

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
JEF-FERNWOOD RD.
VILLAGE OF WINTERSVILLE
CROSS CREEK TOWNSHIP
JEFFERSON COUNTY

PROJECT DESCRIPTION

UPGRADING 0.44 MILE OF FERNWOOD ROAD BY WIDENING AND RESURFACING, INCLUDING NEW STORM SEWER SYSTEM, CURB AND GUTTER, SIDEWALK, TRAFFIC CONTROL SIGNS AND PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 3.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.5 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 4.9 ACRES

2010 SPECIFICATIONS

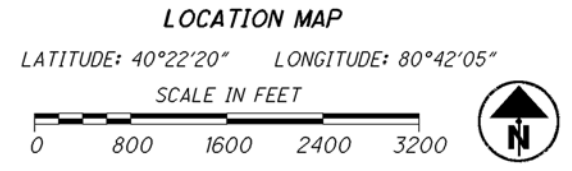
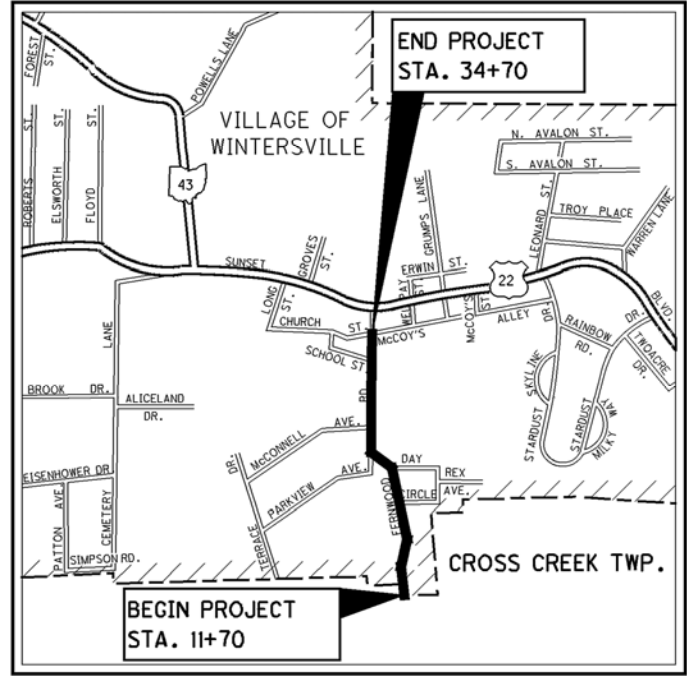
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE _____ MAYOR, VILLAGE OF WINTERSVILLE

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION



PORTION TO BE IMPROVED	—————
INTERSTATE & DIVIDED HIGHWAY	=====
UNDIVIDED STATE & FEDERAL ROUTES	—————
OTHER ROADS	—————

DESIGN DESIGNATION

CURRENT ADT (2013)	2940
DESIGN YEAR ADT (2025)	4494
DESIGN HOURLY VOLUME (2025)	449
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	3R PROJECT
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN COLLECTOR	
NHS PROJECT	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
HORIZONTAL ALIGNMENT: SUPERELEVATION	6-27-05	2
VERTICAL ALIGNMENT: STOPPING SIGHT DISTANCE	6-27-05	10,12

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
JOHN J. DOE & ASSOC., INC.
CONSULTING ENGINEERS
9999 ENGLISH DRIVE
COMPUTERLAND, OHIO 00000

ENGINEERS SEAL:

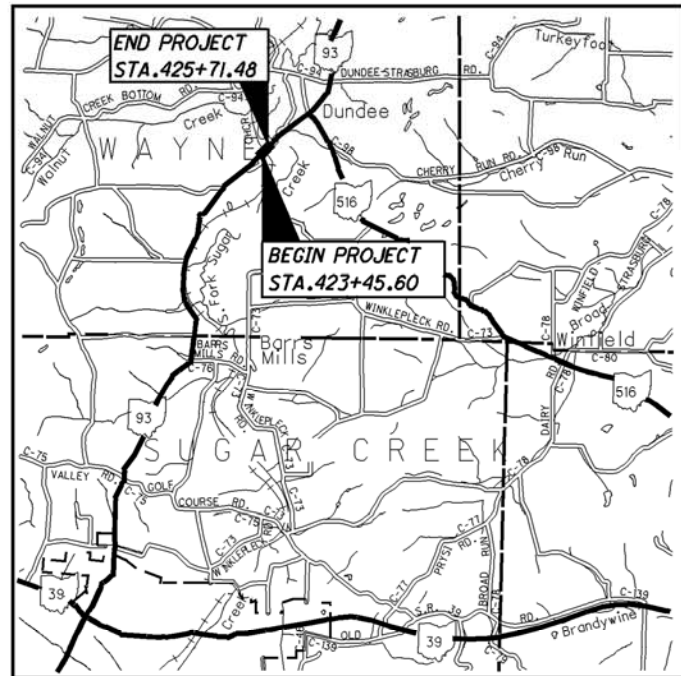
SIGNED: *John J. Doe*
DATE: 8-22-08

INDEX OF SHEETS:

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BP-1.1	7/28/00	GR-1.1	7/16/04	MT-105.10	1/16/09	800-2010	4/16/10
BP-2.1	7/18/08	GR-2.1	1/16/04			802	4/16/10
BP-2.2	7/18/08	GR-4.2	1/19/07	TC-41.20	1/19/01	832	5/5/09
BP-3.1	10/19/07	GR-5.3	4/16/10	TC-41.40	7/16/04		
BP-4.1	7/16/04			TC-42.20	7/16/04		
BP-5.1	7/28/00	HW-2.1	7/30/07	TC-52.10	1/19/07		
BP-7.1	4/16/10	HW-2.2	7/30/07	TC-52.20	1/19/07		
				TC-71.10	1/16/09		
CB-2.1	7/15/05	LA-1.1	7/28/00				
CB-2.2	7/15/05	LA-1.2	1/16/09				
CB-2.3	7/15/05						
		MH-1.1	7/19/02				
DM-1.1	4/21/06	MH-1.2	1/20/06			REINFORCED EARTH	5/27/10
DM-1.4	4/21/06	MH-1.3	7/20/01			WATERWAY PERMIT	4/23/10
DM-4.4	4/17/09						

FEDERAL PROJECT NO. E025 (762)
PID NO. 15549
CONSTRUCTION PROJECT NO. NONE
RAILROAD INVOLVEMENT NONE
JEF-FERNWOOD RD.
1/50



LOCATION MAP

LATITUDE: 40°34'20" LONGITUDE: 81°37'00"

SCALE IN MILES



PORTION TO BE IMPROVED	-----	=====
INTERSTATE & DIVIDED HIGHWAY	-----	=====
UNDIVIDED STATE & FEDERAL ROUTES	-----	=====
OTHER ROADS	-----	=====

DESIGN DESIGNATION

CURRENT ADT (2013)	-----	1270
DESIGN YEAR ADT (2033)	-----	2240
DESIGN HOURLY VOLUME (2033)	-----	224
DIRECTIONAL DISTRIBUTION	-----	60%
TRUCKS (24 HOUR B&C)	-----	5%
DESIGN SPEED	-----	55 MPH
LEGAL SPEED	-----	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	-----	RURAL COLLECTOR
NHS PROJECT	-----	NO

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
JOHN J. DOE & ASSOC., INC.
CONSULTING ENGINEERS
9999 ENGLISH DRIVE
COMPUTERLAND, OHIO 00000

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
TUS-93-8.02
**RECONSTRUCTION OF EXISTING
SEPARATED CROSSING WITH THE
OHIO CENTRAL RAILROAD**
**WAYNE TOWNSHIP
TUSCARAWAS COUNTY**

INDEX OF SHEETS:

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SOIL PROFILES	

ENGINEERS SEAL:

FOR STRUCTURES
20' & OVER

SIGNED: *John J. Doe*
DATE: 8-22-08

ENGINEERS SEAL:

FOR ENTIRE PLAN EXCEPT
STRUCTURES 20' & OVER

SIGNED: *Jane C. Smith*
DATE: 8-2-08

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10/19/07	AS-1-81	7/19/02	800-2010	4/16/10
BP-4.1	7/16/04	CPA-5-94	7/19/02	832	5/5/09
BP-5.1	7/28/00	CS-1-03	4/18/03		
		SBR-1-99	7/19/02		
DM-1.1	4/21/06				
DM-1.4	4/21/06	MT-96.11	1/16/09		
DM-4.4	4/17/09	MT-96.20	1/16/09		
		MT-96.26	1/16/09		
GR-1.1	7/16/04				
GR-2.1	1/16/04				
GR-3.1	10/16/09				
GR-4.2	1/19/07				
GR-5.3	4/16/10				
RM-4.2	10/19/07				

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS
WATERWAY PERMIT
4/23/10

FEDERAL PROJECT NO. **E073 (345)**
CONSTRUCTION PROJECT NO. **22512**
RAILROAD INVOLVEMENT **OHIO CENTRAL R.R.**
TUS-93-8.02

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STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WYA-30-9.11

SALEM TOWNSHIP
WYANDOT COUNTY

PROJECT DESCRIPTION

CONSTRUCTION OF A 2.24 MILE CONNECTION FROM U.S.-30 TO U.S.-23 WITH A CONNECTING ROAD AT U.S.-30 AND A LIGHTED INTERCHANGE AT U.S.-23. INCLUDING CONSTRUCTION OF STRUCTURES U.S.-30 UNDER TR-49, U.S.-30 WB OVER U.S.-23 SB, RAMP B, AND U.S. 2-3 UNDER CR-47; REPLACEMENT OF STRUCTURES U.S.-23 NB AND SB OVER LITTLE TYMOCHTEE CREEK; RECONSTRUCTION OF VARIOUS LOCAL ROADS; AND INSTALLATION OF NECESSARY TRAFFIC CONTROL DEVICES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 20.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 5.4 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 26.0 ACRES

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

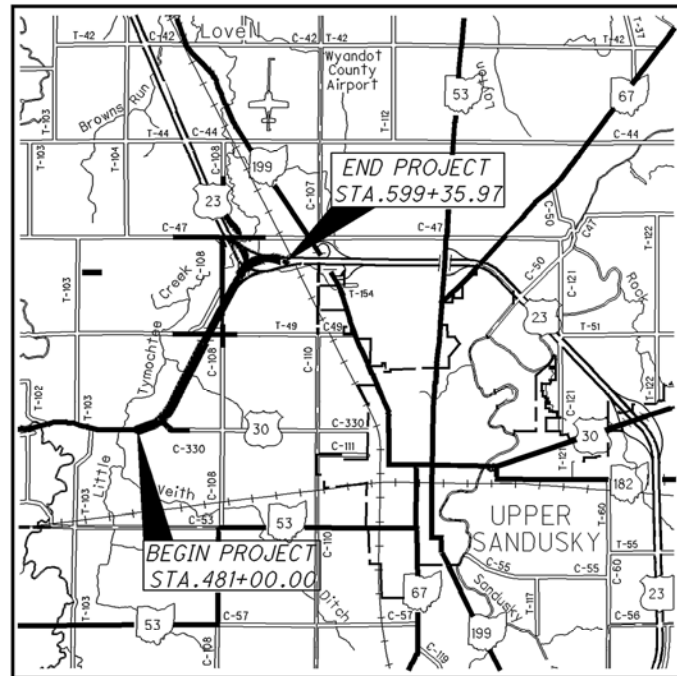
2010 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 25, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED DATE DISTRICT DEPUTY DIRECTOR

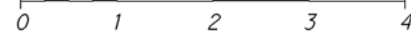
APPROVED DATE DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 40°50'50" LONGITUDE: 83°19'35"

SCALE IN MILES



Legend for road types: PORTION TO BE IMPROVED, INTERSTATE & DIVIDED HIGHWAY, UNDIVIDED STATE & FEDERAL ROUTES, OTHER ROADS.

DESIGN DESIGNATION

Table of design parameters: CURRENT ADT (2013) 3510, DESIGN YEAR ADT (2033) 4880, DESIGN HOURLY VOLUME (2033) 488, DIRECTIONAL DISTRIBUTION 55%, TRUCKS (24 HOUR B&C) 20%, DESIGN SPEED 70 MPH, Td 20%, LEGAL SPEED 55 MPH, DESIGN FUNCTIONAL CLASSIFICATION: RURAL FREEWAY, NHS PROJECT NO, DESIGN EXCEPTIONS NONE REQUIRED.

INDEX OF SHEETS: TITLE SHEET 1, SCHEMATIC PLAN 2-3, TYPICAL SECTIONS 4-20, GENERAL NOTES 21-23,23A, MAINTENANCE OF TRAFFIC 24-29, GENERAL SUMMARY 50-52, MISCELLANEOUS CALCULATIONS 72,72A-C, PROJECT SITE PLAN 73, PLAN AND PROFILE - U.S.R. 30 74-83, PLAN AND PROFILE - INTERCHANGE RAMP 84-112, PLAN AND PROFILE - MAINTENANCE DRIVE 113-115, PLAN AND PROFILE - SERVICE ROAD 116-117, PLAN AND PROFILE - CONNECTOR ROAD 118-119, PLAN AND PROFILE - C.R.108 120-130, PLAN AND PROFILE - T.R.49 131-134, PLAN AND PROFILE - T.R.47 135-138, CROSS SECTIONS - U.S.R. 30 139-161, CROSS SECTIONS - INTERCHANGE RAMP 162-208, CROSS SECTIONS - MAINTENANCE DRIVE 209-210, CROSS SECTIONS - SERVICE ROAD 211-215, CROSS SECTIONS - CONNECTOR ROAD 216-218, CROSS SECTIONS - C.R.108 219-238, 222A, CROSS SECTIONS - T.R.49 239-253, CROSS SECTIONS - T.R.47 254-269.

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UNDERGROUND UTILITIES

CONTACT BOTH SERVICES CALL TWO WORKING DAYS BEFORE YOU DIG. CALL 1-800-362-2764 (TOLL FREE). OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY. OIL & GAS PRODUCERS PROTECTIVE SERVICE CALL: 1-800-925-0988.

PLAN PREPARED BY: JOHN J. DOE & ASSOC., INC. CONSULTING ENGINEERS 9999 ENGLISH DRIVE COMPUTERLAND, OHIO 00000

ENGINEERS SEAL: JOHN J. DOE, REGISTERED PROFESSIONAL ENGINEER. ENGINEERS SEAL: JANE C. SMITH, REGISTERED PROFESSIONAL ENGINEER. SIGNED: John J. Doe, DATE: 8-22-08. SIGNED: Jane C. Smith, DATE: 8-2-08.

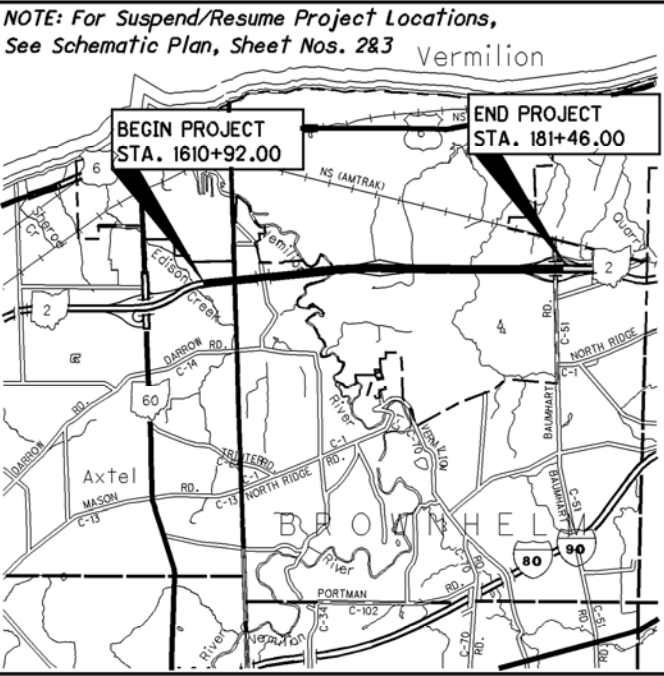
STANDARD CONSTRUCTION DRAWINGS table with columns for drawing ID, date, and supplemental specifications.

SUPPLEMENTAL SPECIFICATIONS table with columns for drawing ID, date, and supplemental specifications.

SPECIAL PROVISIONS: WATERWAY PERMIT 4/23/10, GEOTECHNICAL REPORT 6/02/09.

FEDERAL PROJECT NO. E043 (184), CONSTRUCTION PROJECT NO. 23436, RAILROAD INVOLVEMENT NONE, WYA-30-9.11, 1/521

Vertical text on the left margin: I:\pr\35\tds\SamplePlans\2011\April\1302-DGN\1302-4.dgn 15-APR-2011 7:54 AM mwawski



LOCATION MAP

LATITUDE: 41°24'10" LONGITUDE: 82°18'40"



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

FOR DESIGN DESIGNATION AND DESIGN
 EXCEPTIONS SEE SHEETS 2 AND 3

UNDERGROUND UTILITIES
 CONTACT BOTH SERVICES
 CALL TWO WORKING DAYS
BEFORE YOU DIG
 CALL
1-800-362-2764
 (TOLL FREE)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY
 OIL & GAS PRODUCERS PROTECTIVE
 SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
 JOHN J. DOE & ASSOC., INC.
 CONSULTING ENGINEERS
 9999 ENGLISH DRIVE
 COMPUTERLAND, OHIO 00000

ENGINEERS SEAL: [Signature: John J. Doe, Date: 8-22-08]
 ENGINEERS SEAL: [Signature: Jane C. Smith, Date: 8-2-08]

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
**ERI-2-30.51 AND VARIOUS
 LOR-2-0.00 AND VARIOUS**
 CITY OF VERMILION
 BROWNHELM TOWNSHIP
 VERMILION TOWNSHIP
 ERIE AND LORAIN COUNTIES

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STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	
BP-1.1	7/28/00	GR-1.1	7/16/04	SBR-1-99	7/19/02	TC-18.24	1/18/02	800-2010	4/16/10
BP-2.1	7/18/08	GR-2.1	1/16/04			TC-22.20	1/19/01	802	4/16/10
BP-2.2	7/18/08	GR-3.1	10/16/09	HL-10.13	10/16/09	TC-41.10	1/19/07	832	5/5/09
BP-2.3	7/16/04	GR-3.2	10/16/09	HL-20.14	10/16/09	TC-41.20	1/19/01		
BP-2.5	7/18/08	GR-4.2	1/19/07	HL-30.11	10/16/09	TC-41.40	7/16/04		
BP-3.1	10/19/07	GR-5.1	4/16/10	HL-30.21	1/19/07	TC-41.50	1/19/07		
BP-6.1	7/28/00	GR-5.3	4/16/10	HL-30.31	4/17/09	TC-42.10	1/19/07		
		GR-6.1	10/17/03	HL-30.32	4/17/09	TC-42.20	7/16/04		
CB-1.1	7/15/05			HL-40.10	1/19/07	TC-51.11	4/20/01		
CB-2.2	7/15/05	RM-4.2	10/19/07			TC-52.10	1/19/07		
CB-3.1	7/15/05	RM-4.3	10/16/09	MT-95.30	7/17/09	TC-52.20	1/19/07		
CB-3.2	7/15/05	RM-4.4	10/16/09	MT-95.31	7/17/09	TC-65.10	1/21/05		
				MT-96.11	1/16/09	TC-65.11	1/21/05		
DM-1.1	4/21/06	AS-1-81	7/19/02	MT-96.20	1/16/09	TC-72.20	10/16/09		
DM-1.4	4/21/06	EXJ-4-87	7/19/02	MT-96.26	1/16/09	TC-82.10	10/16/09		
DM-4.4	4/17/09	RB-1-55	2/2/59	MT-99.20	1/16/09				

PROJECT DESCRIPTION
 REHABILITATION OF 1.72 MILES OF EXISTING PAVEMENT AND SHOULDERS FOR ONGOING RESEARCH PROJECTS INCLUDING THE INSTALLATION OF WEIGH-IN-MOTION INSTRUMENTATION AND THE REHABILITATION OF BRIDGES UNDER WEST REIVER ROAD, VERMILION ROAD, VERMILION INTERCHANGE ROAD, SUNNYSIDE ROAD AND CLAUS ROAD AND OVER THE VERMILION RIVER AND BAUMHART ROAD.

EARTH DISTURBED AREAS
 PROJECT EARTH DISTURBED AREA: 9.5 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 2.6 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: 12.1 ACRES

LIMITED ACCESS
 THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2010 SPECIFICATIONS
 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE RAMPS AND SIDE ROADS AS DESCRIBED ON SHEETS 16 & 17 AND AS SHOWN ON SHEETS 19-22, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED _____
 DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
 DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E115 (218)**
 CONSTRUCTION PROJECT NO. **20283**
 RAILROAD INVOLVEMENT **NONE**
**ERI-2-30.51 AND VARIOUS
 LOR-2-0.00 AND VARIOUS**
 1
 267

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CRA-C.R. 6-1.61
(BOUNDARY RD.) PART 1
CRANBERRY TOWNSHIP
CRAWFORD COUNTY
FOR PART 2, SEE CAR-C.R. 31 (SCOTT RD.)

PROJECT DESCRIPTION

IMPROVEMENT OF 0.04 MILE OF C.R. 6 (BOUNDARY ROAD) BY REPLACEMENT OF AN EXISTING STEEL TRUSS STRUCTURE OVER BROKEN KNIFE CREEK WITH A PRECAST PRESTRESSED BOX BEAM TYPE STRUCTURE INCLUDING APPROACH RECONSTRUCTION.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 1.7 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.6 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 4.9 ACRES

2010 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET 7.

APPROVED _____
DATE _____ CRAWFORD COUNTY COMMISSIONER

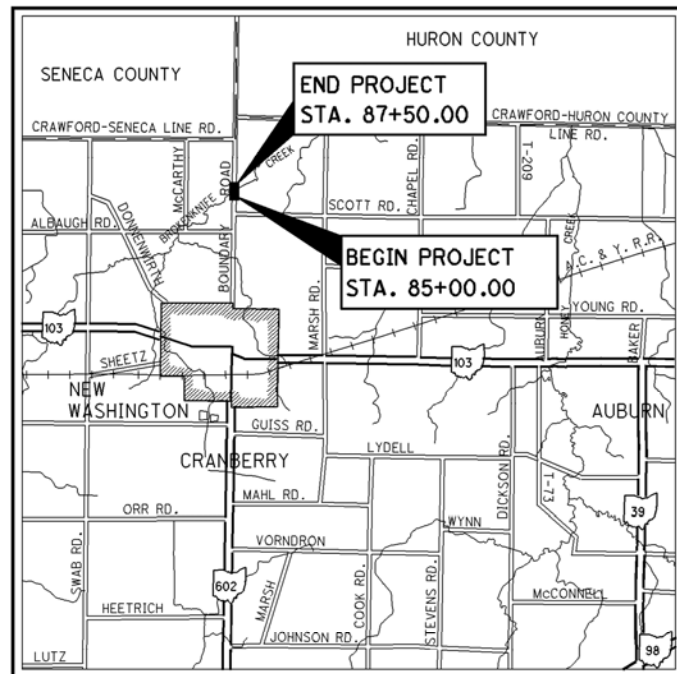
APPROVED _____
DATE _____ CRAWFORD COUNTY COMMISSIONER

APPROVED _____
DATE _____ CRAWFORD COUNTY COMMISSIONER

APPROVED _____
DATE _____ ENGINEER, CRAWFORD COUNTY

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

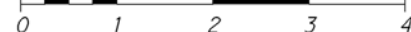
APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: 40°59'10" LONGITUDE: 82°51'10"

SCALE IN MILES



PORTION TO BE IMPROVED	-----
INTERSTATE & DIVIDED HIGHWAY	=====
UNDIVIDED STATE & FEDERAL ROUTES	-----
OTHER ROADS	-----

DESIGN DESIGNATION

CURRENT ADT (2013)	-----	1500
DESIGN YEAR ADT (2033)	-----	2020
DESIGN HOURLY VOLUME (2033)	-----	166
DIRECTIONAL DISTRIBUTION	-----	50%
TRUCKS (24 HOUR B&C)	-----	5%
DESIGN SPEED	-----	55 MPH
LEGAL SPEED	-----	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	-----	RURAL COLLECTOR
NHS PROJECT	-----	NO

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
JOHN J. DOE & ASSOC., INC.
CONSULTING ENGINEERS
9999 ENGLISH DRIVE
COMPUTERLAND, OHIO 00000

INDEX OF SHEETS:

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SCHEMATIC PLAN	2
TYPICAL SECTIONS	3-4
GENERAL NOTES	5
MAINTENANCE OF TRAFFIC	6
DETOUR PLAN	7
MAINTENANCE OF TRAFFIC	8-9
GENERAL SUMMARY AND CALCULATIONS	10
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PLAN AND PROFILE	12-13
CROSS SECTIONS	14-17
PREFABRICATED STRUCTURES	18-21
RIGHT OF WAY	22-27
SOIL PROFILES	

ENGINEERS SEAL:

FOR DESIGN CHANGES NOTED ON SHEET 4

SIGNED: *John J. Doe*
DATE: 8-22-08

ENGINEERS SEAL:

FOR ENTIRE PLAN EXCEPT STRUCTURES 20' & OVER

SIGNED: *Jane C. Smith*
DATE: 8-2-08

PARTS 1 AND 2					
STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS
BP-3.1	10/19/07	HW-2.2	7/30/07		800-2010 4/16/10
CB-1.1	7/15/05	RM-1.1	7/18/08		802 4/16/10
CB-1.2	7/15/05				832 5/5/09
		AS-1-81	7/19/02		
DM-1.1	4/21/06	PSBD-1-93	4/20/07		
DM-1.4	4/21/06	TST-1-99	10/17/03		
DM-4.4	4/17/09				
		MT-105.10	1/16/09		
GR-1.1	7/16/04	MT-110.10	1/16/09		
GR-2.1	1/16/04				
GR-3.4	10/16/09	TC-41.20	1/19/01		
GR-4.2	1/19/07	TC-41.40	7/16/04		
GR-5.3	4/16/10	TC-52.10	1/19/07		
		TC-52.20	1/19/07		
HW-2.1	7/30/07				
					SPECIAL PROVISIONS
					WATERWAY PERMIT 4/23/10

FEDERAL PROJECT NO.
E017 (212)

PID NO.
24988

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

CRA-C.R.6-1.61
(BOUNDARY RD.)

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

DEL - 257 - 8.37
MAR - 257 - 0.00

VILLAGE OF PROSPECT
CONCORD AND SCIOTO TOWNSHIPS
THOMPSON AND PROSPECT TOWNSHIPS
DELAWARE AND MARION COUNTIES

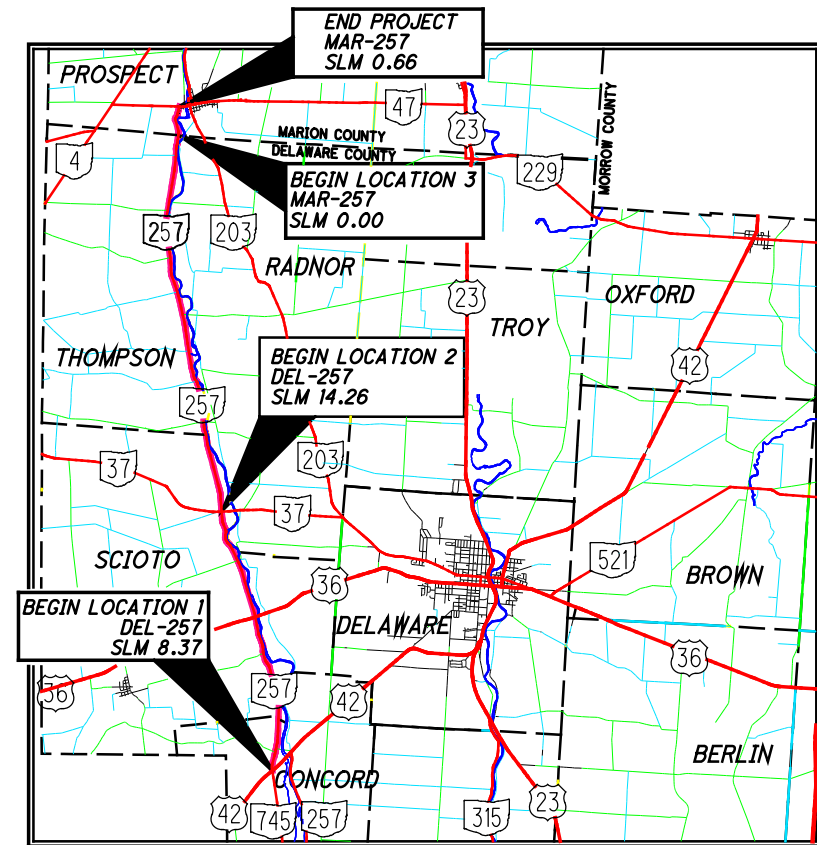
PROJECT DESCRIPTION

SPOT PAVEMENT REPAIRS ON SR-257 IN DELAWARE COUNTY BETWEEN SLM 8.37 (US-42/SR-745) AND SLM 14.26 (SR-37).
 6' WIDE CONTINUOUS SLOT PAVING ON OUTSIDE EDGE OF SR-257 BEGINNING AT SLM 14.26 (SR-37) IN DELAWARE COUNTY AND ENDING AT SR-47 IN MARION COUNTY (SLM 0.66).

EARTH DISTURBED AREA:

PROJECT EARTH DISTURBED AREA N/A*
 EST. CONTRACTOR EARTH DISTURBED AREA N/A*
 NOTICE OF INTENT EARTH DISTURBED AREA N/A*

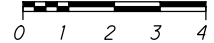
* MAINTENANCE PROJECT



LOCATION MAP

LATITUDE: 40° 20' 20" LONGITUDE: 83° 10' 47"

SCALE IN MILES



PORTION TO BE IMPROVED	-----	=====
INTERSTATE HIGHWAY	-----	=====
FEDERAL ROUTES	-----	=====
STATE ROUTES	-----	=====
COUNTY & TOWNSHIP ROADS	-----	=====
OTHER ROADS	-----	=====

DESIGN DESIGNATION	DEL-257	MAR-257
CURRENT ADT (2012)	1,762	813
DESIGN YEAR ADT (2024)	1,869	862
DESIGN HOURLY VOLUME (2024)	78	36
DIRECTIONAL DISTRIBUTION	50%	50%
TRUCKS (24 HOUR B&C)	4%	9%
DESIGN SPEED	60	60
LEGAL SPEED	55	35/55

DESIGN FUNCTIONAL CLASSIFICATION:
 DEL-257: RURAL MAJOR/MINOR COLLECTOR
 MAR-257: RURAL MINOR COLLECTOR

UNDERGROUND UTILITIES
 CONTACT BOTH SERVICES
 CALL TWO WORKING DAYS
BEFORE YOU DIG
 CALL
1-800-362-2764
 (TOLL FREE)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY
 OIL & GAS PRODUCERS PROTECTIVE
 SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
 JOHN J. DOE & ASSOC., INC.
 CONSULTING ENGINEERS
 9999 ENGLISH DRIVE
 COMPUTERLAND, OHIO 00000

INDEX OF SHEETS:

TITLE	1
TYPICAL DETAILS	2 - 3
GENERAL NOTES	4 - 5
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GENERAL SUMMARY	8
PLAN SUBSUMMARY	9
PAVEMENT MARKING SUBSUMMARY	10
RPM SUBSUMMARY	11

2010 SPECIFICATIONS

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

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OF LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

ENGINEERS SEAL	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
	BP-3.1	04/20/12	TC-41.20	01/19/01	800	07/20/12
	MT-97.11	10/15/10	TC-42.20	01/21/11	821	04/20/12
	MT-97.12	10/15/10	TC-52.10	01/19/07		
	MT-99.20	01/16/09	TC-52.20	01/19/07		
	MT-105.10	01/16/09	TC-65.10	04/20/12		
			TC-65.11	04/20/12		
			TC-71.10	01/21/11		
			TC-73.10	04/20/12		
			TC-82.10	01/21/11		

APPROVED _____
 DISTRICT DEPUTY DIRECTOR

DATE _____

APPROVED _____
 DIRECTOR, DEPARTMENT OF TRANSPORTATION

DATE _____

FEDERAL PROJECT NO.

NONE

PID NO.

93708

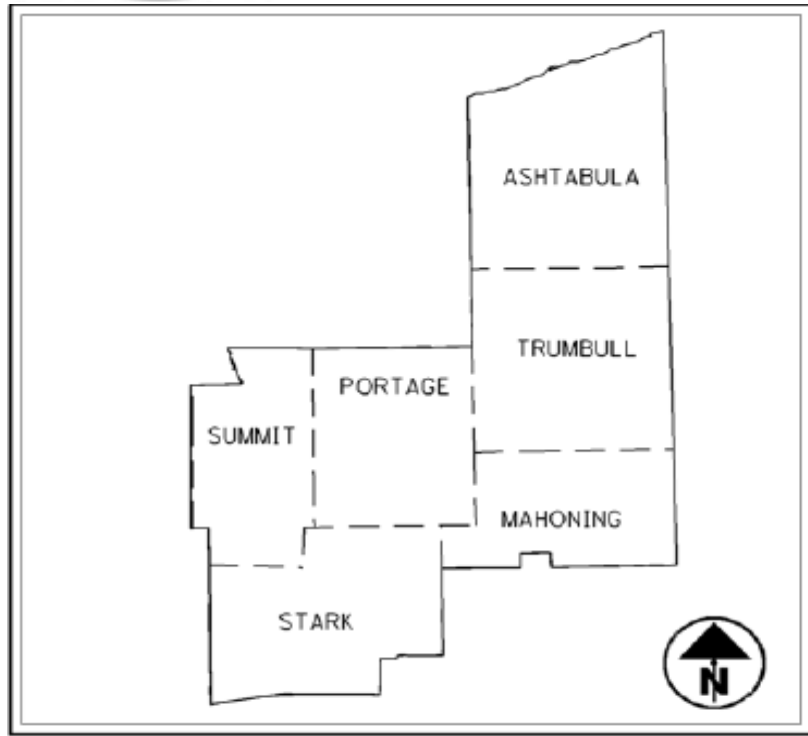
CONSTRUCTION PROJECT NO.

DEL - 257 - 8.37
MAR - 257 - 0.00

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STATE OF OHIO, DEPARTMENT OF TRANSPORTATION



D04-PMF-FY13

FAST DRY PAVEMENT MARKINGS

CONSTRUCTION PROJECT NUMBER: 13-_____
 PID NO: _____
 FEDERAL PROJECT NUMBER: 100% STATE

LATITUDE: 40° 17' 52" LONGITUDE: 83° 02' 58"

PROJECT DESCRIPTION:
 PLACEMENT OF PAVEMENT MARKING USING FAST DRY AT EXISTING LOCATIONS.

PROJECT EARTH DISTURBED AREA: N/A (Maintenance Project)
 EST. CONTRACTOR EARTH DISTURBED AREA: N/A (Maintenance Project)
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (Maintenance Project)
 RAILROAD INVOLVEMENT: NONE

2013 SPECIFICATIONS
 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

DESIGN DESIGNATION: SEE SHEET _____
 DESIGN EXCEPTION: NONE

LIMITED ACCESS
 THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES CALL TWO WORKING DAYS BEFORE YOU DIG	
	CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY	
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE CALL: 1-800-925-0988	

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


APPROVED: _____
 DISTRICT DEPUTY DIRECTOR

DATE: _____

PLANS PREPARED BY:
 JOHN J. DOE & ASSOCIATES
 CONSULTING ENGINEERS
 999 ENGLISH DRIVE
 COMPUTERLAND, OHIO 00000

APPROVED: _____
 DIRECTOR, DEPARTMENT OF TRANSPORTATION

DATE: _____

ENGINEERS SEAL:  SIGNED: _____ DATE: _____	STANDARD CONSTRUCTION DRAWINGS							SUPPLEMENTAL SPECIFICATIONS	
	MT-95.30	07/19/13	TC-41.20	10/18/13				800-2013	10/18/2013
	MT-95.31	07/19/13	TC-72.20	07/20/12				832	10/18/2013
	MT-95.32	07/19/13	TC-73.10	04/20/12					
	MT-95.50	07/19/13							
	MT-98.10	07/19/13							
	MT-98.11	07/19/13							
	MT-98.20	07/19/13							
	MT-98.22	07/19/13							
	MT-98.28	07/19/13							
MT-99.20	07/19/13								
MT-105.10	07/19/13								

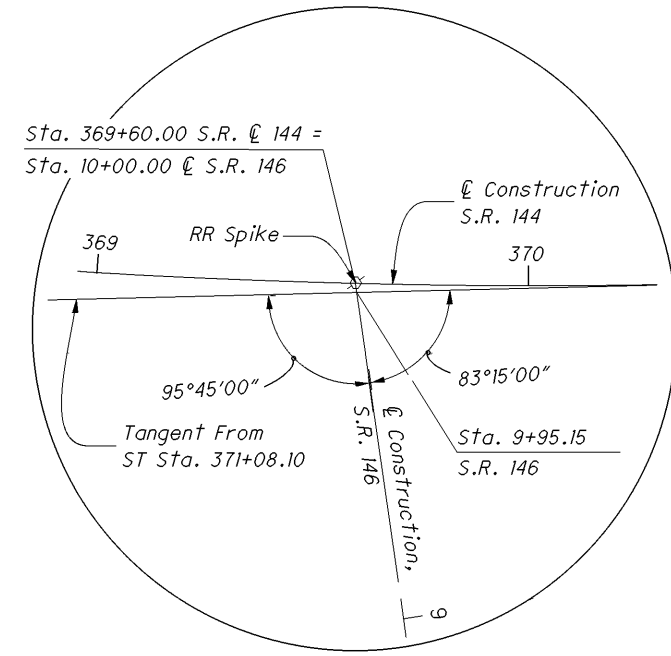
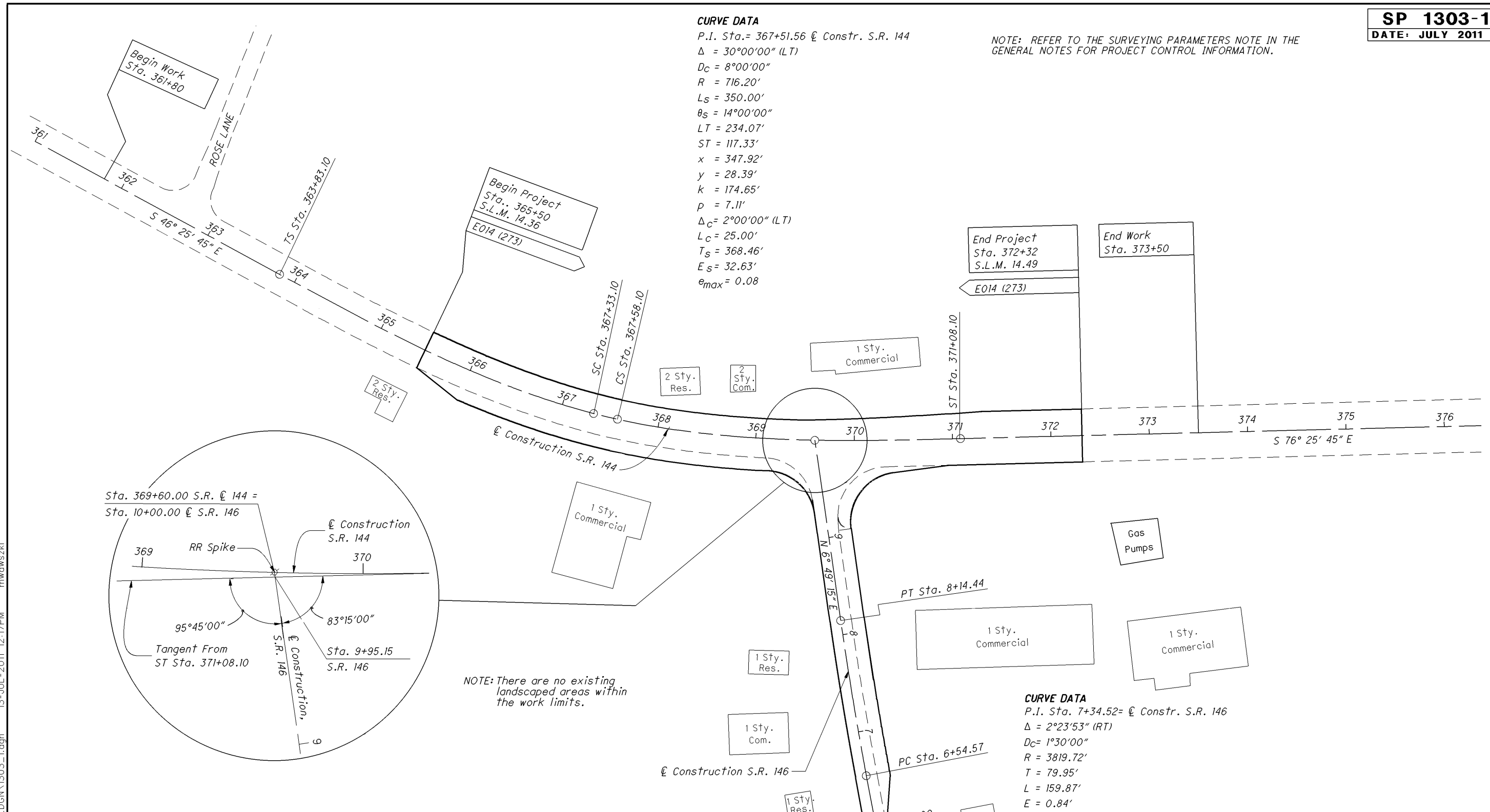
SPECIAL PROVISIONS



CURVE DATA

P.I. Sta. = 367+51.56 @ Constr. S.R. 144
 $\Delta = 30^{\circ}00'00''$ (LT)
 $D_c = 8^{\circ}00'00''$
 $R = 716.20'$
 $L_s = 350.00'$
 $\theta_s = 14^{\circ}00'00''$
 $LT = 234.07'$
 $ST = 117.33'$
 $x = 347.92'$
 $y = 28.39'$
 $k = 174.65'$
 $p = 7.11'$
 $\Delta_c = 2^{\circ}00'00''$ (LT)
 $L_c = 25.00'$
 $T_s = 368.46'$
 $E_s = 32.63'$
 $e_{max} = 0.08$

NOTE: REFER TO THE SURVEYING PARAMETERS NOTE IN THE GENERAL NOTES FOR PROJECT CONTROL INFORMATION.

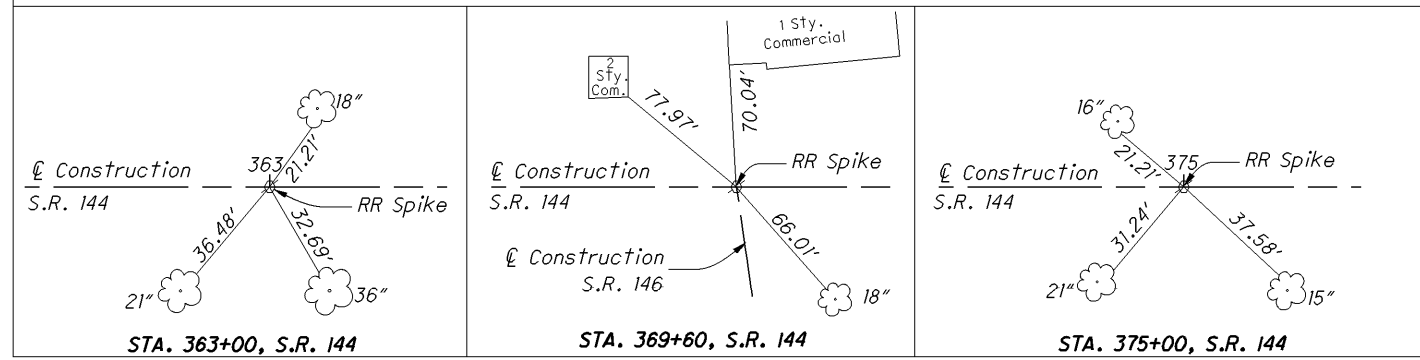


NOTE: There are no existing landscaped areas within the work limits.

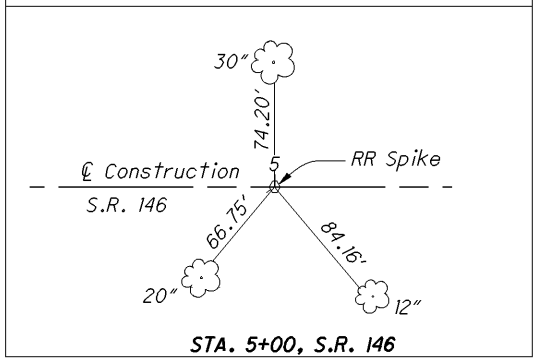
CURVE DATA

P.I. Sta. = 7+34.52 @ Constr. S.R. 146
 $\Delta = 2^{\circ}23'53''$ (RT)
 $D_c = 1^{\circ}30'00''$
 $R = 3819.72'$
 $T = 79.95'$
 $L = 159.87'$
 $E = 0.84'$
 $e_{max} = NC$ (INDC 0.025)

CENTERLINE REFERENCES (Not to Scale)



CENTERLINE REFERENCE (Not to Scale)



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SCHEMATIC PLAN & DESIGN DESIGNATIONS

MIA-43-26.15

The coordinate values expressed herein are assumed and tied to project specific control monuments with no scale factor applied. They are ground values in English units.

CURVE DATA
 P.I. STA.= 707+01.08 @ CONSTR. S.R. 43
 $\Delta = 3^\circ 33' 00''$ (LT.)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 177.56'$
 $L = 355.00'$
 $E = 2.75'$
 $e_{max} = NC$

CURVE DATA
 P.I. STA. = 702+00.00 @ CONSTR. S.R. 43
 $\Delta = 0^\circ 35' 20''$ (LT.)
 NO CURVE

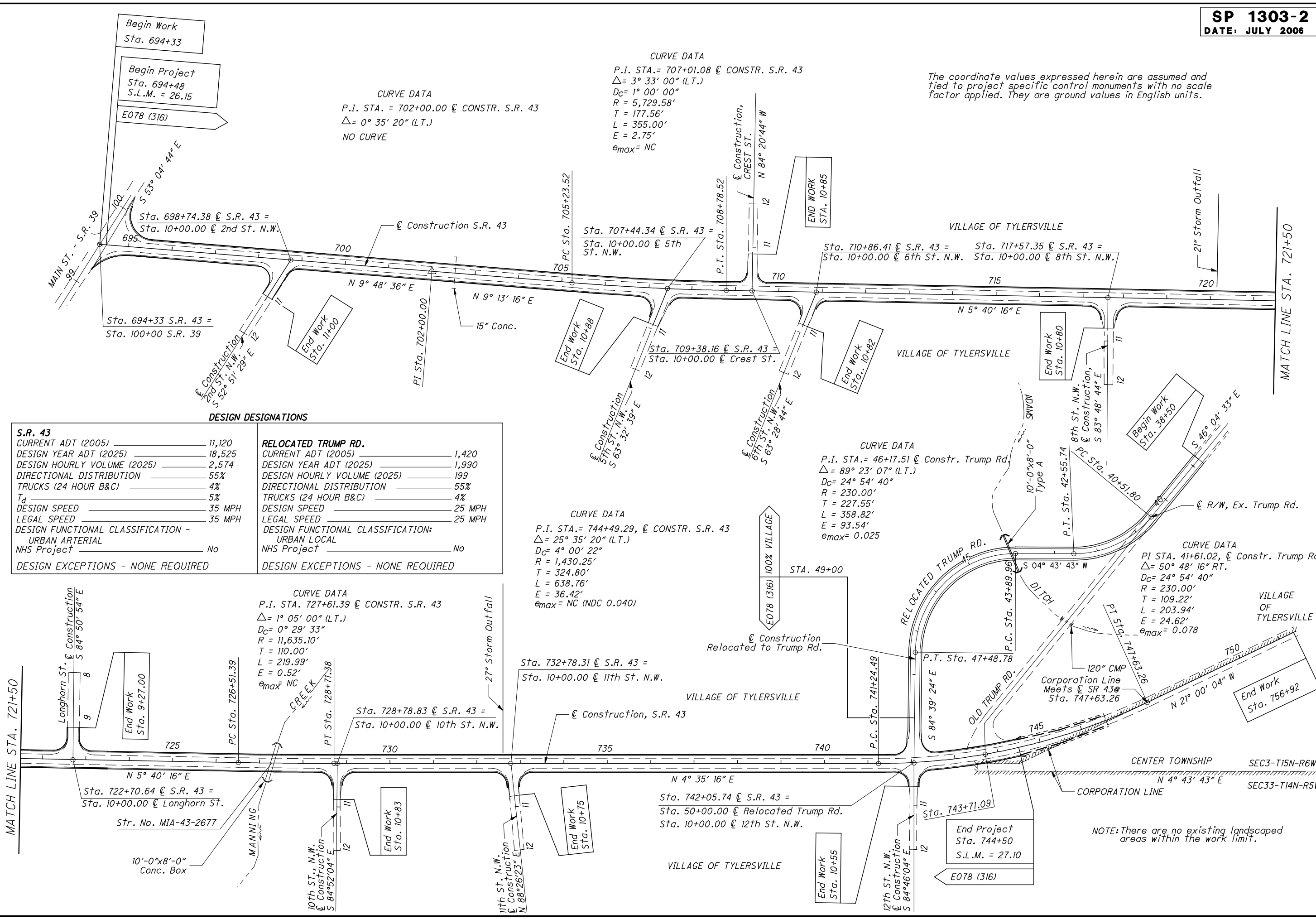
CURVE DATA
 P.I. STA.= 46+17.51 @ Constr. Trump Rd.
 $\Delta = 89^\circ 23' 07''$ (LT.)
 $D_c = 24^\circ 54' 40''$
 $R = 230.00'$
 $T = 227.55'$
 $L = 358.82'$
 $E = 93.54'$
 $e_{max} = 0.025$

CURVE DATA
 P.I. STA.= 744+49.29, @ CONSTR. S.R. 43
 $\Delta = 25^\circ 35' 20''$ (LT.)
 $D_c = 4^\circ 00' 22''$
 $R = 1,430.25'$
 $T = 324.80'$
 $L = 638.76'$
 $E = 36.42'$
 $e_{max} = NC$ (NDC 0.040)

CURVE DATA
 P.I. STA. 727+61.39 @ CONSTR. S.R. 43
 $\Delta = 1^\circ 05' 00''$ (LT.)
 $D_c = 0^\circ 29' 33''$
 $R = 11,635.10'$
 $T = 110.00'$
 $L = 219.99'$
 $E = 0.52'$
 $e_{max} = NC$

CURVE DATA
 PI STA. 41+61.02, @ Constr. Trump Rd.
 $\Delta = 50^\circ 48' 16''$ RT.
 $D_c = 24^\circ 54' 40''$
 $R = 230.00'$
 $T = 109.22'$
 $L = 203.94'$
 $E = 24.62'$
 $e_{max} = 0.078$

DESIGN DESIGNATIONS	
S.R. 43	RELOCATED TRUMP RD.
CURRENT ADT (2005) _____ 11,120	CURRENT ADT (2005) _____ 1,420
DESIGN YEAR ADT (2025) _____ 18,525	DESIGN YEAR ADT (2025) _____ 1,990
DESIGN HOURLY VOLUME (2025) _____ 2,574	DESIGN HOURLY VOLUME (2025) _____ 199
DIRECTIONAL DISTRIBUTION _____ 55%	DIRECTIONAL DISTRIBUTION _____ 55%
TRUCKS (24 HOUR B&C) _____ 4%	TRUCKS (24 HOUR B&C) _____ 4%
T_d _____ 5%	DESIGN SPEED _____ 25 MPH
DESIGN SPEED _____ 35 MPH	LEGAL SPEED _____ 25 MPH
LEGAL SPEED _____ 35 MPH	DESIGN FUNCTIONAL CLASSIFICATION: URBAN LOCAL
DESIGN FUNCTIONAL CLASSIFICATION - URBAN ARTERIAL	NHS Project _____ No
NHS Project _____ No	DESIGN EXCEPTIONS - NONE REQUIRED
DESIGN EXCEPTIONS - NONE REQUIRED	



NOTE: There are no existing landscaped areas within the work limit.

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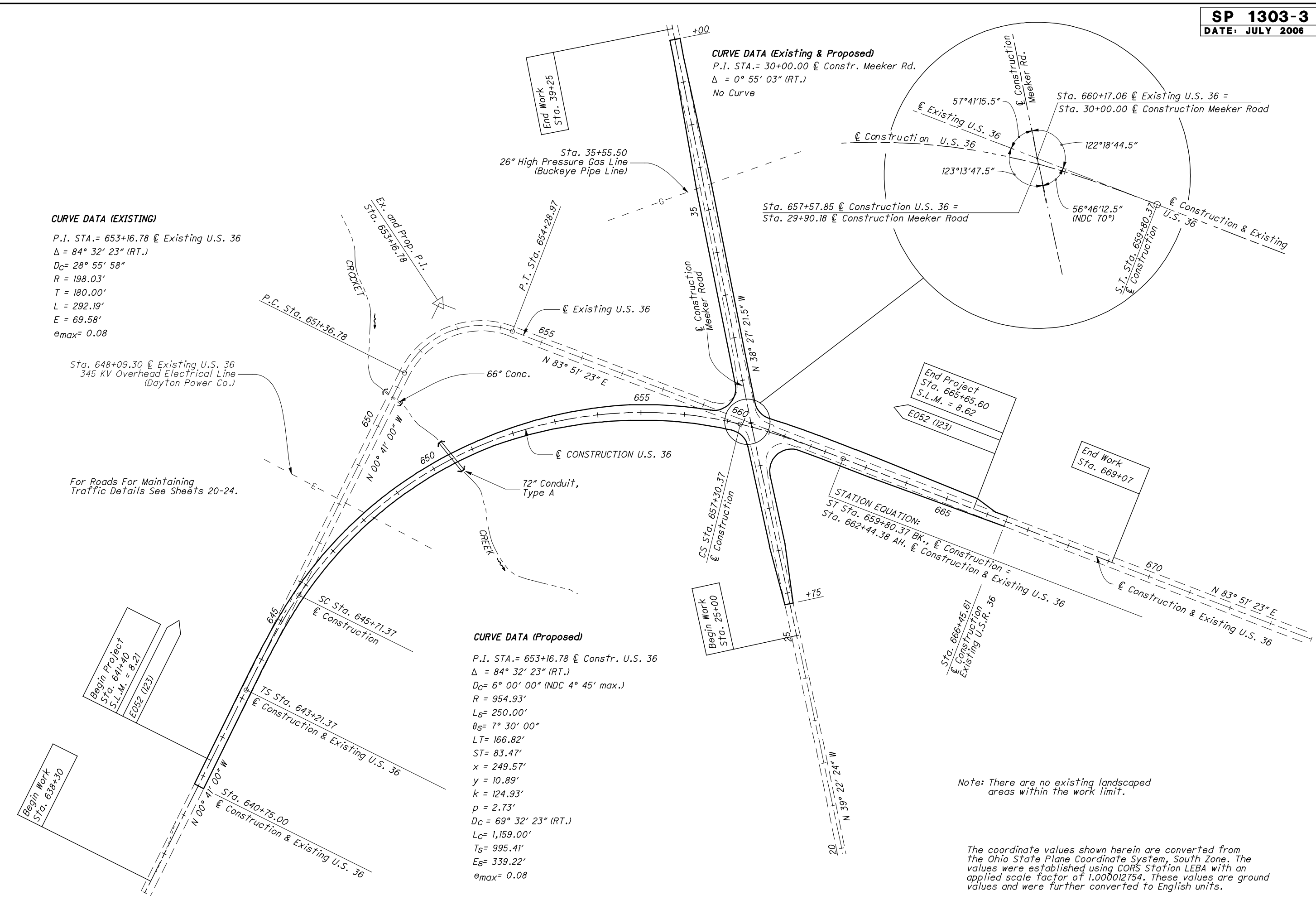
SCHEMATIC PLAN

HAS - 36 - 8.21

CURVE DATA (Existing & Proposed)
P.I. STA.= 30+00.00 @ Constr. Meeker Rd.
 $\Delta = 0^\circ 55' 03''$ (RT.)
No Curve

CURVE DATA (EXISTING)
P.I. STA.= 653+16.78 @ Existing U.S. 36
 $\Delta = 84^\circ 32' 23''$ (RT.)
 $D_C = 28^\circ 55' 58''$
 $R = 198.03'$
 $T = 180.00'$
 $L = 292.19'$
 $E = 69.58'$
 $e_{max} = 0.08$

CURVE DATA (Proposed)
P.I. STA.= 653+16.78 @ Constr. U.S. 36
 $\Delta = 84^\circ 32' 23''$ (RT.)
 $D_C = 6^\circ 00' 00''$ (NDC $4^\circ 45'$ max.)
 $R = 954.93'$
 $L_S = 250.00'$
 $\theta_S = 7^\circ 30' 00''$
 $LT = 166.82'$
 $ST = 83.47'$
 $x = 249.57'$
 $y = 10.89'$
 $k = 124.93'$
 $p = 2.73'$
 $D_C = 69^\circ 32' 23''$ (RT.)
 $L_C = 1,159.00'$
 $T_S = 995.41'$
 $E_S = 339.22'$
 $e_{max} = 0.08$



For Roads For Maintaining Traffic Details See Sheets 20-24.

STATION EQUATION:
ST Sta. 659+80.37 BK., @ Construction =
Sta. 662+44.38 AH. @ Construction & Existing U.S. 36

Note: There are no existing landscaped areas within the work limit.

The coordinate values shown herein are converted from the Ohio State Plane Coordinate System, South Zone. The values were established using CORS Station LEBA with an applied scale factor of 1.000012754. These values are ground values and were further converted to English units.

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SCHEMATIC PLAN & DESIGN DESIGNATION

**SUM/POR-21-30.51/0.00
AND VARIOUS**

CITY OF VICTORY

CURVE DATA
P.I. Sta. 26+02.47, @ Constr. Victory Road
 $\Delta = 39^\circ 03' 54''$ RT
 $D_c = 4^\circ 04' 06''$
 $R = 1408.30'$
 $T = 499.61'$
 $L = 960.20'$
 $E = 85.99'$
 $\theta_{max} = NC$ (NDC 0.057)

CURVE DATA
P.I. Sta. 1792+05.70, @ Constr. S.R. 21
 $\Delta = 35^\circ 19' 21''$ (LT)
 $D_c = 1^\circ 28' 00''$
 $R = 3,906.53'$
 $T = 1,234.82'$
 $L = 2,408.35'$
 $E = 193.23'$
 $\theta_{max} = 0.037$

CURVE DATA
P.I. Sta. 1814+54.72, @ Constr. S.R. 21
 $\Delta = 29^\circ 22' 21''$ (RT)
 $D_c = 2^\circ 00' 00''$
 $L_s = 300.00'$
 $L_c = 300.00'$
 $\theta_s = 3^\circ 00' 00''$
 $LT = 200.03'$
 $ST = 100.03'$
 $x = 299.22'$
 $y = 5.23'$
 $k = 149.99'$
 $p = 1.31'$
 $D_c = 23^\circ 22' 21''$ (RT)
 $L_c = 1,168.62'$
 $T_s = 901.15'$
 $E_s = 98.11'$
 $\theta_{max} = 0.045$

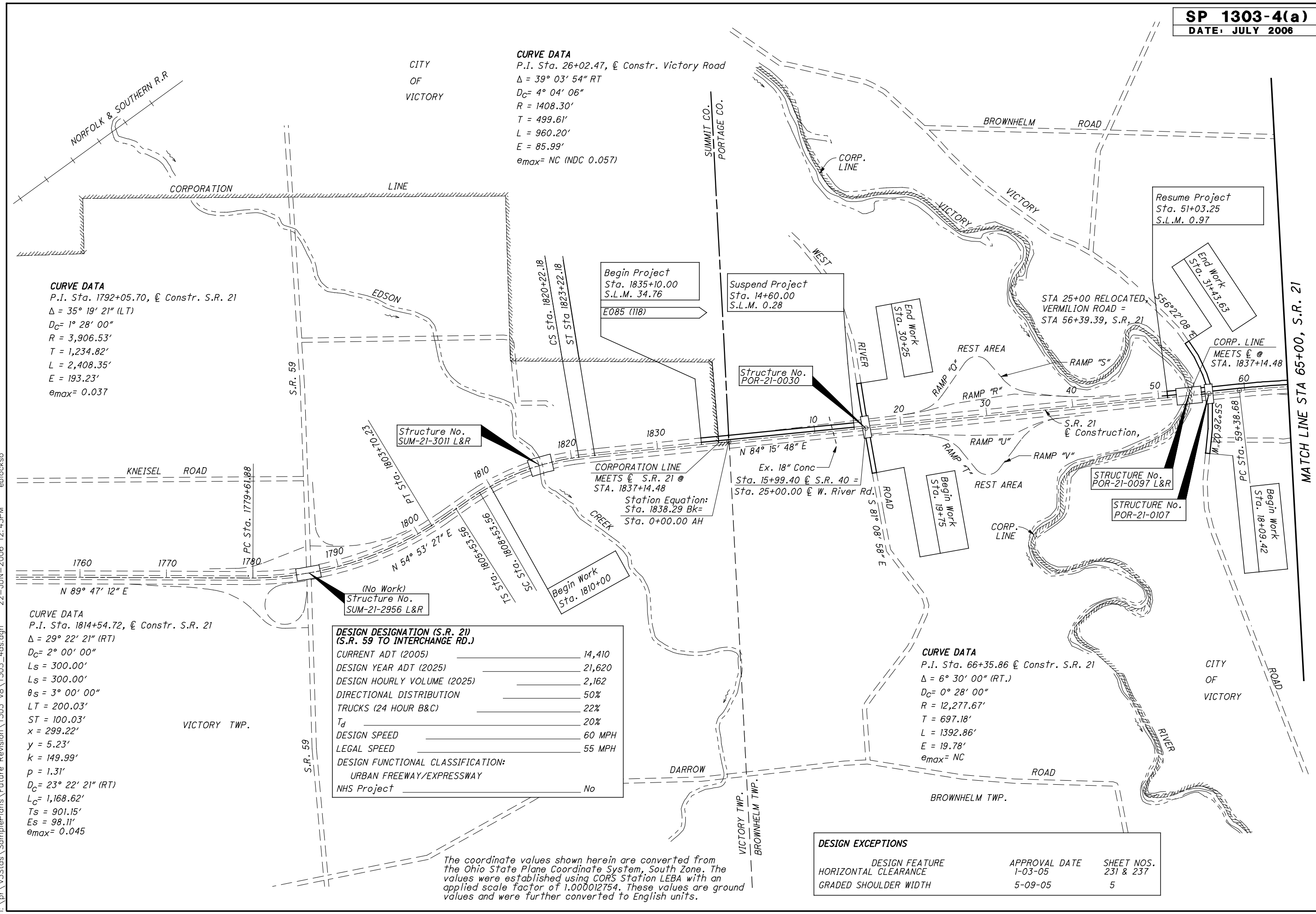
**DESIGN DESIGNATION (S.R. 21)
(S.R. 59 TO INTERCHANGE RD.)**

CURRENT ADT (2005)	14,410
DESIGN YEAR ADT (2025)	21,620
DESIGN HOURLY VOLUME (2025)	2,162
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	22%
T_d	20%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN FREEWAY/EXPRESSWAY	
NHS Project	No

The coordinate values shown herein are converted from the Ohio State Plane Coordinate System, South Zone. The values were established using CORS Station LEBA with an applied scale factor of 1.000012754. These values are ground values and were further converted to English units.

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NOS.
HORIZONTAL CLEARANCE	1-03-05	231 & 237
GRADED SHOULDER WIDTH	5-09-05	5



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The coordinate values shown herein are converted from the Ohio State Plane Coordinate System, South Zone. The values were established using CORS Station LEBA with an applied scale factor of 1.000012754. These values are ground values and were further converted to English units.

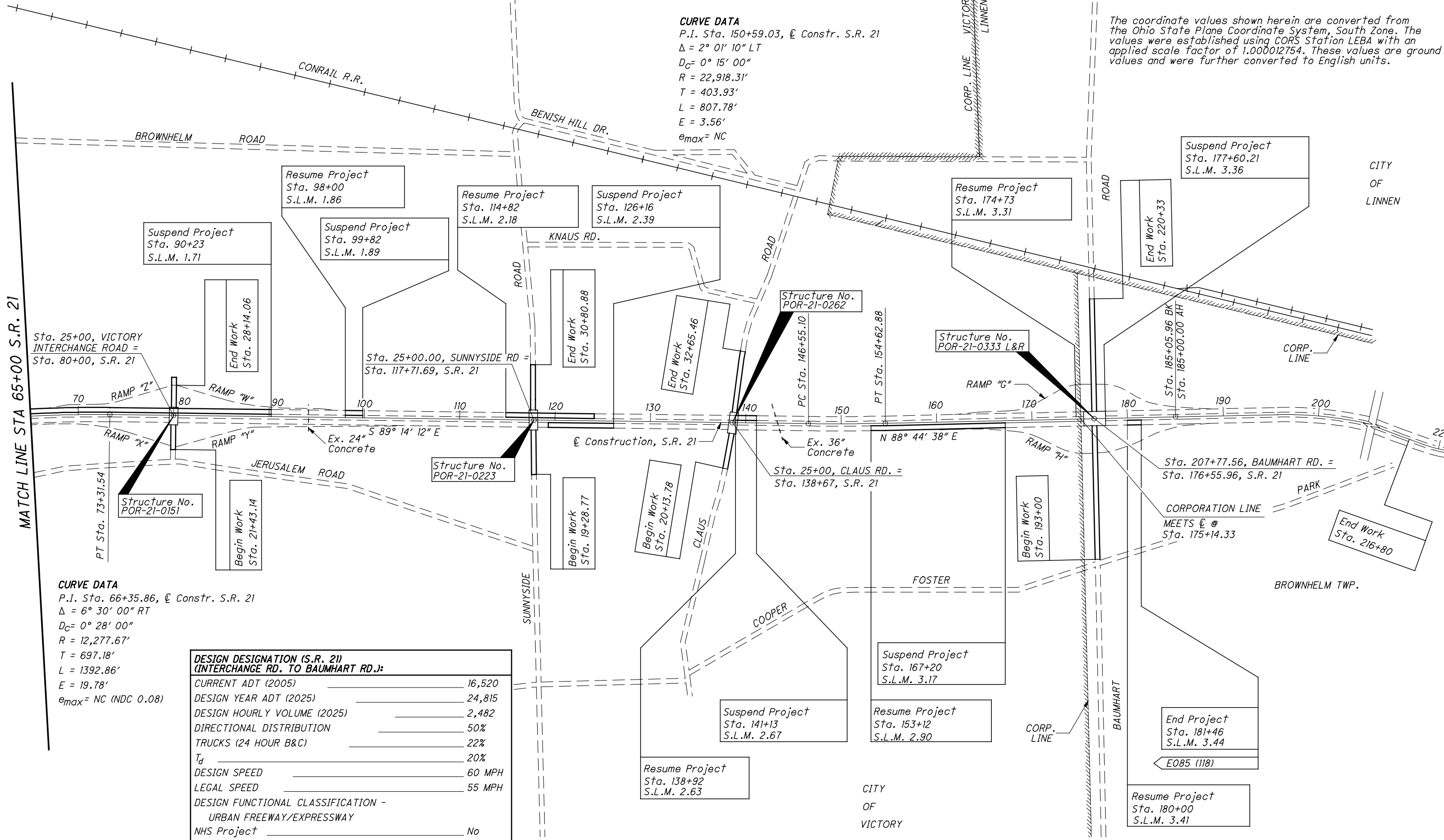
CURVE DATA
P.I. Sta. 150+59.03, @ Constr. S.R. 21
 $\Delta = 2^\circ 01' 10''$ LT
 $D_c = 0^\circ 15' 00''$
 $R = 22,918.31'$
 $T = 403.93'$
 $L = 807.78'$
 $E = 3.56'$
 $e_{max} = NC$

CITY OF VICTORY

CITY OF LINNEN

CITY OF VICTORY

BROWNHELM TWP.



CURVE DATA
P.I. Sta. 66+35.86, @ Constr. S.R. 21
 $\Delta = 6^\circ 30' 00''$ RT
 $D_c = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 697.18'$
 $L = 1392.86'$
 $E = 19.78'$
 $e_{max} = NC$ (NDC 0.08)

**DESIGN DESIGNATION (S.R. 21)
(INTERCHANGE RD. TO BAUMHART RD.):**

CURRENT ADT (2005)	16,520
DESIGN YEAR ADT (2025)	24,815
DESIGN HOURLY VOLUME (2025)	2,482
DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	22%
T_d	20%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION - URBAN FREEWAY/EXPRESSWAY	
NHS Project	No

DESIGN EXCEPTIONS:

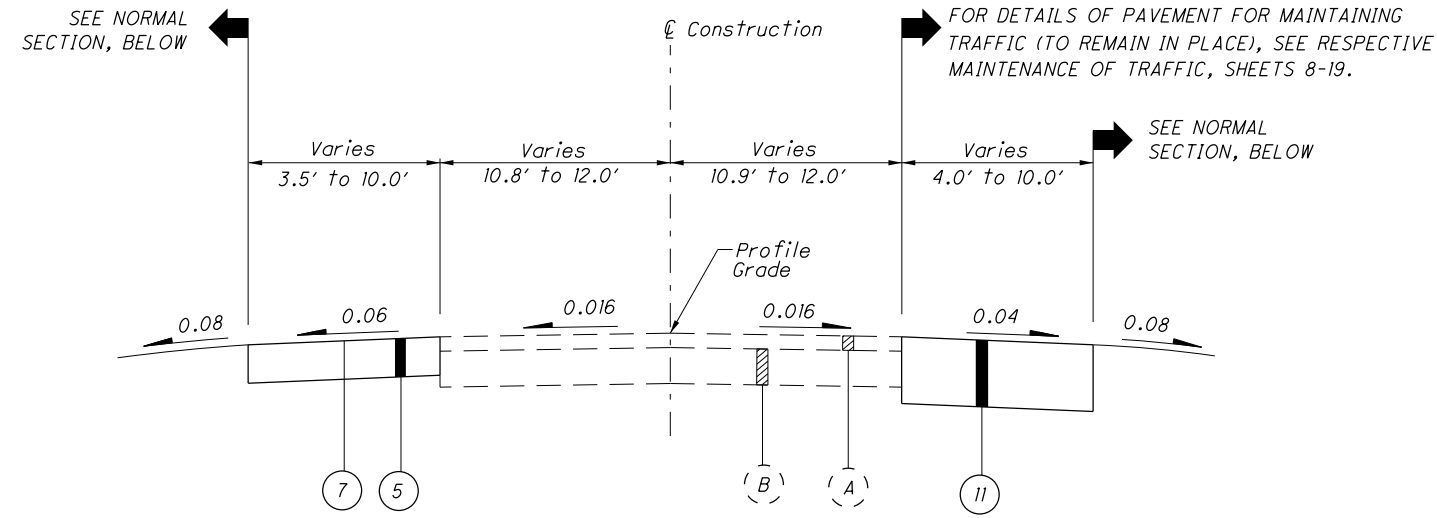
DESIGN FEATURE	APPROVAL DATE	SHEET NOS.
HORIZONTAL CLEARANCE	1-03-05	231 & 237
GRADED SHOULDER WIDTH	5-09-05	5

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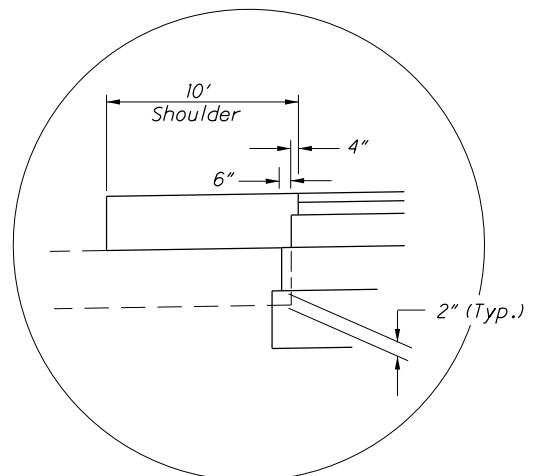
MATCH LINE STA 65+00 S.R. 21

SCHEMATIC PLAN & DESIGN DESIGNATION

**SUM/POR-21-30.51-0.00
AND VARIOUS**



NORMAL SECTION - U.S. 46
Sta. 634+00.00 to Sta. 635+75.00

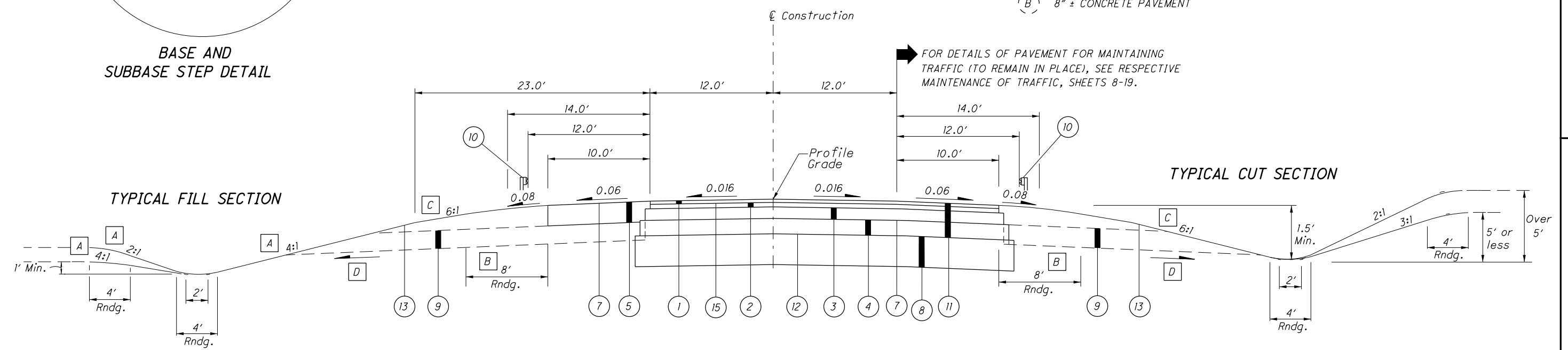


BASE AND SUBBASE STEP DETAIL

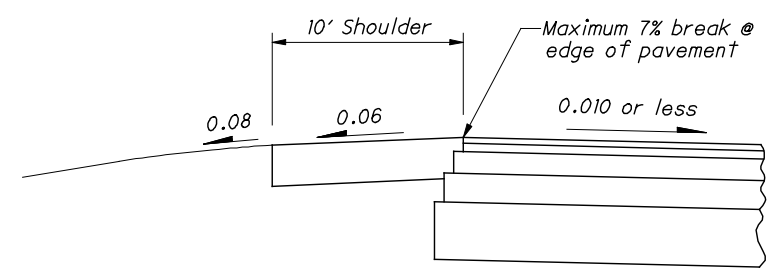
- A** Unless otherwise shown on Cross Sections
- B** No rounding is required when foreslope is 6:1 or flatter. 4' Rounding when guardrail is required.
- C** Foreslope may vary in pavement transition areas at extreme ends of pavement work and adjacent to Structure PIC-46-1209; see cross sections.
- D** 0.04 Min., 0.08 Desirable

LEGEND

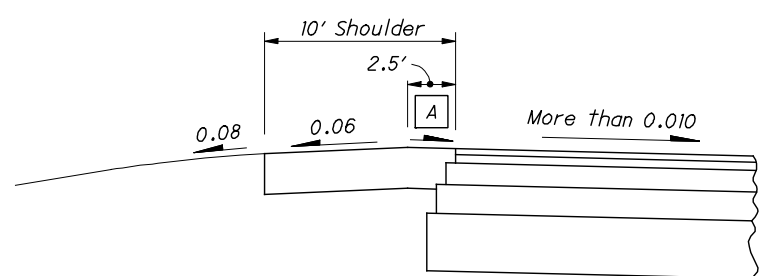
- ① ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (448)
- ② ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, Type A (448)
- ③ ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22
- ④ ITEM 304 - 6" AGGREGATE BASE
- ⑤ ITEM 304 - 8" AGGREGATE BASE
- ⑥ ITEM 407 - TACK COAT (0.075 GAL./SQ. YD.)
- ⑦ ITEM 408 - PRIME COAT (APPLIED AT A RATE OF 0.40 GAL./SQ. YD.)
- ⑧ ITEM 206 - LIME STABILIZED SUBGRADE, 18 INCHES DEEP
- ⑨ ITEM 605 - AGGREGATE DRAINS
- ⑩ ITEM 606 - GUARDRAIL, TYPE 5
- ⑪ ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN (SEE RESPECTIVE MAINTENANCE OF TRAFFIC DETAILS)
- ⑫ ITEM 204 - SUBGRADE COMPACTION
- ⑬ ITEM 659 - SEEDING AND MULCHING
- ⑭ ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")
- ⑮ ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (APPLIED AT A RATE OF 0.05 GAL./SQ. YD.)
- ⑯ ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- (A) 3" ± ASPHALT CONCRETE
- (B) 8" ± CONCRETE PAVEMENT



NORMAL SECTION - U.S. 46
Sta. 635+75.00 to Sta. 642+81.37
Sta. 638+22.44 to Sta. 640+48.86

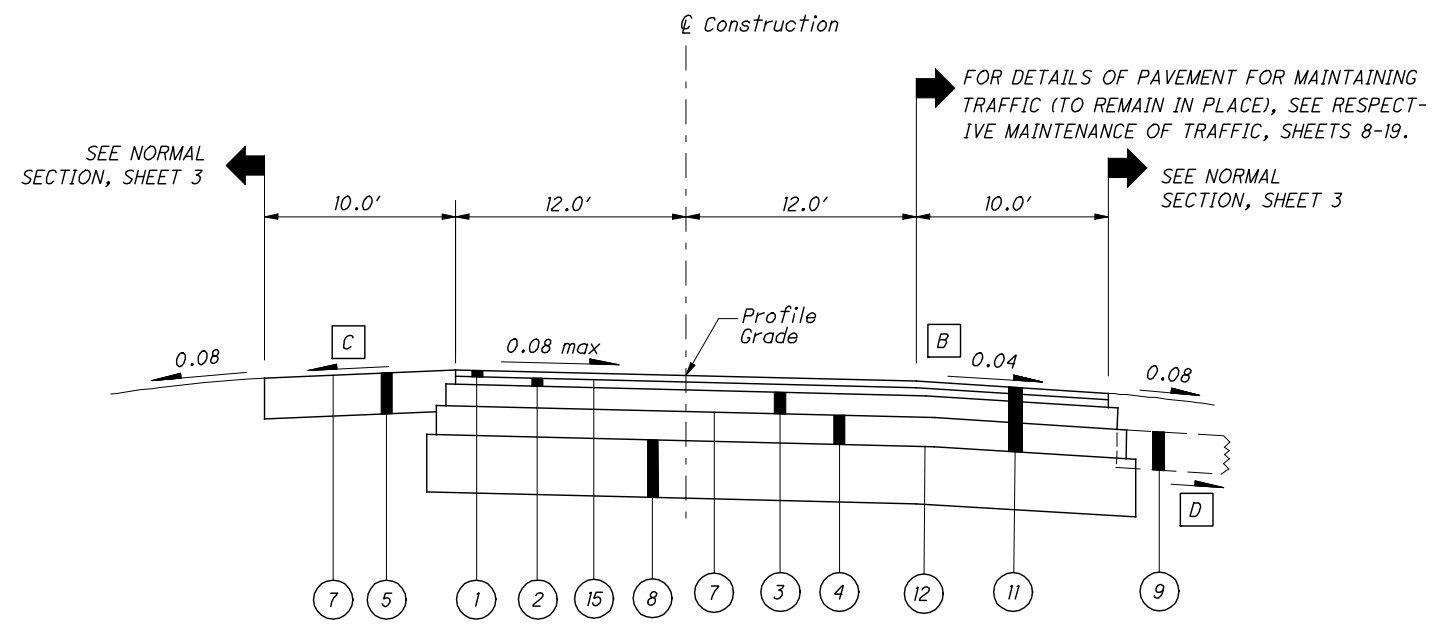


SHOULDER DETAIL
For pavement slopes of 0.010 or less

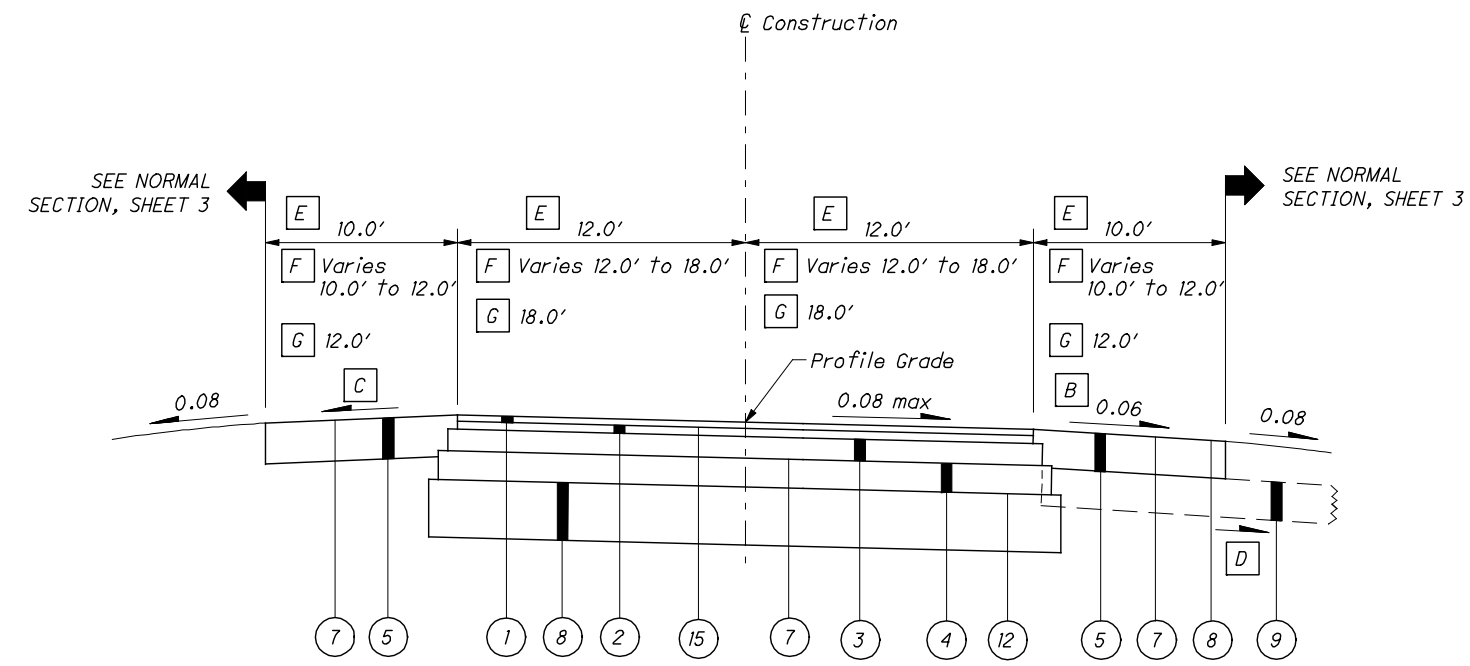


SHOULDER DETAIL
For pavement slopes of more than 0.010

- A** Same slope as pavement
- B** Or pavement slope whichever is greater
- C** For high side shoulder slopes on superelevated sections see shoulder details, this sheet.
- D** 0.04 Min., 0.08 Desirable



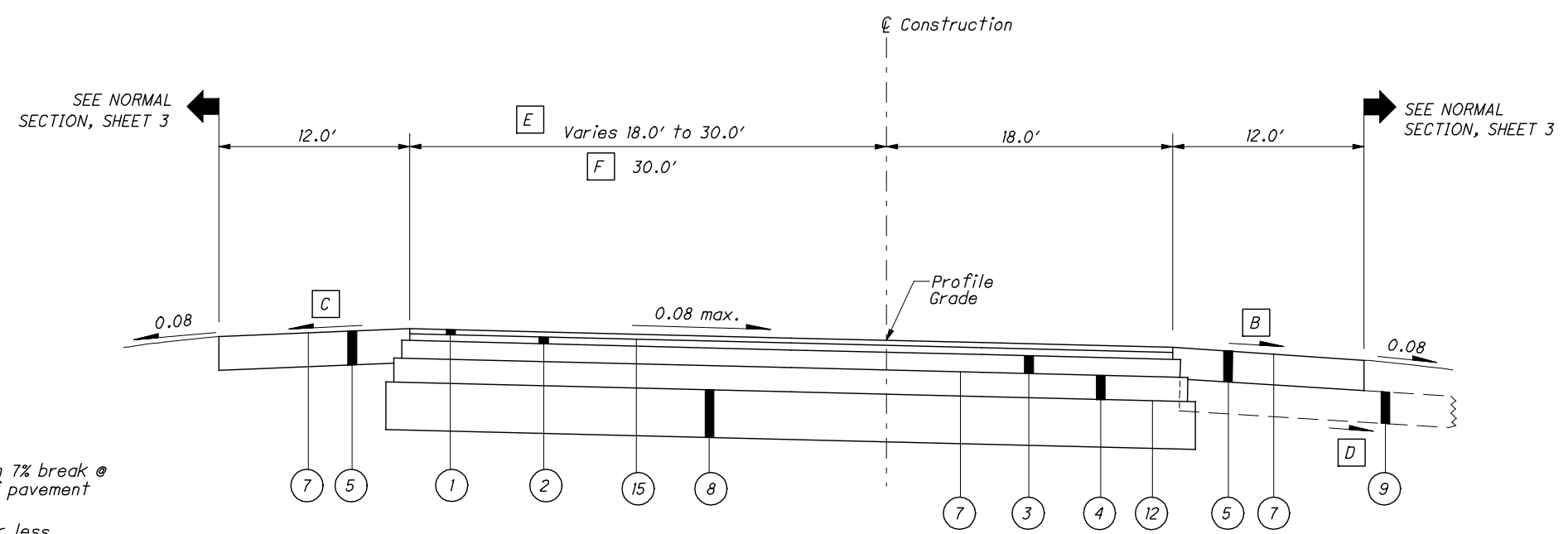
SUPERELEVATED SECTION - U.S. 46
Sta. 642+81.37 to Sta. 649+00.00



SUPERELEVATED SECTION - U.S. 46

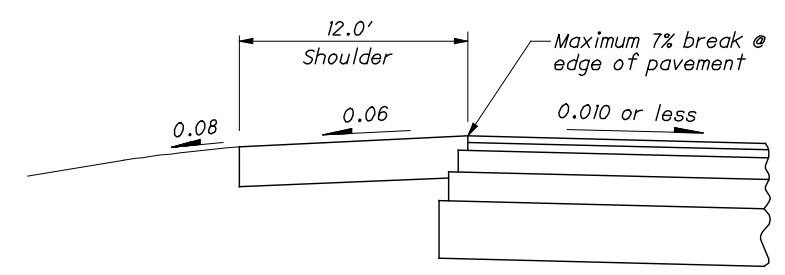
- E** Sta. 649+00.00 to Sta. 651+45.03
- F** Sta. 651+45.03 to Sta. 654+75.03
- G** Sta. 654+75.03 to Sta. 658+77.85

STA. 656+57.63 TO STA. 658+77.85,
SEE INTERSECTION DETAIL, SHEET 39.
FOR PAVEMENT LEGEND SEE SHEET 3.
FOR BASE AND SUBBASE STEP DETAIL,
SEE SHEET 3.

