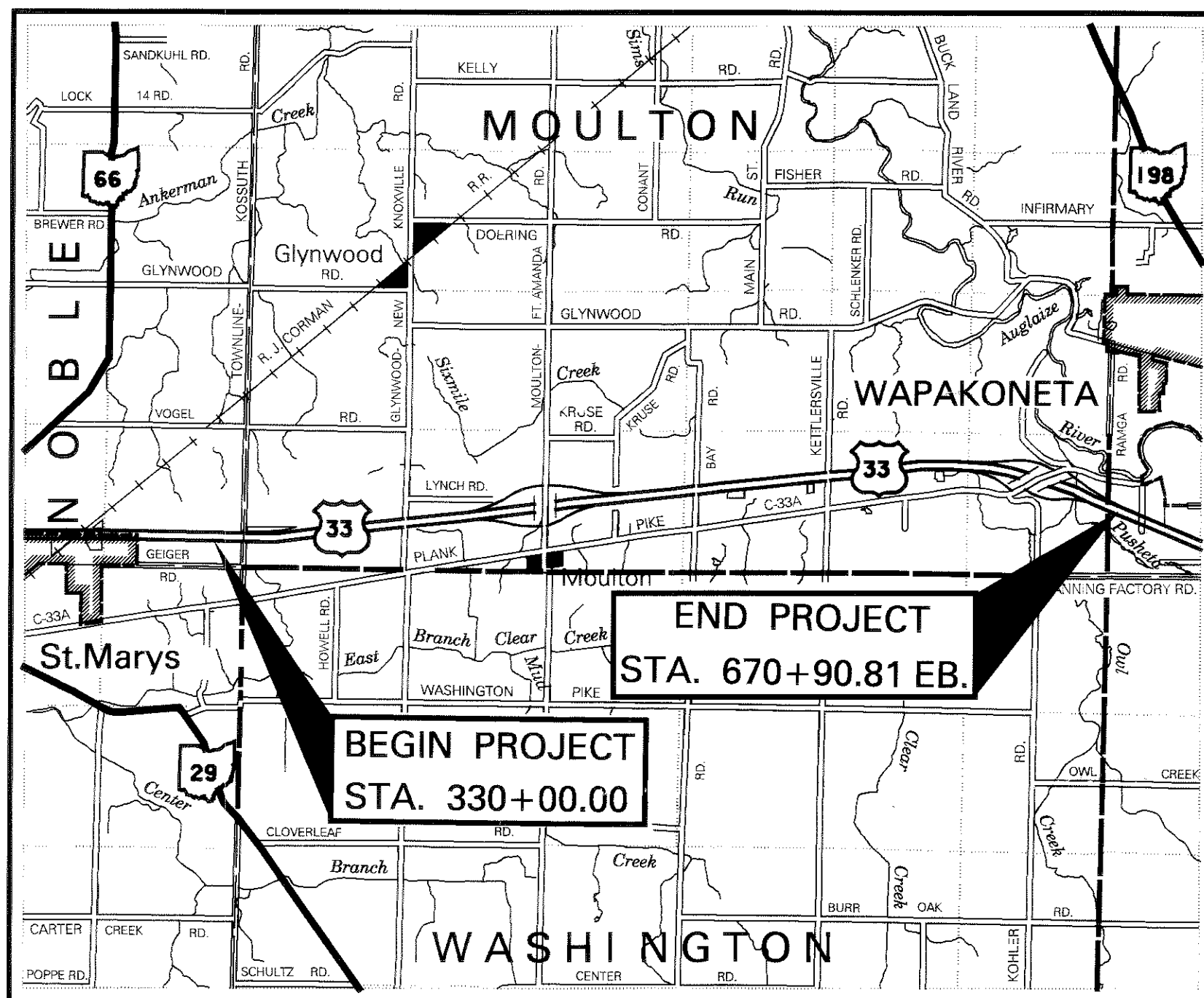
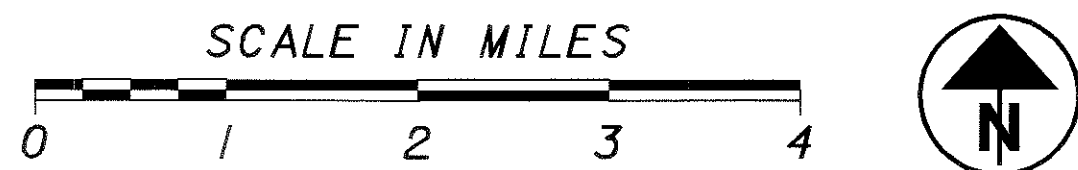


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)
NOBLE TOWNSHIP
MOULTON TOWNSHIP
AUGLAIZE COUNTY



LOCATION MAP

LATITUDE: 40°33'28" LONGITUDE: 84°24'06"



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

DESIGN DESIGNATION

CURRENT ADT (1998)	14710
DESIGN YEAR ADT (2021)	18100
DESIGN HOURLY VOLUME (2021)	1629
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	25%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH

DESIGN FUNCTIONAL CLASSIFICATION -
RURAL ARTERIAL

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NO.
NONE		

INDEX OF SHEETS:

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PROJECT DESCRIPTION

IMPROVEMENT OF 6.6 MILES OF U.S.R.-33 BY PAVEMENT AND BERM RESURFACING AND BERM WIDENING, INCLUDING BRIDGE AND APPROACH SLAB REHABILITATION, UPGRADING OF GUARDRAIL, DRAINAGE, AND PAVEMENT MARKINGS.

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.

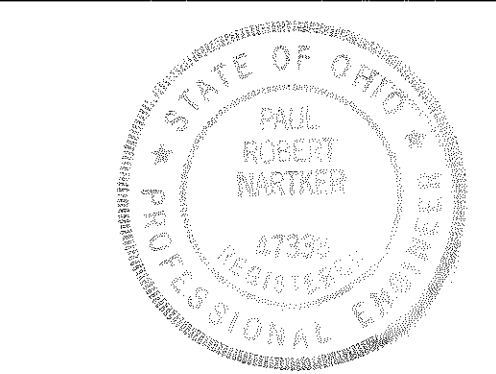
1997 SPECIFICATIONS

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 AS SET FORTH ON THE PLANS AND ESTIMATES.

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

ENGINEERS SEAL:



SIGNED: *Paul Robert Marker*
DATE: 1-23-02

PLAN PREPARED BY:
OHIO DEPT. OF TRANSPORTATION
DISTRICT SEVEN
PRODUCTION DEPARTMENT

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS			
BP-3.I	7-28-00	MT-95.30M	4-25-94	MT-98.15M	6-24-93	PCB-9I	7-6-99	806	9-9-97	905	4-1-98
BP-4.I	7-28-00	MT-95.31M	4-25-94	MT-98.16M	6-24-93	TC-41.20	1-19-01	814	6-2-98	906	5-5-98
BP-5.I	7-28-00	MT-95.40M	4-25-94	MT-98.18M	4-25-94	TC-41.50	1-19-01	830	10-21-98	907	10-21-98
BP-9.I	7-28-00	MT-95.41M	4-25-94	MT-99.10M	1-30-95	TC-42.20	4-20-01	841	10-12-99	908	11-7-00
		MT-98.12M	6-24-93	MT-99.20M	1-30-95	TC-52.10	4-20-01	842	1-6-99		
BR-1	1-6-99	MT-98.13M	6-24-93			TC-52.20	4-20-01	851	6-6-00		
		MT-98.14M	6-24-93	MT-105.10M	4-25-94	TC-61.10	1-19-01	858	11-7-00		
GR-1.1M	10-21-97			MT-105.11M	4-25-94	TC-65.10	10-19-01	863	10-12-99		
GR-1.2M	1-3-96					TC-65.11	10-19-01	864	7-11-00		
GR-1.3M	11-30-94	DM-4.3	7-20-01	RM-4.2	1-18-02	TC-65.12	10-19-01	870	3-27-01		
GR-2.1M	4-14-98	DM-4.4	7-20-01	RM-4.3M	10-21-97	TC-71.10M	9-1-93	877	4-13-99		
GR-3.1M	10-21-97			RM-4.4M	10-21-97	TC-72.20	1-19-01				
GR-4.1M	10-30-94										
GR-4.2M	10-21-97										

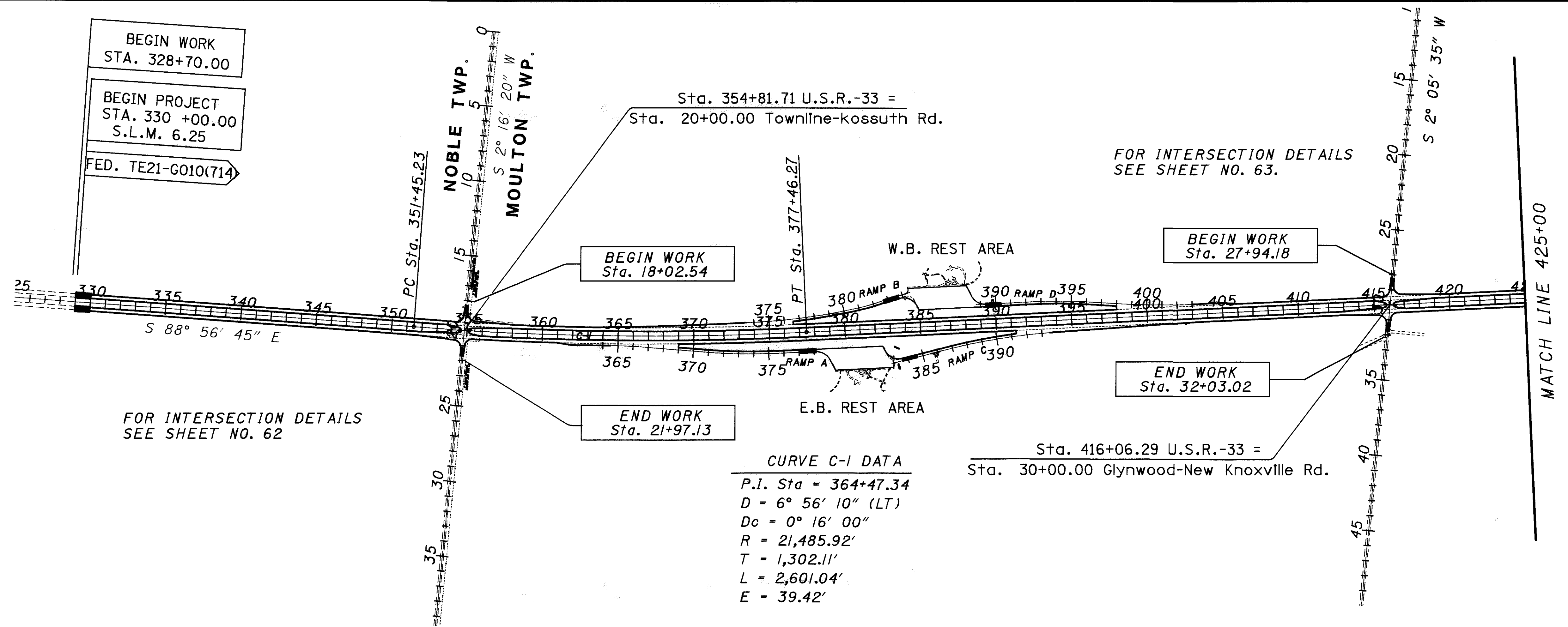
SPECIAL PROVISIONS

APPROVED *William J. Harrison / RSM*
DATE 01-23-02 DISTRICT DEPUTY DIRECTOR

APPROVED *London Proctor / M*
DATE 2-13-02 DIRECTOR, DEPARTMENT OF TRANSPORTATION

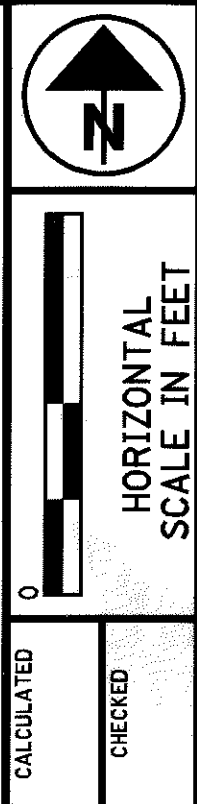
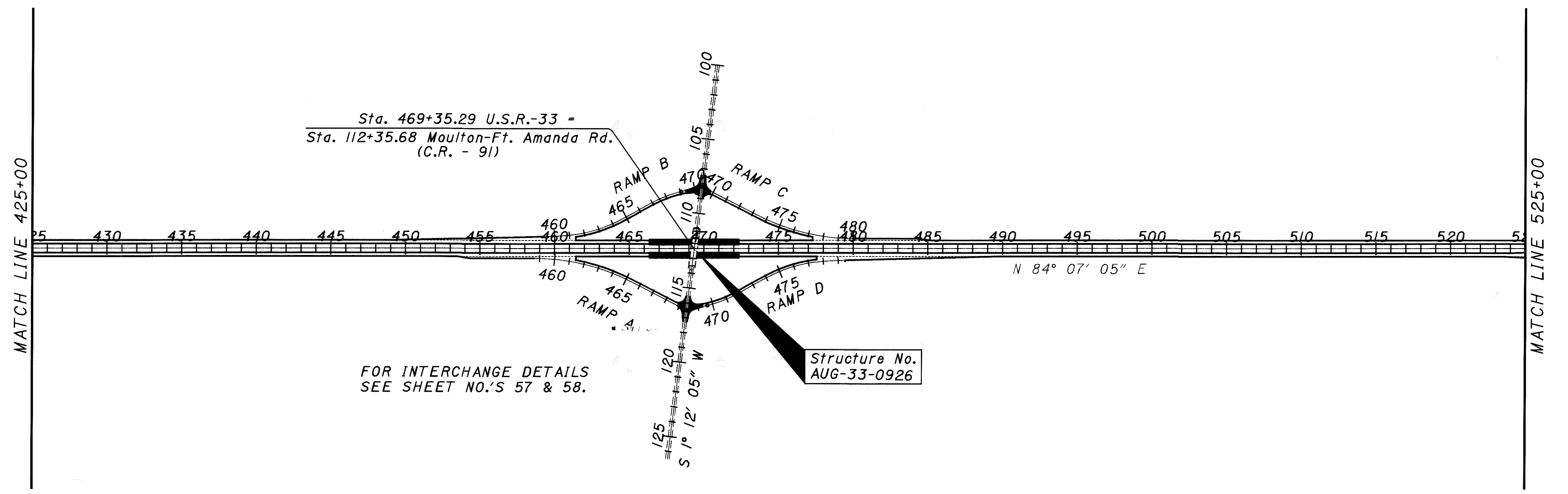
AUG - USR 33 - 6.25
030048 PID - 17093
Dist 7 1/15/2003

FEDERAL PROJECT NO. **TE21-G010 (714)**
PID NO. **17093**
STATE JOB NO. **075320**
CONSTRUCTION PROJECT NO. **NONE**
RAILROAD INVOLVEMENT **NONE**
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)
113



CURVE C-1 DATA

P.I. Sta	= 364+47.34
D	= 6° 56' 10" (LT)
Dc	= 0° 16' 00"
R	= 21,485.92'
T	= 1,302.11'
L	= 2,601.04'
E	= 39.42'



CALCULATED
 CHECKED

SCHEMATIC PLAN

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

I:V.de



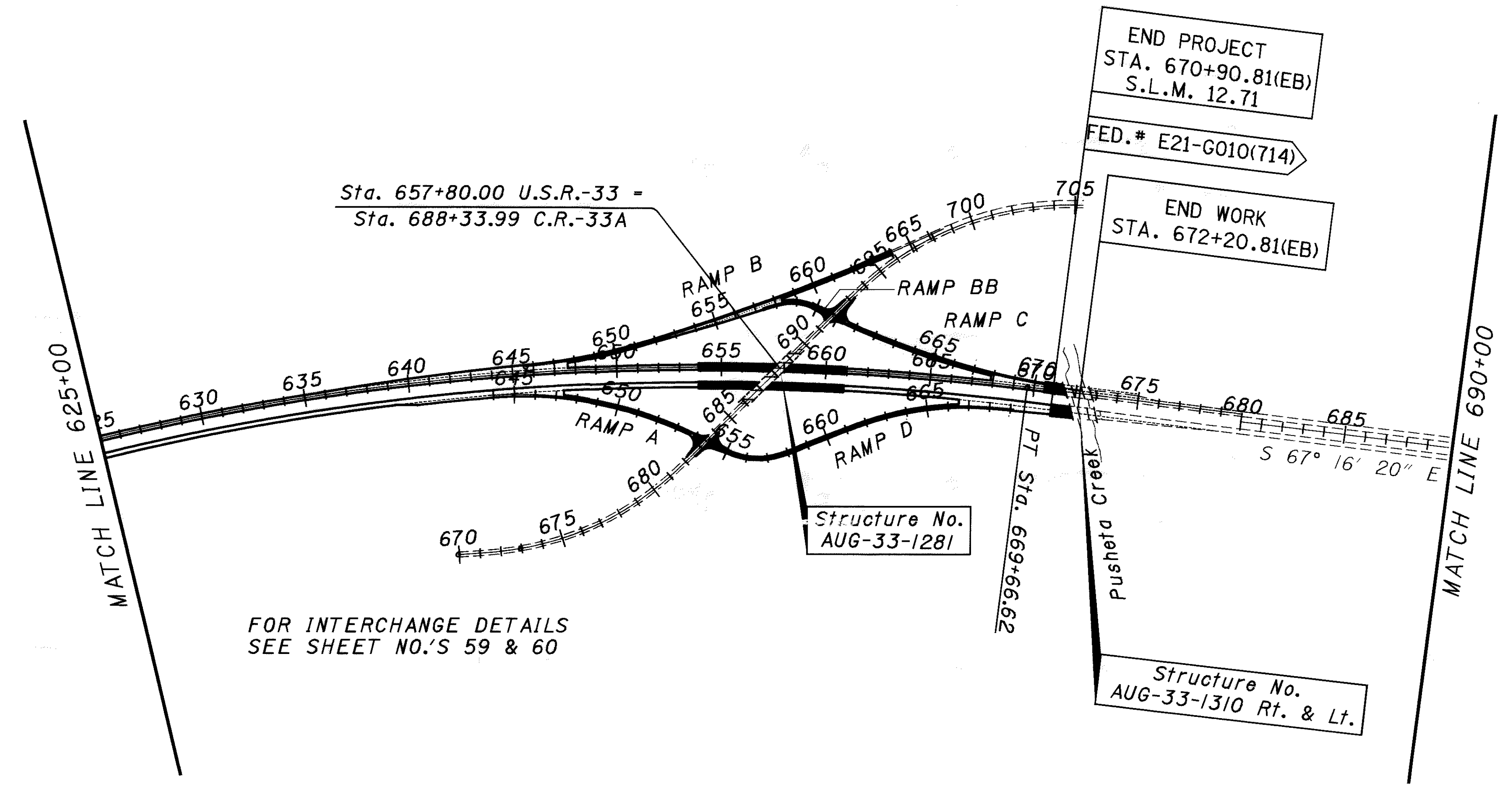
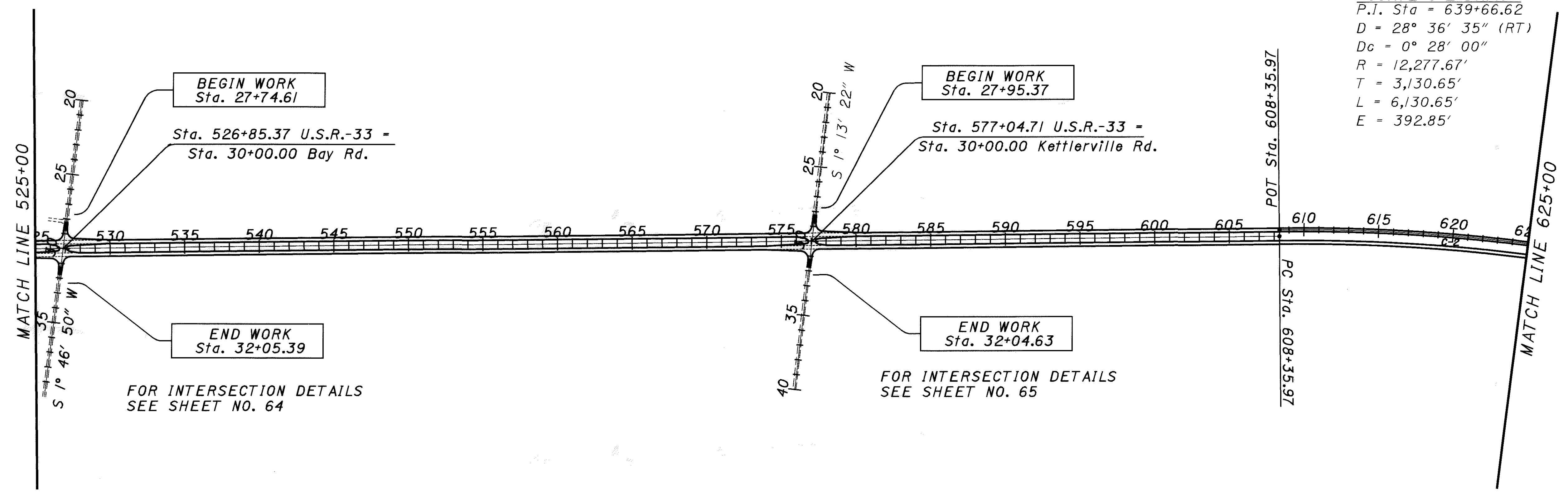
HORIZONTAL SCALE IN FEET

CALCULATED
CHECKED

SCHEMATIC PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

CURVE C-2 DATA
 P.I. Sta = 639+66.62
 D = 28° 36' 35" (RT)
 Dc = 0° 28' 00"
 R = 12,277.67'
 T = 3,130.65'
 L = 6,130.65'
 E = 392.85'



PROPOSED LEGEND

- 1 ITEM 858 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE B (446), AS PER PLAN
- 2 ITEM 858 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 mm, TYPE B (446), AS PER PLAN
- 3 ITEM 254 - 1 1/4" PAVEMENT PLANING, BITUMINOUS
- 4 ITEM 254 - 1 1/2" PAVEMENT PLANING, BITUMINOUS
- 5 ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, BITUMINOUS (See Pavement Transition Details)
- 6 ITEM 407 - TACK COAT (See General Notes)
- 7 ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (See General Notes)
- 8 ITEM 301 - 6 3/4" BITUMINOUS AGGREGATE BASE, PG64-22
- 9 ITEM 301 - 13" BITUMINOUS AGGREGATE BASE, PG64-22
- 10 ITEM 254 - 4" PAVEMENT PLANING, BITUMINOUS
- 11 NOT USED
- 12 ITEM 830 - CURB, TYPE 6
- 13 ITEM 203 - EMBANKMENT
- 14 ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
- 15 ITEM 870 - SEEDING AND MULCHING
- 16 ITEM 203 - SUBGRADE COMPACTION
- 17 ITEM 606 - GUARDRAIL, TYPE 5
- 18 ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN

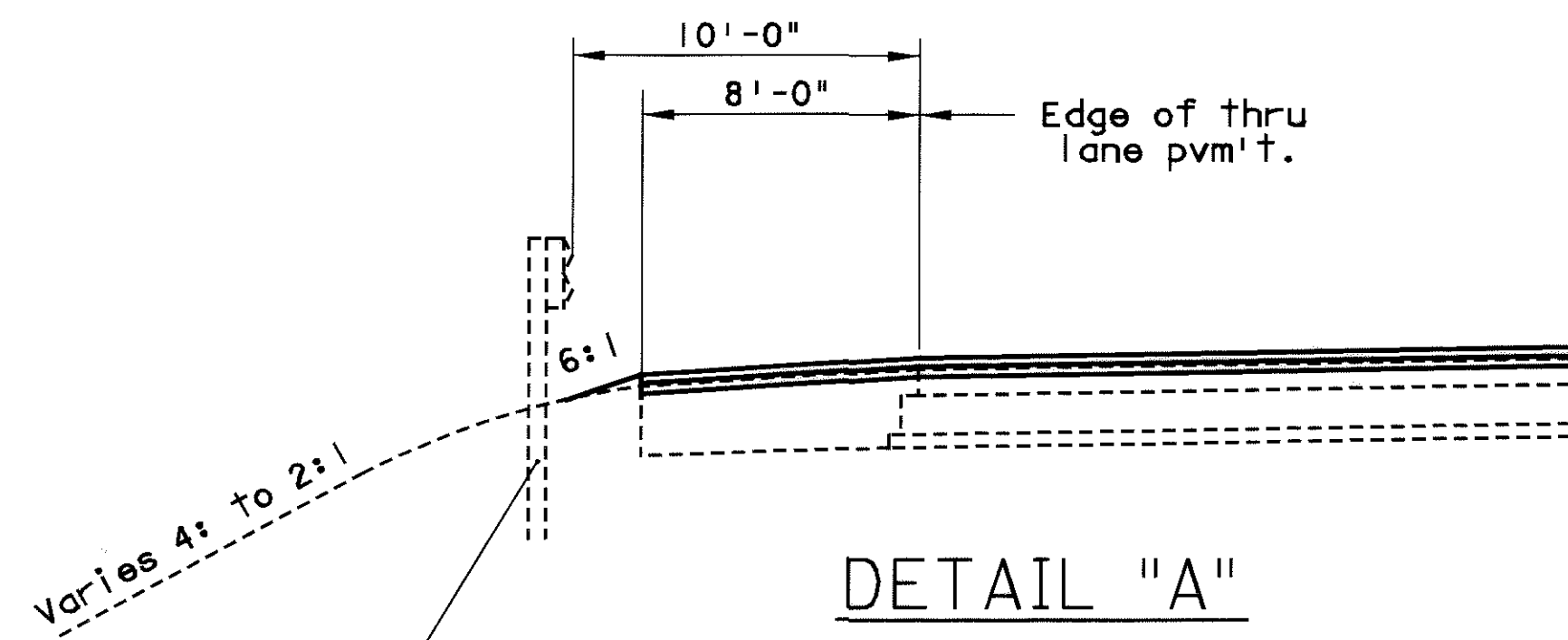
PAVEMENT SYMBOLS

- = PAVEMENT TRANSITIONS
- = BERM WIDENING AT CROSS-ROADS

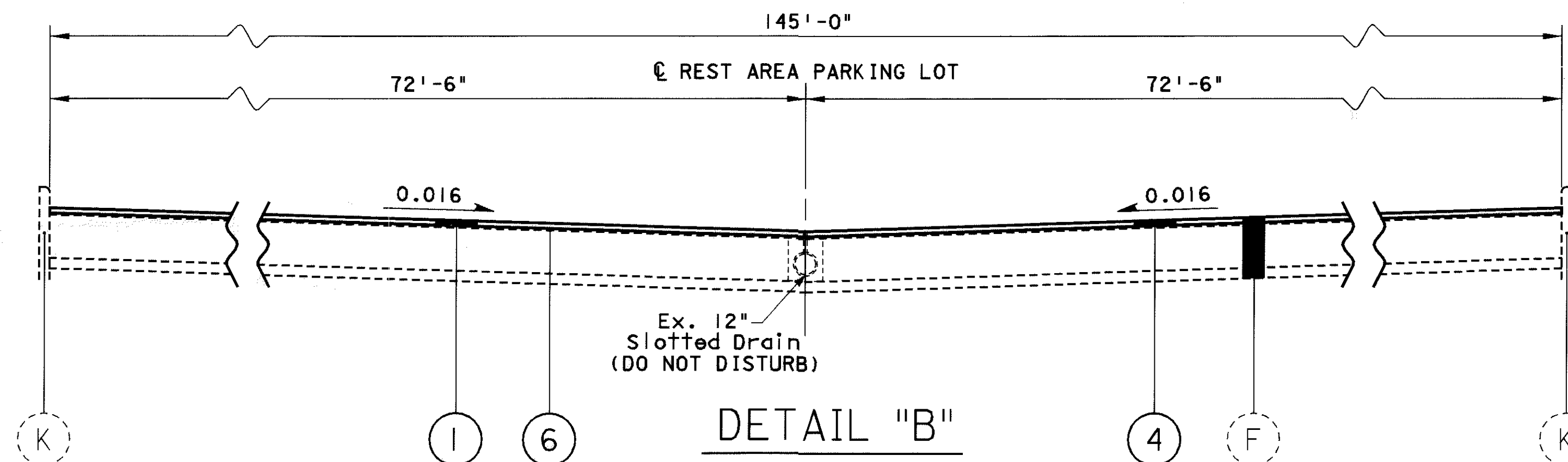
EXISTING LEGEND

- A EXISTING PAVEMENT - 4 1/2" ASPHALT CONCRETE ON 10" BITUMINOUS AGGREGATE BASE ON 3" AGGREGATE BASE
- AI EXISTING PAVEMENT - 14 1/2" ASPHALT CONCRETE ON 3" AGGREGATE BASE
- B EXISTING BERM - 2 1/4" ASPHALT COCNRETE ON 3" BITUMINOUS AGGREGATE BASE ON 6" AGGREGATE BASE ON 5" TO 6 1/2" SUBBASE
- C EXISTING PAVEMENT - 6" TO 7 1/2" ASPHALT CONCRETE ON 17 " TRAFFIC BOUND BASE
- D EXISTING PAVEMENT - 4 1/2" ASPHALT CONCRETE ON 10" BITUMINOUS AGGREGATE BASE ON 3" AGGREGATE BASE
- E EXISTING PAVEMENT - 4 3/4" ASPHALT CONCRETE ON 17" TRAFFIC BOUND BASE
- F EXISTING PAVEMENT - 2" ASPHALT CONCRETE ON 12 1/2" BITUMINOUS AGGREGATE BASE ON 3" AGGREGATE BASE
- G EXISTING PAVEMENT - 5" ASPHALT CONCRETE ON 5" AGGREGATE BASE ON 4" SUBBASE
- H EXISTING GUARDRAIL
- I EXISTING 6" PIPE UNDERDRAINS
- J EXISTING AGGREGATE DRAINS
- K EXISTING TYPE 8 CONCRETE CURB
- L EXISTING TYPE 6 CONCRETE CURB

* Same slope as pavement.

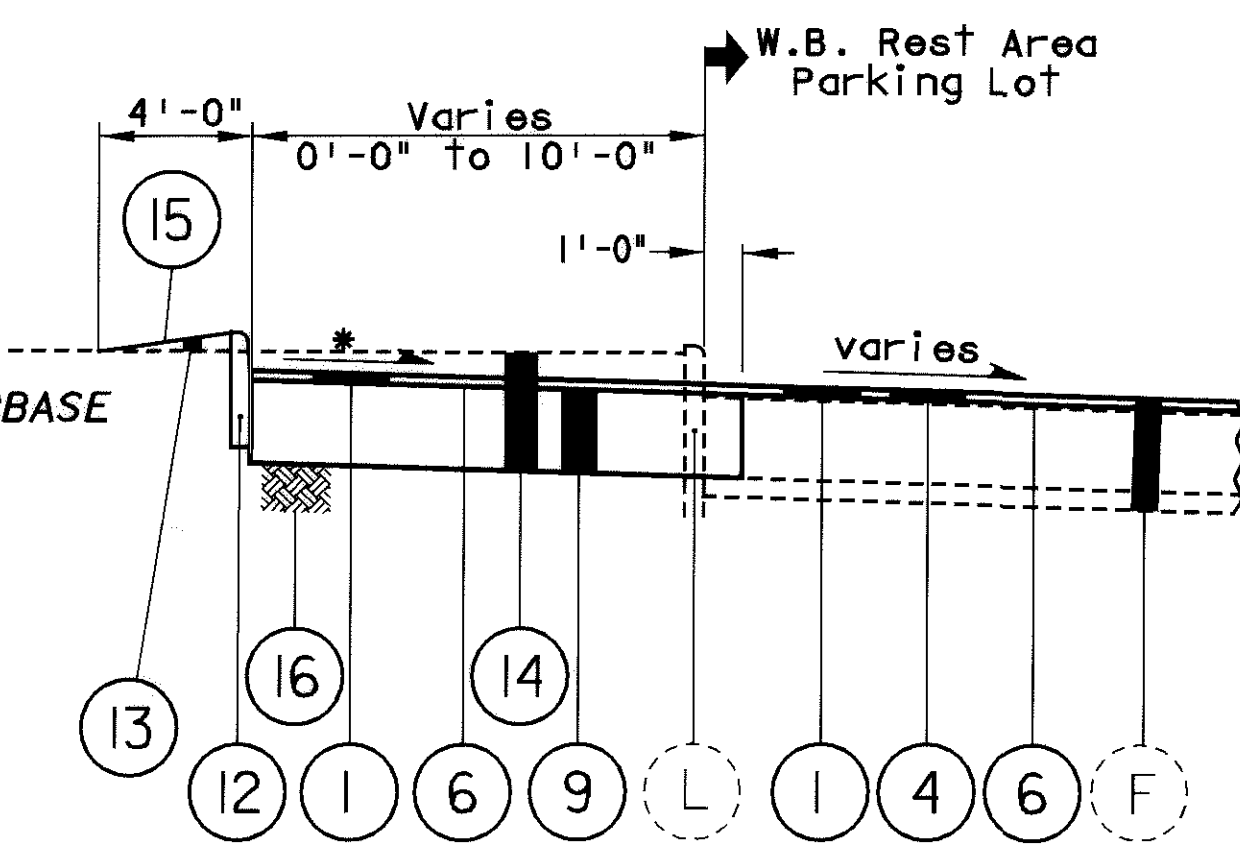


DETAIL "A"
TYPICAL GUARDRAIL SECTION
FOR U.S.R.-33



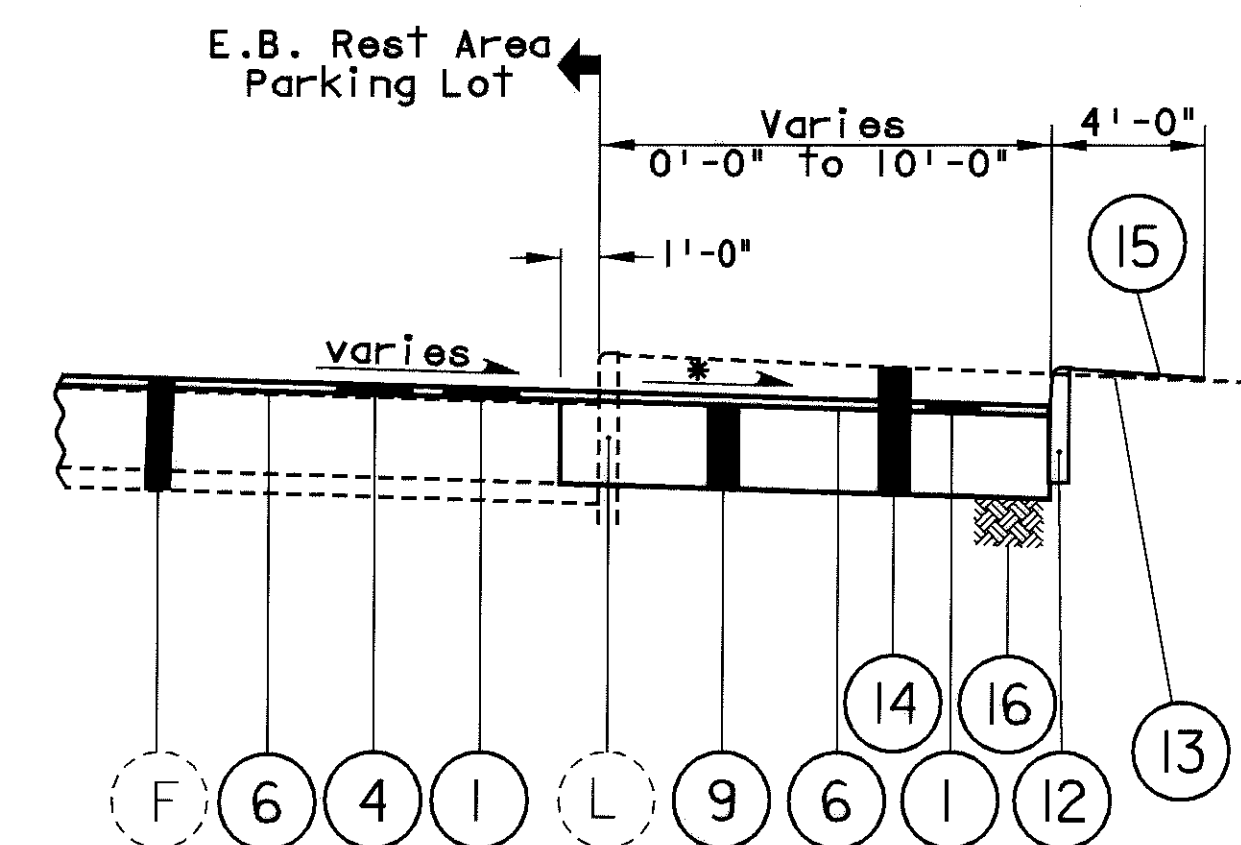
DETAIL "B"
REST AREA SECTION

EASTBOUND REST AREA
RAMP A - STA. 378+11.63 TO RAMP C - STA. 383+62.33
WESTBOUND REST AREA
RAMP B - STA. 383+73.00 TO RAMP D - STA. 389+34.58



DETAIL "C"
WESTBOUND REST AREA

STA. 383+73.00(B) TO STA. 384.84.19(USR-33)



DETAIL "D"

EASTBOUND REST AREA
STA. 382+60.76(USR-33) TO STA. 383+62.33(C)

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

* EXISTING BERM VARIES 10' TO 8'
STA. 329+00 TO 330+00

* 1/2" per foot or same as pavement
which ever is greater.

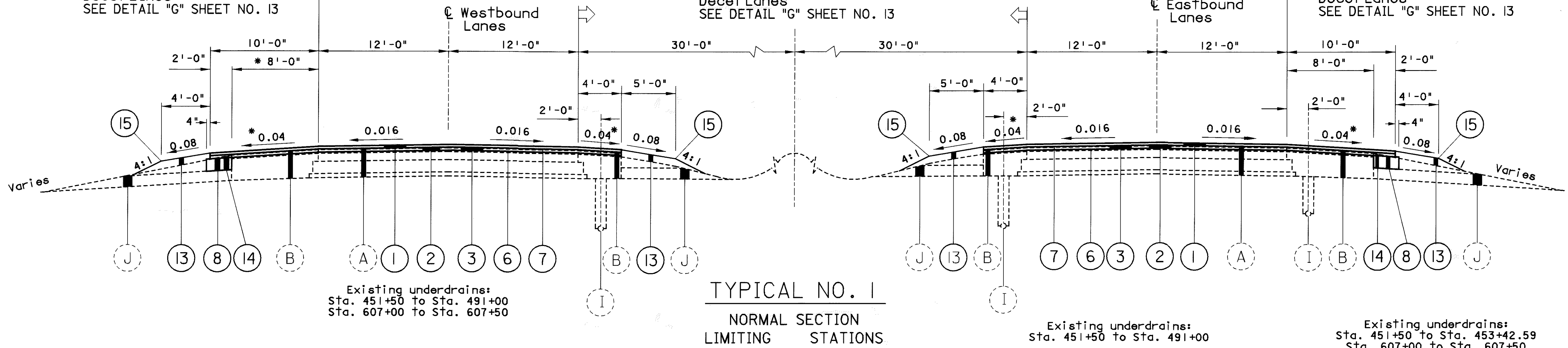
Ramp Accel/Decel Lanes
SEE DETAILS "E" AND "EE"
SHEET NO. II

Glynwood-New Knoxville Rd.,
Bay Rd. and Kettlersville Rd.
Decel Lanes
SEE DETAIL "G" SHEET NO. 13

Glynwood-New Knoxville Rd.,
Bay Rd. and Kettlersville Rd.
Decel Lanes
SEE DETAIL "G" SHEET NO. 13

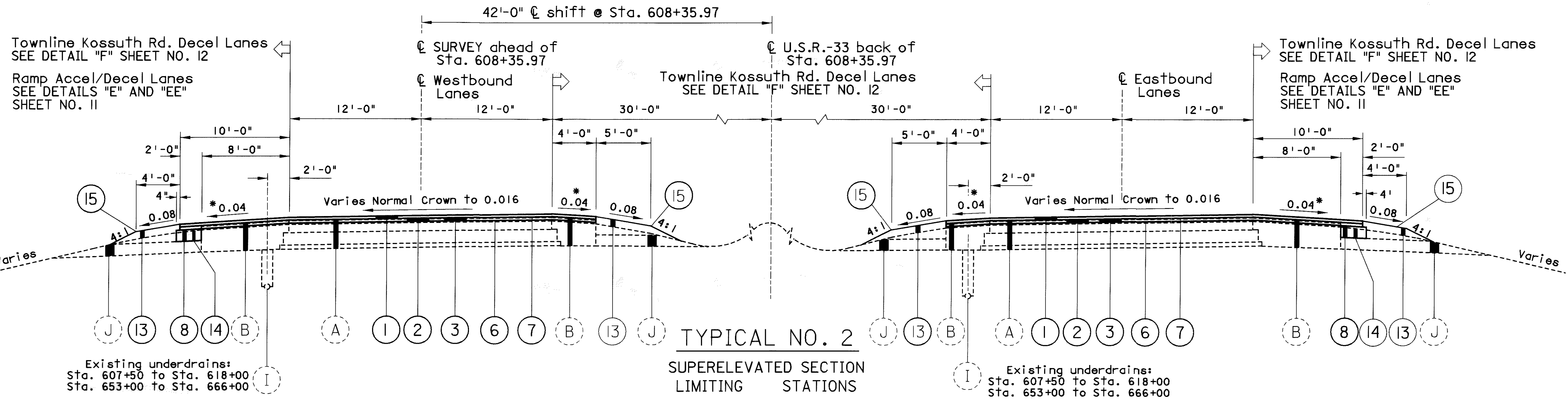
Ramp Accel/Decel Lanes
SEE DETAILS "E" AND "EE"
SHEET NO. II

Glynwood-New Knoxville Rd.,
Bay Rd. and Kettlersville Rd.
Decel Lanes
SEE DETAIL "G" SHEET NO. 13



TYPICAL NO. 1
NORMAL SECTION
LIMITING STATIONS

Sta. 330+00.00 to Sta. 350+25.00 = 2,025.00 Lin. Ft.
Sta. 378+50.00 to Sta. 466+35.29 = 8,785.29 Lin. Ft.
Sta. 466+35.29 to Sta. 472+35.29 = SEE TRANSITION DETAIL "F" (PAVEMENT UNDERCUT)
Sta. 472+35.29 to Sta. 607+50.00 = 13,514.71 Lin. Ft.
Total = 23,325.00 Lin. Ft.



TYPICAL NO. 2
SUPERELEVATED SECTION
LIMITING STATIONS

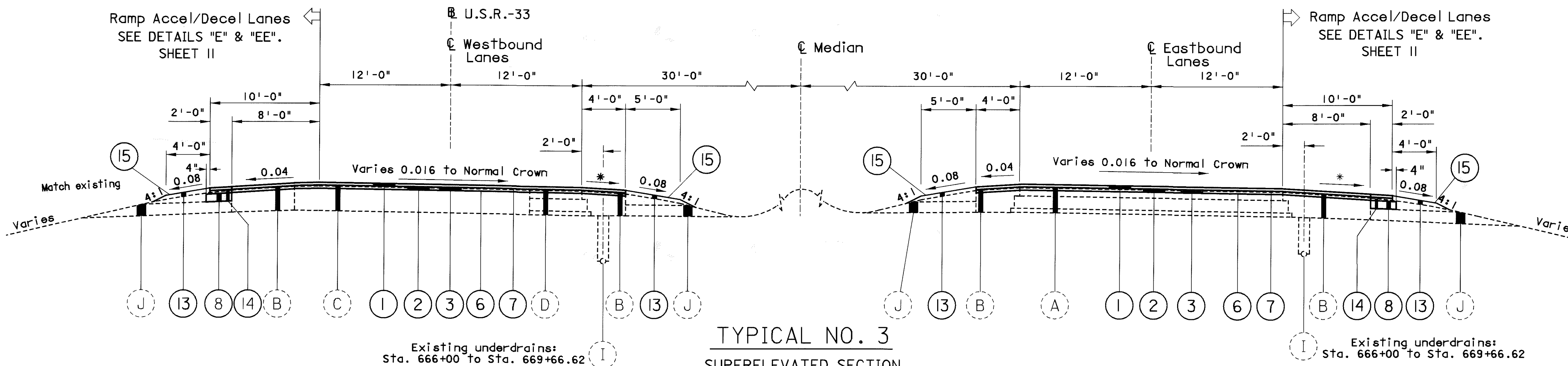
Sta. 350+25.00 to Sta. 378+50.00 = 2825.00 Lin. Ft.
Sta. 607+50.00 to Sta. 653+90.07 = 4,640.07 Lin. Ft. (Opposite Hand)
Sta. 653+90.07 to Sta. 660+90.07 = SEE TRANSITION DETAIL "F" (PAVEMENT UNDERCUT)
Sta. 660+90.07 to Sta. 666+00.00 = 509.93 Lin. Ft. (Opposite Hand)
Total = 7975.00 Lin. Ft.

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

TYPICAL SECTIONS

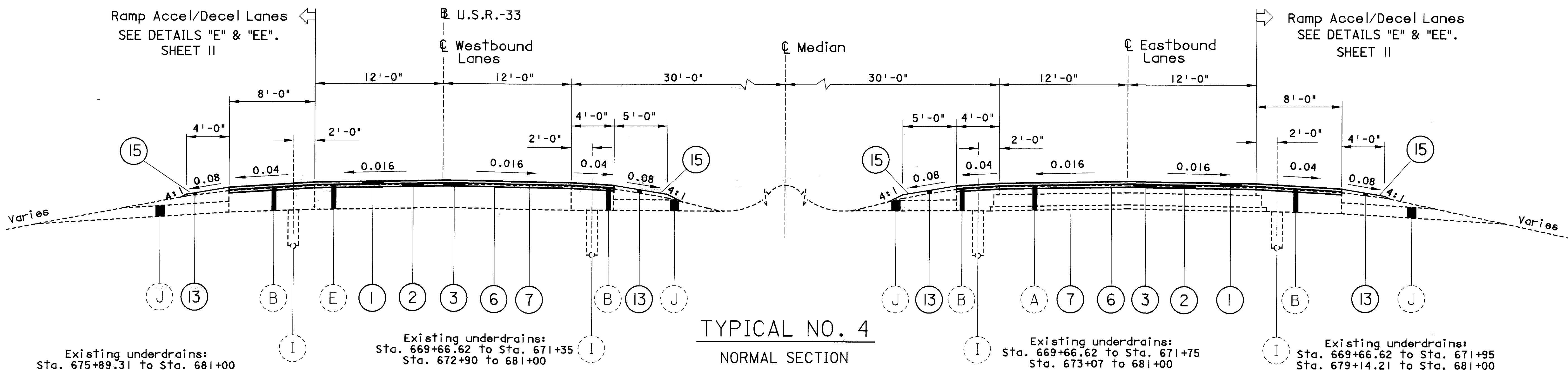
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

* 1/2" per foot or same as pavement which ever is greater.



TYPICAL NO. 3
SUPERELEVATED SECTION
LIMITING STATIONS

U.S.R.-33:
Sta. 666+00.00 to Sta. 669+66.62 = 366.62 Lin. Ft.
Total = 366.62 Lin. Ft.



TYPICAL NO. 4
NORMAL SECTION
LIMITING STATIONS

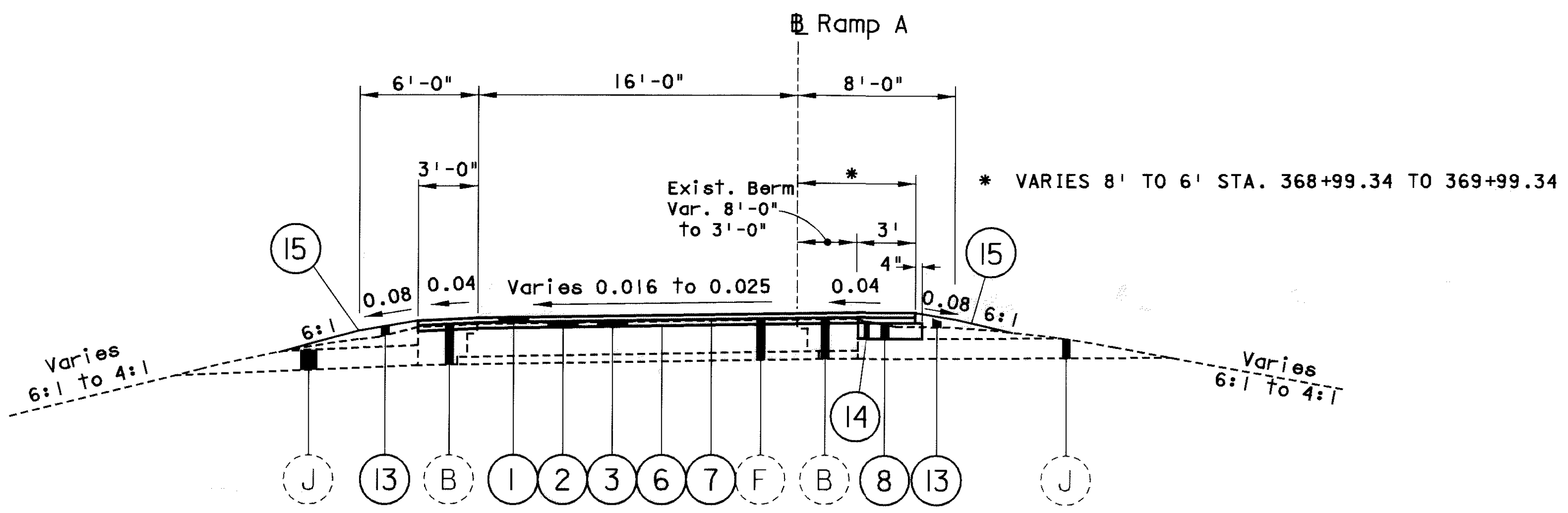
U.S.R.-33: WESTBOUND
Sta. 669+66.62 to Sta. 670+48.41 = 81.79 Lin. Ft.
Sta. 670+48.41 to Sta. 671+48.41 = SEE PAVEMENT TRANSITION DETAIL "F"
Total = 81.79 Lin. Ft.

U.S.R.-33: EASTBOUND
Sta. 669+66.62 to Sta. 670+90.81 = 124.19 Lin. Ft.
Sta. 670+90.81 to Sta. 671+90.81 = SEE PAVEMENT TRANSITION DETAIL "F"
Total = 124.19 Lin. Ft.

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



TYPICAL NO. 5

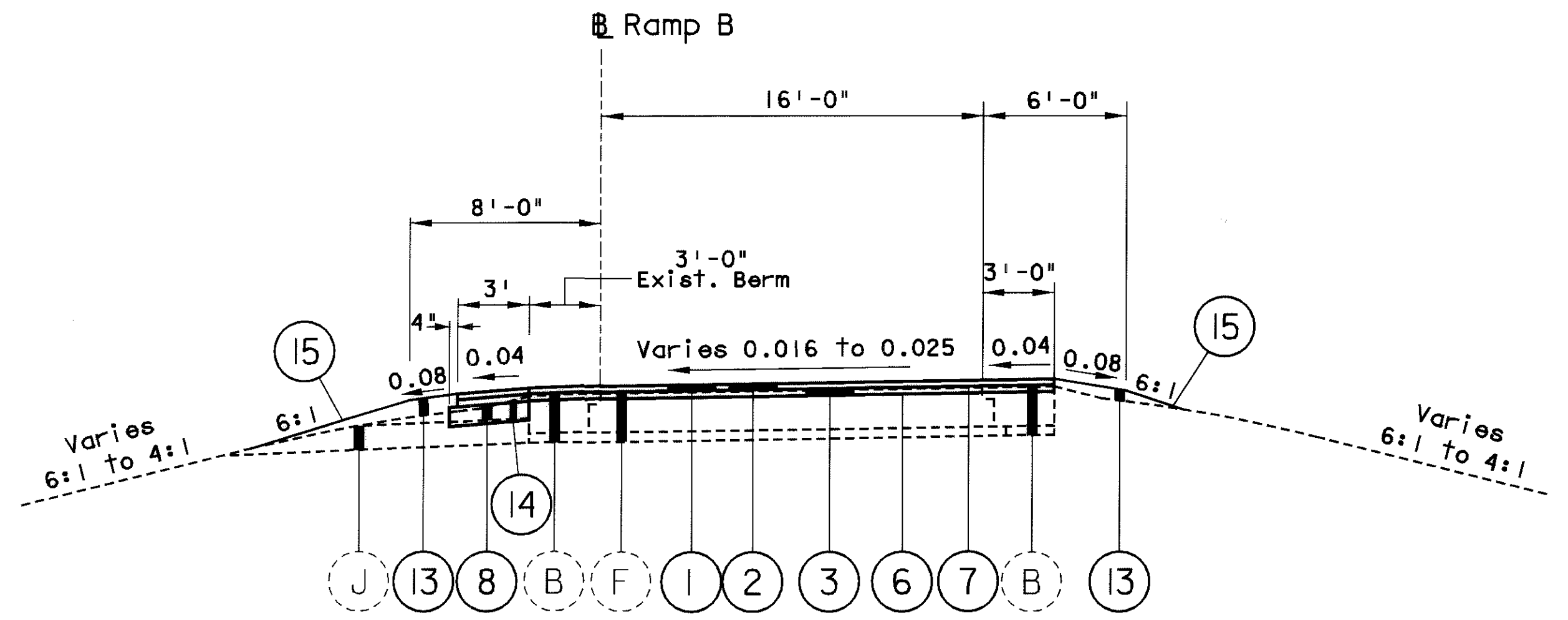
REST AREA RAMP SUPERELEVATED SECTION SLOPING LEFT
LIMITING STATIONS

REST AREA:

Ramp A:
Sta. 369+99.34(A) to Sta. 376+75.00(A) = 675.66 Lin. Ft.
Total = 675.66 Lin. Ft.

MAXIMUM
SUPERELEVATION

0.025
0.025



TYPICAL NO. 7

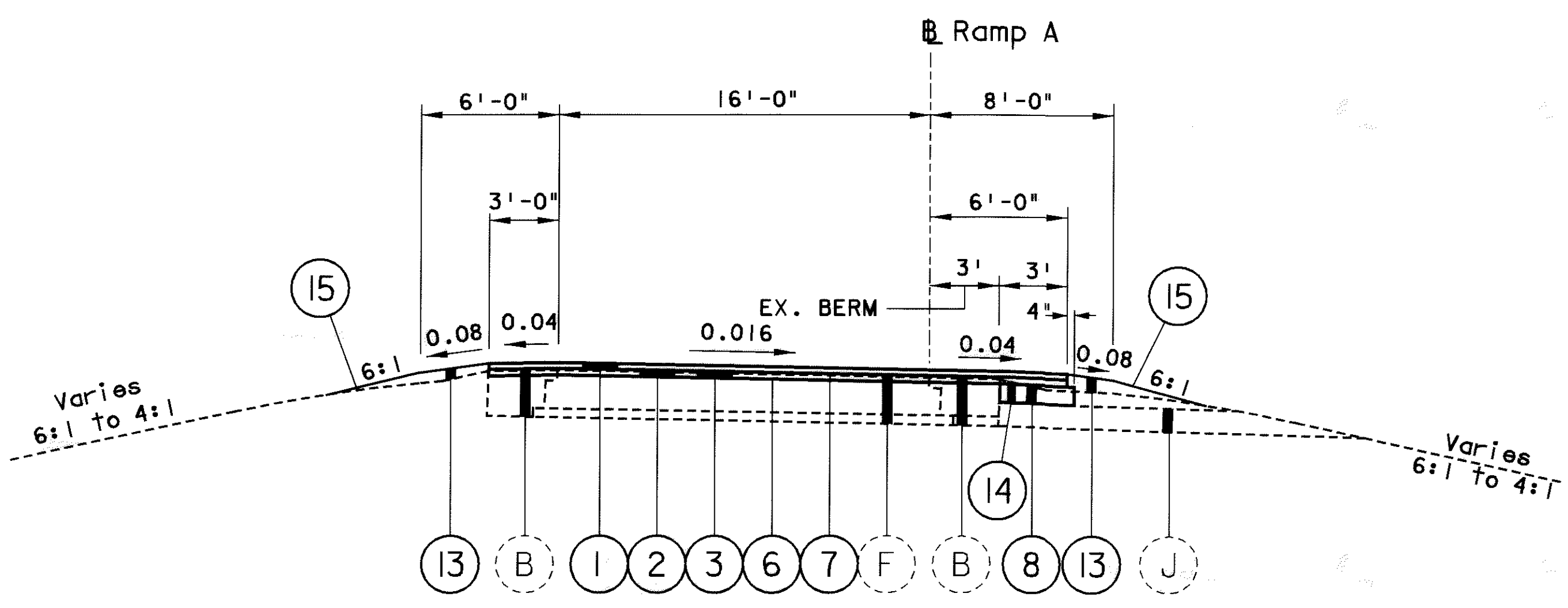
REST AREA RAMP SUPERELEVATED SECTION SLOPING LEFT
LIMITING STATIONS

REST AREA:

Ramp B:
Sta. 376+58.83(B) to Sta. 382+50.00(B) = 591.17 Lin. Ft.
Total = 591.17 Lin. Ft.

MAXIMUM
SUPERELEVATION

0.025
0.025

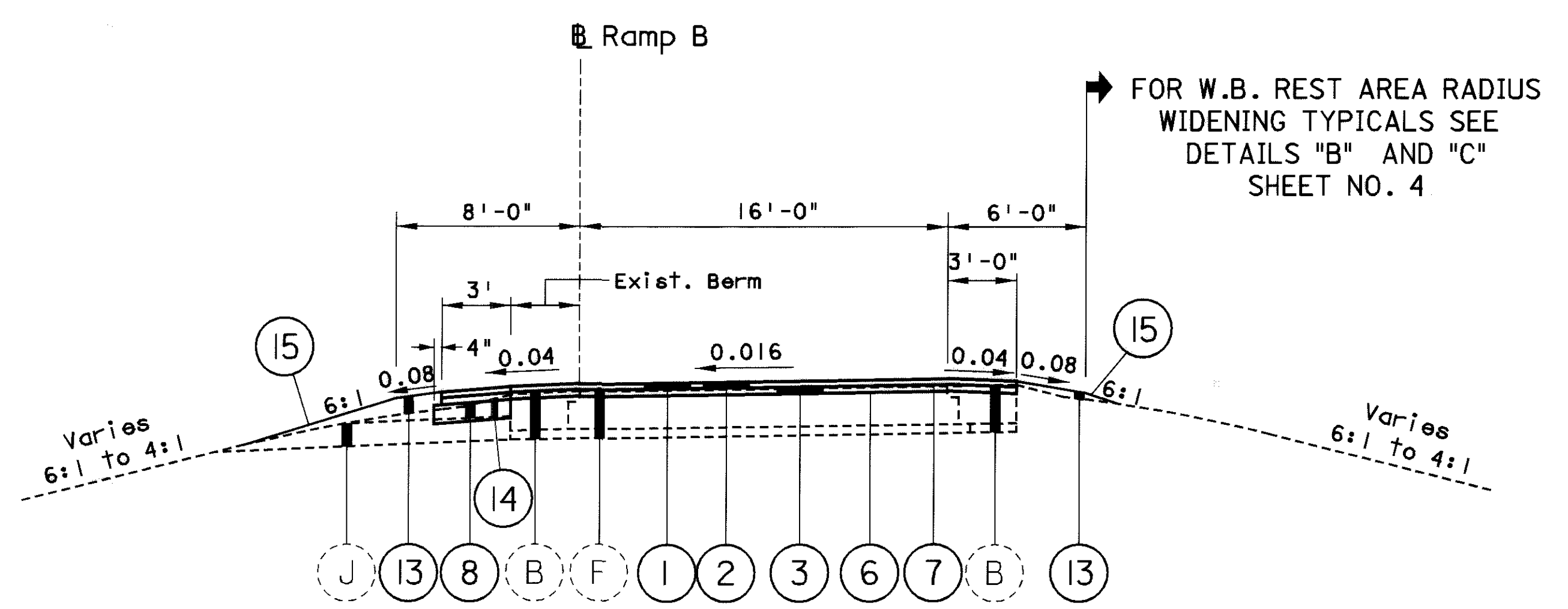


TYPICAL NO. 6

REST AREA RAMP NORMAL SECTION
LIMITING STATIONS

REST AREA:

Ramp A:
Sta. 376+75.00(A) to Sta. 377+11.63(A) = 36.63 Lin. Ft.
Total = 36.63 Lin. Ft.



TYPICAL NO. 8

REST AREA RAMP NORMAL SECTION
LIMITING STATIONS

REST AREA:

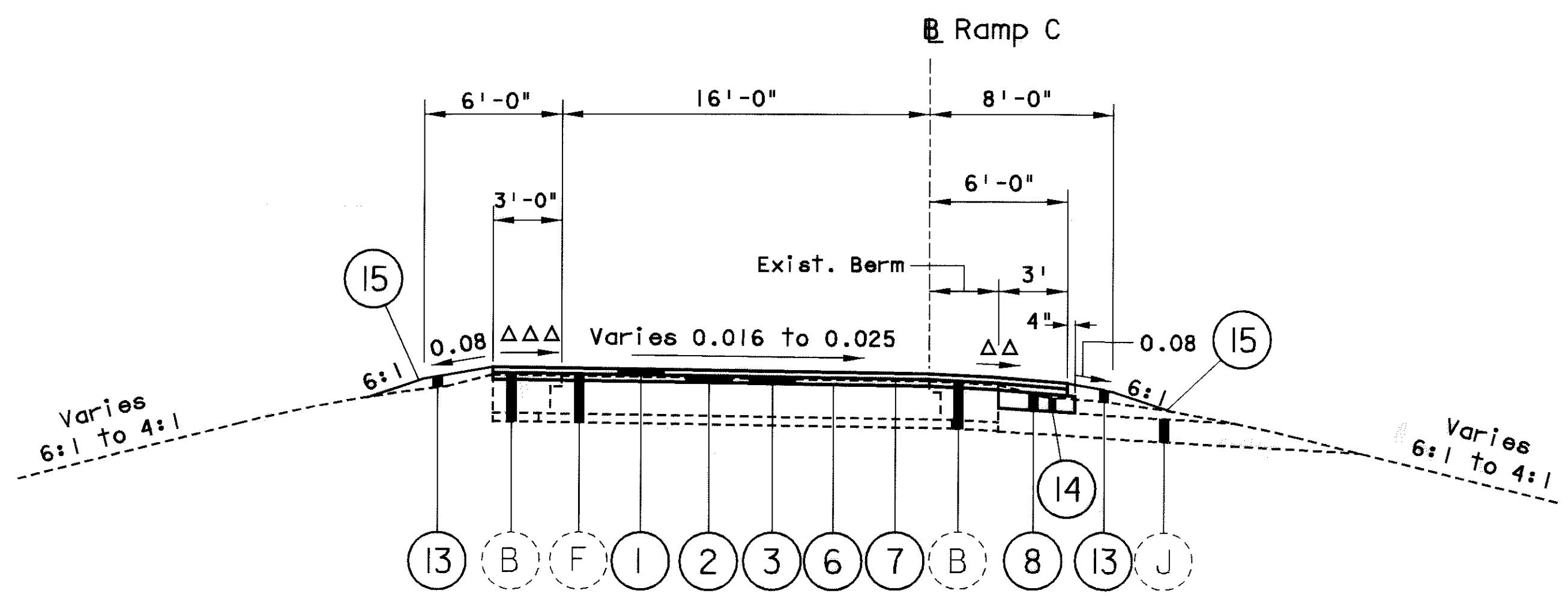
Ramp B:
Sta. 382+50.00(B) to Sta. 382+73.00(B) = 23.00 Lin. Ft.
Sta. 383+73.00(B) to Sta. 384+21.08(B) = 48.08 Lin. Ft. (Rt. Berm Only)
Total = 71.08 Lin. Ft.

FOR W.B. REST AREA RADIUS
WIDENING TYPICALS SEE
DETAILS "B" AND "C"
SHEET NO. 4

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



TYPICAL NO. 9

REST AREA RAMP SUPERELEVATED SECTION SLOPING RIGHT
LIMITING STATIONS

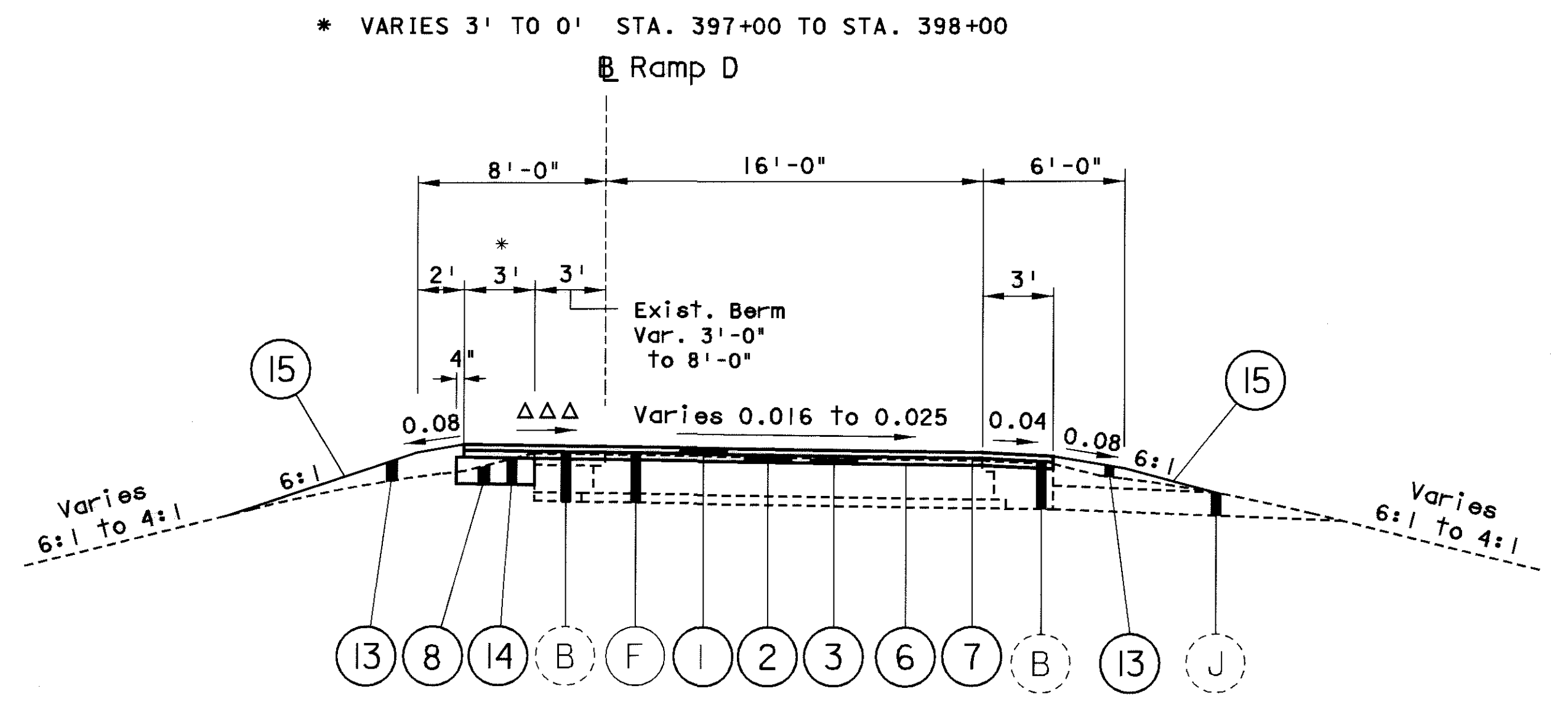
REST AREA:

Ramp C:

Sta. 385+50.00(C) to Sta. 391+31.84(C) = 581.84 Lin. Ft.
Total = 581.84 Lin. Ft.

MAXIMUM SUPERELEVATION

0.025
0.025



TYPICAL NO. 11

REST AREA RAMP SUPERELEVATED SECTION SLOPING RIGHT
LIMITING STATIONS

REST AREA:

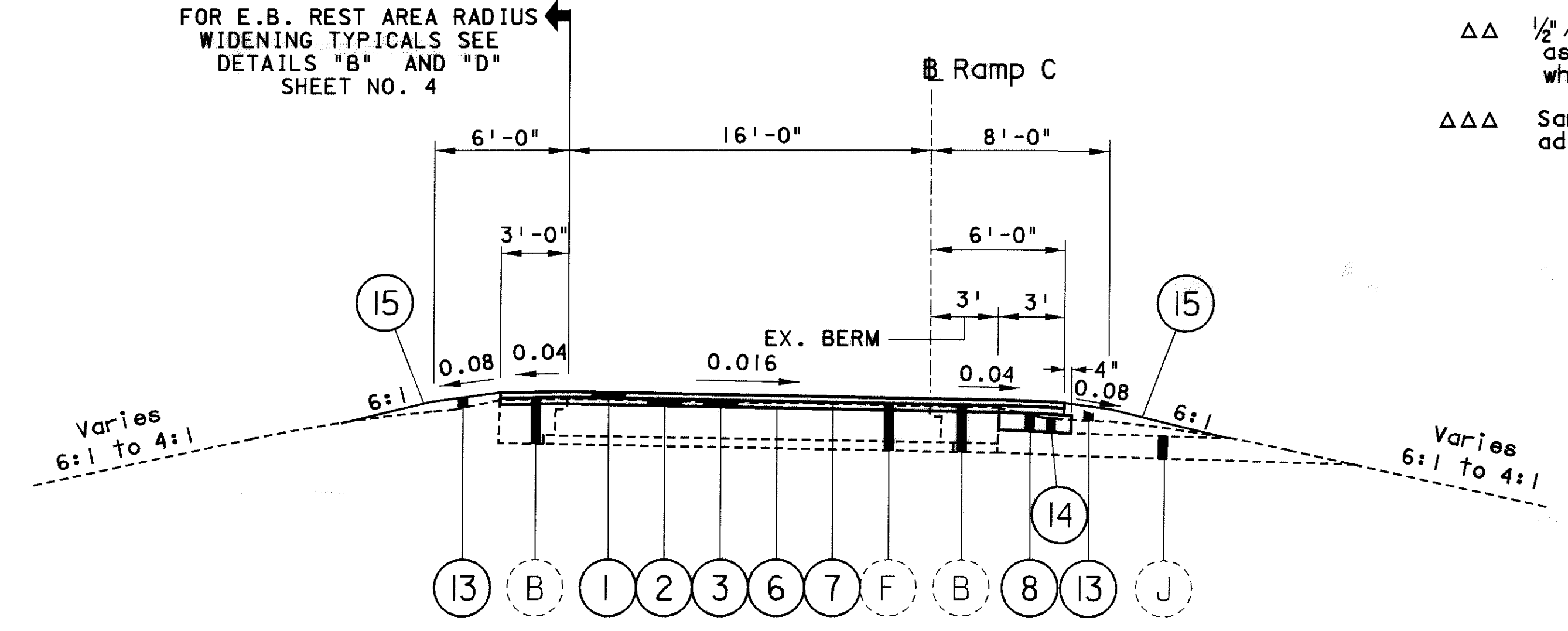
Ramp D:

Sta. 391+00.00(D) to Sta. 398+00.00(D) = 700.00 Lin. Ft.
Total = 700.00 Lin. Ft.

MAXIMUM SUPERELEVATION

0.025
0.025

FOR E.B. REST AREA RADIUS
WIDENING TYPICALS SEE
DETAILS "B" AND "D"
SHEET NO. 4



TYPICAL NO. 10

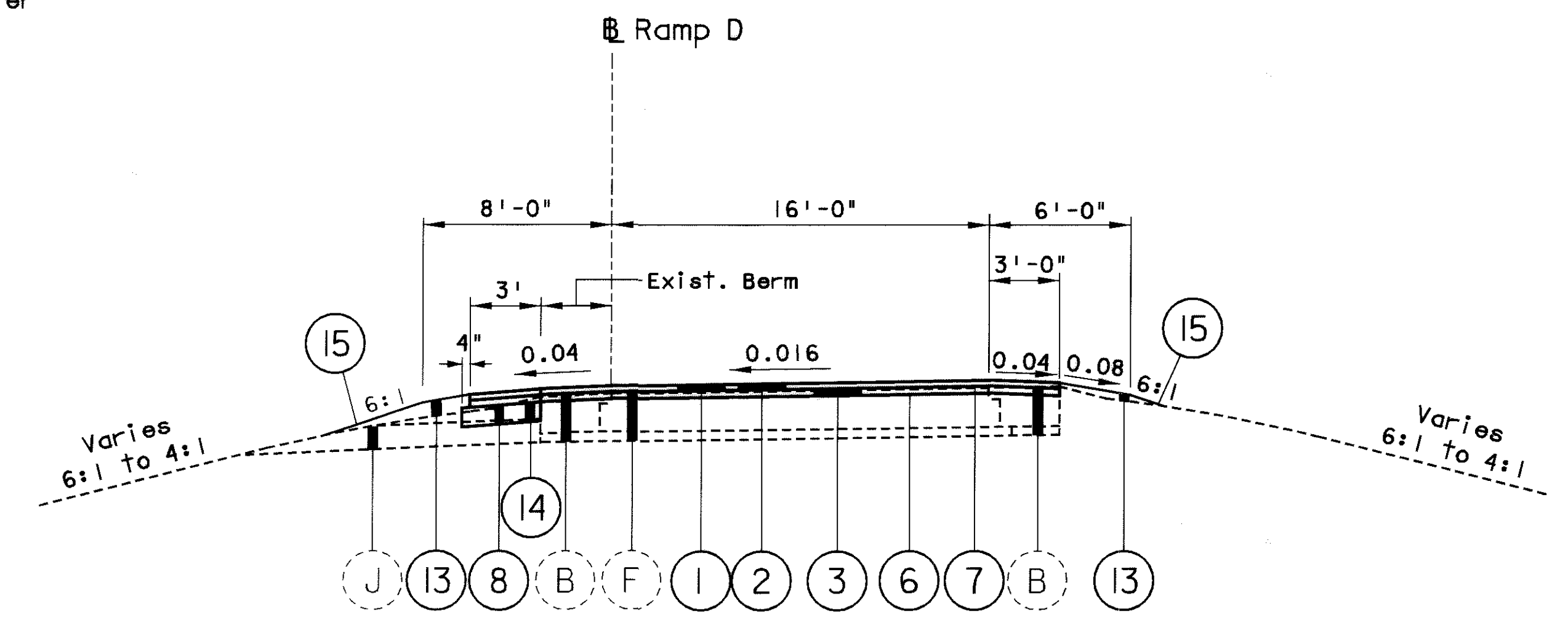
REST AREA RAMP NORMAL SECTION
LIMITING STATIONS

REST AREA:

Ramp C:

Sta. 383+23.5(C) to Sta. 384+62.33(C) (Rt. Berm Only) = 38.82 Lin. Ft.
Sta. 384+62.33(C) to Sta. 385+50.00(C) = 87.67 Lin. Ft.
Total = 126.29 Lin. Ft.

△△ 1/2" / Ft. or same slope
as adjacent pavement
whichever is greater
△△△ Same slope as
adjacent pavement



TYPICAL NO. 12

REST AREA RAMP NORMAL SECTION
LIMITING STATIONS

REST AREA:

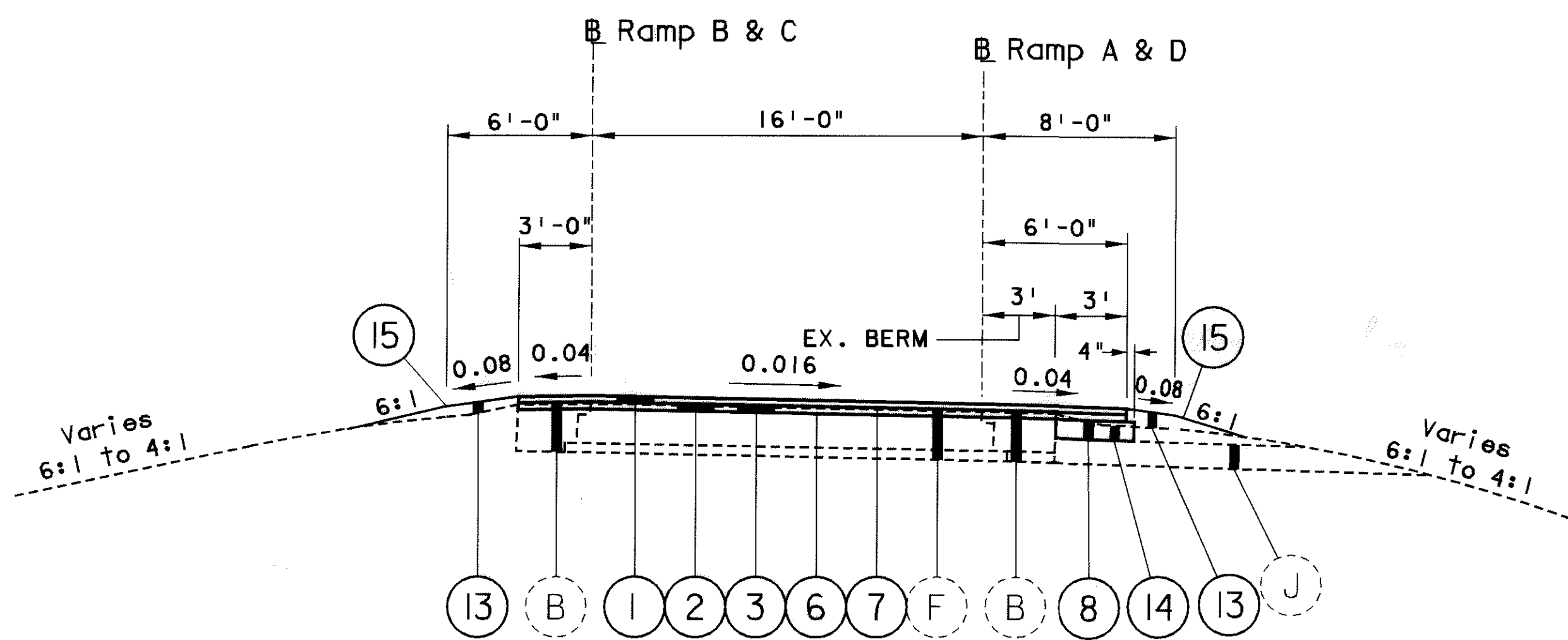
Ramp D:

Sta. 390+34.58(D) to Sta. 391+00.00(D) = 65.42 Lin. Ft.
Total = 65.42 Lin. Ft.

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



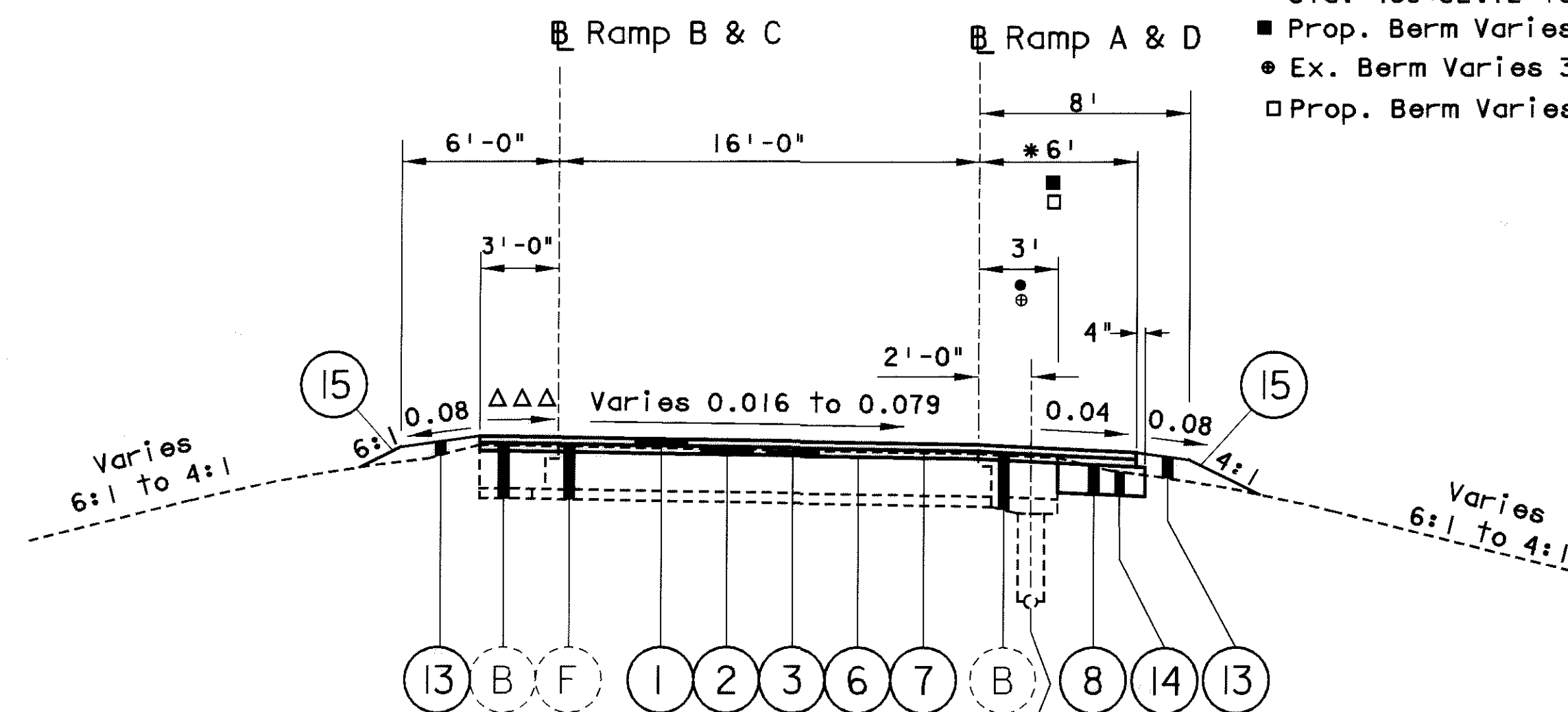
TYPICAL NO. 13

NORMAL LIMITING STATIONS

U.S.R.-33/C.H.-91 INTERCHANGE:

Ramp A:
Sta. 467+00.00(A) to Sta. 468+41.66(A) = 141.66 Lin. Ft.
Ramp B:
Sta. 466+00.00(B) to Sta. 469+37.76(B) = 337.76 Lin. Ft.
Ramp C:
Sta. 470+29.22(C) to Sta. 471+75.00(C) = 145.78 Lin. Ft. (Opposite Hand)
Ramp D:
Sta. 469+32.72(D) to Sta. 472+50.00(D) = 317.28 Lin. Ft. (Opposite Hand)

Total = 942.48 Lin. Ft.



