

ITEM 614 - MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

- 1. RAMPS AND LOCAL ROADS: A MINIMUM OF ONE 11 FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK, EXCEPT AS NOTED IN THE PLANS.
2. A MINIMUM OF 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ALONG THE MAINLINE OF IR-77 AT ALL TIMES BY USE OF THE EXISTING PAVEMENT UNLESS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
5. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-9AM AND 3-7PM), THE CONTRACTOR SHALL INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE. THIS REQUIREMENT SHALL ALSO APPLY TO THOSE ROUTES INCLUDED ON THE PERMITTED LANE CLOSURE CHART WHICH ARE NOT DETAILED IN THE PLAN SET.
6. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.
7. NO WORK SHALL BE PERFORMED AND ALL AVAILABLE LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

Table with 2 columns: Holiday Name and Date. Includes Christmas (Observed), New Year's (Observed), Memorial Day, Thanksgiving, Fourth of July (Observed), Labor Day, and General Election Day (Nov).

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

Table with 2 columns: Day of Holiday and Time All Lanes Must Be Open to Traffic. Lists days from Sunday to Saturday with corresponding opening times.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

8. 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.

9. 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.

NOTICE OF CLOSURE SIGN TIME TABLE

Table with 3 columns: Item, Duration of Closure, Sign Displayed to Public. Details sign requirements for ramps & road closures based on duration.

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.

10. 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.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

ALTERNATE MAINTENANCE OF TRAFFIC PLANS

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLANS SHALL BE PLACED IN EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE ODOT DISTRICT CONSTRUCTION ENGINEER.

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 TIME TABLE

Table with 3 columns: Item, Duration of Closure, Notice Due to Permits & PIO. Details notification requirements for ramps & road closures, lane closures & restrictions, and start of construction & traffic pattern changes.

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 - MAINTAINING TRAFFIC MISC.: SAFETY REPAIRS FOR IMPACT ATTENUATORS OR GUARDRAIL DAMAGED BY THE MOTORING PUBLIC THE CONTRACTOR SHALL FOLLOW THE PROCESS OUTLINED IN 107.15. IF NO ACCIDENT REPORT IS AVAILABLE, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FROM THE VARIOUS POSSIBLE RESPONDING AGENCIES THAT NO ACCIDENT REPORT IS AVAILABLE. FOR INCIDENTS WITH AN ACCIDENT REPORT AVAILABLE, BUT THE OWNER OR INSURANCE COMPANY IS NON-RESPONSIVE, COPIES OF THE COMMUNICATION SHALL BE SUBMITTED TO THE PROJECT PER 107.15B. FOR BOTH CONDITIONS LISTED ABOVE, THE ENGINEER SHALL DETERMINE THE SAFETY ITEMS THAT MAY BE REPAIRED AND THE SAFETY ITEMS THAT SHALL BE REPLACED.

THE WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL MAINTENANCE OF TRAFFIC COSTS ASSOCIATED WITH THE ACTIVITY. THE COST FOR EACH ITEM SHALL BE \$1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST FOR THE REPAIR OR REPLACEMENT OF SAFETY ITEMS WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. CMS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THIS ITEM SHALL INCLUDE PAYMENT FOR ALL WORK, INCIDENTALS, AND ALL ASSOCIATED COSTS FOR THE REPAIR OR REPLACEMENT OF DAMAGED SAFETY ITEMS AS DIRECTED BY THE ENGINEER.

ITEM 614 - MAINTAINING TRAFFIC MISC.: SAFETY REPAIRS, 25,000 EACH

SEQUENCE OF CONSTRUCTION

NORTHBOUND AND SOUTHBOUND IMPROVEMENTS CAN BE COMPLETED CONCURRENTLY. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR ANY CONCURRENT WORK. CONCRETE BARRIER CURE TIME SHALL BE INCLUDED IN RAMP CLOSURE DURATION. CONCRETE BARRIER CURING SHALL BE COMPLETE PRIOR TO OPENING A RAMP. LANE CLOSURES WITH DRUMS ON ALLENDALE AVENUE, COVENTRY STREET, BURKHARDT AVENUE SHALL BE OPENED DURING NON-WORKING TIMES TO ALLOW FOR PARKING IN THE VICINITY OF DRIVEWAYS.

NORTHBOUND PHASE - EAST SIDE WORK

- WORK TO BE COMPLETED IN THIS PHASE IS AS FOLLOWS:
1. CONSTRUCT NOISE BARRIERS I, J, K, L, M, N, O, P, AND Q WITH THE TIME RESTRICTIONS LISTED BELOW.
2. CONSTRUCT CONCRETE BARRIER AND GUARDRAIL PROTECTION ASSOCIATED WITH EAST SIDE NOISE BARRIERS. MAINTAIN TRAFFIC AS FOLLOWS:
1. PLACE TEMPORARY TRAFFIC CONTROL AS NOTED IN THE PLAN SHEETS FOR CONSTRUCTION OF THE EAST SIDE NOISE BARRIER IMPROVEMENTS.
2. IMPLEMENT DETOUR AND FULL CLOSURE OF RAMP S9 (IR-77 NB TO WILBETH ROAD/WATERLOO ROAD) TO CONSTRUCT IMPROVEMENTS.
3. IMPLEMENT DETOUR AND FULL CLOSURE OF RAMP S7 (WILBETH ROAD TO IR-77 NB) TO CONSTRUCT IMPROVEMENTS.
4. MAINTAIN A SINGLE NORTHBOUND LANE ALONG ALLENDALE AVENUE AND COVENTRY STREET TO CONSTRUCT IMPROVEMENTS.

Table with 2 columns: NB Ramp Closures and Maximum Duration of Closure. Lists closure details for 77 NB Exit to Wilbeth and Entrance from Wilbeth to 77 NB.

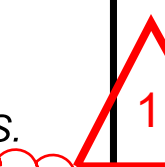
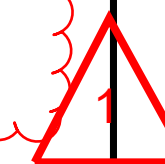
SOUTHBOUND PHASE - WEST SIDE WORK

- WORK TO BE COMPLETED IN THIS PHASE IS AS FOLLOWS:
1. CONSTRUCT NOISE BARRIERS A, B, C, D, E, F, G, AND H WITH THE TIME RESTRICTIONS LISTED BELOW.
2. CONSTRUCT CONCRETE BARRIER AND GUARDRAIL PROTECTION ASSOCIATED WITH WEST SIDE NOISE BARRIERS.
3. SOUTHBOUND WORK REQUIRING PORTABLE BARRIER PROTECTION SHALL BE COMPLETED BY 5/15/2025. SOUTHBOUND PORTABLE BARRIER SHALL BE REMOVED BY 6/1/2025. MAINTAIN TRAFFIC AS FOLLOWS:
1. PLACE TEMPORARY TRAFFIC CONTROL AS NOTED IN THE PLAN SHEETS FOR CONSTRUCTION OF THE WEST SIDE NOISE BARRIER IMPROVEMENTS.
2. IMPLEMENT DETOUR AND FULL CLOSURE OF RAMP M (IR-76 EB TO IR-77 SB) TO CONSTRUCT IMPROVEMENTS.
3. IMPLEMENT DETOUR AND FULL CLOSURE OF RAMP S8 (IR-77 SB TO WILBETH ROAD) TO CONSTRUCT IMPROVEMENTS.
4. MAINTAIN A SINGLE SOUTHBOUND LANE ALONG COVENTRY STREET AND BURKHARDT AVENUE TO CONSTRUCT IMPROVEMENTS.
5. THE CONTRACTOR SHALL OPEN RAMP M TO TRAFFIC BY 5/1/2025.

Table with 2 columns: SB Ramp Closures and Maximum Duration of Closure. Lists closure details for Ramp M (76 EB to 77 SB) and 77 SB to Wilbeth.

* CONCURRENT WITH RAMP M CLOSURE

UNLESS OTHERWISE SPECIFIED IN THIS PLAN, THE CONTRACTOR SHALL MAINTAIN TRAFFIC USING THE LATEST PERMITTED LANE CLOSURE CHART (PLCC) AVAILABLE FROM THE ODOT WEBSITE (https://www.transportation.ohio.gov/working/data-tools/resources/permitted-lane-closure)



DESIGN AGENCY: GANNETT FLEMING, 2500 Corporate Exchange Dr., Suite 230, Columbus, OH 43231

DESIGNER: ACW

REVIEWER: DRJ 12/27/23

PROJECT ID: 113208

SHEET: 18 TOTAL: 219

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN, THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCE OF 800 FEET AND 650 FEET RESPECTIVELY.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED.