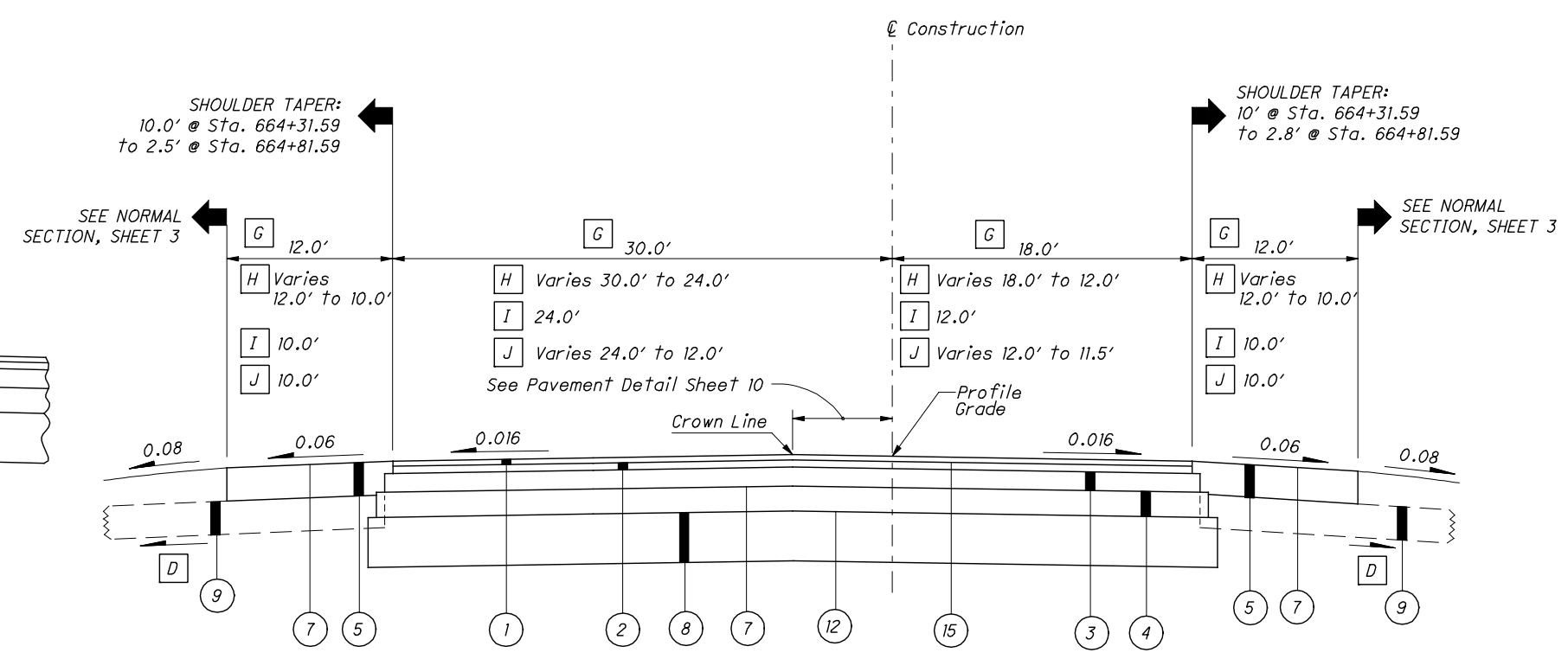


SUPERELEVATED SECTION - U.S. 46

[E] Sta. 658+77.85 to Sta. 659+27.03
[F] Sta. 659+27.03 to Sta. 660+20.37

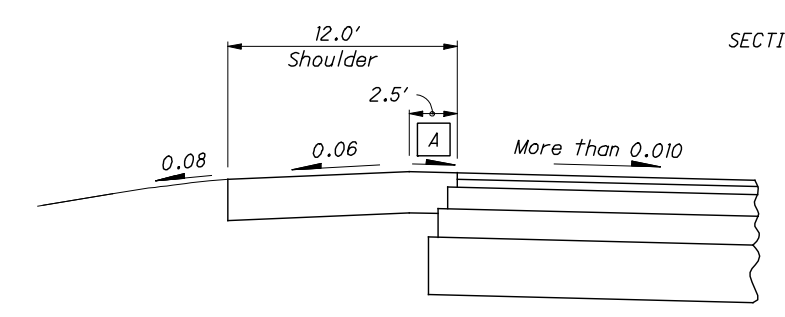


SHOULDER DETAIL
For pavement slopes of 0.010 or less



NORMAL SECTION - U.S. 46

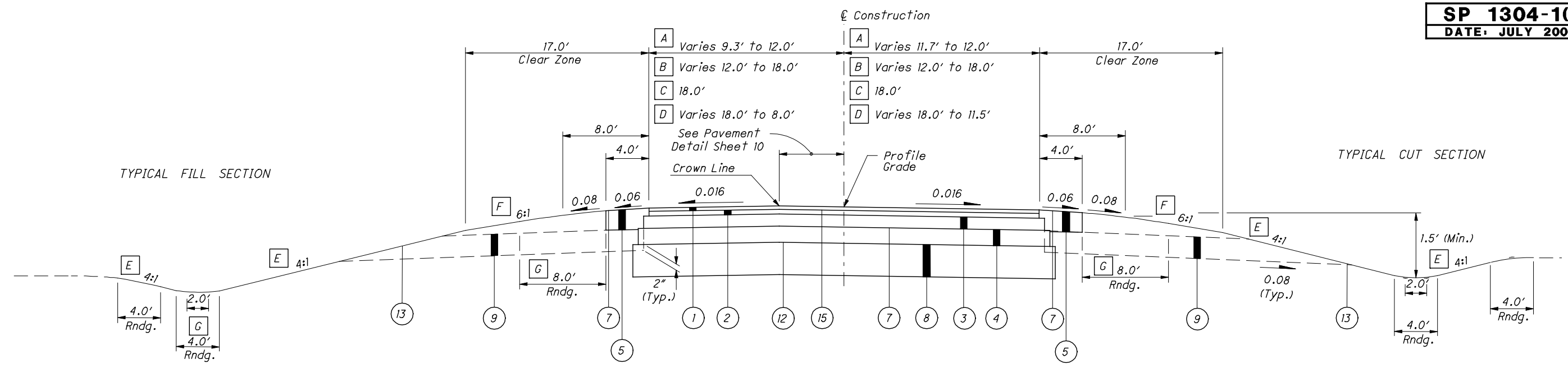
[G] Sta. 660+20.37 to Sta. 660+51.59
[H] Sta. 660+51.59 to Sta. 663+81.59
[I] Sta. 663+81.59 to Sta. 664+31.59
[J] Sta. 664+31.59 to Sta. 664+81.59



SHOULDER DETAIL
For pavement slopes of more than 0.010

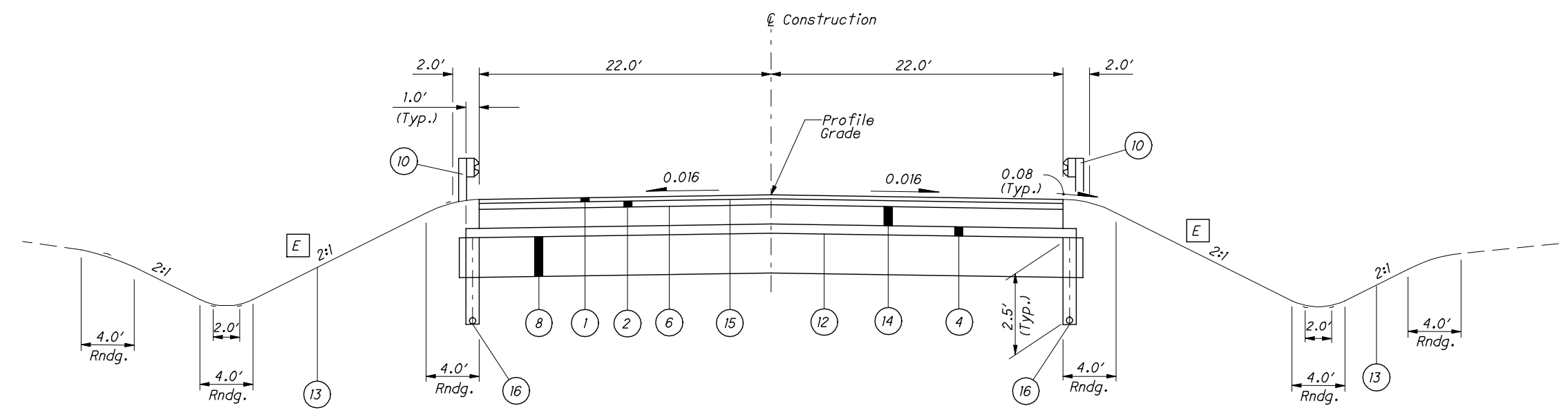
- [A] Same slope as pavement
- [B] 0.06 or same slope as pavement whichever is greater
- [C] For high side shoulder slopes on superelevated sections see shoulder details, this Sheet.
- [D] 0.04 Min., 0.08 Desirable

FOR PAVEMENT LEGEND SEE SHEET 3.
FOR BASE AND SUBBASE STEP DETAIL SEE SHEET 3.



NORMAL SECTION - ARLINGTON ROAD

- A Sta. 21+00.00 to Sta. 21+37.83
- B Sta. 21+37.83 to Sta. 24+37.83
- C Sta. 24+37.83 to Sta. 29+05.61
- C Sta. 31+26.68 to Sta. 31+44.41
- D Sta. 31+44.41 to Sta. 34+25.00

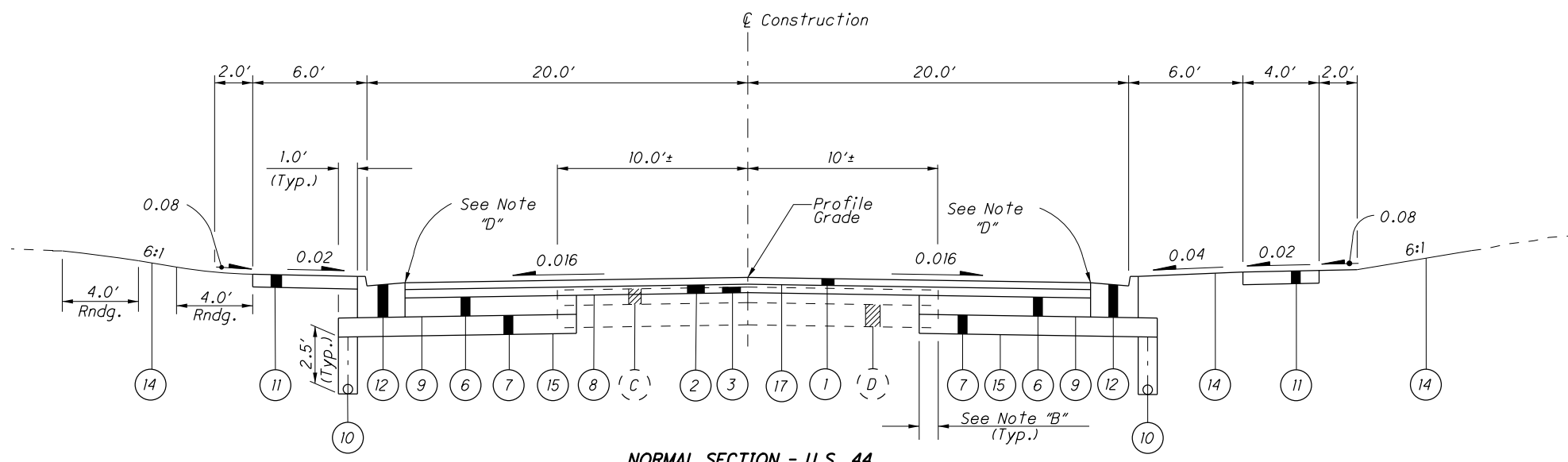
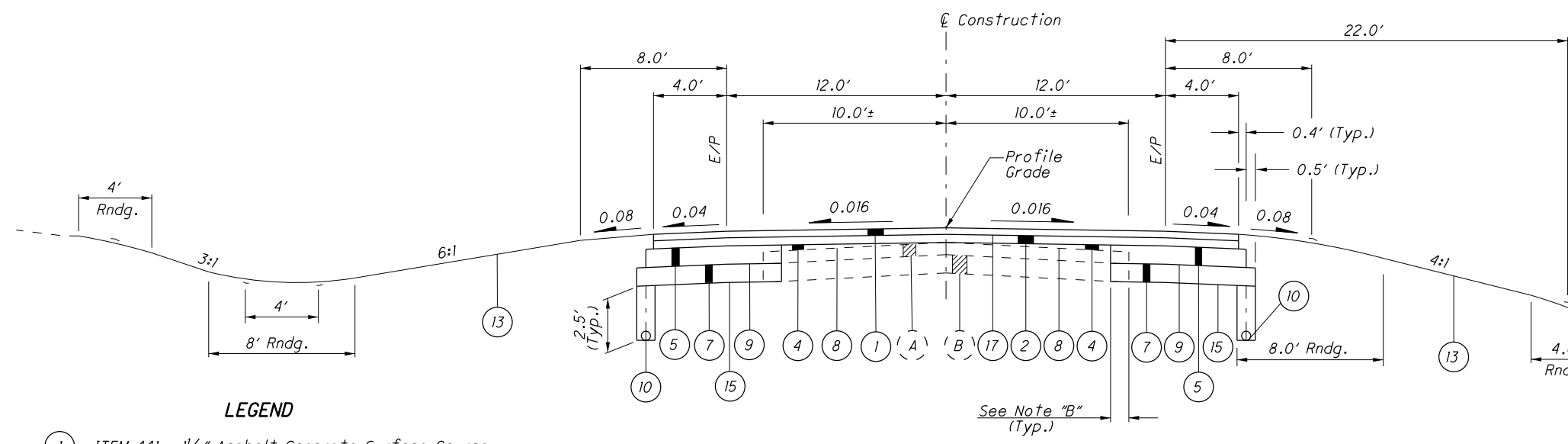
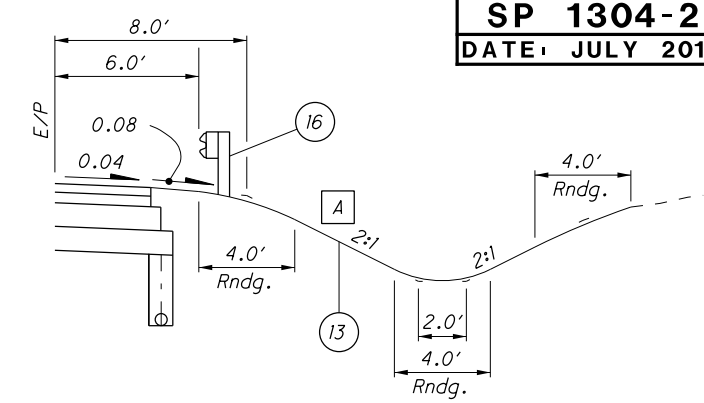


APPROACH SLAB TYPICAL SECTION - U.S. 46

STRUCTURE PIC-46-1209 = Sta. 638+22.44 to Sta. 640+48.86
Sta. 638+47.44 to Sta. 640+23.86

- E Unless otherwise shown on Cross Sections
- F Foreslope may vary in pavement transition areas at extreme ends of pavement work; See Cross Sections.
- G No rounding is required when foreslope is 6:1 or flatter.

FOR PAVEMENT LEGEND SEE SHEET 3.
FOR BASE AND SUBBASE STEP DETAIL, SEE SHEET 3.



LEGEND

- 1 ITEM 441 - 1/4" Asphalt Concrete Surface Course, Type 1, (448) PG64-22
- 2 ITEM 441 - 1 3/4" Asphalt Concrete Intermediate Course, Type 2, (448)
- 3 ITEM 254 - Pavement Planing, Asphalt Concrete (See Note "A")
- 4 ITEM 441 - 0" Min. Asphalt Concrete Intermediate Course, Type 1, (448) (See Note "C")
- 5 ITEM 301 - 5" Asphalt Concrete Base, PG64-22
- 6 ITEM 301 - 6" Asphalt Concrete Base, PG64-22
- 7 ITEM 304 - 6" Aggregate Base
- 8 ITEM 407 - Tack Coat (0.075 gal./sq. yd.)
- 9 ITEM 408 - Prime Coat (Applied at the Rate of 0.4 gal/sq. yd.)
- 10 ITEM 605 - 6" Shallow Pipe Underdrains
- 11 ITEM 608 - 4" Concrete Walk
- 12 ITEM 609 - Combination Curb and Gutter, Type 2
- 13 ITEM 659 - Seeding and Mulching
- 14 ITEM 660 - Sodding Unstaked
- 15 ITEM 204 - Subgrade Compaction
- 16 ITEM 606 - Guardrail, Type 5
- 17 ITEM 407 - Tack Coat for Intermediate Course (Applied at a Rate of 0.075 gal./sq. yd.)
- (A) 5± Asphalt Concrete
- (B) 5± Waterbound Macadam
- (C) 4± Asphalt Concrete
- (D) 6± Dense Asphalt Macadam Base

NOTE "A"
Pavement planing shall be a constant depth of 1" at the $\text{\textcircled{C}}$ of construction with a uniform cross slope of 0.016 established. Maximum depth of planing at the outside edges of existing pavement has been calculated to be 2 1/2".

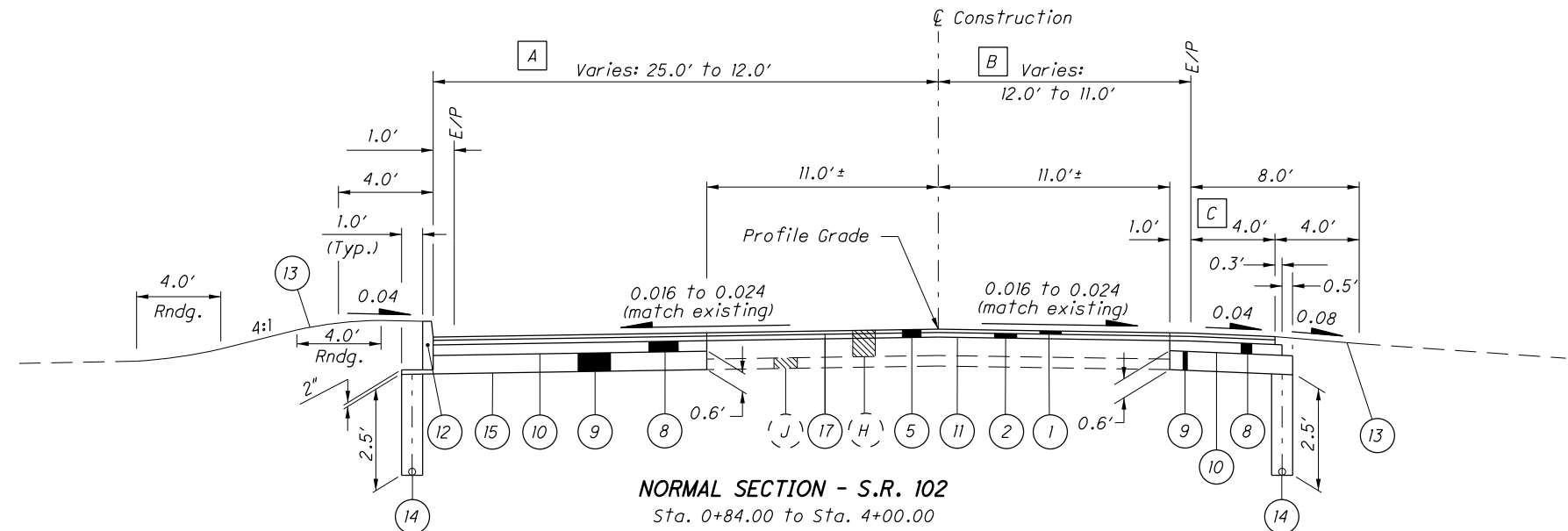
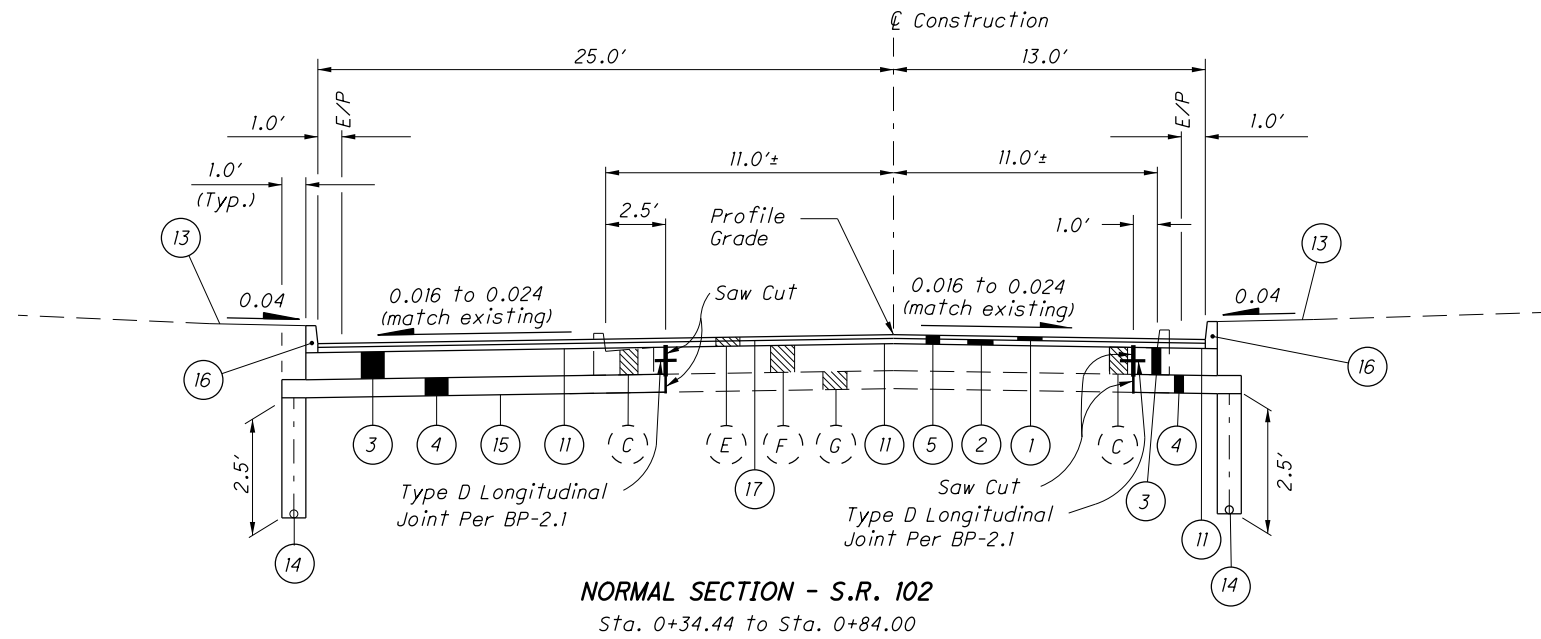
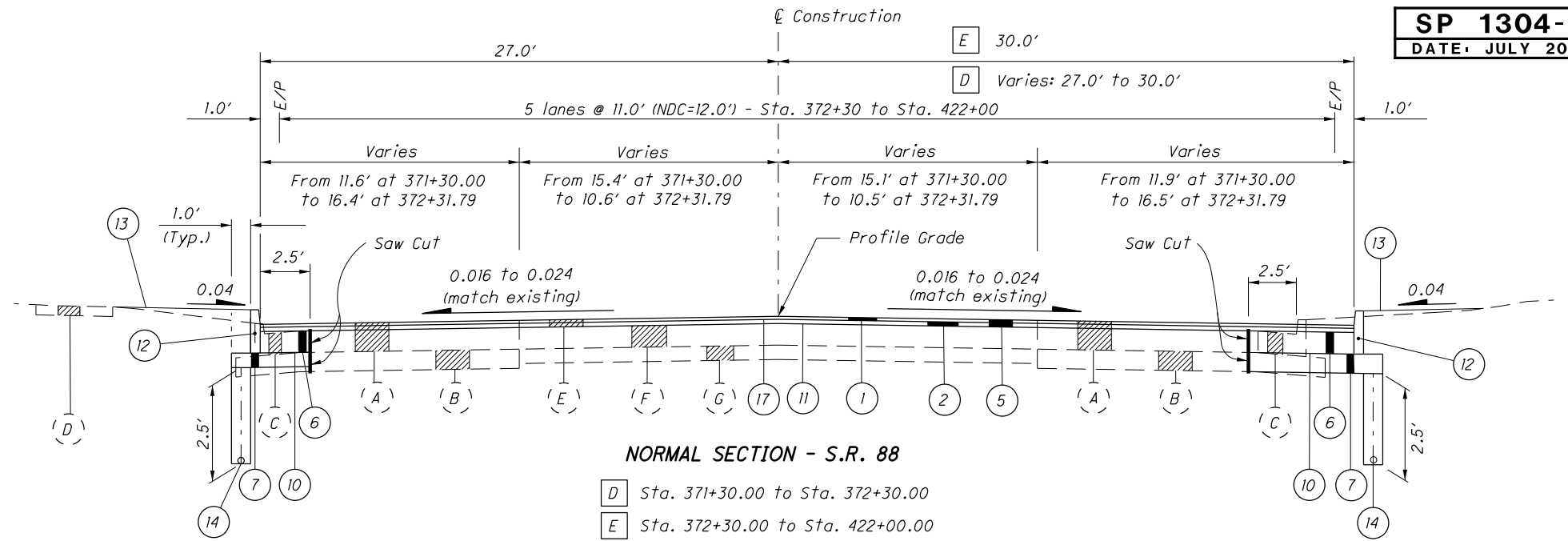
NOTE "B"
The existing pavement edges shall be saw cut to locate a sound pavement edge per sec. 203.04(f) of the CMS. For estimating purposes, pavement calculations included in the plan indicate an average width of 1 ft. of existing pavement being replaced.

NOTE "C"
ITEM 441, Asphalt Concrete Intermediate Course, Type 1, (448), is to be used as a leveling course to establish a 0.016 cross slope. Estimated quantities have been calculated based on exaggerated cross-sections shown on sheets 51-58.

NOTE "D"
ITEM 441, Asphalt Concrete Surface Course, Type 1, (448) PG64-22, is to be 1/4" above gutter plate.

LEGEND

- ① ITEM 441 - 1 1/4" Asphalt Concrete Surface Course, Type 1, (448) PG64-22
- ② ITEM 441 - 1 3/4" Asphalt Concrete Intermediate Course, Type 2, (448)
- ③ ITEM 305 - 9" Concrete Base, As Per Plan
- ④ ITEM 304 - 6" Aggregate Base
- ⑤ ITEM 254 - Pavement Planing, Asphalt Concrete (Max. Depth=3")
- ⑥ ITEM 301 - 9" Asphalt Concrete Base, PG64-22
- ⑦ ITEM 304 - 9" Aggregate Base
- ⑧ ITEM 301 - 4" Asphalt Concrete Base, PG64-22
- ⑨ ITEM 304 - Aggregate Base, Depth as shown
- ⑩ ITEM 408 - Prime Coat (Applied At The Rate Of 0.4 Gal./Sq. Yd.)
- ⑪ ITEM 407 - Tack Coat (0.075 Gal./Sq. Yd.)
- ⑫ ITEM 609 - Curb, Type 6
- ⑬ ITEM 660 - Sodding Unstaked
- ⑭ ITEM 605 - 6" Shallow Pipe Underdrains
- ⑮ ITEM 204 - Subgrade Compaction
- ⑯ ITEM 609 - Curb, Type 2-B
- ⑰ ITEM 407 - Tack Coat for Intermediate Course (Applied at a Rate of 0.075 Gal./Sq. Yd.)
- (A) 12" ± Asphalt
- (B) 8" ± Subbase
- (C) Curb & Gutter
- (D) 4" Concrete Sidewalk
- (E) 3" ± Asphalt
- (F) 9" ± Reinforced Concrete
- (G) 6" ± Subbase
- (H) 10" ± Asphalt
- (J) 4" ± Subbase
- A 25'-0" From Sta. 0+84 to Sta. 3+50
Varies: 25'-0" @ Sta. 3+50 to 12' @ Sta. 4+00
- B 12'-0" From Sta. 0+84 to Sta. 3+50
Varies: 12'-0" @ Sta. 3+50 to 11'-0" @ Sta. 4+00
- C Varies: 4' @ Sta. 3+50 to 2' @ Sta. 4+00



S.R. 307 PAVEMENT PLANING TABLES

STATION	PROPOSED PROFILE ELEVATION	PLANING DEPTH (FEET) @ ϵ	STATION	PROPOSED PROFILE ELEVATION	PLANING DEPTH (FEET) @ ϵ
88+50	1094.08	0.17	92+75	1095.26	0.27
88+75	1094.17	0.15	93+00	1095.28	0.19
89+00	1094.26	0.16	93+25	1095.32	0.20
89+25	1094.34	0.19	93+50	1095.36	0.21
89+50	1094.43	0.20	93+75	1095.41	0.22
89+75	1094.52	0.19	94+00	1095.46	0.24
90+00	1094.61	0.21	94+25	1095.51	0.28
90+25	1094.69	0.20	94+50	1095.56	0.38
90+50	1094.78	0.18	94+75	1095.61	0.34
90+75	1094.87	0.18	95+00	1095.66	0.26
91+00	1094.96	0.18	95+25	1095.71	0.17
91+25	1095.04	0.17	95+50	1095.69	0.16
91+50	1095.13	0.17	95+75	1095.67	0.15
91+75	1095.16	0.18	96+00	1095.65	0.14
92+00	1095.18	0.20	96+25	1095.63	0.15
92+25	1095.21	0.23	96+50	1095.61	0.16
92+50	1095.23	0.28			

NOTES

- S.R. 307 - THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT BETWEEN STA. 92+57.25 AND STA. 92+97.25.
- THE PAVEMENT BETWEEN STA. 92+97.25 AND STA. 94+02.25 SHALL BE BUILT WITHOUT CROWN.
- THE CROWN SHALL BE WORKED INTO THE PAVEMENT BETWEEN STA. 94+02.25 AND STA. 94+42.25.

A IN AN EFFORT TO REMOVE EXISTING PARABOLIC CROWN AND ESTABLISH A SMOOTH AND CONSISTENT PROFILE THROUGHOUT THE PROJECT, THE PAVEMENT SHALL BE PLANED TO A DEPTH INDICATED IN THE PAVEMENT PLANING TABLE ON THIS SHEET. A 0.016 NORMAL CROSS SLOPE SHALL BE ESTABLISHED FROM THE CENTERLINE TO THE EXISTING EDGE OF PAVEMENT.

B THE PAVEMENT BUILD-UP WHEN ADJOINING AN EXISTING ASPHALT PAVEMENT SHALL BE AS FOLLOWS:

ITEM 441 - 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22

ITEM 441 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)

ITEM 408 - PRIME COAT @ 0.4 GAL./SQ. YD.

ITEM 304 - 8" AGGREGATE BASE

THE PAVEMENT BUILD-UP WHEN ADJOINING AN EXISTING GRAVEL OR SLAG PARKING AREA SHALL BE AS FOLLOWS:

ITEM 304 - 11" AGGREGATE BASE

C UNCLASSIFIED UNDERDRAIN LIMITS:

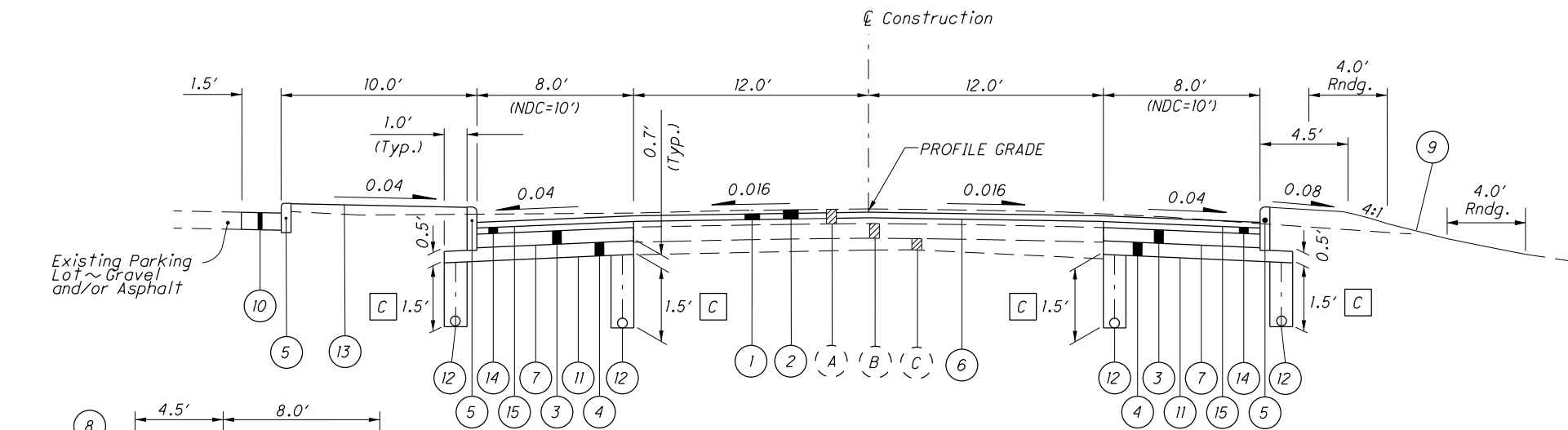
STA. 88+75 TO STA. 91+25 AND

STA. 95+25 TO STA. 96+27.25

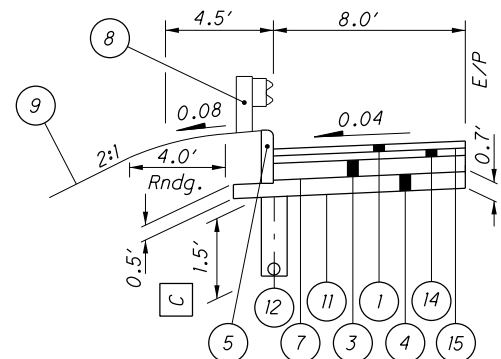
(D) CURB & GUTTER (TO BE REMOVED)

(E) ROADWAY DRAINAGE, 12" (TO BE REMOVED)

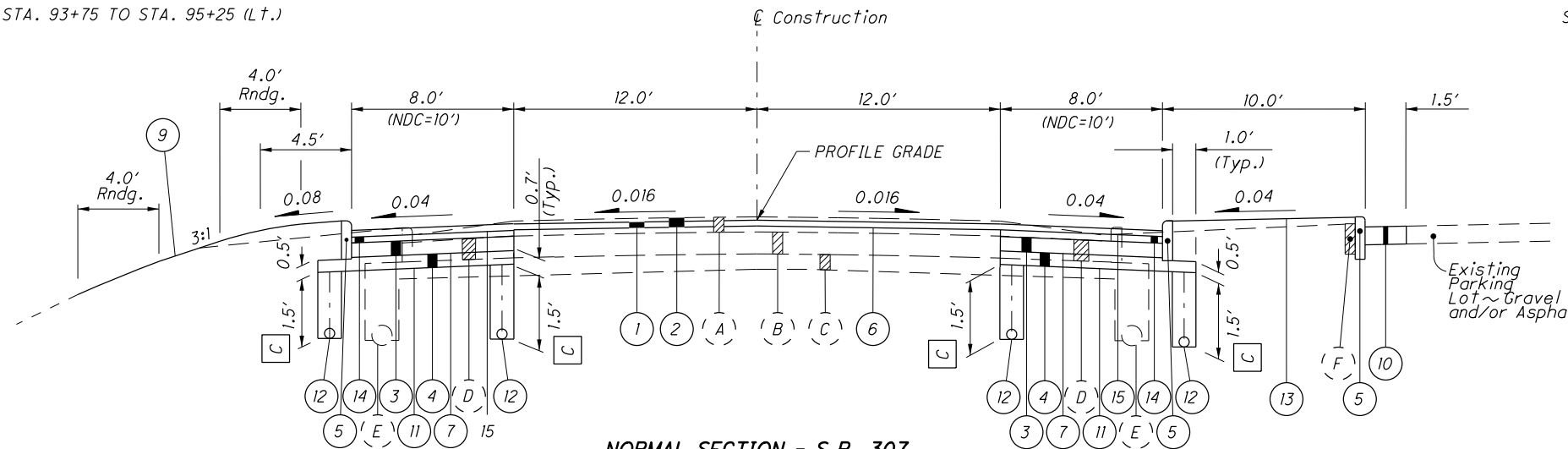
(F) CURB (TO BE REMOVED)



NORMAL SECTION - S.R. 307
STA. 88+75.00 TO STA. 90+15.00



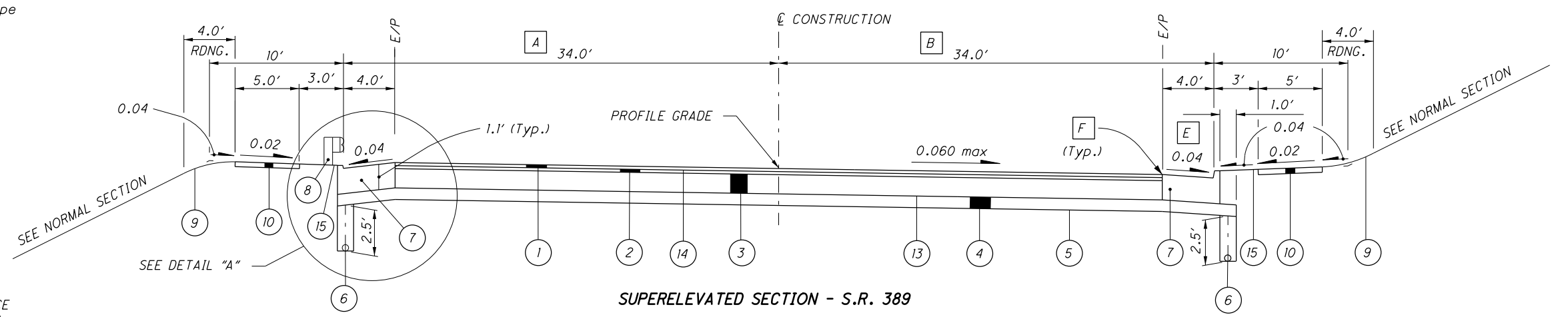
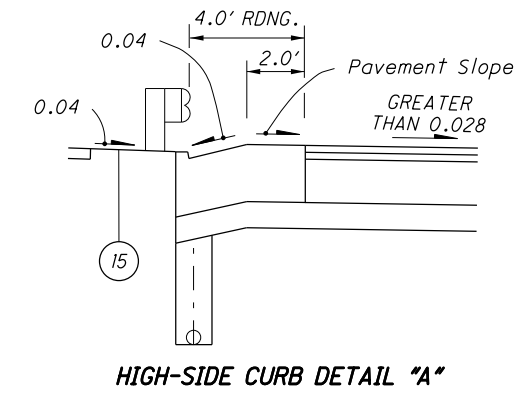
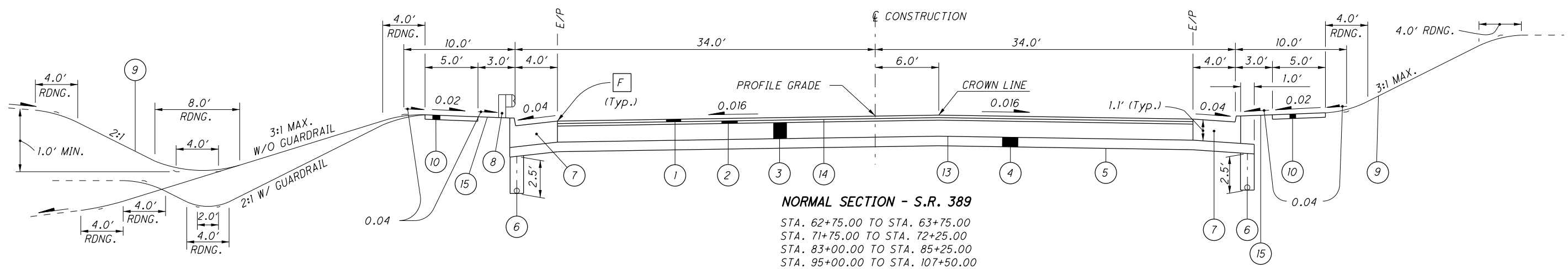
GUARDRAIL SECTION
STA. 93+75 TO STA. 95+25 (L.T.)



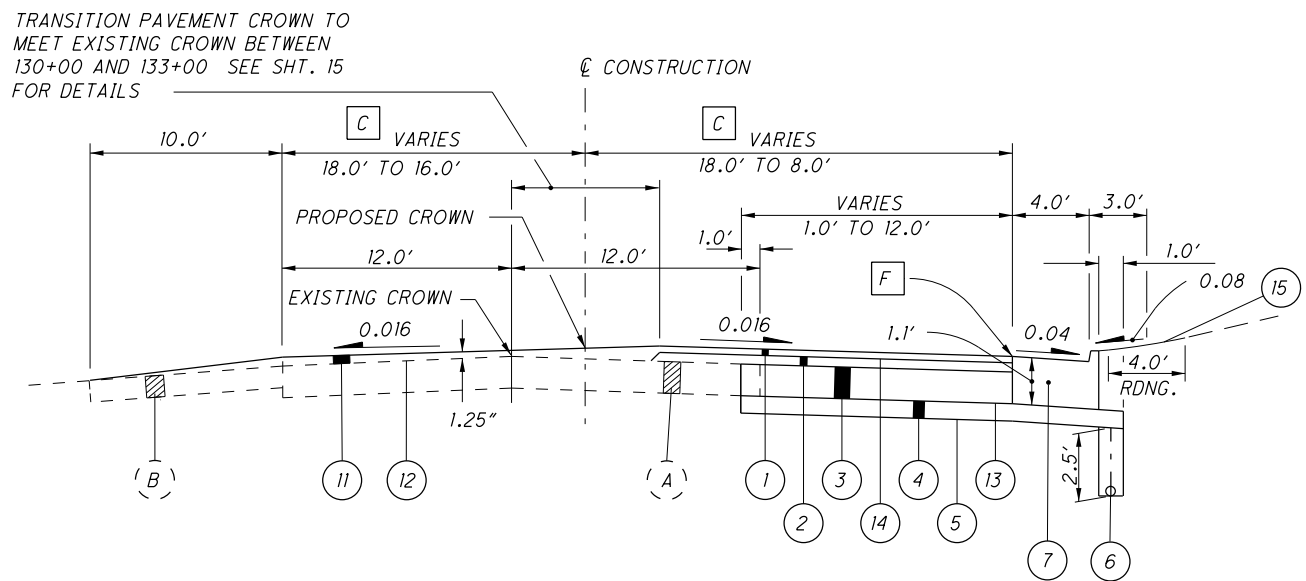
NORMAL SECTION - S.R. 307
STA. 90+15.00 TO STA. 96+45.00

LEGEND

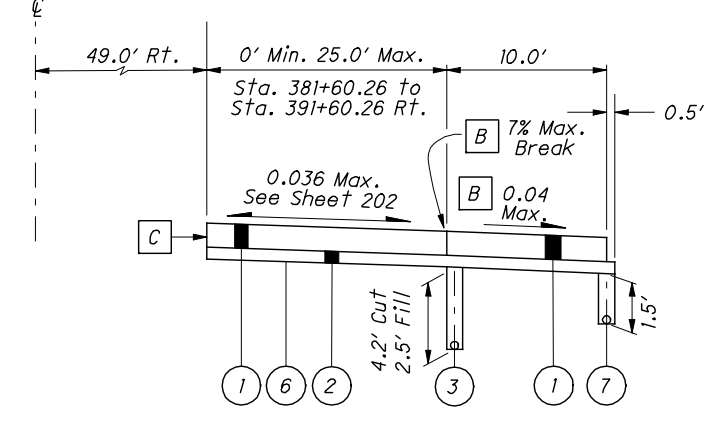
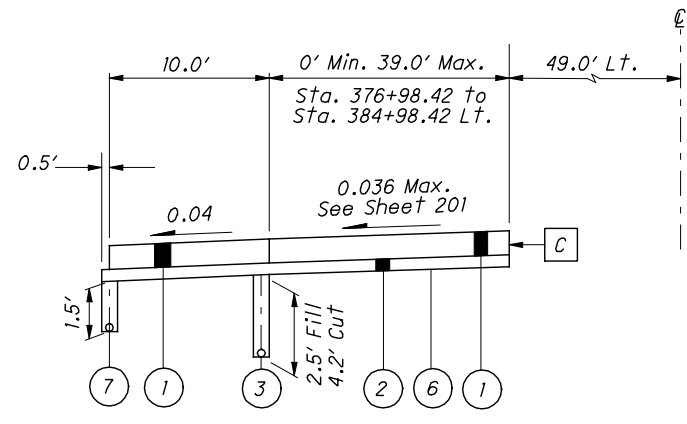
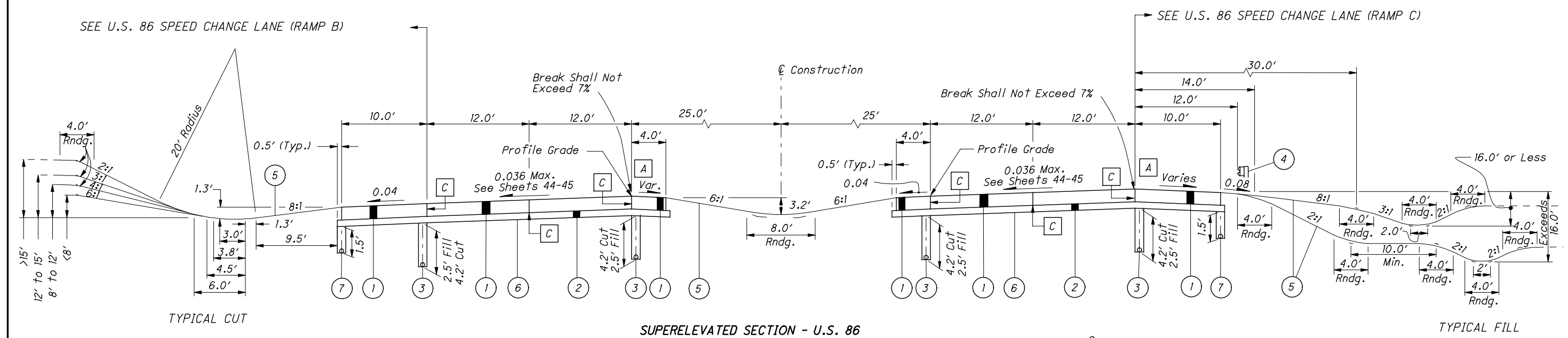
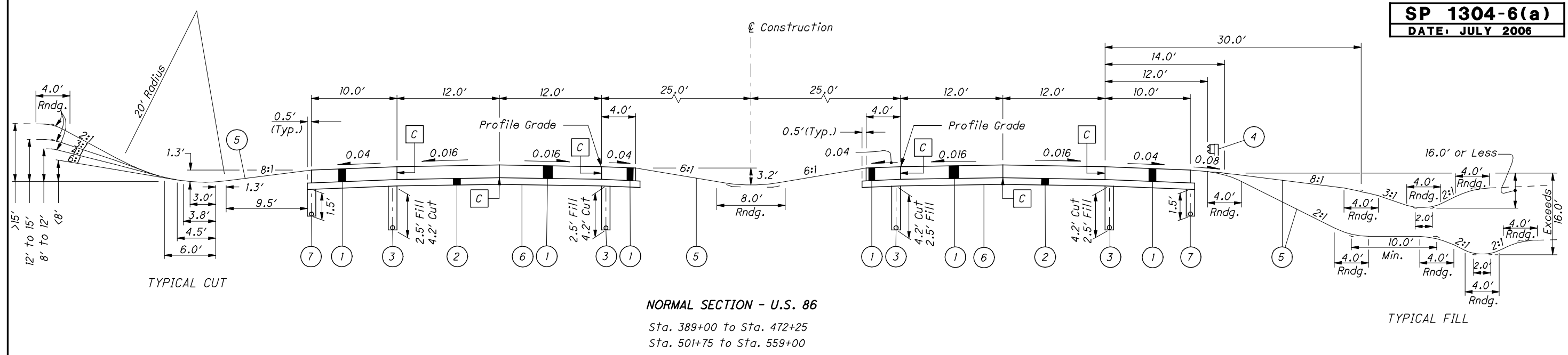
- 1 ITEM 441 - 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22
- 2 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE **A**
- 3 ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22
- 4 ITEM 304 - AGGREGATE BASE, DEPTH AS SHOWN
- 5 ITEM 609 - CURB, TYPE 6
- 6 ITEM 407 - TACK COAT (0.075 GAL./SQ. YD.)
- 7 ITEM 408 - PRIME COAT (APPLIED AT THE RATE OF 0.4 GAL./SQ. YD.)
- 8 ITEM 606 - GUARDRAIL, TYPE 5
- 9 ITEM 659 - SEEDING AND MULCHING (SEE GENERAL NOTE)
- 10 SEE PAVEMENT BUILDUP NOTE, THIS SHEET **B**
- 11 ITEM 204 - SUBGRADE COMPACTION
- 12 ITEM 605 - 6" BASE PIPE UNDERDRAINS
- 13 ITEM 660 - SODDING UNSTAKED
- 14 ITEM 441 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
- 15 ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (APPLIED AT A RATE OF 0.075 GAL./SQ. YD.)
- (A) 6" ASPHALT SURFACE
- (B) 9" REINFORCED CONCRETE BASE
- (C) 6" MIN. CLASSIFIED EMBANKMENT BLANKET COURSE



- LEGEND**
- ① ITEM 441 - 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22
 - ② ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
 - ③ ITEM 301 - 10" ASPHALT CONCRETE BASE, PG64-22
 - ④ ITEM 304 - 6" AGGREGATE BASE
 - ⑤ ITEM 204 - SUBGRADE COMPACTION
 - ⑥ ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS [D]
 - ⑦ ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN (SEE SHEET 9)
 - ⑧ ITEM 606 - GUARDRAIL, TYPE 5
 - ⑨ ITEM 659 - SEEDING AND MULCHING
 - ⑩ ITEM 608 - 4" CONCRETE WALK
 - ⑪ ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446) PG64-22 (VARIABLE THICKNESS)
 - ⑫ ITEM 407 - TACK COAT (0.075 GAL./SQ. YD.)
 - ⑬ ITEM 408 - PRIME COAT (APPLIED AT THE RATE OF 0.4 GAL./SQ. YD.)
 - ⑭ ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (APPLIED AT A RATE OF 0.075 GAL./SQ. YD.)
 - ⑮ ITEM 660 - SODDING UNSTAKED
 - (A) 3" ± ASPHALT PAVEMENT OVER 10" ± AGGREGATE SUBBASE
 - (B) 8" ± DENSE ASPHALT



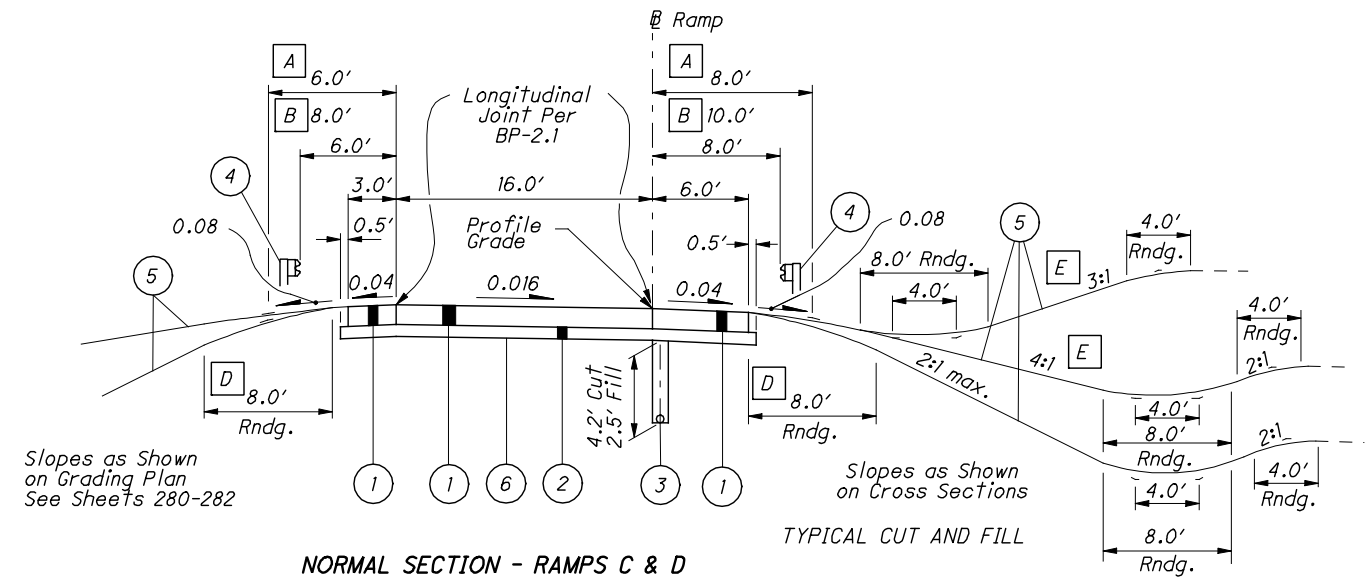
- NOTES:**
- FOR VARIABLE PAVEMENT WIDTHS AND SIDEWALK LIMITS, SEE PAVEMENT DETAILS, SHEETS 15 - 18.
 - [A] WIDTH VARIES FROM 34'-0" @ STA. 129+50 TO 22'-0" @ STA. 130+00 DUE TO RIGHT TURN LANE TAPER FROM 12' TO 0'
 - [B] WIDTH VARIES FROM 34'-0" @ STA. 124+60 TO 22'-0" @ STA. 130+00 DUE TO RIGHT THRU LANE TAPER FROM 12' TO 0'
 - [C] PAVEMENT WIDTH VARIES FROM 18'-0", LT. & RT. @ STA. 130+00 TO 16'-0" LT. AND 8'-0", RT. @ STA. 133+00 DUE TO LEFT TURN LANE TRANSITION
 - [D] EXCEPT IN AREAS OF GUARDRAIL SECTIONS, PIPE UNDERDRAINS SHALL BE LOCATED IMMEDIATELY BEHIND THE CURB.
 - [E] OR PAVEMENT SLOPE, IF GREATER
 - [F] ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22, IS TO BE 1/4" ABOVE GUTTER PLATE.



- A** 0.04 Max. to 0.034 Min.
- B** Slope conditions shown for high side shoulder adjacent to speed change lane pavement; For low side of shoulders adjacent to speed change lane pavement, shoulder slope shall be 0.04.
- C** Longitudinal Joint Per BP-2.1

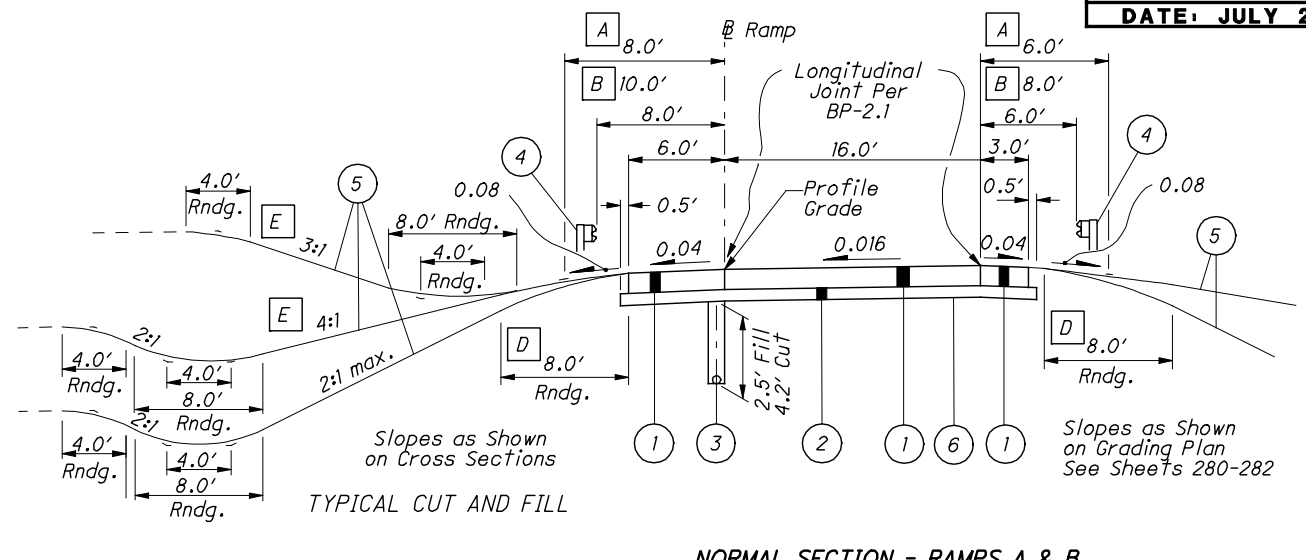
LEGEND

- ① ITEM 452 - 12" Non-Reinforced Concrete Pavement
- ② ITEM 304 - 6" Aggregate Base
- ③ ITEM 605 - 6" Deep Pipe Underdrains
- ④ ITEM 606 - Guardrail, Type 5
- ⑤ ITEM 659 - Seeding and Mulching
- ⑥ ITEM 204 - Subgrade Compaction
- ⑦ ITEM 605 - 6" Base Pipe Underdrains



NORMAL SECTION - RAMPS C & D

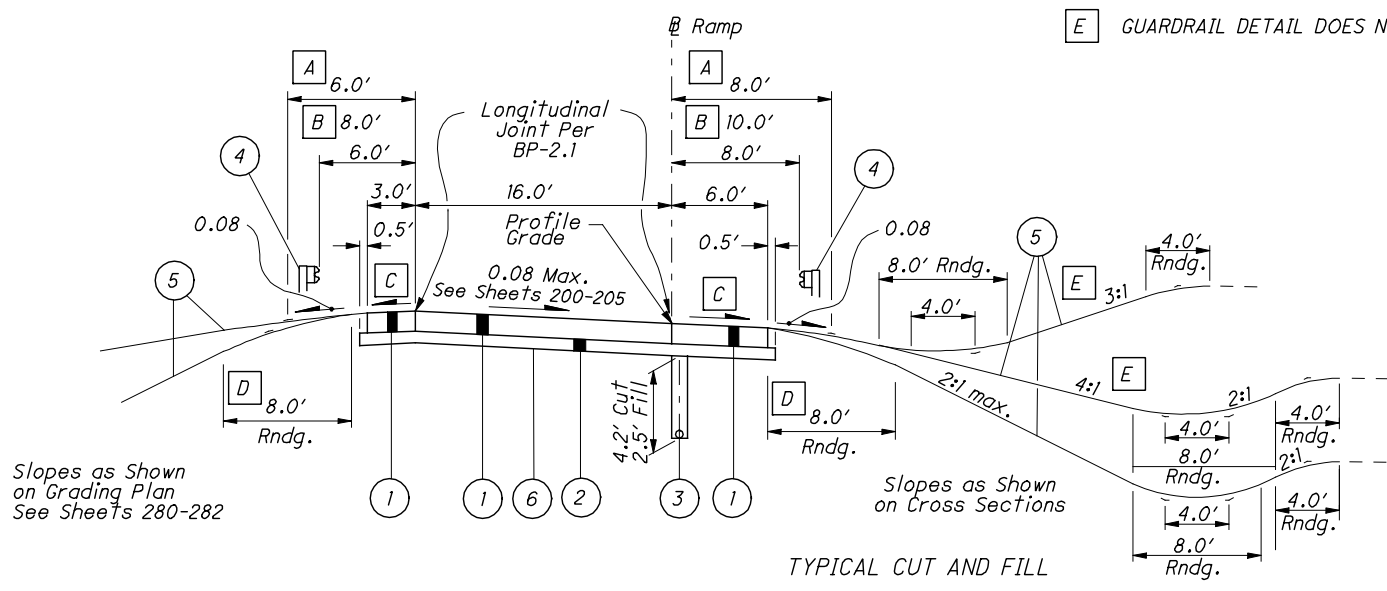
Sta. 465+49.13 to Sta. 477+25 Ramp C
Sta. 557+00 to Sta. 566+96.94 Ramp D



NORMAL SECTION - RAMPS A & B

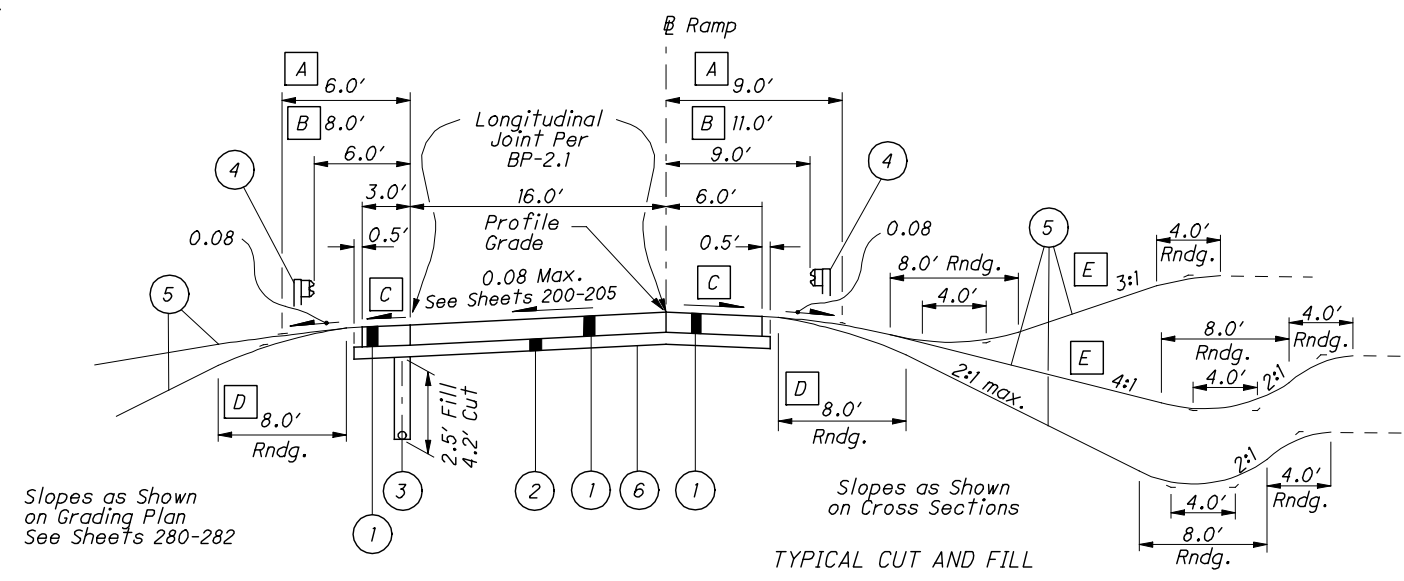
Sta. 160+75 to Sta. 166+65.18 Ramp A
Sta. 266+17.10 to Sta. 271+50 Ramp B

- A** WHEN FORESLOPE IS 6:1 OR FLATTER
- B** FOR GUARDRAIL SECTIONS AND NON-GUARDRAIL SECTIONS WITH FORESLOPE STEEPER THAN 6:1
- C** SEE DETAILS "A" AND "B"
- D** 4' ROUNDING ON GUARDRAIL SECTIONS; NO ROUNDING REQUIRED WHEN FORESLOPE IS 6:1 OR FLATTER.
- E** GUARDRAIL DETAIL DOES NOT APPLY



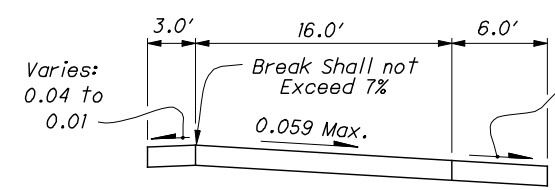
SUPERELEVATED SECTION (RIGHT) - RAMPS C & D

Sta. 477+25 to Sta. 481+60.26 Ramp C
Sta. 554+58.38 to Sta. 557+00 Ramp D

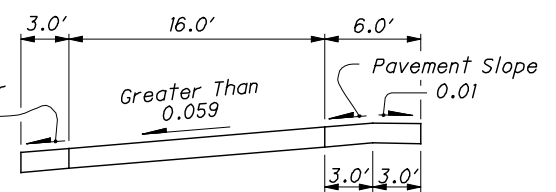


SUPERELEVATED SECTION (LEFT) - RAMPS E & F

Sta. 354+62.19 to Sta. 360+75 Ramp E
Sta. 571+50 to Sta. 577+03.57 Ramp F



DETAIL A

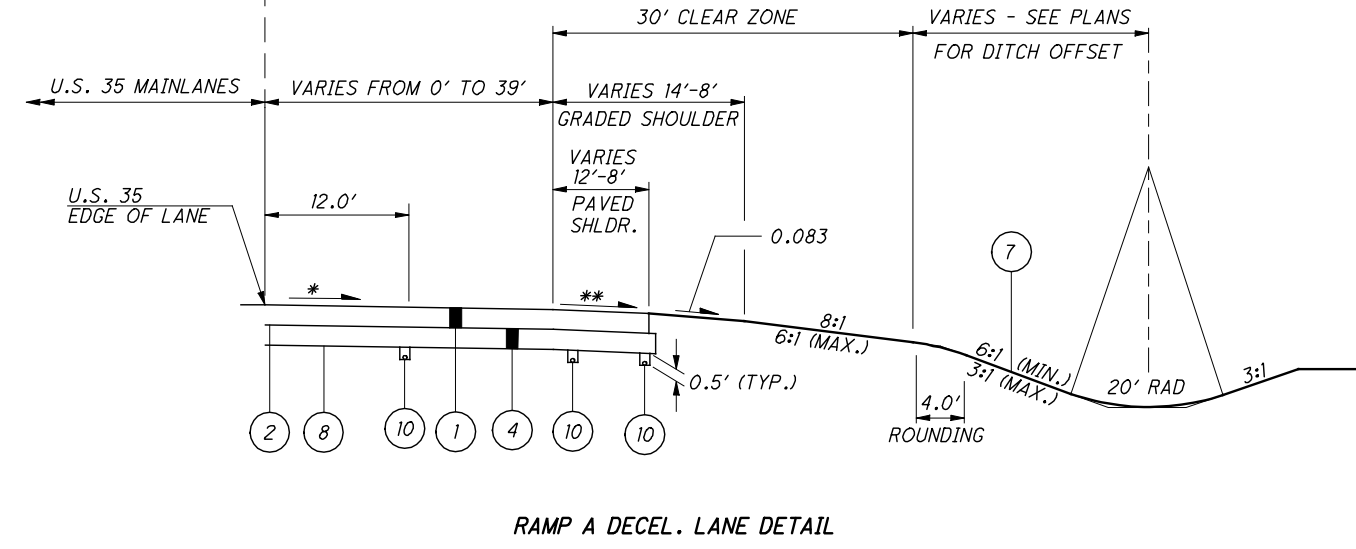
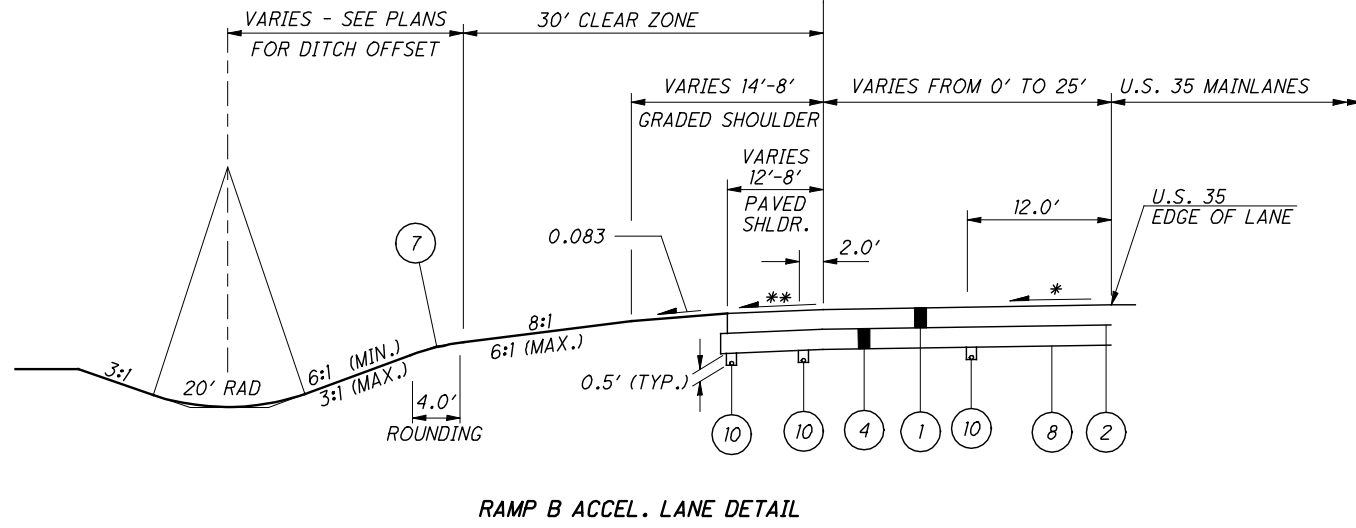
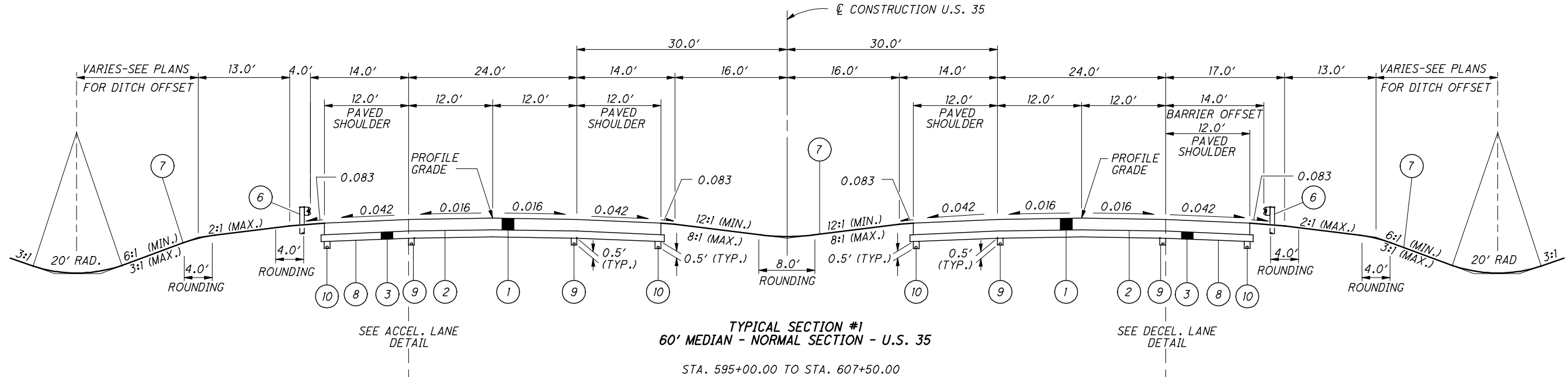


DETAIL B

FOR LEGEND, SEE SHEET 9

LEGEND

- | | | | |
|---|---|----|-------------------------------------|
| 1 | ITEM 880 - 10" ASPHALT CONCRETE (7 YEAR WARRANTY) | 7 | ITEM 659 - SEEDING AND MULCHING |
| 2 | ITEM 408 - PRIME COAT (0.4 GAL/YD ²) | 8 | ITEM 204 - SUBGRADE COMPACTION |
| 3 | ITEM 304 - 6" AGGREGATE BASE | 9 | ITEM 605 - 6" BASE PIPE UNDERDRAINS |
| 4 | ITEM 304 - 10" AGGREGATE BASE | 10 | ITEM 605 - 4" BASE PIPE UNDERDRAINS |
| 5 | ITEM 605 - 4" SHALLOW PIPE UNDERDRAINS, AS PER PLAN | | |
| 6 | ITEM 606 - GUARDRAIL, TYPE 5 | | |



* SLOPE MATCHES MAINLANE RATE (0.016) UNTIL SUPER TRANSITION FOR RAMP. TRANSITION FROM NORMAL CROSS SLOPE TO SUPERELEVATED SECTION BETWEEN STATIONS 598+75 AND 600+90.
** 0.042 OR RATE OF SUPER IF GREATER.