TYPICAL NO. 14

INTERCHANGE RAMP SUPERELEVATED SECTION SLOPING RIGHT
LIMITING STATIONS

U.S.R.-33/C.H.-91 INTERCHANGE:

Ramp A:
Sta. 461+41.24(A) to Sta. 462+41.24(A) = 100.00 Lin. Ft.
Sta. 462+41.24(A) to Sta. 467+00.00(A) = 458.76 Lin. Ft.
Total = 558.76 Lin. Ft.
Ramp D:
Sta. 472+50.00(D) to Sta. 477+57.10(D) = 507.10 Lin. Ft.
Total = 507.10 Lin. Ft.

U.S.R.-33/C.R.-91 INTERCHANGE:

Ramp B: (Opposite Hand)
Sta. 461+40.48(B) to Sta. 466+00.00(B) = 459.52 Lin. Ft.
Total = 459.52 Lin. Ft.
Ramp C: (Opposite Hand)
Sta. 471+75.00(C) to Sta. 476+29.34(C) = 454.34 Lin. Ft.
Sta. 476+29.34(C) to Sta. 477+29.34(C) = 100.00 Lin. Ft.
Total = 554.34 Lin. Ft.

MAXIMUM SUPERELEVATION

0.066
0.066
0.079
0.060
0.066
0.066

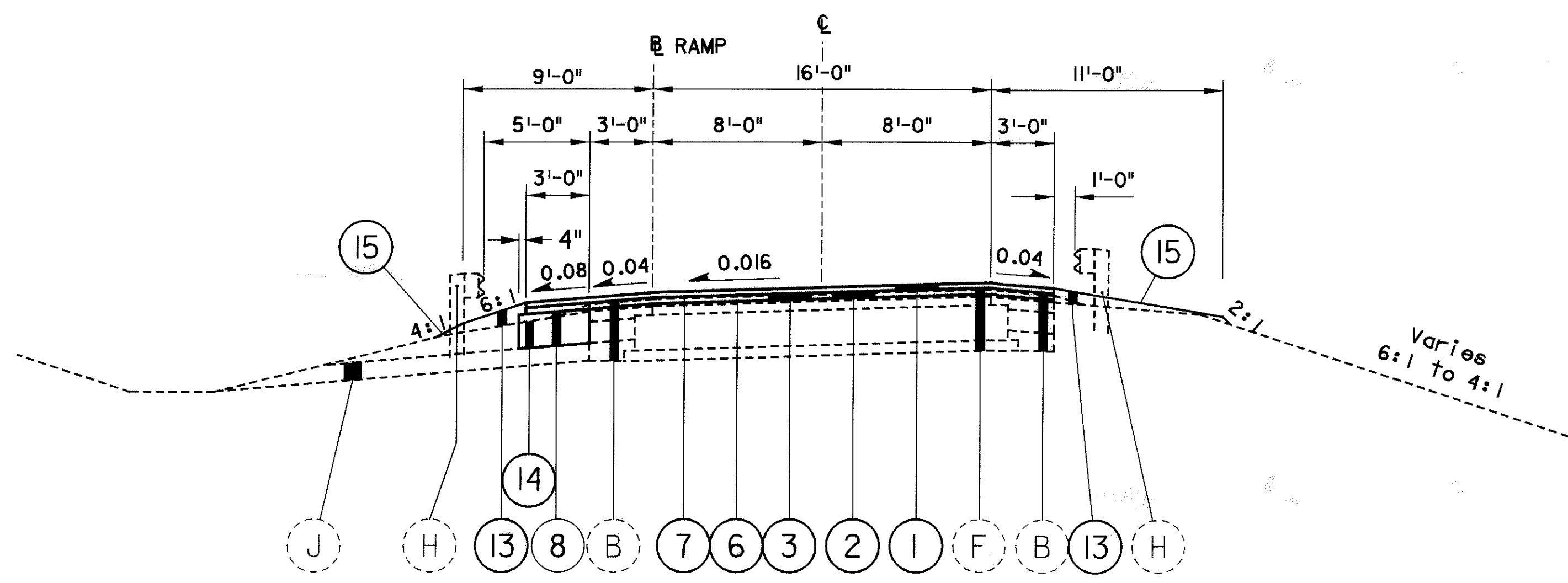
- Ex. Berm Varies 8' to 3' (A)
- * Sta. 469+32.72 to Sta. 477+46.70 (D)
- Prop. Berm Varies 8' to 6' (A)
- Ex. Berm Varies 3' to 8' (C)
- Prop. Berm Varies 6' to 8' (C)

Existing underdrains:
Ramp A Sta. 461+41.24(A) to Sta. 466+50(A)
Ramp D Sta. 472+50(D) to Sta. 479+46.70(D)

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

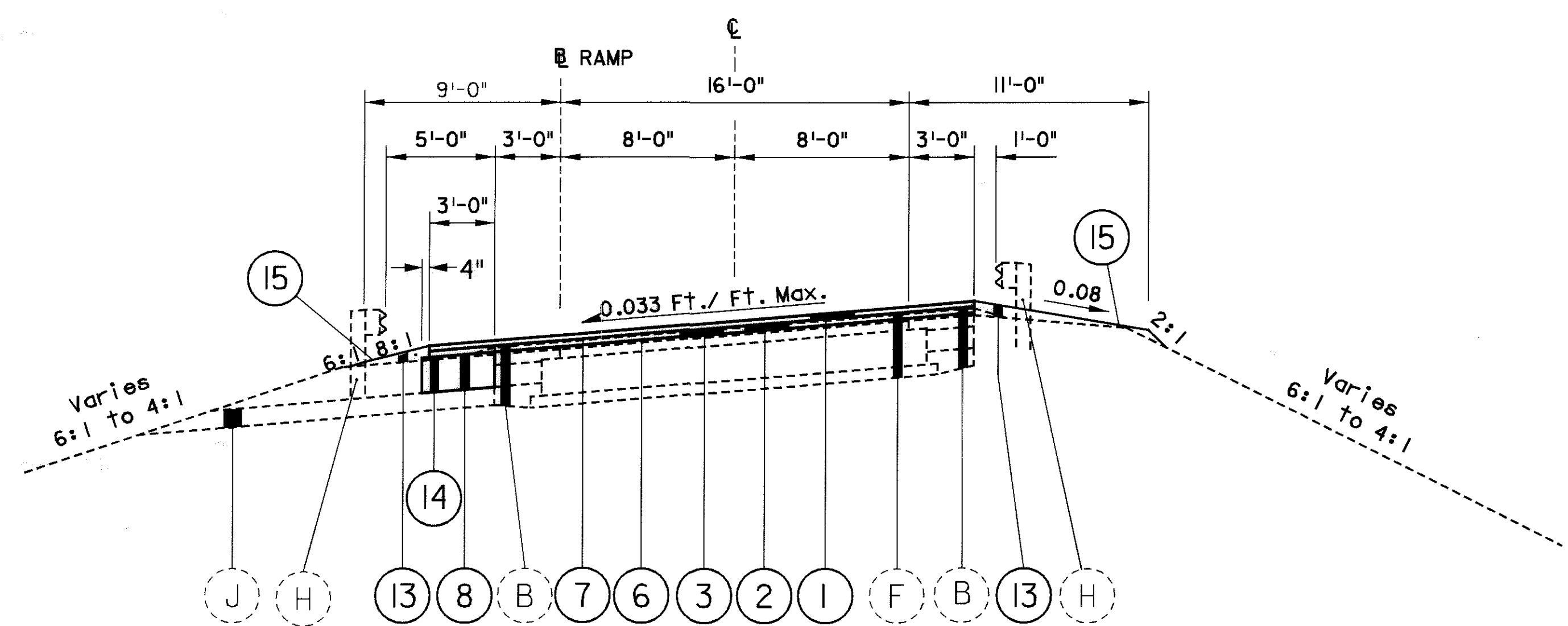


TYPICAL NO. 15

NORMAL RAMP SECTION COUNTY RD. 33A
LIMITING STATIONS

RAMP B STA. 652+75.00 TO STA. 663+03.45 = 1028.45 L.F.
RAMP BB STA. 658+33.13 TO STA. 659+75.59 = 142.46 L.F.
RAMP D STA. 658+68.54 TO STA. 660+40.96 = 172.42 L.F.

TOTAL = 1343.33 LIN. FT.



TYPICAL NO. 16

RAMP SLOPING LEFT SECTION COUNTY RD. 33A
LIMITING STATIONS

RAMP A STA. 647+36.44 TO STA. 653+43.20 = 606.76 L.F. (Opposite Hand)
RAMP B STA. 645+64.19 TO STA. 652+75.00 = 710.81 L.F.
RAMP C STA. 660+88.23 TO STA. 667+88.45 = 700.22 L.F.
RAMP D STA. 655+01.87 TO STA. 658+68.54 = 366.67 L.F.
RAMP D STA. 660+40.96 TO STA. 666+50.56 = 609.60 L.F. (Opposite Hand)

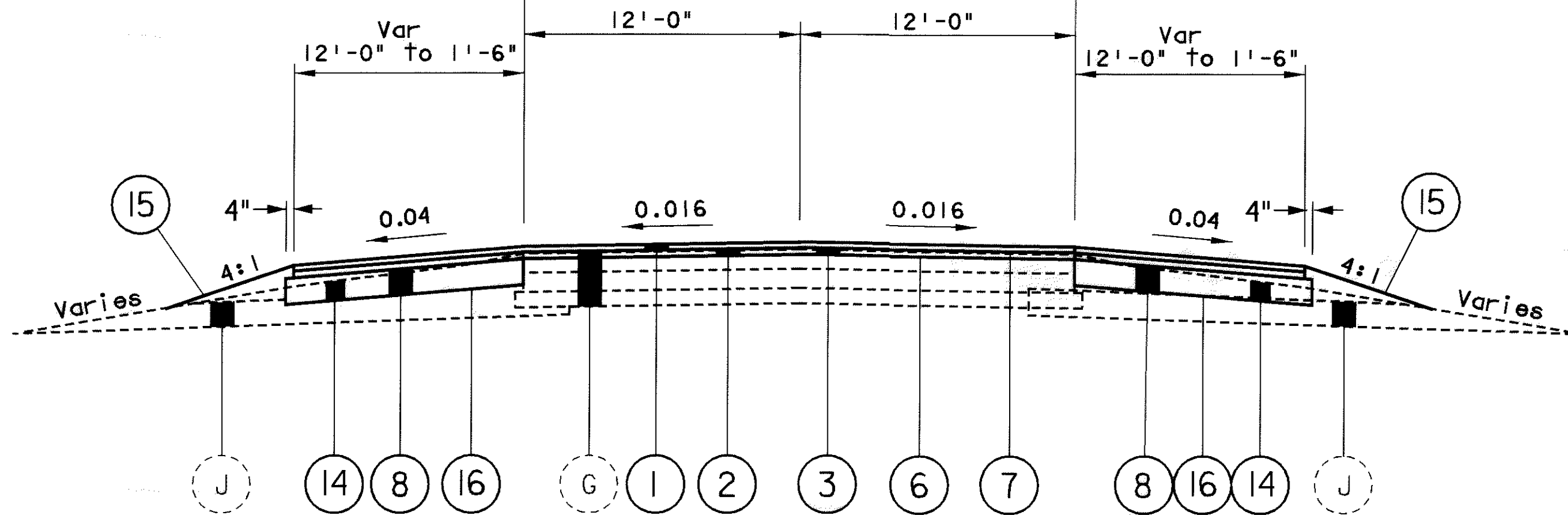
MAXIMUM
SUPERELEVATION

0.049
0.033
0.025
0.061
0.066

TOTAL = 2994.06 L.F.

FOR MAINLINE BERM TYPICAL
SECTIONS SEE SHEETS 12 & 13

FOR MAINLINE BERM TYPICAL
SECTIONS SEE SHEETS 12 & 13



TYPICAL NO. 17

APPROACH ROADS
LIMITING STATIONS

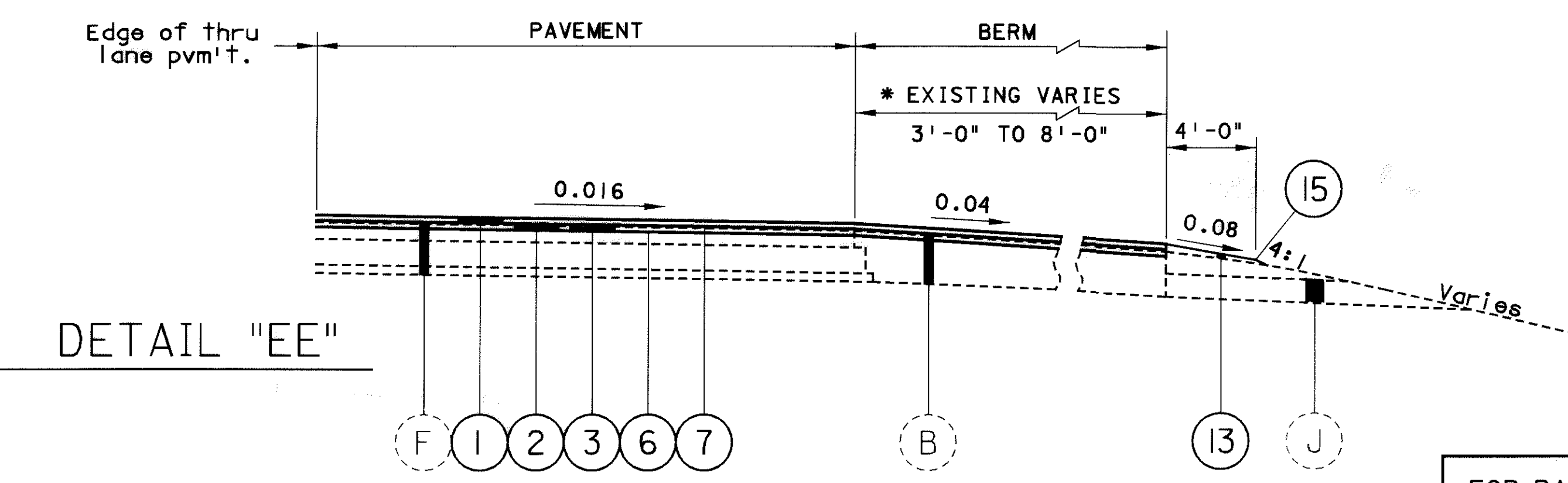
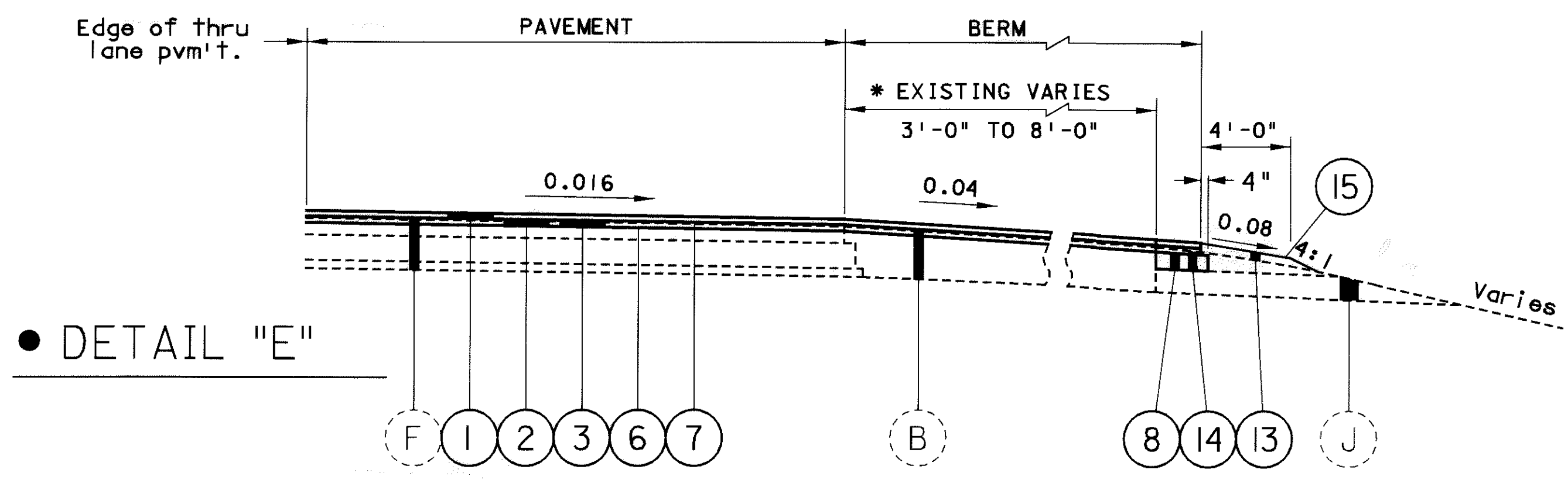
(TOWNLINE-KOSSUTH RD.)
Sta. 18+82.54 to Sta. 19+45.96 = 63.42 Lin. Ft.
Sta. 20+46.45 to Sta. 21+17.13 = 70.68 Lin. Ft.
TOTAL = 134.10 Lin. Ft.

(BAY RD.)
Sta. 28+74.61 to Sta. 29+45.51 = 70.90 Lin. Ft.
Sta. 30+55.84 to Sta. 31+25.39 = 69.55 Lin. Ft.
TOTAL = 140.45 Lin. Ft.

(GLYNWOOD RD.)
Sta. 28+74.18 to Sta. 29+45.47 = 71.29 Lin. Ft.
Sta. 30+54.75 to Sta. 31+23.02 = 68.27 Lin. Ft.
TOTAL = 139.56 Lin. Ft.

(KETTLERVILLE RD.)
Sta. 28+75.37 to Sta. 29+45.22 = 69.85 Lin. Ft.
Sta. 30+55.10 to Sta. 31+24.63 = 69.53 Lin. Ft.
TOTAL = 139.38 Lin. Ft.

FOR PAVEMENT LEGEND
SEE SHEET NO. 4



* STA. 391+54.07 TO 393+54.07 RAMP "C"
 * STA. 373+50.00 TO 375+50.00 RAMP "B" (OPPOSITE HAND)

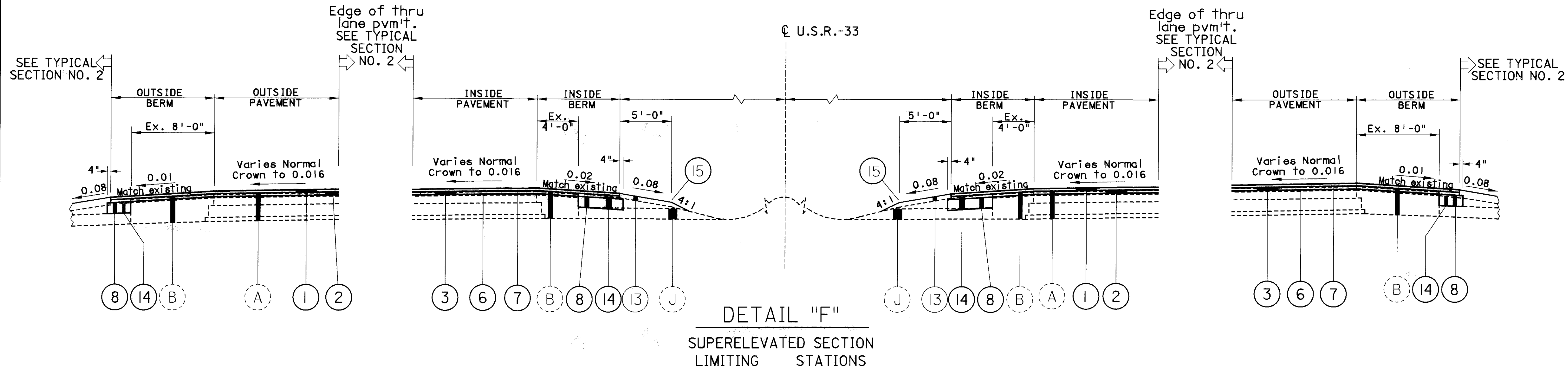
FOR PAVEMENT LEGEND
 SEE SHEET NO. 4

ACCEL/DECEL LANES @ REST AREAS (WESTBOUND OPPOSITE HAND)				
STATION			PAVEMENT	BERM
RAMP	FROM	TO		
A ●	361+00.00	362+00.00	0'-0" TO 12'-0"	10'-0" TO 8'-0"
A	362+00.00	364+50.00	12'-0"	8'-0"
A	364+50.00	368+99.34	12'-0" TO 39'-0"	8'-0"
C	391+30.87	403+54.07	37'-0" TO 0'-0"	
C ●	391+30.87	393+54.07		6'-0" TO 8'-0"
C	393+54.07	402+54.07		8'-0"
C ●	402+54.07	403+54.07		8'-0" TO 10'0"
B	363+50.00	376+60.77	0'-0" TO 37'-0"	
B ●	363+50.00	364+46.00		10'-0" TO 8'-0"
B	364+46.00	373+50.00		8'-0"
B ●	373+50.00	375+50.00		8'-0" TO 6'-0"
B ●	375+50.00	376+60.77		6'-0"
D	398+00.00	402+57.91	39'-0" TO 12'-0"	8'-0"
D	402+57.91	405+00.00	12'-0"	8'-0"
D ●	405+00.00	406+00.00	12'-0" TO 0'-0"	8'-0" TO 10'0"

ACCEL/DECEL LANES @ OVERHEAD ROADS (WESTBOUND OPPOSITE HAND)				
STATION			PAVEMENT	BERM
RAMP	FROM	TO		
MOULTON - FT. AMANDA RD. (C.H-91)				
A ●	453+42.59	454+42.59	0'-0" TO 12'-0"	10'-0" TO 8'-0"
A	454+42.59	458+64.23	12'-0"	8'-0"
A	458+64.23	461+42.59	12'-0" TO 39'-0"	8'-0"
B	449+23.88	461+43.00	0'-0" TO 39'-0"	
B ●	449+23.88	450+23.88		10'-0" TO 8'-0"
B	450+23.88	459+23.88		8'-0"
B ●	459+23.88	461+23.88		8'-0" TO 6'-0"
B ●	461+23.88	461+43.00		6'-0"
C	477+29.99	480+06.35	39'-0" TO 12'-0"	8'-0"
C	480+06.35	484+28.38	12'-0"	8'-0"
C ●	484+28.38	485+28.38	12'-0" TO 0'-0"	8'-0" TO 10'-0"
D	477+56.00	489+46.72	35'-0" TO 0'-0"	
D ●	477+46.70	479+46.70		6'-0" TO 8'-0"
D	479+46.70	488+46.72		8'-0"
D ●	488+46.72	489+46.72		8'-0" TO 10'0"
COUNTY ROAD -33A				
A ●	639+31.96	640+31.96	0'-0" TO 12'-0"	10'-0" TO 8'-0"
A	640+31.96	643+79.56	12'-0"	8'-0"
A	643+79.56	647+38.96	12'-0" TO 39'-0"	8'-0"
B	635+64.19	647+64.12	0'-0" TO 39'-0"	
B ●	635+64.19	636+44.19		10'-0" TO 8'-0"
B	636+44.19	645+64.19		8'-0"
B ●	645+64.19	647+64.12		8'-0" TO 6'-0"
C	667+89.22	670+48.41	39'-0" TO 16'-5/4"	8'-0"
D	666+47.51	670+90.81	39'-0" TO 20'-1/2"	
D ●	666+47.51	669+14.71		6'-0" TO 8'-0"

TYPICAL SECTIONS

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



FOR PAVEMENT LEGEND
SEE SHEET NO. 4

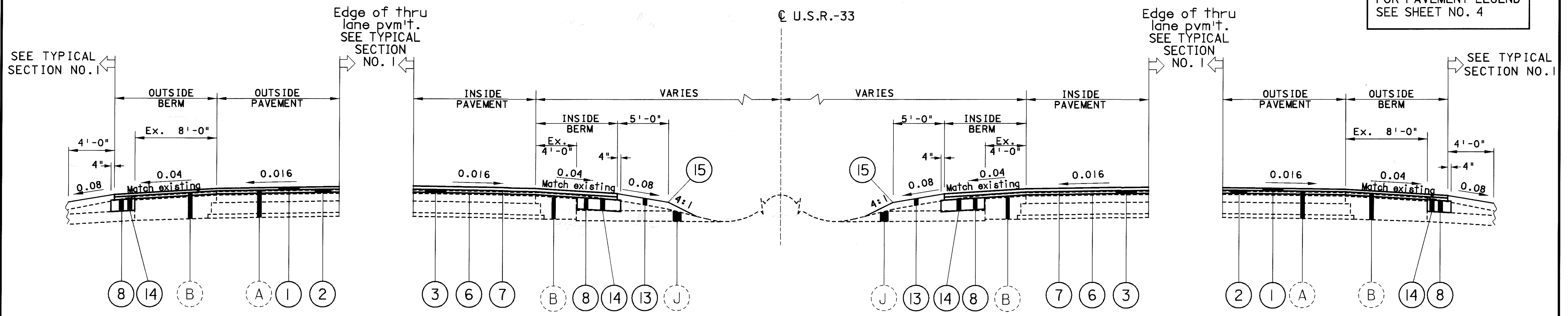
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND TOWNLIN-KOSSUTH RD. WESTBOUND				
STATION			PAVEMENT	BERM
LOCATION	FROM	TO		
OUTSIDE BERM	355+51.07	358+00.78	12'-0" TO 0'-0"	12'-0"
OUTSIDE BERM	358+00.78	358+50.78		12'-0" TO 10'-0"
INSIDE BERM	352+84.88	353+84.88		4'-0" TO 8'-0"
INSIDE BERM	353+84.88	354+34.88	0'-0" TO 8'-0"	8'-0"
INSIDE BERM	355+42.43	357+92.43	12'-0" TO 0'-0"	8'-0"
INSIDE BERM	357+92.43	358+92.43		8'-0" TO 4'-0"

ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND TOWNLIN-KOSSUTH RD. EASTBOUND				
STATION			PAVEMENT	BERM
LOCATION	FROM	TO		
OUTSIDE BERM	351+22.56	351+72.56		10'-0" TO 12'-0"
OUTSIDE BERM	351+72.56	354+21.84	0'-0" TO 12'-0"	12'-0"
INSIDE BERM	350+79.99	351+79.99		4'-0" TO 8'-0"
INSIDE BERM	351+79.99	354+29.99	0'-0" TO 12'-0"	8'-0"
INSIDE BERM	355+37.54	355+87.54	8'-0" TO 0'-0"	8'-0"
INSIDE BERM	355+87.54	356+87.54		8'-0" TO 4'-0"

TYPICAL SECTIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT LEGEND
SEE SHEET NO. 4



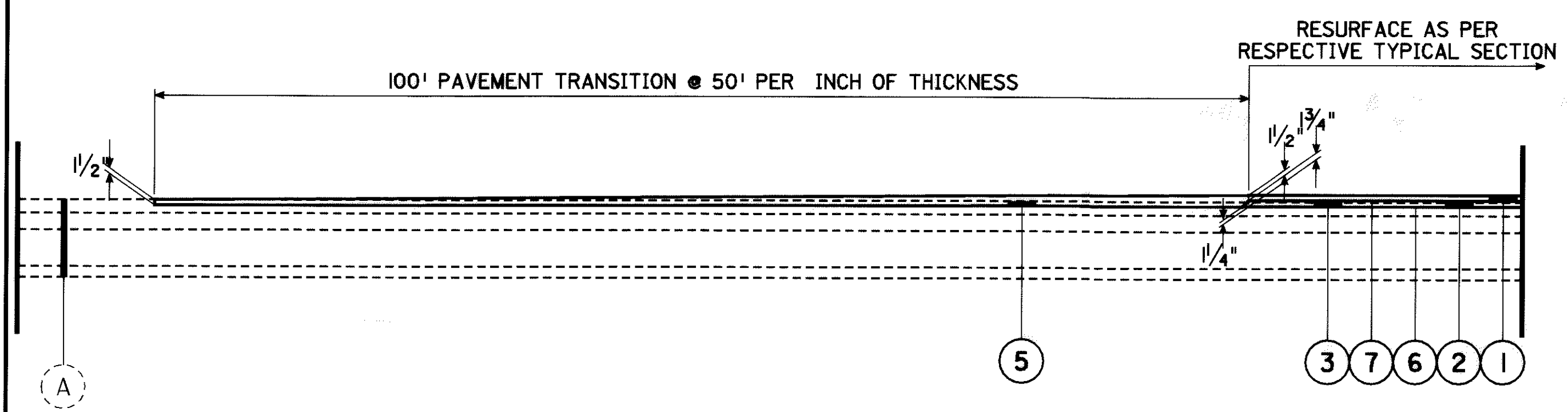
DETAIL "G"
NORMAL SECTION
LIMITING STATIONS

ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND GLYNWOOD-NEW KNOXVILLE RD. WESTBOUND				
STATION			PAVEMENT	BERM
LOCATION	FROM	TO		
OUTSIDE BERM	416+85.15	419+32.62	12'-0" TO 0'-0"	12'-0"
OUTSIDE BERM	419+32.62	419+82.62		12'-0" - 10'-0"
INSIDE BERM	413+99.95	414+99.95		4'-0" TO 8'-0"
INSIDE BERM	414+99.95	415+49.95	0'-0" TO 8'-0"	8'-0"
INSIDE BERM	416+58.13	419+08.13	12'-0" TO 0'-0"	8'-0"
INSIDE BERM	419+08.13	420+08.13		8'-0" TO 4'-0"
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND BAY RD. WESTBOUND				
OUTSIDE BERM	527+63.12	530+11.11	12'-0" TO 0'-0"	12'-0"
OUTSIDE BERM	530+11.11	530+61.11		12'-0" - 10'-0"
INSIDE BERM	524+79.28	525+79.28		4'-0" TO 8'-0"
INSIDE BERM	525+79.28	526+29.28	0'-0" TO 8'-0"	8'-0"
INSIDE BERM	527+37.18	529+87.18	12'-0" TO 0'-0"	8'-0"
INSIDE BERM	529+87.18	530+87.18		8'-0" TO 4'-0"
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND KETTLERSVILLE RD. WESTBOUND				
OUTSIDE BERM	577+82.14	580+23.68	12'-0" TO 0'-0"	12'-0"
OUTSIDE BERM	580+23.68	580+73.68		12'-0" - 10'-0"
INSIDE BERM	575+00.00	576+00.00		4'-0" TO 8'-0"
INSIDE BERM	576+00.00	576+48.33	0'-0" TO 8'-0"	8'-0"
INSIDE BERM	577+56.50	580+06.50	12'-0" TO 0'-0"	8'-0"
INSIDE BERM	580+06.50	581+06.50		8'-0" TO 4'-0"

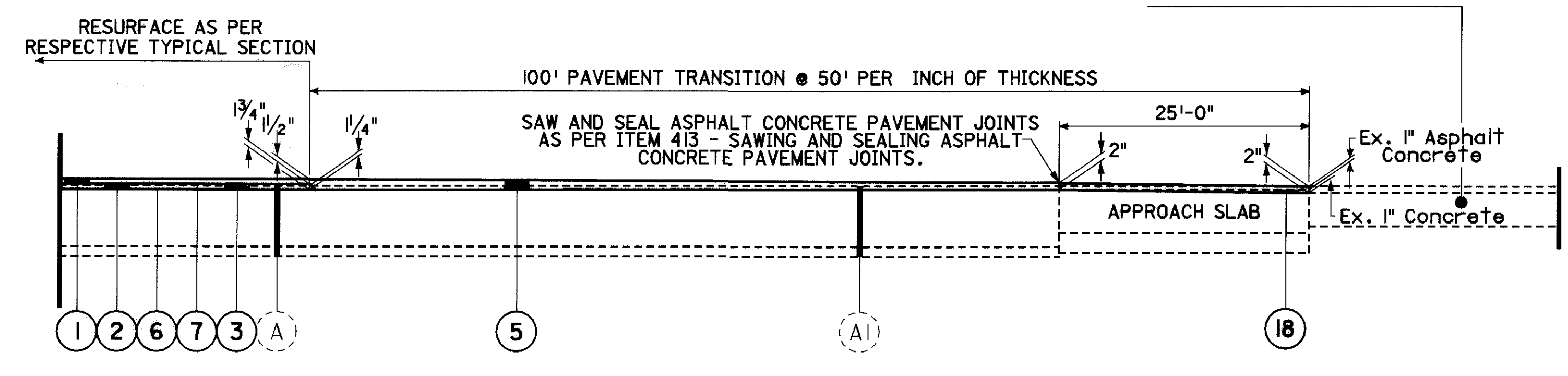
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND GLYNWOOD-NEW KNOXVILLE RD. EASTBOUND				
STATION			PAVEMENT	BERM
LOCATION	FROM	TO		
OUTSIDE BERM	412+29.96	412+79.96		10'-0" TO 12'-0"
OUTSIDE BERM	412+79.96	415+29.25	0'-0" TO 12'-0"	12'-0"
INSIDE BERM	412+04.45	413+04.45		4'-0" TO 8'-0"
INSIDE BERM	413+04.45	415+54.45	0'-0" TO 12'-0"	8'-0"
INSIDE BERM	416+62.63	417+12.63	8'-0" TO 0'-0"	8'-0"
INSIDE BERM	417+12.63	418+12.63		8'-0" TO 4'-0"
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND BAY RD. EASTBOUND				
OUTSIDE BERM	523+09.61	523+59.61		10'-0" TO 12'-0"
OUTSIDE BERM	523+59.61	526+08.29	0'-0" TO 12'-0"	12'-0"
INSIDE BERM	522+83.53	523+83.53		4'-0" TO 8'-0"
INSIDE BERM	523+83.53	526+33.53	0'-0" TO 12'-0"	8'-0"
INSIDE BERM	527+41.71	527+91.46	8'-0" TO 0'-0"	8'-0"
INSIDE BERM	527+91.46	528+91.46		8'-0" TO 4'-0"
ACCEL/DECEL LANES @ APPROACH ROADS U.S.R-33 AND KETTLERSVILLE RD. EASTBOUND				
OUTSIDE BERM	573+30.74	573+80.74		10'-0" TO 12'-0"
OUTSIDE BERM	573+80.74	576+30.74		12'-0"
INSIDE BERM	573+02.92	574+02.92		4'-0" TO 8'-0"
INSIDE BERM	574+02.92	576+52.92	0'-0" TO 8'-0"	8'-0"
INSIDE BERM	577+59.20	578+09.20	12'-0" TO 0'-0"	8'-0"
INSIDE BERM	578+09.20	579+09.20		8'-0" TO 4'-0"

TYPICAL SECTIONS

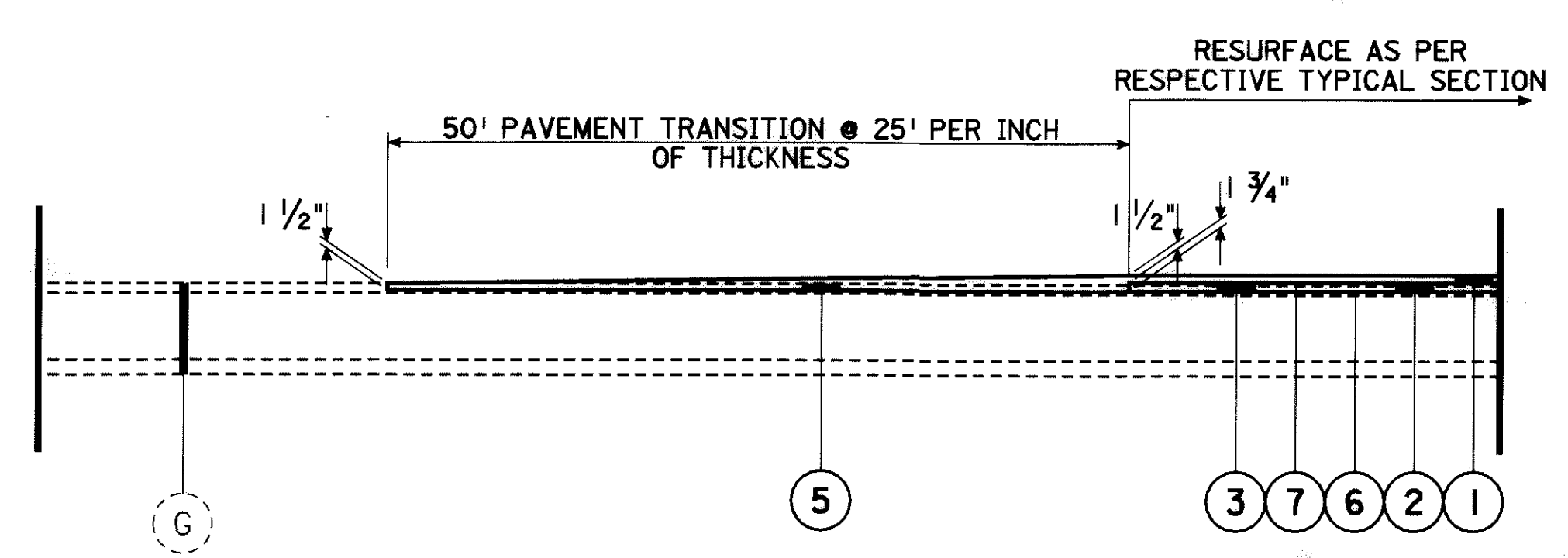
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



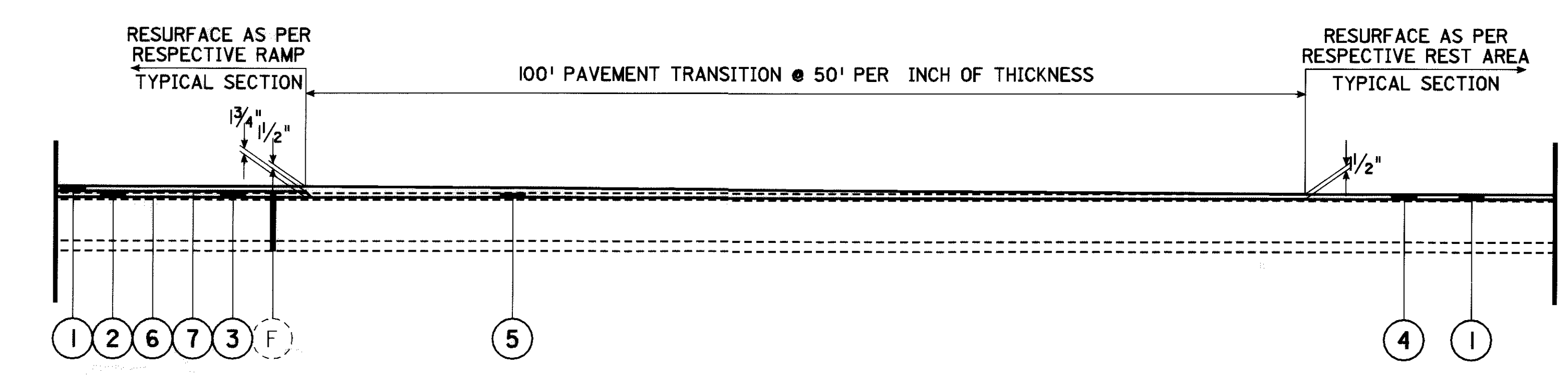
PAVEMENT TRANSITION DETAIL "A"
 BEGIN PROJECT PAVEMENT TRANSITION
 EASTBOUND AND WESTBOUND LANES
 STA. 329+00.00 TO STA. 330+00.00 = 100.00 LIN. FT.



PAVEMENT TRANSITION DETAIL "B"
 END PROJECT PAVEMENT TRANSITION
 STA. 670+48.41 TO STA. 671+48.41 = 100.00 LIN. FT. - WESTBOUND
 STA. 670+90.81 TO STA. 671+90.81 = 100.00 LIN. FT. - EASTBOUND

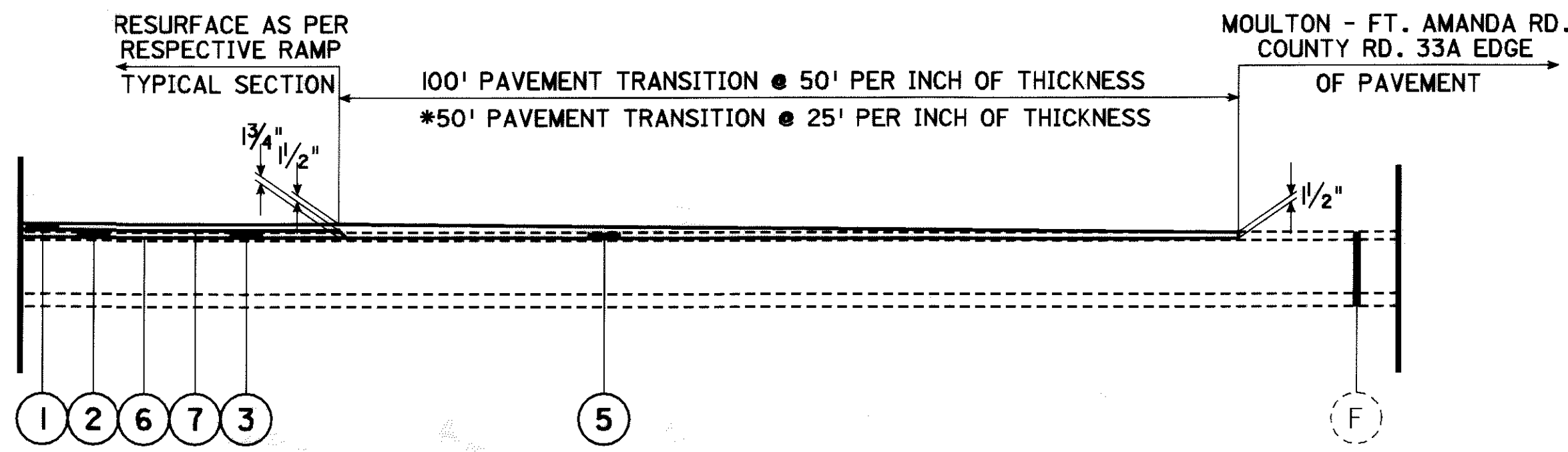


PAVEMENT TRANSITION DETAIL "C"
 APPROACH ROAD PAVEMENT TRANSITION
 TOWNLINE - KOSSUTH RD. STA. 18+32.54 TO STA. 18+82.54 = 50.00 LIN. FT.
 TOWNLINE - KOSSUTH RD. STA. 21+17.13 TO STA. 21+67.13 = 50.00 LIN. FT. (Opposite Hand)
 GLENWOOD - NEW KOXVILLE RD. STA. 28+24.18 TO STA. 28+74.18 = 50.00 LIN. FT.
 GLENWOOD - NEW KOXVILLE RD. STA. 31+23.02 TO STA. 31+73.02 = 50.00 LIN. FT. (Opposite Hand)
 BAY RD. STA. 28+24.61 TO STA. 28+74.61 = 50.00 LIN. FT.
 BAY RD. STA. 31+25.39 TO STA. 31+75.39 = 50.00 LIN. FT. (Opposite Hand)
 KETTLERVILLE RD. STA. 28+25.37 TO STA. 28+75.37 = 50.00 LIN. FT.
 KETTLERVILLE RD. STA. 31+24.63 TO STA. 31+74.63 = 50.00 LIN. FT. (Opposite Hand)



PAVEMENT TRANSITION DETAIL "D"
 REST AREA RAMP PAVEMENT TRANSITION
 EASTBOUND AND WESTBOUND REST AREAS
 RAMP "A" STA. 377+11.63 TO STA. 378+11.63 = 100.00 LIN. FT.
 RAMP "B" STA. 382+73.00 TO STA. 383+73.00 = 100.00 LIN. FT.
 RAMP "C" STA. 383+62.33 TO STA. 384+62.33 = 100.00 LIN. FT. (Opposite Hand)
 RAMP "D" STA. 389+34.58 TO STA. 390+34.58 = 100.00 LIN. FT. (Opposite Hand)

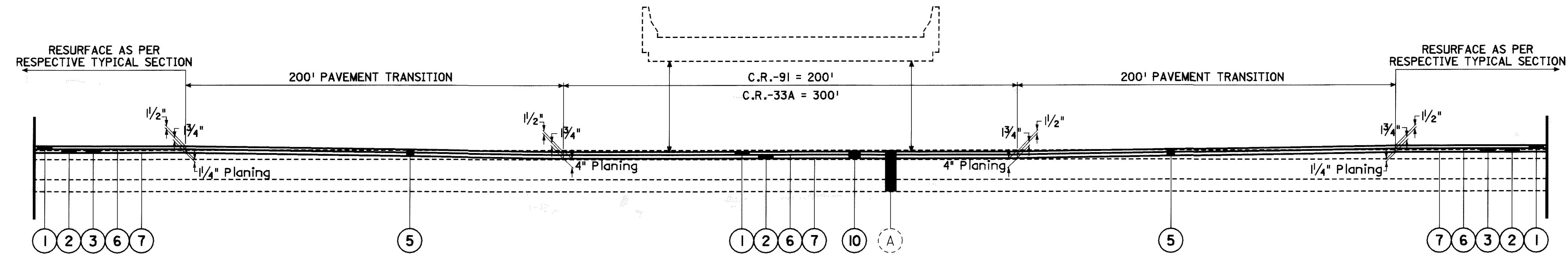
FOR PAVEMENT LEGEND
 SEE SHEET NO. 4



PAVEMENT TRANSITION DETAIL "E"

MOULTON - FT. AMANDA RD./C.R.-33A RAMP PAVEMENT TRANSITIONS

- * C.R.-91 MOULTON - FT. AMANDA RD. RAMP "A" STA. 468+91.66 TO STA. 469+41.66 = 50.00 LIN. FT.
- C.R.-91 MOULTON - FT. AMANDA RD. RAMP "B" STA. 469+37.76 TO STA. 470+37.76 = 100.00 LIN. FT.
- * C.R.-91 MOULTON - FT. AMANDA RD. RAMP "C" STA. 469+29.22 TO STA. 469+79.22 = 50.00 LIN. FT. (Opposite Hand)
- C.R.-91 MOULTON - FT. AMANDA RD. RAMP "D" STA. 468+32.72 TO STA. 469+32.72 = 100.00 LIN. FT. (Opposite Hand)
- * COUNTY RD. 33A RAMP "A" STA. 653+93.20 TO STA. 654+43.20 = 50.00 LIN. FT.
- COUNTY RD. 33A RAMP "B" STA. 663+03.45 TO STA. 664+03.45 = 100.00 LIN. FT.
- COUNTY RD. 33A RAMP "BB" STA. 659+75.59 TO STA. 660+75.59 = 100.00 LIN. FT.
- * COUNTY RD. 33A RAMP "C" STA. 659+88.23 TO STA. 660+38.23 = 50.00 LIN. FT. (Opposite Hand)
- COUNTY RD. 33A RAMP "D" STA. 654+01.87 TO STA. 655+01.87 = 100.00 LIN. FT. (Opposite Hand)



PAVEMENT TRANSITION DETAIL "F"

U.S.-33 MAINLINE PAVEMENT TRANSITIONS UNDER C.R.-91 AND C.R.-33A

EASTBOUND AND WESTBOUND U.S.-33 STA. 466+35.29 TO STA. 472+35.29 = 600.00 LIN. FT.
EASTBOUND AND WESTBOUND U.S.-33 STA. 653+90.07 TO STA. 660+90.07 = 700.00 LIN. FT.

BRIDGE DESCRIPTION TABLE

BRIDGE NUMBER AND DESCRIPTION:	Existing Vertical Clearance		Proposed Vertical Clearance	
	LT. (W.B.)	RT. (E.B.)	LT. (W.B.)	RT. (E.B.)
AUG-33-1281 U.S.R.-33 over CR 33A	15.20'	14.87'	15.26'	14.93'
AUG-33-0962 U.S.R.-33 over CR 91	15.05'	15.05'	15.11'	15.11'

FOR PAVEMENT LEGEND
SEE SHEET NO. 4

UTILITIES

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

<u>ELECTRIC</u>	<u>CABLE TV</u>	<u>TELEPHONE</u>
AMERICAN ELECTRIC POWER 2738 N. MAIN STREET FINDLAY, OHIO 45840 419-998-5124	TIME WARNER CABLE 3100 ELIDA ROAD LIMA, OHIO 45805 419-331-1111	TELEPHONE SERVICE COMPANY P.O. BOX 408 WAPAKONETA, OHIO 45895 419-739-2200
<u>ELECTRIC & GAS</u>	<u>GAS</u>	<u>TELEPHONE</u>
DOMINION EAST OHIO 150 SOUTH JACKSON STREET LIMA, OHIO 45801 419-226-4829	BP OIL 1771 BUCKEYE ROAD LIMA, OHIO 45804 419-222-7221	AT & T 229 WEST 7TH STREET 10TH FLOOR CINCINNATI, OHIO 45202 513-784-2936
<u>OHIO DEPARTMENT OF TRANSPORTATION</u>	<u>TELEPHONE</u>	
P.O. BOX 969 SIDNEY, OHIO 45365 937-492-1141	BUCKLAND TELEPHONE COMPANY 105 SOUTH MAIN STREET BUCKLAND, OHIO 45819 419-657-2221	

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

CONTINGENCY QUANTITIES

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED 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"			
24"			

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI(METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY VALUES WHERE SUITABLE.

ITEM 202, RAISED PAVEMENT MARKERS REMOVED FOR STORAGE

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

ITEM 202, RAISED PAVEMENT MARKERS REMOVED FOR STORAGE 1167 EACH

QUANTITIES CARRIED TO GENERAL SUMMARY

PROFILE AND ALIGNMENT FOR RESURFACING PROJECTS

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF 3 1/4" WITH 1 1/4" PAVEMENT PLANING OF THE EXISTING ASPHALT CONCRETE AS SHOWN OF THE TYPICAL SECTIONS.

THE EXISTING VERTICAL ALIGNMENT HAS BEEN EXAMINED AND MEETS DESIGN SPEED CRITERIA.

CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE DISTRICT 7 OFFICE.

AUG-33-6.25 (1970)
AUG-33-6.63 (1987)
AUG-33-6.82 (1987) REST AREAS
AUG-29/33-0.00/2.72 (2000)

ITEM 202, GUARDRAIL REMOVED FOR STORAGE

THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE GUARDRAIL WITHIN THE RIGHT OF WAY ON THIS PROJECT. THE CONTRACTOR SHALL CONTACT THE AUGLAIZE COUNTY MANAGER FOR GUARDRAIL TO BE PICKED UP BY STATE FORCES.

ITEM 203, LINEAR GRADING, AS PER PLAN

GRADED SHOULDERS AT LOCATIONS WHERE EXISTING GUARDRAIL IS REMOVED, OR WHERE NEW GUARDRAIL IS TO BE ERECTED, SHALL BE RESHAPED, SEEDED, MULCHED, AND WATERED, AS DIRECTED BY THE ENGINEER TO INSURE A SMOOTH DRAINABLE SURFACE FREE OF ALL IRREGULARITIES. EXCESS EXCAVATION RESULTING FROM RESHAPING SHOULDERS SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. PAYMENT FOR RESHAPING GRADED SHOULDERS AS DESCRIBED SHALL BE INCLUDED IN THE CONTRACT PRICE PER STATION FOR ITEM 203, LINEAR GRADING, AND SHALL INCLUDE ALL SEEDING AND MULCHING, AND WATER.

SEEDING AND MULCHING

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

870, SEEDING AND MULCHING 274157 SQ. YD.

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.

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE PLACED BY THE CONTRACTOR WITH THE ENGINEER'S CONCURRENCE FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

877, TEMPORARY SEEDING AND MULCHING	54831 SQ. YD.
877, TEMPORARY PERIMETER FILTER FABRIC FENCE	1344 LIN. FT.
877, TEMPORARY DITCH CHECK FILTER FABRIC FENCE	705 LIN. FT.
870, COMMERCIAL FERTILIZER	2 TON
870, REPAIR SEEDING AND MULCHING	13708 SQ. YD.
870, WATER	118 M. GAL.
870, INTER-SEEDING	13708 SQ. YD.

ITEM 858 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE B (446), AS PER PLAN AND ITEM 858 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE B (446), AS PER PLAN

THESE ITEMS SHALL FOLLOW SUPPLEMENTAL SPECIFICATION 858. THE 858.04 BINDER SHALL BE PG-70-22M FOR BOTH INTERMEDIATE AND SURFACE COURSES.

THE CONTRACTOR SHALL USE A MATERIAL TRANSFER VEHICLE FOR BOTH THE INTERMEDIATE AND SURFACE COURSE. THIS TRANSFER VEHICLE SHALL BE CAPABLE OF TRANSFERRING AND REMIXING THE ASPHALT CONCRETE FROM THE TRUCK TO THE PAYER. ALL LABOR AND COST ASSOCIATED WITH THIS EQUIPMENT SHALL BE INCLUDED IN THE COST OF ITEM 858 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE B (446), AS PER PLAN AND ITEM 858 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE B (446), AS PER PLAN.

ITEM 407 - TACK COAT AND ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

407, TACK COAT 0.075 GAL. PER SQ. YARD

407, TACK COAT FOR INTERMEDIATE COURSE
0.04 GAL. PER SQ. YARD

STORM WATER POLLUTION PREVENTION PLAN

THE CONDITIONS OF THE NPDES CONSTRUCTION STORM WATER GENERAL PERMIT (SEE PROPOSAL) SHALL BE MET DURING ALL STAGES OF CONSTRUCTION. THE LOCATION AND TIMING OF ALL EROSION AND SEDIMENT CONTROL ITEMS SHALL BE FIELD ADJUSTED TO PREVENT SIGNIFICANT IMPACTS ON RECEIVING WATERS. IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN SHALL CONTINUE THROUGHOUT THE DURATION OF THE PROJECT OR UNTIL SUCH TIME THAT THE UPSLOPE DISTURBED AREAS ARE STABILIZED.

INSTALLATION OF PERIMETER FILTER FABRIC FENCE, AND DITCH CHECKS SHALL BE CONCURRENT WITH THE CLEARING AND /OR GRADING OPERATIONS.

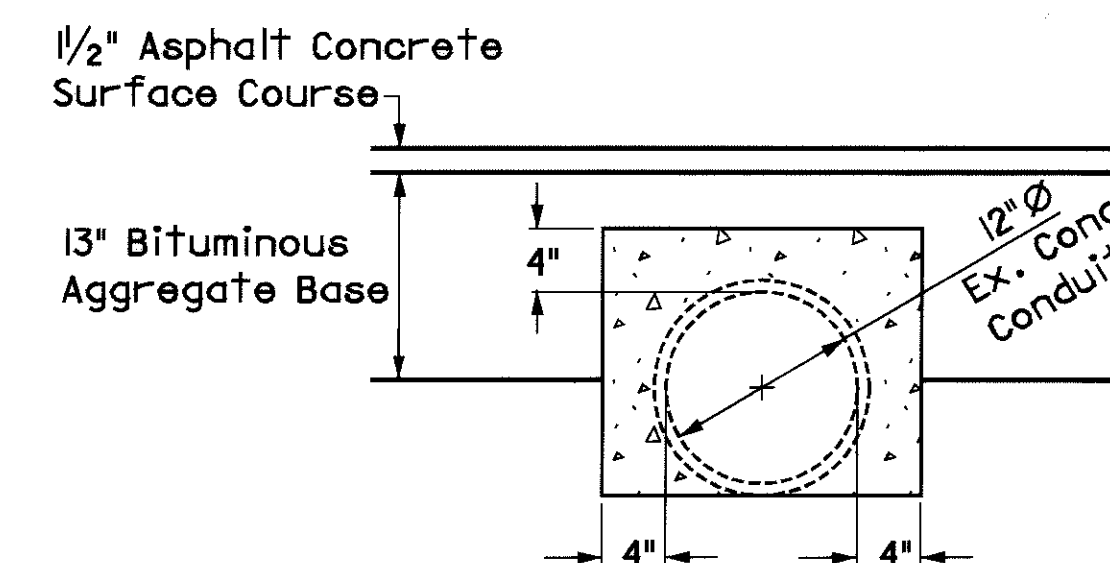
ALL REASONABLE ATTEMPTS SHOULD BE MADE TO MINIMIZE THE TOTAL AREA OF DISTURBED LAND.

AREAS TO REMAIN DORMANT FOR MORE THAN 45 DAYS SHOULD BE IMMEDIATELY STABILIZED WITH TEMPORARY SEEDING AND MULCHING, EROSION CONTROL MATTING OR OTHER APPROPRIATE EROSION CONTROL MEASURES.

ADDITIONAL QUANTITIES OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL ITEMS ARE GIVEN IN THE GENERAL NOTES.

ITEM 602 - MASONRY, MISC; CONCRETE CRADLE

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND PLACING ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO CONSTRUCT THE PROPOSED CONCRETE CRADLE AROUND AN EXISTING 12" CONCRETE PIPE AT THE LOCATION SPECIFIED IN THESE PLANS IN ACCORDANCE WITH PLAN NOTES AND DETAILS, PERTINENT PROVISIONS OF THE O.D.O.T, CONSTRUCTION AND MATERIAL SPECIFICATIONS AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS.



THE METHOD OF MEASUREMENT WILL BE THE ACTUAL NUMBER OF LINEAR FEET OF CONCRETE CRADLE COMPLETE IN PLACE, MEASURED ALONG THE CENTERLINE ON TOP OF THE CRADLE.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 602 MASONRY, MISC.; CONCRETE CRADLE AND SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN

REMOVE EXISTING ASPHALT CONCRETE AND 0" TO 1" CONCRETE ON EXISTING APPROACH SLAB, SCARIFY UNDER ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN AND REPLACE WITH 2" OF ITEM 858 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm TYPE B, AS PER PLAN. REFER TO PAVEMENT TRANSITION DETAIL "B" SHOWN ON SHEET NO. 14.

CALCULATED
CHECKED

GENERAL NOTES

AUG - 33 - 6.25
(PROGRAMMED AS AUG - 33 - 6.60)

16
113

GENERAL REQUIREMENTS

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION), PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES AND DETAILS.

ITEM 614, MAINTAINING TRAFFIC

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE PROVIDING, PLACING, MAINTAINING AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS ON AUG-33.

BEFORE ANY WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION, THE HIGHWAY PATROL OR ANY OTHER INTERESTED POLICE AGENCY.

THIS PERSON(S) SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT FOR THE DURATION OF THIS PROJECT. THIS PERSON(S) SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME AS PER C.M.S. 614.04.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS, CONES, DRUMS AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC ACCORDING TO PLAN NOTES AND DETAILS.

THE ORIGINAL LOCATION, PLACEMENT, SPACING AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE ENGINEERS APPROVAL.

THRU TRAFFIC SHALL BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND SHALL NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

IT IS INTENDED THAT THE TRAFFIC NOT BE SUBJECTED TO ANY LANE CLOSURE UNLESS ACTIVE WORK IS BEING PERFORMED IN OR IMMEDIATELY ADJACENT TO THE CLOSED LANE. THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS ON INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED.

IF IN THE OPINION OF THE ENGINEER THE LANE CLOSURE IS NOT JUSTIFIED HE MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO TRAFFIC UNTIL SUCH TIME THIS CONDITION IS CORRECTED.

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD CONSTRUCTION AHEAD" (OW-128) SIGNS AND "END CONSTRUCTION" (OC-8) SIGNS ON U.S.R.-33 THE SIGNS SHALL BE DUAL INSTALLATIONS AND THE ACTUAL LOCATION SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL ALSO FURNISH 4 ADDITIONAL SETS OF ADVANCED WARNING "ROAD CONSTRUCTION AHEAD" (OW-128) TO BE USED AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL PERFORM ALL CONSTRUCTION OPERATIONS SO AS TO PRECLUDE ANY UNNECESSARY INTERFERENCE TO THE NORMAL FLOW OF TRAFFIC.

TRAFFIC ON U.S.R.-33 SHALL BE MAINTAINED AS SHOWN IN THE DETAILS WITHIN THESE PLANS, STANDARD CONSTRUCTION DRAWINGS, OR AS DIRECTED BY THE ENGINEER.

VEHICLES AND OTHER EQUIPMENT SHALL NOT BE PERMITTED TO STOP OR TO BE PARKED ALONG THE ROADWAY EXCEPT WITHIN DESIGNATED WORK AREAS AND SHALL NOT ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL FLOW OF TRAFFIC. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT WITHIN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE ENGINEER'S APPROVAL PRIOR TO MAKING THE CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY INTENDED LANE CLOSURES, OR LANE SHIFTS.

ACCESS TO AND FROM ALL CROSS-ROADS WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES ON EITHER THE EXISTING OR PROPOSED RAMP PAVEMENTS, UNLESS OTHERWISE SHOWN IN THESE PLANS OR OTHERWISE DIRECTED BY THE ENGINEER.

UNLESS OTHERWISE NOTED IN THESE PLANS, THE STANDARD CHANNELIZING DEVICE FOR CLOSING ANY LANES TO TRAFFIC SHALL BE PROPERLY WEIGHTED AND REFLECTORIZED PLASTIC DRUMS AND/OR WEIGHTED CHANNELIZER DEVICE LOCATED AND SPACED ACCORDING TO APPLICABLE STANDARD DRAWINGS OR PLAN NOTES AND DETAILS.

NO AREA OF PAVEMENT PLANING SHALL BE OPEN TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPARTMENT OF TRANSPORTATION THAT THE PAVEMENT PLANING AND ITEM 858-ASPHALT CONCRETE, INTERMEDIATE COURSE BE CONSTRUCTED BEFORE OPENING ROADWAY TO THE TRAVELING PUBLIC.

A MINIMUM LANE WIDTH OF 12 FEET SHALL BE PROVIDED FOR THE MAINTENANCE OF TRAFFIC PURPOSES AT ALL TIMES UNLESS OTHERWISE SHOWN IN THESE PLANS OR OTHERWISE DIRECTED BY THE ENGINEER.

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

NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY	CHRISTMAS

THE PERIOD OF TIME THAT THE LANES ARE TO OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

WEEK DAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	6:00 A.M. FRIDAY THROUGH 6:00 A.M. MONDAY
MONDAY	6:00 A.M. FRIDAY THROUGH 6:00 A.M. TUESDAY
TUESDAY	6:00 A.M. MONDAY THROUGH 6:00 A.M. WEDNESDAY
WEDNESDAY	6:00 A.M. TUESDAY THROUGH 6:00 A.M. THURSDAY
THURSDAY	6:00 A.M. WEDNESDAY THROUGH 6:00 A.M. MONDAY
FRIDAY	6:00 A.M. THURSDAY THROUGH 6:00 A.M. MONDAY
SATURDAY	6:00 A.M. FRIDAY THROUGH 6:00 A.M. MONDAY

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO USED AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC:

ITEM 614	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC	50 CU. YD.
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PAYMENT FOR ALL MAINTENANCE OF TRAFFIC EXCEPT FOR ITEMS DESIGNATED AS ITEM 614 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, ITEM 614 TEMPORARY PAVEMENT MARKING, ITEM 614 WORK ZONE SPEED LIMIT SIGN, ITEM 614, TEMPORARY IMPACT ATTENUATOR, ITEM 614 BARRIER REFLECTORS, ITEM 614 OBJECT MARKERS, ITEM 616 WATER, ITEM 622 PORTABLE CONCRETE BARRIER, ITEM SPECIAL REPLACEMENT SIGNS, ITEM SPECIAL REPLACEMENT DRUMS SHALL BE INCLUDED IN THE LUMP SUM FOR ITEM 614 MAINTAINING TRAFFIC. ESTIMATED QUANTITIES CARRIED TO THE GENERAL SUMMARY.

FOR ADDITIONAL TRAFFIC CONTROL DETAILS APPLICABLE TO THE THE MAINTENANCE OF TRAFFIC ON THIS PROJECT SEE STANDARD CONSTRUCTION DRAWINGS: MT-95.30M, MT-95.31M, MT-99.10M.

ITEM SPECIAL REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED BUT SHALL BE IN GOOD CONDITION AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE METER FOR ITEM SPECIAL, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED IN THESE PLANS TO BE USED FOR THE MAINTENANCE OF TRAFFIC:

ITEM SPECIAL	REPLACEMENT SIGN	100 SQ. FT.
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ITEM SPECIAL REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM SPECIAL, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED IN THESE PLANS TO BE USED FOR THE MAINTENANCE OF TRAFFIC:

ITEM SPECIAL	REPLACEMENT DRUM	100 EACH
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WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TRAFFIC CONTROL AND TRAFFIC CONTROL DEVICES REQUIRED BY THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION) SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

EXISTING PAVEMENT MARKINGS

EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC SCHEMES SHALL BE REMOVED BY THE CONTRACTOR, OR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

GUARDRAIL REPLACEMENT

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

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS

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

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

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

LAW ENFORCEMENT OFFICERS (L.E.O.'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH: THE OHIO HIGHWAY PATROL, 660 EAST MAIN STREET, COLUMBUS, OHIO, PH. (614) 466-2660.

LAW ENFORCEMENT OFFICERS(WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR). THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614	LAW ENFORCEMENT OFFICER WITH PATROL CAR	80 HOURS
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THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF CONTRACTORS WISH TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE, PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - TEMPORARY IMPACT ATTENUATOR, (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING IMPACT ATTENUATORS:

- 1) THE QUADGUARD CZ, (24" WIDE 6-BAY) TEMPORARY IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, NC., ONE EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).
THE LENGTH OF THE 6-BAY QUADGUARD CZ IS 20'-9". INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
OSCZCVR-T4	QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES	5/13/99 Rev. J	8/27/99
35-40-10	QUADGUARD SYSTEM CONCRETE PAD, CZ, OG	11/19/97 Rev. D	8/27/99
35-40-16	QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, OG	7/30/99 Rev. F	8/27/99
354051Z	QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, OG, 24, 30, 36	5/17/99	8/27/99
35-40-18	TRANSITION ASSEMBLY, 4 OFFSET, OG	6/25/99 Rev. F	8/27/99
3540260	QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY	11/19/97 Rev. C	8/27/99

- 2) THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY SYRO INC., 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330.545.4373).

THE TRACC IS 21'-0" LONG AND 2'-7" WIDE. INSTALLATION SHALL BE AT THE LOCATION SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. NO.	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SS450	CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEVATION & SECTIONS	3/12/99 Rev. 1 3/12/99 Rev. 1	8/27/99 8/27/99
SS455	TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION & SECTIONS	2/18/99	8/27/99
SS461	TRACC TRANSITION TO CONCRETE SAFETY SHAPE BARRIER PLAN, ELEVATION & SECTIONS	6/30/99	8/27/99
SS462	TRACC TRANSITION TO CONCRETE BARRIER SINGLE SLOPE PLAN, ELEVATION & SECTIONS	6/30/99	8/27/99

THE CONTRACTOR SHALL PROVIDE A REPLACEMENT UNIT WHEN AN IMPACT IS SEVERE ENOUGH TO REQUIRE COMPLETE REPLACEMENT OF THE ATTENUATOR. THE CONTRACTOR SHALL HAVE A SPARE PARTS PACKAGE AVAILABLE ON THE PROJECT SITE AT ALL TIMES WHEN AN ATTENUATOR IS IN PLACE. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE COMPLETE SPARE PARTS PACKAGE FOR EVERY 1 TO 6 UNITS INSTALLED ON THE PROJECT SITE. FOR EXAMPLE, 5 INSTALLED UNITS REQUIRE 1 SPARE PARTS PACKAGE AND 7 INSTALLED UNITS REQUIRE 2 SPARE PARTS PACKAGES.

FOR LOCATIONS OF TEMPORARY IMPACT ATTENUATORS SEE RESPECTIVE PLAN SHEETS.

WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 614, TEMPORARY IMPACT ATTENUATOR, (UNIDIRECTIONAL OR BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN, REPAIR, REPLACE OR RELOCATE A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

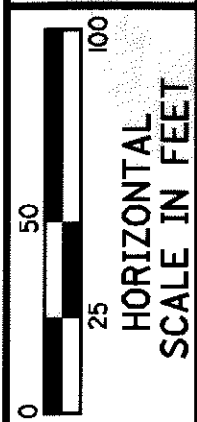
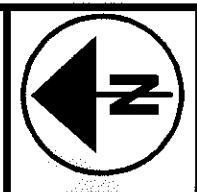
ITEM 614-TEMPORARY IMPACT ATTENUATOR (BIDIRECTIONAL).....4 EACH

QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY

MAINTENANCE OF TRAFFIC TABLE														
PHASE	LOCATION	STATION		ITEM-614							622			
		FROM	TO	TEMP. WHITE EDGE LINE, CLASS 1, 642 PAINT	TEMP. YELLOW EDGE LINE, CLASS 1, 642 PAINT	TEMP. WHITE LANE LINE, CLASS 1, 642 PAINT	TEMP. CENTERLINE CLASS 1, 642 PAINT DOUBLE SOLID	TEMP. WHITE CHANNELIZING LINE CLASS 1, 642 PAINT	TEMP. STOP LINE CLASS 1, 642 PAINT	TEMP. WHITE EDGE LINE, CLASS 1, 740.06 TYPE I	TEMP. YELLOW CENTERLINE CLASS 1, 740.06 TYPE I	OBJECT MARKERS	BARRIER REFLECTOR, TYPE B	PORTABLE CONCRETE BARRIER, 32"
		MILE	MILE	MILE	MILE	MILE	MILE	LIN. FT.	LIN. FT.	MILE	MILE	EACH	EACH	LIN. FT.
1	U.S.R.-33 UNDER STRUCTURE AUG-33-0962 (MOULTON-FT. AMANDA RD.)	106+07.50	118+73.37							0.48	0.24	11	12	560
1	U.S.R.-33 UNDER STRUCTURE AUG-33-1281 (COUNTY RD. - 33A)	680+82.50	694+60.47							0.52	0.26	12	13	620
2	U.S.R.-33 AT STRUCTURE AUG-33-0962 (MOULTON-FT. AMANDA RD.)	106+07.50	118+73.38							0.48	0.24	11	12	560
2	U.S.R.-33 UNDER STRUCTURE AUG-33-1281 (COUNTY RD. - 33A)	680+82.63	694+60.54							0.52	0.26	12	13	620
	AUG-33 MAINLINE AND CROSS-ROADS, AND RAMPS TEMPORARY PAVEMENT MARKINGS FOR PAVING OPERATIONS.	328+70.00	672+20.81 (EB)	16.2	15.4	13.40	.55	5140	526					
SUB-TOTAL				16.2	15.4	13.40	.55	5140	526	2.00	1.00	46	50	2360
TOTALS CARRIED TO GENERAL SUMMARY				31.60	13.40	.55	5140	526	2.00	1.00	46	50	2360	

MAINTENANCE OF TRAFFIC NOTES

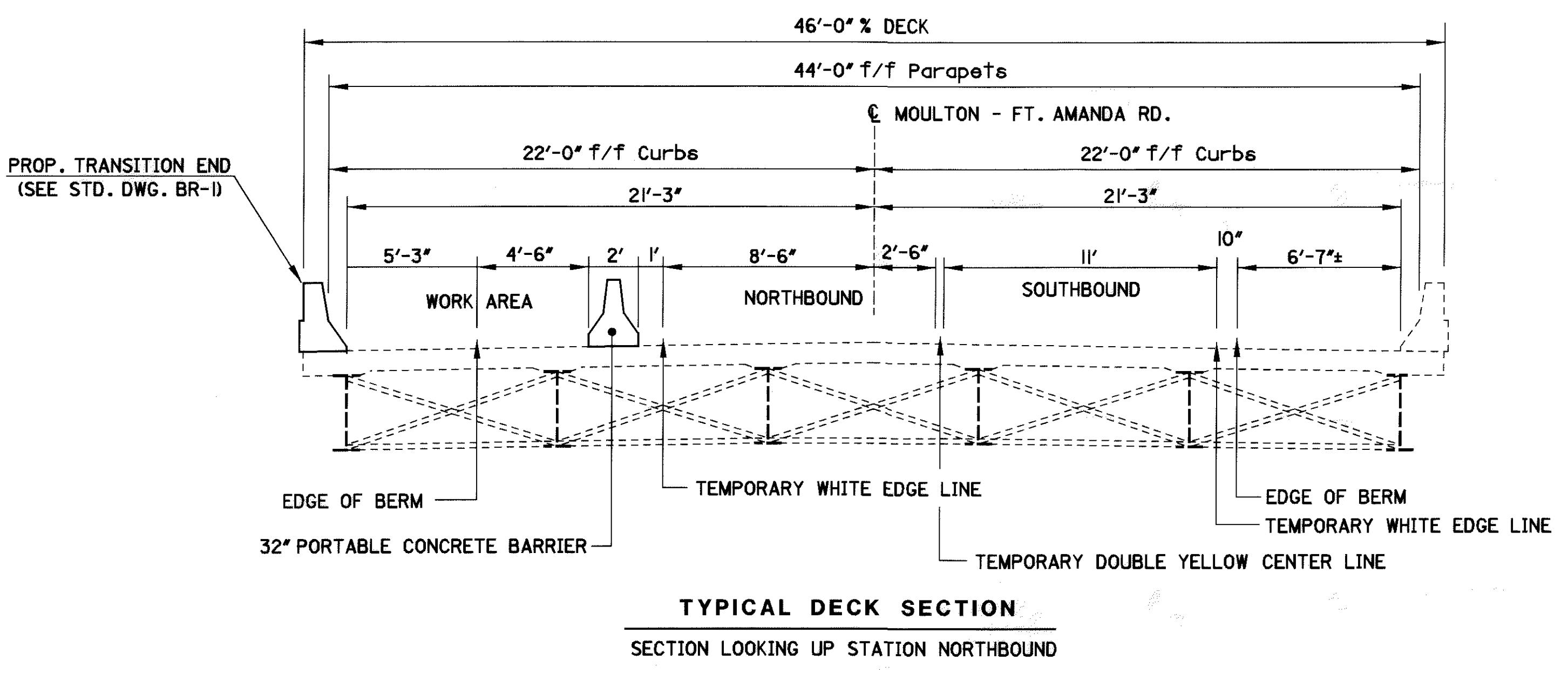
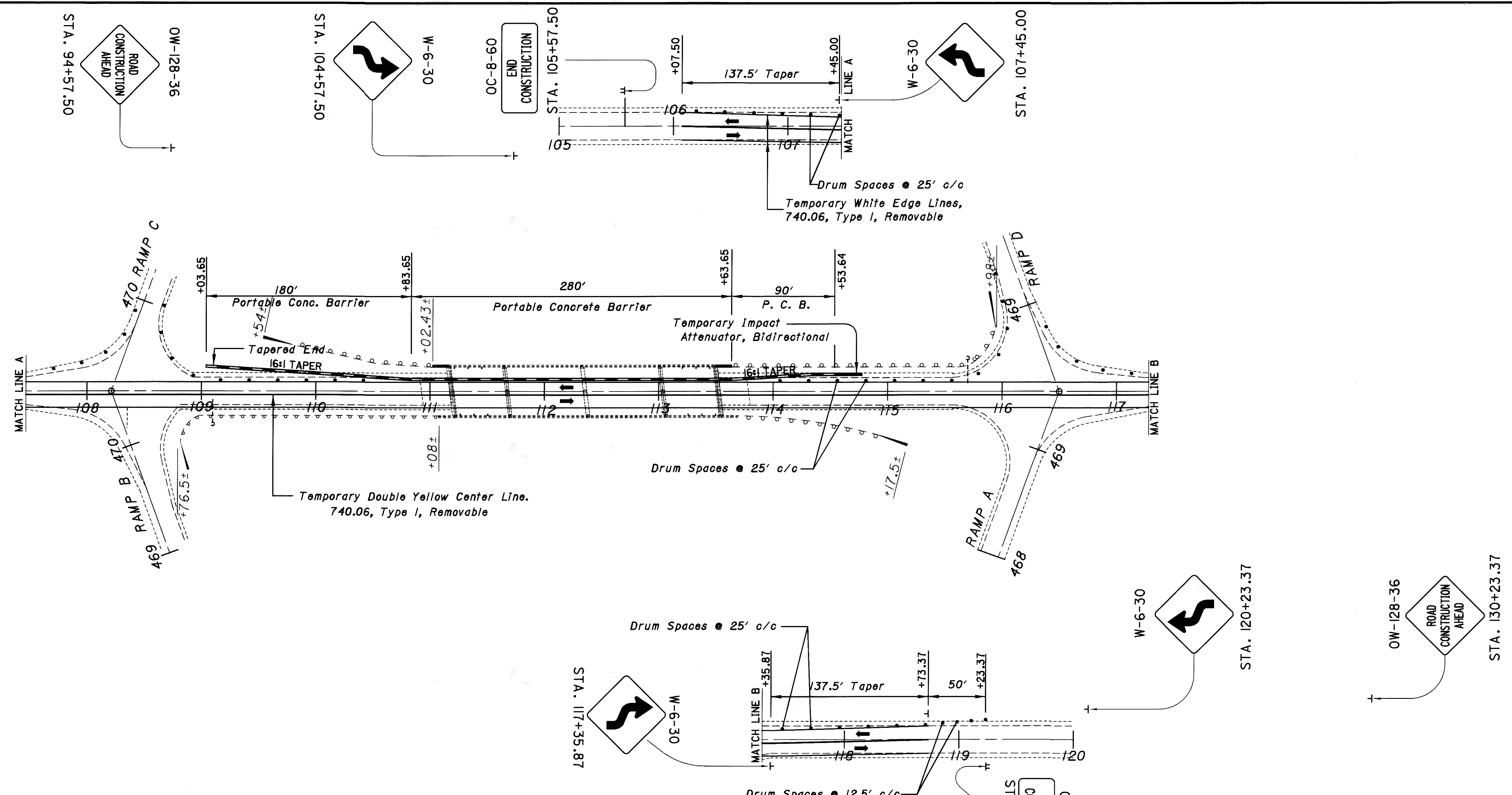
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



CALCULATED
CHECKED

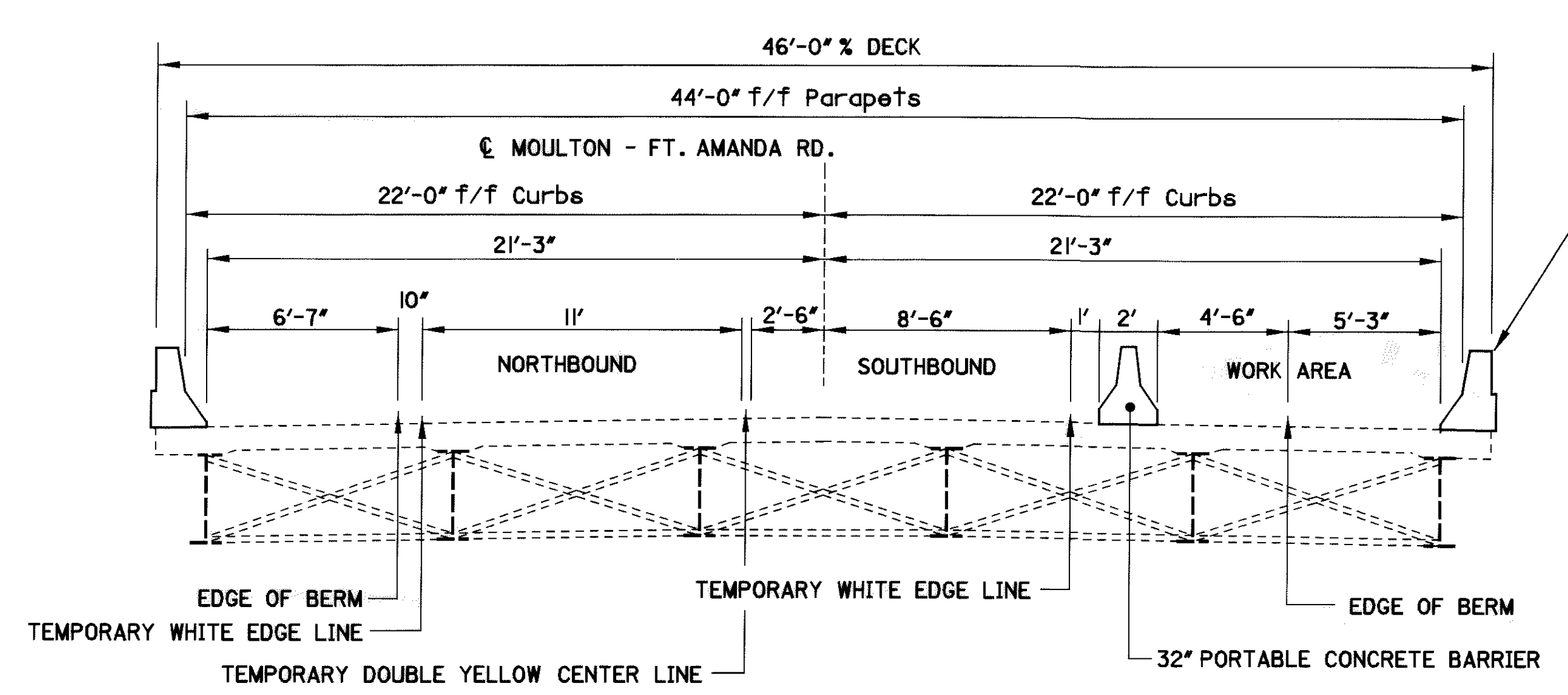
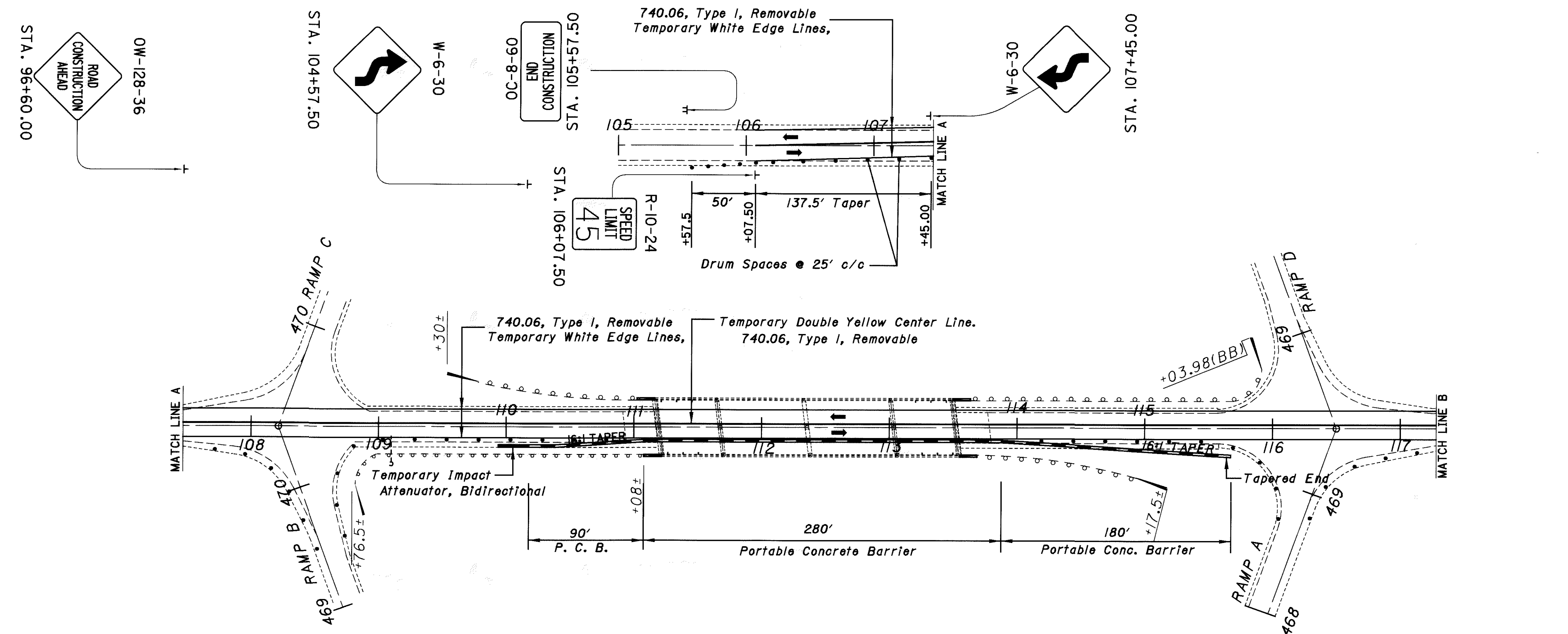
MAINTENANCE OF TRAFFIC PLAN PHASE 1
STR. No. 0962 (MOULTON - FT. AMANDA RD.)

