

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

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.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT. THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVMENT MARKINGS.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN (CONTINUED)

IN ADDITION TO PREPARING THE SHOULDER FOR PAVING, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK BEYOND THE 10 INCH WIDE STRIP FOR THE SAFETY EDGE, SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE.

ITEM 253 PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO ANY PLANING OPERATIONS OR PLACING OF CHIP SEAL COURSE. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 7". THE MINIMUM WIDTH SHALL BE 4 FT. AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED IN TWO LIFTS).

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253 PAVEMENT REPAIR

- LOCATION 1A – 800 CU.YD.
- LOCATION 1C – 130 CU.YD.
- LOCATION 2 – 900 CU.YD.

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING ON S.R. 204 SHALL BE 3.0" OR 1.5" AS SHOWN ON THE ASPHALT CONCRETE DATA SHEET. PLANING SHALL BE FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS.

THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

ITEM 407 TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 407 TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

ITEM 408 PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

THE FOLLOWING QUANTITIES OF PRIME COAT, AS PER PLAN HAVE BEEN CARRIED TO THE SUB-SUMMARIES AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN

- LOCATION 1A – 15,113 SQ.YD. X 0.40 GAL./SQ YD = 6,046 GAL
- LOCATION 1B – 106 SQ.YD. X 0.40 GAL./SQ YD = 43 GAL
- LOCATION 1C – 2,418 SQ.YD. X 0.40 GAL./SQ YD = 968 GAL
- LOCATION 2 – 20,010 SQ.YD. X 0.40 GAL./SQ YD = 8,004 GAL

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE PLASTICITY INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

ITEM 621 RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

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GENERAL NOTES

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PER-204-10.00

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**ITEM SPECIAL TACK COAT, TRACKLESS TACK
ITEM SPECIAL TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE**

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH NTSS-1HM TRACKLESS TACK PRODUCED BY BLACKLIDGE EMULSIONS, INC. MEET ALL REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 407 TACK COAT EXCEPT AS NOTED BELOW.

MATERIAL: CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER	TEST METHOD	MIN.	MAX.
SAYBOLT FUROL VISCOSITY, SFS @ 25°C	ASTM D88	15	100
STORAGE STABILITY, 24 HRS, %	ASTM D244	--	1
STORAGE STABILITY, 5 DAYS, %	ASTM D244	--	5
RESIDUE BY DISTILLATION, %	ASTM D244	50	--
OIL DISTILLATE, %	ASTM D244	--	1
SIEVE TEST, %	ASTM D244	--	0.30
TEST ON RESIDUE			
PENETRATION, @ 25°C,	ASTM D5	--	20
SOFTENING POINT RANGE DEG C	ASTM D36	65	--
SOLUBILITY, %	ASTM D2042	97.5	--
ORIGINAL BINDER DSR@82°C G*SIN δ10 RAD/SEC	AASHTO T111	1.00	--

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC KEEP FROM FREEZING.

SUPPLY CERTIFIED TEST DATA TO THE ENGINEER SHOWING THE MATERIAL SUPPLIED WAS TESTED FOR AND MEETS THE ABOVE PROPERTIES.

EQUIPMENT: ALL REQUIREMENTS OF 407.03 APPLY. SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF CATIONIC EMULSION WAS PREVIOUSLY USED.

WEATHER LIMITATIONS: ALL REQUIREMENTS OF 407.04 APPLY.

PREPARATION OF SURFACE: ALL REQUIREMENTS OF 407.05 APPLY.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR PER THE REQUIREMENTS OF 407.06 EXCEPT AS NOTED.

DILUTION IS NOT ALLOWED.

IF PRODUCT IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ALL NOZZLES AND SPRAY PATTERNS SHALL BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE, AND DISTRIBUTOR AND NOZZLE SETTINGS.

APPLY AT A RATE OF 0.04 TO 0.08 GALLONS PER SQUARE YARD. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180° F. DO NOT EXCEED 180°F.

**ITEM SPECIAL TACK COAT, TRACKLESS TACK
ITEM SPECIAL TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE
(CONTINUED)**

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING OR RIDGING AND THE APPLICATION RATE IS ±10% OF THE SPECIFIED RATE.

METHOD OF MEASUREMENT: ALL REQUIREMENTS OF 407.07 APPLY.

BASIS OF PAYMENT: THE DEPARTMENT WILL NOT PAY FOR NON-UNIFORMLY APPLIED MATERIALS AS DEFINED IN 407.06.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
SPECIAL	GALLON (LITER)	TACK COAT, TRACKLESS TACK
SPECIAL	GALLON (LITER)	TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE

RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT), WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER, IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' INTO THE DRIVEWAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22
LOCATION 1B - 3 CU.YD.**

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1A - 32 CU.YD.
LOCATION 1B - 2 CU.YD.
LOCATION 1C - 2 CU.YD.
LOCATION 2 - 32 CU.YD.**

**ITEM 202 WEARING COURSE REMOVED
LOCATION 1A - 920 SQ.YD.
LOCATION 1B - 50 SQ.YD.
LOCATION 1C - 60 SQ.YD.
LOCATION 2 - 920 SQ.YD.**

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

**ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22
LOCATION 1A - 32 CU.YD.
LOCATION 1B - 3 CU.YD.
LOCATION 1C - 3 CU.YD.
LOCATION 2 - 28 CU.YD.**

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1A - 23 CU.YD.
LOCATION 1B - 2 CU.YD.
LOCATION 1C - 2 CU.YD.
LOCATION 2 - 20 CU.YD.**

**ITEM 202 WEARING COURSE REMOVED
LOCATION 1A - 650 SQ.YD.
LOCATION 1B - 50 SQ.YD.
LOCATION 1C - 50 SQ.YD.
LOCATION 2 - 560 SQ.YD.**

ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWER HEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS CURRENTLY CALLED FOR IN THE PLANS. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANED SURFACE OR THE PROPOSED INTERMEDIATE COURSE AT A DEPTH OF 4" FROM THE PROPOSED SURFACE ELEVATION. THE CONTRACTOR SHALL TEST ALL LEAD-IN CABLES PRIOR TO MAKING THE FINAL SPLICE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.10. FINAL LOCATIONS, SIZE AND ORIENTATION SHALL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

THE CONTRACTOR SHALL CONTACT BRIAN BOSCH, P.E., AT 740-323-5182, TO ARRANGE A MEETING. AT THIS MEETING, BRIAN BOSCH, P.E. WILL PROVIDE THE NECESSARY DETECTOR LOOP INFORMATION TO THE CONTRACTOR FOR INSTALLATION.

ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632, DETECTOR LOOP, AS PER PLAN.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARY FOR THE ABOVE PURPOSES.

**ITEM 632 DETECTOR LOOP, AS PER PLAN
LOCATION 1A - 3 EACH**

**INTERSECTION S.R. 204 & S.R. 37
2 POWERHEAD (ON S.R. 204 @ S.R. 37), 1 DILEMMA ZONE ON S.R. 204**

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SAFETY EDGE PLAN NOTE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANS TECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Advant-Edge Paving Equipment, LLC.
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advantaedgepaving.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-875-8000

Troxler Electronics Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M

LOCATION 1A – 96 CU.YD.
LOCATION 1C – 16 CU.YD.

LOCATION 1B – 3 CU. YD.
LOCATION 2 – 127 CU.YD.

ITEM 611 CATCH BASIN/ MANHOLE ADJUSTED TO GRADE
ITEM 638 VALVE BOX ADJUSTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS, MANHOLES, INLETS AND WATER VALVE BOXES LOCATED THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE RESPECTIVE OWNERS.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE –
LOCATION 1B – 3 EACH

ITEM 611 – INLET ADJUSTED TO GRADE –
LOCATION 1B – 5 EACH

ITEM 611 – MANHOLE ADJUSTED TO GRADE –
LOCATION 1A - 1 EACH, LOCATION 1B – 7 EACH

ITEM 638 – VALVE BOX ADJUSTED TO GRADE –
LOCATION 1B - 6 EACH

ITEM 653. TOPSOIL FURNISHED AND PLACED, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND PLACING TOPSOIL ADJACENT TO CURB RAMPS, SIDEWALKS, CURBS AND THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE REQUIRED TO SEED AND MULCH THE TOPSOIL AS PER 659 OF THE 2013 CMS.

PAYMENT FOR ITEM 653, TOPSOIL FURNISHED AND PLACED, AS PER PLAN, SHALL BE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF TOPSOIL FURNISHED AND PLACED, INCLUDING ALL OF THE LABOR, MATERIALS AND EQUIPMENT NEEDED TO COMPLETE THE WORK.

ITEM 653, TOPSOIL FURNISHED AND PLACED, AS PER PLAN

LOCATION 1B – 2 CU. YD.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS AT CURB RAMPS, SIDEWALKS AND CURB OR AS DIRECTED BY THE ENGINEER:

ITEM 659, SEEDING AND MULCHING

LOCATION 1B - 200 SQ. YD.

ITEM 659, REPAIR SEEDING AND MULCHING
(5% OF THE PERMANENT SEEDING AREA)

LOCATION 1B - 10 SQ. YD.
0.05 x 200 = 10

ITEM 659, INTER-SEEDING
(5% OF THE PERMANENT SEEDING AREA)

LOCATION 1B – 10 SQ. YD.
0.05 x 200 = 10

ITEM 659, COMMERCIAL FERTILIZER
(ONE TON PER 7,410 SQ. YD. OF THE PERMANENT SEEDED AREA)

LOCATION 1B – 0.06 TON
2 x (200 ÷ 7,410) = 0.053

ITEM 659, LIME
(PERMANENT SEEDED AREA)

LOCATION 1B – 0.04 ACRE
200 SQ. YD. x 9 SQ. FT./SQ. YD. ÷ 43,560 SQ. FT./ACRE = 0.04 ACRE

ITEM 659, WATER
(0.0027 M. GAL. PER SQ. YD. OF THE PERMANENT SEEDED AREA)

LOCATION 1B – 2 M. GAL.
3 x (200 x 0.0027) = 1.62

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

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GENERAL NOTES

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MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON S.R. 204 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR MT-97.12.

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 INCLUDING REPAIRS.

DUE TO SCHOOLS LOCATED ALONG S.R. 204 IN THE VILLAGE OF MILLERSPORT, THE CONTRACTOR CANNOT COMPLETE ANY WORK BETWEEN SLM 14.33 TO SLM 16.00, UNTIL JUNE 15, 2015 OR UNTIL SCHOOL HAS CLOSED FOR THE SUMMER.

TRAFFIC MAY NOT BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

ONLY ITEM 614 WORK ZONE CENTER LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN FOR USE ON PLANED SURFACE AND ON INTERMEDIATE COURSE. SURFACE COURSE TEMPORARY MARKINGS SHALL BE PLACED AS PER SPECIFICATIONS AND SHALL BE INCLUDED, ALONG WITH ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY, IN THE LUMP SUM BID FOR 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.

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

DROPOFFS IN WORK ZONES

DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOCATION 1A-21 EACH, LOCATION 1C – 1 EACH, LOCATION 2 - 28 EACH

R4-1 (DO NOT PASS): LOCATION 1A - 29 EACH, LOCATION 1B – 5 EACH, LOCATION 1C – 4 EACH, LOCATION 2 – 37 EACH

R4-2 (PASS WITH CARE): LOCATION 1A - 16 EACH, LOCATION 1C – 3 EACH, LOCATION 2 – 18 EACH

ITEM 614, WORK ZONE MARKING SIGN

**LOCATION 1A - 66 EACH
LOCATION 1B - 5 EACH
LOCATION 1C - 8 EACH
LOCATION 2 – 83 EACH**

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.

MINIMUM LENGTH FOR ASPHALT WEDGE AT BUTT JOINTS SHALL BE 10'.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU. YD.
1A	S.R. 204	BEGIN WORK	11.16	1.0
1B	S.R. 204	BRIDGE FAI-204-1483	14.83	4.4
1C	S.R. 204	END WORK	19.13	1.0
2	S.R. 204	BEGIN WORK	10.00	0.8
2	S.R. 204	BRIDGE PER-204-1228	12.28	1.6
2	S.R. 204	BRIDGE PER-204-1738	17.38	1.6
2	S.R. 204	BRIDGE PER-204-1798	17.98	1.6
2	S.R. 204	END WORK	18.66	0.8
2	S.R. 204	TOTAL		6.4

GRINDING FOR BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE

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

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

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

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

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

**LOCATION 1A – 40 HOURS, LOCATION 1B – 40 HOURS
LOCATION 1C – 10 HOURS, LOCATION 2 – 10 HOURS**

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MAINTENANCE OF TRAFFIC NOTES

FAI-204-11.16
PER-204-10.00

CALCULATED
LME
CHECKED
DNM

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN LICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (cont'd)

DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC.

THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

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

A TOTAL OF 2 PCMS SHALL BE REQUIRED FOR THIS PROJECT.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES:

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

- LOCATION 1A - 2 SIGN MNTH
- LOCATION 1B - 1 SIGN MNTH
- LOCATION 1C - 1 SIGN MNTH
- LOCATION 2 - 2 SIGN MNTH

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 35 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

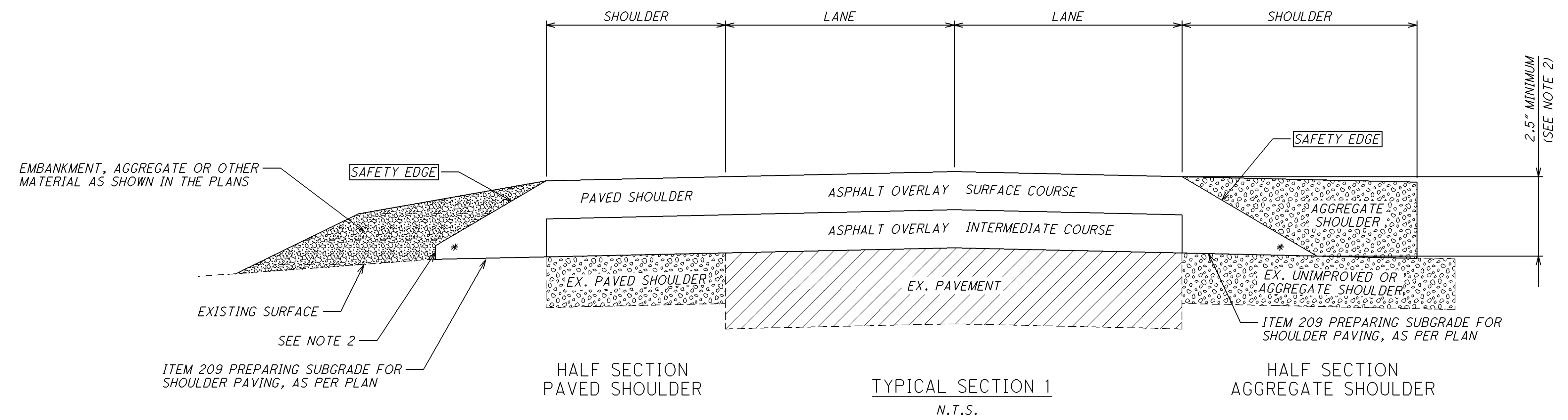
OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

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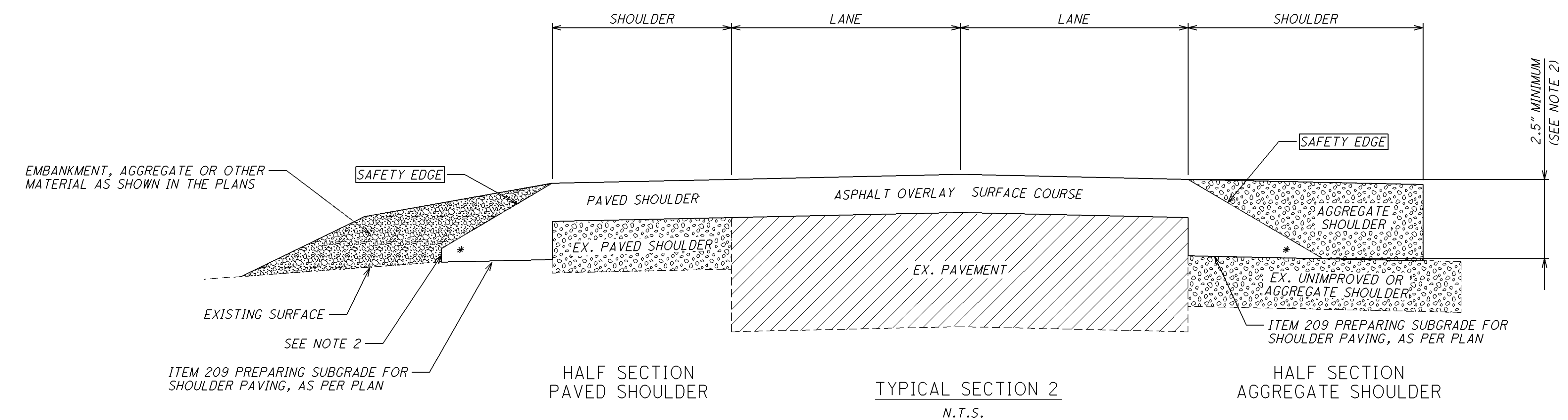
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MAINTENANCE OF TRAFFIC NOTES

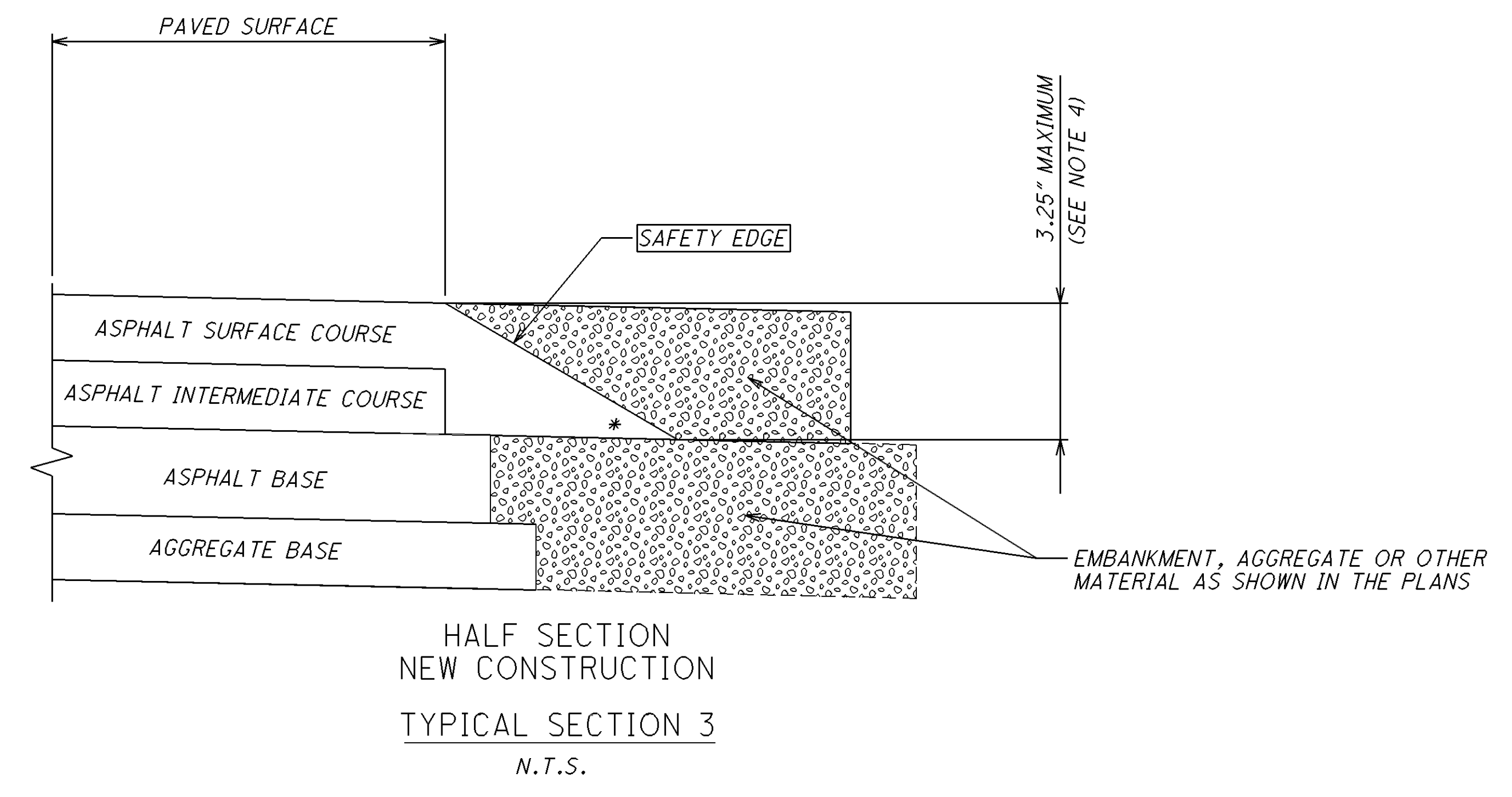
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HALF SECTION PAVED SHOULDER TYPICAL SECTION 1 HALF SECTION AGGREGATE SHOULDER
N.T.S.



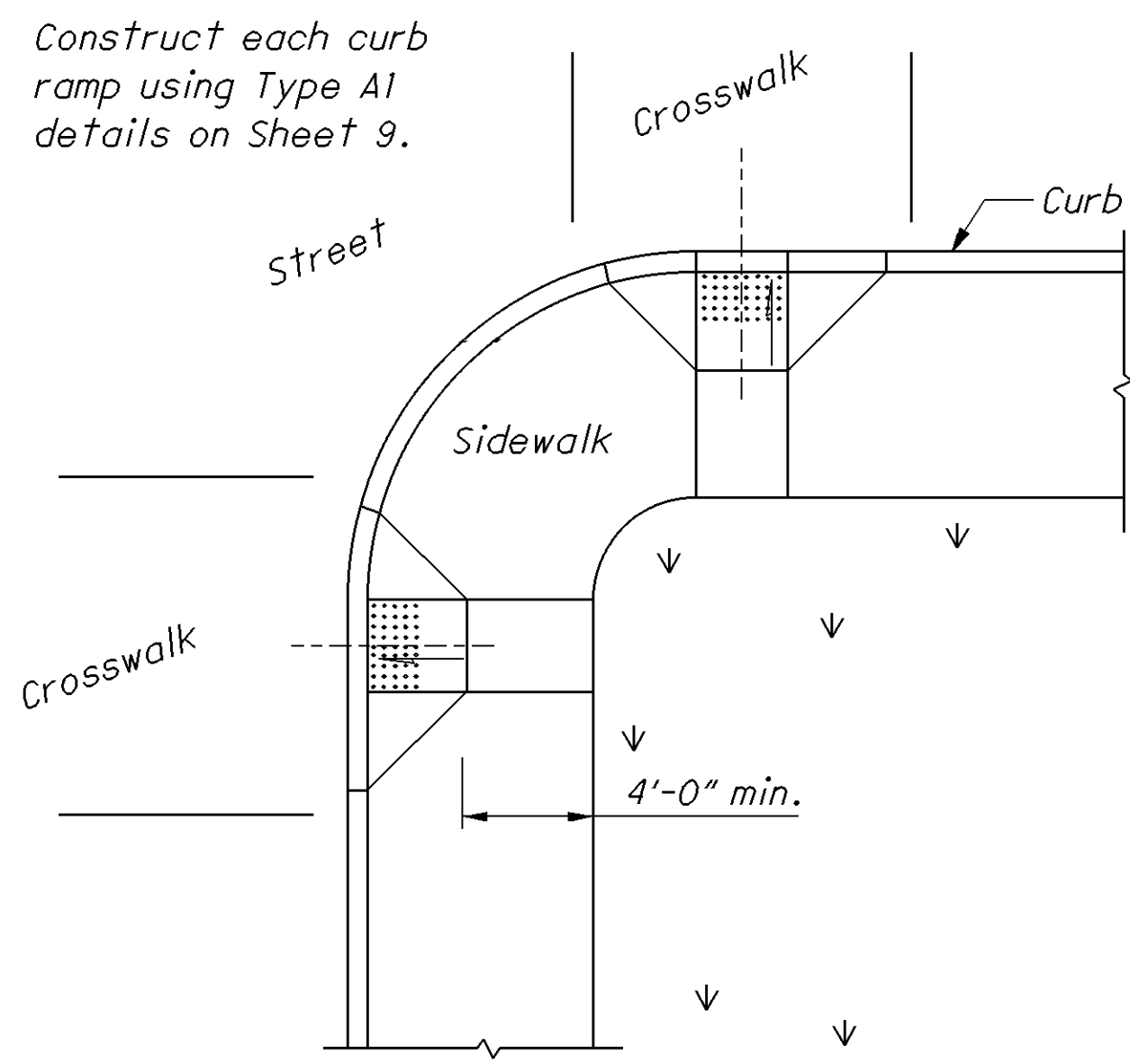
HALF SECTION PAVED SHOULDER TYPICAL SECTION 2 HALF SECTION AGGREGATE SHOULDER
N.T.S.



HALF SECTION
NEW CONSTRUCTION
TYPICAL SECTION 3
N.T.S.