* SLOPE MATCHES MAINLANE RATE (0.016) UNTIL SUPER TRANSITION FOR RAMP. TRANSITION FROM NORMAL CROSS SLOPE TO SUPERELEVATED SECTION BETWEEN STATIONS 595+50 AND 596+25.
** 0.042 OR RATE OF SUPER IF GREATER.

ROUNDING

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

UTILITIES

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

ELECTRIC:
 AMERICAN ELECTRIC POWER
 215 NORTH FRONT STREET
 COLUMBUS, OHIO 43215
 (614) 464-7911

GAS:
 COLUMBIA GAS OF OHIO
 939 WEST GOODALE BOULEVARD
 COLUMBUS, OHIO 43212
 (614) 460-2240

TELEPHONE:
 SBC AMERITECH
 150 EAST GAY STREET
 ROOM 6F
 COLUMBUS, OHIO 43215
 (614) 223-8535

CABLE:
 TIME WARNER COMMUNICATIONS
 1266 DUBLIN ROAD
 COLUMBUS, OHIO 43212
 (614) 481-5261

SANITARY, STORM:
 CITY OF COLUMBUS
 DIVISION OF SEWERAGE & DRAINAGE
 910 DUBLIN ROAD
 COLUMBUS, OHIO 43215
 (614) 645-7175

WATER:
 CITY OF COLUMBUS
 DIVISION OF WATER
 910 DUBLIN ROAD
 COLUMBUS, OHIO 43215
 (614) 645-7677

UTILITIES

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

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET FOR A TABLE CONTAINING PRIMARY PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PRIMARY PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PRIMARY PROJECT CONTROL

POSITIONING METHOD: STATIC GNSS
 MONUMENT TYPE: A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
 GEOID: GEOID09

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(CORS96)
 ELLIPSOID: GRS80
 MAP PROJECTION: LAMBERT CONFORMAL CONIC
 COORDINATE SYSTEM: OHIO STATE PLANE - SOUTH ZONE
 COMBINED SCALE FACTOR: 1.000059007
 ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHOD AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 823.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

WORK LIMITS

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

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	8	2	10
30"	1	2	3
48"	0	1	1
60"	1	0	1

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SEEDING AND MULCHING 310 SQ. YD.

659, REPAIR SEEDING AND MULCHING 16 SQ. YD.
 (310) X (0.05) = 15.5 SQ. YD.

659, SOIL ANALYSIS TEST 2 EACH

659, TOPSOIL 34 CU. YD.
 (310) X (111 CY PER 1000 SY) = 34.4 SQ. YD.

659, COMMERCIAL FERTILIZER 0.05 TON
 [(310) X (1 TON / 7410 SY)] + [(16 SY) X (1 TON / 1115 SY)] = 0.05 TON

659, LIME 0.1 ACRE
 (310) X (1 ACRE / 4840 SY) = 0.06 ACRE

659, INTER-SEEDING 16 SQ. YD.
 (310) X (0.05) = 15.5 SQ. YD.

659, WATER 2 M. GAL.
 [(310) X (0.0054 M GAL / SY)] + [(16) X (.0027 GAL/SY)] = 2 M. GAL

APPLY SEEDING AND MULCHING 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 TEMPORARY EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

611, 6" CONDUIT, TYPE B	50 FT.
611, 6" CONDUIT, TYPE C	50 FT.
611, 6" CONDUIT, TYPE E	50 FT.
611, 6" CONDUIT, TYPE F	50 FT.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT SHOWN ON THE PLAN VIEW SHEETS. THE PROPOSED PROFILE SHALL FOLLOW THE PROPOSED ELEVATIONS SHOWN ON THE CROSS SECTION SHEETS. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL VARY TO PRODUCE THE PROPOSED ELEVATIONS SHOWN ON THE CROSS SECTIONS.

PRIMARY PROJECT CONTROL INFORMATION

POINT NUMBER	GRID COORDINATES U.S. SURVEY FEET		SCALED COORDINATES U.S. SURVEY FEET		ORTHOMETRIC HEIGHT (ELEVATION)	DESCRIPTION
	NORTHING	EASTING	NORTHING	EASTING		
CP1	648471.989	2085554.754	648510.253	2085677.816	634.80	PROJECT CONTROL - STEEL ROD SET IN CONCRETE
CP2	646970.005	2084508.912	647008.181	2084631.913	636.54	PROJECT CONTROL - STEEL ROD SET IN CONCRETE
CP3	647678.067	2084753.211	647716.285	2084876.226	655.38	AZIMUTH MARK - STEEL ROD SET IN CONCRETE
CP4	647186.714	2084974.770	647224.903	2084974.711	656.63	AZIMUTH MARK - STEEL ROD SET IN CONCRETE

ITEM 659, SEEDING AND MULCHING

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 ITEM 659, SEEDING AND MULCHING, ARE BASED ON THESE LIMITS.

SEE SHEET 18 FOR SEEDING AND MULCHING SUBSUMMARY.

WATERING AND MOWING PERMANENT SEEDED AREAS

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO PROMOTE GROWTH AND TO CARE FOR PERMANENT SEEDED AREAS PER 659.09:

659, WATER	22 M.GAL.
659, MOWING	23 M SQ. FT.

EROSION CONTROL

ITEMS 601, 660 AND 670 ARE PROVIDED IN THE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE SHALL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS AND TURF OF A STABLE NATURE SHALL NOT BE REMOVED IN ORDER TO PLACE 660 OR 670. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES OF THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

ITEM 604, CATCH BASIN NO. 2-3 AND 2-5 AS PER PLAN

CATCH BASINS SHALL BE CONSTRUCTED IN CONFORMANCE WITH ITEM 604 EXCEPT THAT THE GRATES SHALL BE NEENAH NO. R-4859-C OR EAST JORDAN NO. 5110 TYPE M2 OR APPROVED EQUALS.

ITEM 611 - CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 10 FEET TO THE (EDGE OF PAVEMENT) NEAREST RAIL). PROVIDE A 0.50 INCH UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINT WITH A CIRCUMFERENTIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IN THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

ITEM 605, AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT FIFTY (50) FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE AND AT TWENTY-FIVE (25) FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

UNRECORDED UNTREATED NON-STORMWATER DRAINAGE

FURNISH NO CONTINUANCE FOR ANY UNRECORDED UNTREATED NON-STORMWATER DRAINAGE SUCH AS UNTREATED SEPTIC, UNTREATED WASTEWATER, UNTREATED CURTAIN/GRADIENT DRAINS, AND UNTREATED FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. PLUG ANY UNRECORDED, UNTREATED, NON-STORMWATER DRAINAGE WITH CLASS C CONCRETE AT THE RIGHT-OF-WAY LINE. PAYMENT FOR PLUGGING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 OR 203 ITEM.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS

FURNISH A CONTINUANCE FOR ALL UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS SUCH AS SANITARY, WASTEWATER, CURTAIN/GRADIENT DRAINS, AND FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. FURNISH AN UNOBSTRUCTED CONTINUANCE OF THE UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS TO THE SATISFACTIN OF THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT-OF-WAY USE PERMIT. ALL SANITARY AND SANITARY WASTEWATER MAY ALSO REQUIRE A NPDES PERMIT FROM THE OHIO ENVIRONMENTAL PROTECTION AGENCY. REPORT ALL CONTINUANCE TO THE LOCAL HEALTH DEPARTMENT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.42, 707.43, 707.44, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35, 706.01, 706.02, OR 706.08 WITH JOINTS AS PER 706.11 OR 706.12.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

611, 8" CONDUIT, TYPE B, FOR SANITARY 100 FT.

611, 6" CONDUIT, TYPE C, FOR SANITARY 100 FT.

ITEM 611 - 10' X 8' CONDUIT, TYPE A, 706.05, AS PER PLAN (DESIGN EARTH COVER = 6 FEET)

SEGMENTAL, PRECAST CONCRETE FOUR SIDED STRUCTURES WHICH ARE BELOW FINISHED GRADE AND WILL NOT BE PAVED DIRECTLY OVER SHALL HAVE ITEM SPECIAL, MEMBRANE WATERPROOFING, SHEET TYPE 2 (SEE PROPOSAL NOTE) APPLIED TO THE TOP SURFACE AND VERTICALLY DOWN THE ENTIRE SIDES FOR ALL PORTIONS OF THE STRUCTURE WHICH SHALL BE IN CONTACT WITH THE BACKFILL.

THE EXTERIOR JOINT GAP ON THE TOP AND SIDES BETWEEN THE PRECAST STRUCTURE SECTIONS SHALL BE FILLED WITH PORTLAND CEMENT MORTAR PRIOR TO INSTALLING THE MEMBRANE WATERPROOFING. JOINT WRAP AS SPECIFIED IN 611.08 AND CONCRETE SEALING AS SPECIFIED IN 611.09 ARE NOT REQUIRED UNDER THE LIMITS OF THE MEMBRANE WATERPROOFING. PAYMENT FOR THE MEMBRANE WATERPROOFING SHALL BE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR PERTINENT ITEM SPECIAL, MEMBRANE WATERPROOFING, SHEET TYPE (SEE PROPOSAL NOTE).

WHEN ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE) IS SPECIFIED ON THE HEADWALLS OF A PRECAST CONCRETE STRUCTURE, ANY PRECAST STRUCTURE SECTIONS BEYOND THE LIMIT OF THE MEMBRANE WATERPROOFING SHALL ALSO BE SEALED WITH THE SAME SEALANT. PAYMENT FOR THE SEALING OF THE PRECAST CONCRETE STRUCTURE SURFACES SHALL BE MADE AT THE CONTRACT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE).

GENERAL NOTES

FRA -44 -13.67

ITEM 614, MAINTAINING TRAFFIC

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND DIRECTOR OF PUBLIC WORKS, CITY OF PETERSBURG, AT LEAST 48 HOURS IN ADVANCE (EXCLUSIVE OF SATURDAY, SUNDAY OR HOLIDAYS) OF HIS INTENT TO DIVERT TRAFFIC AND TWO WEEKS IN ADVANCE OF A DETOUR.

NO CHANGE IN TRAFFIC PATTERNS SHALL TAKE PLACE DURING PEAK HOURS, 6:00 A.M. TO 9:00 A.M. AND 3:00 P.M. TO 6:00 P.M. MONDAY THROUGH FRIDAY.

THE CONTRACTOR SHALL NOTIFY CONRAIL (PHONE: 215-596-2923) AND THE ENGINEER AT LEAST ONE WEEK IN ADVANCE OF HIS INTENT TO CLOSE CONRAIL TRACKS TO TRAFFIC FOR THE REMOVAL OF PORTIONS OF EXISTING BRIDGE OVER AND/OR NEAR THE TRACKS. THE TRACK CLOSURES SHALL BE LIMITED TO SATURDAY, SUNDAY AND/OR MONDAY.

ACCESS TO THE PARKING LOT ON BEECHMONT COURT (EAST OF CONRAIL TRACKS) SHALL BE MAINTAINED AT ALL TIMES AND OTHER LOCAL TRAFFIC SHALL BE MAINTAINED AS PER CMS 614.02(A).

S.R. 86 - TWO LANE, TWO WAY TRAFFIC SHALL BE MAINTAINED DURING PEAK HOURS AND AT ALL OTHER TIMES EXCEPT AS FOLLOWS:

ONE LANE, TWO WAY TRAFFIC (USING STANDARD DWG. MT-97.10) WILL BE PERMITTED FOR MINIMUM PERIODS CONSISTENT WITH REQUIREMENTS OF THE SPECIFICATIONS FOR COMPLETED ASPHALT COURSES AND WHEN NECESSARY FOR THE CONTRACTOR'S EQUIPMENT TO OCCUPY THE PAVEMENT FOR A SHORT TIME.

S.R. 86 MAY BE CLOSED TO TRAFFIC UNDER CONDITIONS STATED IN THE SEQUENCE OF CONSTRUCTION.

EASTERN AVENUE AND BEECHMONT CIRCLE MAY BE CLOSED FOR SHORT DURATIONS (15 MINUTES) DURING BRIDGE DEMOLITION OR BRIDGE BEAM ERECTION. TRAFFIC BACKUP SHALL BE CLEARED AFTER EACH CLOSURE AND ALLOWED TO PASS FREELY WITH NO RESTRICTION (ONE LANE IN EACH DIRECTION) FOR 10 MINUTES BEFORE ANOTHER CLOSURE IS MADE. TWO LANE, TWO WAY TRAFFIC SHALL BE MAINTAINED DURING PEAK HOURS NOTED ABOVE.

RAMP C AND E MAY BE CLOSED AS PER THE SEQUENCE OF CONSTRUCTION; OTHERWISE, TRAFFIC SHALL BE MAINTAINED ON EXISTING, PAVEMENT FOR MAINTAINING TRAFFIC OR PROPOSED PAVEMENT BASE COURSES.

THE FINAL SURFACE AND INTERMEDIATE PAVEMENT COURSES SHALL BE COMPLETED TO THE EXTENT POSSIBLE DURING THE "FINAL DETOUR" PHASE. THE REMAINING WORK SHALL BE COMPLETED AFTER THE "FINAL DETOUR" PHASE WHILE MAINTAINING TRAFFIC.

BEECHMONT COURT SHALL BE OPEN AT ALL TIMES EXCEPT THAT ACCESS TO #3753 BEECHMONT COURT MAY BE CUT OFF WHEN THE DRIVE TO BEECHMONT CIRCLE IS COMPLETED. ACCESS TO #3755, #3711 BEECHMONT COURT

AND #4747 EASTERN AVENUE SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN TRAFFIC THROUGHOUT THE PROJECT CONSTRUCTION FROM BEACHMONT AVENUE/CHURCH PLACE INTERSECTION TO EASTERN AVENUE BY KEEPING THE EXISTING STAIRS LOCATED IN THE NORTHEAST QUADRANT OF THE INTERSECTION OPEN FOR THE DURATION OF THE "INITIAL DETOUR PHASE" AND "PHASE I". THE EXISTING STAIRS SHALL REMAIN OPEN UNTIL PEDESTRIAN ACCESS IS PROVIDED BY OPENING THE PROPOSED STAIRS LOCATED IN THE SOUTHEAST QUADRANT AND CONSTRUCTED DURING PHASE I FOR PEDESTRIAN USE DURING "PHASE II" AND THE "FINAL DETOUR" PHASE.

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.

SEQUENCE OF CONSTRUCTION

INITIAL DETOUR PHASE

PREPARE TO CLOSE S.R. 86 TO TRAFFIC BY ERECTING TRAFFIC CONTROL (SEE SHEET 32 AND 33) AND COORDINATING THE DETOUR WITH THE CITY OF PETERSBURG. AT THE SAME TIME, SHORE OR BRACE PORTIONS OF THE EXISTING BRIDGE THAT WILL BE USED TO MAINTAIN TRAFFIC. PERFORM ANY OTHER WORK THAT CAN REDUCE THE TIME REQUIRED TO DETOUR TRAFFIC. SEE SHEET NO. 31 FOR DETOUR MAP.

WHEN CITY OF PETERSBURG FORCES HAVE COMPLETED THE DETOUR SIGNING OUTSIDE THE PROJECT AREA AND THE CONTRACTOR HAS COMPLETED ALL DETOUR SIGNING, CLOSURE SIGNING AND BARRIER PLACEMENT WITHIN THE PROJECT AREA, S.R. 86, RAMP C AND RAMP E SHALL BE CLOSED TO TRAFFIC. THIS CLOSURE SHALL BE LIMITED TO 60 CALENDAR DAYS.

WHILE THE HIGHWAY IS CLOSED PRIOR TO "PHASE I", THE FOLLOWING WORK SHALL BE COMPLETED.

- REMOVE THE PLATE GIRDER BRIDGES OVER EASTERN AVENUE AND CONRAIL.
- CONSTRUCT A TEMPORARY BRIDGE AT EACH LOCATION.
- COMPLETE SHORING AND BRACING.
- SAW CUT THE EXISTING CONCRETE BRIDGE SUPERSTRUCTURE AND PIERS AND BEGIN TO REMOVE THE SOUTH PORTION OF THE EXISTING BRIDGE.
- COMPLETE DRIVE TO #3753-55 BEECHMONT COURT.
- CONSTRUCT PAVEMENT FOR MAINTAINING TRAFFIC, - AS PER PLAN, AT RAMP C AND E.

- INSTALL THE TEMPORARY TRAFFIC SIGNAL (INCLUDING THE "PREPARE TO STOP WHEN FLASHING" ADVANCE WARNING SIGN) AT THE INTERSECTION OF RAMP F/ CHURCH PLACE AND S.R. 86.

- ERECT TRAFFIC CONTROL AND PORTABLE CONCRETE BARRIER FOR "PHASE I" PRIOR TO OPENING RAMP C. THE SOLID, DOUBLE YELLOW CENTERLINE SHALL BE IN PLACE PRIOR TO PHASE I OPENING TO TRAFFIC.

PHASE I AND II

THE CONTRACTOR IS EXPECTED TO USE ALL MEANS POSSIBLE INCLUDING, BUT NOT RESTRICTED TO, MULTIPLE SHIFTS, TWENTY-FOUR (24) HOURS PER DAY SCHEDULING SEVEN (7) DAYS A WEEK (SUBJECT TO THE RESTRICTIONS OF SECTION 910.8 OF THE CITY OF PETERSBURG MUNICIPAL CODE GOVERNING NIGHTTIME CONSTRUCTION BETWEEN THE HOURS OF 11:00 P.M. AND 7:00 A.M.), ADDITIONAL CREWS, LIGHTING FOR NIGHT WORK, MULTIPLE MATERIAL SOURCES, MULTIPLE SUBCONTRACTORS, ETC., IN ORDER TO COMPLETE PHASE I AND II WITHIN 120 CALENDAR DAYS. NO TIME EXTENSIONS (SEE PROPOSAL NOTE) OF THIS INTERIM COMPLETION PERIOD WILL BE CONSIDERED. FAILURE TO OPEN THE HIGHWAY TO FOUR LANE TRAFFIC WILL RESULT IN THE ASSESSMENT OF \$15,000.00 LIQUIDATED DAMAGES FOR EACH CALENDAR DAY (INCLUDING WEEKENDS AND HOLIDAYS) BEYOND THE ALLOTTED TIME.

PHASE I

AFTER THE INITIAL PHASE DETOUR WORK IS COMPLETED, REOPEN S.R. 86 AND RAMPS C AND E TO TRAFFIC USING THE TEMPORARY BRIDGES AND A PORTION OF THE EXISTING BRIDGE TO MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.

COVER DETOUR SIGNS FOR RE-USE DURING THE "FINAL DETOUR" PHASE.

COMPLETE CONSTRUCTION OF THE SOUTH ONE HALF OF THE PROPOSED BRIDGE, RETAINING WALLS, TEMPORARY RETAINING WALLS AND STAIRS IN THE SE QUADRANT OF S.R. 86 AND CHURCH PLACE/ RAMP F INTERSECTION.

ERECT TRAFFIC CONTROL AND PORTABLE CONCRETE BARRIER, AND ADJUST TEMPORARY TRAFFIC SIGNAL FOR "PHASE II". THE SOLID, DOUBLE YELLOW CENTERLINE SHALL BE IN PLACE PRIOR TO "PHASE II" OPENING TO TRAFFIC.

PHASE II

AFTER PHASE I WORK IS COMPLETED, RELOCATE TRAFFIC ON S.R. 86 AND RAMPS C AND E FOR "PHASE II" USING THE COMPLETED PORTION OF THE NEW STRUCTURE (MAINTAINING ONE LANE OF TRAFFIC IN EACH DIRECTION) AND NEW FULL DEPTH BASE COURSES ON THE RAMPS.

REMOVE THE TEMPORARY BRIDGES AND THE BALANCE OF THE EXISTING BRIDGE. COMPLETE CONSTRUCTION (EXCEPT THE GAP SECTION OF DECK).

COMPLETE WORK ON BEECHMONT COURT.

SOME ITEMS (I.E. SANITARY) ARE NOT INCLUDED IN THE SEQUENCE, BECAUSE THEY HAVE ONLY MINOR EFFECT ON MAINTAINING TRAFFIC. THE CONTRACTOR MAY COMPLETE THIS WORK WHEN CONVENIENT DURING THE SEQUENCE OF CONSTRUCTION.

FINAL DETOUR PHASE

UNCOVER DETOUR SIGNS, SET UP CLOSURE SIGNING AND PLACE BARRIER TO CLOSE S.R. 86 AND RAMP C TO TRAFFIC. COORDINATE THE CLOSURE WITH THE CITY OF PETERSBURG, AS BEFORE. SEE SHEET 31 FOR DETOUR MAP.

WHILE THE HIGHWAY IS CLOSED, THE FOLLOWING WORK SHALL BE CONSTRUCTED:

- CLOSE THE REMAINING GAP IN THE DECK NOT COMPLETED IN "PHASE I AND II".
- COMPLETE THE PLACEMENT OF FULL DEPTH PAVEMENT BASE COURSES.

REMOVE TRAFFIC SIGNAL FOR MAINTAINING TRAFFIC.

THIS CLOSURE WILL BE LIMITED TO FIVE DAYS, TWO OF WHICH SHALL BE SATURDAY AND SUNDAY.

FAILURE TO RE-OPEN ON TIME WILL RESULT IN THE ASSESSMENT OF \$25,000.00 LIQUIDATED DAMAGES FOR EACH CALENDAR DAY (INCLUDING WEEKENDS AND HOLIDAYS) BEYOND THE ALLOTTED TIME.

PRIOR TO OPENING THE PROJECT TO TRAFFIC, THE SOLID, DOUBLE YELLOW CENTERLINE SHALL BE IN PLACE AND MAINTAINED DURING SURFACE AND INTERMEDIATE PAVEMENT COURSE PLACEMENT OPERATIONS NOT COMPLETED IN THE "FINAL DETOUR" PHASE.

AFTER THE "FINAL DETOUR" PHASE, IT MAY BE NECESSARY TO REDUCE THE NUMBER OF LANES TO LESS THAN FOUR IN ORDER TO COMPLETE THE PROJECT. THIS WILL BE ACCEPTABLE BUT ONLY DURING ACTUAL CONTRACTOR WORKING HOURS WITH TRAFFIC CONTROL PER APPROPRIATE STANDARD DRAWINGS. NO REDUCTION IN THE NUMBER OF LANES SHALL BE PERMITTED DURING PEAK HOURS, THAT BEING FROM 6:00 A.M. TO 9:00 A.M. AND FROM 3:00 P.M. TO 6:00 P.M.

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC; THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

PHASE ONE

THE CONTRACTOR SHALL REPLACE THE OUTSIDE BERM WITH AN 8' SHOULDER IN THE DESIGNATED AREAS WITH TEMPORARY PAVEMENT USING A ONE-LANE CLOSURE PER MT-95.30.

AREAS OF SHOULDER REPLACEMENT:

EASTBOUND	WESTBOUND
50+49 to 51+28.25	1833+00 to 8+86
55+81.25 to 58+20	48+90 to 51+28.25
116+23 to 128+26	55+81.25 to 60+36
150+12 to 160+10	72+48 to 88+20.5
167+67 to 175+76.71	95+78 to 102+82
177+35.21 to 183+56	112+72 TO 126+26
	136+82 to 144+13
	172+63 to 175+76.71
	177+35.21 to 180+55

AFTER THE SHOULDER REPLACEMENT WORK IS COMPLETED, THE CONTRACTOR SHALL THEN PERFORM THE JOINT REPAIRS IN THE FOLLOWING AREAS:

EASTBOUND
 AREA

A	STA. 147+97 TO STA. 150+05
B	STA. 113+12 TO STA. 115+94
C	STA. 58+26 TO STA. 63+00
D	STA. 1828+26 TO STA. 1832+61

WESTBOUND
 AREA

E	STA. 103+30 TO STA. 107+08
F	STA. 109+40 TO STA. 112+44
G	STA. 129+43 TO STA. 136+63
H	STA. 144+25 TO STA. 147+82

THE JOINT REPAIRS SHALL BE PERFORMED IN ALPHABETICAL ORDER ON EACH SIDE AND THE PAVEMENT WILL BE OPEN TO TRAFFIC AS SPECIFIED IN THE PLAN NOTE.

FOR ADDITIONAL PHASE I DETAILS AND QUANTITIES SEE SHEETS 22-23.

PHASE TWO

THE CONTRACTOR SHALL PERFORM THE WORK ON THE INSIDE LANES, WHICH SHALL INCLUDE THE JOINT REPAIR, FULL-DEPTH PAVEMENT, BERM REPLACEMENT, AND BRIDGE REHABILITATION. THE JOINT REPAIRS SHALL BE DONE PRIOR TO THE BERM REPLACEMENT. TRAFFIC SHALL BE MAINTAINED DURING THIS PHASE PER THE DETAILS SHOWN ON SHEETS 24 THRU 37 EXCEPT THAT CORES WILL BE TAKEN DURING THIS PHASE WHICH WILL REQUIRE THE CLOSING OF BOTH LANES FOR A BRIEF PERIOD. ODOT WILL PROVIDE TRAFFIC MAINTENANCE FOR THE CORING PROCEDURE.

PHASE THREE

THE CONTRACTOR SHALL PERFORM THE WORK ON THE OUTSIDE LANES, WHICH SHALL INCLUDE THE JOINT REPAIR, FULL-DEPTH PAVEMENT, BERM REPLACEMENT, AND BRIDGE REHABILITATION. THE JOINT REPAIRS SHALL BE DONE PRIOR TO THE BERM REPLACEMENT. TRAFFIC MAINTENANCE DETAILS FOR THIS PHASE ARE SHOWN ON SHEETS 38 THRU 52.

PHASE FOUR

THE CONTRACTOR SHALL GRIND AND SEAL THE PAVEMENT MAINTAINING TRAFFIC BY USE OF A ONE-LANE CLOSURE PER STANDARD DRAWING MT-95.30. THIS WORK SHALL BE PERFORMED ON BOTH LANES AND IN BOTH DIRECTIONS.

BRIDGES

WEST RIVER ROAD AND VERMILION ROAD BRIDGES WILL BE CONSTRUCTED PART-WIDTH USING A TEMPORARY SIGNAL INSTALLATION TO MAINTAIN ONE LANE, TWO-WAY TRAFFIC. DETAILS FOR MAINTAINING TRAFFIC AT THESE BRIDGES ARE SHOWN ON SHEETS 53 AND 54. SUNNYSIDE ROAD AND CLAUS ROAD BRIDGES MAY BE CLOSED FOR A MAXIMUM OF 30 DAYS EACH, BUT THEY SHALL NOT BE CLOSED AT THE SAME TIME. THE DETOUR PLAN FOR THESE BRIDGES IS SHOWN ON SHEET 19 AND 20. DETAILS FOR THE VERMILION INTERCHANGE BRIDGE CLOSURE ARE SHOWN ON SHEET 21.

SIDE ROAD STRUCTURES OVER FREEWAY

FOUR LANE, TWO WAY TRAFFIC ON THE FREEWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE REHABILITATION OF THE EXISTING STRUCTURES OVER THE FREEWAY EXCEPT AS FOLLOWS:

1. DURING THE RETROFITTING OF THE EXISTING OVERHEAD BRIDGE PARAPETS.
2. UNLESS OTHERWISE SHOWN IN THE PLAN

A SAFETY NET OR PLATFORM SHALL BE REQUIRED TO PROTECT THE TRAVEL LANES OF THE FREEWAY DURING RETROFITTING OF EXISTING CONCRETE PARAPETS. THE DESIGN OF THE NET OR PLATFORM SHALL CONFORM WITH OSHA REQUIREMENTS, SHALL HAVE APPROVAL FROM THE ODOT OFFICE OF STRUCTURAL ENGINEERING, AND SHALL REMAIN IN PLACE UNTIL WORK HAS BEEN COMPLETED. THE EXISTING VERTICAL CLEARANCE OVER THE FREEWAY SHALL BE MAINTAINED AT ALL TIMES.

IN THE EVENT A LANE RESTRICTION ON THE FREEWAY IS NECESSARY, THE METHOD OF INSTALLATION AND DESIGN OF TEMPORARY LANE CLOSURE SHALL BE IN ACCORDANCE WITH STANDARD DRAWING MT-95.30. COST FOR THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC.

FREEWAY STRUCTURES OVER SIDE ROADS

TWO LANE, TWO WAY TRAFFIC ON SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES DURING REPLACEMENT OF BEARINGS AND REHABILITATION OF MAINLINE BRIDGES EXCEPT DURING THE FOLLOWING OPERATIONS

- 1.) DEMOLITION OF THE EXISTING BRIDGE PARAPETS.

2.) CONSTRUCTION OF THE PROPOSED PARAPET OVER THE LOCAL ROAD OR STATE ROUTE WHERE THE ENGINEER BELIEVES TEMPORARY CLOSURE OF A TRAFFIC LANE IS WARRANTED.

A SAFETY NET OR PLATFORM SHALL BE REQUIRED TO PROTECT THE UNDERPASS ROADWAY DURING REMOVAL OF EXISTING AND CONSTRUCTION OF NEW CONCRETE PARAPETS. THE DESIGN OF THE NET OR PLATFORM SHALL CONFORM WITH OSHA REQUIREMENTS, SHALL HAVE APPROVAL FROM THE ODOT OFFICE OF STRUCTURAL ENGINEERING, AND SHALL REMAIN IN PLACE UNTIL WORK HAS BEEN COMPLETED. THE EXISTING VERTICAL CLEARANCE OVER THE UNDERPASS ROADWAY SHALL BE MAINTAINED AT ALL TIMES. IN THE EVENT A LANE RESTRICTION IS NECESSARY, THE METHOD OF INSTALLATION AND DESIGN OF THE TEMPORARY LANE CLOSURE SHALL CONFORM TO STANDARD DRAWINGS MT-95.30 OR MT-97.10. COST FOR THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

PAVEMENT FOR MAINTAINING TRAFFIC,

AS PER PLAN "A"
 THE PAVEMENT BUILDUP SHALL BE 6"-301 ASPHALT CONCRETE BASE, PG64-22 AND 4"-304 AGGREGATE BASE. PAYMENT SHALL INCLUDE ANY ADDITIONAL COST OF ITEM 203 EXCAVATION TO PLACE THE ITEM 301 OR ITEM 304. THE PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE REMOVED UNDER ITEM 203.

PAVEMENT FOR MAINTAINING TRAFFIC,

AS PER PLAN "B"
 THE PAVEMENT BUILDUP SHALL BE 6"-301 ASPHALT CONCRETE BASE, PG64-22 AND 4"-304 AGGREGATE BASE. PAYMENT SHALL INCLUDE ANY ADDITIONAL COST OF ITEM 203 EXCAVATION TO PLACE THE ITEM 301 OR ITEM 304. THE SUBGRADE SHALL BE COMPACTED TO A DEPTH OF TWELVE INCHES ACCORDING TO THE CONSTRUCTION AND MATERIALS SPECIFICATION 204.13 AND PAYMENT FOR SUCH WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 204, SUBGRADE COMPACTION (SEE SHEETS 148 THRU 151 FOR QUANTITIES). THIS PAVEMENT SHALL REMAIN IN PLACE.

NOTICE OF CLOSURE SIGNS

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC AND SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. THE SIGNS SHOULD BE ERECTED ALONG ROADWAYS AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ALONG RAMPS WHERE THEY ARE VISIBLE TO THE MOTORIST USING THE RAMP EXCEPT THAT ON ENTRANCE RAMPS, THE SIGNS SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTION TO THE MOTORIST.

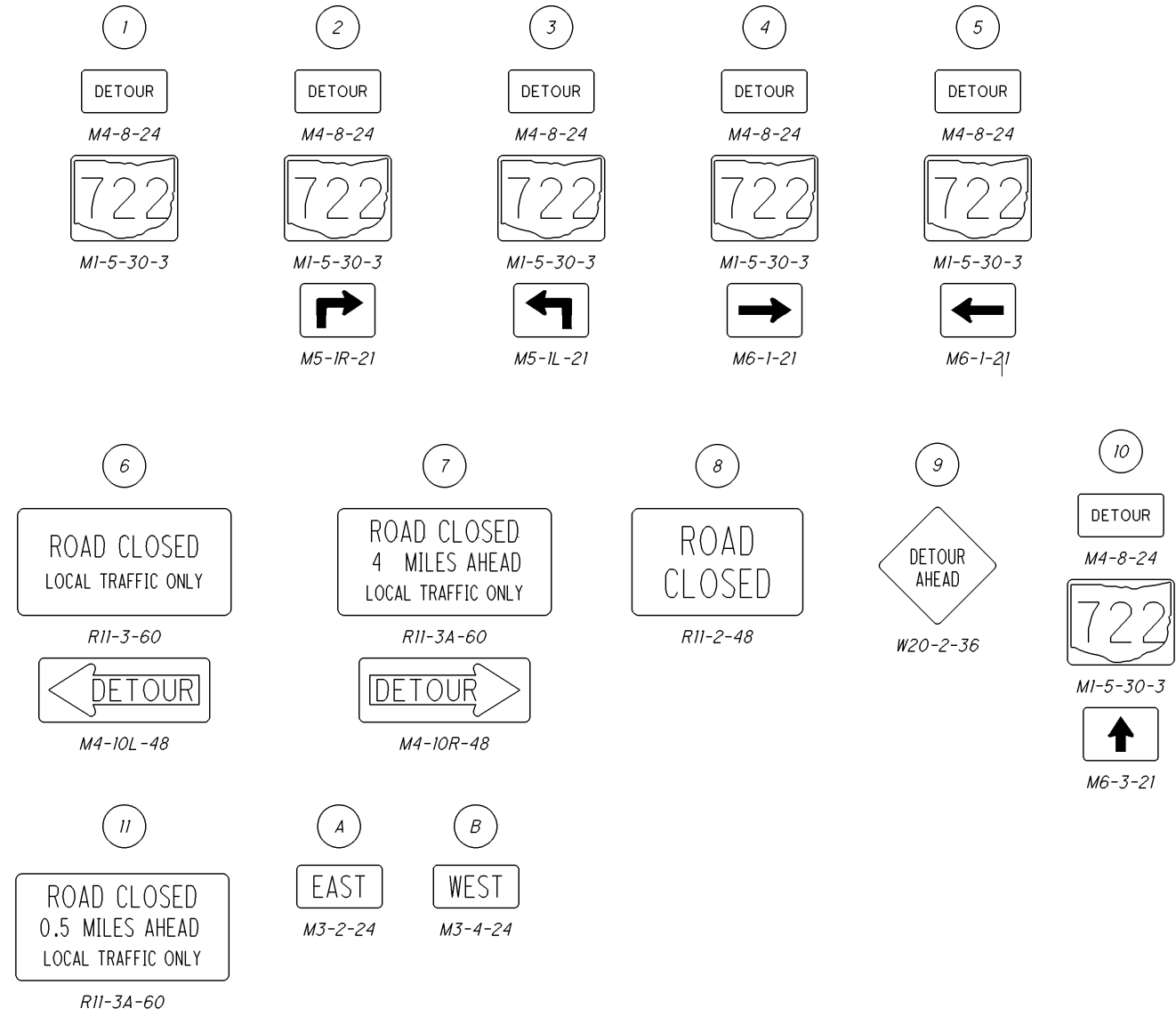
PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING AND REMOVING THE SIGNS INCLUDING SUPPORTS.

WILL BE
 CLOSED
 FOR DAYS
 OHIO DEPT. OF TRANSPORTATION

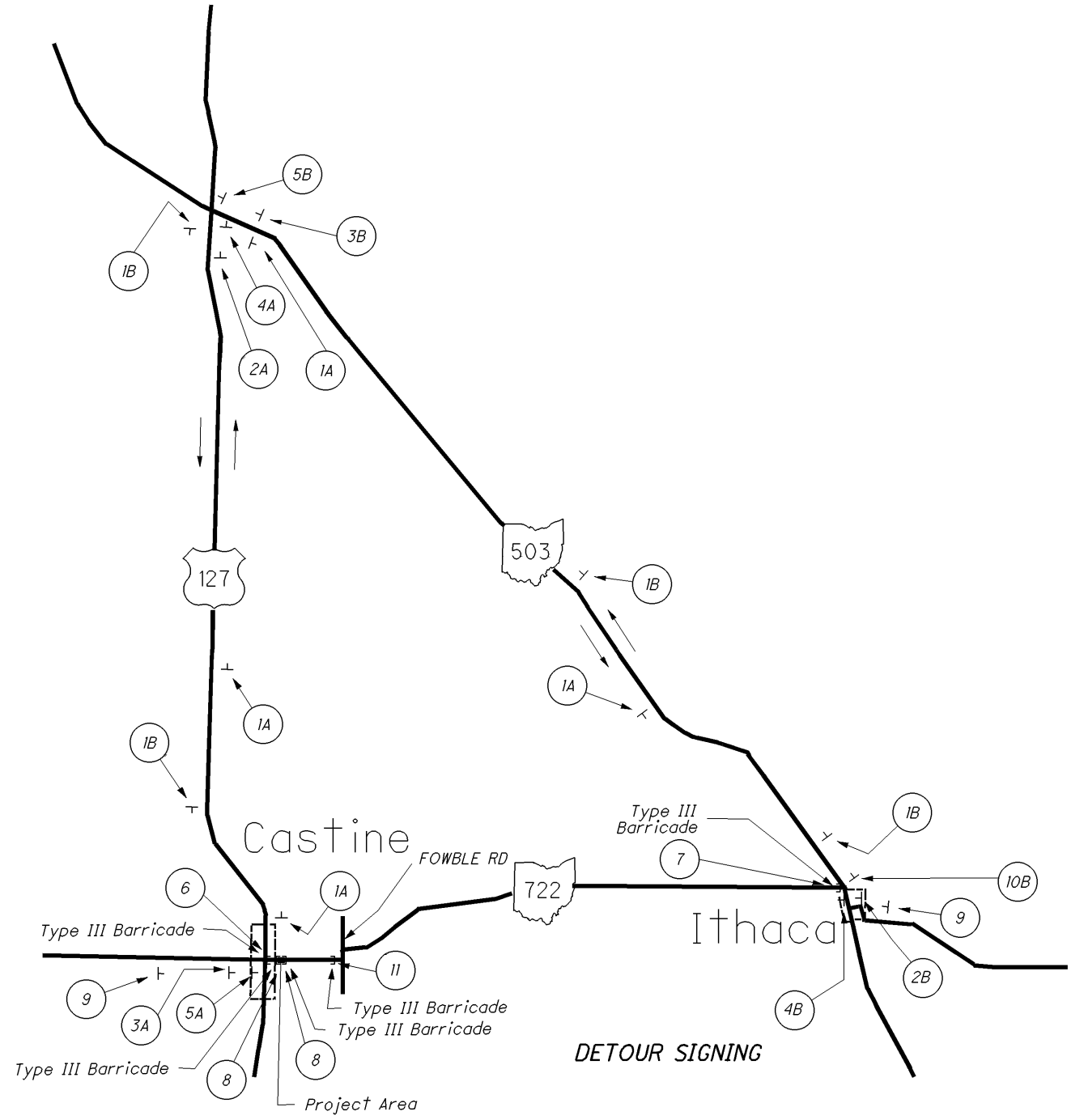
W20-H14-60

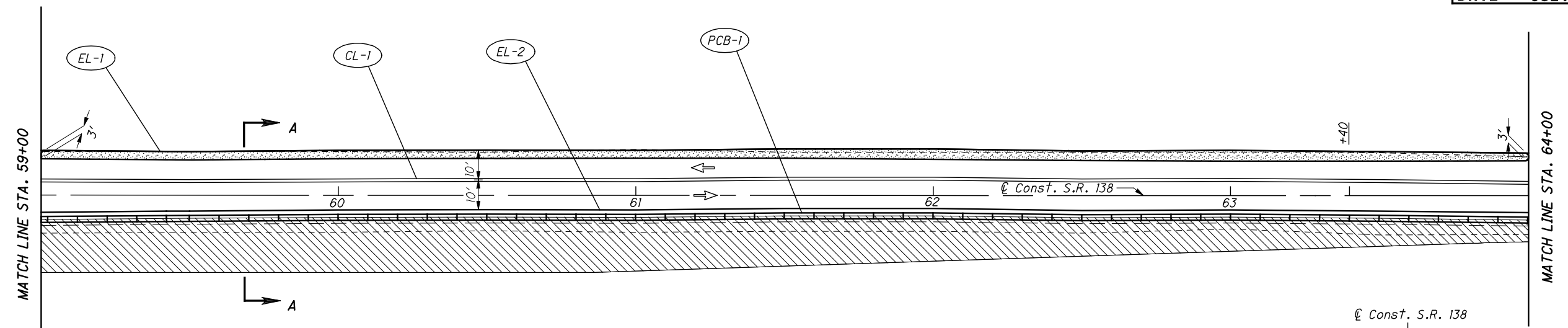


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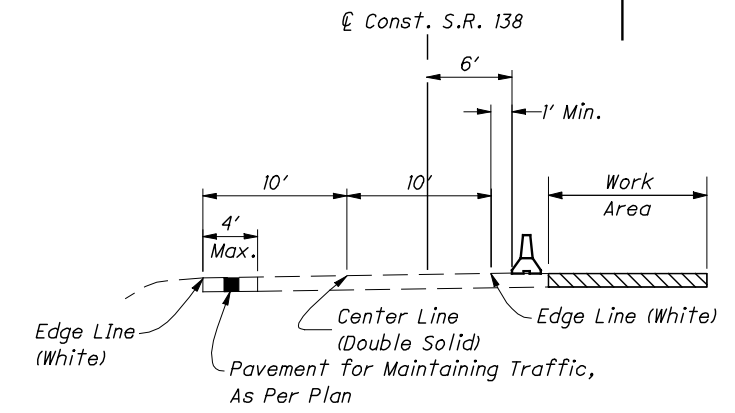


For Maintenance of Traffic Notes, see Sheet 7.

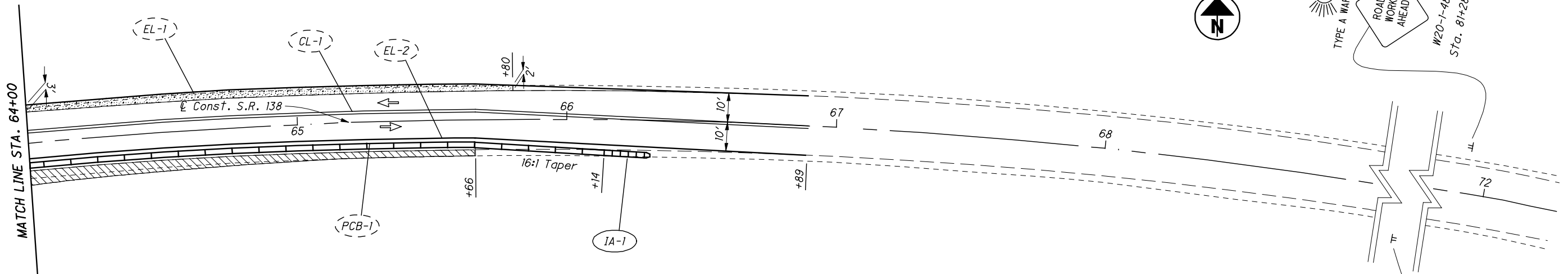




ESTIMATED QUANTITIES								
REF No.	Station to Station	Side	614				622	
			WORK ZONE IMPACT ATTENUATOR	BARRIER REFLECTOR, TYPE B2	OBJECT MARKER, TWO WAY	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (DOUBLE SOLID)	WORK ZONE EDGE LINE, CLASS I, 704.06, TYPE I (WHITE)	PORTABLE CONCRETE BARRIER, 32"
			EACH	EACH	EACH	MILE	MILE	FT
CL-1	59+00 to 66+89	Lt.				0.15		
EL-1	59+00 to 66+89	Lt.					0.15	
EL-2	59+00 to 66+89	Rt.					0.15	
PCB-1	59+00 to 66+14	Lt.		15	15		714	
IA-1	66+14 to 66+39	Lt.	1					
TOTALS CARRIED TO SUB-SUMMARY			1	15	15	0.15	0.30	714

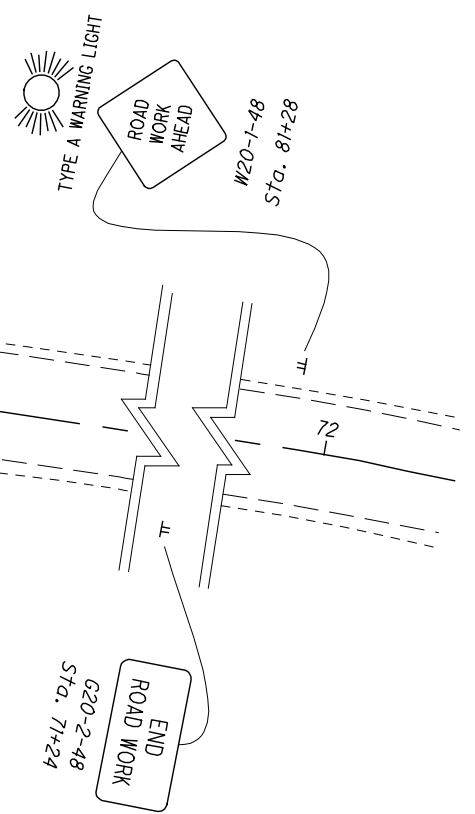


SECTION A-A



LEGEND

- 32" Portable Concrete Barrier
- Area to be Constructed
- Pavement for Maintaining Traffic, As Per Plan (Constructed in Phase One)
- Direction of Traffic

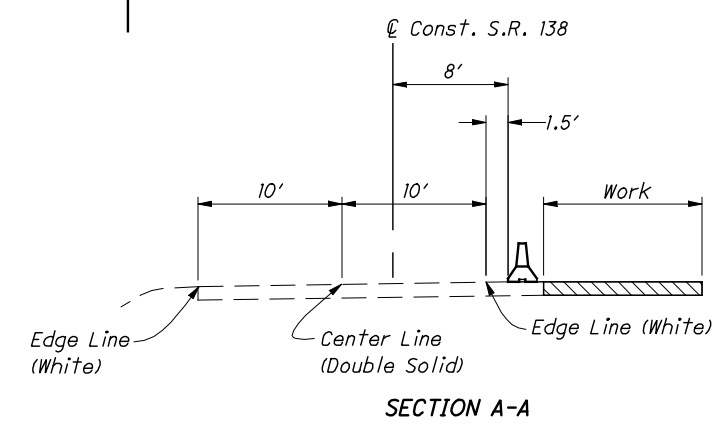
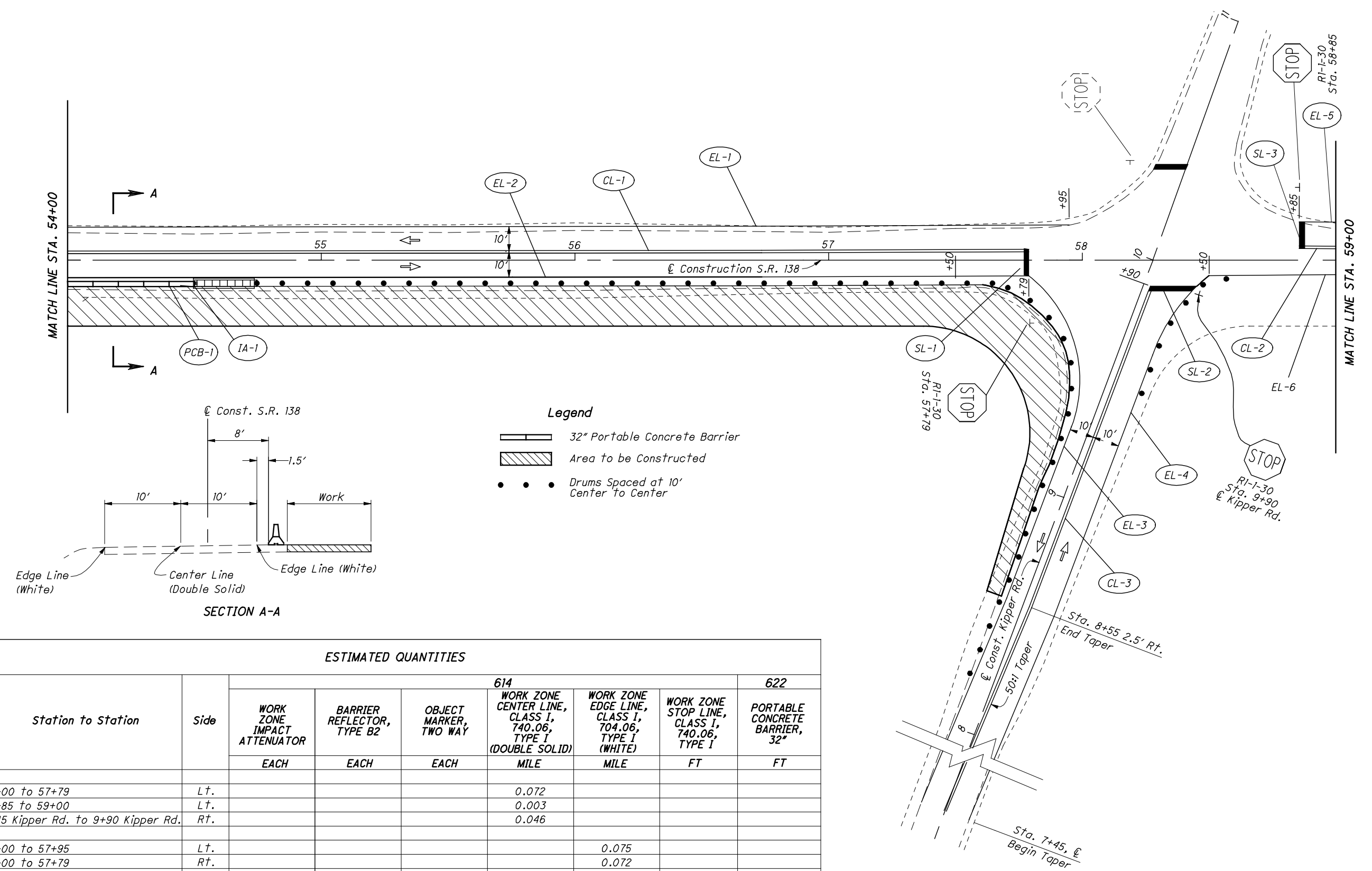




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DAN
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MAINTENANCE OF TRAFFIC PHASE THREE
STA. 54+00 TO STA. 59+00

SCI-138-11.44



- Legend**
- 32" Portable Concrete Barrier
 - Area to be Constructed
 - Drums Spaced at 10' Center to Center

ESTIMATED QUANTITIES

REF No.	Station to Station	Side	614					622	
			WORK ZONE IMPACT ATTENUATOR	BARRIER REFLECTOR, TYPE B2	OBJECT MARKER, TWO WAY	WORK ZONE CENTER LINE, CLASS 1, 740.06, TYPE I (DOUBLE SOLID)	WORK ZONE EDGE LINE, CLASS 1, 704.06, TYPE I (WHITE)	WORK ZONE STOP LINE, CLASS 1, 740.06, TYPE I	PORTABLE CONCRETE BARRIER, 32"
			EACH	EACH	EACH	MILE	MILE	FT	FT
CL-1	54+00 to 57+79	Lt.				0.072			
CL-2	58+85 to 59+00	Lt.				0.003			
CL-3	7+45 Kipper Rd. to 9+90 Kipper Rd.	Rt.				0.046			
EL-1	54+00 to 57+95	Lt.					0.075		
EL-2	54+00 to 57+79	Rt.					0.072		
EL-3	57+79 to 7+45 Kipper Rd.	Rt.					0.051		
EL-4	7+45 Kipper Rd. to 58+50	Rt.					0.049		
EL-5	58+85 to 59+00	Lt.					0.003		
EL-6	58+50 to 59+00	Rt.					0.009		
SL-1	57+79	Rt.						15	
SL-2	9+90 Kipper Rd.	Rt.						18	
SL-3	58+85	Rt.						10	50
PCB-1	54+00 to 54+50	Rt.		2	2				
IA-1	54+50 to 54+75	Rt.	1						
TOTALS CARRIED TO SUBSUMMARY			1	2	2	0.05	0.10	43	50



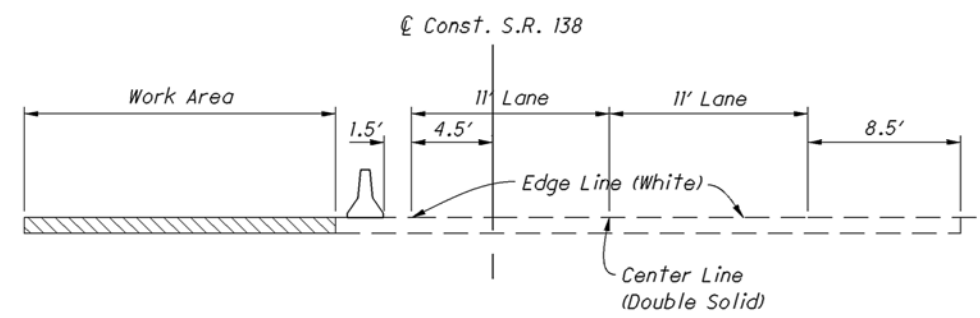
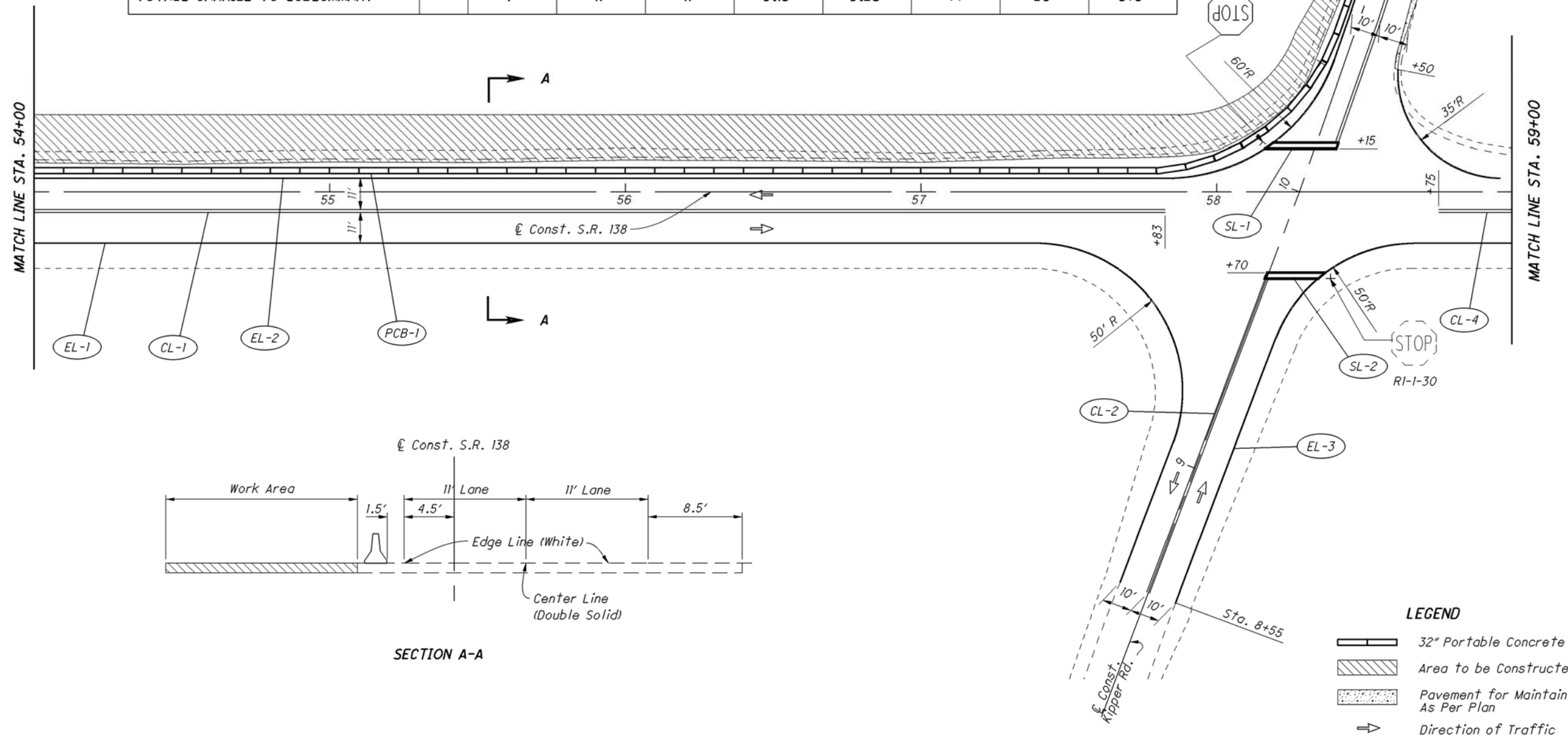
0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CAN
CHECKED
DEK

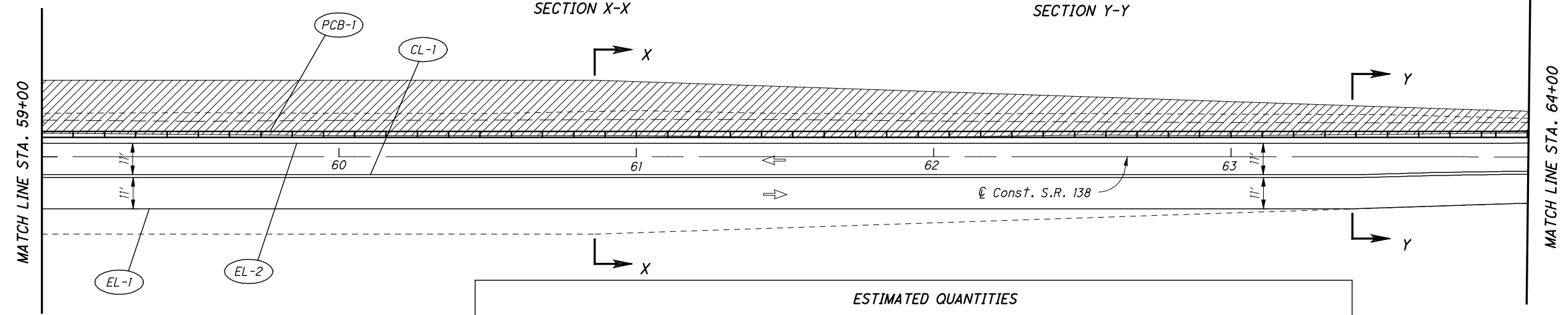
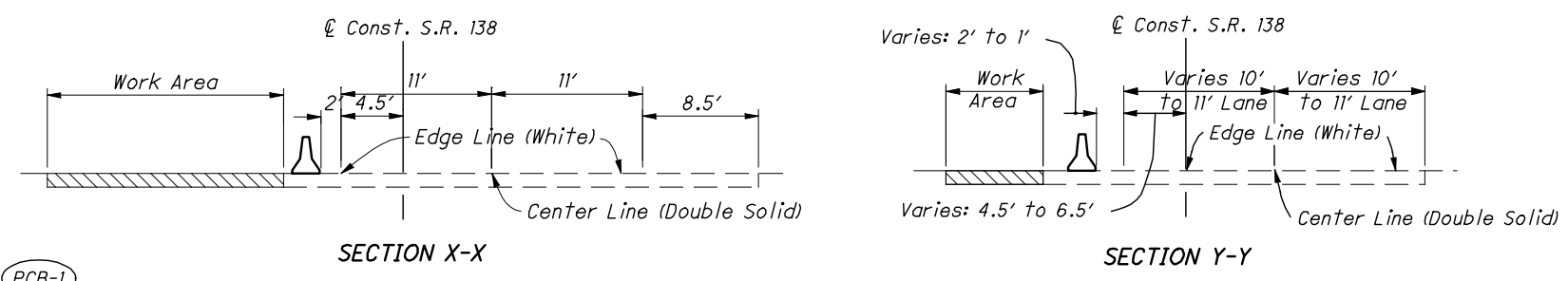
MAINTENANCE OF TRAFFIC PHASE FOUR
STA. 54+00 TO STA. 59+00

SCI-138-11.44

ESTIMATED QUANTITIES										
REF No.	Station to Station	SIDE	614					615	622	
			WORK ZONE IMPACT ATTENUATOR	BARRIER REFLECTOR, TYPE B2	OBJECT MARKER, TWO WAY	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (DOUBLE SOLID)	WORK ZONE EDGE LINE, CLASS I, 704.06, TYPE I (WHITE)	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	PAVEMENT FOR MAINTAINING TRAFFIC, AS PER PLAN	PORTABLE CONCRETE BARRIER, 32"
			EACH	EACH	EACH	MILE	MILE	FT	SQ. YD.	FT
CL-1	54+00 to 57+83	Rt.				0.07				
CL-2	8+55 Kipper Rd. to 9+70 Kipper Rd.	Rt.				0.02				
CL-3	10+15 Kipper Rd. to 11+45 Kipper Rd.	Lt.				0.03				
CL-4	58+75 to 59+00	Rt.				0.01				
EL-1	54+00 to 8+55 Kipper Rd	Rt.					0.09			
EL-2	54+00 to 12+00 Kipper Rd.	Lt.					0.12			
EL-3	8+55 Kipper Rd. to 59+00	Rt.					0.04			
EL-4	11+45 Kipper Rd. to 59+00	Lt.					0.03			
SL-1	10+15 Kipper Rd	Lt.						24		
SL-2	9+70 Kipper Rd.	Rt.						20		
PCB-1	54+00 to 11+48 Kipper Rd.	Lt.		11	11				578	
IA-1	11+48 Kipper Rd. to 11+73 Kipper Rd.	Lt.	1							
TP-1	10+50 Kipper Rd. to 11+70 Kipper Rd.	Rt.						20		
TOTALS CARRIED TO SUBSUMMARY			1	11	11	0.13	0.28	44	20	578



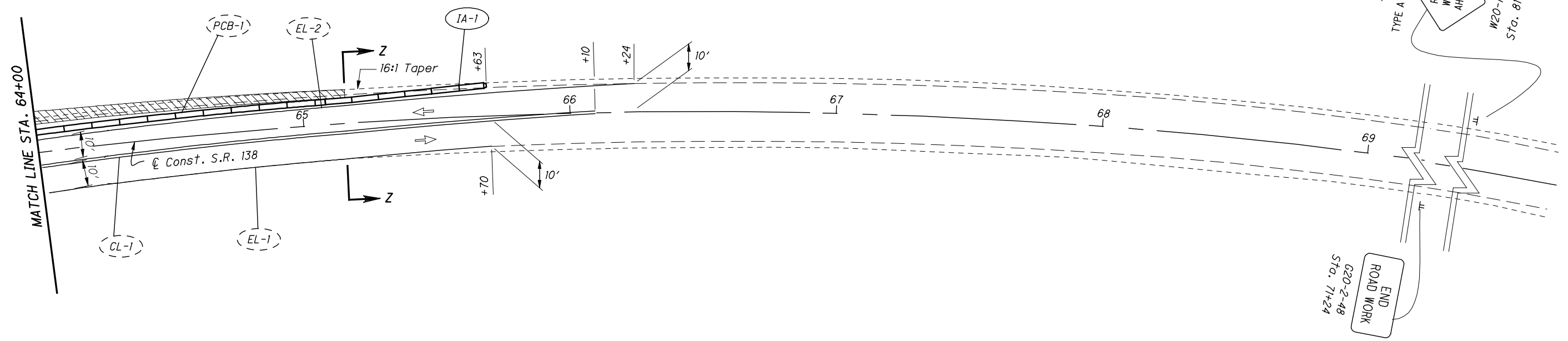
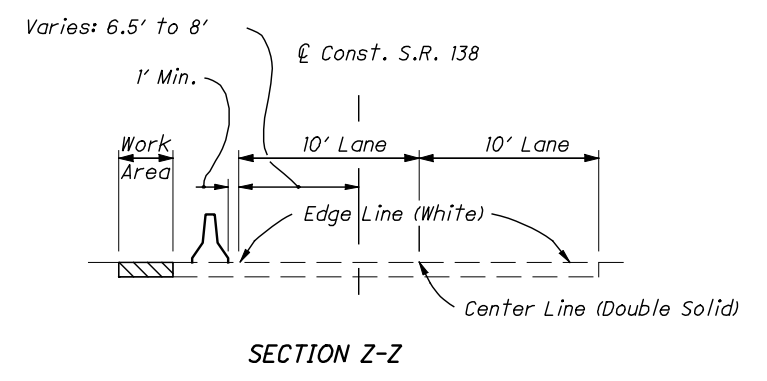
- LEGEND**
- 32" Portable Concrete Barrier
 - Area to be Constructed
 - Pavement for Maintaining Traffic, As Per Plan
 - Direction of Traffic



LEGEND

- 32" Portable Concrete Barrier
- Area to be Constructed
- Direction of Traffic

REF No.	Station to Station	SIDE	ESTIMATED QUANTITIES					
			614					622
			REMOVE AND REPLACE IMPACT ATTENUATOR EACH	BARRIER REFLECTOR, TYPE B2 EACH	OBJECT MARKER, TWO WAY EACH	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (DOUBLE SOLID) MILE	WORK ZONE EDGE LINE, CLASS I, 704.06, TYPE I (WHITE) MILE	PORTABLE CONCRETE BARRIER, 32" FT
CL-1	59+00 to 66+10	Rt.				0.13		
EL-1	59+00 to 65+70	Rt.					0.13	
EL-2	59+00 to 66+24	Lt.					0.14	
PCB-1	59+00 to 65+38	Lt.		14	14			638
IA-1	65+38 to 65+63	Lt.	1					
TOTALS CARRIED TO SUBSUMMARY			1	14	14	0.13	0.27	638





CALCULATED TD CHECKED NEM
HORIZONTAL SCALE IN FEET
0 25 50 100

TEMPORARY ROAD PLAN AND PROFILE

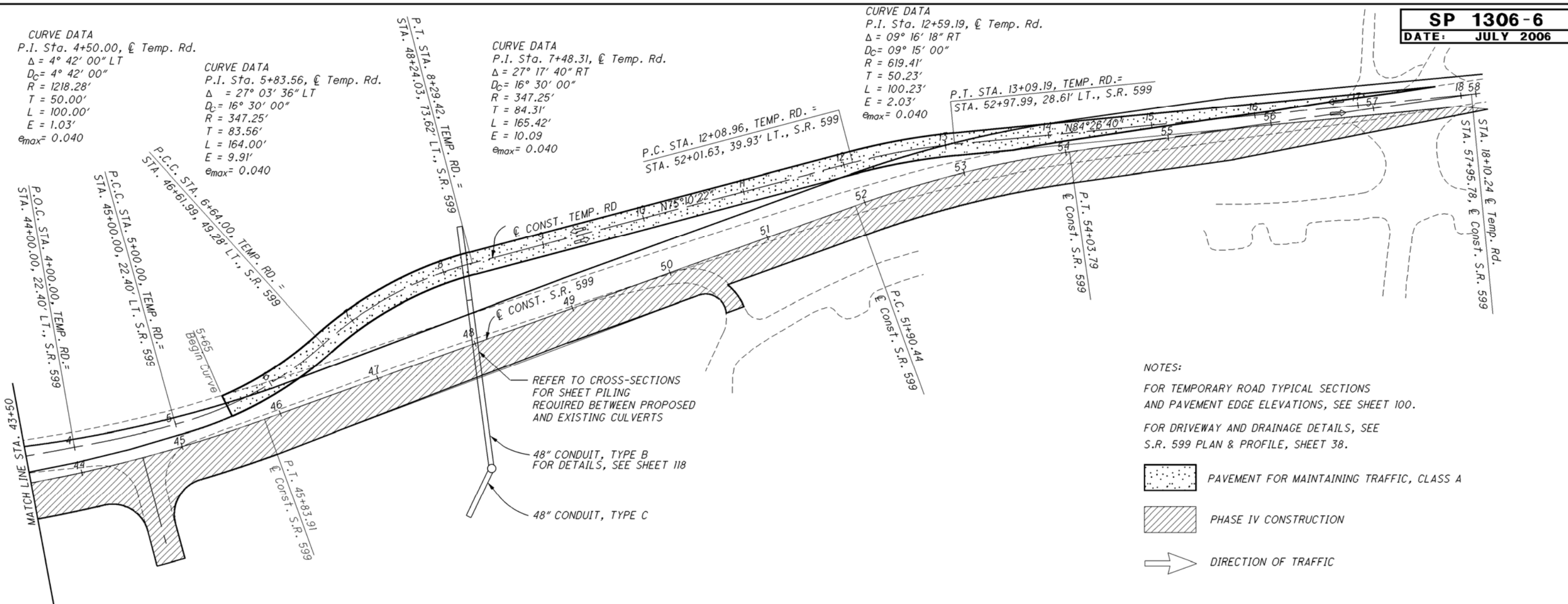
LIC-599-8.54

CURVE DATA
P.I. Sta. 4+50.00, $\text{\textcircled{C}}$ Temp. Rd.
 $\Delta = 4^\circ 42' 00''$ LT
 $D_C = 4^\circ 42' 00''$
 $R = 1218.28'$
 $T = 50.00'$
 $L = 100.00'$
 $E = 1.03'$
 $e_{max} = 0.040$

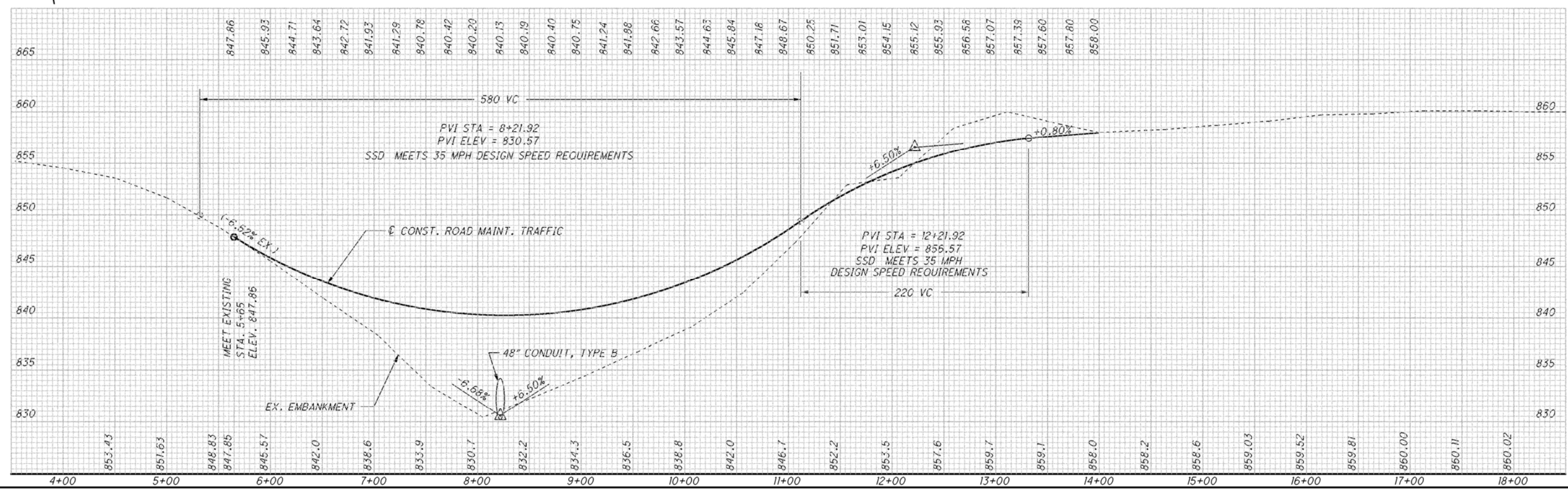
CURVE DATA
P.I. Sta. 5+83.56, $\text{\textcircled{C}}$ Temp. Rd.
 $\Delta = 27^\circ 03' 36''$ LT
 $D_C = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 83.56'$
 $L = 164.00'$
 $E = 9.91'$
 $e_{max} = 0.040$

CURVE DATA
P.I. Sta. 7+48.31, $\text{\textcircled{C}}$ Temp. Rd.
 $\Delta = 27^\circ 17' 40''$ RT
 $D_C = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 84.31'$
 $L = 165.42'$
 $E = 10.09'$
 $e_{max} = 0.040$

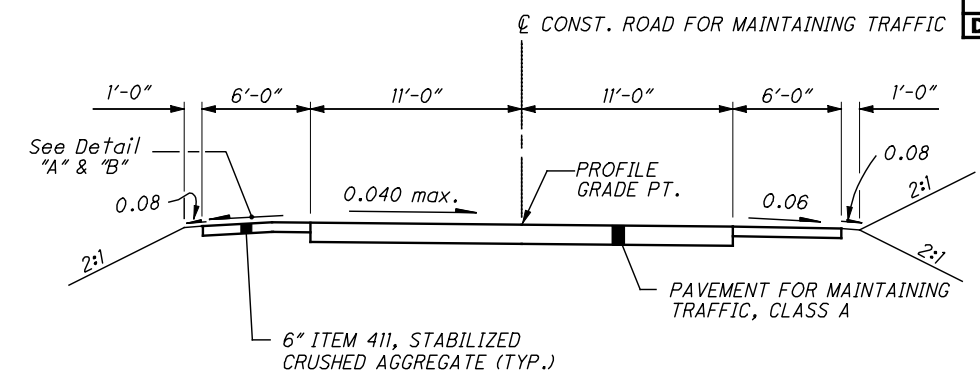
CURVE DATA
P.I. Sta. 12+59.19, $\text{\textcircled{C}}$ Temp. Rd.
 $\Delta = 09^\circ 16' 18''$ RT
 $D_C = 09^\circ 15' 00''$
 $R = 619.41'$
 $T = 50.23'$
 $L = 100.23'$
 $E = 2.03'$
 $e_{max} = 0.040$



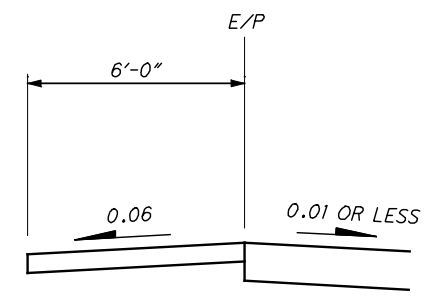
- NOTES:**
- FOR TEMPORARY ROAD TYPICAL SECTIONS AND PAVEMENT EDGE ELEVATIONS, SEE SHEET 100.
 - FOR DRIVEWAY AND DRAINAGE DETAILS, SEE S.R. 599 PLAN & PROFILE, SHEET 38.
 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A
 - PHASE IV CONSTRUCTION
 - DIRECTION OF TRAFFIC



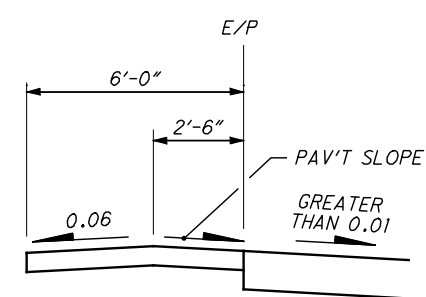
ROAD FOR MAINTAINING TRAFFIC PAVEMENT EDGE ELEVATIONS		
11' LEFT	STATION	11' RIGHT
MEET EXISTING	5+65	MEET EXISTING
846.84	5+75	847.72
845.60	6+00	846.23
844.52	6+25	844.90
843.57	6+50	843.71
842.75	6+75	842.67
842.06	7+00	841.78
841.51	7+25	841.05
841.10	7+50	840.45
840.84	7+75	839.99
840.54	8+00	839.85
840.36	8+25	839.88
840.32	8+50	840.02
840.42	8+75	840.23
840.66	9+00	840.58
841.07	9+25	841.07
841.70	9+50	841.70
842.48	9+75	842.48
843.40	10+00	843.40
844.46	10+25	844.46
845.66	10+50	845.66
847.01	10+75	847.01
848.49	11+00	848.49
850.08	11+25	850.08
851.58	11+50	851.54
852.99	11+75	852.84
854.21	12+00	853.98
855.25	12+25	854.95
856.10	12+50	855.76
856.75	12+75	856.41
857.13	13+00	857.01
857.33	13+25	857.45
MEET TAPER SECTION	13+50	MEET TAPER SECTION



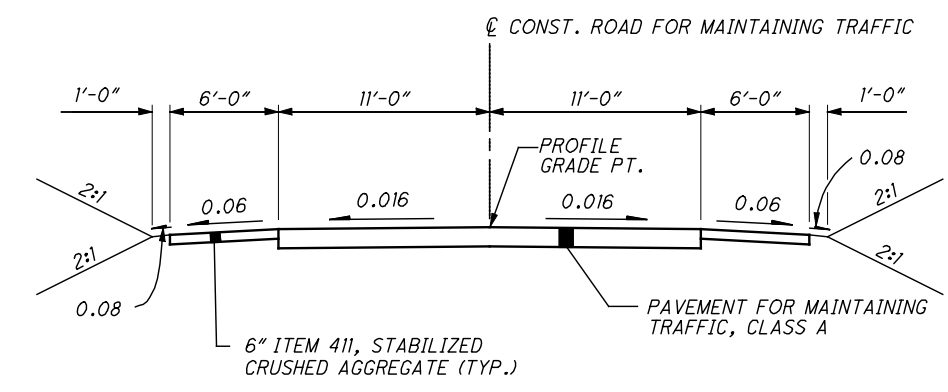
SUPERELEVATED SECTION
 STA. 5+65.00 TO STA. 6+64.00
 STA. 6+64.00 TO STA. 9+20.00 (OPPOSITE HAND)
 STA. 11+40.00 TO STA. 13+50.00



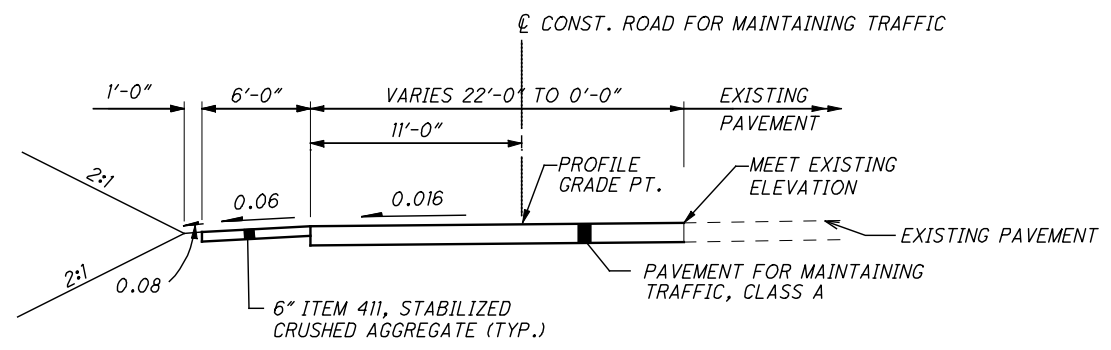
DETAIL "A"



DETAIL "B"



NORMAL SECTION
 STA. 9+20.00 TO STA. 11+40.00



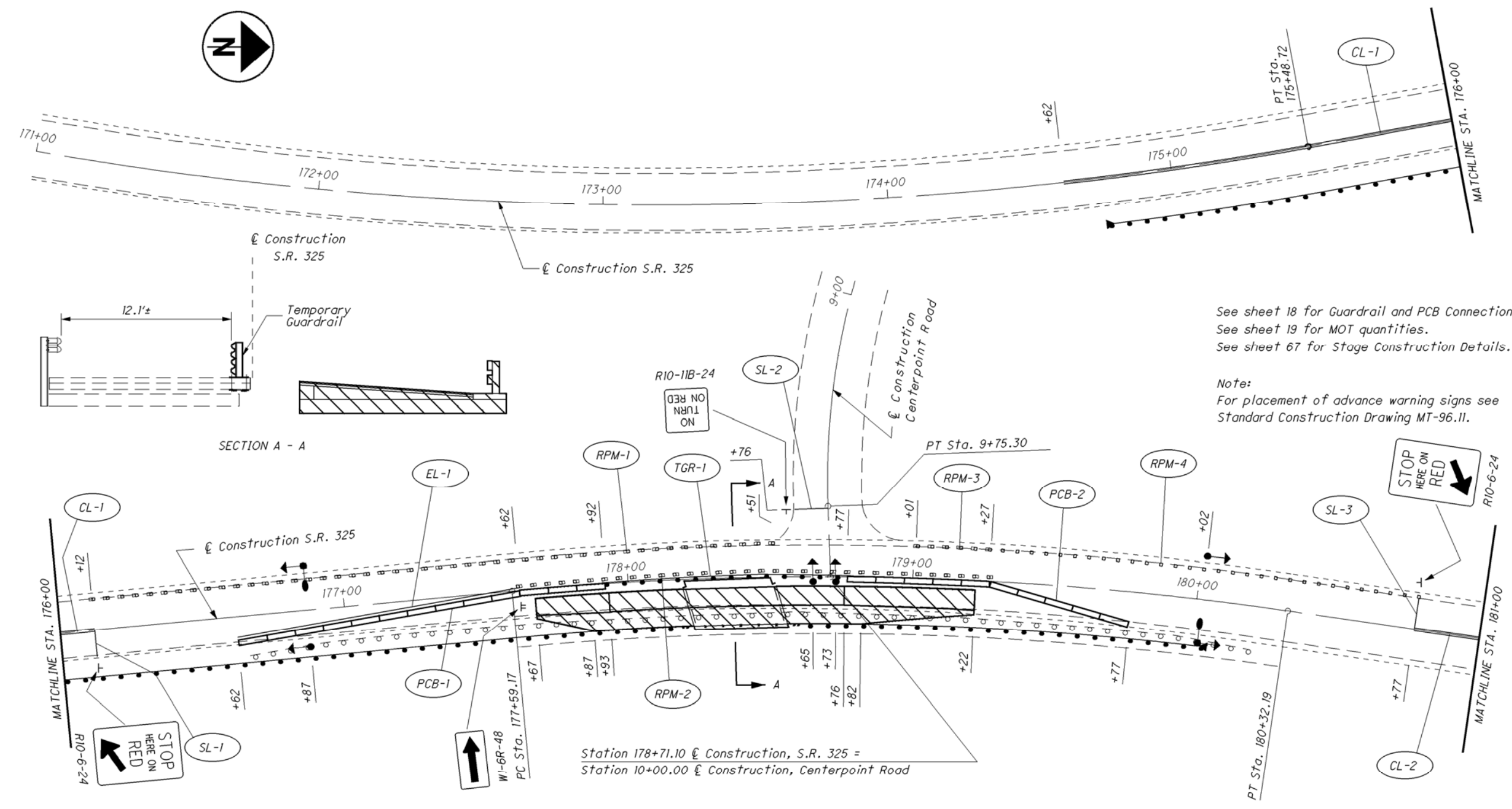
TAPER SECTION
 STA. 13+50.00 TO STA. 18+10.24

NOTE: FOR PLAN & PROFILE OF ROAD FOR MAINTAINING TRAFFIC, SEE SHEET 99.



