

LOCATION MAP - SR 81
SEE SHEET 2 FOR ALL SR 65 & SR 117 LOCATION MAP

PORTION TO BE IMPROVED. ---

INTERSTATE HIGHWAY	---
FEDERAL ROUTES	---
STATE ROUTES	---
COUNTY & TOWNSHIP ROADS	---
OTHER ROADS	---

DESIGN DESIGNATION	Part 1 ALL-65	Part 2 ALL-81	Part 3 ALL-117
CURRENT ADT (2018)	10487	2436	22386
DESIGN YEAR ADT (2040)	12500	2400	22500
DESIGN HOURLY VOLUME (2040)	1200	250	2200
DIRECTIONAL DISTRIBUTION	0.59	0.58	0.50
TRUCKS (24 HOUR B&C)	0.04	0.01	0.04
DESIGN SPEED	25 mph	55 mph	varies
LEGAL SPEED	25 mph	55 mph	varies

DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR & PRINCIPAL ARTERIAL
NHS PROJECT: NO



PLAN PREPARED BY:
District One
Ohio Department of Transportation
Lima, Ohio

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

**ALL-65 / 81 /
117-VAR.**

**Amanda and American Townships
City of Lima
Allen County**

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAP	2
GENERAL NOTES	3 - 4
ASPHALT CONCRETE	5 - 6
PAVEMENT MARKING SUB-SUMMARY	7
INTERSECTION SUB-SUMMARY	8
TRANSITION DETAILS	9 - 11
POLYMER MODIFIED JOINT DETAIL	12
CURB RAMP SUB-SUMMARY	13 - 14
CURB RAMP DETAILS	15 - 23
GENERAL SUMMARY	24 - 25

PROJECT DESCRIPTION

REHABILITATION OF 0.14 MILES OF ROADWAY ON SR 65, 8.03 MILES OF ROADWAY ON SR 81 AND 1.53 MILES OF ROADWAY ON SR 117 IN ALLEN COUNTY. REHABILITATE BY RESURFACING AND PLACING PAVEMENT MARKINGS. PAVEMENT PLANING AND CONSTRUCTION OF CURB RAMPS WILL OCCUR IN THE CITY OF LIMA.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A *
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A *
NOTICE OF INTENT EARTH DISTURBED AREA: N/A *
* - (MAINTENANCE PROJECT)

2019 SPECIFICATIONS

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

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

ENGINEERS SEAL

SIGNED: *Eric J. Schreckelhoff*
DATE: 11-15-19

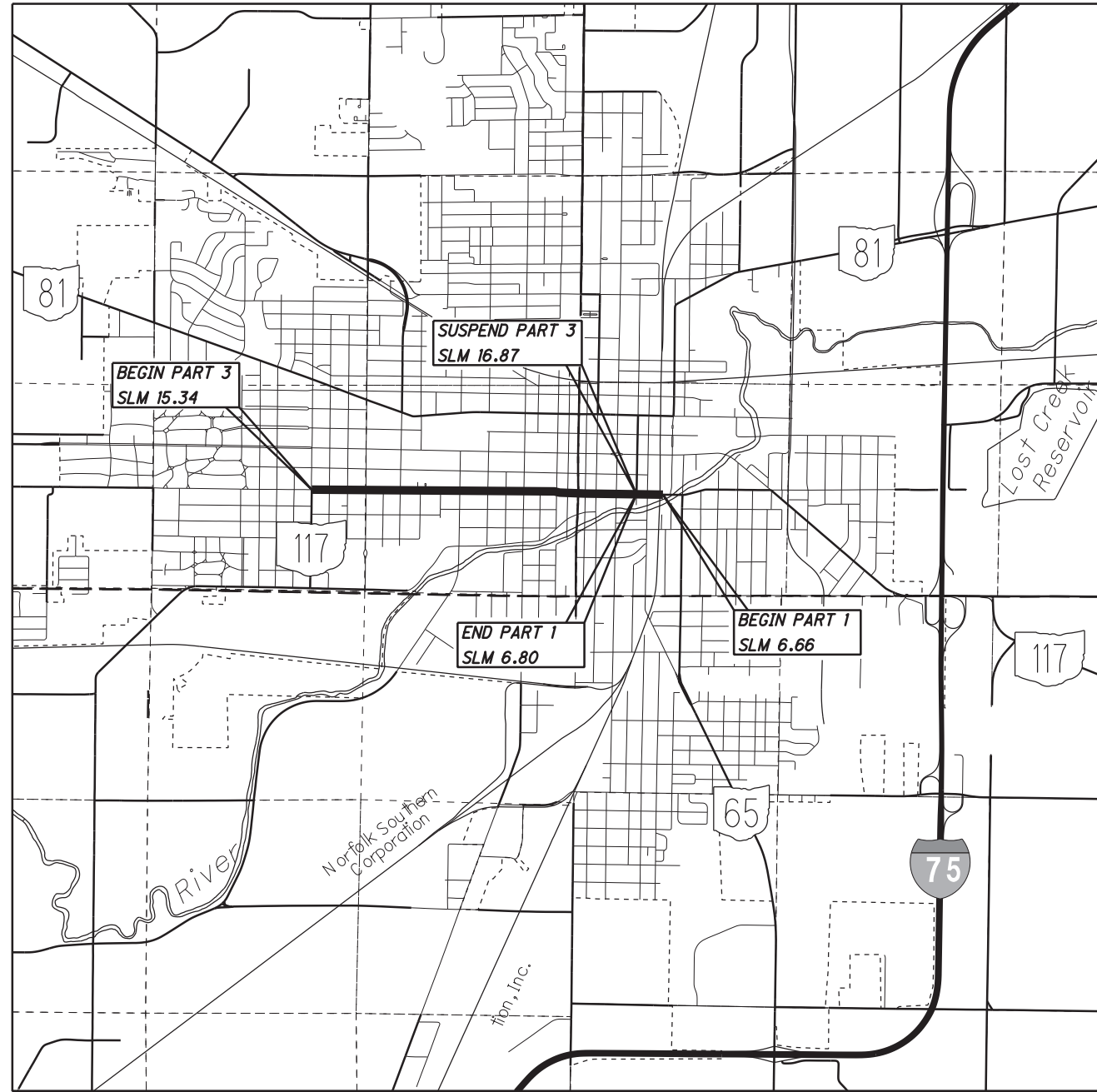
STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10/18/19	TC-41.20	10/18/13	800	10/18/19
BP-3.2	1/18/19	TC-42.20	10/18/13	832	10/19/18
BP-5.1	1/18/19	TC-52.10	10/18/13	846	4/17/15
BP-7.1	7/20/18	TC-52.20	7/20/18	875	1/18/19
		TC-64.10	10/18/19		
MT-95.31	7/19/19	TC-65.10	1/17/14		
MT-97.10	4/19/19	TC-65.11	7/21/17		
MT-97.12	1/20/17	TC-71.10	1/19/18		
MT-98.11	4/19/19				
MT-99.20	4/19/19	DM-4.3	1/15/16		
MT-101.90	7/21/17	DM-4.4	1/15/16		
MT-105.10	7/19/13				
MT-110.10	7/19/13				

APPROVED *Christopher A. Kuntz*
DATE 11/15/2019 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

I:\Projectdata\05527\Design\Roadway\Sheets\05527_001.dgn Sheet 15-NOV-2019 10:39AM g1rwin

FEDERAL PROJECT NO. E190(050)
PID NO. 105527
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
ALL-65 / 81 / 117-VAR.
1 25



LOCATION MAP SR 65 & SR 117

TRAFFIC:

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

RAILROAD CROSSINGS & BRIDGE TREATMENT:

THE NEW SURFACE COURSE SHALL BE FEATHERED OR BUTT JOINTED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED, UNLESS OTHERWISE NOTED IN THE PLANS (SEE SHEETS 5 THRU 8). THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

EXTRA AREAS:

EXTRA AREAS SHALL INCLUDE DRIVEWAYS, MAILBOX PULL-OFFS AND OTHER SIMILAR AREAS AS DETERMINED BY THE ENGINEER. DRIVEWAYS SHALL BE FEATHERED IN APPROXIMATELY 6 FEET USING ASPHALT CONCRETE. SOME DRIVES MAY REQUIRE MORE THAN 6 FEET TO ALLOW FOR ADEQUATE TRANSITION TO THE MAINLINE PAVEMENT. THESE TRANSITIONS WILL BE AS DIRECTED BY THE ENGINEER. THE ASPHALT CONCRETE QUANTITIES FOR DRIVES AND MAILBOXES ARE INCLUDED IN THE EXTRA AREA QUANTITIES IN THE PAVEMENT DATA TABLE.

ASPHALT CONCRETE PLACEMENT ON SHOULDERS AND GUTTERS:

THE ASPHALT CONCRETE ON THE SHOULDERS AND CONCRETE GUTTERS SHALL BE PLACED AT THE SAME TIME THAT THE ASPHALT CONCRETE IS PLACED ON THE ADJACENT LANES OF PAVEMENT. THE SHOULDER MATERIAL SHALL BE PLACED AT THE SAME CROSS SLOPE AS THE EXISTING SHOULDER OR CONCRETE GUTTER GRADES. NEW CONCRETE CURB AND GUTTER AT LOCATIONS OF CURB RAMPS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ASPHALT CONCRETE.

MAINTAINING TRAFFIC AT PLANED AREAS:

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE PLANING IS COMPLETE. THE PLANED AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING TEMPORARY MARKINGS. ALL REQUIRED WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC. NO PLANED SURFACE SHALL REMAIN OPEN TO TRAFFIC MORE THAN (7) DAYS BEFORE BEING COVERED WITH AN ASPHALT COURSE. IF THIS IS NOT DONE, LIQUIDATED DAMAGES WILL BE LEVIED AS PER SECTION 108.07 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN:

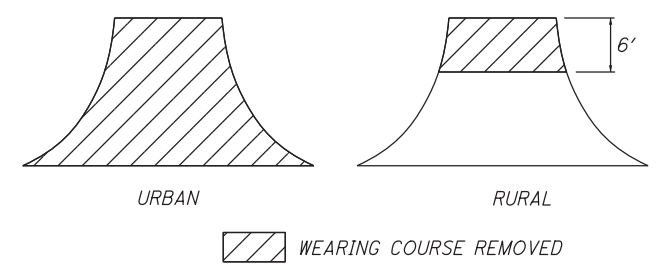
THIS ITEM SHALL MEET ALL REQUIREMENTS FOR ITEM 617 COMPACTED AGGREGATE WITH THE FOLLOWING EXCEPTION:

- 1) NO RECYCLED ASPHALT CONCRETE PAVEMENT SHALL BE USED IN THIS ITEM

ALL COSTS ASSOCIATED WITH THE EQUIPMENT, LABOR AND MATERIALS NECESSARY FOR SUPPLYING AND PLACING THIS ITEM SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

WEARING COURSE REMOVED AT INTERSECTIONS

TYPICAL WEARING COURSE REMOVED AT INTERSECTIONS AS DETAILED BELOW.



ITEM 253 - PAVEMENT REPAIR:

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE PREPARED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

THE VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE 301 FOR ITEM 253 PAVEMENT REPAIR. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR.

253 PAVEMENT REPAIR	375 CUBIC YARD
---------------------	----------------

THE ABOVE ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER. IT IS ESTIMATED THE REPAIRS WILL BE APPROXIMATELY 6 INCHES DEEP AND BE MOSTLY LONGITUDINAL REPAIRS. THE ESTIMATED WIDTH OF THESE REPAIRS ARE APPROXIMATELY 4 FEET. THERE ARE SEVERAL LOCATIONS WHERE THE ESTIMATED LENGTHS OF REPAIRS WILL BE BETWEEN APPROXIMATELY 50 FEET TO 150 FEET, AND THERE ARE A FEW LOCATIONS WHERE THE LENGTH OF REPAIRS ARE ESTIMATED TO BE APPROXIMATELY 200 FEET.

WORK ZONE MARKINGS AND SIGNS

ERECT A GROOVED PAVEMENT SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC.

ERECT A NO EDGE LINES SIGN IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A DO NOT PASS SIGN AT THE BEGINNING AND A PASS WITH CARE SIGN AT THE END OF EACH NO PASSING ZONE LACKING STANDARD CENTER LINE MARKINGS. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. PAYMENT FOR THESE SIGNS TO BE INCLUDED IN ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04, 614.055 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	88 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS I	10.17 MILES
ITEM 614, WORK ZONE CENTER LINE, CLASS II	20.34 MILES

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBPLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBPLOT AS DESCRIBED IN C&MS 446.05.

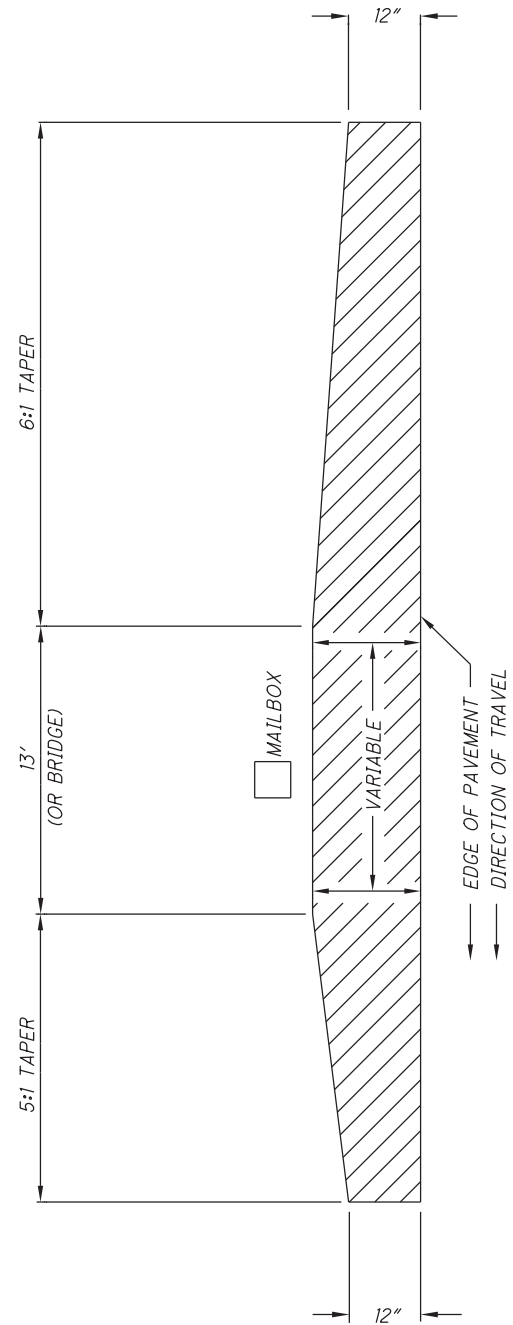
THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140 DEGREES F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

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

I:\Project\data\05527\Design\Roadway\Sheets\05527_003.dgn Sheet 30 - JAN-2020 7:29AM glrwin



SINGLE - MAILBOX TURNOUT & BRIDGE APPROACHES

IF THERE IS A DISTANCE OF 100 FEET OR LESS BETWEEN MAILBOXES: APPROACHES SHALL BE PAVED THRU TO LAST MAILBOX. THIS AREA SHALL REPRESENT LOCATION OF BRIDGE (VARIABLE LENGTH, NO WORK) FOR BRIDGE APPROACHES.

IF THERE IS A DISTANCE OF 50 FEET OR LESS BETWEEN DRIVEWAY AND MAILBOX: APPROACH SHALL BE PAVED THRU TO MAILBOX.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIALS FROM ALL STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF 2 INCHES BELOW EXISTING PAVEMENT. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

WHEN UNSTABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF THIS MATERIAL SHALL BE TO A DEPTH OF 6 INCHES BELOW EXISTING PAVEMENT ELEVATION. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACK FILL OF THESE AREAS.

AN ADDITIONAL QUANTITY OF ASPHALT CONCRETE HAS BEEN SET UP TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAYS, MAILBOX AND BRIDGE APPROACHES.

ALL WORK, MATERIALS, EXCEPT ITEM 304, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT OF THE ASPHALT CONCRETE.

PERSONAL PROTECTION EQUIPMENT (PPE)

THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF SECTIONS III AND X OF THE OHIO DEPARTMENT OF TRANSPORTATION SAFETY & HEALTH STANDARD OPERATING PROCEDURE 220-006(SP) EFFECTIVE: JUNE 1, 2009 (EXCEPT AS AMENDED BELOW) AND ALL SUBSEQUENT UPDATES POSTED AT THE FOLLOWING WEB SITE:

[HTTP://WWW.DOT.STATE.OH.US/POLICY/POLICIESANDSOPS/POLICIES/220-006\(SP\).PDF](http://www.dot.state.oh.us/policy/policiesandsops/policies/220-006(sp).pdf)

AMENDMENTS TO THE REQUIREMENTS OF THIS DOCUMENT ARE:

III. HEAD PROTECTION (HARD HATS)

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR APPROPRIATE HEAD PROTECTION. ALL HARD HATS MUST MEET OR EXCEED ANSI Z89.1-2003 TYPE I CLASS E-G REQUIREMENTS.

X. HIGH VISIBILITY SAFETY APPAREL

ALL PERSONS WITHIN THE RIGHT-OF-WAY OF ANY HIGHWAY OR ANY OTHER TYPE OF ROADWAY OR CONSTRUCTION SITE WHO ARE EXPOSED TO EITHER TRAFFIC (VEHICLES USING THE HIGHWAY FOR PURPOSES OF TRAVEL) OR CONSTRUCTION EQUIPMENT WITHIN THE WORK AREA, REGARDLESS OF JOB TYPE, SHALL WEAR A HIGH-VISIBILITY SAFETY VEST THAT MEETS THE PERFORMANCE CLASS 2 OR CLASS 3 REQUIREMENTS OF THE ANSI/ISEA 107-2004 PUBLICATION ENTITLED "AMERICAN NATIONAL STANDARD FOR HIGH-VISIBILITY SAFETY APPAREL AND HEAD WEAR."

WORKERS MAY WEAR AN ANSI CLASS II OR ANSI CLASS III APPROVED RAIN SUIT, JACKET, OR OTHER APPAREL WITHOUT A SAFETY VEST OVER IT.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & < 2 WEEKS <= 12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

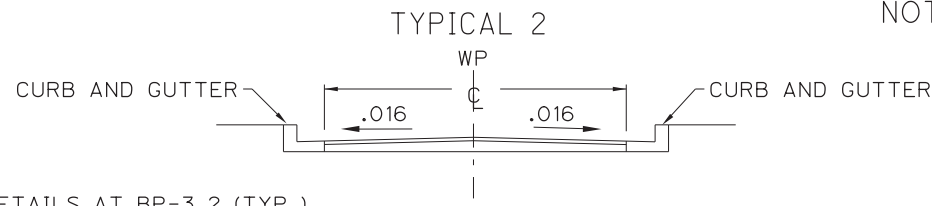
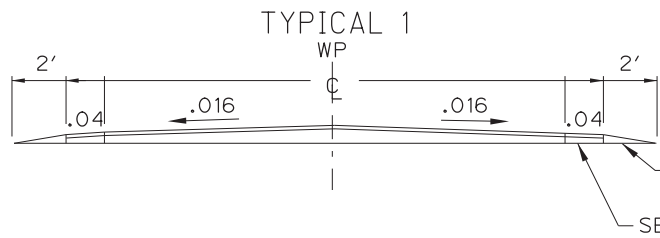
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

SEEDING AND MULCHING

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

659, TOPSOIL	5.5 CU. YD.
659, SEEDING AND MULCHING	322 SQ. YD.
659, COMMERCIAL FERTILIZER	0.20 TON
659, WATER	7 M. GAL.

