\mathbf{OON}	STRUCT THE SUBGRADE AS EQUI OWS AND IN THE
FOLI	LOWING SEQUENCE:
1.	SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE
	PLAN SUBGRADE ELEVATION.
2.	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
	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.
3.	COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
4.	APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE
	SUBGRADE ARE SHOWN AND LABELED ON THE CROSS
	SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER
	FOR LINSTABLE SUBGRADE BASED ON THE PROOF
	ROLLING RESULTS AND VISUAL OBSERVATIONS.
	PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
5.	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
	<i>OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.</i>
6.	PROOF ROLL THE STABILIZED AREAS ACCORDING TO
	C&MS 204.06 TO VERIFY STABILITY.
7.	FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.
THE	QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE
AND EXC,	UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204, AVATION OF SUBGRADE.
THE	FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO
THE	GENERAL SUMMARY FOR ANY UNSTABLE AREAS IDENTIFIED
ALOI	NG SR 46 BETWEEN STA. 402+00 AND STA.414+50 AS
DIRE	ECTED BY THE ENGINEER:
	204, EXCAVATION OF SUBGRADE 150 CY
	204, EXCAVATION OF SUBGRADE150 CY204, GRANULAR MATERIAL, TYPE C150 CY204, GEOTEXTILE FABRIC450 SY
PRO	204, EXCAVATION OF SUBGRADE150 CY204, GRANULAR MATERIAL, TYPE C150 CY204, GEOTEXTILE FABRIC450 SYFILE AND ALIGNMENT
PRO PLA(204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT
PRO PLA(AND	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS
PRO PLAC AND CON	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE
PRO PLAC AND CON ORIC	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE GINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR
PRO PLA(AND CON ORI(INSF	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE GINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR PECTION AT THE ODOT DISTRICT 4 OFFICE). PLACE THE
PRO PLAC AND CON ORIC INSF PRO	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE GINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR PECTION AT THE ODOT DISTRICT 4 OFFICE). PLACE THE POSED ASPHALT CONCRETE OVERLAY (WITH A UNIFORM
PRO PLAC AND CON ORIC INSF PRO THIC	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE GINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR PECTION AT THE ODOT DISTRICT 4 OFFICE). PLACE THE POSED ASPHALT CONCRETE OVERLAY (WITH A UNIFORM EXNESS OF 1.5 INCHES AFTER PERFORMING
PRO PLAC AND CON ORIC INSF PRO THIC 1.5 II	204, EXCAVATION OF SUBGRADE 150 CY 204, GRANULAR MATERIAL, TYPE C 150 CY 204, GEOTEXTILE FABRIC 450 SY FILE AND ALIGNMENT CE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS STRUCTION PLANS, TRU-46-(5.68-7.07)(7.50), SHOWING THE GINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR PECTION AT THE ODOT DISTRICT 4 OFFICE). PLACE THE POSED ASPHALT CONCRETE OVERLAY (WITH A UNIFORM EXNESS OF 1.5 INCHES AFTER PERFORMING NCHES OF PAVEMENT PLANING MATCHING THE EXSITING.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE. PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2. IF NECESSARY. ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

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.

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 A SHEET ITEM 209, LINEAR GRADING, 25 STA. OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

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.

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.

MEDIAN AND/OR CURBING ON APPROACH SLABS

WITHIN THE LIMITS OF THE APPROACH SLAB. TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

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LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

SEEDING AND MUCHING, FERTILIZER AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS. LABOR. EQUIPMENT. TOOLS. AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 209 - RESHAPING UNDER GUARDRAIL

TREATED SHOULDER WIDTH BEYOND THE LIMITS OF THE COMPACTED AGGREGATE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE INTO THE DITCH AND SHALL BE PERFORMED ONLY IN THE AREAS NECESSARY. RESHAPING SHALL BE ACCOMPLISHED BY THE REMOVAL OF, OR ADDITION OF MATERIAL TO PROVIDE A 0.08 SLOPE TO THE DITCH BREAK POINT. EXCESS MATERIAL SHALL BE WINDROWED ON THE SHOULDER. THE RESHAPED AREAS SHALL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING AS PER 659 IS PERFORMED. ALL EXCESS MATERIAL SHALL BE REMOVED FROM THE BERMS AND NOT ALLOWED TO ENTER THE DITCH LINE AND SHALL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE METHOD OF MEASUREMENT OF ITEM 209 RESHAPING UNDER GUARDRAIL SHALL BE STATIONS. WITH ONE STATION EQUAL TO 100 LINEAR FEET. THE DISTANCE SHALL BE MEASURED ALONG EACH EDGE OF PAVEMENT. ALL MATERIALS. LABOR. EQUIPMENT. TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 209 RESHAPING UNDER GUARDRAIL. IN AREAS WHERE GRADING IS NOT REQUIRED BEYOND THE 617 LIMIT. RESHAPING UNDER GUARDRAIL WILL BE NON-PERFORMED AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY: 209. RESHAPING UNDER GUARDRAIL, 3 STA

