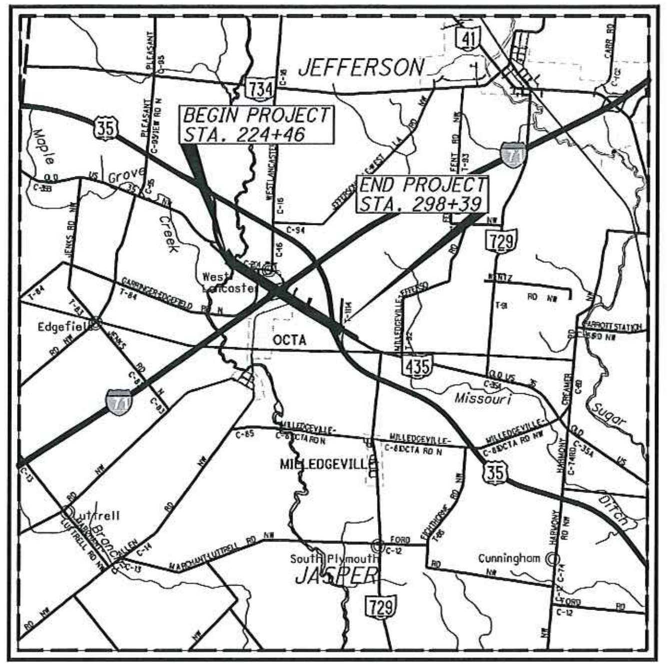


LOCATION MAP

LATITUDE: 39°37'10" LONGITUDE: 83°36'28"

SCALE IN MILES

0 1 2 3 4

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

DESIGN DESIGNATION

CURRENT ADT (2016) ____ 12120
DESIGN YEAR ADT (2036) ____ 14100
DESIGN HOURLY VOLUME (2036) ____ 2020
DIRECTIONAL DISTRIBUTION ____ 50%
TRUCKS (24 HOUR B&C) ____ 33%

	DESIGN SPEED	LEGAL SPEED
STA. 224+46 TO 239+38	60	50
STA. 239+38 TO 282+10	40	35
STA. 282+10 TO 298+39	60	55

DESIGN FUNCTIONAL CLASSIFICATION:
MAJOR COLLECTOR - RURAL DIVIDED
NHS PROJECT ____ NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATES	SHEET NUMBERS
HORIZONTAL ALIGNMENT: SUPER ELEVATION	12/03/2015	2, 3

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

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

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

PLAN PREPARED BY:

Michael Baker INTERNATIONAL

MICHAEL BAKER INTERNATIONAL
4100 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

FAY-435-0.97 PART 1

VILLAGE OF OCTA

JEFFERSON TOWNSHIP
FAYETTE COUNTY

FOR PART 2, SEE FAY-435-2.37

INDEX OF SHEETS:

0

ENGINEERS SEAL: (STRUCTURES)

STATE OF OHIO
LAWRENCE P CIBOREK
E-50481
REGISTERED PROFESSIONAL ENGINEER

SIGNED: [signature]
DATE: 2/22/16

ENGINEERS SEAL:

STATE OF OHIO
KEVIN N DICKENS
E-78497
REGISTERED PROFESSIONAL ENGINEER

SIGNED: [signature]
DATE: 2/22/16

PARTS 1 AND 2

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
AS-1-81	1/18/13	DBR-2-73	7/19/02	MGS-4.3	1/18/13	MT-101.60	7/19/13	TC-41.10	7/19/13	800	4/15/16	Waterway
		DBR-3-11	7/15/11	MGS-5.2	7/19/13	MT-101.70	1/17/14	TC-41.20	10/18/13			Permit
BP-2.1	7/19/13	DM-1.1	1/18/13	MGS-5.3	7/19/13	MT-101.90	7/17/15	TC-41.30	10/18/13	821	4/20/12	Conditions
BP-2.2	7/28/00	DM-1.2	1/18/13	MGS-6.1	7/19/13	MT-102.10	7/18/14	TC-41.50	10/18/13			
BP-3.1	7/18/14	DM-4.1	7/19/13	MH-1.2	1/18/13	MT-102.20	7/18/14	TC-42.10	10/18/13	832	1/17/14	
BP-4.1	7/19/13	DM-4.2	7/20/12	MT-95.30	7/18/14	MT-103.10	1/16/15	TC-42.20	10/18/13			
BP-5.1	7/19/13	DM-4.3	7/19/13	MT-95.31	7/18/14	MT-105.10	7/19/13	TC-52.10	10/18/13	836	1/18/13	
BP-6.1	7/19/13	DM-4.4	7/20/12	MT-95.40	7/18/14	MT-110.10	7/19/13	TC-52.20	7/18/14			
		DS-1-92	7/18/03	MT-95.50	7/19/13	RM-1.1	7/18/14	TC-65.10	1/17/14	878	10/18/13	
CB-1.1	1/18/13	HW-1.1	1/18/13	MT-95.70	7/19/13	RM-3.1	7/19/13	TC-65.11	7/18/14			
CB-2.1	1/18/13	HW-2.1	7/17/15	MT-97.10	7/18/14	RM-4.2	6/4/14	TC-71.10	1/17/14	902	12/31/12	
CB-2.2	1/17/14	HW-2.2	7/17/15	MT-97.12	7/18/14	RM-4.5	7/18/14	TC-72.20	7/18/14			
CPA-1-08	7/18/08	MGS-1.1	7/19/13	MT-98.20	7/18/14	RM-4.6	7/19/13	TC-85.21	1/16/15	921	4/20/12	
CPP-1-08	7/19/13	MGS-2.1	7/19/13	MT-99.20	7/19/13	TC-12.30	10/18/13	TC-85.22	1/16/15			
CS-1-08	7/18/08	MGS-3.1	7/18/14	MT-99.30	1/16/15	TC-21.20	1/6/15	TST-1-99	1/17/14			
		MGS-4.2	7/19/13	MT-100.00	7/19/13	TC-22.20	1/17/14					

PROJECT DESCRIPTION

THIS PROJECT INCLUDES PAVEMENT REHABILITATION, INTERSECTION IMPROVEMENTS, EROSION CONTROL IMPROVEMENTS, BRIDGE IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS ON S.R. 435 FROM 0.97 TO 2.37 IN FAYETTE COUNTY.

EARTH DISTURBED AREA

PROJECT EARTH DISTURBED AREA:	22.29 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	2.00 ACRES
NOTICE OF INTENT (NOI) EARTH DISTURBED AREA:	24.29 ACRES

LIMITED ACCESS

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

2013 SPECIFICATIONS

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

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

APPROVED [signature]
DATE 5-9-16 DISTRICT DEPUTY DIRECTOR

APPROVED ____
DATE ____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E120(717)**

PID NO. **92438**

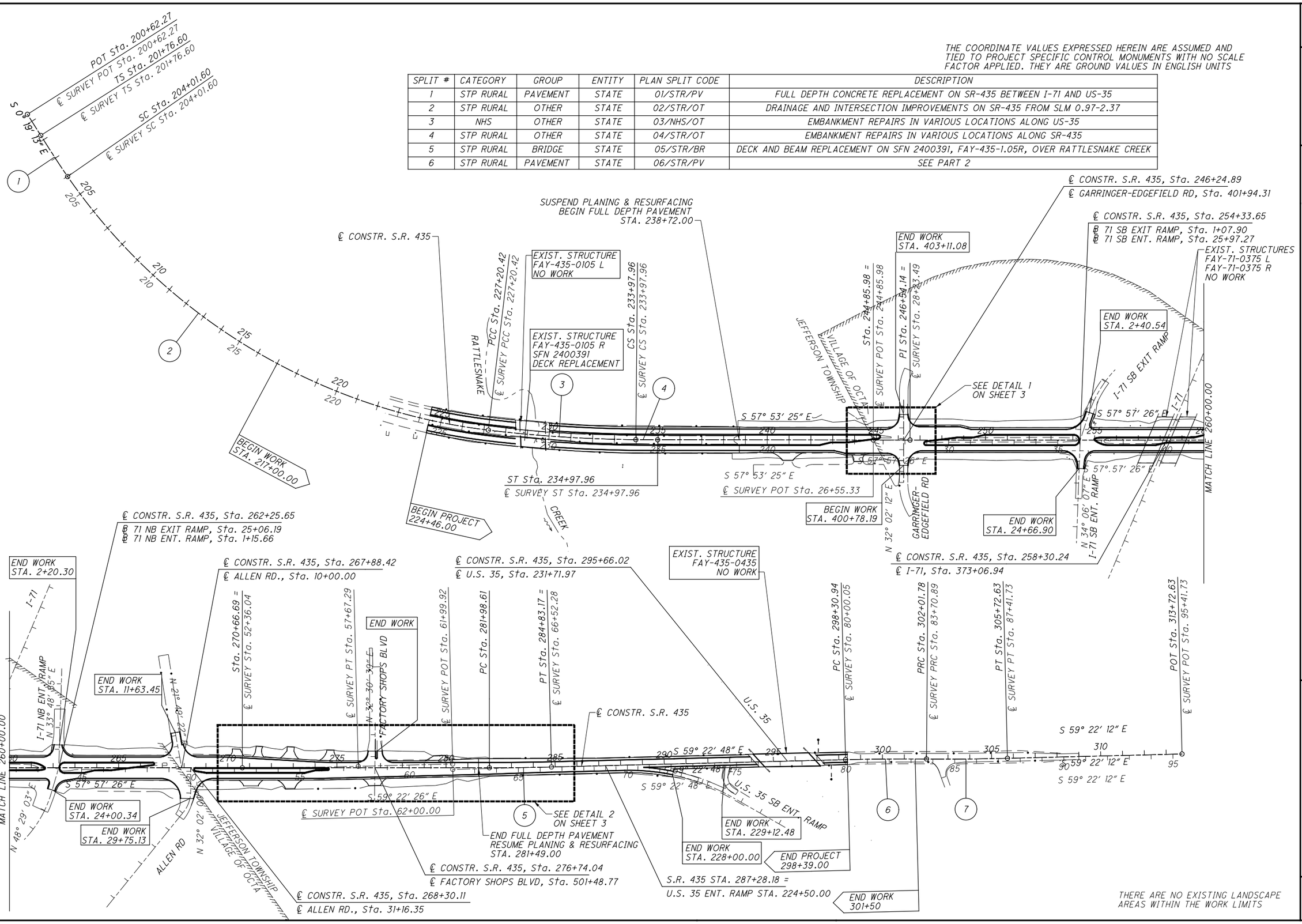
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT **NONE**

FAY-435-0.97

THE COORDINATE VALUES EXPRESSED HEREIN ARE ASSUMED AND TIED TO PROJECT SPECIFIC CONTROL MONUMENTS WITH NO SCALE FACTOR APPLIED. THEY ARE GROUND VALUES IN ENGLISH UNITS

SPLIT #	CATEGORY	GROUP	ENTITY	PLAN SPLIT CODE	DESCRIPTION
1	STP RURAL	PAVEMENT	STATE	01/STR/PV	FULL DEPTH CONCRETE REPLACEMENT ON SR-435 BETWEEN I-71 AND US-35
2	STP RURAL	OTHER	STATE	02/STR/OT	DRAINAGE AND INTERSECTION IMPROVEMENTS ON SR-435 FROM SLM 0.97-2.37
3	NHS	OTHER	STATE	03/NHS/OT	EMBANKMENT REPAIRS IN VARIOUS LOCATIONS ALONG US-35
4	STP RURAL	OTHER	STATE	04/STR/OT	EMBANKMENT REPAIRS IN VARIOUS LOCATIONS ALONG SR-435
5	STP RURAL	BRIDGE	STATE	05/STR/BR	DECK AND BEAM REPLACEMENT ON SFN 2400391, FAY-435-1.05R, OVER RATTLESNAKE CREEK
6	STP RURAL	PAVEMENT	STATE	06/STR/PV	SEE PART 2



HORIZONTAL SCALE IN FEET
0 100 200 400

SCHEMATIC PLAN

FAY-435-0.97

2
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438GB001.dgn 4/19/2016 5:31:25 PM kdickens

CURVE 1:

℄ SURVEY	℄ CONSTRUCTION
P.I. STA. 203+26.61	P.I. STA. 203+26.61
Ls = 225.00′	Ls = 225.00′
θs = 2° 20′ 59″	f's = 2° 20′ 59″
LT = 150.01′	LT = 150.01′
ST = 75.01′	ST = 75.01′
x = 224.96′	x = 224.96′
y = 3.08′	y = 3.08′
k = 112.49′	k = 112.49′
p = 0.77′	p = 0.77′

CURVE 2:

℄ SURVEY	℄ CONSTRUCTION
P.I. Sta. 216+35.36	P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)	Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″	Dc = 2° 05′ 19″
R = 2,743.31′	R = 2,743.31′
T = 1,233.76′	T = 1,233.76′
L = 2,318.82′	L = 2,318.82′
E = 264.66′	E = 264.66′
emax = 0.053	emax = 0.053 (MATCH EXISTING)
C = 2,250.40′	C = 2,250.40′
C.B. = S 26° 53′ 06″ E	C.B. = S 26° 53′ 06″ E

CURVE 3:

℄ SURVEY	℄ CONSTRUCTION
P.I. Sta. 230+59.53	P.I. Sta. 230+59.53
Δ = 6° 19′ 25″ (LT)	Δ = 6° 19′ 25″ (LT)
Dc = 0° 56′ 00″	Dc = 0° 56′ 00″
R = 6,138.93′	R = 6,138.93′
T = 339.11′	T = 339.11′
L = 677.54′	L = 677.54′
E = 9.36′	E = 9.36′
emax = 0.025	emax = 0.025 (MATCH EXISTING)
C = 677.20′	C = 677.20′
C.B. = S 54° 15′ 42″ E	C.B. = S 54° 15′ 42″ E

CURVE 4:

℄ SURVEY	℄ CONSTRUCTION
P.I. STA. 234+31.29	P.I. STA. 234+31.29
Ls = 100.00′	Ls = 100.00′
θs = 0° 28′ 00″	f's = 0° 28′ 00″
LT = 66.67′	LT = 66.67′
ST = 33.33′	ST = 33.33′
x = 100.00′	x = 100.00′
y = 0.27′	y = 0.27′
k = 50.00′	k = 50.00′
p = 0.07′	p = 0.07′

CURVE 5:

℄ SURVEY	℄ CONSTRUCTION
P.I. Sta. 55+01.68	P.I. Sta. 283+40.90
Δ = 1° 25′ 00″ (LT)	Δ = 1° 25′ 22″ (LT)
Dc = 0° 16′ 00″	Dc = 0° 30′ 00″
R = 21,486.04′	R = 11,459.16′
T = 265.64′	T = 142.29′
L = 531.25′	L = 284.56′
E = 1.64′	E = 0.88′
emax = N.C.	emax = N.C.
C = 531.24′	C = 284.55′
C.B. = S 58° 39′ 56″ E	C.B. = S 58° 40′ 07″ E

CURVE 6:

℄ SURVEY	℄ CONSTRUCTION
P.I. Sta. 81+85.48	P.I. Sta. 300+16.38
Δ = 1° 51′ 15″ (RT)	Δ = 1° 51′ 15″ (RT)
Dc = 0° 30′ 00″	Dc = 0° 30′ 00″
R = 11,459.36′	R = 11,459.36′
T = 185.44′	T = 185.44′
L = 370.84′	L = 370.84′
E = 1.50′	E = 1.50′
emax = N.C.	emax = N.C.
C = 370.83′	C = 370.83′
C.B. = S 58° 26′ 35″ E	C.B. = S 58° 26′ 35″ E

CURVE 7:

℄ SURVEY	℄ CONSTRUCTION
P.I. Sta. 85+56.33	P.I. Sta. 303+87.22
Δ = 1° 51′ 15″ (LT)	Δ = 1° 51′ 15″ (LT)
Dc = 0° 30′ 00″	Dc = 0° 30′ 00″
R = 11,459.60′	R = 11,459.60′
T = 185.44′	T = 185.44′
L = 370.84′	L = 370.84′
E = 1.50′	E = 1.50′
emax = N.C.	emax = N.C.
C = 370.83′	C = 370.83′
C.B. = S 58° 26′ 35″ E	C.B. = S 58° 26′ 35″ E

BENCH MARK: BM - 202
IPIPES - GPS202
STA. 219+74.65, 7.21′ LT
ELEVATION 1052.38

BENCH MARK: BM - 203
IPIPES - GPS203
STA. 228+53.89, 10.30′ LT
ELEVATION 1052.24

BENCH MARK: BM - 400
CMON - FAYOLD35-02.58 29 DATUM
STA. 228+64.65, 16.68′ LT
ELEVATION 1053.61

BENCH MARK: BM - 204
IPIPES - GPS204
STA. 253+05.62, 5.30′ RT
ELEVATION 1050.85

BENCH MARK: BM - 205
IPIPES - GPS205
STA. 262+78.11, 8.56′ RT
ELEVATION 1052.62

BENCH MARK: BM - 206
MAGS - GPS#206 W/SHIN
STA. 272+18.84, 9.14′ RT
ELEVATION 1057.77

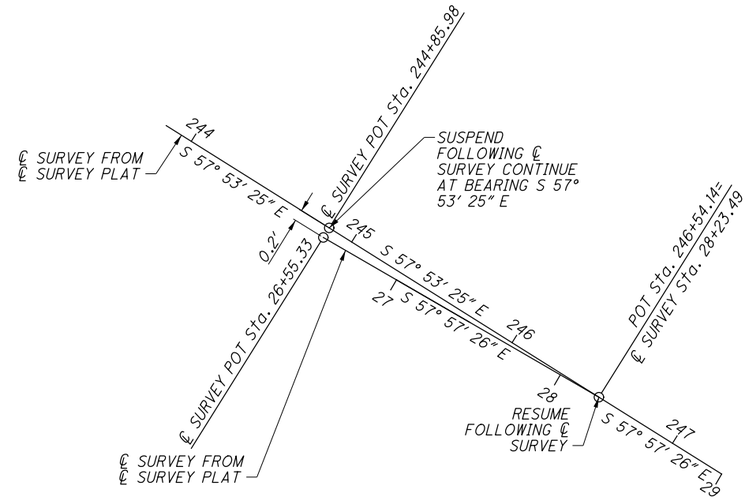
BENCH MARK: BM - 103
MONBOX - 1IN W/ALU CAP
STA. 280+30.98, 7.69′ RT
ELEVATION 1058.82

BENCH MARK: BM - 207
IPIPES - GPS#207
STA. 293+30.41, 29.68′ RT
ELEVATION 1086.07

BENCH MARK: BM - 208
IPIPES - GPS
STA. 297+33.75, 28.00′ RT
ELEVATION 1085.66

BENCH MARK: BM - 209
IPIPES - GPS
STA. 301+92.22, 33.23′ RT
ELEVATION 1073.92

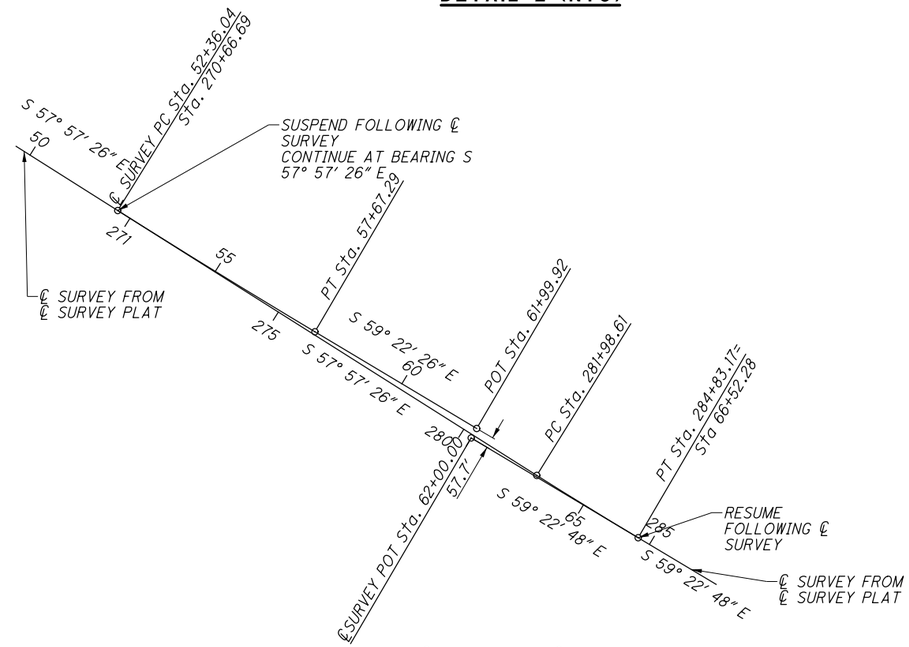
DETAIL 1 (NTS)



PROPOSED CONSTRUCTION CENTERLINE TO FOLLOW ℄ SURVEY FROM BEGINNING TO ℄ SURVEY STA. 244+85.98. CONTINUE AT BEARING OF S 57° 53′ 25″ E FOR 168.16′ TO INTERSECTION WITH ℄ SURVEY AT ℄ CONSTR STA. 246+54.14 = ℄ SURVEY STA. 28+23.49. TIE INTO ℄ SURVEY AND RESUME FOLLOWING ℄ SURVEY

NOT TO SCALE

DETAIL 2 (NTS)



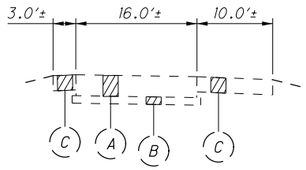
PROPOSED CONSTRUCTION CENTERLINE TO FOLLOW ℄ SURVEY FROM ℄ SURVEY STA. 28+23.49 TO ℄ SURVEY STA. 52+36.04. CONTINUE AT BEARING OF S 57° 57′ 26″ E FOR 1131.92′ TO ℄ CONSTRUCTION STA. 281+98.61. ENTER 11459.16′ RADIUS CURVE AT ℄ CONSTR. STA. 281+98.61 TO PROP. ℄ CONSTR STA. 284+83.17 TIE BACK INTO ℄ SURVEY AT ℄ CONSTR. STA. 284+83.17= ℄ SURVEY STA. 66+52.28 AND RESUME FOLLOWING ℄ SURVEY TO END.

NOT TO SCALE

HORIZONTAL SCALE IN FEET
0 100 200 400

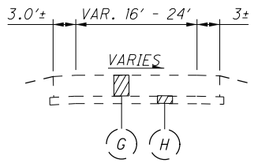
SCHEMATIC PLAN
CURVE DATA AND DETAILS

FAY-435-0.97

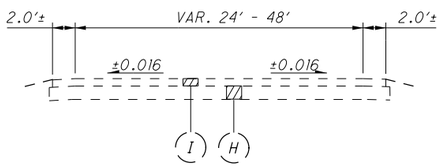


EXISTING US 35 EB ENTRANCE RAMP

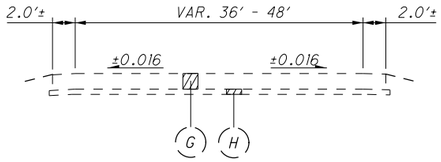
STA. 225+40.19 TO STA. 230+00.00



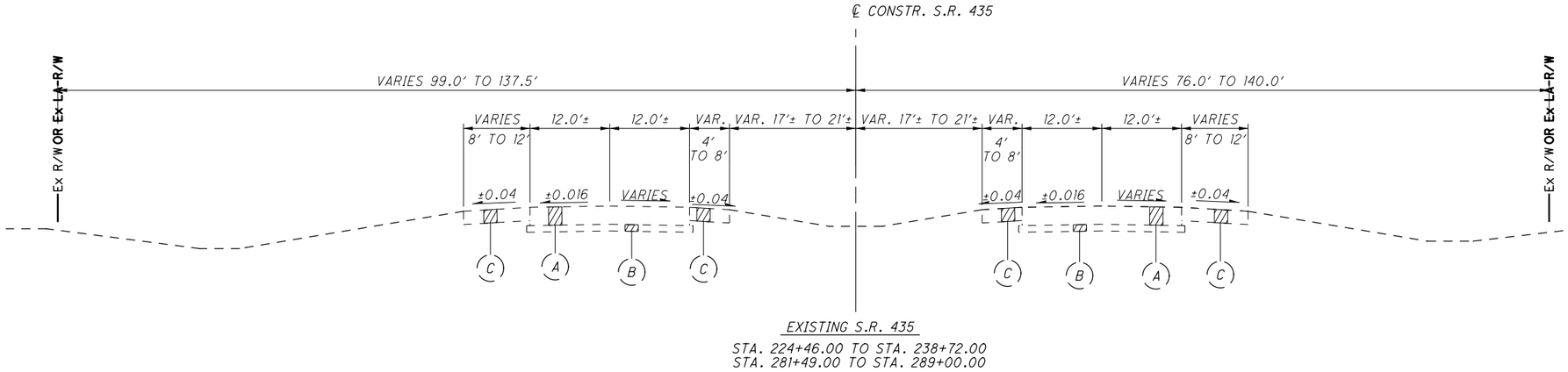
EXISTING I - 71 RAMPS



EXISTING ALLEN ROAD SOUTH AND
EXISTING GARRINGER EDGEFIELD ROAD

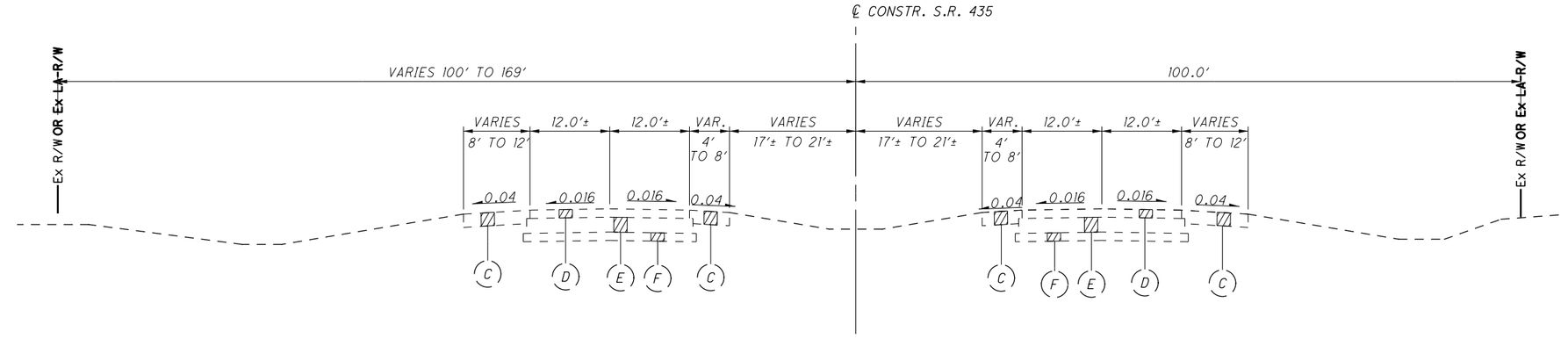


EXISTING ALLEN ROAD NORTH



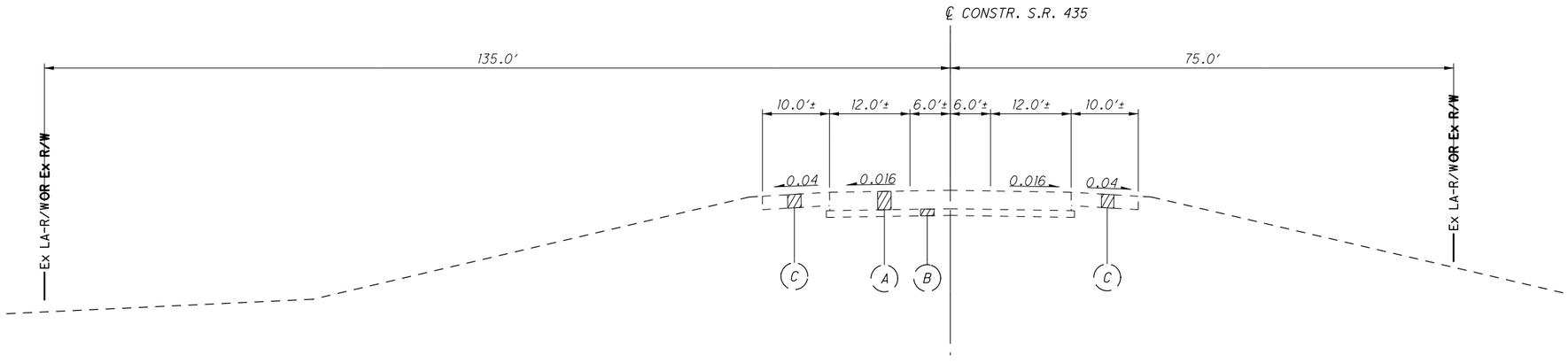
EXISTING S.R. 435

STA. 224+46.00 TO STA. 238+72.00
STA. 281+49.00 TO STA. 289+00.00



EXISTING S.R. 435

STA. 238+72.00 TO STA. 281+49.00



EXISTING S.R. 435

STA. 289+00.00 TO STA. 298+39.00

LEGEND

(A) 11" ± ASPHALT

(B) 4" ± GRANULAR BASE

(C) 8" ± ASPHALT SHOULDER

(D) 5" ± ASPHALT

(E) 9" ± CONCRETE

(F) 5" ± GRANULAR BASE

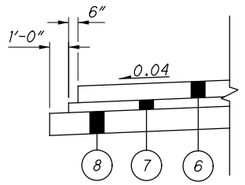
(G) 9" ± REINFORCED CONCRETE

(H) 6" ± GRANULAR BASE

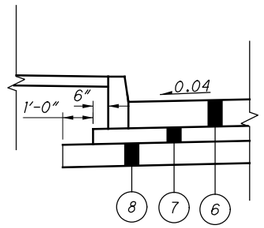
(I) 3" ± ASPHALT

EXISTING TYPICAL SECTIONS - S.R. 435

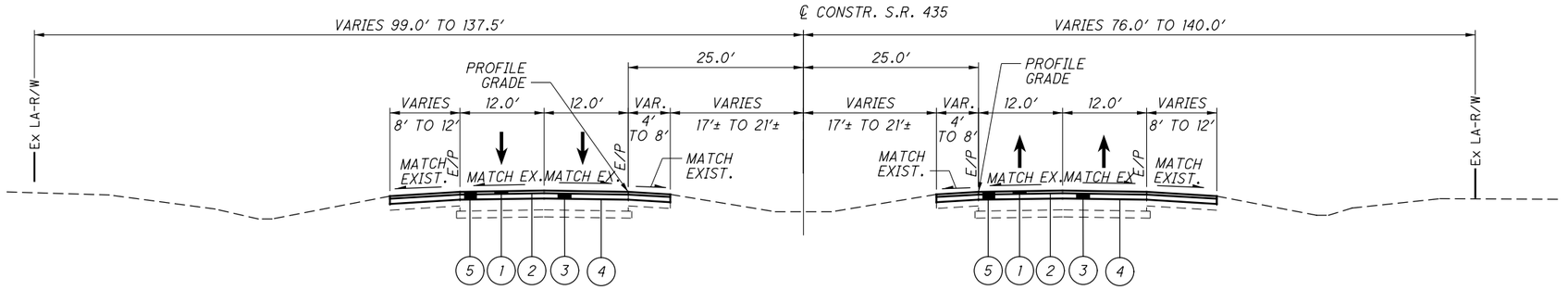
FAY-435-0.97



SHOULDER STEP DETAIL "A"



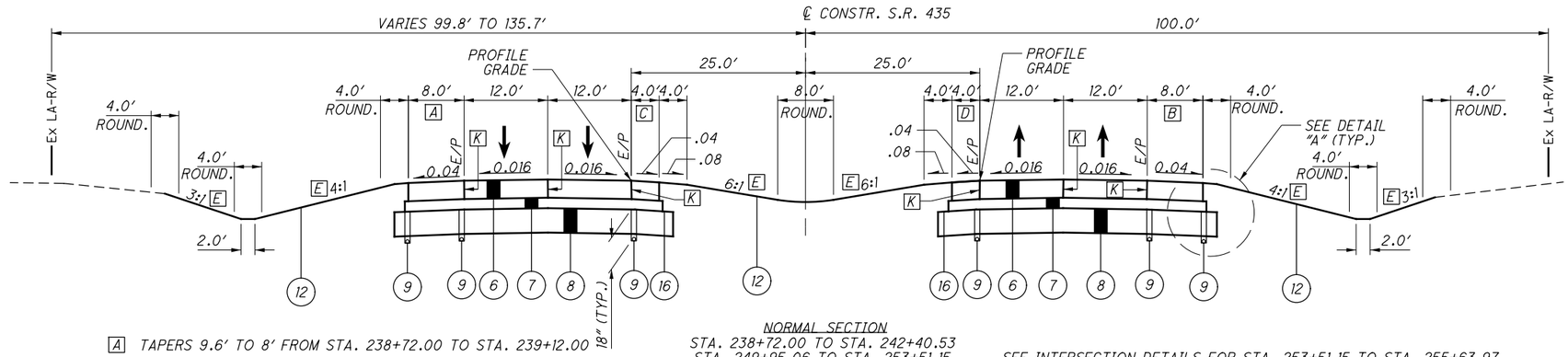
CURB, TYPE 7 DETAIL "B"



NORMAL SECTION

AT WB PGL
STA. 224+46.00 TO STA. 228+44.03
STA. 230+01.21 TO STA. 238+72.00

ALONG EB PGL
STA. 224+46.00 TO STA. 228+45.65
STA. 230+10.97 TO STA. 238+72.00



A TAPERS 9.6' TO 8' FROM STA. 238+72.00 TO STA. 239+12.00

B TAPERS 11.4' TO 8' FROM STA. 238+72.00 TO STA. 238+57.00

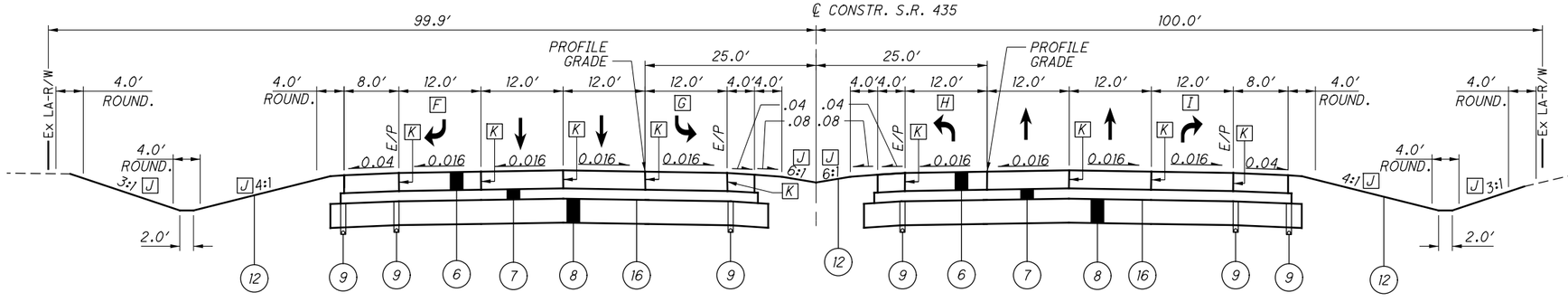
C TAPERS 4.9' TO 4' FROM STA. 238+72.00 TO STA. 238+94.50

D TAPERS 3.6' TO 4' FROM STA. 238+72.00 TO STA. 238+82.00

E UNLESS NOTED OTHERWISE ON CROSS SECTIONS

NORMAL SECTION
STA. 238+72.00 TO STA. 242+40.53
STA. 249+95.06 TO STA. 253+51.15

SEE INTERSECTION DETAILS FOR STA. 253+51.15 TO STA. 255+63.97



F 0' FROM STA. 242+40.53 TO STA. 243+64.78
TAPERS 12' TO 0' FROM STA. 248+83.09 TO STA. 249+33.09
0' FROM STA. 249+33.09 TO STA. 249+95.06

G 0' FROM 242+40.53 TO 243+64.78
TAPERS 12' TO 0' FROM STA. 249+45.09 TO STA. 249+95.09

H TAPERS 0' TO 12' FROM STA. 242+40.53 TO STA. 242+90.53
0' FROM STA. 248+70.83 TO STA. 249+95.06

I 0' FROM STA. 242+40.53 TO 243+06.53
TAPERS 0' TO 12' FROM STA. 243+06.53 TO STA. 243+56.53
0' FROM STA. 248+70.83 TO STA. 249+95.06

J UNLESS NOTED OTHERWISE ON CROSS SECTIONS

NORMAL SECTION
STA. 242+40.53 TO STA. 243+64.78
STA. 248+70.83 TO STA. 249+95.06

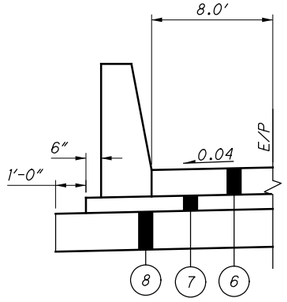
SEE INTERSECTION DETAILS FOR STA. 243+64.78 TO STA. 248+70.83

K LONGITUDINAL JOINT PER BP-2.1

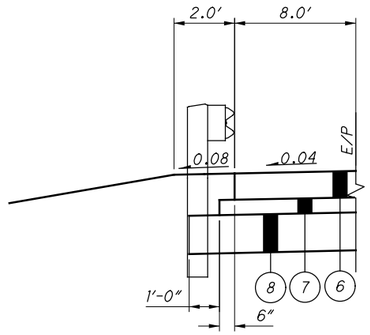
1. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.55MM, TYPE A (446), AS PER PLAN
2. ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
3. ITEM 442 - 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)
4. ITEM 407 - TACK COAT
5. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=4.5")
6. ITEM 452 - 10.5" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, CLASS QC1 WITH QC/QA
7. ITEM 304 - 6" AGGREGATE BASE
8. ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 - 16 INCHES DEEP
9. ITEM 605 - 6" BASE PIPE UNDERDRAIN, 707.31
10. ITEM 609 - CURB, TYPE 7
11. ITEM 609 - 4" CONCRETE MEDIAN
12. ITEM 659 - SEEDING AND MULCHING
13. ITEM 606 - GUARDRAIL, TYPE MGS
14. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
15. ITEM 526 - 13" REINFORCED CONCRETE APPROACH SLAB
16. ITEM 204 - PROOF ROLLING

TYPICAL SECTIONS - S.R. 435

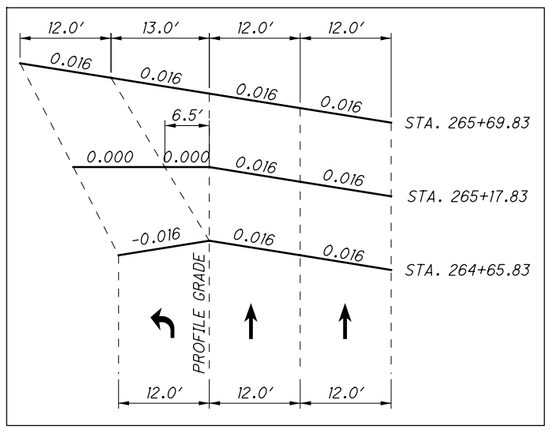
FAY-435-0.97



DETAIL "C"
SINGLE SLOPE BARRIER, TYPE D
LT - STA. 257+68.32 TO STA. 259+56.32
RT - STA. 257+04.24 TO STA. 258+92.24

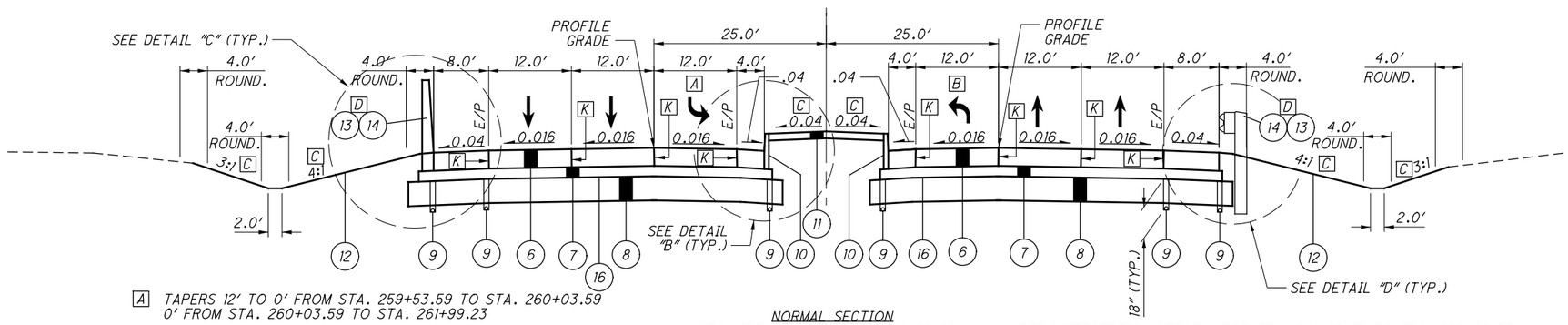


DETAIL "D"
GUARDRAIL, TYPE MGS
LT - STA. 259+53.82 TO STA. 260+73.35
RT - STA. 255+87.03 TO STA. 257+06.74



SLOPE TRANSITION DIAGRAM

℄ CONSTR. S.R. 435



A TAPERS 12′ TO 0′ FROM STA. 259+53.59 TO STA. 260+03.59
0′ FROM STA. 260+03.59 TO STA. 261+99.23

B 0′ FROM 255+63.97 TO STA. 257+78.85
TAPERS 0′ TO 12′ FROM STA. 257+78.85 TO STA. 258+28.85

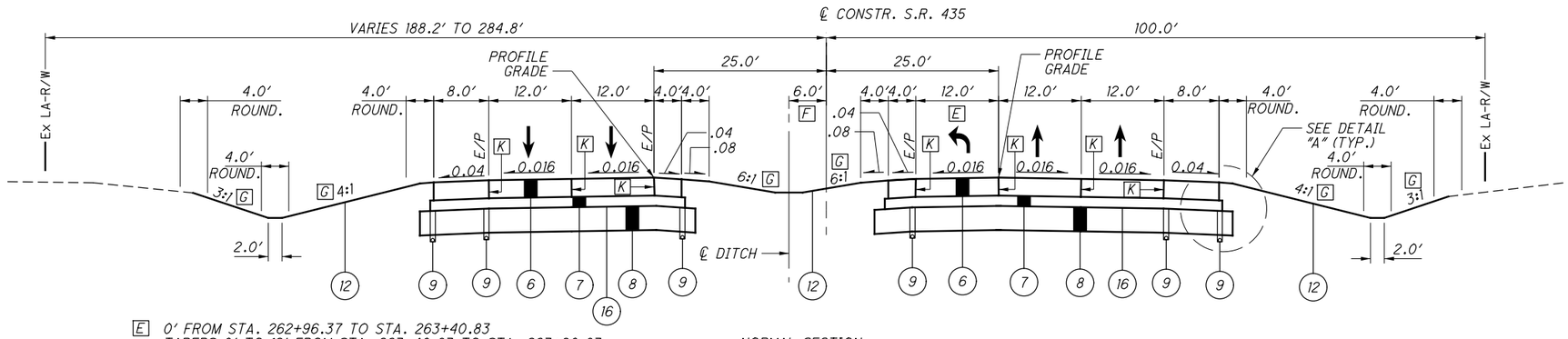
C UNLESS NOTED OTHERWISE ON CROSS SECTIONS

D SEE SINGLE SLOPE BARRIER DETAIL AND GUARDRAIL DETAIL FOR LOCATION OF BARRIER AND GUARDRAIL

NORMAL SECTION
STA. 255+63.97 TO STA. 261+99.23

SEE INTERSECTION DETAILS FOR STA. 261+99.23 TO STA. 262+96.37

℄ CONSTR. S.R. 435



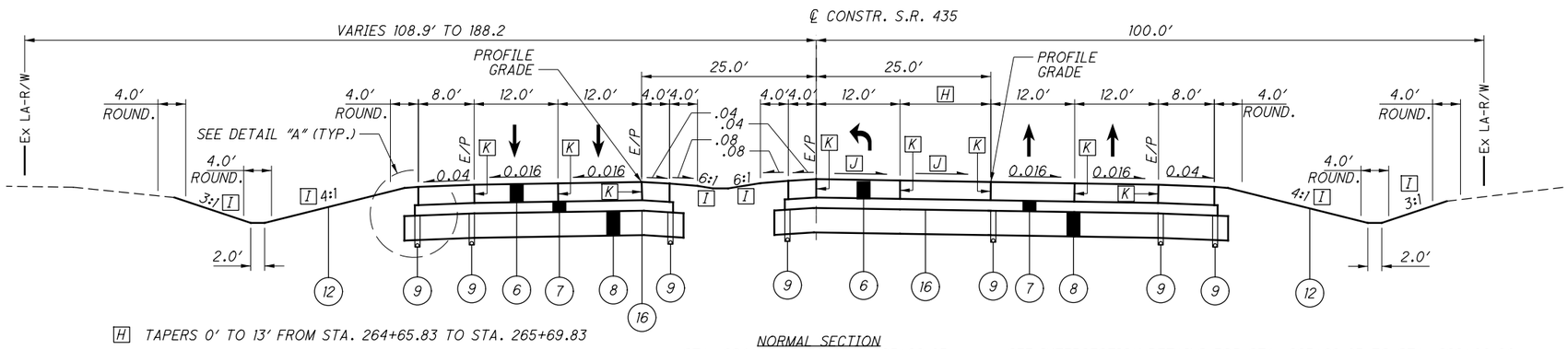
E 0′ FROM STA. 262+96.37 TO STA. 263+40.83
TAPERS 0′ TO 12′ FROM STA. 263+40.83 TO STA. 263+90.83

F 0′ FROM 262+96.37 TO STA. 263+40.83
TAPERS 0′ TO 6′ FROM STA. 263+40.83 TO STA. 263+90.83

G UNLESS NOTED OTHERWISE ON CROSS SECTIONS

NORMAL SECTION
STA. 262+96.37 TO STA. 264+65.83

℄ CONSTR. S.R. 435



H TAPERS 0′ TO 13′ FROM STA. 264+65.83 TO STA. 265+69.83

I UNLESS NOTED OTHERWISE ON CROSS SECTIONS

J SEE SLOPE TRANSITION DIAGRAM THIS SHEET

K LONGITUDINAL JOINT PER BP-2.1

NORMAL SECTION
STA. 264+65.83 TO STA. 265+69.83

SEE INTERSECTION DETAILS FOR STA. 265+69.83 TO STA. 269+08.00

TYPICAL SECTIONS - S.R. 435

FAY-435-0.97

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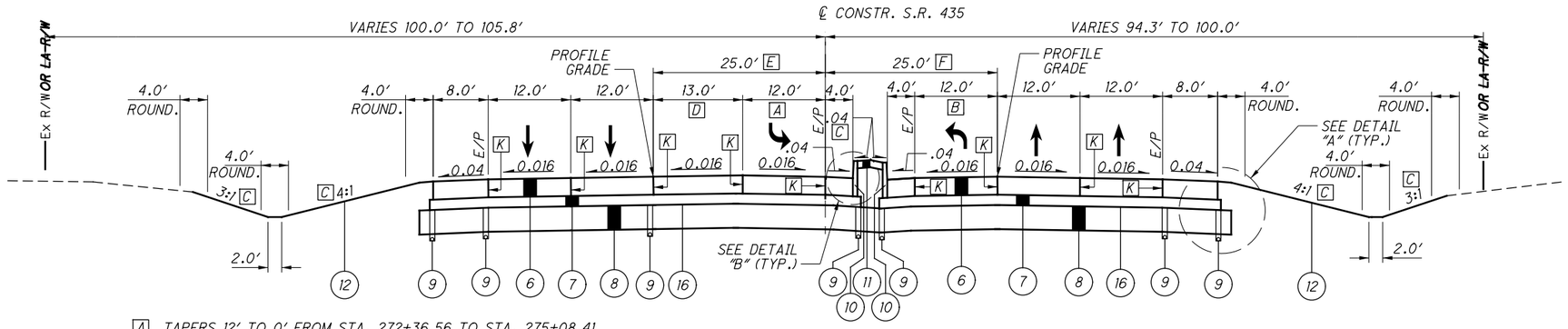


A TAPERS 12′ TO 0′ FROM STA. 272+36.56 TO STA. 275+08.41
0′ FROM STA. 275+08.41 TO STA. 275+63.92

B 0′ FROM STA. 269+08.00 TO STA. 273+53.25
TAPERS 0′ TO 12′ FROM STA. 273+53.25 TO STA. 274+03.25

C UNLESS NOTED OTHERWISE ON CROSS SECTIONS

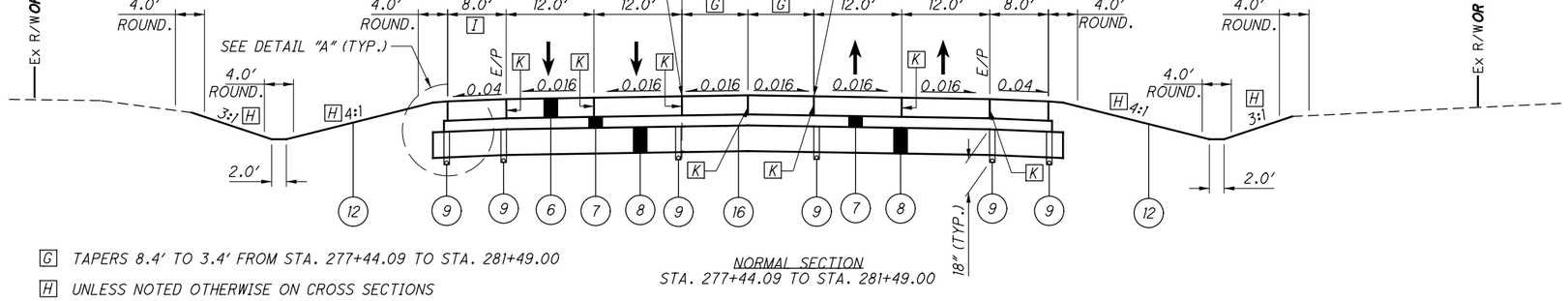
D TAPERS 13′ TO 0′ FROM STA. 269+47.38 TO STA. 272+36.56

E TAPERS 25′ TO 12′ FROM STA. 269+47.38 TO STA. 272+36.56
TAPERS 12′ TO 0′ FROM STA. 272+36.56 TO STA. 274+52.56
0′ FROM STA. 274+52.56 TO STA. 275+63.92

F TAPERS 25′ TO 21.4′ FROM STA. 274+19.09 TO STA. 275+63.92

NORMAL SECTION
STA. 269+08.00 TO STA. 275+63.92

SEE INTERSECTION DETAILS FOR STA. 275+63.92 TO STA. 277+44.09

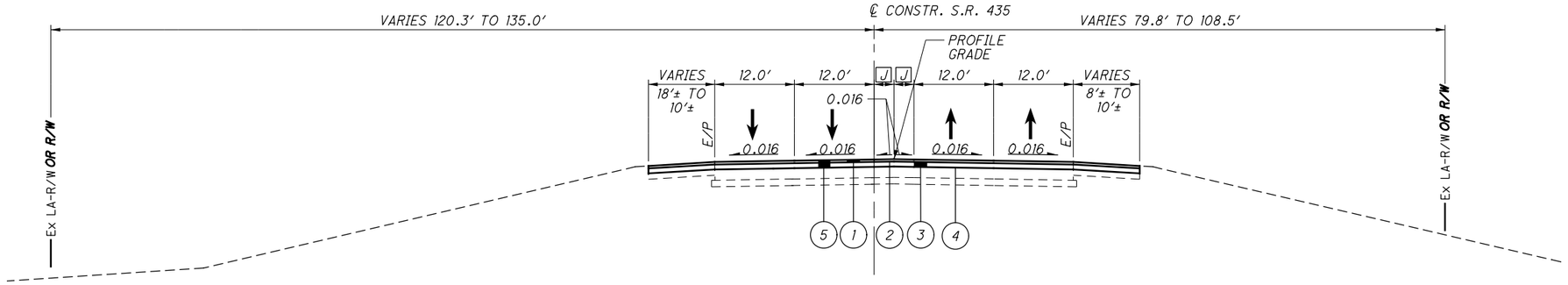


G TAPERS 8.4′ TO 3.4′ FROM STA. 277+44.09 TO STA. 281+49.00

H UNLESS NOTED OTHERWISE ON CROSS SECTIONS

I TAPERS 8′ TO 17.7′ FROM STA. 279+06.13 TO 281+49.00

NORMAL SECTION
STA. 277+44.09 TO STA. 281+49.00



J TAPERS 3.4′ TO 0′ FROM STA. 281+49.00 TO STA. 284+19.00
0′ FROM STA. 284+19.00 TO STA. 288+18.80

K LONGITUDINAL JOINT PER BP-2.1

NORMAL SECTION
STA. 281+49.00 TO STA. 288+18.38

TYPICAL SECTIONS - S.R. 435

FAY-435-0.97

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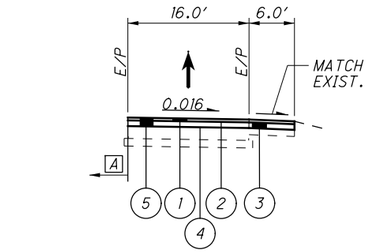
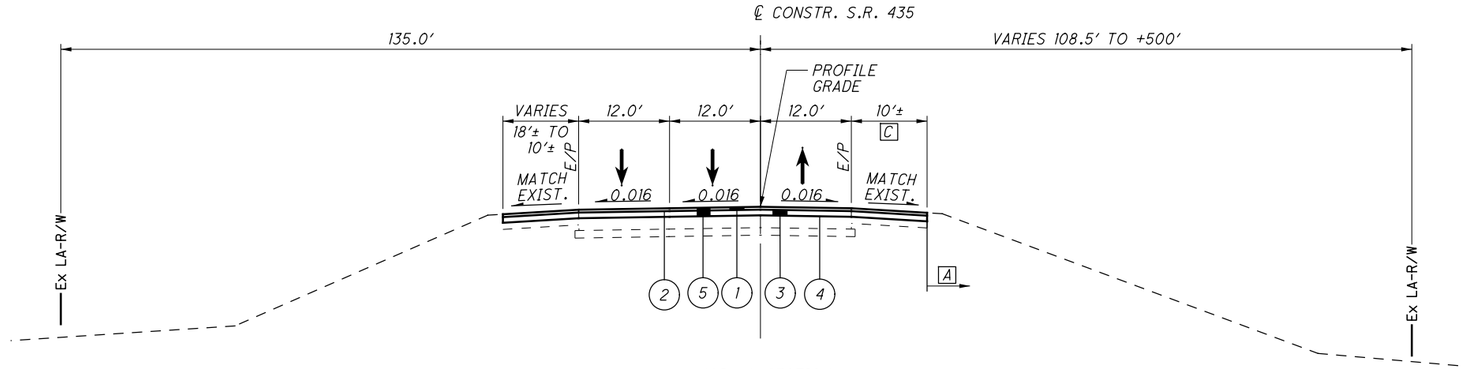
393



NORMAL SECTION - US 35 EB ENTRANCE RAMP
STA. 225+40.19 TO STA. 227+60.56



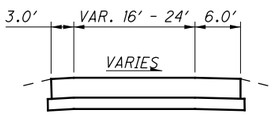
NORMAL SECTION
STA. 288+18.38 TO STA. 294+14.60
STA. 297+18.22 TO STA. 298+39.00

FAY-435-0435 - STA. 294+14.60 TO STA. 297+18.22

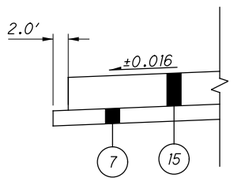
A TIE INTO US 35 EB ENTRANCE RAMP FROM STA. 288+18.38 TO STA. 290+41.55

B TIE INTO US 35 EB ENTRANCE RAMP FROM STA. 288+18.38 TO STA. 290+41.55

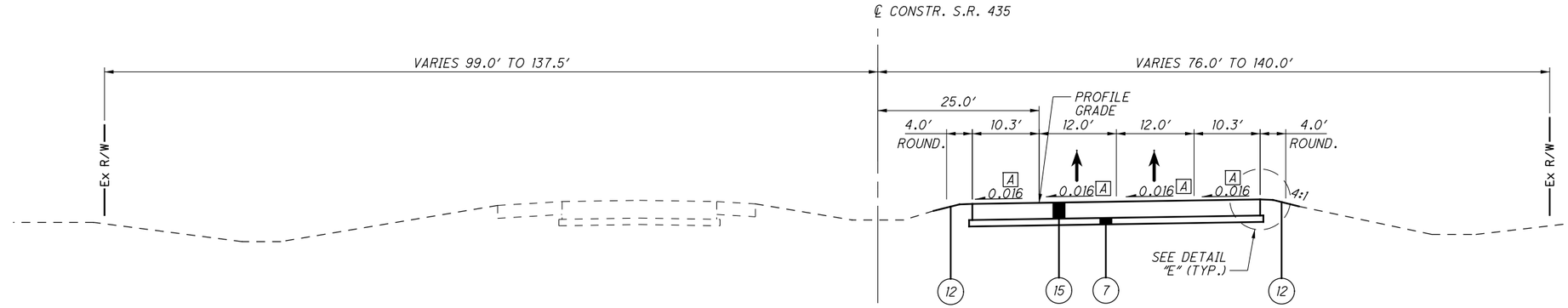
C TAPERS FROM 0′ AT STA. 288+18.38 TO 27.19′ AT STA. 290+40.66



NORMAL SECTION - I-71 RAMPS



SHOULDER STEP DETAIL "E"



APPROACH SLAB SECTION
ALONG EB PGL
STA. 228+45.77 TO STA. 228+67.41
STA. 229+83.27 TO STA. 230+10.96

FAY-435-0105R - STA. 228+67.41 TO STA. 229+83.27 SEE STRUCTURE DETAILS

A APPROACH SLAB SLOPE TO MEET PLANING AND RESURFACING SLOPE AT STA. 228+47.38 AND STA. 230+03.25. ANY CROSS SLOPE DEVIATIONS FROM 0.016 ARE TO BE DEVELOPED WITHIN THE APPROACH SLAB LIMITS.

TYPICAL SECTIONS - S.R. 435

FAY-435-0.97

ROUNDING

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

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS:

AEP - AERIAL DISTRIBUTION
850 TECH CENTER DRIVE
GAHANNA, OHIO 43230
PAUL PAXTON - 614-883-6831
PTPAXTON@AEP.COM

FAYETTE COUNTY
WATER & SEWER
1600 ROBINSON ROAD
WASHINGTON CT HOUSE, OHIO 43160
STEVE LUEBBE - 740-335-1541
STEVE.LUEBBE@FAYETTE-CO-OH.COM

ODOT TRAFFIC DISTRICT 6
TRAFFIC DEPARTMENT
400 WILLIAMS STREET
DELAWARE, OHIO 43015
KRAIG SHREWSBERRY
740-833-8198
KRAIG.SHREWSBERRY@DOT.OHIO.GOV

AT&T OHIO
111 NORTH 4TH STREET
8TH FLOOR
COLUMBUS, OHIO 43215
MIKE LEE - 614-223-6783
ML3153@ATT.COM

DAYTON POWER & LIGHT
DISTRIBUTION
1900 DRYDEN ROAD
DAYTON, OHIO 45439
WILLIAM WARD - 937-554-9603
WILLIAM.WARD@DPLINC.COM

TIME WARNER CABLE
32 ENTERPRISE DRIVE
CHILLICOTHE, OHIO 45601
JERRY PENNINGTON
844-316-8554

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

EXISTING PLANS

EXISTING PLANS ENTITLED FAY-35-2.57 AND FAY-1-2.35 MAY BE INSPECTED IN THE ODOT DISTRICT 6 OFFICE IN DELAWARE, OHIO.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: STATIC/RAPID STATIC GPS
MONUMENT TYPE: CONCRETE MONUMENTS WITH 5/8 INCH REBAR FOUND, MONUMENT BOXES WITH 1 INCH SOLID IRON PIN WITH ALUM CAP FOUND, 13/16 INCH ID IRON PINS SET CAPPED EMH&T, MAGNETIC NAIL SET W/ SHINER STAMPED EMH&T

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 12A (CONUS)

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE SOUTH ZONE
COMBINED SCALE FACTOR: 1.0001008600 (GRID TO GROUND)
ORIGIN OF COORDINATE SYSTEM: (N 592531.6031, E 1655194.1138

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

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

WORK LIMITS

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

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO THE BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS) A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO THE FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO AND TIED TO EXISTING CONCRETE, THE CONTRACTION JOINT SPACING REQUIRED IN STANDARD CONSTRUCTION DRAWING BP-2.2 WILL BE WAIVED. CONSTRUCT CONTRACTION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL CONTRACTION JOINTS IN THE EXISTING CONCRETE PAVEMENT. INSTALL EXPANSION JOINTS IN THE NEW CONCRETE PAVEMENT TO FORM A CONTINUOUS LINE WITH ALL EXPANSION JOINTS IN THE EXISTING CONCRETE PAVEMENT.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

ALL EXISTING PAVEMENT TO BE REMOVED CONTAINING LAYERS OF CONCRETE, INCLUDING COMPOSITE ASPHALT OVER CONCRETE PAVEMENT, SHALL BE REMOVED UNDER ITEM 202 PAVEMENT REMOVED, AS PER PLAN. EXISTING PAVEMENT NOT CONTAINING CONCRETE SHALL BE REMOVED UNDER ITEM 202 PAVEMENT REMOVED, ASPHALT. SEE THE EXISTING TYPICAL SECTIONS FOR PAVEMENT BUILDUP. PAYMENT FOR THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEMS.

REVIEW OF DRAINAGE FACILITIES

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

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

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

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER. CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 202 - SPECIAL - PIPE CLEANOUT, 24" AND UNDER - 1506 FT

ITEM 202 - SPECIAL - PIPE CLEANOUT, 27" TO 48" - 590 FT

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.55 MM, TYPE A (446), AS PER PLAN

THE PG BINDER FOR ITEM 442 - ASPHALT CONCRETE SURFACE COURSE SHALL BE PG76-22m.

ITEM 202 - REMOVAL MISC.: DRIVEWAY RCP

THIS WORK SHALL CONSIST OF REMOVING ROCK CHANNEL PROTECTION LINING THE DRIVEWAY WITHIN ODOT RIGHT-OF-WAY FROM APPROX. STA. 276+10 TO STA. 277+40. PAYMENT FOR THIS ITEM SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE ROCK CHANNEL PROTECTION AND THE BACKFILL OF ANY RESULTING DEPRESSIONS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 202 - REMOVAL MISC.: DRIVEWAY RCP - 979 SF

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEETS 141 , 143 , 155 , 161 , and 163 .

ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS

THE LOCATIONS AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE SIMILAR TO THE EXISTING WITH THE EXCEPTION OF THE ENTRANCE AND EXIT GORE(S) WHICH SHALL FOLLOW THE CURRENT STANDARD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CORRECT LOCATION AT THE CONTRACTOR'S EXPENSE

ITEM 645 - PREFORMED PAVEMENT MARKINGS

PREFORMED PAVEMENT MARKINGS SHALL BE TYPE A3 WITH 1 1/2" CONTRAST (BLACK) ON EACH SIDE.

ITEM 670 - SLOPE EROSION PROTECTION

THIS WORK SHALL CONSIST OF INSTALLING THE SLOPE EROSION PROTECTION FOR THE VEGETATED FILTER STRIPS, AND WILL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED.

INSTALL THE SLOPE EROSION PROTECTION AT THE LOCATIONS AND WIDTHS AS SHOWN ON THE PROJECT SITE PLAN

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 670 - SLOPE EROSION PROTECTION - 2982 SY

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

WATER QUALITY PROTECTION

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, SOLVENTS, CLEANING AGENTS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO ANY STREAMS, DRAINAGE COURSES, OR BODIES OF WATER. NO DEBRIS SHALL BE PLACED WITHIN THE 100-YEAR FLOODPLAIN BOUNDARY OF ANY WATERCOURSE.

THE CONTRACTOR SHALL TAKE GREAT CARE TO MINIMIZE THE POTENTIAL TO CONTAMINATE THE PUBLIC DRINKING WATER SUPPLY. ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER.

THE CONTRACTOR SHALL TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE AND WILL BE HELD RESPONSIBLE FOR THE CLEAN UP AND REMEDIATION OF ANY AND ALL SPILLS.

ITEM 616, DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. TO COMPLY WITH PERMIT REQUIREMENTS REGARDING EROSION AND DUST CONTROL NEAR WATERWAYS. THE FOLLOWING QUANTITIES HAVE BEEN HAVE BEEN INCLUDED FOR THE ABOVE NOTED WORK.

ITEM 616, WATER - 470 M GAL

CALCULATED AMD
CHECKED KMD

GENERAL NOTES

FAY-435-0.97

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393

FARM DRAINS

ALL FARM DRAINS, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY, SHALL BE REPLACED WITHIN THE (RIGHT OF WAY) (CONSTRUCTION) LIMITS BY ITEM 611 CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES, SHALL BE OUTLETTED INTO THE ROADWAY DITCH BY 611 TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION SHALL BE ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL FIELD TILES WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY 611, TYPE E CONDUIT, AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS.

EROSION CONTROL PADS AND ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET END OF ALL FARM DRAINS AS PER STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE. PAYMENT FOR THE EROSION CONTROL PADS AND ANIMAL GUARDS AND ANY NECESSARY BENDS OR BRANCHES SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

611 15" CONDUIT, TYPE B 25 FT.
611 15" CONDUIT, TYPE E 25 FT.
611 15" CONDUIT, TYPE F 25 FT.

ITEM 625 - PULL BOX REMOVED, AS PER PLAN

CONTRACTOR IS TO FIELD VERIFY THAT THE PULL BOXES IDENTIFIED IN THE PLANS DO NOT CONTAIN UNIDENTIFIED UTILITIES THAT WOULD PREVENT THEIR REMOVAL. ONCE VERIFIED, CONTRACTOR SHALL REMOVE THE PULL BOX IN ACCORDANCE WITH SPECIFICATION 625.21. PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 625, PULL BOX REMOVED, AS PER PLAN.

WATERSHED PROTECTION

THE WORK ASSOCIATED WITH THIS PROJECT IS BEING PERFORMED WITHIN A SOURCE WATER PROTECTION AREA FOR THE I-71 AND SR 35 WATER SYSTEM (RATTLESNAKE-FAYETTE CO. UTILITIES). IT IS ESSENTIAL THAT ALL ACTIVITIES ASSOCIATED WITH THIS WORKBE PERFORMED IN A MANNER CONSISTENT WITH BEST WATERSHED MANAGEMENT PRACTICES INCLUDING, BUT NOT LIMITED TO:

AREAS OF DISTURBED GROUND SHALL HAVE APPROPRIATE EROSION AND SEDIMENT CONTROLS. IF HAZARDOUS/TOXIC MATERIALS INCLUDING BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS, ARE STORED ON SITE, THEY SHALL BE STORED IN A DOUBLE-CONTAINMENT MANNER. ALL EQUIPMENT REPAIRS, MAINTENANCE, AND MECHANICAL WORK THAT COULD RESULT IN THE RELEASE OF HAZARDOUS/TOXIC MATERIALS SHALL BE PERFORMED IN AN APPROPRIATELY CONTAINED AREA, PREFERABLY OFF SITE OR AN APPROPRIATE OFF-SITE FACILITY.

IN THE EVENT THAT ANY HAZARDOUS/TOXIC MATERIALS INCLUDING, BUT NOT LIMITED TO FUELS, OILS, BITUMEN'S PAINTS, SEALANTS, OR OTHER CHEMICALS ARE SPILLED INTO ANY WATERCOURSES OR ON ANY GROUND SURFACES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE I-75 AND SR 35 WATER SYSTEM AT (740) 333-3538 AND THE OHIO EPA AT (800) 282-9378. THE CONTRACTOR SHOULD BE PREPARED TO PROVIDE DETAILED INFORMATION RELATIVE TO THE TYPE AND QUANTITY OF MATERIAL THAT HAS BEEN SPILLED AS WELL AS THE EXACT LOCATION AND THE EXACT TIME AT WHICH THE SPILL OCCURRED.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR INFORMING ALL SUBCONTRACTORS AND OTHER AGENTS OF THESE RESPONSIBILITIES, PRECAUTIONS, AND PROHIBITIONS.

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

UNRECORDED UNTREATED NON-STORMWATER DRAINAGE

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

UNRECORDED TREATED NON-STORMWATER DRAINAGE

FURNISH A CONTINUANCE FOR ALL UNRECORDED TREATED NON-STORMWATER DRAINAGE, SUCH AS TREATED SEPTIC, TREATED WASTEWATER, TREATED CURTAIN/GRADIENT DRAINS, AND TREATED FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT. A CONTINUANCE MAY ALSO REQUIRE A NPDES PERMIT FROM THE OHIO ENVIRONMENTAL PROTECTION AGENCY. REPORT ALL CONTINUANCE TO THE LOCAL HEALTH DEPARTMENT.

WHERE MAKING A CONNECTION INTO A HIGHWAY DRAINAGE CONDUIT, AN INSPECTION WELL SHALL BE PROVIDED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING DM-3.1.

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

611, 8" CONDUIT, TYPE C 10 FT.
611, INSPECTION WELL 1 EACH

SEEDING AND MULCHING

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

ITEM 203 - EMBANKMENT, AS PER PLAN

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT BETWEEN STATIONS 228+42.40 TO 230+08.27.

UNRECORDED STORM WATER DRAINAGE

FURNISH A CONTINUANCE FOR ALL UNRECORDED STORM WATER DRAINAGE, SUCH AS ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT.

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

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

611, 12" CONDUIT, TYPE B, FOR DRAINAGE CONNECTION 50 FT.
611, 12" CONDUIT, TYPE C, FOR DRAINAGE CONNECTION 50 FT.
611, 12" CONDUIT, TYPE E, FOR DRAINAGE CONNECTION 50 FT.
611, 6" CONDUIT, TYPE F, FOR DRAINAGE CONNECTION 50 FT.

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS

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

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

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

611, 12" CONDUIT, TYPE B, FOR SANITARY 50 FT.
611, 12" CONDUIT, TYPE C, FOR SANITARY 50 FT.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PRIVATE USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 174 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT. COORDINATION WITH THE AIRPORT OWNER WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS OR HELIPORTS, COORDINATE WITH THE AIRPORT OWNER. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

HANSHELL FLYING APPLE AIRPORT
ROBER HANSHELL
10425 MARCHANT-LUTTRELL RD
SABINA, OH 45169
(937) 725-1697

IN-STREAM WORK

NO IN-STREAM WORK SHALL BE PERFORMED BETWEEN APRIL 15 AND JUNE 30.

MUSSEL SURVEY

A MUSSEL SURVEY AND RELOCATION (IF NECESSARY) SHALL BE COMPLETED BY ODOT PRIOR TO CONSTRUCTION.

ENVIRONMENTAL WORK

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM CONTAMINATED MATERIALS DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES AT THE SITES LISTED BELOW. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS AT THE AFOREMENTIONED LOCATION SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS.

- FORMER GAS STATION, 9060 W. LANCASTER
- VACANT,12356 SR 35
- CHIPOLTE/SUBWAY,124978 SR 35
- KENTUCKY FRIED CHICKEN/A&W, 12410 SR 35/FACTORY BLVD
- SHELL,12320 SR 35
- TRAVEL CENTER OF AMERICA,12403 SR 35
- SPEEDWAY,11584 ALLEN
- FORMER GAS STATION,11577 ALLEN
- FORMER CB SHOP,12983 SR 35
- LOVE'S TRAVEL STOP,13023 SR 35

ALL EXCAVATED MATERIALS WITHIN THE AFOREMENTIONED LIMITS MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE SUSPECTED CONTAMINATED SOILS ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE WILL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH THE ORIGINAL SOILS. AN IMPERMEABLE MEMBRANE WILL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. AS A TEMPORARY STORAGE ALTERNATIVE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED SOILS INTO TRUCKS. OR AS A THIRD ALTERNATIVE, THE CONTRACTOR MAY PLACE THE MATERIAL IN LEAK-PROOF, COVERED CONTAINERS PROVIDED BY THE CONTRACTOR. THE MATERIAL WILL REMAIN ON-SITE UNTIL ANALYTICAL RESULTS ARE RECEIVED BY THE ENGINEER.

THIS MATERIAL WILL BE PROPERLY TESTED (FOR DISPOSAL), TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY.

IF EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR WILL DEWATER, CONTAINERIZE, TEST THE WATER (FOR DISPOSAL) AND DISPOSE OF BY METHODS APPROVED BY THE ENGINEER. THE CONTRACTOR WILL OBTAIN ALL THE REQUIRED PERMITS AND /OR AUTHORIZATIONS NEEDED TO STORE, TRANSPORT AND DISPOSE OF THE WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL REGULATIONS.

THE STORM SEWER BEDDING AND BACKFILL SHALL BE ITEM 613 - LOW STRENGTH MORTAR (LSM). THE INTENT WILL BE TO PREVENT POTENTIALLY CONTAMINATED WATER FROM MIGRATING ALONG THE PIPE BEDDING AND BACKFILL. THE LSM WILL EXTEND FROM THE BOTTOM OF THE PIPE TRENCH TO A LEVEL ONE FOOT ABOVE THE PIPE. THE LSM BEDDING AND BACKFILL WILL EXTEND A MINIMUM OF TEN (10) FEET BEYOND THE ZONE OF SUSPECTED CONTAMINATION IN BOTH DIRECTIONS.

THE CONTRACTOR SHALL COMPLETE ALL MANIFEST FOR MATERIAL TO BE TRANSPORTED AND PROVIDE TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS TO TRANSPORT THE MATERIAL TO A LICENSED AND PERMITTED DISPOSAL FACILITY. THE CONTRACTOR IS TO CONTACT THE DISPOSAL FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL. THE CONTRACTOR IS TO PROVIDE ANY ADDITIONAL SAMPLING AND ANALYSIS OF THE MATERIAL AS REQUIRED BY THE DISPOSAL FACILITY. THE CONTRACTOR SHALL OBTAIN ALL SIGNATURES ON THE MANIFEST AFTER TRANSPORTING AND DISPOSAL OF THE MATERIAL AND PROVIDE A FINAL COPY TO THE ENGINEER.

THE CONTRACTOR WILL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE, TEST (FOR DISPOSAL), TRANSPORT, AND DISPOSAL; INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE AFOREMENTIONED LOCATION. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT PRICE BID PER TON, PER GALLON, PER CUBIC YARD AND PER UST. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL 14,000 TON

690E65024 ITEM SPECIAL - WORK INVOLVING REGULATED WATER 6,000 GAL

ITEM 613 - LOW STRENGTH MORTAR BACKFILL 188 C.Y.

CALCULATED JEB CHECKED KMD

GENERAL NOTES

FAY-435-0.97

CONSTRUCTION SEQUENCING

ALL TRAVEL LANES MUST REMAIN OPEN FROM NOVEMBER 30TH TO MARCH 1ST.

PHASE 1

CONSTRUCT THE SOUTHERN PORTION OF S.R. 435 FROM STA. 224+46.00 TO STA. 298+39.00. MAINTAIN ACCESS TO DRIVEWAYS, RAMPS, AND INTERSECTIONS USING PART-WIDTH CONSTRUCTION, UNLESS OTHERWISE NOTED IN THE MAINTENANCE OF TRAFFIC PHASE 1 PLAN. MAINTAIN ONE 11' LANES IN EACH DIRECTION.

PHASE 2

CONSTRUCT THE NORTHERN PORTION OF S.R. 435 FROM STA. 224+46.00 TO STA. 298+39.00. MAINTAIN ACCESS TO DRIVEWAYS, RAMPS, AND INTERSECTIONS USING PART-WIDTH CONSTRUCTION, UNLESS OTHERWISE NOTED IN THE MAINTENANCE OF TRAFFIC PHASE 1 PLAN. MAINTAIN ONE 11' LANES IN EACH DIRECTION.

ITEM 614, MAINTAINING TRAFFIC AT ALL TIMES

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

ITEM 614, MAINTAINING TRAFFIC ESTIMATED QUANTITIES

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	50 CU. YD.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	20 CU. YD.
ITEM 616, WATER	50 M. GAL.

ITEM 614, MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A RESONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614, MAINTAINING TRAFFIC SIGNS AND BARRICADES

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRIACADES OF THE TYPE AND LOCATION AS SHOWN IN PLANS:

ITEM 614, MAINTAINING TRAFFIC

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

FIELD OFFICES AND STAGING

SHOULD THE CONTRACTOR ELECT TO UTILIZE ODOT'S PROPERTY ON THE SOUTH SIDE OF 435, JUST EAST OF THE EXIT RAMP FROM 35 WB TO 435 TO SETUP FIELD OFFICES AND AS LAYDOWN AREA IT WILL BE MADE AVAILABLE. IF THE CONTRACTOR ELECTS TO UTILIZE THE ODOT PROPERTY FOR A FIELD OFFICE AND LAYDOWN AREA, THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING ALL OF THE EXISTING STOCK PILES, GRADING THE LOT FOR DRAINAGE AND SEEDING THE NATURAL AREAS UPON PROJECT COMPLETION AS A REQUIREMENT FOR USING THE ODOT PROPERTY.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614, WORK ZONE LANE LINE, CLASS 1	0.25 MILE
ITEM 614, WORK ZONE CENTER LINE, CLASS 1	0.25 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS 1	0.50 MILE
ITEM 614, WORKS ZONE STOP LINE, CLASS 1	200 FEET
ITEM 614, WORK ZONE MARKING SIGN	50 EACH

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/ FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. THE CONTRACTOR SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEAD SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMEPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE VILLAGE OF OCTA FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THAT CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTION.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERD IN THE MANNER DESCRIBED IN 632.25.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT'D)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1.TIME OF NOTIFICATION OF MALFUNCTION;

2.TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3.ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4.A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5.TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING THE COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC	211 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC	438 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

CALCULATED SM CHECKED AR

MAINTENANCE OF TRAFFIC GENERAL NOTES

FAY-435-0.97

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS WEB PAGE FOR ROADWAY STANDARDS APPROVED PRODUCTS.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN 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 616, DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 59 M. GAL

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FT (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM (2 EA) THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

BARRIER REFLECTORS AND OBJECT MARKERS

BARRIER REFELCTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER WITHIN THE RIGHT-OF-WAY IN ACCORDANCE WITH THE ALTERNATIVE DELINEATION METHOD (TRIPLE STACKED) SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.70. BARRIER REFLECTOR AND OBJECT MARKER MATERIALS AND INSTALLATION SHALL CONFORM TO CMS 626.02 AND 626.04. AN ESTIMATED QUANTITY OF ITEM 614 BARRIER REFLECTOR, TYPE B (54 EA) AND ITEM 614 OBJECT MARKER, ONE-WAY (54 EA) HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

INGRESS/EGRESS

WORKSITE INGRESS AND EGRESS MEETING THE DESCRIPTION BELOW SHALL NOT OCCUR DURING PEAK HOURS. PEAK HOURS ARE CONSIDERED TO BE 5 A.M. - 9 A.M. AND 3 P.M. - 6 P.M. MONDAY - FRIDAY.

- ENTERING THE WORKSITES FROM RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES
- EXITING THE WORKSITE ONTO OR ALONGSIDE RAMPS, INTERSTATE SHOULDERS OR INTERSTATE LANES

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA E-MAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA E-MAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS

NO WORK SHALL BE PERFORMED DURING THE FOLLOWING DESIGNATED HOLIDAYS AND EVENTS:

HOLIDAY:

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S EVE	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT NO WORK SHALL BE PERFORMED DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC:
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 A.M. MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 A.M. TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 A.M. WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 A.M. THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 A.M. FRIDAY
THANKSGIVING	5:00 A.M. WEDNESDAY THROUGH 6:00 A.M. MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 A.M. MONDAY
SATURDAY	12:00 NOON 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, UNESS SUCH STRIKES ARE AREA WIDE. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR REMOVING AND RESETTING THE PORTABLE BARRIER FOR THE DATES LISTED ABOVE

ITEM 622 - PORTABLE BARRIER, 32" - 3000 FT

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW. THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SET UP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS. INFORMATION SHOULD INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCITON ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATION OFFICE
RAMP & ROAD CLOSURE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS CLOSURE	>= 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

TRUCK MOUNTED ATTENUATOR (TMA)

WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A MULTILANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELED LANES, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH STANDARD DRAWING MT-95.30, MT-95.31, MT-95.32 OR OMUTCD TYPICAL APPLICATION (TA) 4 AND TA-6. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USE AS OR SUBSTITUED FOR THE FLASHING ARROW PANEL AT THE BEGINNING OF THE MERGE TAPER. THE TMA SHALL MEET NCHRP 350 TEST LEVEL 3 CRITERIA FOR STANDARD AND OPTIONAL TESTS AT 100 KM/H (62 MPH) FOR DESIGN IMPACTS. THE COST FOR PROVIDING THE TMA SHALL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.
IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/ DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

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

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

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

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 500 HOURS

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

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

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MAINTENANCE OF TRAFFIC GENERAL NOTES

FAY-435-0.97

USE OF WEIGHTED CHANNELIZERS

THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42 INCHES MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULITLANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATIONS FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRICADES.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA AND AT A MAXIMUM SPACING OF 40 FEET. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTENANCE OF TRAFFIC.

PUBLIC OUTREACH AND NOTIFICATION (RESURFACING PROJECTS)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA E-MAIL AT d06.pio@dot.state.oh.us TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

MOT DRAINAGE

THE FOLLOWING WORK TO INSTALL THE TEMPORARY DRAINAGE STRUCTURES IS TO BE PERFORMED TO PERPETUATE THE DRAINAGE DURING CONSTRUCTION OF THE PROJECT. THE PRICE BID AND PAYMENT FOR THE TEMPORARY DRAINAGE USED ON THIS PROJECT SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, REMOVE AND DISPOSE OF THE TEMPORARY DRAINAGE.

THE CONTRACTOR IS TO REFER TO CMS 611.07 AND 611.08 FOR THE STAGED INSTALLATION OF PROPOSED CULVERTS AND DRIVE PIPES.

SPECIFIC NOTES FOR EACH INSTALLATION IS LISTED BELOW:

MDR01 - INSTALL THE TEMPORARY DRAINAGE STRUCTURE AND CONDUIT, AND CONNECT TO EXISTING CATCH BASIN. COVER THE EXISTING CATCH BASIN GRATES AND WINDOWS TO PROTECT IT FROM DAMAGE AND PREVENT MATERIALS FROM ENTERING. REMOVE WITH MOT CROSSOVER AT THE END OF PHASE 2.

MDR02 - INSTALL THE TEMPORARY DRAINAGE STRUCTURE AND CONDUIT, AND CONNECT TO EXISTING CATCH BASIN. COVER THE EXISTING CATCH BASIN GRATES AND WINDOWS TO PROTECT IT FROM DAMAGE AND PREVENT MATERIALS FROM ENTERING. REMOVE WITH MOT CROSSOVER AT THE END OF PHASE 2.

MDR03 - INSTALL THE TEMPORARY DRAINAGE STRUCTURE AND CONDUIT, AND CONNECT TO EXISTING CATCH BASIN USED IN MDR01. DESIGN SURVEY DID NOT LOCATE AN EXISTING CATCH BASIN, BUT IF AN EXISTING CATCH BASIN IS FOUND, THE CONTRACTOR SHALL INSTALL MDR03 IN A MANNER SIMILAR TO MDR01 AND MDR02. A CONTIGENCY ITEM OF 12" CONDUIT IS PROVIDED.

ITEM 611 - 12" CONDUIT, TYPE C, AS PER PLAN 100 FT.

MDR04 - INSTALL THE TEMPORARY DRIVE PIPE TO MEET THE EXISTING MEDIAN GRADE.

MDR05 - INSTALL PROPOSED CATCH BASIN AT STA. 269+05, 21' RT, AND THE THE REMAINING PROPOSED SYSTEM TO THE SOUTH. INSTALL THE TEMPORARY CONDUIT FROM THE EXISTING CATCH BASIN (STA. 269+30, 14.8' RT) TO THE PROPOSED CATCH BASIN. SEAL THE EXISTING OUTLET PIPE PER CMS 202.12. UPON COMPLETION OF THE PROPOSED STORM SEWER SYSTEM, REMOVE THE TEMPORARY CONDUIT AND SEAL THE PROPOSED CATCH BASIN.

632E40501 - SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN
632E40701 - SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 632, THE CONTRACTOR SHALL, AS NECESSARY TO REMAIN CONNECTIVITY BETWEEN THE TRAFFIC SIGNAL CONTROLLER AND THE VEHICULAR SIGNAL HEAD, INSTALL NEW SIGNAL CABLE. WHERE THE EXISTING SIGNAL CABLE IS NOT OF SUFFICIENT LENGTH TO EXTEND TO A TEMPORARY VEHICULAR SIGNAL HEAD LOCATION, THE CONTRACTOR SHALL INSTALL NEW SIGNAL CABLE. ONCE INSTALLED, THE CONTRACTOR SHALL INSTALL CABLE OF SUFFICIENT LENGTH TO CONNECT TO THE FURTHEST, WORST CASE, VEHICLE SIGNAL HEAD LOCATION BASED ON THE CONSTRUCTION PHASING. EXCESS SIGNAL CABLE SHALL BE NEATLY COILED AND SECURED. SIGNAL CABLE SHALL BE INSTALLED IN CONTINUOUS RUNS WITH NO SPLICING PERMITTED. EXERCISE CARE TO NOT DAMAGE THE EXISTING SIGNAL CABLE AND REPLACE DAMAGED CABLE AT NO COST TO THE DEPARTMENT. UPON COMPLETION OF CONSTRUCTION, REMOVE THE TEMPORARY SIGNAL CABLE AND DISPOSE OF PROPERLY.

PAYMENT FOR ITEM 632 SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN AND ITEM 632 SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, AS PER PLAN WILL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH LINEAR FOOT OF CABLE INSTALLED. COST INCLUDES CABLE, INSTALLATION, TEMPORARY LASHING OR CABLE HANGERS, AND REMOVAL AT THE END OF CONSTRUCTION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE WORK.

ITEM 632 - SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN - 2000 LF

ITEM 632 - SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, AS PER PLAN - 2000 LF

ITEM 614 - MAINTAINING TRAFFIC, MISC.: RETIME TRAFFIC SIGNALS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND 633 AND THIS PLAN, THE CONTRACTOR SHALL ADJUST THE TRAFFIC SIGNAL PROGRAMMING AND TIMING THROUGHOUT THE DURATION OF CONSTRUCTION, AND AS DIRECTED. PRIOR TO CHANGING ANY PROGRAMMING AND/OR TIMING, DOCUMENT THE EXISTING PARAMETERS FROM THE TRAFFIC SIGNAL CONTROLLER. PROVIDE A COPY OF THE EXISTING CONTROLLER PARAMETERS TO THE DEPARTMENT.

DURING CONSTRUCTION, PROGRAMMING AND TIMING ADJUSTMENTS SHALL BE MADE CONCURRENT TO CHANGING OF THE CONSTRUCTION PHASE LANING AND/OR VEHICLE SIGNAL HEAD CHANGES. CONTRACTOR SHALL ALSO MAKE CHANGES TO THE TRAFFIC SIGNAL PROGRAMMING AND TIMING, IF DIRECTED, TO MITIGATE TRAFFIC QUEUE AND DELAY.

AT THE COMPLETION OF CONSTRUCTION AND THE RETURN TO EXISTING OPERATION, THE CONTRACTOR SHALL REINSTALL THE PROGRAMMING AND TIMING TO PRE-PROJECT CONDITIONS.

PAYMENT FOR ITEM 614 MAINTAINING TRAFFIC, MISC.: RETIME TRAFFIC SIGNALS WILL BE MADE AT THE LUMP SUM PRICE FOR ALL TRAFFIC SIGNAL PROGRAM AND TIMING CHANGES NECESSARY THROUGHOUT THE DURATION OF CONSTRUCTION.

ITEM 633 - MAINTAINING TRAFFIC, MISC.: RE-AIM RADAR DETECTION UNITS

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND 633 AND THIS PLAN, THE CONTRACTOR SHALL RE-AIM AND/OR REPROGRAM THE EXISTING RADAR VEHICLE DETECTORS THROUGHOUT THE DURATION OF CONSTRUCTION, AND AS DIRECTED.

DURING CONSTRUCTION, RE-AIMING AND/OR PROGRAMING OF RADAR DETECTORS SHALL BE MADE CONCURRENT TO CHANGING OF THE CONSTRUCTION PHASE LANING.

AT THE COMPLETION OF CONSTRUCTION AND THE RETURN TO EXISTING OPERATION, THE CONTRACTOR SHALL RE-AIM AND PROGRAM THE RADAR DETECTORS BACK TO PRE-PROJECT CONDITIONS.

PAYMENT FOR ITEM 633 MAINTAINING TRAFFIC, MISC.: RE-AIM RADAR DETECTION UNITS WILL BE MADE AT THE LUMP SUM PRICE FOR ALL INSTANCE REQUIRING VEHICLE DETECTION CHANGES THROUGHOUT THE DURATION OF CONSTRUCTION.

ITEM 614 - SPECIAL - WORK ZONE TRAFFIC SIGNAL

IN ADDITION TO THE REQUIREMENTS OF CMS 614, 632 AND 633 AND THIS PLAN, THE CONTRACTOR SHALL MODIFY THE EXISTING TRAFFIC SIGNAL INSTALLATION. CONCURRENT WITH CHANGES TO THE WORK ZONE LANE ARRANGEMENTS, THE CONTRACTOR SHALL REMOVE, RESET, OR INSTALL NEW TEMPORARY VEHICLE SIGNAL HEADS. CONTRACTOR SHALL ESTABLISH CONNECTIVITY FROM THE TRAFFIC SIGNAL CONTROLLER TO THE VEHICLE SIGNAL HEAD TO ENSURE PROPOPER OPERATION. THIS ITEM INCLUDES ALL ADJUSTMENTS OF VEHICULAR SIGNAL HEADS FOR EACH CONSTRUCTION PHASE. AT THE COMPLETION OF ALL CONSTRUCTION PHASES, THE CONTRACTOR SHALL RETURN THE TRAFFIC SIGNAL INSTALLATION TO THE PRE-CONSTRUCTION CONFIGURATION.

CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE EXISTING TRAFFIC SIGNAL INSTALLATION FROM THE TIME HIS FIRST OPERATION DISTURBS THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN RETURNED TO PRE-CONSTRUCTION CONDITIONS. THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

PAYMENT FOR ITEM 614 SPECIAL WORK ZONE TRAFFIC SIGNAL WILL BE MADE AT THE UNIT PRICE FOR EACH TRAFFIC SIGNAL INSTALLATION. PRICE INCLUDES ALL VEHICLE SIGNAL HEAD ADJUSTMENTS FOR EACH CONSTRUCTION PHASE, RETURNING THE INSTALLATION TO PRE-CONSTRUCTION CONDITIONS AT THE END OF CONSTRUCTION, AND MAINTENANCE OF THE INSTALLATION FOR THE DURATION OF DISTURBANCE. THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE WORK.

ITEM 614 - SPECIAL - WORK ZONE TRAFFIC SIGNAL - 16 EACH

ITEM REFERENCE	SHEET NO.			LENGTH		614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 WORK ZONE CENTER LINE, CLASS 1 MILE	614 WORK ZONE EDGE LINE, CLASS 1 MILE	614 WORK ZONE CHANNELIZING LINE, CLASS 1 FT	614 WORK ZONE DOTTED LINE, CLASS 1 FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1 FT	614 WORK ZONE STOP LINE, CLASS 1 FT	614 WORK ZONE LANE ARROW, CLASS 1 FT	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	622 PORTABLE BARRIER, 32" FT	611 12" CONDUIT, TYPE B FT	611 15" CONDUIT, TYPE B FT	611 18" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE B EACH	611 CATCH BASIN, NO.2-2B EACH	611 CATCH BASIN, NO.2-3 EACH
MCH01	22	196+97.00	212+50.00	1553					1553												
MCH02	24	210+28.00	212+50.00	222					222												
MCH03	24	213+85.00	226+45.00	1260					1260												
MCH04	25	216+34.00	226+45.00	1011					1011												
MTP01	25	220+00.00	226+00.00											803							
MEL01	25	219+83.00	245+37.00	2554				0.48													
MEL02	25	220+84.00	245+37.00	2453				0.46													
MPB01	26	224+20.00	245+37.00	2117											2117						
MEL03	26	226+45.00	245+37.00	1892				0.36													
MEL04	26	226+45.00	245+37.00	1892				0.36													
MTP02	28	233+36.00	234+00.00											218							
MEL44	28	233+36.00		40				0.01													
MEL45	28	234+00.00		40				0.01													
MEL46	29	233+75.00		40				0.01													
MEL47	29	233+94.00		40				0.01													
MIA02	31	245+37.00				1															
MSL01	31	245+37.00		11.5									12								
MSL02	31	247+15.00		33									33								
MSL03	31	401+45.00		18									18								
MTP03	31	399+88.63	401+15.88											136							
MDL01	31	245+37.00	247+15.00	178						178											
MDY01	31	401+45.00	399+73.00	172			0.03														
MEL05	31	401+09.00	248+00.00	222				0.04													
MEL06	31	245+37.00	399+90.00	318				0.06													
MEL09	31	248+00.00	253+69.00	569				0.11													
MCH03	31	247+15.00	248+60.00	145					145												
MCH04	31	247+15.00	248+60.00	145					145												
MDY03	31	247+15.00	254+02.00	687			0.13														
MLA01	31	247+25.00											1								
MLA02	31	247+25.00											1								
MLA03	31	248+00.00											1								
MLA04	31	248+00.00											1								
MDY02	32	400+78.00	399+55.00	123			0.02														
MSL04	33	401+46.00		11									11								
MDY04	33	399+88.00	401+81.00	193			0.04														
MEL07	33	245+37.00	399+88.00	270				0.05													
MEL08	33	399+28.00	248+00.00	462				0.09													
MDY05	35	249+51.00	254+02.00	451			0.09														
MEL10	35	253+69.00	24+00.00	270				0.05													
MTP04	35	253+68.76	254+21.04											51							
MSL05	36	253+66.00		12									12								
MEL11	36	253+69.00	23+31.00	307				0.06													
SUMMARY THIS SHEET TOTALS TO SHEET 17						1	0.31	2.15	4336	178	0	86	4	1208	2117	0	0	0	0	0	

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97

ITEM REFERENCE	SHEET NO.			LENGTH		614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I FT	614 WORK ZONE DOTTED LINE, CLASS I FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE LANE ARROW, CLASS I FT	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	622 PORTABLE BARRIER, 32" FT	611 12" CONDUIT, TYPE B FT	611 15" CONDUIT, TYPE B FT	611 18" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE B EACH	611 CATCH BASIN, NO.2-2B EACH	611 CATCH BASIN, NO.2-3 EACH
MSL06	37	254+02.00		11								11									
MSL07	37	255+17.00		22								22									
MEL12	37	24+05.00	256+27.00	334				0.06													
MEL13	37	255+17.00	261+97.00	680				0.13													
MEL14	37	256+27.00	261+15.00	488				0.09													
MLA05	37	255+27.00											1								
MLA06	37	255+27.00											1								
MLA07	37	256+27.00											1								
MLA08	37	256+27.00											1								
MCH05	37	255+17.00	256+67.00	150					150												
MDY06	37	255+17.00	261+15.00	598			0.11														
MEL15	38	23+31.00	256+27.00	472				0.09													
MLA09	39	260+25.00											1								
MLA10	39	261+00.00											1								
MLA11	39	261+00.00											1								
MCH06	39	259+65.00	261+15.00	150					150												
MSL08	39	261+52.00		11								11									
MSL25	39	261+65.00		11								11									
MEL16	39	261+15.00	23+21.00	286				0.05													
MEL17	39	23+21.00	262+89.00	268				0.05													
MTP05	39	23+32.00	24+35.00											73							
MLA12	39	24+55.00											1								
MSL09	39	24+66.00		16								16									
MSL10	39	262+89.00		11								11									
MEL18	39	262+89.00	267+09.00	420				0.08													
MEL19	39	262+89.00	267+09.00	420				0.08													
MDY07	39	262+89.00	267+09.00	420			0.08														
MDY08	39	262+89.00	265+59.00	270			0.05														
MLA13	39	263+04.00											1								
MEL20	40	261+15.00	23+33.00	234				0.04													
MEL21	40	21+15.00	262+89.00	488				0.09													
MSL11	40	24+62.00		16								16									
MLA24	40	264+59.00											1								
MLA14	42	266+19.00											1								
MLA15	42	266+94.00											1								
MLA16	42	266+94.00											1								
MCH07	42	265+59.00	267+09.00	150					150												
MSL26	42	267+26.00		11								11									
MSL12	42	267+42.00		12								12									
MLA17	42	30+50.00											1								
MLA18	42	30+50.00											1								
MSL28	42	30+74.00		11								11									
MSL13	42	30+88.00		13								13									
MDY09	42	30+74.00	29+77.00	97			0.02														
MDY10	42	30+74.00	29+09.00	165			0.03														
MCH08	42	30+74.00	29+18.00	156					156												
MEL21	42	267+09.00	28+95.00	300				0.06													
MEL22	42	29+64.00	271+18.00	490				0.09													
MTP06	42	30+25.00	29+10.00											54							
MSL14	42	268+66.00		11								11									
MSL27	42	268+79.00		11								11									
SUMMARY THIS SHEET TOTALS TO SHEET 17						0	0.29	0.92	606	0	0	167	15	127	0	0	0	0	0	0	

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97

ITEM REFERENCE	SHEET NO.		LENGTH		614	614	614	614	614	614	614	614	615	622	611	611	611	611	611	611
					WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	WORK ZONE CENTER LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I	WORK ZONE CHANNELIZING LINE, CLASS I	WORK ZONE DOTTED LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	WORK ZONE STOP LINE, CLASS 1	WORK ZONE LANE ARROW, CLASS 1	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 32"	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	18" CONDUIT, TYPE B	24" CONDUIT, TYPE B	CATCH BASIN, NO.2-2B	CATCH BASIN, NO.2-3
					EACH	MILE	MILE	FT	FT	FT	FT	FT	SQ YD	FT	FT	FT	FT	EACH	EACH	EACH
MCH09	42	268+96.00	270+95.00	199					199											
MEL23	42	268+96.00	503+31.00	897				0.17												
MDY16	42	268+96.00	276+10.00	714			0.14													
MLA19	42	269+03.00										1								
MLA20	42	269+03.00										1								
MLA21	42	269+81.00										1								
MLA22	43	29+47.00										1								
MLA23	43	29+47.00										1								
MEL24	44	267+09.00	29+10.00	251			0.05													
MEL25	44	28+80.00	270+75.00	600			0.11													
MCH10	44	30+66.00	29+36.00	130				130												
MDY11	44	30+66.00	29+08.00	158		0.03														
MSL29	44	30+66.00		11							11									
MSL15	44	30+81.00		11							11									
MLA37	44	30+56.00										1								
MLA38	44	30+56.00										1								
MLA25	45	29+64.00										1								
MLA26	45	29+64.00										1								
MTP07	46	270+64.00	271+40.00										97							
MEL26	46	271+40.00	271+61.00	110			0.02													
MEL27	46	271+61.00	276+10.00	449			0.09													
MCH11	46	274+10.00	276+10.00	200				200												
MLA27	46	275+20.00										1								
MLA28	46	275+95.00										1								
MLA29	46	275+95.00										1								
MEL28	47	271+96.00	271+61.00	157			0.03													
MSL32	49	276+10.00		22							22									
MSL16	48	276+10.00		11							11									
MSL31	48	276+24.00		11							11									
MSL17	48	502+05.00		25							25									
MTP08	48	501+90.00	502+26.00										16							
MLA30	48	502+65.00										1								
MLA31	48	502+65.00										1								
MLA32	48	502+15.00										1								
MLA33	48	502+15.00										1								
MCH13	48	502+05.00	502+83.00	78				78												
MSL30	48	277+56.00		11							11									
MSL19	48	277+66.00		11							11									
MCH12	48	277+79.00	278+40.00	61				61												
MEL31	48	277+79.00	280+65.00	286			0.05													
MEL32	48	277+79.00	283+67.00	588			0.11													
MDY18	48	277+66.00	279+43.00	283		0.05														
MDY19	48	279+70.00	283+67.00	529		0.10														
MLA34	48	277+89.00										1								
MLA35	48	277+89.00										1								
MLA36	48	278+30.00										1								
MSL18	48	500+70.00		11							11									
MDY16	48	500+56.00	500+70.00	14		0.00														
MTL01	48	277+00.00	277+50.00	256						256										
SUMMARY THIS SHEET TOTALS TO SHEET 17					0	0.32	0.63	668	0	256	124	19	113	0	0	0	0	0	0	0

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97

ITEM REFERENCE	SHEET NO.			LENGTH		614	614	614	614	614	614	614	614	615	622	611	611	611	611	611	611
						WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	WORK ZONE CENTER LINE, CLASS I	WORK ZONE EDGE LINE, CLASS I	WORK ZONE CHANNELIZING LINE, CLASS I	WORK ZONE DOTTED LINE, CLASS I	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	WORK ZONE STOP LINE, CLASS I	WORK ZONE LANE ARROW, CLASS I	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 32"	12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	18" CONDUIT, TYPE B	24" CONDUIT, TYPE B	CATCH BASIN, NO.2-2B	CATCH BASIN, NO.2-3
						EACH	MILE	MILE	FT	FT	FT	FT	FT	SQ YD	FT	FT	FT	FT	EACH	EACH	EACH
MEL30	48	500+56.00	277+79.00	148				0.03													
MEL29	48	276+10.00	500+56.00	148				0.03													
MSL20	49	501+07.00		11								11									
MEL33	49	276+10.00	500+60.00	110				0.02													
MEL34	49	500+60.00	277+79.00	197				0.04													
MDY17	49	500+60.00	501+07.00	47			0.01														
MDY12	50	284+62.00	292+75.00	813			0.15														
MDL02	50	284+62.00	285+72.00	110						110											
MEL35	50	284+55.00	291+49.00	694				0.13													
MEL36	50	285+72.00	292+75.00	703				0.13													
MEL37	50	285+72.00	291+28.00	556				0.11													
MEL91	51	286+89.00	291+49.00	460				0.09													
MEL92	53	288+44.00	290+83.00	239				0.05													
MEL38	54	228+88.00	230+59.00	170				0.03													
MEL39	54	230+59.00	293+75.00	178				0.03													
MEL40	54	293+75.00	302+61.00	944				0.18													
MDY13	54	293+25.00	302+07.00	882			0.17														
MTP09	54	228+99.00	230+59.00											172							
MEL41	55	230+59.00	293+25.00	204				0.04													
MEL42	55	230+59.00	293+75.00	190				0.04													
MEL43	56	302+93.00	308+16.00	523				0.10													
MDY14	56	303+00.00	308+16.00	516			0.10														
MDY15	56	303+00.00	308+16.00	516			0.10														
MDR03	93	218+23.00																			1
MDR03	93	218+23.00	221+99.64																380		
MDR01	94	221+99.64																		1	
MDR01	94	221+99.64	224+61.82																262		
MDR02	94	224+61.82																		1	
MDR11	62A	234+10.00	239+00.00	490													490			1	
MDR12	62A	233+00.00	234+10.00	110														110		1	
MEL101	62A	234+00.00	242+50.00	844				0.16													
MEL102	62A	234+00.00	242+50.00	844				0.16													
MEL103	62A	241+45.00	244+65.00	320				0.06													
MTP101	62A	234+75.00	240+50.00											556							
MPB10	62A	237+00.00	238+15.00												116						
		SUMMARY THIS SHEET				0	0.53	1.42	0	110	0	11	0	728	116	0	490	110	642	4	1
		SUMMARY SHEET 14				1	0.31	2.15	4336	178	0	86	4	1208	2117	0	0	0	0	0	0
		SUMMARY SHEET 15				0	0.29	0.92	606	0	0	167	15	127	0	0	0	0	0	0	0
		SUMMARY SHEET 16				0	0.32	0.63	668	0	256	124	19	113	0	0	0	0	0	0	0
TOTAL TO GENERAL SUMMARY						1	1.45	5.12	5610	288	256	388	38	2175	2233	0	490	110	642	4	1

CALCULATED AS
CHECKED SM

SUMMARY OF TRAFFIC MAINTENANCE

FAY-435-0.97

ITEM REFERENCE	SHEET NO.			LENGTH		614	614	614	614	614	614	614	614	615	622	
						WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	WORK ZONE CENTER LINE, CLASS 1	WORK ZONE EDGE LINE, CLASS 1	WORK ZONE CHANNELIZING LINE, CLASS 1	WORK ZONE DOTTED LINE, CLASS 1	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1	WORK ZONE STOP LINE, CLASS 1	WORK ZONE LANE ARROW, CLASS 1	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, 32"	
						EACH	MILE	MILE	FT	FT	FT	FT	FT	SQ YD	FT	
MEL50	71	205+85.00	212+41.00	656				0.12								
MEL51	72	213+79.00	253+81.00	4002				0.76								
MCH50	73	215+80.00	224+46.00	866					866							
MCH51	73	216+80.00	224+46.00	766					766							
MPB50	73	218+22.00	239+14.00	2092											2092	
MPT50	73	217+13.00	221+87.00	474										647		
MIA50	73	218+22.00				1										
MPT51	74	222+93.00	225+68.00	275										94		
MEL52	74	220+70.00	239+26.00	1856				0.35								
MEL53	74	224+46.00	239+26.00	1480				0.28								
MEL54	74	224+46.00	244+74.00	2028				0.38								
MIA51	77	239+14.00				1										
MDY50	77	239+26.00	243+16.00	390			0.07									
MDY51	77	239+26.00	246+26.00	700			0.13									
MCH52	78	244+01.00	245+26.00	125					125							
MLA50	78	244+16.00											1			
MLA51	78	244+16.00											1			
MLA52	78	245+16.00											1			
MLA53	78	245+16.00											1			
				0												
MEL55	78	244+74.00	404+41.00	475				0.09								
MTL50	78	244+74.00	246+16.00								151					
MTP52	78	402+68.00	404+41.00											185		
MDY52	78	402+78.00	404+41.00	163			0.03									
MSL50	78	402+78.00		11								11				
MEL56	78	403+30.00	247+25.00	188				0.04								
MTL51	80	244+74.00	245+55.00								61					
MEL57	80	244+74.00	404+14.00					0.06								
MEL58	80	405+10.00	247+25.00					0.08								
MSL51	80	402+95.00										11				
MDY53	80	402+95.00	405+10.00	215			0.04									
MLA54	82	247+58.00											1			
MLA55	82	247+58.00											1			
MLA56	82	248+61.00											1			
MLA57	82	248+61.00											1			
MCH53	82	247+46.00	248+71.00	125					125							
				0												
MDY54	82	247+45.00	253+50.00	605			0.11									
MDY55	82	250+46.00	253+50.00	304			0.06									
MLA58	82	252+40.00											1			
MEL59	82	247+25.00	253+00.00	575				0.11								
MEL60	83	253+00.00	254+90.00	320				0.06								
MSL52	83	253+78.00		11								11				
MLA59	83	253+40.00											1			
MTP53	83	1+89.00	3+93.00											125		
MSL53	83	1+69.00		22								22				
MLA60	83	2+30.00											1			
MLA61	83	2+30.00											1			
SUMMARY THIS SHEET TOTALS TO SHEET 21						2	0.45	2.34	1882	0	212	55	12	1051	2092	

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97

ITEM REFERENCE	SHEET NO.			LENGTH		614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 WORK ZONE CENTER LINE, CLASS 1 MILE	614 WORK ZONE EDGE LINE, CLASS 1 MILE	614 WORK ZONE CHANNELIZING LINE, CLASS 1 FT	614 WORK ZONE DOTTED LINE, CLASS 1 FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1 FT	614 WORK ZONE STOP LINE, CLASS 1 FT	614 WORK ZONE LANE ARROW, CLASS 1 FT	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	622 PORTABLE BARRIER, 32" FT	
MCH54	83	2+20.00	3+08.00	88					88							
MTP54	83	1+75.00	2+65.00											20		
MEL61	83	255+10.00	256+00.00	260				0.05								
MEL62	83	254+79.00	261+77.00	698			0.13									
MSL54	83	255+33.00		11								11				
MSL70	83	255+57.00		11												
MLA62	83	256+11.00											1			
MLA63	83	256+11.00											1			
MLA64	83	257+11.00											1			
MLA65	83	257+11.00											1			
MEL63	83	256+01.00	260+90.00	489				0.09								
MCH55	83	256+01.00	257+51.00	150					150							
MDY56	83	256+01.00	259+20.00	319			0.06									
MLA66	84	2+90.00											1			
MLA67	84	2+90.00											1			
MEL64	85	253+00.00	255+37.00	412				0.08								
MLA68	85	2+30.00											1			
MLA69	85	2+30.00											1			
MCH56	85	2+20.00	3+95.00	175					175							
MSL55	85	2+20.00		22								22				
MEL65	85	255+60.00	256+00.00	450				0.09								
MDY57	87	258+20.00	261+30.00	310			0.06									
MLA70	87	260+20.00											1			
MLA71	87	260+20.00											1			
MLA72	87	261+20.00											1			
MLA73	87	261+20.00											1			
MCH57	87	260+05.00	261+30.00	125					125							
MSL56	87	261+30.00		11								11				
MSL71	87	261+50.00		11												
MTL52	87	260+90.00	262+18.00	191							191					
MEL66	87	290+90.00	3+82.00	408				0.08								
MEL67	87	3+66.00	263+00.00	304				0.06								
MLA74	87	263+07.00											1			
MEL68	87	262+72.00	30+10.00	500				0.09								
MEL69	87	263+00.00	266+38.00	338				0.06								
MDY58	87	262+97.00	267+02.00	405			0.08									
MDY59	87	262+97.00	264+92.00	195			0.04									
MSL57	87	262+97.00		11								11				
MTP57	87	262+31.35	262+96.79											145		
MEL70	89	260+90.00	3+25.00	327				0.06								
MEL71	89	3+25.00	263+00.00	310				0.06								
MCH58	91	265+77.00	267+02.00	125					125							
MSL58	91	267+02.00		11								11				
MSL72	91	267+21.00		11												
MTL53	91	266+38.00	267+80.00	192							192					
MTP55	91	10+97.00	11+66.00											49		
MSL64	91	10+60.00		11								11				
SUMMARY THIS SHEET TOTALS TO SHEET 21						0	0.36	0.72	663	0	383	77	13	213	0	

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97

19
393

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ITEM REFERENCE	SHEET NO.			LENGTH		614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 WORK ZONE CENTER LINE, CLASS I MILE	614 WORK ZONE EDGE LINE, CLASS I MILE	614 WORK ZONE CHANNELIZING LINE, CLASS I FT	614 WORK ZONE DOTTED LINE, CLASS I FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I FT	614 WORK ZONE STOP LINE, CLASS I FT	614 WORK ZONE LANE ARROW, CLASS I FT	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	622 PORTABLE BARRIER, 32" FT	
MLA75	91	264+07.00											1			
MLA76	91	265+92.00											1			
MLA77	91	265+92.00											1			
MLA78	91	266+92.00											1			
MLA79	91	266+92.00											1			
MEL72	91	266+38.00	15+19.00	678				0.13								
MEL73	91	13+30.00	269+36.00	450				0.09								
MDY60	91	10+85.00	15+19.00	434			0.08									
MEL76	91	268+50.00	290+40.00	2190				0.41								
MTP56	92	12+40.00	12+81.00											26		
MTL54	93	266+38.00	267+18.00	72							72					
MEL74	93	266+38.00	12+97.00	390				0.07								
MEL75	93	15+08.00	269+36.00	680				0.13								
MDY61	93	11+34.00	15+08.00	374			0.07									
MSL59	93	10+40.00		17								17				
MSL60	95	269+07.00		11								11				
MSL73	95	269+22.00		11												
MEL77	95	269+36.00	275+44.00	608				0.12								
MLA80	95	269+46.00											1			
MLA81	95	269+46.00											1			
MLA82	95	270+46.00											1			
MLA83	95	270+46.00											1			
MCH59	95	269+36.00	271+36.00	200					200							
MDY62	95	269+36.00	271+07.00	171			0.03									
MDY63	95	271+45.00	275+44.00	499			0.09									
MCH60	95	274+19.00	275+44.00	125					125							
MLA84	95	274+34.00														
MLA85	95	274+34.00														
MLA86	96	275+34.00														
MLA87	96	275+34.00														
MEL78	96	275+44.00	502+92.00	295				0.06								
MEL79	96	502+92.00	278+00.00	218				0.04								
MSL63	96	275+89.00		11								11				
MSL74	96	276+08.00		11												
MTL55	96	275+44.00	276+83.00	60							60					
MDY64	96	502+35.00	506+99.00	464			0.09									
MSL61	96	502+06.00		12								12				
MSL75	96	277+58.00		11								11				
MSL62	96	277+74.00		11												
MDY65	96	278+00.00	284+20.00	620			0.12									
MLA88	96	278+10.00											1			
MLA89	96	278+10.00											1			
MLA90	96	279+10.00											1			
MLA91	96	279+10.00											1			
MEL80	96	278+00.00	308+94.00	3094				0.59								
MCH61	96	278+00.00	279+25.00	125					125							
MEL81	97	503+72.00	504+54.00	82				0.02								
MDL50	97	505+77.00	506+54.00	77						77						
MEL82	97	506+54.00	507+54.00	100				0.02								
SUMMARY THIS SHEET TOTALS TO SHEET 21						0	0.49	1.66	450	77	132	62	13	26	0	

CALCULATED AS
CHECKED SM

MAINTENANCE OF TRAFFIC SUBSUMMARY

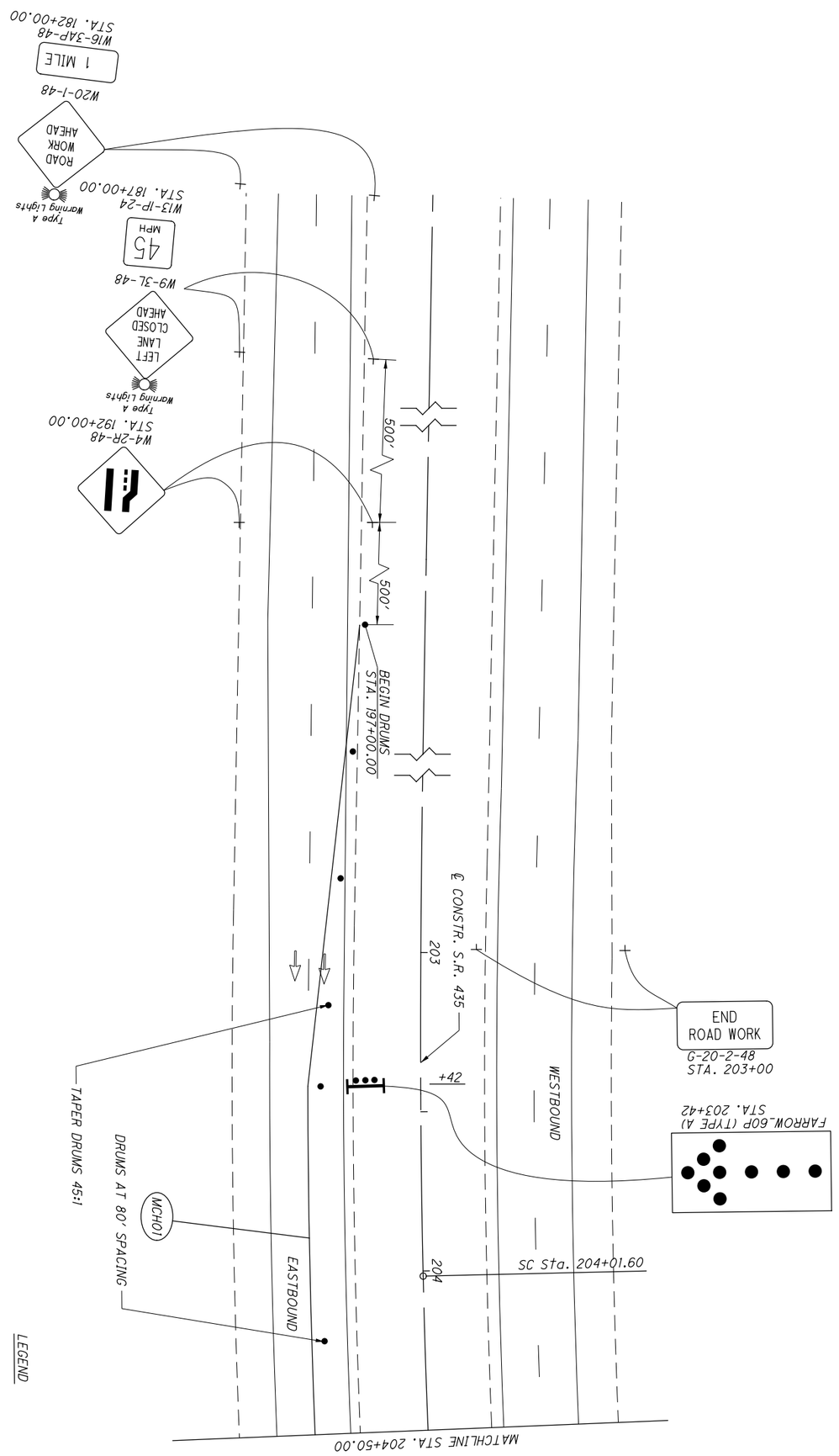
FAY-435-0.97

ITEM REFERENCE	SHEET NO.			LENGTH		614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 WORK ZONE CENTER LINE CLASS 1 MILE	614 WORK ZONE EDGE LINE, CLASS 1 MILE	614 WORK ZONE CHANNELIZING LINE, CLASS 1 FT	614 WORK ZONE DOTTED LINE CLASS 1 FT	614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1 FT	614 WORK ZONE STOP LINE, CLASS 1 FT	614 WORK ZONE LANE ARROW, CLASS 1 FT	615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SQ YD	622 PORTABLE BARRIER, 32" FT	
MTL56	98	275+44.00	276+06.00	16							16					
MEL83	98	275+44.00	502+91.00	235				0.04								
MEL84	98	502+91.00	278+00.00	275				0.05								
MSL65	98	501+90.00		17								17				
MDY66	98	502+62.00	505+80.00	318			0.06									
MEL85	99	503+71.00	504+56.00	85				0.02								
MEL86	99	505+80.00	506+68.00	88				0.02								
MEL87	99	505+80.00	507+55.00	175				0.03								
MDY67	100	280+19.00	292+70.00	1251			0.24									
MDL52	100	285+00.00	288+61.00	361						361						
MCH62	101	288+61.00	290+40.00	179					179							
MCH63	101	225+83.00	228+59.00	276					276							
MEL88	101	290+40.00	302+47.00	1207				0.23								
MDY68	102	293+15.00	302+47.00	932			0.18									
MEL89	104	303+41.00	306+48.00	307				0.06								
MDY69	104	303+41.00	306+48.00	307			0.06									
MEL90	105	307+36.00	308+94.00	158				0.03								
MDY70	105	307+36.00	308+94.00	158			0.03									
SUMMARY THIS SHEET						0	0.56	0.48	455	361	16	17	0	0	0	
SUMMARY SHEET 18						2	0.45	2.34	1882	0	212	55	12	1051	2092	
SUMMARY SHEET 19						0	0.36	0.72	663	0	383	77	13	213	0	
SUMMARY SHEET 20						0	0.49	1.66	450	77	132	62	13	26	0	
TOTAL TO GENERAL SUMMARY						2	1.86	5.20	3450	438	743	211	38	1291	2092	

CALCULATED AS
CHECKED SM

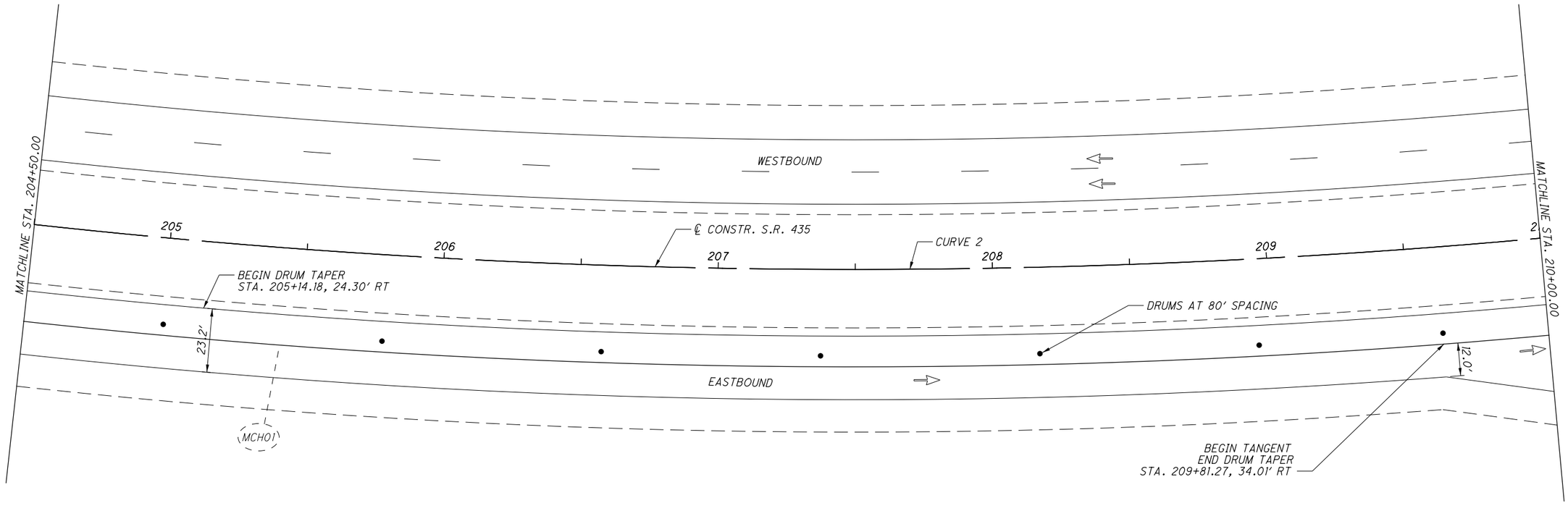
MAINTENANCE OF TRAFFIC SUBSUMMARY

FAY-435-0.97



22 393	FAY-435-0.97	MAINTENANCE OF TRAFFIC - PHASE 1 STA. 200+67.27 TO STA. 204+50.00	CALCULATED SP CHECKED SM	0 10 20 40 HORIZONTAL SCALE IN FEET

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

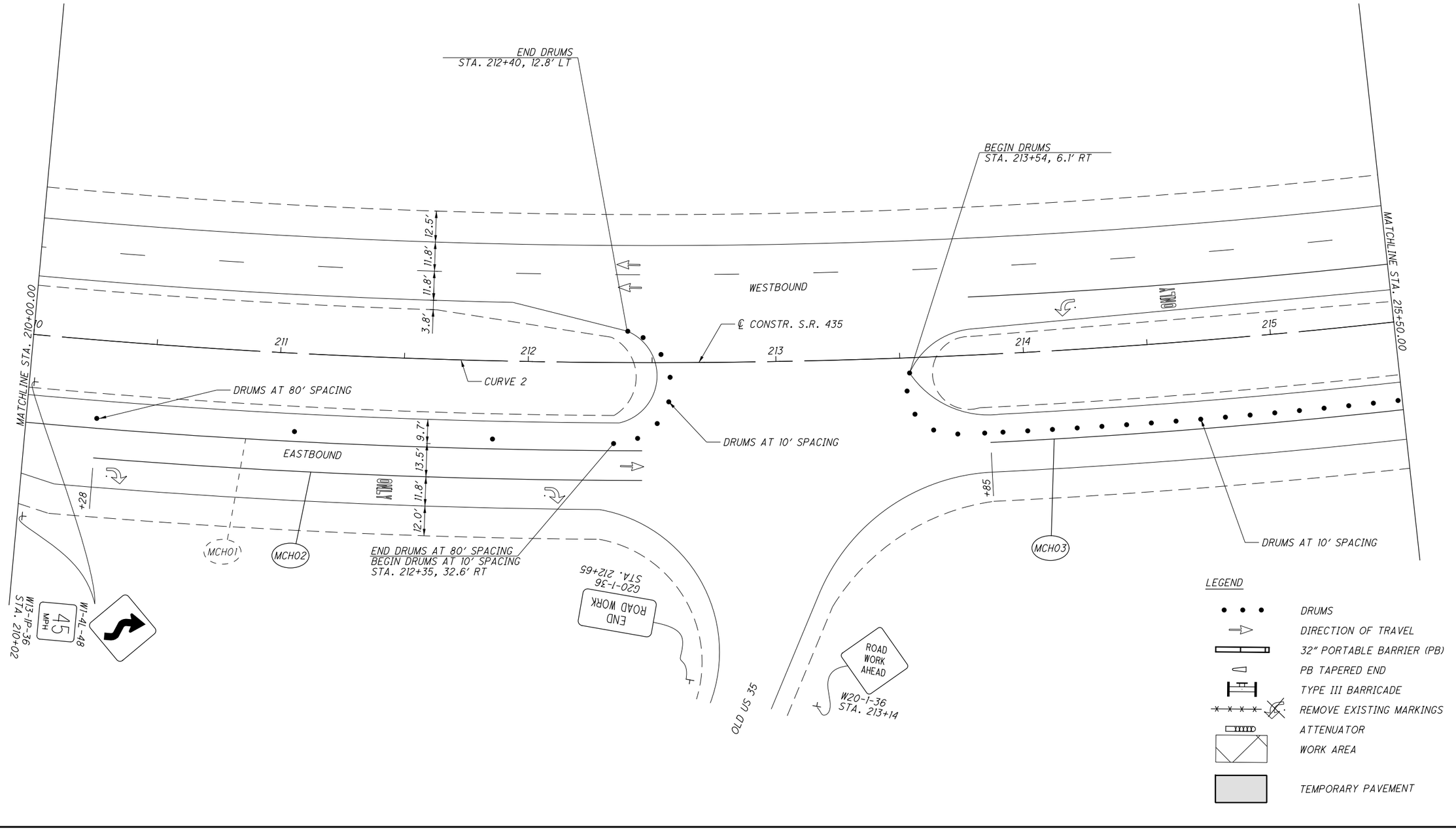
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 204+50.00 TO STA. 210+00.00

FAY-435-0.97

23
393

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E



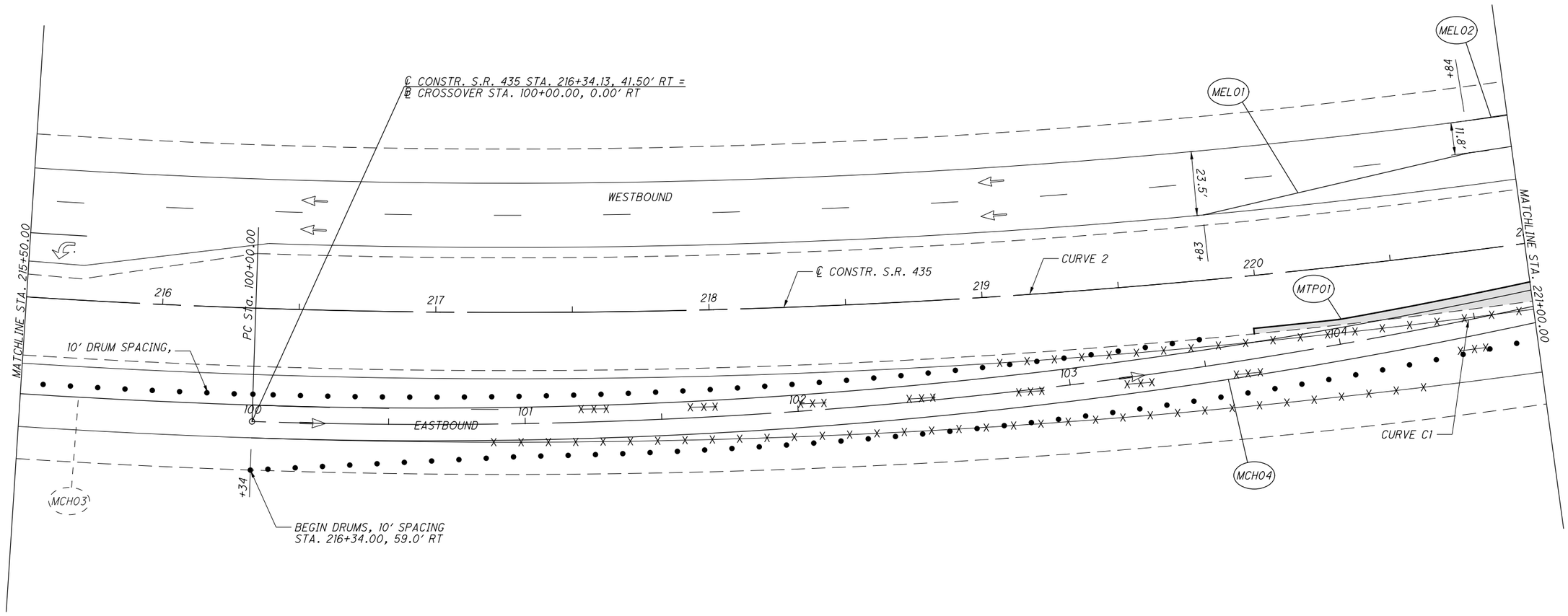
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 210+00.00 TO STA. 215+50.00

FAY-435-0.97

CURVE 2	CURVE C1
P.I. Sta. 216+35.36	P.I. Sta. 104+38.29
Δ = 48° 25′ 48″ (LT)	Δ = 25° 50′ 53″ (LT)
Dc = 2° 05′ 19″	Dc = 2° 59′ 59″
R = 2,743.31′	R = 1,910.00′
T = 1,233.76′	T = 438.29′
L = 2,318.82′	L = 861.66′
E = 264.66′	E = 49.64′
C = 2,250.40′	C = 854.37′
C.B. = S 26° 53′ 06″ E	C.B. = S 41° 20′ 10″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

FOR CROSSOVER DETAILS, SEE SHEETS 58-59.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 215+50.00 TO STA. 221+00.00

FAY-435-0.97

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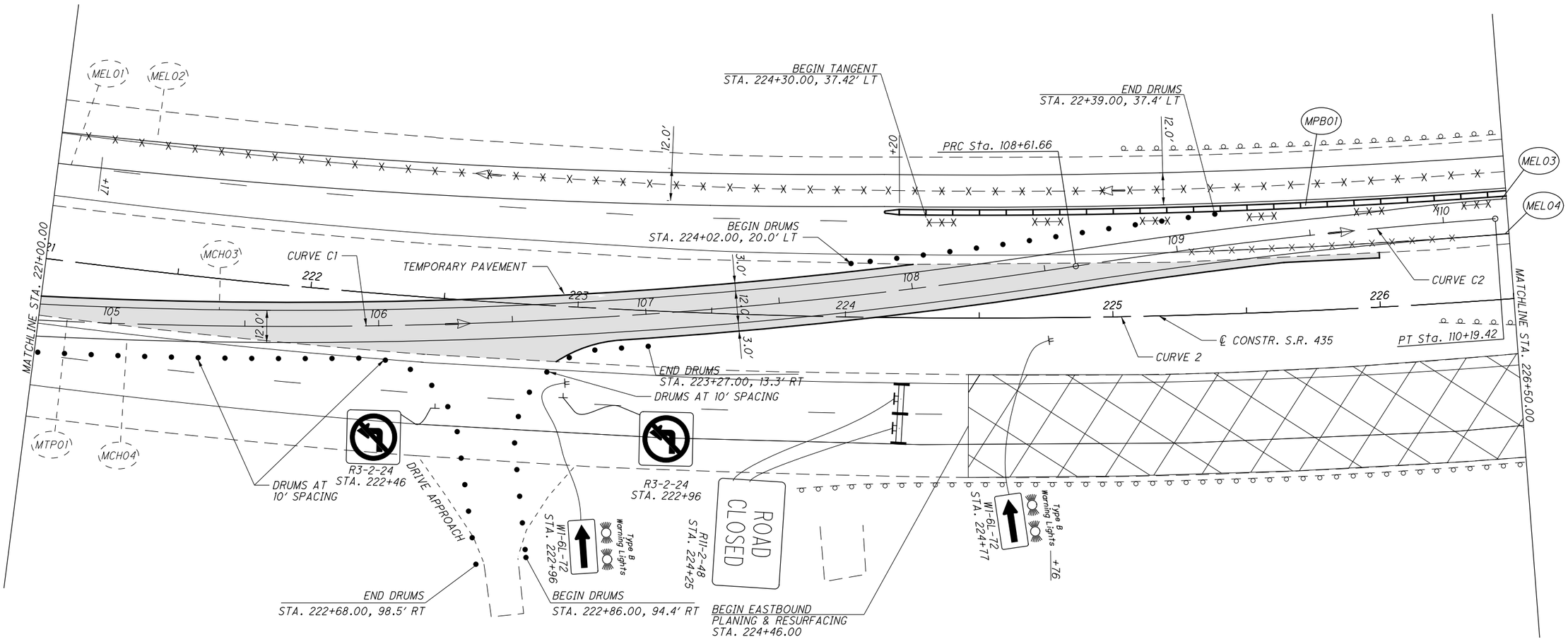
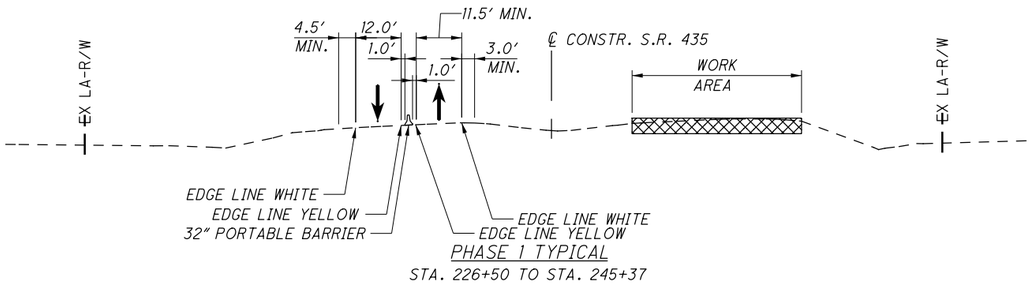
393

CURVE 2	CURVE C1	CURVE C2
P.I. Sta. 216+35.36	P.I. Sta. 104+38.29	P.I. Sta. 109+40.58
Δ = 48° 25′ 48″ (LT)	Δ = 25° 50′ 53″ (LT)	Δ = 4° 43′ 56″ (RT)
Dc = 2° 05′ 19″	Dc = 2° 59′ 59″	Dc = 2° 59′ 59″
R = 2,743.31′	R = 1,910.00′	R = 1,910.00′
T = 1,233.76′	T = 438.29′	T = 78.92′
L = 2,318.82′	L = 861.66′	L = 157.76′
E = 264.66′	E = 49.64′	E = 1.63′
C = 2,250.40′	C = 854.37′	C = 157.71′
C.B. = S 26° 53′ 06″ E	C.B. = S 41° 20′ 10″ E	C.B. = S 51° 53′ 38″ E





PHASE 1 TYPICAL
STA. 226+50 TO STA. 245+37

NOTES:

1. MAINTAIN ACCESS TO DRIVEWAY RESIDENTIAL.
2. FOR CROSSOVER DETAILS, SEE SHEETS 58 -59 .

LEGEND

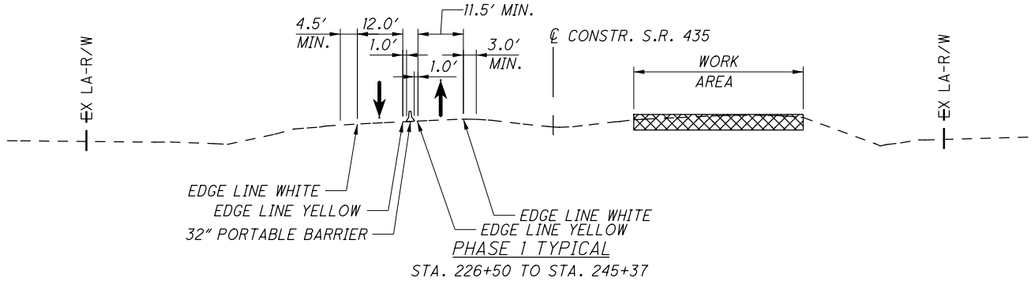
- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

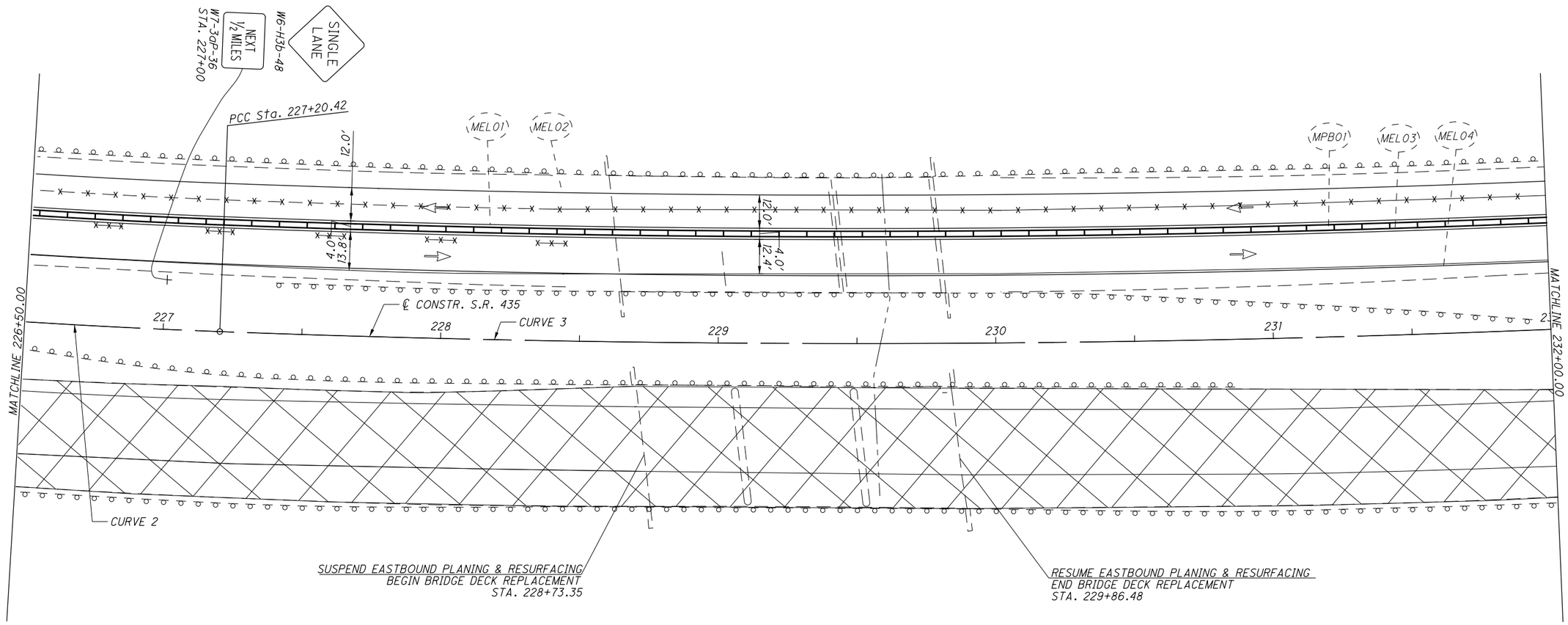
MAINTENANCE OF TRAFFIC - PHASE 1
STA. 221+00.00 TO STA. 226+50.00

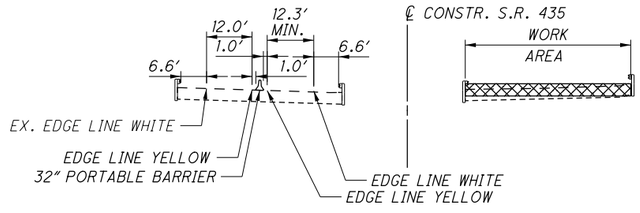
FAY-435-0.97



PHASE 1 TYPICAL
STA. 226+50 TO STA. 245+37

CURVE 2	CURVE 3
P.I. Sta. 216+35.36	P.I. Sta. 230+59.53
Δ = 48° 25′ 48″ (LT)	Δ = 6° 19′ 25″ (LT)
Dc = 2° 05′ 19″	Dc = 0° 56′ 00″
R = 2,743.31′	R = 6,138.93′
T = 1,233.76′	T = 339.11′
L = 2,318.82′	L = 677.54′
E = 264.66′	E = 9.36′
C = 2,250.40′	C = 677.20′
C.B. = S 26° 53′ 06″ E	C.B. = S 54° 15′ 42″ E





BRIDGE TYPICAL SECTION
STA. 228+62 TO STA. 229+80

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

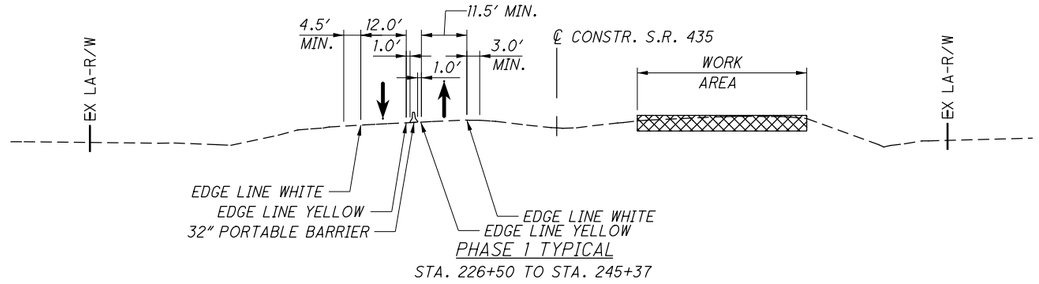
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 226+50.00 TO STA. 232+00.00

FAY-435-0.97

27
393

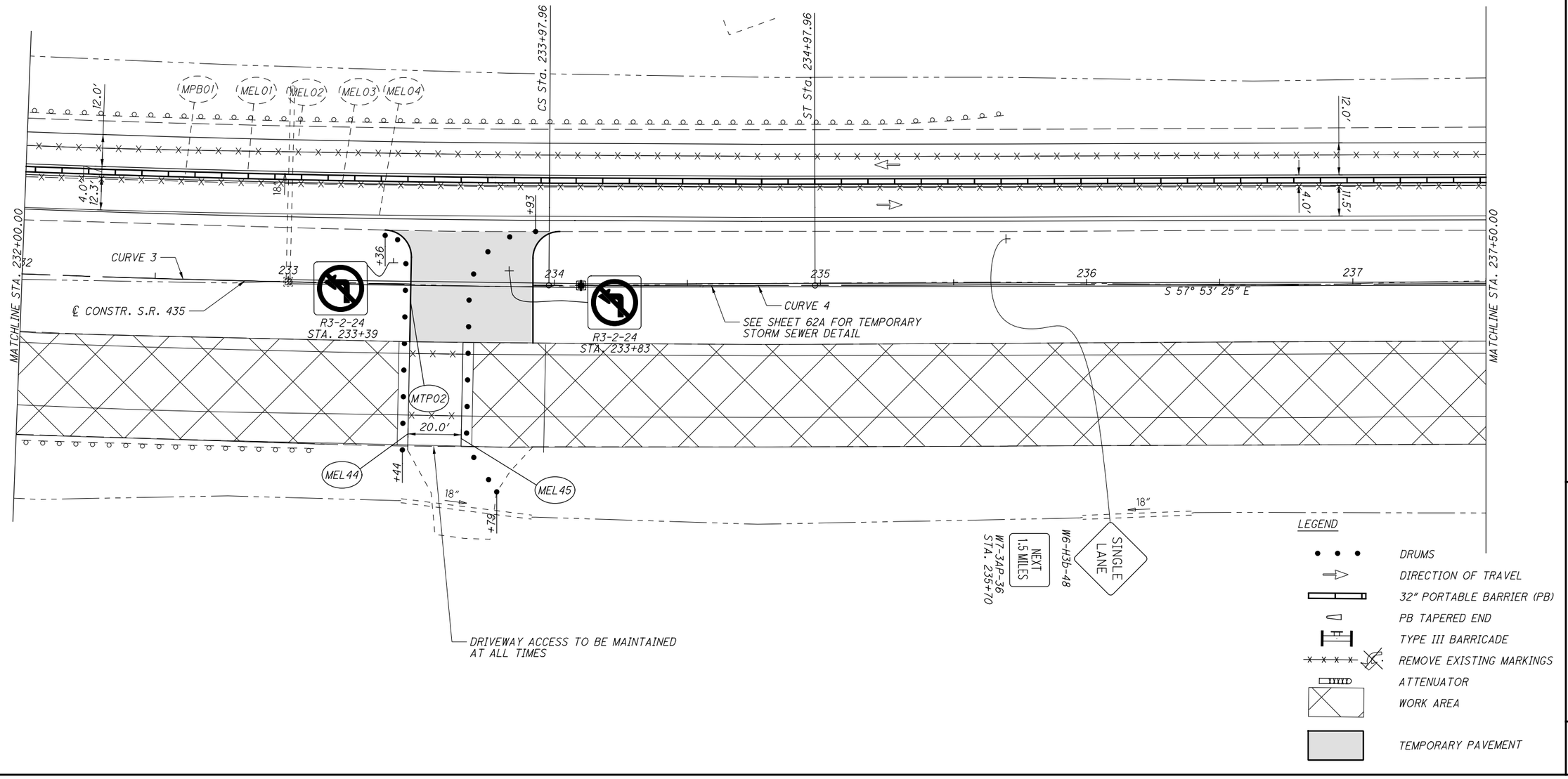


PHASE 1 TYPICAL

STA. 226+50 TO STA. 245+37

CURVE 3
P.I. Sta. 230+59.53
Δ = 6° 19' 25" (LT)
Dc = 0° 56' 00"
R = 6,138.93'
T = 339.11'
L = 677.54'
E = 9.36'
C = 677.20'
C.B. = S 54° 15' 42" E

CURVE 4
P.I. STA. 234+31.29
Ls = 100.00'
θs = 0° 28' 00"
LT = 66.67'
ST = 33.33'
x = 100.00'
y = 0.27'
k = 50.00'
p = 0.07'



LEGEND

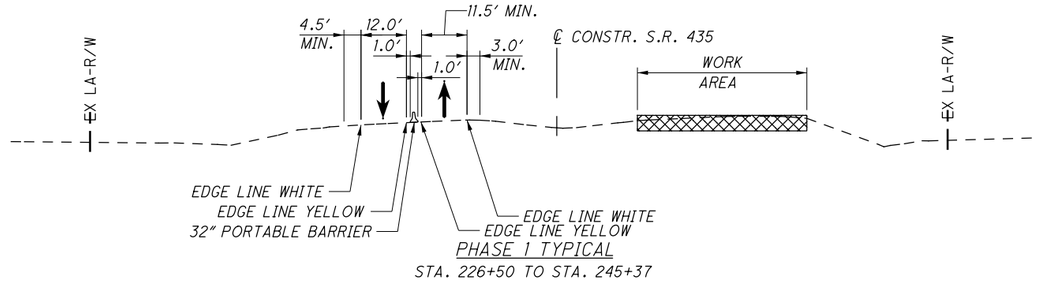
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 232+00.00 TO STA. 237+50.00

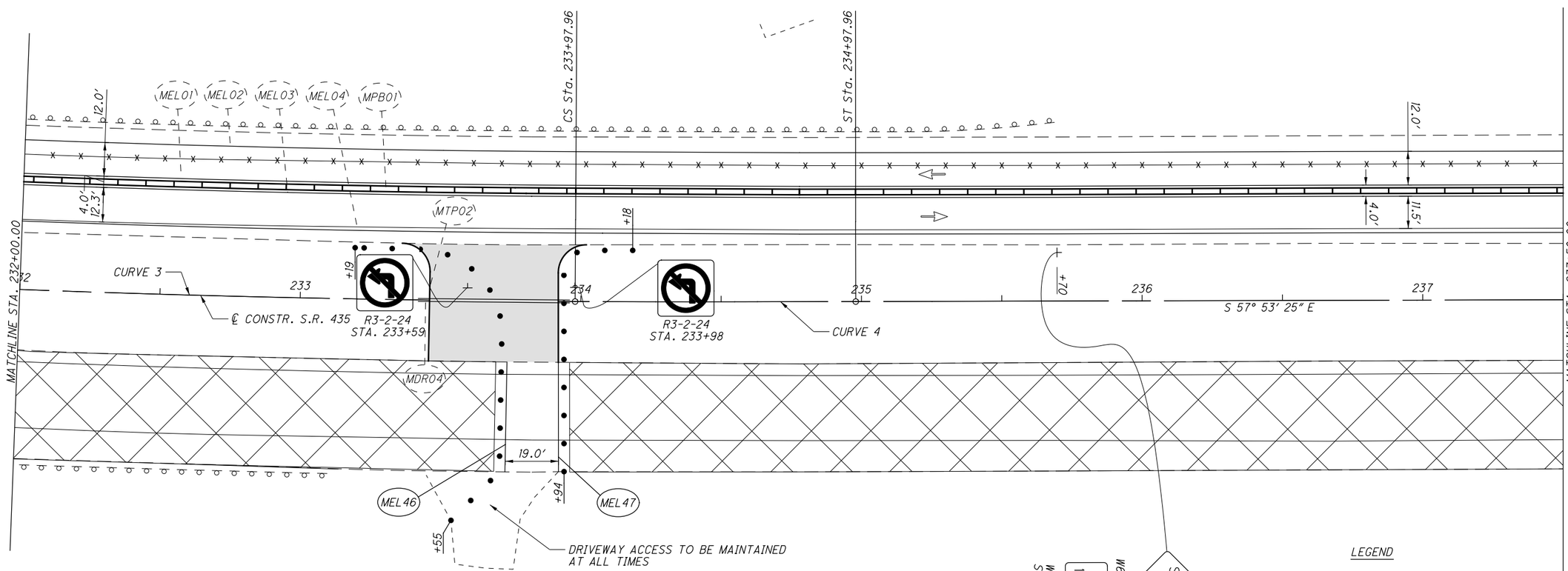
FAY-435-0.97



PHASE 1 TYPICAL
STA. 226+50 TO STA. 245+37

CURVE 3
P.I. Sta. 230+59.53
Δ = 6° 19′ 25″ (LT)
Dc = 0° 56′ 00″
R = 6,138.93′
T = 339.11′
L = 677.54′
E = 9.36′
C = 677.20′
C.B. = S 54° 15′ 42″ E

CURVE 4
P.I. STA. 234+31.29
Ls = 100.00′
f s = 0° 28′ 00″
LT = 66.67′
ST = 33.33′
x = 100.00′
y = 0.27′
k = 50.00′
p = 0.07′



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

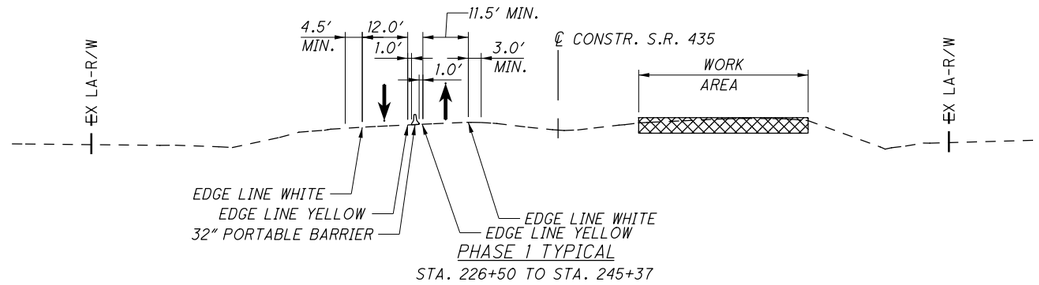
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

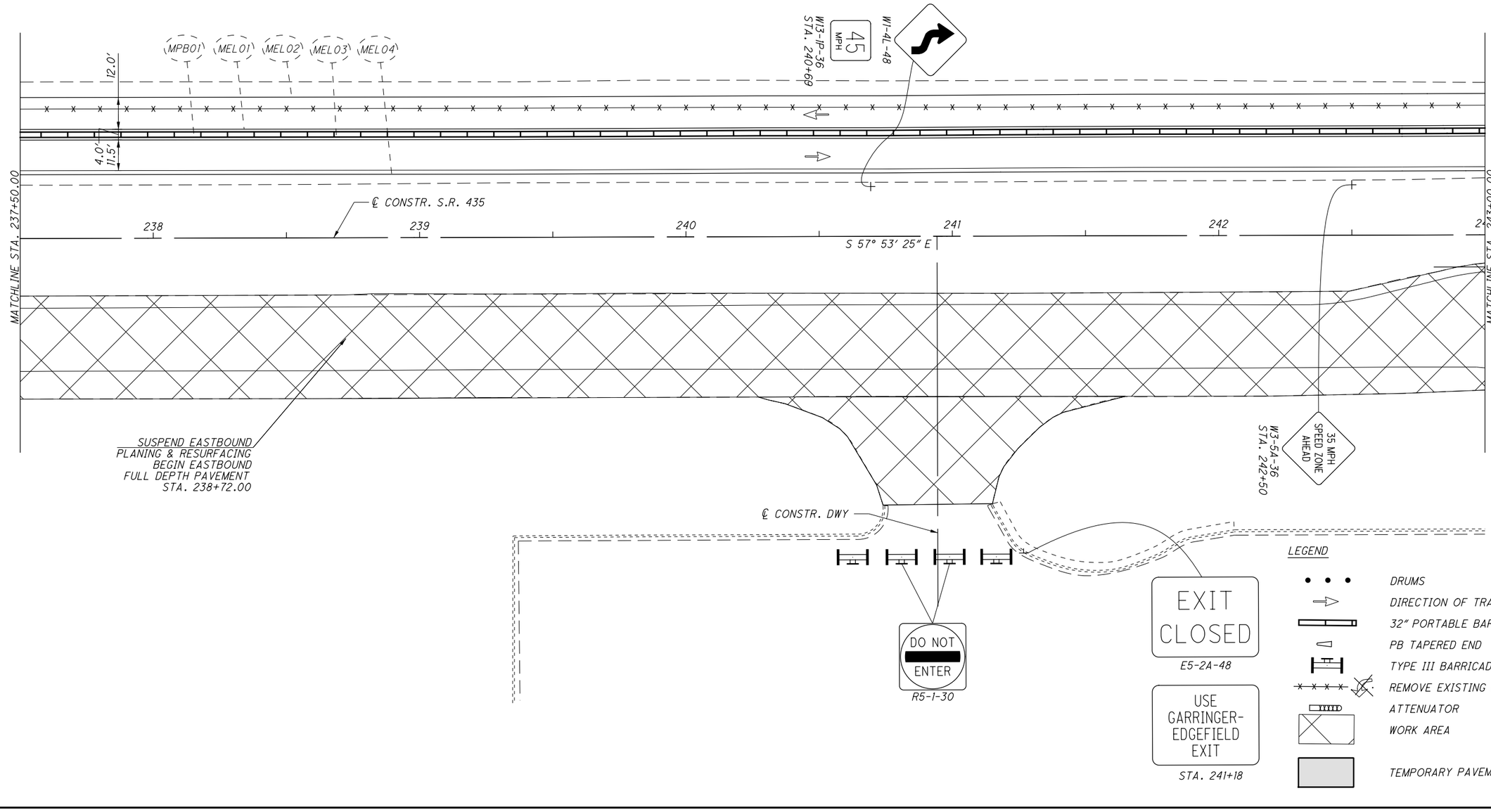
MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 232+00.00 TO STA. 237+50.00

FAY-435-0.97

29
393



PHASE 1 TYPICAL
STA. 226+50 TO STA. 245+37

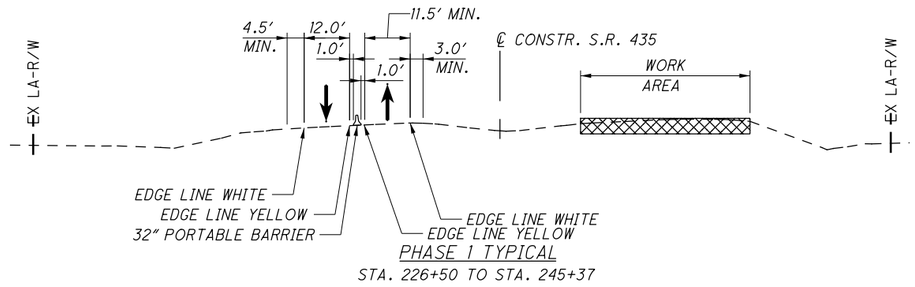


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

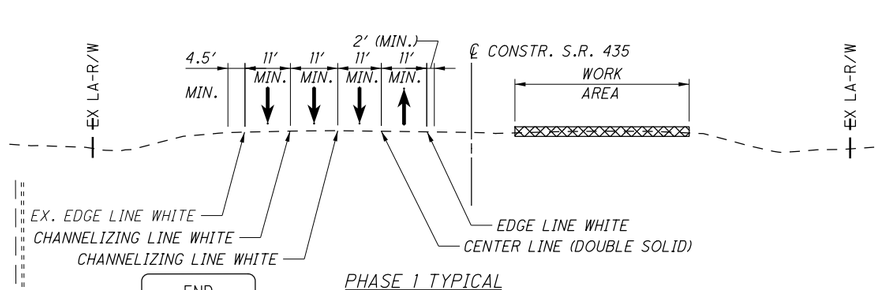
MAINTENANCE OF TRAFFIC - PHASE 1
STA. 237+50.00 TO STA. 243+00.00

FAY-435-0.97



PHASE 1 TYPICAL

STA. 226+50 TO STA. 245+37



PHASE 1 TYPICAL

STA. 246+92 TO STA. 249+51

END ROAD WORK

G20-1-36

STA. 403+50

BEGIN DRUMS STA. 245+18.00

SINGLE LANE

W6-H3b-48

NEXT ½ MILES

W7-3aP-36

STA. 244+50

W20-1-36

STA. 403+50

ROAD WORK AHEAD

ONLY

MEL01 MEL02 MEL03 MEL04 MPB01

MIA01 MDL01 MSL01

MLA01 MLA02 MCH03 MCH04 MSL02 MLA03 MLA04 MDY03

MEL09

MEL05

MEL06

MSL03

MDY01

MTP03

W1-4R-48

STA. 245+00

MATCHLINE STA. 243+00.00

MATCHLINE STA. 248+50.00

MATCHLINE STA. 400+50.00

SEE SHEET 32

PI Sta. 246+54.14

N 32° 02′ 12″ E

S 57° 53′ 25″ E

S 57° 53′ 25″ E

243 244 245 246 247 248

+37 +18 +50 +20 +45 +09 +78 +15 +25 +00

100′ 100′

402 403 404

12.0′ 11.5′ 4.0′

EXIT CLOSED

E5-2A-48

USE GARRINGER EDGEFIELD EXIT

STA. 244+43

STA. 401+15.88, 33.52′ LT

STA. 400+02.87, 33.30′ LT

℄ CONSTR. DWY

℄ CONSTR. S.R. 435

DO NOT ENTER

R5-1-30

DRUMS AT 10′ SPACING

BARRICADES

DRUMS AT 10′ SPACING

R2-1-30

STA. 247+82

SPEED LIMIT 35

LEGEND

DRUMS

DIRECTION OF TRAVEL

32″ PORTABLE BARRIER (PB)

PB TAPERED END

TYPE III BARRICADE

REMOVE EXISTING MARKINGS

ATTENUATOR

WORK AREA

TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS ON SOUTH OF GARRINGER-EDGEFIELD RD.