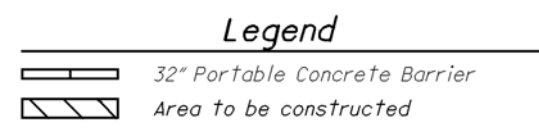
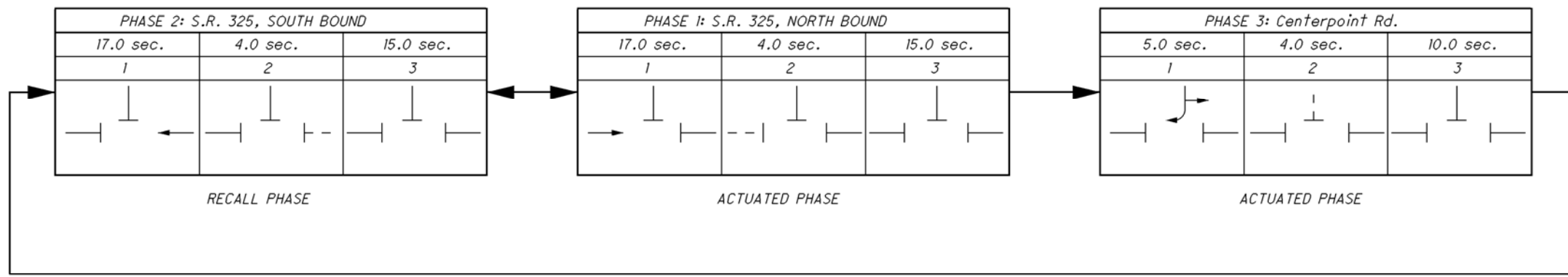
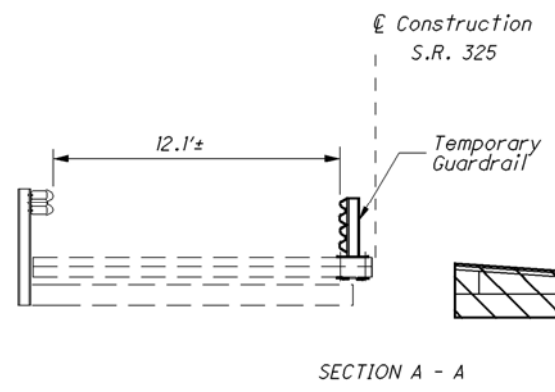
MAINTENANCE OF TRAFFIC - PHASE 1
STRUCTURE 3.37 - STA. 171+00 TO STA. 181+00

GAL-325-(3.37)(3.78)



See sheet 18 for Guardrail and PCB Connection Details.
See sheet 19 for MOT quantities.
See sheet 67 for Stage Construction Details.

Note:
For placement of advance warning signs see Standard Construction Drawing MT-96.II.



PHASE 1 - SIGNAL TIMING DIAGRAM

I:\pr\35\tds\SamplePlans\2011April\1306\1306_1306_8.dgn 15-APR-2011 7:54AM mwowski

SHEET NO.	202		601		611										605					FOR INFORMATION ONLY				
	CATCH BASIN ABANDONED	ROCK CHANNEL PROTECTION, TYPE D WITH FILTER	6" CONDUIT, TYPE B, 707.17 NON-PERFORATED, ASTM D-3034 SDR 35, SS931 OR SS944	12" CONDUIT, TYPE C	15" CONDUIT, TYPE C	21" CONDUIT, TYPE B	30" CONDUIT, TYPE B	CONDUIT, BORED OR JACKED: 6", TYPE B	6" CONDUIT, TYPE F	CATCH BASIN, NO. 4	CATCH BASIN, NO. 5, AS PER PLAN	CATCH BASIN ADJUSTED TO GRADE	CATCH BASIN RECONSTRUCTED TO GRADE	PRECAST REINFORCED CONCRETE OUTLET	4" SHALLOW PIPE UNDERDRAINS	4" UNCLASSIFIED PIPE UNDERDRAINS	4" SHALLOW PIPE UNDERDRAINS	4" UNCLASSIFIED PIPE UNDERDRAINS	4" ROCK CUT UNDERDRAINS	6"x45° BEND	6"x49° BEND	6"x6" TEE	6"x6" WYE	6"x6" CROSS
	EACH	CU YD	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH
117								35	222					3		2793				3	2	1		1
118								42	4000					1		4000				6	2	2		2
119	1				105			260	1					4		3783			267	4	2	2		
120								26						1		50			3947		4		2	1
121		23				6	6	50	180	1	1	1						4000			3	3		2
122								51	213			1				1660			873	2				
123								112								1882				1			2	
124								90				1				3984				3	2	2		
125			25					98					1			3683	283			5			1	
126	1				108			160	1					2		4071				5	2	3		
127								113						1		3650	350			4				
128								196						4		4000				4		3		
129	1				107			188	1					4		4000				4		2		
130			25					130						1		4000				4		2		
131								198						4		4000				2	2	2	1	1
132								123						2		4000				2			2	
133								144						3		4000				2	2	2		1
134								171				1		3		4577				4	2	3	1	
135								27								3160				2	3			
135A			50					156						1		2024				2	2	2		
136								60						3			928					2		
137								26						1		836					2			
138								24						1		542	47				1		1	
139								40				1		2		958	50				2			1
142								56						3		1122					3			
143								18						1		720				2		1		
144								38						2		814					2			
145								38						2		1218					4			
146								40						2		822					2	2	1	
147								34						2		720					2			1
TOTALS CARRIED TO GENERAL SUMMARY	3	23	100	215	105	6	6	163	3196	3	1	5	2	56	63317	633	8680	147	9087					

DRAINAGE SUBSUMMARY

STA - 6 - 18.84

SHEET NUMBER															ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
OFFICE CALCS	11	82	83	84	85	86	87	88	89	91	105	157	255	259							
	LUMP														201	11000	LUMP		CLEARING AND GRUBBING		
32738															202	23000	32738	SO YD	PAVEMENT REMOVED		
1503															202	23500	1503	SO YD	WEARING COURSE REMOVED		
											1953				202	32000	1953	FT	CURB REMOVED		
											927				202	32001	927	FT	CURB REMOVED, AS PER PLAN	105	
							12687.5								202	38000	12687.5	FT	GUARDRAIL REMOVED		
								34							202	38700	34	EACH	GUARDRAIL POST REMOVED		
						3									202	58500	3	EACH	CATCH BASIN ABANDONED		
	185	8423	20657	6224	169				188	479	153	331		2870	203	10000	39679	CU YD	EXCAVATION		
		1067	2189	7148	1069				225	1144	50	62			203	20000	12954	CU YD	EMBANKMENT		
71464															204	10000	71464	SO YD	SUBGRADE COMPACTION		
							11650								606	13000	11650	FT	GUARDRAIL, TYPE 5		
							175								606	13050	175	FT	GUARDRAIL, TYPE 5A		
							12								606	22010	12	EACH	ANCHOR ASSEMBLY, TYPE E-98		
							12								606	25000	12	EACH	ANCHOR ASSEMBLY, TYPE A		
							23								606	26500	23	EACH	ANCHOR ASSEMBLY, TYPE T		
							36								606	35000	36	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1		
							4								606	35100	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2		
	10														623	38500	10	EACH	MONUMENT ASSEMBLY		
													50		601	32200	50	CU YD	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER		
	2														659	00100	2	EACH	SOIL ANALYSIS TEST		
1773															659	00300	1773	CU YD	TOPSOIL		
15970															659	10000	15970	SO YD	SEEDING AND MULCHING		
799															659	14000	799	SO YD	REPAIR SEEDING AND MULCHING		
799															659	15000	799	SO YD	INTER-SEEDING		
	2.23														659	20000	2.23	TON	COMMERCIAL FERTILIZER		
	3.30														659	31000	3.30	ACRE	LIME		
	86														659	35000	86	M GAL	WATER		
															832	15000	LUMP		STORM WATER POLLUTION PREVENTION PLAN		
															832	30000	15000	EACH	EROSION CONTROL		
							8680								605	05100	8680	FT	4" SHALLOW PIPE UNDERDRAINS		
							63317								605	05101	63317	FT	4" SHALLOW PIPE UNDERDRAINS, AS PER PLAN	116	
							3196								611	01500	3196	FT	6" CONDUIT, TYPE F		
							215								611	04600	215	FT	12" CONDUIT, TYPE C		
							105								611	06100	105	FT	15" CONDUIT, TYPE C, 706.02		
							246								611	08900	246	FT	21" CONDUIT, TYPE B, 706.02		
							138								611	11700	138	FT	27" CONDUIT, TYPE A, 706.02; OR 30", 707.01		
							350								611	27001	350	FT	78" CONDUIT, TYPE A, AS PER PLAN, 706.02	11	
							96								611	52500	96	FT	24" X 38" CONDUIT, TYPE A, 706.04		
							183								611	96600	183	FT	CONDUIT, BORED OR JACKED: 6", TYPE B	11	
							3								611	01200	3	EACH	CATCH BASIN, NO. 4		
							1								611	01601	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN	116	
							4								611	09000	4	EACH	CATCH BASIN ADJUSTED TO GRADE		

CALCULATED JKP CHECKED FGW
GENERAL SUMMARY
TRU-99-13.48
 79
 267

SHEET NUMBER

OFFICE
CALCS

196

ITEM
ITEM
EXT.

GRAND
TOTAL

UNIT

DESCRIPTION

FIG. 1307-3(b)
DATE: JULY 2010

SEE
SHEET
NO.

CALCULATED
JKP
CHECKED
FGW

PAVEMENT

312										251	01000	312	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
4140										253	01000	4140	SQ YD	PAVEMENT REPAIR	
9005										255	10001	9005	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN "A"	16
2894										255	10001	2894	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN "B"	16
34828										255	20000	34828	FT	FULL DEPTH PAVEMENT SAWING	
17759										304	20000	17759	CU YD	AGGREGATE BASE	
3892										305	13000	3892	SQ YD	9" CONCRETE BASE	
127										407	10000	127	GALLON	TACK COAT	
5813										408	10000	5813	GALLON	PRIME COAT	
1029										451	14001	1029	SQ YD	9" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	12
31690										451	15001	31690	SQ YD	10" REINFORCED CONCRETE PAVEMENT, AS PER PLAN	12
6783										452	13001	6783	SQ YD	9" NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	12
50342										452	17001	50342	SQ YD	VARIABLE THICKNESS NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	12

WATER WORK

										3649	638	02504	3649	FT	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, MECHANICAL JOINTS AND FITTINGS	
										2481	638	02604	2481	FT	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, BOLTLESS-RESTRAINED, JOINTS AND FITTINGS	
										2107	638	02700	2107	FT	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 55, BALL AND SOCKET JOINTS AND FITTINGS	
										1608	638	02800	1608	FT	12" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, ASTM SDR 26	
										1142	638	02900	1142	FT	12" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA CLASS 150	
										438	638	04800	438	FT	3/4" COPPER SERVICE BRANCH	
										464	638	05300	464	FT	3/4" POLYETHYLENE SERVICE BRANCH	
										212	638	06704	212	FT	20" STEEL PIPE ENCASEMENT, OPEN CUT	
										310	638	07310	310	FT	24" STEEL PIPE ENCASEMENT, BORED OR JACKED	
										18	638	08100	18	EACH	12" GATE VALVE AND VALVE BOX	
										16	638	09200	16	EACH	12" CUTTING-IN SLEEVE, VALVE AND VALVE BOX	
										12	638	09700	12	EACH	12" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX	
										36	638	10200	36	EACH	6" FIRE HYDRANT	
										10	638	10300	10	EACH	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	
										8	638	10500	8	EACH	FIRE HYDRANT REMOVED AND RESET	
										8	638	10600	8	EACH	FIRE HYDRANT AND GATE VALVE REMOVED AND RESET	
										12	638	10800	12	EACH	VALVE BOX ADJUSTED TO GRADE	
										6	638	10900	6	EACH	SERVICE BOX ADJUSTED TO GRADE	
										4	638	11100	4	EACH	METER AND CHAMBER REMOVED AND RESET	

GENERAL SUMMARY

TRU-99-13.48

SHEET NUMBER				PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SP 1307-5 DATE: JULY 2006	SEE SHEET NO.
87	96			CITY, STATE & FEDERAL	100% CITY							
										TRAFFIC CONTROL		
					161	621	00100	161	EACH	RPM		
					146	630	02100	146	FT	GROUND MOUNTED SUPPORT, NO. 2 POST		
					229	630	03100	229	FT	GROUND MOUNTED SUPPORT, NO. 3 POST		
					4	630	79500	4	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED		
					96	630	80100	96	SQ FT	SIGN, FLAT SHEET		
					11	630	85000	11	EACH	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE		
					14	630	86002	14	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		
					3.29	644	00100	3.29	MILE	EDGE LINE		
					1.36	644	00200	1.36	MILE	LANE LINE		
					1.25	644	00300	1.25	MILE	CENTER LINE		
					1368	644	00400	1368	FT	CHANNELIZING LINE		
					146	644	00500	146	FT	STOP LINE		
					313	644	00600	313	FT	CROSSWALK LINE		
					450	644	00700	450	FT	TRANSVERSE/DIAGONAL LINE		
					24	644	00900	24	SQ FT	ISLAND MARKING		
					9	644	01300	9	EACH	LANE ARROW		
					8	644	01410	8	EACH	WORD ON PAVEMENT, 96"		
										TRAFFIC SIGNALS		
					122	625	25400	122	FT	CONDUIT, 2", 725.04		
					180	625	25500	180	FT	CONDUIT, 3", 725.04		
					182	625	29000	182	FT	TRENCH		
					120	625	29600	120	FT	TRENCH IN PAVED AREA, TYPE B		
					2	625	30706	2	EACH	PULL BOX, 725.08, 24"		
					7	625	32000	7	EACH	GROUND ROD		
					4	632	00300	4	EACH	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 1-WAY		
					2	632	00500	2	EACH	VEHICULAR SIGNAL HEAD, 5 SECTION, 12" LENS, 1-WAY		
					1	632	01100	1	EACH	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 2-WAY		
					8	632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD		
					2	632	27004	2	EACH	LOOP DETECTOR UNIT		
					3	632	27008	3	EACH	LOOP DETECTOR UNIT, DELAY AND EXTENSION TYPE		
					139	632	30200	139	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES		
					823	632	40300	823	FT	SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG		
					1168	632	40500	1168	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		
					100	632	62700	100	FT	INTERCONNECT CABLE, INTEGRAL MESSENGER WIRE TYPE, 7 CONDUCTOR, NO. 12 AWG		
					1601	632	65200	1601	FT	LOOP DETECTOR LEAD-IN CABLE		
					25	632	67200	25	FT	POWER CABLE, 2 CONDUCTOR, NO. 8 AWG		
					1	632	70001	1	EACH	POWER SERVICE, AS PER PLAN	95	
					2	632	85000	2	EACH	COMBINATION STRAIN POLE, TYPE TC-81.10, DESIGN 10		
					5	632	89900	5	EACH	PEDESTAL, 8', TRANSFORMER BASE		
					1	632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION		
					1	633	01601	1	EACH	CONTROLLER UNIT, TYPE 170E, WITH CABINET, TYPE 332, AS PER PLAN "A"	95	
					1	633	67100	1	EACH	CABINET FOUNDATION		
					1	633	67200	1	EACH	CONTROLLER WORK PAD		

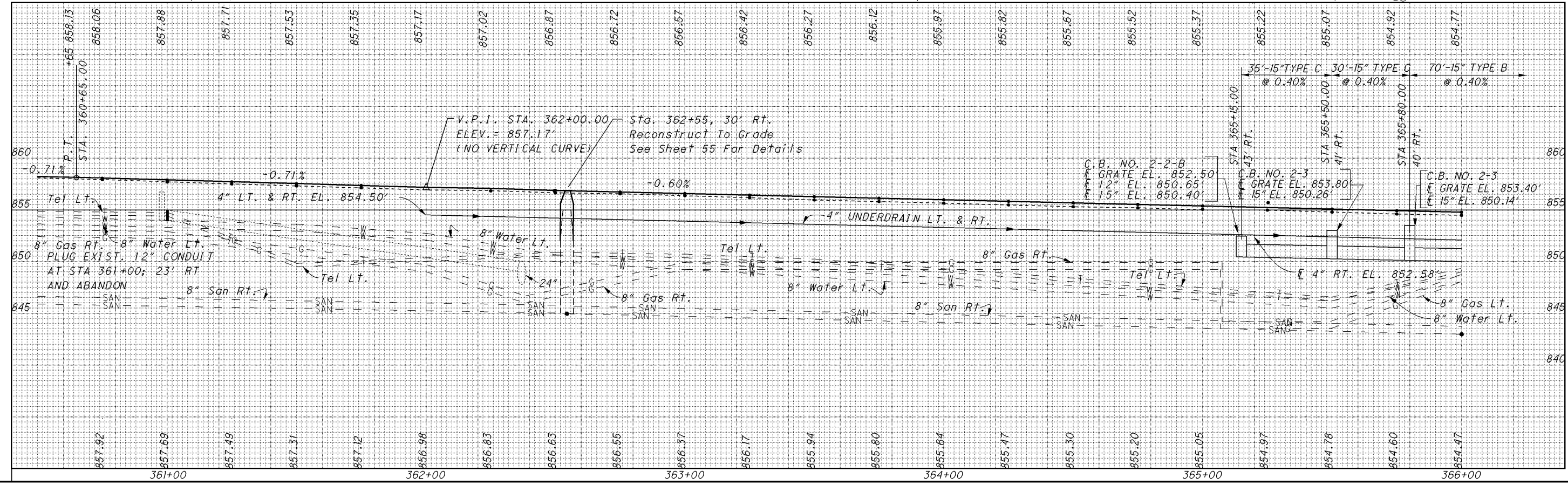
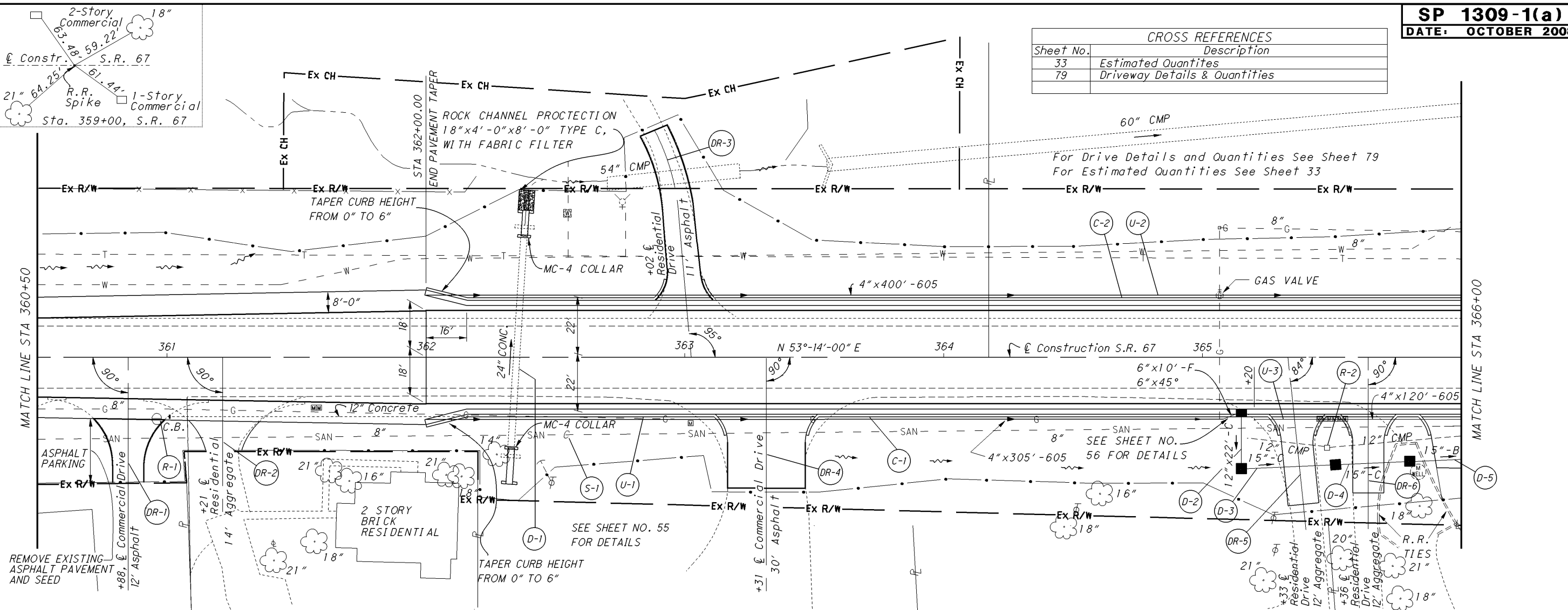
GENERAL SUMMARY

ATB-208-13.43



CALCULATED MJD CHECKED DSN
HORIZONTAL SCALE IN FEET

CROSS REFERENCES	
Sheet No.	Description
33	Estimated Quantities
79	Driveway Details & Quantities



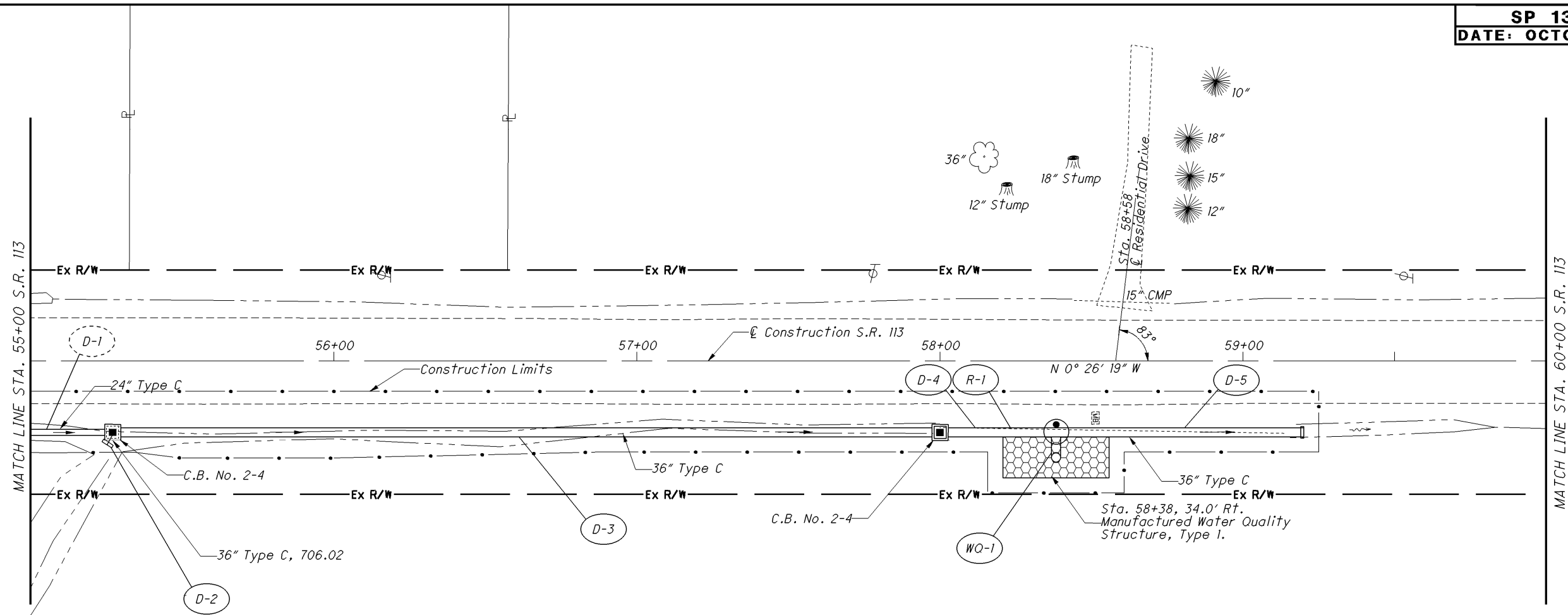
PLAN AND PROFILE-S.R. 67
STA. 360+50 to STA. 366+00

CLI-67-16.86

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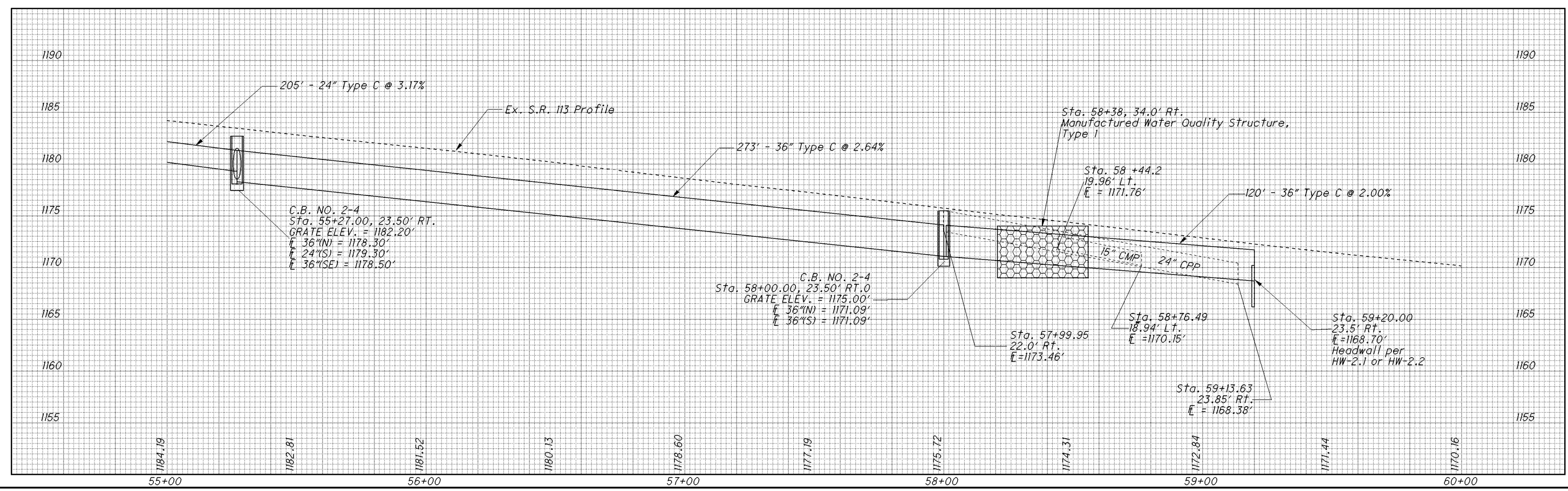


CALCULATED
DRT
CHECKED
TGH



For Quantities, See Sheet 20.

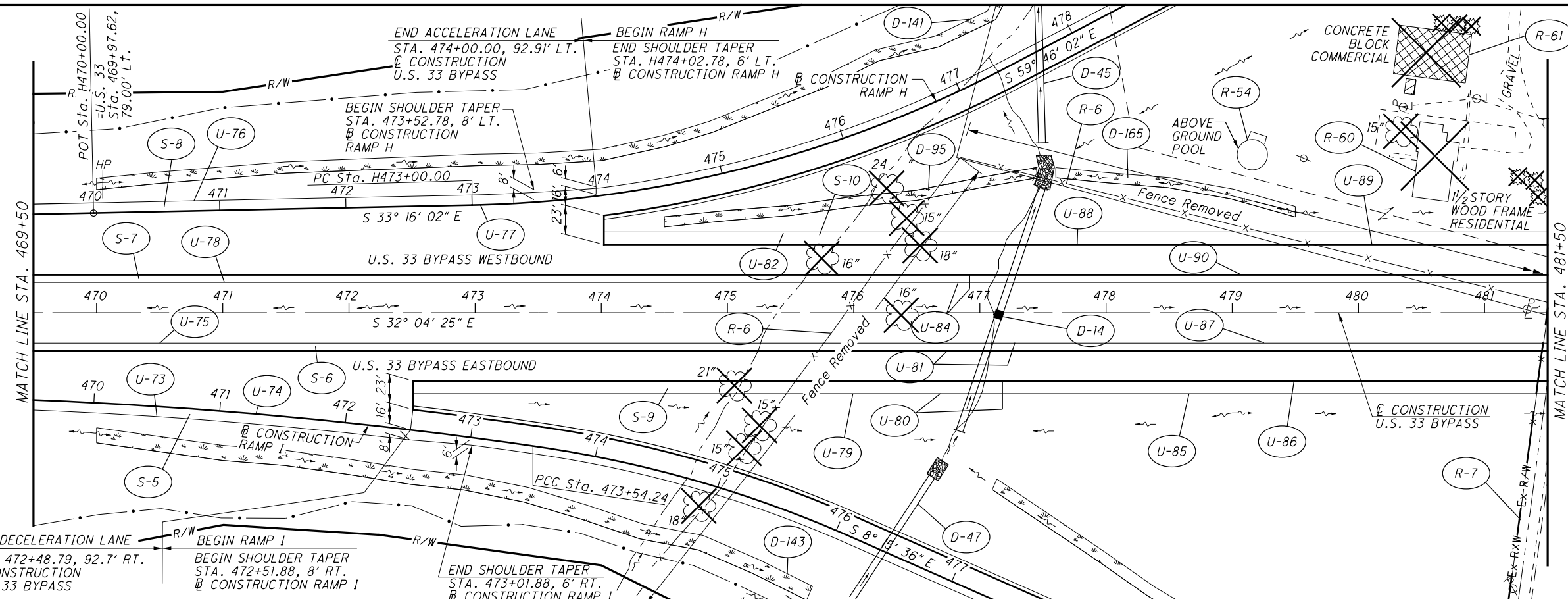
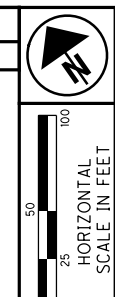
AREA FOR MANUFACTURED SYSTEM



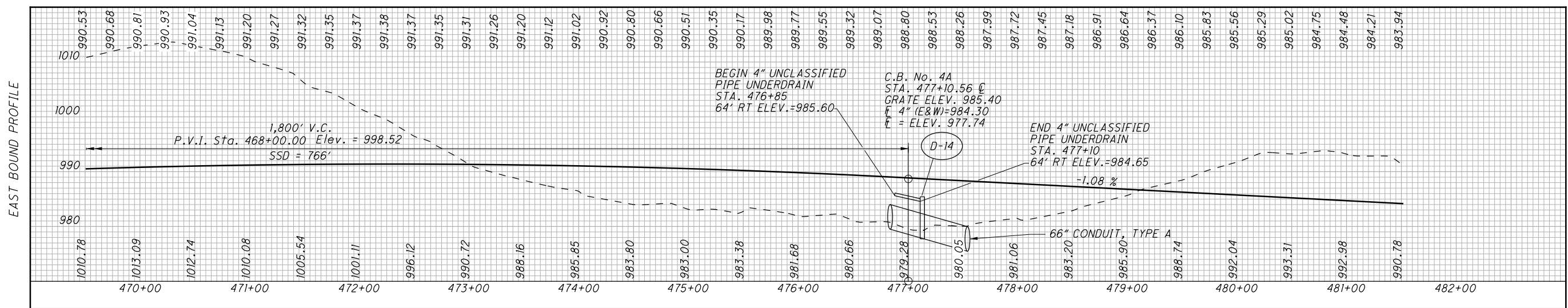
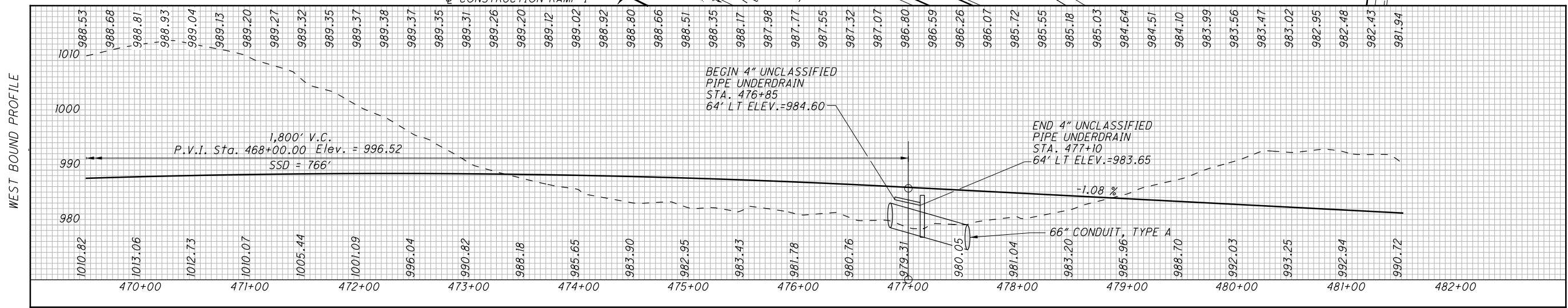
PLAN AND PROFILE
STA. 55+00 TO STA. 60+00 S.R. 113

NOB-113-0.58

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CROSS REFERENCES	
Sheet No.	Description
79	Ref. Monuments, ODOT #418 & #419
46-67	Estimated Quantities
360, 368	Ramps H & I
486, 487	Terminal Detail
503	Culvert Details
667	Fence Detail



PLAN AND PROFILE - U.S. 33 BYPASS
STA. 469+50 TO STA. 418+50

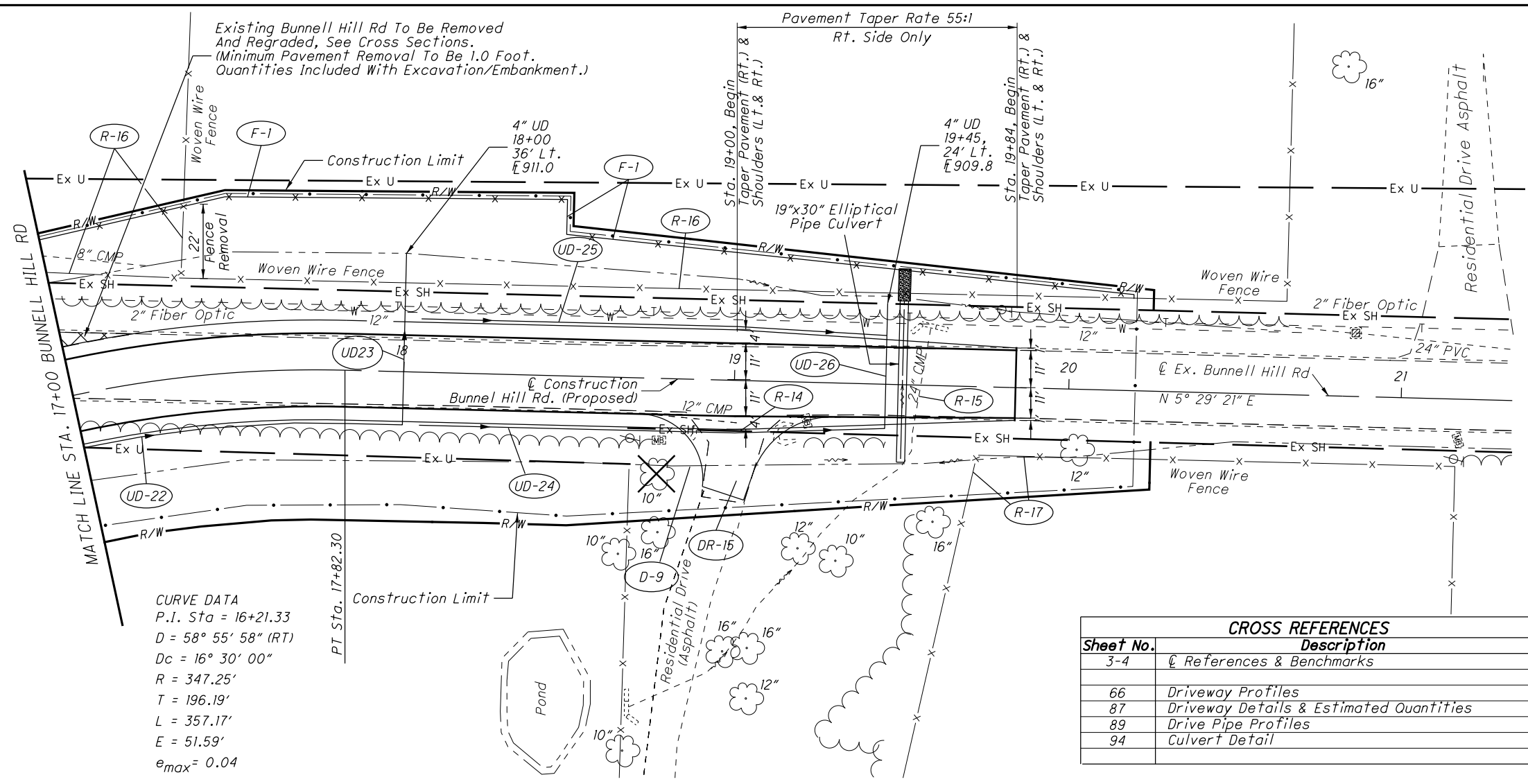
FAI-33-13.25



CALCULATED MSO
CHECKED JAD

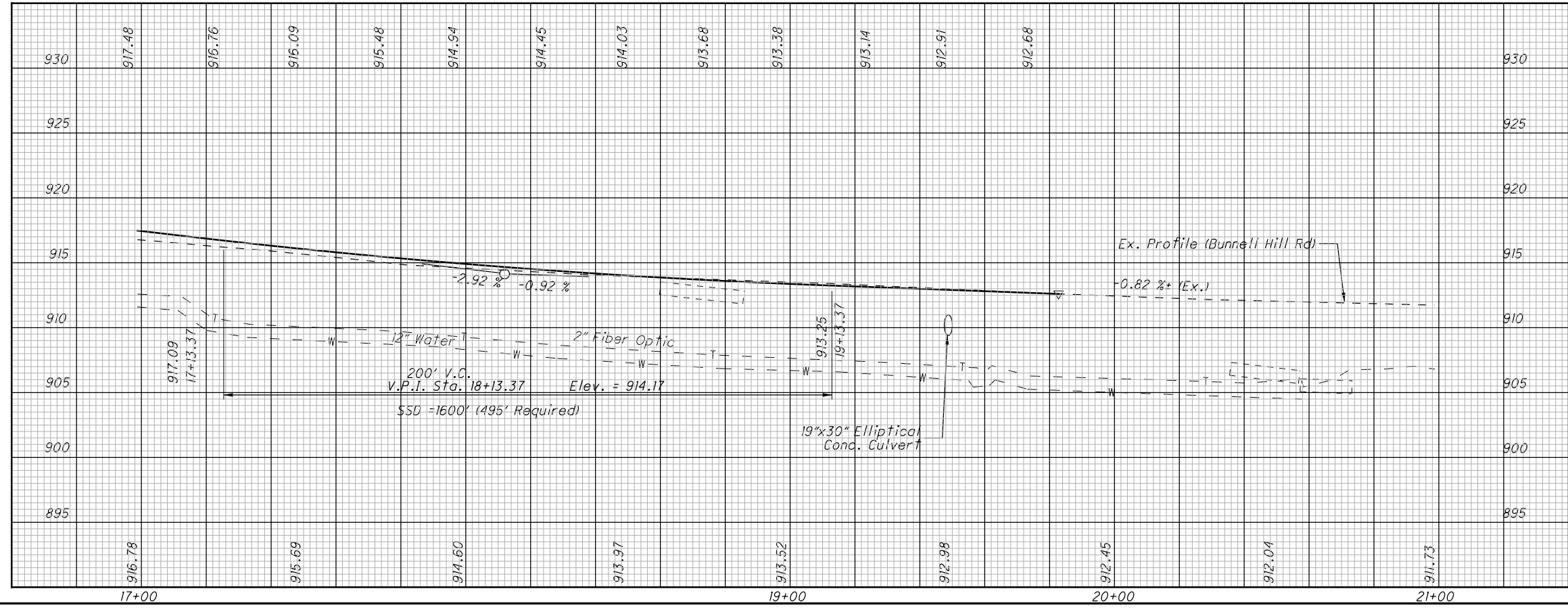
PLAN AND PROFILE - BUNNELL HILL RD
STA. 17+00 TO STA 21+00

WAR-48.19.40



CURVE DATA
P.I. Sta = 16+21.33
D = 58° 55' 58" (RT)
Dc = 16° 30' 00"
R = 347.25'
T = 196.19'
L = 357.17'
E = 51.59'
e_{max} = 0.04

Sheet No.	Description
3-4	References & Benchmarks
66	Driveway Profiles
87	Driveway Details & Estimated Quantities
89	Drive Pipe Profiles
94	Culvert Detail



REF NO.	STATION		SIDE	DESCRIPTION	QUANTITY	UNIT	BENDS & BRANCHES FOR INFO. ONLY
	FROM	TO					
R-14	18+86	19+20	Rt.				
R-15	19+52	19+55	Center				
R-16	16+60	20+20	Lt.				
R-17	19+70	20+19	Rt.				
UD-22	17+00	18+00	Rt.				
UD-23	18+00		Center				
UD-24	18+05	19+45	Rt.		140		
UD-25	18+05	19+45	Lt.		140		
UD-26	19+45		Center				
D-9	18+83	19+17	Rt.				
F-1	16+62	20+19	Lt.				
TOTALS CARRIED TO GENERAL SUMMARY							
				PIPE REMOVED, 24" AND UNDER	26		
				FENCE REMOVED	31		
					403		
					67		
				4" SHALLOW PIPE UNDERDRAIN (24" DEEP)		96	
				4" BASE PIPE UNDERDRAIN (18" DEEP)			
					140		
					140		
				12" CONDUIT, TYPE D		52	
				4" CONDUIT, TYPE B		37	
						33	
				FENCE, TYPE 4TRA		390	
						390	
				PRECAST REINF. CONCRETE OUTLET			2
							1
							2

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CROSS REFERENCES	
Sheet No.	Description
3	References & Benchmarks
38	Culvert Details

SP 1309-6
DATE: JANUARY 2013

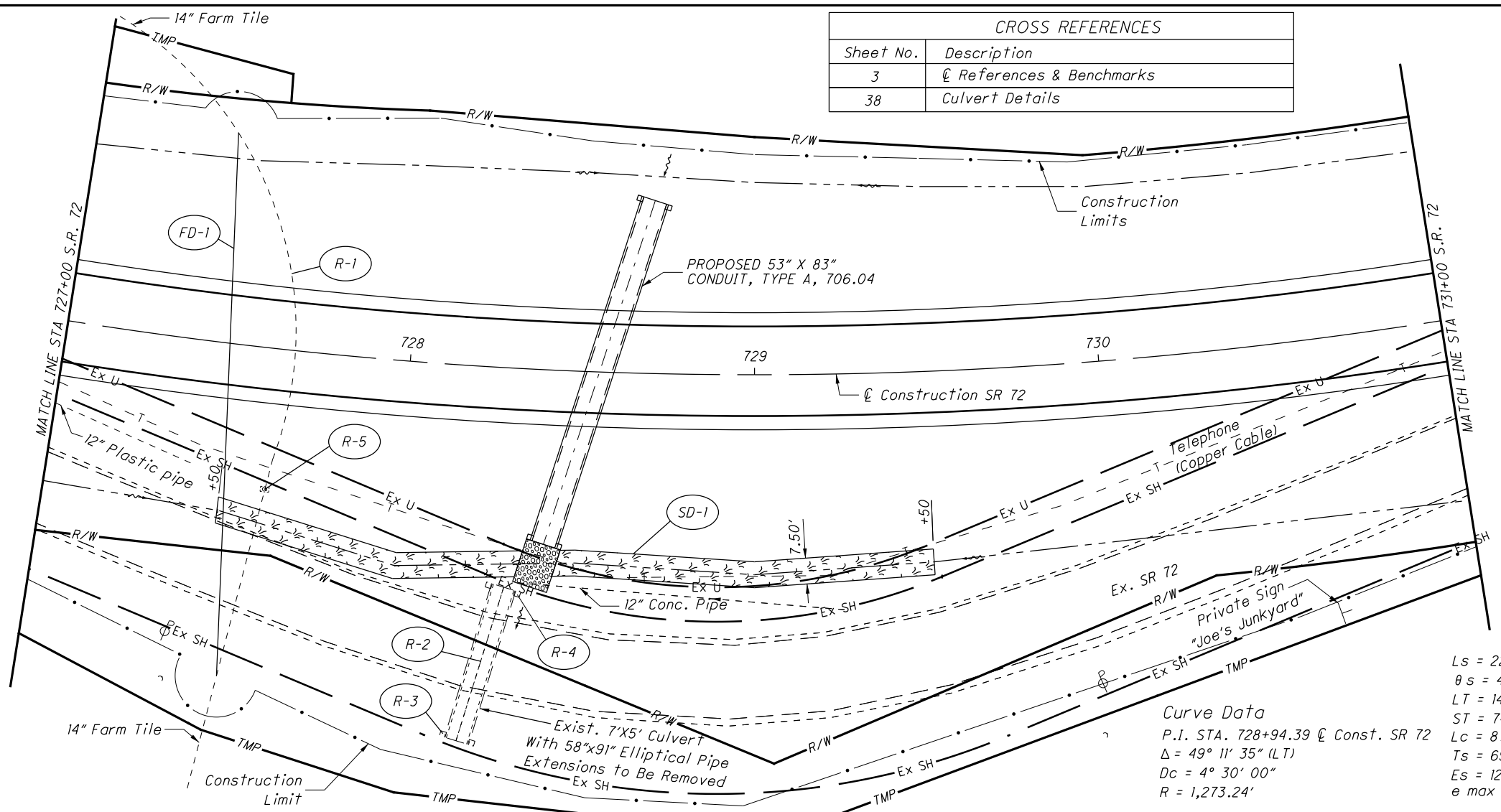


CALCULATED MSO CHECKED JAD

PLAN AND PROFILE
STA 727+00 TO 731+00

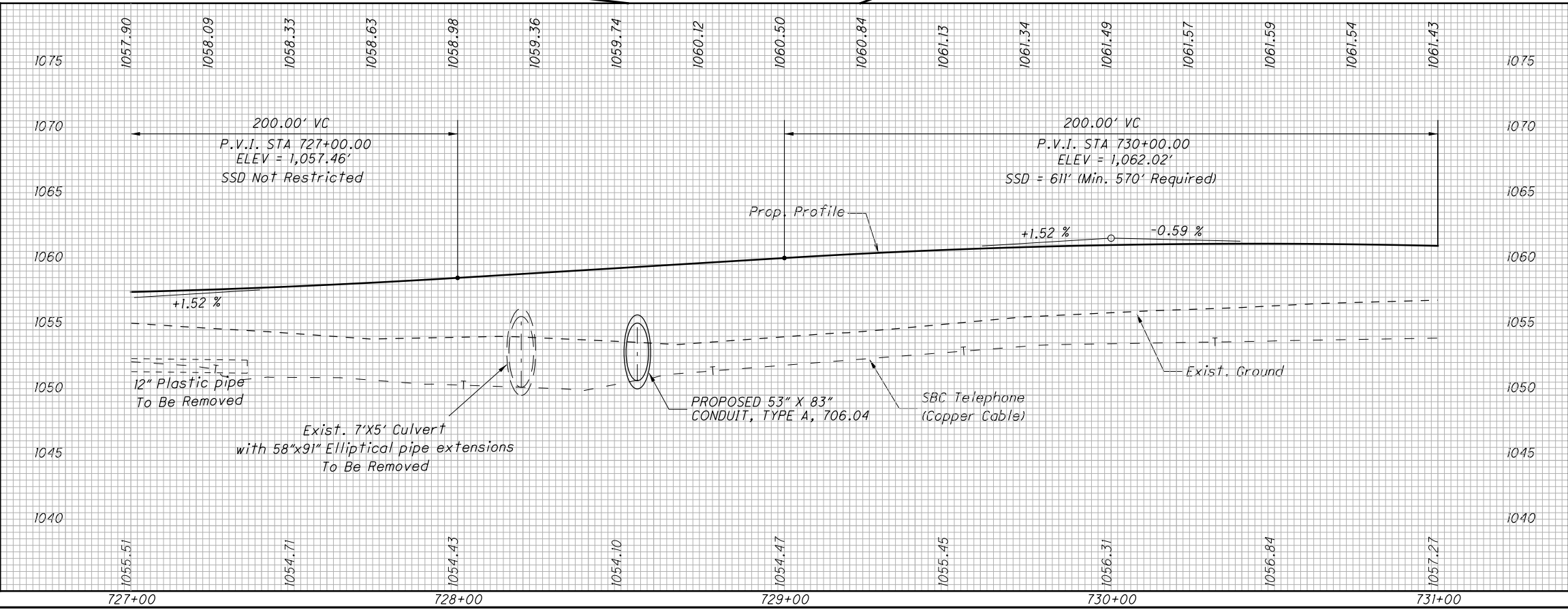
GRE-72-13.67

17
51



Curve Data
P.I. STA. 728+94.39 @ Const. SR 72
 $\Delta = 49^\circ 11' 35''$ (LT)
 $D_c = 4^\circ 30' 00''$
 $R = 1,273.24'$

$L_s = 222.00'$
 $\theta_s = 4^\circ 59' 42''$
 $LT = 148.06'$
 $ST = 74.05'$
 $L_c = 871.18'$
 $T_s = 694.55'$
 $E_s = 128.83'$
 $e_{max} = 0.08$

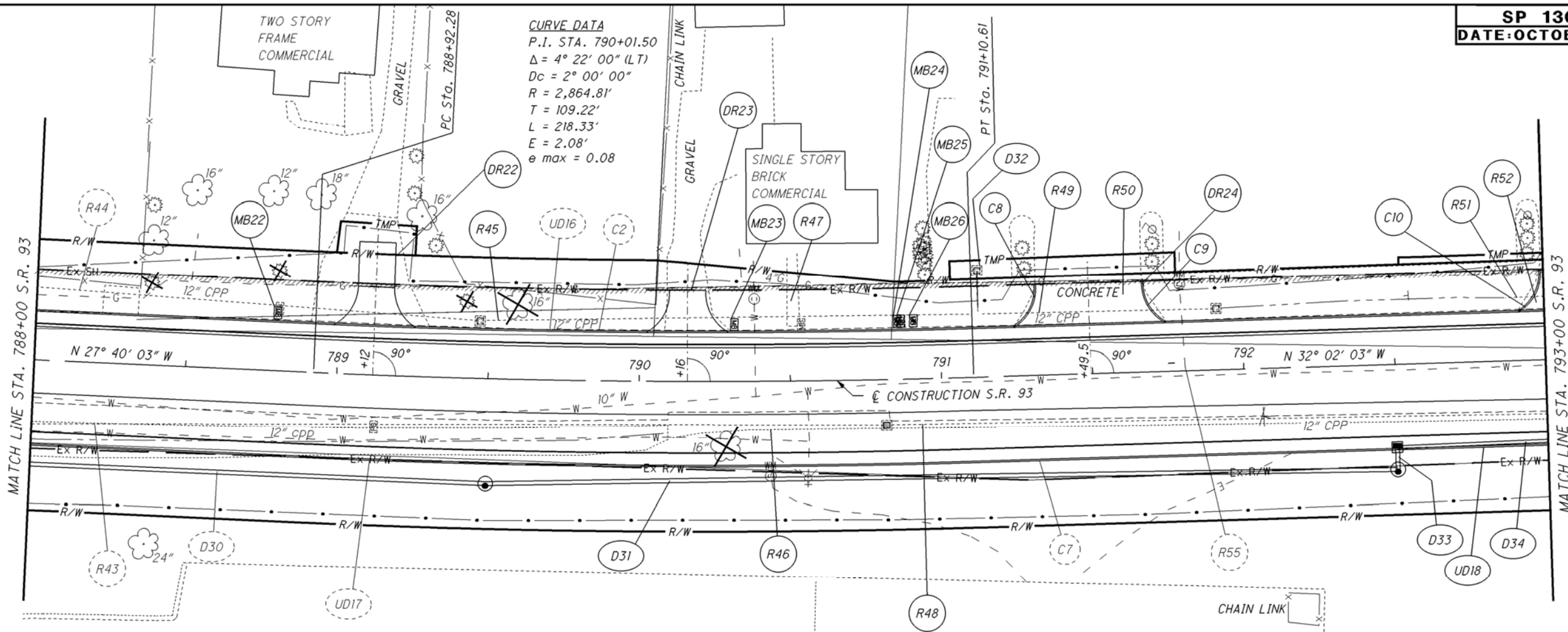


REF NO.	STATION		SIDE	DESCRIPTION	QTY	UNIT
	FROM	TO				
R-1	727+43	727+56	RT & LT	EROSION CONTROL MAT, TYPE A	158	SO. YD.
R-2	728+15	728+22	RT	15" CONDUIT, TYPE B	1	FT
R-3	728+17	728+23	RT	REMOVAL MISC.: 7'x5' CONCRETE BOX CULVERT WITH 58"x91" ELLIPTICAL PIPE EXTENSIONS	1	EACH
R-4	728+27	728+35	RT	REMOVAL MISC.: 2'x2' FARM TILE	1	EACH
R-5	728+51	728+53	RT	REMOVAL MISC.: JUNCTION BOX	1	EACH
FD-1	727+43	727+56	RT & LT	PIPE REMOVED, 24" AND UNDER	184	FT
SD-1	727+50	729+50	RT	HEADWALL REMOVED	2	EACH
TOTALS CARRIED TO GENERAL SUMMARY						

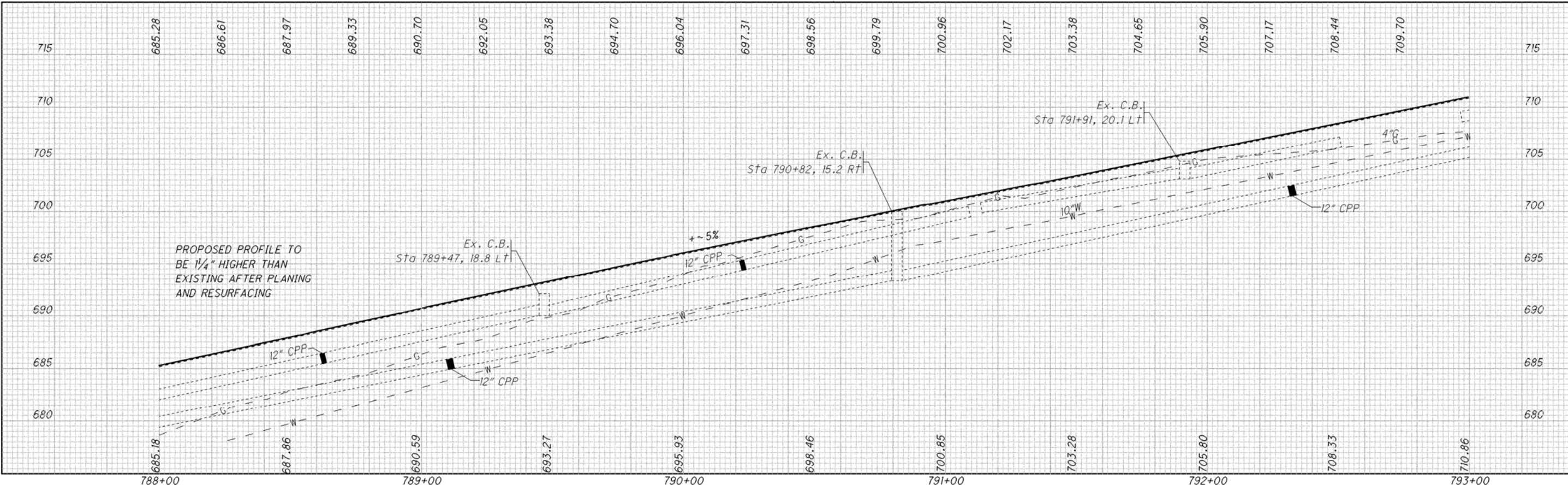
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CALCULATED MSO
CHECKED JAD



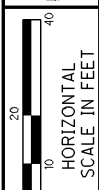
FOR ESTIMATED QUANTITIES SEE SHEETS 20 - 24
FOR DRIVEWAY DETAILS AND QUANTITIES SEE SHEET 83
FOR STORM SEWER PROFILES SEE SHEETS 89 - 92
FOR ϵ REFERENCES AND BENCH MARKS SEE SHEETS 2 & 3



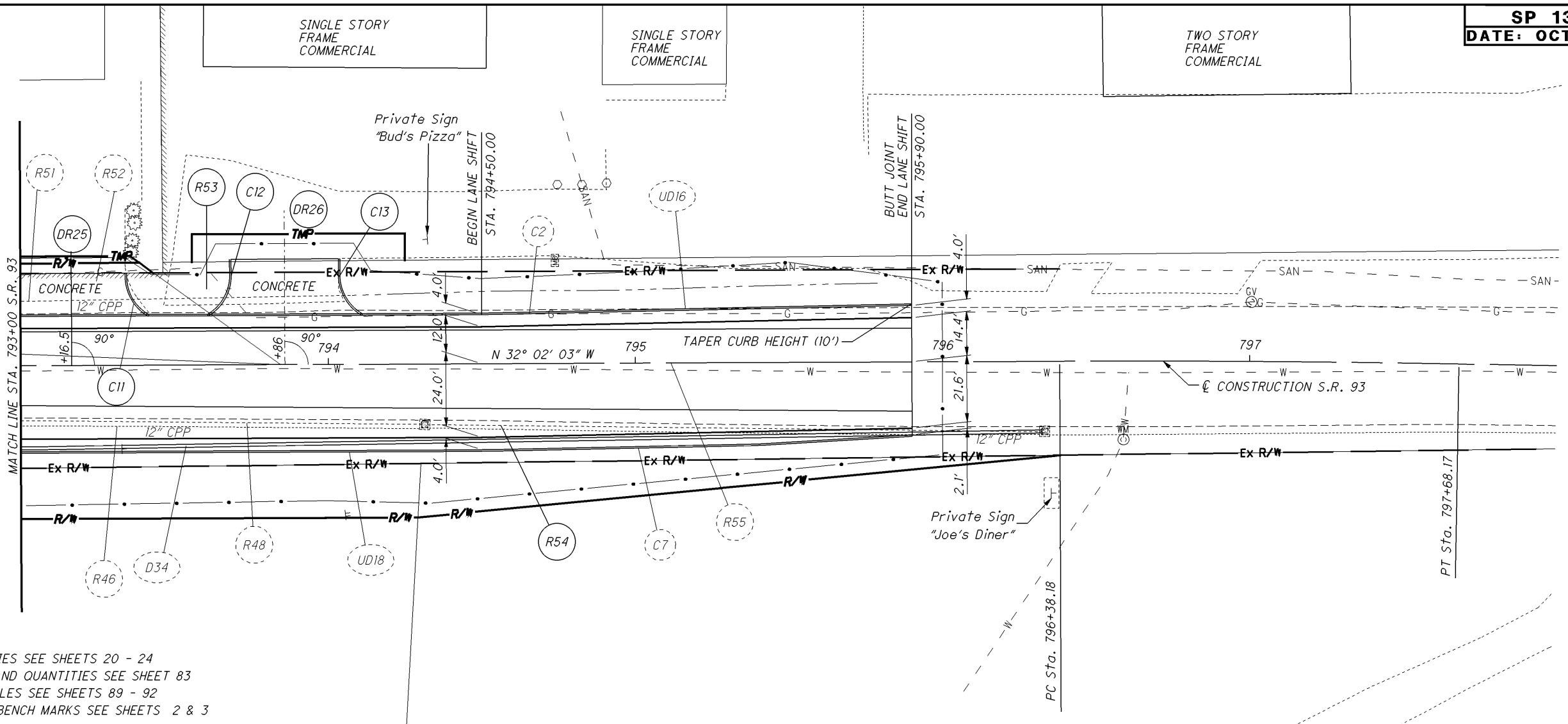
PLAN AND PROFILE
STA. 788+00 TO STA. 793+00

MOE-93-22.35

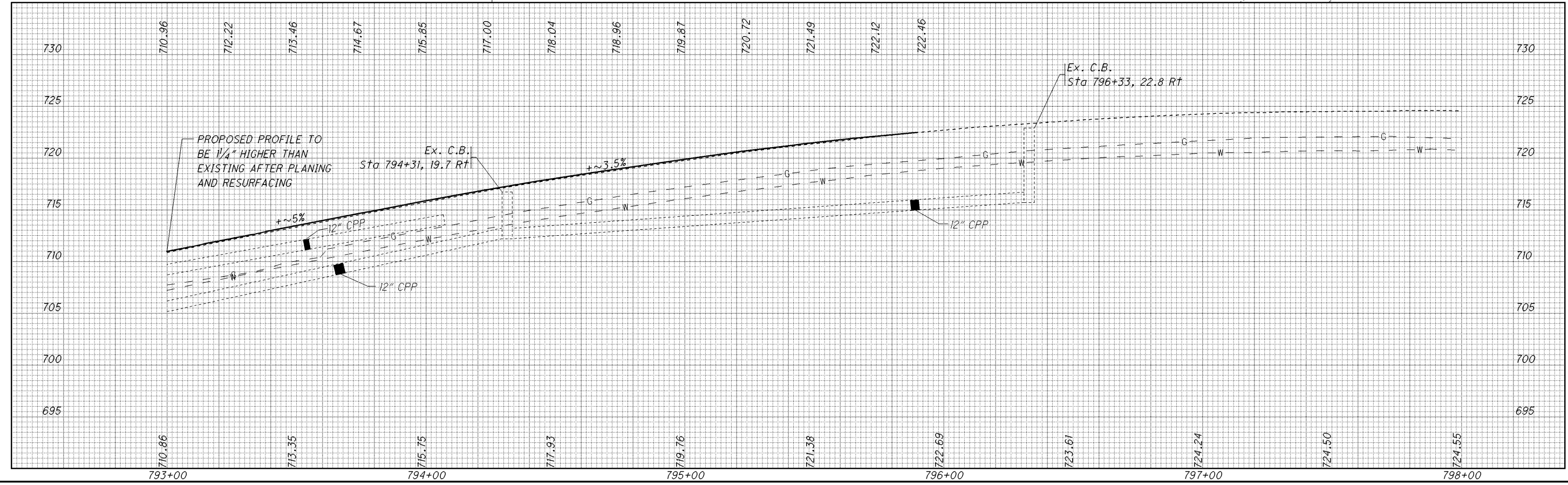
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CALCULATED MSO
CHECKED JAD



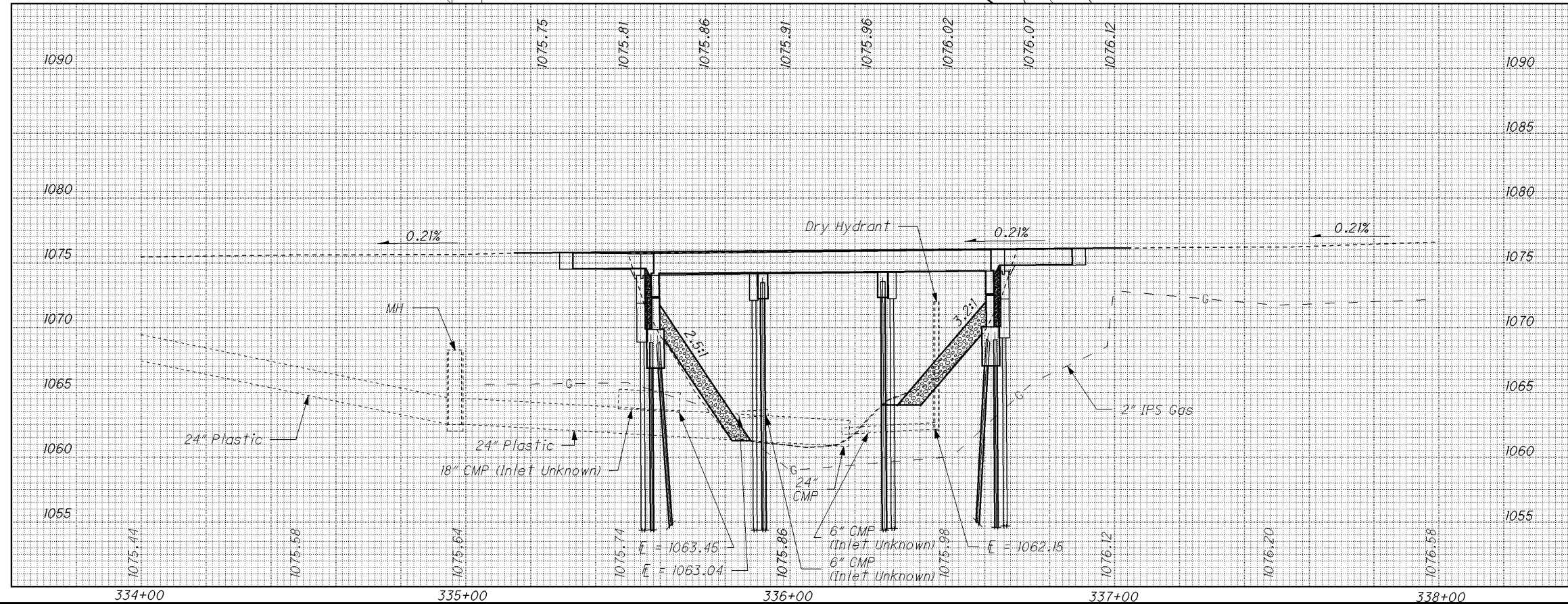
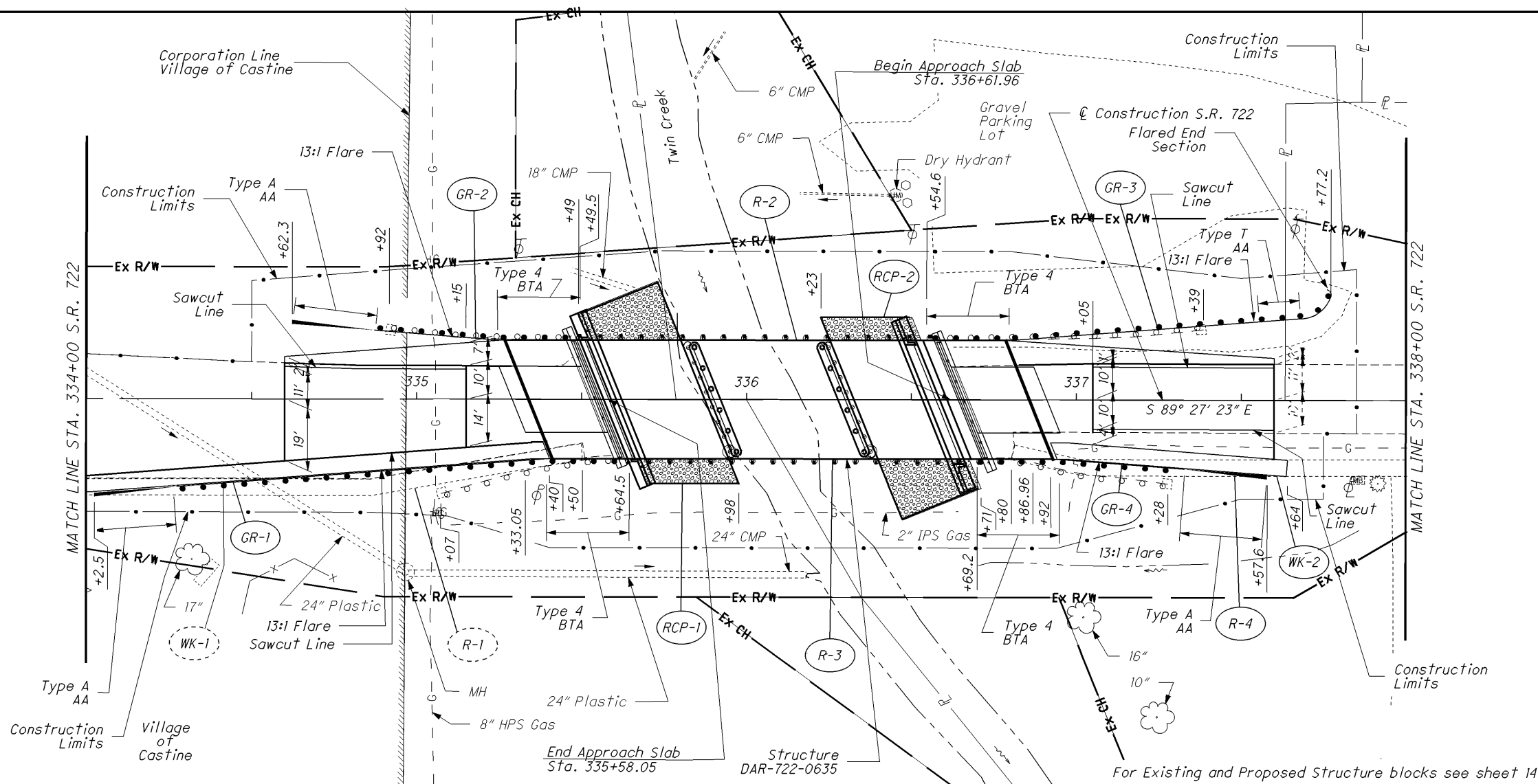
FOR ESTIMATED QUANTITIES SEE SHEETS 20 - 24
FOR DRIVEWAY DETAILS AND QUANTITIES SEE SHEET 83
FOR STORM SEWER PROFILES SEE SHEETS 89 - 92
FOR @ REFERENCES AND BENCH MARKS SEE SHEETS 2 & 3



PLAN AND PROFILE
STA. 793+00 TO STA. 798+00

MOE-93-22.35

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REF NO.	STATION		SIDE	QUANTITY	UNIT	TOTALS CARRIED TO GENERAL SUMMARY
	FROM	TO				
GR-1	334+02.5	335+49.5	RT.	1	1	1
GR-2	334+62.3	335+64.5	LT.	1	1	1
GR-3	336+54.6	337+77.2	LT.	1	1	1
GR-4	336+69.2	337+67.6	RT.	1	1	1
R-2	334+92	337+39	LT.	1	1	1
R-3	335+07	337+28	RT.	1	1	1
R-4	336+80	337+64	RT.	1	1	1
RPC-1	335+49	335+98	LT/RT	1	1	1
RPC-2	336+23	336+71	LT/RT	1	1	1
WK-2	336+92	337+64	RT.	1	1	1
TOTALS CARRIED TO GENERAL SUMMARY						
601			ROCK CHANNEL PROTECTION TYPE C WITH FILTER		CU YD	250
608			4" CONCRETE WALK		SO FT	354
606			BRIDGE TERMINAL ASSEMBLY, TYPE 4		EACH	4
606			ANCHOR ASSEMBLY, TYPE T		EACH	1
606			ANCHOR ASSEMBLY, TYPE A		EACH	3
606			GUARDRAIL, TYPE 5		FT	387.5
202			GUARDRAIL REMOVED		FT	475
202			WALK REMOVED		SO FT	405
606			GUARDRAIL TYPE 5		FT	137.5
606			ANCHOR ASSEMBLY, TYPE T		EACH	1
606			ANCHOR ASSEMBLY, TYPE A		EACH	1
606			BRIDGE TERMINAL ASSEMBLY, TYPE 4		EACH	1
608			4" CONCRETE WALK		SO FT	354
601			ROCK CHANNEL PROTECTION TYPE C WITH FILTER		CU YD	120
						130
						250

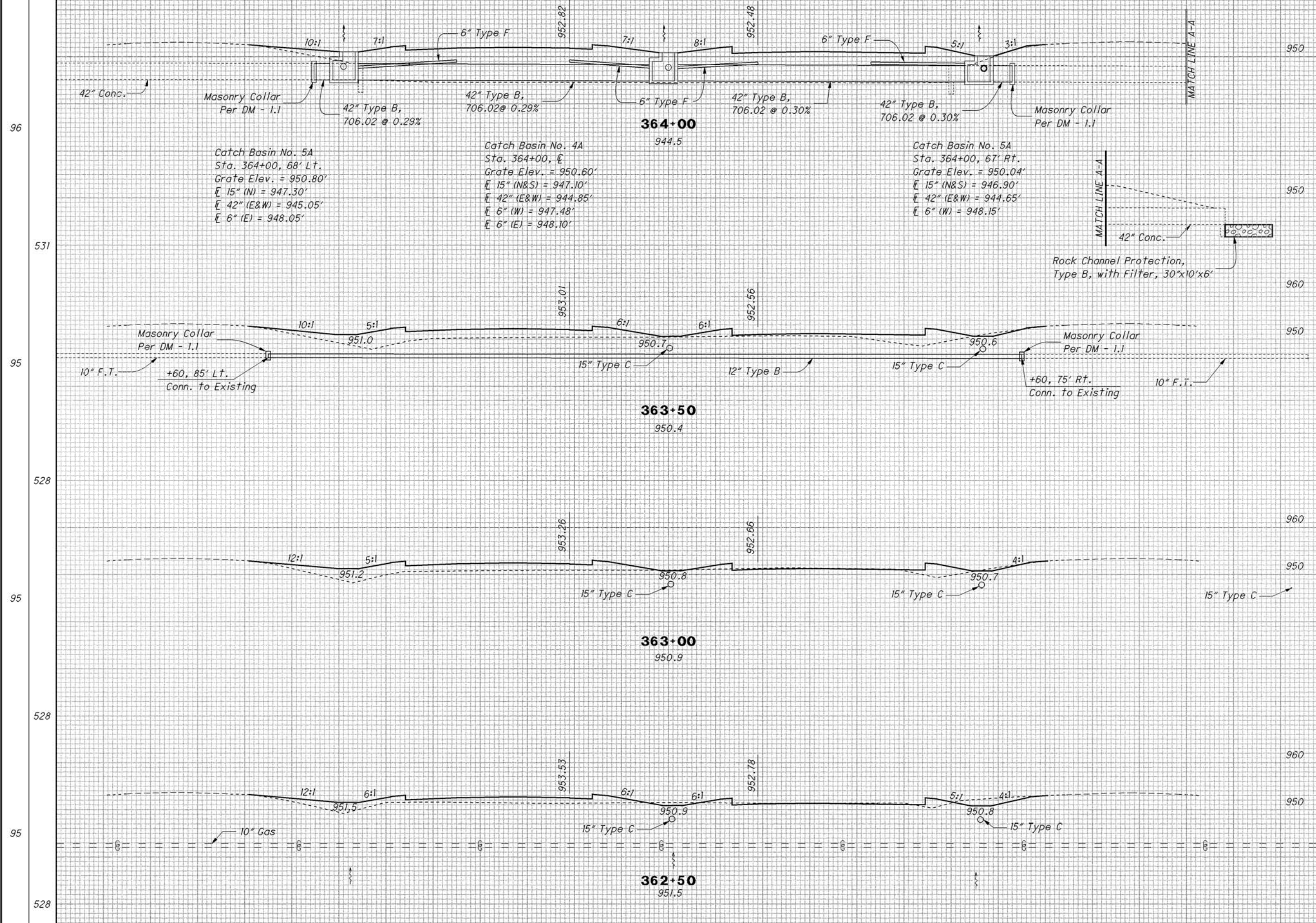
PLAN AND PROFILE - S.R. 722
STA. 334+00 TO STA. 338+00

DAR-722-6.34

SEEDING
END WIDTH SO. YDS.