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

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

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

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

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.07. THE CONTRACTOR SHALL PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS.

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

FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

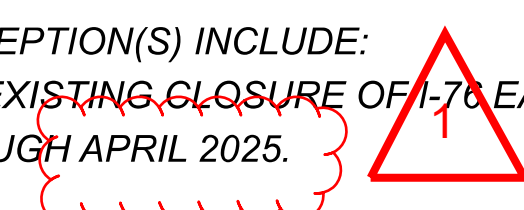
THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 14 SNMT (2 CLASS A PCMS SIGNS FOR 7 MONTHS)

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE: EXTENSION OF THE EXISTING CLOSURE OF I-76 EASTBOUND TO I-77 SOUTHBOUND THROUGH APRIL 2025.



A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND SUMMIT COUNTY ENGINEER AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 05/15/2024 FOR PID 113208" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

ITEM 614 - DETOUR SIGNING SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

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

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

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

DETOUR SIGNS SHALL INCLUDE ANY TEMPORARY OVERLAYS (BLANK, ARROW, "CLOSED" AND "EXIT CLOSED" PANELS) SHOWN IN THE PLANS.

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

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

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - DETOUR SIGNING (LUMP SUM)

ADVANCE WORK ZONE INFORMATION ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID UNDER THE LUMP SUM ITEM 614 - DETOUR SIGNING.

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

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

ALL COSTS INVOLVED IN PLACING THE PORTABLE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE BID FOR THE PORTABLE BARRIER ITEM(S).

Table with project details: DESIGNER (GANNETT FLEMING), REVIEWER (ACW), PROJECT ID (113208), SHEET (19), TOTAL (219).

| SHEET NUMBER | | | | | | | | | | | | | | ITEM | ITEM EXT. | TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|--------------|------|--|--|--|--|--|--|--|--|--|--|----|-----|------|-----------|-------|------|---|---------------|
| 24 | 25 | | | | | | | | | | | 26 | | | | | | | |
| 200 | | | | | | | | | | | | | | 614 | 11110 | 200 | hour | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | |
| 460 | 32 | | | | | | | | | | | | | 614 | 11630 | 492 | FT | INCREASED BARRIER DELINEATION | |
| 6 | 2 | | | | | | | | | | | | | 614 | 12380 | 8 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | |
| LUMP | | | | | | | | | | | | | | 614 | 12420 | LUMP | | DETOUR SIGNING | |
| 4 | | | | | | | | | | | | | | 614 | 12484 | 4 | EACH | WORK ZONE INCREASED PENALTIES SIGN | 1 |
| 42 | 9 | | | | | | | | | | | | | 614 | 12800 | 51 | EACH | WORK ZONE RAISED PAVEMENT MARKER | |
| 621 | 234 | | | | | | | | | | | | | 614 | 18310 | 855 | EACH | BARRIER REFLECTOR, TYPE 1, 1 WAY | |
| 256 | 96 | | | | | | | | | | | | | 614 | 13350 | 352 | EACH | OBJECT MARKER, ONE WAY | |
| 25000 | | | | | | | | | | | | | | 614 | 18000 | 25000 | EACH | MAINTAINING TRAFFIC, MISC.: SAFETY REPAIRS FOR IMPACT ATTENUATORS OR GUARDRAIL DAMAGED BY THE MOTORING PUBLIC | 18 |
| 14 | | | | | | | | | | | | | | 614 | 18601 | 14 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 19 |
| 1.77 | 0.23 | | | | | | | | | | | | | 614 | 22110 | 2.00 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT | |
| 697 | | | | | | | | | | | | | | 614 | 23210 | 697 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | |
| 2050 | | | | | | | | | | | | | | 614 | 24202 | 2050 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | |
| 1 | | | | | | | | | | | | | | 622 | 41060 | 1 | EACH | DUAL PORTABLE BARRIER TRANSITION/TERMINATION | |
| 6150 | 2600 | | | | | | | | | | | | | 622 | 41100 | 8750 | FT | PORTABLE BARRIER, UNANCHORED | |
| | | | | | | | | | | | | | 201 | 630 | 80300 | 201 | SF | SIGN, TEMPORARY OVERLAY | 22 |
| | | | | | | | | | | | | | 201 | 630 | 81304 | 201 | SF | SIGN ERECTED, TEMPORARY OVERLAY | 22 |
| | | | | | | | | | | | | | 6 | 630 | 89894 | 6 | EACH | REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL | 22 |
| 14 | | | | | | | | | | | | | | 808 | 18700 | 14 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | 20 |

MOT SUBSUMMARY

DESIGN AGENCY
GANNETT FLEMING
 2500 Corporate Exchange Dr.
 Suite 230
 Columbus, OH 43231

DESIGNER
 ACW

REVIEWER
 DRJ 12/27/23

PROJECT ID
 113208

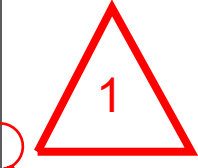
SHEET TOTAL
 23 219

| REF NO. | SHEET NO. | LOCATION | STATION | | SIDE | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 808 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 622 | 622 | |
|--|-----------|-----------------|---------|--------|-------|------|-----|------|-----|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|
| | | | FROM | TO | | HOUR | FT | EACH | LS | EACH | EACH | EACH | SNMT | SNMT | EACH | EACH | EACH | MILE | MILE | FT | FT | EACH | FT |
| * SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS | | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | NOTES | NONE | | | | | | | | | | | | | | | | | | | | |
| | 19 | NOTES | | | | | | | | | | | | | | | | | | | | | |
| | 20 | NOTES | | | | | | | | | | | | | | | | | | | | | |
| | 21 | NOTES | NONE | | | 200 | | | | | | | | | | | | | | | | | |
| | 22 | NOTES | | | | | | | | | | | | | | | | | | | | | |
| NORTHBOUND PHASE | | | | | | | | | | | | | | | | | | | | | | | |
| DL-1 | 31 | IR-77 | 516+00 | 523+00 | RT | | | | | | | | | | | | | | | | | | |
| ELW-1 | 31 | IR-77 | 516+00 | 325+50 | RT | | | | | | | | | | | | | | | | | | |
| IA-1 | 31 | IR-77 | 521+97 | | RT | | | | | | | | | | | | | | | | | | |
| PB-1 | 31 | IR-77 | 521+97 | 527+43 | RT | | 35 | 1 | | | | | | | | | | | | | | | |
| ELY-1 | 31 | ALLENDAL/W11 | 0+35 | 2+75 | CL/LT | | | | | | | | | | | | | | | | | | |
| IA-2 | 31 | ALLENDAL/W11 | 2+31 | | LT | | | | | | | | | | | | | | | | | | |
| PB-2 | 31 | ALLENDAL/W11 | 2+31 | 2+50 | LT | | | | | | | | | | | | | | | | | | |
| CH-1 | 32 | IR-77 | 325+50 | 330+29 | RT | | | | | | | | | | | | | | | | | | |
| CH-2 | 32 | RAMP W11/IR-77 | 2+75 | 327+29 | LT/RT | | | | | | | | | | | | | | | | | | |
| ELW-2 | 32 | RAMP W11/IR-77 | 2+76 | 388+00 | CL/RT | | | | | | | | | | | | | | | | | | |
| DL-2 | 32 | IR-77 | 330+29 | 343+90 | RT | | | | | | | | | | | | | | | | | | |
| IA-3 | 33 | IR-77 | 358+30 | | RT | | | | | | | | | | | | | | | | | | |
| PB-3 | 33 | IR-77 | 358+30 | 386+90 | RT | | 390 | 1 | | | | | | | | | | | | | | | |
| ELY-2 | 34 | RAMP S5 | 2+00 | 10+25 | LT | | | | | | | | | | | | | | | | | | |
| IA-4 | 34 | RAMP S5 | 5+70 | | LT | | | | | | | | | | | | | | | | | | |
| PB-4 | 34 | RAMP S5 | 5+70 | 9+00 | LT | | | | | | | | | | | | | | | | | | |
| IA-5 | 34 | RAMP S5 | 5+94 | | RT | | | | | | | | | | | | | | | | | | |
| PB-5 | 34 | RAMP S5 | 5+94 | 10+04 | RT | | | | | | | | | | | | | | | | | | |
| | 35 | NONE | | | | | | | | | | | | | | | | | | | | | |
| SOUTHBOUND PHASE | | | | | | | | | | | | | | | | | | | | | | | |
| *ELW-1 | 36 | IR-77 | RAMP B | 521+22 | LT | | | | | | | | | | | | | | | | | | |
| *ELY-1 | 36 | IR-77 | 514+98 | 515+37 | LT | | | | | | | | | | | | | | | | | | |
| *CH-1 | 36 | IR-77 | 515+37 | 517+03 | LT | | | | | | | | | | | | | | | | | | |
| *DL-1 | 36 | IR-77 | 517+03 | 521+22 | LT | | | | | | | | | | | | | | | | | | |
| PB-1 | 36 | IR-77 | 518+08 | 525+67 | LT | | 35 | | | | | | | | | | | | | | | | |
| *ELY-2 | 36 | RAMP W12 | 12+00 | 6+00 | LT | | | | | | | | | | | | | | | | | | |
| PB-2 | 36 | RAMP W12/IR-77 | 9+85 | 525+67 | LT | | | | | | | | | | | | | | | | | | |
| Y-1 | 37 | IR-77 | 525+67 | | LT | | | | | | | | | | | | | | | | | | |
| PB-3 | 37 | IR-77 | 525+77 | 525+87 | LT | | | | | | | | | | | | | | | | | | |
| IA-1 | 37 | IR-77 | 525+87 | | LT | | | | | | | | | | | | | | | | | | |
| *CH-2 | 37 | RAMP W12/IR-77 | 6+00 | 328+75 | LT | | | | | | | | | | | | | | | | | | |
| *ELW-2 | 37 | RMP W12/RMP S10 | 4+00 | 7+83 | CL | | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | | | | 200 | 460 | 6 | LS | 4 | 621 | 256 | 14 | 14 | 25000 | 18 | 24 | 1.41 | 0.36 | 697 | 2050 | 1 | 6150 |
| TOTALS CARRIED TO SUBSUMMARY SHEET | | | | | | 200 | 460 | 6 | LS | 4 | 621 | 256 | 14 | 14 | 25000 | 42 | | 1.77 | 697 | 2050 | 1 | 6150 | |