HORIZONTAL SCALE IN FEET

0

CALCULATED SP

CHECKED SM

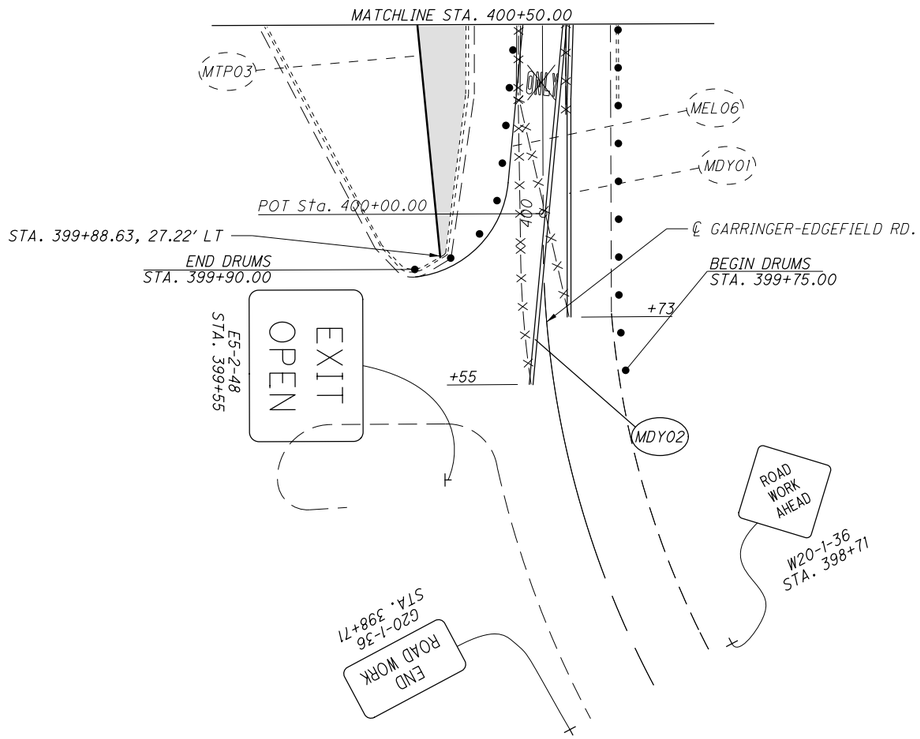
MAINTENANCE OF TRAFFIC - PHASE 1A

STA. 243+00.00 TO STA. 248+50.00

FAY-435-0.97

31

393



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

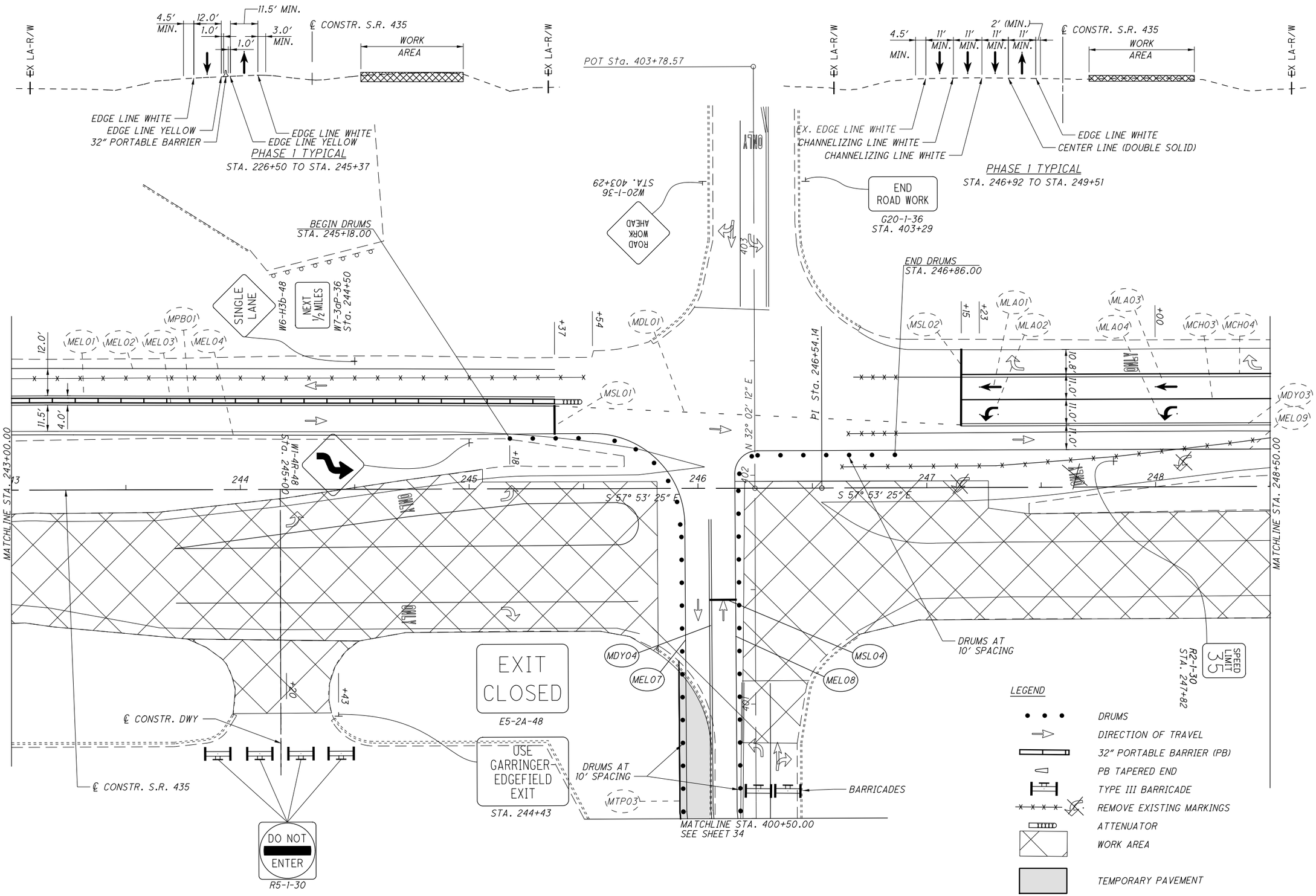
1. MAINTAIN ACCESS ON SOUTH OF GARRINGER-EDGEFIELD RD.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
GARRINGER-EDGEFIELD STA. 400+50.00 TO END

FAY-435-0.97



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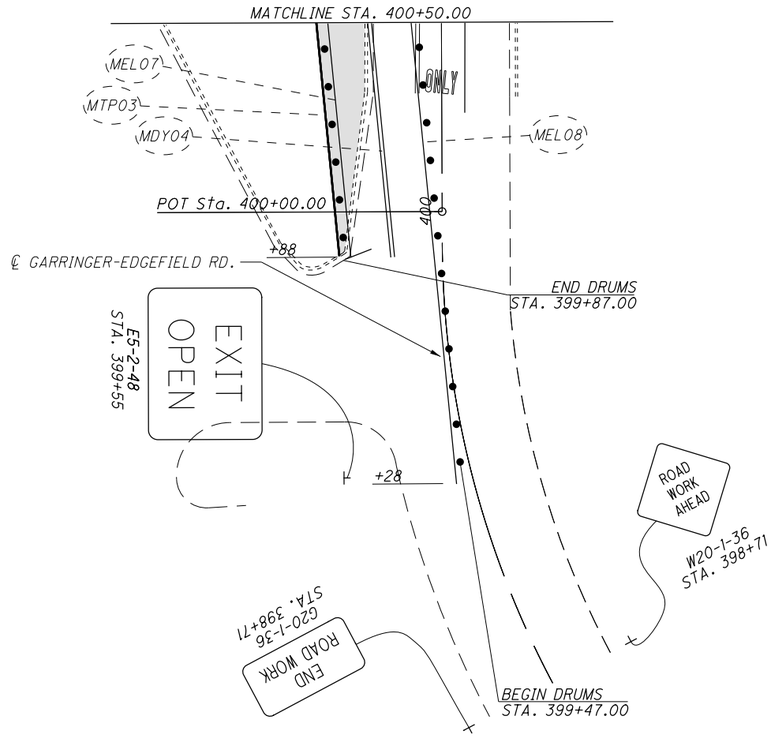
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 243+00.00 TO STA. 248+50.00

FAY-435-0.97



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

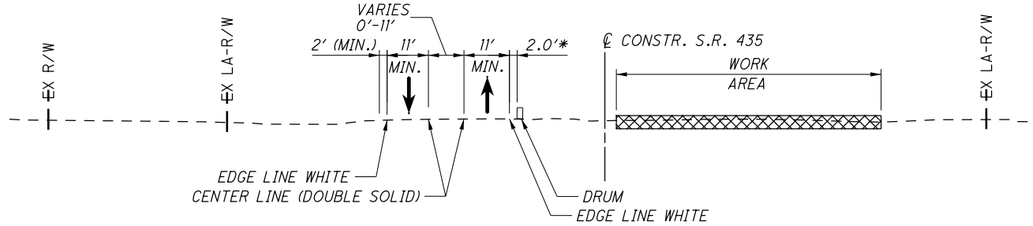
1. MAINTAIN ACCESS ON SOUTH OF GARRINGER-EDGEFIELD RD.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

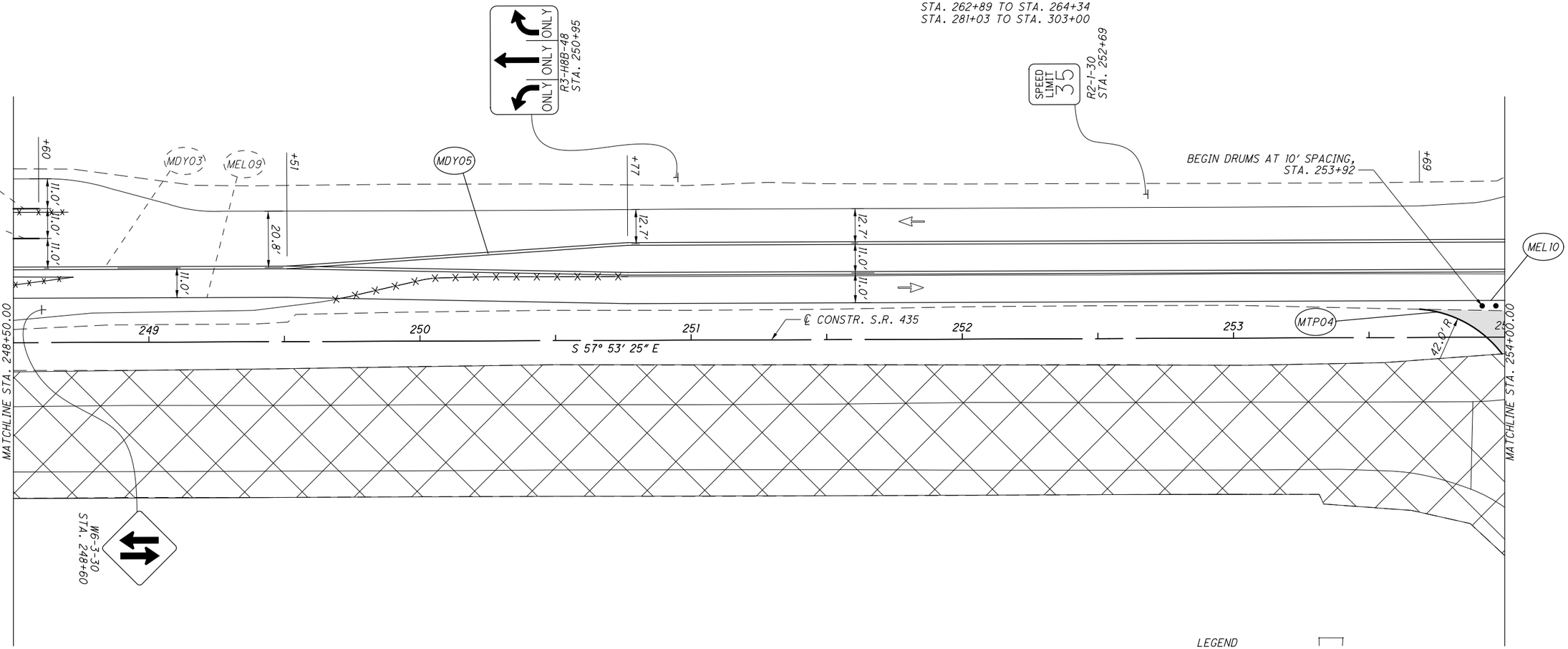
MAINTENANCE OF TRAFFIC - PHASE 1B
GARRINGER-EDGEFIELD ST. STA. 400+50.00 TO END

FAY-435-0.97



PHASE 1 TYPICAL

STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

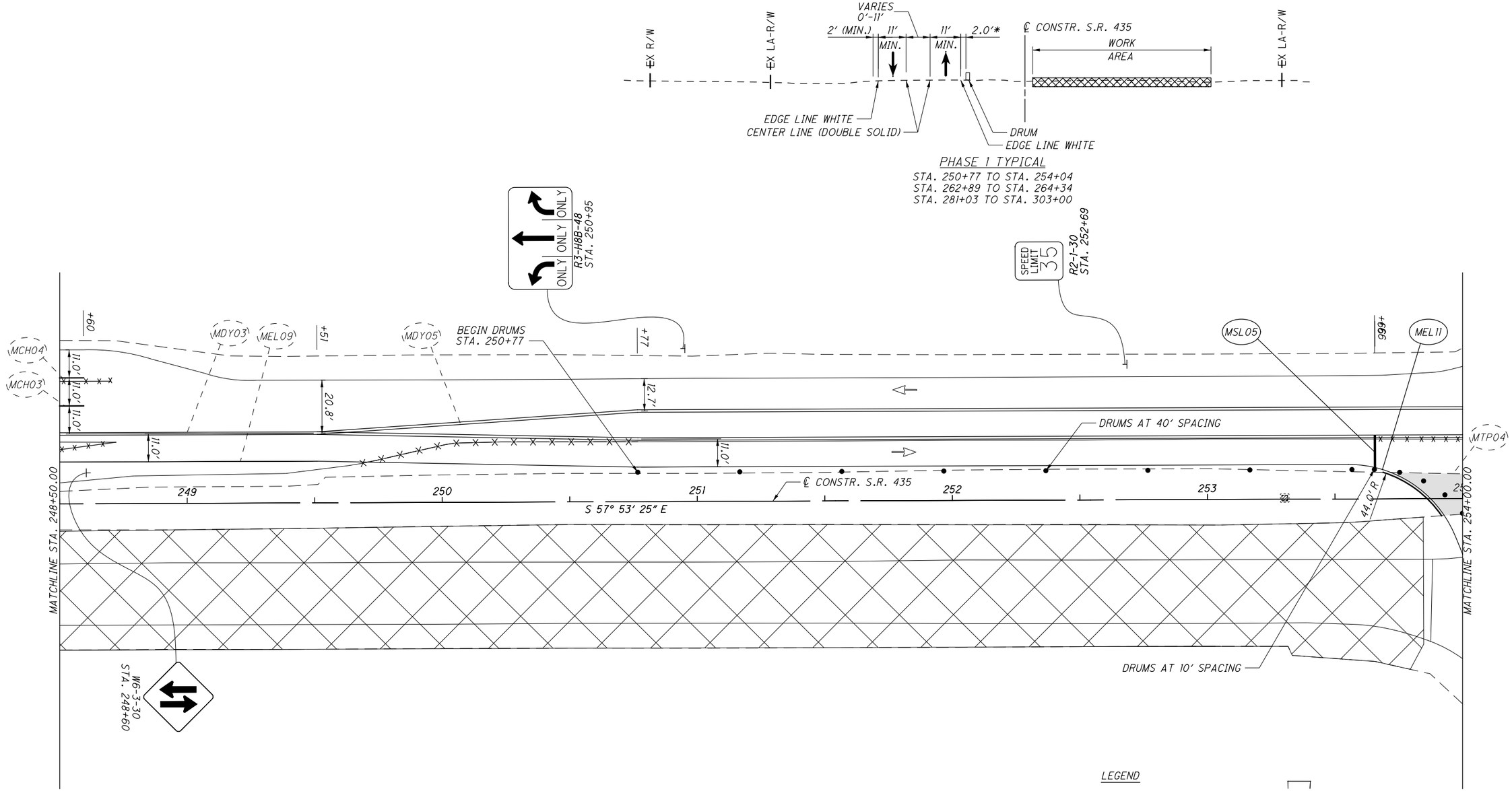
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 248+50.00 TO STA. 254+00.00

FAY-435-0.97

35
393



NOTES:

1. CONTRACTOR TO CONSTRUCT A TEMPORARY JOINT BETWEEN EXISTING CONDUIT AND PROPOSED, SEE SHEET229
2. COMPLETE PERMANENT JOINT IN PHASE 2 PER EMS 611.07 & 611.08

LEGEND

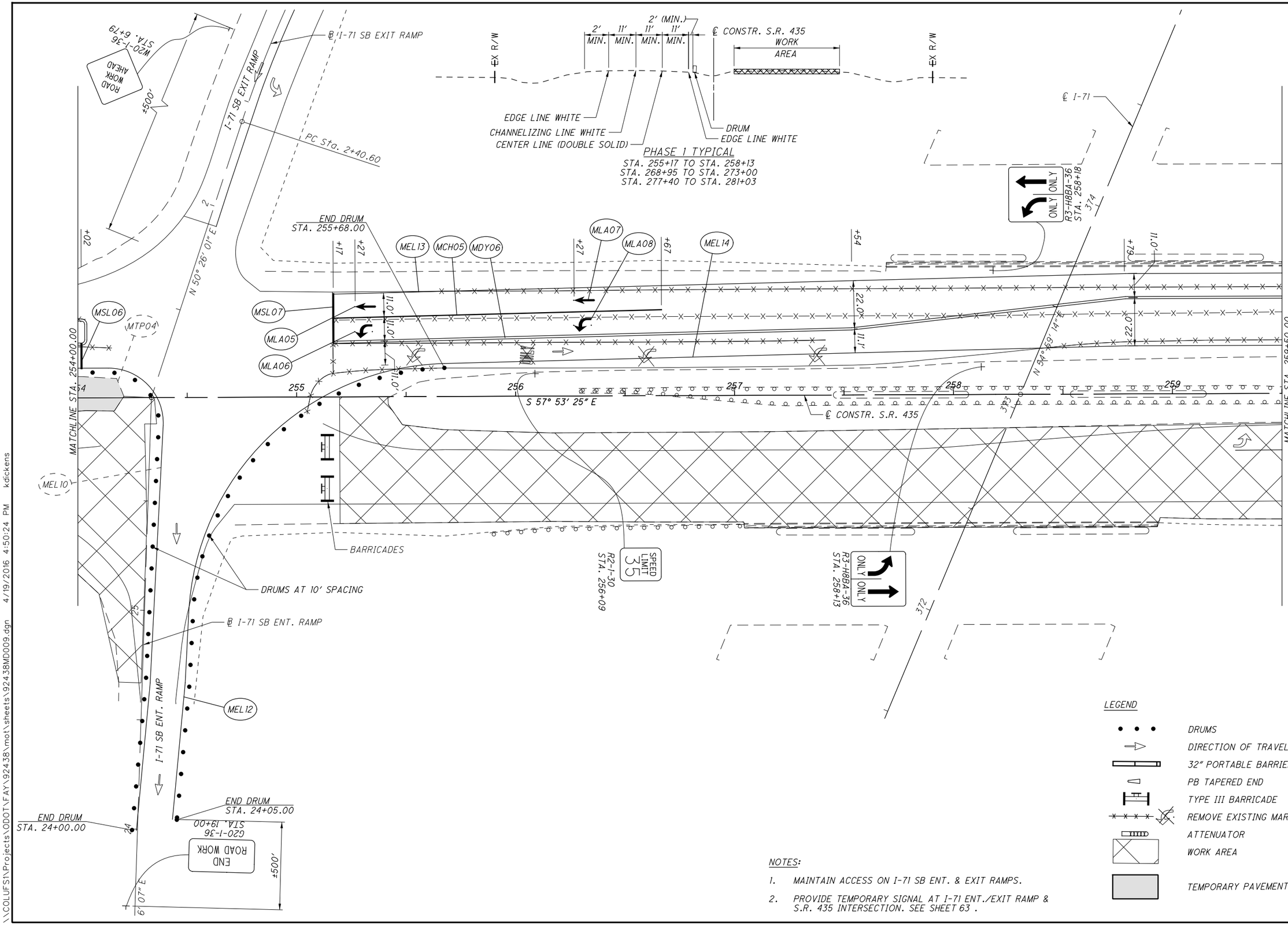
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 248+50.00 TO STA. 254+00.00

FAY-435-0.97



NOTES:

1. MAINTAIN ACCESS ON I-71 SB ENT. & EXIT RAMPS.
2. PROVIDE TEMPORARY SIGNAL AT I-71 ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 63 .

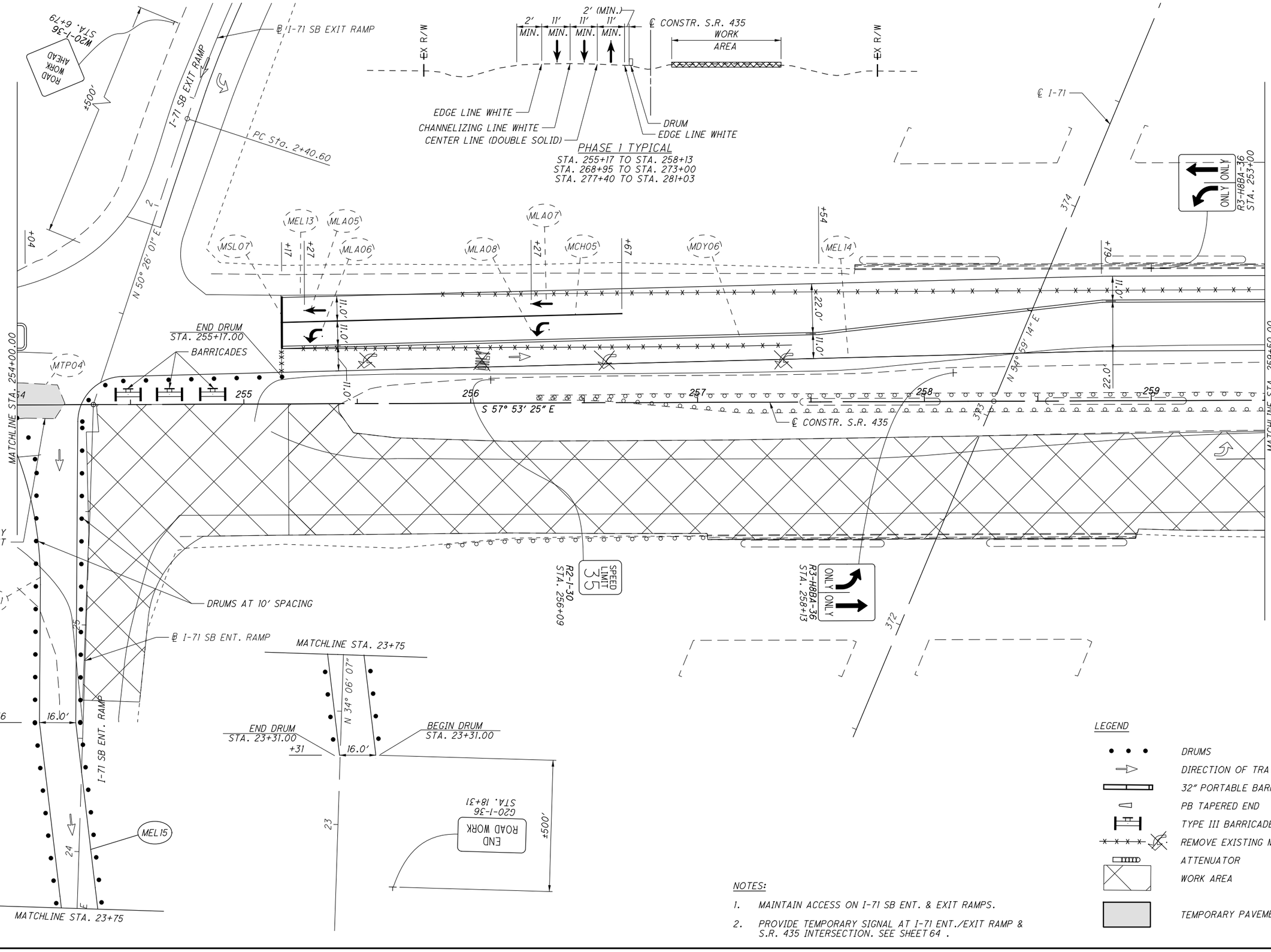
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 254+00.00 TO STA. 259+50.00

FAY-435-0.97

37
393



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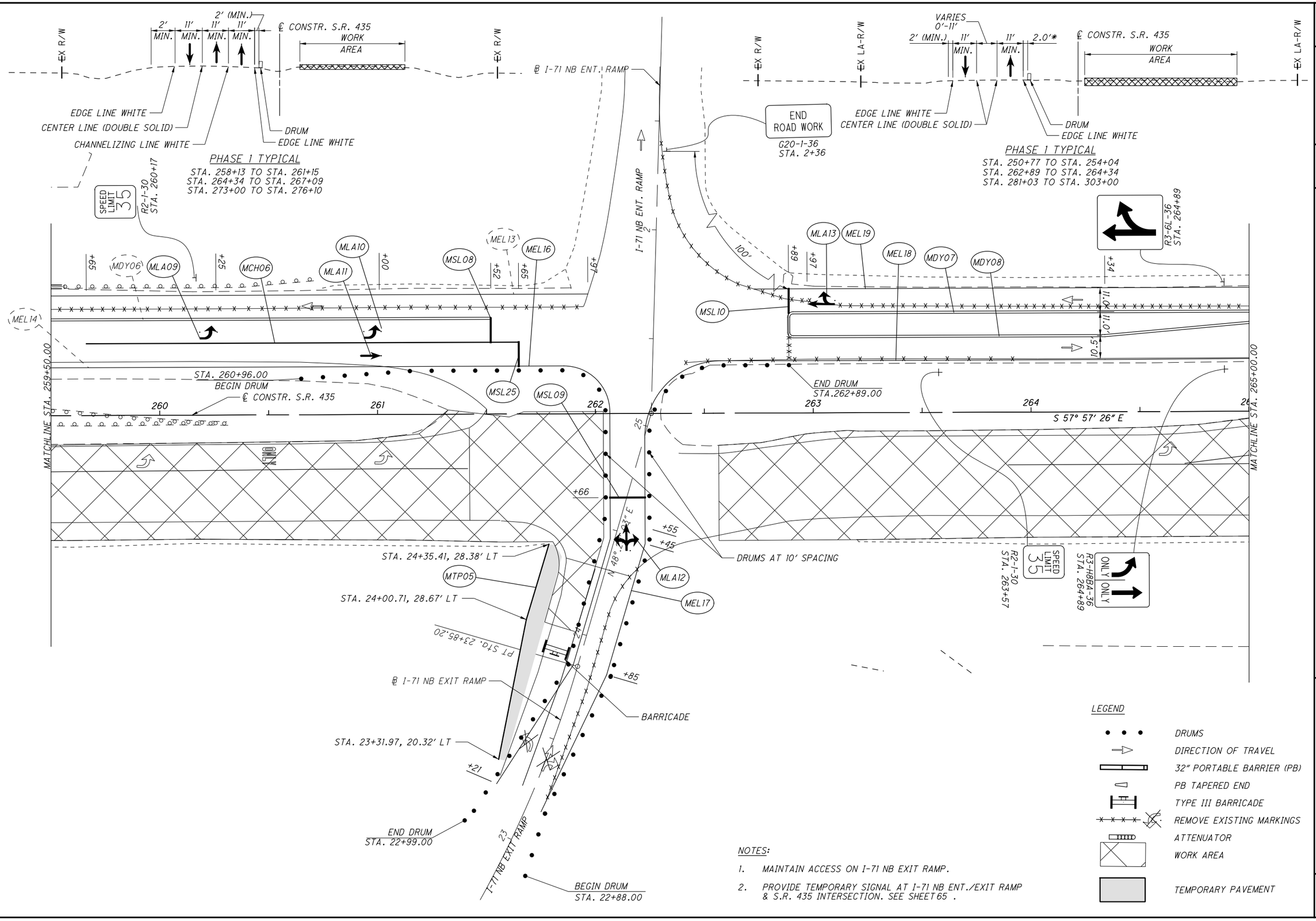
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 254+00.00 TO STA. 259+50.00

FAY-435-0.97



NOTES:

1. MAINTAIN ACCESS ON I-71 NB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 NB ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 65 .

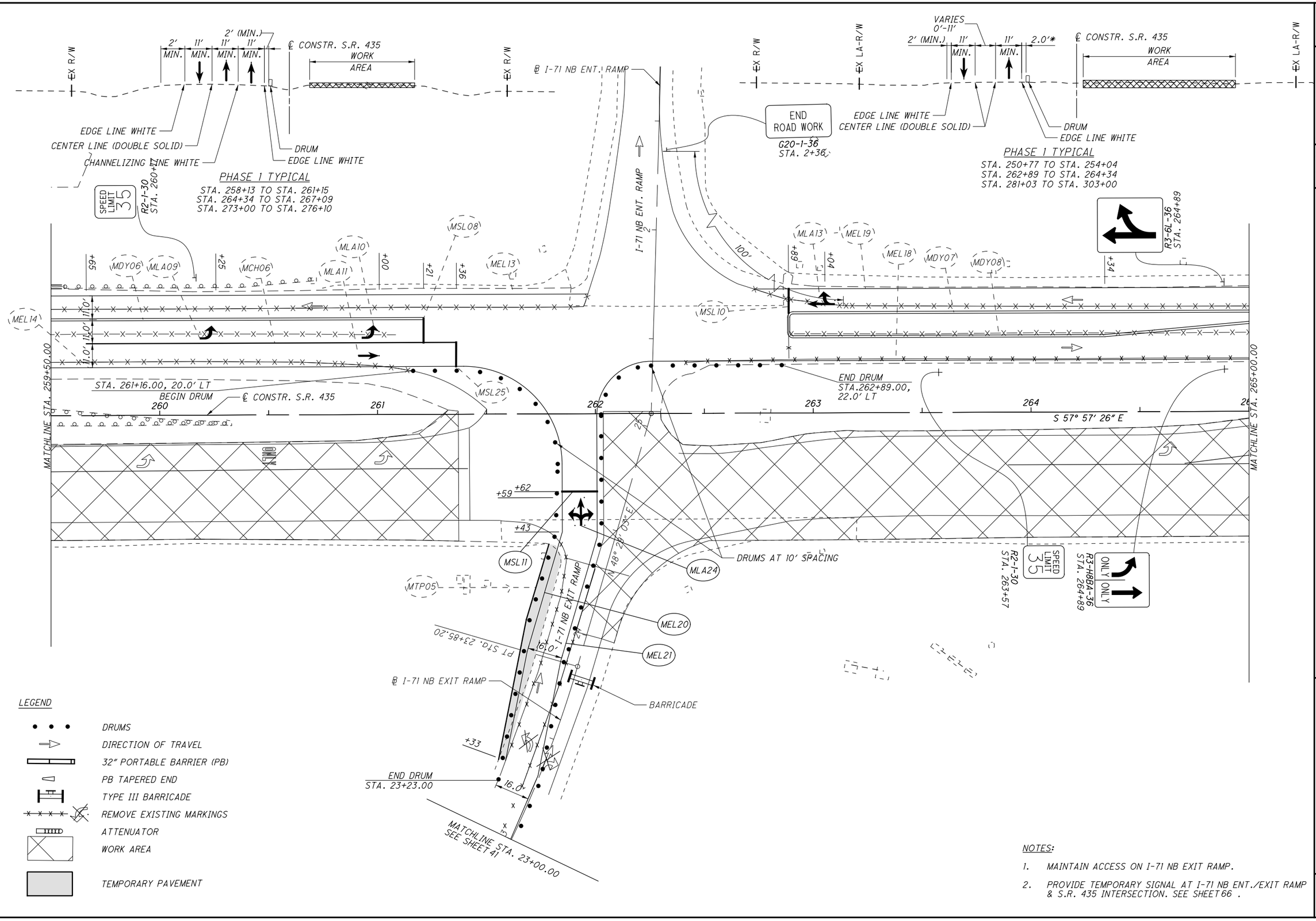
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 259+50.00 TO STA. 265+00.00

FAY-435-0.97

39
393



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTES:

1. MAINTAIN ACCESS ON I-71 NB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 NB ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET66 .

HORIZONTAL SCALE IN FEET
0 10 20 40

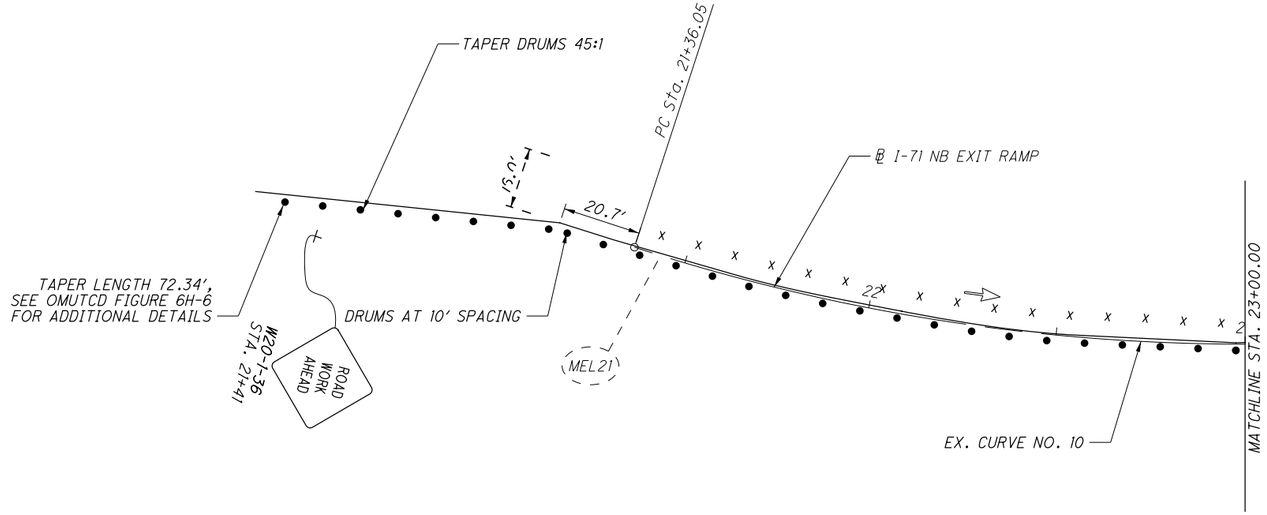
CALCULATED SP CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 259+50.00 TO STA. 265+00.00

FAY-435-0.97

40
393

EX. CURVE NO. 10
P.I. Sta. 22+63.05
Δ = 27° 24′ 22″ (LT)
Dc = 11° 00′ 00″
R = 520.87′
T = 127.00′
L = 249.15′
E = 15.26′
C = 246.78′
C.B. = N 62° 11′ 14″ E



LEGEND

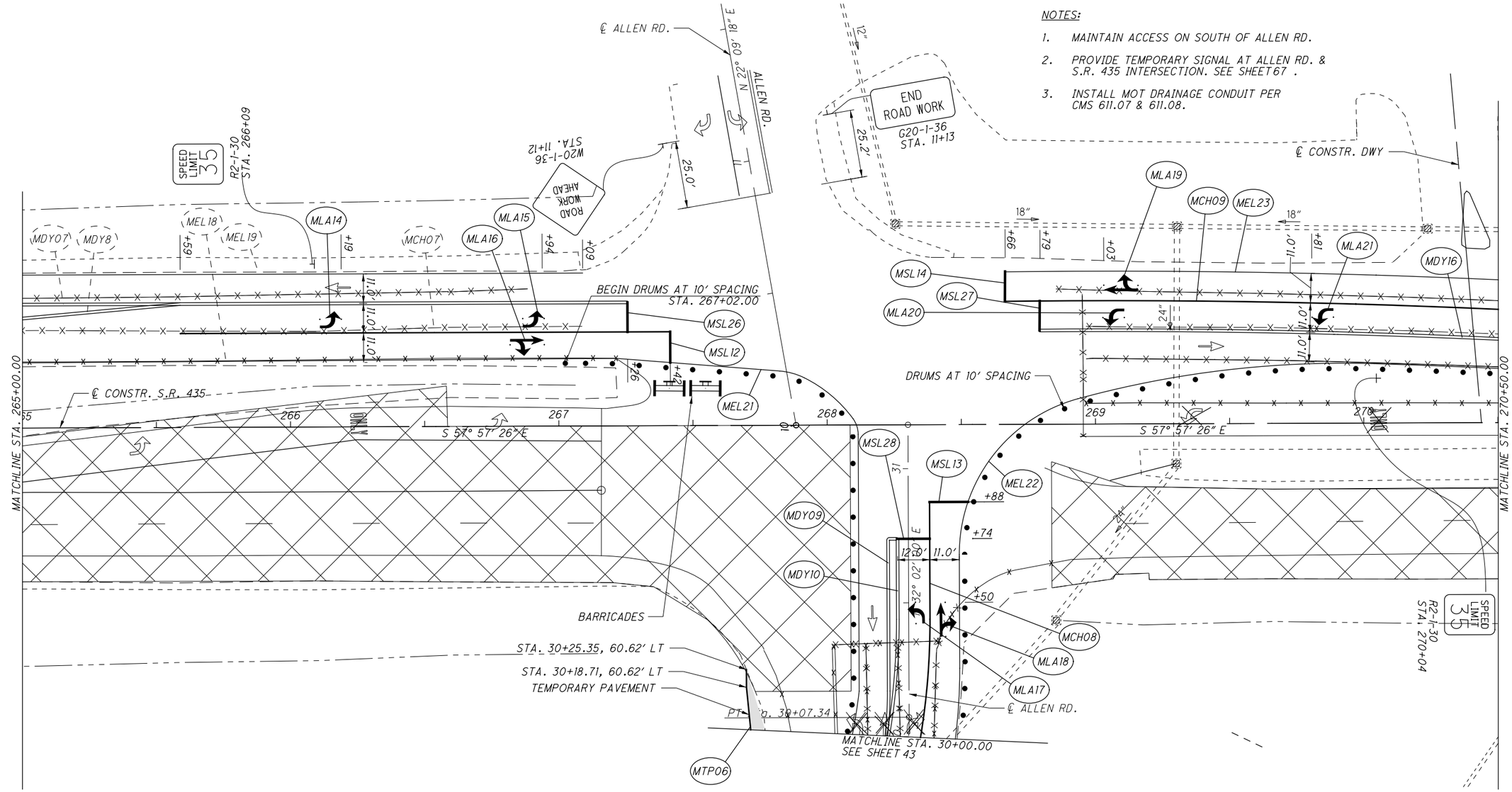
- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

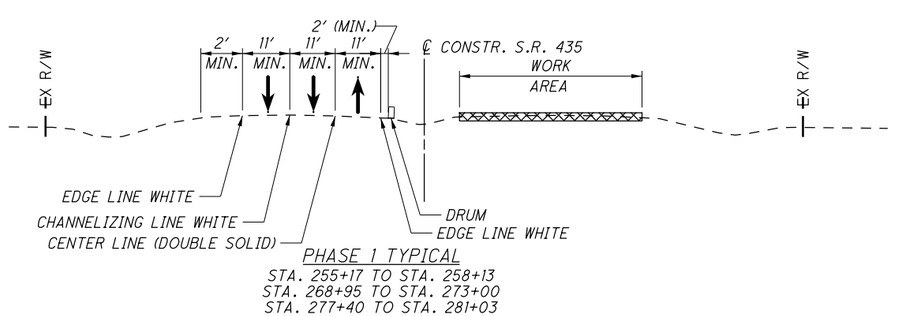
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
BEGIN WORK TO STA. 23+00.00

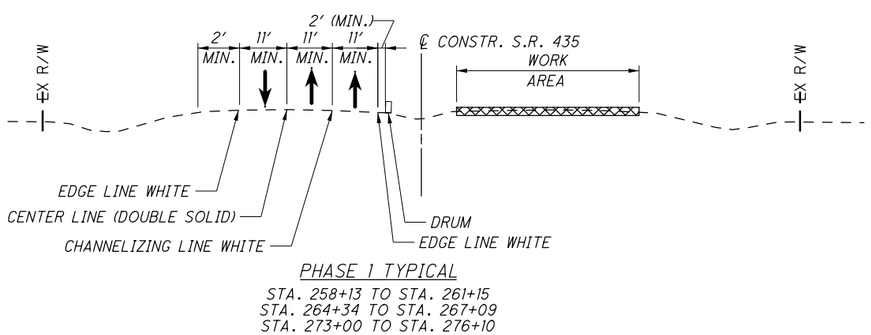
FAY-435-0.97



1. MAINTAIN ACCESS ON SOUTH OF ALLEN RD.
2. PROVIDE TEMPORARY SIGNAL AT ALLEN RD. & S.R. 435 INTERSECTION. SEE SHEET67 .
3. INSTALL MOT DRAINAGE CONDUIT PER CMS 611.07 & 611.08.



PHASE 1 TYPICAL
STA. 255+17 TO STA. 258+13
STA. 268+95 TO STA. 273+00
STA. 277+40 TO STA. 281+03



PHASE 1 TYPICAL
STA. 258+13 TO STA. 261+15
STA. 264+34 TO STA. 267+09
STA. 273+00 TO STA. 276+10

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

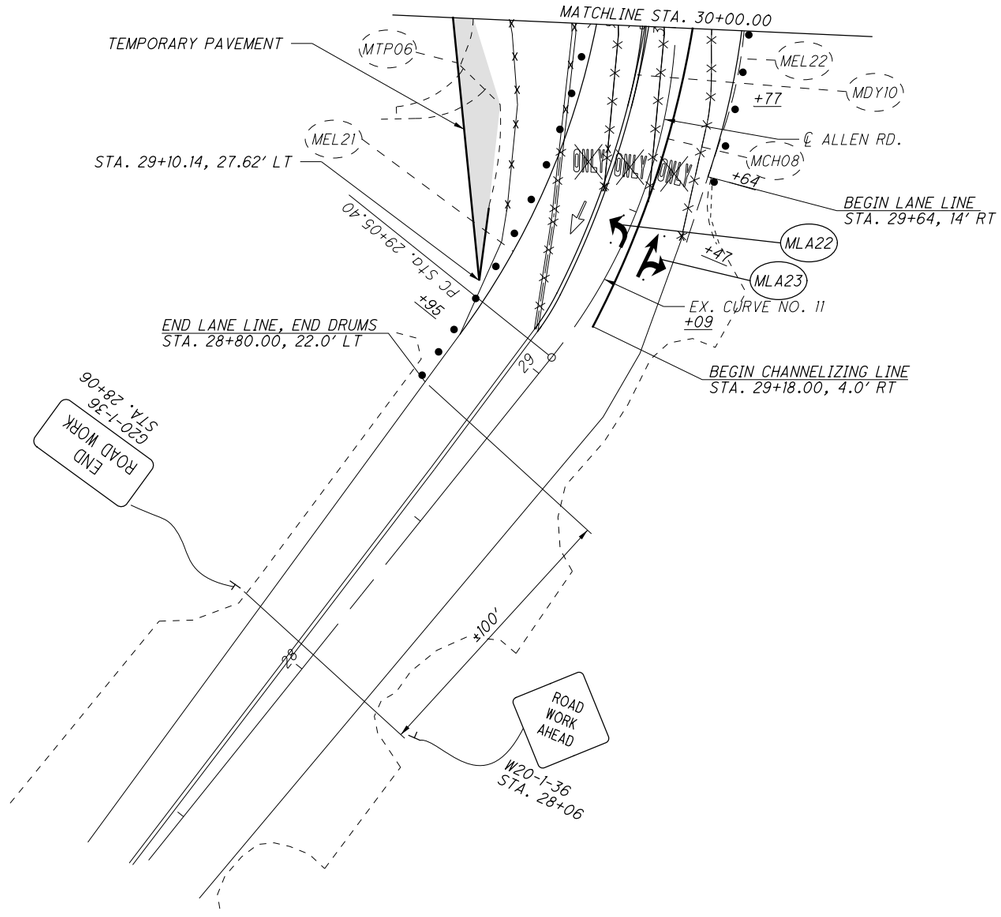
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 265+00.00 TO STA. 270+50.00

FAY-435-0.97

EX. CURVE NO. 11
P.I. Sta. 29+58.43
Δ = 38° 56′ 30″ (LT)
Dc = 38° 11′ 59″
R = 149.99′
T = 53.03′
L = 101.94′
E = 9.10′
C = 99.99′
C.B. = N 51° 30′ 15″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

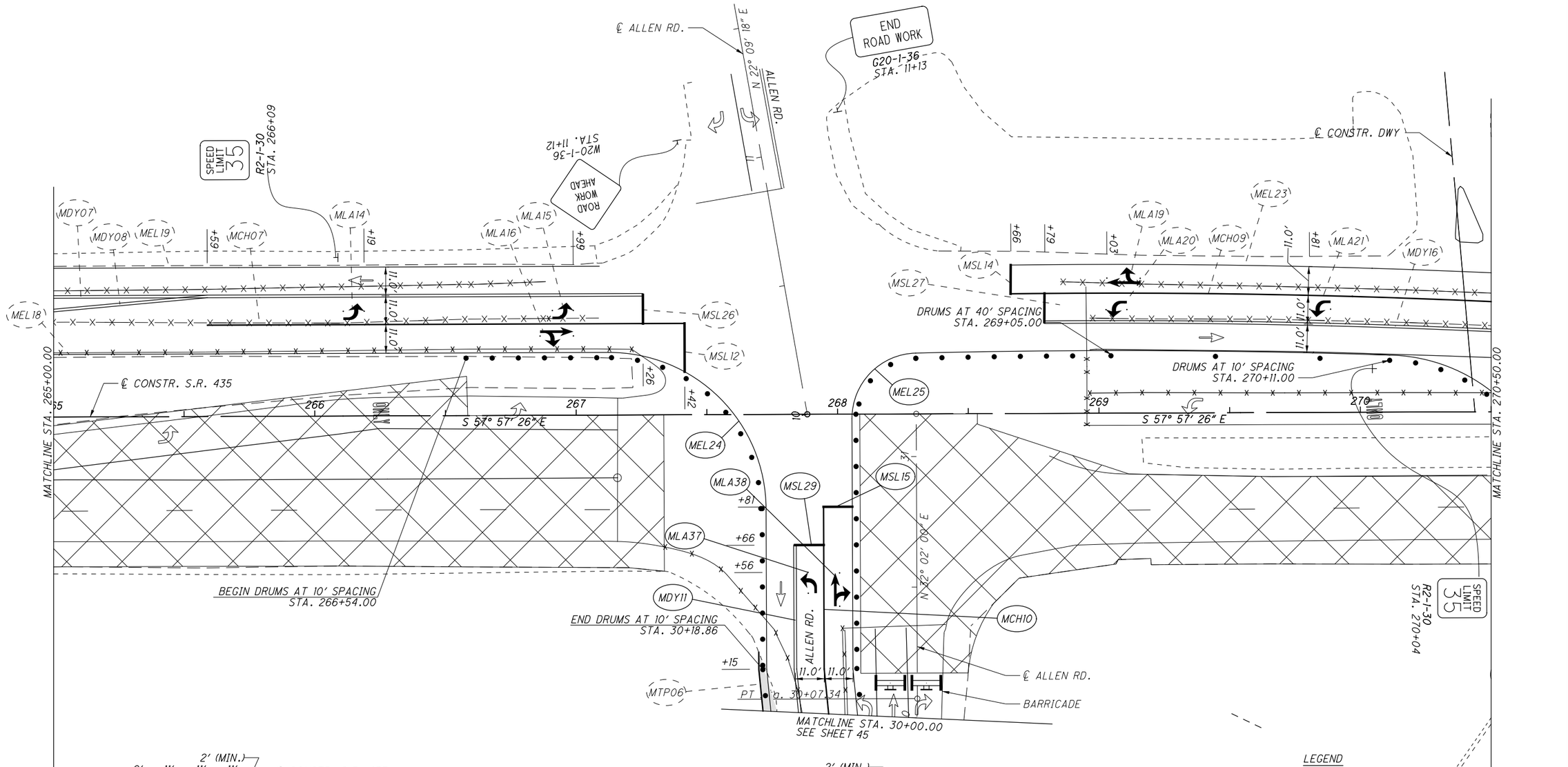
MAINTENANCE OF TRAFFIC - PHASE 1A
BEGIN WORK TO STA. 30+00.00

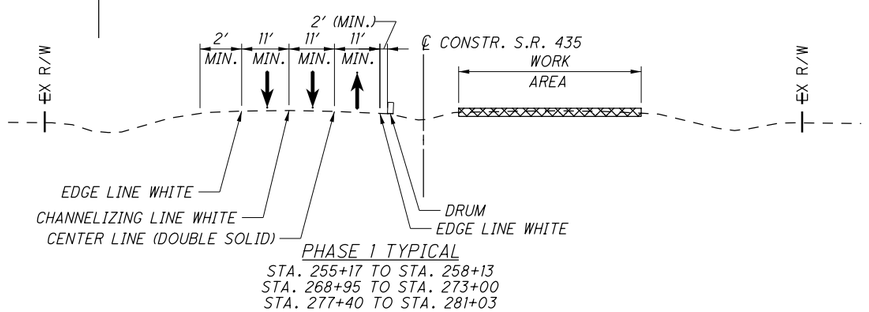
FAY-435-0.97

43
393

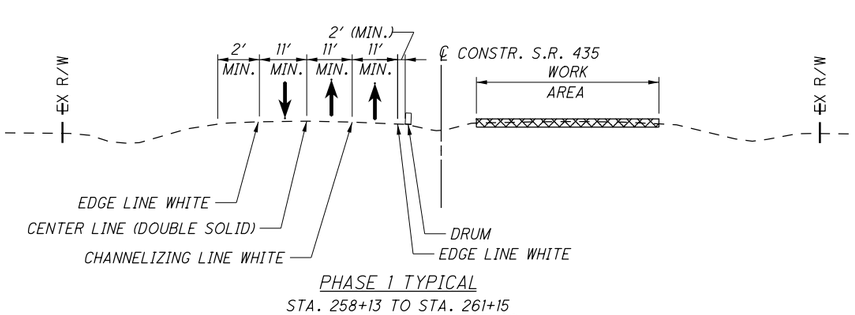
NOTES:

1. MAINTAIN ACCESS ON SOUTH OF ALLEN RD.
2. PROVIDE TEMPORARY SIGNAL AT ALLEN RD. & S.R. 435 INTERSECTION. SEE SHEET 68 .





PHASE 1 TYPICAL
STA. 255+17 TO STA. 258+13
STA. 268+95 TO STA. 273+00
STA. 277+40 TO STA. 281+03



PHASE 1 TYPICAL
STA. 258+13 TO STA. 261+15
STA. 264+34 TO STA. 267+09
STA. 273+00 TO STA. 276+10

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 265+00.00 TO STA. 270+50.00

FAY-435-0.97

44
393

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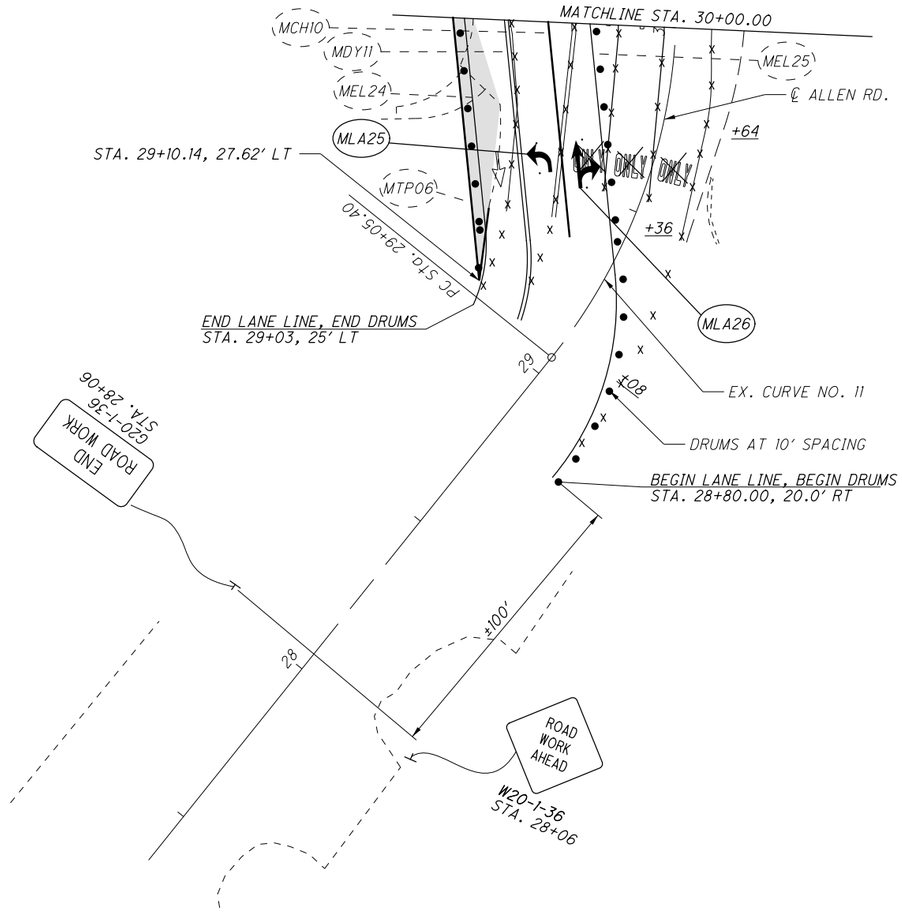
EX. CURVE NO. 11
P.I. Sta. 29+58.43
Δ = 38° 56′ 30″ (LT)
Dc = 38° 11′ 59″
R = 149.99′
T = 53.03′
L = 101.94′
E = 9.10′
C = 99.99′
C.B. = N 51° 30′ 15″ E



LEGEND

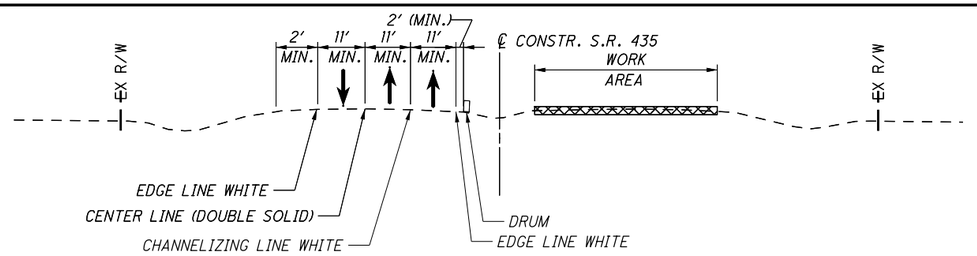
- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

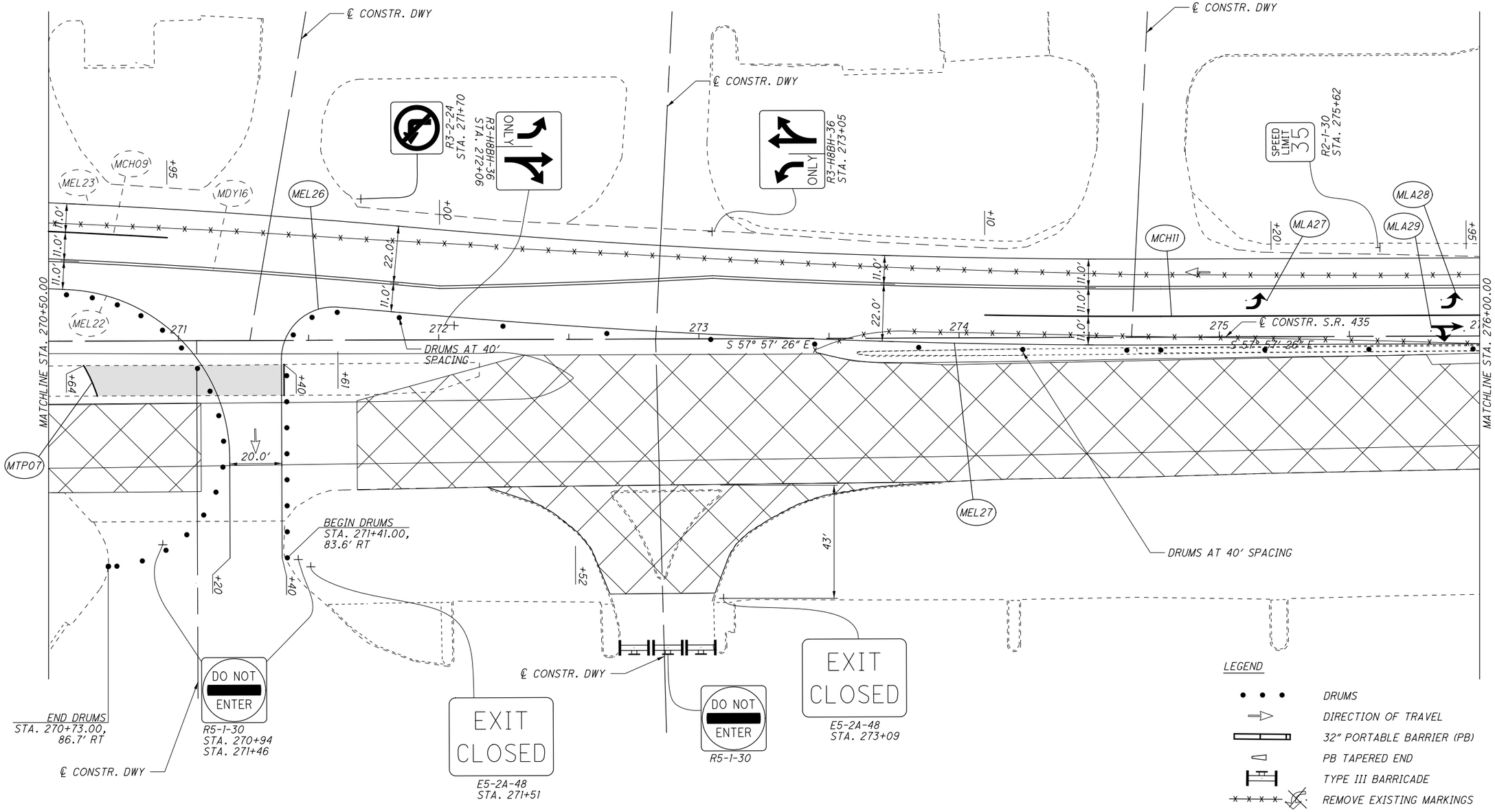
MAINTENANCE OF TRAFFIC - PHASE 1B
BEGIN WORK TO STA. 30+00.00

FAY-435-0.97



PHASE 1 TYPICAL

STA. 258+13 TO STA. 261+15
STA. 264+34 TO STA. 267+09
STA. 273+00 TO STA. 276+10

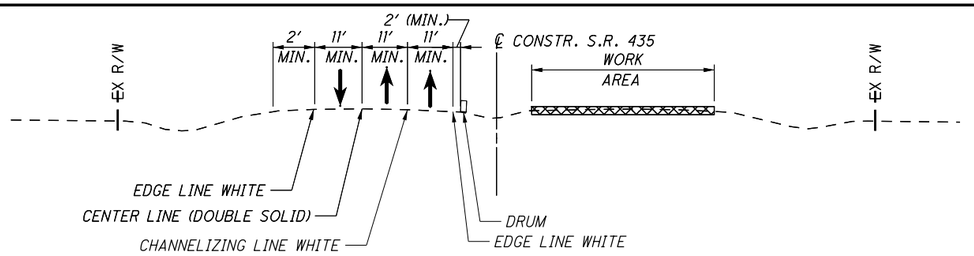


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

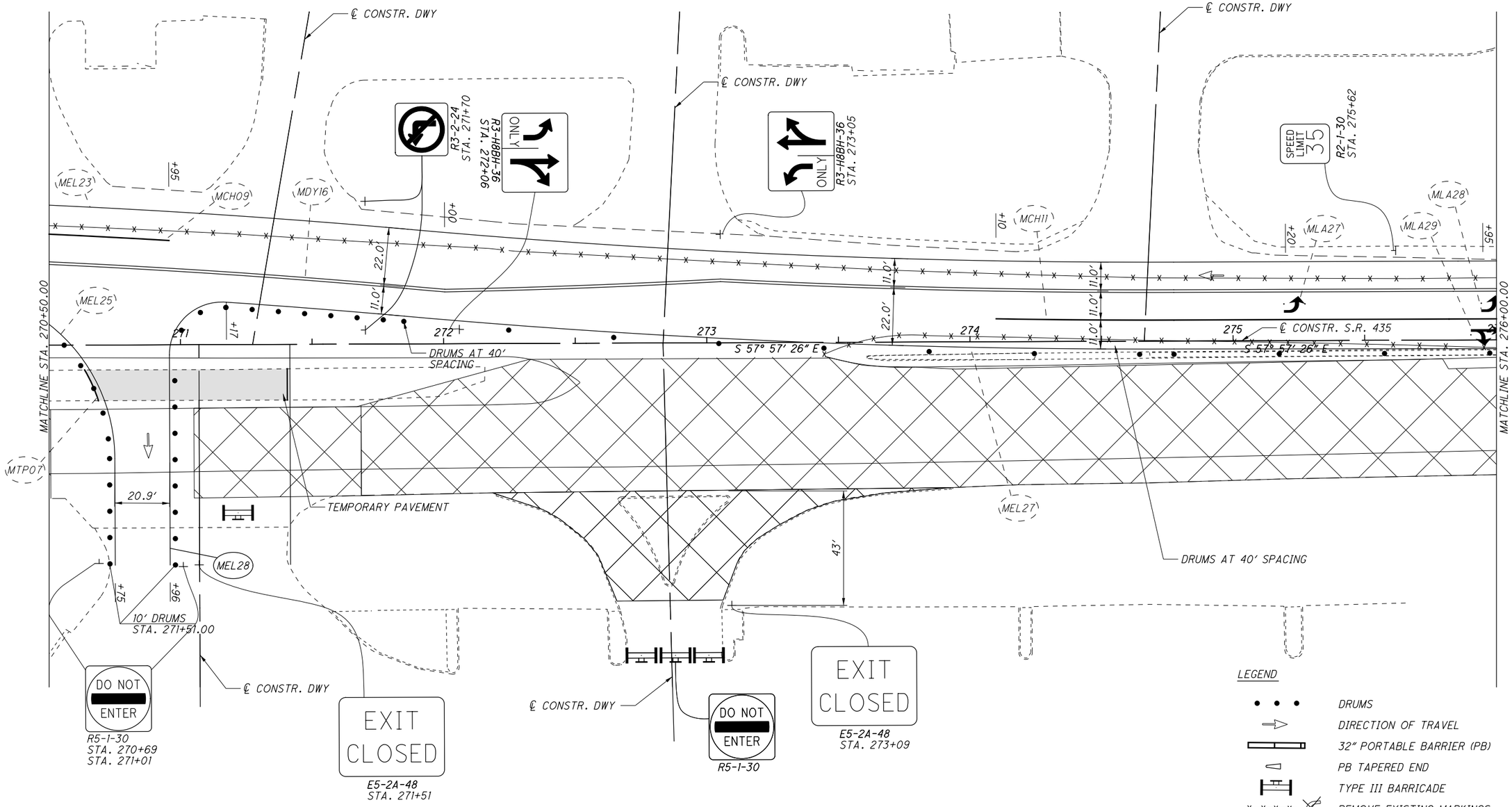
MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 270+50.00 TO STA. 276+00.00

FAY-435-0.97



PHASE 1 TYPICAL

STA. 258+13 TO STA. 261+15
STA. 264+34 TO STA. 267+09
STA. 273+00 TO STA. 276+10



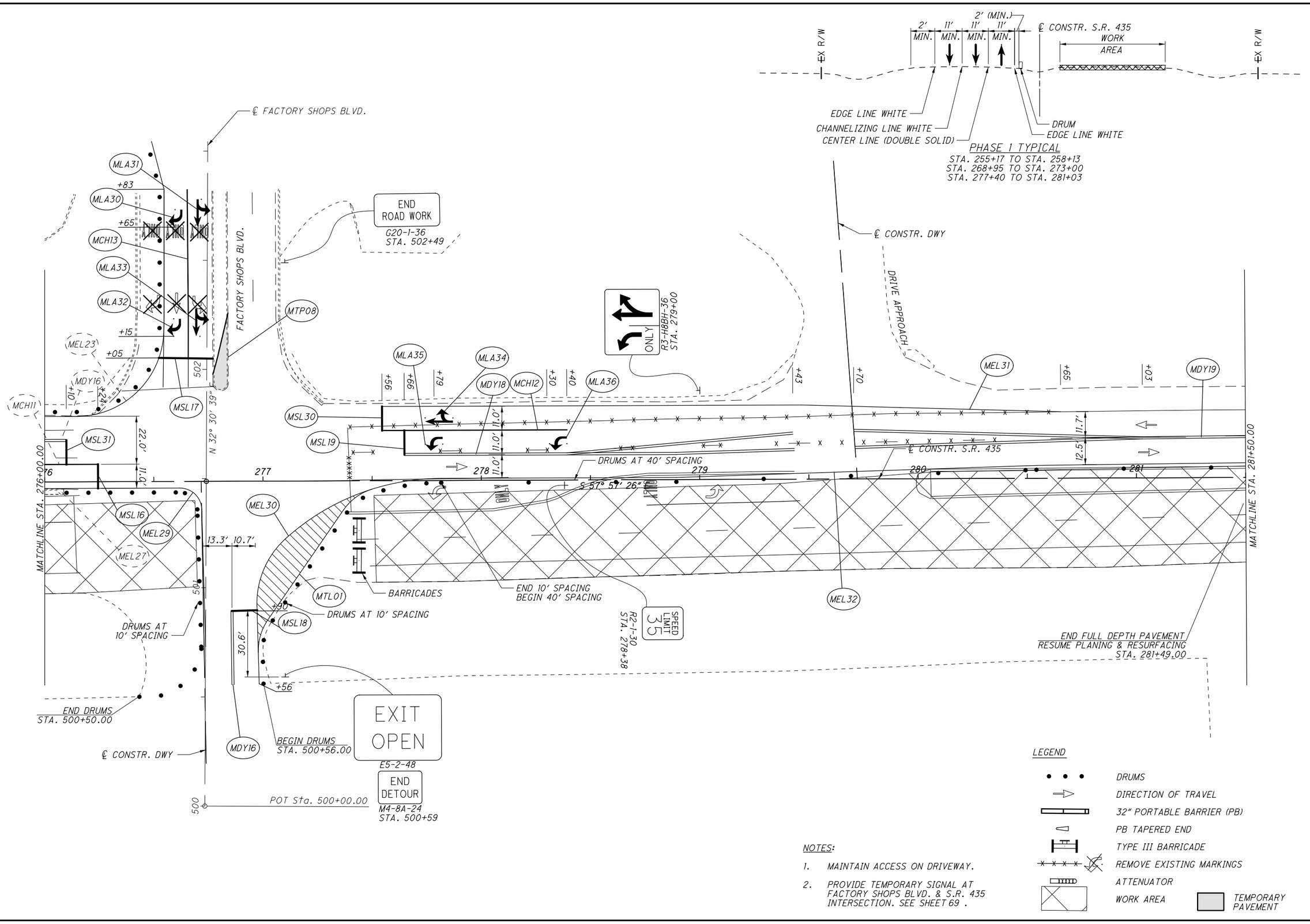
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 270+50.00 TO STA. 276+00.00

FAY-435-0.97

47
393



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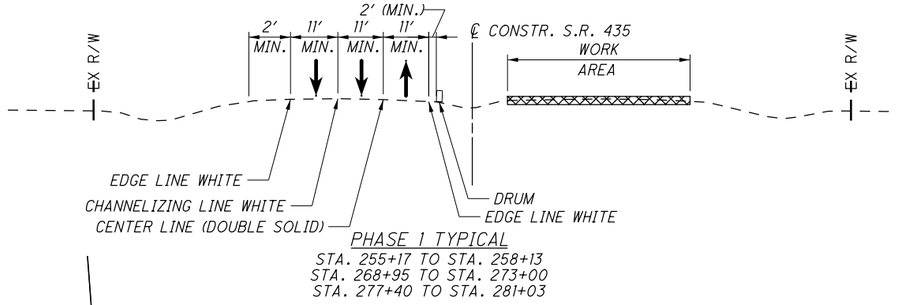
HORIZONTAL SCALE IN FEET
0 10 20 40

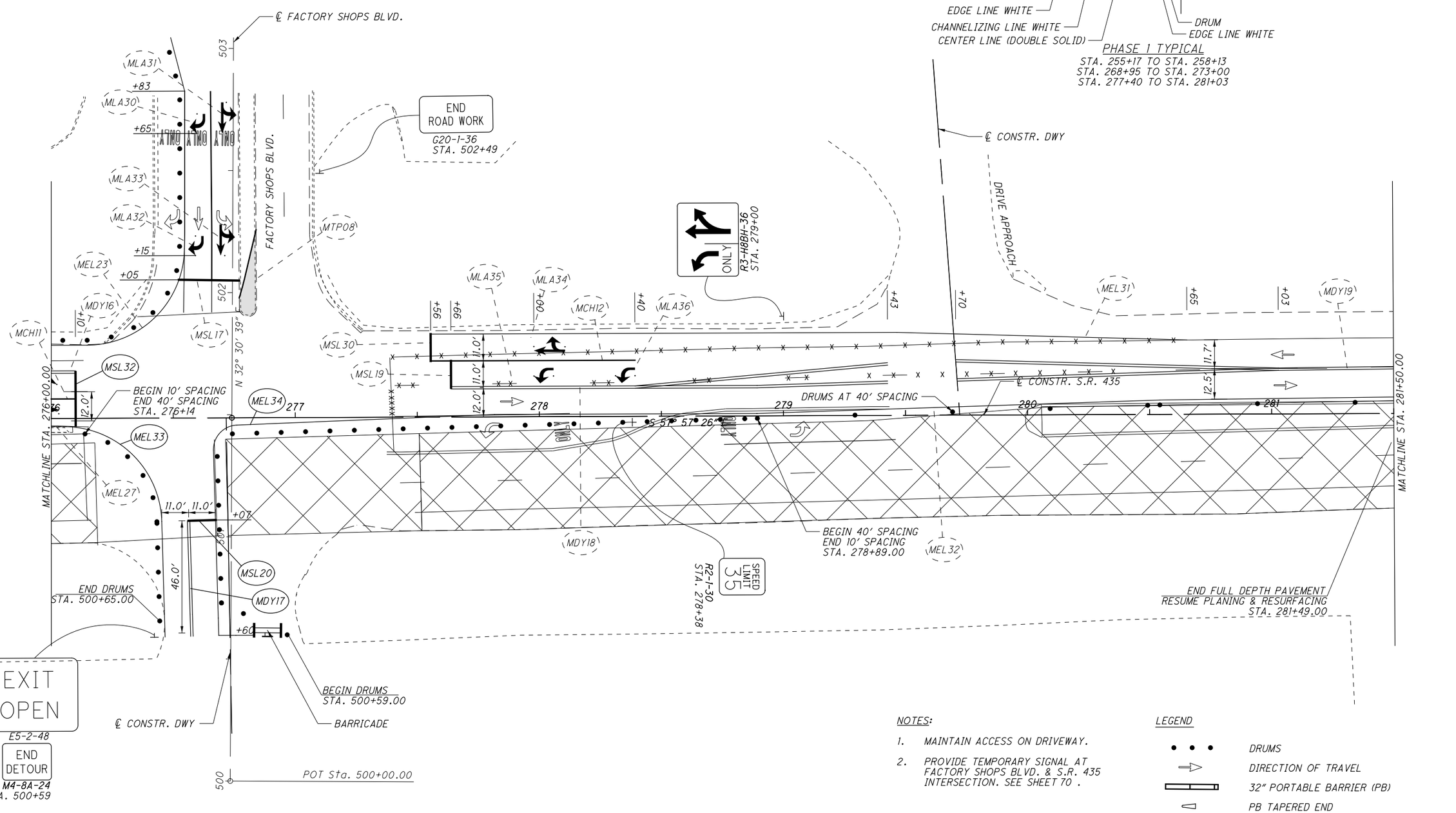
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97



PHASE 1 TYPICAL
STA. 255+17 TO STA. 258+13
STA. 268+95 TO STA. 273+00
STA. 277+40 TO STA. 281+03



NOTES:

1. MAINTAIN ACCESS ON DRIVEWAY.
2. PROVIDE TEMPORARY SIGNAL AT FACTORY SHOPS BLVD. & S.R. 435 INTERSECTION. SEE SHEET TO .

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97

49
393

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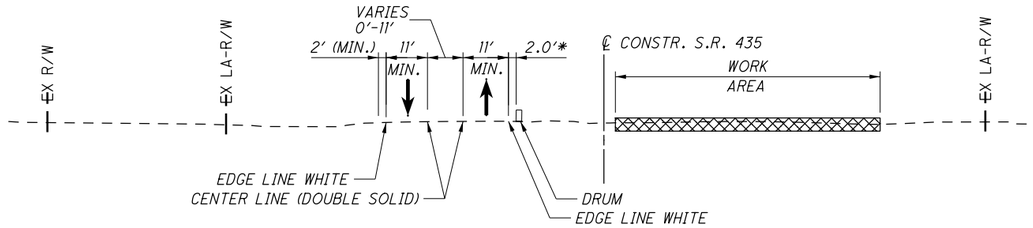
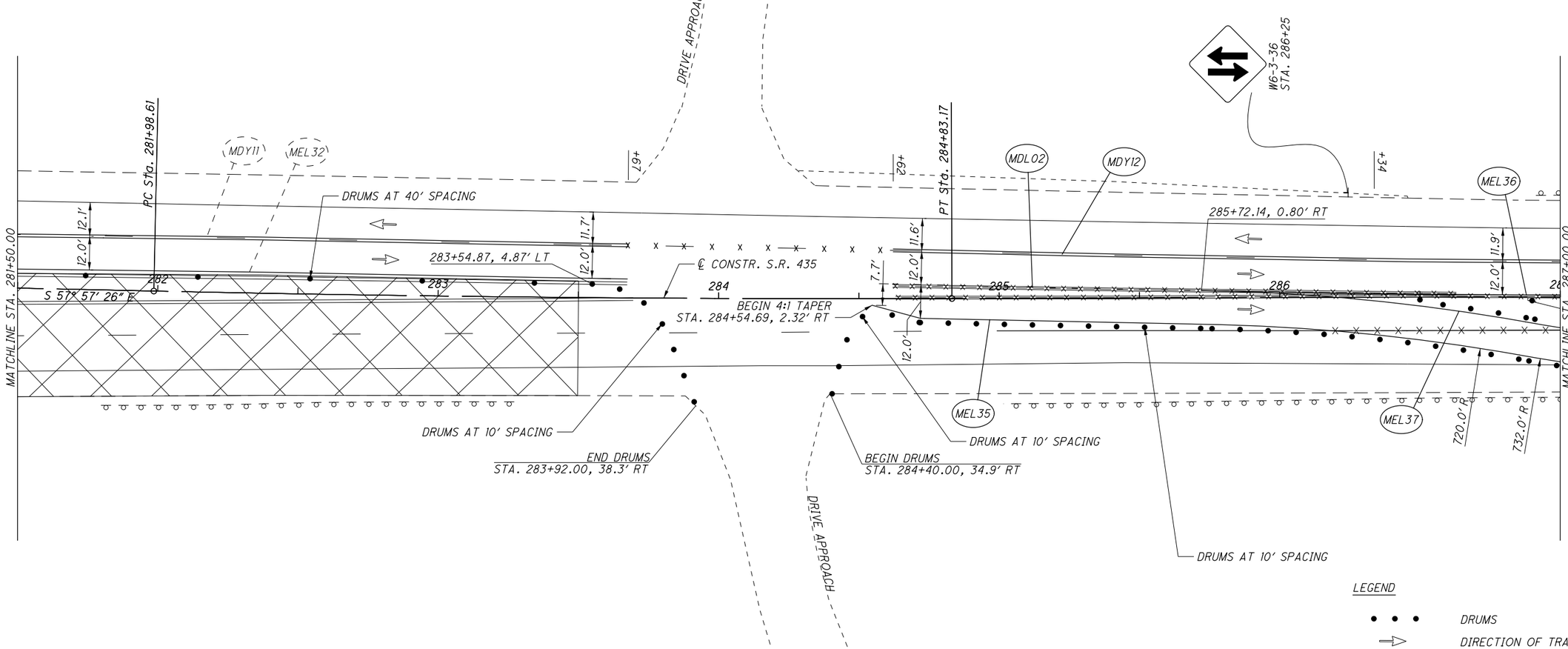
CURVE 5
P.I. Sta. 283+40.90
Δ = 1° 25′ 22″ (LT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 142.29′
L = 284.56′
E = 0.88′
C = 284.55′
C.B. = S 58° 40′ 07″ E



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

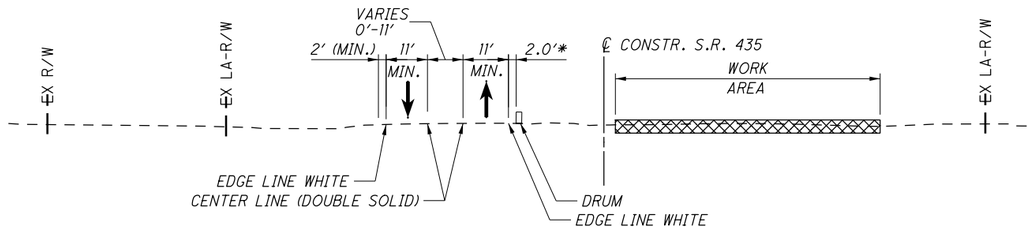
NOTE:
1. MAINTAIN ACCESS ON DRIVEWAY.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

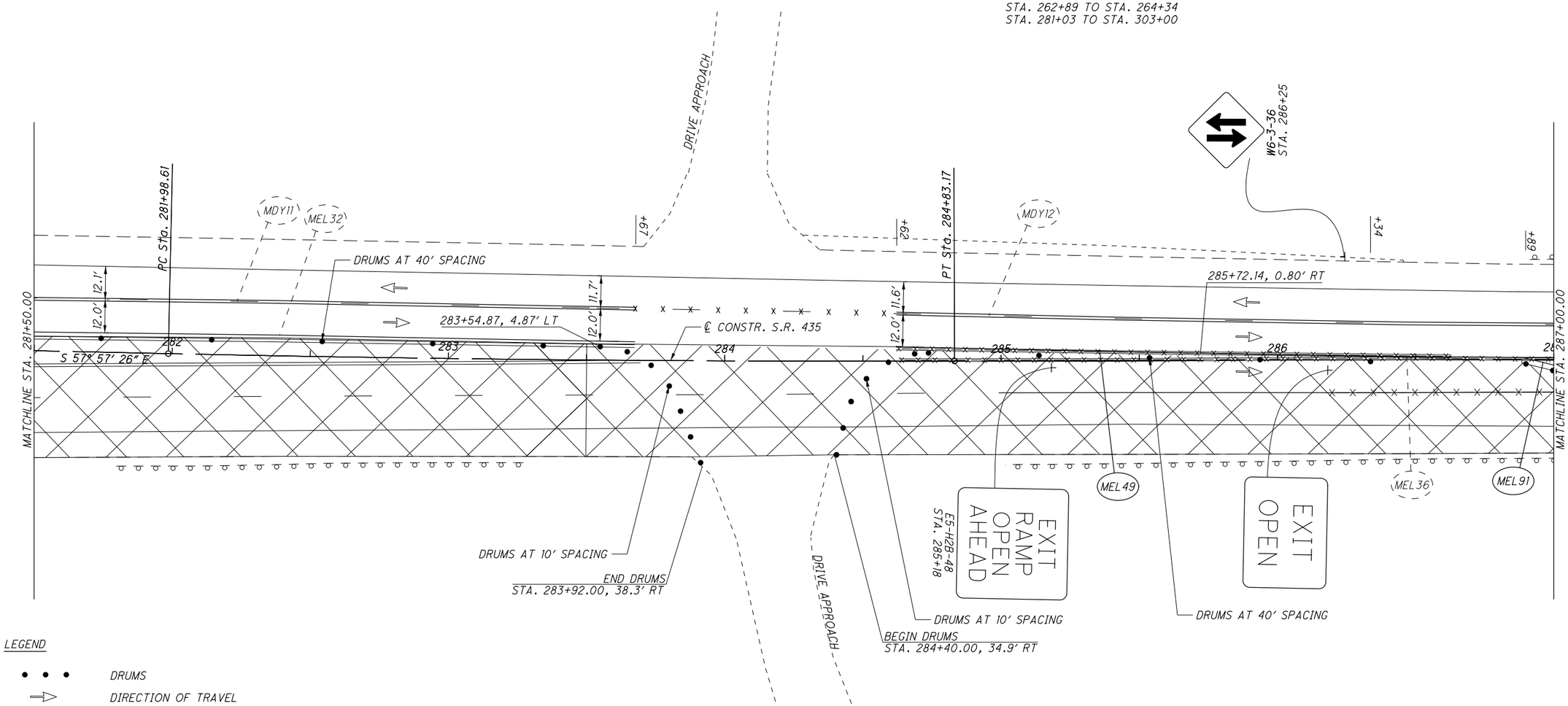
MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 281+50.00 TO STA. 287+00.00

FAY-435-0.97



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00

CURVE 5
P.I. Sta. 283+40.90
Δ = 1° 25' 22" (LT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 142.29'
L = 284.56'
E = 0.88'
C = 284.55'
C.B. = S 58° 40' 07" E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS ON DRIVEWAY.

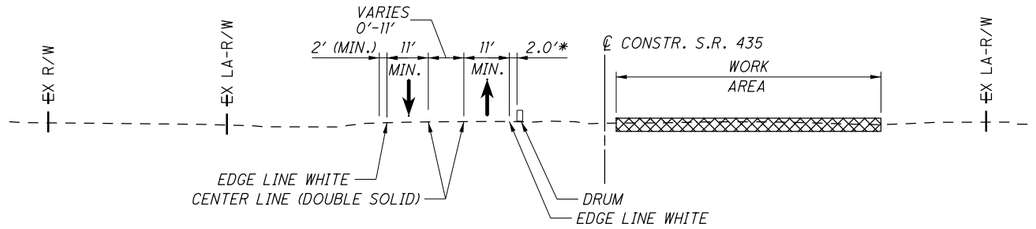
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

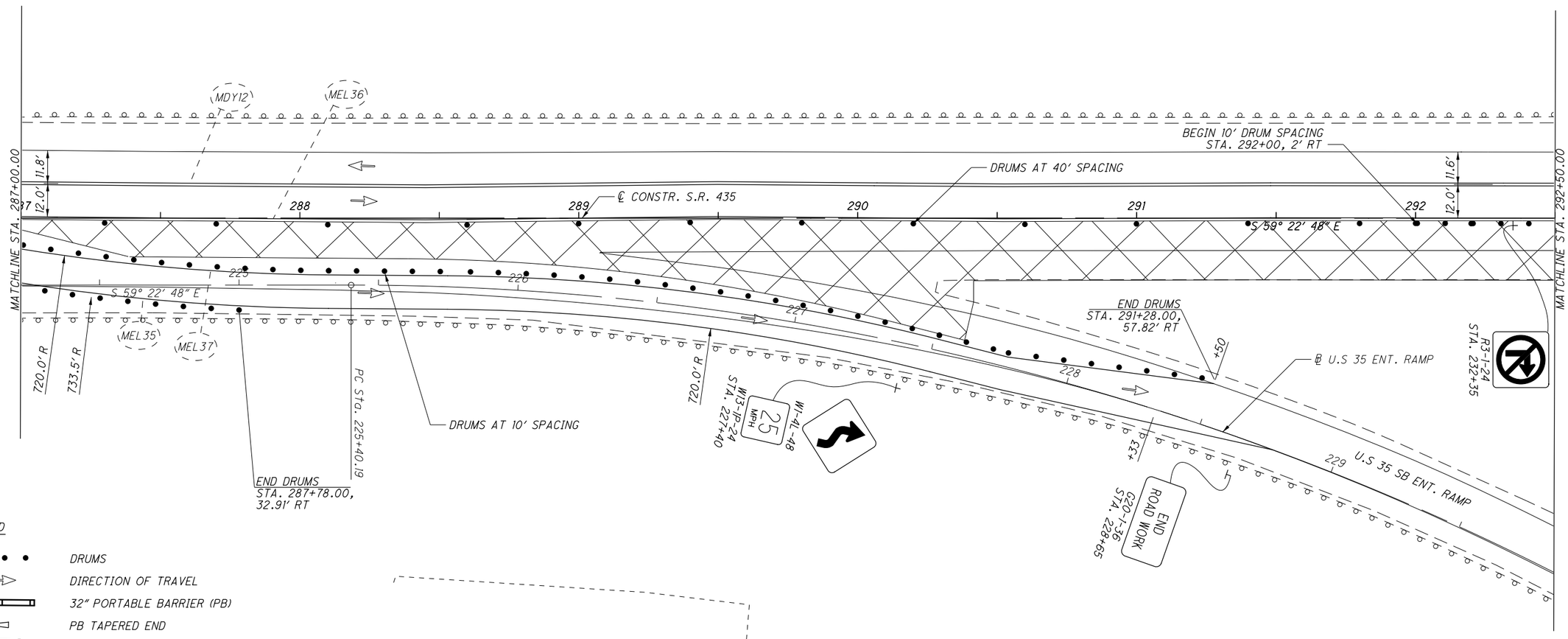
MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 281+50.00 TO STA. 287+00.00

FAY-435-0.97

51
393



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTES:

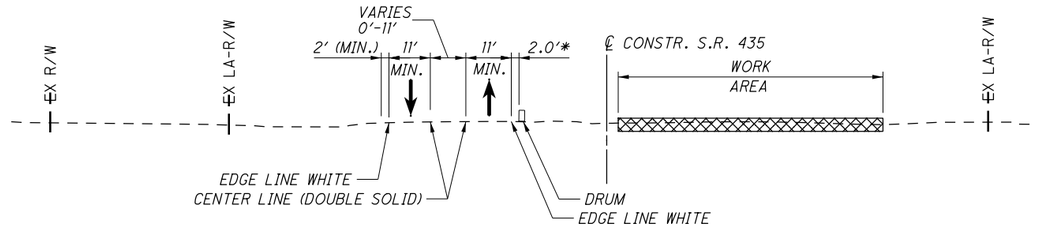
1. MAINTAIN ACCESS ON U.S 35 SB ENT. RAMP.
2. SEE STANDARD CONSTRUCTION DRAWING MT-98.20.

HORIZONTAL SCALE IN FEET
0 10 20 40

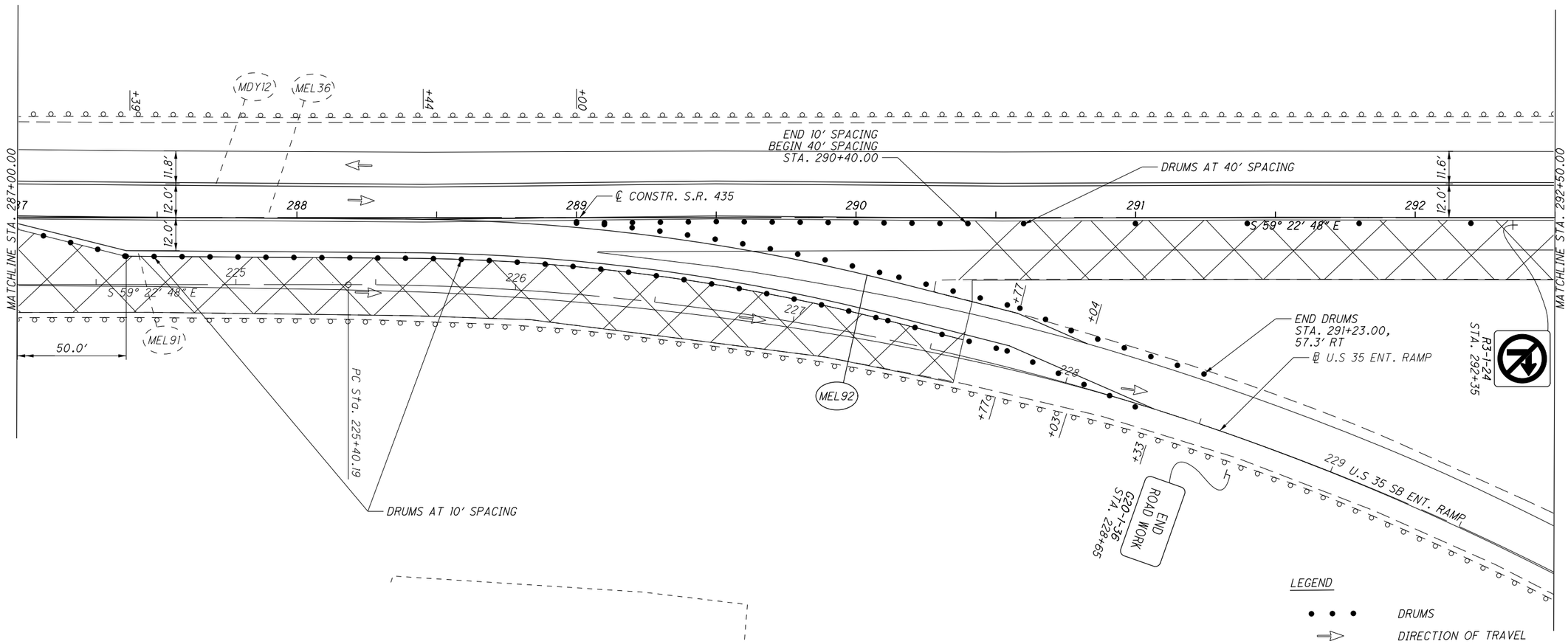
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 287+00.00 TO STA. 292+50.00

FAY-435-0.97



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTES:

1. MAINTAIN ACCESS ON U.S 35 SB ENT. RAMP.
2. SEE STANDARD CONSTRUCTION DRAWING MT-98.20.

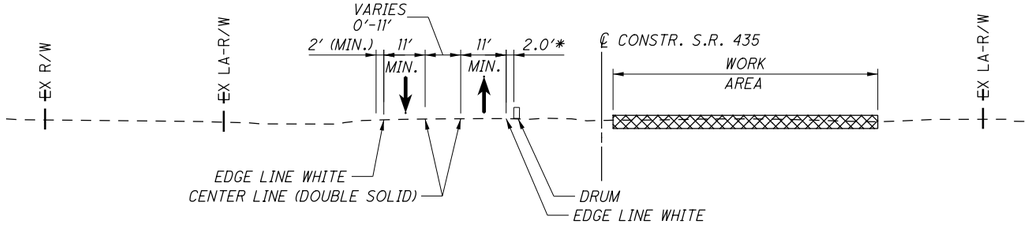
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

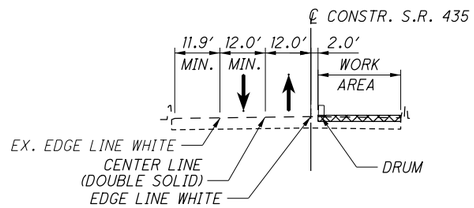
MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 287+00.00 TO STA. 292+50.00

FAY-435-0.97

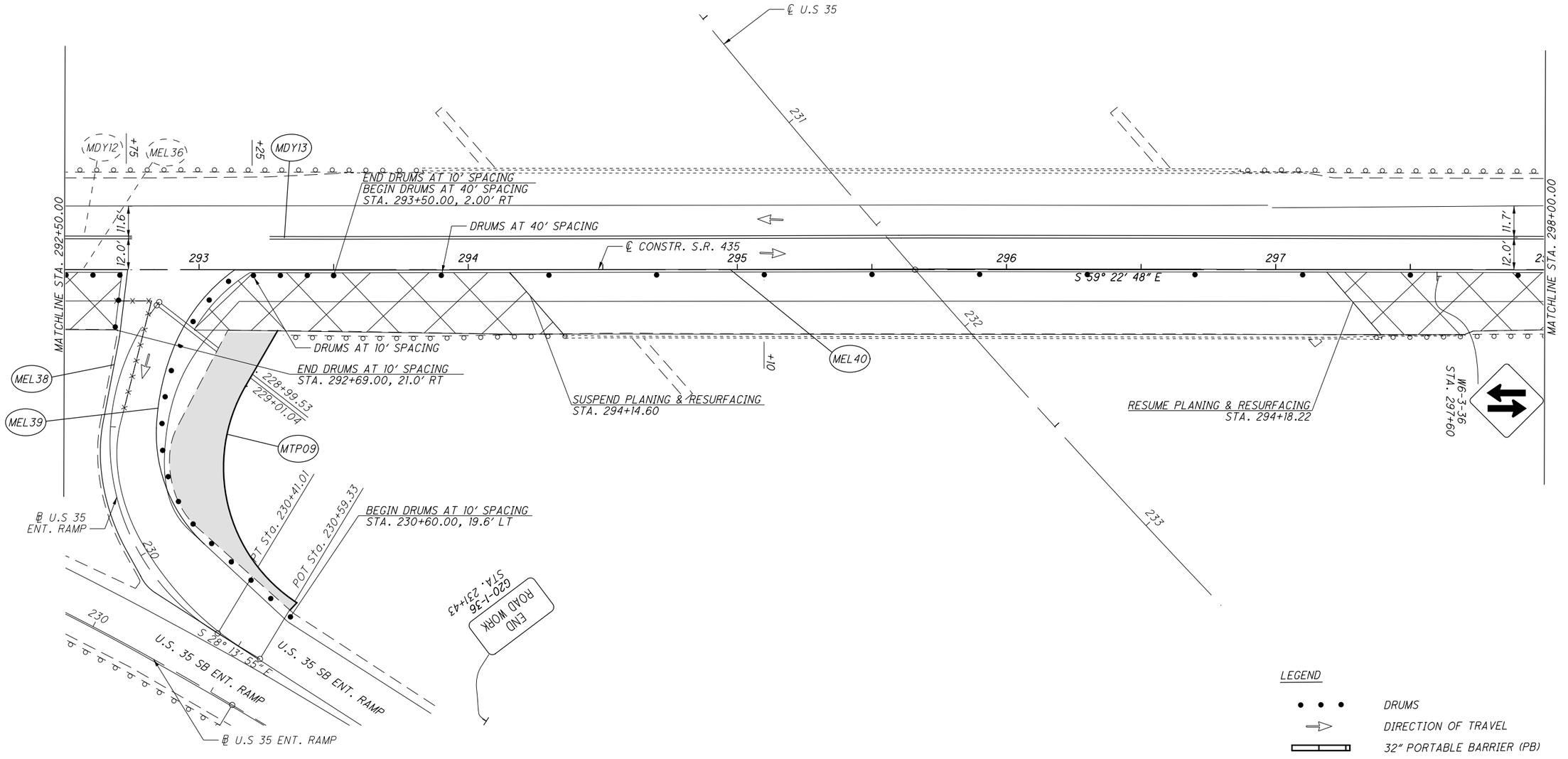
53
393



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



BRIDGE TYPICAL SECTION
STA. 294+39 TO STA. 296+92



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS ON U.S. 35 SB ENT. RAMPS.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 292+50.00 TO STA. 298+00.00

FAY-435-0.97

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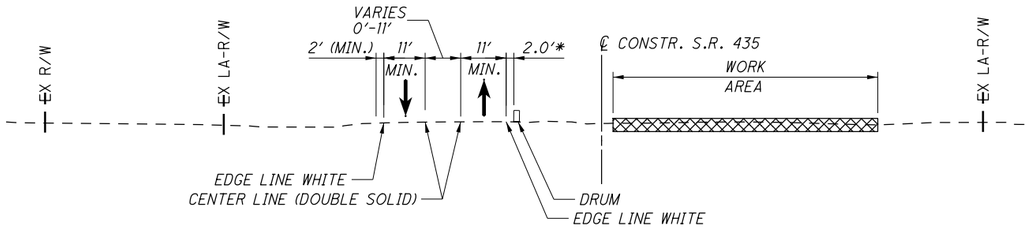
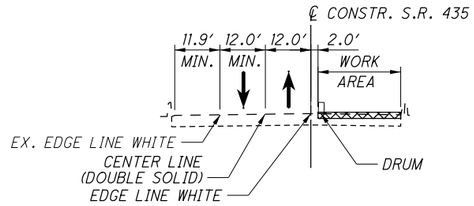
NOTE:

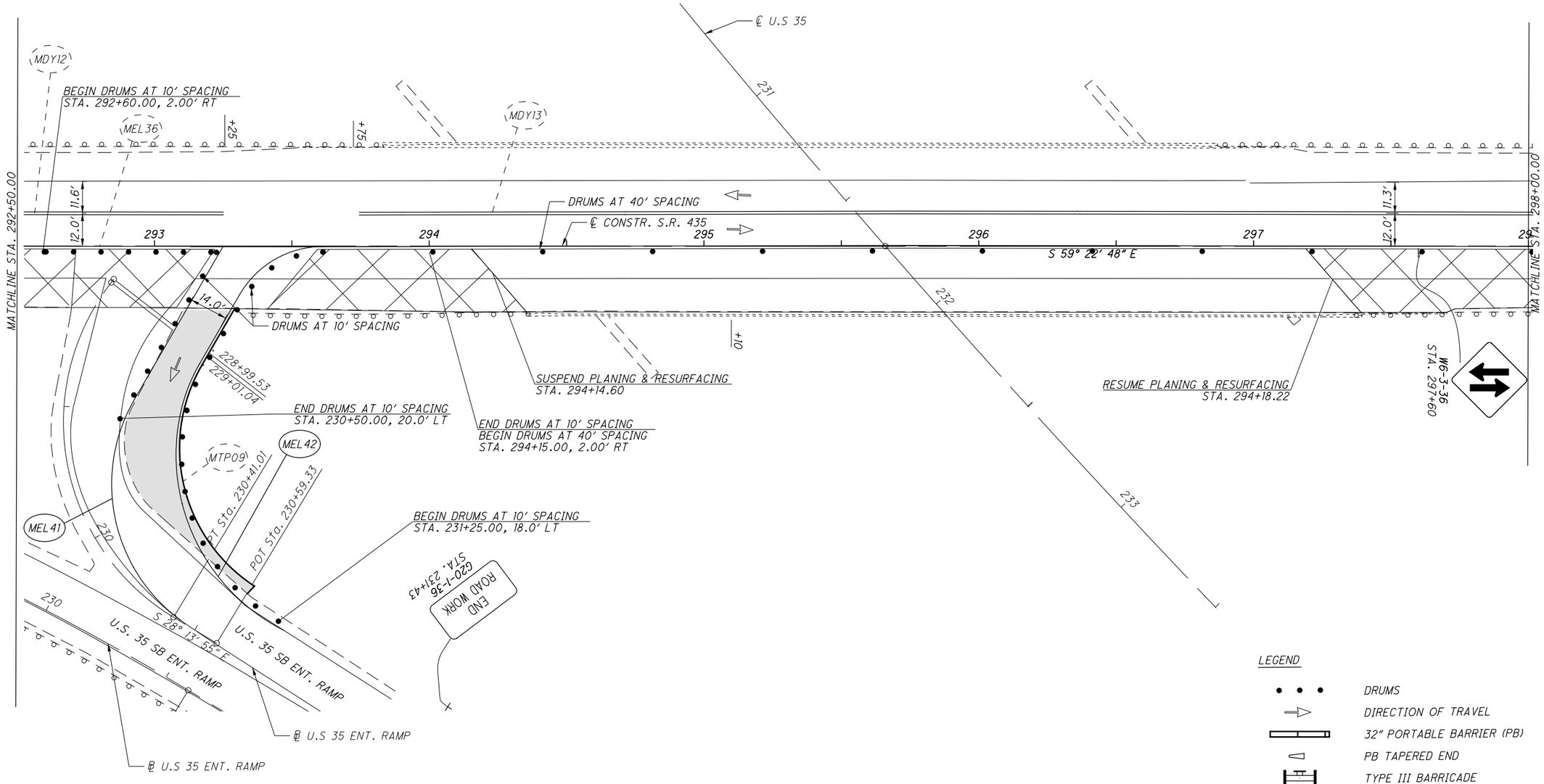
1. MAINTAIN ACCESS ON U.S. 35 SB ENT. RAMPS.



PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00



BRIDGE TYPICAL SECTION
STA. 294+39 TO STA. 296+92



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1B
STA. 292+50.00 TO STA. 298+00.00

FAY-435-0.97

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393

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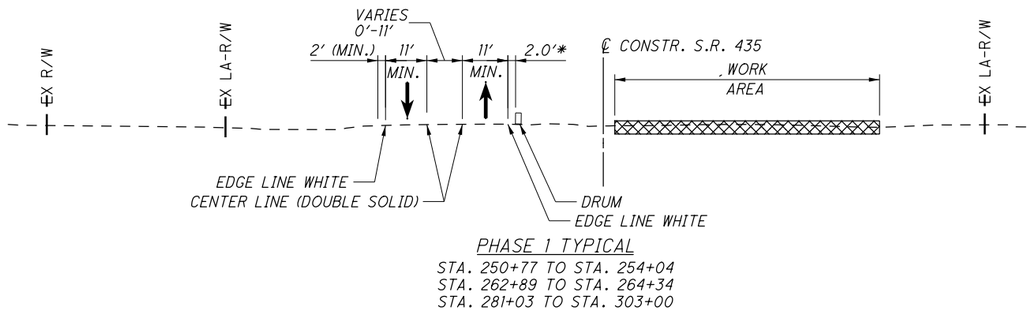
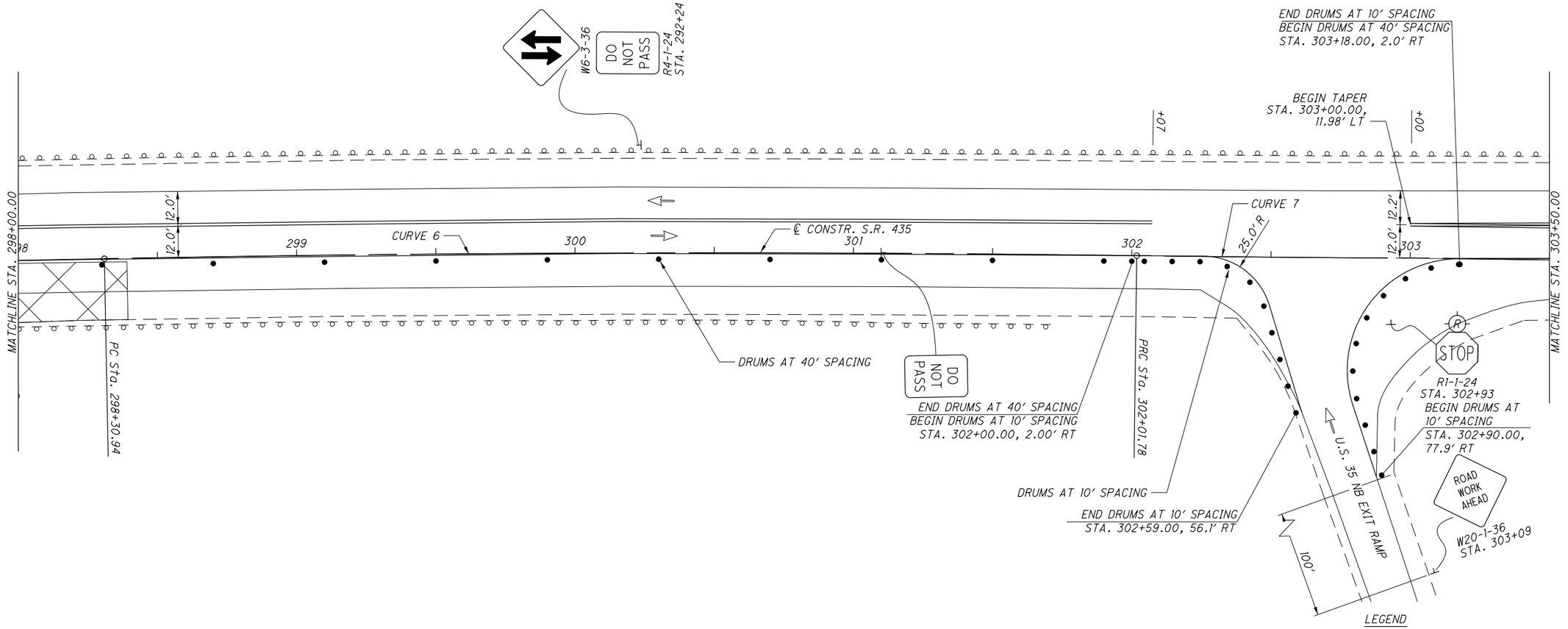


PHASE 1 TYPICAL
STA. 250+77 TO STA. 254+04
STA. 262+89 TO STA. 264+34
STA. 281+03 TO STA. 303+00

CURVE 6	CURVE 7
P.I. Sta. 300+16.38	P.I. Sta. 303+87.22
Δ = 1° 51′ 15″ (RT)	Δ = 1° 51′ 15″ (LT)
Dc = 0° 30′ 00″	Dc = 0° 30′ 00″
R = 11,459.36′	R = 11,459.60′
T = 185.44′	T = 185.44′
L = 370.84′	L = 370.84′
E = 1.50′	E = 1.50′
C = 370.83′	C = 370.83′
C.B. = S 58° 26′ 35″ E	C.B. = S 58° 26′ 35″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS ON U.S. 35 NB EXIT RAMP.

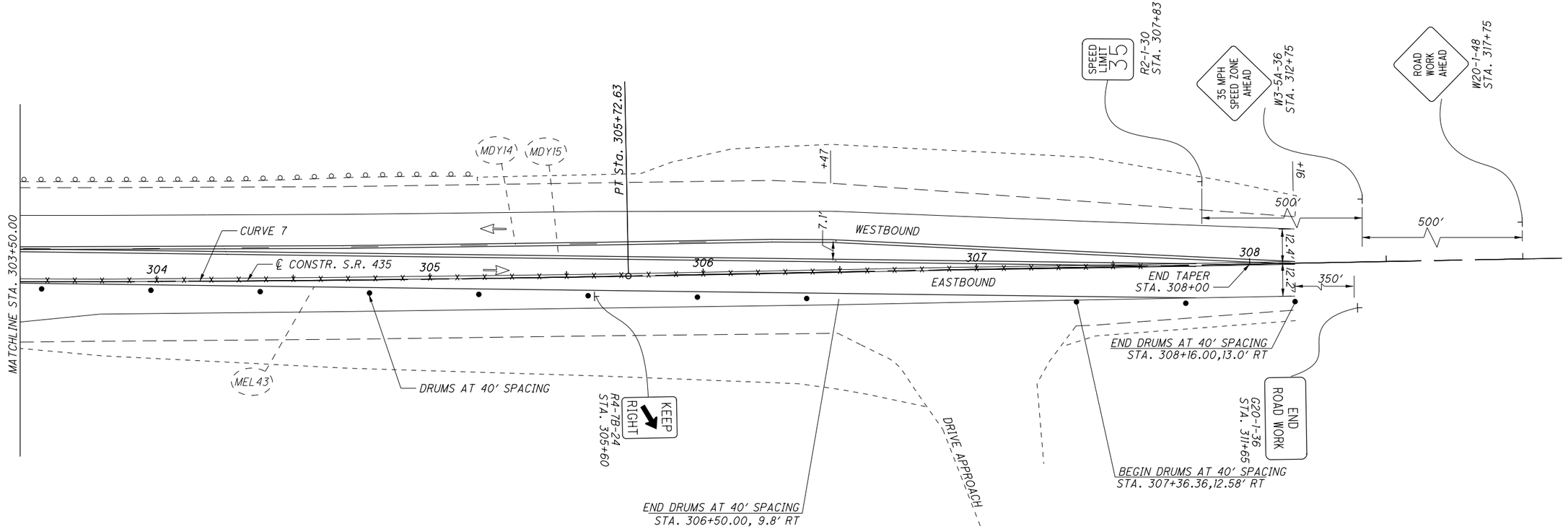
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 298+00.00 TO STA. 303+50.00

FAY-435-0.97

CURVE 7
P.I. Sta. 303+87.22
Δ = 1° 51′ 15″ (LT)
Dc = 0° 30′ 00″
R = 11,459.60′
T = 185.44′
L = 370.84′
E = 1.50′
C = 370.83′
C.B. = S 58° 26′ 35″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS TO DRIVEWAY.

HORIZONTAL SCALE IN FEET
0 10 20 40

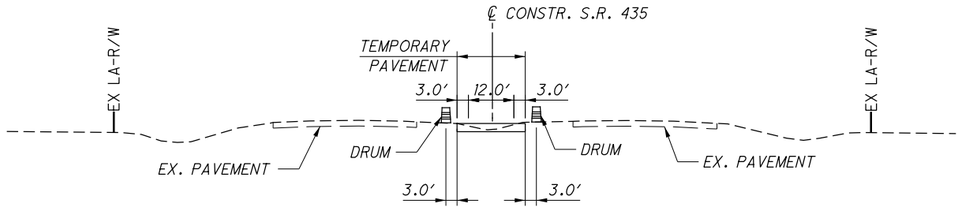
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 303+50.00 TO END OF PROJECT

FAY-435-0.97

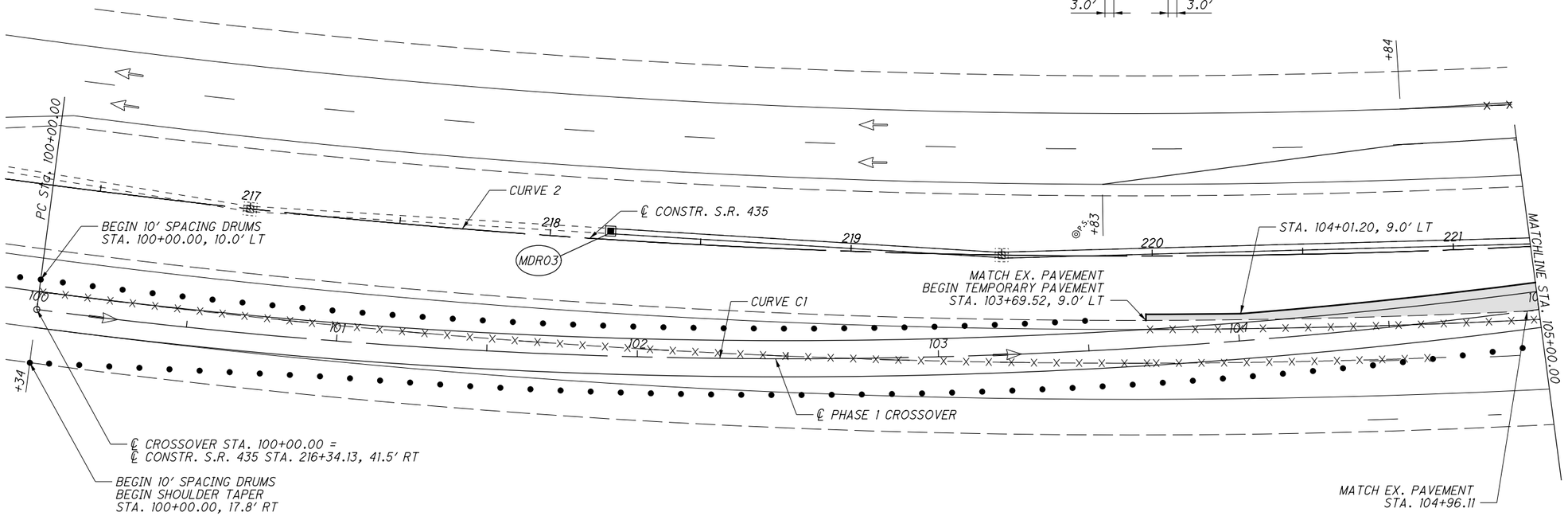
LEGEND

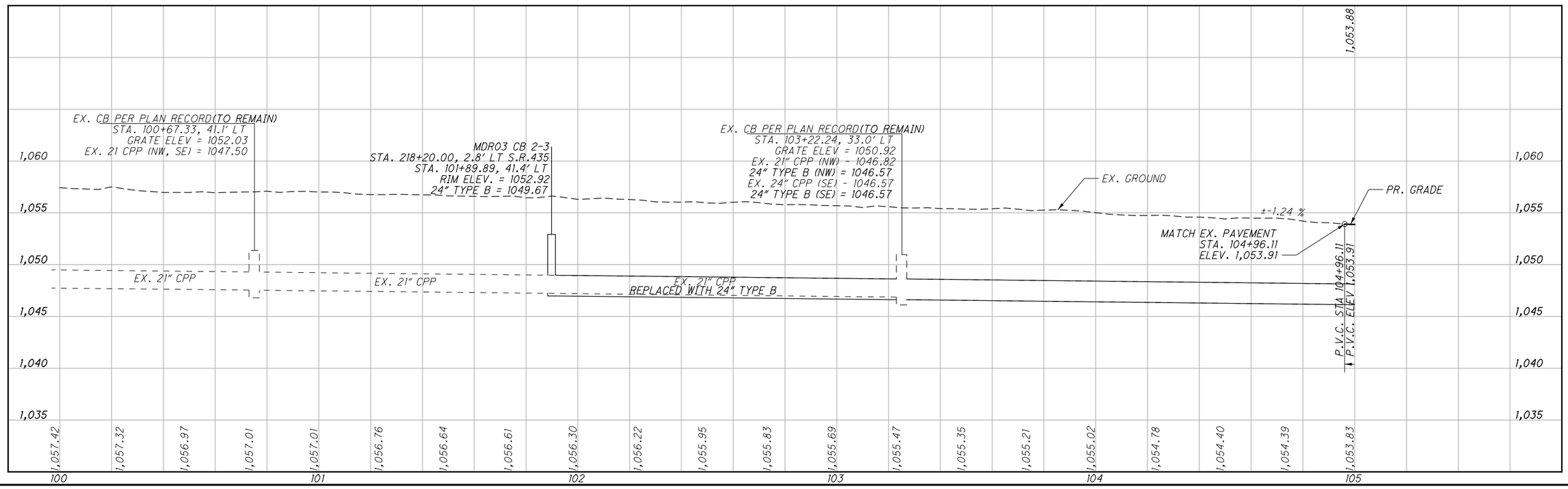
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE CONCRETE BARRIER (PCB)
- PCB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT



CURVE C1
P.I. Sta. 104+38.29
Δ = 25° 50′ 53″ (LT)
Dc = 2° 59′ 59″
R = 1,910.00′
T = 438.29′
L = 861.66′
E = 49.64′
C = 854.37′
C.B. = S 41° 20′ 10″ E

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRA
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
CROSSOVER - BEGIN TO STA. 105+00.00

FAY-435-0.97

58
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LEGEND

DRUMS
DIRECTION OF TRAVEL
32" PORTABLE CONCRETE BARRIER (PCB)
PCB TAPERED END
TYPE III BARRICADE
REMOVE EXISTING MARKINGS
ATTENUATOR
WORK AREA
TEMPORARY PAVEMENT

℄ CONSTR. S.R. 435
EX LA-R/W
TEMPORARY PAVEMENT
3.0′ 12.0′ 3.0′
DRUM
EX. PAVEMENT
3.0′ 3.0′

MATCHLINE STA. 105+00.00
MDR01
CURVE 2
℄ CONSTR. S.R. 435
CURVE C1
35.0′ R
190.0′ R
R3-2-24
STA. 222+46
BEGIN 10′ SPACING DRUMS
STA. 106+33.29, 90.3′ RT
BEGIN 10′ SPACING DRUMS
STA. 106+51.22, 88.2′ RT
W1-6L-72
STA. 222+96
Type B Warning Lights
R3-2-24
STA. 222+96
R11-2-48
STA. 224+25
ROAD CLOSED
END 10′ DRUMS
STA. 107+00.00, 12.0′ RT
℄ PHASE 1 CROSSOVER
MATCH EX. PAVEMENT
STA. 108+69.51
PRC Sta. 108+61.66
MATCH EX. PAVEMENT
END TEMPORARY PAVEMENT
STA. 109+75.08, 9.0′ RT
CURVE C2
2.0′
STA. 109+39.10,
9.0′ RT
MDR02
℄ CROSSOVER STA. 110+19.42 =
℄ CONSTR. S.R. 435 STA.
226+45.14, 30.3′ LT
PT Sta. 110+19.42
W1-6L-72
STA. 224+77
Type B Warning Lights

CURVE C1
P.I. Sta. 104+38.29
Δ = 25° 50′ 53″ (LT)
Dc = 2° 59′ 59″
R = 1,910.00′
T = 438.29′
L = 861.66′
E = 49.64′
C = 854.37′
C.B. = S 41° 20′ 10″ E

CURVE C2
P.I. Sta. 109+40.58
Δ = 4° 43′ 56″ (RT)
Dc = 2° 59′ 59″
R = 1,910.00′
T = 78.92′
L = 157.76′
E = 1.63′
C = 157.71′
C.B. = S 51° 53′ 38″ E

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E

MDR01 CB 2-2B
STA. 221+99.64, 6.3′ LT S.R.435
STA. 105+75.03, 20.8′ RT
RIM ELEV. = 1050.32
12″ TYPE C (S) = 1048.86
EX. CB(TO REMAIN)
STA. 105+75.03, 13.7′ LT
GRATE ELEV = 1049.72
EX. 24″ CPP (NW) - 1045.89
EX. 24″ CPP (SE) = 1045.93
12″ TYPE C (N) = 1048.72
24″ TYPE B (SE) = 1045.93
-1.00 %
-0.25 %
P.V.I. STA 105+41.11
ELEV = 1,053.46′
K = 120
90.00′ VC
P.V.T. STA 105+86.11
P.V.T. ELEV 1,053.35
EX. 24″ CPP
P.V.C. STA 106+32.00
P.V.C. ELEV 1,053.24
P.V.I. STA 106+57.00
ELEV = 1,053.17′
K = 139
50.00′ VC
P.V.T. STA 106+82.00
P.V.T. ELEV 1,053.02
-0.25 %
-0.61 %
EX. GROUND
EX. 24″ CPP
REPLACED WITH 24″ TYPE B
PR. GRADE
P.V.C. STA 107+25.00
P.V.C. ELEV 1,052.76
-0.61 %
+0.50 %
EX. CB
MDR02 CB 2-2B
STA. 224+61.82, 7.2′ RT S.R.435
STA. 108+33.9, 22.8′ RT
RIM ELEV = 1050.32
12″ TYPE C (N) = 1047.82
STA. 108+33.94, 16.0′ RT
GRATE ELEV = 1049.32
12″ TYPE C (S) = 1047.74
EX. 24″ CPP (NW) - 1045.32
24″ TYPE B (NW) - 1045.32
EX. 27″ CMP (SE) = 1045.07
(TO REMAIN)
EX. 27″ CMP
(TO REMAIN)
P.V.I. STA 107+90.00
ELEV = 1,052.36′
K = 117
130.00′ VC
P.V.T. STA 108+55.00
P.V.T. ELEV 1,052.69
±0.39 %
MATCH EX. PAVEMENT
STA. 108+67.11
ELEV. 1,052.79

1,053.88 1,053.66 1,053.50 1,053.38 1,053.32 1,053.25 1,053.18 1,053.06 1,052.91 1,052.76 1,052.63 1,052.56 1,052.54 1,052.58 1,052.66
1,053.83 1,053.63 1,053.12 1,052.88 1,052.69 1,051.78 1,051.36 1,050.88 1,050.33 1,049.95 1,050.23 1,050.66 1,051.23 1,051.86 1,052.49 1,052.79 1,052.86 1,052.83 1,052.81 1,052.80 1,052.80
1,060 1,055 1,050 1,045 1,040 1,035
105 106 107 108 109 110

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED MRA
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 1
CROSSOVER - STA. 105+00.00 TO END

FAY-435-0.97

59
393

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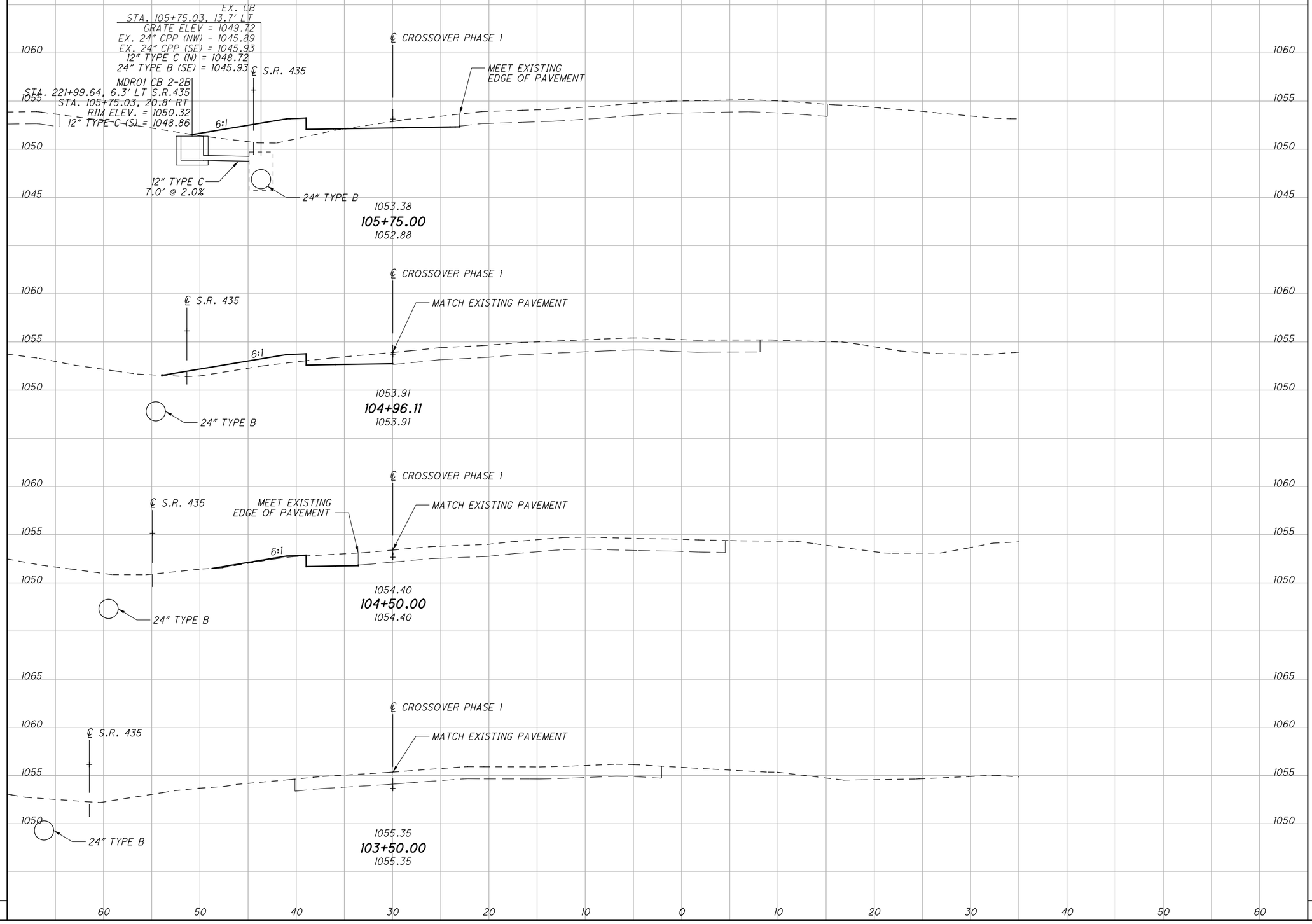
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
MRA	SM

CROSS SECTIONS - PHASE 1 CROSSOVER
STA. 103+50.00 TO STA. 104+96.11

FAY-435-0.97

60
393

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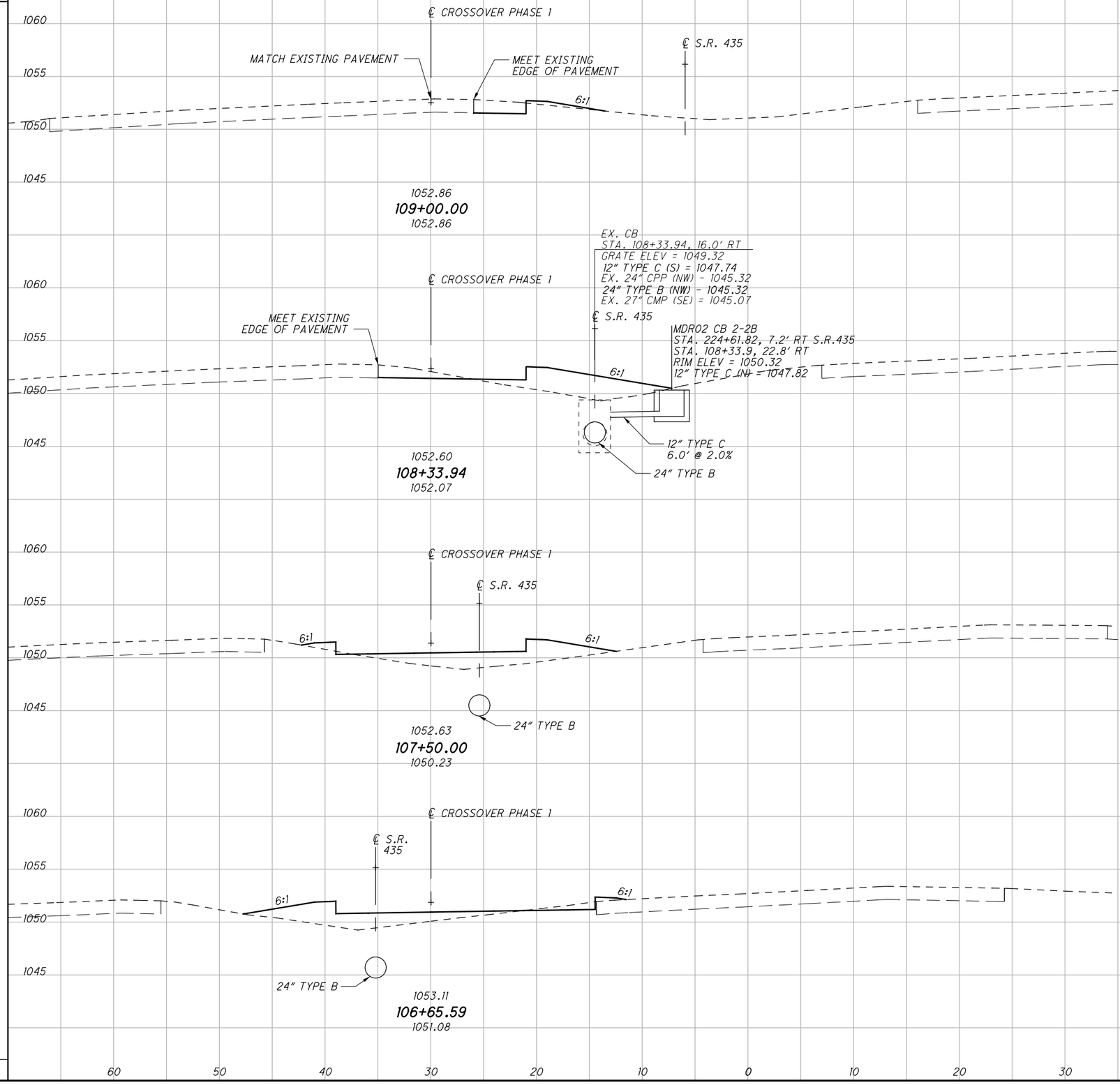
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
MRA	SM

CROSS SECTIONS - PHASE 1 CROSSOVER
STA. 105+50.00 TO STA. 107+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA

CHECKED SM

1060
1055
1050
1045

℄ CROSSOVER PHASE 1

MATCH EXISTING PAVEMENT

MEET EXISTING EDGE OF PAVEMENT

6:1

℄ S.R. 435

1052.80
109+75.01
1052.80

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - PHASE 1 CROSSOVER
STA. 107+50.00 TO STA. 109+00.00

FAY-435-0.97

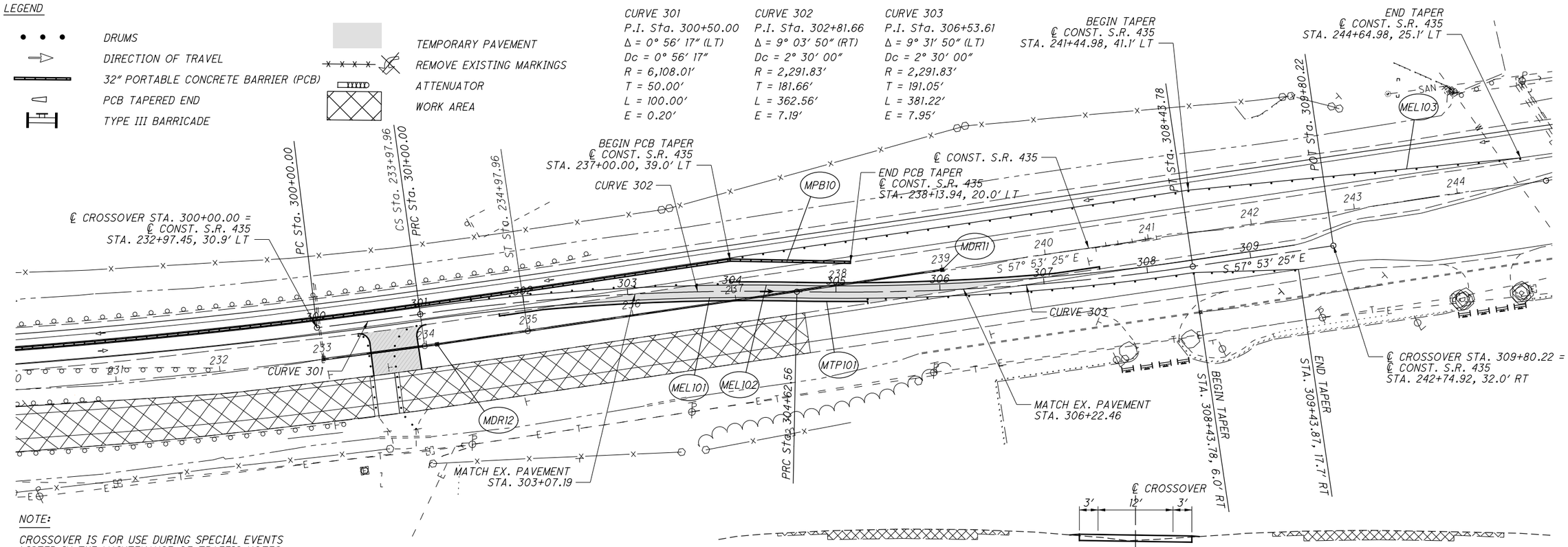
LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE CONCRETE BARRIER (PCB)
- PCB TAPERED END
- TYPE III BARRICADE
- TEMPORARY PAVEMENT
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA

CURVE 301
P.I. Sta. 300+50.00
Δ = 0° 56′ 17″ (LT)
Dc = 0° 56′ 17″
R = 6,108.01′
T = 50.00′
L = 100.00′
E = 0.20′

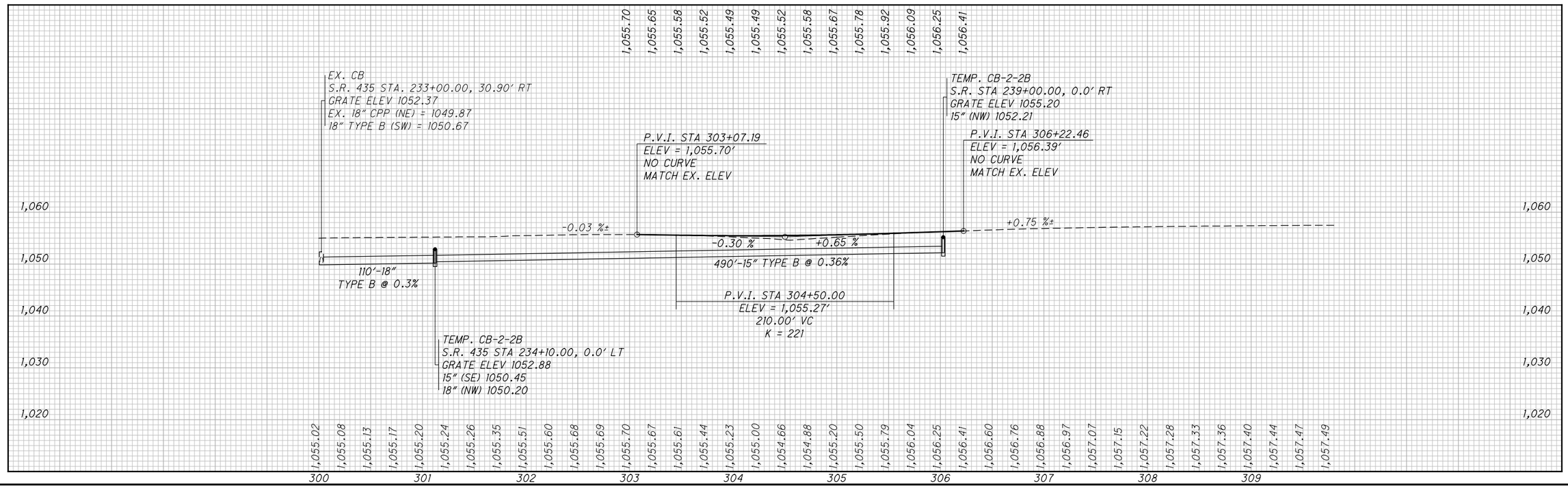
CURVE 302
P.I. Sta. 302+81.66
Δ = 9° 03′ 50″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
T = 181.66′
L = 362.56′
E = 7.19′

CURVE 303
P.I. Sta. 306+53.61
Δ = 9° 31′ 50″ (LT)
Dc = 2° 30′ 00″
R = 2,291.83′
T = 191.05′
L = 381.22′
E = 7.95′



NOTE:

CROSSOVER IS FOR USE DURING SPECIAL EVENTS LISTED IN THE MAINTENANCE OF TRAFFIC NOTES, SHEETS 11-12, TO OPEN ADDITIONAL LANES EAST OF THE CROSSOVER.