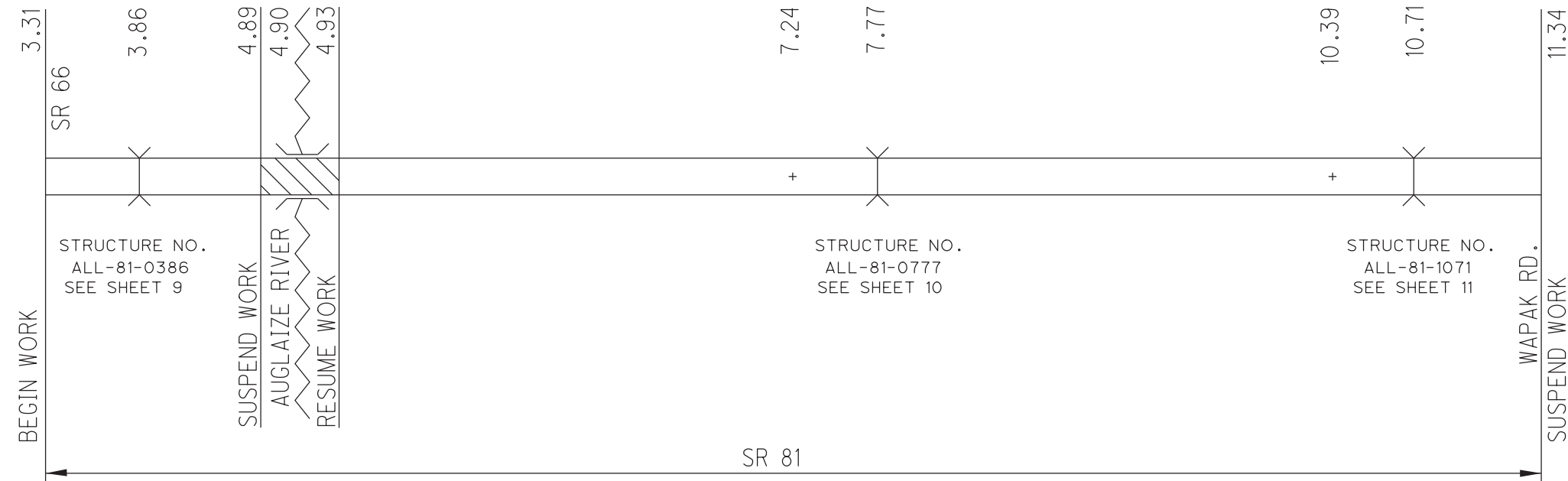
SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.



NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVE QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202	407	441		254			304	617	209	875
				WEARING COURSE REMOVED	NON-TRACKING TACK COAT				ASPHALT CONCRETE SURFACE COURSE TYPE 1 (446)		PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACES	AGGREGATE BASE	COMPACTED AGGREGATE, AS PER PLAN	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	LONGITUDINAL JOINT ADHESIVE		
	SLM	SLM		MILES	FEET	FEET		SY	SY	GAL	THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1 1/2"	VARIABLE THICKNESS	2% PLANED AREA	QUANTITY FOR DRIVEWAYS	2 INCH AVG. TH.	MILE	LB
Part 2																			
SR 81	3.31	3.84	01/STR/PV	0.53	2798	27	1	8395	120	714	350	8				69	1.06	700	
SR 81	3.84	3.90	01/STR/PV	0.06	317	varies	bridge	1036		88	43	1	239	797	21	3	0.08	79	
SR 81	3.90	4.89	01/STR/PV	0.99	5227	27	1	15682	120	1333	653	15				129	1.98	1307	
SR 81	4.89	4.93	01/STR/PV	0.04	211		bridge	no work											
SR 81	4.93	7.26	01/STR/PV	2.33	12302	27	1	36907	120	3137	1538	36				304	4.66	3076	
SR 81	7.26	7.75	01/STR/PV	0.49	2587	29	1	8337		709	347	7				64	0.98	647	
SR 81	7.75	7.81	01/STR/PV	0.06	317	29	bridge	726		62	30	1	69	657	15	3	0.08	79	
SR 81	7.81	9.50	01/STR/PV	1.69	8923	29	1	28753		2444	1198	26				220	3.38	2231	
SR 81	9.50	10.68	01/STR/PV	1.18	6230	29.5	1	20422		1736	851	18				154	2.36	1558	
SR 81	10.68	10.71	01/STR/PV	0.03	158		bridge	569		48	24	1	183	386	12	3	0.04	40	
Extra Area	4.33							184		16	8								
Extra Area	4.80							160		14	7								
Extra Area	6.76							91		8	4								
Extra Area	7.26							65		6	3								
Extra Areas								1336		114	56								
Intersections								2106	206	179	88								
Subtotals Plan Split 01									566	10608	5200	113	491	1840	48	40	949	14.62	9717
SR 81	10.71	10.74	02/S<2/PV	0.03	158		bridge	569		48	24	1	183	386	12	3	0.04	40	
SR 81	10.74	11.34	02/S<2/PV	0.60	3168	29.5	1	10384	131	883	433	9				78	1.20	792	
Extra Areas								104		9	4								
Subtotals Plan Split 02									131	940	461	10	183	386	12	10	81	1.24	832
Totals									697	11548	5784		674	2226	60	50	1030	15.86	10549

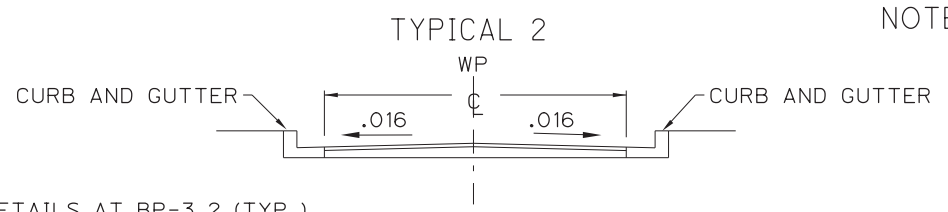
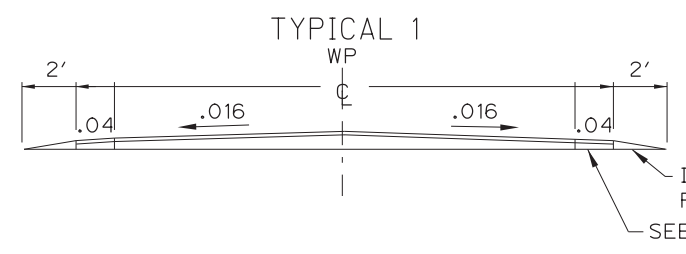
CALCULATED
GLI
CHECKED
EJS

ASPHALT CONCRETE

ALL-65 / 81 /
117 - VAR.

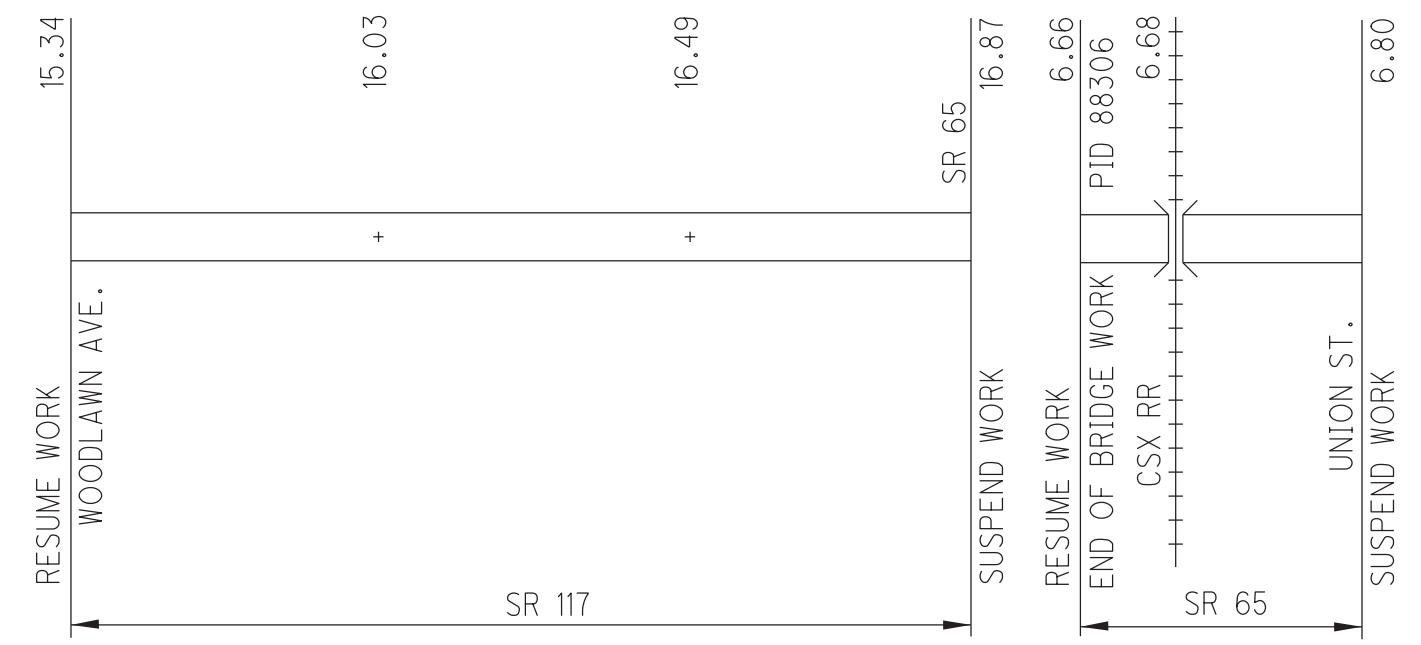
5
25

I:\Project\05527\Design\Roadway\Sheets\05527_005.dgn Sheet 30-JAN-2020 7:29AM glrwin



NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVE QUANTITIES ARE INCLUDED IN THE EXTRA AREAS
NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE	PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202	407	441	254		875
								WEARING COURSE REMOVED	NON-TRACKING TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1 (448)	PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACES	LONGITUDINAL JOINT ADHESIVE
	SLM	SLM		MILES	FEET	FEET	SY	SY	GAL	CY	SY	SY	LB
Part 3													
SR 117	15.34	16.04	03/NHS/PV/LIMA	0.70	3696	37	2	15195					
SR 117	16.04	16.50	03/NHS/PV/LIMA	0.46	2429	47	2	12684	1292	633	15195	304	924
SR 117	16.50	16.78	03/NHS/PV/LIMA	0.28	1478	32	2	5257	1078	528	12684	254	607
SR 117	16.78	16.87	03/NHS/PV/LIMA	0.09	475	36.5	2	1927	447	219	5257	105	370
SR 117	16.87	16.87	03/NHS/PV/LIMA	0.00	0	0	0	0	164	80	1927	39	119
Part 1													
SR 65	6.66	6.74	03/NHS/PV/LIMA	0.08	422	42 *	2	1971					
SR 65	6.74	6.80	03/NHS/PV/LIMA	0.06	317	37	2	1285	168	82	1971	39	106
SR 65 Intersections								405	35	17			
SR 65 Subtotals Plan Split 03								405	312	153	3256	65	185
Part 3 Cont.													
SR 117	17.11	17.15	03/NHS/PV/LIMA	0.04	211	39.5 *	2	927					
SR 117	17.15	17.36	03/NHS/PV/LIMA	0.21	1109	27	2	3326	79	39	927	19	53
SR 117	17.36	17.44	03/NHS/PV/LIMA	0.08	422	25	2	1173	283	139	3326	67	277
SR 117 Intersections								4362	371	182			
SR 117 Subtotals Plan Split 03								4362	3814	1869	40489	811	2456
Totals								4767	4126	2022	43745	876	2641

ASPHALT CONCRETE

ALL-65 / 81 /
117 - VAR.

I:\Project\data\05527\Design\Roadway\Sheets\05527_006.dgn Sheet 30-JAN-2020 7:29AM gjr-win

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		618		621		642		644
						EDGE LINE RUMBLE STRIPE	RPM	RPM REMOVED	EDGE LINE	CENTER LINE	STOP LINE	
						MILE	FEET	MILE	EACH	EACH	MILE	MILE
SLM	SLM											
Part 2												
SR 81	3.31	3.86	01/STR/PV	0.55	2904	1.10		36	36	1.10	0.55	
SR 81	3.86	3.88	01/STR/PV	0.02	106					0.04	0.02	
SR 81	3.88	4.08	01/STR/PV	0.20	1056	0.40		13	13	0.40	0.20	
SR 81	4.08	4.89	01/STR/PV	0.81	4277			53	53	1.62	0.81	24
SR 81	4.89	4.93	01/STR/PV	0.04	211					0.08	0.04	
SR 81	4.93	7.26	01/STR/PV	2.33	12302	4.66		154	154	4.66	2.33	14
SR 81	7.26	7.77	01/STR/PV	0.51	2693	1.02		34	34	1.02	0.51	14
SR 81	7.77	7.79	01/STR/PV	0.02	106	0.04		1	1	0.04	0.02	
SR 81	7.79	9.50	01/STR/PV	1.71	9029	3.42		113	113	3.42	1.71	
SR 81	9.50	10.70	01/STR/PV	1.20	6336	2.40		79	79	2.40	1.20	
SR 81	10.70	10.71	01/STR/PV	0.01	53	0.02		1	1	0.02	0.01	
Subtotals Plan Split 01						13.06		484	484	14.80	7.40	52
Part 2												
SR 81	10.71	10.72	02/S<2/PV	0.01	53	0.02		1	1	0.02	0.01	
SR 81	10.72	11.34	02/S<2/PV	0.62	3274	1.24		41	41	1.24	0.62	
Subtotals Plan Split 02						1.26		42	42	1.26	0.63	
Total SR 81						14.32		526	526	16.06	8.03	52

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		621				644					
						RPM REMOVED	CENTER LINE	CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	TRANSVERSE DIAGONAL LINE	ISLAND MARKING	LANE ARROWS	DOTTED LINE	
						EACH	MILE	FT	FT	FT	FT	SQ FT	EACH	FT	
SLM	SLM														
Part 3															
SR 117	15.34	16.04	03/NHS/PV/LIMA	0.70	3696		0.72	283	166	433	19		11		
SR 117	16.04	16.50	03/NHS/PV/LIMA	0.46	2429	20	0.50	374	175	353			11	208	
SR 117	16.50	16.78	03/NHS/PV/LIMA	0.28	1478	53	0.39	402	109	973		110	20		
SR 117	16.78	16.87	03/NHS/PV/LIMA	0.09	475	17	0.13	185	70	188		50	3		
Subtotals Plan Split 03						90	1.74	1244	520	1947	19	160	45	208	
Total SR 117						90	1.74	1244	520	1947	19	160	45	208	

ROUTE	FROM	TO	PLAN SPLITS	DISTANCE		621		644				
						RPM REMOVED	CENTER LINE	LANE LINE	CHANNELIZING LINE	STOP LINE	LANE ARROWS	
							MILE	MILE	FT	FT	EA	
SLM	SLM			MILES	FEET							
Part 1												
SR 65	6.66	6.74	03/NHS/PV/LIMA	0.08	422	7	0.10	0.08				
SR 65	6.74	6.80	03/NHS/PV/LIMA	0.06	317	12	0.06	0.02	201	17	10	
Subtotals Plan Split 03						19	0.16	0.10	201	17	10	
Total SR 65						19	0.16	0.10	201	17	10	

Pavement Marking subtotals carried to Sheet 24.

Note: Unless otherwise noted, proposed pavement markings shall match the locations of existing pavement markings. Prior to starting the work, the contractor and project engineer shall confirm the locations of proposed pavement markings.

I:\Project\data\05527\Design\Roadway\Sheets\05527_007.dgn Sheet 30-JAN-2020 7:29AM gjrwin

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202	407	441
					WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22
					THICKNESS 1 1/2"		THICKNESS 1 1/2"
				SQ YD	GAL	CU YD	
Part 2							
Monfort Rd.	01/STR/PV	4.10	R	107.7	16.0	9.2	4.5
Defiance Trail	01/STR/PV	4.33	R	158.4	17.3	13.5	6.6
Defiance Trail	01/STR/PV	4.80	L	121.2	16.0	10.3	5.1
Dogleg Rd.	01/STR/PV	5.25	L	73.8	14.7	6.3	3.1
Conant Rd.	01/STR/PV	6.76	R	137.5	14.0	11.7	5.7
Shaffer Rd.	01/STR/PV	6.76	R	55.4	12.0	4.7	2.3
Conant Rd.	01/STR/PV	7.26	L	111.2	15.3	9.5	4.6
Sunderland Rd.	01/STR/PV	8.27	R	148.9	13.3	12.7	6.2
McBride Rd.	01/STR/PV	8.52	L	120.5	13.3	10.2	5.0
Grubb Rd.	01/STR/PV	9.27	R	76.4	14.7	6.5	3.2
Grubb Rd.	01/STR/PV	9.27	L	105.4	14.7	9.0	4.4
Cremean Rd.	01/STR/PV	9.77	L	435.0	12.0	37.0	18.1
Kemp Rd.	01/STR/PV	10.28	R	306.9	16.0	26.1	12.8
Kemp Rd.	01/STR/PV	10.28	L	147.7	16.0	12.6	6.2
Subtotal Plan Split 01							
Sub-Totals				2106	206	179	88

Intersection subtotals for Part 2 carried to sheet 5.

INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202	407	441
					WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
					THICKNESS 1 1/2"		THICKNESS 1 1/2"
				SQ YD	GAL	CU YD	
Part 1							
Central Ave.	03/NHS/PV/LIMA	6.75	R	122.3	122.3	10.4	5.1
Central Ave.	03/NHS/PV/LIMA	6.75	L	133.3	133.3	11.3	5.6
Union St.	03/NHS/PV/LIMA	6.80	R	80.8	80.8	6.9	3.4
Union St.	03/NHS/PV/LIMA	6.80	L	68.7	68.7	5.8	2.9
Sub-Totals				405	405	35	17

Intersection subtotals for Part 1 carried to sheet 6.

