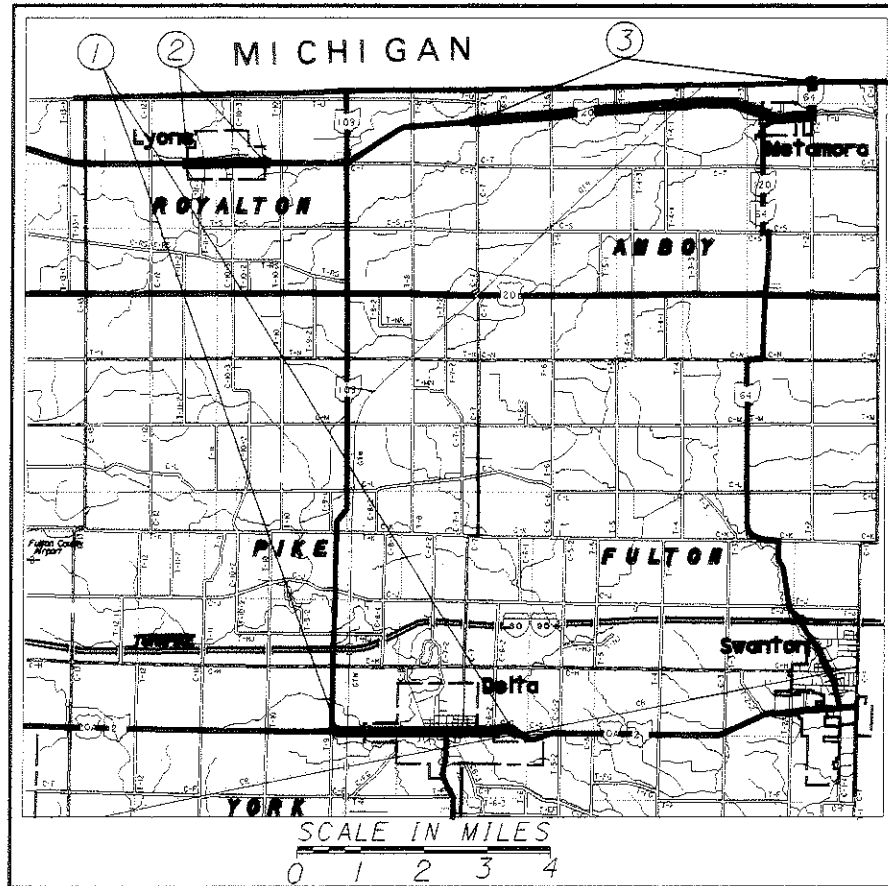


030184 PID - 24096
Dist 2 3/26/2003
FUL - USR 20A - 18.26/Various



LOCATION MAP

- ① LATITUDE: 41°30'00" LONGITUDE: 84°00'00"
② LATITUDE: 41°37'30" LONGITUDE: 84°00'00"
③ LATITUDE: 41°37'30" LONGITUDE: 83°52'30"

PORTION TO BE IMPROVED: _____
INTERSTATE & DIVIDED HIGHWAY: _____
UNDIVIDED STATE & FEDERAL ROUTES: _____
OTHER ROADS: _____

DESIGN DESIGNATION-US 20A
FULTON COUNTY

Current ADT(2003) = 9480
% Truck = 8%

DESIGN DESIGNATION-SR 120
FULTON COUNTY-METAMORA

Current ADT(2003) = 1730
% Truck = 12%

DESIGN DESIGNATION-SR 120
FULTON COUNTY-LYONS

Current ADT(2003) = 2150
% Truck = 7%

DESIGN DESIGNATION-SR 64
FULTON COUNTY

Current ADT(2003) = 2200
% Truck = 7%

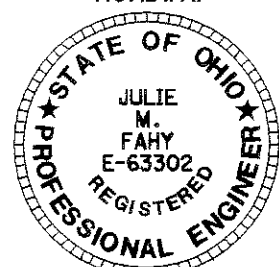
DESIGN EXCEPTIONS
NONE

UNDERGROUND UTILITIES

TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

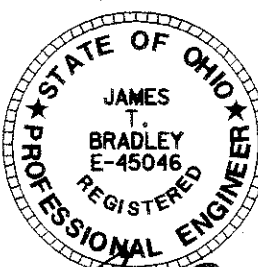
PLAN PREPARED BY:
JOE ZIEMS
JULIE FAHY
SARAH LENHART
JOREY SUMMERSET

ENGINEERS SEAL:
ROADWAY



SIGNED: Julie M. Fahy
DATE: 10-18-2002

ENGINEERS SEAL:
BRIDGE



SIGNED: James T. Bradley
DATE: 10-18-2002

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
FUL-20A-18.26/VARIOUS
VILLAGE OF DELTA
SWANCREEK TOWNSHIP
YORK TOWNSHIP

2 - LANE RESURFACING

LOCATION	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	CITY	VILLAGE
				BEGIN	END			
1	FUL	US 20A	(18.26-20.98)	18.26	20.98	2.72		Delta
2	FUL	SR 120	(4.88-6.07)	4.88	6.07	1.19		Lyons
3	FUL	SR 120	(9.50-14.12)	9.50	14.12	4.62		Metamora
	FUL	SR 64	(10.30-11.39)	10.30	11.39	1.09		Metamora

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Traffic Control Plans	60-65
Pavement Marking Subsummary	66
RPM Location Subsummary	67
Structures Over 20': FUL-120-09.49 FUL-120-10.89 FUL-120-14.08	68-86

PROJECT DESCRIPTION

UPGRADING 8.53 MILES OF US 20A, SR 120
AND SR 64 BY PERFORMING PAVEMENT REPAIRS,
GUARDRAIL IMPROVEMENTS, PAVEMENT PLANING
AND RESURFACING THE PAVEMENT. UPGRADING
STRUCTURES FUL-120-10.89, FUL-120-9.49 AND
FUL-120-14.08.

2002 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE
OF OHIO, DEPARTMENT OF TRANSPORTATION,
INCLUDING CHANGES AND SUPPLEMENTAL SPECI-
FICATIONS LISTED IN THE PROPOSAL SHALL
GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE
THAT THE MAKING OF THIS IMPROVEMENT WILL
NOT REQUIRE THE CLOSING OF THE HIGHWAYS TO
TRAFFIC AND PROVISIONS FOR THE MAINTENANCE
AND SAFETY OF TRAFFIC WILL BE AS INDICATED
IN THE PROPOSAL.

STANDARD CONSTRUCTION DRAWINGS

BP 2.1	7-28-00	GR-1.1M	10-21-97	RM-4.3M	10-21-97	TC-65.10	10-19-01	856	4-19-02
BP 2.2	7-28-00	GR-1.2M	1-3-96	RM-4.4M	10-21-97	TC-65.11	10-19-01	864	7-11-00
BP 3.1	7-28-00	GR-1.3M	11-30-94	RM-4.5M	10-21-97	TC-65.12	10-19-01	908	4-19-02
BP 5.1	7-28-00	GR-2.1M	4-14-98			TC-71.10	04-19-02		
		GR-3.1M	10-21-97	DS-1-92	07-19-02	TC-73.10	01-19-01		
		GR-3.4M	10-21-97	PCB-91	07-19-02				
		GR-4.2M	10-21-97	TST-1-91	07-19-02				
		GR-4.3M	10-21-97						
		GR-4.4M	11-30-94	MT-96.11	04-19-02				
		GR-4.5	4-29-99	MT-96.21	04-19-02				
		GR-5.1M	4-21-95	MT-96.26	04-20-01				
		GR-5.2M	11-30-94	MT-97.11	04-19-02				
		GR-5.3M	11-30-94	MT-101.60M	04-25-94				

SUPPLEMENTAL
SPECIFICATIONS

SPECIAL
PROVISIONS
NWP #3 &
NWP #25
12-12-2002

APPROVED: *Julie S. Math*
DATE: 10/18/02 DISTRICT DEPUTY DIRECTOR

APPROVED: *Gordon Proctor, Jr.*
DATE: 10-31-02 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

FEDERAL PROJECT NO.
TE21-G 020(681)

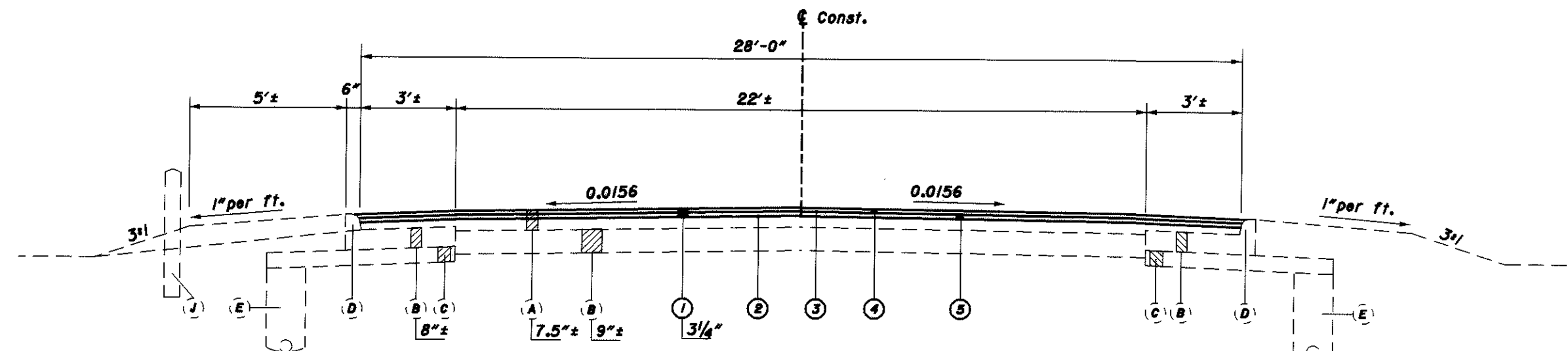
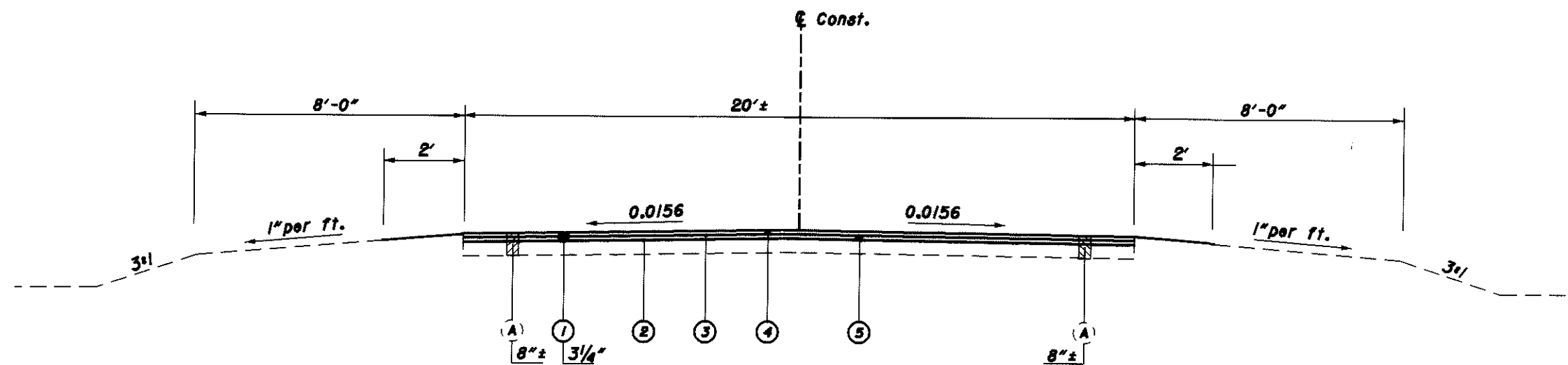
PID NO.
24096

CONSTRUCTION PROJECT NO.

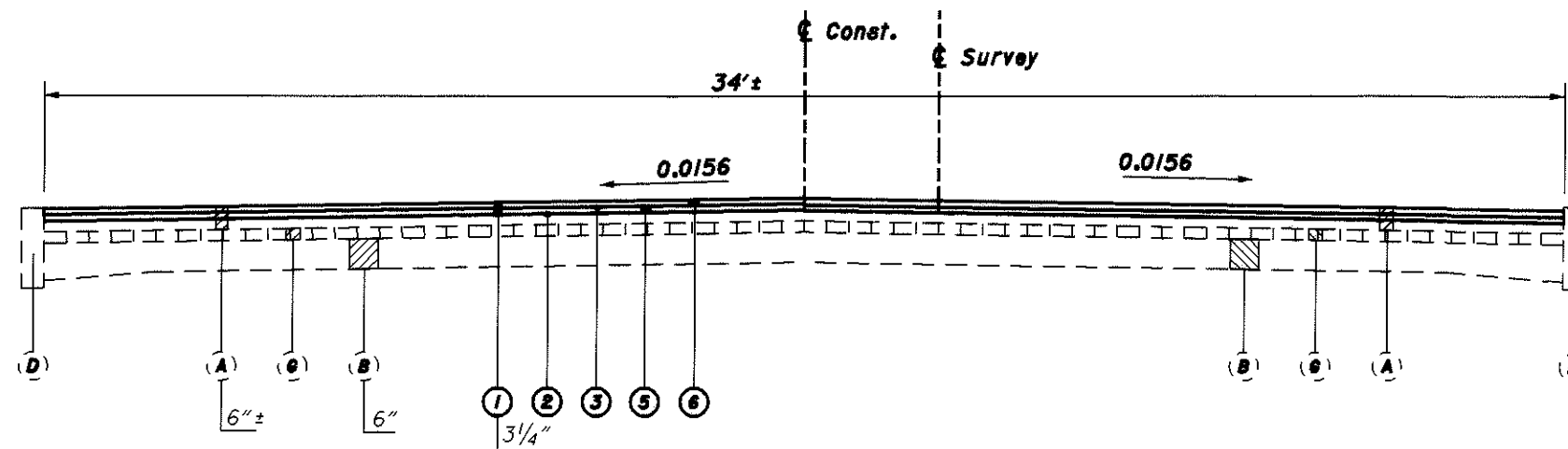
RAILROAD INVOLVEMENT

FUL-20A-18.26

86

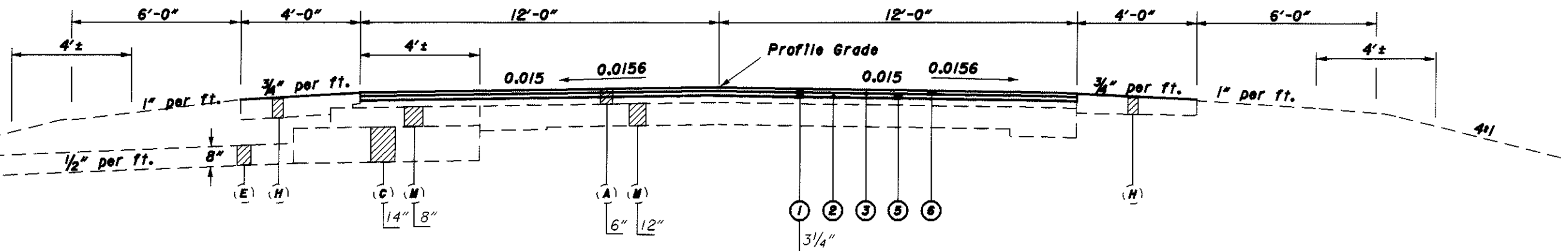
**Legend**

- | | |
|---|---|
| (A) Existing Asphalt Concrete | (1) Item 254 - Pavement Planing Bituminous |
| (B) Existing Portland Cement Concrete Base | (2) Item 407 - Tack Coat |
| (C) Existing Subbase | (3) Item 407 - Tack Coat for Intermediate Course |
| (D) Existing Concrete Curb | (4) Item 442 - 1 1/2" Asphalt Concrete Surface Course, 12.5mm, Type A (446) |
| (E) Existing Underdrains | (5) Item 856 - 1 3/4" Stone Mastic Asphalt Concrete Intermediate Course (PG 76-22m) |
| (F) Existing Concrete Sidewalk | (6) Item 856 - 1 1/2" Stone Mastic Asphalt Concrete Surface Course (PG 76-22m) |
| (G) Existing Brick | |
| (H) Existing Aggregate Shoulder | |
| (I) Existing Precast White Concrete Traffic Divider | |
| (J) Existing Guard Rail | |
| (K) Existing Aggregate Base | |
| (L) Existing Wood Ties and Rails | |
| (M) Existing Macadam | |



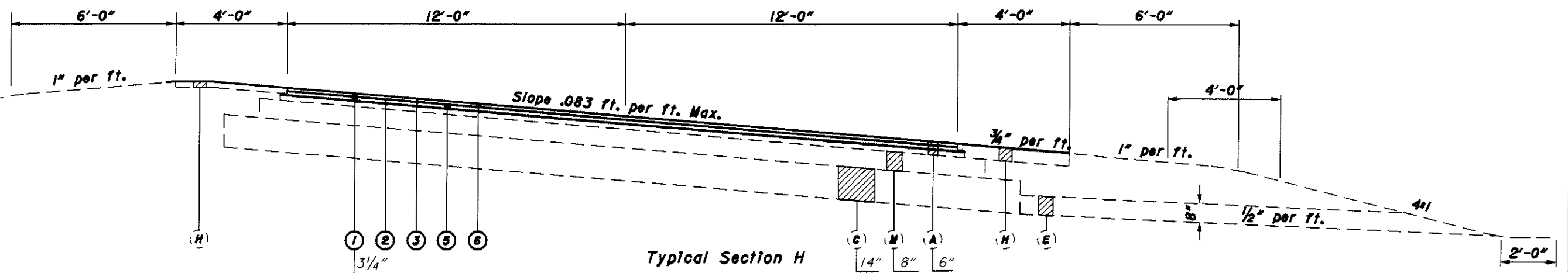
Typical Section F

Typical Section Applies from Sta. 1048+60 to 1075+00 - 2640 Lin. Ft.



Typical Section G

Typical Section Applies from Sta. 1075+00 to 1083+00 - 800 Lin. Ft.

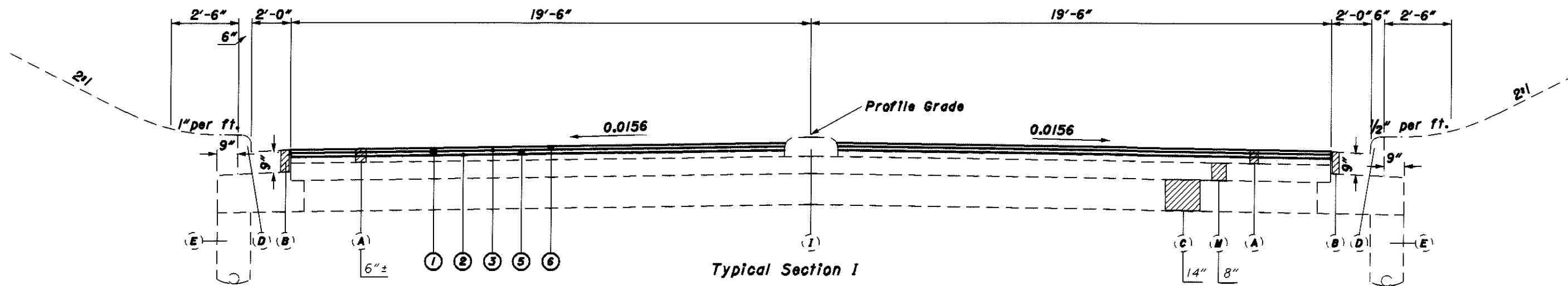


Typical Section H

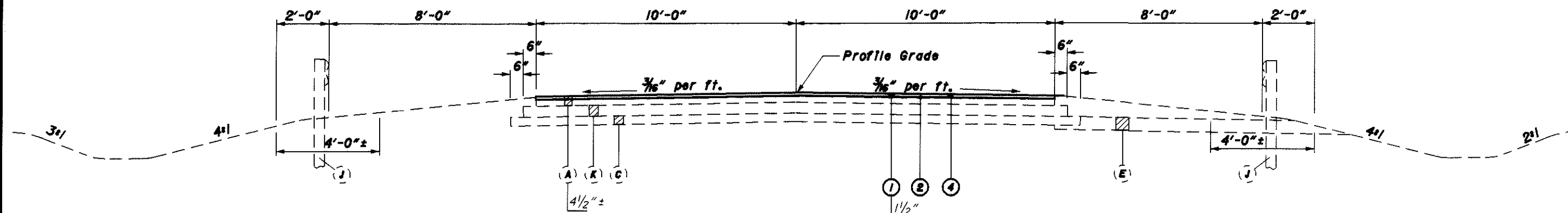
Typical Section Applies from Sta. 1083+00 to 1106+00 - 2300 Lin. Ft.

Typical Section Applies from Sta. 1111+50 to 1113+00 - 150 Lin. Ft.

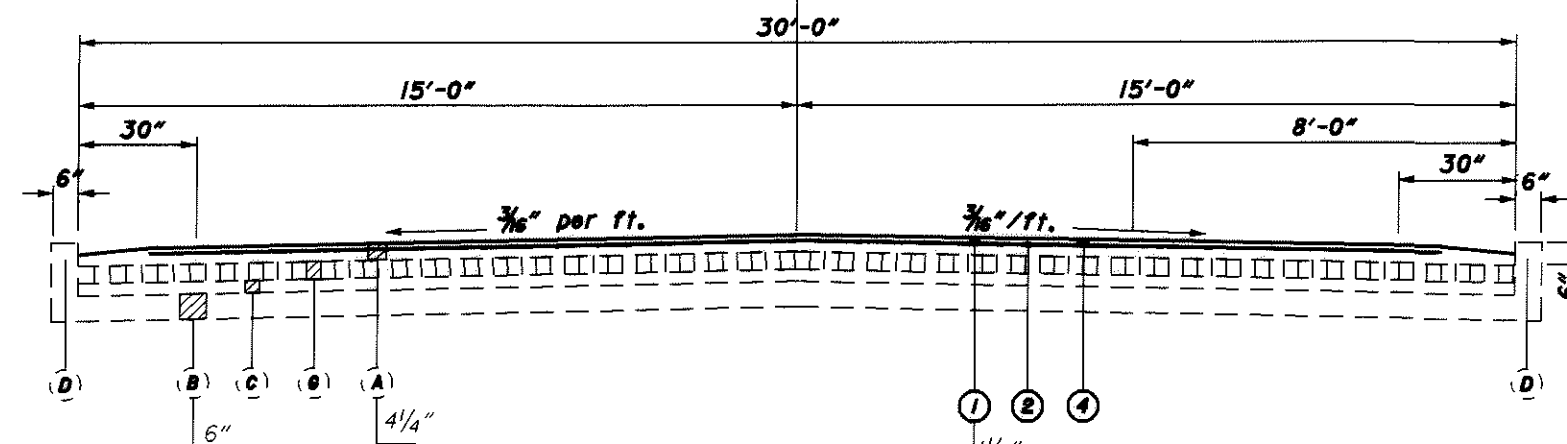
2450 Lin. Ft.



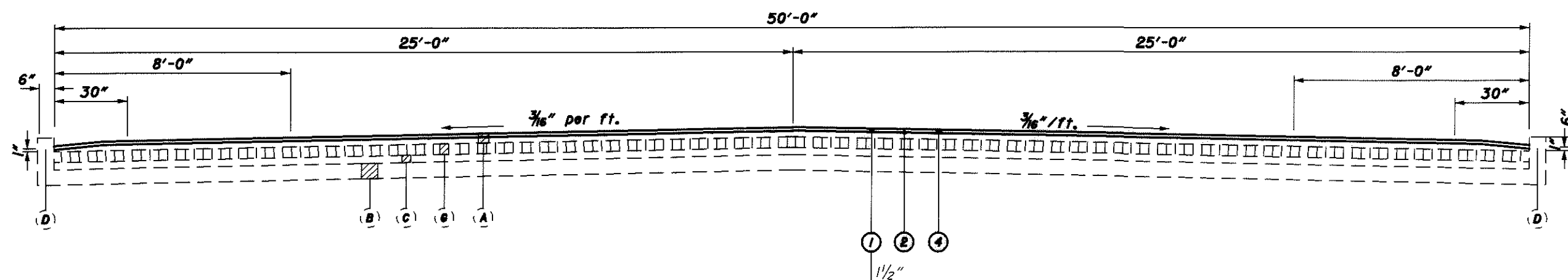
Typical Section I
 Typical Section Applies from Sta. 1106+00 to 1108+07 - 207 Lin. Ft.
 Typical Section Applies from Sta. 1108+88 to 1111+50 - 262 Lin. Ft.
 469 Lin. Ft.



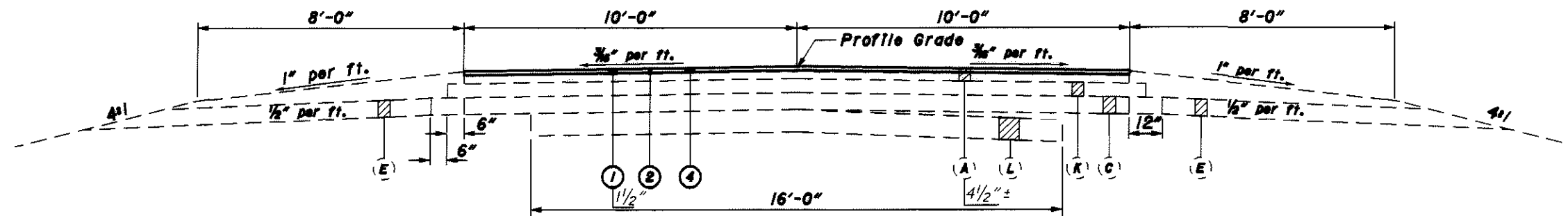
Typical Section Applies from: Sta. 263+84 to 287+55.5 = 2371.5 Lin. Ft.
Typical Section Applies from: Sta. 299+63 to 320+50 = 2087 Lin. Ft.



Typical Section Applies from Sta. 287+55.5 to 291+00 - 344.5 Lin. Ft.
Typical Section Applies from Sta. 295+95 to 299+63 - 368.00 Lin. Ft.
712.5 Lin. Ft.

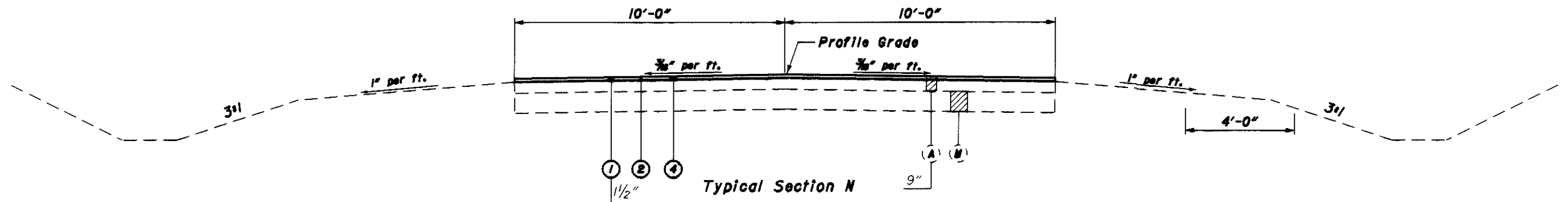


Typical Section L
Typical Section Applies from Sta. 291+00 to 295+95 = 495 Lin. Ft.



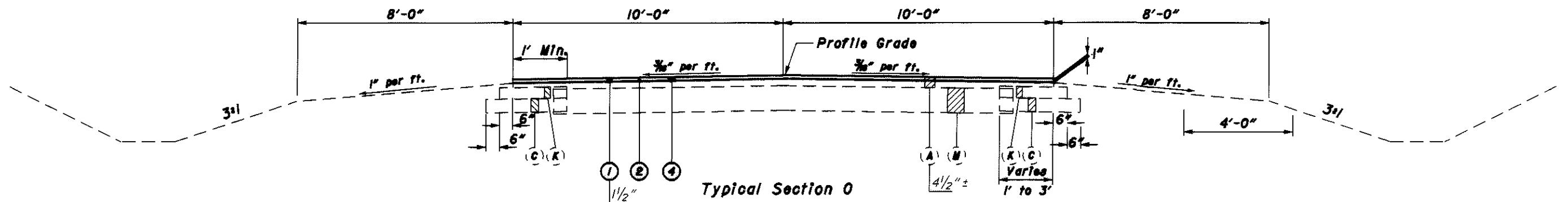
Typical Section M

Typical Section Applies from Sta. 500+78.75 to 503+00 = 221.25 Lin. Ft.



Typical Section N

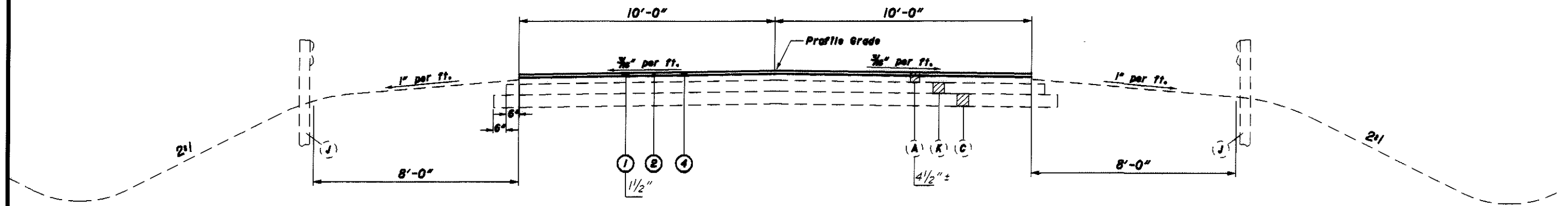
Typical Section Applies from Sta. 503+00 to 573+00 = 7000.00 Lin. Ft.
 Typical Section Applies from Sta. 577+00 to 662+64 = 8564.00 Lin. Ft.
 15564.00 Lin. Ft.



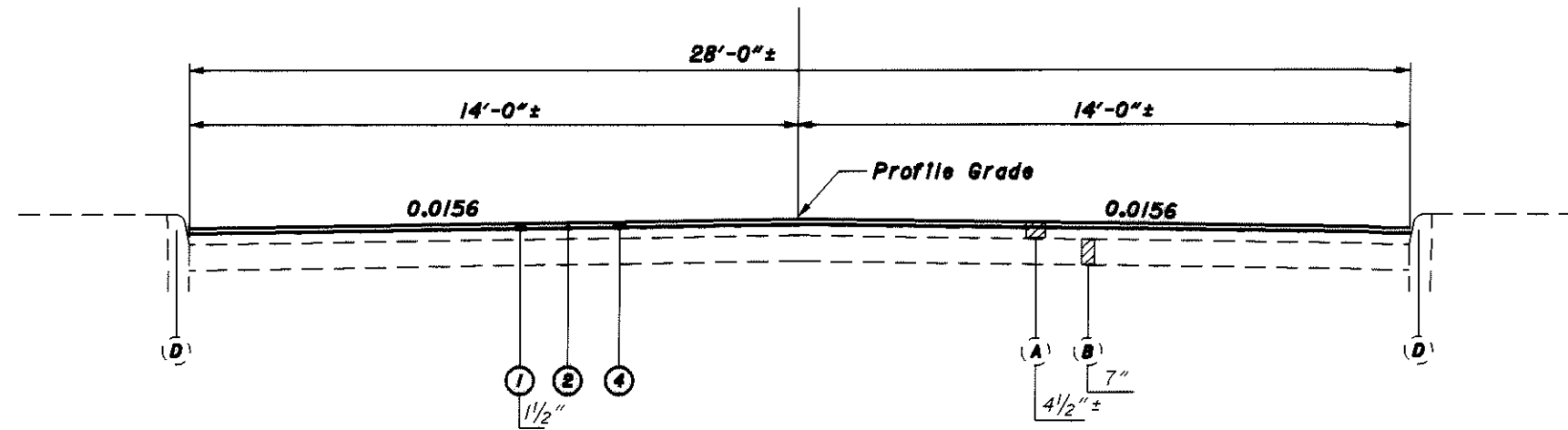
Typical Section O

Typical Section Applies from Sta. 573+00 to 574+63.18 = 163.18 Lin. Ft.
 Typical Section Applies from Sta. 576+00 to 577+00 = 100.00 Lin. Ft.
 263.18 Lin. Ft.

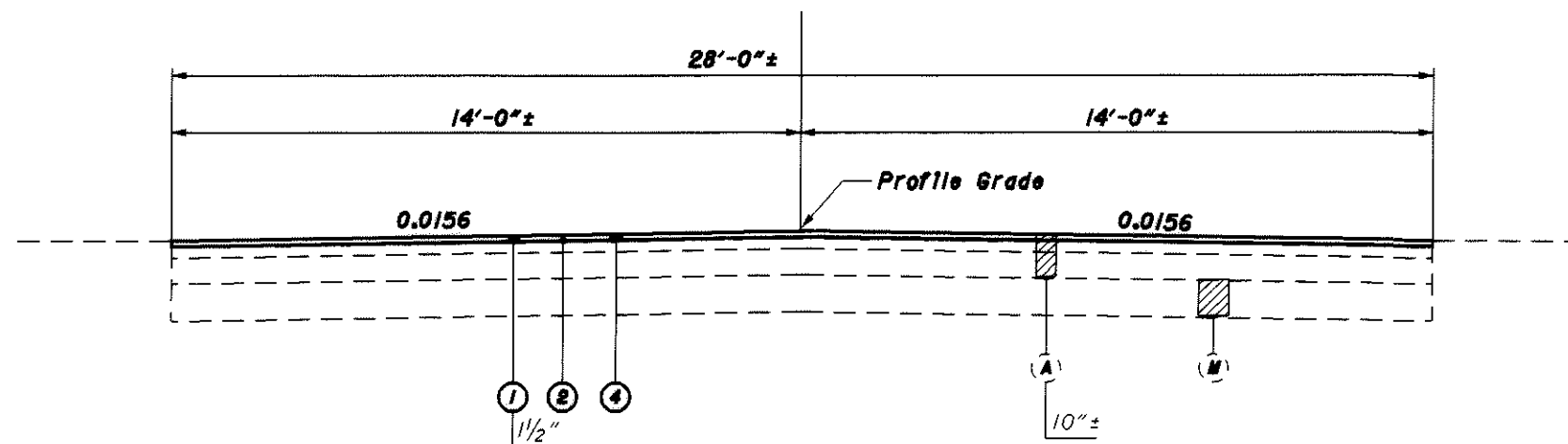
I:\projects\fulon\24096.03\20\gy00.dgn 20-OCT-2002 10:26 AM izlems



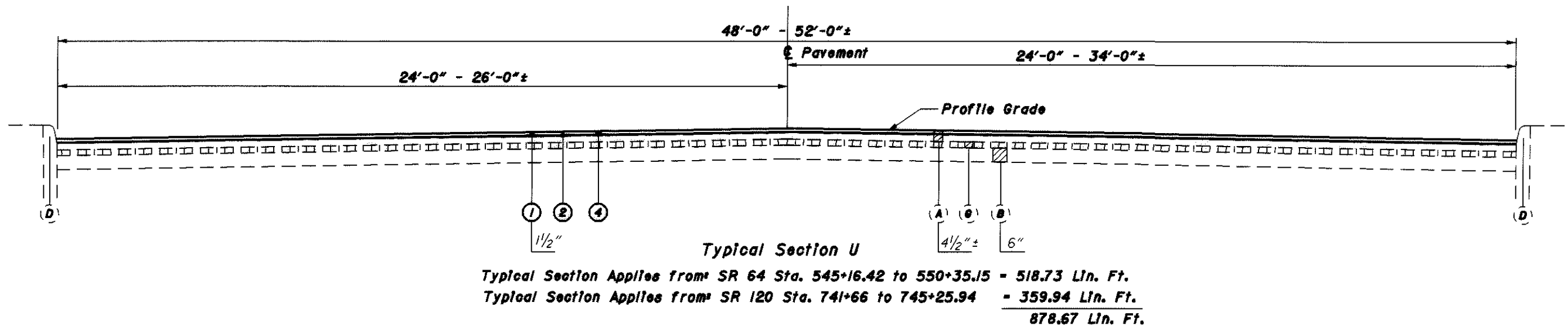
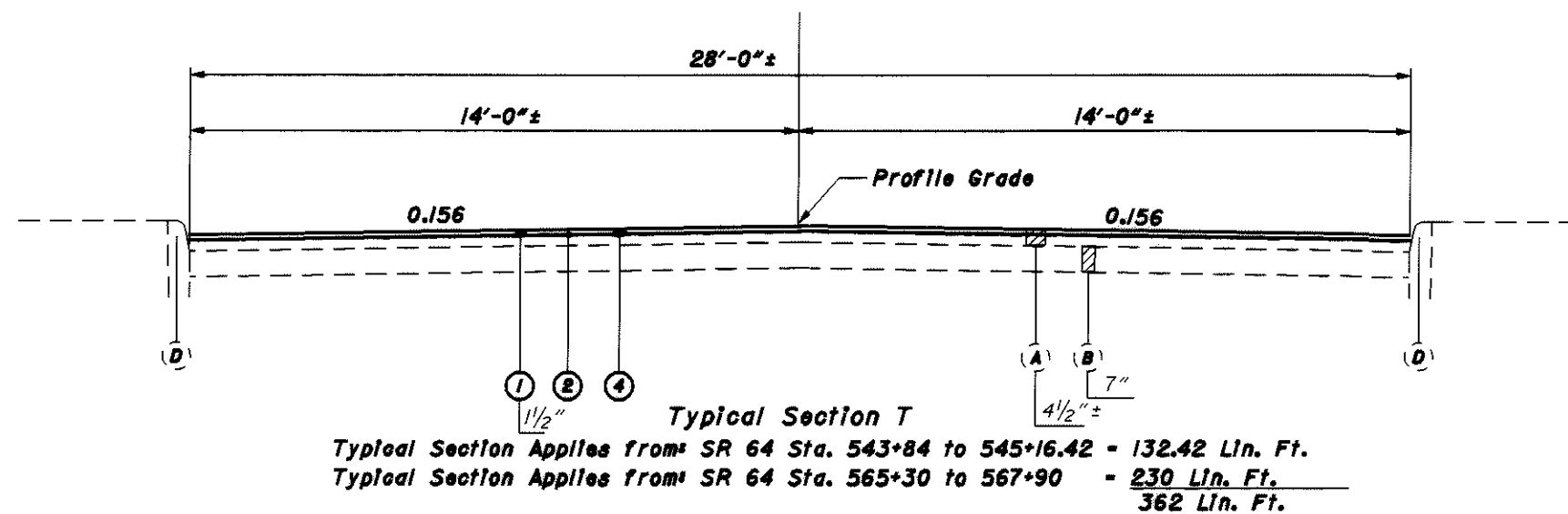
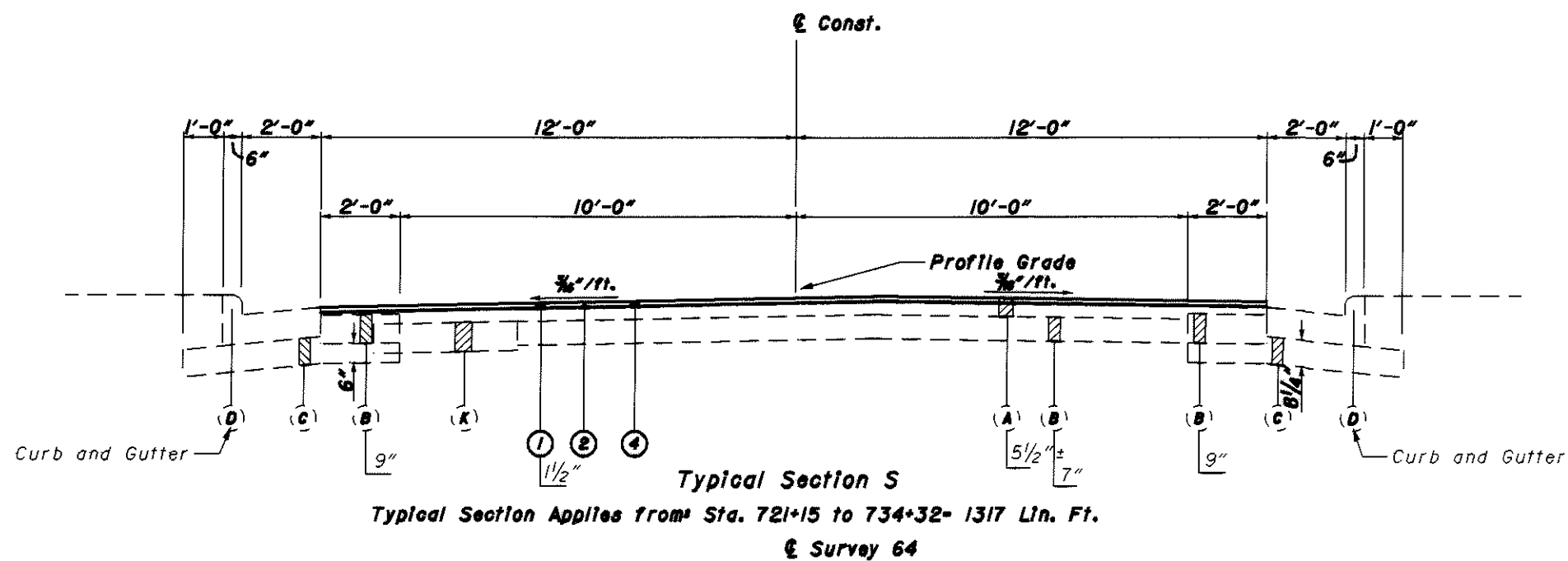
Typical Section Applies from SR 120 Sta. 574+63.18 to 576+00 = 136.82 Lin. Ft.

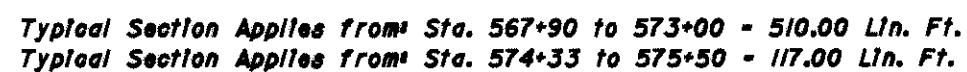
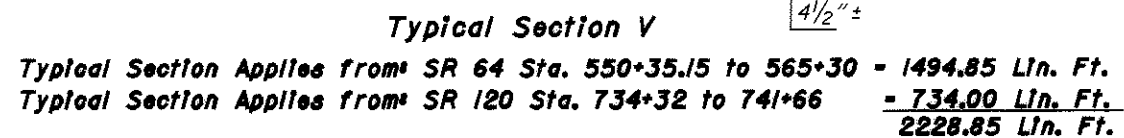


Typical Section Applies from Sta. 662+64 to 673+73 = 1109.00 Lin. Ft.



Typical Section Applies from Sta. 673+73 to 721+15 = 4742 Lin. Ft.





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

UTILITIES

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

VILLAGE OF DELTA
WATER DEPERTMENT
401 MIAN STREET
DELTA, OHIO 43515
(419) 822-3190

OHIO GAS COMPANY
715 E. WILSON STREET
P.O. 528
BRYAN, OHIO 43506
1-800-331-7396

SPRINT UNITED TELEPHONE
122 SOUTH ELIZABETH STREET
LIMA, OHIO 45801
(419) 226-6120

ADELPHIA
P.O. BOX 405
DEFIANCE, OHIO 43512
(419) 784-1992

VILLAGE OF METAMORA
P.O. BOX 299
METAMORA, OHIO 43540
(419) 644-2051

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

DATE OF COMPLETION

IN ADDITION TO THE REQUIREMENTS OF SECTION 108.02 OF THE OHIO DEPARTMENT OF TRANSPORTATION'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND IN CONSIDERATION OF THE DEPARTMENT'S INTENTION TO PROVIDE THE AWARDED CONTRACTOR WITH A MORE FLEXIBLE TIME FRAME FOR PERFORMING REQUIRED CONSTRUCTION ACTIVITIES, THE AWARDED CONTRACTOR FOR THIS PROJECT SHALL BE GIVEN A DATE FOR PROJECT COMPLETION IN ACCORDANCE WITH THE FOLLOWING:

ALL CONSTRUCTION WORK ON THE PROJECT SHALL BE COMPLETED ON OR BEFORE THE 60 DAY FOLLOWING THE DATE OF THE DISTRICT HIGHWAY MANAGEMENT ADMINISTRATOR'S (OR DESIGNEE'S) WRITTEN AUTHORIZATION TO PROCEED WITH THE CONSTRUCTION ACTIVITIES, BUT NO LATER THAN THE COMPLETION DATE INDICATED IN THE PROPOSAL.