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202. REMOVAL MISC.: BARRIER REFLECTOR, 52 EACH 626, BARRIER REFLECTOR, TYPE 1, 38 EACH 626, BARRIER REFLECTOR, TYPE 2, 28 EACH

ITEM SPECIAL - VERTICAL CLEARANCE

AFTER ALL CONSTRUCTION HAS BEEN COMPLETED. A REGISTERED SURVEYOR WILL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM (AVAILABLE IN THE DISTRICT 4 STRUCTURES AND PAVEMENT OFFICE). THE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT 4 STRUCTURES AND PAVEMENT ENGINEER. THE RECORD SHALL BEAR THE SEAL OF THE LICENSED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS. THIS WORK SHALL BE PERFORMED AT THE FOLLOWING STRUCTURE: TRU-00082-18.050

SUMMARY:

ITEM SPECIAL - ARTIFICIAL TURF

AT THE LOCATIONS INDICATED IN THE PLAN, ARTIFICIAL TURF SHALL BE PLACED WITHIN VARIOUS TRAFFIC ISLANDS. BEFORE THIS WORK BEGINS THE FOLLOWING ITEMS AND THEIR PREDECESSORS SHALL BE COMPLETED AND ACCEPTED OR APPROVED BY THE ENGINEER. 1. ITEM 605 - UNDERDRAIN 2. ITEM 304 - AGGREGATE BASE 3. ITEM 609 - CURB. TYPE 6 4. ITEM 609 - 6" CONCRETE TRAFFIC ISLAND, AS PER PLAN, CLASS QC1P

THIS WORK SHALL INCLUDE THE INSTALLATION OF ARTIFICIAL TURF AND UNDERLYING MATERIALS AS FOLLOWS:

1. ANY VARIATIONS IN DEPTH BETWEEN THE AGGREGATE BASE COURSE AND THE TOP OF ISLAND SURFACE OR TOP OF CURB ELEVATION SHALL BE ACCOUNTED FOR BY THE PLACEMENT OF ADDITIONAL THICKNESS OF COMPACTED ITEM 304 AGGREGATE BASE SLOPED TO PARALLEL THE FINAL SURFACES SUCH THAT THE FOLLOWING LAYERS DESCRIBED BELOW IN 2 THOUGH 5 ARE UNIFORM THICKNESS, SLOPED TO DRAIN. AND FINE GRADED TO REDUCE SURFACE UNDULATIONS IN THE TURF.

2. ON TOP OF THE AGGREGATE BASE COURSE PLACE GEOTEXTILE FABRIC, TYPE D.

3. ON THE GEOTEXTILE FABRIC PLACE A MINIMUM COMPACTED 6 INCHES THICK LAYER OF COARSE AGGREGATE SIZE NO. 9 IN ACCORDANCE WITH ITEM 703.01.

4. ON THE GRANULAR MATERIAL LAYER PLACE A $\frac{3}{4}$ INCH THICK LAYER OF FINE AGGREGATE SIZE NO. 9, IN ACCORDANCE WITH ITEM 703.20. THE FINISHED SURFACE SHALL BE UNIFORMLY FINISHED AND SURFACE UNDULATIONS SHALL NOT EXCEED HALF INCH DEEP OR HIGH PER FOUR FEET WIDTH AT ONE LOCATION PER LAID STRIP.

5. ON THE FINE AGGREGATE PLACE WEED FABRIC AND THEN INSTALL ARTIFICIAL TURF USING STAPLES/NAILS AND SEAM TAPE/ADHESIVE ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

6. THE ARTIFICIAL TURF SHALL BE: A. TURF FACTORY DIRECT (TFD75 SPECIAL) B. RUBBER FLOORING INC. (BEVERLY TURF) OR APPROVED EQUAL.

VERIFY THE ORIENTATION OF THE TURF BEFORE INSTALLATION SO THAT THE COLOR APPEARS UNIFORM THROUGHOUT THE TURFED AREA WHEN COMPLETE. AND INSTALL THE TURF IN A FASHION THAT MINIMIZES THE NUMBER OF CUTS TO THE ORIGINAL ROLL. ALL LEFT OVER MATERIAL SHALL BE DELIVERED TO HOWLAND TOWNSHIP FOR FUTURE MAINTENANCE PURPOSES.

MANUFACTURER SPECIFICATION, CERTIFICATIONS, INSTALLATION INSTRUCTIONS, AND OPERATION AND MAINTENANCE INSTRUCTIONS SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER BEFORE ORDERING SAID MATERIALS.