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

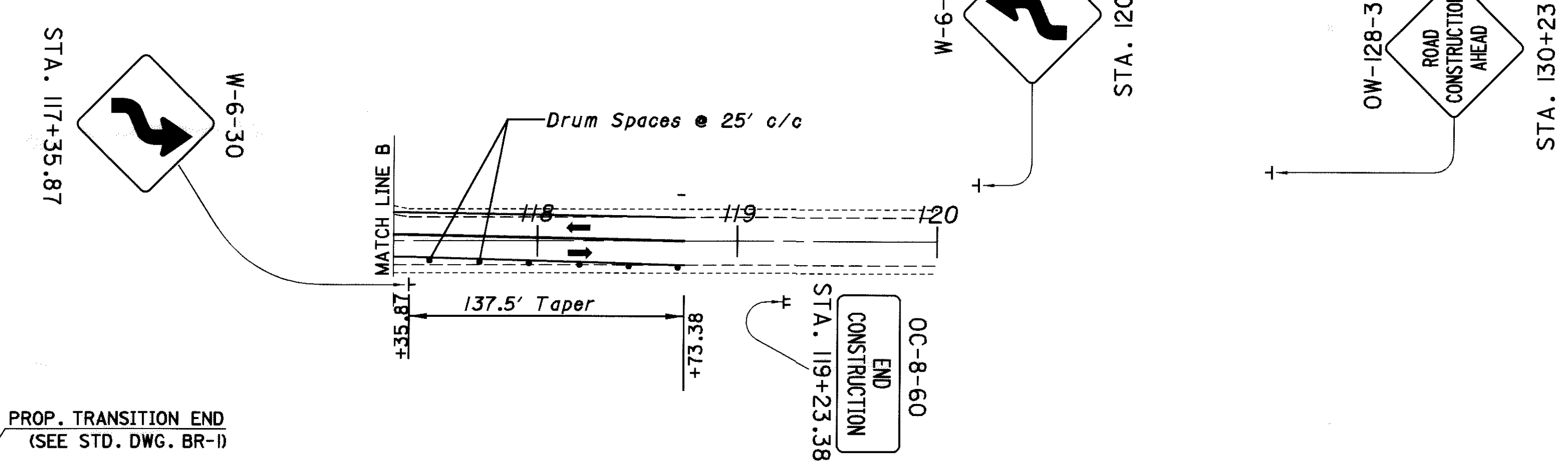


NOTE: PHASE I OF THIS PROJECT CONSIST OF REPLACING PARAPET TRANSITION ENDS FIRST ON NORTHBOUND SIDE THEN REPLACE THE GUARDRAIL RUNS IN ACCORDANCE WITH THE PLANS SEE SHEET NO.'S 61 AND 102 THRU 107.

NOTE: FOR ANY CONFLICTING PAVEMENT MARKINGS FOR THIS MAINTENANCE OF TRAFFIC PLAN THE EXISTING MARKINGS WILL NOT BE REMOVED, INSTEAD THEY SHALL BE COVERED WITH TEMPORARY NON-REFLECTIVE BLACK LINE, 740.06, TYPE I. PAYMENT FOR THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

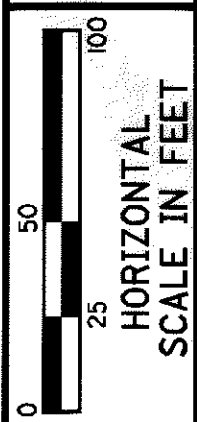
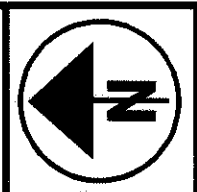


TYPICAL DECK SECTION
SECTION LOOKING UP STATION NORTHBOUND



NOTE: PHASE I OF THIS PROJECT CONSIST OF REPLACING PARAPET TRANSITION ENDS FIRST ON NORTHBOUND SIDE THEN REPLACE THE GUARDRAIL RUNS IN ACCORDANCE WITH THE PLANS SEE SHEET NO.'S 61 AND 102 THRU 107.

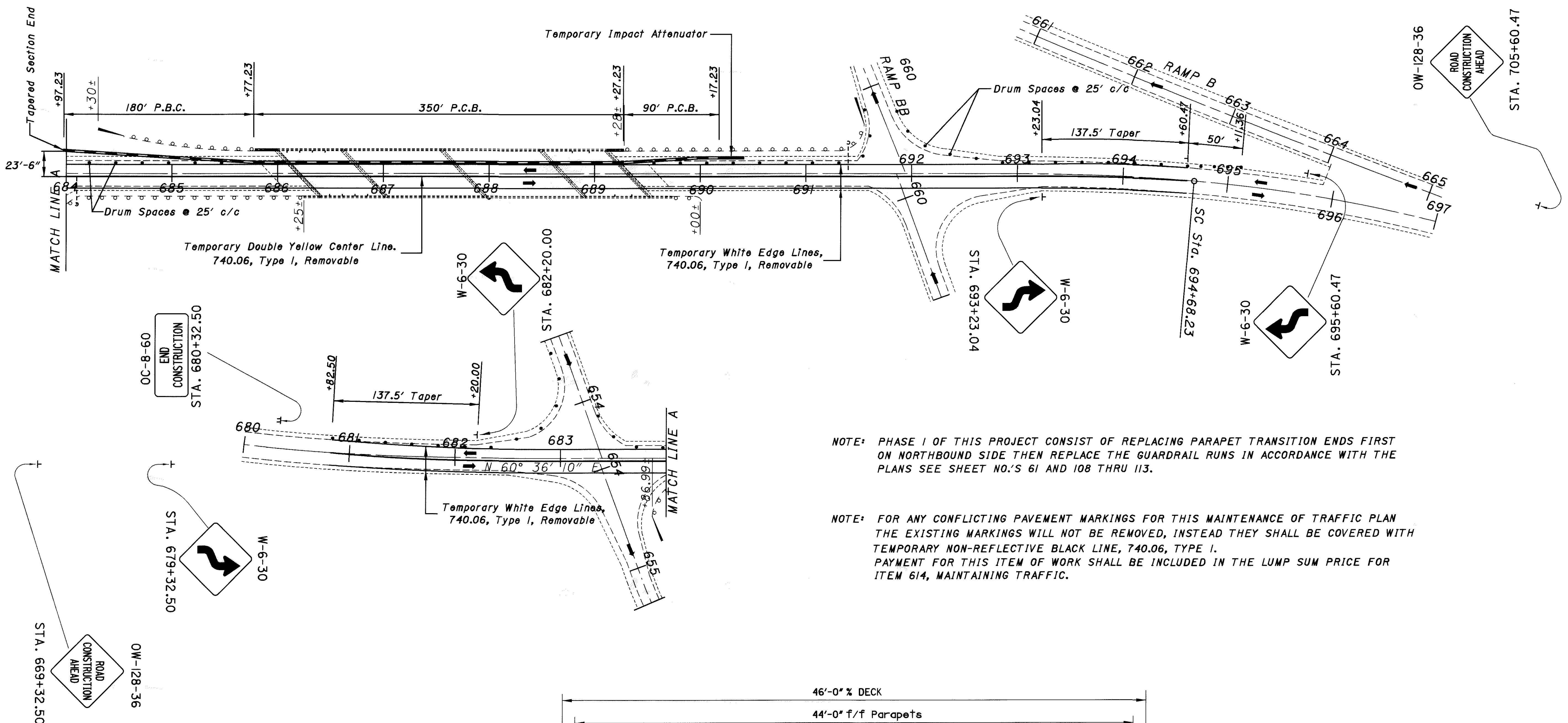
NOTE: FOR ANY CONFLICTING PAVEMENT MARKINGS FOR THIS MAINTENANCE OF TRAFFIC PLAN THE EXISTING MARKINGS WILL NOT BE REMOVED, INSTEAD THEY SHALL BE COVERED WITH TEMPORARY NON-REFLECTIVE BLACK LINE, 740.06, TYPE I. PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC.



CALCULATED
CHECKED

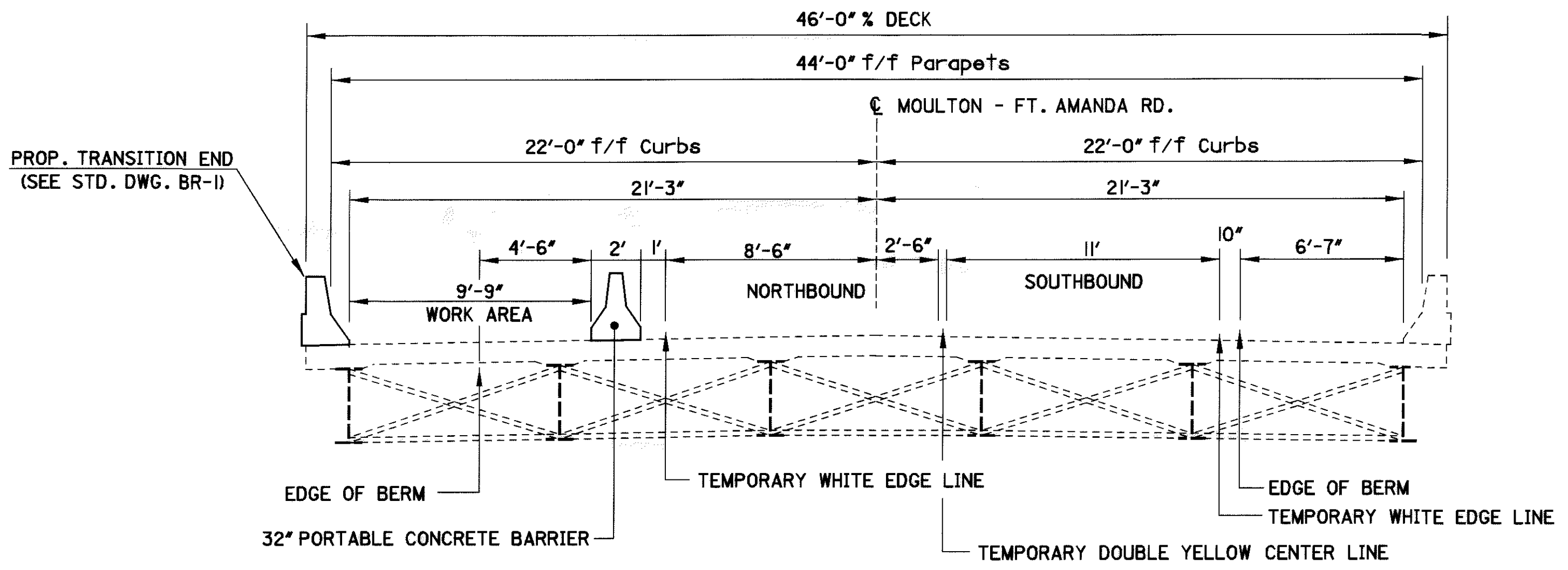
MAINTENANCE OF TRAFFIC PLAN PHASE 1
STR. No. AUG-33-128(COUNTY RD. - 33A)

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

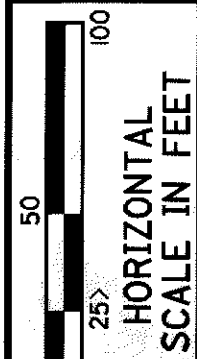
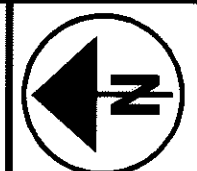


NOTE: PHASE I OF THIS PROJECT CONSIST OF REPLACING PARAPET TRANSITION ENDS FIRST ON NORTHBOUND SIDE THEN REPLACE THE GUARDRAIL RUNS IN ACCORDANCE WITH THE PLANS SEE SHEET NO.'S 61 AND 108 THRU 113.

NOTE: FOR ANY CONFLICTING PAVEMENT MARKINGS FOR THIS MAINTENANCE OF TRAFFIC PLAN THE EXISTING MARKINGS WILL NOT BE REMOVED, INSTEAD THEY SHALL BE COVERED WITH TEMPORARY NON-REFLECTIVE BLACK LINE, 740.06, TYPE I. PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC.



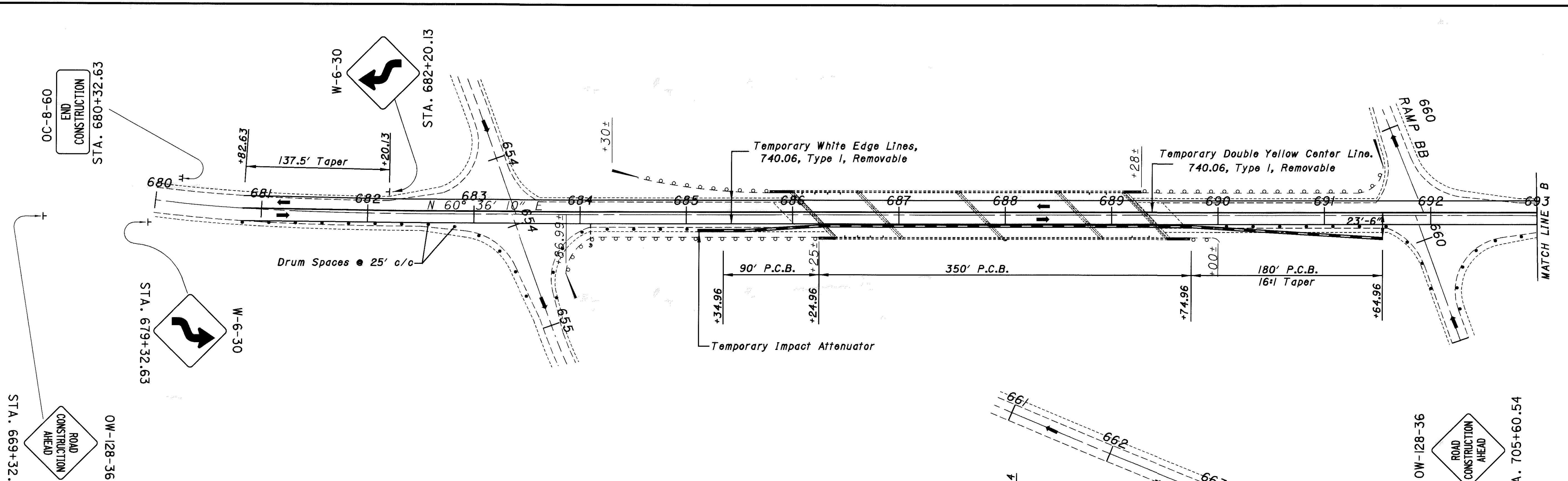
SEE MAINTENANCE OF TRAFFIC NOTES SHEET
FOR PROPOSED GUARDRAIL SEE SHEET



CALCULATED
CHECKED

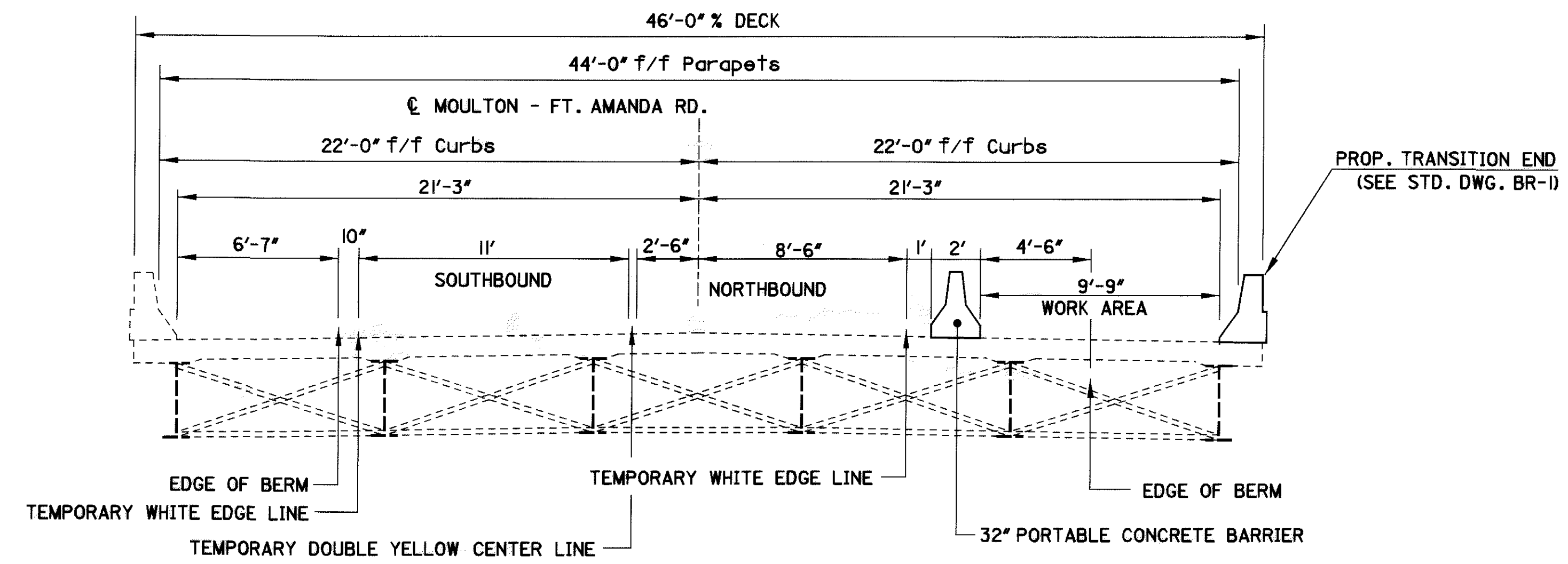
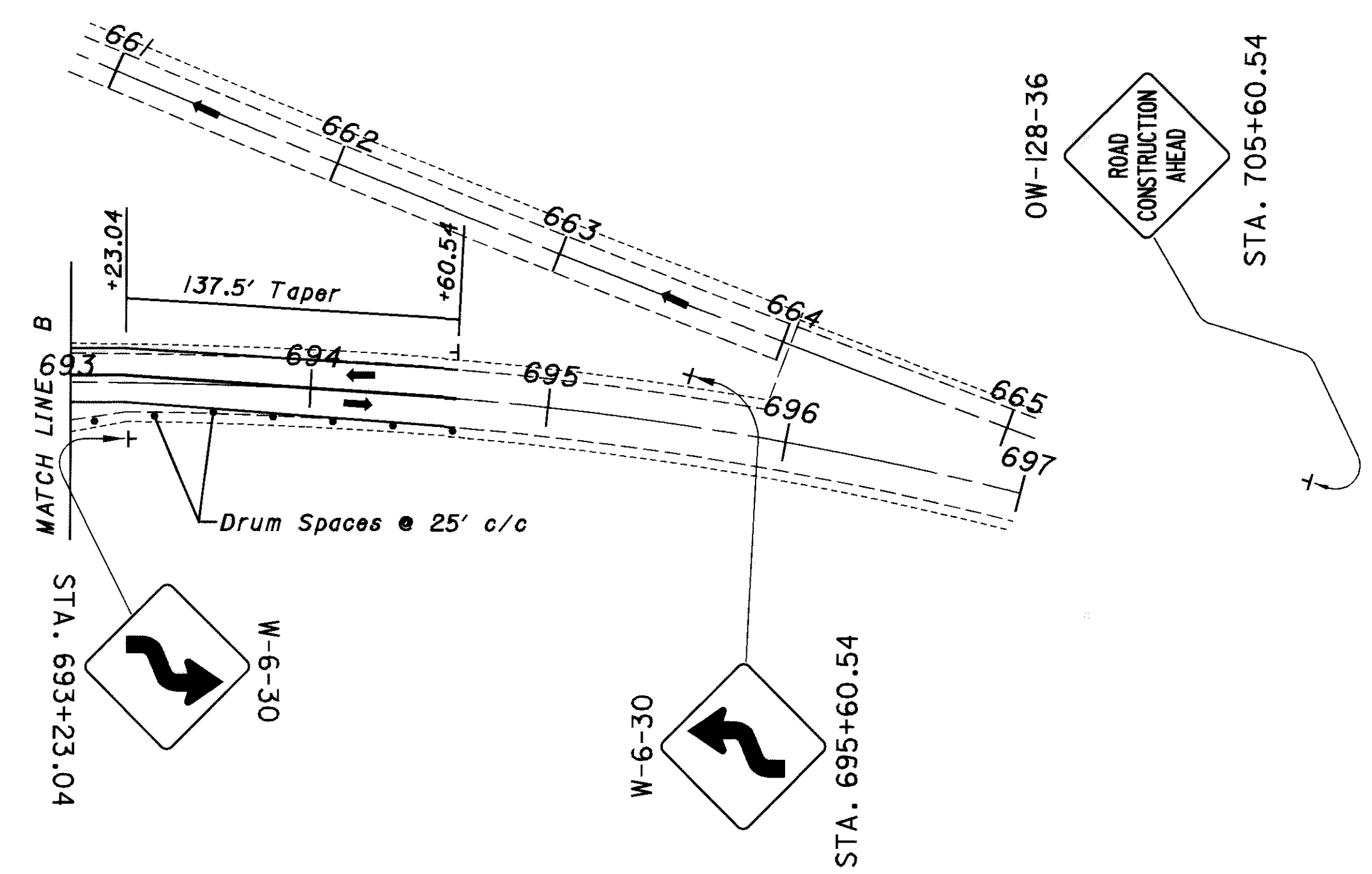
MAINTENANCE OF TRAFFIC PLAN PHASE 2
STR. No. AUG-33-1281 (COUNTY RD. - 33A)

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



NOTE: PHASE I OF THIS PROJECT CONSIST OF REPLACING PARAPET TRANSITION ENDS FIRST ON NORTHBOUND SIDE THEN REPLACE THE GUARDRAIL RUNS IN ACCORDANCE WITH THE PLANS SEE SHEET NO.'S 61 AND 108 THRU 113.

NOTE: FOR ANY CONFLICTING PAVEMENT MARKINGS FOR THIS MAINTENANCE OF TRAFFIC PLAN THE EXISTING MARKINGS WILL NOT BE REMOVED, INSTEAD THEY SHALL BE COVERED WITH TEMPORARY NON-REFLECTIVE BLACK LINE, 740.06, TYPE I. PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC.



TYPICAL DECK SECTION
SECTION LOOKING UP STATION NORTHBOUND

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
16	25	26	27	28	29	30	31	32	33							
											ROADWAY					
LUMP											201	11000	LUMP		CLEARING AND GRUBBING	
						34					202	23000	34	SQ YD	PAVEMENT REMOVED	
	290										202	23501	290	SQ YD	WEARING COURSE REMOVED, AS PER PLAN	16
						215					202	32000	215	LIN FT	CURB REMOVED	
						1687					202	38100	1687	LIN FT	GUARDRAIL REMOVED FOR STORAGE	
						8					202	42000	8	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A	
1167											202	54100	1167	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE	
	1034	1429	104	1076	687	18					203	12000	4330	CU YD	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	
	7941	9307	273	285	1103						203	20000	18909	CU YD	EMBANKMENT	
					108						203	50000	108	SQ YD	SUBGRADE COMPACTION	
						20					203	60001	20	STATION	LINEAR GRADING, AS PER PLAN	16
						1400					606	13000	1400	LIN FT	GUARDRAIL, TYPE 5	
						100					606	13050	100	LIN FT	GUARDRAIL, TYPE 5A	
						4					606	25000	4	EACH	ANCHOR ASSEMBLY, TYPE A	
						4					606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
						8					606	35000	8	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						28					626	00300	28	EACH	BARRIER REFLECTOR, TYPE A2	
											EROSION CONTROL					
						3					870	00100	3	EACH	SOIL ANALYSIS TEST	
						30431					870	00300	30431	CU YD	TOPSOIL	
274157											870	10000	274157	SQ YD	SEEDING AND MULCHING	
13708											870	14000	13708	SQ YD	REPAIR SEEDING AND MULCHING	
13708											870	15000	13708	SQ YD	INTER-SEEDING	
2						37					870	20000	39	TON	COMMERCIAL FERTILIZER	
						113					870	30000	113	TON	AGRICULTURAL LIME	
118						1480					870	35000	1598	M GAL	WATER	
54831											877	10000	54831	SQ YD	TEMPORARY SEEDING AND MULCHING	
1344									2688		877	30100	4032	LIN. FT.	TEMPORARY PERIMETER FILTER FABRIC FENCE	
705									1410		877	30200	2115	LIN. FT.	TEMPORARY DITCH CHECK FILTER FABRIC FENCE	
											DRAINAGE					
						10					602	98100	10	LIN FT	MASONRY, MISC.: CONCRETE CRADLE	16
											PAVEMENT					
	216023	70559	30382	9479	44005						254	01000	370448	SQ. YD.	PAVEMENT PLANING, BITUMINOUS	
						10					255	20000	10	LIN FT	FULL DEPTH PAVEMENT SAWING	
	1601	1785	97	489	969						301	46000	4941	CU. YD.	BITUMINOUS AGGREGATE BASE, PG64-22	
						14					304	20000	14	CU YD	AGGREGATE BASE	
	17197	3817	2359	818	2939						407	10000	27130	GALLON	TACK COAT	
	8879	2036	1258	406	1166						407	14000	13745	GALLON	TACK COAT FOR INTERMEDIATE COURSE	

GENERAL SUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

LOCATION	STATION		DESCRIPTION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A = L x W	202	203	203		254	254	254	301	407	407	858	858				
	FROM	TO						WEARING COURSE REMOVED AS PER PLAN	EMBANKMENT	EXCAVATION NOT INCLUDING EMBANKMENT		1 1/4" PAVEMENT PLANING, BITUMINOUS	VAR. DEPTH PAVEMENT PLANING, BITUMINOUS	4" PAVEMENT PLANING, BITUMINOUS	6 3/4" BITUMINOUS AGGREGATE BASE, PG64-22	TACK COAT FOR INTERMEDIATE COURSE 0.040 GALLON PER S.Y.	TACK COAT 0.075 GALLON PER S.Y.	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm TYPE B (446), AS PER PLAN	1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm TYPE B (448), AS PER PLAN				
								SQ. FT.	SQ. YD.	CU. YD.	CU. YD.	SQ. YD.	SQ. YD.	SQ. YD.	CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.				
AUG-33	329+00.00	330+00.00	TRANS. (A)	L & R	100	76	7600		60.9	6.6				4.86		63.4	55.7						
	330+00.00	466+35.29	MAIN LINE	LEFT	13635	24	327247					36361			1454.4	2727.1	1515	1767.1					
	330+00.00	466+35.29	MAIN LINE	RIGHT	13635	24	327247					36361			1454.4	2727.1	1515	1767.1					
	466+35.29	472+35.29	TRANS. (F)	L & R	600	76	45600		365.3	40.0			3200	1600	42.5	202.6	380	211.2	246.2				
	472+35.29	653+90.07	MAIN LINE	LEFT	18155	24	435715					48412.7			1936.5	3631.0	2017.1	2352.8					
	472+35.29	653+90.07	MAIN LINE	RIGHT	18155	24	435715					48412.7			1936.5	3631.0	2017.1	2352.8					
	653+90.07	660+90.07	TRANS. (F)	L & R	700	76	53200		426.2	46.2			3200	2400	48.3	236.4	443.3	246.3	287.3				
	660+90.07	670+48.41	MAIN LINE	LEFT	958.34	24	23000					2555.6			102.2	191.7	106.5	124.2					
	660+90.07	670+90.81	MAIN LINE	RIGHT	1000.74	24	24018					2668.7			106.7	200.2	111.2	129.7					
	670+48.41	671+48.41	TRANS. (B)	LEFT	100	50.8	5080	138.9	2.2				425			42.3	46.7						
	670+90.81	671+90.81	TRANS. (B)	RIGHT	100	55.2	5520	151.5	2.2			613.3	464			46.0	42.3						
BERMS	330+00.00	354+26.14	OUTSIDE	LEFT	2426.14	10	24261		345.1	80.0				117.8	107.8	202.2	112.3	131.0					
	330+00.00	352+84.88	INSIDE	LEFT	2284.88	4	9140		370.7			1015.5			40.6	76.2	42.3	49.3					
	352+84.88	353+84.88	INSIDE	LEFT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	353+84.88	354+34.88	INSIDE	LEFT	50	8	400		1.9	5.6		22.2			4.5	1.8	3.3	1.9	2.2				
	357+92.43	358+92.43	INSIDE	LEFT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	358+92.43	413+99.95	INSIDE	LEFT	5507.5	8	22030.1		661.4			2447.8			4.5	97.9	183.6	102.0	119.0				
	413+99.95	414+99.95	INSIDE	LEFT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	330+00.00	350+79.99	INSIDE	RIGHT	2080	4	8320		337.4			924.4			37.0	69.3	38.5	44.9					
	350+79.99	351+79.99	INSIDE	RIGHT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	351+79.99	354+29.99	INSIDE	RIGHT	250	8	2000		35.6	27.8		111.1			22.6	8.9	16.7	9.3	10.8				
	330+00.00	351+22.56	OUTSIDE	RIGHT	2122.56	10	21226		301.9	70.0		1886.7			96.0	94.3	177	98.3	114.6				
	351+22.56	351+72.56	OUTSIDE	RIGHT	50	10 TO 12	550		7.1	4.2		44.4			3.5	2.4	4.6	2.6	3.0				
	351+72.56	354+21.84	OUTSIDE	RIGHT	249.28	12	2991		35.5	27.7		221.6			22.5	13.3	24.9	13.9	16.2				
	355+51.07	358+00.78	OUTSIDE	LEFT	249.71	12	2996.52		35.5	27.7		221.9			22.5	13.3	25.0	13.9	16.2				
	358+00.78	358+50.78	OUTSIDE	LEFT	50	12 TO 10	550		7.1	4.2		44.4			3.5	2.4	4.6	2.6	3.0				
	358+50.78	363+50.00	OUTSIDE	LEFT	499.22	10	4992.2		71.0	23.3		443.8			104.0	22.2	41.6	23.1	27.0				
	376+60.77	398+00.00	OUTSIDE	LEFT	2139.23	10	21392.3		304.2	70.5		1901.5			104.0	95.1	178.3	99.0	115.5				
	406+00.00	415+57.48	OUTSIDE	LEFT	957.48	10	9574.8		136.2	31.6		851.1			46.5	42.6	80.0	44.3	51.7				
	413+99.95	414+99.95	INSIDE	LEFT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	414+99.95	415+49.95	INSIDE	LEFT	50	8	400		1.9	5.6		22.2			4.5	1.8	3.3	1.9	2.2				
	355+37.54	355+87.54	INSIDE	RIGHT	50	8	400		1.9	5.6		22.2			4.5	1.8	3.3	1.9	2.2				
	355+87.54	356+87.54	INSIDE	RIGHT	100	8 TO 4	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	356+87.54	412+04.45	INSIDE	RIGHT	5516.91	4	22067.64		895.0			2452.0			98.1	183.9	102.2	119.2					
	412+04.45	413+04.45	INSIDE	RIGHT	100	4 TO 8	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	413+04.45	415+54.45	INSIDE	RIGHT	250	8	2000		35.6	27.8		111.1			22.6	8.9	16.7	9.3	10.8				
	355+45.70	361+00.00	OUTSIDE	RIGHT	554.3	10	5543		78.8	25.9		492.7			269.4	24.6	46.2	25.7	29.9				
	368+99.03	391+30.87	OUTSIDE	RIGHT	2231.84	10	22318.4		317.4	73.6		1983.9			108.5	99.2	186.0	103.3	120.5				
	403+54.07	412+27.43	OUTSIDE	RIGHT	873.36	10	8733.6		124.2	28.8		776.3			42.4	38.8	72.8	40.4	47.2				
	412+27.43	412+77.43	OUTSIDE	RIGHT	50	10 TO 12	550		7.1	4.2		44.4			3.5	2.4	4.6	2.5	3.0				
	412+77.43	415+29.25	OUTSIDE	RIGHT	251.82	12	3021.84		35.8	28.0		223.84			22.7	13.4	25.2	14.0	16.3				
	416+85.20	419+32.62	OUTSIDE	LEFT	247.42	12	2969.04		35.2	27.5		220.0			22.3	13.2	24.7	13.7	16.0				
	419+32.62	419+82.62	OUTSIDE	LEFT	50	12 TO 10	550		7.1	4.2		44.4			3.5	2.4	4.6	2.5	3.0				
	419+82.62	449+23.88	OUTSIDE	LEFT	2941.26	10	29412.6		418.3	97.0		2614.5			143.0	130.7	245.1	136.2	158.8				
	461+43.00	466+35.29	OUTSIDE	LEFT	492.29	10	4922.9		70.1	16.2		437.6			23.9	21.9	41.0	22.8	26.6				
	472+35.29	477+29.99	OUTSIDE	LEFT	494.70	10	4947.0		70.4	16.3		439.7			24.0	22.0	41.2	22.9	26.7				
	485+28.38	526+36.64	OUTSIDE	LEFT	4108.26	10	41082.6		584.3	135.4		3651.8			199.7	182.6	342.4	190.2	221.8				
	416+58.13	419+08.13	INSIDE	LEFT	250	8	2000		35.6	27.8		111.1			22.6	8.9	16.7	9.3	10.8				
	419+08.13	420+08.13	INSIDE	LEFT	100	8 TO 4	600		14.2	5.6		44.4			4.5	2.7	5.0	2.8	3.2				
	420+08.13	466+35.29	INSIDE	LEFT	4627.16	4	18508.6		750.6			2056.5			82.3	154.2	85.7	99.9					
	472+35.29	524+79.28	INSIDE	LEFT	5243.99	4	20976		850.7			2330.7			93.2	174.8	97.1	113.3					
TOTALS CARRIED TO GENERAL SUMMARY								290.4	7941	1034		203912	8111.2	4000	1601	8879	17197	9401	10796				
												216023											

CALCULATED
 CHECKED
PAVEMENT CALCULATIONS
 AUG - 33 - 6.25
 (PROGRAMMED AS AUG-33-6.60)
 25
 113

LOCATION	STATION		DESCRIPTION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	203		254		301		407		858		858			
	FROM	TO						EMBANKMENT	EXCAVATION NOT INCLUDING EMBANKMENT	1 1/4" PAVEMENT PLANING, BITUMINOUS	6 3/4" BITUMINOUS AGGREGATE BASE, PG64-22	TACK COAT FOR INTERMEDIATE COURSE 0.040 GALLON PER S.Y.	TACK COAT 0.075 GALLON PER S.Y.	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm TYPE B (446), AS PER PLAN	1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm TYPE B (448), AS PER PLAN						
								CU. YD.	CU. YD.	SQ. YD.	CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.						
BERMS (CONT'D)	524+79.54	525+79.54	INSIDE	LEFT	100	4 TO 8	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	525+79.54	526+29.28	INSIDE	LEFT	49.74	8	397.92	1.8	5.5	22.1			4.5	1.8	3.3	1.8	2.1				
	416+62.63	417+12.63	INSIDE	RIGHT	50	8	400	1.9	5.6	22.2			4.5	1.8	3.3	1.9	2.2				
	417+12.63	418+12.63	INSIDE	RIGHT	100	8 TO 4	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	418+12.63	466+35.29	INSIDE	RIGHT	4822.66	4	19290.6	782.3		2143.4				85.7	160.8	89.3	104.2				
	472+35.29	522+83.53	INSIDE	RIGHT	5048.24	4	20193	818.9		2243.7				89.7	168.3	93.5	109.0				
	522+83.53	523+83.53	INSIDE	RIGHT	100	4 TO 8	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	523+83.53	526+33.53	INSIDE	RIGHT	250	8	2000	35.6	27.8	111.1			22.6	8.9	16.7	9.3	10.8				
	416+54.33	453+42.59	OUTSIDE	RIGHT	3688.26	10	36882.6	524.6	121.6	3278.5			179.3	163.9	307.4	170.8	199.2				
	461+42.59	466+35.29	OUTSIDE	RIGHT	492.70	10	4927	70.1	16.2	438.0			23.9	21.9	41.1	22.8	26.6				
	472+35.29	477+56.00	OUTSIDE	RIGHT	520.71	10	5207.1	74.1	17.2	462.9			25.3	23.1	43.4	24.1	28.1				
	489+46.72	523+09.61	OUTSIDE	RIGHT	3362.89	10	33628.9	478.3	110.9	2989.2			163.5	149.5	280.2	155.7	181.6				
	523+09.61	523+59.61	OUTSIDE	RIGHT	50	10 TO 12	550	7.1	4.2	44.4			3.5	2.4	4.6	2.5	3.0				
	523+59.61	526+08.29	OUTSIDE	RIGHT	248.68	12	2984.16	35.4	27.6	221.0			22.4	13.3	24.9	13.8	16.1				
	527+63.12	530+11.13	OUTSIDE	LEFT	248.01	12	2976.12	35.3	27.6	220.5			22.4	13.23	24.8	13.8	16.1				
	530+11.13	530+61.13	OUTSIDE	LEFT	50	12 TO 10	550	7.1	4.2	44.4			3.5	2.4	4.6	2.5	3.0				
	530+61.13	576+55.19	OUTSIDE	LEFT	4594.06	10	45940.6	653.4	151.4	4083.6			223.3	204.2	382.9	212.7	248.1				
	527+37.18	529+87.18	INSIDE	LEFT	250	8	2000	35.6	27.8	111.1			22.6	8.9	16.7	9.3	10.8				
	529+87.18	530+87.18	INSIDE	LEFT	100	8 TO 4	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	530+87.18	575+00.00	INSIDE	LEFT	4412.82	4	17651.3	715.9		1961.3				78.5	147.1	81.7	95.3				
	575+00.00	576+00.00	INSIDE	LEFT	100	4 TO 8	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	576+00.00	576+50.00	INSIDE	LEFT	50	8	400	1.9	5.6	22.2			4.5	1.8	3.3	1.9	2.2				
	527+41.71	527+91.71	INSIDE	RIGHT	50	8	400	1.9	5.6	22.2			4.5	1.8	3.3	1.9	2.2				
	527+91.71	528+91.71	INSIDE	RIGHT	100	8 TO 4	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	528+91.71	573+02.92	INSIDE	RIGHT	4411.21	4	17644.8	715.6		1960.5				78.4	147.0	81.7	95.3				
	573+02.92	574+02.92	INSIDE	RIGHT	100	4 TO 8	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	574+02.92	576+52.92	INSIDE	RIGHT	250	8	2000	35.6	27.8	111.1			22.6	8.9	16.7	9.3	10.8				
	527+33.93	573+30.74	OUTSIDE	RIGHT	4596.81	10	45968.1	653.8	151.5	4086.05			223.4	78.4	147.0	81.7	95.3				
	573+30.74	573+80.74	OUTSIDE	RIGHT	50	10 TO 12	550	7.1	4.2	44.4			3.5	2.4	4.6	2.5	3.0				
	573+80.74	576+27.77	OUTSIDE	RIGHT	247.03	12	2964.36	35.1	8.1	219.6			22.3	13.2	24.7	13.7	16.0				
	577+81.65	580+23.68	OUTSIDE	LEFT	242.03	12	2904.36	34.4	8.0	215.1			21.8	12.9	24.2	13.4	15.7				
	580+23.68	580+73.68	OUTSIDE	LEFT	50	12 TO 10	550	7.1	4.2	44.4			3.5	2.4	4.6	2.5	3.0				
	580+73.68	608+35.97	OUTSIDE	LEFT	2762.29	10	27622.9	392.9	91.1	2455.4			134.3	122.8	230.2	127.9	149.2				
	608+35.97	635+64.19	W.B. OUTSIDE	LEFT	2728.22	10	27282.2	388.0	127.3	2425.1			132.6	121.3	227.4	126.3	147.4				
	647+64.12	653+90.07	W.B. OUTSIDE	LEFT	625.95	10	6259.5	89.0	29.2	556.4			30.4	27.8	52.2	29.0	33.8				
	660+90.07	667+89.22	W.B. OUTSIDE	LEFT	699.15	10	6991.5	99.4	32.6	621.5			34.0	31.1	58.3	32.4	37.8				
	577+56.50	580+06.50	INSIDE	LEFT	250	8	2000	35.6	27.8	111.1			22.6	8.9	16.7	9.3	10.8				
	580+06.50	581+06.50	INSIDE	LEFT	100	8 TO 4	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	581+06.50	608+35.97	INSIDE	LEFT	2729.47	4	10917.9	442.8		1213.1				48.5	91.0	50.5	59.0				
	608+35.97	629+41.25	W.B. INSIDE	RIGHT	2105.28	4	8421.1	78.0		935.7				37.4	70.2	39.0	45.5				
	632+01.84	653+90.07	W.B. INSIDE	RIGHT	2188.2	4	8752.9	81.0		972.5				38.9	72.9	40.5	47.3				
	660+90.07	670+48.41	W.B. INSIDE	RIGHT	958.34	4	3833.4	35.5		425.9				17.0	31.9	17.7	20.7				
	577+59.20	578+09.20	E.B. INSIDE	RIGHT	50	8	400	1.9	5.6	22.2			4.5	1.8	3.3	1.9	2.2				
	578+09.20	579+09.20	E.B. INSIDE	RIGHT	100	8 TO 4	600	14.2	5.6	44.4			4.5	2.7	5.0	2.8	3.2				
	579+09.20	608+35.97	E.B. INSIDE	RIGHT	2926.77	4	11707.1	474.8		1300.8				52.0	97.6	54.2	63.2				
	608+35.97	627+25.30	E.B. INSIDE	RIGHT	1889.33	4	7557.3	88.2		839.7				33.6	63.0	35.0	40.8				
	629+89.65	653+90.07	E.B. INSIDE	RIGHT	2400.42	4	9601.68	88.9		1066.8				42.7	80.0	44.4	51.9				
	653+90.07	670+90.81	E.B. INSIDE	RIGHT	1700.74	4	6802.96	63.0		755.9				30.2	56.7	31.5	36.7				
	577+54.23	608+35.97	E.B. OUTSIDE	RIGHT	3081.74	10	30817.4	438.3	101.6	2739.3			149.8	137.0	256.8	142.7	166.4				
	608+35.97	639+31.96	E.B. OUTSIDE	RIGHT	3095.99	10	30959.9	440.3	144.5	27520.0			150.5	137.6	258.0	143.3	167.2				
	647+38.96	653+90.70	E.B. OUTSIDE	RIGHT	651.74	10	6517.4	92.7	30.4	579.3			31.7	29.0	54.3	30.2	35.2				
	660+90.07	666+47.51	E.B. OUTSIDE	RIGHT	557.44	10	5574.4	79.3	26.0	495.5			27.1	24.8	46.4	25.8	30.1				
TOTALS CARRIED TO GENERAL SUMMARY								9307.3	1429.1	70558.75			1785.4	2036.13	3817.4	2120.9	2473.7				

PAVEMENT CALCULATIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

LOCATION	** AREA MEASURED BY COMPUTER		DESCRIPTION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A = L x W		203	203		254			301	407	407	858	858		
	FROM	TO																			
							SQ. FT.		CU. YD.	CU. YD.		SQ. YD.			CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.		
REST AREA RAMPS, ACCELERATION/DECELERATION LANES																					
RAMP 'A'	361+00.00	362+00.00	DECEL LANE	RIGHT	100	10 TO 20	1500		5.9	5.5		88.9			2.4	6.7	12.5	6.9	8.1		
	362+00.00	364+50.00	DECEL LANE	RIGHT	250	20	5000		2.8			555.6				22.2	41.7	23.1	27.0		
	364+50.00	368+99.03	DECEL LANE	RIGHT	449.03	20 TO 47	15042.5		5.0			1671.4				66.8	125.3	69.6	81.2		
RAMP 'B'	363+50.00	364+46.00	ACCEL LANE	LEFT	96	10	960		5.7	5.3		96.0			2.3	4.3	8.0	4.4	5.2		
	364+46.00	376+60.77	ACCEL LANE	LEFT	1214.77	10 TO 37	28547.1		28.5	17.3		4167.9			14.6	136.1	255.1	141.7	165.3		
RAMP 'C'	391+30.87	403+54.07	ACCEL LANE	RIGHT	1223.2	43 TO 10	32414.8		55.7	15.1		2357.6			10.9	143.5	269.1	149.5	174.4		
RAMP 'D'	398+00.00	402+57.91	DECEL LANE	LEFT	457.91	47 TO 20	15340		5.1			1704.4				68.2	127.8	71.0	82.9		
	402+57.91	405+00.00	DECEL LANE	LEFT	242.09	20 TO 10	3631.4		14.3	6.7		376.6			18.6	16.1	30.3	16.8	19.6		
	405+00.00	406+00.00	DECEL LANE	LEFT	100	10 TO 20	1500		5.9	5.5		88.9			2.4	6.7	12.5	6.9	8.1		
MOULTON FT.-AMANDA ACCEL-DECEL LANES																					
RAMP 'A'	453+42.59	454+42.59	DECEL LANE	RIGHT	100	10 TO 20	1500		5.9	5.5		88.9			2.4	6.7	12.5	6.9	8.1		
	454+42.59	458+64.23	DECEL LANE	RIGHT	421.64	12	5059.68		4.7			562.2				22.5	42.2	23.4	105.4		
	458+64.23	461+42.59	DECEL LANE	RIGHT	278.36	20 TO 47	9325.06		3.1			1036.1				41.4	77.7	43.2	50.4		
RAMP 'B' (PAVE.)	449+23.88	461+43.00	ACCEL LANE	LEFT	1219.12	0 TO 39	23772.84					2641.4				105.6	198.1	110.1	128.4		
BERM	449+23.88	450+23.88	ACCEL LANE	LEFT	100	10 TO 8	900		5.9	2.8		88.9			2.4	4.0	7.5	4.2	4.9		
	450+23.88	459+23.88	ACCEL LANE	LEFT	900	8	7200					800				32.0	60.0	33.3	38.9		
	459+23.88	461+43.00	ACCEL LANE	LEFT	219.12	7	1533.84		13.0	5.6		128.6			8.3	6.7	12.6	7.0	8.2		
RAMP 'C'	477+29.99	480+06.35	DECEL LANE	LEFT	276.36	47 TO 20	9258.06		3.1			1028.7				41.1	77.2	42.9	50.0		
	480+06.35	484+28.38	DECEL LANE	LEFT	422.03	20	8440.6		4.7			937.8				37.5	70.3	39.1	45.6		
	484+28.38	485+28.38	DECEL LANE	LEFT	100	20 TO 10	1500		5.9	5.5		88.9			2.4	6.7	12.5	6.9	8.1		
RAMP 'D'	477+56.00	479+46.70	ACCEL LANE	RIGHT	190.7	41 TO 33	7055.9		11.3	5.3		752.2			6.6	31.4	58.8	32.7	38.1		
	479+46.70	489+46.72	ACCEL LANE	RIGHT	1000.02	33 TO 10	21500		11.1	2.8		2377.8			2.4	95.6	179.2	99.5	116.1		
MEDIAN CROSSOVER																					
	627+25.30	632+01.84	CROSSOVER	L&R			5355**		17.6			595.0				23.8	44.6	24.8	28.9		
COUNTY ROUTE 33A RAMPS, ACCEL/DECEL LANES																					
RAMP 'A'	639+31.96	640+31.96	DECEL LANE	RIGHT	100	10 TO 20	1500		5.9	5.5		88.9			2.4	6.7	12.5	6.9	8.1		
	640+31.96	643+79.56	DECEL LANE	RIGHT	347.6	20	6952		3.9			772.4				30.9	57.9	32.2	37.5		
	643+79.56	647+38.96	DECEL LANE	RIGHT	359.4	20 TO 47	12040		4.0			1337.8				53.5	100.3	55.7	65.0		
RAMP 'B'	635+64.19	645+64.19	ACCEL LANE	LEFT	1000.02	33 TO 10	21500		11.1	2.8		2377.8			2.4	95.6	179.2	99.5	116.1		
	645+64.19	647+64.12	ACCEL LANE	LEFT	199.93	33 TO 45	7797.27		11.8	5.6		833.0			6.9	34.6	65.0	36.0	42.1		
RAMP 'C'	667+89.22	670+48.41	DECEL LANE	LEFT	259.19	47 TO 24.4	9253.1		2.9			1028.1				41.1	77.1	42.8	50.0		
RAMP 'D'	666+47.51	669+14.71	ACCEL LANE	LEFT	267.2	45 TO 33	10421		15.8	7.4		1113.3			9.3	46.3	86.8	48.2	56.3		
	669+14.71	670+90.81	ACCEL LANE	LEFT	176.1	33 TO 28	5371		2.0			596.8				23.9	44.8	24.9	29.0		
TOTALS CARRIED TO GENERAL SUMMARY									272.6	104.2		30381.9			96.7	1258.2	2359.1	1310.1	1607.0		

PAVEMENT CALCULATIONS

**AUG - 33 - 6.25
(PROGRAMMED AS AUG-33-6.60)**

LOCATION	** AREA MEASURED BY COMPUTER		STATION	DESCRIPTION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A = L x W		203	203		254	254		301	407	407	858	858		
	FROM	TO								EMBANKMENT	EXCAVATION NOT INCLUDING EMBANKMENT		1/4" PAVEMENT PLANING, BITUMINOUS	VAR. DEPTH PAVEMENT PLANING, BITUMINOUS		6 3/4" BITUMINOUS AGGREGATE BASE, PG64-22	TACK COAT FOR INTERMEDIATE COURSE 0.040 GALLON PER S.Y.	TACK COAT 0.075 GALLON PER S.Y.	1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm TYPE B (446), AS PER PLAN	3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm TYPE B (448), AS PER PLAN		
								SQ. FT.		CU. YD.	CU. YD.		SQ. YD.	SQ. YD.		CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.		
APPROACH ROADS																						
TOWNLIN-KOSSUTH ROAD																						
	351+79.99	357+92.43	INTERSECTION	L & R				8015.64**					890.6				35.6	66.8	37.1	43.3		
TRANSITION	18+32.54	18+82.54	TRANSITION	L & R	50	21.7	1085							120.5				9.0	7.9			
PAVEMENT																						
	354+26.14	358+00.78	APPROACH	LEFT				4792.98**					532.5				21.3	40.0	28.5	25.9		
	351+72.56	355+45.70	APPROACH	RIGHT				4696.08**					521.8				20.9	39.1	21.7	25.4		
BERM	354+26.14	18+32.54	BERM	LEFT				1046.24**	15.3	66.2		16.7			22.7	4.6	8.7	4.8	5.6			
	18+32.54	355+51.07	BERM	LEFT				1176.61**	22.2	60.0		16.7			25.4	5.2	9.8	5.4	6.3			
	BOTH	354+81.71	RADII	L & R	67	8	536		5.0	12.1		59.6			12.1	4.8	8.9	5.0	5.8			
	354+29.99	21+67.13	BERM	RIGHT				1205.65**	22.2	60.0		16.7			26.0	5.3	10.0	5.6	6.5			
	21+67.13	355+45.70	BERM	RIGHT				1278.37**	15.3	66.2		16.7			27.5	5.7	10.6	6.0	6.9			
TRANSITION	21+17.13	21+67.13	TRANSITION	L & R	50	21.7	1087.5							120.8				4.8	8.0			
GLYNWOOD- NEW KNOXVILLE ROAD																						
	28+24.18	28+74.18	TRANSITION	L & R	50	22	1100							122.2				4.9	8.1			
PAVEMENT																						
	414+99.95	419+32.62	APPROACH	LEFT				5071.26**					563.5				22.5	42.3	23.5	27.4		
	413+04.45	419+08.23	INTERSECTION	L & R				8123.32**					902.6				36.1	67.7	37.6	43.9		
	412+79.96	416+54.33	APPROACH	RIGHT				5024.67**					558.3				22.3	41.9	23.3	27.1		
	31.23.02	31+73.02	TRANSITION	L & R	50	22	1100							122.2				4.9	8.1			
BERM	28+74.14	415+57.48	BERM	RIGHT				1113.14**	18.3	75.0		16.7			24.2	4.9	9.3	5.1	6.0			
	28+74.14	416+85.20	BERM	LEFT				1211.82**	16.5	67.5		16.7			45.8	5.4	10.1	5.6	6.5			
	415+29.25	31+73.02	BERM	RIGHT				1211.82**	16.5	67.5		16.7			45.8	5.4	10.1	5.6	6.5			
	416+54.33	31+54.38	BERM	LEFT				961.93**	14.7	60.0		16.7			20.9	4.3	8.0	4.4	5.2			
	BOTH	416+06.29	RADII	L & R	67	8	536		5.0	12.1		59.6			12.1	4.8	8.9	5.0	5.8			
BAY RD																						
	28+24.61	28+74.61	TRANSITION	L & R	50	23.0	1142.5							126.9				9.5	8.4			
PAVEMENT																						
	526+36.64	530+11.11	APPROACH	LEFT				5088.91**					565.4				22.6	42.4	23.5	27.5		
	523+83.53	529+87.18	INTERSECTION	L & R				8039.05**					893.2				20.9	39.1	37.2	43.4		
	523+59.61	527+33.93	APPROACH	RIGHT				5110.23**					567.8				22.7	42.6	23.6	27.6		
	31.25.39	31+75.39	TRANSITION	L & R	50	25 TO 20	1125							125.0				5.0	8.2			
BERM	28+24.61	526+36.64	BERM	RIGHT				1079.50**	17.1	70.0		16.7			23.5	4.8	9.0	5.0	5.8			
	28+24.61	527+63.12	BERM	LEFT				1205.0**	14.1	57.5		16.7			25.9	5.3	10.0	5.6	6.5			
	BOTH	526+85.37	RADII	L & R	67	8	536		5.0	12.1		59.6			12.1	4.8	8.9	5.0	5.8			
	526+08.29	31+75.39	BERM	RIGHT				1207.71**	14.1	57.5		16.7			26.0	5.4	10.1	5.6	6.5			
	31+75.39	527+33.93	BERM	LEFT				1108.86**	16.8	68.6		16.7			24.0	4.9	9.2	5.1	6.0			
KETTLERSVILLE RD																						
	28+25.37	28+75.37	TRANSITION	L & R	50	22 TO 24	1150							127.8				9.6	8.4			
PAVEMENT																						
	576+55.19	580+23.68	APPROACH	LEFT				4814.83**					535.0				21.4	40.1	22.3	26.0		
	574+02.92	580+06.50	INTERSECTION	L & R				8098.31**					899.8				36.0	67.5	37.5	43.7		
	573+80.74	577+54.23	APPROACH	RIGHT				4944.70**					549.4				22.0	41.2	22.9	26.7		
	31+24.63	31+74.63	TRANSITION	L & R	50	24 TO 22	1150							127.8				9.6	8.4			
BERM	28+25.37	576+55.19	BERM	RIGHT				1301.2**	16.6	68.0		16.7			28.0	5.7	10.8	6.0	7.0			
	28+25.37	577+81.65	BERM	LEFT				1205.0**	14.1	57.5		16.7			25.9	5.3	10.0	5.6	6.5			
	BOTH	577+04.71	RADII	L & R	67	8	536		5.0	12.1		59.6			12.1	4.8	8.9	5.0	5.8			
	576+27.77	31+74.63	BERM	RIGHT				1173.42**	14.2	58.0		16.7			25.2	5.2	10.0	5.4	6.3			
	31+74.63	577+54.23	BERM	LEFT				1076.36**	16.6	68.0		16.7			23.4	4.8	9.0	5.0	5.8			
TOTALS CARRIED TO GENERAL SUMMARY												8485.5	993.2		488.6	405.7	818.3	510.0	511.0			
												9479										

PAVEMENT CALCULATIONS

AUG - 33 - 6.25
(PROGRAMMED AS AUG-33-6.60)

LOCATION	** AREA MEASURED BY COMPUTER		STATION	DESCRIPTION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW		203	203	203	254	254	254	301	407	407	858	858		
	FROM	TO								EMBANKMENT	EXCAVATION NOT INCLUDING EMBANKMENT	SUBGRADE COMPACTION	1 1/4" PAVEMENT PLANING, BITUMINOUS	VAR. DEPTH PAVEMENT PLANING, BITUMINOUS	1 1/2" PAVEMENT PLANING, BITUMINOUS	6 3/4" BITUMINOUS AGGREGATE BASE, PG64-22	TACK COAT FOR INTERMEDIATE COURSE 0.040 GALLON PER S.Y.	TACK COAT 0.075 GALLON PER S.Y.	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm TYPE B (446), AS PER PLAN	1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm TYPE B (448), AS PER PLAN		
								SQ. FT.	CU. YD.	CU. YD.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	CU. YD.	GALLON	GALLON	CU. YD.	CU. YD.			
REST AREA RAMPS/ PARKING	LOT CALCULATIONS																					
REST AREA RAMP 'A'																						
	368+99.34	369+99.34	RAMP A	RIGHT	100	23	2300		9.0	4.7		238.9			46.9	10.2	19.2	10.6	12.4			
	369+99.34	377+11.63	RAMP A	RIGHT	712.29	25	17807.3		64.4	33.2		1741.2			49.5	79.0	148.4	82.4	96.2			
	377+11.63	378+11.63	TRANSITION	RIGHT	100	22	2200		9.0	4.7			244.4		6.9		11.1	18.3				
RAMP 'B'	376+58.83	382+73.00	RAMP B	LEFT	614.17	25	15354.3		55.5	28.7		1501.3			42.7	68.2	127.9	71.1	82.9			
	382+73.00	383+73.00	TRANSITION	LEFT	100	22	2200		9.0	4.7			244.4		6.9		11.1	18.3				
REST AREA	383+73.00	389+34.58	PARKING LOT	LEFT			61145.11**		6.4	67.6	13.3			6794.0	54.9		277.8	289.4				
	378+11.63	383+62.33	PARKING LOT	RIGHT			60383**		5.9	50.1	94.3			6709.2	40.7		272.9	284.2				
RAMP 'C'	383+23.51	383+62.33	RAMP C	RIGHT	38.82	6	232.92		1.8	1.8		4.3					1.0	1.1				
	383+62.33	384+62.33	TRANSITION	RIGHT	100	22	2200		9.0	4.7			244.4		6.9		11.1	18.3				
	384+62.33	391+31.84	RAMP C	RIGHT	669.51	25	16737.75		60.5	31.2		1636.6			46.5	74.4	139.5	77.5	90.4			
RAMP 'D'	389+34.58	390+34.58	TRANSITION	LEFT	100	22	2200		9.0	4.7			244.4		6.9		11.1	18.3				
	390+34.58	397+00.00	RAMP D	LEFT	665.42	25	16635.5		60.1	31.1		1626.6			46.2	73.9	138.6	77.0	89.9			
	397+00.00	398+00.00	RAMP C	LEFT	100	26	2600		9.1	4.7		272.2			3.5	11.6	21.7	12.0	14.0			
MOULTON FT. AMANDA RD.																						
RAMP 'A'	461+40.79	462+40.79	RAMP A	RIGHT	100	26	2600		9.1	4.7		272.2			3.5	11.6	21.7	12.0	14.0			
	462+40.79	468+68.69	RAMP A	RIGHT	627.9	25	15697.5		56.7	29.3		1534.9			43.6	69.8	130.8	72.7	84.8			
	468+68.69	468+91.66	RAMP A	RIGHT	22.97	27.5	631.7		2.1	1.1		62.5			1.6	2.8	5.3	2.9	3.4			
	468+68.69	469+41.66	TRANSITION	RIGHT			3351.6**		7.9	4.9			372.4		7.2		16.3	26.9				
RAMP 'B'	461+40.48	469+37.76	RAMP B	LEFT	797.28	25	19932.0		72.0	37.2		1948.9			55.4	88.6	166.1	92.3	107.7			
	469+37.76	470+37.76	TRANSITION	LEFT			4492.3**		10.8	7.2			499.1		10.9		20.0	98.8				
RAMP 'C'	469+29.22	469+79.22	TRANSITION	LEFT			3357.0**		7.1	4.9			337.0		7.5		14.9	24.6				
	469+79.22	476+29.34	RAMP C	LEFT	650.12	25	16253		58.7	30.3		1589.2			45.1	72.2	135.4	72.2	87.8			
RAMP 'D'	476+29.34	477+29.34	RAMP D	RIGHT	100	26	2600		9.1	4.7		272.2			3.5	11.6	21.7	12.0	14.0			
	468+32.72	469+32.72	TRANSITION	RIGHT			4981.6**		12.0	7.3			553.2		10.8		22.1	36.5				
	469+32.72	477+57.10	RAMP D	RIGHT	804.38	25	20109.5		72.7	37.5		1966.3			55.9	89.4	167.6	93.1	108.6			
US-33 & CR-33A	INTERCHANGE RAMPS																					
RAMP 'A'	647+36.44	653+93.20	RAMP 'A'	RIGHT	656.76		16504.1**		59.4	30.7		1634.3			45.6	73.4	137.5	71.4	89.1			
	653+93.20	654+43.20	TRANSITION	RIGHT	50.0		3316.4**		4.5	2.3			336.2		3.5		14.7	20.4				
RAMP 'B'	647+64.19	663+03.45	RAMP 'A'	LEFT	1539.26		38472.4**		139.1	71.8		3762.6			106.9	171.0	320.6	178.1	207.8			
	663+03.45	664+03.45	TRANSITION	LEFT	100.0		2500.0**		9.0	4.7			244.4		6.9		11.1	15.4				
RAMP 'BB'	651+99.75	659+75.59	RAMP 'BB'	LEFT	769.20		10438.6**		69.5	35.9		1109.7			53.4	46.4	87.0	48.5	56.4			
	659+75.59	660+75.59	TRANSITION	LEFT	100.0		4223.74**		9.0	4.7			421.4		6.9		18.8	26.0				
RAMP 'C'	659+88.23	660+38.23	TRANSITION	LEFT	50.0		3785.5**		4.5	2.3			386.9		3.5		16.8	23.3				
	660+38.23	667+88.45	RAMP 'C'	LEFT	750.22		18873.37**		67.8	35.0		1866.3			52.1	84.0	157.3	87.4	101.9			
RAMP 'D'	654+01.87	655+01.87	TRANSITION	LEFT	100.0		5220.8**		9.0	4.7			528.6		6.9		23.2	32.2				
	655+01.87	666+50.10	RAMP 'D'	LEFT	1148.23		28704.68**		103.8	53.6		2805.0			79.7	127.6	239.2	132.9	155.0			
TOTALS CARRIED TO GENERAL SUMMARY									1103	687	108	25845	4657	13503	969	1166	2939	2158	1416			
													44005									

PAVEMENT CALCULATIONS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	202	202	202	202	203	203	255	304	304	413	452	602	606	606	606	606	626	830		
			FROM	TO		PAVEMENT REMOVED	CURB REMOVED	GUARDRAIL REMOVED FOR STORAGE	ANCHOR ASSEMBLY REMOVED, TYPE A	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	LINEAR GRADING	FULL DEPTH PAVEMENT SAWING (DRIVE)	AGGREGATE BASE (VAR.) (GRAVEL DRIVE)	AGGREGATE BASE 6" (DRIVE)	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	PLAIN CONCRETE PAVEMENT 8"	MASONRY, MISC. CONCRETE CRADLE	GUARDRAIL, TYPE 5	GUARDRAIL, TYPE 5A	ANCHOR ASSEMBLY	BRIDGE TERMINAL ASSEMBLY	BARRIER REFLECTOR, TYPE 2A	CURB, TYPE 6		
			S.Y.	L.F.		L.F.	EA.	C.Y.	STATION	L.F.	C.Y.	C.Y.	L.F.	S.Y.	L.F.	L.F.	L.F.	EA.	EA.	EA.	EACH	L.F.			
97245																									
53	P-1	AUG-33	671+23.41		LEFT										41.24										
53	P-2	AUG-33	671+65.81		RIGHT										45										
54	CR-1	E.B. REST AREA	382+60.76	383+23.51	RIGHT		100.72																		
	↑	C-1	E.B. REST AREA	382+60.76	383+62.33(C)	RIGHT																132			
		CR-2	W.B. REST AREA	384+16.13(B)	384+84.18	RIGHT		114.26																	
		↓	C-2	W.B. REST AREA	383+73(B)	384+84.18	RIGHT																142.35		
54	D-1	E.B. REST AREA	382+76.76	382+86.76	RIGHT											10									
56	A-1	E.B. REST AREA	385+84(C)		RIGHT	33.65			17.50		10		11.14		64.26										
56	A-2	W.B. REST AREA	389+80(D)		RIGHT							1.59													
61	GR-1	Moulton-Amanda Rd.	469+71.35 ("B")	111+09.81	RIGHT												243.75	25	1	1	4				
	↑	R-1	Moulton-Amanda Rd.	108+76.5	111+08.00	RIGHT																			
		GR-2	Moulton-Amanda Rd.	109+73.28	111+04.53	LEFT											106.25		1		1	3			
		↓	R-2	Moulton-Amanda Rd.	109+52.43	LEFT																	3		
		GR-3	Moulton-Amanda Rd.	113+66.83	114+98.08	RIGHT											106.25		1		1				
		↓	R-3	Moulton-Amanda Rd.	113+68.93	RIGHT																			
		GR-4	Moulton-Amanda Rd.	113+61.55	469+02.86 ("D")	RIGHT											243.75	25	1	1	4				
		↓	R-4	Moulton-Amanda Rd.	113+63.65	RIGHT																			
		GR-5	County Rd.-33A	454+62.72 ("D")	686+27.05	RIGHT											243.75	25	1	1	4				
		↓	R-5	County Rd.-33A	683+83.52	RIGHT																			
		GR-6	County Rd.-33A	684+49.67	685+80.92	LEFT											106.25		1		1	3			
		↓	R-6	County Rd.-33A	684+30.00	LEFT																			
		GR-7	County Rd.-33A	689+71.27	691+02.52	RIGHT											106.25		1		1	3			
		↓	R-7	County Rd.-33A	689+75.00	RIGHT																			
		GR-8	County Rd.-33A	689+25.13	660+07.10 ("BB")	LEFT											243.75	25	1	1	4				
61	↓	R-8	County Rd.-33A	689+28	660+03.98 ("BB")	LEFT																			
TOTALS CARRIED TO GENERAL SUMMARY							34	215	1686.5	8	18	20	10	2	12	87	65	10	1400.0	100	4	4	8	28	275

ESTIMATED QUANTITIES

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

30
113

1.46

SHEET NO.	REFERENCE NO.	STATION		SIDE	618
		FROM	TO		RUMBLE STRIPS TYPE 2 (ASPHALT)
40-41	RS-1	329+00.00	354+26.14	LEFT	2526.14
	RS-2	329+00.00	353+84.88	LEFT	2484.88
	RS-3	329+00.00	354+21.84	RIGHT	2521.84
40-41	RS-4	329+00.00	354+29.99	RIGHT	2530
41-42	RS-5	355+51.07	376+60.77	LEFT	2109.70
41-43	RS-6	355+42.43	415+00.00	LEFT	5957.57
41	RS-7	355+45.70	368+99.03	RIGHT	1353.33
41-43	RS-8	355+87.54	415+54.45	RIGHT	5966.91
41-42	RS-9	368+99.03	391+30.87	RIGHT	2231.84
42	RS-10	376+60.77	398+00.00	LEFT	2139.23
42-43	RS-11	391+30.87	415+29.25	RIGHT	2398.38
42-43	RS-12	398+00.00	415+57.48	LEFT	1757.48
43-45	RS-13	416+85.20	461+43.00	LEFT	4457.80
43-48	RS-14	416+58.13	525+79.54	LEFT	10921.41
43-45	RS-15	416+54.33	461+42.59	RIGHT	4488.26
43-48	RS-16	417+12.63	526+33.53	RIGHT	10920.90
45-46	RS-17	461+43.00	477+29.99	LEFT	1586.99
45-46	RS-18	461+42.59	477+56.00	RIGHT	1613.41
46-48	RS-19	477+29.99	526+36.64	LEFT	4906.65
46-48	RS-20	477+56.00	526+08.29	RIGHT	4852.29
48-50	RS-21	527+63.12	576+55.19	LEFT	4892.07
48-50	RS-22	527+37.18	576+00.00	LEFT	4862.82
48-50	RS-23	527+33.93	576+30.74	RIGHT	4896.81
48-50	RS-24	527+91.71	576+52.92	RIGHT	4861.21
TOTALS CARRIED FORWARD					97238

SHEET NO.	REFERENCE NO.	STATION		SIDE	618
		FROM	TO		RUMBLE STRIPS TYPE 2 (ASPHALT)
50-52	RS-25	577+81.65	647+64.12	LEFT	6982.47
50-53	RS-26	577+56.50	671+23.41	RIGHT	9366.91
50-52	RS-27	577+54.23	647+38.96	RIGHT	6984.73
50-53	RS-28	577+09.20	671+65.81	RIGHT	9456.61
52-53	RS-29	647+64.12	667+89.22	LEFT	2025.1
52-53	RS-30	647+38.96	666+47.51	RIGHT	1908.55
53	RS-31	667+89.22	671+23.41	LEFT	334.19
53	RS-32	666+47.51	671+65.81	RIGHT	518.30
TOTALS CARRIED FORWARD					37577

SHEET NO.	REFERENCE NO.	STATION		SIDE	618
		FROM	TO		RUMBLE STRIPS TYPE 2 (ASPHALT)
TOTALS CARRIED TO GENERAL SUMMARY					134815

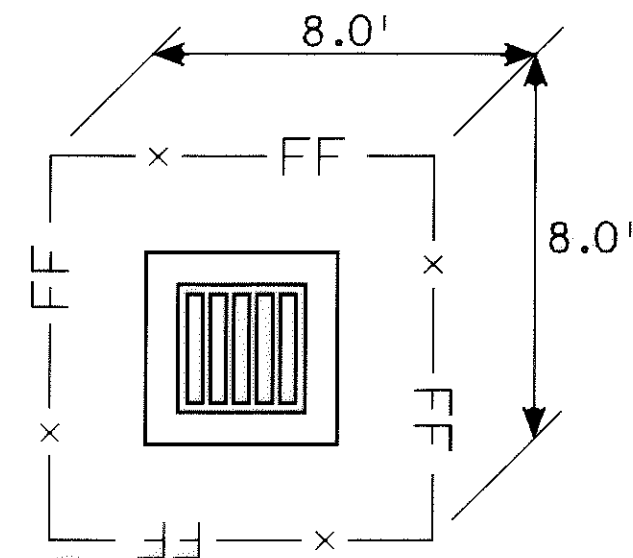
ESTIMATED QUANTITIES (ITEM 618 RUMBLE STRIPS)
 AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

CALCULATED
 CHECKED

PROJECT DESCRIPTION

THE IMPROVEMENT OF 6.6 MILES OF U.S.-33 BY RESURFACING THE PAVEMENT AND BERM, BERM WIDENING, REHABILITATION OF THE BRIDGES AND APPROACH SLABS, UPGRADING THE GUARDRAIL, DRAINAGE AND PAVEMENT MARKINGS.

FOR TEMPORARY DITCH CHECK FILTER FABRIC FENCE DETAILS SEE STANDARD CONSTRUCTION DRAWING DM-4.4



TYPICAL FOR FILTER FABRIC FENCE AT EXISTING CATCH BASINS OR INLETS.