THEFORE, THE AWARDED CONTRACTOR HAS A WINDOW OF TIME IN WHICH TO CONSTRUCT THIS PROJECT. FAILURE TO COMPLETE ALL CONSTRUCTION ACTIVITIES, ONCE INITIATED, EITHER WITHIN THIS WINDOW OF TIME OR BY THE DATE GIVEN FOR COMPLETION SHALL RESULT IN A BREACH OF CONTRACT BY THE AWARDED CONTRACTOR.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3J.

802 RAISED PAVEMENT MARKERS. REMOVED FOR STORAGE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR STORAGE. THE FULTON COUNTY MANAGER SHALL BE CONTACTED FOR INSTRUCTIONS ON WHERE TO DELIVER THE RAISED PAVEMENT MARKERS.

ITEM 202 RAISED PAVEMENT MARKERS 781 EACH
REMOVED FOR STORAGE

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAIL-
BOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN
ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-
SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR
OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4" BY 4" SQUARE OR 4 1/2" DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2" I.D., AND CONFORM TO AASHTO M 181.

HARDWARE (PLATES, SCREWS, BOLTS, ETC.) SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

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

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

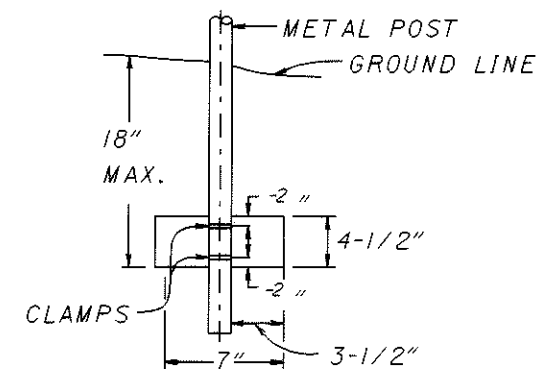
THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

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

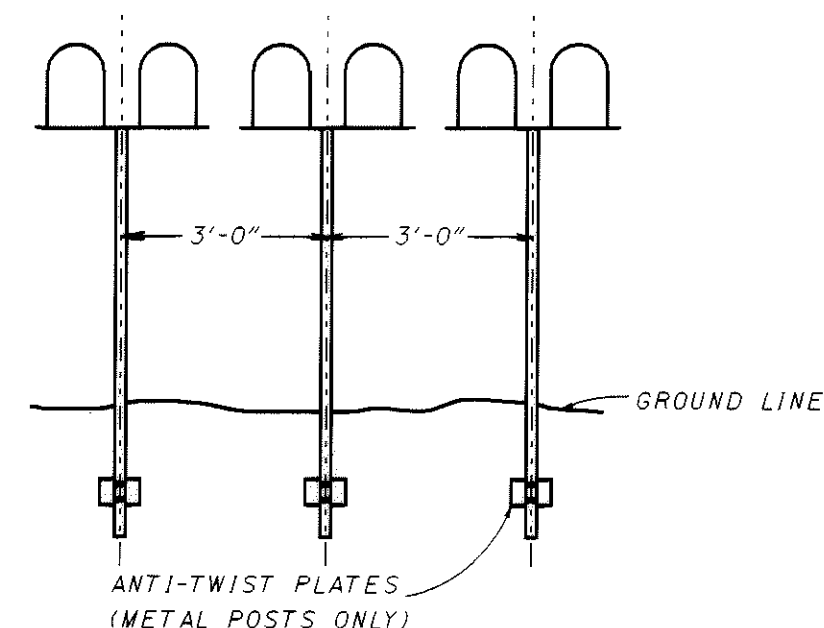
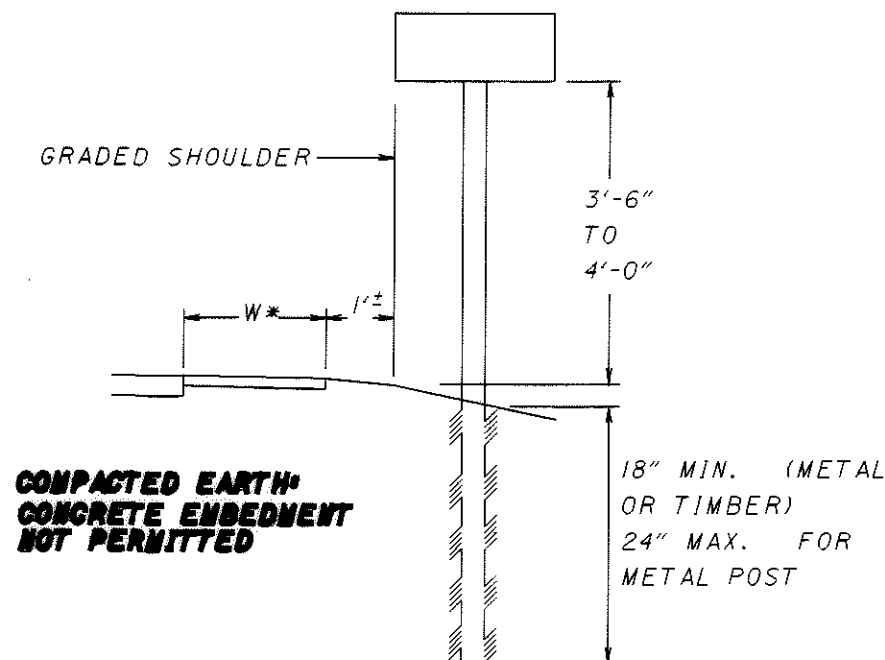
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

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

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT. (SINGLE).



ANTI-TWIST PLATE



GROUP MAILBOX INSTALLATION

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL BE AS SHOWN ON THE TYPICAL SECTIONS.

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. PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

PERMIT NOTIFICATION:

THE CONTRACTOR SHALL GIVE A 10 DAY NOTICE PRIOR TO ANY LANE RESTRICTION TO AVOID ANY CONFLICT OF PERMITTED LOADS DURING THIS CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 2
ATTENTION: JOHN TANSEY
317 EAST POE RD.
BOWLING GREEN, OHIO 43402

HAZARDOUS AND REGULATED MATERIALS

THE CONTRACTOR IS HEREBY GIVEN NOTICE THAT IF HE REVEALS, SAMPLES, TESTS, REMOVES OR DETERMINES IN ANY WAY THAT EXISTING SOILS OR EXCAVATED MATERIAL CONTAINING TRACE AMOUNTS OF SENSITIVE ELEMENTS, BUT DO NOT MEET OR EXCEED GOVERNMENT ESTABLISHED LIMITS OF HAZARDOUS OR REGULATED MATERIAL, THEN THE MATERIAL SHALL BE REMOVED AND DISPOSED OF IN WHATEVER MANNER HE CHOOSES AND IS WITHIN THE LIMITS OF THE LAW AND REGULATION, WITHOUT ADDITIONAL COST TO THE CONTRACT. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNDER EACH RESPECTIVE MATERIAL.

IF, AT ANY TIME, THE MATERIAL MEETS OR EXCEEDS THE ESTABLISHED LIMITS OF HAZARDOUS OR REGULATED MATERIAL, THE DEPARTMENT SHALL REIMBURSE THE CONTRACTOR ACCORDING TO THE PROCEDURES ESTABLISHED IN THE CONTRACT, FOR ONLY THAT MATERIAL WHICH MEETS THE DEFINITION OF HAZARDOUS OR REGULATED MATERIAL. IF THERE ARE NO PROCEDURES IN THE CONTRACT ADDRESSING HAZARDOUS OR REGULATED MATERIAL, THEN THE CONTRACTOR SHALL PROCEED AS NECESSARY TO PROPERLY DISPOSE OF THE HAZARDOUS OR REGULATED MATERIAL AND ALL ADDITIONAL COSTS SHALL BE REIMBURSED ACCORDING TO SECTION 109.04 OF THE CONSTRUCTION AND MATERIALS SPECIFICATION BOOK.

ITEM 004, CATCH BASIN RECONSTRUCTED AS PER PLAN

PROVIDE AND INSTALL CASTING NEENAH R-3463-B OR APPROVED EQUAL

ITEM 004, CATCH BASIN NO3 AS PER PLAN

PROVIDE AND INSTALL CASTING NEENAH R-3463-B OR APPROVED EQUAL

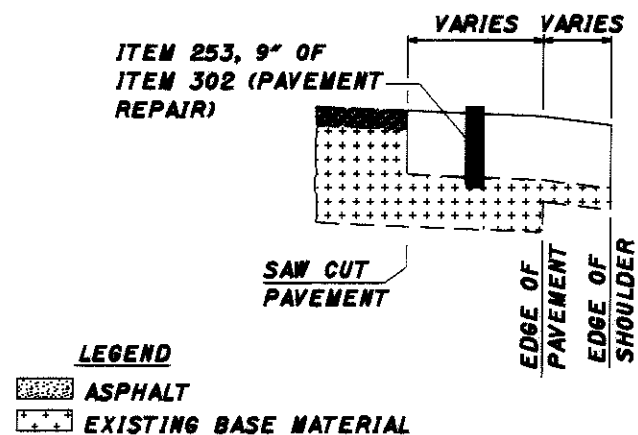
ITEM 253 - PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED FOR 9" PAVEMENT REPAIR ON LOCATIONS 1, 2, 3 AS DIRECTED BY THE ENGINEER AND IS BASED ON THE PERCENTAGE SHOWN OF THE TOTAL AREA OF THE LOCATIONS.

ITEM 253, PAVEMENT REPAIR

LOCATION 1 - (2X)	2696	SQ. YARDS
LOCATION 2 - (2X)	389	SQ. YARDS
LOCATION 3 - (2X)	1245	SQ. YARDS
	4330	SQ. YARDS

QUANTITY CARRIED TO THE GENERAL SUMMARY



NOTE: ALL LOCATIONS ARE APPROX. THE ENGINEER SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO THE BEGINNING OF WORK. ANY ADJUSTMENTS NECESSARY SHALL BE AS DIRECTED BY THE ENGINEER.

ITEM 255, FULL DEPTH RIGID REPLACEMENT REMOVAL AND RIGID REPLACEMENT

LOCATION 3

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED FOR RIGID REPLACEMENT AND REMOVAL AS DIRECTED BY THE ENGINEER AND IS BASED ON 1% OF THE TOTAL AREA OF LOCATION 3.

ITEM 255, FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT 788 SQ. YARDS

ITEM 255, FULL DEPTH RIGID PAVEMENT SAWING 3000 FT.

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 RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, TYPE B-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

- 1) THE SRT-350, GUARDRAIL END TERMINAL AS MANUFACTURED BY SYRO INC., 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE SRT-350 SYSTEM IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SS444	SLOTTED RAIL TERMINAL POST LAYOUT AND ERECTION DETAILS SRT-350 (12.5, 8 POST)	7/12/99 Rev. 1	8/27/99
SS425M	SLOTTED RAIL TERMINAL SRT-350 POST LAYOUT AND ERECTION DETAILS (12.5, 9 POST)	6/21/97 Rev. 1	3/6/98

- 2) THE FLEAT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, IL 60423 (TELEPHONE: 815-464-5917).

THE LENGTH OF THE FLEAT-350 IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
FLT-M	FLARED ENERGY ABSORBING TERMINAL (FLEAT-350) ASSEMBLY	4/16/98	7/31/98

GRADING SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING GR-4.3M.

THE FACE OF THE TYPE B-98 IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19: APPROXIMATELY 36" W X 12" H FOR THE SRT-350 AND 14" W X 20" H FOR THE FLEAT.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE B-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E-98

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS.

- 1) THE ET-2000 (1997) MANUFACTURED BY SYRO, INC., 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF TWO 25'-0" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE

MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SSS265M	ET-2000 (1997) PLAN, ELEVATION AND SECTIONS	6/20/97	3/6/98
SSI42	ET2000 PLUS 50'-0" PLAN, ELEVATION AND SECTION 25'-0" RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SSI41	ET2000 PLUS PLAN, ELEVATION AND SECTION 25'-0" RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SSI58	ET2000 PLUS 50'-0" WITH 12'-6" PANELS AND HBA POSTS 1-4 PLAN, ELEVATION AND SECTION	5/22/00	7/31/00

- 2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, IL 60423 (TELEPHONE: 815-464-5917).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF FOUR 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18" X 18".

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E-98, 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 2-98 [(MODEL NO.), (UNIDIRECTIONAL OR BIDIRECTIONAL)]

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A QUADGUARD IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./ REV.	ODOT APPROVAL DATE
QSCBCVR-U	QUADGUARD SYSTEM WITH CONCRETE BACKUP	4/28/97 Rev. E	3/6/98
35-40-03	QUADGUARD SYSTEM BACKUP ASSEMBLY, TS, OG	3/19/99 Rev. F	8/27/99
35-40-08	QUADGUARD SYSTEM CONCRETE BACKUP, OG	10/14/97 Rev. F	8/27/99
2 SHEETS	ON GRADE & ON EXISTING CONCRETE STRUCTURE	10/14/97 Rev. F	8/27/99
35-40-15	QUADGUARD SYSTEM END SHOE ASSEMBLY, OG	9/11/98 Rev. F	8/27/99
3540498	OG SYSTEM NOSE ASSEMBLY, OG, 24, 30, 36, W/BELTING	12/30/98	8/27/99

3540150 QUADGUARD TRANSITION TO VERTICAL CONCRETE BARRIER 9/96 8/27/99

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 2-98 [(MODEL NO.), (UNIDIRECTIONAL OR 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, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 209 - RESHAPING UNDER GUARDRAIL

GRADED SHOULDERS AT LOCATIONS WHERE EXISTING GUARDRAIL IS REMOVED, OR WHERE NEW GUARDRAIL IS TO BE ERECTED, SHALL BE RESHAPED AS DIRECTED BY THE ENGINEER TO INSURE A SMOOTH DRAINABLE SURFACE FREE OF ALL IRREGULARITIES. EXCESS EXCAVATION RESULTING FROM RESHAPING SHOULDERS SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT FOR RESHAPING GRADED SHOULDERS AS DESCRIBED SHALL BE INCLUDED IN THE CONTRACT PRICE PER STATION FOR ITEM 209, RESHAPING UNDER GUARDRAIL.

IN STREAM WORK

IN STREAM WORK WILL NOT BE PERMITTED BETWEEN MARCH 1 AND JUNE 15.

IN STREAM WORK WILL BE LIMITED WHERE PRACTICABLE AND ONLY CLEAN, NON-ERODIBLE MATERIAL WILL BE USED FOR FORDS, COFFERDAMS, OR OTHER EQUIPMENT ACCESS PADS. THIS TEMPORARY PLACED MATERIALS WILL BE REMOVED AND THE STREAM BOTTOM RESTORED TO NEAR NATURAL CONDITIONS WHEN THE WORK IS COMPLETED.

INDIANA BAT CONSIDERATIONS

FULTON COUNTY IS WITHIN THE KNOWN RANGE OF THE INDIANA BAT, WHICH IS A FEDERALLY ENDANGERED SPECIES. ALL TREE REMOVAL SHOULD BE PERFORMED BETWEEN NOVEMBER 15 TO APRIL 15 TO AVOID IMPACTING INDIANA BAT SUMMER ROOSTING AND BROOD-REARING HABITAT. OTHERWISE AN INDIANA BAT NET SURVEY SHALL BE REQUIRED.

SKL
JMF

GENERAL NOTES

FUL-20A-18.26

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CONSTRUCTION PHASING

FUL-120-0189 BRIDGE CONSTRUCTION

FUL-120-0189 BRIDGE REPAIRS REQUIRE THE BRIDGE TO HAVE ONE LANE OPENED AT A TIME PER CONSTRUCTION STANDARDS MT-96.11, MT-96.21 AND MT-96.26. THE BRIDGE WORK SHALL BE COMPLETED IN 60 DAYS. THE PORTABLE CONCRETE BARRIER SHALL BE BRIDGE MOUNTED.

ITEM 622 PORTABLE CONCRETE BARRIER

FOR BRIDGE CONSTRUCTION:

ITEM 622, PORTABLE CONCRETE BARRIER 32" BRIDGE MOUNTED
120 LIN FT

ITEM 622, PORTABLE CONCRETE BARRIER 32"
200 LIN FT

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B

THE QUANTITY OF 100 SQ YD OF TEMPORARY PAVEMENT CLASS B IS FOR FUL-120-0189. THE QUANTITY CARRIED TO GENERAL SUMMARY

US 80A RESURFACING

NO PLANING SURFACE SHALL BE OPENED TO PUBLIC FOR MORE THAN 3 DAYS.

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH 108.07 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614 - MAINTAINING TRAFFIC

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	NEW YEARS
MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING

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:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07.

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.

ITEM 614 - MAINTAINING TRAFFIC

NOTICE OF CLOSURE SIGNS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. 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 THE POINT OF CLOSURE.

ITEM 614 - MAINTAINING TRAFFIC

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

20A @ SR 64
20A @ SR109
20A @ INDUSTRIAL DRIVE

ITEM 614 - MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS 614.04 AND 614.11.

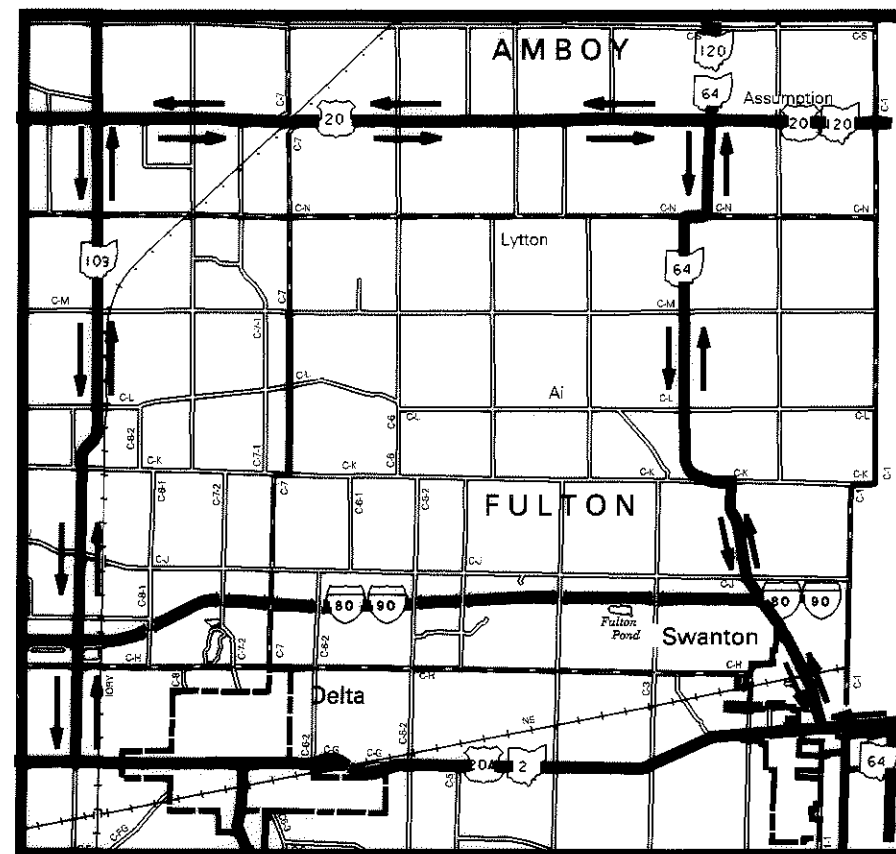
614, WORK ZONE MARKING SIGN, 20 EACH
614, WORK ZONE LANE LINE, CLASS II, 10 MILE

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON THE SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE ENGINEER IS ASSURED OF COMPLIANCE.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO THE APPROPRIATE PROPOSAL NOTE AND ITEM 626 EXCEPT THAT THE SPACING SHALL BE 25 FEET. AN ESTIMATED QUANTITY OF 13 EACH OF ITEM 614 BARRIER REFLECTOR, TYPE B, AND 13 EACH OF ITEM 614 OBJECT MARKERS HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.



DETOUR MAP FOR REPAIRS TO FUL-20A-80.98.

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SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
11	12	17	18	19	20	21	22	25	54	59					
															# ROADWAY #
									1634		202	23000	1634	SQ YD	PAVEMENT REMOVED
				352	129	1015	2992				202	23500	4488	SQ YD	WEARING COURSE REMOVED
		2522								800	202	30000	3322	SQ FT	WALK REMOVED
										75	202	30501	75	FT	CONCRETE MEDIAN REMOVED, AS PER PLAN
		706							404	1086	202	32000	2196	FT	CURB REMOVED
									355		202	32500	355	FT	CURB AND GUTTER REMOVED
										2400	202	38000	2400	FT	GUARDRAIL REMOVED
										125	202	38500	125	FT	BRIDGE RAILING REMOVED
										6	202	42300	6	EACH	ANCHOR ASSEMBLY REMOVED FOR STORAGE, TYPE A
781											202	54100	781	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE
										1	202	58100	1	EACH	CATCH BASIN REMOVED
										2	202	98100	2	EACH	REMOVAL MISC. IMPACT ATTENUATOR WITH CONCRETE PAD REMOVED
									1634		204	10000	1634	SQ YD	SUBGRADE COMPACTION
										30	209	15000	30	STATION	RESHAPING UNDER GUARDRAIL
										1206.25	606	13000	1206.25	FT	GUARDRAIL, TYPE 5
										175	606	13030	175	FT	GUARDRAIL, TYPE 5, USING 9 FOOT POSTS
										250	606	14000	250	FT	GUARDRAIL, TYPE 8
										4	606	17500	4	EACH	POST END ANCHOR (OR CONCRETE BLOCK END ANCHOR)
										4	606	22000	4	EACH	ANCHOR ASSEMBLY, TYPE B-98
										6	606	22010	6	EACH	ANCHOR ASSEMBLY, TYPE E-98
										1	606	26500	1	EACH	ANCHOR ASSEMBLY, TYPE T
										8	606	35000	8	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1
										4	606	35124	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 3 (MODIFIED)
										2	606	35140	2	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4
										2	606	60024	2	EACH	IMPACT ATTENUATOR, TYPE 2-98 (BIDIRECTIONAL)
		48									608	10000	48	SQ FT	4" CONCRETE WALK
		5									608	49001	5	EACH	CURB RAMP, AS PER PLAN
		2474									608	52001	2474	SQ FT	CURB RAMP, AS PER PLAN
										180	622	23300	180	FT	CONCRETE BARRIER, TYPE A
										562	622	24000	562	FT	CONCRETE BARRIER, TYPE D
			7								SPECIAL	69050100	7	EACH	MAILBOX SUPPORT SYSTEM, SINGLE
															EROSION CONTROL
										900	659	10000	900	SQ YD	SEEDING AND MULCHING
										0.12	659	20000	0.12	TON	COMMERCIAL FERTILIZER
										5	659	35000	5	M GAL	WATER
															DRAINAGE
								3		1	604	00401	1	EACH	CATCH BASIN, NO. 3, AS PER PLAN
								1			604	09000	3	EACH	CATCH BASIN ADJUSTED TO GRADE
											604	09500	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE
										5	604	09501	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN
															PAVEMENT
	4330										253	01000	4330	SQ YD	PAVEMENT REPAIR
					19468	78932					254	01000	98400	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE 1 1/2"
				52335							254	01000	52335	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE 3 1/4"
	788										255	10100	788	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS
	3000										255	20000	3000	FT	FULL DEPTH PAVEMENT SAWING

GENERAL SUMMARY

FUL-20A-18.26

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WALKS & RAMPS																
SHEET NO.	REF. NO.	ROUTE	STATION		SIDE	LINEAL FEET	202	202	4" CONC. WALK	608	CURB RAMP AS PER PLAN	CURB RAMP AS PER PLAN				
			FROM	TO OR AT			WALK REMOVED	CURB REMOVED		SQ. FT.			FT.	SQ. FT.	SQ. FT.	EACH
			LOCATION 1													
32	1-CR	20A		1023+95	RT.			10				1				
32	2-CR	20A		1024+45	RT.		20	10		20						
32	3-CR	20A		1026+61	RT.		20			20						
32	4-CR	20A		1026+79	RT.		40	10		40						
32	5-CR	20A		1028+41	RT.		40	10		40						
33	1-CR	20A		1032+46	LT.		48	12		48						
33	2-CR	20A		1032+46	RT.		20	10		20						
33	3-CR	20A		1034+47	RT.		20	6		20						
33	4-CR	20A		1034+67	RT.		20	6		20						
33	5-CR	20A		1034+74	LT.		20	6		20						
33	6-CR	20A		1034+92	LT.		20	6		20						
33	7-CR	20A		1037+92	LT.		20	6		20						
33	8-CR	20A		1037+98	LT.		20	10		20						
33	9-CR	20A		1038+33	LT.		20	10		20						
33	10-CR	20A		1038+39	LT.		20	10		20						
33	11-CR	20A		1040+97	RT.		20	10		20						
33	12-CR	20A		1040+99	RT.		20	10		20						
33	13-CR	20A		1041+35	LT.		20	6		20						
33	14-CR	20A		1042+04	LT.		20	6		20						
33	15-CR	20A		1042+40	LT.		40	10		40						
33	16-CR	20A		1042+40	RT.		20	5		20						
33	17-CR	20A		1044+29	RT.		20	5		20						
33	18-CR	20A		1044+59	RT.		20	5		20						
33	19-CR	20A		1040+97	RT.		40	10		40						
34	1-CR	20A		1047+97	LT.		20	5		20						
34	2-CR	20A		1048+12	LT.		20	5		20						
34	3-CR	20A		1048+36	LT.		20	5		20						
34	4-CR	20A		1048+51	LT.		20	5		20						
34	5-CR	20A		1048+04	RT.		40	20		40						
34	6-CR	20A		1048+36	RT.		20	5		20						
34	7-CR	20A		1048+51	RT.		20	5		20						
34	8-CR	20A		1053+00	LT.		20	5		20						
34	9-CR	20A		1053+04	LT.		20	5		20						
34	10-CR	20A		1053+25	LT.		20	5		20						
34	11-CR	20A		1053+30	LT.		20	5		20						
34	12-CR	20A		1053+00	RT.		20	5		20						
34	13-CR	20A		1053+30	RT.		20	5		20						
34	14-CR	20A		1055+07	RT.		20	5		20						
34	15-CR	20A		1055+17	RT.		20	5		20						
34	16-CR	20A		1055+07	LT.		20	5		20						
34	17-CR	20A		1055+42	RT.		20	5		20						
34	18-CR	20A		1057+17	LT.		20	5		20						
34	19-CR	20A		1057+39	LT.		30	5		30						
34	20-CR	20A		1059+29	LT.		20	5		20						
34	21-CR	20A		1059+29	RT.		20	5		20						
34	22-CR	20A		1059+39	RT.		20	5		20						
34	23-CR	20A		1059+63	RT.		20	5		20						
35	1-CR	20A		1061+39	LT.		20			20						
35	2-CR	20A		1061+62	LT.		20			20						
35	3-CR	20A		1063+16	RT.		20	5		20						
35	4-CR	20A		1063+32	RT.		20			20						
35	5-CR	20A		1063+79	RT.		20			20						
35	6-CR	20A		1065+00	LT.		20	5		20						
35	7-CR	20A		1065+38	LT.		20	5		20						
TOTAL FOR LOCATION 1 CARRIED TO GENERAL SUMMARY							1198	334		1198		1				

WALKS & RAMPS												
SHEET NO.	REF. NO.	ROUTE	STATION		SIDE	LINEAL FEET	202	202	608			
			FROM	TO OR AT			WALK REMOVED	CURB REMOVED	4" CONC. WALK	CURB RAMP AS PER PLAN	CURB RAMP AS PER PLAN	
												SQ. FT.
			LOCATION 2									
40	1-CR	120		288+67	RT.		20	10		20		
40	2-CR	120		288+89	RT.		40	10		40		
40	3-CR	120		293+44	LT.		96	30		96		
40	4-CR	120		294+00	LT.		96	30		96		
40	5-CR	120		293+44	RT.		96	30		96		
40	6-CR	120		294+00	RT.		96	30		96		
41	1-CR	120		298+87	LT.		56	12		56		
41	2-CR	120		298+87	RT.		40	10		40		
41	3-CR	120		299+13	LT.		20	6		20		
41	4-CR	120		304+62	LT.		20	6		20		
41	5-CR	120		304+98	LT.		20	6		20		
TOTAL FOR LOCATION 2 CARRIED TO GENERAL SUMMARY							600	180		600		
			LOCATION 3									
49	1-CR	120		734+67	RT.		20	10		20		
49	2-CR	120		735+26	LT.			10			1	
49	3-CR	120		735+26	RT.		20	10		20		
49	4-CR	120		739+84	LT.		20	10		20		
49	5-CR	120		740+05	LT.		20	6		20		
49	6-CR	120		739+84	RT.		20	6		20		
49	7-CR	120		740+05	LT.		20	10		20		
49	8-CR	120		744+96	RT.		40	10		40		
49	9-CR	64		544+16	LT.		20	5		20		
49	10-CR	120		744+96	RT.		20	5		20		
49	11-CR	64		544+08	RT.		20	5		20		
49	12-CR	64		544+16	RT.		20	5		20		
50	1-CR	64		546+98	RT.		40	5		40		
50	2-CR	64		547+20	RT.		40	10		40		
50	3-CR	64		549+08	LT.		32	5		32		
50	4-CR	64		549+18	LT.		32	5		32		
50	5-CR	64		549+38	LT.		32	5		32		
50	6-CR	64		549+54	LT.			10			1	
50	7-CR	64		549+08	RT.			10			1	
50	8-CR	64		549+54	RT.			10			1	
50	9-CR	64		551+17	RT.		20	5		20		
50	10-CR	64		551+33	RT.		20	5		20		
50	11-CR	64		554+27	RT.		40	5		40		
50	12-CR	64		554+41	RT.		20	5		20		
51	1-CR	64		556+54	RT.		20	5		20		
51	1-SW	64	556+54	556+66	RT.	12	48		48			
51	2-CR	64		556+66	RT.		20	5		20		
51	3-CR	64		558+66	RT.		20	5		20		
51	4-CR	64		558+77	RT.		20	5		20		
52	1-CR	64		573+95	LT.		20			20		
52	2-CR	64		574+22	LT.		20			20		
52	3-CR	64		574+22	RT.		20			20		
52	4-CR	64		573+95	RT.		20			20		
TOTAL FOR LOCATION 3 CARRIED TO GENERAL SUMMARY							724	192	48	676	4	

7

△ Tack Coat for Intermediate course @ 0.04 gal./sq.yd.
Tack Coat @ 0.075 gal./sq.yd.

See sheet #2-10 for Typical Section

See sheet *22 for Extra Area and Deductions

Formula Used for Calculation -

$$[(0.46' \times 1.5' \times \text{Length}) / 27 \text{ cuft./cuyd.}] \times 2$$

PLAN NO.

FULL-20A-18.26 PAVEMENT DATA US 20A - DELTA

l:/projects/williams/22712/dan/000100.dan

CALCULATED JWZ	CHECKED JMF
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Notes: See sheet *s. 29-53 for Schematic Plan
See sheet *2-10 for Typical Section
See sheet *22 for Extra Area and Deductions

*See sheet *2-10 for Typical Section*

See sheet *22 for Extra Area and Deductions

PLAN NO.

FUL-20A-18.26 **PAVEMENT DATA** **SR 120 - LYONS**

<http://projects.williams/22712/dqn/qa001pd.dqn>

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* ITEM 617, COMPACTED AGGREGATE, TYPE A:
An estimated quantity of Item 617, Compacted
Aggregate, Type A shall be used as directed by the
Engineer to shape the edge of the berms.

Formula Used for Calculation -

$$[(0.46' \times 1.5' \times \text{Length}) / 27 \text{ cu ft/cu yd}] \times 2$$

$$\Delta \text{ Tack Coat @ } 0.075 \text{ gal./sq. yd.}$$

Notes: See sheet *s. 29-53 for Schematic Plan

See sheet *2-10 for Typical Section

See sheet *22 for Extra Area and Deductions

PAVEMENT DATA

SIDE	PART	ROUTE	STATION		LENGTH	WP	SHOULDER WIDTH		T Y P I C A L	EXISTING TYPE PAVEMENT	PAVEMENT AREA (L*W)/9	PROPOSED PAVEMENT		254 BITUMINOUS PAVEMENT PLANING 1/2"	202 WEARING COURSE REMOVED	617 COMPACTED AGGREGATE TYPE A	
												407					442
			FROM	TO			TACK COAT					1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, Type A (446)					
													GALLON				CU. YARD
LT&RT	3	120	498+30	535+34	3455	20	1.25	2	M/N	ASPHALT	9247.42	694		385.31	9247.42	193.8	58.1
LT&RT	3	120	535+34	572+47	3713	20	.75	1.5	N	ASPHALT	9282.50	696.19		386.77	9282.5	61.8	60.23
LT&RT	3	120	573+26	582+00	874	20.5	.75	1.5	P/N/P	ASPHALT	2233.56	167.52		93.07	2233.6	63.2	14.7
LT&RT	3	120	582+00	602+33	2033	20.75	.75	1.25	N	ASPHALT	5195.44	389.66		216.48	5195.4	63.2	32.98
LT&RT	3	120	603+11	635+25	3214	20.75	.75	1.25	N	ASPHALT	8124.28	609.32		338.51	8124.3	63.2	52.14
LT&RT	3	120	635+25	662+92	2767	20.25	1	.75	N	ASPHALT	6763.78	507.28		281.82	6763.8		44.89
LT&RT	3	120	662+92	663+52	60	21.25			Q	ASPHALT	141.67	10.63		5.9	141.7		
LT&RT	3	120	663+52	667+00	348	21			Q	ASPHALT	812.00	60.9		33.83	812.0		
LT&RT	3	120	667+00	667+18	18	25.5			Q	ASPHALT	51.00	3.83		2.13	51.0		
LT&RT	3	120	667+18	669+43	225	30			Q	ASPHALT	750.00	56.25		31.25	750.0		
LT&RT	3	120	669+43	673+62	419	25.5			Q	ASPHALT	1187.17	89.04		49.47	1187.2		
LT&RT	3	120	673+62	684+20	1058	22			R	ASPHALT	2586.22	193.97		107.76	2586.2		
LT&RT	3	120	684+20	720+16	3596	23.25			R	ASPHALT	9289.67	696.73		387.07	9289.7		
LT&RT	3	120	720+16	721+00	84	23.75			R	ASPHALT	221.67	16.63		9.24	221.7		
LT&RT	3	120	721+00	735+56	1456	24			S	ASPHALT	3882.67	291.2		161.78	3882.7		
LT&RT	3	120	735+56	741+74	618	24			V	ASPHALT	1648.00	123.6		68.67	1648.0		
LT&RT	3	120	741+74	743+00	126	33			U	ASPHALT	462.00	34.65		19.25	462.0		
LT&RT	3	120	743+00	743+05	5	41			U	ASPHALT	22.78	1.71		0.95	22.8	113.9	
LT&RT	3	120	743+79	745+26	147	41			U	ASPHALT	767.7	57.6		32.0	767.7	113.9	
LT&RT	3	64	544+50	547+35	351	40.5			T	ASPHALT	1579.5	118.5		65.81	1579.5		
LT&RT	3	64	547+35	562+00	1465	32			U	ASPHALT	5208.89	390.67		217.04	5208.9		
LT&RT	3	64	562+00	563+00	100	29			T	ASPHALT	322.22	24.17		13.43	322.2		
LT&RT	3	64	563+00	565+00	200	26			T	ASPHALT	577.78	43.33		24.07	577.8		
LT&RT	3	64	565+00	573+00	800	25.5			T	ASPHALT	2266.67	170.0		94.44	2266.67	70.8	
LT&RT	3	64	574+34	575+55	121	21	2	1.75	W	ASPHALT	332.8	25.0		13.87	332.8	137.5	2.0
LT&RT	3	64	578+35	580+40	205	20.5	1.75	1.5	X	ASPHALT	552.36	41.43		23.02	552.4	66.0	3.33
LT&RT	3	64	580+40	601+39	2099	21	1.75	1.5	X	ASPHALT	5422.42	406.68		225.93	5422.4	67.4	34.05
Totals this Sheet												5920.5		3288.9	78932.39	1014.7	301.89
Totals - Carried to General Summary												5921		3289	78932	1015	302

PLAN NO. 20
FUL-20A-18.20 PAVEMENT DATA SR 120/64 - METAMORA

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INTERSECTIONS															
SHEET NO.	ROUTE	LOCATION	STATION	SIDE	LENGTH	THROAT	MOUTH	APPROX. AREA	202	407		442	617	856	
									WEARING COURSE REMOVED	TACK COAT	TACK COAT FOR INTERMEDIATE COURSE	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446)	COMPACTED AGGREGATE	1 1/2" STONE MASTIC ASPHALT CONCRETE SURFACE COURSE PG 76-22m	1 3/4" STONE MASTIC ASPHALT CONCRETE INTERMEDIATE COURSE PG 76-22m
		LOCATION 1													
	20A	FG	1008+18	Rt.	15	52	90	110.18	110.18	8.3	4.4		0.7	4.6	5.4
	20A	W. Main St.	1015+12	Rt.	10	41	63	53.12	53.12	4.0	2.1			2.2	2.6
	20A	W. Main St.	1024+20	Rt.	10	44	70	57.42	57.42	4.3	2.3			2.4	2.8
	20A	Highland St.	1026+70	Rt.	15	24	50	29.4	29.4	2.2	1.2			1.2	1.4
	20A	Adrian St.	1032+22	Lt.	15	41	67	76.0	76.0	5.7	3.0			3.2	3.7
	20A	Wilson St.	1034+57	Rt.	15	21	31	38.4	38.4	2.9	1.5			1.6	1.9
	20A	Alley	1034+60	Lt.	15	21	31	32.17	32.17	2.4	1.3			1.3	1.6
	20A	Monroe St.	1038+13	Lt.	15	34	38	59.6	59.6	4.5	2.4			2.5	2.9
	20A	Lincoln St.	1041+17	Rt.	15	35	38	62.5	62.5	4.7	2.5			2.6	3.0
	20A	Wood St.	1042+24	Lt.	15	24	59	51.1	51.1	3.8	2.0			2.1	2.5
	20A	Pelton St.	1044+44	Rt.	9	29	48	29.7	29.7	2.2	1.2			1.2	1.4
	20A	S.R. 109	1048+24	Rt.	15	33	68	59.8	59.8	4.5	2.4			2.5	2.9
	20A	Madison St.	1048+24	Lt.	15	34	50	53.8	53.8	4.0	2.2			2.2	2.6
	20A	McKinley Rd.	1053+14	Lt.	15	25	42	43.8	43.8	3.3	1.8			1.8	2.1
	20A	Jefferson St.	1055+30	Rt.	15	24	45	47.6	47.6	3.6	1.9			2.0	2.3
	20A	Harrison St.	1057+29	Lt.	15	23	48	43.7	43.7	3.3	1.7			1.8	2.1
	20A	Washington St.	1059+53	Rt.	15	28	75	46.0	46.0	3.5	1.8			1.9	2.2
	20A	Taylor St.	1061+51	Lt.	15	24	72	44.1	44.1	3.3	1.8			1.8	2.1
	20A	Adams St.	1063+56	Rt.	15	42	86	89.4	89.4	6.7	3.6			3.7	4.3
	20A	Van Buren St.	1065+20	Lt.	15	40	80	74.8	74.8	5.6	3.0			3.1	3.6
	20A	Jackson Rd.	1071+85	Lt.	15	36	85	81.0	81.0	6.1	3.2			3.4	3.9
	20A	County Rd. 6-2	1087+12	Lt.	15	43	94	93.2	93.2	7.0	3.7		0.6	3.9	4.5
	20A	County Rd. G	1089+50	Rt.	15	40	81	64.9	64.9	4.9	2.6		0.7	2.7	3.2
		Totals for Location 2- Carried to General Summary							1341.69	100.8	53.6		2.0	55.7	65.0
		LOCATION 2													
	120	Saw Mill Rd.	268+30	Rt.	15	22	60	49.9	49.9	3.7		2.1	0.6		
	120	Barden St.	271+88	Rt.	15	40	76	79.4	79.4	6.0		3.3	0.6		
	120	Noble St.	280+30	Lt.	15	60	22	50.3	50.3	3.8		2.1	0.6		
	120	Hinkle St.	288+78	Rt.	8	21	56	23.9	23.9	1.8		1.0			
	120	S. Adrian St.	293+72	Rt.	15	50	61	90.9	90.9	6.8		3.8			
	120	N. Adrian St.	293+72	Lt.	15	50	60	87.7	87.7	6.6		3.7			
	120	Fulton St.	299+03	Lt.	8	19	28	18.9	18.9	1.4		0.8			
	120	Maple St.	304+80	Lt.	15	35	68	71.9	71.9	5.4		3.0	0.5		
	120	Linden St.	310+12	Lt.	15	21	60	48.9	48.9	3.7		2.0	0.6		
		Totals for Location 2 - Carried to General Summary							521.8	39.2		21.8	2.9		

INTERSECTIONS													
SHEET NO.	ROUTE	LOCATION	STATION	SIDE	LENGTH	THROAT	MOUTH	APPROX. AREA	202	407	442	617	
									WEARING COURSE REMOVED	TACK COAT	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446)	COMPACTED AGGREGATE	
					FEET	FEET	FEET	SQ. YD.	SQ. YD.	GAL.	CU. YD.	CU. YD.	
		LOCATION 3											
	120	County Rd. 7	501+28	Rt.	15	46	106	119.1	119.1	8.9	5.0	0.8	
	120	County Rd. 7	501+28	Lt.	15	56	105	114.7	114.7	8.6	4.8	0.9	
	120	County Rd. 6	561+30	Lt.	15	22	55	48.3	48.3	3.6	2.0	0.6	
	120	County Rd. 6	561+33	Rt.	15	22	52	48.4	48.4	3.6	2.0	0.5	
	120	County Rd. 5	613+78	Lt.	15	27	53	52.2	52.2	3.9	2.2	0.5	
	120	County Rd. 4-1	654+12	Rt.	15	43	91	84.4	84.4	6.3	3.5	0.5	
	120	County Rd. U	660+08	Lt.	15	59	92	114.3	114.3	8.6	4.8	0.6	
	120	County Rd. 4	663+26	Lt.	15	27	58	55.9	55.9	4.2	2.3	0.6	
	120	County Rd. 3	720+60	Lt.	15	43	118	83.6	83.6	6.3	3.5		
	120	Swanton St.	734+90	Rt.	15	48	110	116.6	116.6	8.7	4.9		
	120	Memorial Dr.	739+95	Lt.	15	20	36	39.7	39.7	3.0	1.7		
	120	Fulton St.	739+95	Rt.	15	20	38	40.2	40.2	3.0	1.7		
	120	120/64 South	745+25	Rt.	17	48	52	89.8	89.8	6.7	3.7		
	64	Church St.	547+09	Rt.	15	21	30	22.7	22.7	1.7	0.9		
	64	Garnsey St.	549+28	Lt.	8	20	39	21.0	21.0	1.6	0.9		
	64	Oak St.	551+25	Rt.	6	15	26	13.0	13.0	1.0	0.5		
	64	Alley	554+34	Rt.	15	14	23	24.8	24.8	1.9	1.0		
	64	Alley	556+60	Rt.	15	11	25	21.8	21.8	1.6	0.9		
	64	Alley	558+71	Rt.	15	10	19	18.2	18.2	1.4	0.8		
	64	County Rd. 2	574+08	Rt.									
	64	County Rd. U	574+08	Rt.									
	64	Wildflower Dr.	579+50	Lt.	15	42	100						
Totals for Location 3- Carried to General Summary									1128.7	84.6	47.1	5.0	
											</		