ALL LABOR, MATERIALS, DELIVERY, EQUIPMENT AND ALL OTHER COSTS ASSCOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICE FOR ITEM SPECIAL - ARTIFICIAL TURF PER SQUARE YARD.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL

SPECIAL - VERTICAL CLEARANCE, 1 EACH

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108	3547
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567	OSS-21	SR 46	391+42	LT	кз-9а-30 (X2) R3-9cP-30	30 X 36 30 X 12					<u> </u>		15.0 2.5	(1)		1	1						
0.9/10	6.00	4	200+00	, ₊	R3-9dP-30	30 X 12	10 5140 1						2.5)									
-82_DI	S-22	4	30UTUU 920420		М3-1-24	+0 × 30 24 X 12	13.5/13.8	<u>י</u>			(2.0	· · · ·														
RU-46	C 24	4	330±00 201±00		M1-5-24	24 X 24	15 0/45 /				>		4.0															
	0SS-25	_	396+35	RT	W9-H4R-144	48 X 48 144 X 60	15.0/15.0				>			60.0) 1						1						
	S-26		393+00 393+61	RT	R2-1-30	30 X 36	14.0					2	7.5		93.8													DESIGN AGENCY
oluo	S-28	SR 46	394+43	LT	R1-1-30	30 X 30	13.5						6.3															
ument	S-29 S-30		395+90 397+40	RT RT	R3-H8ca-48 R3-9b-24	48 X 30 24 X 36	14.0					ہـ ہ	10.0 6.0			1	1											
01/Doc	S-68		395+40	LT	R3-H8ba-30	30 X 30	13.5						6.3				 	1					 					
East	S-31 S-32	SR 46	402+50 402+51	RT LT	R2-1-24 R3-9b-24	24 X 30 24 X 36	13.5 14.0					مــــــــــــــــــــــــــــــــــــ	5.0 6.0	· · ·														
ິ ຜ່ 571	S-33	- SR 46	408+50	RT	R3-9b-24	24 X 36	14.0						6.0	Č.				_										DESIGNER CTS
	<u>ι 3-34</u> ΤΛΙς Γ		<u> 410+02</u> СПЕЕТ		кэ- 3 0-24 Г <i>ЛС</i>	<u>24 A</u> 30	14.U 332 F	16.5	<u>л</u>	144	76	12	0.U	618	348 6	a		2	n	1	1	٩	11	<u>ہ</u>	11	<u></u>	n	REVIEWER
			JILLI		J+0		552.5			'						μů	μΨ	Jui J					1 ''					
w:\\pwr																												SHEET TOTAL