MOT ESTIMATED QUANTITIES

| | |
|---------------|-----------------|
| DESIGN AGENCY | GANNETT FLEMING |
| DESIGNER | ACW |
| REVIEWER | DRJ |
| PROJECT ID | 113208 |
| SHEET TOTAL | 24 219 |

| REF NO. | SHEET NO. | LOCATION | STATION | | SIDE | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|----------------|---------|--------|-------|--------------------------------------|--|---|---------------------------------|---|--|--|---|---|--|-------------------------------------|------|--|--|------|--|--|--|--|--|------|--|
| | | | FROM | TO | | 614 INCREASED BARRIER DELINEATION FT | 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH | 614 BARRIER REFLECTOR, TYPE 1, 1 WAY EACH | 614 OBJECT MARKER, ONE WAY EACH | 614 WORK ZONE RAISED PAVEMENT MARKER (WHITE/RED) EACH | 614 WORK ZONE RAISED PAVEMENT MARKER (1-WAY YELLOW) EACH | 614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (WHITE) MILE | 614 WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (YELLOW) MILE | 614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT FT | 614 WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT FT | 622 PORTABLE BARRIER, UNANCHORED FT | | | | | | | | | | | |
| * SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * DL-2 | 37 | IR-77 | 328+75 | 342+00 | LT | | | | | | | | | | | | | | | | | | | | | | |
| * CH-3 | 37 | IR-77/RAMP S10 | 342+00 | 8+74 | LT | | | | | | | | | | | | | | | | | | | | | | |
| * CH-4 | 37 | IR-77 | 342+00 | 346+27 | LT | | | | | | | | | | | | | | | | | | | | | | |
| * ELW-3 | 38 | IR-77 | 346+27 | 388+00 | LT | | | | | | | | | | | | | | | | | | | | | | |
| PB-4 | 38 | IR-77 | 369+50 | 390+08 | LT | 32 | | 207 | 84 | | | | | | | | | | | 2060 | | | | | | | |
| ELW-7 | 38 | IR-77 | 364+85 | 369+50 | LT | | | | | | | | | | | 0.09 | | | | | | | | | | | |
| ELY-3 | 39 | RAMP S6 | 4+19 | 4+53 | CL/LT | | | | | | | | | | | | 0.14 | | | | | | | | | | |
| PB-5 | 39 | RAMP S6 | 3+49 | 6+00 | RT/LT | | | | | | | | | | | | | | | | | | | | | | |
| IA-2 | 39 | RAMP S6 | 6+00 | | LT | | | 1 | | | | | | | | | | | | | | | | | | | |
| IA-3 | 39 | IR-77 | 389+10 | | LT | | | 1 | | | | | | | | | | | | 540 | | | | | | | |
| SUBTOTAL | | | | | | 32 | 2 | 234 | 96 | | | 9 | | 0.09 | 0.14 | | | | | | | | | | | 2600 | |
| TOTALS CARRIED TO SUBSUMMARY SHEET | | | | | | 32 | 2 | 234 | 96 | | | 9 | | 0.23 | | | | | | | | | | | | 2600 | |



MOT ESTIMATED QUANTITIES

DESIGN AGENCY
GANNETT FLEMING
 2500 Corporate Exchange Dr.
 Suite 230
 Columbus, OH 43231