CATCH BASIN, INLET, MANHOLE, WATERVALVE BOX, MONUMENT BOX,
ADJUSTED TO GRADE OR FEATHER TO CASTING AS NOTED

LOCATION	ROUTE	STATION	SIDE	ITEM TYPE (604)				638	WORK REQUIRED		
				CATCH BASIN	MAN-HOLE	INLET	MONUMENT BOX	WATER VALVE BOX	FEATHER TO TOP OF CASTING	ADJUST TO GRADE	RECONSTRUCT TO GRADE
LOCATION 1											
I	SR 20A	1016+69	Lt.			I			I		
I	SR 20A	1016+69	Rt.			I			I		
I	SR 20A	1020+72	Rt.			I			I		
I	SR 20A	1023+70	Rt.			I			I		
I	SR 20A	1026+50	Rt.					I	I		
I	SR 20A	1026+64	Lt.			I			I		
I	SR 20A	1026+68	Rt.		I				I		
I	SR 20A	1026+86	Rt.			I			I		
I	SR 20A	1028+28	Rt.			I			I		
I	SR 20A	1028+28	Lt.			I			I		
I	SR 20A	1032+15	Rt.		I				I		
I	SR 20A	1032+41	Lt.	I					I		
I	SR 20A	1034+26	Rt.					I	I		
I	SR 20A	1034+62	Rt.					I	I		
I	SR 20A	1034+68	Lt.		I						
I	SR 20A	1035+12	Lt.	I						I	
I	SR 20A	1036+19	Lt.	I					I		
I	SR 20A	1036+22	Rt.	I					I		
I	SR 20A	1036+31	Q		I				I		
I	SR 20A	1037+14	Lt.		I				I		
I	SR 20A	1037+20	Lt.		I				I		
I	SR 20A	1037+83	Rt.	I					I		
I	SR 20A	1039+52	Lt.	I					I		
I	SR 20A	1039+93	Rt.		I				I		
I	SR 20A	1040+31	Lt.		I				I		
I	SR 20A	1040+32	Rt.		I				I		
I	SR 20A	1040+85	Rt.	I					I		
I	SR 20A	1041+76	Rt.	I					I		
I	SR 20A	1042+05	Lt.	I					I		
I	SR 20A	1042+74	Lt.	I					I		
I	SR 20A	1044+80	Rt.	I					I		
I	SR 20A	1044+82	Lt.	I					I		
I	SR 20A	1044+88	Lt.		I				I		

LOCATION	ROUTE	STATION	SIDE	ITEM TYPE (604)				638	WORK REQUIRED		
				CATCH BASIN	MAN-HOLE	INLET	MONUMENT BOX	WATER VALVE BOX	FEATHER TO TOP OF CASTING	ADJUST TO GRADE	RECONSTRUCT TO GRADE
I	SR 20A	1048+04	Rt.					I	I		
I	SR 20A	1048+04	Lt.		I				I		
I	SR 20A	1048+39	Rt.					I	I		
I	SR 20A	1048+50	Rt.					I	I		
I	SR 20A	1049+77	Lt.		I				I		
I	SR 20A	1053+00	Rt.	I					I		
I	SR 20A	1053+02	Lt.	I					I		
I	SR 20A	1053+13	Lt.		I				I		
I	SR 20A	1053+23	Lt.		I				I		
I	SR 20A	1055+10	Rt.	I					I		
I	SR 20A	1055+30	Rt.					I	I		
I	SR 20A	1057+13	Lt.	I					I		
I	SR 20A	1057+28	Rt.	I					I		
I	SR 20A	1057+46	Lt.	I						I	
I	SR 20A	1059+60	Rt.		I				I		
I	SR 20A	1059+70	Rt.	I					I		
I	SR 20A	1059+70	Rt.					I	I		
I	SR 20A	1059+74	Rt.			I			I		
I	SR 20A	1061+58	Rt.		I				I		
I	SR 20A	1063+37	Rt.	I					I		
I	SR 20A	1067+03	Rt.		I				I		
I	SR 20A	1068+88	Lt.	I					I		
I	SR 20A	1068+88	Rt.	I					I		
I	SR 20A	1071+65	Lt.	I							I
I	SR 20A	1071+70	Lt.	I					I		
I	SR 20A	1071+99	Lt.		I				I		
I	SR 20A	1074+27	Rt.	I					I		
I	SR 20A	1106+81	Rt.			I					
I	SR 20A	1106+81	Lt.			I					
I	SR 20A	1107+10	Lt.		I						
TOTAL FOR LOC. 1				25	19	11	0	8	56	2	1

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CATCH BASIN, INLET, MANHOLE, WATERVALVE BOX, MONUMENT BOX,
ADJUSTED TO GRADE OR FEATHER TO CASTING AS NOTED

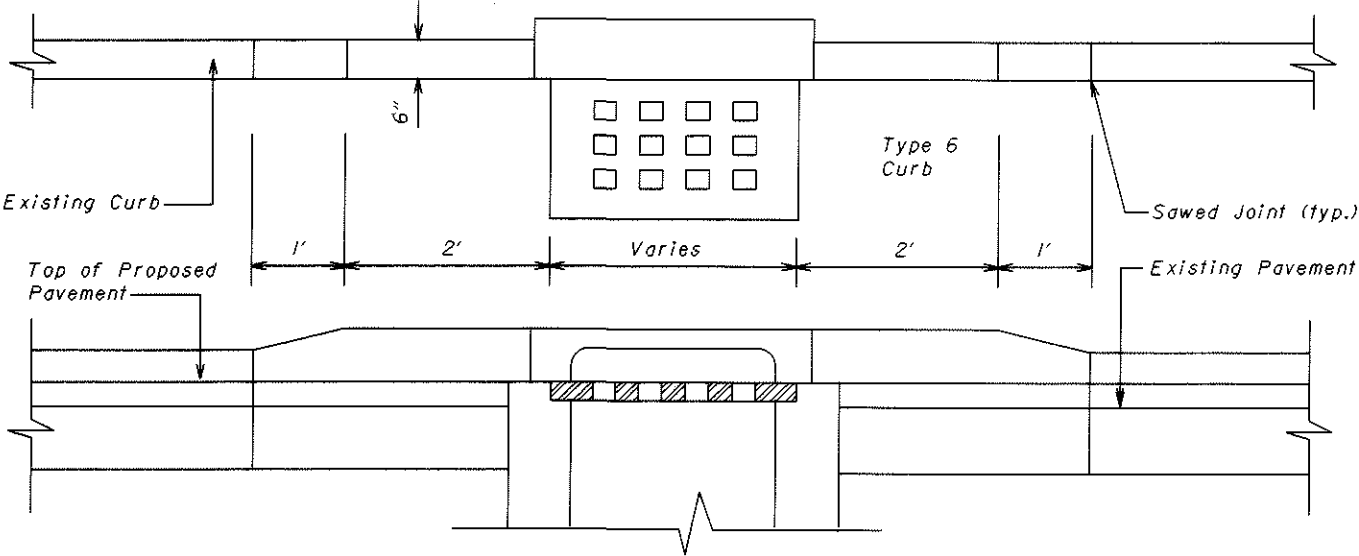
LOCATION	ROUTE	STATION	SIDE	ITEM TYPE (604)				638	WORK REQUIRED		
				CATCH BASIN	MAN-HOLE	INLET	MONUMENT BOX	WATER VALVE BOX	FEATHER TO TOP OF CASTING	ADJUST TO GRADE	RECONSTRUCT TO GRADE
LOCATION 2											
2	SR 120	286+70	Rt.	/					/		
2	SR 120	287+30	Rt.	/					/		
2	SR 120	288+11	Rt.	/					/		
2	SR 120	288+11	Lt.	/						/	
2	SR 120	289+14	Rt.	/					/		
2	SR 120	290+62	Rt.					/	/		
2	SR 120	290+84	Rt.			/			/		
2	SR 120	290+84	Lt.	/					/		
2	SR 120	291+01	Rt.		/				/		
2	SR 120	293+59	Lt.	/					/		
2	SR 120	293+84	Lt.	/					/		
2	SR 120	295+60	Rt.	/					/		
2	SR 120	295+60	Lt.	/					/		
2	SR 120	296+48	Lt.					/	/		
2	SR 120	296+55	Rt.					/	/		
2	SR 120	297+77	Rt.	/					/		
2	SR 120	298+88	Lt.	/					/		
2	SR 120	299+20	Lt.		/				/		
2	SR 120	299+25	Lt.	/					/		
2	SR 120	299+25	Rt.	/					/		
2	SR 120	303+57	Rt.	/					/		
2	SR 120	309+98	Lt.	/					/		
TOTAL FOR LOC. 2				16	2	1	0	3	21	1	
LOCATION 3											
3	SR 120	664+89	Rt.	/					/		
3	SR 120	664+89	Lt.	/					/		
3	SR 120	668+40	Rt.	/					/		
3	SR 120	668+40	Rt.	/					/		
3	SR 120	668+40	Lt.	/					/		
3	SR 120	668+40	Lt.	/					/		
3	SR 120	668+63	℄		/				/		
3	SR 120	670+15	Lt.			/			/		

LOCATION	ROUTE	STATION	SIDE	ITEM TYPE (604)				638	WORK REQUIRED		
				CATCH BASIN	MAN-HOLE	INLET	MONU-MENT BOX		FEATHER TO TOP OF CASTING	ADJUST TO GRADE	RECON-STRUCT TO GRADE
3	SR 120	671+92	Rt.	/					/		
3	SR 120	671+92	Lt.	/						/	
3	SR 120	720+25	Rt.			/					
3	SR 120	720+25	Lt.			/					
3	SR 120	720+72	℄				/		/		
3	SR 120	721+18	Rt.			/					
3	SR 120	721+18	Lt.			/					
3	SR 120	723+12	Rt.			/					
3	SR 120	723+12	Lt.			/					
3	SR 120	725+50	Rt.			/					
3	SR 120	725+50	Lt.			/					
3	SR 120	726+15	Rt.			/					
3	SR 120	726+15	Lt.			/					
3	SR 120	729+76	Rt.			/					
3	SR 120	729+76	Lt.			/					
3	SR 120	731+35	Rt.			/					
3	SR 120	731+35	Lt.			/					
3	SR 120	733+02	Rt.			/					
3	SR 120	733+02	Lt.			/					
3	SR 120	734+32	Rt.			/					
3	SR 120	734+32	Lt.			/					
3	SR 120	734+76	Rt.				/		/		
3	SR 120	736+50	Rt.			/					
3	SR 120	738+21	Lt.			/			/		
3	SR 120	738+29	Rt.			/			/		
3	SR 120	741+27	Lt.			/			/		
3	SR 120	741+27	Rt.			/			/		
3	SR 120	743+82	Rt.			/			/		
3	SR 120	744+06	Lt.			/			/		
3	SR 120	744+93	Rt.			/		/	/		
3	SR 120	745+12	Lt.		/				/		
3	SR 120	745+25	Rt.		/				/		

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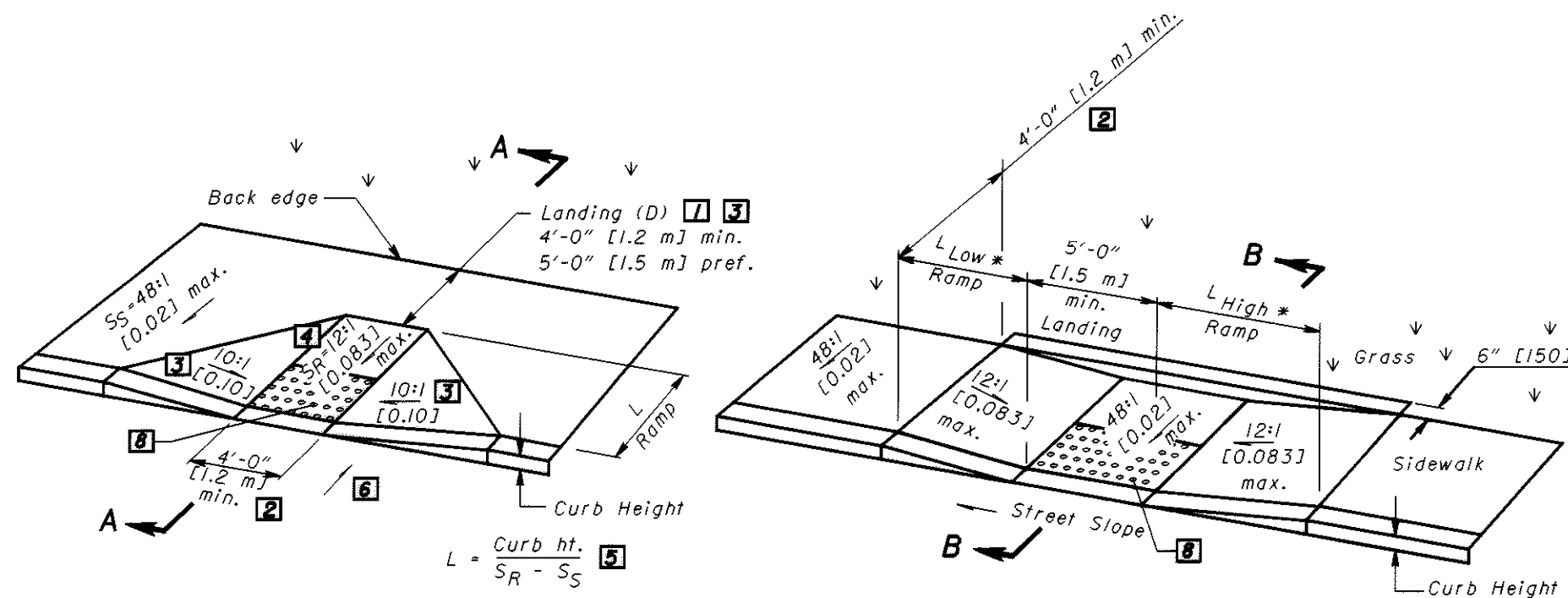
CATCH BASIN, INLET, MANHOLE, WATERVALVE BOX, MONUMENT BOX,
ADJUSTED TO GRADE OR FEATHER TO CASTING AS NOTED

LOCATION	ROUTE	STATION	SIDE	ITEM TYPE (604)				638	WORK REQUIRED		
				CATCH BASIN	MAN-HOLE	INLET	MONU-MENT BOX	VALVE BOX	FEATHER TO TOP OF CASTING	ADJUST TO GRADE	RECON-STRUCT TO GRADE
3	SR 64	545+20	Lt.	/					/		
3	SR 64	546+84	Lt.			/			/		
3	SR 64	546+84	Rt.			/			/		
3	SR 64	547+24	Rt.			/			/		
3	SR 64	549+12	Rt.	/					/		
3	SR 64	549+14	Lt.	/					/		
3	SR 64	554+10	Lt.			/			/		
3	SR 64	554+10	Rt.			/			/		
3	SR 64	554+26	Rt.		/				/		
3	SR 64	558+71	Lt.			/			/		
3	SR 64	558+83	Rt.			/			/		
3	SR 64	559+13	Lt.			/			/		
TOTAL FOR LOC. 3				11	4	35	2	1	32		
TOTAL CARRIED TO GENERAL SUMMARY											
TOTAL FOR LOC. 1				25	19	11	0	8	56	2	1
TOTAL CARRIED TO GENERAL SUMMARY										2	1
TOTAL FOR LOC. 2				16	2	1	0	3	21	1	
TOTAL CARRIED TO GENERAL SUMMARY										1	



INLET ADJUSTED TO GRADE

Inlet shall be adjusted prior to placing of the finish surface. The method of adjusting inlets may be determined by the Contractor with approval of the Engineer. The finish surface shall be 1/4" higher than the top of the grate. The removal of the existing curb as required, and the replacement curb, as per Item 609 Curbing, shall be constructed typical of the curb removed, as directed by the Engineer. Payment shall be included with the Item 604, Inlet Adjusted to Grade. Pavement shall be feathered to meet castings that are not to be adjusted, as directed by the Engineer.



See Sht. 3/3 for SECTION A-A

PERPENDICULAR CURB RAMP DETAIL

See Sht. 3/3 for SECTION B-B

PARALLEL CURB RAMP DETAIL (DOUBLE)

Street Slope	Ramp Length @ 1"/ft [0.083]	
	L LOW SIDE*	L HIGH SIDE*
0.01	5'-5" [1.6 m]	6'-10" [2.1 m]
0.02	4'-10" [1.5 m]	7'-11" [2.4 m]
0.03	4'-5" [1.3 m]	9'-5" [2.9 m]
0.04	4'-1" [1.2 m]	11'-8" [3.6 m]
0.05	3'-9" [1.1 m]	15'-2" [4.6 m]

* Measured along the back of a 6" [150] high curb.

$$L_{HIGH} = \frac{\text{Curb ht.}}{0.083 - \text{Street Slope}} \quad [7]$$

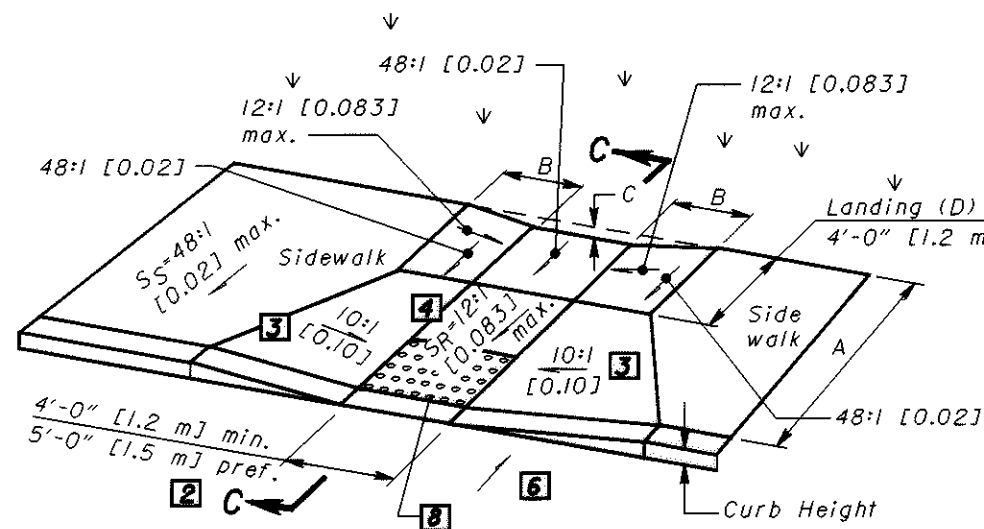
$$L_{LOW} = \frac{\text{Curb ht.}}{0.083 + \text{Street Slope}} \quad [7]$$

LEGEND

- [1] May be reduced to 3'-0" [915] in existing sidewalks if the landing is unconstrained along the back edge.
- [2] May be reduced to 3'-4" [1.02 m] in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
- [3] Where landing width (D) has been reduced to 3'-0" [915], the flared sides shall have a maximum slope of 12:1 [0.083].

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheel chair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.
- [4] The slope of the ramp toward the curb is preferred to be 12:1 [0.083] or flatter related to the horizontal, but the maximum slope shall be 12:1 [0.083] relative to the existing or proposed walk slope.

In existing sidewalks, where the maximum ramp slope (S_R) is not feasible, it may be reduced as follows:
A) 10:1 [0.10] for a max. rise of 6" [150],
B) 8:1 [0.125] for a max. rise of 3" [75],
C) 6:1 [0.167] over a max. run of 2'-0" [610] for historic areas where a flatter slope is not feasible.
- [5] The minimum length of a perpendicular ramp is 6' [2.0 m] from the back of a 6" [150] curb and may be increased where feasible to obtain a flatter ramp slope or to better blend with the walk configuration.
- [6] Gutter counter slopes at the foot of perpendicular curb ramps should not exceed 20:1 [0.05] over a distance of 2'-0" [610] from the curb.
- [7] Dimensions derived by equation are nominal. Construct ramps to meet required slopes and existing conditions.
- [8] Detectable Warnings (truncated domes) are to be installed in the location shown. Dimensions of the domes are 24" [610] from the back of the curb by the width of the ramp. See NOTES on sheet 3.

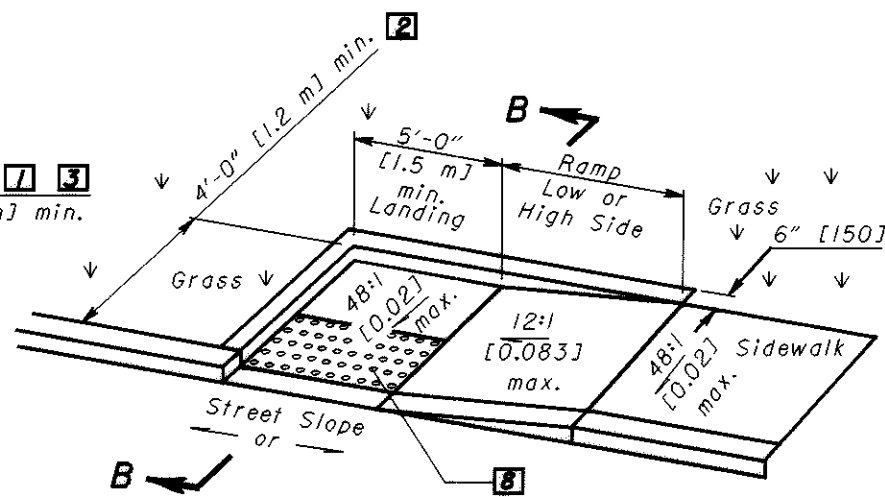


See Sht. 3/3 for SECTION C-C

COMBINED CURB RAMP DETAIL

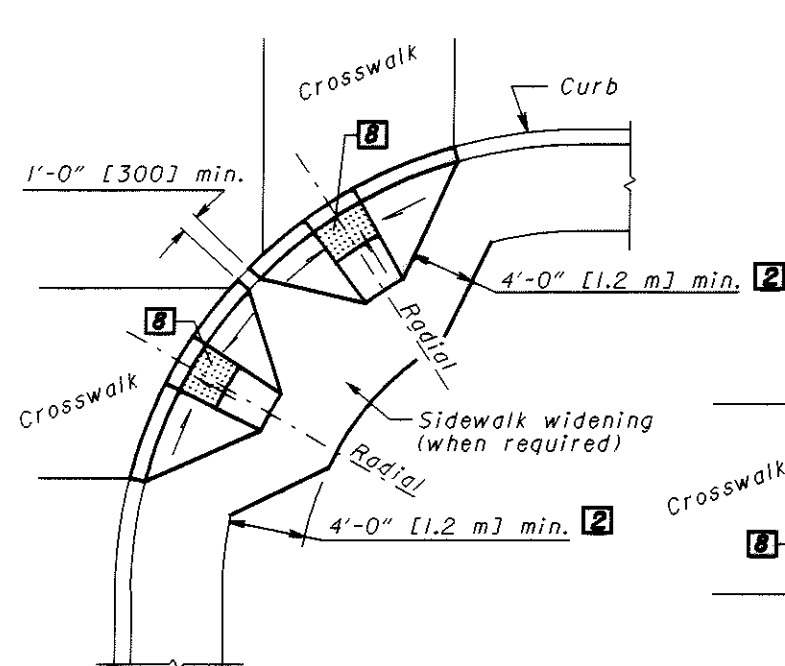
$$B = C / 0.083$$

$$C = [\text{Curb ht.} + A(S_S)] - [(A-D)S_R + D(0.02)]$$

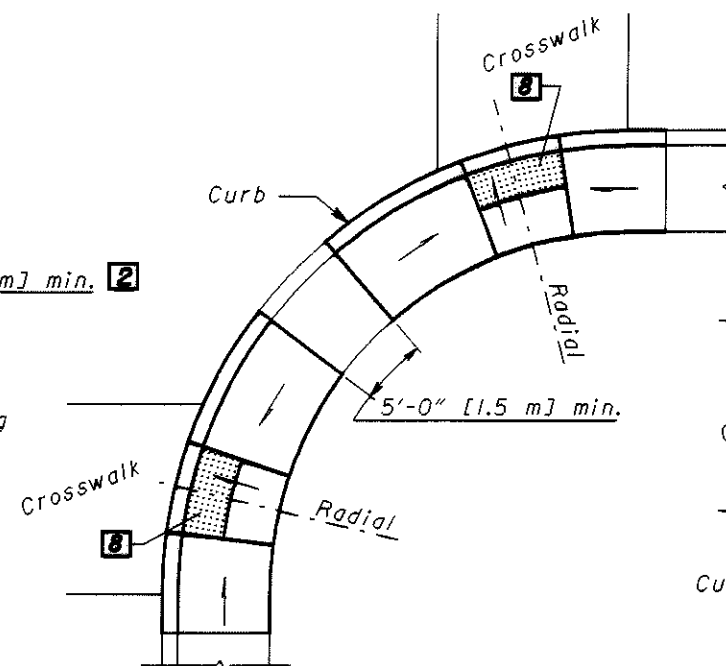


See Sht. 3/3 for SECTION B-B

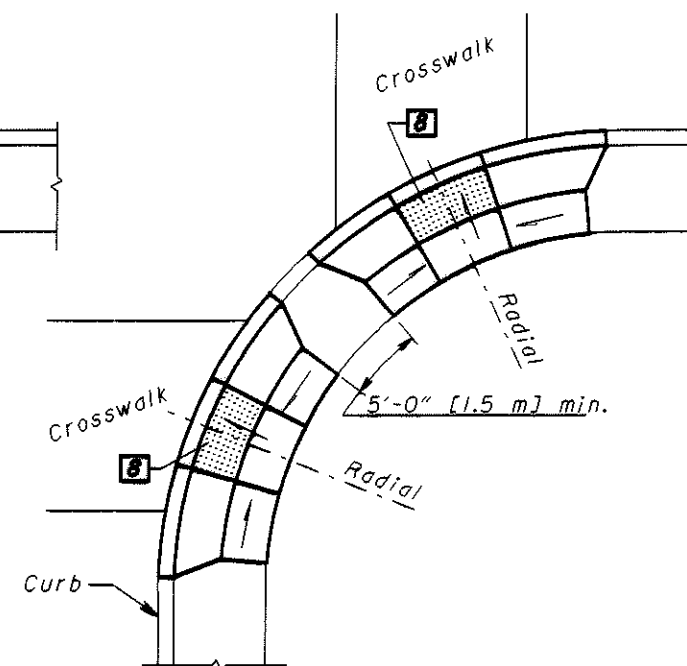
PARALLEL CURB RAMP DETAIL (SINGLE)



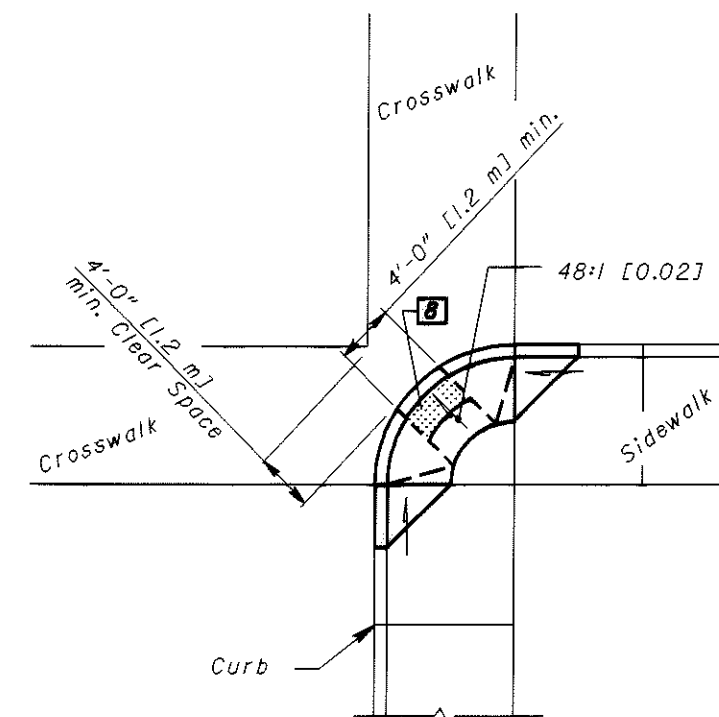
**DESIGN A
PERPENDICULAR RAMP**



**DESIGN B
PARALLEL RAMP**



**DESIGN C
COMBINATION RAMP**



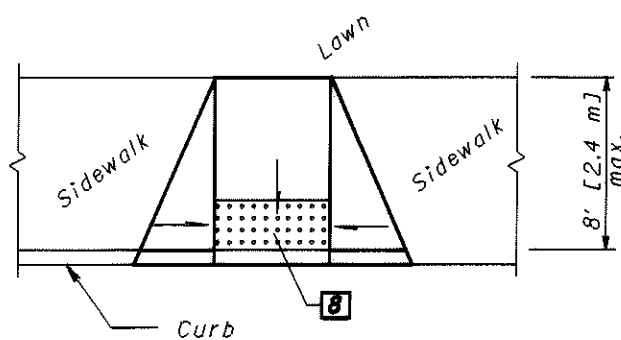
**DESIGN D
DIAGONAL RAMP**

Use in existing walks only and when site constraints prohibit other designs. The diagonal ramp may be perpendicular, parallel or combination. Avoid using where curb radii are less than 20'-0" [6.0 m].

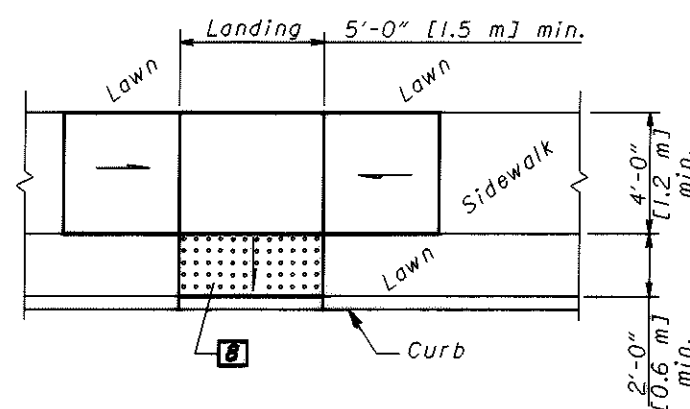
CORNER CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1/3 for additional requirements.)

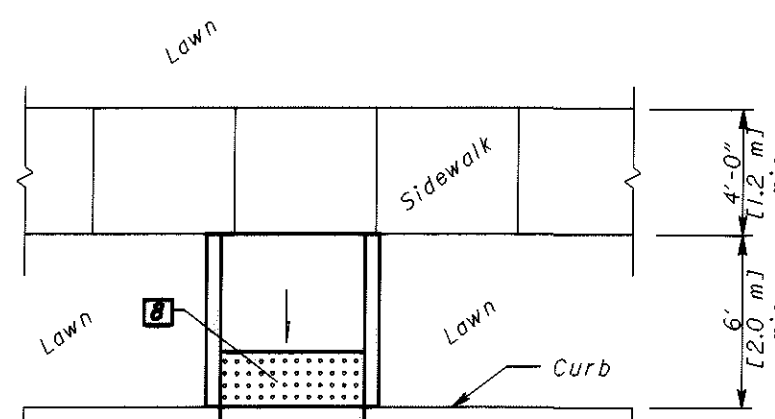
For LEGEND, See sheet 1.



**DESIGN E
PERPENDICULAR RAMP**



**DESIGN F
PARALLEL RAMP**



**DESIGN G
PERPENDICULAR RAMPS
w/o FLARES**

MID BLOCK CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1/3 for additional requirements.)

NOTES

SURFACE TEXTURE: Texture of concrete surfaces shall be obtained by coarse brooming transverse to the ramp slopes and shall be rougher than adjacent walk.

TRUNCATED DOMES: Install detectable warnings (truncated domes) for a distance of 24" [610] from the back of the curb for the entire width of the ramp opening as shown on details on Sheet 1.

Pavers will meet ASTM C 902 Class SX, Type I, or C 936, or C 1272 Type R.

Acceptable manufacturers and products are:

- 1) Whitacre-Greer Fireproofing Company,
1400 S. Mahoning Ave, Alliance, OH, 44601, (800) WG PAVER
ADA Paver, 4"x8"x2-1/4", Clear Red (Rustic) #30.

- 2) Hanover Architectural Products,
240 Bender Rd., Hanover, PA, 17331, (717) 637-0500
Detectable Warning Paver, 12"x12"x2", or 24"x24"x2",
Red or Quarry Red.
- 3) Endicott Clay Products,
PO Box 17, Fairbury, NE, 68352, (402) 729-5804
Handicap Detectable Warning Paver,
4"x8"x2-1/4", Red Blend.

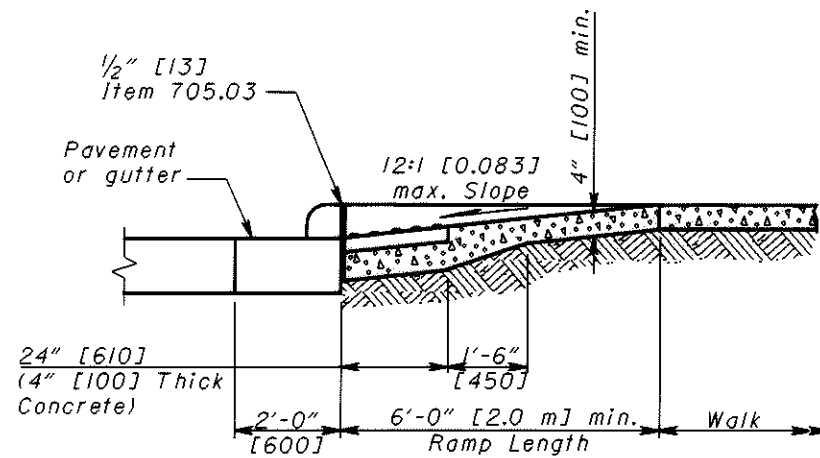
Pavers will be laid on top of a 4" [100] unreinforced concrete base. Setting bed and joints to be mortared in accordance with manufacturer's instruction, or with a maximum 1/2" [13] thick bed of latex modified cement mortar. Mortar joints to a width not greater than 5/32" [4] and not less than 1/16" [1.5]. Pavers shall not be directly touching each other unless they have spacing bars.

Mortared joints are to be flush with top surface and struck so as to give a smooth surface. Pavers shall be laid such that joints are level with adjoining joints so as to provide a smooth transition from brick to brick and brick to concrete surface.

The surface of any two adjacent units should not differ by more than 1/8" [3] in height. Bricks shall be placed in a running bond pattern. Face of all brick shall be clean of cement and protected so as to avoid chipping during construction.

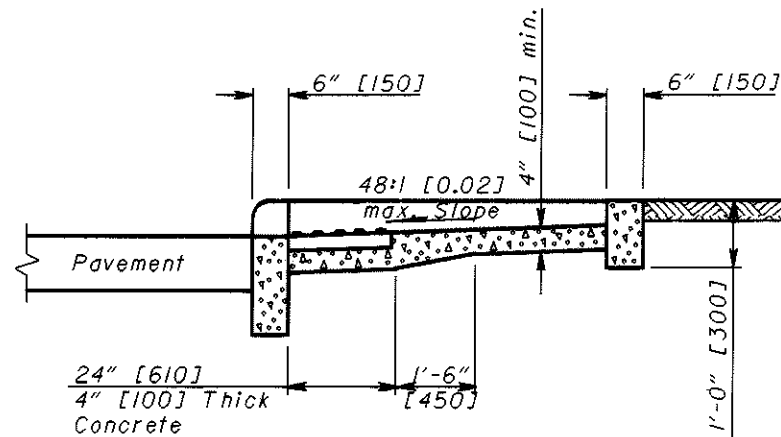
EXPANSION JOINTS: shall be provided in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. A 1/2" [13] Item 705.03 expansion joint filler shall be provided around the edge of ramps built in existing concrete walk. Lines shown on this drawing indicate the ramp edge and slope changes and are not necessarily joint lines.

PAYMENT: Walk and curb, Items 608 and 609, shall be measured through the curb ramp area paid for under their respective items. **Item 608 - Curb Ramp, As Per Plan, Each** constructed in new curb and walk shall include the cost of any additional materials and installation (including truncated domes), grading, forming and finishing. **Item 608 - Curb Ramp, As Per Plan, Square Foot [Meter],** constructed in existing curb and walk shall include the cost of furnishing and installing all materials (including truncated domes), grading, forming, and finishing of the curb and walk of the curb ramp. Removal of existing curb and walk shall be paid for under Item 202.



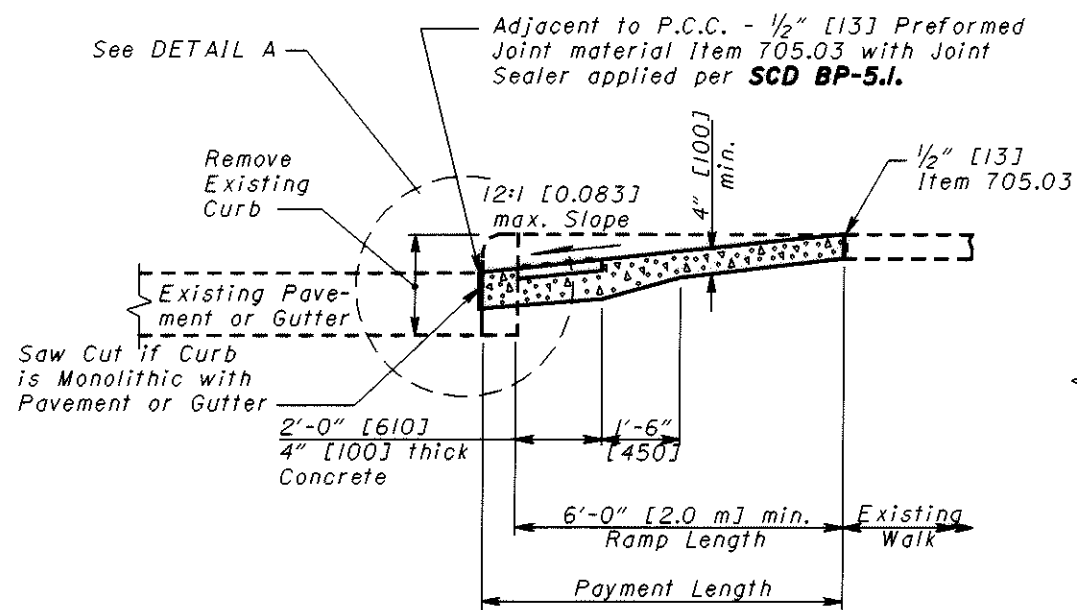
**SECTION A-A
NORMAL DETAIL**

See Sheet 1 of 3.
(Gutter shown)



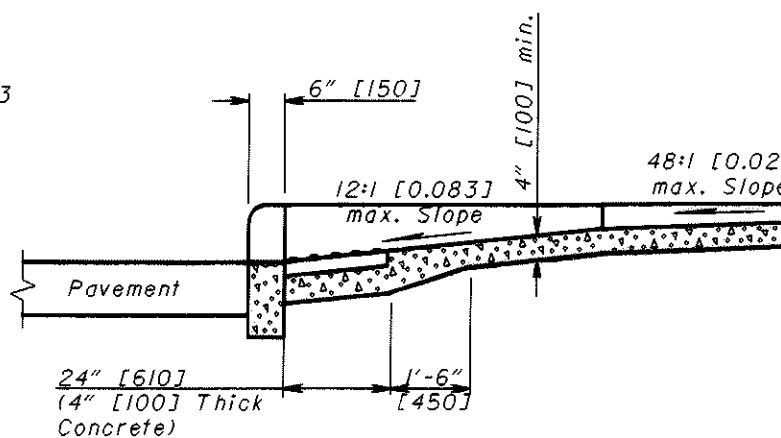
SECTION B-B

See Sheet 1 of 3.



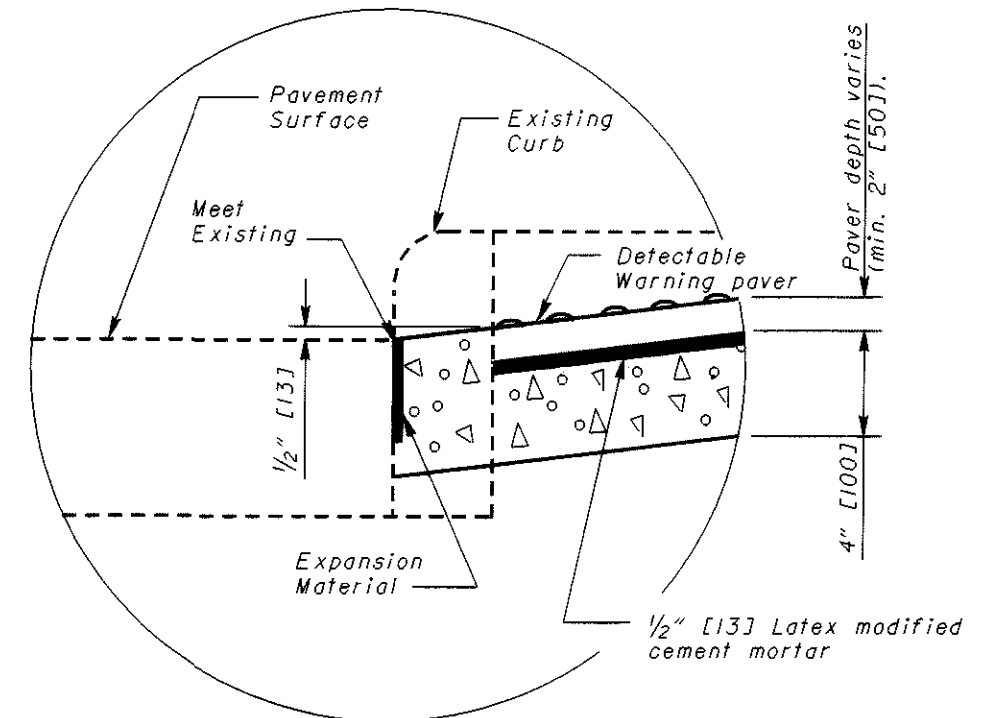
**SECTION A-A
EXISTING WALK DETAIL**

See Sheet 1 of 3.



SECTION C-C

See Sheet 1 of 3.