TRU-46/82 DDI

												630					625						630						
	SHEEL NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	SIGN POST REFLECTOR	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	SIGN, FLAT SHEET	SIGN, OVERHEAD EXTRUSHEET	SIGN, GROUND MOUNTED EXTRUSHEET	GROUND ROD TC-21.21	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 6	OVERHEAD SIGN SUPPORT, TC-15.116, DESIGN 1	DESIGN SUPPORT TC-15.116	BREAKAWAY STRUCTURAL BEAM CONNECTION	OVERHEAD SIGN SUPPORT TC-16.22 DESIGN 12	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	
	74	S-69	0.5.40	406+17	RT	R3-H8ba-30	30 X 30	13.5					LACI				LACIT			LACH	LACH	LACH				LACH	LACH	LACIT	
5		S-70	5R 46	409+17	LT	R3-H8ba-30	30 X 30	13.5				5		6.3	~	$\frac{1}{2}$													
5	574	OSS-35	SR 82	769+73	RT/LT	LEVEL 1 W13-2 LEVEL 1 R5-2 E1-5a	174 X 156 36 X 48 192 X 132 36 X 36 72 X 30			•				<pre>12.0 9.0 15.0</pre>	188.5 176.0 15.0		2			1			2						
		S-36		771+39	LT	W4-3R-48	48 X 48	13.0/13.0				2		2 16.0															
		S-37		774+68	RT	OM-3R-12	12 X 36	16.0								3	 								+				
5	575	S-38	SR 82	777+18	RT	OM-3R-12 I-H25b-12	12 A 12 12 X 36 12 X 12	16.0						3.0															К
		S-39		473+07	LT	R5-1a-42 R5-1a-42	42 X 30 42 X 30	16.0/16.0		1				8.8	1 	3													MAI
		S-40		473+07	RT	R5-1a-42	42 X 30	16.0/16.0		1		<u> </u>		8.8	~	3													M
	ŀ	S_41		474+78		R5-1a-42	42 X 30 48 X 30	13 5/13 5						8.8	~	$\frac{1}{2}$													SL
mary	ŀ	S-42		474+82	RT	R3-H8cd-48	48 X 30	13.5/13.5						10.0	-	$\langle \rangle$													BL
mnsd		S-43		475+77	LT	R5-1-36	36 X 36	14.0		1		6		9.0		3													С С
ng & Pavement Marking Si	579 -	S-44 S-45	KAMP A	474+72 475+19	LT	R5-10b-30 M3-1-36 M3-3-36 M1-5-36 M1-5-36 M6-2-30	30 X 18 36 X 18 36 X 18 36 X 18 36 X 36 36 X 21	12.5			- 17.5/17.5		2	3.8 4.5 9.0 9.0 4.4															SIGNING
Signi	-	S 16	RAMP AA	472±40		M6-2-30	30 X 21	12.5						4.4	-	$\left \right\rangle$													
neets'	ŀ	S-40 S-47	RAMP AA	384+74		R5-1-36	36 X 36	13.5		1				9.0															
ffic/St		S-48		584+12	RT	R5-10b-30	30 X 18	12.5				5		3.8	-	3													
6 (Tra	680	S-49	RAMP B	1187+00	LT	R5-10b-30	30 X 18	12.5						3.8		$\boldsymbol{\zeta}$													
38547\400-Engineerin		S-50 S-51 S-52 S-53 S-54		584+55 387+56 388+64 691+09 691+72	RT RT RT LT RT	W4-2R-36 R5-1-36 R5-1-36 R5-10b-30 R5-10b-30	36 X 36 36 X 36 36 X 36 36 X 36 30 X 18 30 X 18	14.0 14.0 14.0 12.5 12.5		1				9.0 9.0 9.0 3.8 3.8															
EN BIM/6.2_WIP/01_Design/1	82	S-55	RAMP C	691+38	RT	M6-2-30 M6-2-30 M1-5-36 M1-5-36 M3-1-36 M3-3-36	30 X 21 30 X 21 36 X 36 36 X 36 36 X 18 36 X 18				17.5/17.5		2	4.4 4.4 9.0 9.0 4.5 4.5															
CAD	ŀ	S-56		693+89	RT	R3-H8bd-36	36 X 30	13.5				<u> </u>		7.5	-	3													
DI/6.0	ŀ	0-07		033730		R5-1a-42	42 X 30	10.0			1					$\frac{1}{2}$			1						+				
6 PM USI	83	S-58	RAMP C	693+05		R5-1a-42 R5-1a-42	42 X 30 42 X 30	16.0						3 8.8 8.8		}													
TIME: 2:12:14		S-60		696+75	RT	R5-1a-42 M1-5-36 M6-4-30	42 X 30 36 X 36 30 X 21				17.5/17.5		2	8.8 9.0 4.4															DESIGN AGENCY
2023 0_DC	ŀ	0.04		<u> </u>		D1-H17a-108	108 X 36	40 5					 	27.0		5													
:: 5/8/ ts/Ohi		5-67 S-62	RAMP D	697+70 873+75		U10-H5a-30 W4-2R-36	30 X 30 36 X 36	13.5 14 0				F F							+						+				
UAIE ument	ŀ	S-63	RAMP DD	1374+79		R5-10b-30	30 X 18	12.5				<u>}</u>		3.8	-	Ŕ													\vdash
01/Doct	85	S-64		873+75	LT	R5-10b-30	30 X 18	12.5						3.8		3													
East_0	,00	S-65	RAMP D	875+55	RT	W11-2-36 W16-7PL-24	30 X 30 24 X 12		16.5					2.0	-	3					1								
RSIZE LUS		S-66		875+55	LT	W11-2-36	36 X 36		16.5			<u> </u>		9.0	1	$) \qquad \qquad$					1				+				DESIGNER CTS
APEF 1:HDF			l <u> </u>	L UBTOTAL THIS	L S SHEET	J VV 10-1 PL-24	<u> 24 X 12</u>	271.0	33	8	105_		6.0	392.6	379.5	$\left \left\langle \begin{array}{c} \\ \\ \\ \end{array} \right\rangle \right\rangle$	2	0	0	1	2	0	2	0	0	0	0	0	REVIEWER
003 F seas0		SUB	TOTAL SHEET			544		39.0	0	0	64	0	4.0	0.0	0.0		0	0		0	3	0	0	91	10	77	15	3	JMB 08/20/21
L: TS(SUB	BTOTAL SHEET			545		332.5	16.5	4	144	76	12.0	214.6	618.0	348.6	9		2	0	1	1	8	11	0	14	0	0	108547
MODE pw:\\pv	TOTALS CARRIED TO GENERAL SUMMARY							642.5	49.5	12	313	76	22.0	607.2	997.5	348.6			2	1	6	1	10	102	10	91	15	3	SHEET TOTAL 546 704

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