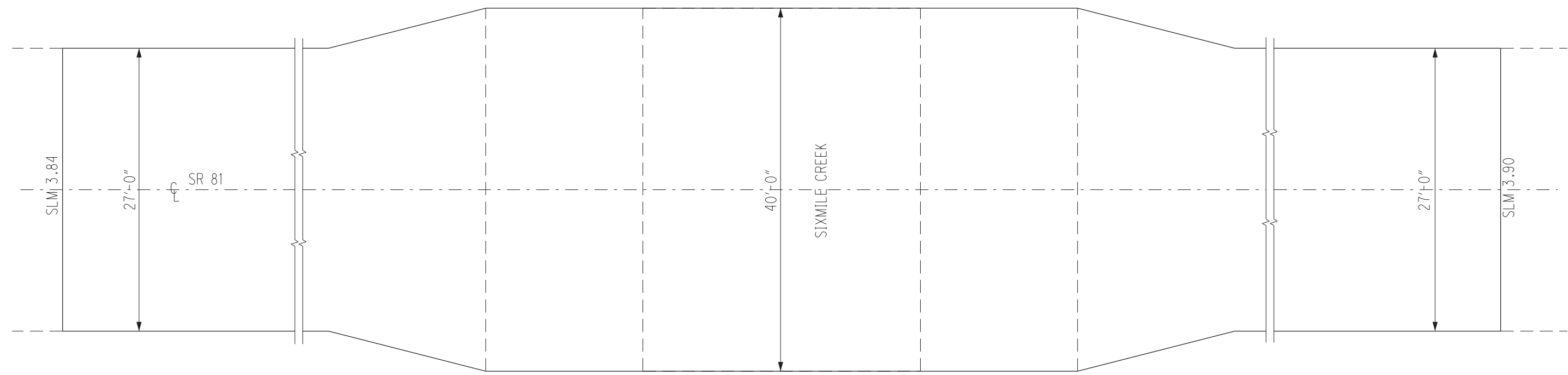
INTERSECTION	PLAN SPLITS	SLM	SIDE	PAVT AREA	202	407	441
					WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
					THICKNESS 1 1/2"		THICKNESS 1 1/2"
				SQ YD	GAL	CU YD	
Part 3							
Woodlawn Ave.	03/NHS/PV/LIMA	15.34	R	137.4	137.4	11.7	5.7
Woodlawn Ave.	03/NHS/PV/LIMA	15.34	L	188.2	188.2	16.0	7.8
Rosedale Ave.	03/NHS/PV/LIMA	15.42	R	124.8	124.8	10.6	5.2
Rosedale Ave.	03/NHS/PV/LIMA	15.42	L	110.5	110.5	9.4	4.6
Kenilworth Ave.	03/NHS/PV/LIMA	15.51	R	116.8	116.8	9.9	4.9
Kenilworth Ave.	03/NHS/PV/LIMA	15.51	L	118.5	118.5	10.1	4.9
Cole St.	03/NHS/PV/LIMA	15.59	R	125.8	125.8	10.7	5.2
Cole St.	03/NHS/PV/LIMA	15.59	L	161.6	161.6	13.7	6.7
Lincoln Ave.	03/NHS/PV/LIMA	15.68	R	84.0	84.0	7.1	3.5
Jameson Ave.	03/NHS/PV/LIMA	15.76	R	110.0	110.0	9.4	4.6
Jameson Ave.	03/NHS/PV/LIMA	15.76	L	174.5	174.5	14.8	7.3
Charles St.	03/NHS/PV/LIMA	15.85	R	92.5	92.5	7.9	3.9
Garfield Ave.	03/NHS/PV/LIMA	15.95	R	116.7	116.7	9.9	4.9
Collett St.	03/NHS/PV/LIMA	16.04	R	164.8	164.8	14.0	6.9
Collett St.	03/NHS/PV/LIMA	16.04	L	137.5	137.5	11.7	5.7
Baxter St.	03/NHS/PV/LIMA	16.17	R	99.4	99.4	8.4	4.1
Baxter St.	03/NHS/PV/LIMA	16.17	L	54.2	54.2	4.6	2.3
Nye St.	03/NHS/PV/LIMA	16.26	R	101.7	101.7	8.6	4.2
Nye St.	03/NHS/PV/LIMA	16.26	L	54.2	54.2	4.6	2.3
Metcalf St.	03/NHS/PV/LIMA	16.34	R	152.4	152.4	13.0	6.4
Metcalf St.	03/NHS/PV/LIMA	16.34	L	164.2	164.2	14.0	6.8
Elmwood Pl.	03/NHS/PV/LIMA	16.42	R	89.7	89.7	7.6	3.7
McDonel St.	03/NHS/PV/LIMA	16.50	R	145.8	145.8	12.4	6.1
McDonel St.	03/NHS/PV/LIMA	16.50	L	705.2	705.2	59.9	29.4
Pierce St.	03/NHS/PV/LIMA	16.55	R	117.8	117.8	10.0	4.9
Pierce St.	03/NHS/PV/LIMA	16.55	L	82.9	82.9	7.0	3.5
West St.	03/NHS/PV/LIMA	16.63	R	112.5	112.5	9.6	4.7
West St.	03/NHS/PV/LIMA	16.63	L	51.6	51.6	4.4	2.2
Elizabeth St.	03/NHS/PV/LIMA	16.68	R	107.5	107.5	9.1	4.5
Elizabeth St.	03/NHS/PV/LIMA	16.68	L	64.9	64.9	5.5	2.7
Main St.	03/NHS/PV/LIMA	16.78	R	194.2	194.2	16.5	8.1
Main St.	03/NHS/PV/LIMA	16.78	L	100.2	100.2	8.5	4.2
Sub-Totals				4362	4362	371	182

Intersection subtotals for Part 3 carried to sheet 6.

I:\Project\data\05527\Design\Roadway\Sheets\05527_008.dgn Sheet 30-JAN-2020 7:29AM gjrwin

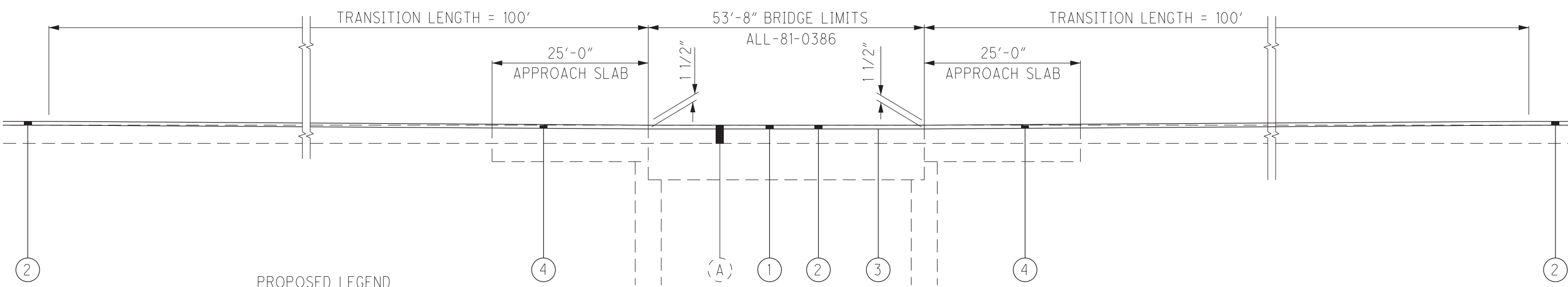
CALCULATED	GLI
CHECKED	EJS

STRUCTURE NO.
ALL-81-0386



EXISTING LEGEND

(A) 3" ASPHALT CONCRETE



PROPOSED LEGEND

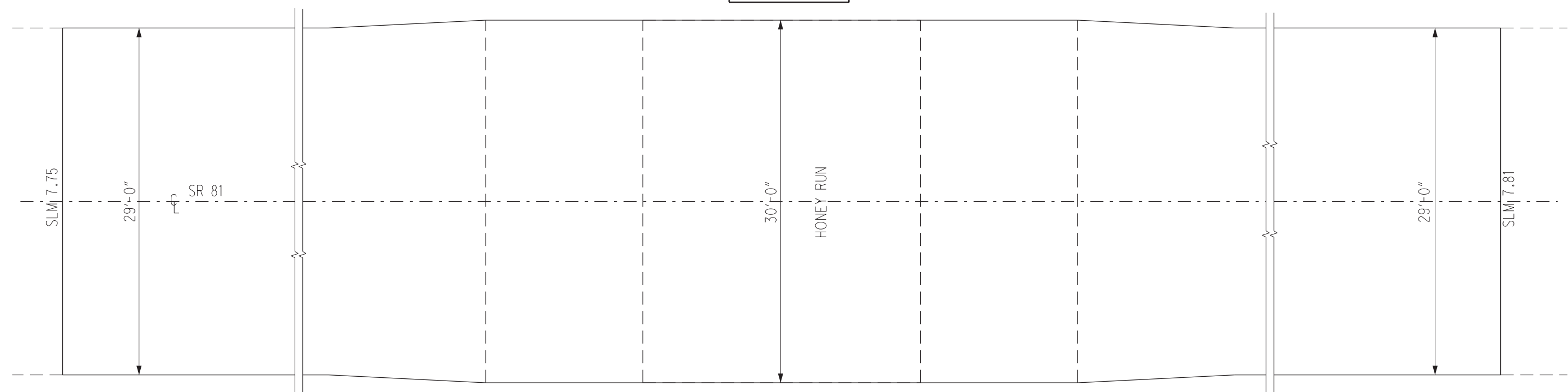
- (1) ITEM 254 - 1 1/2" Pavement Planing Asphalt Concrete
- (2) ITEM 441 - 1 1/2" Asphalt Concrete Surface Course
- (3) ITEM 407 - Non-Tracking Tack Coat
- (4) ITEM 254 - Pavement Planing Asphalt Concrete
Variable Depth (0" to 1 1/2")

TRANSITION DETAIL

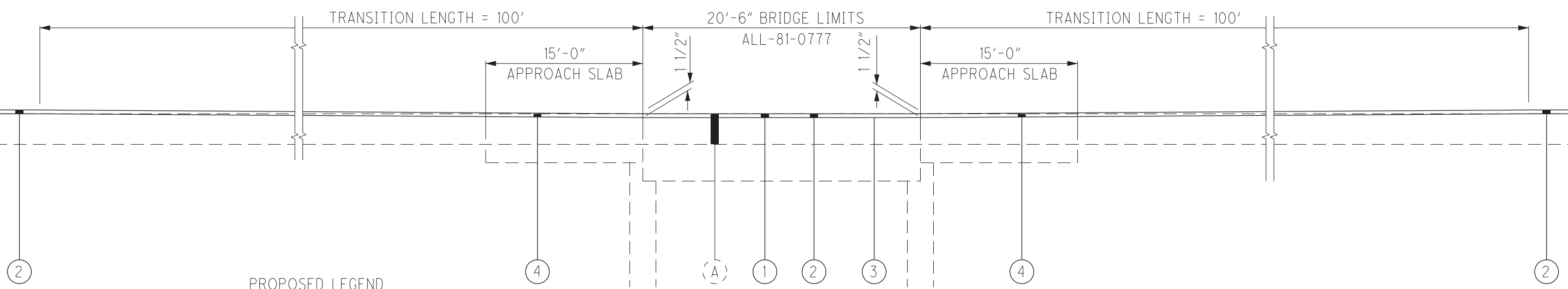
ALL-65 / 81 /
117 - VAR.

I:\Project\data\05527\Design\Roadway\Sheets\05527_009.dgn Sheet 30-JAN-2020 7:29AM gjrwin

STRUCTURE NO.
ALL-81-0777



(A) 7" ASPHALT CONCRETE



PROPOSED LEGEND

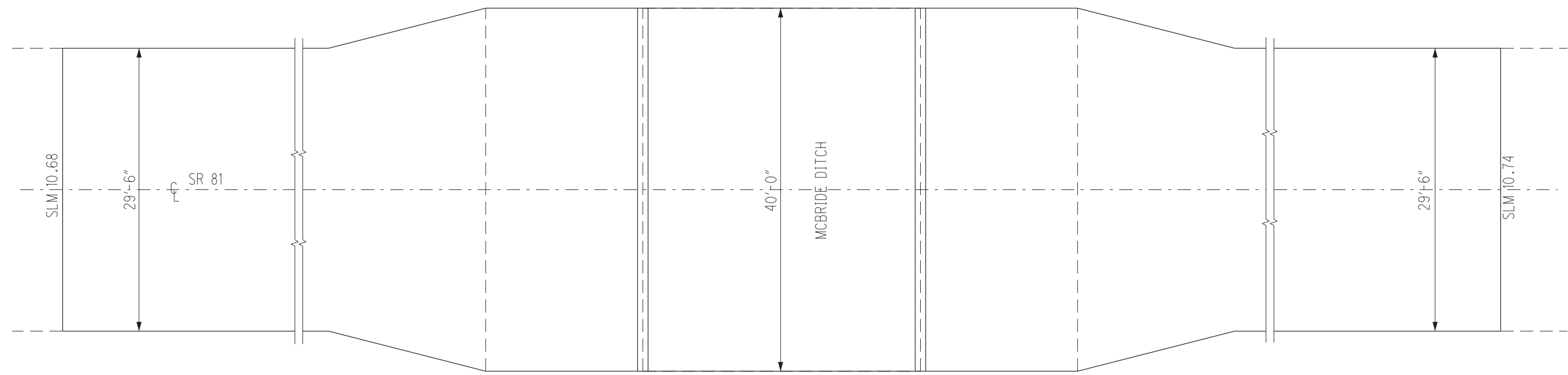
- (1) ITEM 254 - 1 1/2" Pavement Planing Asphalt Concrete
- (2) ITEM 441 - 1 1/2" Asphalt Concrete Surface Course
- (3) ITEM 407 - Non-Tracking Tack Coat
- (4) ITEM 254 - Pavement Planing Asphalt Concrete
Variable Depth (0" to 1 1/2")

TRANSITION DETAIL

ALL-65 / 81 /
117 - VAR.

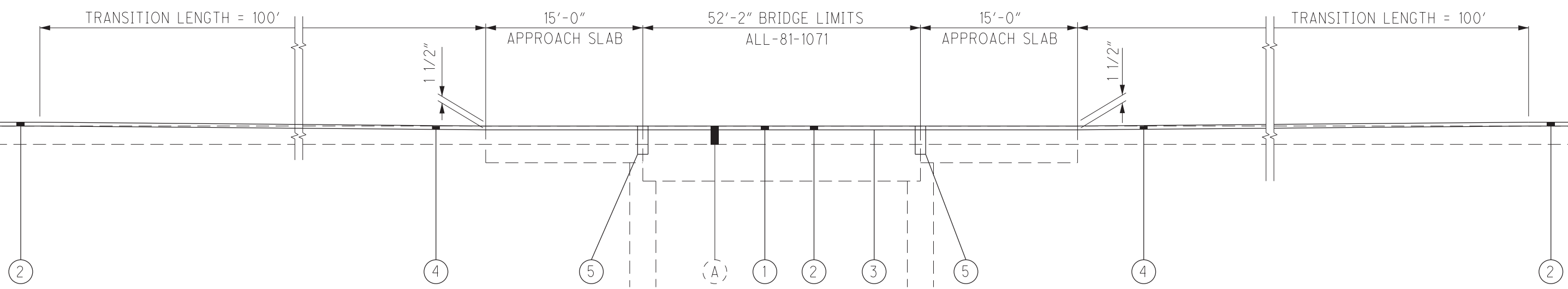
I:\Project\data\05527\Design\Roadway\Sheets\05527_010.dgn Sheet 30-JAN-2020 7:29AM girwin

STRUCTURE NO.
ALL-81-1071



EXISTING LEGEND

(A) 3 3/4" ASPHALT CONCRETE



PROPOSED LEGEND

- (1) ITEM 254 - 1 1/2" Pavement Planing Asphalt Concrete
- (2) ITEM 441 - 1 1/2" Asphalt Concrete Surface Course
- (3) ITEM 407 - Non-Tracking Tack Coat
- (4) ITEM 254 - Pavement Planing Asphalt Concrete Variable Depth (0" to 1 1/2")
- (5) ITEM 846 - Polymer Modified Asphalt Expansion Joint System

TRANSITION DETAIL

ALL-65 / 81 /
117 - VAR.

I:\Project\data\05527\Design\Roadway\Sheets\05527_01.dgn Sheet 30-JAN-2020 7:30AM gfrwin

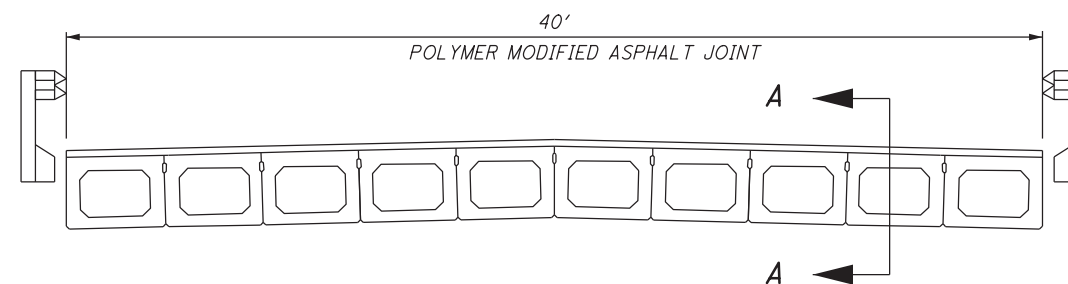
REFERENCE SHALL BE MADE TO THE FOLLOWING:

SUPPLEMENTAL SPECIFICATION:

846 DATED 4/17/15

DESIGN SPECIFICATIONS:

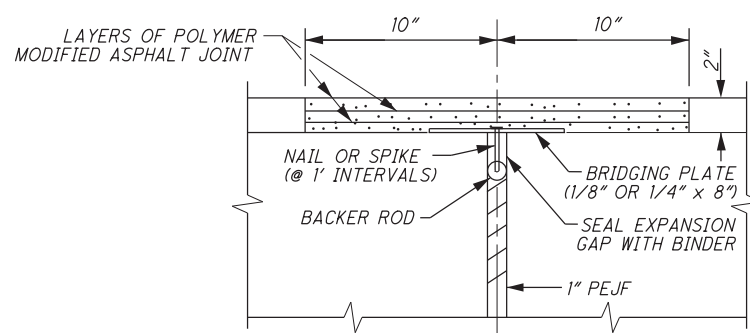
THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, DATED 1992 INCLUDING THE 1993 AND 1994 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.