MAINTENANCE OF TRAFFIC - SPECIAL EVENTS PLAN AND PROFILE

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JTH
CHECKED KMD

FAY-435-0.96

62A
393

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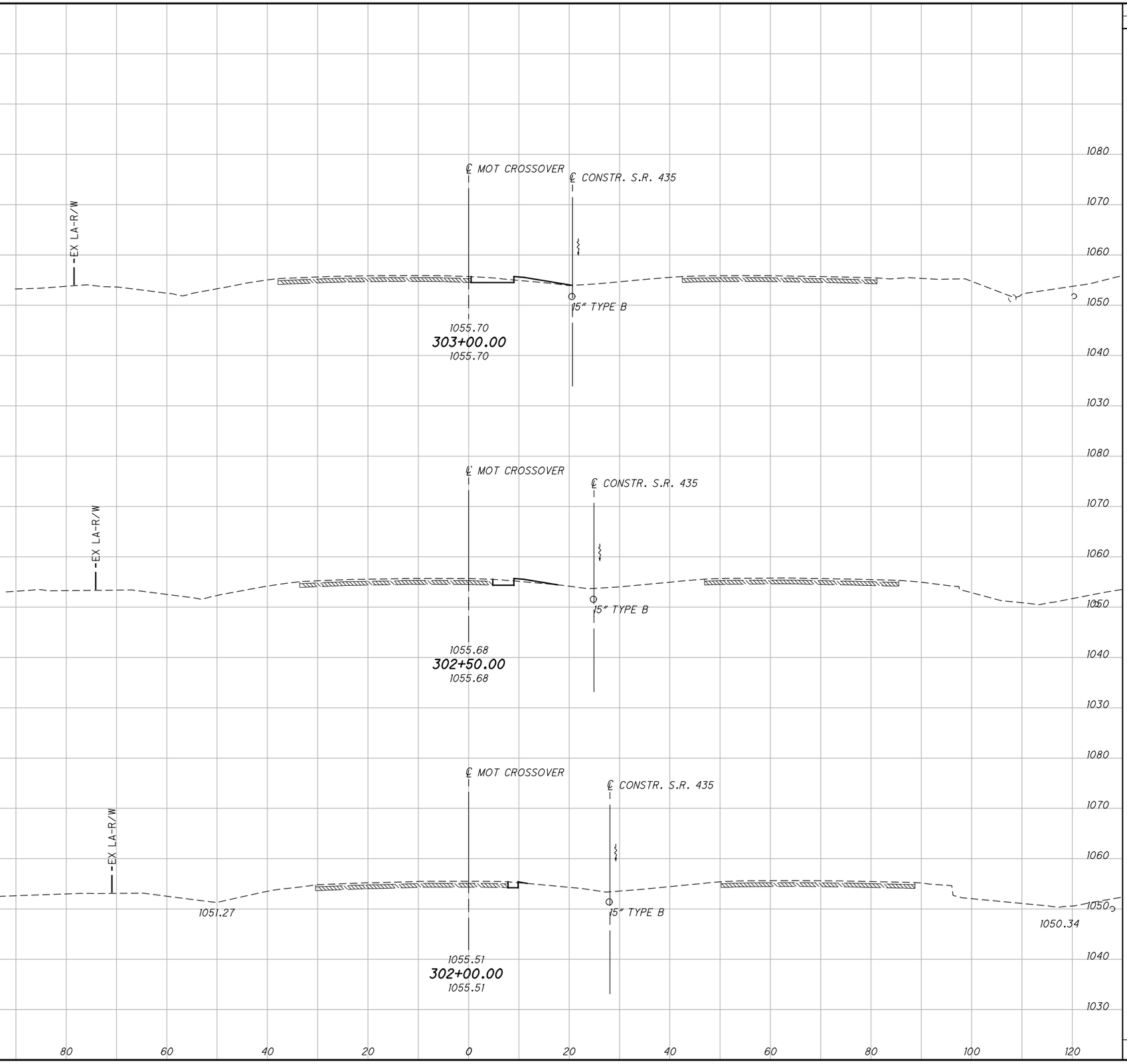
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED KMD

CHECKED SM



CROSS SECTIONS - SPECIAL EVENTS CROSSOVER
STA. 302+00.00 TO STA. 303+00.00

FAY-435-0.97

62B
393

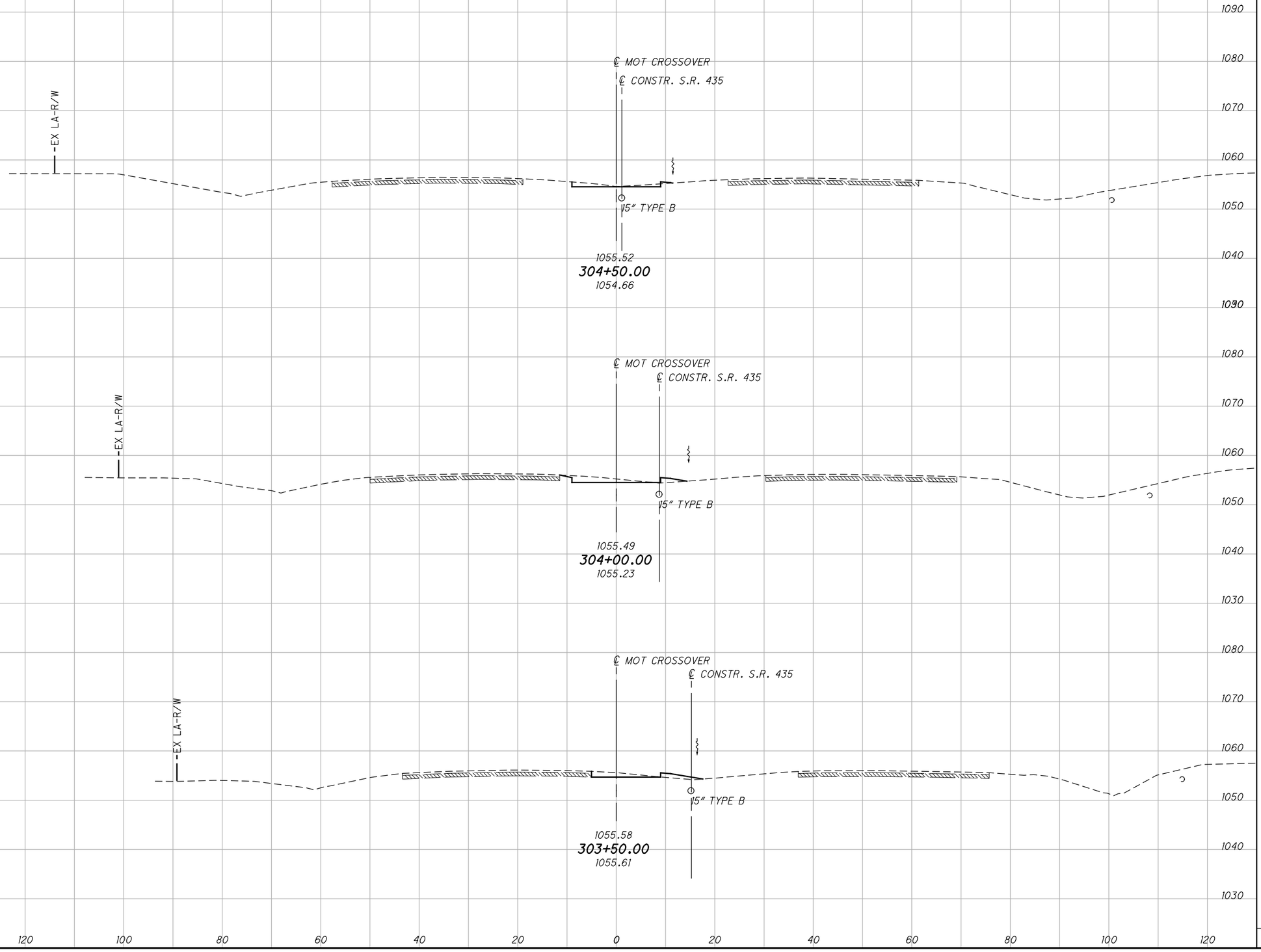
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED KMD

CHECKED SM



CROSS SECTIONS - SPECIAL EVENTS CROSSOVER
STA. 303+50.00 TO STA. 304+50.00

FAY-435-0.97

62C
393

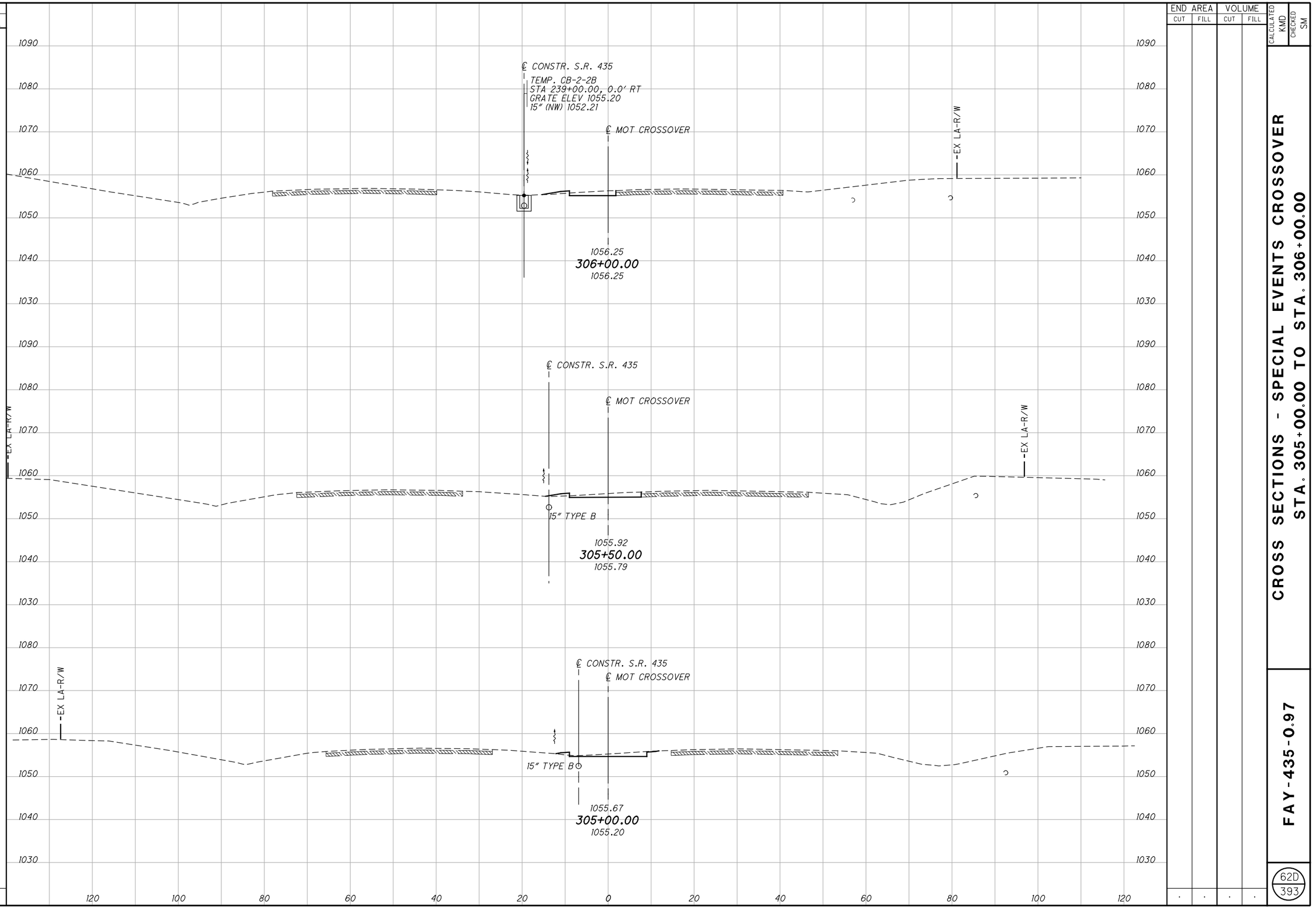
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED KMD

CHECKED SM



CROSS SECTIONS - SPECIAL EVENTS CROSSOVER STA. 305+00.00 TO STA. 306+00.00

FAY-435-0.97

62D
393

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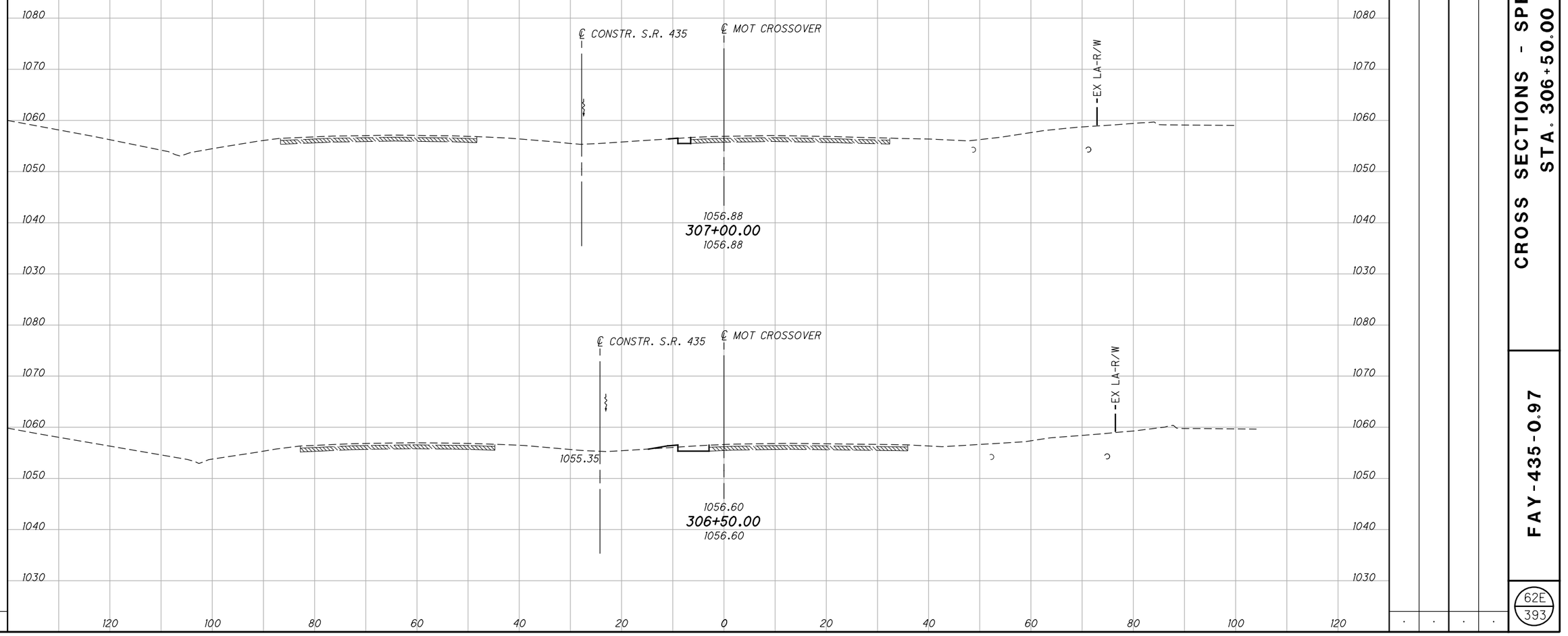
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED KMD

CHECKED SM

CROSS SECTIONS - SPECIAL EVENTS CROSSOVER
STA. 306+50.00 TO STA. 307+00.00

FAY-435-0.97

62E
393

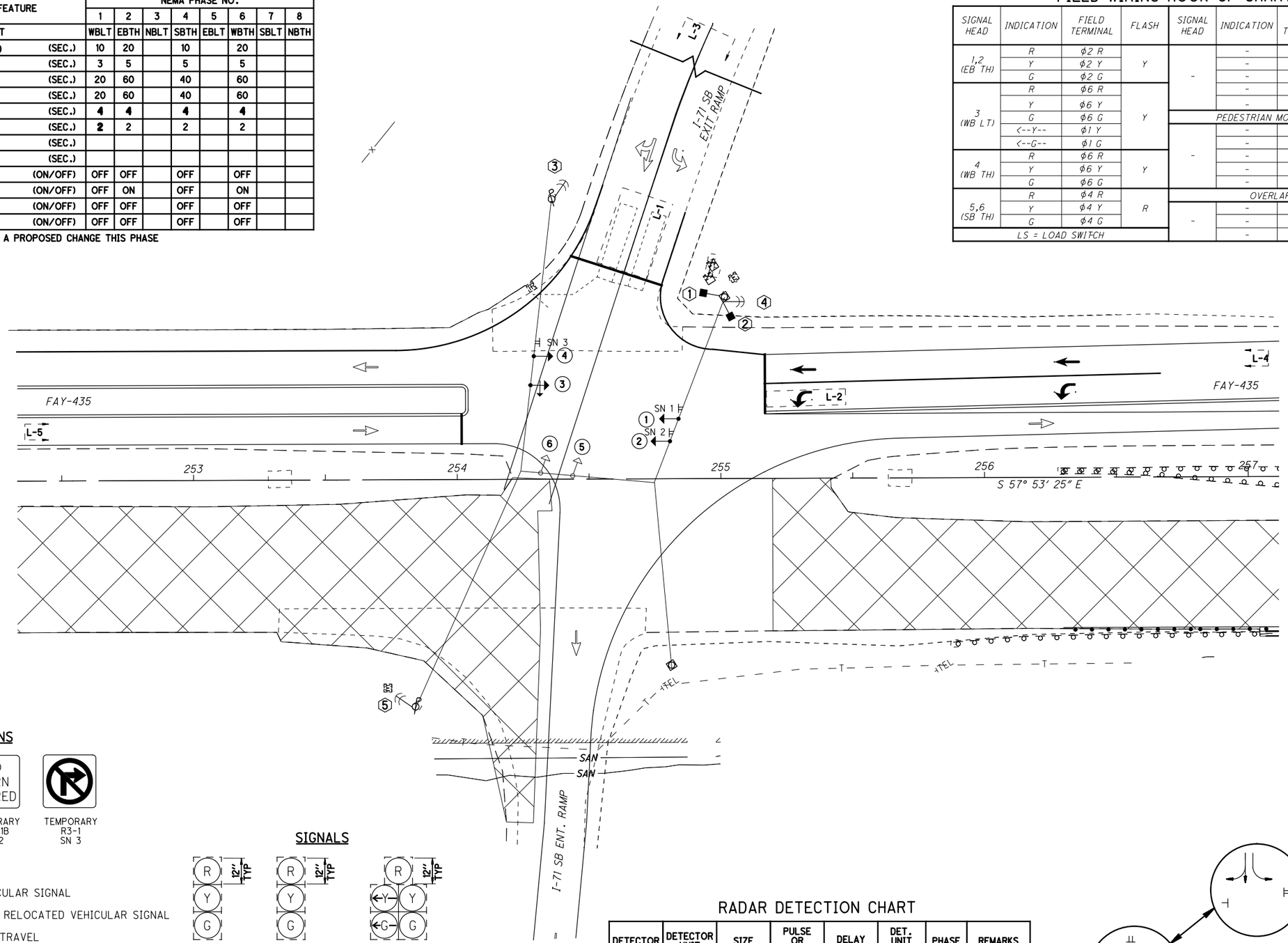
TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	20		10		20		
VEHICLE EXTENSION		(SEC.)	3	5		5		5		
MAXIMUM GREEN 1		(SEC.)	20	60		40		60		
MAXIMUM GREEN 2		(SEC.)	20	60		40		60		
YELLOW CHANGE		(SEC.)	4	4		4		4		
ALL RED CLEARANCE		(SEC.)	2	2		2		2		
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF		OFF		
	MINIMUM	(ON/OFF)	OFF	ON		OFF		ON		
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF		OFF		
MEMORY		(ON/OFF)	OFF	OFF		OFF		OFF		

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1,2 (EB TH)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
3 (WB LT)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			PEDESTRIAN MOVEMENTS		
	G	ϕ6 G			-	-	-
	<--Y--	ϕ1 Y		-	-	-	
	<--G--	ϕ1 G			-	-	
4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (SB TH)	R	ϕ4 R	R		OVERLAPS		
	Y	ϕ4 Y		-	-	-	-
	G	ϕ4 G			-	-	
LS = LOAD SWITCH							



SIGNS

TEMPORARY R3-2 SN 1 | TEMPORARY R10-11B SN 2 | TEMPORARY R3-1 SN 3

SIGNALS

REMOVE AND RESET 1, 2, 4 | 5, 6 | REMOVE AND RESET 3

LEGEND

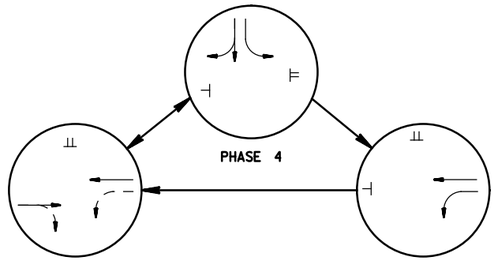
- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

RADAR DETECTION CHART

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-3	3	20'x6'	PULSE		ADVANCE	Ø4	SB-LTR
L-4	4	6'x6'	PULSE		ADVANCE	Ø6	WB-T
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-TR



PHASING DIAGRAM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED BJM | CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1A
TEMPORARY TRAFFIC SIGNAL PLAN
FAY-435 / I-71 SB INTERSECTION

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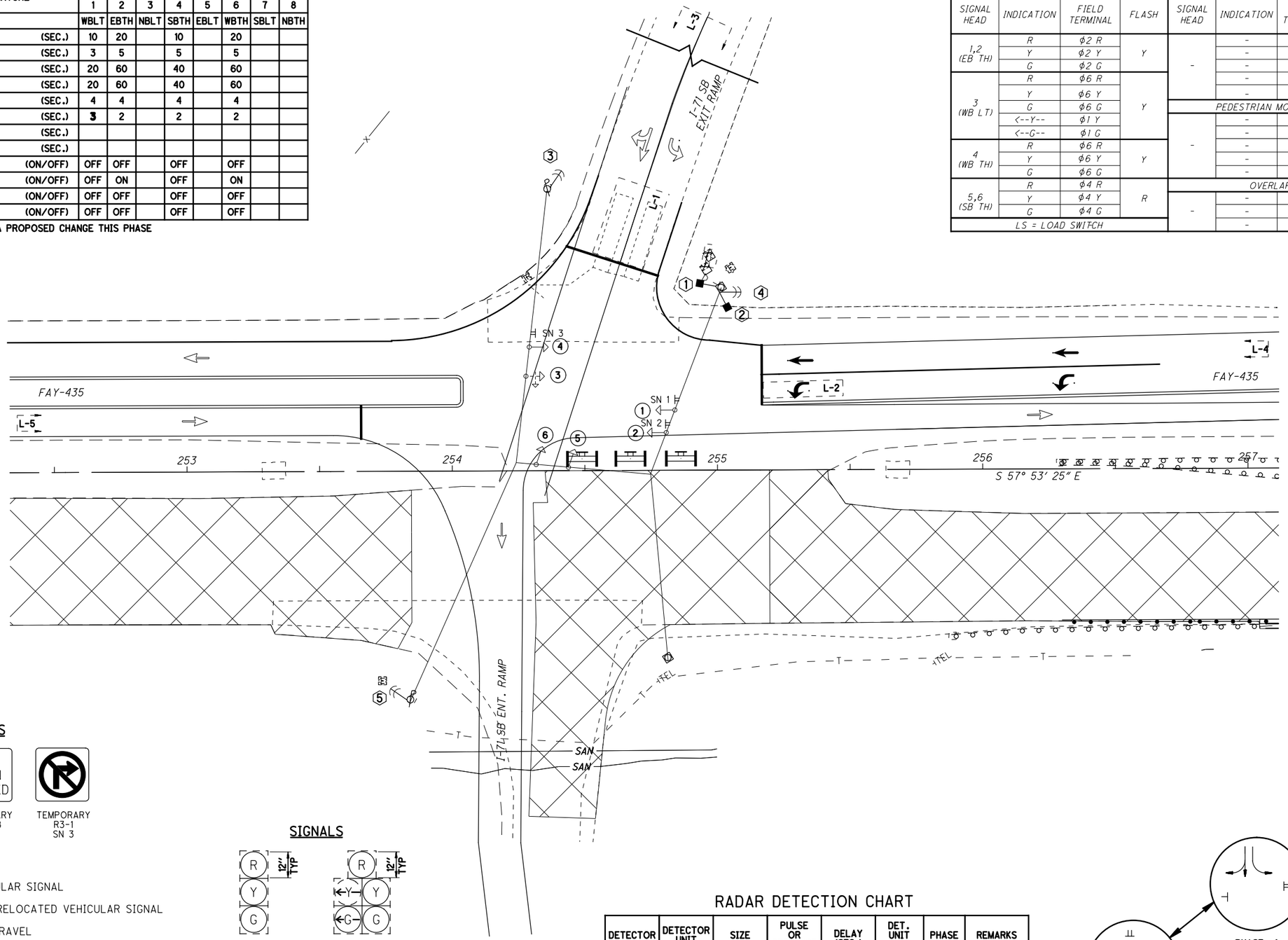
TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	20		10		20		
VEHICLE EXTENSION		(SEC.)	3	5		5		5		
MAXIMUM GREEN 1		(SEC.)	20	60		40		60		
MAXIMUM GREEN 2		(SEC.)	20	60		40		60		
YELLOW CHANGE		(SEC.)	4	4		4		4		
ALL RED CLEARANCE		(SEC.)	**3**	2		2		2		
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF		OFF		
	MINIMUM	(ON/OFF)	OFF	ON		OFF		ON		
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF		OFF		
MEMORY		(ON/OFF)	OFF	OFF		OFF		OFF		

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1,2 (EB TH)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
3 (WB LT)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			PEDESTRIAN MOVEMENTS		
	G	ϕ6 G			-	-	-
	<--Y--	ϕ1 Y		-	-	-	
	<--G--	ϕ1 G			-	-	
4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (SB TH)	R	ϕ4 R	R		OVERLAPS		
	Y	ϕ4 Y		-	-	-	-
	G	ϕ4 G			-	-	
LS = LOAD SWITCH					-	-	



SIGNS

TEMPORARY R3-2 SN 1 | TEMPORARY R10-11B SN 2 | TEMPORARY R3-1 SN 3

SIGNALS

LEGEND

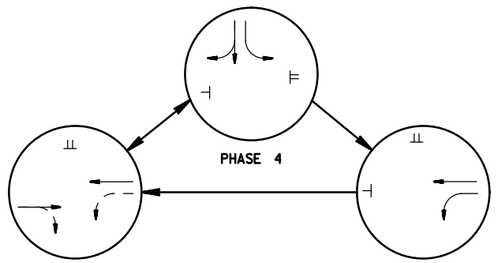
- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

RADAR DETECTION CHART

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-3	3	20'x6'	PULSE		ADVANCE	Ø4	SB-LTR
L-4	4	6'x6'	PULSE		ADVANCE	Ø6	WB-T
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-TR



PHASING DIAGRAM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED BJM
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 SB INTERSECTION

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TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)		20			10	20		15
VEHICLE EXTENSION		(SEC.)		5			3	5		3
MAXIMUM GREEN 1		(SEC.)		60			20	50		40
MAXIMUM GREEN 2		(SEC.)		60			20	50		40
YELLOW CHANGE		(SEC.)		**4**			**4**	**4**		**4**
ALL RED CLEARANCE		(SEC.)		**2**			**2**	**2**		**2.5**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)		OFF			OFF	OFF		OFF
	MINIMUM	(ON/OFF)		ON			OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)		OFF			OFF	OFF		OFF
MEMORY		(ON/OFF)		OFF			OFF	OFF		OFF

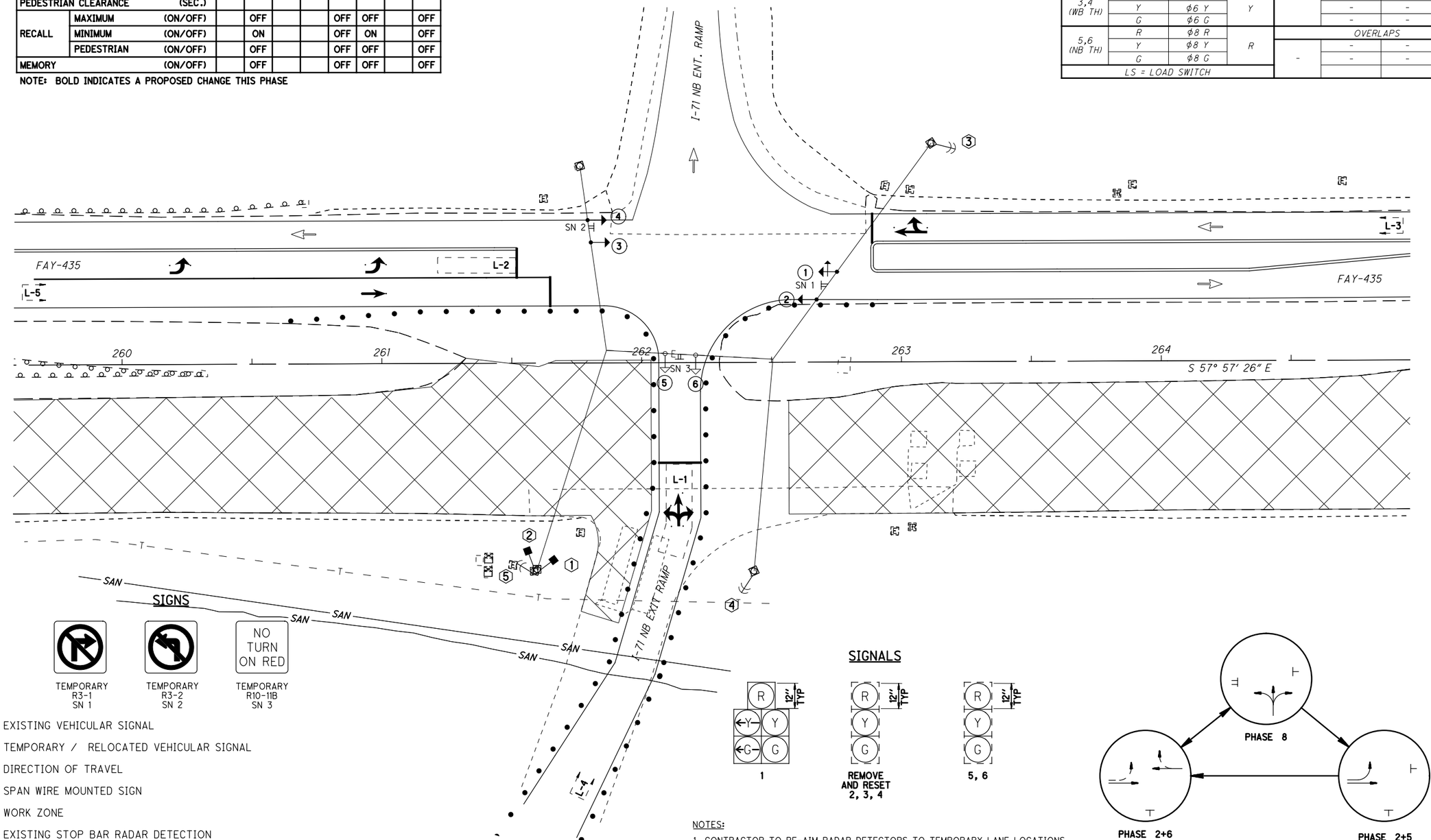
NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	10'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-4	4	6'x6'	PULSE		ADVANCE	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-T

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (EB LT)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
	<--Y--	ϕ5 Y			-	-	
	<--G--	ϕ5 G			-	-	
2 (EB TH)	R	ϕ2 R	Y	PEDESTRIAN MOVEMENTS			
	Y	ϕ2 Y		-	-	-	-
	G	ϕ2 G			-	-	
3,4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (NB TH)	R	ϕ8 R	R	OVERLAPS			
	Y	ϕ8 Y		-	-	-	-
	G	ϕ8 G			-	-	
LS = LOAD SWITCH							



NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED BJM
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1A
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 NB INTERSECTION

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TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)		20			10	20		15
VEHICLE EXTENSION		(SEC.)		5			3	5		3
MAXIMUM GREEN 1		(SEC.)		60			20	50		40
MAXIMUM GREEN 2		(SEC.)		60			20	50		40
YELLOW CHANGE		(SEC.)		4			4	4		4
ALL RED CLEARANCE		(SEC.)		2			2	2		2.5
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)		OFF			OFF	OFF		OFF
	MINIMUM	(ON/OFF)		ON			OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)		OFF			OFF	OFF		OFF
MEMORY		(ON/OFF)		OFF			OFF	OFF		OFF

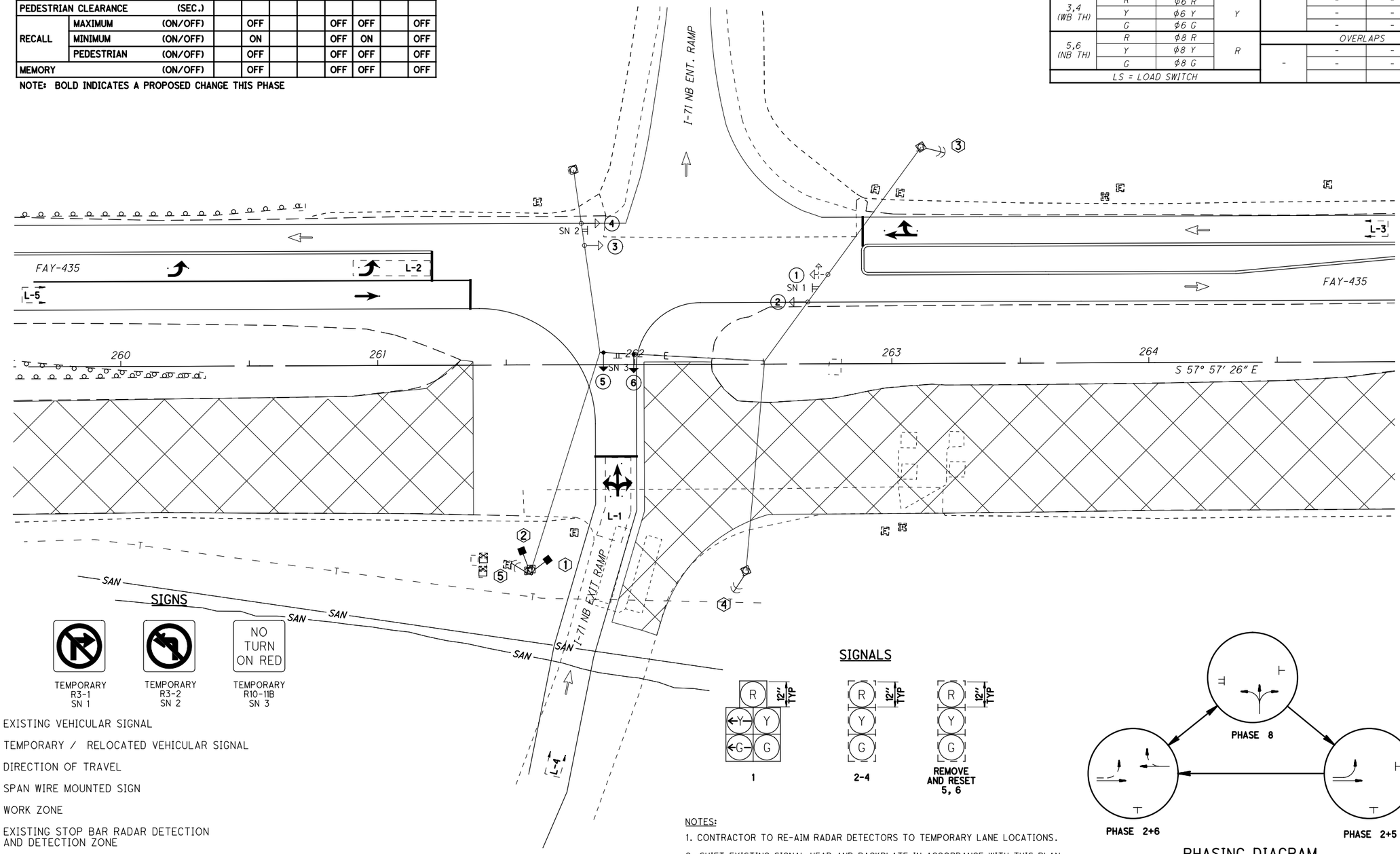
NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	10'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-4	4	6'x6'	PULSE		ADVANCE	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-T

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (EB LT)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
	<--Y--	ϕ5 Y			-	-	
	<--G--	ϕ5 G			-	-	
2 (EB TH)	R	ϕ2 R	Y	PEDESTRIAN MOVEMENTS			
	Y	ϕ2 Y		-	-	-	-
	G	ϕ2 G			-	-	
3,4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (NB TH)	R	ϕ8 R	R	OVERLAPS			
	Y	ϕ8 Y		-	-	-	-
	G	ϕ8 G			-	-	
LS = LOAD SWITCH							



SIGNS

TEMPORARY R3-1 SN 1 | TEMPORARY R3-2 SN 2 | TEMPORARY R10-11B SN 3

LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

SIGNALS

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

PHASING DIAGRAM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED BJM
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 NB INTERSECTION

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TIMING CHART

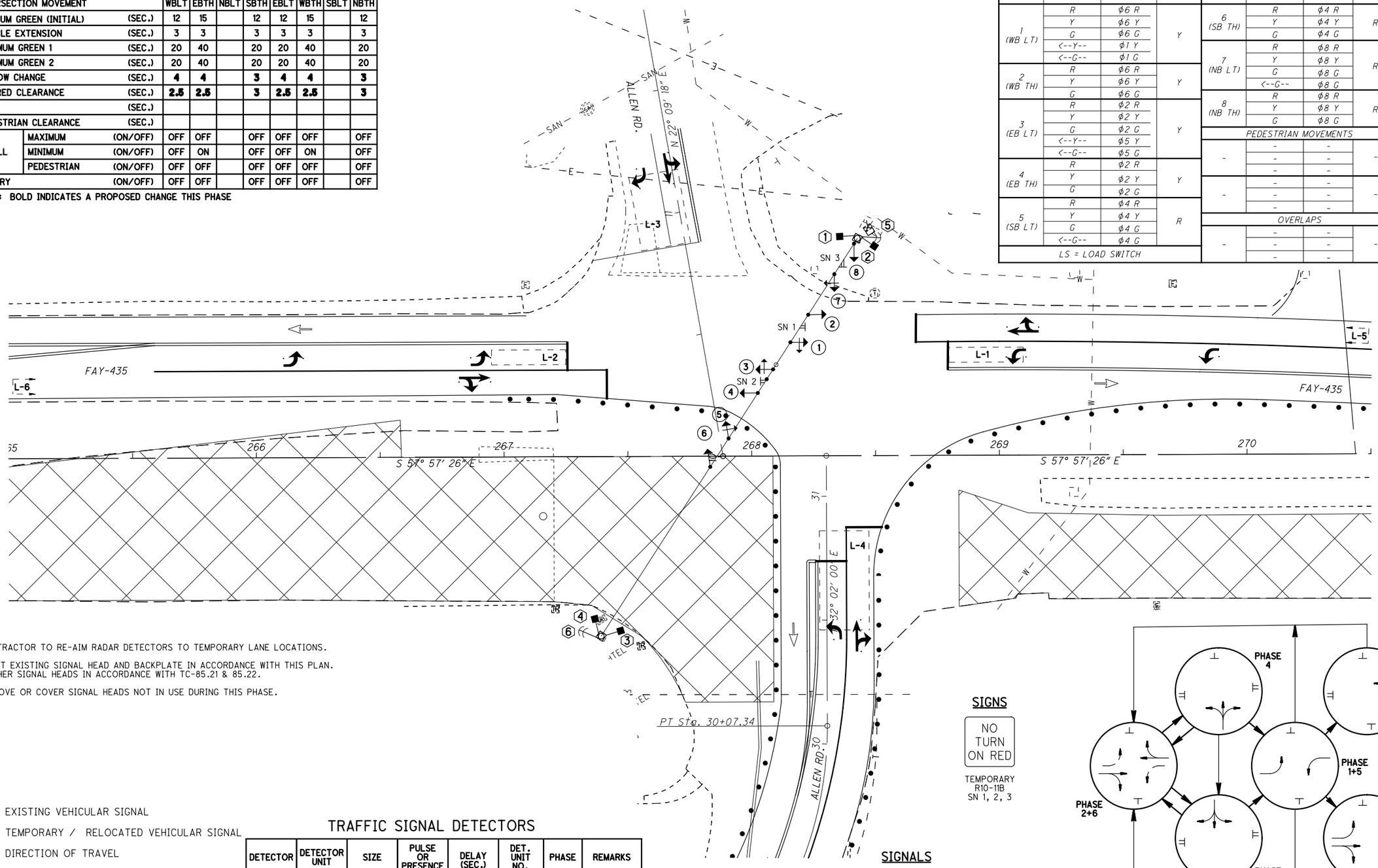
INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	12	15		12	12	15		12
VEHICLE EXTENSION		(SEC.)	3	3		3	3	3		3
MAXIMUM GREEN 1		(SEC.)	20	40		20	20	40		20
MAXIMUM GREEN 2		(SEC.)	20	40		20	20	40		20
YELLOW CHANGE		(SEC.)	**4**	**4**		**3**	**4**	**4**		**3**
ALL RED CLEARANCE		(SEC.)	**2.5**	**2.5**		**3**	**2.5**	**2.5**		**3**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
3 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y	
	<--G--	ϕ5 G	
4 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
5 (SB LT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
7 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--G--	ϕ8 G	
8 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	
	-	-	



NOTES:
1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.
3. REMOVE OR COVER SIGNAL HEADS NOT IN USE DURING THIS PHASE.

LEGEND
- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

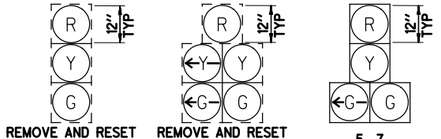
TRAFFIC SIGNAL DETECTORS

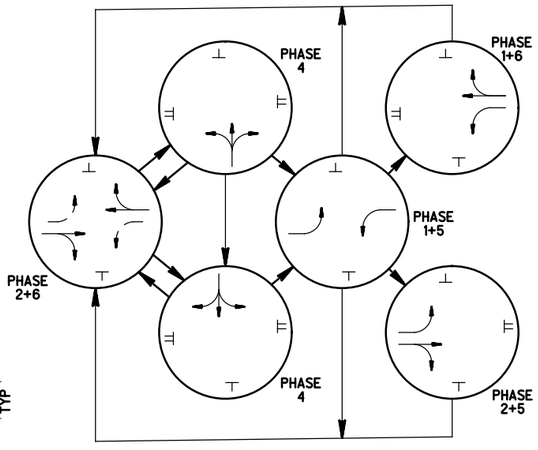
DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-2	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-4	3	20'x40'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

SIGNS

NO TURN ON RED
TEMPORARY
R10-11B
SN 1, 2, 3

SIGNALS





PHASING DIAGRAM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MDU
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1A
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / ALLEN INTERSECTION

TIMING CHART

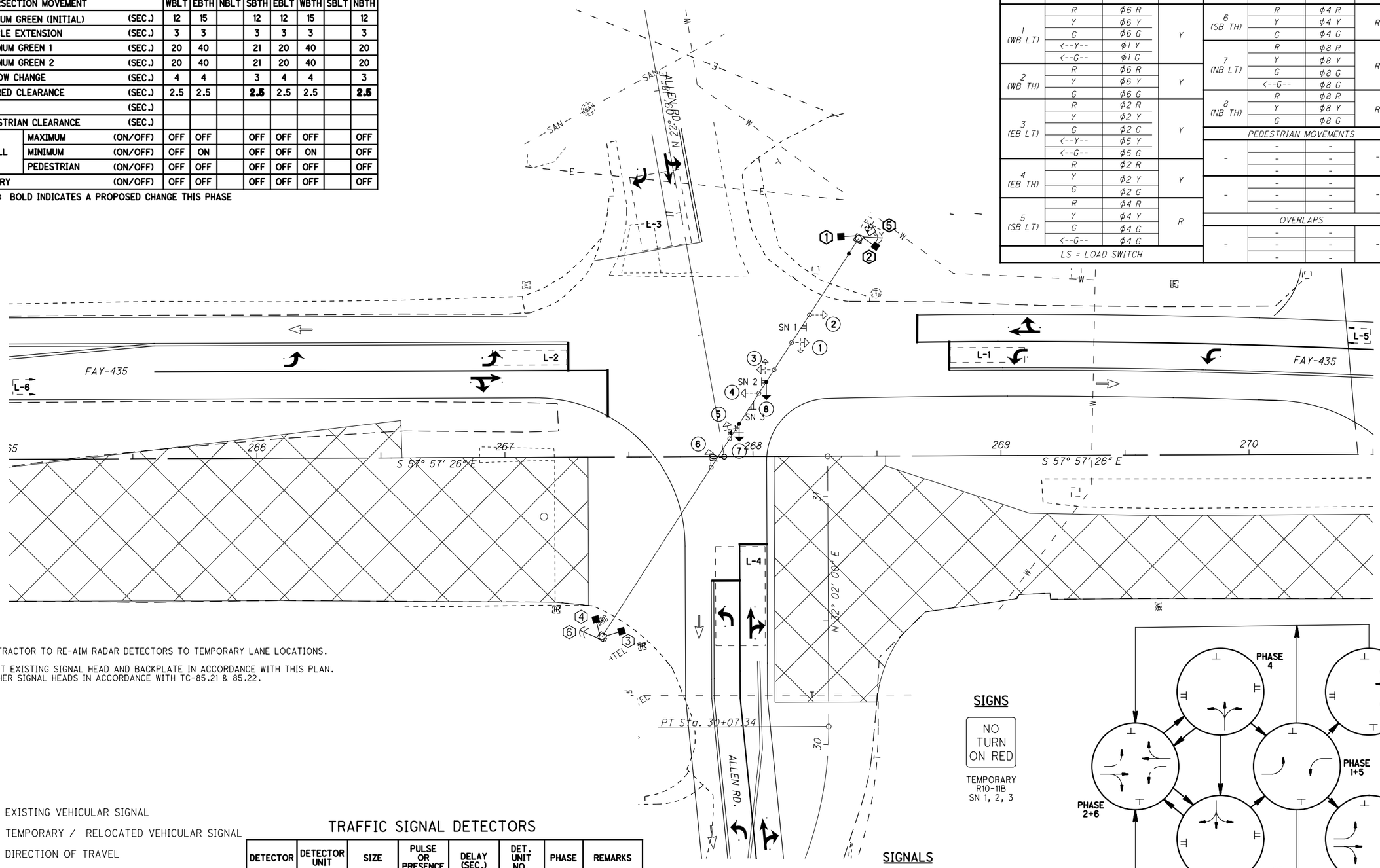
INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	12	15		12	12	15		12
VEHICLE EXTENSION		(SEC.)	3	3		3	3	3		3
MAXIMUM GREEN 1		(SEC.)	20	40		21	20	40		20
MAXIMUM GREEN 2		(SEC.)	20	40		21	20	40		20
YELLOW CHANGE		(SEC.)	4	4		3	4	4		3
ALL RED CLEARANCE		(SEC.)	2.5	2.5		**2.5**	2.5	2.5		**2.5**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
3 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y	
	<--G--	ϕ5 G	
4 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
5 (SB LT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
7 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--G--	ϕ8 G	
8 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	
	-	-	



NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

TRAFFIC SIGNAL DETECTORS

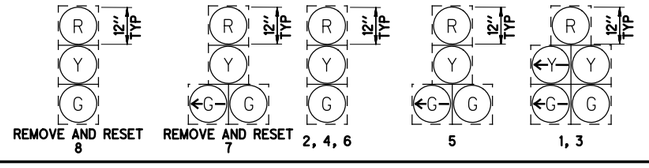
DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-2	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-4	3	20'x40'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

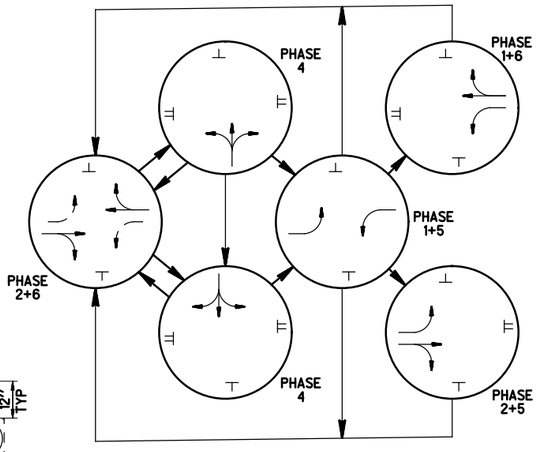
SIGNS

NO TURN ON RED

TEMPORARY R10-11B SN 1, 2, 3

SIGNALS





PHASING DIAGRAM

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MDU CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 1B

FAY-435 / ALLEN INTERSECTION

TEMPORARY TRAFFIC SIGNAL PLAN

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TIMING CHART

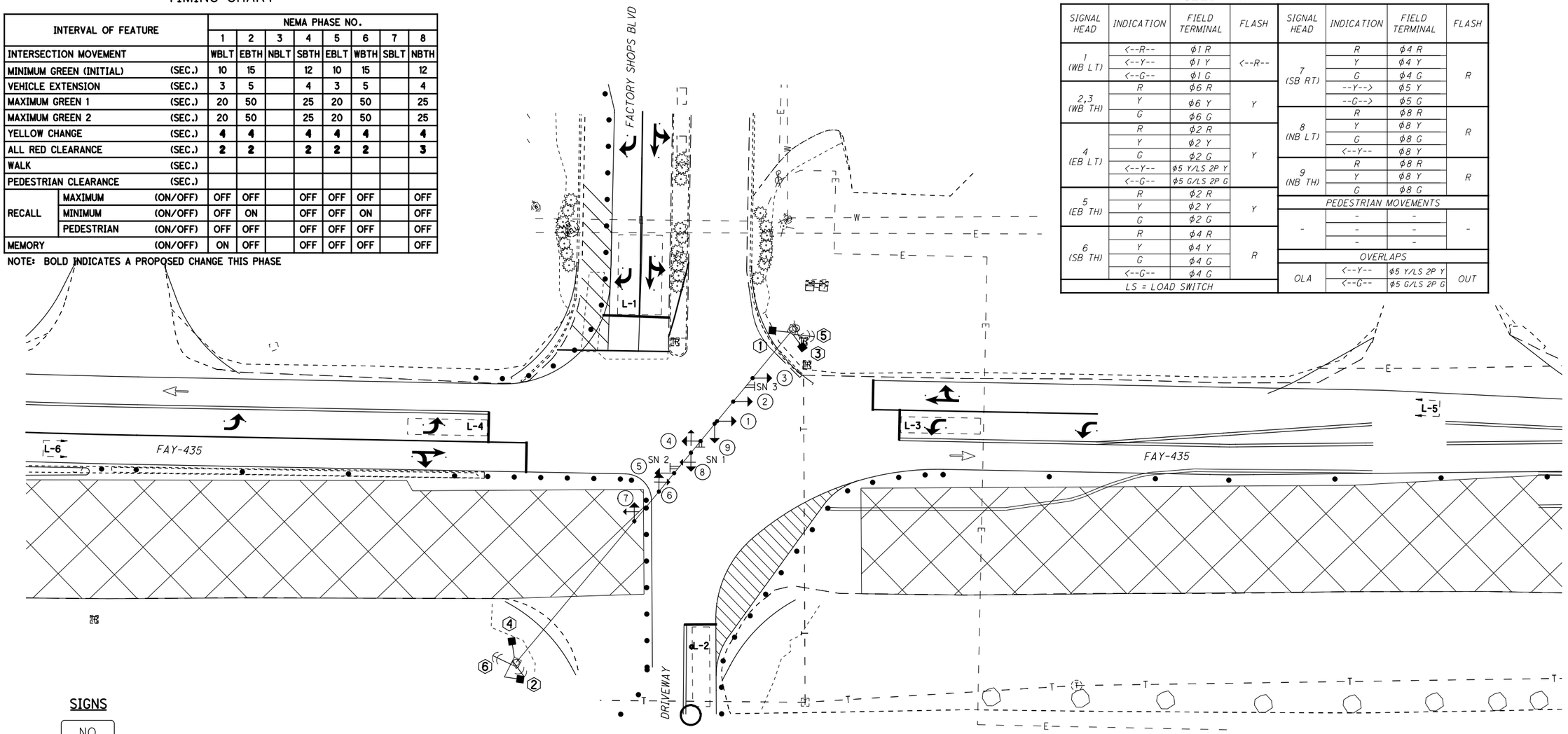
INTERVAL OF FEATURE			NEMA PHASE NO. 1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	15		12	10	15		12
VEHICLE EXTENSION		(SEC.)	3	5		4	3	5		4
MAXIMUM GREEN 1		(SEC.)	20	50		25	20	50		25
MAXIMUM GREEN 2		(SEC.)	20	50		25	20	50		25
YELLOW CHANGE		(SEC.)	**4**	**4**		**4**	**4**	**4**		**4**
ALL RED CLEARANCE		(SEC.)	**2**	**2**		**2**	**2**	**2**		**3**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	ON	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	<--R--	ϕ1 R	<--R--
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2,3 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
4 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y/LS 2P Y	
	<--G--	ϕ5 G/LS 2P G	
5 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
7 (SB RT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	--Y-->	ϕ5 Y	
	--G-->	ϕ5 G	
8 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--Y--	ϕ8 Y	
9 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
OLA	<--Y--	ϕ5 Y/LS 2P Y	OUT
	<--G--	ϕ5 G/LS 2P G	



SIGNS

NO TURN ON RED

PROPOSED R10-11B SN 1-3

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	16'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-3	3	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-4	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

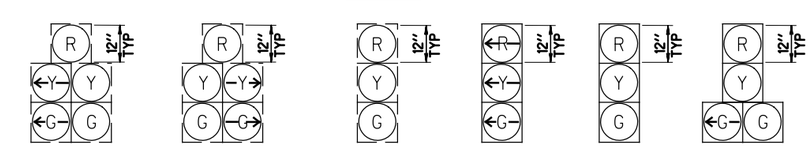
LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

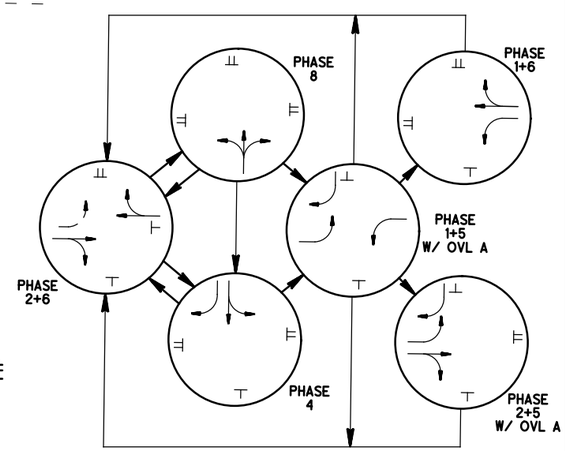
NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.
3. REMOVE OR COVER SIGNAL HEADS NOT IN USE DURING THIS PHASE.

SIGNALS



REMOVE AND RESET 4 | REMOVE AND RESET 7 | REMOVE AND RESET 2, 5, 9 | 1 | 3 | 6, 8



PHASING DIAGRAM

MAINTENANCE OF TRAFFIC - PHASE 1A
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / FACTORY SHOPS

HORIZONTAL SCALE IN FEET (0, 10, 20, 40)

CALCULATED SRH CHECKED DMF

69 / 393

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TIMING CHART

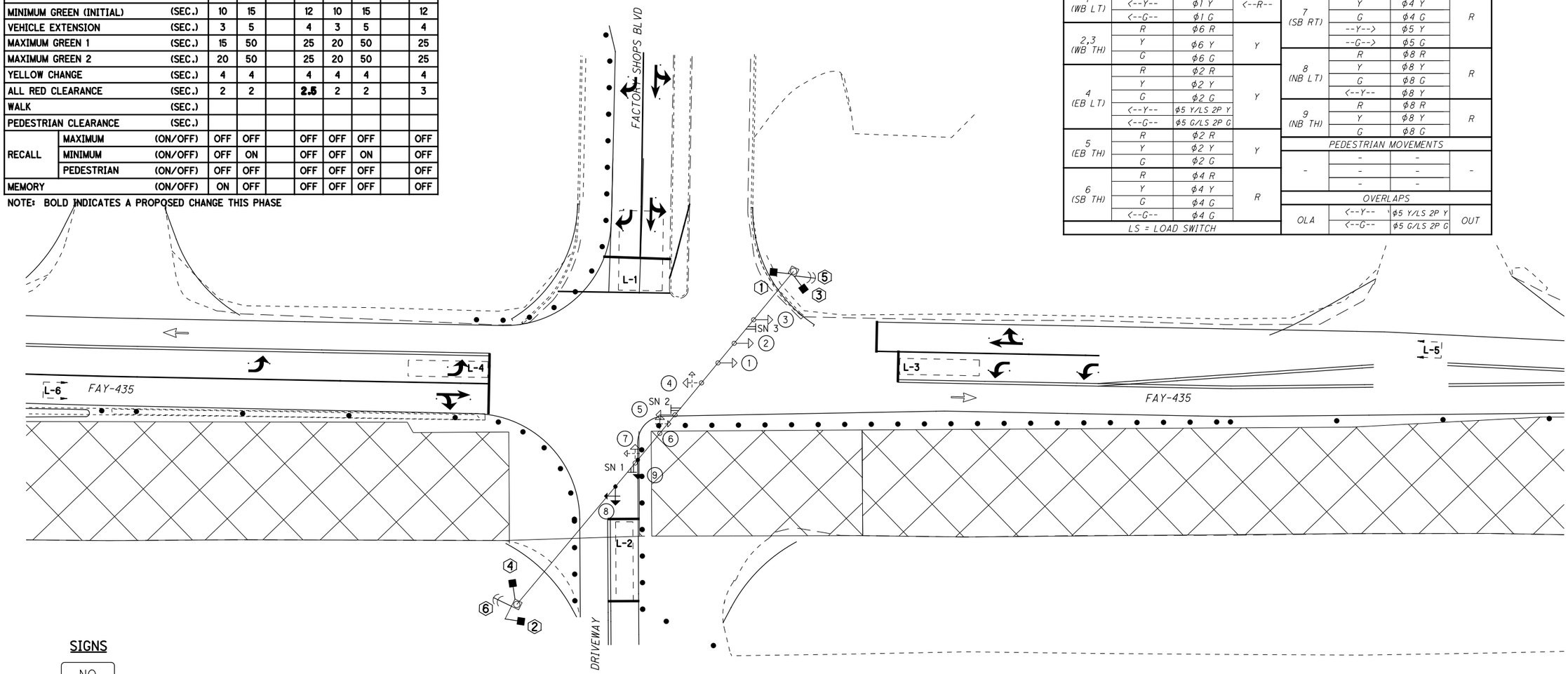
INTERVAL OF FEATURE			NEMA PHASE NO. 1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	15		12	10	15		12
VEHICLE EXTENSION		(SEC.)	3	5		4	3	5		4
MAXIMUM GREEN 1		(SEC.)	15	50		25	20	50		25
MAXIMUM GREEN 2		(SEC.)	20	50		25	20	50		25
YELLOW CHANGE		(SEC.)	4	4		4	4	4		4
ALL RED CLEARANCE		(SEC.)	2	2		**2.5**	2	2		3
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	ON	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	<--R--	ϕ1 R	<--R--
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2,3 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
4 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y/LS 2P Y	
	<--G--	ϕ5 G/LS 2P G	
5 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
7 (SB RT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	--Y-->	ϕ5 Y	
	--G-->	ϕ5 G	
8 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--Y--	ϕ8 Y	
9 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
OLA	<--Y--	ϕ5 Y/LS 2P Y	OUT
	<--G--	ϕ5 G/LS 2P G	



SIGNS

NO TURN ON RED

PROPOSED R10-11B SN 1-3

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	16'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x50'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-3	3	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-4	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

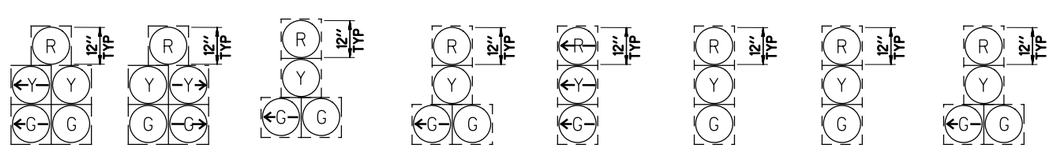
NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

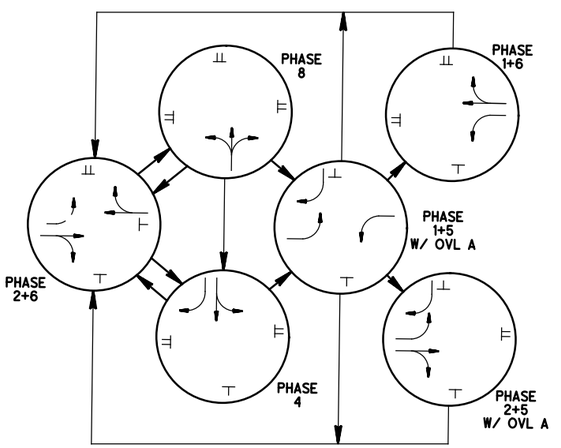
LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

SIGNALS



4 | 7 | REMOVE AND RESET 8 | 6 | 1 | REMOVE AND RESET 9 | 2, 3, 5 | 5



PHASING DIAGRAM

MAINTENANCE OF TRAFFIC - PHASE 1B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / FACTORY SHOPS

HORIZONTAL SCALE IN FEET (0, 10, 20, 40)

CALCULATED SRH CHECKED DMF

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CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E

END ROAD WORK
G20-1-36
STA. 206+78

WESTBOUND

±24.0′

MATCHLINE STA. 209+00.00

℄ CONSTR. S.R. 435

CURVE 2

206 207 208

BEGIN SHOULDER TAPER
STA. 205+84.92

BEGIN LANE SHIFT TAPER
STA. 206+98.93

DRUMS AT 45′ SPACING

+85

±23.2′

BEGIN DRUMS AT 45′ SPACING
STA. 205+85.00, 20.5′ LT

±3.0′
±11.9′
±11.3′

EASTBOUND

±24.0′

±11.8′

±11.8′

+77

MEL50

ROAD WORK AHEAD
W20-1-48
STA. 195+75

LEFT LANE CLOSED AHEAD
W9-3L-48
STA. 200+75

REDUCED SPEED 45
W13-19-24
STA. 205+75

W4-2L-36

FARROW-60P (TYPE B)
STA. 207+18

500′ 500′

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 203+20.70 TO 209+00.00

FAY-435-0.97

71
393

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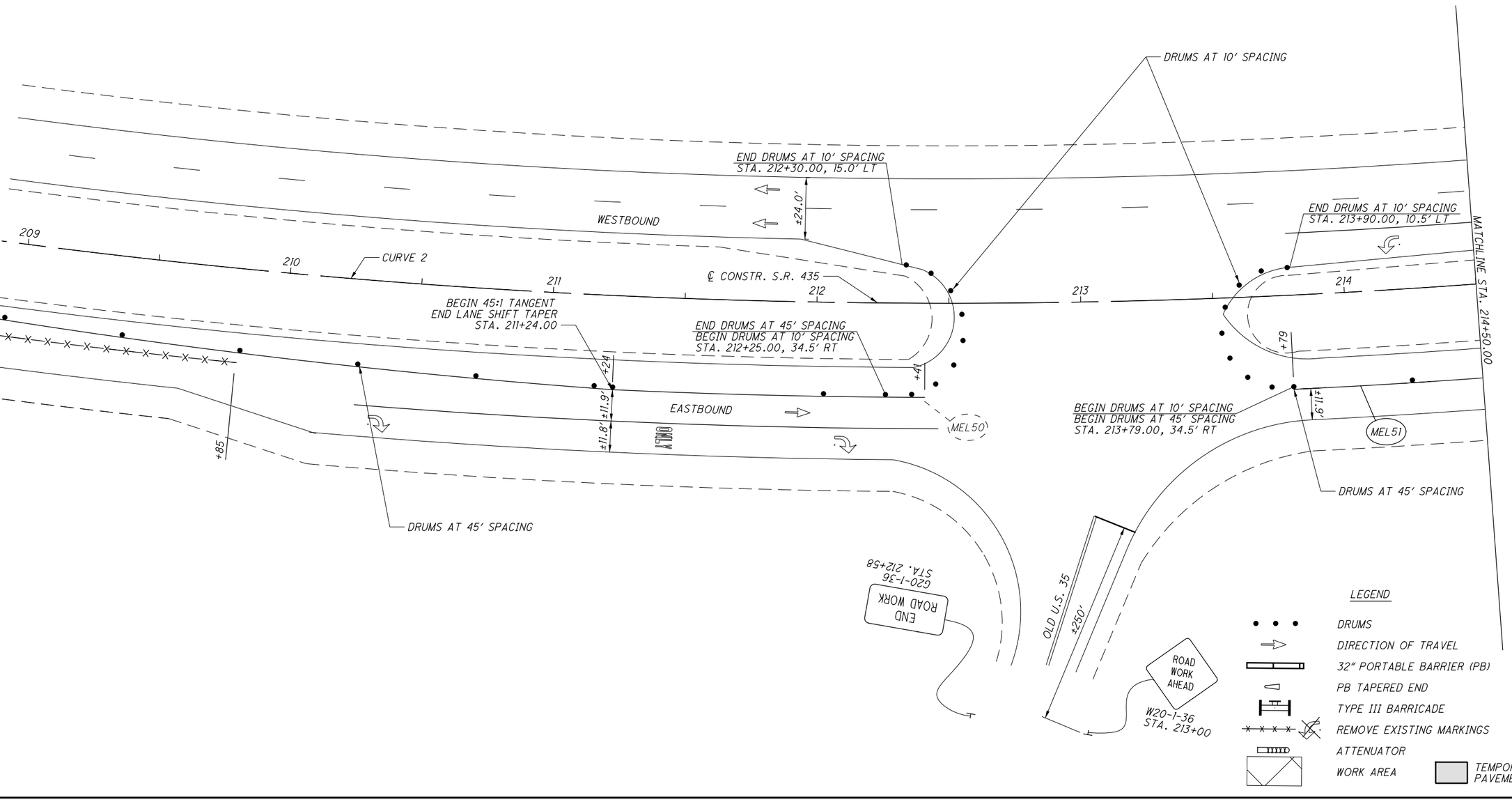
CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E



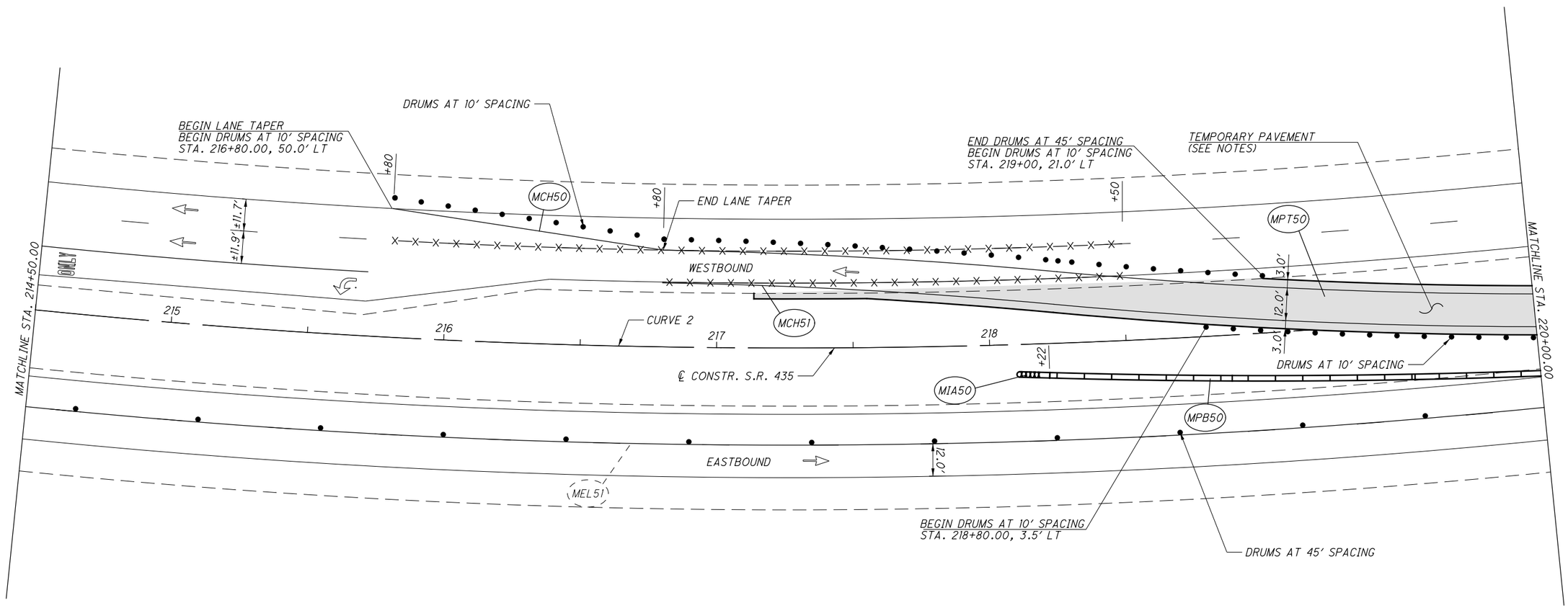
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AMH
CHECKED MYT

MAINTENANCE OF TRAFFIC - PHASE 2
BEGIN TO STA. 214+50.00

FAY-435-0.97

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:
FOR CROSSOVER DETAILS, SEE SHEETS 106TO 114

HORIZONTAL SCALE IN FEET
0 10 20 40

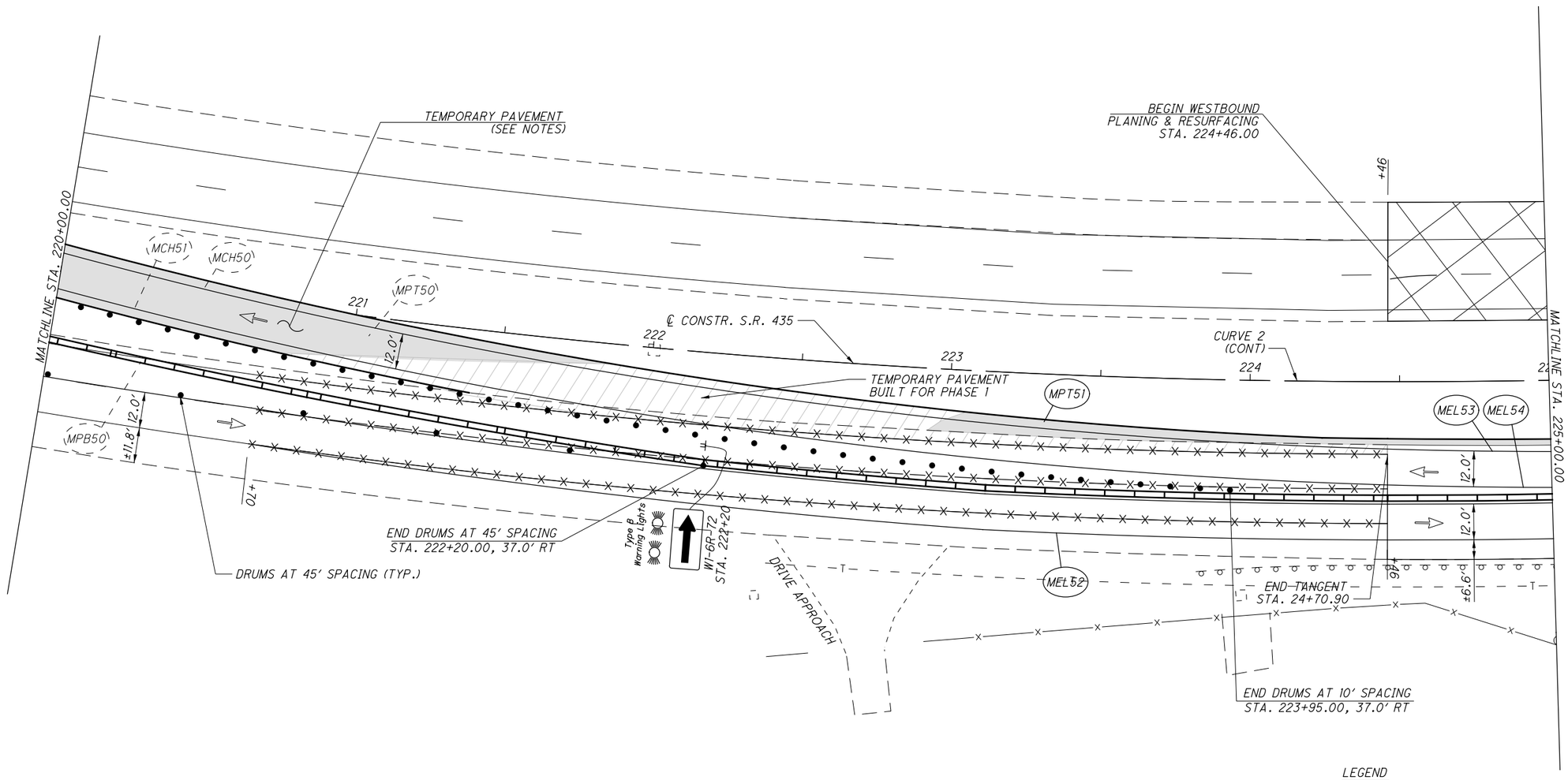
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 214+50.00 TO STA. 220+00.00

FAY-435-0.97

73
393

CURVE 2 (CONT)
P.I. Sta. 216+35.36
Δ = 48° 25′ 48″ (LT)
Dc = 2° 05′ 19″
R = 2,743.31′
T = 1,233.76′
L = 2,318.82′
E = 264.66′
C = 2,250.40′
C.B. = S 26° 53′ 06″ E



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTES:

1. MAINTAIN ACCESS TO DRIVEWAY RESIDENTIAL.
2. FOR CROSSOVER DETAILS, SEE SHEETS 106TO 114

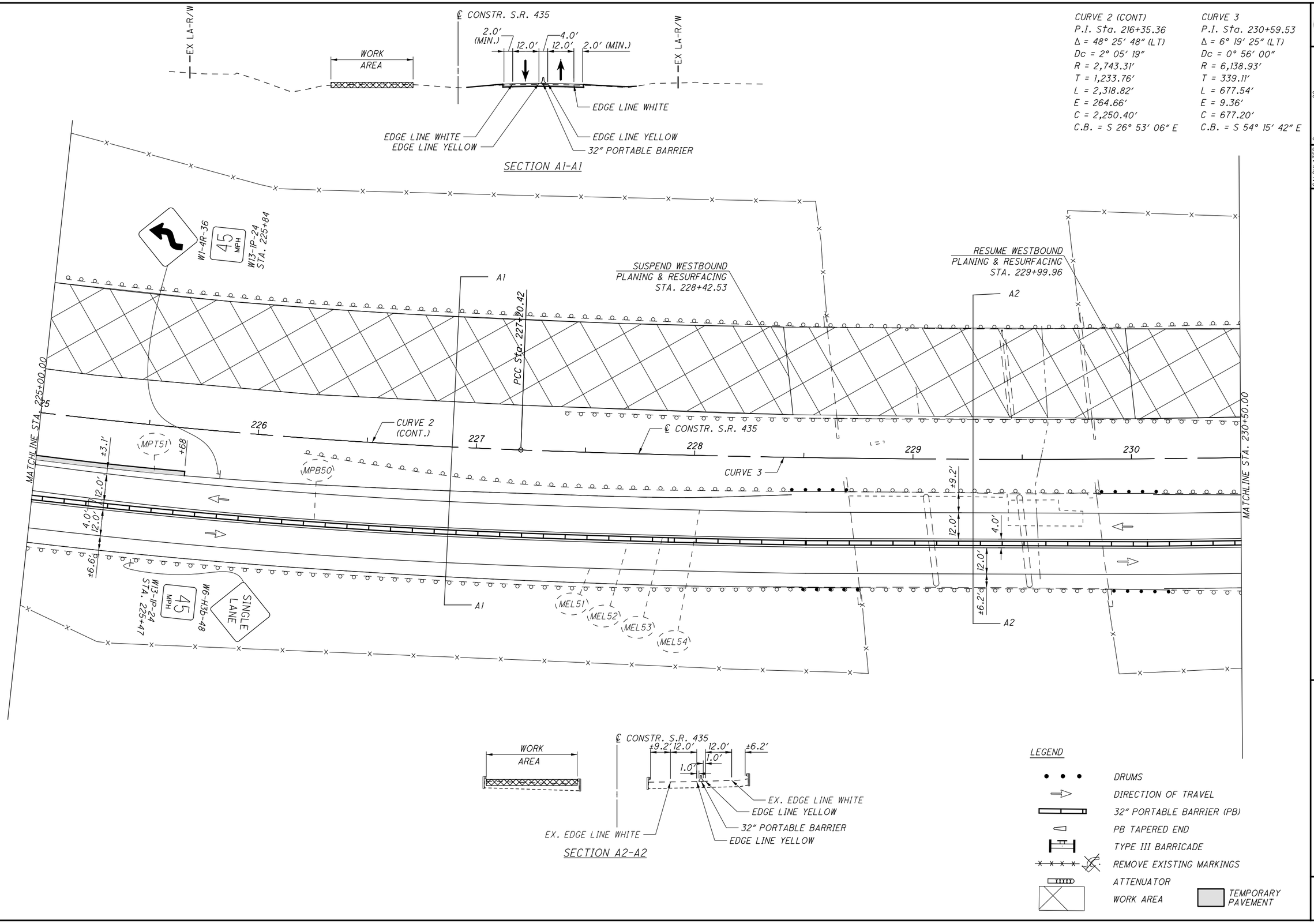
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 220+00.00 TO STA. 225+00.00

FAY-435-0.97

74
393

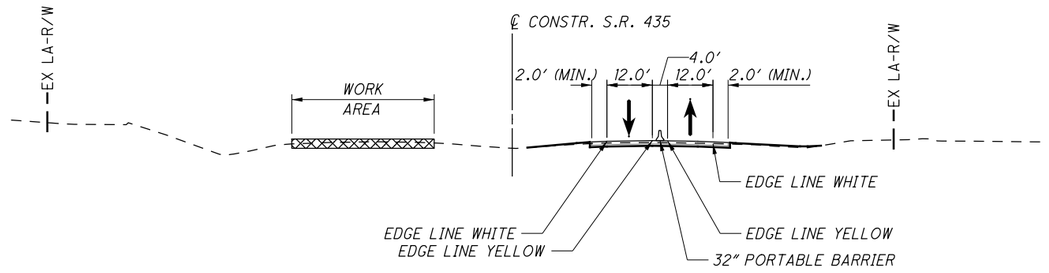


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 225+00.00 TO STA. 230+50.00

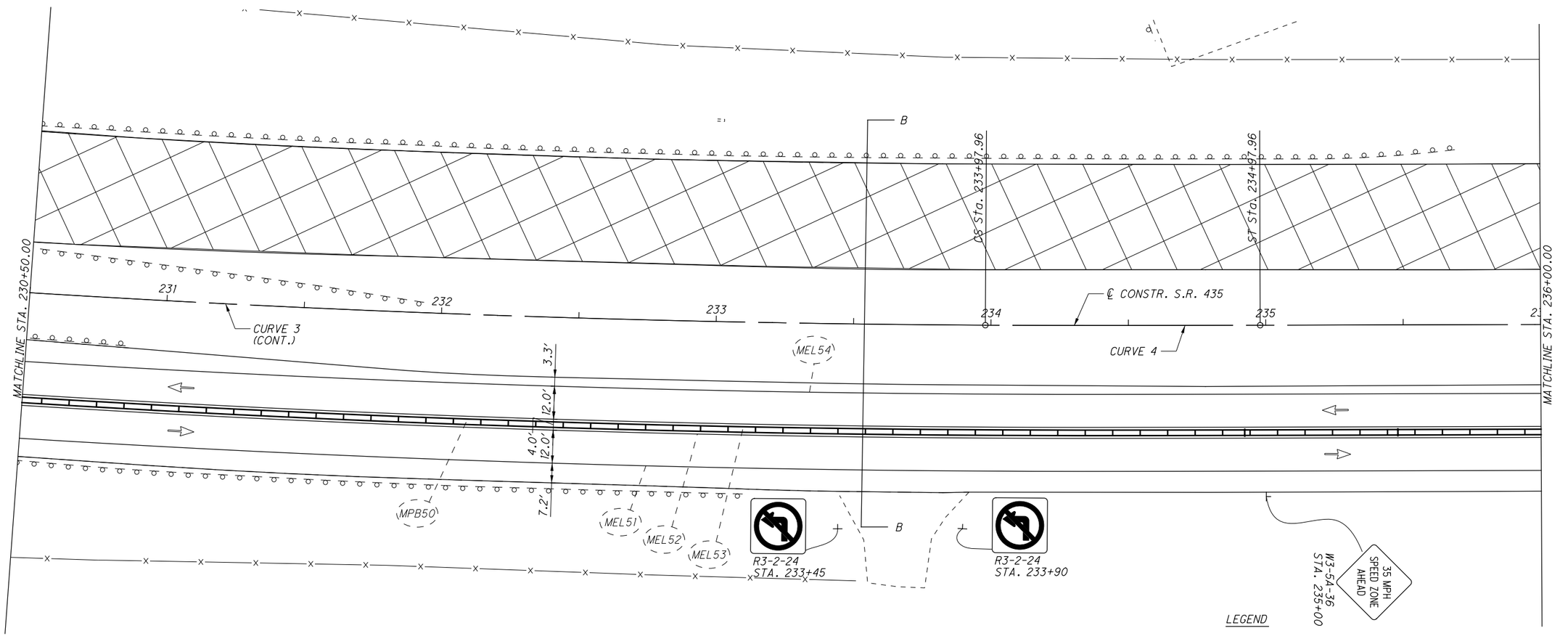
FAY-435-0.97



SECTION B-B

CURVE 3 (CONT)
P.I. Sta. 230+59.53
Δ = 6° 19' 25" (LT)
Dc = 0° 56' 00"
R = 6,138.93'
T = 339.11'
L = 677.54'
E = 9.36'
C = 677.20'
C.B. = S 54° 15' 42" E

CURVE 4
P.I. STA. 234+31.29
Ls = 100.00'
f s = 0° 28' 00"
LT = 66.67'
ST = 33.33'
x = 100.00'
y = 0.27'
k = 50.00'
p = 0.07'



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

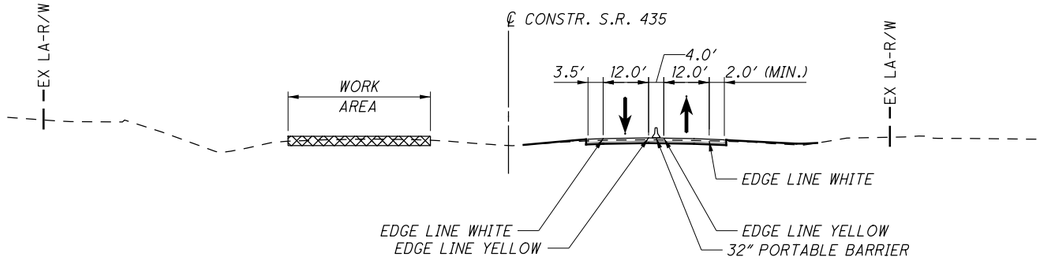
MAINTENANCE OF TRAFFIC - PHASE 2
STA. 230+50.00 TO STA. 236+00.00

FAY-435-0.97

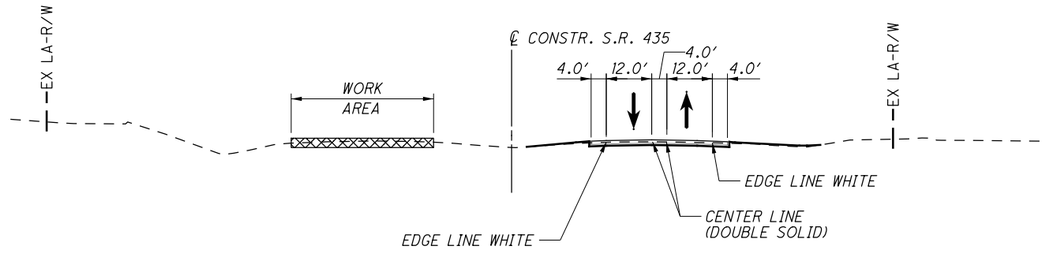
76
393

NOTE:

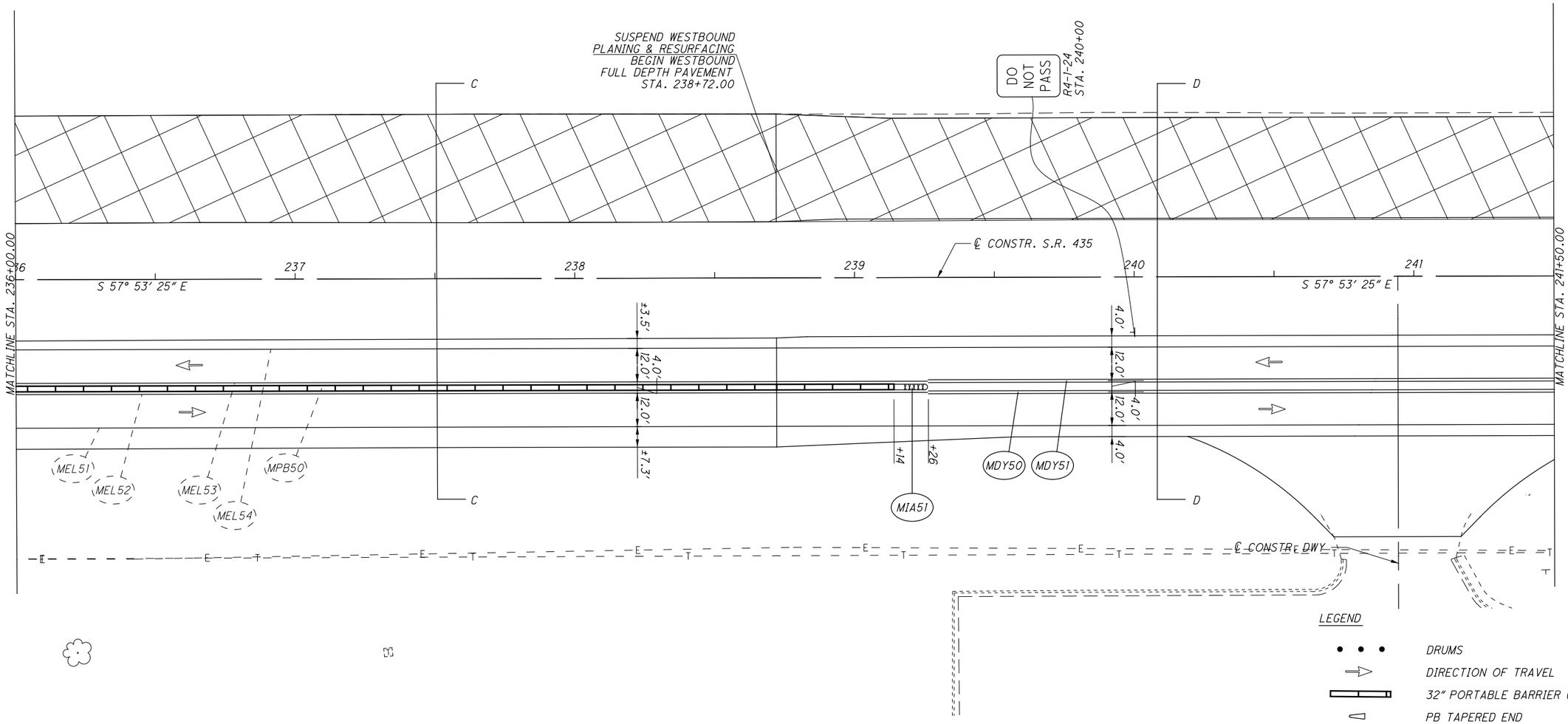
1. MAINTAIN ACCESS TO DRIVEWAY.



SECTION C-C



SECTION D-D



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 236+00.00 TO STA. 241+50.00

FAY-435-0.97

77
393

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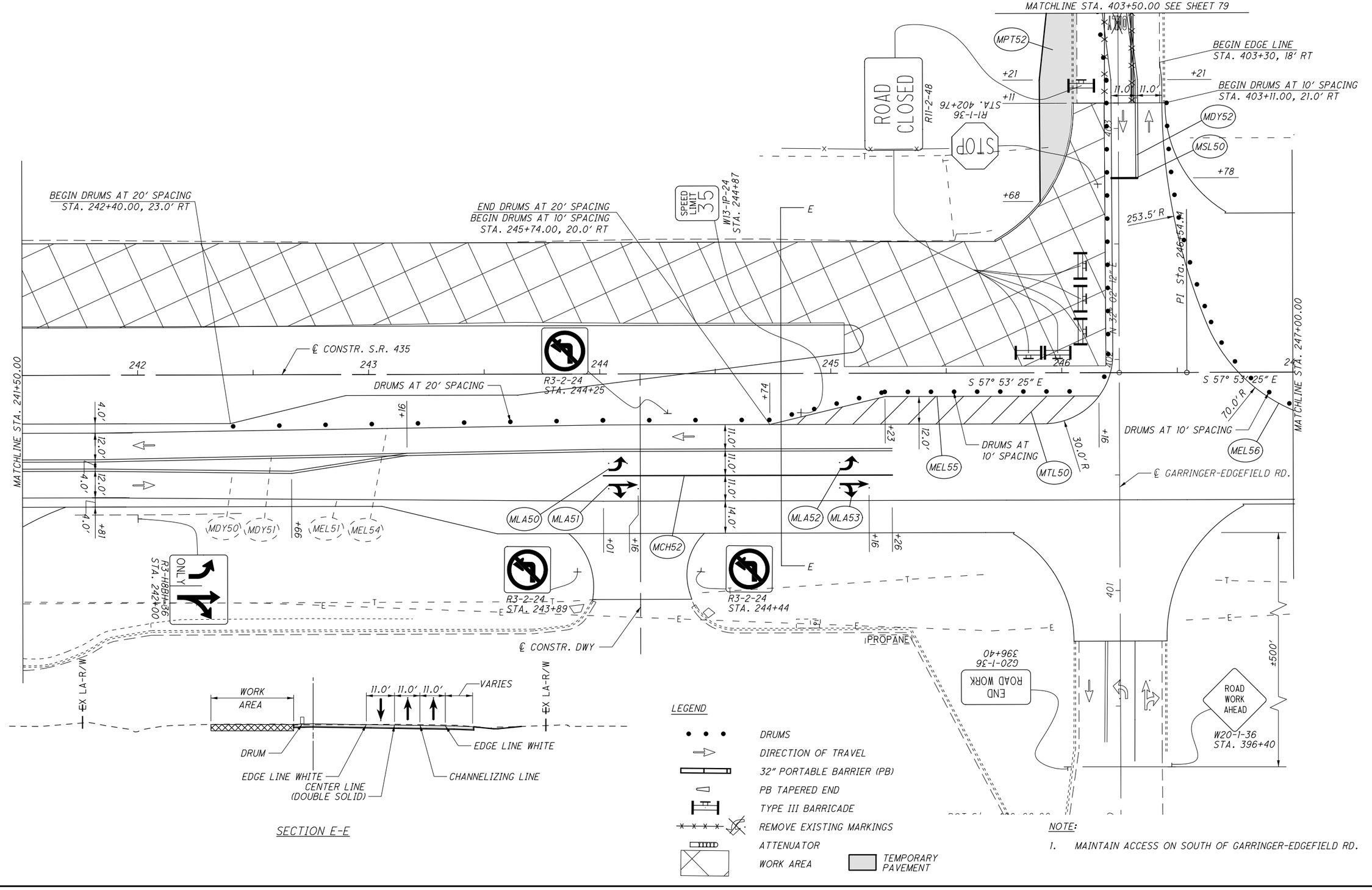

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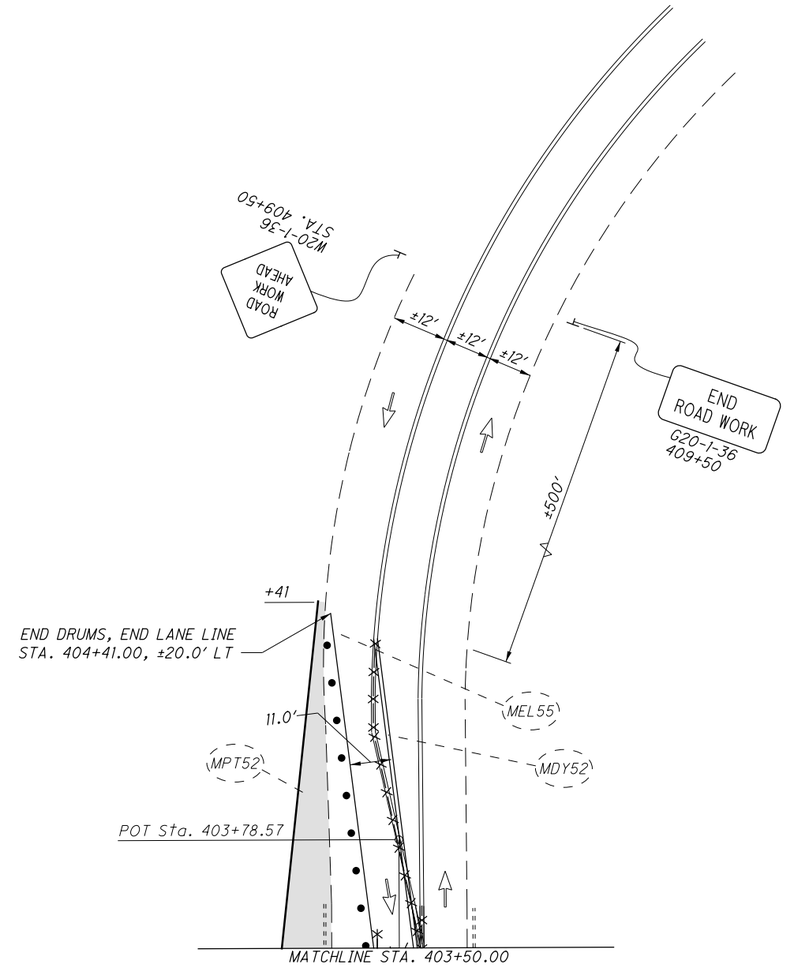
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 241+50.00 TO STA. 247+00.00

FAY-435-0.97



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 403+50.00 TO STA. END WORK

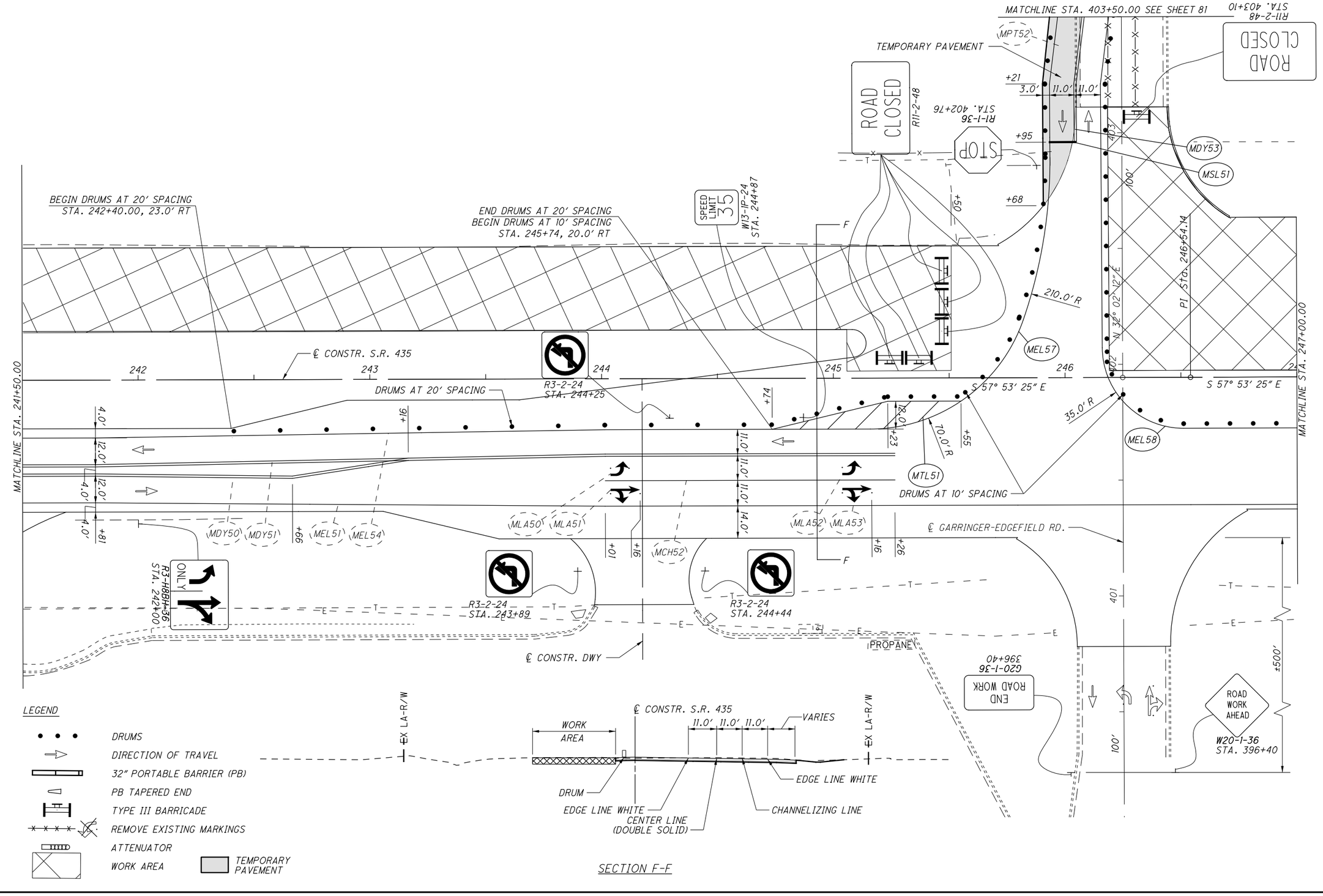
CALCULATED SP
CHECKED SM

HORIZONTAL SCALE IN FEET
0 10 20 40

FAY-435-0.97

NOTES:

1. MAINTAIN ACCESS ON SOUTH OF GARRINGER-EDGEFIELD RD.
2. PROVIDE TEMPORARY SIGNAL AT GARRINGER-EDGEFIELD RD. & S.R. 435 INTERSECTION.

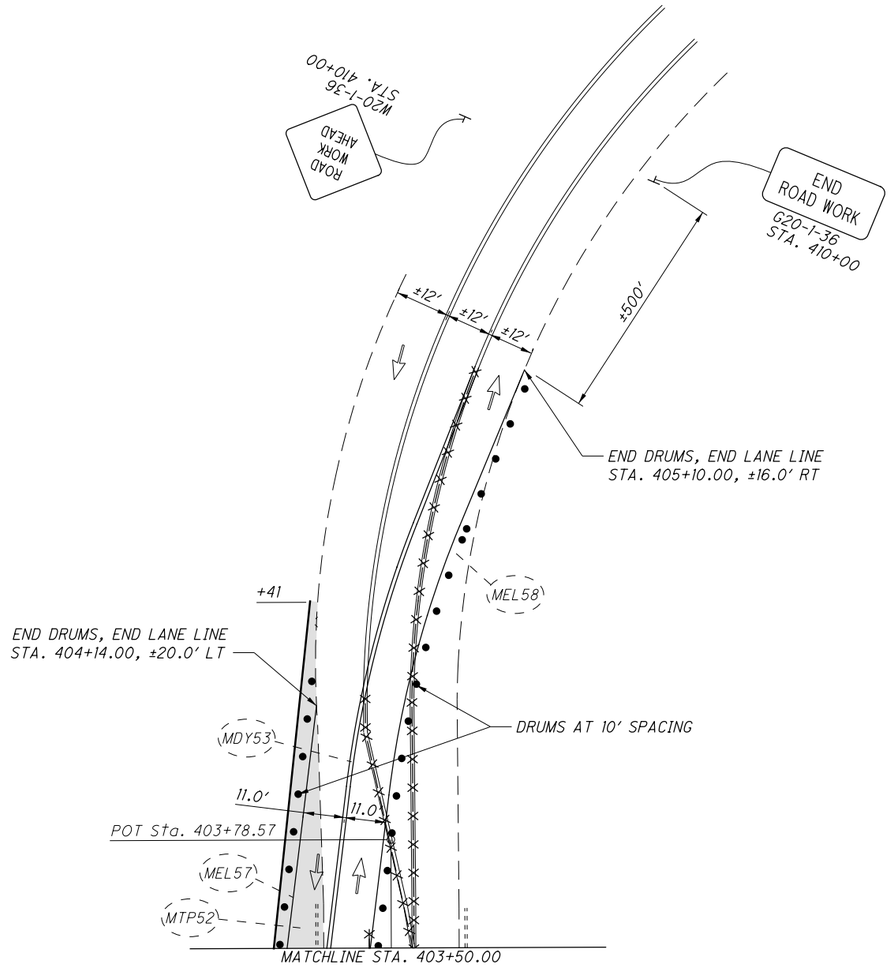


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 241+50.00 TO STA. 247+00.00

FAY-435-0.97



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

N

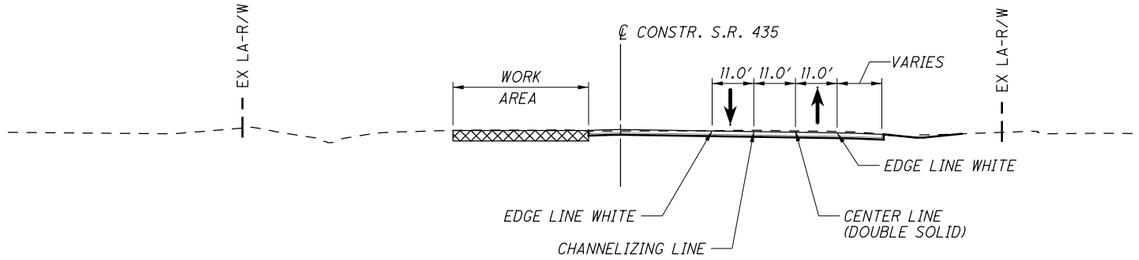
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

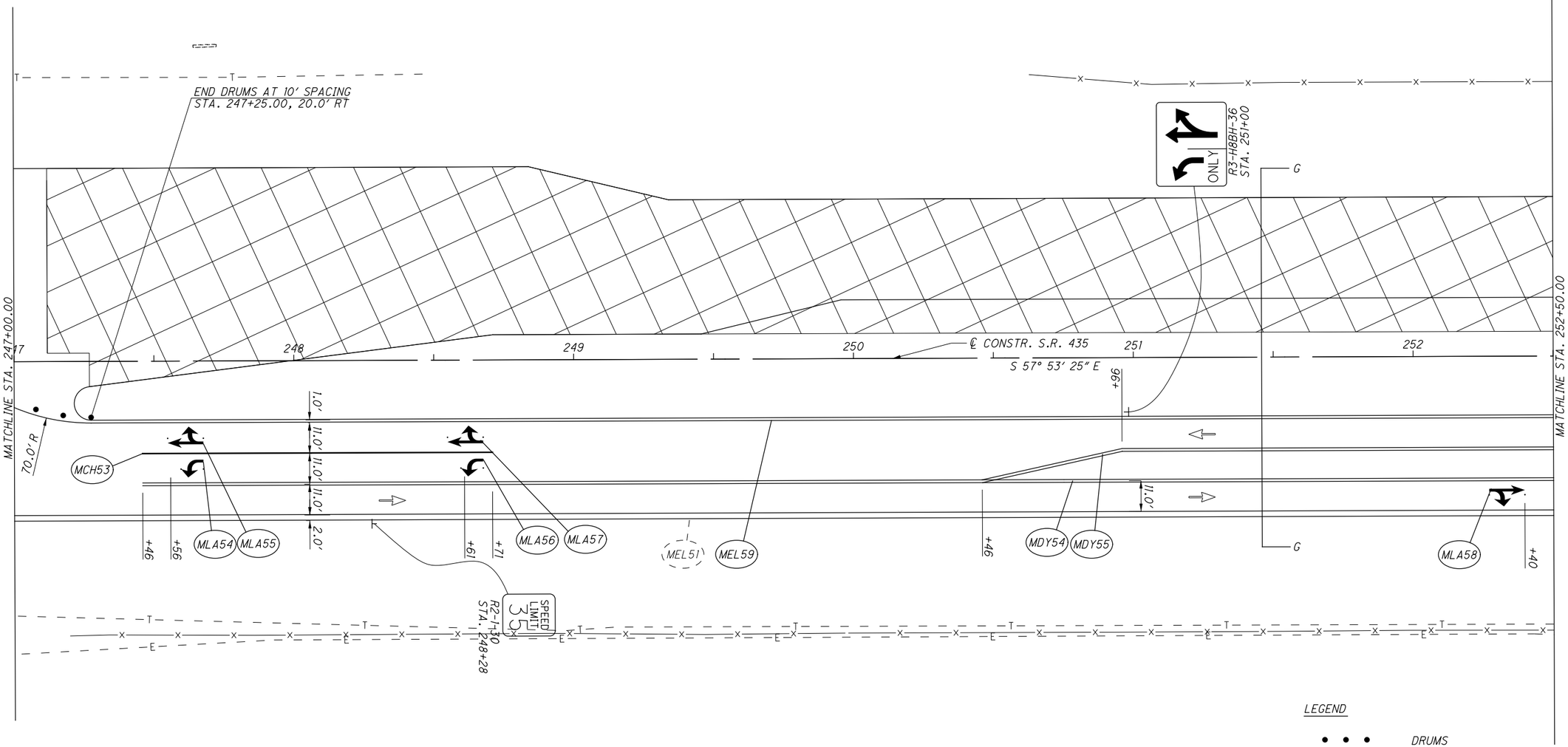
MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 403+50.00 TO END WORK

FAY-435-0.97

81
393



SECTION G-G



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

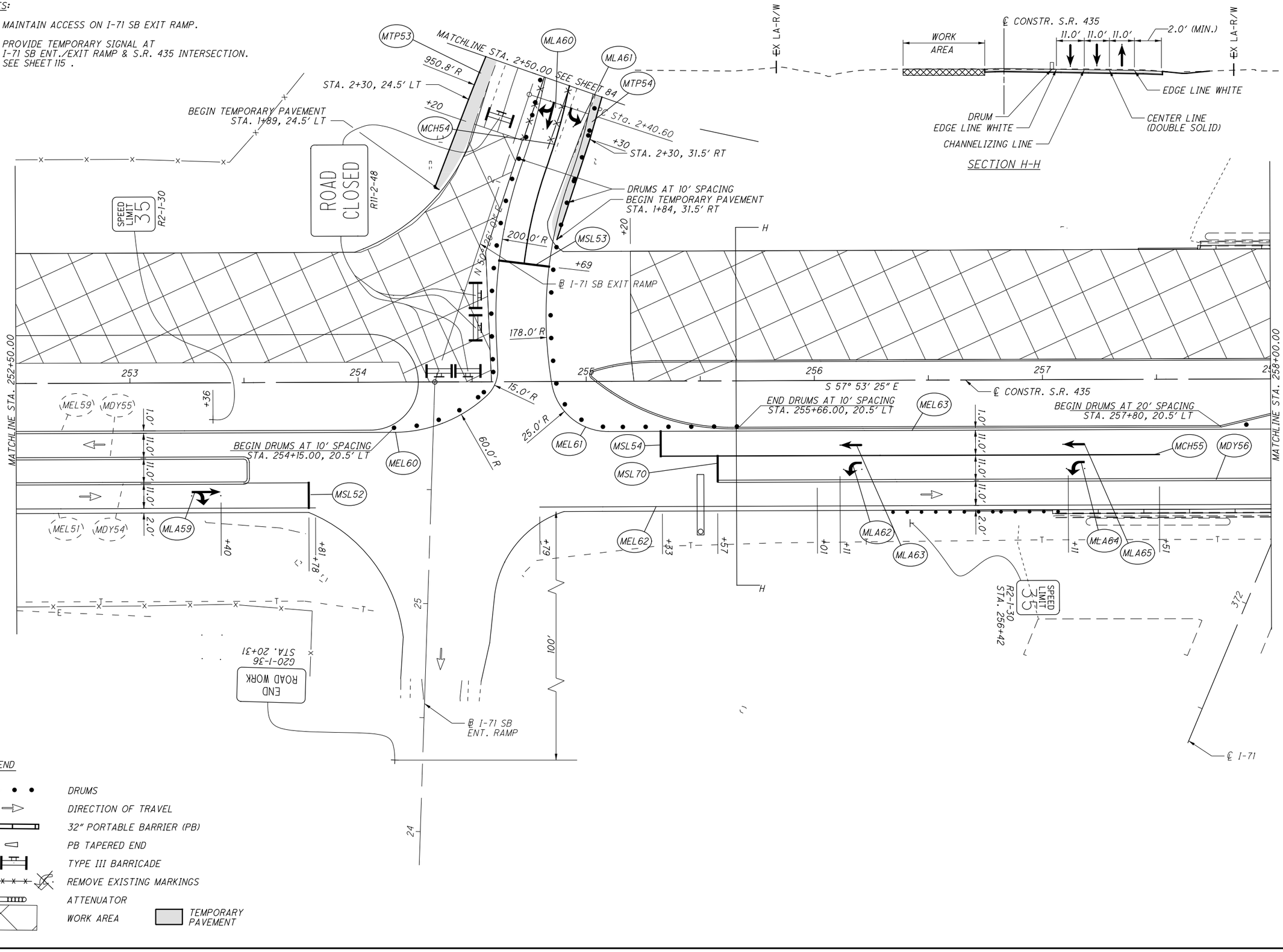
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 247+00.00 TO STA. 252+50.00

FAY-435-0.97

NOTES:

1. MAINTAIN ACCESS ON I-71 SB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 SB ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 115 .



SECTION H-H

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 252+50.00 TO STA. 258+00.00

FAY-435-0.97

83
393

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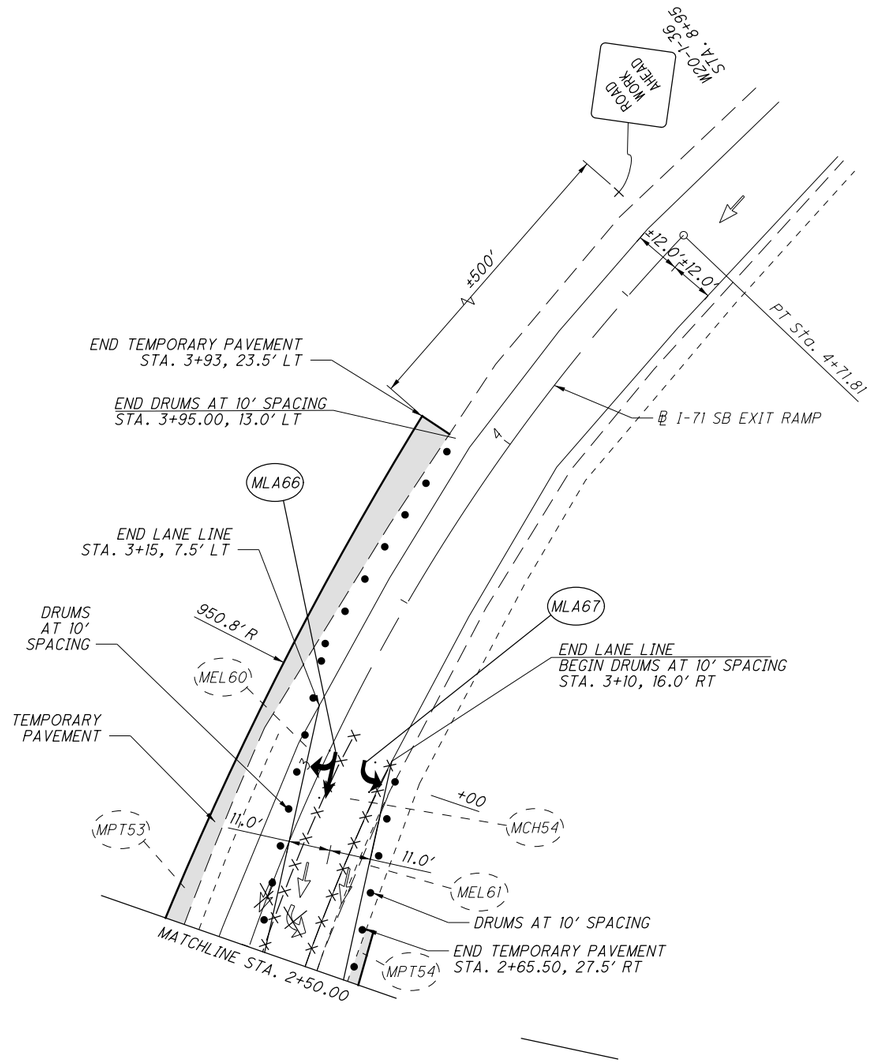


LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTES:

1. MAINTAIN ACCESS ON I-71 SB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 SB ENT./EXIT RAMP & S.R. 435 INTERSECTION.

N

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
I-71 SB EXIT RAMP STA. 2+50.00 TO END

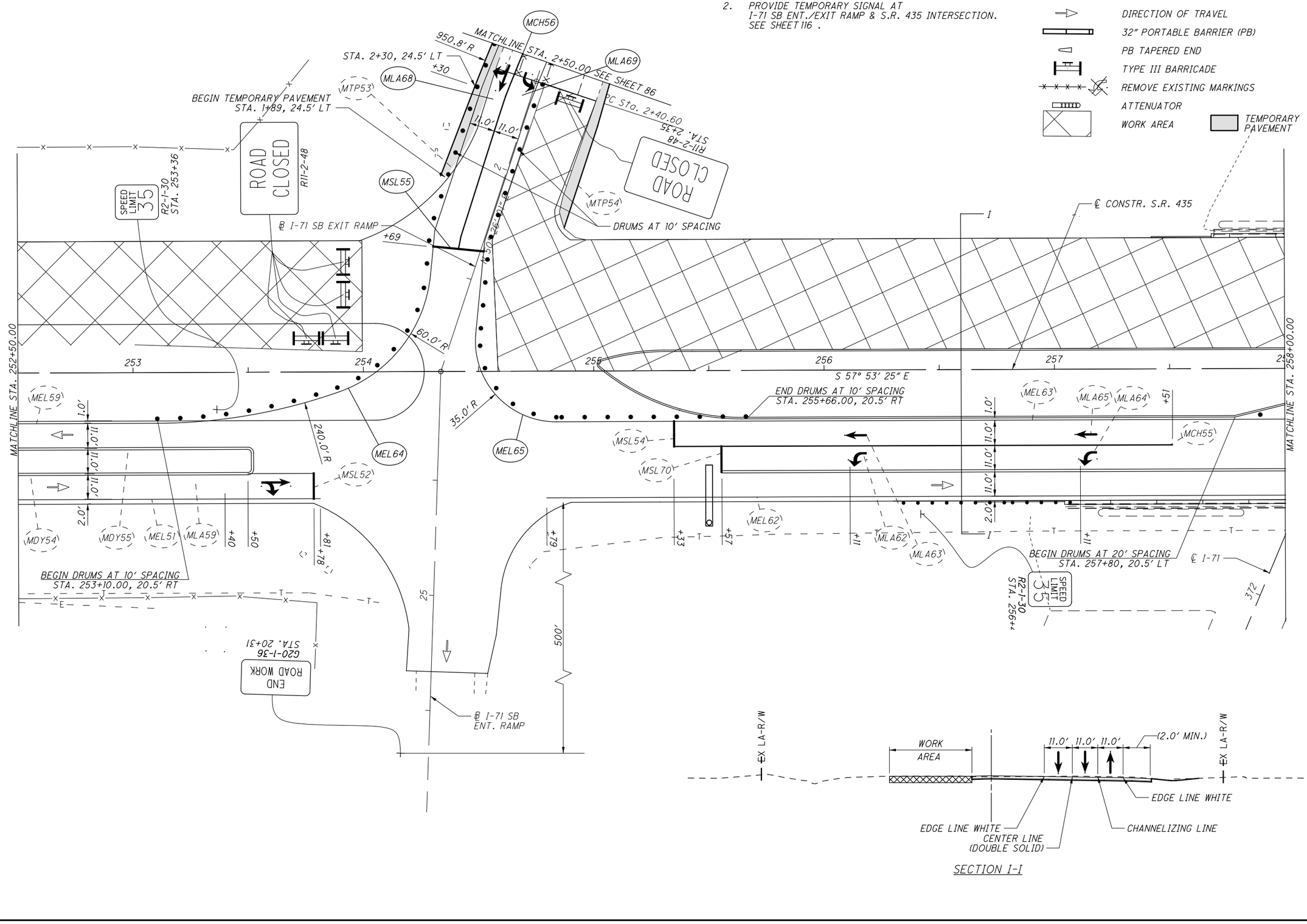
FAY-435-0.97

NOTES:

1. MAINTAIN ACCESS ON I-71 SB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 SB ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 116 .

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT



SECTION I-I

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 252+50.00 TO STA. 258+00.00

FAY-435-0.97

85
393

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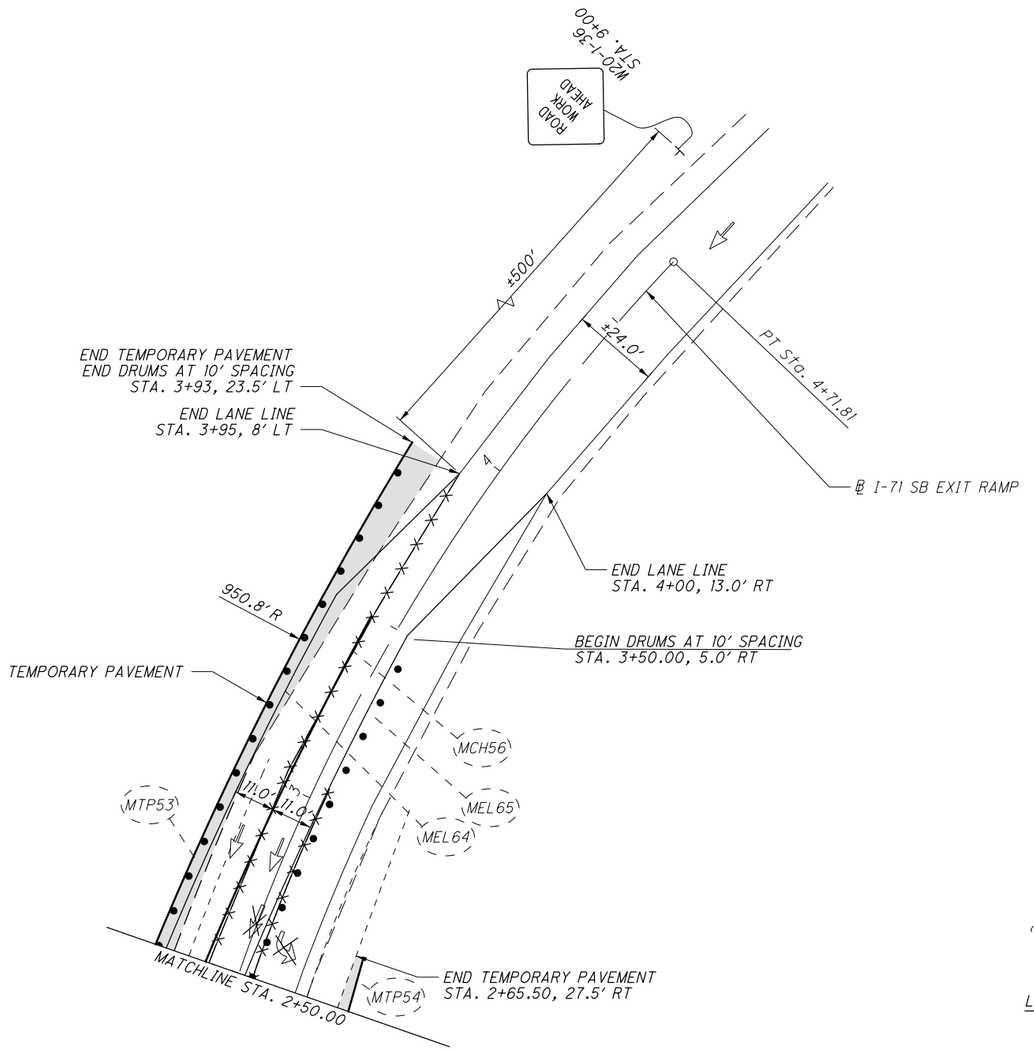


NOTES:

1. MAINTAIN ACCESS ON I-71 SB EXIT RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 SB ENT./EXIT RAMP & S.R. 435 INTERSECTION.

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

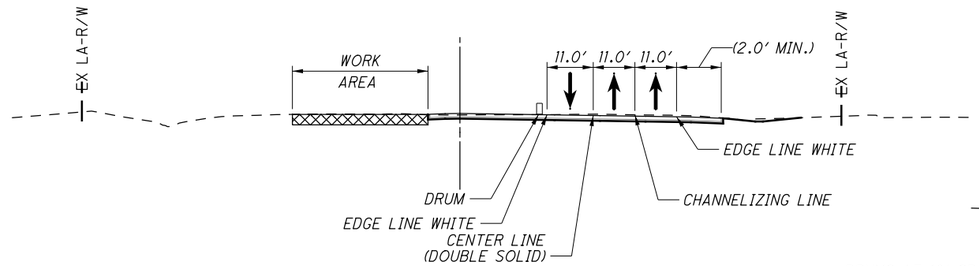
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
I-71 SB EXIT RAMP STA. 2+50.00 TO END

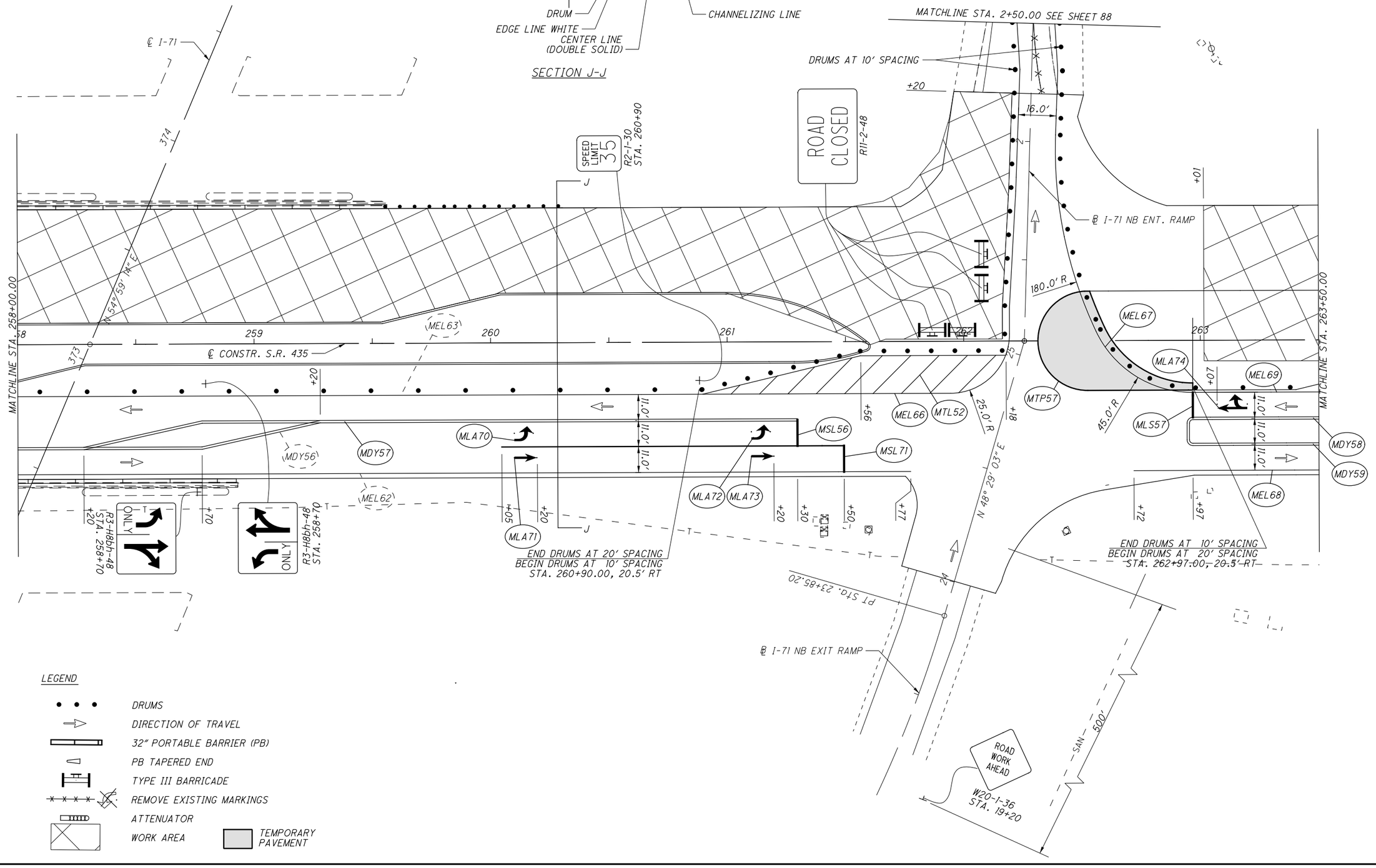
FAY-435-0.97

NOTES:

1. MAINTAIN ACCESS ON I-71 NB ENT. RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 117 .



SECTION J-J



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 258+00.00 TO STA. 263+50.00

FAY-435-0.97

87
393

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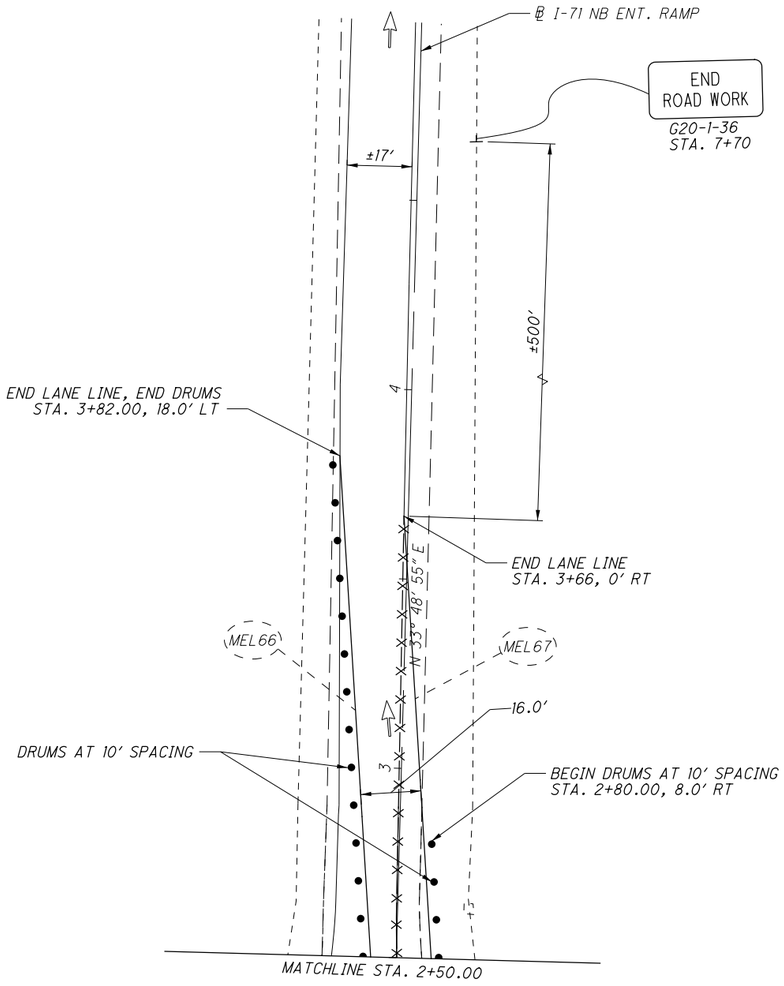


LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

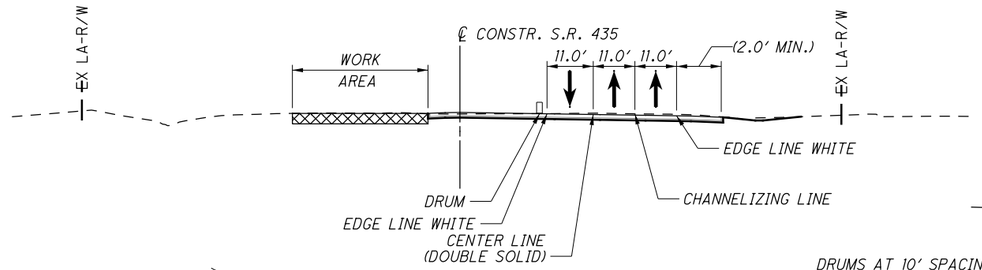
CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 2+50.00 TO END WORK

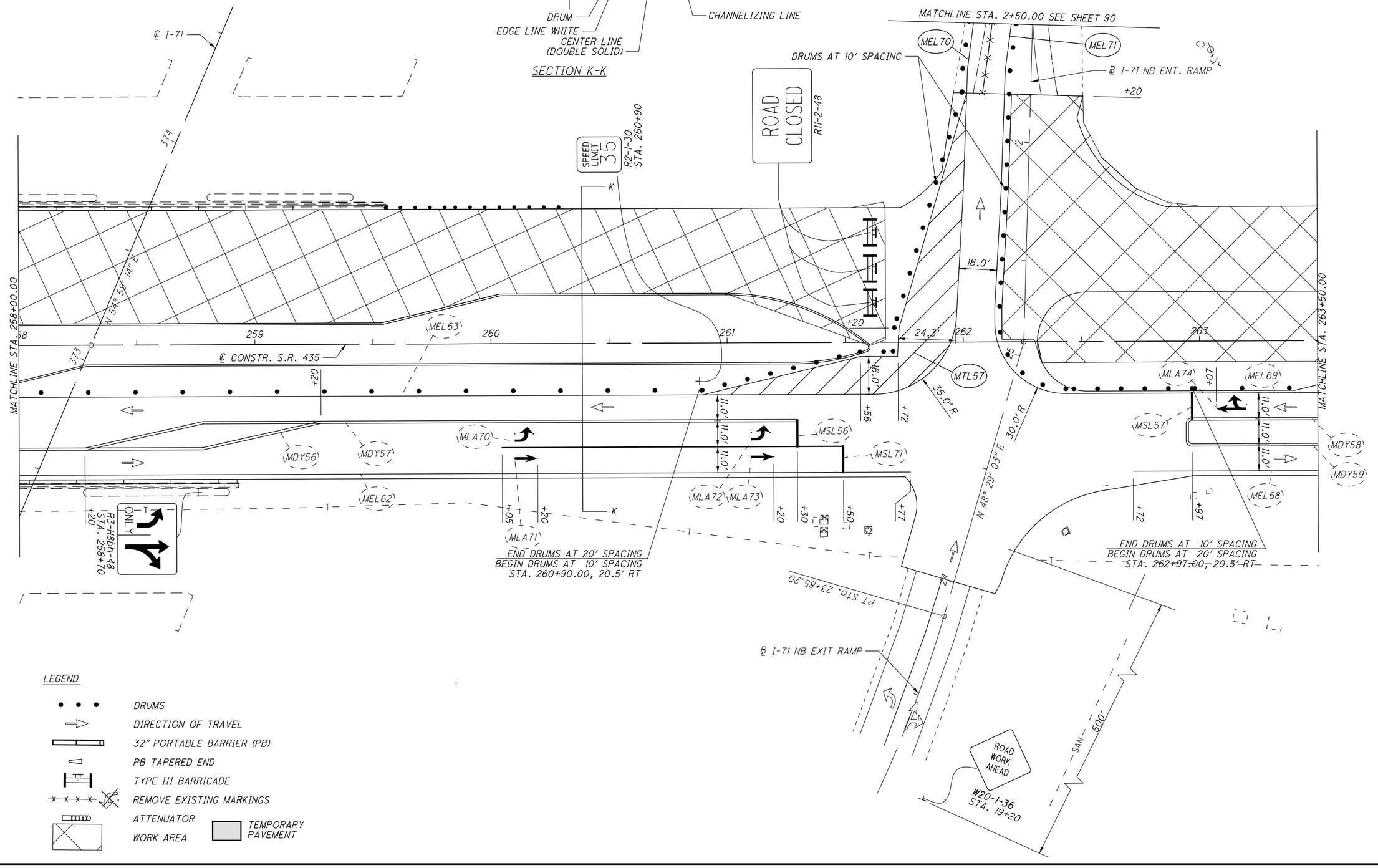
FAY-435-0.97

NOTES:

1. MAINTAIN ACCESS ON I-71 NB ENT. RAMP.
2. PROVIDE TEMPORARY SIGNAL AT I-71 ENT./EXIT RAMP & S.R. 435 INTERSECTION. SEE SHEET 118 .



SECTION K-K



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

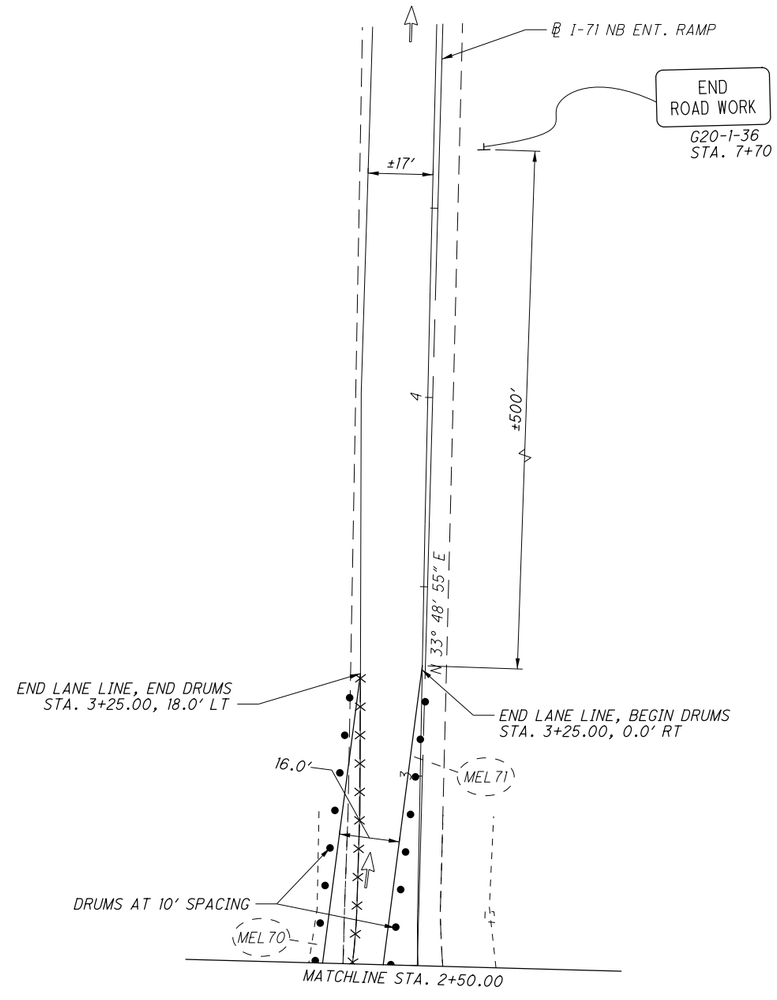
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 258+00.00 TO STA. 263+50.00

FAY-435-0.97

89
393



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

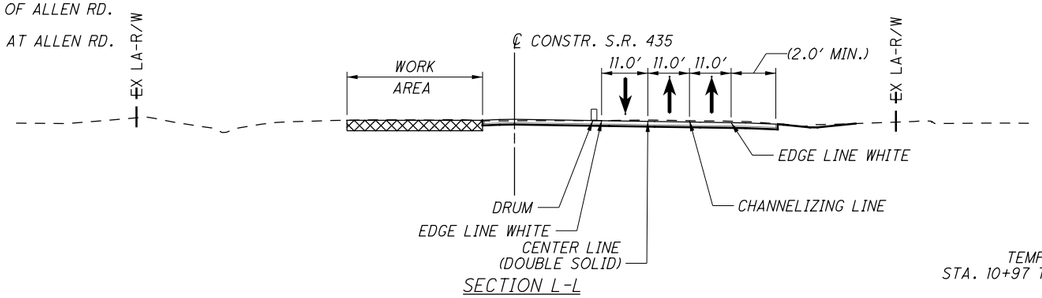
MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 2+50.00 TO END WORK

FAY-435-0.97

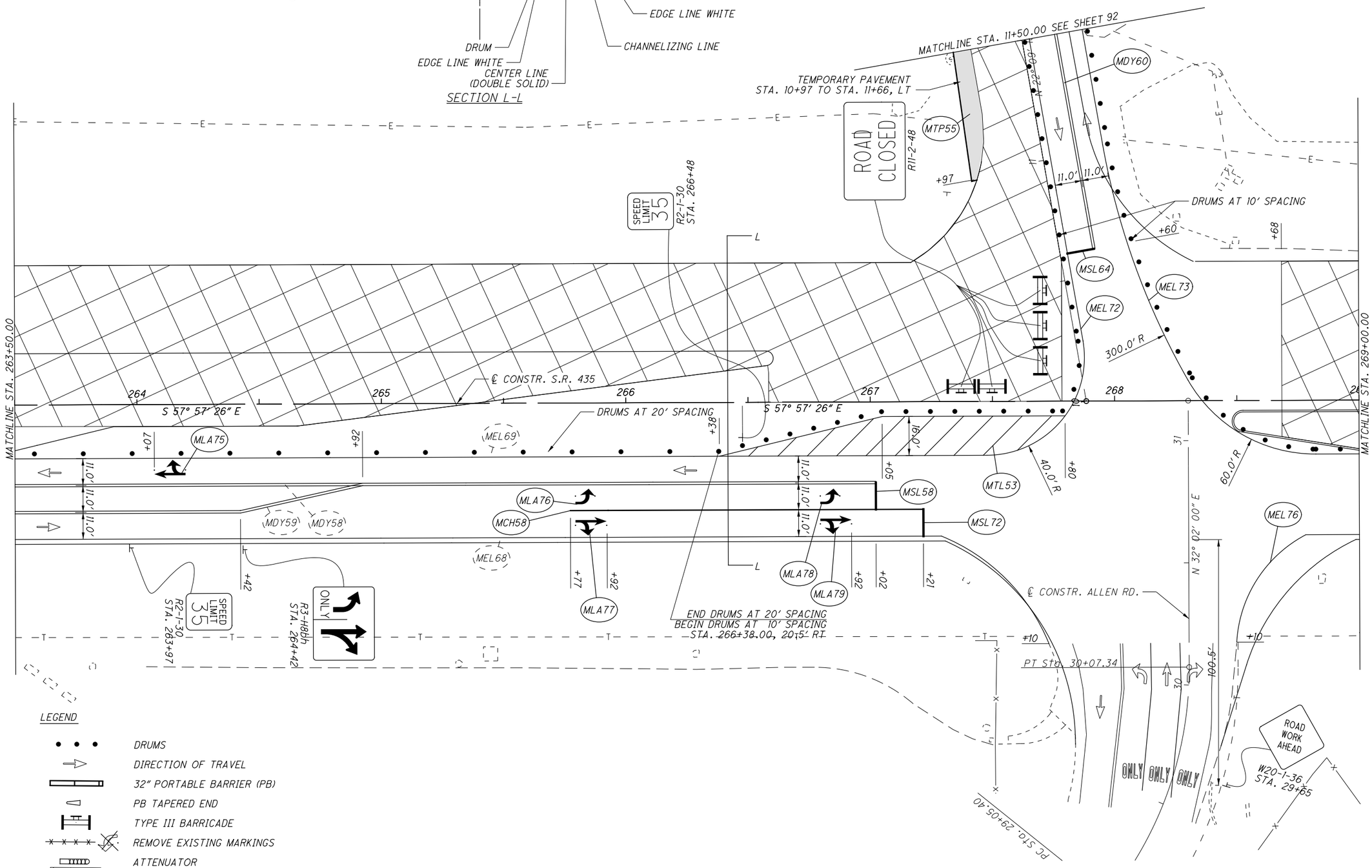
90
393

NOTES:

1. MAINTAIN ACCESS ON NORTH OF ALLEN RD.
2. PROVIDE TEMPORARY SIGNAL AT ALLEN RD. & S.R. 435 INTERSECTION. SEE SHEET 119 .



SECTION L-L



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 263+50.00 TO STA. 269+00.00

FAY-435-0.97

91
393

LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PCB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

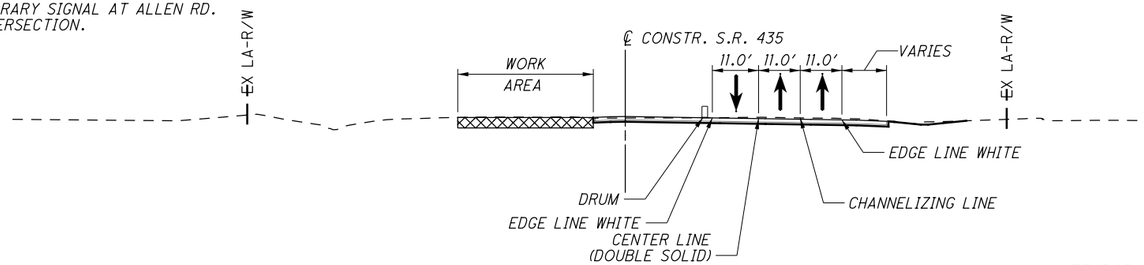
MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 11+50.00 TO END WORK

FAY-435-0.97

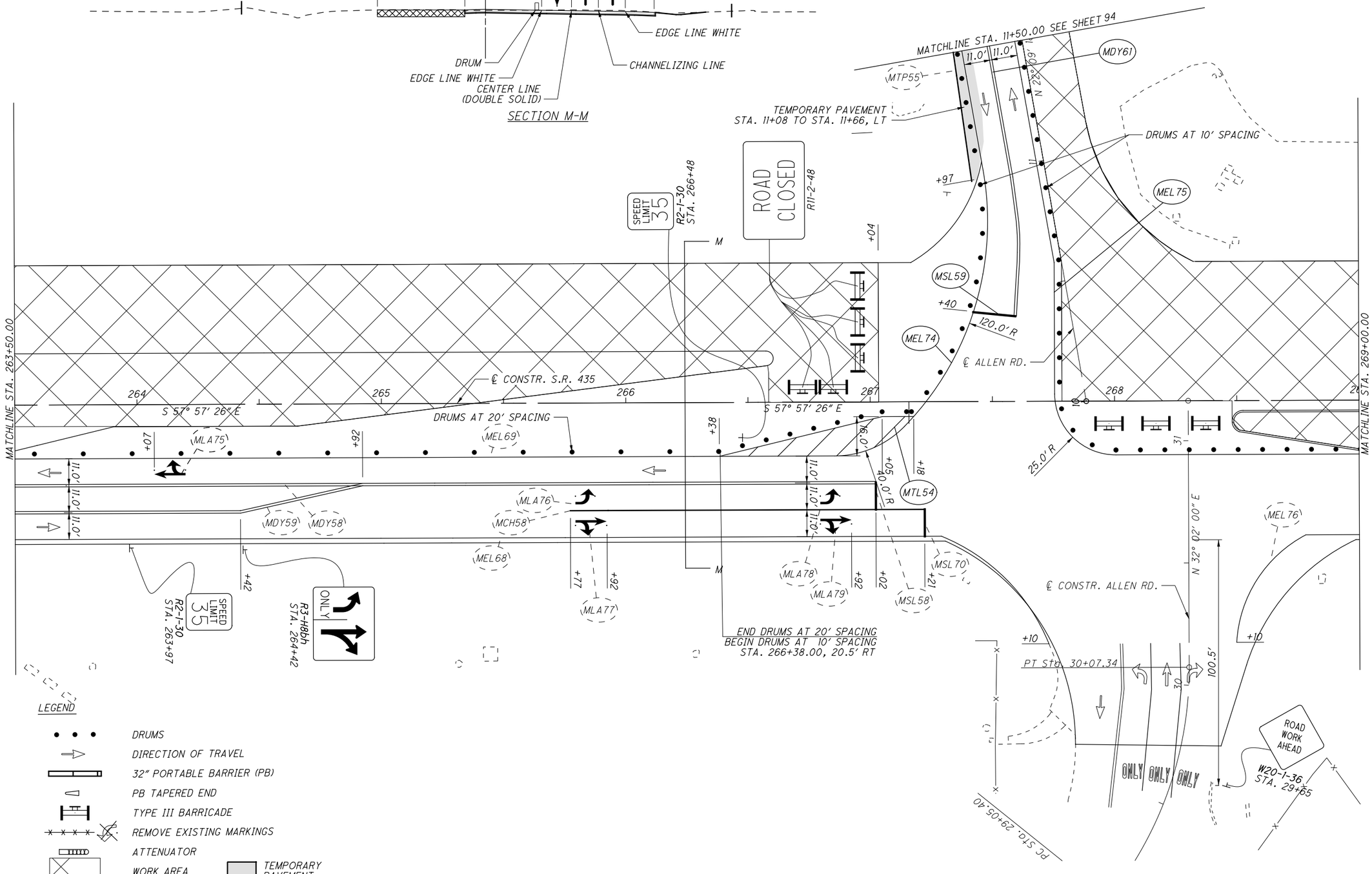
92
393

NOTES:

1. MAINTAIN ACCESS ON NORTH OF ALLEN RD.
2. PROVIDE TEMPORARY SIGNAL AT ALLEN RD. & S.R. 435 INTERSECTION. SEE SHEET 120.



SECTION M-M



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED SP CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 263+50.00 TO STA. 269+00.00

FAY-435-0.97

93
393

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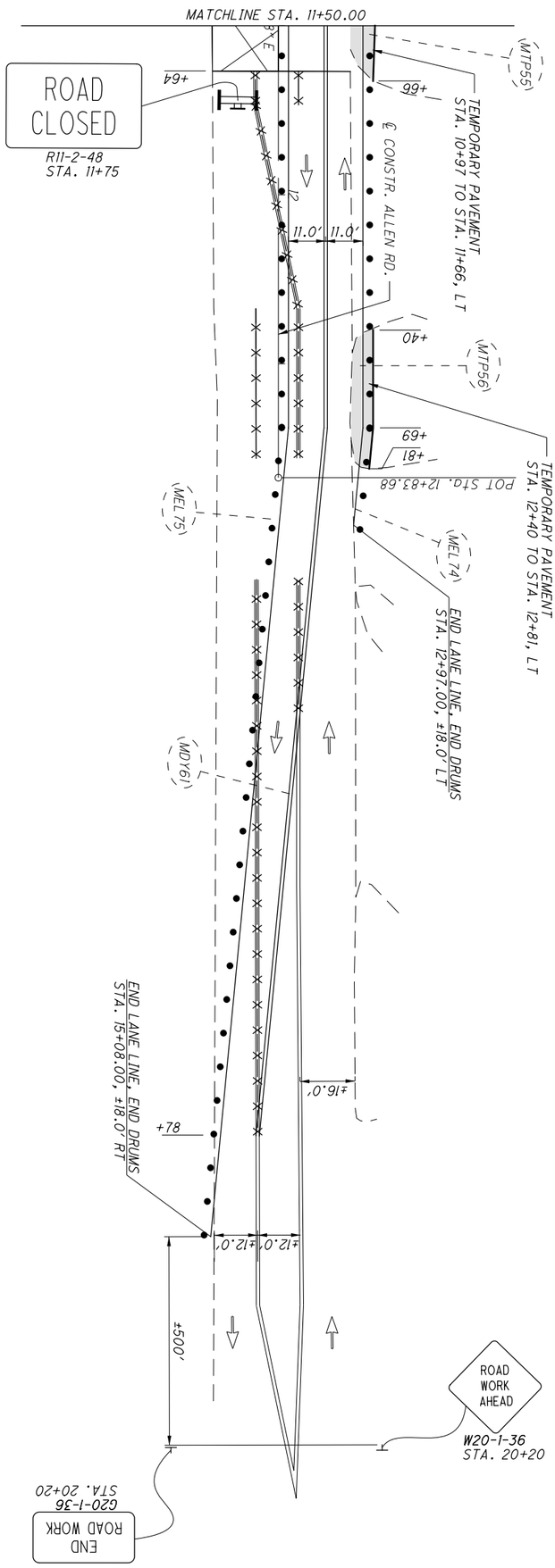
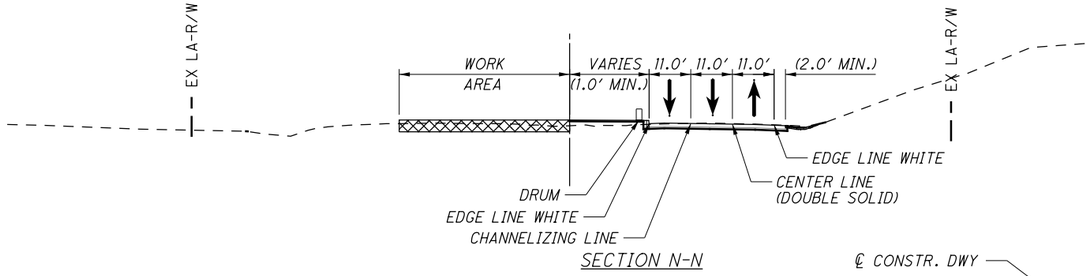


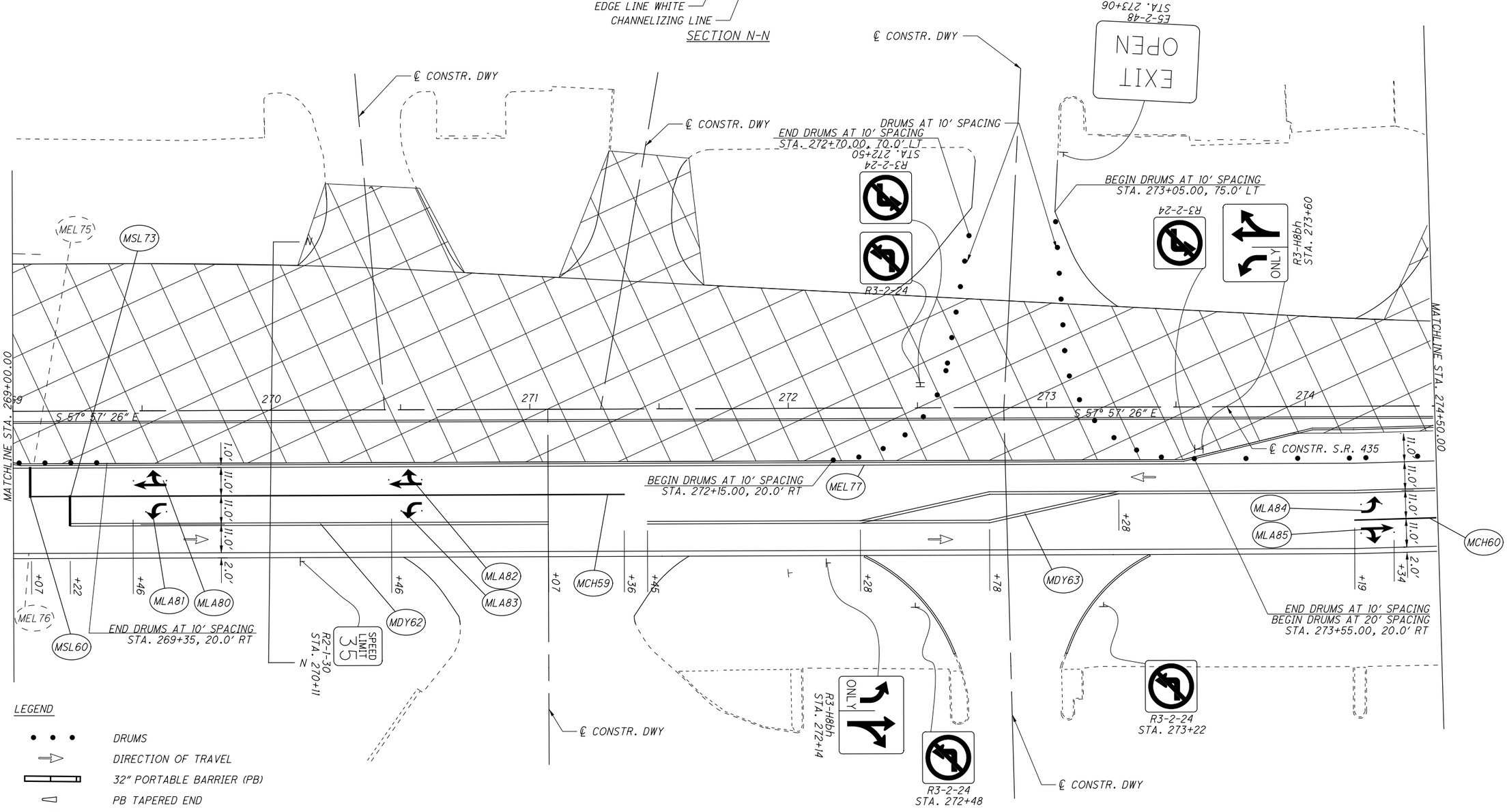
LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

94 / 393	FAY-435-0.97	MAINTENANCE OF TRAFFIC - PHASE 2B STA. 11+50.00 TO END WORK	CALCULATED SP CHECKED SM	0 10 20 40 HORIZONTAL SCALE IN FEET



SECTION N-N



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:

1. MAINTAIN ACCESS ON DRIVEWAYS.
PHASE 2A USES THE DRIVE AT STA. 272+83
PHASE 2B USES THE DRIVE AT STA. 274+66

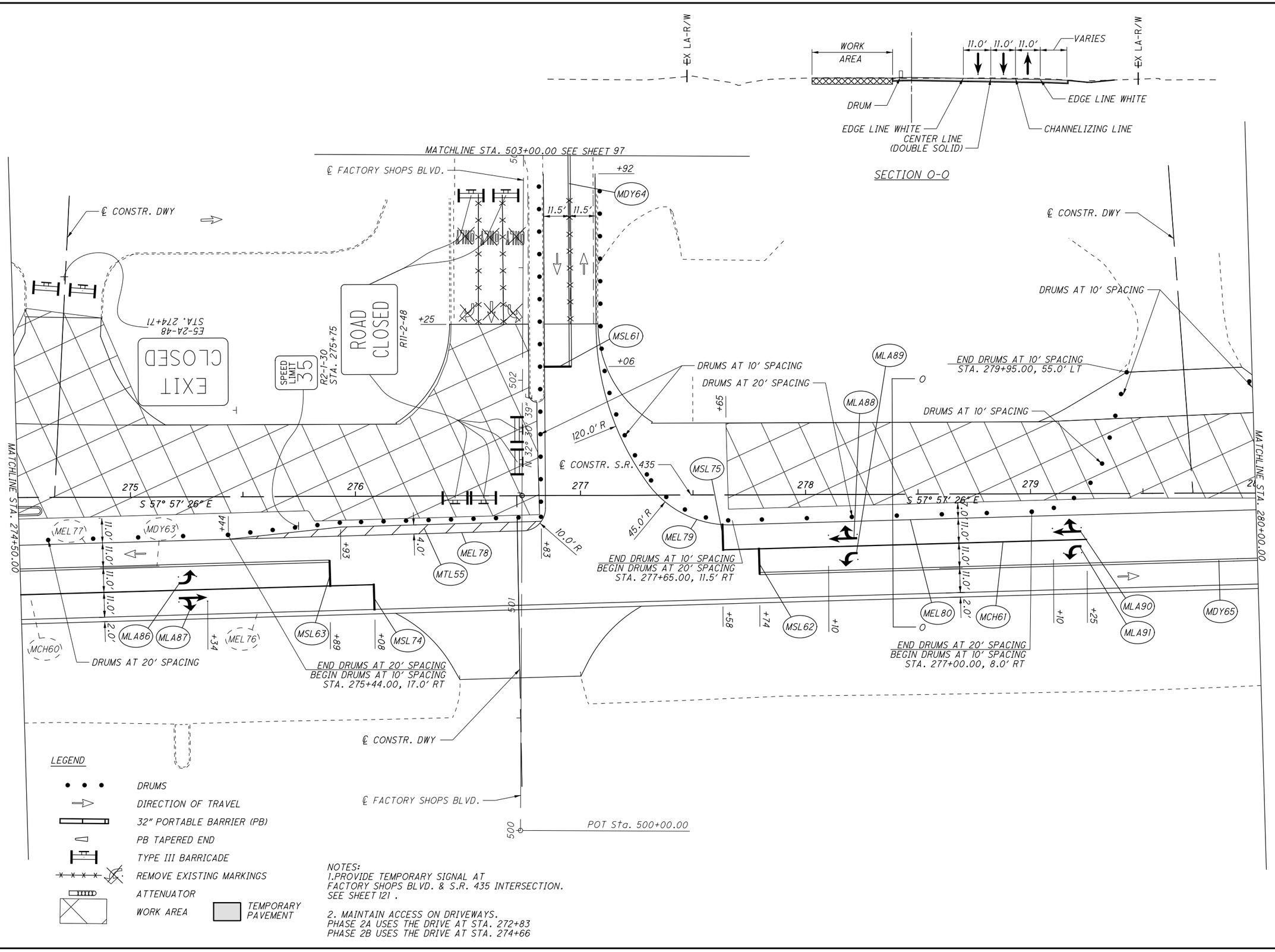
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 269+00.00 TO STA. 274+50.00

FAY-435-0.97

95
393



NOTES:
1.PROVIDE TEMPORARY SIGNAL AT FACTORY SHOPS BLVD. & S.R. 435 INTERSECTION. SEE SHEET 121 .