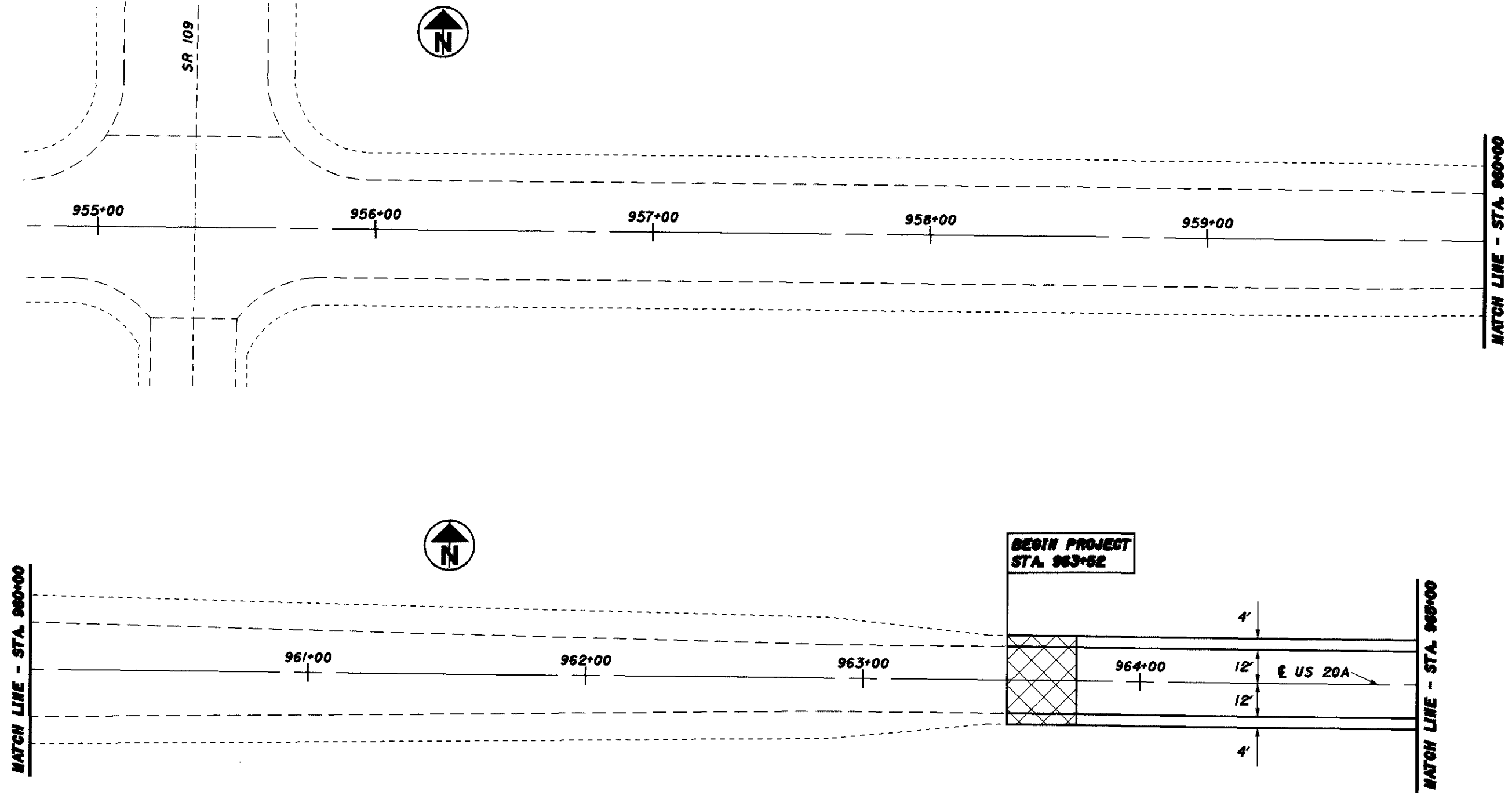
DETAIL A

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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



SCHEMATIC PLAN - DELTA
US 20A STA. 955+00 TO 965+00

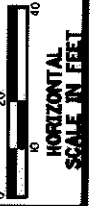
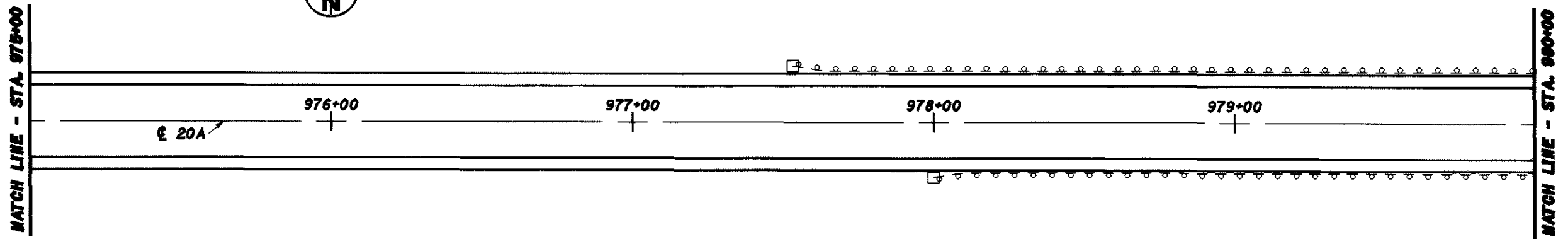
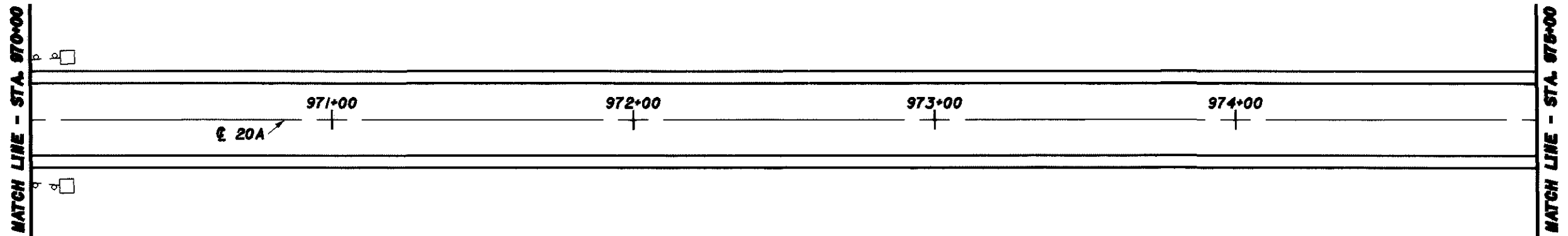
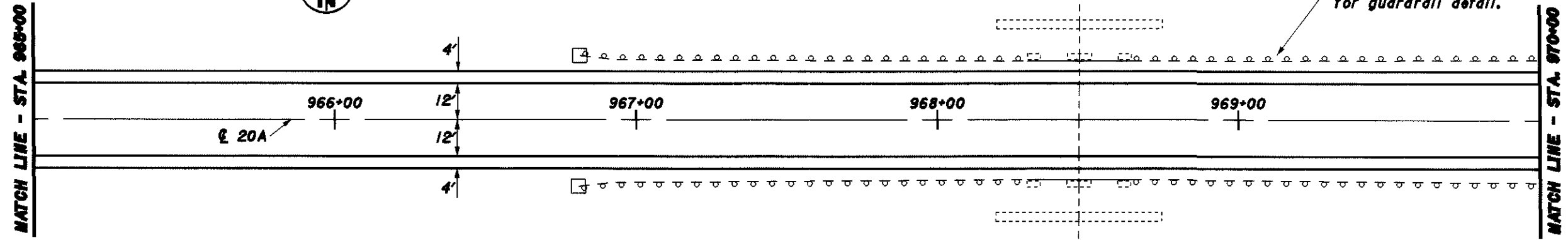
FUL-20A-18.26



LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



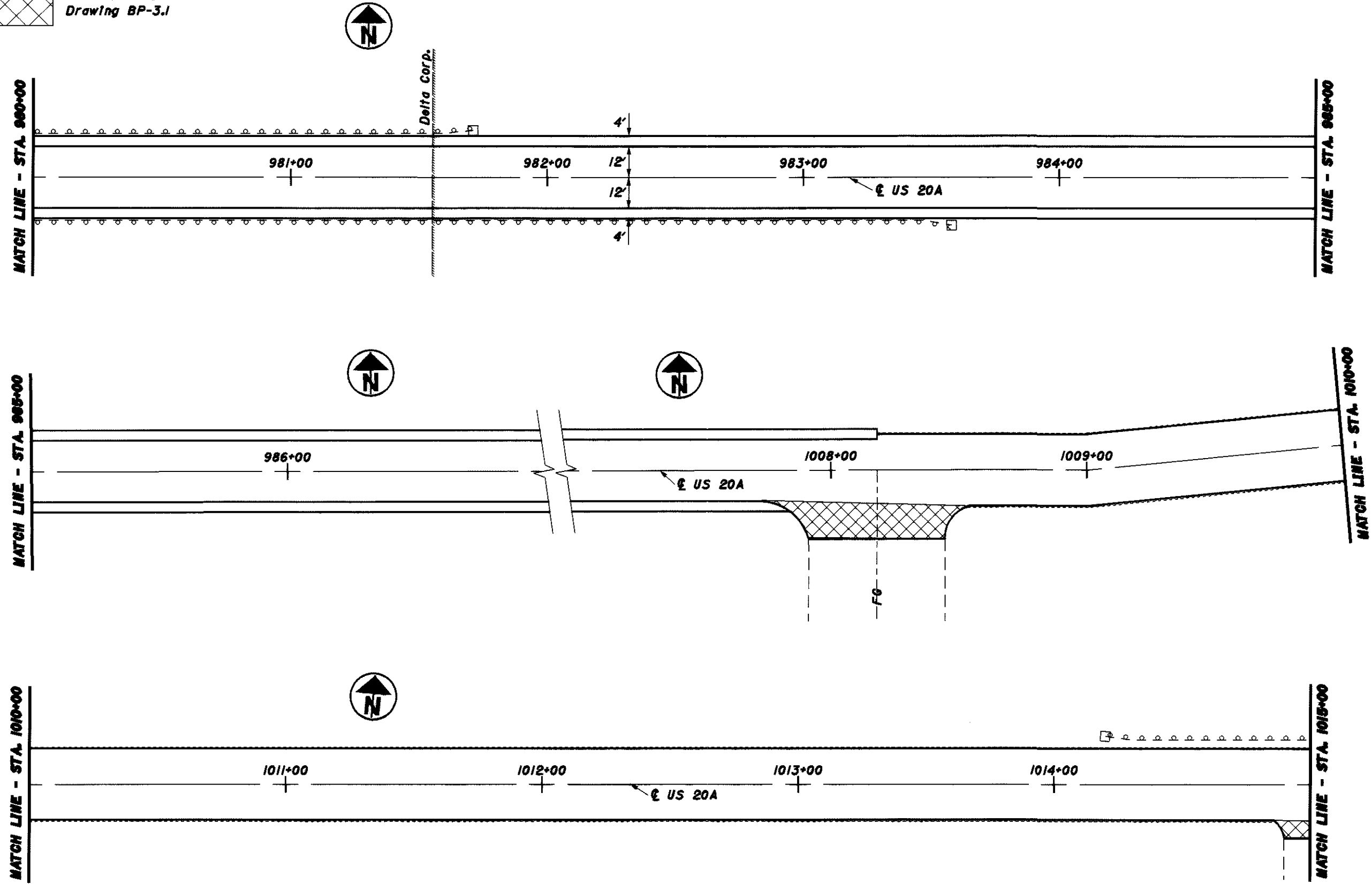
SCHEMATIC PLAN - DELTA
US 20A STA. 965+00 TO 980+00

FUL-20A-18.26

LEGEND



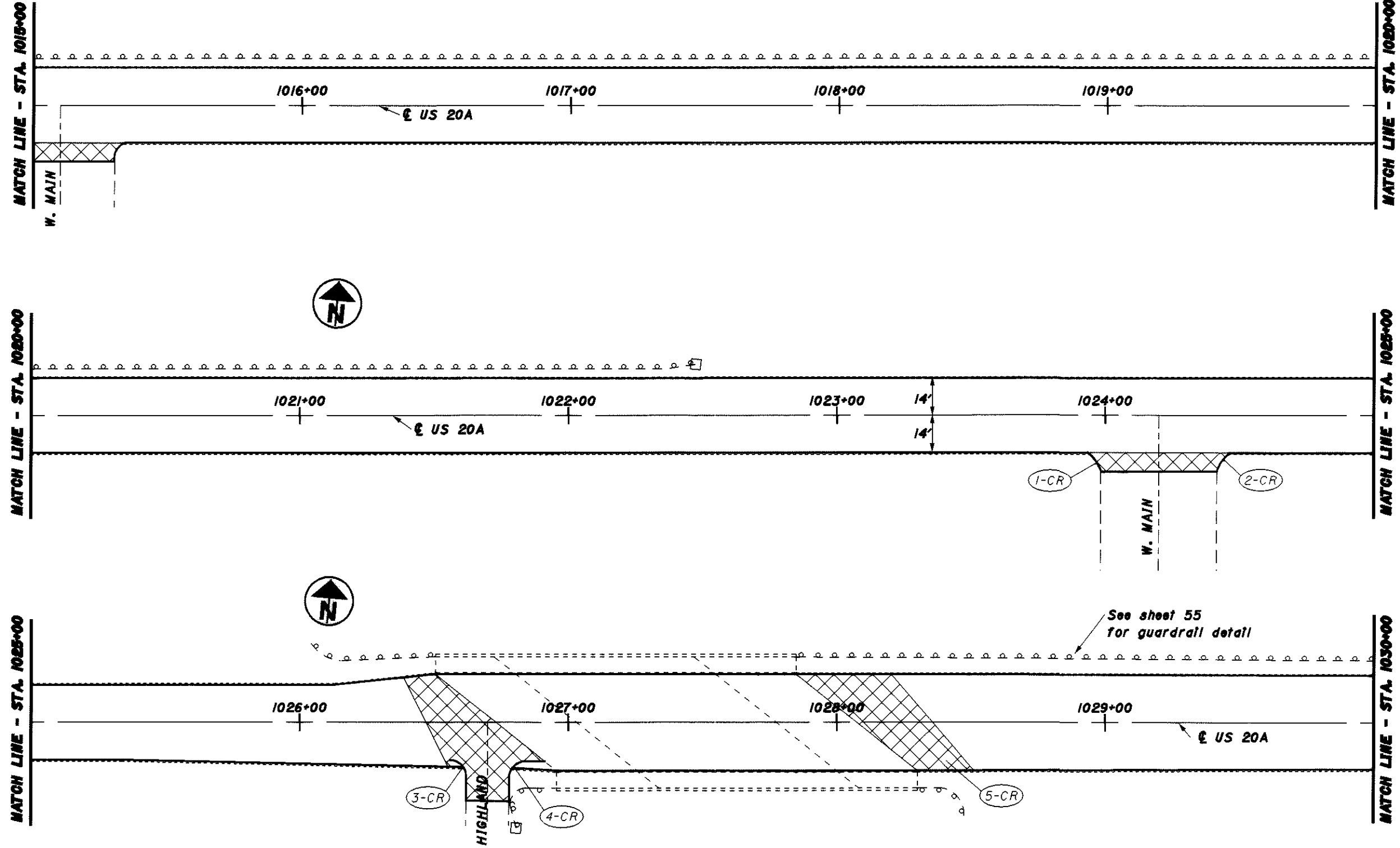
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND



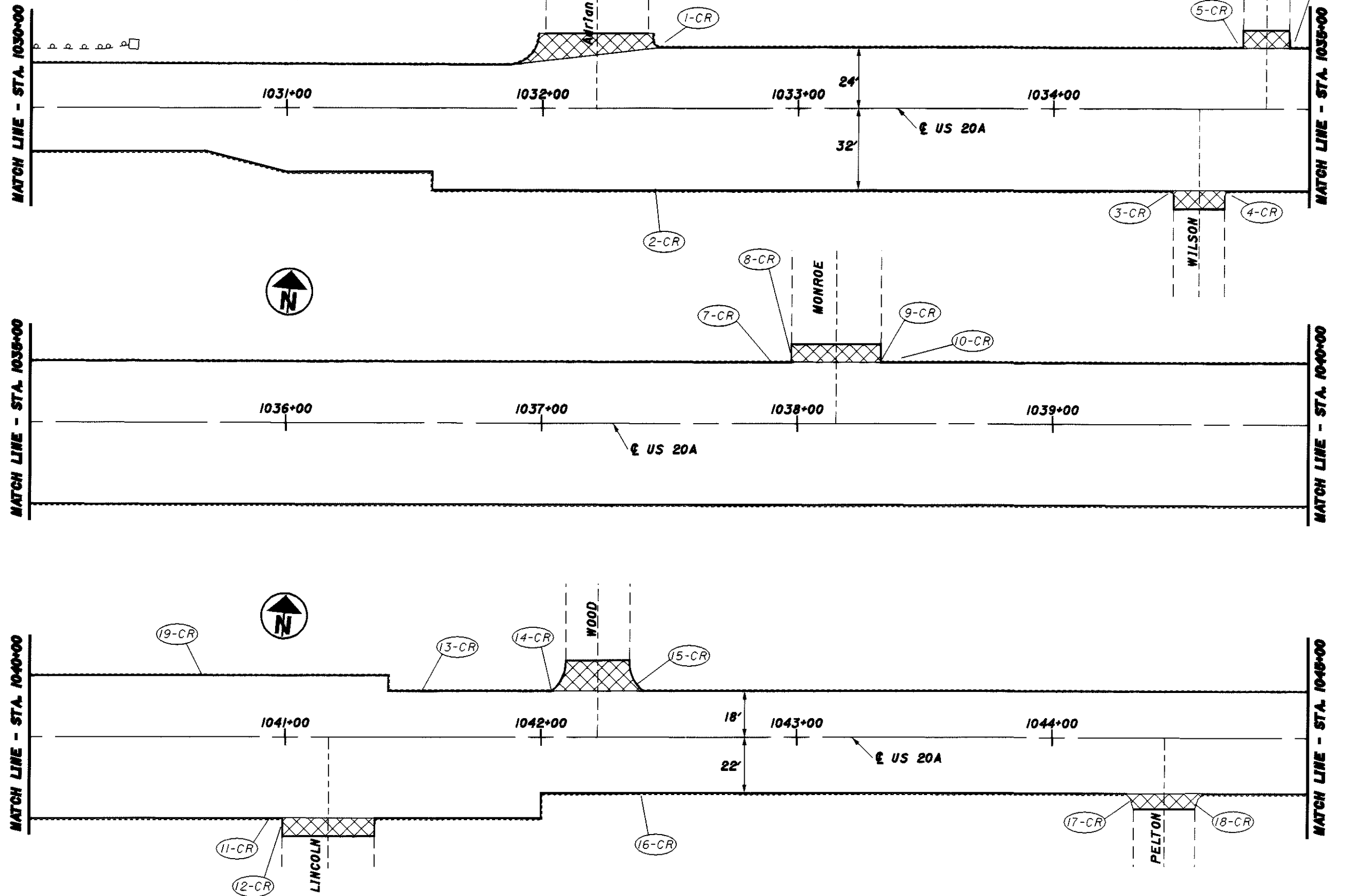
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND



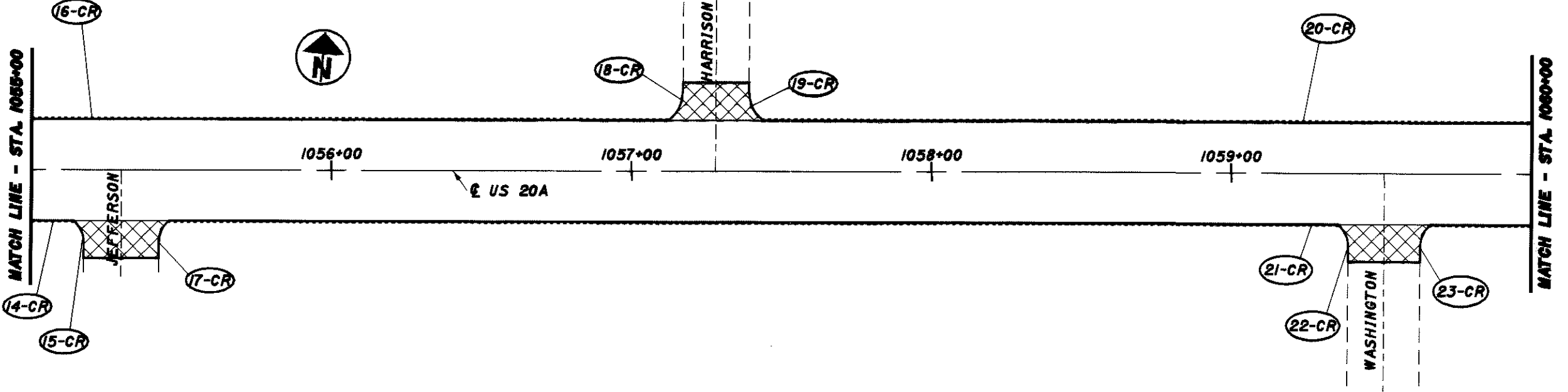
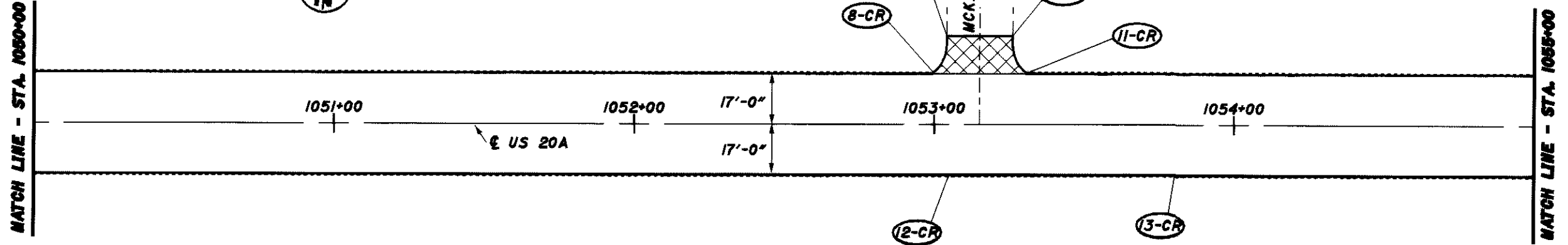
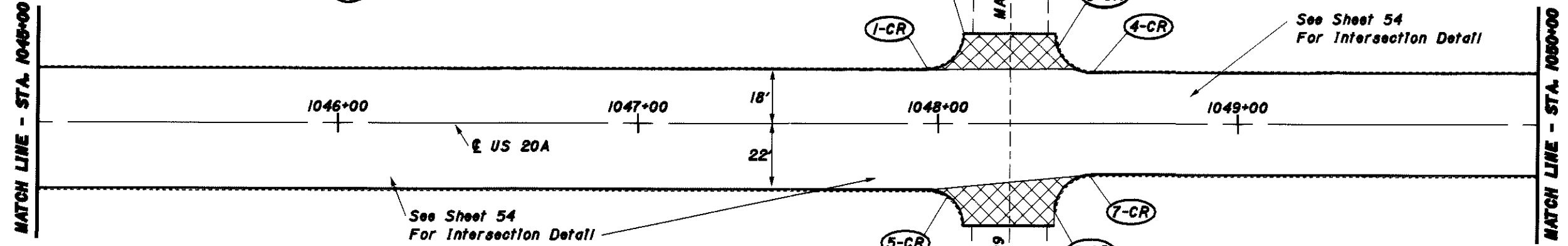
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND



Butt Joint As Per Std.
Drawing BP-3.1

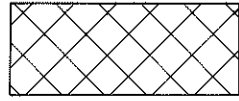


SCHEMATIC PLAN - DELTA
US 20A STA. 1045+00 TO 1060+00

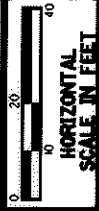
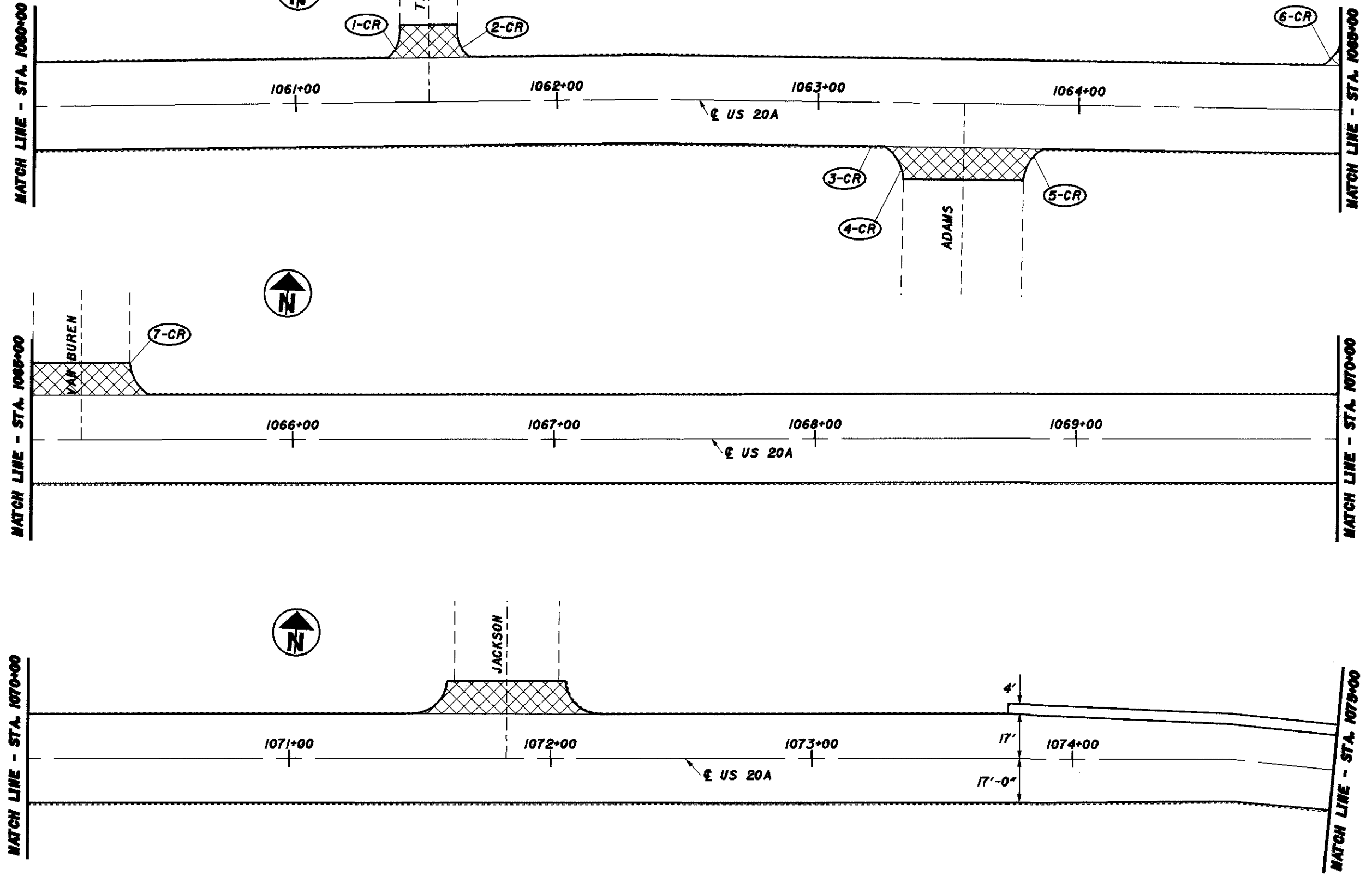
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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



HORIZONTAL
SCALE IN FEET

SCHEMATIC PLAN - DELTA
US 20A STA. 1060+00 TO 1075+00

FUL-20A-18.26

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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1

MATCH LINE - STA. 1075+00

Delta Corp.



1076+00

1077+00

1078+00

1079+00

US 20A

MATCH LINE - STA. 1080+00

MATCH LINE - STA. 1075+00



1081+00

1082+00

1083+00

1084+00

US 20A

MATCH LINE - STA. 1085+00

MATCH LINE - STA. 1085+00



1086+00

1087+00

1088+00

1089+00

US 20A

MATCH LINE - STA. 1090+00

CR 6-2

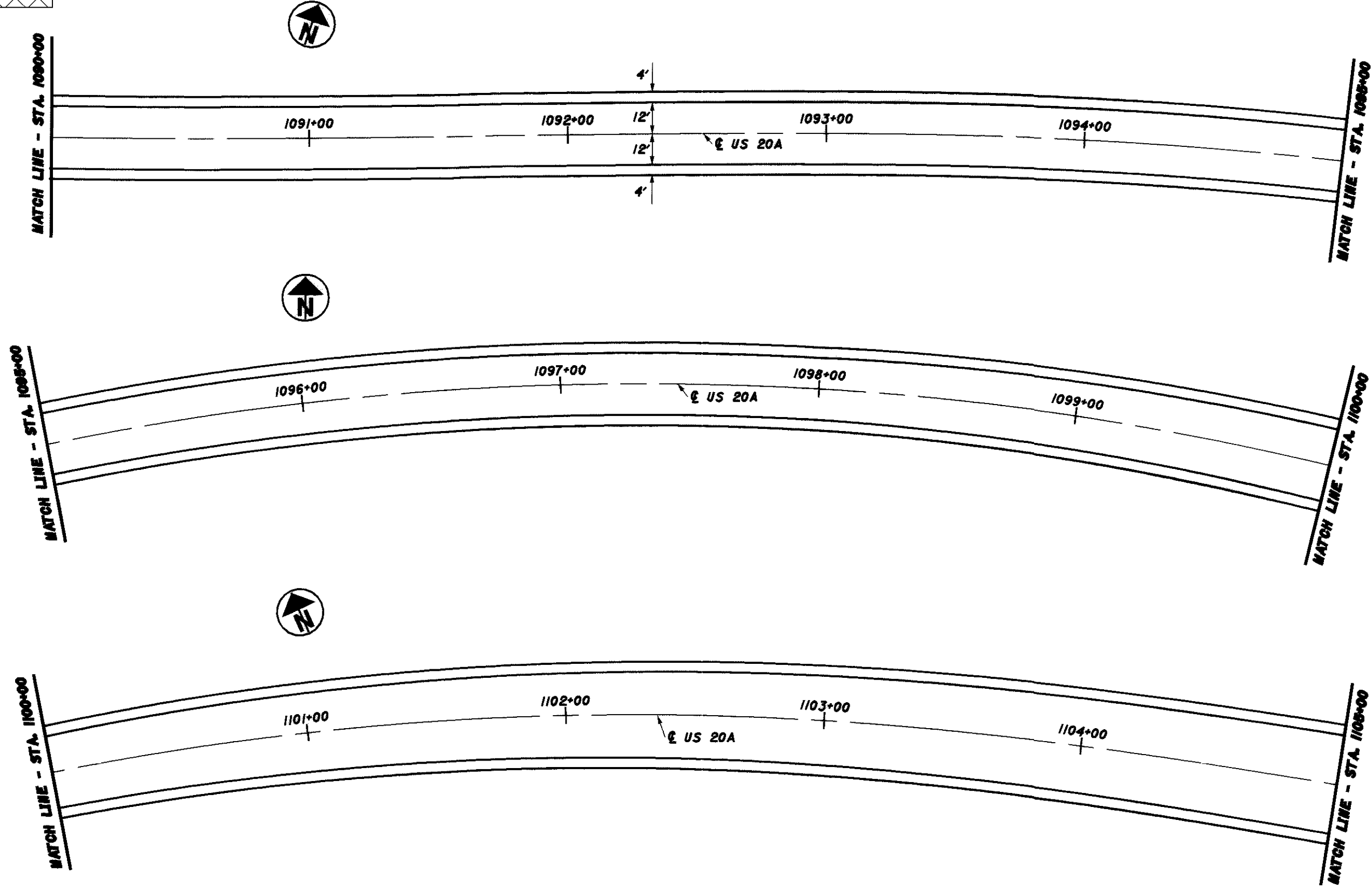
CR-6

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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



SCHEMATIC PLAN - DELTA
US 20A STA. 1090+00 TO 1105+00

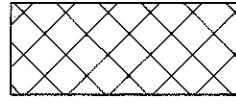
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37
86

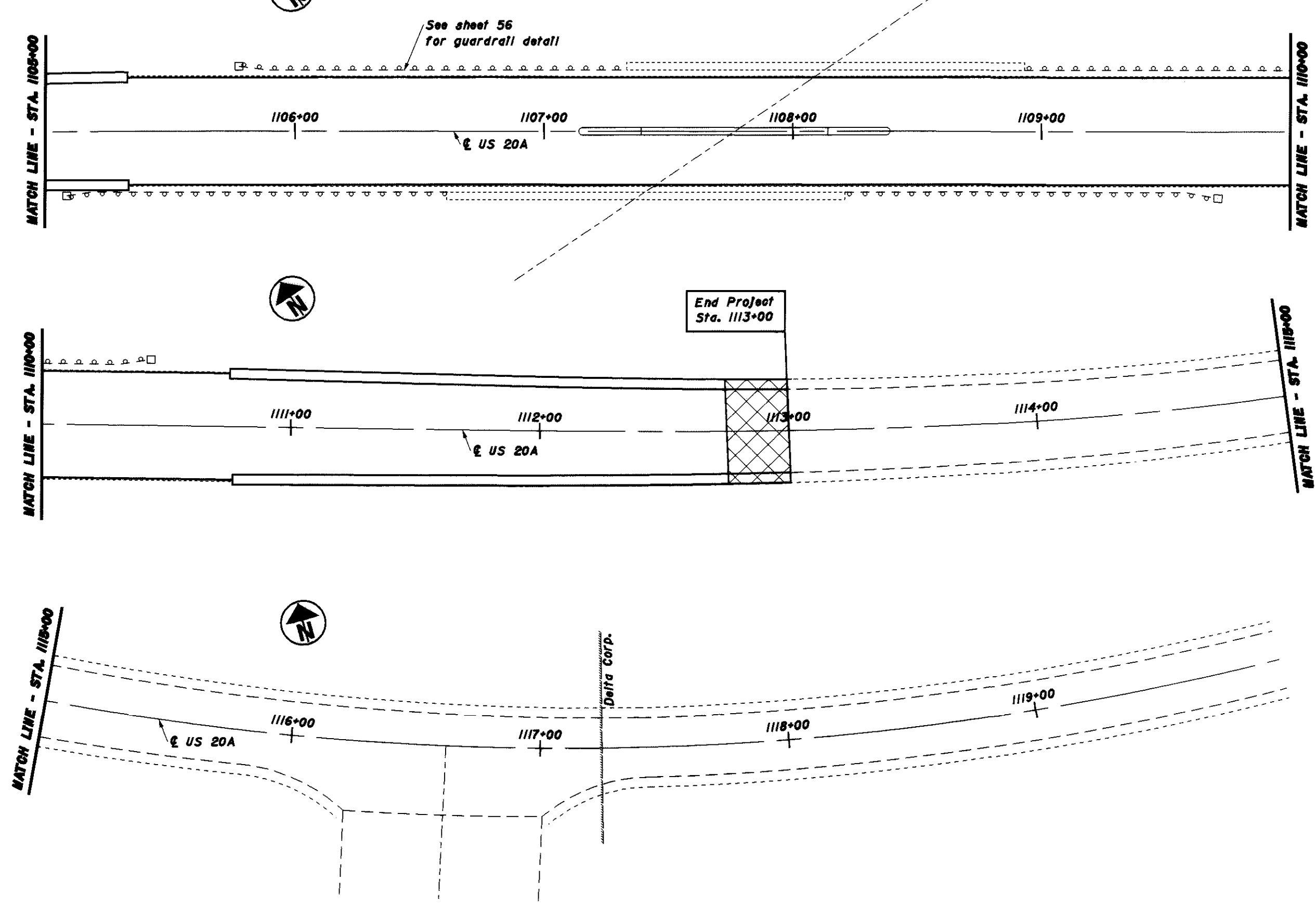


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LEGEND



Butt Joint As Per Std.
Drawing BP-3.I



SCHEMATIC PLAN - DELTA
US 20A STA. 1105+00 TO 1120+00

FUL-20A-18.26

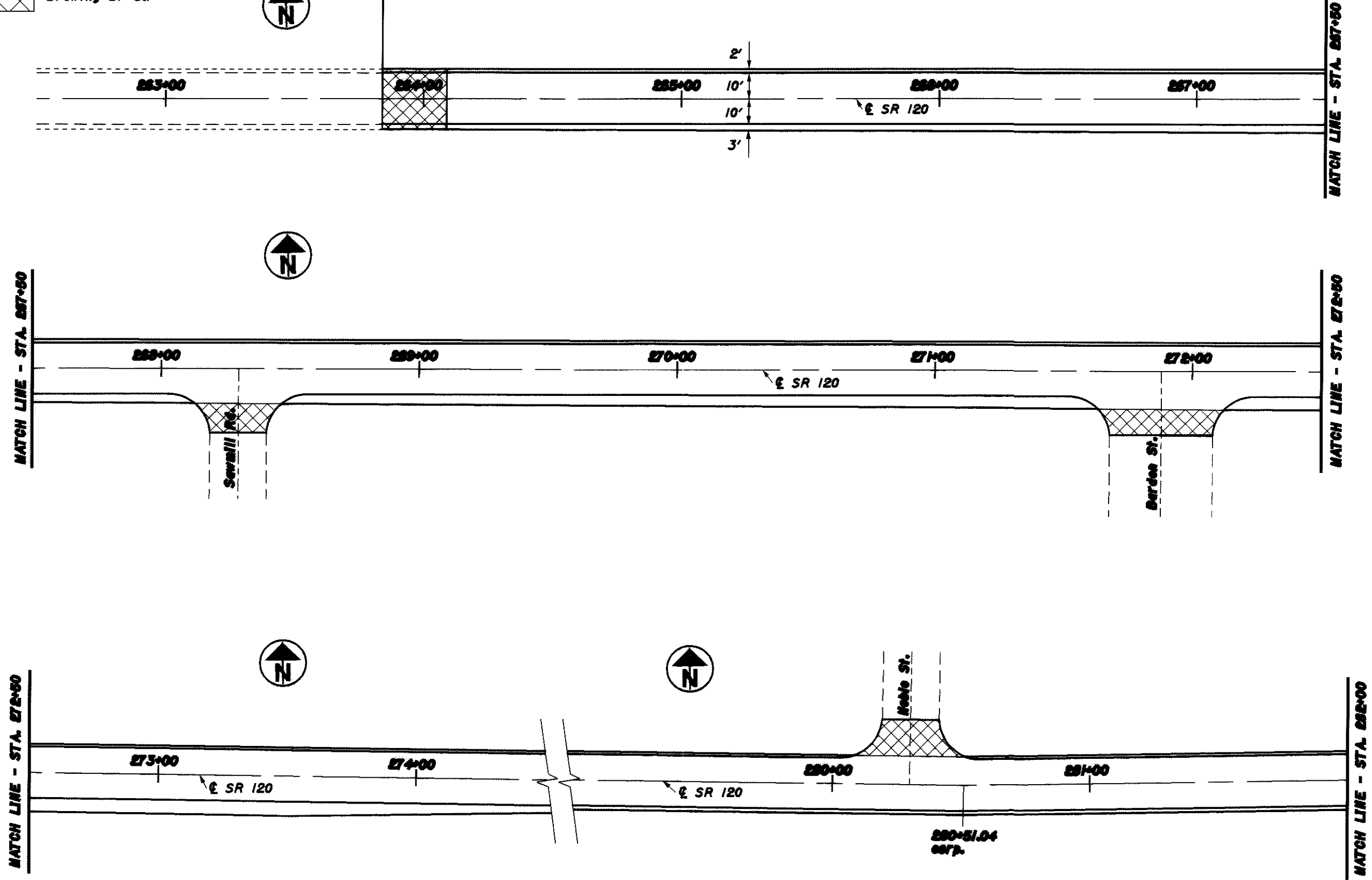
LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



**BEGIN PROJECT
STA. 263+84**



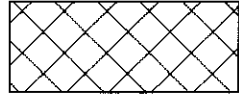
HORIZONTAL
SCALE IN FEET

SCHEMATIC PLAN - LYONS
SR 120 STA. 262+50 TO 282+00

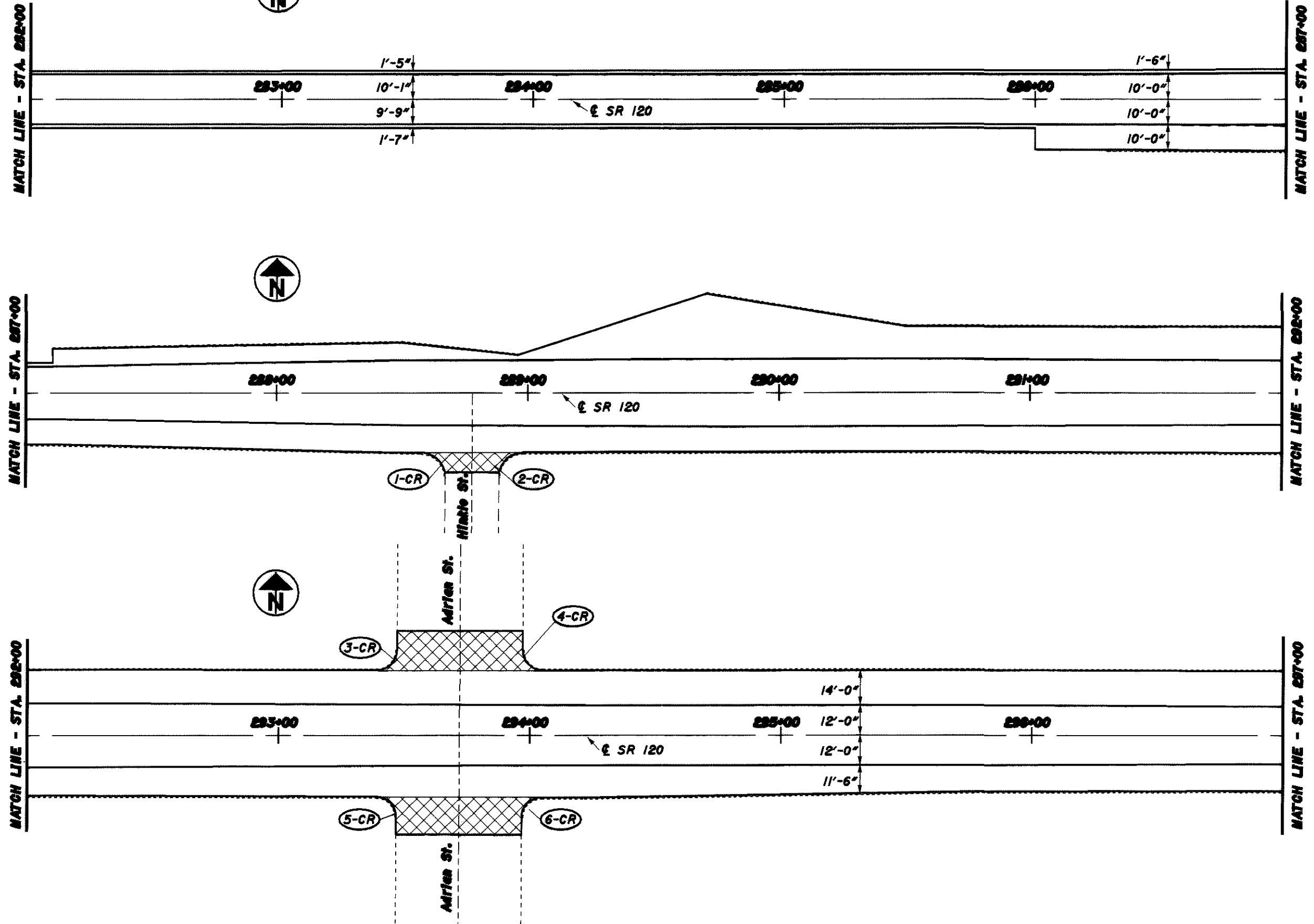
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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