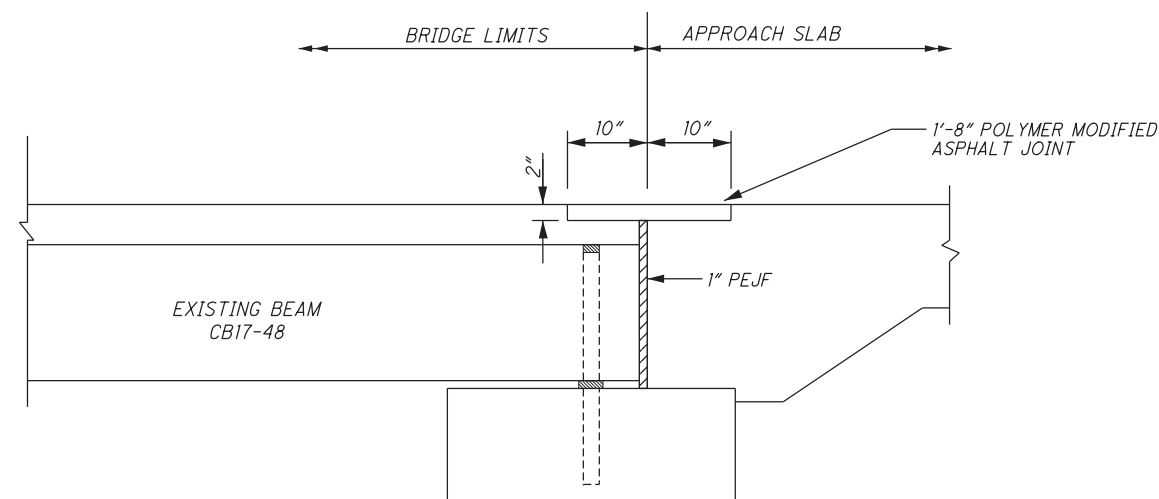
TYPICAL SECTION OF EXPANSION JOINT

ESTIMATED STRUCTURE QUANTITIES - SFN 0203319 (@ SLM 10.71)			
ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	134	SF	REMOVAL MISC.: POLYMER MODIFIED JOINT
846	23	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

QUANTITIES CARRIED TO GENERAL SUMMARY



POLYMER MODIFIED JOINT DETAIL



SECTION A-A

I:\Project\data\05527\Design\Roadway\Sheets\05527_013.dgn Sheet 30--JAN-2020 7:30AM girwin

Ref. No.	Intersecting Street	Side	Quantities									Dimensions				
			202			608					609		Ramp		Landing	
			Walk Removed SF	Curb Removed FT	Curb & Gutter Removed FT	Curb Ramp B2 SF	Curb Ramp B3 SF	Curb Ramp A2 SF	Curb Ramp A1/A2 Combo SF	4" Concrete Walk SF	Curb & Gutter FT	Curb FT	Width FT	Length FT	Width FT	Length FT
1-R	SR 117 and Woodlawn Ave.	Rt.	278		30				278				5	7	5	5
2-R		Lt.	110							110		22			7	4
3-R		Rt.	207		28	207							5	10	8	6
4-R		Lt.	195		15	195							5	10	6	8
5-R	SR 117 and Rosedale Ave.	Rt.	142		17	142							5	10	6	6
6-R		Lt.	172		17	172							5	10	7	6
7-R		Rt.	123		17	123							5	6	6	6
8-R		Lt.	183		17	183							5	9	6	6
9-R	SR 117 and Kenilworth Ave.	Rt.	181		19	181							5	9	6	6
10-R		Lt.	180		19	180							5	9	6	6
11-R		Rt.	185		19	185							5	10	6	6
12-R		Lt.	181		20	181							5	10	6	6
13-R	SR 117 and Cole St.	Rt.	130		20			130					5	10	5	5
14-R		Lt.	173		15	173							5	10	6	6
15-R		Rt.	103		20			103					5	8	5	5
16-R		Lt.	213		22	213							5	10	8	6
17-R	SR 117 and Lincoln Ave.	Rt.	199		20	199							5	8	14	10
18-R		Rt.	195		22	195							5	8	10	10
19-R		Rt.	193		18	193							5	10	10	8
20-R	SR 117 and Jameson Ave.	Lt.	200	22		200							5	9	6	9
21-R		Rt.	203		20	203							5	10	10	10
22-R		Lt.	173	20		173							5	9	6	10
23-R	SR 117 and Charles St.	Rt.	65		9			65					5	9	5	4
24-R		Rt.	131		22			62			12		5	8	5	5
25-R	SR 117 and Garfield Ave.	Rt.	114		7	114							5	6	5	6
26-R	SR 117 and Collett St.	Rt.	266		26	266							5	10	15	7
27-R		Lt.	201		23	201							5	7	14	7
28-R		Rt.	263		28	263							5	10	14	8
29-R		Lt.	135		32	135							6	7	5	7
30-R	SR 117 and Baxter St.	Rt.	150		14	150							5	5	8	8
31-R		Lt.	155		21	155							5	5	9	5
32-R		Rt.	159		17	159							5	7	11	7
33-R		Lt.	125		8	125							5	8	8	6
34-R	SR 117 and Nye St.	Rt.	199		20	199							5	10	8	7
35-R		Rt.	155		17	155							5	7	8	8
36-R		Lt.	125		9	125							5	5	9	9
37-R	SR 117 and Metcalf St.	Rt.	194		34	194							5	7	7	7
38-R		Lt.	212		30	212							5	6	5	9
39-R		Lt.	130		22	130							5	6	6	7
40-R	SR 117 and Elmwood Place	Rt.	160		24	160							5	6	6	7
41-R		Rt.	186		28	186							5	6	6	7
42-R	SR 117 and McDonel St.	Lt.	220		21	220							5	10	21	8
43-R		Rt.	174		18	174							5	9	18	6
44-R		Lt.	132		23			112					6	8	6	8
Totals			7570	42	828	6621	112	360	278	110	12	22				

Note: Curb Ramp subtotals carried to General Summary (Sheet 24)

CALCULATED
GLI
CHECKED
EJS

CURB RAMP SUB-SUMMARY

ALL-65 / 81 /
117 - VAR.

Ref. No.	Intersecting Street	Side	Quantities						Dimensions			
			202		608				Ramp		Landing	
			Walk Removed	Curb & Gutter Removed	Curb Ramp B2	Curb Ramp A1	Curb Ramp A2	Curb Ramp A1/A2 Combo	Width	Length	Width	Length
		SF	FT	SF	SF	SF	SF	FT	FT	FT	FT	
45-R	SR 117 and Pierce St.	Rt.	139	18	157				5	6	18	6
46-R		Lt.	157	22	179				5	7	22	6
47-R		Rt.	125	18	143				5	7	18	6
48-R		Lt.	165	22	187				5	6	5	5
49-R	SR 117 and West St.	Rt.	170	18	188				5	10	18	6
50-R		Lt.	161	20	181				5	7	18	6
51-R	SR 117 and Main St.	Rt.	187	25			212		5	8	5	6
52-R		Lt.	332	37	369				8	10	26	10
53-R	SR 117 and Union St.	Rt.	256	30		286			5	6	15	6
54-R		Lt.	158	24		182			5	6	5	4
55-R		Rt.	201	26		227			5	6	5	4
56-R		Lt.	95	11			106		5	9	6	6
57-R		Lt.	138	15	153				5	8	15	6
Totals			2284	286	1557	695	106	212				

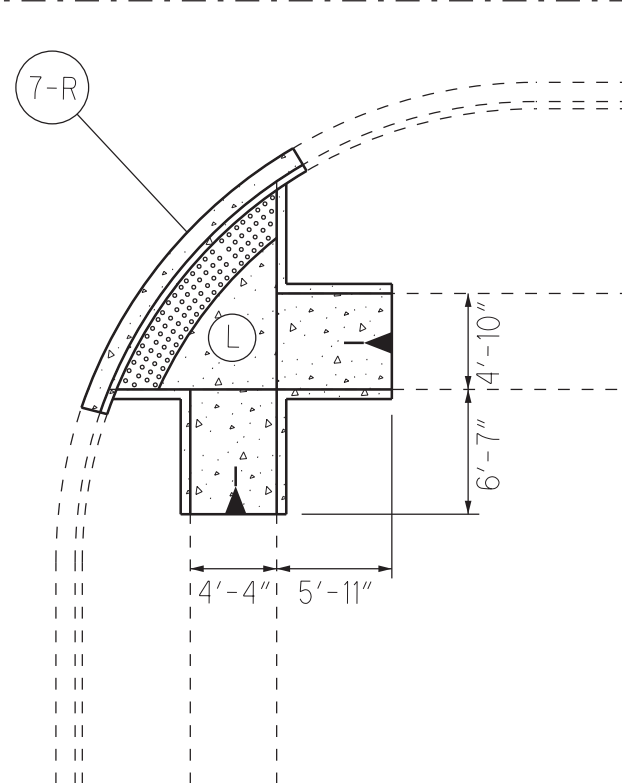
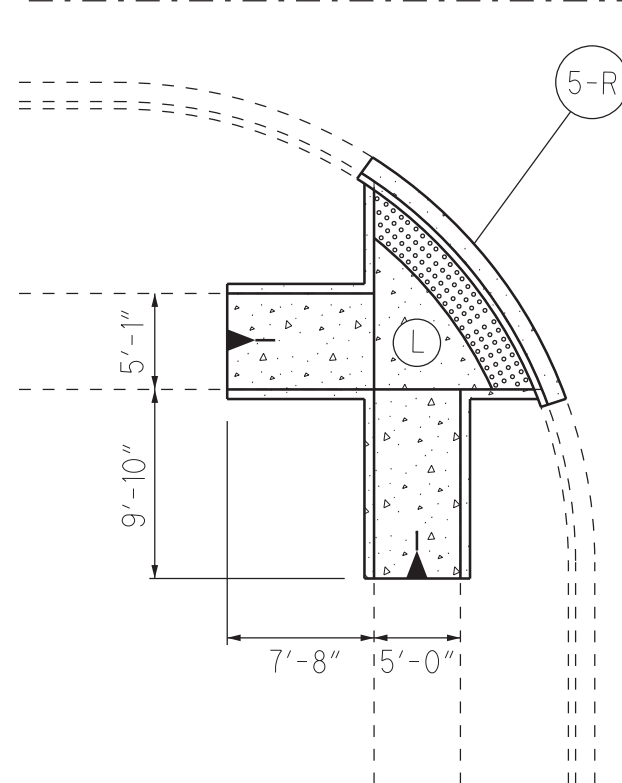
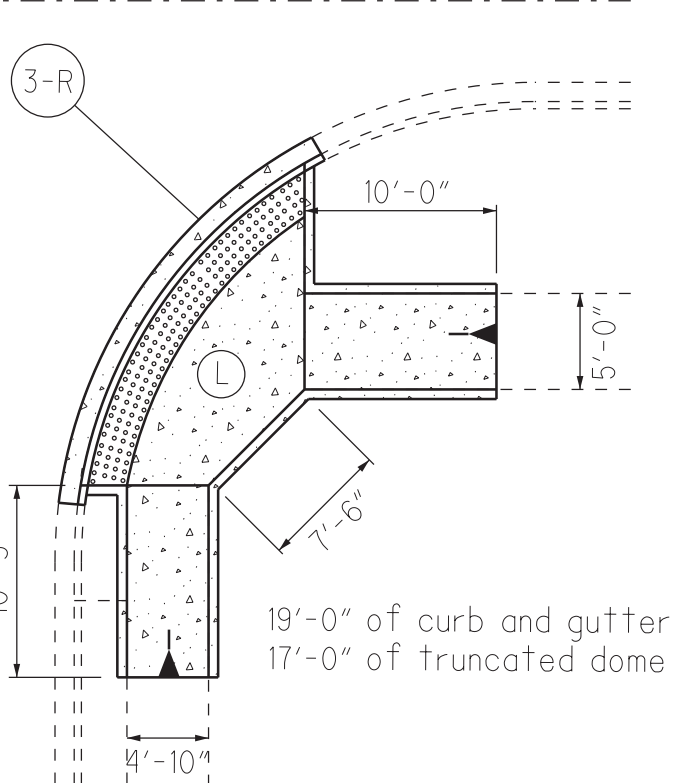
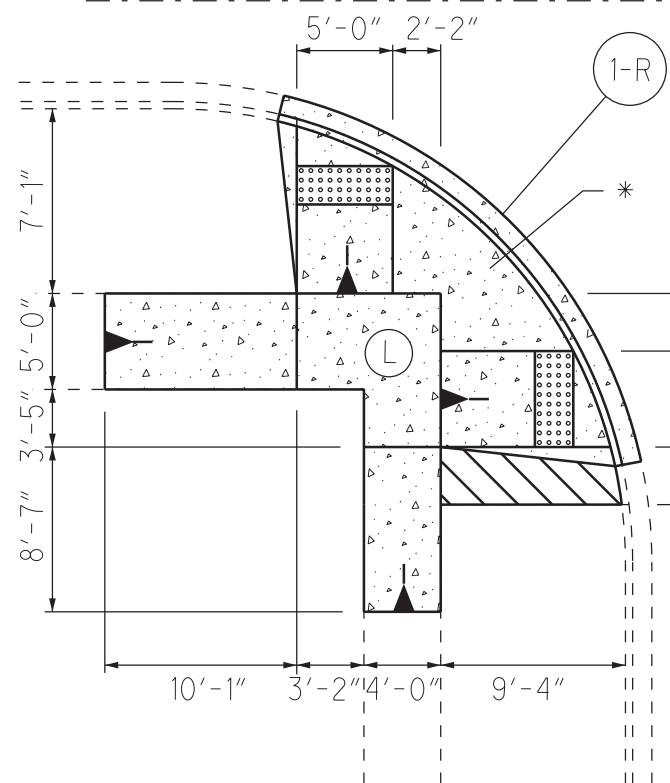
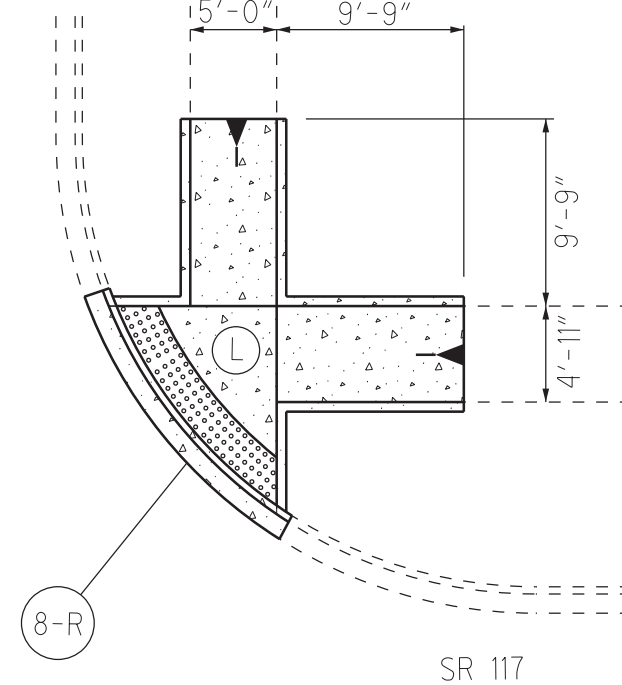
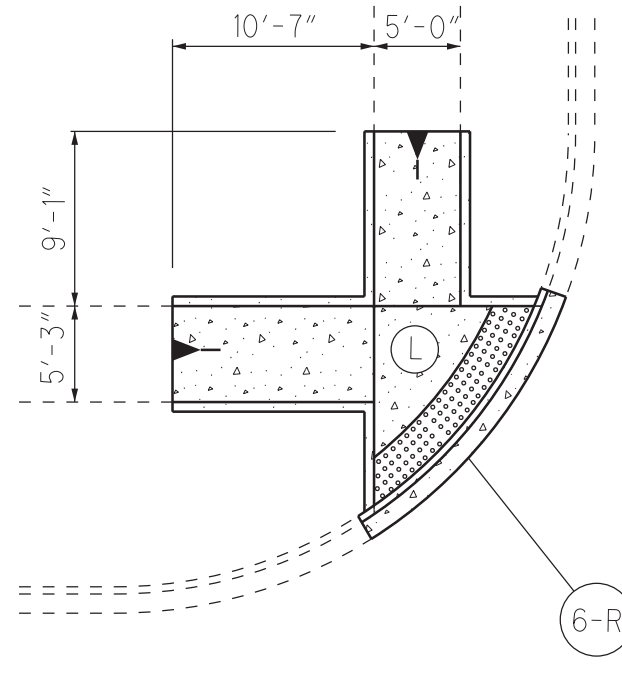
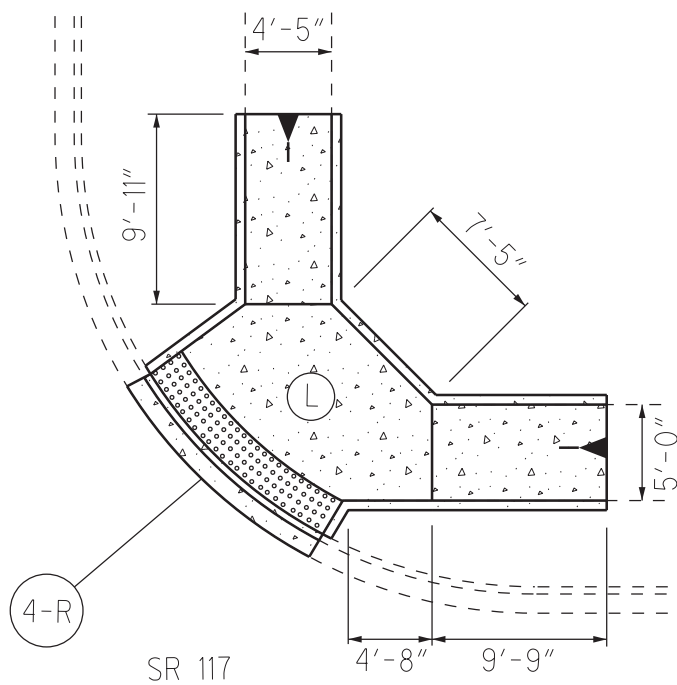
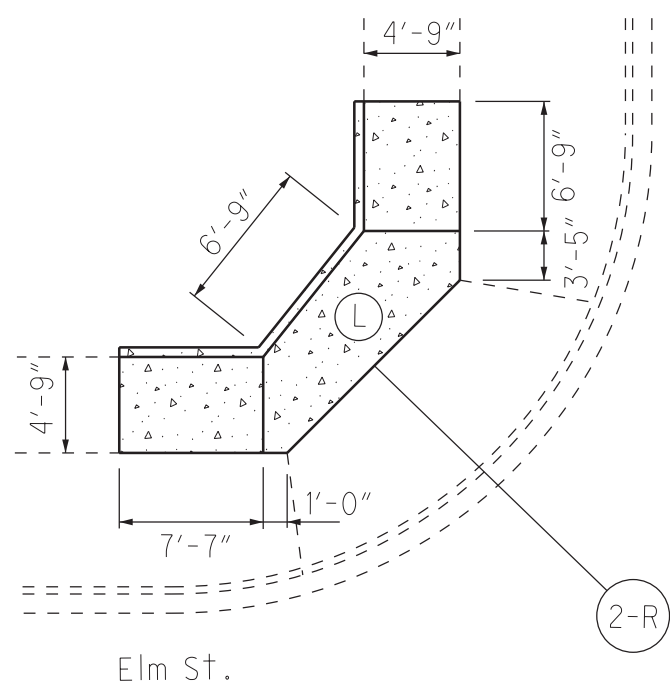
Note: Curb Ramp subtotals carried to General Summary (Sheet 24)

CURB RAMP SUB - SUMMARY

City of Lima

13'-0" of curb and gutter
11'-0" of truncated dome

City of Lima



* - Concrete section in between ramps
will be elevated to allow for drainage inlet

 Remove concrete and return to grade.