LEGEND

- EXISTING CATCH BASIN OR INLET -
- TEMPORARY FILTER FABRIC FENCE -
- EXISTING DITCH FLOW DIRECTION -
- EXISTING DITCH BREAK POINT -

PROJECT DATA	
TOTAL AREA OF RIGHT OF WAY =	216.0 ACRES
TOTAL AREA TO BE EXCAVATED, FILLED OR GRADED =	26.0 ACRES
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION =	0.5
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION =	0.5
IMMEDIATE RECEIVING WATERS -	UNKNOWN HIGHWAY SIDE DITCHES
SUBSEQUENT RECEIVING WATERS -	PUSHETA CREEK
LATITUDE : 40°33'28"	LONGITUDE : 84°24'06"
U.S.G.S. MAPS - 39011C0105 C AND 39011C0105 C	

LOCATION	SIDE	ITEM 877	LOCATION	SIDE	ITEM 877	LOCATION	SIDE	ITEM 877	
		TEMPORARY PERIMETER FILTER FABRIC FENCE			TEMPORARY PERIMETER FILTER FABRIC FENCE			TEMPORARY DITCH CHECK FILTER FABRIC FENCE	
		LIN. FT.			LIN. FT.			LIN. FT.	
STA. 329+00.00	RT.	32.00	STA. 502+75.00	LT.	32.00				
STA. 334+00.00	LT.	32.00	STA. 506+00.00	LT.	32.00	STA. 332+45.00 TO STA. 332+65.00	LT.	20.0	
STA. 334+00.00	RT.	32.00	STA. 506+00.00	RT.	32.00	STA. 347+17.00 TO STA. 347+37.00	LT.	20.0	
STA. 341+00.00	LT.	32.00	STA. 525+75.00	LT.	32.00	STA. 354+16.88 TO STA. 354+36.88	LT.	20.0	
STA. 341+00.00	RT.	32.00	STA. 529+45.00	LT.	32.00	STA. 355+35.73 TO STA. 355+55.73	LT.	20.0	
STA. 347+27.00	RT.	32.00	STA. 536+00.00	LT.	32.00	STA. 395+00.00	RT.	30.0	
STA. 353+75.00	LT.	32.00	STA. 536+00.00	RT.	32.00	STA. 412+00.00	LT.	30.0	
STA. 362+00.00	LT.	32.00	STA. 544+00.00	LT.	32.00	STA. 412+00.00	RT.	30.0	
STA. 362+00.00	RT.	32.00	STA. 544+00.00	RT.	32.00	STA. 416+63.40	RT.	100.0	
STA. 370+00.00	LT.	32.00	STA. 550+00.00	LT.	32.00	STA. 416+80.00 TO STA. 417+80.00	RT.	100.0	
STA. 370+00.00	RT.	32.00	STA. 550+00.00	RT.	32.00	STA. 434+50.00 TO STA. 437+50.00	RT.	300.0	
STA. 375+89.00	LT.	32.00	STA. 551+00.00	LT.	32.00	STA. 441+00.00	RT.	30.0	
STA. 378+00.00	LT.	32.00	STA. 551+00.00	RT.	32.00	STA. 442+40.00 TO STA. 442+90.00	LT.	50.0	
STA. 378+00.00	RT.	32.00	STA. 559+00.00	LT.	32.00	STA. 444+00.00	RT.	25.0	
STA. 386+00.00	LT.	32.00	STA. 559+00.00	RT.	32.00	STA. 477+00.00 (RAMP C)	LT.	20.0	
STA. 386+00.00	RT.	32.00	STA. 568+00.00	LT.	32.00	STA. 477+00.00 (RAMP D)	RT.	30.0	
STA. 393+50.00	LT.	32.00	STA. 568+00.00	RT.	32.00	STA. 500+10.00 TO STA. 500+30.00	RT.	20.0	
STA. 393+50.00	LT.	32.00	STA. 578+15.00	RT.	32.00	STA. 502+42.55 TO STA. 502+62.55	RT.	20.0	
STA. 393+50.00	RT.	32.00	STA. 583+51.24	LT.	32.00	STA. 524+00.00	LT.	25.0	
STA. 393+50.00	RT.	32.00	STA. 586+00.00	LT.	32.00	STA. 524+00.00	RT.	30.0	
STA. 400+50.00	LT.	32.00	STA. 586+00.00	RT.	32.00	STA. 527+74.60 TO STA. 527+84.61	RT.	75.0	
STA. 400+50.00	RT.	32.00	STA. 594+00.00	LT.	32.00	STA. 528+90.00 TO STA. 529+10.00	RT.	20.0	
STA. 414+80.00	LT.	32.00	STA. 594+00.00	RT.	32.00	STA. 540+55.00 TO STA. 541+05.00	LT.	50.0	
STA. 426+00.00	LT.	32.00	STA. 611+00.00	RT.	32.00	STA. 550+40.00 TO STA. 550+70.00	RT.	30.0	
STA. 426+00.00	RT.	32.00	STA. 611+00.00	RT.	32.00	STA. 554+85.00 TO STA. 555+15.00	RT.	30.0	
STA. 434+00.00	LT.	32.00	STA. 618+00.00	RT.	32.00	STA. 558+80.00 TO STA. 559+10.00	RT.	30.0	
STA. 434+00.00	RT.	32.00	STA. 618+00.00	RT.	32.00	STA. 565+00.00	RT.	30.0	
STA. 442+00.00	LT.	32.00	STA. 626+00.00	RT.	32.00	STA. 567+00.00	LT.	30.0	
STA. 442+00.00	RT.	32.00	STA. 626+00.00	RT.	32.00	STA. 577+70.63 TO STA. 577+85.51	LT.	15.0	
STA. 442+65.00	LT.	32.00	STA. 634+00.00	RT.	32.00	STA. 599+55.00 TO STA. 599+75.00	LT.	20.0	
STA. 442+65.00	RT.	32.00	STA. 634+00.00	RT.	32.00	STA. 617+90.00 TO STA. 618+10.00	RT.	20.0	
STA. 442+65.00	RT.	32.00	STA. 642+00.00	RT.	32.00	STA. 635+04.11 TO STA. 635+79.11	RT.	75.0	
STA. 450+00.00	LT.	32.00	STA. 642+00.00	RT.	32.00	STA. 670+00.00	LT.	30.0	
STA. 450+00.00	RT.	32.00	STA. 656+00.00	RT.	32.00	STA. 671+00.00	RT.	35.0	
STA. 459+30.00	LT.	32.00	STA. 656+00.00	RT.	32.00				
STA. 459+30.00	LT.	32.00	STA. 663+50.00	RT.	32.00				
STA. 459+30.00	RT.	32.00	STA. 663+50.00	RT.	32.00				
STA. 466+00.00	LT.	32.00	STA. 669+00.00	RT.	32.00				
STA. 466+00.00	RT.	32.00	STA. 669+66.00	RT.	32.00				
STA. 482+00.00	LT.	32.00	STA. 669+66.00	RT.	32.00				
STA. 482+00.00	RT.	32.00	STA. 671+35.00	RT.	32.00				
STA. 498+00.00	LT.	32.00							
STA. 498+00.00	RT.	32.00							
TOTAL CARRIED TO THE GENERAL SUMMARY					2688.00	TOTAL CARRIED TO THE GENERAL SUMMARY			1410.0

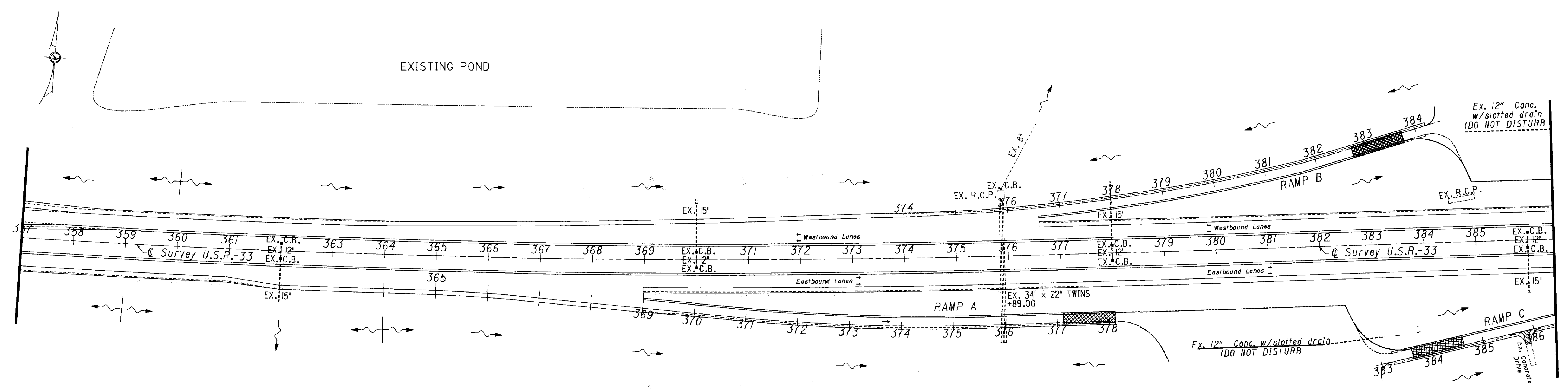
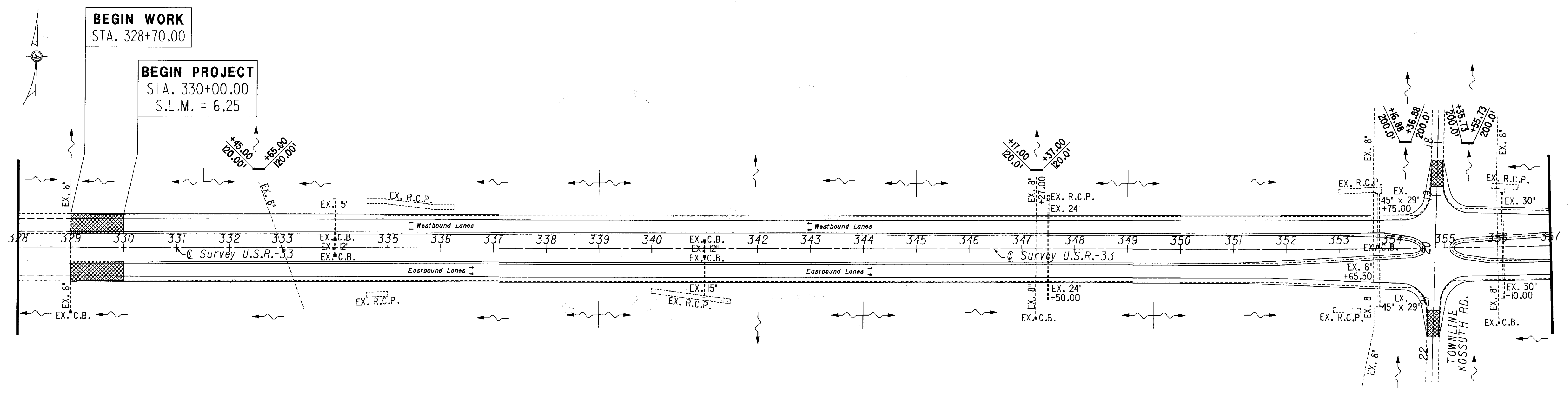
STORM WATER POLLUTION PREVENTION PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

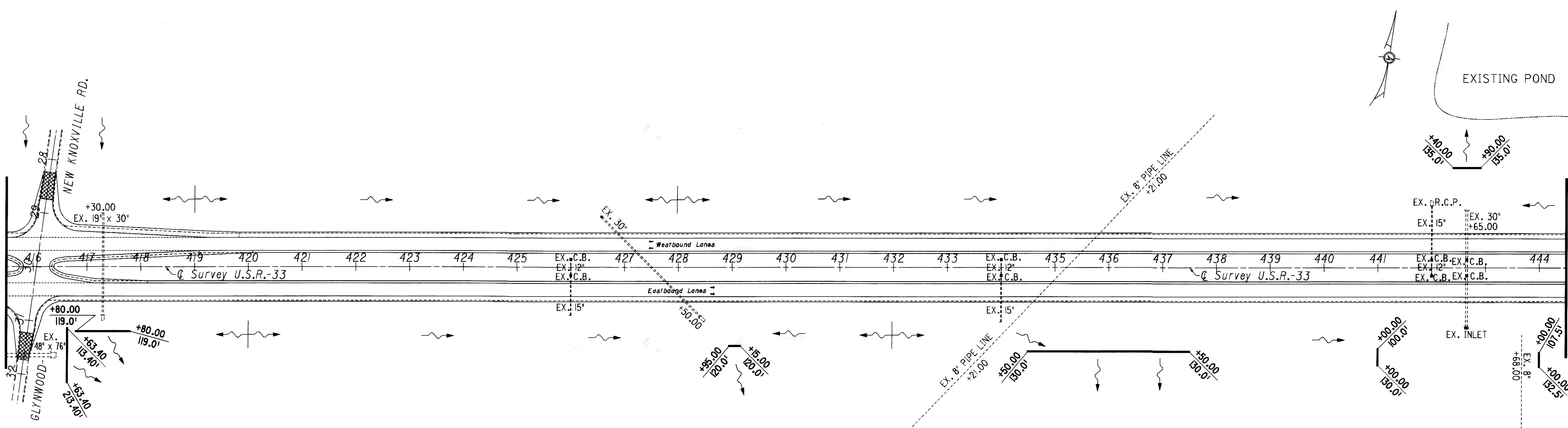
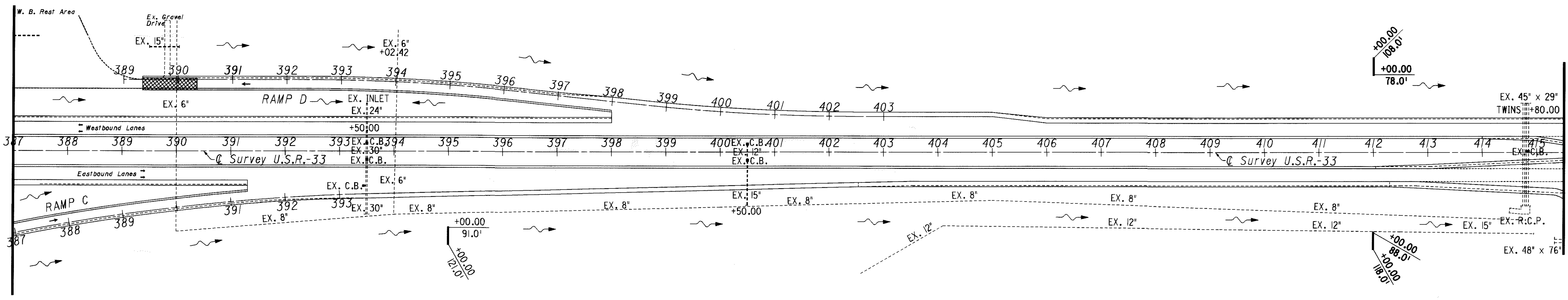
CALCULATED
CHECKED

STORM WATER POLLUTION PREVENTION PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



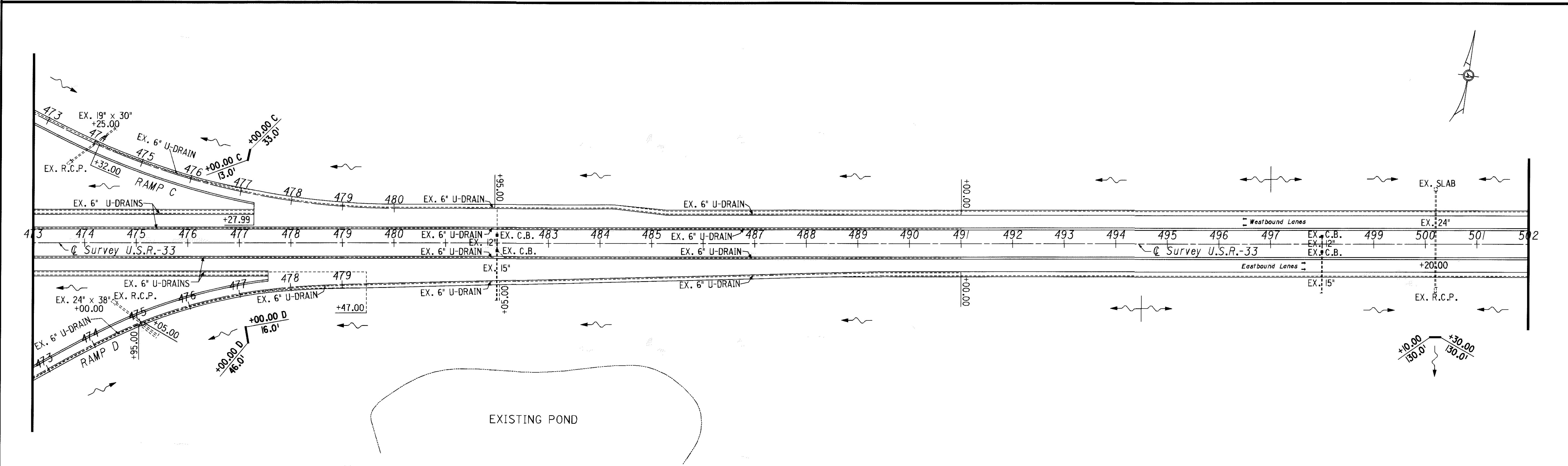
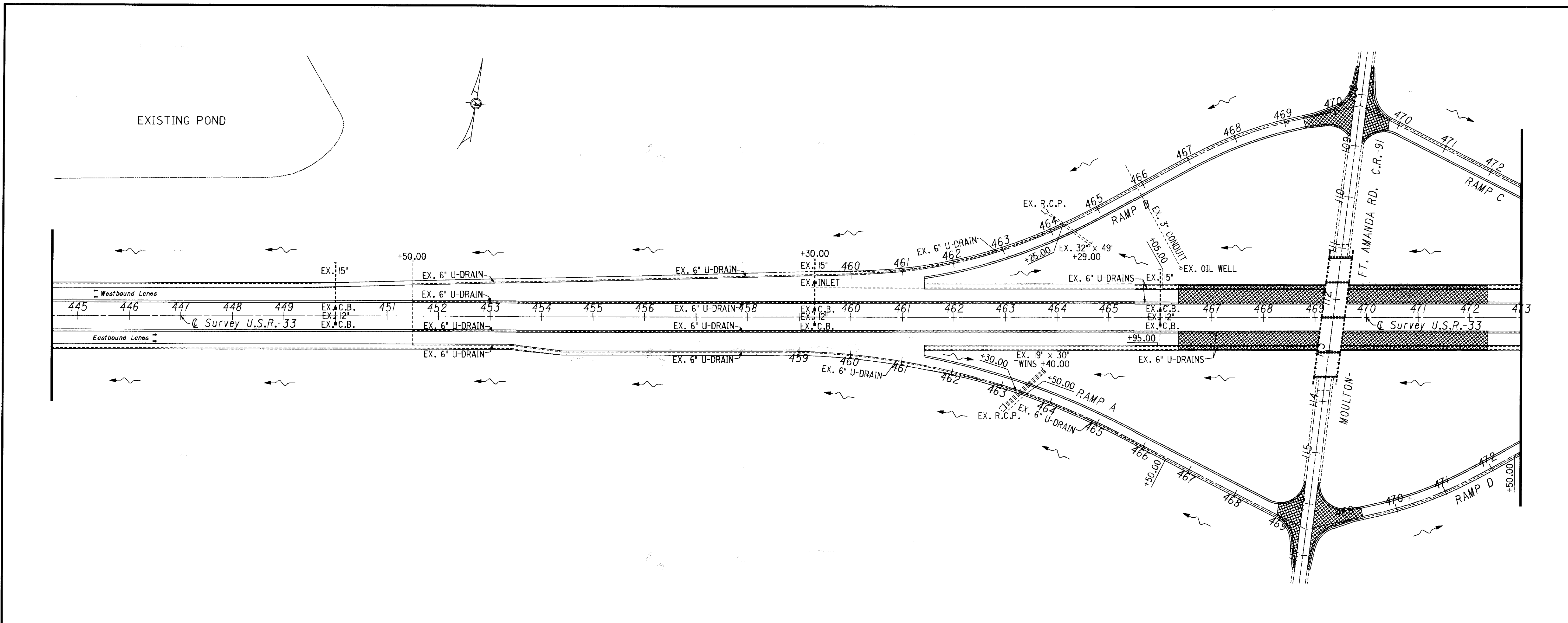
1:de



CALCULATED
CHECKED

STORM WATER POLLUTION PREVENTION PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



CALCULATED
CHECKED

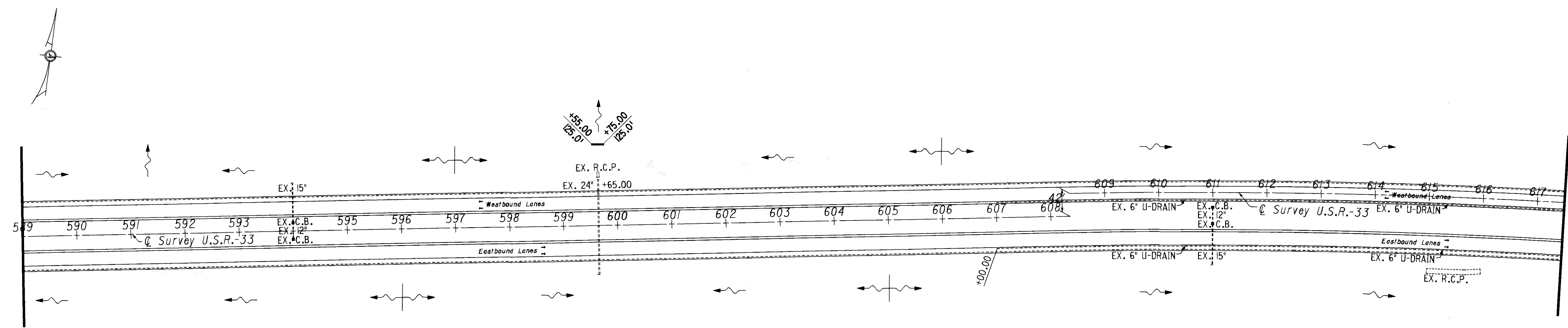
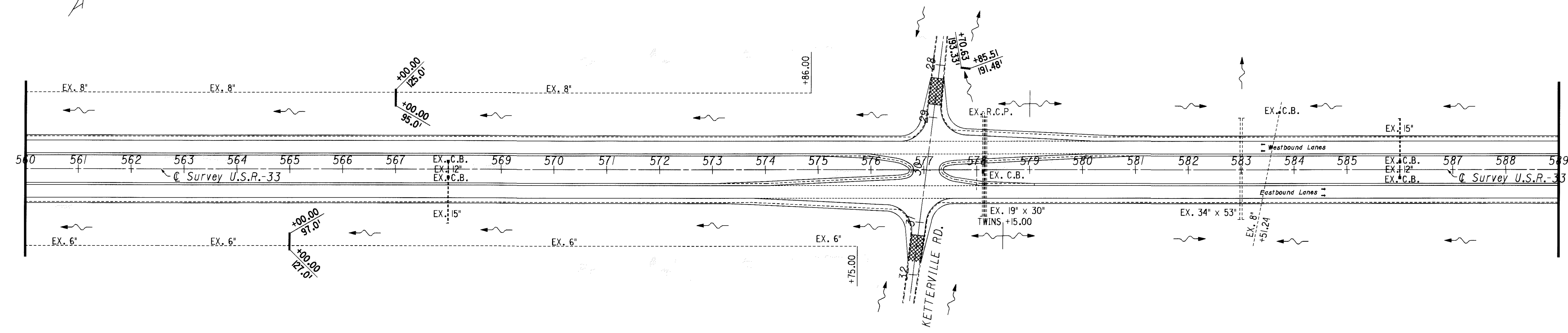
STORM WATER POLLUTION PREVENTION PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

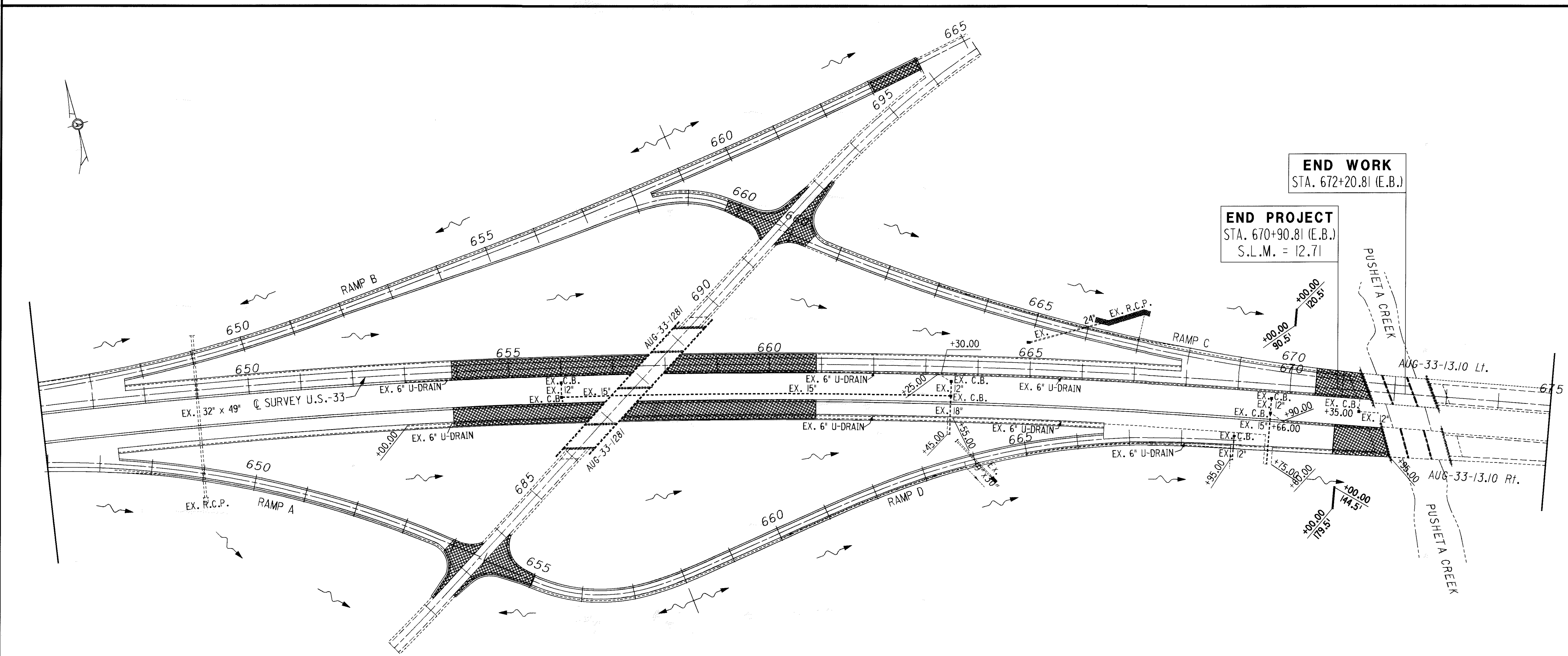
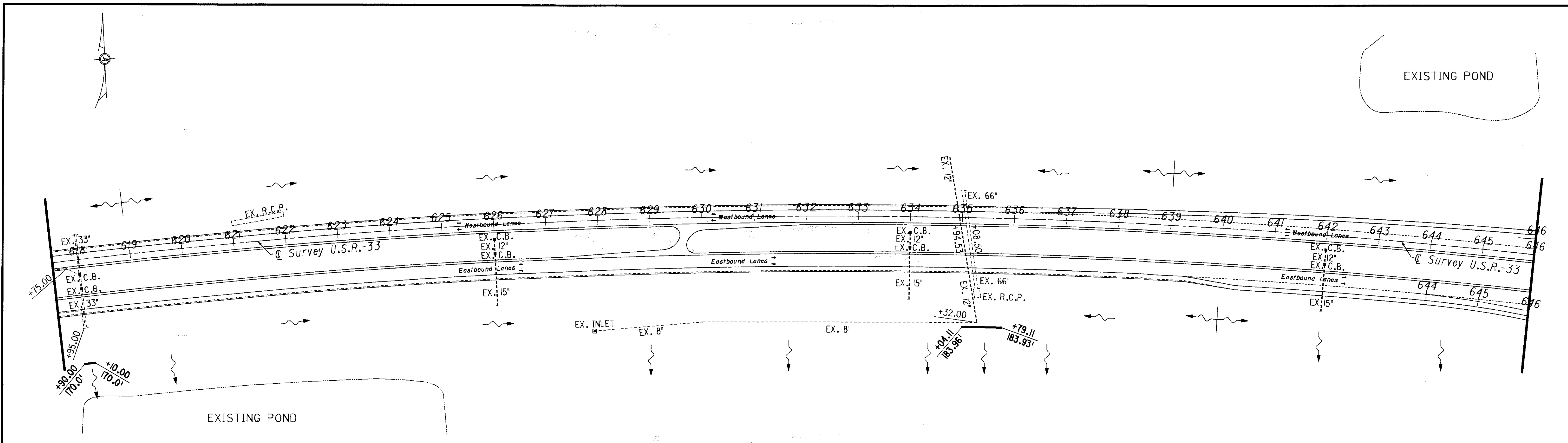
CALCULATED
CHECKED

STORM WATER POLLUTION PREVENTION PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



1:1



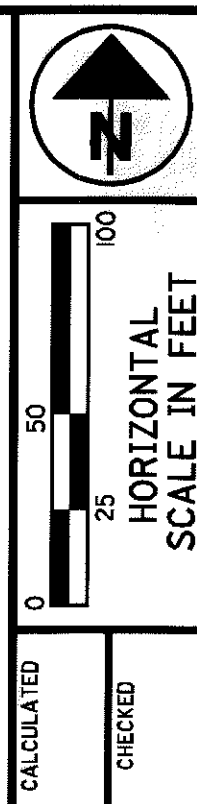
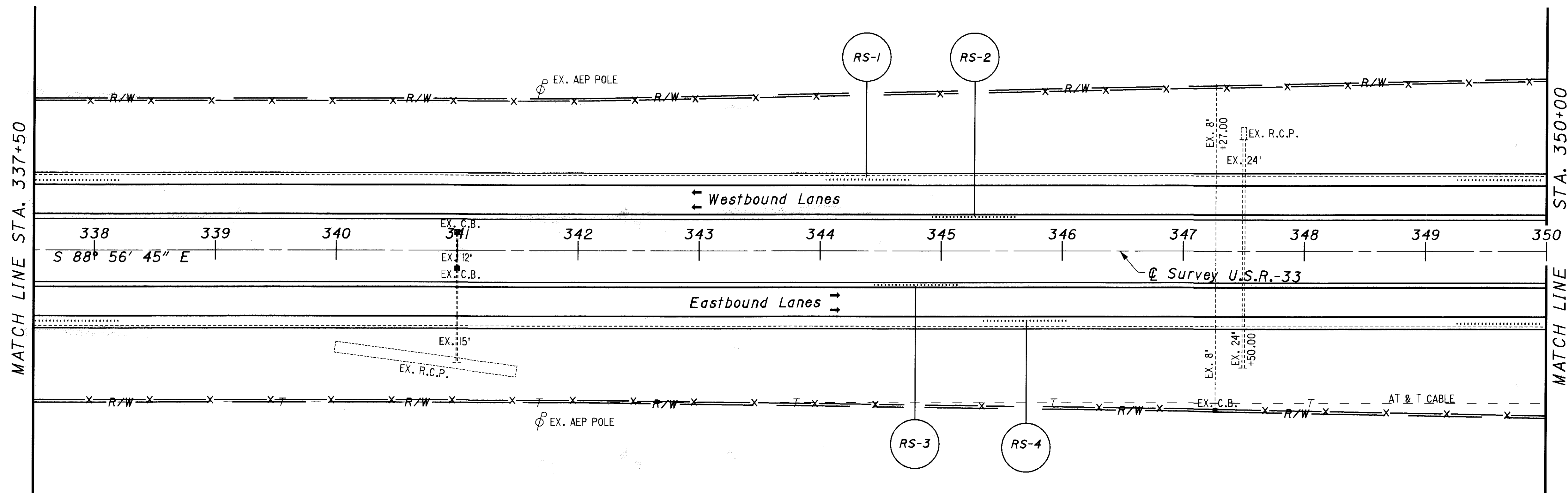
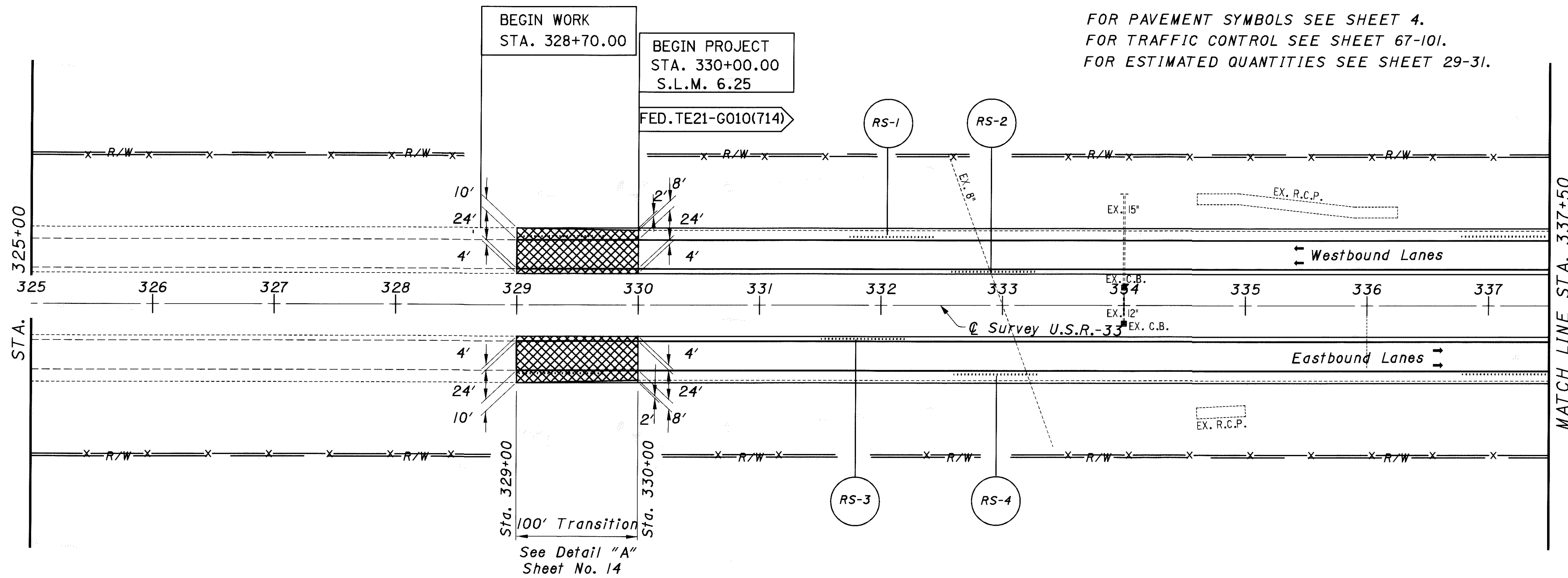
EXISTING POND

EXISTING POND

END WORK
STA. 672+20.81 (E.B.)

END PROJECT
STA. 670+90.81 (E.B.)
S.L.M. = 12.71

CALCULATED
 CHECKED
STORM WATER POLLUTION PREVENTION PLAN
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)
 39
 113



CALCULATED

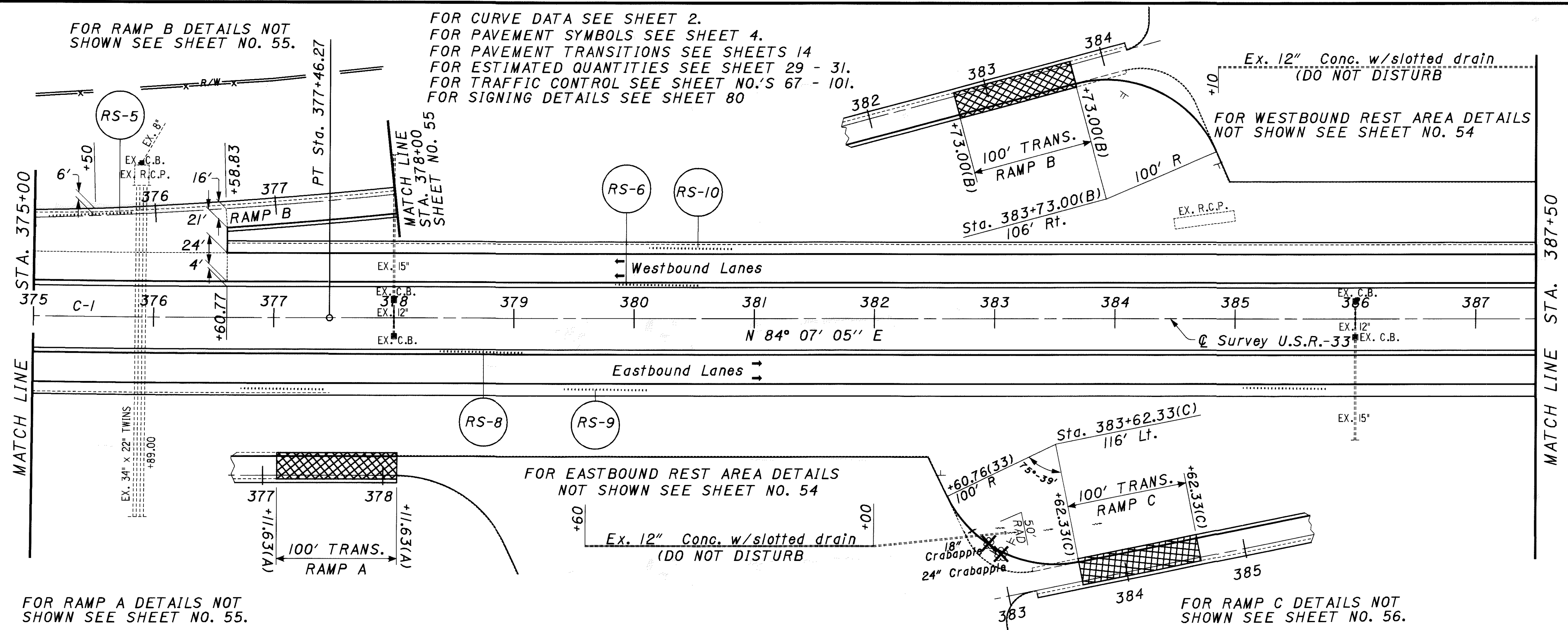
CHECKED

PLAN SHEET U.S.R.-33
STA. 325+00.00 TO STA. 350+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR RAMP B DETAILS NOT SHOWN SEE SHEET NO. 55.

FOR CURVE DATA SEE SHEET 2.
 FOR PAVEMENT SYMBOLS SEE SHEET 4.
 FOR PAVEMENT TRANSITIONS SEE SHEETS 14
 FOR ESTIMATED QUANTITIES SEE SHEET 29 - 31.
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67 - 101.
 FOR SIGNING DETAILS SEE SHEET 80



FOR RAMP A DETAILS NOT SHOWN SEE SHEET NO. 55.

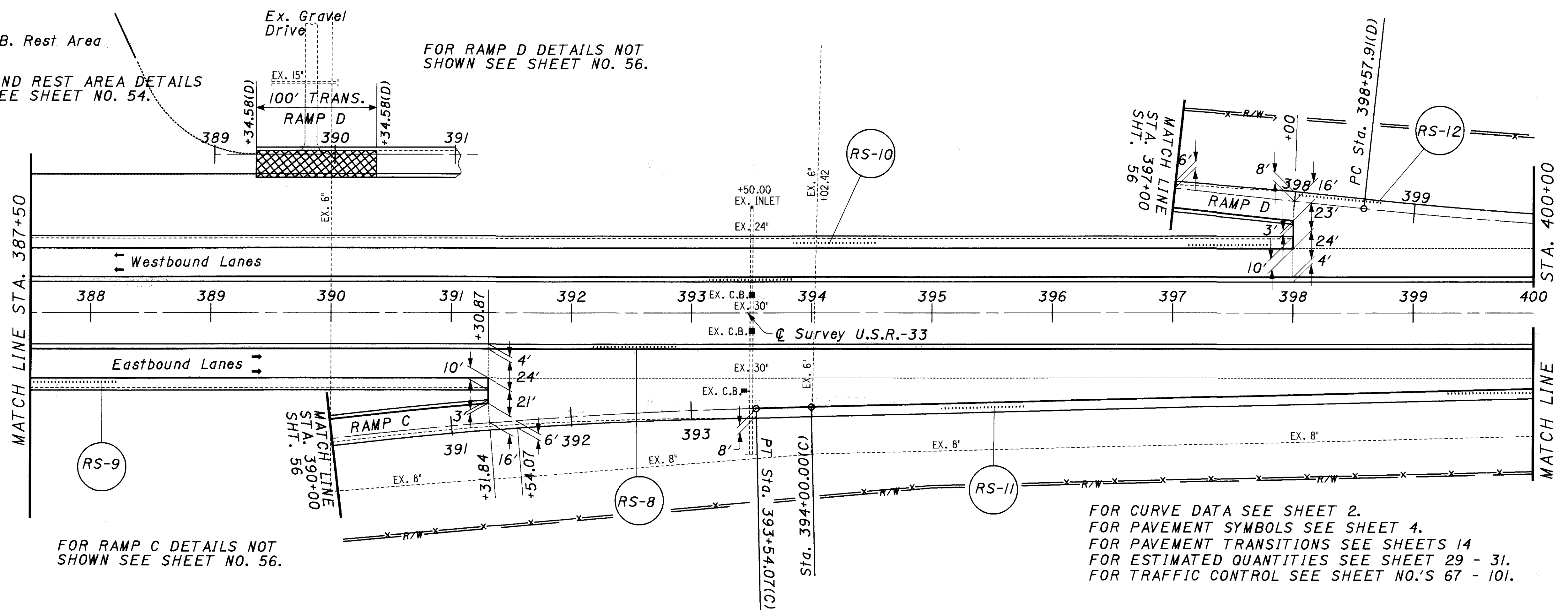
FOR EASTBOUND REST AREA DETAILS NOT SHOWN SEE SHEET NO. 54

FOR RAMP C DETAILS NOT SHOWN SEE SHEET NO. 56.

W. B. Rest Area

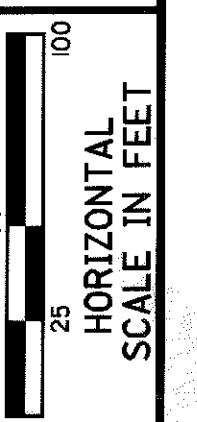
FOR WESTBOUND REST AREA DETAILS NOT SHOWN SEE SHEET NO. 54.

FOR RAMP D DETAILS NOT SHOWN SEE SHEET NO. 56.



FOR RAMP C DETAILS NOT SHOWN SEE SHEET NO. 56.

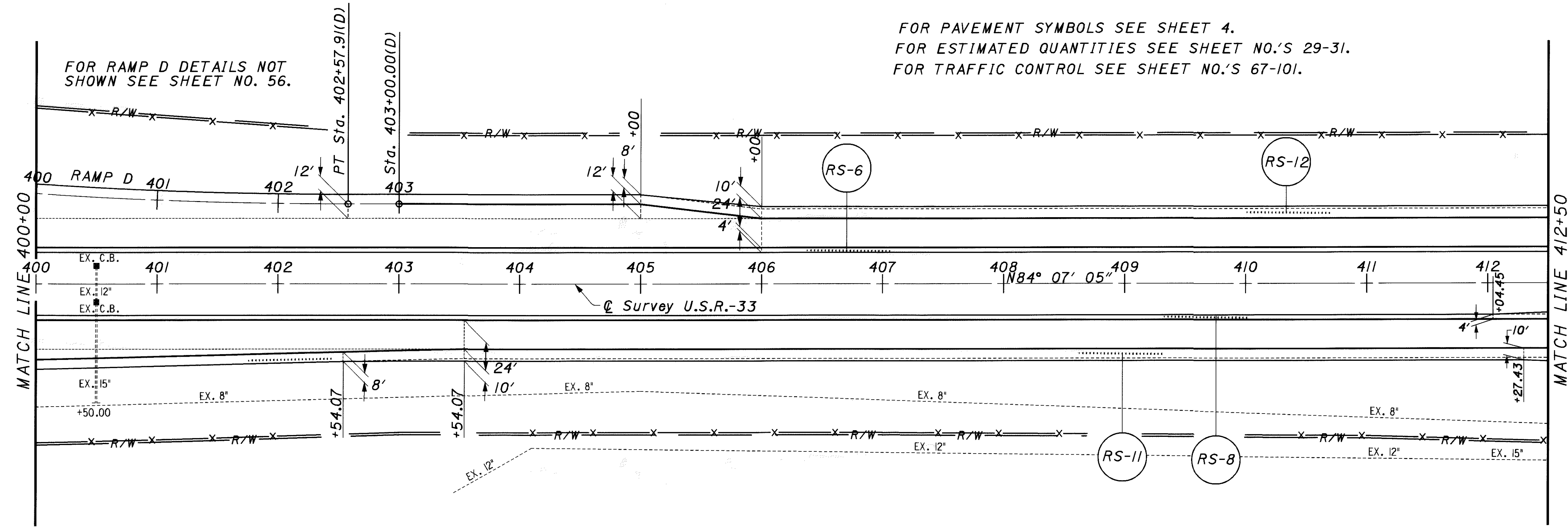
FOR CURVE DATA SEE SHEET 2.
 FOR PAVEMENT SYMBOLS SEE SHEET 4.
 FOR PAVEMENT TRANSITIONS SEE SHEETS 14
 FOR ESTIMATED QUANTITIES SEE SHEET 29 - 31.
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67 - 101.



CALCULATED
 CHECKED

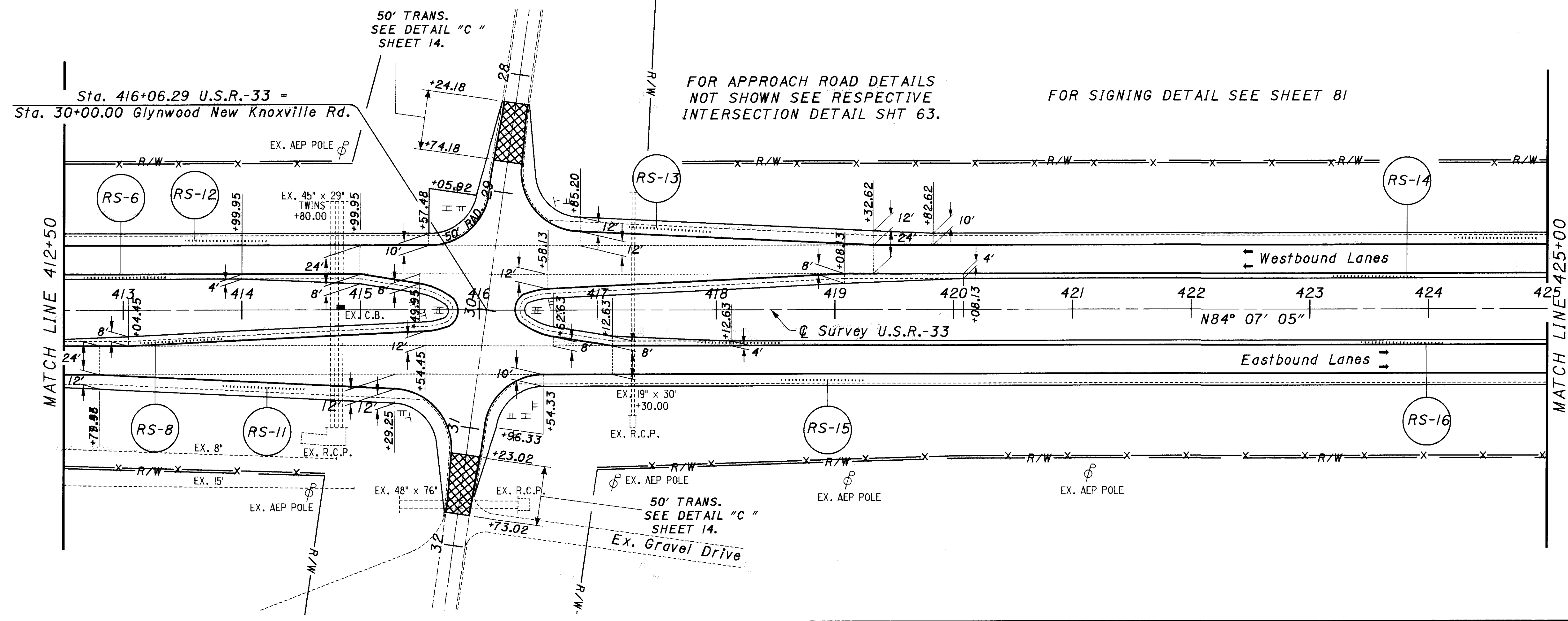
PLAN SHEET U.S.R.-33
 STA. 375+00.00 TO STA. 400+00.00

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



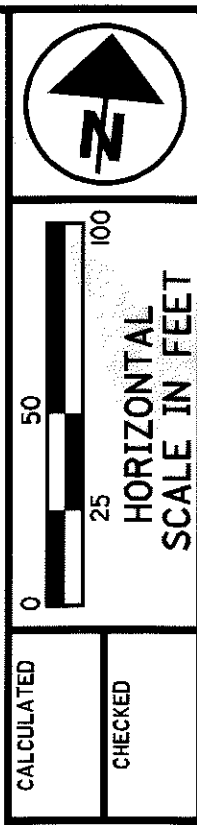
FOR RAMP D DETAILS NOT SHOWN SEE SHEET NO. 56.

FOR PAVEMENT SYMBOLS SEE SHEET 4.
FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.



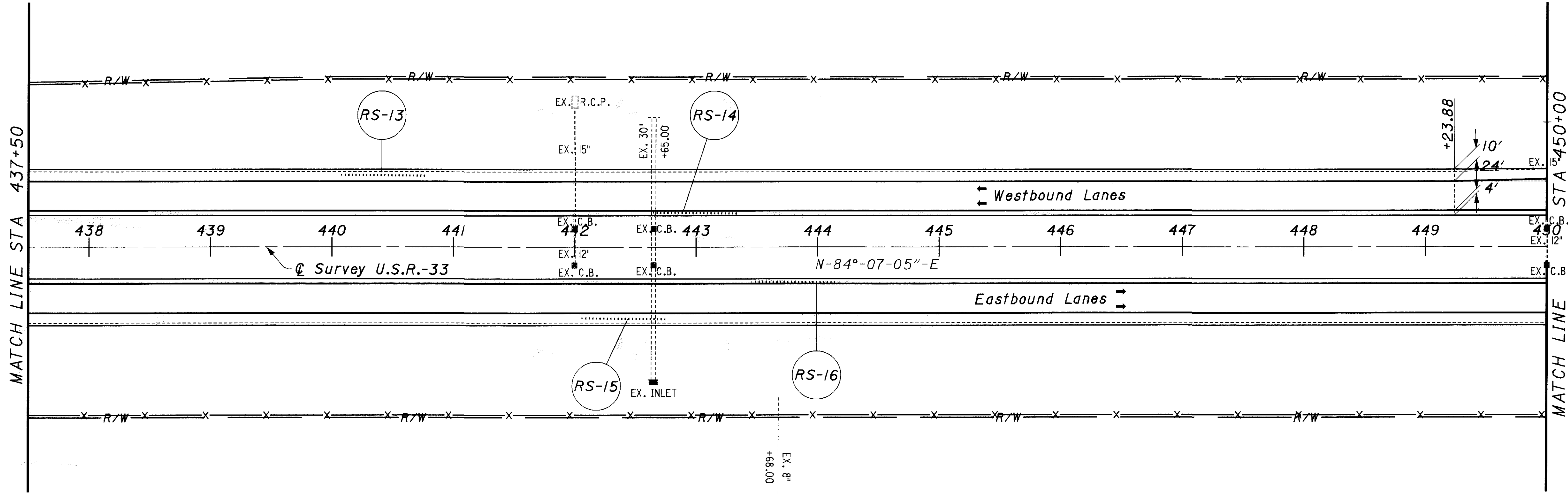
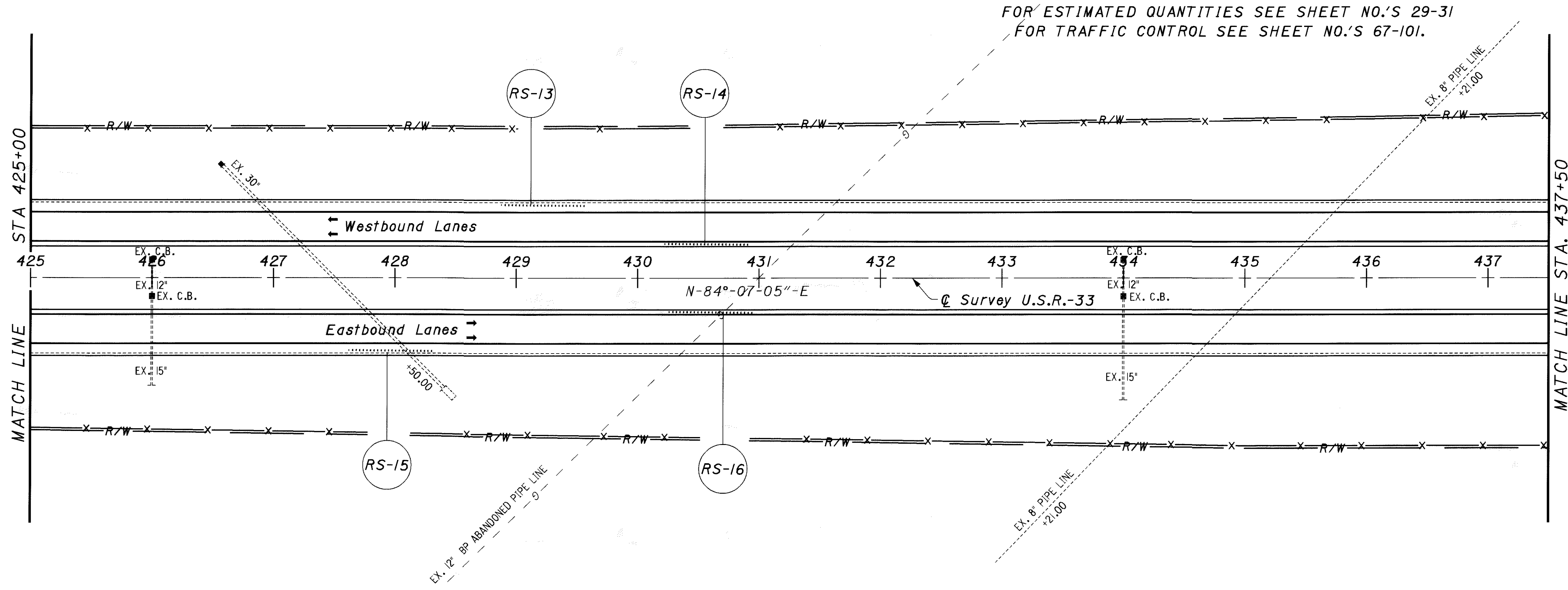
FOR APPROACH ROAD DETAILS NOT SHOWN SEE RESPECTIVE INTERSECTION DETAIL SHT 63.

FOR SIGNING DETAIL SEE SHEET 81

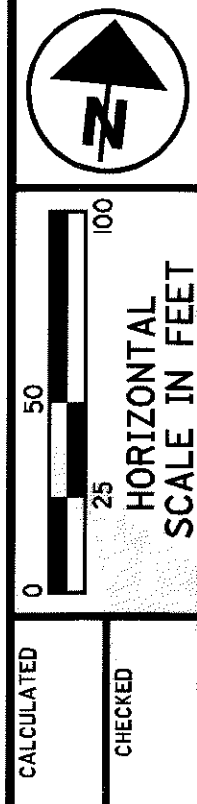


PLAN SHEET U.S.R.-33
STA. 400+00.00 TO STA. 425+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.

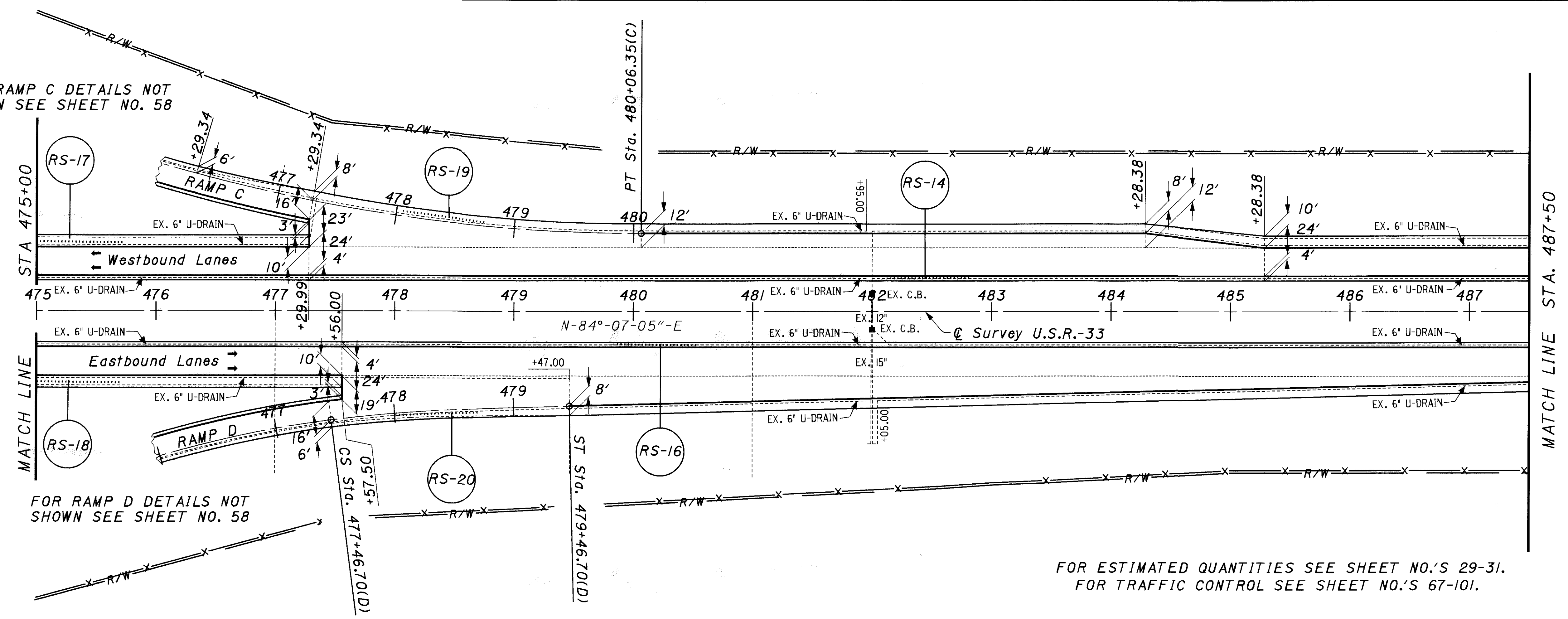


PLAN SHEET U.S.R.-33
 STA. 425+00.00 TO STA. 450+00.00

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

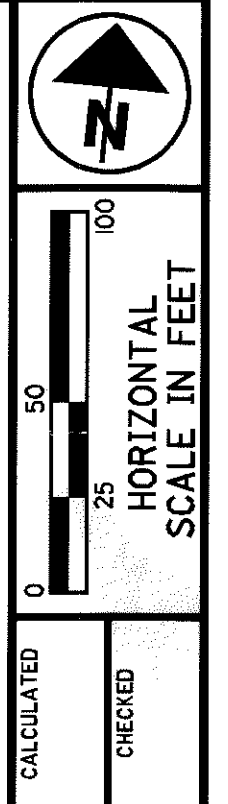
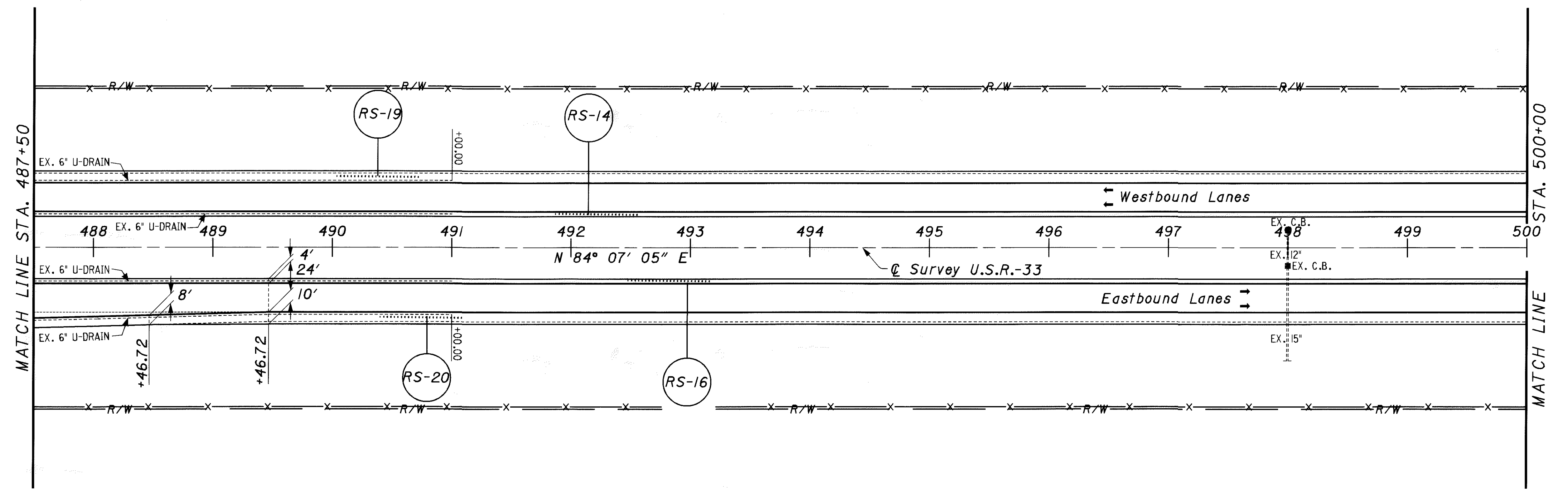
1:de

FOR RAMP C DETAILS NOT SHOWN SEE SHEET NO. 58



FOR RAMP D DETAILS NOT SHOWN SEE SHEET NO. 58

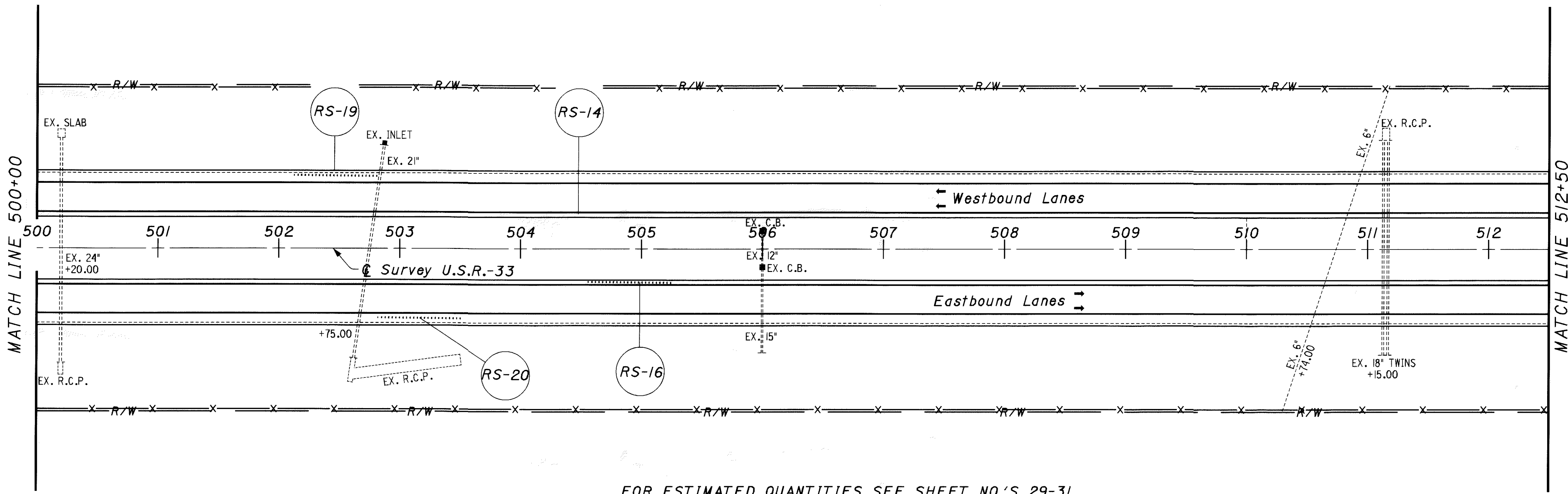
FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.



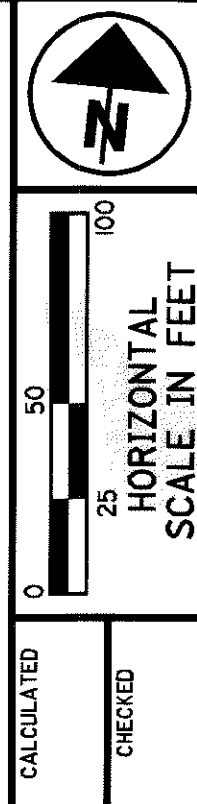
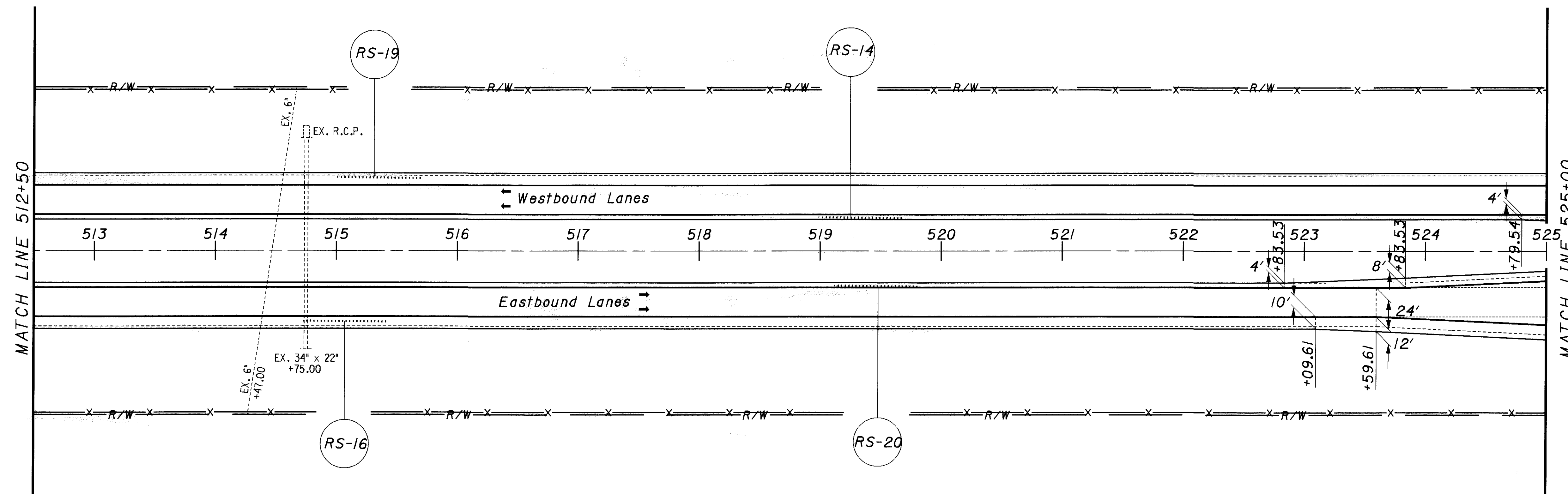
PLAN SHEET U.S.R.-33
STA. 475+00.00 TO STA. 500+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

1:1



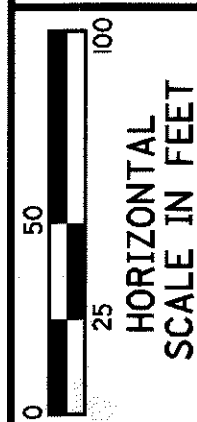
FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.



PLAN SHEET U.S.R. -33
STA. 500+00.00 TO STA. 525+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

1:10

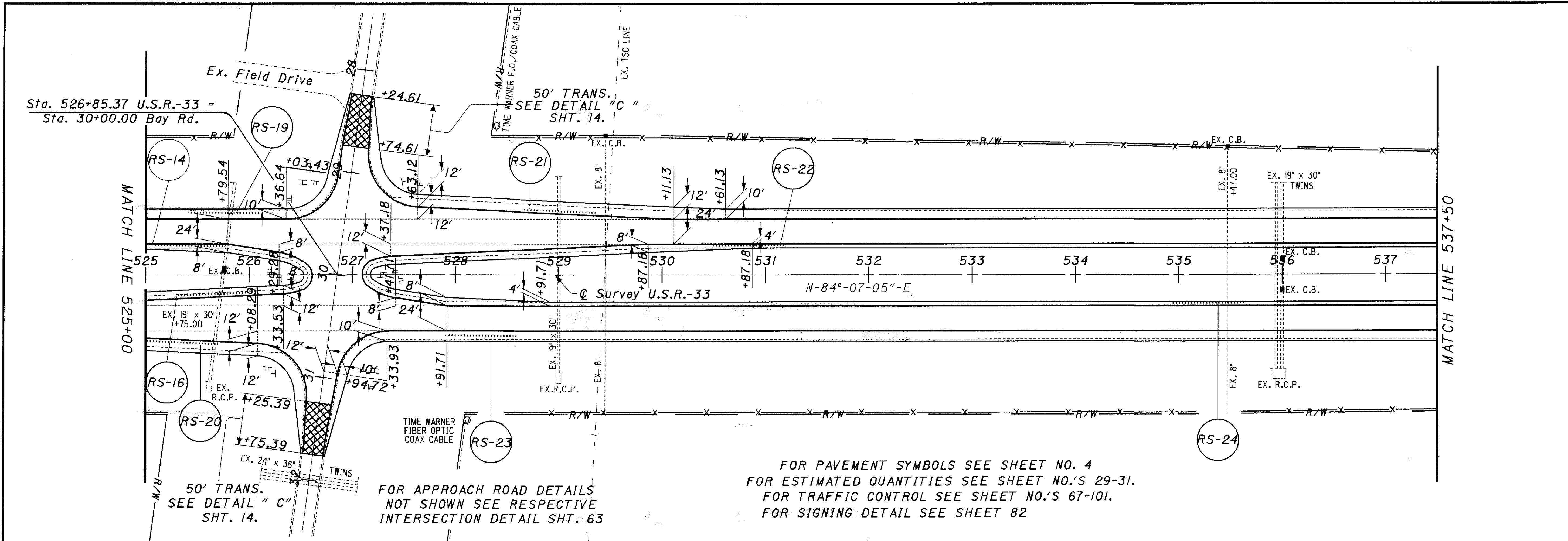


CALCULATED
CHECKED

PLAN SHEET U.S.R.-33
STA. 525+00.00 TO STA. 550+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

48
113



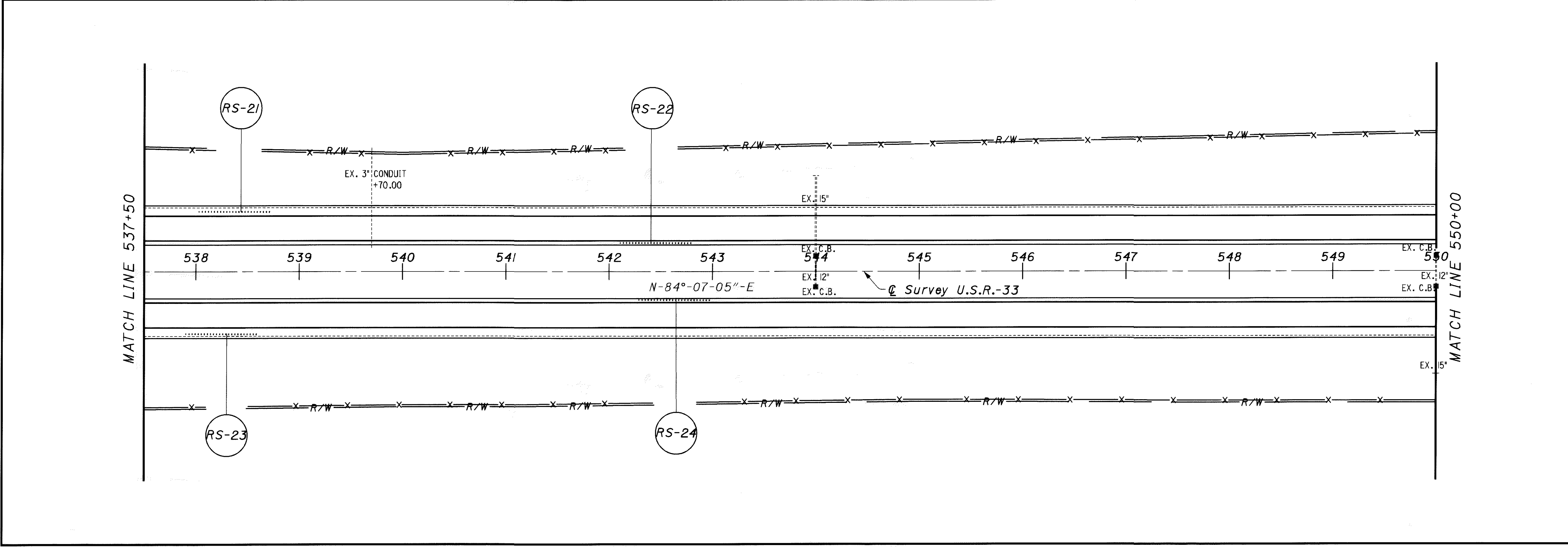
MATCH LINE 525+00

MATCH LINE 537+50

50' TRANS.
SEE DETAIL " C "
SHT. 14.

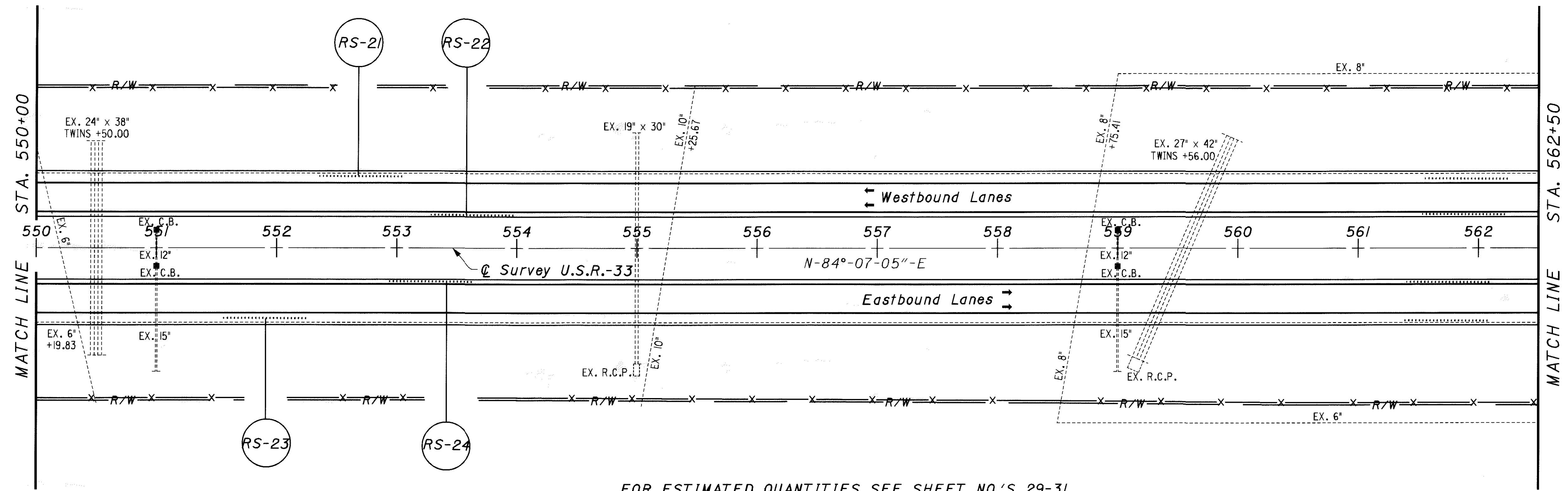
FOR APPROACH ROAD DETAILS
NOT SHOWN SEE RESPECTIVE
INTERSECTION DETAIL SHT. 63

FOR PAVEMENT SYMBOLS SEE SHEET NO. 4
FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.
FOR SIGNING DETAIL SEE SHEET 82

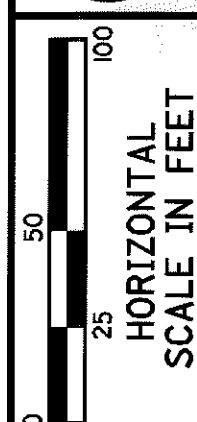
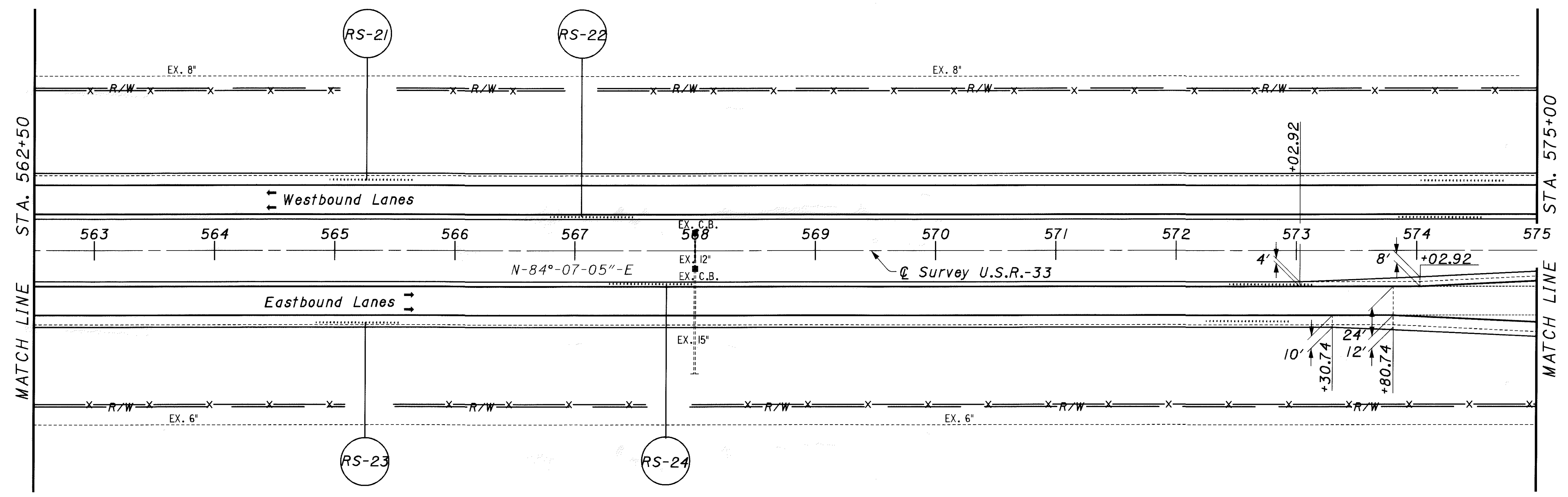


MATCH LINE 537+50

MATCH LINE 550+00



FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.

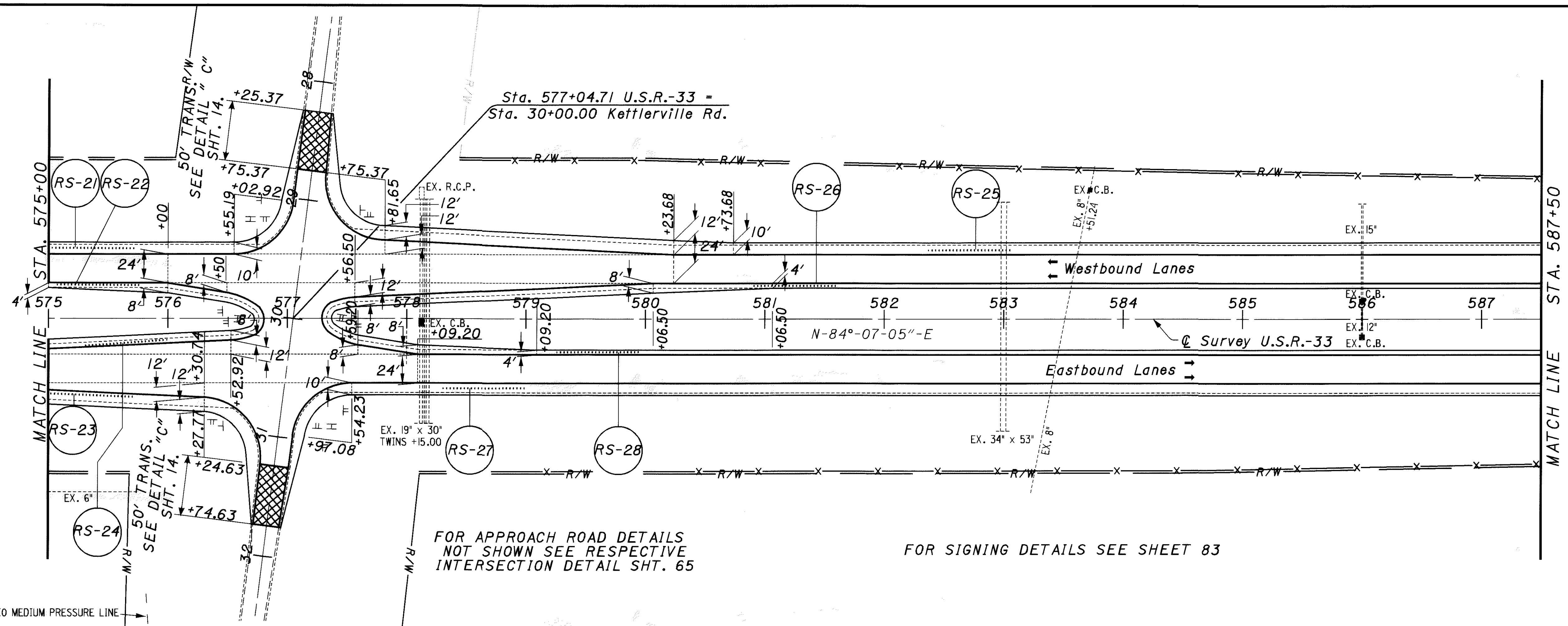
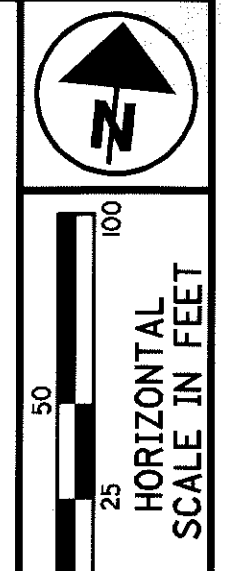


CALCULATED
 CHECKED

PLAN SHEET U.S.R.-33
 STA. 550+00.00 TO STA. 575+00.00

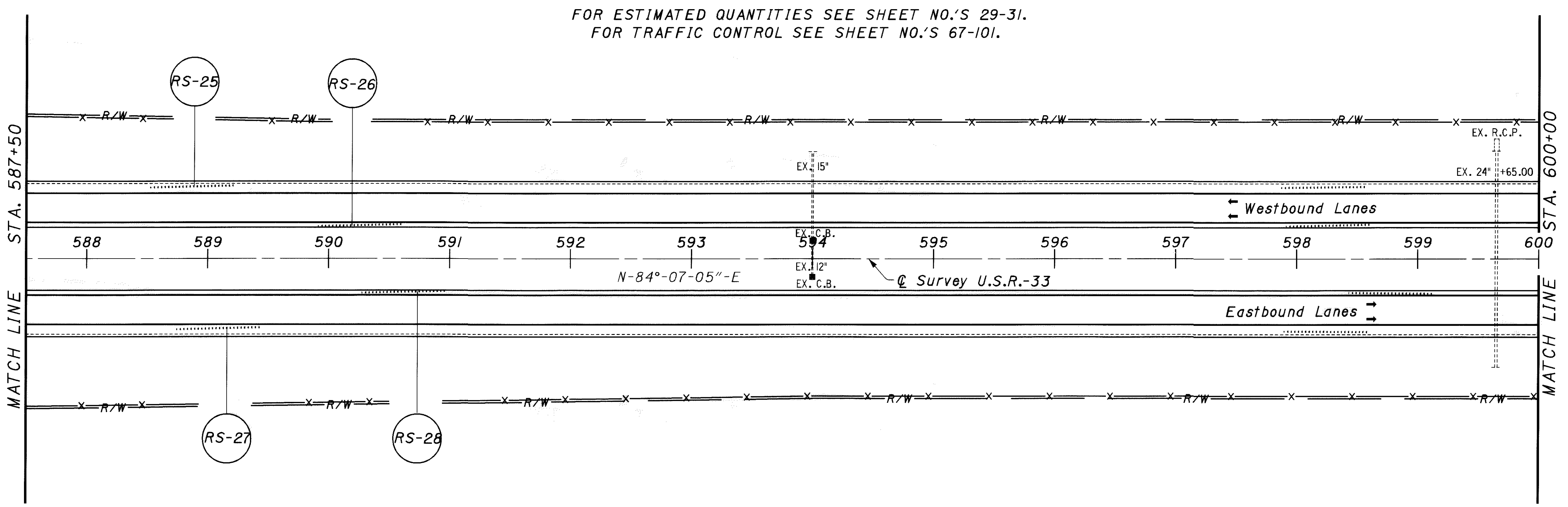
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

I:de



FOR APPROACH ROAD DETAILS
NOT SHOWN SEE RESPECTIVE
INTERSECTION DETAIL SHT. 65

FOR SIGNING DETAILS SEE SHEET 83



FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.