SP 1310-1
DATE: OCTOBER 2006

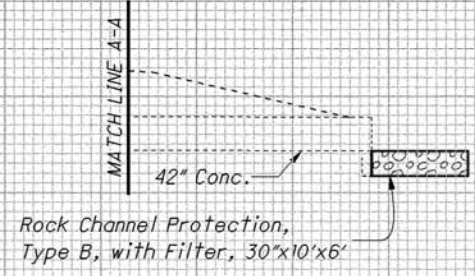
CALCULATED
MTG
CHECKED
CJM



Catch Basin No. 5A
Sta. 364+00, 68' Lt.
Grate Elev. = 950.80'
E 15" (N) = 947.30'
E 42" (E&W) = 945.05'
E 6" (E) = 948.05'

Catch Basin No. 4A
Sta. 364+00, E
Grate Elev. = 950.60'
E 15" (N&S) = 947.10'
E 42" (E&W) = 944.85'
E 6" (W) = 947.48'
E 6" (E) = 948.10'

Catch Basin No. 5A
Sta. 364+00, 67' Rt.
Grate Elev. = 950.04'
E 15" (N&S) = 946.90'
E 42" (E&W) = 944.65'
E 6" (W) = 948.15'



END	AREA		VOLUME	
	CUT	FILL	CUT	FILL
96	0	919		
531			7	1054
95	8	219		
528			24	346
95			18	155
528			40	250
95			25	115
528			67	187
SHEET TOTAL			138	1837

CROSS SECTIONS - S.R. 76
STA. 362+50 TO STA. 364+00

LUC-76-31.48

154
488

2115

SHEET TOTAL

100 80 60 40 20 0 20 40 60 80 100

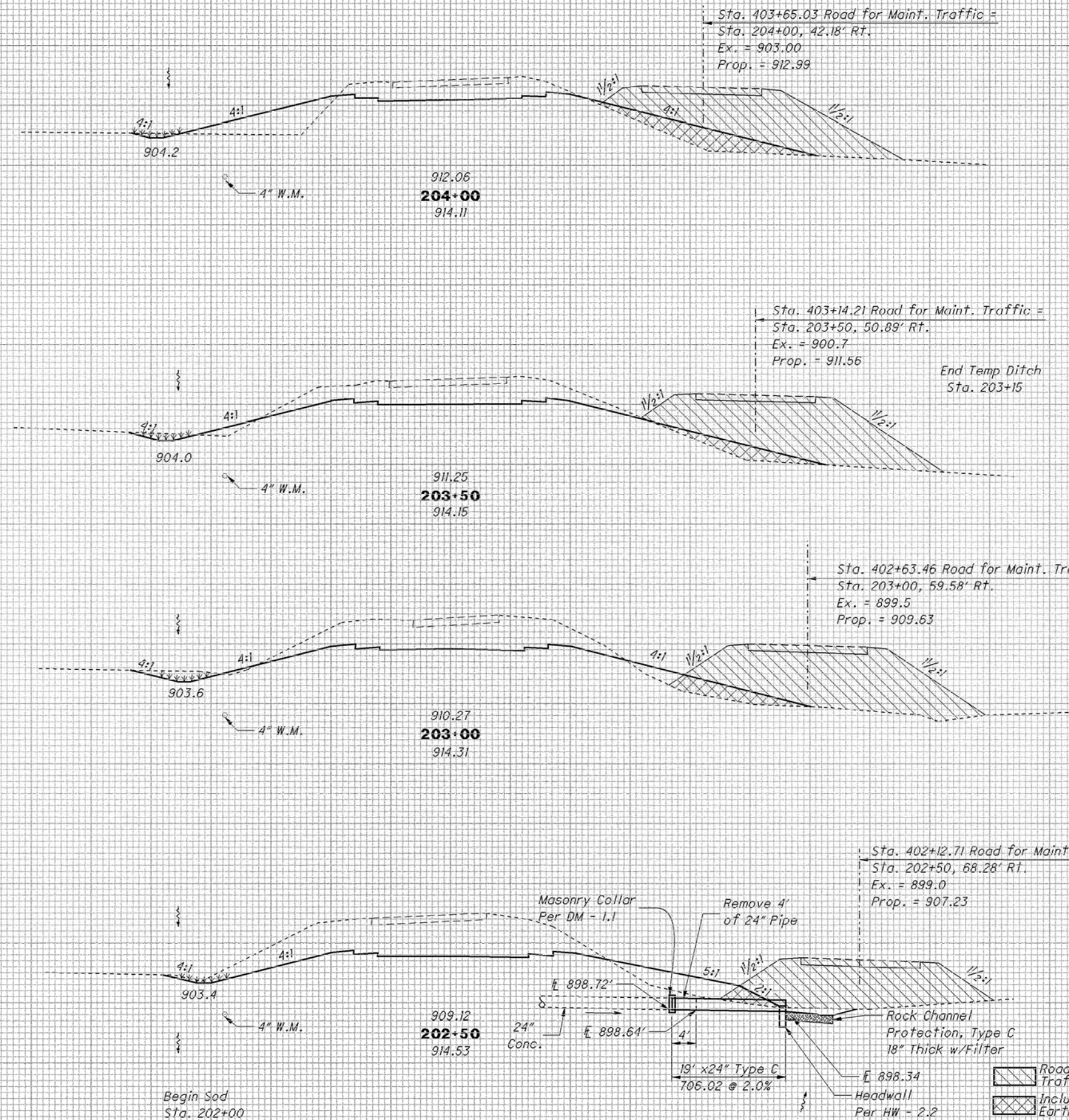
SHEET TOTAL

SEEDING
END WIDTH SQ. YDS.

ROAD FOR MAINT. TRAFFIC
SP 1310-2
DATE: OCT. 2006

CALCULATED RDN CHECKED PDG

517
104
583
106
586
105
581
104
2267 SHEET TOTAL



END AREA		VOLUME		END AREA		VOLUME	
CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
0	332			95	136	156	171
0	645			241	169		
0	364			165	46		
6	703			367	94		
7	395			231	56		
6	616			509	96		
0	270			319	48		
7	297						
*19		*2261				1273 530	

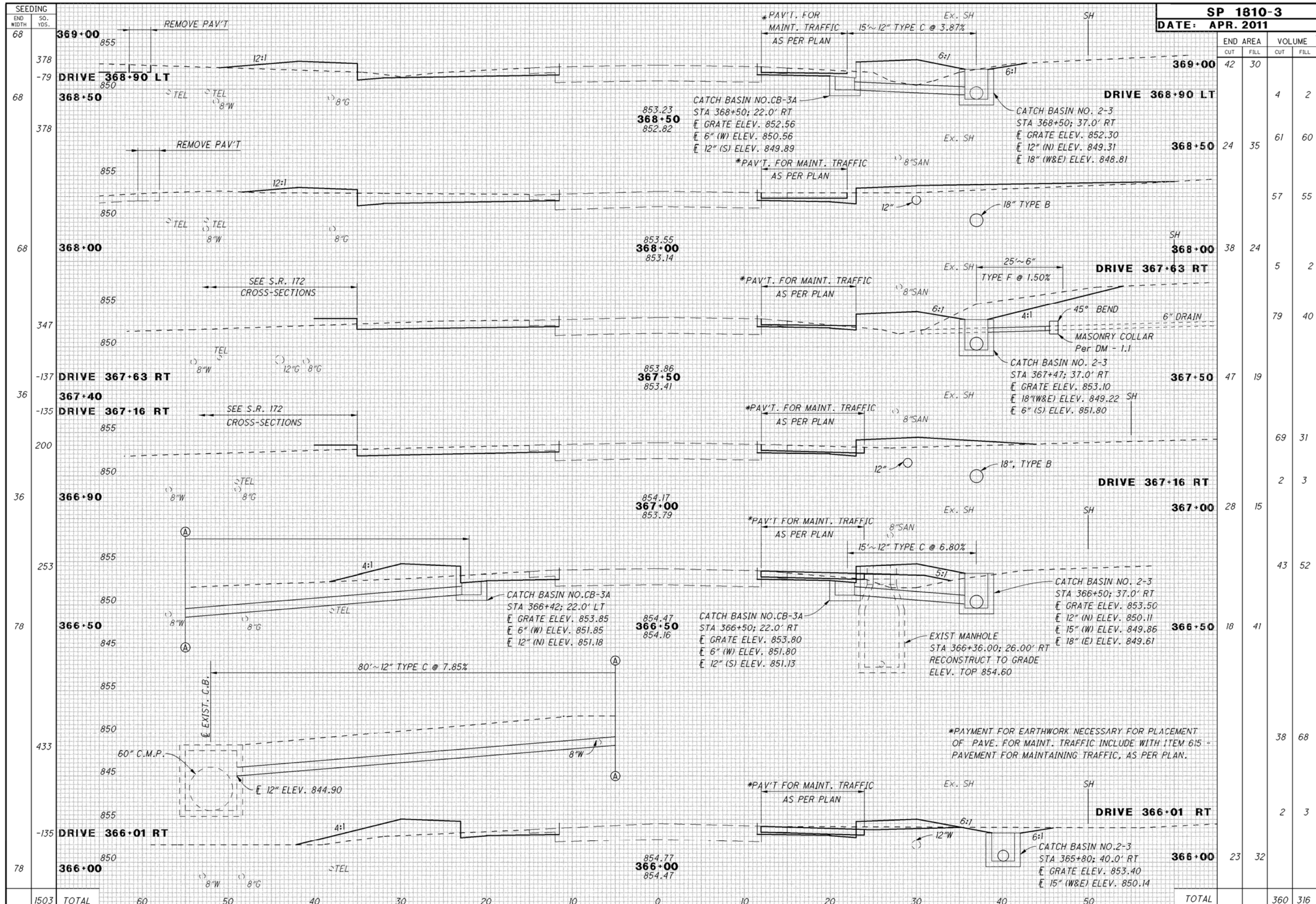
Road for Maint. Traffic Earthwork
Included with Permanent Earthwork Quantities

*For Information Only

CROSS SECTIONS - S.R. 130
STA. 202+50 TO STA. 204+00

MED - 130-1.23

74
103



END STA	AREA	VOLUME	
		CUT	FILL
369+00	42	30	
368+90 LT			4
368+50	24	35	61
368+00	38	24	
367+63 RT			5
367+50	47	19	
367+40			69
367+16 RT			2
367+00	28	15	
366+50			43
366+01 RT			2
366+00	23	32	
TOTAL		360	316

CALCULATED
MUG
CHECKED
DSN

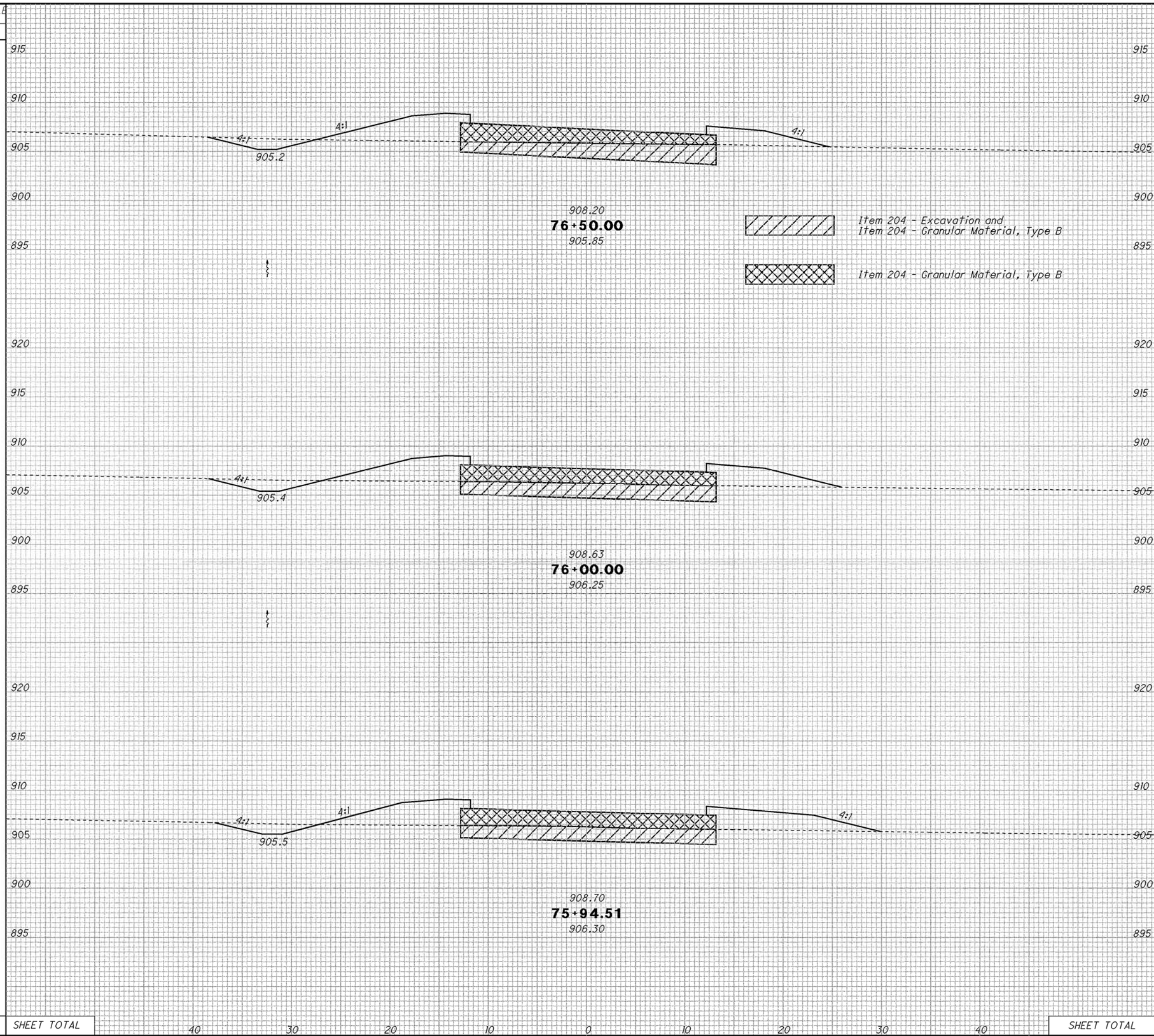
CROSS SECTIONS - S.R. 67
STA. 366+00 TO STA. 368+50

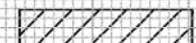

CLI-67-16.86

57
97

I:\pr\35\tds\SamplePlans\2006October\1310\1310_4.dgn 15-APR-2011 7:39AM mwowski

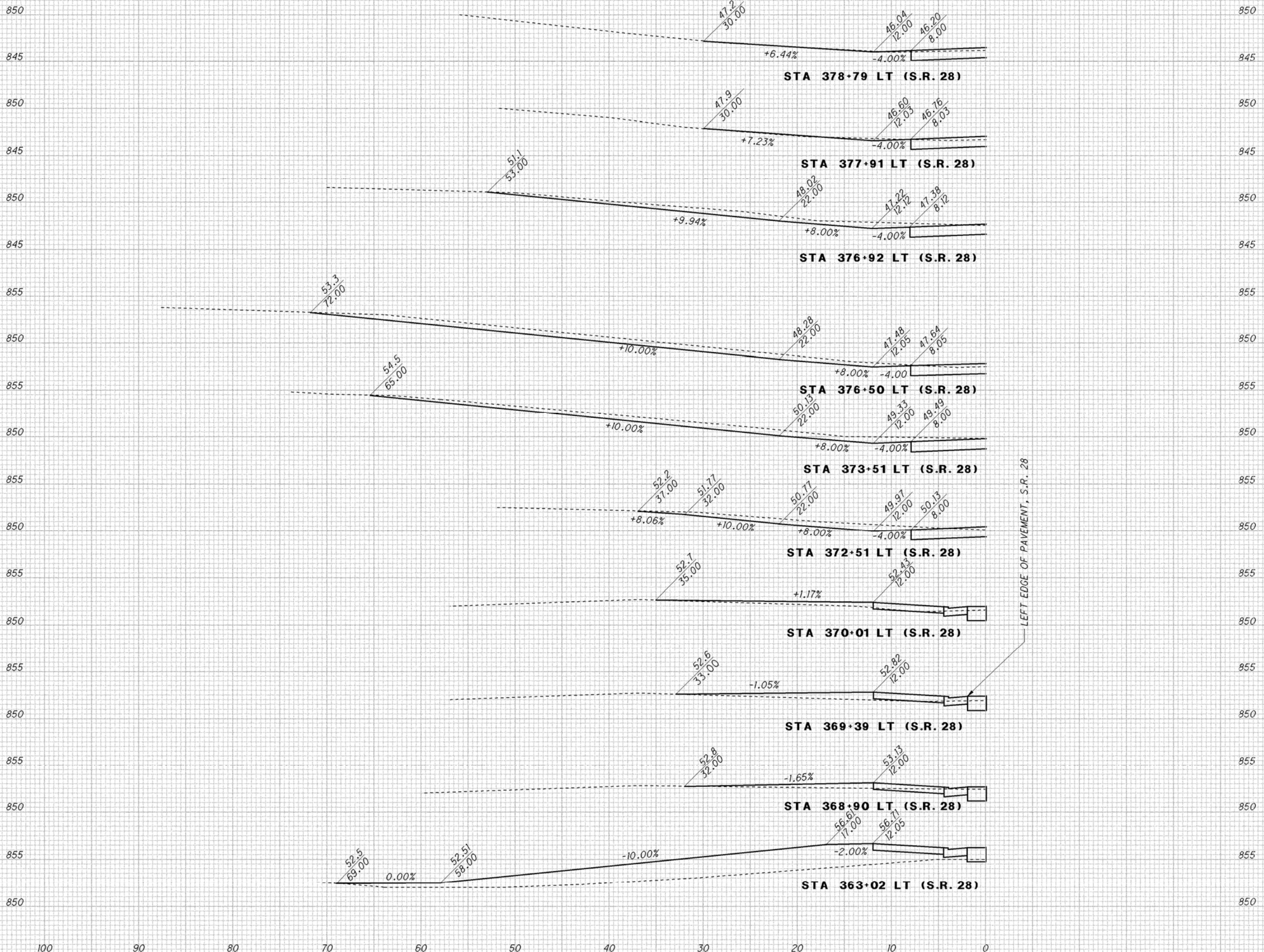
SEEDING		GEOTEXTILE FABRIC	
END WIDTH	SO. YDS.	END WIDTH	SO. YDS.
44	24	24	133
45	24	24	15
48	24	24	148
275	148	SHEET TOTAL	



 Item 204 - Excavation and
 Item 204 - Granular Material, Type B
 Item 204 - Granular Material, Type B

SP 1310-4							
DATE: OCTOBER 2006							
ITEM 203				ITEM 204			
END AREA		VOLUME		END AREA		VOLUME	
CUT	FILL	CUT	FILL	CUT	FILL	CUT	FILL
7	41			40	78		
		14	77			72	144
8	42			38	78		
		2	9			8	16
7	51			37	78		
SHEET TOTAL		16	86			80	160

CALCULATED GFR
 CHECKED JAD
CROSS SECTIONS - RELOCATED BOUNDARIES RD (C.R. 9)
STA. 75+92.89 TO STA. 76+50
PER / LIC-13-28.73 / 0.00
 210
 310



LEFT EDGE OF PAVEMENT, S.R. 28

DRIVEWAY PROFILES

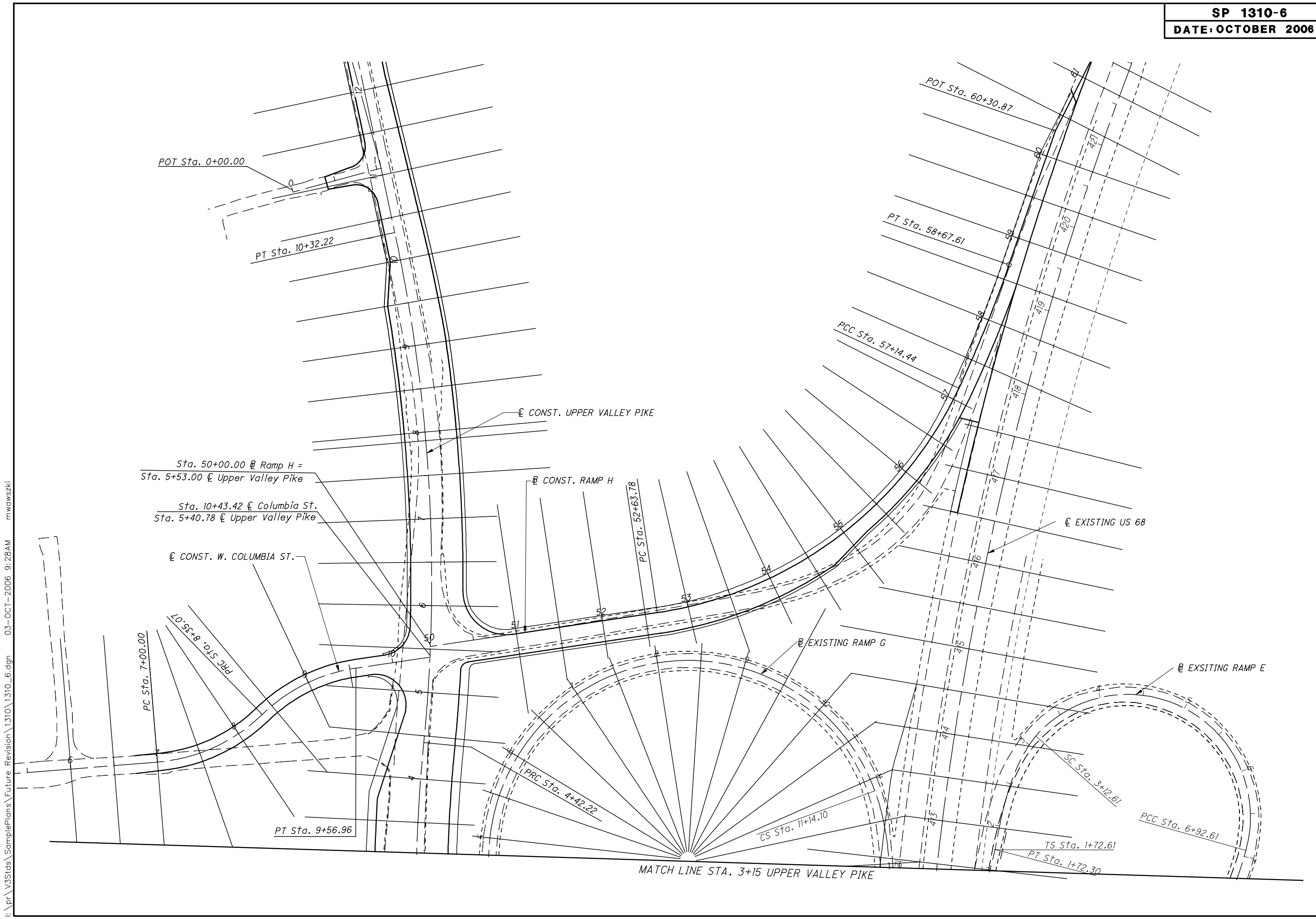
HUR - 28 - 6.86



CALCULATED MSO
CHECKED JAD

CROSS SECTION LAYOUT

CLA-40-10.18




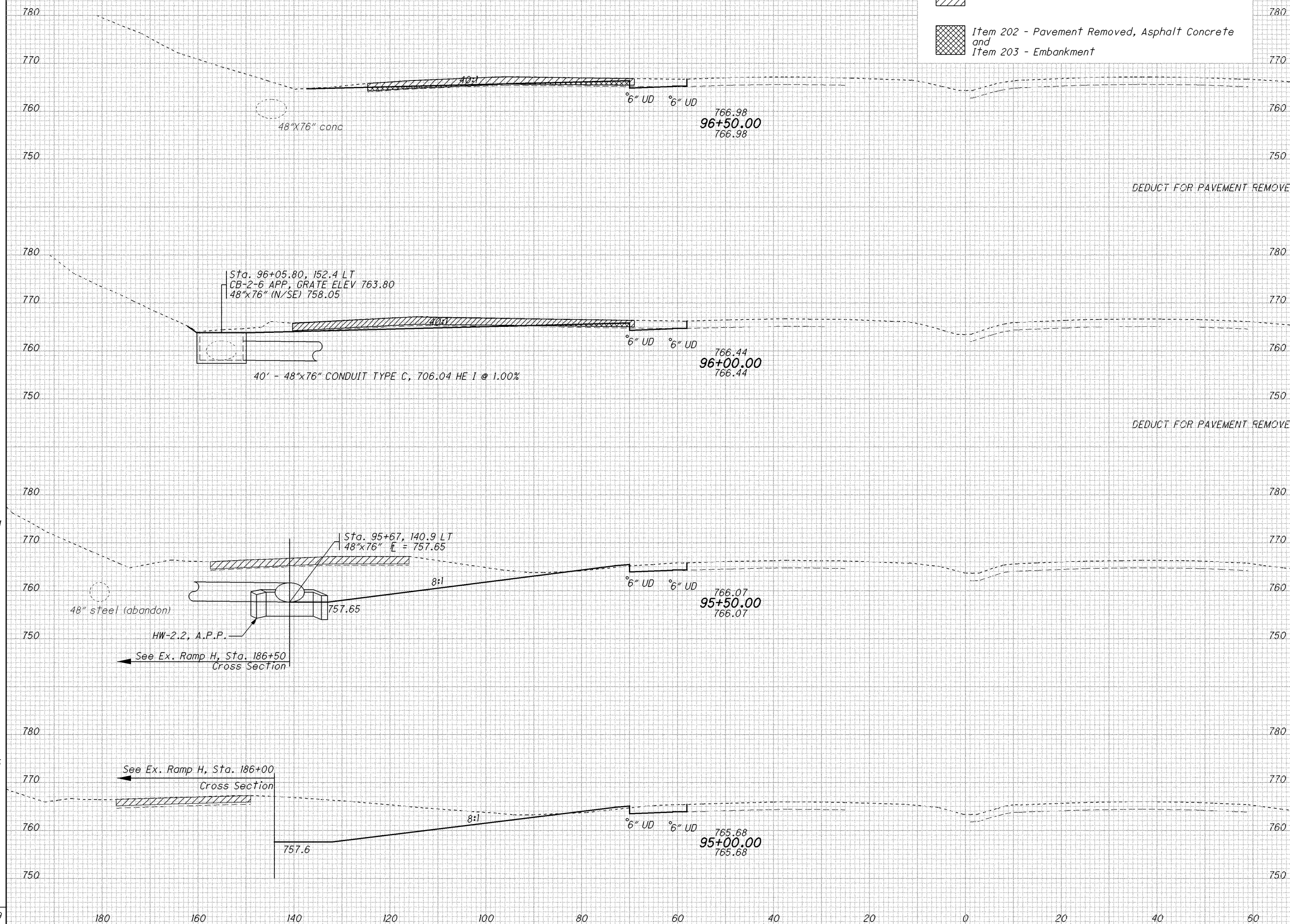
I:\pr\35\35\SamplePlans\Future Revision\1310\1310_6.dgn 03-OCT-2006 9:28AM mwawski

SEEDING
END WIDTH SO. YDS.
315
68
415
81
404
64
355
64
1489

SP 1310-7
DATE: JULY 2010

END AREA	VOLUME	CALCULATED	TKB	CHECKED	MDC
81	26				
	224				
	-157				
160	9				
	459				
	-124				
335	4				
	602				
315	5				
	605				
	1609				
	59				

-  Item 202 - Pavement Removed, Asphalt Concrete
-  Item 202 - Pavement Removed, Asphalt Concrete and Item 203 - Embankment



CROSS SECTIONS - S.R. 315
STA. 95+00 TO STA. 96+50

FRA - 315 - 12.18

26
68

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SUPERELEVATION TABLE

P. I. Station 20+00.00

Dc = 6° 00'

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
840.79	▲	-0.17	-0.0156	11.01	14+95.00	840.96	11.01	-0.0156	-0.17		840.79	N.C.
840.81		-0.15	-0.0135	11.10	15+00.00	840.96	11.10	-0.0156	-0.17		840.79	
840.93		-0.03	-0.0026	11.55	15+25.00	840.96	11.55	-0.0156	-0.18		840.78	
840.96		0.00	0.0000	11.66	15+31.25	840.96	11.66	-0.0156	-0.18		840.78	1/2 LEVEL
841.05		+0.09	+0.0075	12.00	15+50.00	840.96	12.00	-0.0156	-0.19		840.77	
841.14		+0.19	+0.0156	12.00	15+68.80	840.96	12.00	-0.0156	-0.19	▲	840.77	R.C.
841.17		+0.21	+0.0179	12.00	15+75.00	840.96	12.00	-0.0179	-0.21		840.75	
841.28	2/11	+0.33	+0.0278	12.00	16+00.00	840.95	12.00	-0.0278	-0.33		840.62	
841.40		+0.45	+0.0397	12.00	16+25.00	840.95	12.00	-0.0377	-0.45		840.50	
841.52		+0.57	+0.0476	12.00	16+50.00	840.95	12.00	-0.0476	-0.57		840.38	
841.61		+0.66	+0.0553	12.00	16+69.40	840.95	12.00	-0.0553	-0.66	2/11	840.29	P.C.
841.64		+0.69	+0.0575	12.00	16+75.00	840.95	12.00	-0.0575	-0.69		840.26	
841.76		+0.81	+0.0674	12.00	17+00.00	840.95	12.00	-0.0674	-0.81		840.14	
841.88		+0.93	+0.0773	12.00	17+25.00	840.95	12.00	-0.0773	-0.93		840.02	
841.95	▼	+1.00	+0.0830	12.00	17+39.33	840.95	12.00	-0.0830	-1.00		839.95	
841.95		+1.00	+0.0830	12.00	17+50.00	840.95	12.00	-0.0830	-1.00	▼	839.95	F.S.
842.00		+1.00	+0.0830	12.00	17+75.00	841.00	12.00	-0.0830	-1.00		840.00	
842.15		+1.00	+0.0830	12.00	18+00.00	841.25	12.00	-0.0830	-1.00		840.15	
842.42		+1.00	+0.0830	12.00	18+25.00	841.42	12.00	-0.0830	-1.00		840.42	
842.78		+1.00	+0.0830	12.00	18+50.00	841.78	12.00	-0.0830	-1.00		840.78	
843.26		+1.00	+0.0830	12.00	18+75.00	842.26	12.00	-0.0830	-1.00		841.26	
843.84		+1.00	+0.0830	12.00	19+00.00	842.84	12.00	-0.0830	-1.00		841.84	
844.52		+1.00	+0.0830	12.00	19+25.00	843.52	12.00	-0.0830	-1.00		842.52	
845.31		+1.00	+0.0830	12.00	19+50.00	844.31	12.00	-0.0830	-1.00		843.31	
846.21		+1.00	+0.0830	12.00	19+75.00	845.21	12.00	-0.0830	-1.00		844.21	
847.21		+1.00	+0.0830	12.00	20+00.00	846.21	12.00	-0.0830	-1.00		845.21	
848.32		+1.00	+0.0830	12.00	20+25.00	847.32	12.00	-0.0830	-1.00		846.32	
849.53		+1.00	+0.0830	12.00	20+50.00	848.53	12.00	-0.0830	-1.00		847.53	
850.85		+1.00	+0.0830	12.00	20+75.00	849.85	12.00	-0.0830	-1.00		848.85	
852.27		+1.00	+0.0830	12.00	21+00.00	851.27	12.00	-0.0830	-1.00		850.27	
853.80		+1.00	+0.0830	12.00	21+25.00	852.80	12.00	-0.0830	-1.00		851.80	
855.44		+1.00	+0.0830	12.00	21+50.00	854.44	12.00	-0.0830	-1.00		853.44	
857.18		+1.00	+0.0830	12.00	21+75.00	856.18	12.00	-0.0830	-1.00		855.18	
859.03		+1.00	+0.0830	12.00	22+00.00	858.03	12.00	-0.0830	-1.00		857.03	
860.98		+1.00	+0.0830	12.00	22+25.00	859.98	12.00	-0.0830	-1.00		858.98	
861.87	▲	+1.00	+0.0830	12.00	22+35.95	860.87	12.00	-0.0830	-1.00	▲	859.87	F.S.
862.96		+0.93	+0.0775	12.00	22+50.00	862.03	12.00	-0.0776	-0.93		861.10	
865.01		+0.81	+0.0677	12.00	22+75.00	864.20	12.00	-0.0677	-0.81		863.39	
867.16		+0.69	+0.0578	12.00	23+00.00	866.47	12.00	-0.0578	-0.69		865.78	
867.69		+0.67	+0.0554	12.00	23+05.94	867.02	12.00	-0.0554	-0.67	2/11	866.35	P.T.
869.41		+0.57	+0.0479	12.00	23+25.00	868.84	12.00	-0.0479	-0.57		868.27	
871.78		+0.46	+0.0380	12.00	23+50.00	871.32	12.00	-0.0380	-0.46		870.86	
874.19	2/11	+0.34	+0.0281	12.00	23+75.00	873.85	12.00	-0.0281	-0.34		873.51	
876.61		+0.22	+0.0182	12.00	24+00.00	876.39	12.00	-0.0182	-0.22		876.17	
877.24		+0.19	+0.0156	12.00	24+06.48	877.05	12.00	-0.0156	-0.19	▼	876.86	R.C.
879.02		+0.10	+0.0083	12.00	24+25.00	878.92	12.00	-0.0156	-0.19		878.73	
881.03		0.00	0.0000	11.62	24+45.83	881.03	11.62	-0.0156	-0.18		880.85	1/2 LEVEL
881.43		-0.02	-0.0017	11.55	24+50.00	881.45	11.55	-0.0156	-0.18		881.27	
883.84		-0.14	-0.0126	11.10	24+75.00	883.98	11.10	-0.0156	-0.17		883.81	
884.47	▼	-0.17	-0.0156	10.98	24+81.50	884.64	10.98	-0.0156	-0.17		884.47	N.C.

* NEGATIVE CORRECTIONS MEANING BELOW PROFILE GRADE
POSITIVE CORRECTIONS MEANING ABOVE PROFILE GRADE.

SUPERELEVATION TABLE

P. I. Station 36+45.21

Dc = 3° 00'

SP 1311-1
DATE: OCTOBER 2006

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	*ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	*ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
606.93	▲	-0.19	-0.0156	12.00	33+92.16	607.12	12.00	-0.0156	-0.19		606.93	N.C.
607.13		-0.16	-0.0133	12.00	34+00.00	607.29	12.00	-0.0156	-0.19		607.10	
607.76		-0.05	-0.0042	12.00	34+25.00	607.81	12.00	-0.0156	-0.19		607.62	
608.04		0.00	0.0000	12.00	34+37.09	608.04	12.00	-0.0156	-0.19		607.85	T.S.
608.34		+0.05	+0.0042	12.00	34+50.00	608.29	12.00	-0.0156	-0.19		608.10	
608.88		+0.16	+0.0133	12.00	34+75.00	608.72	12.00	-0.0156	-0.19		608.53	
609.02		+0.19	+0.0156	12.00	34+82.02	608.83	12.00	-0.0156	-0.19	▲	608.64	R.C.
609.38	236.5/1	+0.27	+0.0225	12.00	35+00.00	609.11	12.00	-0.0225	-0.27		608.84	
609.84		+0.37	+0.0308	12.00	35+25.00	609.47	12.00	-0.0308	-0.37		609.10	
610.26		+0.48	+0.0400	12.00	35+50.00	609.78	12.00	-0.0400	-0.48		609.30	
610.63		+0.58	+0.0483	12.00	35+75.00	610.05	12.00	-0.0483	-0.58	236.5/1	609.47	
610.97		+0.69	+0.0575	12.00	36+00.00	610.28	12.00	-0.0575	-0.69		609.59	
611.12	▼	+0.74	+0.0620	12.00	36+12.09	610.38	12.00	-0.0620	-0.74	▼	609.64	S.C.
611.21		+0.74	+0.0620	12.00	36+25.00	610.47	12.00	-0.0620	-0.74		609.73	
611.36		+0.74	+0.0620	12.00	36+50.00	610.62	12.00	-0.0620	-0.74		609.88	
611.47		+0.74	+0.0620	12.00	36+75.00	610.73	12.00	-0.0620	-0.74		609.99	
611.48	▲	+0.74	+0.0620	12.00	36+77.94	610.74	12.00	-0.0620	-0.74	▲	610.00	C.S.
611.44		+0.65	+0.0542	12.00	37+00.00	610.79	12.00	-0.0542	-0.65		610.14	
611.36		+0.54	+0.0450	12.00	37+25.00	610.82	12.00	-0.0450	-0.54		610.28	
611.25		+0.44	+0.0367	12.00	37+50.00	610.81	12.00	-0.0367	-0.44		610.37	
611.08		+0.33	+0.0275	12.00	37+75.00	610.75	12.00	-0.0275	-0.33	236.5/1	610.42	
610.87	236.5/1	+0.22	+0.0183	12.00	38+00.00	610.65	12.00	-0.0183	-0.22		610.43	
610.80		+0.19	+0.0156	12.00	38+08.01	610.61	12.00	-0.0156	-0.19	▼	610.42	R.C.
610.64		+0.12	+0.0100	12.00	38+25.00	610.52	12.00	-0.0156	-0.19		610.33	
610.35		+0.01	+0.0008	12.00	38+50.00	610.34	12.00	-0.0156	-0.19		610.15	
610.31		0.00	0.0000	12.00	38+52.94	610.31	12.00	-0.0156	-0.19		610.12	S.T.
610.03		-0.09	-0.0075	12.00	38+75.00	610.12	12.00	-0.0156	-0.19		609.93	
609.69	▼	-0.19	-0.0156	12.00	38+97.87	609.88	12.00	-0.0156	-0.19		609.69	N.C.

SUPERELEVATION TABLE

BEL - 148 - 11.48

CALCULATED
KAK
CHECKED
LJS



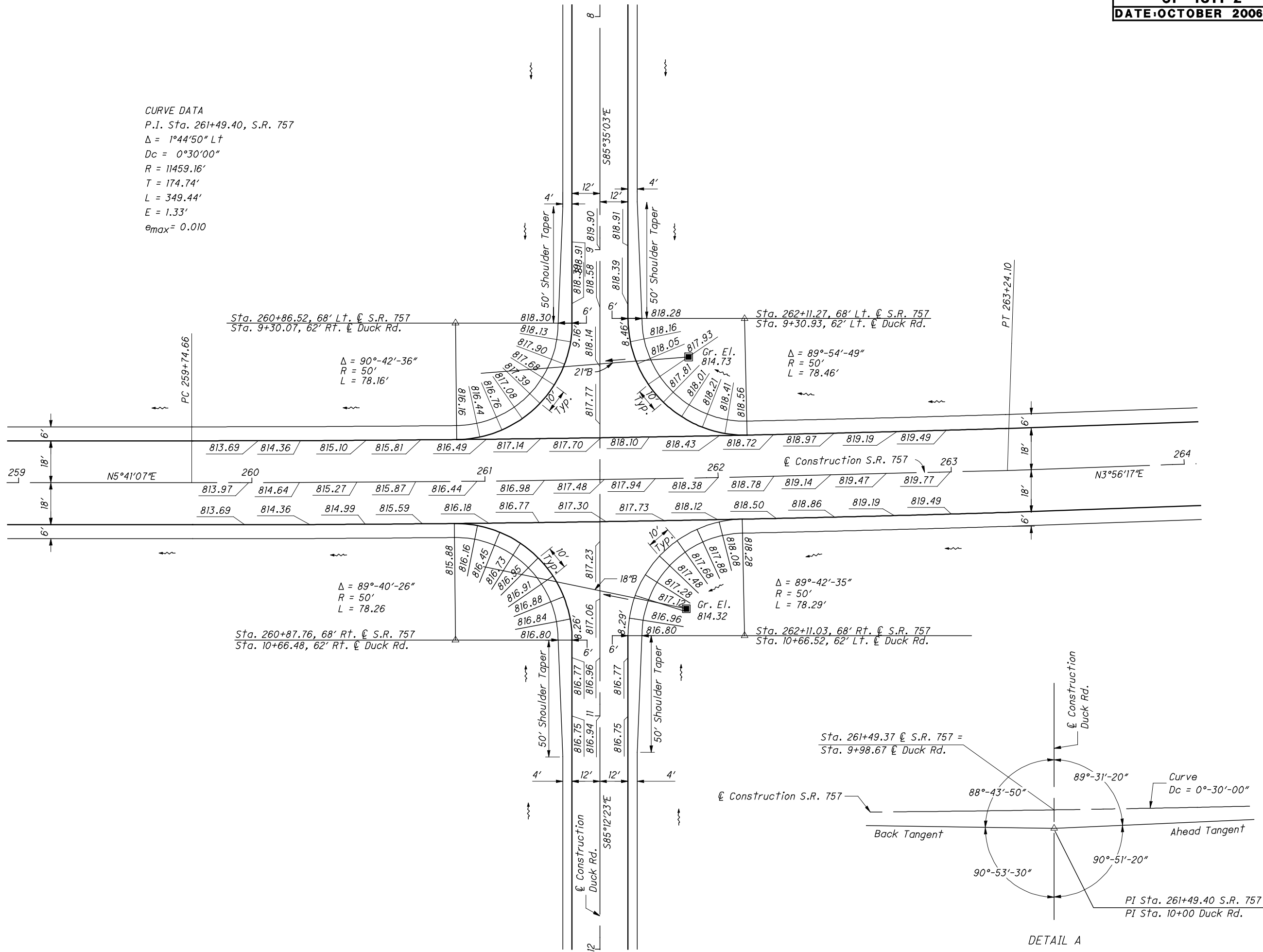
CALCULATED
VHW
CHECKED
TLH

INTERSECTION DETAIL - S.R. 757 & DUCK ROAD

MEG-757-1.23

CURVE DATA

P.I. Sta. 261+49.40, S.R. 757
 $\Delta = 1^\circ 44' 50''$ Lt
 $D_c = 0^\circ 30' 00''$
 $R = 11459.16'$
 $T = 174.74'$
 $L = 349.44'$
 $E = 1.33'$
 $e_{max} = 0.010$





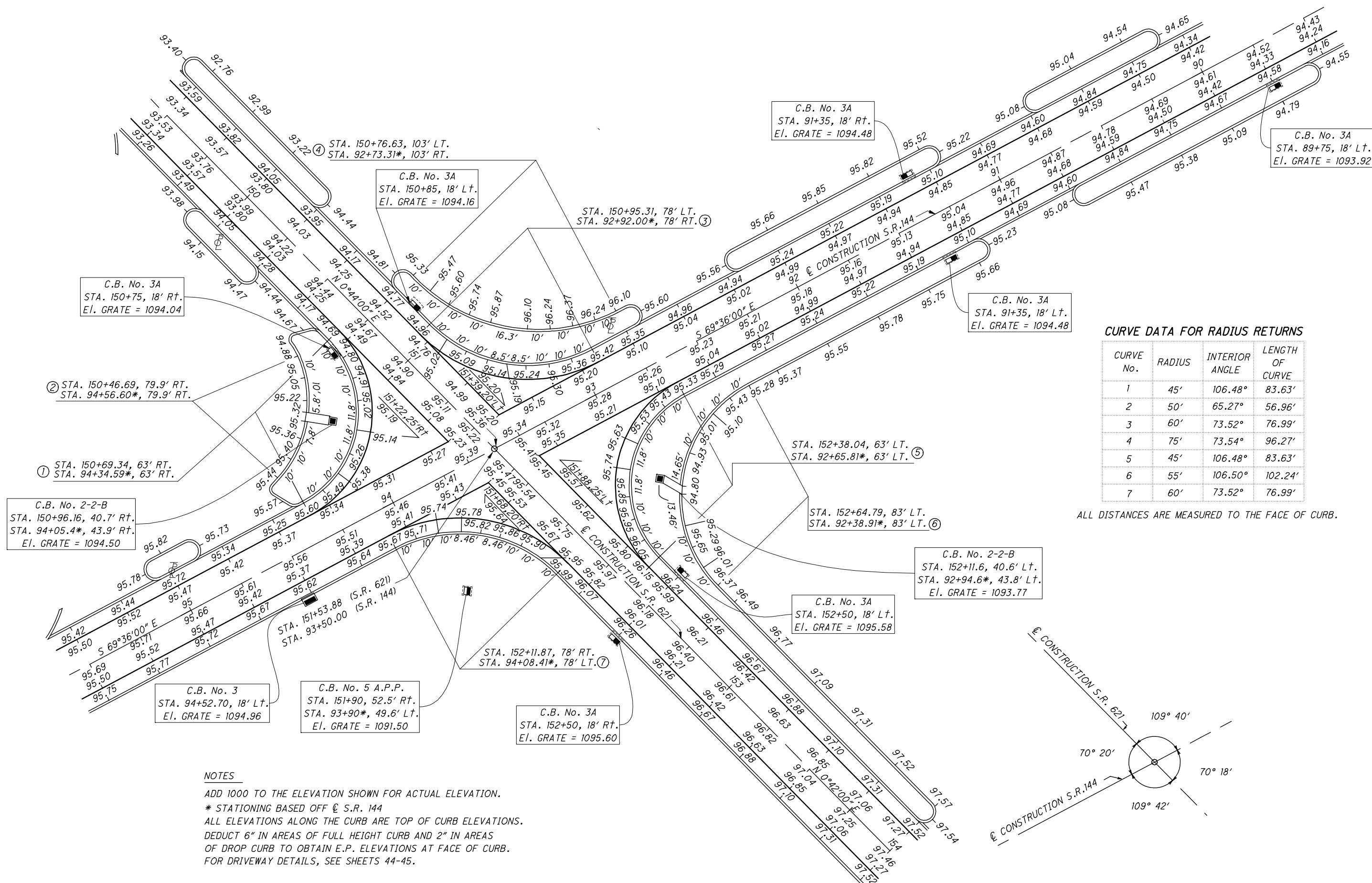
0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
W/SR
CHECKED
SUB

INTERSECTION DETAIL & PAVEMENT ELEVATIONS
S.R. 621 AND S.R. 144

BEL-621-5.29

42
50

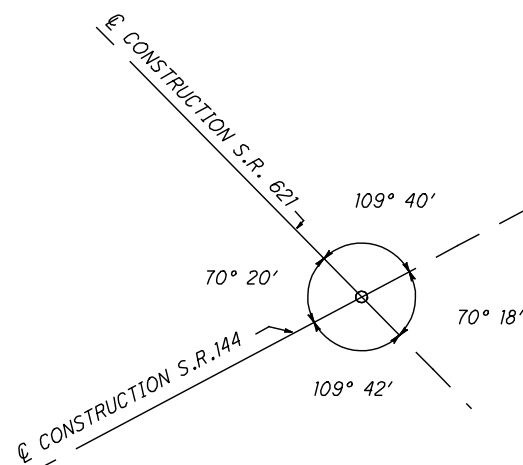


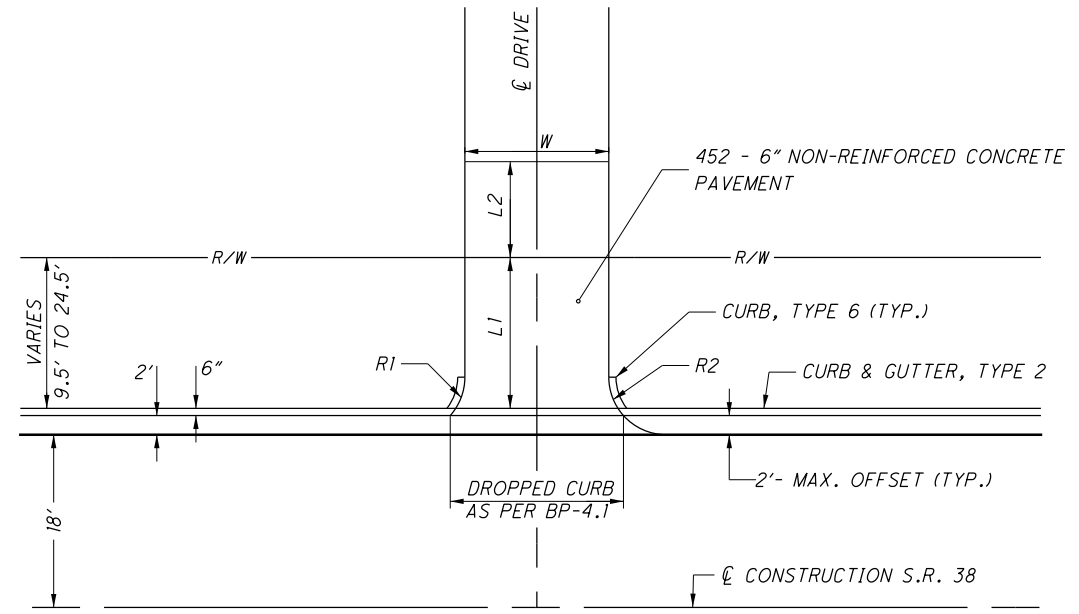
CURVE DATA FOR RADIUS RETURNS

CURVE No.	RADIUS	INTERIOR ANGLE	LENGTH OF CURVE
1	45'	106.48°	83.63'
2	50'	65.27°	56.96'
3	60'	73.52°	76.99'
4	75'	73.54°	96.27'
5	45'	106.48°	83.63'
6	55'	106.50°	102.24'
7	60'	73.52°	76.99'

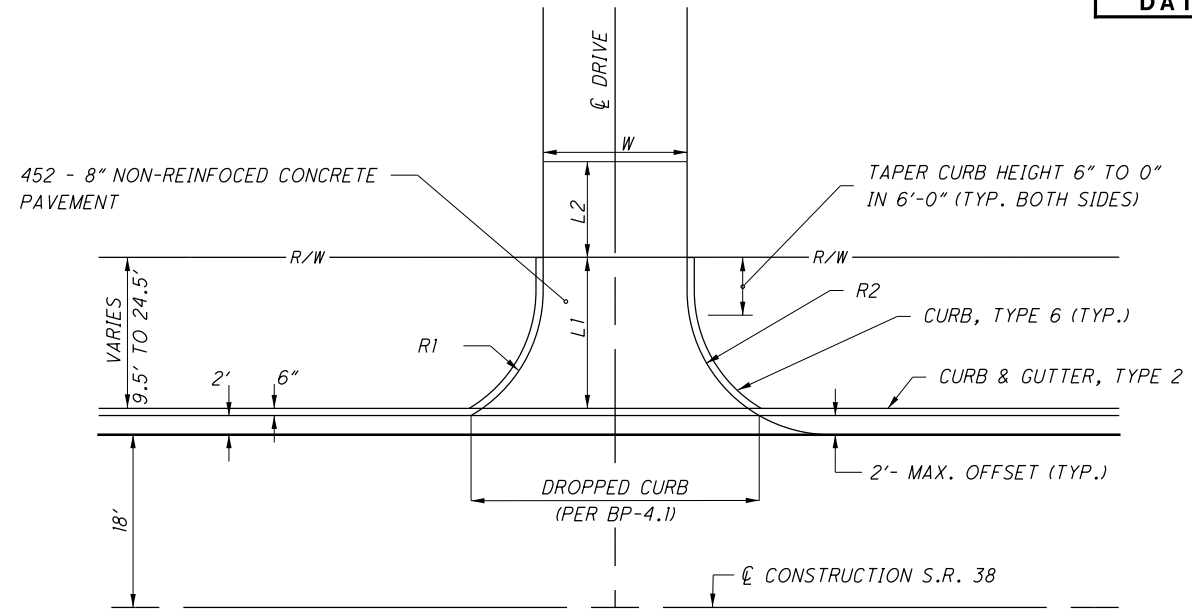
ALL DISTANCES ARE MEASURED TO THE FACE OF CURB.

NOTES
 ADD 1000 TO THE ELEVATION SHOWN FOR ACTUAL ELEVATION.
 * STATIONING BASED OFF \odot S.R. 144
 ALL ELEVATIONS ALONG THE CURB ARE TOP OF CURB ELEVATIONS.
 DEDUCT 6" IN AREAS OF FULL HEIGHT CURB AND 2" IN AREAS OF DROP CURB TO OBTAIN E.P. ELEVATIONS AT FACE OF CURB.
 FOR DRIVEWAY DETAILS, SEE SHEETS 44-45.

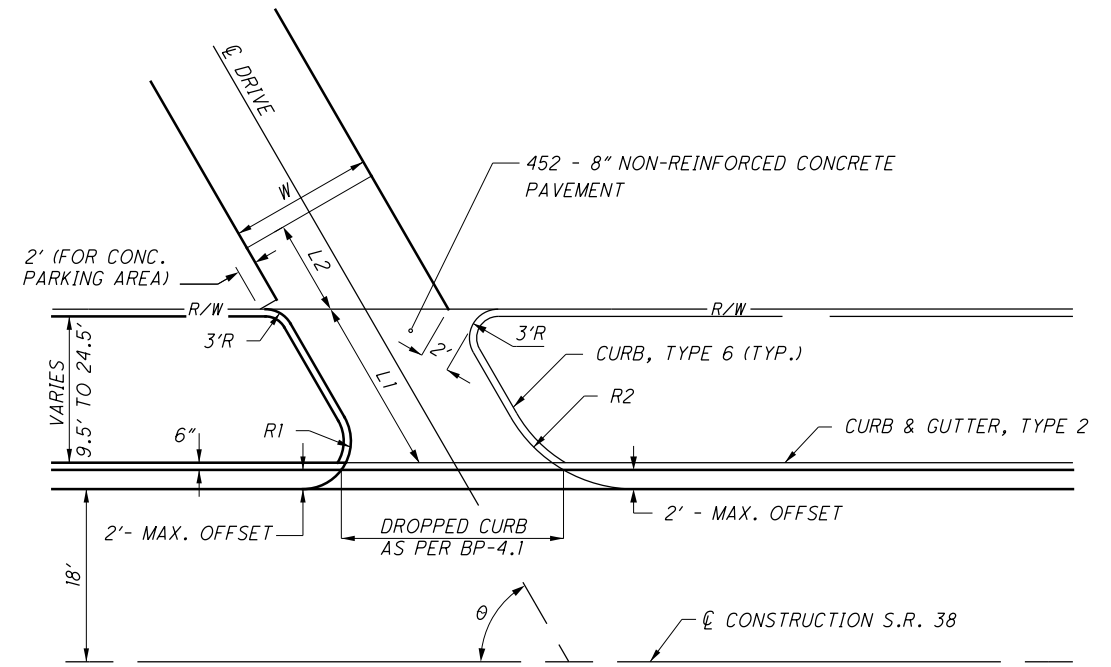




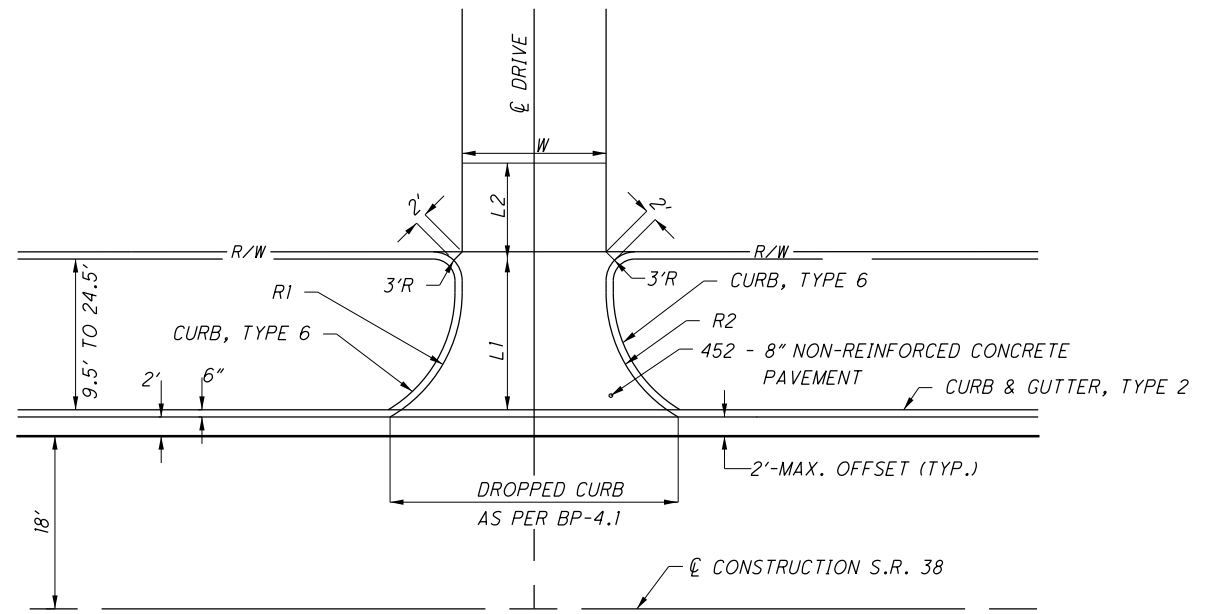
RESIDENTIAL DRIVES



COMMERCIAL DRIVES WITHOUT WRAP-AROUND CURB



SERVICE STATION DRIVES
FOR θ , SEE PLAN/PROFILE SHEETS.



COMMERCIAL DRIVES WITH WRAP-AROUND CURB

RESIDENTIAL DRIVES

- EXISTING AGGREGATE DRIVES
 - 452 - 6" NON-REINFORCED CONCRETE PAVEMENT (APRON)
 - 301 - 8" ASPHALT CONCRETE BASE, PG64-22
- EXISTING ASPHALT DRIVES
 - 452 - 6" NON-REINFORCED CONCRETE PAVEMENT (APRON)
 - 301 - 2" ASPHALT CONCRETE BASE, PG64-22
 - 407 - TACK COAT FOR INTERMEDIATE COURSE (0.075 GAL./SQ. YD.)
 - 304 - 6" AGGREGATE BASE
- EXISTING CONCRETE DRIVES
 - 452 - 6" NON-REINFORCED CONCRETE PAVEMENT (APRON)

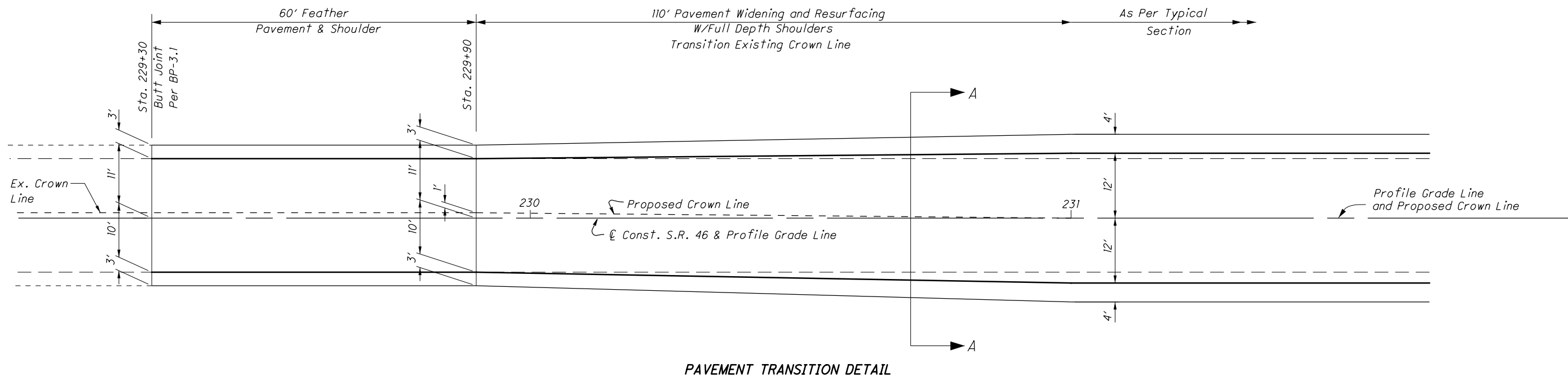
COMMERCIAL AND SERVICE STATION DRIVES

- EXISTING AGGREGATE DRIVE
 - 452 - 8" NON-REINFORCED CONCRETE PAVEMENT (APRON)
 - 304 - 10" AGGREGATE BASE
- EXISTING ASPHALT DRIVE
 - 452 - 8" NON-REINFORCED CONCRETE PAVEMENT (APRON)
 - 442 - 1/4" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (448)
 - 442 - 1 3/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (448)
 - 407 - TACK COAT FOR INTERMEDIATE COURSE (0.075 GAL./SQ. YD.)
 - 304 - 8" AGGREGATE BASE
- EXISTING CONCRETE DRIVE
 - 452 - 8" NON-REINFORCED CONCRETE PAVEMENT (APRON)

SEE SHEET 41 FOR DRIVEWAY QUANTITIES.

DRIVEWAY DETAILS

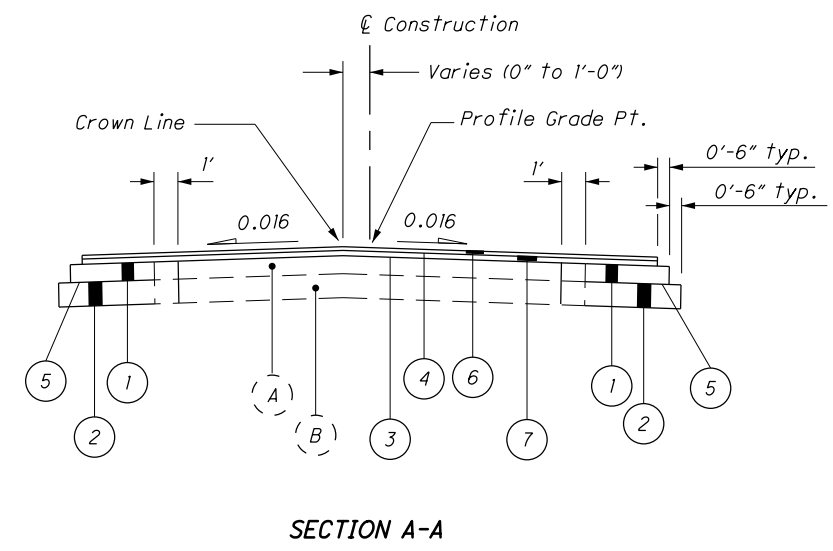
CAR-38-22.56



PAVEMENT TRANSITION DETAIL

LEGEND

- ① ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22
- ② ITEM 304 - 6" AGGREGATE BASE
- ③ ITEM 407 - TACK COAT (Applied at a rate of 0.075 gal/yd²)
- ④ ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (Applied at a rate of 0.075 gal/yd²)
- ⑤ ITEM 408 - PRIME COAT (Applied at a rate of 0.4 gal/yd²)
- ⑥ ITEM 441 - 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22
- ⑦ ITEM 441 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
- (A) ± 5" Asphalt
- (B) ± 8" Macadam Base



SECTION A-A

PAVEMENT TRANSITION DETAILS

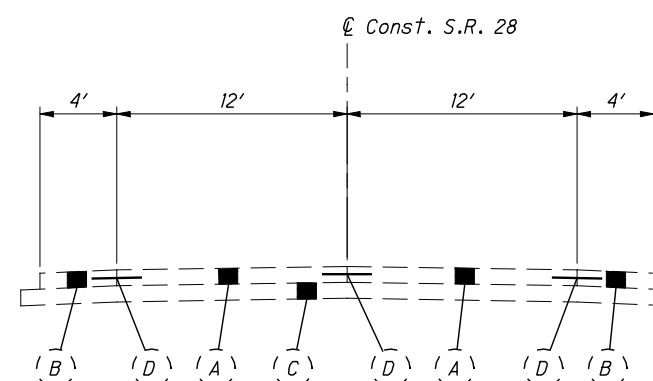
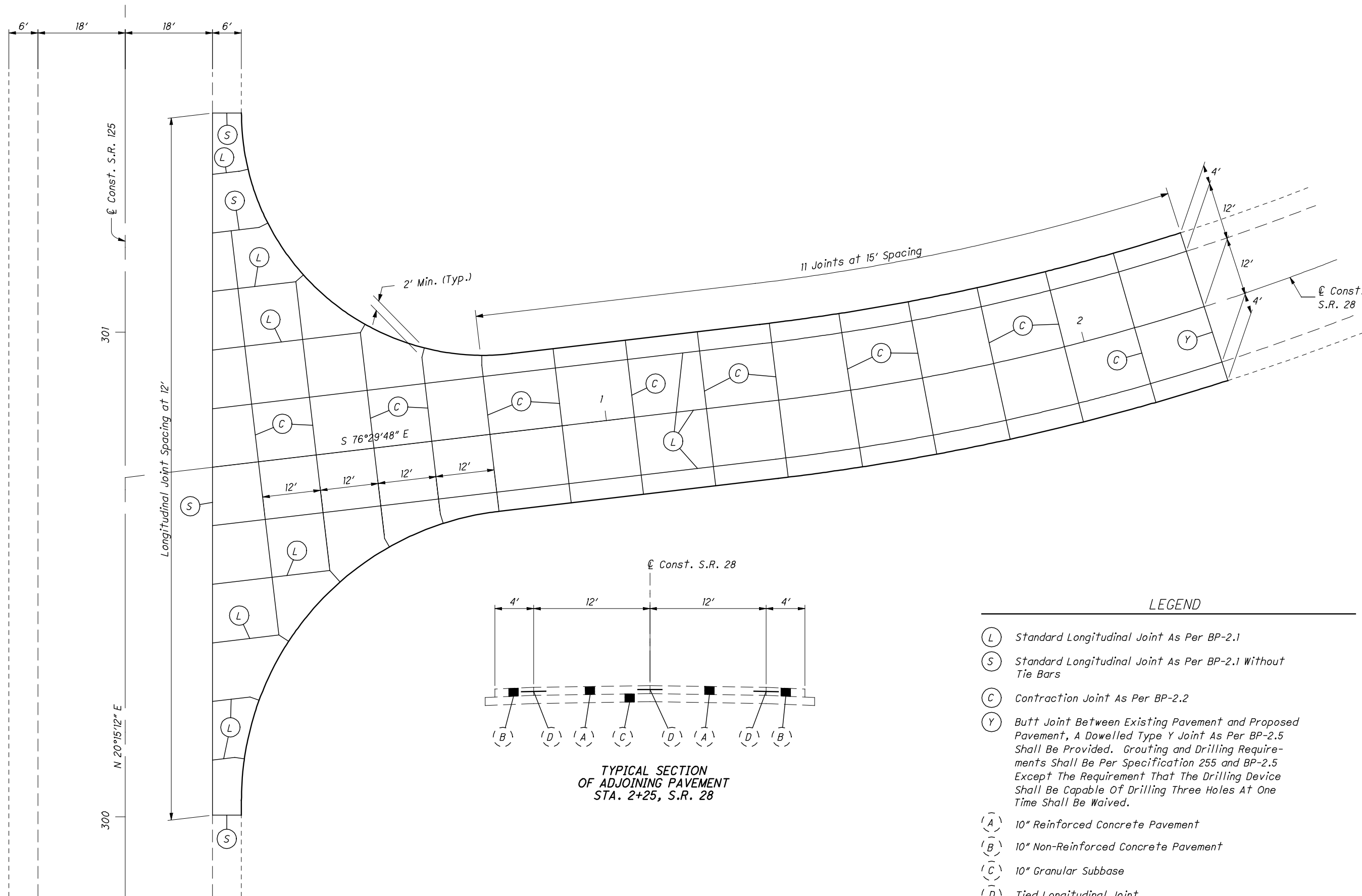
PIC-46-27.22



CALCULATED
AAM
CHECKED
DEM

PAVEMENT JOINT DETAIL
S.R. 28

LOR-28-0.00



TYPICAL SECTION
OF ADJOINING PAVEMENT
STA. 2+25, S.R. 28

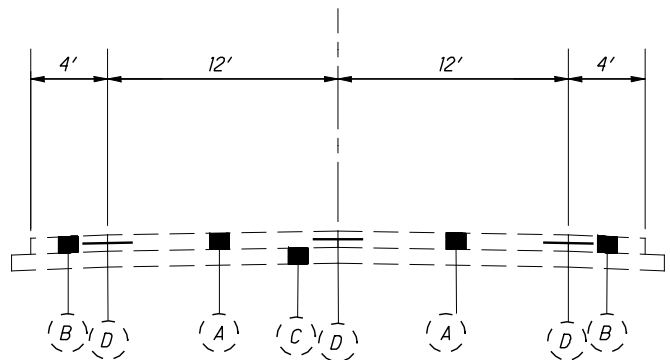
LEGEND

- (L) Standard Longitudinal Joint As Per BP-2.1
- (S) Standard Longitudinal Joint As Per BP-2.1 Without Tie Bars
- (C) Contraction Joint As Per BP-2.2
- (Y) Butt Joint Between Existing Pavement and Proposed Pavement, A Dowelled Type Y Joint As Per BP-2.5 Shall Be Provided. Grouting and Drilling Requirements Shall Be Per Specification 255 and BP-2.5 Except The Requirement That The Drilling Device Shall Be Capable Of Drilling Three Holes At One Time Shall Be Waived.
- (A) 10" Reinforced Concrete Pavement
- (B) 10" Non-Reinforced Concrete Pavement
- (C) 10" Granular Subbase
- (D) Tied Longitudinal Joint

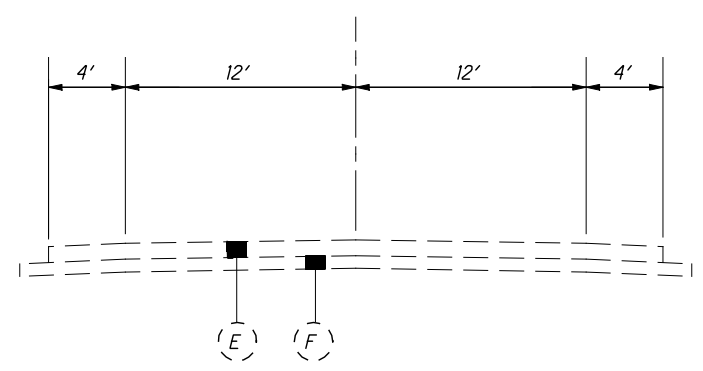
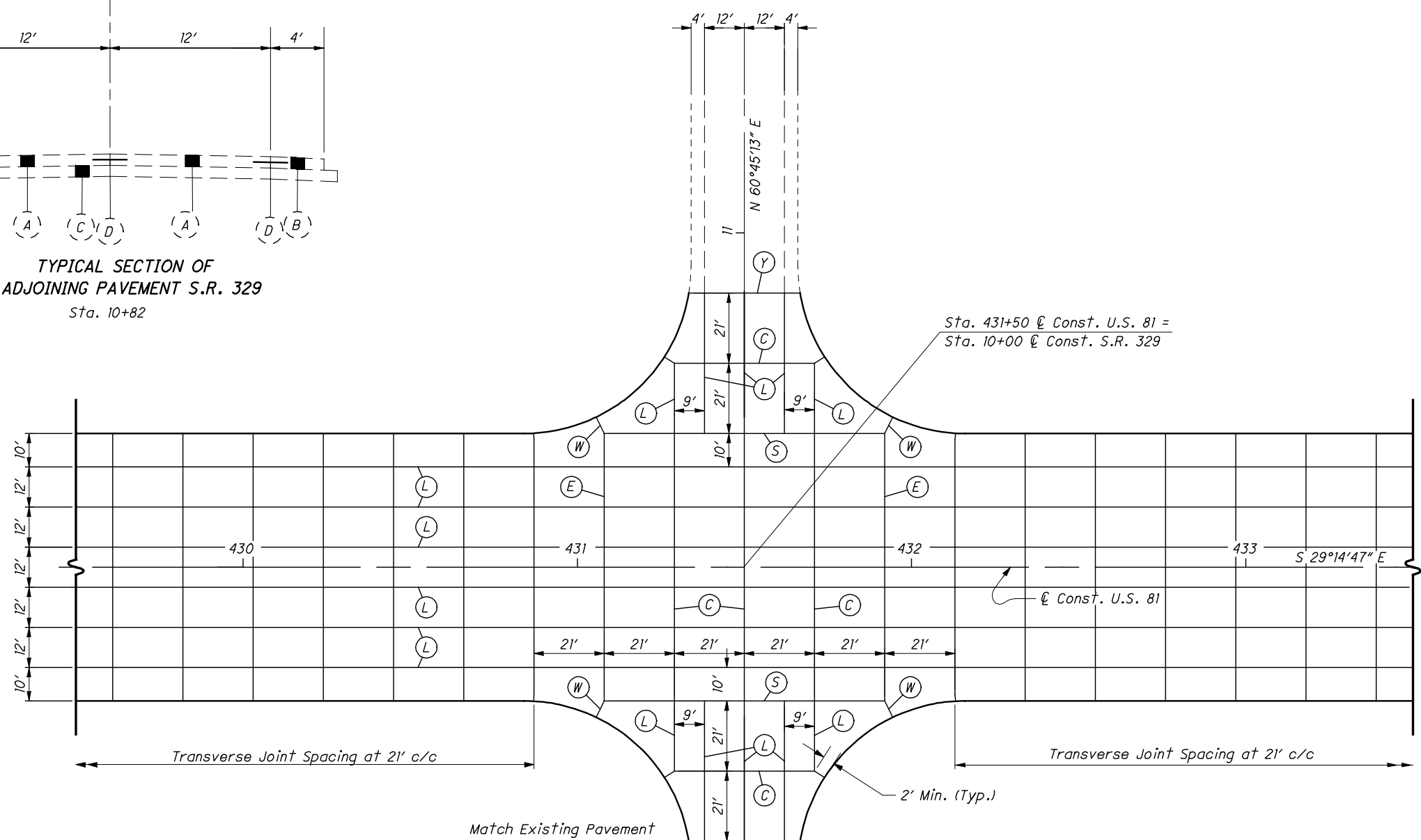


CALCULATED
VHW
CHECKED
TLH

0 20 40
HORIZONTAL
SCALE IN FEET



TYPICAL SECTION OF
ADJOINING PAVEMENT S.R. 329
Sta. 10+82

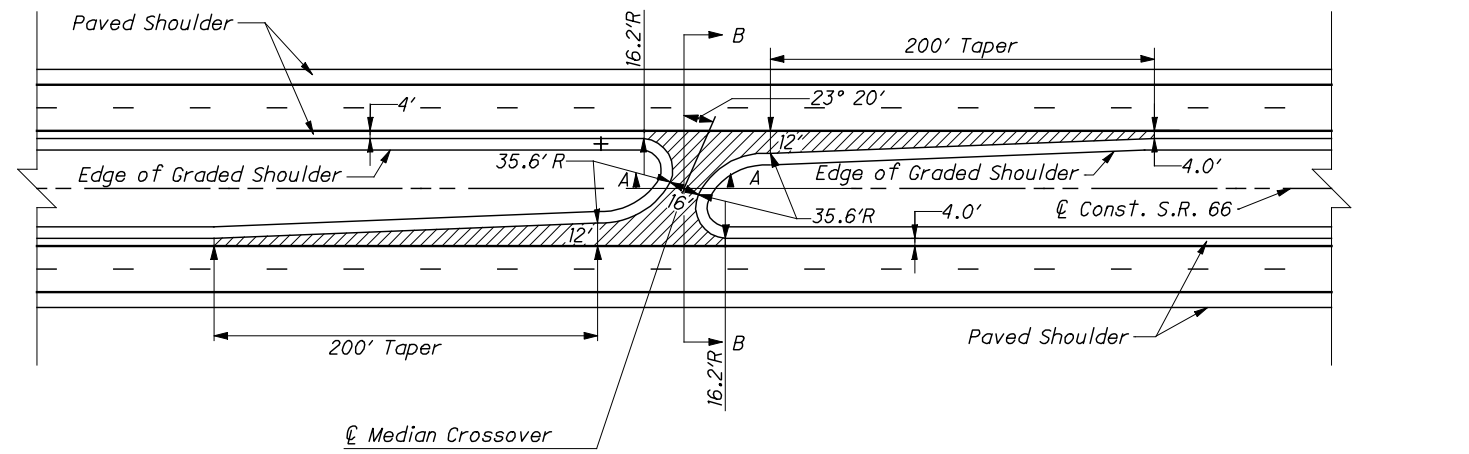


TYPICAL SECTION OF
ADJOINING PAVEMENT S.R. 329
Sta. 9+18

- LEGEND**
- (E) Expansion Joint As Per BP-2.2
 - (W) Expansion Joint As Per BP-2.2 Without Dowel Bars
 - (L) Standard Longitudinal Joint As Per BP-2.1
 - (S) Standard Longitudinal Joint As Per BP-2.1 Without Tie Bars
 - (C) Contraction Joint As Per BP-2.2
 - (Y) Butt Joint Between Existing Pavement and Proposed Pavement, A Dowelled Type Y Joint As Per BP-2.5 Shall Be Provided. Grouting and Drilling Requirements Shall Be Per Specification 255 and BP-2.5 Except The Requirement That The Drilling Device Shall Be Capable Of Drilling Three Holes At One Time Shall Be Waived.
 - (A) 10" Reinforced Concrete Pavement
 - (B) 10" Non-Reinforced Concrete Pavement
 - (C) 10" Granular Subbase
 - (D) Tied Longitudinal Joint
 - (E) Asphalt Concrete Pavement, Depth Unknown
 - (F) Aggregate Base, Depth Unknown

PAVEMENT JOINT DETAIL
U.S.R. 81 AND S.R. 329

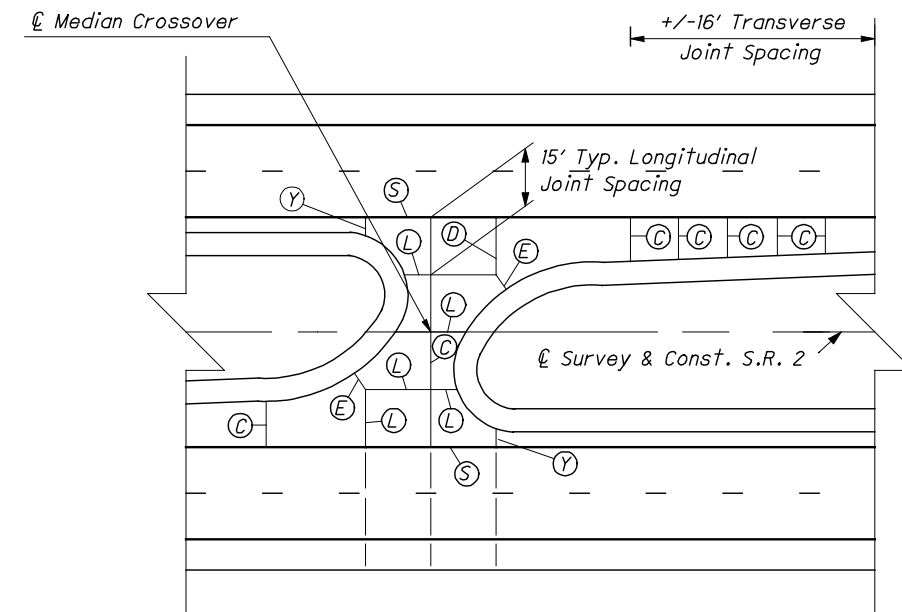
HOC-81-18.58



TYPICAL MEDIAN CROSSOVER DETAIL

Applies: Sta. 5+00 and Sta. 124+00

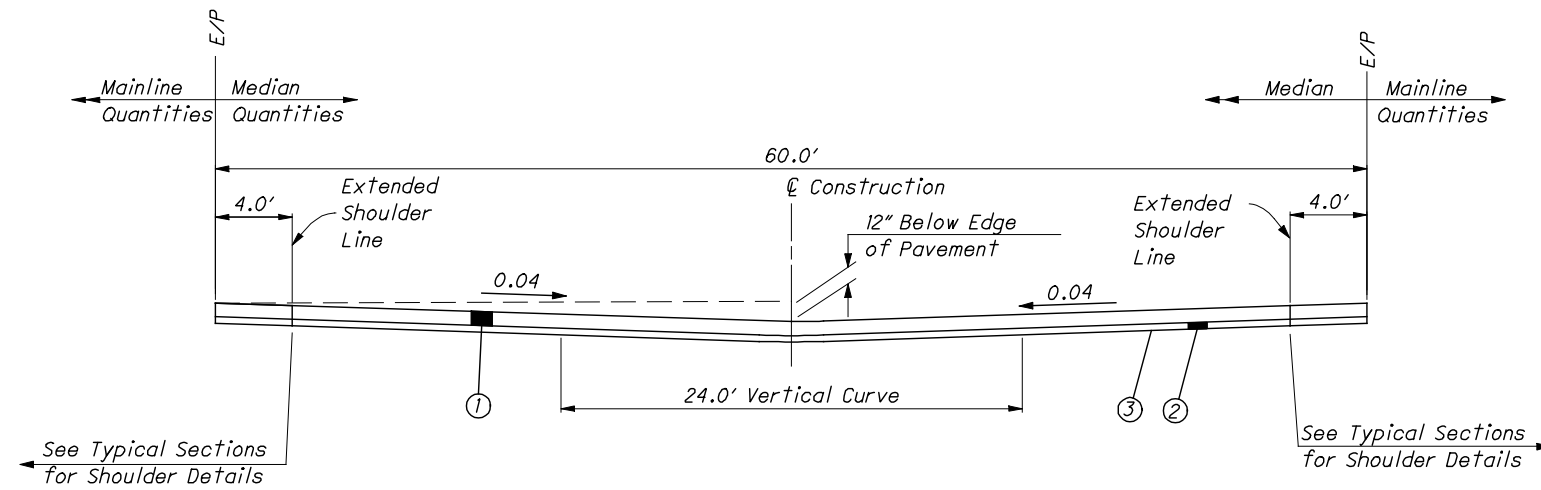
MEDIAN CROSSOVER PAVEMENT



MEDIAN CROSSOVER JOINT DETAIL

*Align Transverse Joints in Median Crossover and Proposed Pavement.