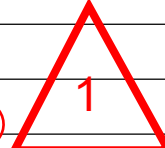
DESIGNER
ACW

REVIEWER
DRJ 12/27/23

PROJECT ID
113208

SHEET TOTAL
 25 | 219

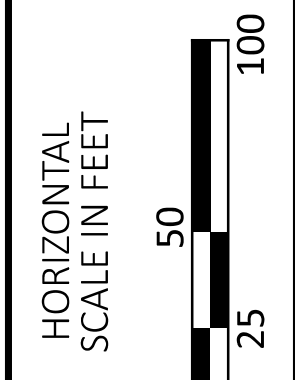
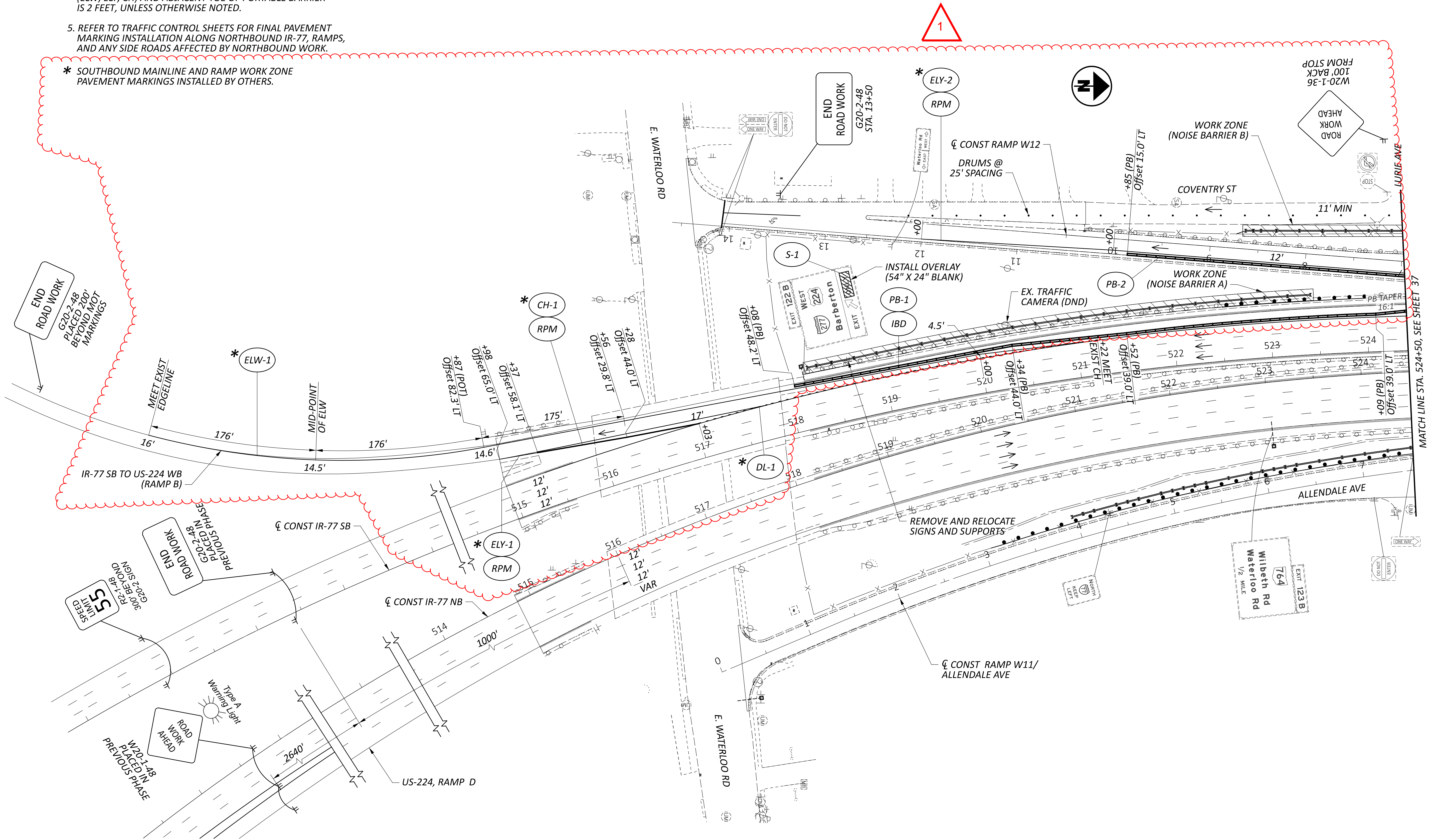
| REF NO. | SHEET NO. | LOCATION | STATION | | SIDE | CODE | SIZE (INCHES) | 630 | | | | | | | | | | | | | | | |
|---|-----------|------------------|---------|----|------|---------------|---------------|-------------------------|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | FROM | TO | | | | SIGN, TEMPORARY OVERLAY | SIGN ERECTED, TEMPORARY OVERLAY | REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL | | | | | | | | | | | | | |
| | | | | | | | | SF | SF | EACH | | | | | | | | | | | | | |
| | | NORTHBOUND PHASE | | | | | | | | | | | | | | | | | | | | | |
| | 31 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | 32 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | 33 | NONE | | | | | | | | | | | | | | | | | | | | | |
| S-1 | 34 | IR-77 | 376+27 | | RT | BLANK OVERLAY | 36 X 24 | 6 | 6 | 1 | | | | | | | | | | | | | |
| | 35 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | | SOUTHBOUND PHASE | | | | | | | | | | | | | | | | | | | | | |
| S-1 | 36 | IR-77 | 518+19 | | LT | BLANK OVERLAY | 54 X 24 | 9 | 9 | 1 | | | | | | | | | | | | | |
| S-2 | 37 | IR-77 | 326+48 | | LT | EXIT OVERLAY | 180 X 36 | 45 | 45 | 1 | | | | | | | | | | | | | |
| | | | | | | EXIT OVERLAY | 192 X 36 | 48 | 48 | 1 | | | | | | | | | | | | | |
| S-3 | 37 | IR-77 | 339+66 | | LT | EXIT OVERLAY | 180 X 36 | 45 | 45 | 1 | | | | | | | | | | | | | |
| | | | | | | EXIT OVERLAY | 192 X 36 | 48 | 48 | 1 | | | | | | | | | | | | | |
| | 38 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | 39 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | 40 | NONE | | | | | | | | | | | | | | | | | | | | | |
| | 40 | NONE | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | | | | | | 201 | 201 | 6 | | | | | | | | | | | | | |
| TOTALS CARRIED TO SUBSUMMARY SHEET | | | | | | | | 201 | 201 | 6 | | | | | | | | | | | | | |



NOTES:

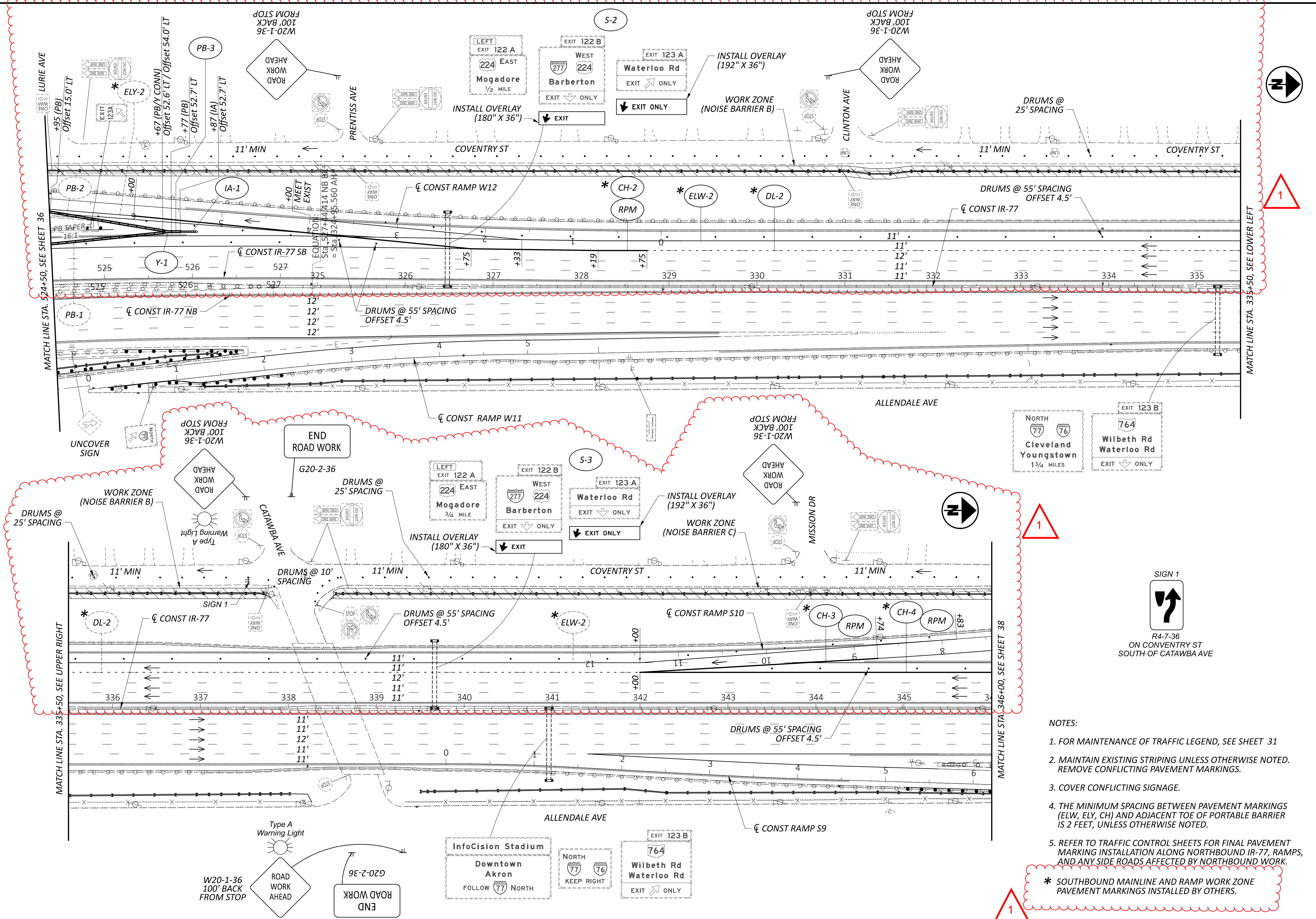
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
3. COVER CONFLICTING SIGNAGE.
4. THE MINIMUM SPACING BETWEEN PAVEMENT MARKINGS (ELW, ELY, CH) AND ADJACENT TOE OF PORTABLE BARRIER IS 2 FEET, UNLESS OTHERWISE NOTED.
5. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY NORTHBOUND WORK.

* SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS.