- Not To Scale

 - Detectable Warning

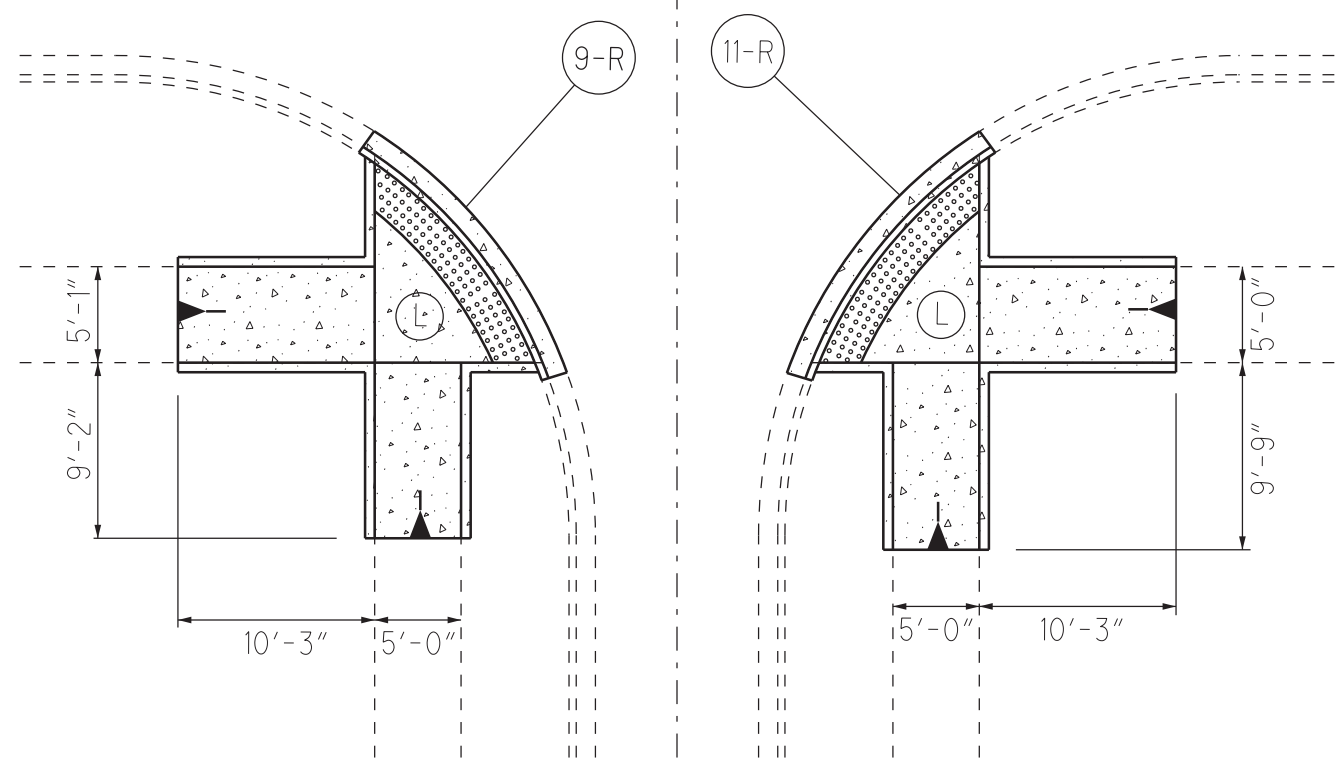
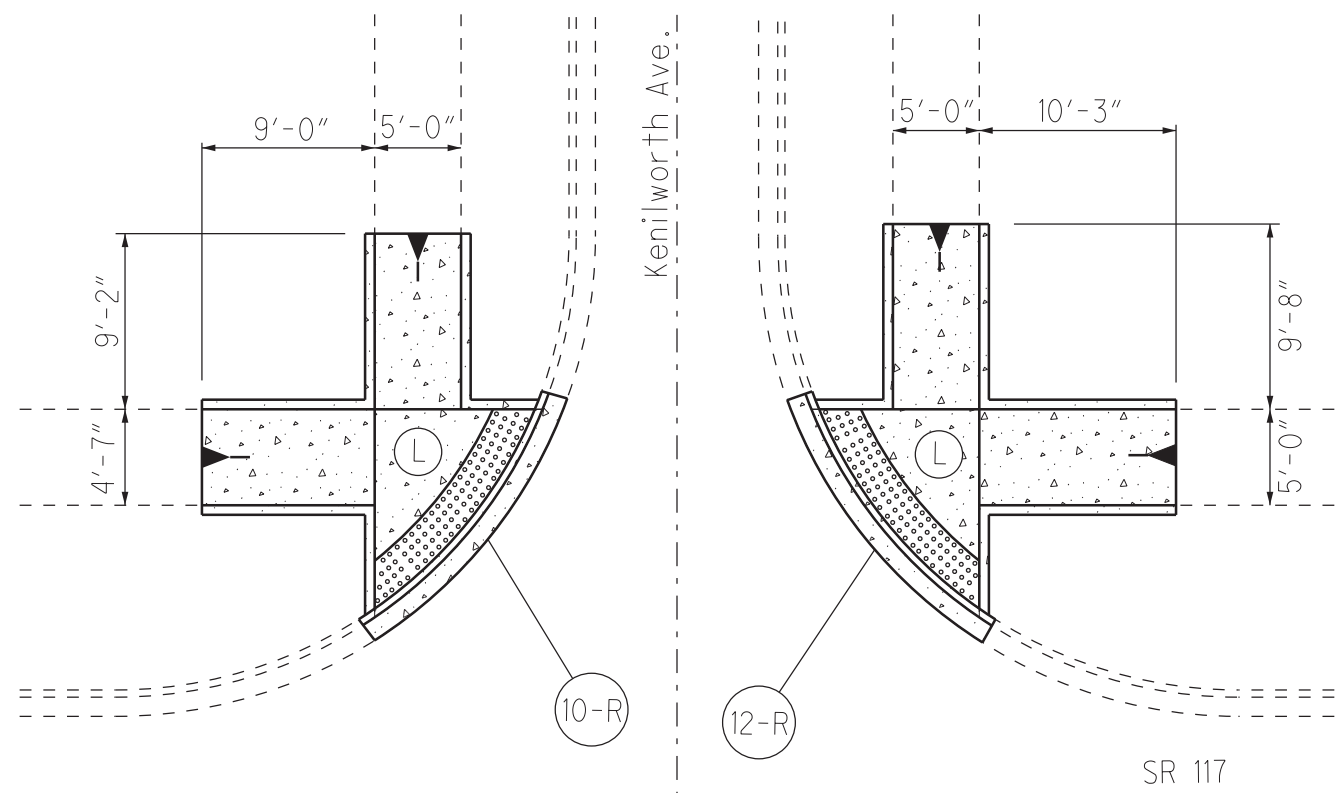
 - Landing

CURB RAMP DETAILS

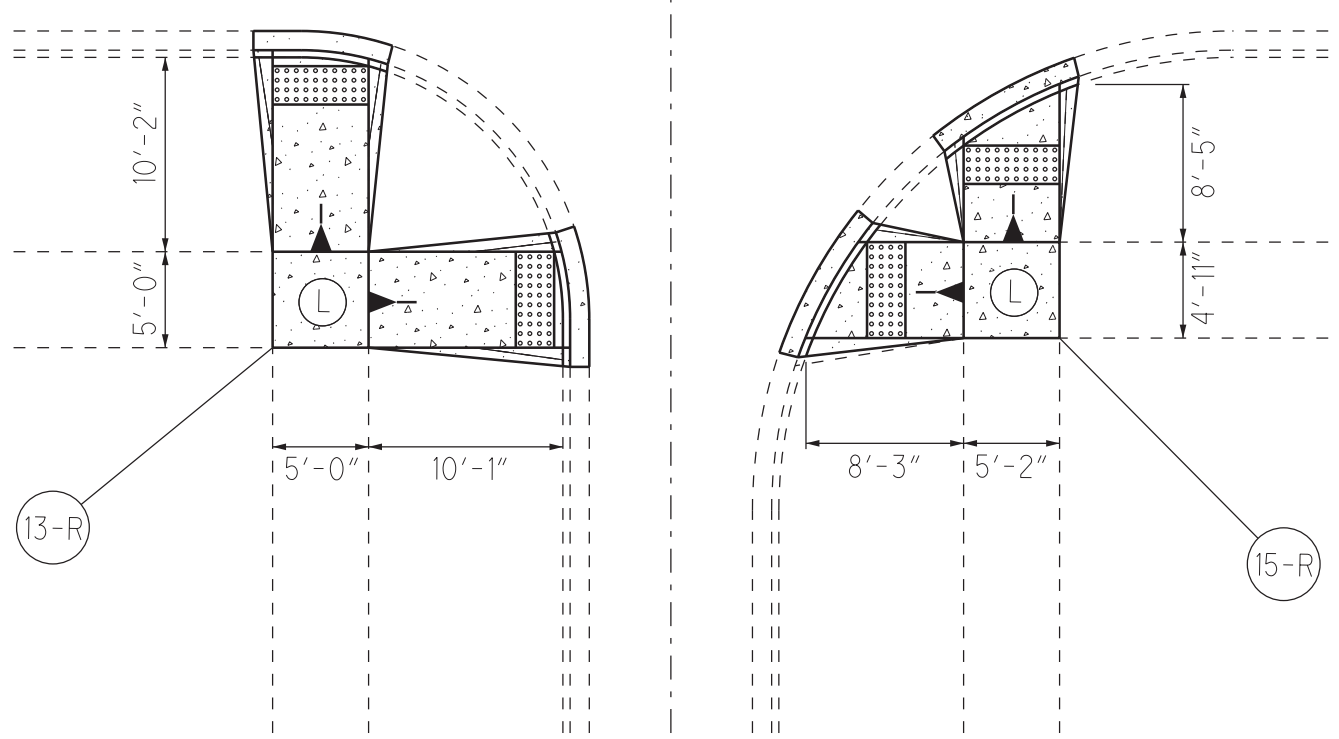
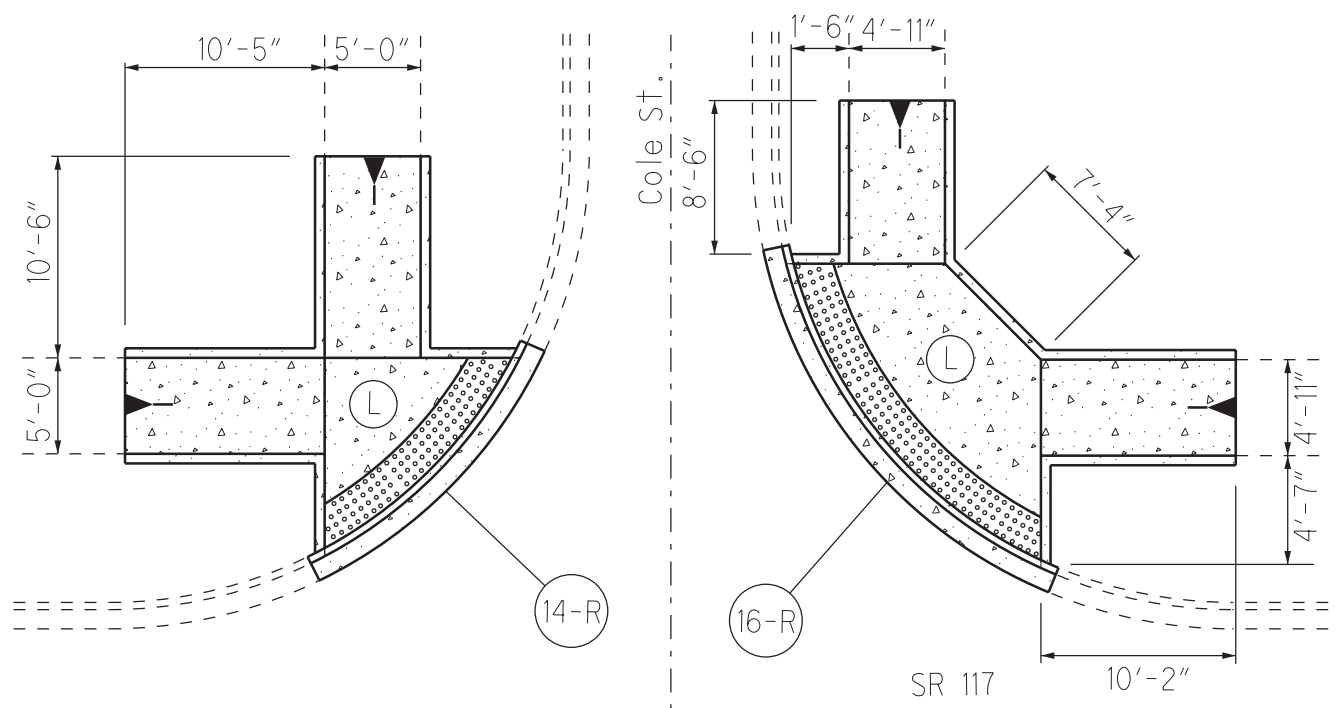
ALL-65 / 81 /
117 - VAR.

I:\Project\data\05527\Design\Roadway\Sheets\05527_015.dgn Sheet 30--JAN-2020 7:30AM girwin

City of Lima



City of Lima



- Not To Scale

 - Detectable Warning

 - Landing

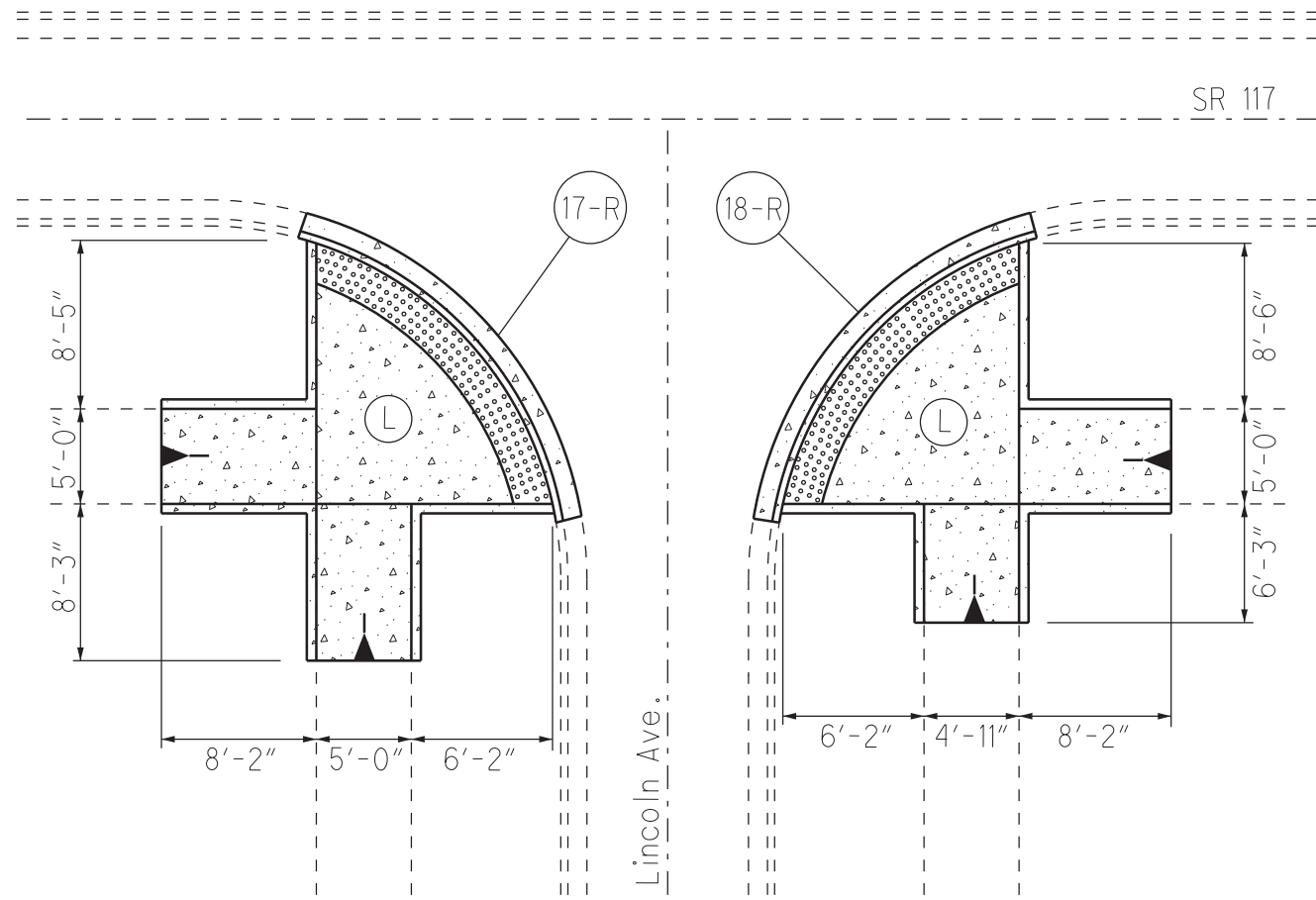
CURB RAMP DETAILS

**ALL-65 / 81 /
117-VAR.**

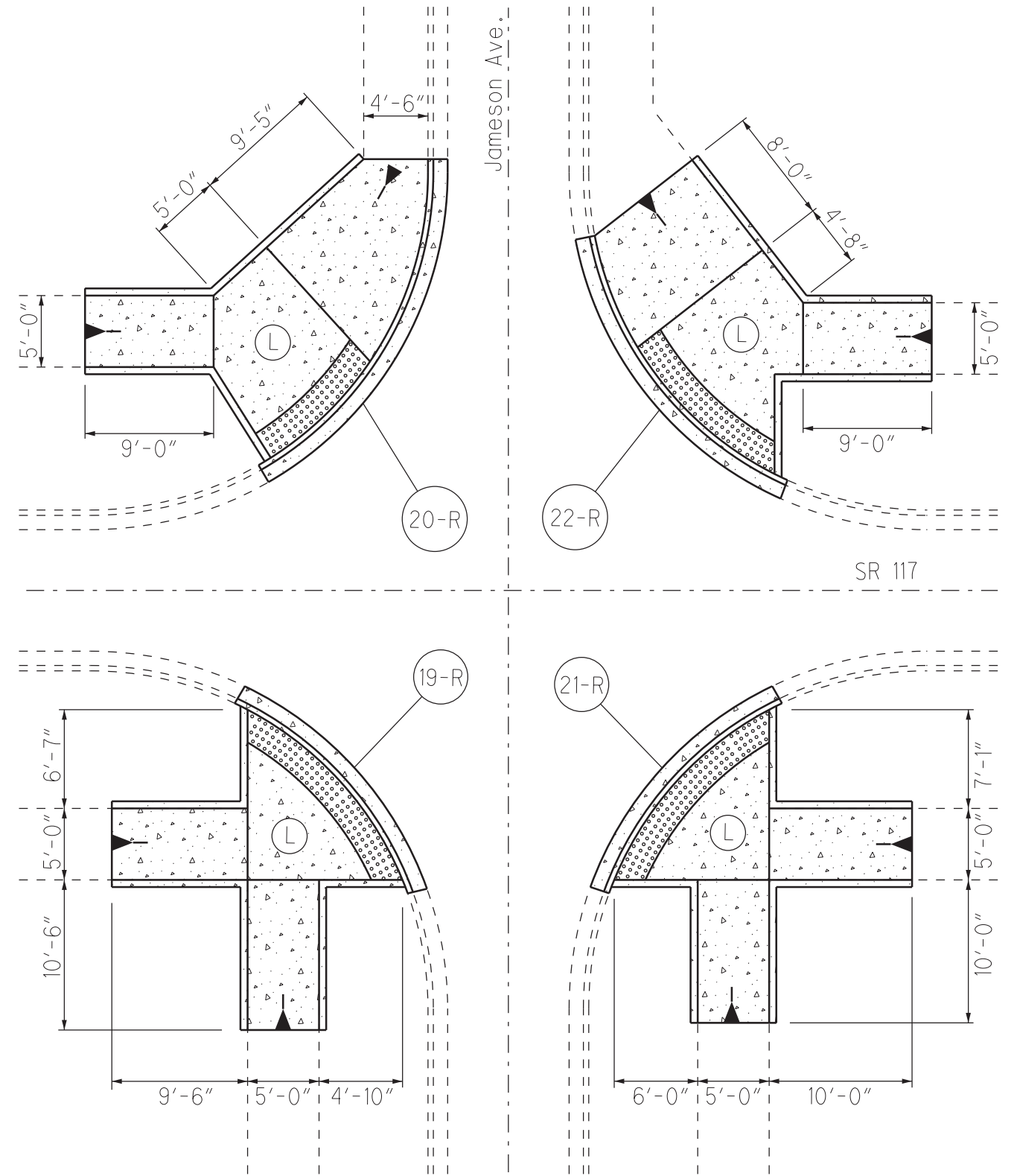
I:\Project\data\05527\Design\Roadway\Sheets\05527_016.dgn Sheet 30--JAN-2020 7:30AM girwin



I:\Project\data\05527\Design\Roadway\Sheets\05527_017.dgn Sheet 30--JAN-2020 7:30AM girwin

City of Lima



City of Lima



- Not To Scale
-  - Detectable Warning
-  - Landing

CURB RAMP DETAILS

ALL-65 / 81 / 117-VAR.