CALCULATED

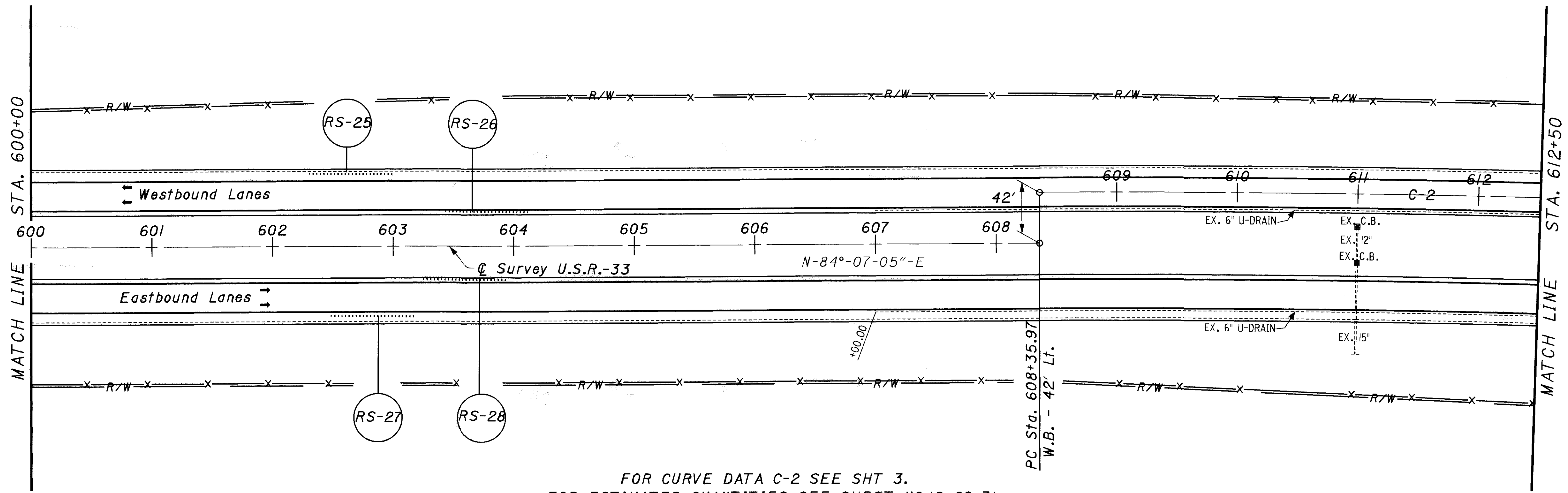
CHECKED

PLAN SHEET U.S.R.-33

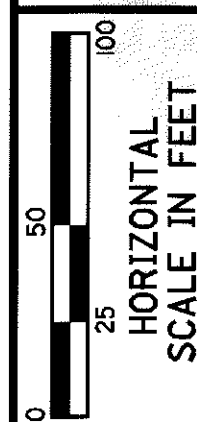
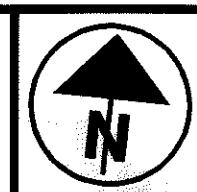
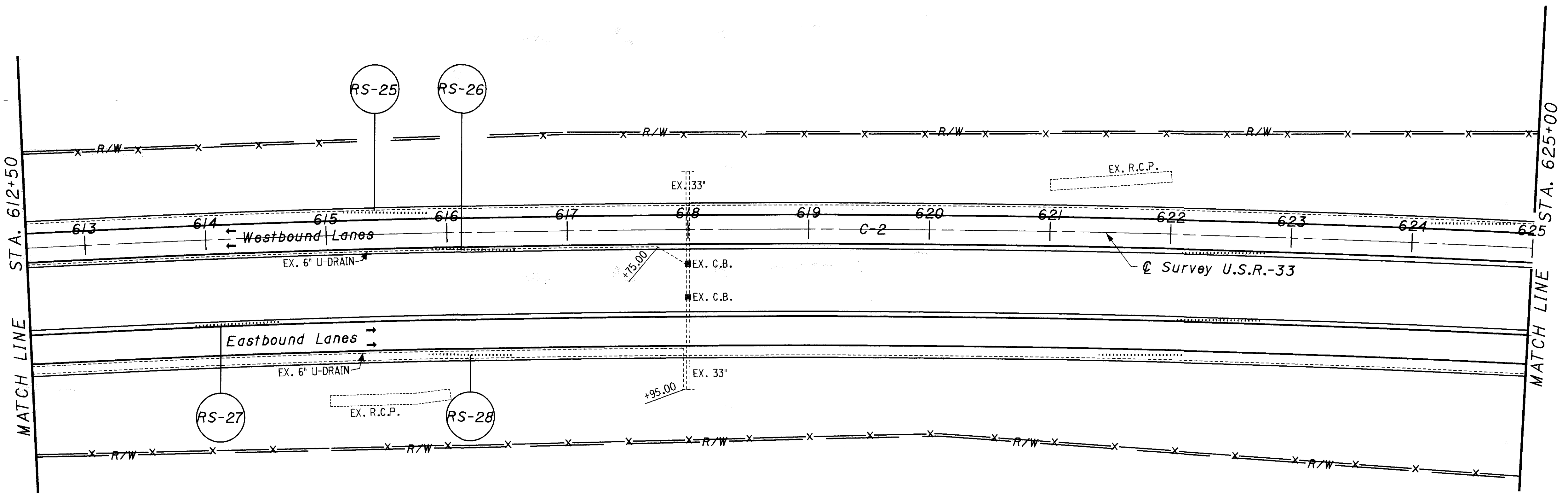
STA. 575+00.00 TO STA. 600+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

50
113



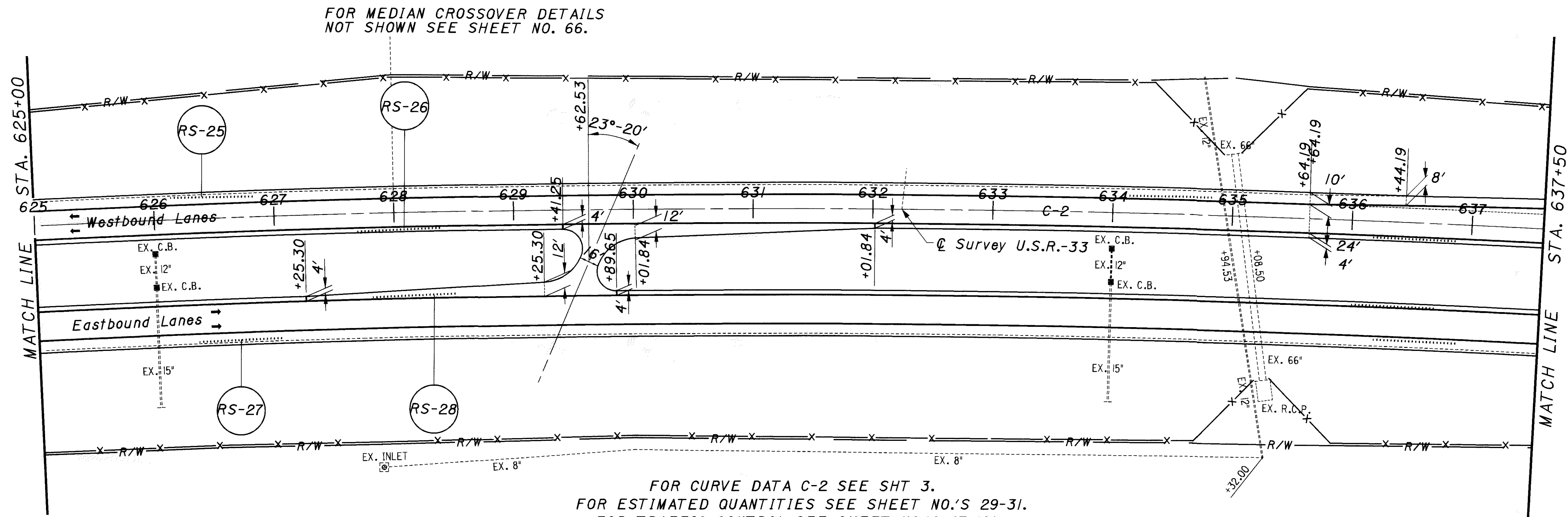
FOR CURVE DATA C-2 SEE SHT 3.
 FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.



CALCULATED
 CHECKED

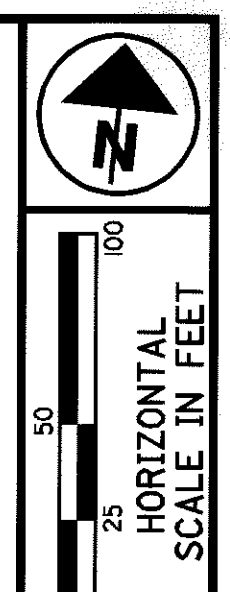
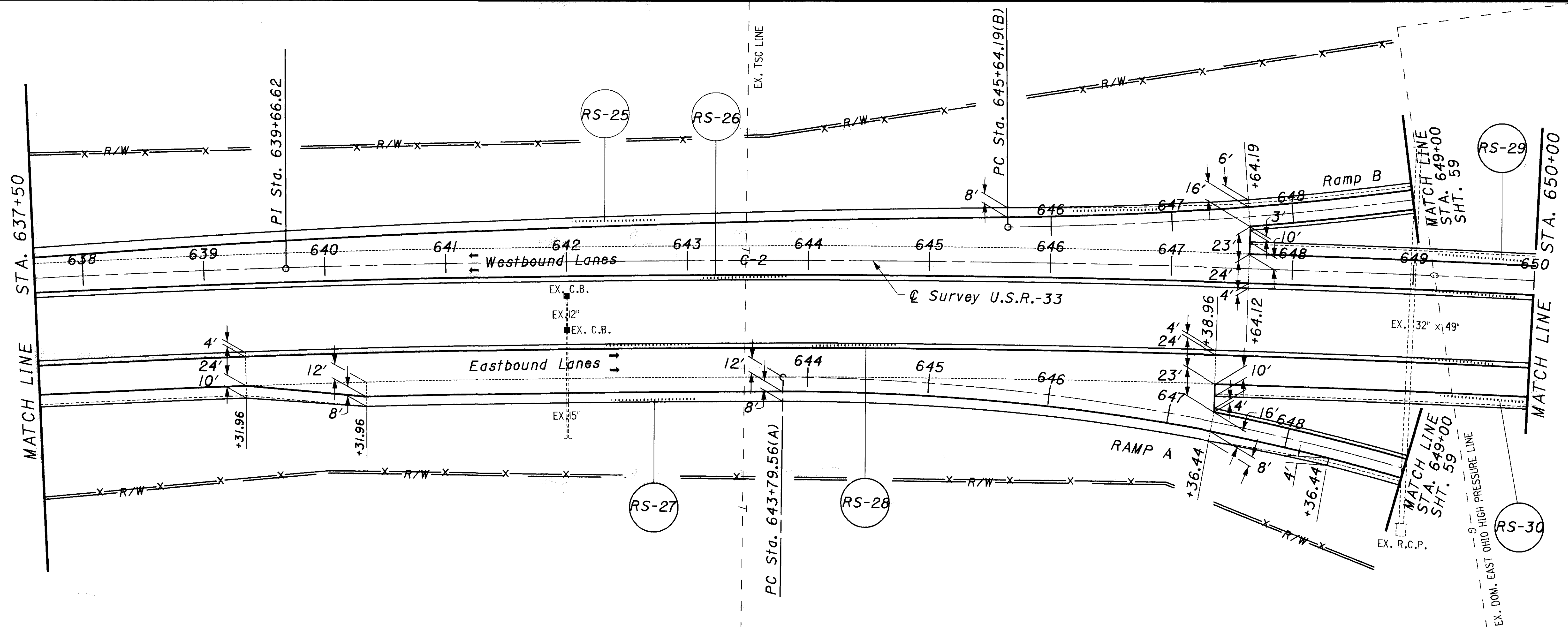
PLAN SHEET U.S.R.-33
 STA. 600+00.00 TO STA. 625+00.00

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



FOR MEDIAN CROSSOVER DETAILS
NOT SHOWN SEE SHEET NO. 66.

FOR CURVE DATA C-2 SEE SHT. 3.
FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.

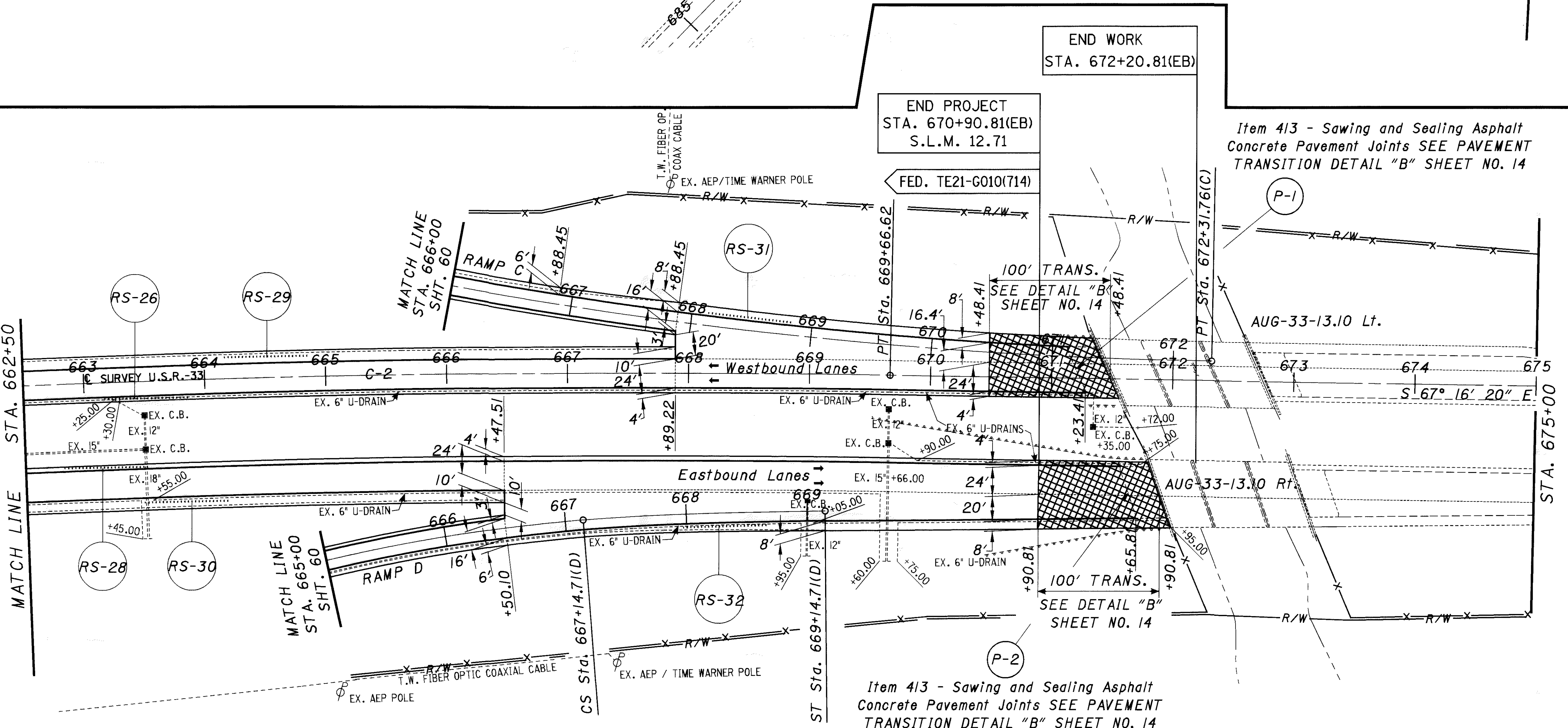
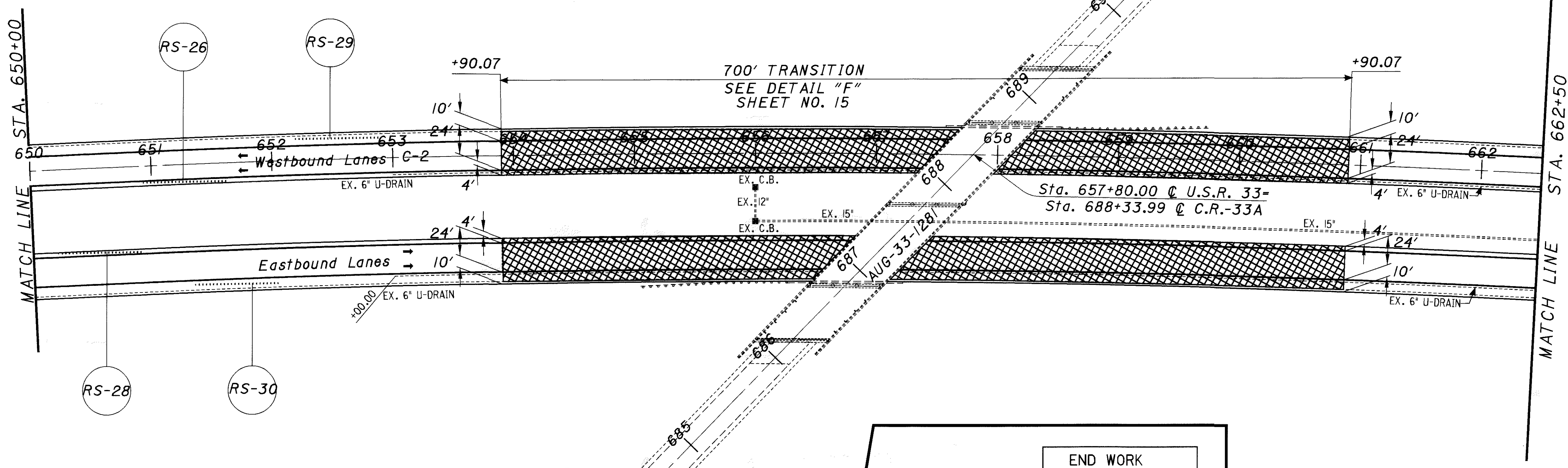
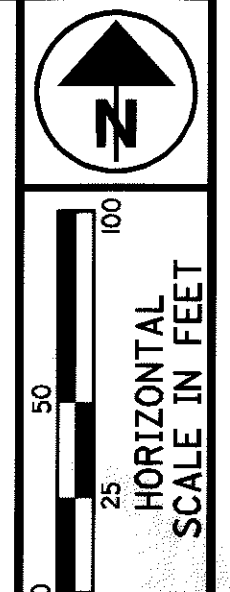


CALCULATED
CHECKED

PLAN SHEET U.S.R.-33
STA. 625+00.00 TO STA. 650+00.00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

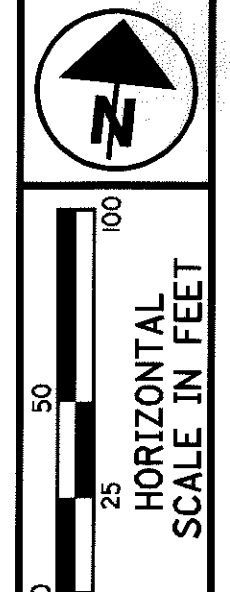
FOR CURVE DATA C-2 SEE SHT 3.
 FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29-31.
 FOR GUARDRAIL DETAILS SEE SHEET 61.
 FOR TRAFFIC CONTROL SEE SHEET NO.'S 67-101.



CALCULATED
 CHECKED

PLAN SHEET U.S.R.-33
 STA 650+00.00 TO STA 675+00.00

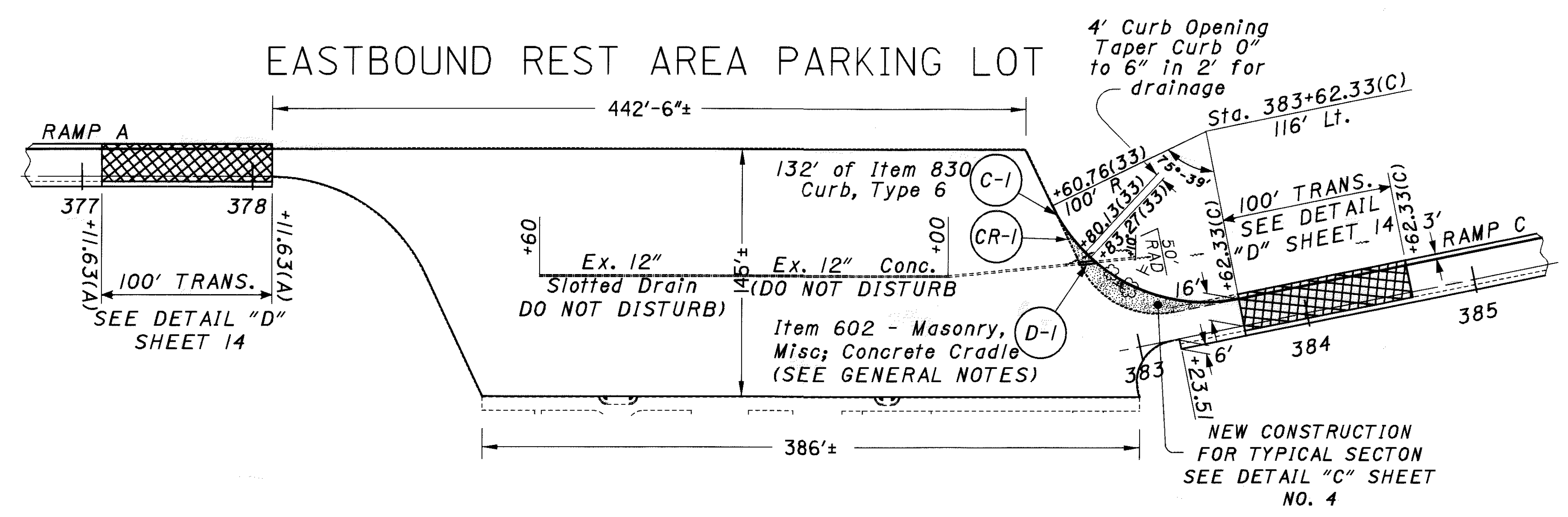
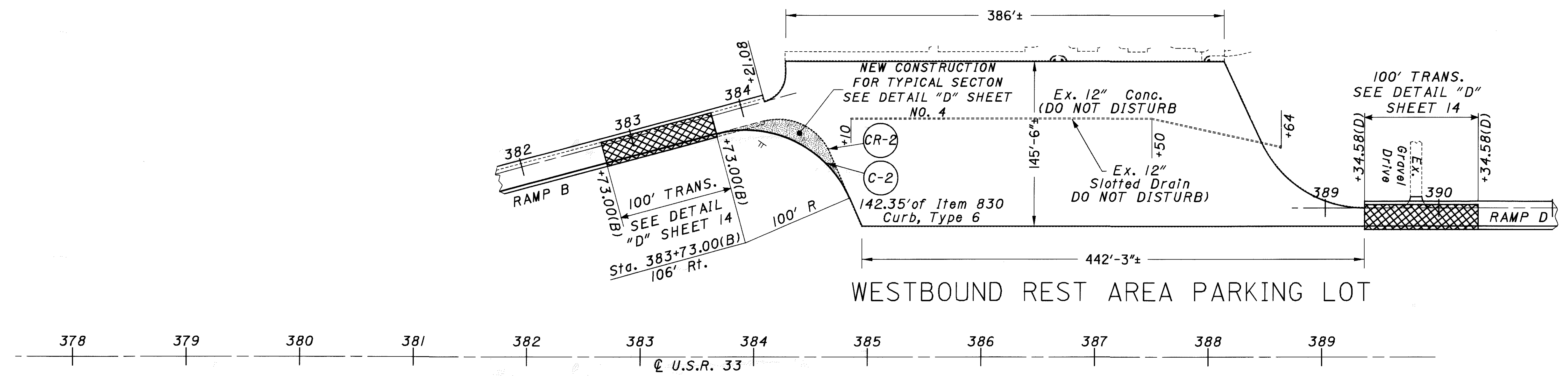
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



CALCULATED
400
CHECKED

EAST AND WESTBOUND REST AREA
PARKING LOT DETAILS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



- FOR TYPICAL SECTIONS
SEE SHEET NO. 4
- FOR GENERAL NOTES
SEE SHEET NO. 16
- FOR PAVEMENT CALCULATIONS
SEE SHEET NO.'S 25 TO 28
- FOR ESTIMATED QUANTITIES
SEE SHEET NO.'S 29 TO 31
- FOR TRAFFIC CONTROL
SEE SHEET NO.'S 67 TO 101
- FOR SIGNING DETAILS
SEE SHEET 80
- FOR DETAILS NOT SHOWN
SEE RESPECTIVE PLAN SHEETS
- FOR DRIVE DETAILS SEE
RESPECTIVE RAMP PLAN SHEET

1:1 de

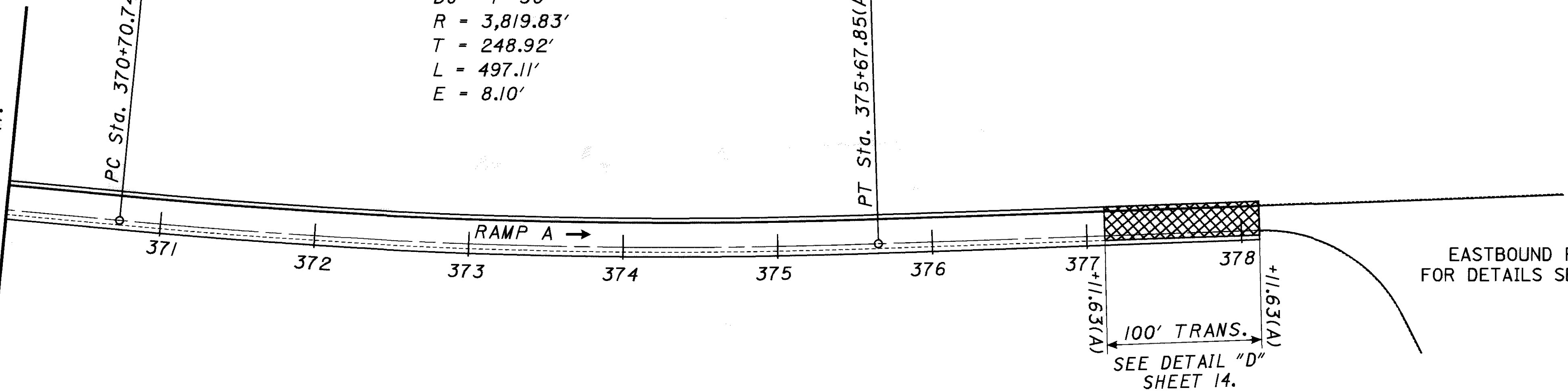
MATCH LINE STA. 370+00(A)
SEE SHEET 41.

PC Sta. 370+70.74(A)

REST AREA
RAMP A CURVE DATA

P.I. Sta = 373+19.65
D = 07° 27' 24" (LT)
Dc = 1° 30'
R = 3,819.83'
T = 248.92'
L = 497.11'
E = 8.10'

PT Sta. 375+67.85(A)



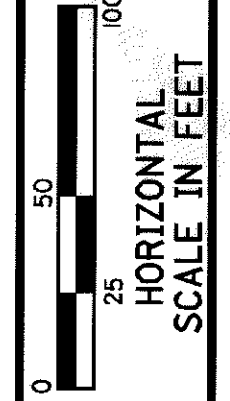
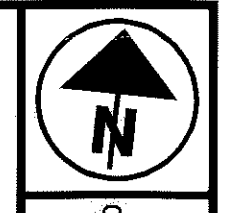
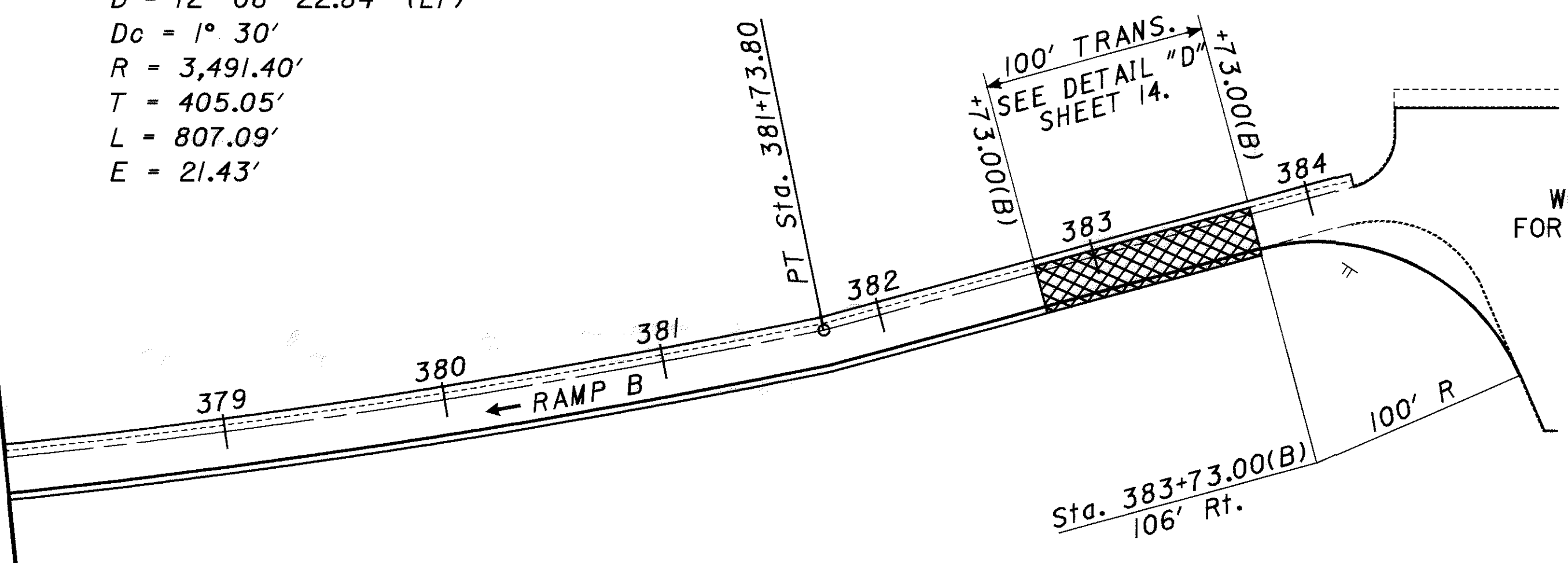
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67 TO 101.

MATCH LINE STA. 378+00(B)
SEE SHEET 42.

REST AREA
RAMP B CURVE DATA

P.I. Sta = 377+71.76
D = 12° 06' 22.84" (LT)
Dc = 1° 30'
R = 3,491.40'
T = 405.05'
L = 807.09'
E = 21.43'

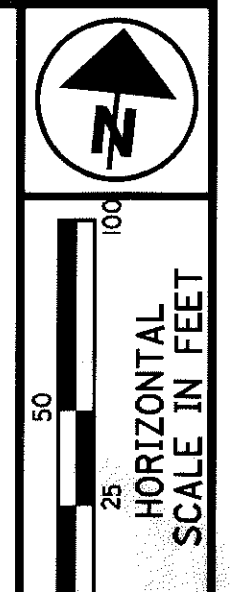
PT Sta. 381+73.80



CALCULATED
CHECKED

U.S.R.-33 AND REST AREA RAMP A AND B

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



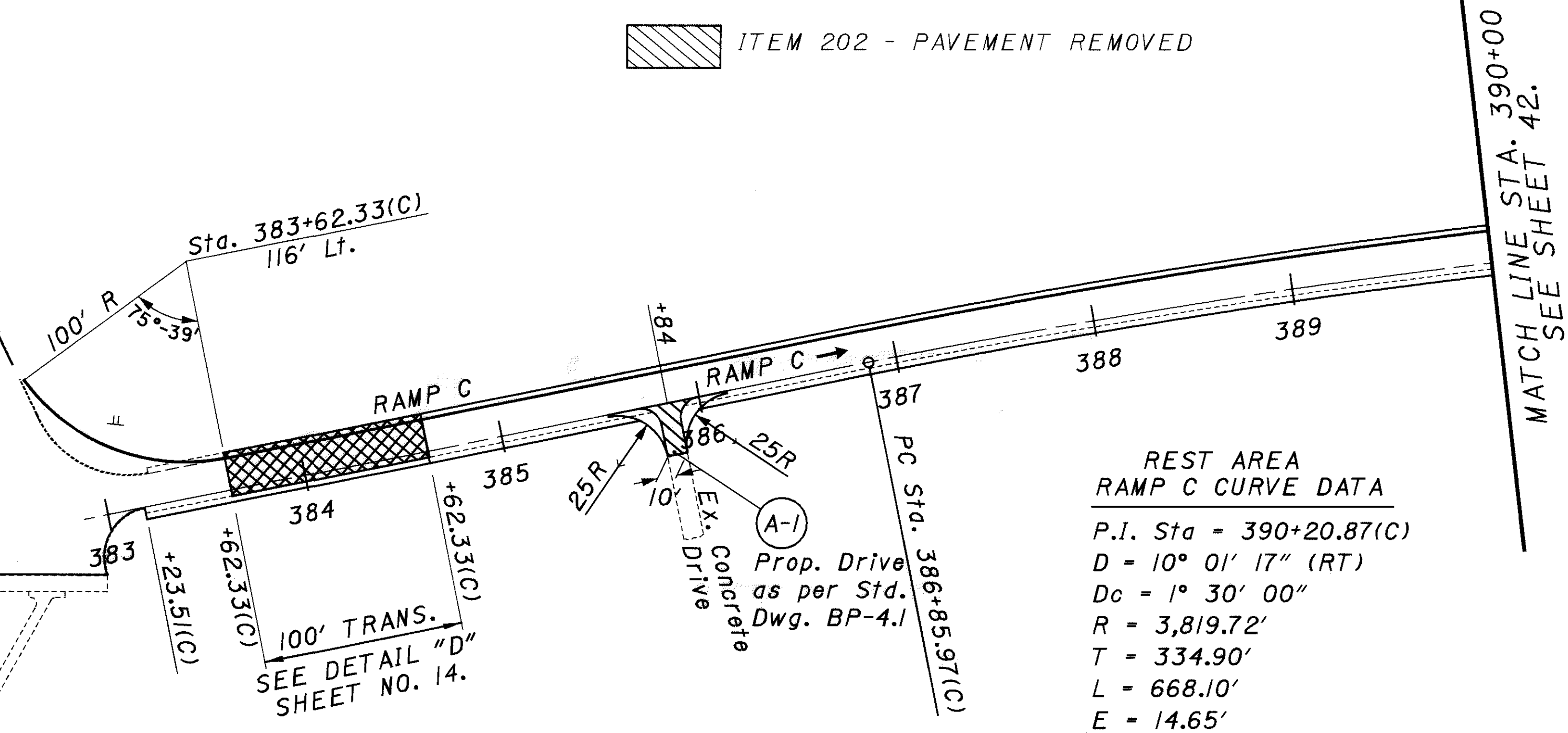
CALCULATED
CHECKED

U.S.R.-33 AND REST AREA RAMPS
C AND D

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR SIGNING DETAILS SEE SHEET 80

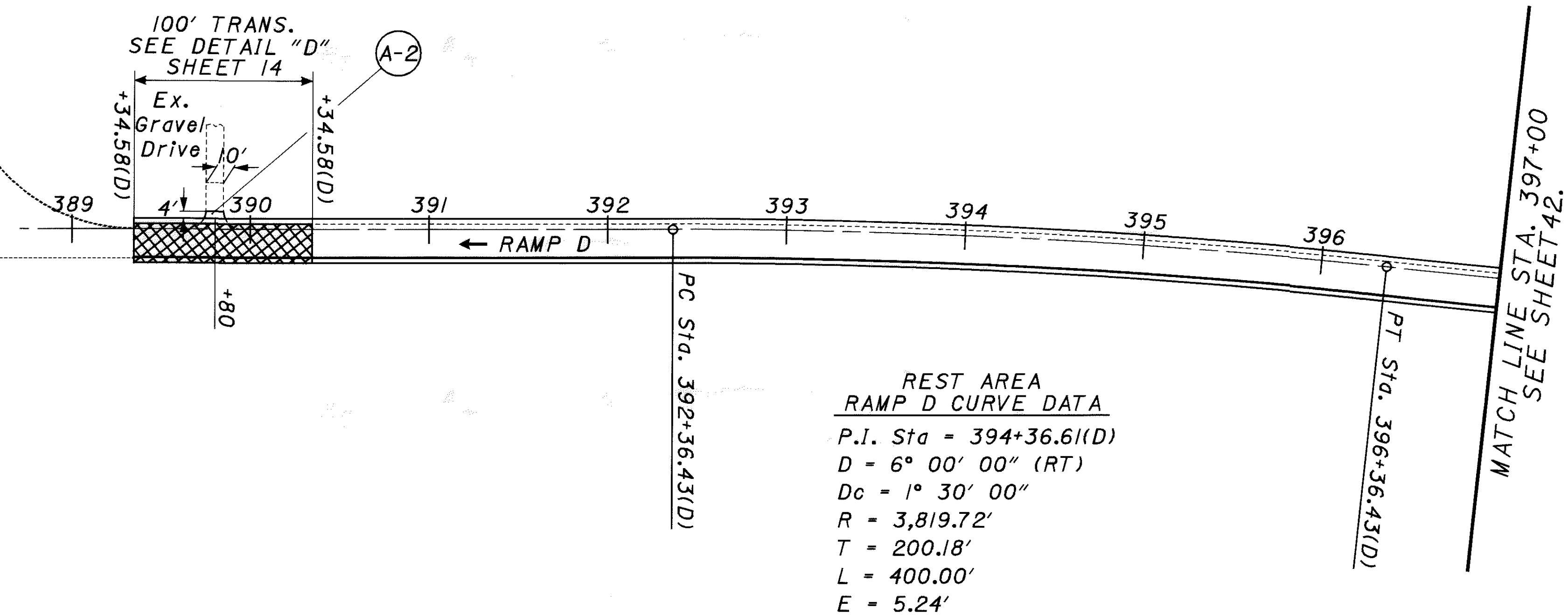
EASTBOUND REST AREA
FOR DETAILS SEE SHEET 54.



REST AREA
RAMP C CURVE DATA
 P.I. Sta = 390+20.87(C)
 D = 10° 01' 17" (RT)
 Dc = 1° 30' 00"
 R = 3,819.72'
 T = 334.90'
 L = 668.10'
 E = 14.65'

FOR ESTIMATED QUANTITIES SEE SHEET NO.'S 29 TO 31
FOR TRAFFIC CONTROL SEE SHEET NO.'S 67 TO 101.

WESTBOUND REST AREA
FOR DETAILS SEE SHEET 54.



REST AREA
RAMP D CURVE DATA
 P.I. Sta = 394+36.61(D)
 D = 6° 00' 00" (RT)
 Dc = 1° 30' 00"
 R = 3,819.72'
 T = 200.18'
 L = 400.00'
 E = 5.24'

RAMP B CURVE DATA

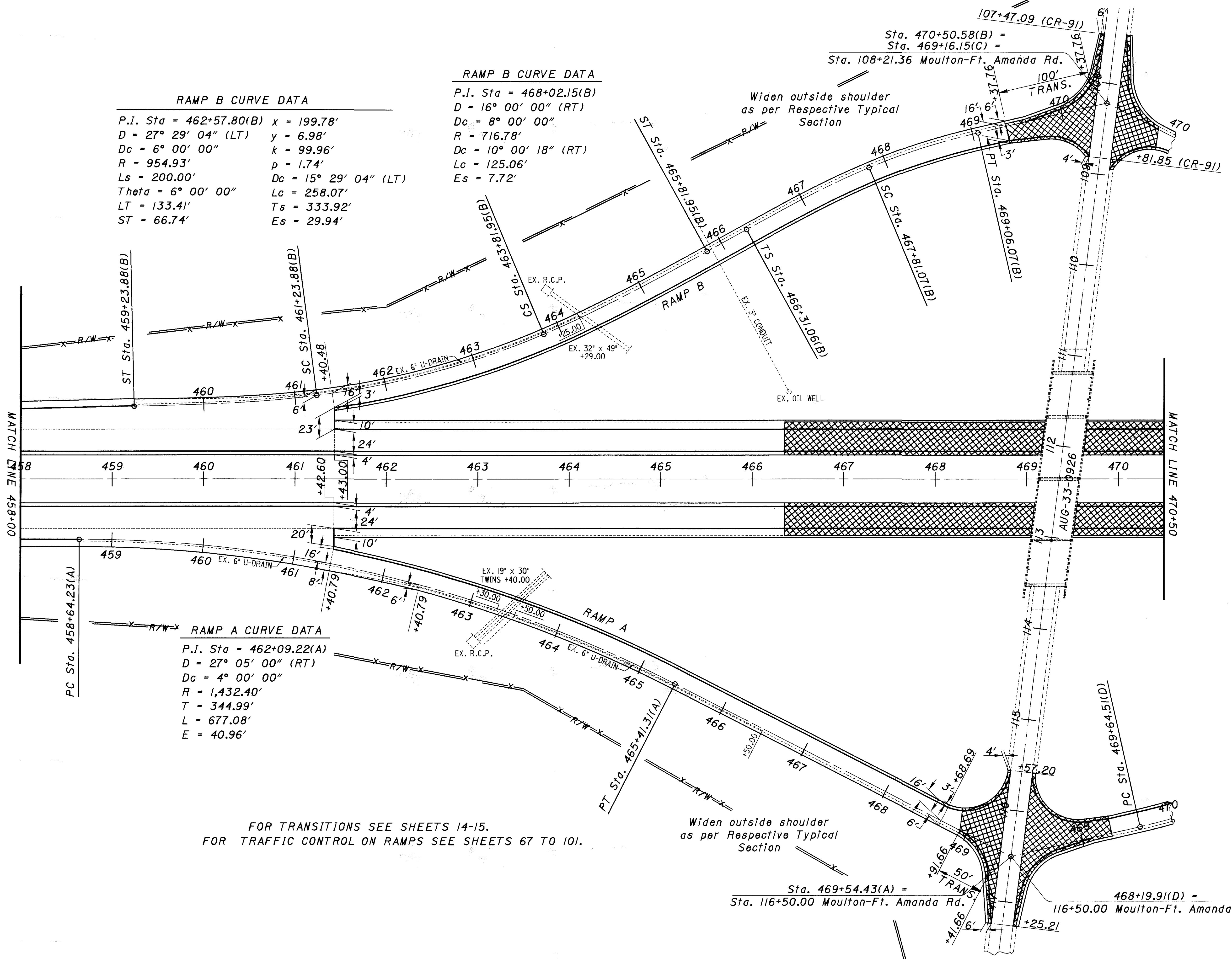
P.I. Sta = 462+57.80(B)	x = 199.78'
D = 27° 29' 04" (LT)	y = 6.98'
Dc = 6° 00' 00"	k = 99.96'
R = 954.93'	p = 1.74'
Ls = 200.00'	Dc = 15° 29' 04" (LT)
Theta = 6° 00' 00"	Lc = 258.07'
LT = 133.41'	Ts = 333.92'
ST = 66.74'	Es = 29.94'

RAMP B CURVE DATA

P.I. Sta = 468+02.15(B)
D = 16° 00' 00" (RT)
Dc = 8° 00' 00"
R = 716.78'
Dc = 10° 00' 18" (RT)
Lc = 125.06'
Es = 7.72'

RAMP A CURVE DATA

P.I. Sta = 462+09.22(A)
D = 27° 05' 00" (RT)
Dc = 4° 00' 00"
R = 1,432.40'
T = 344.99'
L = 677.08'
E = 40.96'

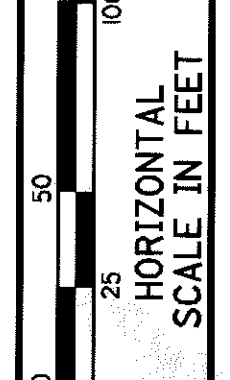
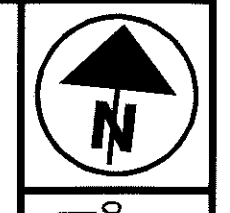


FOR TRANSITIONS SEE SHEETS 14-15.
FOR TRAFFIC CONTROL ON RAMPS SEE SHEETS 67 TO 101.



U.S.R.-33 AND C.R.-91/ MOULTON FT. AMANDA RD.
RAMPS A AND B

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

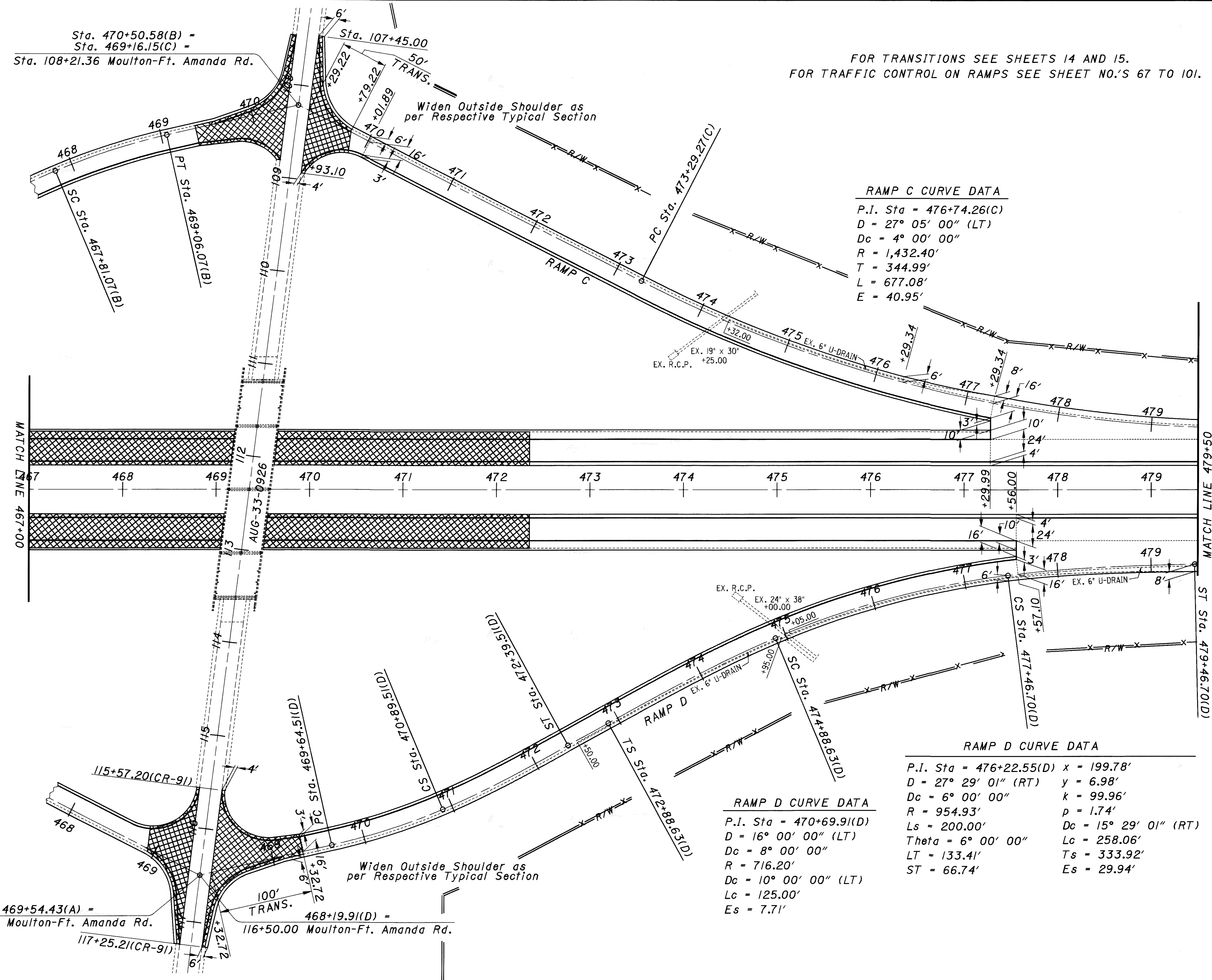


CALCULATED
CHECKED

U.S.R.-33 AND C.R.-91/MOULTON FT. AMANDA RD.
RAMPS C AND D

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR TRANSITIONS SEE SHEETS 14 AND 15.
FOR TRAFFIC CONTROL ON RAMPS SEE SHEET NO.'S 67 TO 101.



Sta. 470+50.58(B) =
Sta. 469+16.15(C) =
Sta. 108+21.36 Moulton-Ft. Amanda Rd.

RAMP C CURVE DATA
P.I. Sta = 476+74.26(C)
D = 27° 05' 00" (LT)
Dc = 4° 00' 00"
R = 1,432.40'
T = 344.99'
L = 677.08'
E = 40.95'

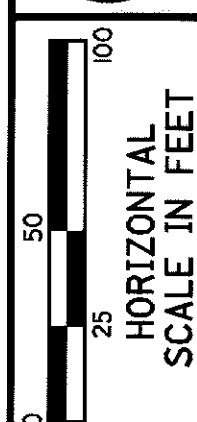
RAMP D CURVE DATA
P.I. Sta = 470+69.91(D)
D = 16° 00' 00" (LT)
Dc = 8° 00' 00"
R = 716.20'
Dc = 10° 00' 00" (LT)
Lc = 125.00'
Es = 7.71'

RAMP D CURVE DATA
P.I. Sta = 476+22.55(D) x = 199.78'
D = 27° 29' 01" (RT) y = 6.98'
Dc = 6° 00' 00" k = 99.96'
R = 954.93' p = 1.74'
Ls = 200.00' Dc = 15° 29' 01" (RT)
Theta = 6° 00' 00" Lc = 258.06'
LT = 133.41' Ts = 333.92'
ST = 66.74' Es = 29.94'

Sta. 469+54.43(A) =
Sta. 116+50.00 Moulton-Ft. Amanda Rd.
117+25.21(CR-91)
115+57.20(CR-91)
116+50.00 Moulton-Ft. Amanda Rd.
468+19.91(D) =

Widen Outside Shoulder as per Respective Typical Section

Widen Outside Shoulder as per Respective Typical Section



CALCULATED
CHECKED

**U.S.R.-33 AND C.R.-33A INTERCHANGE
RAMPS A - B AND BB**

**AUG-33-9.25
(PROGRAMMED AS AUG-33-6.60)**

FOR TRANSITION DETAILS SEE SHEET 14 AND 15.
FOR TRAFFIC CONTROL DETAILS SEE SHEET NO.'S 67 TO 101.

RAMP A CURVE DATA

P.I. Sta = 648+90.39
D = 29° 56' 56" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 510.83'
L = 998.30'
E = 67.14'

Widen outside shoulder
as per Respective Typical
Section

Widen outside shoulder
as per Respective Typical
Section

Widen outside shoulder
as per Respective Typical
Section

RAMP B CURVE DATA

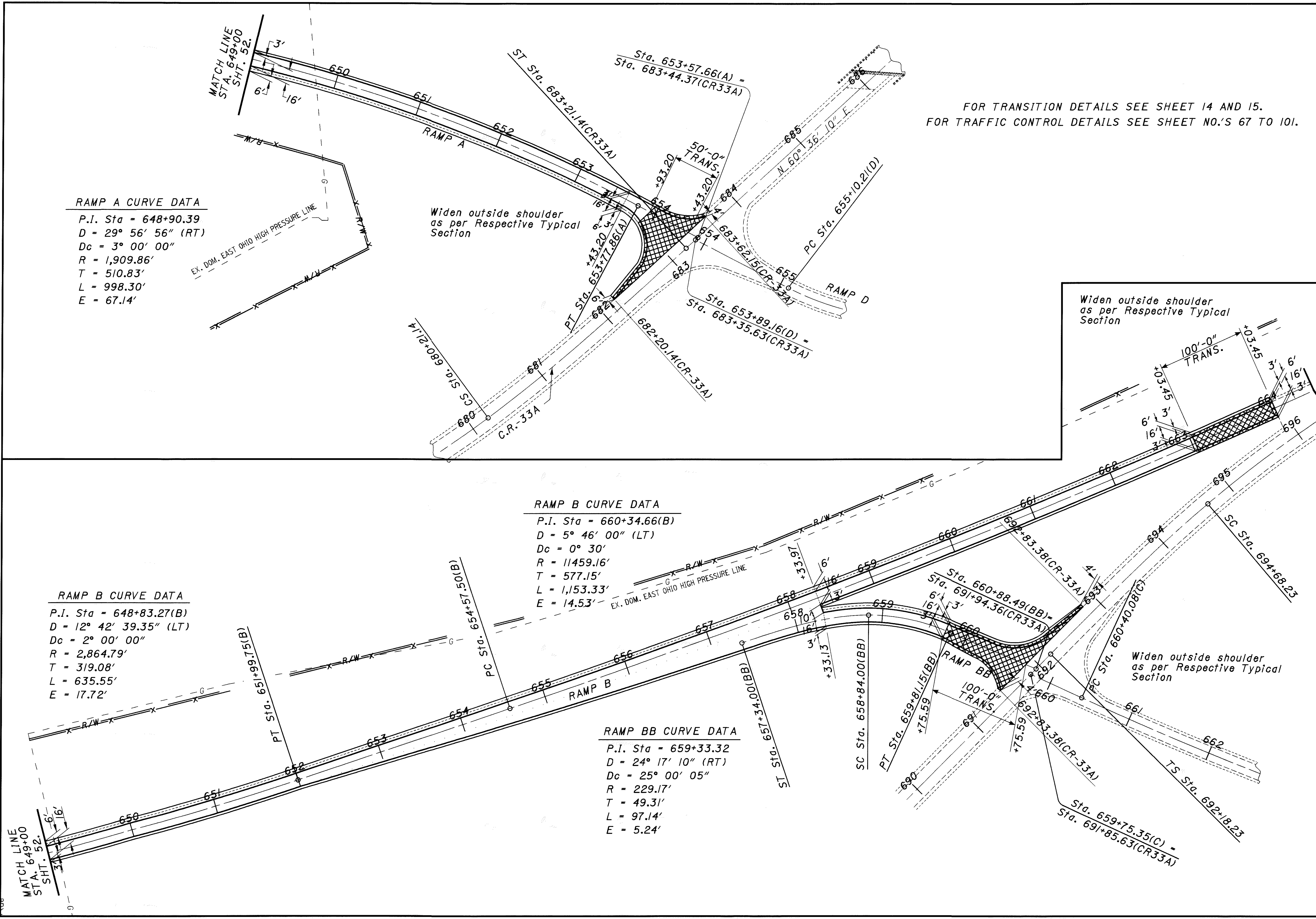
P.I. Sta = 660+34.66(B)
D = 5° 46' 00" (LT)
Dc = 0° 30'
R = 11459.16'
T = 577.15'
L = 1,153.33'
E = 14.53'

RAMP B CURVE DATA

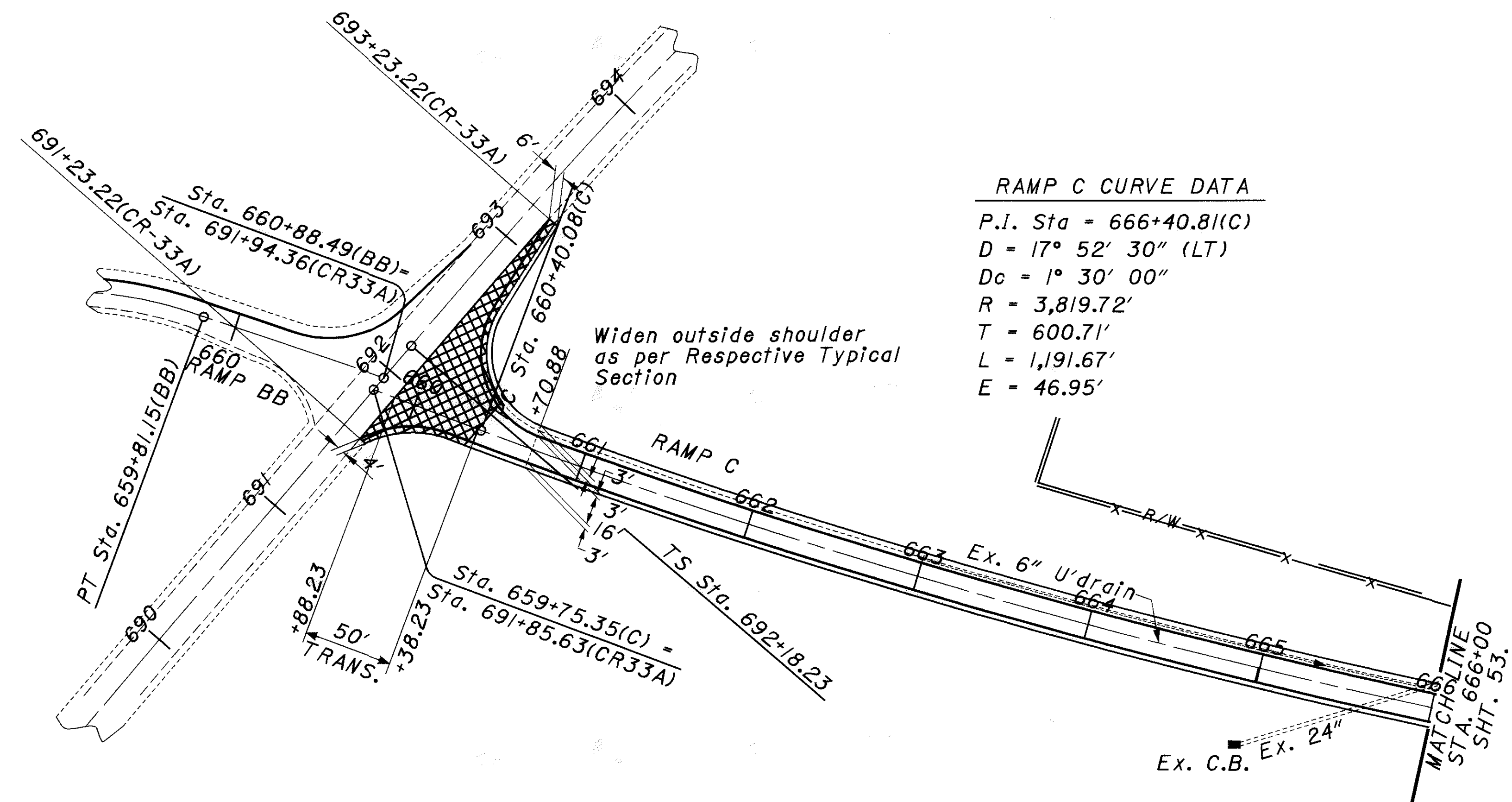
P.I. Sta = 648+83.27(B)
D = 12° 42' 39.35" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 319.08'
L = 635.55'
E = 17.72'

RAMP BB CURVE DATA

P.I. Sta = 659+33.32
D = 24° 17' 10" (RT)
Dc = 25° 00' 05"
R = 229.17'
T = 49.31'
L = 97.14'
E = 5.24'



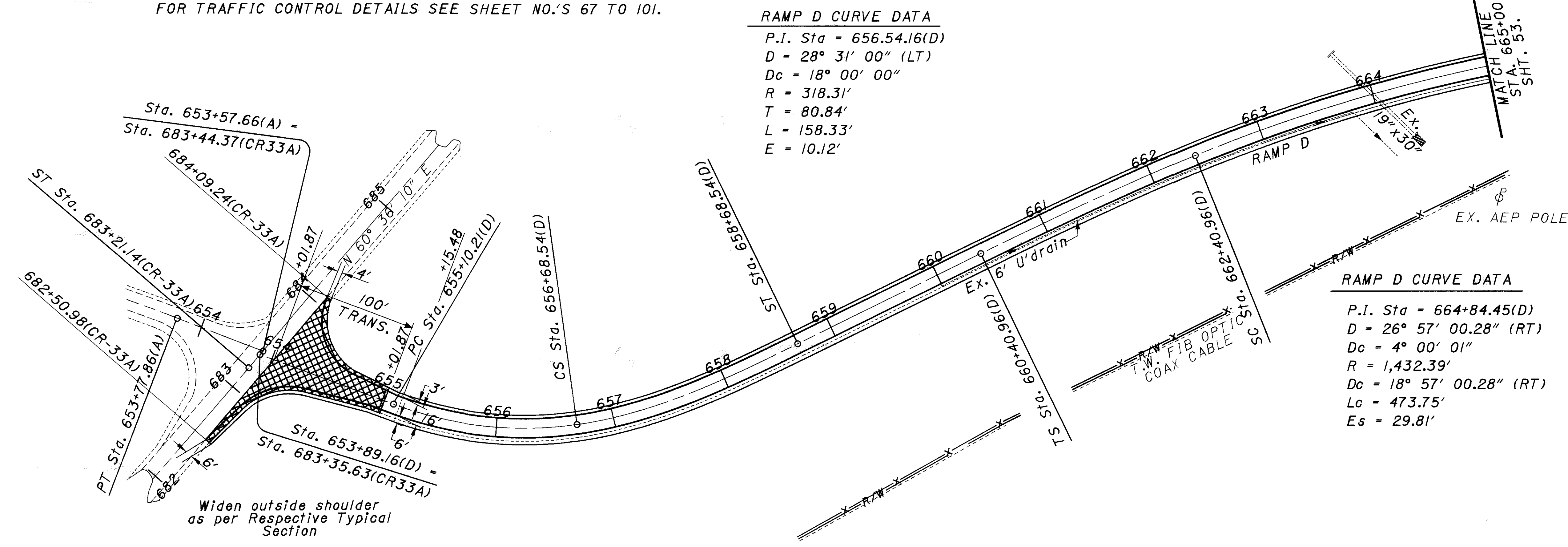
FOR TRANSITION DETAILS SEE SHEETS 14 AND 15.
FOR TRAFFIC CONTROL DETAILS SEE SHEET NO.'S 67 TO 101.



RAMP C CURVE DATA
P.I. Sta = 666+40.81(C)
D = 17° 52' 30" (LT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 600.71'
L = 1,191.67'
E = 46.95'

Widen outside shoulder
as per Respective Typical
Section

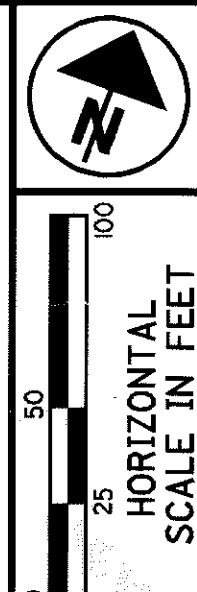
FOR TRANSITION DETAILS SEE SHEETS 14 AND 15.
FOR TRAFFIC CONTROL DETAILS SEE SHEET NO.'S 67 TO 101.



RAMP D CURVE DATA
P.I. Sta = 656.54.16(D)
D = 28° 31' 00" (LT)
Dc = 18° 00' 00"
R = 318.31'
T = 80.84'
L = 158.33'
E = 10.12'

RAMP D CURVE DATA
P.I. Sta = 664+84.45(D)
D = 26° 57' 00.28" (RT)
Dc = 4° 00' 01"
R = 1,432.39'
Dc = 18° 57' 00.28" (RT)
Lc = 473.75'
Es = 29.81'

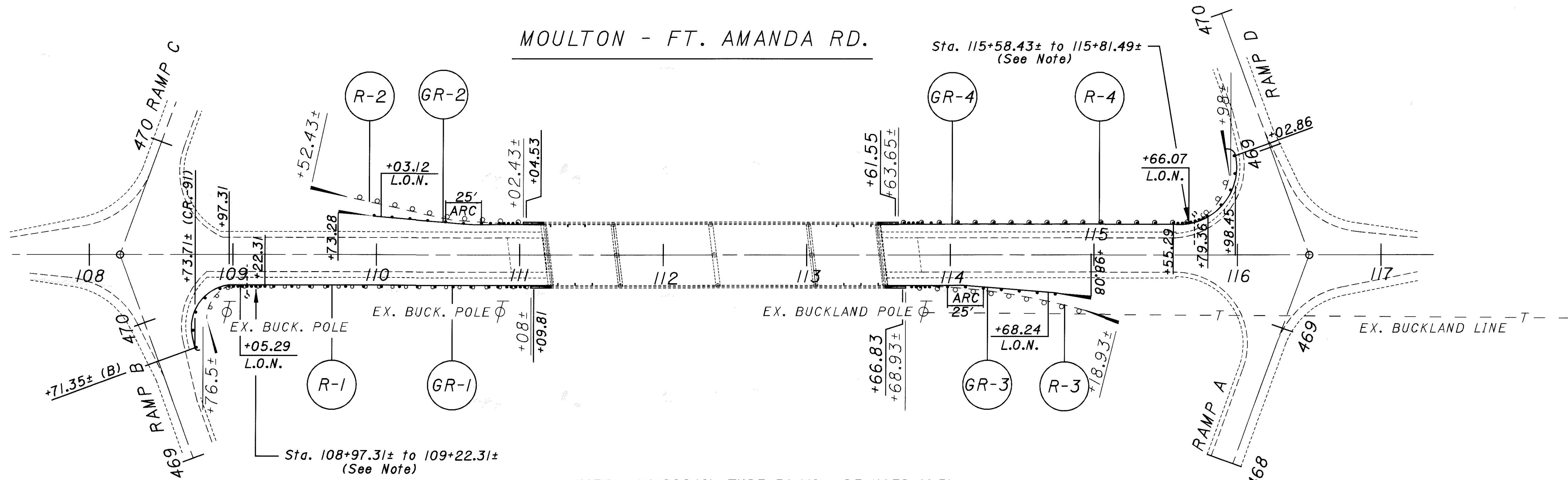
Widen outside shoulder
as per Respective Typical
Section



CALCULATED
CHECKED

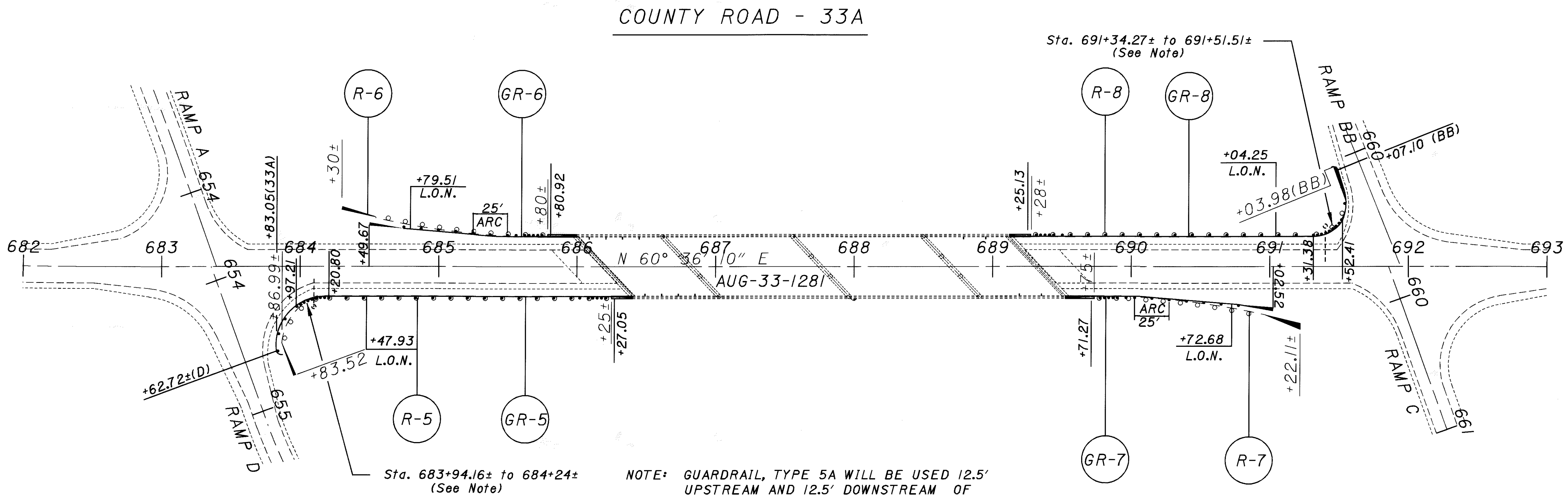
**U.S.R.-33 AND C.R.-33A INTERCHANGE
RAMPS C AND D**

**AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)**



FOR ESTIMATED QUANTITIES SEE SHEET NO. 30
FOR PARAPET TRANSITION DETAILS SEE SHEETS NO.'S 103 TO 107.

NOTE: GUARDRAIL, TYPE 5A WILL BE USED 12.5' UPSTREAM AND 12.5' DOWNSTREAM OF OVERHEAD SIGN SUPPORTS, USING 1/4 PANEL SPACING, AND MAINTAIN A DISTANCE OF GREATER THAN 4' FROM THE SUPPORT.



FOR ESTIMATED QUANTITIES SEE SHEET NO. 30
FOR PARAPET TRANSITION DETAILS SEE SHEETS NO.'S 110 TO 113.

NOTE: GUARDRAIL, TYPE 5A WILL BE USED 12.5' UPSTREAM AND 12.5' DOWNSTREAM OF OVERHEAD SIGN SUPPORTS, USING 1/4 PANEL SPACING, AND MAINTAIN A DISTANCE OF GREATER THAN 4' FROM THE SUPPORT.

PLAN SHEET OVERHEAD ROADS
MOULTON - FT. AMANDA AND CR.-33A

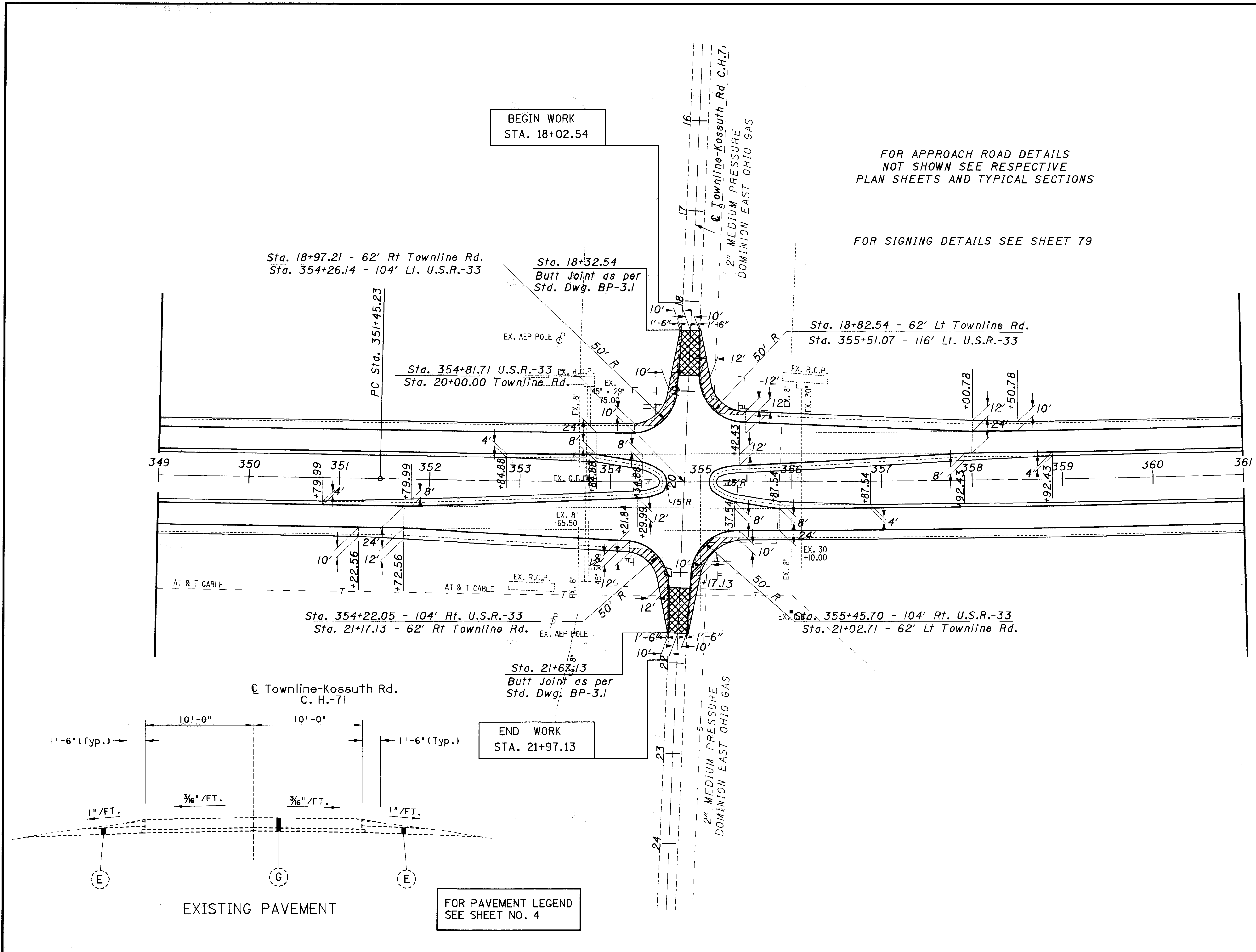
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

61
113

CALCULATED
CHECKED

0 20 40
HORIZONTAL
SCALE IN FEET

N

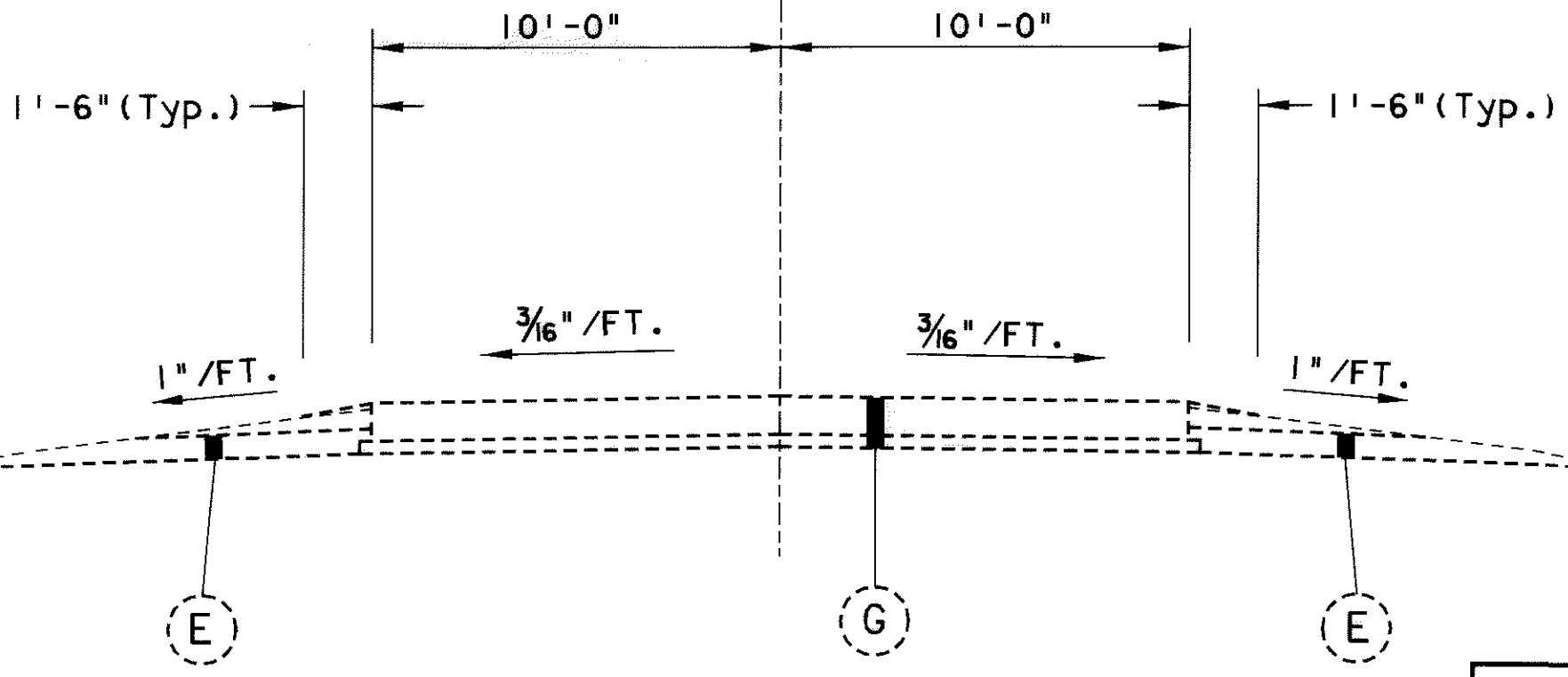


FOR APPROACH ROAD DETAILS
 NOT SHOWN SEE RESPECTIVE
 PLAN SHEETS AND TYPICAL SECTIONS

FOR SIGNING DETAILS SEE SHEET 79

FOR PAVEMENT LEGEND
 SEE SHEET NO. 4

EXISTING PAVEMENT



BEGIN WORK
 STA. 18+02.54

END WORK
 STA. 21+97.13

Sta. 18+97.21 - 62' Rt Townline Rd.
 Sta. 354+26.14 - 104' Lt. U.S.R.-33

Sta. 18+32.54
 Butt Joint as per
 Std. Dwg. BP-3.1

Sta. 18+82.54 - 62' Lt Townline Rd.
 Sta. 355+51.07 - 116' Lt. U.S.R.-33

Sta. 354+22.05 - 104' Rt. U.S.R.-33
 Sta. 21+17.13 - 62' Rt Townline Rd.

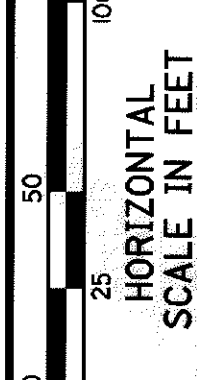
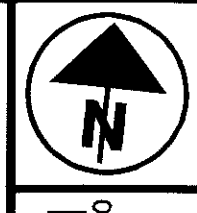
Sta. 355+45.70 - 104' Rt. U.S.R.-33
 Sta. 21+02.71 - 62' Lt Townline Rd.

Sta. 21+67.13
 Butt Joint as per
 Std. Dwg. BP-3.1

Townline-Kossuth Rd.
 C. H.-71

Townline-Kossuth Rd C.H.71
 2" MEDIUM PRESSURE
 DOMINION EAST OHIO GAS

2" MEDIUM PRESSURE
 DOMINION EAST OHIO GAS



CALCULATED
CHECKED

INTERSECTION DETAIL
U.S.R.-33 AND GLYNWOOD NEW KNOXVILLE RD.