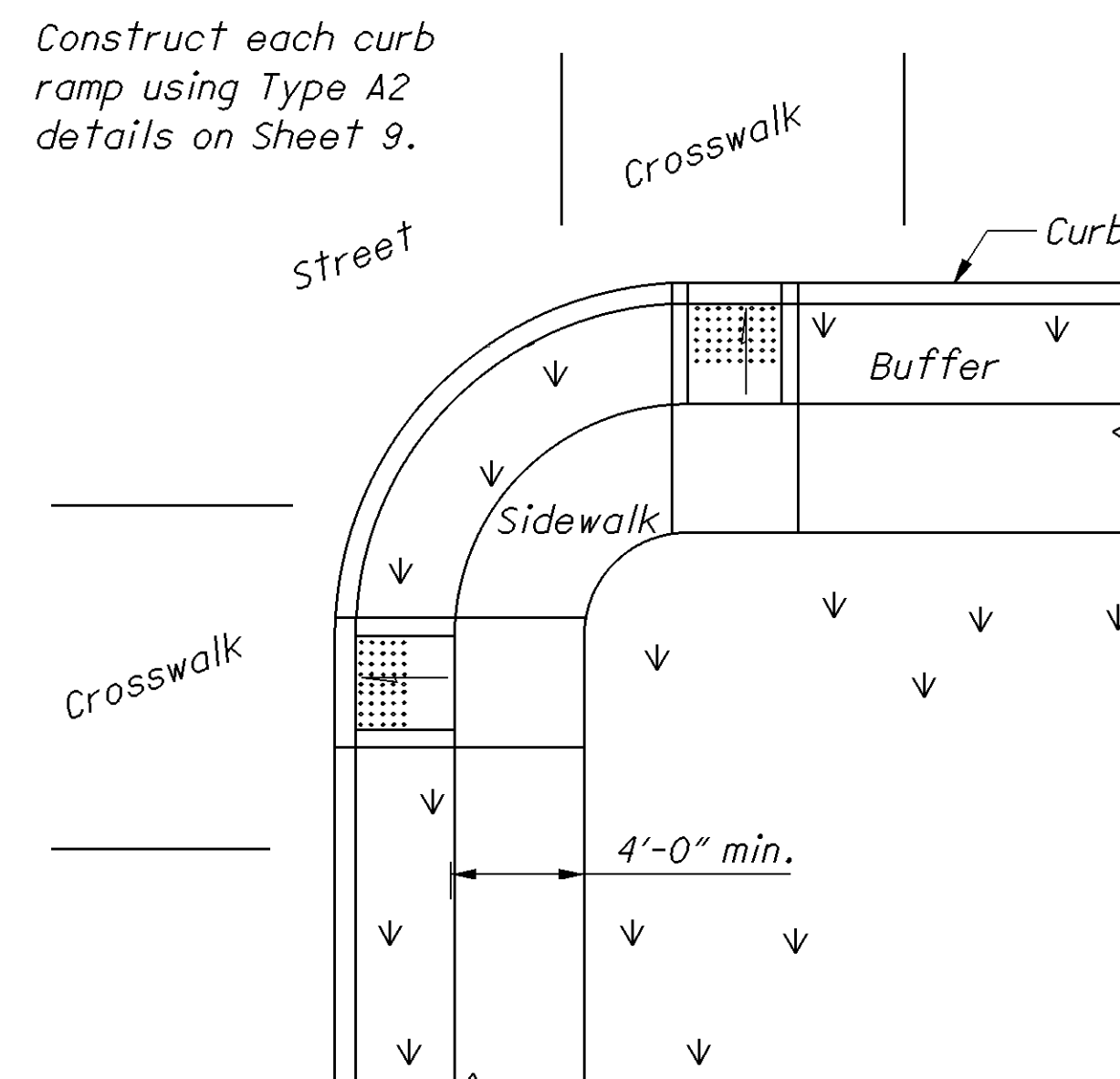
NOTES:

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
 - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
 - 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
 - 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).
- * 40° MAX



Construct each curb ramp using Type A1 details on Sheet 9.

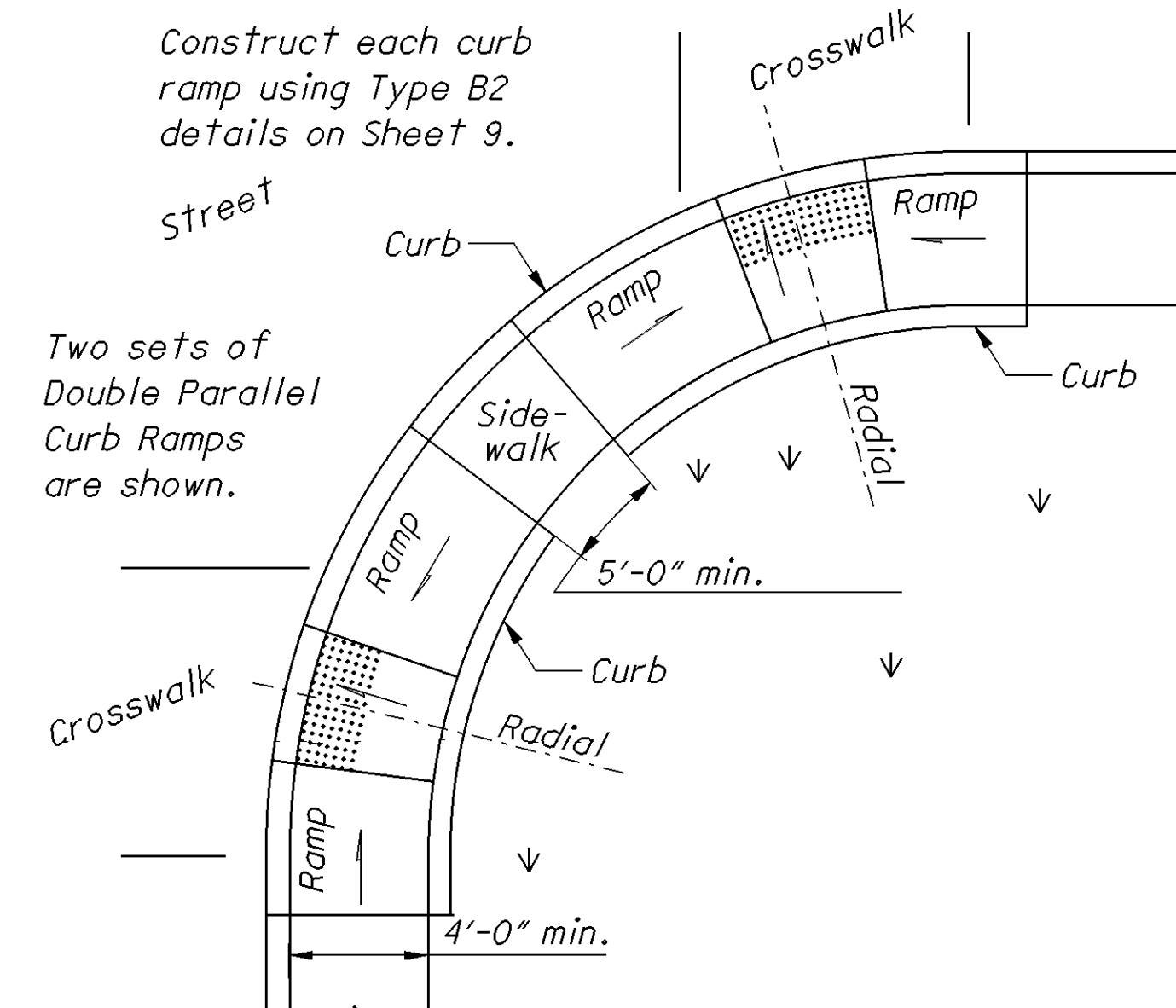
Use curb ramps with flared sides at locations with wide sidewalks.



Construct each curb ramp using Type A2 details on Sheet 9.

Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

PERPENDICULAR CURB RAMPS

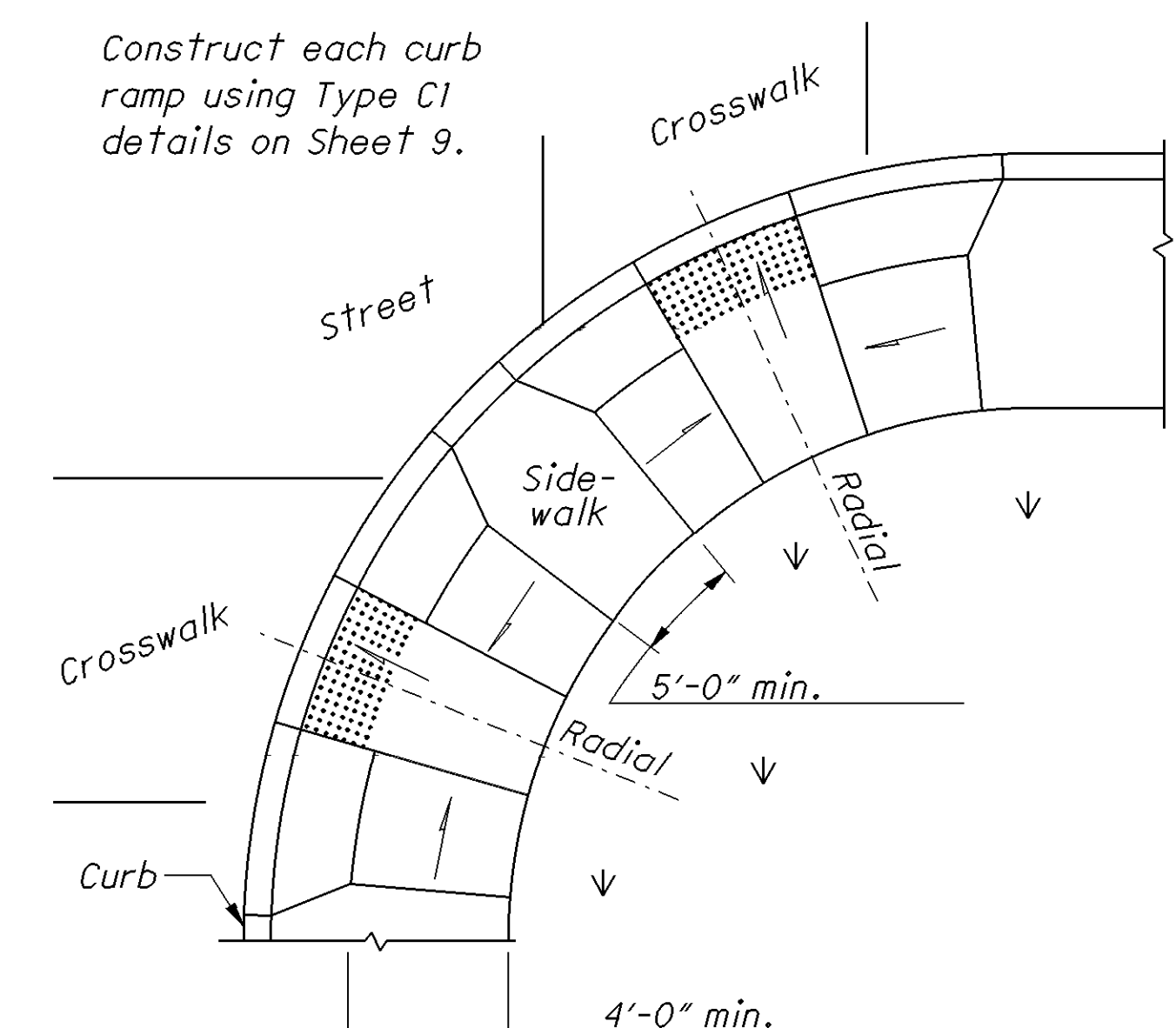


Construct each curb ramp using Type B2 details on Sheet 9.

Two sets of Double Parallel Curb Ramps are shown.

Place on streets having wide turning radius and where sidewalks are narrow.

PARALLEL CURB RAMPS



Construct each curb ramp using Type C1 details on Sheet 9.

Curb ramp placement where streets have wide turning radius, and sufficient sidewalk width.

COMBINATION CURB RAMPS

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 9 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown in the project plans.

The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

Excavate, form, place, finish, and cure according to 608.03.A, 608.03.B, 608.03.C, and 608.03.E.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 10. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/8" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

METHOD OF MEASUREMENT: The Department will measure Curb Ramps by the number of each completed curb ramp. The Department will measure Detectable Warnings in existing curb ramps and at grade crossings by the number of square feet completed.

Concrete Walk and Curb, Item 608 and 609, will be measured through out the curb ramp area and paid for under their respective Items.

METHOD OF PAYMENT: New Curb Ramps constructed in new or existing Walk are paid for under Item 690 Special Misc.: Curb Ramp, Type -- (A1, A2, B1, B2, B3, C1, C2, or D) each, and includes the cost of any additional materials and installation (including detectable warnings), grading, forming and finishing.

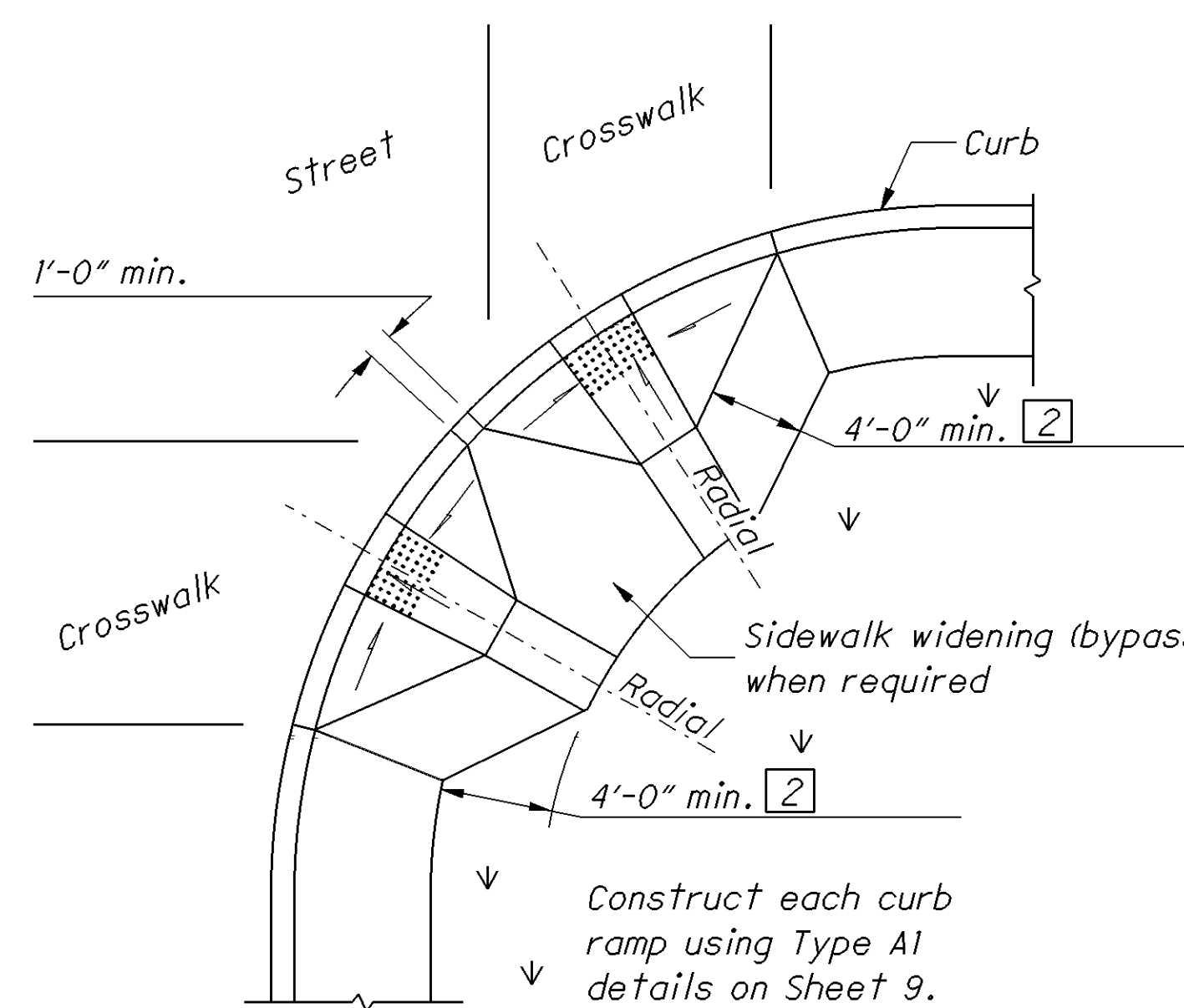
Detectable Warnings constructed in existing curb ramps or for at-grade crossing locations are paid for under Item 690-Special Misc.: Detectable Warning (Sq. Ft.) and is full compensation for excavation, backfill, base course material, reinforcing steel, expansion joint materials, and any incidentals required to complete the installation as specified. The work to cast the tiles in place will also require removal of existing pavement or sidewalk (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

Removal of existing curb, pavement, walk (or existing curb ramps) are paid under Item 202.

LEGEND

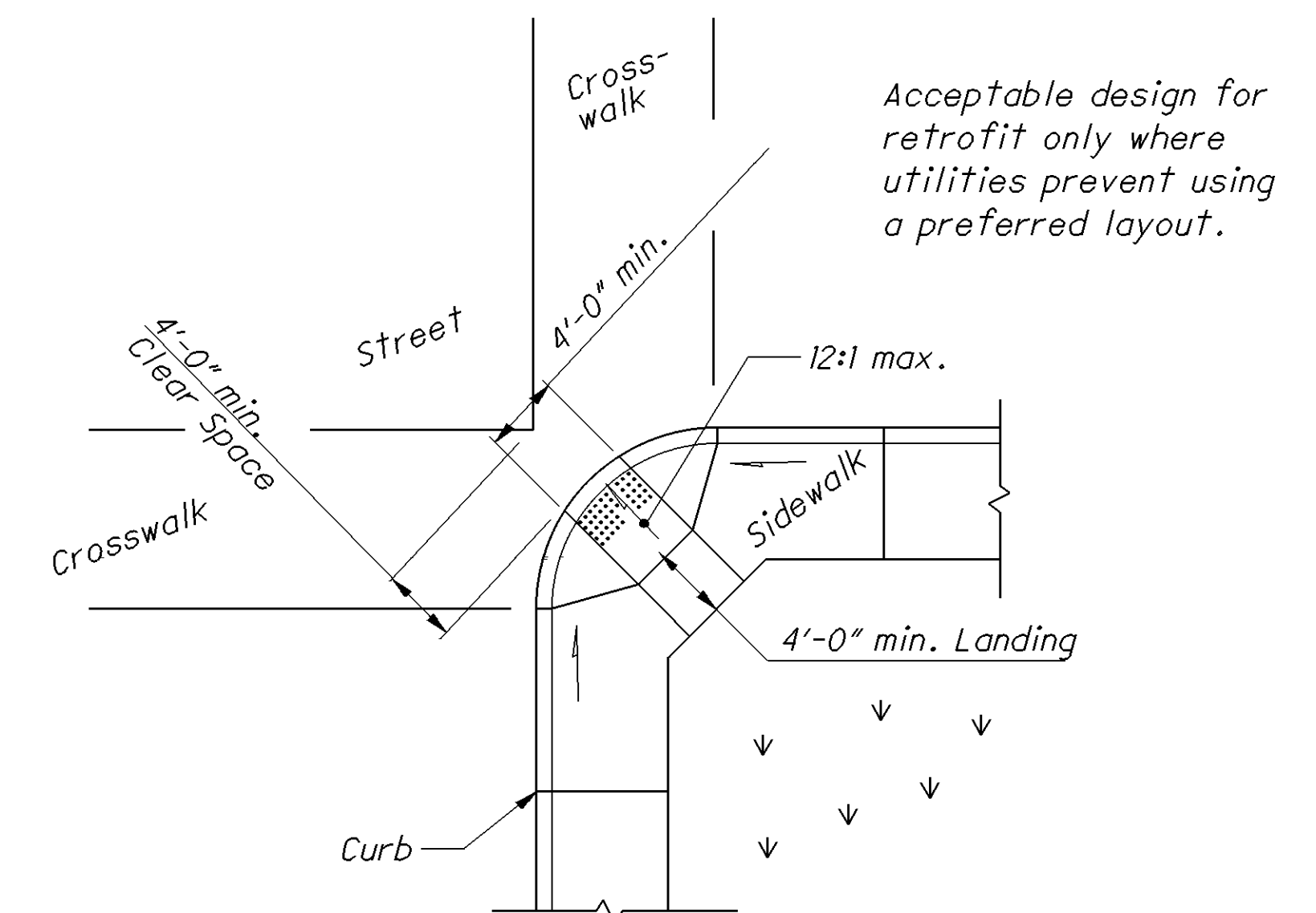
② May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.

Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.



PERPENDICULAR RAMPS

ACCEPTABLE CONSTRUCTION PLACEMENT



DIAGONAL RAMP (Type D)

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0" .

NOTES

The running slope of the ramp is preferred to be 12:1 or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

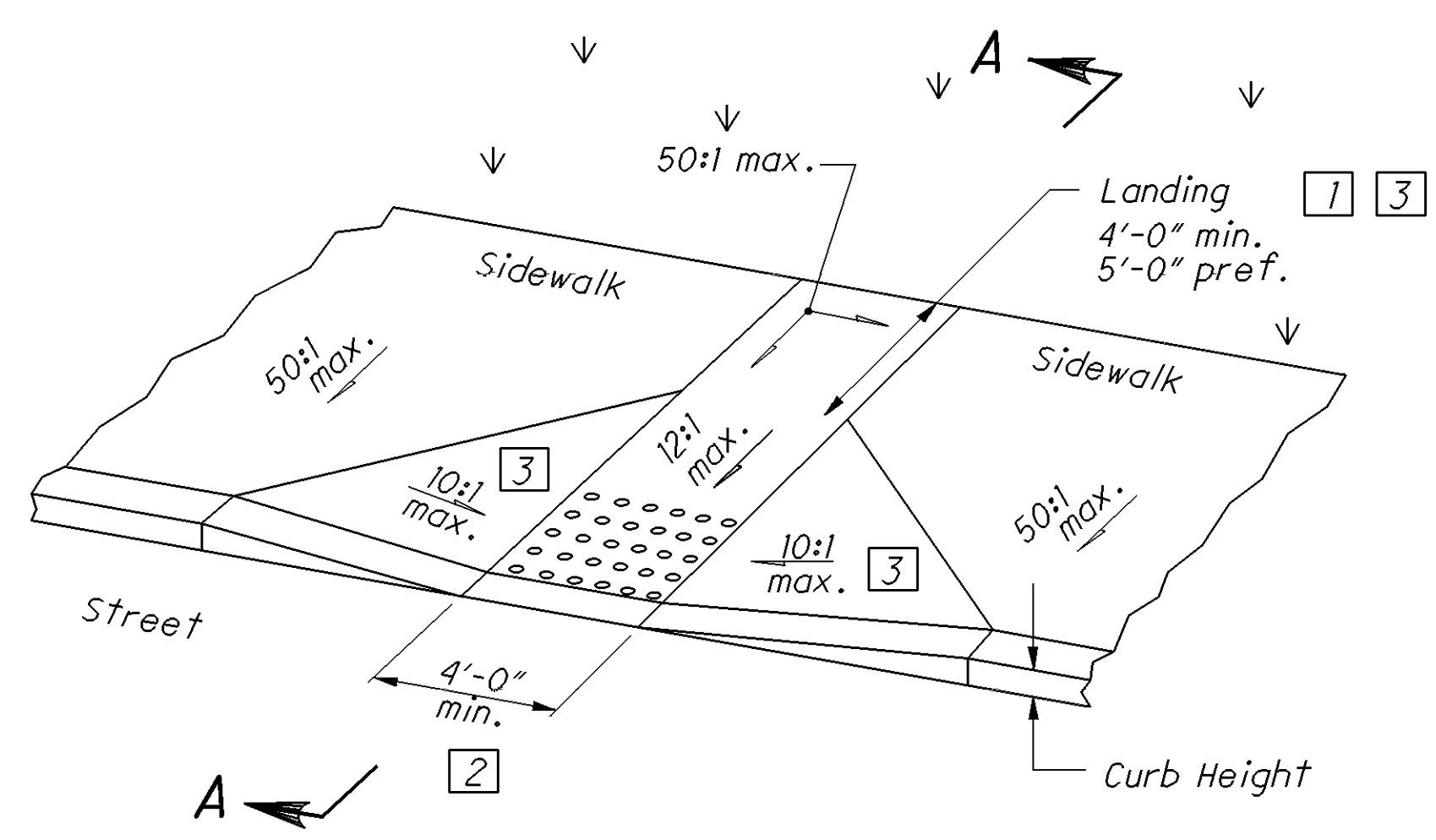
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope, unless otherwise shown.