City of Lima

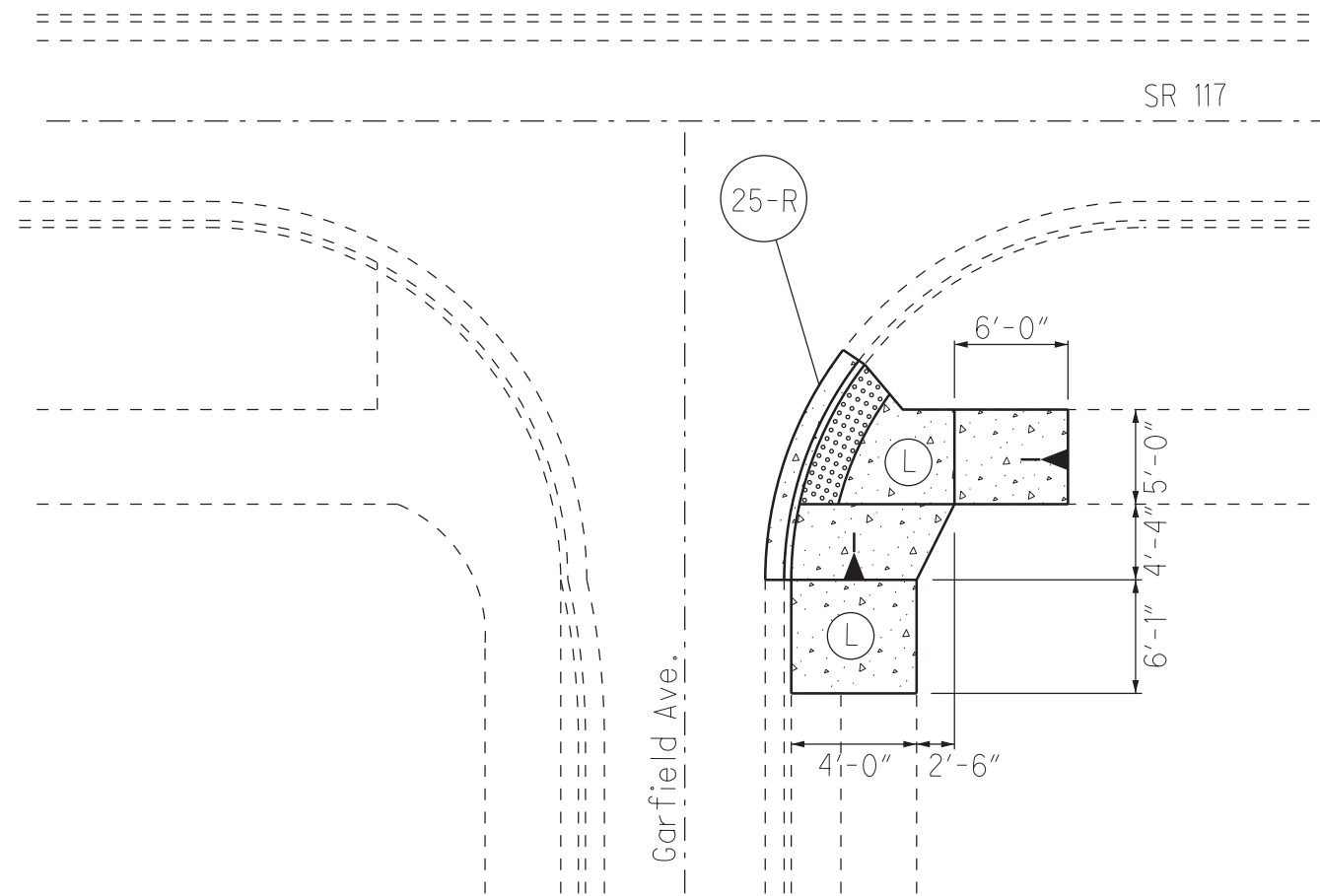
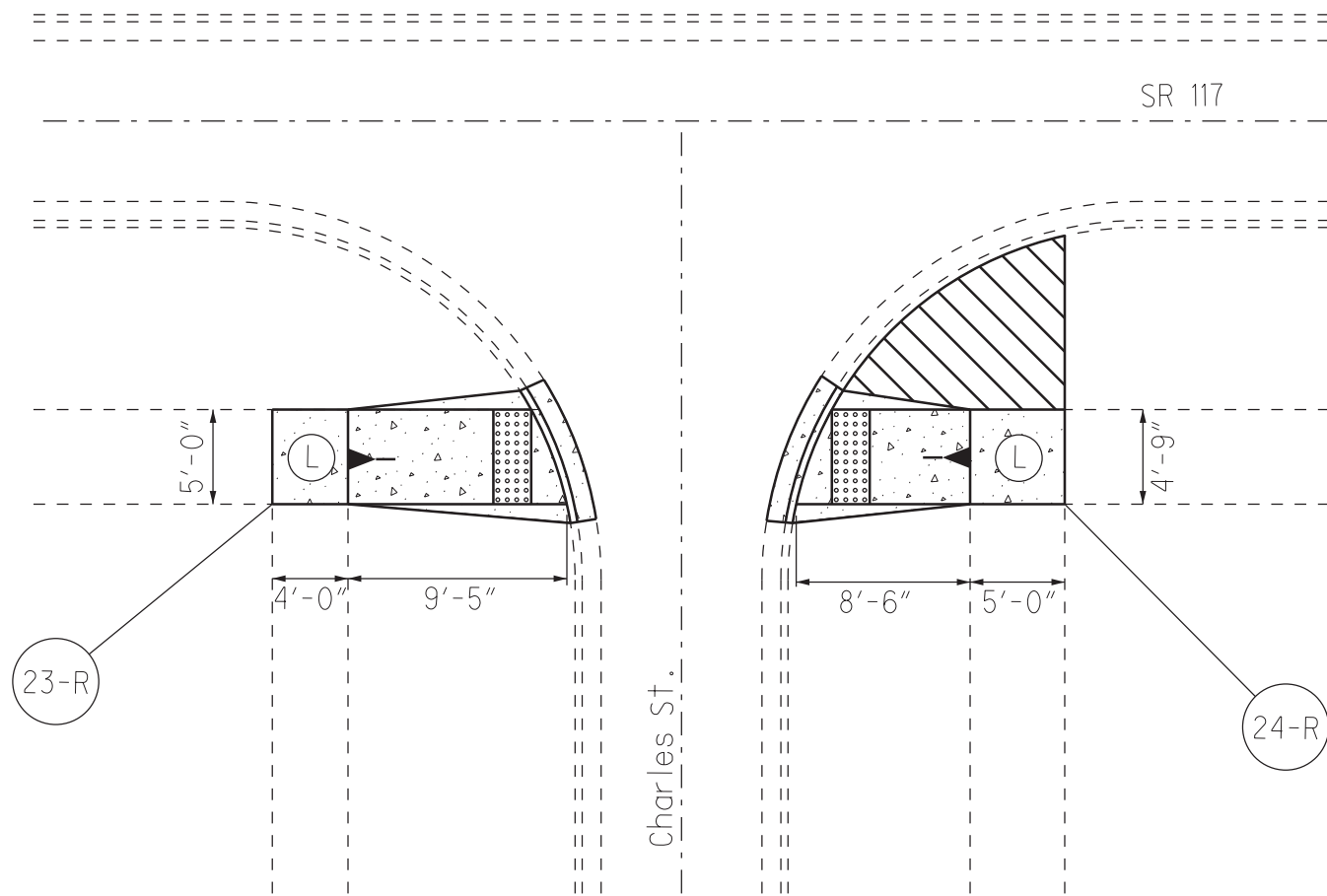
City of Lima

SR 117

SR 117

Charles St.

Garfield Ave.



Remove concrete and return to grade.

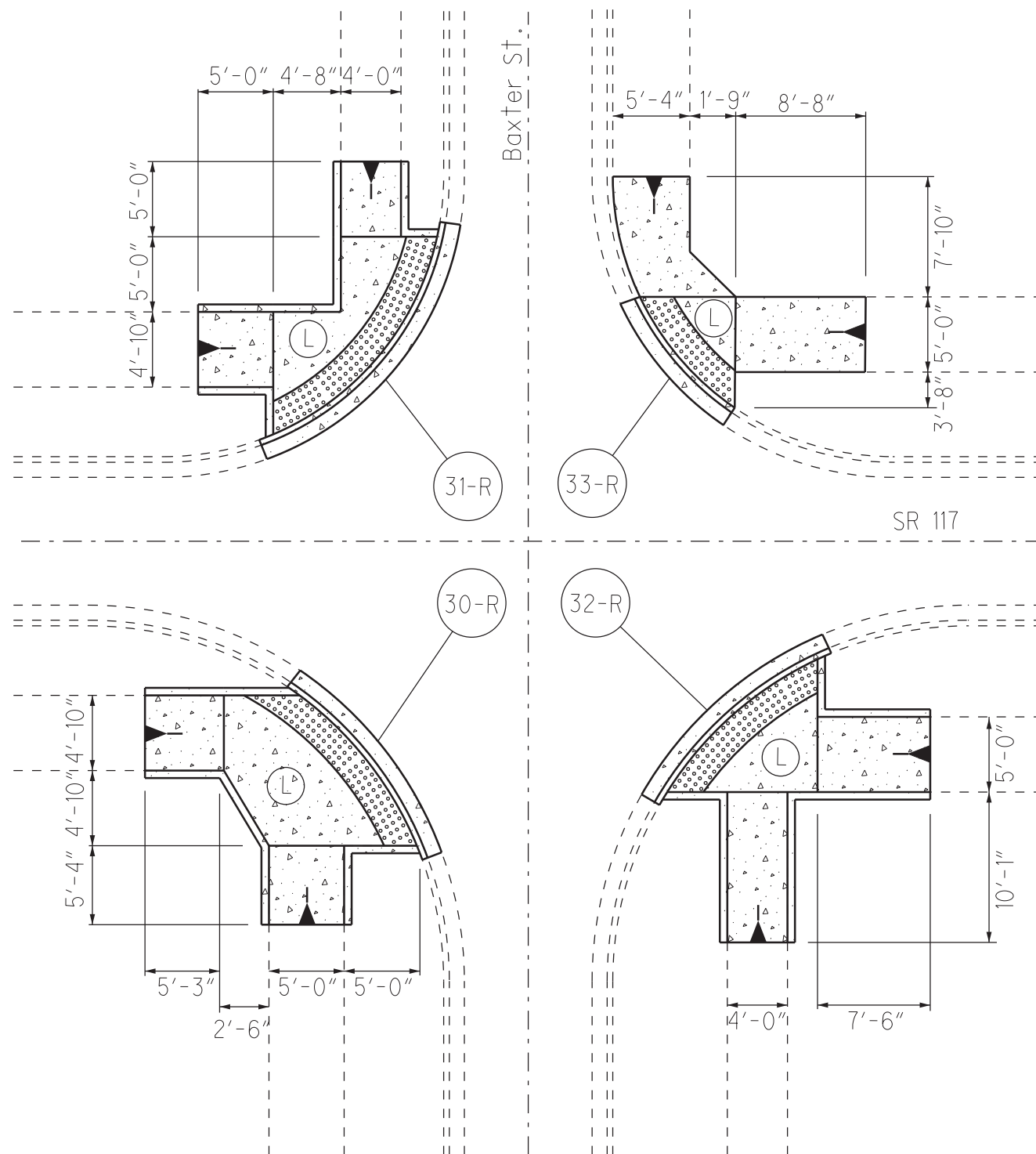
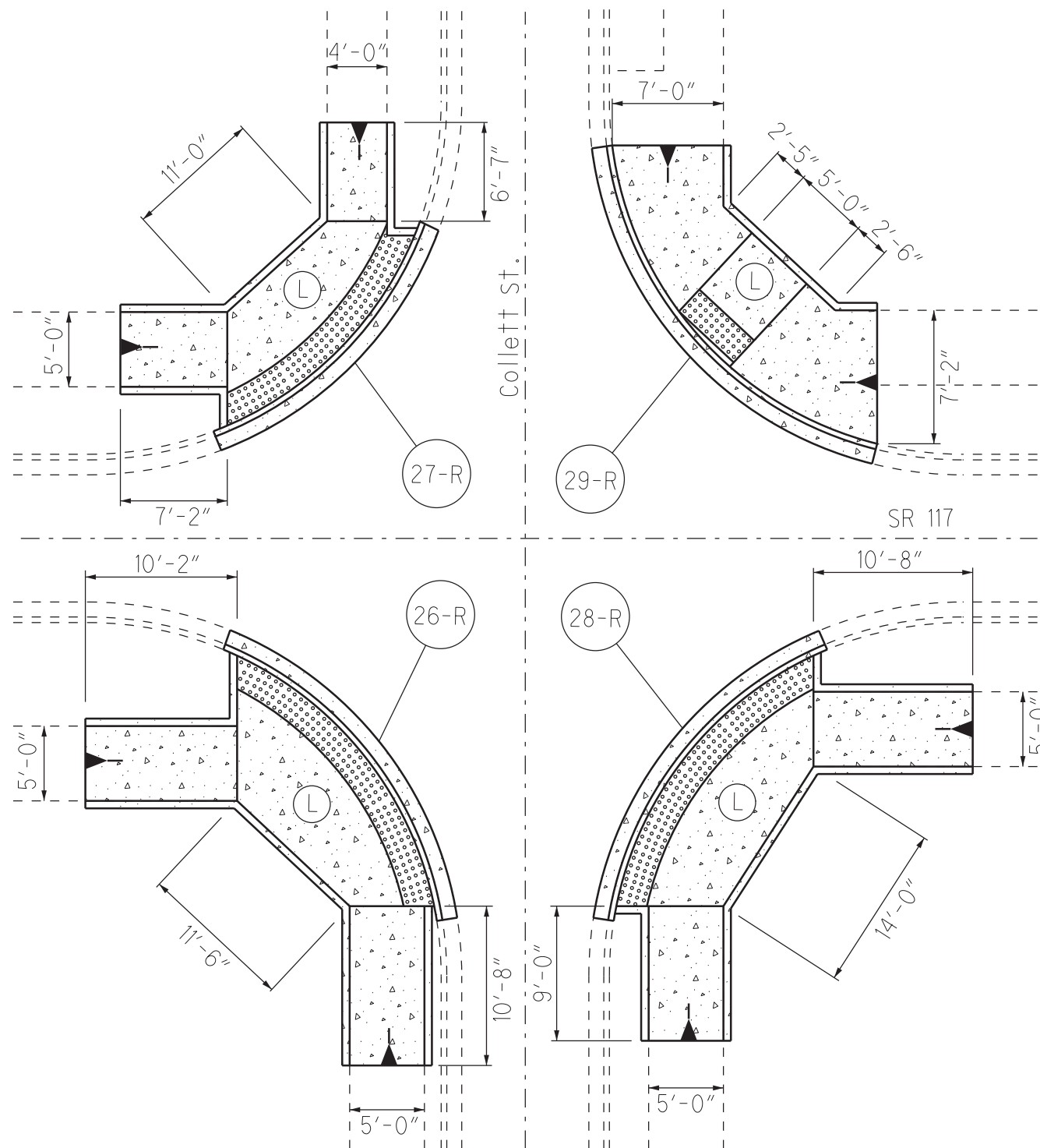
- Not To Scale
- Detectable Warning
- Landing

CURB RAMP DETAILS

ALL-65 / 81 /
117 - VAR.