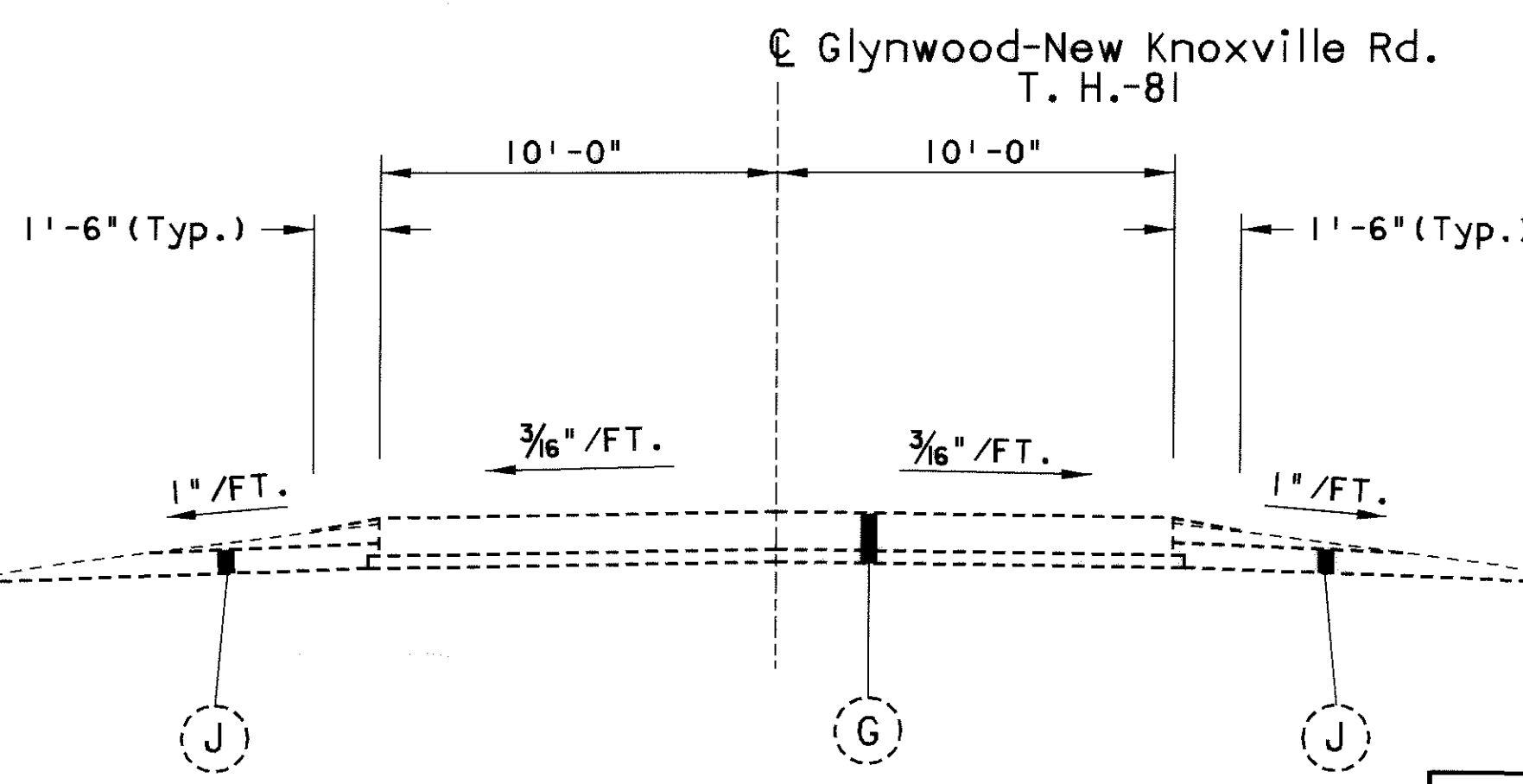
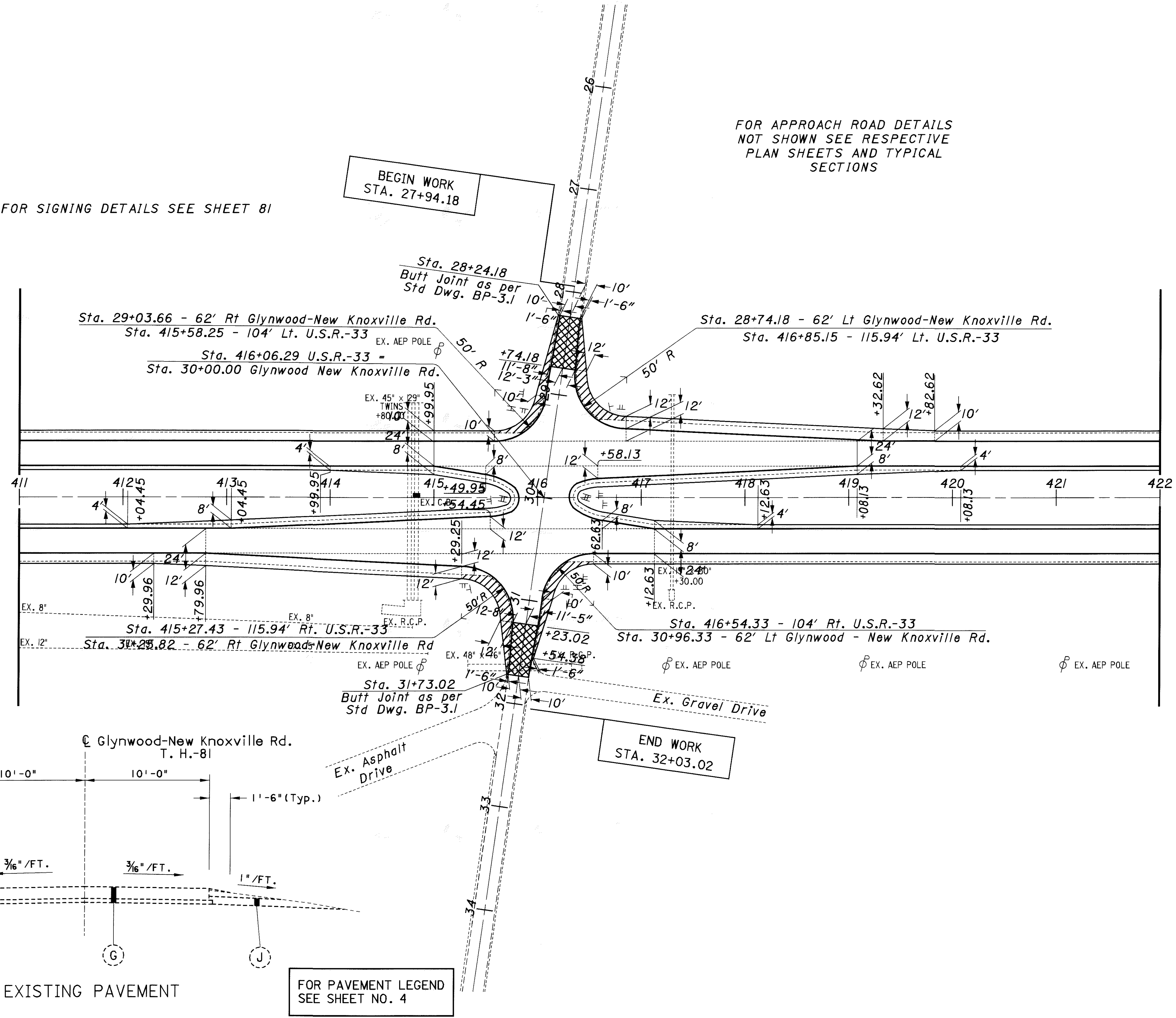
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR APPROACH ROAD DETAILS
NOT SHOWN SEE RESPECTIVE
PLAN SHEETS AND TYPICAL
SECTIONS

FOR SIGNING DETAILS SEE SHEET 81

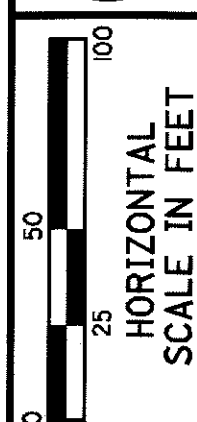
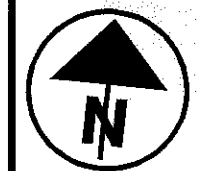
BEGIN WORK
STA. 27+94.18

END WORK
STA. 32+03.02



EXISTING PAVEMENT

FOR PAVEMENT LEGEND
SEE SHEET NO. 4



CALCULATED
CHECKED

**INTERSECTION DETAIL
U.S.R.-33 AND BAY RD.**

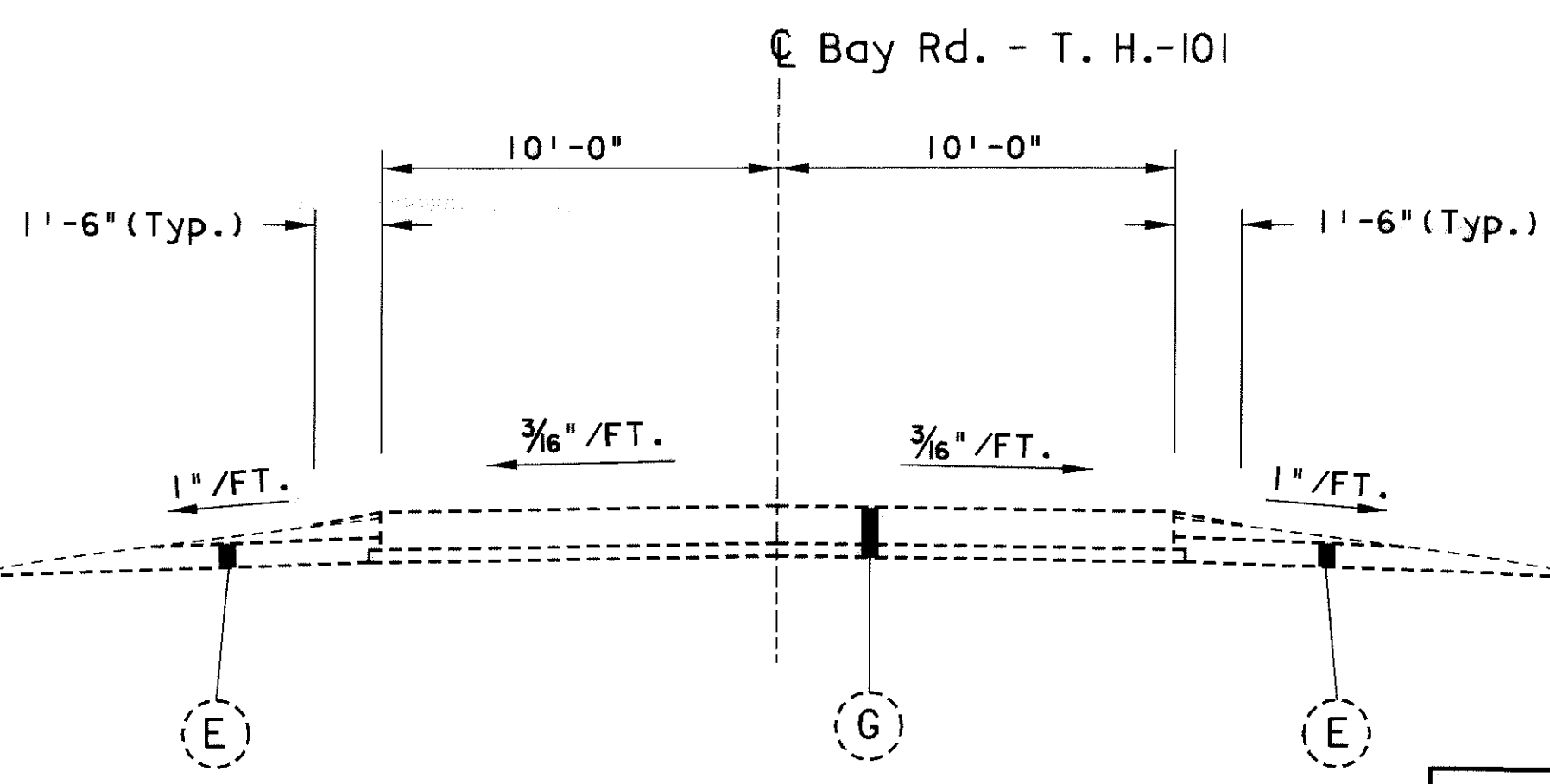
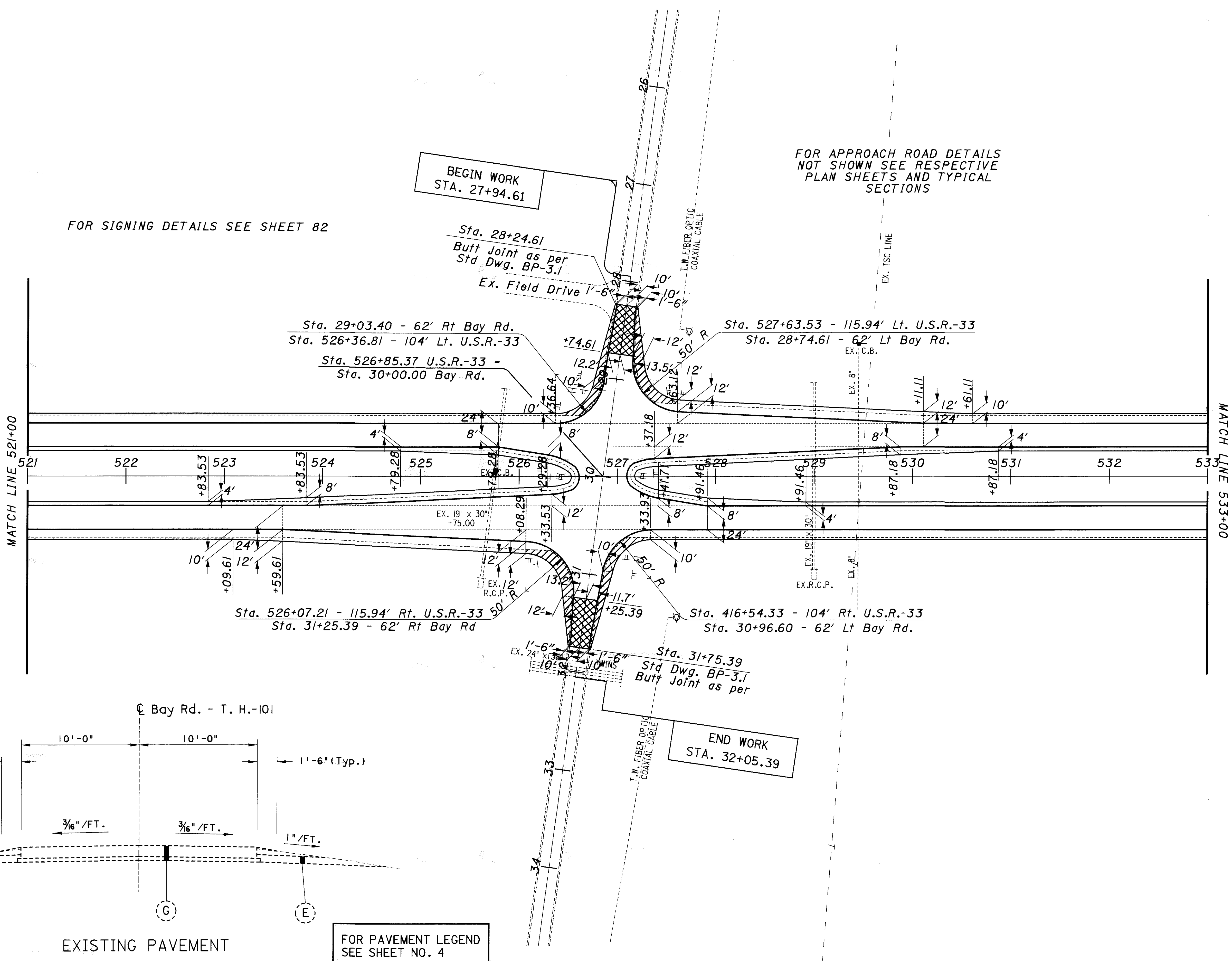
**AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)**

FOR SIGNING DETAILS SEE SHEET 82

FOR APPROACH ROAD DETAILS
NOT SHOWN SEE RESPECTIVE
PLAN SHEETS AND TYPICAL
SECTIONS

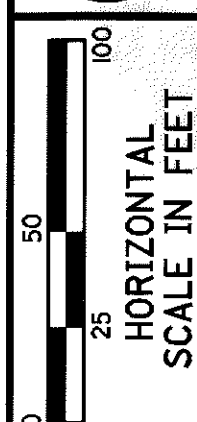
BEGIN WORK
STA. 27+94.61

END WORK
STA. 32+05.39



EXISTING PAVEMENT

FOR PAVEMENT LEGEND
SEE SHEET NO. 4



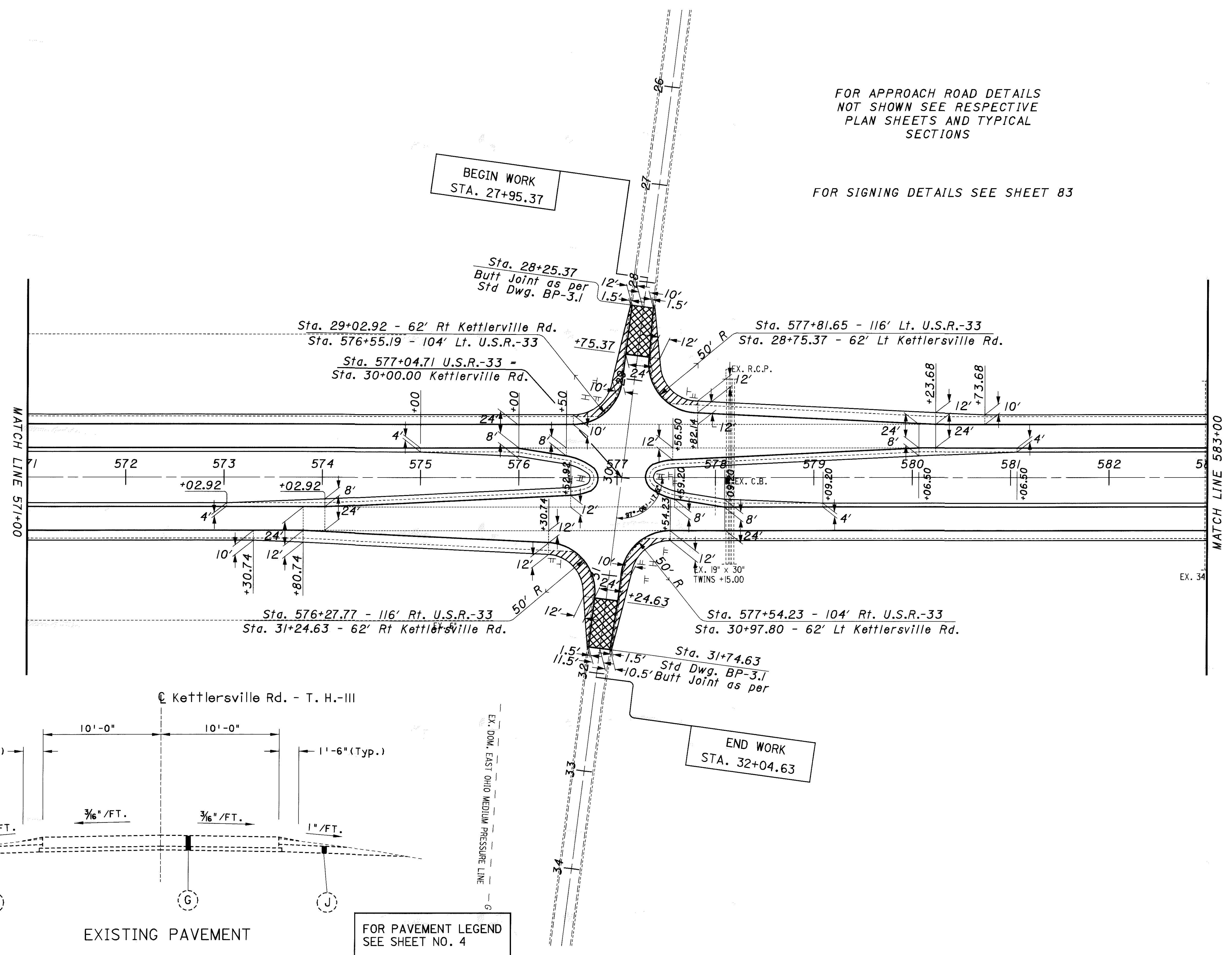
CALCULATED
CHECKED

FOR APPROACH ROAD DETAILS
NOT SHOWN SEE RESPECTIVE
PLAN SHEETS AND TYPICAL
SECTIONS

FOR SIGNING DETAILS SEE SHEET 83

BEGIN WORK
STA. 27+95.37

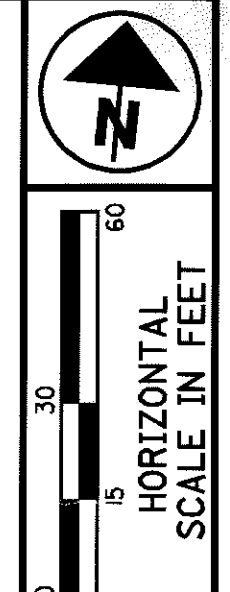
END WORK
STA. 32+04.63



INTERSECTION DETAIL
U.S.R.-33 AND KETTLERSVILLE RD.

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

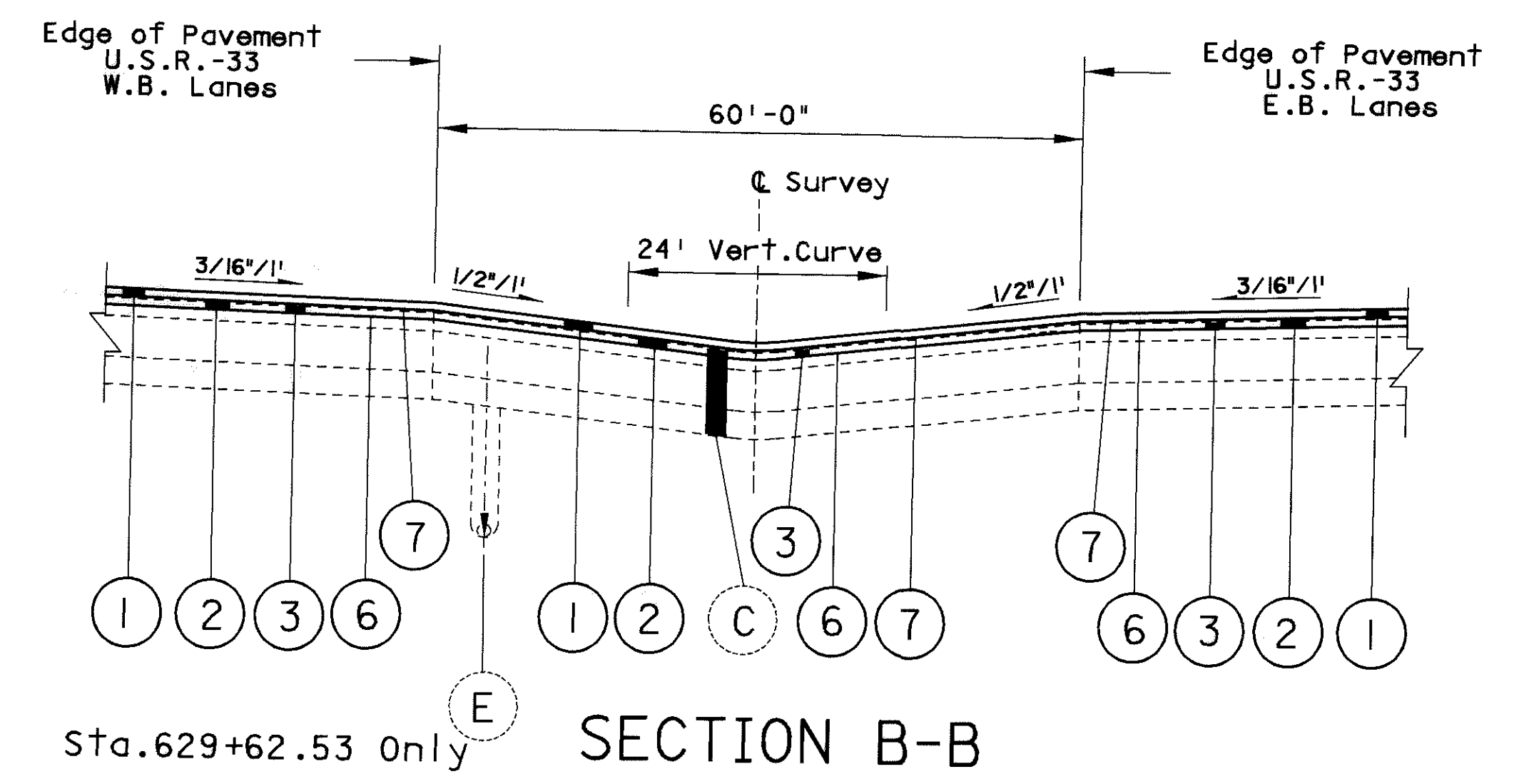
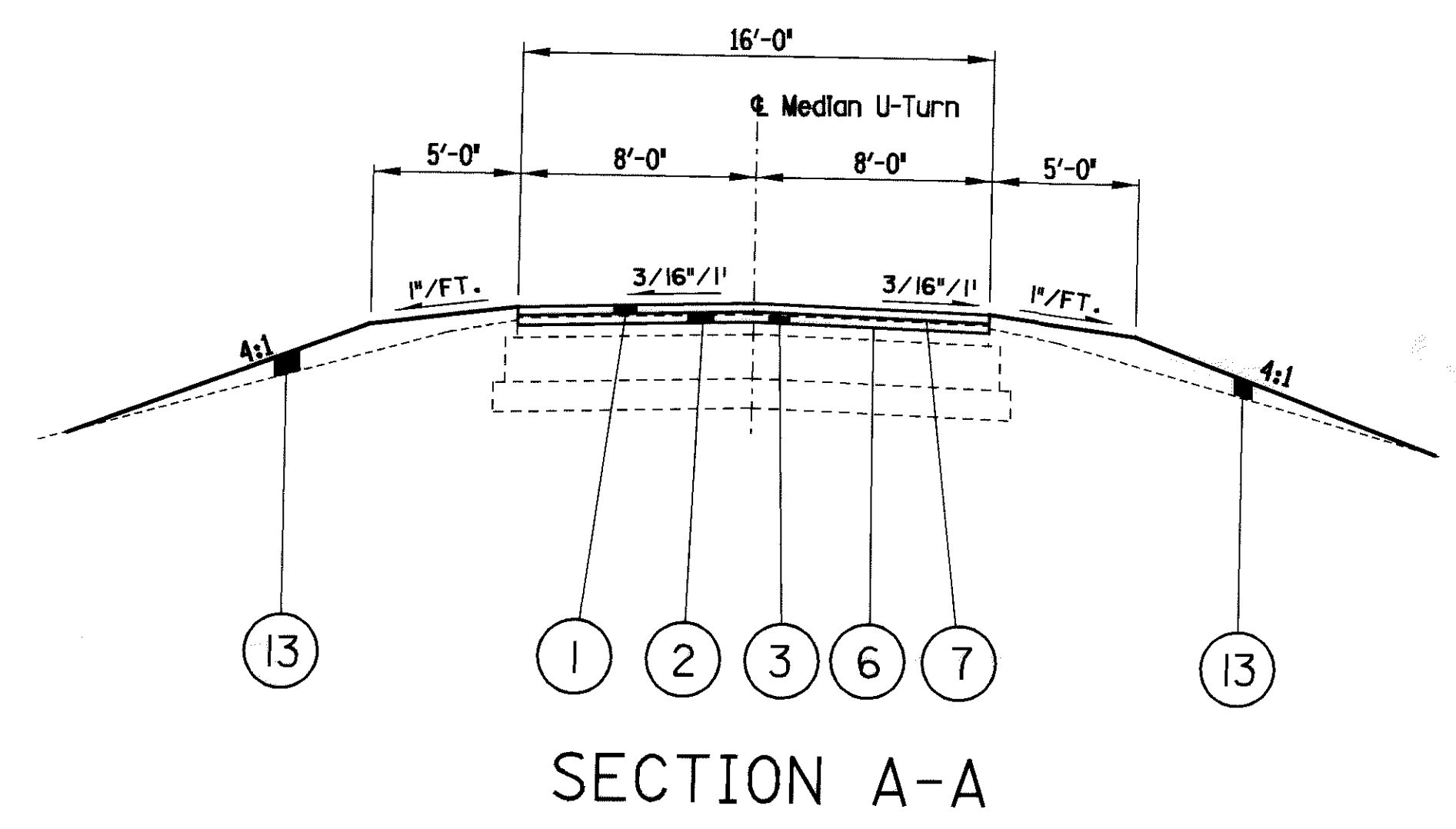
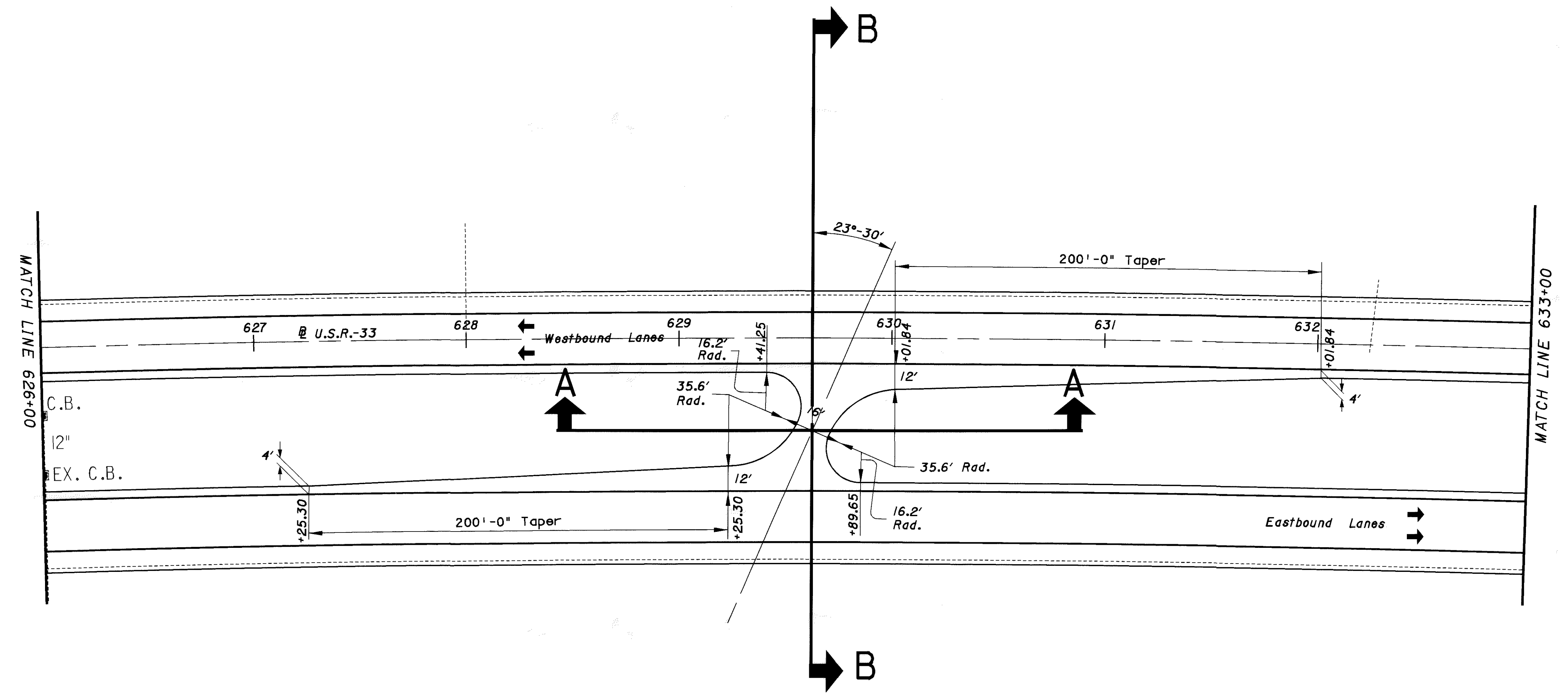
I:de



CALCULATED
CHECKED

MEDIAN CROSSOVER DETAILS

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



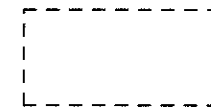
SIGN AND SUPPORT LEGEND

SIGNS:

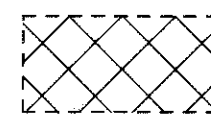
NEW



EXISTING, TO REMAIN



EXISTING, TO BE REMOVED

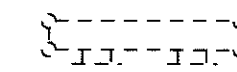
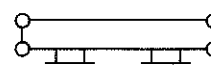


OVERHEAD SUPPORTS:

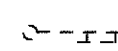
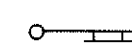
NEW

EXISTING

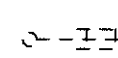
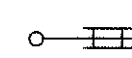
SPAN



CANTILEVER, SINGLE



CANTILEVER, BACK TO BACK

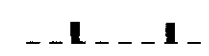
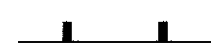


GROUND MOUNTED SUPPORTS:

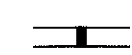
SINGLE



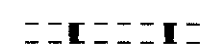
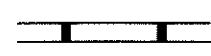
DOUBLE



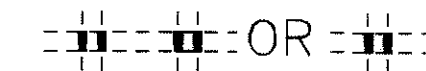
SINGLE, BACK TO BACK



DOUBLE, BACK TO BACK



STOP, ONE WAY, DO NOT ENTER



ITEM 630, REMOVAL OF GROUND MOUNTED SIGN AND STORAGE

THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE THE SIGNS WITHIN THE RIGHT OF WAY ON THIS PROJECT. THE CONTRACTOR SHALL CONTACT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7 TRAFFIC DEPARTMENT AT (937) 497-6841 FOR THE SIGNS TO BE PICKED UP BY STATE FORCES.

PAVEMENT MARKING LEGEND

EDGE LINE



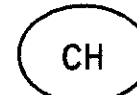
CENTER LINE



LANE LINE



CHANNELIZING LINE



TRANSVERSE LINE



STOP LINE



RUMBLE STRIP



MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RAISED PAVEMENT MARKERS AND RAISED PAVEMENT MARKER CASTINGS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED AS "INSTALLATION ONLY". THE QUANTITY AND TYPE OF DEPARTMENT SUPPLIED MATERIALS ARE SHOWN ON SHEET NO. 77 OF THIS PLAN.

THE CONTRACTOR SHALL PICK UP THE DEPARTMENT SUPPLIED RAISED PAVEMENT MARKER MATERIALS AT THE

O.P.I.
315 PHILLIPI RD.
COLUMBUS, OHIO
45895

FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPMS. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE (5) CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPMS WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR MATERIALS DAMAGED BY THE CONTRACTOR OR FOR CASTINGS RECEIVED BY THE CONTRACTOR WHICH WERE NOT INSTALLED AND WERE NOT RETURNED TO THE DEPARTMENT.

RETURN OF NON-PERFORMED RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT

RAISED PAVEMENT MARKER MATERIALS SUPPLIED BY THE DEPARTMENT, THAT ARE NON-PERFORMED, SHALL BE CAREFULLY PACKED OR REPACKED IN THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES SHALL BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER, THE ODOT PROJECT NUMBER, THE STYLE OF THE CASTING, AND THE COLOR OF THE PRISMATIC RETRO-REFLECTOR. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FROM THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO. CASTING STYLES SHALL NOT BE MIXED WITHIN A BOX. ANY BOXES NOT PROPERLY PACKED OR MARKED WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

THE BOXES SHALL BE PLACED ON SKIDS OR PALLETS WITH ONLY ONE STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORIZED OR NON-REFLECTORIZED) AND NO MORE THAN 21 BOXES (420 RPM'S) ON EACH SKID.

NON-PERFORMED MATERIALS SHALL BE RETURNED, TO A LOCATION SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER, WITHIN 30 CALENDAR DAYS OF THE COMPLETION OF THE PROJECT.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

IF THE DEPARTMENT HAS TO REPACKAGE THE RPMS CORRECTLY, THE CONTRACTOR WILL BE ASSESSED THE ACTUAL COST FOR REPACKAGING THE MATERIALS BY THE DEPARTMENT'S FORCES.

LOADING OF MATERIALS SUPPLIED BY THE DEPARTMENT AT THE RECYCLER'S WAREHOUSE

TRUCKS SHALL HAVE A LOADING HEIGHT OF 4' AND BE ABLE TO BACK UP FLUSH TO THE LOADING DOCK.

TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS OR PROTRUSIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK.

SEMI-TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF 4 PALLETS (ONE PALLET = 21 BOXES = 433 LBS.).

STAKE BODY TRUCKS ARE APPROPRIATE TO LOAD LESS THAN 4 PALLETS, PROVIDED THE TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT BY CHAINING OR STRAPPING DOWN AS NEEDED

PICKUP TRUCKS ARE APPROPRIATE FOR LOADS OF APPROXIMATELY ONE PALLET, PROVIDED THE PICKUP TRUCK IS RATED FOR THE LOAD AND THE LOAD CAN BE SAFELY SECURED FOR TRANSPORT.

DUMP TRUCKS, TILT BED TRUCKS, AND NON COMMERCIAL MOVING VANS WILL NOT BE LOADED BY THE RECYCLER'S WAREHOUSE.

THE WAREHOUSE SUPERVISOR WILL REFUSE TO LOAD ANY TRUCK THAT IS UNSAFE TO LOAD OR UNSUITABLE FOR THE LOAD BEING PLACED ON THE TRUCK.

CALCULATED
CHECKED

RPM DETAIL NOTES

AUG - 33 - 6 . 25
(PROGRAMMED AS AUG-33-6.60)

68
113

SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
70	71	72	73	74	75	76	77	78							
								102		620	10300	102	EACH	DELINEATOR, TYPE C, POST MOUNTED	
								48		620	15300	48	EACH	DELINEATOR, TYPE D, POST MOUNTED	
								9		620	31200	9	EACH	DELINEATOR REMOVED FOR DISPOSAL	
							1136			621	00200	1136	EACH	RAISED PAVEMENT MARKER, INSTALLATION ONLY	
534.59	533.05									630	02100	1068	LIN FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
311.16	311.16									630	03100	623	LIN FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
87.68	75.68									630	81110	164	SQ FT	SIGN ERECTED, FLAT SHEET, TYPE G	
7	9									630	85000	16	EACH	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE	
27	27									630	85100	54	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
55	55									630	86002	110	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
		6.72	7.55	4.08	10.96	2.39				642	00100	31.70	MILE	EDGE LINE, TYPE I	
		3.52	0.10	4.33	2.06	3.78				642	00200	13.79	MILE	LANE LINE, TYPE I	
		0.05	0.05	0.15	0.11	0.17				642	00300	0.53	MILE	CENTER LINE, TYPE I	
			1914	1348		1778				644	00400	5040	LIN FT	CHANNELIZING LINE	
	60		52	154	109	151				644	00500	526	LIN FT	STOP LINE	
			721	394		547				644	00700	1662	LIN FT	TRANSVERSE LINE	
			4089							644	01200	4089	LIN FT	PARKING LOT STALL MARKING	
			4							644	01600	4	EACH	HANDICAP SYMBOL MARKING	

TRAFFIC CONTROL SUMMARY

AUG - 33 - 6.25
(PROGRAMMED AS AUG-33-6.60)

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630													
							REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	SIGN ERECTED, FLAT SHEET, TYPE G	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE			GROUND MOUNTED SUPPORT, NO. 2 POST								
							EACH	SQ FT	EACH			LIN FT	LIN FT	EACH						
U.S.R. 33 & TOWNLINE-KOSSUTH RD. INTERSECTION:																				
79	S-1	U.S.R. 33 E.B.	STA. 354+19.45	RT.	R-43L-48	48" x 18"										28.43		2		
79	S-2	U.S.R. 33 E.B.	STA. 354+26.19	RT.	R-41B-36	36" x 36"												1		
79	S-3	U.S.R. 33	STA. 354+27.14	MED.	R-37R-36	36" x 48"											30.37	2		
79	S-4	U.S.R. 33	STA. 354+33.77	MED.	R-41B-36	36" x 36"												2		
79	S-5	U.S.R. 33	STA. 354+41.30	MED.	R-43R-48	48" x 18"									25.65			2		
79	S-6	U.S.R. 33	STA. 354+41.30	MED.	R-2-48	48" x 48"			6.92						29.54					
79	S-7	U.S.R. 33 W.B.	STA. 354+48.97	LT.	N-19A-30	30" x 18"									13.03			1		
79	S-8	U.S.R. 33 W.B.	STA. 354+48.97	LT.	N-19B-30	30" x 24"									14.28			1		
79	S-9	TOWNLINE-KOSSUTH	STA. 19+00.54	RT.	D-7-72	72" x 12"			6						27.94					
79	S-10	TOWNLINE-KOSSUTH	STA. 19+15.43	RT.	R-1-36	36" x 36"											31.88	2		
79	S-11	TOWNLINE-KOSSUTH	STA. 19+15.43	RT.	R-107A-24	24" x 18"														
79	S-12	TOWNLINE-KOSSUTH	STA. 19+15.43	RT.	R-43R-48	48" x 18"			6								15.54			
79	S-13	TOWNLINE-KOSSUTH	STA. 19+15.43	RT.	R-43L-48	48" x 18"			6											
79	S-14	TOWNLINE-KOSSUTH	STA. 20+85.57	LT.	R-1-36	36" x 36"											31.88	1		
79	S-15	TOWNLINE-KOSSUTH	STA. 20+85.57	LT.	R-107A-24	24" x 18"														
79	S-16	TOWNLINE-KOSSUTH	STA. 20+85.57	LT.	R-43L-48	48" x 18"			6								15.54			
79	S-17	TOWNLINE-KOSSUTH	STA. 20+85.57	LT.	R-43R-48	48" x 18"			6											
79	S-18	TOWNLINE-KOSSUTH	STA. 21+00.57	LT.	D-7-72	72" x 12"									27.94			2		
79	S-19	U.S.R. 33 E.B.	STA. 355+17.31	RT.	N-19B-30	30" x 24"									14.28			1		
79	S-20	U.S.R. 33	STA. 355+28.71	MED.	R-2-48	48" x 48"			6.92						29.54					
79	S-21	U.S.R. 33	STA. 355+28.71	MED.	R-43R-48	48" x 18"									25.65			2		
79	S-22	U.S.R. 33	STA. 355+35.45	MED.	R-41B-36	36" x 36"												2		
79	S-23	U.S.R. 33	STA. 355+40.61	MED.	R-37R-36	36" x 48"											30.37	2		
79	S-24	U.S.R. 33 W.B.	STA. 355+40.79	LT.	R-41B-36	36" x 36"												1		
79	S-25	U.S.R. 33 W.B.	STA. 355+46.59	LT.	R-43L-48	48" x 18"									28.43			2		
REST AREAS:																				
80	S-26	E.B. REST AREA	Sta. 383+11.45(C)	LT.	R-43R-36	36" x 12"									23			2		
80	S-27	W.B. REST AREA	Sta. 384+20.74(B)	RT.	R-43R-36	36" x 12"									23			2		
U.S.R. 33 & GLYNWOOD-NEW KNOXVILLE RD. INTERSECTION:																				
81	S-28	U.S.R. 33 E.B.	STA. 415+40.41	RT.	R-43L-48	48" x 18"									28.43			2		
81	S-29	U.S.R. 33	STA. 415+43.59	MED.	R-37R-36	36" x 48"											30.37	2		
81	S-30	U.S.R. 33 E.B.	STA. 415+46.52	RT.	R-41B-36	36" x 36"												1		
81	S-31	U.S.R. 33	STA. 415+51.84	MED.	R-41B-36	36" x 36"												2		
81	S-32	U.S.R. 33	STA. 415+63.56	MED.	R-43R-48	48" x 18"									25.65			2		
81	S-33	U.S.R. 33	STA. 415+63.56	MED.	R-2-48	48" x 48"			6.92						29.54					
81	S-34	GLYNWOOD-NEW KNOX.	STA. 29+08.11	RT.	D-7-72	72" x 12"			6						27.94			2		
81	S-35	GLYNWOOD-NEW KNOX.	STA. 29+23.11	RT.	R-1-36	36" x 36"											31.88	2		
81	S-36	GLYNWOOD-NEW KNOX.	STA. 29+23.11	RT.	R-107A-24	24" x 18"														
81	S-37	GLYNWOOD-NEW KNOX.	STA. 29+23.11	RT.	R-43R-48	48" x 18"			6								15.54			
81	S-38	GLYNWOOD-NEW KNOX.	STA. 29+23.11	RT.	R-43L-48	48" x 18"			6											
81	S-39	GLYNWOOD-NEW KNOX.	STA. 30+80.24	LT.	R-1-36	36" x 36"											31.88	2		
81	S-40	GLYNWOOD-NEW KNOX.	STA. 30+80.24	LT.	R-107A-24	24" x 18"														
81	S-41	GLYNWOOD-NEW KNOX.	STA. 30+80.24	LT.	R-43L-48	48" x 18"			6								15.54			
81	S-42	GLYNWOOD-NEW KNOX.	STA. 30+80.24	LT.	R-43R-48	48" x 18"			6											
81	S-43	GLYNWOOD-NEW KNOX.	STA. 30+95.24	LT.	D-7-72	72" x 12"									27.94			2		
81	S-44	U.S.R. 33 E.B.	STA. 416+47.91	RT.	R-15A-36	36" x 36"									29.19			2		
81	S-45	U.S.R. 33	STA. 416+48.50	MED.	R-2-48	48" x 48"			6.92						29.54					
81	S-46	U.S.R. 33	STA. 416+48.50	MED.	R-43R-48	48" x 18"									25.65			2		
81	S-47	U.S.R. 33	STA. 416+60.10	MED.	R-41B-36	36" x 36"												2		
81	S-48	U.S.R. 33	STA. 416+65.72	MED.	R-37R-36	36" x 48"											30.37	2		
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY							27	87.68	7			534.59	311.16	55						

CALCULATED
CHECKED

SIGNING SUBSUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630					GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL							
							REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	SIGN ERRECTED, FLAT SHEET, TYPE G	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE												GROUND MOUNTED SUPPORT, NO. 2 POST
							EACH	SQ FT	EACH		LIN FT	LIN FT	EACH								
U.S.R. 33 & GLYNWOOD-NEW KNOXVILLE RD. INTERSECTION (CONT.):																					
81	S-49	U.S.R. 33 W.B.	STA. 416+70.41	LT.	R-41B-36	36" x 36"							1								
81	S-50	U.S.R. 33 W.B.	STA. 416+81.15	LT.	R-43L-48	48" x 18"					28.43		2								
U.S.R. 33 & BAY RD. INTERSECTION:																					
82	S-51	U.S.R. 33 E.B.	STA. 526+15.55	RT.	R-43L-48	48" x 18"					28.43		2								
82	S-52	U.S.R. 33	STA. 526+21.39	MED.	R-37R-36	36" x 48"						30.37	2								
82	S-53	U.S.R. 33 E.B.	STA. 526+23.26	RT.	R-41B-36	36" x 36"							1								
82	S-54	U.S.R. 33	STA. 526+30.51	MED.	R-41B-36	36" x 36"							2								
82	S-55	U.S.R. 33	STA. 526+41.41	MED.	R-43R-48	48" x 18"					25.65		2								
82	S-56	U.S.R. 33	STA. 526+41.41	MED.	R-2-48	48" x 48"		6.92			29.54										
82	S-57	U.S.R. 33 W.B.	STA. 526+41.69	LT.	R-15A-36	36" x 36"					29.19		2								
82	S-58	BAY ROAD	STA. 28+96.21	RT.	D-7-72	72" x 12"					27.94		2								
82	S-59	BAY ROAD	STA. 29+11.21	RT.	R-1-36	36" x 36"						31.88	1								
82	S-60	BAY ROAD	STA. 29+11.21	RT.	R-107A-24	24" x 18"															
82	S-61	BAY ROAD	STA. 29+11.21	RT.	R-43R-48	48" x 18"		6				15.54									
82	S-62	BAY ROAD	STA. 29+11.21	RT.	R-43L-48	48" x 18"		6													
82	S-63	BAY ROAD	STA. 30+88.93	LT.	R-1-36	36" x 36"						31.88	1								
82	S-64	BAY ROAD	STA. 30+88.93	LT.	R-107A-24	24" x 18"															
82	S-65	BAY ROAD	STA. 30+88.93	LT.	R-43L-48	48" x 18"		6				15.54									
82	S-66	BAY ROAD	STA. 30+88.93	LT.	R-43R-48	48" x 18"		6													
82	S-67	BAY ROAD	STA. 31+03.93	LT.	D-7-72	72" x 12"					27.94		2								
82	S-68	U.S.R. 33	STA. 527+27.75	MED.	R-2-48	48" x 48"		6.92			29.54										
82	S-69	U.S.R. 33	STA. 527+27.75	MED.	R-43R-48	48" x 18"					25.65		2								
82	S-70	U.S.R. 33	STA. 527+39.66	MED.	R-41B-36	36" x 36"							2								
82	S-71	U.S.R. 33	STA. 527+44.59	MED.	R-37R-36	36" x 48"						30.37	2								
82	S-72	U.S.R. 33 W.B.	STA. 527+49.24	LT.	R-41B-36	36" x 36"							1								
82	S-73	U.S.R. 33 W.B.	STA. 527+64.86	LT.	R-43L-48	48" x 18"					28.43		2								
U.S.R. 33 & KETTLERVILLE RD. INTERSECTION:																					
83	S-74	U.S.R. 33 E.B.	STA. 576+36.86	RT.	R-43L-48	48" x 18"					28.43		2								
83	S-75	U.S.R. 33 E.B.	STA. 576+45.41	RT.	R-41B-36	36" x 36"							1								
83	S-76	U.S.R. 33	STA. 576+47.13	MED.	R-37R-36	36" x 48"						30.37	2								
83	S-77	U.S.R. 33	STA. 576+51.82	MED.	R-41B-36	36" x 36"							2								
83	S-78	U.S.R. 33	STA. 576+61.19	MED.	R-43R-48	48" x 18"					25.65		2								
83	S-79	U.S.R. 33	STA. 576+61.19	MED.	R-2-48	48" x 48"		6.92			29.54										
83	S-80	KETTLERVILLE RD.	STA. 29+08.65	RT.	D-7-72	72" x 12"					27.94		2								
83	S-81	KETTLERVILLE RD.	STA. 29+23.65	RT.	R-1-36	36" x 36"						31.88	1								
83	S-82	KETTLERVILLE RD.	STA. 29+23.65	RT.	R-107A-24	24" x 18"															
83	S-83	KETTLERVILLE RD.	STA. 29+23.65	RT.	R-43R-48	48" x 18"		6				15.54									
83	S-84	KETTLERVILLE RD.	STA. 29+23.65	RT.	R-43L-48	48" x 18"		6													
83	S-85	KETTLERVILLE RD.	STA. 30+82.71	LT.	R-1-36	36" x 36"						31.88	1								
83	S-86	KETTLERVILLE RD.	STA. 30+82.71	LT.	R-107A-24	24" x 18"															
83	S-87	KETTLERVILLE RD.	STA. 30+82.71	LT.	R-43L-48	48" x 18"		6				15.54									
83	S-88	KETTLERVILLE RD.	STA. 30+82.71	LT.	R-43R-48	48" x 18"		6													
83	S-89	KETTLERVILLE RD.	STA. 30+97.71	LT.	D-7-72	72" x 12"					27.94		2								
83	S-90	U.S.R. 33	STA. 577+46.70	MED.	R-2-48	48" x 48"		6.92			29.54										
83	S-91	U.S.R. 33	STA. 577+46.70	MED.	R-43R-48	48" x 18"					25.65		2								
83	S-92	U.S.R. 33 E.B.	STA. 577+52.32	RT.	R-15A-36	36" x 36"					29.19		2								
83	S-93	U.S.R. 33	STA. 577+55.50	MED.	R-41B-36	36" x 36"							2								
83	S-94	U.S.R. 33	STA. 577+59.81	MED.	R-37R-36	36" x 48"						30.37	2								
83	S-95	U.S.R. 33 W.B.	STA. 577+65.23	LT.	R-41B-36	36" x 36"							1								
83	S-96	U.S.R. 33 W.B.	STA. 577+72.03	LT.	R-43L-48	48" x 18"					28.43		2								
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY								27	75.68	9		533.05	311.16	55							

SIGNING SUBSUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

CALCULATED
CHECKED

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	642				644										
			EDGE LINE WHITE	EDGE LINE YELLOW		LANE LINE	CENTERLINE, DOUBLE SOLID YELLOW	CHANNELIZING LINE	STOP LINE	TRANSVERSE LINE	PARKING LOT STALL MARKING	HANDICAP SYMBOL MARKING	FROM	TO						
U.S.R. 33 & REST AREA INTERCHANGE (CONT.):																				
98	EL-18	RAMP A	368+99.34	378+11.58	Lt.		913													
	EL-20	RAMP B	373+49.82	384+21.09	⊘	1072														
	EL-22	RAMP B	376+59.07	383+73.00	Rt.		714													
	EL-23	RAMP C	383+18.55	393+54.08	⊘	1036														
	EL-24	RAMP C	383+62.32	391+31.97	Lt.		770													
	EL-26	RAMP D	389+34.58	403+00.00	⊘	1366														
98	EL-27	RAMP D	389+34.58	398+00.61	Rt.		866													
85-86	CH-1	RAMP A	366+10.99	368+99.09	Lt.					577										
85-86	CH-2	RAMP B	372+30.12	376+59.07	Rt.					429										
86	CH-3	RAMP C	391+31.97	394+73.87	Lt.					342										
86-87	CH-4	RAMP D	397+99.98	400+82.78	Rt.					566										
85	IM-1	RAMP A	366+10.99	368+99.09	Lt.							359								
86-87	IM-2	RAMP D	397+99.98	400+82.78	Rt.							362								
REST AREA																				
99	PL-1	E.B.	378+11.58	383+18.55	Rt.															
	PL-2	W.B.	384+21.09	389+34.58	Lt.															
	H-1	E.B.	378+11.58	383+18.55	Rt.															
99	H-2	W.B.	384+21.09	389+34.58	Lt.															
U.S.R. 33 & GLYNWOOD-NEW KNOXVILLE RD. INTERSECTION:																				
87	EL-31	E.B.	412+80.33	32+03.02	Rt.	412														
	EL-33	W.B.	415+57.30	27+94.18	Lt.	183														
	EL-34	W.B.	27+94.18	419+32.62	Lt.	413														
	EL-35	E.B.	32+03.02	416+54.33	Rt.	181														
	LL-9	E.B.	412+80.33	415+49.92	Rt.			270												
	LL-10	W.B.	416+62.63	419+32.62	Lt.			270												
	CL-3	GLYN.-NEW KNOX. RD	27+94.18	29+35.38	⊘				140											
	CL-4	GLYN.-NEW KNOX. RD	30+64.63	32+03.02	⊘				137											
	SL-3	GLYN.-NEW KNOX. RD	29+35.38		Rt.															
87	SL-4	GLYN.-NEW KNOX. RD	30+64.63		Lt.															
U.S.R. 33 MAINLINE:																				
87	EL-36	W.B.	416+30.55	419+08.12	Lt.		278													
87-89	EL-37	E.B.	416+54.33	453+23.86	Rt.	3670														
87-91	EL-38	E.B.	416+30.55	523+83.59	Rt.		10754													
87-88	EL-39	W.B.	419+32.62	449+23.86	Lt.	2992														
87-92	EL-40	W.B.	419+08.12	526+61.08	Lt.		10753													
87-88	EL-41	W.B.	449+23.86	459+23.85	Lt.	1000														
89	EL-42	E.B.	453+23.86	458+64.23	Rt.	541														
89-90	EL-44	W.B.	457+86.83	477+27.99	Lt.	1942														
SUBTOTALS						14808	25048	540	277	1914	52	721	4089	4						
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY						39856 LIN. FT. 7.55 MILE				0.10 MILE	0.05 MILE	1914	52	721	4089	4				

PAVEMENT MARKING SUBSUMMARY

**AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)**

CALCULATED
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CHECKED

73
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SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	642				644														
			FROM	TO		EDGE LINE WHITE	EDGE LINE YELLOW	LANE LINE	CENTERLINE, DOUBLE SOLID YELLOW	CHANNELIZING LINE	STOP LINE	TRANSVERSE LINE												
						LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT	LIN FT										
U.S.R. 33 MAINLINE (CONT.):																								
89-90	EL-52	E.B.	461+42.59	480+66.50	Rt.	1924																		
90	EL-59	E.B.	479+47.06	489+46.72	Rt.	1000																		
90	EL-60	W.B.	480+06.02	485+28.38	Lt.	523																		
90-92	EL-61	W.B.	485+28.38	526+36.64	Lt.	4109																		
90-91	EL-62	E.B.	489+46.72	523+59.66	Rt.	3413																		
91-92	EL-64	E.B.	523+83.59	526+61.08	Rt.		278																	
87-92	LL-11	E.B. & W.B.	416+62.63	526+29.12	Both			21933																
89	LL-12	W.B.	455+52.89	457+86.83	Lt.			234																
89	LL-13	E.B.	457+07.33	459+71.80	Rt.			265																
90	LL-14	W.B.	478+98.79	481+06.02	Lt.			208																
90	LL-15	E.B.	480+66.50	483+06.47	Rt.			240																
U.S.R. 33 & C.R. 91/MOULTON FT. AMANDA RD. INTERCHANGE:																								
89-100	EL-45	RAMP A	458+64.23	468+89.75	B	1026																		
89-100	EL-46	RAMP A	461+41.24	115+57.20	Lt.		823																	
100	EL-47	RAMP A	116+27.88	117+55.21	Rt.	146																		
89-100	EL-43	RAMP B	459+23.85	469+59.26	B	1036																		
89-100	EL-48	RAMP B	461+41.63	108+81.85	Rt.		867																	
100	EL-49	RAMP B	107+17.09	108+52.60	Rt.	172																		
	EL-50	MOUL.FT.-AMANDA RD	108+81.85	115+57.20	Rt.	676																		
	EL-51	MOUL.FT.-AMANDA RD	108+92.17	115+57.20	Lt.	666																		
100	EL-53	RAMP C	107+17.09	108+42.74	Lt.	145																		
89-100	EL-54	RAMP C	108+92.17	477+29.67	Rt.		807																	
90-100	EL-55	RAMP C	469+78.67	480+06.02	B	1028																		
100	EL-56	RAMP D	116+18.74	117+55.21	Lt.	173																		
89-100	EL-57	RAMP D	469+11.32	479+47.06	B	1036																		
89-100	EL-58	RAMP D	115+57.20	477+58.43	Lt.		928																	
89	CH-6	RAMP A	459+71.80	461+42.59	Lt.					342														
89	CH-5	RAMP B	457+86.83	461+41.63	Rt.					355														
90-100	CH-7	RAMP C	477+27.99	478+98.79	Rt.					342														
90	CH-8	RAMP D	477+58.43	480+66.50	Lt.					309														
89	IM-3	RAMP A	459+71.80	461+42.59	Rt.																197			
90	IM-4	RAMP C	477+27.99	478+98.79	Rt.																197			
100	CL-5	MOUL.FT.-AMANDA RD	107+17.09	107+86.27	C				70															
	CL-6	MOUL.FT.-AMANDA RD	108+92.17	115+57.20	C				666															
	CL-7	MOUL.FT.-AMANDA RD	116+84.22	117+55.21	C				71															
	SL-5	RAMP A	469+31.02		Both																			
100	SL-6	RAMP C	469+39.69		Both																	83		
																						71		
U.S.R. 33 & BAY RD. INTERSECTION:																								
91-92	EL-63	E.B.	523+59.66	32+05.39	Rt.	408																		
92	EL-65	W.B.	526+36.64	27+94.61	Lt.	181																		
92	EL-66	E.B.	32+05.39	527+29.12	Rt.	181																		
SUBTOTALS						17843	3703	22880	807															
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY						21546 LIN. FT.																		
						4.08 MILE	4.33 MILE	0.15 MILE																

PAVEMENT MARKING SUBSUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

CALCULATED
JOB
CHECKED

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	642				644											
			FROM	TO		EDGE LINE WHITE LIN FT	EDGE LINE YELLOW LIN FT	LANE LINE LIN FT	CENTERLINE, DOUBLE SOLID YELLOW LIN FT	STOP LINE LIN FT											
U.S.R. 33 & BAY RD. INTERSECTION (CONT.):																					
92	EL-67	W.B.	27+94.61	530+11.13	Lt.	408															
	LL-16	E.B.	523+59.66	526+29.12	Rt.			269													
	LL-17	W.B.	527+41.59	530+11.13	Lt.			270													
	CL-8	BAY RD.	27+94.61	29+35.41	☉				141												
	CL-9	BAY RD.	30+64.58	32+05.39	☉				141												
92	SL-7	BAY RD.	29+35.41		Rt.							27									
	SL-8	BAY RD.	30+64.58		Lt.							28									
U.S.R. 33 MAINLINE:																					
92	EL-68	W.B.	527+09.63	529+87.21	Lt.		278														
92-93	EL-69	E.B.	527+09.63	574+02.92	Rt.		4694														
92-93	EL-70	E.B.	527+29.12	573+80.74	Rt.	4652															
92-94	EL-71	W.B.	529+87.21	576+80.42	Lt.		4694														
92-94	EL-72	W.B.	530+11.13	576+55.19	Lt.	4645															
93-94	EL-74	E.B.	574+02.92	576+80.42	Rt.		278														
92-94	LL-18	EB. & W.B.	527+41.59	576+48.34	Both			9814													
U.S.R. 33 & KETTLERVILLE RD. INTERSECTION:																					
93-94	EL-73	E.B.	573+80.74	32+04.63	Rt.	408															
94	EL-75	W.B.	576+55.19	27+95.37	Lt.	180															
	EL-76	E.B.	32+04.63	577+54.23	Rt.	180															
	EL-77	W.B.	27+95.37	580+23.68	Lt.	404															
	LL-19	E.B.	573+80.74	576+48.34	Rt.			268													
	LL-20	W.B.	577+61.05	580+23.68	Lt.			263													
	CL-10	KETTLERVILLE RD.	27+95.37	29+35.49	☉				141												
	CL-11	KETTLERVILLE RD.	30+64.50	32+04.63	☉				141												
94	SL-9	KETTLERVILLE RD.	29+35.49		Rt.							27									
	SL-10	KETTLERVILLE RD.	30+64.50		Lt.							27									
U.S.R. 33 MAINLINE:																					
94	EL-78	W.B.	577+28.97	580+06.50	Lt.		278														
94-97	EL-79	E.B.	577+28.97	672+20.81	Rt.		9492														
94-96	EL-80	E.B.	577+54.23	639+32.24	Rt.	6179															
94-97	EL-81	W.B.	580+06.50	671+78.41	Lt.		9172														
94-96	EL-82	W.B.	580+23.68	635+64.41	Lt.	5541															
96	EL-83	W.B.	635+64.41	645+64.34	Lt.	1000															
96	EL-84	E.B.	639+32.24	643+79.56	Rt.	447															
96-97	EL-87	W.B.	644+45.16	667+89.31	Lt.	2345															
96-97	EL-93	E.B.	647+38.97	670+38.22	Rt.	2300															
97	EL-100	E.B.	669+14.80	672+20.81	Rt.	307															
SUBTOTALS						28996	28886	10884	564			109									
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY						57882 LIN. FT. 10.96 MILE		2.06 MILE	0.11 MILE			109									

PAVEMENT MARKING SUBSUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	642				644									
			FROM	TO		EDGE LINE WHITE LIN FT	EDGE LINE YELLOW LIN FT	LANE LINE LIN FT	CENTERLINE, DOUBLE SOLID YELLOW LIN FT	CHANNELIZING LINE LIN FT	STOP LINE LIN FT	TRANSVERSE LINE LIN FT							
U.S.R. 33 MAINLINE (CONT.):																			
94-97	LL-21	E.B. & W.B.	577+61.05	672+20.81	Both			18920											
96	LL-22	W.B.	642+05.09	644+45.16	Lt.			241											
96	LL-23	E.B.	642+77.10	645+23.39	Rt.			247											
97	LL-25	E.B.	670+38.22	672+73.77	Rt.			236											
97	LL-26	W.B.	670+57.20	672+73.25	Lt.			217											
U.S.R. 33 & C.R. 33A INTERCHANGE:																			
96-101	EL-85	RAMP A	643+79.56	681+90.06	Rt.	1136													
96-101	EL-88	RAMP A	647+36.80	683+62.14	Lt.		723												
96-101	EL-86	RAMP B	645+64.34	664+33.45	Lt.	1870													
96,97,101	EL-89	RAMP B	647+64.38	657+34.32	Rt.		970												
101	EL-92	RAMP B	658+34.00	664+33.45	Rt.		600												
↑	EL-90	RAMP BB	657+34.32	691+48.48	Rt.		331												
↓	EL-91	RAMP BB	657+34.32	693+53.15	Lt.	492													
↓	EL-94	C.R. 33A	683+62.14	691+48.48	Lt.	787													
101	EL-95	C.R. 33A	684+09.15	691+59.56	Rt.	751													
97-101	EL-98	RAMP C	691+59.56	667+88.62	Rt.		819												
↑	EL-99	RAMP C	693+53.15	671+78.41	Lt.	1270													
↓	EL-96	RAMP D	684+09.15	666+50.83	Lt.		1249												
97-101	EL-97	RAMP D	681+90.06	669+14.80	Rt.	1644													
101	LL-24	RAMP B	656+15.44	657+34.32	Rt.			119											
96	CH-9	RAMP A	645+23.39	647+38.97	Lt.				432										
96	CH-10	RAMP B	644+45.16	647+64.38	Rt.				320										
101	CH-11	RAMP BB	657+34.32	658+34.00	Lt.				100										
97	CH-13	RAMP C	667+88.62	670+57.20	Rt.				538										
97	CH-12	RAMP D	666+50.83	670+38.22	Lt.				388										
96	IM-5	RAMP A	645+23.29	647+38.97	Lt.						245								
97	IM-6	RAMP C	667+88.62	670+57.20	Rt.						302								
101	CL-12	C.R. 33A	681+90.06	682+71.80	℄				82										
↑	CL-13	C.R. 33A	684+09.15	691+48.48	℄				740										
↑	CL-14	C.R. 33A	692+65.74	693+53.15	℄				88										
↓	SL-11	RAMP A	654+32.55		Both						70								
101	SL-12	RAMP C	659+98.74		Both						81								
SUBTOTALS						7950	4692	19980	910	1778	151	547							
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY						12642 LIN. FT. 2.39 MILE		3.78 MILE	0.17 MILE	1778	151	547							

PAVEMENT MARKING SUBSUMMARY

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

CALCULATED
JOB
CHECKED

SHEET NO.	REFERENCE NO.	LOCATION	STATION		621 R.P.M., INSTALLATION ONLY					
					YELLOW/ YELLOW		WHITE/ RED		YELLOW/ RED	
										FROM
		U.S.R. 33 MAINLINE:								
84-85	LL-1	E.B. & W.B.	328+70.00	354+35.42			66			
85-87	LL-4	E.B. & W.B.	355+37.53	415+49.92			152			
		U.S.R. 33 & REST AREA INTERCHANGE:								
85-98	EL-18	RAMP A	368+99.34	378+11.58					12	
86-98	EL-22	RAMP B	376+59.07	383+73.00					9	
86-98	EL-24	RAMP C	383+62.32	391+31.97					11	
86-98	EL-27	RAMP D	389+34.58	398+00.61					12	
85	CH-1	RAMP A	366+10.99	368+99.09			15			
85-86	CH-2	RAMP B	372+30.12	376+59.07			12			
86	CH-3	RAMP C	391+31.97	394+73.87			9			
86	CH-4	RAMP D	397+99.98	400+82.78			15			
		U.S.R. 33 MAINLINE:								
87-92	LL-11	E.B. & W.B.	416+62.63	526+29.12			275			
		U.S.R. 33 & C.R. 91/MOULTON FT. AMANDA RD. INTERCHANGE:								
89-100	EL-46	RAMP A	461+41.24	115+57.20					11	
	EL-48	RAMP B	461+41.63	108+81.85					11	
	EL-54	RAMP C	470+50.00	477+29.67					10	
89-100	EL-58	RAMP D	471+00.00	477+58.43					9	
89	CH-6	RAMP A	459+71.80	461+42.59			9			
89	CH-5	RAMP B	457+86.83	461+41.63			10			
90	CH-7	RAMP C	477+27.99	478+98.79			9			
90	CH-8	RAMP D	477+58.43	480+66.50			8			
		U.S.R. 33 MAINLINE:								
92-93	LL-18	E.B. & W.B.	527+41.59	576+48.34			124			
94-97	LL-21	E.B. & W.B.	577+61.05	672+20.81			238			
		U.S.R. 33 & C.R. 33A INTERCHANGE:								
96-101	EL-88	RAMP A	647+36.80	654+00.00					9	
96-101	EL-89	RAMP B	647+64.38	657+34.32					13	
101	EL-92	RAMP B	658+34.00	664+33.45					8	
101	EL-90	RAMP BB	657+34.32	660+48.48					4	
97-101	EL-98	RAMP C	660+00.00	667+88.62					11	
97-101	EL-96	RAMP D	654+30.00	666+50.83					16	
96	CH-9	RAMP A	645+23.39	647+38.97			11			
96	CH-10	RAMP B	644+45.16	647+64.38			9			
101	CH-11	RAMP BB	657+34.32	658+34.00			3			
97	CH-13	RAMP C	667+89.31	670+57.20			15			
SUBTOTALS PART I							980		146	

SHEET NO.	REFERENCE NO.	LOCATION	STATION		621 R.P.M., INSTALLATION ONLY					
					YELLOW/ YELLOW		WHITE/ RED		YELLOW/ RED	
										FROM
		U.S.R. 33 & C.R. 33A INTERCHANGE (CONT.):								
97	CH-12	RAMP D	666+50.83	670+38.22			10			
SUBTOTALS PART II							10			
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY (I+II)							990	1136	146	

RAISED PAVEMENT MARKER SUBSUMMARY

AUG - 33 - 6.25
(PROGRAMMED AS AUG-33-6.60)

CALCULATED
JDO
CHECKED

77
113

TABLE I

TABLE II

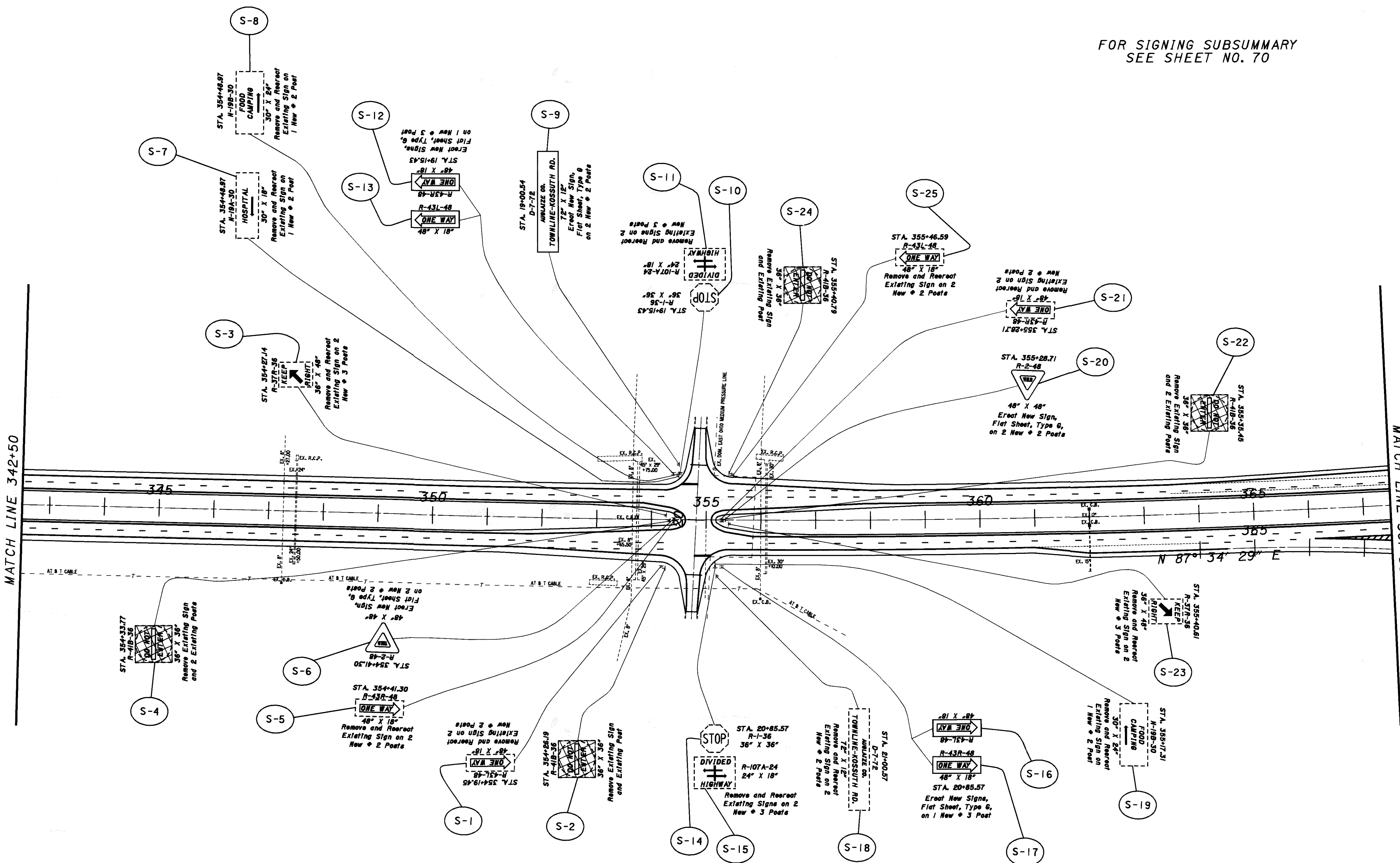
SHEET NO.	LOCATION	STATION	SIDE	INTERVAL	620						SHEET NO.	LOCATION	STATION	SIDE	INTERVAL	620													
					DEL INEATOR REMOVED FOR DISPOSAL			DEL INEATOR								DEL INEATOR REMOVED FOR DISPOSAL			DEL INEATOR										
					C	D		C	D							C	D		C	D									
					POST	POST		POST	POST							POST	POST		POST	POST									
					LIN. FT.	EACH	EACH		EACH	EACH							LIN. FT.	EACH	EACH		EACH	EACH							
U.S.R. 33 & GLENWOOD-NEW KNOXVILLE RD. INTERSECTION:																													
87	W.B .U.S.R.-33 EXIT	28+50	419+00	Lt.		6																							
U.S.R. 33 & REST AREA:																													
98	RAMP A	361+00	377+00	Rt.	200					9																			
	RAMP B	363+50	377+50	Lt.	200					8																			
	RAMP B	377+50	383+50	Rt.	200						4																		
	RAMP C	384+00	390+00	Lt.	200						4																		
	RAMP C	390+00	404+00	Rt.	200					8																			
98	RAMP D	390+00	406+00	Lt.	200		1			9																			
U.S.R. 33 & C.R. 91/MOULTON FT. AMANDA RD. INTERCHANGE:																													
100	RAMP A	453+24	461+24	Rt.	200					5																			
	RAMP A	461+50	467+50	Lt.	200						4																		
	RAMP B	449+24	461+24	Lt.	200					7																			
	RAMP B	461+75	466+00	Rt.	90						5																		
	RAMP B	466+00	469+75	Lt.	80																								
	RAMP C	471+00	477+00	Rt.	200						4																		
	RAMP C	477+28	485+28	Lt.	200					5																			
	RAMP D	469+37	472+37	Rt.	80					4																			
	RAMP D	472+37	477+47	Lt.	90						6																		
100	RAMP D	477+47	489+47	Rt.	200					6																			
U.S.R. 33 & C.R. 33A INTERCHANGE:																													
101	RAMP A	639+32	647+32	Rt.	200	1				5																			
	RAMP A	647+50	653+50	Lt.	200						4																		
	RAMP B	635+64	647+64	Lt.	200	1				7																			
	RAMP B	648+00	658+00	Rt.	200						6																		
	RAMP B	659+00	663+00	Rt.	200						3																		
	RAMP BB	658+60	660+35	Lt.	50					4																			
	RAMP C	660+89	666+89	Rt.	200						4																		
	RAMP C	666+89	674+89	Lt.	200					5																			
	RAMP D	655+00	659+00	Rt.	60					7																			
	RAMP D	659+00	665+00	Lt.	200						4																		
101	RAMP D	665+00	679+00	Rt.	200					8																			
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY						8	1			102	48																		
						9																							

DELINEATOR SUB-SUMMARY
 AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

CALCULATED
 J.D.P.
 CHECKED
 M.E.F.