LEGEND

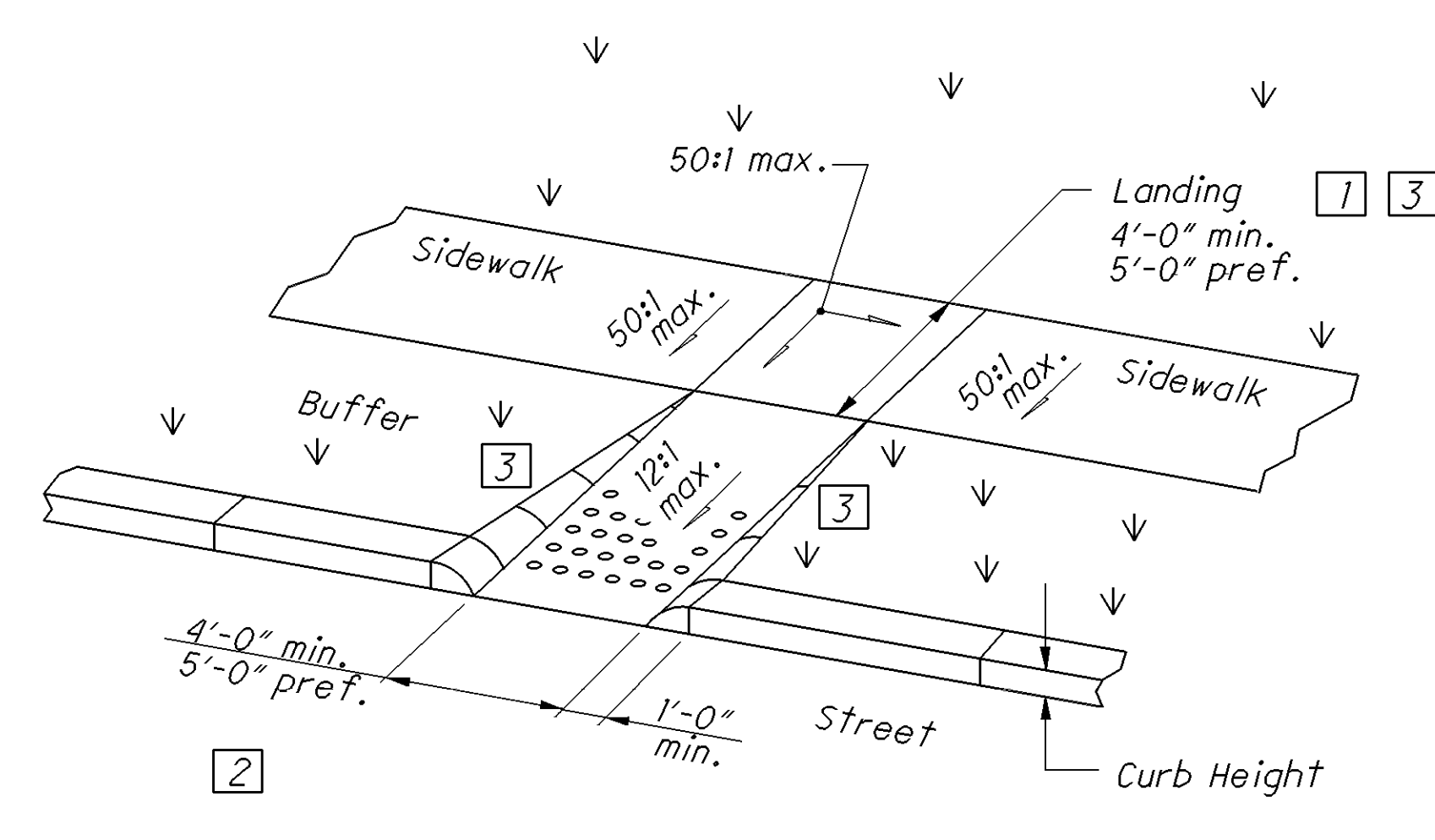
- 1 Dimension may be reduced to 3'-0" in existing sidewalks if the landing is unconstrained along the back edge.
- 2 May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The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

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheelchair 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.

See Sheet 10 for Sections.

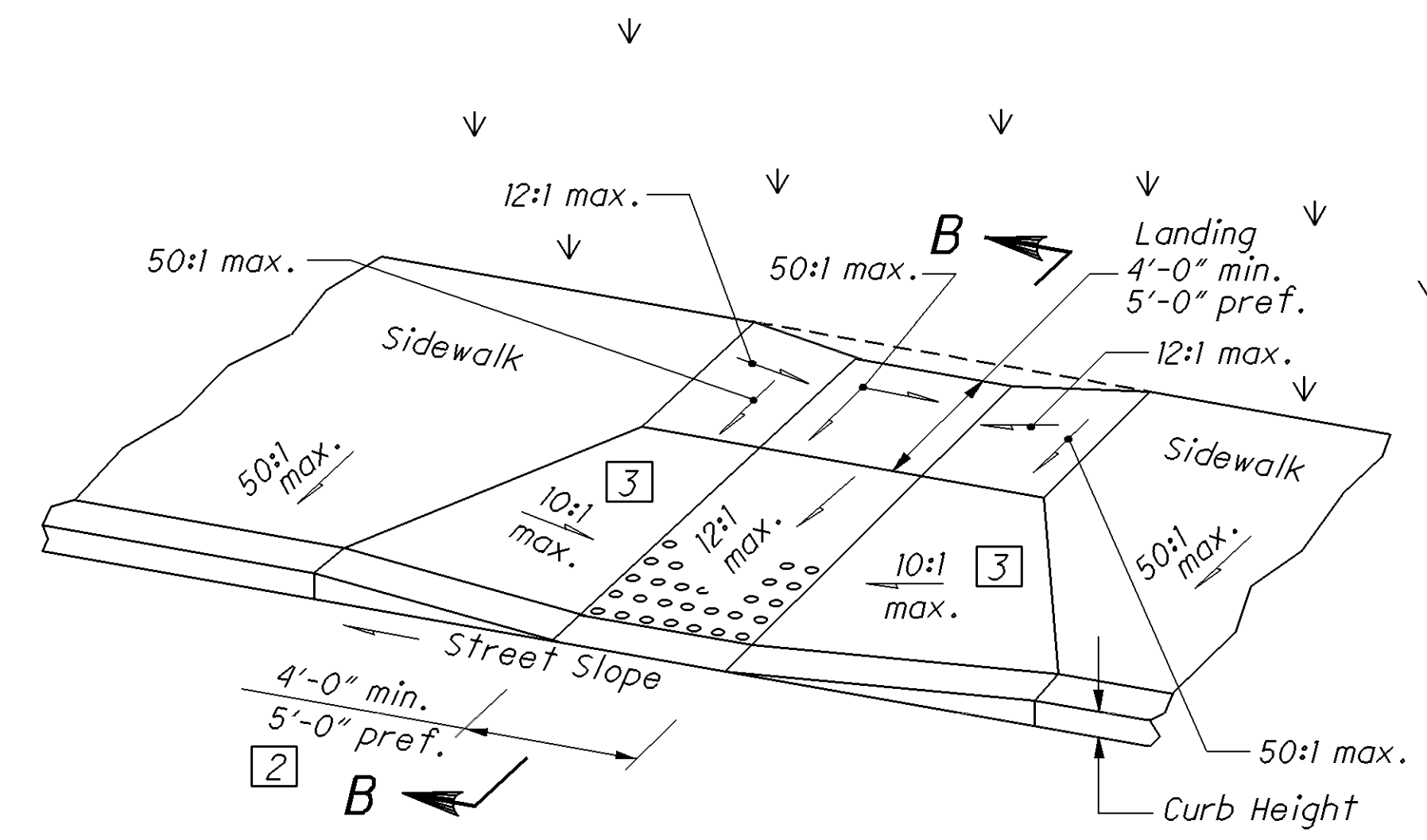


Type A1 (Perpendicular with flared sides)

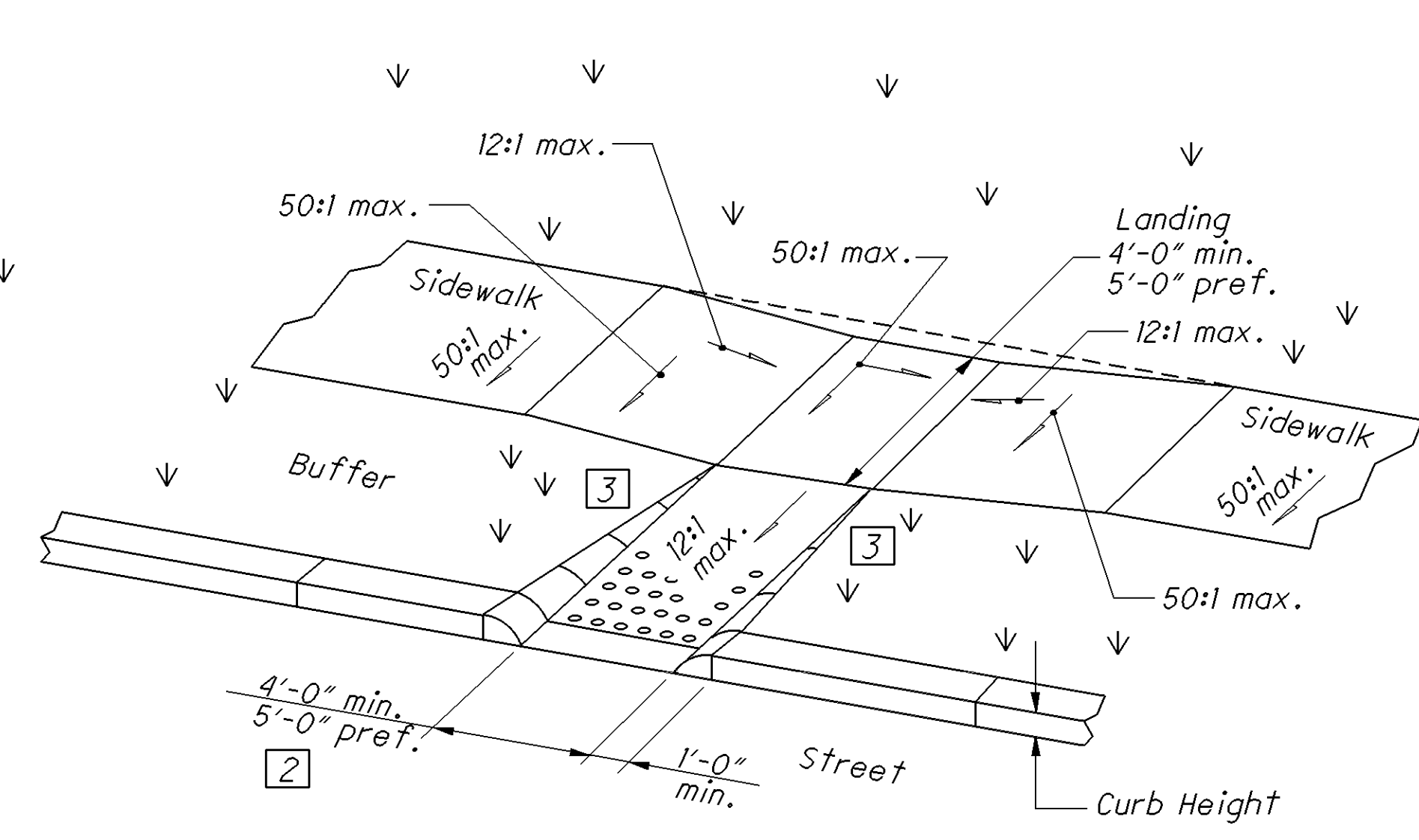


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

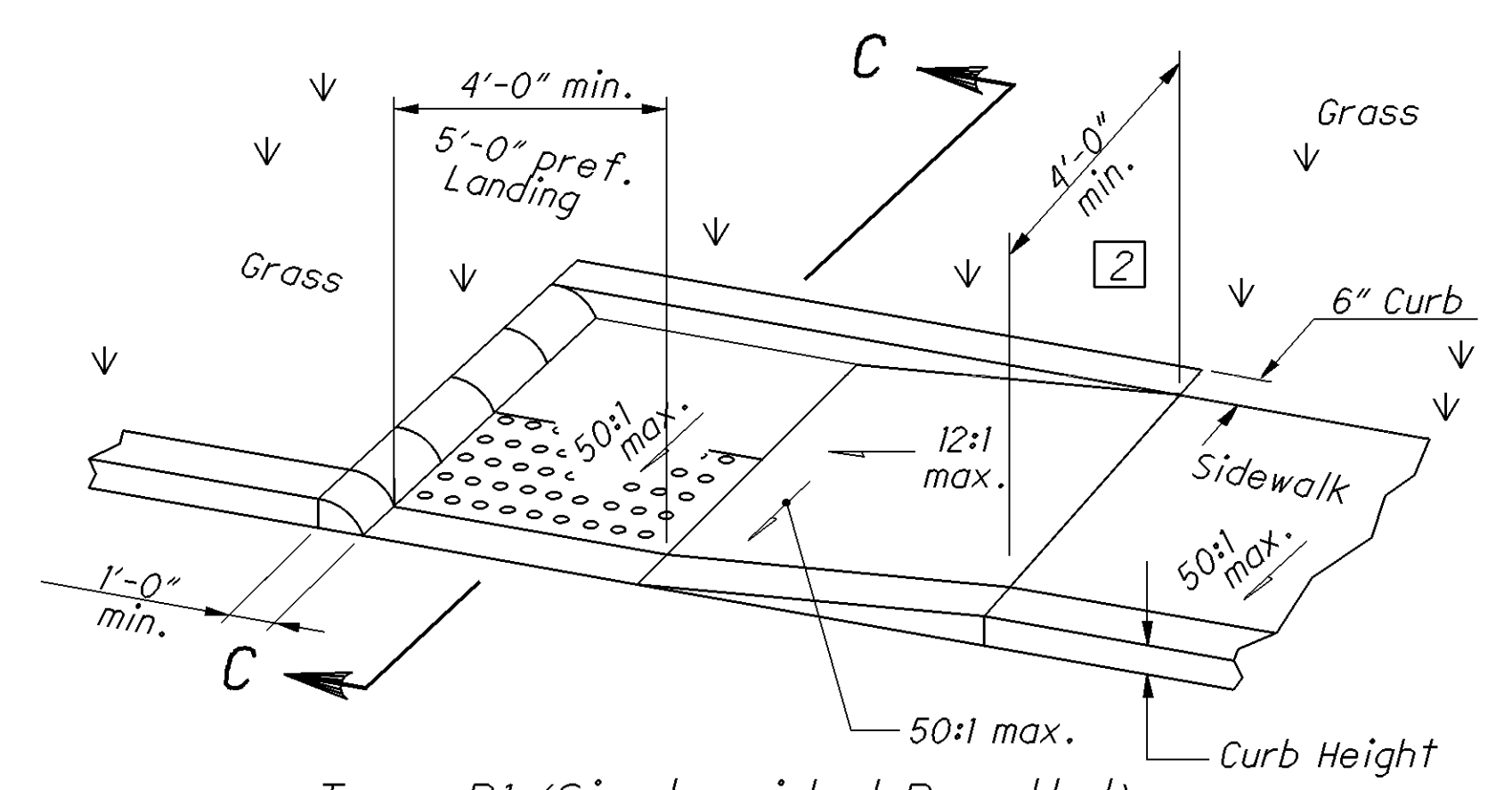


Type C1 (Combined with flared sides)

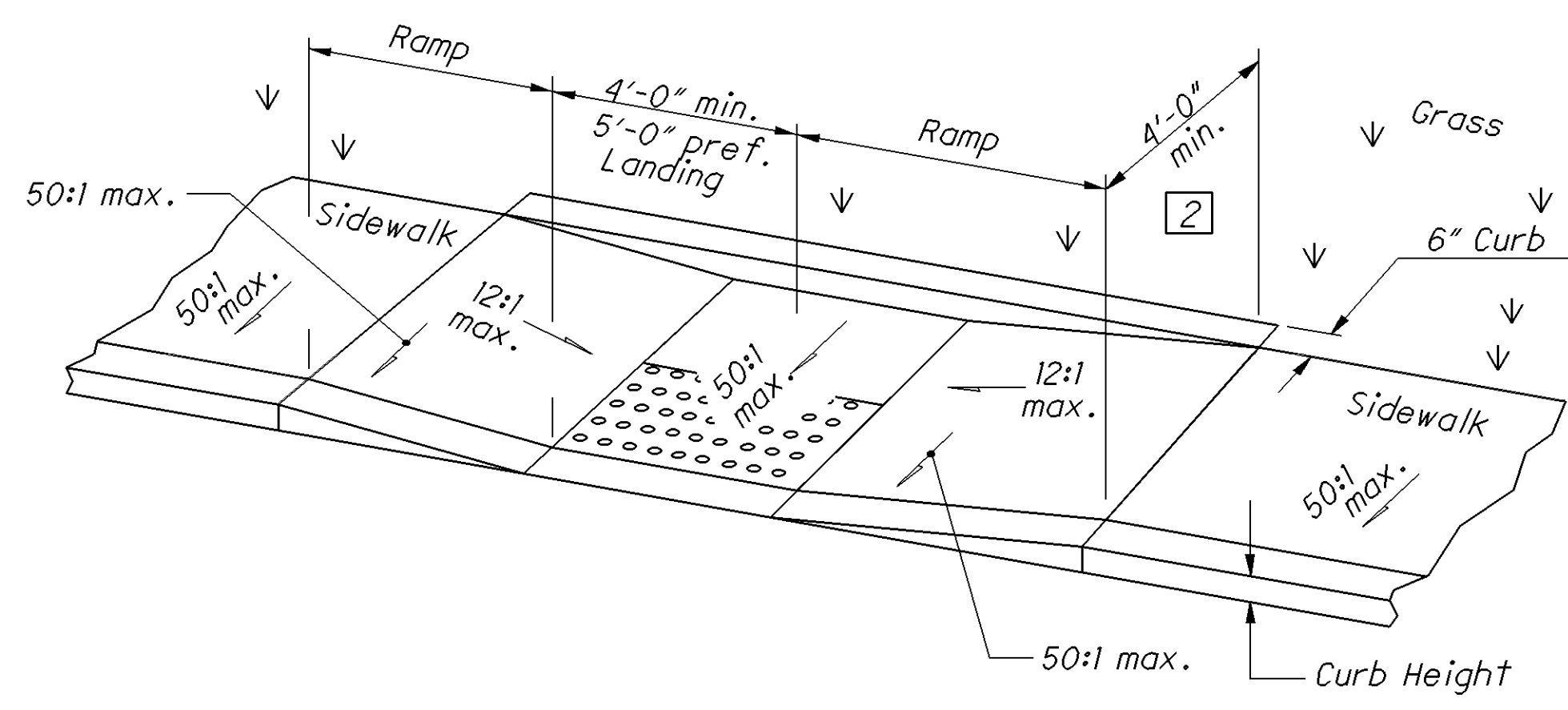


Type C2 (Combined with returned curb)

COMBINED CURB RAMP DETAILS

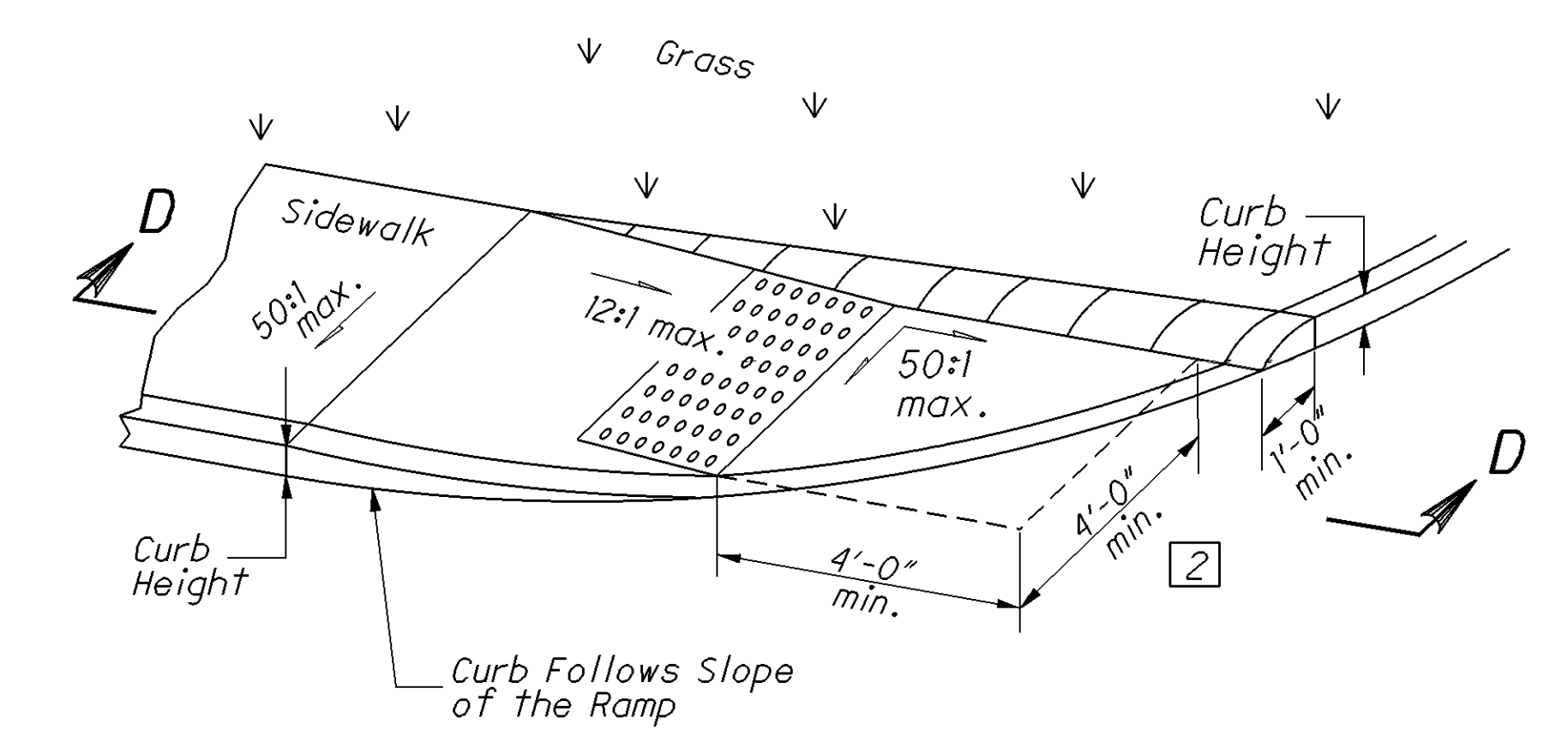


Type B1 (Single sided Parallel)

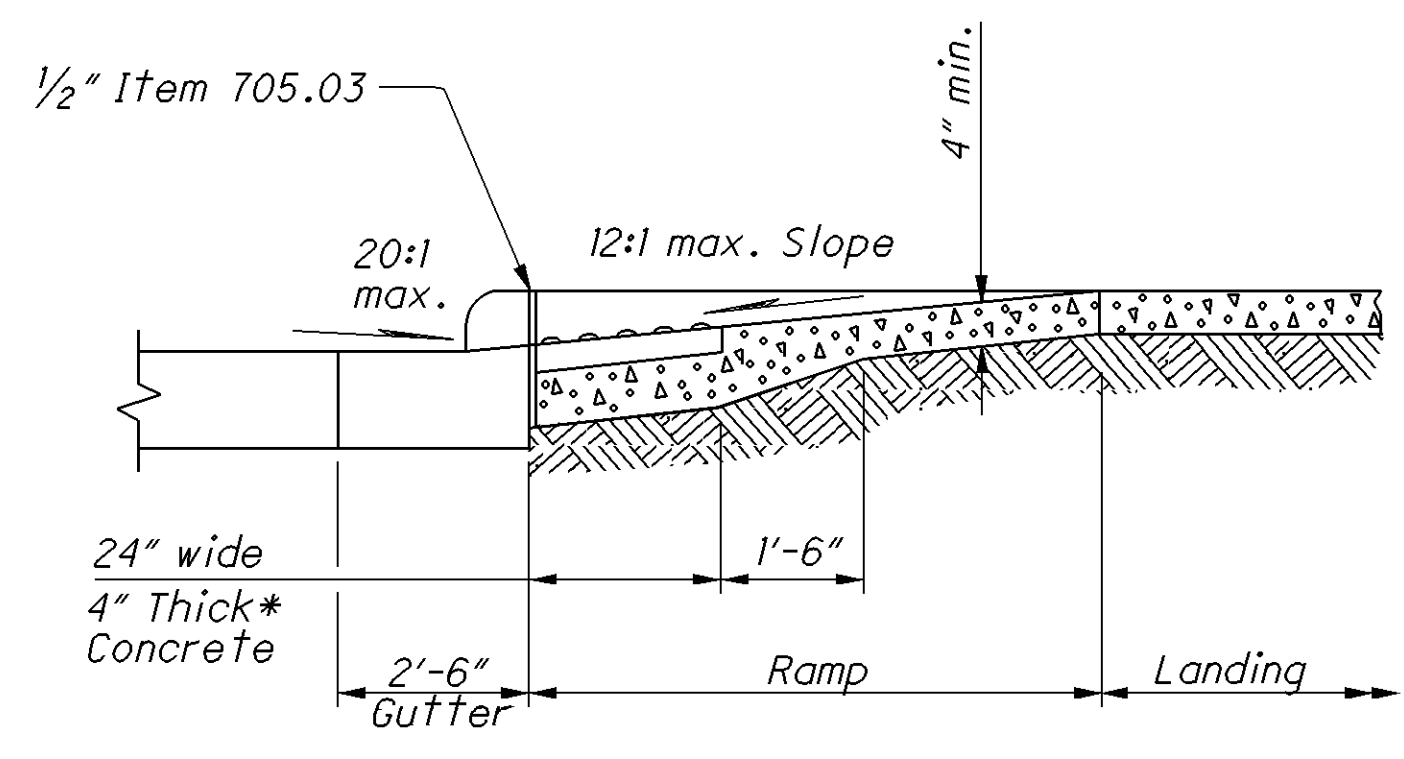


Type B2 (Double sided Parallel)