City of Lima

City of Lima



- Not To Scale

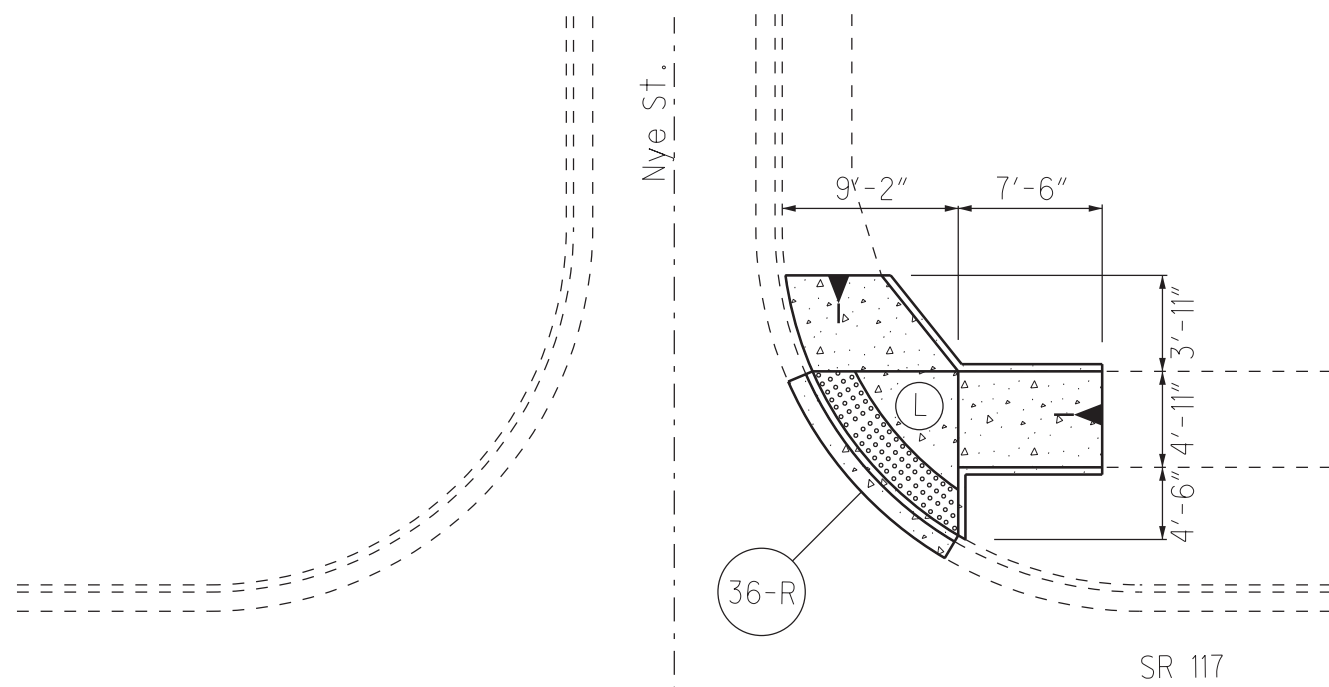
 - Detectable Warning

 - Landing

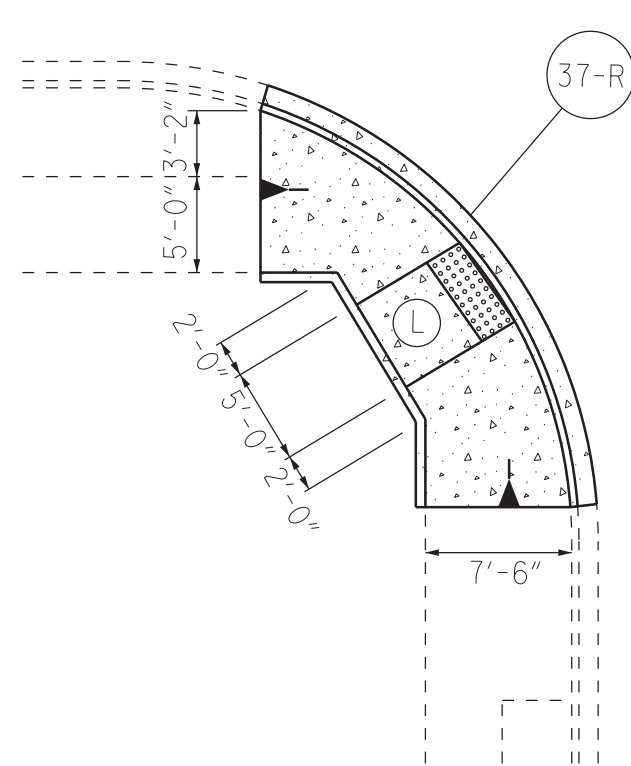
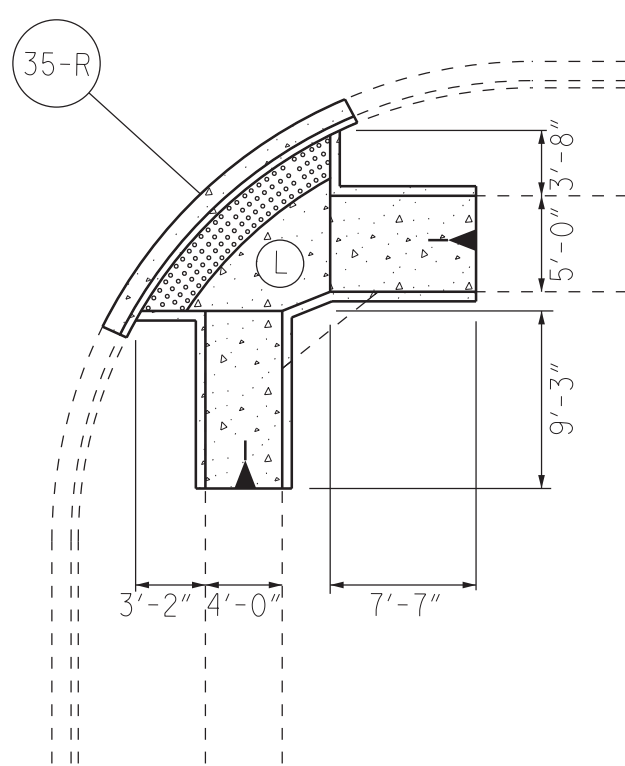
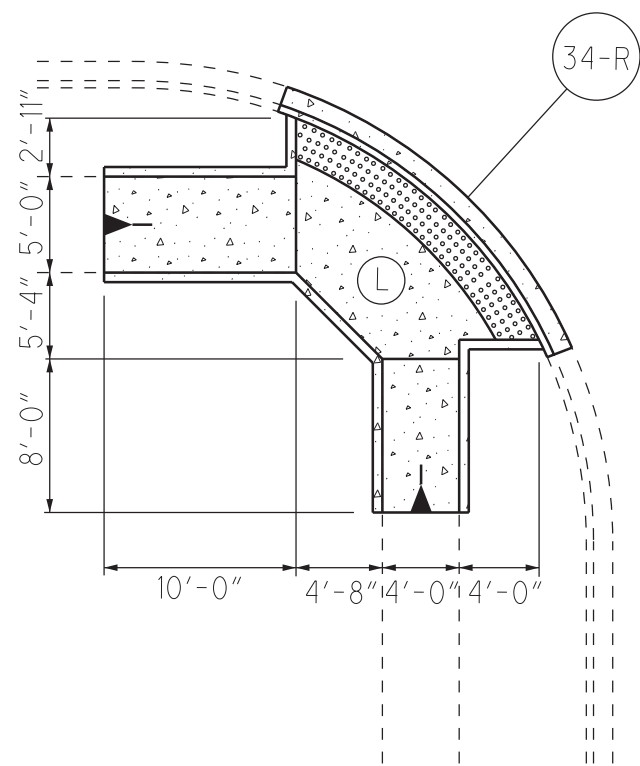
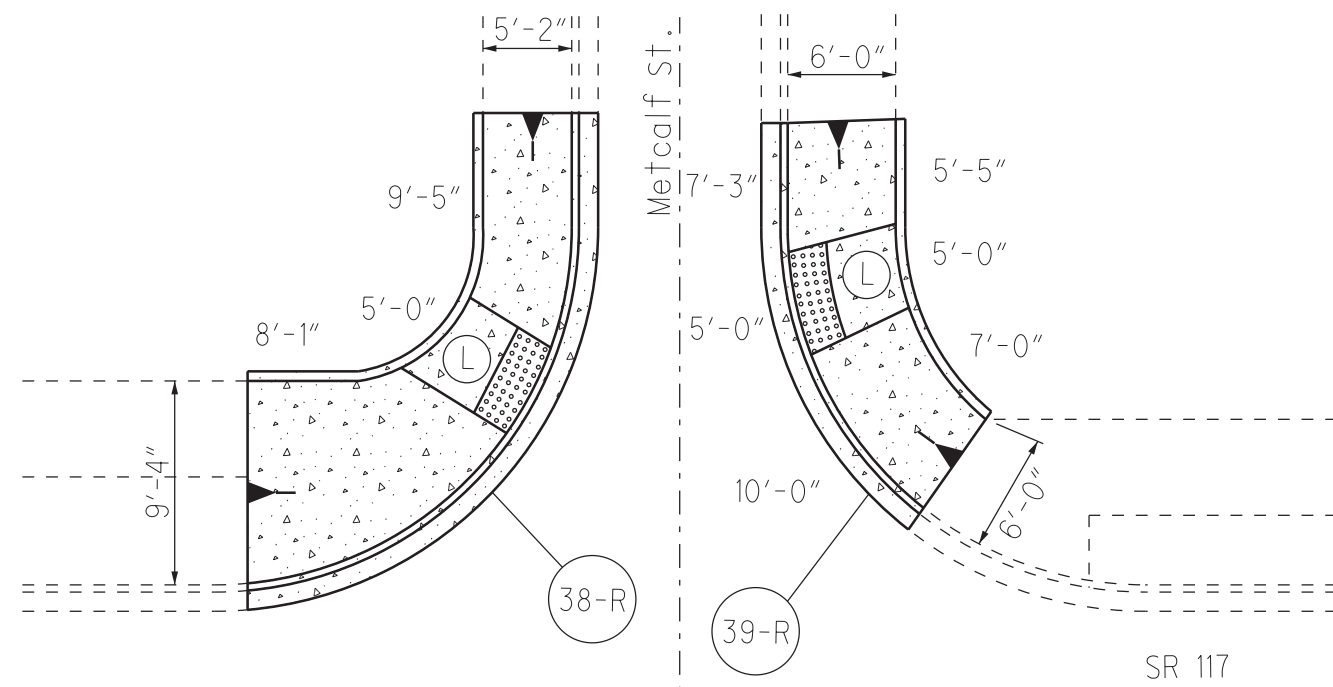
CURB RAMP DETAILS



ALL-65 / 81 /
117-VAR.

City of Lima



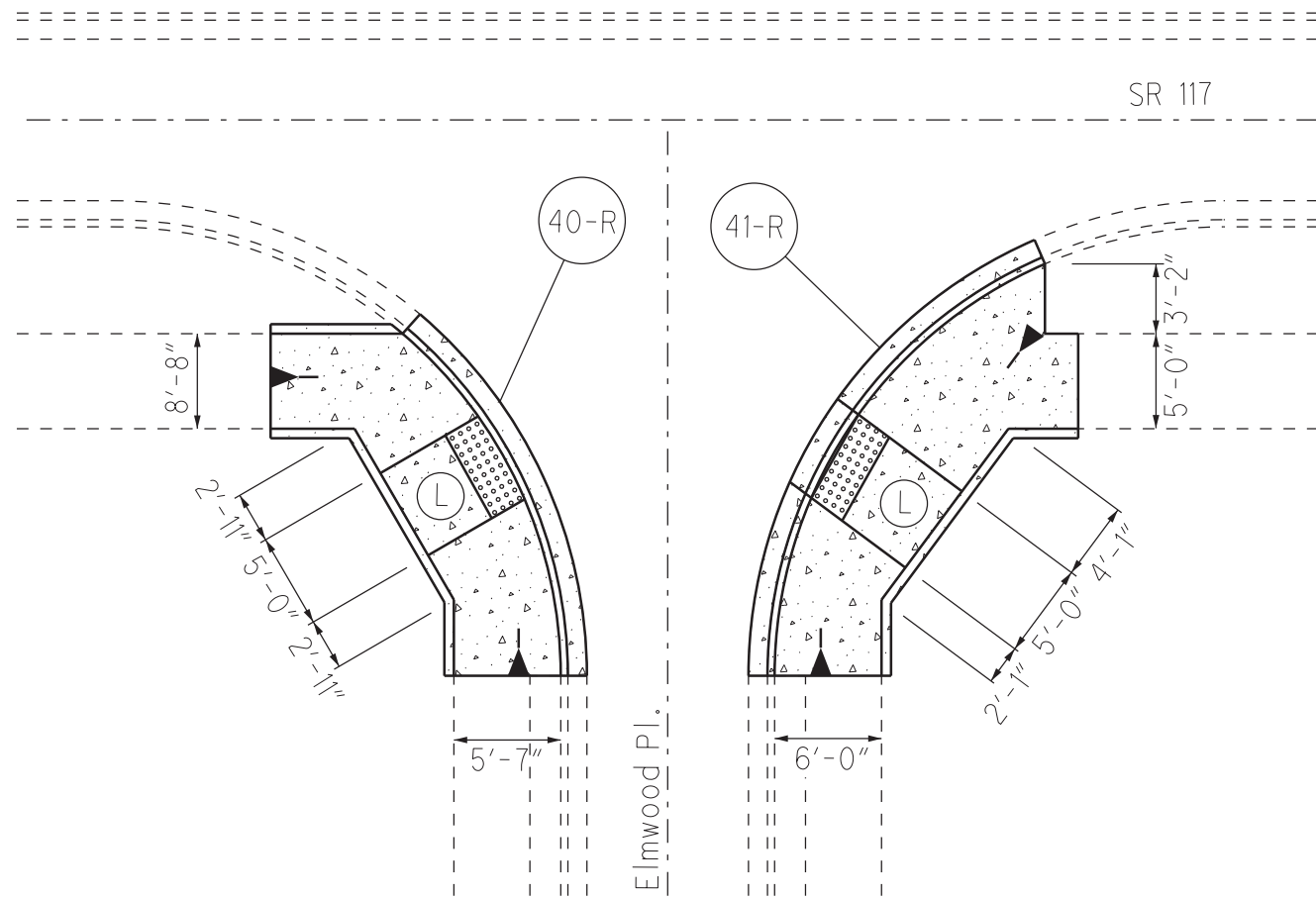
City of Lima



- Not To Scale
-  - Detectable Warning
-  - Landing

I:\Project\data\05527\Design\Roadway\Sheets\05527_020.dgn Sheet 30-JAN-2020 7:30AM gjrwin

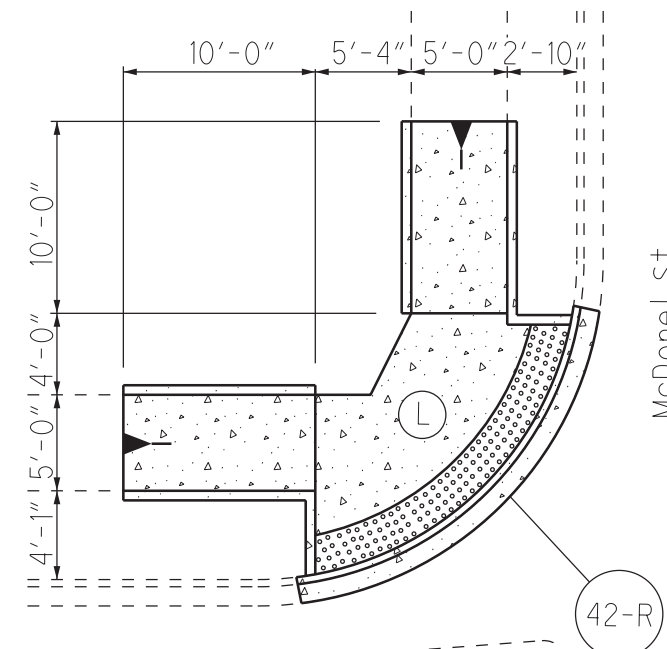
City of Lima



Elmwood Pl.

SR 117

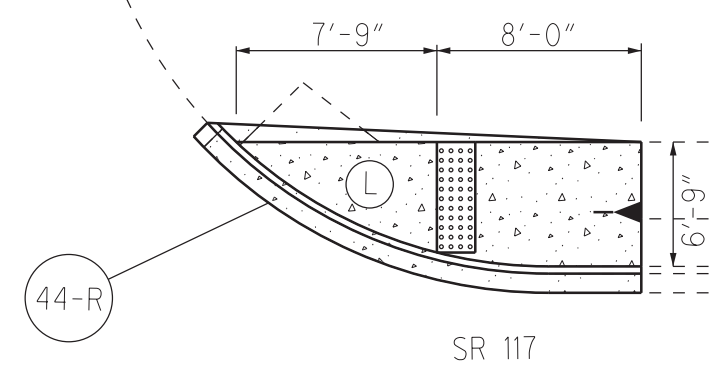
City of Lima



McDowell St.

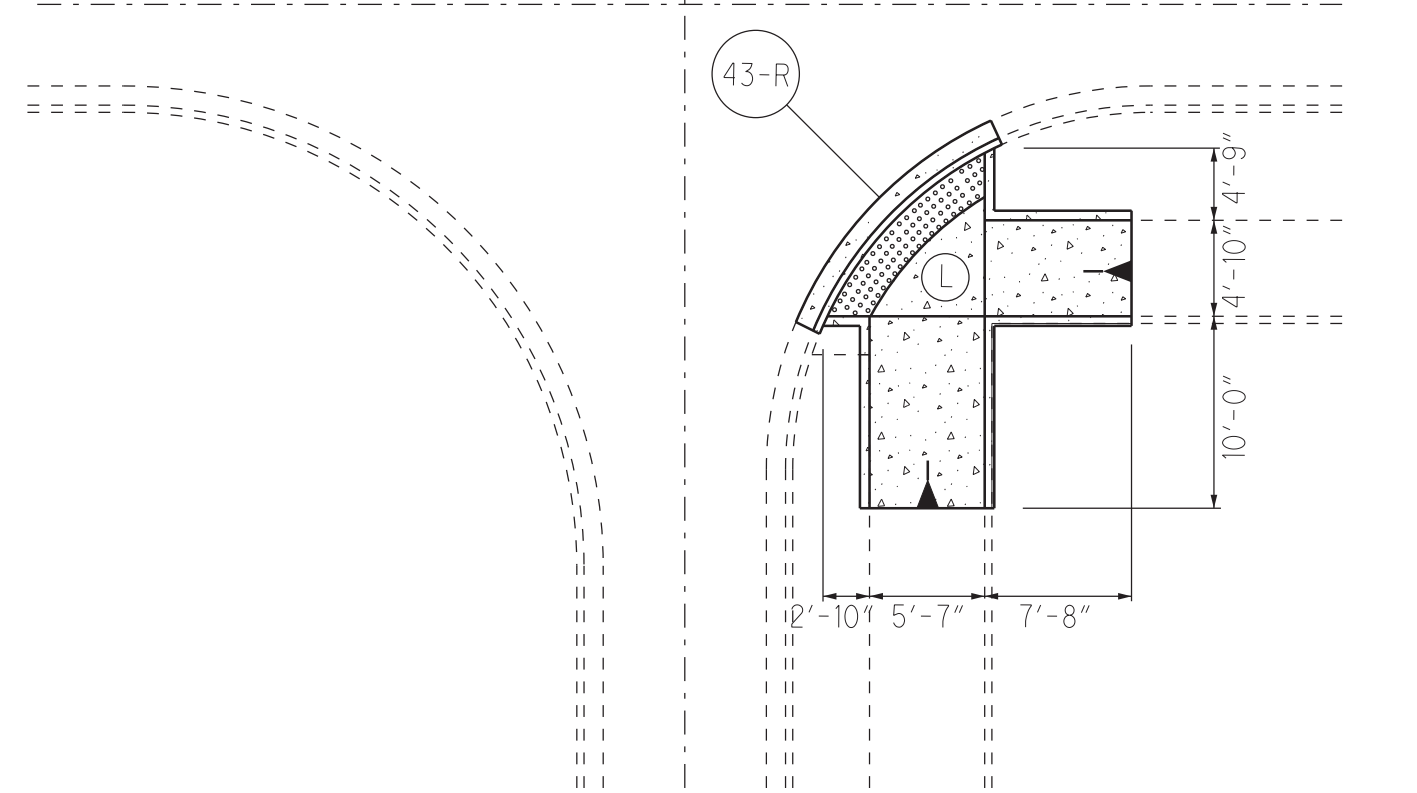
Island

42-R



SR 117

44-R



43-R

- Not To Scale

- Detectable Warning

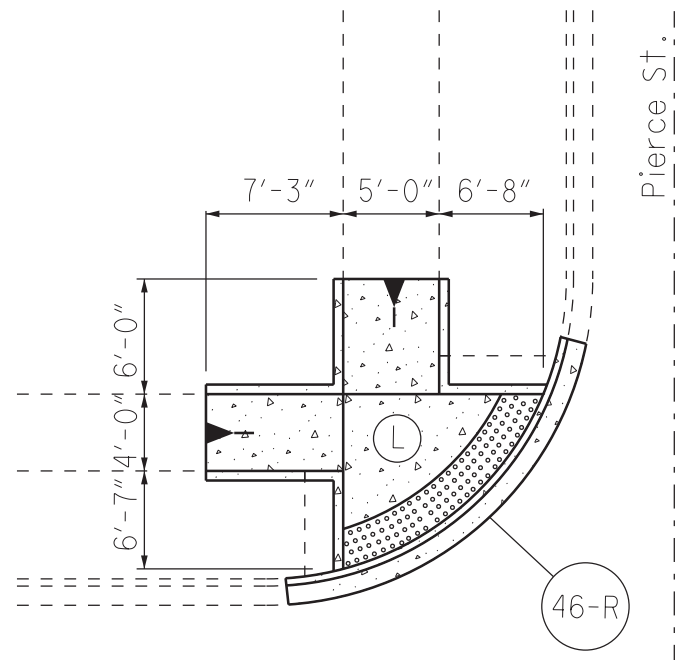
- Landing

CURB RAMP DETAILS

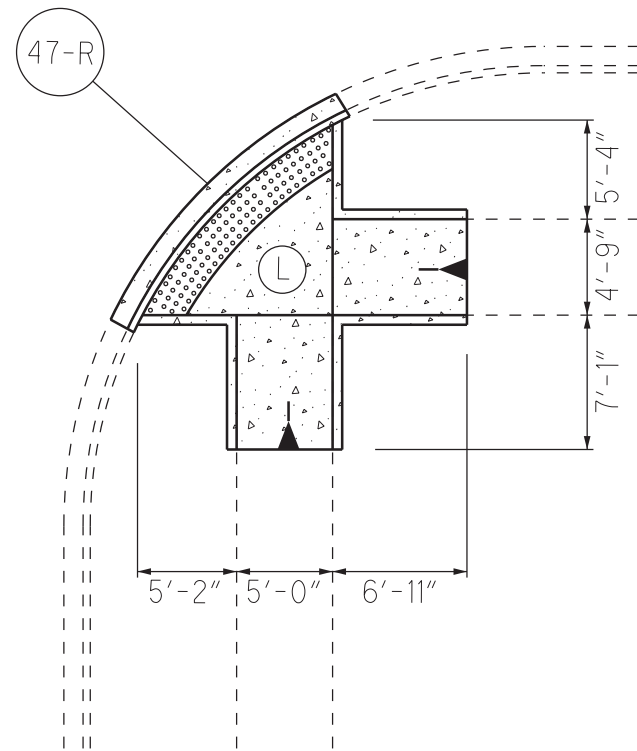
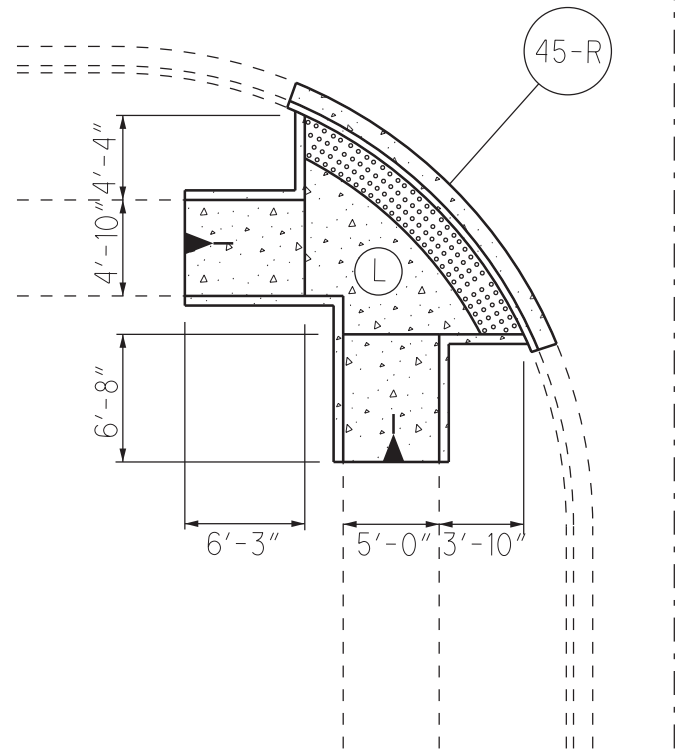
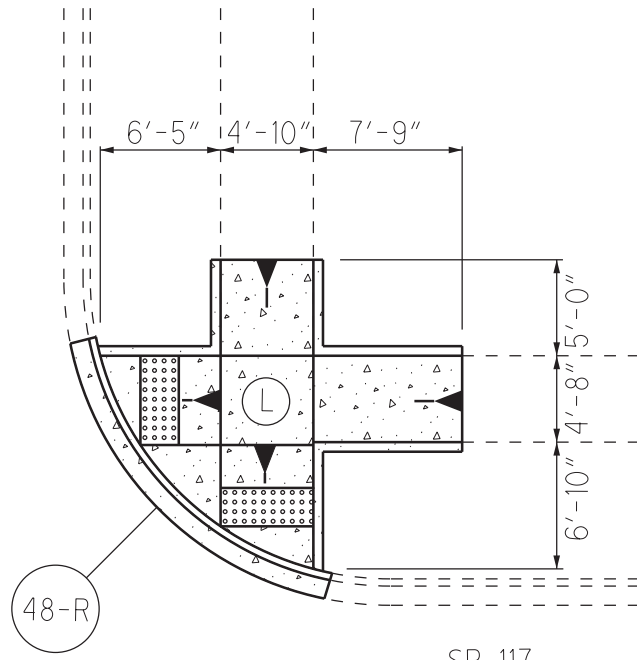
**ALL-65 / 81 /
117-VAR.**