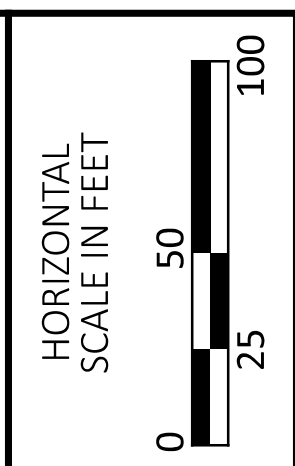


MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
 BEGIN WORK TO STA. 524+50

| | |
|--|--------------|
| DESIGN AGENCY | |
| GANNETT FLEMING | |
| 2500 Corporate Exchange Dr. Suite 230 Columbus, OH 43231 | |
| DESIGNER | ACW |
| REVIEWER | DRJ 12/27/23 |
| PROJECT ID | 113208 |
| SHEET | TOTAL |
| 36 | 219 |

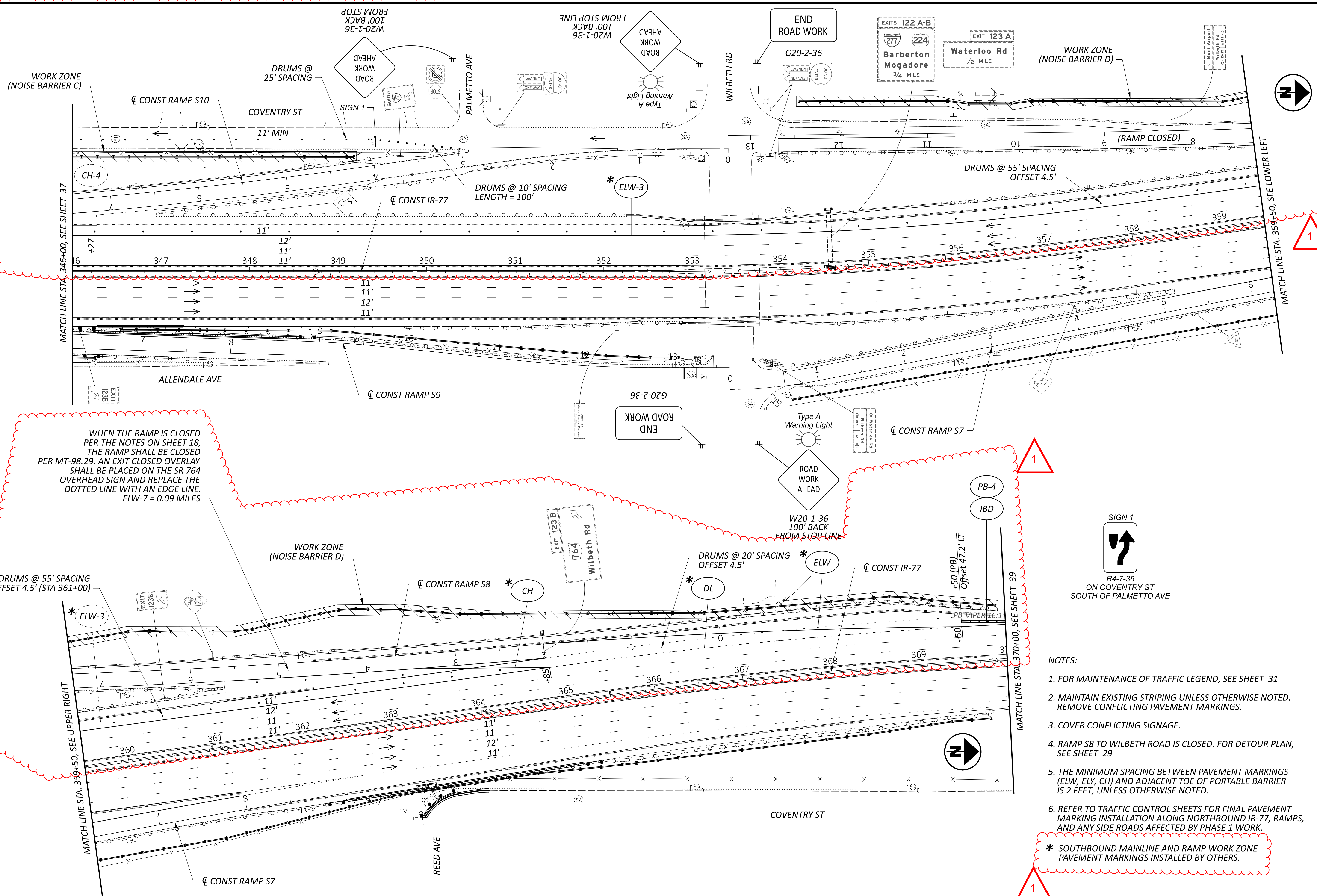


- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
 2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
 3. COVER CONFLICTING SIGNAGE.
 4. THE MINIMUM SPACING BETWEEN PAVEMENT MARKINGS (ELW, ELY, CH) AND ADJACENT TOE OF PORTABLE BARRIER IS 2 FEET, UNLESS OTHERWISE NOTED.
 5. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY NORTHBOUND WORK.
- * SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS.



MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
 STA. 524+50 TO STA. 346+00

| | |
|---|--------|
| DESIGN AGENCY | |
| GANNETT FLEMING 2500 Corporate Exchange Dr. Suite 230 Columbus, OH 43231 | |
| DESIGNER | ACW |
| REVIEWER | DRJ |
| PROJECT ID | 113208 |
| SHEET | TOTAL |
| 37 | 219 |

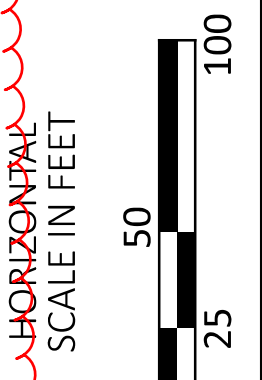


WHEN THE RAMP IS CLOSED PER THE NOTES ON SHEET 18, THE RAMP SHALL BE CLOSED PER MT-98.29. AN EXIT CLOSED OVERLAY SHALL BE PLACED ON THE SR 764 OVERHEAD SIGN AND REPLACE THE DOTTED LINE WITH AN EDGE LINE. ELW-7 = 0.09 MILES

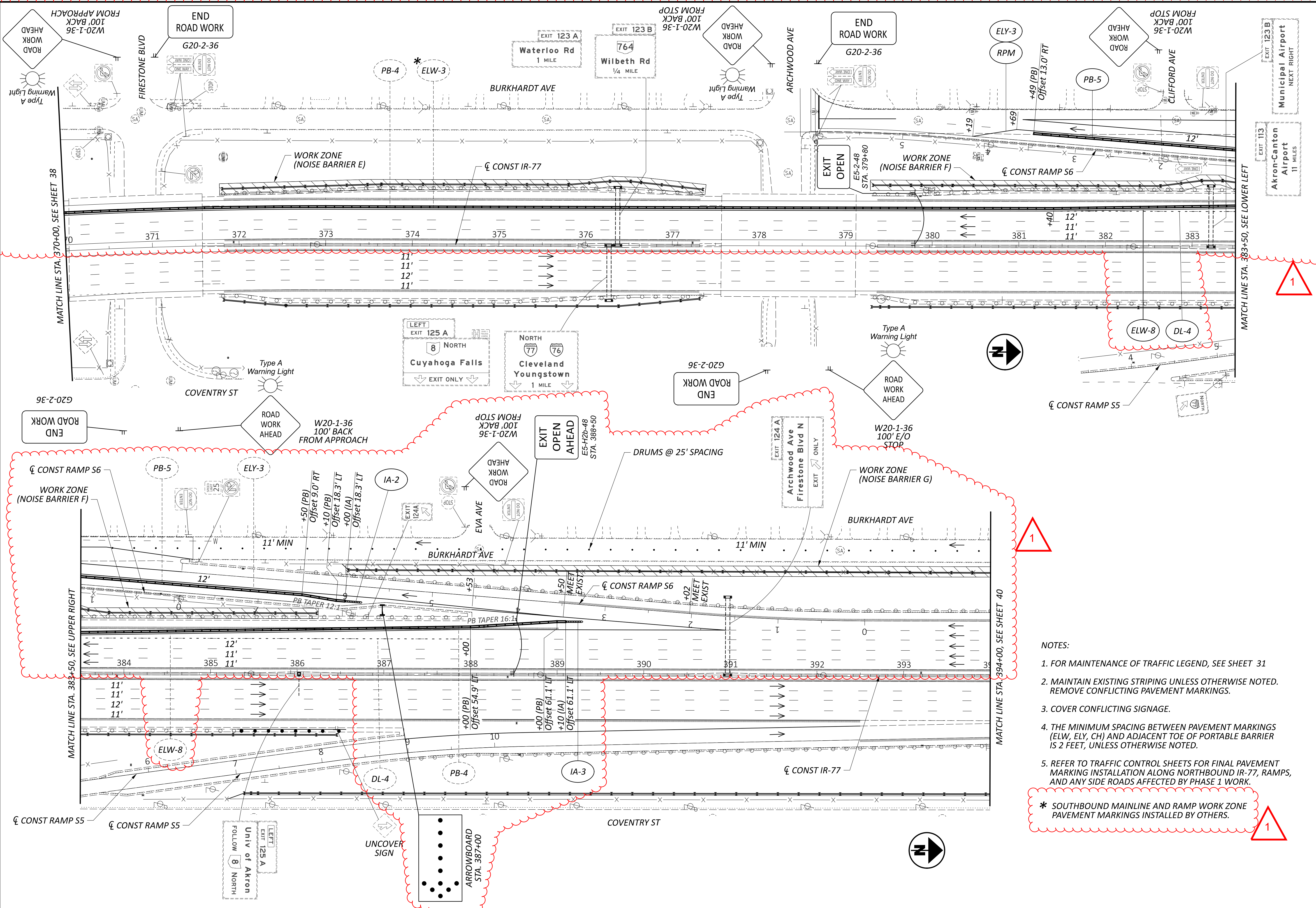
- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
 2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
 3. COVER CONFLICTING SIGNAGE.
 4. RAMP S8 TO WILBETH ROAD IS CLOSED. FOR DETOUR PLAN, SEE SHEET 29
 5. THE MINIMUM SPACING BETWEEN PAVEMENT MARKINGS (ELW, ELY, CH) AND ADJACENT TOE OF PORTABLE BARRIER IS 2 FEET, UNLESS OTHERWISE NOTED.
 6. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY PHASE 1 WORK.

* SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS.

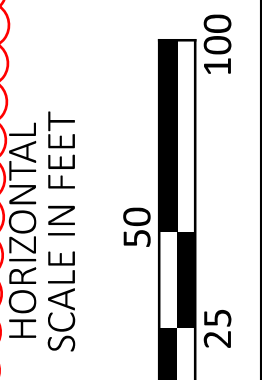
MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
STA. 346+00 TO STA. 370+00



| | |
|---|--------------|
| DESIGN AGENCY | |
| GANNETT FLEMING 2500 Corporate Exchange Dr. Suite 230 Columbus, OH 43231 | |
| DESIGNER | ACW |
| REVIEWER | DRJ 12/27/23 |
| PROJECT ID | 113208 |
| SHEET | TOTAL |
| 38 | 219 |

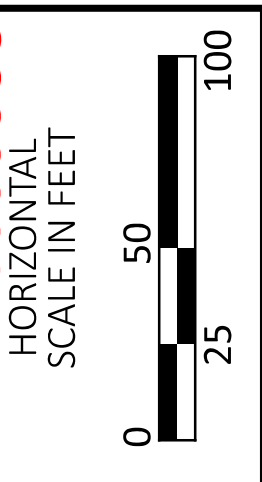
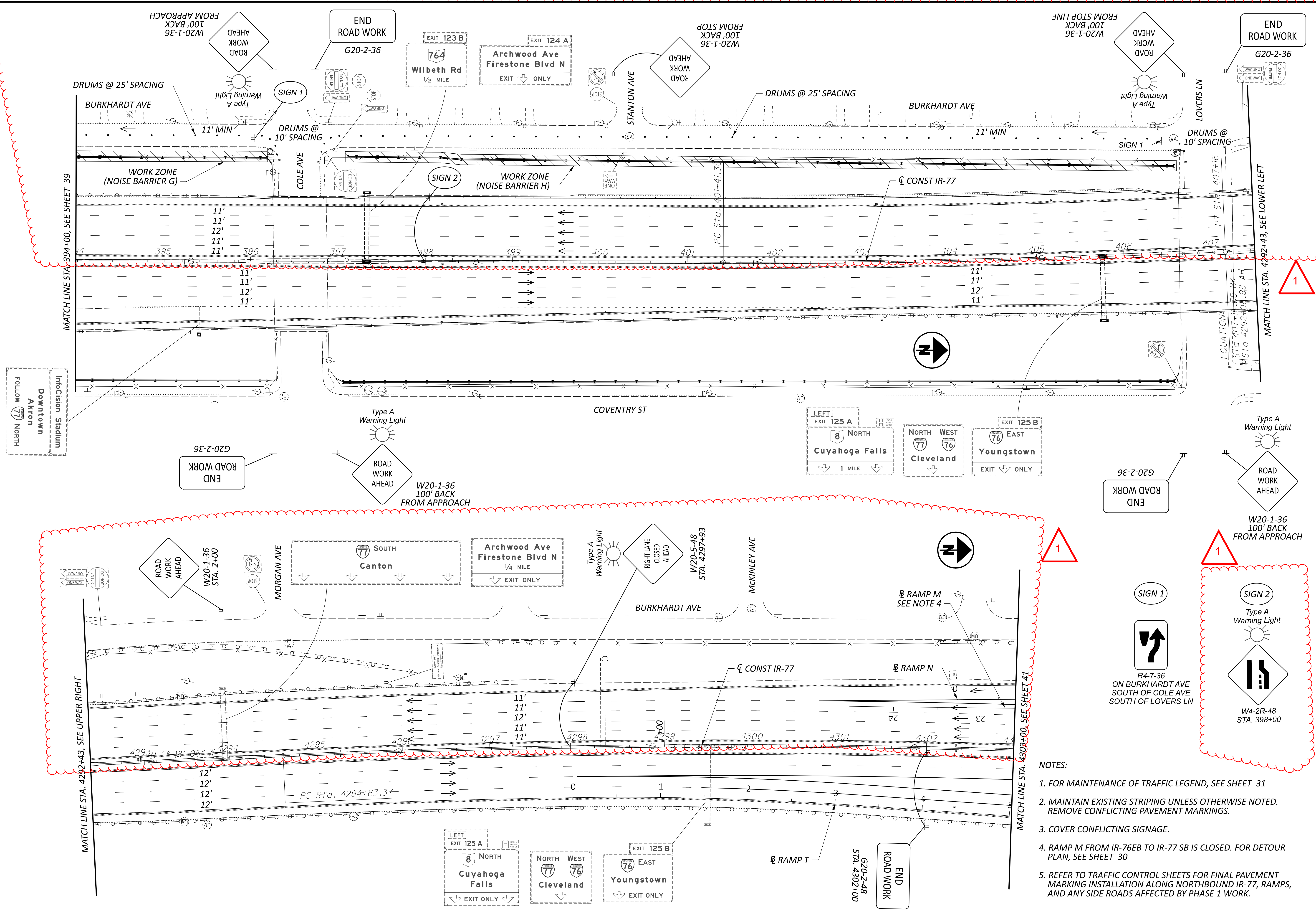


MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
STA. 370+00 TO STA. 394+00



- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
 2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
 3. COVER CONFLICTING SIGNAGE.
 4. THE MINIMUM SPACING BETWEEN PAVEMENT MARKINGS (ELW, ELY, CH) AND ADJACENT TOE OF PORTABLE BARRIER IS 2 FEET, UNLESS OTHERWISE NOTED.
 5. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY PHASE 1 WORK.
- * SOUTHBOUND MAINLINE AND RAMP WORK ZONE PAVEMENT MARKINGS INSTALLED BY OTHERS.