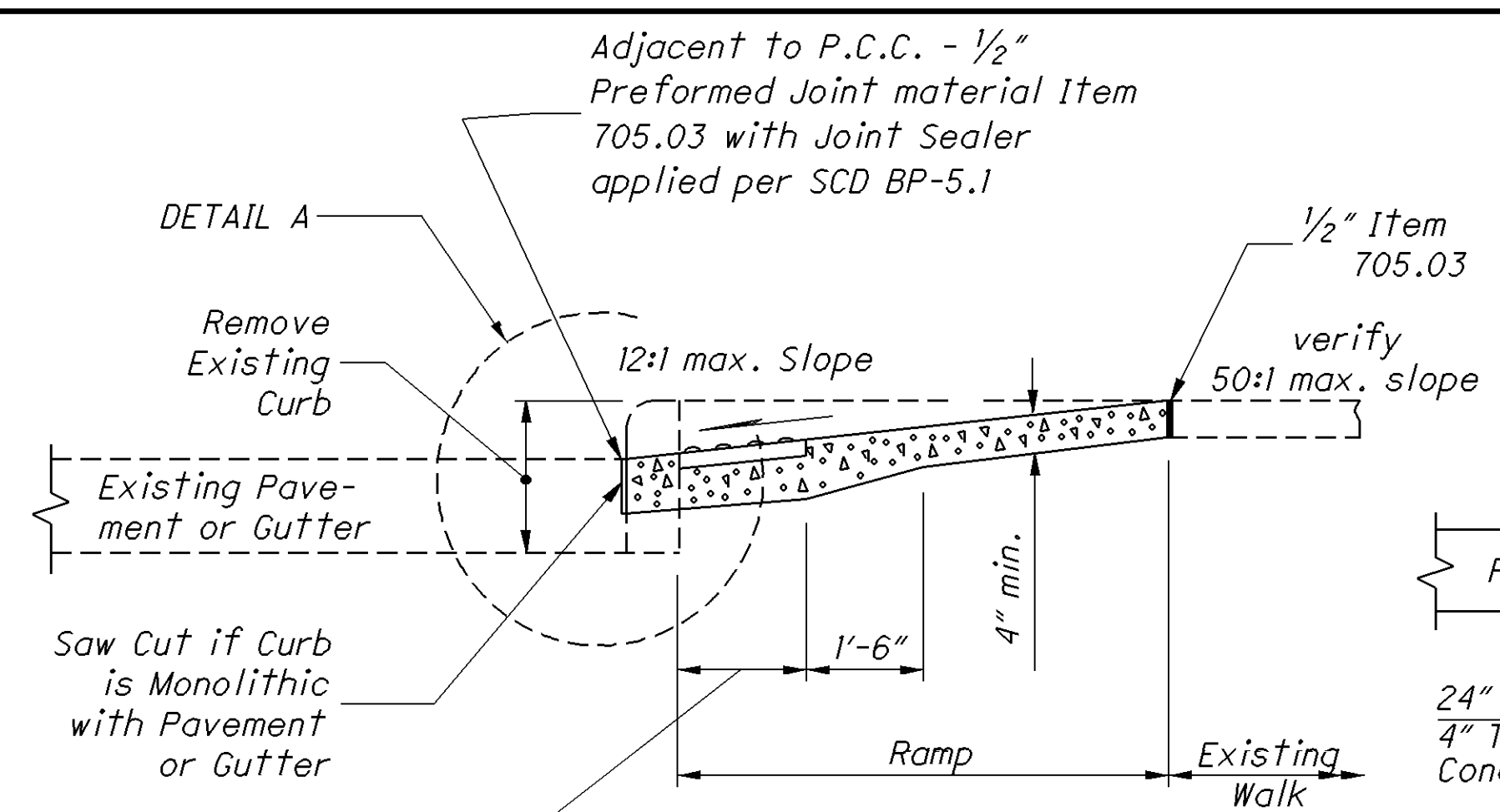
PARALLEL CURB RAMP DETAILS



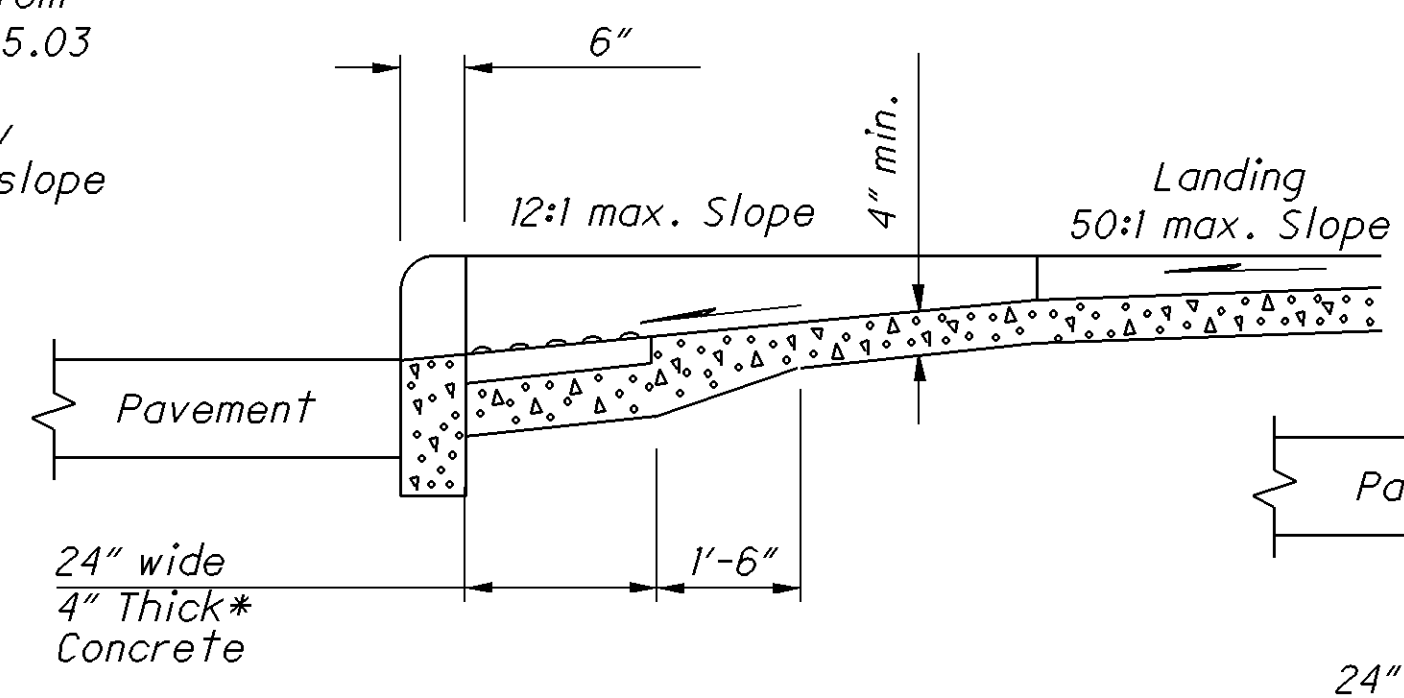
Type B3 (Single sided Parallel)



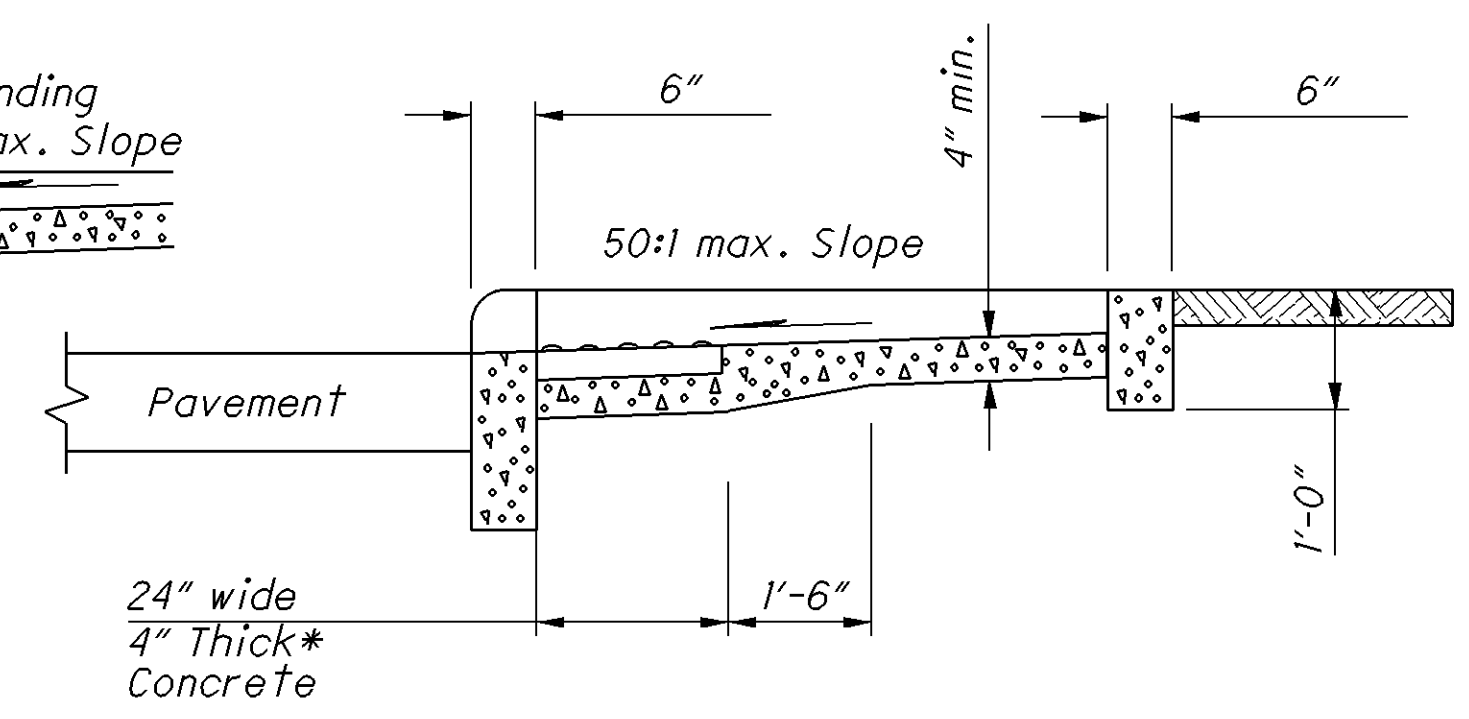
New gutter shown.
**SECTION A-A
NORMAL DETAIL**
See Sheet 9.



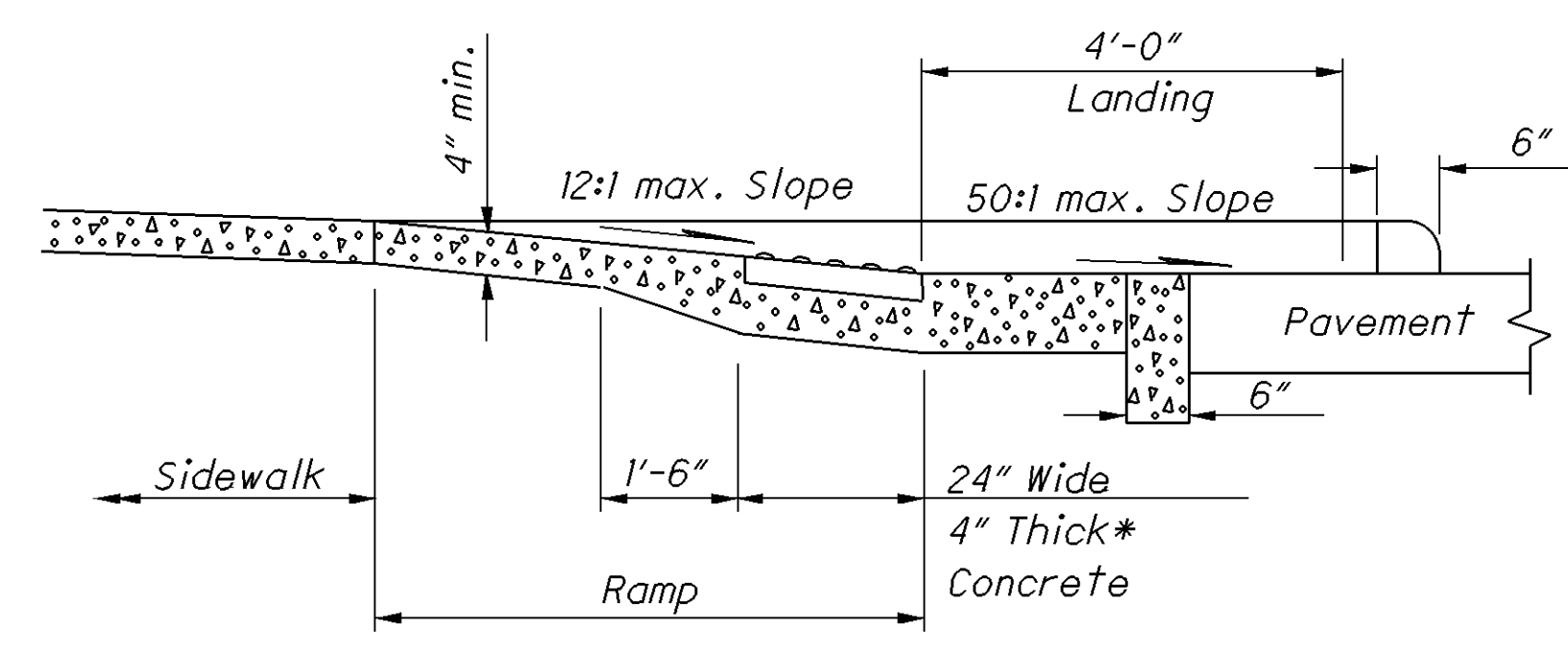
**SECTION A-A
EXISTING WALK DETAIL**
See Sheet 9.



SECTION B-B
See Sheet 9.

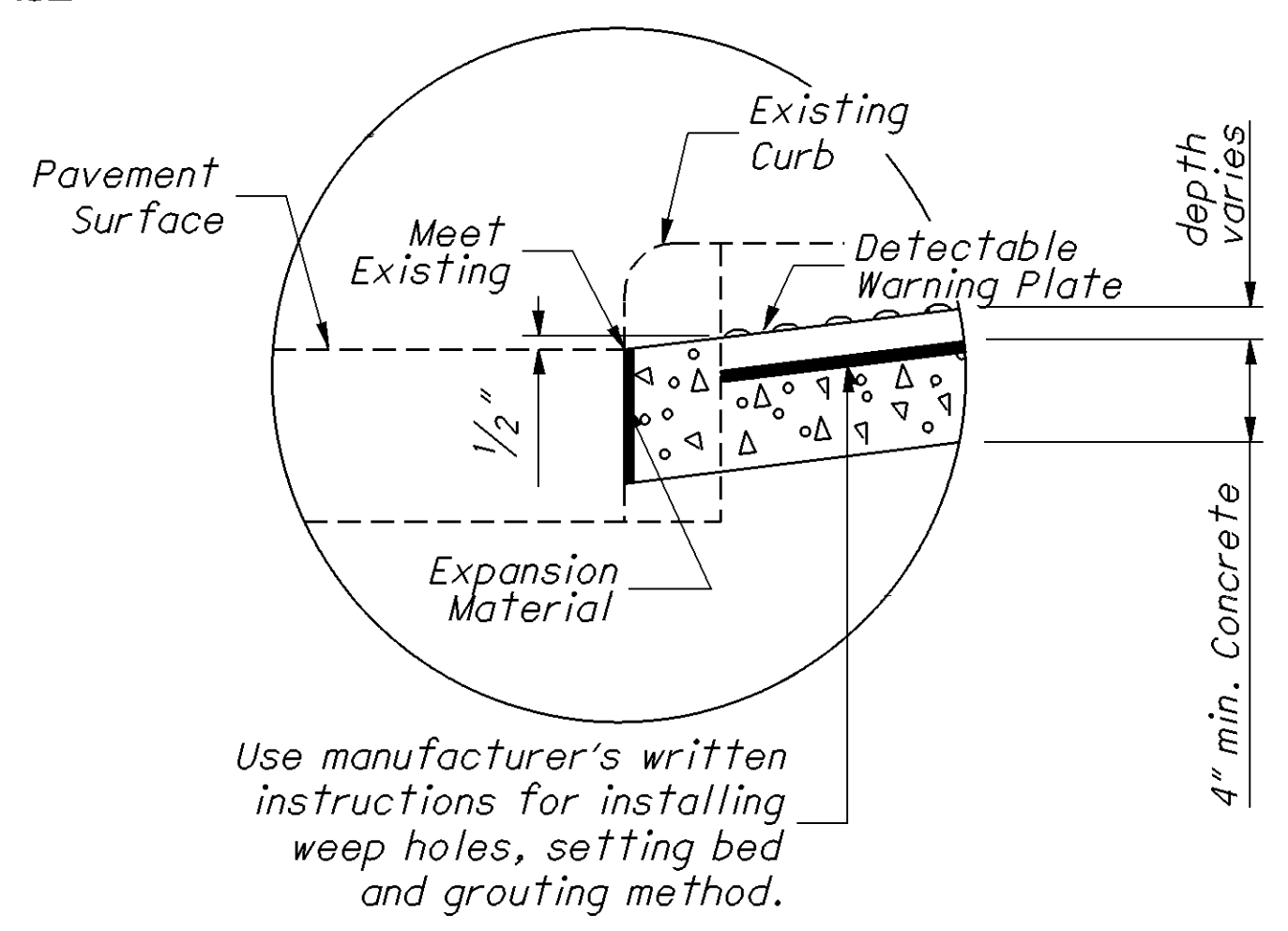


SECTION C-C
See Sheet 9.



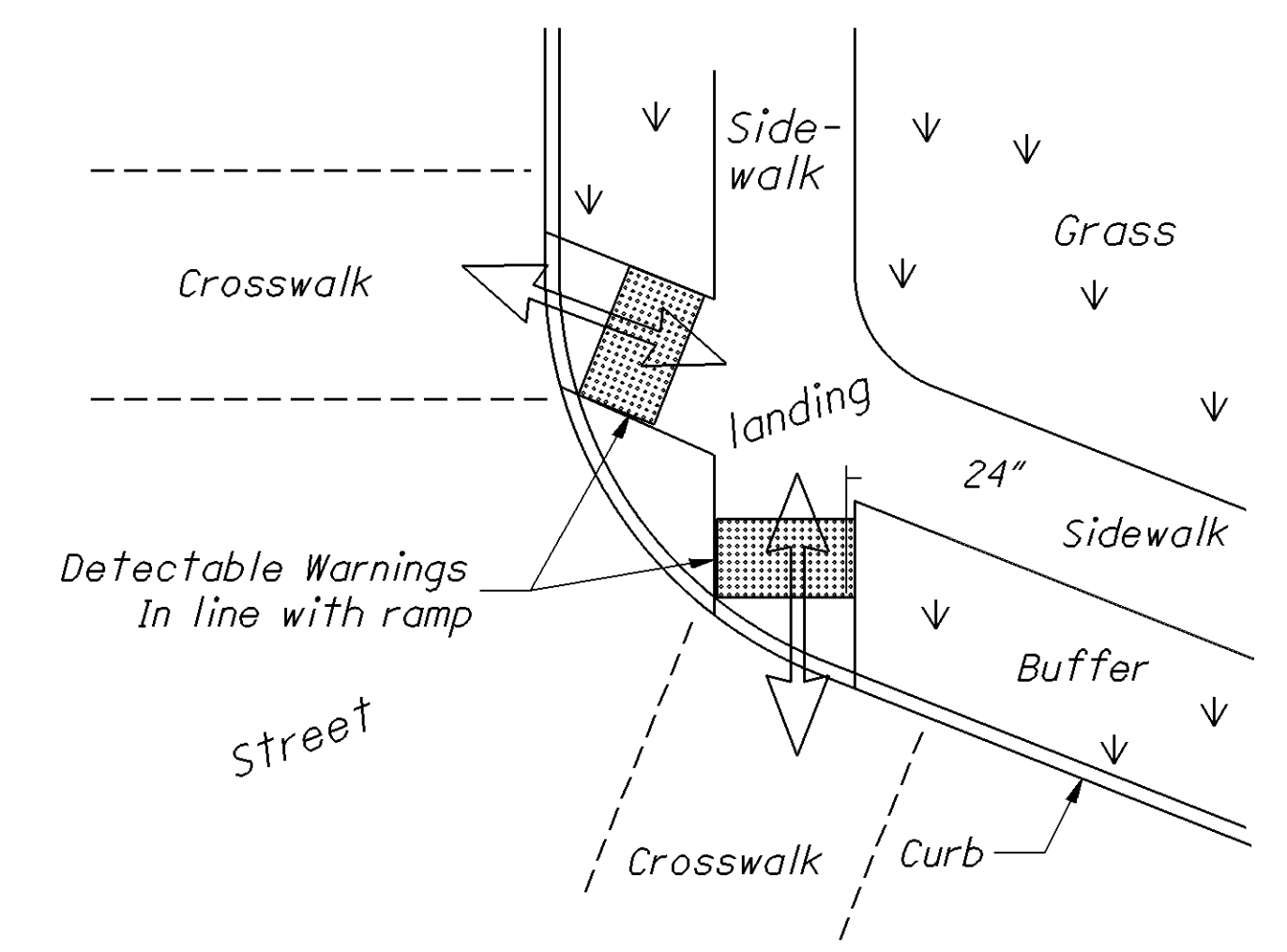
SECTION D-D
See Sheet 9.

*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.



Use manufacturer's written instructions for installing weep holes, setting bed and grouting method.

DETAIL A



DETECTABLE WARNING ALIGNMENT

DETECTABLE WARNINGS NOTES

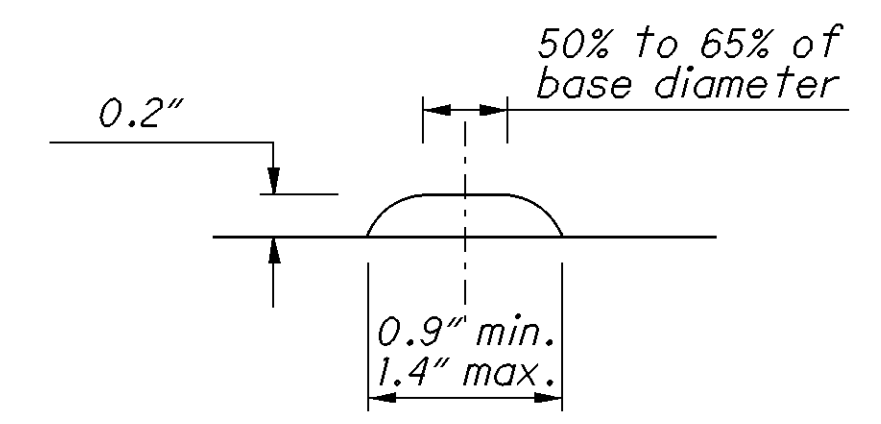
GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 8.