MATCH LINE 342+50

MATCH LINE 367+50



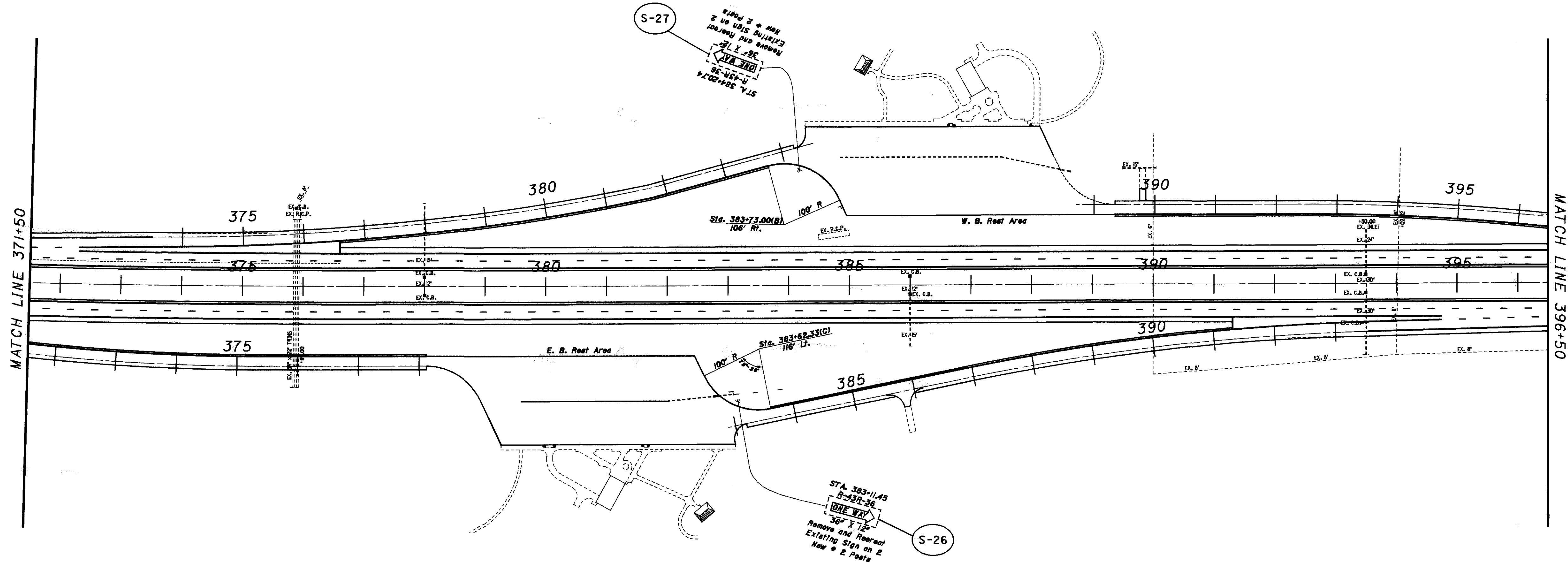
FOR SIGNING SUBSUMMARY
SEE SHEET NO. 70

CALCULATED _____
CHECKED _____

0 100 200
HORIZONTAL
SCALE IN FEET

**U.S.R. 33 & TOWNLINE-KOSSUTH ROAD
INTERSECTION SIGNING PLAN**

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



FOR SIGNING SUBSUMMARY
SEE SHEET NO. 70

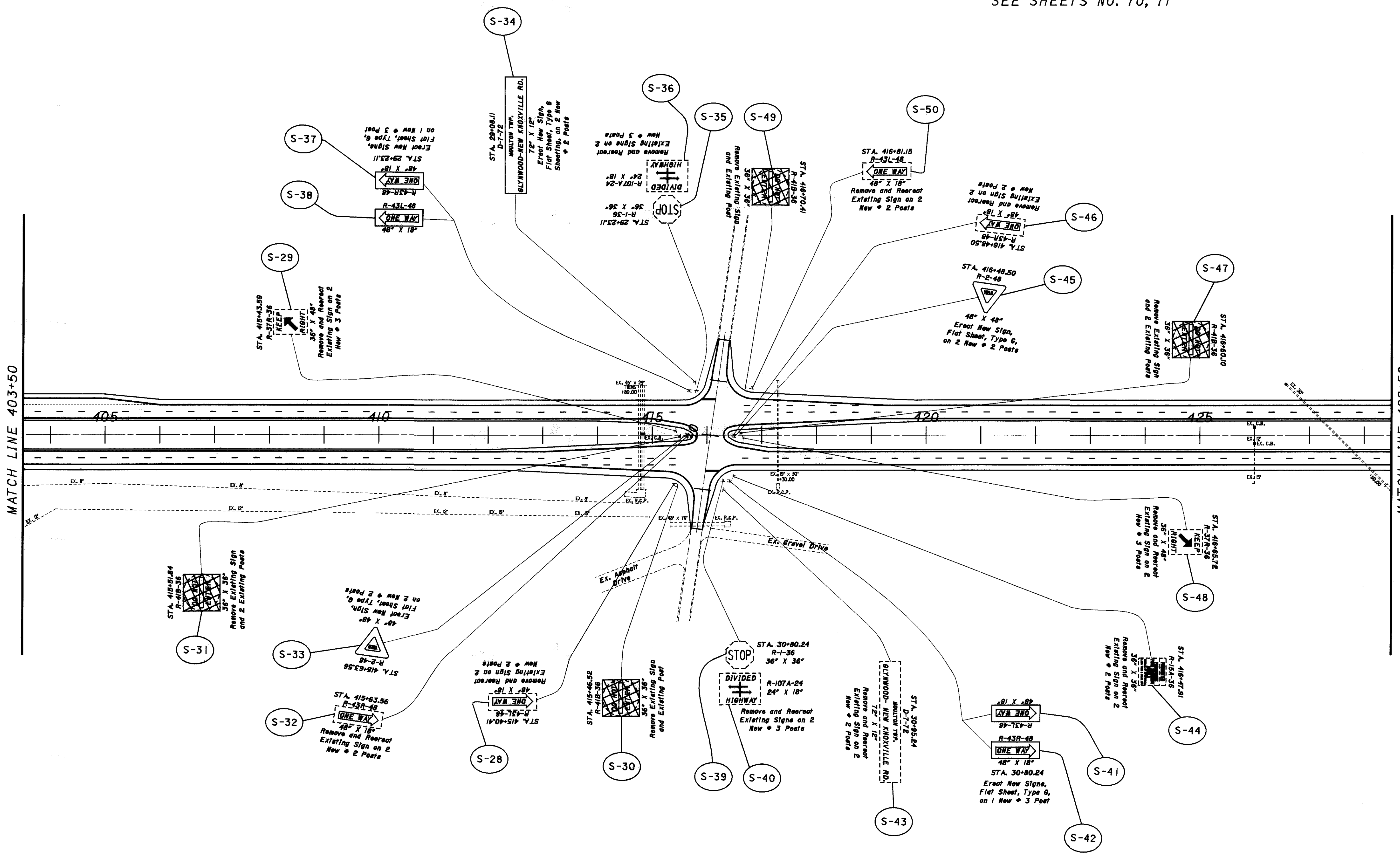
CALCULATED
CHECKED

0 100 200
HORIZONTAL
SCALE IN FEET

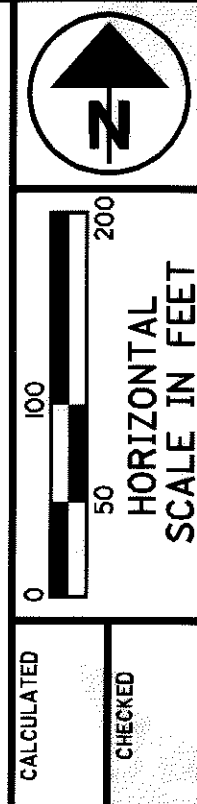
REST AREA SIGNING PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

MATCH LINE 403+50

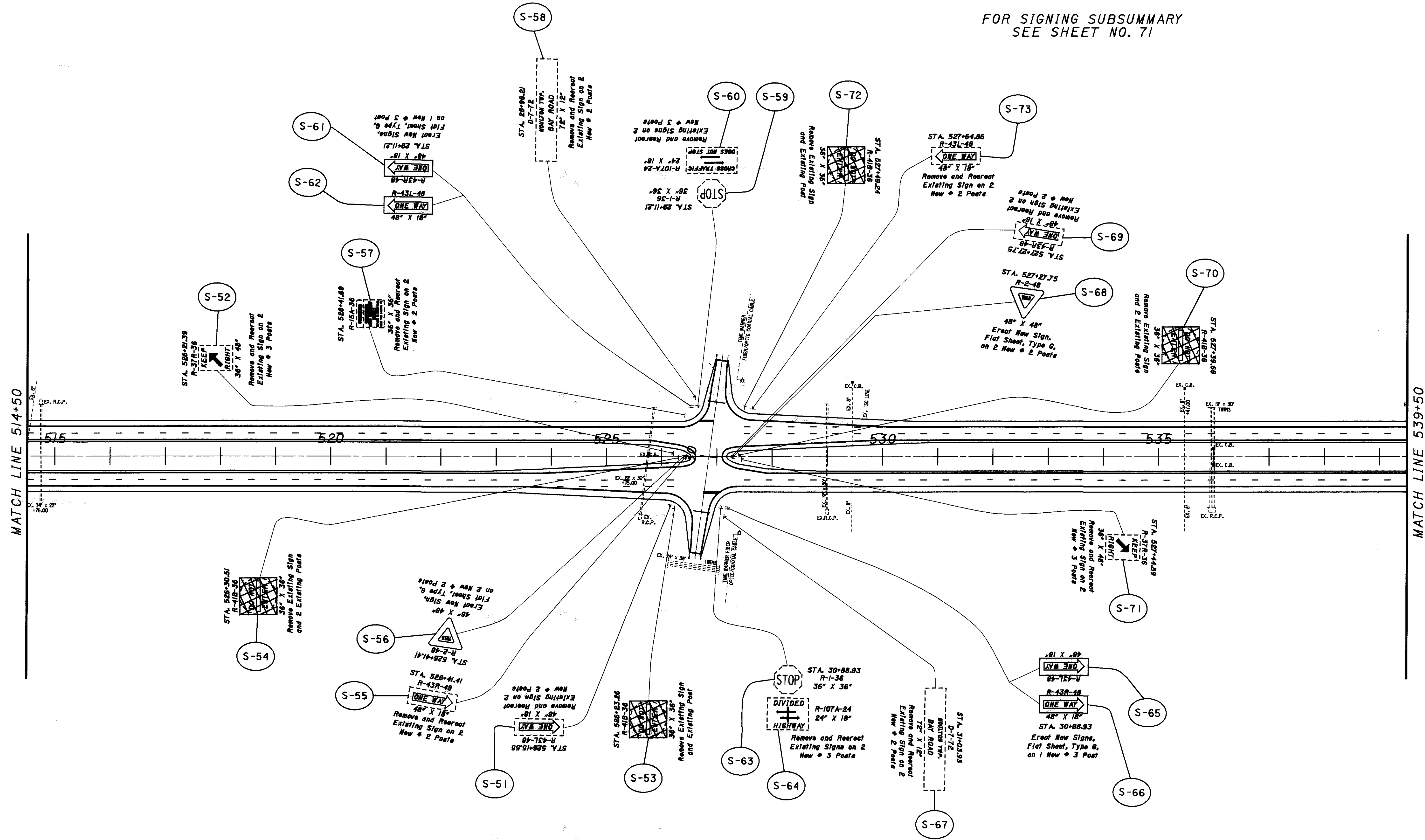


FOR SIGNING SUBSUMMARY
SEE SHEETS NO. 70, 71



U.S.R. 33 & GLYNWOOD - NEW KNOXVILLE ROAD
INTERSECTION SIGNING PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



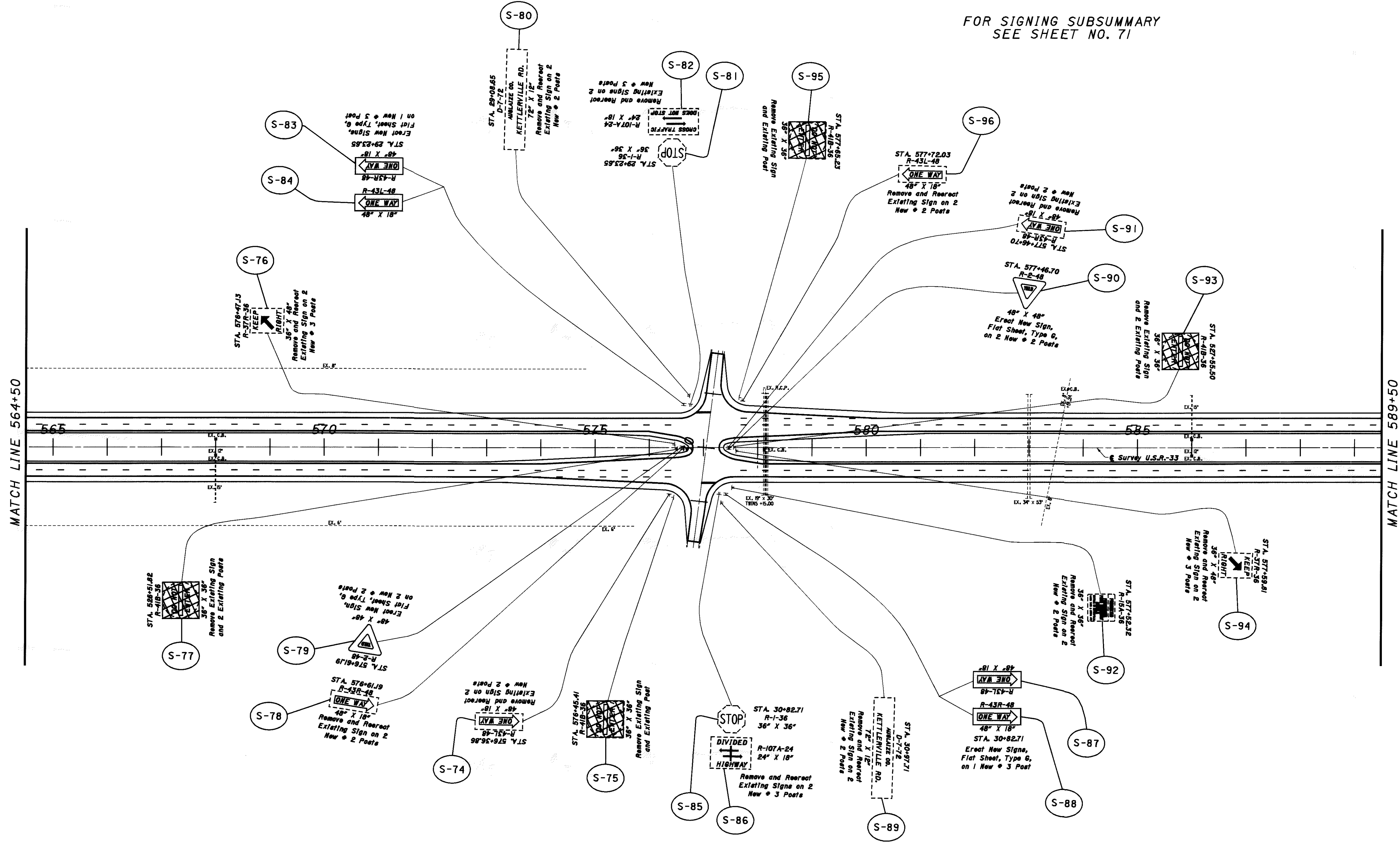
FOR SIGNING SUBSUMMARY
SEE SHEET NO. 71

CALCULATED
CHECKED

0 100 200
HORIZONTAL
SCALE IN FEET

U.S.R. 33 & BAY RD. INTERSECTION
SIGNING PLAN

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)



FOR SIGNING SUBSUMMARY SEE SHEET NO. 71

MATCH LINE 564+50

MATCH LINE 589+50

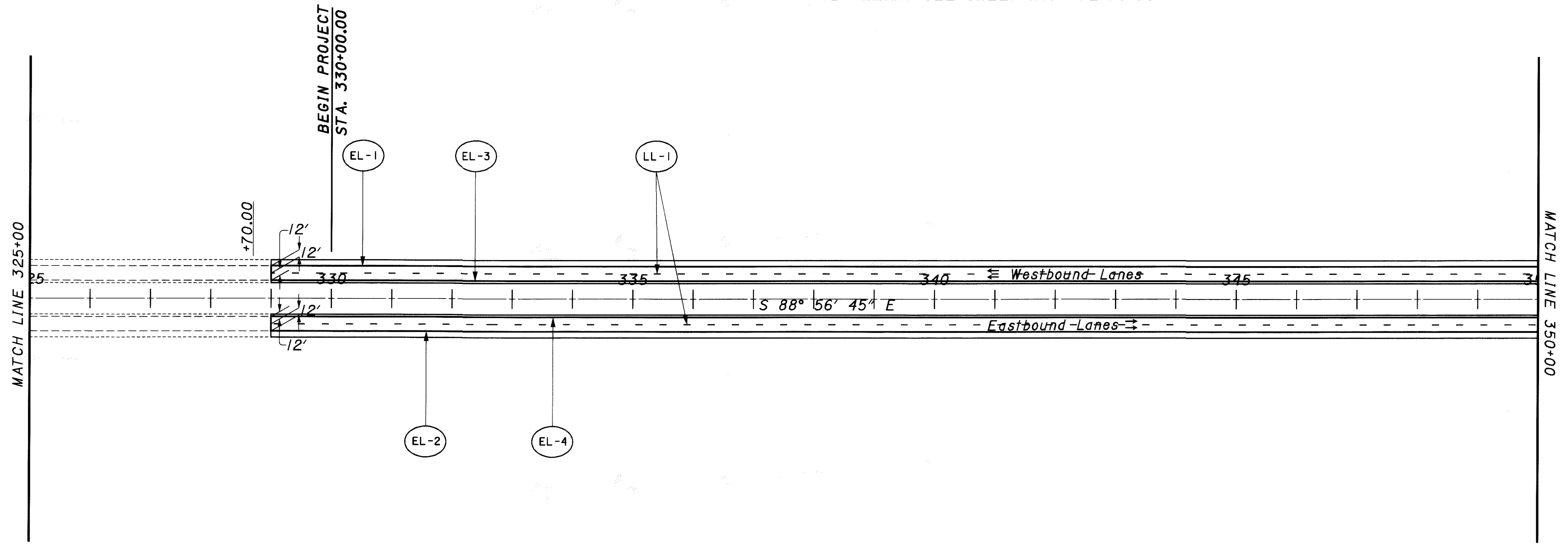
CALCULATED _____
 CHECKED _____

0 100 200
 HORIZONTAL SCALE IN FEET

**U.S.R. 33 & KETTLERVILLE ROAD
 INTERSECTION SIGNING PLAN**

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76



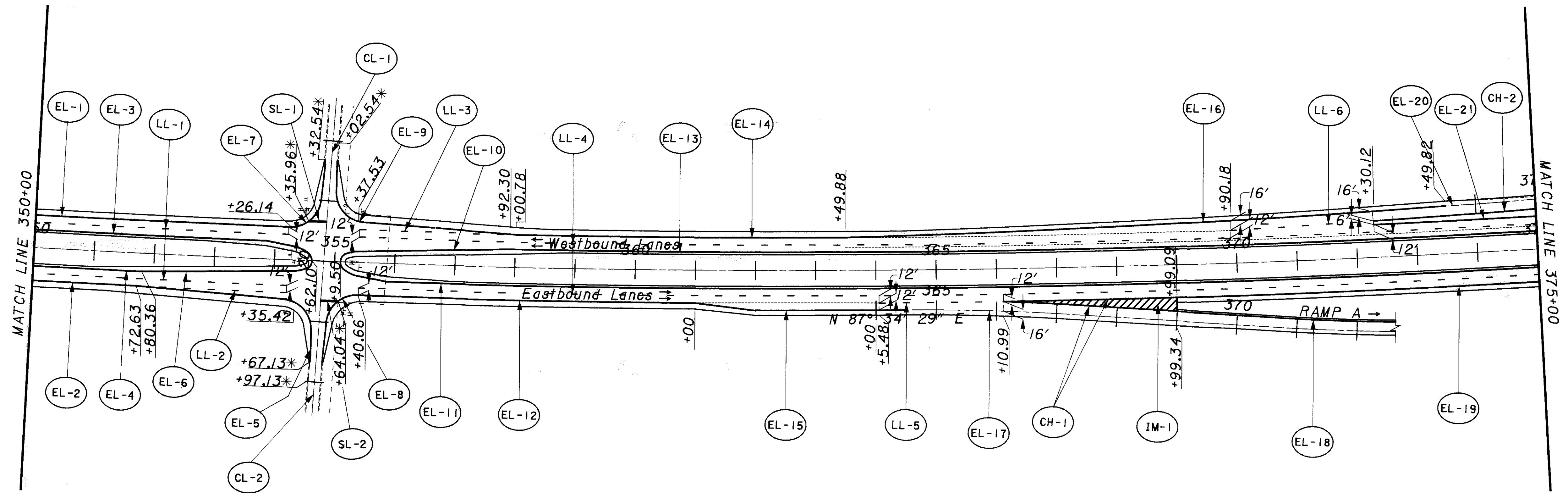
CALCULATED
JDO
CHECKED

0 100 200
HORIZONTAL
SCALE IN FEET

PAVEMENT MARKING PLAN
STA 325+00 TO STA. 350+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



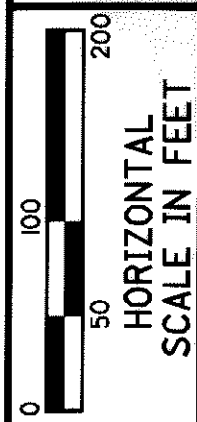
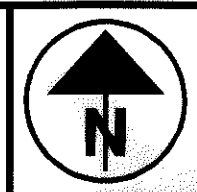
*Stationing referring to Townline-Kossuth Rd. Centerline

CALCULATED
 JDD
 CHECKED

0 50 100 200
 HORIZONTAL
 SCALE IN FEET

PAVEMENT MARKING PLAN
STA. 350+00 TO STA. 375+00

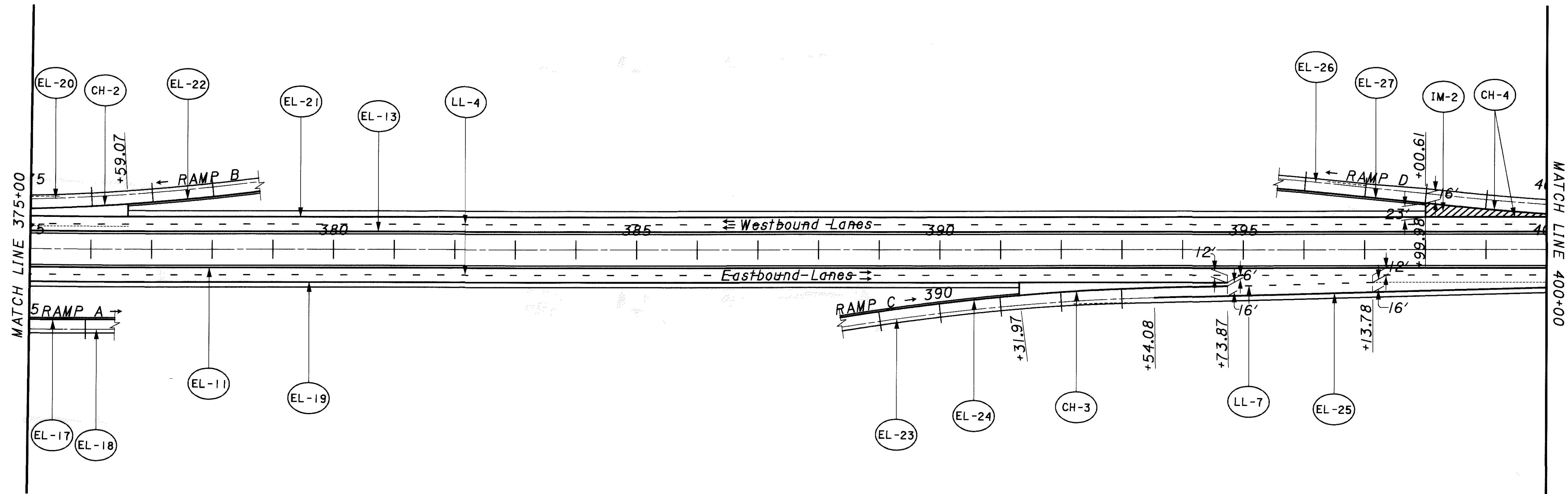
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



CALCULATED
JOB
CHECKED

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76

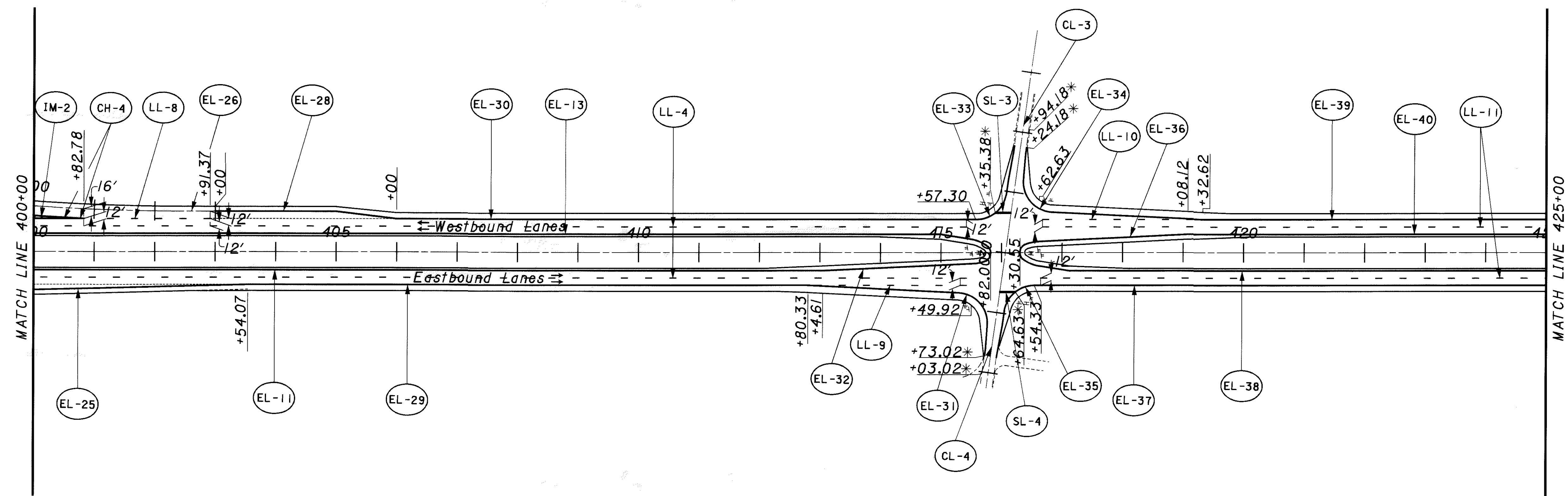
FOR REST AREA RAMP AND PARKING LOT
PAVEMENT MARKING DETAILS
SEE SHEET NO.'S 98 AND 99



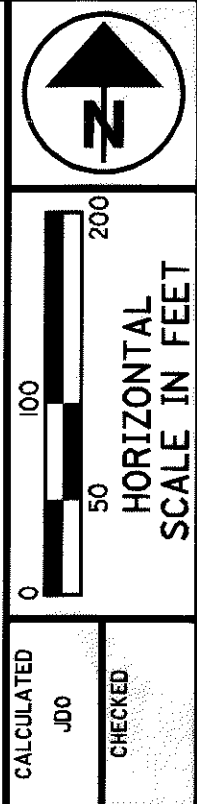
PAVEMENT MARKING PLAN
STA. 375+00 TO STA. 400+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76



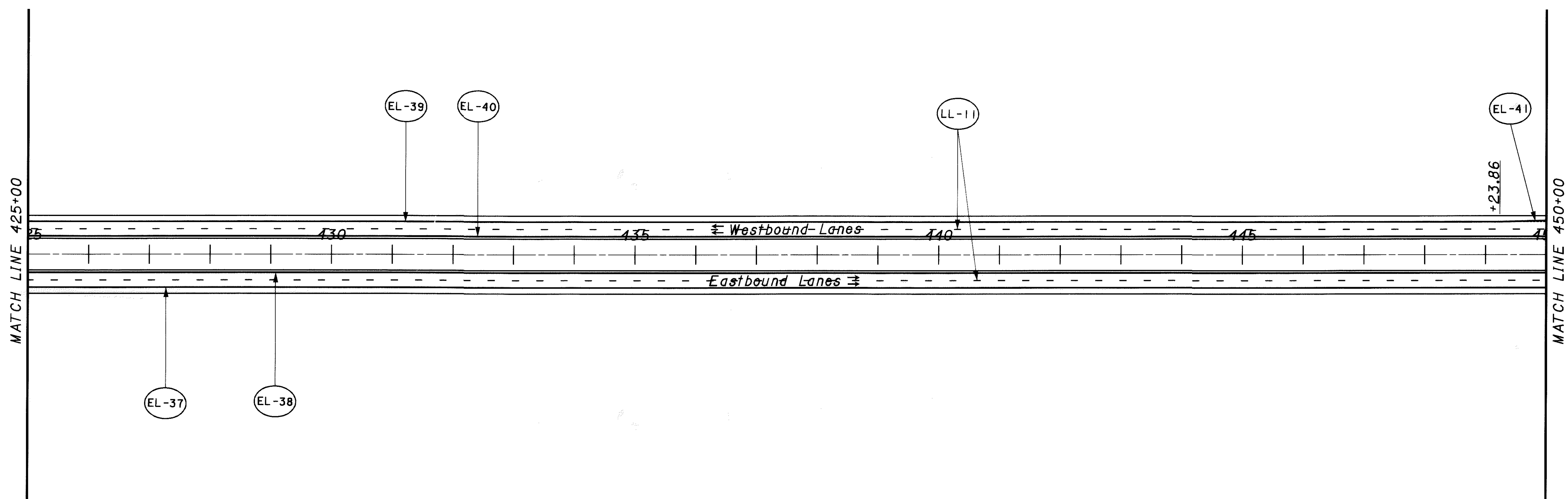
*Stationing referring to Glynwood-New Knoxville Rd. Centerline



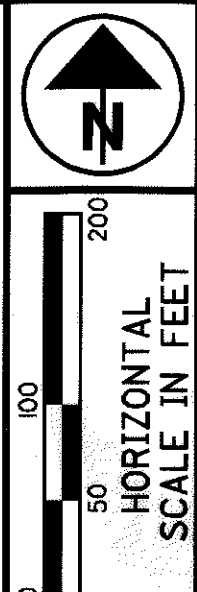
PAVEMENT MARKING PLAN
STA. 400+00 TO STA. 425+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



CALCULATED
 JDO
 CHECKED

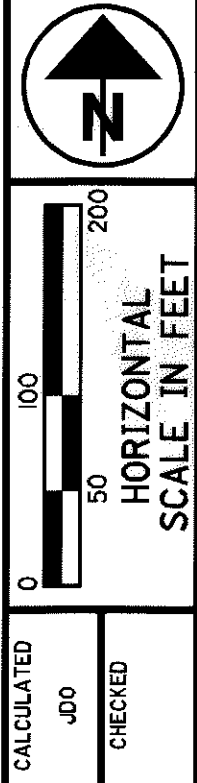
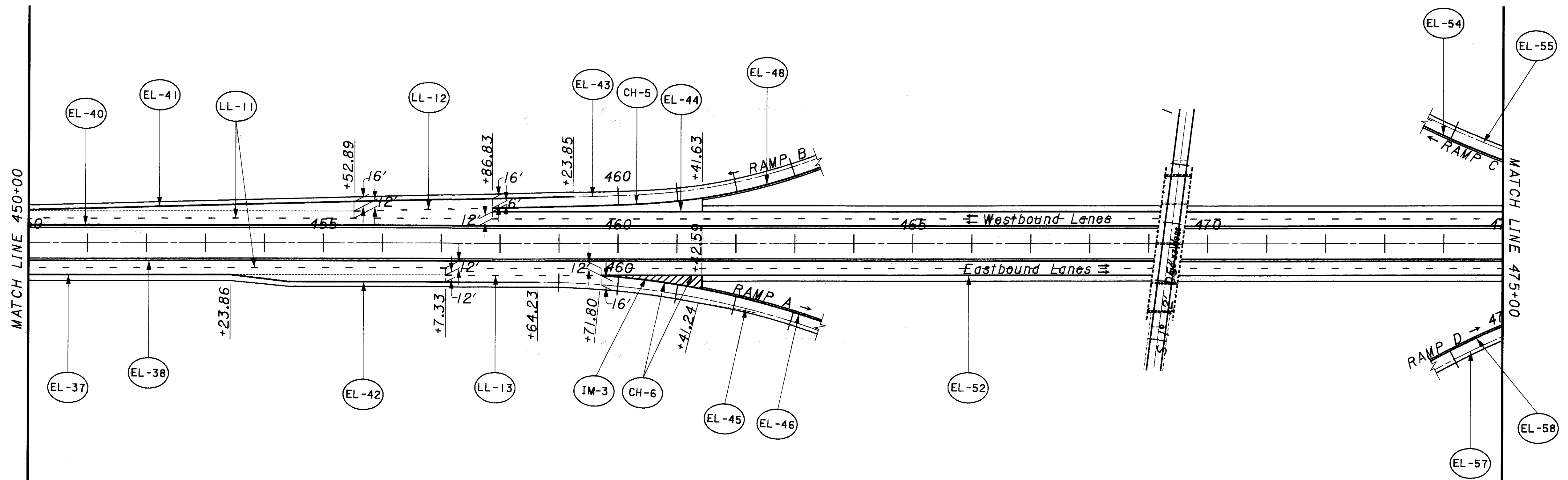


PAVEMENT MARKING PLAN
STA. 425+00 TO STA. 450+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76

FOR U.S.R.-33 AND C.R.-91
 INTERCHANGE PAVEMENT
 MARKING DETAILS SEE
 SHEET NO. 100

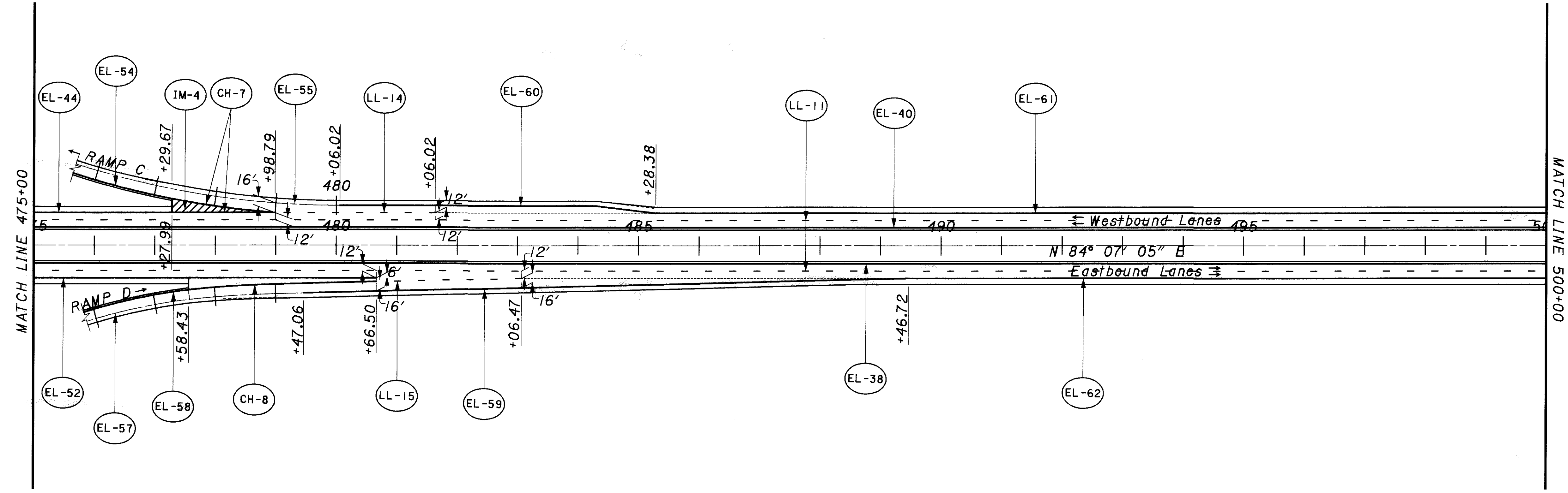


PAVEMENT MARKING PLAN
STA. 450+00 TO STA. 475+00

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

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FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76



0 50 100 200
HORIZONTAL
SCALE IN FEET

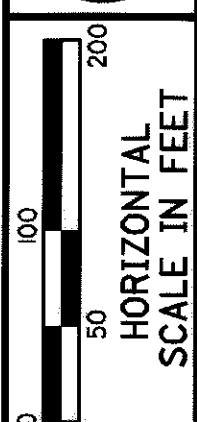
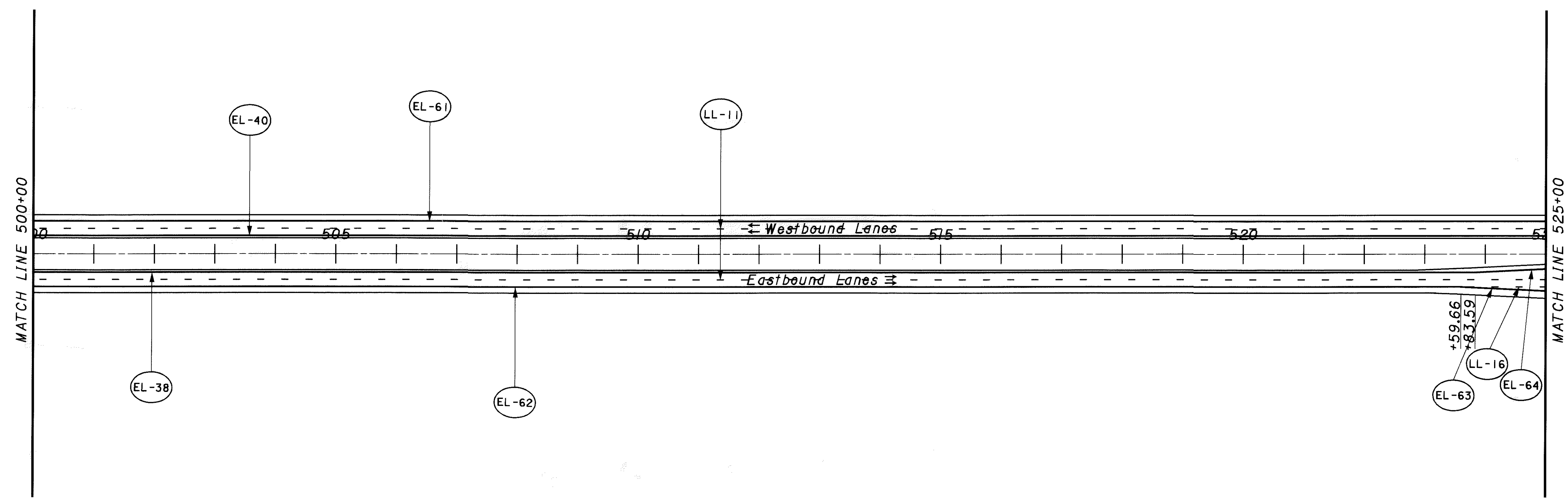
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PAVEMENT MARKING PLAN
STA. 475+00 TO STA. 500+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

90
113

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



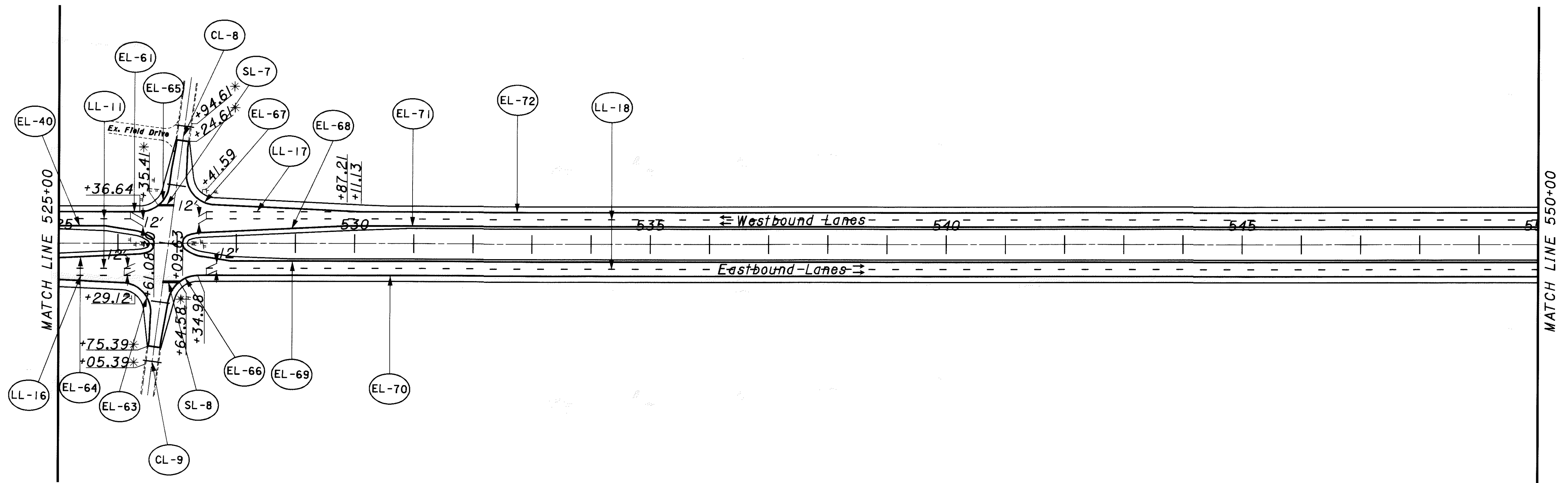
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PAVEMENT MARKING PLAN
STA. 500+00 TO STA. 525+00

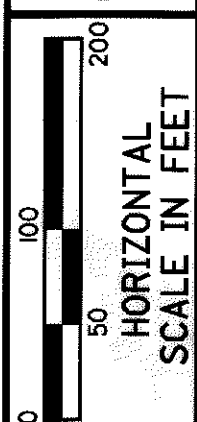
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

91
 113

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



*Stationing referring to Bay Rd. Centerline

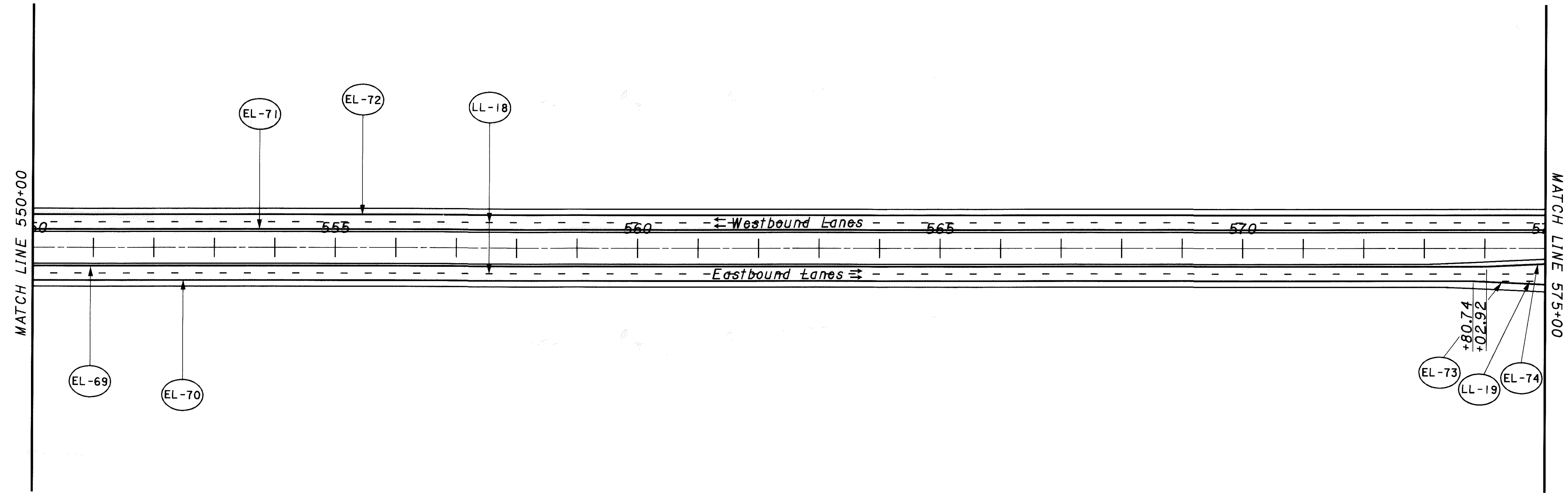


CALCULATED
 .J.D.
 CHECKED

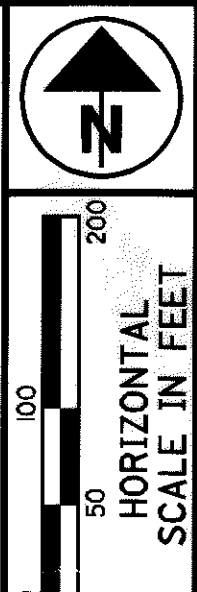
PAVEMENT MARKING PLAN
STA. 525+00 TO STA. 550+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



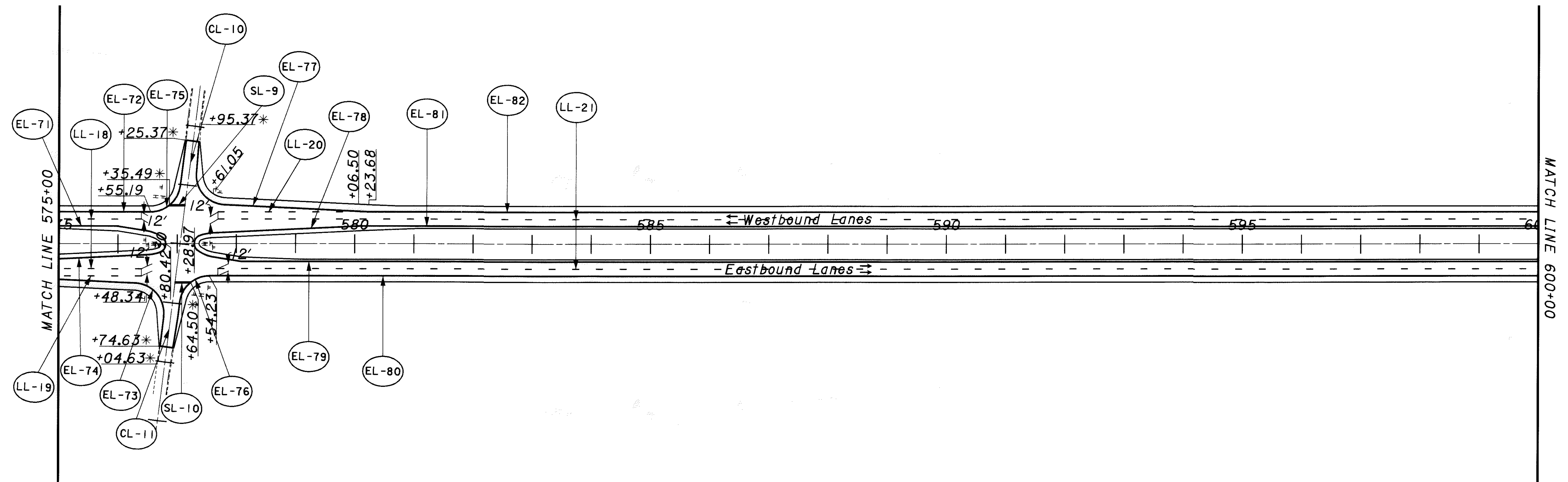
CALCULATED
 JDD
 CHECKED



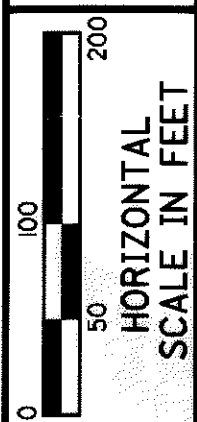
PAVEMENT MARKING PLAN
STA. 550+00 TO STA. 575+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
 SUBSUMMARY SEE SHEET NO.'S 72 TO 76



* Stationing referring to Kettlerville Rd. Centerline

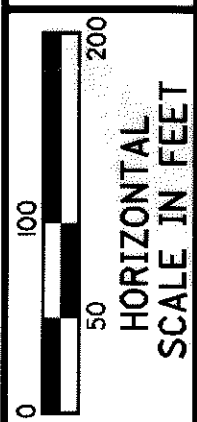
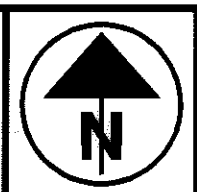
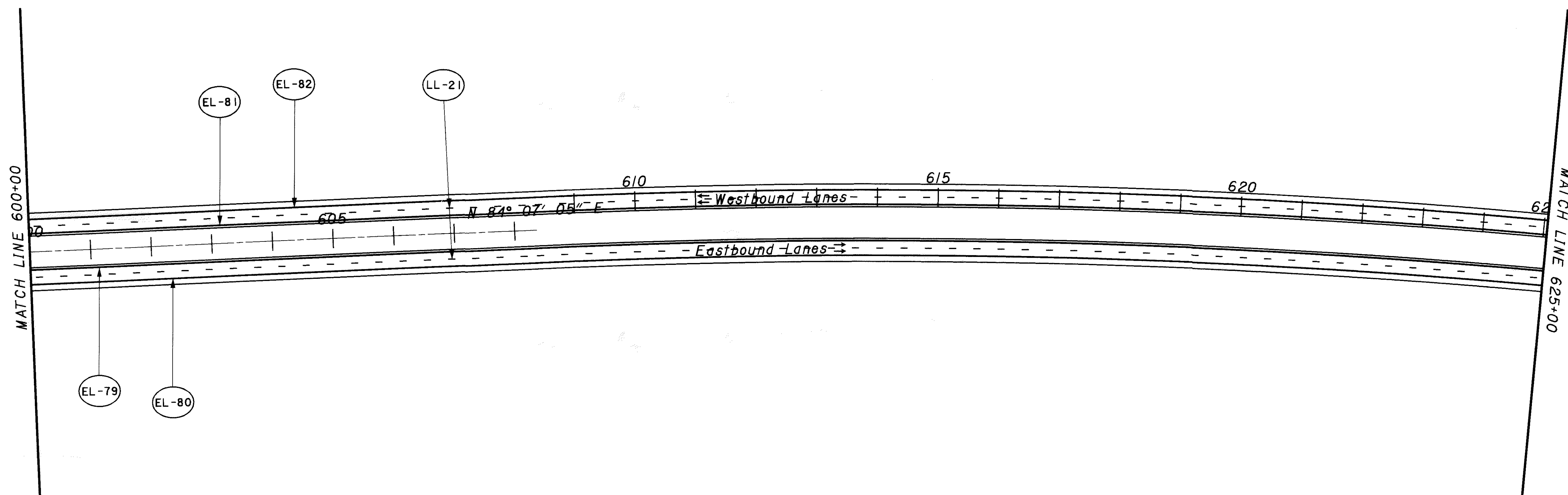


CALCULATED
 .00
 CHECKED

PAVEMENT MARKING PLAN
STA. 575+00 TO STA. 600+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76



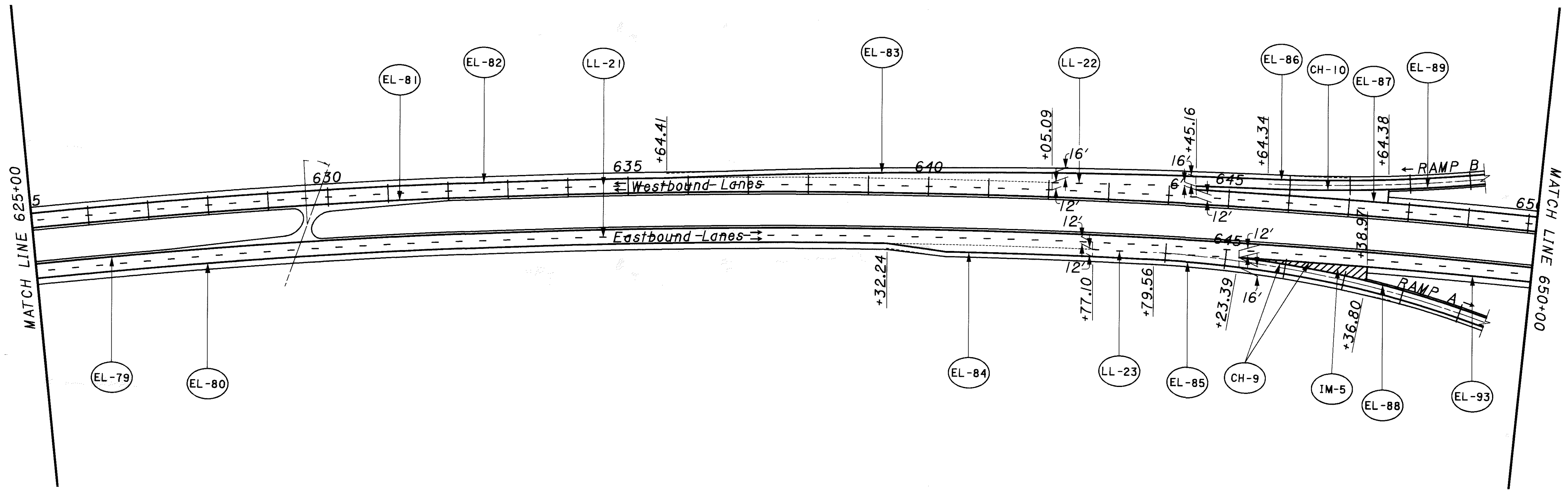
CALCULATED
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CHECKED

PAVEMENT MARKING PLAN
STA. 600+00 TO STA. 625+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76

FOR U.S.R.-33 AND C.R. 33A
INTERCHANGE PAVEMENT
MARKING DETAILS SEE
SHEET NO. 101

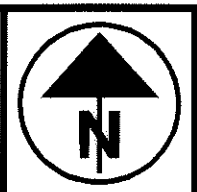


CALCULATED
JDU
CHECKED

0 100 200
HORIZONTAL
SCALE IN FEET

PAVEMENT MARKING PLAN
STA. 625+00 TO STA. 650+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

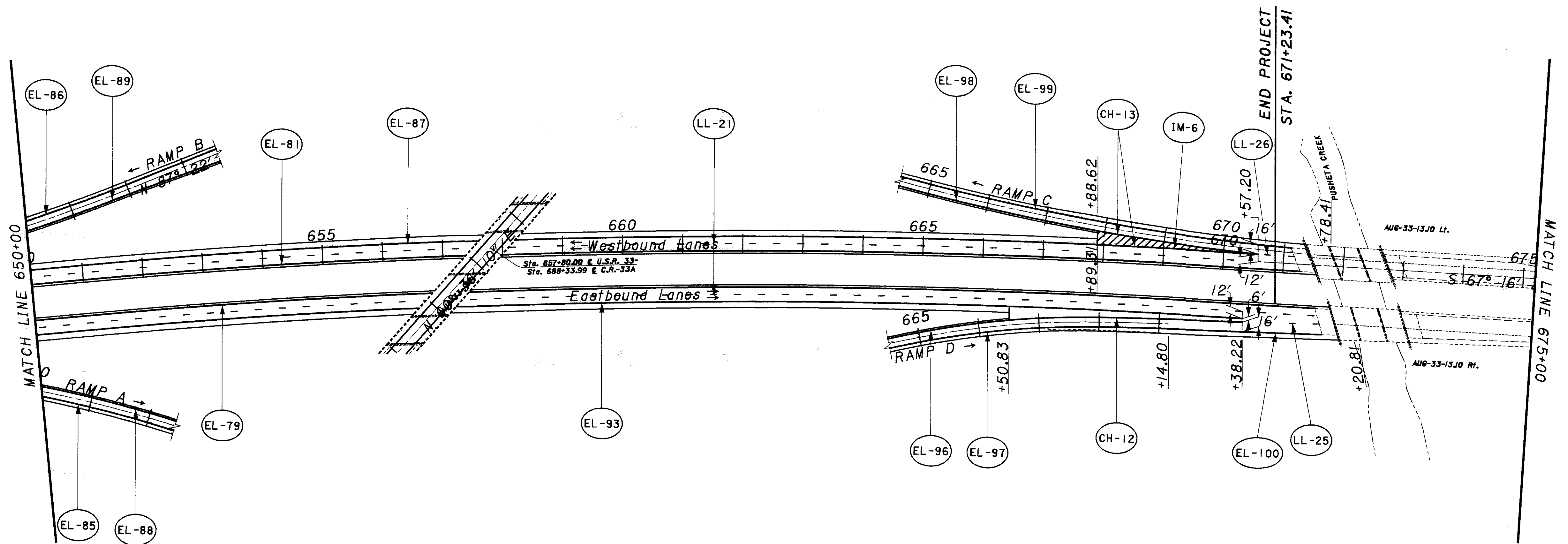


0 100 200
HORIZONTAL
SCALE IN FEET

CALCULATED
.00
CHECKED

FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76

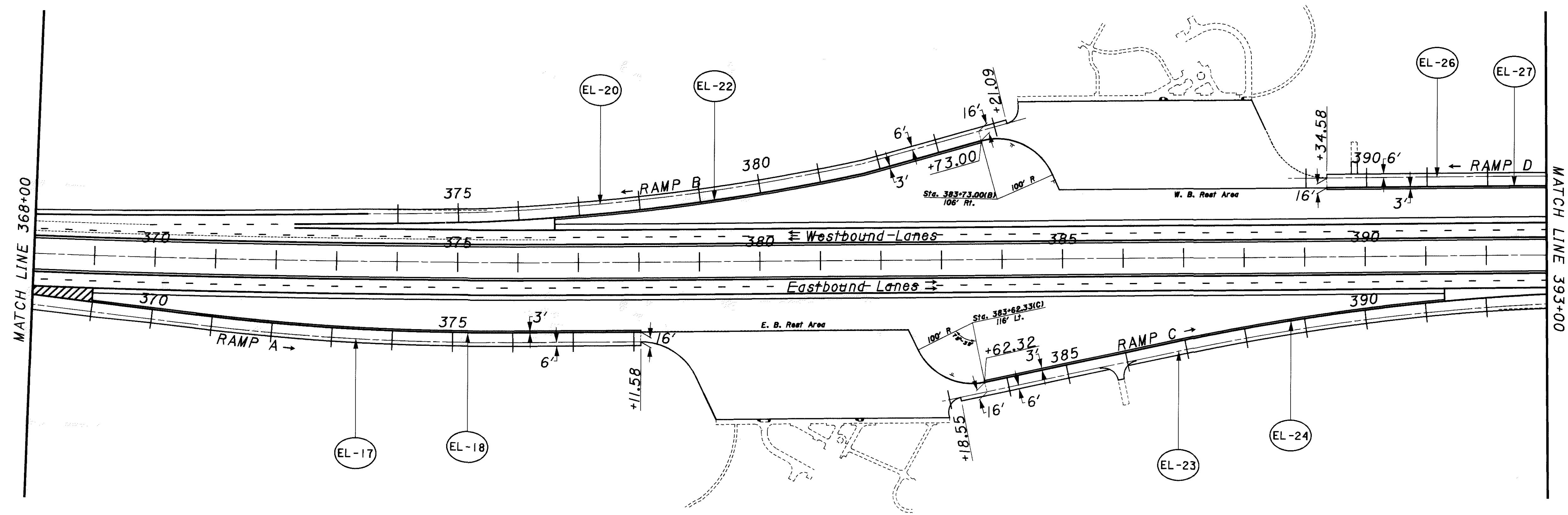
FOR U.S.R.-33 AND C.R. 33A
INTERCHANGE PAVEMENT
MARKING DETAILS SEE
SHEET NO. 101



PAVEMENT MARKING PLAN
STA. 650+00 TO STA. 675+00

AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)

97
113



FOR DETAILS NOT SHOWN SEE RESPECTIVE
PAVEMENT MARKING PLAN SHEETS

FOR PAVEMENT MARKING SUBSUMMARY SEE SHEET NO.'S 72 TO 76

CALCULATED
000

CHECKED

0 50 100 200
HORIZONTAL
SCALE IN FEET

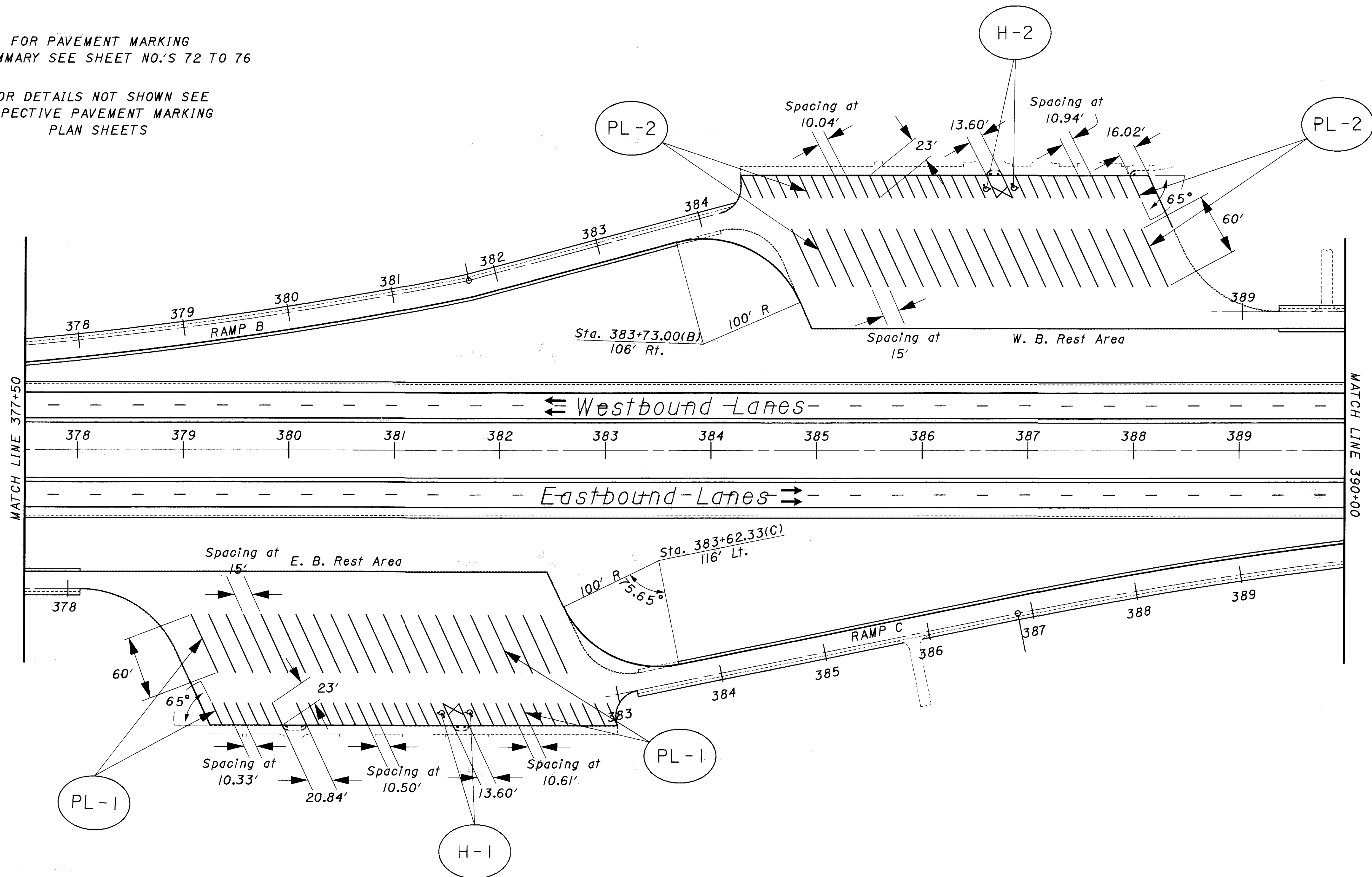
**U.S.R. 33 & REST AREA RAMP PAVEMENT
MARKING DETAIL STA. 368+00 TO STA. 393+00**

**AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)**

1:1 de

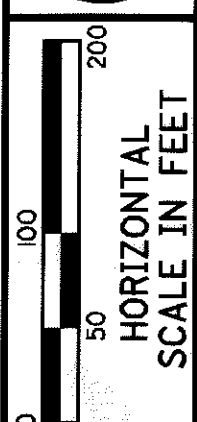
FOR PAVEMENT MARKING
SUBSUMMARY SEE SHEET NO.'S 72 TO 76

FOR DETAILS NOT SHOWN SEE
RESPECTIVE PAVEMENT MARKING
PLAN SHEETS



REST AREA PARKING LOT
 PAVEMENT MARKING DETAIL

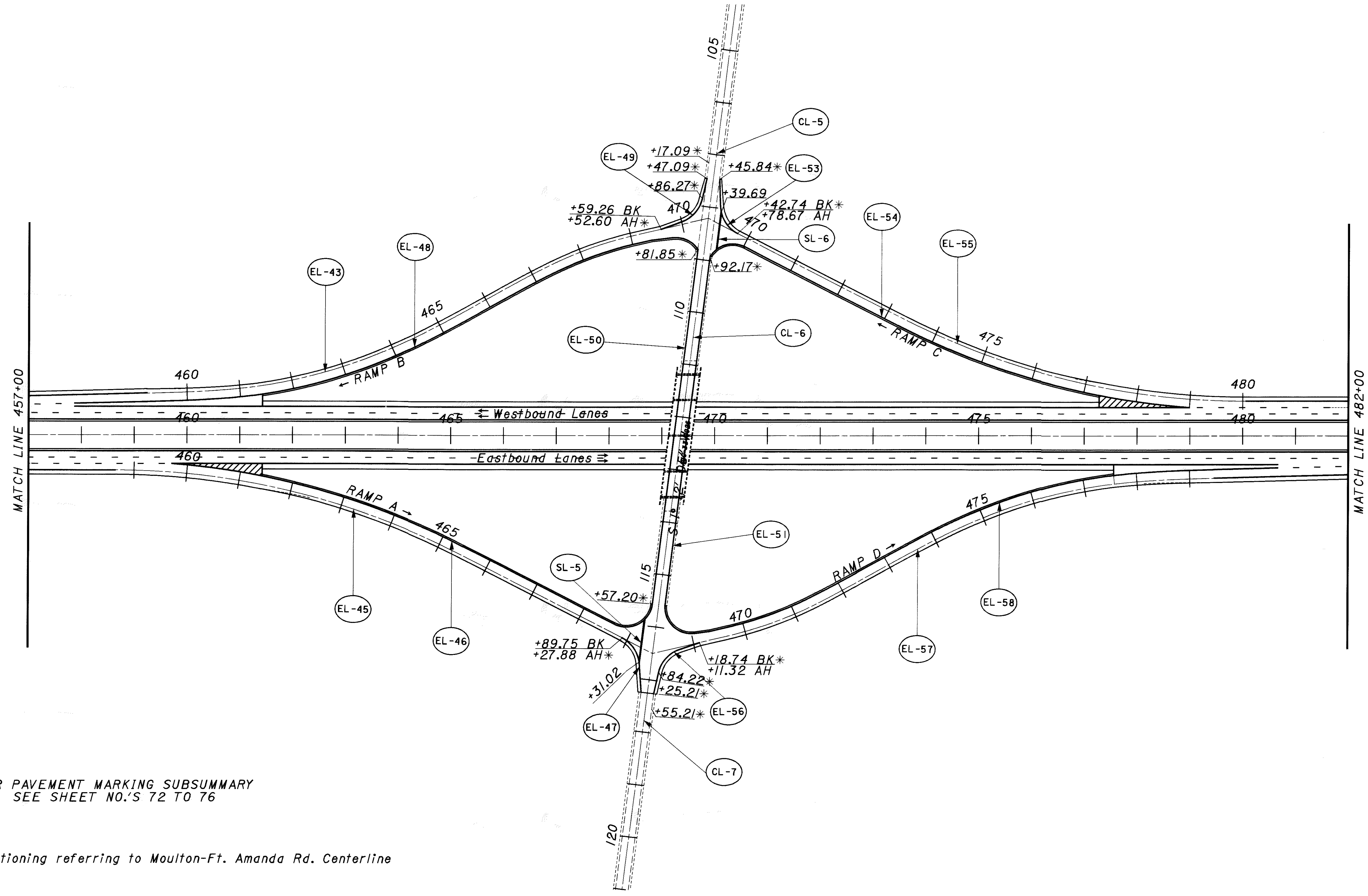
AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)



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JUD
CHECKED

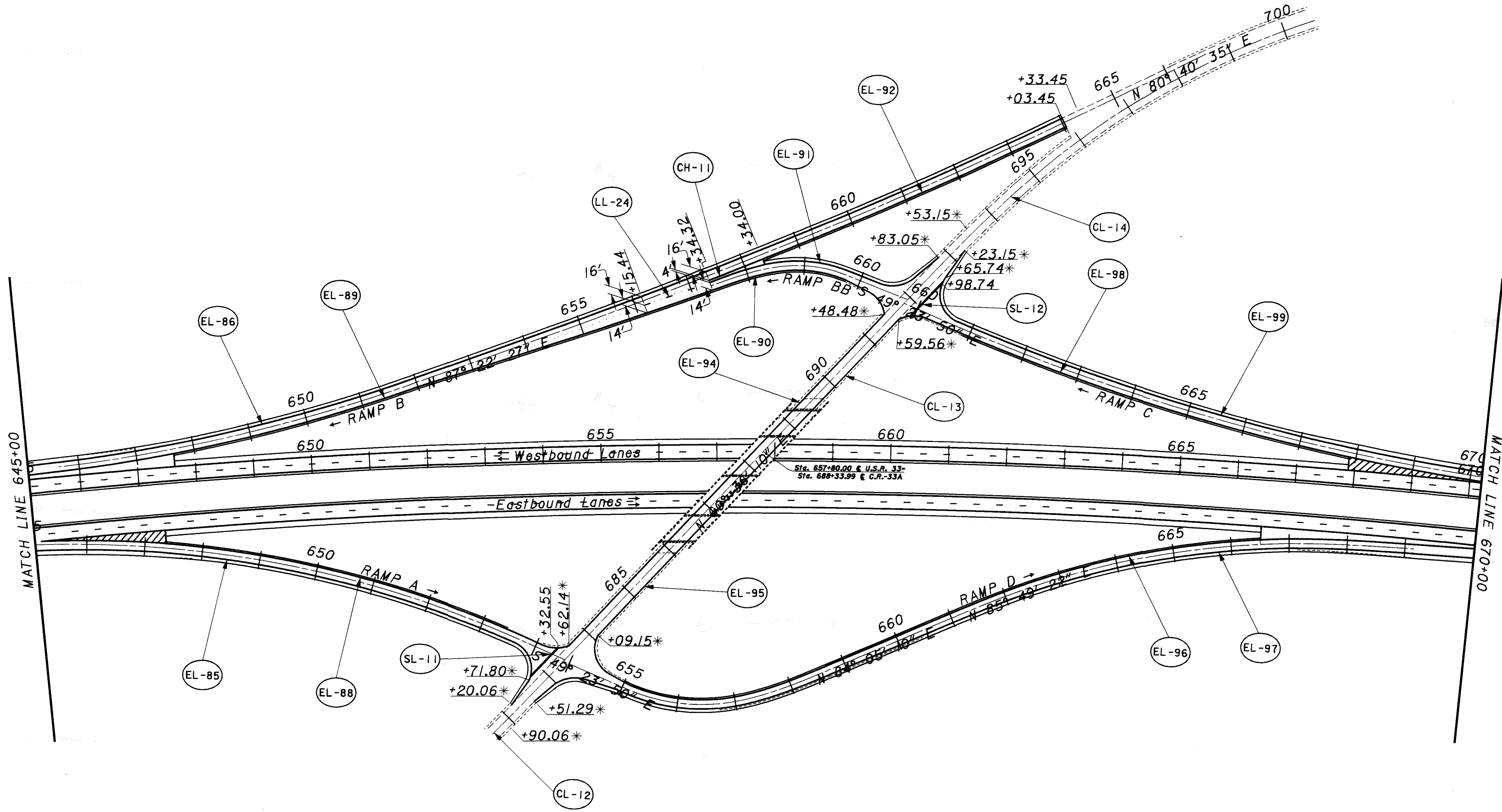
**U.S.R. 33 & C.R. 91 INTERCHANGE PAVEMENT
MARKING DETAIL STA. 457+00 TO STA. 482+00**

**AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)**

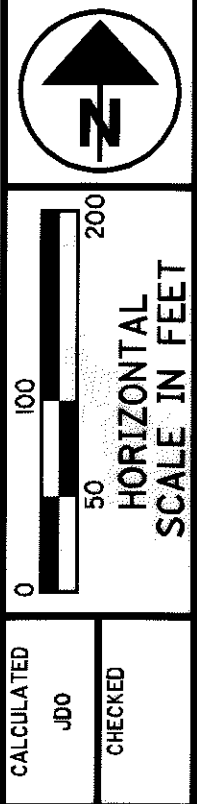


FOR PAVEMENT MARKING SUBSUMMARY
SEE SHEET NO.'S 72 TO 76

*Stationing referring to Moulton-Ft. Amanda Rd. Centerline



FOR PAVEMENT MARKING SUBSUMMARY
 SEE SHEET NO.'S 72 TO 76
 * Stationing referring to C.R. 33A Centerline.

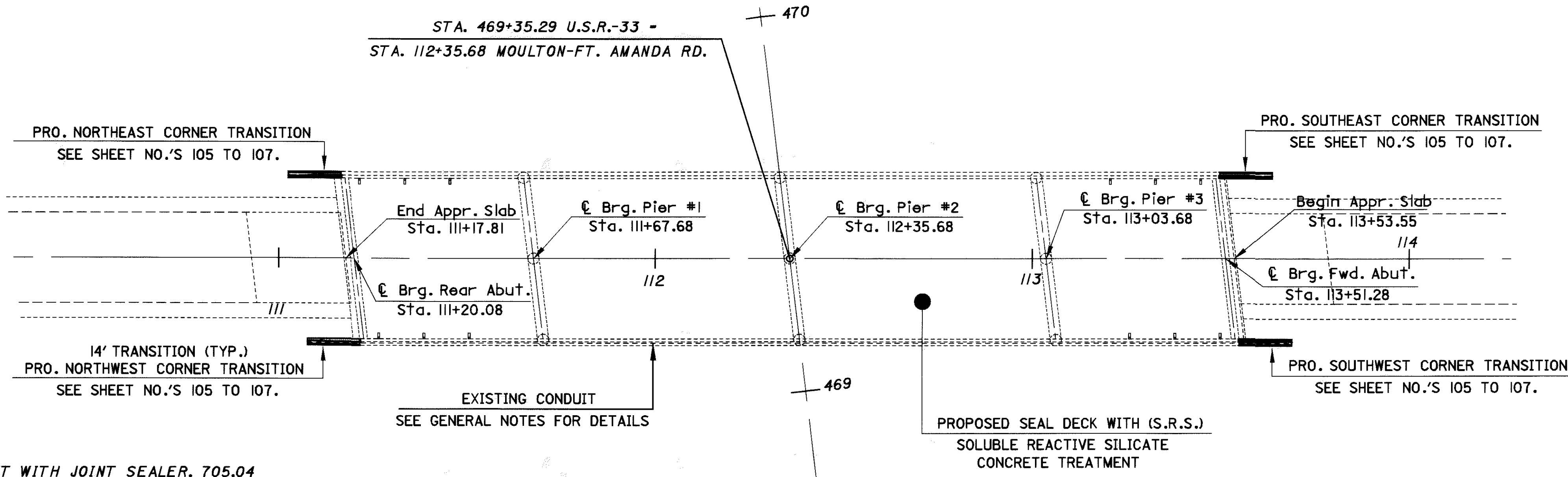
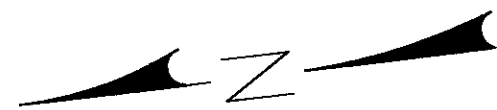


U.S.R. 33 & C.R. 33A INTERCHANGE PAVEMENT
 MARKING DETAIL STA. 645+00 TO STA. 670+00

AUG-33-6.25
 (PROGRAMMED AS AUG-33-6.60)

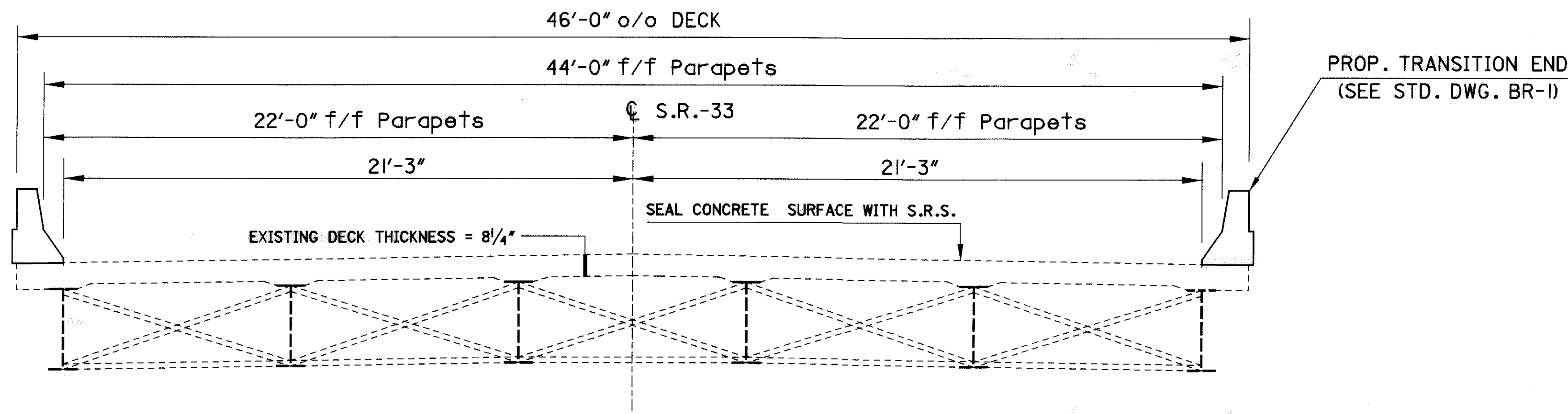
101
 113

FOR PROPOSED GUARD RAIL SEE SHEET 61.



BRIDGE PLAN VIEW

NOTE: CLEAN AND SEAL EXPANSION JOINT WITH JOINT SEALER, 705.04



TYPICAL DECK SECTION
SECTION LOOKING UP STATION NORTHBOUND

EXISTING STRUCTURE	
AUG-33-0926	
TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.	
SPAN: 47.6'-68.0'-68.0' 47.6' c/c BEARINGS	
ROADWAY: 44' f/f CONCRETE PARAPETS	
SKEW: 07°-05'-00" RT. FWD.	
WEARING SURFACE 1" MONOLITHIC CONCRETE	
LOAD FREQUENCY: HS 20-44	
ALIGNMENT: TANGENT	
APPROACH SLABS: AS-1-67 (25' LONG)	

DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7
DATE
REVIEWED
STRUCTURE FILE NUMBER
DRAWN
8/01
REVISION
11/01
DESIGNED
R.E.B.
CHECKED
BL
STA. 111+00.00
STA. 113+75.00
SITE PLAN
AUG-33-0926
MOULTON- FT. AMANDA RD.
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.00)
1/11
103
113

1:1 de

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL NOT BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS 102.05, 105.02, AND 513.02.

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

EXISTING BRIDGE PLANS

EXISTING BRIDGE PLANS MAY BE INSPECTED AT THE BUREAU OF BRIDGES AND STRUCTURAL DESIGN IN COLUMBUS, OHIO OR IN DISTRICT 7 OFFICE IN SIDNEY, OHIO.

ITEM 864, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THE FOLLOWING EXPOSED CONCRETE SURFACES SHALL BE SEALED USING EPOXY - URETHANE SEALER:

1. FRONT, FACE, TOP AND BACKSIDE OF BRIDGE RAILING INCLUDING THE FASCIA FROM THE BRIDGE DECK SURFACE TO A 6" UNDER DECK RETURN ON THE BRIDGE DECK.
2. BRIDGE TRANSITION PARAPETS FROM THE EDGE OF PAVEMENT FRONT, FACE, TOP, AND BACKSIDES OF PARAPET TO GROUND LINE.
3. PIERS FROM GROUND LINE TO BOTTOM OF PIER CAP.
4. PIER CAPS BOTTOM AND BOTH SIDES OF PIER CAP.
5. ABUTMENTS AND BACKWALLS FROM TOP OF BACKWALL TO BRIDGE SEAT, THE BRIDGE SEAT, AND FROM BRIDGE SEAT TO THE GROUND LINE.

PRIOR TO APPLICATION OF THE SURFACE SEALER, THE ENGINEER SHALL INSURE THAT ALL FOREIGN MATERIAL, INCLUDING GRAFFITI HAS BEEN REMOVED BY THE SURFACE PREPARATION PROCESS.

ITEM 202, PORTION OF STRUCTURE REMOVED, AS PER PLAN

SHALL INCLUDE THE ELEMENTS IN THE PLANS AND GENERAL NOTES AND ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL BE HEAVIER THAN THE NORMAL 90 POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE THE REBUILT STRUCTURE.

REMOVAL LIMITS SHALL BE SAW CUT PRIOR TO REMOVAL OPERATION TO PREVENT SPALLING. ANY SPALLING CAUSED BY THE CONTRACTORS REMOVAL OPERATION SHALL BE CORRECTED AT THE CONTRACTORS EXPENSE, AND APPROVED BY THE ENGINEER. CARE SHALL BE TAKEN WHILE REMOVING THE EXISTING PARPET TRANSITIONS, SO AS NOT TO DISTURB EXISTING ELECTRICAL CONDUITS.

STANDARD DRAWINGS

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

BR-1 DATED 01-06-99

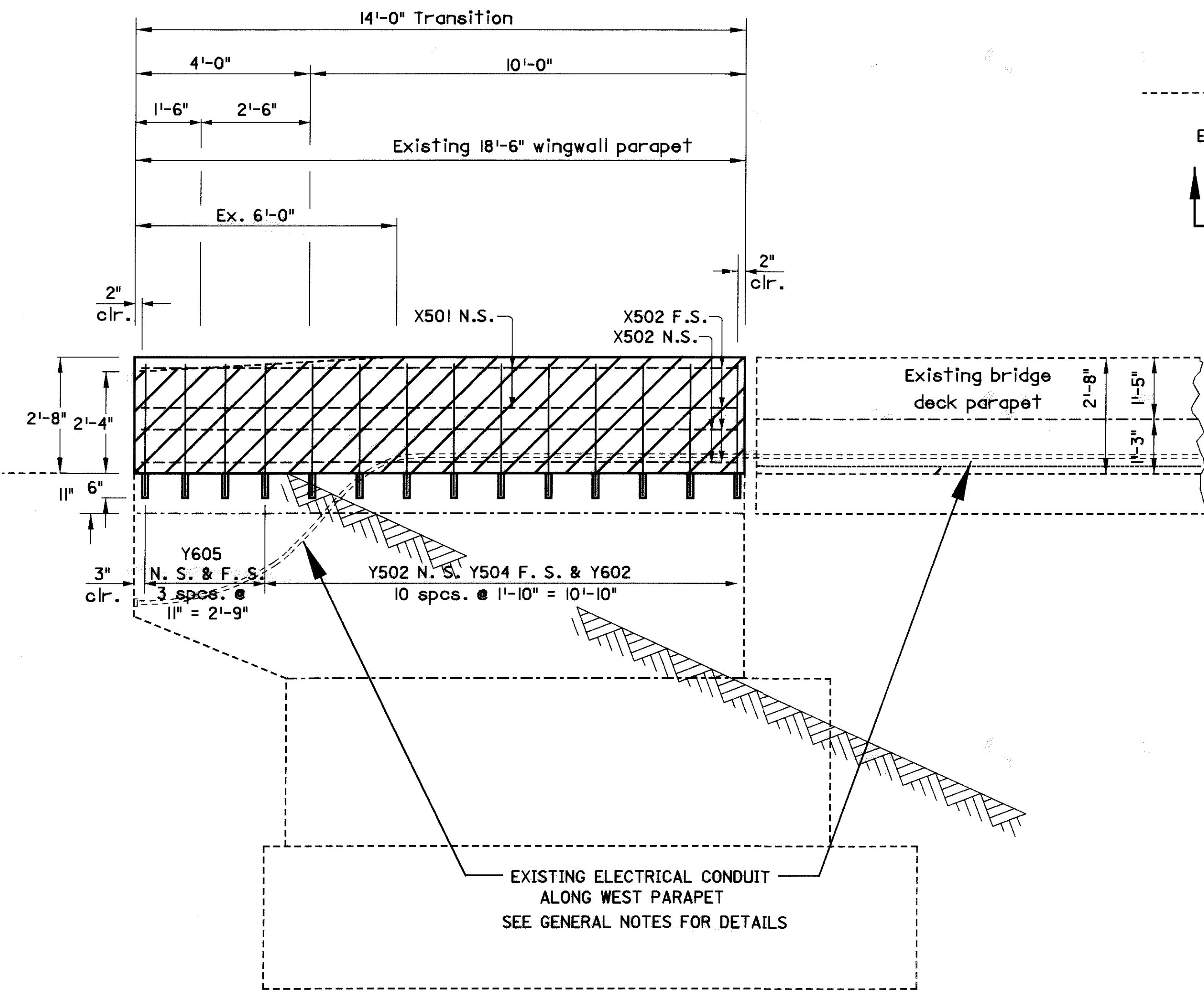
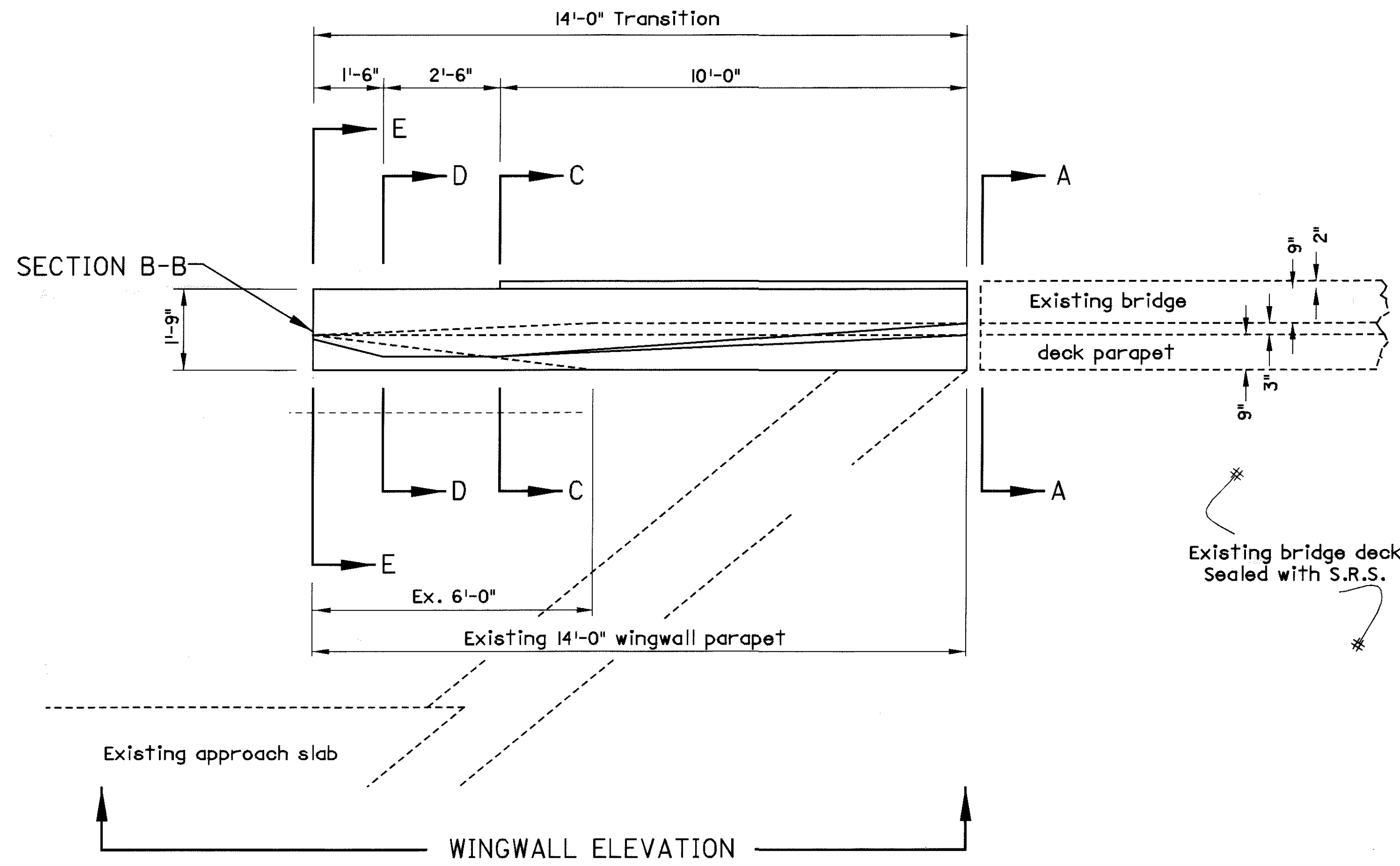
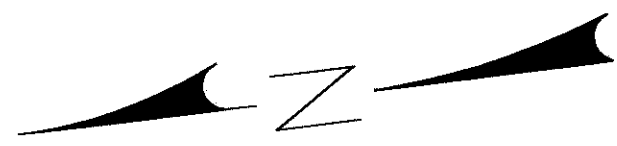
ITEM 510, DOWEL HOLES

PAYMENT FOR ITEM 510, DOWEL HOLES TO INCLUDE ALL MATERIALS, TOOLS, AND LABOR SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 842, CLASS S CONCRETE, SUPERSTRUCTURE.

WINGWALL PARAPET RETRO-FIT

SAW CUT PARAPET AT THE REMOVAL LIMITS TO PREVENT SPALLING OF CONCRETE. ANY SPALLING CAUSED BY THE CONTRACTORS REMOVAL OPERATION SHALL BE REPAIRED AS PER 519 AT THE CONTRACTORS EXPENSE. CARE SHALL BE TAKEN WHILE REMOVING THE EXISTING PARAPET TRANSITIONS SO AS NOT TO DISTURB THE EXISTING ELECTRICAL CONDUITS.

DESIGN AGENCY OFFICE OF STRUCTURAL ENGINEERING	DATE	REVIEWED	DRAWN	CHECKED	DESIGNED	
	11/01	11/01	8/01	B. L.	R. E. B.	
BRIDGE NOTES BRIDGE No. AUG-33-0926 MOULTON - FT. AMANDA RD. OVER US-33						STRUCTURE FILE NUMBER
						104 113
AUG-33-6.25 (PROGRAMMED AS AUG-33-6.60)						
2/11						

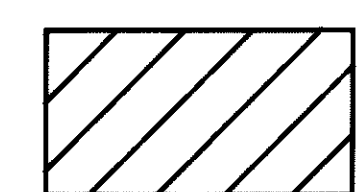


WINGWALL PLAN (TYP.)