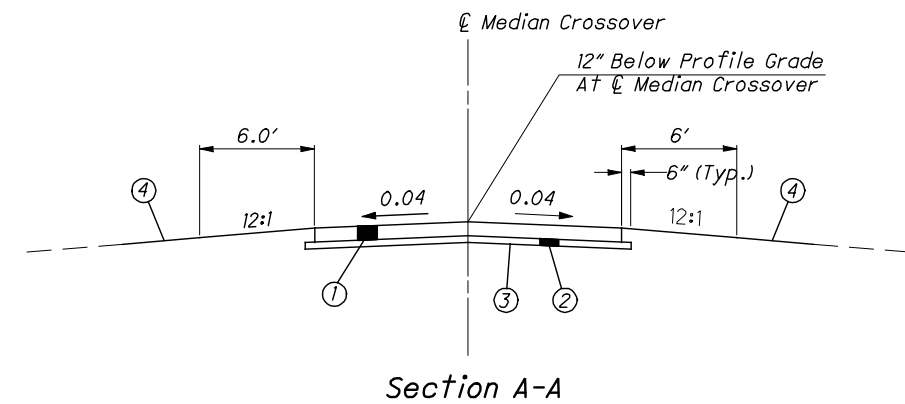
Note: The Above is A Suggested Joint Diagram. The Contractor May Submit an Alternate Joint Diagram to the Engineer for Approval.



Section B-B

LEGEND

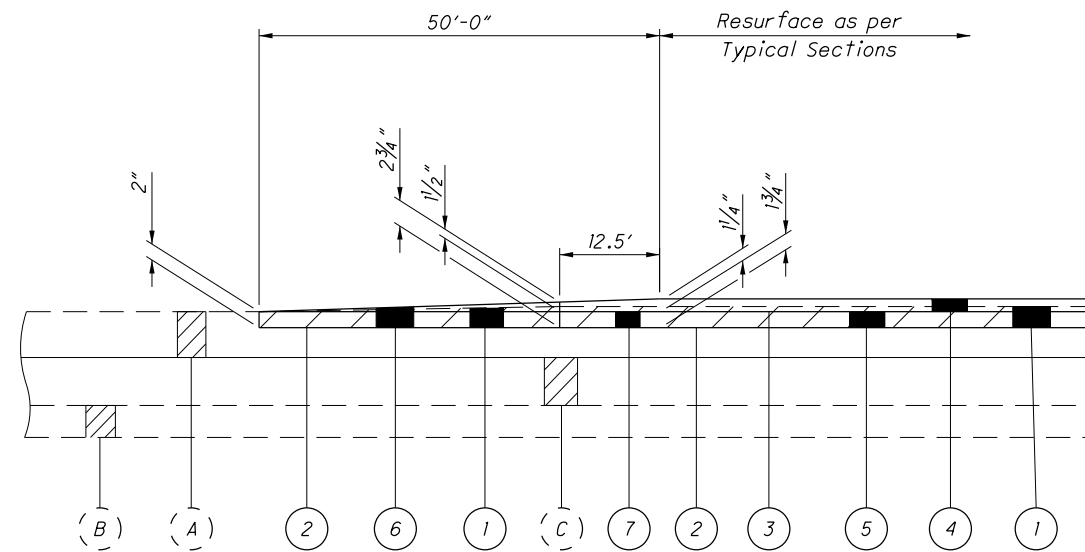
- | | |
|---|--|
| ① ITEM 452 - 9" Non-Reinforced Concrete Pavement, As Per Plan | ⓐ Contraction Joint As Per BP-2.2 |
| ② ITEM 304 - 6" Aggregate Base | ⓓ Transverse Joint (With Dowels), As Per BP-2.2 |
| ③ ITEM 204 - Subgrade Compaction | ⓔ Expansion Joint (Without Dowels), As Per BP-2.2 |
| ④ ITEM 659 - Seeding And Mulching | Ⓢ Standard Longitudinal Joint, As Per BP-2.1 without Tie Bar 3 |
| | Ⓛ Longitudinal Joint, As Per BP-2.1 |
| | Ⓨ Contraction Joint (Type Y) As Per BP-2.5 |



Section A-A

PROPOSED LEGEND

- ① ITEM 254 Pavement Planing, Asphalt Concrete (Depth As Shown)
- ② ITEM 407 Tack Coat (Applied at a rate of 0.075 gal/yd²)
- ③ ITEM 407 Tack Coat for Intermediate Course (Applied at a rate of 0.075 gal/yd)
- ④ ITEM 441 1 1/4" Asphalt Concrete Surface Course, Type 1, (446) PG64-22
- ⑤ ITEM 441 1 3/4" Asphalt Concrete Intermediate Course, Type 1, (446)
- ⑥ ITEM 441 Var. Thickness Asphalt Concrete Surface Course, Type 1, (446) PG64-22
- ⑦ ITEM 441 Var. Thickness Asphalt Concrete Intermediate Course, Type 1, (446)
- ⑧ ITEM 848 1 3/4" Superplasticized Dense Concrete Overlay

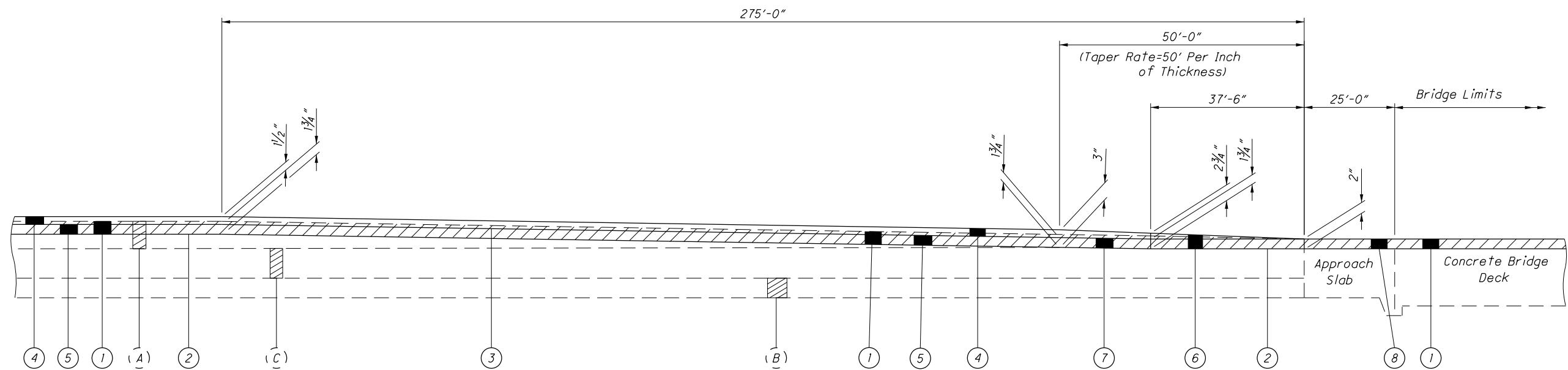


EXISTING LEGEND

- (A) ± 6 1/2" Asphalt Concrete
- (B) ± 6" Subbase
- (C) ± 9" Reinforced Portland Cement Concrete Pavement

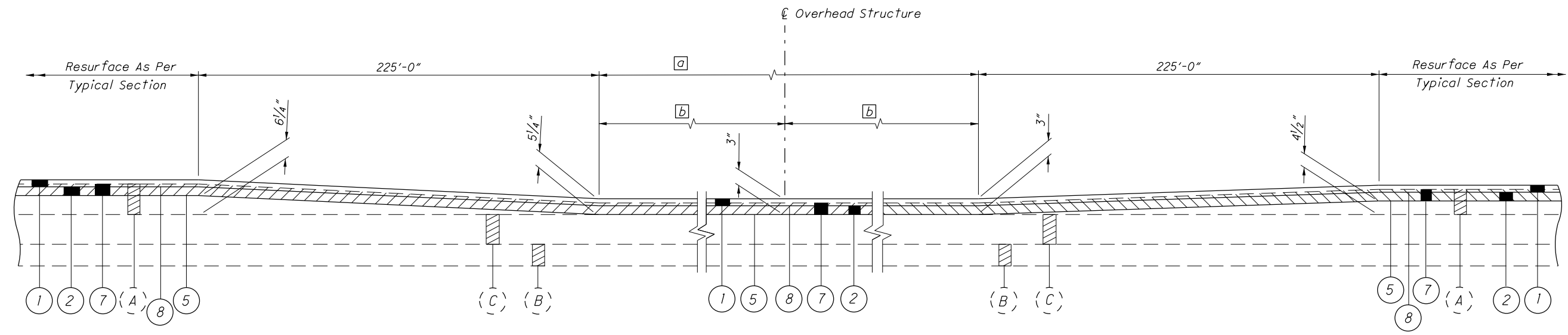
= Item 254 Pavement Planing, Asphalt Concrete

PAVEMENT TRANSITION AT BEGIN/END PAVEMENT



TRANSITION AT STRUCTURES

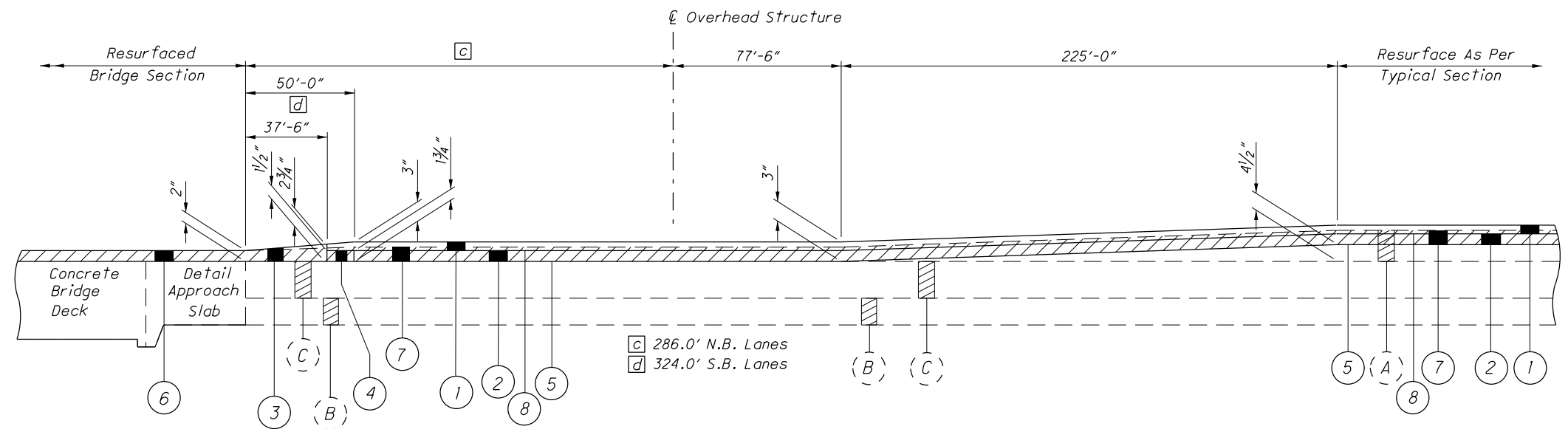
DETAIL APPLIES AT:
VAN-277-0585 Lt. & Rt. (North & South End)
VAN-277-1041 Lt. & Rt. (South Only)
VAN-277-1246 Lt. & Rt. (North Only)



PAVEMENT TRANSITION AT OVERHEAD BRIDGE

DETAIL APPLIES AT STRUCTURES:
 VAN-277-0378 VAN-277-0776
 VAN-277-1234 VAN-277-0911
 VAN-277-1303 VAN-277-0493
 VAN-277-0633

STRUCTURE	a	b
VAN-277-0378	144.0'	72.0'
VAN-277-0493	160.0'	80.0'
VAN-277-0633	166.0'	83.0'
VAN-277-0776	165.0'	82.5'
VAN-277-0911	179.0'	89.5'
VAN-277-1234	155.0'	77.5'
VAN-277-1383	156.0'	78.0'



PAVEMENT TRANSITION AT OVERHEAD AND MAINLINE BRIDGES

DETAIL APPLIES AT STRUCTURES:
 VAN-277-1047
 VAN-277-1041 (North Side Only)

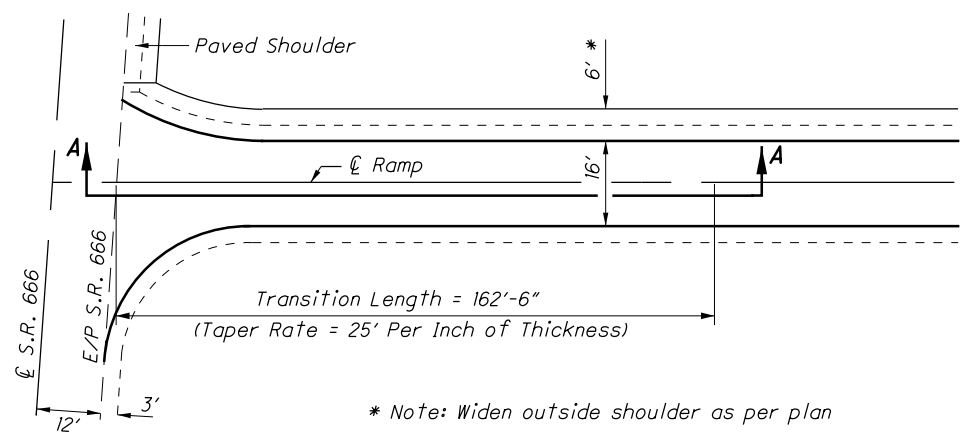
c 286.0' N.B. Lanes
 d 324.0' S.B. Lanes

PROPOSED LEGEND

- 1 ITEM 441 1 1/4" Asphalt Concrete Surface Course, Type 1, (446), PG 64-22
- 2 ITEM 441 1 3/4" Asphalt Concrete Intermediate Course, Type 2, (446)
- 3 ITEM 441 Var. Thickness Asphalt Concrete Surface Course, Type 2, (446), PG 64-22
- 4 ITEM 441 Var. Thickness Asphalt Concrete Intermediate Course, Type 2, (446)
- 5 ITEM 407 Tack Coat (Applied at a rate of 0.075 gal/yd²)
- 6 ITEM 848 Micro Silica Modified Concrete (Thickness 1 1/4" Nominal)
- 7 ITEM 254 Pavement Planing, Asphalt Concrete (Depth = 2")
- 8 ITEM 407 Tack Coat for Intermediate Course (Applied at a rate of 0.075 gal/yd²)

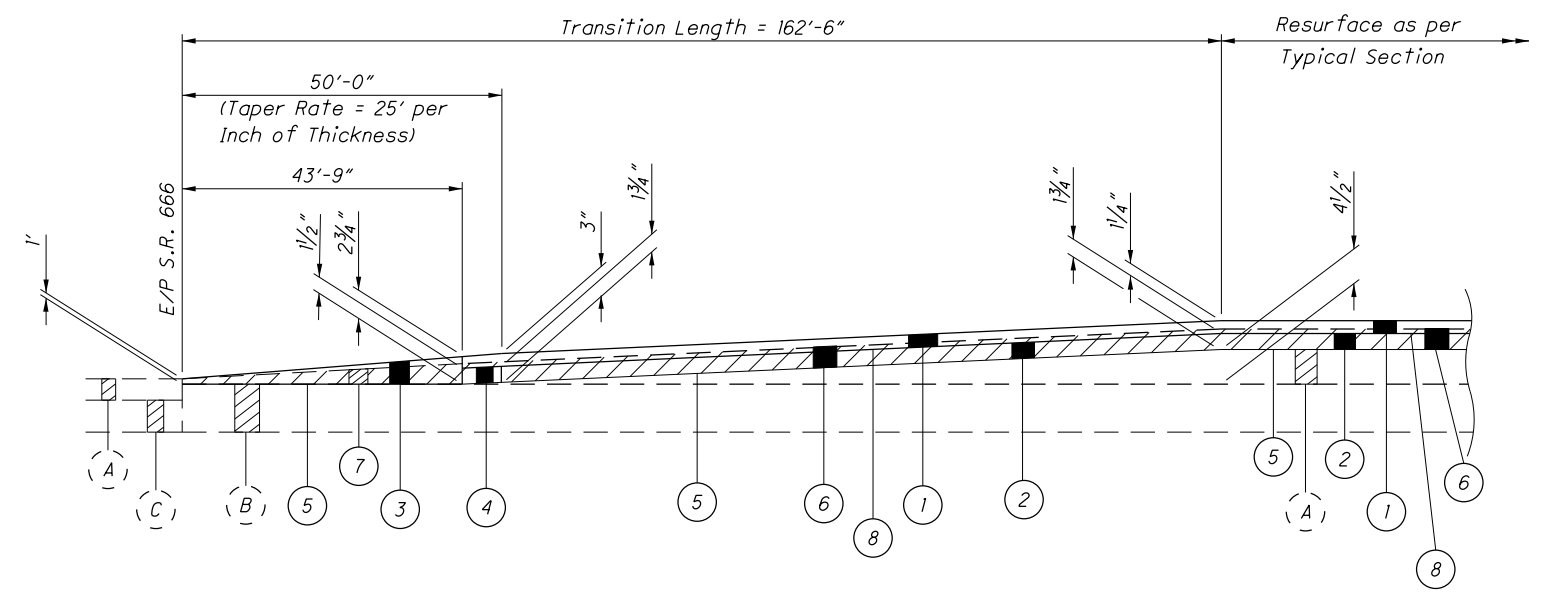
EXISTING LEGEND

- (A) ±6 1/2" Asphalt Concrete
- (B) ±6" Subbase
- (C) ±9" Reinforced Portland Cement Concrete Pavement
- [Hatched Box] = ITEM 254 Pavement Planing, Asphalt Concrete



* Note: Widen outside shoulder as per plan

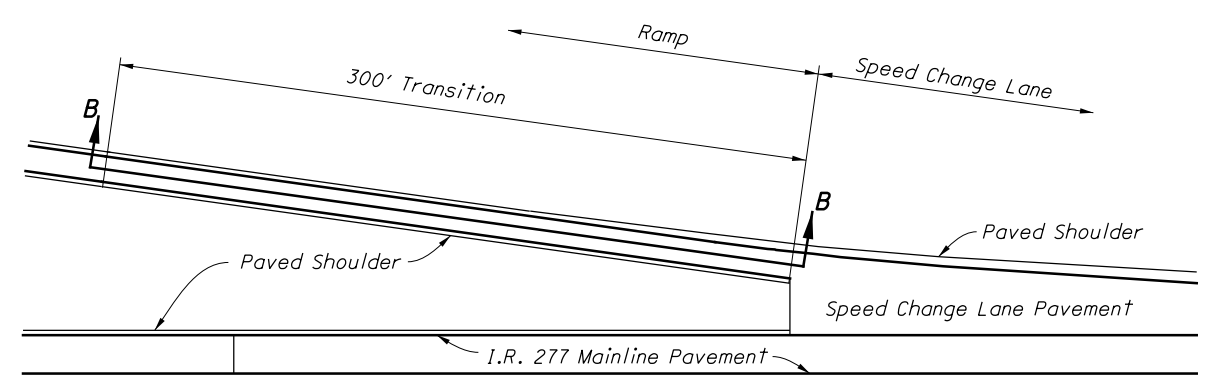
PLAN VIEW



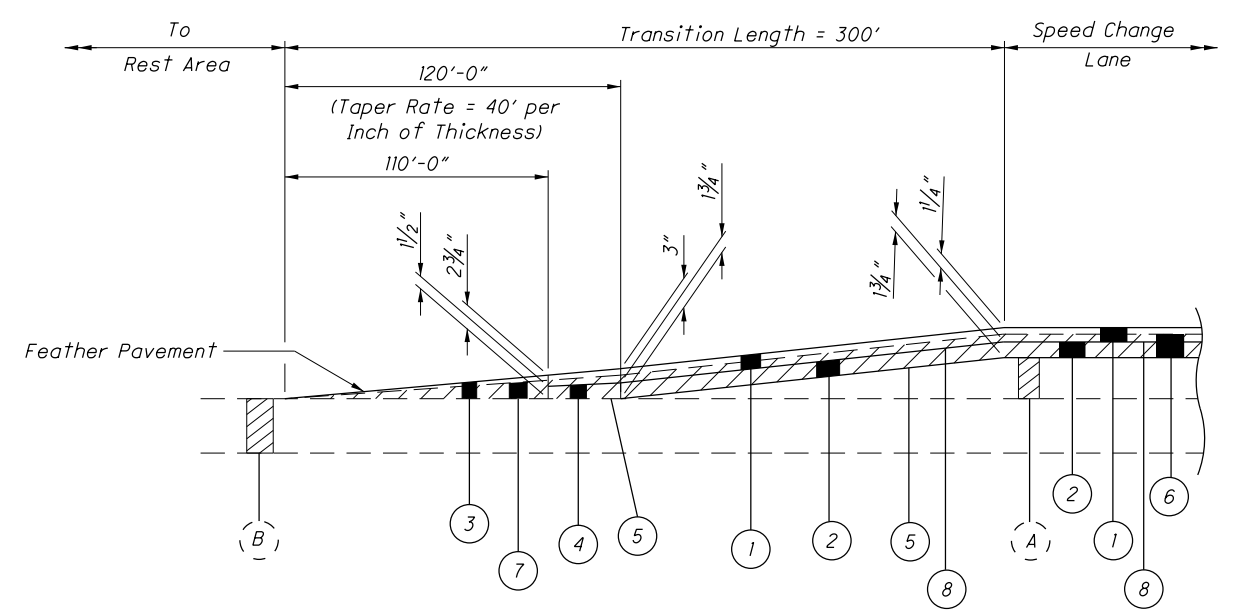
SECTION A-A

TRANSITION AT RAMP/CROSSROAD INTERSECTION

DETAIL APPLIES AT:
S.R. 666 Interchange



PLAN VIEW



SECTION B-B

TRANSITION AT REST AREA ENTRANCE/EXIT RAMP DETAIL

PROPOSED LEGEND

- | | |
|--|--|
| ① ITEM 441 1 1/4" Asphalt Concrete Surface Course, Type 1, (446), PG 64-22 | ⑤ ITEM 407 Tack Coat (Applied at a rate of 0.075 gal/yd ²) |
| ② ITEM 441 1 3/4" Asphalt Concrete Intermediate Course, Type 2, (446) | ⑥ ITEM 254 Pavement Planing, Asphalt Concrete (Depth = 2") |
| ③ ITEM 441 Var. Thickness Asphalt Concrete Surface Course, Type 1, (446), PG 64-22 | ⑦ ITEM 254 Pavement Planing, Asphalt Concrete (Var. Thickness) |
| ④ ITEM 441 Var. Thickness Asphalt Concrete Intermediate Course, Type 2, (446) | ⑧ ITEM 407 Tack Coat for Intermediate Course (Applied at a rate of 0.075 gal/yd ²) |

EXISTING LEGEND

- | | |
|---|--|
| ITEM 254 Pavement Planing, Asphalt Concrete | (A) ±6 1/2" Asphalt Concrete |
| | (B) ±9" Reinforced Portland Cement Concrete Pavement |
| | (C) ±6" Aggregate Base |



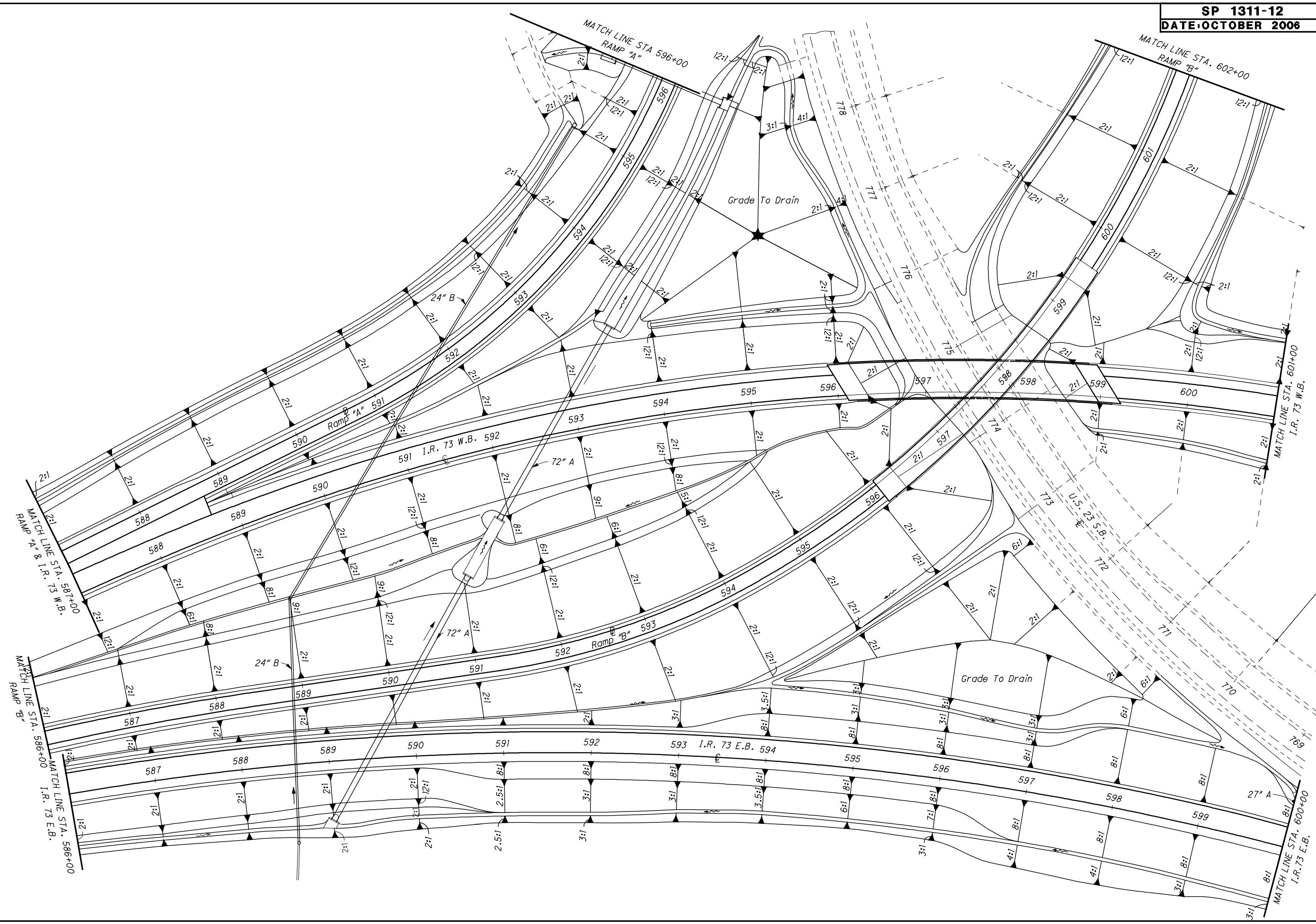
0 25 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
DMK
CHECKED
CML

**GRADING DETAILS
I.R. 73 INTERCHANGE**

HAN-73-19.11

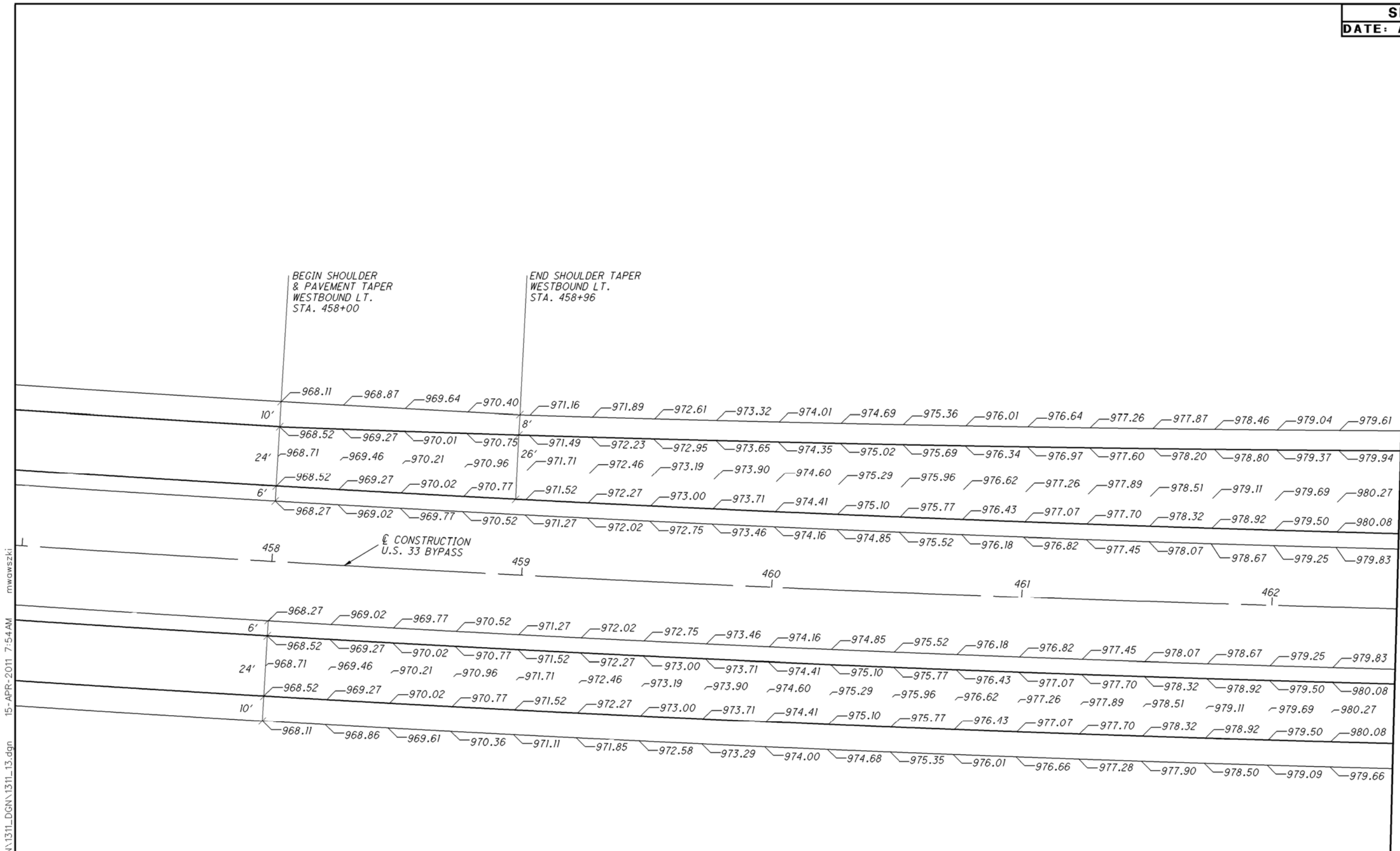
278
536





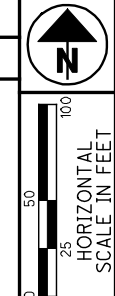
**WEST RAMP TERMINAL DETAILS
STA. 458+00 TO STA. 462+50**

FAI-33-13.25



NOTE: ELEVATIONS SHOWN AT 25' INTERVALS

I:\pr\35\tds\SamplePlans\2011\April\1311\1311_DGN\1311_13.dgn 15-APR-2011 7:54 AM mwawszki



ROUNDABOUT GEOMETRIC LAYOUT

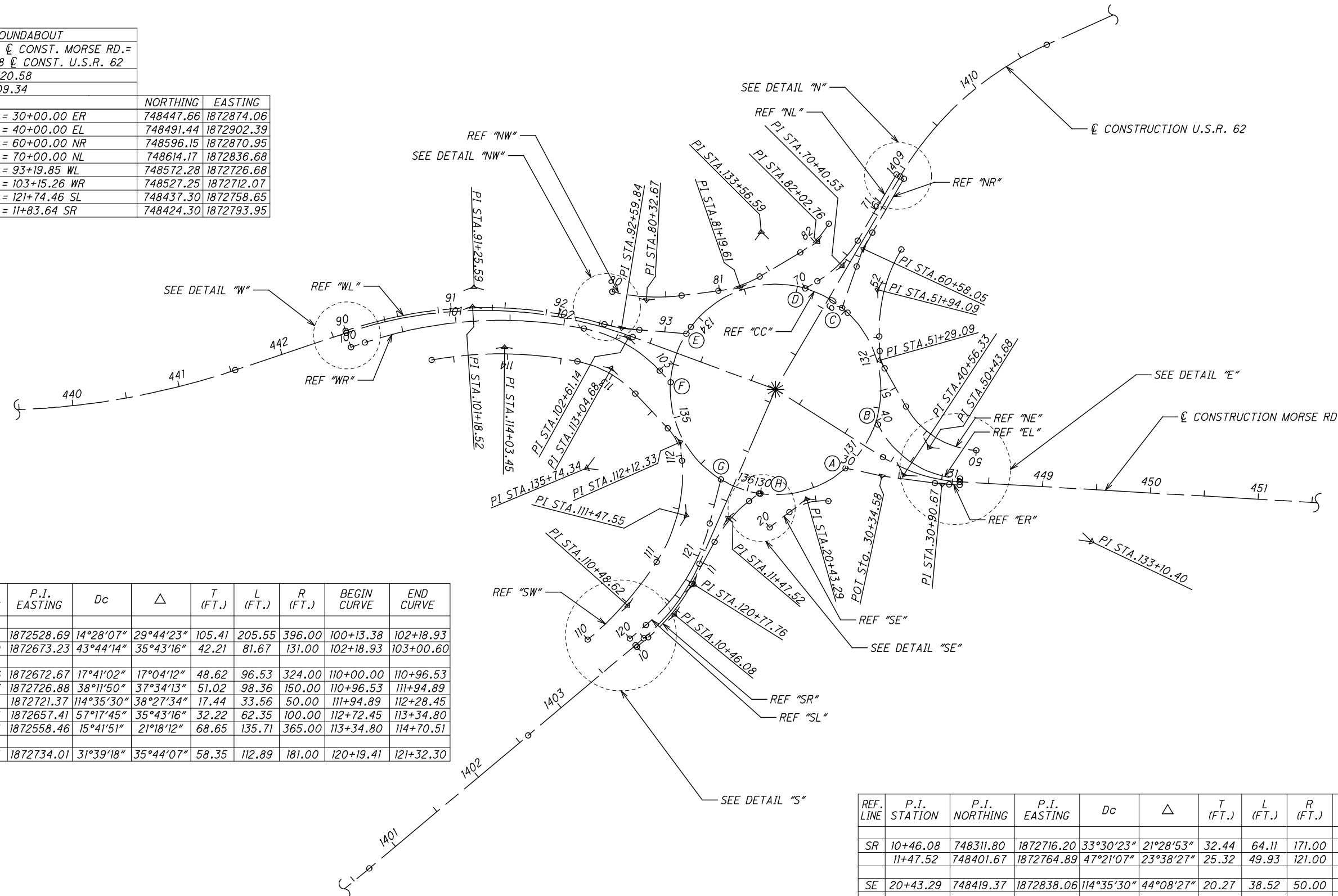
FRA - 62 - 26.34

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	T (FT.)	L (FT.)	R (FT.)	BEGIN CURVE	END CURVE
NL	70+40.53	748634.87	1872871.53	54°03'09"	28°58'34"	27.39	53.61	106.00	70+13.14	70+66.75
NW	80+32.67	748603.36	1872689.89	32°44'26"	21°09'05"	32.67	64.60	175.00	80+00.00	80+64.60
	81+19.61	748614.67	1872776.83	57°17'45"	23°17'51"	20.62	40.66	100.00	80+98.99	81+39.65
	82+02.76	748657.43	1872848.81	76°23'40"	28°58'32"	19.38	37.93	75.00	81+83.38	82+21.31
WL	91+25.59	748615.56	1872530.06	14°19'26"	34°51'45"	125.59	243.39	400.00	90+00.00	92+43.39
	92+59.84	748577.09	1872666.79	27°48'49"	09°07'57"	16.45	32.83	206.00	92+43.39	92+76.22

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	T (FT.)	L (FT.)	R (FT.)	BEGIN CURVE	END CURVE
EL	40+56.33	748441.10	1872927.68	62°57'45"	59°58'13"	52.51	95.25	91.00	40+03.82	40+99.07
NE	50+43.68	748466.75	1872951.54	71°37'11"	57°16'00"	43.68	79.96	80.00	50+00.00	50+79.96
	51+29.09	748547.62	1872906.01	163°42'08"	27°30'05"	8.56	16.80	35.00	51+20.52	51+37.32
	51+94.09	748612.92	1872903.87	38°11'50"	32°11'22"	43.28	84.27	150.00	51+50.81	52+35.08
NR	60+58.05	748650.93	1872890.18	31°39'18"	10°58'01"	17.38	34.64	181.00	60+40.68	60+75.32

* CENTER OF ROUNDABOUT
 STA. 446+23.93 @ CONST. MORSE RD. =
 STA. 1406+63.08 @ CONST. U.S.R. 62
 NORTHING= 748520.58
 EASTING= 1872809.34
 RADIUS= 97.50'

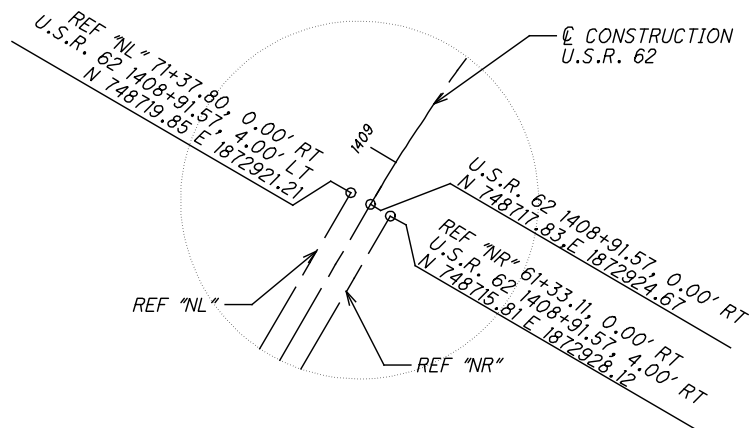
	NORTHING	EASTING
① 130+84.85 CC = 30+00.00 ER	748447.66	1872874.06
② 131+37.64 CC = 40+00.00 EL	748491.44	1872902.39
③ 132+53.70 CC = 60+00.00 NR	748596.15	1872870.95
④ 132+92.67 CC = 70+00.00 NL	748614.17	1872836.68
⑤ 134+19.05 CC = 93+19.85 WL	748572.28	1872726.68
⑥ 134+66.86 CC = 103+15.26 WR	748527.25	1872712.07
⑦ 135+73.38 CC = 121+74.46 SL	748437.30	1872758.65
⑧ 136+11.23 CC = 11+83.64 SR	748424.30	1872793.95



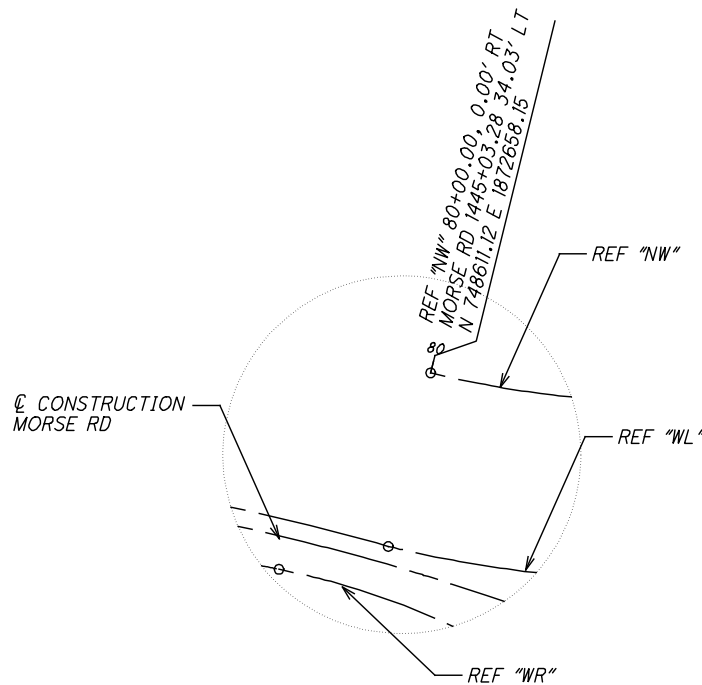
REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	T (FT.)	L (FT.)	R (FT.)	BEGIN CURVE	END CURVE
WR	101+18.52	748597.44	1872528.69	14°28'07"	29°44'23"	105.41	205.55	396.00	100+13.38	102+18.93
	102+61.14	748568.80	1872673.23	43°44'14"	35°43'16"	42.21	81.67	131.00	102+18.93	103+00.60
SW	110+48.62	748320.06	1872672.67	17°41'02"	17°04'12"	48.62	96.53	324.00	110+00.00	110+96.53
	111+47.55	748403.67	1872726.88	38°11'50"	37°34'13"	51.02	98.36	150.00	110+96.53	111+94.89
	112+12.33	748471.91	1872721.37	114°35'30"	38°27'34"	17.44	33.56	50.00	111+94.89	112+28.45
	113+04.68	748540.34	1872657.41	57°17'45"	35°43'16"	32.22	62.35	100.00	112+72.45	113+34.80
	114+03.45	748559.94	1872558.46	15°41'51"	21°18'12"	68.65	135.71	365.00	113+34.80	114+70.51
SL	120+77.76	748339.85	1872734.01	31°39'18"	35°44'07"	58.35	112.89	181.00	120+19.41	121+32.30

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	Dc	Δ	T (FT.)	L (FT.)	R (FT.)	BEGIN CURVE	END CURVE
SR	10+46.08	748311.80	1872716.20	33°30'23"	21°28'53"	32.44	64.11	171.00	10+13.64	10+77.75
	11+47.52	748401.67	1872764.89	47°21'07"	23°38'27"	25.32	49.93	121.00	11+22.20	11+72.12
SE	20+43.29	748419.37	1872838.06	114°35'30"	44°08'27"	20.27	38.52	50.00	20+23.01	20+61.53
ER	30+90.67	748433.00	1872963.47	32°00'32"	04°13'17"	6.60	13.19	179.00	30+84.08	30+97.26

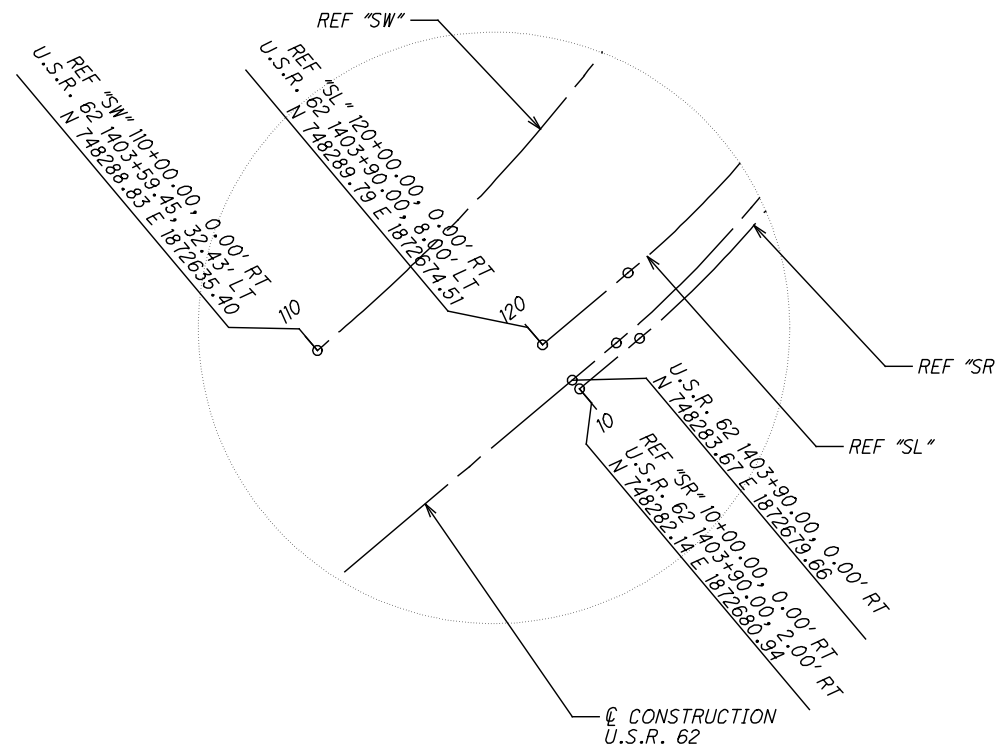
FOR DETAILS "N", "E", "S", "W", "SE" AND "NW" SEE SHEET 4
 FOR U.S.R.62 AND MORSE ROAD DETAILS SEE SHEET 2



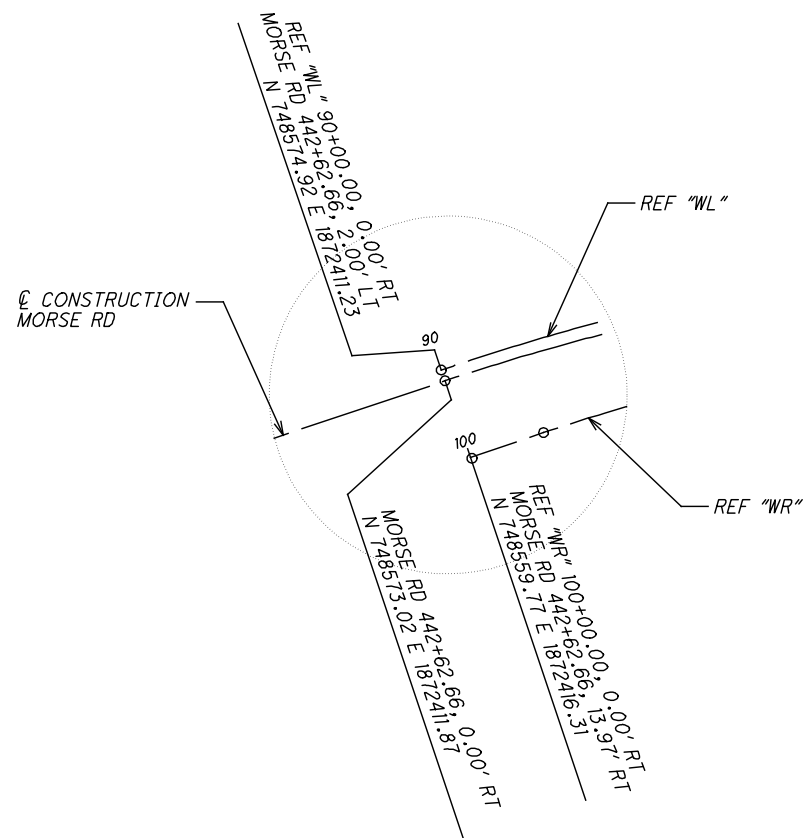
DETAIL "N"
NOT TO SCALE



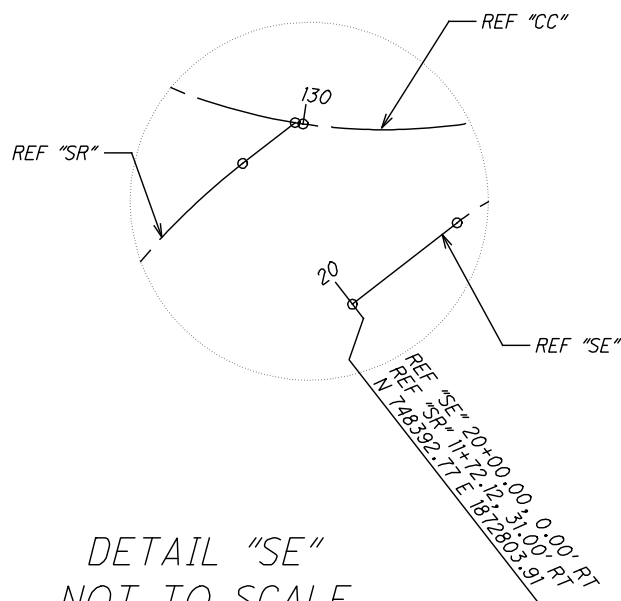
DETAIL "NW"
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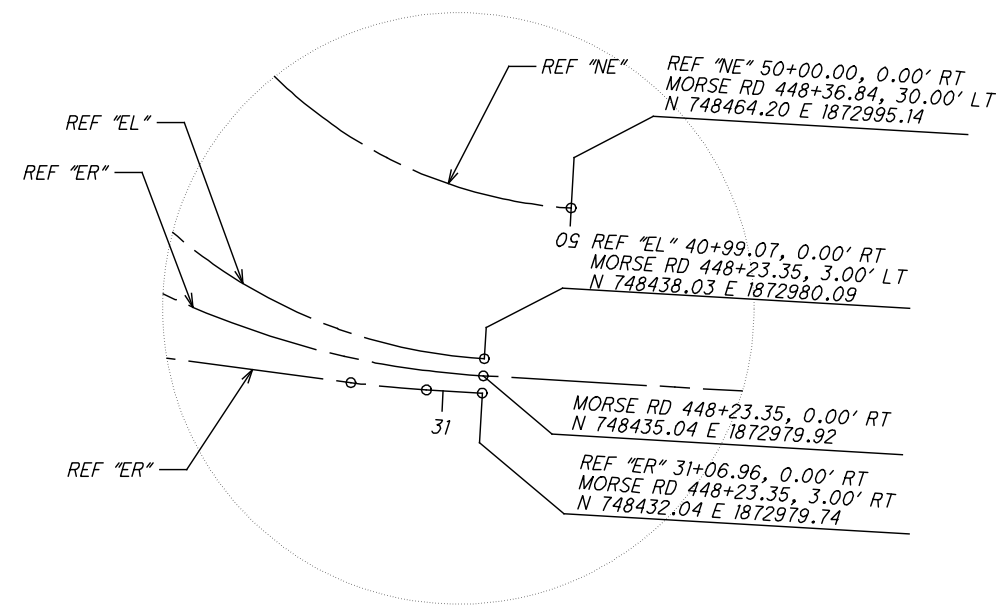
DETAIL "S"
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DETAIL "W"
NOT TO SCALE



DETAIL "SE"
NOT TO SCALE



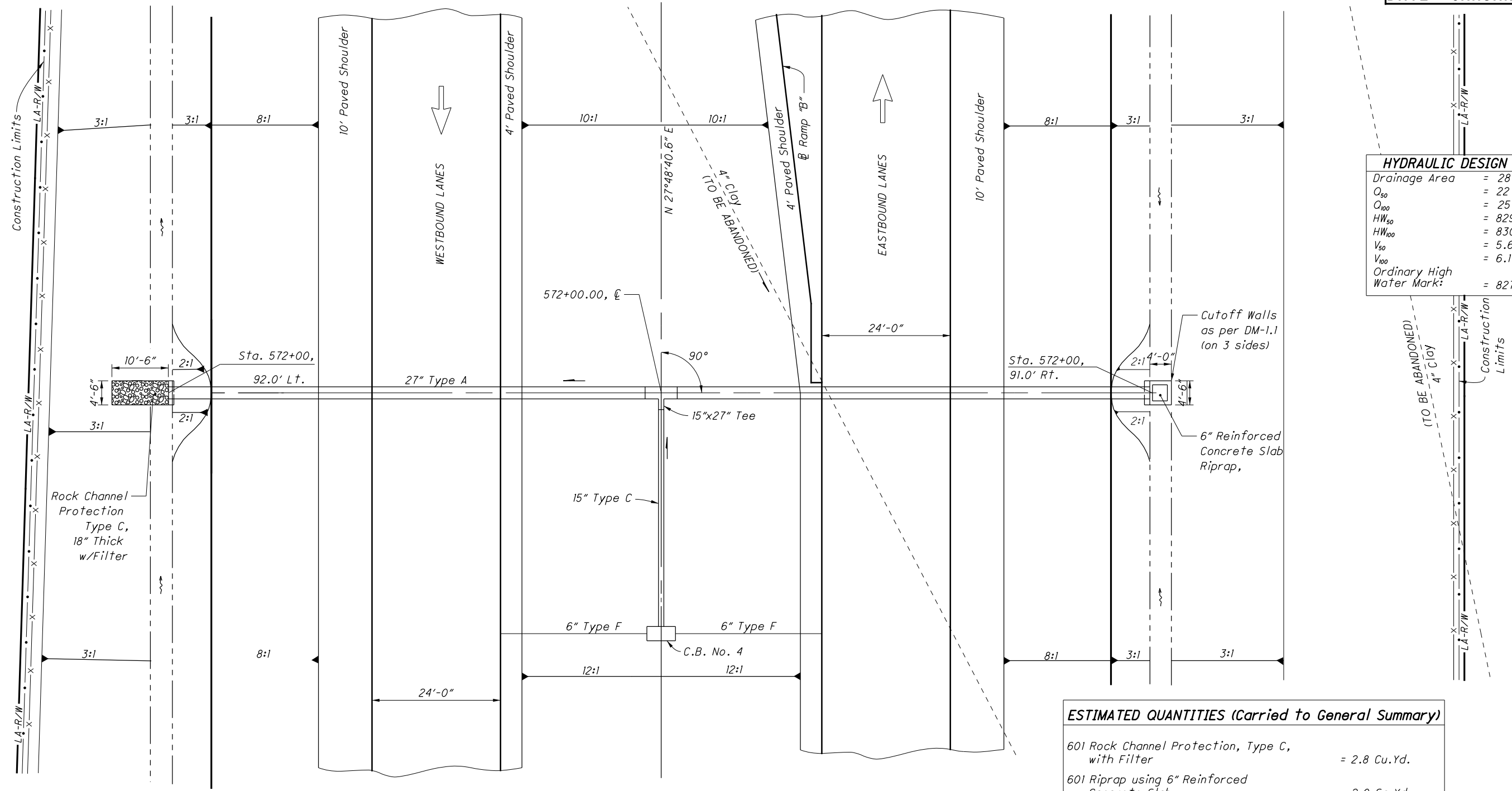
DETAIL "E"
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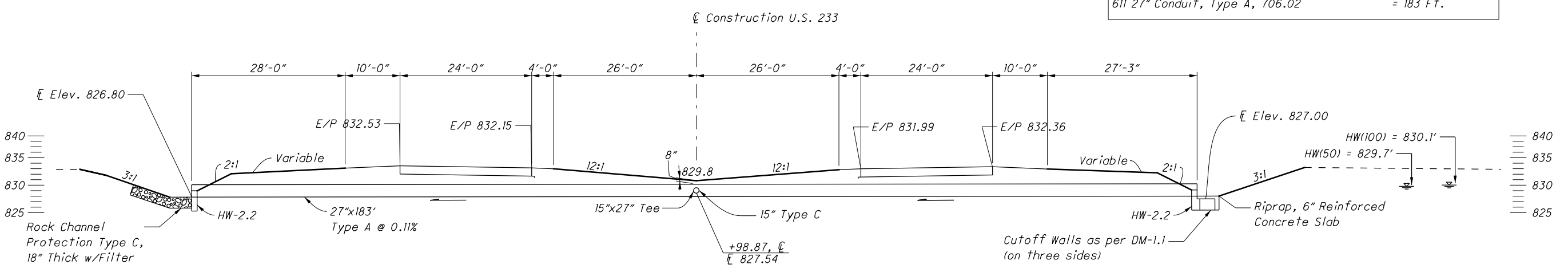
0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED DMK CHECKED CML

HYDRAULIC DESIGN DATA	
Drainage Area	= 28 Ac.
Q_{50}	= 22 cfs
Q_{100}	= 25 cfs
HW_{50}	= 829.7'
HW_{100}	= 830.1'
V_{50}	= 5.6 fps
V_{100}	= 6.1 fps
Ordinary High Water Mark:	= 827.3'



ESTIMATED QUANTITIES (Carried to General Summary)	
601 Rock Channel Protection, Type C, with Filter	= 2.8 Cu.Yd.
601 Riprap using 6" Reinforced Concrete Slab	= 2.0 Sq.Yd.
602 Concrete Masonry	= 1.15 Cu.Yd.
611 27" Conduit, Type A, 706.02	= 183 Ft.



CULVERT DETAILS
U.S. 233 - STA. 572+00

ALL-233-22.69



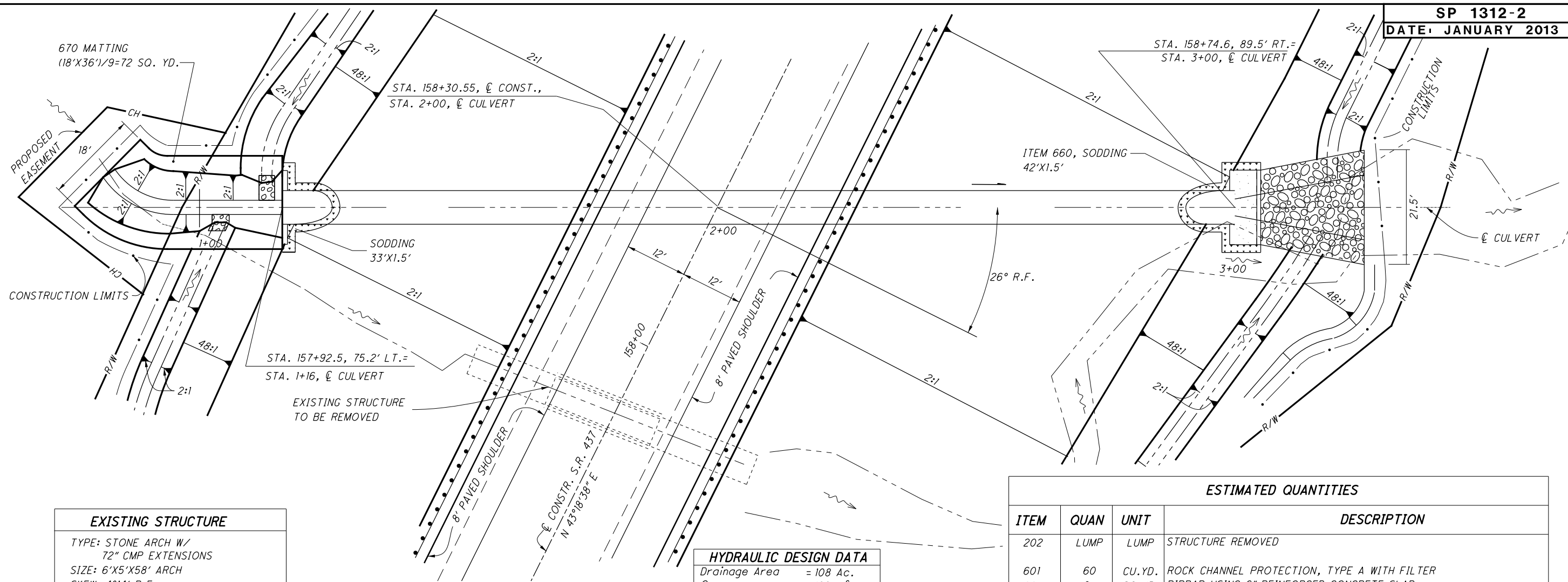
0 5 10 20
HORIZONTAL
SCALE IN FEET

CALCULATED JOH
CHECKED JDH

CULVERT DETAIL
S.R. 437 STA. 158+30

PRE-437-2.65

41
121



EXISTING STRUCTURE

TYPE: STONE ARCH W/
72" CMP EXTENSIONS

SIZE: 6'X5'X58' ARCH

SKEW: 4°14' R.F.

ALIGNMENT: TANGENT

DATE BUILT: 1908

CONDITION: POOR

HYDRAULIC DESIGN DATA

Drainage Area = 108 Ac.

Q₂₅ = 188 cfs

Q₁₀₀ = 260 cfs

HW₂₅ = 815.6'

HW₁₀₀ = 817.6'

V₂₅ = 16.0 fps

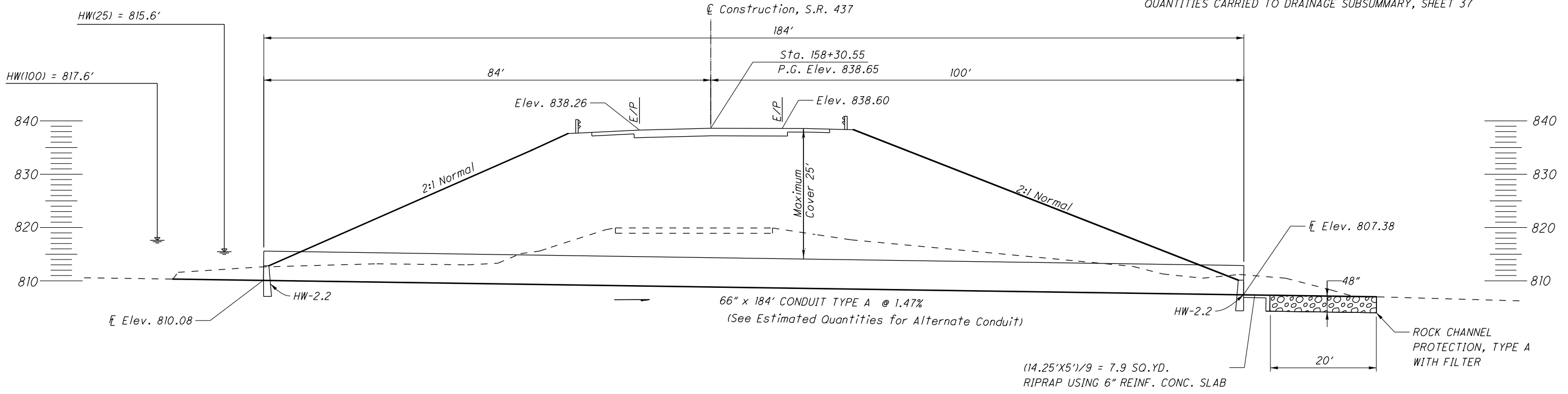
V₁₀₀ = 18.5 fps

ORDINARY HIGH WATER MARK = 810.3'

ESTIMATED QUANTITIES

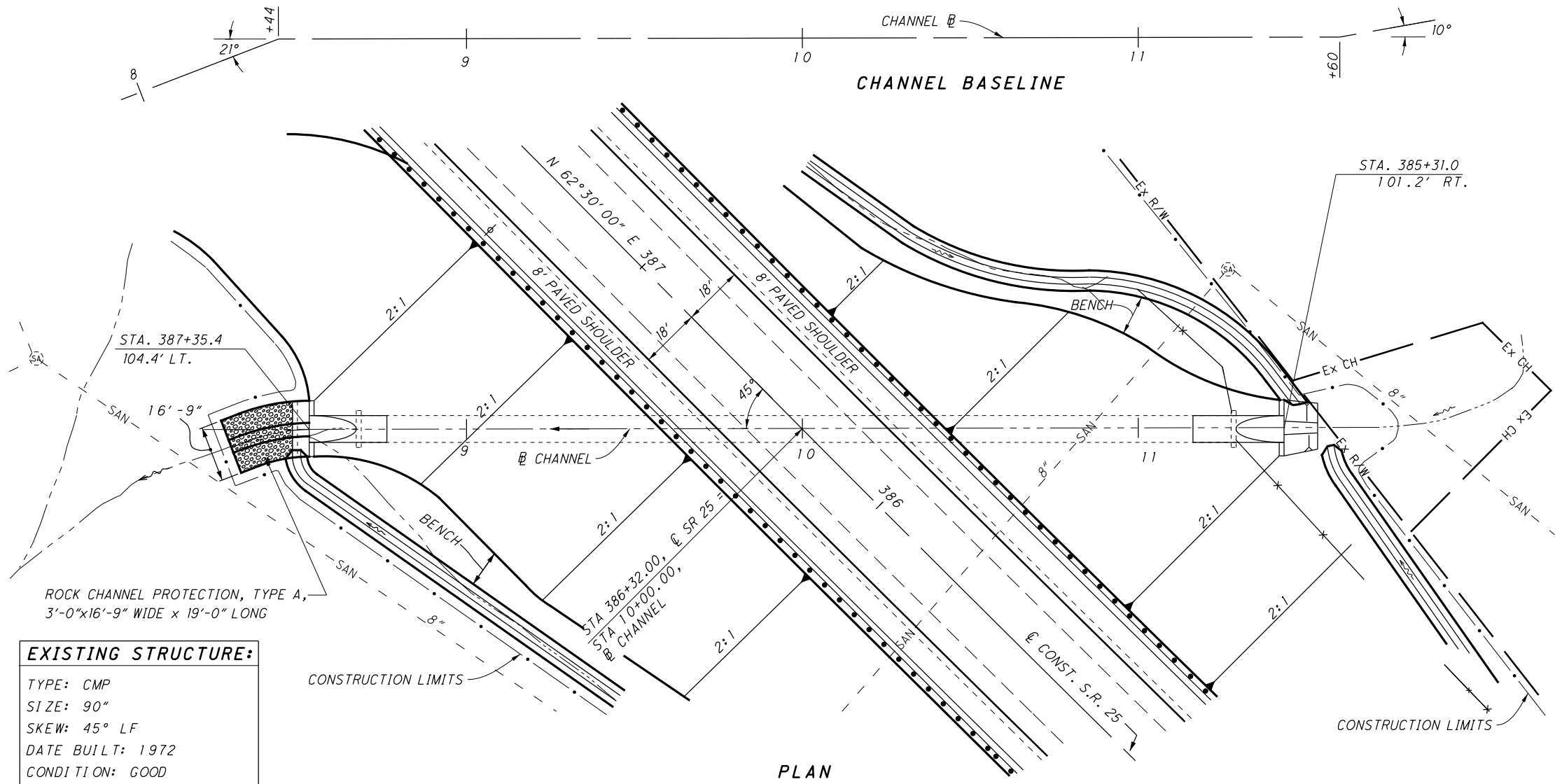
ITEM	QUAN	UNIT	DESCRIPTION
202	LUMP	LUMP	STRUCTURE REMOVED
601	60	CU.YD.	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER
601	8	SO.YD.	RIPRAP USING 6" REINFORCED CONCRETE SLAB
602	5.9	CU.YD.	CONCRETE MASONRY
611	184	FT.	66" CONDUIT, TYPE A, 706.02 2250 D-LOAD; OR 78", 707.02 (0.138) ALUMINUM-COATED, 707.22 (0.105)
660	13	SO.YD.	SODDING
670	72	SO.YD.	DITCH EROSION PROTECTION MAT TYPE C

QUANTITIES CARRIED TO DRAINAGE SUBSUMMARY, SHEET 37

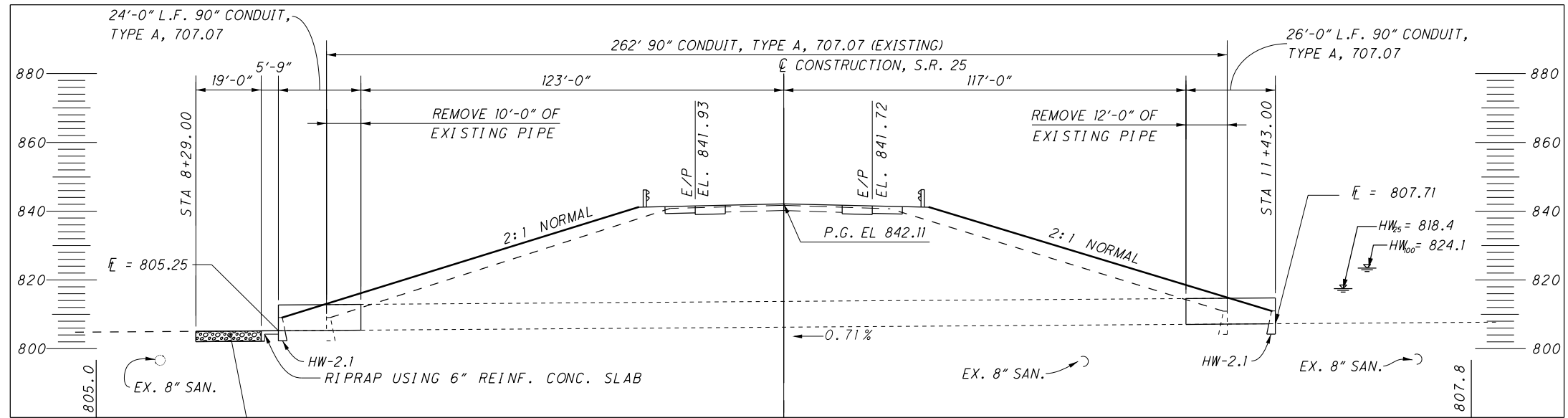




CALCULATED JKP
CHECKED FGW



EXISTING STRUCTURE:
TYPE: CMP
SIZE: 90"
SKEW: 45° LF
DATE BUILT: 1972
CONDITION: GOOD



HYDRAULIC DESIGN DATA

Drainage Area	= 540 Ac.
Q_{25}	= 480 cfs
Q_{100}	= 640 cfs
HW ₂₅	= 818.4'
HW ₁₀₀	= 824.1'
V_{25}	= 13.5 fps
V_{100}	= 16.0 fps
ORDINARY HIGH WATER MARK	= 808'

ROCK CHANNEL PROTECTION, TYPE A, 36" THICK W/ FABRIC FILTER

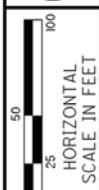
PROFILE ALONG CENTERLINE OF CHANNEL

ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
601	9.3	SQ. YD.	RIP-RAP USING 6" REINFORCED CONCRETE SLAB
601	35.4	CU. YD.	ROCK CHANNEL PROTECTION, TYPE A WITH FABRIC FILTER
602	8.0	CU. YD.	CONCRETE MASONRY
611	50	FT.	90" CONDUIT, TYPE A, 707.07
QUANTITIES CARRIED TO SHEET NO. 38			

CULVERT DETAIL
STA. 386+32

STA-25-16.86



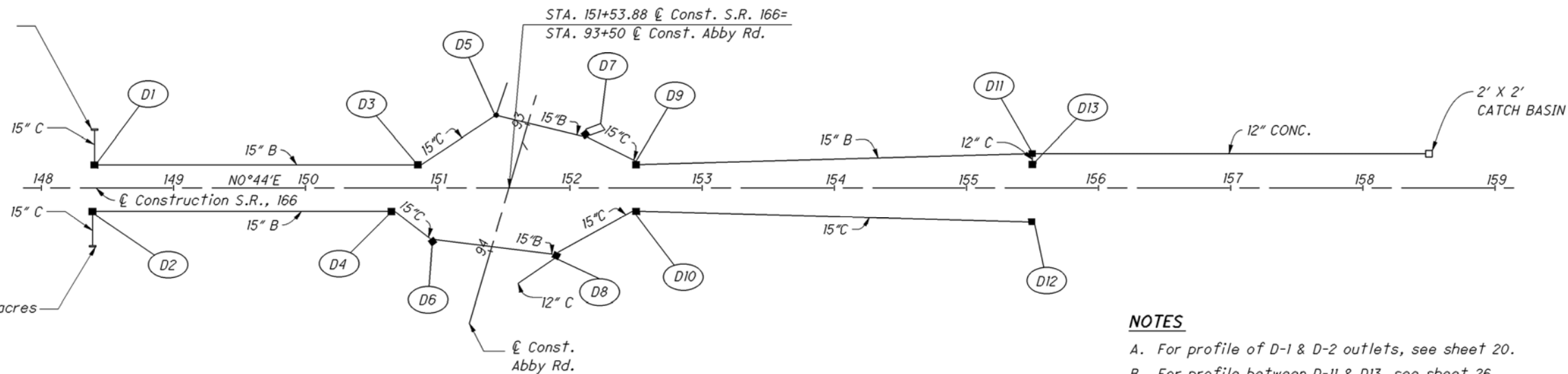
CALCULATED MSO
CHECKED PDC

S.R. 166 DRAINAGE PROFILE

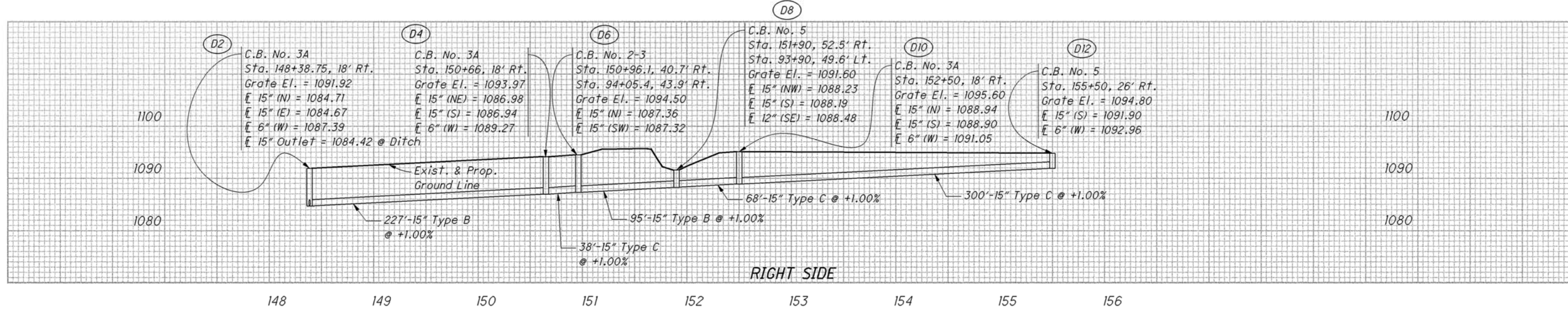
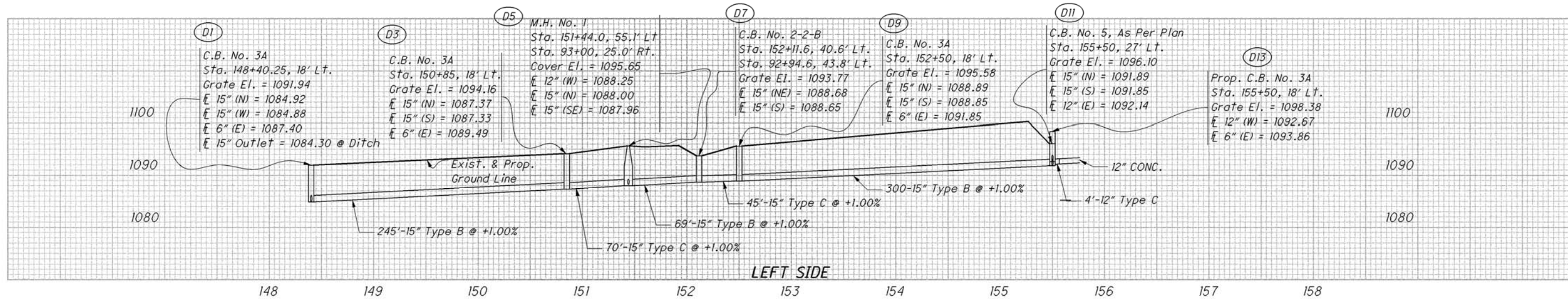
RIC-166-8.37

Outlet:
Drainage Area = 4.3 acres
 $Q_{10} = 7.3$ cfs
 $Q_{25} = 8.9$ cfs
HGL₁₀ = 1087.1
HGL₂₅ = 1087.9

Outlet:
Drainage Area = 3.6 acres
 $Q_{10} = 5.8$ cfs
 $Q_{25} = 6.7$ cfs
HGL₁₀ = 1086.8
HGL₂₅ = 1087.6



- NOTES**
- A. For profile of D-1 & D-2 outlets, see sheet 20.
 - B. For profile between D-II & D13, see sheet 26.
 - C. For Abby Rd. drainage profile, see sheet 41.
 - D. For drainage sub-summary, see sheets 14-16.
 - E. For S.R.166 plan & profile, see sheets 17-19.