SCHEMATIC PLAN - LYONS
SR 120 STA. 282+00 TO 297+00

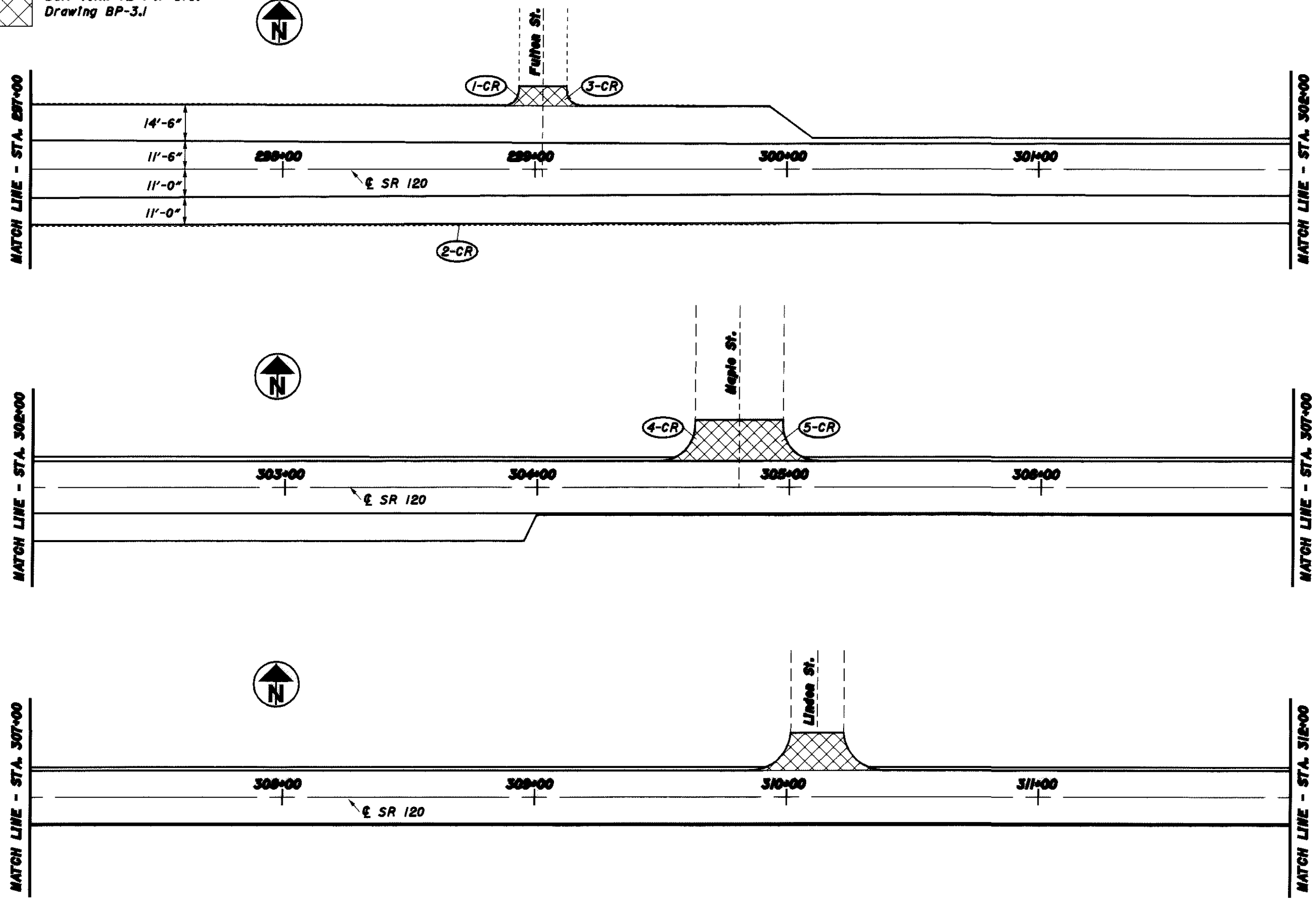
FUL-20A-18.26

40
86

LEGEND



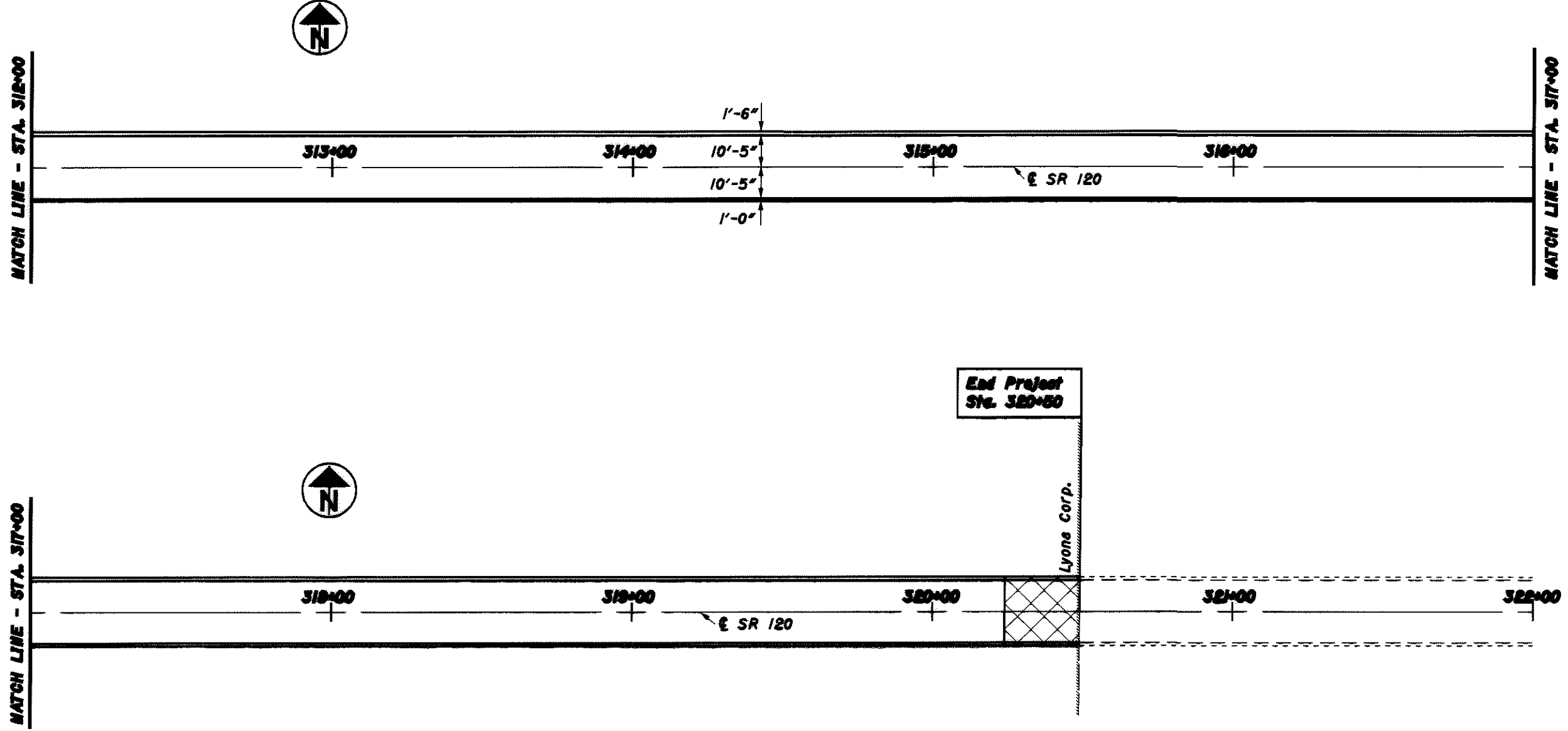
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND

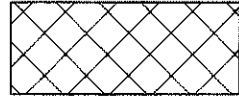


Butt Joint As Per Std.
Drawing BP-3.1

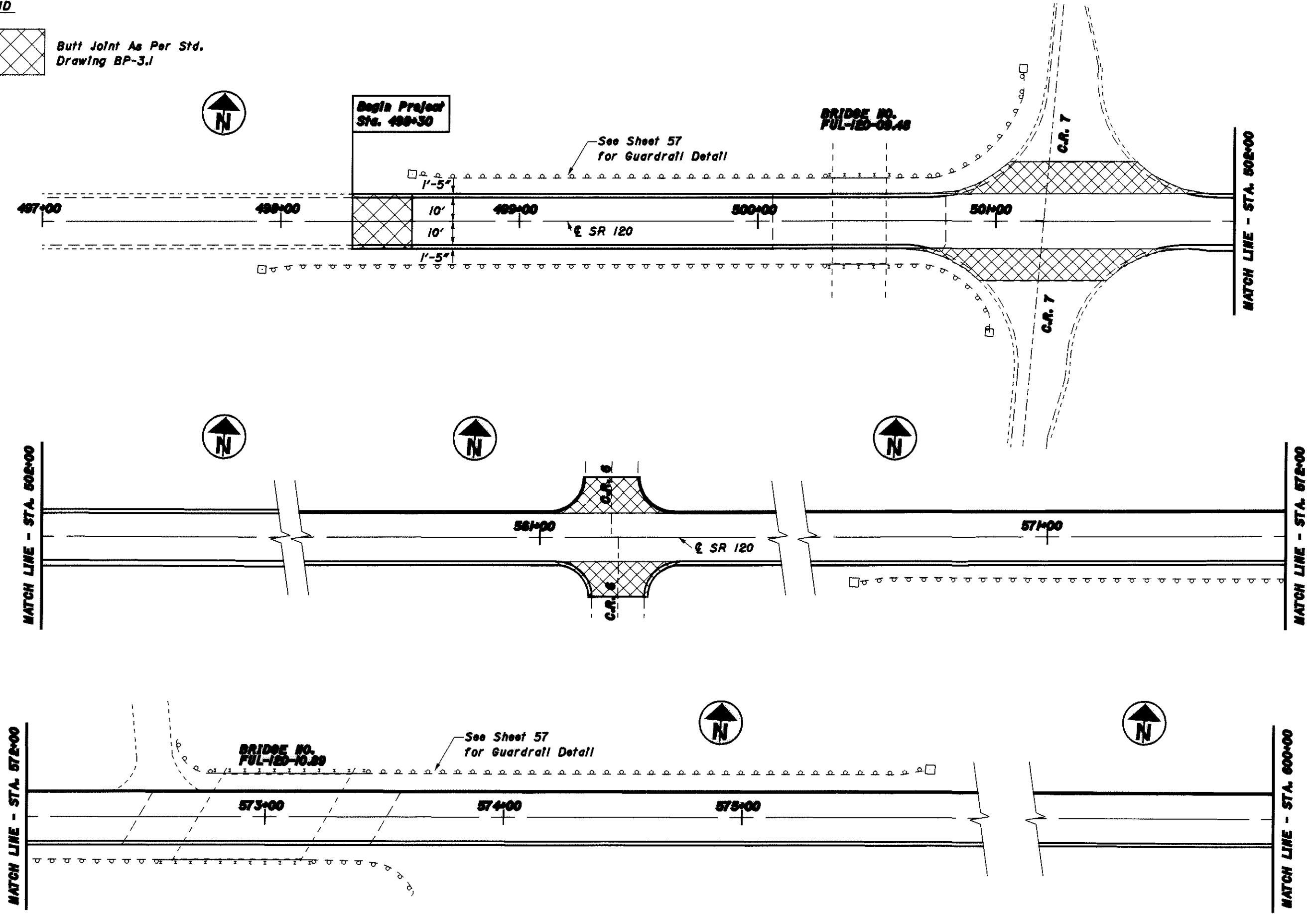


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LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



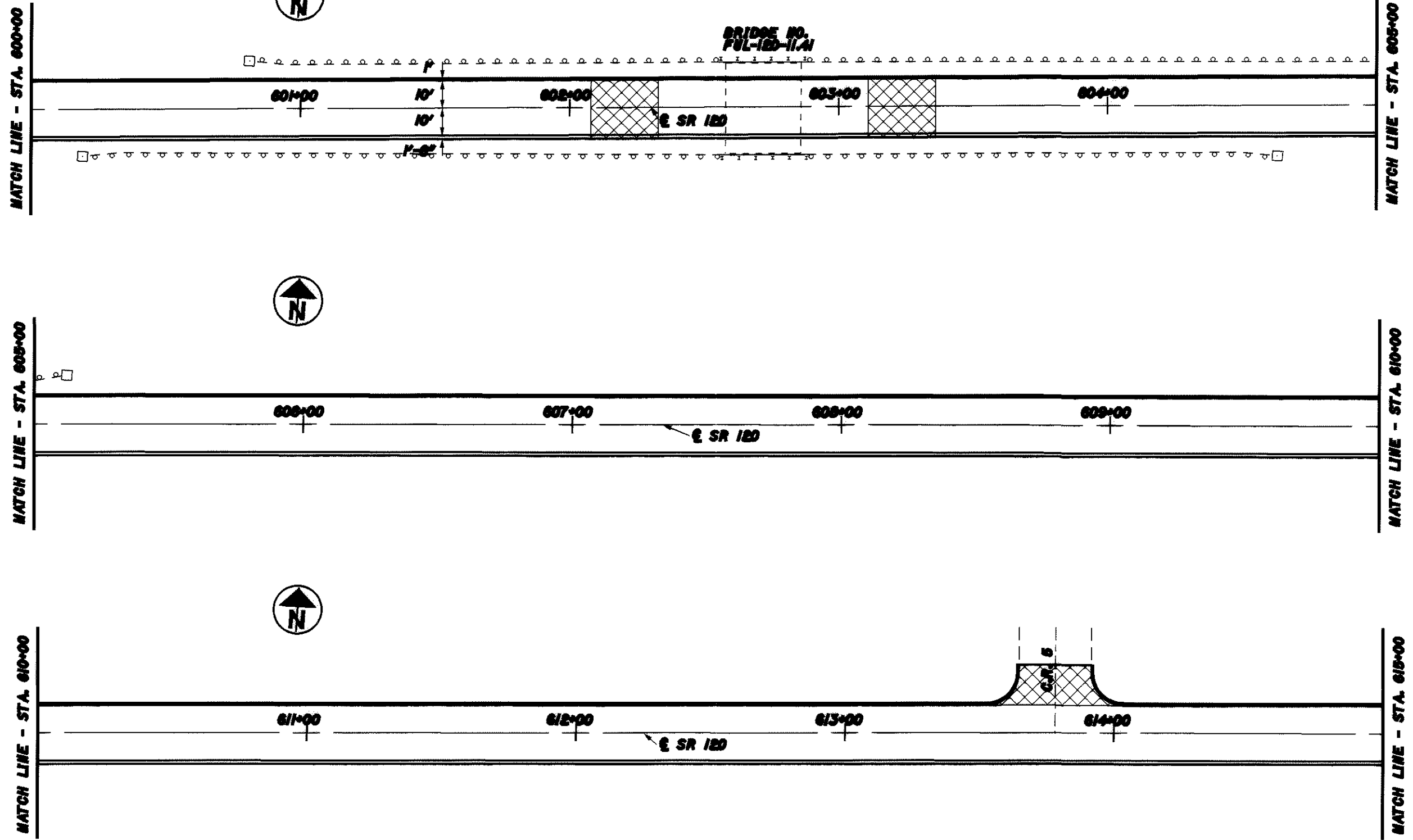
SCHEMATIC PLAN - METAMORA
SR 120 STA. 498+00 TO 600+00

FUL-20A-18.26

LEGEND



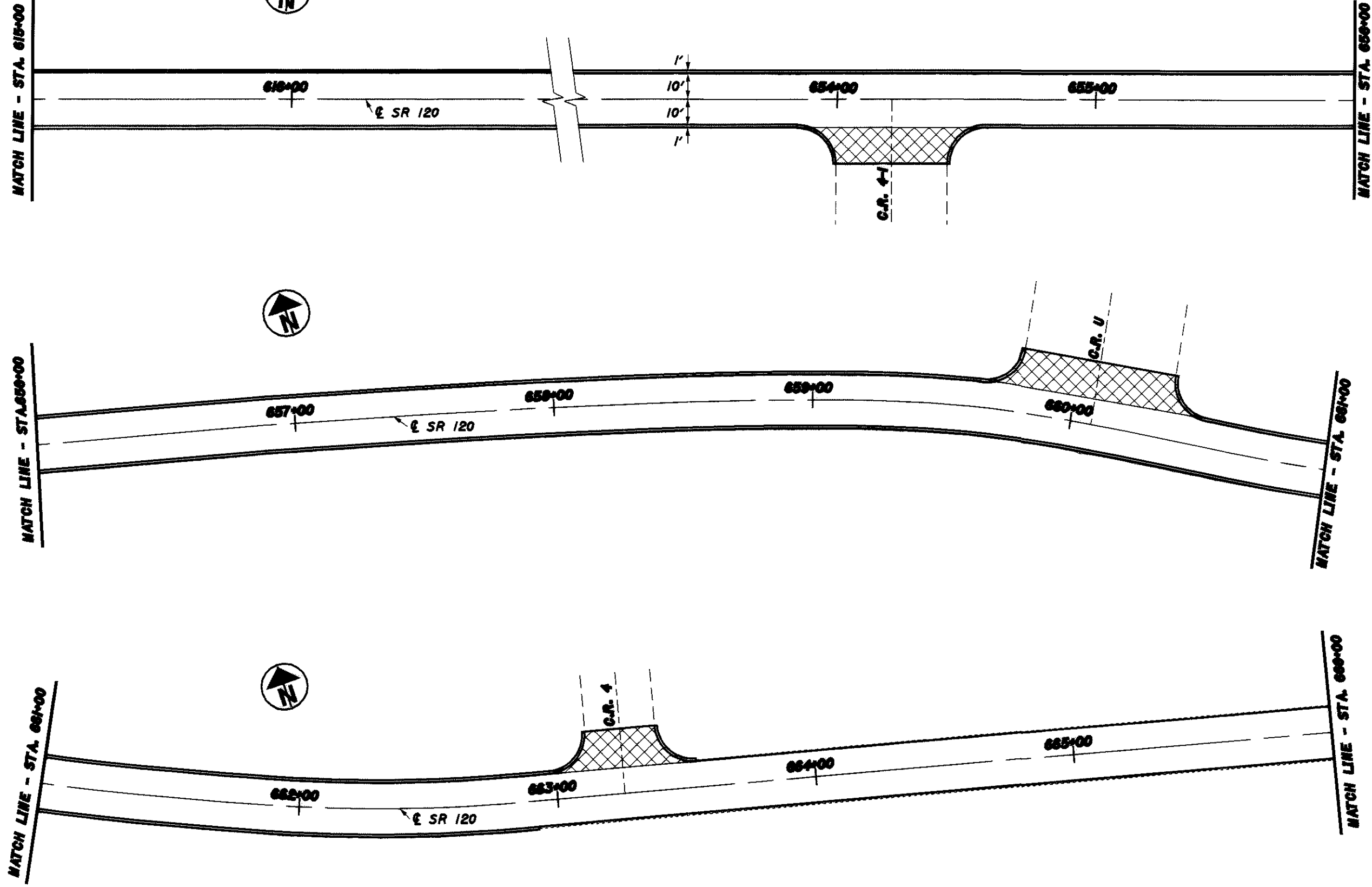
Butt Joint As Per Std.
Drawing BP-3.1



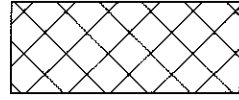
LEGEND



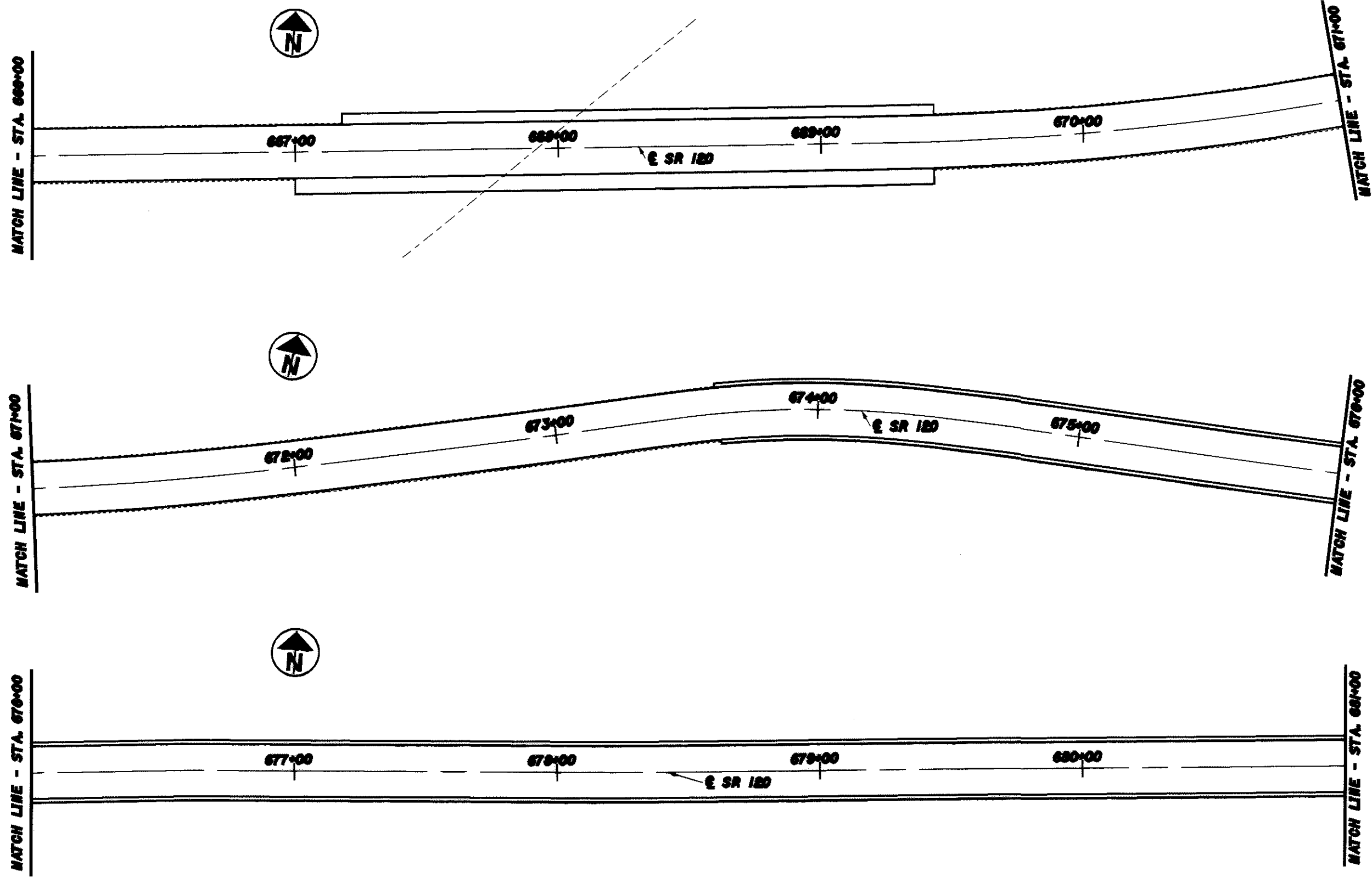
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND



Butt Joint As Per Std.
Drawing BP-3.I



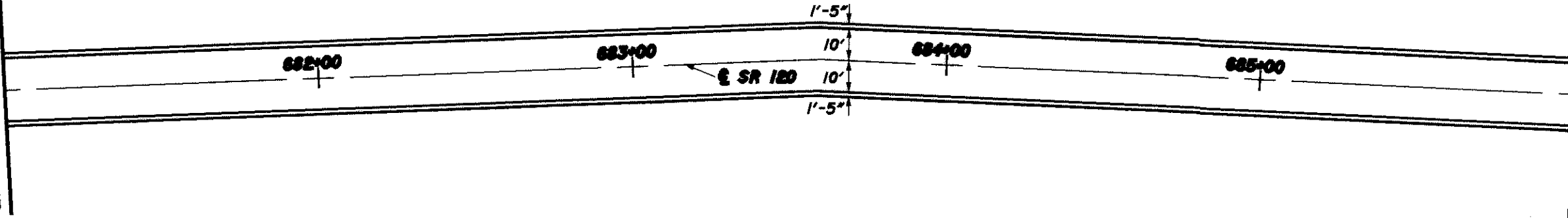
LEGEND



Butt Joint As Per Std.
Drawing BP-3.1



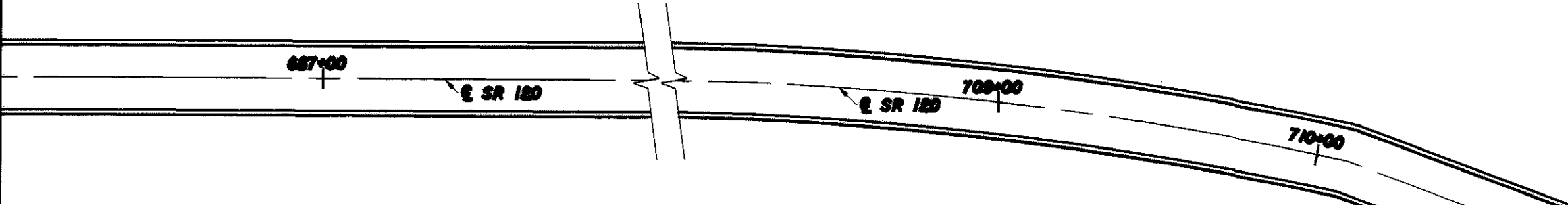
MATCH LINE - STA. 681+00



MATCH LINE - STA. 686+00



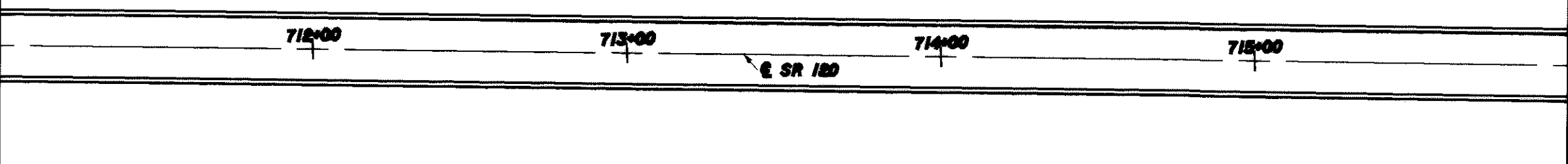
MATCH LINE - STA. 686+00



MATCH LINE - STA. 711+00



MATCH LINE - STA. 711+00



MATCH LINE - STA. 716+00



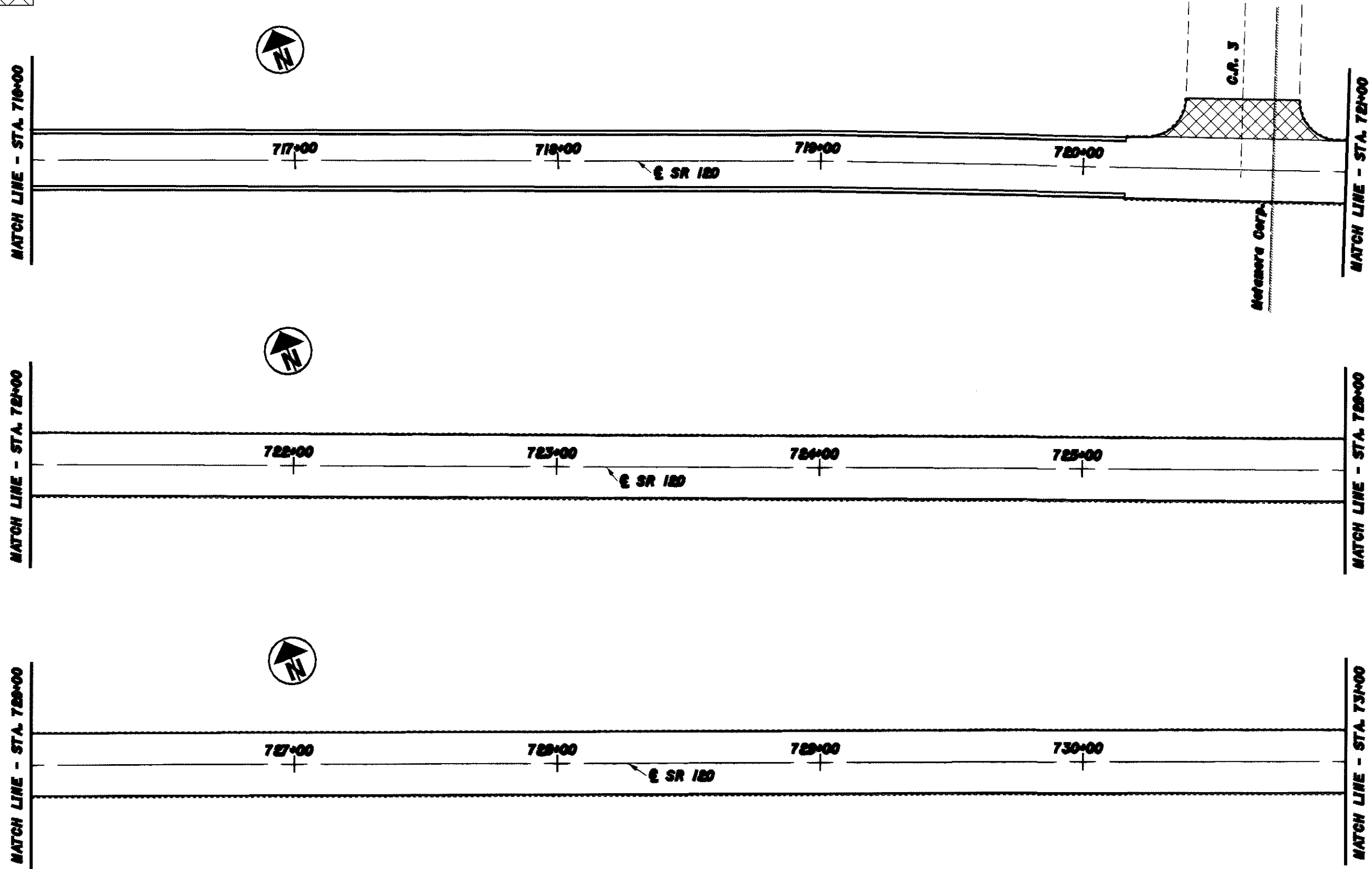
SCHEMATIC PLAN - METAMORA
SR 120 STA. 681+00 TO 716+00

FUL-20A-18.26

LEGEND



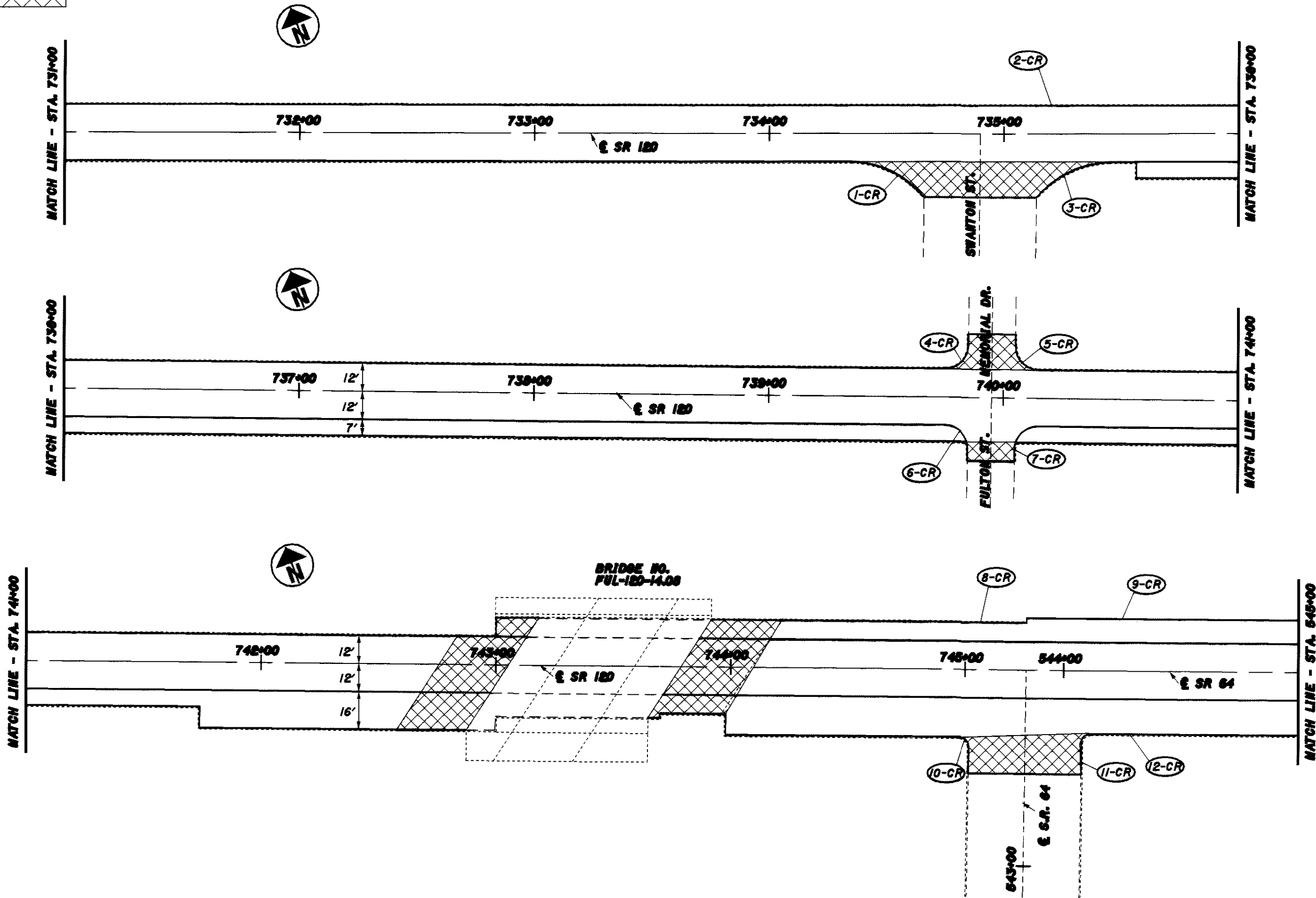
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND



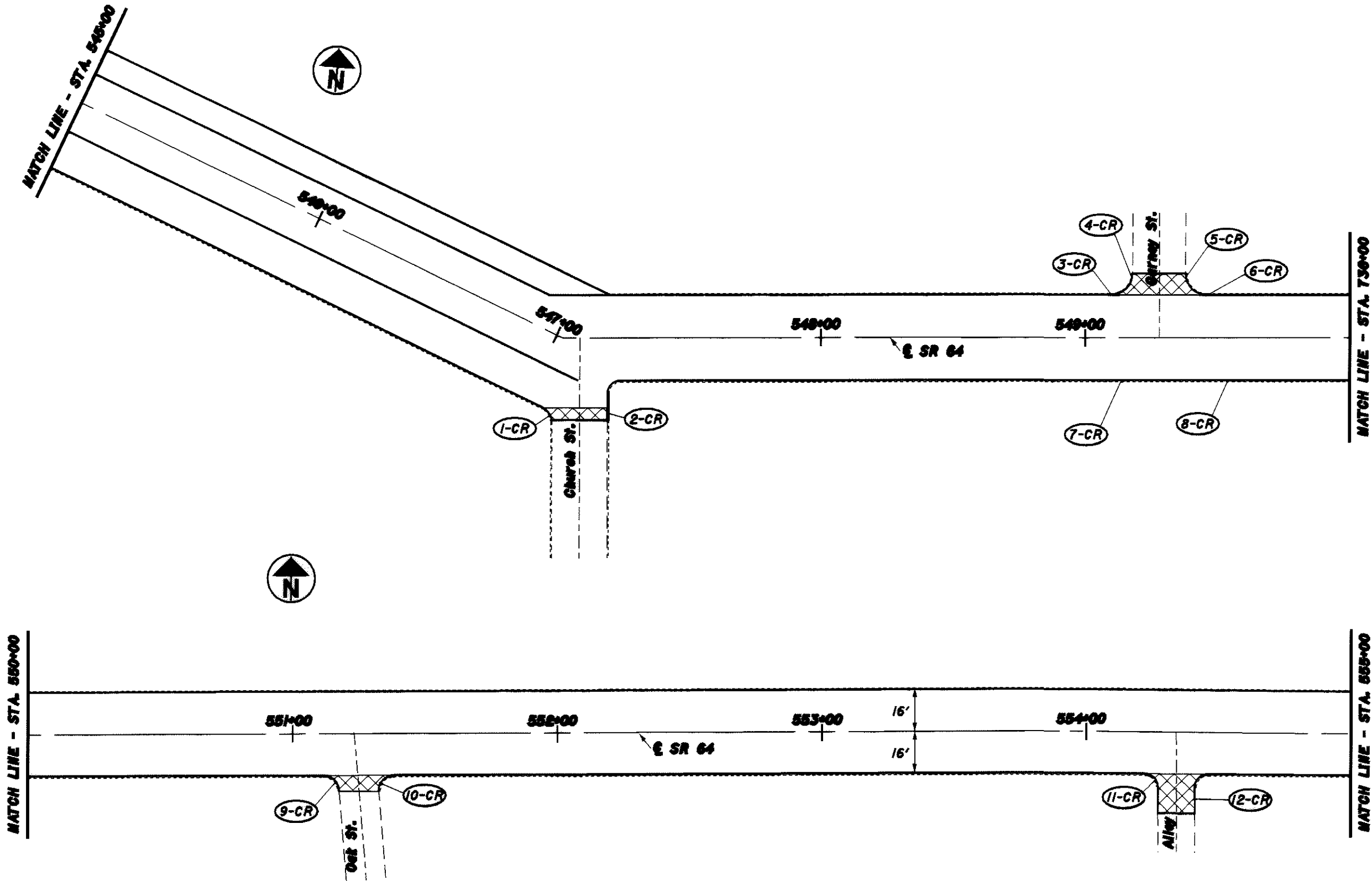
Butt Joint As Per Std.
Drawing BP-3.1



LEGEND

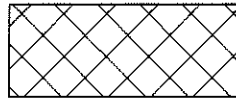


Butt Joint As Per Std.
Drawing BP-3.1

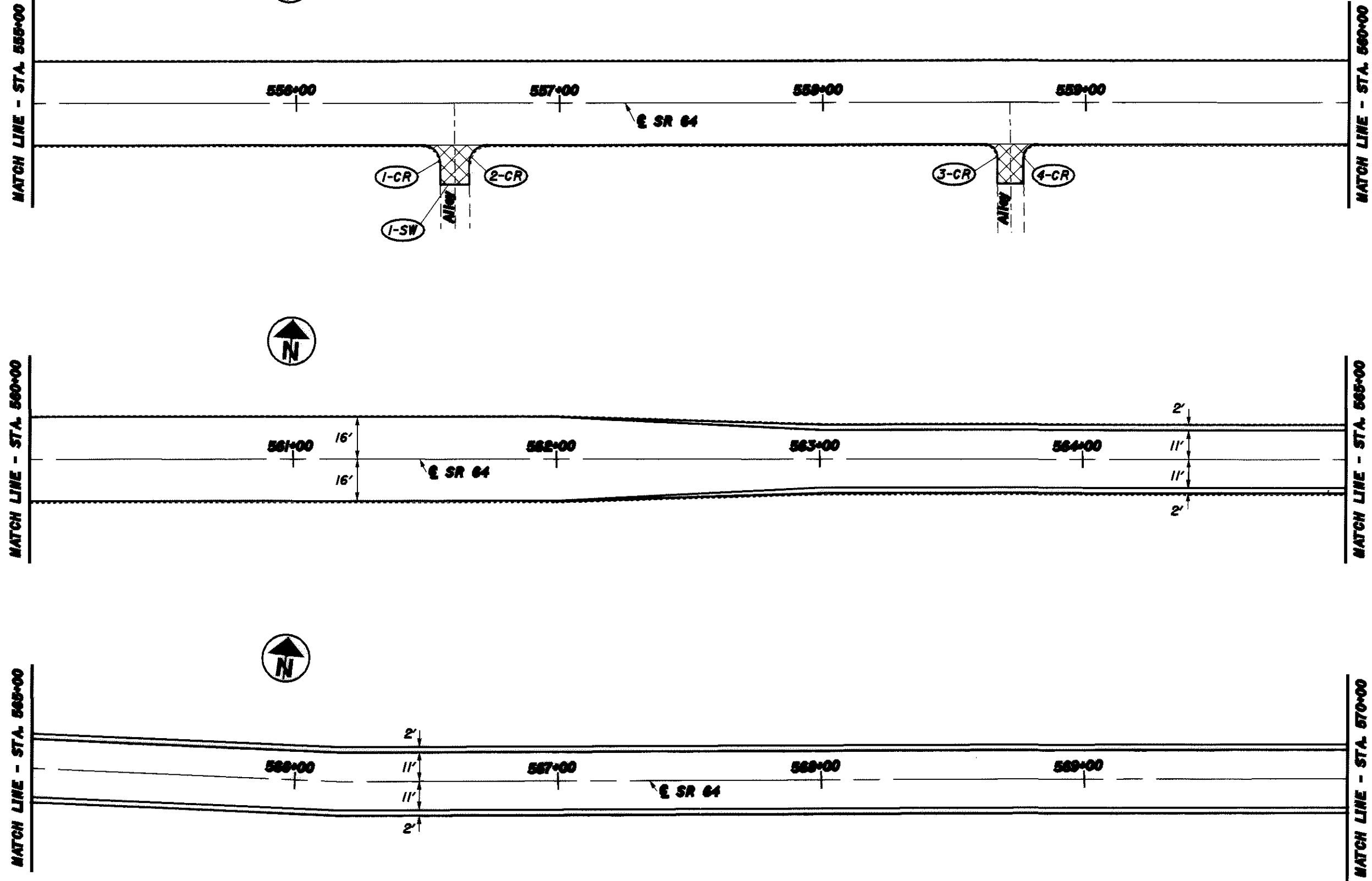


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LEGEND



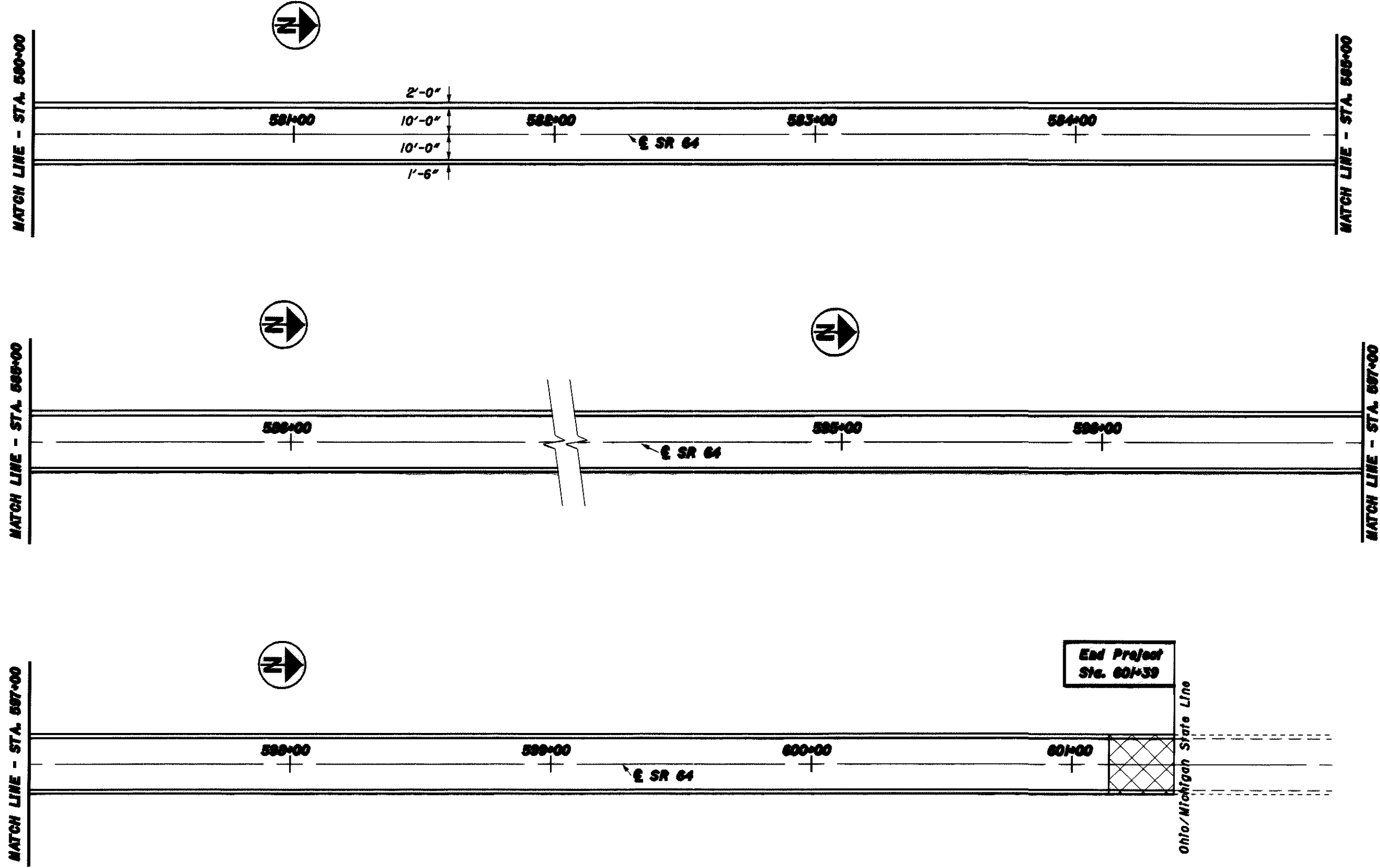
Butt Joint As Per Std.
Drawing BP-3.1

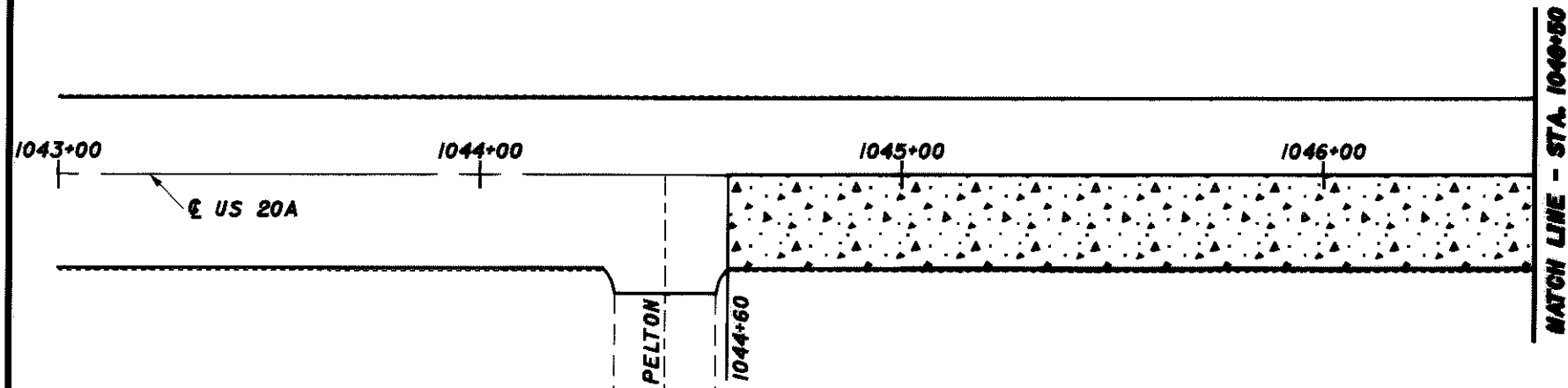


LEGEND

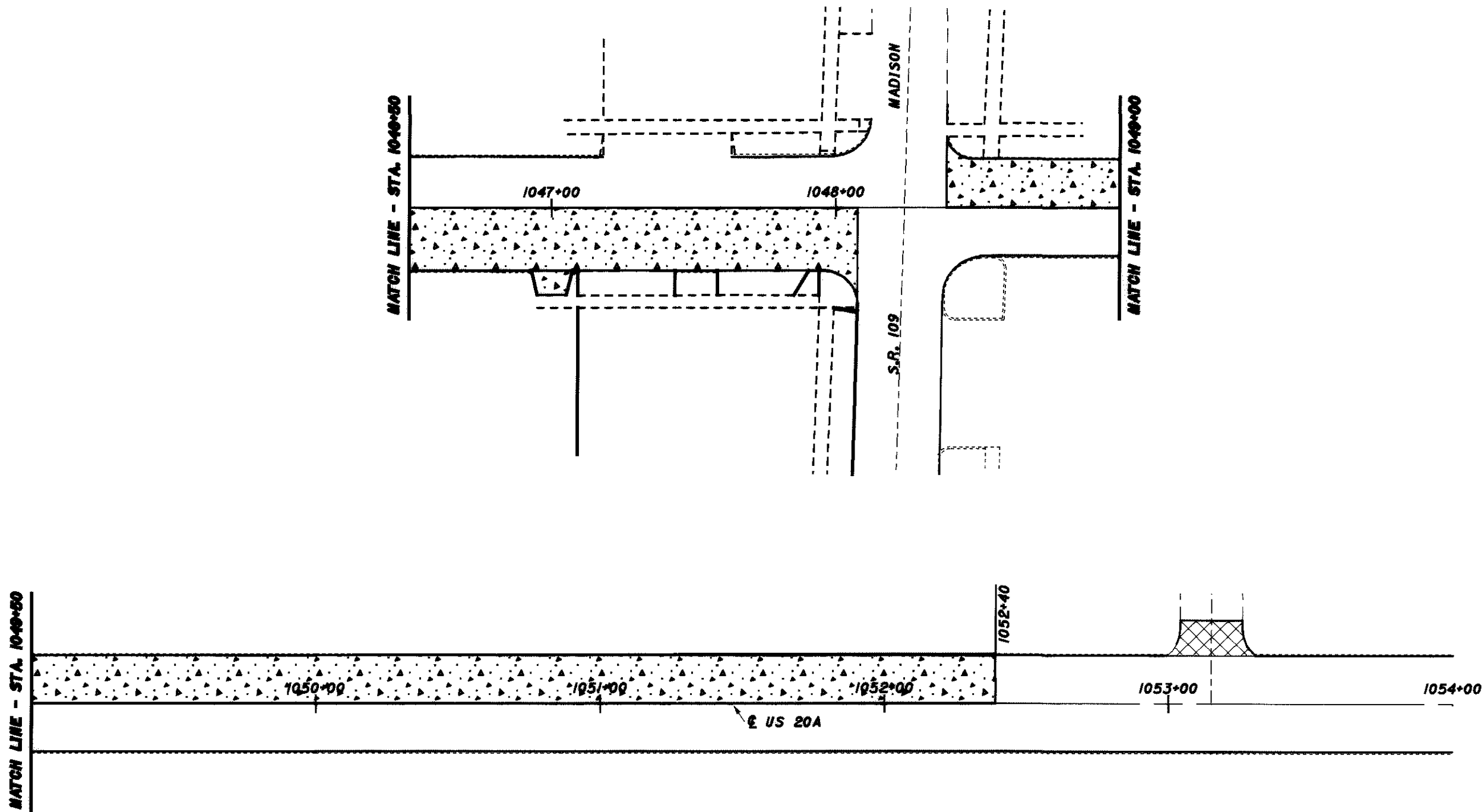
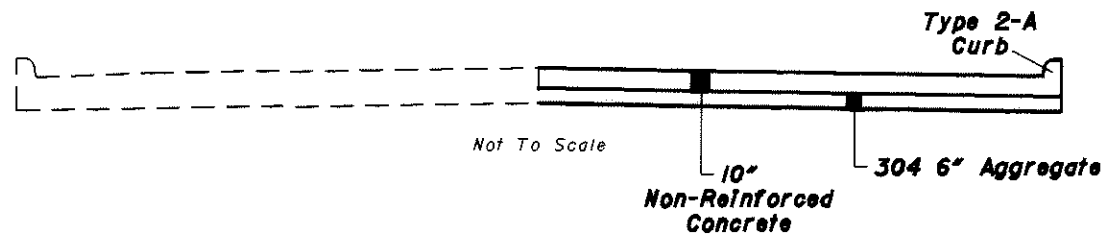