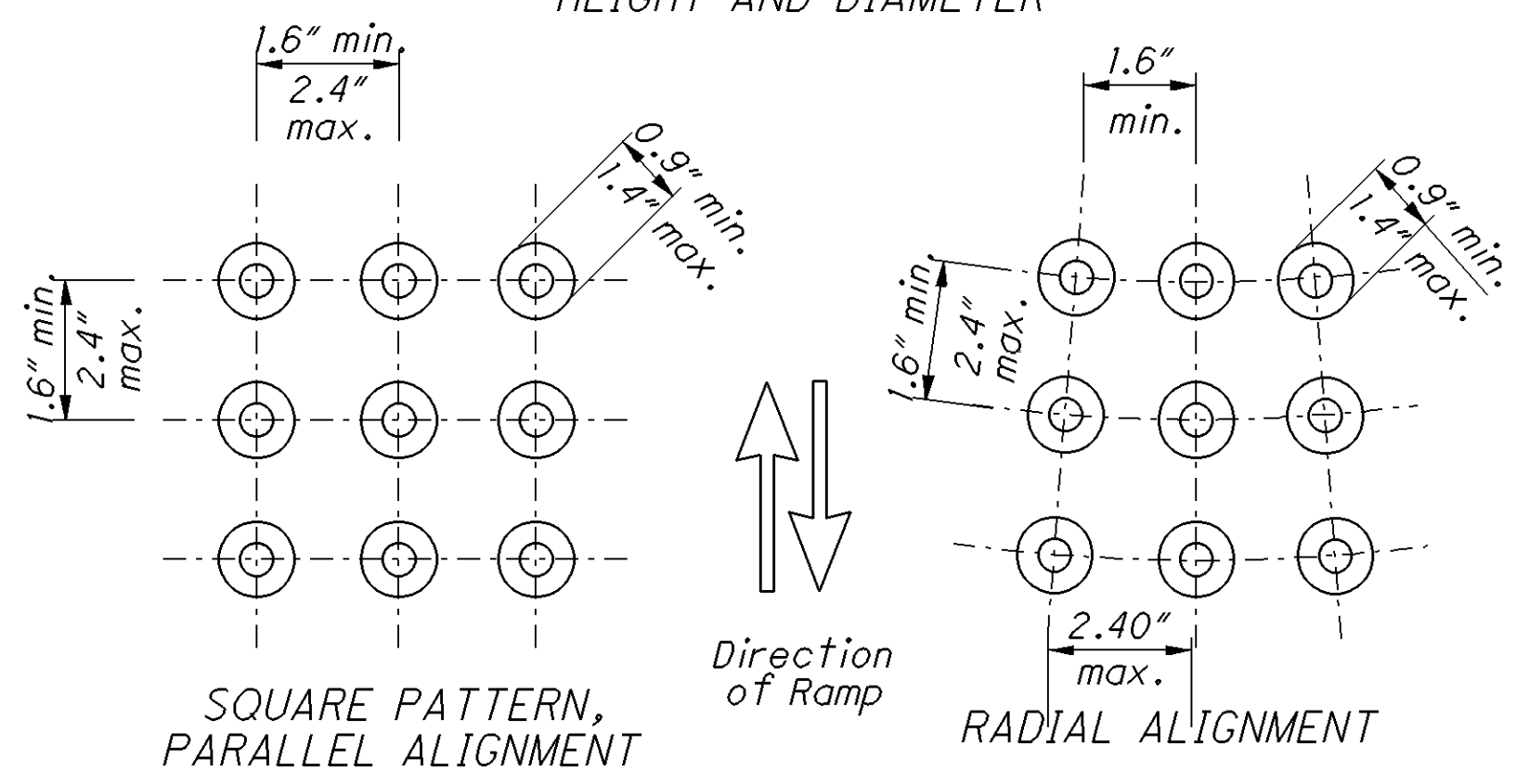
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the detectable warnings should be flush with the back of the curb, but in skewed conditions at least one corner of the 24" strip should be adjacent to the back of curb. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

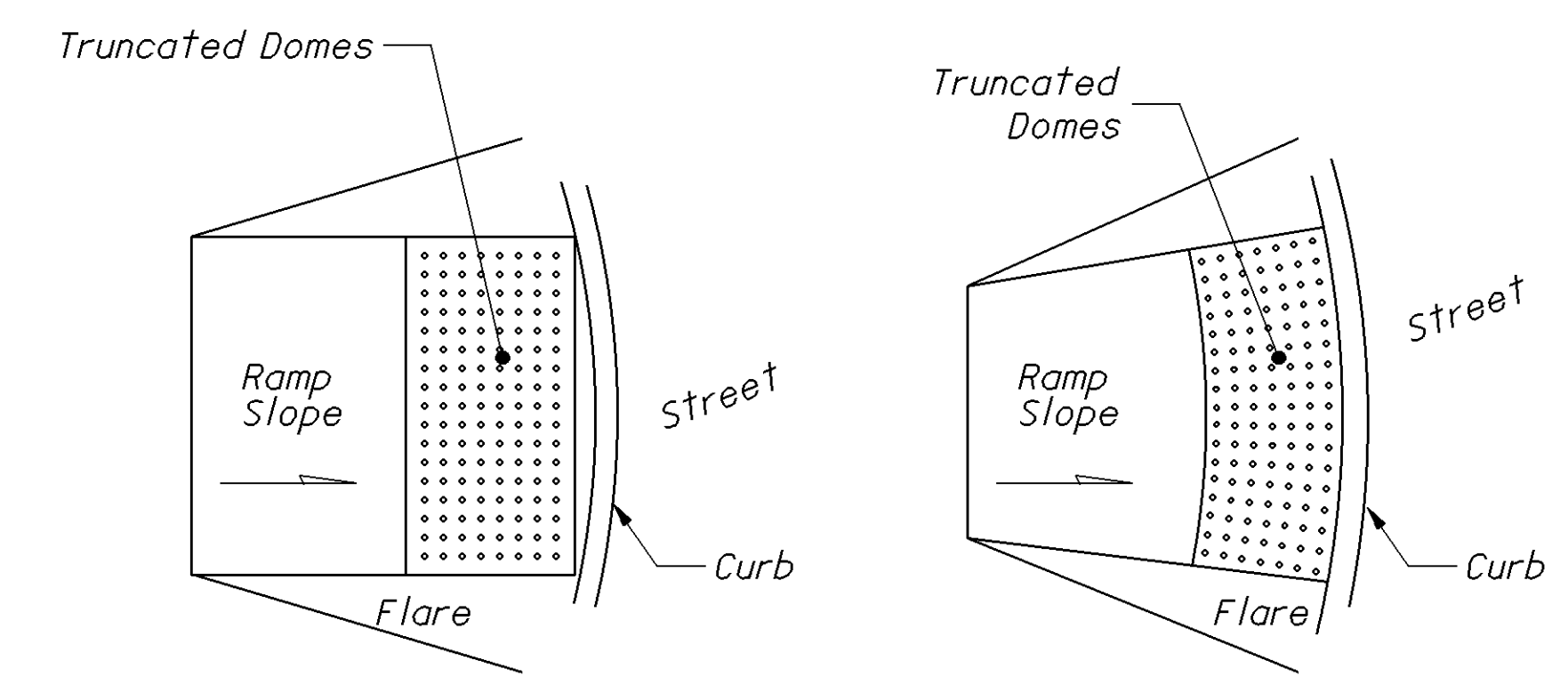
PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



HEIGHT AND DIAMETER



TRUNCATED DOMES DETAILS



DOME ALIGNMENT ON RADIUS CURB

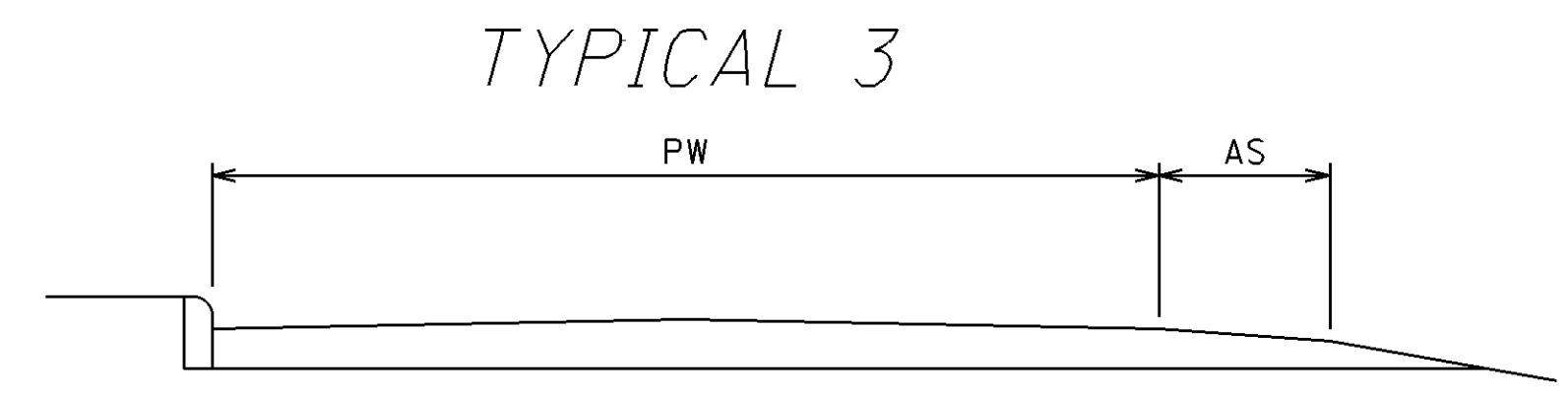
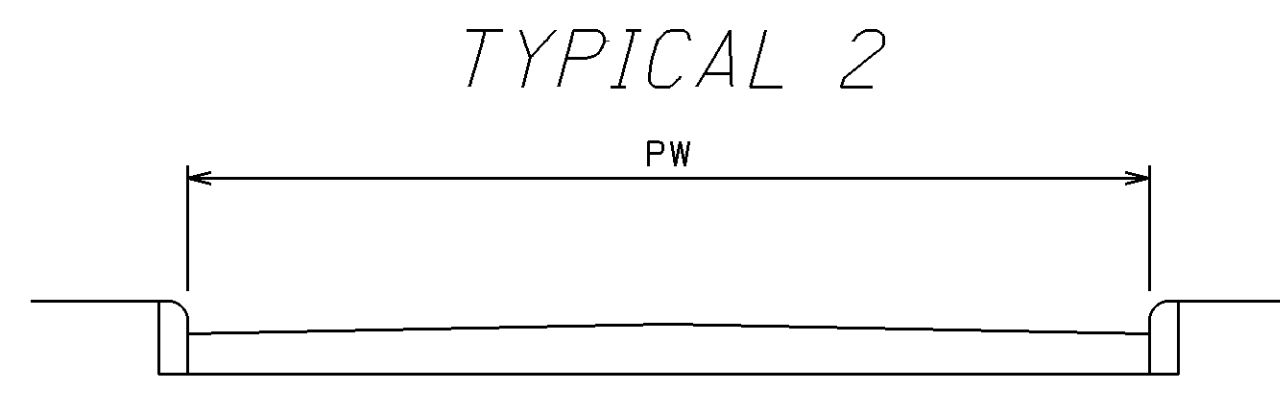
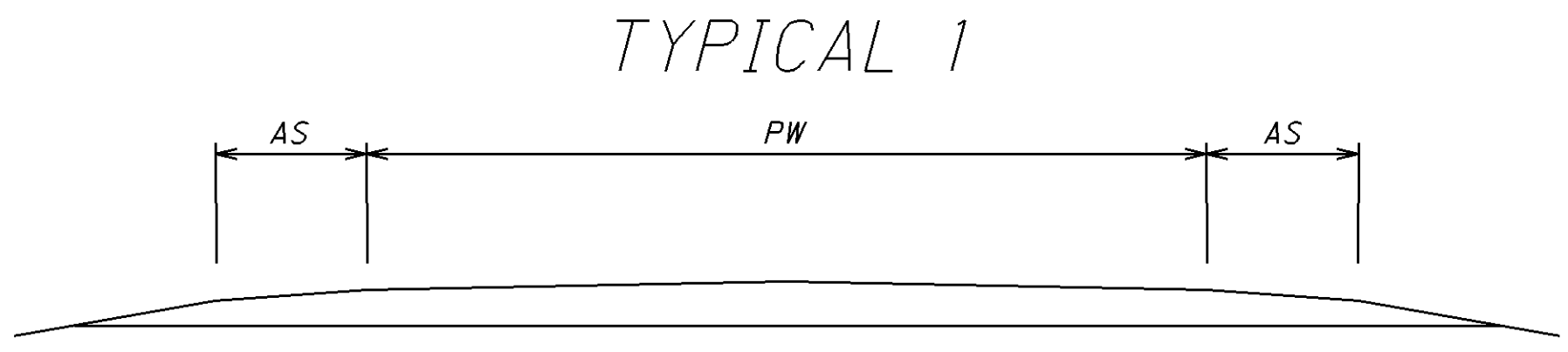
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PW = PAVEMENT WIDTH
 PS = PAVED SHOULDER
 AS = AGGREGATE SHOULDER

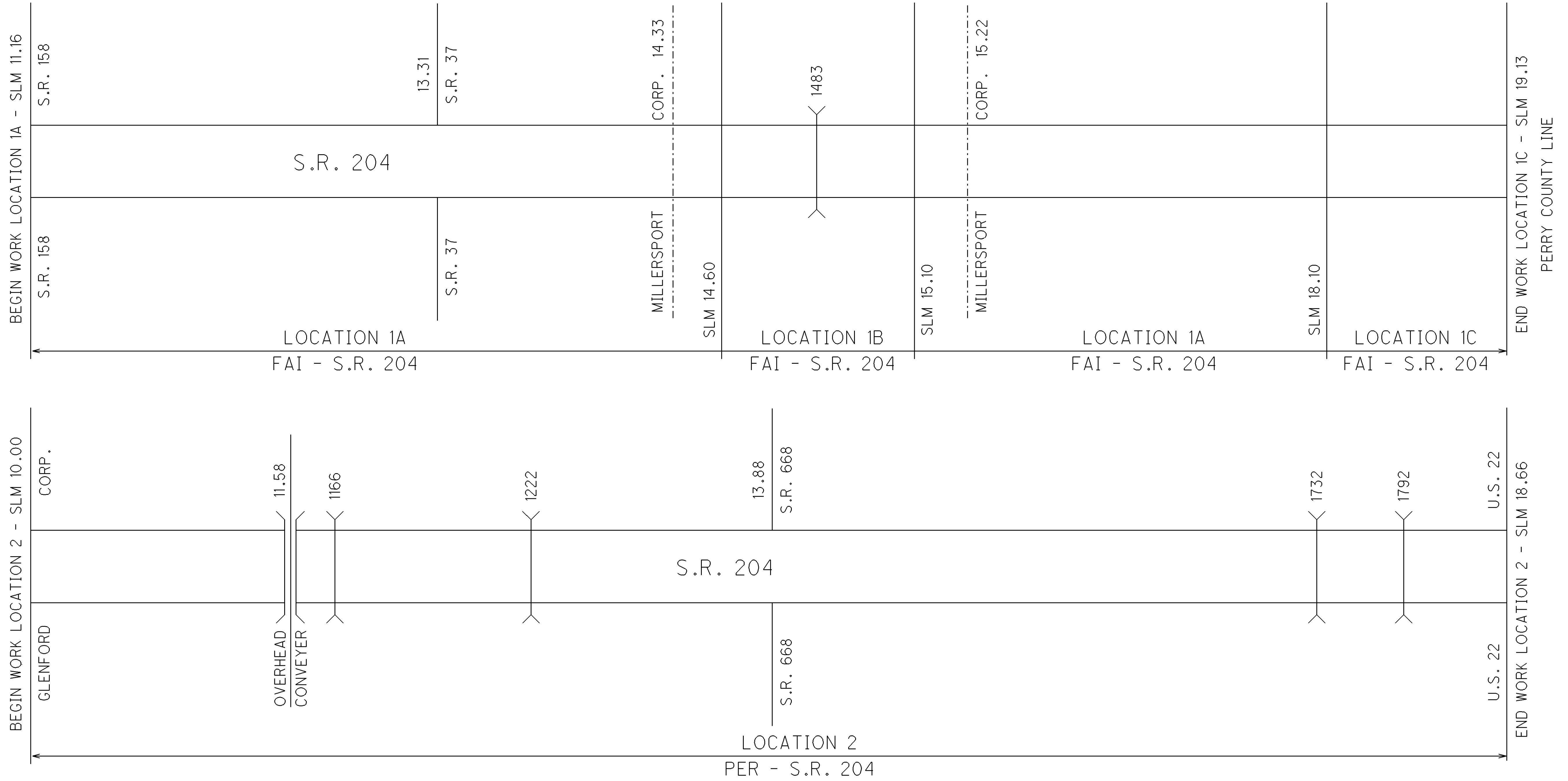
CALCULATED	LME
CHECKED	DNM

ASPHALT CONCRETE STRAIGHT LINE

**FAI-204-11.16
 PER-204-10.00**



STRAIGHT LINE DIAGRAMS



SEE SHEET 11 FOR STRAIGHT LINE DIAGRAM AND TYPICALS

CALCULATED
LME
CHECKED
DNM

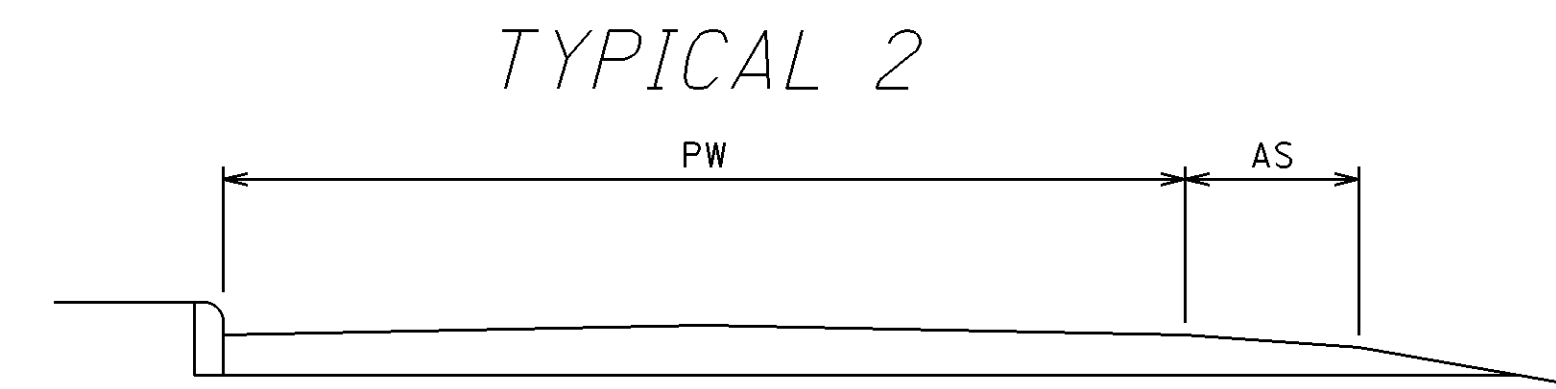
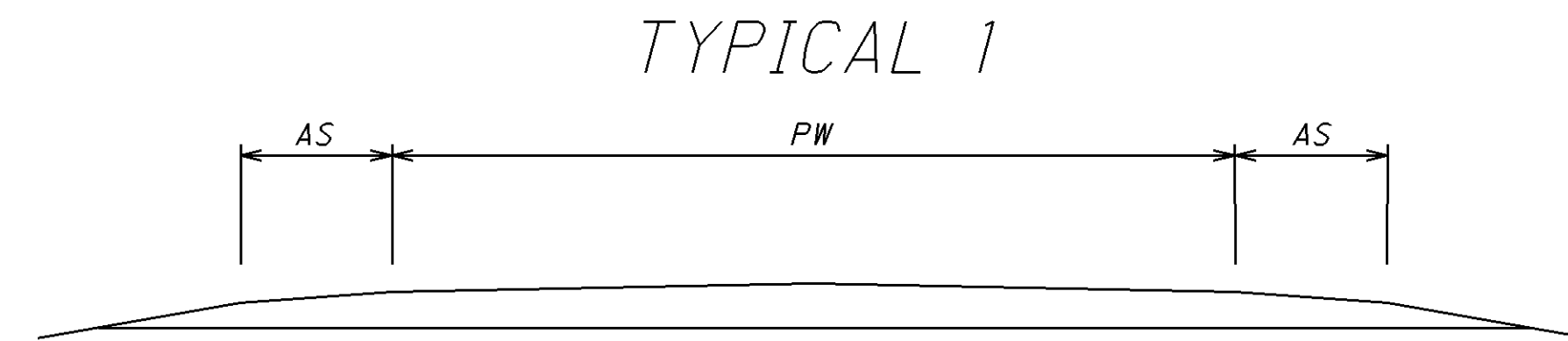
PAVEMENT DATA																				
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	PAVEMENT AREA	254		407				448 ASPHALT CONCRETE			614	
										THICKNESS	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	TACK COAT, TRACKLESS TACK @ 0.075 GAL./S.Y.	TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	WORK ZONE CENTER LINE, CLASS II
					SQ. YD.	INCHES				SQ. YD.	GAL.	GAL.	GAL.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	MILE	
1A	FAI	S.R. 204	11.16	14.33	3.17	16,737.6	22.0	1	40,914.1	1.50	40,914.1	3,068.6	2,045.7			1.75	1,988.9	1.25	1,420.7	6.34
1A	FAI	S.R. 204	14.33	14.60	0.27	1,425.6	22.0	1	3,484.8	1.50	3,484.8			261.4	174.2	1.75	169.4	1.25	121.0	0.54
SEE LOCATION 1B BELOW																				
1A	FAI	S.R. 204	15.10	15.23	0.13	686.4	22.0	1	1,677.9	1.50	1,677.9			125.8	83.9	1.75	81.6	1.25	58.3	0.26
1A	FAI	S.R. 204	15.23	18.10	2.87	15,153.6	22.0	1	37,042.1	1.50	37,042.1	2,778.2	1,852.1			1.75	1,800.7	1.25	1,286.2	5.74
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)									83,118.9		83,118.9	5,846.8	3,897.8	387.2	258.1		4,040.6		2,886.2	12.88
1B	FAI	S.R. 204	14.60	14.81	0.21	1,108.8	34.0 AVG	2	4,188.8	3.00	4,188.8			314.2	209.4	1.75	203.7	1.25	145.5	0.42
1B	FAI	S.R. 204	14.81	15.03	0.22	1,161.6	44.0 AVG	2	5,678.9	3.00	5,678.9			425.9	283.9	1.75	276.1	1.25	197.2	0.44
1B	FAI	S.R. 204	15.03	15.08	0.05	264.0	24.0	3	704.0	3.00	704.0			52.8	35.2	1.75	34.3	1.25	24.5	0.10
1B	FAI	S.R. 204	15.08	15.10	0.02	105.6	22.0	1	258.1	1.50	258.1			19.4	12.9	1.75	12.6	1.25	9.0	0.04
BRIDGE DEDUCTIONS (SEE SHEET 16)									(394.7)					(29.6)	(19.7)	1.75	(19.1)	1.25	(13.7)	(0.03)
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)									10,435.1		10,829.8			782.7	521.7		507.6		362.5	0.97
1C	FAI	S.R. 204	18.10	19.13	1.03	5,438.4	22.0	1	13,293.9	1.50	13,293.9	997.0	664.7			1.75	646.3	1.25	461.6	2.06
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)									13,293.9		13,293.9	997.0	664.7				646.3		461.6	2.06
2	PER	S.R. 204	10.00	18.66	8.66	45,724.8	20.0	1	101,610.7	1.50	101,610.7	7,620.8	5,080.5			1.75	4,939.5	1.25	3,528.2	17.32
BRIDGE DEDUCTIONS (SEE SHEET 16)									(1,154.9)			(86.6)	(57.7)			1.75	(56.1)	1.25	(40.1)	(0.10)
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									100,455.8		101,610.7	7,534.2	5,022.8				4,883.4		3,488.1	17.22

ASPHALT CONCRETE DATA

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PW = PAVEMENT WIDTH
 PS = PAVED SHOULDER
 AS = AGGREGATE SHOULDER



SHOULDER DATA

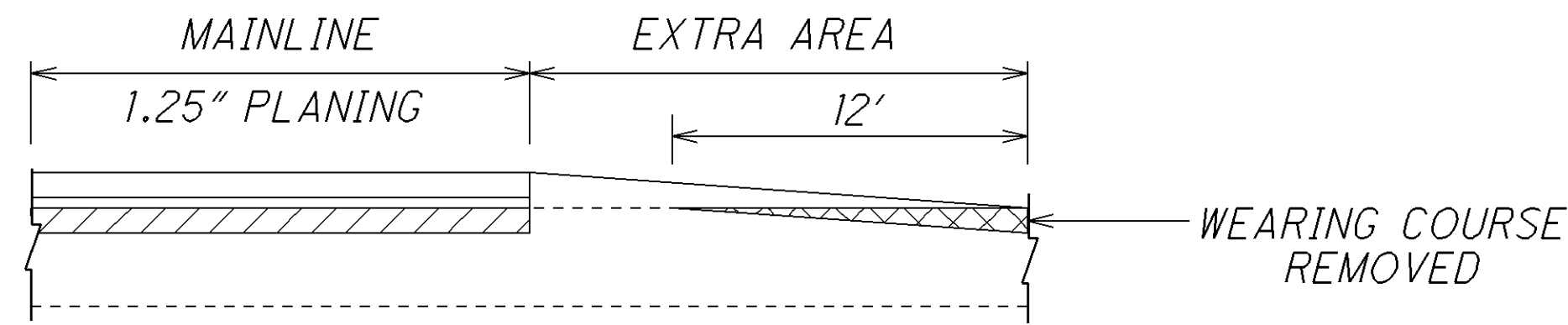
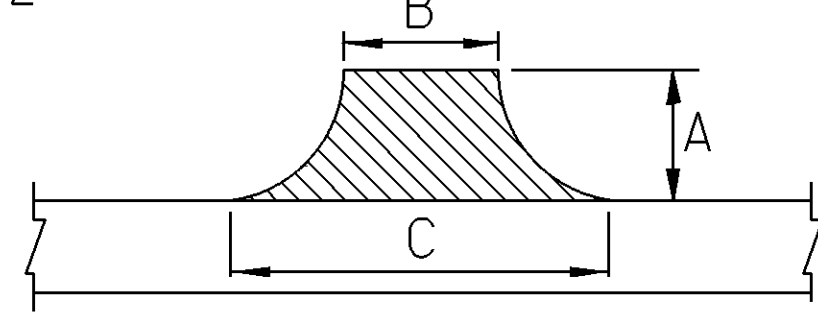
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA	209		254		407		448 ASPHALT CONCRETE				617		
											PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	THICKNESS	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)		
																						MILE	INCHES
					MILES	LIN. FT.		A	B	SQ. YD.													
1A	FAI	S.R. 204	11.16	14.60	3.44	18163.2	1	2	2	8,072.5	6.88										3.00	672.7	
1A	FAI	S.R. 204	15.10	18.10	3.00	15840.0	1	2	2	7,040.0	6.00										3.00	586.7	
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)											12.88												1,259.4
1B	FAI	S.R. 204	15.03	15.08	0.05	264.0	2		2	58.7	0.10										3.00	4.9	
1B	FAI	S.R. 204	15.08	15.10	0.02	105.6	1	2	2	46.9	0.04										3.00	3.9	
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)											0.14												8.8
1C	FAI	S.R. 204	18.10	19.13	1.03	5438.4	1	2	2	2,417.1	2.06										3.00	201.4	
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)											2.06												201.4
2	PER	S.R. 204	10.00	18.66	8.66	45724.8	1	2	2	20,322.1	17.32										3.00	1,693.5	
BRIDGE DEDUCTIONS (SEE SHEET 16)										(231.0)	(0.20)											3.00	(19.2)
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)											17.12												1,674.3

SHOULDER DATA

FAI-204-11.16
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$$AREA = \left[\frac{A(B+C)}{2} \right] \cdot g$$



NOTES:

1. PLACE A BUTT JOINT AT THE NEW PAVEMENT JOINT CREATED FROM RECENT PAVING PROJECT ON S.R. 37.
2. AT AREAS WHERE MAINLINE IS BEING PLANED 1.25", CREATE A BUTT JOINT PER BP-3.1 FOR EXTRA AREAS. WEARING COURSE REMOVED IS REDUCED IN THESE AREAS, SEE DETAIL PROVIDED.

EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202	407			448 ASPHALT CONCRETE				
					WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.		TACK COAT, TRACKLESS TACK @ 0.075 GAL./S.Y. GAL.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.			
															DETAIL DIMENSION		
															A FT.	B FT.	C FT.
1A	FAI	S.R. 204		AT S.R. 158 INTERSECTION	30	25	76	168.4	168.4	12.7	8.5	1.75	8.2	1.25	5.9		
1A	FAI	S.R. 204	RT.	SADDLEBROOK DR.	26	31	165	283.2	82.6	21.3				1.5 AVG		11.8	
1A	FAI	S.R. 204	LT.	CHERRY LANE	25	17	55	100.0	34.9	7.5				1.5 AVG		4.2	
1A	FAI	S.R. 204	RT.	CHEERY LANE	25	17	50	93.1	33.3	7.0				1.5 AVG		3.9	
1A	FAI	S.R. 204	LT.	AT S.R. 37 INTERSECTION (SEE NOTE 1)	58	24	56	257.8	257.8	19.4	12.9	1.75	12.6	1.25	9.0		
1A	FAI	S.R. 204	RT.	AT S.R. 37 INTERSECTION (SEE NOTE 1)	62	24	64	303.2	303.2	22.8	15.2	1.75	14.8	1.25	10.6		
1A	FAI	S.R. 204	RT.	WATER PARK DR.	20	25	58	92.3	46.6			7.0			1.5 AVG	3.9	
SEE LOCATION 1B FOR EXTRA AREAS BETWEEN WATER PARK DR. AND JASON AVE.																	
1A	FAI	S.R. 204	RT.	JASON AVE.	34	26	78	196.5	47.0	14.8					1.5 AVG	8.2	
1A	FAI	S.R. 204	LT.	LAKER DRIVE	30	33	65	163.4	52.6	12.3					1.5 AVG	6.9	
1A	FAI	S.R. 204	RT.	CO. RD. 58	80	22	102	551.2	37.4	41.4				1.5 AVG		23.0	
1A	FAI	S.R. 204	LT.	LAKER DRIVE	30	33	65	163.4	52.6	12.3				1.5 AVG		6.9	
1A	FAI	S.R. 204	LT.	SUMMERLAND BEACH RD. N.E.	25	24	58	113.9	42.9	8.6				1.5 AVG		4.8	
1A	FAI	S.R. 204	LT.	EAST ST.	25	20	52	100.0	37.0	7.5				1.5 AVG		4.2	
1A	FAI	S.R. 204	LT.	LAKE RD. CO. RD. 62	20	18	50	75.6	36.8	5.7				1.5 AVG		3.2	
1A	FAI	S.R. 204	RT.	LAKE RD. CO. RD. 62	20	19	64	92.3	43.4	7.0				1.5 AVG		3.9	
1A	FAI	S.R. 204	LT.	SHELL BEACH RD. CO. RD. 84	25	24	75	137.5	48.4	10.4				1.5 AVG		5.8	
1A	FAI	S.R. 204	RT.	CATTAIL RD.	25	22	65	120.9	43.1	9.1				1.5 AVG		5.1	
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)									1,368.0	219.8	36.6	7.0		35.6		25.5	95.8
1B	FAI	S.R. 204	RT.	DEEP CUT RD.	36	18	62	160.0	160.0			12.0			1.50	6.7	
1B	FAI	S.R. 204	RT.	DEEP CUT RD.	40	17	60	171.2	171.2			12.9			1.50	7.2	
1B	FAI	S.R. 204	LT.	LECRONE AVE.	35	22	67	173.1	173.1			13.0			1.50	7.3	
1B	FAI	S.R. 204	LT.	RAILROAD ST.	18	28	48	76.0	76.0			5.7			1.50	3.2	
1B	FAI	S.R. 204	LT.	LANCASTER ST.	24	33		88.0	88.0			6.6			1.50	3.7	
1B	FAI	S.R. 204	LT.	CANAL DR.	56	22	42	199.2	199.2			15.0			1.50	8.3	
1B	FAI	S.R. 204	LT.	ALLEY	10	10	15	13.9	13.9			1.1			1.50	0.6	
1B	FAI	S.R. 204	LT.	CHAUTAUQUA BLVD.	20	37	42	87.8	87.8			6.6			1.50	3.7	
LOCATION 1B TOTALS (CARRIED TO NEXT SHEET)									969.2			72.9				40.7	

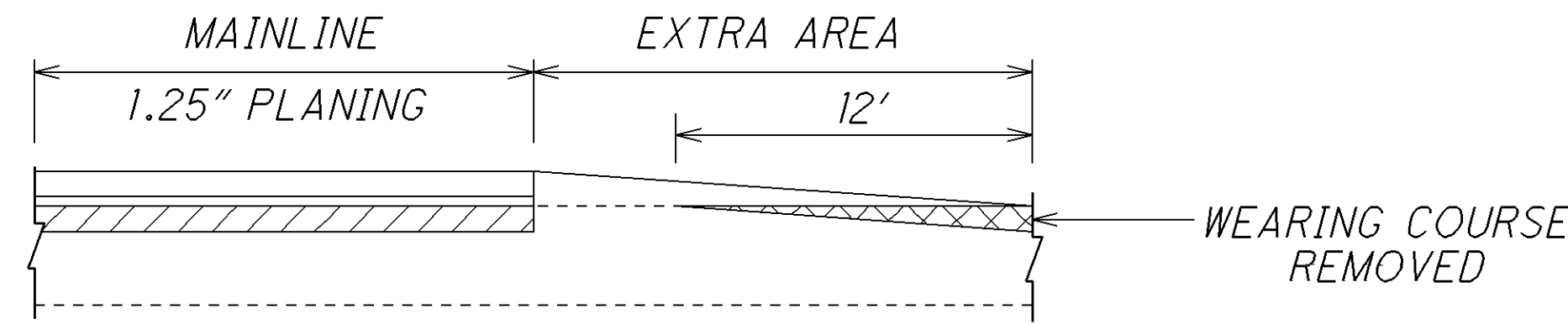
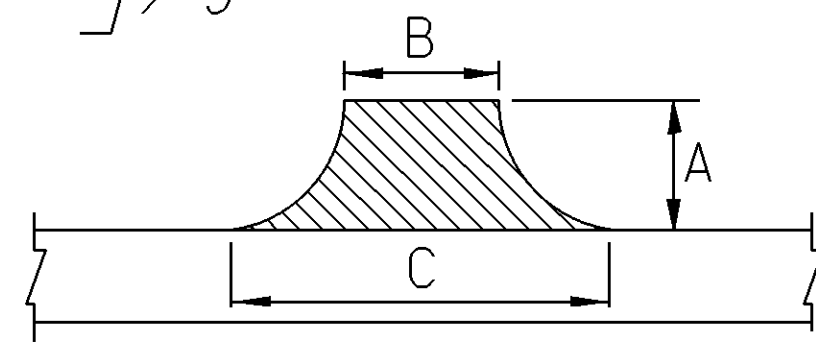
CALCULATED
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EXTRA AREA DATA

**FAI-204-11.16
PER-204-10.00**

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$$AREA = \left[\frac{A(B+C)}{2} \right] / 9$$



NOTES:

1. AT AREAS WHERE MAINLINE IS BEING PLANED 1.25", CREATE A BUTT JOINT PER BP-3.1 FOR EXTRA AREAS. WEARING COURSE REMOVED IS REDUCED IN THESE AREAS, SEE DETAIL PROVIDED.

EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202	407			448 ASPHALT CONCRETE				
					DETAIL DIMENSION				WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.	TACK COAT, TRACKLESS TACK @ 0.075 GAL./S.Y. GAL.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.
					A	B	C										
					FT.	FT.	FT.										
LOCATION 1B TOTALS CARRIED FROM PREVIOUS SHEET								969.2			72.9				40.7		
1B	FAI	S.R. 204	LT.	CHERRY ALLEY	14	13	23	28.0	28.0			2.1		1.50	1.2		
1B	FAI	S.R. 204	RT.	CHERRY ALLEY	15	10	28	31.7	31.7			2.4		1.50	1.4		
1B	FAI	S.R. 204	LT.	MILL ST.	12	20	26	30.7	30.7			2.4		1.50	1.3		
1B	FAI	S.R. 204	RT.	MILL ST.	14	19	31	38.9	38.9			3.0		1.50	1.7		
1B	FAI	S.R. 204	LT.	MAIN ST.	20	28	54	91.2	91.2			6.9		1.50	3.8		
1B	FAI	S.R. 204	RT.	MAIN ST.	30	19	43	103.4	103.4			7.8		1.50	4.4		
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)								1,293.1			97.5				54.5		
2	PER	S.R. 204	LT	TWP. RD. 20	18	13	48	61.0	32.9	4.6				1.5 AVG	2.6		
2	PER	S.R. 204	LT	TWP. RD. 64	45	13	100	282.5	32.8	21.2				1.5 AVG	11.8		
2	PER	S.R. 204	RT	TWP. RD. 19	60	12	112	413.4	29.4	31.1				1.5 AVG	17.3		
2	PER	S.R. 204	LT	SAND ROCK RD.-CR 36	80	20	100	533.4	34.7	40.1				1.5 AVG	22.3		
2	PER	S.R. 204	LT	GLASS ROCK RD.-CR 92A	60	55	135	633.4	633.4	47.6	31.7	1.75	30.8	1.25	22.0		
2	PER	S.R. 204	RT	GOWER RD.-CR 33	45	25	90	287.5	44.9	21.6				1.5 AVG	12.0		
2	PER	S.R. 204	RT	TWP. RD. 93	40	17	100	260.0	39.3	19.5				1.5 AVG	10.9		
2	PER	S.R. 204	LT	GLASS ROCK RD.-CR 92	33	10	55	119.2	24.3	9.0				1.5 AVG	5.0		
2	PER	S.R. 204	RT	SR 668	65	18	90	390.0	390.0	29.3	19.5	1.75	19.0	1.25	13.6		
2	PER	S.R. 204	LT	SR 668	50	19	70	247.3	247.3	18.6	12.4	1.75	12.1	1.25	8.6		
2	PER	S.R. 204	LT	TWP. RD. 473	20	14	54	75.6	34.7	5.7				1.5 AVG	3.2		
2	PER	S.R. 204	LT	TWP. RD. 473	20	12	40	57.8	27.2	4.4				1.5 AVG	2.5		
2	PER	S.R. 204	RT	TWP. RD. 446	25	15	60	104.2	34.4	7.9				1.5 AVG	4.4		
2	PER	S.R. 204	RT	AMISH RIDGE RD.-CR 53	45	15	60	187.5	28.0	14.1				1.5 AVG	7.9		
2	PER	S.R. 204	LT	CHURCH ST.	30	16	63	131.7	33.9	9.9				1.5 AVG	5.5		
2	PER	S.R. 204	LT	VINE ST.	25	20	60	111.2	39.5	8.4				1.5 AVG	4.7		
2	PER	S.R. 204	LT	GRATIOT RD.-CR 34	17	32	65	91.7	58.2	6.9				1.5 AVG	3.9		
2	PER	S.R. 204	LT	TWP. RD. 56	25	14	65	109.8	35.0	8.3				1.5 AVG	4.6		
2	PER	S.R. 204		AT USR 22	75	22	97	495.9	495.9	37.2	24.8	1.75	24.2	1.25	17.3		
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								2,295.8	345.4	88.4		86.1		61.5	118.6		

EXTRA AREA DATA

FAI-204-11.16
PER-204-10.00

BRIDGE TREATMENT

LOCATION 1

DETAIL ① FAI-204-1483: BUTT JOINT AT APPROACH SLABS

LOCATION 2

PER-204-1164: OVERHEAD CONVEYER, MILL AND FILL SAME AS ROADWAY

DETAIL ③ PER-204-1172: REMOVE ASPHALT CONCRETE FROM BRIDGE DECK AND APPROACH SLABS, PLACE WATERPROOFING & RESURFACE WITH 3.0" OF ASPHALT CONCRETE

DETAIL ② PER-204-1228: BUTT JOINT AT APPROACH SLABS

DETAIL ④ PER-204-1738: REMOVE AND REPLACE 1.25"± SURFACE COURSE ONLY

DETAIL ② PER-204-1798: BUTT JOINT AT APPROACH SLABS.

DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

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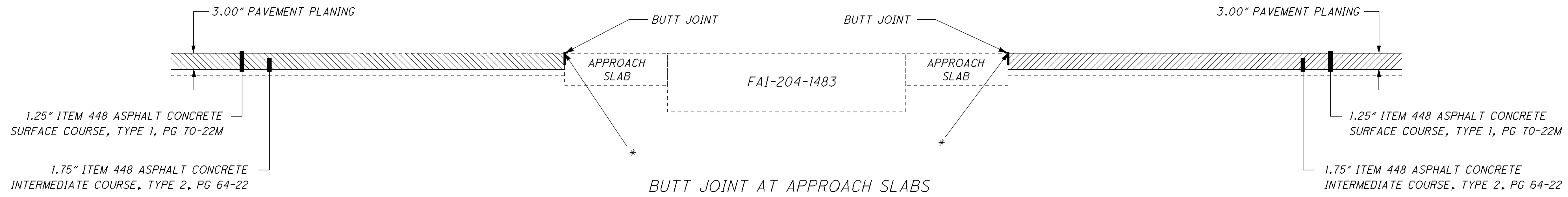
BRIDGE DATA																					
NO.	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAIL (SHEET 17)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 12)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 13)	202		407		448			512	516	518	
											WEARING COURSE REMOVED (SEE DETAILS)	TACK COAT @ 0.075 GAL/SQ.YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL/SQ.YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN	SPECIAL-STEEL DRIP STRIP	
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ. YD.	SQ. YD.	SQ. YD.	GALLON	GALLON	INCHES	CU. YD.	INCHES	CU. YD.	SQ. YD.	FEET	FEET	
1B	FAI204-1483	44.0	60.0	293.4	15.0	48.0	160.0	1	394.7	32.9										96.0	
BRIDGE DEDUCTIONS									394.7	32.9											
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)																					96.0
2	PER-204-1158	OVERHEAD																			
2	PER-204-1166	131.0	30.0	436.7	20.0	30.0	133.3	3	380.0	76.0	570.0	42.8	28.5	1.75	27.7	1.25	19.8	436.7	120.0	262.0	
2	PER-204-1222	106.7	32.0	379.4	20.0	32.0	142.2	2	326.0	65.2										40.0	
2	PER-204-1732	37.0	30.0	123.4	20.0	30.0	133.3	4	171.1	34.2		19.3				1.25	8.9				
2	PER-204-1792	85.0	32.0	302.3	20.0	30.0	133.3	2	277.8	55.6										60.0	
BRIDGE DEDUCTIONS									1,154.9	231.0											
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)											570.0	62.1	28.5		27.7		28.7	436.7	220.0	262.0	

CALCULATED
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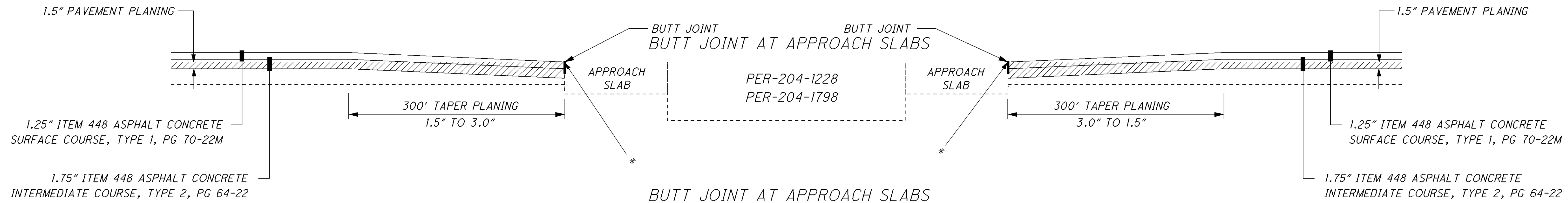
BRIDGE DECK TREATMENT DATA

FAI-204-11.16
PER-204-10.00

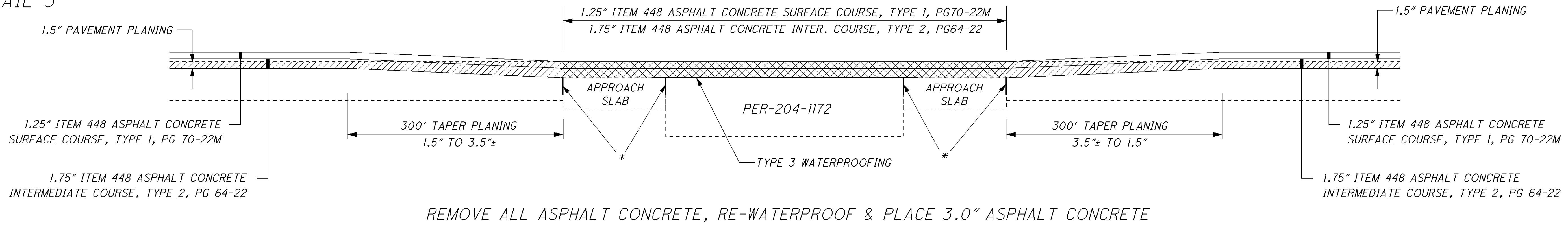
DETAIL 1



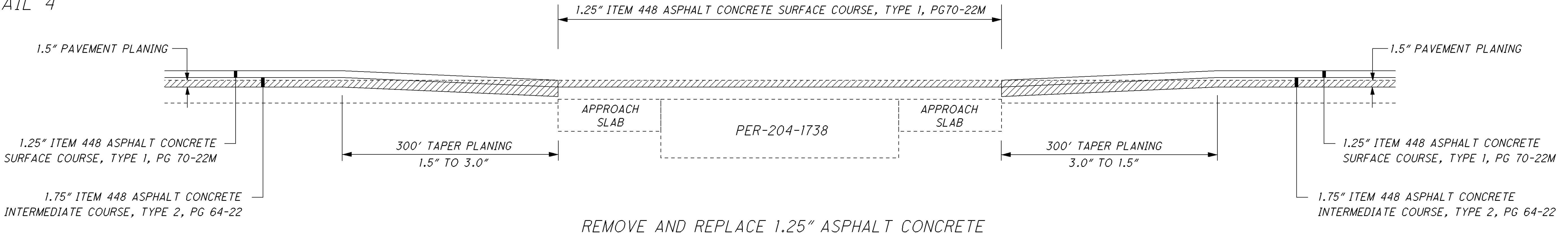
DETAIL 2



DETAIL 3



DETAIL 4



 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
  ITEM 202 WEARING COURSE REMOVED
 * 2.0" DEEP JOINT SEALER, AS PER PLAN
 DETAILS NOT TO SCALE

BRIDGE DECK TREATMENT DATA

FAI-204-11.16
PER-204-10.00

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ITEM 648 EDGE LINE, 4"										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y			T O T A L E D G E L I N E (4") MILES	R E M A R K S
						W H I T E E D G E L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	H I G H W A Y M I L E S	R A M P M I L E S	MILES	
1A	FAI	S.R. 204	11.16	14.60	3.44	6.88	6.88		6.88	
SEE LOCATION 1B BELOW										
1A	FAI	S.R. 204	15.10	18.10	3.00	6.00	6.00		6.00	
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)									12.88	
1B	FAI	S.R. 204	14.60	14.65	0.05	0.05	0.05		0.05	EDGE LINE RIGHT ONLY
1B	FAI	S.R. 204	15.03	15.10	0.07	0.07	0.07		0.07	EDGE LINE RIGHT ONLY
1B	FAI	S.R. 204	14.60	14.72	0.12	0.12	0.12		0.12	EDGE LINE LEFT ONLY
1B	FAI	S.R. 204	15.08	15.10	0.02	0.02	0.02		0.02	EDGE LINE LEFT ONLY
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)									0.26	
1C	FAI	S.R. 204	18.10	19.13	1.03	2.06	2.06		2.06	
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)									2.06	
2	PER	S.R. 204	10.00	18.66	8.66	17.32	17.32		17.32	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									17.32	

ITEM 648 CENTER LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y		T O T A L C E N T E R L I N E M I L E S	R E M A R K S	
						C E N T E R L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	E Q U I V A L E N T S O L I D L I N E			
1A	FAI	S.R. 204	11.16	14.60	3.44	3.44	2.471	3.44		
SEE LOCATION 1B BELOW										
1A	FAI	S.R. 204	15.10	18.10	3.00	3.00	5.553	3.00		
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)									6.44	
1B	FAI	S.R. 204	14.60	15.10	0.50	0.50	1.000	0.50		
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)									0.50	
1C	FAI	S.R. 204	18.10	19.13	1.03	1.03	1.639	1.03		
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)									1.03	
2	PER	S.R. 204	10.00	18.66	8.66	8.66	14.143	8.66		
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									8.66	

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA (LONG LINE)

FAI-204-11.16
PER-204-10.00

18
34

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ITEM 644 AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	SLM	8" CHANNELIZING LINE	STOP LINE (24")	12" CROSSWALK LINE	TRANVERSE/DIAGONAL LINES (24")		RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING		PARKING LOT STALL MARKING	LANE ARROWS		WORD ON PAVEMENT		REMARKS		
						FEET	FT.	FT.	WHITE	YELLOW		72"	96"		LT.	RT.	72"	96"			
									FT.	FT.		EACH	EACH		EACH	FT.	EACH	EACH		EACH	EACH
1A	FAI	S.R. 204	RT.	AT S.R. 158 INTERSECTION			18												PLACE 15' FROM S.R. 158 CL		
1A	FAI	S.R. 204	RT.	SADDLEBROOK DR.			12												PLACE 19' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	CHERRY LANE			10												PLACE 19' FROM S.R. 204 CL		
1A	FAI	S.R. 204	RT.	CHEERY LANE			10												PLACE 21' FROM S.R. 204 CL		
1A	FAI	S.R. 204	RT.	WATER PARK DR.			6												PLACE AS DIRECTED BY ENGINEER		
SEE LOCATION 1B BELOW																					
1A	FAI	S.R. 204	RT.	JASON AVE.			14												PLACE 15' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	LAKER DRIVE			14												PLACE 24' FROM S.R. 204 CL		
1A	FAI	S.R. 204		ON S.R. 204	15.36						1								PLACE AS DIRECTED BY ENGINEER		
1A	FAI	S.R. 204	RT.	CO. RD. 58			42												PLACE 26' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	LAKER DRIVE			12												PLACE 24' FROM S.R. 204 CL		
1A	FAI	S.R. 204		ON S.R. 204	15.70						1								PLACE AS DIRECTED BY ENGINEER		
1A	FAI	S.R. 204	LT.	SUMMERLAND BEACH RD. N.E.			15												PLACE 19' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	EAST ST.			6												PLACE 19' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	LAKE RD. CO. RD. 62			11												PLACE 21' FROM S.R. 204 CL		
1A	FAI	S.R. 204	RT.	LAKE RD. CO. RD. 62			12												PLACE 21' FROM S.R. 204 CL		
1A	FAI	S.R. 204	LT.	SHELL BEACH RD. CO. RD. 84			18												PLACE 23' FROM S.R. 204 CL		
1A	FAI	S.R. 204	RT.	CATTAIL RD.			12												PLACE 22' FROM S.R. 204 CL		
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)							212					2									
1B	FAI	S.R. 204	RT.	DEEP CUT RD.			10												PLACE 19' FROM S.R. 204 CL		
1B	FAI	S.R. 204	LT.	LECRONE AVE.			17												PLACE 21' FROM S.R. 204 CL		
1B	FAI	S.R. 204	LT.	RAILROAD ST.			14	60											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 BEFORE LANCASTER ST.			24	110											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	LANCASTER ST			17	64											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 AFTER LANCASTER ST.			18	75											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	CANAL DR.			14	80											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON AFTER CANAL DR.				96											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	ALLEY				20											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 BEFORE CHAUTAUQUA BLVD.									28						NO PARKING AREA		
1B	FAI	S.R. 204	LT.	CHAUTAUQUA BLVD.			14	86					12						PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 AFTER CHAUTAUQUA BLVD.				88											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204	14.90						1								PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	CHERRY ALLEY				40											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	RT.	CHERRY ALLEY				50											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	MILL ST.			7	40											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	RT.	MILL ST.			7	38											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 BEFORE MAIN ST.			16	62											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	LT.	MAIN ST.			10	66											PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204	RT.	MAIN ST.			7												PLACE AS DIRECTED BY ENGINEER		
1B	FAI	S.R. 204		ON S.R. 204 AFTER MAIN ST.			16												PLACE AS DIRECTED BY ENGINEER		
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)							191	975				1	40								

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA (AUXILIARY MARKING DATA)

FAI-204-11.16
PER-204-10.00

ITEM 644 AUXILARY MARKING

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	SLM	8" CHANNELIZING LINE	STOP LINE (24")	12" CROSSWALK LINE	TRANVERSE/DIAGONAL LINES (24")		RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING		LANE ARROWS		WORD ON PAVEMENT		REMARKS	
						FEET	FT.	FT.	WHITE FT.	YELLOW FT.		EACH	72" EACH	96" EACH	TURN		ONLY		
															LT. EACH	RT. EACH	72" EACH		96" EACH
2	PER	S.R. 204	LT	TWP. RD. 20			9											PLACE 21' FROM SR 204 CL	
2	PER	S.R. 204	LT	TWP. RD. 64			28											PLACE 18' FROM SR 204 CL	
2	PER	S.R. 204	RT	TWP. RD. 19			45											PLACE 16' FROM SR 204 CL	
2	PER	S.R. 204	LT	SAND ROCK RD.-CR 36			45											PLACE 20' FROM SR 204 CL	
2	PER	S.R. 204	LT	GLASS ROCK RD. CR 92A			45											PLACE 17' FROM SR 204 CL	
2	PER	S.R. 204	RT	GOWER RD.-CR 33			35											PLACE 17' FROM SR 204 CL	
2	PER	S.R. 204	RT	TWP. RD. 93			30											PLACE 18' FROM SR 204 CL	
2	PER	S.R. 204	LT	GLASS ROCK RD.-CR 92			16											PLACE 17' FROM SR 204 CL	
2	PER	S.R. 204	RT	SR 668			12											PLACE 28' FROM SR 204 CL	
2	PER	S.R. 204	LT	SR 668			12											PLACE 20' FROM SR 204 CL	
2	PER	S.R. 204	LT	TWP. RD. 473			11											PLACE 16' FROM SR 204 CL	
2	PER	S.R. 204	LT	TWP. RD. 473			13											PLACE 16' FROM SR 204 CL	
2	PER	S.R. 204	RT	TWP. RD. 446			14											PLACE 16' FROM SR 204 CL	
2	PER	S.R. 204	RT	AMISH RIDGE RD.-CR 53			12											PLACE 18' FROM SR 204 CL	
2	PER	S.R. 204	LT	CHURCH ST.			19											PLACE 18' FROM SR 204 CL	
2	PER	S.R. 204	LT	VINE ST.			20											PLACE 18' FROM SR 204 CL	
2	PER	S.R. 204	LT	GRATIOT RD.-CR 34			24											PLACE 17' FROM SR 204 CL	
2	PER	S.R. 204	LT	TWP. RD. 56			17											PLACE 17' FROM SR 204 CL	
2	PER	S.R. 204		AT USR 22			24											PLACE 23' FROM US 22 CL	
				SUB-TOTALS															
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								431											