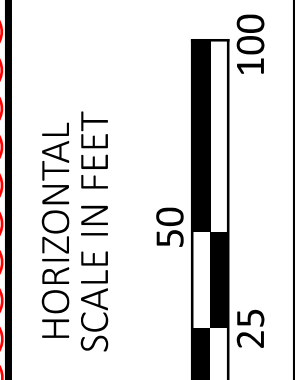
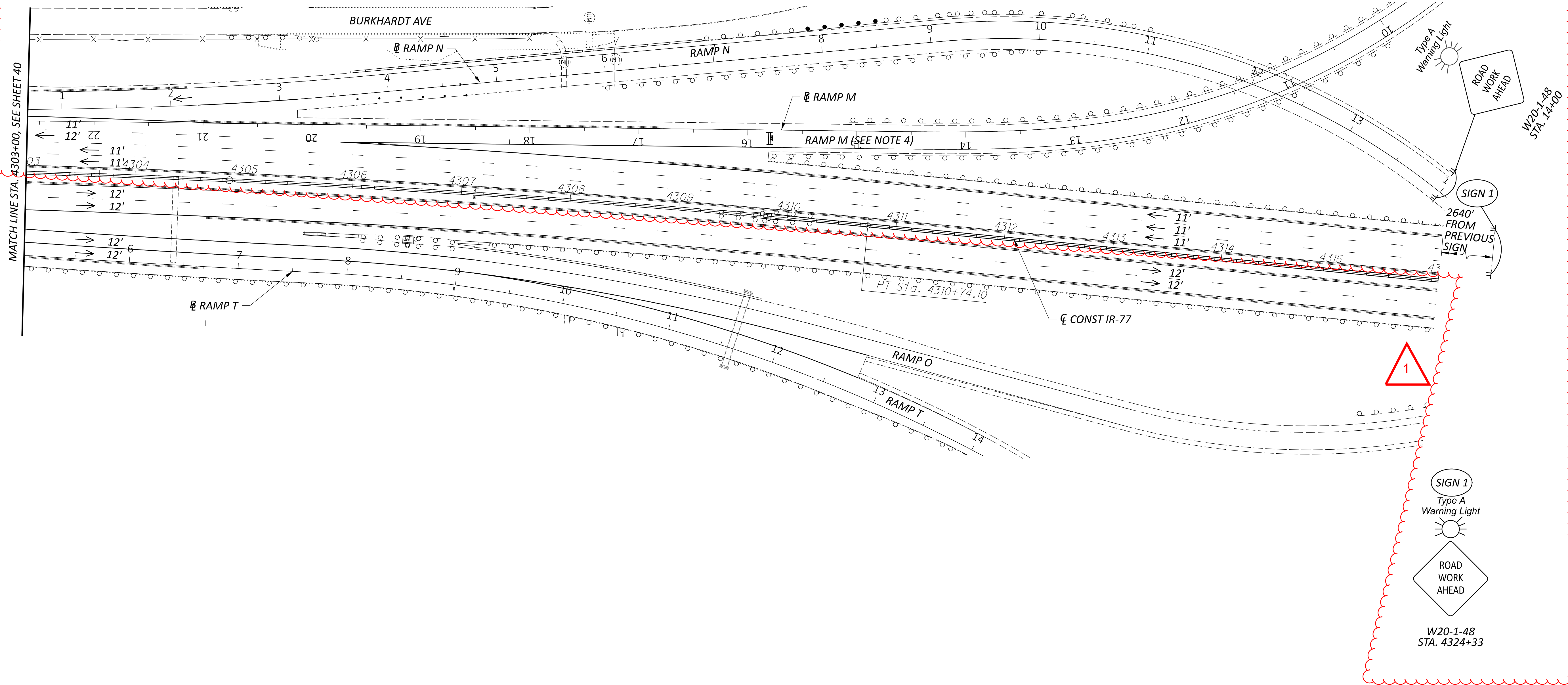
| | |
|--|--------------|
| DESIGN AGENCY | |
| GANNETT FLEMING | |
| 2500 Corporate Exchange Dr. Suite 230 Columbus, OH 43231 | |
| DESIGNER | ACW |
| REVIEWER | DRJ 12/27/23 |
| PROJECT ID | 113208 |
| SHEET | TOTAL |
| 39 | 219 |



MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
 STA. 394+00 TO STA. 4303+00

- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
 2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
 3. COVER CONFLICTING SIGNAGE.
 4. RAMP M FROM IR-76EB TO IR-77 SB IS CLOSED. FOR DETOUR PLAN, SEE SHEET 30
 5. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY PHASE 1 WORK.

| | |
|---|-------|
| DESIGN AGENCY | |
| GANNETT FLEMING | |
| 2500 Corporate Exchange Dr. Columbus, OH 43231 | |
| DESIGNER | |
| ACW | |
| REVIEWER | |
| DRJ 12/27/23 | |
| PROJECT ID | |
| 113208 | |
| SHEET | TOTAL |
| 40 | 219 |



MAINTENANCE OF TRAFFIC - SOUTHBOUND PHASE
 STA. 4303+00 TO END WORK

- NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 31
 2. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED. REMOVE CONFLICTING PAVEMENT MARKINGS.
 3. COVER CONFLICTING SIGNAGE.
 4. RAMP M FROM IR-76EB TO IR-77 SB IS CLOSED. FOR DETOUR PLAN, SEE SHEET 30
 5. REFER TO TRAFFIC CONTROL SHEETS FOR FINAL PAVEMENT MARKING INSTALLATION ALONG NORTHBOUND IR-77, RAMPS, AND ANY SIDE ROADS AFFECTED BY PHASE 1 WORK.

| | |
|--|-------------|
| DESIGN AGENCY | |
| GANNETT FLEMING 2500 Corporate Exchange Dr. Suite 230 Columbus, OH 43231 | |
| DESIGNER | JB |
| REVIEWER | DRJ 3/20/24 |
| PROJECT ID | 113208 |
| SHEET | TOTAL |
| 41 | 219 |