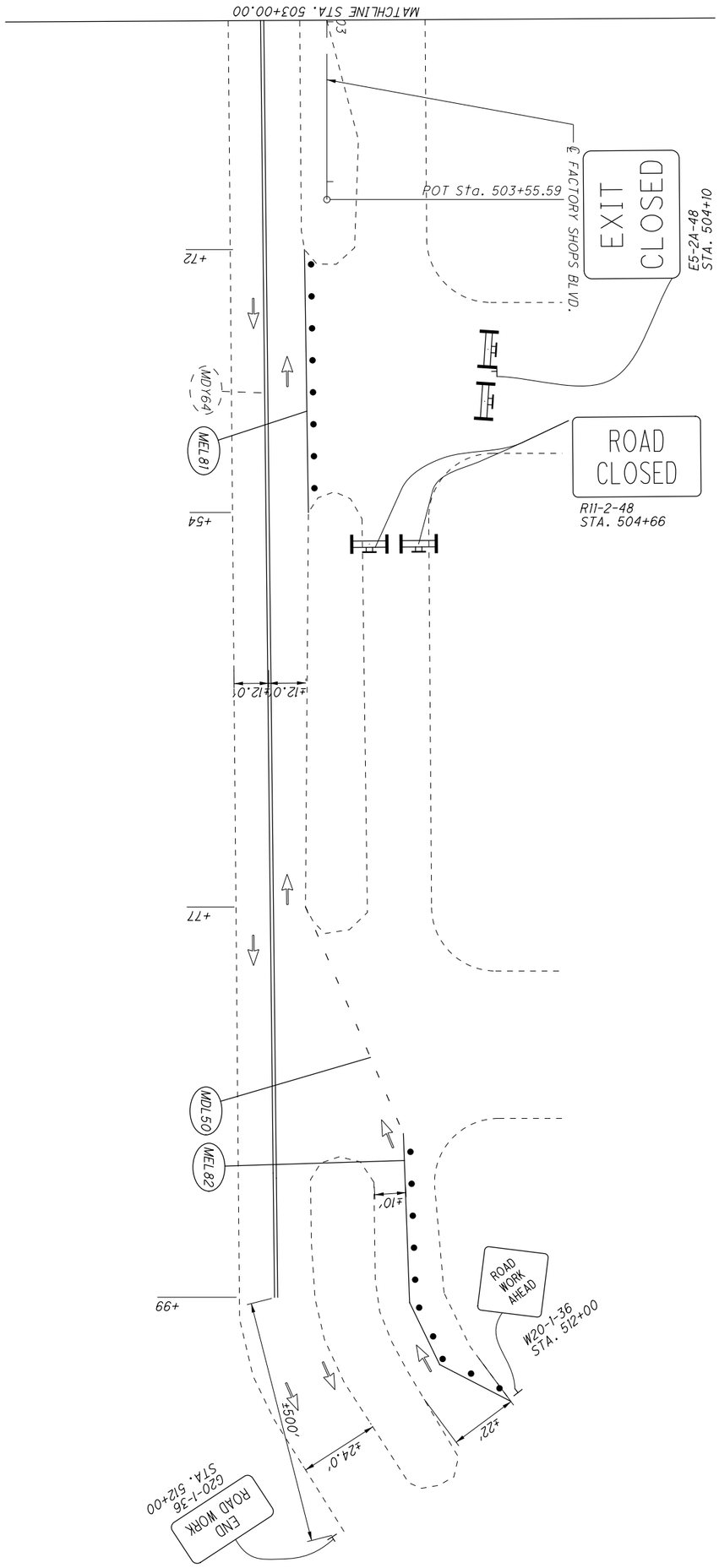
2. MAINTAIN ACCESS ON DRIVEWAYS. PHASE 2A USES THE DRIVE AT STA. 272+83 PHASE 2B USES THE DRIVE AT STA. 274+66

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

TRAFFIC - PHASE 2A
MAINTENANCE OF TRAFFIC STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97

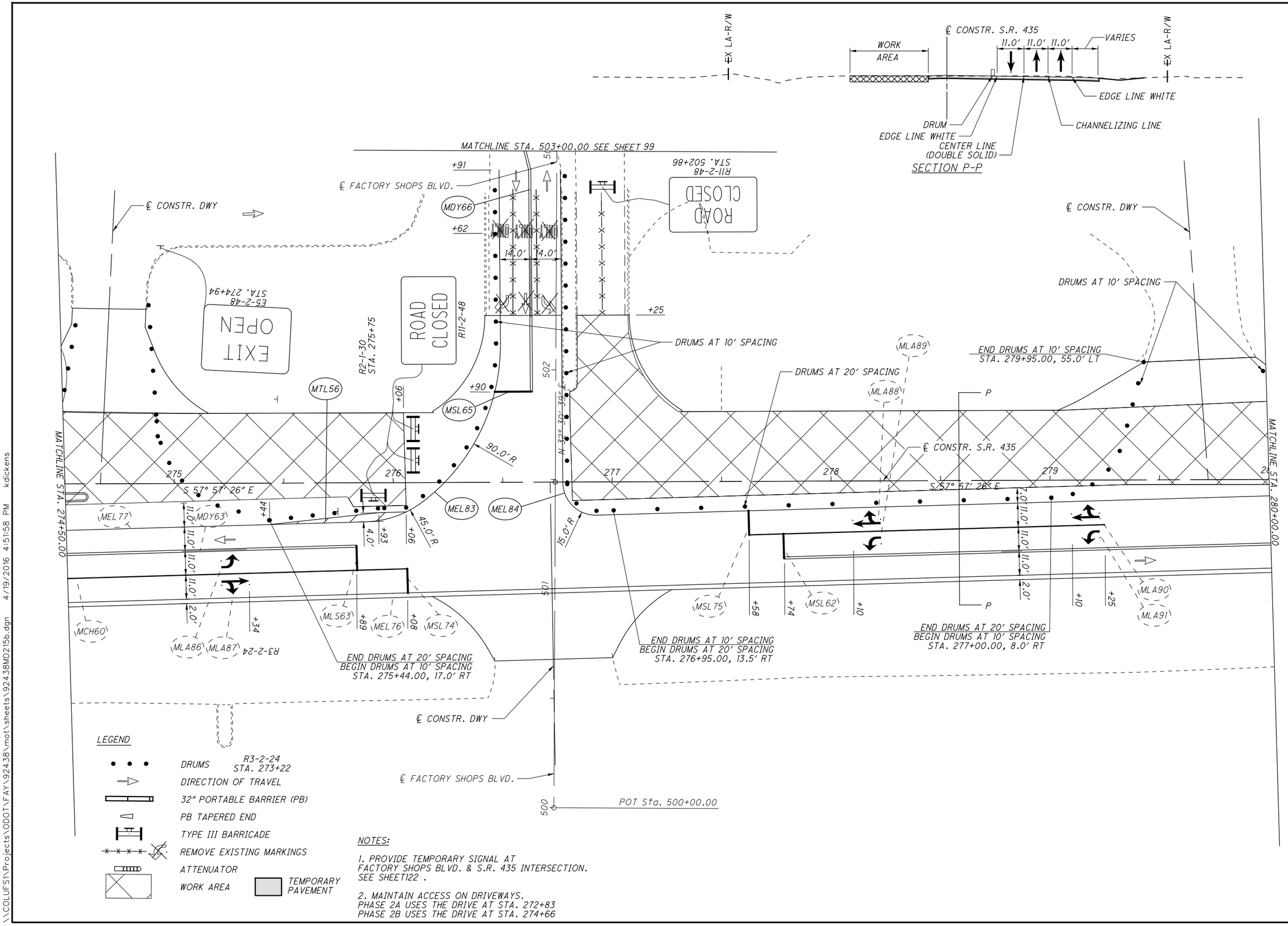


LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

NOTE:
MAINTAIN ACCESS TO NORTHERN DRIVEWAY

97 393	FAY-435-0.97	MAINTENANCE OF TRAFFIC - PHASE 2A STA. 503+00.00 TO END WORK	CALCULATED SP CHECKED SM	0 10 20 40 HORIZONTAL SCALE IN FEET



NOTES:

1. PROVIDE TEMPORARY SIGNAL AT FACTORY SHOPS BLVD. & S.R. 435 INTERSECTION. SEE SHEET122 .

2. MAINTAIN ACCESS ON DRIVEWAYS. PHASE 2A USES THE DRIVE AT STA. 272+83 PHASE 2B USES THE DRIVE AT STA. 274+66

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97

98
393

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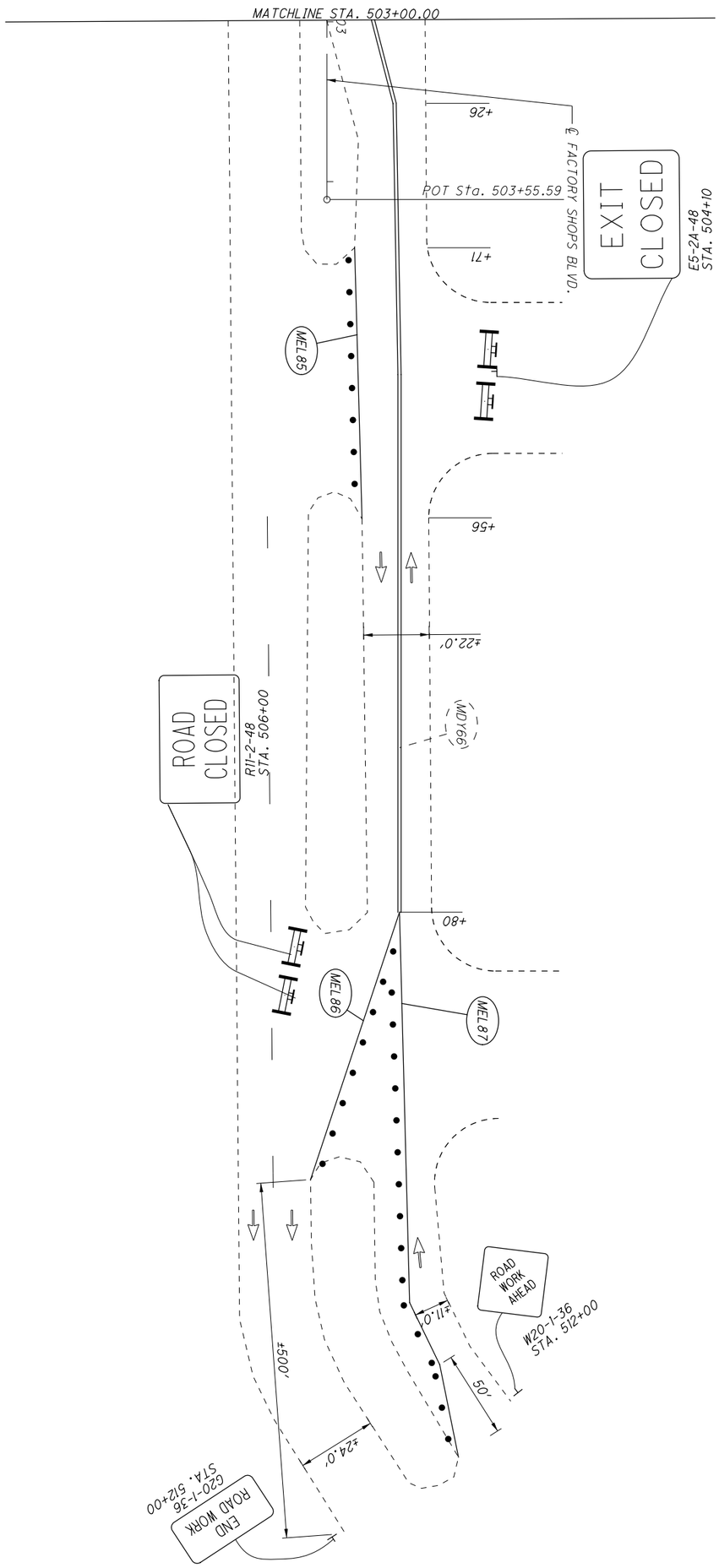


LEGEND

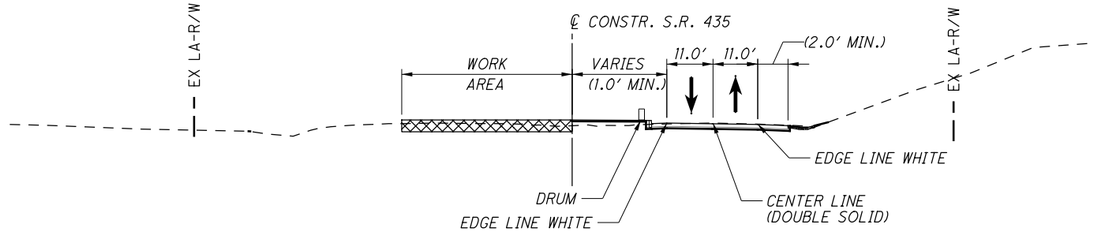
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

FAY-435-0.97

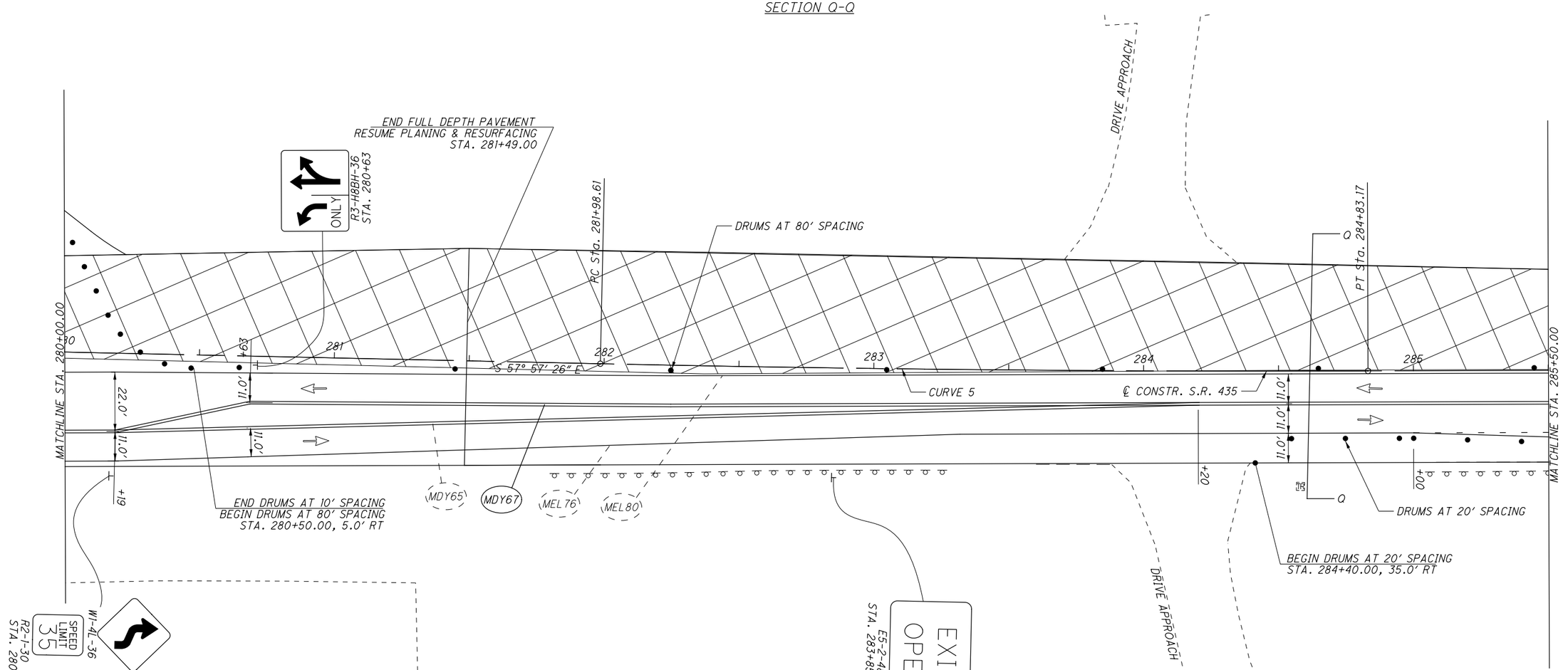
MAINTENANCE OF TRAFFIC - PHASE 2B
STA. 503+00.00 TO END WORK

CALCULATED SP
CHECKED SM

0 10 20 40
HORIZONTAL SCALE IN FEET



SECTION Q-Q



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

CURVE 5
P.I. Sta. 283+40.90
Δ = 1° 25′ 22″ (LT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 142.29′
L = 284.56′
E = 0.88′
C = 284.55′
C.B. = S 58° 40′ 07″ E

NOTE:

1. MAINTAIN ACCESS ON DRIVEWAY.

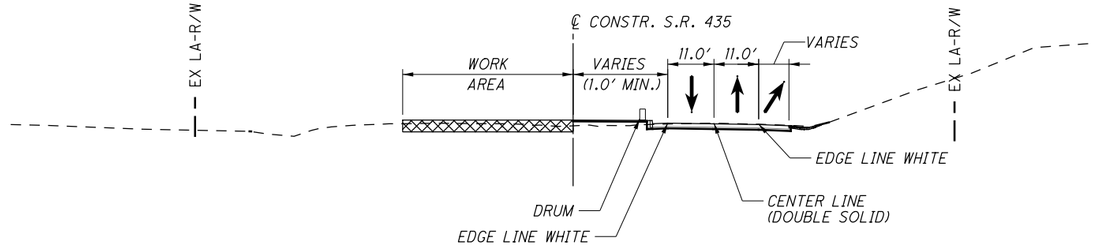
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 281+50.00 TO STA. 287+00.00

FAY-435-0.97

100
393



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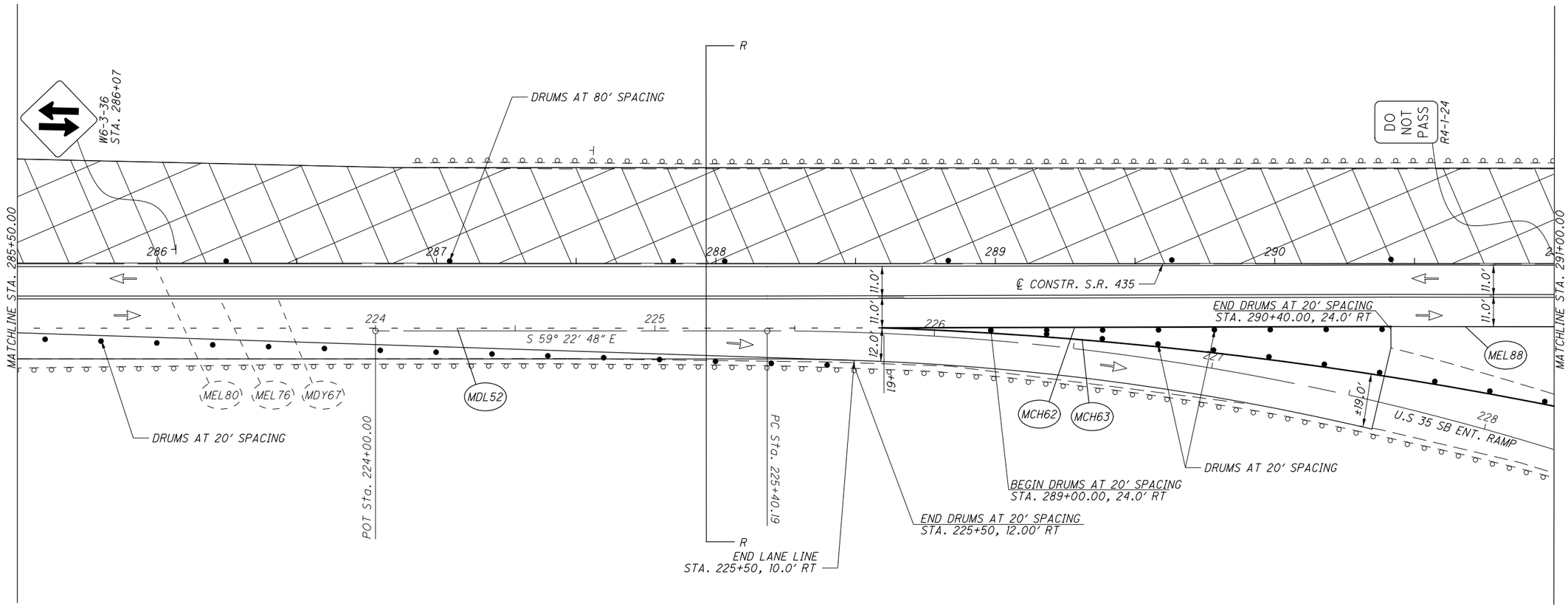


LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

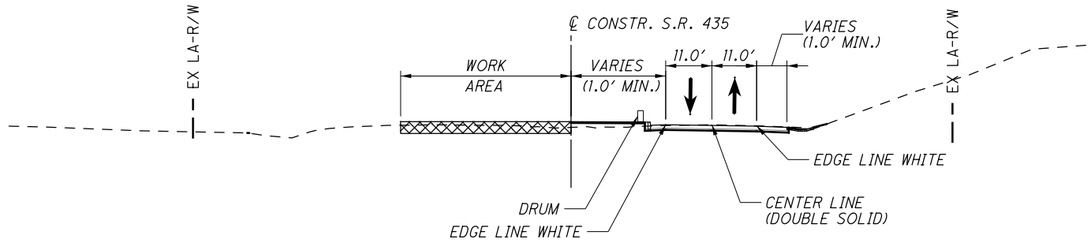
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

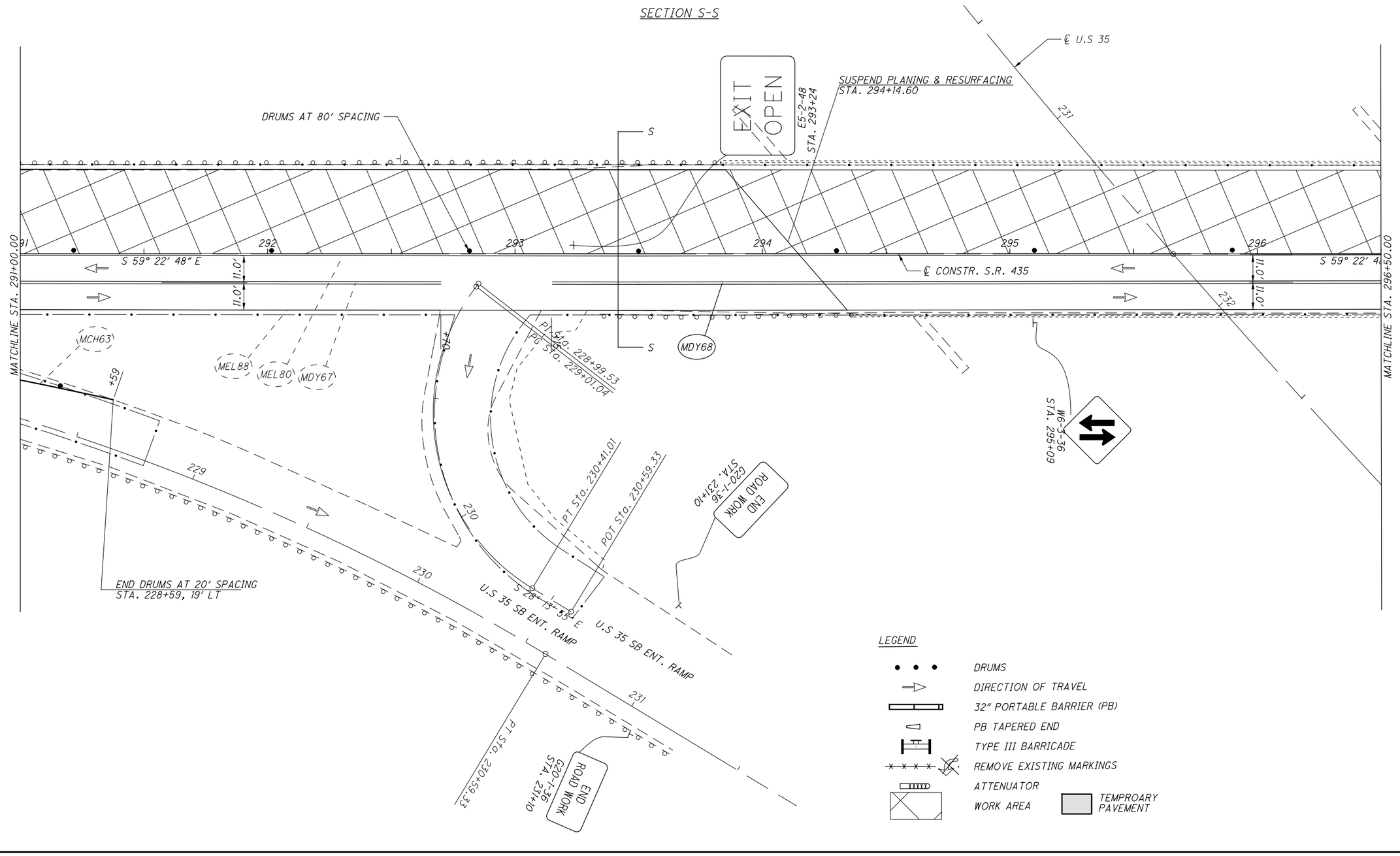
MAINTENANCE OF TRAFFIC - PHASE 2
STA. 285+50.00 TO STA. 291+00.00

FAY-435-0.97

101
393



SECTION S-S



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32″ PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPROARY PAVEMENT

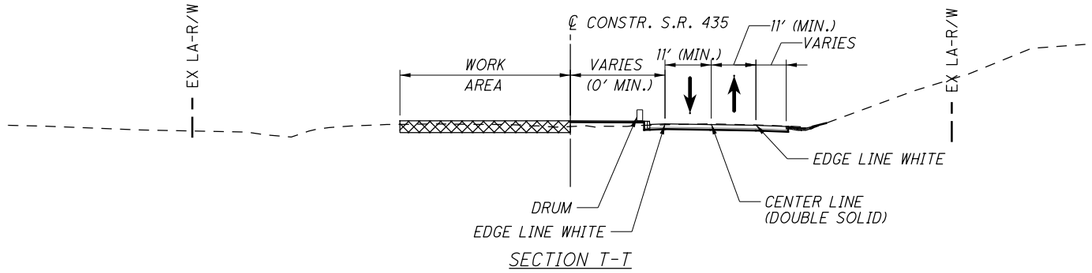
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

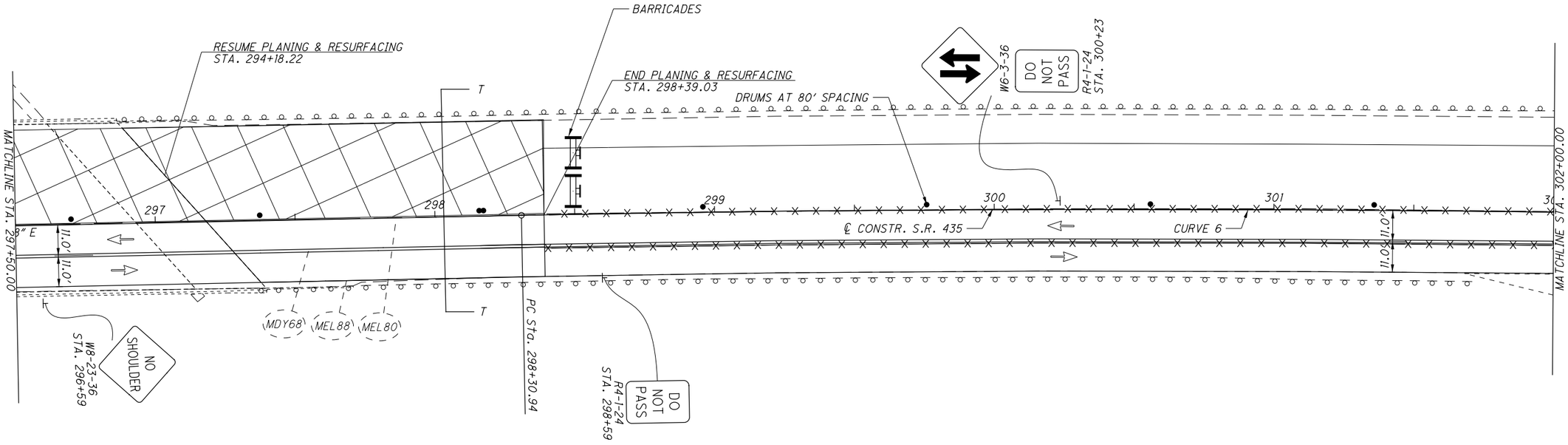
MAINTENANCE OF TRAFFIC - PHASE 2
STA. 291+00.00 TO STA. 296+50.00

FAY-435-0.97

102
393



SECTION T-T



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

CURVE 6
P.I. Sta. 300+16.38
Δ = 1° 51' 15" (RT)
Dc = 0° 30' 00"
R = 11,459.36'
T = 185.44'
L = 370.84'
E = 1.50'
C = 370.83'
C.B. = S 58° 26' 35" E

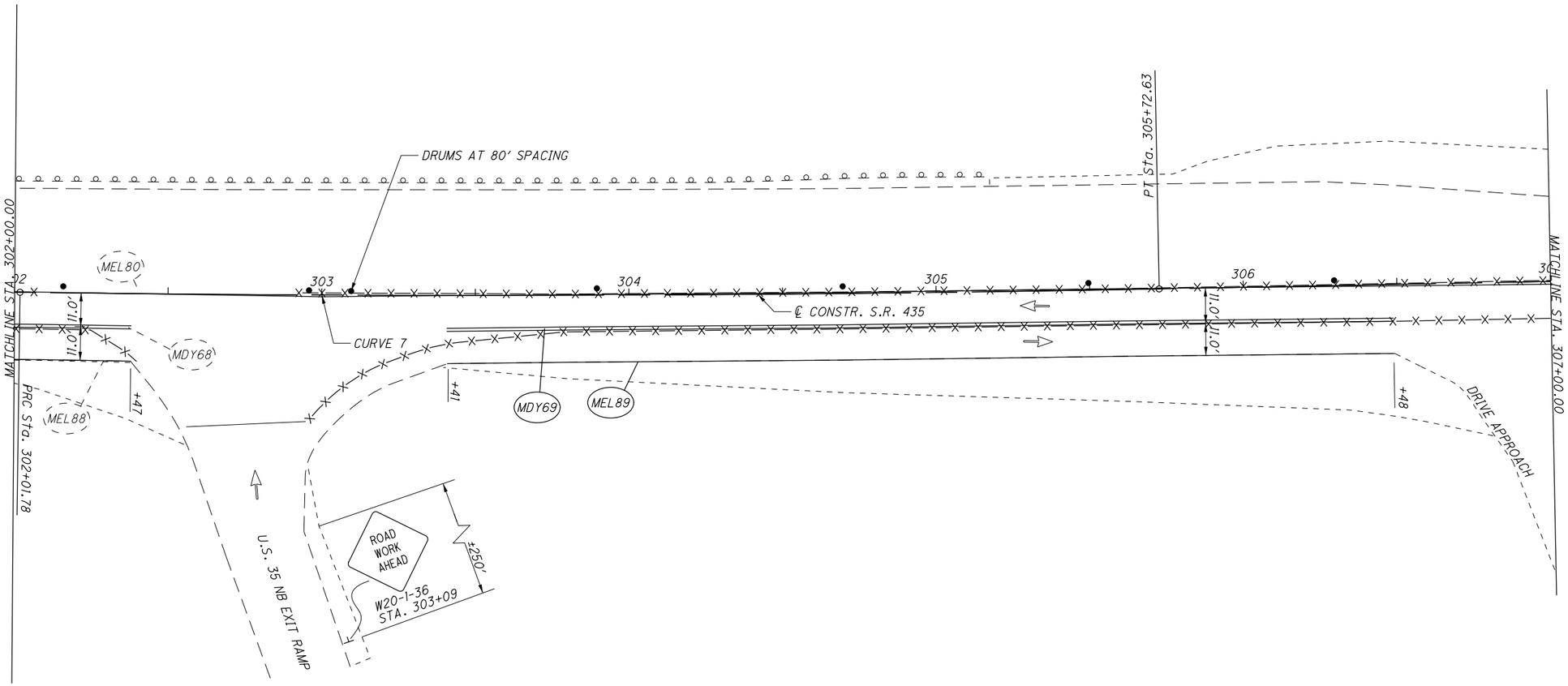
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 296+50.00 TO STA. 302+00.00

FAY-435-0.97

103
393



LEGEND

- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE BARRIER (PB)
- PB TAPERED END
- TYPE III BARRICADE
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA
- TEMPORARY PAVEMENT

CURVE 7
P.I. Sta. 303+87.22
Δ = 1° 51' 15" (LT)
Dc = 0° 30' 00"
R = 11,459.60'
T = 185.44'
L = 370.84'
E = 1.50'
C = 370.83'
C.B. = S 58° 26' 35" E

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SP
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
STA. 302+00.00 TO STA. 307+00.00

FAY-435-0.97

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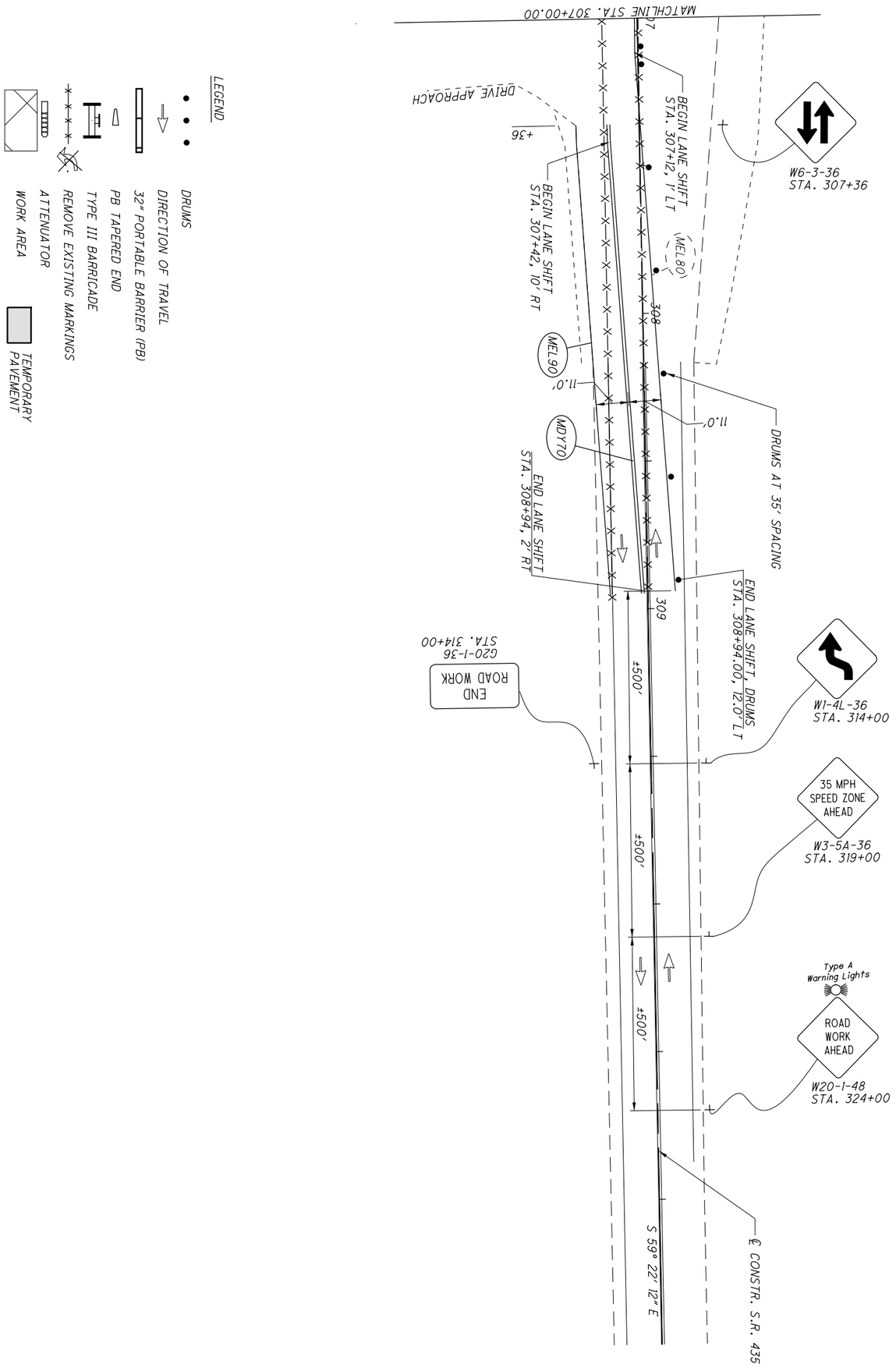


FAY-435-0.97

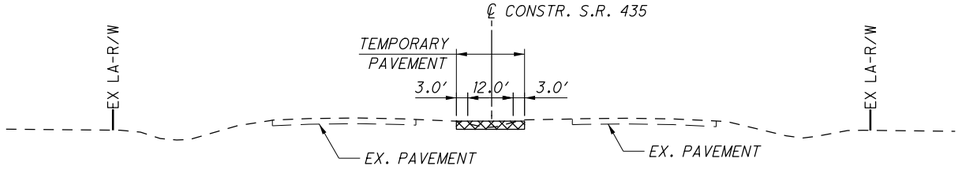
MAINTENANCE OF TRAFFIC - PHASE 2
STA. 307+00.00 TO END OF PROJECT

CALCULATED SP
CHECKED SM

0 10 20 40
HORIZONTAL SCALE IN FEET

LEGEND

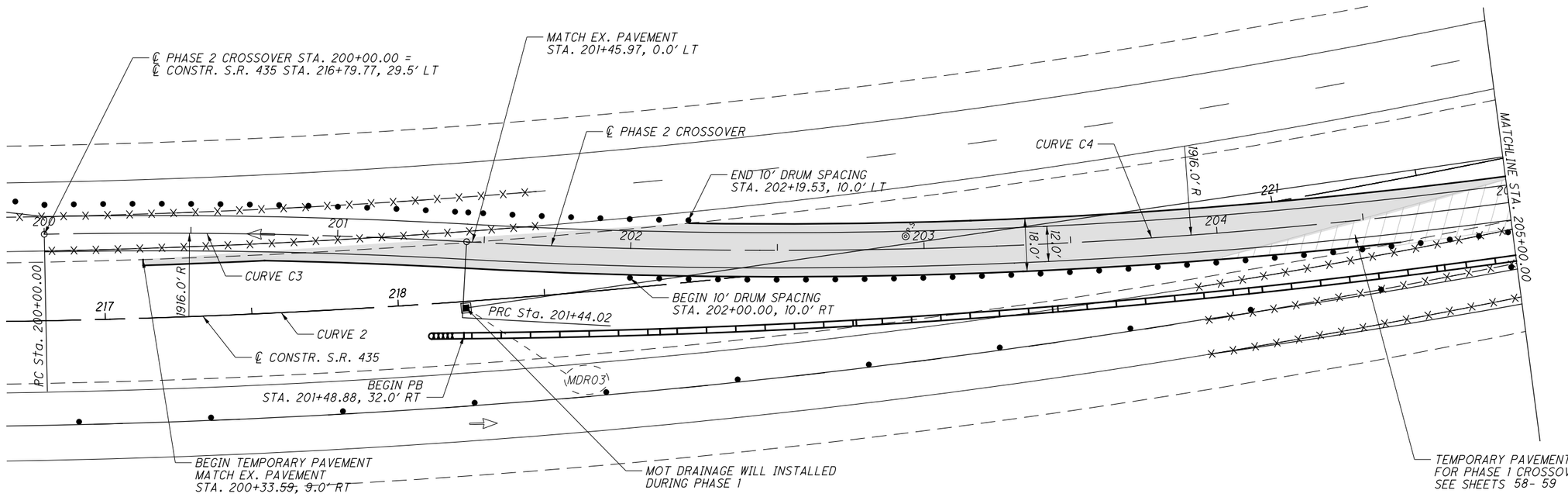
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE CONCRETE BARRIER (PCB)
- PCB TAPERED END
- TYPE III BARRICADE
- TEMPORARY PAVEMENT
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA

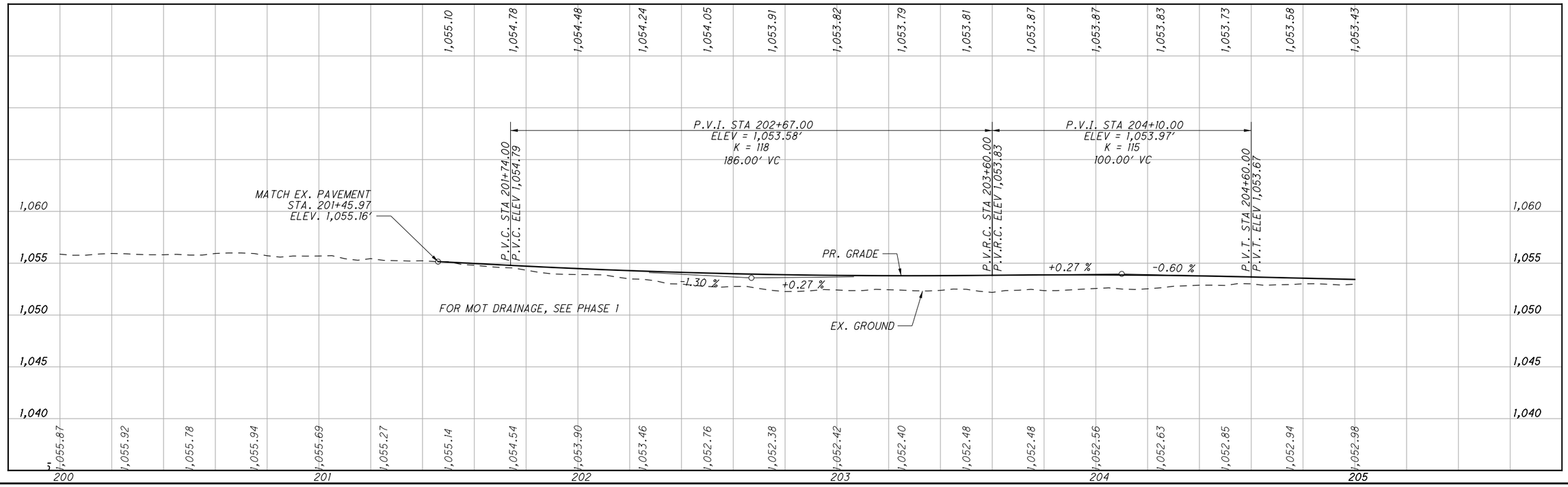


CURVE C3
P.I. Sta. 200+71.80
Δ = 4° 19' 09" (RT)
Dc = 3° 00' 33"
R = 1,904.00'
T = 71.80'
L = 143.53'
E = 1.35'
C = 143.50'
C.B. = S 27° 12' 21" E

CURVE C4
P.I. Sta. 205+50.60
Δ = 23° 59' 21" (LT)
Dc = 2° 59' 25"
R = 1,916.00'
T = 407.07'
L = 802.21'
E = 42.77'
C = 796.36'
C.B. = S 37° 02' 27" E

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25' 48" (LT)
Dc = 2° 05' 19"
R = 2,743.31'
T = 1,233.76'
L = 2,318.82'
E = 264.66'
C = 2,250.40'
C.B. = S 26° 53' 06" E





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRA
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2
CROSSOVER - BEGIN TO STA. 205+00.00

FAY-435-0.97

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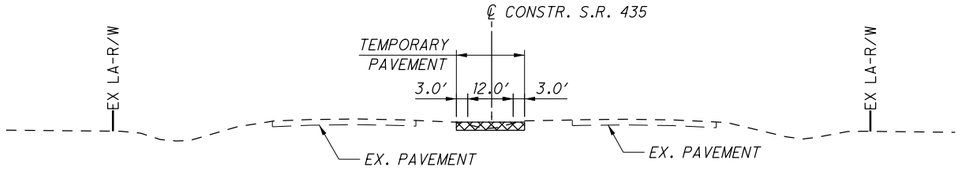
393

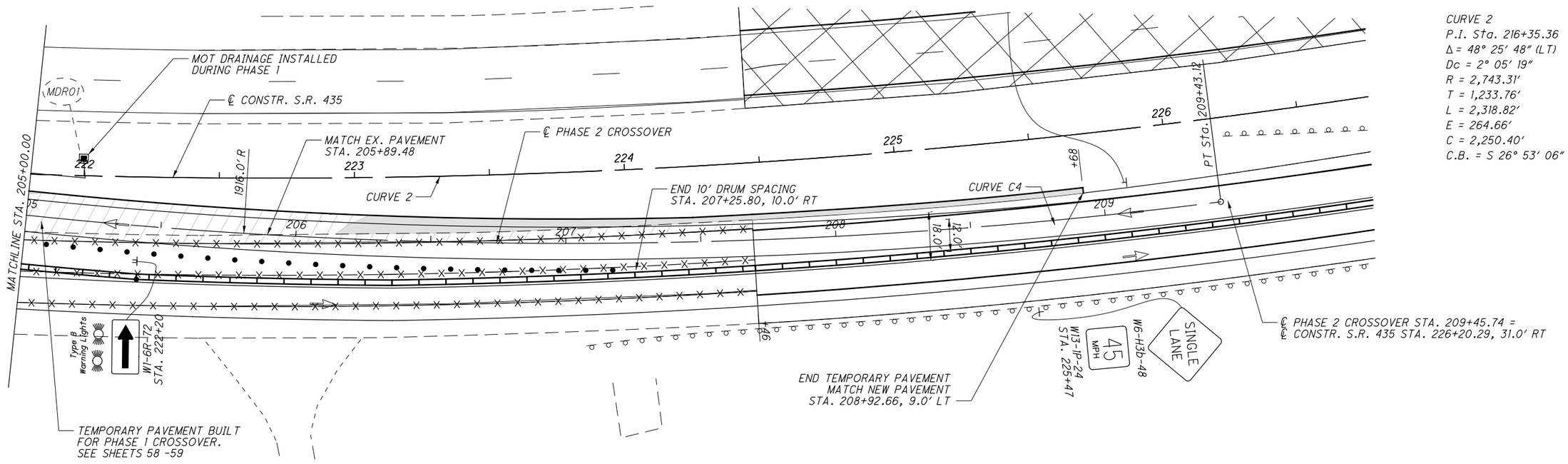
LEGEND

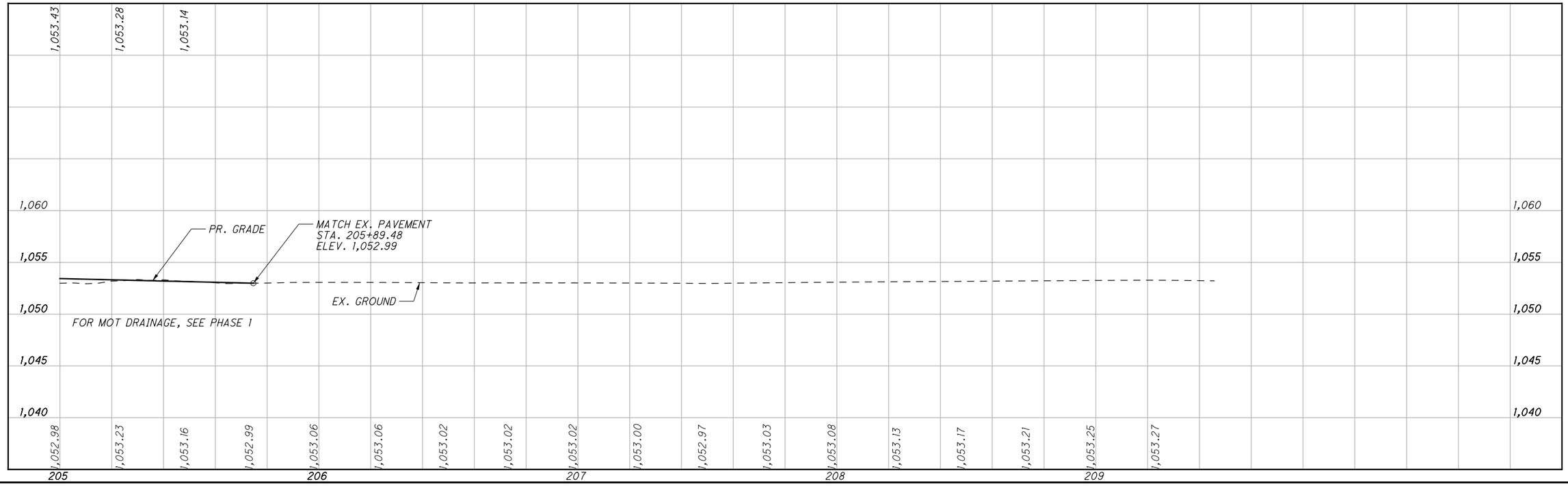
- DRUMS
- DIRECTION OF TRAVEL
- 32" PORTABLE CONCRETE BARRIER (PCB)
- PCB TAPERED END
- TYPE III BARRICADE
- TEMPORARY PAVEMENT
- REMOVE EXISTING MARKINGS
- ATTENUATOR
- WORK AREA



CURVE C4
P.I. Sta. 205+50.60
Δ = 23° 59' 21" (LT)
Dc = 2° 59' 25"
R = 1,916.00'
T = 407.07'
L = 802.21'
E = 42.77'
C = 796.36'
C.B. = S 37° 02' 27" E

CURVE 2
P.I. Sta. 216+35.36
Δ = 48° 25' 48" (LT)
Dc = 2° 05' 19"
R = 2,743.31'
T = 1,233.76'
L = 2,318.82'
E = 264.66'
C = 2,250.40'
C.B. = S 26° 53' 06" E





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MRA
CHECKED SM

MAINTENANCE OF TRAFFIC - PHASE 2 CROSSOVER - STA. 205+00.00 TO END

FAY-435-0.97

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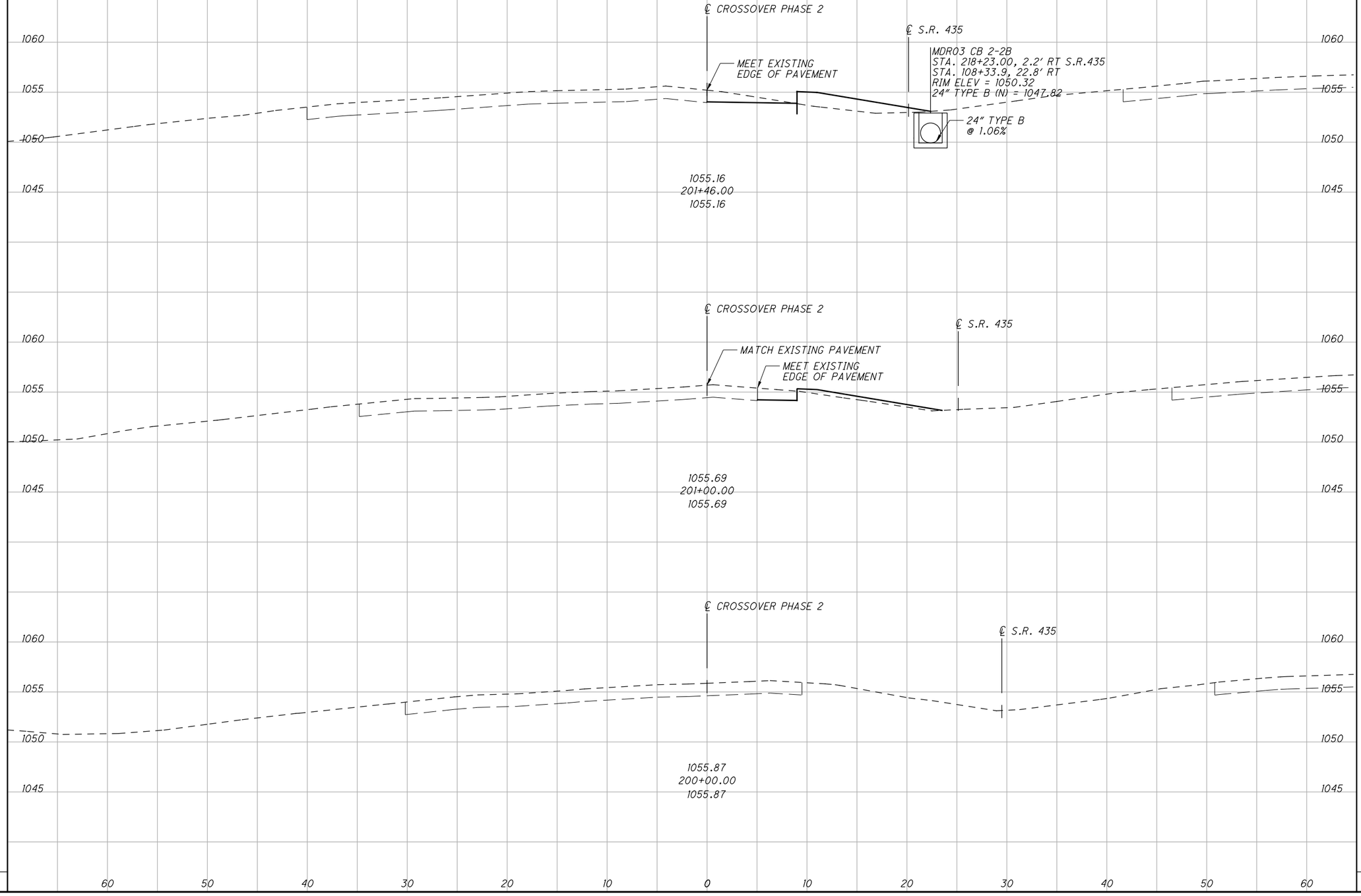
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA
CHECKED SM



CROSS SECTIONS - PHASE 2 CROSSOVER
STA. 200+00.00 TO STA. 201+46.00

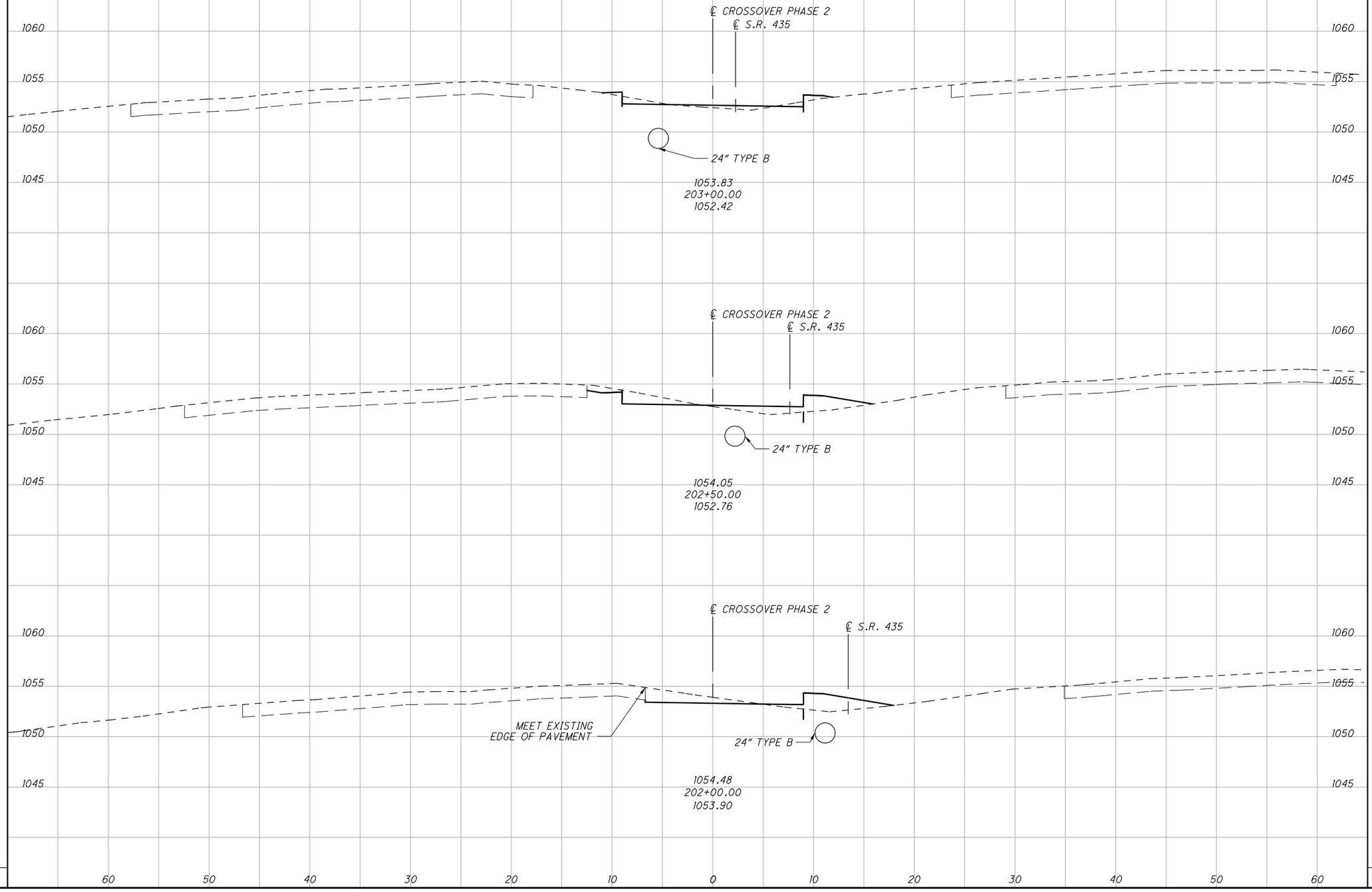
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA
CHECKED SM



CROSS SECTIONS - PHASE 2 CROSSOVER
STA. 202+00.00 TO STA. 203+00.00

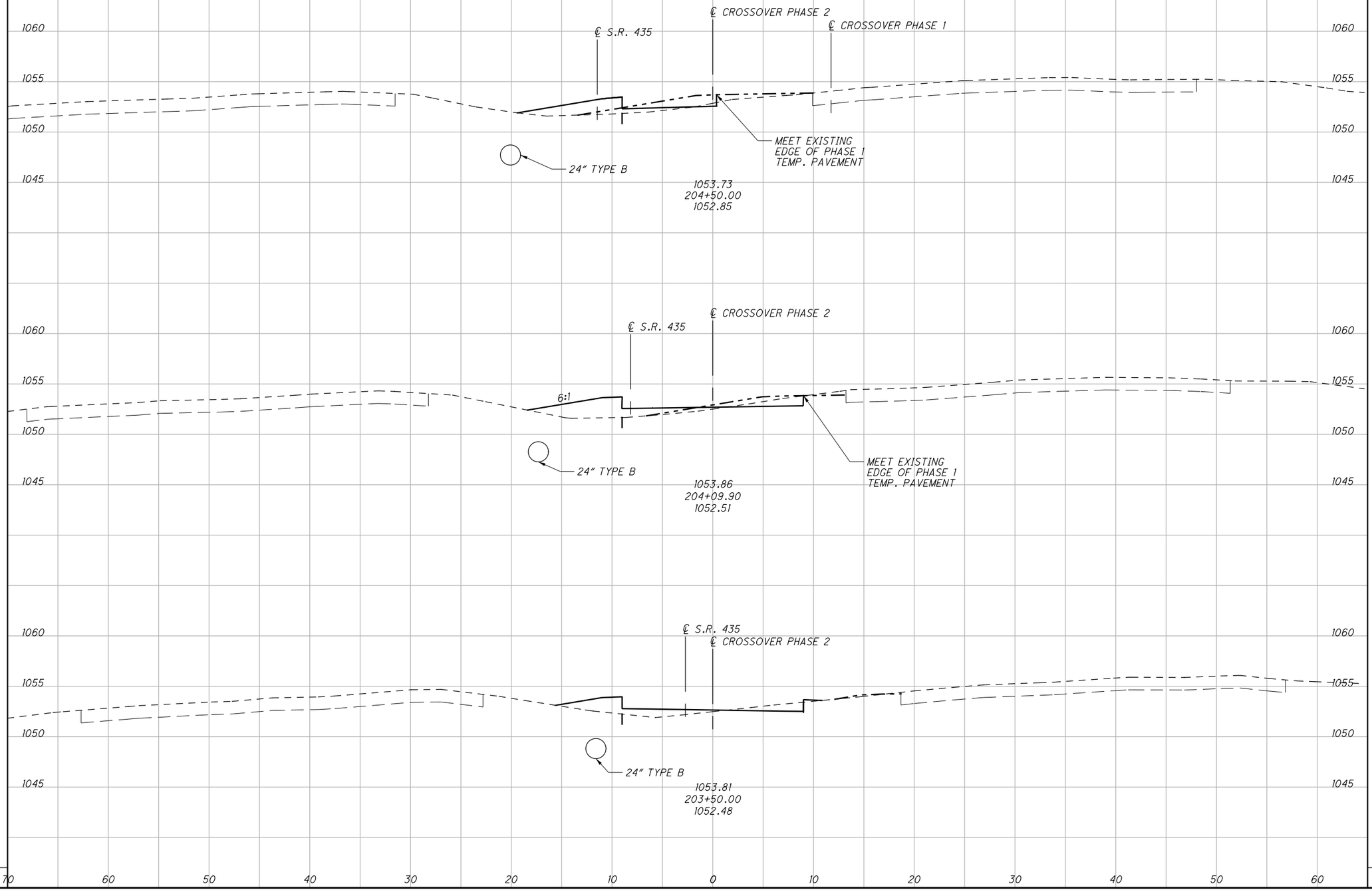
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA
CHECKED SM



CROSS SECTIONS - PHASE 2 CROSSOVER STA. 203+50.00 TO STA. 204+50.00

FAY-435-0.97

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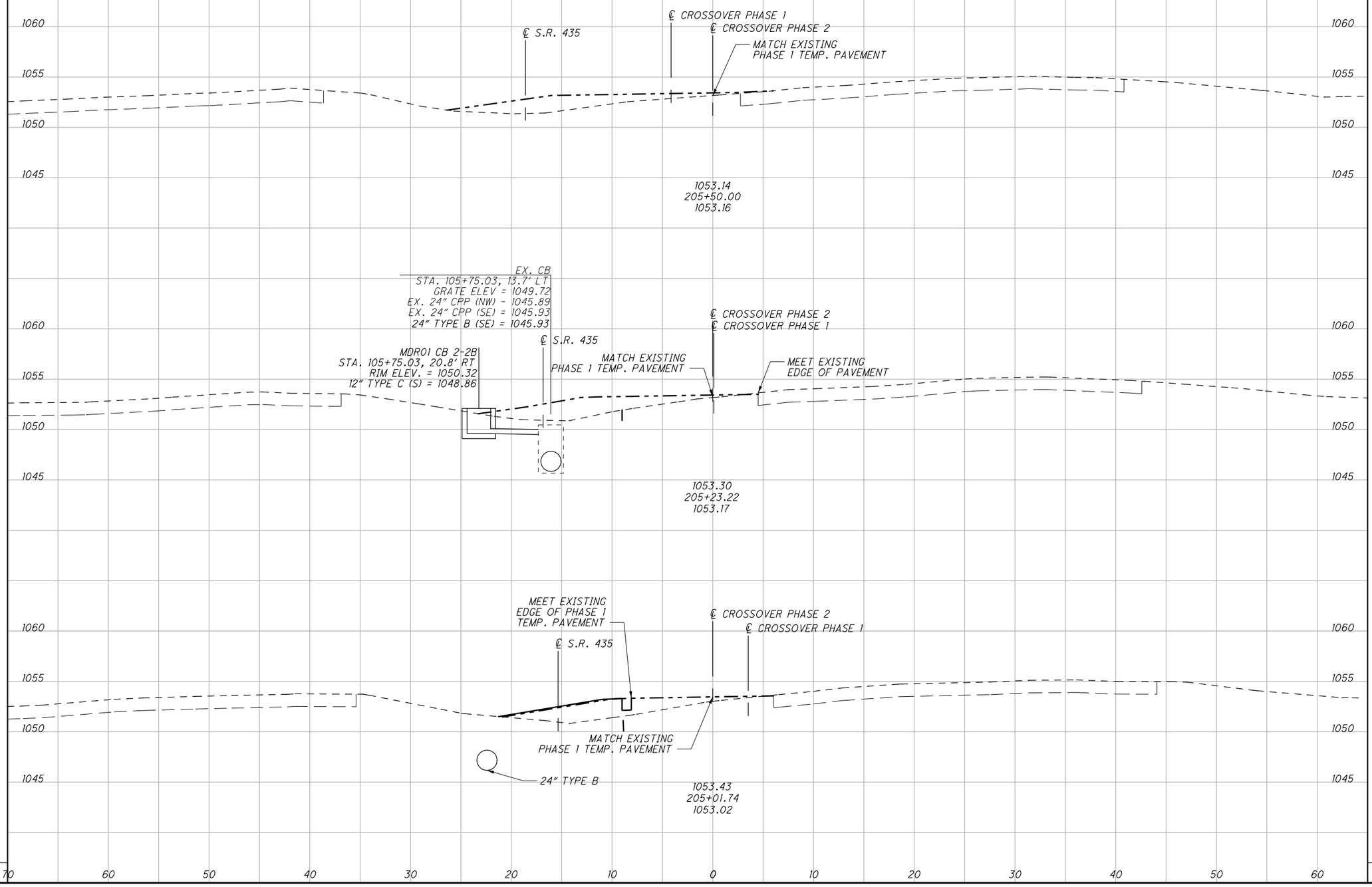
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA

CHECKED SM



CROSS SECTIONS - PHASE 2 CROSSOVER
STA. 205+01.74 TO STA. 205+50.00

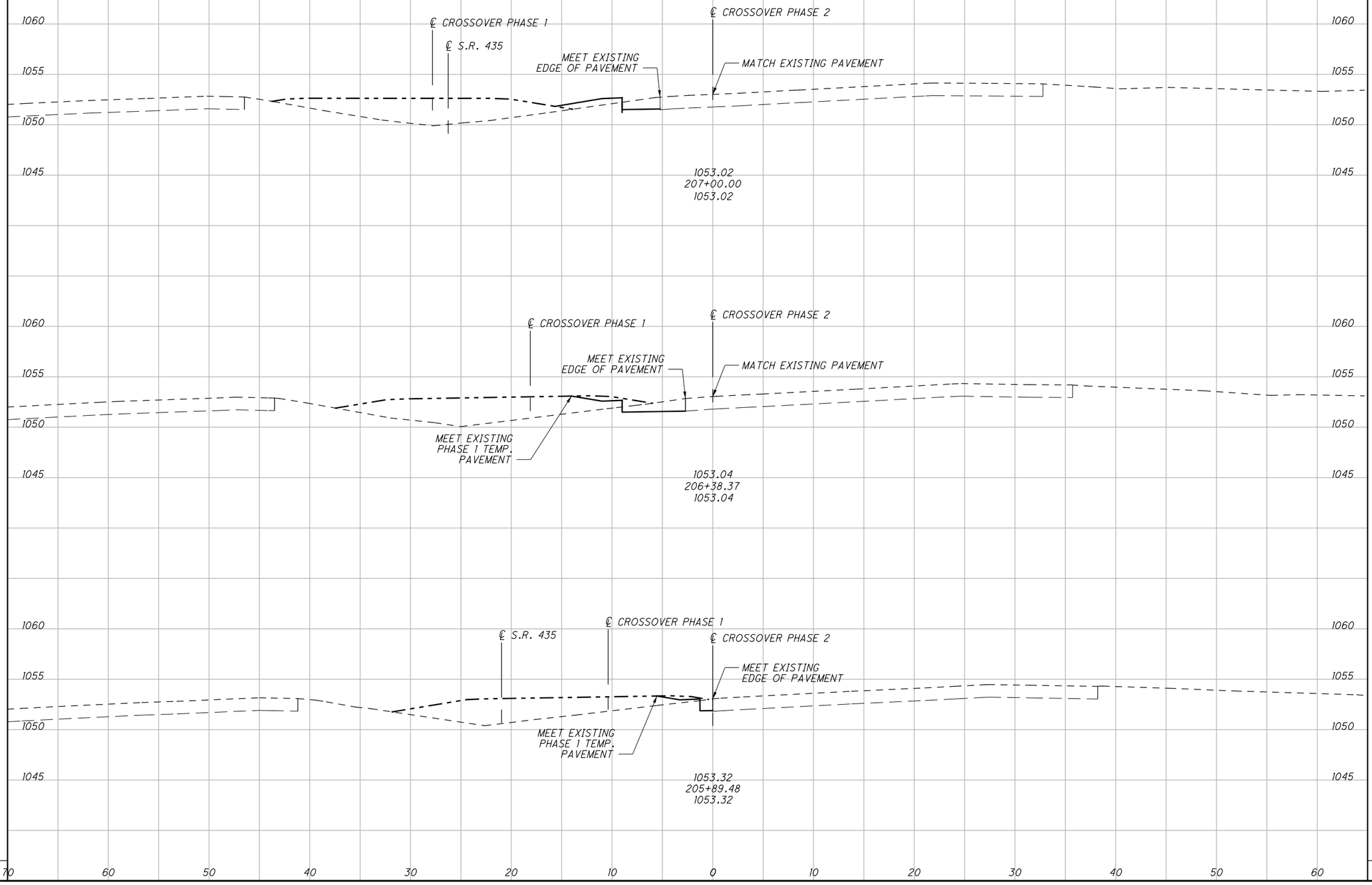
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED MRA
CHECKED SM



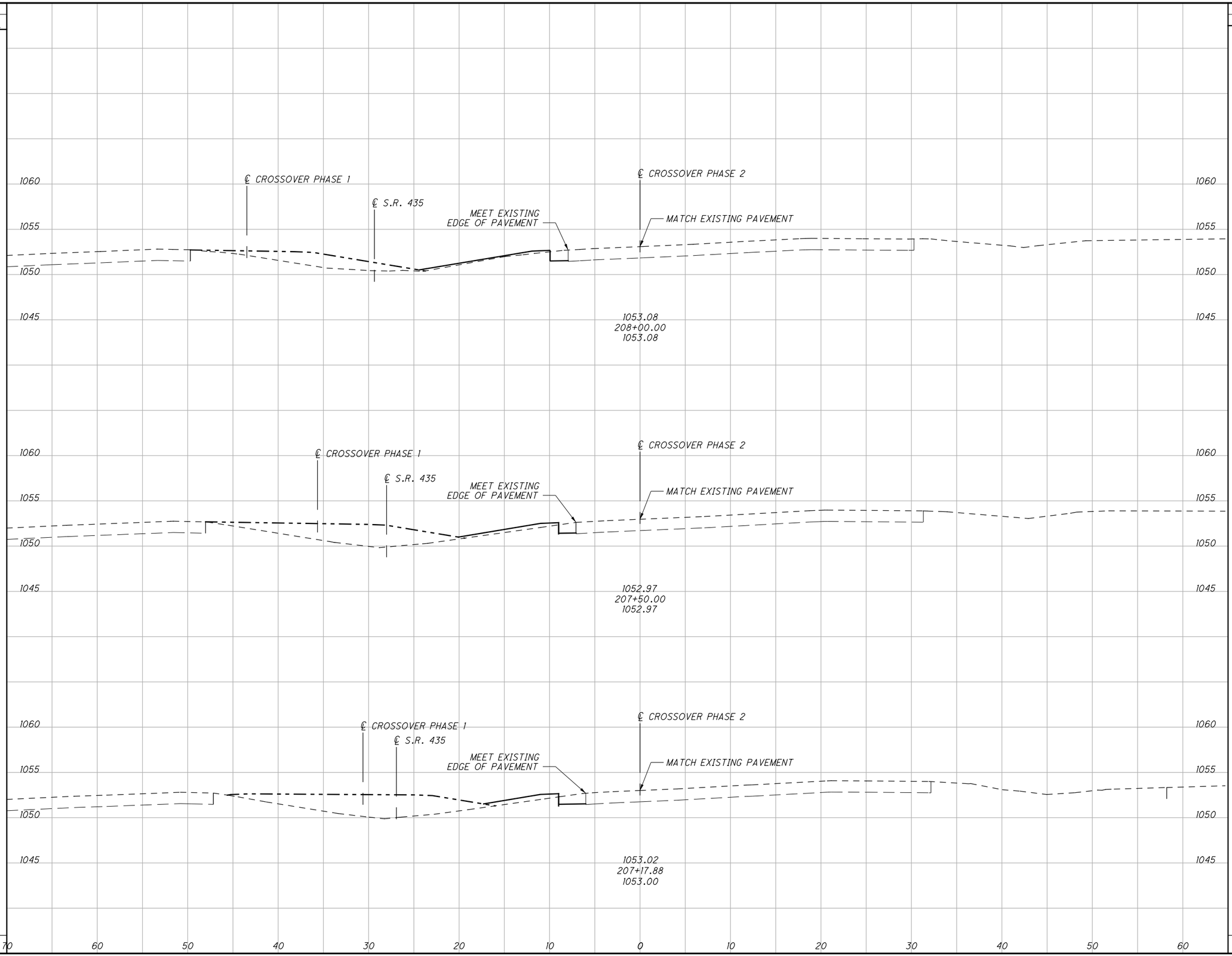
CROSS SECTIONS - PHASE 2 CROSSOVER STA. 205+89.48 TO STA. 207+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRA
CHECKED SM



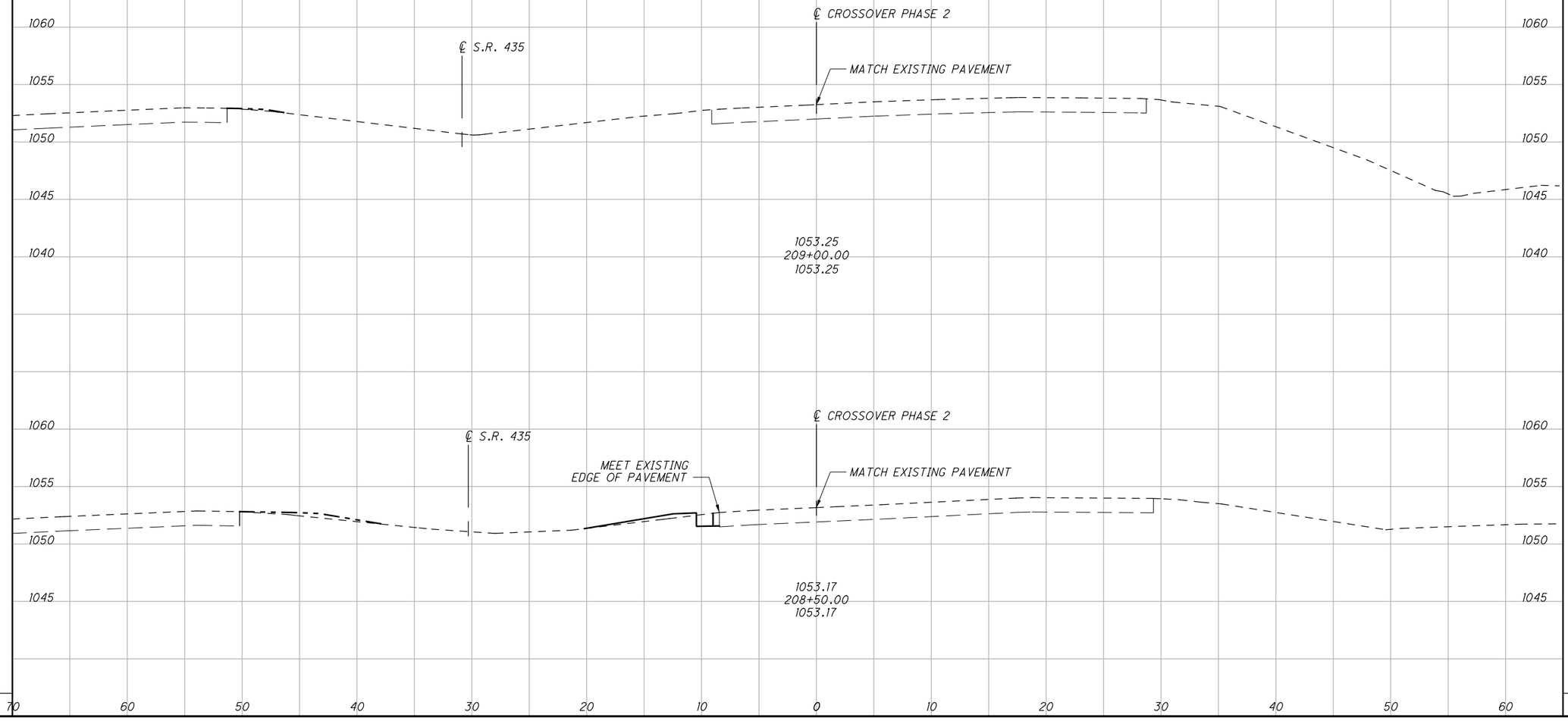
CROSS SECTIONS - PHASE 2 CROSSOVER
STA. 207+17.88 TO STA. 208+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED MRA
CHECKED SM



CROSS SECTIONS - PHASE 2 CROSSOVER
STA. 208+50.00 TO STA. 209+00.00

FAY-435-0.97

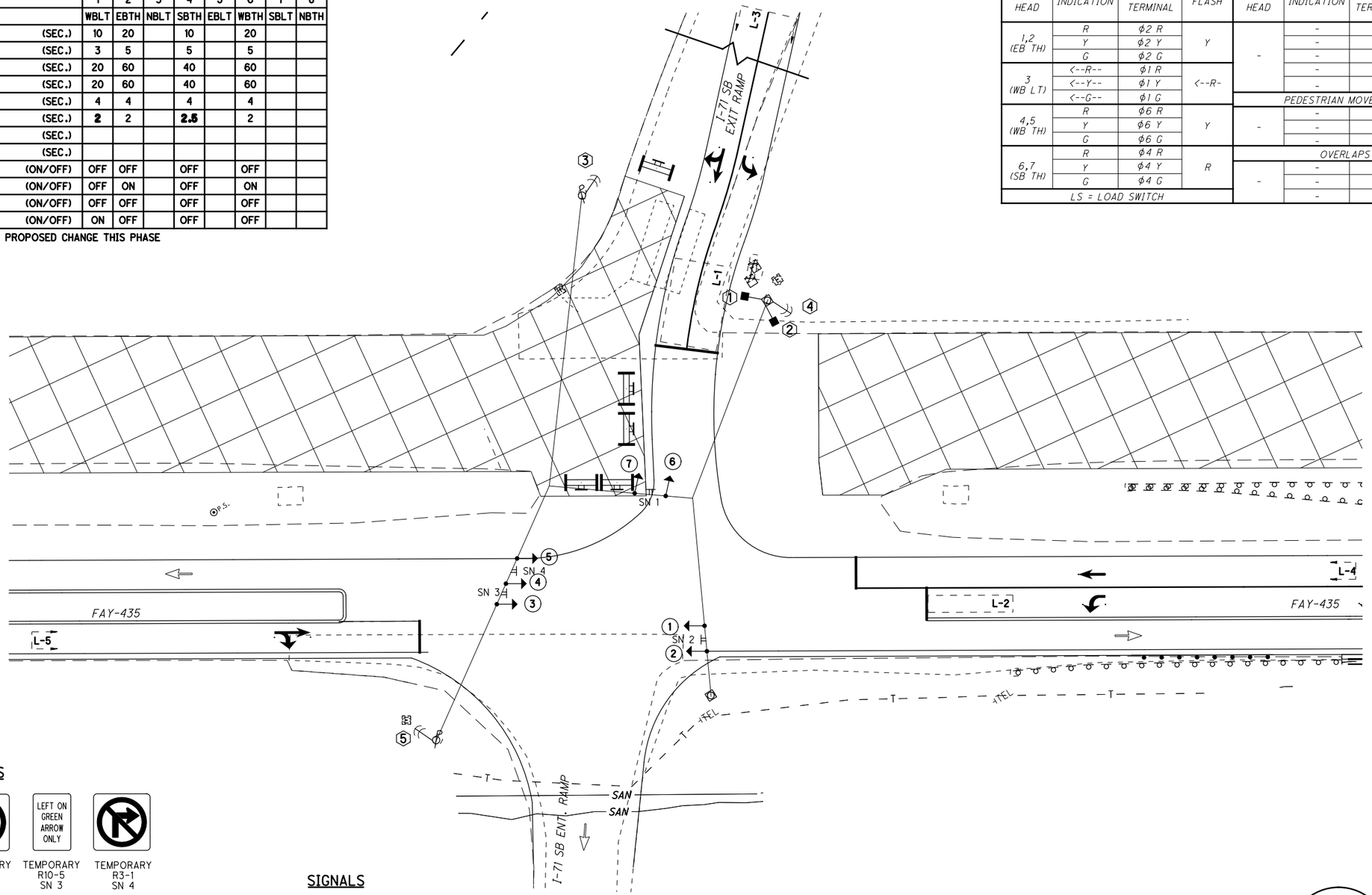
TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	20		10		20		
VEHICLE EXTENSION		(SEC.)	3	5		5		5		
MAXIMUM GREEN 1		(SEC.)	20	60		40		60		
MAXIMUM GREEN 2		(SEC.)	20	60		40		60		
YELLOW CHANGE		(SEC.)	4	4		4		4		
ALL RED CLEARANCE		(SEC.)	**2**	2		**2.5**		2		
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF		OFF		
	MINIMUM	(ON/OFF)	OFF	ON		OFF		ON		
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF		OFF		
MEMORY		(ON/OFF)	ON	OFF		OFF		OFF		

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1,2 (EB TH)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
3 (WB LT)	<--R--	ϕ1 R	<--R-		-	-	
	<--Y--	ϕ1 Y			-	-	
	<--G--	ϕ1 G			PEDESTRIAN MOVEMENTS		
4,5 (WB TH)	R	ϕ6 R	Y	-	-	-	-
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
6,7 (SB TH)	R	ϕ4 R	R		OVERLAPS		
	Y	ϕ4 Y		-	-	-	-
	G	ϕ4 G			-	-	
LS = LOAD SWITCH					-	-	



SIGNS

NO TURN ON RED		LEFT ON GREEN ARROW ONLY	
TEMPORARY R10-11B SN 1	TEMPORARY R3-2 SN 2	TEMPORARY R10-5 SN 3	TEMPORARY R3-1 SN 4

SIGNALS

REMOVE AND RESET 1, 2, 4, 5, 6, 7 — 3

LEGEND

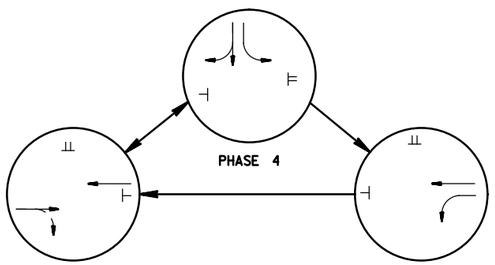
- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.
3. REMOVE OR COVER SIGNAL HEADS NOT IN USE DURING THIS PHASE.

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø4	SB-LTR
L-4	4	6'x6'	PULSE		ADVANCE	Ø6	WB-T
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-TR



PHASING DIAGRAM

HORIZONTAL SCALE IN FEET (0, 10, 20, 40)

CALCULATED BJM CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2A
TEMPORARY TRAFFIC SIGNAL PLAN
FAY-435 / I-71 SB INTERSECTION

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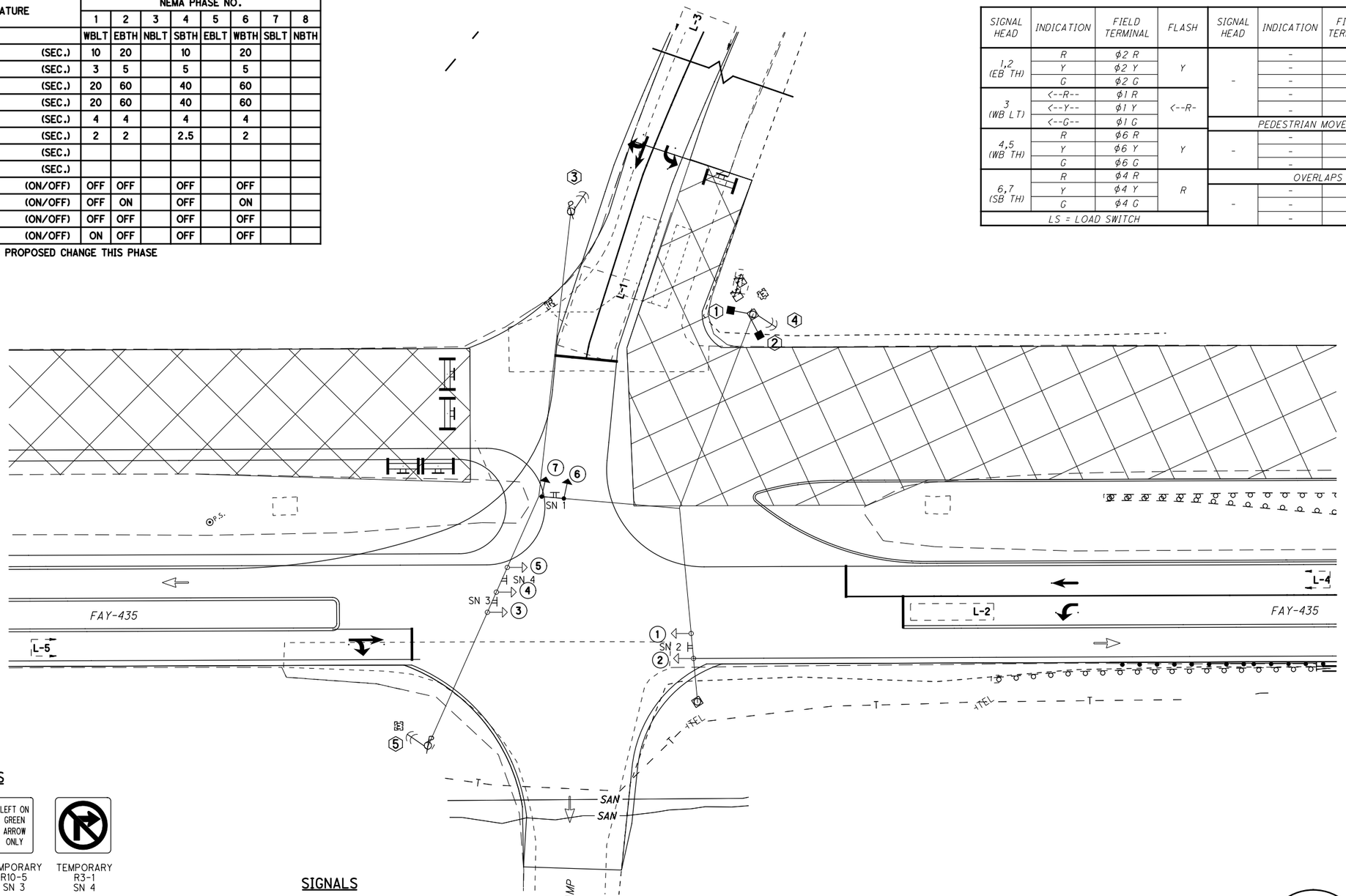
TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	20		10		20		
VEHICLE EXTENSION		(SEC.)	3	5		5		5		
MAXIMUM GREEN 1		(SEC.)	20	60		40		60		
MAXIMUM GREEN 2		(SEC.)	20	60		40		60		
YELLOW CHANGE		(SEC.)	4	4		4		4		
ALL RED CLEARANCE		(SEC.)	2	2		2.5		2		
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF		OFF		
	MINIMUM	(ON/OFF)	OFF	ON		OFF		ON		
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF		OFF		
MEMORY		(ON/OFF)	ON	OFF		OFF		OFF		

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

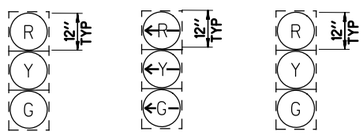
SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1,2 (EB TH)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
3 (WB LT)	<--R--	ϕ1 R	<--R-		-	-	
	<--Y--	ϕ1 Y			-	-	
	<--G--	ϕ1 G		PEDESTRIAN MOVEMENTS			
4,5 (WB TH)	R	ϕ6 R	Y	-	-	-	-
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
6,7 (SB TH)	R	ϕ4 R	R	OVERLAPS			
	Y	ϕ4 Y		-	-	-	-
	G	ϕ4 G			-	-	
LS = LOAD SWITCH					-	-	



SIGNS

NO TURN ON RED		LEFT ON GREEN ARROW ONLY	
TEMPORARY R10-11B SN 1	TEMPORARY R3-2 SN 2	TEMPORARY R10-5 SN 3	TEMPORARY R3-1 SN 4

SIGNALS



1, 2, 4, 5 — 3 — REMOVE AND RESET 6, 7

LEGEND

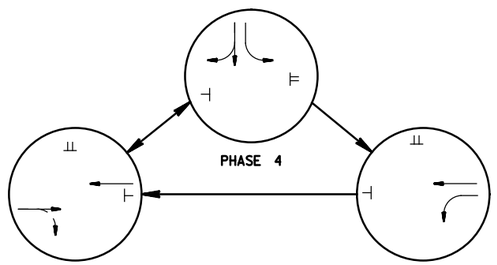
- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	20'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø4	SB-LTR
L-4	4	6'x6'	PULSE		ADVANCE	Ø6	WB-T
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-TR



PHASING DIAGRAM

HORIZONTAL SCALE IN FEET (0, 10, 20, 40)

CALCULATED BJM CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 SB INTERSECTION

116 / 393

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TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)		20			10	20		15
VEHICLE EXTENSION		(SEC.)		5			3	5		3
MAXIMUM GREEN 1		(SEC.)		60			20	50		40
MAXIMUM GREEN 2		(SEC.)		60			20	50		40
YELLOW CHANGE		(SEC.)		4			4	4		4
ALL RED CLEARANCE		(SEC.)		2			2	2		**2**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)		OFF			OFF	OFF		OFF
	MINIMUM	(ON/OFF)		ON			OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)		OFF			OFF	OFF		OFF
MEMORY		(ON/OFF)		OFF			OFF	OFF		OFF

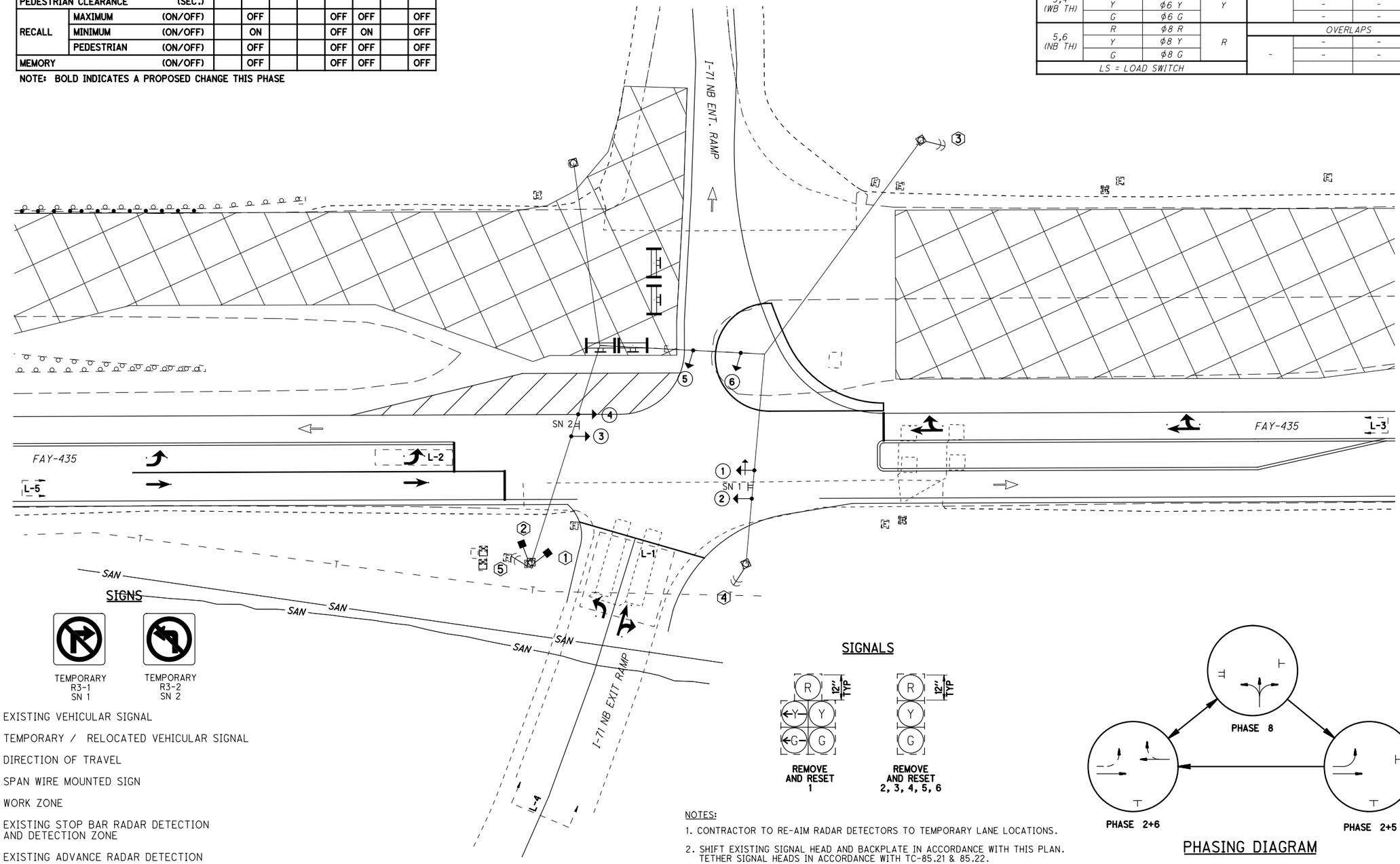
NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	30'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-4	4	24'x6'	PULSE		ADVANCE	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-T

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (EB LT)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
	<--Y--	ϕ5 Y			-	-	
	<--G--	ϕ5 G			-	-	
2 (EB TH)	R	ϕ2 R	Y	PEDESTRIAN MOVEMENTS			
	Y	ϕ2 Y		-	-	-	-
	G	ϕ2 G			-	-	
3,4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (NB TH)	R	ϕ8 R	R	OVERLAPS			
	Y	ϕ8 Y		-	-	-	-
	G	ϕ8 G			-	-	
LS = LOAD SWITCH							



PHASING DIAGRAM

NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MDU CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2A
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 NB INTERSECTION

TIMING CHART

INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)		20			10	20		15
VEHICLE EXTENSION		(SEC.)		5			3	5		3
MAXIMUM GREEN 1		(SEC.)		60			20	50		40
MAXIMUM GREEN 2		(SEC.)		60			20	50		40
YELLOW CHANGE		(SEC.)		4			4	4		4
ALL RED CLEARANCE		(SEC.)		2			2	2		2
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)		OFF			OFF	OFF		OFF
	MINIMUM	(ON/OFF)		ON			OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)		OFF			OFF	OFF		OFF
MEMORY		(ON/OFF)		OFF			OFF	OFF		OFF

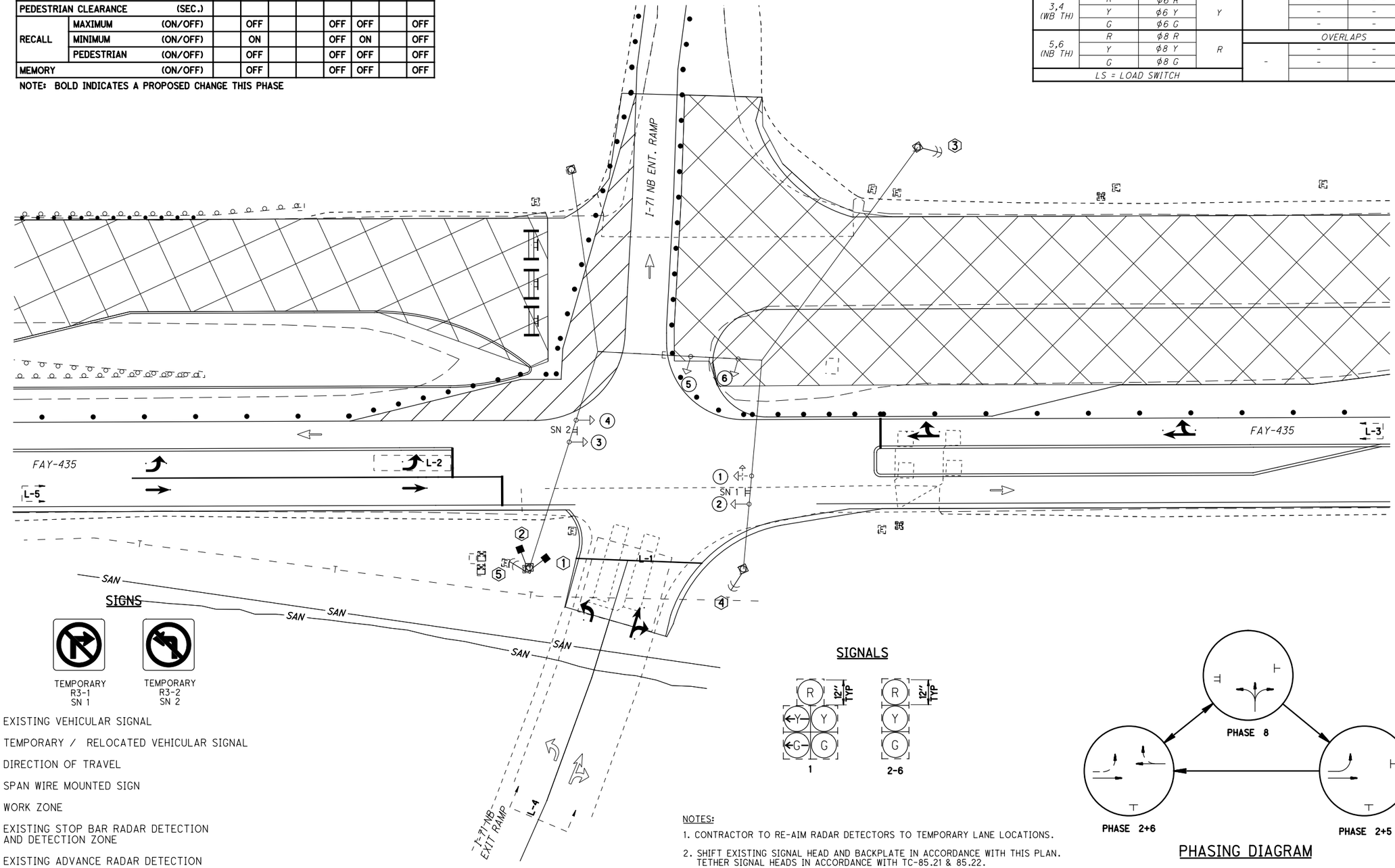
NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	30'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	3	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-4	4	24'x6'	PULSE		ADVANCE	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø2	EB-T

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (EB LT)	R	ϕ2 R	Y	-	-	-	-
	Y	ϕ2 Y			-	-	
	G	ϕ2 G			-	-	
	<--Y--	ϕ5 Y			-	-	
	<--G--	ϕ5 G			-	-	
2 (EB TH)	R	ϕ2 R	Y	PEDESTRIAN MOVEMENTS			
	Y	ϕ2 Y		-	-	-	-
	G	ϕ2 G			-	-	
3,4 (WB TH)	R	ϕ6 R	Y		-	-	
	Y	ϕ6 Y			-	-	
	G	ϕ6 G			-	-	
5,6 (NB TH)	R	ϕ8 R	R	OVERLAPS			
	Y	ϕ8 Y		-	-	-	-
	G	ϕ8 G			-	-	
LS = LOAD SWITCH							



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MDU
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / I-71 NB INTERSECTION

118
393

TIMING CHART

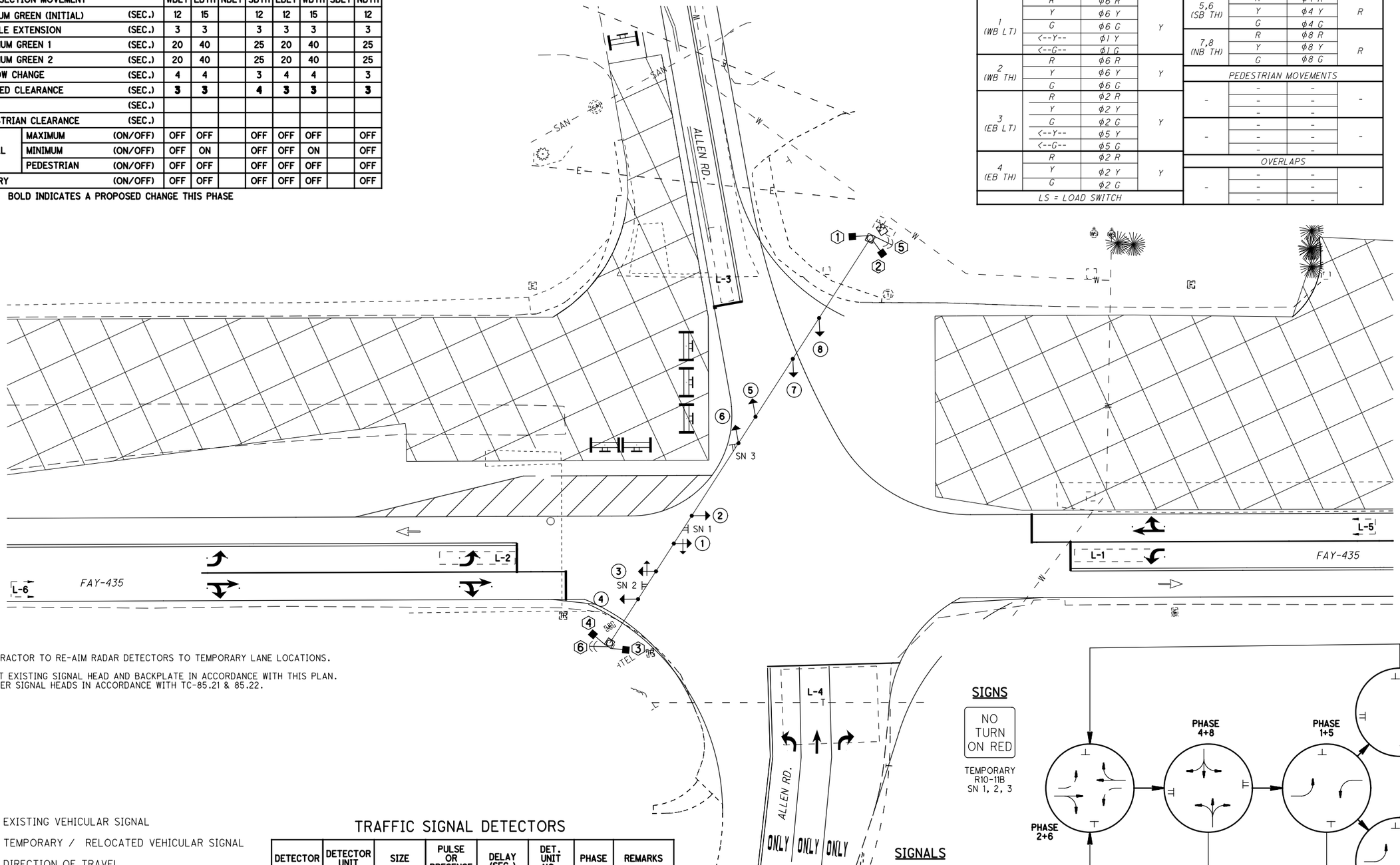
INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	12	15		12	12	15		12
VEHICLE EXTENSION		(SEC.)	3	3		3	3	3		3
MAXIMUM GREEN 1		(SEC.)	20	40		25	20	40		25
MAXIMUM GREEN 2		(SEC.)	20	40		25	20	40		25
YELLOW CHANGE		(SEC.)	4	4		3	4	4		3
ALL RED CLEARANCE		(SEC.)	**3**	**3**		**4**	**3**	**3**		**3**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
3 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y	
	<--G--	ϕ5 G	
4 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
5,6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
7,8 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	
	-	-	



NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

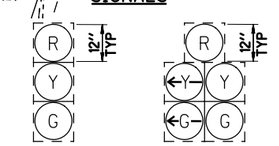
TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-2	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	1	6'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-4	3	40'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

SIGNS

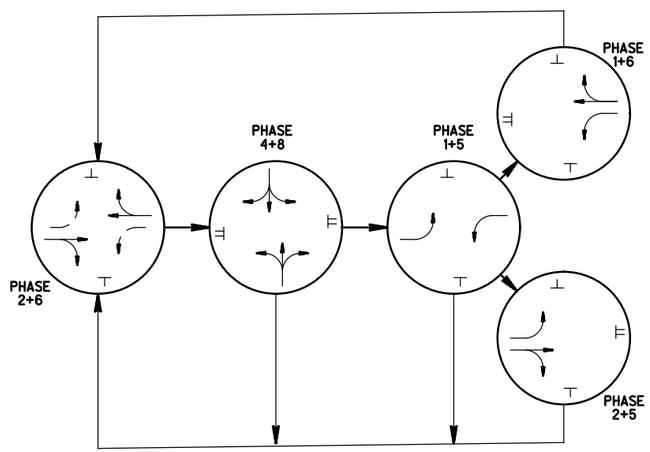
NO TURN ON RED
TEMPORARY R10-11B
SN 1, 2, 3

SIGNALS



REMOVE AND RESET 2, 4, 5, 6, 7, 8

REMOVE AND RESET 1, 3



PHASING DIAGRAM

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MDU
CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2A
FAY-435 / ALLEN INTERSECTION
TEMPORARY TRAFFIC SIGNAL PLAN

119
393

TIMING CHART

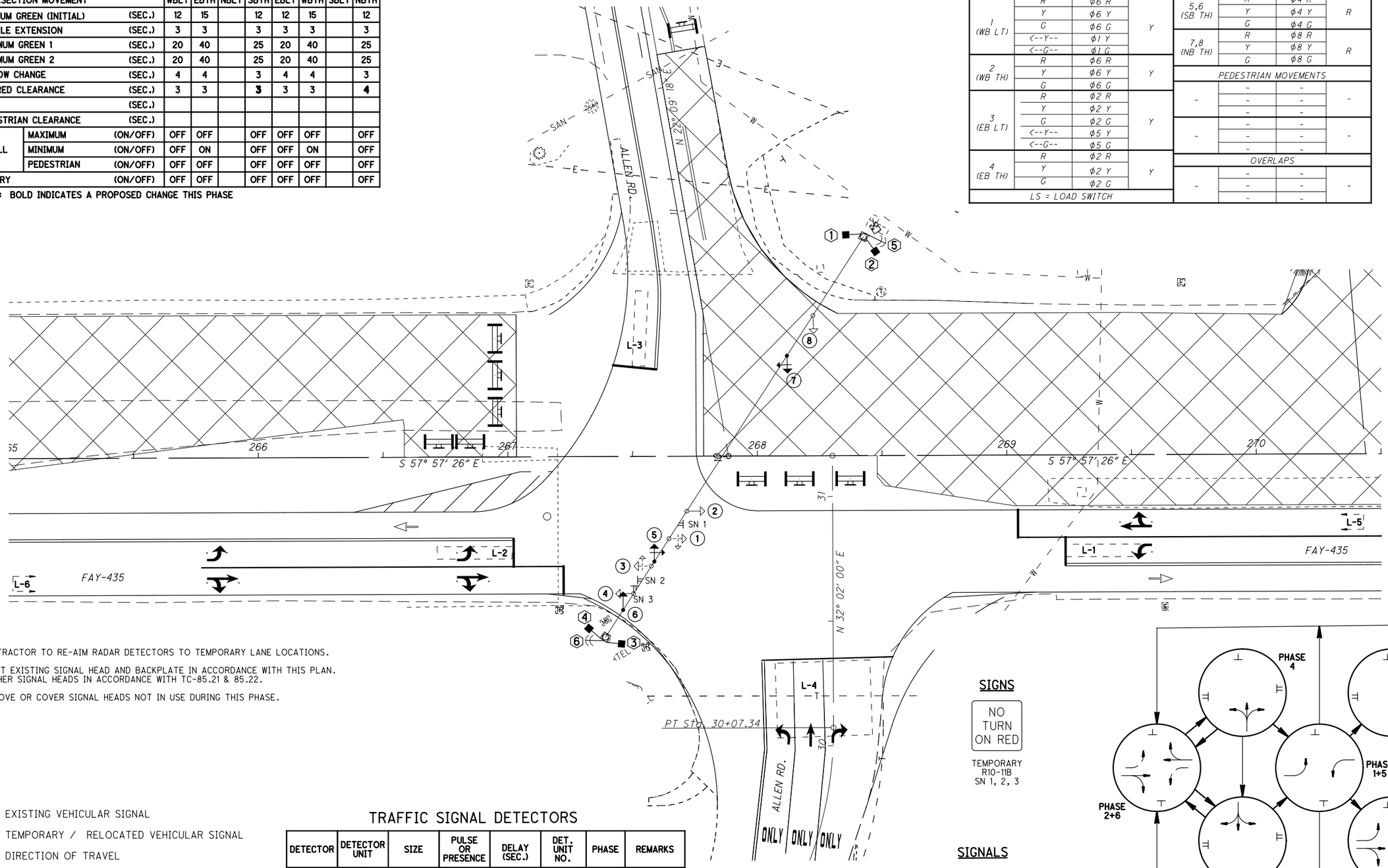
INTERVAL OF FEATURE			NEMA PHASE NO.							
			1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	12	15		12	12	15		12
VEHICLE EXTENSION		(SEC.)	3	3		3	3	3		3
MAXIMUM GREEN 1		(SEC.)	20	40		25	20	40		25
MAXIMUM GREEN 2		(SEC.)	20	40		25	20	40		25
YELLOW CHANGE		(SEC.)	4	4		3	4	4		3
ALL RED CLEARANCE		(SEC.)	3	3		**3**	3	3		**4**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
3 (EB LT)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
	<--Y--	ϕ5 Y	
	<--G--	ϕ5 G	
4 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
5,6 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
7,8 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
-	-	-	-
	-	-	
	-	-	
-	-	-	-
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	
	-	-	



NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.
3. REMOVE OR COVER SIGNAL HEADS NOT IN USE DURING THIS PHASE.

LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- EXISTING ADVANCE RADAR DETECTION

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	2	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-2	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-3	1	6'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-4	3	40'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED MDU CHECKED DMF

MAINTENANCE OF TRAFFIC - PHASE 2B
FAY-435 / ALLEN INTERSECTION
TEMPORARY TRAFFIC SIGNAL PLAN

TIMING CHART

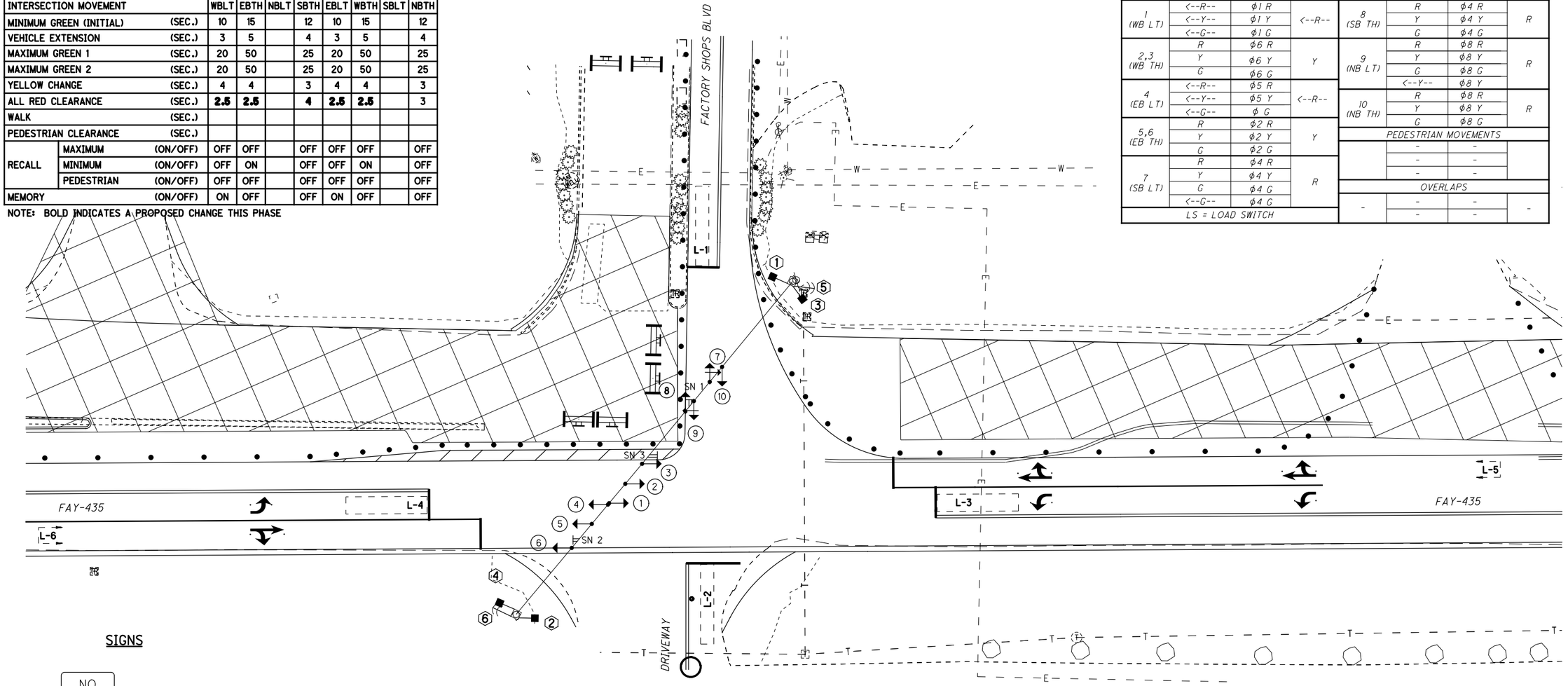
INTERVAL OF FEATURE			NEMA PHASE NO. 1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	15		12	10	15		12
VEHICLE EXTENSION		(SEC.)	3	5		4	3	5		4
MAXIMUM GREEN 1		(SEC.)	20	50		25	20	50		25
MAXIMUM GREEN 2		(SEC.)	20	50		25	20	50		25
YELLOW CHANGE		(SEC.)	4	4		3	4	4		3
ALL RED CLEARANCE		(SEC.)	**2.5**	**2.5**		**4**	**2.5**	**2.5**		3
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	ON	OFF		OFF	ON	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	<--R--	ϕ1 R	<--R--
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2,3 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
4 (EB LT)	<--R--	ϕ5 R	<--R--
	<--Y--	ϕ5 Y	
	<--G--	ϕ G	
5,6 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
7 (SB LT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
8 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
9 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--Y--	ϕ8 Y	
10 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
	-	-	
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	



SIGNS

NO TURN ON RED

PROPOSED R10-11B SN 1-3

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	6'x30'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	6'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-3	3	6'x30'	PRESENCE		STOP BAR	Ø1	WB-L
L-4	4	6'x30'	PRESENCE		STOP BAR	Ø5	EB-L
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

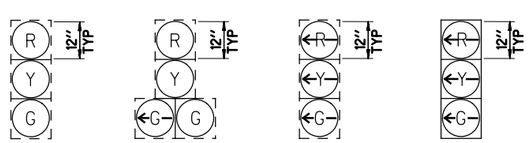
NOTES:

1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.
3. REMOVE OR COVER SIGNAL HEADS NOT IN USE DURING THIS PHASE.

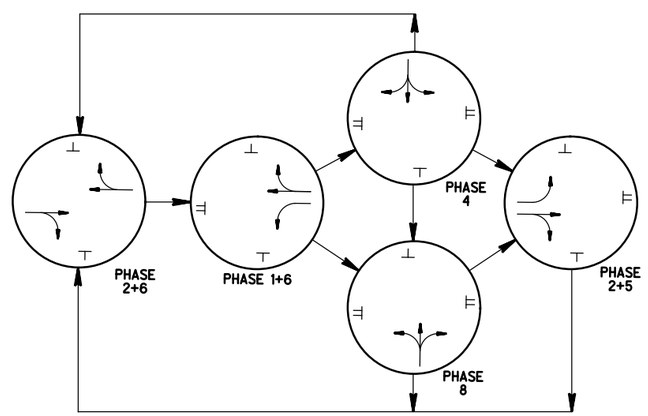
LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- L-1 EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- L-1 EXISTING ADVANCE RADAR DETECTION

SIGNALS



REMOVE AND RESET 2, 3, 5, 6, 8, 10 | REMOVE AND RESET 7, 9 | REMOVE AND RESET 1 | 4



PHASING DIAGRAM

MAINTENANCE OF TRAFFIC - PHASE 2A
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / FACTORY SHOPS

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SRH CHECKED DMF

121 393

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TIMING CHART

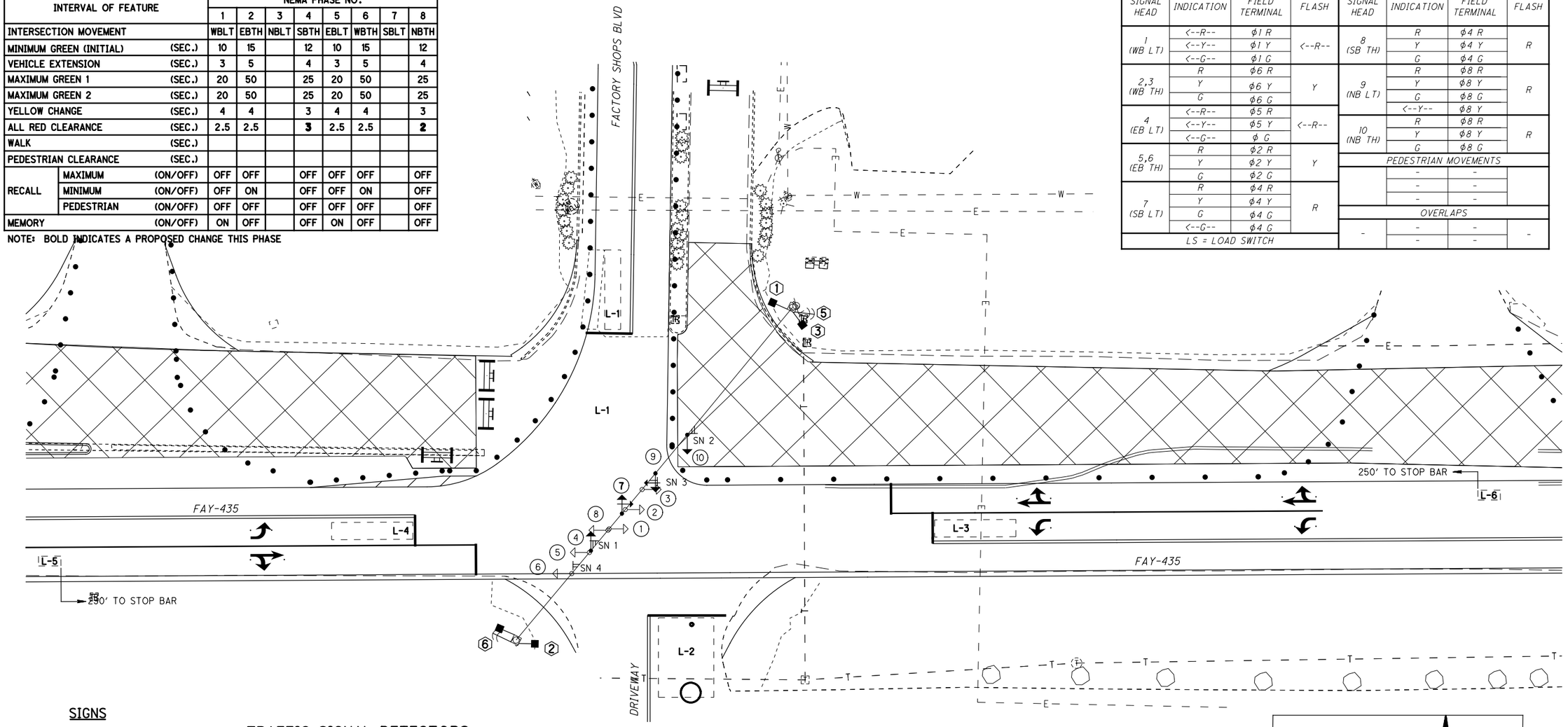
INTERVAL OF FEATURE			NEMA PHASE NO. 1	2	3	4	5	6	7	8
INTERSECTION MOVEMENT			WBLT	EBTH	NBLT	SBTH	EBLT	WBTH	SBLT	NBTH
MINIMUM GREEN (INITIAL)		(SEC.)	10	15		12	10	15		12
VEHICLE EXTENSION		(SEC.)	3	5		4	3	5		4
MAXIMUM GREEN 1		(SEC.)	20	50		25	20	50		25
MAXIMUM GREEN 2		(SEC.)	20	50		25	20	50		25
YELLOW CHANGE		(SEC.)	4	4		3	4	4		3
ALL RED CLEARANCE		(SEC.)	2.5	2.5		**3**	2.5	2.5		**2**
WALK		(SEC.)								
PEDESTRIAN CLEARANCE		(SEC.)								
RECALL	MAXIMUM	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
	MINIMUM	(ON/OFF)	OFF	ON		OFF	OFF	ON		OFF
	PEDESTRIAN	(ON/OFF)	OFF	OFF		OFF	OFF	OFF		OFF
MEMORY		(ON/OFF)	ON	OFF		OFF	ON	OFF		OFF

NOTE: BOLD INDICATES A PROPOSED CHANGE THIS PHASE

FIELD WIRE HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	<--R--	ϕ1 R	<--R--
	<--Y--	ϕ1 Y	
	<--G--	ϕ1 G	
2,3 (WB TH)	R	ϕ6 R	Y
	Y	ϕ6 Y	
	G	ϕ6 G	
4 (EB LT)	<--R--	ϕ5 R	<--R--
	<--Y--	ϕ5 Y	
	<--G--	ϕ G	
5,6 (EB TH)	R	ϕ2 R	Y
	Y	ϕ2 Y	
	G	ϕ2 G	
7 (SB LT)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
	<--G--	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
8 (SB TH)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
9 (NB LT)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
	<--Y--	ϕ8 Y	
10 (NB TH)	R	ϕ8 R	R
	Y	ϕ8 Y	
	G	ϕ8 G	
PEDESTRIAN MOVEMENTS			
	-	-	
	-	-	
	-	-	
OVERLAPS			
-	-	-	-
	-	-	



SIGNS

NO TURN ON RED

PROPOSED R10-11B SN 1-4

TRAFFIC SIGNAL DETECTORS

DETECTOR	DETECTOR UNIT	SIZE	PULSE OR PRESENCE	DELAY (SEC.)	DET. UNIT NO.	PHASE	REMARKS
L-1	1	6'x50'	PRESENCE		STOP BAR	Ø4	SB-LTR
L-2	2	20'x30'	PRESENCE		STOP BAR	Ø8	NB-LTR
L-3	3	6'x60'	PRESENCE		STOP BAR	Ø1	WB-L
L-4	4	6'x60'	PRESENCE		STOP BAR	Ø5	EB-L
L-5	5	6'x6'	PULSE		ADVANCE	Ø6	WB-TR
L-6	6	6'x6'	PULSE		ADVANCE	Ø2	EB-TR

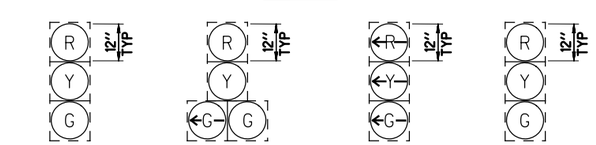
NOTES:

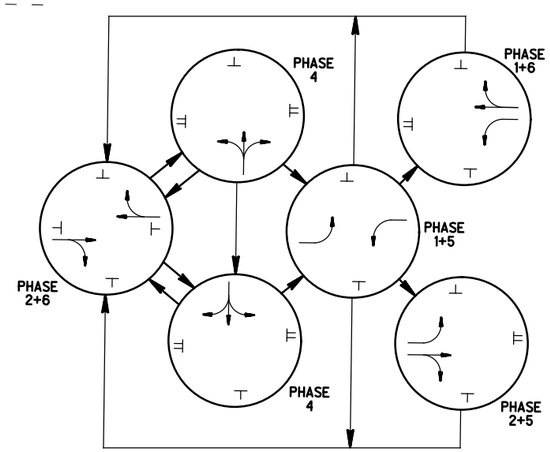
1. CONTRACTOR TO RE-AIM RADAR DETECTORS TO TEMPORARY LANE LOCATIONS.
2. SHIFT EXISTING SIGNAL HEAD AND BACKPLATE IN ACCORDANCE WITH THIS PLAN. TETHER SIGNAL HEADS IN ACCORDANCE WITH TC-85.21 & 85.22.

LEGEND

- EXISTING VEHICULAR SIGNAL
- TEMPORARY / RELOCATED VEHICULAR SIGNAL
- DIRECTION OF TRAVEL
- SPAN WIRE MOUNTED SIGN
- WORK ZONE
- L-1 EXISTING STOP BAR RADAR DETECTION AND DETECTION ZONE
- L-1 EXISTING ADVANCE RADAR DETECTION

SIGNALS





PHASING DIAGRAM

MAINTENANCE OF TRAFFIC - PHASE 2B
TEMPORARY TRAFFIC SIGNAL PLAN

FAY-435 / FACTORY SHOPS

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED SRH CHECKED DMF

SHEET NUMBER												PARTICIPATION						ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	10	126	127	128	130	229	230	225	232	304	305	01/STR/PV	02/STR/OT	03/NHS/OT	04/STR/OT	05/STR/BR	06/STR/PV						
																						ROADWAY	
												LUMP						201	11000	LUMP		CLEARING AND GRUBBING	
					3							3						202	20010	3	EACH	HEADWALL REMOVED	
		36701										36701						202	23001	36701	SY	PAVEMENT REMOVED, AS PER PLAN	10
		11520						1944				13464						202	23010	13464	SY	PAVEMENT REMOVED, ASPHALT	
					376							376						202	30700	376	FT	CONCRETE BARRIER REMOVED	
					68							68						202	30800	68	SY	TRAFFIC ISLAND REMOVED	
					745							745						202	32000	745	FT	CURB REMOVED	
					217							217						202	32500	217	FT	CURB AND GUTTER REMOVED	
					2392							2392						202	35100	2392	FT	PIPE REMOVED, 24" AND UNDER	
					151							151						202	35200	151	FT	PIPE REMOVED, OVER 24"	
					1216							1013	203					202	38000	1216	FT	GUARDRAIL REMOVED	
					6							6						202	42206	6	EACH	ANCHOR ASSEMBLY REMOVED	
					2							2						202	47000	2	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					1							1						202	58000	1	EACH	MANHOLE REMOVED	
					13							13						202	58100	13	EACH	CATCH BASIN REMOVED	
1506													1506					202	70110	1506	FT	SPECIAL - PIPE CLEANOUT, 24" AND UNDER	9
590													590					202	70120	590	FT	SPECIAL - PIPE CLEANOUT, 27" TO 48"	9
					10							10						202	98100	10	EACH	REMOVAL MISC: BOULDER REMOVAL	
979												979						202	98400	979	SF	REMOVAL MISC: DRIVEWAY RCP	9
			13338							26570		13338		20739	5831			203	10000	39908	CY	EXCAVATION	
			1395							54011		1395		40937	13074			203	20000	55406	CY	EMBANKMENT	
		27										27						204	45000	27	HOUR	PROOF ROLLING	
		38531										38531						206	15020	38531	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
		15307										15307						206	15030	15307	SY	CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP	
		1941										1941						206	10500	1941	TON	CEMENT	
		53838										53838						206	11000	53838	SY	CURING COAT	
												LUMP						206	30000	LUMP		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOIL	
					2							2						606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
					6							6						606	35050	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					304							304						622	10160	304	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
					2							2						622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D	
					2							2						622	25050	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
					5							5						623	40000	5	EACH	MONUMENT ASSEMBLY REMOVED AND RESET	
												LUMP						878	25000	LUMP		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																						EROSION CONTROL	
									18			18						601	21050	18	SY	TIED CONCRETE BLOCK MAT, TYPE 1	
				22							1245	22		991	254			601	21060	1267	SY	TIED CONCRETE BLOCK MAT, TYPE 2	
				16								16						601	32204	16	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER FABRIC	
						7	2					9						601	32210	9	CY	ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER	
470												470						616	10000	470	MGAL	WATER	
											2			1	1			659	00100	2	EACH	SOIL ANALYSIS TEST	
			3651								3649	3651		2810	839			659	00300	7300	CY	TOPSOIL	
			32863							32877		32863		25258	7619			659	10000	65740	SY	SEEDING AND MULCHING	
			1643								1644	1643		1266	378			659	14000	3287	SY	REPAIR SEEDING AND MULCHING	
			1643								1644	1643		1266	378			659	15000	3287	SY	INTER-SEEDING	
			4								5	4		4	1			659	20000	9	TON	COMMERCIAL FERTILIZER	
			7								7	7		5	2			659	31000	14	ACRE	LIME	
			182								182	182		140	42			659	35000	364	MGAL	WATER	
			4									4						659	40000	4	MSF	MOWING	
2982												2982						670	00500	2982	SY	SLOPE EROSION PROTECTION	
				2609								2609						670	00700	2609	SY	DITCH EROSION PROTECTION	
												LUMP						832	15000	LUMP		STORM WATER POLLUTION PREVENTION PLAN	
												83724	60627					832	30000	144351	EACH	EROSION CONTROL	
				682								682						836	10000	682	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
																						ENVIRONMENTAL	
	14000											14000						690	65016	14000	TON	SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL	
	6000											6000						690	65024	6000	GAL	SPECIAL - WORK INVOLVING REGULATED WATER	
																						DRAINAGE	
				8		13.4	1					22.4						602	20000	22.4	CY	CONCRETE MASONRY	
									26672			26672						605	14000	26672	FT	6" BASE PIPE UNDERDRAINS, 707.31	
									763			763						611	00510	763	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
50												50						611	01500	50	FT	6" CONDUIT, TYPE F	
10												10						611	02000	10	FT	8" CONDUIT, TYPE C	

CALCULATED MYT
CHECKED KMD

GENERAL SUMMARY

FAY-435-0.97

SHEET NUMBER												PARTICIPATION						ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
10	13	17	126	128	130	225	229	230	232	246	250	01/STR/PV	02/STR/OT	03/NHS/OT	04/STR/OT	05/STR/BR	06/STR/PV						
																						DRAINAGE, CONTINUED	
100				603								703						611	04400	703	FT	12" CONDUIT, TYPE B	
100				338								438						611	04600	438	FT	12" CONDUIT, TYPE C	
	100											100						611	04601	100	FT	12" CONDUIT, TYPE C, AS PER PLAN	13
50												50						611	05100	50	FT	12" CONDUIT, TYPE E	
25		490										515						611	05900	515	FT	15" CONDUIT, TYPE B	
				15								15						611	06100	15	FT	15" CONDUIT, TYPE C	
				171								171						611	06400	171	FT	15" CONDUIT, TYPE D	
25												25						611	06600	25	FT	15" CONDUIT, TYPE E	
25												25						611	06700	25	FT	15" CONDUIT, TYPE F	
		110		73								183						611	07400	183	FT	18" CONDUIT, TYPE B	
				134								134						611	07600	134	FT	18" CONDUIT, TYPE C	
				179								179						611	07900	179	FT	18" CONDUIT, TYPE D	
				72								72						611	09400	72	FT	21" CONDUIT, TYPE D	
		642		79								721						611	10400	721	FT	24" CONDUIT, TYPE B	
				25								25						611	10600	25	FT	24" CONDUIT, TYPE C	
				73								73						611	10900	73	FT	24" CONDUIT, TYPE D	
								81				81						611	11700	81	FT	27" CONDUIT, TYPE A, 706.02; OR 36" 707.01 (0.138), 707.02 (0.138), 707.04 (1/2") (0.079), 707.05 (0.079) ALUMINIZED, 707.07 (0.079) ALUMINIZED	
				150								150						611	16400	150	FT	36" CONDUIT, TYPE B	
							140					140						611	19200	140	FT	42" CONDUIT, TYPE A, 706.02 OR 48" 707.01 (0.138), 707.02 (0.138), 707.04 (1/2") (0.079), 707.05 (0.079) ALUMINIZED, 707.07 (0.079) ALUMINIZED	
				4								4						611	98150	4	EACH	CATCH BASIN, NO. 3	
				6								6						611	98180	6	EACH	CATCH BASIN, NO. 3A	
		4		3								7						611	98470	7	EACH	CATCH BASIN, NO. 2-2B	
		1										1						611	98510	1	EACH	CATCH BASIN, NO 2-3	
				2								2						611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
				5								5						611	99574	5	EACH	MANHOLE, NO. 3	
									10			10						611	99710	10	EACH	PRECAST REINFORCED CONCRETE OUTLET	
1												1						611	99720	1	EACH	INSPECTION WELL	
188												188						613	41200	188	CY	LOW STRENGTH MORTAR BACKFILL	
																						PAVEMENT	
			21518										21518					254	01000	21518	SY	PAVEMENT PLANING, ASPHALT CONCRETE	
			7789									7789						304	20000	7789	CY	AGGREGATE BASE	
			1603										1603					407	10000	1603	GAL	TACK COAT	
			861										861					407	14000	861	GAL	TACK COAT FOR INTERMEDIATE COURSE	
			897										897					442	10001	897	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN	9
			1781										1781					442	10100	1781	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	
						2338						2338						452	12020	2338	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 W/ QC/QA	
			46017									46017						452	19200	46017	SY	NON-REINF. CONC. PAVEMENT, MISC.:PAVEMENT - 10.5", CLASS QC1 W QC/QA	
					65							65						609	24510	65	FT	CURB, TYPE 4-C	
					3263							3263						609	28000	3263	FT	CURB, TYPE 7	
					2735							2735						609	70000	2735	SY	4" CONCRETE MEDIAN	
																						WATER WORK	
					1							1						638	10800	1	EACH	VALVE BOX ADJUSTED TO GRADE	
																						TRAFFIC CONTROL	
					3							3						620	60000	3	EACH	REBOUNDABLE TUBULAR PYLON	
											473	371	102					621	00100	473	EACH	RPM	
										530		428	102					630	02100	530	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
										774		717	57					630	03100	774	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
										112		112						630	04100	112	FT	GROUND MOUNTED SUPPORT, NO. 4 POST	
										58		58						630	06400	58	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
										170		170						630	07600	170	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
										21		12	9					630	08600	21	EACH	SIGN POST REFLECTOR	
										8		8						630	09000	8	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
										4		4						630	20500	4	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 5	
										4		4						630	79000	4	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE	
										2		2						630	79500	2	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
										1130		1088	42					630	80100	1130	SF	SIGN, FLAT SHEET	
										72		72						630	80200	72	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
										378		378						630	80224	378	SF	SIGN, OVERHEAD EXTRUSHEET	
										9		9						630	82000	9	EACH	SIGN BACKING ASSEMBLY	

CALCULATED MYT
CHECKED KMD

GENERAL SUMMARY

FAY-435-0.97

SHEET NUMBER												PARTICIPATION						ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
11	12	13	17	21		130		246	250			01/STR/PV	02/STR/OT	03/NHS/OT	04/STR/OT	05/STR/BR	06/STR/PV						
																						TRAFFIC CONTROL, CONTINUED	
								12				12						630	84500	12	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
								4				4						630	84510	4	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
								166				166						630	84900	166	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								124				124						630	86002	124	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								12				12						630	86102	12	EACH	REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL	
									2.92				2.92					644	00104	2.92	MILE	EDGE LINE, 6"	
									1.01				1.01					644	00204	1.01	MILE	LANE LINE, 6"	
									0.80				0.80					644	00300	0.80	MILE	CENTER LINE	
									864				864					644	00404	864	FT	CHANNELIZING LINE, 12"	
									40				40					644	00500	40	FT	STOP LINE	
									52				52					644	00700	52	FT	TRANSVERSE/DIAGONAL LINE	
									55				55					644	00720	55	FT	CHEVRON MARKING	
									4				4					644	01410	4	EACH	WORD ON PAVEMENT, 96"	
									3.78			3.78						645	00116	3.78	MILE	EDGE LINE, 6", TYPE A3	
									1.52			1.52						645	00216	1.52	MILE	LANE LINE, 6", TYPE A3	
									0.30			0.30						645	00310	0.30	MILE	CENTER LINE, TYPE A3	
									5279			5279						645	00416	5279	FT	CHANNELIZING LINE, 12" , TYPE A3	
									537			537						645	00510	537	FT	STOP LINE, TYPE A3	
									311			311						645	00710	311	FT	TRANSVERSE/DIAGONAL LINE, TYPE A3	
									485			485						645	00726	485	FT	CHEVRON MARKING, TYPE A3	
615									54			54						645	01310	54	EACH	LANE ARROW, TYPE A3	
									3			3						645	01424	3	EACH	WORD ON PAVEMENT, 96", TYPE A3	
10000									573			573						645	01520	573	FT	DOTTED LINE, 6", TYPE A3	
																						TRAFFIC SIGNALS	
						25						25						625	31511	25	EACH	PULL BOX REMOVED, AS PER PLAN	10
LUMP						1						1						625	31600	1	EACH	PULL BOX, MISC.:RECONSTRUCTED TO GRADE	
		2000										2000						632	40501	2000	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN	13
		2000										2000						632	40701	2000	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, AS PER PLAN	13
																						STRUCTURE 20 FOOT SPAN AND OVER (FAY-435-0105R)	
																						FOR STRUCTURE FAY-435-0105R GENERAL SUMMARY, SEE SHEET 288	
																						MAINTENANCE OF TRAFFIC	
50												50						410	12000	50	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	500											500						614	11110	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	12
		16										16						614	11300	16	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	13
			1	2								3						614	12336	3	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
50												50						614	12460	50	EACH	WORK ZONE MARKING SIGN	
	2											2						614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
20												20						614	13000	20	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	54											54						614	13300	54	EACH	BARRIER REFLECTOR, TYPE B	
	54											54						614	13350	54	EACH	OBJECT MARKER, ONE-WAY	
												LUMP						614	18002	LUMP		MAINTAINING TRAFFIC, MISC.: RETIME TRAFFIC SIGNALS	13
												LUMP						614	18002	LUMP		MAINTAINING TRAFFIC, MISC.: RE-AIM RADAR DETECTION UNITS	13
0.25												0.25						614	20000	0.25	MILE	WORK ZONE LANE LINE, CLASS I	
0.25			1.45	1.86								3.56						614	21000	3.56	MILE	WORK ZONE CENTER LINE, CLASS I	
0.50			5.12	5.20								10.82						614	22000	10.82	MILE	WORK ZONE EDGE LINE, CLASS I	
			5610	3450								9060						614	23000	9060	FT	WORK ZONE CHANNELIZING LINE, CLASS I	
			288	438								726						614	24000	726	FT	WORK ZONE DOTTED LINE, CLASS I	
			256	743								999						614	25000	999	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
200			388	211								799						614	26000	799	FT	WORK ZONE STOP LINE, CLASS I	
			38	38								76						614	30000	76	EACH	WORK ZONE ARROW, CLASS I	
			2175	1291								3466						615	20000	3466	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
50	59											109						616	10000	109	MGAL	WATER	
	3000		2233	2092								7325						622	41000	7325	FT	PORTABLE BARRIER, 32"	
																						INCIDENTALS	
												LUMP						108	10000	LUMP		SPECIAL - CPM PROGRESS SCHEDULE	
												LUMP						614	11000	LUMP		MAINTAINING TRAFFIC	
												12						619	16010	12	MONTH	FIELD OFFICE, TYPE B	
												LUMP						623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LUMP						624	10000	LUMP		MOBILIZATION	

ROADS FOR MAINTAINING TRAFFIC

CALCULATED MYT
CHECKED KMD

GENERAL SUMMARY

FAY-435-0.97

STATION TO STATION		SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=L x W	CADD AREAS	202 PAVEMENT REMOVED, AS PER PLAN	202 PAVEMENT REMOVED, ASPHALT	204 PROOF ROLLING	206 CEMENT STABILIZED SUBGRADE, 14" DEEP	206 CEMENT STABILIZED SUBGRADE, 16" DEEP	206 CEMENT	206 CURING COAT	254 PAVEMENT PLANING, ASPHALT CONCRETE	304 6" AGGREGATE BASE	407 TACK COAT	407 TACK COAT FOR INTERMEDIATE COURSE	442 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN	442 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	452 10.5" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT			
							SQ YD	SQ YD	HOUR	SQ YD	SQ YD	TON	SQ YD	SQ YD	CU YD	GALLON	GALLON	CU YD	CU YD	SQ YD
224+46.00	228+44.72	RT/LT	398.7	76.0	30302.7									3367.0		252.5	134.7	140.3	280.6	
230+06.01	238+72.00	RT/LT	866.0	76.0	65815.2									7312.8		548.5	292.5	304.7	609.4	
238+72.00	242+40.05	RT/LT	368.0	76.0	27971.8		601.7	1145.0	1.7		3353.3	132.8	3353.3		531.6					3108.0
242+40.05	249+95.09	RT/LT				84862.9	8952.6	555.1	5.8		11694.3	463.1	11694.3	79.7	1585.5		3.2	3.3		9429.2
249+95.09	250+25.00	RT/LT	29.9	72.0	2153.5		183.1	132.9	0.1		259.2	10.3	259.2		41.0					239.3
250+25.00	253+78.15	RT/LT	353.2	72.0	25426.8		1929.2	1805.0	1.5	3060.6		106.1	3060.6		483.9					2825.2
253+78.15	255+63.94	RT/LT				25546.8	3301.5		1.7	3395.9		117.7	3395.9		476.5					2838.5
255+63.94	257+78.83	RT/LT	214.9	84.0	18050.8		1581.7	644.7	1.1	2148.9		74.5	2148.9		342.2					2005.6
257+78.83	258+28.83	RT/LT	50.0	91.5	4575.0		329.7	177.8	0.3	541.7		18.8	541.7		86.6					508.3
258+28.83	259+53.61	RT/LT	124.8	96.0	11978.9		896.0	360.5	0.7	1414.2		49.0	1414.2		226.5					1331.0
259+53.61	260+03.61	RT/LT	50.0	91.5	4575.0		349.5	138.9	0.3	541.7		18.8	541.7		86.6					508.3
260+03.61	261+02.58	RT/LT	99.0	84.0	8313.5		706.8	274.9	0.5	989.7		34.3	989.7		157.6					923.7
261+02.58	263+00.56	RT/LT				24868.3	2733.9	181.2	1.7	3357.1		116.3	3357.1		464.2					2763.1
263+00.56	263+40.35	RT/LT	39.8	72.0	2864.9		322.6	79.6	0.2	344.8		11.9	344.8		54.5					318.3
263+40.35	263+90.35	RT/LT	50.0	78.0	3900.0		378.4	127.8	0.2	466.7		16.2	466.7		74.1					433.3
262+43.45	267+22.23	RT/LT	478.8			6178.6		686.5												
263+90.35	264+65.33	RT/LT	75.0	84.0	6298.3		570.2	199.9	0.4	749.8		26.0	749.8		119.4					699.8
264+65.33	269+02.88	RT/LT				57703.7	5212.9	698.7	3.9	7724.2		267.6	7724.2	64.6	1076.7		2.6	2.7		6411.5
269+02.88	273+52.78	RT/LT	449.9	87.0	39141.3		3910.9	1272.4	2.3	4649.0		161.1	4649.0		741.5					4349.0
269+16.97	272+15.51	RT/LT	298.5			10559.1		1173.2												
273+52.78	279+06.13	RT/LT				47467.7	2921.6	1352.6	3.5	6934.2		240.3	6934.2		889.3					5274.2
279+06.13	281+49.00	RT/LT	242.9	76.0	18458.1		1818.8	512.7	1.1	2212.8		76.7	2212.8		350.8					2050.9
281+49.00	288+18.43	RT/LT	669.4	76.0	50876.7									5653.0		424.0	226.1	235.5	471.1	
288+18.43	290+41.55	RT/LT				17098.0								1899.8		142.5	76.0	79.2	158.3	
290+41.55	294+14.60	RT/LT	373.0	57.0	21263.9									2362.7		177.2	94.5	98.4	196.9	
297+18.22	298+39.00	RT/LT	120.8	58.0	7005.2									778.4		58.4	31.1	32.4	64.9	
TOTALS							36701	11520	27	38531	15307	1941	53838	21518	7789	1603	861	897	1781	46017

CALCULATED JEB
CHECKED KMD

PAVEMENT CALCULATIONS

FAY-435-0.97

126
393

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SHEET NO.	203 EXCAVATION	203 EMBANKMENT	659 TOPSOIL	659 SEEDING AND MULCHILG	659 REPAIR SEEDING AND MULCHING	659 INTER-SEEDING	659 COMMERCIAL FERTILIZER	659 LIME	659 WATER	659 MOWING																
	CU YD	CU YD	CU YD	SQ YD	SQ YD	SQ YD	TON	ACRE	M. GAL	M. SQ. FT																
170	0	0	0.0	0	0.0	0.0	0.00	0.00	0.0	0.00																
171	77.2	12.5	103.2	929	46.5	46.5	0.13	0.19	5.1	0.10																
172	31.5	28.3	118.9	1070	53.5	53.5	0.14	0.22	5.9	0.12																
173	42.9	34.4	104.4	940	47.0	47.0	0.13	0.19	5.2	0.11																
174	12.7	64.2	121.4	1093	54.7	54.7	0.15	0.23	6.0	0.12																
175	20.6	82	103.1	928	46.4	46.4	0.13	0.19	5.1	0.10																
176	120.7	41.5	78.8	709	35.5	35.5	0.10	0.15	3.9	0.08																
177	307.9	1.5	78.6	707	35.4	35.4	0.10	0.15	3.9	0.08																
178	283.5	0	17.2	155	7.8	7.8	0.02	0.03	0.9	0.02																
179	241.6	2.3	58.4	526	26.3	26.3	0.07	0.11	2.9	0.06																
180	186.2	11.3	100.4	904	45.2	45.2	0.12	0.19	5.0	0.10																
181	171	6.9	114.1	1027	51.4	51.4	0.14	0.21	5.7	0.12																
182	156.4	8.1	132.6	1193	59.7	59.7	0.16	0.25	6.6	0.13																
183	121.9	17.3	137.1	1234	61.7	61.7	0.17	0.25	6.8	0.14																
184	107.8	23	140.7	1266	63.3	63.3	0.17	0.26	7.0	0.14																
185	164.9	16.7	139.4	1255	62.8	62.8	0.17	0.26	6.9	0.14																
186	288.5	7	87.7	789	39.5	39.5	0.11	0.16	4.4	0.09																
187	361.2	31.3	64.7	582	29.1	29.1	0.08	0.12	3.2	0.07																
188	258.3	149.8	80.8	727	36.4	36.4	0.10	0.15	4.0	0.08																
189	141.2	126	52.3	471	23.6	23.6	0.06	0.10	2.6	0.05																
190	312.3	83.7	52.6	473	23.7	23.7	0.06	0.10	2.6	0.05																
191	410.3	54.9	67.8	610	30.5	30.5	0.08	0.13	3.4	0.07																
192	214.3	108.5	74.8	673	33.7	33.7	0.09	0.14	3.7	0.08																
193	186.2	94.4	58.3	525	26.3	26.3	0.07	0.11	2.9	0.06																
194	286.2	10.1	40.1	361	18.1	18.1	0.05	0.07	2.0	0.04																
195	374.8	12.6	137.3	1236	61.8	61.8	0.17	0.26	6.8	0.14																
196	230.1	23.3	136.1	1225	61.3	61.3	0.17	0.25	6.8	0.14																
197	199.2	29.1	115.0	1035	51.8	51.8	0.14	0.21	5.7	0.12																
198	201.7	39.7	106.9	962	48.1	48.1	0.13	0.20	5.3	0.11																
199	208	27.8	77.6	698	34.9	34.9	0.09	0.14	3.9	0.08																
200	106.8	24.3	17.8	160	8.0	8.0	0.02	0.03	0.9	0.02																
201	556.9	47.7	91.8	826	41.3	41.3	0.11	0.17	4.6	0.09																
202	711.7	59	94.4	850	42.5	42.5	0.11	0.18	4.7	0.10																
203	577.9	52.7	53.3	480	24.0	24.0	0.06	0.10	2.7	0.05																
204	737.2	39.5	86.9	782	39.1	39.1	0.11	0.16	4.3	0.09																
205	617.2	13.4	45.8	412	20.6	20.6	0.06	0.09	2.3	0.05																
206	792	3.4	94.3	849	42.5	42.5	0.11	0.18	4.7	0.10																
207	652	2.7	96.6	869	43.5	43.5	0.12	0.18	4.8	0.10																
208	690.2	0.3	80.6	725	36.3	36.3	0.10	0.15	4.0	0.08																
209	560.9	0	27.7	249	12.5	12.5	0.03	0.05	1.4	0.03																
210	732.8	0.2	106.1	955	47.8	47.8	0.13	0.20	5.3	0.11																
211	624.7	0	88.2	794	39.7	39.7	0.11	0.16	4.4	0.09																
212	197.4	0	36.6	329	16.5	16.5	0.04	0.07	1.8	0.04																
213	61.5	3.2	31.1	280	14.0	14.0	0.04	0.06	1.5	0.03																
TOTALS CARRIED TO GENERAL SUMMARY	13338	1395	3651	32863	1643	1643	4	7	182	4																

CALCULATED KMD
CHECKED SM

EARTHWORK SUBSUMMARY

FAY-435-0.97

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER FABRIC	601 TIED CONCRETE BLOCK MAT, TYPE 2 ON FILTER FABRIC	602 CONCRETE MASONRY	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE C	611 15" CONDUIT, TYPE D	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C	611 18" CONDUIT, TYPE D	611 21" CONDUIT, TYPE D	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 24" CONDUIT, TYPE D	611 36" CONDUIT, TYPE B	611 CATCH BASIN, NO. 2-2B	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN ADJUSTED TO GRADE	611 MANHOLE NO. 3	670 DITCH EROSION PROTECTION	836 SEEDING AND EROSION CONTROL WITH TURF REINFORCEMING MAT, TYPE 1
					CU YD	SQ YD	CU YD	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EA	EACH	SQ YD	SQ YD
D01	141	238+66.36	241+66.36	RT			0.2	300												1						
D02	143	245+72.83	246+72.72	RT			0.2	100												1						
D03	147	255+33.63	255+66.44	LT/RT					37													1		1		
D04	147	255+66.44	-	RT					12													1				
D05	147	255+66.44	-	RT	1.1		0.2	66																		
D06	147	255+66.44	258+30.88	RT					264													1				
D07	147	258+30.88	-	LT/RT					18													1				
D08	149	262+84.96	-	LT																			1			
D09	149	262+73.44	-	RT																			1			
D10	149	262+56.23	-	RT	2.0																					
D11	151	10+67.40	10+74.38	RT					7											1						
D12	151	268+25.60	269+45.92	LT			0.3						120													
D13a	151	269+05.38		RT				17													2			1		
D13b	151	269+05.38	269+50.00	RT				45																		
D13	151	269+50.00	269+50.00	LT/RT	2.7		1.4												150					1		
D14	151	30+23.35	30+28.56	RT													6							1		
D15	151	268+71.53	268+90.89	RT			0.4										19									
D16	151 - 153	270+01.95	270+80.84	LT	1.6		0.9									79								1		
D17	151	270+25.02	270+26.67	LT				6																		
D18	153	271+02.64	271+74.53	LT	1.6		0.7								72											
D19	153	270+51.81	271+58.81	RT			0.6							107												
D20	153	272+49.11	273+22.00	LT	1.6		0.6											73								
D21	153	272+00.00	-	RT				17														2				
D22	153	272+00.00	-	RT			0.2	52																		
D23	153	272+40.28	273+26.28	RT	1.6		0.5				86															
D24	153	274+30.59	275+02.59	LT	2.4		0.5							72												
D25	155	276+24.62	276+38.55	LT			0.3						14								1					
D26	155	276+38.55	277+11.53	LT								73									1					
D27	155	277+11.53	277+27.02	LT			0.3			15																
D28	155	276+28.90	277+13.87	RT	1.1		0.4				85															
D29	151	272+27.91	-	LT			0.3																			
D30	147	256+69.00	256+78.00	RT		12.0																				
D31	147	257+33.00	257+42.00	LT		10.0																				
E01	143	244+83.02	245+68.88	LT																					78.3	
E02	143	246+85.34	248+00.00	LT																					95.8	
E03	143 - 145	246+73.64	249+00.00	RT																					105.8	
E04	145	251+00.00	253+00.00	LT																					166.7	
E05	147	255+05.02	258+00.17	LT																					245.8	
E06	147	254+99.67	257+04.25	RT																					163.3	
E07	151	269+40.00	270+01.95	LT																						172.1
E08	151 - 153	268+87.37	270+51.81	RT																						509.8
E09	153	270+80.06	271+01.86	RT																					69.7	
E10	153	271+58.81	272+40.28	RT																					195.9	
E11	153	271+73.70	272+48.28	LT																					237.5	
E12	153	273+21.22	274+30.59	LT																					305.6	
E13	153 - 155	273+26.28	276+24.68	RT																					606.0	
E14	153 - 155	275+02.59	276+28.65	LT																					338.9	
TOTALS CARRIED TO GENERAL SUMMARY					16	22	8.0	603	338	15	171	73	134	179	72	79	25	73	150	3	4	6	2	5	2609	682

CALCULATED KMD
CHECKED SM

DRAINAGE SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED FT	202 CURB REMOVED FT	202 CURB & GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT	202 ANCHOR ASSEMBLY REMOVED EACH	202 BRIDGE TERMINAL ASSEMBLY REMOVED EACH	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 HEADWALL REMOVED EACH	202 CONCRETE BARRIER REMOVED FT	202 CONCRETE TRAFFIC ISLAND REMOVED SQ YD	202 REMOVAL MISC.: LANDSCAPING BOULDERS REMOVED EACH	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	609 4" CONCRETE MEDIAN SQ YD	609 CURB, TYPE 7 - 10" CURB FT	609 CURB, TYPE 4C - 4" CURB FT	620 REBOUNDABLE TUBULAR PYLON EACH	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	623 MONUMENT ASSEMBLY REMOVED AND RESET EACH	625 PULL BOX REMOVED, AS PER PLAN EACH	625 PULL BOX RECONSTRUCTED TO GRADE EACH	638 VALVE BOX ADJUSTED TO GRADE EACH
137	R01	228+42.97	228+69.77	RT	26.80																										
137	R02	228+48.80	228+75.42	LT	26.62																										
137	R03	228+86.86	230+11.32	RT	124.46																										
137	R04	229+91.67	230+16.61	LT	24.94																										
141	R05	238+66.36	244+98.80	RT				627.54																							
143	R06	245+77.82	246+72.72	RT				95.00					1																		
143	R07	402+58.84	403+11.08	LT			61.62																								
143	R08	402+64.59	403+11.08	RT			56.63																								
145	R09	253+60.18	-	LT/RT					151.32																						
147	R10	254+30.98	255+05.08	LT				151.3																							
147	R11	254+32.02	-	LT										1																	
147	R12	255+04.16	-	LT										1																	
147	R13	255+65.87	-	RT				87.2					1																		
147	R14	255+87.93	257+03.97	RT	118.9						1.00																				
147	R15	257+03.97	258+92.90	RT											188.7																
147	R16	256+29.03	260+31.35	RT	402.6																										
147	R17	256+29.03	260+30.77	LT	377.0																										
147 - 149	R18	257+69.52	259+56.33	LT																											
149	R19	259+56.31	260+70.94	LT	114.9						1.00				187.2																
149	R20	263+03.95	-	RT																											
151	R21	268+25.60	269+30.59	LT				105.0					1																		
151	R22	269+30.59	-	LT/RT				88.4					1																		
151	R23	268+85.09	269+30.59	RT				72.8					1																		
151	R24	268+71.53	268+85.09	RT				19.9					1																		
151	R25	269+30.59	270+24.04	LT				93.5																							
151	R26	267+20.00	-	RT																										1	
151	R27	270+24.04	271+06.84	LT				82.8					1																		
153	R28	271+06.84	271+68.97	LT				62.3																							
153	R29	271+68.97	272+28.14	LT				59.4					1																		
153	R30	272+28.14	273+31.11	LT				103.4					1																		
153	R31	273+31.11	274+11.79	LT				103.4					1																		
153	R32	274+11.79	275+03.86	LT				103.4				1																			
153	R33	275+03.86	-	LT				26.1																							
153	R34	275+03.86	275+28.60	LT				26.5					1																		
153	R35	275+28.60	276+40.56	LT				113.2																							
153	R36	273+60.88	274+25.09	RT		130.78																									
153	R37	274+66.27	276+08.72	RT		289.79																									
153	R38	270+58.99	271+45.84	RT				86.9																							
153	R39	272+19.69	272+63.82	RT		61.28																								3	
153	R40	272+38.33	273+35.03	RT				96.5																							
153	R41	272+67.23	273+07.01	RT		161.54										68.09															
153	R42	273+07.38	273+93.23	RT		101.69																									
153	R43	276+40.56	277+10.57	LT				67.1					2																		
153	R44	277+10.57	277+28.93	LT				19.0						1																	
153	R45	501+79.54	502+25.00	LT			51.8061																								
153	R46	501+95.94	-	RT																										1	
153	R47	501+84.65	502+25.00	RT			46.7096																								
153	R48	276+24.49	277+25.78	RT				101.3																							
147	R49	257+68.06	-	LT																										1	
147	R50	258+86.04	-	RT																										1	
149	R51	263+83.23	-	LT																										1	
153	R52	270+56.00	-	LT																										1	
153	R53	273+79.56	-	LT																										1	
153	R54	274+62.79	-	RT																										1	
155	R55	277+28.01	-	LT																										2	
155	R56	280+29.11	-	LT																										1	
145	R57	253+73.42	-	RT																										1	
147	R58	254+28.34	-	LT																										1	
147	R59	256+63.46	-	LT																										1	
147	R60	257+09.70	-	LT																										1	
149	R61	261+62.46	-	LT																										1	
149	R62	261+76.24	-	RT																										1	
TOTALS CARRIED TO SHEET 130					1216	745	217	2392	151	0	2	1	13	3	376	68	0	0	0	0	0	0	0	0	0	0	0	18	0	0

CALCULATED MYT
CHECKED KMD

ROADWAY SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED FT	202 CURB REMOVED FT	202 CURB & GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT	202 ANCHOR ASSEMBLY REMOVED EACH	202 BRIDGE TERMINAL ASSEMBLY REMOVED EACH	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 HEADWALL REMOVED EACH	202 CONCRETE BARRIER REMOVED FT	202 CONCRETE TRAFFIC ISLAND REMOVED SQ YD	202 REMOVAL MISC.: LANDSCAPING BOULDERS REMOVED EACH	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	609 4" CONCRETE MEDIAN SQ YD	609 CURB, TYPE 7 - 10" CURB FT	609 CURB, TYPE 4C - 4" CURB FT	620 REBOUNDABLE TUBULAR PYLON EACH	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	623 MONUMENT ASSEMBLY REMOVED AND RESET EACH	625 PULL BOX REMOVED, AS PER PLAN EACH	625 PULL BOX RECONSTRUCTED TO GRADE EACH	638 VALVE BOX ADJUSTED TO GRADE EACH
149	R63	262+93.87	-	LT																									1		
149	R64	262+97.18	-	RT																									1		
149	R65	263+03.50	-	LT																									1		
149	R66	263+89.17	-	LT																									1		
149	R67	264+69.94	-	LT																									1		
151	R68	267+08.90	-	LT																									1		
151	R69	269+70.24	-	LT																									1		
155	R70	278+00	280+75	RT													10														
137	GR01	228+42.96	228+70.15	RT															1												
137	GR02	228+48.80	228+75.63	RT															1												
137	GR03	229+84.33	230+11.45	RT															1												
137	GR04	229+89.80	230+16.79	RT															1												
141	MN0	240+00.00	-	LT/RT																								1			
143	C01	402+51.33	403+11.08	LT																	71.5										
143	C02	402+63.27	403+11.08	RT																	56.5										
143	C03	401+25.36	400+78.19	LT																	55.8										
143	C04	400+78.19	401+37.27	RT																	70.9										
143	MN1	243+74.75	-	LT/RT																								1			
147 - 149	C05	255+02.63	261+59.34	LT/RT																1754.1	665.8										
147 - 149	C06	255+02.63	261+59.34	LT																	666.4										
147	GR05	256+29.84	257+04.24	RT														1	1												
147	B01	257+18.25	258+92.31	RT																				145.1	1	1			1		
147	C07	256+65.75	257+04.25	RT																		38.5									
147	C08	257+42.18	257+68.25	LT																		26.1									
147 - 149	B02	257+68.25	259+56.25	LT																				159.0	1	1					
149	GR06	259+53.75	260+30.65	LT														1	1												
151	RTG01	267+55.05	-	RT																									1		
151	RTG02	268+88.41	-	RT																											1
151 - 153	C09	268+48.81	275+79.42	RT																980.6	1468.6										
153	C10	272+29.40	272+64.27	RT																	52.3										
153	C11	273+06.87	273+39.46	RT																	50.9										
155	C12	501+81.24	502+25.00	LT																	52.0										
155	C13	501+81.24	502+25.00	RT																	52.0										
155	MN2	280+30.98	-	RT																								1			
161	MN3	293+30.86	-	LT/RT																								1			
163	MN4	298+30.34	-	LT/RT																								1			
147	R70	255+87.93	256+16.92	RT						1																					
147	R71	256+29.03	256+67.92	LT						2																					
149	R72	260+04.43	260+31.34	RT						2																					
149	R73	260+38.03	260+70.94	LT						1																					
153	P01	274+82.06	275+52.06	RT																			3								
TOTALS THIS SHEET					0	0	0	0	0	6	0	0	0	0	0	0	10	2	6	2735	3263	65	3	304	2	2	5	7	1	1
TOTALS CARRIED FROM SHEET 129					1216	745	217	2392	151	0	2	1	13	3	376	68	0	0	0	0	0	0	0	0	0	0	0	18	0	0
TOTALS CARRIED TO GENERAL SUMMARY					1216	745	217	2392	151	6	2	1	13	3	376	68	10	2	6	2735	3263	65	3	304	2	2	5	25	1	1

CALCULATED MYT
CHECKED KMD

ROADWAY SUBSUMMARY

FAY-435-0.97

130
393

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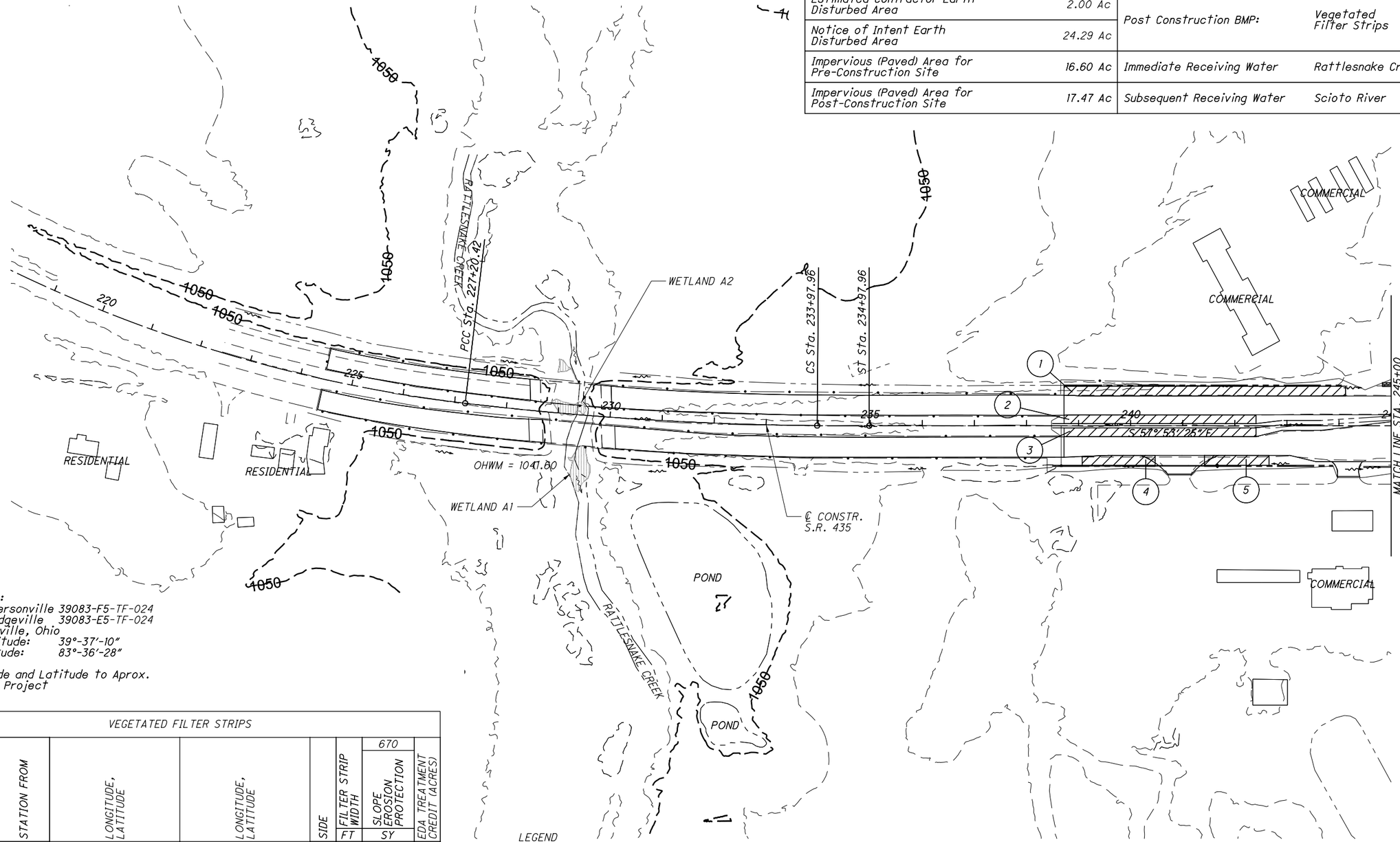
PROJECT DATA			
Total Area (Right-Of-Way)	52.71 Ac	Runoff Coefficient for Pre-Construction Site	0.77
Project Earth Disturbed Area	22.29 Ac	Runoff Coefficient for Post-Construction Site	0.79
Estimated Contractor Earth Disturbed Area	2.00 Ac	Post Construction BMP:	Vegetated Filter Strips
Notice of Intent Earth Disturbed Area	24.29 Ac		
Impervious (Paved) Area for Pre-Construction Site	16.60 Ac	Immediate Receiving Water	Rattlesnake Creek
Impervious (Paved) Area for Post-Construction Site	17.47 Ac	Subsequent Receiving Water	Scioto River



USGS Maps:
Jeffersonville 39083-F5-TF-024
Milledgeville 39083-E5-TF-024
Jeffersonville, Ohio
Longitude: 39°-37'-10"
Latitude: 83°-36'-28"

* Longitude and Latitude to Aprox. Center of Project

VEGETATED FILTER STRIPS

STRIP NUMBER	STATION TO	STATION FROM	LONGITUDE, LATITUDE	LONGITUDE, LATITUDE	SIDE	FILTER STRIP WIDTH FT	670 SLOPE EROSION PROTECTION SY	EDA TREATMENT CREDIT (ACRES)
1	238+72	244+12	39.622528, 83.613833	39.621682, 83.612051	L	19	307.2	0.48
2	238+72	242+41	39.622399, 83.613956	39.621782, 83.612635	L	17	179.2	0.28
3	238+72	242+41	39.622337, 83.614005	39.621729, 83.612691	R	17	179.2	0.28
4	239+06	240+47	39.622101, 83.613869	39.621865, 83.613379	R	19	83.2	0.13
5	241+41	242+66	39.621743, 83.613132	39.621560, 83.612739	R	19	70.4	0.11

LEGEND

- WETLANDS
- VEGETATED FILTER STRIPS
- CATCH BASIN
- MANHOLE

PROJECT DESCRIPTION

THIS PROJECT INCLUDES PAVEMENT REHABILITATION, INTERSECTION IMPROVEMENTS, EROSION CONTROL IMPROVEMENTS, BRIDGE IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS ON S.R. 435 FROM 0.97 TO 2.37 IN FAYETTE COUNTY.