CALCULATED
MTC
CHECKED
CJM

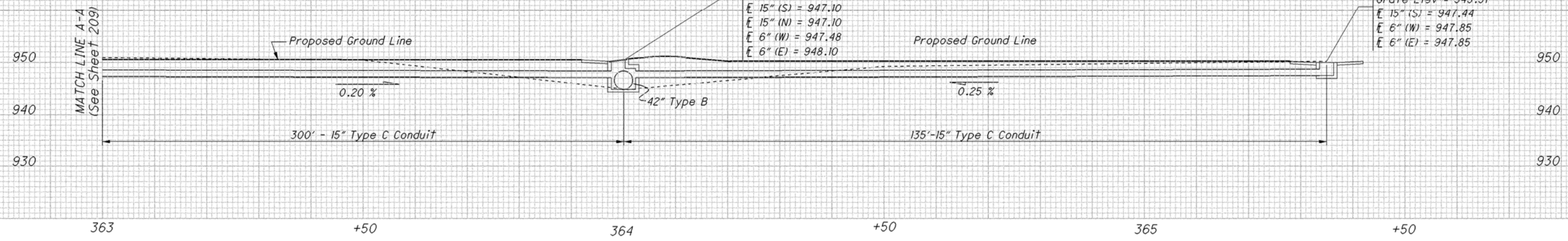
LONGITUDINAL SEWER PROFILE

LUC-76-31.48

MEDIAN SEWER PROFILE

Catch Basin No. 4A
Sta. 364+00, 0'
Grate Elev = 950.60
E 42" (W) = 944.85
E 42" (E) = 944.85
E 15" (S) = 947.10
E 15" (N) = 947.10
E 6" (W) = 947.48
E 6" (E) = 948.10

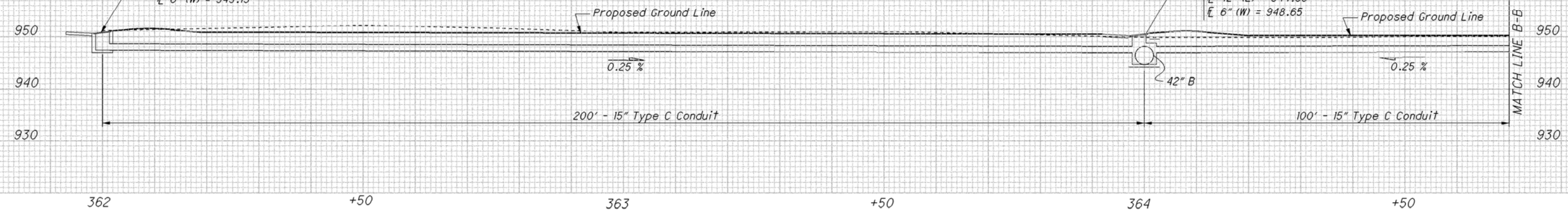
Catch Basin No. 4
Sta. 365+35, 1' Lt.
Grate Elev = 949.91
E 15" (S) = 947.44
E 6" (W) = 947.85
E 6" (E) = 947.85



NORTHBOUND SEWER PROFILE

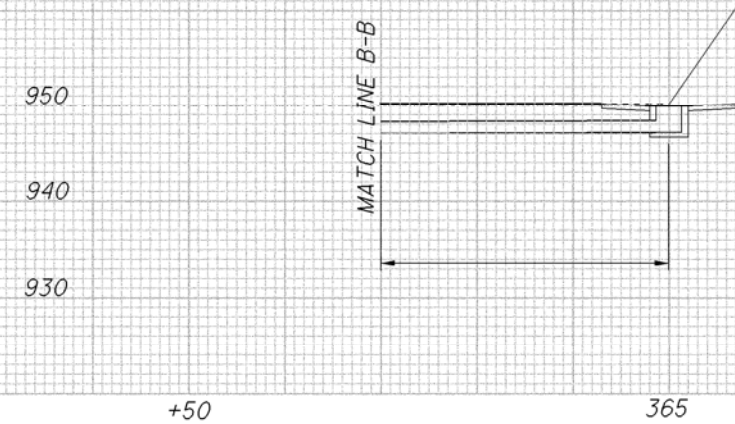
Catch Basin No. 5
Sta. 362+00, 66' Rt.
Grate Elev = 950.66
E 15" (N) = 947.40
E 6" (W) = 949.15

Catch Basin No. 5A
Sta. 364+00, 67' Rt.
Grate Elev = 950.40
E 15" (S) = 946.90
E 15" (N) = 946.90
E 42" (W) = 944.65
E 42" (E) = 944.65
E 6" (W) = 948.65



NORTHBOUND SEWER PROFILE

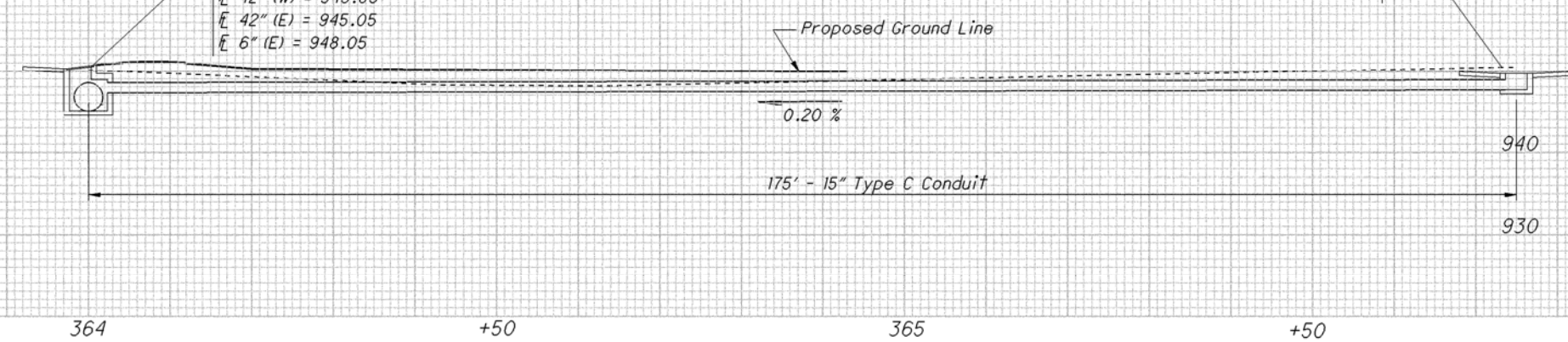
Catch Basin No. 5
Sta. 365+00, 66' Rt.
Grate Elev = 949.94
E 15" (S) = 947.15
E 6" (W) = 948.40
E 6" (E) = 947.90



SOUTHBOUND SEWER PROFILE

Catch Basin No. 5A
Sta. 364+00, 69' Lt.
Grate Elev = 950.80
E 15" (N) = 947.30
E 42" (W) = 945.05
E 42" (E) = 945.05
E 6" (E) = 948.05

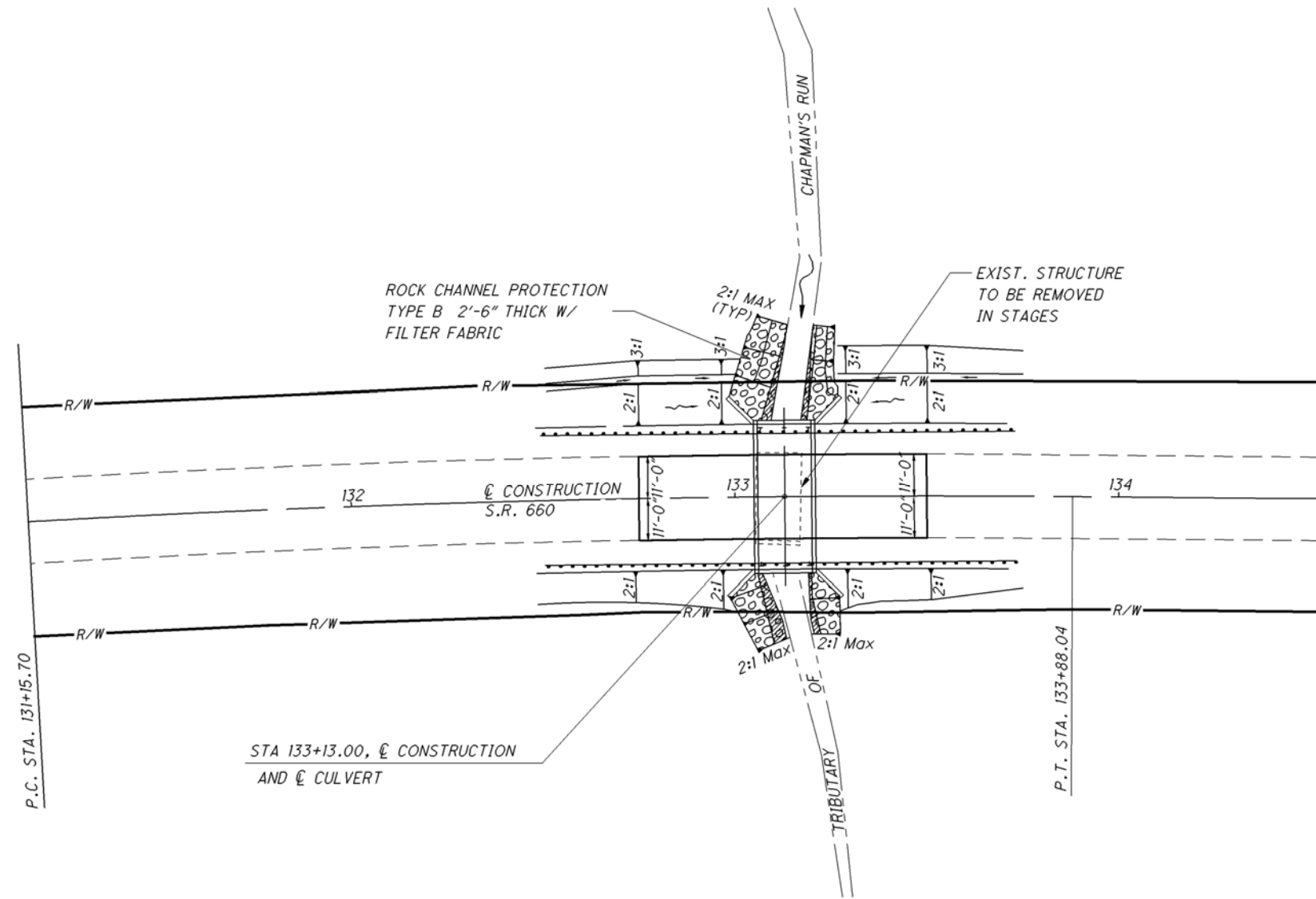
Catch Basin No. 5
Sta. 365+75, 68' Lt.
Grate Elev = 949.68
E 15" (S) = 947.65
E 6" (E) = 948.15
E 6" (W) = 948.15





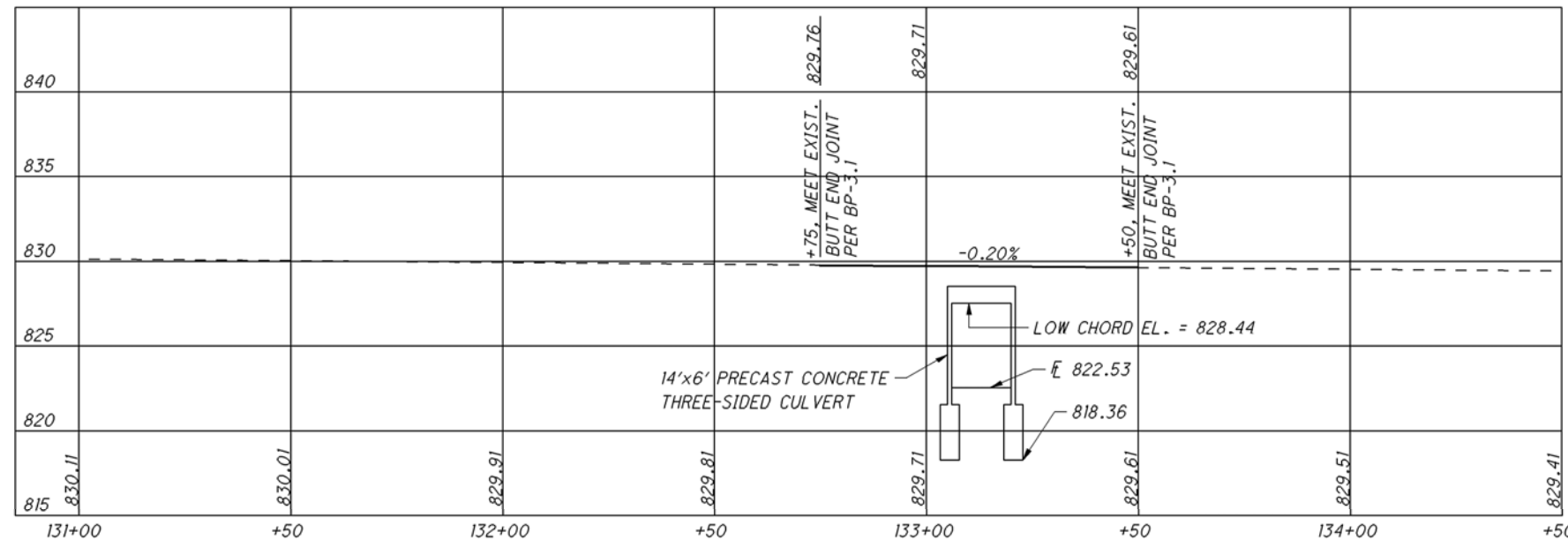
CALCULATED
KEY
CHECKED
JOH

HYDRAULIC DATA	
DRAINAGE AREA: 0.79 SQ.MI.	
EXISTING WATERWAY OPENING: 60.0 SQ.FT.	
PROPOSED WATERWAY OPENING: 70.0 SQ.FT.	
ORDINARY HIGH WATER MARK: 822.9'	
Q_{10} = 297 CFS	Q_{100} = 518 CFS
V_{10} = 6.9 FPS	V_{100} = 7.9 FPS
HW_{10} = 827.8	HW_{100} = 829.9



EXISTING STRUCTURE	
TYPE: CONCRETE SLAB ON GRAVITY WALL ABUTMENT	
SPAN: 12'-0"	
ROADWAY: 22'-5" F/F RAILS	
ALIGNMENT: CURVE	
APPROACH SLAB: NONE	
SUPERELEVATION: VARIES	
DATE BUILT: 1900	
STRUCTURE FILE NO. 3006514	
SKEW: 0° REFERENCE CHORD	
CONDITION: POOR	
LOADING: 5-11.3(7)	

PROPOSED STRUCTURE	
TYPE: PRECAST REINFORCED CONCRETE FLAT-TOPPED THREE-SIDED CULVERT	
SPAN: 14'-0" F/F CULVERT	
ROADWAY: 34'-0" F/F RAILS	
ALIGNMENT: 1°19'11" CURVED TO THE RIGHT	
SUPERELEVATION: VARIES	
APPROACH SLAB: NONE	
SKEW: 0°	
WEARING SURFACE: ASPHALT CONCRETE	
LOADING: HS-20-44 AND THE ALTERNATE MILITARY LOADING	

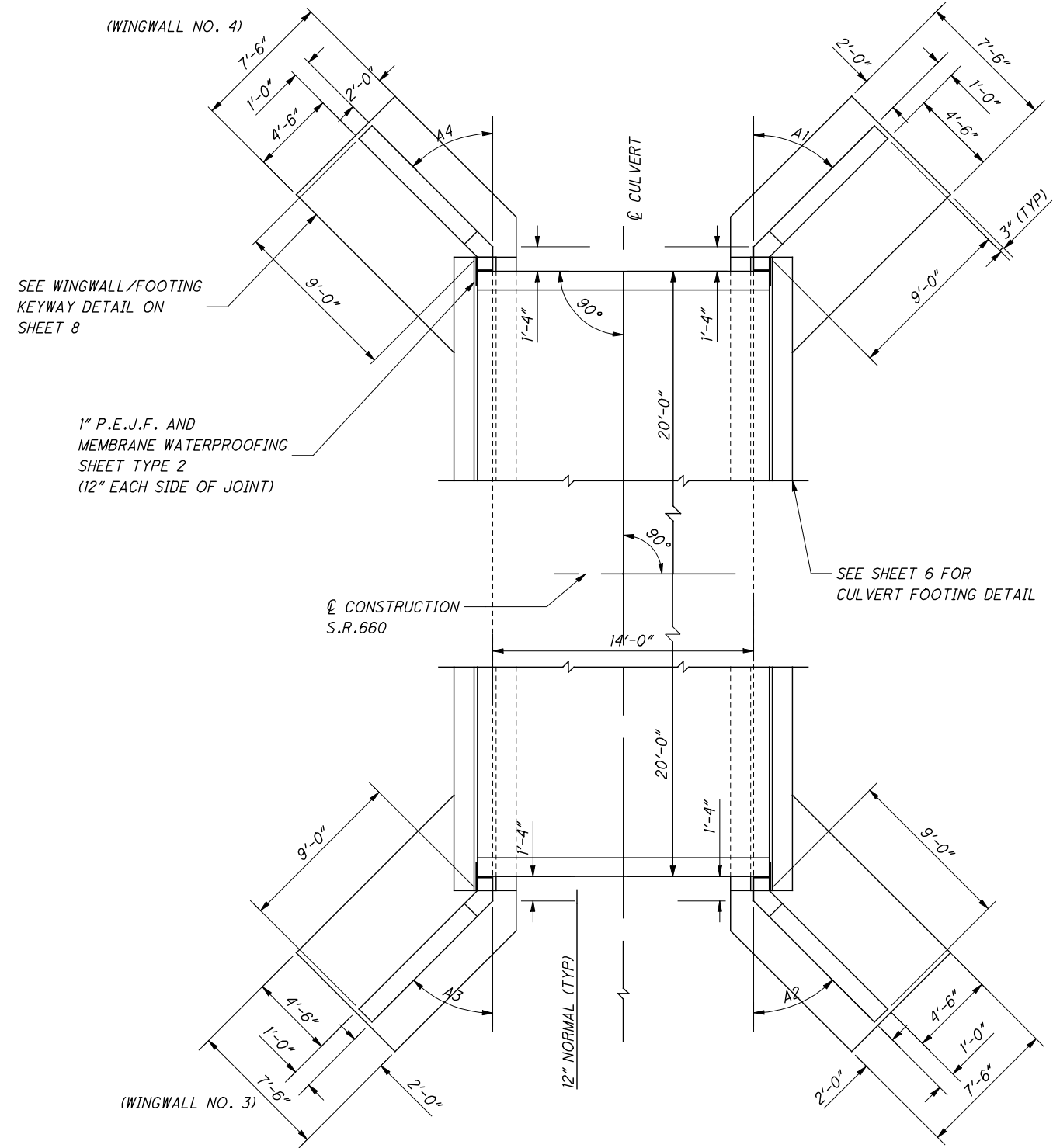


CULVERT PLAN AND PROFILE
STA. 133+13.00

GUE-660-2.52

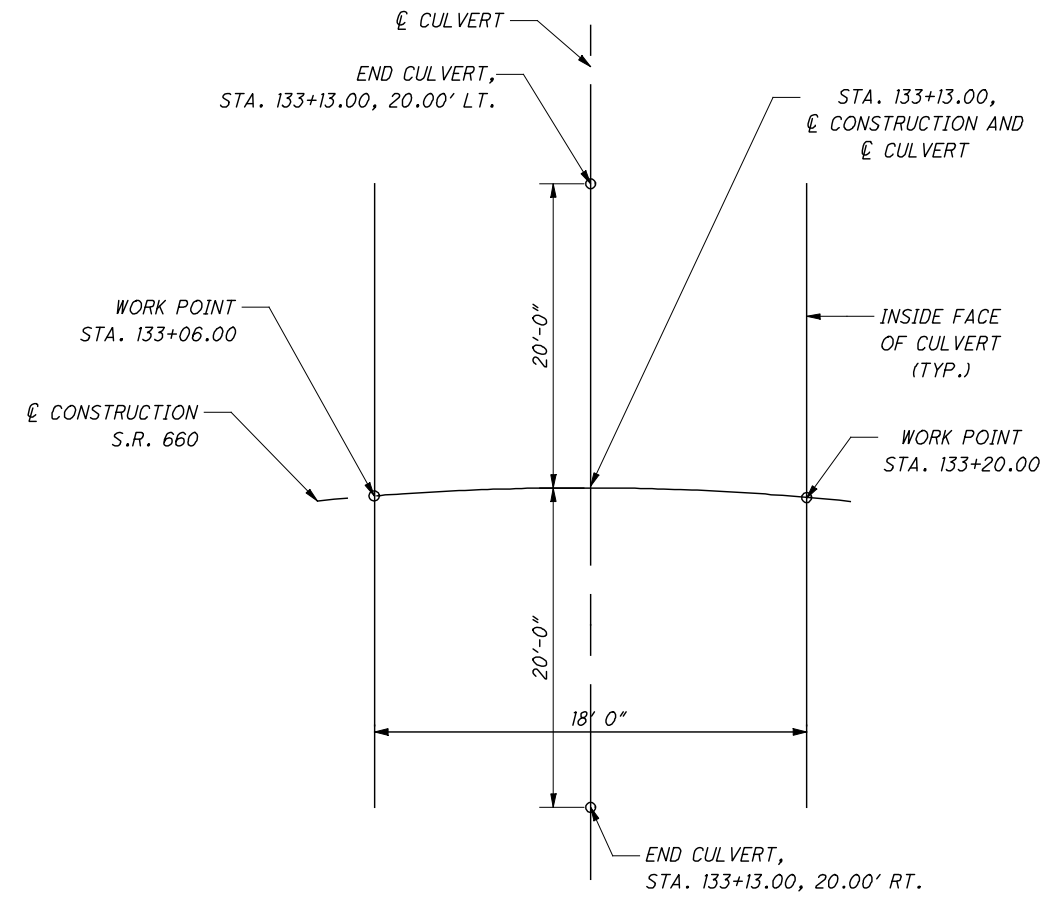


CALCULATED
KEW
CHECKED
JOH



(WINGWALL NO. 1)

(WINGWALL NO. 2)



REFERENCE DIAGRAM

WINGWALL ANGLES	
A1	45°0'0"
A2	45°0'0"
A3	45°0'0"
A4	45°0'0"

CULVERT & WINGWALL LAYOUT

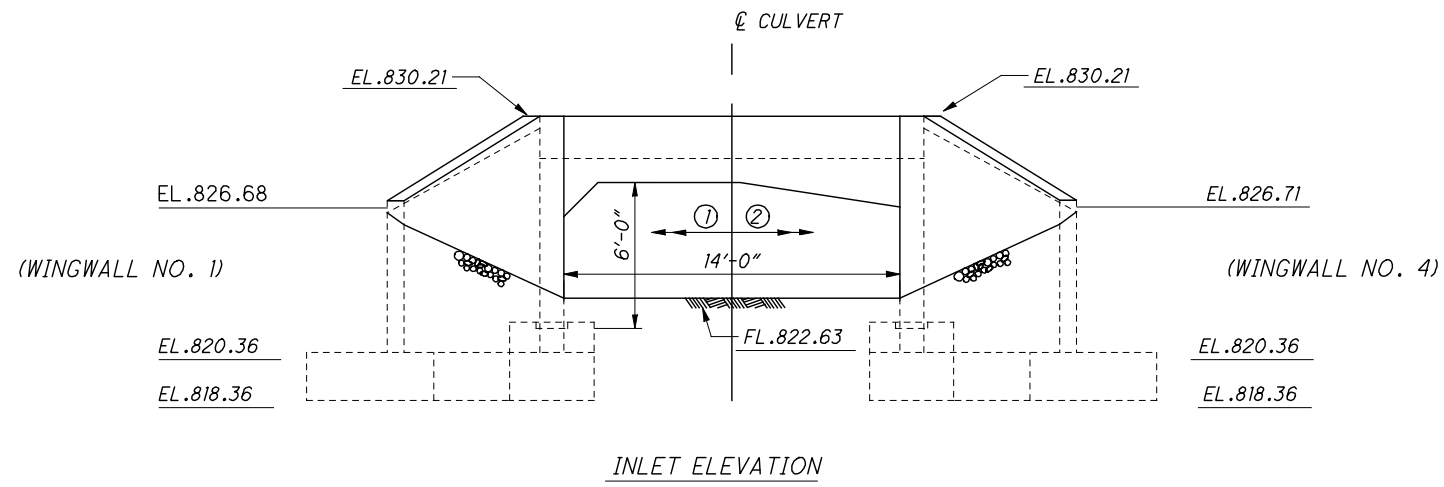
NOTE: SEE TABLE THIS SHEET FOR VALUES OF A1,A2,A3,A4

CULVERT LAYOUT
STA. 133+13.00

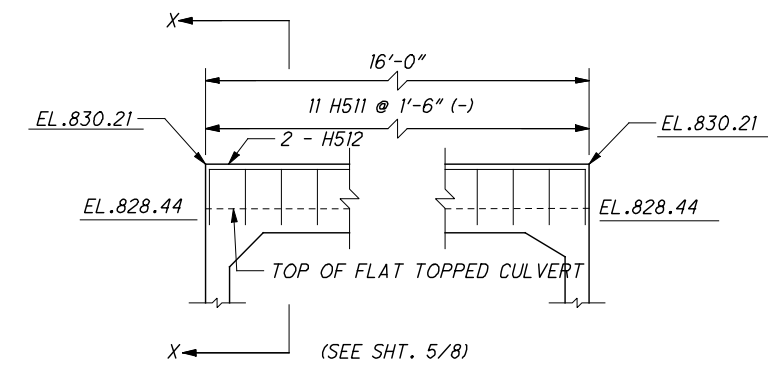
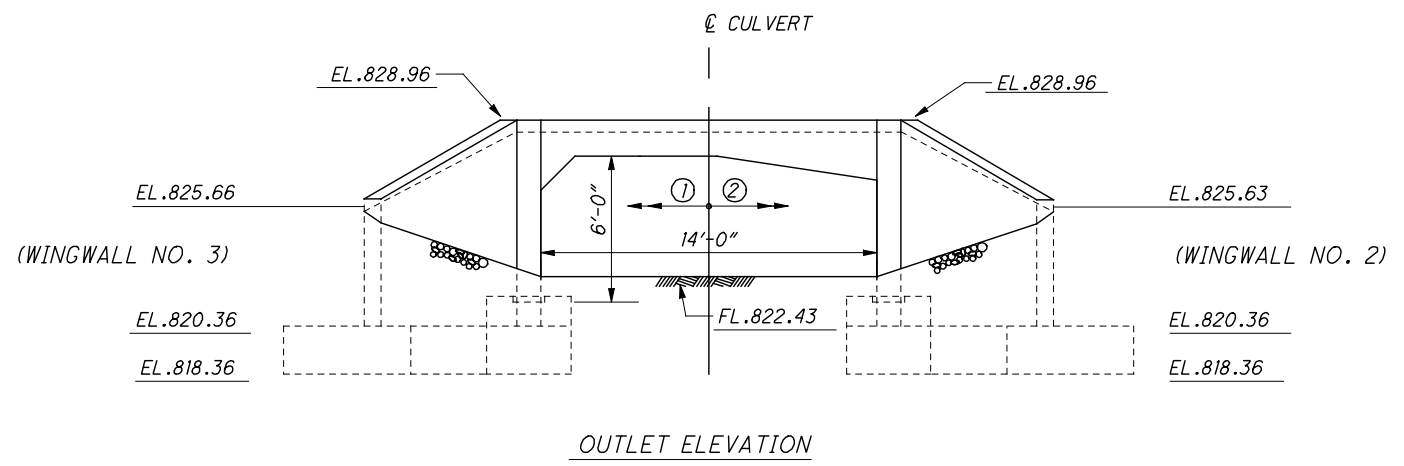
GUE-660-2.52

3 / 8

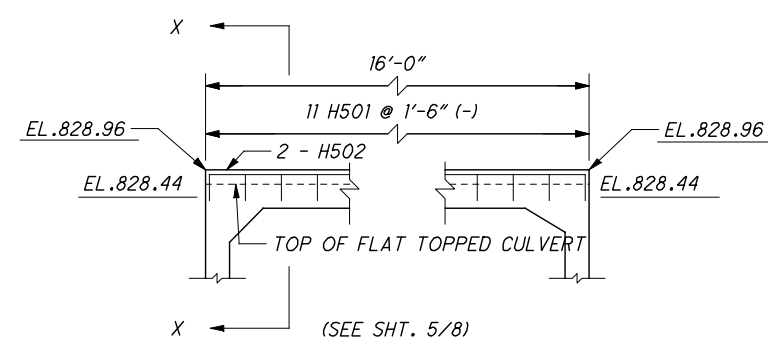
102
125



NOTE: ① - SHORT HAUNCH PRECAST UNIT
② - LONG HAUNCH PRECAST UNIT



INLET HEADWALL REINFORCING DETAIL
(FOR FLAT-TOPPED CULVERTS ONLY)

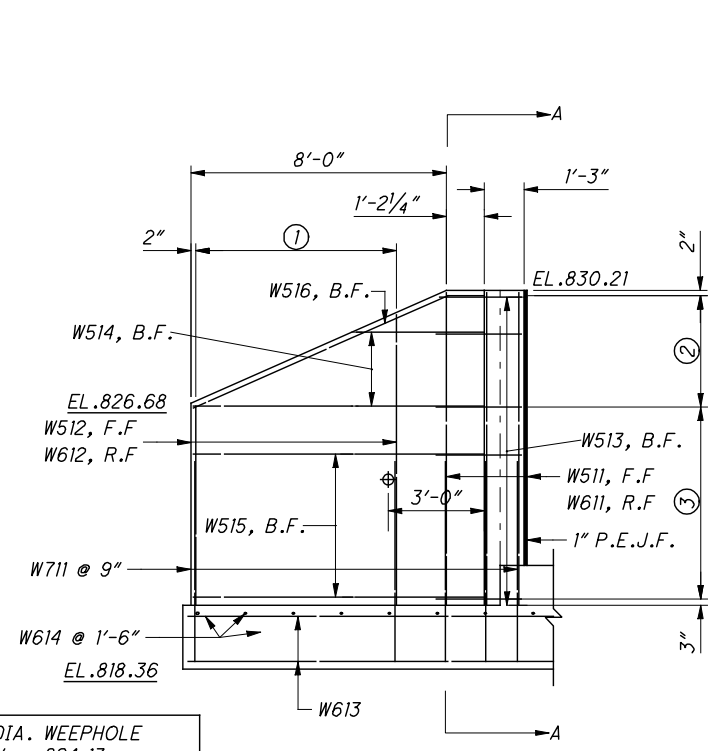


OUTLET HEADWALL REINFORCING DETAIL
(FOR FLAT-TOPPED CULVERTS ONLY)

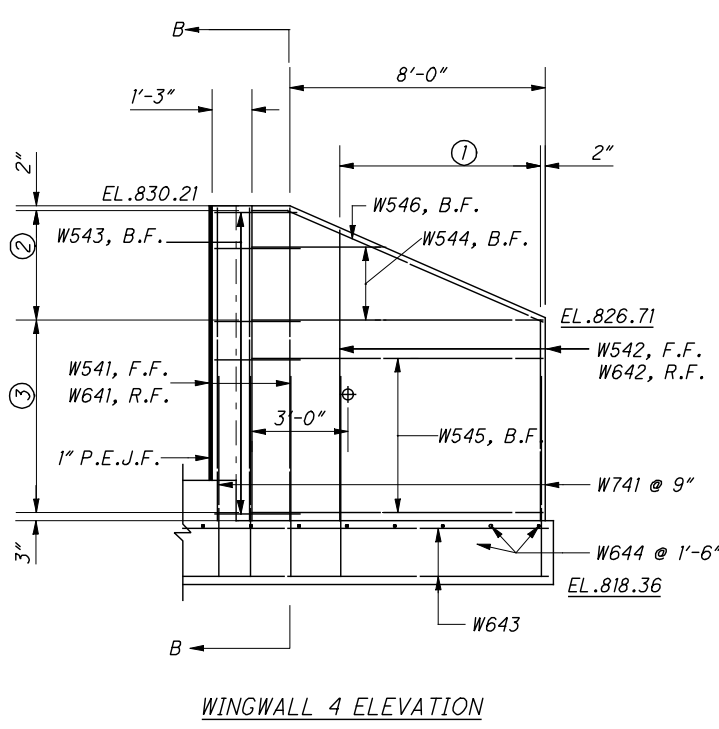
CULVERT ELEVATION
STA. 133+13.00

GUE-660-2.52

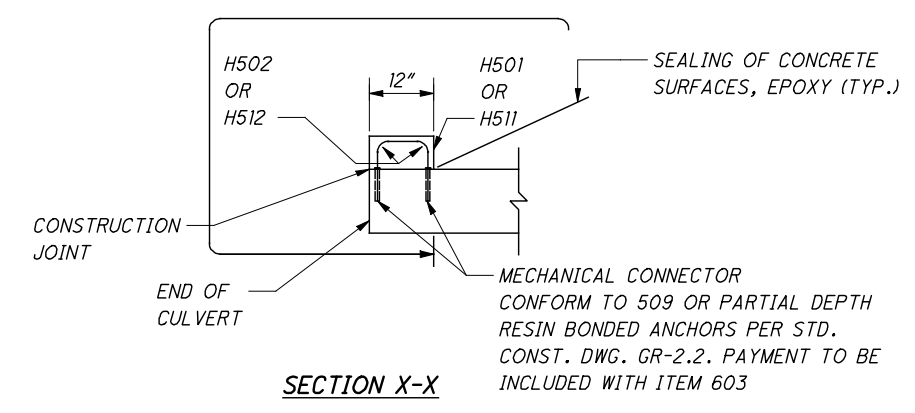
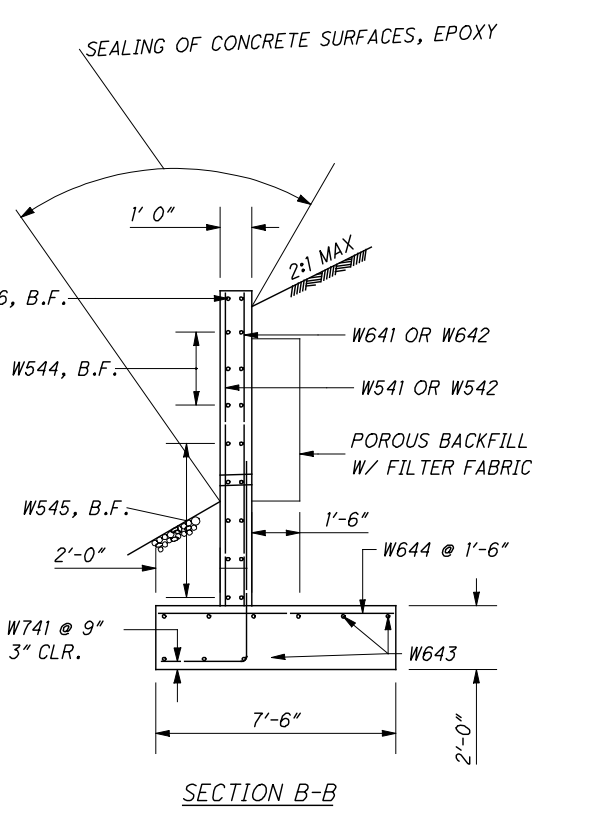
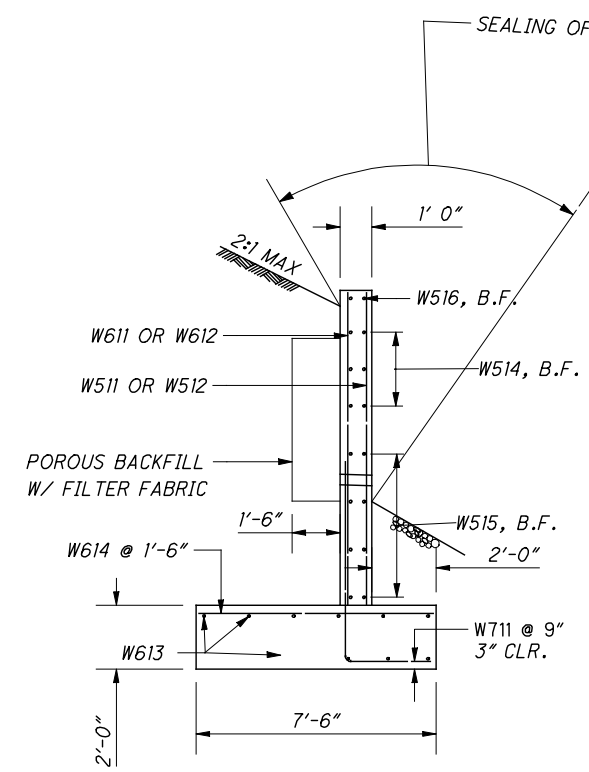
LEGEND
F.F. - FRONT FACE
R.F. - REAR FACE
B.F. - BOTH FACE



- ① SER. OF 5 @ 1'-6"
- ② 3 SPACES @ 1'-1 3/4"
- ③ 4 SPACES @ 1'-6"

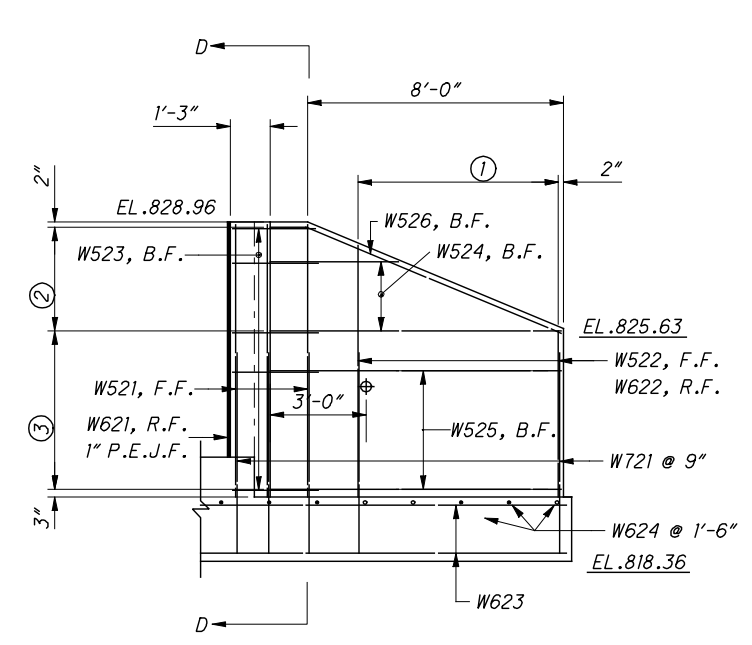


- ① SER. OF 5 @ 1'-6"
- ② 3 SPACES @ 1'-1 3/4"
- ③ 5 SPACES @ 1'-2 1/2"



- NOTES:**
1. ITEM 518 - POROUS BACKFILL W/FILTER FABRIC 1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND 1' BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL, AND RETURN 6" ABOVE THE WEEPHOLE.
 2. 1" PREFORMED EXPANSION JOINT FILLER SHALL BE EXTENDED FROM TOP OF FOOTING TO TOP OF WALL.

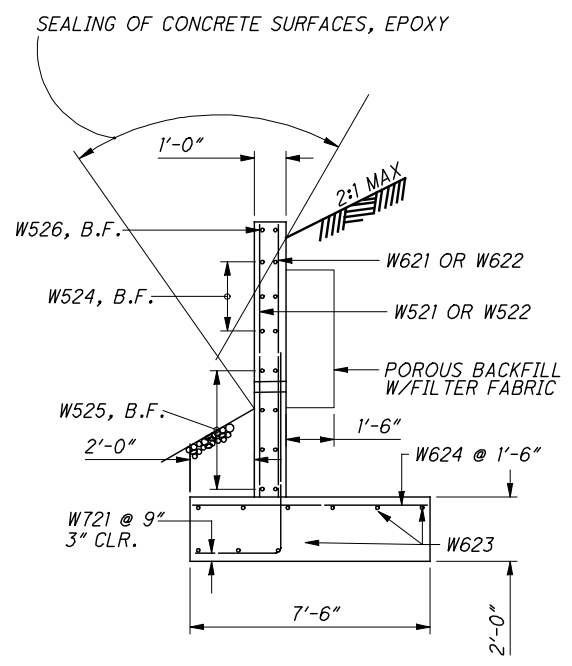
LEGEND
F.F. - FRONT FACE
R.F. - REAR FACE
B.F. - BOTH FACE



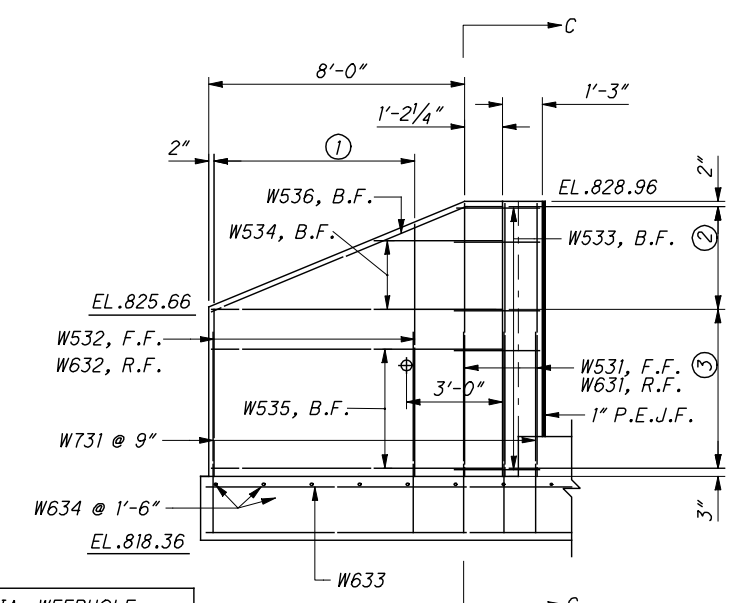
WINGWALL 2 ELEVATION

NOTE: 4" DIA. WEEPHOLE
ELEV. = 823.65

- ① SER. OF 5 @ 1'-6"
- ② 3 SPACES @ 1'-1"
- ③ 4 SPACES @ 1'-2³/₄"



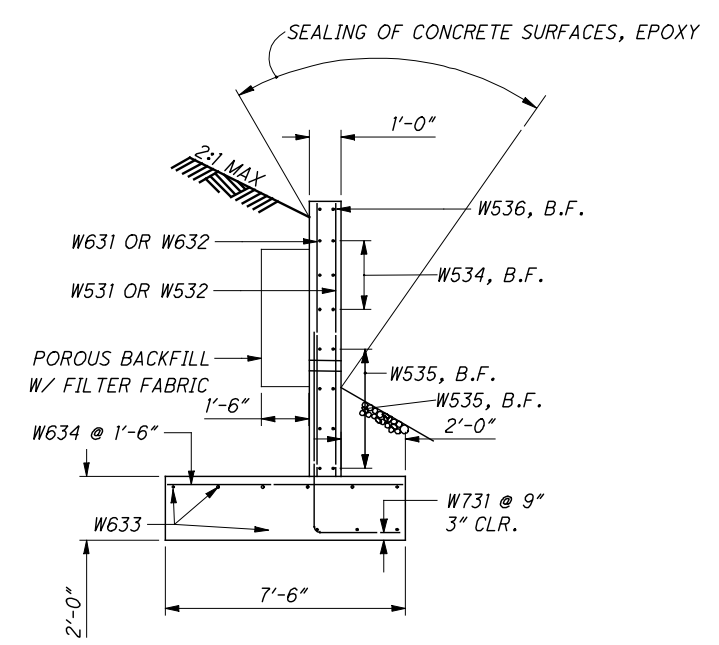
SECTION D-D



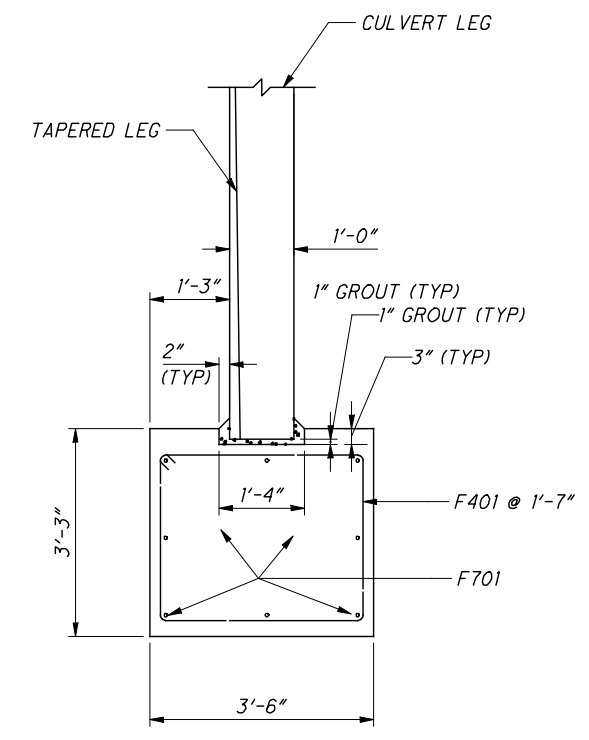
WINGWALL 3 ELEVATION

NOTE: 4" DIA. WEEPHOLE
ELEV. = 823.66

- ① SER. OF 5 @ 1'-6"
- ② 3 SPACES @ 1'-0³/₄"
- ③ 4 SPACES @ 1'-3"



SECTION C-C



CULVERT FOOTING SECTION



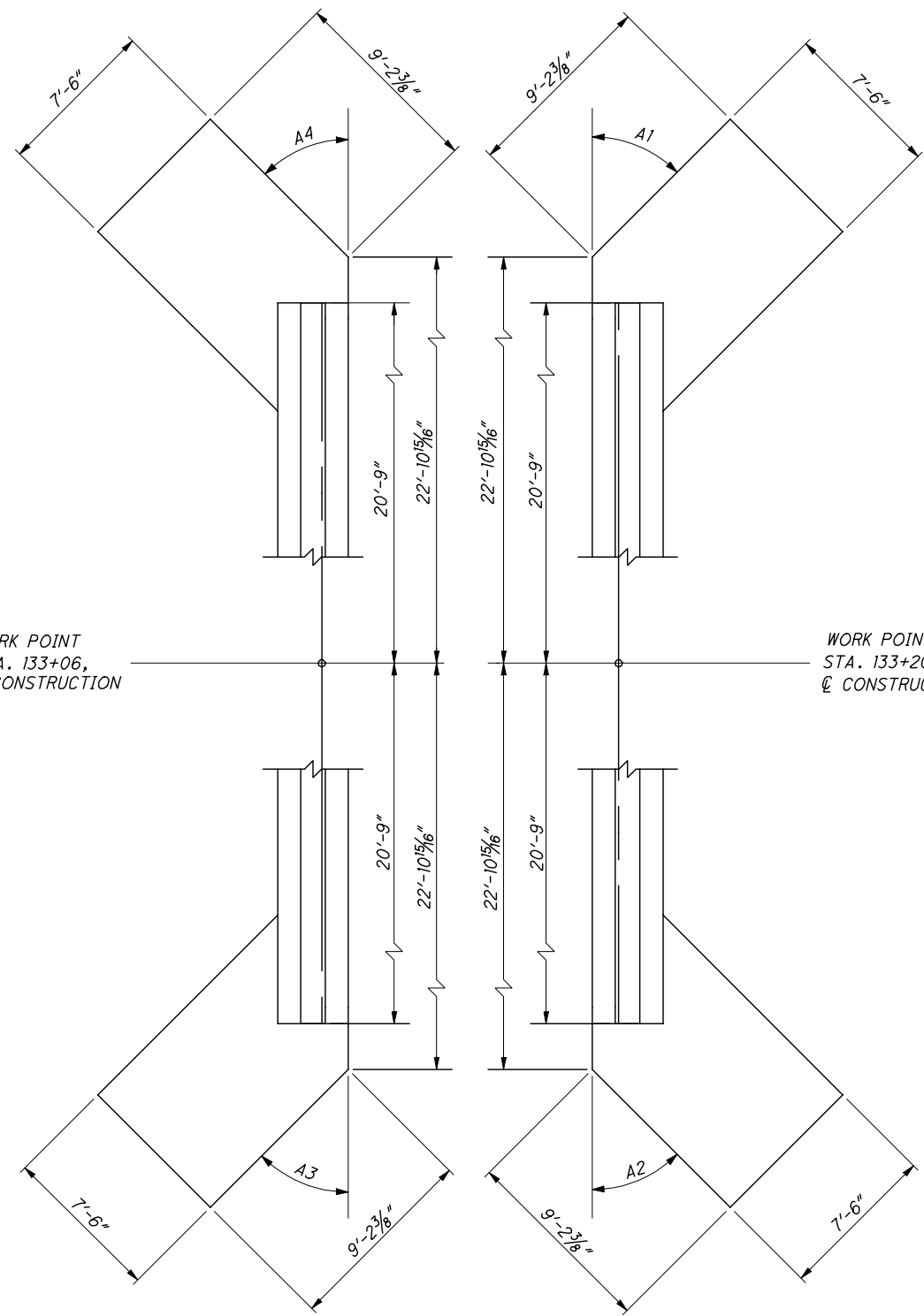
CALCULATED
KEW
CHECKED
JOH

FOOTING DETAILS
STA. 133+13.00

GUE-660-2.52

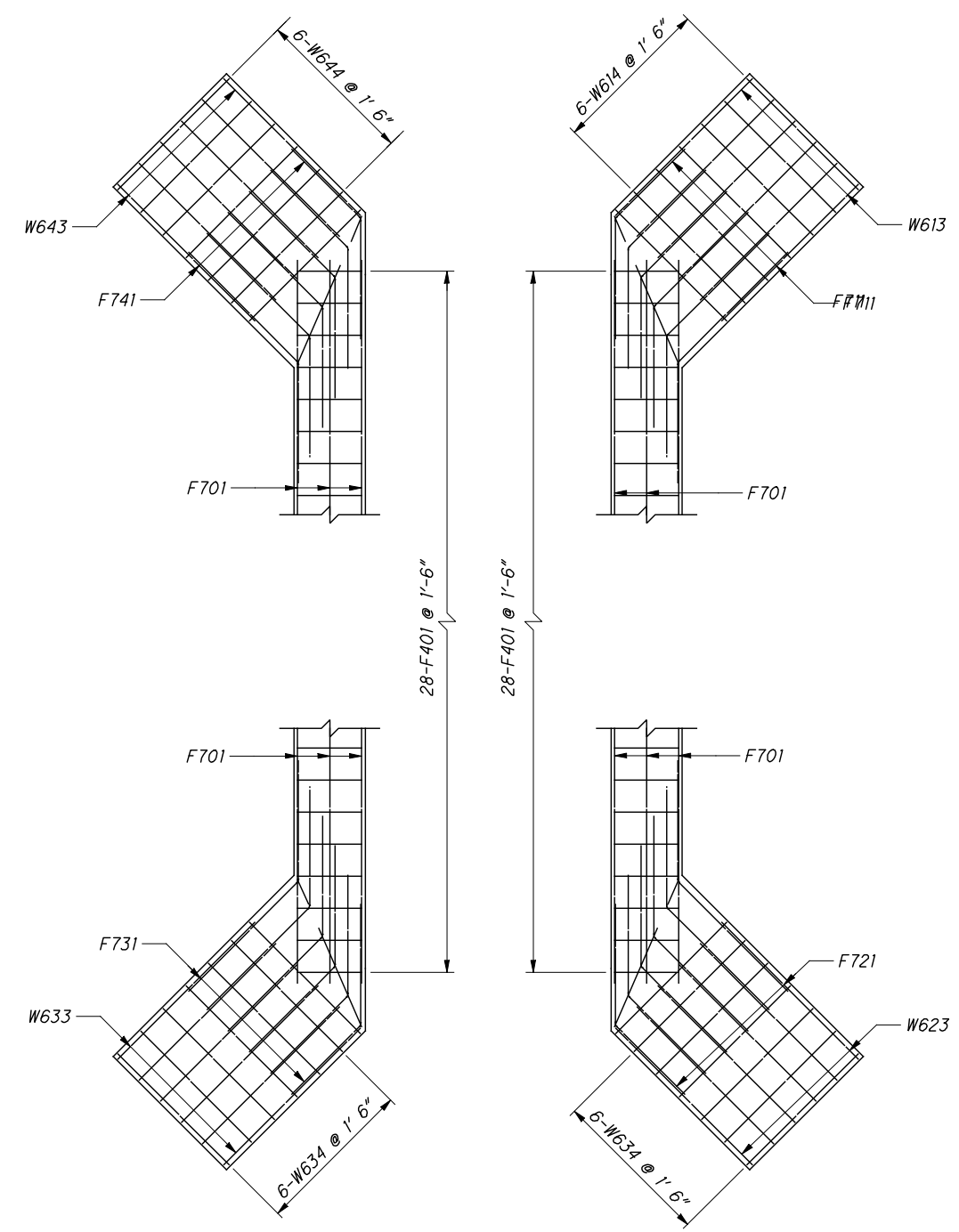
7/8

106
125



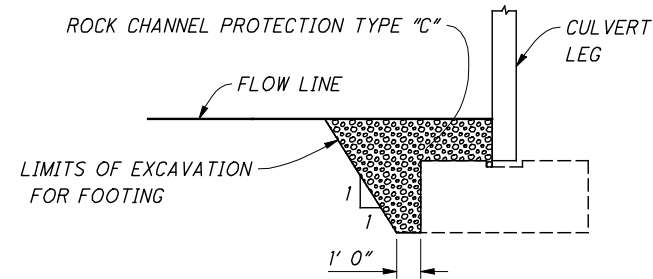
FOOTING LAYOUT

SEE TABLE ON SHEET 3 FOR VALUES OF A1 THRU A4

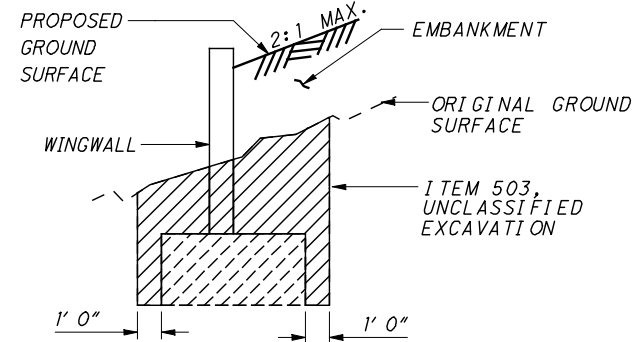


FOOTING REINFORCING PLAN

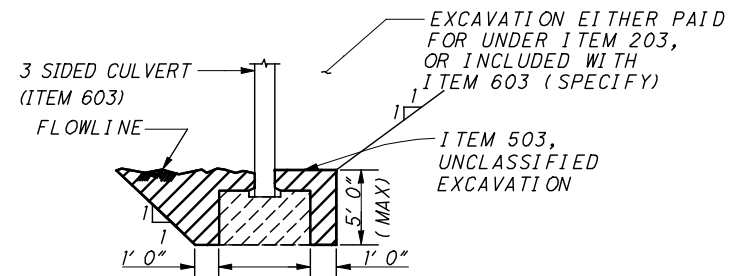
REINFORCING STEEL LIST



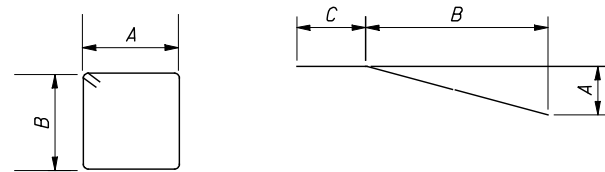
ROCK CHANNEL PROTECTION INSIDE CULVERT



LIMITS OF UNCLASSIFIED EXCAVATION (WINGWALL)

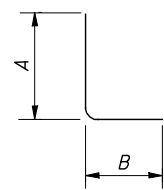


LIMITS OF UNCLASSIFIED EXCAVATION (CULVERT)

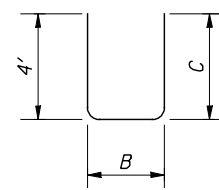


TYPE 1

TYPE 2



TYPE 3



TYPE 4

BENDING DIAGRAMS

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	INCR	REMARKS
WINGWALL 1									
W511	3	9'-9"	31	STR					
	1	6'-3"							
W512	S.O.	TO	40	STR				0'-9"	
	5	9'-1"							
W513	16	2'-4"	39	2	0'-10"	0'-10"	1'-2"		
	2	4'-0"							
W514	S.O.	TO	41	STR				2'-7"	
	3	9'-1"							
W515	8	9'-1"	76	STR					
W516	2	9'-9"	20	2	3'-4"	7'-11"	1'-2"		
WINGWALL 2									
W611	3	9'-9"	44	STR					
	1	6'-3"							
W612	S.O.	TO	58	STR				0'-9"	
	5	9'-1"							
W613	9	9'-0"	122	STR					
W614	6	7'-4"	66	STR					
WINGWALL 3									
W711	14	8'-9"	250	3	6'-3"	2'-8"			
WINGWALL 4									
W541	3	9'-9"	31	STR					
	1	6'-3"							
W542	S.O.	TO	40	STR				0'-8"	
	5	9'-1"							
W543	18	2'-4"	44	2	0'-10"	0'-10"	1'-2"		
	2	4'-1"							
W544	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W545	10	9'-1"	95	STR					
W546	2	9'-9"	20	2	3'-4"	7'-11"	1'-2"		
CULVERT FOOTING									
F401	56	12'-0"	449	1	3'-2"	2'-7"			
HEADWALL									
H501	11	2'-7"	30	4	1'-1"	0'-8"	1'-1"		
H502	2	15'-10"	33	STR					
H511	11	5'-1"	58	4	2'-4"	0'-8"	2'-4"		
H512	2	15'-10"	33	STR					
WINGWALL 1									
W521	3	8'-6"	27	STR					
	1	5'-2"							
W522	S.O.	TO	34	STR				0'-8"	
	5	7'-10"							
W523	16	2'-4"	39	2	0'-10"	0'-10"	1'-2"		
	2	4'-1"							
W524	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W525	8	9'-1"	76	STR					
W526	2	9'-8"	20	2	3'-2"	7'-11"	1'-2"		
WINGWALL 2									
W621	3	8'-6"	38	STR					
	1	5'-2"							
W622	S.O.	TO	49	STR				0'-8"	
	5	7'-10"							
W623	9	9'-0"	122	STR					
W624	6	7'-4"	66	STR					
WINGWALL 3									
W721	14	8'-9"	250	3	6'-3"	2'-8"			
WINGWALL 4									
W531	3	8'-6"	27	STR					
	1	5'-3"							
W532	S.O.	TO	34	STR				0'-8"	
	5	7'-10"							
W533	16	2'-4"	39	2	0'-10"	0'-10"	1'-2"		
	2	4'-0"							
W534	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W535	8	9'-1"	76	STR					
W536	2	9'-8"	20	2	3'-2"	7'-11"	1'-2"		
SUBTOTAL			1768						
S.O. - SERIES OF									

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	INCR	REMARKS
W631	3	8'-6"	38	STR					
	1	5'-3"							
W632	S.O.	TO	49	STR				0'-8"	
	5	7'-10"							
W633	9	9'-0"	122	STR					
W634	6	7'-4"	66	STR					
W731	14	8'-9"	250	3	6'-3"	2'-8"			
WINGWALL 4									
W541	3	9'-9"	31	STR					
	1	6'-3"							
W542	S.O.	TO	40	STR				0'-8"	
	5	9'-1"							
W543	18	2'-4"	44	2	0'-10"	0'-10"	1'-2"		
	2	4'-1"							
W544	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W545	10	9'-1"	95	STR					
W546	2	9'-9"	20	2	3'-4"	7'-11"	1'-2"		
CULVERT FOOTING									
F401	56	12'-0"	449	1	3'-2"	2'-7"			
HEADWALL									
H501	11	2'-7"	30	4	1'-1"	0'-8"	1'-1"		
H502	2	15'-10"	33	STR					
H511	11	5'-1"	58	4	2'-4"	0'-8"	2'-4"		
H512	2	15'-10"	33	STR					
WINGWALL 1									
W521	3	8'-6"	27	STR					
	1	5'-2"							
W522	S.O.	TO	34	STR				0'-8"	
	5	7'-10"							
W523	16	2'-4"	39	2	0'-10"	0'-10"	1'-2"		
	2	4'-1"							
W524	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W525	8	9'-1"	76	STR					
W526	2	9'-8"	20	2	3'-2"	7'-11"	1'-2"		
WINGWALL 2									
W621	3	8'-6"	38	STR					
	1	5'-2"							
W622	S.O.	TO	49	STR				0'-8"	
	5	7'-10"							
W623	9	9'-0"	122	STR					
W624	6	7'-4"	66	STR					
WINGWALL 3									
W721	14	8'-9"	250	3	6'-3"	2'-8"			
WINGWALL 4									
W531	3	8'-6"	27	STR					
	1	5'-3"							
W532	S.O.	TO	34	STR				0'-8"	
	5	7'-10"							
W533	16	2'-4"	39	2	0'-10"	0'-10"	1'-2"		
	2	4'-0"							
W534	S.O.	TO	41	STR				2'-6"	
	3	9'-1"							
W535	8	9'-1"	76	STR					
W536	2	9'-8"	20	2	3'-2"	7'-11"	1'-2"		
SUBTOTAL			4229						
TOTAL CARRIED TO SHEET 2 OF 8									



CALCULATED
MRV
CHECKED
MLC

CULVERT DETAIL
STA 781+16.50

JAC-93-14.35

EXISTING STRUCTURE

TYPE: 48" AND 54" CORRUGATED METAL PIPES
SKEW: 16° L.F.
ALIGNMENT: TANGENT

PROPOSED STRUCTURE

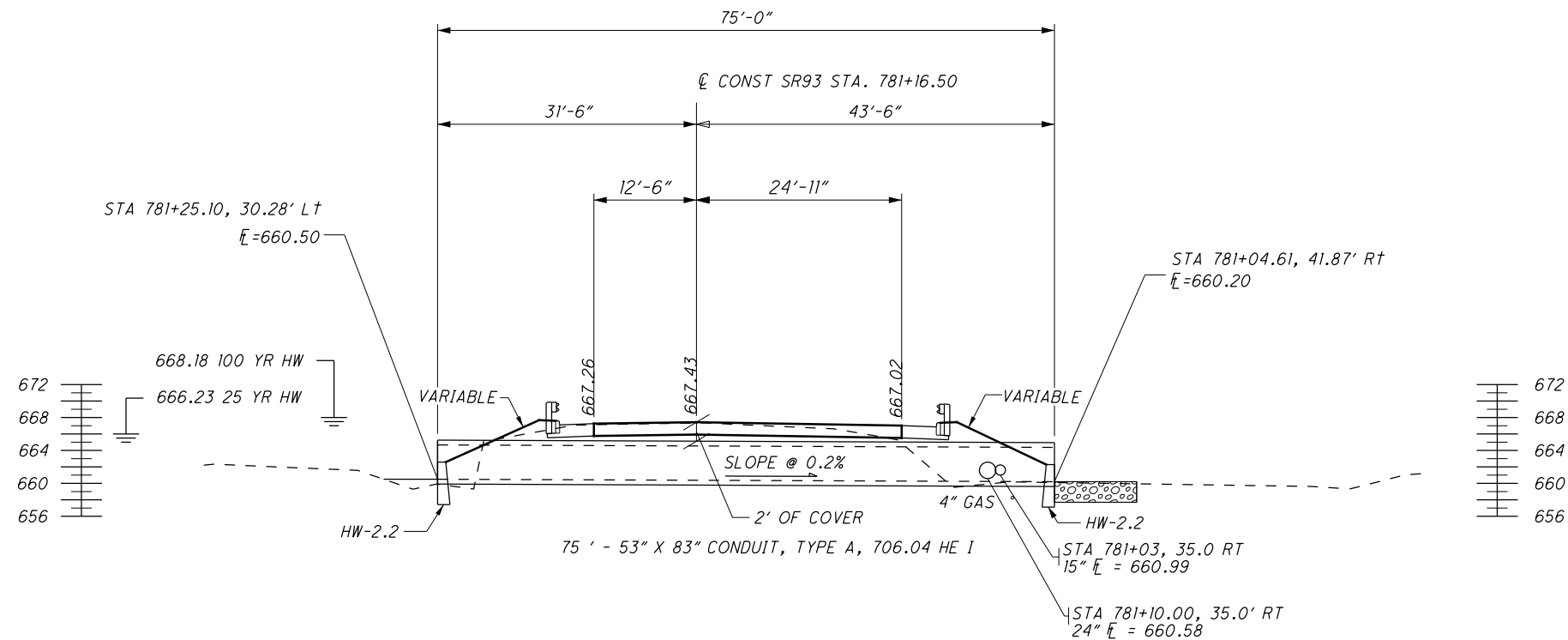
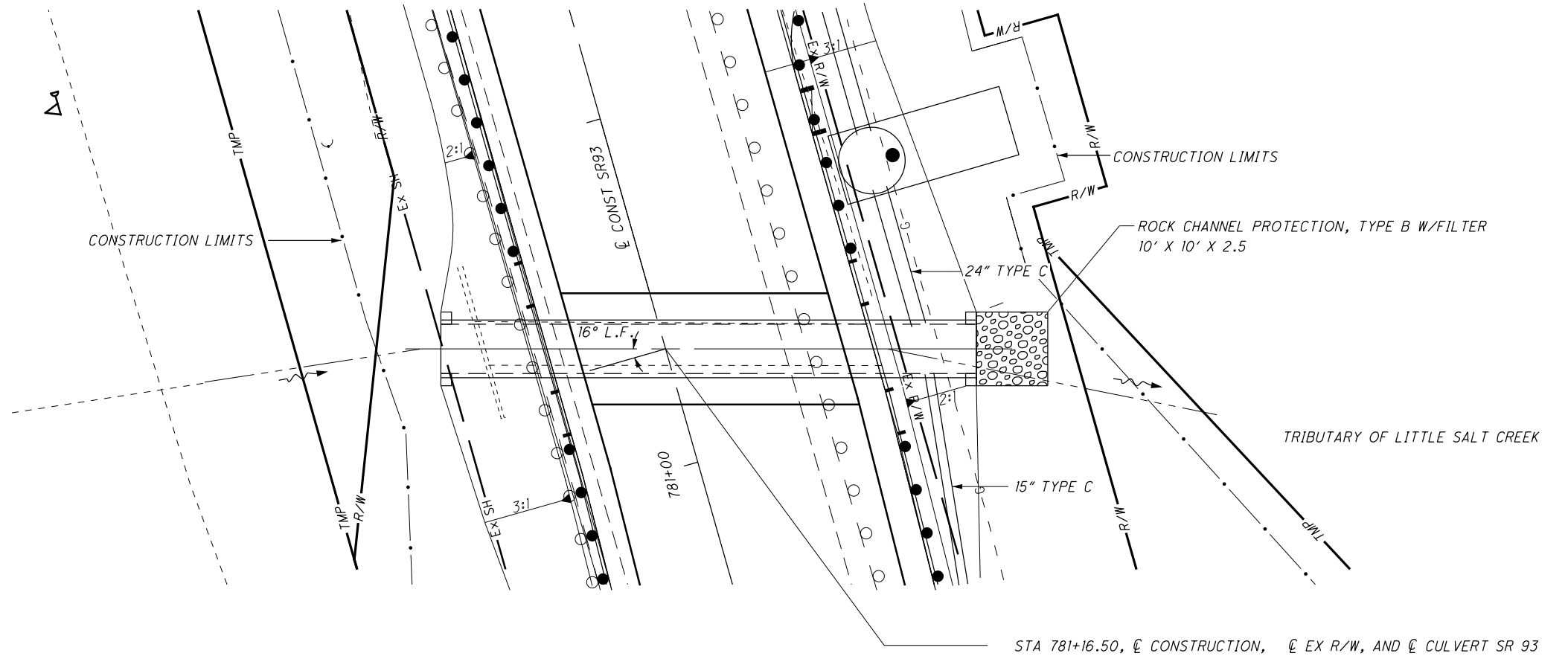
TYPE: 53"X83" ELLIPTICAL CONCRETE PIPE
SKEW: 16° L.F.
ALIGNMENT: TANGENT

HYDRAULIC DESIGN DATA

DRAINAGE AREA : 344 ACRES
Q(25): 230 CFS
HW(25): 666.24 FT
V(25): 11 FT/S
Q(100): 325 CFS
HW(100): 668.81 FT
V(100): 13 FT/S
ORDINARY HIGH WATER MARK: 661.0'

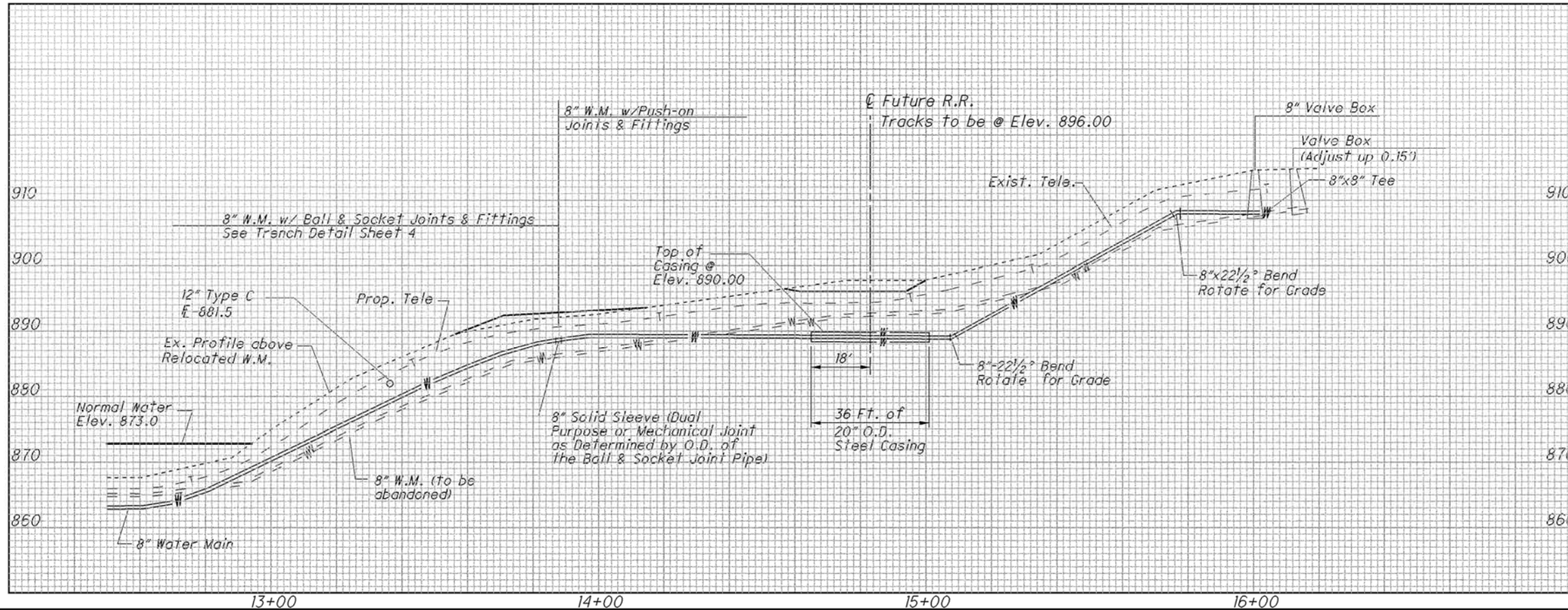
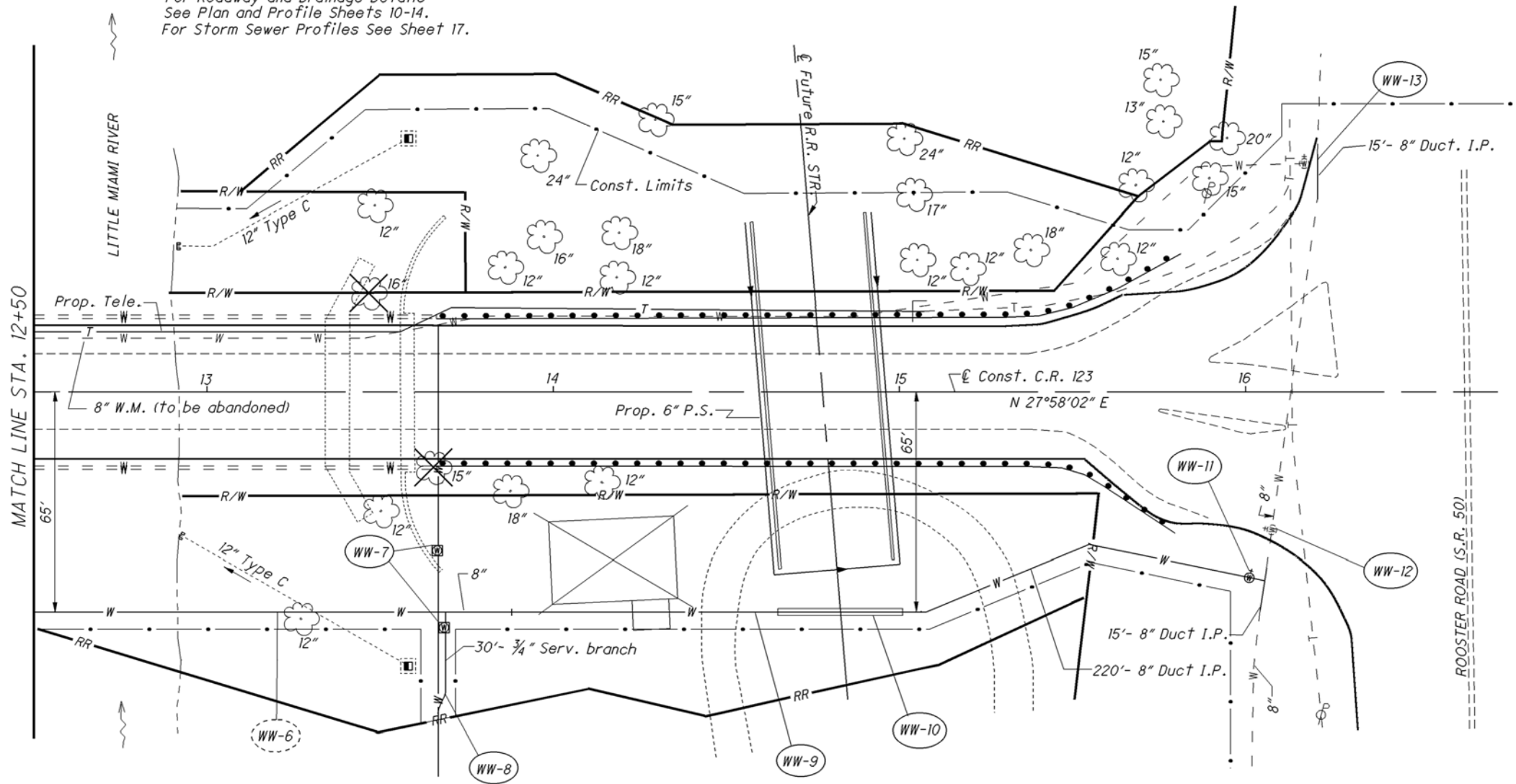
ESTIMATED QUANTITIES CARRIED TO GENERAL SUMMARY

601 ROCK CHANNEL PROTECTION TYPE B W/FILTER	9 CU.YD.
602 CONCRETE MASONRY	3.3 CU.YD.
611 53" X 83" CONDUIT, TYPE A, 706.04 HE I	75 FT.

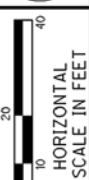


I:\pr\35\tds\SamplePlans\2013\January\DGN\1312_7_0118.dgn 15-JAN-2013 3:08PM fcheek

For Roadway and Drainage Details
See Plan and Profile Sheets 10-14.
For Storm Sewer Profiles See Sheet 17.



SP. 1313-1
DATE: OCTOBER 2006

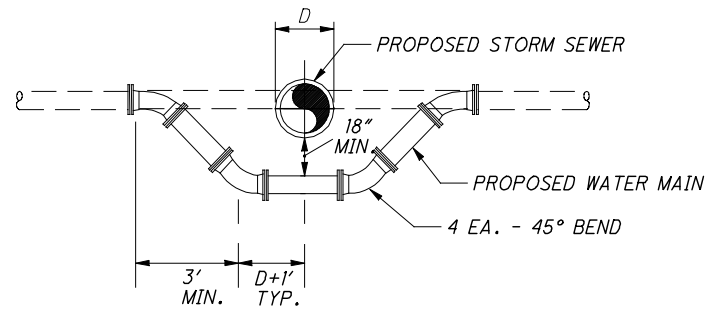


REF NO.	STATION		SIDE	20" Steel Pipe Encasement Open Cut	Valve Box Adjusted To Grade	3/4" Copper Service Branch	Meter and Chamber Removed and Reset	Sheeting and Bracing Ordered and Left in Place	8" Gate Valve & Valve Box
	FROM	TO							
WW-7	13+66	13+70	RT				1		EACH
WW-8	13+67	13+70	RT			30			
WW-9	13+88	16+07	RT	36					1
WW-10	14+65	15+01	RT						
WW-11	16+00	16+00	RT		1				
WW-12	16+08	16+08	RT						
WW-13	16+20	16+20	LT						
TOTALS CARRIED TO GENERAL SUMMARY				36	1	30	1	1	1

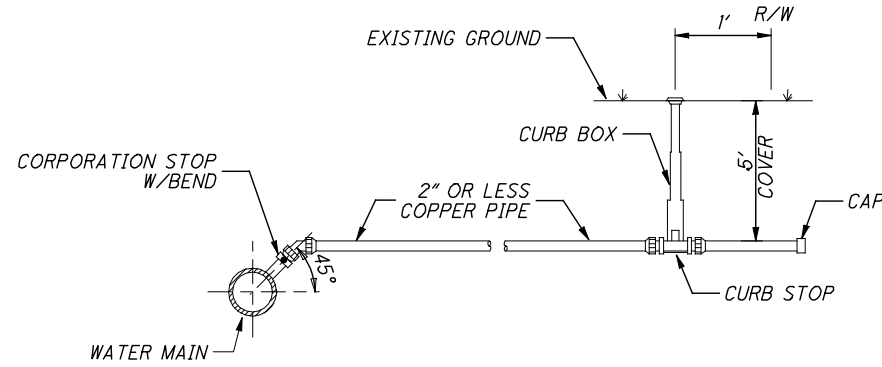
WATER WORK PLAN
STA. 12+50 TO STA. 16+00

CUY-CR123-6.55

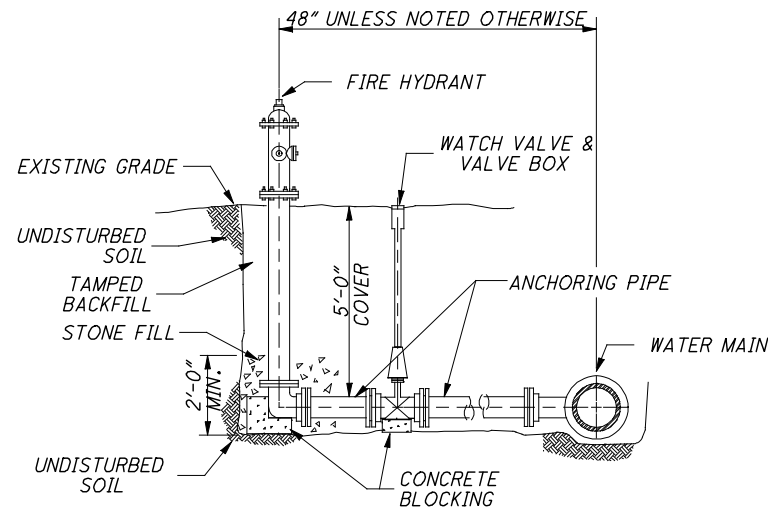
I:\pr\35\tds\SamplePlans\2006October\1313\1313-1.dgn 15-APR-2011 7:39AM mwawski



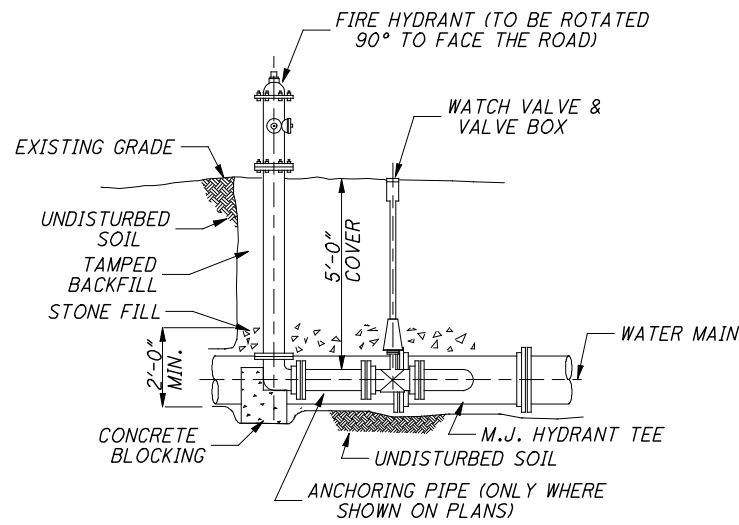
DETAIL "A"
 EXISTING WATER MAIN RELOCATION
 UNDER PROPOSED UTILITY LINE
 (ELEVATION)



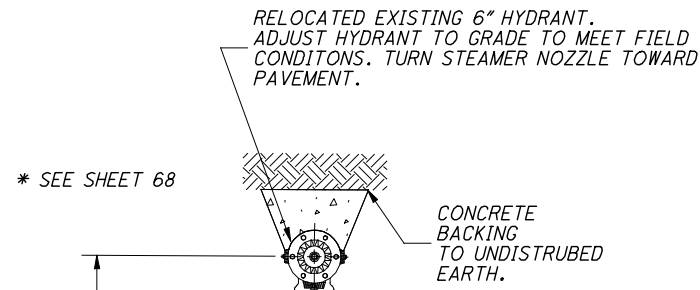
DETAIL "B"
 TYPICAL 2" OR LESS SERVICE CONNECTION
 (ELEVATION)



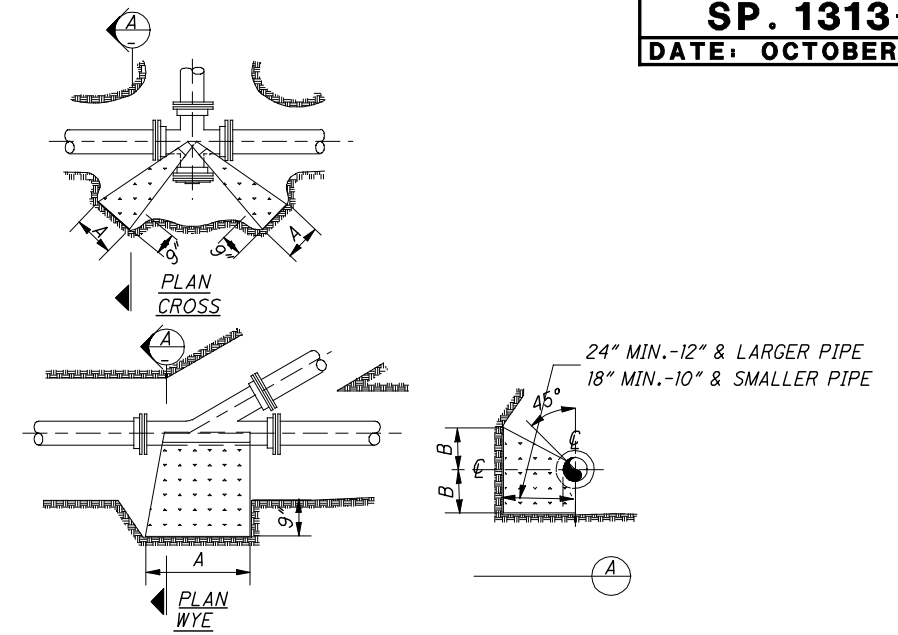
DETAIL "C"
 HYDRANT ASSEMBLY
 PERPENDICULAR TO WATER
 (ELEVATION)



DETAIL "D"
 HYDRANT ASSEMBLY
 PARALLEL TO WATER MAIN
 (ELEVATION)



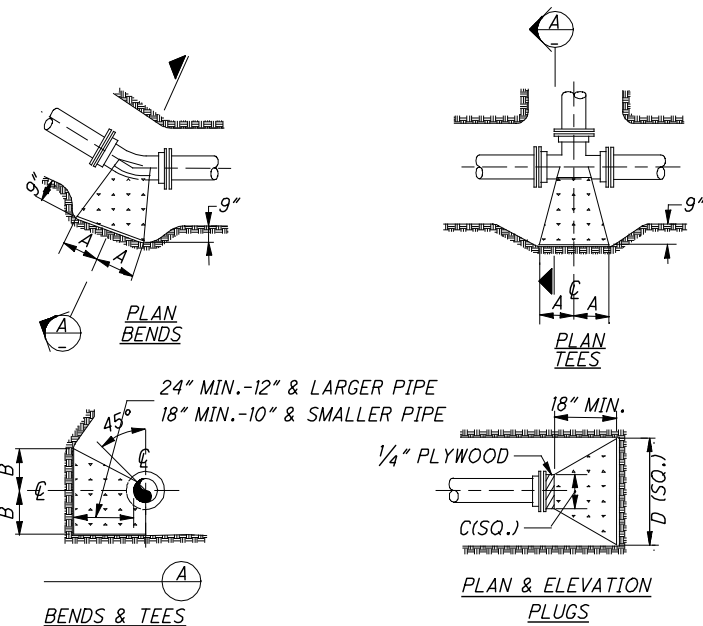
DETAIL "E"
 FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE
 (PLAN)



TYPE	SIZE	CROSS		WYE	
		A	B	A	B
2000 P.S.F. SOIL	6"	11"	13"	10"	12"
	8"	15"	17"	14"	14"
	10"	18"	22"	15"	20"
	12"	21"	26"	18"	23"
	14"	24"	30"	21"	27"
	16"	28"	33"	24"	30"
	20"	33"	42"	27"	43"
	24"	40"	49"	32"	50"

*6" OR LESS

NOTE: BASED ON 150 P.S.I. STATIC PRESSURE PLUS A.W.W.A. WATER HAMMER. ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED GROUND.