Butt Joint As Per Std.
Drawing BP-3.1

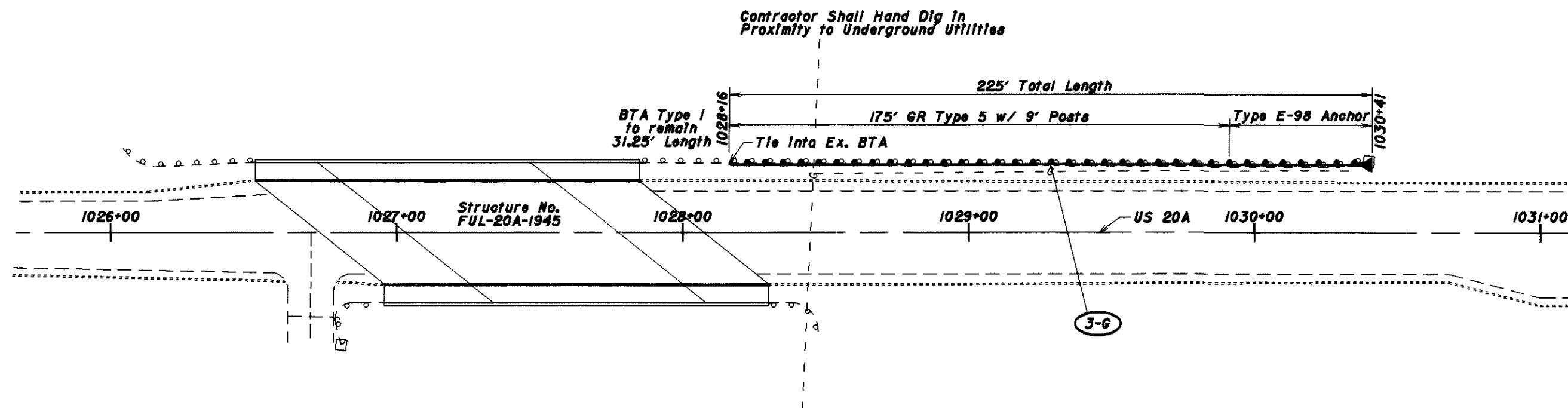
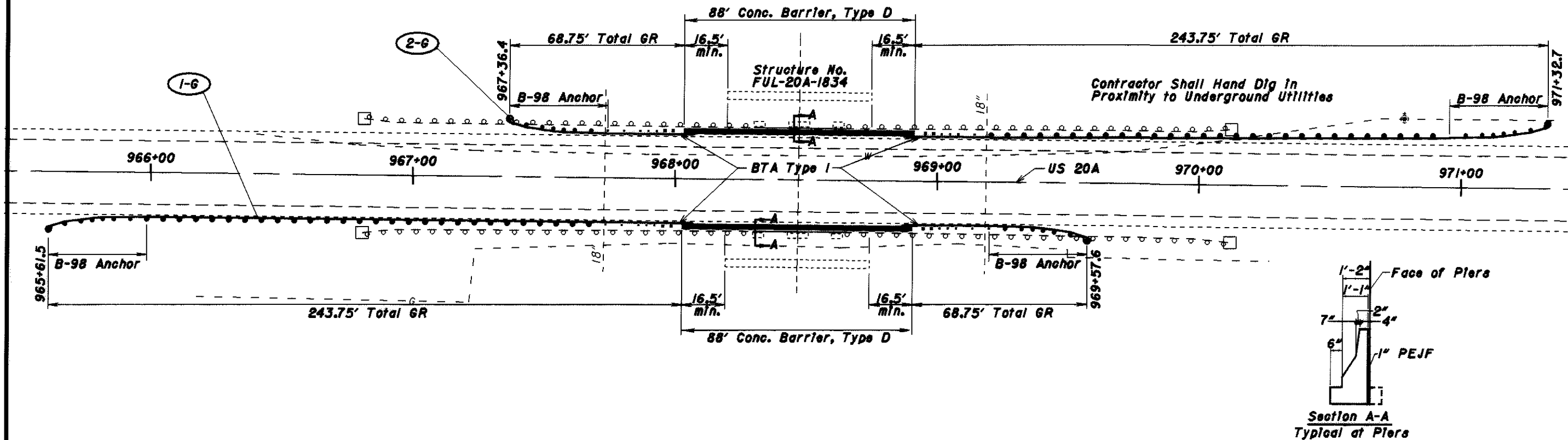




202			204	304	452	609
Pavement Removed	Curb & Gutter Removed	Curb Removed	Subgrade Compaction	6" Aggregate	10" Non-Reinforced Concrete	Type 2-A Curb
1634 SQ.YD.	355 Ft.	404 Ft.	1634 SQ.YD.	273 CU.YD.	1634 SQ.YD.	759 Ft.



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See Sht. No. 59 for
Guardrail Quantities

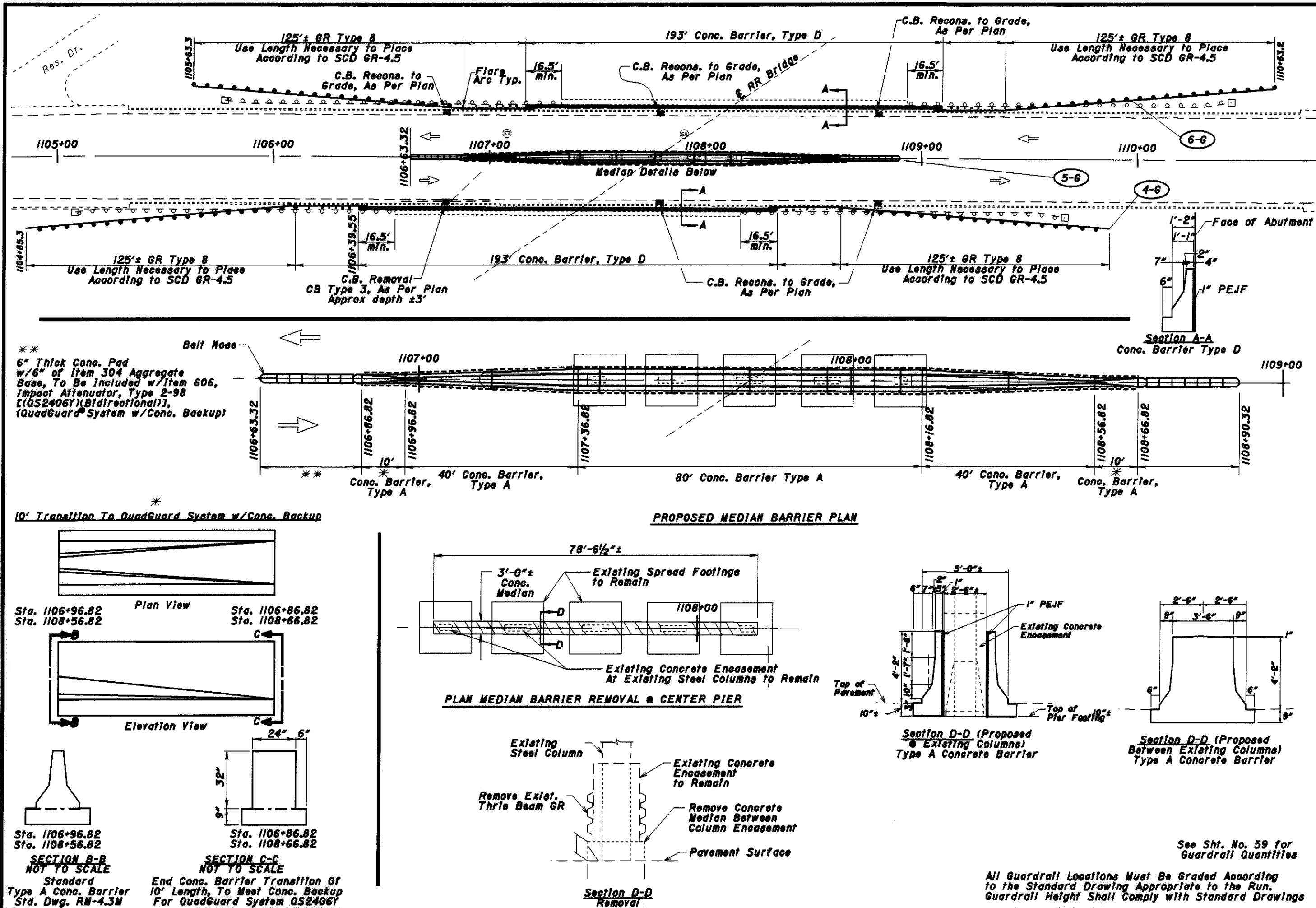
All Guardrail Locations Must Be Graded According
to the Standard Drawing Appropriate to the Run.
Guardrail Height Shall Comply with Standard Drawings

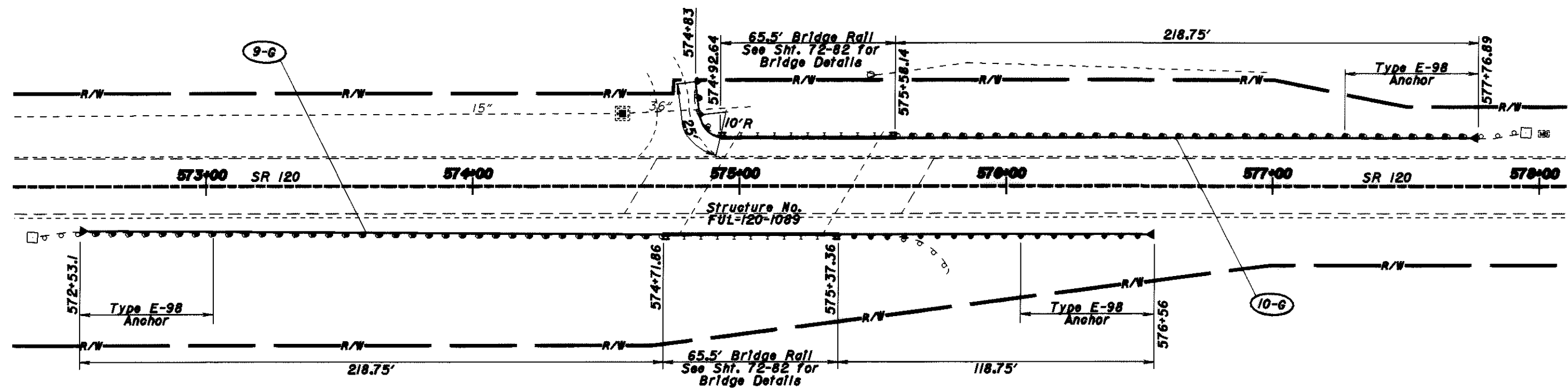
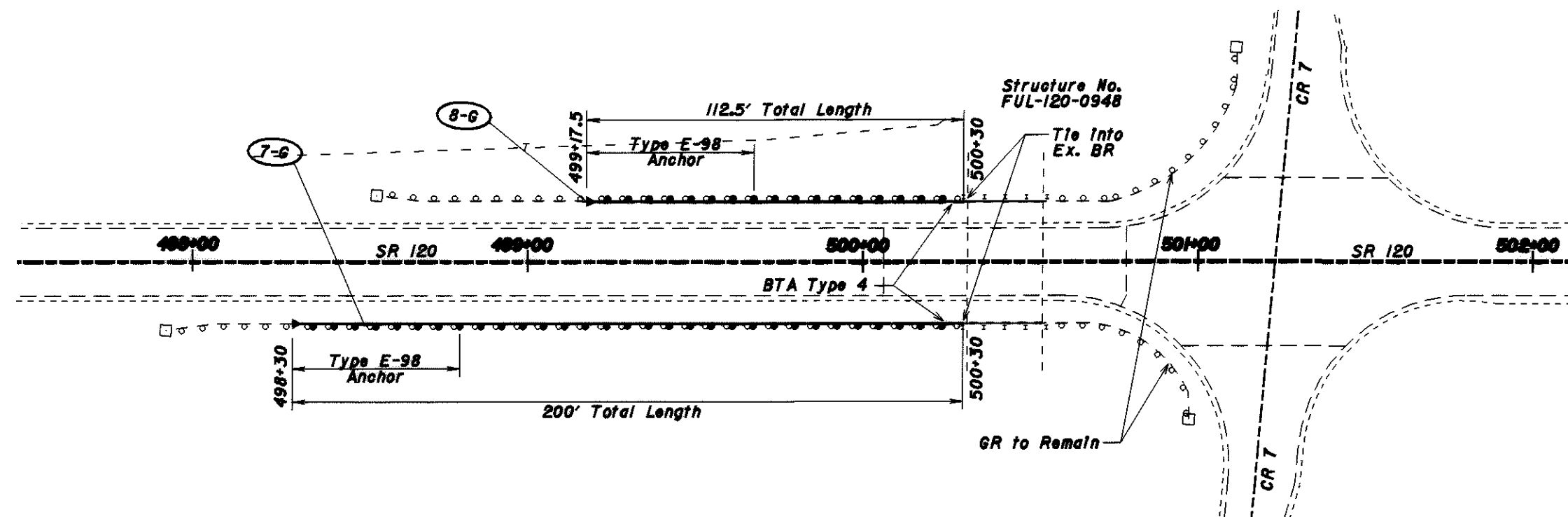
LOCATION 1 - US 20A
GUARDRAIL DETAILS

FUL-20A-18.26

55
86

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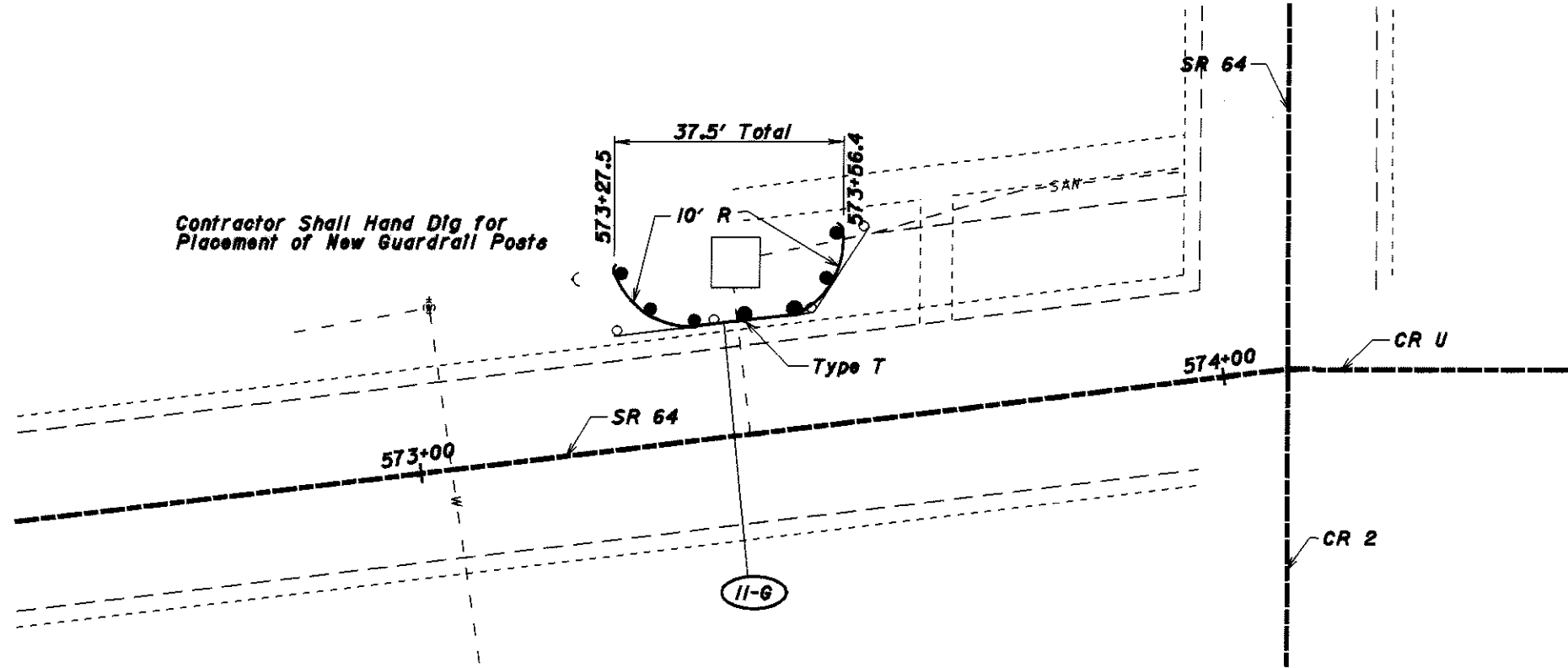




**See Sht. No. 59 for
Guardrail Quantities**

All Guardrail Locations Must Be Graded According to the Standard Drawing Appropriate to the Run. Guardrail Height Shall Comply with Standard Drawings

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See Sht. No. 59 for
Guardrail Quantities

All Guardrail Locations Must Be Graded According
to the Standard Drawing Appropriate to the Run.
Guardrail Height Shall Comply with Standard Drawings



0 5 10 20
HORIZONTAL
SCALE IN FEET

CALCULATED
SKL
CHECKED
JMF

LOCATION 3 - SR 64
GUARDRAIL DETAILS

FUL-20A-18.26

58
86

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REF NO.	SHEET NO.	STATION		202	202	202	202	202	202	202		604	604	606	606	606	606			606	606	606	
				WALK REMOVED	CONCRETE MEDIAN REMOVED, AS PER PLAN	CURB REMOVED	GUARDRAIL REMOVED	BRIDGE RAILING REMOVED	ANCHOR ASSEMBLY REMOVED FOR STORAGE, TYPE A	CATCH BASIN REMOVED		REMOVAL MISC. IMPACT ATTENUATOR WITH CONCRETE PAD REMOVED		CATCH BASIN NO. 3, AS PER PLAN	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	GUARDRAIL, TYPE 5	GUARDRAIL, TYPE 5, USING 9 FOOT POSTS			GUARDRAIL, TYPE 8	POST END ANCHOR (OR CONCRETE BLOCK END ANCHOR)		ANCHOR ASSEMBLY, TYPE B-98
		FROM	TO	SQ FT	FT	FT	FT	FT	EACH	EACH		EACH		EACH	EACH	FT	FT			FT	FT		
US 20A																							
1-6	55	965+61.5	969+57.6				287.5		2						237.5					2			
2-6	55	967+36.4	971+32.7				287.5		2						237.5					2			
3-6	55	1028+16	1030+41				200		1							175					1		
4-6	56	1104+85.3	1109+87.4	400		543	300			1			1	2	31.25		125	2					
5-6	56	1106+63.32	1108+90.32		75		150				2												
6-6	56	1105+63.3	1110+63.2	400		543	300							3	31.25		125	2					
SR 120																							
7-6	57	498+30	500+30				237.5								150						1		
8-6	57	499+17.5	500+30				150		1						62.5						1		
9-6	57	572+53.1	574+71.86				287.5	62.5							237.5						2		
10-6	57	574+83	577+76.89				162.5	62.5							193.75						1		
SR 64																							
11-6	58	573+27.5	573+56.4				37.5								25							1	
TOTALS CARRIED TO GENERAL SUMMARY				800	75	1086	2400	125	6	1	2		1	5	1206.25	175	250	4		4	6	1	

REF NO.	SHEET NO.	STATION		606	606	606		606		626	626		626	626									
				BRIDGE TERMINAL ASSEMBLY, TYPE 1	BRIDGE TERMINAL ASSEMBLY, TYPE 3 (MODIFIED)	BRIDGE TERMINAL ASSEMBLY, TYPE 4		IMPACT ATTENUATOR, TYPE 2-98, BIDIRECTIONAL		CONCRETE BARRIER, TYPE A	CONCRETE BARRIER, TYPE D		BARRIER REFLECTOR, TYPE A2	BARRIER REFLECTOR, TYPE B2									
		FROM	TO	EACH	EACH	EACH		EACH		FT	FT		EACH	EACH									
US 20A																							
1-6	55	965+61.5	969+57.6	2							88		4	2									
2-6	55	967+36.4	971+32.7	2							88		4	2									
3-6	55	1028+16	1030+41										3										
4-6	56	1104+85.3	1109+87.4	2							193		6	3									
5-6	56	1106+63.32	1108+90.32					2		180			4	6									
6-6	56	1105+63.3	1110+63.2	2							193		6	3									
SR 120																							
7-6	57	498+30	500+30			1							3										
8-6	57	499+17.5	500+30			1							2										
9-6	57	572+53.1	574+71.86		2								5										
10-6	57	574+83	577+76.89		2								4										
SR 64																							
11-6	58	573+27.5	573+56.4										2										
TOTALS CARRIED TO GENERAL SUMMARY				8	4	2		2		180	562		43	16									

NOTES:
Caution shall be used when placing proposed Guardrail, as to avoid damaging any existing drainage (pipes, culverts, etc.) within the work area of Any Run of Guardrail.

The Contractor Shall Hand Dig for the Placement of Guardrail Posts That are in the Proximity of the Existing Underground Facilities. The Contractor Shall Exercise Caution When Working in the Proximity of any Underground Utilities. All Existing Underground Utilities Shall Remain Active and in Place During Construction of Any Guardrail Run, Unless Otherwise Noted in the Plan.

The Contractor Shall Contact the Ohio Department of Transportation, Fulton County Transportation Administrator for Instructions on Where to Deliver Item 202 Anchor Assembly Removed for Storage, Type A. This Item Shall Include All Labor, Tools, Equipment, Materials, etc. Necessary to Perform All work Related to this Item.

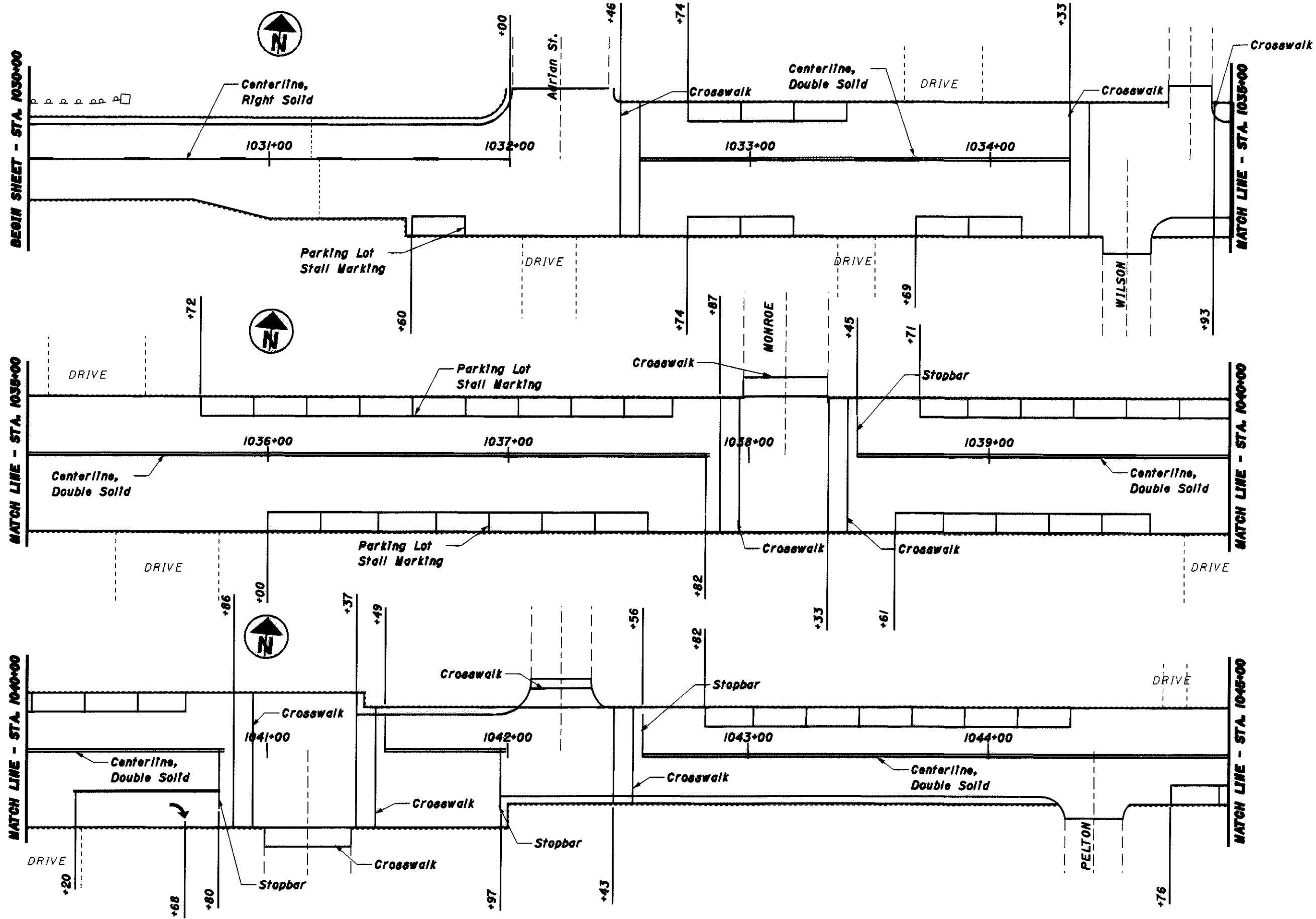
Caution Must Be Used When Removing and Replacing Guardrail, As to Maintain the Existing Shoulders and Embankment.

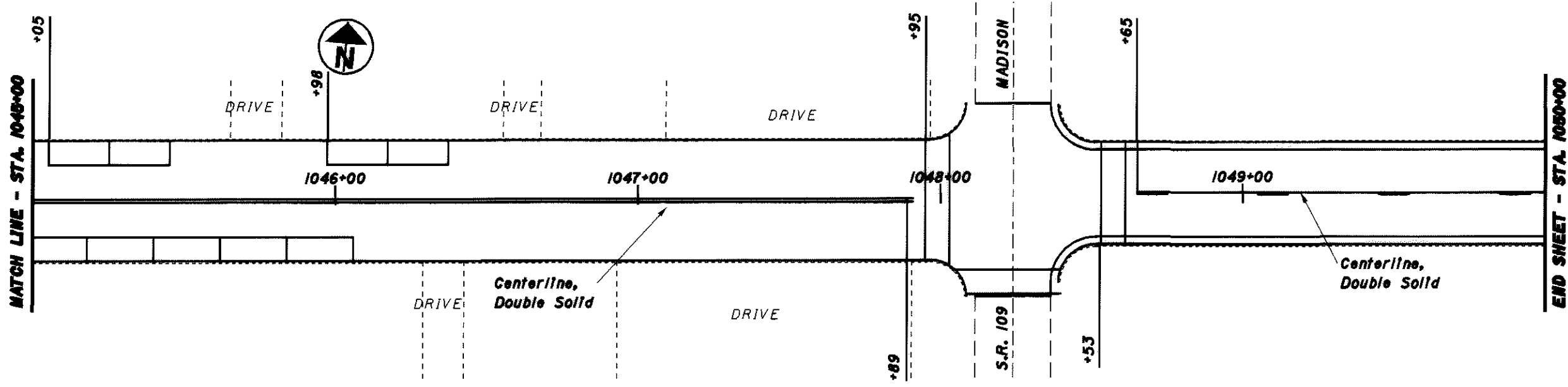
The Following Items are to be used As Directed By The Engineer. The Estimated Quantities will be Carried to the General Summary and are to be Used For Proposed Guardrail Runs:

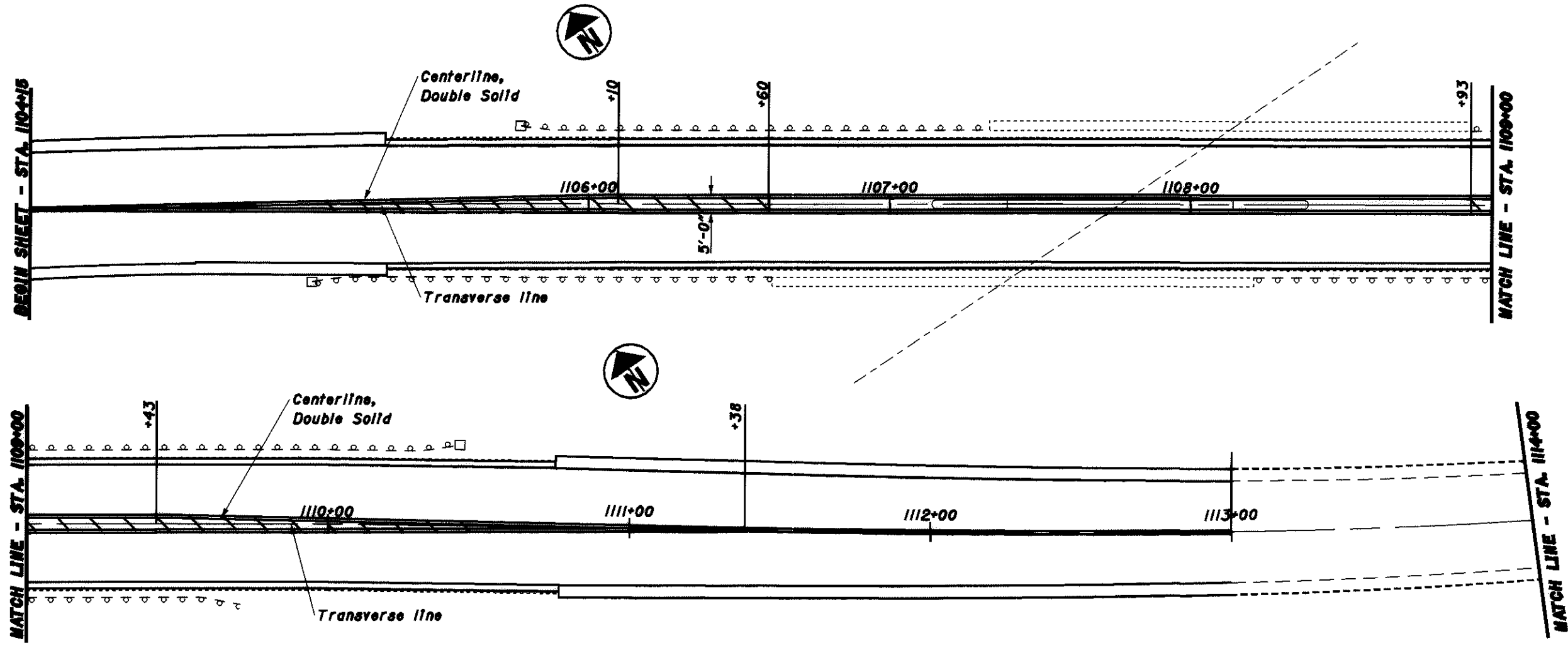
Item 209 30 Station Reshaping Under Guardrail
Item 659, 900 Sq. Yds. Seeding and Mulching
Item 659, 0.12 Ton Commercial Fertilizer
Item 659, 5 M Gal Water