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA (AUXILARY MARKING DATA)

FAI-204-11.16
PER-204-10.00

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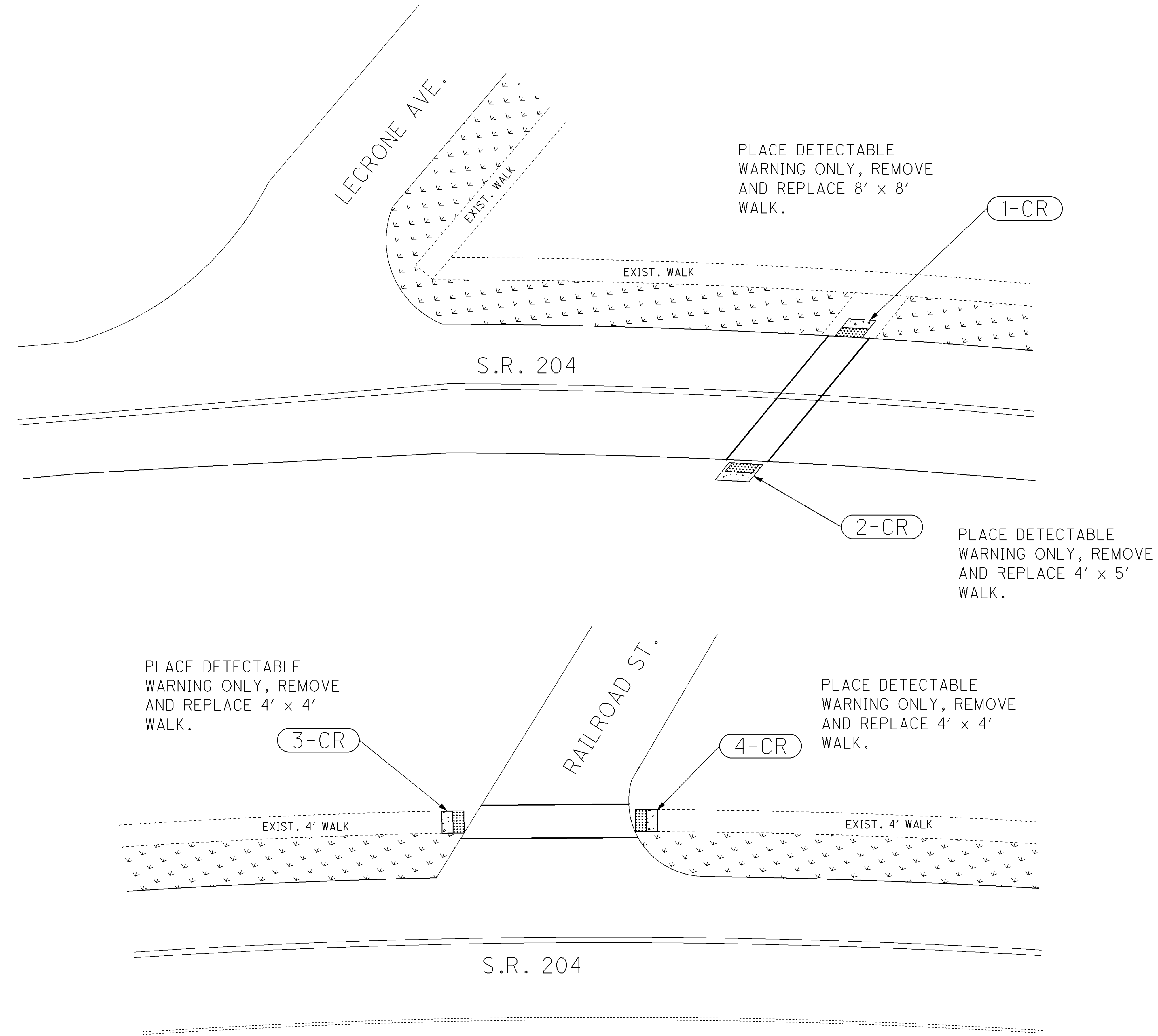
CURB RAMP QUANTITIES														
REFERENCE NO.	SHEET NO.	LOCATION	SIDE	202			608		609	690 SPECIAL-MISC.:			COMMENTS	
				PAVEMENT REMOVED	WALK REMOVED	CURB REMOVED	4" CONCRETE WALK, (CURB RAMP AREA)	4" CONCRETE WALK, (EXTRA WALK AREA)	CURB, TYPE 6	DETECTABLE WARNING	CURB RAMPS,			
											TYPE A1	TYPE A2		TYPE B2
CL./LT./RT.	SQ. YD.	SQ. FT.	FT.	SQ. FT.	SQ. FT.	FT.	SQ. FT.	EACH	EACH	EACH				
S.R. 204 - MILLERSPORT														
1-CR	22	ON S.R. 204	LT		64.0		56.0			8			PLACE DETECTABLE WARNING	
2-CR	22	ON S.R. 204	RT		20.0		12.0			8			PLACE DETECTABLE WARNING	
3-CR	22	RAILROAD ST.	LT		16.0		8.0			8			PLACE DETECTABLE WARNING	
4-CR	22	RAILROAD ST.	RT		16.0		8.0			8			PLACE DETECTABLE WARNING	
5-CR	23	S.R. 204 IN FRONT OF BANK	LT		114.0	22	54.0	60.0	22		1		REMOVE EXISTING RAMP, MOVE PROPOSED RAMP CLOSER TO CORNER	
6-CR	23	S.R. 204 IN FRONT OF BANK	LT		68.0		60.0			8			PLACE DETECTABLE WARNING	
7-CR	23	LANCASTER ST. ACROSS FROM BANK	LT		52.0		44.0			8			PLACE DETECTABLE WARNING	
8-CR	23	S.R. 204 IN FRONT OF VALERO	LT		20.0		12.0			8			PLACE DETECTABLE WARNING	
9-CR	23	CANAL DR.	LT		30.0		22.0			8			PLACE DETECTABLE WARNING	
10-CR	23	CANAL DR.	LT		117.0	22	109.0		49	8		1	PLACE TWO DETECTABLE WARNINGS, ONE INCLUDED WITH TYPE B2	
11-CR	23	S.R. 204 ACROSS FROM POST OFFICE	RT		54.0		46.0			8			PLACE DETECTABLE WARNING	
12-CR	24	CHAUTAUQUA BLVD.	LT		35.0		35.0		14			1	PLACE CURB RAMP, TYPE A2	
13-CR	24	CHAUTAUQUA BLVD.	LT		82.0	11	32.0	42.0	17	8		1	PLACE CURB RAMP, TYPE A2 AND DETECTABLE WARNING ON LANDING	
14-CR	24	S.R. 204 ACROSS FROM CHAUTAUQUA BLVD.	RT		77.0		69.0			8			PLACE DETECTABLE WARNING	
15-CR	24	CHERRY ALLEY	LT		16.0		8.0			8			PLACE DETECTABLE WARNING	
16-CR	24	CHERRY ALLEY	LT		16.0		8.0			8			PLACE DETECTABLE WARNING	
17-CR	24	CHERRY ALLEY	RT		16.0		8.0			8			PLACE DETECTABLE WARNING	
18-CR	24	CHERRY ALLEY	RT		16.0		8.0			8			PLACE DETECTABLE WARNING	
19-CR	25	MILL ST.	RT	4	16.0	9	24.0		29			1	PLACE CURB RAMP, TYPE A2	
20-CR	25	MILL ST.	RT		27.0		19.0			8			PLACE DETECTABLE WARNING	
21-CR	25	MILL ST.	LT		20.0		12.0			8			PLACE DETECTABLE WARNING	
22-CR	25	MILL ST.	LT		54.0	3	36.0	19.5	29			1	PLACE CURB RAMP, TYPE A2	
23-CR	25	S.R. 204 BEFORE MAIN ST.	LT		67.5		59.5			8			PLACE DETECTABLE WARNING	
24-CR	25	S.R. 204 BEFORE MAIN ST.	RT		38.5		30.5			8			PLACE DETECTABLE WARNING	
25-CR	25	MAIN ST.	LT		36.0		28.0			8			PLACE DETECTABLE WARNING	
26-CR	25	MAIN ST.	LT		20.0		12.0			8			PLACE DETECTABLE WARNING	
SUB-TOTALS							820.0	121.5						
TOTALS (CARRIED TO LOCATION 1B SUB-SUMMARY)				4	1108	67	942		160	176	1	4	1	

CALCULATED
LME
CHECKED
DNM

CURB RAMP SUB-SUMMARY

FAI-204-11.16
PER-204-10.00

SEE SHEET 21 FOR CURB RAMP/WALK QUANTITIES



HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

CURB RAMP PLAN SHEET
MILLERSPORT

FAI-204-11.16
PER-204-10.00

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SEE SHEET 21 FOR CURB RAMP/WALK QUANTITIES



HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

**CURB RAMP PLAN SHEET
MILLERSPORT**

**FAI-204-11.16
PER-204-10.00**

PLACE DETECTABLE WARNING ONLY, REMOVE AND REPLACE 6' x 5' AVG. WALK.

9-CR

EXIST. 6' WALK

CANAL ST.

EXIST. 4.5' WALK

18' CURB, TYPE 6

10-CR

REMOVE EXISTING WALK AND RAMP. PLACE CURB RAMP, TYPE B2 WITH TWO DETECTABLE WARNINGS

* 12:1 MAX.

ALLEY

REMOVE AND REPLACE 22' CURB

WALK REMOVED AND REPLACED 117 SQ. FT. WALK

9' CURB, TYPE 6

S.R. 204

EXIST. 4' WALK

EXIST. WALK

11-CR

PLACE DETECTABLE WARNING ONLY, REMOVE AND REPLACE 6.5' x 8' WALK.

7-CR

EXIST. 8' WALK

LANCASTER ST.

PLACE DETECTABLE WARNING ONLY, REMOVE AND REPLACE 9' x 6' WALK.

8-CR

PLACE DETECTABLE WARNING ONLY, REMOVE AND REPLACE 4' x 5' WALK.

EXIST. 16' WALK

PLACE DETECTABLE WARNING ONLY, REMOVE AND REPLACE 8.5' x 8' WALK.

6-CR

REMOVE EXISTING WALK AND RAMP. PLACE CURB RAMP, TYPE A1

5-CR

114 SQ.FT.

EXIST. 6' WALK

REMOVE AND REPLACE 22' CURB

S.R. 204

EXIST. WALK

EXISTING CURB RAMP AND DETECTABLE WARNING (NO WORK REQUIRED)

S.R. 204

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SEE SHEET 21 FOR CURB RAMP/WALK QUANTITIES



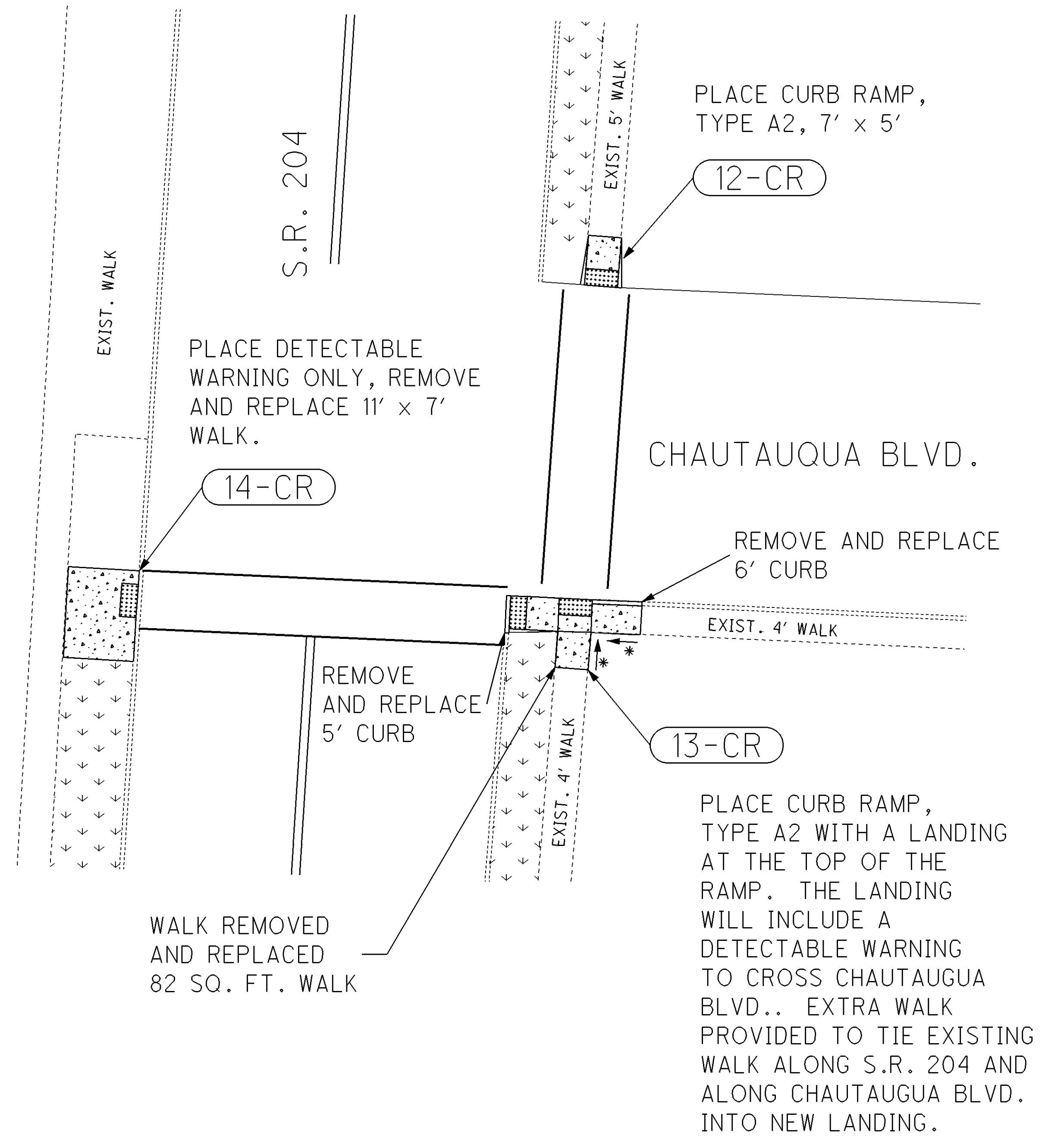
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

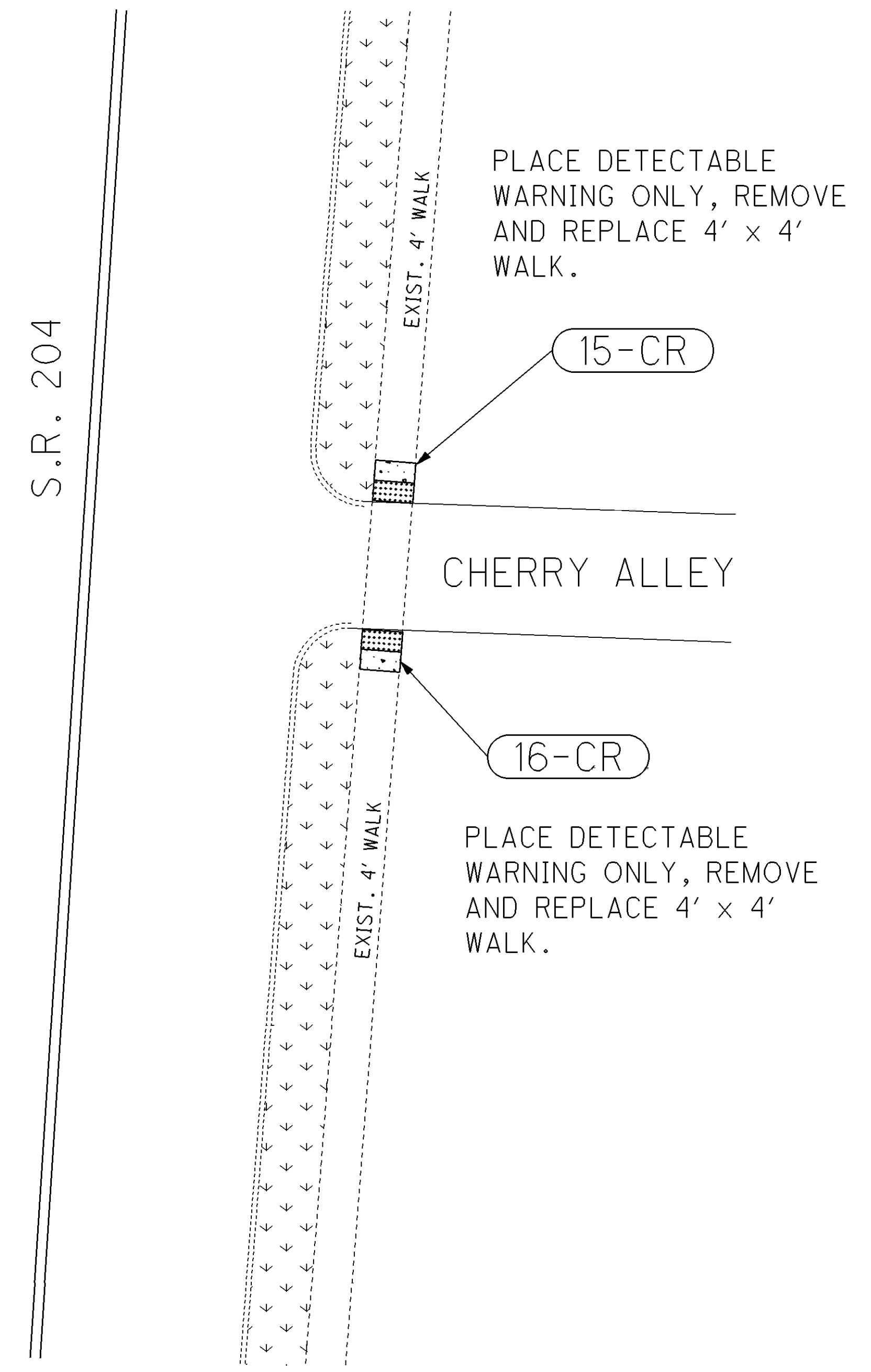
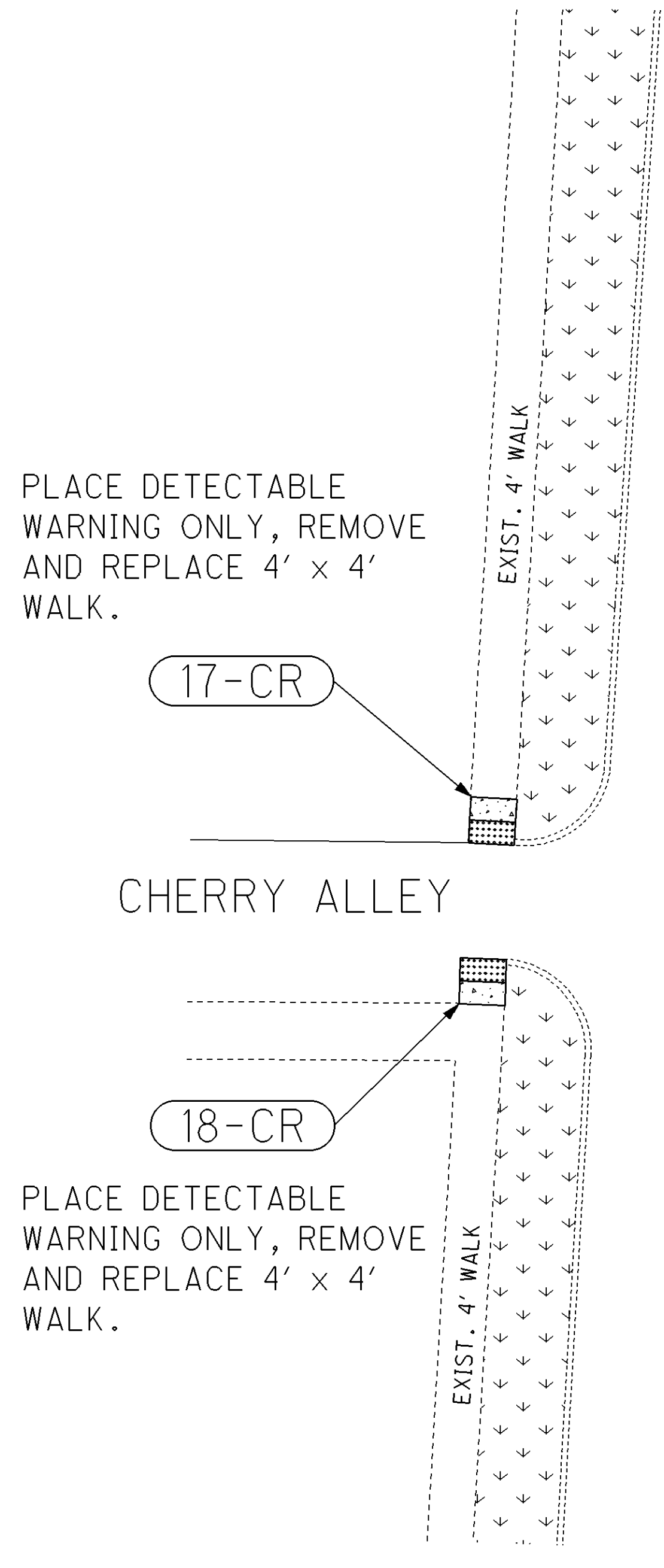
**CURB RAMP PLAN SHEET
MILLERSPORT**

**FAI-204-11.16
PER-204-10.00**

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* 12:1 MAX.

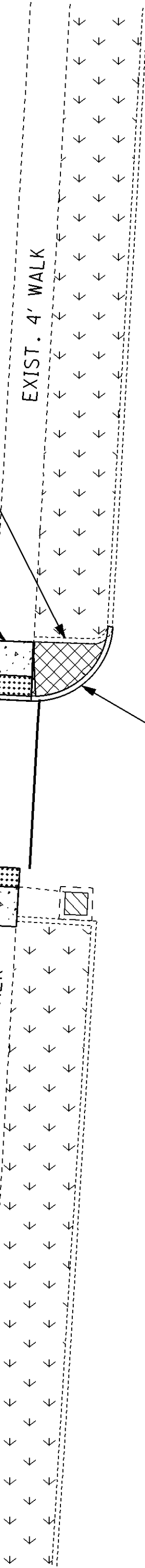


SEE SHEET 21 FOR CURB RAMP/WALK QUANTITIES

PLACE CURB RAMP,
TYPE A2, 6' x 4'.
REMOVE ASPHALT
AND PLACE TOP
SOIL BEHIND NEW
CURB.

REMOVE 9' CURB &
4 SQ. YD. PAVEMENT
REMOVED

19-CR



PLACE 17' CURB,
TYPE 6
@ 8' RADIUS

MILL ST.

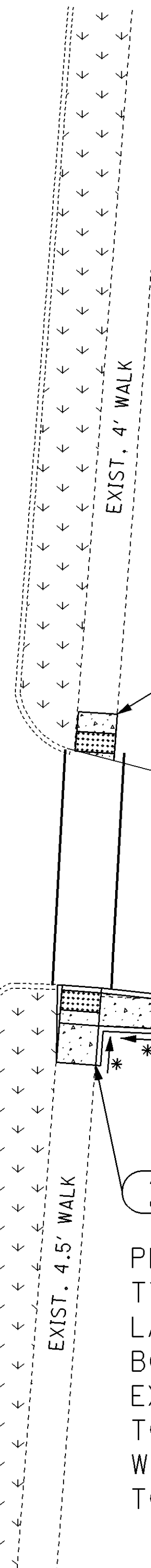
20-CR

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE 6' x 4.5'
WALK.

S.R. 204

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE 4' x 5' AVG.
WALK.