CALCULATED	GLI	CHECKED	EJS
------------	-----	---------	-----

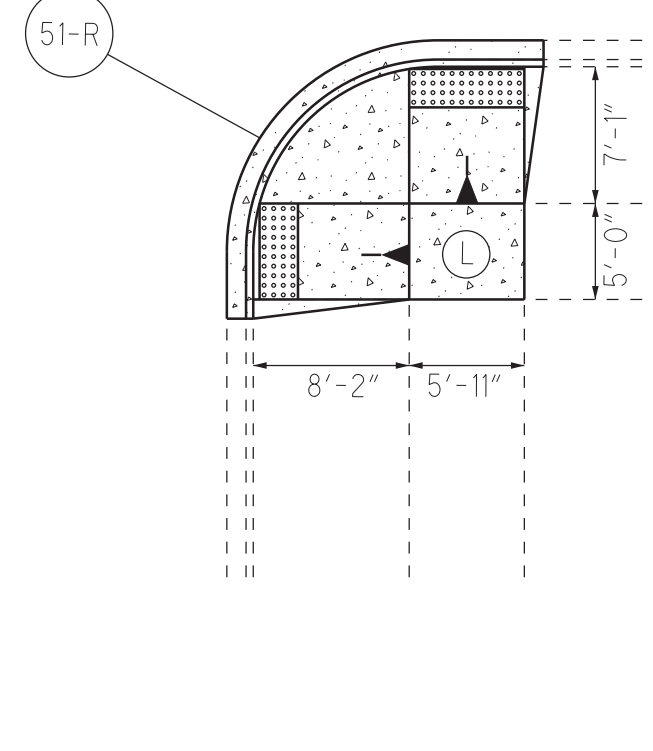
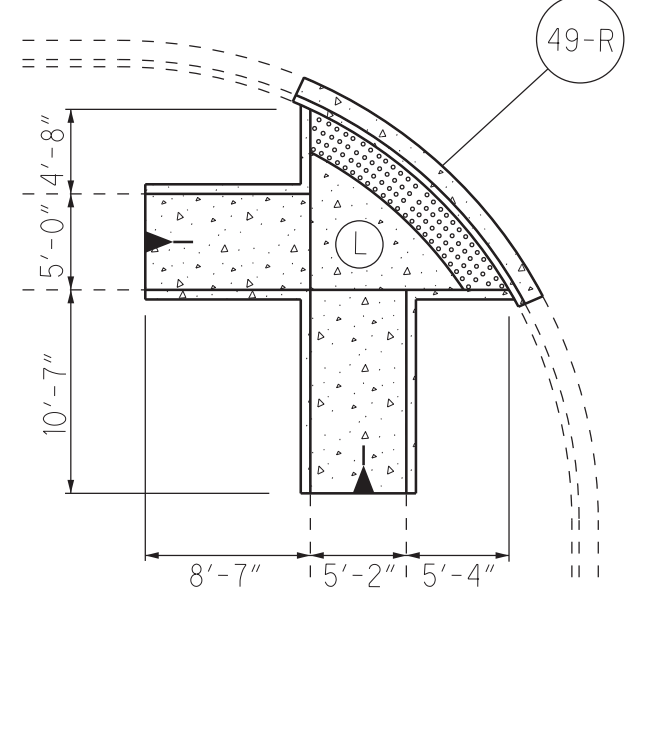
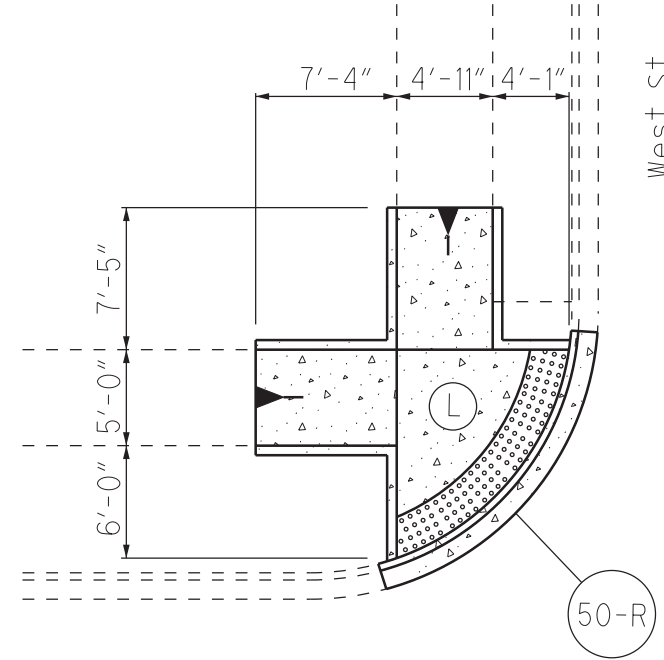
City of Lima



Pierce St.



City of Lima



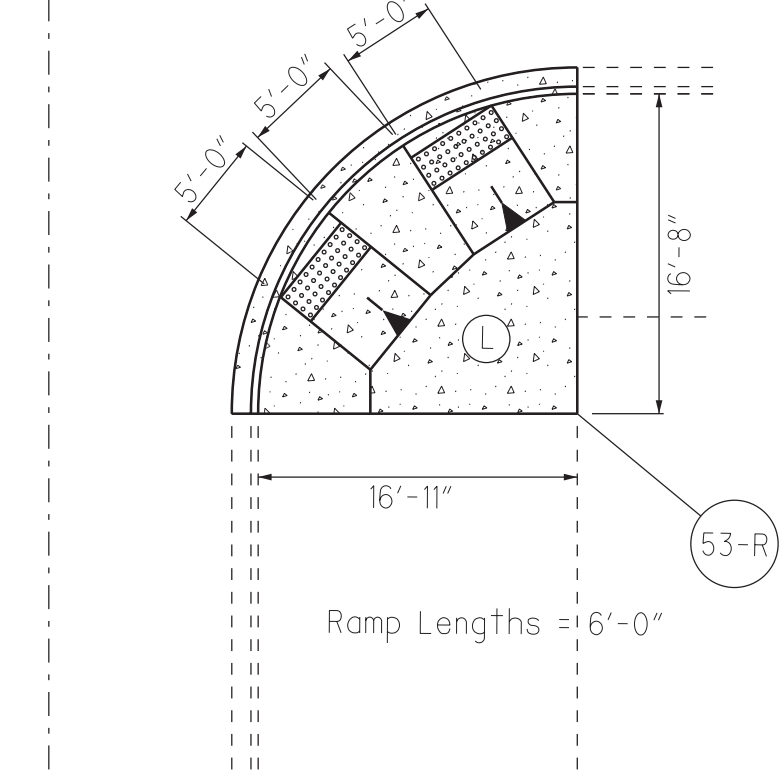
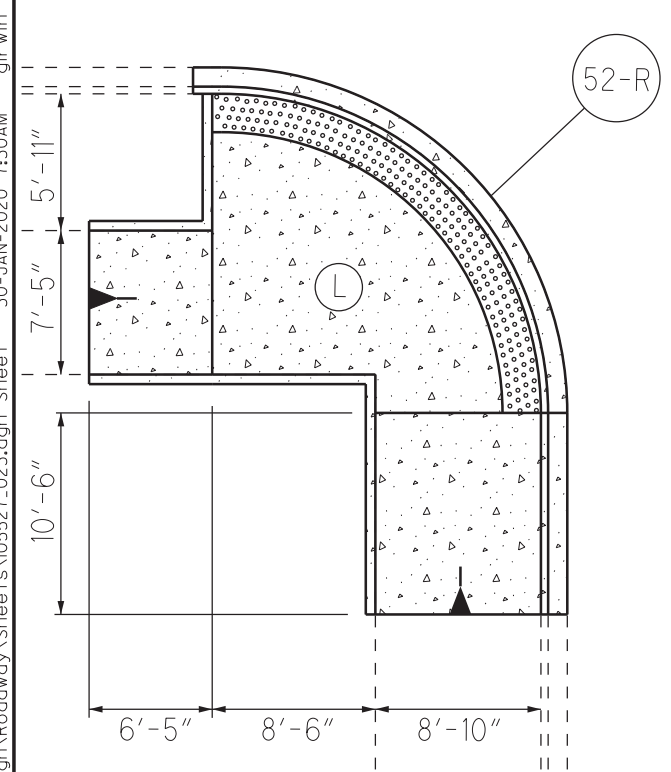
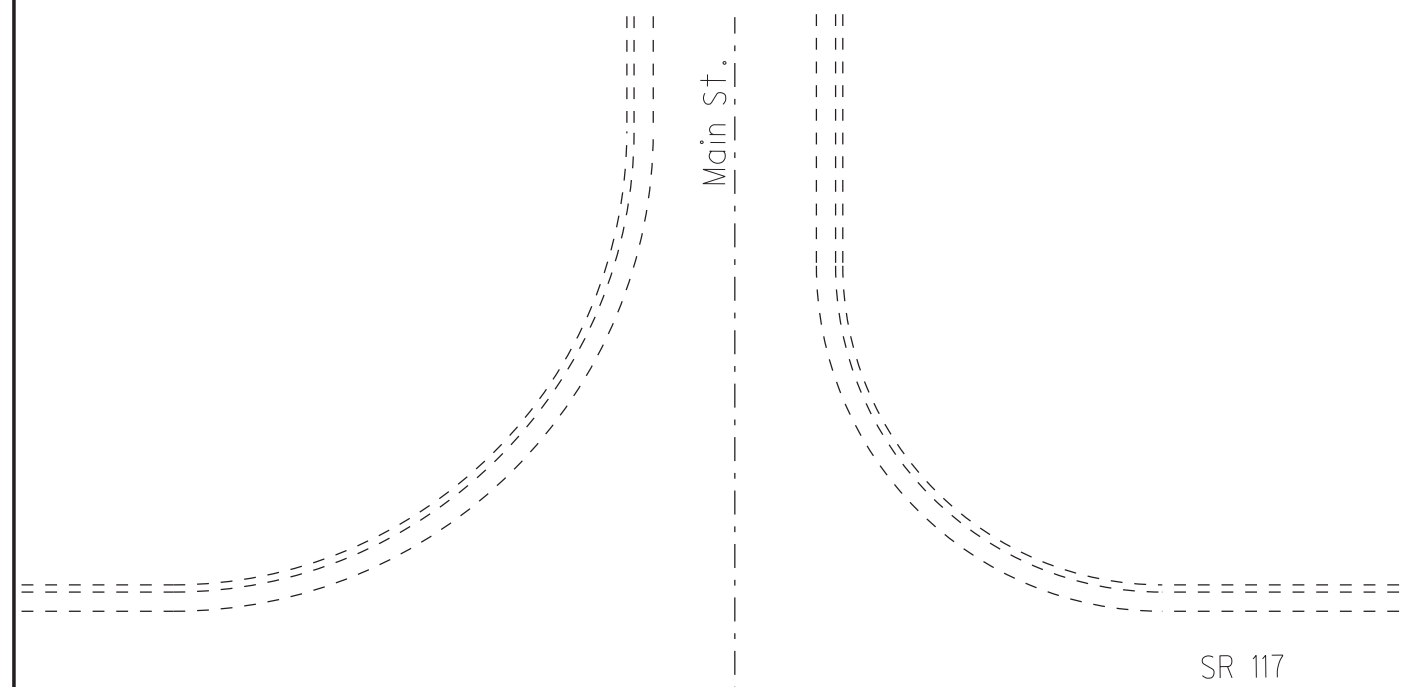
- Not To Scale
- Detectable Warning
- Landing

CURB RAMP DETAILS

ALL-65 / 81 / 117-VAR.

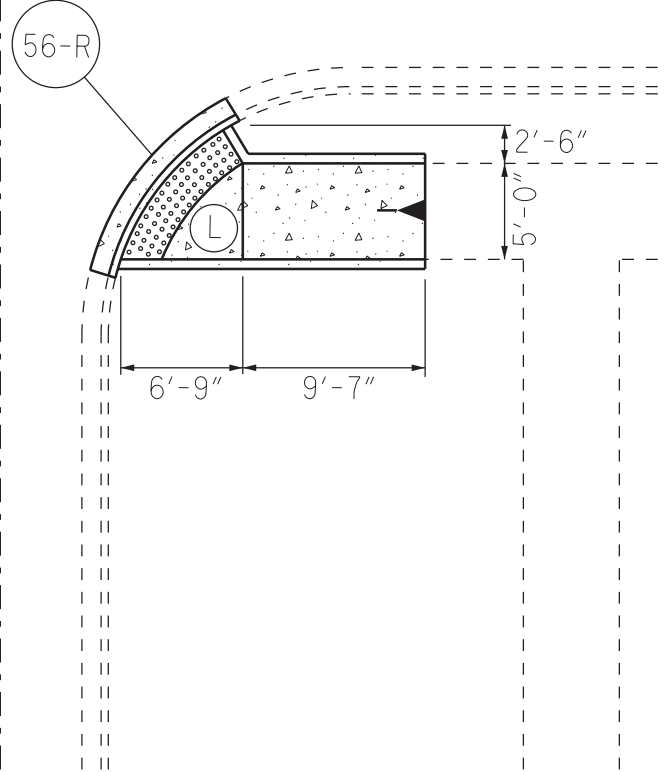
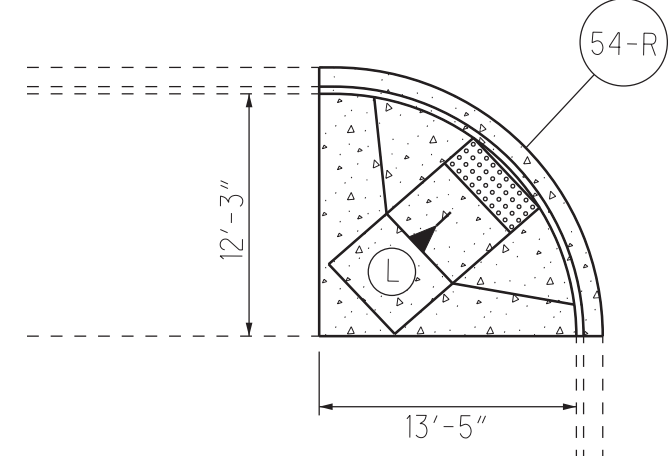
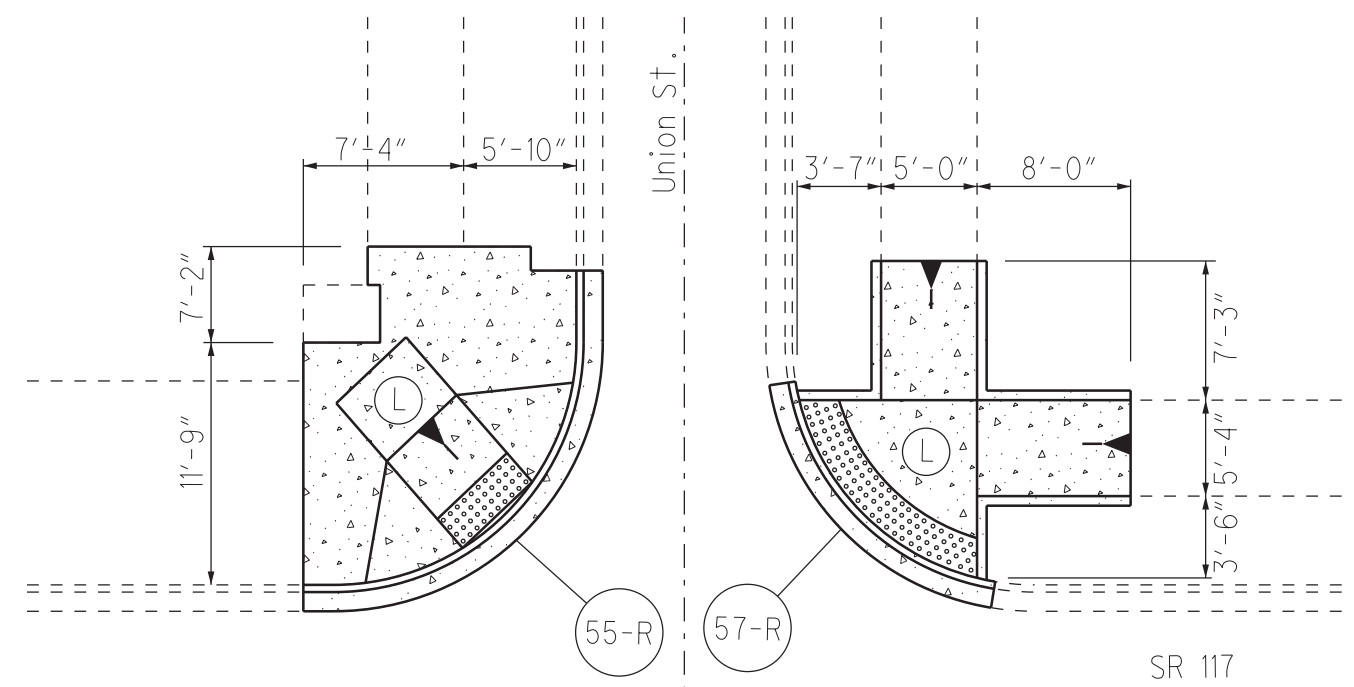
CALCULATED
GLI
CHECKED
EJS

City of Lima



Ramp = 5'-0" wide by 6'-0" long
Landing = 5'-0" wide by 4'-0" long

City of Lima



Ramp = 5'-0" wide by 6'-0" long
Landing = 5'-0" wide by 4'-0" long

- Not To Scale
- Detectable Warning
- (L) - Landing

I:\Project\data\05527\Design\Roadway\Sheets\05527_023.dgn Sheet 30-JAN-2020 7:30AM gir-win