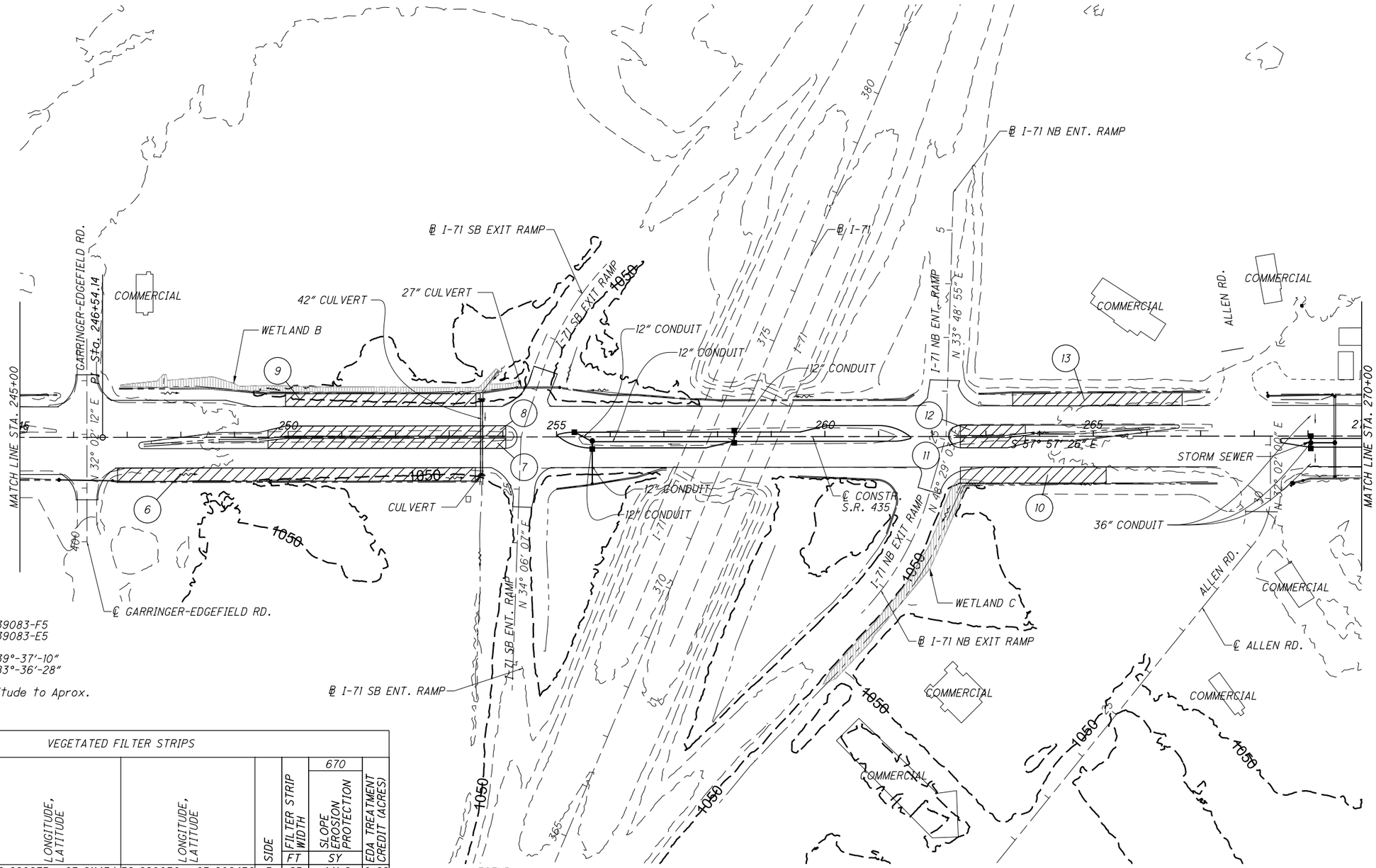
N

0 50 100 200 HORIZONTAL SCALE IN FEET

CALCULATED JEB CHECKED KMD

PROJECT SITE PLAN
BEGINNING OF PROJECT TO STA. 245+00

FAY-435-0.97



USGS Maps:
Jeffersonville 39083-F5
Milledgeville 39083-E5
Jeffersonville, Ohio
Longitude: 39°-37'-10"
Latitude: 83°-36'-28"

* Longitude and Latitude to Aprox. Center of Project

VEGETATED FILTER STRIPS

STRIP NUMBER	STATION TO	STATION FROM	LONGITUDE, LATITUDE	LONGITUDE, LATITUDE	SIDE	FILTER STRIP WIDTH	670 SLOPE EROSION PROTECTION	EDA TREATMENT CREDIT (ACRES)
						FT	SY	
6	246+82	253+49	39.620973, -83.611434	39.620030, -83.609430	R	25	441.6	0.69
7	249+62	254+04	39.620722, -83.610496	39.620095, -83.609184	R	19	230.4	0.36
8	249+62	254+04	39.620740, -83.610460	39.620120, -83.609137	L	19	224.0	0.35
9	249+95	253+50	39.620740, -83.610460	39.620350, -83.609194	L	24	230.4	0.36
10	262+50	264+24	39.618720, -83.606688	39.618343, -83.605916	R	30	256.0	0.40
11	262+50	263+74	39.618875, -83.606603	39.618674, -83.606144	R	19	44.8	0.07
12	262+50	263+74	39.618919, -83.606583	39.618674, -83.606037	L	19	38.4	0.06
13	263+50	266+66	39.618923, -83.606170	39.618466, -83.605207	L	24	262.4	0.41

* Calculated per L&D Vol. 2, Sec. 1115.7

LEGEND

- WETLANDS
- VEGETATED FILTER STRIPS
- CATCH BASIN
- MANHOLE

PROJECT DESCRIPTION

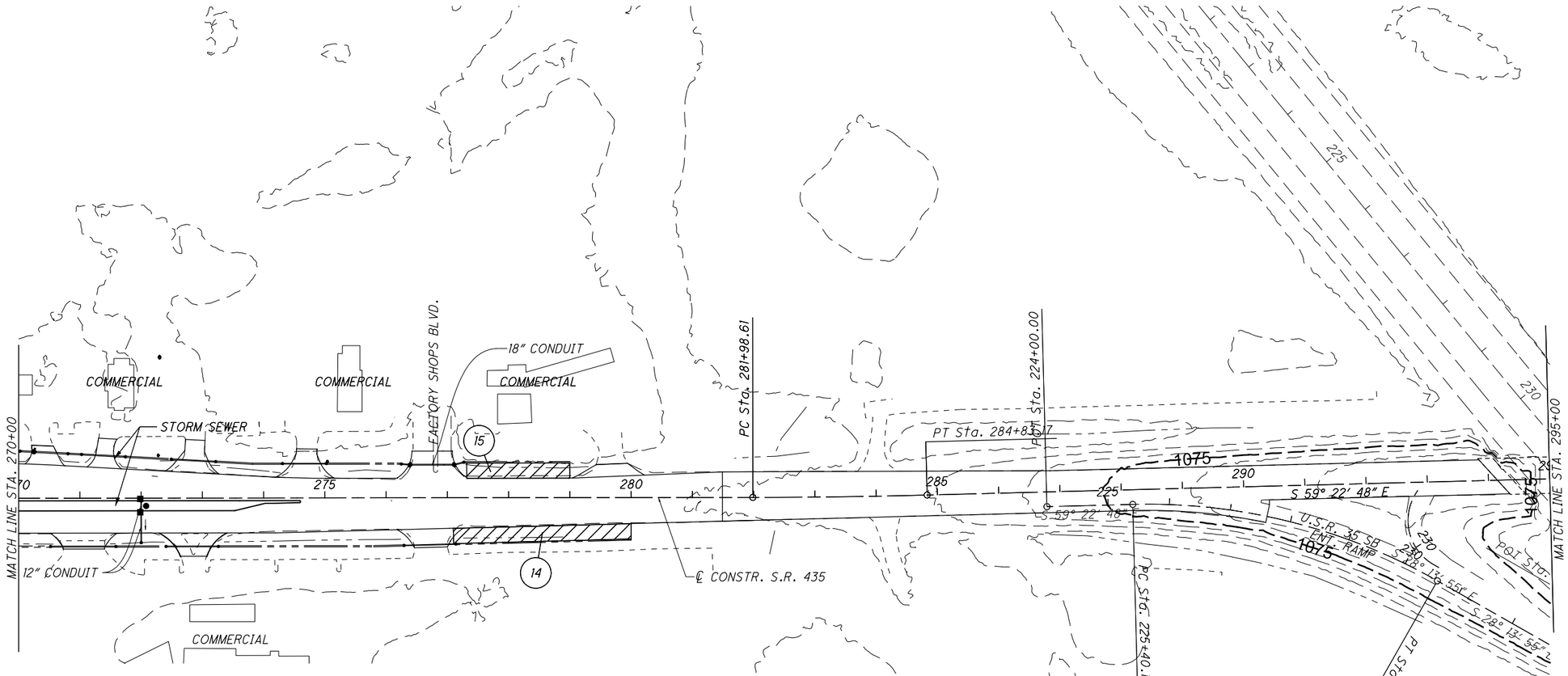
THIS PROJECT INCLUDES PAVEMENT REHABILITATION, INTERSECTION IMPROVEMENTS, EROSION CONTROL IMPROVEMENTS, BRIDGE IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS ON S.R. 435 FROM 0.97 TO 2.37 IN FAYETTE COUNTY.

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED JEB
CHECKED KMD

PROJECT SITE PLAN
STA. 245+00 TO STA. 270+00

FAY-435-0.97



USGS Maps:
Jeffersonville 39083-F5
Milledgeville 39083-E5
Jeffersonville, Ohio
Longitude: 39°-37'-10"
Latitude: 83°-36'-28"

* Longitude and Latitude to Aprox. Center of Project

VEGETATED FILTER STRIPS

STRIP NUMBER	STATION TO	STATION FROM	LONGITUDE, LATITUDE	LONGITUDE, LATITUDE	SIDE	FILTER STRIP WIDTH	670 SLOPE EROSION PROTECTION	EDA TREATMENT CREDIT (ACRES)
						FT	SY	
14	277+08	280+00	39.616663, -83.602250	39.616250, -83.601325	R	25	275.2	0.43
15	277+33	279+00	39.616873, -83.602017	39.616621, -83.601471	L	25	160.0	0.25

* Calculated per L&D Vol. 2, Sec. 1115.7

LEGEND

- WETLANDS
- VEGETATED FILTER STRIPS
- CATCH BASIN
- MANHOLE

PROJECT DESCRIPTION

THIS PROJECT INCLUDES PAVEMENT REHABILITATION, INTERSECTION IMPROVEMENTS, EROSION CONTROL IMPROVEMENTS, BRIDGE IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS ON S.R. 435 FROM 0.97 TO 2.37 IN FAYETTE COUNTY.

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED JEB
CHECKED KMD

PROJECT SITE PLAN
STA. 270+00 TO STA. 295+00

FAY-435-0.97

133
393

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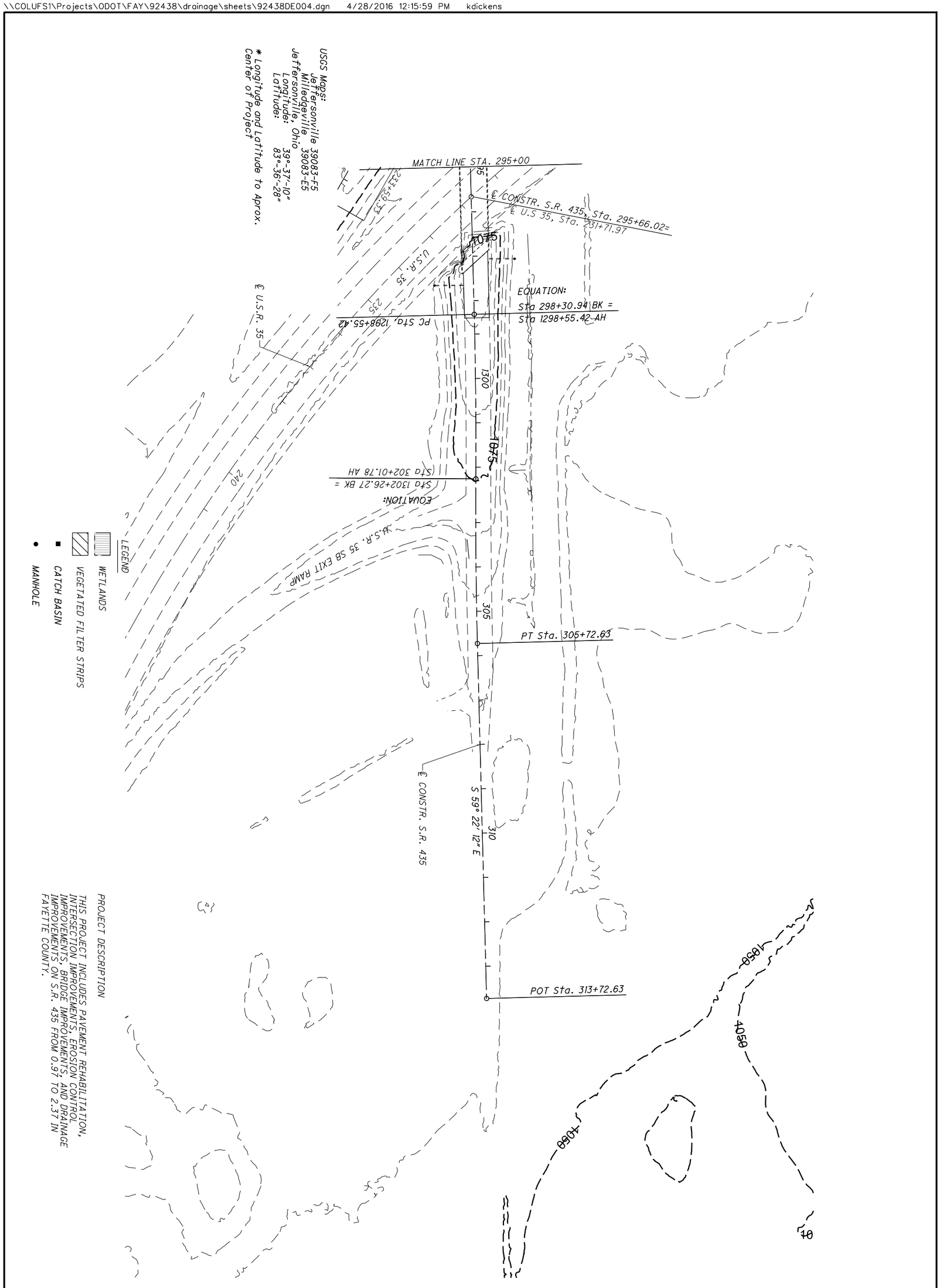


PROJECT DESCRIPTION

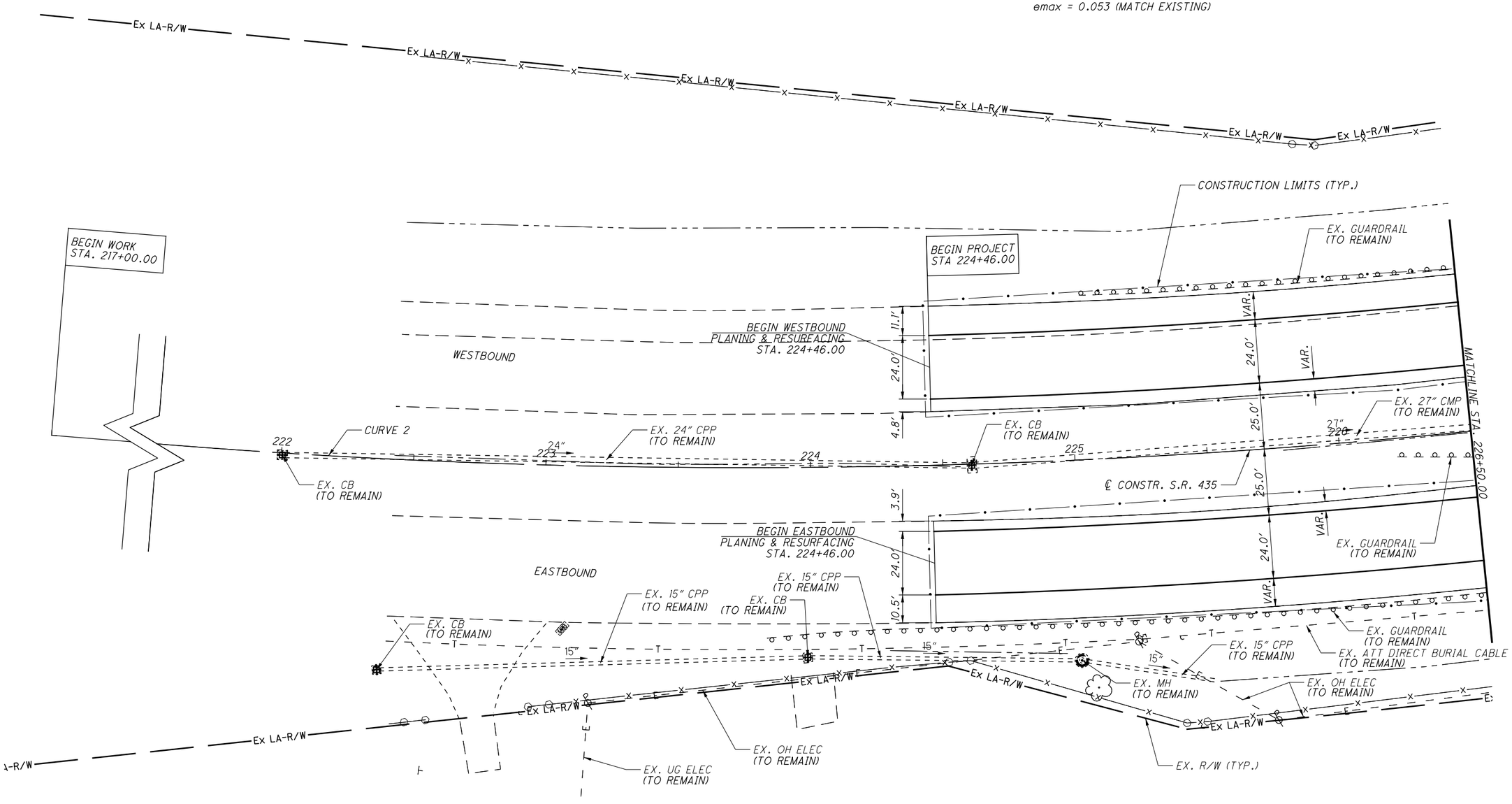
THIS PROJECT INCLUDES PAVEMENT REHABILITATION, INTERSECTION IMPROVEMENTS, EROSION CONTROL IMPROVEMENTS, BRIDGE IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS ON S.R. 435 FROM 0.97 TO 2.37 IN FAYETTE COUNTY.

134 / 393	FAY-435-0.97	PROJECT SITE PLAN STA. 270+00 TO END OF PROJECT	CALCULATED JEB CHECKED KMD	0 100 50 200 HORIZONTAL SCALE IN FEET

CURVE 2

℄ CONSTRUCTION
P.I. STA. 216+35.36
Δ = 48° 25' 48" (LT)
Dc = 2° 05' 19"
R = 2,743.31'
T = 1,233.76'
L = 2,318.82'
E = 264.66'
C = 2,250.40'
C.B. = S 26° 53' 06" E
emax = 0.053 (MATCH EXISTING)

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. FOR DRAINAGE QUANTITIES, SEE SHEET 128

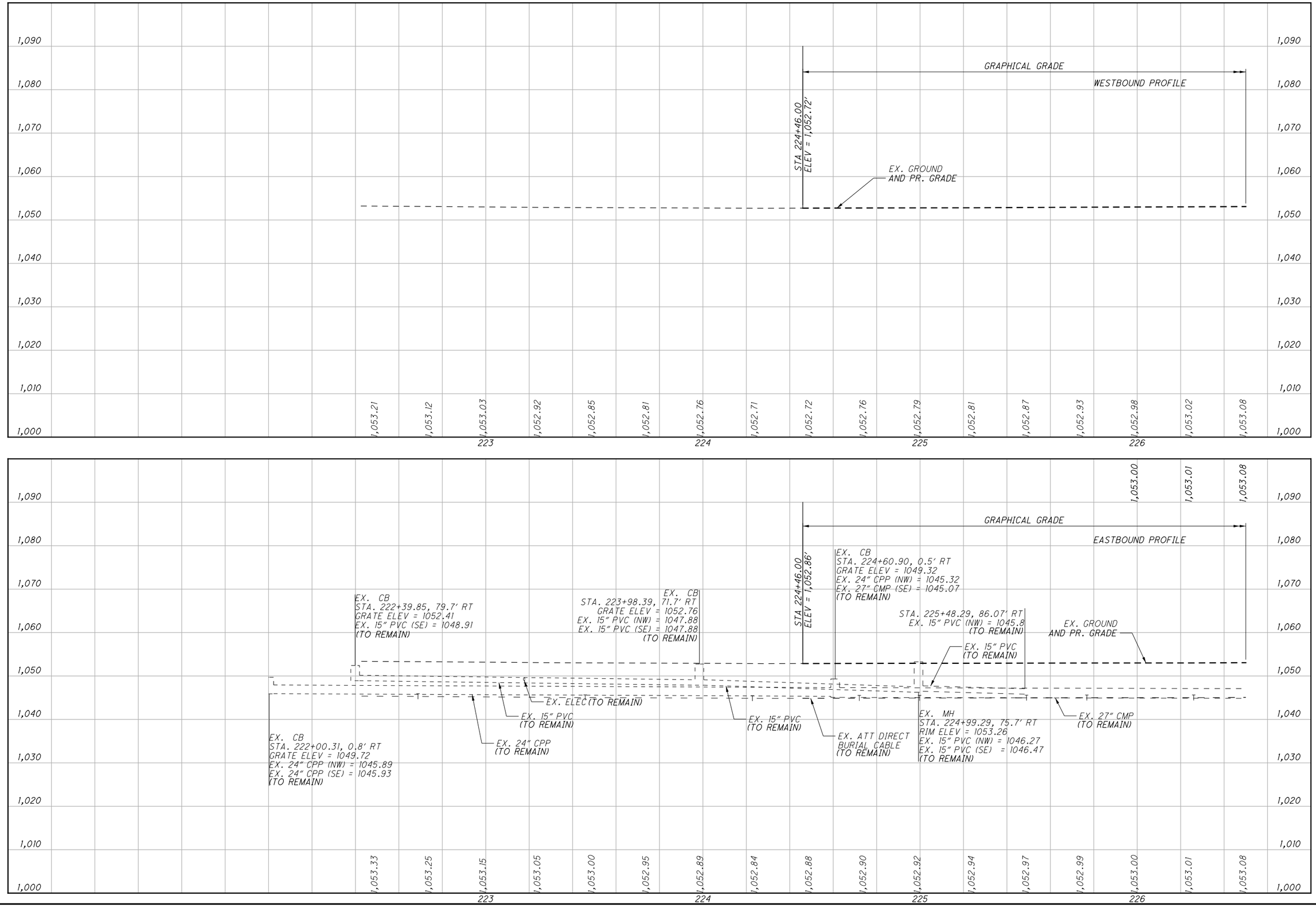


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
BEGIN PROJECT TO STA. 226+50.00

FAY-435-0.97



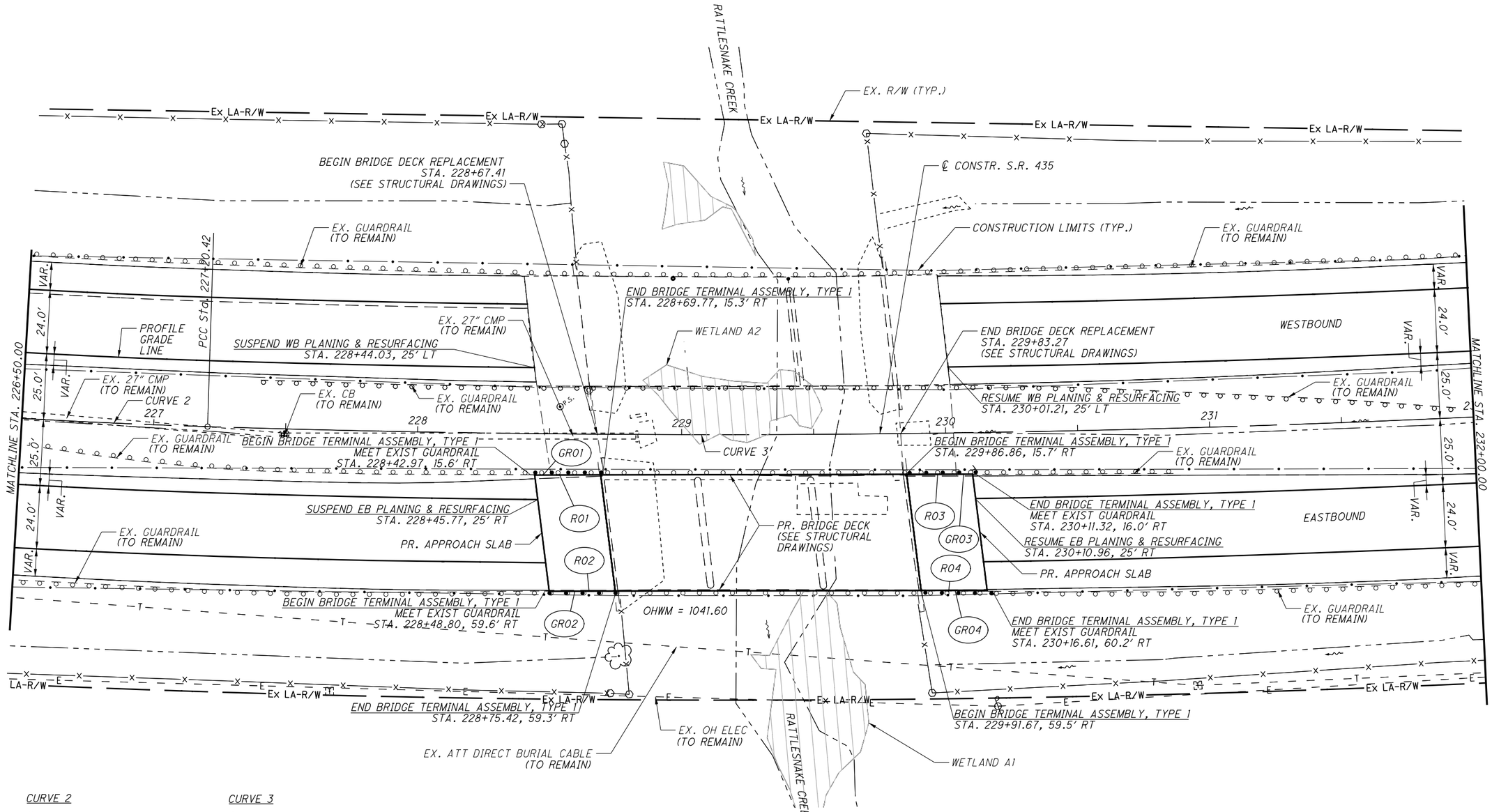
CALCULATED JEB
CHECKED KMD

PROFILE

BEGIN PROJECT TO STA. 226+50.0

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. FOR DRAINAGE QUANTITIES, SEE SHEET 128



CURVE 2

℄ CONSTRUCTION
P.I. STA. 216+35.36
Δ= 48° 25' 48" (LT)
Dc = 2° 05' 19"
R = 2,743.31'
T = 1,233.76'
L = 2,318.82'
E = 264.66'
C = 2,250.40'
C.B. = S 26° 53' 06" E
emax = 0.053 (MATCH EXISTING)

CURVE 3

℄ CONSTRUCTION
P.I. STA. 230+59.53
Δ= 6° 19' 25" (LT)
Dc = 0° 56' 00"
R = 6,138.93'
T = 339.11'
L = 677.54'
E = 9.36'
C = 677.20'
C.B. = S 54° 15' 42" E
emax = 0.025 (MATCH EXISTING)

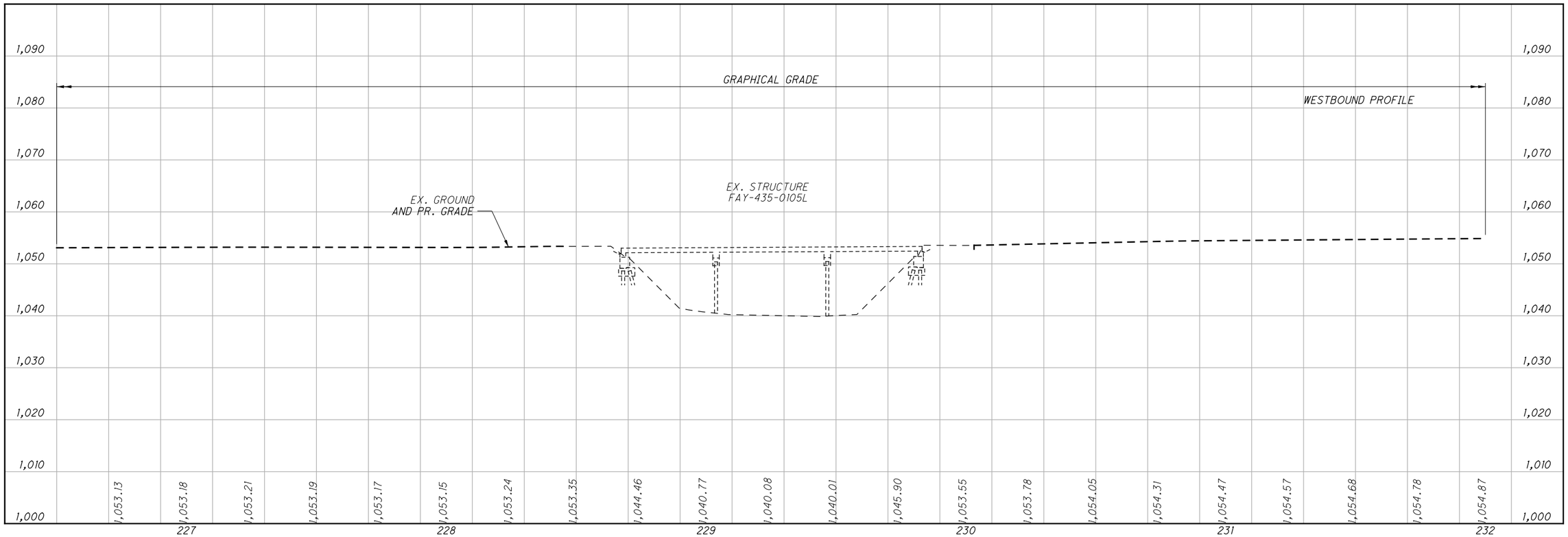
HORIZONTAL SCALE IN FEET
0 10 20 40

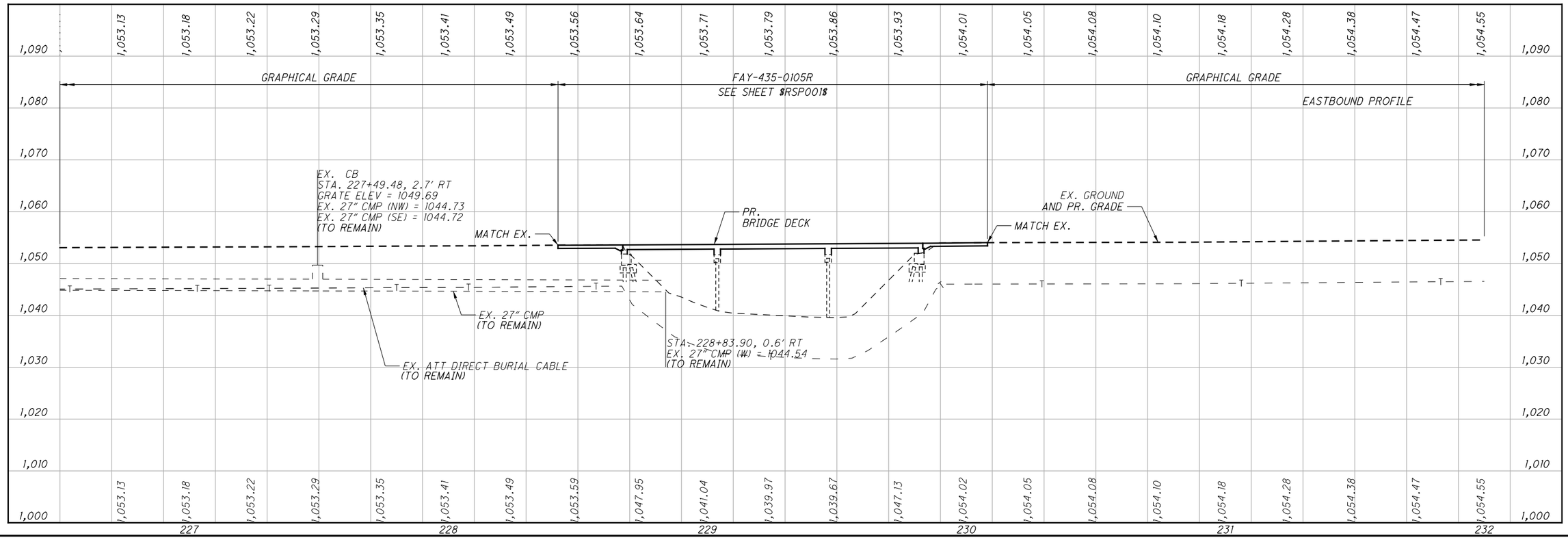
CALCULATED KMD
CHECKED ACR

PLAN
STA. 226+50.00 TO STA. 232+00.00

FAY-435-0.97

137
393





CALCULATED JEB
CHECKED KMD

PROFILE
STA. 226+00.00 TO STA. 232+00.00

FAY-435-0.97

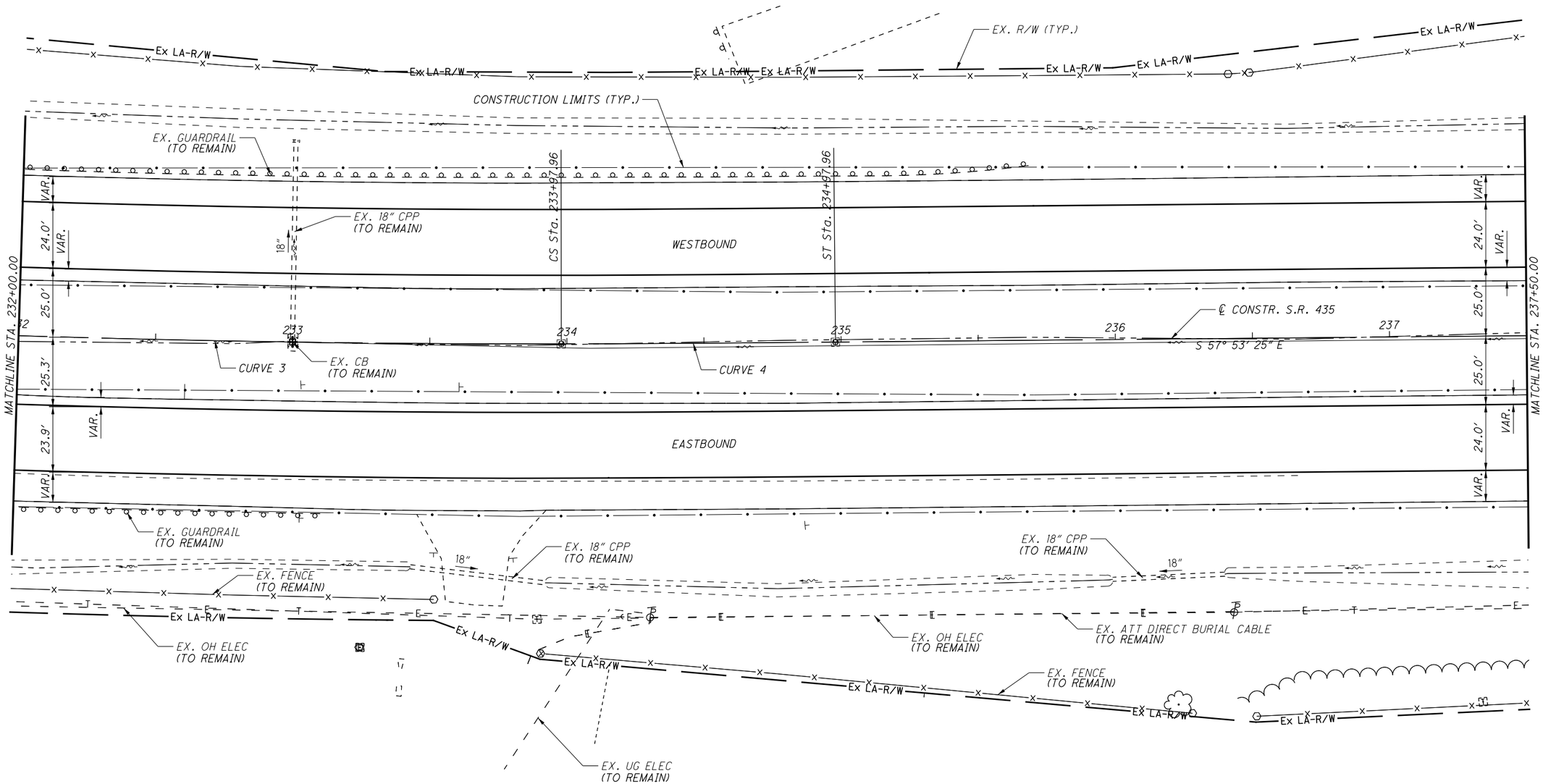
CURVE 3

℄ CONSTRUCTION
P.I. STA. 230+59.53
Δ= 6° 19′ 25″ (LT)
Dc = 0° 56′ 00″
R = 6,138.93′
T = 339.11′
L = 677.54′
E = 9.36′
C = 677.20′
C.B. = S 54° 15′ 42″ E
emax = 0.025 (MATCH EXISTING)

CURVE 4

℄ CONSTRUCTION
P.I. STA. 234+31.29
Ls = 100.00′
Ts = 0° 28′ 00″
LT = 66.67′
ST = 33.33′
x = 100.00′
y = 0.27′
k = 50.00′
p = 0.07′

1. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
2. FOR SCHEMATIC PLAN, SEE SHEET 2
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 -130

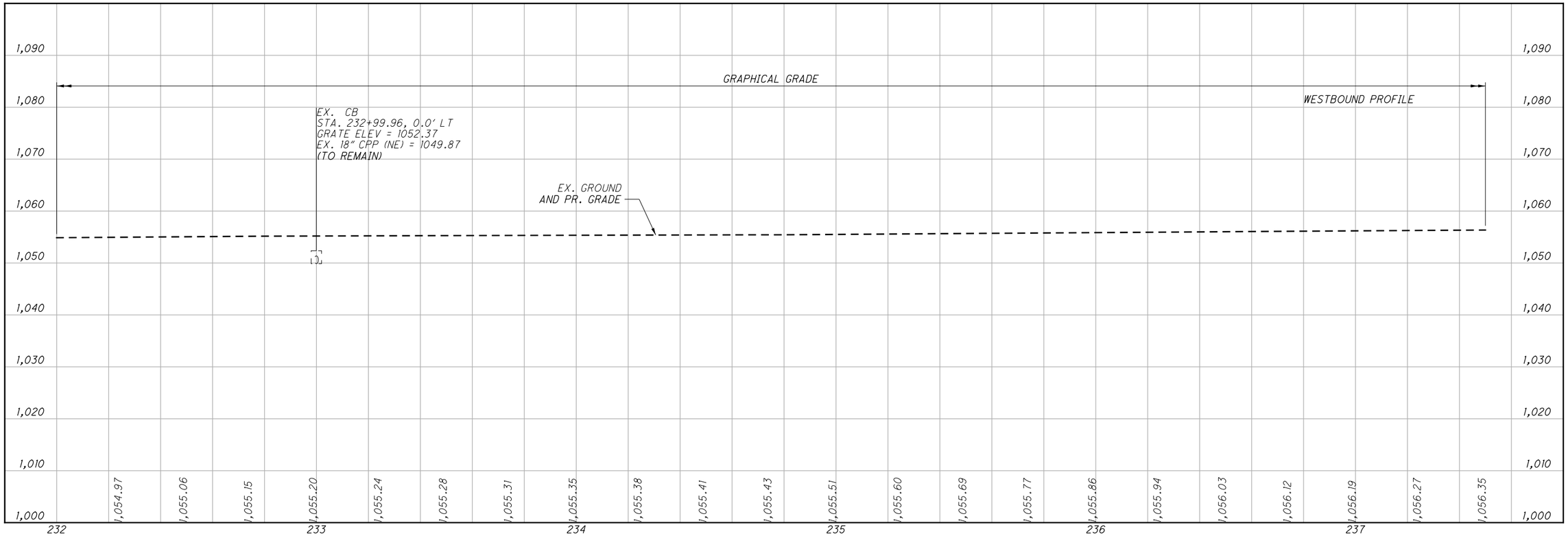


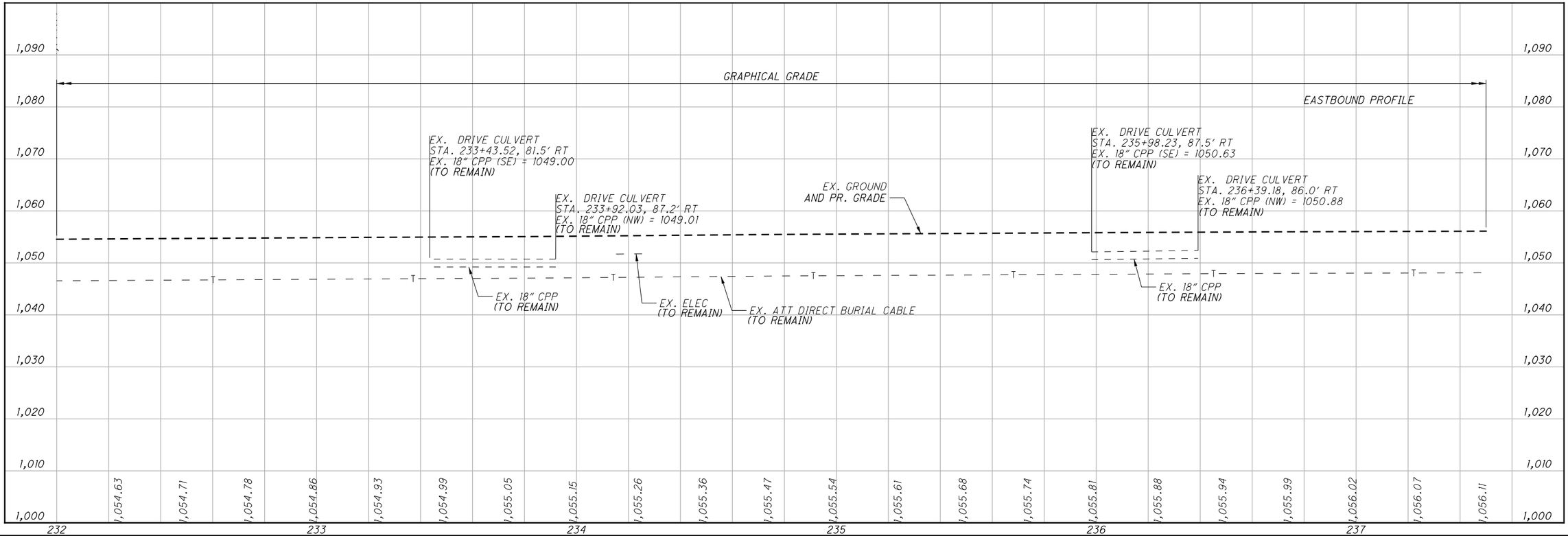
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 232+00.00 TO STA. 237+50.00

FAY-435-0.97





CALCULATED JEB
CHECKED KMD

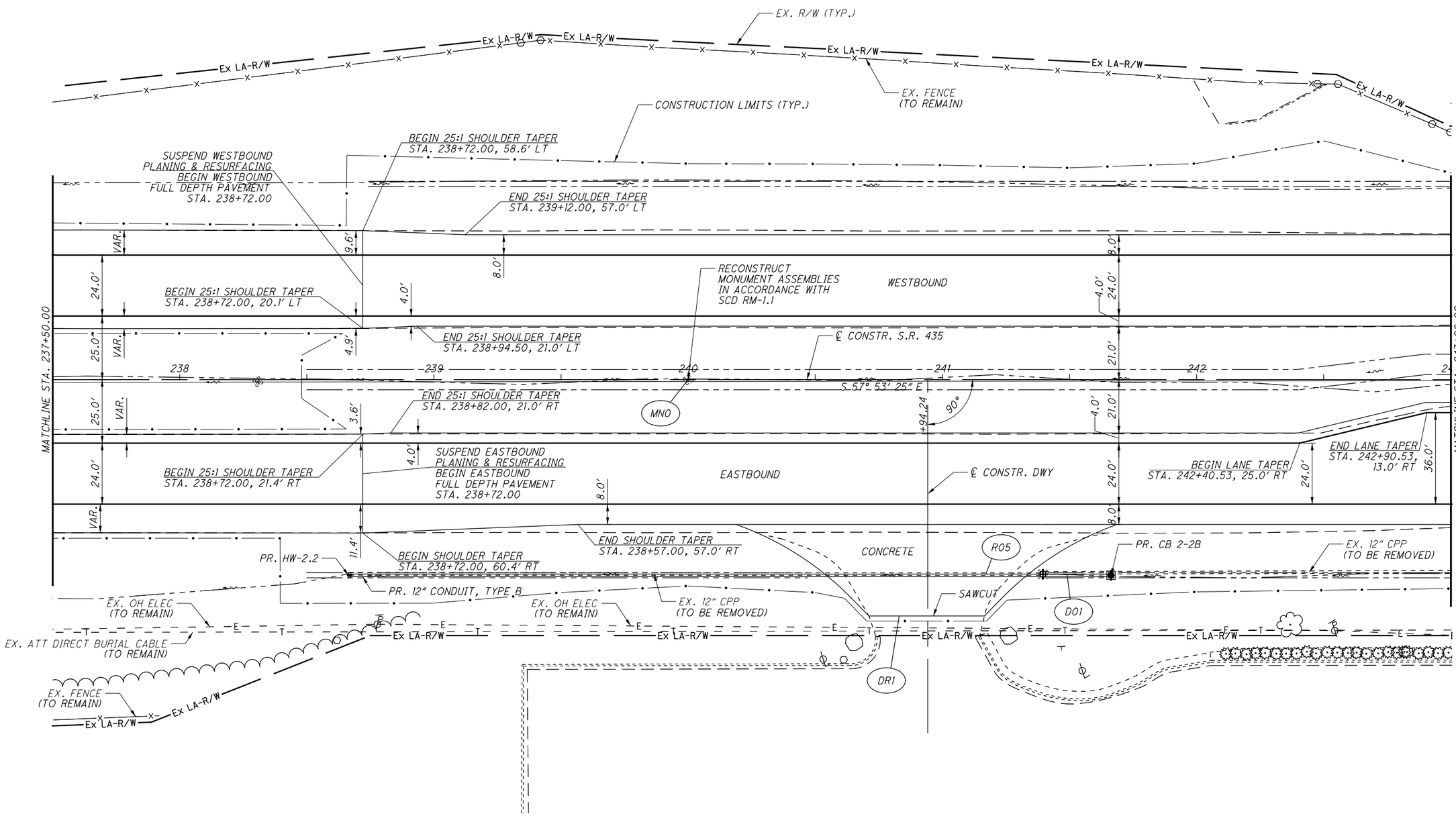
PROFILE

STA. 232+00.00 TO STA. 237+50.00

FAY-435-0.97

140
393

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEET 129 - 130
4. FOR DRIVEWAY DETAIL, SEE SHEET 226
5. FOR DRAINAGE QUANTITIES, SEE SHEET 128



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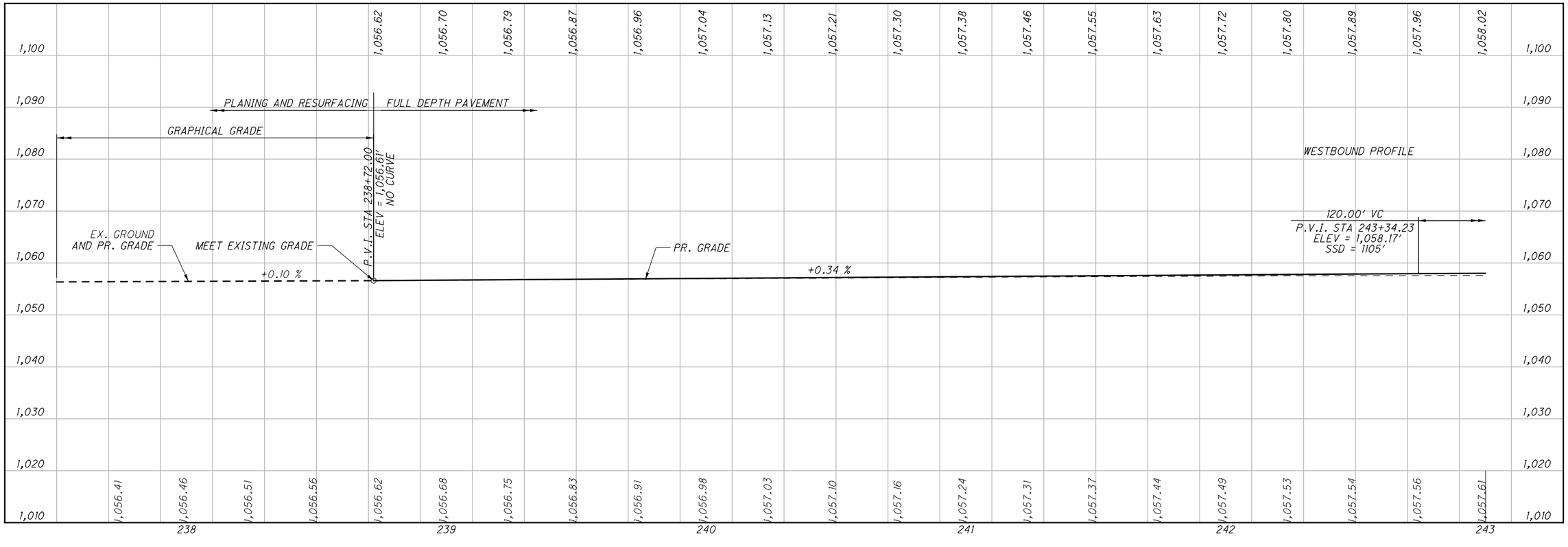
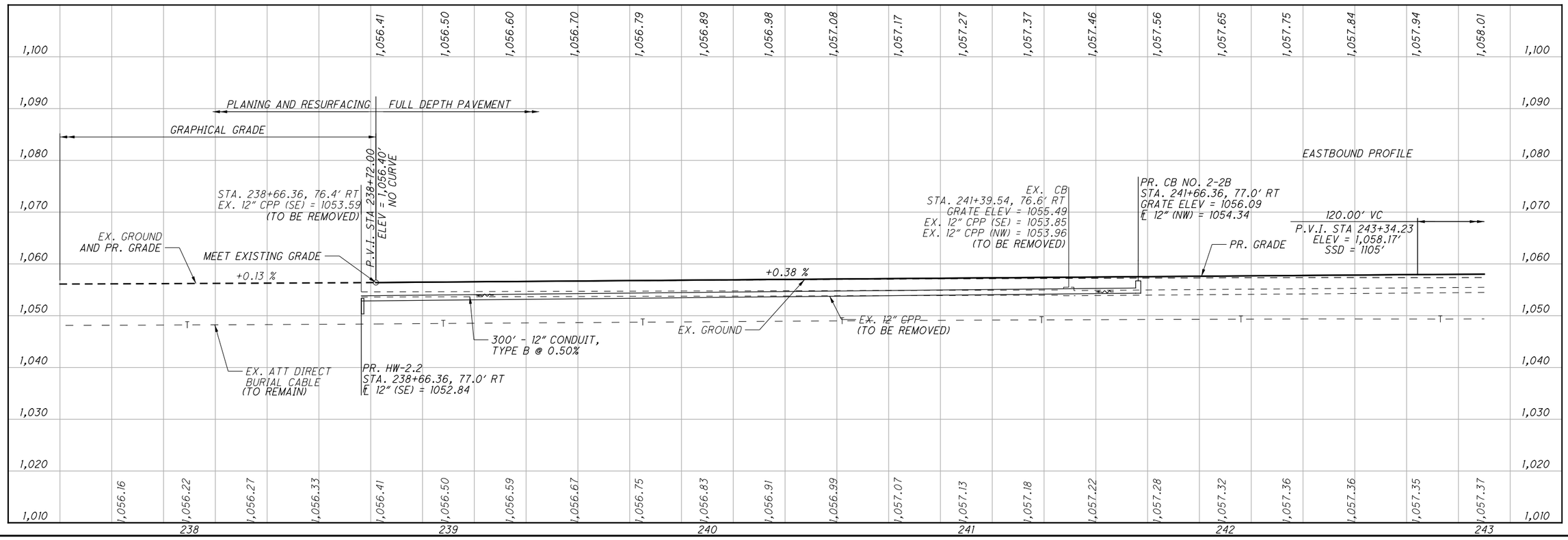
CALCULATED KMD CHECKED ACR

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN
STA. 237+50.00 TO STA. 243+00.00

FAY-435-0.97





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CALCULATED JEB
CHECKED KMD

PROFILE

STA. 237+50.00 TO STA. 243+00.00

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTION FOR STA. 243+64.78 TO STA. 248+70.82, SEE INTERSECTION DETAIL SHEET 215
5. FOR DRIVEWAY DETAIL, SEE SHEET 226
6. FOR DRAINAGE QUANTITIES, SEE SHEET 128

END CURB, TYP 7 - 10" CURB
STA. 403+11.08, 19.5' LT
(MEET EXISTING)

SAW CUT

END CURB, TYPE 7 - 10" CURB
STA. 403+11.08, 19.5' RT
(MEET EXISTING)

EX. R/W (TYP.)

EX. FENCE
(TO REMAIN)

EX. 8" SEWER
(TO REMAIN)

EX. ATT DIRECT
BURIAL CABLE
(TO REMAIN)

EX. 8" SEWER
(TO REMAIN)

SODDING, DITCH
PROTECTION
(115' L X 7.5' W)

WETLAND B

CONSTRUCTION
LIMITS (TYP.)

SODDING, DITCH
PROTECTION
(94' L X 7.5' W)

EX. 12" CPP
(TO REMAIN)

EX. OH TEL
(TO REMAIN)

EX. OH ELEC (4)
(TO REMAIN)

BEGIN CURB, TYPE 7 - 10" CURB
STA. 402+63.27, 46.0' RT

TRANSITION CURB 0"
TO 10" OVER 10'-0"

RECONSTRUCT MONUMENT
ASSEMBLIES IN ACCORDANCE
WITH SCD RM-1.1

EX. WATER LINE
(TO BE REMAIN)

WESTBOUND

BEGIN CURB, TYP 7 - 10" CURB
STA. 402+51.33, 53.4' LT

TRANSITION
CURB 0" TO 10"
OVER 10'-0"

℄ CONSTR. S.R. 435

PI Sta. 246+54.14
NO CURVE

BEGIN LANE TAPER
STA. 247+26.22, 5.1' RT

MATCHLINE STA. 243+00.00

MATCHLINE STA. 248+50.00

END LANE TAPER
STA. 245+09.40, 5.1' LT

℄ CONSTR. S.R. 435, STA. 246+24.89 =
℄ GARRINGER-EDGEFIELD RD., STA. 401+94.31

℄ GARRINGER-EDGEFIELD RD.

PR. 12" CONDUIT

EX. 12" CPP
(TO BE REMOVED)

EX. ATT DIRECT
BURIAL CABLE
(TO REMAIN)

BEGIN LANE TAPER
STA. 243+64.78,
13.0' RT

℄ CONSTR. DWY

BEGIN LANE TAPER
STA. 243+06.53, 49.0' RT

END LANE TAPER
STA. 243+56.53, 61.0' RT

EX. 12" CPP
(TO BE REMOVED)

EASTBOUND

END CURB, TYPE 7 - 10" CURB
STA. 401+37.27, 53.3' RT

EX. CB
(TO BE REMOVED)

SODDING, DITCH
PROTECTION
(127' L X 7.5' W)

PR. HW-2.2

CONCRETE

PROPANE

SAWCUT

EX. ATT DIRECT BURIAL CABLE
(TO REMAIN)

EX. OH ELEC
(TO REMAIN)

EX. FENCE
(TO REMAIN)

PR. 12" CONDUIT,
TYPE B

EX. TWO ATT DIRECT
BURIAL CABLES AND
FIBER OPTIC CABLE
(TO REMAIN)

END CURB, TYPE 7 - 10" CURB
STA. 401+25.36, 45.8' LT

BEGIN CURB, TYPE 7 - 10" CURB
STA. 400+78.19, 20.2' RT

PR. CB 2-2B

SAW CUT

EX. 8" SEWER
(TO REMAIN)

BEGIN CURB, TYP 7 - 10" CURB
STA. 400+78.19, 19.4' LT

EX. 8" SEWER
(TO REMAIN)

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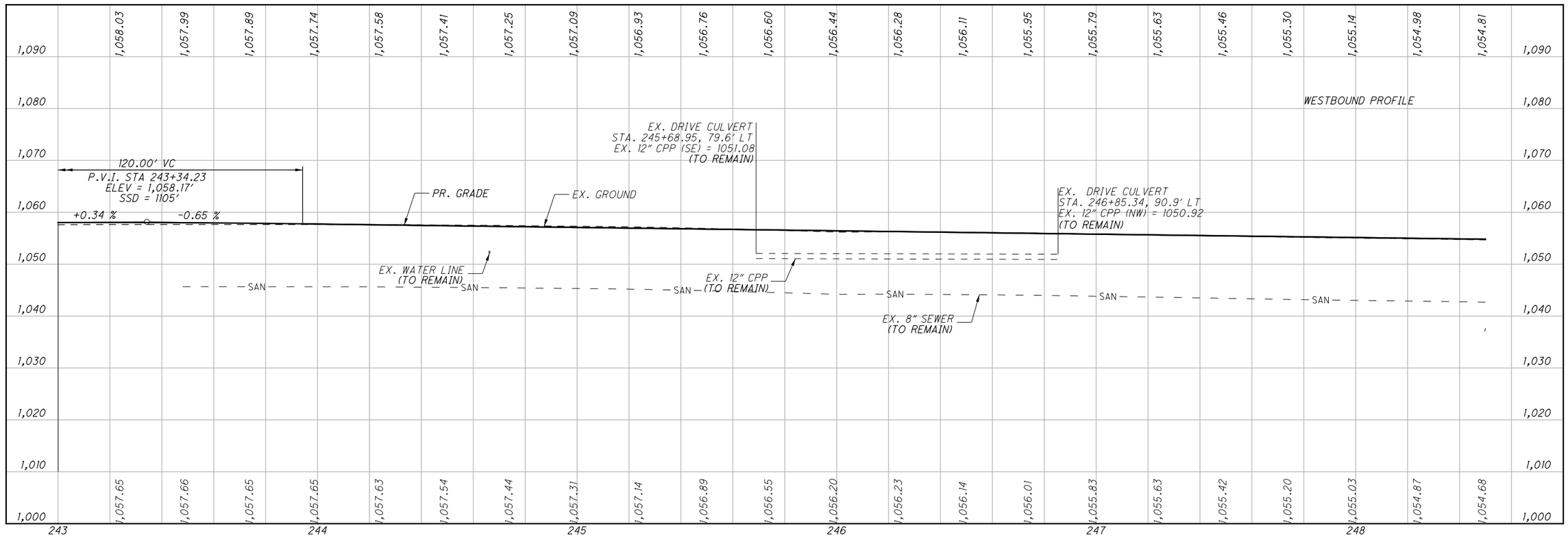
HORIZONTAL SCALE IN FEET
0 10 20 40

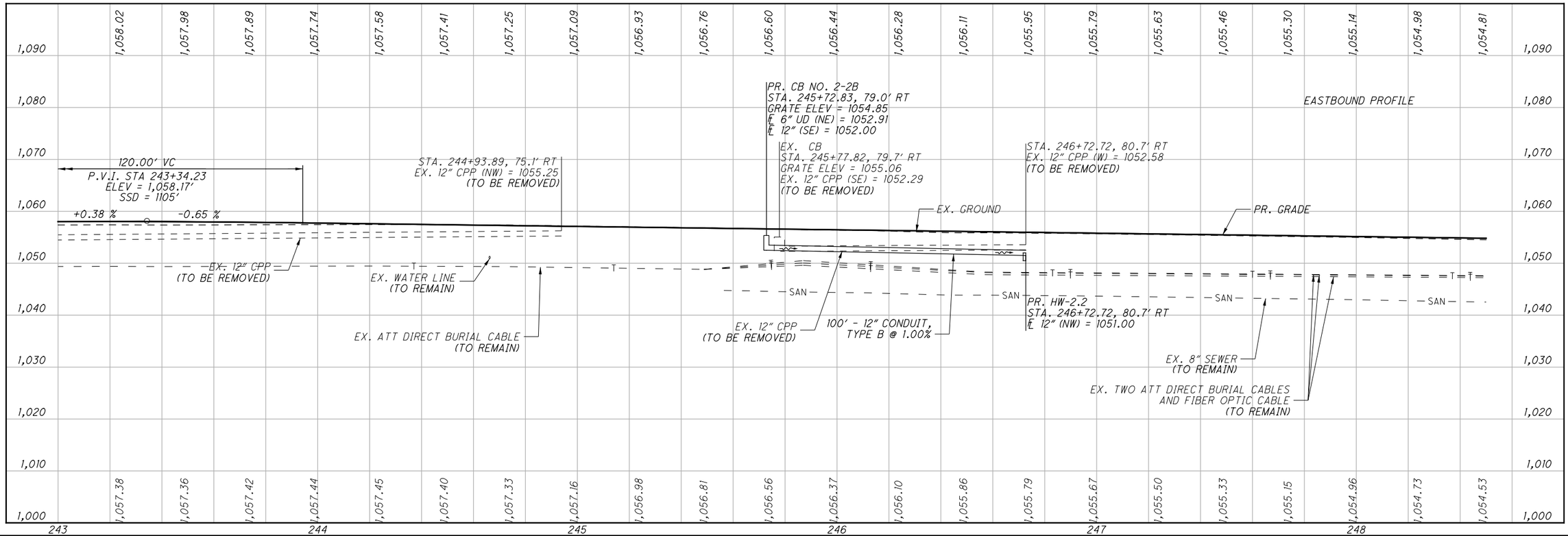
CALCULATED KMD
CHECKED ACR

PLAN
STA. 243+00.00 TO STA. 248+50.00

FAY-435-0.97

143
393





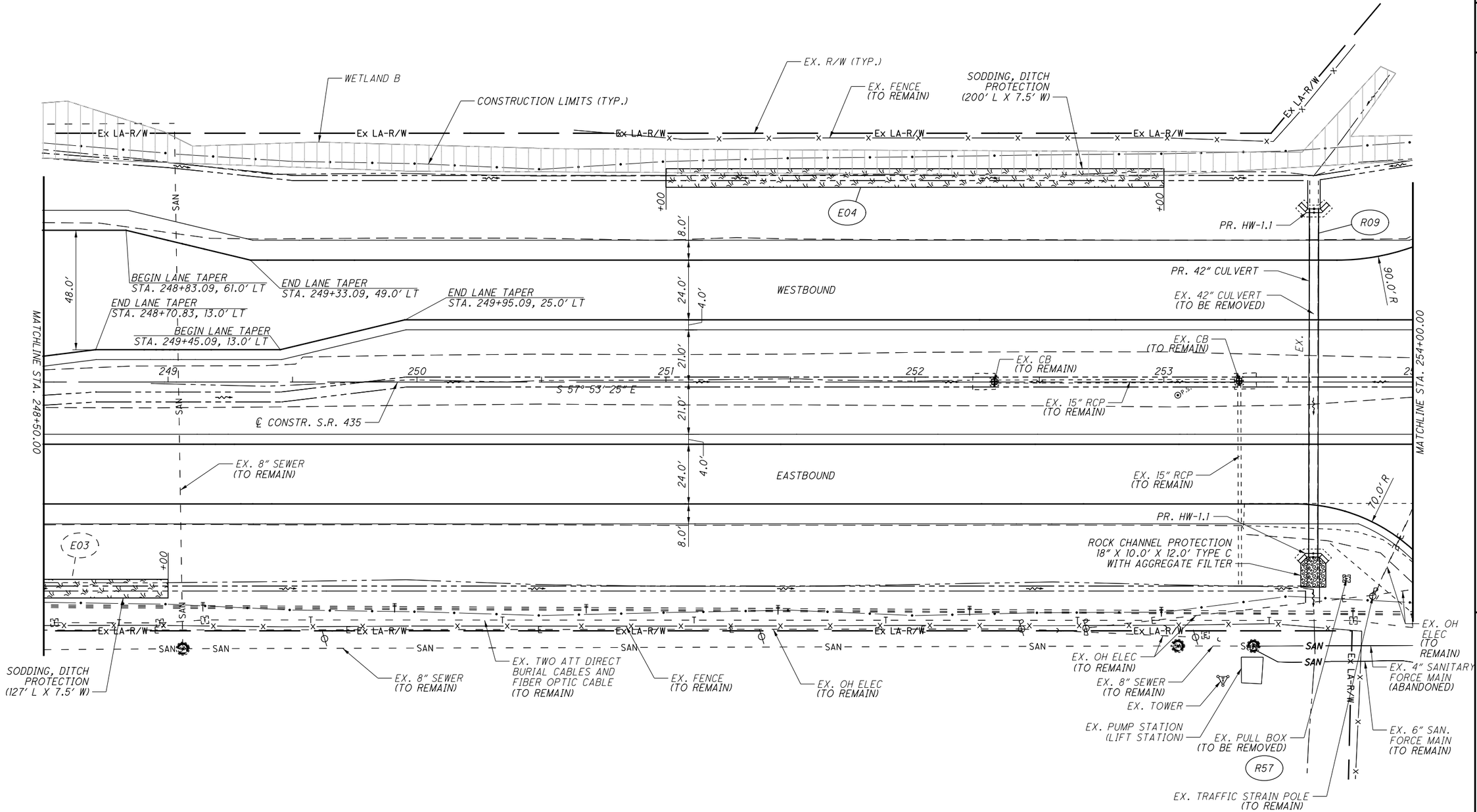
PROFILE

STA. 243+00.00 TO STA. 248+50.00

CALCULATED JEB
CHECKED KMD

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTIONS FROM STA. 253+51.15 TO STA. 254+63.97, SEE INTERSECTION DETAIL SHEET 216
5. FOR CULVERT DETAILS, SEE SHEETS 229 - 230
6. FOR DRAINAGE QUANTITIES, SEE SHEET 128



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 248+50.00 TO STA. 254+00.00

FAY-435-0.97

145
393

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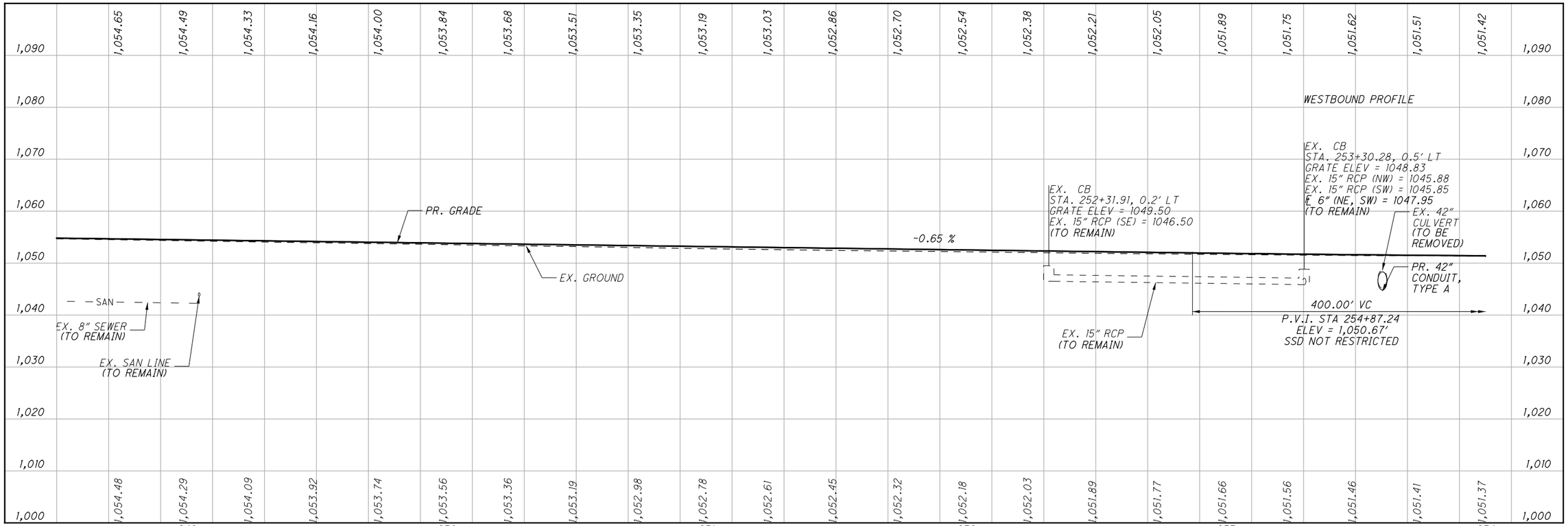


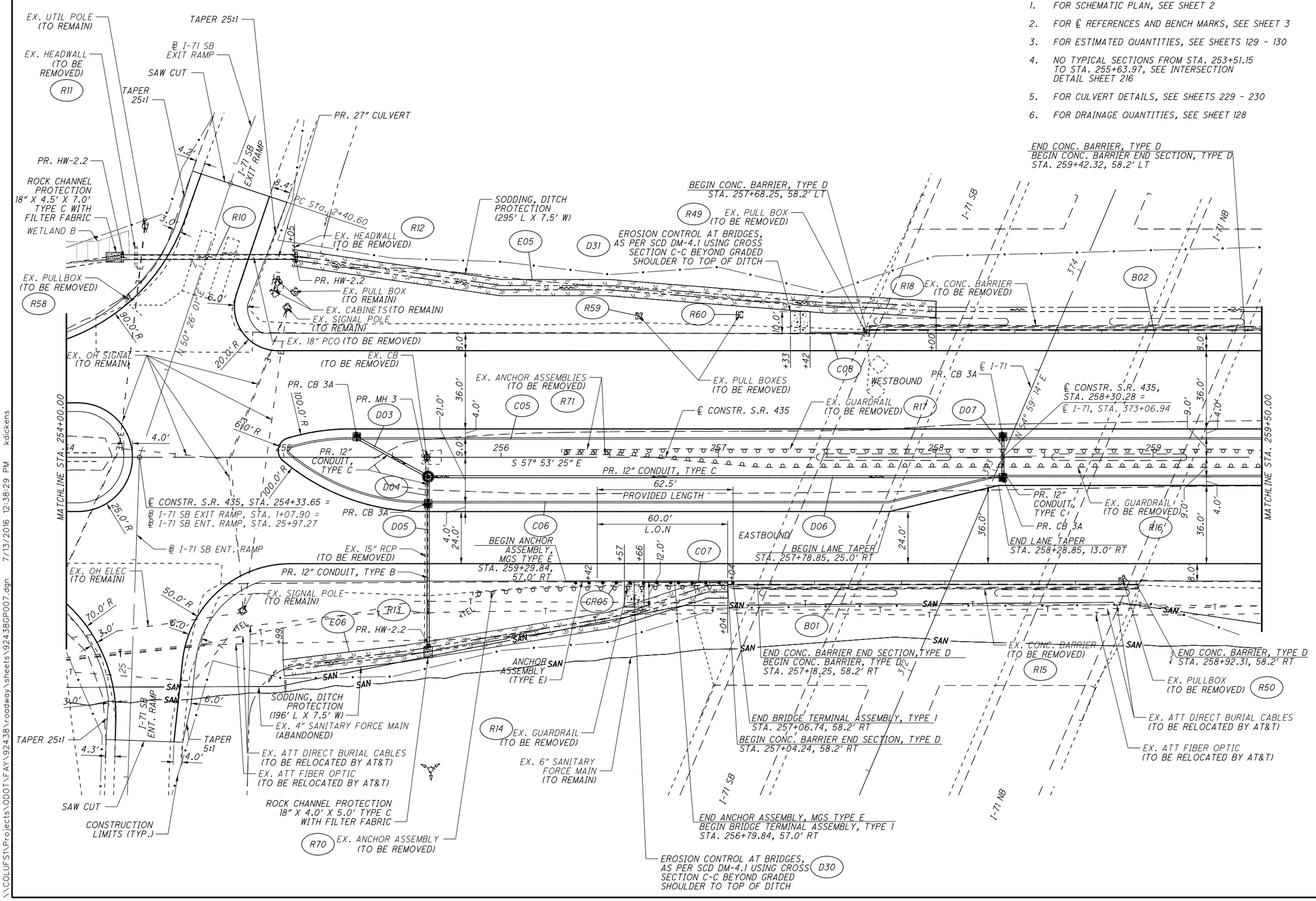
CALCULATED JEB
CHECKED KMD

PROFILE

STA. 248+50.00 TO STA. 254+00.00

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTIONS FROM STA. 253+51.15 TO STA. 255+63.97, SEE INTERSECTION DETAIL SHEET 216
5. FOR CULVERT DETAILS, SEE SHEETS 229 - 230
6. FOR DRAINAGE QUANTITIES, SEE SHEET 128



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD CHECKED ACR

PLAN
STA. 254+00.00 TO STA. 259+50.00

FAY-435-0.97

147
393

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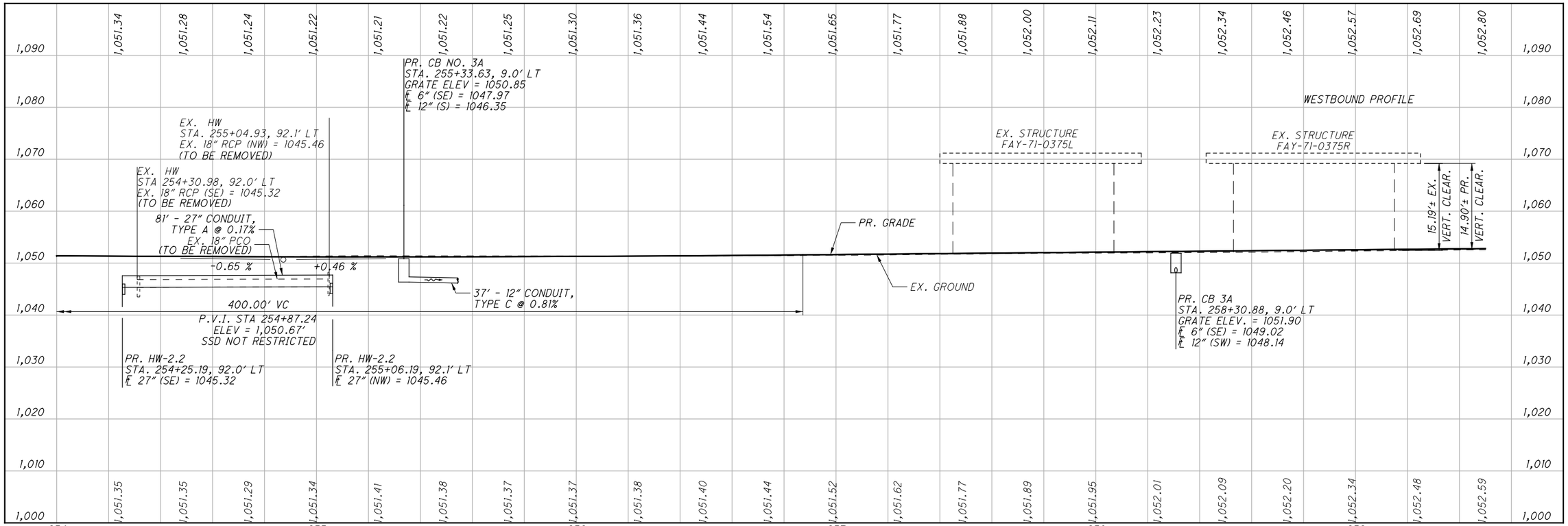

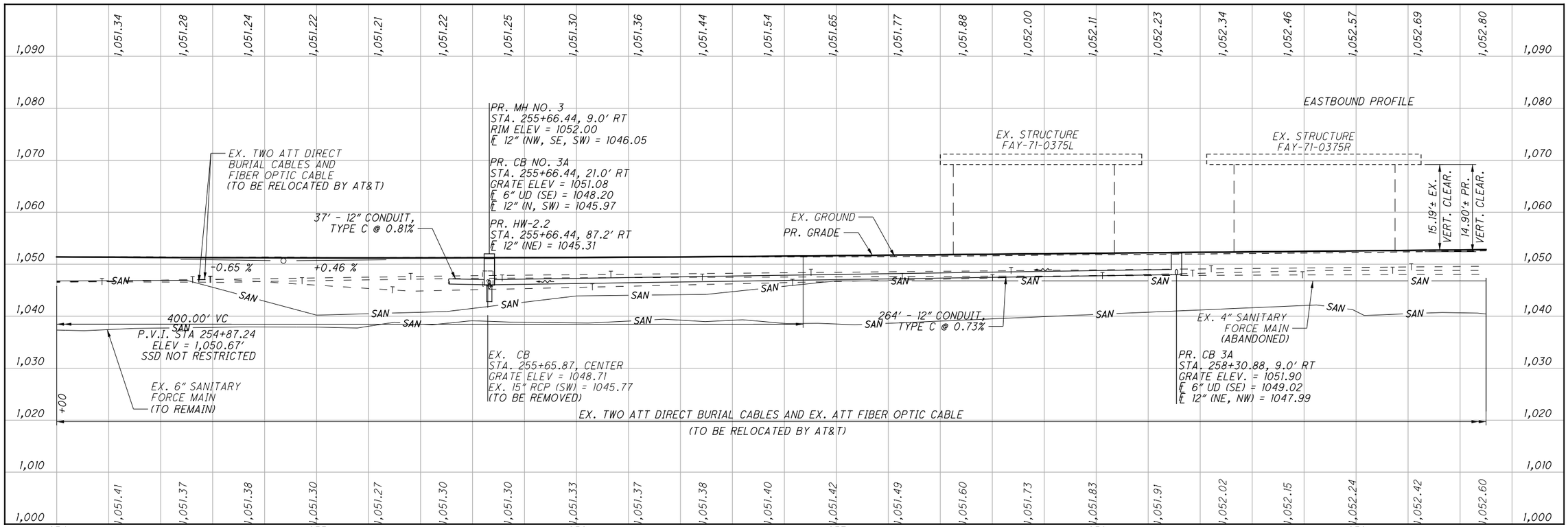

CALCULATED JEB
CHECKED KMD

PROFILE
STA. 254+00.00 TO STA. 259+50.00

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTIONS FROM STA. 261+00.00 TO STA. 263+00.00, SEE INTERSECTION DETAIL SHEET 217
5. FOR DRAINAGE QUANTITIES, SEE SHEET 128

BEGIN BRIDGE TERMINAL ASSEMBLY, TYPE 1
STA. 259+53.82, 57.0' LT

62.5'
PROVIDED LENGTH
60.0'
L.O.N

EX. CONC. BARRIER (TO BE REMOVED)
R18
BEGIN BRIDGE TERMINAL ASSEMBLY, TYPE 1
STA. 259+53.75, 57.0' LT
END CONC. BARRIER, TYPE D
STA. 259+56.25, 58.2' LT
END BRIDGE TERMINAL ASSEMBLY, TYPE 1
BEGIN ANCHOR ASSEMBLY, MGS TYPE E
STA. 259+83.21, 57.0' LT
B02
R19
GR06
EX. GUARDRAIL (TO BE REMOVED)
ANCHOR ASSEMBLY (TYPE E)
END ANCHOR ASSEMBLY, MGS TYPE E
STA. 260+30.65, 57.0' LT
EX. ANCHOR ASSEMBLY (TO BE REMOVED)
R73

℄ I-71 NB ENT. RAMP
SAWCUT
EX. OH ELEC (TO REMAIN)
TAPER 25:1
EX. SIGNAL POLE (TO REMAIN)
R61
EX. PULL BOX (TO BE REMOVED)
8.3'
3.0'
50.0'R
I-71 NB ENT. RAMP 2
10.7'
TAPER 5:1
6.0'
60.0'R
D-8
EX. CB (ATG)
EX. UG ELEC (TO REMAIN)
EX. ELEC BOXES (TO BE REMOVED)
EX. SIGNAL POLE (TO REMAIN)
EX. OH ELEC (TO REMAIN)
R63
EX. PULL BOX (TO BE REMOVED)
R66
EX. PULL BOX (TO BE REMOVED)
R67
EX. PULL BOX (TO BE REMOVED)
R65
R51

ANCHOR ASSEMBLY (TYPE E)
END LANE TAPER
STA. 260+03.61, 25.0' LT
C05
100.0'R
℄ CONSTR. S.R. 435, STA. 262+25.65 =
℄ I-71 NB EXIT RAMP, STA. 25+06.19 =
℄ I-71 NB ENT. RAMP, STA. 1+15.66
EX. OH SIGNAL (TO REMAIN)
EX. 27" RCP (TO REMAIN)
WESTBOUND
D-9
EX. CB (ATG)
℄ CONSTR. S.R. 435
S 57° 57' 26" E
BEGIN LANE TAPER
STA. 259+53.61, 13.0' LT
260
261
262
263
264
6.0'R
25.0'R
EASTBOUND
℄ I-71 NB EXIT RAMP
EX. ANCHOR ASSEMBLIES (TO BE REMOVED)
R16
R17
C06
EX. GUARDRAIL (TO BE REMOVED)
R72
EX. PULL BOX (TO BE REMOVED)
R62
EX. 27" RCP (TO REMAIN)
END LANE TAPER
STA. 263+90.83, 13.0' RT
BEGIN LANE TAPER
STA. 263+40.83, 25.0' RT
BEGIN LANE TAPER
STA. 264+65.83, 13.0' RT
END PAVT. TAPER
STA. 263+09.25, 49.0' RT
EX. PULL BOX (TO BE REMOVED)
R20
R64
EX. PULL BOX (TO BE REMOVED)
20.0'R
60.0'R
N 68° 29' 03" E
EX. CABINETS (TO REMAIN)
3.0'
6.0'
24.0'
TAPER 5:1
5.0'
EX. ATT DIRECT BURIAL CABLE (TO BE RELOCATED BY AT&T)
EX. ATT FIBER OPTIC (TO BE RELOCATED BY AT&T)
EX. 4" SANITARY FORCE MAIN (ABANDONED)
CONSTRUCTION LIMITS (TYP.)
EX. 6" SANITARY FORCE MAIN (TO REMAIN)
EX. ELEC BOXES (TO REMAIN)
EX. SIGNAL POLE (TO REMAIN)
SAWCUT
BEGIN PAVT. TAPER
STA. 262+58.03, 57.2' RT
Ex LA-R/W
EX. TEL BOX (TO REMAIN)
EX. R/W (TYP.)
EX. ATT DIRECT BURIAL CABLES (TO BE RELOCATED BY AT&T)
EX. ATT FIBER OPTIC (TO BE RELOCATED BY AT&T)
ROCK CHANNEL PROTECTION
18" X 4.5' X 8.0' TYPE C
WITH FILTER FABRIC
D10
EX. SIGNAL POLE (TO REMAIN)
EX. 8" SEWER (TO REMAIN)
WETLAND C

MATCHLINE STA. 259+50.00
MATCHLINE STA. 265+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED KMD
CHECKED ACR

PLAN
STA. 259+50.00 TO STA. 265+00.00

FAY-435-0.97

149
393

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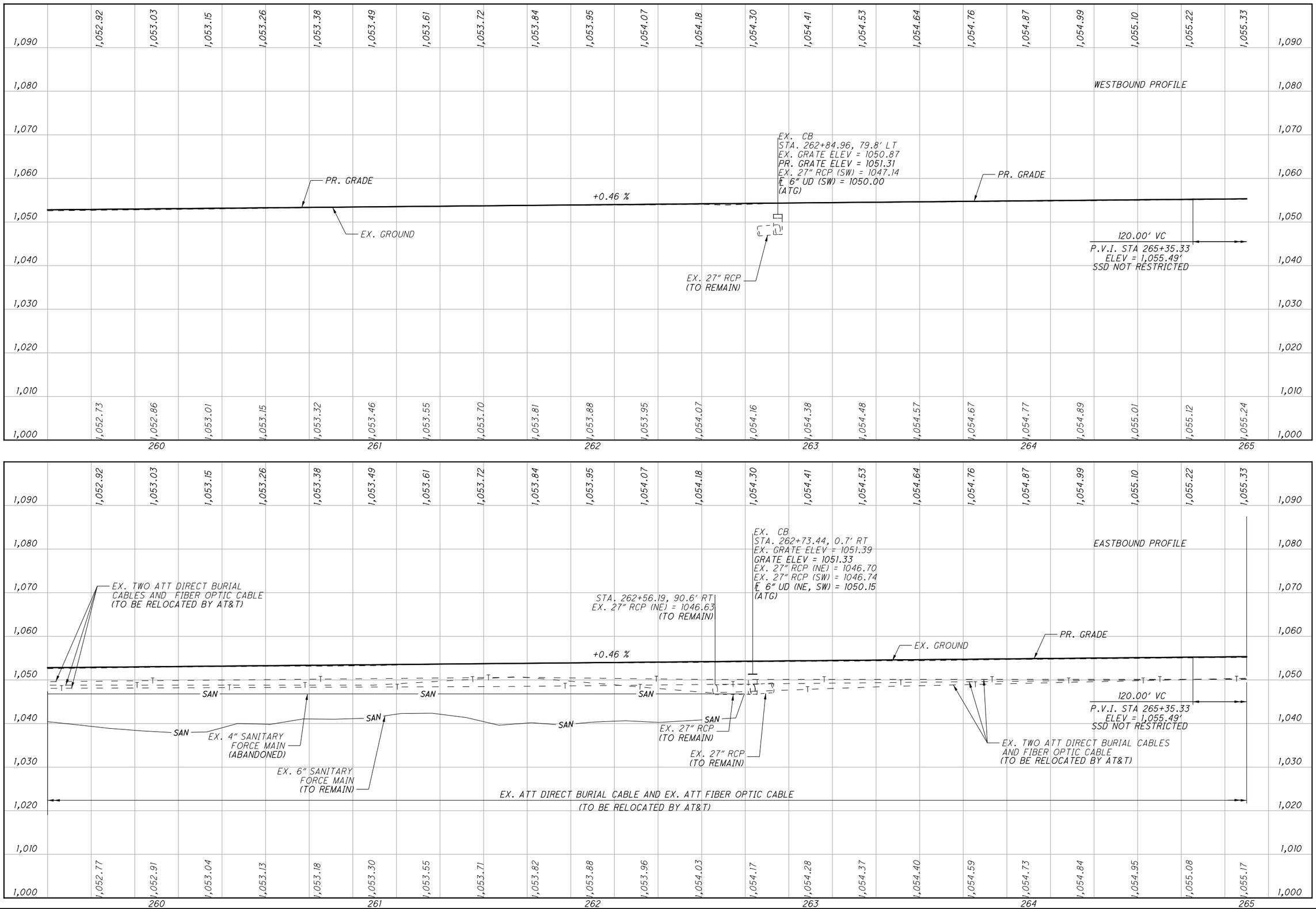

CALCULATED JEB
CHECKED KMD

PROFILE

STA. 259+50.00 TO STA. 265+00.00

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTIONS FROM STA. 265+69.83 TO STA. 269+08.00, SEE INTERSECTION DETAIL SHEET 218
5. FOR DRIVEWAY DETAILS, SEE SHEET 227
6. FOR DRAINAGE QUANTITIES, SEE SHEET 128

50.0' EXIST R/W PLAT BOOK 3 PAGE 321
FAYETTE COUNTY RECORDER'S OFFICE

℄ ALLEN RD.

EX. UG ELEC (TO REMAIN)

EX. SEWER (TO REMAIN)

SAWCUT

EX. OH ELEC (TO REMAIN)

EX. UNK (TO REMAIN)

Ex LA-R/W

Ex R/W

CONSTRUCTION LIMITS (TYP.)

ALLEN RD.

S 60° 22' 11" W

R68

EX. ELEC BOX (TO BE REMOVED)

WESTBOUND

EASTBOUND

MATCHLINE STA. 265+00.00

MATCHLINE STA. 270+50.00

℄ CONSTR. S.R. 435

S 57° 57' 26" E

℄ CONSTR. S.R. 435, STA. 267+88.42 =
℄ ALLEN RD. (NORTH), STA. 10+00.00

℄ CONSTR. S.R. 435, STA. 268+30.11 =
℄ ALLEN RD. (SOUTH), STA. 31+16.35

END LANE TAPER
STA. 266+58.26, 11.0' LT

BEGIN LANE TAPER
STA. 268+52.56, 17.0' RT

EX. OH SIGNAL (TO REMAIN)

R26

EX. PB (TO BE REMOVED)

EX. R/W (TYP.)

EX. ATT DIRECT BURIAL CABLES (TO BE RELOCATED BY AT&T)

EX. ATT FIBER OPTIC (TO BE RELOCATED BY AT&T)

EX. SIGNAL POLE (TO REMAIN)

EX. PB (TO BE REMOVED)

EX. FENCE (TO REMAIN)

PT STA. 30+07.34

EX. 24" RCP (TO REMAIN)

SAWCUT

℄ ALLEN RD.

PR. COLLAR PER ODOT SCD DM 1-1 (TYP.)

PR. 12" CONDUIT, TYPE C WITH MASONRY COLLAR

D12

R69

EX. ELEC BOX (TO BE REMOVED)

EX. UG ELEC (TO REMAIN)

EX. SIGNAL POLE (TO REMAIN)

EX. CABINET (TO REMAIN)

EX. OH ELEC (TO REMAIN)

EX. 18" RCP (TO BE REMOVED)

BEGIN LANE TAPER
STA. 269+47.38, 57.00' LT

EX. WATER VALVES (RTG)

EX. CB (TO BE REMOVED)

TURF REINFORCING MAT, TYPE 1 (152' L X 25' W)

E07

E70

R25

D11

PR. CB 2-2B

EX. CB (TO BE REMOVED)

PR. 18" CONDUIT, TYPE C

EX. TEL MH (ATG BY OTHERS)

R21

EX. 18" RCP (TO BE REMOVED)

D13

EX. 24" RCP (TO BE REMOVED)

PR. 12" CONDUIT, TYPE B

PR. MH 3

PR. 12" CONDUIT, TYPE B

R22

PR. CB 3

PR. 12" CONDUIT, TYPE B

C09

D13a

PR. CB 3

END LANE TAPER
STA. 269+02.56, 25.0' RT

EX. CB (TO BE REMOVED)

D13b

EX. 24" RCP (TO BE REMOVED)

EX. WATER VALVE (RTG)

EX. CB (TO BE REMOVED)

R24

PR. MH 3

D14

R23

E08

PR. 36" CONDUIT, TYPE B

RTG02

EX. TEL MH (ATG BY OTHERS)

PR. 24" CONDUIT, TYPE C

D15

PR. 24" CONDUIT, TYPE C WITH MASONRY COLLAR

PR. COLLAR PER ODOT SCD DM 1-1 (TYP.)

EX. ATT DIRECT BURIAL CABLE (TO REMAIN)

PR. 12" CONDUIT, TYPE B WITH MASONRY COLLAR

PR. HW-2.2

PR. MH 3

ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC

EX. CB (TO BE REMOVED)

PR. COLLAR PER ODOT SCD DM 1-1 (TYP.)

℄ CONSTR. DWY

EX. 12" RCP (TO REMAIN)

PR. 24" CONDUIT, TYPE B

EX. 18" RCP (TO BE REMOVED)

DR3

R27

D16

D17

PR. HW-2.2

EX. WATER LINE (TO REMAIN)

PR. 36" CONDUIT, TYPE B

EX. OH ELEC (TO REMAIN)

ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC

TURF REINFORCING MAT, TYPE 1 (161' L X 28.5' W)

ROCK CHANNEL PROTECTION 18" X 6.0' X 8.0' TYPE C WITH FILTER FABRIC

E8

EX. TWO ATT DIRECT BURIAL CABLES AND TWO FIBER OPTIC CABLES (TO BE RELOCATED BY AT&T)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 265+00.00 TO STA. 270+50.00

FAY-435-0.97

151
393

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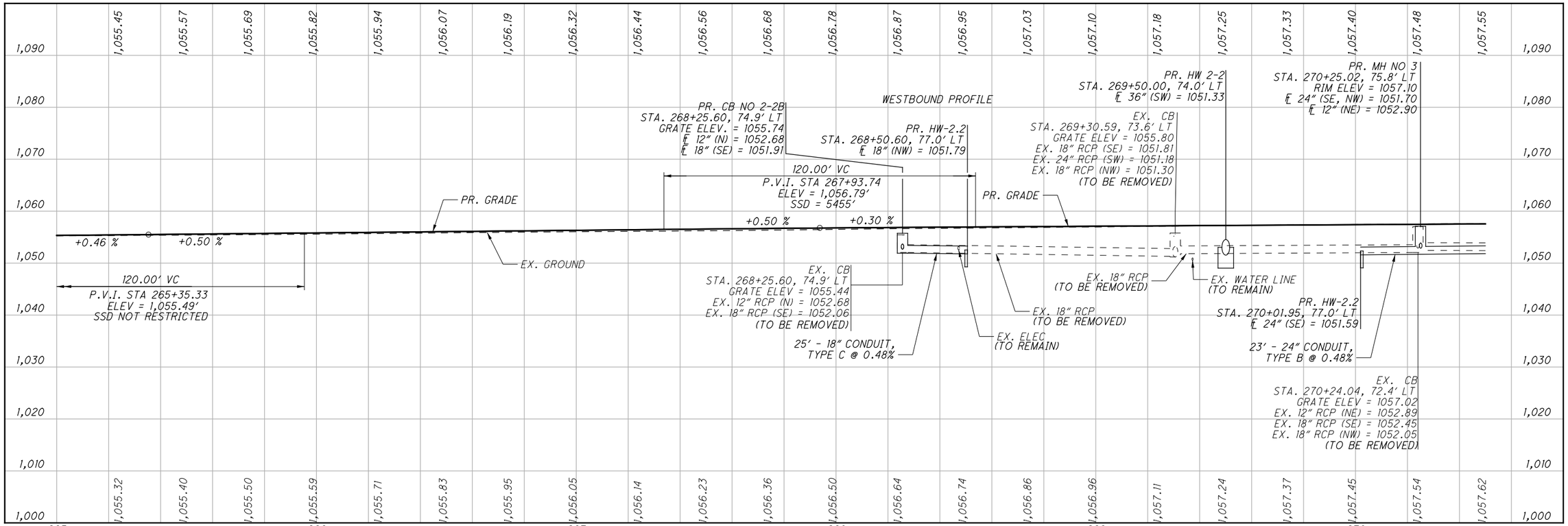

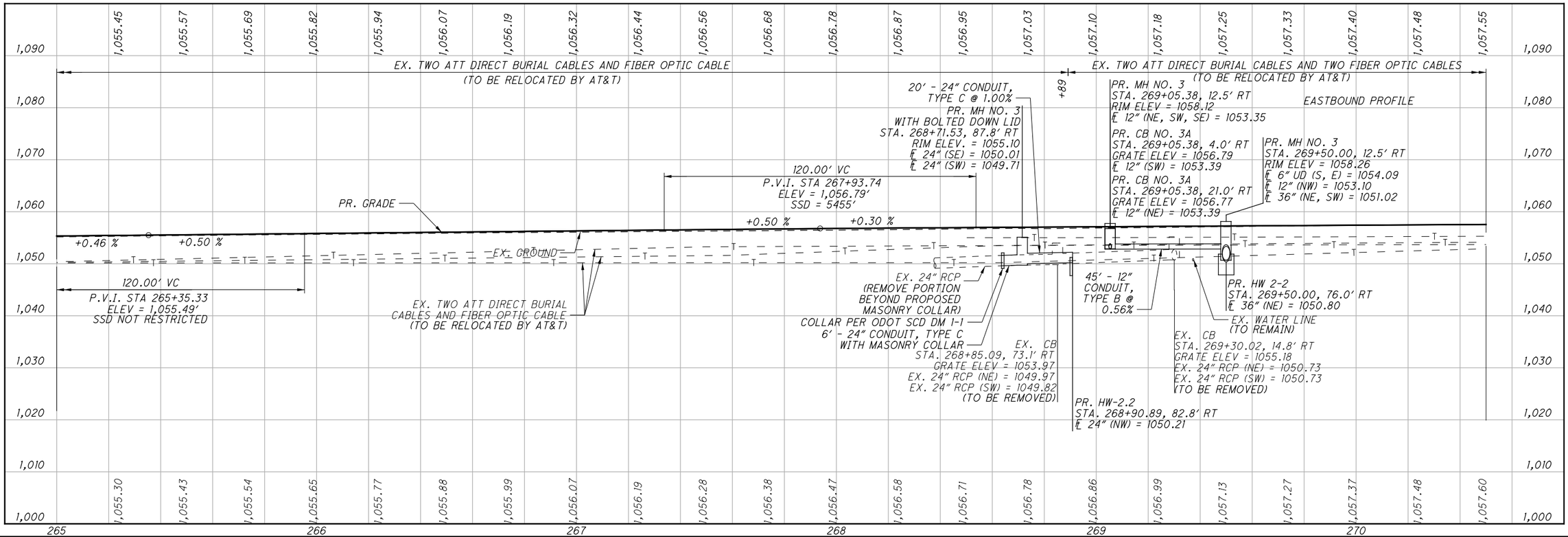

PROFILE

STA. 265+00.00 TO STA. 270+50.00

CALCULATED JEB
CHECKED KMD

FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR DRIVEWAY DETAILS, SEE SHEETS 227 - 228
4. FOR DRAINAGE QUANTITIES, SEE SHEET 128
5. FOR ESTIMATED QUANTITIES, SEE SHEETS 131 - 132

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD CHECKED ACR

PLAN
STA. 270+50.00 TO STA. 276+00.00

FAY-435-0.97

153
393

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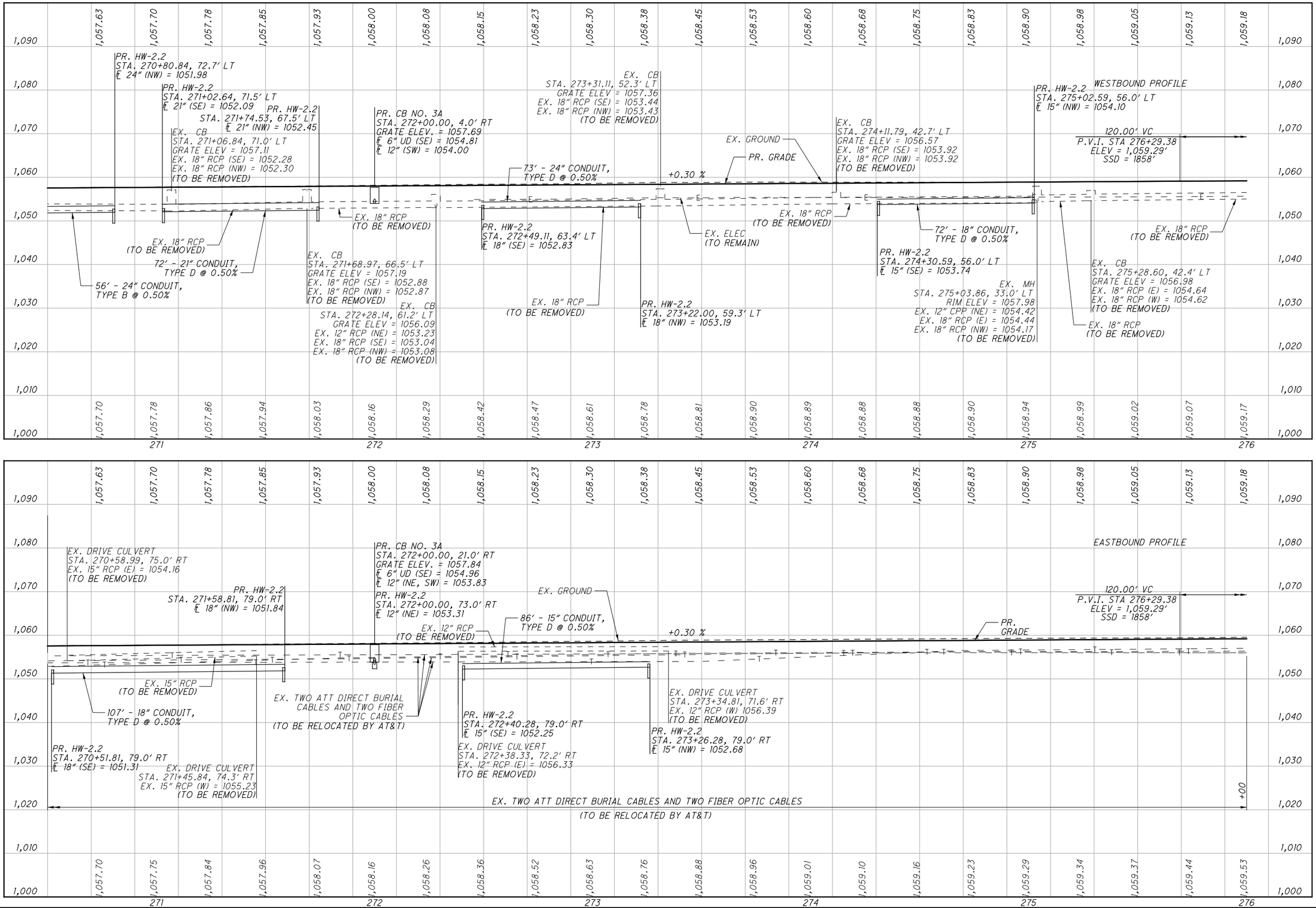
PR. 21" CONDUIT, TYPE D
ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC
R52
EX. PB (TO BE REMOVED)
SODDING, DITCH PROTECTION (22' L X 28.5' W)
EX. OH ELEC (TO REMAIN)
PR. 24" CONDUIT, TYPE B
DR3
CONCRETE
EX. 18" RCP (TO BE REMOVED)
PR. HW-2.2
R28
E09
R27
D16
D18
R29
E11
EX. TEL MH (RTG BY OTHERS)
EX. CB (TO BE REMOVED)
SAWCUT
DR4
SODDING, DITCH PROTECTION (75' L X 28.5' W)
EX. 18" RCP (TO BE REMOVED)
EX. CB (TO BE REMOVED)
D29
ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC
EX. OH ELEC (TO REMAIN)
EX. 18" RCP (TO REMAIN)
DR7
R30
D20
EX. 18" RCP (TO BE REMOVED)
EX. CB (TO BE REMOVED)
SAWCUT
℄ CONSTR. DWY
PR. 24" CONDUIT, TYPE D
EX. 18" RCP (TO BE REMOVED)
ROCK CHANNEL PROTECTION 18" X 4.0' X 6.0' TYPE C WITH FILTER FABRIC
SODDING, DITCH PROTECTION (110' L X 25' W)
EX. CB (TO BE REMOVED)
R31
E12
R53
EX. PB (TO BE REMOVED)
EX. 18" RCP (TO BE REMOVED)
SAWCUT
PR. 18" CONDUIT, TYPE D
EX. UG ELEC (DND)
DR8
D24
R32
R33
R35
E14
EX. 12" RCP (TO REMAIN)
ROCK CHANNEL PROTECTION 18" X 4.0' X 5.0' TYPE C WITH FILTER FABRIC
END LANE TAPER STA. 275+08.41, 24.0' LT
EX. 18" RCP (TO BE REMOVED)
EX. CB (TO BE REMOVED)
SODDING, DITCH PROTECTION (122' L X 25' W)
EX. 18" RCP (TO BE REMOVED)
EX. 12" RCP (TO BE REMOVED)
EX. MH (TO BE REMOVED)
REBOUNDABLE TUBULAR PYLON
P01
℄ CONSTR. DWY
℄ CONSTR. S.R. 435
EX. CURB (TO BE REMOVED)
WESTBOUND
S 57° 57' 26" E
PR. CB 3A
PR. 12" CONDUIT, TYPE B
D21
R36
END LANE TAPER STA. 274+03.25, 13.0' RT
BEGIN LANE TAPER STA. 273+53.25, 25.0' RT
EASTBOUND
END CURB, TYPE 7 - 10" CURB STA. 273+39.46, 57.0' RT
BEGIN LANE TAPER STA. 274+19.09, 49.0' RT
EX. CURB & CONC. TRAFFIC ISLAND (TO BE REMOVED)
EX. CURB (TO BE REMOVED)
R37
MATCHLINE STA. 270+50.00
MATCHLINE STA. 276+00.00
ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC
℄ CONSTR. DWY
TAPER 0" TO 10" OVER 10'-0"
PR. HW-2.2
R38
E10
R39
R41
R40
D19
DR5
D23
DR6
C10
C11
R42
R54
EX. PB (TO BE REMOVED)
EX. 12" RCP (TO BE REMOVED)
EX. ELEC BOX (TO REMAIN)
BEGIN CURB, TYPE 7 - 10" CURB STA. 273+06.87, 95.0' RT
PR. 15" CONDUIT, TYPE D
SAWCUT
EX. TWO ATT DIRECT BURIAL CABLES, AND TWO FIBER OPTIC (TO BE RELOCATED BY AT&T)
SAWCUT
PR. 18" CONDUIT, TYPE D
EX. 15" RCP (TO BE REMOVED)
EX. R/W (TYP.)
EX. ELEC BOX (TO REMAIN)
SODDING, DITCH PROTECTION (82' L X 21.5' W)
EX. CURB (TO BE REMOVED)
BEGIN CURB, TYPE 7 - 10" CURB STA. 272+29.40, 57.0' RT
PR. HW-2.2
END CURB, TYPE 7 - 10" CURB STA. 272+64.27, 95.0' RT
ROCK CHANNEL PROTECTION 18" X 4.0' X 7.0' TYPE C WITH FILTER FABRIC
CONSTRUCTION LIMITS (TYP.)
SODDING, DITCH PROTECTION (303' L X 18' W)
E13

CALCULATED JEB CHECKED KMD

PROFILE STA. 270+50.00 TO STA. 276+00.00



FAY-435-0.97

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130
4. NO TYPICAL SECTIONS FROM STA. 275+63.92 TO 277+44.09, FOR INTERSECTION DETAILS, SEE 219
5. FOR DRIVEWAY DETAIL, SEE SHEET 228
6. FOR DRAINAGE QUANTITIES, SEE SHEET 128

END CURB, TYPE 7 - 10" CURB
STA. 502+25.00, 31.9' LT
MEET EXISTING

EX. CB
(TO BE REMOVED)

PR. CB 3

PR. 18" CONDUIT, TYPE C

PR. HW-2.2

R37

50' Ex R/W

BEGIN CURB, TYPE 7 - 10" CURB
STA. 501+80.31, 55.8' LT

FACTORY SHOPS BLVD.

PR. 18" CONDUIT, TYPE B

EX. UG ELEC
(DND)

SAWCUT

END CURB, TYPE 7 - 10" CURB
STA. 502+25.00, 32.7' RT
MEET EXISTING

EX. OH ELEC
(TO REMAIN)

EX. CB (TO BE REMOVED)

PR. CB 3

R44

PR 15" CONDUIT, TYPE C

PR. HW-2.2

EX. HEADWALL
(TO BE REMOVED)

EX. PB
(TO BE REMOVED)

R55

R43

52.0' R

D26

D25

R45

E14

C12

+25

50'

R46

D27

R47

C13

EX. 15" RCP
(TO BE REMOVED)

EX. PULL BOX
(TO BE REMOVED)

N 32° 30' 39" E

52.0' R

BEGIN CURB, TYPE 7 - 10" CURB
STA. 501+81.24, 57.3' RT

CONSTRUCTION LIMITS (TYP.)

EX. ELEC LINE
(TO REMAIN)

℄ CONSTR. DWY

SAN

EX. UG ELEC
(TO REMAIN)

Ex R/W

DR10

SAWCUT

EX. PB
(TO BE REMOVED)

R56

END 25:1 SHOULDER TAPER
STA. 281+49.00, 41.7' LT

100.0' R

BEGIN 25:1 SHOULDER TAPER
STA. 279+06.13, 32.0' LT

CONCRETE

RECONSTRUCT MONUMENT ASSEMBLIES
IN ACCORDANCE WITH SCD RM-1.1

MN2 STA. 280+30.98, 7.69' RT

8.0'

24.0'

17.7'

EX. 7 kv UG ELEC
(TO BE RELOCATED BY OTHERS)

EX. ELEC LINE
(TO REMAIN)

WESTBOUND

86°

+72.22

276 277 278 279 280 281

S 57° 57' 26" E

MATCHLINE STA. 276+00.00

MATCHLINE STA. 281+50.00

℄ CONSTR. DWY

91°

R37

EX. OH ELEC
(TO REMAIN)

+71.68

℄ CONSTR. S.R. 435, STA. 276+74.04 =
℄ FACTORY SHOPS BLVD., STA. 501+48.77

℄ FACTORY SHOPS BLVD.

VARIES

℄ CONSTR. S.R. 435

EASTBOUND

PR. 7 kv UG ELEC
(BY OTHERS)

EX. 8" SEWER
(TO REMAIN)

EX. ELEC LINE
(TO REMAIN)

END FULL DEPTH PAVEMENT
RESUME PLANNING & RESURFACING
STA. 281+49.00

E13

PR. HW-2.2

PR. HW-2.2

+29

501

8.0'

R48

60.0' R

60.0' R

CONCRETE

EX. ATT DIRECT BURIAL CABLE
(TO BE RELOCATED BY AT&T)

EX. TEL MH
(ATG BY OTHERS)

EX. ATT CONC. DUCT BANK
(TO REMAIN)

SAN

Ex R/W

D28

DR9

EX. TEL BOX
(TO REMAIN)

EX. RCP
(TO BE REMOVED, SEE GENERAL NOTES)

EX. 12" RCP
(TO BE REMOVED)

PR. 15" CONDUIT, TYPE D

SAWCUT

EX. RCP
(TO BE REMOVED, SEE GENERAL NOTES)

ROCK CHANNEL PROTECTION
18" X 4.0' X 5.0'
TYPE C WITH FILTER FABRIC

EX. ELEC BOX
(TO REMAIN)

EX TWO ATT DIRECT BURIAL CABLES AND TWO FIBER OPTIC
(TO REMAIN)

EX. UG ELEC
(TO REMAIN)

EX. ATT 3" CONDUIT
(TO REMAIN)

EX. ATT 3" CONDUIT
(TO REMAIN)

EX. LANDSCAPING BOULDERS
(TO BE REMOVED)

R70

EX. 8" SEWER
(TO REMAIN)

EX. R/W (TYP.)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97

155
393

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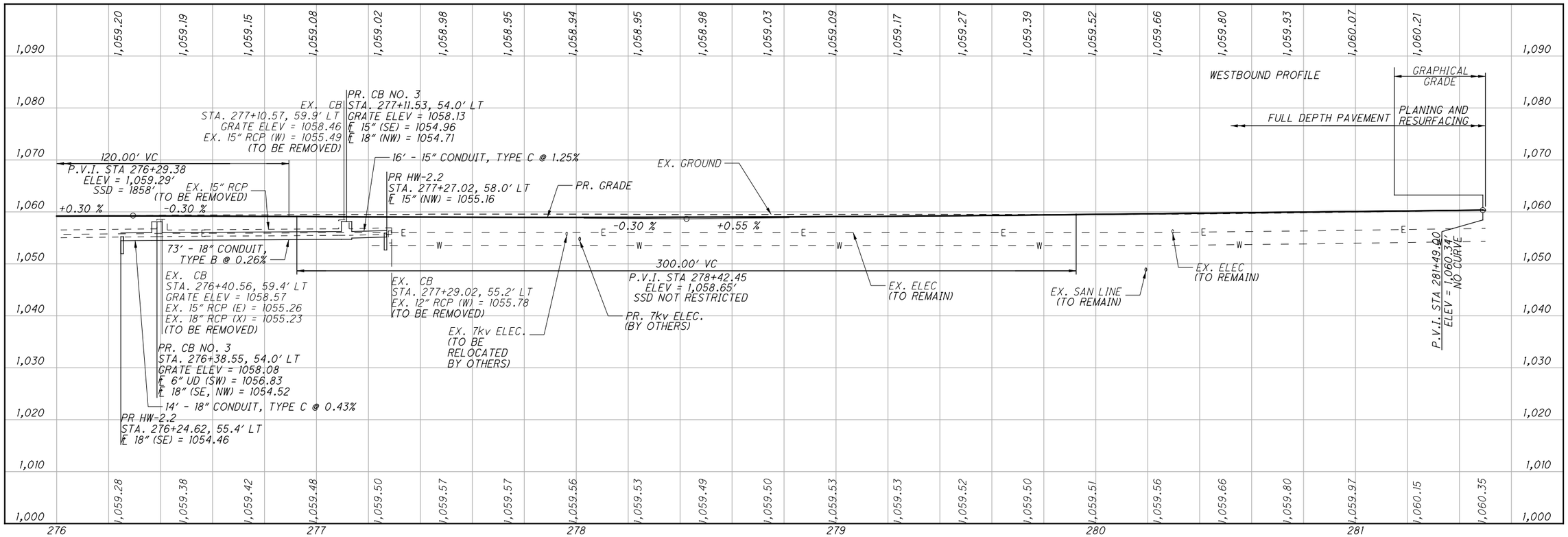
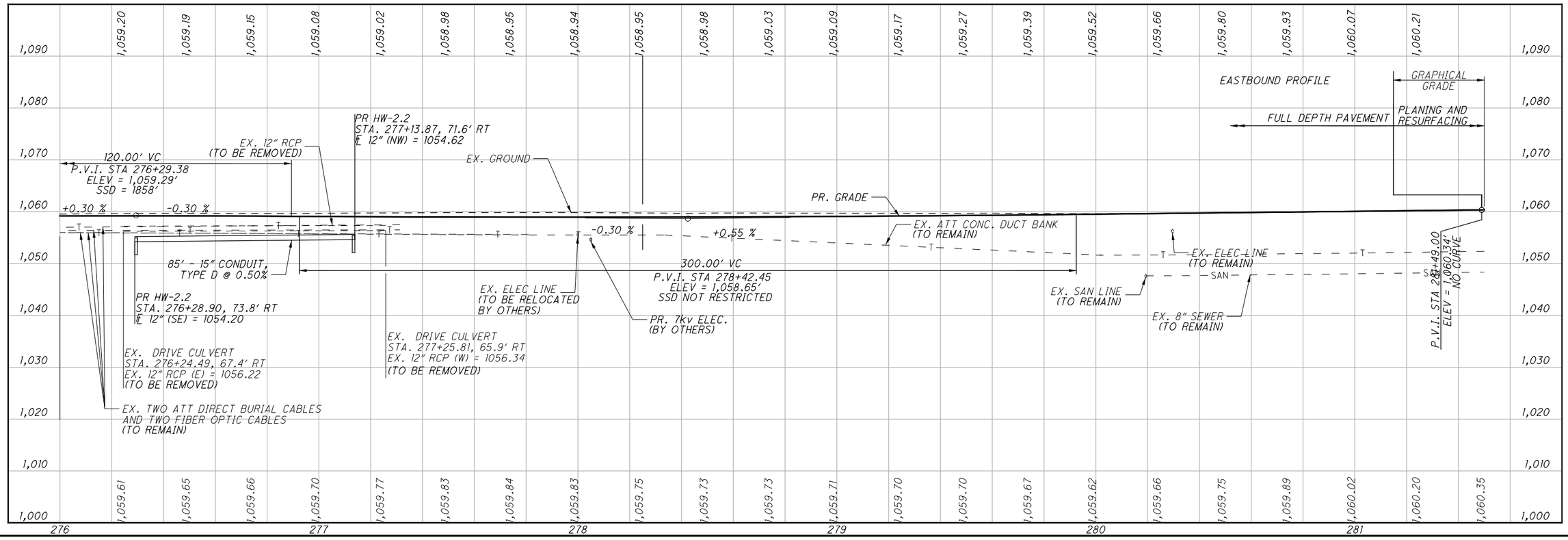




CALCULATED JEB
CHECKED KMD

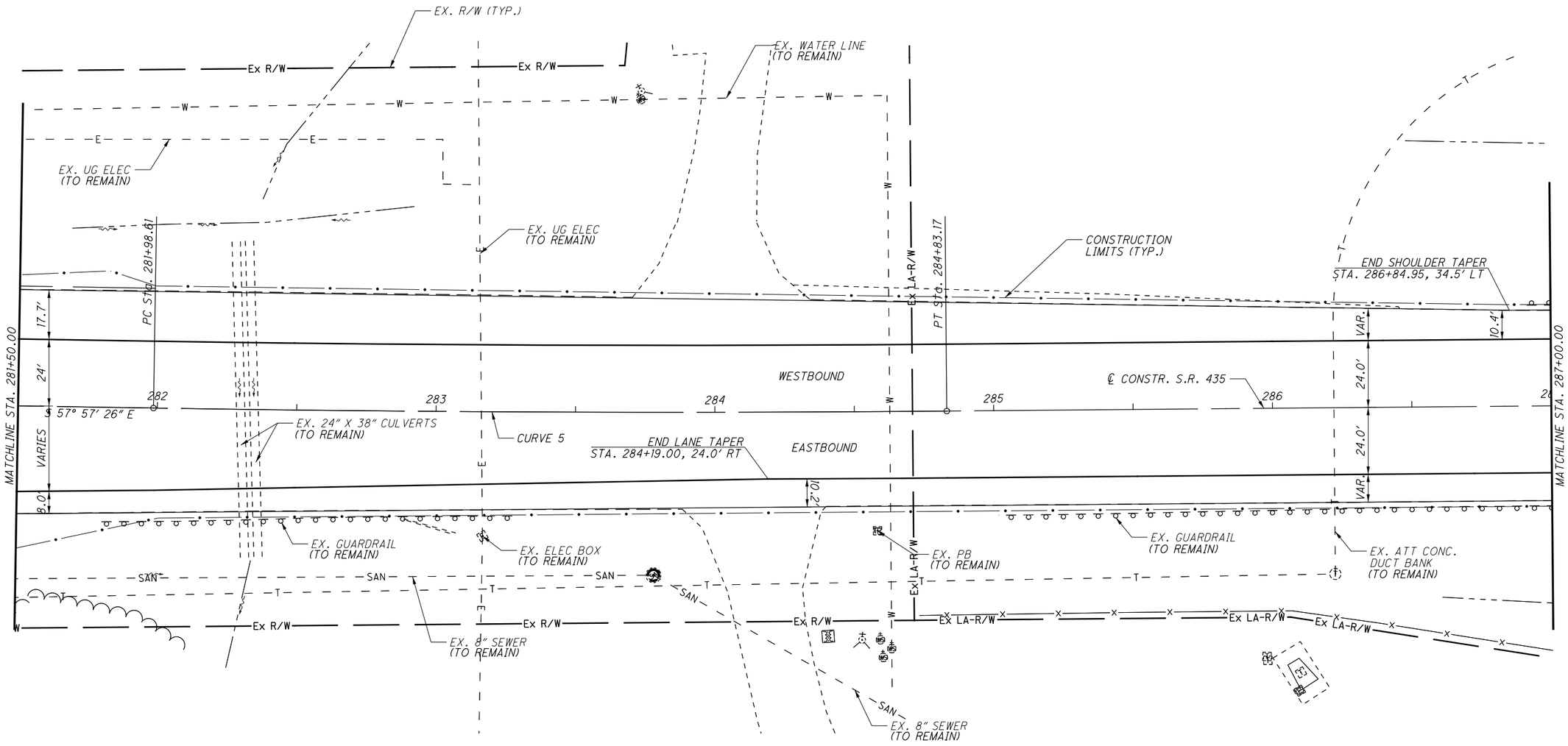
PROFILE
STA. 276+00.00 TO STA. 281+50.00

FAY-435-0.97

CURVE 5

℄ CONSTRUCTION
P.I. STA. 283+40.90
Δ= 1° 25′ 22″ (LT)
Dc = 0° 30′ 00″
R = 11,459.16′
T = 142.29′
L = 284.56′
E = 0.88′
C = 284.55′
C.B. = S 58° 40′ 07″ E
emax = N.C.

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3
3. FOR ESTIMATED QUANTITIES, SEE SHEETS 129 - 130



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 281+50.00 TO STA. 287+00.00

FAY-435-0.97

157
393

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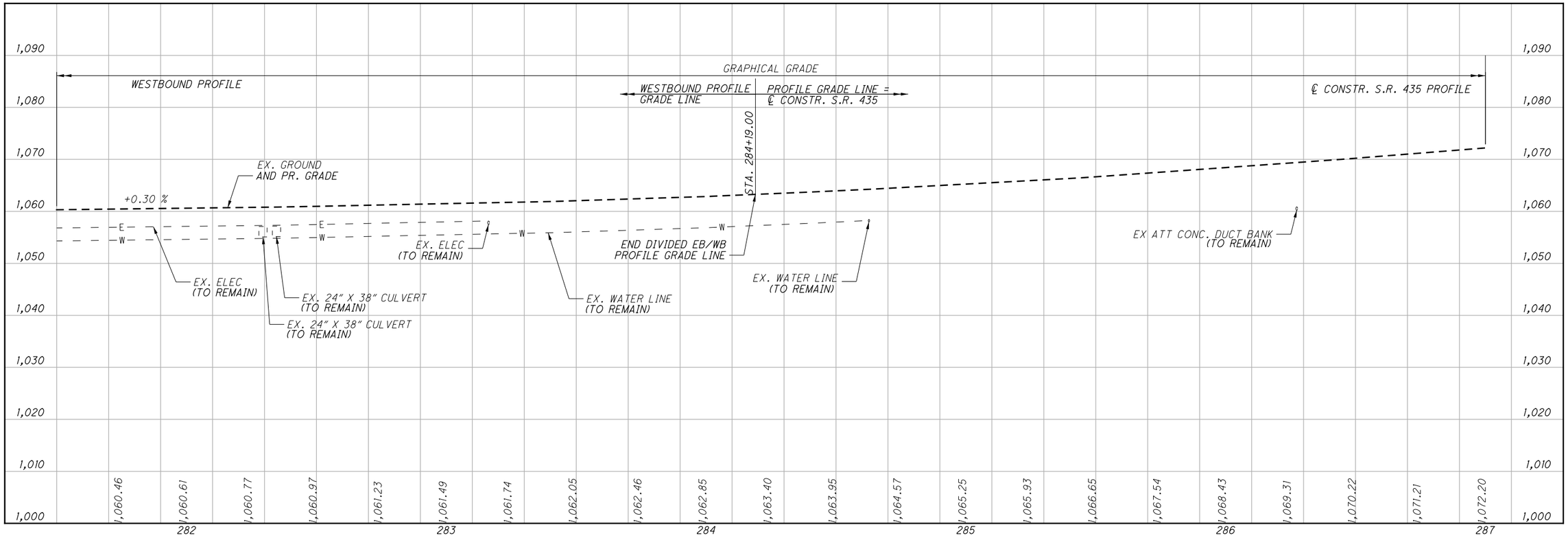

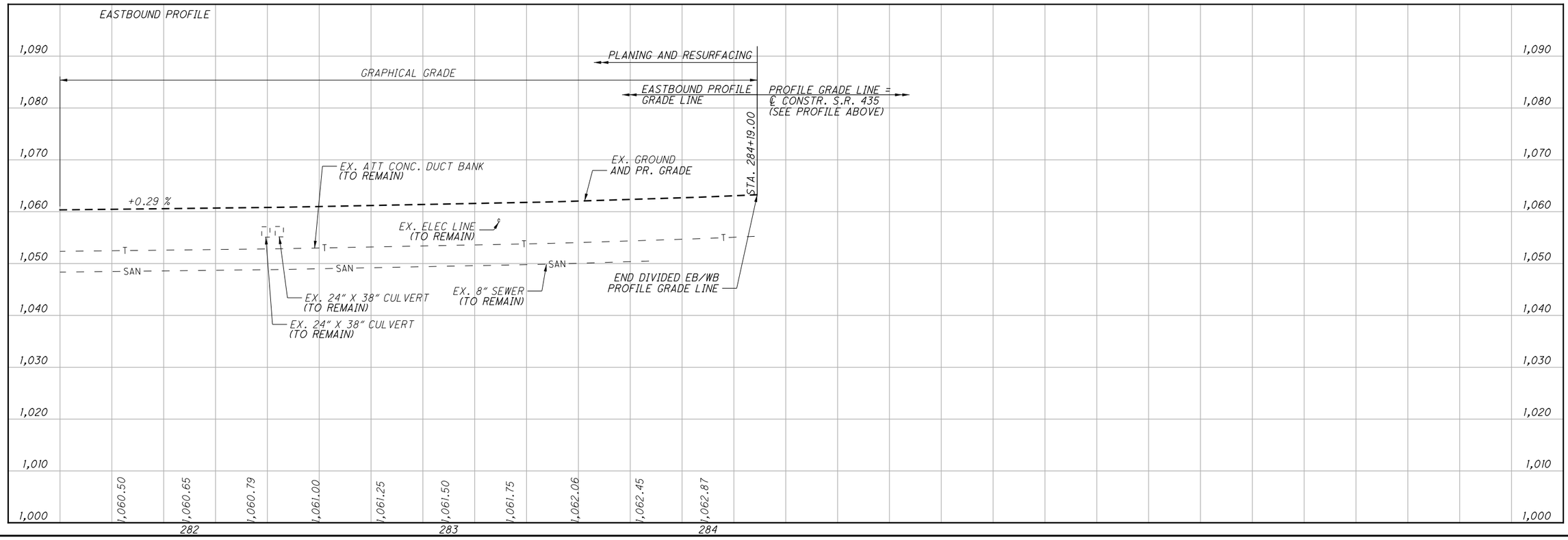

CALCULATED JEB
CHECKED KMD

PROFILE

281+50.00 TO STA. 287+00.00

STA. 281+50.00 TO STA. 287+00.00

FAY-435-0.97

158
393

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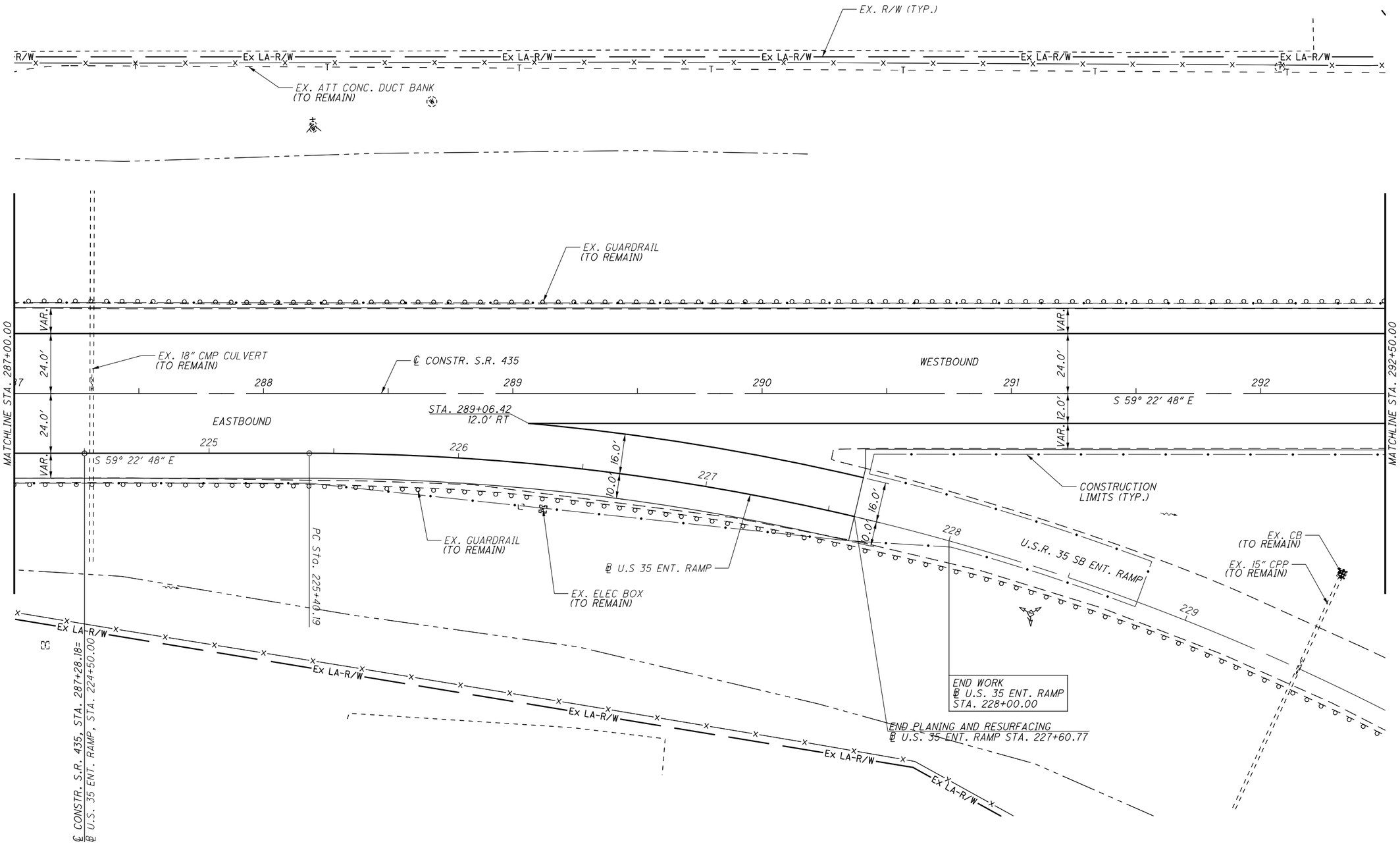
1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES, BENCH MARKS AND CURVE DATA, SEE SHEET 3
3. FOR U.S.R. 35 SB ENT. RAMP DETAILS, SEE SHEET 165



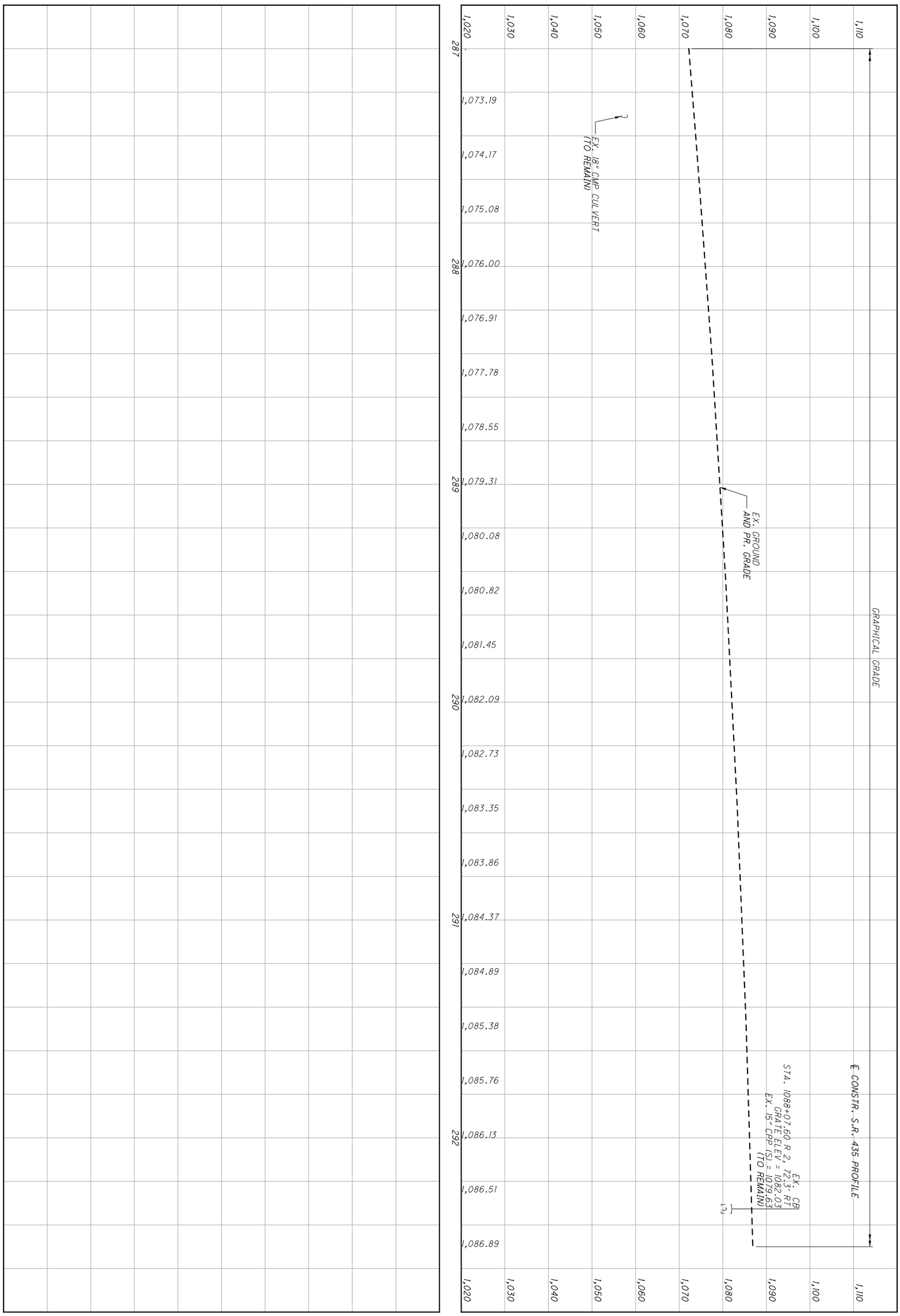
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 287+00.00 TO STA. 292+50.00

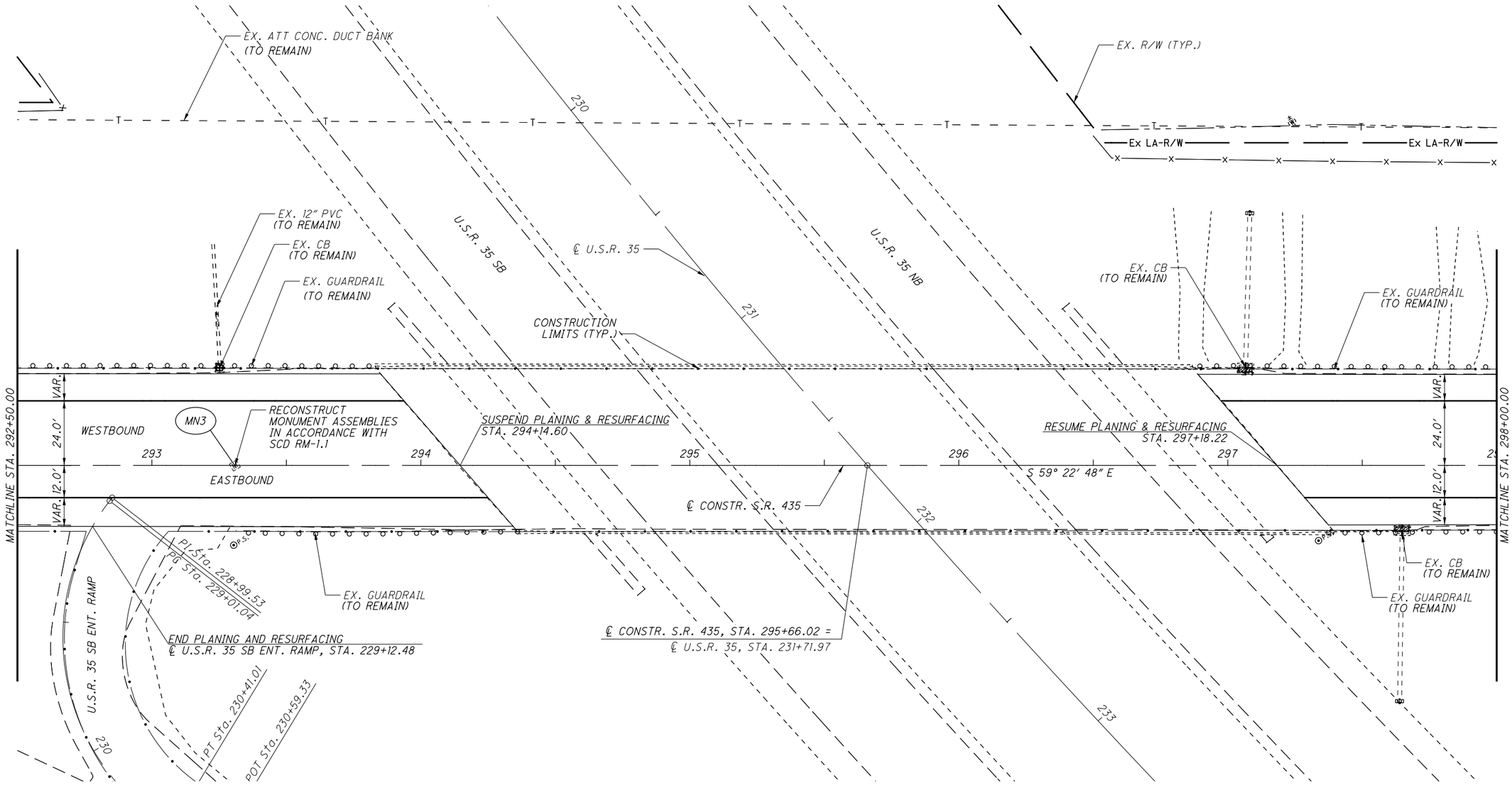
FAY-435-0.97

159
393



160 / 393	FAY-435-0.97	PROFILE STA. 287+00.00 TO STA. 292+50.00	CALCULATED JEB CHECKED KMD

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3



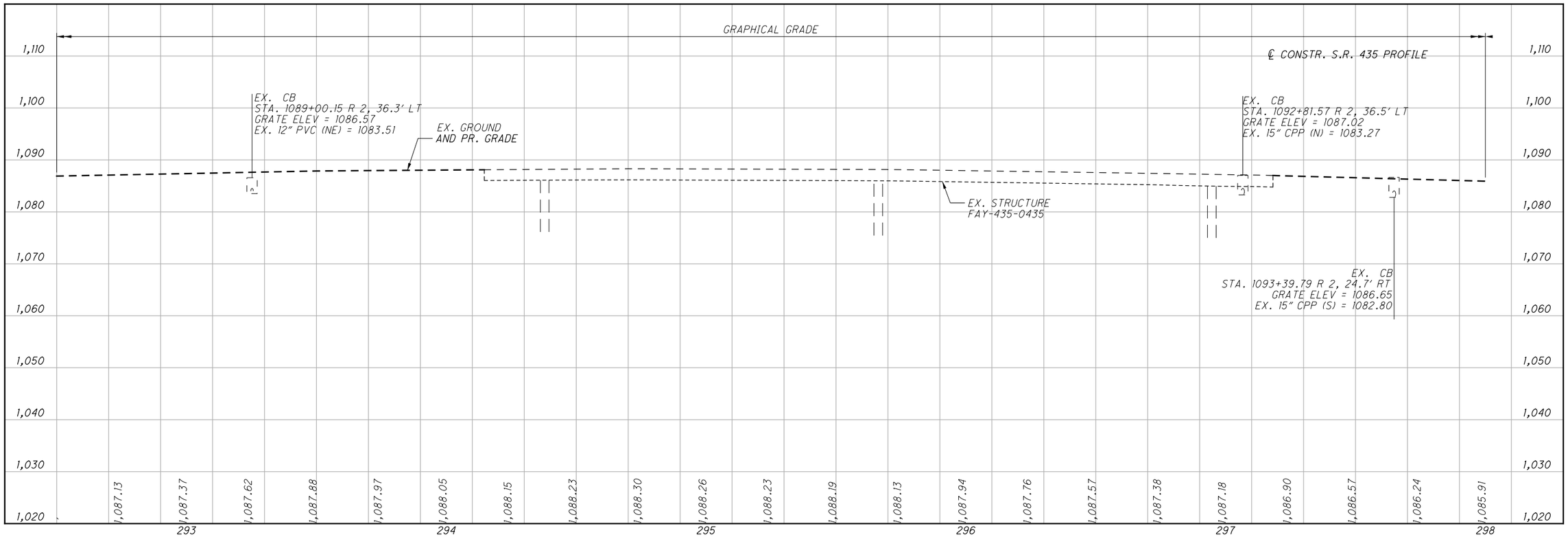
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN
STA. 292+50.00 TO STA. 298+00.00

FAY-435-0.97

161
393



CALCULATED JEB
CHECKED KMD

PROFILE

STA. 292+50.00 TO STA. 298+00.00

FAY-435-0.97

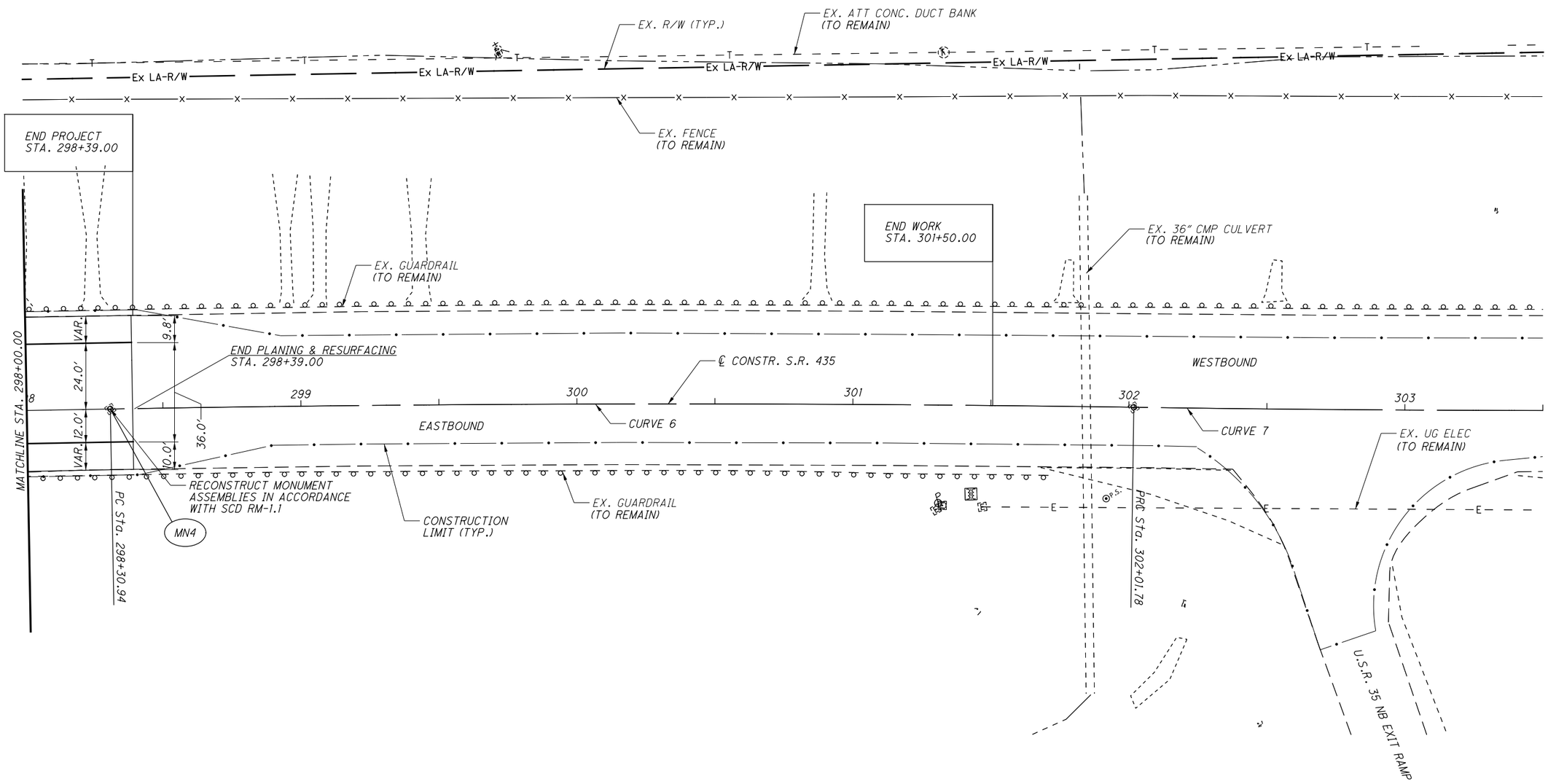
CURVE 6

℄ CONSTRUCTION
P.I. STA. 300+16.38
Δ= 1° 51′ 15″ (RT)
Dc = 0° 30′ 00″
R = 11,459.36′
T = 185.44′
L = 370.84′
E = 1.50′
C = 370.83′
C.B. = S 58° 26′ 35″ E
emax = N.C.

CURVE 7

℄ CONSTRUCTION
P.I. STA. 303+87.22
Δ= 1° 51′ 15″ (LT)
Dc = 0° 30′ 00″
R = 11,459.60′
T = 185.44′
L = 370.84′
E = 1.50′
C = 370.83′
C.B. = S 58° 26′ 35″ E
emax = N.C.