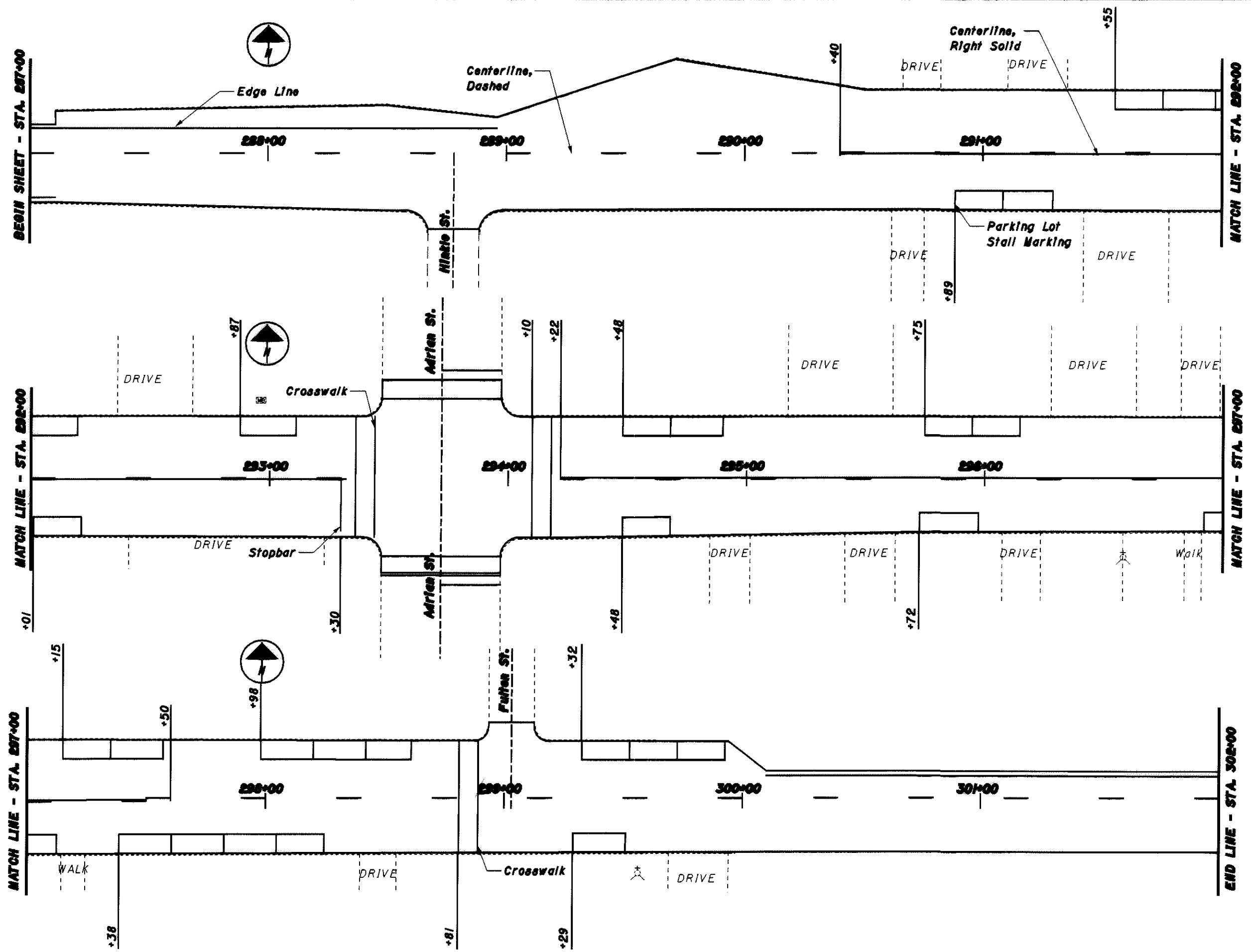
GUARDRAIL QUANTITIES

FUL-20A-18.26

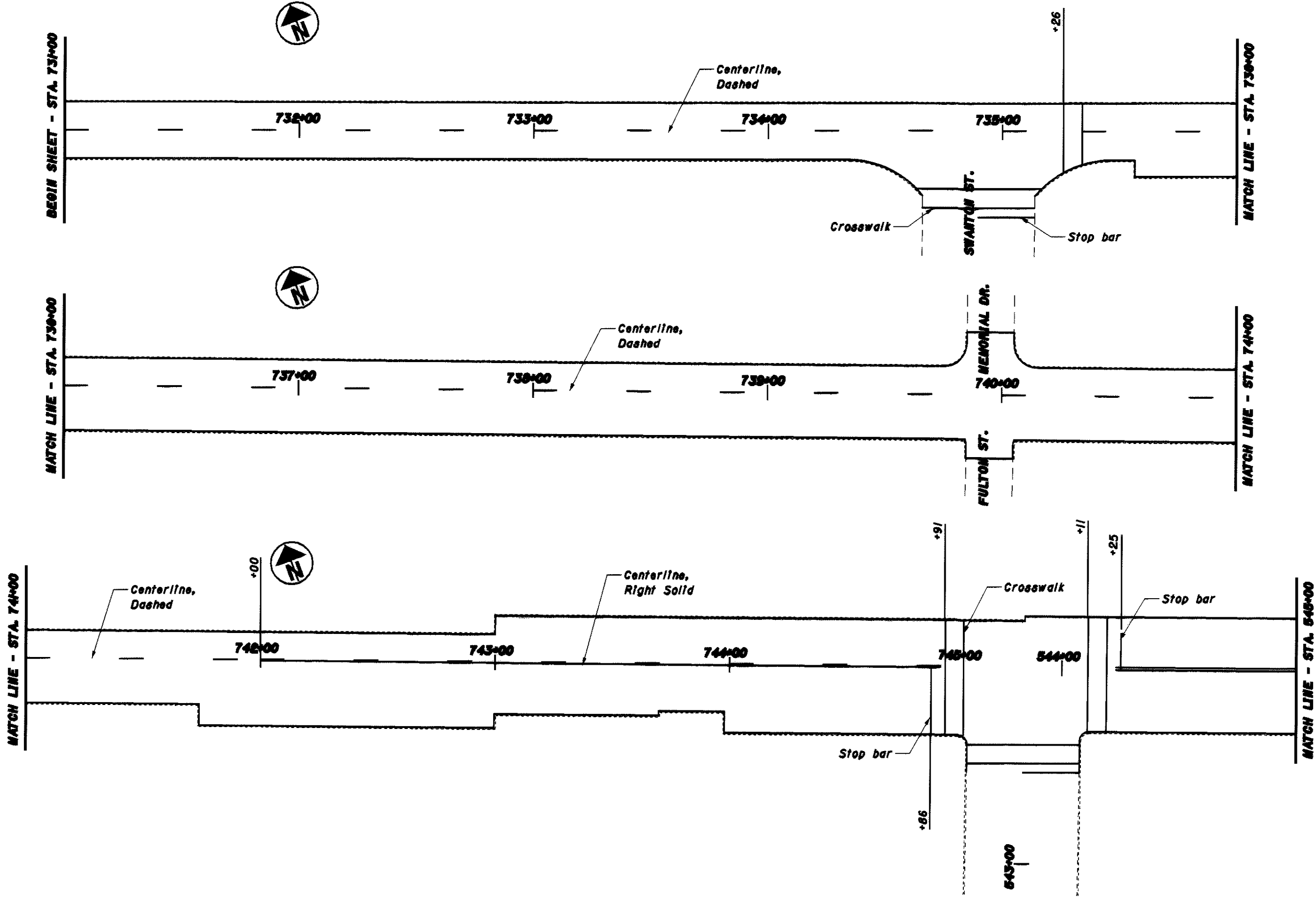


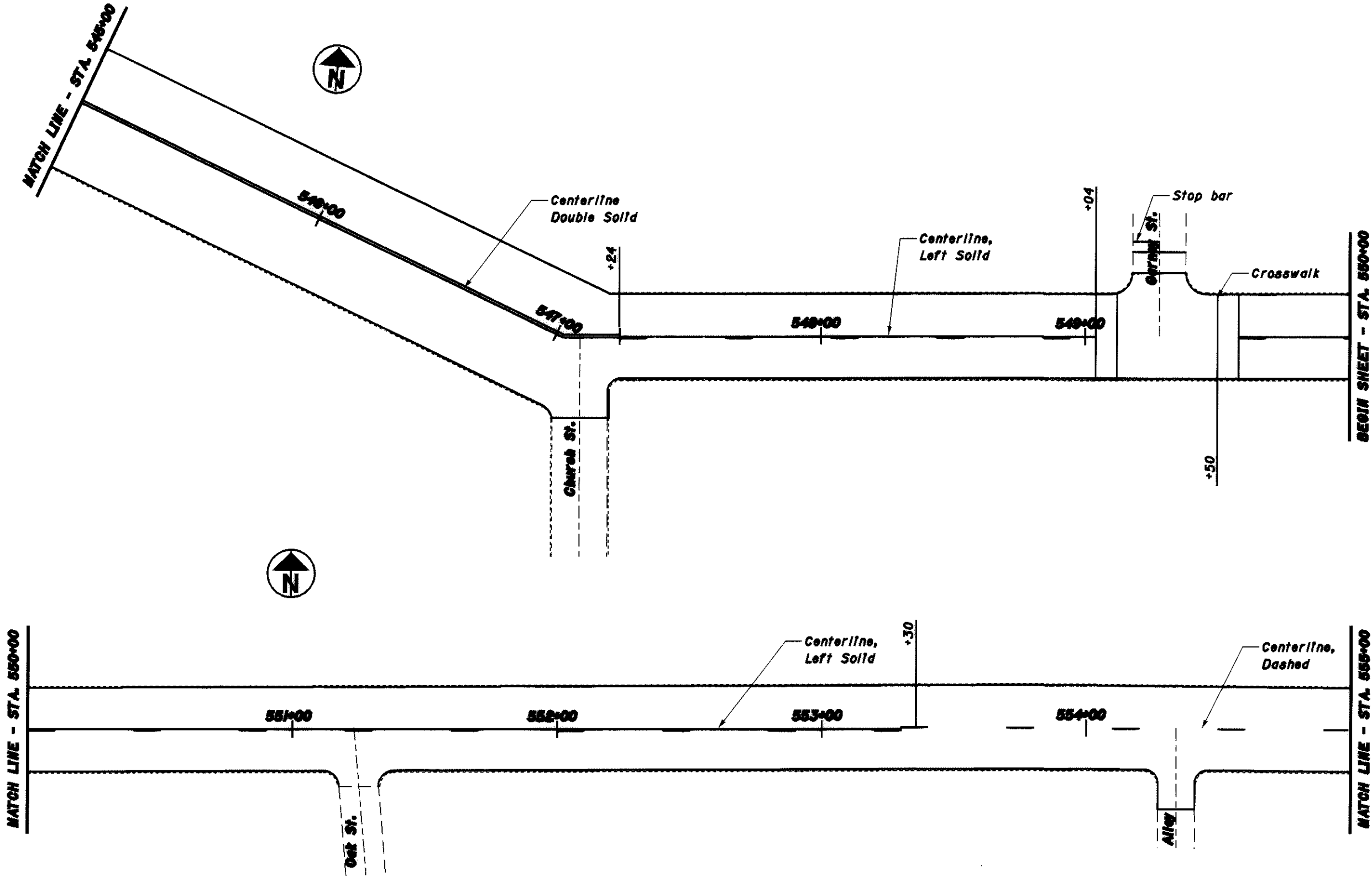






TRAFFIC CONTROL PLAN - LYONS
SR 120 STA. 282+00 TO 297+00



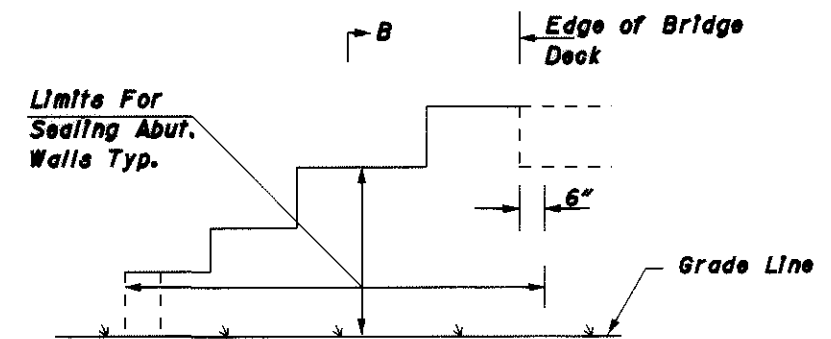
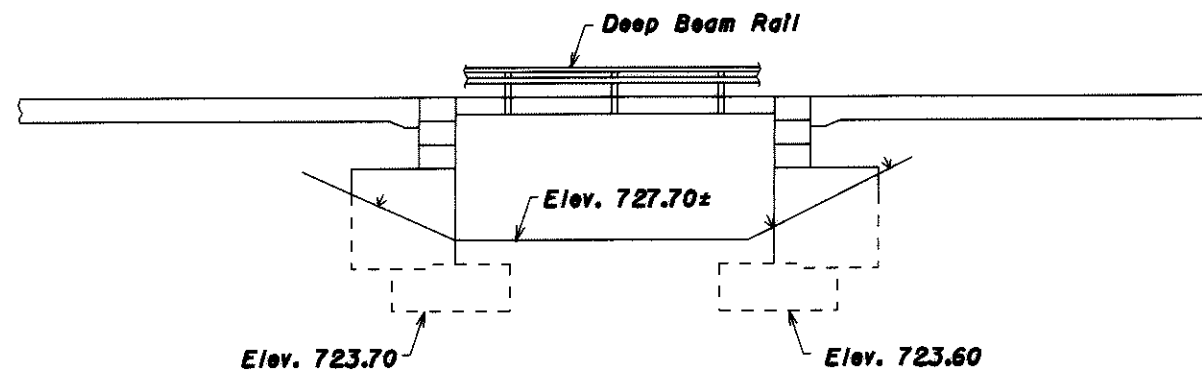
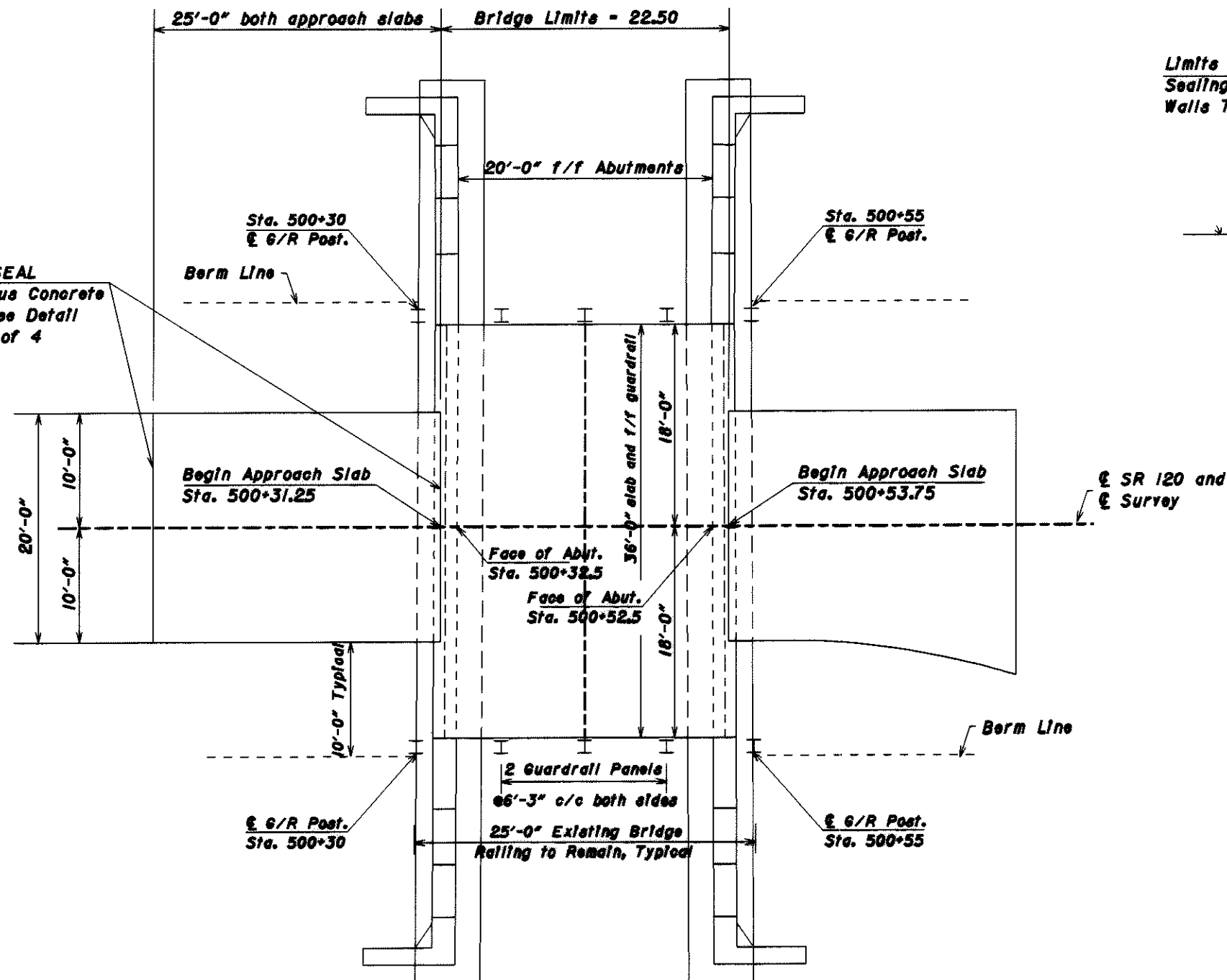


COUNTY	ROUTE	STATION		SIDE	646	646	646	646	646	646	646	646	646	646							
					EDGE LINE WHITE	CENTER LINE DASHED	CENTER LINE DOUBLE SOLID	CENTER LINE RIGHT SOLID	CENTER LINE LEFT SOLID	CHANNELIZING LINE	STOP LINE	TRANSVERSE LINE YELLOW	CROSSWALK	PARKING LOT STALL MARKING	LANE ARROW						
		FROM	TO		MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	EACH					
LOCATION 1																					
Fulton	US 20A	963+51	1008+18	Rt/Lt	1.69	0.85															
Fulton	US 20A	1008+18	1029+00	Rt/Lt		0.39															
Fulton	US 20A	1029+00	1032+00	Rt/Lt				0.06							38						
Fulton	US 20A	1032+00	1045+00	Rt/Lt			0.19			60	121		858	1376	1						
Fulton	US 20A	1045+00	1052+00	Rt/Lt			0.06		0.06		38		151	274							
Fulton	US 20A	1052+00	1075+00	Rt/Lt		0.44															
Fulton	US 20A	1075+00	1079+50	Rt/Lt	0.17	0.09															
Fulton	US 20A	1079+50	1086+80	Rt/Lt	0.28			0.14													
Fulton	US 20A	1086+80	1104+15	Rt/Lt	0.66		0.33														
Fulton	US 20A	1104+15	1113+00	Rt/Lt	0.35		0.31					117									
LOCATION 2																					
Fulton	SR 120	263+84	290+40	Rt/Lt	1.00	0.50															
Fulton	SR 120	290+40	300+00	Rt/Lt		0.05		0.06	0.06		98		498	870							
Fulton	SR 120	300+00	320+07	Rt/Lt	0.76	0.38															
LOCATION 3																					
Fulton	SR 120	498+30	651+76	Rt/Lt	5.8	2.9															
Fulton	SR 120	651+76	661+53	Rt/Lt	0.37			0.19													
Fulton	SR 120	661+53	675+15	Rt/Lt	0.52		0.26														
Fulton	SR 120	675+15	683+55	Rt/Lt	0.32				0.16												
Fulton	SR 120	683+55	700+92	Rt/Lt	0.66	0.33															
Fulton	SR 120	700+92	709+79	Rt/Lt	0.34			0.17													
Fulton	SR 120	709+79	717+87	Rt/Lt	0.38				0.20												
Fulton	SR 120	717+87	720+16	Rt/Lt	0.09	0.04															
Fulton	SR 120	720+16	731+00	Rt/Lt		0.21															
Fulton	SR 120	731+00	745+26	Rt/Lt		0.21		0.06		53		304									
Fulton	SR 64	543+84	553+30	Rt/Lt			0.06		0.11	49		319									
Fulton	SR 64	553+30	563+90	Rt/Lt		0.20															
Fulton	SR 64	563+90	568+50	Rt/Lt	0.17	0.09															
Fulton	SR 64	568+50	573+00	Rt/Lt	0.17			0.09													
Fulton	SR 64	574+33	575+55	Rt/Lt	0.05				0.02												
Fulton	SR 64	578+35	601+36	Rt/Lt	0.87	0.44															
TOTALS CARRIED TO GENERAL SUMMARY					14.65	7.1	1.21	0.77	0.61	60	359	117	2130	2558	1						
					14.7		9.7			60	359	117	2130	2558	1						

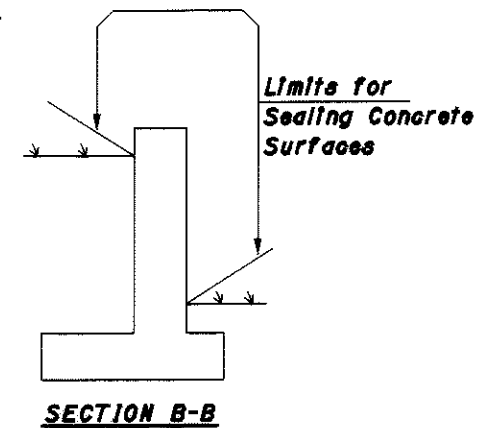
DETAIL		DETAIL		DETAIL		DETAIL			
1	MAINLINE DIVIDED	2	TAPERED ACCELERATION LANE	6	STOP APPROACH	10	4 LANE DIVIDE TO 2 LANE TRANSITION	16	HORIZONTAL CURVE ALTERNATE
1	TYPICAL SPACING	3	DECELERATION LANE	7	ONE LANE APPROACH w/ LT. TURN LANE	11	4 LANE UNDIVIDE TO 2 LANE TRANSITION	17	STOP APPROACH ALTERNATE
		4	PARALLEL ACCELERATION LANE	8	THRU APPROACH	12	2 LANE NARROW BRIDGE		
		5	MULTILANE DIVIDED / EXPRESSWAY	9	TWO LANE APPROACH w/ LT. TURN LANE	13	TWO WAY LEFT TURN		
						14	ONE LANE BRIDGE		
						15	HORIZONTAL CURVE	GAP	CENTERLINE AT 80' TYPICAL

[illegible]

SAW & SEAL
Bituminous Concrete
Joints See Detail
Sheet 2 of 4



ABUT. SEALING
Typ. wingwall,
4 locations



PROPOSED WORK:

1. Remove Existing Bituminous Wearing Surface
2. Repair deck edges as Required
3. Install new dip edges
4. Install new asphalt wearing surface
5. Seal Concrete Surface.

EXISTING STRUCTURE

TYPE: Single span reinforced concrete slab with reinforced concrete abutments.

SPANS: 20'-0" f/f abutments

ROADWAY: 36.0' f/f guardrails

LOADING: CF 130 (57)

SKEW: None

WEARING COURSE: Bituminous

APPROACH SLABS: AS-1-54 (25' Long)
Rear-std., Fwd.-special

ALIGNMENT: Tangent

YEAR BUILT: 1968

STRUCTURE FILE NO.: 2601621

COORDINATES: LATITUDE 41°42'36"N
LONGITUDE 83°59'54"W

FUL-20A-10.26

1 / 4

68
86

GENERAL PLAN

BRIDGE NO. FUL-120-0948
OVER LITTLE BEAR CREEK



DESIGNED
JTB

CHECKED
JTB

DATE
JTB

REVIEWED
JTB

STRUCTURE FILE NUMBER
2601621

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION

PRODUCTION DEPARTMENT

1. REFERENCE SHALL BE MADE TO STANDARD DRAWING

DS-1-92 DATED 07-19-02

REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATIONS

864 DATED 07-11-02

908 DATED 04-19-02

2. EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

3. CLEANING STEEL IN PATCHES

ALL SURFACES TO BE PATCHED AND THE EXPOSED REINFORCING STEEL WITHIN SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING PRIOR TO THE CLEANING SPECIFIED BY 519.04. CLEANING SHALL PRECEDE APPLICATION OF THE PATCHING MATERIAL OR ERECTION OF THE FORMS BY NOT MORE THAN 24 HOURS.

4. UTILITY LINES

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

5. ITEMS 519 PATCHING CONCRETE STRUCTURE, AS PER PLAN

FROM EXISTING PLANS A QUANTITY OF 20 SQ. FT. HAS BEEN ESTIMATED TO CONCRETE PATCH EXPOSED AREAS OF EXISTING ABUTMENTS AND SUPERSTRUCTURES. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

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DATE
280/621

DESIGNED
JJS

CHECKED
JTB

APPROVED
JTB

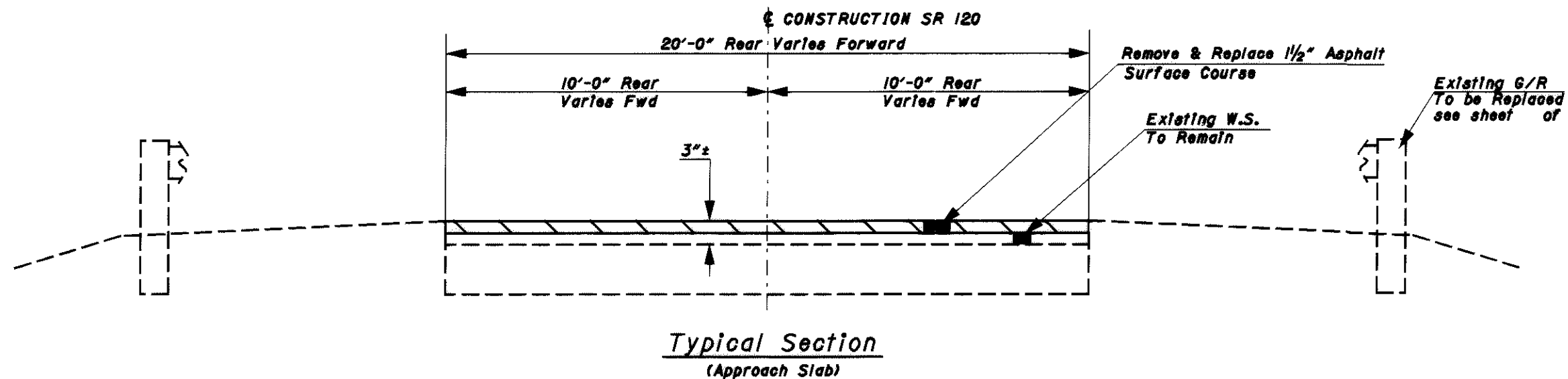
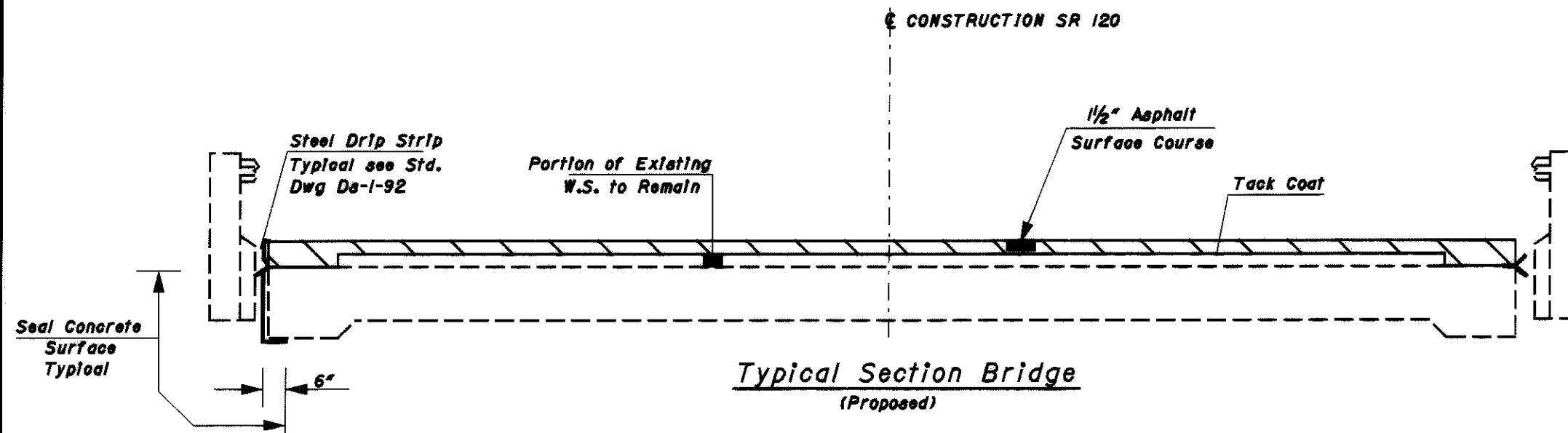
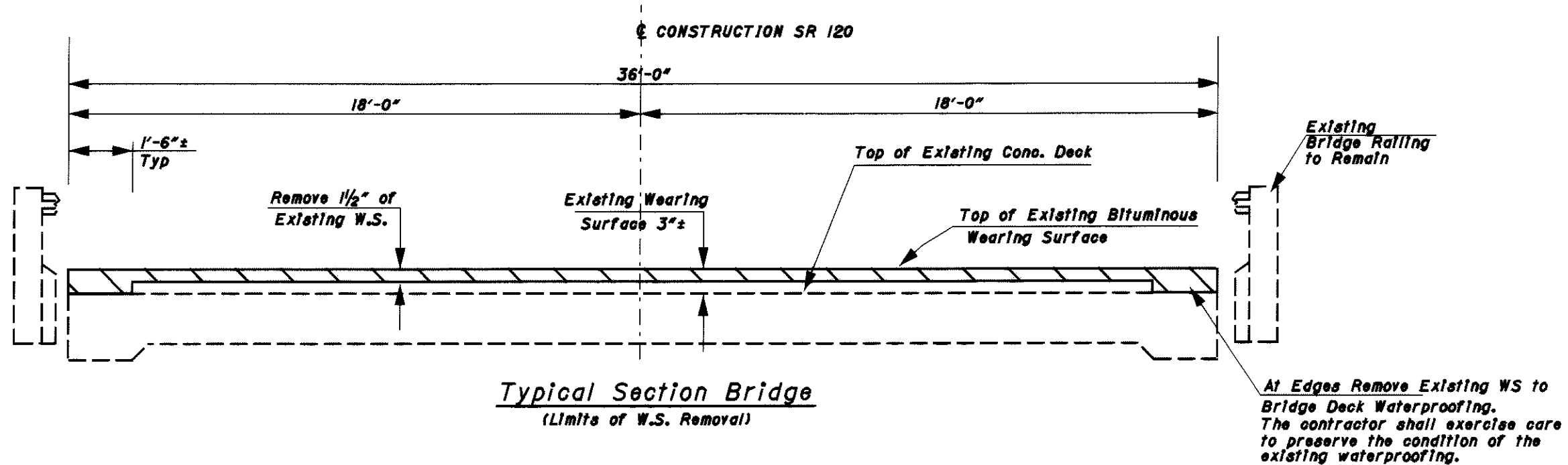
BRIDGE GENERAL NOTES
BRIDGE NO. FUL-120-0948
OVER LITTLE BEAR CREEK

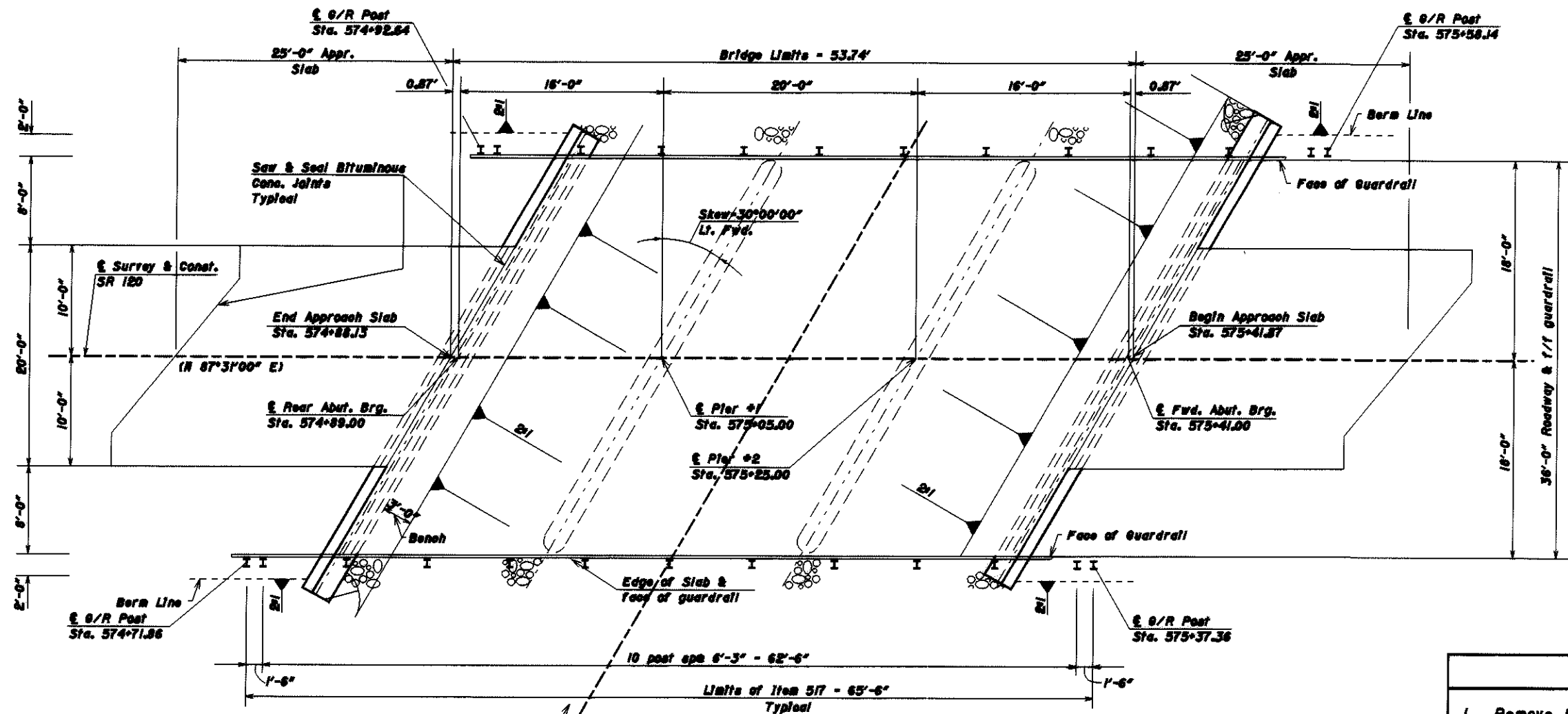
FUL-20A-18.26

3/4

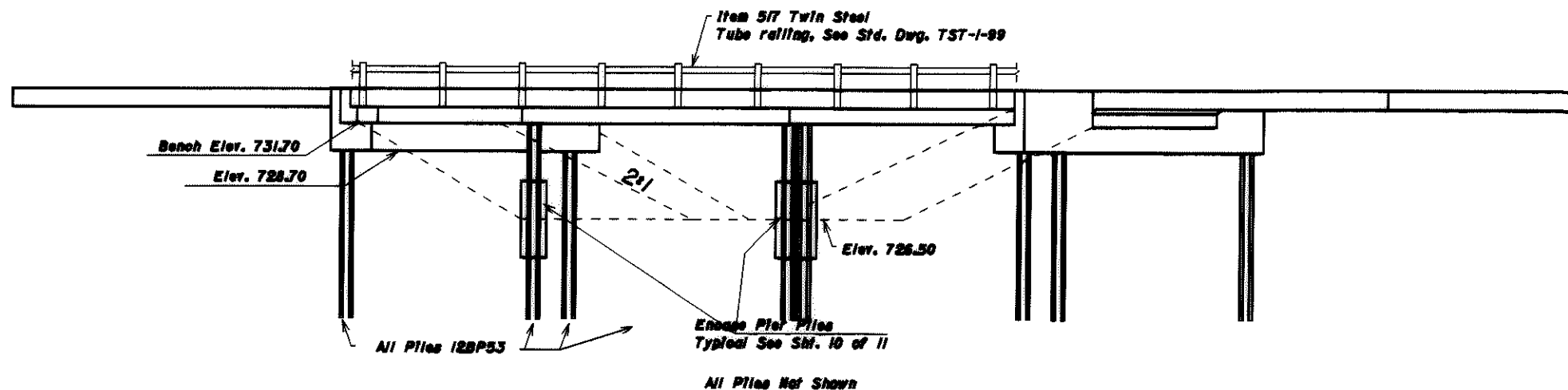
70
86

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Plan



Elevation

BENCH ELEV. 731.70
Top of Abutment Foundations

PROPOSED WORK:

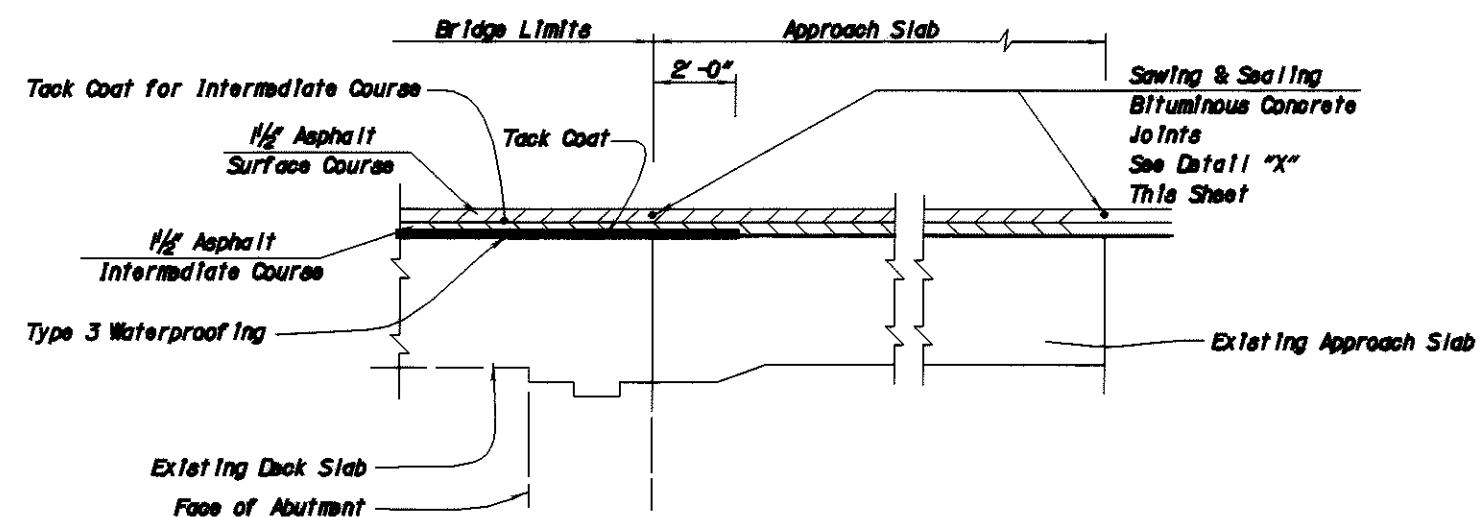
1. Remove Existing Bituminous Wearing Surface
2. Replace deck edges
3. Install new steel drip edges
4. Install new asphalt wearing surface with membrane.
5. Encase pier piles & repair slope protection
6. Reconstruct abutment wingwalls & patch concrete structure
7. Upgrade guardrail

EXISTING STRUCTURE

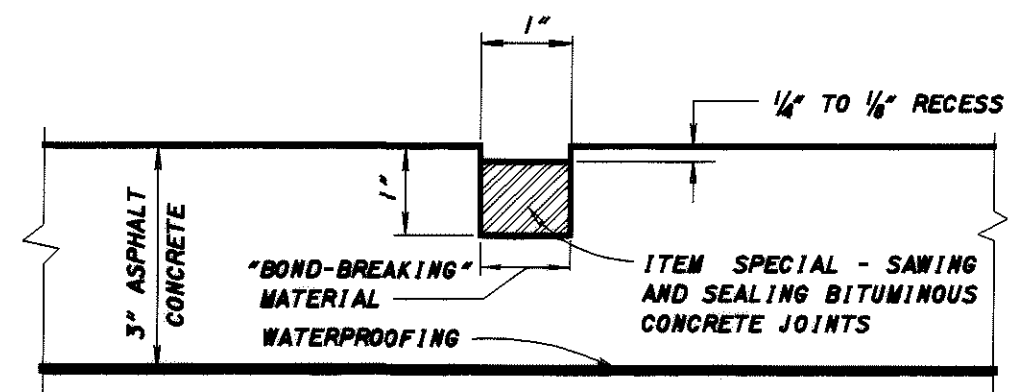
TYPE: Continuous reinforced concrete slab with capped pile substructure.
 SPANS: 16'-20'-16' o/c brgs.
 ROADWAY: 36.0' f/f guardrails
 LOADING: CF 130 (57)
 SKEW: 30° L.F.
 WEARING COURSE: Bituminous
 APPROACH SLABS: AS-1-54 (25' Long)
 ALIGNMENT: Tangent
 YEAR BUILT: 1959
 STRUCTURE FILE NO.: 2601656
 CONDITION: Good
 COORDINATES: LATITUDE 41°42'42"N
 LONGITUDE 83°58'18" W

ESTIMATED QUANTITIES					ABUTS.	PIERS	SUPER	GEN.	SHEET
ITEM	ITEM EXT.	UNIT	TOTAL	DESCRIPTION					
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP	3 of 11
202	23500	SQ. YD.	326	WEARING COURSE REMOVED			215	111*	
407	10000	GALLON	17	TACK COAT			11	6*	
407	14000	GALLON	8	TACK COAT FOR INTERMEDIATE COURSE			5	3*	
442	00200	CU. YD.	15	ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446)			10	5*	
442	20201	CU. YD.	15	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN			10	5*	
503	21101	CU. YD.	10	UNCLASSIFIED EXCAVATION, AS PER PLAN	10				3 of 11
509	10000	POUND	4124	EPOXY COATED REINFORCEMENT STEEL	566		3558		
509	20001	POUND	150	REINFORCING STEEL, REPLACEMENT OF EXISTING STEEL, AS PER PLAN	50		100		3 of 11
510	10000	EACH	268	DOWEL HOLES WITH NONSHRINK NONMETALLIC GROUT	60		208		
511	34400	CU. YD.	16	CLASS S CONCRETE, SUPERSTRUCTURE			16		
511	45700	CU. YD.	6	CLASS C CONCRETE, ABUTMENT	6				
512	33010	SQ. YD.	230	TYPE 3 WATERPROOFING			230		
517	70000	FT.	131	RAILING (TWIN STEEL TUBE)			131		
518	21200	CU. YD.	4	POROUS BACKFILL WITH FILTER FABRIC	4				
519	11101	SQ. FT.	20	PATCHING CONCRETE STRUCTURE, AS PER PLAN				20	3 of 11
601	32205	CU. YD.	53	ROCK CHANNEL PROTECTION, TYPE C, WITH FABRIC FILTER, AS PER PLAN		53			3 of 11
864	10100	SQ. YD.	49	SEALING CONCRETE SURFACES (EPOXY-URETHANE)	22		27		
SPECIAL	50771200	FT.	72	PILE ENCASEMENT		72			
SPECIAL	51631200	FT.	130	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS			84	46*	
SPECIAL	51822300	FT.	126	STEEL DRIP STRIP			126		

(*) Approach Slabs



SECTION B-B



DETAIL "X"

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DS-1-92 REVISED 07-19-02
PCB-91 REVISED 07-19-02
TST-1-91 REVISED 07-19-02

864 DATED 07-11-02
908 DATED 04-19-02

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI
(SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI
(SUBSTRUCTURE)

CONCRETE CLASS S OR CLASS C COMPRESSIVE STRENGTH
4000 PSI (PILE ENCASEMENT)

REINFORCING STEEL - ASTM A615, A616 OR A617
GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02.

CLEANING STEEL IN PATCHES:

UTILITY LINES:

PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

CUT LINE CONSTRUCTION JOINT PREPARATION:

SUBSTRUCTURE CONCRETE REMOVAL:

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

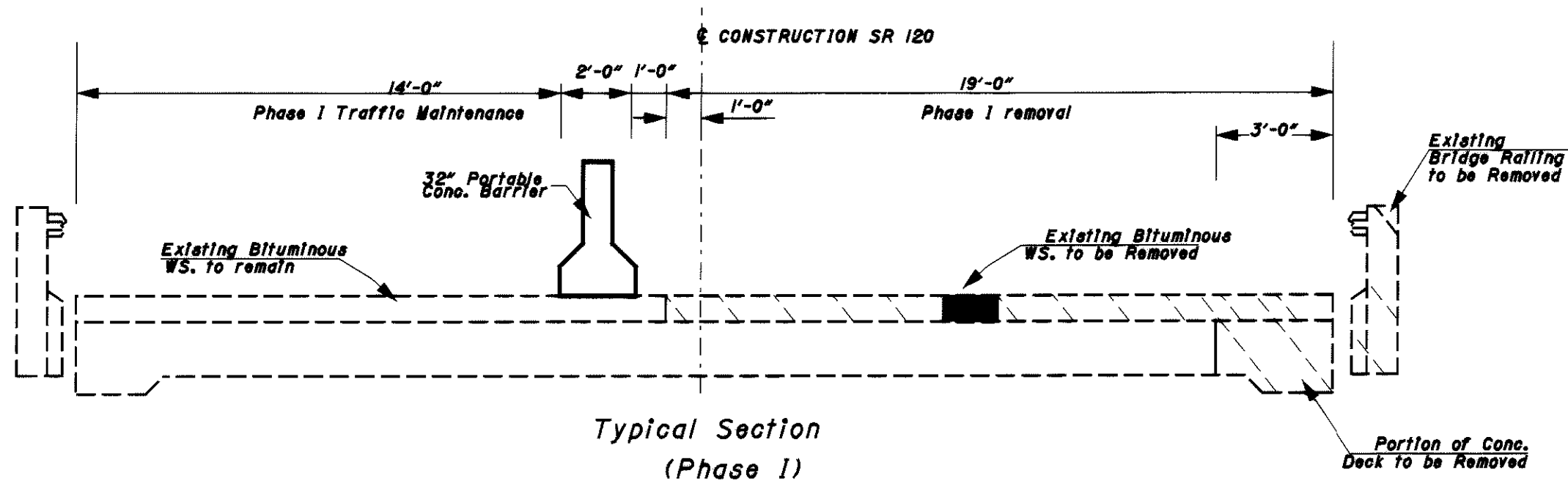
**ITEM 507, PILE ENCASEMENT & ROCK CHANNEL PROTECTION,
TYPE C, FABRIC FILTER, AS PER PLAN**

ITEM 509 REINFORCING STEEL REPLACEMENT OF EXISTING REINFORCING STEEL AS PER PLAN:

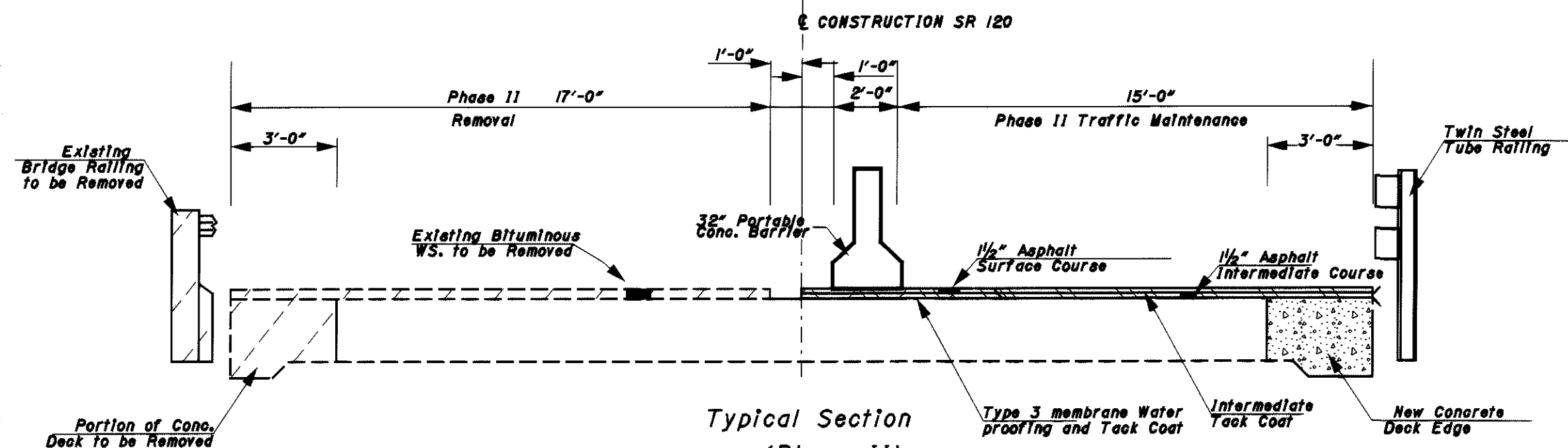
THE NUMBER OF POUNDS OF REINFORCING STEEL PAID FOR AT CONTRACT PRICES SHALL BE THE ACTUAL POUNDS OF REPLACEMENT REINFORCING STEEL SPECIFIED BY THE ENGINEER DUE TO CORROSION AND SHALL INCLUDE PLACEMENT, DOWELING, BENDING, SUPPORTING, TIE WIRES AND TYING OF THAT SPECIFIED REINFORCING STEEL.

FROM EXISTING PLANS A QUANTITY OF 20 SQ.FT. HAS BEEN ESTIMATED TO CONCRETE PATCH REMAINING AREAS OF EXISTING ABUTMENTS AND SUPERSTRUCTURE. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ.FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIAL AND EQUIPMENT.

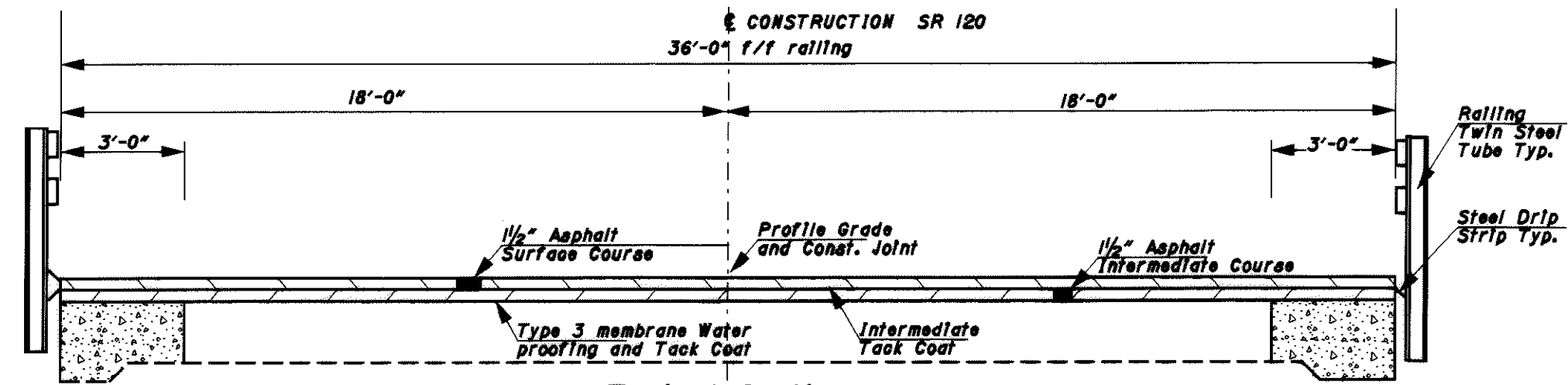
ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE A, 19.0MM SHALL FOLLOW THE SPECIFICATIONS FOR THE 442 ITEM EXCEPT FOR SECTION 442.04 ASPHALT BINDER, THE BINDER SHALL BE PG70-22M FOR THE INTERMEDIATE COURSE.