| SHEET NUM. | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|--------|----|----|--------|----|--|--|--|--|--|-----------|---------|----------|--------|------|---|---------------|
| 14 | 15 | 20 | 23 | 45 | 92 | | | | | | 01/IMS/20 | EXT | TOTAL | | | | |
| | | | | | | | | | | | LS | 201 | 11000 | LS | | ROADWAY | 14 |
| | | | | 138 | | | | | | | 138 | 202 | 23000 | 138 | SY | CLEARING AND GRUBBING | |
| | | | | 615 | | | | | | | 615 | 202 | 32000 | 615 | FT | PAVEMENT REMOVED | |
| | | | | 93 | | | | | | | 93 | 202 | 32500 | 93 | FT | CURB REMOVED | |
| | | | | | 15 | | | | | | 15 | 202 | 34900 | 15 | FT | CURB AND GUTTER REMOVED | |
| | | | | | | | | | | | 967 | 202 | 38000 | 967 | FT | PIPE REMOVED | |
| | | | | 967 | | | | | | | 3 | 202 | 42010 | 3 | EACH | GUARDRAIL REMOVED | |
| | | | | 3 | | | | | | | 2 | 202 | 42040 | 2 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE E | |
| | | | | 2 | | | | | | | 1 | 202 | 58100 | 1 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE T | |
| | | | | | 1 | | | | | | 11,257 | 202 | 75000 | 11,257 | FT | CATCH BASIN REMOVED | |
| | | | | 11,257 | | | | | | | | | | | | FENCE REMOVED | |
| | | | | 226 | | | | | | | 226 | 204 | 10000 | 226 | SY | SUBGRADE COMPACTION | |
| | | | | 1,275 | | | | | | | 1,275 | 606 | 15050 | 1,275 | FT | GUARDRAIL, TYPE MGS | |
| | | | | 137.5 | | | | | | | 137.5 | 606 | 15150 | 137.5 | FT | GUARDRAIL, TYPE MGS HALF POST SPACING | |
| | | | | 3 | | | | | | | 3 | 606 | 26150 | 3 | EACH | ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016 | 15 |
| | | | | 5 | | | | | | | 5 | 606 | 26550 | 5 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | 3 | | | | | | | 3 | 606 | 35002 | 3 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | | 2 | | | | | | | 2 | 606 | 35102 | 2 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | |
| | | | | 180 | | | | | | | 180 | 607 | 23000 | 180 | FT | FENCE, TYPE CLT | |
| 11,257 | | | | | | | | | | | 11,257 | 607 | 98000 | 11,257 | FT | FENCE, MISC.:TEMPORARY FENCE | 14 |
| | | | | 520 | | | | | | | 520 | 622 | 10160 | 520 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE D | |
| | | | | 5 | | | | | | | 5 | 622 | 25000 | 5 | EACH | CONCRETE BARRIER END SECTION, TYPE D | |
| | | | | | 1 | | | | | | 1 | 623 | 39500 | 1 | EACH | MONUMENT ASSEMBLY ADJUSTED TO GRADE | |
| | | | | | | | | | | | LS | SPECIAL | 69091000 | LS | | AS-BUILT CONSTRUCTION PLANS | 15 |
| | | | | | | | | | | | LS | SPECIAL | 69098400 | LS | | SURVEY CONTROL VERIFICATION | 14 |
| | | | | | | | | | | | | | | | | EROSION CONTROL | |
| | 2 | | | | | | | | | | 2 | 659 | 00100 | 2 | EACH | SOIL ANALYSIS TEST | |
| | 2,193 | | | | | | | | | | 2,193 | 659 | 00300 | 2,193 | CY | TOPSOIL | |
| | 19,750 | | | | | | | | | | 19,750 | 659 | 10000 | 19,750 | SY | SEEDING AND MULCHING | |
| | 988 | | | | | | | | | | 988 | 659 | 14000 | 988 | SY | REPAIR SEEDING AND MULCHING | |
| | 3 | | | | | | | | | | 3 | 659 | 20000 | 3 | TON | COMMERCIAL FERTILIZER | |
| | 5 | | | | | | | | | | 5 | 659 | 31000 | 5 | ACRE | LIME | |
| | 107 | | | | | | | | | | 107 | 659 | 35000 | 107 | MGAL | WATER | |
| | | | | | | | | | | | LS | 832 | 15000 | LS | | STORM WATER POLLUTION PREVENTION PLAN | 15 |
| | | | | | | | | | | | LS | 832 | 15002 | LS | | STORM WATER POLLUTION PREVENTION INSPECTIONS | 15 |
| | | | | | | | | | | | LS | 832 | 15010 | LS | | STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE | 15 |
| | 92,500 | | | | | | | | | | 92,500 | 832 | 30000 | 92,500 | EACH | EROSION CONTROL | |
| | | | | | | | | | | | | | | | | DRAINAGE | |
| | | | | | 10 | | | | | | 10 | 611 | 05900 | 10 | FT | 15" CONDUIT, TYPE B | |
| | | | | | 5 | | | | | | 5 | 611 | 07400 | 5 | FT | 18" CONDUIT, TYPE B | |
| | | | | | 1 | | | | | | 1 | 611 | 99114 | 1 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D | |
| | | | | | | | | | | | | | | | | PAVEMENT | |
| | | | | 38 | | | | | | | 38 | 301 | 56000 | 38 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | 38 | | | | | | | 38 | 304 | 20000 | 38 | CY | AGGREGATE BASE | |
| | | | | 4 | | | | | | | 4 | 407 | 20000 | 4 | GAL | NON-TRACKING TACK COAT | |
| | | | | 6 | | | | | | | 6 | 441 | 70000 | 6 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 | |
| | | | | 83 | | | | | | | 83 | 609 | 12000 | 83 | FT | COMBINATION CURB AND GUTTER, TYPE 2 | |
| | | | | | | | | | | | | | | | | TRAFFIC CONTROL | |
| | | | | 6 | | | | | | | 6 | 625 | 31507 | 6 | EACH | PULL BOX REMOVED AND REPLACED, AS PER PLAN | 15 |
| | | | | 11 | | | | | | | 11 | 626 | 00102 | 11 | EACH | BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL | |
| | | | | 30 | | | | | | | 30 | 626 | 00116 | 30 | EACH | BARRIER REFLECTOR, TYPE 5, BIDIRECTIONAL | |
| | | | | | | | | | | | | | | | | | |
| | | | | 201 | | | | | | | 201 | 630 | 80300 | 201 | SF | SIGN, TEMPORARY OVERLAY | 22 |
| | | | | 201 | | | | | | | 201 | 630 | 81304 | 201 | SF | SIGN ERECTED, TEMPORARY OVERLAY | 22 |
| | | | | | 1 | | | | | | 1 | 630 | 85100 | 1 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | 6 | | | | | | | 6 | 630 | 89894 | 6 | EACH | REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL | 22 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 6 | 642 | 30030 | 6 | MILE | REMOVAL OF PAVEMENT MARKING | |
| | | | | | | | | | | | 2 | 646 | 10010 | 2 | MILE | EDGE LINE, 6" | |
| | | | | | | | | | | | 4 | 646 | 10110 | 4 | MILE | LANE LINE, 6" | |
| | | | | | | | | | | | 1,500 | 646 | 10310 | 1,500 | FT | CHANNELIZING LINE, 12" | |

GENERAL SUMMARY

| | |
|---|-------------|
| DESIGN AGENCY | |
| ARCADIS | |
| 222 SOUTH MAIN STREET SUITE 200 ANN ARBOR MI 48106-1508 PH: (313) 434-1985 www.arcadis.com | |
| DESIGNER | AZF |
| REVIEWER | MH 01/08/24 |
| PROJECT ID | 113208 |
| SHEET | 42 |
| TOTAL | 219 |

| SHEET NUM. | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. | |
|------------|--------|---------|--|--|--|--|--|--|--|-----------|---------|----------|---------|------|--|----------------------|--|
| 20 | 23 | 63 | | | | | | | | 01/IMS/20 | EXT | TOTAL | | | | | |
| 2,000 | | | | | | | | | | 2,000 | 646 | 20504 | 2,000 | FT | DOTTED LINE, 6" | | |
| | | | | | | | | | | | | | | | | | |
| | | 204,356 | | | | | | | | 204,356 | SPECIAL | 60610210 | 204,356 | SF | NOISE BARRIER (REFLECTIVE) | 14 | |
| | | 24,156 | | | | | | | | 24,156 | SPECIAL | 60610210 | 24,156 | SF | NOISE BARRIER (REFLECTIVE), WITH ICON | 14 | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | 200 | | | | | | | | | 200 | 614 | 11110 | 200 | hour | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | 20 | |
| | 492 | | | | | | | | | 492 | 614 | 11630 | 492 | FT | INCREASED BARRIER DELINEATION | | |
| | 8 | | | | | | | | | 8 | 614 | 12380 | 8 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | | |
| | | | | | | | | | | | LS | 614 | 12420 | LS | DETOUR SIGNING | 19 | |
| | 4 | | | | | | | | | 4 | 614 | 12484 | 4 | EACH | WORK ZONE INCREASED PENALTIES SIGN | 22 | |
| | 51 | | | | | | | | | 51 | 614 | 12800 | 51 | EACH | WORK ZONE RAISED PAVEMENT MARKER | | |
| | 855 | | | | | | | | | 855 | 614 | 13310 | 855 | EACH | BARRIER REFLECTOR, TYPE 1-1 WAY | | |
| | 352 | | | | | | | | | 352 | 614 | 13350 | 352 | EACH | OBJECT MARKER, ONE WAY | | |
| | 25,000 | | | | | | | | | 25,000 | 614 | 18000 | 25,000 | EACH | MAINTAINING TRAFFIC, MISC.:SAFETY REPAIRS FOR IMPACT ATTENUATORS OR GUARDRAIL DAMAGED BY THE MOTORING PUBLIC | 18 | |
| | 14 | | | | | | | | | 14 | 614 | 18601 | 14 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 19 | |
| | 2 | | | | | | | | | 2 | 614 | 22110 | 2 | MILE | WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT | | |
| | 697 | | | | | | | | | 697 | 614 | 23210 | 697 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT | | |
| | 2,050 | | | | | | | | | 2,050 | 614 | 24202 | 2,050 | FT | WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT | | |
| | 1 | | | | | | | | | 1 | 622 | 41060 | 1 | EACH | DUAL PORTABLE BARRIER TRANSITION/TERMINATION | | |
| | 8,750 | | | | | | | | | 8,750 | 622 | 41100 | 8,750 | FT | PORTABLE BARRIER, UNANCHORED | | |
| | 14 | | | | | | | | | 14 | 808 | 18700 | 14 | SNMT | DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY | 20 | |
| | | | | | | | | | | | LS | 614 | 11000 | LS | MAINTAINING TRAFFIC | | |
| | | | | | | | | | | | 12 | 619 | 16020 | 12 | MNTH | FIELD OFFICE, TYPE C | |
| | | | | | | | | | | | LS | 623 | 10000 | LS | CONSTRUCTION LAYOUT STAKES AND SURVEYING | | |
| | | | | | | | | | | | LS | 624 | 10000 | LS | MOBILIZATION | | |

GENERAL SUMMARY

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET SUITE 200
 ANTONIO, TEXAS 78108
 (210) 434-1995
 www.arcadis.com

DESIGNER
AZF

REVIEWER
MH 01/08/24

PROJECT ID
113208

SHEET TOTAL
 43 | 219