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES AND BENCH MARKS, SEE SHEET 3

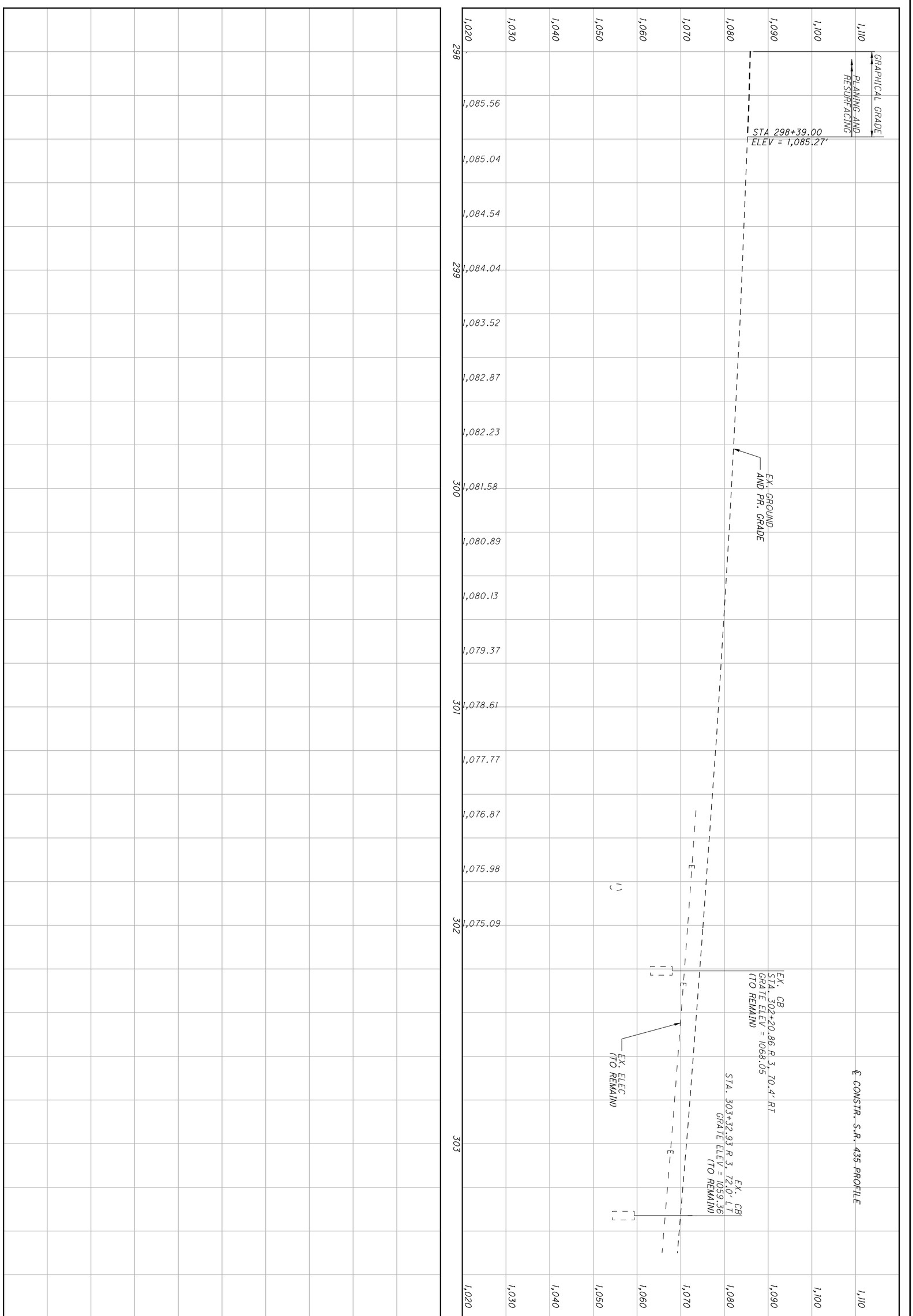


HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

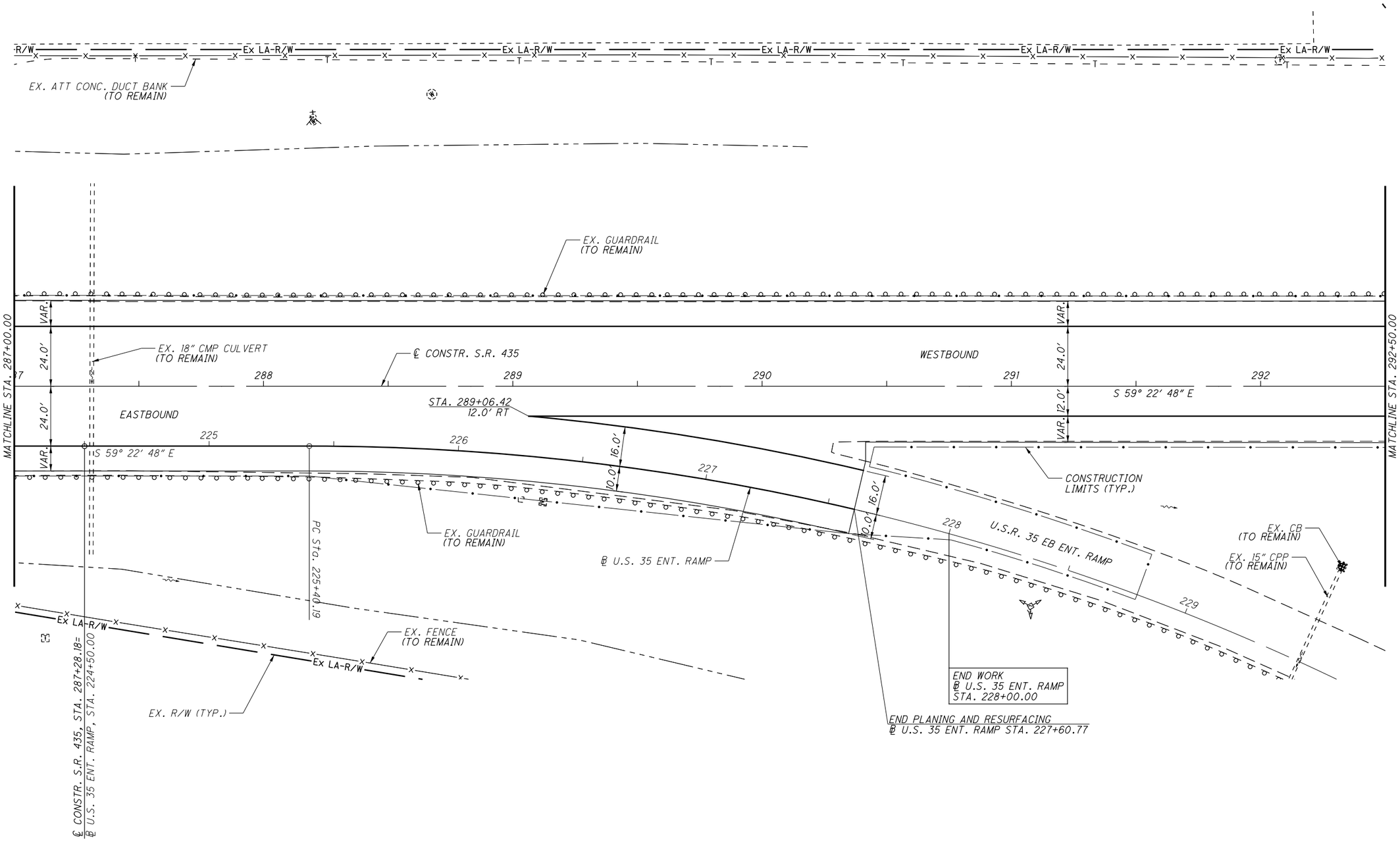
PLAN
STA. 298+00.00 TO END PROJECT

FAY-435-0.97



164 / 393	FAY-435-0.97	PROFILE STA. 298+00.00 TO END PROJECT	CALCULATED JEB CHECKED KMD

1. FOR SCHEMATIC PLAN, SEE SHEET 2
2. FOR ℄ REFERENCES, BENCH MARKS AND CURVE DATA, SEE SHEET 3



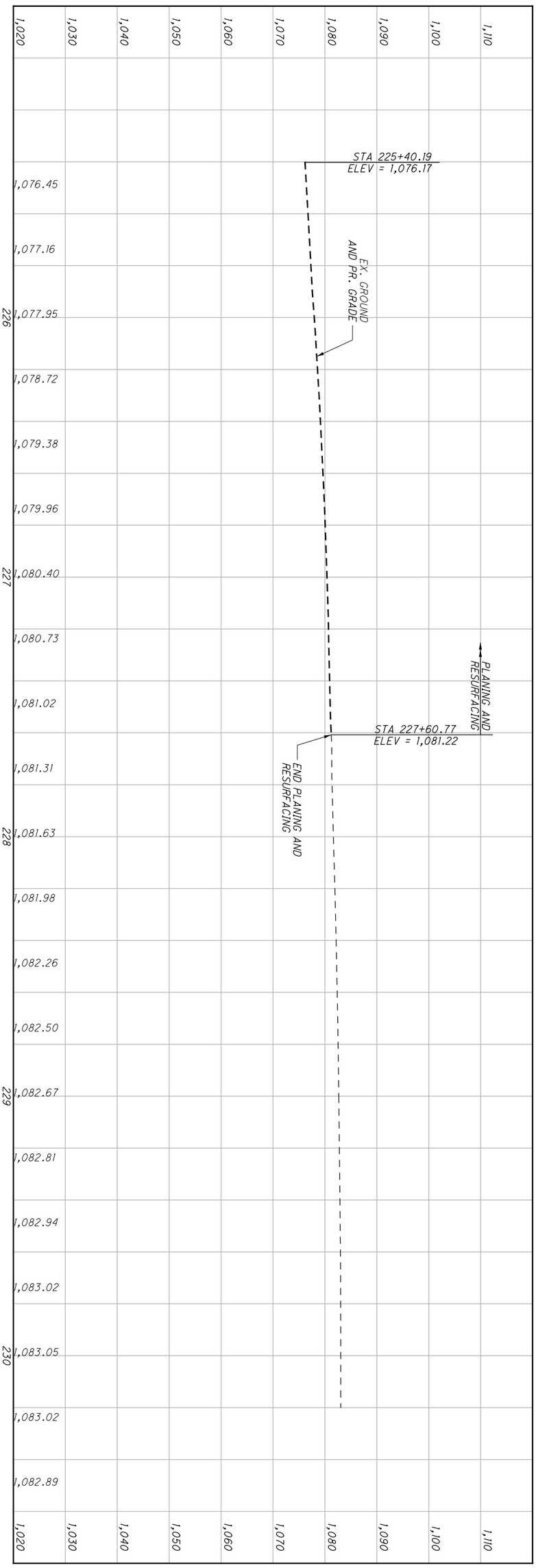
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KMD
CHECKED ACR

PLAN - U.S. 35 EB ENT. RAMP
U.S. 35 ENT. RAMP STA. 225+40.19 TO END

FAY-435-0.97

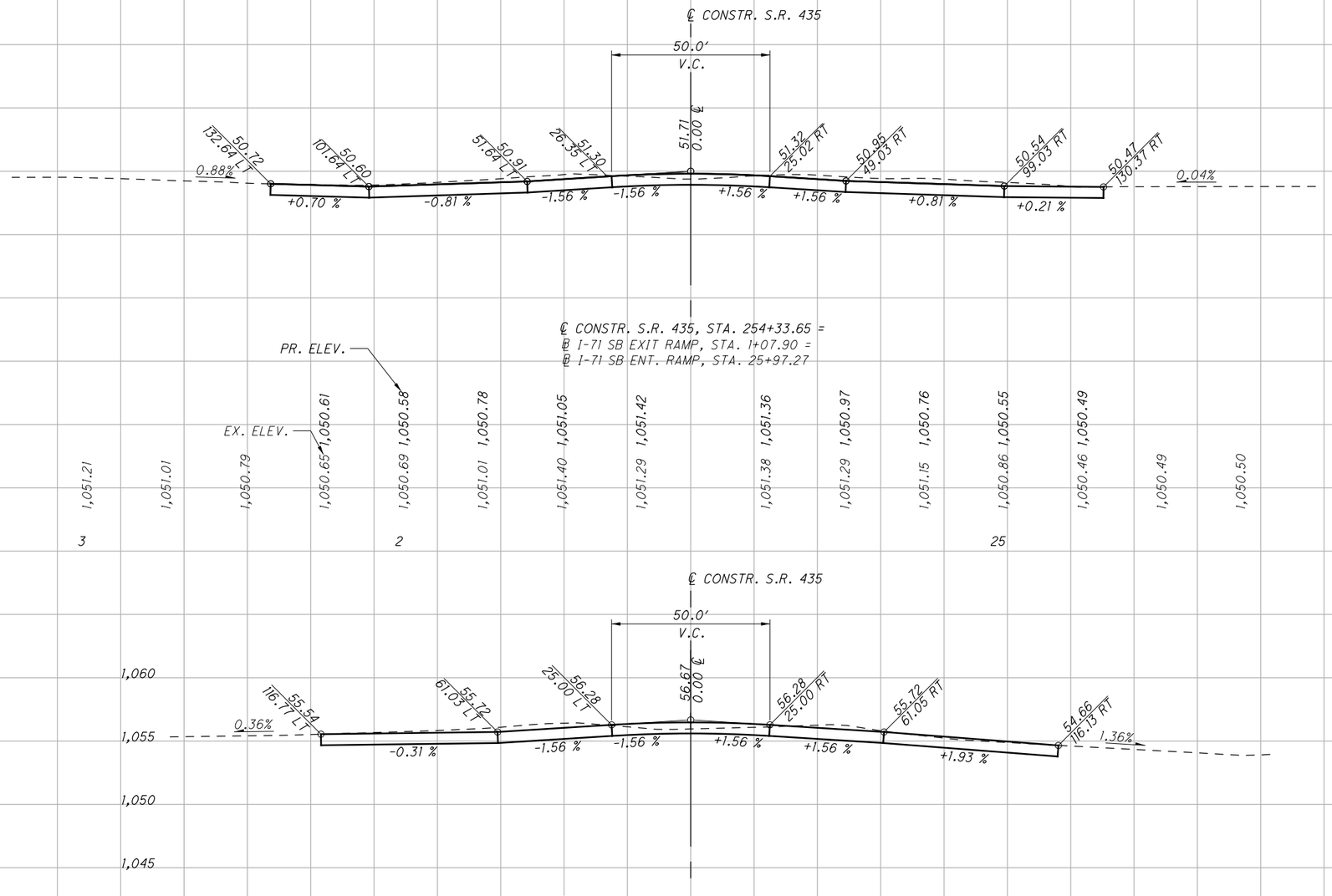
NO PROFILE



FAY-435-0.97

PROFILE - U.S. 35 EB ON RAMP
U.S. 35 EB ON RAMP STA. 225+40.19 TO END

CALCULATED JEB
CHECKED KMD



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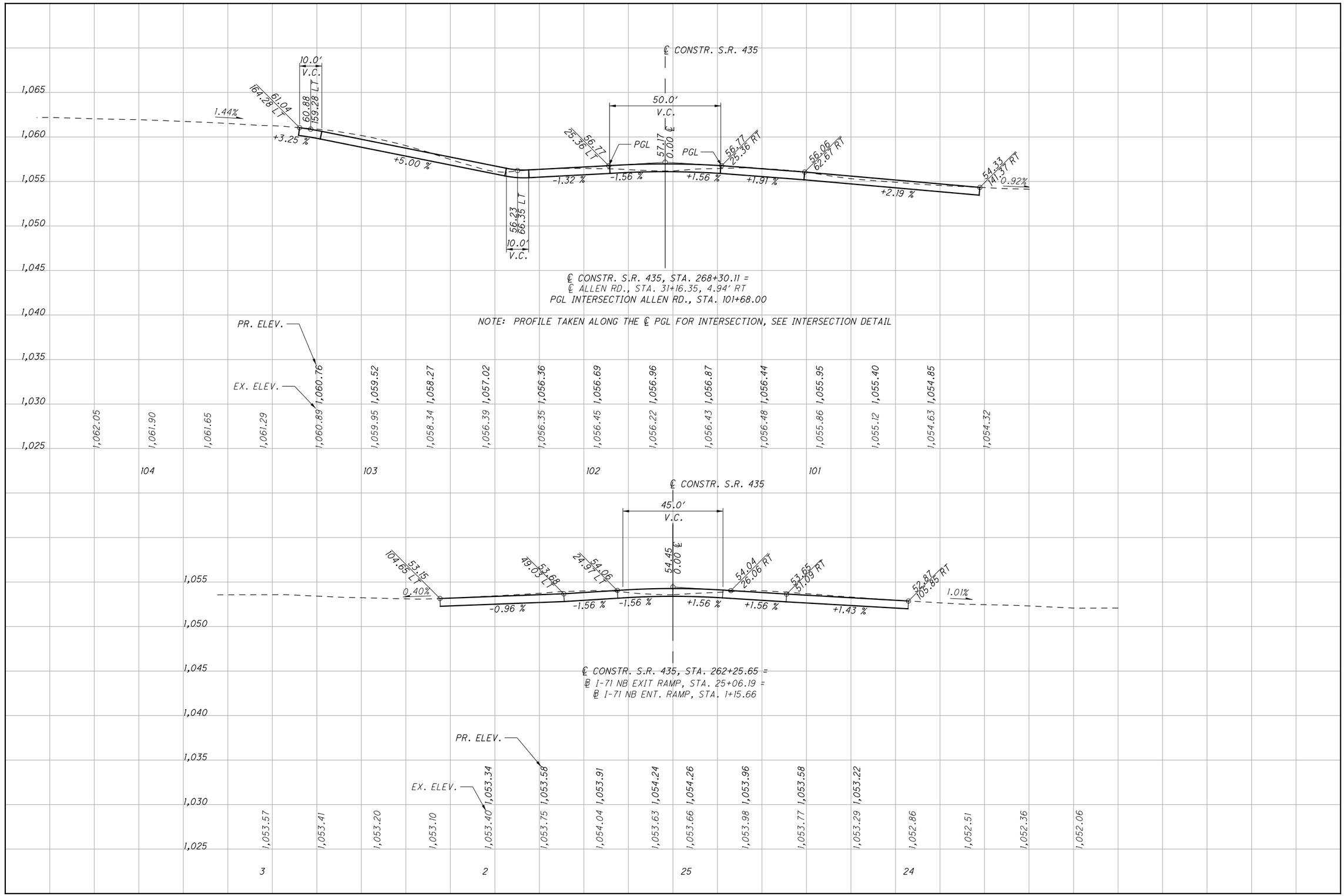
CALCULATED MYT
CHECKED SM

INTERSECTION PROFILE
GARRINGER-EDGEFIELD RD. & I-71 SB ENT./EXIT RAMP

FAY-435-0.97



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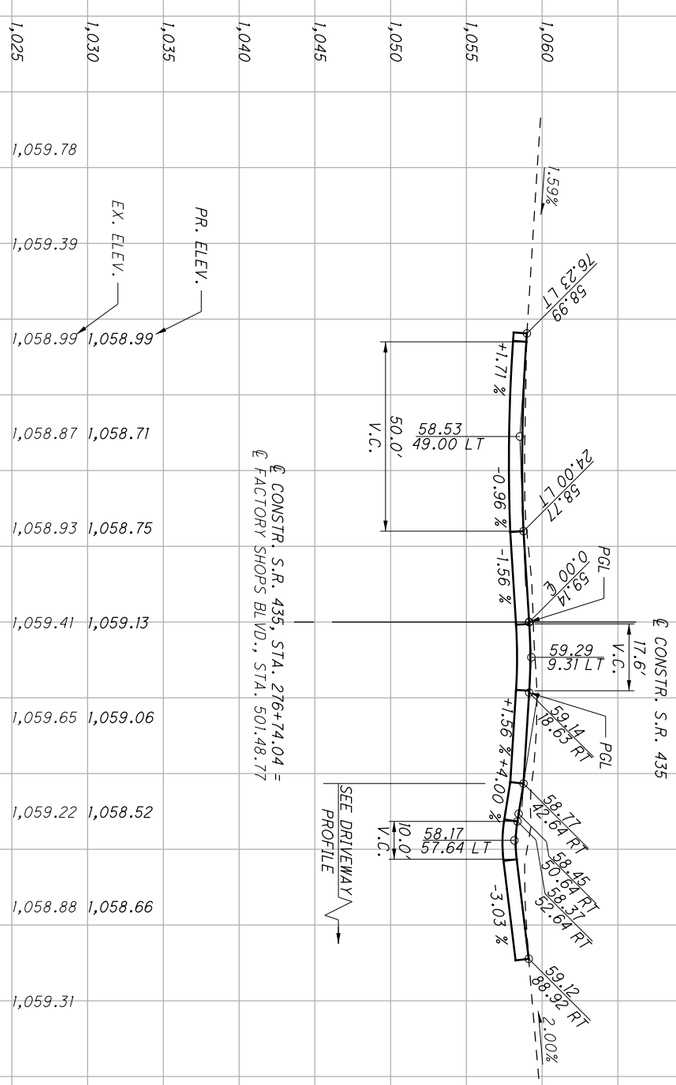
CALCULATED MYT
CHECKED SM

INTERSECTION PROFILE
I-71 NB EXIT RAMP & ALLEN RD.

FAY-435-0.97

168
393



169 393	FAY-435-0.97	INTERSECTION PROFILE FACTORY SHOPS BLVD.	CALCULATED MYT CHECKED SM

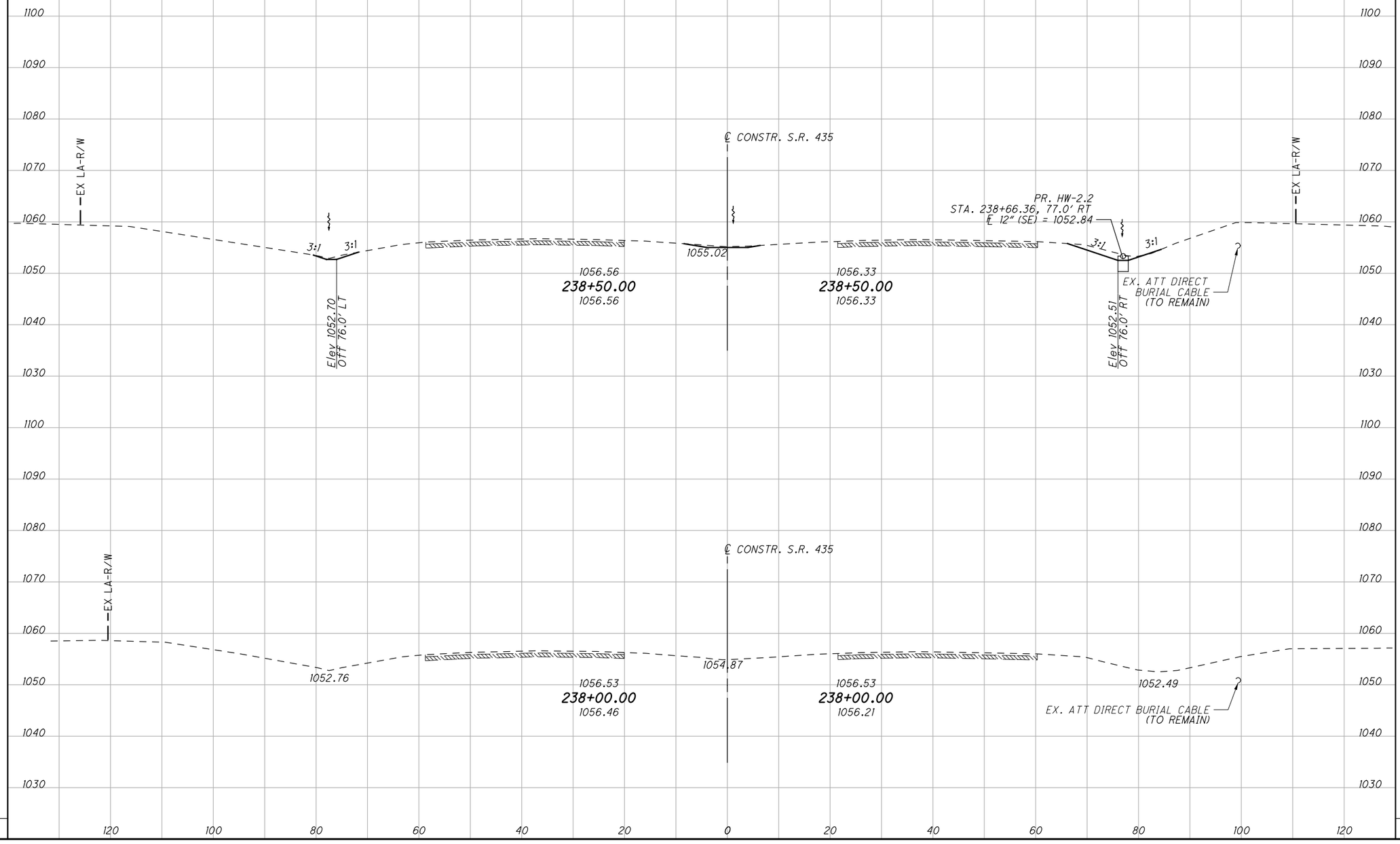
SEEDING	
END WIDTH	SQ. YDS.
47	0
.	0

END AREA	
CUT	FILL
18	0.2
.	.

VOLUME	
CUT	FILL
0	0
0	0

CALCULATED KD

CHECKED ACR

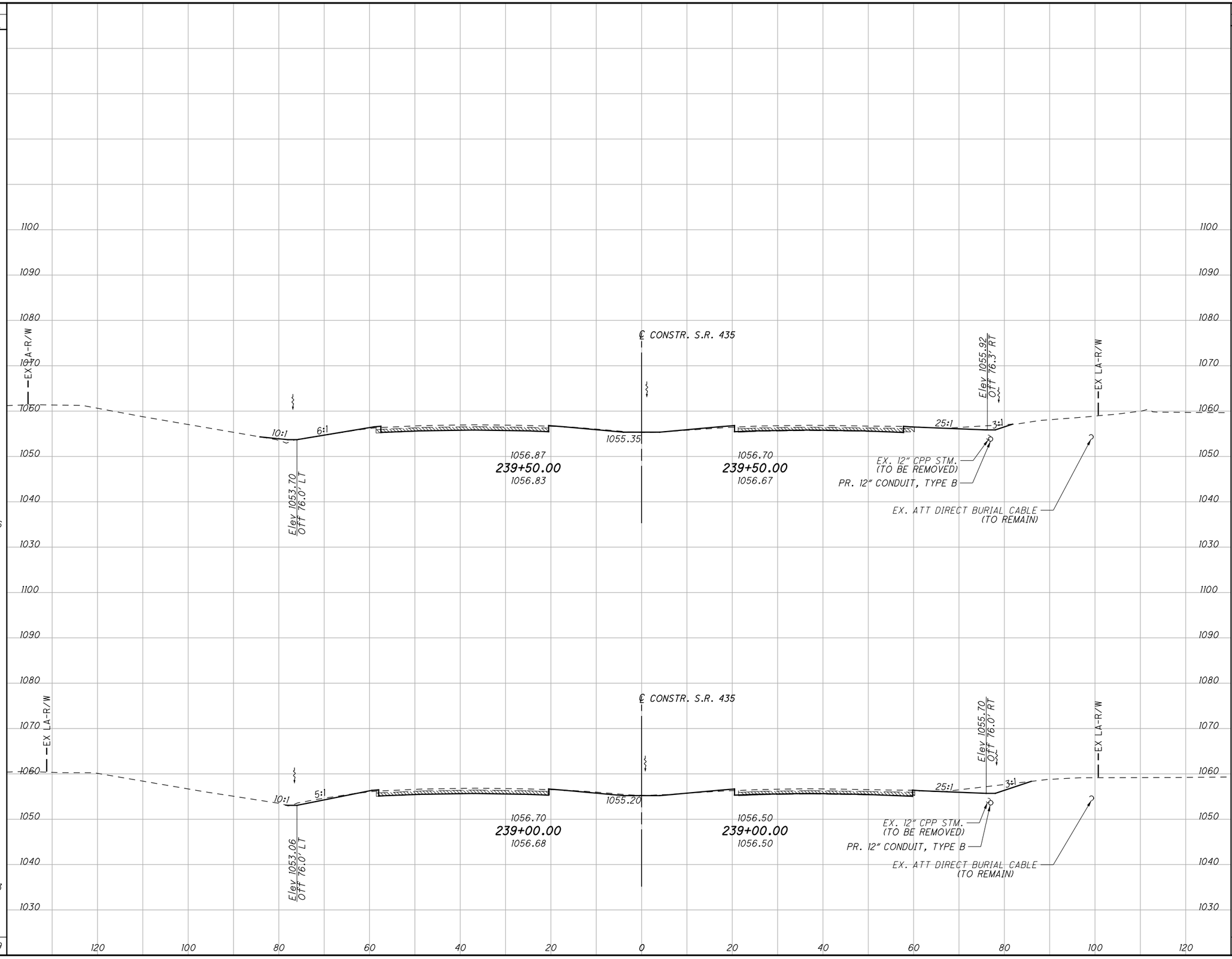


CROSS SECTIONS S.R. 435
STA 238+00.00 TO STA. 238+50.00

FAY-435-0.97

170
393

SEEDING	
END WIDTH	SQ. YDS.
98	536
95	393
·	929



END AREA	
CUT	FILL
12	7
27	3
·	·

VOLUME	
CUT	FILL
36	9
41	3
77	12

CALCULATED	CHECKED
KD	ACR

CROSS SECTIONS S.R. 435
STA. 239+00.00 TO STA. 239+50.00

FAY-435-0.97

171
393

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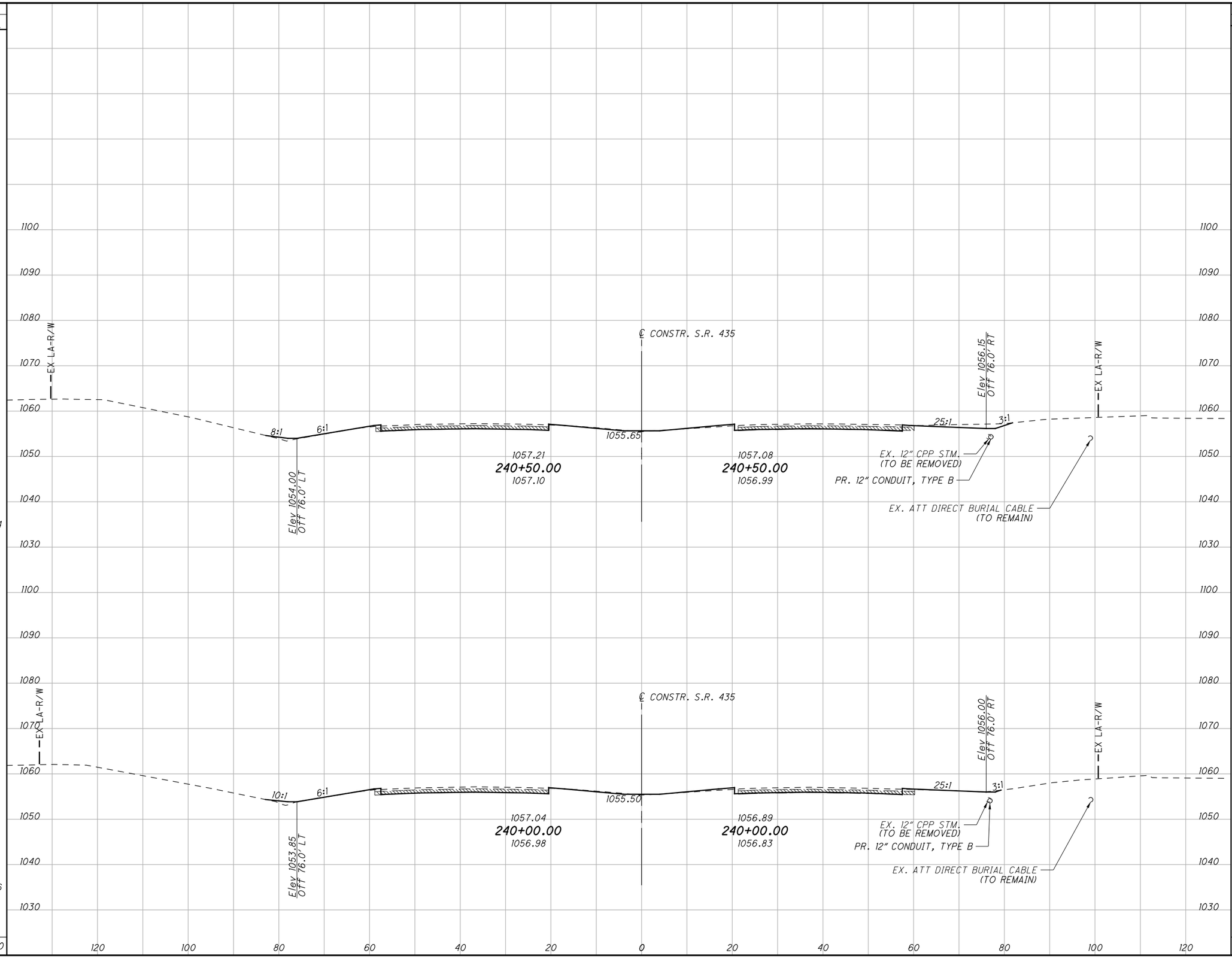
SEEDING	
END WIDTH	SQ. YDS.
97	534
95	536
·	1070



END AREA		VOLUME	
CUT	FILL	CUT	FILL
15	7		
4	8		
·	·	31	28
		17	14
		14	14

CALCULATED KD
CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 240+00.00 TO STA. 240+50.00

FAY-435-0.97

172
393

SEEDING	
END WIDTH	SQ. YDS.
98	470
72	470
·	940

END AREA	
CUT	FILL
2	12
15	9
·	·

VOLUME	
CUT	FILL
15	19
28	15
43	34

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435

STA. 241+00.00 TO STA. 241+50.00

FAY-435-0.97

173
393

1100
1090
1080
1070
1060
1050
1040
1030

EX LA-R/W

4:1 6:1

Elev 1054.30
OFF 76.0' LT

℄ CONSTR. S.R. 435

1055.95

1057.55
241+50.00
1057.37

1057.46
241+50.00
1057.22

EX. CB
STA. 241+39.54, 76.6' RT
GRATE ELEV = 1055.49
EX 12" CPP (NW) = 1053.96
EX 12" CPP (SE) = 1053.85
(TO BE REMOVED)

PR. CB NO. 2-2B
STA. 241+66.36, 77.0' RT
GRATE ELEV. = 1056.09
℄ 12" (NW) = 1054.34

20:1 20:1

Elev 1056.28
OFF 76.0' RT

EX. ATT DIRECT BURIAL CABLE
(TO REMAIN)

EX LA-R/W

EX LA-R/W

6:1 6:1

Elev 1054.15
OFF 76.0' LT

℄ CONSTR. S.R. 435

1055.80

1057.38
241+00.00
1057.24

1057.27
241+00.00
1057.13

SEE DRIVEWAY DETAILS

EX. 12" CPP STM.
(TO BE REMOVED)

PR. 12" CONDUIT,
TYPE B

EX. ATT DIRECT BURIAL CABLE
(TO REMAIN)

EX LA-R/W

120 100 80 60 40 20 0 20 40 60 80 100 120

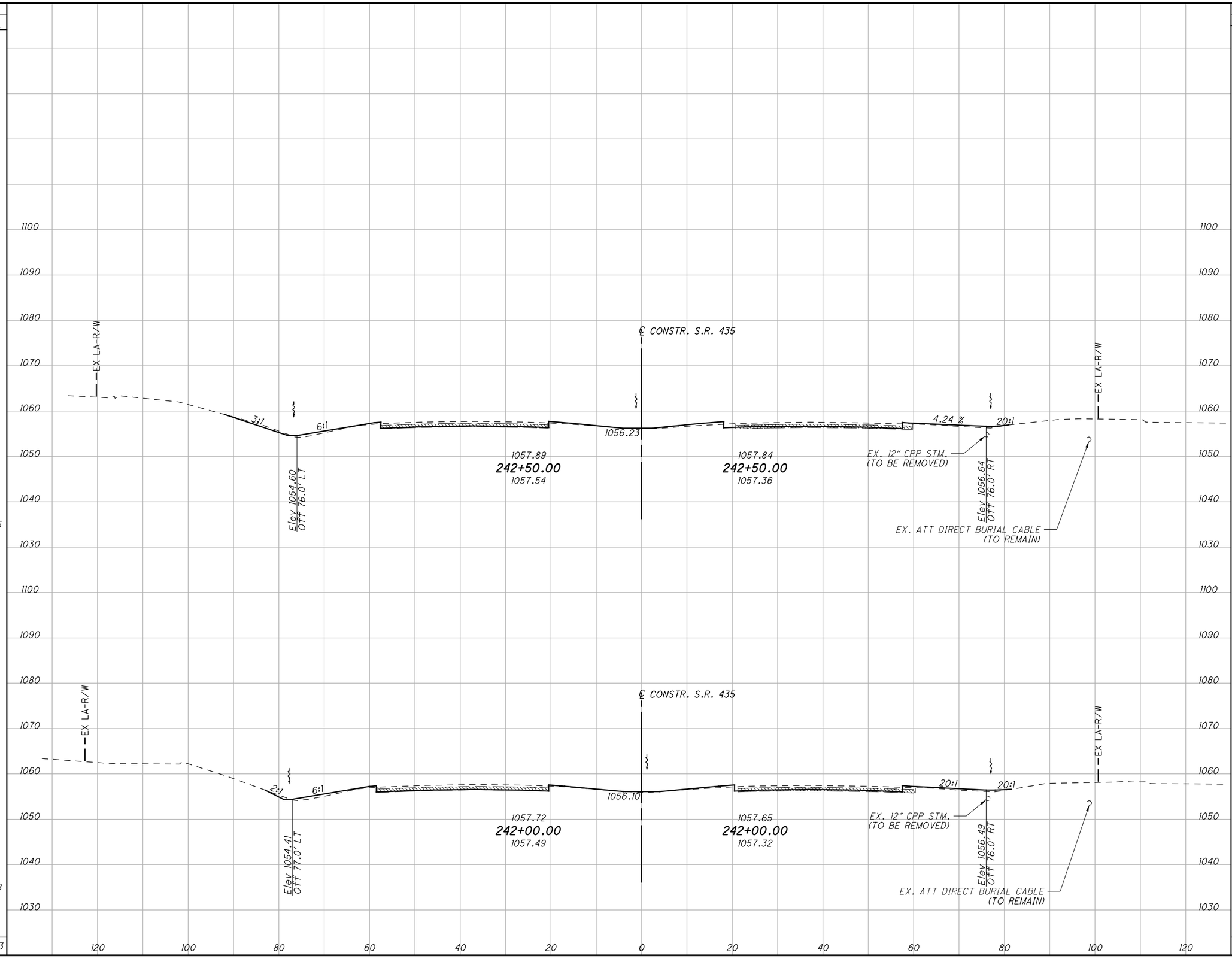
SEEDING	
END WIDTH	SQ. YDS.
104	555
96	538
.	1093

END AREA	
CUT	FILL
7	20
3	19
.	.

VOLUME	
CUT	FILL
9	36
4	29
13	65

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 242+00.00 TO STA. 242+50.00

FAY-435-0.97

174
393

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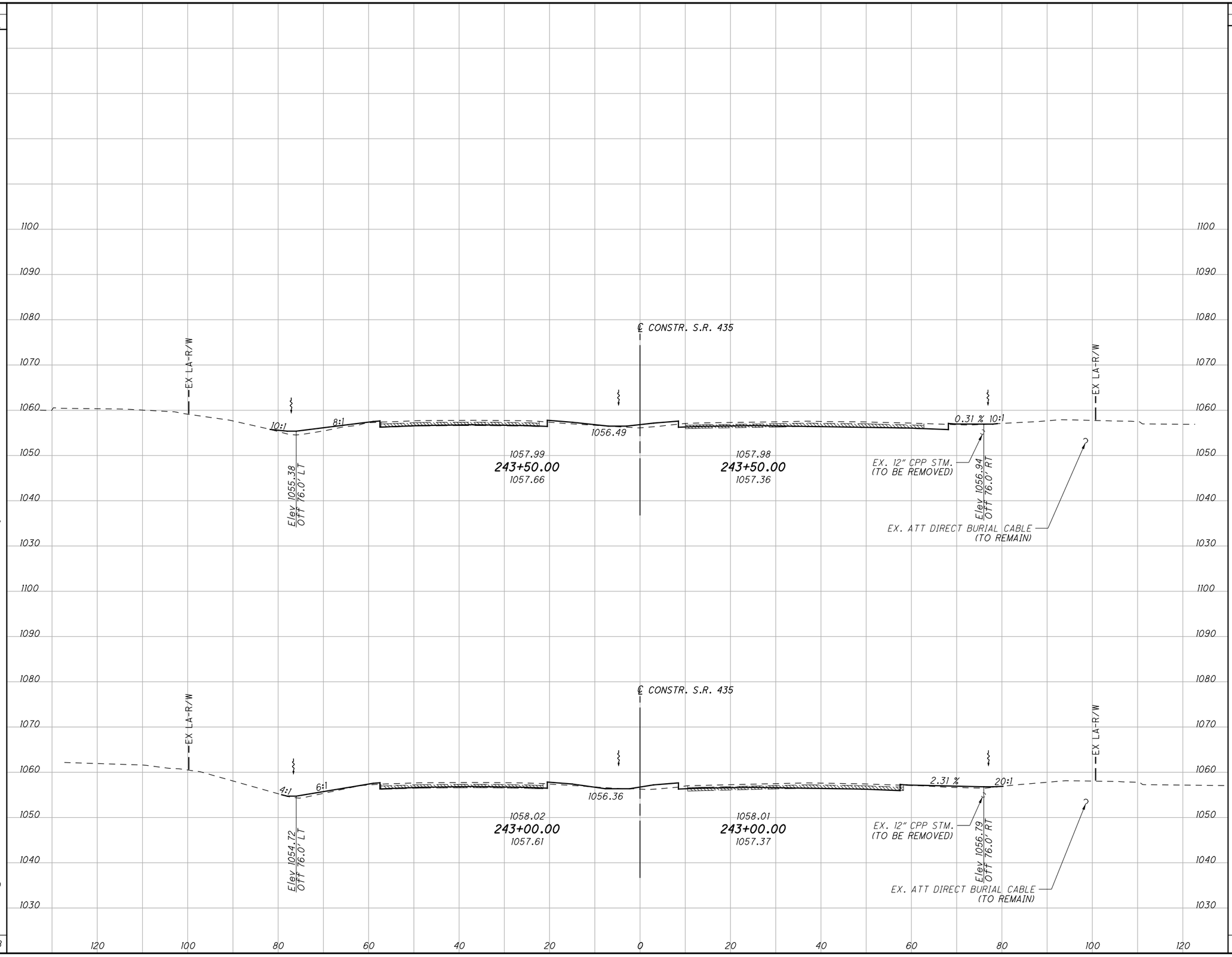
SEEDING	
END WIDTH	SQ. YDS.
70	418
80	510
.	928



END AREA	
CUT	FILL
10	26
3	22
.	.

VOLUME	
CUT	FILL
12	44
9	38
21	82

CALCULATED	CHECKED
KD	ACR

CROSS SECTIONS S.R. 435
STA. 243+00.00 TO STA. 243+50.00

FAY-435-0.97

175
393

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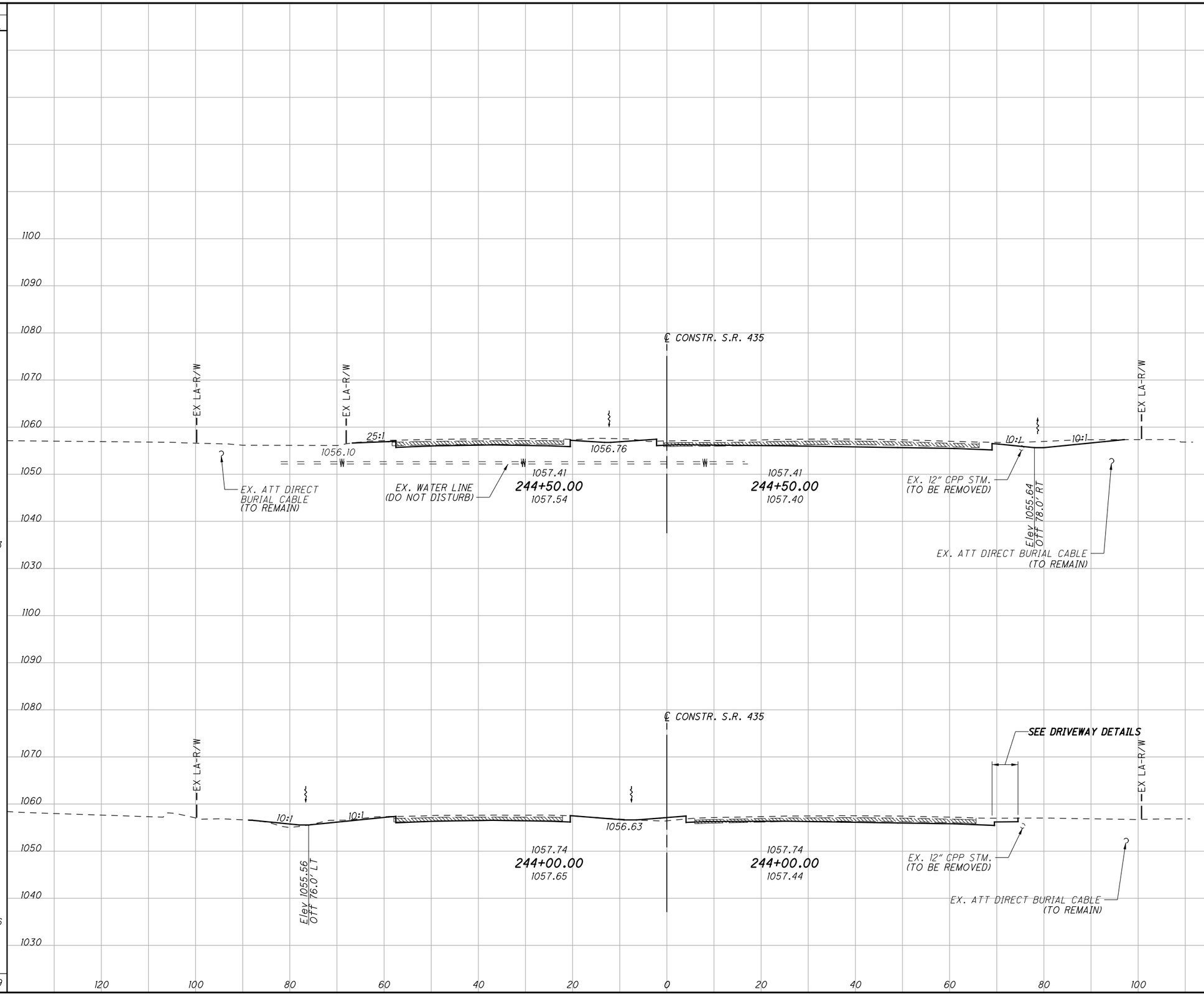
SEEDING	
END WIDTH	SQ. YDS.
62	343
62	366
·	709

END AREA	
CUT	FILL
65	1
28	9
·	·

VOLUME	
CUT	FILL
86	9
35	32
121	41

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 244+00.00 TO STA. 244+50.00

FAY-435-0.97

176
393

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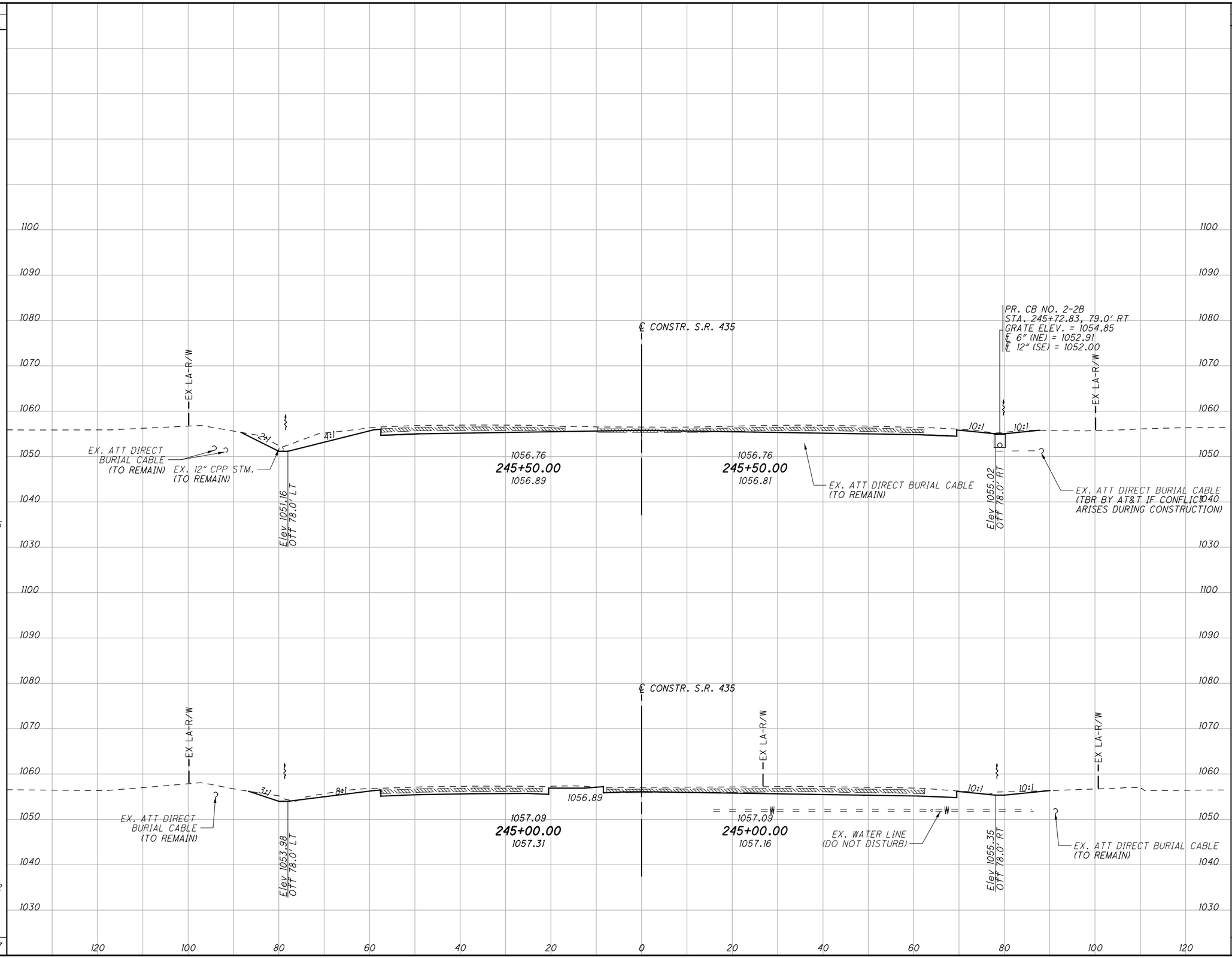
SEEDING	
END WIDTH	SQ. YDS.
56	345
68	362
·	707



END AREA	
CUT	FILL
104	0
82	0.3
·	·

VOLUME	
CUT	FILL
172	0.3
136	1
308	1.3

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 245+00.00 TO STA. 245+50.00

FAY-435-0.97

177
393

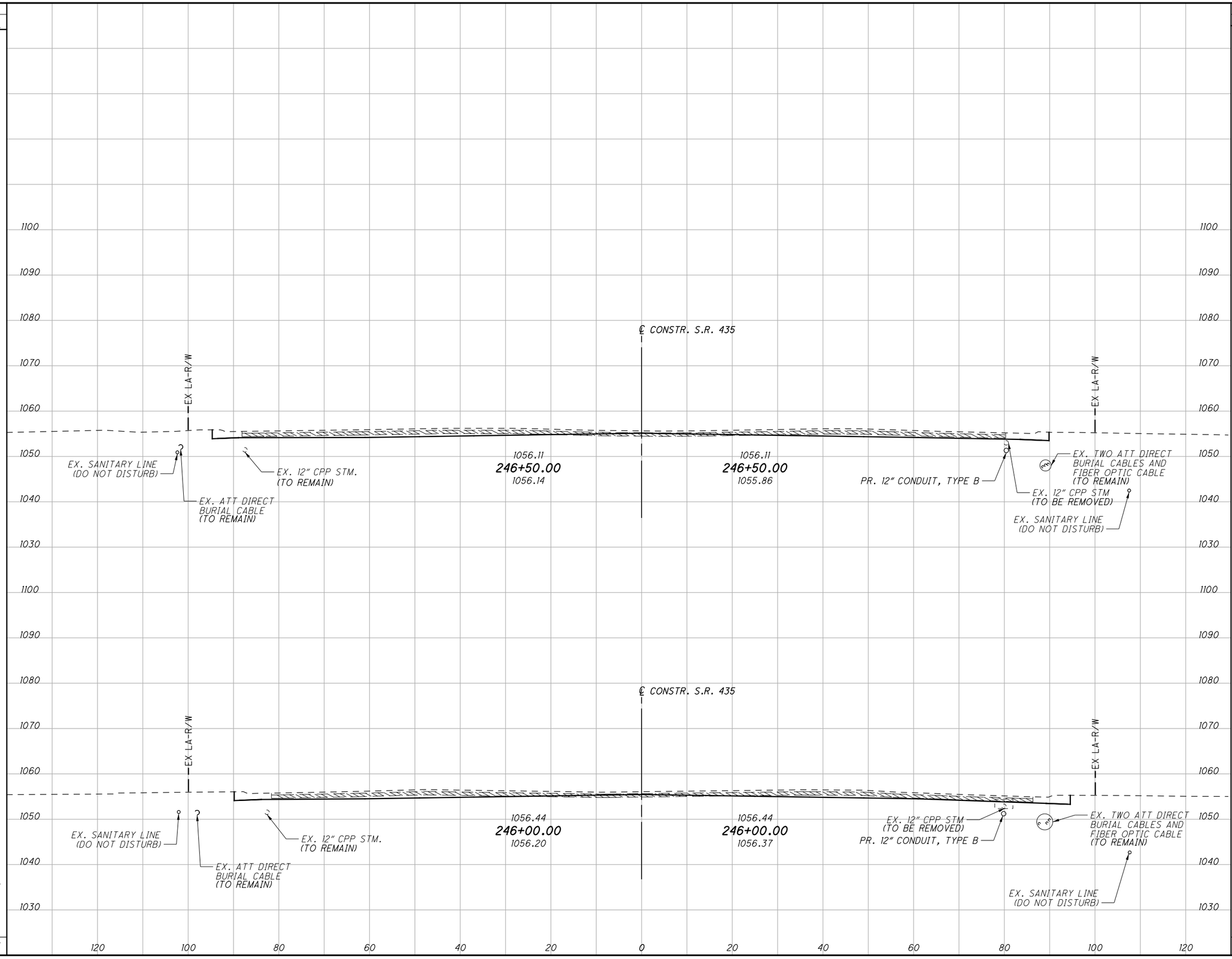
SEEDING	
END WIDTH	SQ. YDS.
0	
0	
0	
155	
·	155

END AREA	
CUT	FILL
72	0
127	0
65	0
157	0
·	·

VOLUME	
CUT	FILL
284	0

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 246+00.00 TO STA. 246+50.00

FAY-435-0.97

178
393

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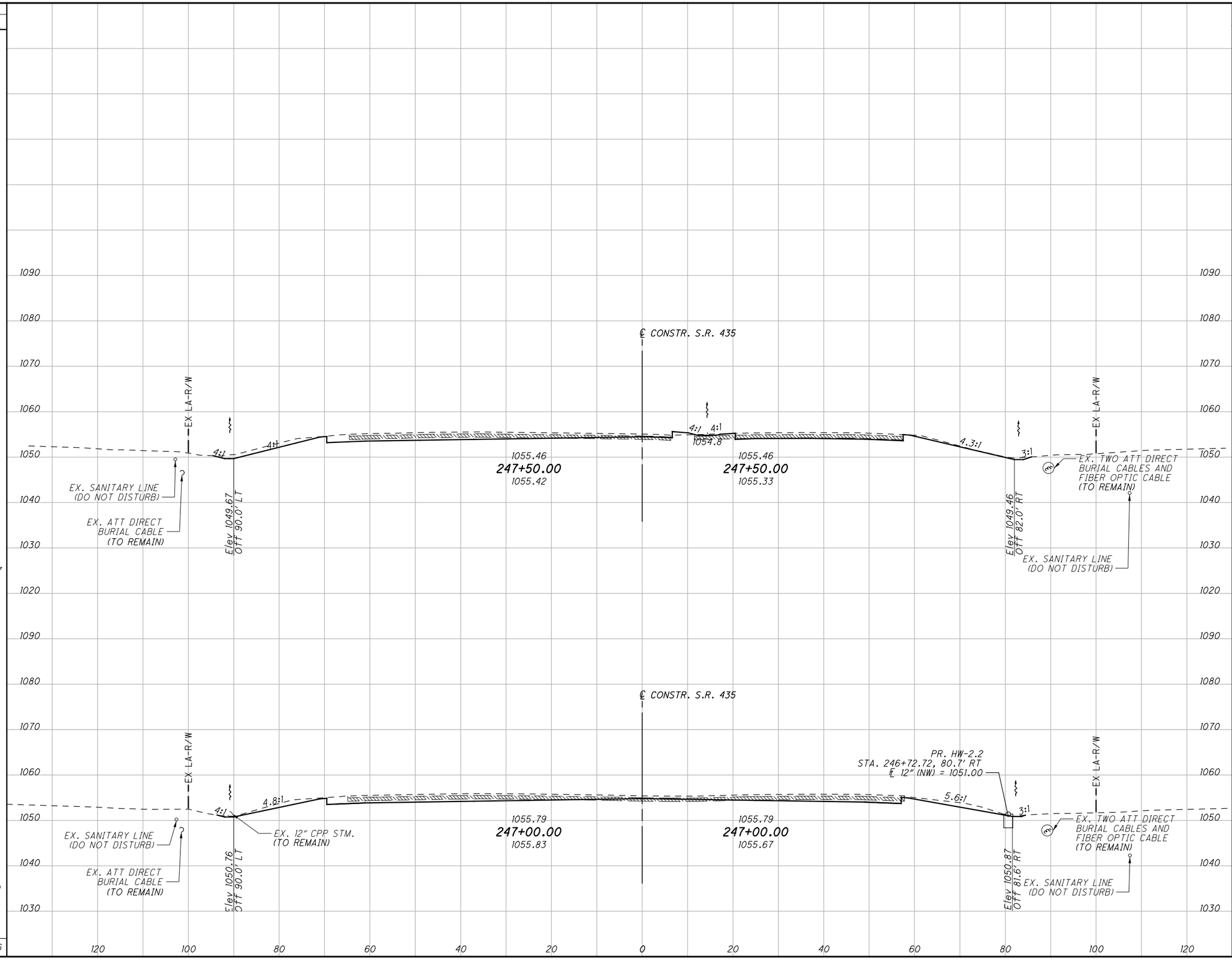
SEEDING	
END WIDTH	SQ. YDS.
75	526
57	367
	159

END AREA	
CUT	FILL
55	3
67	0
·	·

VOLUME	
CUT	FILL
113	2
129	0
242	2

CALCULATED KD

CHECKED ACR



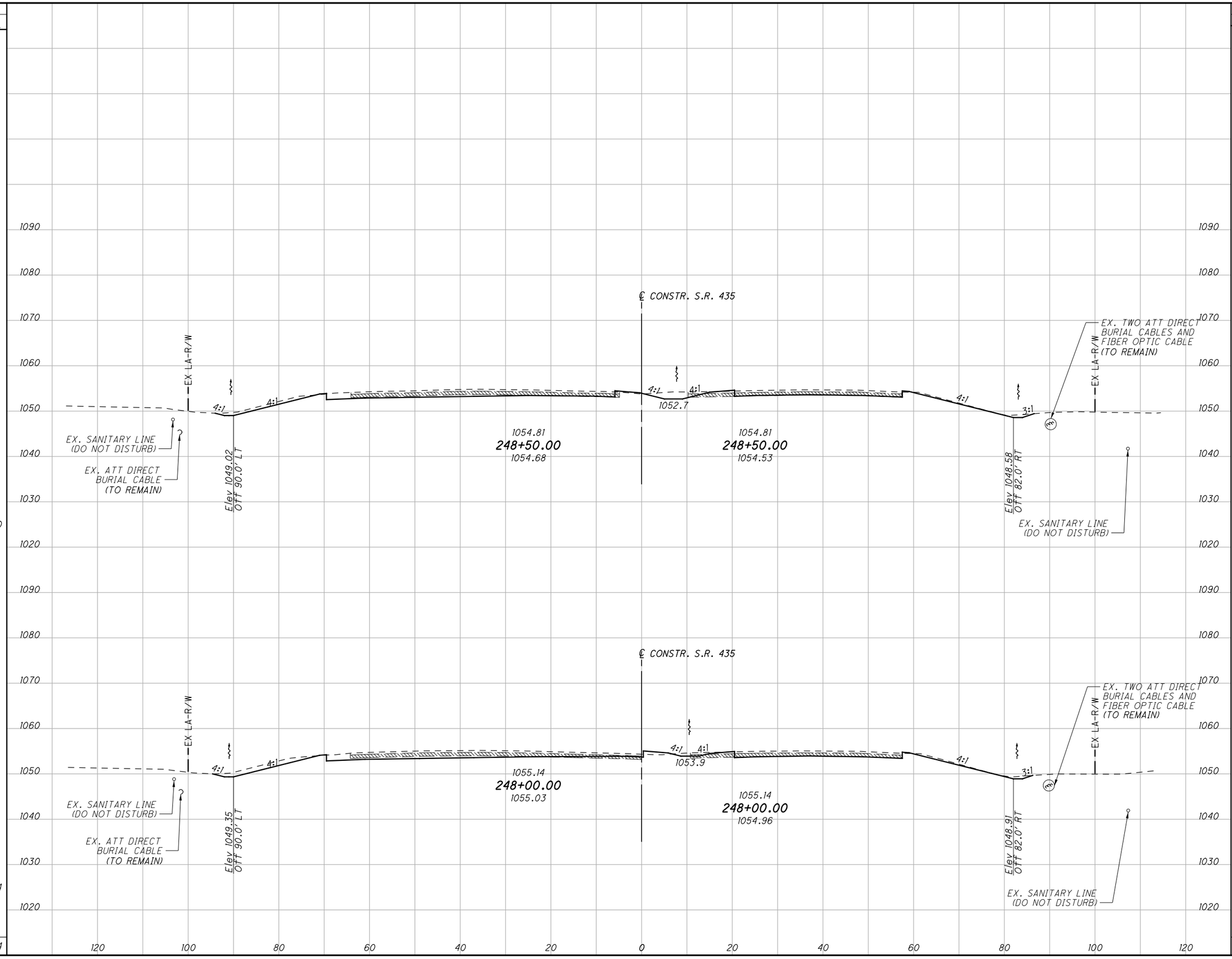
CROSS SECTIONS S.R. 435
STA. 247+00.00 TO STA. 247+50.00

FAY-435-0.97

179
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS124.dgn 7/13/2016 12:38:51 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
88	470
82	434
·	904



END AREA	
CUT	FILL
47	2
50	4
·	·

VOLUME	
CUT	FILL
89	6
97	6
186	12

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 248+00.00 TO STA. 248+50.00

FAY-435-0.97

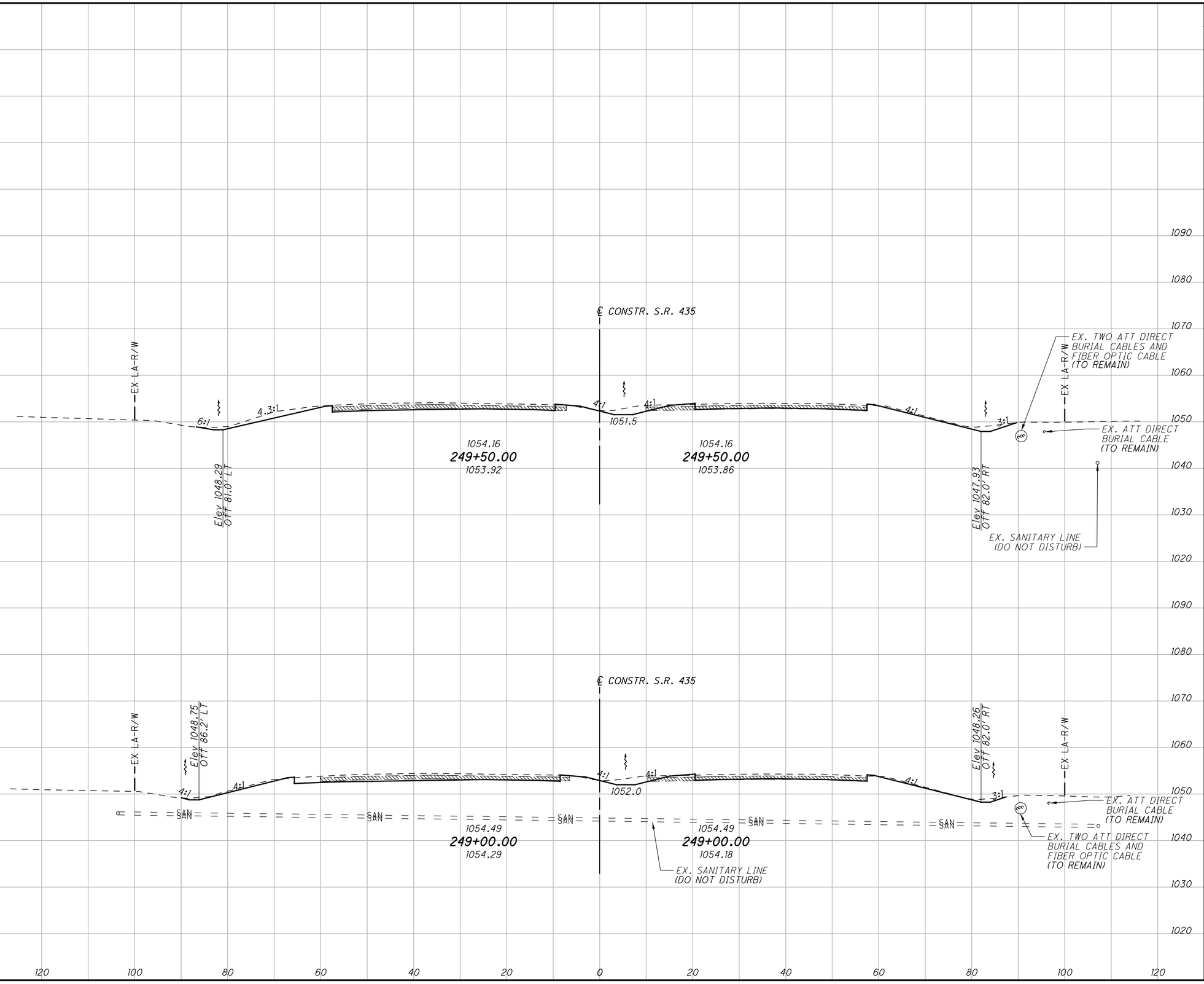
180
393

\\COLUFS\Projects\ODOT\FAY\92438\roadway\sheets\92438XS125.dgn 7/13/2016 12:38:52 PM kdickens

SEEDING END WIDTH	SEEDING SQ. YDS.
100	530
91	497
·	1027

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
52	2	88	3
43	2	83	4
·	·	171	7

CALCULATED KD
CHECKED ACR



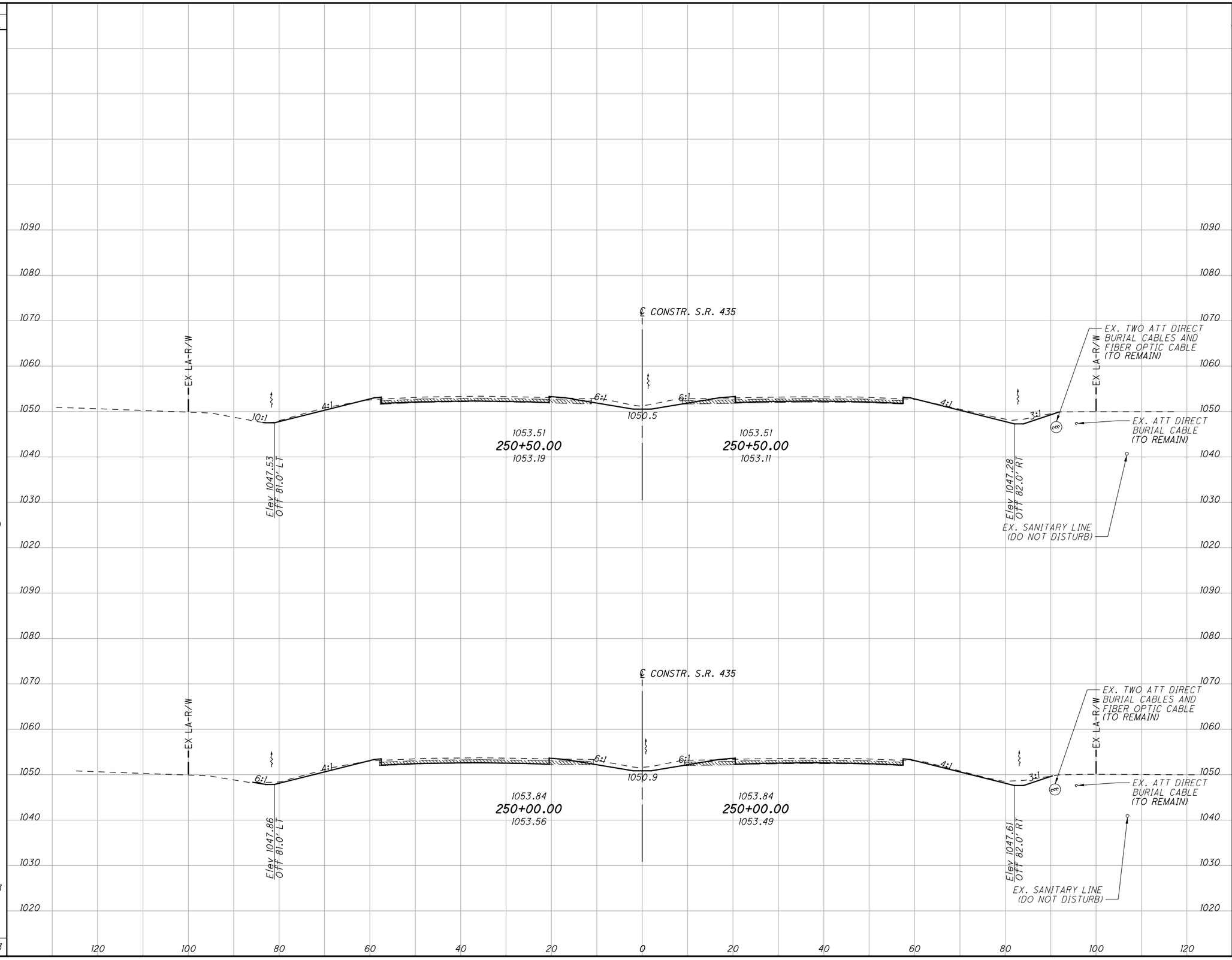
CROSS SECTIONS S.R. 435
STA. 249+00.00 TO STA. 249+50.00

FAY-435-0.97

181
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS126.dgn 7/13/2016 12:38:53 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
110	610
110	583
.	1193



END AREA	
CUT	FILL
38	3
39	2
.	.

VOLUME	
CUT	FILL
72	5
85	3
157	8

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 250+00.00 TO STA. 250+50.00

FAY-435-0.97

182
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS127.dgn 7/13/2016 12:38:54 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
112	620
112	614
·	1234

END AREA	
CUT	FILL
24	7
35	4
·	·

VOLUME	
CUT	FILL
54	10
68	7
122	17

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 251+00.00 TO STA. 251+50.00

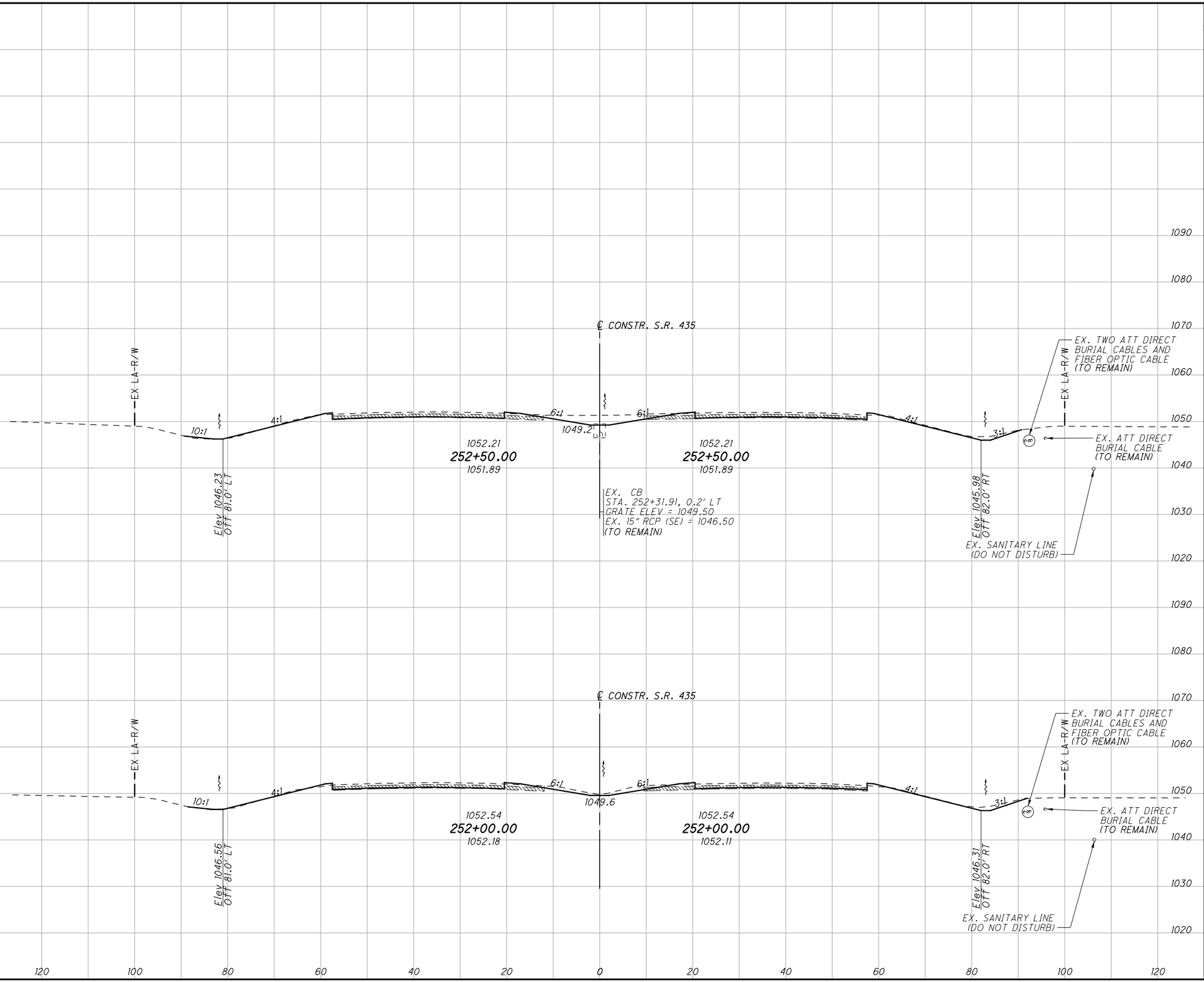
FAY-435-0.97

183
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS128.dgn 7/13/2016 12:38:55 PM kdickens

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
114	636	45	5	63	11
115	630	24	7	44	12
·	1266	·	·	107	23

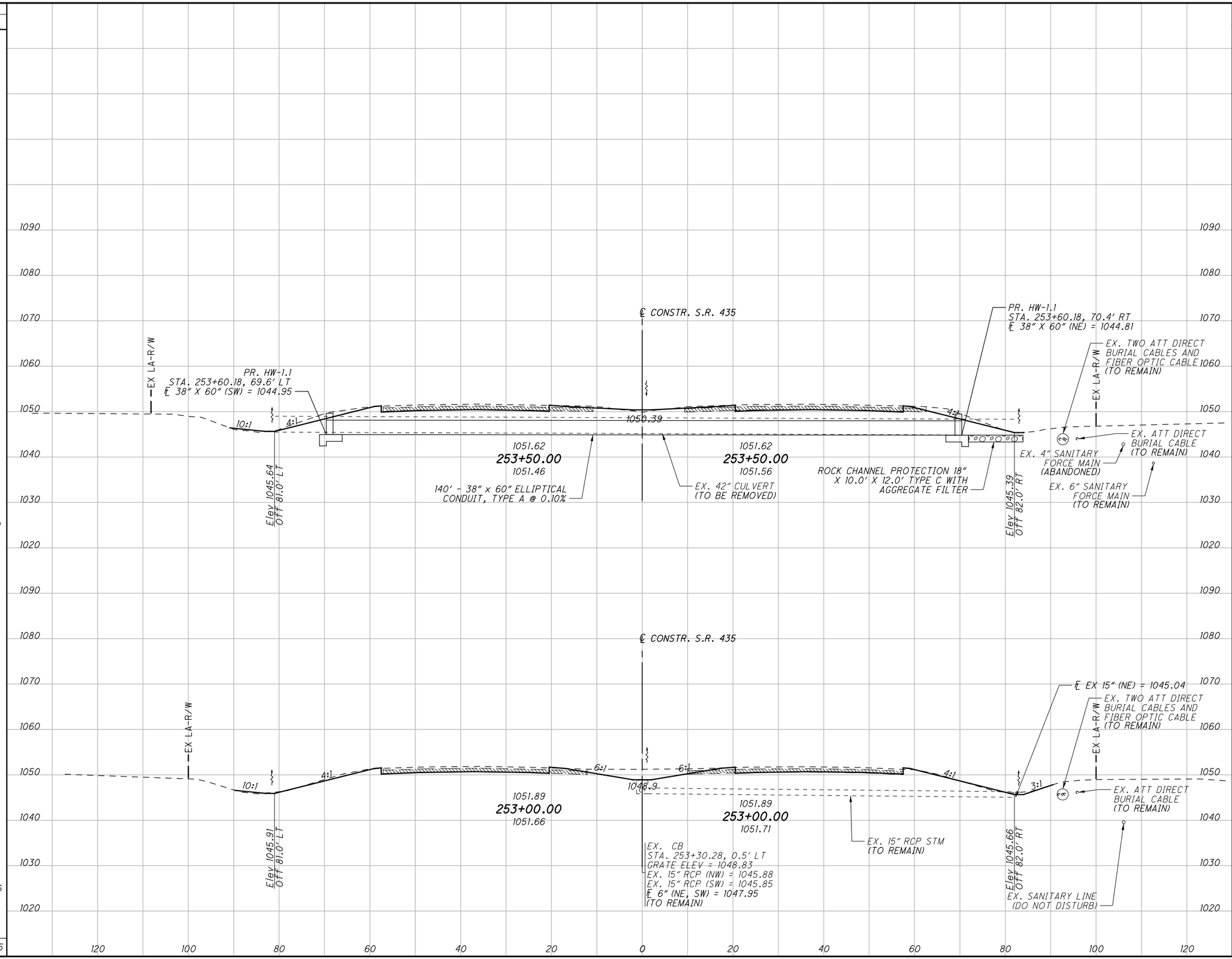
CALCULATED KD | CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 252+00.00 TO STA. 252+50.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.
109	619
115	636
·	1255



END AREA		VOLUME	
CUT	FILL	CUT	FILL
38	5		
48	4	79	8
·	·	165	17
		86	9

CALCULATED KD

CHECKED ACR

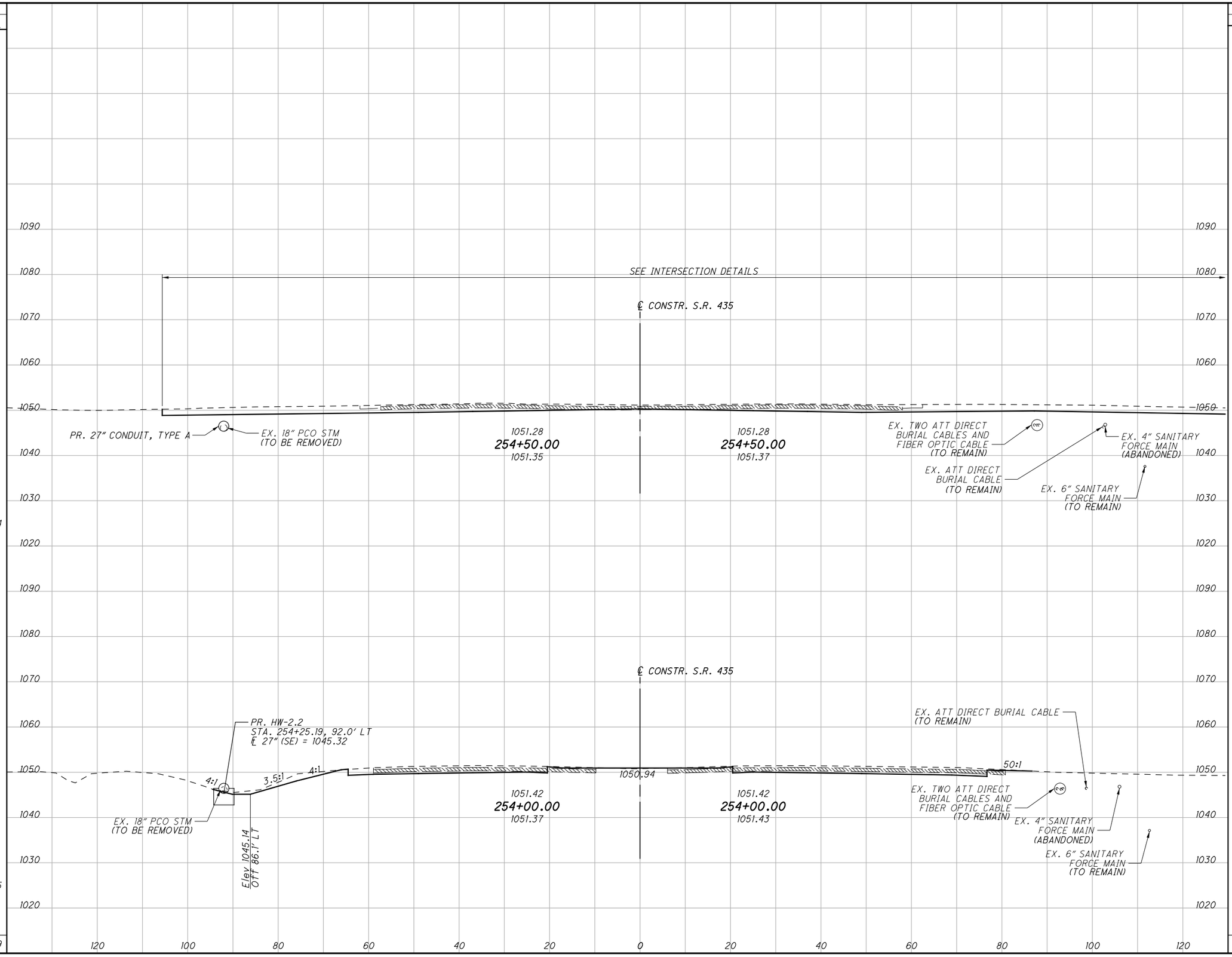
CROSS SECTIONS S.R. 435
STA. 253+00.00 TO STA. 253+50.00

FAY-435-0.97

185
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS130.dgn 7/13/2016 12:38:56 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
0	244
88	545
·	789



END AREA	
CUT	FILL
145	0
64	2
·	·

VOLUME	
CUT	FILL
194	4
95	6
289	7

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 254+00.00 TO STA. 254+50.00

FAY-435-0.97

186
393

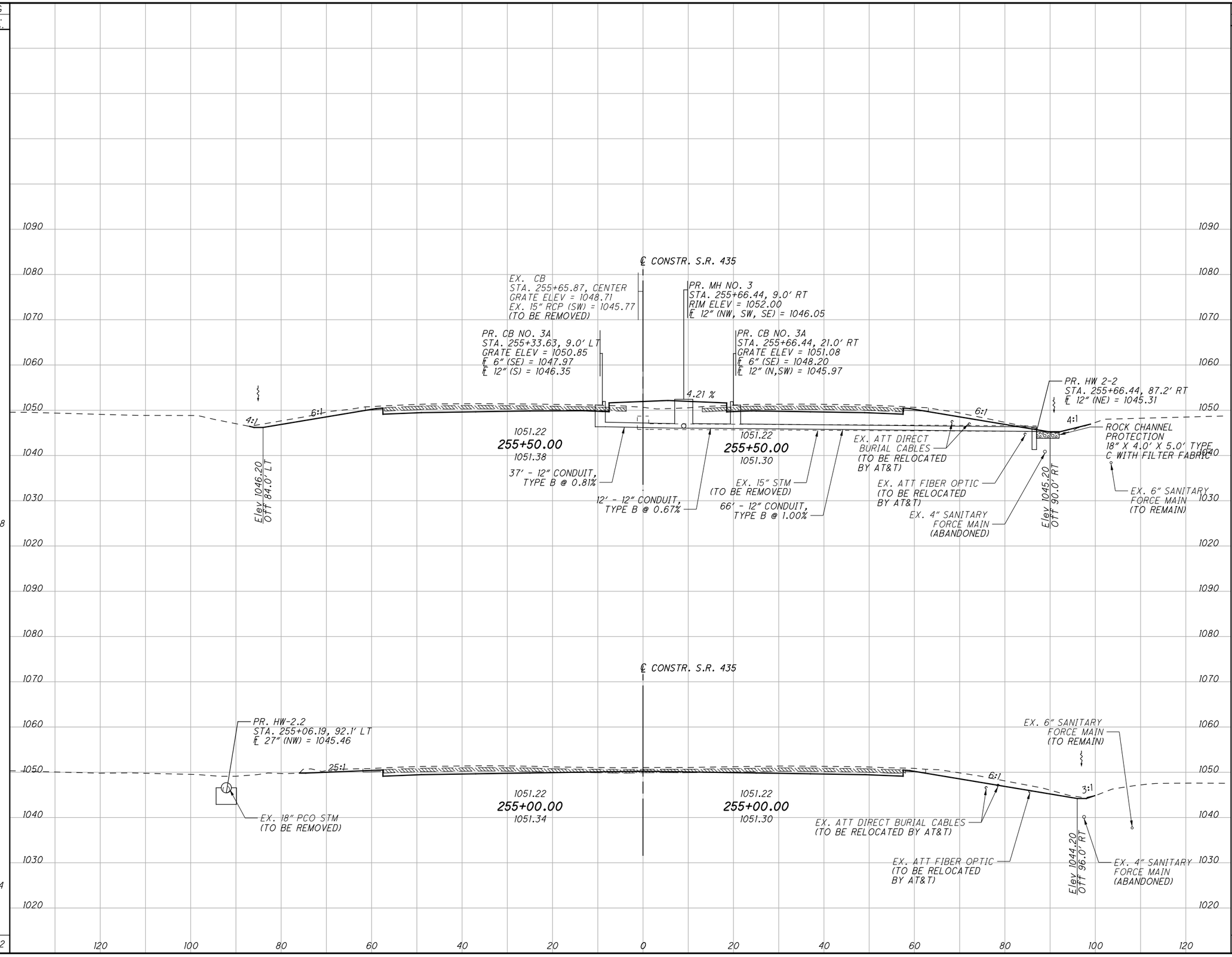
SEEDING	
END WIDTH	SQ. YDS.
77	398
66	184
·	582

END AREA	
CUT	FILL
78	34
84	0
·	·

VOLUME	
CUT	FILL
149	31
212	0
361	31

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 255+00.00 TO STA. 255+50.00

FAY-435-0.97

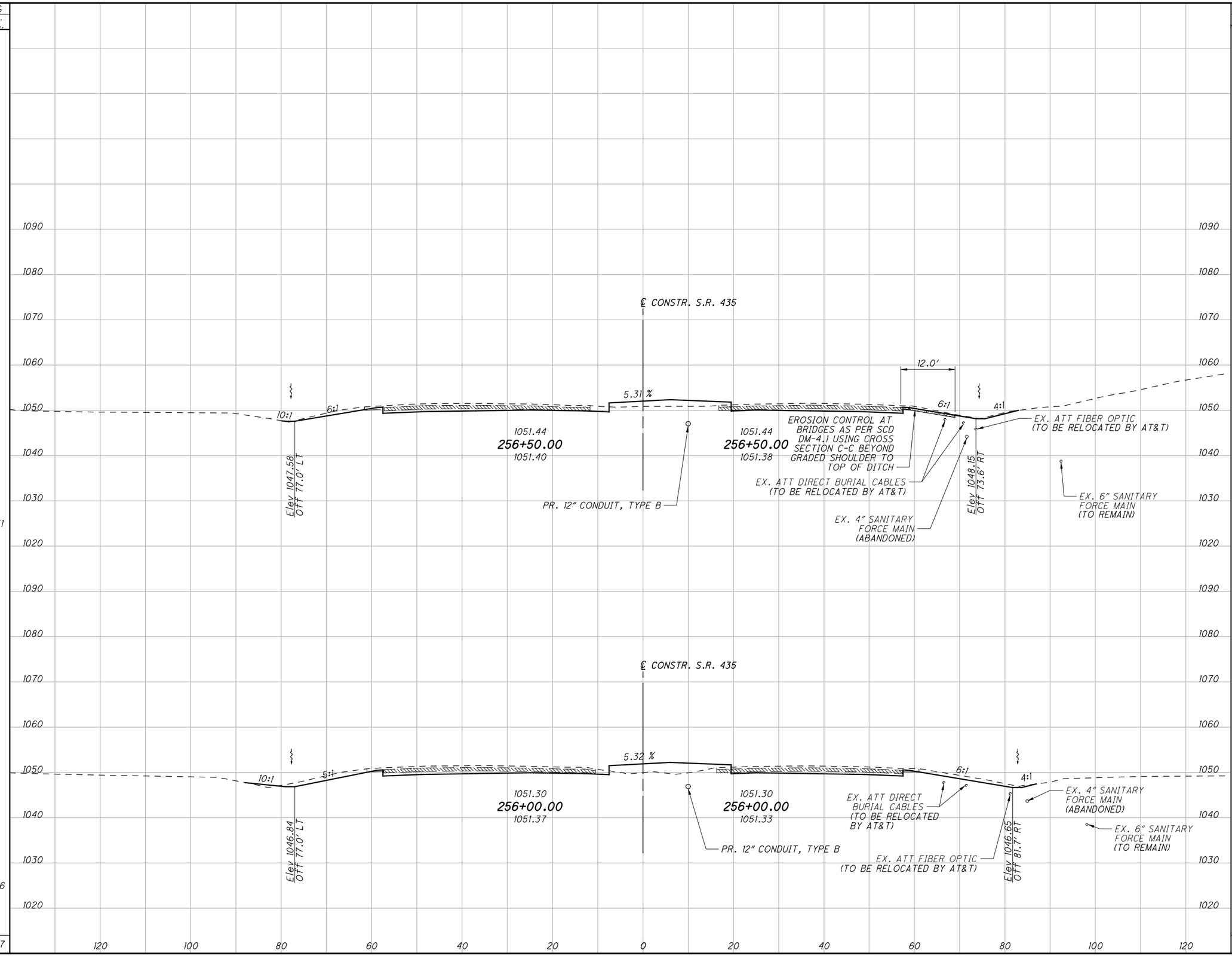
SEEDING	
END WIDTH	SQ. YDS.
54	331
66	396
·	727

END AREA	
CUT	FILL
51	31
75	48
·	·

VOLUME	
CUT	FILL
117	74
142	76
259	150

CALCULATED KD

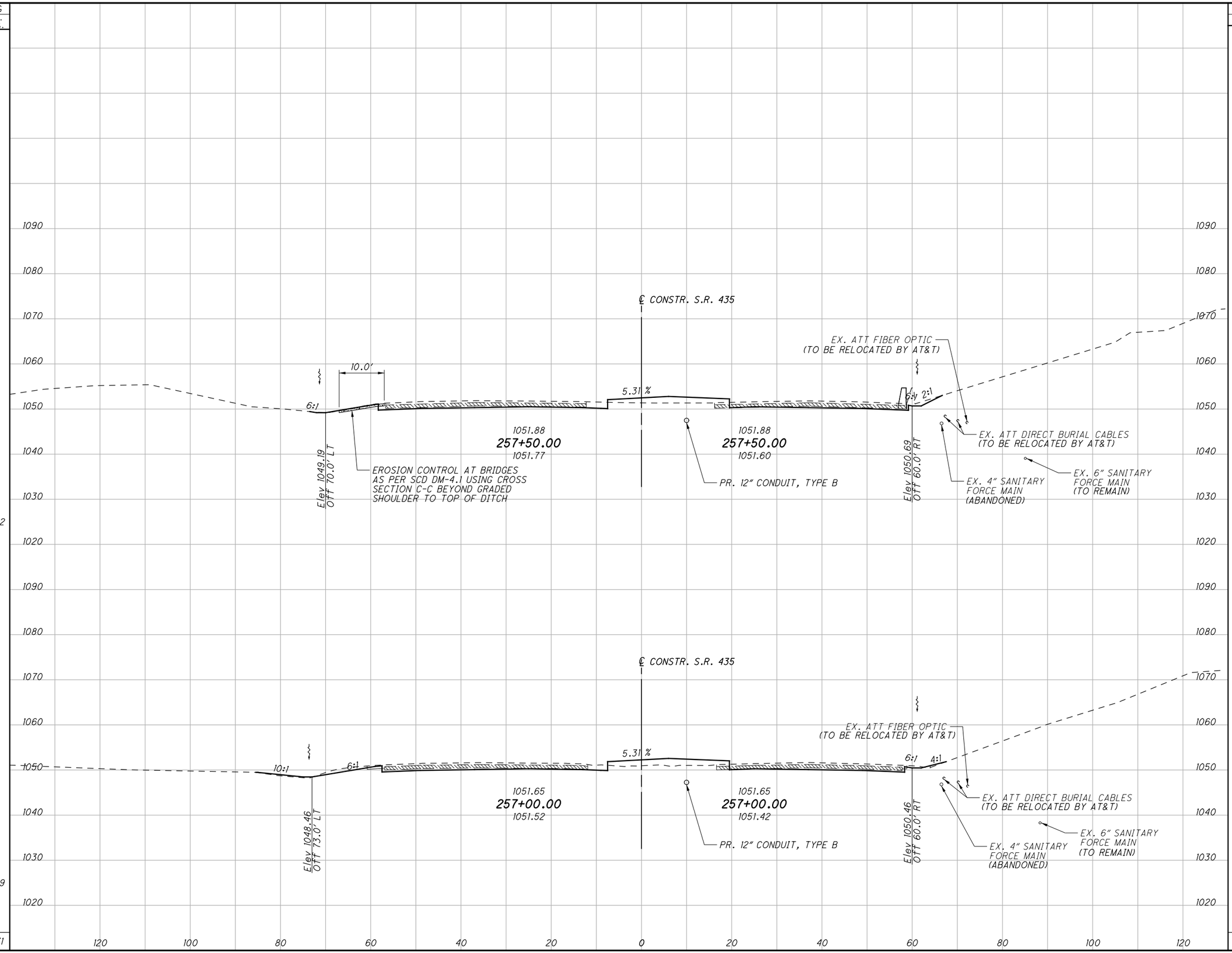
CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 256+00.00 TO STA. 256+50.00

FAY-435-0.97

SEEDING END WIDTH	SEEDING SQ. YDS.
29	202
43	269
·	471



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33	30		
34	37	63	63
·	·	142	126
		79	63

CALCULATED KD

CHECKED ACR

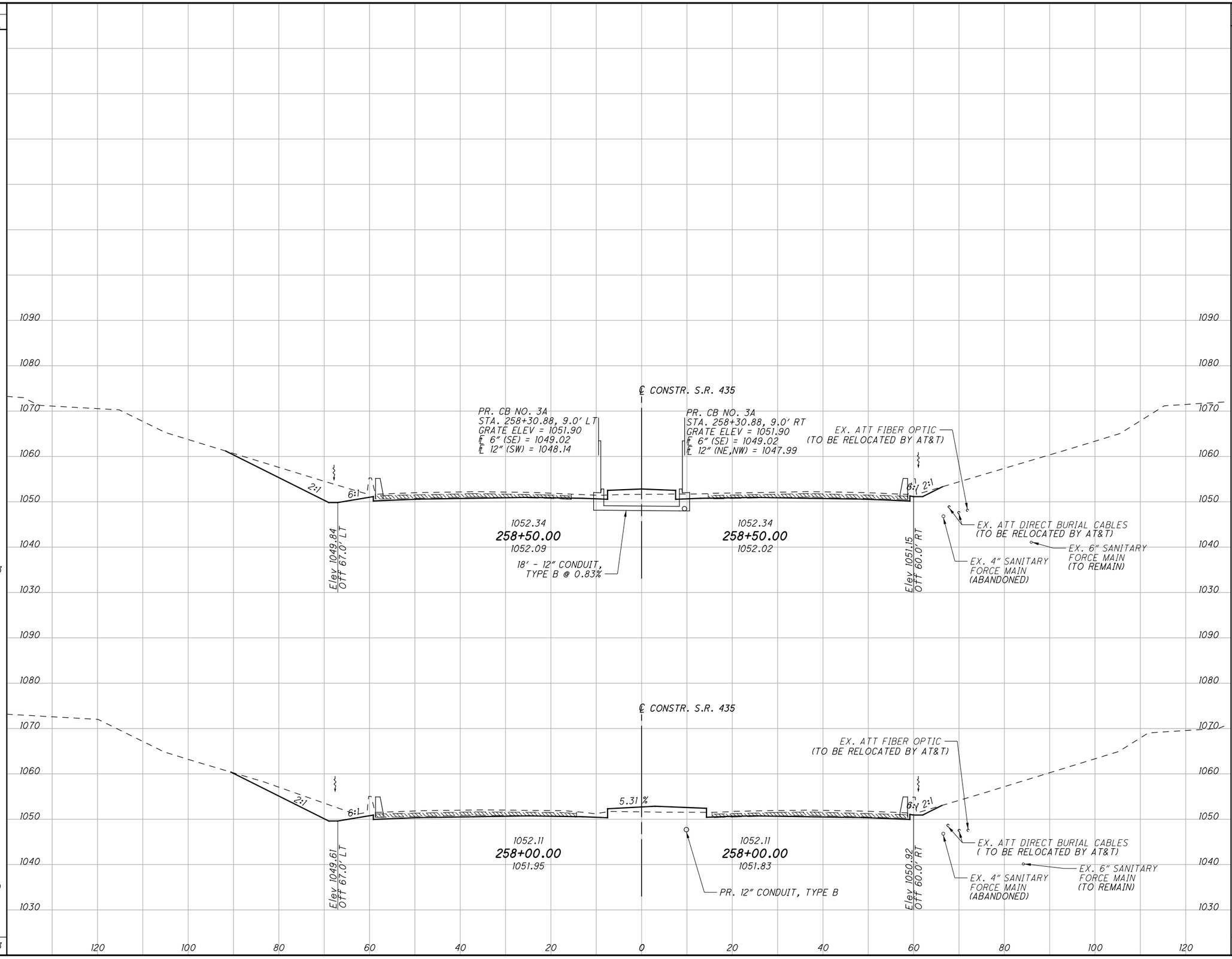
CROSS SECTIONS S.R. 435
STA. 257+00.00 TO STA. 257+50.00

FAY-435-0.97

189
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS134.dgn 7/13/2016 12:39:00 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
48	263
47	210
·	473



END AREA		VOLUME	
CUT	FILL	CUT	FILL
114	16	194	35
95	22	119	49
·	·	313	84

CALCULATED KD

CHECKED ACR

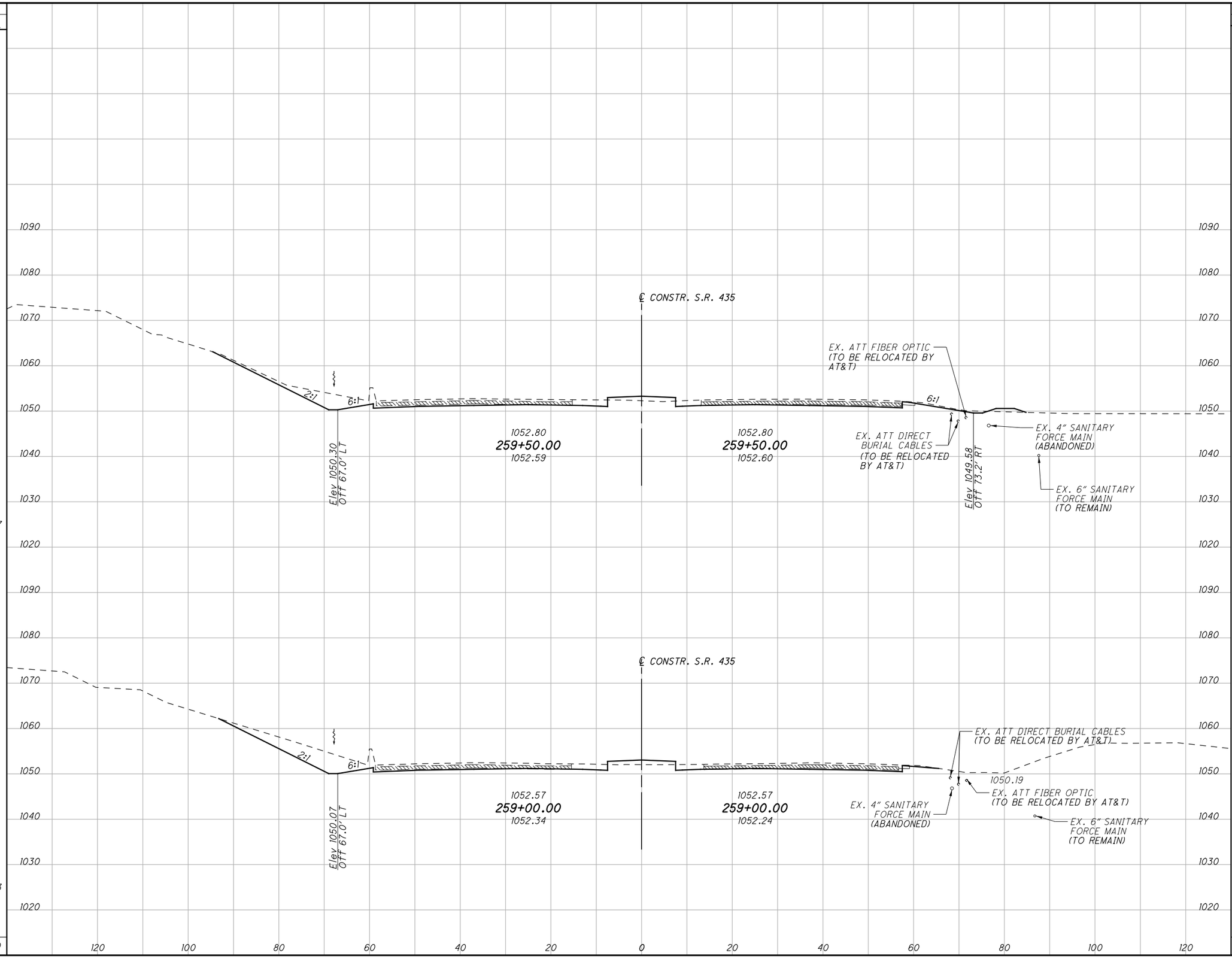
CROSS SECTIONS S.R. 435
STA. 258+00.00 TO STA. 258+50.00

FAY-435-0.97

190
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS135.dgn 7/13/2016 12:39:00 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
71	337
50	273
·	610



END AREA	
CUT	FILL
93	17
118	13
·	·

VOLUME	
CUT	FILL
196	28
215	27
411	55

CALCULATED	CHECKED
KD	ACR

CROSS SECTIONS S.R. 435
STA. 259+00.00 TO STA. 259+50.00

FAY-435-0.97

191
393

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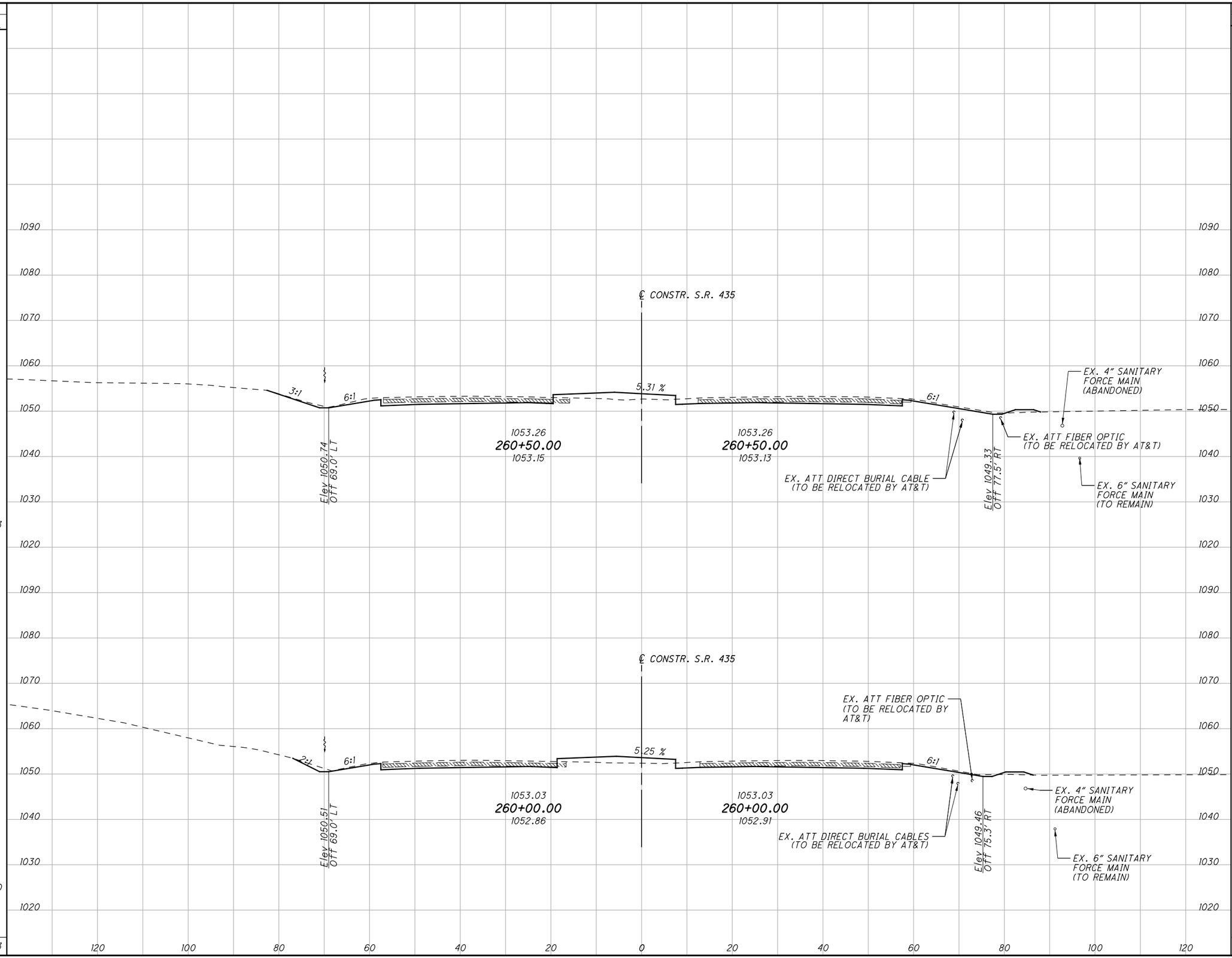
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
62	323	49	35	87	62
55	350	45	33	128	46
·	673	·	·	215	108



CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 260+00.00 TO STA. 260+50.00

FAY-435-0.97

192
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS137.dgn 7/13/2016 12:39:02 PM kdickens

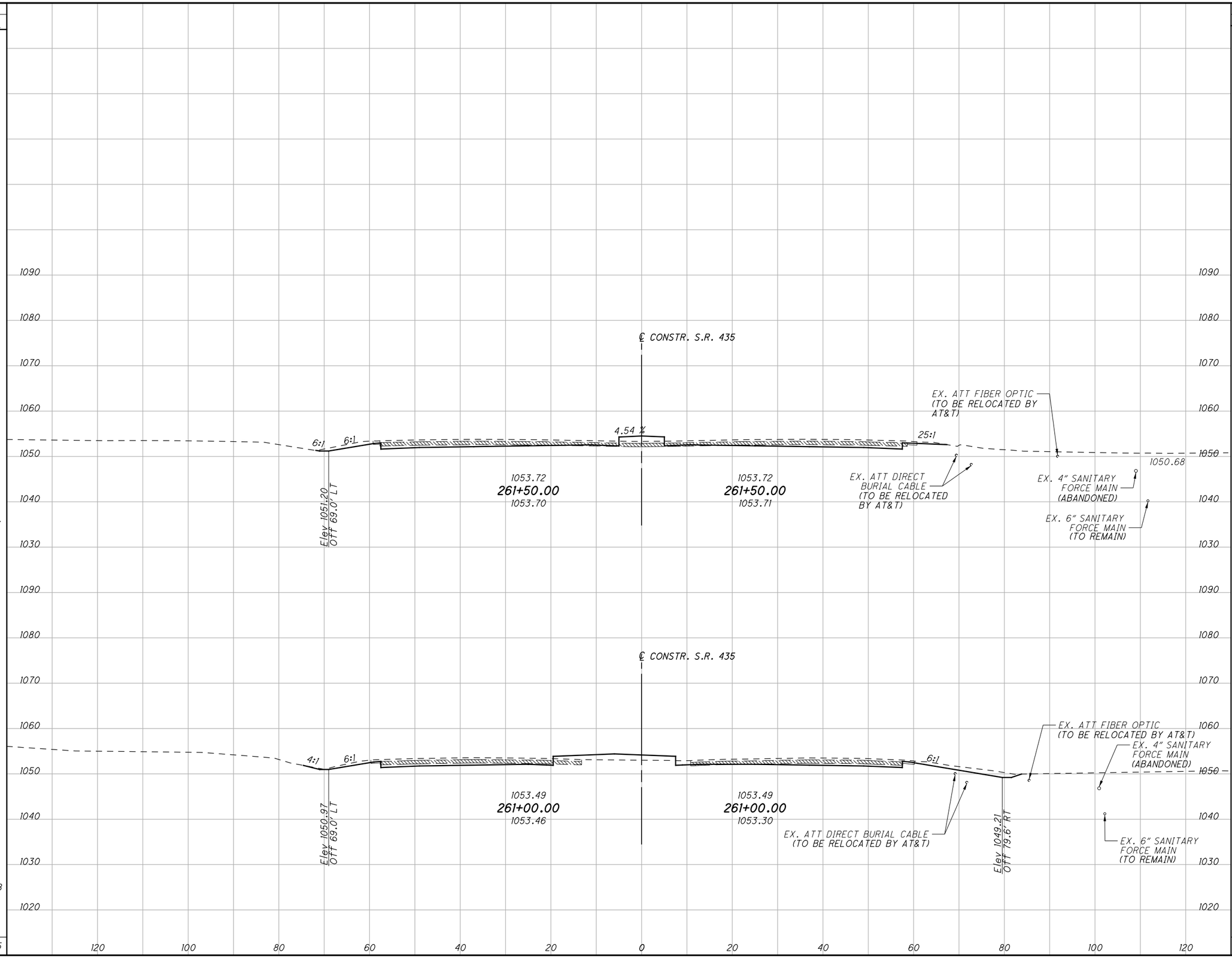
SEEDING	
END WIDTH	SQ. YDS.
29	217
49	308
·	525

END AREA	
CUT	FILL
41	11
56	28
·	·

VOLUME	
CUT	FILL
89	36
97	58
186	94

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 261+00.00 TO STA. 261+50.00

FAY-435-0.97

193
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS138.dgn 7/13/2016 12:39:03 PM kdickens

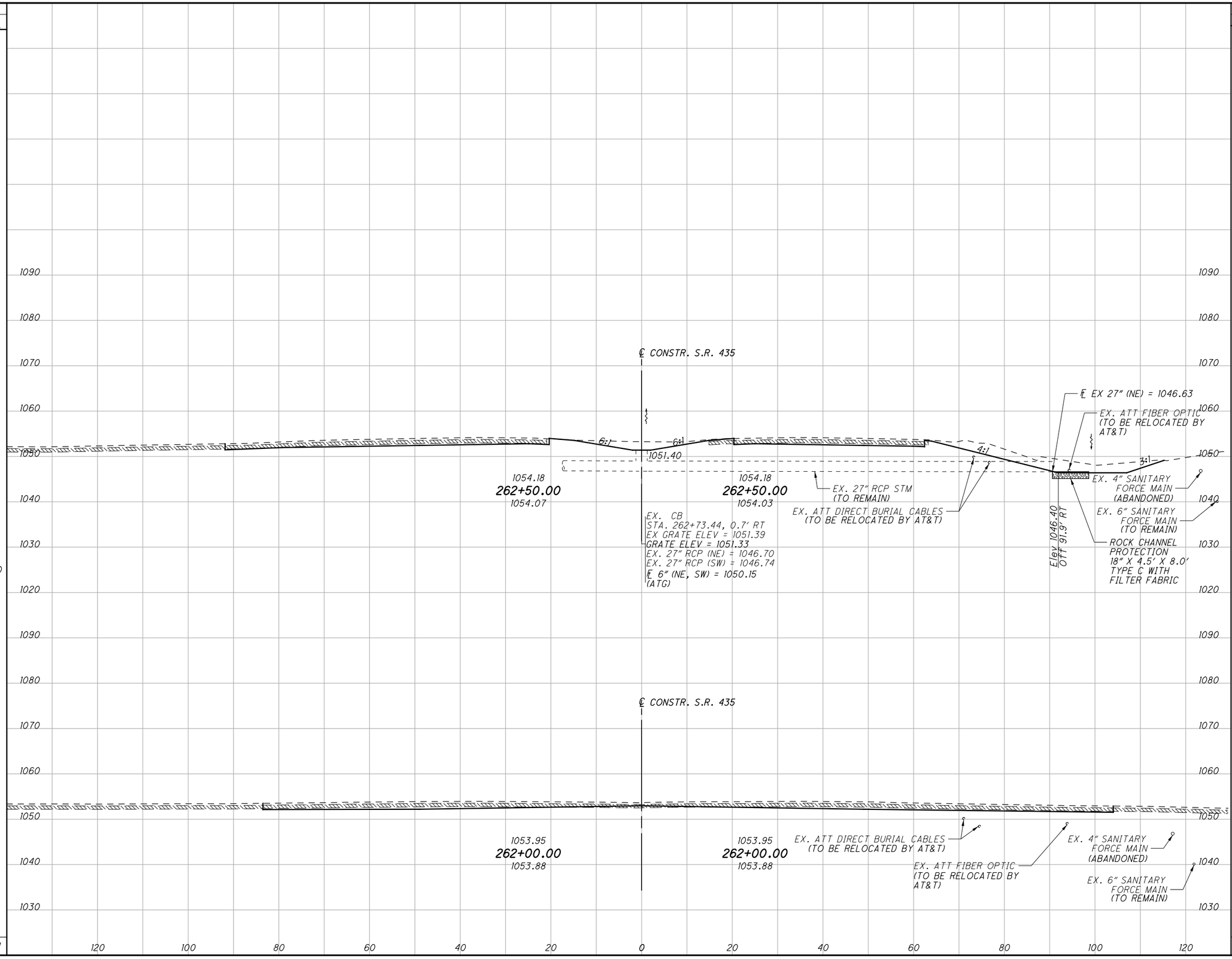
SEEDING	
END WIDTH	SQ. YDS.
101	280
	81
0	
·	361

END AREA	
CUT	FILL
175	0.1
46	0
·	·

VOLUME	
CUT	FILL
205	0.1
81	10
286	10

CALCULATED KD

CHECKED ACR



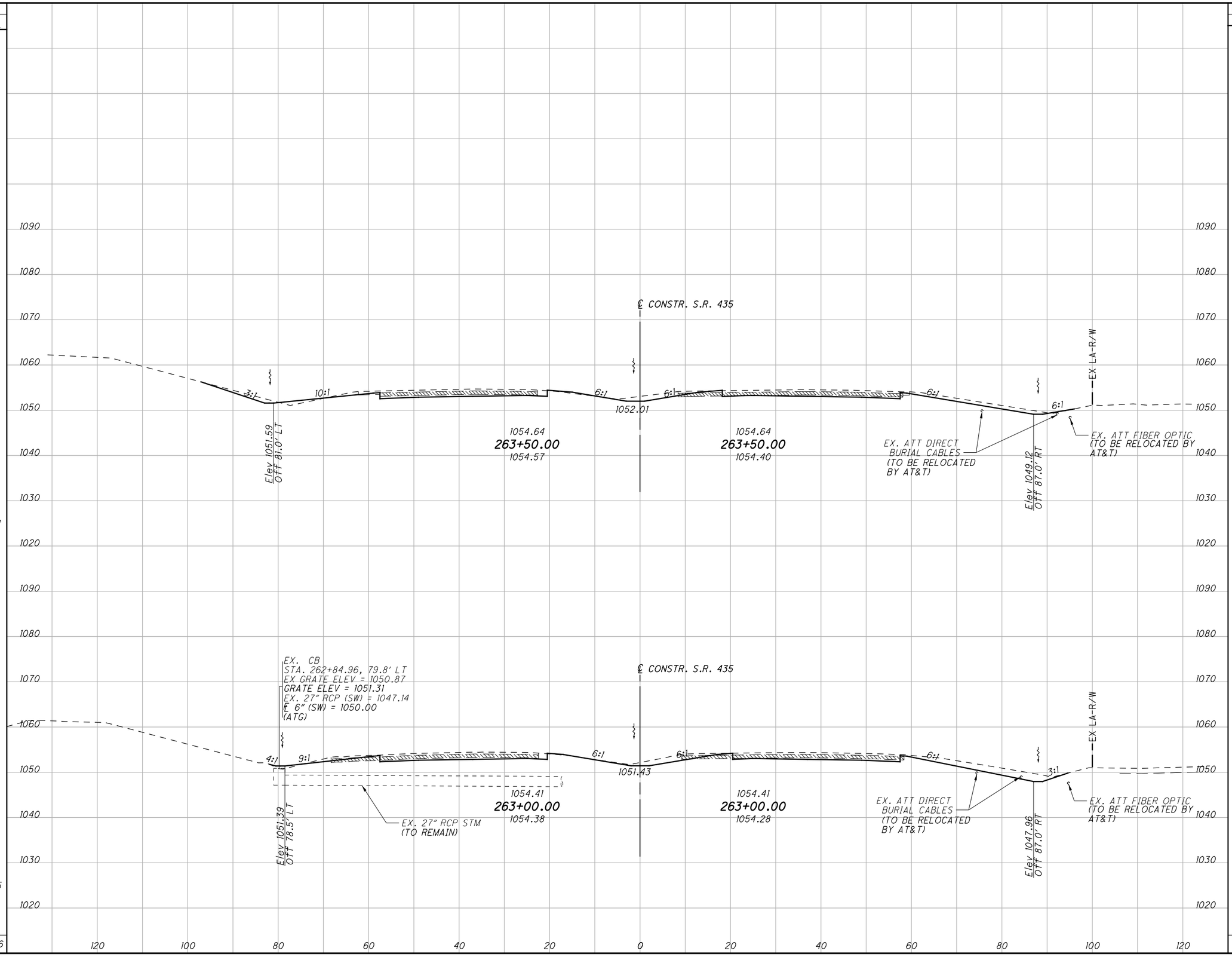
CROSS SECTIONS S.R. 435
STA. 262+00.00 TO STA. 262+50.00

FAY-435-0.97

194
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS139.dgn 7/13/2016 12:39:04 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
125	651
110	585
·	1236



END AREA	
CUT	FILL
69	7
80	3
·	·

VOLUME	
CUT	FILL
138	10
237	3
375	13

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 263+00.00 TO STA. 263+50.00

FAY-435-0.97

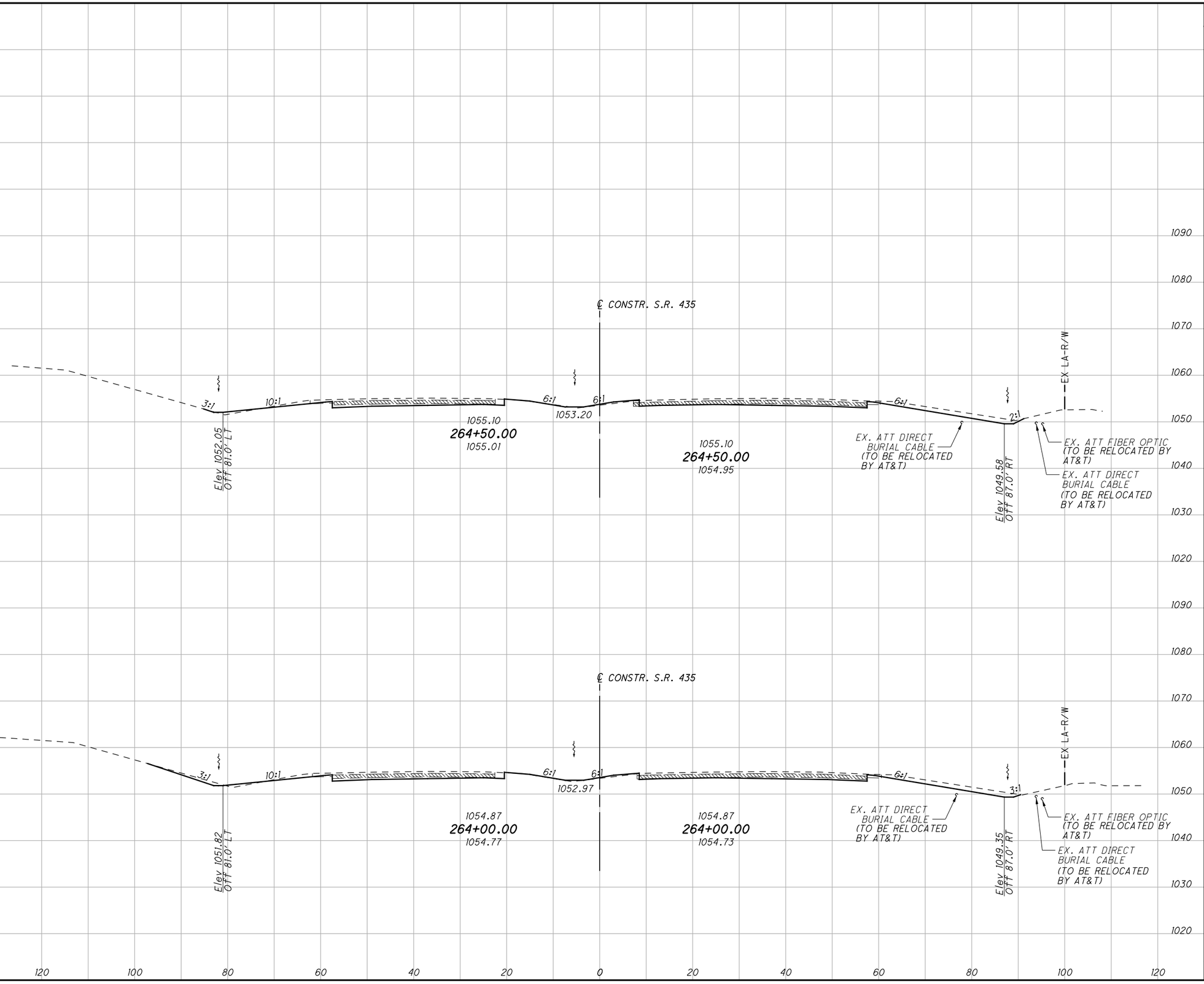
195
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS140.dgn 7/13/2016 12:39:05 PM kdickens

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
97	575	56	6	109	11
109	650	62	6	121	12
·	1225	·	·	230	23

CALCULATED KD

CHECKED ACR



\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS141.dgn 7/13/2016 12:39:06 PM kdickens

CROSS SECTIONS S.R. 435
STA. 264+00.00 TO STA. 264+50.00

FAY-435-0.97

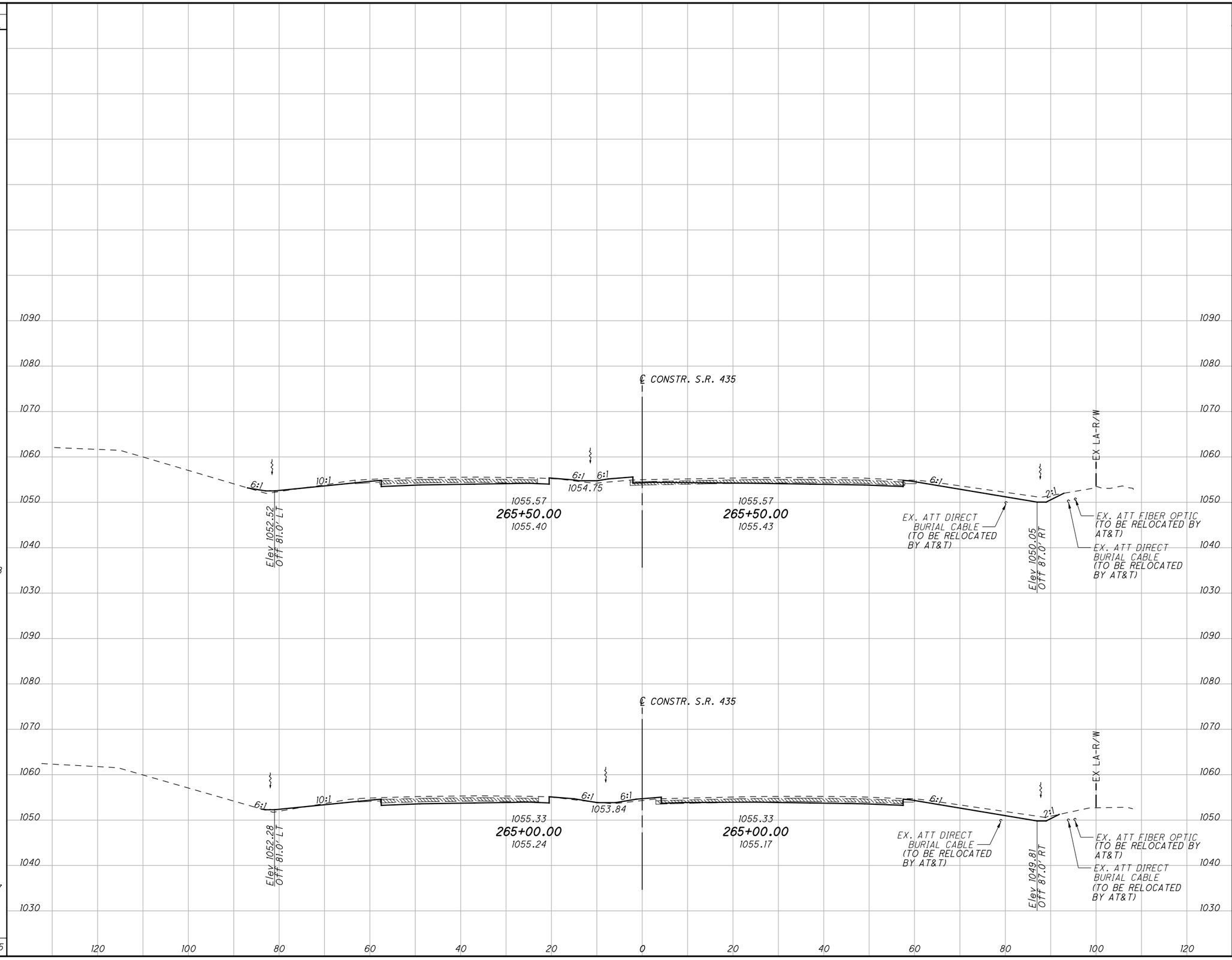
SEEDING	
END WIDTH	SQ. YDS.
90	508
93	527
·	1035

END AREA	
CUT	FILL
54	10
53	8
·	·

VOLUME	
CUT	FILL
98	17
101	13
199	30

CALCULATED KD

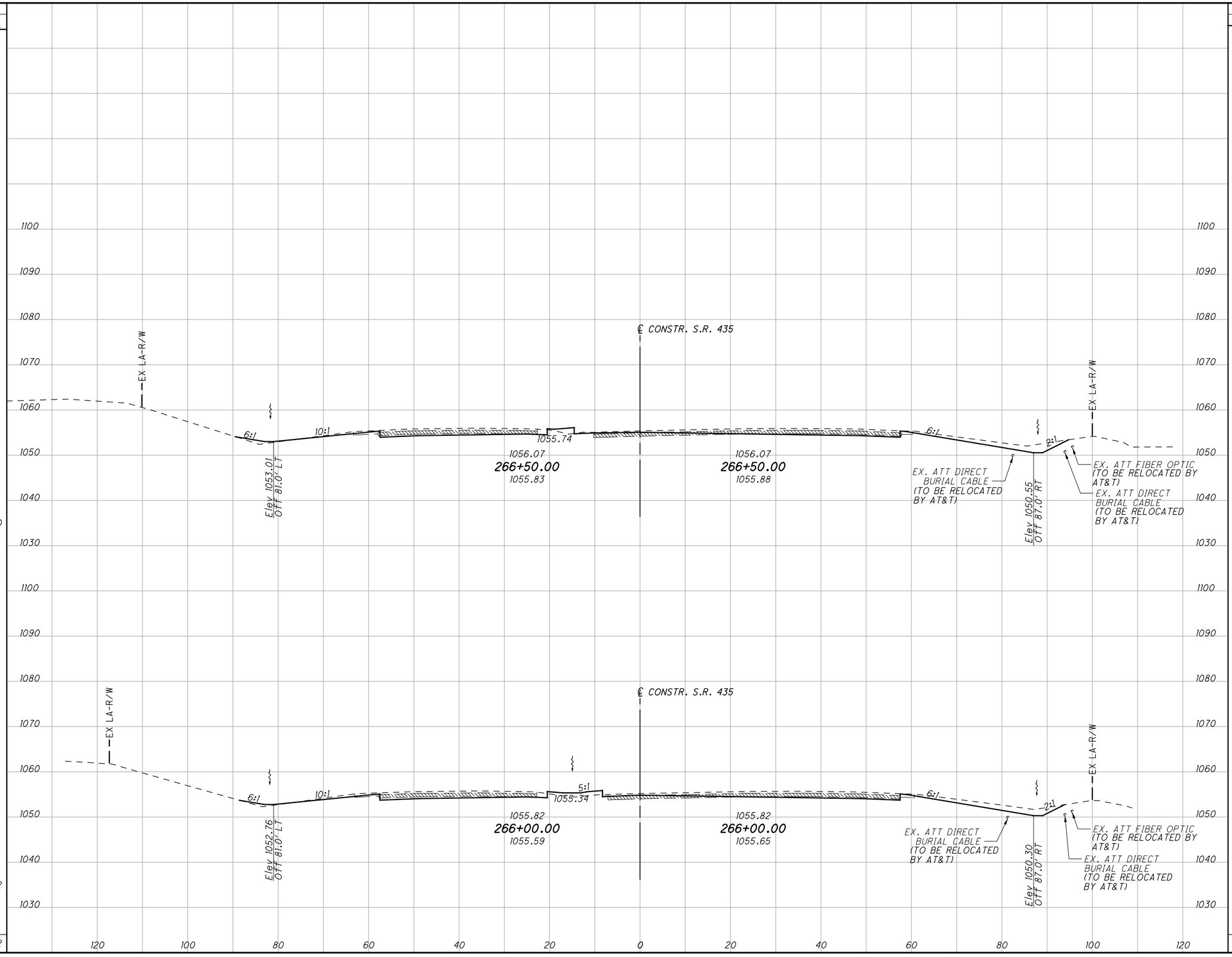
CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 265+00.00 TO STA. 265+50.00

FAY-435-0.97

SEEDING END WIDTH	SEEDING SQ. YDS.
82	470
87	492
·	962



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
53	9		
55	12		
·	·	202	40
		101	19
		101	21

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 266+00.00 TO STA. 266+50.00

FAY-435-0.97

198
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS143.dgn 7/13/2016 12:39:07 PM kdickens

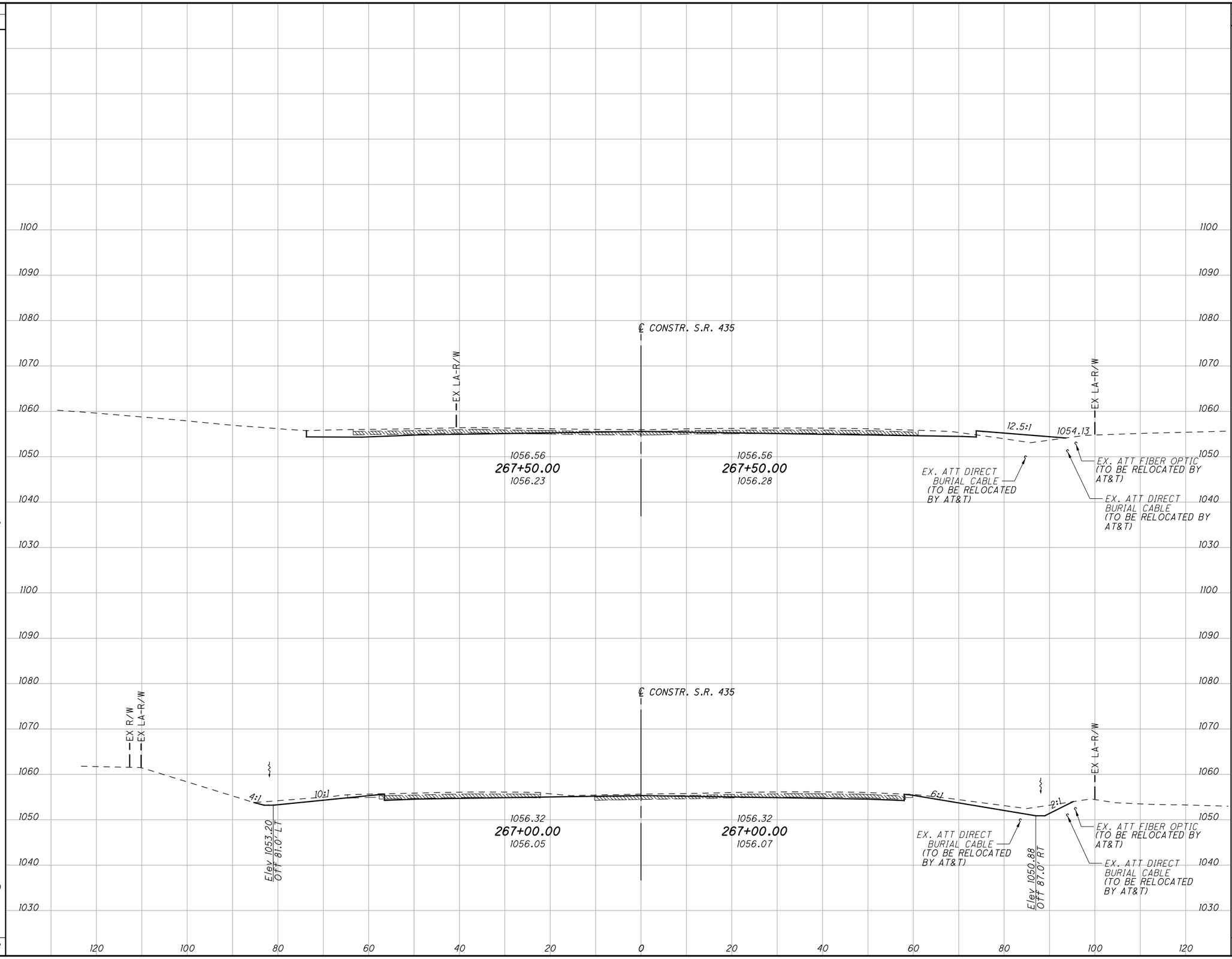
SEEDING	
END WIDTH	SQ. YDS.
24	268
	430
	698

END AREA	
CUT	FILL
42	21
65	0
·	·

VOLUME	
CUT	FILL
99	20
109	8
208	28

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 267+00.00 TO STA. 267+50.00

FAY-435-0.97

199
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS144.dgn 7/13/2016 12:39:08 PM kdickens

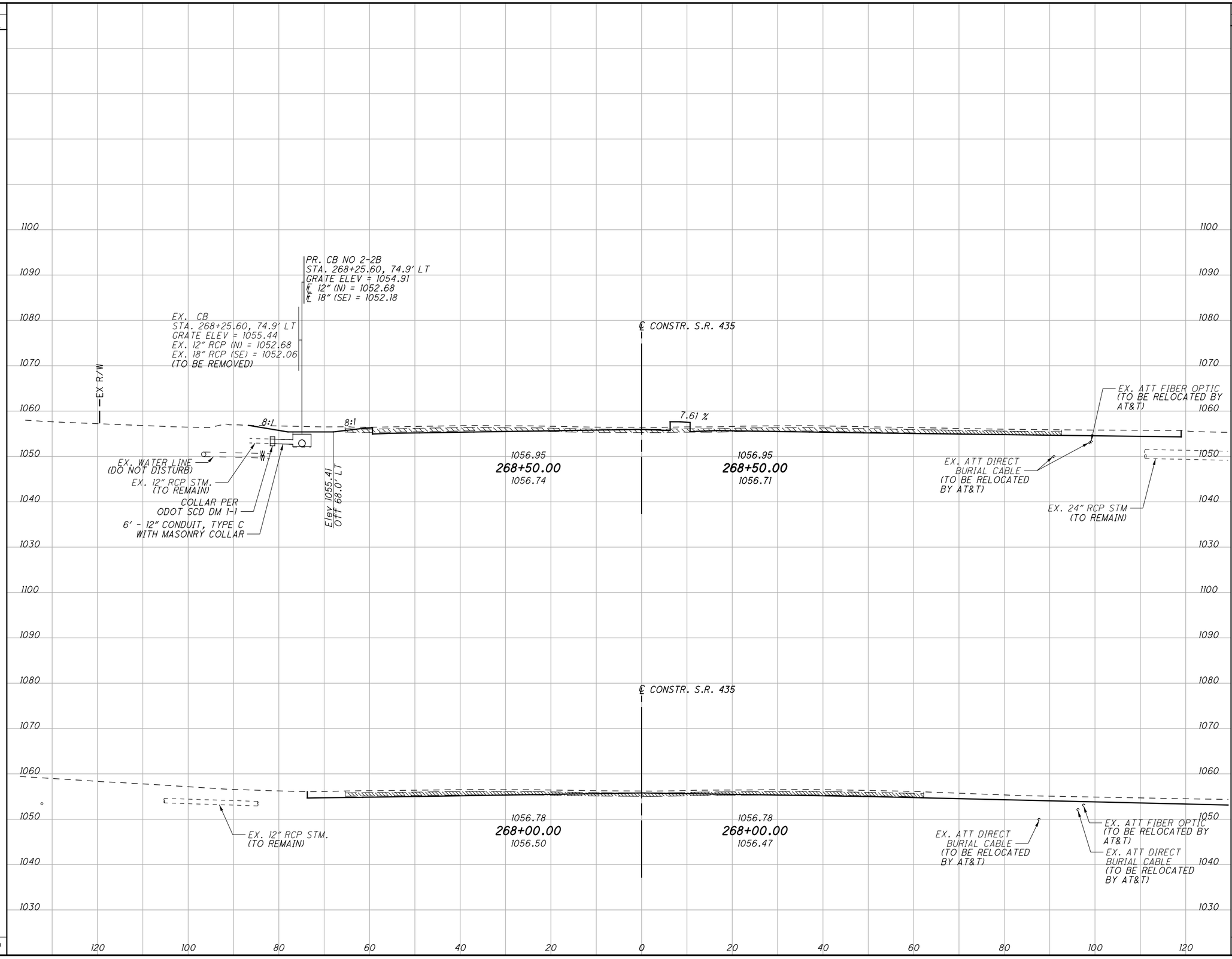
SEEDING	
END WIDTH	SQ. YDS.
33	92
0	68
·	160

END AREA	
CUT	FILL
26	5
24	0
·	·

VOLUME	
CUT	FILL
46	5
61	20
107	25

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 268+00.00 TO STA. 268+50.00

FAY-435-0.97

200
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS145.dgn 7/13/2016 12:39:09 PM kdickens

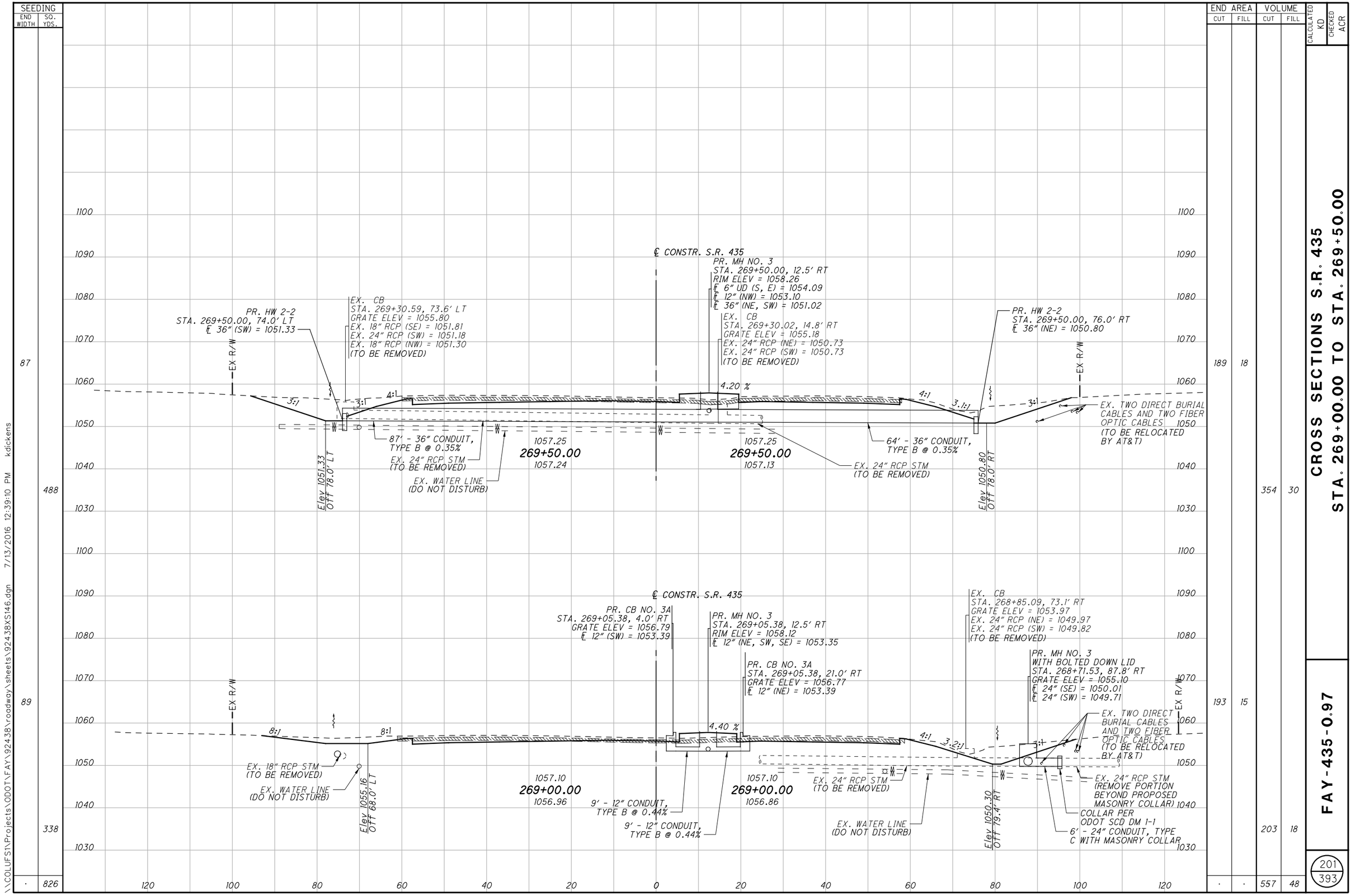
SEEDING	
END WIDTH	SQ. YDS.
	87
	488
	89
	338
·	826

END AREA	
CUT	FILL
	189
	193
·	·

VOLUME	
CUT	FILL
	18
354	30
	15
203	18
557	48

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 269+00.00 TO STA. 269+50.00

FAY-435-0.97

201
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS146.dgn 7/13/2016 12:39:10 PM kdickens

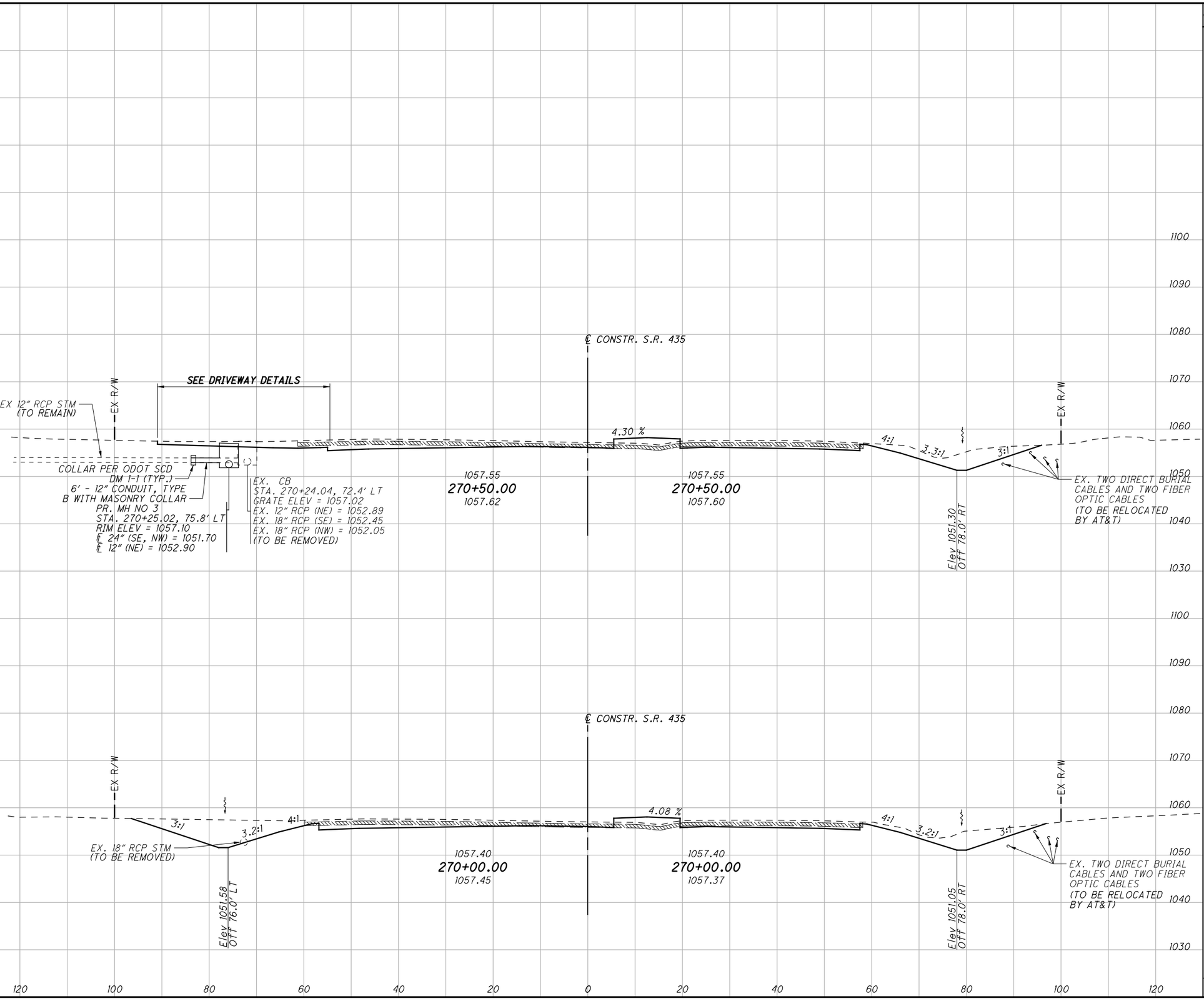
SEEDING	
END WIDTH	SQ. YDS.
45	366
	484
87	
·	850

END AREA	
CUT	FILL
145	15
217	16
·	·

VOLUME	
CUT	FILL
336	28
376	31
712	59

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 270+00.00 TO STA. 270+50.00

FAY-435-0.97

202
393

\\COLUFS\Projects\ODOT\FAY\92438\roadway\sheets\92438XS147.dgn 7/13/2016 12:39:11 PM kdickens

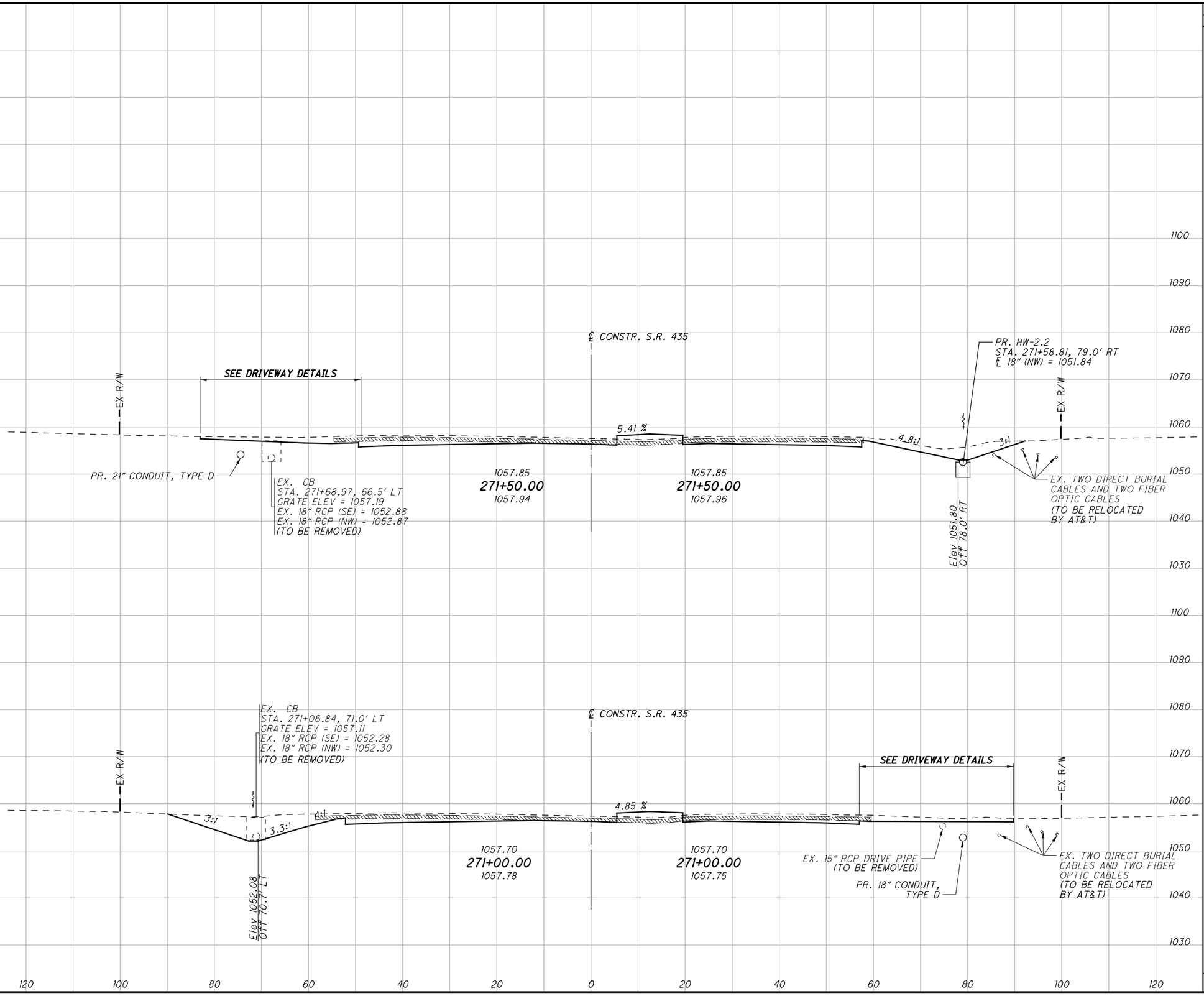
SEEDING	
END WIDTH	SQ. YDS.
40	234
44	246
·	480

END AREA	
CUT	FILL
132	13
174	14
·	·

VOLUME	
CUT	FILL
283	25
295	27
578	52

CALCULATED KD

CHECKED ACR



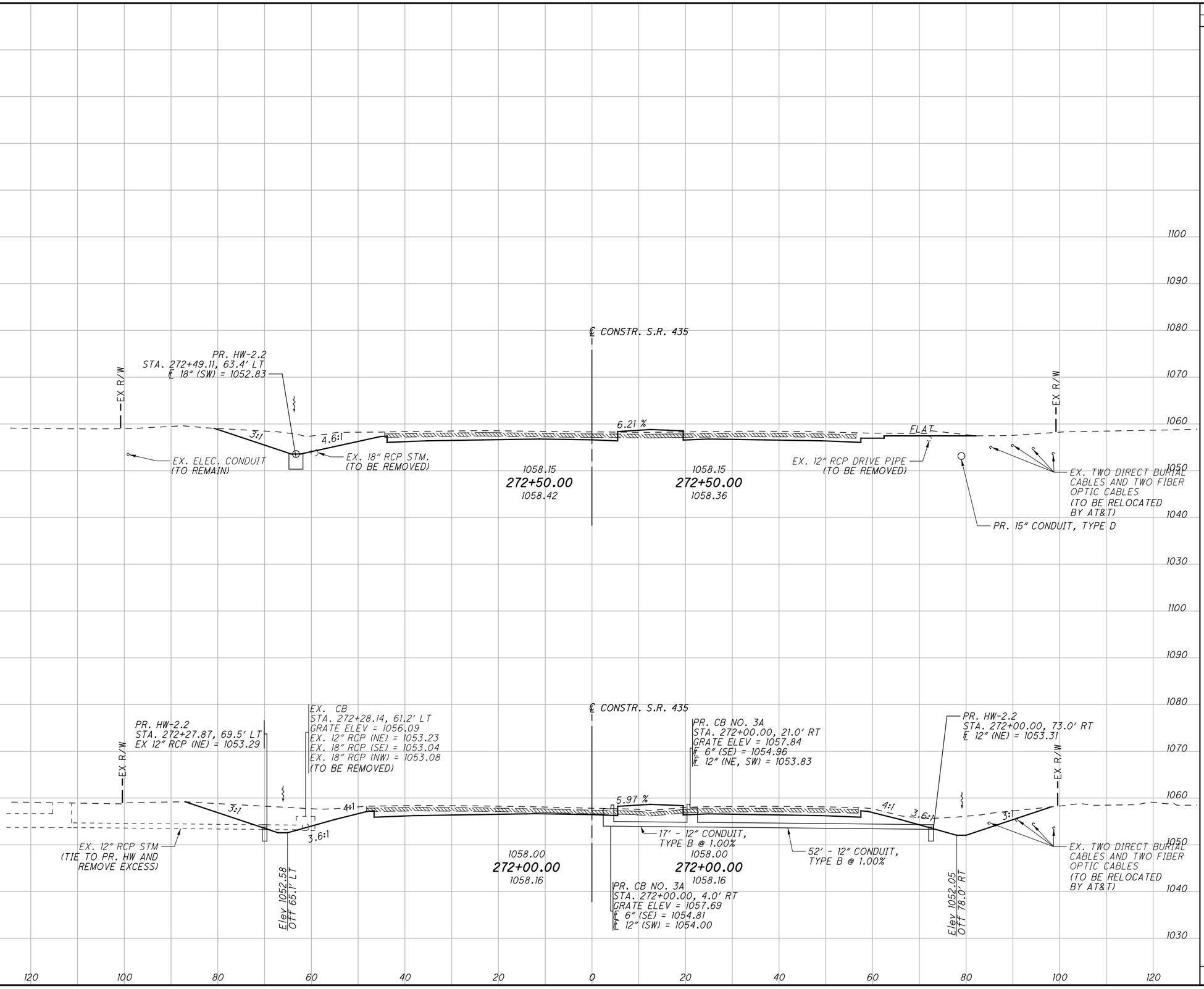
CROSS SECTIONS S.R. 435
STA. 271+00.00 TO STA. 271+50.00