Typical Section
(Phase I)



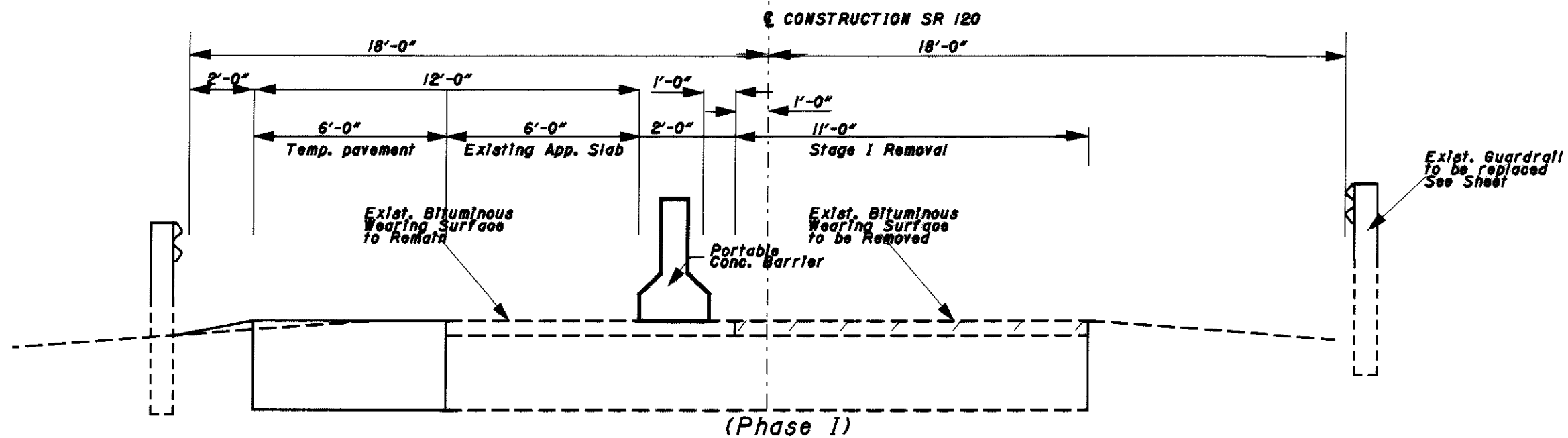
Typical Section
(Phase II)



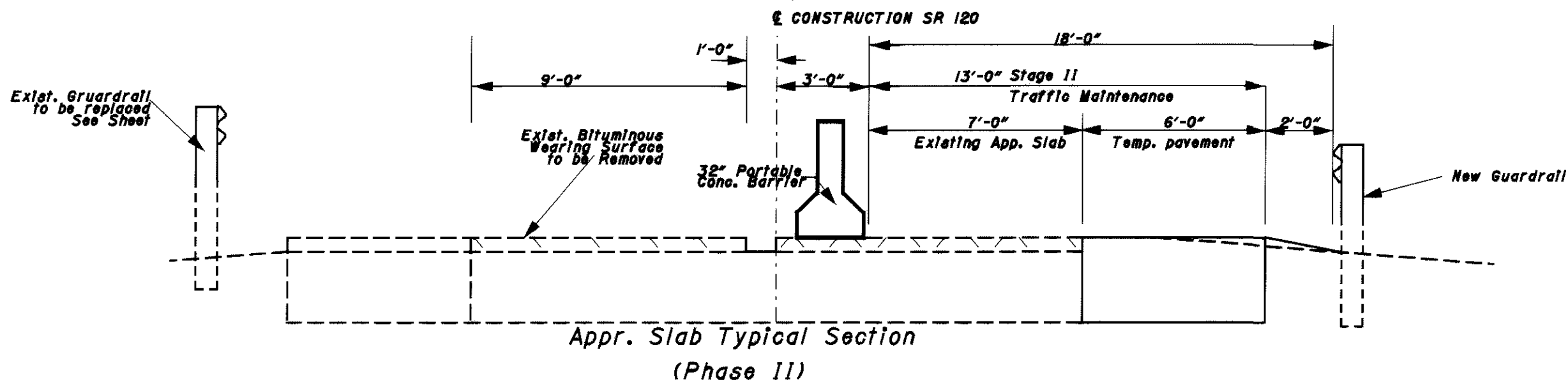
Typical Section
(Bridge)

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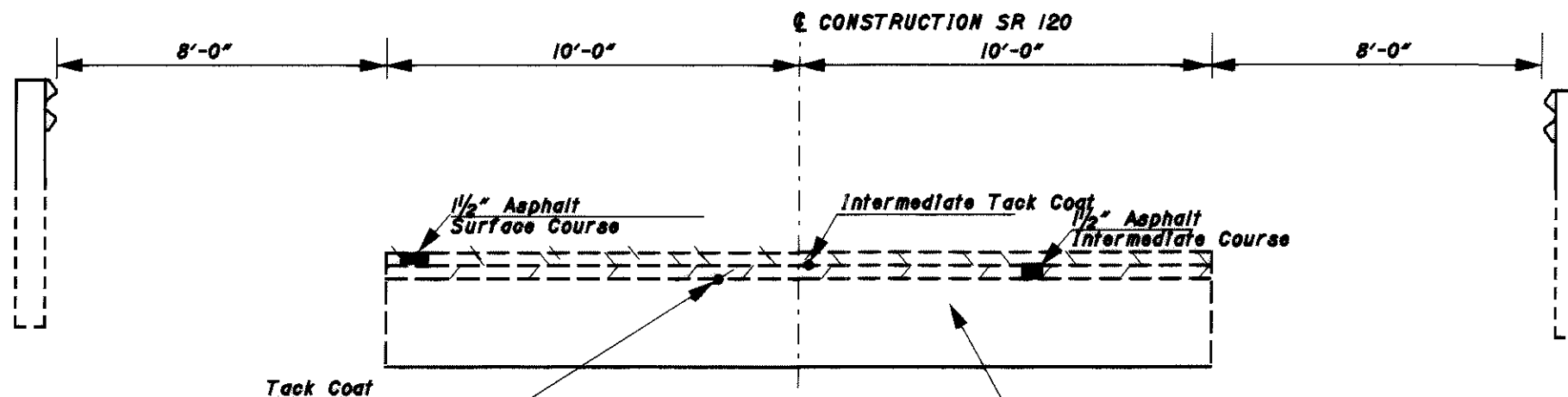
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Appr. Slab Typical Section

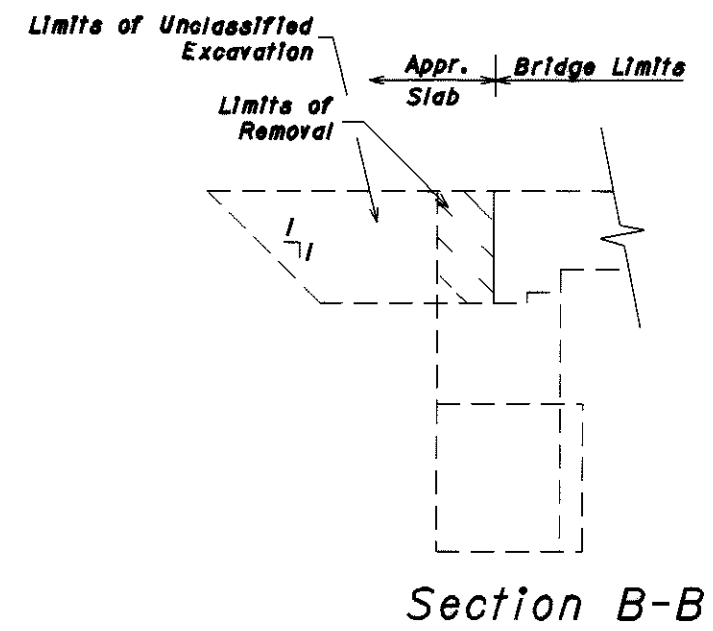
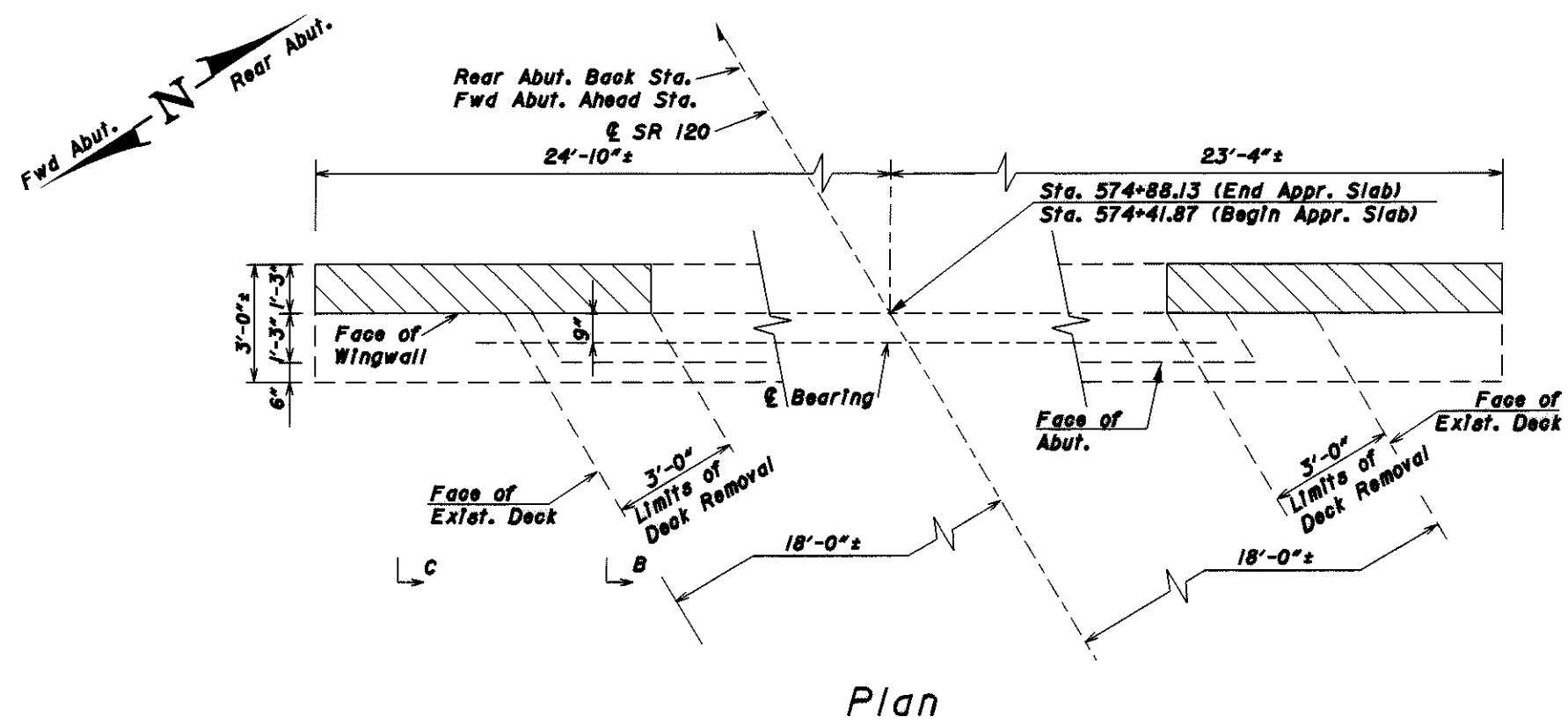
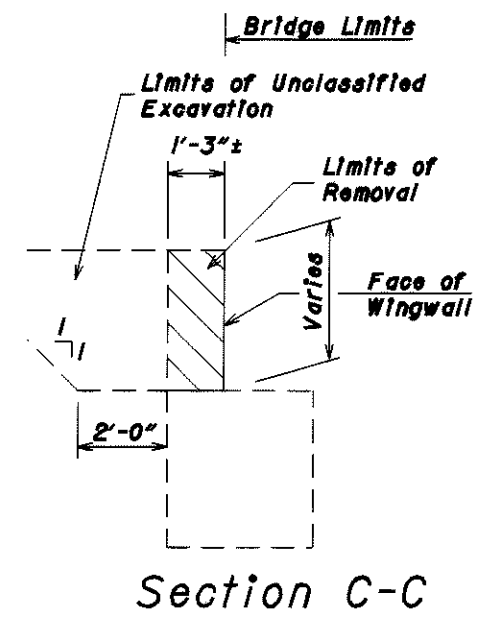
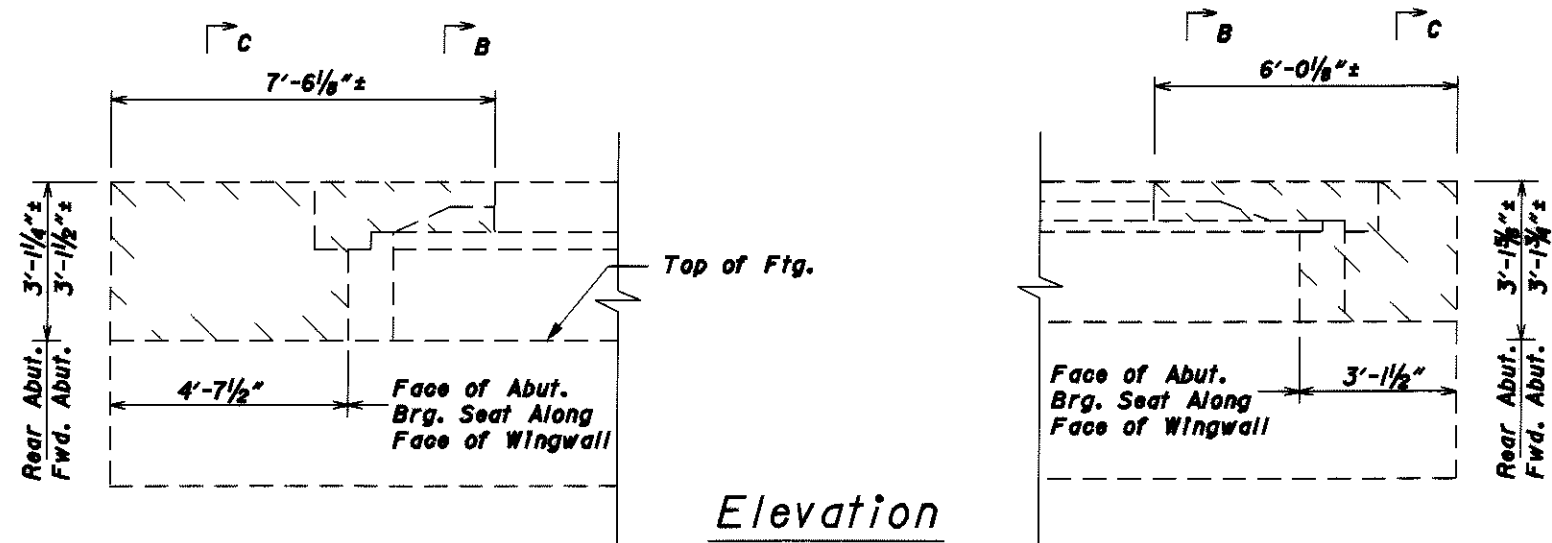


Appr. Slab Typical Section

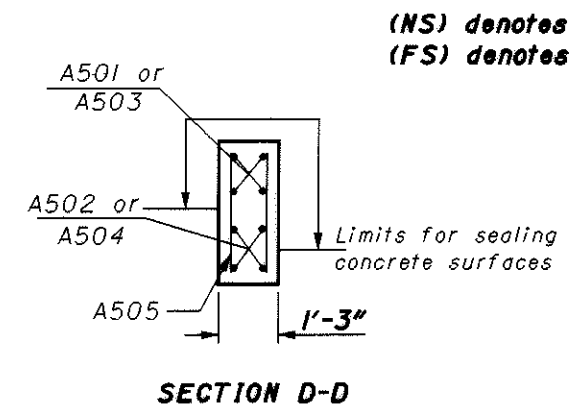
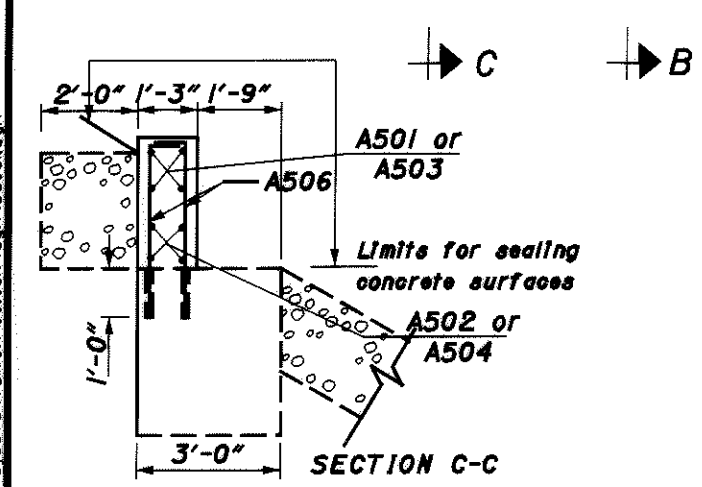
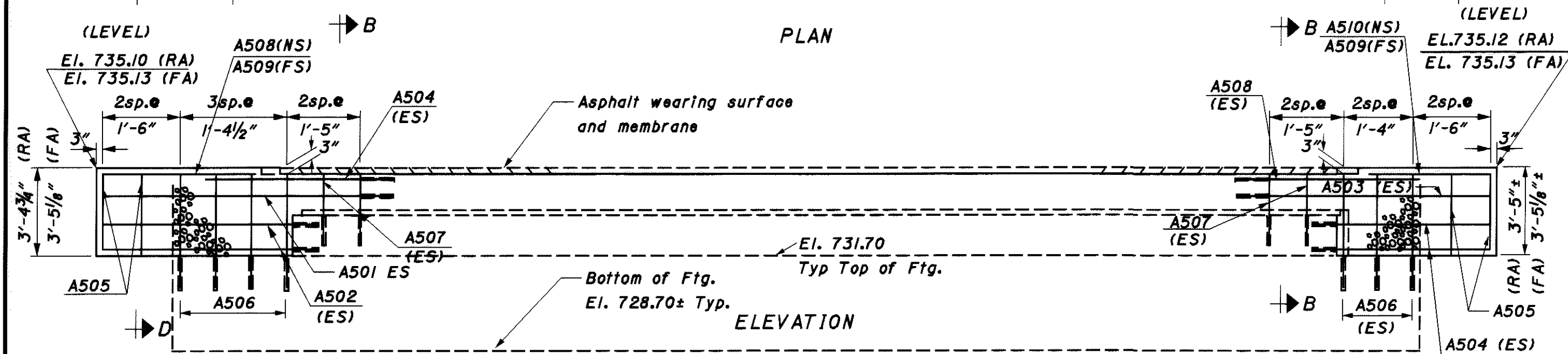
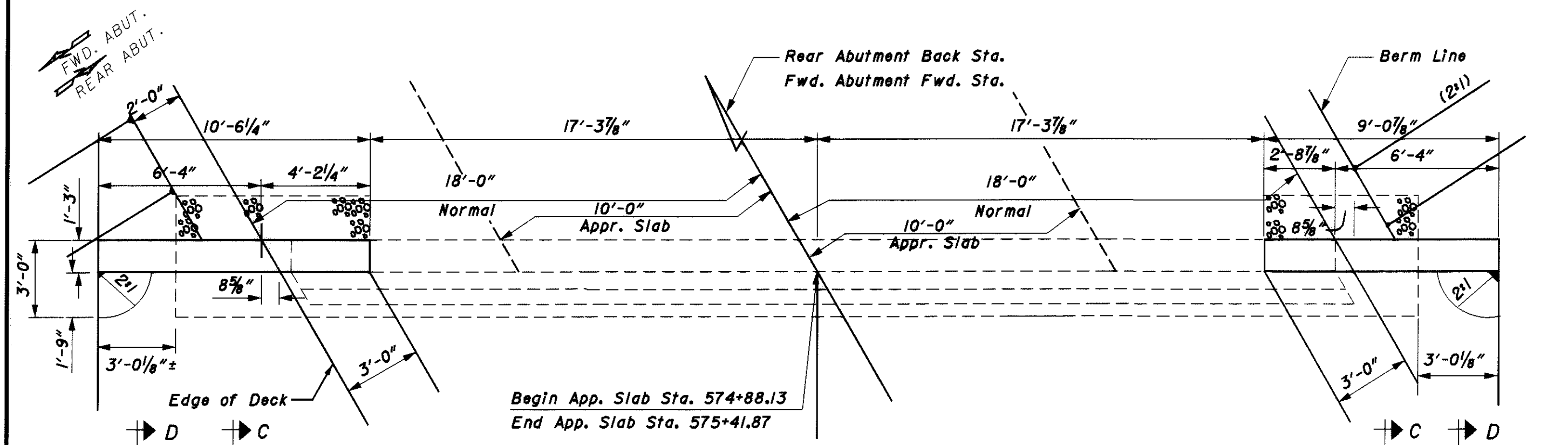


Typical Section
Approach Slab

* See Estimated Bridge Quantities
for Payment Sheet 2 of 10.

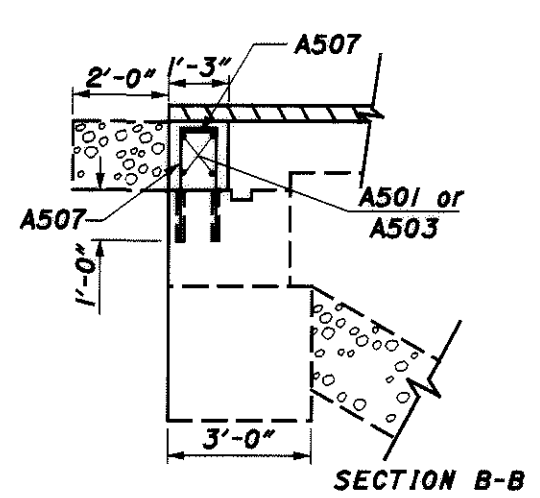


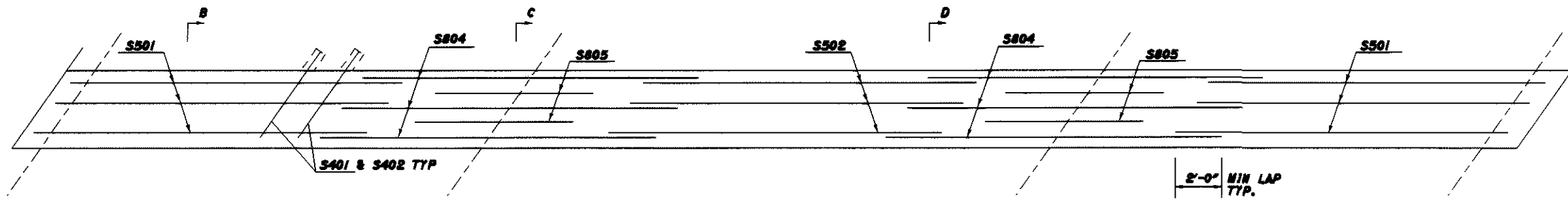
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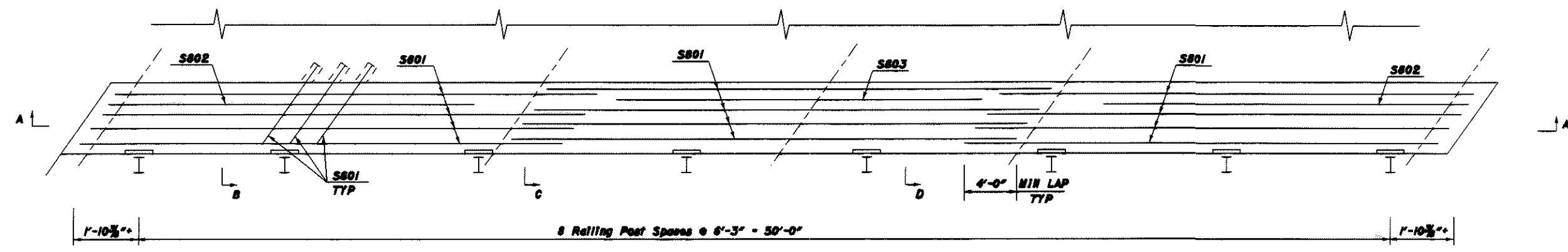
(NS) denotes nearside (RA) denotes Rear Abut.
(FS) denotes farside (FA) denotes Fwd. Abut.
(ES) denotes Each Side

NOTE: Porous back fill with filter fabric, 2 feet thick shall extend up from the top of the existing footing to the plane of grade and laterally within the limits of the excavation to the ends of the existing footing.

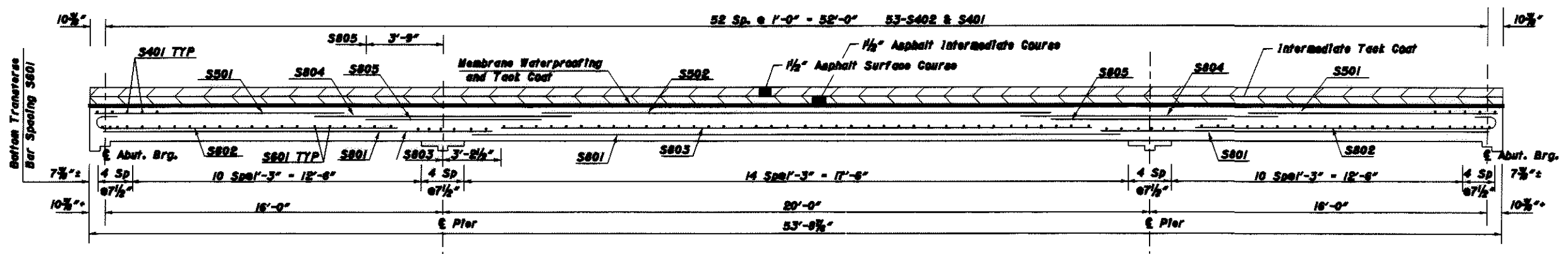




PLAN
Top Reinforcement



PLAN
Bottom Reinforcement



Section A-A

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DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 2
PRODUCTION DEPARTMENT

DATE
REVISED
DRAWN
DESIGNED
CHECKED

STRUCTURE FILE NUMBER
REVISED
JTB
JTB

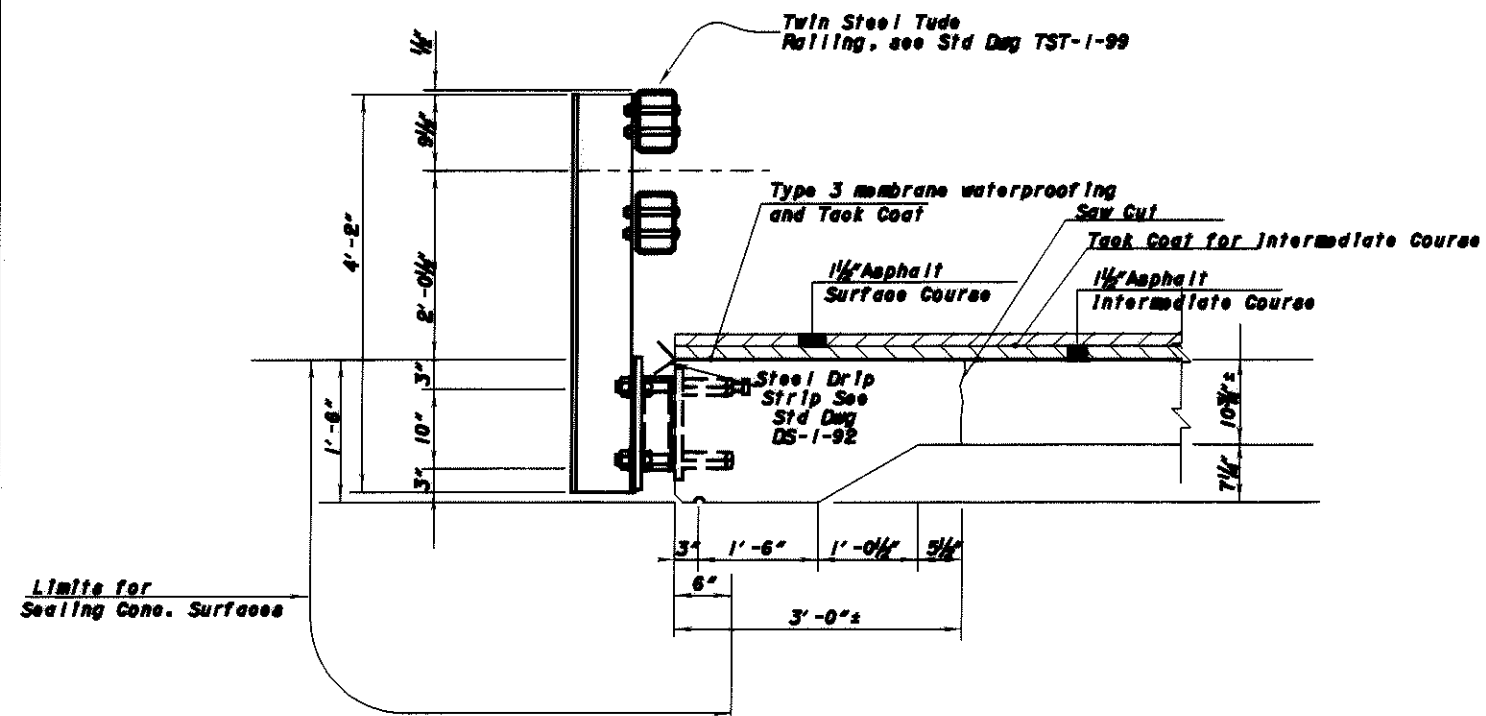
SUPERSTRUCTURE REPAIR DETAILS
 BRIDGE NO. FUL-180-1069
 OVER BARNARDY DITCH

FUL-20A-18.26

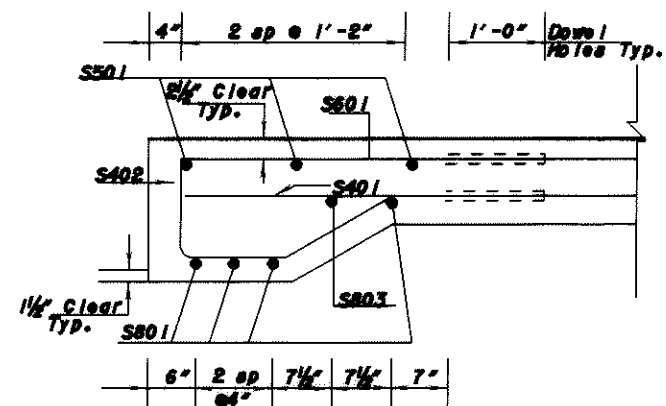
8 / 11

79
86

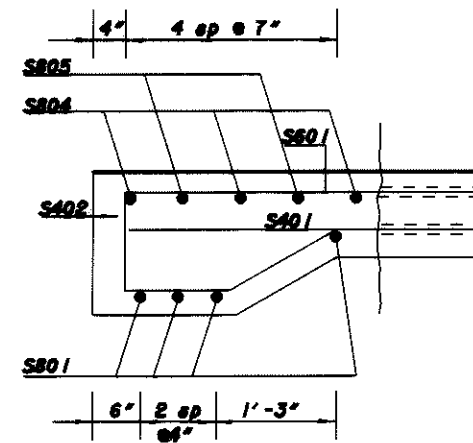
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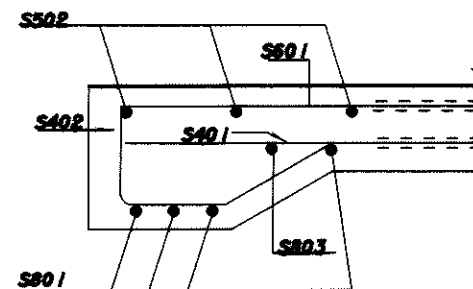
Typical Superstructure Edge Repair
(DIMENSIONS)



Section B-B

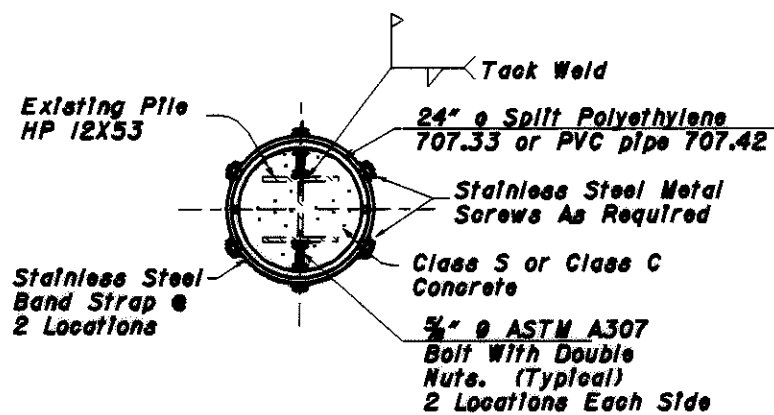
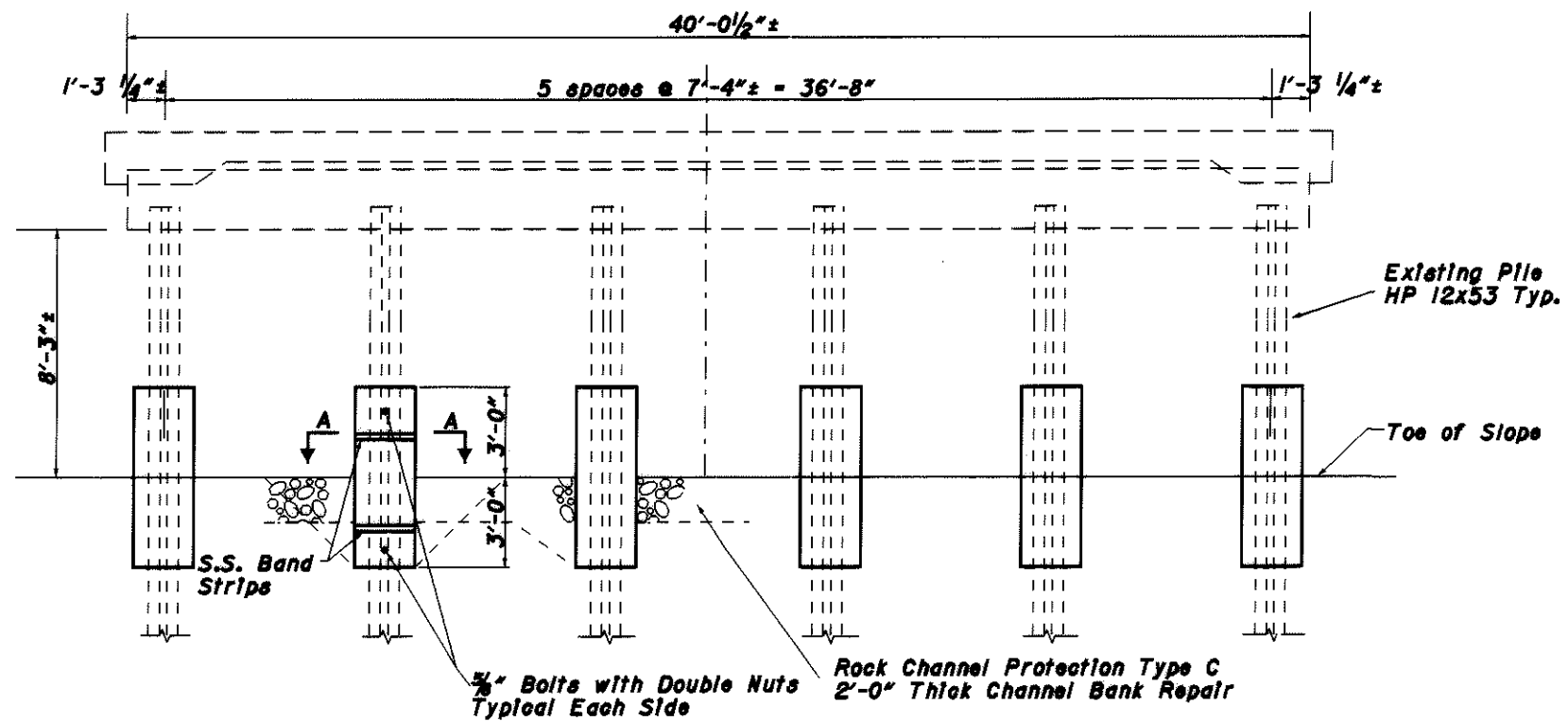


Section C-C



Section D-D

(see SEC. BB for spacing)

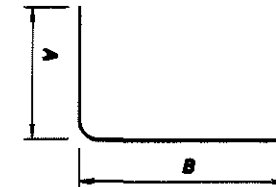
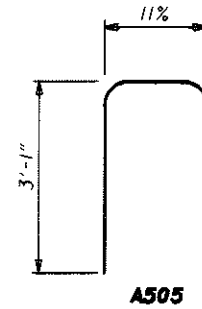
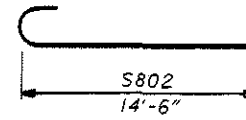


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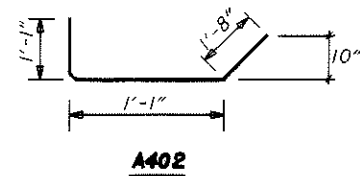
MARK	NO.	LENGTH	SHAPE	WEIGHT(LBS)
SUPERSTRUCTURE REINFORCING				
S401	106	4'-2"	STR.	295
S402	106	3'-8"	BENT	260
S501	12	11'-2"	STR.	140
S502	6	11'-0"	STR.	69
S601	102	4'-2"	STR.	638
S801	24	20'-7"	STR.	1319
S802	4	15'-5"	BENT	165
S803	2	13'-7"	STR.	73
S804	12	13'-11"	STR.	446
S805	8	7'-2"	STR.	153
SUPERSTRUCTURE TOTAL				3,558 LBS
ABUTMENT TOTAL				566 LBS
TOTAL				4,124 LBS

MARK	NO.	LENGTH	SHAPE	WEIGHT(LBS)
ABUTMENT REINFORCING				
A501	4	11'-3"	STR.	47
A502	8	8'-3"	STR.	69
A503	4	9'-10"	STR.	41
A504	12	7'-1"	STR.	89
A505	8	6'-10"	BENT	57
A506	28	4'-10"	BENT	141
A507	16	2'-9"	BENT	46
A508	6	6'-5"	STR.	40
A509	4	6'-0"	STR.	25
A510	2	5'-3"	STR.	11
ABUTMENT TOTAL				566 LBS

BENDING DIAGRAMS



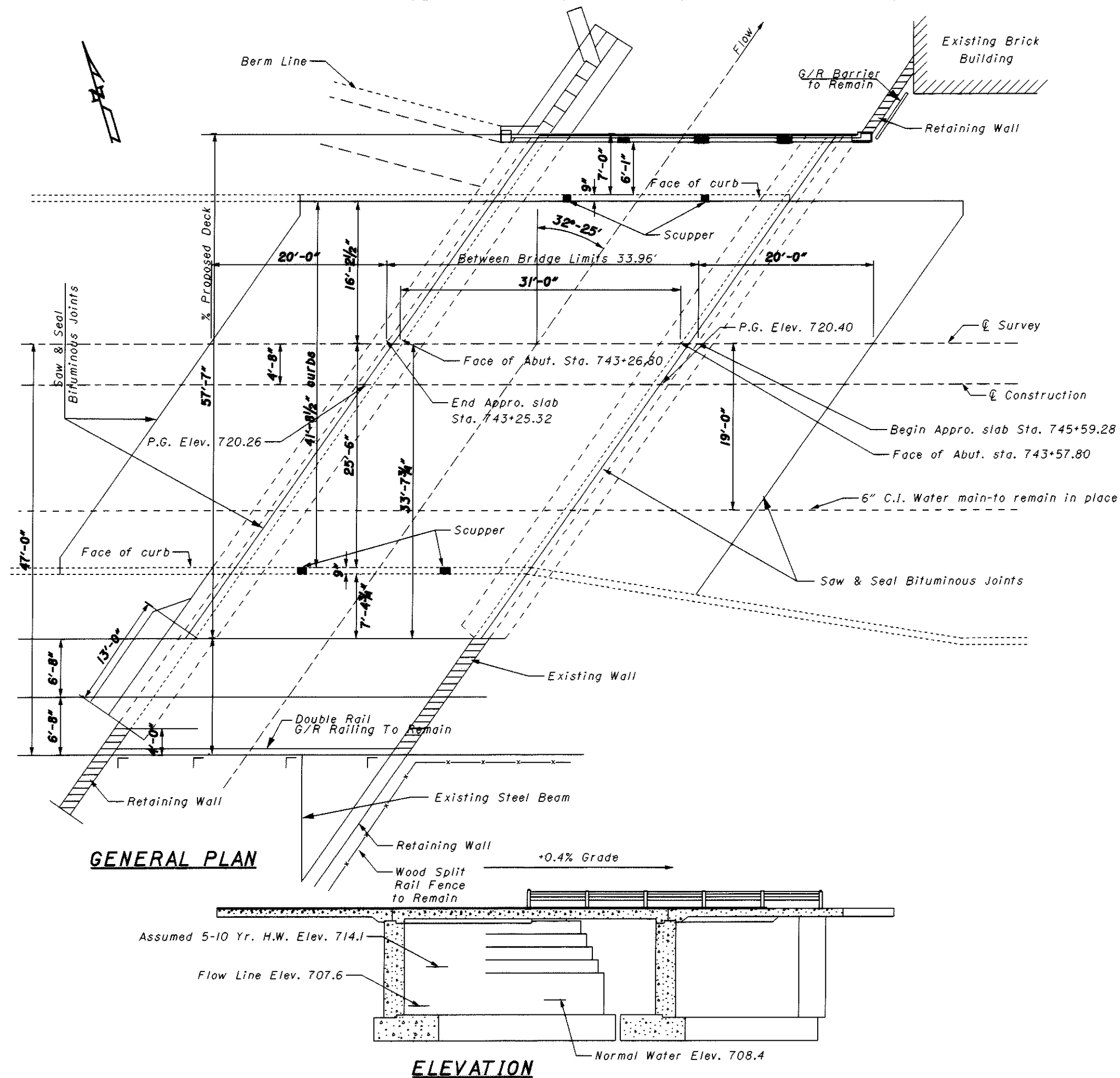
MARK	A	B
A506	11"	4'-1"
A507	11"	2'-0"



BAR DIMENSIONS ARE SHOWN OUT TO OUT UNLESS OTHERWISE INDICATED

ALL REINFORCEMENT STEEL TO BE EPOXY COATED

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PROPOSED WORK:

1. Remove 1 1/2" of Existing Bituminous wearing surface and replace with new
2. Saw and Seal Bituminous Joints

EXISTING STRUCTURE

TYPE: Reinforced concrete slab with reinforced concrete abutments
 SPANS: 31'-0" f/f abutments
 ROADWAY: 41.7' f/f curbs with side sidewalks each
 LOADING: CF 130 (51)
 SKEW: 32°25' L.F.
 WEARING COURSE: Bituminous
 APPROACH SLABS: AS-1-54 (20' Long)
 ALIGNMENT: Tangent
 YEAR BUILT: 1955
 STRUCTURE FILE NO.: 2600781
 COORDINATES: LATITUDE 41°42'20"N
 LONGITUDE 83°54'36"W

1. REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATIONS

908 DATED 04-19-02

2. EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

3. UTILITY LINES:

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

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