FOR SECTIONS SEE SHEET NO. 4/11

LEGEND

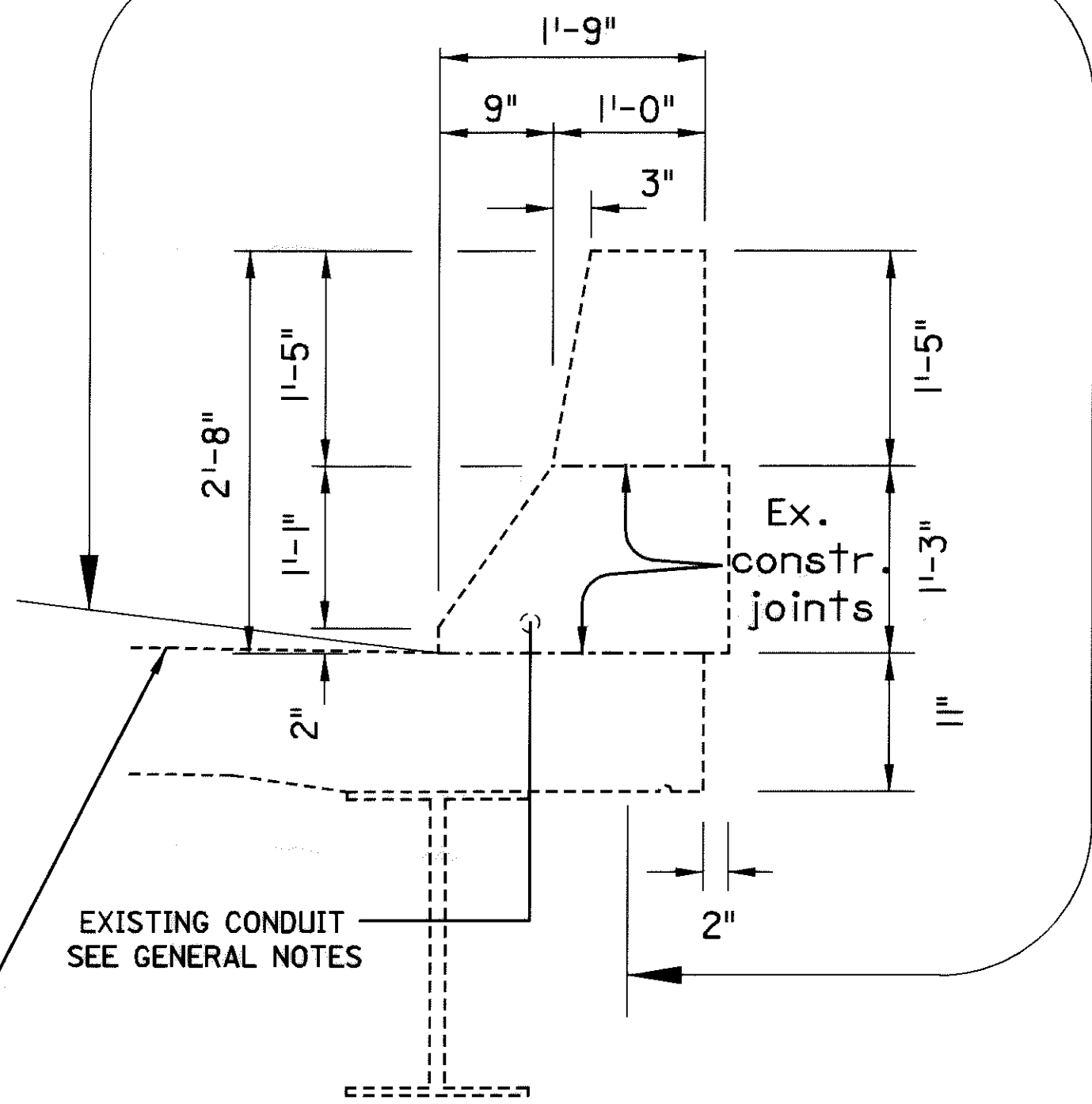
N.S. = NEAR SIDE
F.S. = FAR SIDE



Portions of existing wingwall parapets to be removed. Cost to be included in Item 202, Portions of Structure Removed.

DESIGNED R.E.B.	CHECKED 000	DRAWN 8/01	REVISED 0/00	DATE	STRUCTURE FILE NUMBER
--------------------	----------------	---------------	-----------------	------	-----------------------

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

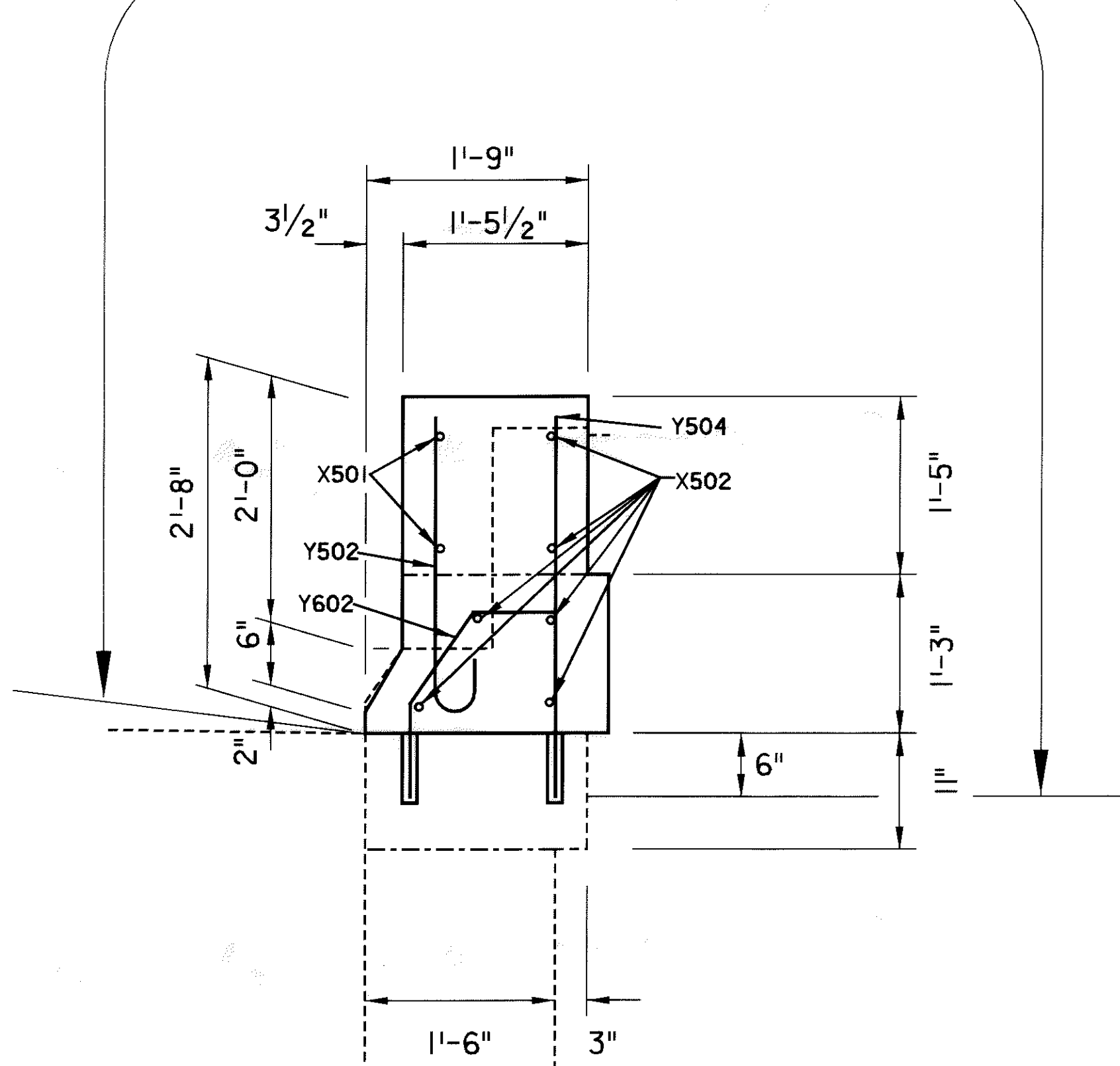


SECTION A-A

Bridge deck section

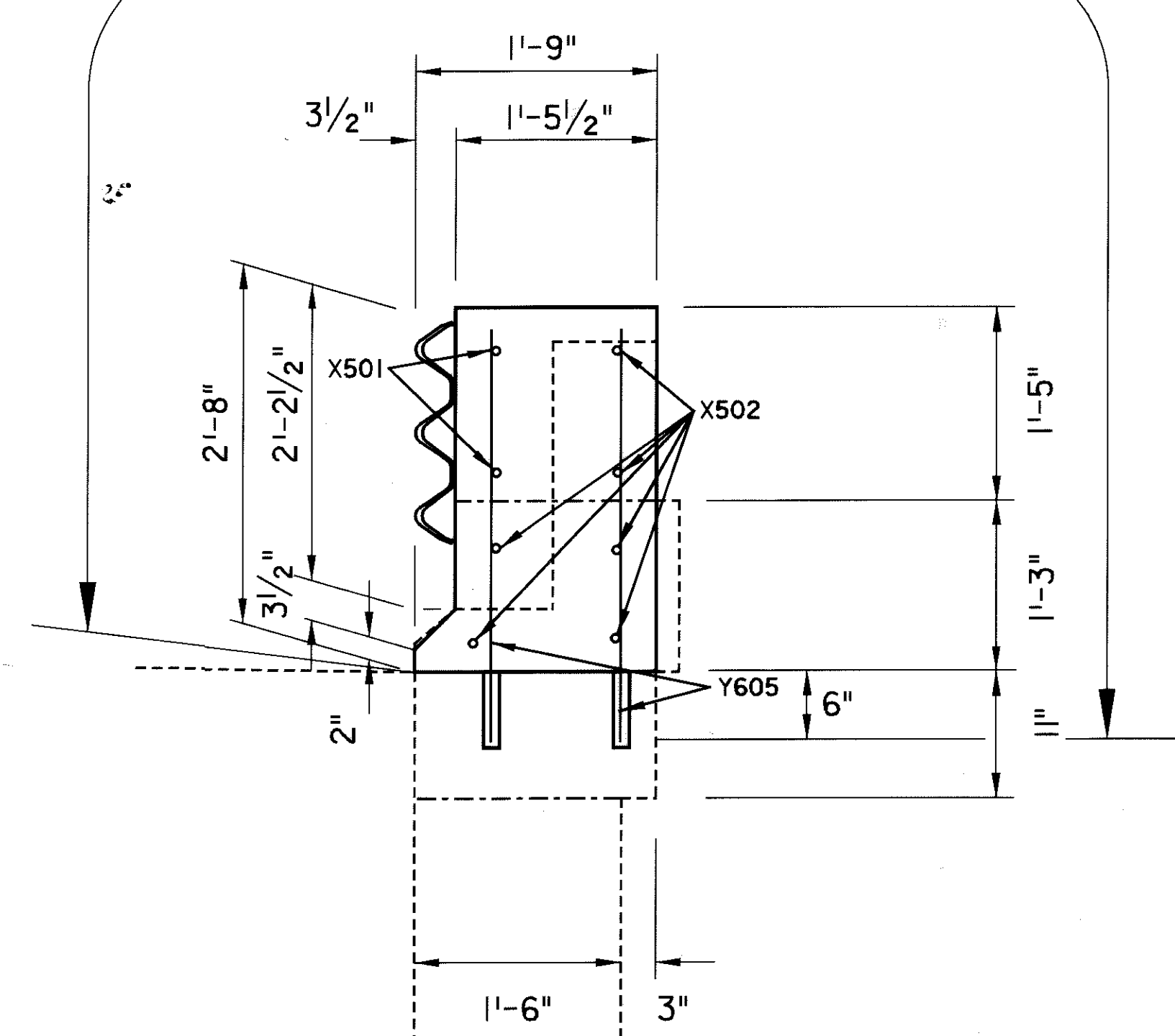
Seal bridge deck with Soluble Reactive Silicate

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



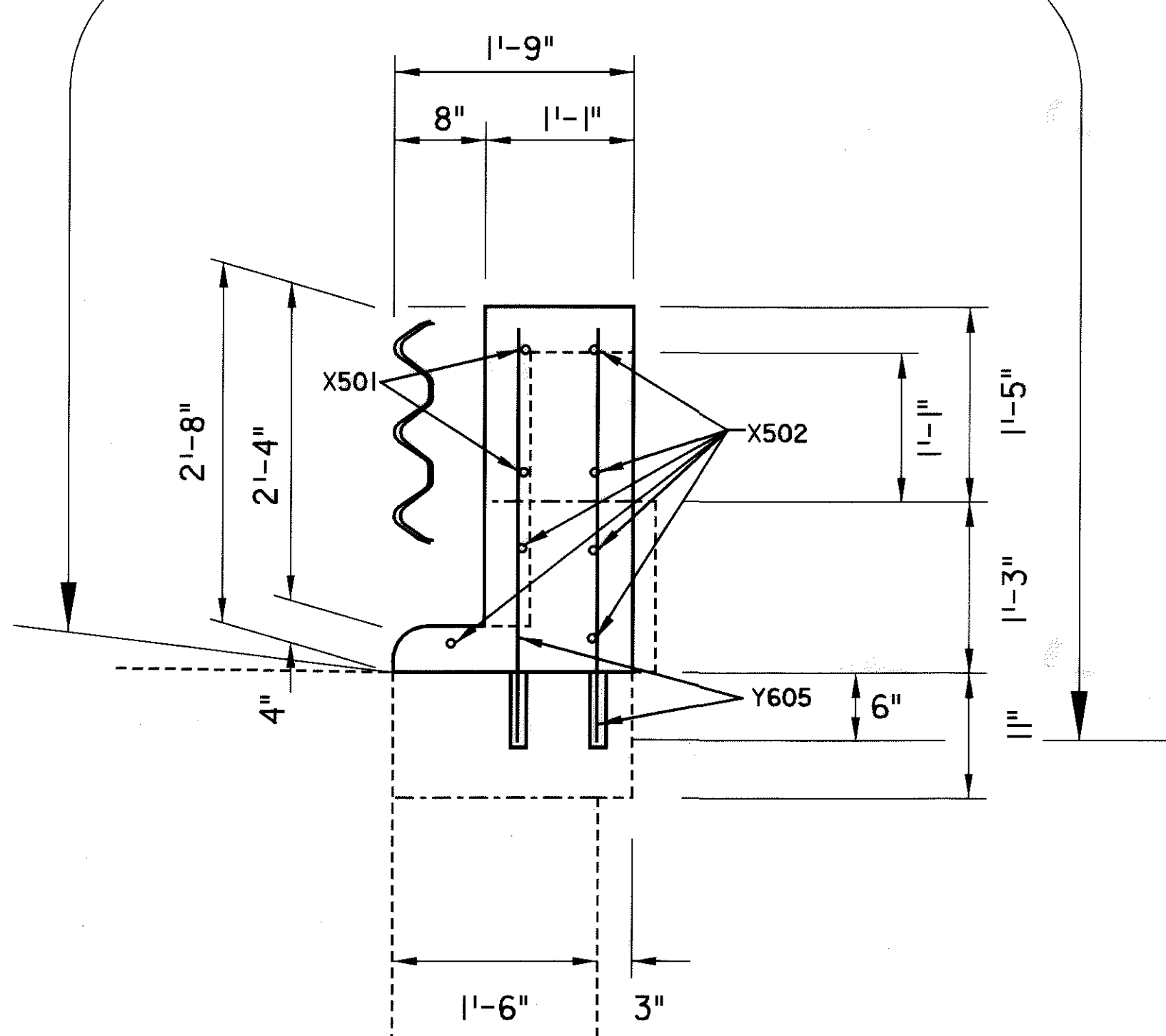
SECTION C-C

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



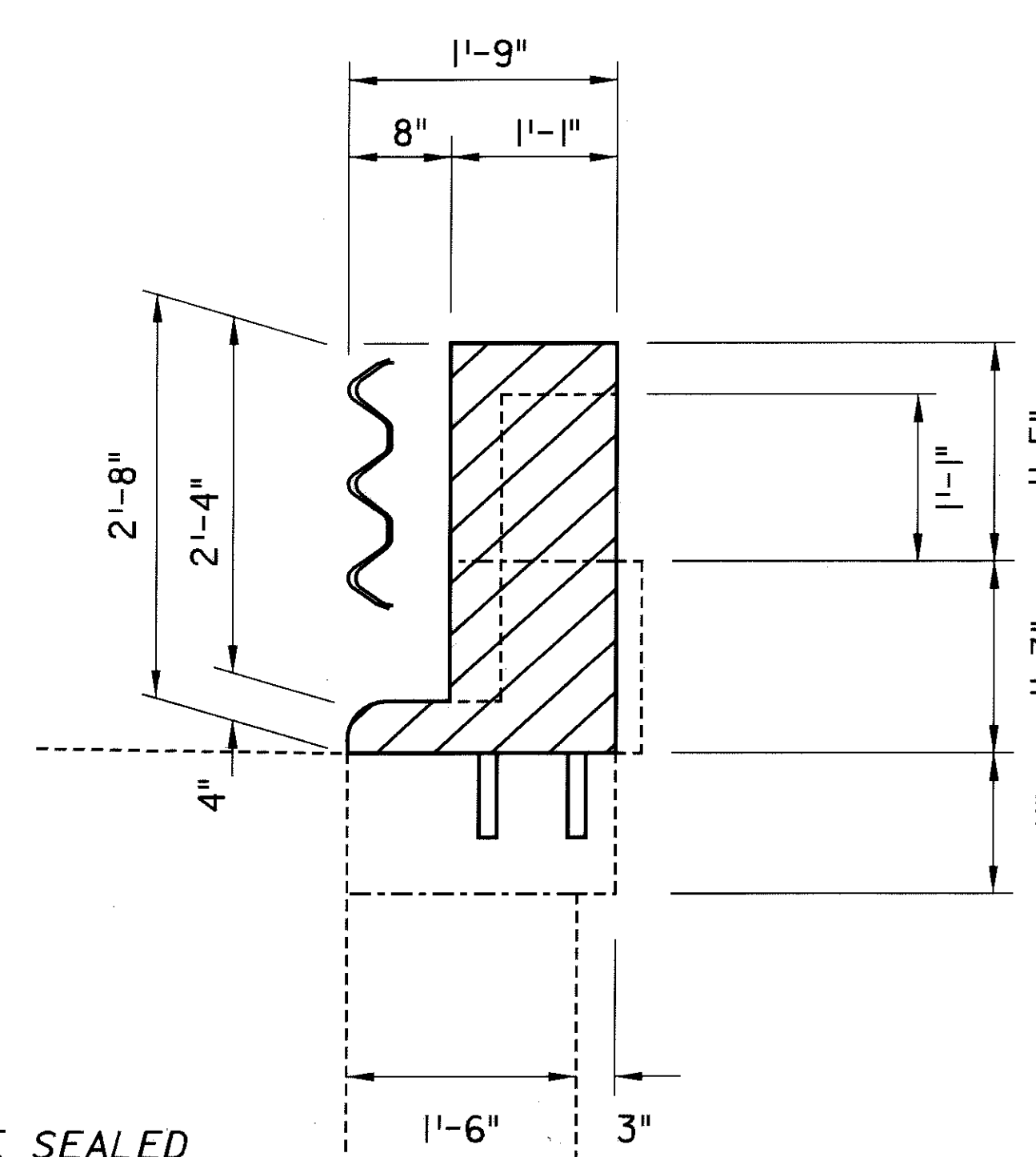
SECTION D-D

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



SECTION E-E

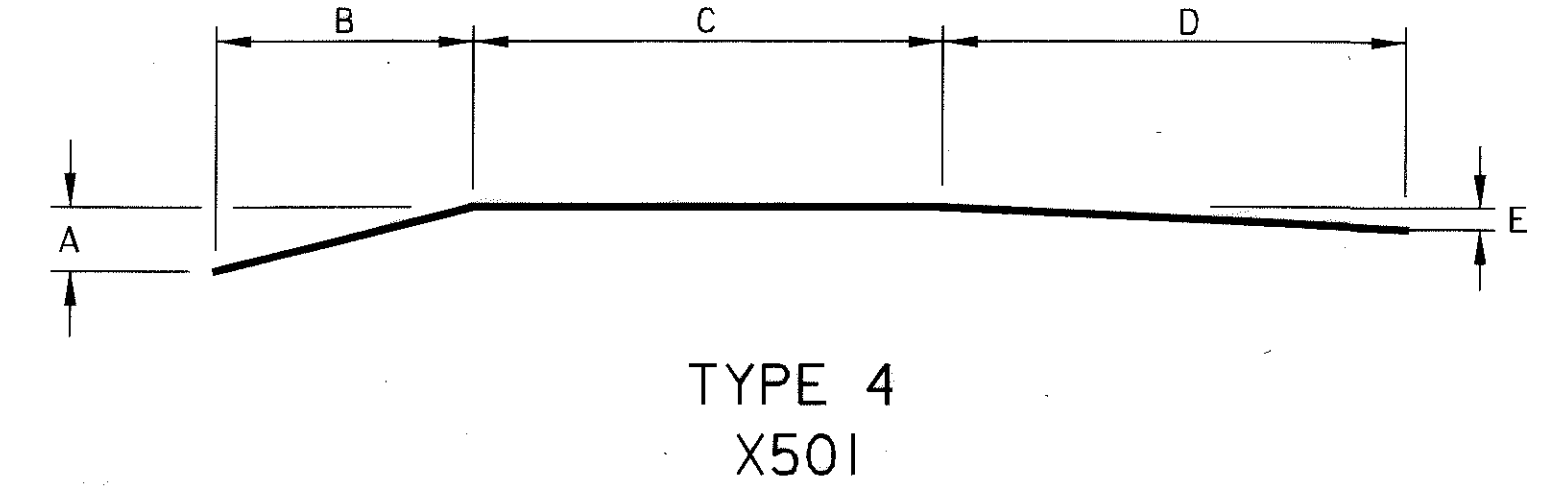
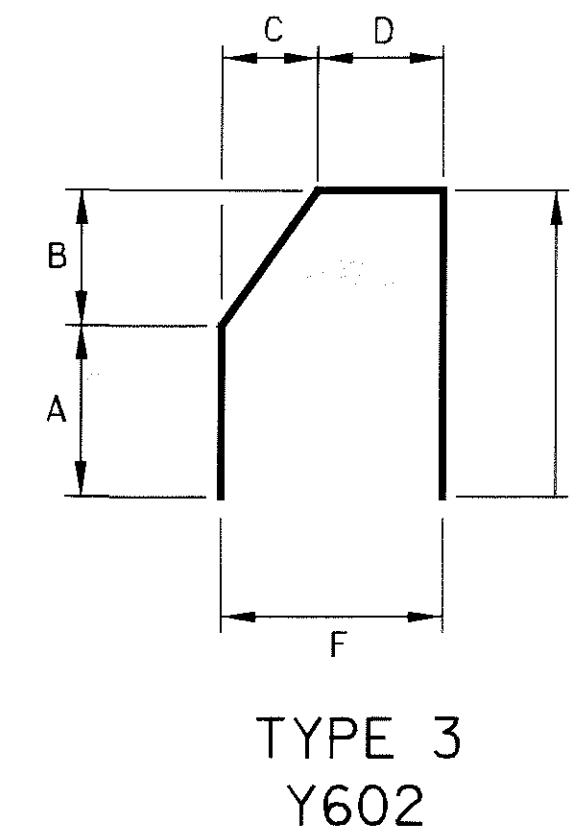
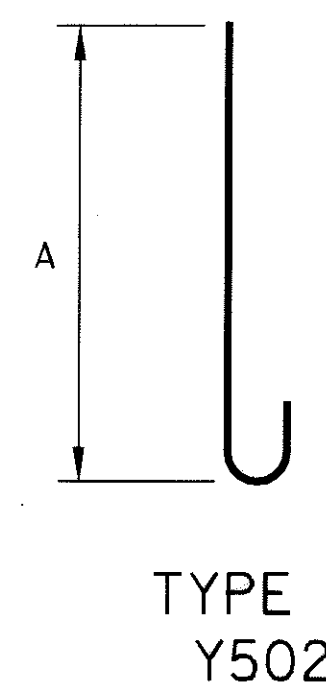
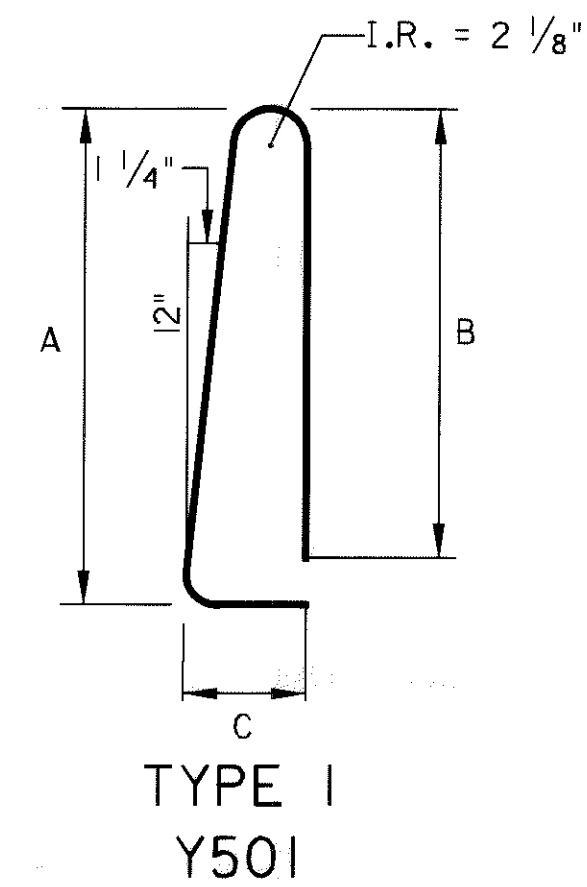
ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



SECTION B-B
END OF WALL

 = SURFACE TO BE SEALED

DESIGNED	DATE
R.E.B.	
CHECKED	STRUCTURE FILE NUMBER
B.L.	
DRAWN	REVIEWED
8/01	
REVISED	
10/01	



REINFORCING STEEL LIST

ALL REINFORCING STEEL IN THIS TABLE SHALL BE EPOXY COATED AND INCLUDED IN THE COST FOR ITEM 517, RAILING FACED, AS PER PLAN.

BAR NO.	NUMBER OF BARS	BAR LENGTH	SHAPE	TYPE	A	B	C	D	E	F	INCR.	DESCRIPTION
WINGWALL PARAPETS AUG-33-0926 (RIGHT FORWARD WINGWALL)												
Y501	5	4'-10"	BENT	1	2'-3 3/4"	2'-1"	0'-7"					
Y502	10	2'-8"	BENT	2	2'-4"							
Y504	10	2'-2"	STR.									
Y602	15	3'-5"	BENT	3	0'-9"	0'-8 5/8"	0'-6"	0'-8"	1'-6"	1'-2"		
Y605	8	3'-0"	STR.									
X501	2	13'-10"	BENT	4	0'-4"	1'-4 1/4"	2'-5 3/4"	9'-10 1/4"	0'-8 1/2"			
X502	6	18'-0"	STR.									

ESTIMATED QUANTITIES FOR ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

BRIDGE No.	LOCATION	BRIDGE RAILING	TRANSITION PARAPETS	ABUTMENTS & BACKWALLS	PIERS	PIER CAPS	ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
		SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.
AUG-33-0926 L&R	AUG-33 UNDER MOULTON-FT. AMANDA RD.	423.6	49.8	49.8	124.4	139	
TOTALS CARRIED TO ESTIMATED QUANTITIES							786.6

ESTIMATED QUANTITIES (AUG-33-0926)

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
516	31000	42.8	LIN. FT.	JOINT SEALER, 705.04
841	10000	1113.2	SQ. YD.	TREATING OF CONCRETE SURFACES WITH S.R.S.
842	34400	8.6	CU. YD.	CLASS S CONCRETE, SUPERSTRUCTURE
864	10100	786.6	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY) (LIGHT GRAY)

ESTIMATED QUANTITIES CARRIED TO BRIDGE SUMMARY ON SHEET 102.

OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

REINFORCING STEEL LIST AND ESTIMATED QUANTITIES BRIDGE NO. AUG-33-0926

AUG-33-6.25 (PROGRAMMED AS AUG-33-6.80)

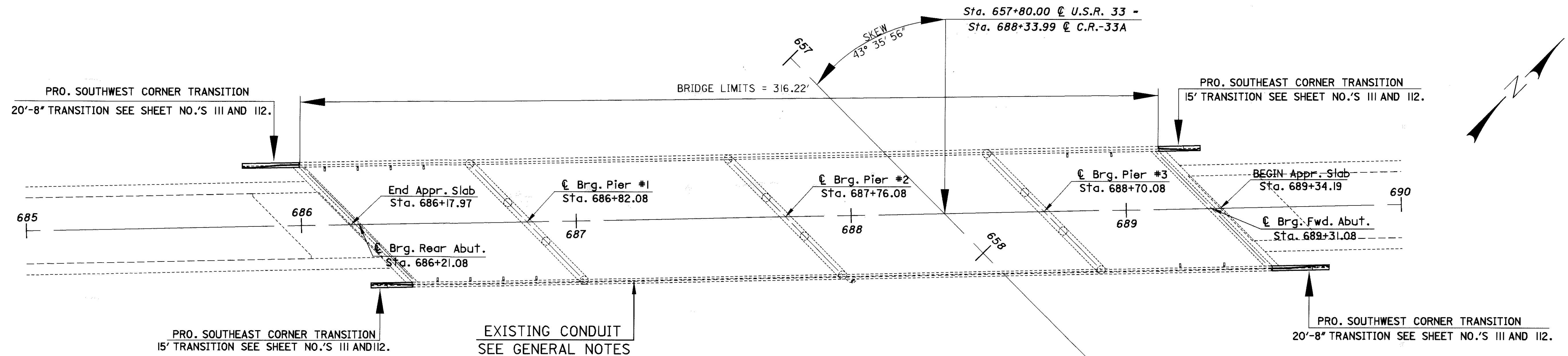
DESIGNED R.E.B. CHECKED B.L.

DRAWN B/OI REVISIONS R/OI

REVIEWED DATE STRUCTURE FILE NUMBER

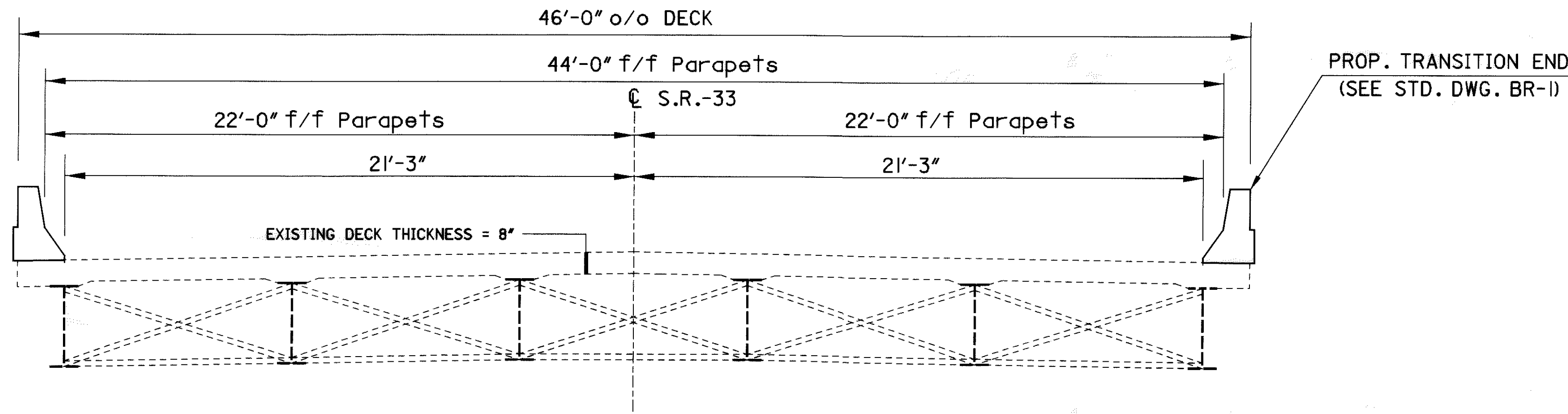
5 / 11

107 / 113



BRIDGE PLAN VIEW

NOTE: CLEAN AND SEAL EXPANSION JOINTS WITH JOINT SEALER, 705.04



TYPICAL DECK SECTION

SECTION LOOKING UP STATION NORTHBOUND

EXISTING STRUCTURE	
AUG-33-1281	
TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.	
SPAN: 61.0'-94.0'-94.0' 61.0' c/c BEARINGS	
ROADWAY: 44' f/f CONCRETE PARAPETS	
SKEW: 43°-35'-56" RT. FWD.	
WEARING SURFACE 1" MONOLITHIC CONCRETE	
LOAD FREQUENCY: HS 20-44	
ALIGNMENT: TANGENT	
APPROACH SLABS: AS-1-67 (25' LONG)	

DESTROY AGENCY		OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7	
DATE	11/01	REVIEWED	STRUCTURE FILE NUMBER
B.L.		B.L.	
DRAWN	8/01	REVIEWED	10/01
DESIGNED	R.E.B.	CHECKED	C.L.T.
STA. 685+00.00		STA. 690+00.00	
SITE PLAN			
AUG-33-1281			
C.R. -33A OVER U.S.R. - 33			
AUG-33-6.25		(PROGRAMMED AS AUG-33-6.60)	
6/11		108/113	

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL NOT BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS 102.05, 105.02, AND 513.02.

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

EXISTING BRIDGE PLANS

EXISTING BRIDGE PLANS MAY BE INSPECTED AT THE BUREAU OF BRIDGES AND STRUCTURAL DESIGN IN COLUMBUS, OHIO OR IN DISTRICT 7 OFFICE IN SIDNEY, OHIO.

ITEM 864, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THE FOLLOWING EXPOSED CONCRETE SURFACES SHALL BE SEALED USING EPOXY - URETHANE SEALER:

1. FRONT, FACE, TOP AND BACKSIDE OF BRIDGE RAILING INCLUDING THE FASCIA FROM THE BRIDGE DECK SURFACE TO A 6" UNDER DECK RETURN ON THE BRIDGE DECK.
2. BRIDGE TRANSITION PARAPETS FROM THE EDGE OF PAVEMENT FRONT, FACE, TOP, AND BACKSIDES OF PARAPET TO GROUND LINE.
3. PIERS FROM GROUND LINE TO BOTTOM OF PIER CAP.
4. PIER CAPS BOTTOM AND BOTH SIDES OF PIER CAP.
5. ABUTMENTS AND BACKWALLS FROM TOP OF BACKWALL TO BRIDGE SEAT, THE BRIDGE SEAT, AND FROM BRIDGE SEAT TO THE GROUND LINE.

PRIOR TO APPLICATION OF THE SURFACE SEALER, THE ENGINEER SHALL INSURE THAT ALL FOREIGN MATERIAL, INCLUDING GRAFFITI HAS BEEN REMOVED BY THE SURFACE PREPARATION PROCESS.

ITEM 202, PORTION OF STRUCTURE REMOVED, AS PER PLAN

SHALL INCLUDE THE ELEMENTS IN THE PLANS AND GENERAL NOTES AND ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL BE HEAVIER THAN THE NORMAL 90 POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE THE REBUILT STRUCTURE.

REMOVAL LIMITS SHALL BE SAW CUT PRIOR TO REMOVAL OPERATION TO PREVENT SPALLING. ANY SPALLING CAUSED BY THE CONTRACTORS REMOVAL OPERATION SHALL BE CORRECTED AT THE CONTRACTORS EXPENSE, AND APPROVED BY THE ENGINEER. CARE SHALL BE TAKEN WHILE REMOVING THE EXISTING PARPET TRANSITIONS, SO AS NOT TO DISTURB EXISTING ELECTRICAL CONDUITS.

STANDARD DRAWINGS

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

BR-1 DATED 01-06-99

ITEM 510, DOWEL HOLES

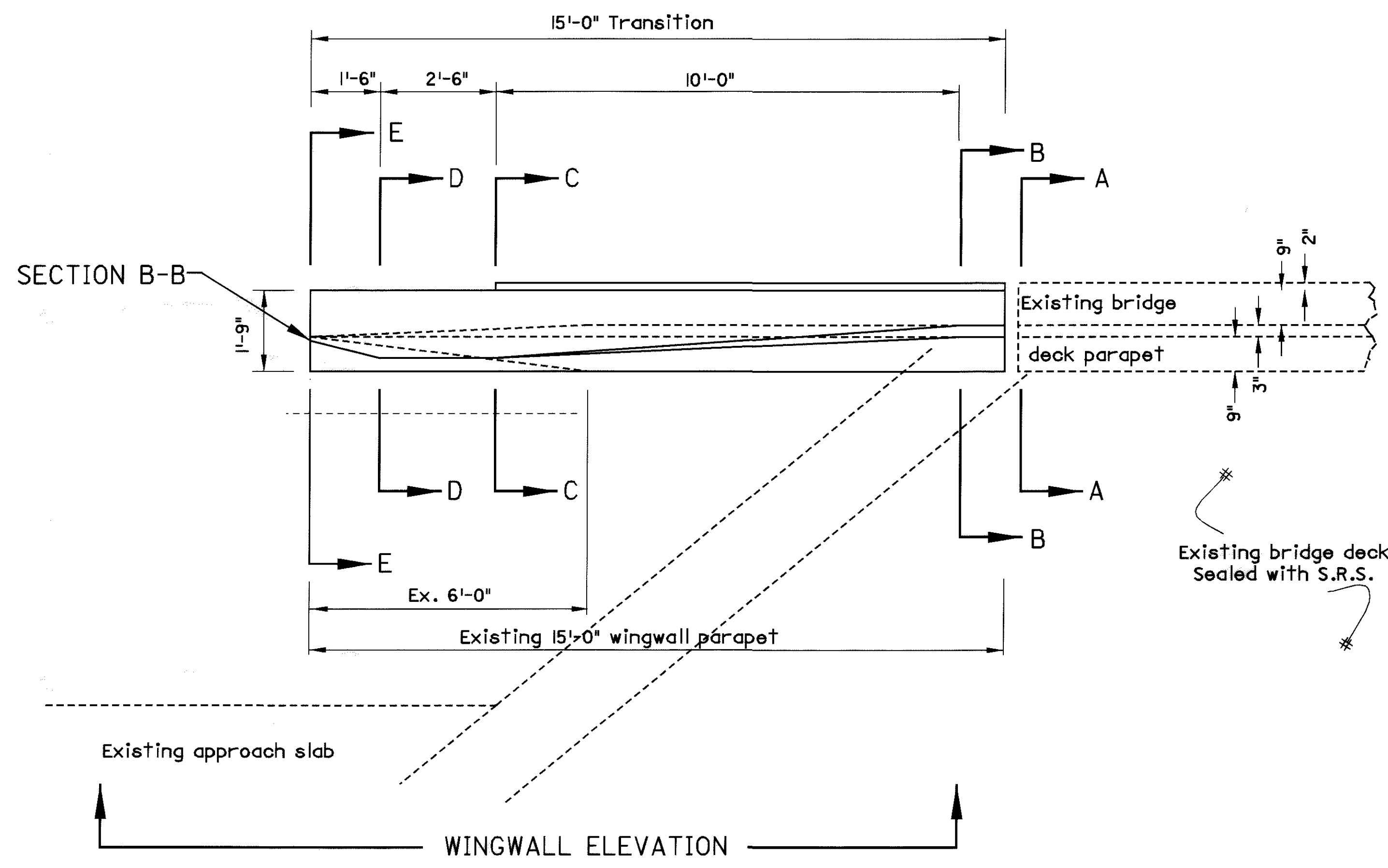
PAYMENT FOR ITEM 510, DOWEL HOLES TO INCLUDE ALL MATERIALS, TOOLS, AND LABOR SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 842, CLASS S CONCRETE, SUPERSTRUCTURE.

WINGWALL PARAPET RETRO-FIT

SAW CUT PARAPET AT THE REMOVAL LIMITS TO PREVENT SPALLING OF CONCRETE. ANY SPALLING CAUSED BY THE CONTRACTORS REMOVAL OPERATION SHALL BE REPAIRED AS PER 519 AT THE CONTRACTORS EXPENSE. CARE SHALL BE TAKEN WHILE REMOVING THE EXISTING PARAPET TRANSITIONS SO AS NOT TO DISTURB THE EXISTING ELECTRICAL CONDUITS.

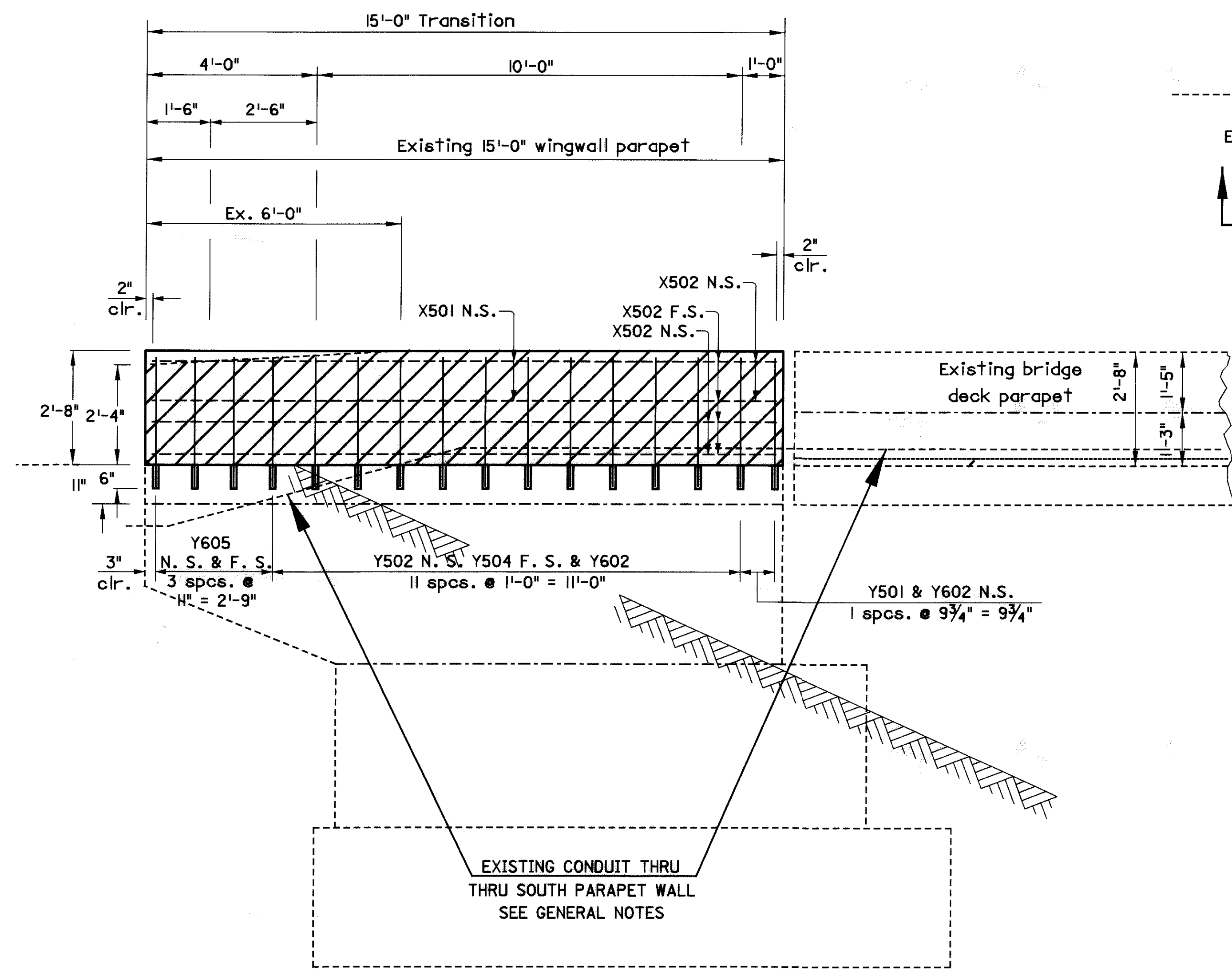
DESTROY AGENCY		OFFICE OF	
STRUCTURAL ENGINEERING		DATE	
REVIEWED	B.L.	11/01	STRUCTURE FILE NUMBER
DRAWN	8/01	REVISOR	11/01
DESIGNED	R.E.B.	CHECKED	C.L.T.
BRIDGE NOTES			
BRIDGE No. AUG-33-1281			
CR. -33A OVER US-33			
AUG-33-6.25		PROGRAMMED AS AUG-33-6.601	
7/11		109	
113			

DATE	11/01
REVIEWED	B.L.L. STRUCTURE FILE NUMBER
DRAWN	8/01
DESIGNED	11/01
P.E.B.	C.L.T.
CHECKED	



WINGWALL PLAN S.W. CORNER REAR ABUT.
WINGWALL PLAN N.E. CORNER Fwd. ABUT.

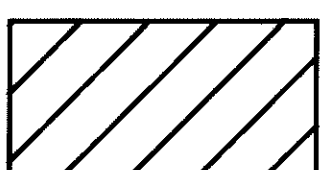
FOR SECTIONS SEE
SHEET NO. 10/11



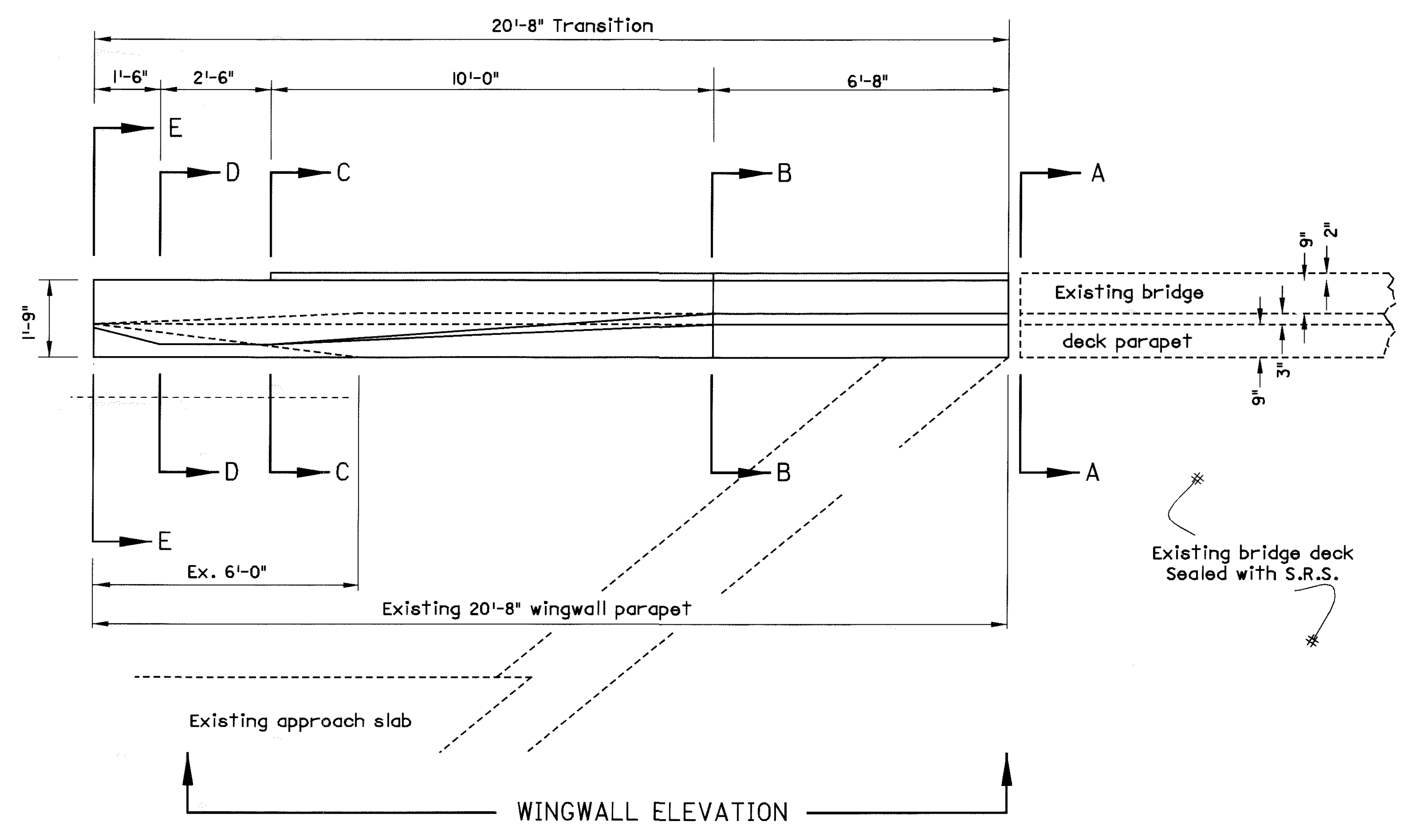
WINGWALL ELEVATION S.W. CORNER REAR ABUT.
WINGWALL ELEVATION N.E. CORNER Fwd. ABUT.

LEGEND

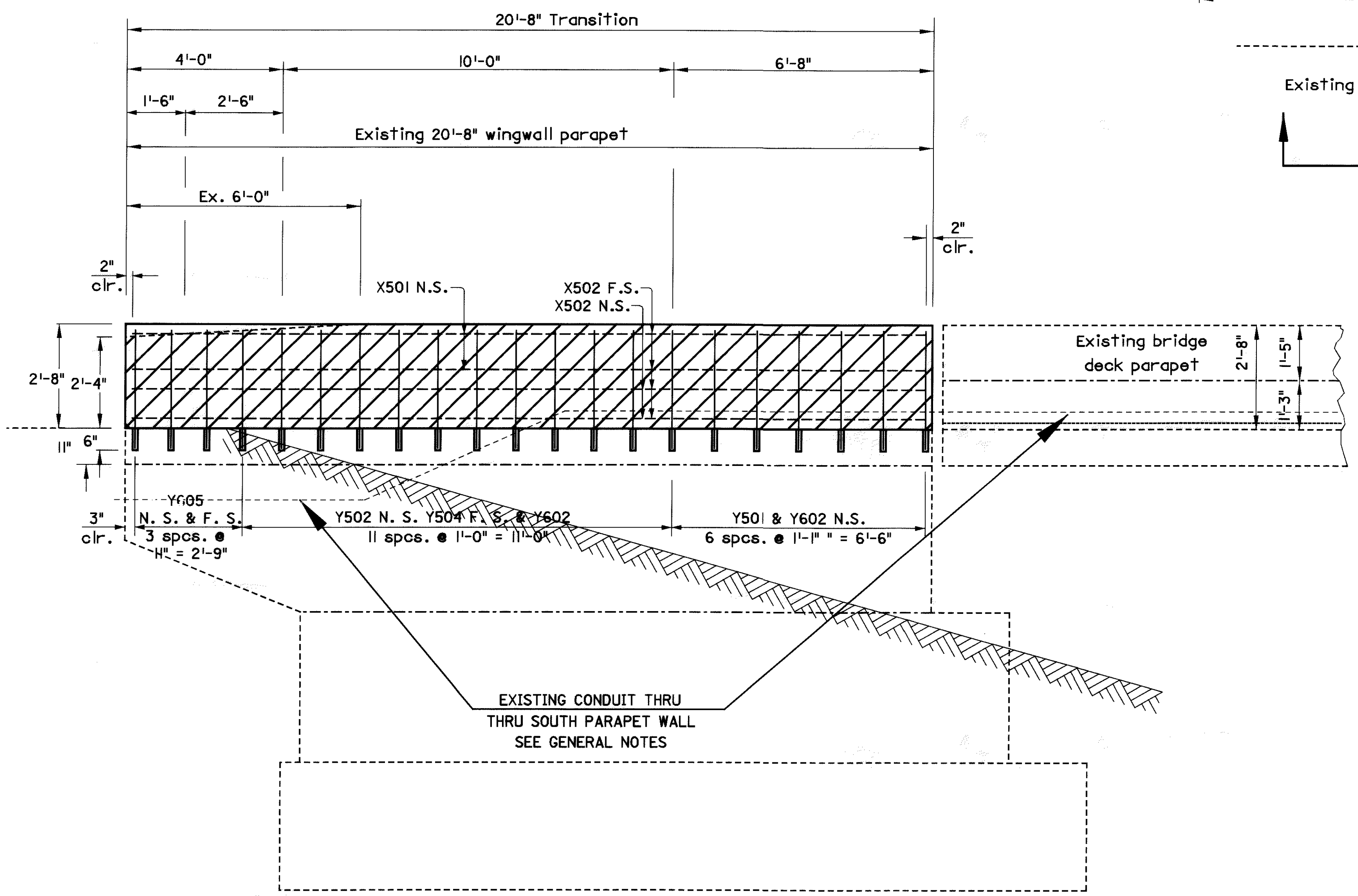
N.S. = NEAR SIDE
F.S. = FAR SIDE

 Portions of existing wingwall parapets to be removed. Cost to be included in Item 202, Portions of Structure Removed.

DESIGNED	P.E.B.	CHECKED	C.L.T.
DRAWN	B.O.I.	REVISED	10/01
REVIEWED	B.L.L.	STRUCTURE FILE NUMBER	
DATE	11/01		



WINGWALL PLAN N.W. CORNER REAR ABUT.
WINGWALL PLAN S.E. CORNER Fwd. ABUT.

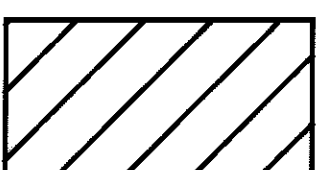


WINGWALL ELEVATION S.E. CORNER Fwd. ABUT.
WINGWALL ELEVATION N.W. CORNER REAR ABUT.

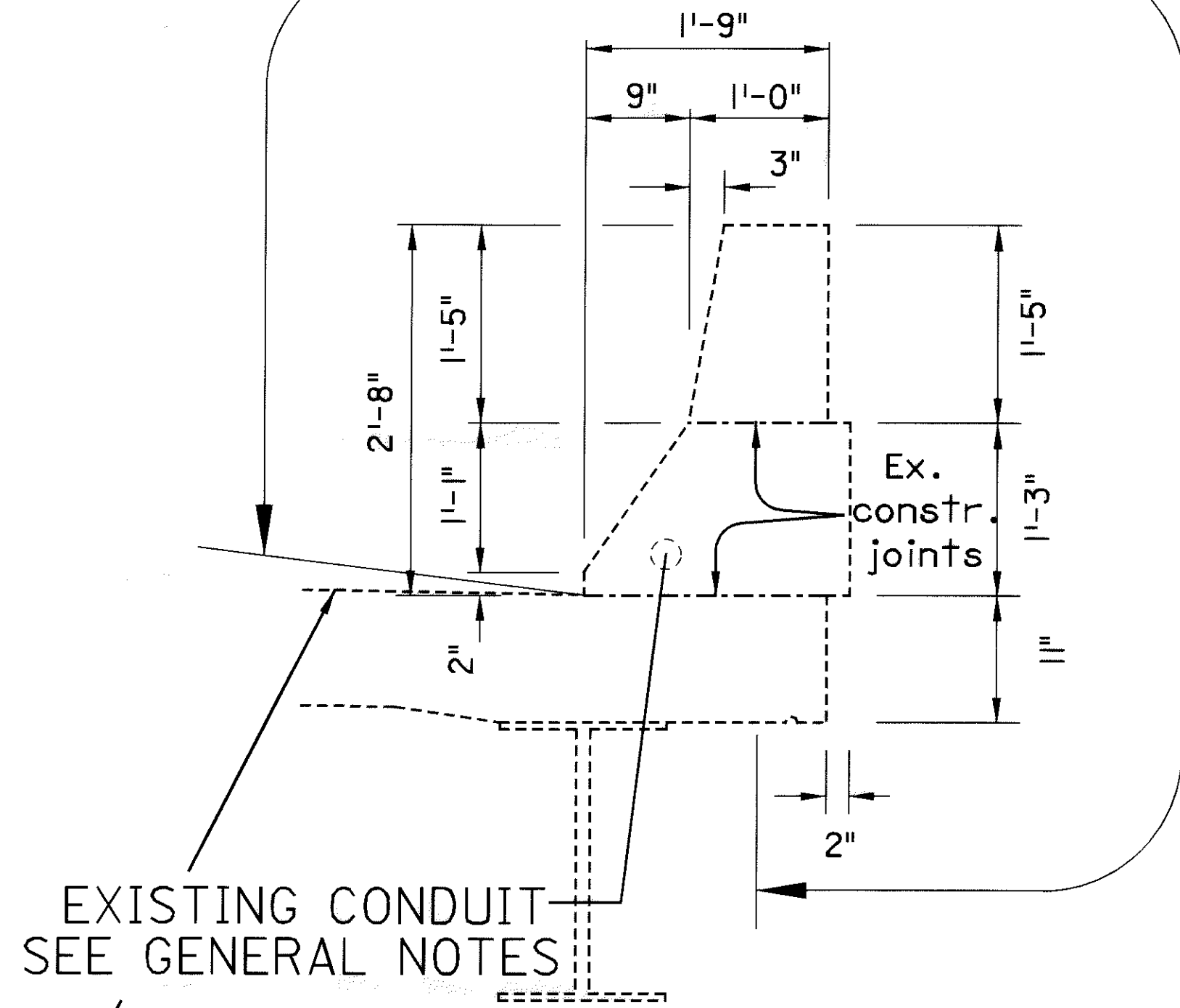
FOR SECTIONS SEE SHEET NO. 10/11

LEGEND

N.S. = NEAR SIDE
F.S. = FAR SIDE

 Portions of existing wingwall parapets to be removed. Cost to be included in Item 202, Portions of Structure Removed.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

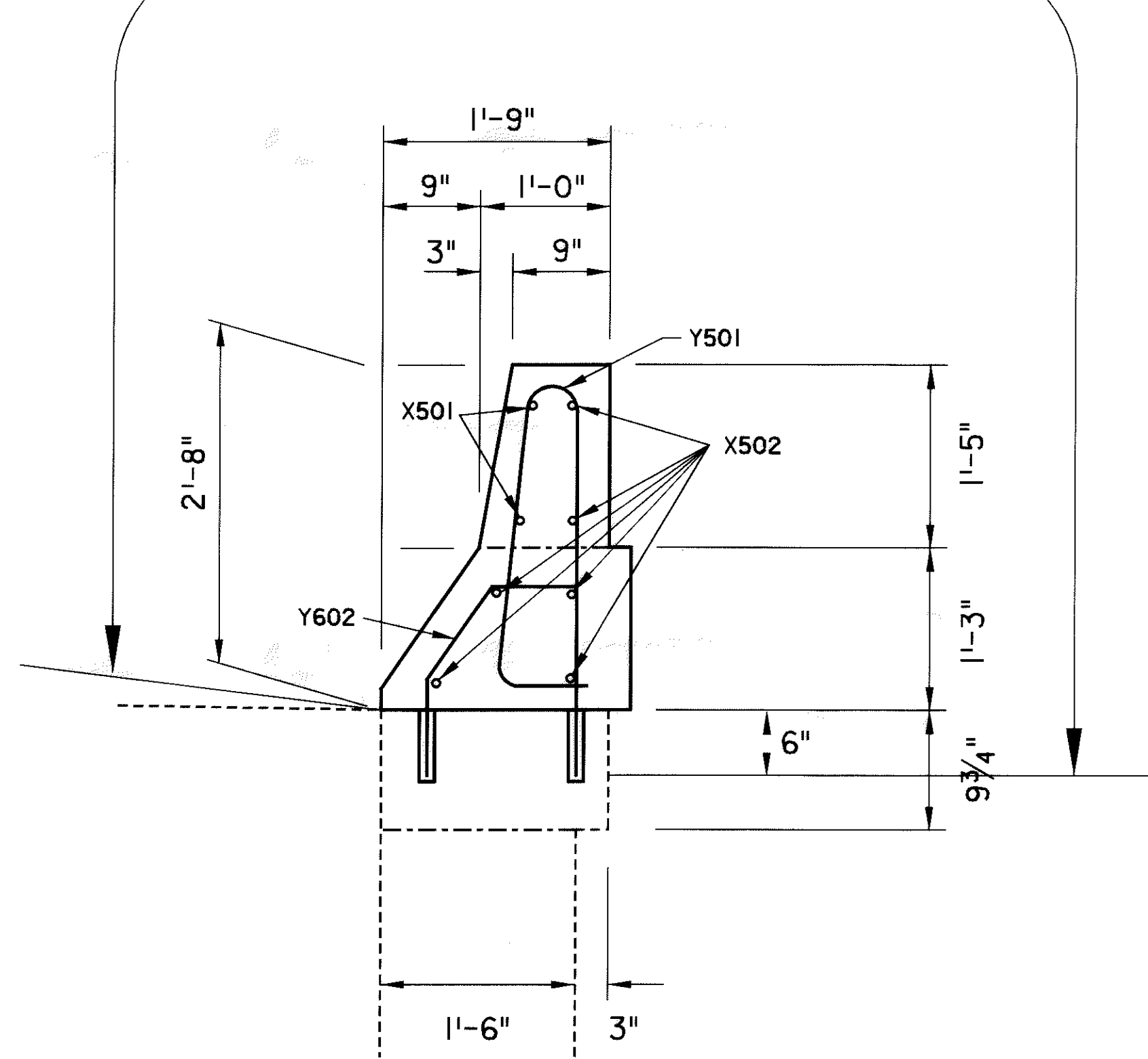


SECTION A-A

Bridge deck section

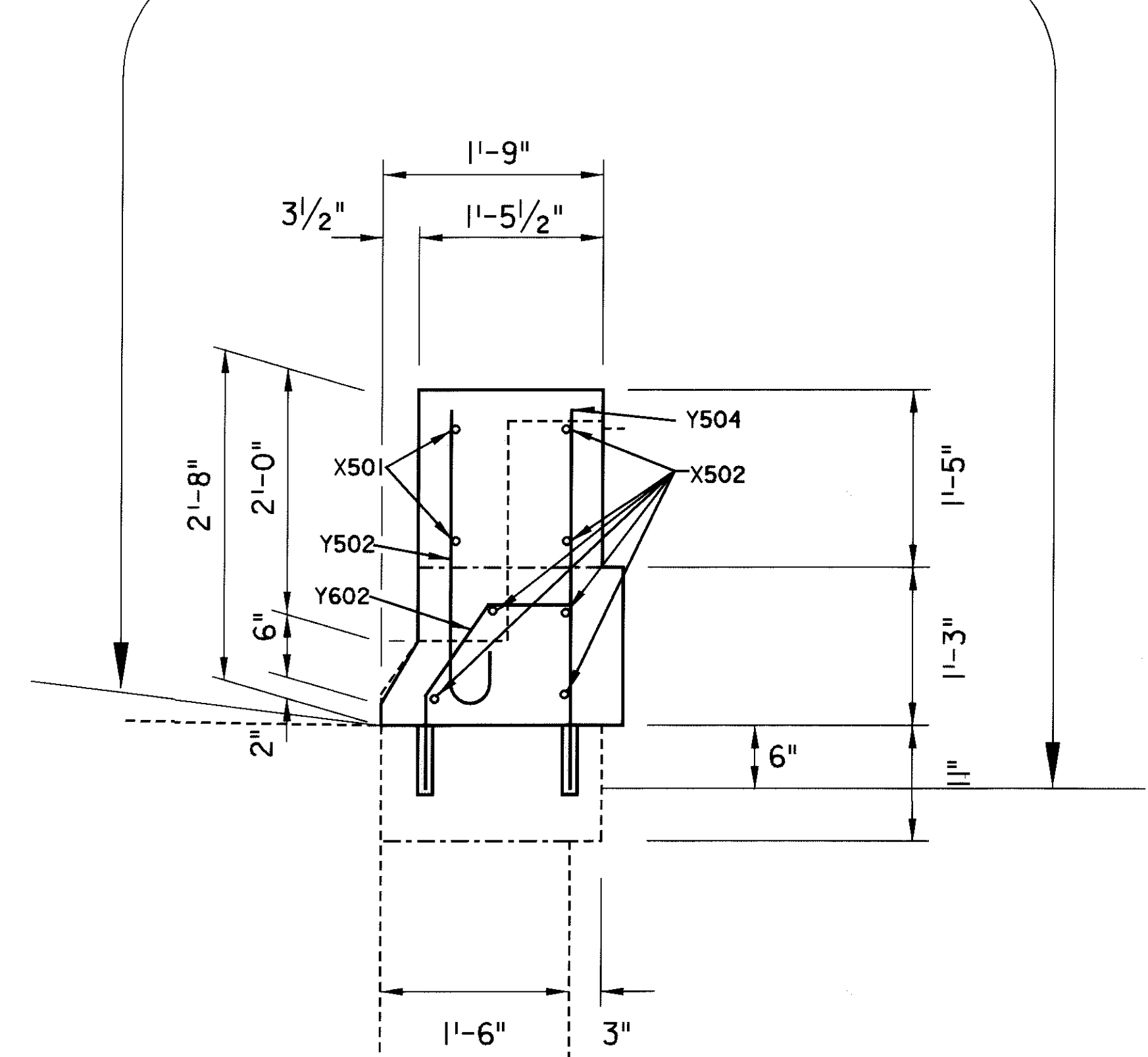
Seal bridge deck with Soluble Reactive Silicate

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



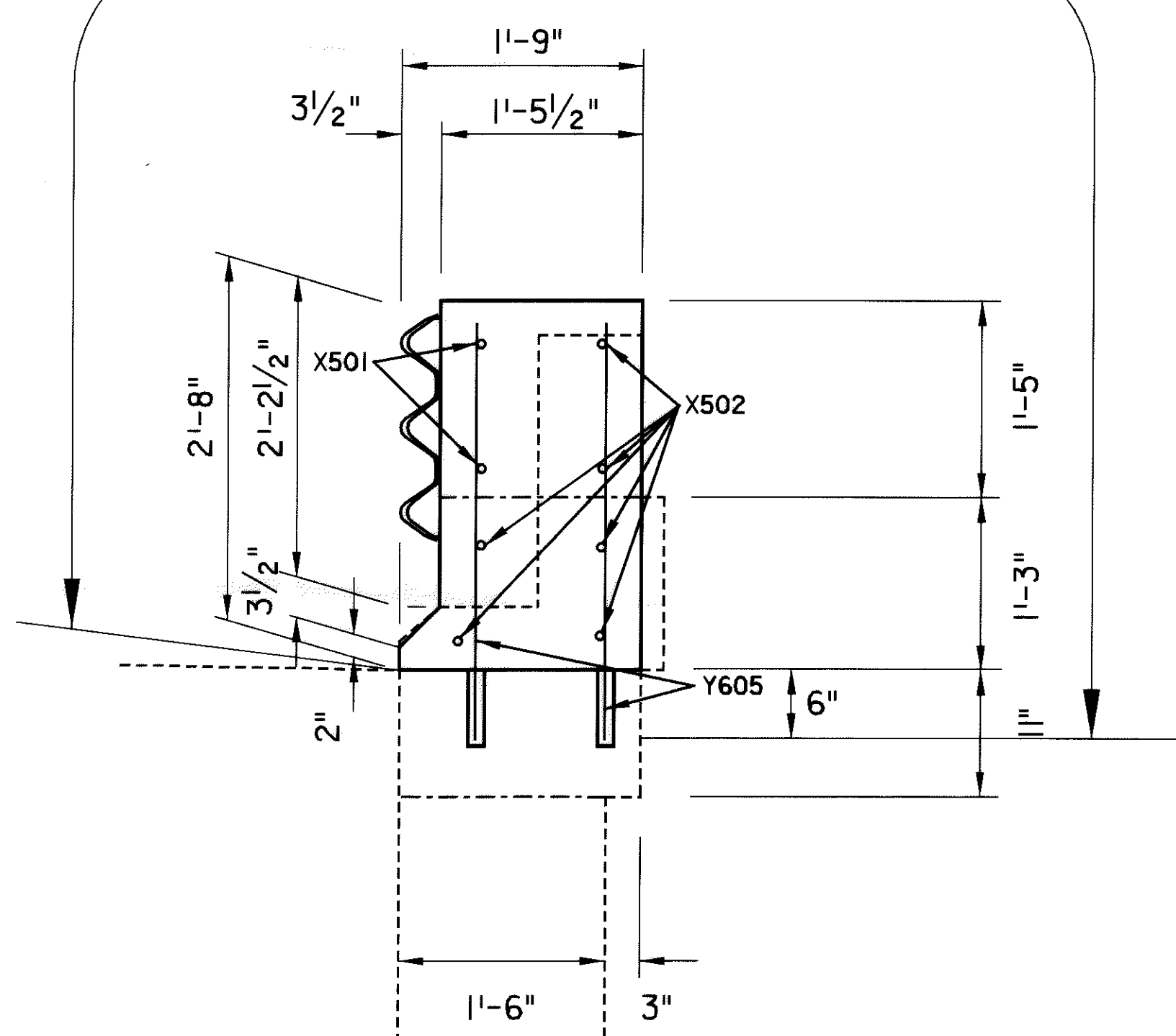
SECTION B-B

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



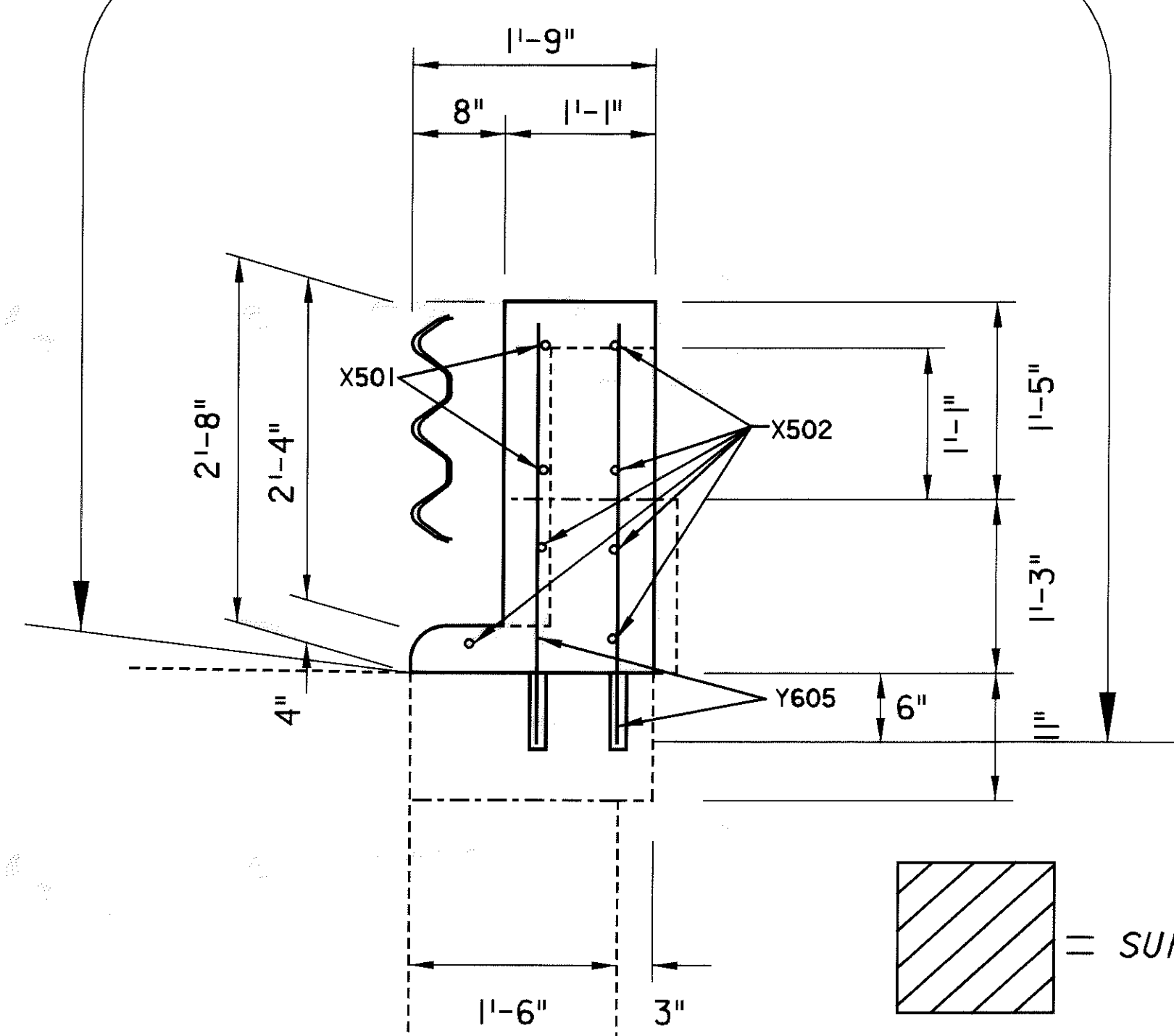
SECTION C-C

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



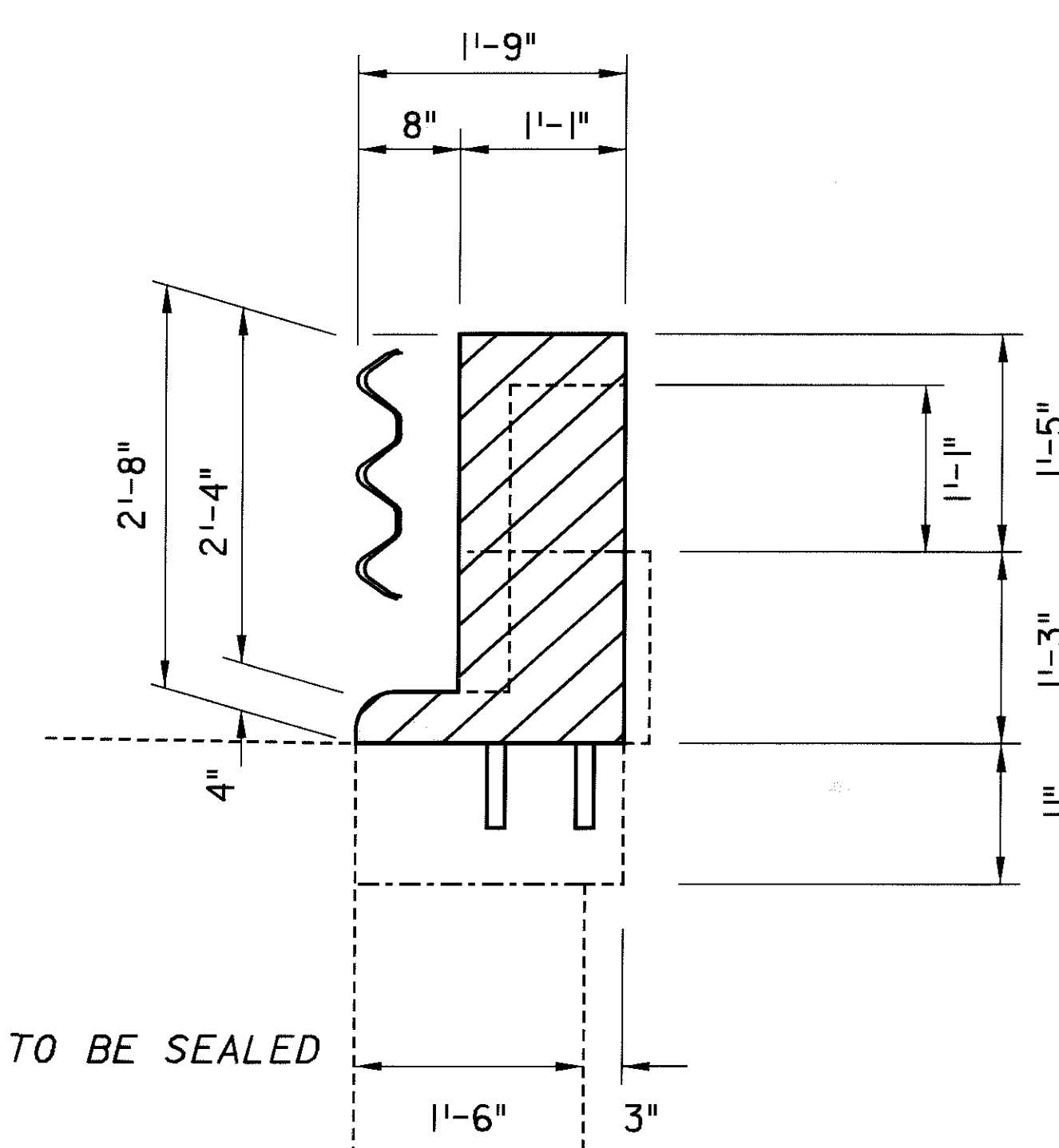
SECTION D-D

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



SECTION E-E

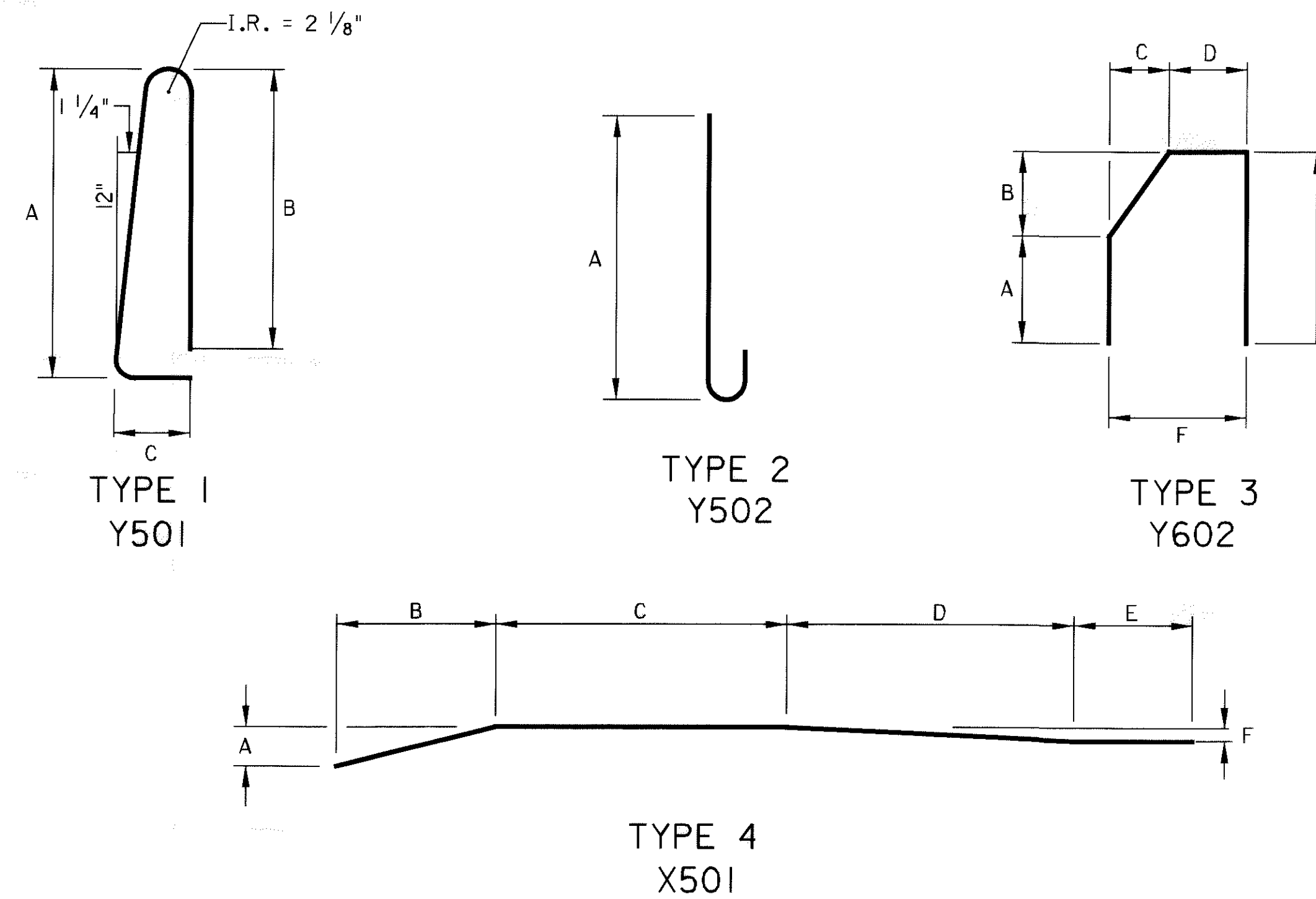
ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



SECTION B-B
END OF WALL

 = SURFACE TO BE SEALED

DESIGNED R.E.B.	DRAWN S/OI	REVIEWED B.L.	DATE 11/01
CHECKED C.L.T.	REVISED 10/01	STRUCTURE FILE NUMBER	



REINFORCING STEEL LIST

ALL REINFORCING STEEL IN THIS TABLE SHALL BE EPOXY COATED AND INCLUDED IN THE COST FOR ITEM 517, RAILING FACED, AS PER PLAN.

BAR NO.	NUMBER OF BARS	BAR LENGTH	SHAPE	TYPE	A	B	C	D	E	F	INCR.	DESCRIPTION
WINGWALL PARAPETS AUG-33-1281 (RIGHT REAR AND LEFT FORWARD)												
Y501	1	4'-10"	BENT	1	2'-3 3/4"	2'-1"	0'-7"					
Y502	12	2'-8"	BENT	2	2'-4"							
Y504	12	2'-2"	STR.									
Y602	13	3'-5"	BENT	3	0'-9"	0'-8 5/8"	0'-6"	0'-8"	1'-6"	1'-2"		
Y605	8	3'-0"	STR.									
X501	2	18'-3"	BENT	4	0'-4"	1'-4 1/4"	2'-5 3/4"	9'-10 1/4"	1'-0"	0'-8 1/2"		
X502	6	14'-8"	STR.									
WINGWALL PARAPETS AUG-33-1281 (LEFT REAR AND RIGHT FORWARD)												
Y501	6	4'-10"	BENT	1	2'-3 3/4"	2'-1"	0'-7"					
Y502	11	2'-8"	BENT	2	2'-4"							
Y504	11	2'-2"	STR.									
Y602	17	3'-5"	BENT	3	0'-9"	0'-8 5/8"	0'-6"	0'-8"	1'-6"	1'-2"		
Y605	8	3'-0"	STR.									
X501	2	21'-9"	BENT	4	0'-4"	1'-4 1/4"	2'-5 3/4"	9'-10 1/4"	6'-6"	0'-8 1/2"		
X502	6	20'-4"	STR.									

ESTIMATED QUANTITIES FOR ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

BRIDGE No.	LOCATION	BRIDGE RAILING	TRANSITION PARAPETS	ABUTMENTS & BACKWALLS	PIERS	PIER CAPS	ITEM SPECIAL, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
		SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.	SQ. YDS.
AUG-33-1281	AUG-33 UNDER CR.- 33A	568.2	60.9	135.8	163.4	220	1148.3
TOTALS CARRIED TO ESTIMATED QUANTITIES							1148.3

ESTIMATED QUANTITIES (AUG-33-1281)

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
516	31000	58.68	LIN. FT.	JOINT SEALER, 705.04
842	34400	9.8	CU. YD.	CLASS S CONCRETE, SUPERSTRUCTURE
864	10100	1148.3	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ESTIMATED QUANTITIES CARRIED TO BRIDGE SUMMARY ON SHEET 102.

OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

DATE 10/01
REVIEWED B.L. STRUCTURE FILE NUMBER
DRAWN 8/01
DESIGNED P.E.B. CHECKED C.L.T.
REINFORCING STEEL LIST AND ESTIMATED QUANTITIES
BRIDGE NO. AUG-33-1281
CR. - 33A OVER U.S.R. - 33
AUG-33-6.25
(PROGRAMMED AS AUG-33-6.60)