FAY-435-0.97

203
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS148.dgn 7/13/2016 12:39:12 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
62	422
89	360
·	782



END AREA	
CUT	FILL
167	6
249	12
·	·

VOLUME	
CUT	FILL
385	16
352	23
737	39

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 272+00.00 TO STA. 272+50.00

FAY-435-0.97

204
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS149.dgn 7/13/2016 12:39:12 PM kdickens

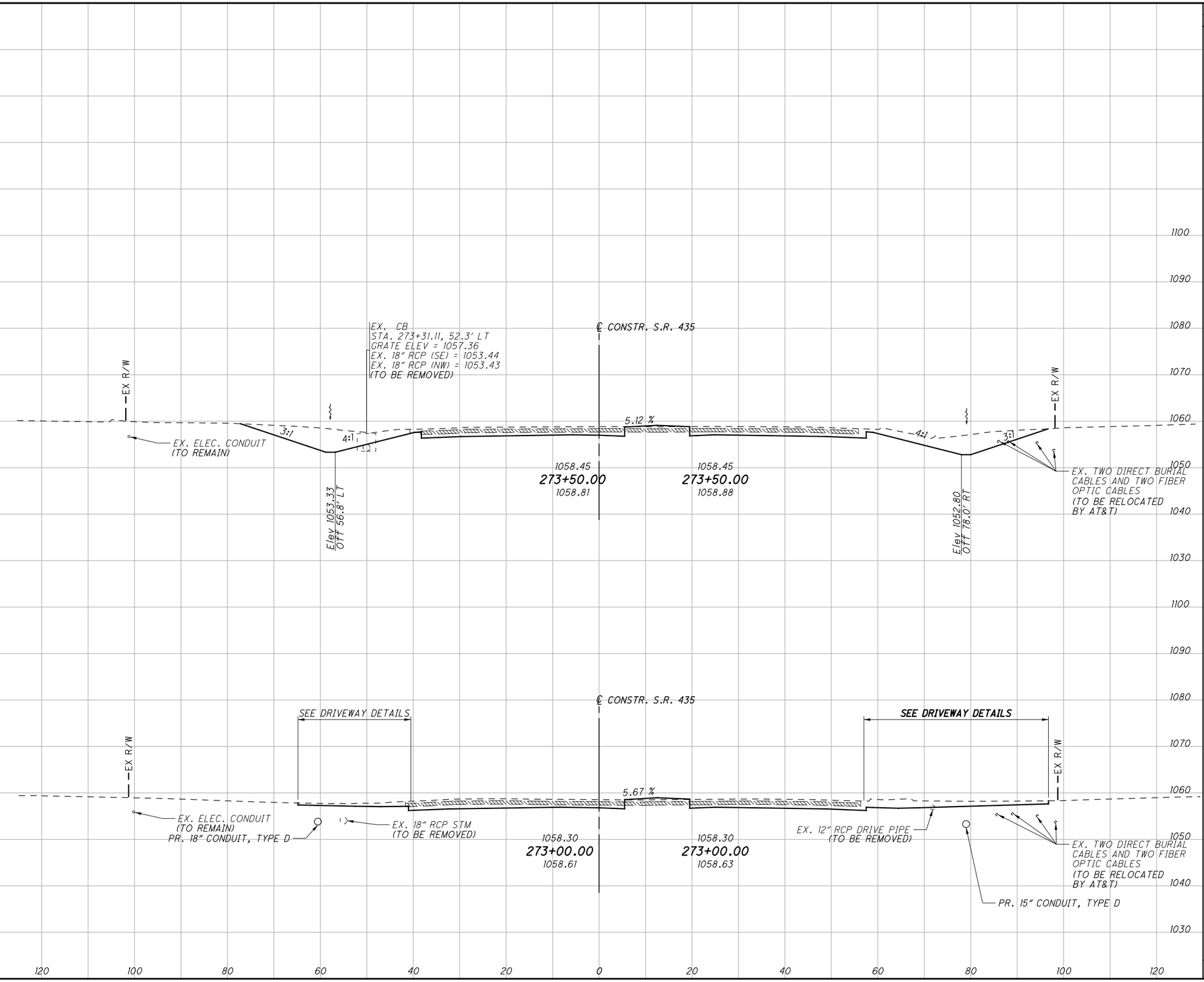
SEEDING	
END WIDTH	SQ. YDS.
86	
	239
0	
	173
.	412

END AREA	
CUT	FILL
248	2
346	5
126	4
272	8
.	.
618	13

VOLUME	
CUT	FILL

CALCULATED KD

CHECKED ACR

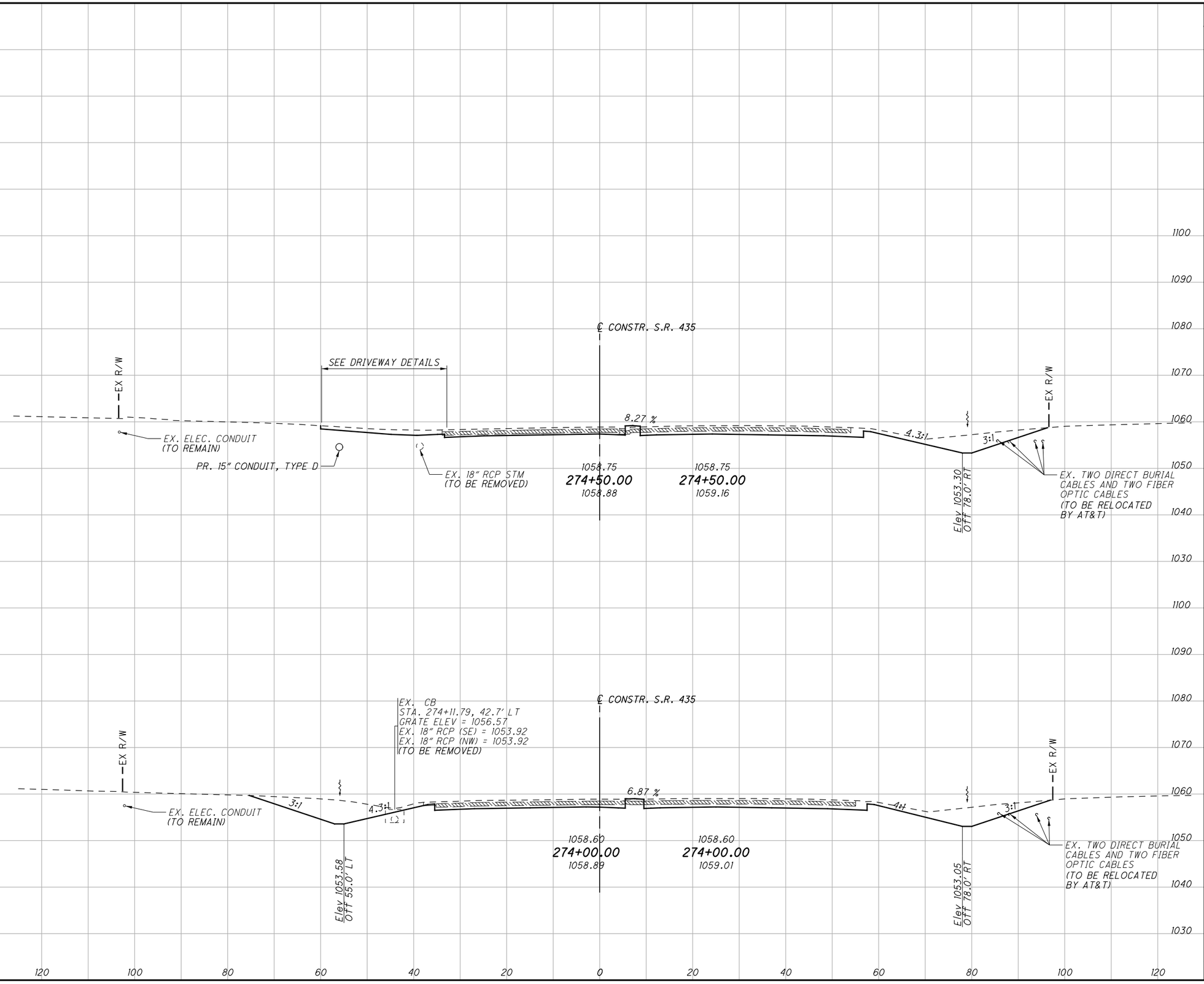


CROSS SECTIONS S.R. 435
STA. 273+00.00 TO STA. 273+50.00

FAY-435-0.97

205
393

SEEDING	
END WIDTH	SQ. YDS.
45	368
87	481
·	849



END AREA	
CUT	FILL
147	1
231	0.2
·	·

VOLUME	
CUT	FILL
350	2
443	2
793	4

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 274+00.00 TO STA. 274+50.00

FAY-435-0.97

206
393

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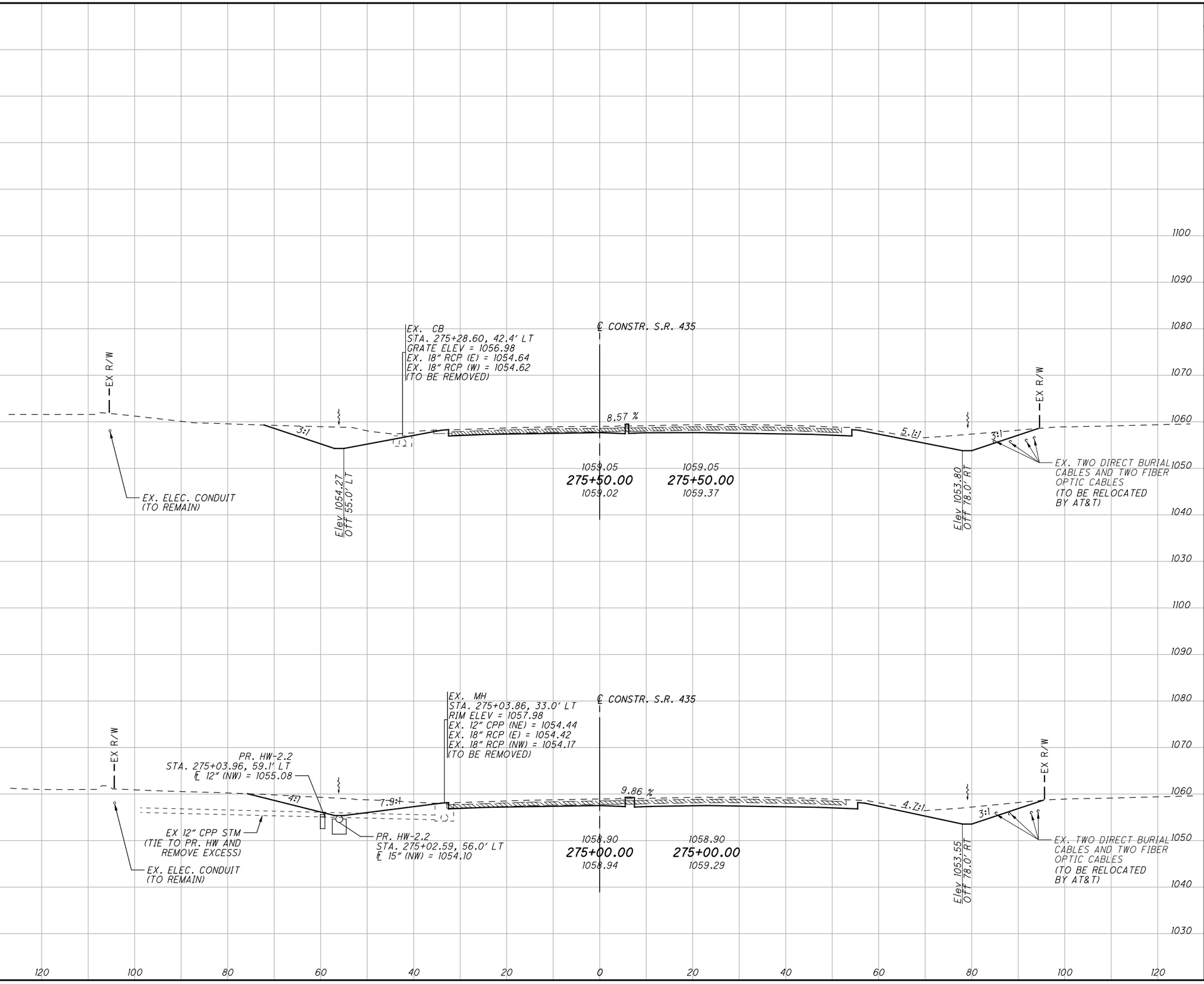
SEEDING	
END WIDTH	SQ. YDS.
87	492
90	377
·	869

END AREA	
CUT	FILL
180	0.3
189	1
·	·

VOLUME	
CUT	FILL
341	1
311	2
652	3

CALCULATED KD

CHECKED ACR



CROSS SECTIONS S.R. 435
STA. 275+00.00 TO STA. 275+50.00

FAY-435-0.97

207
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS152.dgn 7/13/2016 12:39:15 PM kdickens

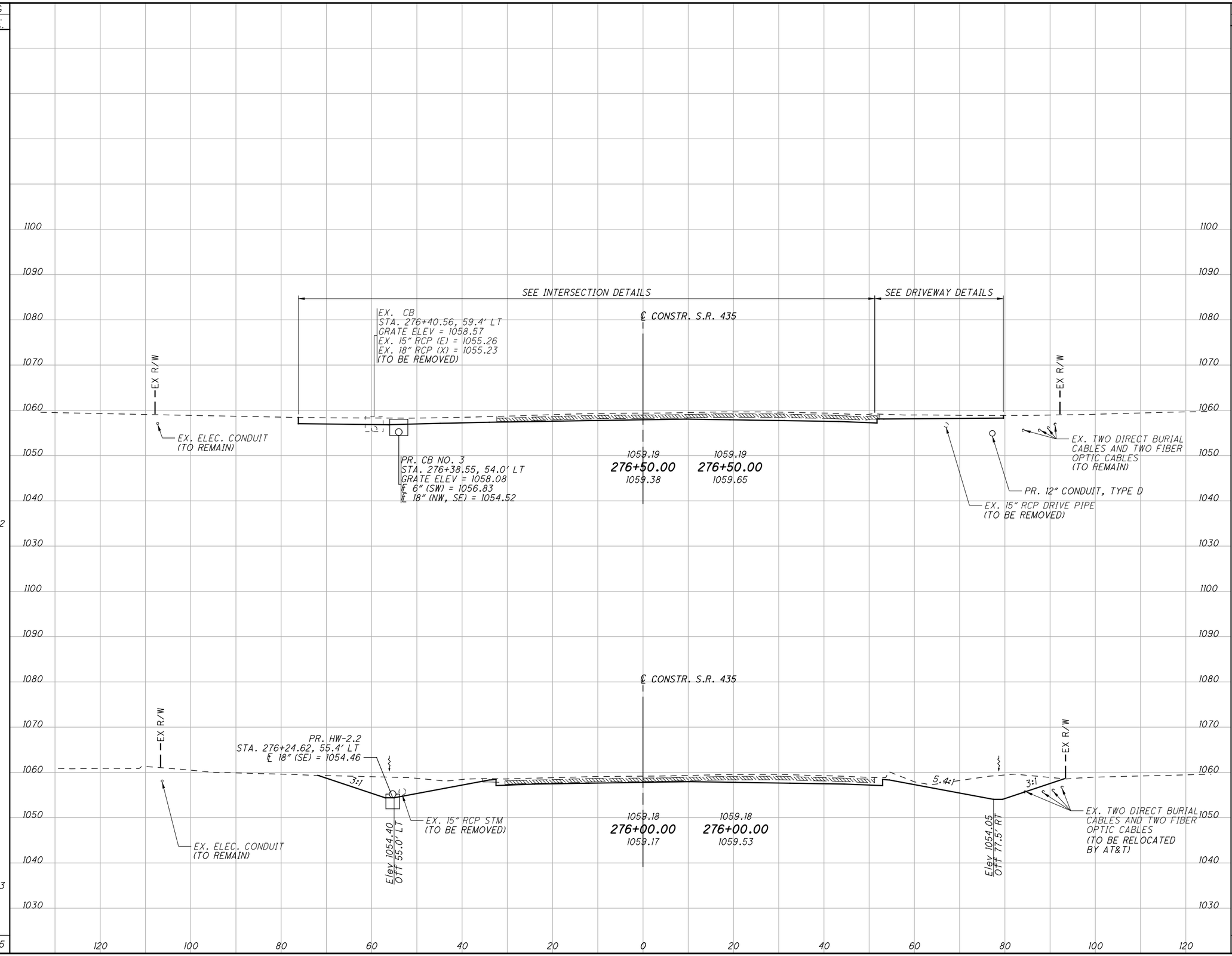
SEEDING	
END WIDTH	SQ. YDS.
0	242
87	483
·	725

END AREA	
CUT	FILL
116	0
225	0
·	·

VOLUME	
CUT	FILL
316	0
375	0.3
691	0.3

CALCULATED KD

CHECKED ACR



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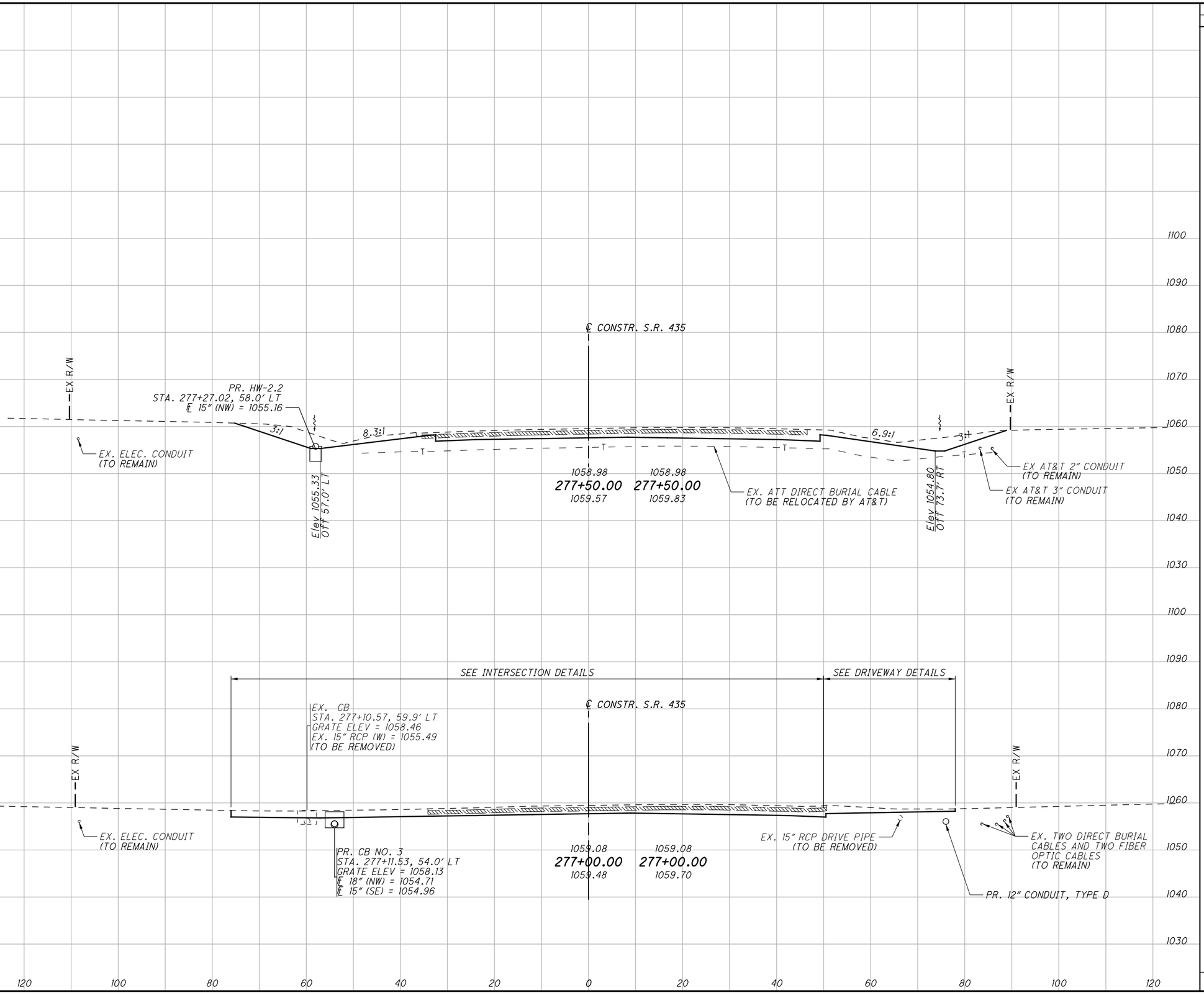
CROSS SECTIONS S.R. 435
STA. 276+00.00 TO STA. 276+50.00

FAY-435-0.97

208
393

SEEDING	
END WIDTH	SQ. YDS.
89	249
0	0
·	249



END AREA	
CUT	FILL
195	0
148	0
·	·

VOLUME	
CUT	FILL
317	0
244	0
561	0

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 277+00.00 TO STA. 277+50.00

FAY-435-0.97

209
393

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SEEDING	
END WIDTH	SQ. YDS.
84	470
85	485
·	955

END AREA	
CUT	FILL
196	0
201	0.1
·	·

VOLUME	
CUT	FILL
367	0.1
366	0.1
733	0.2

CALCULATED KD

CHECKED ACR

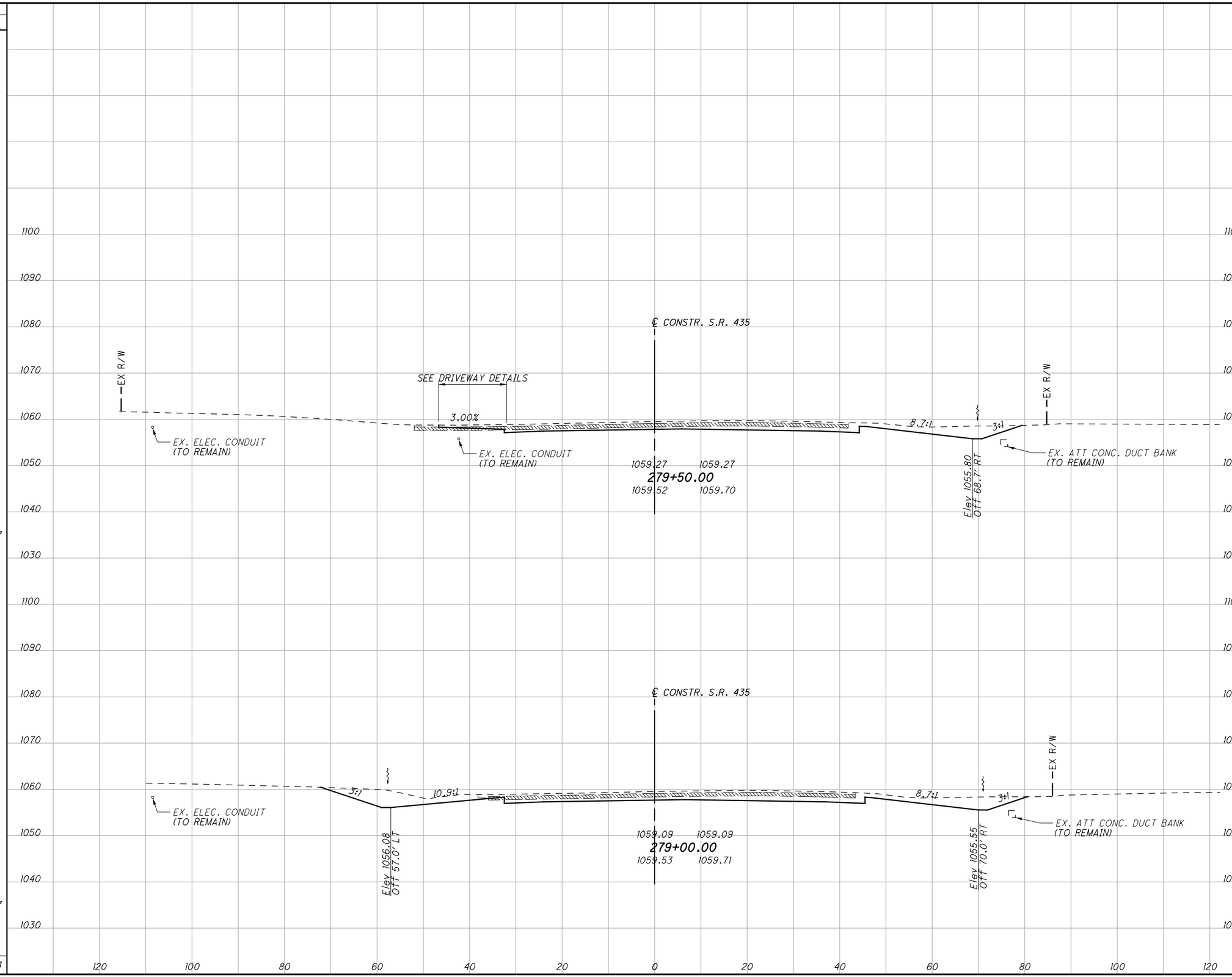
CROSS SECTIONS S.R. 435
STA. 278+00.00 TO STA. 278+50.00

FAY-435-0.97

210
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438XS155.dgn 7/13/2016 12:39:17 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.
40	337
81	457
·	794



END AREA	
CUT	FILL
105	0
187	0
·	·

VOLUME	
CUT	FILL
270	0
355	0
625	0

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 279+00.00 TO STA. 279+50.00

FAY-435-0.97

211
393

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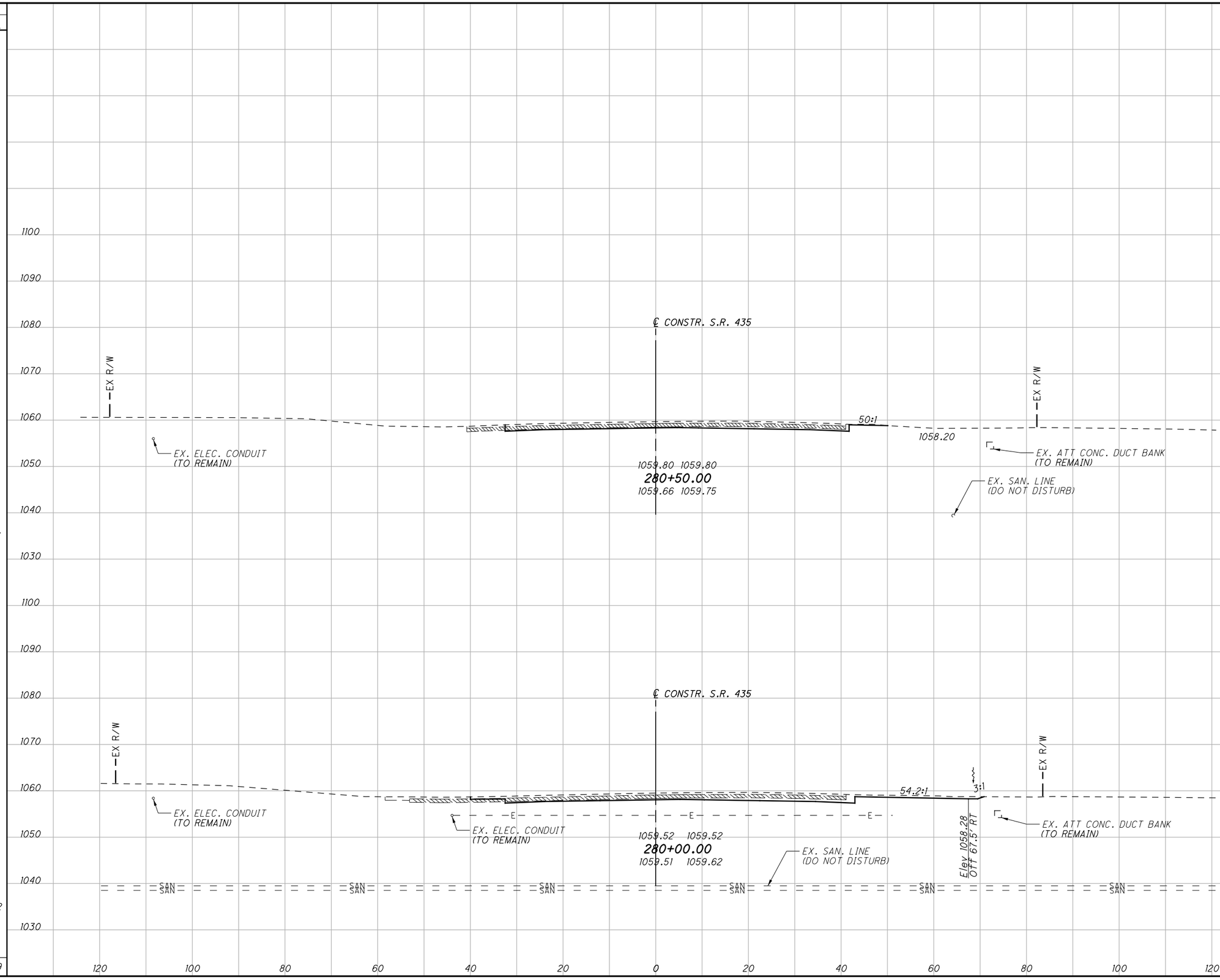
SEEDING	
END WIDTH	SQ. YDS.
13	127
32	202
.	329



END AREA	
CUT	FILL
22	0
44	0
.	.

VOLUME	
CUT	FILL
60	0
137	0
197	0

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 280+00.00 TO STA. 280+50.00

FAY-435-0.97

212
393

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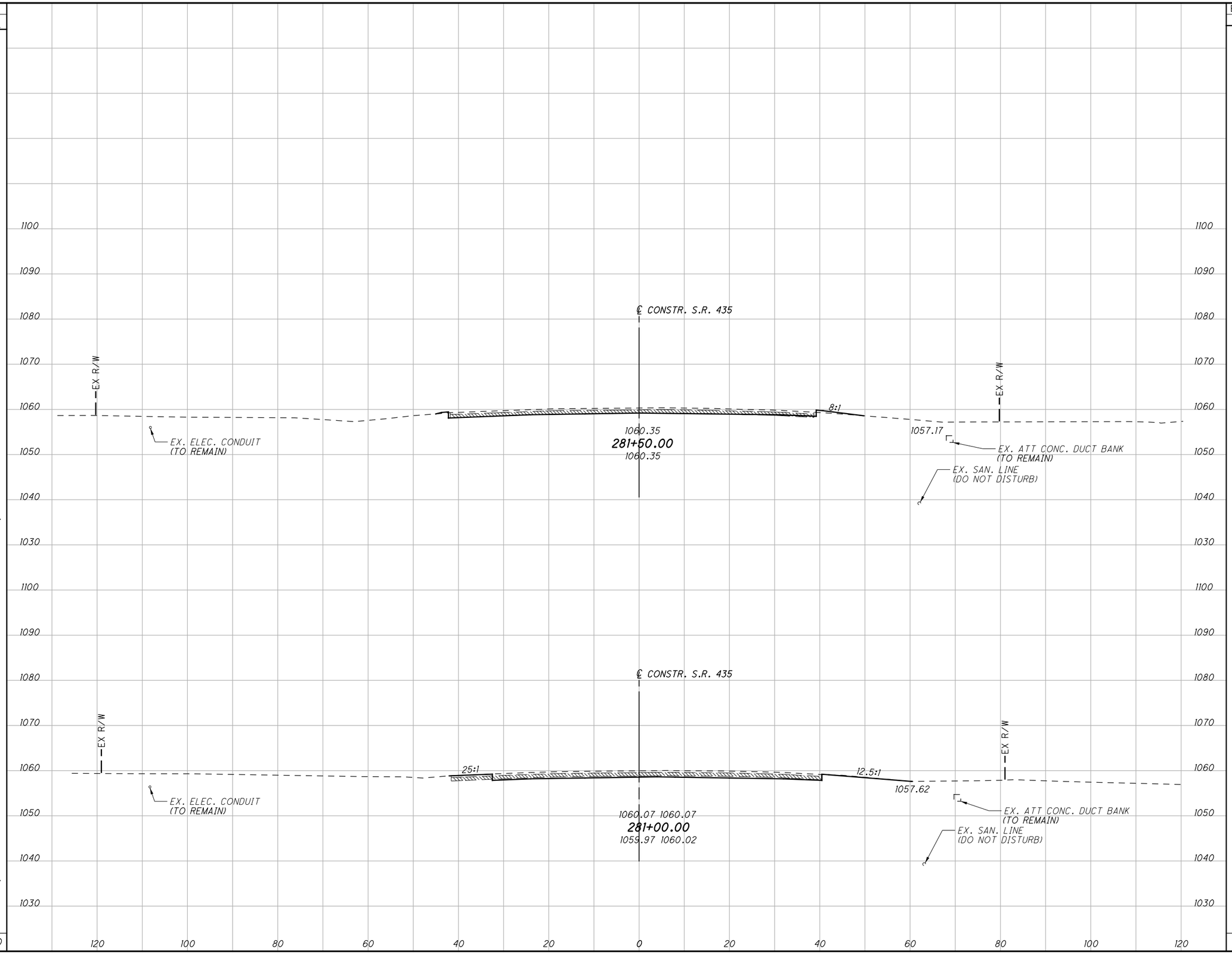
SEEDING	
END WIDTH	SQ. YDS.
18	147
35	133
.	280



END AREA	
CUT	FILL
2	3
21	0.1
.	.

VOLUME	
CUT	FILL
22	3
40	0.1
62	3

CALCULATED KD

CHECKED ACR

CROSS SECTIONS S.R. 435
STA. 281+00.00 TO STA. 281+50.00

FAY-435-0.97

213
393

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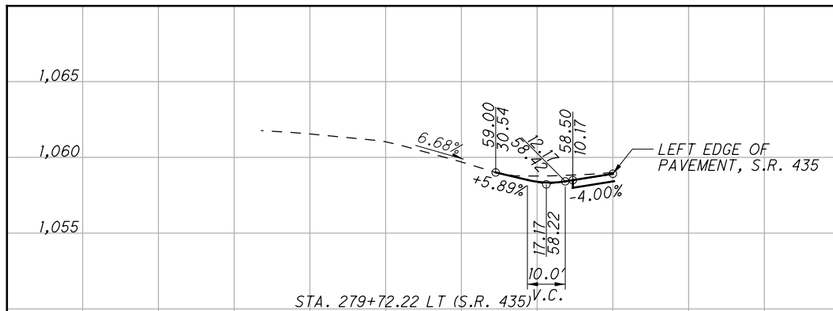
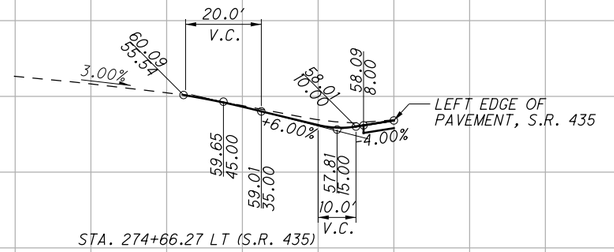
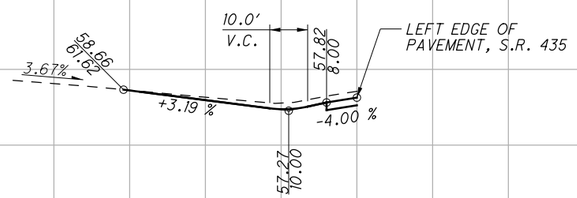


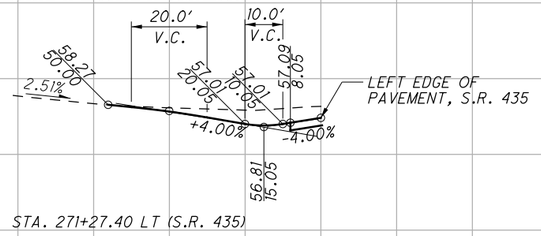
STA. 279+72.22 LT (S.R. 435)



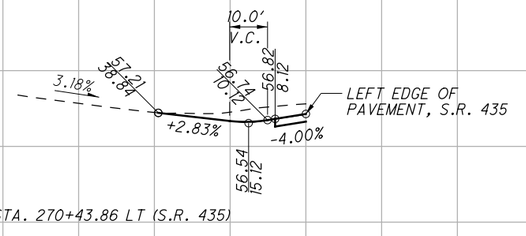
STA. 274+66.27 LT (S.R. 435)



STA. 272+83.41 LT (S.R. 435)



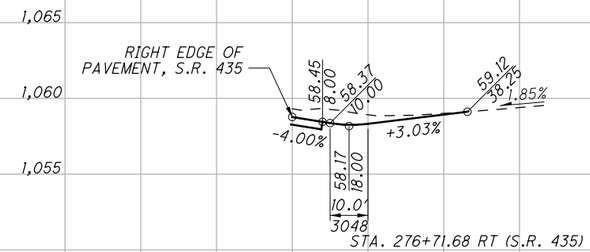
STA. 271+27.40 LT (S.R. 435)



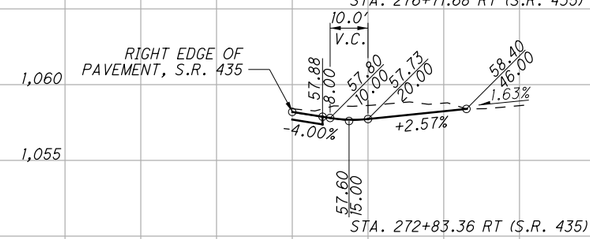
STA. 270+43.86 LT (S.R. 435)

S.R. 435 WESTBOUND DRIVEWAYS

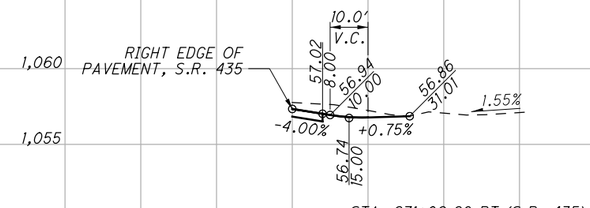
80 60 40 20 0



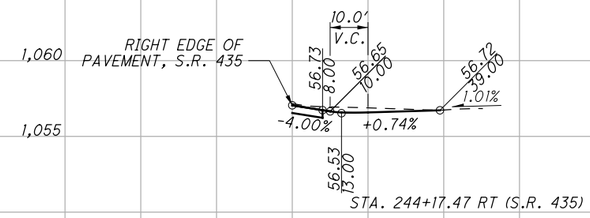
STA. 276+71.68 RT (S.R. 435)



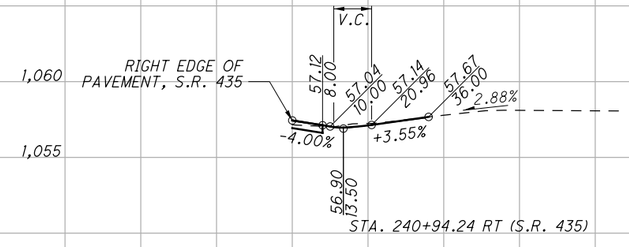
STA. 272+83.36 RT (S.R. 435)



STA. 271+06.98 RT (S.R. 435)



STA. 244+17.47 RT (S.R. 435)



STA. 240+94.24 RT (S.R. 435)

S.R. 435 EASTBOUND DRIVEWAYS

0 20 40 60 80

CALCULATED MYT
CHECKED SM

DRIVEWAY PROFILE

S.R. 435 EASTBOUND & WESTBOUND

FAY-435-0.97

214
393

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INTERSECTION DETAIL
S.R. 435 & GARRINGER-EDGEFIELD RD.

HORIZONTAL SCALE IN FEET: 0 10 20 40

CALCULATED MYT | CHECKED KMD

POT Sta. 403+78.57

℄ GARRINGER-EDGEFIELD RD.

GARRINGER-EDGEFIELD RD.

39.0′

8″ 8″

CURB, TYPE 7 - 10″ CURB

STA. 245+40.20, 113.81′ LT ℄ S.R. 435
STA. 403+08.22, 84.54′ LT ℄ GARRINGER-EDGEFIELD RD.

Δ= 89°-54′-37″
R = 65.00′
L = 102.00′

TRANSITION FROM 0″ TO 10″ OVER 10′

CURB, TYPE 7 - 10″ CURB

STA. 246+99.42, 115.85′ LT ℄ S.R. 435
STA. 403+10.11, 74.54′ RT ℄ GARRINGER-EDGEFIELD RD.

Δ= 86°-44′-07″
R = 55.00′
L = 86.23′

TRANSITION FROM 0″ TO 10″ OVER 10′

PI Sta. 246+54.14

N 32° 02′ 12″ E

℄ CONSTR. S.R. 435, STA. 246+24.89 =
℄ GARRINGER-EDGEFIELD RD., STA. 401+94.31

10.0′ R

S 57° 53′ 25″ E

℄ CONSTR. S.R. 435

℄ CONSTR. DWY

PR. CB NO. 2-2B
STA. 245+72.83, 79.0′ RT
GRATE ELEV. = 1054.85

Δ= 90°-09′-08″
R = 55.00′
L = 86.54′

STA. 245+50.63, 116.14′ RT ℄ CONSTR. S.R. 435
STA. 400+78.16, 74.40′ LT ℄ GARRINGER-EDGEFIELD RD.

CURB, TYPE 7 - 10″ CURB

TRANSITION FROM 0″ TO 10″ OVER 10′

HW ℄ = 1051.00

Δ= 89°-54′-37″
R = 65.00′
L = 102.00′

STA. 247+09.46, 113.88′ RT ℄ CONSTR. S.R. 435
STA. 400+80.38, 84.56′ RT ℄ GARRINGER-EDGEFIELD RD.

CURB, TYPE 7 - 10″ CURB

39.0′

GARRINGER-EDGEFIELD RD.

POT Sta. 400+00.00

FAY-435-0.97

215
393

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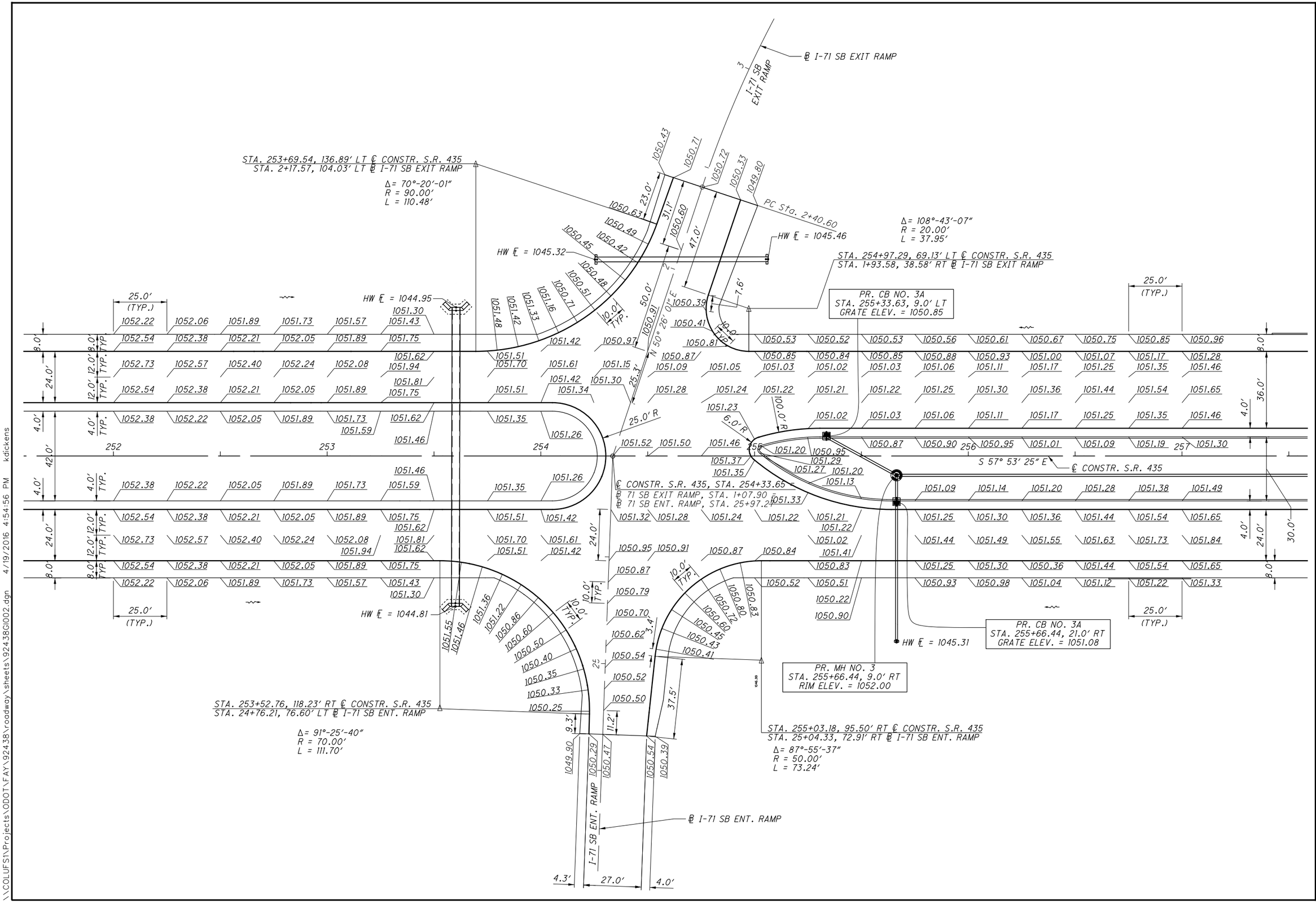


HORIZONTAL SCALE IN FEET
0 10 20 40

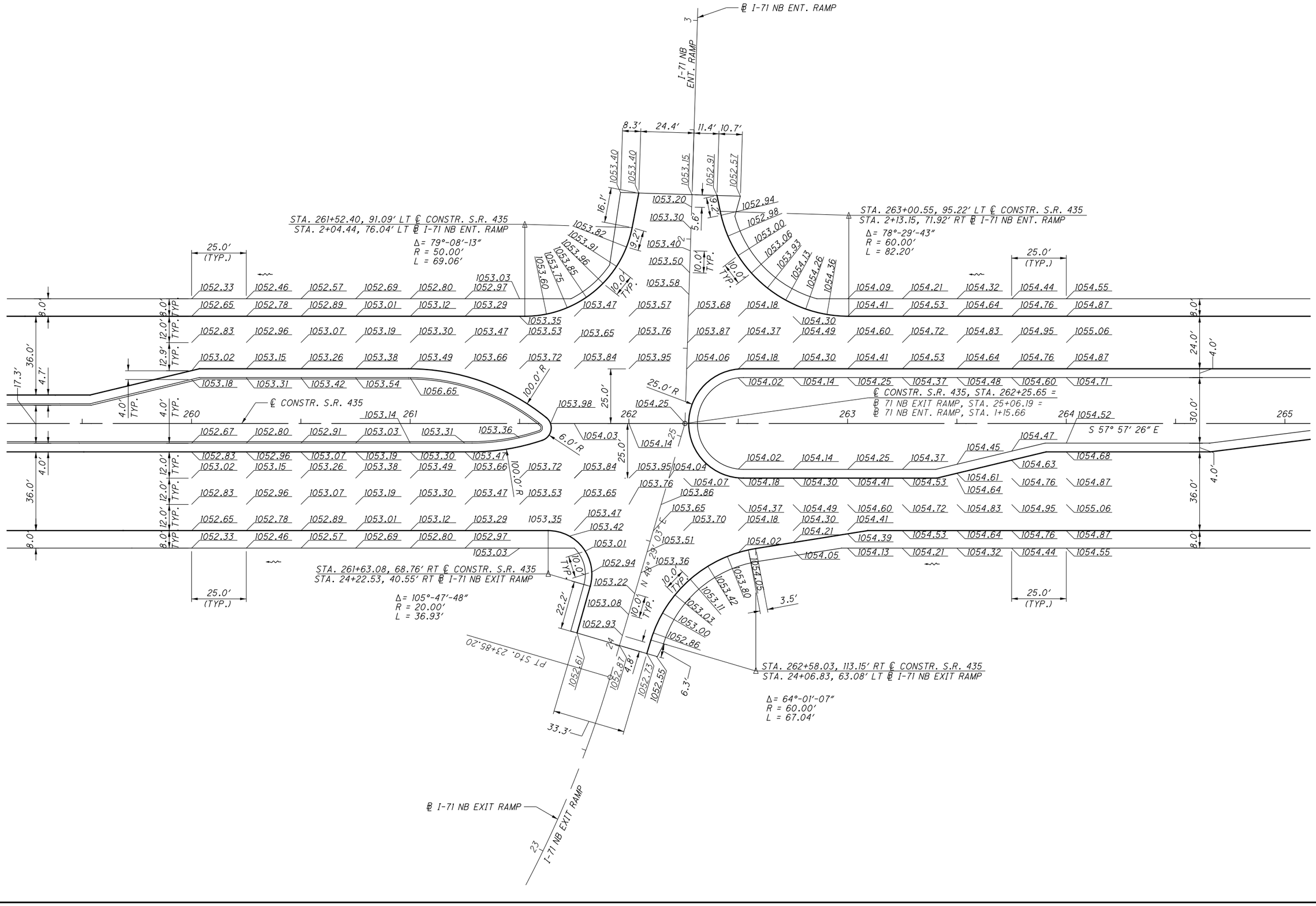
CALCULATED MYT
CHECKED KMD

INTERSECTION DETAIL
S.R. 435 & I-71 SB ENT./EXIT RAMP

FAY-435-0.97

216
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438GI002.dgn 4/19/2016 4:54:56 PM kdickens



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

INTERSECTION DETAIL
S.R. 435 & I-71 NB ENT./EXIT RAMP

FAY-435-0.97

217
393

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℄ PGL INTERSECTION PROFILE - CURVE NO. 1
P.I. Sta. 101+08.24
Δ = 9° 38′ 17″ (LT)
Dc = 22° 55′ 06″
R = 250.00′
T = 21.08′
L = 42.05′
E = 0.89′
C = 42.00′
C.B. = N 27° 13′ 26″ E

℄ PGL FOR INTERSECTION PROFILE
℄ ALLEN RD. (NORTH)
40.7′
12′
ALLEN RD.
1061.45
1061.04
1061.08
5.0′
3.0′
60.2′
38.8′
4.1′
PR. CB NO. 2-2B
STA. 268+25.60, 74.9′ LT
GRATE ELEV. = 1055.74
1060.88
1060.63
1060.48
1059.98
1059.48
1058.98
1058.48
1057.98
1057.48
1056.98
1056.48
1056.23
12″
18″
60″
N 22° 24′ 17″ E
10.0′ TYP.
5.0′
STA. 266+86.90, 108.96′ LT ℄ CONSTR. S.R. 435
STA. 11+24.78, 81.30′ LT ℄ ALLEN RD.
Δ = 99°-51′-25″
R = 60.00′
L = 104.57′
1058.56
1058.04
1057.41
1056.68
1055.86
1055.77
1055.98
1056.00
1055.95
1055.92
10.0′ TYP.
STA. 268+67.26, 128.40′ LT ℄ CONSTR. S.R. 435
STA. 11+12.96, 99.72′ LT ℄ ALLEN RD.
Δ = 79°-41′-29″
R = 80.00′
L = 111.27′
1058.40
1057.89
1057.26
1056.65
1055.97
1055.85
1056.21
1056.37
1056.47
1056.54
1056.60
PR. CB NO. 3A
STA. 269+05.38, 4.0′ RT
GRATE ELEV. = 1056.79
HW ℄ = 1051.35
HW ℄ = 1051.59
HW ℄ = 1051.33
℄ CONSTR. DWY
RIM EL. = 1057.10
HW ℄ = 1051.98
25.0′ (TYP.)
8.0′
1055.25 1055.37 1055.50 1055.62 1055.75 1055.50
1056.34 1056.41 1056.49 1056.56
1055.57 1055.69 1055.82 1055.94 1056.07 1055.82 1055.95 1056.12 1056.21 1056.45 1056.66 1056.73 1056.81 1056.88
8.0′ TYP.
1055.76 1055.88 1056.01 1056.13 1056.26 1056.00 1056.13 1056.28 1056.37 1056.61 1056.55 1056.59 1056.71 1056.77 1056.84 1056.91 1057.00 1057.06
4.0′ 24.0′ 12.0′ TYP.
1055.57 1055.69 1055.82 1055.94 1056.07 1055.91 1056.19 1056.32 1056.44 1056.56 1056.77 1056.87 1056.96 1057.03 1057.10 1057.18 1057.25
48.6′
7.0′ R
℄ CONSTR. S.R. 435, STA. 267+88.42 =
℄ ALLEN RD. NORTH, POT STA. 10+00.00
℄ CONSTR. S.R. 435
℄ CONSTR. S.R. 435, STA. 267+93.36 =
℄ PGL INTERSECTION, STA. 101+68.00
1055.41 1055.53 1055.66 1055.78 1055.30 1055.39 1055.55 1055.80 1055.93 1056.64 1056.76 1056.97 1057.18 1057.16 1057.23 1057.30 1057.38 1057.45
1055.09 1055.16 1055.24 1055.46 1056.95 1056.98 1057.05 1057.12 1057.20 1057.27
265 266 267 268 269 270
S 57° 57′ 26″ E
4.0′ TYP.
24.1′
1055.25 1055.32 1055.40 1055.56
1055.41 1055.48 1055.62 1055.71
℄ CONSTR. S.R. 435, STA. 268+30.11 =
℄ ALLEN RD. SOUTH, STA. 31+16.35
8.5′ R
1056.88 1056.84 1056.80 1057.04 1057.11
1057.09 1056.96 1056.78 1057.02 1057.09
4.1′ 41.8′ 10.5′ TYP. 12.0′ TYP. 12.0′ TYP. 8.0′ TYP.
13.6′ 16.8′ 20.3′ 23.0′
1055.57 1055.69 1055.82 1055.94 1056.07 1056.19 1056.32 1056.44 1056.56 1056.77
47.6′
75.0′
1056.10
PT Sta. 101+29.22
52.8′
1055.38 1055.50 1055.63 1055.75 1055.88 1056.00 1056.13 1056.31
1055.20 1055.32 1055.45 1055.57 1055.70 1055.82 1055.95 1056.12
1054.88 1055.00 1055.13 1055.25 1055.38 1055.50
1055.85
1
1056.06
1055.84
101
N 32° 20′ 30″ E
1056.41 1056.59 1056.66 1056.73 1056.80 1056.88 1056.56
1056.29
10.0′ TYP.
1055.95 1056.00 1056.04 1056.36 1055.85 1055.83 1055.49 1055.18 1054.96 1054.67 1054.40 1054.21 1054.02
PC Sta. 100+87.17
1055.62
1055.40
1055.18
1054.96
PT Sta. 30+07.34
1054.75
1054.53
N 32° 02′ 34″ E
3.6′
8.5′
1053.72
1054.33
1054.88
1055.13
1056.65 1056.73 1056.79 1056.40 1056.54 1056.35 1056.25 1056.20 1056.15 1056.00
HW ℄ = 1051.31
HW ℄ = 1050.80
PR. CB NO. 3A
STA. 269+05.38, 21.0′ RT
GRATE ELEV. = 1056.77
7.0′
34.7′
STA. 269+34.57, 108.16′ RT ℄ CONSTR. S.R. 435
STA. 30+08.17, 104.44′ RT ℄ ALLEN RD. SOUTH
HW ℄ = 1050.21
Δ = 72°-18′-50″
R = 85.00′
L = 107.28′
PR. MH NO. 3
STA. 268+71.53, 87.8′ RT
RIM ELEV. = 1055.10
Δ = 88°-32′-28″
R = 90.00′
L = 139.08′
STA. 266+93.45, 112.60′ RT ℄ CONSTR. S.R. 435
STA. 29+68.04, 136.21′ LT ℄ ALLEN RD. SOUTH
℄ ALLEN RD. SOUTH, STA. 29+75.13, 23.31′ LT =
℄ PGL INTERSECTION, STA. 100+26.61
POT Sta. 100+00.00
29+05.40
℄ ALLEN RD. (SOUTH)

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED MYT
CHECKED KMD

INTERSECTION DETAIL
S.R. 435 & ALLEN RD.

FAY-435-0.97

218
393

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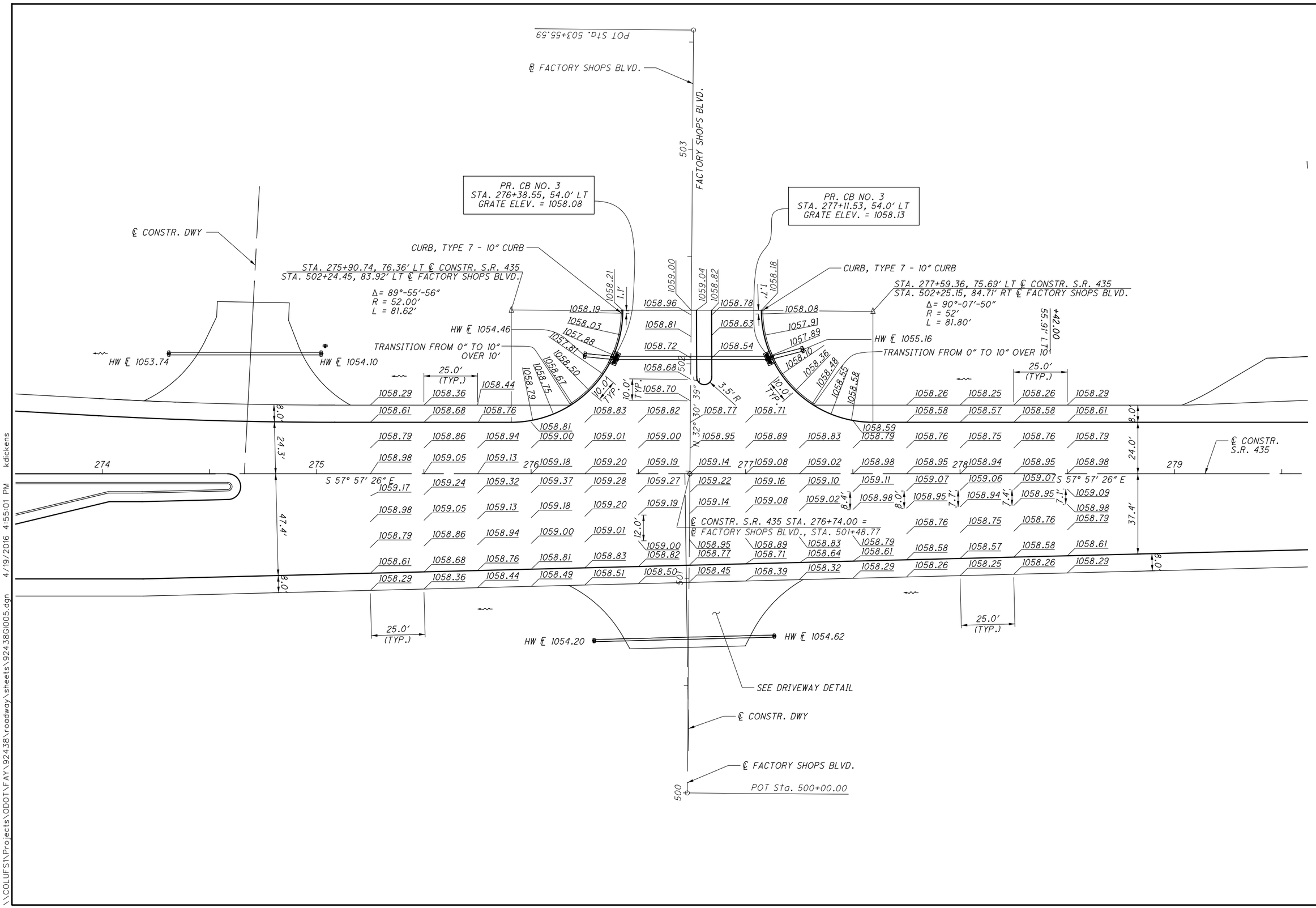

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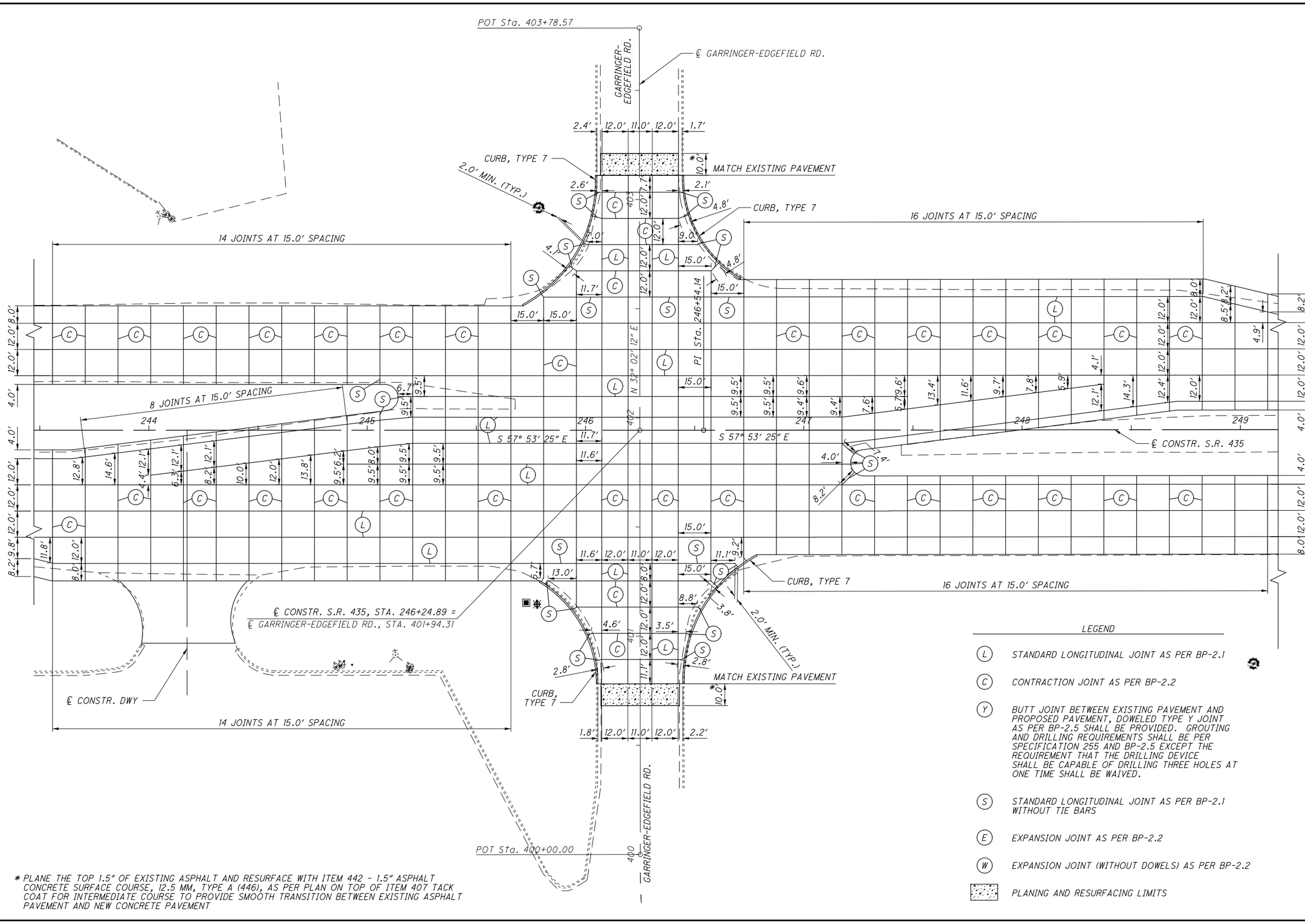
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

INTERSECTION DETAIL
S.R. 435 & FACTORY SHOPS BLVD.

FAY-435-0.97

219
393



* PLANE THE TOP 1.5″ OF EXISTING ASPHALT AND RESURFACE WITH ITEM 442 - 1.5″ ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN ON TOP OF ITEM 407 TACK COAT FOR INTERMEDIATE COURSE TO PROVIDE SMOOTH TRANSITION BETWEEN EXISTING ASPHALT PAVEMENT AND NEW CONCRETE PAVEMENT

LEGEND

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT, DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT (WITHOUT DOWELS) AS PER BP-2.2
- PLANING AND RESURFACING LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT JOINT DETAIL
S.R. 435 & GARRINGER-EDGEFIELD RD.

FAY-435-0.97

220
393

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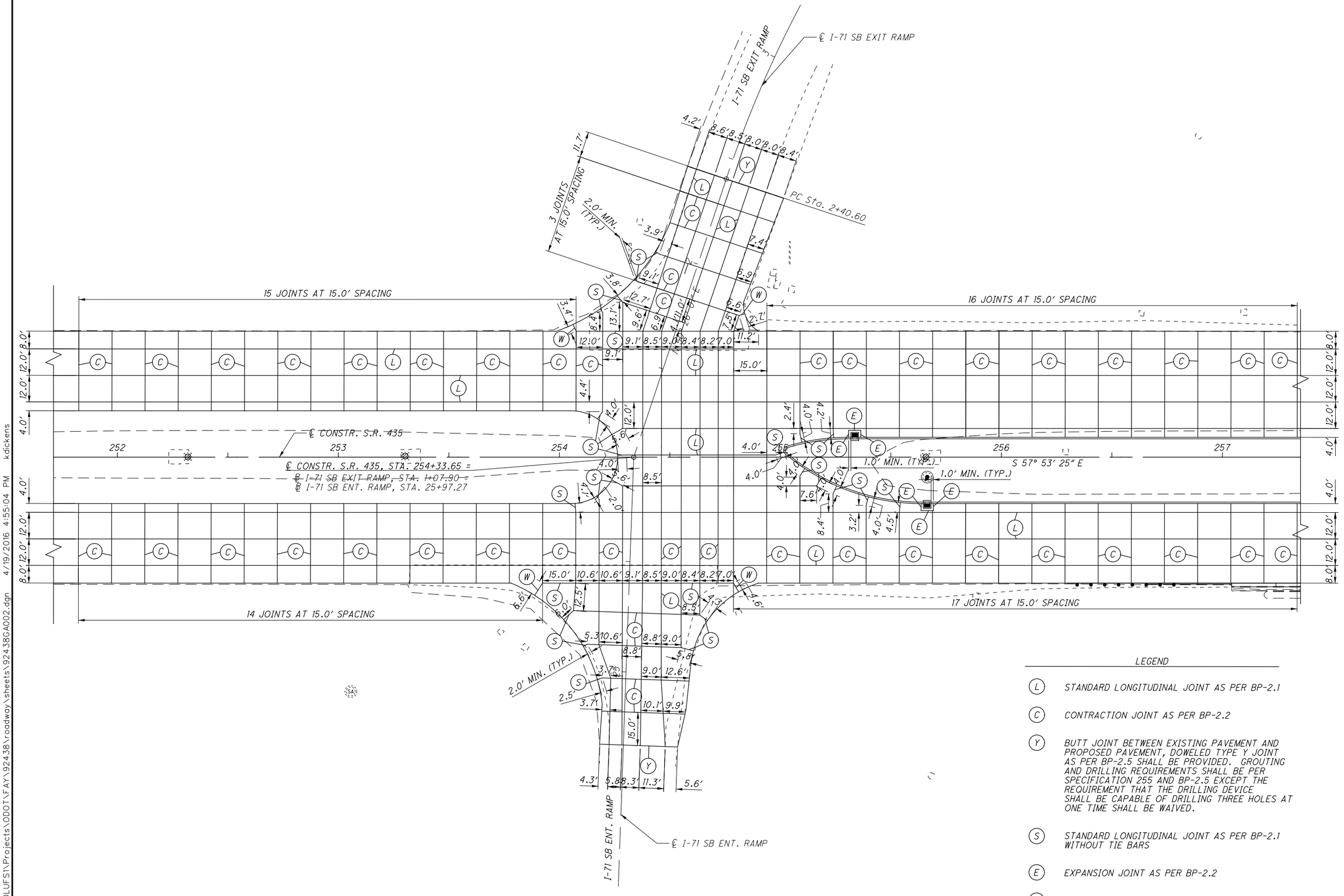

LEGEND

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT, DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT (WITHOUT DOWELS) AS PER BP-2.2

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT JOINT DETAIL
S.R. 435 & I-71 SB ENT./EXIT RAMP

FAY-435-0.97

221
393

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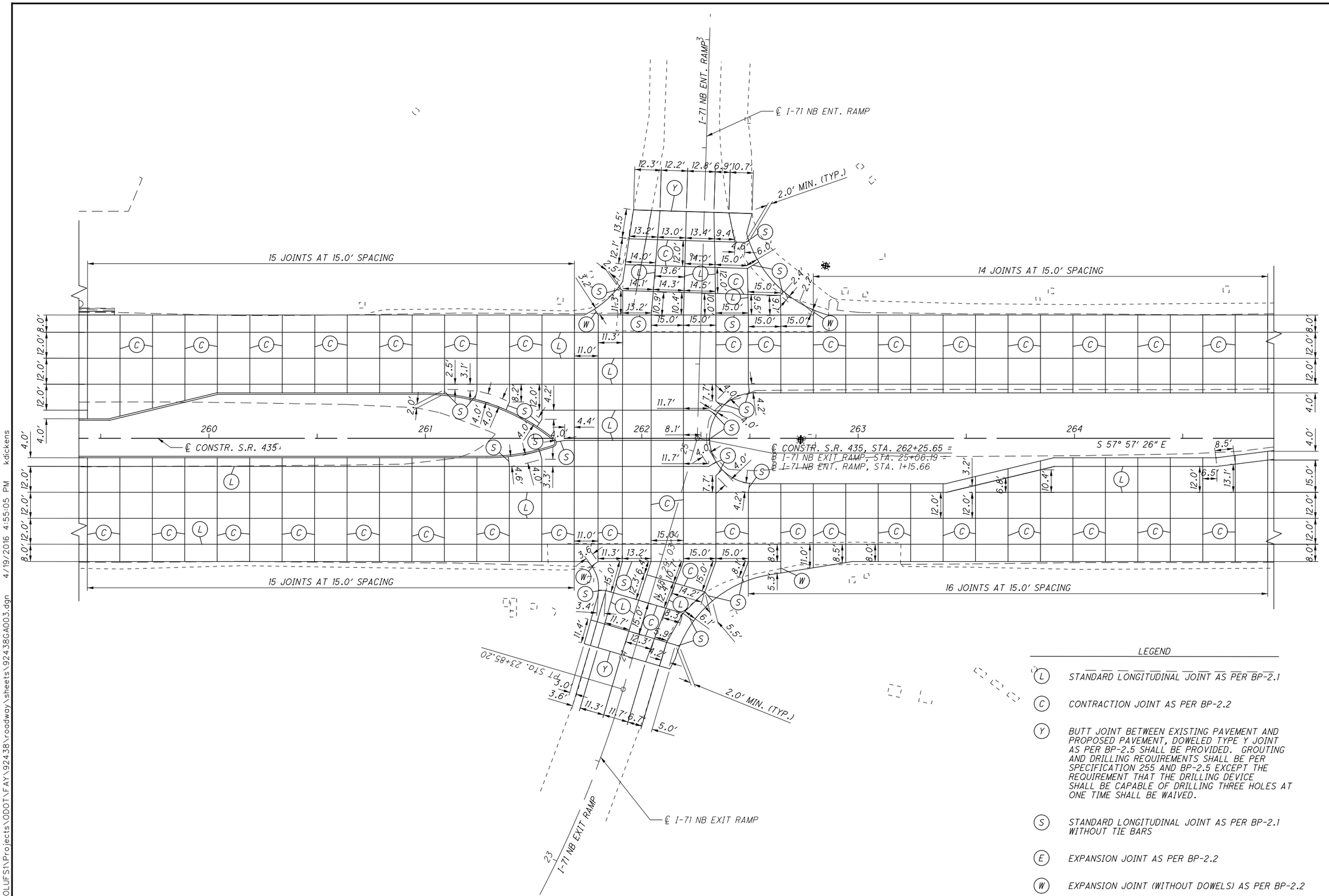

LEGEND

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT, DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT (WITHOUT DOWELS) AS PER BP-2.2

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT JOINT DETAIL
S.R. 435 & I-71 NB ENT./EXIT RAMP

FAY-435-0.97

222
393

LEGEND

- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (Y) BUTT JOINT BETWEEN EXISTING PAVEMENT AND PROPOSED PAVEMENT, DOWELED TYPE Y JOINT AS PER BP-2.5 SHALL BE PROVIDED. GROUTING AND DRILLING REQUIREMENTS SHALL BE PER SPECIFICATION 255 AND BP-2.5 EXCEPT THE REQUIREMENT THAT THE DRILLING DEVICE SHALL BE CAPABLE OF DRILLING THREE HOLES AT ONE TIME SHALL BE WAIVED.
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (E) EXPANSION JOINT AS PER BP-2.2
- (W) EXPANSION JOINT (WITHOUT DOWELS) AS PER BP-2.2
- PLANING AND RESURFACING LIMITS

℄ ALLEN RD.

ALLEN RD.

℄ CONSTR. DWY

2.0′ MIN. (TYP.)

12 JOINTS AT 15.0′ SPACING

8 JOINTS AT 15.0′ SPACING

6 JOINTS AT 15.0′ SPACING

℄ CONSTR. S.R. 435, STA. 268+30.11 =
℄ ALLEN RD., STA. 31+16.35

S 57° 57′ 26″ E

℄ CONSTR. S.R. 435

N 32° 02′ 00″ E

13 JOINTS AT 15.0′ SPACING

10 JOINTS AT 15.0′ SPACING

4.0′ PT STA. 30+07.34

℄ CONSTR. S.R. 435, STA. 267+88.42 =
℄ ALLEN RD., STA. 10+00.00

℄ ALLEN RD.

MATCH EXISTING PAVEMENT

266 267 268 269 270

* PLANE THE TOP 1.5″ OF EXISTING ASPHALT AND RESURFACE WITH ITEM 442 - 1.5″ ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN ON TOP OF ITEM 407 TACK COAT FOR INTERMEDIATE COURSE TO PROVIDE SMOOTH TRANSITION BETWEEN EXISTING ASPHALT PAVEMENT AND NEW CONCRETE PAVEMENT

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT JOINT DETAIL
S.R. 435 & ALLEN RD.

FAY-435-0.97

223
393

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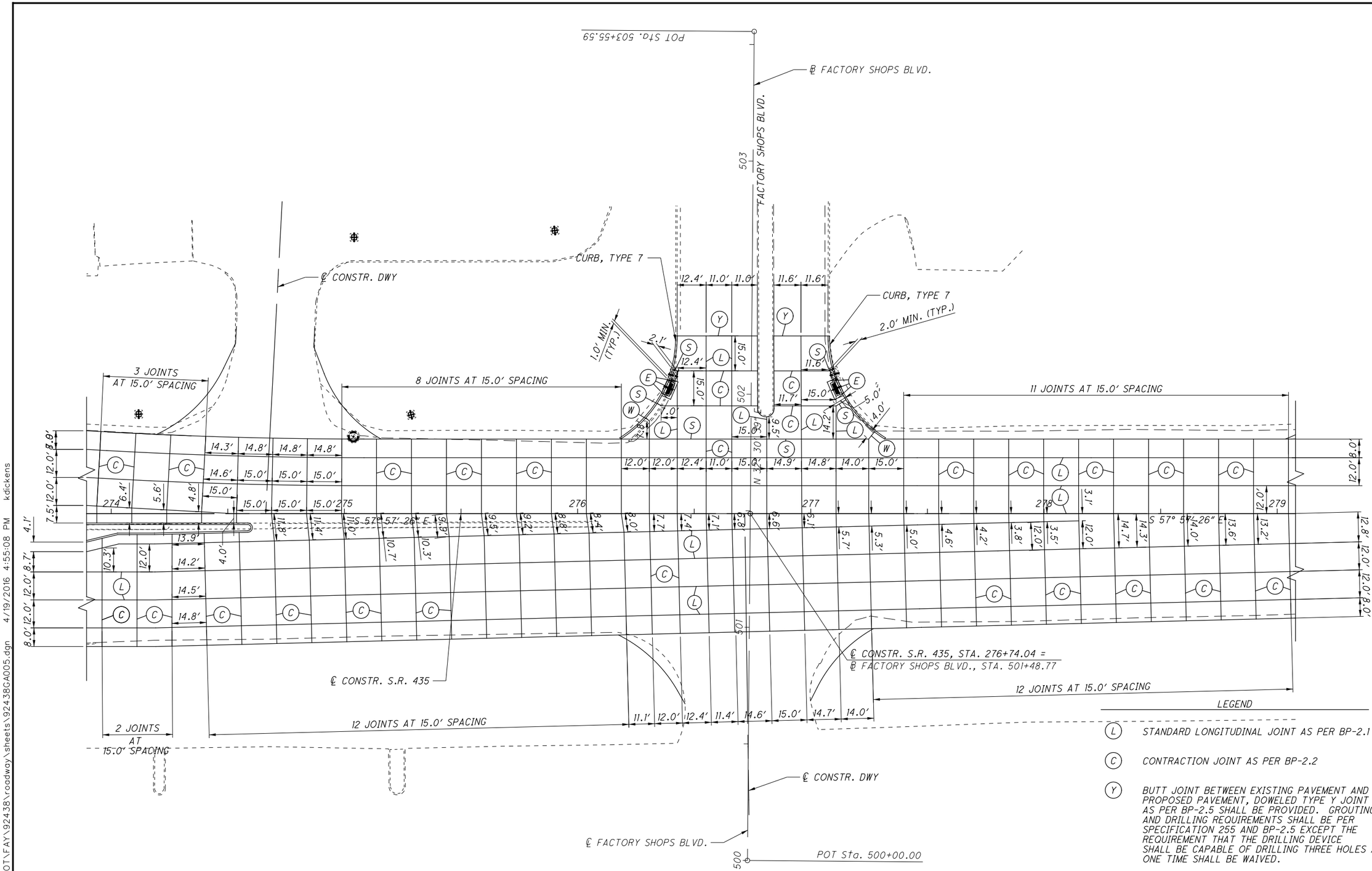

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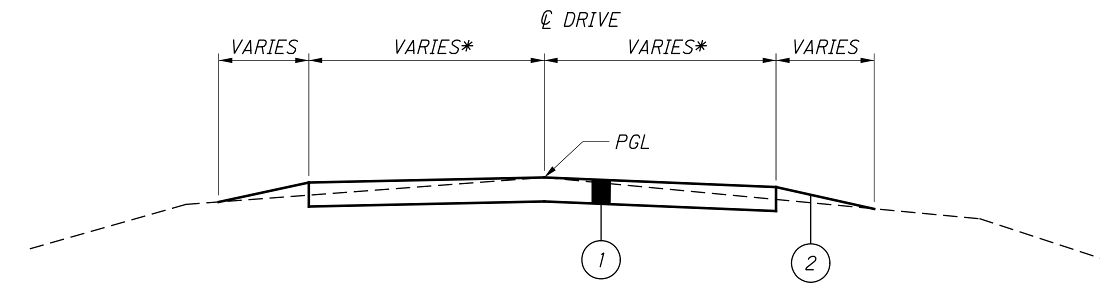
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT JOINT DETAIL
S.R. 435 & FACTORY SHOPS BLVD.

FAY-435-0.97

SHEET NO.	REFERENCE NO.	STATION	SIDE	DRIVE TYPE	APRON LENGTH "L1"	DRIVEWAY LENGTH "L2"	WIDTH "W"	R1 (LEFT SIDE RADII OF DRIVE LOOKING FROM CL)	R2 (RIGHT SIDE RADII OF DRIVE LOOKING FROM CL)	202 PAVEMENT REMOVED, ASPHALT	452 8" NON-REINFORCED CONCRETE PAVEMENT
								FT	FT	SQ YD	SQ YD
215	DR01	240+94.24	RT	COMMERCIAL	149.80	36.00	45.34	120	120	266.6	353
215	DR02	244+17.47	RT	COMMERCIAL	58.75	28.54	42.88	30	25	169.4	142
216	DR03	270+43.86	LT	COMMERCIAL	64.55	31.00	35.95	30	30	121.0	159
216	DR04	271+27.40	LT	COMMERCIAL	56.21	48.28	30.38	35	35	160.8	176
216	DR05	271+06.98	RT	COMMERCIAL	110.36	23.01	67.86	50	50	181.2	219
216	DR06	272+83.36	RT	COMMERCIAL	110.07	110.07	42.60	70	65	318.6	285
217	DR07	272+83.41	LT	COMMERCIAL	89.19	53.62	31.78	50	50	201.9	284
217	DR08	274+66.27	LT	COMMERCIAL	96.30	47.58	33.53	60	55	150.1	279
217	DR09	276+71.68	RT	COMMERCIAL	109.35	30.25	53.82	60	60	212.6	254
217	DR10	279+72.22	LT	COMMERCIAL	118.50	20.38	51.26	100	100	161.9	188
TOTALS CARRIED TO GENERAL SUMMARY										1944	2338



DRIVEWAY TYPICAL SECTION

(1) ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT

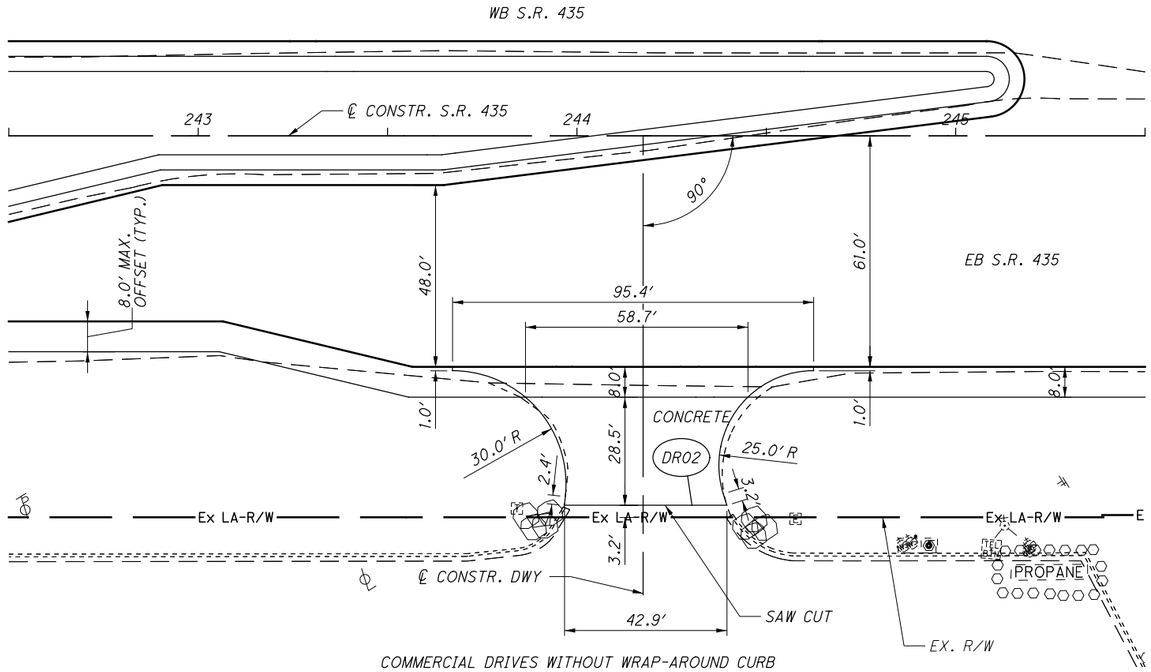
(2) ITEM 659 - SEEDING AND MULCHING

* SEE DRIVEWAY DETAILS FOR DIMENSIONS

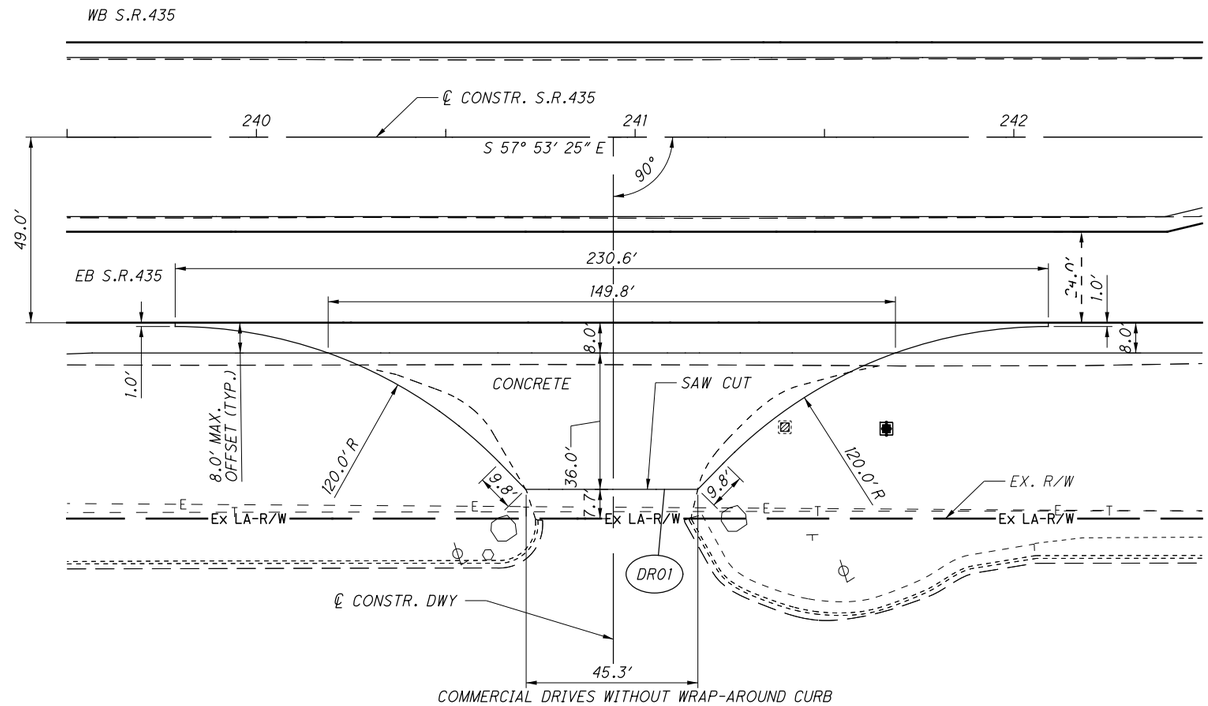
CALCULATED MYT
CHECKED KMD

DRIVEWAY SUBSUMMARY

FAY-435-0.97



COMMERCIAL DRIVES WITHOUT WRAP-AROUND CURB
EASTBOUND S.R. 435
STA.244+17.47



COMMERCIAL DRIVES WITHOUT WRAP-AROUND CURB
EASTBOUND S.R. 435
STA.240+94.24

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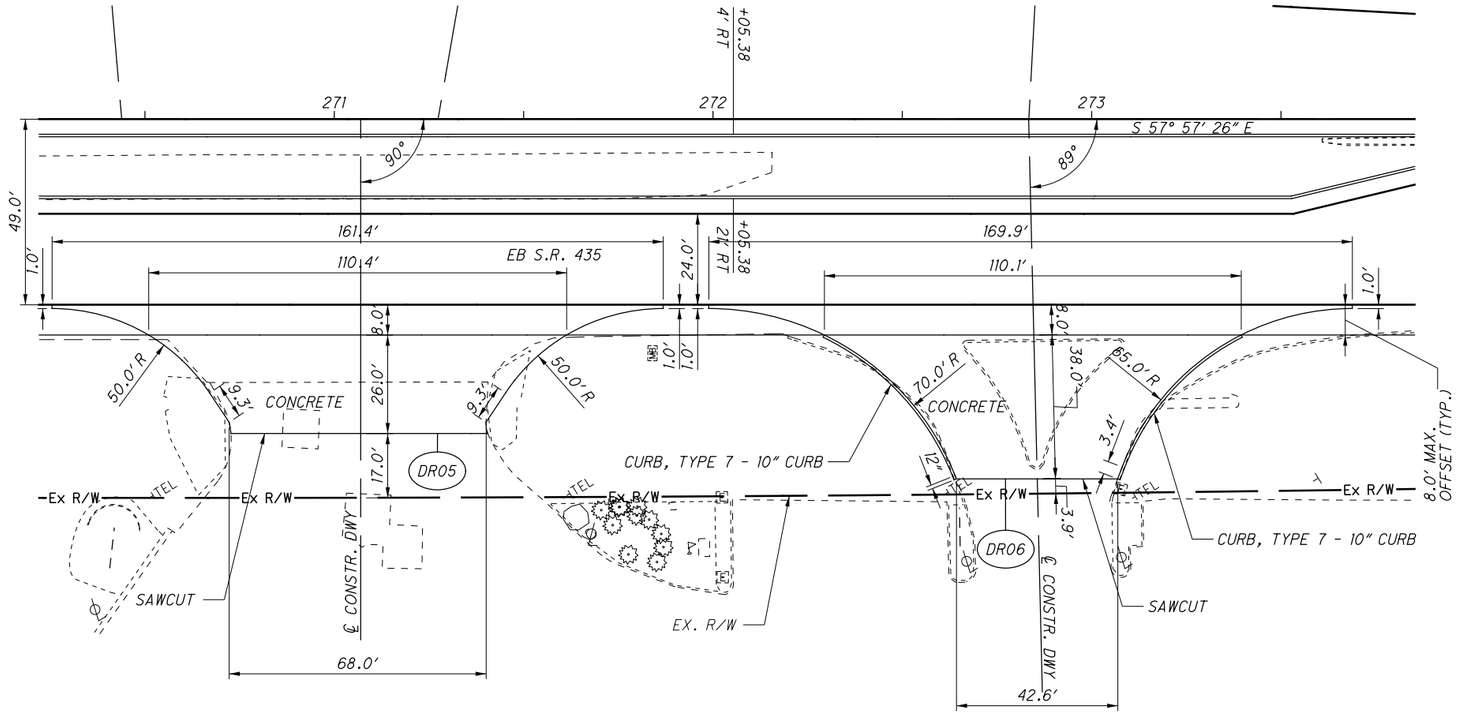
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

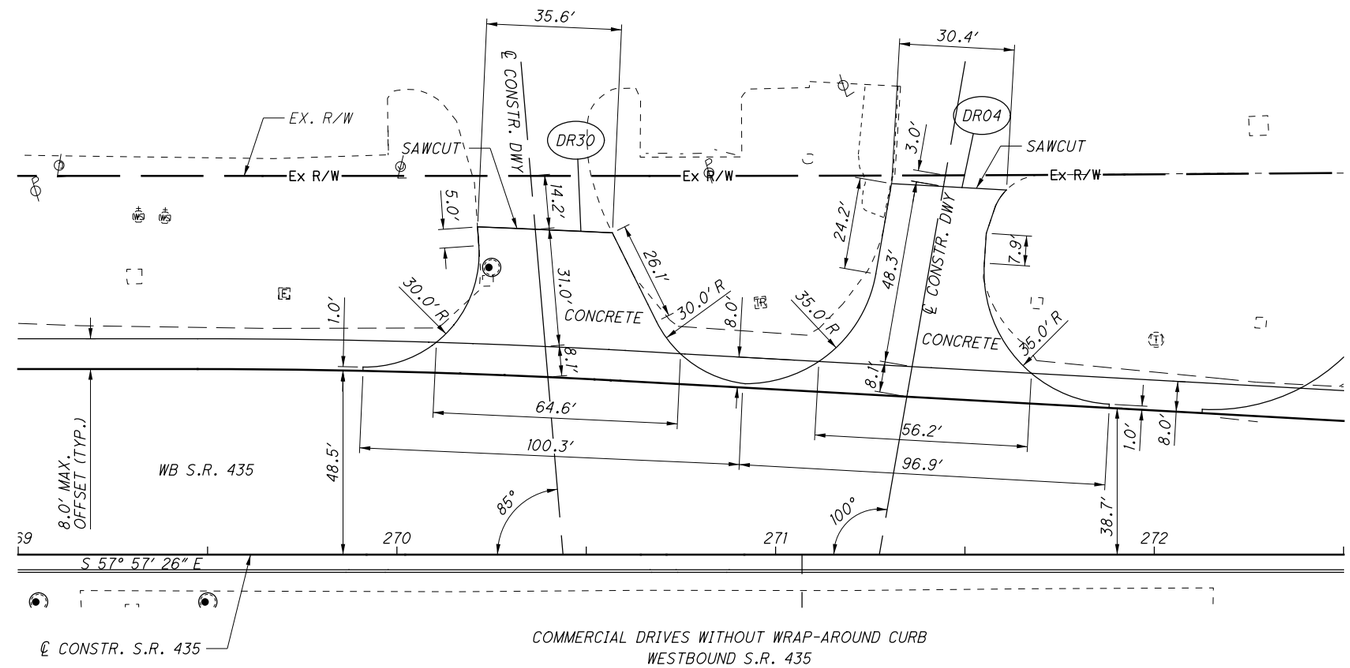
DRIVEWAY DETAILS - S.R. 435 EB
STA. 240+94.24 & STA. 244+17.47

FAY-435-0.97

226
393



COMMERCIAL DRIVES WITHOUT AND WITH WRAP-AROUND CURB
EASTBOUND S.R. 435
STA. 271+06.98 & STA. 272+83.36



COMMERCIAL DRIVES WITHOUT WRAP-AROUND CURB
WESTBOUND S.R. 435
STA. 270+43.86 & STA. 271+27.40

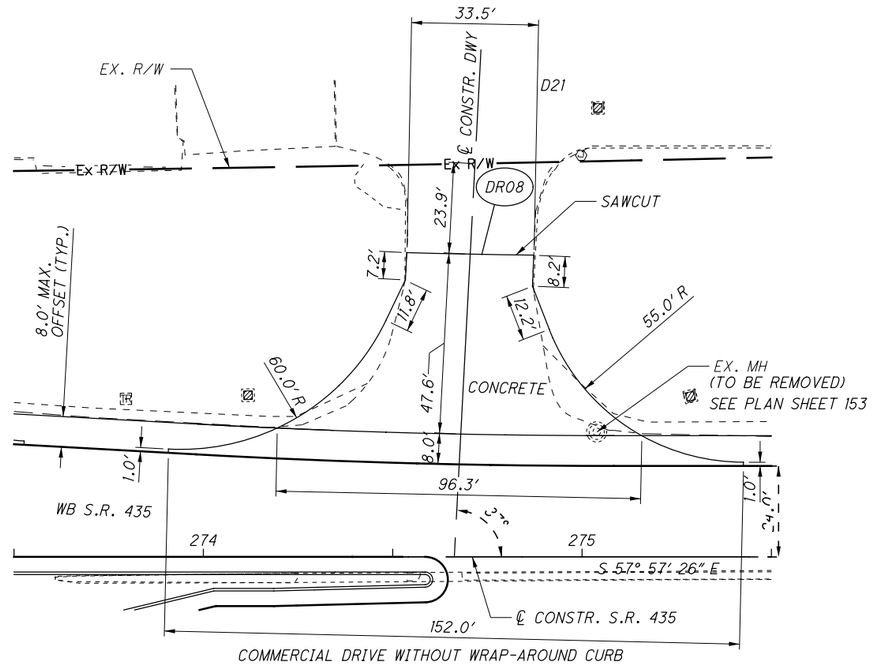
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

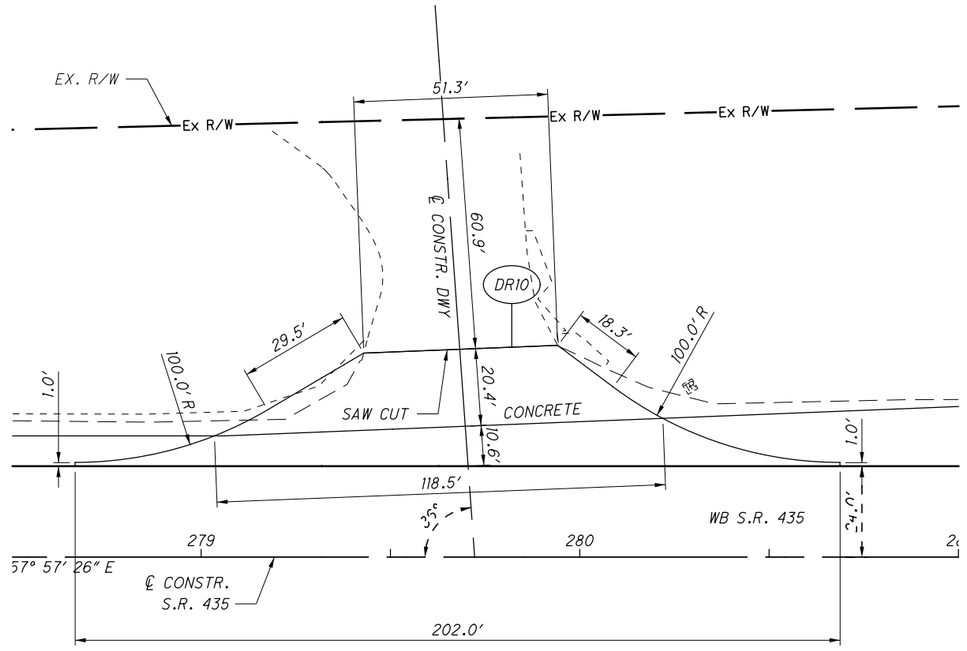
DRIVEWAY DETAILS - S.R. 435 WB & EB
STA. 270+43.86 TO STA. 272+83.36

FAY-435-0.97

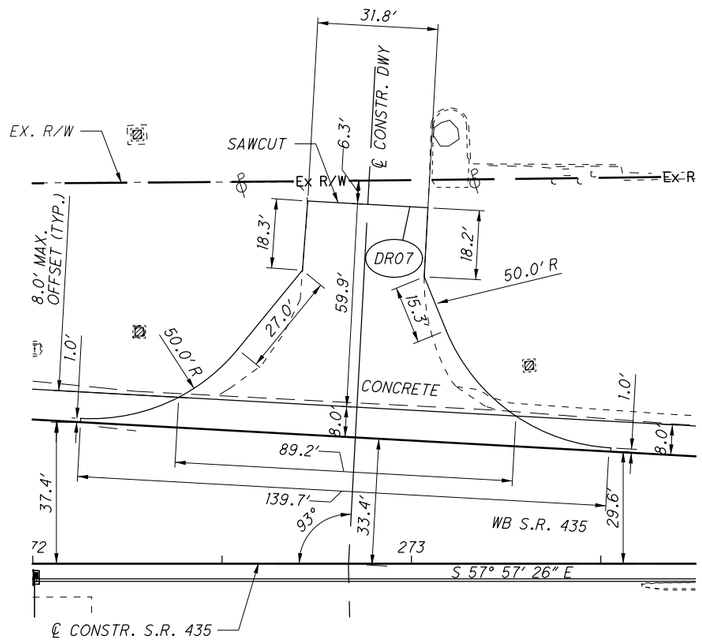
227
393



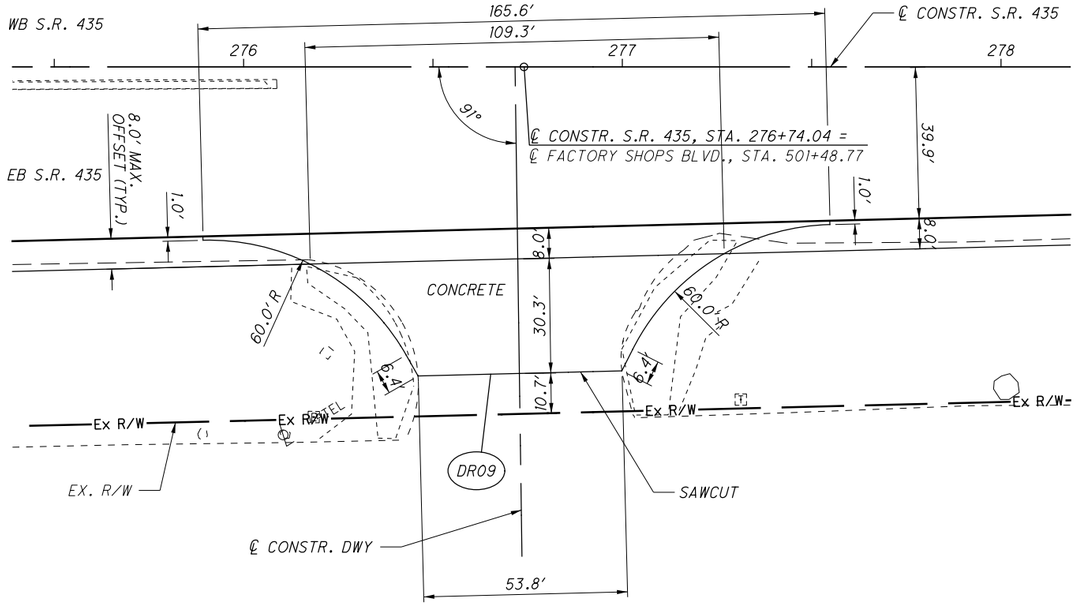
COMMERCIAL DRIVE WITHOUT WRAP-AROUND CURB
WESTBOUND S.R. 435
STA. 274+66.27



COMMERCIAL DRIVE WITHOUT WRAP-AROUND CURB
WESTBOUND S.R. 435
STA. 279+72.22



COMMERCIAL DRIVE WITHOUT WRAP-AROUND CURB
WESTBOUND S.R. 435
STA. 272+83.41



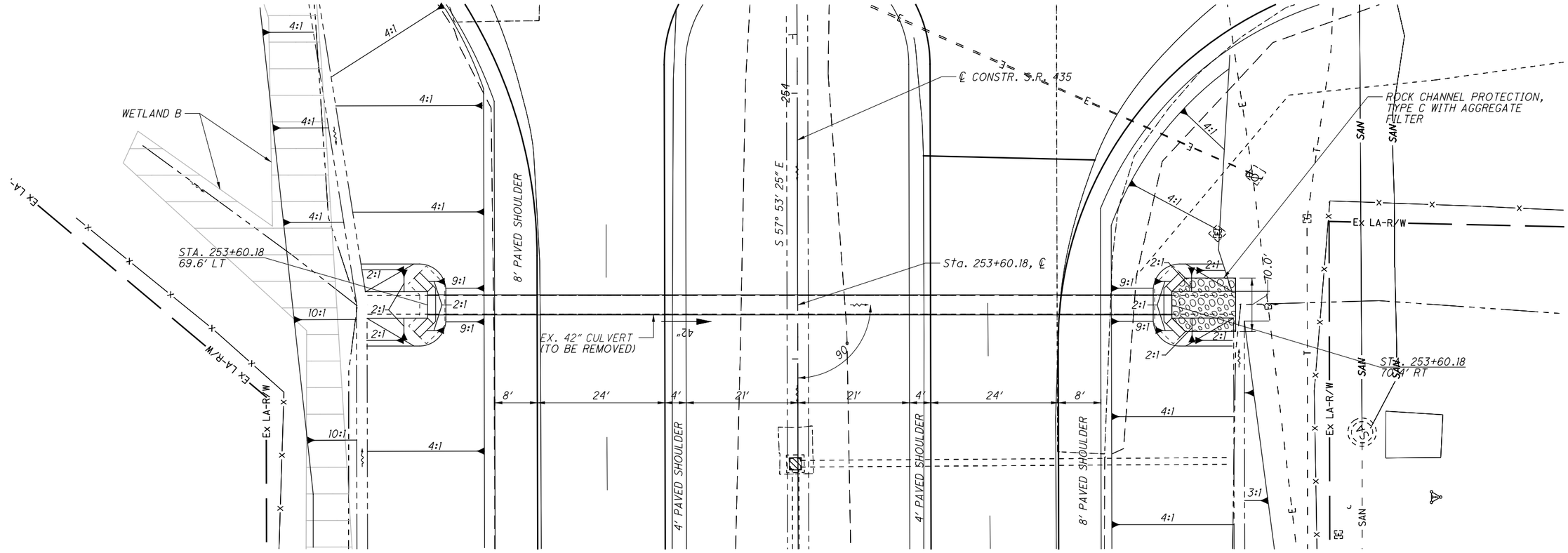
COMMERCIAL DRIVE WITHOUT WRAP-AROUND CURB
EASTBOUND S.R. 435
STA. 276+71.68

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

DRIVEWAY DETAILS - S.R. 435 WB & EB
STA. 272+83.41 TO STA. 276+71.68

FAY-435-0.97

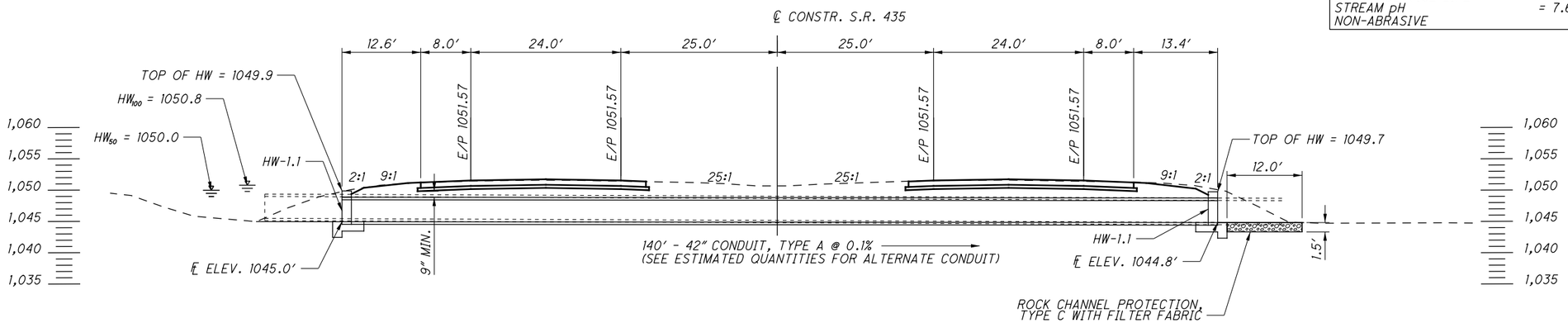


EXISTING STRUCTURE (TO BE REMOVED)	
TYPE:	REINFORCED CONCRETE PIPE
SIZE:	163' - 42"
SKEW:	NORMAL
ALIGNMENT:	TANGENT
DATE BUILT:	1962
CONDITION:	POOR
CFN:	N/A

ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)				
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
601	32210	7	CY	ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER
602	20000	13.4	CY	CONCRETE MASONRY
611	19200	140	FT	42" CONDUIT, TYPE A, 706.02 OR 48", 707.01 (0.138), 707.02 (0.138), 707.04 (1/2") (0.079), 707.05 (0.079) ALUMINIZED, 707.07 (0.079) ALUMINIZED

PROPOSED STRUCTURE	
TYPE:	42" CONDUIT
SKEW:	NORMAL
ALIGNMENT:	TANGENT
CFN:	244350070

HYDRAULIC DESIGN DATA	
DRAINAGE AREA	= 102.40 Ac.
Q_{50}	= 82 CFS
Q_{100}	= 95 CFS
HW_{50}	= 1050.0'
HW_{100}	= 1050.8'
V_{50}	= 8.35 FPS
V_{100}	= 9.67 FPS
OHWM	= 1046.73
VOLUME OF FILL BELOW OHWM	= 11.25 CY
AREA OF FILL BELOW OHWM	= 15.89 SY
LINEAR STREAM IMPACT	= 4.5 LF
DESIGN SERVICE LIFE	= 75 YEARS
STREAM pH	= 7.6
NON-ABRASIVE	



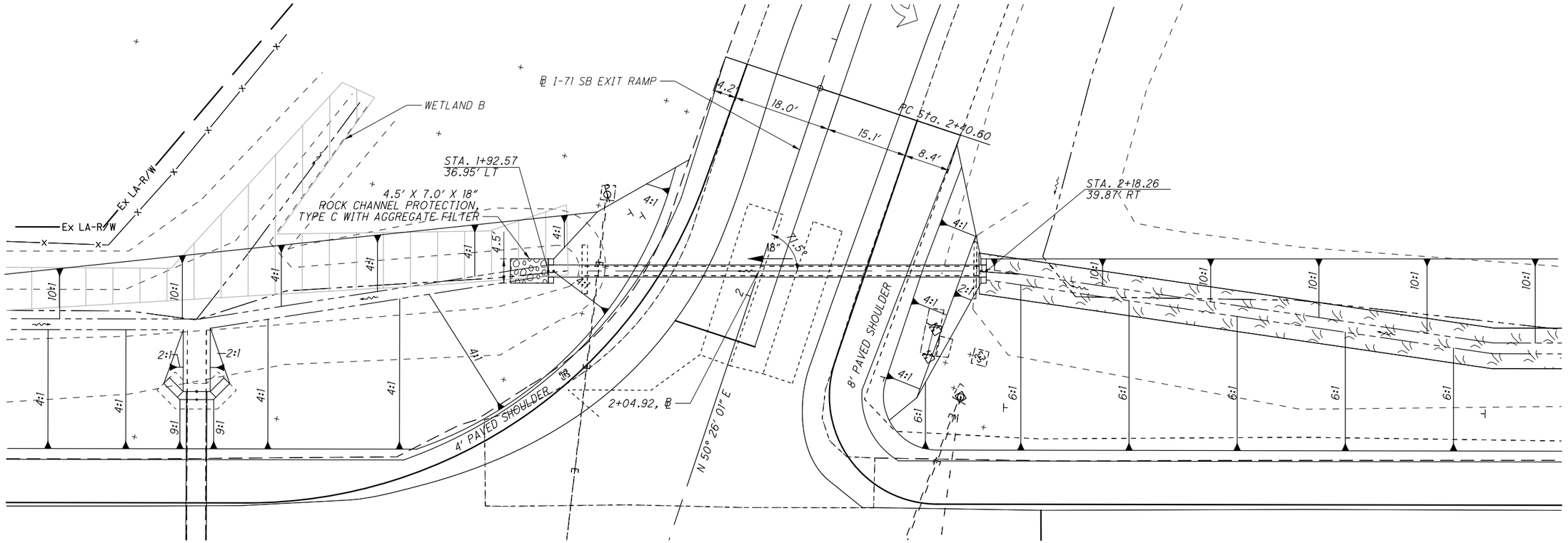
CALCULATED KMD
CHECKED AK

HORIZONTAL SCALE IN FEET
0 5 10 20

CULVERT DETAILS
S.R. 435 - STA. 253+60.18

FAY-435-0.97

229
393



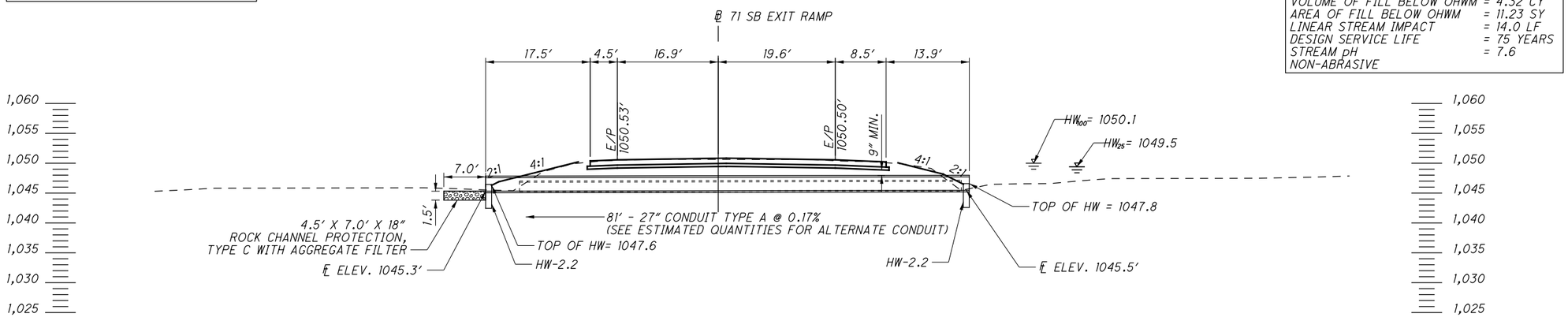
EXISTING STRUCTURE (TO BE REMOVED)	
TYPE:	REINFORCED CONCRETE PIPE
SIZE:	74' - 18"
SKEW:	18°30' RF
ALIGNMENT:	TANGENT
DATE BUILT:	1962
CONDITION:	POOR
CFN:	N/A

ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
601	32210	2	CY	ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER
602	20000	1.0	CY	CONCRETE MASONRY
611	53000	81	FT	27" CONDUIT, TYPE A, 706.02; OR 36", 707.01 (0.138), 707.02 (0.138), 707.04 (1/2") (0.079), 707.05 (0.079) ALUMINIZED, 707.07 (0.079) ALUMINIZED

PROPOSED STRUCTURE	
TYPE:	27" CONDUIT
SKEW:	18°30' RF
ALIGNMENT:	TANGENT
CFN:	24435075

HYDRAULIC DESIGN DATA	
DRAINAGE AREA	= 9 Ac.
Q_{25}	= 24.13 CFS
Q_{100}	= 30.16 CFS
HW_{25}	= 1049.5'
HW_{100}	= 1050.1'
V_{25}	= 6.07 FPS
V_{100}	= 7.59 FPS
OHWM	= 1047.11
VOLUME OF FILL BELOW OHWM	= 4.32 CY
AREA OF FILL BELOW OHWM	= 11.23 SY
LINEAR STREAM IMPACT	= 14.0 LF
DESIGN SERVICE LIFE	= 75 YEARS
STREAM pH	= 7.6
NON-ABRASIVE	



CULVERT DETAILS
I-71 SB EXIT RAMP - STA. 2+04.92

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED KMD
CHECKED AK

FAY-435-0.97

230
393

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 TIED CONCRETE BLOCK MAT, TYPE 1	605 6" BASE PIPE UNDERDRAINS 707.31	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET
					SY	FT	FT	EACH
U001	233	238+75.31	-	LT	1.78		49	1
U002	233	238+75.31	-	RT	1.78		51	1
U003	233 - 234	238+75.31	243+32.47	LT		457		
U004	233 - 234	238+75.31	243+32.47	LT		457		
U005	233 - 234	238+75.31	243+31.68	RT		458		
U006	233 - 234	238+75.31	243+32.47	LT		457		
U007	233 - 234	238+75.31	243+32.47	RT		457		
U008	233 - 234	238+75.31	243+32.47	RT		457		
U009	234 - 235	243+35.43	248+50.00	LT		519		
U010	234 - 235	243+35.43	248+50.00	LT		515		
U011	234 - 235	243+35.43	248+50.00	LT		515		
U012	234 - 236	243+36.06	253+30.27	RT		994		
U013	234 - 236	243+35.70	253+30.27	RT		995		
U014	234	243+35.70	245+72.84	RT		237		
U015	234	243+55.58	245+72.84	RT		217		
U016	234 - 235	246+74.02	248+50.00	LT		176		
U017	234 - 236	246+81.82	253+30.27	RT		648		
U018	234 - 236	247+66.83	253+30.23	LT		566		
U019	234	245+72.84	-	RT			18	
U020	235 - 236	248+55.73	253+30.27	LT		475		
U021	235	248+55.73	249+32.68	LT		78		
U022	235 - 236	248+55.73	253+30.27	LT		475		
U023	235	248+50.00	-	LT	1.78		58	1
U024	236	253+30.27	-	LT			57	
U025	236	253+30.27	-	RT			57	
U026	236	253+69.36	255+33.63	LT		164		
U027	236	253+69.18	255+33.63	LT		164		
U028	236	253+67.06	255+33.58	RT		167		
U029	236	253+67.51	255+33.58	RT		166		
U030	236	254+05.58	255+33.63	LT		128		
U031	236	254+05.58	255+33.63	RT		128		
U032	236	255+33.63	-	LT	1.78		51	1
U033	236	255+33.63	-	RT	1.78		51	1
U034	236 - 237	255+33.63	258+24.44	LT		291		
U035	236 - 237	255+66.46	258+24.27	RT		259		
U036	236 - 237	255+33.63	262+80.92	LT		747		
U037	236 - 237	255+33.63	262+69.72	RT		736		
U038	236 - 237	255+33.63	262+69.72	RT		736		
U039	236 - 237	255+33.63	262+80.92	LT		747		
U040	237	258+30.88	262+52.35	RT		423		
U041	237	258+30.88	261+28.30	LT		297		
U042	237	260+50.00	262+52.35	RT		202		
U043	237	262+73.54	-	LT			20	
U044	237	262+73.35	-	RT			55	
U045	237 - 238	262+73.35	265+36.48	RT		264		
U046	237 - 238	262+73.35	265+36.28	RT		263		
U047	237 - 238	262+73.35	265+36.28	RT		263		
U048	237	262+84.91	-	LT			31	
U049	237 - 239	262+84.91	269+45.00	LT		660		
U050	237 - 239	262+84.91	269+45.00	LT		660		
U051	237 - 239	262+73.54	269+45.00	LT		671		
U052	238	265+42.41	-	RT	1.78		51	1
U053	238 - 239	265+42.41	269+45.00	RT		403		
U054	238 - 239	265+42.41	269+45.00	RT		403		
U055	238 - 239	265+42.41	269+45.00	RT		403		
U056	239	265+50.00	271+95.10	RT		645		
U057	239	265+50.00	271+95.10	RT		645		
U058	239	269+60.00	271+96.70	RT		237		
U059	239	269+60.00	271+96.70	RT		237		
TOTALS CARRIED TO SHEET 232					10.68	20262	549	6

CALCULATED KMD
CHECKED SM

UNDERDRAIN SUBSUMMARY

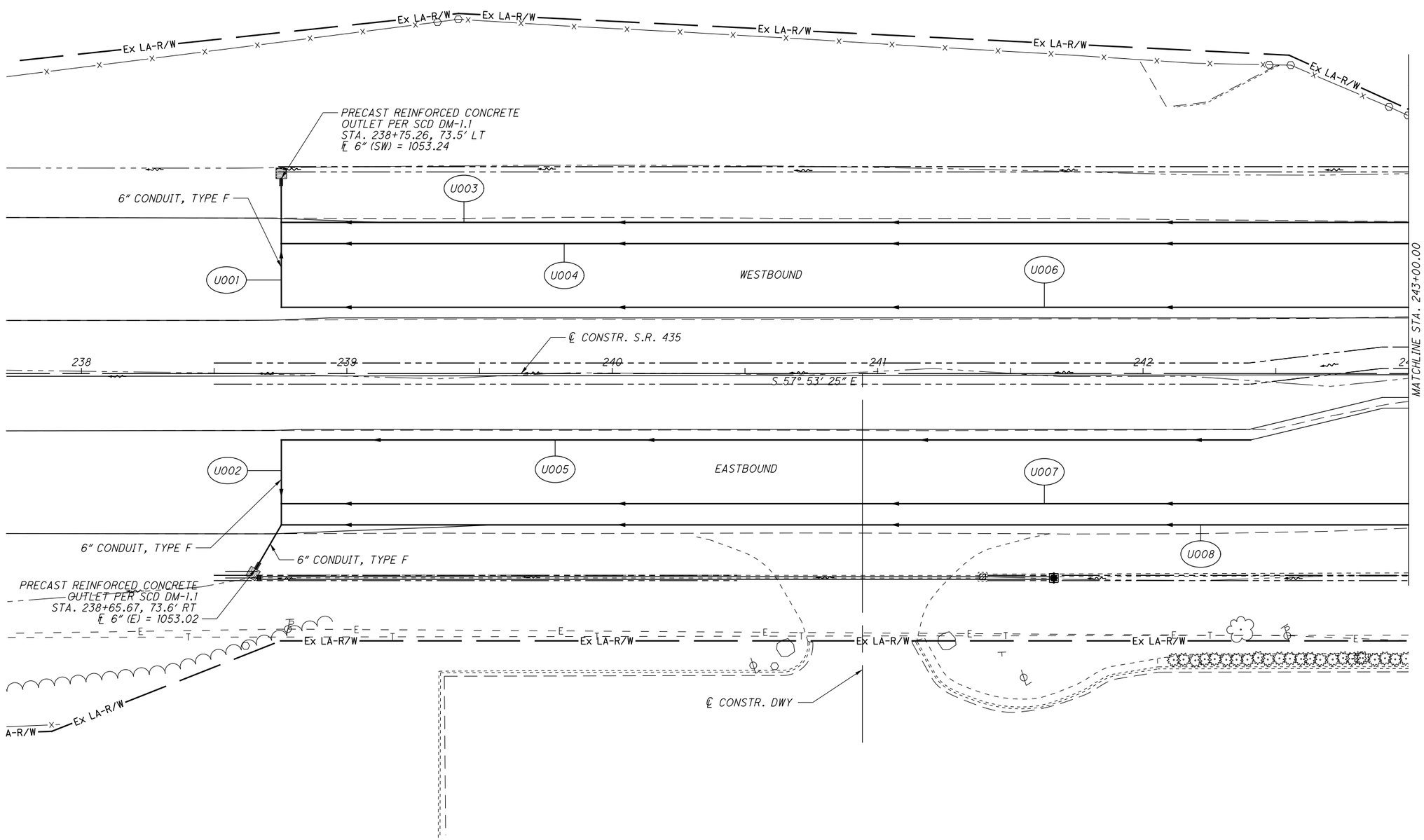
FAY-435-0.97

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	601 TIED CONCRETE BLOCK MAT, TYPE 1	605 6" BASE PIPE UNDERDRAINS 707.31	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLETS
					SY	FT	FT	EACH
U060	239	269+60.00	-	LT	1.78		44	1
U061	239	269+60.00	272+20.42	LT		261		
U062	239	269+60.00	272+20.15	LT		296		
U063	239	269+60.00	272+46.56	LT		287		
U064	239 -240	272+09.92	275+98.74	RT		389		
U065	239 -240	272+09.92	275+98.74	RT		389		
U066	239 -240	272+00.00	275+78.63	RT		380		
U067	239 -240	272+00.00	275+78.63	RT		379		
U068	239 -240	272+25.05	275+98.14	LT		373		
U069	239 -240	272+25.05	275+98.14	LT		373		
U070	239	269+60.00	-	RT	1.78		21	1
U071	239	272+09.92	-	RT	1.78		21	1
U072	240	276+38.55	-	LT/RT			106	
U073	240	276+01.72	276+38.55	LT		37		
U074	240	276+01.72	276+38.55	LT		37		
U075	240	276+01.72	276+38.55	LT/RT		37		
U076	240	276+01.72	276+38.55	RT		37		
U077	240	276+02.32	276+38.55	RT		36		
U078	240	276+02.52	276+38.55	RT		36		
U079	240 -241	276+38.55	281+49.00	RT		511		
U080	240 -241	276+38.55	281+49.00	RT		511		
U081	240 -241	276+38.55	281+49.00	RT		511		
U082	240 -241	276+38.55	281+49.00	LT/RT		510		
U083	240 -241	276+38.55	281+49.00	LT		510		
U084	240 -241	276+38.55	281+49.00	LT		510		
U085	239	272+25.05	-	LT	1.78		22	1
TOTALS THIS SHEET					7.12	6410	214	4
TOTALS FROM SHEET 231					10.68	20262	549	6
TOTALS CARRIED TO GENERAL SUMMARY					18	26672	763	10

CALCULATED KMD
CHECKED SM

UNDERDRAIN SUBSUMMARY

FAY-435-0.97



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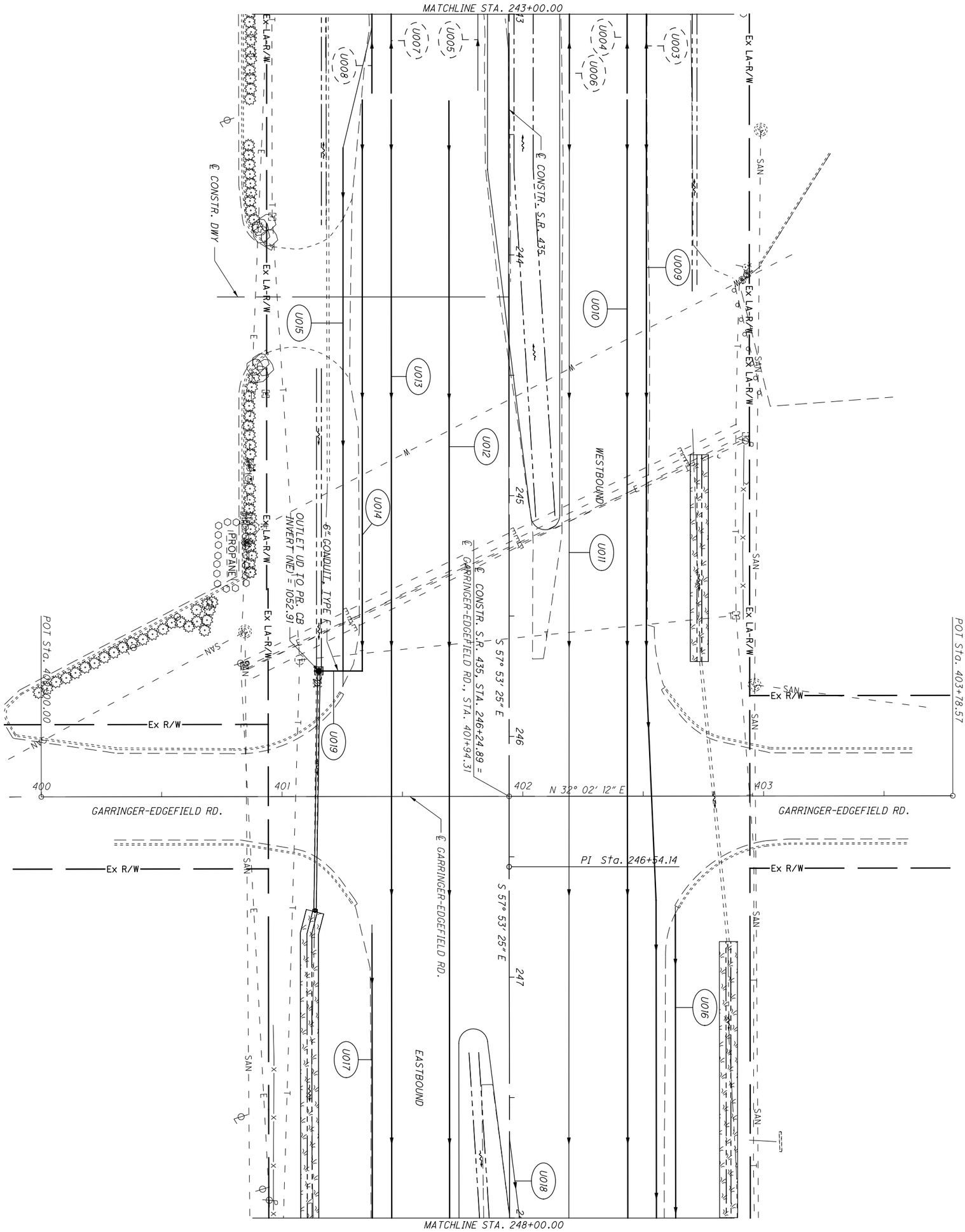
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KD
CHECKED AK

UNDERDRAIN PLAN
STA. 238+00.00 TO STA. 243+00.00

FAY-435-0.97



234 / 393	FAY-435-0.97	UNDERDRAIN PLAN STA. 243+00.00 TO STA. 248+00.00	CALCULATED JEB CHECKED AK	0 20 10 40 HORIZONTAL SCALE IN FEET

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KD
CHECKED AK

UNDERDRAIN PLAN
STA. 248+00.00 TO STA. 253+00.00

FAY-435-0.97

235
393

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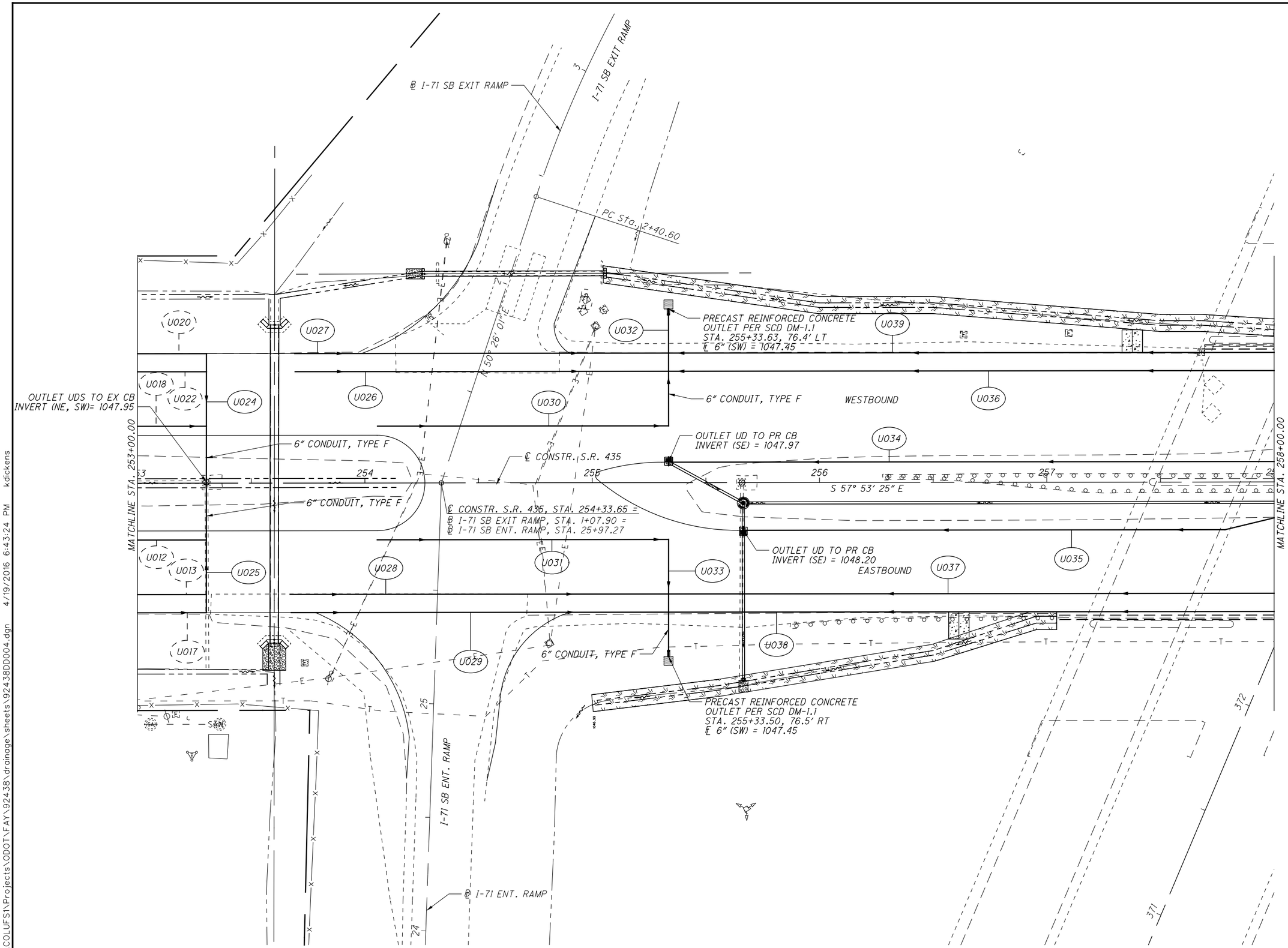

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KD
CHECKED AK

UNDERDRAIN PLAN
STA. 253+00.00 TO STA. 258+00.00

FAY-435-0.97

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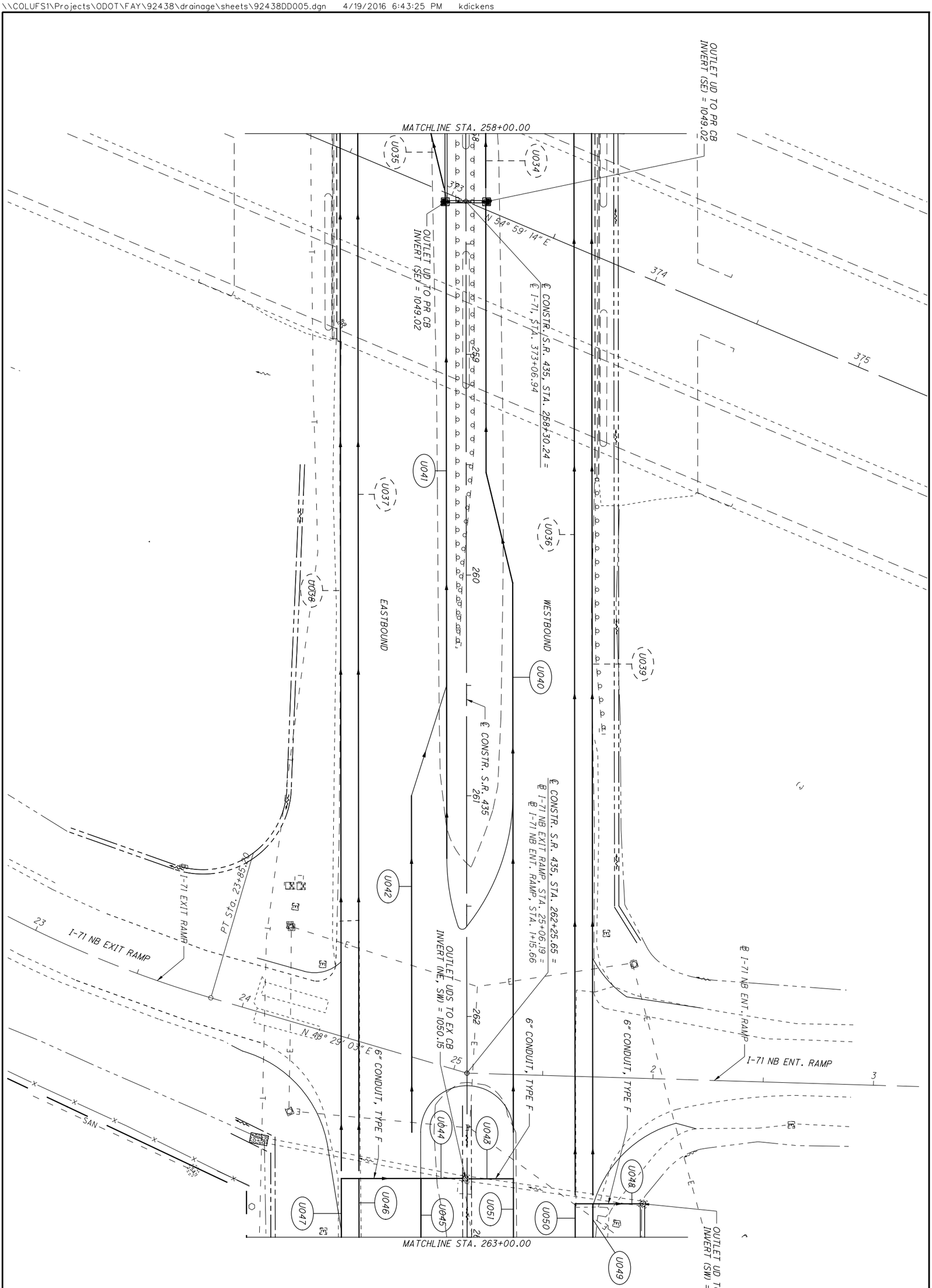

237 / 393	FAY-435-0.97	UNDERDRAIN PLAN STA. 258+00.00 TO STA. 263+00.00	CALCULATED KD CHECKED AK	0 10 20 40 HORIZONTAL SCALE IN FEET

50.0' EXIST. R/W
PLAT BOOK 3
PAGE 321
FAYETTE COUNTY
RECORDER'S OFFICE

℄ ALLEN RD.

U049

U050

U051

WESTBOUND

MATCHLINE STA. 263+00.00

℄ CONSTR. S.R. 435

S 57° 57' 26" E

U045

U046

U047

U052

EASTBOUND

U054

U055

U053

℄ CONSTR. S.R. 435, STA. 267+88.42 =
℄ ALLEN RD. (NORTH), STA. 10+00.00

6" CONDUIT, TYPE F

PRECAST REINFORCED CONCRETE
OUTLET PER SCD DM-1.1
STA. 265+42.32, 76.5' RT
℄ 6" (NE) = 1051.78

ALLEN RD.

