB-129	05/NFP/21		1				45	5		5	1	
476	SEE POCKET PARK DETAILS		RT	PB-129 - PP-1	05/NFP/21	2		1	1	15	75	15		1	15	
476	SEE POCKET PARK DETAILS		RT	PP-1 - PB-130	05/NFP/21		1				60	10		10	1	
476	SEE POCKET PARK DETAILS		RT-LT	PB-130 - PB-131	05/NFP/21		1				255		75		1	
476	SEE POCKET PARK DETAILS		LT	PB-131 - PP-2	05/NFP/21	2		1	1	15	60	10		1	10	
	B.L. S.R. 159 STA. 710+00 TO STA.715+00															
481	SEE POCKET PARK DETAILS		LT	PB-132 - PP-3	05/NFP/21	2	2	1	1	15	90	20		1	20	1
481	SEE POCKET PARK DETAILS		RT	PB-133 - PP-4	05/NFP/21	2	2	1	1	15	90	20		1	20	1
	B.L. S.R. 159 STA. 725+00 TO STA.730+00															
484	SEE POCKET PARK DETAILS		RT	PB-134 - PP-5	05/NFP/21	2	2	1	1	15	90	20		1	20	1
	B.L. S.R. 159 STA. 735+00 TO STA.740+00															
486	SEE POCKET PARK DETAILS		RT	PB-135 - PP-6	05/NFP/21	2	2	1	1	15	90	20		1	20	1
	B.L. S.R. 159 STA. 745+00 TO STA.750+00															
488	SEE POCKET PARK DETAILS		RT	PB-136 - PP-7	05/NFP/21	2	2	1	1	15	90	20		1	20	1
	B.L. S.R. 159 STA. 750+00 TO STA.755+00															
489	SEE POCKET PARK DETAILS		RT	PB-137 - PP-8	05/NFP/21	2	2	1	1	15	90	20		1	20	1
TOTALS CARRIED TO SHEET 468					05/NFP/21	16	15	8	8	120	1,035	160	75	8	160	9