TYPE	SIZE	90° BENDS		45° BENDS		22-1/2° & 11-1/4° BENDS		TEES		PLUGS	
		A	B	A	B	A	B	A	B	C	D
2000 P.S.F. SOIL	6"	18"	11"	10"	11"	6"	9"	11"	13"	10"	24"
	8"	25"	14"	14"	14"	9"	11"	15"	17"	12"	32"
	10"	27"	20"	16"	19"	10"	15"	18"	22"	14"	40"
	12"	33"	23"	18"	23"	12"	18"	21"	26"	16"	47"
	14"	39"	26"	22"	26"	13"	22"	24"	30"	18"	54"
	16"	43"	30"	24"	30"	14"	26"	28"	33"	20"	61"
	20"	50"	39"	27"	39"	17"	32"	33"	42"	24"	74"
	24"	60"	45"	33"	45"	20"	38"	40"	49"	28"	88"

*6" OR LESS

NOTE: BASED ON 150 P.S.I. STATIC PRESSURE PLUS A.W.W.A. WATER HAMMER. ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED GROUND.

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202			621			642						
			FROM	TO		RAISED PAVEMENT MARKER REMOVED	RPM (2-way yellow)	RPM (1-way white)	EDGE LINE (White)	EDGE LINE, TYPE 1 (White)	CENTER LINE, TYPE 1 (Dashed-Solid)	CHANNELIZING LINE, TYPE 1	STOP LINE, TYPE 1	LANE ARROW, TYPE 1	WORD ON PAVEMENT, 96", TYPE 1	ISLAND MARKING, TYPE 1 (Yellow)		
			EACH	EACH		EACH	MILE	MILE	MILE	FT	FT	EACH	EACH	SQ FT				
56	CL-1	Const. S.R. 17	46+73	48+00	RT.	7	7				0.024							
56	CL-2	Const. S.R. 17	47+90	48+47	LT.		2				0.010							
56	CL-3	Const. S.R. 17	48+00	48+47	RT.	2	11				0.009							
56	CL-4	Const. S.R. 17	48+47	53+00	LT.		11				0.086							
56	CL-5	Const. S.R. 17	48+47	53+00	RT.	11	6				0.086							
57	CL-6	Const. S.R. 17	53+00	55+48	LT.	6	6				0.047							
57	CL-7	Const. S.R. 17	53+00	55+48	RT.		12				0.047							
57	CL-8	Const. S.R. 17	55+48	57+86	LT.	12					0.045							
57	CL-9	Const. S.R. 17	55+48	56+00	RT.		3				0.011							
57	CL-10	Const. S.R. 17	58+68	59+25	RT.	3	4				0.011							
57	CL-11	Const. MEYERS RD.	10+40	11+15	CL	4	5				0.014							
57	CL-12	Const. MEYERS RD.	8+55	9+41	CL	5	6				0.016							
58	CL-13	Const. S.R. 17	59+25	60+39	RT.	6	1				0.022							
58	CL-14	Const. S.R. 17	64+16	65+00	CL	1	1				0.016							
58	CL-15	Const. S.R. 17	65+00	65+66	CL	2					0.013							
56	EL-1	Const. RAMP A	10+25	10+65	RT.	2			0.009									
56	EL-2	Const. S.R. 17	45+52	48+00	LT.	12	2			0.047								
56	EL-3	Const. S.R. 17	45+30	48+00	RT.	14	12			0.051								
56	EL-4	Const. RAMP B	9+18	9+75	RT.	3	14		0.011									
56	EL-5	Const. S.R. 17	48+00	53+00	LT.	14	3			0.095								
56	EL-6	Const. S.R. 17	48+00	53+00	RT.	14	14			0.095								
57	EL-7	Const. MEYERS RD.	53+00	11+00	LT.	24	14			0.113								
57	EL-8	Const. MEYERS RD.	53+00	8+55	RT.	23	24			0.111								
57	EL-9	Const. MEYERS RD.	11+15	59+25	LT.	8	23			0.029								
57	EL-10	Const. MEYERS RD.	8+55	59+25	RT.	11	8			0.041								
58	EL-11	Const. S.R. 17	59+25	65+00	LT.	21	11			0.109								
58	EL-12	Const. S.R. 17	59+25	65+00	RT.	16	22			0.109								
58	EL-13	Const. S.R. 17	65+00	65+66	LT.	1	29			0.013								
58	EL-14	Const. S.R. 17	65+00	65+66	RT.	1				0.013								
56	CH-1	Const. S.R. 17	45+52	47+70	LT.						218							
57	CH-2	Const. S.R. 17	56+20	57+86	RT.		11				166							
57	CH-3	Const. S.R. 17	58+68	59+25	LT.		9				57							
58	CH-4	Const. S.R. 17	59+25	60+20	LT.		3				95							
56	IM-1	Const. S.R. 17	44+51	45+09	RT.		5			0.019	110							
56	IM-2	Const. S.R. 17	45+52	46+73	RT.	6	6			0.046	10							
58	IM-3	Const. S.R. 17	60+39	64+16	LT&RT	11	12			0.143								
56	SL-1	Const. RAMP A	10+28		LT&RT		19					29						
56	SL-2	Const. S.R. 17	50+07	50+27	LT.							20				108		
57	SL-3	Const. MEYERS RD.	9+41		LT.							12				26		
57	SL-4	Const. MEYERS RD.	10+40		RT.							14				255		
56		Const. S.R. 17	45+62									2						
56		Const. S.R. 17	46+62										2		2			
56		Const. S.R. 17	47+60										2					
56		Const. S.R. 17	52+11										1					
56		Const. S.R. 17	52+25										1					
57		Const. S.R. 17	56+98											1				
57		Const. S.R. 17	56+20											1				
57		Const. S.R. 17	57+76											1				
57		Const. S.R. 17	58+78											1				
SUBTOTALS						240		112	204	0.020		0.663	656	75	9	3	389	
TOTALS CARRIED TO GENERAL SUMMARY						240		316		0.84		0.66	656	75	9	3	389	

PAVEMENT MARKING SUBSUMMARY

UNI-17-3.14

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630										SIGNED	DATE	
							SIGN, FLAT SHEET	ONE WAY SUPPORT, No. 3 POST	GROUND MOUNTED SUPPORT, No. 3 POST	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10x12	REMOVAL OF GROUND MOUNTED SIGN & RE-ERECTION	REMOVAL OF GROUND MOUNTED SIGN & DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT & DISPOSAL	REMOVAL OF GROUND MOUNTED MAJOR SIGN & DISPOSAL	SIGN ERECTED, EXTRUSHEET	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION			BREAKAWAY STRUCTURAL BEAM CONNECTION
							SQ FT	FT	FT	FT	EACH	EACH	EACH	EACH	SQ FT	EACH	EACH		
56	S1	⊕ Const. S.R. 17	44+91	LT.	M3-1-24	24" x 12"	2.0												
					M1-1-24-2	24" x 24"	4.0												
					M6-1-24	24" x 18"	3.0												
					M2-H7-66	66" x 24"	11.0												
56	S2		40+41	LT.	R1-1-48	48" x 48"	16.0	14.5	13.5										
					R6-1-48	48" x 18"	6.0												
					R5-1-36	36" x 36"	9.0												
					R6-1-48	48" x 18"	6.0												
56	S3		45+60	LT.	R3-H8ba-36	36" x 30"	7.5		12.5										
56	S4		47+80	LT.	D1-H6	192" x 72"				17.5-18.0				96	2	2			
56	S5		48+40	RT.	R3-9b-24	24" x 36"	6.0		14										
56	S6		48+75	LT.	R3-H9j-24	24" x 6"	1.0												
56	S7		49+93	LT.	R3-H8dg-36	36" x 30"	7.5		12.5										
56	S8		50+05	LT.	D-3				10										
56	S9		50+05	LT.	R2-1-30	30" x 30"	6.25		12.5										
56	S10		46+20	RT.	M3-2-24	12" x 24"	2.0			14-14									
			46+20	RT.	M1-5-24-3	24" x 30"	5.0												
56	S10		54+36	RT.	R3-H8dg-36	36" x 30"			7.5										
57	S11		53+00	LT.	M2-1	24" x 12"	2.0												
					M1-1-24-2	24" x 24"	4.0		13										
57	S12		55+56	LT.	R3-H9j-24	24" x 6"	1.0												
					R3-9b-24	24" x 36"	6.0		14										
57	S13		55+56	RT.	R3-H8bh-36	36" x 30"	7.5		12.5										
57	S14		57+25	RT.	R3-H8bh-36	36" x 30"	7.5		12.5										
57	S15		56+89	LT.	M1-5-30-3	30" x 24"	5.0		11										
57	S16		57+72	RT.	D-3				10										
57	S17		58+31	LT.	R2-1-30	30" x 30"	6.25		13.5-13.5										
					R5-H2b-24														
57	S18		58+48	LT.	R2-1-30	30" x 30"	6.25		11										
57	S19		58+65	RT.	R2-1-30	30" x 30"	6.25		13.5-13.5										
					R5-H2b-24														
57	S20		59+47	RT.	R2-1-30	30" x 30"	6.25		13.5-13.5										
					R5-H2b-24														
58	S21		59+25	LT.	R3-H8bh-36	36" x 30"	7.5		12.5										
58	S22		59+38	RT.	M1-5-24-3	30" x 24"	5.0		11										
58	S23	⊕ Const. S.R. 17	60+86	LT.	R3-H8bh-36	36" x 30"	7.5		12.5										
56	R1	⊕ Const. S.R. 17	44+91	LT.							4	1							
56	R2		40+41	LT.							3	1							
56	R3		47+80	LT.						3		1							
56	R4		47+65	RT.	W6-3						1	1							
56	R5		49+93	LT.							1	1							
56	R6		50+05	LT.							1	1							
56	R7		46+20	RT.							2	1							
56	R8	⊕ Const. S.R. 17	54+36	RT.							1	1							
SUBTOTALS							170.25	14.5	311.5	35.5	3	13	7	1	96	2	2		
TOTALS CARRIED TO GENERAL SUMMARY							170	15	312	36	3	13	7	1	96	2	2		

SIGNING SUBSUMMARY

UNI-17-3.14



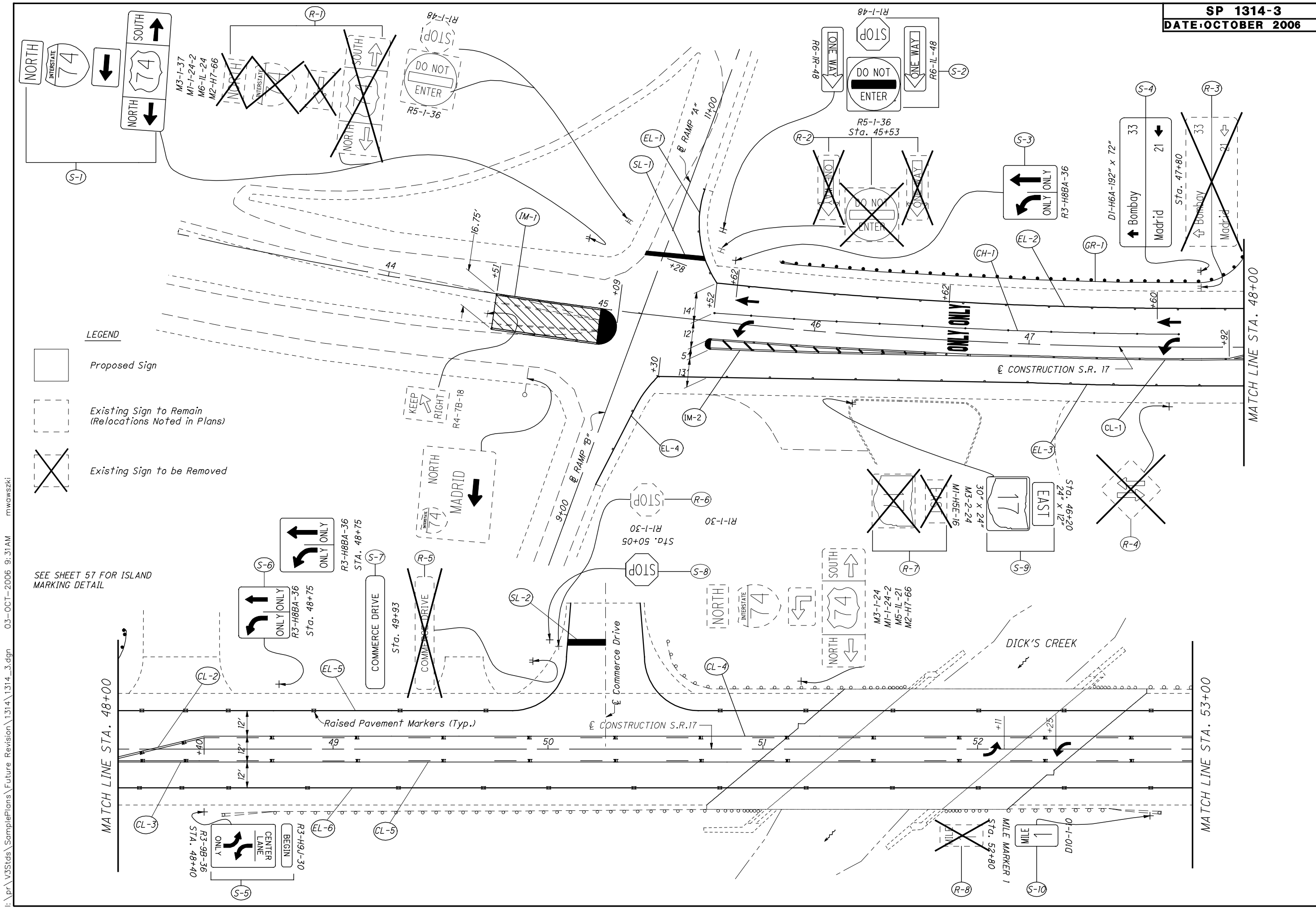
0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
DAM
CHECKED
JAG



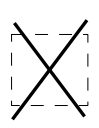
**SIGN AND PAVEMENT
MARKING PLAN**

UNI-17-3.14

56
65

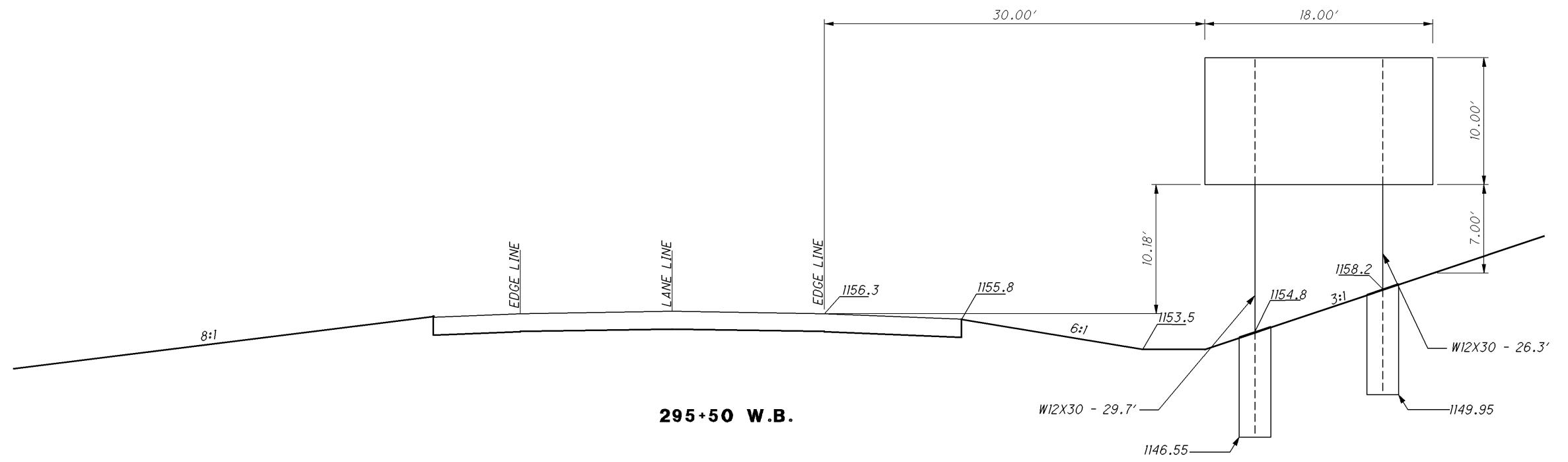
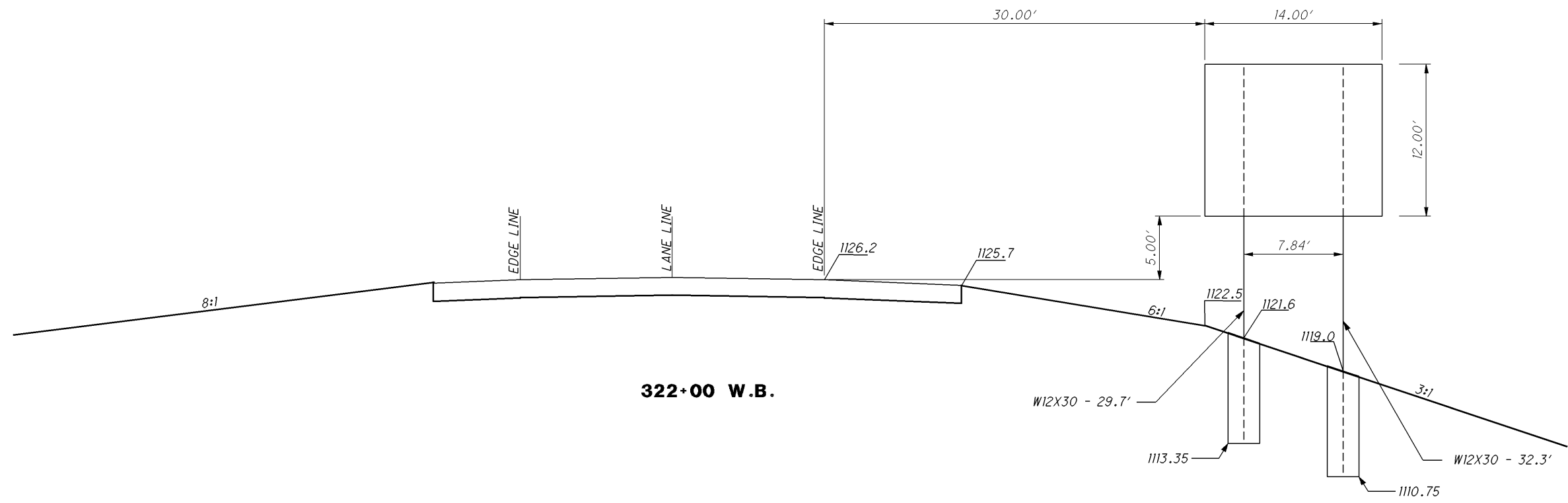


LEGEND

-  Proposed Sign
-  Existing Sign to Remain (Relocations Noted in Plans)
-  Existing Sign to be Removed

SEE SHEET 57 FOR ISLAND MARKING DETAIL

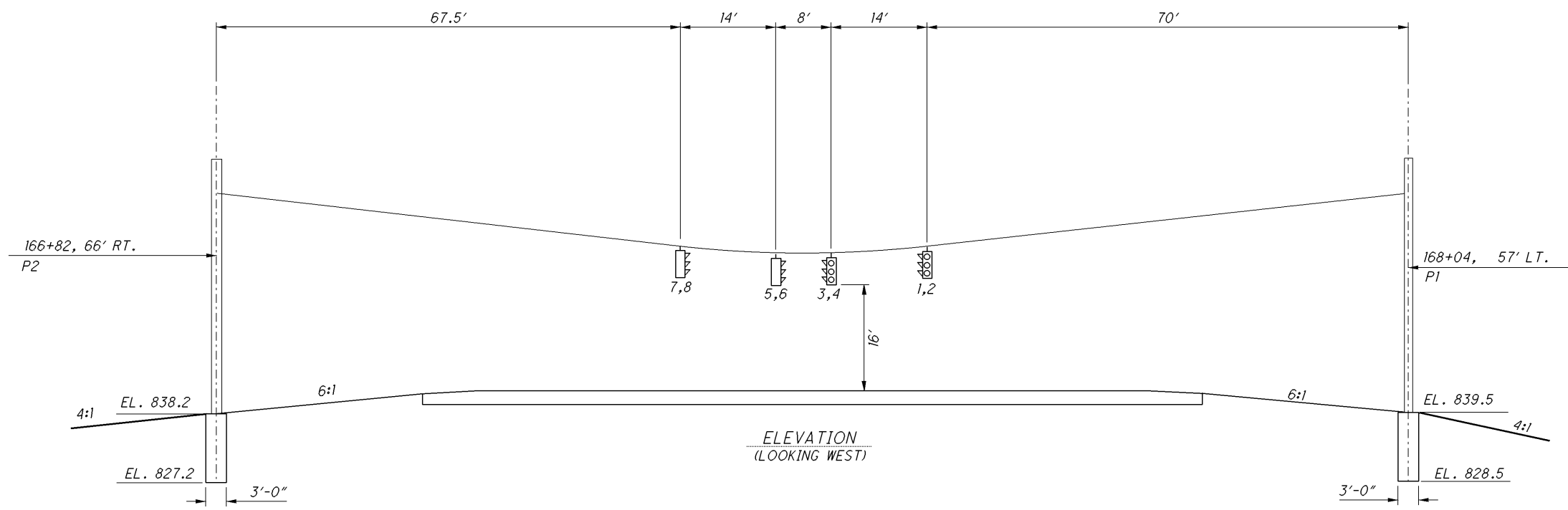
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GUIDE SIGN ELEVATION DETAILS

**FRA-161-23.20
LIC-161-0.00**

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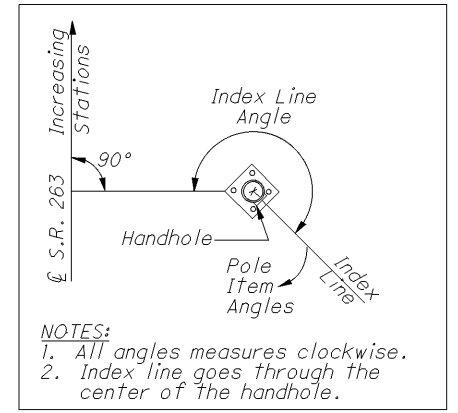
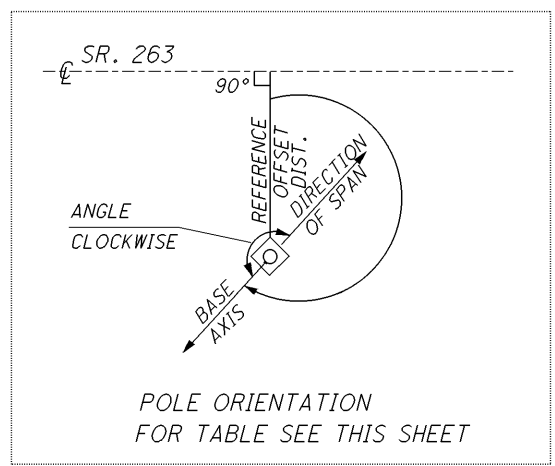


POLE SIZE AND FOUNDATION ELEVATION					ORIENTATION OF ACCESSORIES (Angles Measured from Index Line)				
POLE NUMBER	POLE DESIGN	POLE SIZE	ELEVATION TOP OF FOUNDATION	ELEVATION BOTTOM OF FOUNDATION	SERVICE CABLE 1-1/2"	HAND HOLE	CABLE ENTRANCE	SPAN WIRE ATTACHMENT	LUMINAIRE
P-1	10	34'	839.5	828.5	----	0	180°	180°	----
P-2	10	34'	838.2	827.2	25'	0	180°	180°	----

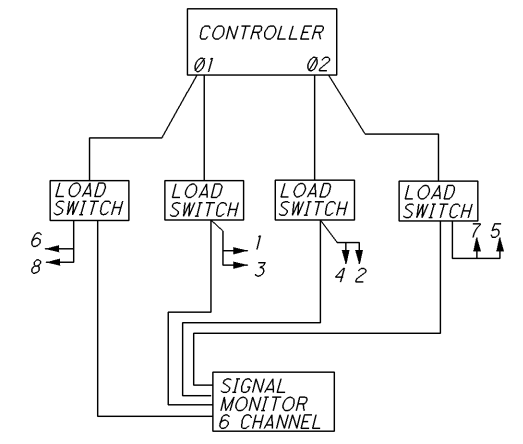
SIGNAL HEAD MOUNTING DATA			
SIGNAL	PAVEMENT ELEVATION	ACTUAL CLEARANCE FROM PAVE.	ELEVATION BOTTOM OF SIGNAL
1,2	842.2	16.7	858.9
3,4	841.9	16.1	857.9
5,6	841.9	16.4	858.3
7,8	841.9	17.1	858.9

SIGNAL TIMING		
	PHASE 1	PHASE 2
MINIMUM	15	15
MAXIMUM	25	25
EXTENSION	3	3
ADDED INITIAL	1.0	
FLASH	Y	R
RECALL		----
Y-CLEAR	4	4
ALL-RED	2	2
INITIALIZE	6	R

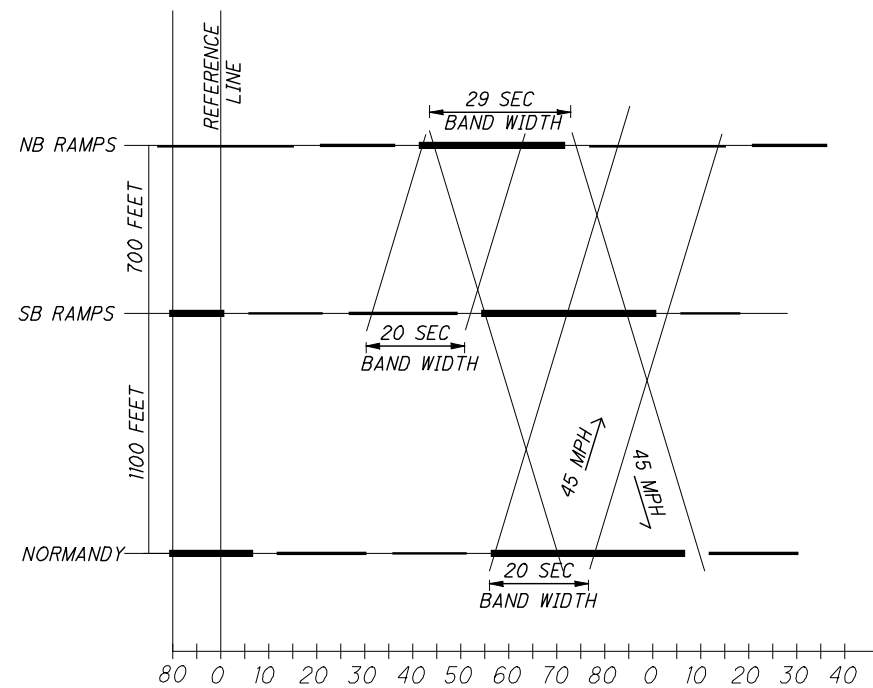
SIGNAL DISPLAY SEQUENCE CHART						
SIGNAL HEADS	FLASH	PHASE				
		INTERVAL 1		INTERVAL 2		
1	Y	G	Y	R	R	R
2	R	R	R	R	G	Y
3	Y	G	Y	R	R	R
4	R	R	R	R	G	Y
5	R	R	R	R	G	Y
6	Y	G	Y	R	R	R
7	R	R	R	R	G	Y
8	Y	G	Y	R	R	R



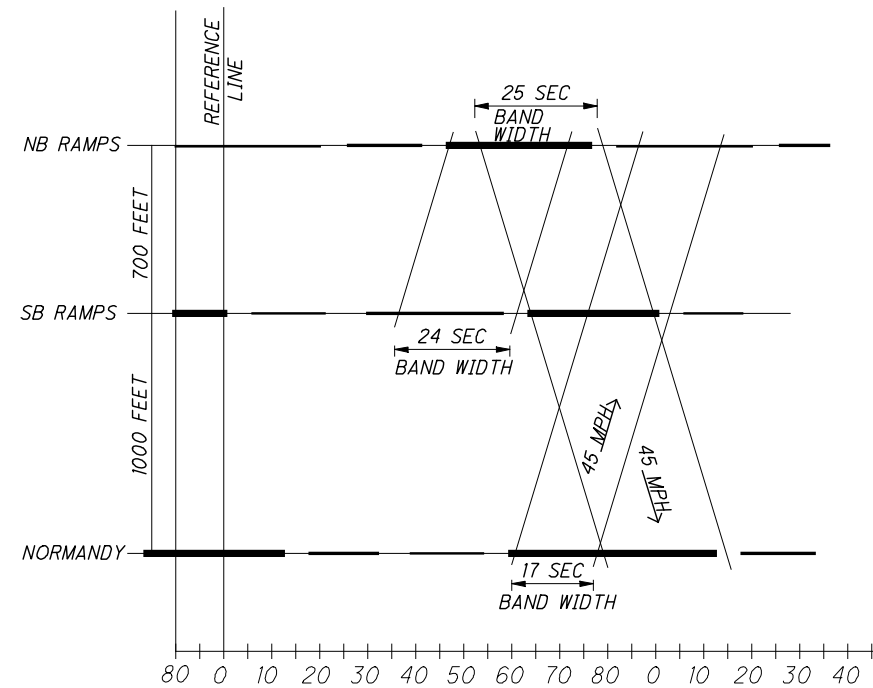
LOOP DETECTOR CHART							
LOOP	PHASE	SIZE	NO. OF TURNS	MODE	LOOP DET. UNIT	DELAY	DELAY INHIBIT PHASE
D-1	2	6 x 6	3	PULSE	1	-	-
D-2	2	6 x 18	2	PULSE	1	-	-
D-3	6	6 x 18	2	PULSE	2	-	-
D-4	6	6 x 6	3	PULSE	2	-	-
D-5	8	6 x 6	3	PULSE	3	3	8
D-6	8	6 x 18	2	PULSE	3	3	8
D-7	4	6 x 18	2	PULSE	4	3	4
D-8	4	6 x 6	3	PULSE	4	3	4
D-9	8	6 x 30	2	PRESENCE	5	3	8
D-10	8	6 x 30	2	PRESENCE	6	6	8
D-11	4	6 x 14	2	PRESENCE	7	6	4
D-12	4	6 x 14	2	PRESENCE	8	3	4



APPROACH MONITORING HOOK-UP DIAGRAM



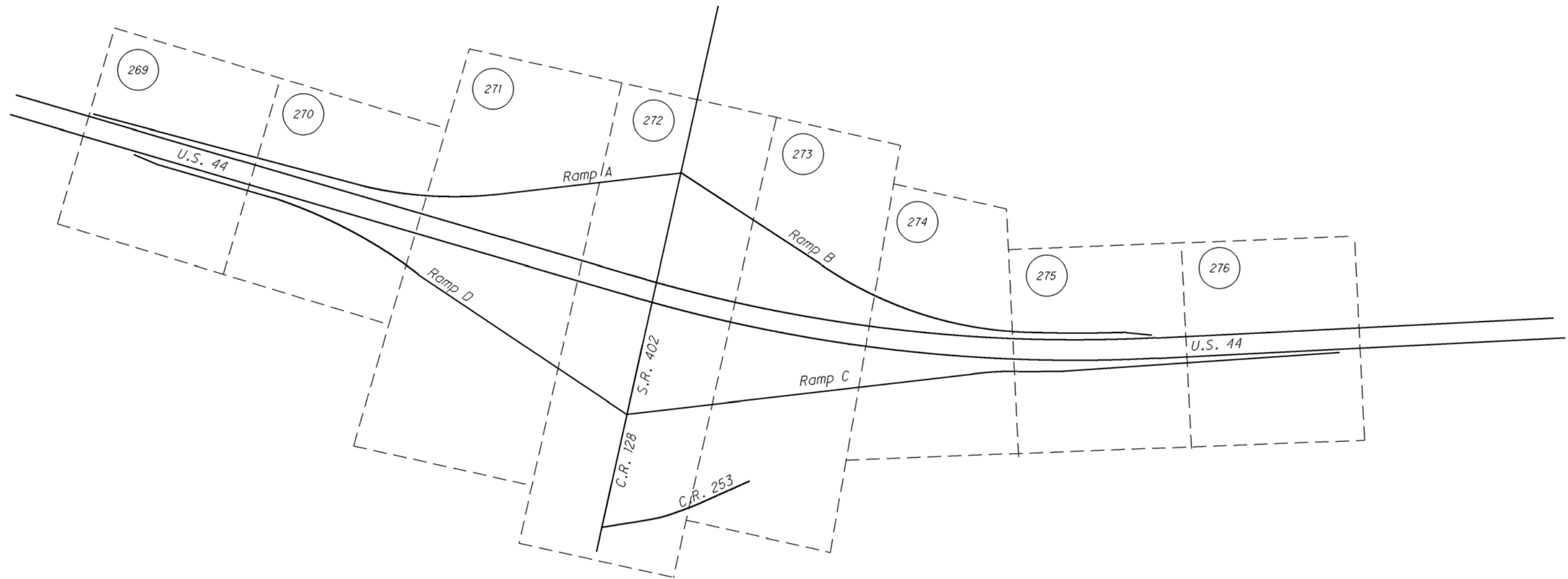
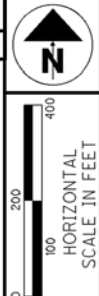
90 SECOND CYCLE LAGGING LEFT
PROTECTED ONLY LEFT TURN
MORNING & OFF PEAK
DIAL #1













90 SECOND CYCLE LAGGING LEFT
PROTECTED ONLY LEFT TURN
EVENING PEAK
DIAL #2

SR 18 GREEN **▬**
RAMP GREEN **▬▬**
PROTECTED LEFT TURN **▬▬▬**

TIME-SPACE DIAGRAMS



LEGEND

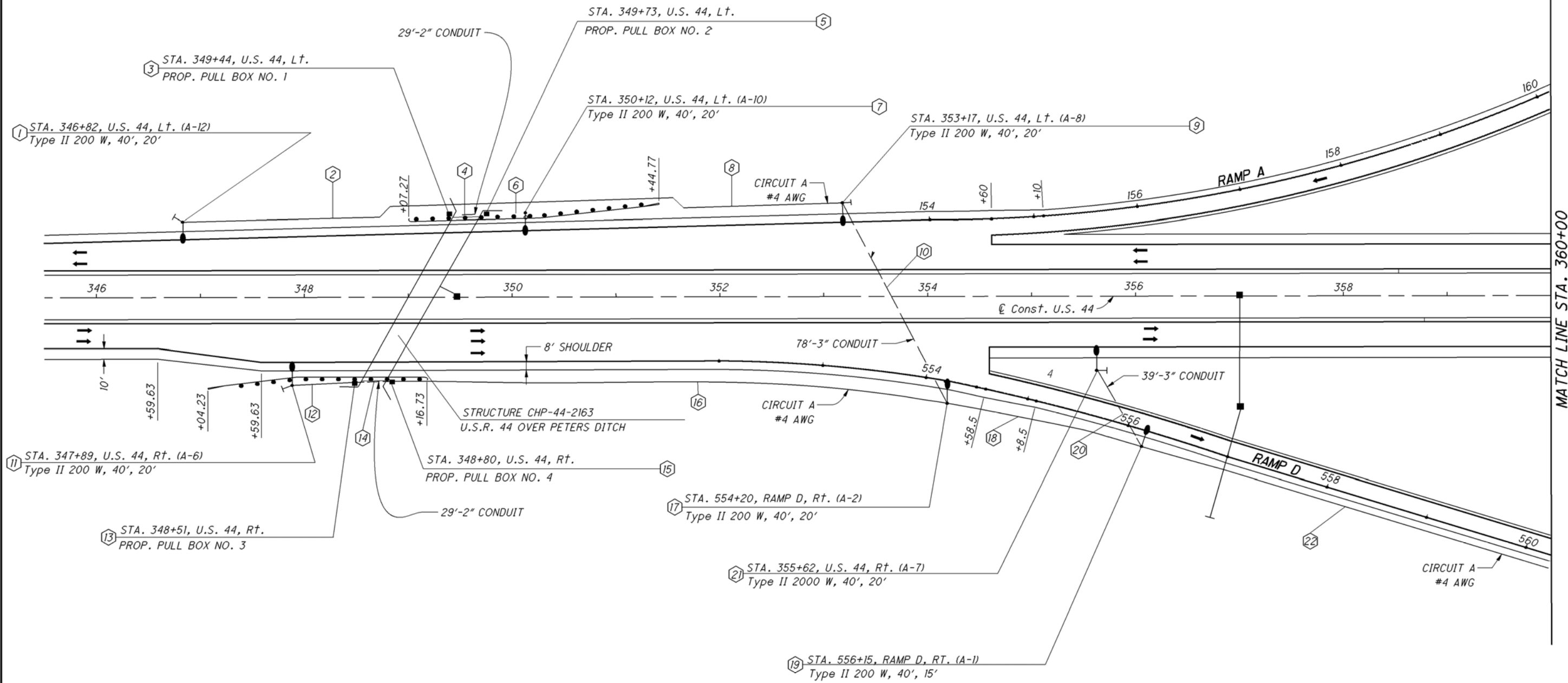
-  PROPOSED GUARDRAIL
-  SUB-SUMMARY REFERENCE NUMBER
-  LIGHTING CIRCUIT
-  CONDUIT OR DUCT CABLE (AS LABELED)
-  WITH CONDUCTORS (AS INDICATED)
-  CATCH BASIN, PIPE AND HEADWALL
-  LIGHT POLE AND LUMINAIRE, INITIAL INSTALLATION
-  CONTROL CENTER
-  PULL BOX
-  CIRCUIT STUB AND CAP

POLE LEGEND

TYPE OF LUMINAIRE	STATION		OFFSET		CIRCUIT NUMBER	POLE NUMBER	POLE REF NO.
	WATTAGE OF LUMINAIRE	SUPPORT HEIGHT	BRACKET ARM LENGTH				



CALCULATED
RMM
CHECKED
CWR



MATCH LINE STA. 360+00

LIGHTING PLAN
STA. 345+50 TO STA. 360+00

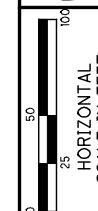
CHP - 44 - 11.29

FOR LEGEND, SEE SHEET 264.
FOR QUANTITIES, SEE SHEET 267.

REFERENCE NUMBER	SHEET No.	SIDE	ROADWAY	STATION TO STATION	625																			
					Luminaire, Style B, Type II, 200 W H.P.S., 480V EACH	Luminaire, Style B, Type III, 200 W H.P.S., 480V EACH	Light Pole, Design AT15B40 EACH	Light Pole, Design AT20B40 EACH	Light Pole Foundation, 24" x 8' Deep EACH	Pull Box, 725.08, 18" EACH	Trench, 24" FOOT	Conduit, 2", 725.04 FOOT	Conduit, 3", 725.04 FOOT	No. 4 AWG 5000 V Distribution Cable FOOT	No. 10 AWG Pole & Bracket Cable FOOT	1/2" Duct Cable W/3 No. 4 AWG 5000 V Cables FOOT	Connection, Fused Pull-Apart EACH	Connection, Unfused Pull-Apart EACH	Connection, Unfused Bolted EACH	Connection, Unfused Permanent EACH	Power Service, As Per Plan EACH	Ground Rod EACH	Structure Grounding System EACH	Plastic Caution Tape FOOT
SHEET 269																								
1	269	L†	US-44	346+82		1		1					124		2									
2	269	L†	US-44	346+82 to 349+44						262										1		262		
3	269	L†	US-44	349+44																				
4	269	L†	US-44	349+44 to 349+73							1								2					
5	269	L†	US-44	349+73						29		117												
6	269	L†	US-44	349+73 to 350+12						39													39	
7	269	L†	US-44	350+12		1		1	1				124		2									
8	269	L†	US-44	350+12 to 353+17						305											1		305	
9	269	L†	US-44	353+17		1		1	1				124		2									
10	269	L/R	44/D	353+17 to 554+20						212		146									1		212	
11	269	R†	US-44	347+89		1		1	1				124		2									
12	269	R†	US-44	347+89 to 348+51						62											1		62	
13	269	R†	US-44	348+51																2				
14	269	R†	US-44	348+51 to 348+80							1													
15	269	R†	US-44	348+80							1									2				
16	269	R†	44/D	348+80 to 554+20						540													540	
17	269	R†	RAMP D	554+20		1		1	1				124		1	1	2							
18	269	R†	RAMP D	554+20 to 556+15						195											1		195	
19	269	R†	RAMP D	556+15		1		1	1				114		1	1	2							
20	269	R†	44/D	355+62 to 556+15						85		39									1		85	
21	269	R†	US-44	355+62		1		1	1				124		2									
22	269	R†	RAMP D	556+15 to 560+30						415											1		415	
SHEET 270																								
23	270	R†	SR-402	54+90		1		1	1				114		2									
24	270	L/R	SR-402	53+88 to 54+90						188		97									1		188	
25	270	L†	SR-402	53+88		1		1	1				124		2									
26	270	L†	SR-402	51+32 to 53+88						256													256	
27	270	L†	SR-402	51+32							1									2				
28	270	L†	SR-402	48+78 to 51+32						20	254		792								1		20	
29	270	L†	SR-402	48+78																2				
30	270	L†	128/402	45+10 to 48+78						368		80											368	
31	270	L/R	D/128	560+30 to 45+20						660													660	
32	270	R†	SR-402	46+22		1		1	1				114		2									
33	270	L/R	128/402	45+10 to 46+22						170		115									1		170	
34	270	R†	128/C	45+20 to 475+86						1030													1030	
35	270	L†	CR-128	45+10		1		1	1				114		1	1	2							
36	270	L†	CR-128	44+10 to 45+10						100											1		100	
37	270	L†	CR-128	44+10																				
38	270	L†	CR-128	44+10 to 45+20						110													110	
39	270	L/R	CR-128	44+10 to 45+20						159		49											159	
40	270	L†	RAMP B	275+49		1		1	1				114		2									
41	270	L†	USR-44	357+98																				
42	270	L†	RAMP B	275+49 to 276+01		1		1	1				124		2									
43	270	L/R	B/44	275+49 to 357+98						83		83									1		52	
SUBTOTALS CARRIED TO GENERAL SUMMARY					6	7	5	8	13	6	5311	312	609	1026	1562	5471	23	3	6	12	1	13	1	5311

LIGHTING PLAN SUB-SUMMARY

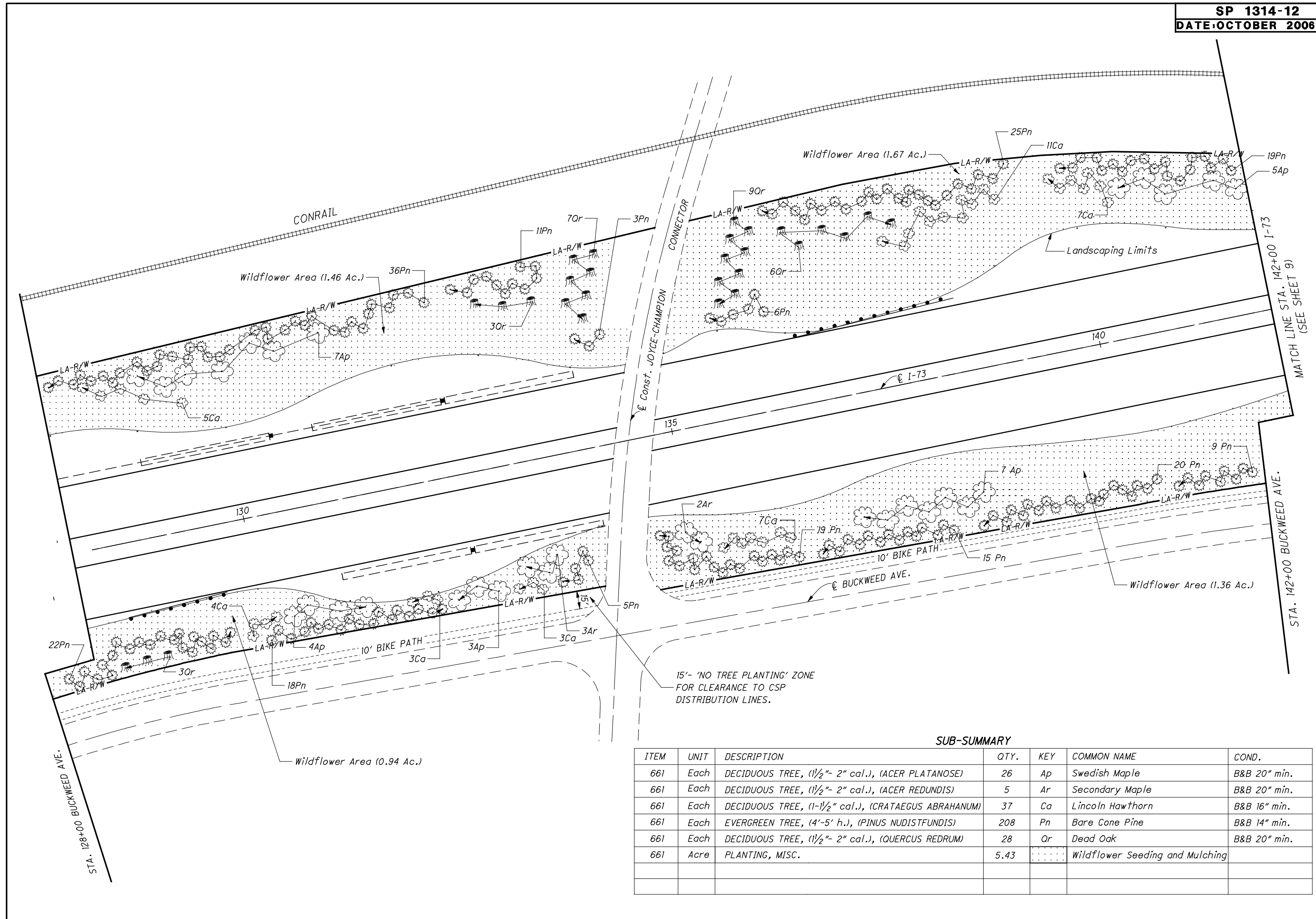
CHP - 44 - 11.29



CALCULATED
MTG
CHECKED
CJM

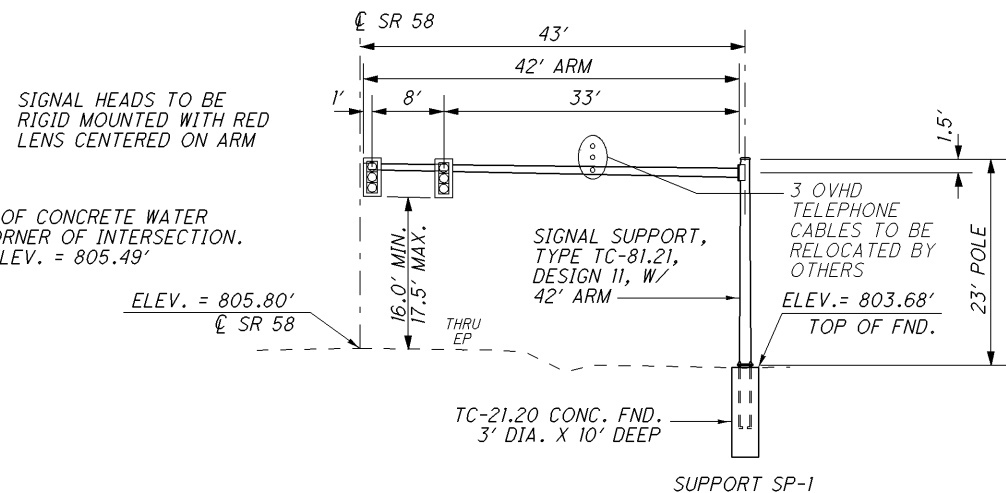
LANDSCAPING PLAN

LUC-73-3.93



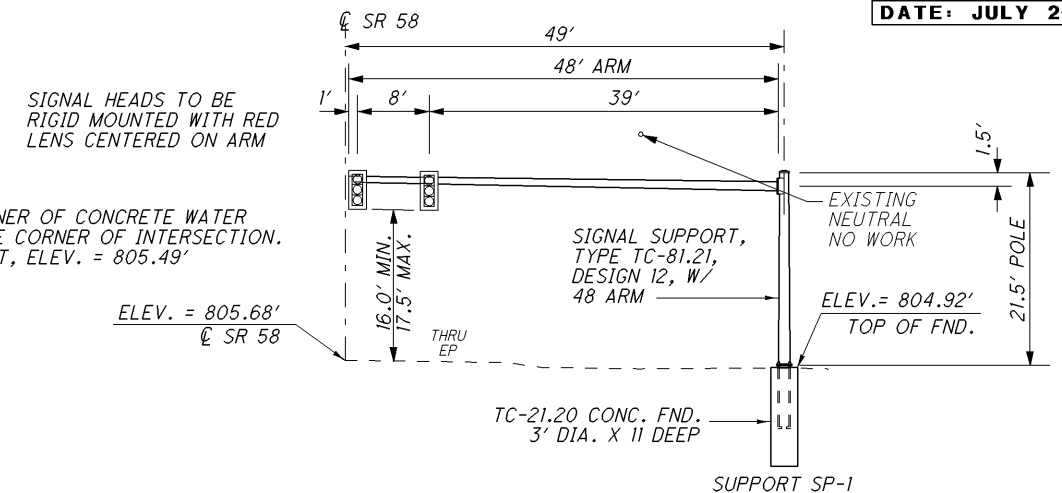
SUB-SUMMARY

ITEM	UNIT	DESCRIPTION	QTY.	KEY	COMMON NAME	COND.
661	Each	DECIDUOUS TREE, (1½"- 2" cal.), (ACER PLATANOSE)	26	Ap	Swedish Maple	B&B 20" min.
661	Each	DECIDUOUS TREE, (1½"- 2" cal.), (ACER REDUNDIS)	5	Ar	Secondary Maple	B&B 20" min.
661	Each	DECIDUOUS TREE, (1-1½" cal.), (CRATAEGUS ABRAHANUM)	37	Ca	Lincoln Hawthorn	B&B 16" min.
661	Each	EVERGREEN TREE, (4'-5' h.), (PINUS NUDISTFUNDIS)	208	Pn	Bare Cone Pine	B&B 14" min.
661	Each	DECIDUOUS TREE, (1½"- 2" cal.), (QUERCUS REDRUM)	28	Qr	Dead Oak	B&B 20" min.
661	Acre	PLANTING, MISC.	5.43		Wildflower Seeding and Mulching	



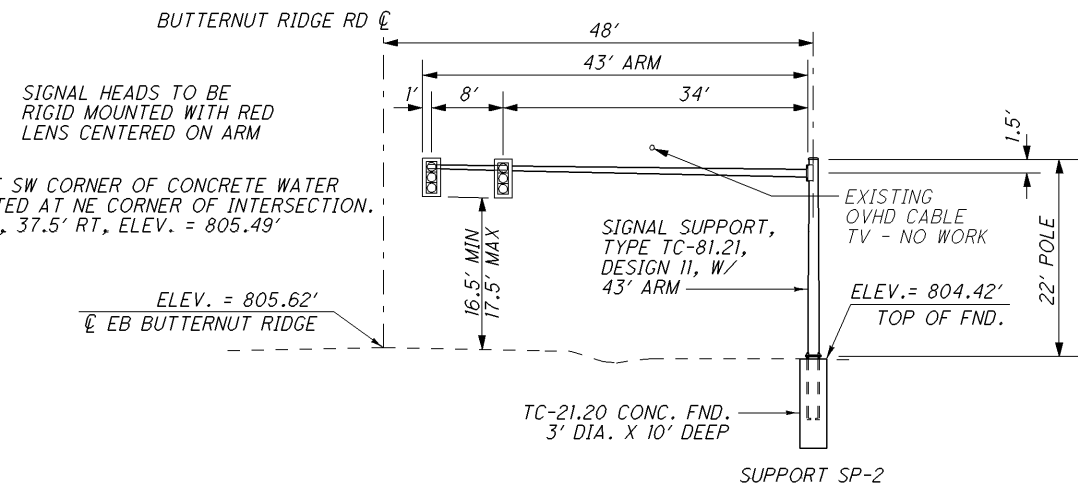
**SIGNAL SUPPORT SP-1
ELEVATION VIEW**

STA 898+69.9, 43' LT
LOOKING SOUTH



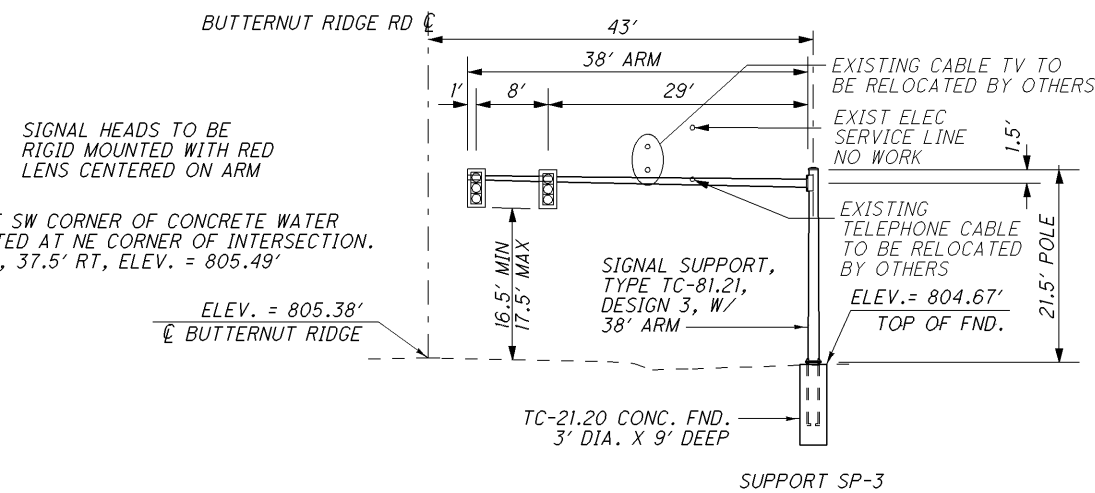
**SIGNAL SUPPORT SP-4
ELEVATION VIEW**

STA 899+60.6, 49' RT
LOOKING NORTH



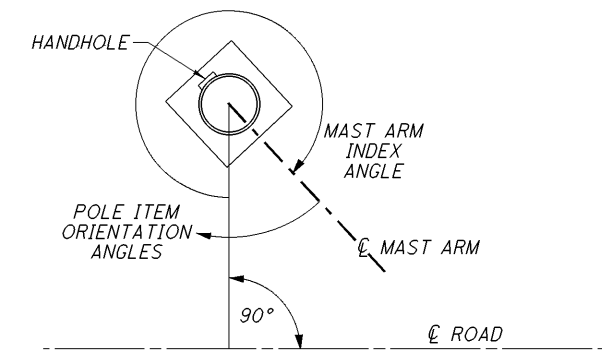
**SIGNAL SUPPORT SP-2
ELEVATION VIEW**

STA 550+43.4, 48' RT
LOOKING EAST



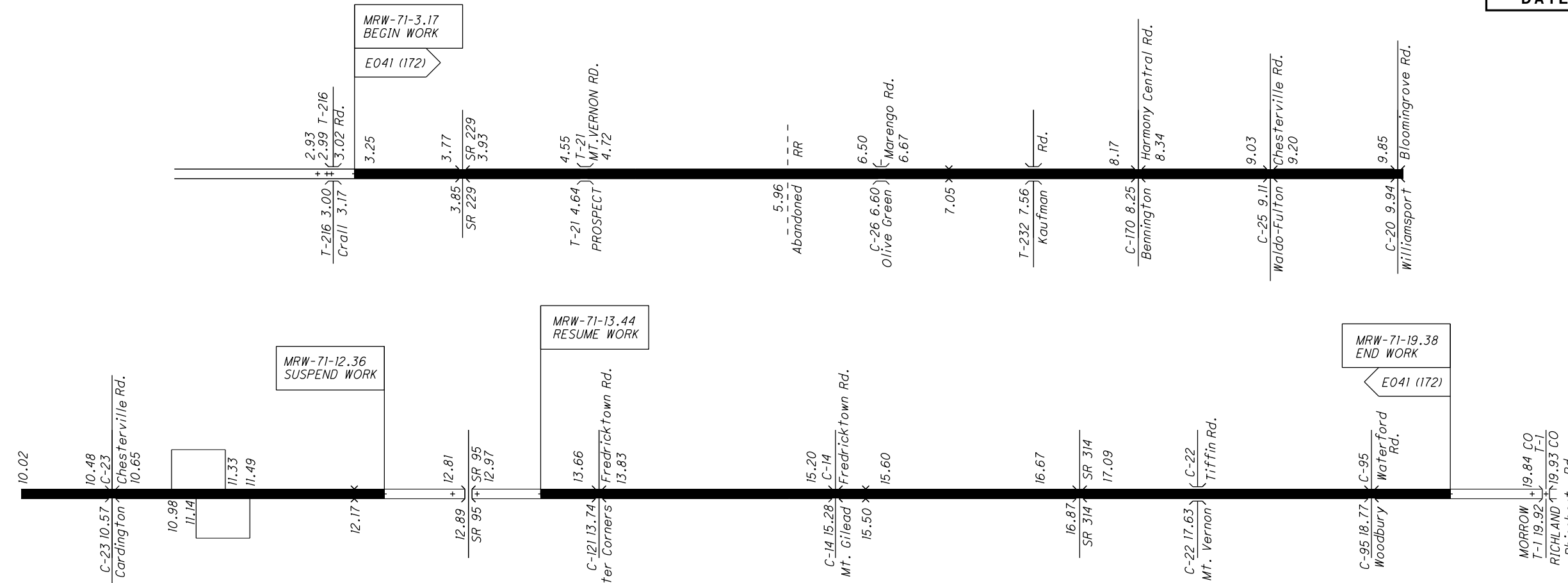
**SIGNAL SUPPORT SP-3
ELEVATION VIEW**

STA 49+65.1, 43' LT
LOOKING WEST

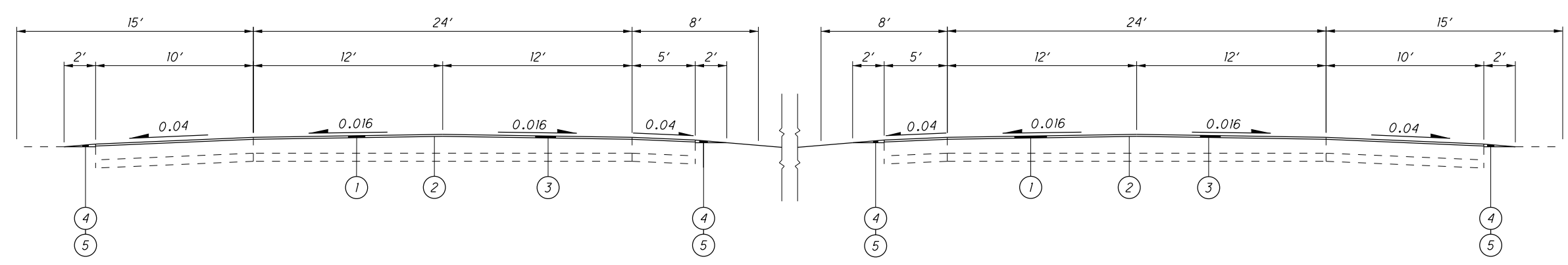


SUPPORT NO.	MAST ARM INDEX ANGLE	ORIENTATION ANGLES (DEG.) FROM MAST ARM					
		POWER SERVICE	CONTROLLER	HANDHOLE	3" CONDUIT	2" CONDUIT	2" CAPPED CONDUIT
SP-1	0°			180°	270°	90°	
SP-2	0°			180°	283°	180°	
SP-3	0°			180°	240°	90°	
SP-4	0°	90°		180°	180°	90°	

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*** NOTES**
MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE. SHOULDER WIDTH MAY VARY NEAR EXISTING RAMPS AND CROSSOVERS.



LEGEND

- ① ITEM 254 - 1/2" PAVEMENT PLANING, ASPHALT CONCRETE
- ② ITEM 407 - TACK COAT @ 0.075 GALLONS PER SQ. YD.
- ③ ITEM 441 - 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG 64-22
- ④ ITEM 408 - PRIME COAT @ 0.4 GALLONS PER SQ. YD.
- ⑤ ITEM 617 - COMPACTED AGGREGATE

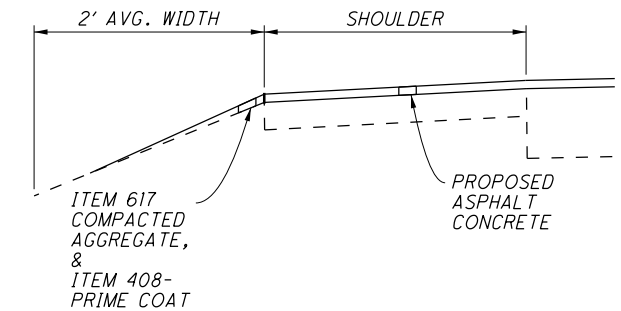
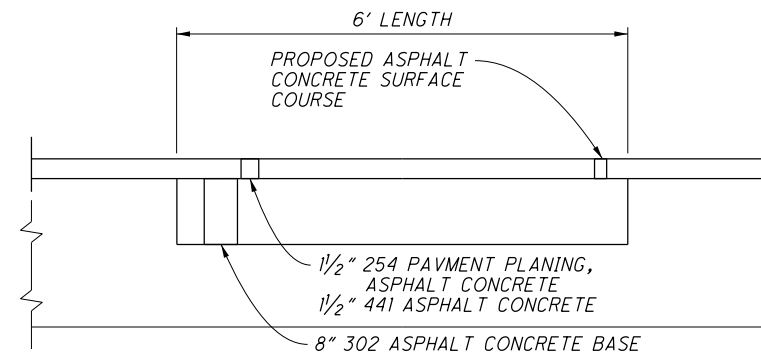
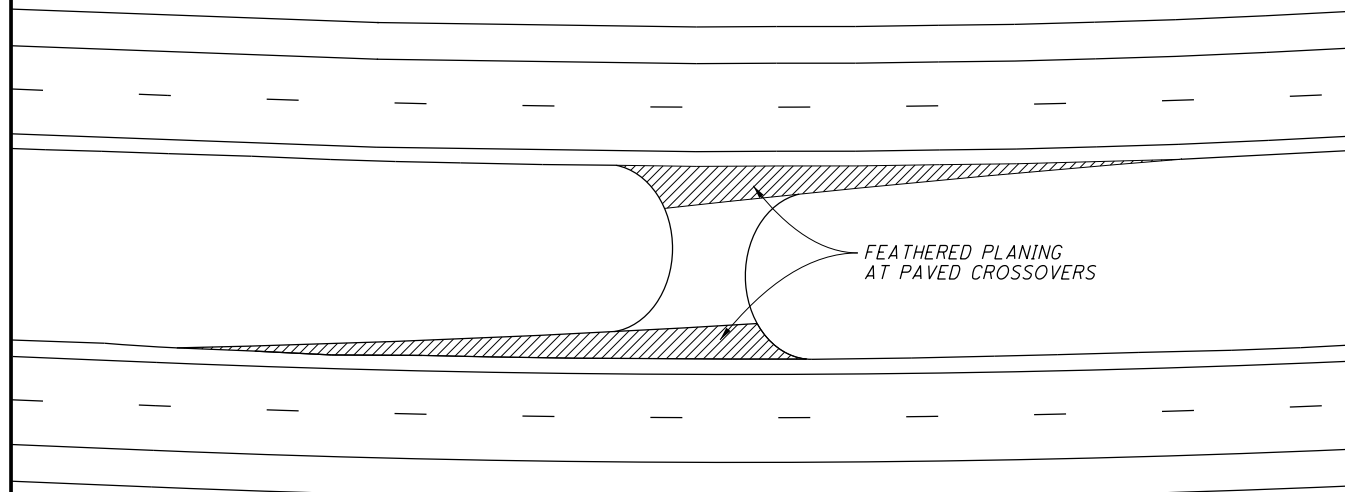
RESURFACING

MRW-71-3.17

CROSSOVER DETAIL

PARTIAL DEPTH
PAVEMENT REPAIR
AS PER PLAN

SHOULDER DETAIL

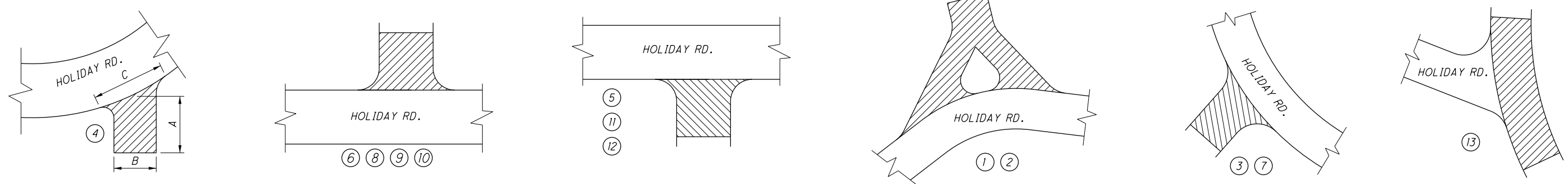


* 6' LENGTH X 12' LANE WIDTH

LOCATION					PAVEMENT WIDTH							QUANTITIES						REMARKS
COUNTY	ROUTE	S L M	S L M	TYPICAL	NORTHBOUND				SOUTHBOUND			254	407	408	441	617	618	
					LENGTH	OUTSIDE SHOULDER	PAVEMENT	MEDIAN SHOULDER	MEDIAN SHOULDER	PAVEMENT	OUTSIDE SHOULDER	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT (0.075 GAL./YD ²)	PRIME COAT (0.4 GAL./YD ²)	ASPHALT SURFACE COURSE, TYPE 1, (446), PG 64-22	COMPACT AGGREGATE	RUMBLE STRIP (ASPHALT CONCRETE)	
					FT.	FT.	FT.	FT.	FT.	FT.	FT.	1/2" DEPTH YD ²	GAL.	GAL.	1/2" DEPTH YD ²	2" DEPTH YD ²	FT.	
MRW	71	3.17	12.07	1	46,992'	10'	24'	5'				203,632	15,272	8,354	8,485	1,161	93,984	MAINLINE (SOUTH OF SR-95)
MRW	71	3.17	12.36	1	48,523'				5'			210,267	15,770	8,626	8,761	1,198	97,046	MAINLINE (SOUTH OF SR-95)
MRW	71	13.44	19.38	1	31,363'	10'	24'	5'				135,907	10,193	5,576	5,663	775	62,726	MAINLINE (NORTH OF SR-95)
MRW	71	13.57	19.38	1	30,677'				5'			132,933	9,970	5,454	5,539	758	61,354	MAINLINE (NORTH OF SR-95)
MRW	71	10.99	11.14	1	792'	10'	32'*					3,696	277		154			EXTRA AREA (RAMP TAPER)
MRW	71	11.39	11.70	1	1,637'	10'	32'*					7,638	573		318			EXTRA AREA (RAMP TAPER)
MRW	71	11.33	11.48	1	792'					32'*	10'	3,696	277		154			EXTRA AREA (RAMP TAPER)
MRW	71	10.75	11.06	1	1,637'					32'*	10'	7,638	573		318			EXTRA AREA (RAMP TAPER)
MRW	71	4.41										340	25		14			* AVERAGE PAVEMENT WIDTH
MRW	71	6.67													10			EXTRA AREA (PAVED CROSSOVER)
MRW	71	7.40										340	25		14			GRAVEL CROSSOVER
MRW	71	10.37										340	25		14			EXTRA AREA (PAVED CROSSOVER)
MRW	71	11.98										340	25		14			EXTRA AREA (PAVED CROSSOVER)
MRW	71	13.63										340	25		14			EXTRA AREA (PAVED CROSSOVER)
MRW	71	14.67													10			GRAVEL CROSSOVER
MRW	71	15.06													10			GRAVEL CROSSOVER
MRW	71	15.60													10			GRAVEL CROSSOVER
MRW	71	16.75										340	25		14			EXTRA AREA (PAVED CROSSOVER)
MRW	71	17.52													10			GRAVEL CROSSOVER
MRW	71	18.03													10			GRAVEL CROSSOVER
MRW	71	5.96	6.01		255'	10'	24'	5'	5'	24'	10'	-2,210	-2	-45	-92	-6	-510	DEDUCTIONS & EXTRA AREAS
MRW	71	7.05	7.07		120'	10'	24'	5'	5'	24'	10'	-1,039	4	-21	2	-3	-240	DEDUCTIONS & EXTRA AREAS
MRW	71	7.56	7.59		145'	10'	24'	5'	5'	24'	10'	-1,254	5	-26	3	-4	-289	DEDUCTIONS & EXTRA AREAS
MRW	71	12.17	12.19		103'	10'	24'	5'	5'	24'	10'	-892	3	-18	2	-3	-206	DEDUCTIONS & EXTRA AREAS
MRW	71	15.50	15.52		80'	10'	24'	5'	5'	24'	10'	-691	3	-14	1	-2	-159	DEDUCTIONS & EXTRA AREAS
MRW	71	17.63	17.68		257'	10'	24'	5'	5'	24'	10'	-2,224	9	-46	5	-6	-513	DEDUCTIONS & EXTRA AREAS
MRW	71	18.77	18.80		155'	10'	24'	5'	5'	24'	10'	-1,341	5	-28	3	-4	-309	DEDUCTIONS & EXTRA AREAS
TOTALS CARRIED TO SUBSUMMARY												697,797	53,082	27,812	29,400	3,924	312,883	

PAVEMENT SUBSUMMARY AND DETAILS

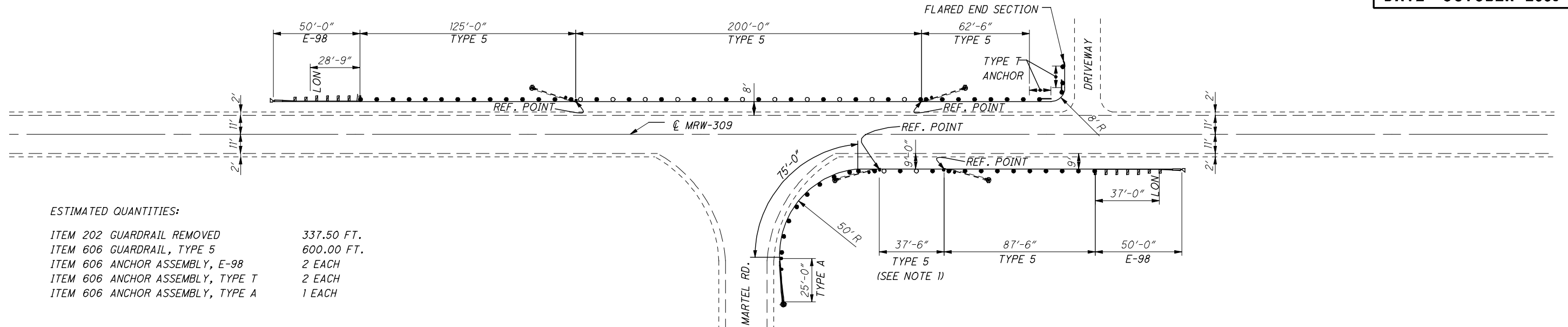
MRW - 71 - 3.17



PART	ROUTE	SLM	SIDE	DESCRIPTION	INTERSECTIONS				PROPOSED ITEMS						
					A	B	C	AREA	407	ASPHALT CONCRETE			EXISTING SURFACE	408	
									TACK COAT (@ 0.075 GAL/YD ²)	THICKNESS	ITEM 441 TYPE 1	ITEM 441 TYPE 2		THICKNESS	BITUMINOUS PRIME COAT (@ 0.40 GAL/YD ²)
FT	FT	FT	YD ²	GAL	INCHES	YD ³	YD ³	INCHES	GAL.						
	CR-444	0.00 - 5.88	LT	① POOR RD. (T-304)	182	17	59	1,194		1.00	33	58	1.75	GRAVEL/TAR & CHIP	478
			LT	② POOR RD. SPUR (T-304)	43	17	43	206		1.00	6	10	1.75	GRAVEL/TAR & CHIP	82
			RT	③ VISTA RD. (T-223)	39	20	85	369	28	1.00	10	18	1.75	ASPHALT	
			RT	④ TURNER RD. (T-156)	35	17	65	253		1.00	7	12	1.75	GRAVEL	101
			RT	⑤ BASIL RD. (T-155/CRI56)	70	18	120	934	70	1.00	26	45	1.75	ASPHALT	
			LT	⑥ WOODY RD. (T-155)	30	16	54	180	14	1.00	5	9	1.75	ASPHALT	
			LT	⑦ McCORD RD. SPUR (T-155A)	70	12	145	1,128		1.00	31	55	1.75	GRAVEL	451
			LT	⑧ BUMP RD. (T-215)	30	18	70	234	17	1.00	7	11	1.75	ASPHALT	
			LT	⑨ ROUND CIRCLE	33	18	50	184	14	1.00	5	9	1.75	ASPHALT	
			LT	⑩ GRAPE RD. (T-485)	30	18	95	317	24	1.00	9	15	1.75	ASPHALT	
			RT	⑪ SOUTHERN DR.	24	18	40	107	8	1.00	3	5	1.75	ASPHALT	
			RT	⑫ CHIP RD. (T-316)	60	18	96	640	48	1.00	18	31	1.75	ASPHALT	
			LT	⑬ HOLIDAY RD./SR 32	60	26	112	747	56	1.00	21	36	1.75	ASPHALT	
TOTALS (CARRIED TO SHEET 10)								6,493	279		181	314			1,112

CALCULATIONS

KNO - 444 - 0.00

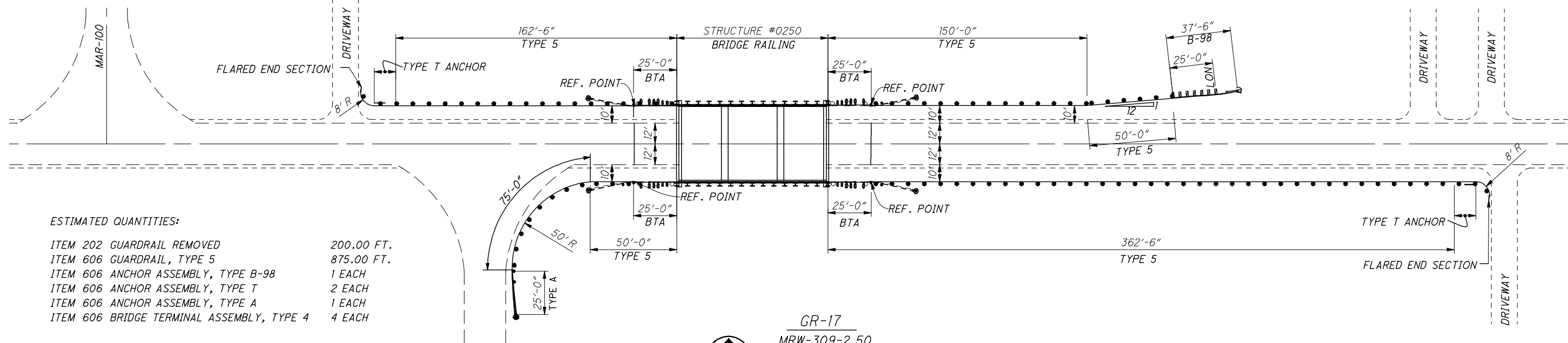


ESTIMATED QUANTITIES:

ITEM 202 GUARDRAIL REMOVED	337.50 FT.
ITEM 606 GUARDRAIL, TYPE 5	600.00 FT.
ITEM 606 ANCHOR ASSEMBLY, E-98	2 EACH
ITEM 606 ANCHOR ASSEMBLY, TYPE T	2 EACH
ITEM 606 ANCHOR ASSEMBLY, TYPE A	1 EACH

ALL QUANTITIES CARRIED TO SUBSUMMARY SHEET 8.
ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 7.

NOTE:
REMOVE AS PER ITEM 202, GUARDRAIL REMOVED. REPLACE WITH
ITEM 606, GUARDRAIL, TYPE 5.



ESTIMATED QUANTITIES:

ITEM 202 GUARDRAIL REMOVED	200.00 FT.
ITEM 606 GUARDRAIL, TYPE 5	875.00 FT.
ITEM 606 ANCHOR ASSEMBLY, TYPE B-98	1 EACH
ITEM 606 ANCHOR ASSEMBLY, TYPE T	2 EACH
ITEM 606 ANCHOR ASSEMBLY, TYPE A	1 EACH
ITEM 606 BRIDGE TERMINAL ASSEMBLY, TYPE 4	4 EACH

ALL QUANTITIES CARRIED TO SUBSUMMARY SHEET 8.
ALL QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 7.

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