21-CR



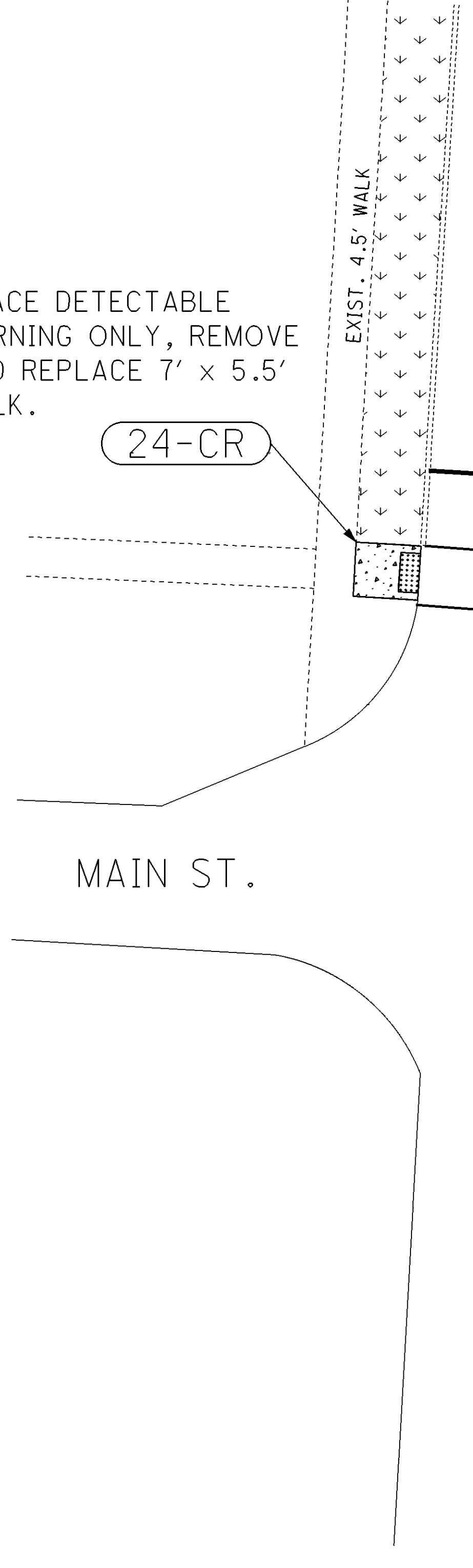
MILL ST.

22-CR

PLACE CURB RAMP,
TYPE A2, 8' x 4.5'.
LANDING AT THE
BOTTOM OF RAMP.
EXTRA WALK PROVIDED
TO TIE EXISTING
WALK ALONG MILL ST.
TO NEW LANDING.

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE 7' x 5.5'
WALK.

24-CR



MAIN ST.

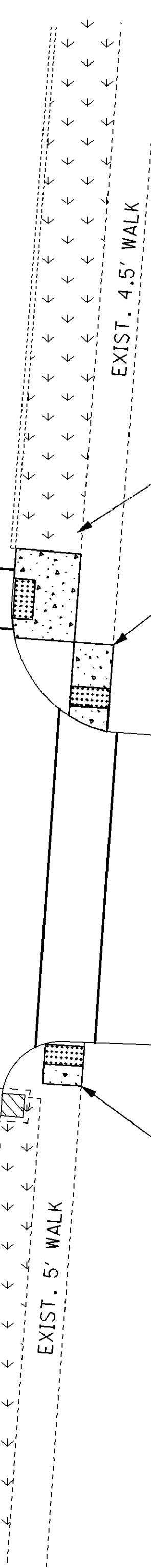
S.R. 204

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE 7.5' x 9'
WALK. DETECTABLE
WARNING FALLS BETWEEN
TWO EXISTING WALK
PANELS.

23-CR

25-CR

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE
8' AVG x 4.5' WALK.



MAIN ST.

26-CR

PLACE DETECTABLE
WARNING ONLY, REMOVE
AND REPLACE 4' x 5'
WALK.



CALCULATED

CHECKED

CURB RAMP PLAN SHEET
MILLERSPORT

FAI-204-11.16
PER-204-10.00

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DETAIL	SEE STD. DWG. TC-65.II
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTI-LANE DIVIDED HIGHWAY

DETAIL	SEE STD. DWG. TC-65.II
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE-LANE BRIDGE
7	STOP APPROACH
8	THROUGH APPROACH
9	TWO-WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

REM=REMARKS

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ITEM 621 RPM SUB-SUMMARY																
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY						
					EACH	EACH				ONE-WAY	TWO-WAY	WHITE	YELLOW	YELLOW / YELLOW		WHITE / RED
1A	FAI	SR 204	11.16	11.32	0.16	845	7	27	27	16		11			STOP CONDITION AT SR 158	
1A	FAI	SR 204	11.32	13.15	1.83	9,662	GAP	121	121			121				
1A	FAI	SR 204	13.15	13.31	0.16	845	7	27	27	16		11			STOP CONDITION AT SR 37 EB	
1A	FAI	SR 204	13.31	13.47	0.16	845	7	27	27	16		11			STOP CONDITION AT SR 37 WB	
1A	FAI	SR 204	13.47	14.33	0.86	4,541	GAP	57	57			57			SUSPEND AT MILLERSPORT CORP.	
1A	FAI	SR 204	15.22	15.40	0.18	950	GAP	11	11			11			RESUME AT MILLERSPORT CORP.	
1A	FAI	SR 204	15.40	15.43	0.03	158	11	4	4			4			PC 15.40 PT 15.43 L=158' DEG 5	
1A	FAI	SR 204	15.41	15.91	0.50	2,640	GAP	33	33			33				
1A	FAI	SR 204	15.93	16.12	0.19	1,003	12	32	32			32			PC 16.02 PT 16.05 L=158' DEG 11	
1A	FAI	SR 204	16.12	16.16	0.04	211	11	3	3			3			PC 16.12 PT 16.16 L=211' DEG 9	
1A	FAI	SR 204	16.16	16.66	0.50	2,640	GAP	33	33			33				
1A	FAI	SR 204	16.66	16.80	0.14	739	12	29	29			29			PC 16.75 PT 16.77 L=106' DEG 10	
1A	FAI	SR 204	16.80	16.83	0.03	158	11	29	29			29			PC 16.80 PT 16.83 L=158' DEG 9	
1A	FAI	SR 204	16.83	16.87	0.04	211	GAP	3	3			3				
1A	FAI	SR 204	16.87	17.06	0.19	1,003	12	32	32			32			PC 16.96 PT 16.97 L=53' DEG 19	
1A	FAI	SR 204	17.06	17.70	0.64	3,379	GAP	42	42			42				
1A	FAI	SR 204	17.70	17.76	0.06	317	11	8	8			8			PC 17.70 PT 17.76 L=317' DEG 6	
1A	FAI	SR 204	17.76	17.86	0.10	528	GAP	7	7			7				
1A	FAI	SR 204	17.86	17.92	0.06	317	11	8	8			8			PC 17.86 PT 17.92 L=317' DEG 9	
1A	FAI	SR 204	17.92	18.01	0.09	475	GAP	6	6			6				
1A	FAI	SR 204	18.01	18.10	0.09	475	12	12	12			12			40' CENTER LINE SPACING	
SUB-TOTALS										48		503				
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)								551	551							
1C	FAI	SR 204	18.10	18.20	0.10	528	12	15	15			15			PC 18.10 PT 18.11 L=53' DEG 19	
1C	FAI	SR 204	18.20	19.13	0.93	4,910	GAP	61	61			61			END AT PERRY COUNTY	
SUB-TOTALS												76				
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)								76	76							
2	PER	SR 204	10.00	10.35	0.35	1,848	GAP	23	23			23			START GLENFORD E. CORP	
2	PER	SR 204	10.35	10.59	0.24	1,267	12	40	40			40			PC 10.44 PT 10.50 L=317' DEG 12	
2	PER	SR 204	10.59	10.77	0.18	950	12	30	30			30			PC 10.63 PT 10.68 L=264' DEG 13	
2	PER	SR 204	10.77	11.13	0.36	1,901	GAP	24	24			24				
2	PER	SR 204	11.13	11.19	0.06	317	11	8	8			8			PC 11.13 PT 11.19 L=317' DEG 9	
2	PER	SR 204	11.19	11.30	0.11	581	GAP	7	7			7				
2	PER	SR 204	11.30	11.35	0.05	264	11	7	7			7			PC 11.30 PT 11.35 L=264' DEG 8	
2	PER	SR 204	11.35	11.48	0.13	686	12	19	19			19			PC 11.39 PT 11.42 L=158' DEG 13	
LOCATION 2 TOTALS (CARRIED TO NEXT SHEET)								158	158			158				

CALCULATED
LME
CHECKED
DNM

RAISED PAVEMENT MARKER DATA

FAI-204-11.16
PER-204-10.00

DETAIL	SEE STD. DWG. TC-65.11
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTI-LANE DIVIDED HIGHWAY

DETAIL	SEE STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE-LANE BRIDGE
7	STOP APPROACH
8	THROUGH APPROACH
9	TWO-WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

REM=REMARKS

CALCULATED
LME
CHECKED
DNM

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY						
					EACH	EACH				ONE-WAY	TWO-WAY	WHITE	YELLOW	YELLOW / YELLOW		WHITE / RED
LOCATION 2 TOTALS (CARRIED FROM PREVIOUS SHEET)								158	158			158				
2	PER	SR 204	11.48	11.63	0.15	792	12	28	28			28			PC 11.48 PT 11.54 L=317' DEG 20	
2	PER	SR 204	11.63	12.00	0.37	1,954	GAP	24	24			24				
2	PER	SR 204	12.00	12.37	0.37	1,954	12	74	74			74			PC 12.09 PT 12.28 L=1003' DEG 10	
2	PER	SR 204	12.37	12.38	0.01	53	GAP	1	1			1				
2	PER	SR 204	12.38	12.47	0.09	475	11	12	12			12			PC 12.38 PT 12.47 L=475' DEG 8	
2	PER	SR 204	12.47	12.90	0.43	2,270	GAP	28	28			28				
2	PER	SR 204	12.90	12.93	0.03	158	11	4	4			4			PC 12.90 PT 12.93 L=158' DEG 9	
2	PER	SR 204	12.93	13.00	0.07	370	GAP	5	5			5				
2	PER	SR 204	13.00	13.18	0.18	950	12	28	28			28			PC 13.09 PT 13.12 L=158' DEG 13	
2	PER	SR 204	13.18	13.29	0.11	581	12	18	18			18			PC 13.18 PT 13.20 L=106' DEG 15	
2	PER	SR 204	13.29	13.67	0.38	2,006	GAP	25	25			25				
2	PER	SR 204	13.67	13.78	0.11	581	11	15	15			15			PC 13.67 PT 13.78 L=581' DEG 8	
2	PER	SR 204	13.78	15.08	1.30	6,864	GAP	86	86			86				
2	PER	SR 204	15.08	15.18	0.10	528	11	14	14			14			PC 15.08 PT 15.18 L=528' DEG 9	
2	PER	SR 204	15.18	15.51	0.33	1,742	GAP	22	22			22				
2	PER	SR 204	15.51	15.76	0.25	1,320	12	43	43			43			PC 15.60 PT 15.67 L=370' DEG 19	
2	PER	SR 204	15.76	16.19	0.43	2,270	GAP	28	28			28				
2	PER	SR 204	16.19	16.38	0.19	1,003	12	27	27			27			PC 16.28 PT 16.29 L=53' DEG 15	
2	PER	SR 204	16.38	16.47	0.09	475	GAP	6	6			6				
2	PER	SR 204	16.47	16.68	0.21	1,109	12	32	32			32			PC 16.56 PT 16.59 L=158' DEG 11	
2	PER	SR 204	16.68	17.19	0.51	2,693	GAP	34	34			34				
2	PER	SR 204	17.19	17.22	0.03	158	11	4	4			4			PC 17.19 PT 17.22 L=158' DEG 8	
2	PER	SR 204	17.22	17.24	0.02	106	GAP	1	1			1				
2	PER	SR 204	17.24	17.43	0.19	1,003	12	31	31			31			PC 17.33 PT 17.37 L=211' DEG 13	
2	PER	SR 204	17.43	17.45	0.02	106	11	3	3			3			PC 17.43 PT 17.45 L=106' DEG 9	
2	PER	SR 204	17.45	17.55	0.10	528	GAP	7	7			7				
2	PER	SR 204	17.55	17.61	0.06	317	11	8	8			8			PC 17.55 PT 17.61 L=317' DEG 9	
2	PER	SR 204	17.61	17.73	0.12	634	GAP	8	8			8				
2	PER	SR 204	17.73	17.78	0.05	264	11	7	7			7			PC 17.73 PT 17.78 L=264' DEG 8	
2	PER	SR 204	17.78	17.84	0.06	317	GAP	4	4			4				
2	PER	SR 204	17.84	17.91	0.07	370	11	10	10			10			PC 17.84 PT 17.91 L=370' DEG 7	
2	PER	SR 204	17.91	18.66	0.75	3,960	GAP/7	66	66	16		50			STOP CONDITION AT US 22	
SUB-TOTALS										16		845				
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								861	861							

RAISED PAVEMENT MARKER DATA

FAI-204-11.16
PER-204-10.00

27
34

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LOCATION 1A SHEET TOTALS											ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	6	12	13	14	18	19	26					
	1,570						1,368				202	23500	2,938	SQ YD	WEARING COURSE REMOVED
						12.88					209	72051	12.88	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
800											253	02000	800	CU YD	PAVEMENT REPAIR
					83,119						254	01000	83,119	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
					5,847		220				407	10000	6,067	GALLON	TACK COAT
					3,898		37				407	14000	3,935	GALLON	TACK COAT FOR INTERMEDIATE COURSE
					368		7				407	20500	395	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK
					259						407	20510	259	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE
6,046											408	10001	6,046	GALLON	PRIME COAT, AS PER PLAN
	32				4,041		36				448	46050	4,109	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	55	96			2,887		26				448	46904	3,064	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
							96				448	47020	96	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
		1									611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE
			40								614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
			66								614	12460	66	EACH	WORK ZONE MARKING SIGN
			1.0								614	13000	1	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				2							614	18601	2	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
					12.88						614	21400	12.88	MILE	WORK ZONE CENTER LINE, CLASS II
						1,260					617	10101	1,260	CU YD	COMPACTED AGGREGATE, AS PER PLAN
										551	621	00100	551	EACH	RPM
										551	621	54000	551	EACH	RAISED PAVEMENT MARKER REMOVED
	3										632	26501	3	EACH	DETECTOR LOOP, AS PER PLAN
									212		644	00500	212	FT	STOP LINE
									2		644	01100	2	EACH	SCHOOL SYMBOL MARKING, 72"
								12.88			648	00100	12.88	MILE	EDGE LINE, 4"
								6.44			648	00300	6.44	MILE	CENTER LINE

CALCULATED
LME
CHECKED
DNM

LOCATION 1A SUB-SUMMARY

FAI-204-11.16
PER-204-10.00

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LOCATION 1B SHEET TOTALS												ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	6	12	13	15	16	18	19	21					
											4	202	23000	4	SQ YD	PAVEMENT REMOVED
	100						1,294					202	23500	1,394	SQ YD	WEARING COURSE REMOVED
											1,108	202	30000	1,108	SQ FT	WALK REMOVED
											67	202	32000	67	FT	CURB REMOVED
						0.14						209	72051	0.14	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
					10,830							254	01000	10,830	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
												407	10000		GALLON	TACK COAT
												407	14000		GALLON	TACK COAT FOR INTERMEDIATE COURSE
					783		98					407	20500	881	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK
					522							407	20510	522	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE
43												408	10001	43	GALLON	PRIME COAT, AS PER PLAN
	3				508							448	46050	511	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	4	3			363							448	46904	370	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
							55					448	47020	55	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
								96				516	31011	96	FT	2" DEEP JOINT SEALER, AS PER PLAN
											942	608	10000	942	SQ FT	4" CONCRETE WALK
											160	609	26000	160	FT	CURB, TYPE 6
		3										611	98630	3	EACH	CATCH BASIN ADJUSTED TO GRADE
		5										611	99150	5	EACH	INLET ADJUSTED TO GRADE
		7										611	99654	7	EACH	MANHOLE ADJUSTED TO GRADE

CALCULATED
LME
CHECKED
DNM

LOCATION 1B SUB-SUMMARY

FAI-204-11.16
PER-204-10.00

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LOCATION 1B SHEET TOTALS												ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	
2	3	4	5	6	12	13	14	16	18	19	21						
			40										614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
			5										614	12460	5	EACH	WORK ZONE MARKING SIGN
			4.4										614	13000	4.4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				1									614	18601	1	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
					0.97								614	21400	0.97	MILE	WORK ZONE CENTER LINE, CLASS II
							9						617	10101	9	CU YD	COMPACTED AGGREGATE, AS PER PLAN
		6											638	10800	6	EACH	VALVE BOX ADJUSTED TO GRADE
										191			644	00500	191	FT	STOP LINE
										975			644	00600	975	FT	CROSSWALK LINE
										1			644	01100	1	EACH	SCHOOL SYMBOL MARKING, 72"
										40			644	01200	40	FT	PARKING LOT STALL MARKING
									0.26				648	00100	0.26	MILE	EDGE LINE, 4"
									0.50				648	00300	0.50	MILE	CENTER LINE
		2											653	10001	2	CU YD	TOPSOIL FURNISHED AND PLACED, AS PER PLAN
		200											659	00500	200	SQ YD	SEEDING AND MULCHING, CLASS 1
		10											659	14000	10	SQ YD	REPAIR SEEDING AND MULCHING
		10											659	15000	10	SQ YD	INTER-SEEDING
		0.06											659	20000	0.06	TON	COMMERCIAL FERTILIZER
		0.04											659	31000	0.04	ACRE	LIME
		2											659	35000	2	M GAL	WATER
											1		690	98000	1	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A1
											4		690	98000	4	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A2
											1		690	98000	1	EACH	SPECIAL - MISC.: CURB RAMP, TYPE B2
											176		690	98200	176	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING

CALCULATED
LME
CHECKED
DNM

LOCATION 1B SUB-SUMMARY

FAI-204-11.16
PER-204-10.00

LOCATION 1C SHEET TOTALS									ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	6	12	13	18	26					
	110								202	23500	110	SQ YD	WEARING COURSE REMOVED
						2.06			209	72051	2.06	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
130									253	02000	130	CU YD	PAVEMENT REPAIR
					13,294				254	01000	13,294	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
					997				407	10000	997	GALLON	TACK COAT
					665				407	14000	665	GALLON	TACK COAT FOR INTERMEDIATE COURSE
968									408	10001	968	GALLON	PRIME COAT, AS PER PLAN
	3				647				448	46050	650	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	4	16			462				448	46904	482	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
			10						614	11110	10	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
			8						614	12460	8	EACH	WORK ZONE MARKING SIGN
			1.0						614	13000	1	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				1					614	18601	1	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
					2.06				614	21400	2.06	MILE	WORK ZONE CENTER LINE, CLASS II
						202			617	10101	202	CU YD	COMPACTED AGGREGATE, AS PER PLAN
								76	621	00100	76	EACH	RPM
								76	621	54000	76	EACH	RAISED PAVEMENT MARKER REMOVED
							2.06		648	00100	2.06	MILE	EDGE LINE, 4"
							1.03		648	00300	1.03	MILE	CENTER LINE

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LOCATION 1C SUB-SUMMARY

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LOCATION 2 SHEET TOTALS												ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION		
2	3	4	5	6	12	13	15	16	18	20	27							
	1,480						2,296	570					202	23500	4,346	SQ YD	WEARING COURSE REMOVED	
						17.12							209	72051	17.12	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	
900													253	02000	900	CU YD	PAVEMENT REPAIR	
					101,611								254	01000	101,611	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
					7,535		346	63					407	10000	7,944	GALLON	TACK COAT	
					5,023		89	29					407	14000	5,141	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
8,004													408	10001	8,004	GALLON	PRIME COAT, AS PER PLAN	
	28				4,884		87	28					448	46050	5,027	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
	52	127			3,489		62	29					448	46904	3,759	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
							119						448	47020	119	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
								437					512	33010	437	SQ YD	TYPE 3 WATERPROOFING	
								220					516	31011	220	FT	2" DEEP JOINT SEALER, AS PER PLAN	
								262					518	22300	262	FT	SPECIAL - STEEL DRIP STRIP	
			40										614	11110	40	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			83										614	12460	83	EACH	WORK ZONE MARKING SIGN	
			6.4										614	13000	6.4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
				2									614	18601	2	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	
					17.22								614	21400	17.22	MILE	WORK ZONE CENTER LINE, CLASS II	
								1,675					617	10101	1,675	CU YD	COMPACTED AGGREGATE, AS PER PLAN	
													861	621	00100	861	EACH	RPM
													861	621	54000	861	EACH	RAISED PAVEMENT MARKER REMOVED
										431			644	00500	431	FT	STOP LINE	
									17.32				648	00100	17.32	MILE	EDGE LINE, 4"	
									8.66				648	00300	8.66	MILE	CENTER LINE	

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LOCATION 2 SUB-SUMMARY

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LOCATION TOTALS				FUNDING PARTICIPATION						ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	SEE SHEET
LOCATION 1A 01/STR/PV	LOCATION 1B 02/S<2/PV	LOCATION 1C 03/NFA/PV	LOCATION 2 03/NFA/PV	LOC. 1A 01/STR/PV	LOC. 1B 02/S<2/PV	LOC. 1C & 2 03/NFA/PV	LOC. 1A 04/STR/OT	LOC. 1B 05/S<2/OT	LOC. 1C & 2 06/NFA/OT						
	4				4					202	23000	4	SQ YD	PAVEMENT REMOVED	
2,938	1,394	110	4,346	2,938	1,394	4,456				202	23500	8,788	SQ YD	WEARING COURSE REMOVED	
	1,108				1,108					202	30000	1,108	SQ FT	WALK REMOVED	
	67				67					202	32000	67	FT	CURB REMOVED	
12.88	0.14	2.06	17.12	12.88	0.14	19.18				209	72051	32.20	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
800		130	900	800		1,030				253	02000	1,830	CU YD	PAVEMENT REPAIR	
83,119	10,830	13,294	101,611	83,119	10,830	114,905				254	01000	208,854	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
6,067		997	7,944	6,067		8,941				407	10000	15,008	GALLON	TACK COAT	
3,935		665	5,141	3,935		5,806				407	14000	9,741	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
395	881			395	881					407	20500	1,276	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK	
259	522			259	522					407	20510	781	GALLON	SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE	
6,046	43	968	8,004	6,046	43	8,972				408	10001	15,061	GALLON	PRIME COAT, AS PER PLAN	2
4,109	511	650	5,027	4,109	511	5,677				448	46050	10,297	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
3,064	370	482	3,759	3,064	370	4,241				448	46904	7,675	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
96	55		119	96	55	119				448	47020	270	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
			437			437				512	33010	437	SQ YD	TYPE 3 WATERPROOFING	
	96		220		96	220				516	31011	316	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
			262			262				518	22300	262	FT	SPECIAL - STEEL DRIP STRIP	
	942				942					608	10000	942	SQ FT	4" CONCRETE WALK	
	160				160					609	26000	160	FT	CURB, TYPE 6	
	3				3					611	98630	3	EACH	CATCH BASIN ADJUSTED TO GRADE	
	5				5					611	99150	5	EACH	INLET ADJUSTED TO GRADE	
1	7			1	7					611	99654	8	EACH	MANHOLE ADJUSTED TO GRADE	
40	40	10	40	40	40	50				614	11110	130	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
66	5	8	83	66	5	91				614	12460	162	EACH	WORK ZONE MARKING SIGN	
1	5	1	7	1	5.0	8				614	13000	14	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
2	1	1	2	2	1	3				614	18601	6	SIGN MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6
12.88	0.97	2.06	17.22				12.88	0.97	19.28	614	21400	33.13	MILE	WORK ZONE CENTER LINE, CLASS II	

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LOCATION TOTALS				FUNDING PARTICIPATION						ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	SEE SHEET
LOCATION 1A 01/STR/PV	LOCATION 1B 02/S<2/PV	LOCATION 1C 03/NFA/PV	LOCATION 2 03/NFA/PV	LOC. 1A 01/STR/PV	LOC. 1B 02/S<2/PV	LOC. 1C & 2 03/NFA/PV	LOC. 1A 04/STR/OT	LOC. 1B 05/S<2/OT	LOC. 1C & 2 06/NFA/OT						
1,260	9	202	1,675	1,260	9	1,877				617	10101	3,146	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
551		76	861				551		937	621	00100	1,488	EACH	RPM	
551		76	861				551		937	621	54000	1,488	EACH	RAISED PAVEMENT MARKER REMOVED	
3				3						632	26501	3	EACH	DETECTOR LOOP, AS PER PLAN	3
	6				6					638	10800	6	EACH	VALVE BOX ADJUSTED TO GRADE	
212	191		431				212	191	431	644	00500	834	FT	STOP LINE	
	975									644	00600	975	FT	CROSSWALK LINE	
2	1						2	1		644	01100	3	EACH	SCHOOL SYMBOL MARKING, 72"	
	40							40		644	01200	40	FT	PARKING LOT STALL MARKING	
12.88	0.26	2.06	17.32				12.88	0.26	19.38	648	00100	32.52	MILE	EDGE LINE, 4"	
6.44	0.50	1.03	8.66				6.44	0.50	9.69	648	00300	16.63	MILE	CENTER LINE	
	2				2					653	10001	2	CU YD	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	4
	200				200					659	00500	200	SQ YD	SEEDING AND MULCHING, CLASS 1	
	10				10					659	14000	10	SQ YD	REPAIR SEEDING AND MULCHING	
	10				10					659	15000	10	SQ YD	INTER-SEEDING	
	0.06				0.06					659	20000	0.06	TON	COMMERCIAL FERTILIZER	
	0.04				0.04					659	31000	0.04	ACRE	LIME	
	2				2					659	35000	2	M GAL	WATER	
	1				1					690	98000	1	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A1	
	4				4					690	98000	4	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A2	
	1				1					690	98000	1	EACH	SPECIAL - MISC.: CURB RAMP, TYPE B2	
	176				176					690	98200	176	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING	
				39%	6%	55%				103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
				39%	6%	55%				614	11000	LUMP		MAINTAINING TRAFFIC	
				39%	6%	55%				619	16000	3	MONTH	FIELD OFFICE, TYPE A	
				39%	6%	55%				623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
				39%	6%	55%				624	10000	LUMP		MOBILIZATION	

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