PT Sta. 30+07.34

PC Sta. 29+05.40

MATCHLINE STA. 268+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED KD
CHECKED AK

UNDERDRAIN PLAN
STA. 263+00.00 TO STA. 268+00.00

FAY-435-0.97

238
393

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UNDERDRAIN PLAN
STA. 268+00.00 TO STA. 273+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

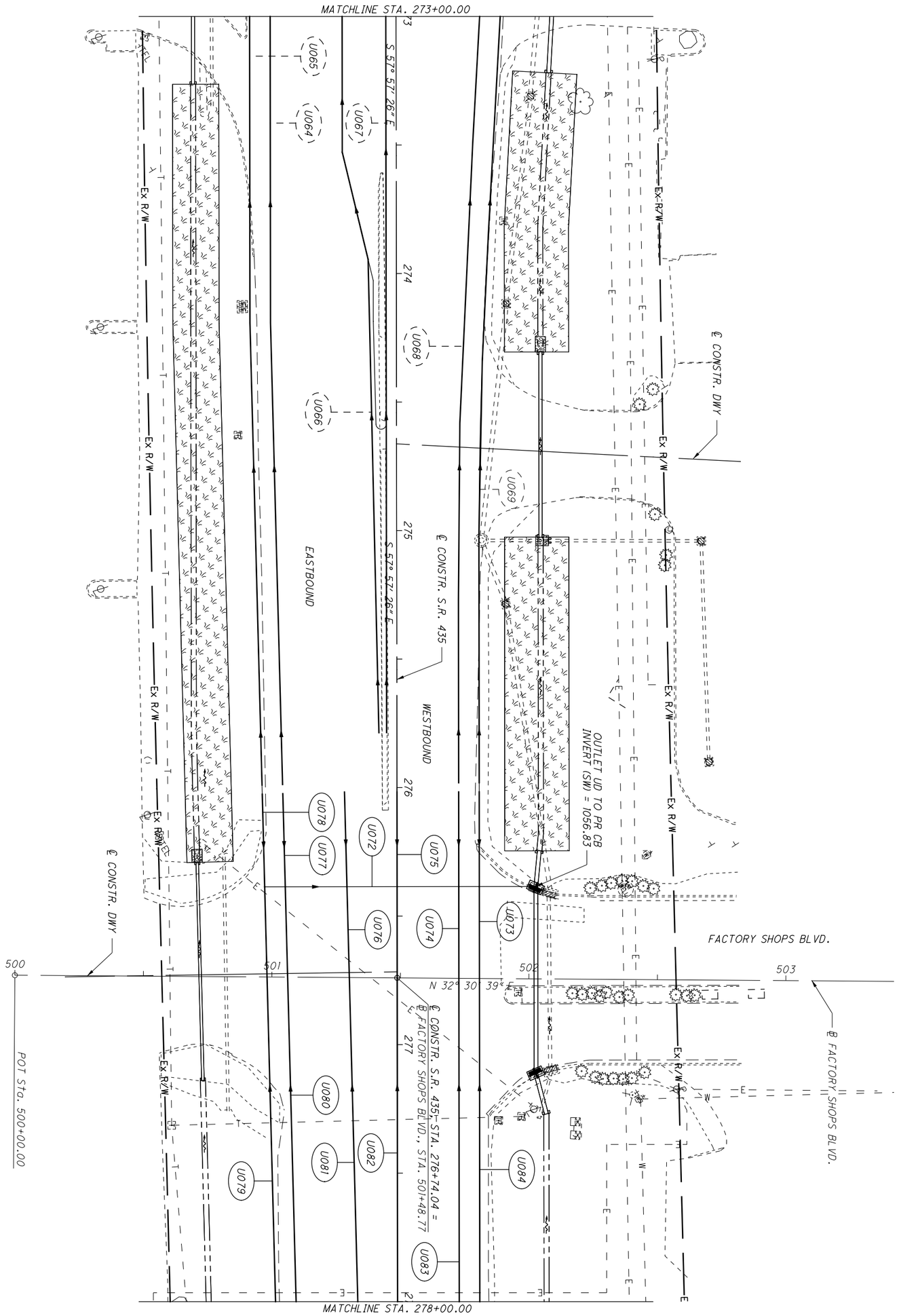
CALCULATED KD
CHECKED AK

FAY-435-0.97

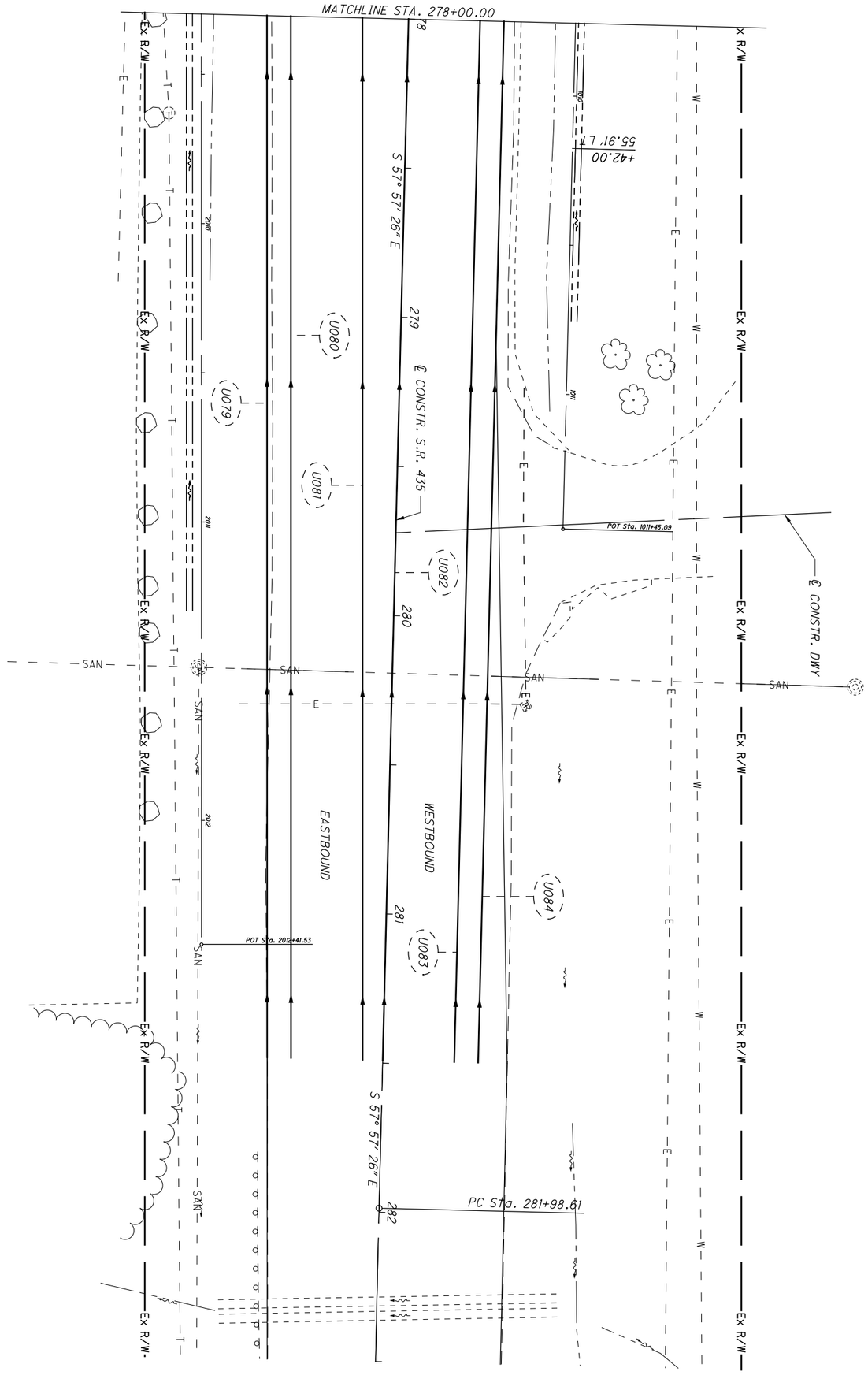
239
393

\\COLUFS1\Projects\ODOT\FAY\92438\drainage\sheets\92438DD007.dgn 4/19/2016 6:43:27 PM kdickens

Ex R/W
℄ CONSTR. S.R. 435, STA. 268+30.11 = ℄ ALLEN RD. (SOUTH), STA. 10+00.00
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1 STA. 269+60.00, 69.6' LT ℄ 6" (SW) = 1053.54
℄ CONSTR. DWY
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1 STA. 272+25.09, 59.0' LT ℄ 6" (SW) = 1054.32
6" CONDUIT, TYPE F
WESTBOUND
EASTBOUND
℄ CONSTR. S.R. 435
S 57° 57' 26" E
N 32° 02' 00" E
OUTLET UDS TO PR MH INVERT (S, E) = 1054.09
OUTLET UD TO PR CB INVERT (SE) = 1054.81
OUTLET UD TO PR CB INVERT (SE) = 1054.96
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1 STA. 269+60.00, 69.5' RT ℄ 6" (NE) = 1053.54
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1 STA. 272+09.89, 70.0' RT ℄ 6" (NE) = 1054.34
MATCHLINE STA. 268+00.00
MATCHLINE STA. 273+00.00
U049 U050 U051 U053 U054 U055 U056 U057 U058 U059 U060 U061 U062 U063 U064 U065 U066 U067 U068 U069 U070 U071 U085



240 / 393	FAY-435-0.97	UNDERDRAIN PLAN STA. 273+00.00 TO STA. 278+00.00	CALCULATED KD CHECKED AK	0 20 10 40 HORIZONTAL SCALE IN FEET



241 / 393	FAY-435-0.97	UNDERDRAIN PLAN STA. 278+00.00 TO STA. 283+00.00	CALCULATED KD CHECKED AK	0 20 10 40 HORIZONTAL SCALE IN FEET

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10 X 12 FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4 X 7.7 FT	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN POST REFLECTOR EACH	630 BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN No. 5 EACH	630 SIGN, FLAT SHEET SQ FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 SIGN, GROUND MOUNTED, EXTRUSHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 SIGN HANGER ASSEMBLY, SPAN WIRE EA	630 SIGN SUPPORT ASSEMBLY, POLE EA	630 SIGN BACKING ASSEMBLY EA
254	R-01	EASTBOUND S.R. 435	239+38.51	RT														1	1						
254	R-02	EASTBOUND S.R. 435	240+38.85	RT														1	1						
254	R-03	EASTBOUND S.R. 435	240+38.66	RT														2	1						
254	R-04	MEDIAN S.R. 435	240+49.16 TO 241+08.08	LT/RT														7	7						
254	R-05	WESTBOUND S.R. 435	240+70.06	LT														1	1						
254	R-06	EASTBOUND S.R. 435	242+20.85	RT														2	1						
255	R-07	EASTBOUND S.R. 435	243+21.37	RT														1	2						
255	R-08	EASTBOUND S.R. 435	245+44.24	RT														2	2						
255	R-09	WESTBOUND S.R. 435	245+15.33	LT														2	1						
255	R-10	WESTBOUND S.R. 435	245+15.33	RT														4	1						
255	R-11	MEDIAN S.R. 435	245+35.83	LT														1	1						
255	R-12	GARRINGER-EDGEFIELD RD.	402+80.20	LT														5	1						
255	R-13	GARRINGER-EDGEFIELD RD.	402+80.63	LT														5	1						
255	R-14	GARRINGER-EDGEFIELD RD.	402+78.97	LT														1	1						
255	R-15	GARRINGER-EDGEFIELD RD.	400+97.82	RT														1	1						
255	R-16	WESTBOUND S.R. 435	246+92.12	LT														2	2						
255	R-17	WESTBOUND S.R. 435	247+38.94	RT														1		2					
255	R-18	MEDIAN S.R. 435	247+60.26	RT														1	1						
257	R-19	WESTBOUND S.R. 435	249+19.20	LT														1	2						
257	R-20	EASTBOUND S.R. 435	250+58.97	RT														1	1						
257	R-21	WESTBOUND S.R. 435	250+93.12	LT														1	1						
257	R-22	EASTBOUND S.R. 435	251+37.44	RT														2		2					
257	R-23	WESTBOUND S.R. 435	252+79.32	LT														2	1						
258	R-24	I-71 SB EXIT RAMP	2+09.47	LT														1	2						
258	R-25	I-71 SB EXIT RAMP	1+92.80	RT														3	2						
258	R-26	I-71 NB ENT. RAMP	25+29.68	RT														1		2					
258	R-27	I-71 NB ENT. RAMP	25+24.86	RT														3	1						
258	R-28	I-71 NB ENT. RAMP	25+31.26	RT														1	2						
258	R-29	WESTBOUND S.R. 435	255+12.02	LT														4	3						
258	R-30	MEDIAN S.R. 435	254+11.03	LT														1	1						
258	R-31	MEDIAN S.R. 435	255+54.01	RT														1	1						
258	R-32	EASTBOUND S.R. 435	255+97.91	RT														2	1						
258	R-33	WESTBOUND S.R. 435	255+96.99	LT														1	2						
260	R-34	EASTBOUND S.R. 435	260+25.07	RT														1	2						
260	R-35	WESTBOUND S.R. 435	260+28.77	LT														1	2						
260	R-36	WESTBOUND S.R. 435	260+73.55	LT														2	1						
260	R-37	MEDIAN S.R. 435	261+19.85	LT														1	1						
260	R-38	EASTBOUND S.R. 435	261+35.08	RT														4	3						
260	R-39	WESTBOUND S.R. 435	261+72.59	LT														1		2					
260	R-40	I-71 SB EXIT RAMP	24+20.60	LT														3	2						
260	R-41	MEDIAN S.R. 435	262+47.97	LT														1	1						
260	R-42	MEDIAN S.R. 435	262+62.18	RT														2	1						
260	R-43	MEDIAN S.R. 435	263+08.06	RT														1	2						
260	R-44	EASTBOUND S.R. 435	263+11.13	RT														1	2						
262	R-45	EASTBOUND S.R. 435	263+80.47	RT														2	1						
262	R-46	EASTBOUND S.R. 435	265+06.44	RT														1	1						
262	R-47	WESTBOUND S.R. 435	265+27.24	LT														2		2					
262	R-48	MEDIAN S.R. 435	267+10.59	LT														1	1						
262	R-49	MEDIAN S.R. 435	267+13.01	LT														1	1						
262	R-50	MEDIAN S.R. 435	267+12.66	LT														1	1						
262	R-51	WESTBOUND S.R. 435	266+32.79	LT														1	1						
262	R-52	EASTBOUND S.R. 435	267+17.53	RT														1	2						
262	R-53	ALLEN RD. (WEST)	10+88.90	LT														1	1						
262	R-54	ALLEN RD. (WEST)	10+92.60	LT														1	2						
TOTALS CARRIED TO SHEET 246							0	0	0	0	0	0	0	0	0	0	0	95	74	10	0	0	0	0	0

CALCULATED MYT
CHECKED KMD

SIGNING SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10 X 12 FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4 X 7.7 FT	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN POST REFLECTOR EACH	630 BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN No. 5 EACH	630 SIGN, FLAT SHEET SQ FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 SIGN, GROUND MOUNTED, EXTRUSHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 SIGN HANGER ASSEMBLY, SPAN WIRE EA	630 SIGN SUPPORT ASSEMBLY, POLE EA	630 SIGN BACKING ASSEMBLY EA
262	R-55	ALLEN RD. (EAST)	30+44.85	LT														1	2						
262	R-56	EASTBOUND S.R. 435	267+39.98	RT														1							
262	R-57	ALLEN RD. (EAST)	30+35.90	RT														1	2						
262	R-58	EASTBOUND S.R. 435	268+55.28	RT														1	1						
262	R-59	EASTBOUND S.R. 435	268+56.86	RT														1	1						
262	R-60	MEDIAN S.R. 435	269+35.85	RT														1	1						
262	R-61	MEDIAN S.R. 435	269+35.85	RT														1	1						
262	R-62	EASTBOUND S.R. 435	269+35.04	RT														1	1						
264	R-63	MEDIAN S.R. 435	269+56.40	RT														1	1						
264	R-64	WESTBOUND S.R. 435	269+51.69	LT														1	2						
264	R-65	WESTBOUND S.R. 435	269+85.31	LT														1		2					
264	R-66	MEDIAN S.R. 435	270+04.22	RT														2	2						
264	R-67	EASTBOUND S.R. 435	270+04.15	RT														1	2						
264	R-68	WESTBOUND S.R. 435	270+18.83	LT														2	1						
264	R-69	MEDIAN S.R. 435	270+26.66	RT														1	1						
264	R-70	MEDIAN S.R. 435	270+39.42 TO 270+59.00	RT														2	2						
264	R-71	MEDIAN S.R. 435	270+74.72 TO 271+00.71	RT														4	4						
264	R-72	MEDIAN S.R. 435	270+42.70	RT														1	1						
264	R-73	MEDIAN S.R. 435	271+04.29	RT														1	1						
264	R-74	MEDIAN S.R. 435	271+17.04	RT														1	1						
264	R-75	MEDIAN S.R. 435	271+29.40	RT														2	1						
264	R-76	MEDIAN S.R. 435	271+94.39	RT														1	1						
264	R-77	MEDIAN S.R. 435	272+01.30	RT														2	1						
264	R-78	MEDIAN S.R. 435	272+09.42	RT														1	1						
264	R-79	WESTBOUND S.R. 435	272+27.99	LT														3	1						
264	R-80	WESTBOUND S.R. 435	273+17.32	LT														1	2						
265	R-81	WESTBOUND S.R. 435	275+45.59	LT														4	1						
265	R-82	FACTORY SHOPS BLVD.	502+03.52	LT														4	1						
265	R-83	FACTORY SHOPS BLVD.	502+03.74	LT														4	1						
265	R-84	EASTBOUND S.R. 435	276+14.71	RT														1	2						
265	R-85	EASTBOUND S.R. 435	276+15.82	RT														4	1						
265	R-86	EASTBOUND S.R. 435	276+18.30	RT														4	1						
265	R-87	FACTORY SHOPS BLVD.	502+05.65	RT														1	1						
265	R-88	WESTBOUND S.R. 435	277+37.07	LT														1	2						
265	R-89	EASTBOUND S.R. 435	278+29.48	RT														3	1						
265	R-90	WESTBOUND S.R. 435	278+41.65	LT														1	2						
267	R-91	EASTBOUND S.R. 435	282+90.25	RT														4	1						
271	R-92	S.R. 35 NB EXIT RAMP	302+47.58	RT														2	1						
271	R-93	S.R. 35 NB EXIT RAMP	303+02.24	RT														2	1						
254	S-01	EASTBOUND S.R. 435	239+38.51	RT	R2-1-24	24 X 30			5	10					5										
254	S-02	EASTBOUND S.R. 435	240+38.85	RT	R5-1-30	30 X 30			5	10		1			6										
254	S-03	EASTBOUND S.R. 435	240+38.66	RT	R6-1R-36	36 X 12			7	10		1			3										1
254	S-03	EASTBOUND S.R. 435	240+38.66	RT	R5-1-30	30 X 30									6										
254	S-04	WESTBOUND S.R. 435	240+70.06	LT	R2-1-24	24 X 30			5	10					5										
254	S-05	EASTBOUND S.R. 435	242+20.85	RT	M2-1-21	21 X 15			7	10					2										
254	S-05	EASTBOUND S.R. 435	242+20.85	RT	M1-24-2	24 X 24									4										
255	S-06	EASTBOUND S.R. 435	243+21.37	RT	R3-H8DA-54	54 X 30			10	20					11										
255	S-07	EASTBOUND S.R. 435	245+44.24	RT	D1-H1-48	48 X 8			10	20					3										
255	S-07	EASTBOUND S.R. 435	245+44.24	RT	D1-H1-48	48 X 16									5										
255	S-08	WESTBOUND S.R. 435	245+15.33	LT	M3-4-24	24 X 12			7	10					2										
255	S-08	WESTBOUND S.R. 435	245+15.33	LT	M1-5-24-3	24 X 30									5										
255	S-09	WESTBOUND S.R. 435	245+15.33	LT	M4-5-24	24 X 12					16				2										
255	S-09	WESTBOUND S.R. 435	245+15.33	LT	M3-4-24	24 X 12									2										
TOTALS CARRIED TO SHEET 246							0	0	56	100	16	2	0	0	62	0	0	71	50	2	0	0	0	0	1

CALCULATED MYT
CHECKED KMD

SIGNING SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10 X 12 FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4 X 7.7 FT	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN POST REFLECTOR EACH	630 BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN No. 5 EACH	630 SIGN, FLAT SHEET SQ FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 SIGN, GROUND MOUNTED, EXTRUSHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 SIGN HANGER ASSEMBLY, SPAN WIRE EA	630 SIGN SUPPORT ASSEMBLY, POLE EA	630 SIGN BACKING ASSEMBLY EA
255	S-09	WESTBOUND S.R. 435	245+15.33	LT	M1-4-24-2	24 X 24									4										
255	S-09	WESTBOUND S.R. 435	245+15.33	LT	M6-3-21	21 X 15									2										
255	S-10	MEDIAN S.R. 435	245+35.83	LT	R4-7B-24	24 X 30			5	10					5										
255	S-11	GARRINGER-EDGEFIELD RD.	402+80.20	LT	M4-5-24	24 X 12					16				2										
255	S-11	GARRINGER-EDGEFIELD RD.	402+80.20	LT	M3-2-24	24 X 12									2										
255	S-11	GARRINGER-EDGEFIELD RD.	402+80.20	LT	M1-4-24-2	24 X 24									4										
255	S-11	GARRINGER-EDGEFIELD RD.	402+80.20	LT	M6-1-21	21 X 15									2										
255	S-12	GARRINGER-EDGEFIELD RD.	402+80.63	LT	M4-5-24	24 X 12					16				2										
255	S-12	GARRINGER-EDGEFIELD RD.	402+80.63	LT	M3-4-24	24 X 12									2										
255	S-12	GARRINGER-EDGEFIELD RD.	402+80.63	LT	M1-4-24-2	24 X 24									4										
255	S-12	GARRINGER-EDGEFIELD RD.	402+80.63	LT	M6-1-21	21 X 15									2										
255	S-13	GARRINGER-EDGEFIELD RD.	402+78.97	LT	R1-1-30	30 X 30			7	10		1			6										
255	S-14	GARRINGER-EDGEFIELD RD.		RT	R1-1-30	30 X 30			7	10		1			6										
255	S-15	WESTBOUND S.R. 435	246+92.12	LT	D1-H1-48	48 X 8			10	20					3										
255	S-15	WESTBOUND S.R. 435	246+92.12	LT	D1-H1-48	48 X 16									5										
255	S-16	MEDIAN S.R. 435	247+27.00	RT	R4-7B-24	24 X 30			5	10					5										
257	S-17	WESTBOUND S.R. 435	249+19.20	LT	R3-H8DA-54	30 X 54			10	20					11										
257	S-18	EASTBOUND S.R. 435	250+58.97	RT	R2-1-24	24 X 30			5	10					5										
257	S-19	WESTBOUND S.R. 435	250+93.12	LT	R2-1-24	24 X 30			5	10					5										
257	S-20	EASTBOUND S.R. 435	251+37.44	RT	M2-H5-108	108 X 48		29								2					36				
257	S-21	WESTBOUND S.R. 435	252+79.32	LT	M3-4-24	24 X 12			7	10					2										1
257	S-21	WESTBOUND S.R. 435	252+79.32	LT	M1-5-24-3	24 X 30									5										
257	S-21	WESTBOUND S.R. 435	252+79.32	LT	M4-5-24	24 X 12					16				2										
257	S-21	WESTBOUND S.R. 435	251+79.32	LT	M3-4-24	24 X 12									2										
257	S-21	WESTBOUND S.R. 435	251+79.32	LT	M1-4-24-2	24 X 24									4										
258	S-22	WESTBOUND S.R. 435	254+30.00	LT	R3-1-24	24 X 24									4									1	
258	S-23	I-71 SB EXIT RAMP	1+92.80	RT	R5-1-30	30 X 30			7	10		1			6										1
258	S-23	I-71 SB EXIT RAMP	1+92.80	RT	R6-1L-36	36 X 12									3										
258	S-24	I-71 SB EXIT RAMP	1+91.00	LT	R5-1-30	30 X 30			7	10		1			6										
258	S-24	I-71 SB EXIT RAMP	01+91.00	LT	R3-H8BH-36	36 X 30									8										
258	S-25	EASTBOUND S.R. 435	254+76.00	RT	R3-2-24	24 X 24									4									1	
258	S-26	I-71 NB ENT. RAMP	25+31.26	RT	I-H2A-48	24 X 48			14	20					8										
258	OS-1	EASTBOUND S.R. 435	255+00.00	RT	FAB	108 X 84								1			1					63			
258	OS-2	EASTBOUND S.R. 435	255+00.00	RT	FAB	108 X 84																63			
258	S-29	MEDIAN S.R. 435	254+11.03	LT	R4-7B-24	24 X 30			5	10					5										
258	S-30	MEDIAN S.R. 435	255+17.00	RT	R4-7B-24	24 X 30			5	10					5										
258	S-31	EASTBOUND S.R. 435	255+97.91	RT	M3-2-24	24 X 12			7	10					2										
258	S-31	WESTBOUND S.R. 435	255+97.91	RT	M1-5-24-3	24 X 30									5										
258	S-32	WESTBOUND S.R. 435	255+17.00	LT	R3-H8CA-48	48 X 30			14	20					10										
258	OS-3	EASTBOUND S.R. 435	256+75.00	RT	FAB	108 X 84								1			1					63			
260	OS-4	WESTBOUND S.R. 435	260+00.00	LT	FAB	108 X 84								1			1					63			
260	S-33	EASTBOUND S.R. 435	261+35.00	RT	R3-H8CA-48	48 X 30			14	20					10										
260	S-34	WESTBOUND S.R. 435	260+04.00	LT	R3-H8CA-48	48 X 30			14	20					10										
260	S-35	WESTBOUND S.R. 435	260+73.55	LT	M3-4-24	24 X 12			7	10					2										1
260	S-35	WESTBOUND S.R. 435	260+73.55	LT	M1-5-24-3	24 X 30									5										
260	S-35	WESTBOUND S.R. 435	260+73.55	LT	M4-5-24	24 X 12					16				2										
260	S-35	WESTBOUND S.R. 435	260+73.55	LT	M3-4-24	24 X 12									2										
260	S-35	WESTBOUND S.R. 435	260+73.55	LT	M1-4-24-2	24 X 24									4										
260	S-36	MEDIAN S.R. 435	261+47.00	LT	R4-7B-24	24 X 30			5	10					5										
260	S-37	WESTBOUND S.R. 435	261+84.00	LT	R3-1-24	24 X 24									4									1	
260	S-38	EASTBOUND S.R. 435	262+46.00	RT	R3-2-24	24 X 24									4									1	
260	OS-5	WESTBOUND S.R. 435	261+50.00	LT	FAB	108 X 84								1			1					63			
260	OS-6	WESTBOUND S.R. 435	261+50.00	LT	FAB	108 X 84																63			
0																									
TOTAL CARRIED TO SHEET 246							0	29	160	260	64	4	0	4	207	2	4	0	0	0	36	378	4	0	3

CALCULATED MYT
CHECKED KMD

SIGNING SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10 X 12	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4 X 7.7	630 GROUND MOUNTED SUPPORT, NO. 2 POST	630 GROUND MOUNTED SUPPORT, NO. 3 POST	630 GROUND MOUNTED SUPPORT, NO. 4 POST	630 SIGN POST REFLECTOR	630 BREAKAWAY STRUCTURAL BEAM CONNECTION	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN No. 5	630 SIGN, FLAT SHEET	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	630 SIGN, GROUND MOUNTED, EXTRUSHEET	630 SIGN, OVERHEAD EXTRUSHEET	630 SIGN HANGER ASSEMBLY, SPAN WIRE	630 SIGN SUPPORT ASSEMBLY, POLE	630 SIGN BACKING ASSEMBLY
							FT	FT	FT	FT	FT	EACH	EACH	EACH	SQ FT	EACH	EACH	EACH	EACH	EACH	SQ FT	SQ FT	EA	EA	EA
260	S-39	I-71 SB EXIT RAMP	24+20.60	LT	R5-1-30	30 X 30			7	10		1			6										1
260	S-39	I-71 SB EXIT RAMP	24+20.60	LT	R6-1R-36	36 X 12									3										
260	S-40	MEDIAN S.R. 435	262+47.97	LT	R4-7B-24	24 X 30			5	10					5										
260	S-42	MEDIAN S.R. 435	263+41.00	RT	R3-H8CG-48	48 X 30			14	20					10										
260	S-43	EASTBOUND S.R. 435	263+41.00	RT	R3-H8CG-48	48 X 30			14	20					10										
260	S-44	I-NB EXIT RAMP	24+32.00	RT	R3-H8BH	36 X 30			7	10		1			8										1
260	S-44	I-NB EXIT RAMP	24+32.00	RT	R5-1-30	30 X 30									6										
260	S-44	I-NB EXIT RAMP	24+32.00	RT	R6-1L-36	36 X 12									3										
262	S-45	EASTBOUND S.R. 435	263+80.47	RT	M3-2-24	24 X 12			7	10					2										
262	S-45	EASTBOUND S.R. 435	263+80.47	RT	M1-5-24-3	24 X 30									5										
262	S-46	EASTBOUND S.R. 435	265+06.44	RT	R2-1-24	24 X 30			5	10					5										
262	S-47	WESTBOUND S.R. 435	267+04.13	LT	M2-H5-108	108 X 48		29								2					36				
262	S-49	ALLEN RD (WEST)	11+00.00	LT	FAB	144 X 84	44						2		84	2									
262	S-50	MEDIAN S.R. 435	266+54.00	LT	R4-7B-24	24 X 30			5	10					5										
262	S-51	WESTBOUND S.R. 435	266+32.79	LT	R2-1-24	24 X 30			5	10					5										
262	S-52	EASTBOUND S.R. 435	267+17.53	RT	R3-H8CG-48	48 X 30			14	20					10										
262	S-53	ALLEN RD. (WEST)	10+92.60	LT	R3-H8BH-36	36 X 30			5	10					8										
262	S-54	ALLEN RD. (EAST)	30+44.85	LT	D1-H1-48	48 X 8									3									1	
262	S-56	WESTBOUND S.R. 435	268+42.67	LT	D1-H1A-48	48 X 8									3									1	
262	S-57	MEDIAN S.R. 435	268+53.00	RT	R4-7B-24	24 X 30			5	10					5										
262	S-60	ALLEN RD. (WEST)	30+15.90	RT	FAB	144 X 84	40						2		84	2									
262	S-61	ALLEN RD. (WEST)	30+15.90	RT	FAB	144 X 84									84										
264	S-63	WESTBOUND S.R. 435	269+51.69	LT	I-H2A-48	24 x 48			14	20					8										
264	S-64	MEDIAN S.R. 435	270+04.22	RT	R5-1A-36	36 X 24			5	10		1			6										
264	S-65	EASTBOUND S.R. 435	270+04.15	RT	R5-1A-36	36 X 24			5	10		2			6										
264	S-67	WESTBOUND S.R. 435	270+18.83	LT	R1-1-30	30 X 30					16				6										
264	S-67	WESTBOUND S.R. 435	270+18.83	LT	R3-5R-30	30 X 36									8										
264	S-68	MEDIAN S.R. 435	270+26.66	RT	R6-1R-36	36 X 12			5	10					6										1
264	S-71	MEDIAN S.R. 435	271+29.40	RT	R6-1R-36	36 X 12			5	10					6										1
264	S-73	EASTBOUND S.R. 435	272+01.30	RT	M3-3-24	24 X 12			7	10					2										
264	S-73	EASTBOUND S.R. 435	272+01.30	RT	M1-5-24-3	24 X 30									5										
264	S-74	MEDIAN S.R. 435	274+53.00	RT	R4-7B-24	24 X 30			5	10					5										
264	S-75	WESTBOUND S.R. 435	272+27.99	LT	R5-1A-36	36 X 24			7	10		1			6										
264	S-75	WESTBOUND S.R. 435	272+27.99	LT	M2-1-21	21 X 15									2										
264	S-75	WESTBOUND S.R. 435	272+27.99	LT	M1-1-24-2	24 X 24									4										
264	S-76	WESTBOUND S.R. 435	273+17.32	LT	R3-H8CG-48	48 X 30			14	20					10										
264	S-77	MEDIAN S.R. 435	272+88.40	RT	R6-1R-36	36 X 12			5	10					6										1
265	S-78	WESTBOUND S.R. 435	275+45.59	LT	M4-5-24	24 X 12					16				2										
265	S-78	WESTBOUND S.R. 435	275+45.59	LT	M3-4-24	24 X 12									2										
265	S-78	WESTBOUND S.R. 435	275+45.59	LT	M1-4-24-2	24 X 24									4										
265	S-78	WESTBOUND S.R. 435	275+45.59	LT	M6-3-21	21 X 15									2										
265	S-79	FACTORY SHOPS BLVD.	276+14.37	LT	FAB	144 X 84	42						2		84	2									
265	S-80	FACTORY SHOPS BLVD.	276+14.37	LT	FAB	144 X 84									84										
265	S-81	EASTBOUND S.R. 435	276+14.71	RT	R3-H8CG-48	48 X 30			14	20					10										
265	S-82	FACTORY SHOPS BLVD.	502+05.65	RT	R4-7B-24	24 X 30			5	10					5										
265	S-83	WESTBOUND S.R. 435	277+37.07	LT	R3-H8CG-48	48 X 30			14	20					10										
265	S-84	TA TRAVEL CENTER	500+87.75	RT	FAB	144 X 84	44						2		84	2									
265	S-85	TA TRAVEL CENTER	500+87.75	RT	FAB	144 X 84									84										
265	S-86	EASTBOUND S.R. 435	278+29.48	RT	M2-1-21	21 X 15				17					2										
265	S-86	EASTBOUND S.R. 435	278+29.48	RT	M3-2-24	24 X 12									2										
265	S-86	EASTBOUND S.R. 435	278+29.48	RT	M1-4-24-2	24 X 24									4										
265	S-87	WESTBOUND S.R. 435	278+41.65	LT	R3-H8CG-48	48 X 30			14	20					10										
267	S-88	EASTBOUND S.R. 435	286+00.00	RT	M3-2-24	24 X 12				17					2										
267	S-88	EASTBOUND S.R. 435	286+00.00	RT	M1-4-24-2	24 X 24									4										
TOTAL CARRIED TO SHEET 246							170	29	212	374	32	6	8	0	834	10	0	0	0	0	36	0	0	2	5

CALCULATED MYT
CHECKED KMD

SIGNING SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10 X 12 FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4 X 7.7 FT	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 GROUND MOUNTED SUPPORT, NO. 4 POST FT	630 SIGN POST REFLECTOR EACH	630 BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	630 OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN No. 5 EACH	630 SIGN, FLAT SHEET SQ FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH	630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL EACH	630 SIGN, GROUND MOUNTED, EXTRUSHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 SIGN HANGER ASSEMBLY, SPAN WIRE EA	630 SIGN SUPPORT ASSEMBLY, POLE EA	630 SIGN BACKING ASSEMBLY EA
267	S-88	EASTBOUND S.R. 435	286+00.00	RT	M5-1-21	21 X 15									2										
254	S-89	MEDIAN S.R. 435	240+49.16 TO 241+08.08	LT/RT					74			7													
271	S-90	S.R. 35 NB EXIT RAMP	302+39.13	RT	R5-1-30	30 X 30			7	10		1			6										
271	S-91	S.R. 35 NB EXIT RAMP	302+46.31	RT	R1-1-30	30 X 30			7	10					6										
271	S-92	S.R. 35 NB EXIT RAMP	303+04.03	RT	R1-1-30	30 X 30			7	10					6										
271	S-93	S.R. 35 NB EXIT RAMP	303+11.90	RT	R5-1-30	30 X 30			7	10		1			6										
TOTALS THIS SHEET							0	0	102	40	0	9	0	0	27	0	0	0	0	0	0	0	0	0	0
TOTALS FROM SHEET 242							0	0	0	0	0	0	0	0	0	0	0	95	74	10	0	0	0	0	0
TOTALS FROM SHEET 243							0	0	56	100	16	2	0	0	62	0	0	71	50	2	0	0	0	0	1
TOTALS FROM SHEET 244							0	29	160	260	64	4	0	4	207	2	4	0	0	0	36	378	4	0	3
TOTALS FROM SHEET 245							170	29	212	374	32	6	8	0	834	10	0	0	0	0	36	0	0	2	5
TOTALS CARRIED TO GENERAL SUMMARY							170	58	530	774	112	21	8	4	1130	12	4	166	124	12	72	378	4	2	9

CALCULATED MYT
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FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RAISED PAVEMENT MARKERS	644 STOP LINE	644 CHEVRON MARKING	644 EDGE LINE, 6" WHITE	644 EDGE LINE, 6" YELLOW	644 LANE LINE, 6"	644 CHANNELIZING LINE, 12"	644 CENTER LINE	644 WORD ON PAVEMENT, 96 INCH	644 TRANSVERSE/DIAGONAL LINE	645 STOP LINE, TYPE A3	645 CHEVRON MARKING, TYPE A3	645 EDGE LINE, 6" WHITE, TYPE A3	645 EDGE LINE, 6" YELLOW, TYPE A3	645 LANE LINE, 6", TYPE A3	645 CHANNELIZING LINE, 12", TYPE A3	645 CENTER LINE, TYPE A3	645 DOTTED LINE, 6", TYPE A3	645 TRANSVERSE/DIAGONAL LINE, TYPE A3	645 LANE ARROW, TYPE A3	645 WORD ON PAVEMENT, 96 INCH, TYPE A3
						EACH	FT	FT	MILE	MILE	MILE	FT	MILE	EACH	FT	FT	FT	MILE	MILE	MILE	FT	MILE	FT	FT	EACH	EACH
251 - 254	EW-51	WESTBOUND S.R. 435	224+46.00	238+72.00	LT				0.27																	
251 - 254	LL-51	WESTBOUND S.R. 435	224+46.00	238+72.00	LT	18					0.27															
251 - 254	EY-51	WESTBOUND S.R. 435	224+46.00	238+72.00	LT					0.39																
251 - 254	EW-52	EASTBOUND S.R. 435	224+46.00	238+72.00	RT				0.40																	
251 - 254	LL-52	EASTBOUND S.R. 435	224+46.00	238+72.00	RT	18					0.27															
251 - 254	EY-52	EASTBOUND S.R. 435	224+46.00	238+72.00	RT/LT					0.39																
254 - 255	EW-01	WESTBOUND S.R. 435	238+72.00	245+42.59	LT													0.13								
254 - 255	LL-01	WESTBOUND S.R. 435	238+72.00	245+40.20	LT	8														0.13						
254 - 255	EY-01	WESTBOUND S.R. 435	238+72.00	245+08.16	LT														0.39							
254 - 255	EW-02	EASTBOUND S.R. 435	238+72.00	245+54.39	RT	16												0.40								
254 - 255	LL-02	EASTBOUND S.R. 435	238+72.00	245+67.53	RT	9														0.13						
254 - 255	EY-02	EASTBOUND S.R. 435	238+72.00	245+16.78	RT/LT														0.39							
254 - 255	CH-01	EASTBOUND S.R. 435	242+90.53	245+77.03	RT	13															622					
255	CV-01	EASTBOUND S.R. 435	243+65.53	245+77.03	RT												108									
255	TY-01	MEDIAN S.R. 435	245+16.78	245+69.94	LT																			77		
255	CL-01	MEDIAN S.R. 435	245+08.16	245+69.94	LT	3																0.02				
255 - 256	EW-03	N. GARRINGER-EDGEFIELD RD.	402+23.41	-	LT				0.06																	
255 - 256	EW-04	S. GARRINGER-EDGEFIELD RD	-	401+33.40	LT				0.06																	
255	SL-01	N. GARRINGER-EDGEFIELD RD	402+72.21	-	LT											34										
255	SL-02	S. GARRINGER-EDGEFIELD RD	401+10.00	-	RT											29										
255	CL-02	MEDIAN S.R. 435	246+75.19	247+27.46	RT	2																0.02				
256	CL-05	N. GARRINGER-EDGEFIELD RD.	-	-	LT								0.03													
256	CL-06	S. GARRINGER-EDGEFIELD RD.	-	-	RT								0.03													
255	CH-02	EASTBOUND S.R. 435	243+56.53	245+67.53	RT	6															211					
255 - 256	CL-03	N. GARRINGER-EDGEFIELD RD.	402+72.22	-	LT								0.05													
255 - 256	CL-04	S.GARRINGER-EDGEFIELD RD.	401+10.00	-	RT								0.05													
255 - 256	CH-03	S. GARRINGER-EDGEFIELD RD.	400+24.93	401+10.00	RT							85														
255	CH-04	N. GARRINGER-EDGEFIELD RD.	402+72.21	403+49.79	LT							78														
255 - 256	EW-05	S. GARRINGER-EDGEFIELD RD.	-	401+45.26	RT				0.06																	
255 - 256	EW-06	N. GARRINGER-EDGEFIELD RD.	402+55.27	-	RT				0.05																	
255	TY-02	MEDIAN S.R. 435	246+75.19	247+27.46	RT																			73		
255	-	EASTBOUND S.R. 435	243+37.59	245+37.53	RT																				3	
255	-	EASTBOUND S.R. 435	244+41.53	245+37.53	RT																				2	
255	-	N. GARRINGER-EDGEFIELD RD.	402+92.22	-	LT																				1	
255	-	N. GARRINGER-EDGEFIELD RD.	402+92.22	-	LT/RT																				1	
255	-	N. GARRINGER-EDGEFIELD RD.	403+37.78		LT/RT									1												
255	-	S. GARRINGER-EDGEFIELD RD.	400+89.96	-	RT																				1	
255	-	S. GARRINGER-EDGEFIELD RD.	400+89.96	-	LT/RT																				1	
255	-	WESTBOUND S.R. 435	246+98.09	247+94.09	LT																				2	
255 - 257	-	WESTBOUND S.R. 435	246+98.09	248+98.71	LT																				3	
255 - 257	CH-05	WESTBOUND S.R. 435	246+68.09	248+79.09	LT	6															211					
255 - 257	CH-06	WESTBOUND S.R. 435	246+58.60	249+45.09	LT	13															622					
255 - 258	EW-07	EASTBOUND S.R. 435	247+05.26	253+81.94	RT	16												0.13								
255 - 258	EW-08	WESTBOUND S.R. 435	246+97.73	253+82.50	LT	16												0.13								
258 - 259	EW-09	I-71 SB EXIT RAMP	01+38.26	04+01.50	LT													0.05								
258 - 259	EW-10	I-71 SB ENTRANCE RAMP	23+31.20	25+46.44	LT													0.04								
258 - 260	EW-11	EASTBOUND S.R. 435	254+81.59	261+75.68	RT	16												0.13								
258 - 260	EW-12	WESTBOUND S.R. 435	254+90.31	261+97.65	LT	16												0.13								
255 - 257	CV-02	WESTBOUND S.R. 435	246+68.88	248+58.11	LT												108									
255 - 258	EY-03	EASTBOUND S.R. 435	247+27.46	254+05.40	RT														0.13							
255 - 258	EY-04	WESTBOUND S.R. 435	247+18.83	254+30.40	LT/RT														0.15							
255	-	WESTBOUND S.R. 435	246+97.42	248+17.42	LT																					
255 - 257	-	WESTBOUND S.R. 435	246+78.09	248+78.09	LT																					
255 - 258	-	WESTBOUND S.R. 435	246+92.96	253+32.46	LT																					
TOTALS CARRIED TO SHEET 250						176	0	0	0.91	0.78	0.54	163	0.17	1	0	63	216	1.15	1.05	0.26	1666	0.04	0	150	14	0

CALCULATED MYT
CHECKED KMD

PAVEMENT MARKING SUBSUMMARY

FAY-435-0.97

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SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RAISED PAVEMENT MARKERS	644 STOP LINE	644 CHEVRON MARKING	644 EDGE LINE, 6" WHITE	644 EDGE LINE, 6" YELLOW	644 LANE LINE, 6"	644 CHANNELIZING LINE, 12"	644 CENTER LINE	644 WORD ON PAVEMENT, 96 INCH	644 TRANSVERSE/DIAGONAL LINE	645 STOP LINE, TYPE A3	645 CHEVRON MARKING, TYPE A3	645 EDGE LINE, 6" WHITE, TYPE A3	645 EDGE LINE, 6" YELLOW, TYPE A3	645 LANE LINE, 6", TYPE A3	645 CHANNELIZING LINE, 12", TYPE A3	645 CENTER LINE, TYPE A3	645 DOTTED LINE, 6", TYPE A3	645 TRANSVERSE/DIAGONAL LINE, TYPE A3	645 LANE ARROW, TYPE A3	645 WORD ON PAVEMENT, 96 INCH, TYPE A3
						EACH	FT	FT	MILE	MILE	MILE	FT	MILE	EACH	FT	FT	FT	MILE	MILE	MILE	FT	MILE	FT	FT	EACH	EACH
255 - 257	-	WESTBOUND S.R. 435	246+71.15	249+44.09	LT																					
255	-	EASTBOUND S.R. 435	246+94.98	-	RT																					
255 - 257	-	EASTBOUND S.R. 435	247+64.62	253+24.62	RT																					
255 - 258	LL-03	WESTBOUND S.R. 435	246+68.09	254+05.40	LT	10														0.14						
255 - 258	LL-04	EASTBOUND S.R. 435	247+39.00	253+75.34	RT	8														0.12						
256	-	S. GARRINGER-EDGEFIELD RD.	400+36.94	-	LT/RT																					1
256	-	S. GARRINGER-EDGEFIELD RD.	-	-	LT/RT																				1	
256	-	S. GARRINGER-EDGEFIELD RD.	-	-	LT/RT																				1	
258	SL-03	EASTBOUND S.R. 435	253+75.34	-	RT											24										
258	SL-04	I-71 SB EXIT RAMP	01+91.33	-	LT/RT											27										
258	SL-05	WESTBOUND S.R. 435	255+17.61	-	LT											37										
258 - 260	-	WESTBOUND S.R. 435	255+47.61	259+07.61	LT																				5	
258 - 260	LL-05	EASTBOUND S.R. 435	255+05.33	261+34.70	RT	7														0.12						
258 - 260	LL-06	WESTBOUND S.R. 435	255+17.61	261+52.46	LT	8														0.12						
258 - 259	EY-05	I-71 NB ENTRANCE RAMP	23+31.20	25+50.02	RT														0.04							
258 - 259	EY-06	I-71 SB EXIT RAMP	01+72.27	04+01.50	RT														0.05							
258 - 260	EY-07	WESTBOUND S.R. 435	254+97.62	261+64.40	LT/RT														0.13							
258 - 260	EY-08	EASTBOUND S.R. 435	254+99.63	261+60.42	RT														0.13							
258 - 259	CH-07	I-71 SB EXIT RAMP	01+91.33	04+01.50	RT																210				2	
258 - 260	CH-08	WESTBOUND S.R. 435	255+17.61	259+53.61	RT	11															436					
258 - 260	CH-09	EASTBOUND S.R. 435	258+28.38	261+34.70	RT	8															306					
260	SL-06	EASTBOUND S.R. 435	261+34.70	-	RT											36										
260	-	EASTBOUND S.R. 435	259+20.70	261+04.70	RT																				3	
260	-	I-71 NB EXIT RAMP	24+27.59	-	LT																				1	
260	SL-07	I-71 NB EXIT RAMP	24+31.73	-	LT/RT											31										
260	SL-08	WESTBOUND S.R. 435	262+88.71	-	LT											24										
260 - 261	EY-9	I-71 NB EXIT RAMP	22+99.37	24+45.05	LT														0.03							
260 - 261	CH-10	I-71 NB EXIT RAMP	22+99.37	24+31.73	LT																131					
260 - 261	EW-13	I-71 NB EXIT RAMP	22+99.37	24+52.51	RT													0.03								
260 - 261	EY-10	I-71 NB ENTRANCE RAMP	01+63.77	03+82.11	LT														0.04							
260 - 261	EW-14	I-71 NB ENTRANCE RAMP	01+66.05	03+82.11	RT/LT													0.04								
260 - 262	LL-07	WESTBOUND S.R. 435	262+88.71	267+03.74	LT	5														0.08						
260 - 262	EW-15	WESTBOUND S.R. 435	262+71.31	266+90.17	LT	16												0.08								
260 - 262	EY-12	WESTBOUND S.R. 435	262+27.35	266+65.83	RT/LT														0.09							
260 - 262	EY-11	EASTBOUND S.R. 435	262+52.35	266+65.83	RT														0.08							
260 - 262	LL-08	EASTBOUND S.R. 435	262+41.52	267+15.83	RT	6														0.09						
260 - 262	EW-16	EASTBOUND S.R. 435	262+35.26	267+15.83	RT	16												0.09								
262	CV-03	EASTBOUND S.R. 435	264+77.80	267+17.78	RT												152									
262	TY-03	WESTBOUND S.R. 435	266+60.15	267+08.83	LT																			59		
262	CL-07	WESTBOUND S.R. 435	266+65.83	267+18.12	LT	2																0.02				
262	SL-9	EASTBOUND S.R. 435	267+15.83	-	LT											12										
262	SL-10	EASTBOUND S.R. 435	267+15.83	-	RT											24										
262	SL-11	N. ALLEN RD.	10+81.46	-	LT/RT											46										
262	SL-12	S. ALLEN RD.	30+35.22	-	LT/RT											61										
262	-	EASTBOUND S.R. 435	264+16.02	266+85.83	RT/LT																				4	
262	CH-11	EASTBOUND S.R. 435	263+90.83	267+15.83	RT	16															616					
262	-	N. ALLEN RD.	11+01.28	-	LT/RT																				1	
262	-	N. ALLEN RD.	11+01.28	-	LT																				1	
262	-	N. ALLEN RD.	11+31.24	-	LT/RT																					1
262	-	S. ALLEN RD.	30+15.22	-	LT																				1	
262	-	S. ALLEN RD.	30+15.22	-	LT																				1	
262	-	S. ALLEN RD.	29+61.46	-	LT/RT									3												
262 - 263	EW-17	S. ALLEN RD.	28+78.70	30+67.36	LT				0.04																	
262 - 263	EW-18	N. ALLEN RD.	10+65.70	11+63.55	LT													0.03								
TOTALS CARRIED TO SHEET 250						113	0	0	0.04	0.00	0.00	0	0.00	3	0	322	152	0.27	0.59	0.67	1699	0.02	0	59	21	2

CALCULATED MYT
CHECKED KMD

PAVEMENT MARKING SUBSUMMARY

FAY-435-0.97

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RAISED PAVEMENT MARKERS	644 STOP LINE	644 CHEVRON MARKING	644 EDGE LINE, 6" WHITE	644 EDGE LINE, 6" YELLOW	644 LANE LINE, 6"	644 CHANNELIZING LINE, 12"	644 CENTER LINE	644 WORD ON PAVEMENT, 96 INCH	644 TRANSVERSE/DIAGONAL LINE	645 STOP LINE, TYPE A3	644 CHEVRON MARKING, TYPE A3	645 EDGE LINE, 6" WHITE, TYPE A3	645 EDGE LINE, 6" YELLOW, TYPE A3	645 LANE LINE, 6", TYPE A3	645 CHANNELIZING LINE, 12", TYPE A3	645 CENTER LINE, TYPE A3	645 DOTTED LINE, 6", TYPE A3	645 TRANSVERSE/DIAGONAL LINE, TYPE A3	645 LANE ARROW, TYPE A3	645 WORD ON PAVEMENT, 96 INCH, TYPE A3
						EACH	FT	FT	MILE	MILE	MILE	FT	MILE	EACH	FT	FT	FT	MILE	MILE	MILE	FT	MILE	FT	FT	EACH	EACH
262 - 264	EW-19	N. ALLEN RD.	10+35.00	11+02.14	RT													0.02								
262 - 263	CL-08	N. ALLEN RD.	10+81.46	12+81.33	LT/RT																	0.04				
262 - 263	CL-09	S. ALLEN RD.	28+79.40	30+35.22	LT								0.03													
262	DW-03	INTERSECTION	267+03.74	268+14.12	RT																		181			
262	DW-02	INTERSECTION	267+68.43	268+77.40	LT																		176			
262	CH-13	S. ALLEN RD.	29+58.69	30+35.22	LT																67					
262	CH-14	S. ALLEN RD.	29+58.69	30+35.22	LT/RT																150					
263	CH-15	N. ALLEN RD.	-	-	RT																61					
262	CH-12	N. ALLEN RD.	10+81.46	11+43.20	LT																62					
263	CL-11	N. ALLEN RD.	-	-	LT																	0.04				
263	CL-10	N. ALLEN RD.	-	-	RT																	0.04				
263	-	N. ALLEN RD.	12+45.29	-	LT/RT																					1
263	-	N. ALLEN RD.	12+69.29	-	LT/RT																				1	
263	-	N. ALLEN RD.	-	-	LT/RT																				1	
263	-	N. ALLEN RD.	-	-	LT/RT																				1	
262	TW-4	S. ALLEN RD.	29+94.90	30+35.22	LT/RT																			33		
262	SL-13	WESTBOUND S.R. 435	268+52.56	-	LT											24										
262	SL-14	WESTBOUND S.R. 435	268+52.56	-	LT											12										
262	-	S. ALLEN RD.	30+12.86	-	RT																				1	
262 - 263	EW-20	S. ALLEN RD.	28+80.88	30+67.33	RT				0.04																	
262 - 264	-	WESTBOUND S.R. 435	268+82.56	271+54.56	LT																				4	
262 - 265	EW-21	EASTBOUND S.R. 435	269+08.19	281+49.00	RT	16												0.24								
262 - 265	EW-22	WESTBOUND S.R. 435	268+52.56	275+90.74	LT	16												0.14								
262 - 264	CH-16	WESTBOUND S.R. 435	268+46.06	272+36.56	LT	20															789					
262 - 264	CV-04	WESTBOUND S.R. 435	268+48.01	272+24.56	LT												118									
262 - 265	LL-09	WESTBOUND S.R. 435	268+52.56	276+14.55	LT	9														0.14						
262 - 265	LL-10	EASTBOUND S.R. 435	268+77.40	276+14.55	RT	9														0.14						
262 - 264	EY-13	EASTBOUND S.R. 435	268+52.56	274+78.68	RT														0.12							
262 - 264	EY-14	WESTBOUND S.R. 435	268+44.06	274+63.92	RT														0.12							
265	DW-01	WESTBOUND S.R. 435	272+36.56	274+47.40	LT																		216			
264 - 265	CH-17	EASTBOUND S.R. 435	274+03.25	276+14.55	RT	6															211					
264 - 265	CL-12	EASTBOUND S.R. 435	274+58.56	276+14.56	RT	2																0.03				
264 - 265	TY-04	EASTBOUND S.R. 435	274+64.41	276+02.55	RT																			69		
265	SL-15	EASTBOUND S.R. 435	276+14.55	-	RT											36										
265	SL-16	FACTORY SHOPS BLVD.	501+93.95	-	RT/LT											44										
265	CH-18	FACTORY SHOPS BLVD.	501+93.95	502+88.82	LT																95					
265	CH-19	FACTORY SHOPS BLVD.	501+93.95	502+88.82	LT																95					
265 - 266	LL-11	FACTORY SHOPS BLVD.	501+94.10	-	RT															0.08						
265 - 266	LL-14	FACTORY SHOPS BLVD.	502+88.82	-	LT															0.08						
265	SL-17	WESTBOUND S.R. 435	277+45.61	-	LT											24										
265	SL-18	WESTBOUND S.R. 435	277+45.73	-	RT											12										
264 - 265	-	EASTBOUND S.R. 435	274+88.55	275+84.55	RT																				2	
265	-	EASTBOUND S.R. 435	277+76.03	278+71.85	RT																				2	
265	-	FACTORY SHOPS BLVD.	502+23.54	-	LT																				1	
265	-	FACTORY SHOPS BLVD.	502+23.54	-	LT																				1	
265	-	FACTORY SHOPS BLVD.	502+23.54	-	LT																				1	
265	CH-20	WESTBOUND S.R. 435	277+45.61	279+38.42	RT/LT	5															193					
265	CH-21	WESTBOUND S.R. 435	277+45.73	279+38.42	RT	5															193					
265 - 265	EW-23	WESTBOUND S.R. 435	277+59.36	281+49.00	LT	16												0.08								
262 - 265	LL-12	WESTBOUND S.R. 435	277+45.61	281+49.00	LT	4														0.08						
265 - 265	CL-13	EASTBOUND S.R. 435	277+46.03	281+49.00	RT/LT	3																0.06				
265 - 265	LL-13	EASTBOUND S.R. 435	277+45.73	281+49.00	RT	3														0.07						
265 - 265	CL-14	EASTBOUND S.R. 435	279+38.79	281+49.00	RT	2																0.04				
267 - 268	-	EASTBOUND S.R. 435	285+41.63	288+13.64	RT																				4	
TOTALS CARRIED TO SHEET 250						**116**	**0**	**0**	**0.04**	**0.00**	**0.00**	**0**	**0.03**	**0**	**0**	**152**	**118**	**0.48**	**0.24**	**0.59**	**1915**	**0.24**	**573**	**102**	**19**	**1**

CALCULATED MYT
CHECKED KMD

PAVEMENT MARKING SUBSUMMARY

FAY-435-0.97

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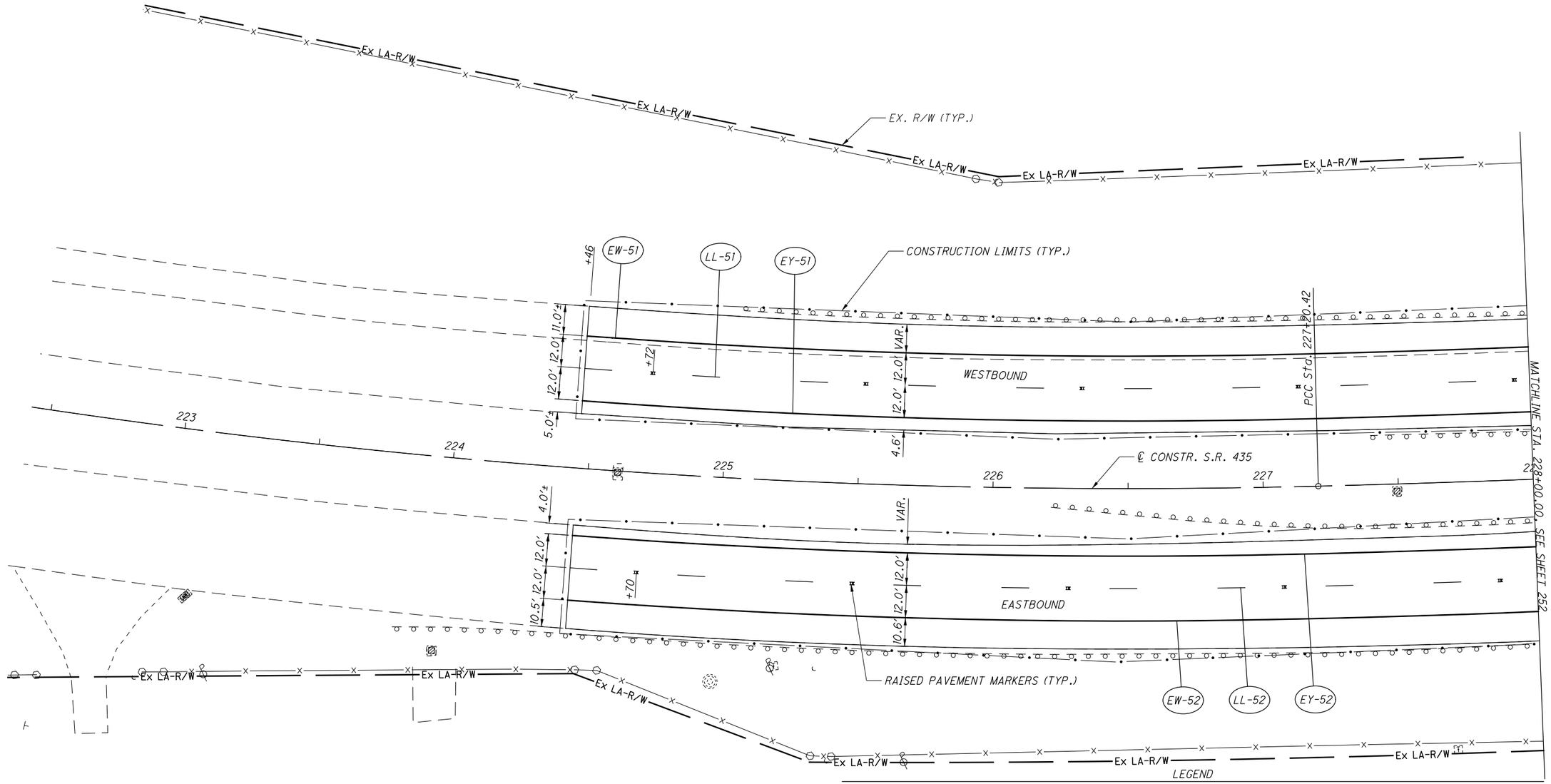
SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	621 RAISED PAVEMENT MARKERS	644 STOP LINE	644 CHEVRON MARKING	644 EDGE LINE, 6" WHITE	644 EDGE LINE, 6" YELLOW	644 LANE LINE, 6"	644 CHANNELIZING LINE, 12"	644 CENTER LINE	644 WORD ON PAVEMENT, 96 INCH	644 TRANSVERSE/DIAGONAL LINE	645 STOP LINE, TYPE A3	645 CHEVRON MARKING, TYPE A3	645 EDGE LINE, 6" WHITE, TYPE A3	645 EDGE LINE, 6" YELLOW, TYPE A3	645 LANE LINE, 6", TYPE A3	645 CHANNELIZING LINE, 12", TYPE A3	645 CENTER LINE, TYPE A3	645 DOTTED LINE, 6", TYPE A3	645 TRANSVERSE/DIAGONAL LINE, TYPE A3	645 LANE ARROW, TYPE A3	645 WORD ON PAVEMENT, 96 INCH, TYPE A3
						EACH	FT	FT	MILE	MILE	MILE	FT	MILE	EACH	FT	FT	FT	MILE	MILE	MILE	FT	MILE	FT	FT	EACH	EACH
265	TY-05	EASTBOUND S.R. 435	279+50.85	281+49.00	RT																			64		
267 - 268	CH-22	EASTBOUND S.R. 435	285+19.66	290+30.69	RT							511														
268	CH-23	U.S.R. 35 SB ENT. RAMP	226+26.90	227+55.18	LT							190														
268	CV-05	EASTBOUND S.R. 435	289+18.41	290+08.95	RT			55																		
268	EY-15	U.S.R. 35 SB ENT. RAMP	227+61.18	228+77.27	LT					0.02																
268 - 269	EW-24	EASTBOUND S.R. 435	290+30.69	292+81.52	RT				0.05																	
269	EW-25	U.S.R. 35 SB ENT. RAMP	228+99.53	230+59.33	LT				0.03																	
269	EY-16	U.S.R. 35 SB ENT. RAMP	228+99.53	230+59.33	LT					0.03																
269 - 271	EW-26	EASTBOUND S.R. 435	293+14.05	302+24.80	LT				0.17																	
271	EY-17	U.S.R. 35 NB EXIT RAMP	302+24.80	302+61.35	RT					0.01																
271	EW-27	U.S.R. 35 NB EXIT RAMP	302+87.76	303+36.41	RT				0.02																	
271 - 272	CL-15	S.R. 435	302+91.26	308+59.17	LT/RT								0.11													
271	SL-19	U.S.R. 35 NB EXIT RAMP	302+55.54	302+95.68	RT		40																			
271 - 272	EW-28	EASTBOUND S.R. 435	303+36.41	308+97.89	RT				0.11																	
272	CL-17	S.R. 435	308+59.17	308+97.89	LT/RT								0.01													
264 - 265	CL-16	EASTBOUND S.R. 435	274+58.56	276+14.56	RT	2							0.03													
267 - 272	EW-63	WESTBOUND S.R. 435	281+49.00	308+97.89	LT				0.52																	
267 - 271	LL-62	WESTBOUND S.R. 435	281+49.00	306+00.00	LT	31					0.46															
267 - 271	CL-63	EASTBOUND S.R. 435	281+49.00	302+07.53	RT/LT	26							0.39													
267 - 267	LL-63	EASTBOUND S.R. 435	281+49.00	285+19.66	RT	5					0.01															
267 - 268	CL-64	EASTBOUND S.R. 435	281+49.00	284+83.17	RT	5							0.06													
267 - 268	EW-61	EASTBOUND S.R. 435	281+49.00	291+48.51	RT				0.19																	
267	TY-65	EASTBOUND S.R. 435	281+49.00	282+91.66	RT										52											
TOTALS THIS SHEET						68	40	55	1.08	0.06	0.47	701	0.60	0	52	0	0	0.00	0.00	0.00	0	0.00	0	0	0	0
TOTALS CARRIED FROM SHEET 247						176	0	0	0.91	0.78	0.54	163	0.17	1	0	63	216	1.15	1.05	0.26	1666	0.04	0	150	14	0
TOTALS CARRIED FROM SHEET 248						113	0	0	0.04	0.00	0.00	0	0.00	3	0	322	152	0.27	0.59	0.67	1699	0.02	0	59	21	2
TOTALS CARRIED FROM SHEET 249						116	0	0	0.04	0.00	0.00	0	0.03	0	0	152	118	0.48	0.24	0.59	1915	0.24	573	102	19	1
TOTALS CARRIED TO GENERAL SUMMARY						473	40	55	2.92		1.01	864	0.80	4	52	537	485	3.78		1.52	5279	0.30	573	311	54	3

CALCULATED MYT
CHECKED KMD

PAVEMENT MARKING SUBSUMMARY

FAY-435-0.97

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

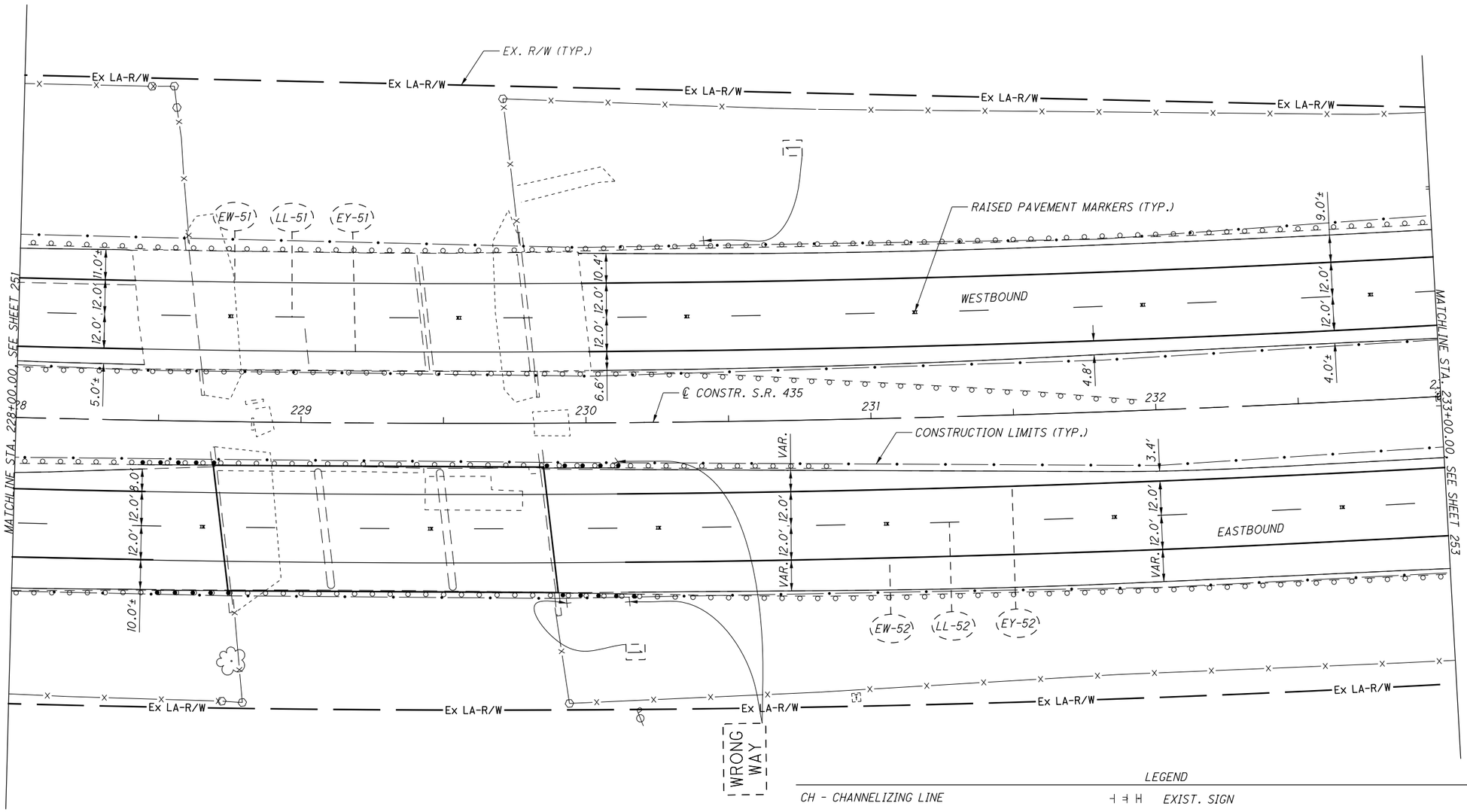
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
BEGIN PROJECT TO STA. 228+00.00

FAY-435-0.97

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 228+00.00 TO STA. 233+00.00

FAY-435-0.97

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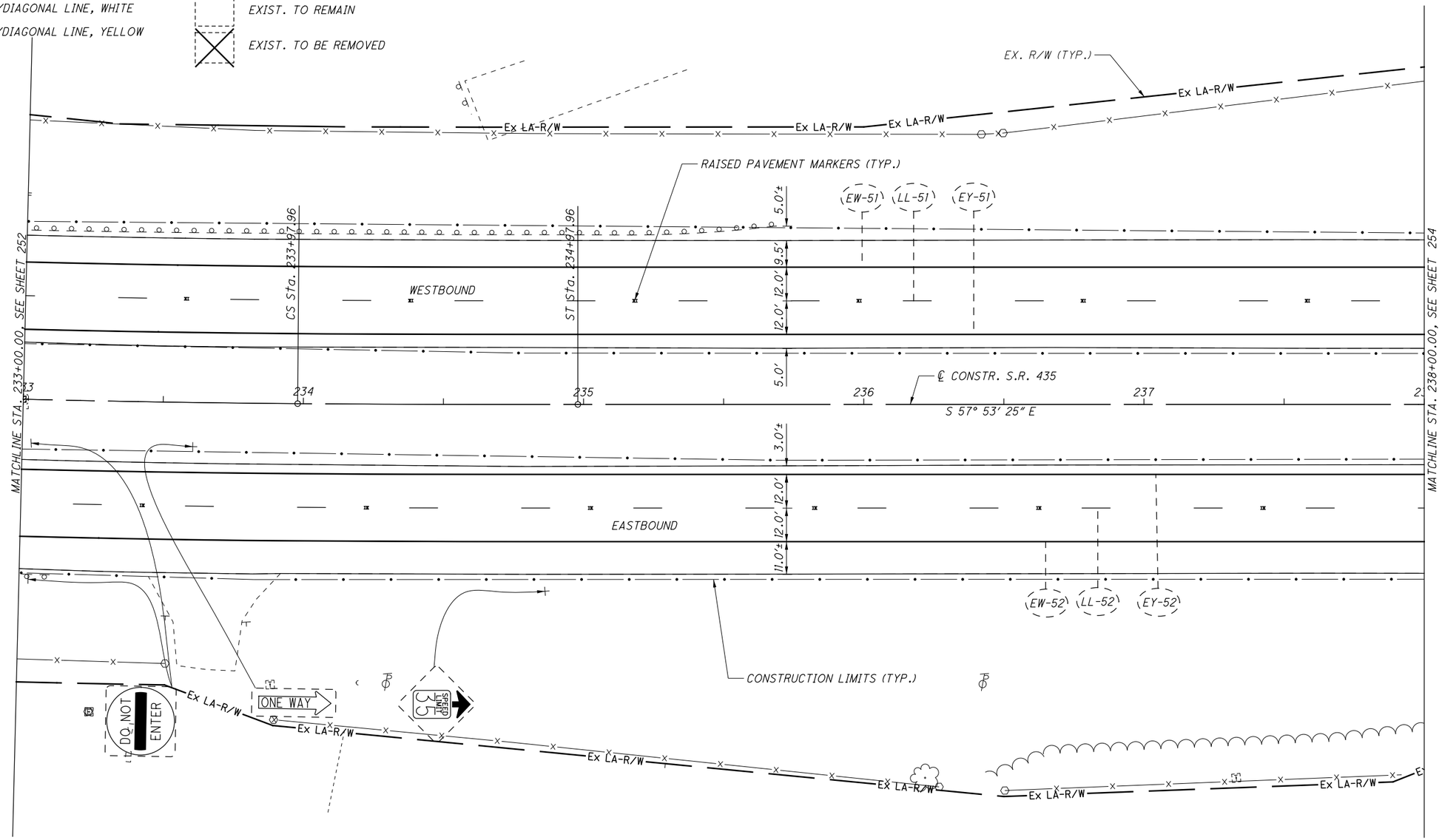
LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 233+00.00 TO STA. 238+00.00

FAY-435-0.97

253
393

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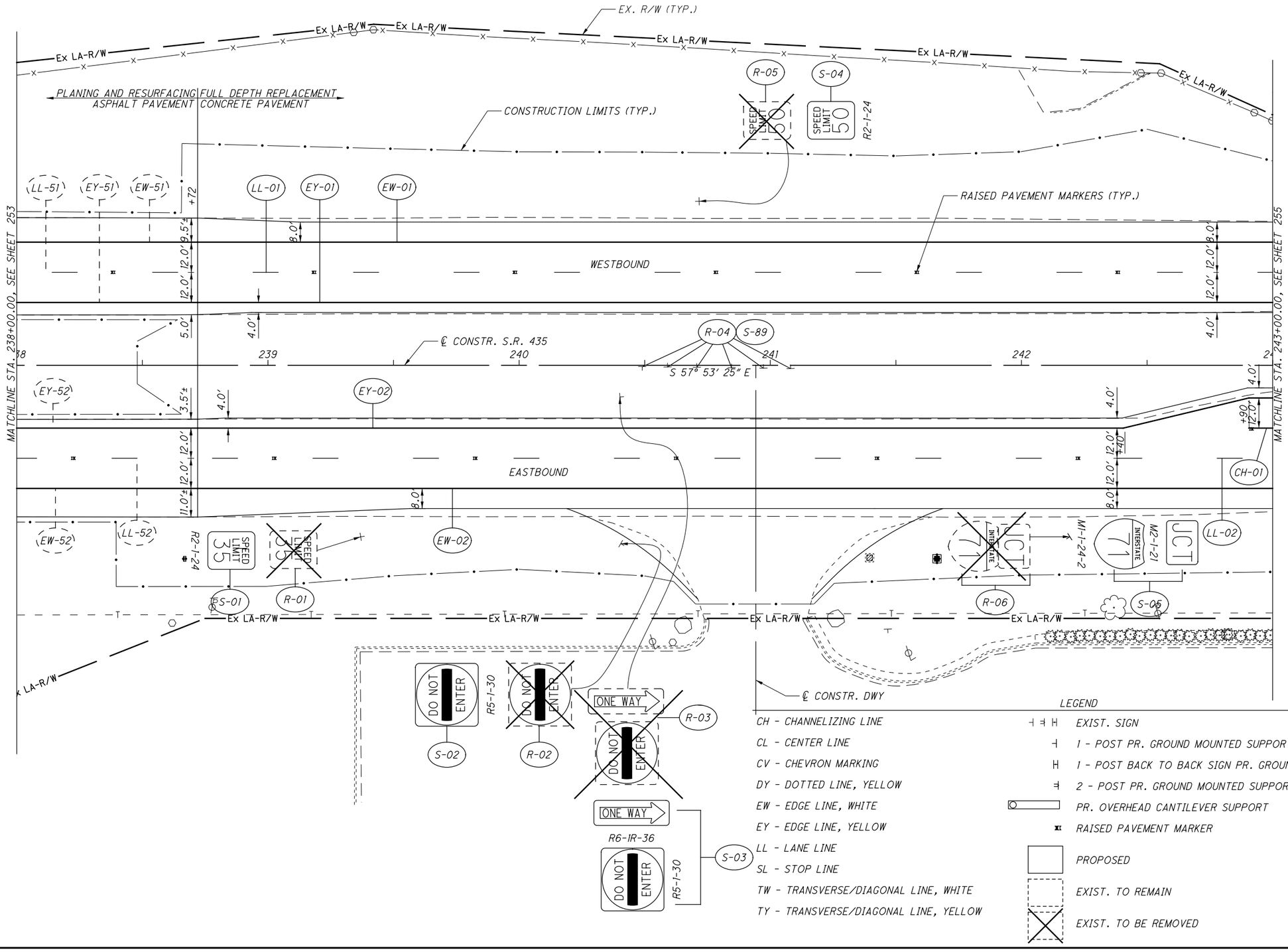
1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN STA. 238+00.00 TO STA. 243+00.00

FAY-435-0.97

254
393

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250

MATCHLINE STA. 403+50.00, SEE SHEET 256

MATCHLINE STA. 243+00.00, SEE SHEET 254

MATCHLINE STA. 248+50.00, SEE SHEET 257

MATCHLINE STA. 400+50.00, SEE SHEET 256

WESTBOUND

EASTBOUND

CONSTRUCTION LIMITS (TYP.)

RAISED PAVEMENT MARKERS (TYP.)

EX. R/W (TYP.)

℄ CONSTR. S.R. 435

℄ CONSTR. DWY

℄ GARRINGER-EDGEFIELD RD.

℄ CONSTR. S.R. 435, STA. 246+24.89 = ℄ GARRINGER-EDGEFIELD RD., STA. 401+94.31

PI Sta. 246+54.14

N 32° 02' 12" E

S 57° 53' 25" E

PROPANE

Ex LA-R/W

Ex R/W

LEGEND

CH - CHANNELIZING LINE	EY - EDGE LINE, YELLOW	EXIST. SIGN	RAISED PAVEMENT MARKER
CL - CENTER LINE	LL - LANE LINE	1 - POST PR. GROUND MOUNTED SUPPORT	PROPOSED
CV - CHEVRON MARKING	SL - STOP LINE	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT	EXIST. TO REMAIN
DY - DOTTED LINE, YELLOW	TW - TRANSVERSE/DIAGONAL LINE, WHITE	2 - POST PR. GROUND MOUNTED SUPPORT	EXIST. TO BE REMOVED
EW - EDGE LINE, WHITE	TY - TRANSVERSE/DIAGONAL LINE, YELLOW	PR. OVERHEAD CANTILEVER SUPPORT	

HORIZONTAL SCALE IN FEET

CALCULATED MYT

CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN STA. 243+00.00 TO STA. 248+50.00

FAY-435-0.97

255
393

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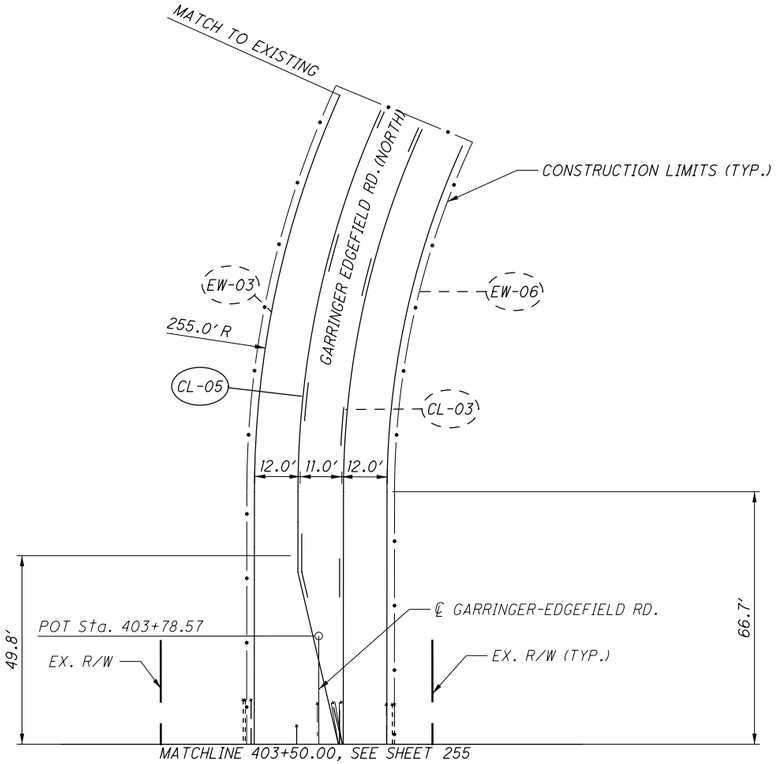
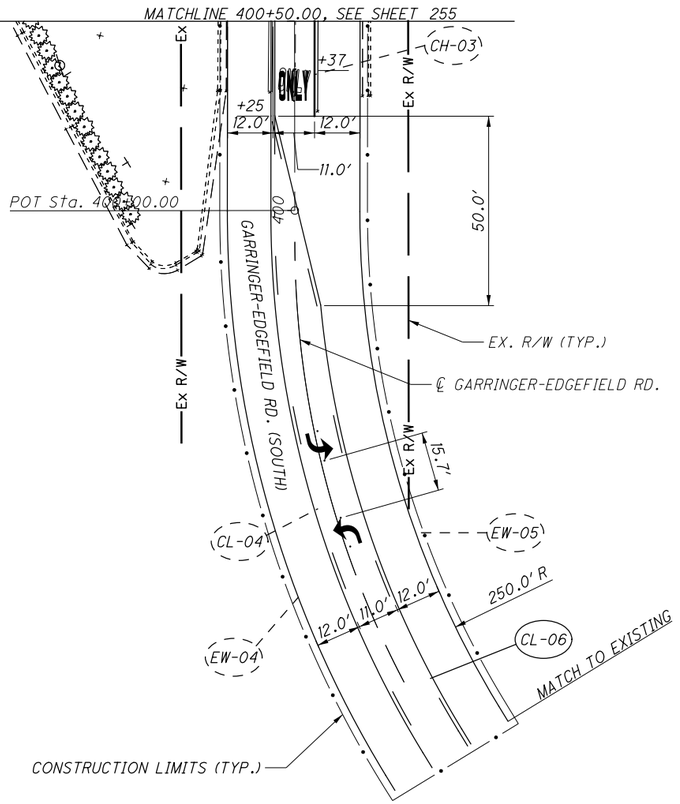
1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250





LEGEND

CH - CHANNELIZING LINE	⊣ ⫟ ⊢	EXIST. SIGN
CL - CENTER LINE	⊣	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	⊢	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	⫟	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	○═══○	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	⧓	RAISED PAVEMENT MARKER
LL - LANE LINE		PROPOSED
SL - STOP LINE		EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE		EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW		

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
GARRINGER-EDGEFIELD RD.

FAY-435-0.97

256
393

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1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250

S-17 — R3-H8DA-54 — ONLY ONLY ONLY ONLY

R-19 — ONLY ONLY ONLY ONLY

S-21 — TO (M4-5-24) — WEST (M3-4-24) — 35 (M3-4-24) — M1-4-24-2

WEST (M3-4-24) — 435 (M1-5-24-3)

R-23 — WEST — 435

EX. R/W (TYP.)

R-21 — SPEED LIMIT 35

S-19 — SPEED LIMIT 35 — R2-1-24

CH-05

EW-08

CV-02 — CH-06 — EY-04 — LL-03

WESTBOUND

12.0' 12.0' 8.0' +79 +45 +90 +95 +70 +32

MATCHLINE STA. 248+50.00, SEE SHEET 255

MATCHLINE STA. 253+50.00, SEE SHEET 258

249 250 251 252 253

℄ CONSTR. S.R. 435

S 57° 53' 25" E

4.0' 12.0' 12.0' 8.0' 4.0' 12.0' 12.0' 8.0' +55 +35

RAISED PAVEMENT MARKERS (TYP.)

EY-03 — EW-07 — LL-04

EASTBOUND

CONSTRUCTION LIMITS (TYP.)

SA — SA — SA — SA — ℄ CL

R-20 — SPEED LIMIT 35 — R2-1-24 — S-18

M2-H5-108 — CINCINNATI 64 — COLUMBUS 42 — R-22

NORTH KEEP LEFT — INTERSTATE 71 — SOUTH KEEP RIGHT — S-20

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MYT CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN STA. 248+50.00 TO STA. 253+50.00

FAY-435-0.97

257 393

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1. FOR SIGN QUANTITIES, SEE SHEET 242- 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247- 250
3. FOR OVERHEAD SIGN DETAILS, SEE SHEETS 273- 277
4. FOR OVERHEAD CANTILEVER POLE DETAILS, SEE SHEET 278-

EX. R/W (TYP.)
MATCHLINE STA. 2+50.00, SEE SHEET 259
℄ I-71 SB EXIT RAMP
℄ I-71 SB EXIT RAMP
PC Sta. 2+40.60
REMOVE & RE-ERECT
CONSTRUCTION LIMITS (TYP.)
℄ CONSTR. S.R. 435, STA. 258+30.24 = ℄ I-71, STA. 373+06.94
I-71 SB
MATCHLINE STA. 253+50.00, SEE SHEET 257
MATCHLINE STA. 258+50.00, SEE SHEET 260
WESTBOUND
EASTBOUND
℄ CONSTR. S.R. 435
℄ CONSTR. S.R. 435, STA. 254+33.65 = ℄ I-71 SB EXIT RAMP, STA. 1+07.90 = ℄ I-71 SB ENT. RAMP, STA. 25+97.27
℄ I-71 SB ENT. RAMP
I-71 SB ENT. RAMP
RAISED PAVEMENT MARKERS (TYP.)
MATCHLINE STA. 24+50.00, SEE SHEET 259
℄ I-71
I-71 NB
S 57° 53' 25" E
N 34° 53' 14" E
N 50° 26' 01" E
18.0' R
80.0' R
100.0' R
6.0' R
75.8' R
54.5' R
25.0' R
(SPAN WIRE MOUNTED)
R3-H8BH-36
R5-1-30
R6-1L-36
R3-H8CA-48
R4-7B-24
R3-2-24
R7-1-24
M1-5-24-3
W3-2-24
I-71-H2A-48
OS-1
OS-2
OS-3

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 253+50.00 TO STA. 258+50.00

FAY-435-0.97

258
393

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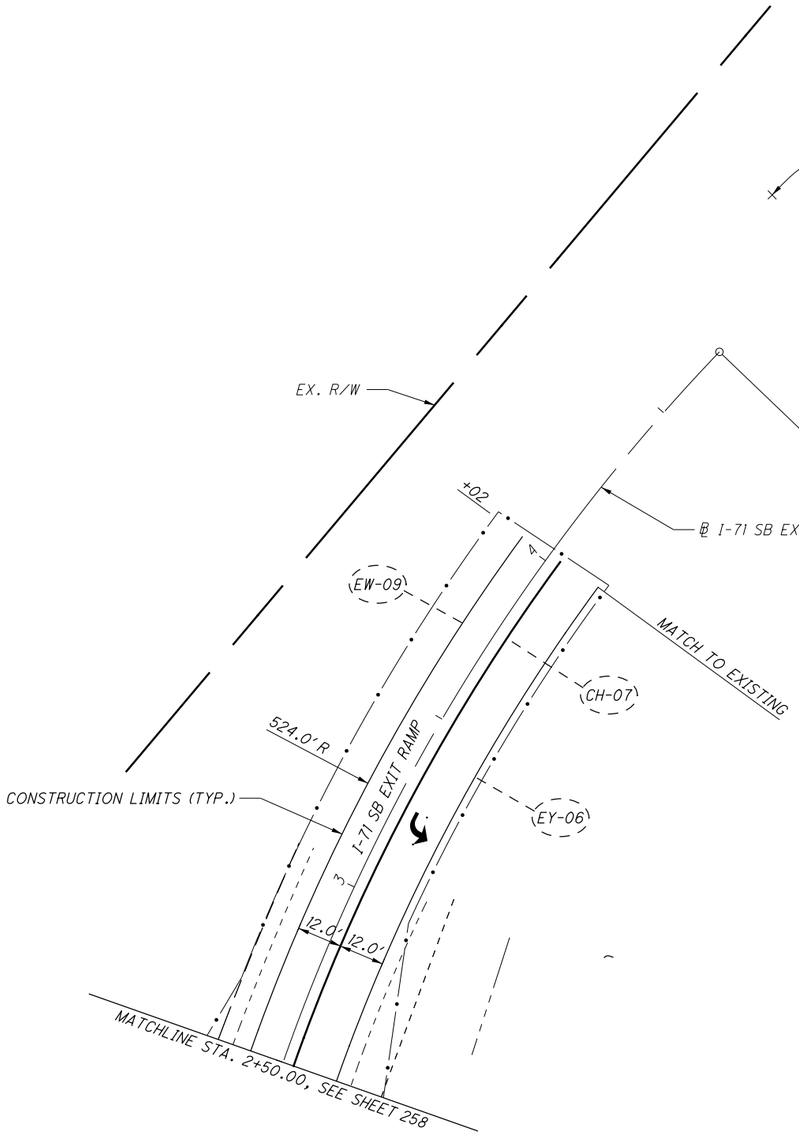
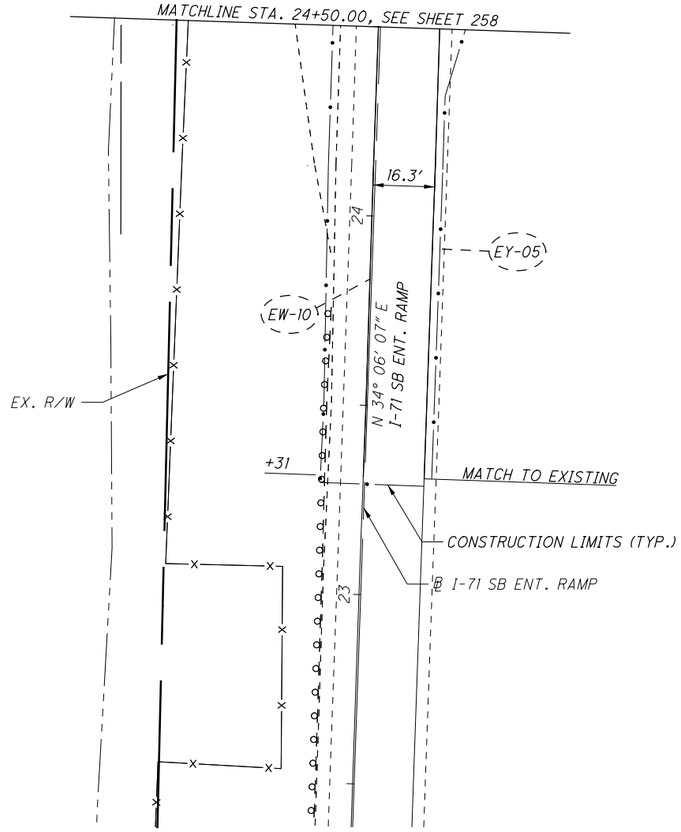
1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247- 250

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
I-71 SB EXIT AND ENTRANCE RAMP

FAY-435-0.97

259
393

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250
3. FOR OVERHEAD SIGN DETAILS, SEE SHEETS 273 - 277
4. FOR OVERHEAD CANTILEVER POLE DETAILS, SEE SHEET 281

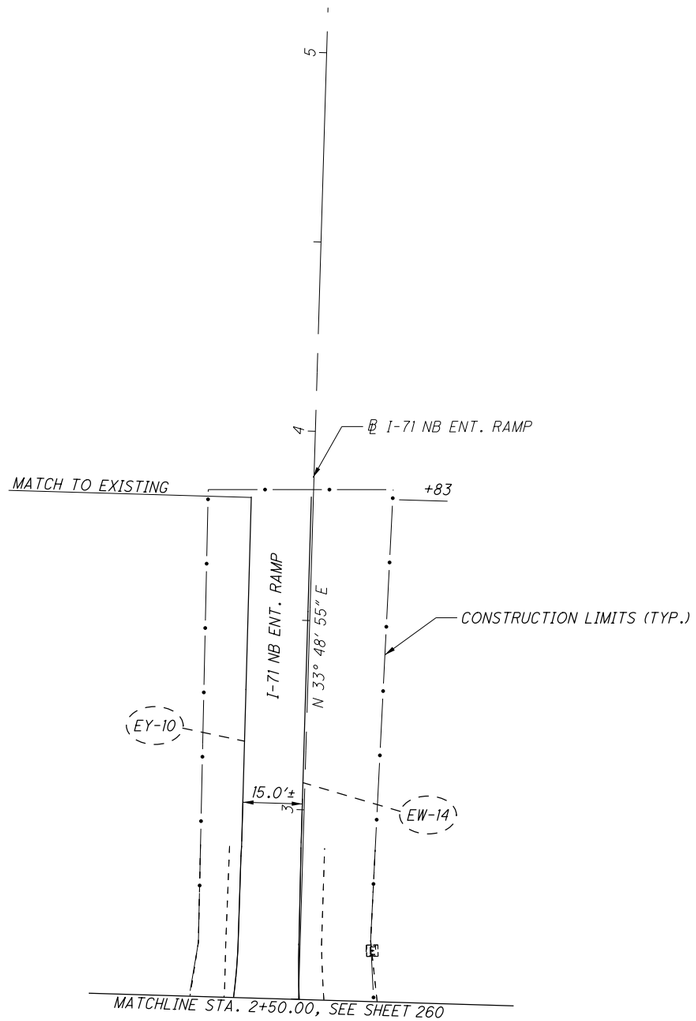
HORIZONTAL SCALE IN FEET
0 10 20 40

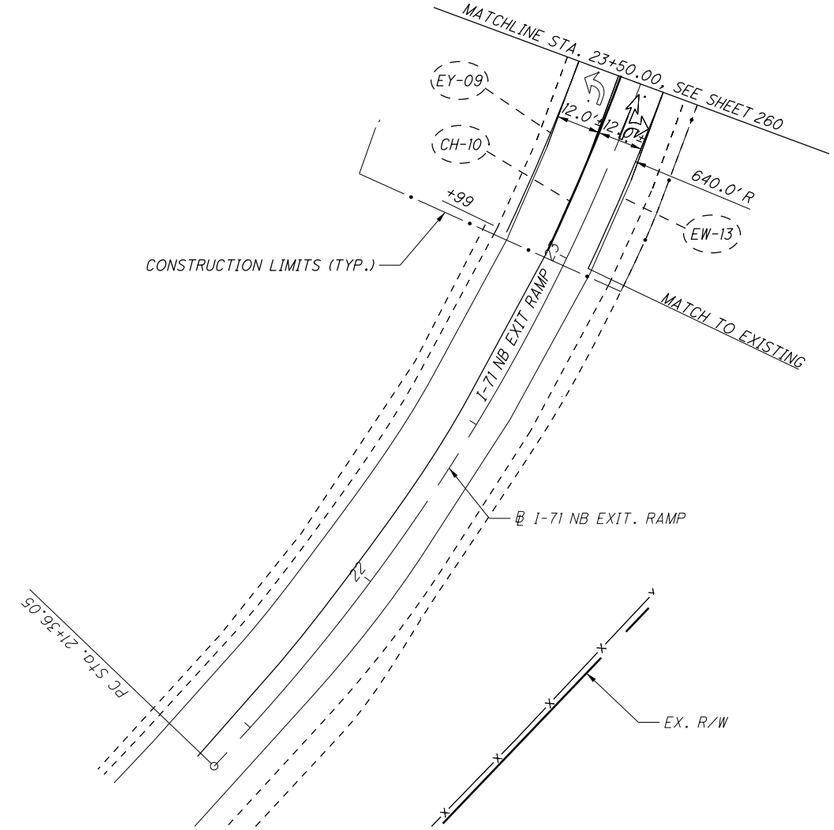
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 258+50.00 TO STA. 263+50.00

FAY-435-0.97

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250





LEGEND

CH - CHANNELIZING LINE	⊣ ⫣ ⊢	EXIST. SIGN
CL - CENTER LINE	⊣	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	⊢	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	⫣	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE		PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW		RAISED PAVEMENT MARKER
LL - LANE LINE		PROPOSED
SL - STOP LINE		EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE		EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW		

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
I-71 NB ENTRANCE AND EXIT RAMP

FAY-435-0.97

261
393

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 242- 246

MATCHLINE STA. 11+50.00, SEE SHEET 263

MATCHLINE STA. 263+50.00, SEE SHEET 260

MATCHLINE STA. 269+35.00, SEE SHEET 264

MATCHLINE STA. 29+50.00, SEE SHEET 263

CONSTRUCTION LIMITS (TYP.)

WESTBOUND

EASTBOUND

℄ CONSTR. S.R. 435

℄ ALLEN RD.

RAISED PAVEMENT MARKERS (TYP.)

S 57° 57′ 26″ E

EX. R/W (TYP.)

Ex R/W

PT STA. 30+07.34

℄ CONSTR. S.R. 435, STA. 267+88.42 = ℄ ALLEN RD. (NORTH), STA. 10+00.00

℄ CONSTR. S.R. 435, STA. 268+30.11 = ℄ ALLEN RD. (SOUTH), STA. 31+16.35

N 32° 02′ 00″ E

ALLEN RD. CO14

ONE WAY

STOP HERE TO ACTUATE SIGNAL

D1-H1-48 (POLE MOUNTED)

M2-H5-108

R3-H8BH-36

R3-H8CG-48

M1-5-24-3

M3-2-24

R2-1-24

R4-7B-24

R5-1-30

D1-H1-48

LEGEND

CH - CHANNELIZING LINE	TW - TRANSVERSE/DIAGONAL LINE, WHITE
CL - CENTER LINE	TY - TRANSVERSE/DIAGONAL LINE, YELLOW
CV - CHEVRON MARKING	EXIST. SIGN
DW - DOTTED LINE, WHITE	1 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
EY - EDGE LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
LL - LANE LINE	PR. OVERHEAD CANTILEVER SUPPORT
SL - STOP LINE	RAISED PAVEMENT MARKER

PROPOSED

EXIST. TO REMAIN

EXIST. TO BE REMOVED

HORIZONTAL SCALE IN FEET

CALCULATED MYT CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN STA. 263+50.00 TO STA. 269+35.00

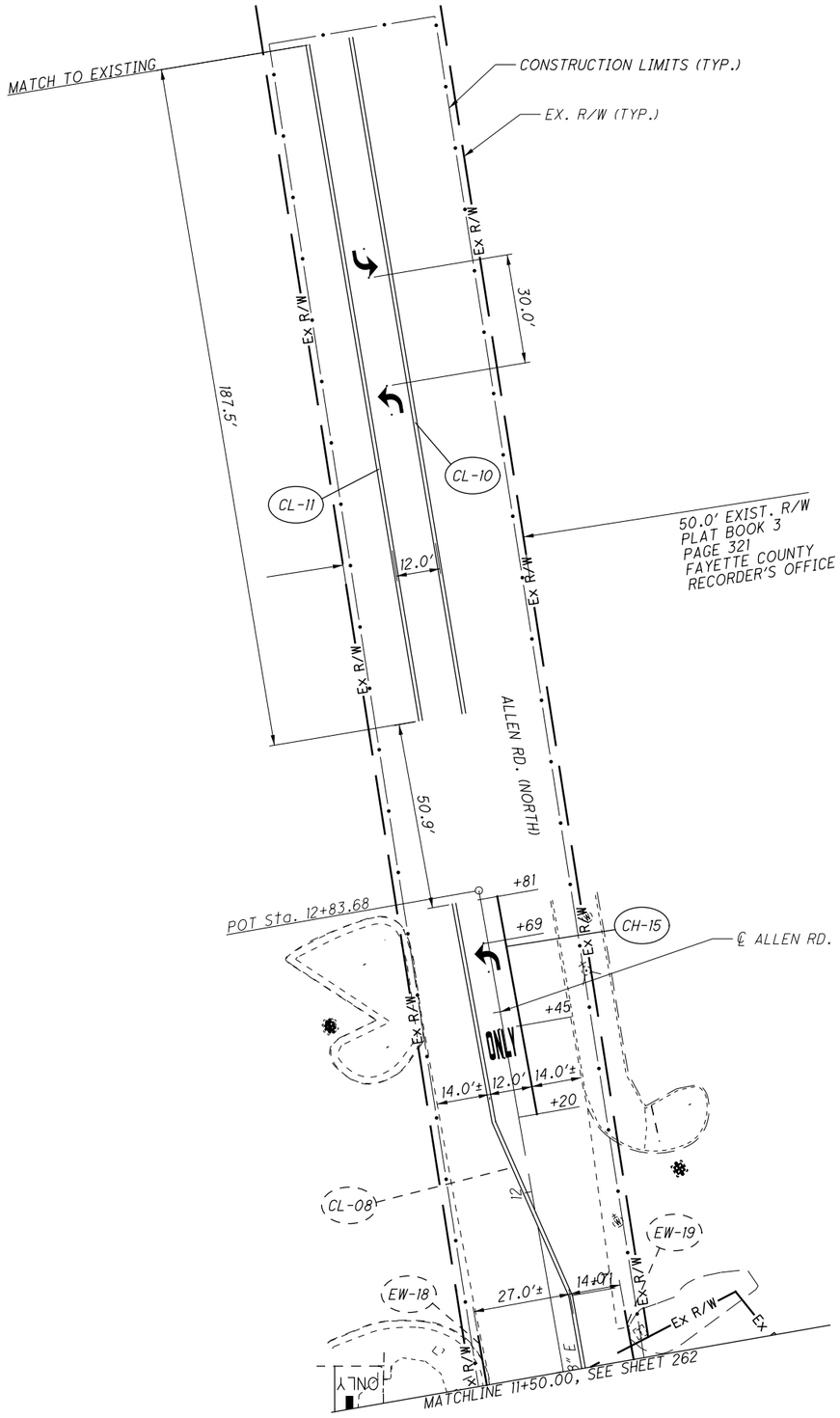
FAY-435-0.97

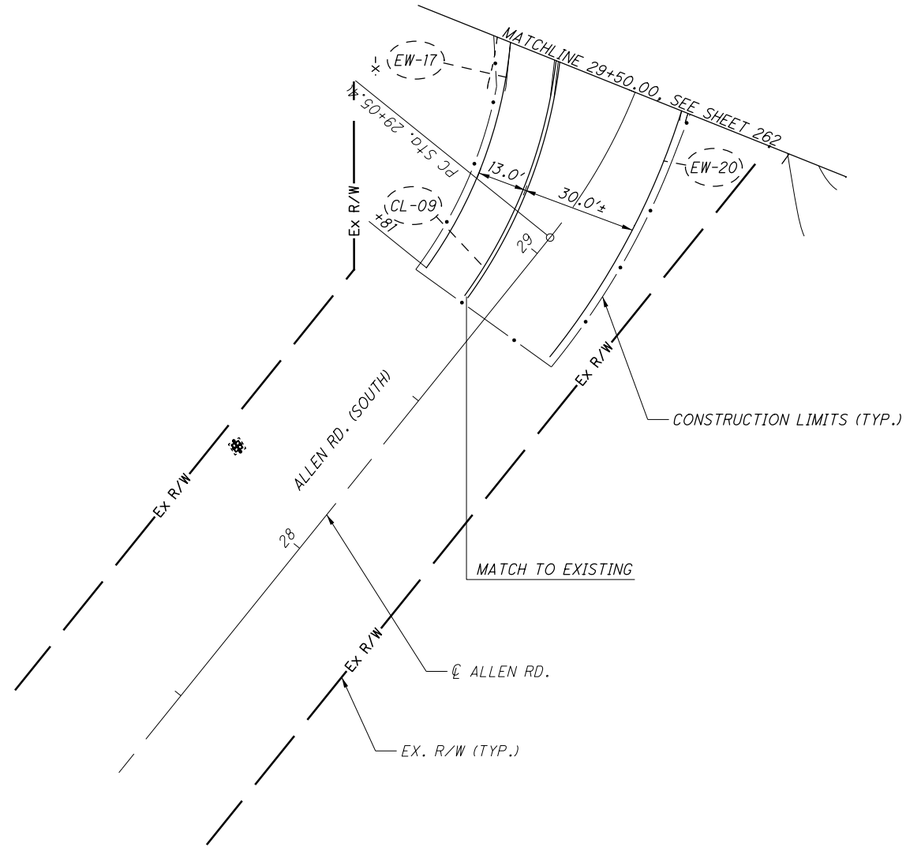
262 393

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247- 250

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

PAVEMENT MARKING PLAN
ALLEN RD.

SIGN AND PAVEMENT MARKING

FAY-435-0.97

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250
3. FOR OVERHEAD SIGN DETAILS, SEE SHEETS 273 - 277

R-65 NORTH INTERSTATE SOUTH
R-68 STOP ONLY
S-67 STOP R1-1-30 ONLY R3-5R-30
R-79 WRONG WAY JCT INTERSTATE 71
S-75 R5-1A-36 WRONG WAY JCT M2-1-21 INTERSTATE 71 M1-1-24-2
R-80 ONLY ONLY
S-76 ONLY ONLY R3-H8CG-48
S-63 OCTA CORP LIMIT I-H2A-48
R-64 OCTA CORPORATION LIMIT
R6-1R-36 ONE WAY S-68 R-73 R-69
R6-1R-36 ONE WAY S-71 R-75
R6-1R-36 ONE WAY S-77
R-78 KEEP RIGHT

℄ CONSTR. DWY
Ex R/W
EW-22
LL-09
CH-16
CV-04
WESTBOUND
DW-01
CL-12
TY-04
CH-17
CL-16
EW-21
LL-10
EASTBOUND
EY-13
EY-14
℄ CONSTR. S.R. 435
R-70 R-71 R-72
R-74 R-77
R-63 ONE WAY
R-67 WRONG WAY R5-1A-36
R-66 WRONG WAY R5-1A-36
S-64 S-65
℄ CONSTR. DWY
M1-5-24-3 435 M3-3-24 EAST
S-73
R-76 WRONG WAY
S-72 SOUTH
S-74 KEEP RIGHT R4-7B-24
RAISED PAVEMENT MARKERS (TYP.)
CONSTRUCTION LIMITS (TYP.)
EX. R/W (TYP.)

MATCHLINE STA. 269+35.00 SEE SHEET 262
MATCHLINE STA. 275+00.00, SEE SHEET 265
S 57° 57' 26" E
270 271 272 273 274
+73 +71 +59 +47 +37 +53 +59 +58 +03 +19 +97 +95
14.0' 12.0' 12.0' 8.0'

LEGEND

CH - CHANNELIZING LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CL - CENTER LINE	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	2 - POST PR. GROUND MOUNTED SUPPORT
DW - DOTTED LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EW - EDGE LINE, WHITE	RAISED PAVEMENT MARKER
EY - EDGE LINE, YELLOW	PROPOSED
LL - LANE LINE	EXIST. TO REMAIN
SL - STOP LINE	EXIST. TO BE REMOVED
TW - TRANSVERSE/DIAGONAL LINE, WHITE	
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	
EXIST. SIGN	

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 269+35.00 TO STA. 275+00.00

FAY-435-0.97

264
393

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1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250
3. FOR SIGN FABRICATION DETAILS, SEE SHEETS 273 - 277

MATCHLINE STA. 503+00.00, SEE SHEET 266

℄ FACTORY SHOPS BLVD.

FACTORY SHOPS BLVD.

℄ CONSTR. DWY

Ex R/W

EX. R/W (TYP.)

CONSTRUCTION LIMITS (TYP.)

PLANING AND RESURFACING ASPHALT PAVEMENT

FULL DEPTH REPLACEMENT CONCRETE PAVEMENT

WESTBOUND

EASTBOUND

℄ CONSTR. S.R. 435

S 57° 57' 26" E

℄ CONSTR. S.R. 435, STA. 276+74.04 = ℄ FACTORY SHOPS BLVD., STA. 501+48.77

RAISED PAVEMENT MARKERS (TYP.)

℄ FACTORY SHOPS BLVD.

POT Sta. 500+00.00

MATCHLINE STA. 275+00.00, SEE SHEET 264

MATCHLINE STA. 280+50.00, SEE SHEET 267

N 32° 30' 39" E 55.16' ℄

+42.00

S-78 S-79 S-80 S-81 S-82 S-83 S-84 S-85 S-86 S-87

R-81 R-82 R-83 R-84 R-85 R-86 R-87 R-88 R-89 R-90

R4-7B-24

R3-H8CG-48

M4-5-24 M3-4-24 M1-4-24-2 M6-3-21 M3-2-24 M2-1-21 M1-4-24-2

SL-15 SL-16 SL-17 SL-18

CH-17 CH-18 CH-19 CH-20 CH-21

CL-12 CL-13 CL-14 CL-16

LL-09 LL-10 LL-11 LL-12 LL-13 LL-14

TY-04 TY-05

EW-21 EW-22 EW-23

11.0' 10.0' 12.0'± 21.0' 36.0'

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET

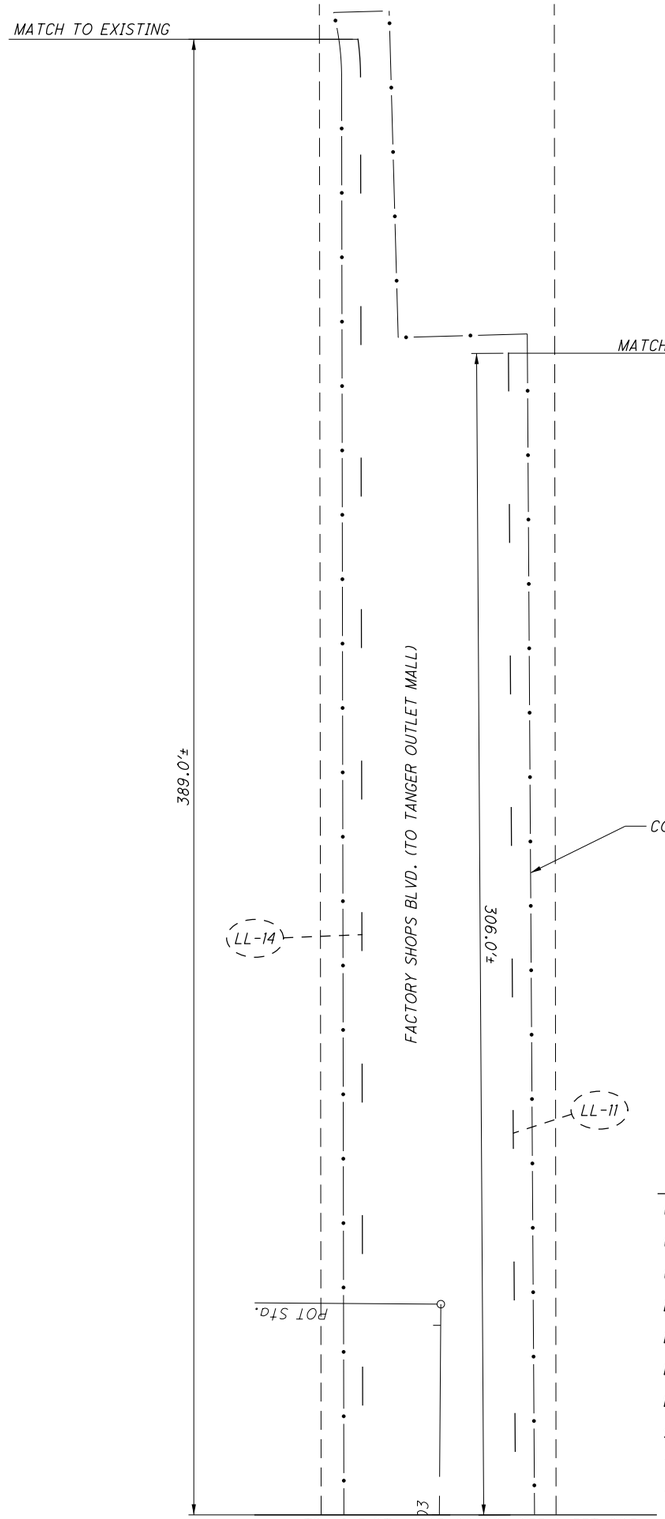
CALCULATED MYT CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN STA. 275+00.00 TO STA. 280+50.00

FAY-435-0.97

265 / 393

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250
2. FOR SIGN QUANTITIES, SEE SHEETS 242 - 246



LEGEND

CH - CHANNELIZING LINE	⊣ ⫣ H	EXIST. SIGN
CL - CENTER LINE	⊣	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	H	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	⫣	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE		PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW		RAISED PAVEMENT MARKER
LL - LANE LINE		PROPOSED
SL - STOP LINE		EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE		EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW		

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
FACTORY SHOPS BLVD.

FAY-435-0.97

266
393

1. FOR SIGN QUANTITIES, SEE SHEET 242 - 246
2. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250

EX. R/W (TYP.)

Ex R/W

RAISED PAVEMENT MARKERS (TYP.)

CONSTRUCTION LIMITS (TYP.)

SPEED LIMIT 35

PC Sta. 281+98.61

PT Sta. 284+83.17

18.0'±

VAR

12.0'

WESTBOUND

℄ CONSTR. S.R. 435

S 57° 57' 26" E

281 282 283 284 +19 285

EASTBOUND

12.0', 12.0', 8.0'

MATCHLINE STA. 280+50.00, SEE SHEET 265

MATCHLINE STA. 286+00.00, SEE SHEET 268

TY-65 EW-61 LL-62 EW-63 CL-64 CL-63 LL-63 CH-22 +20 +50

SPEED LIMIT 55

R-91

ONLY 35 EAST

ONLY Washington CH 35 East

M5-1-21 M1-4-24-2 35 M3-2-24 EAST S-88

LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MYT CHECKED KMD

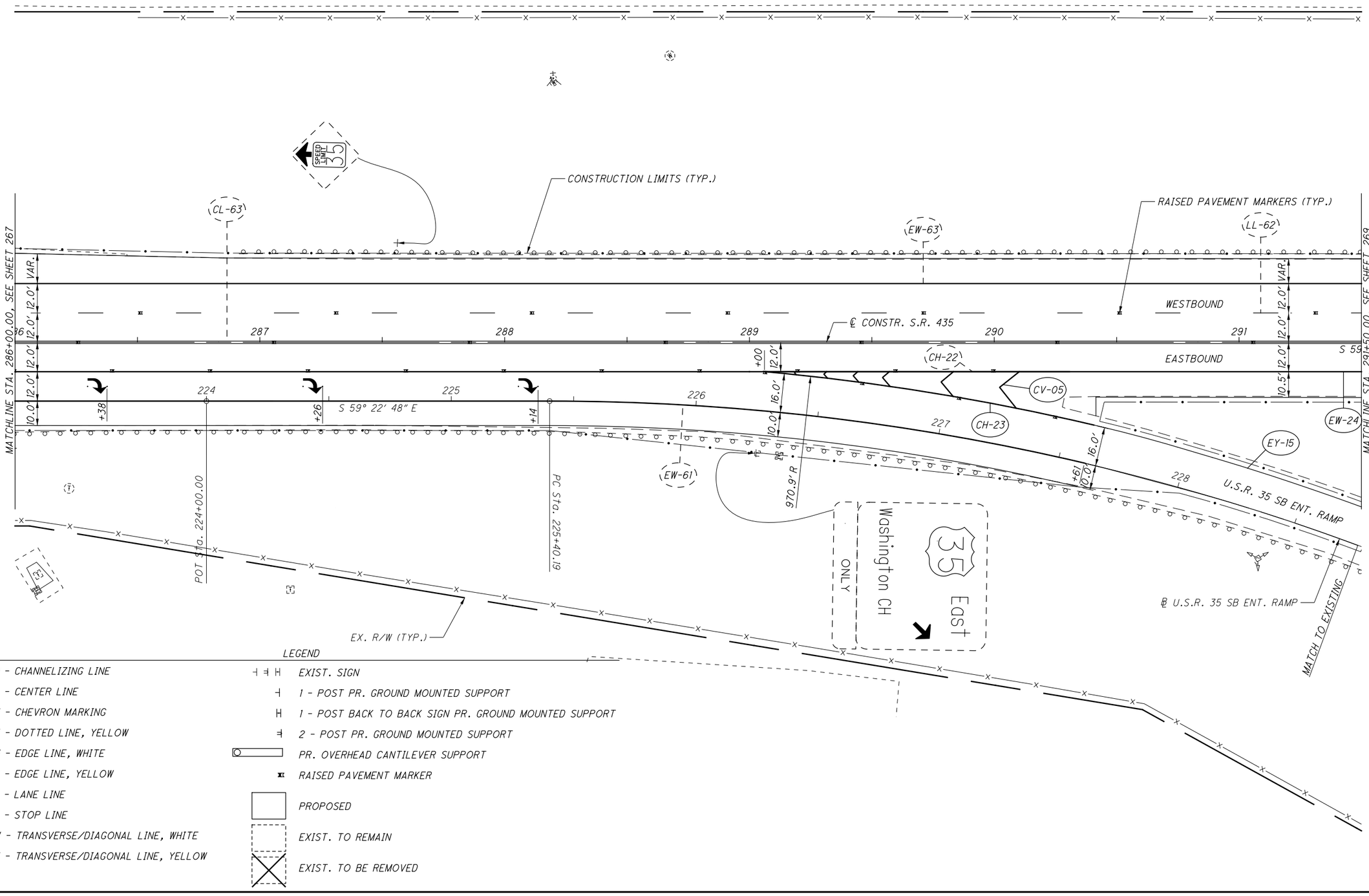
SIGN AND PAVEMENT MARKING PLAN STA. 280+50.00 TO STA. 286+00.00

FAY-435-0.97

267 393

\\COLUFS\Projects\ODOT\FAY\92438\roadway\sheets\92438TP017.dgn 4/19/2016 6:44:07 PM kdickens

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	EXIST. TO BE REMOVED

HORIZONTAL SCALE IN FEET
0 10 20 40

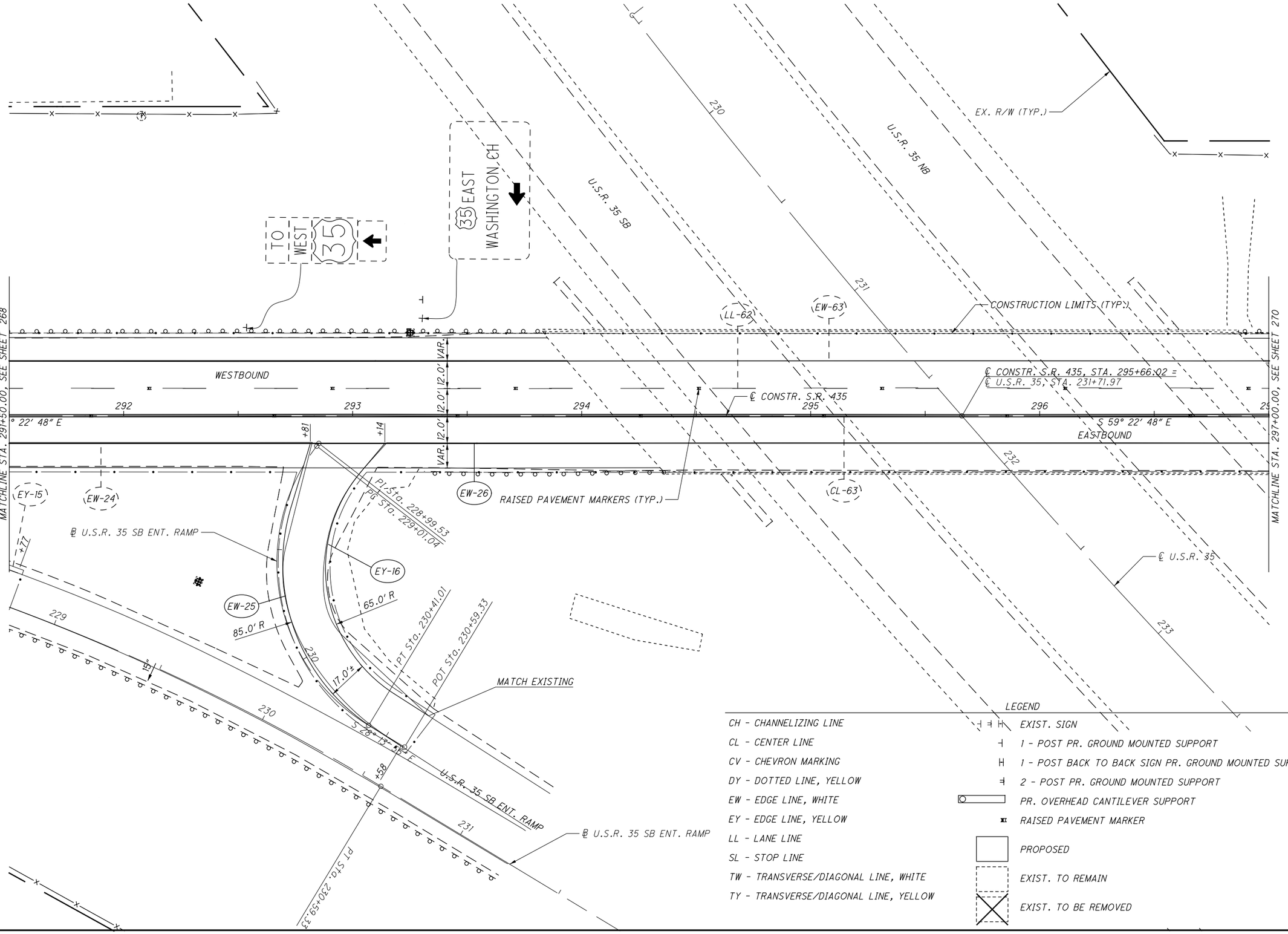
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 286+00.00 TO STA. 291+50.00

FAY-435-0.97

268
393

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

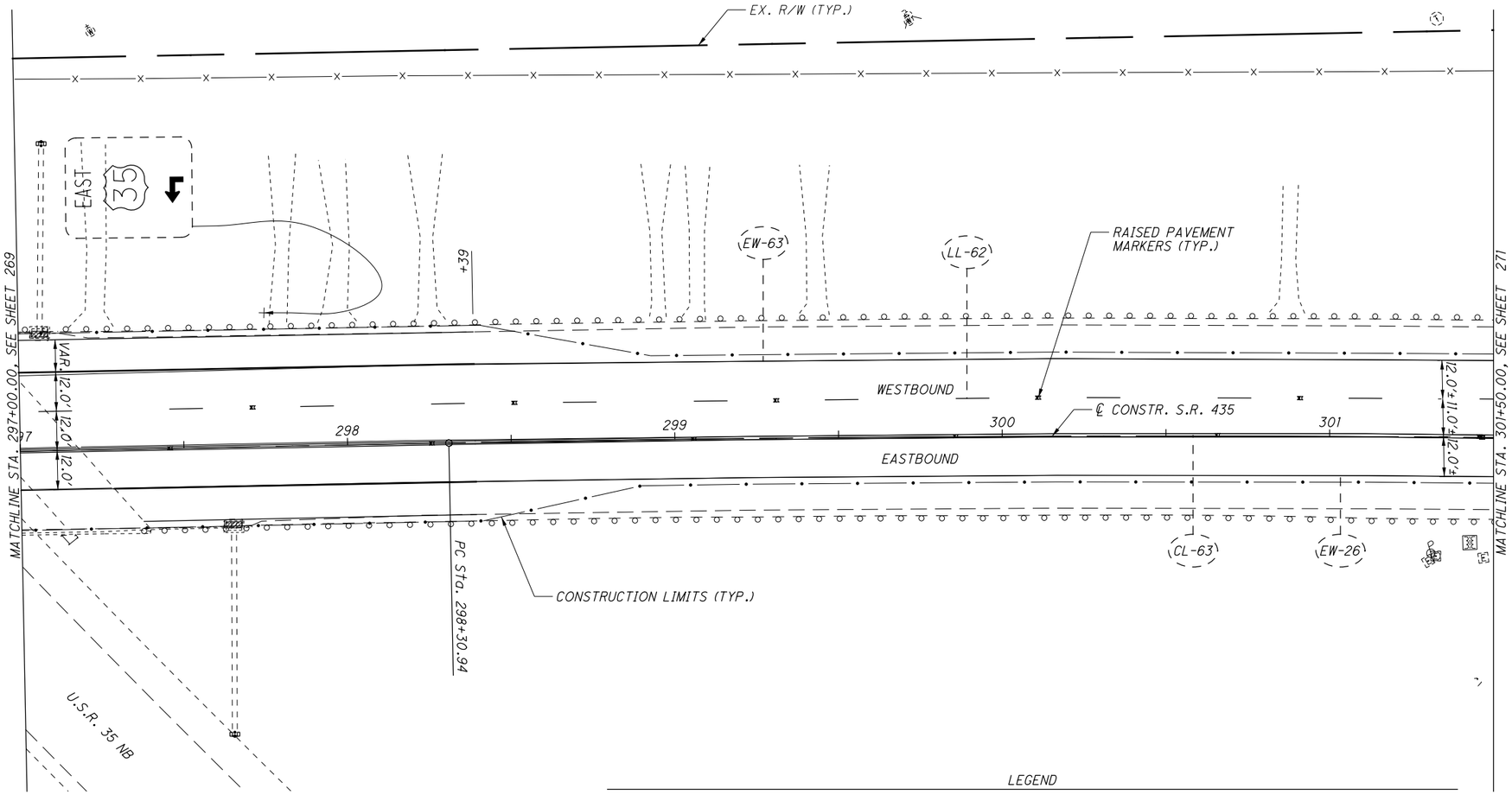
SIGN AND PAVEMENT MARKING PLAN
STA. 291+50.00 TO STA. 297+00.00

FAY-435-0.97

269
393

\\COLUFS1\Projects\ODOT\FAY\92438\roadway\sheets\92438TP019.dgn 4/19/2016 6:44:10 PM kdickens

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247 - 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

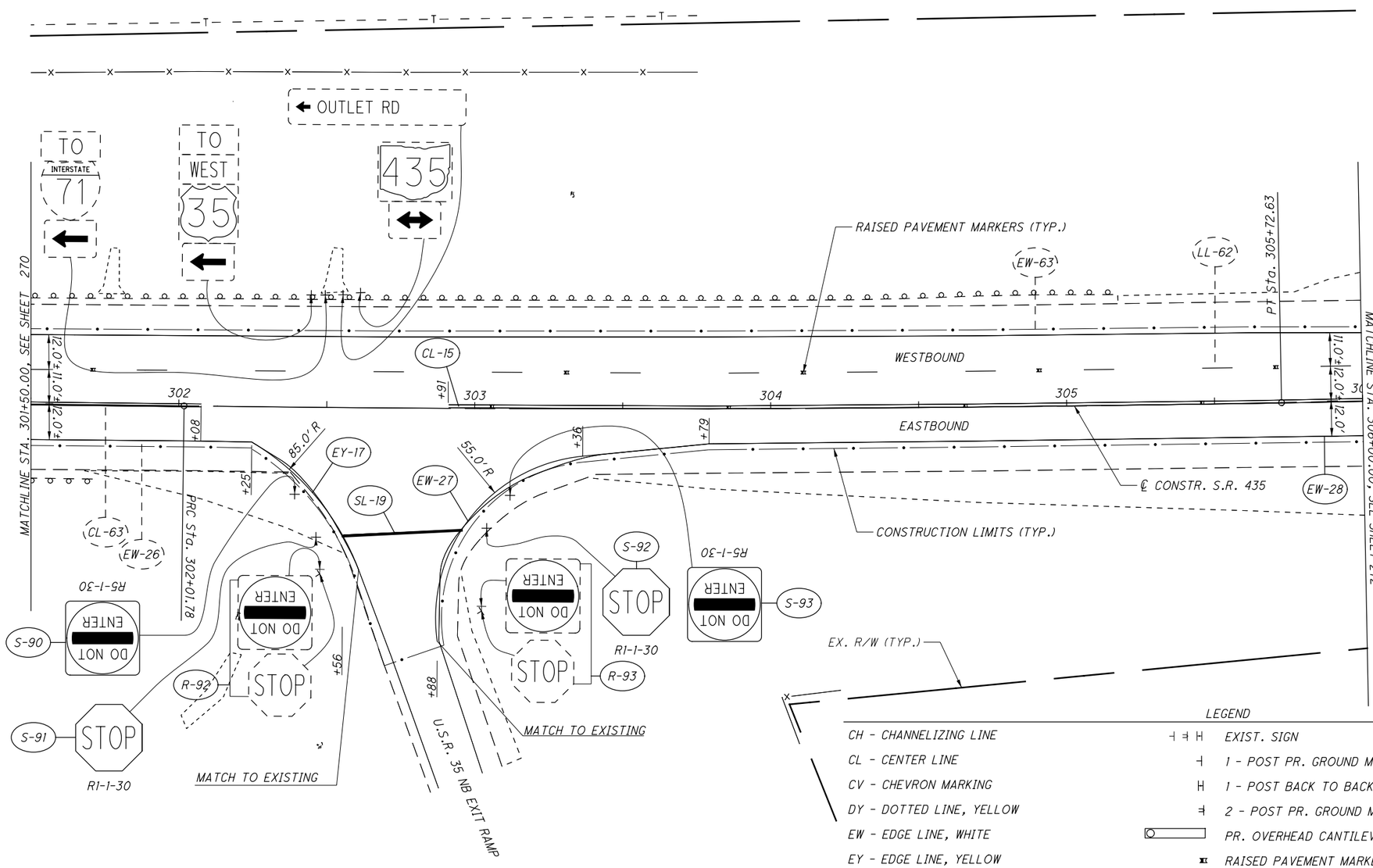
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 297+00.00 TO STA. 301+50.00

FAY-435-0.97

270
393

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 242 - 246



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

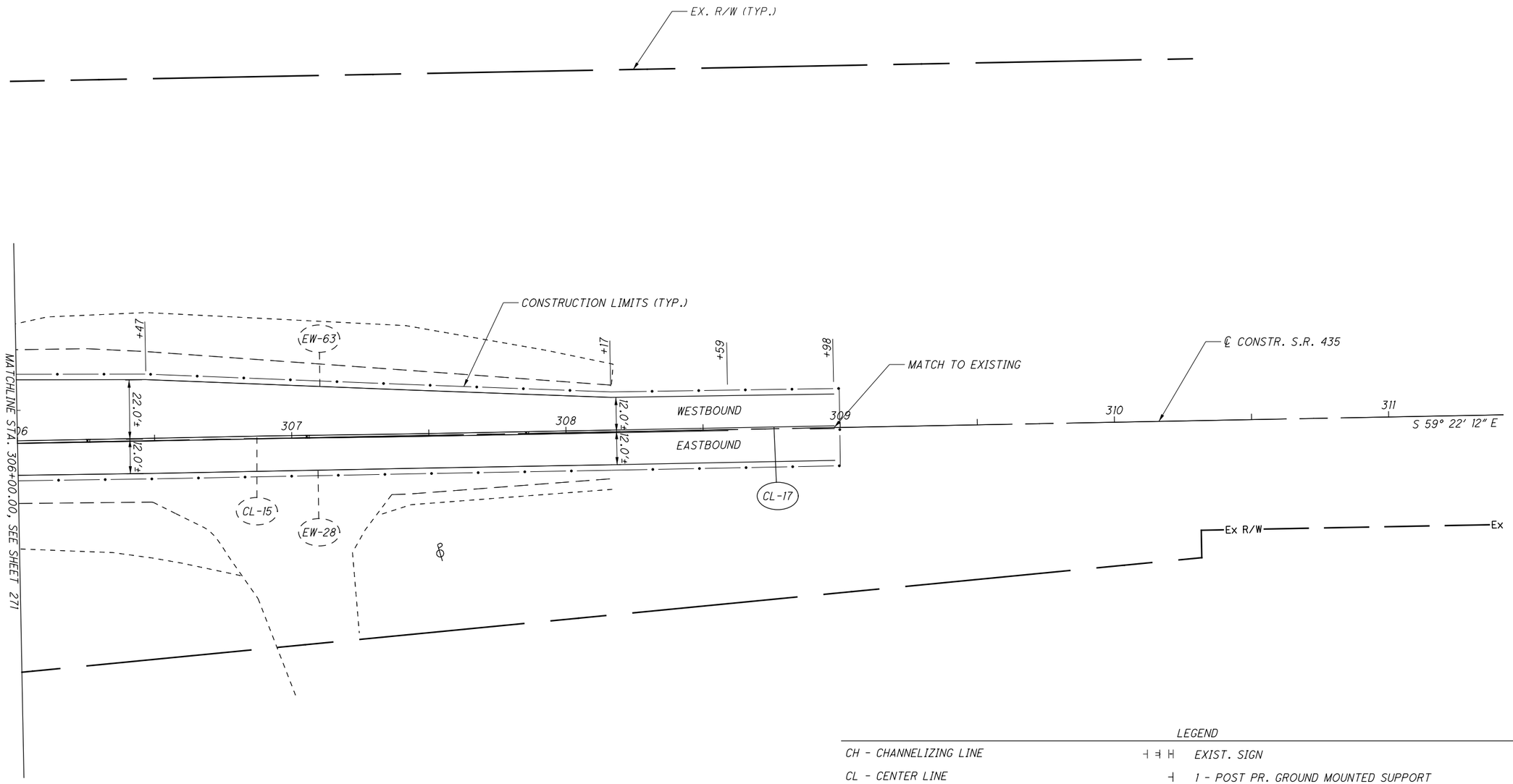
CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 301+00.00 TO STA. 306+00.00

FAY-435-0.97

271
393

1. FOR PAVEMENT MARKING QUANTITIES, SEE SHEET 247- 250



LEGEND

CH - CHANNELIZING LINE	EXIST. SIGN
CL - CENTER LINE	1 - POST PR. GROUND MOUNTED SUPPORT
CV - CHEVRON MARKING	1 - POST BACK TO BACK SIGN PR. GROUND MOUNTED SUPPORT
DY - DOTTED LINE, YELLOW	2 - POST PR. GROUND MOUNTED SUPPORT
EW - EDGE LINE, WHITE	PR. OVERHEAD CANTILEVER SUPPORT
EY - EDGE LINE, YELLOW	RAISED PAVEMENT MARKER
LL - LANE LINE	PROPOSED
SL - STOP LINE	EXIST. TO REMAIN
TW - TRANSVERSE/DIAGONAL LINE, WHITE	EXIST. TO BE REMOVED
TY - TRANSVERSE/DIAGONAL LINE, YELLOW	

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MYT
CHECKED KMD

SIGN AND PAVEMENT MARKING PLAN
STA. 306+00.00 TO END PROJECT

FAY-435-0.97

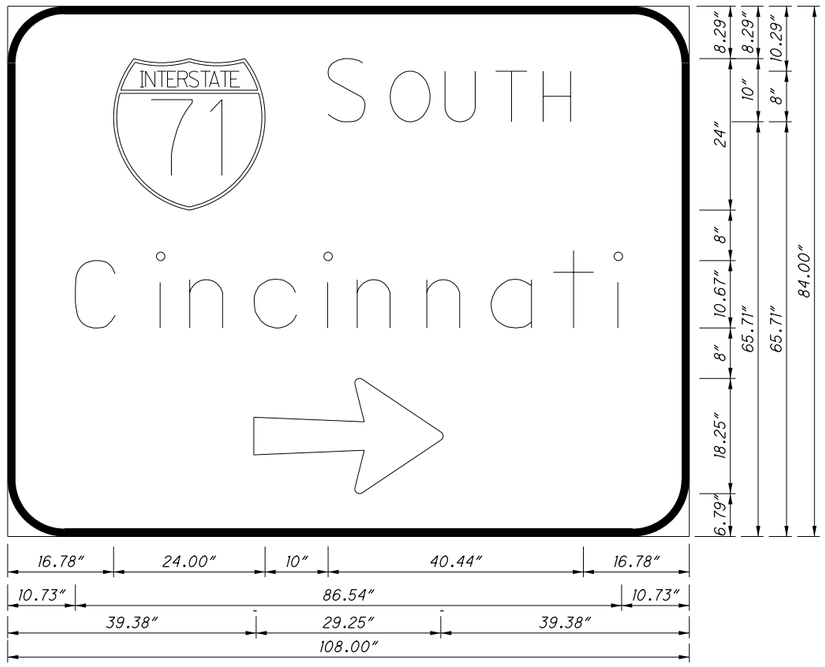
272
393

NOTES:

1. FOR SIGN LAYOUT, SEE SIGN AND PAVEMENT MARKING PLAN.
2. DIMENSIONS ARE IN INCHES.
3. LETTER LOCATIONS ARE PANEL EDGE TO LOWER LEFT CORNER.

SIGN NUMBER	OS - 1
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.78	51.71	24.00	24.00
A-3	39.38	6.79	29.25	18.25

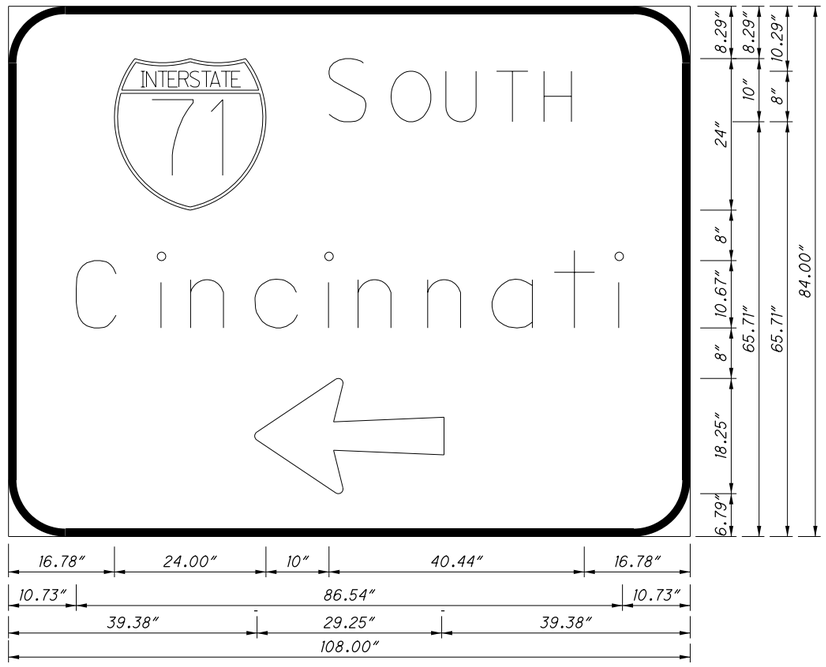


LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
S	O	U	T	H							Series E
50.78	60.61	69.29	77.32	84.84						40.44	
C	i	n	c	i	n	n	a	t	i		Series E (modified)
10.73	22.73	28.85	39.05	49.27	55.38	66.41	76.61	86.47	95.24	86.54	

SIGN DETAIL
S.R. 435 EASTBOUND
STA. 255+00.00
(NTS)

SIGN NUMBER	OS - 2
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.78	51.71	24.00	24.00
A-3	39.38	6.79	29.25	18.25



LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
S	O	U	T	H							Series E
50.78	60.61	69.29	77.32	84.84						40.44	
C	i	n	c	i	n	n	a	t	i		Series E (modified)
10.73	22.73	28.85	39.05	49.27	55.38	66.41	76.61	86.47	95.24	86.54	

SIGN DETAIL
S.R. 435 EASTBOUND
STA. 255+00.00
(NTS)

CALCULATED RLW
CHECKED SM

SIGN AND PAVEMENT MARKING PLAN
SIGN FABRICATION DETAILS

FAY-435-0.97

273
393

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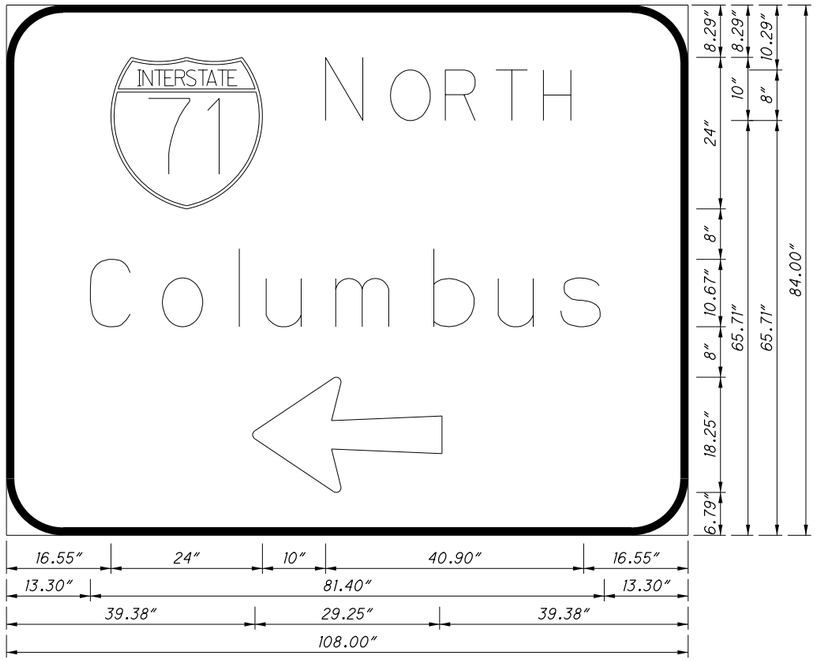
NOTES:

1. FOR SIGN LAYOUT, SEE SIGN AND PAVEMENT MARKING PLAN.
2. DIMENSIONS ARE IN INCHES.
3. LETTER LOCATIONS ARE PANEL EDGE TO LOWER LEFT CORNER.

SIGN NUMBER	OS - 3
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.55	51.71	24.00	24.00
A-2	39.38	6.79	29.25	18.25

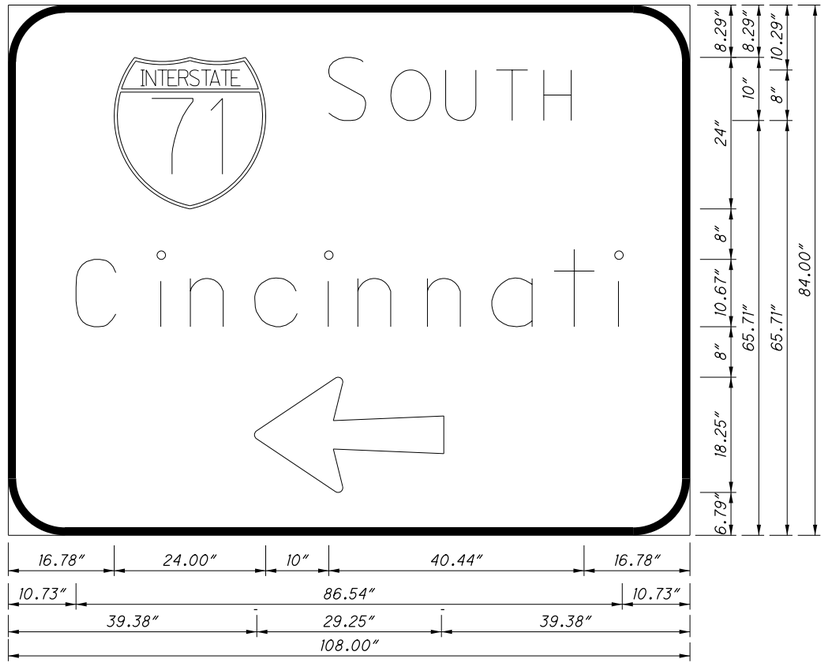


LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
N	O	R	T	H							Series E
50.55	60.84	69.53	77.55	85.07						40.90	
C	o	l	u	m	b	u	s				Series E (modified)
13.30	24.63	35.03	41.14	52.17	67.71	77.91	87.84			81.40	

SIGN DETAIL
S.R. 435 EASTBOUND
STA. 256+75.00
(NTS)

SIGN NUMBER	OS - 4
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.78	51.71	24.00	24.00
A-2	39.38	6.79	29.25	18.25



LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
S	O	U	T	H							Series E
50.78	60.61	69.29	77.32	84.84						40.44	
C	i	n	c	i	n	n	a	t	i		Series E (modified)
10.73	22.73	28.85	39.05	49.27	55.38	66.41	76.61	86.47	95.24	86.54	

SIGN DETAIL
S.R. 435 WESTBOUND
STA. 260+00.00
(NTS)

CALCULATED RLW
CHECKED SM

SIGN AND PAVEMENT MARKING PLAN
SIGN FABRICATION DETAILS

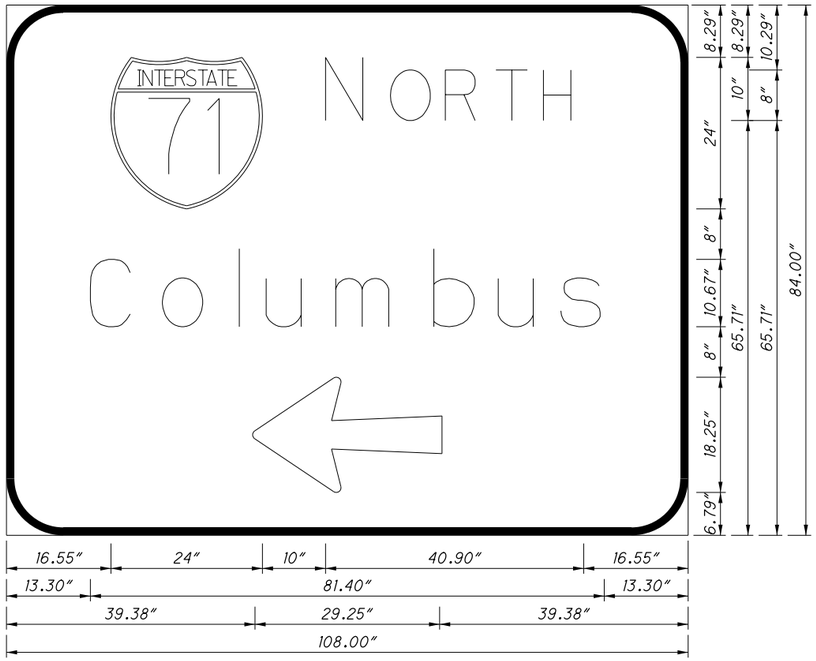
FAY-435-0.97

NOTES:

1. FOR SIGN LAYOUT, SEE SIGN AND PAVEMENT MARKING PLAN.
2. DIMENSIONS ARE IN INCHES.
3. LETTER LOCATIONS ARE PANEL EDGE TO LOWER LEFT CORNER.

SIGN NUMBER	OS - 5
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.55	51.71	24.00	24.00
A-2	39.38	6.79	29.25	18.25

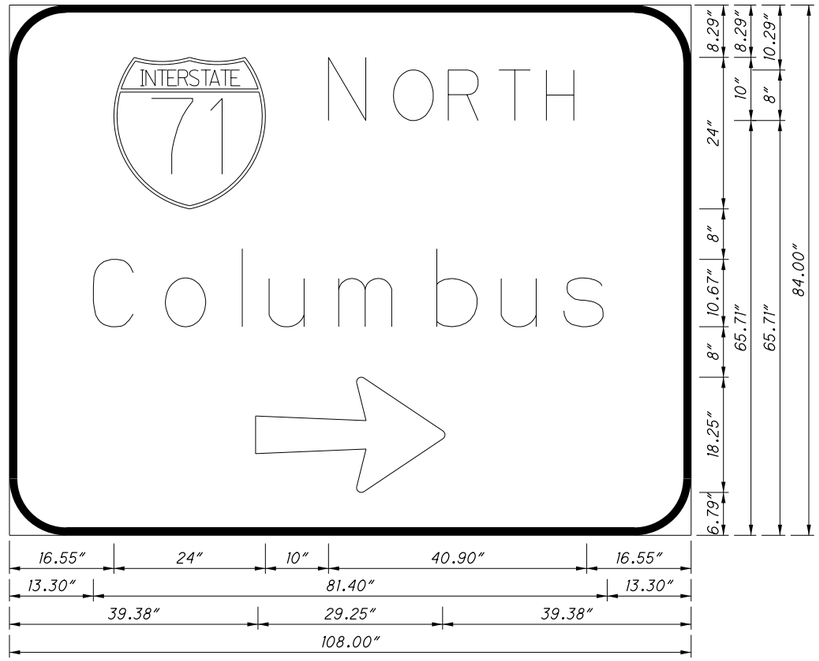


LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
N	O	R	T	H							Series E
50.55	60.84	69.53	77.55	85.07						40.90	
C	o	l	u	m	b	u	s				Series E (modified)
13.30	24.63	35.03	41.14	52.17	67.71	77.91	87.84			81.40	

SIGN DETAIL
S.R. 435 WESTBOUND
STA. 261+50.00
(NTS)

SIGN NUMBER	OS - 6
WIDTH x HEIGHT	9'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	CANTILEVER
SIGN AREA	63.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	X	Y	WID	HT
M1-1	16.55	51.71	24.00	24.00
A-2	39.38	6.79	29.25	18.25



LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
N	O	R	T	H							Series E
50.55	60.84	69.53	77.55	85.07						40.90	
C	o	l	u	m	b	u	s				Series E (modified)
13.30	24.63	35.03	41.14	52.17	67.71	77.91	87.84			81.40	

SIGN DETAIL
S.R. 435 WESTBOUND
STA. 261+50.00
(NTS)

CALCULATED RLW
CHECKED SM

SIGN AND PAVEMENT MARKING PLAN
SIGN FABRICATION DETAILS

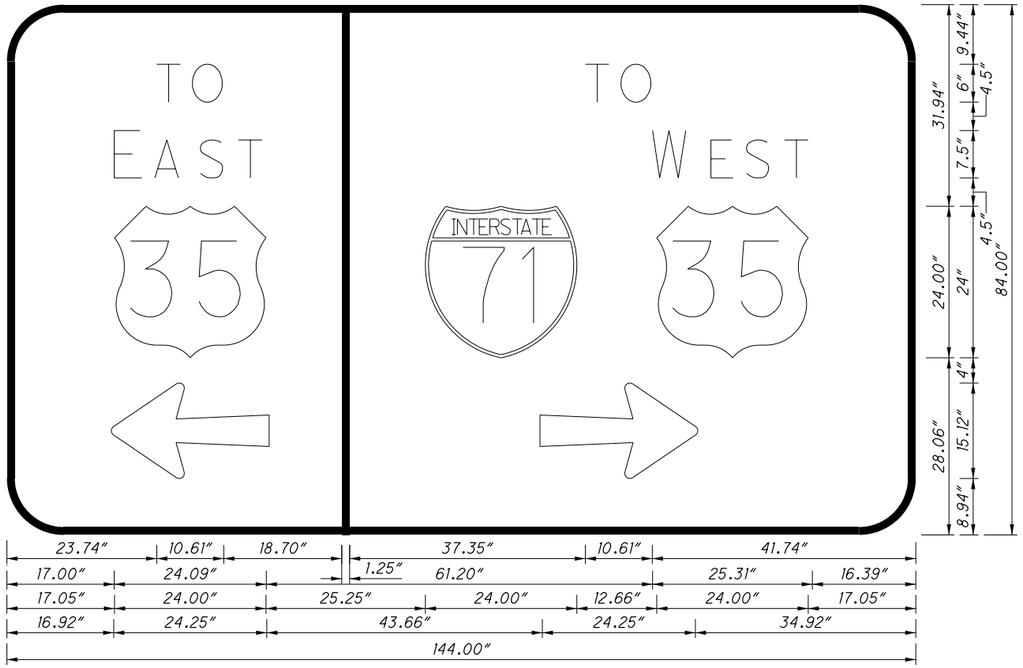
FAY-435-0.97

NOTES:

1. FOR SIGN LAYOUT, SEE SIGN AND PAVEMENT MARKING PLAN.
2. DIMENSIONS ARE IN INCHES.
3. LETTER LOCATIONS ARE PANEL EDGE TO LOWER LEFT CORNER.

SIGN NUMBER	S-49, S-61, S-79, S-84
WIDTH x HEIGHT	12'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	GROUND
SIGN AREA	84.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: WHITE
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: BLACK

SYMBOL	X	Y	WID	HT
M1-4	17.05	28.06	24.00	24.00
ARUP	16.92	8.94	24.25	15.12
M1-1	66.30	28.06	24.00	24.00
M1-4	102.95	28.06	24.00	24.00
ARUP	84.83	8.94	24.25	15.12

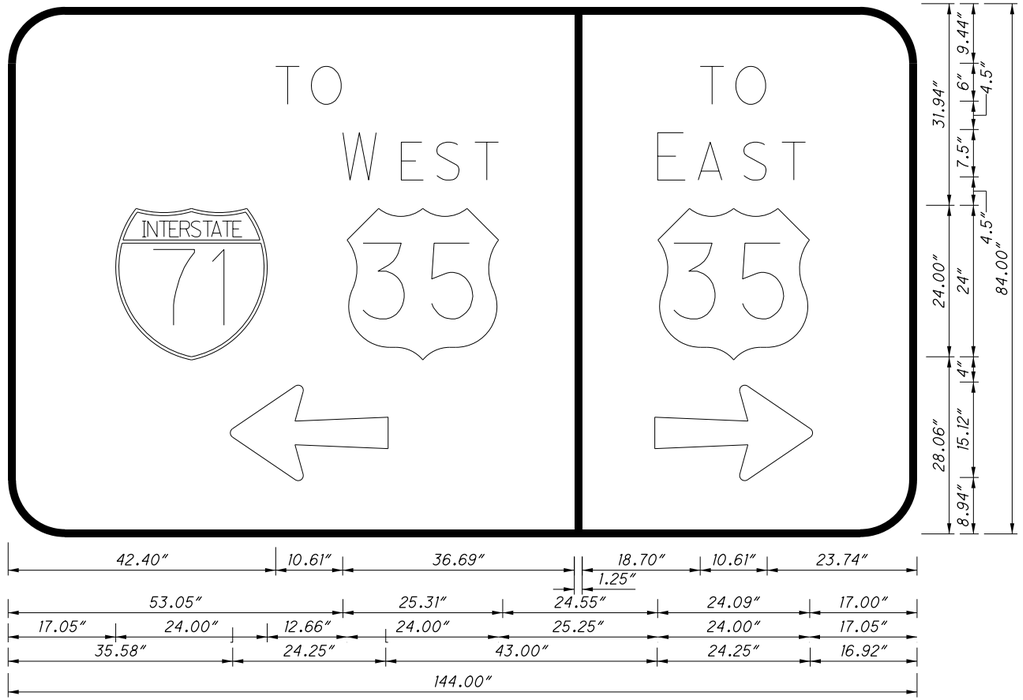


LETTER POSITIONS (X)							LENGTH	SERIES/SIZE
T	O							Series E
23.74	29.38						10.61	
E	A	S	T					Series E
17.00	23.43	30.67	36.69				24.09	
T	O							Series E
91.65	97.29						10.61	
W	E	S	T					Series E
102.30	111.54	117.18	123.20				25.31	

SIGN DETAILS
SOUTH OF ALLEN RD. STA. 30+33.74
FACTORY SHOPS BLVD. STA. 276+14.49
TA TRAVEL CENTER STA. 277+25.17
(NTS)

SIGN NUMBER	S-60, S-80, S-85
WIDTH x HEIGHT	12'-0" x 7'-0"
BORDER WIDTH	1.25"
CORNER RADIUS	9.00"
MOUNTING	GROUND
SIGN AREA	84.0 Sq. Ft.
BACKGROUND	TYPE: REFLECTIVE
	COLOR: WHITE
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: BLACK

SYMBOL	X	Y	WID	HT
M1-1	17.05	28.06	24.00	24.00
M1-4	53.70	28.06	24.00	24.00
ARUP	35.58	8.94	24.25	15.12
M1-4	102.95	28.06	24.00	24.00
ARUP	102.83	8.94	24.25	15.12

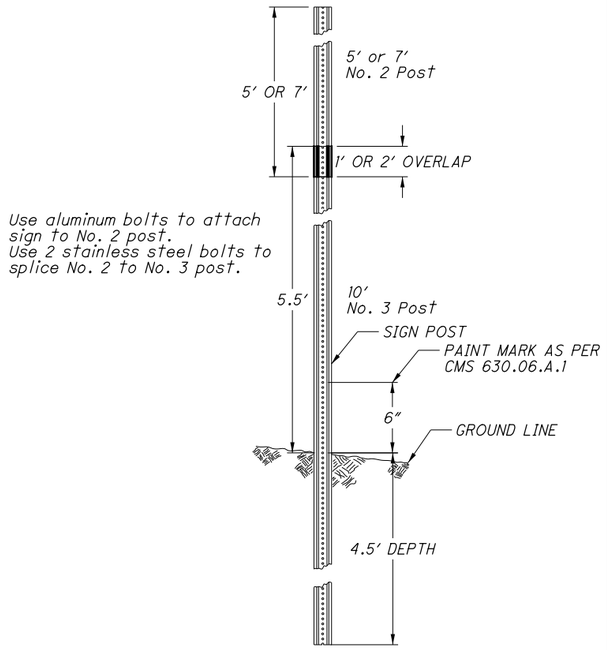


LETTER POSITIONS (X)							LENGTH	SERIES/SIZE
T	O							Series E
42.40	48.04						10.61	
W	E	S	T					Series E
53.05	62.29	67.93	73.95				25.31	
T	O							Series E
109.65	115.29						10.61	
E	A	S	T					Series E
102.91	109.34	116.58	122.59				24.09	

CALCULATED RLW
CHECKED SM

SIGN AND PAVEMENT MARKING PLAN
SIGN FABRICATION DETAILS

FAY-435-0.97

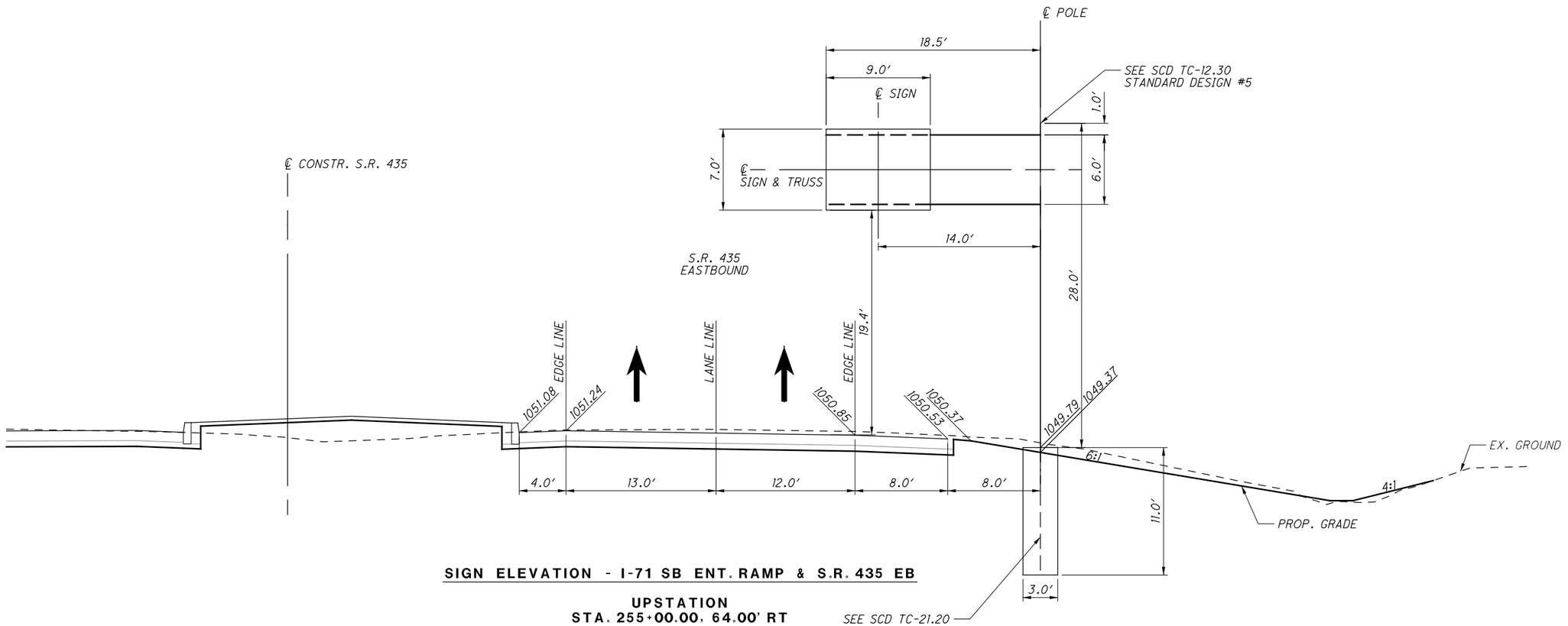


TYPICAL NO. 2 AND NO. 3
U - CHANNEL SPLICE WITH 10'
DRIVEN SECTION INSTALLATION (NTS)

CALCULATED BEB
CHECKED MYT

POST SPLICE DETAIL

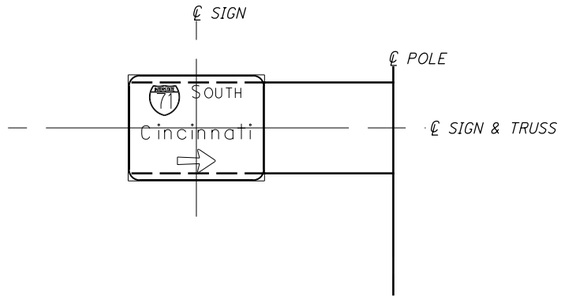
FAY-435-0.97



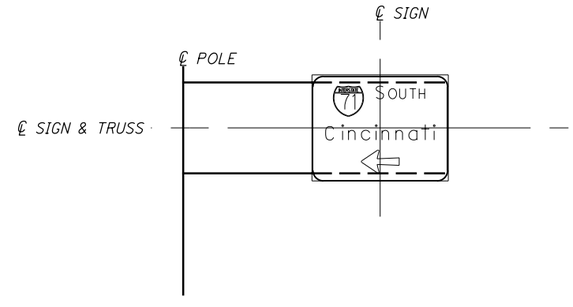
SIGN ELEVATION - I-71 SB ENT. RAMP & S.R. 435 EB

UPSTATION
STA. 255+00.00, 64.00' RT

LOOKING UPSTATION AT OVERHEAD SIGN #1



LOOKING DOWNSTATION AT OVERHEAD SIGN #2



HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - S.R. 435 EB
SIGN Nos. OS-1 & OS-2

FAY-435-0.97

278
393

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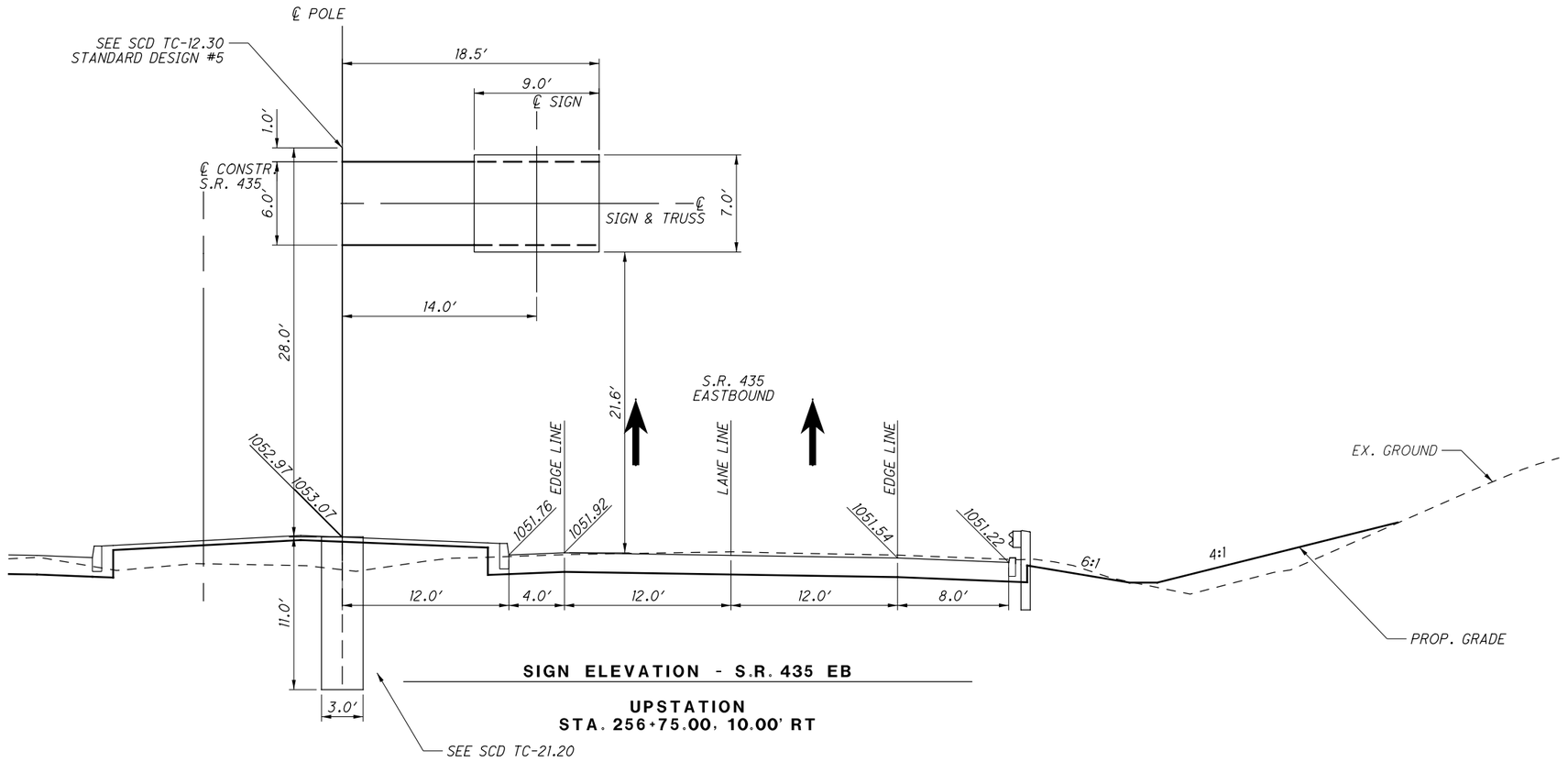
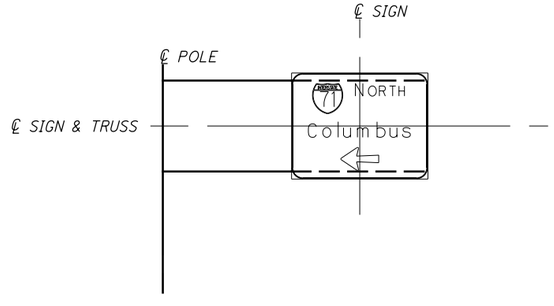


SIGN ELEVATION - S.R. 435 EB

UPSTATION
STA. 256+75.00, 10.00' RT

LOOKING DOWNSTATION AT OVERHEAD SIGN #3



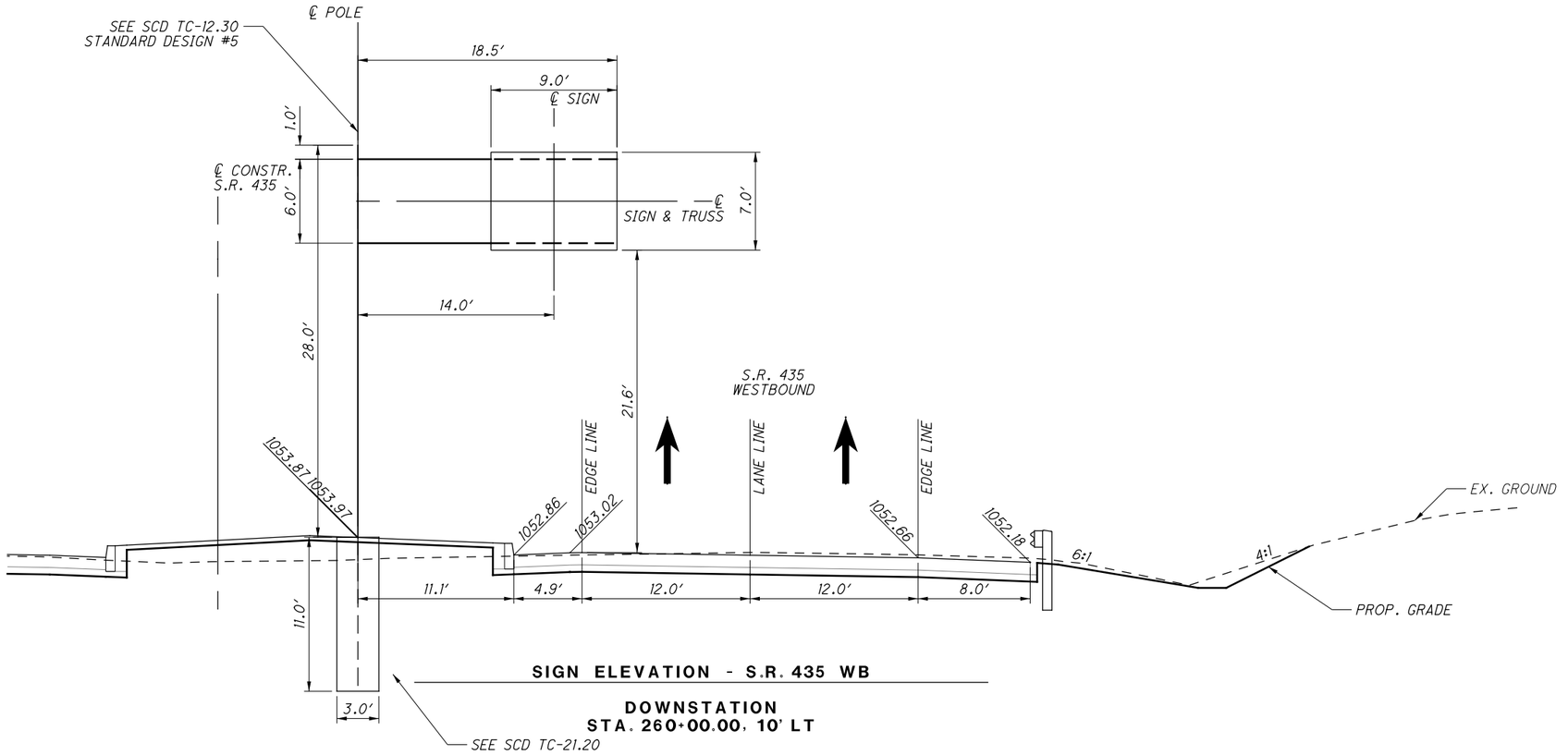
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - S.R. 435 EB
SIGN No. OS-3

FAY-435-0.97

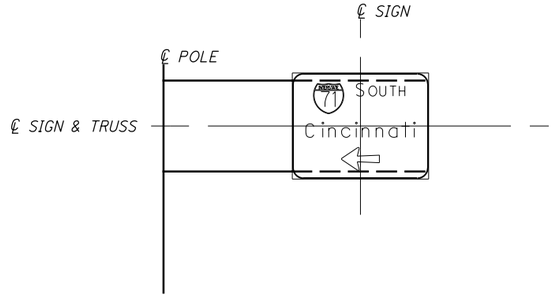
279
393



SIGN ELEVATION - S.R. 435 WB

DOWNSTATION
STA. 260+00.00, 10' LT

LOOKING DOWNSTATION - VIEW OF OVERHEAD SIGN #4



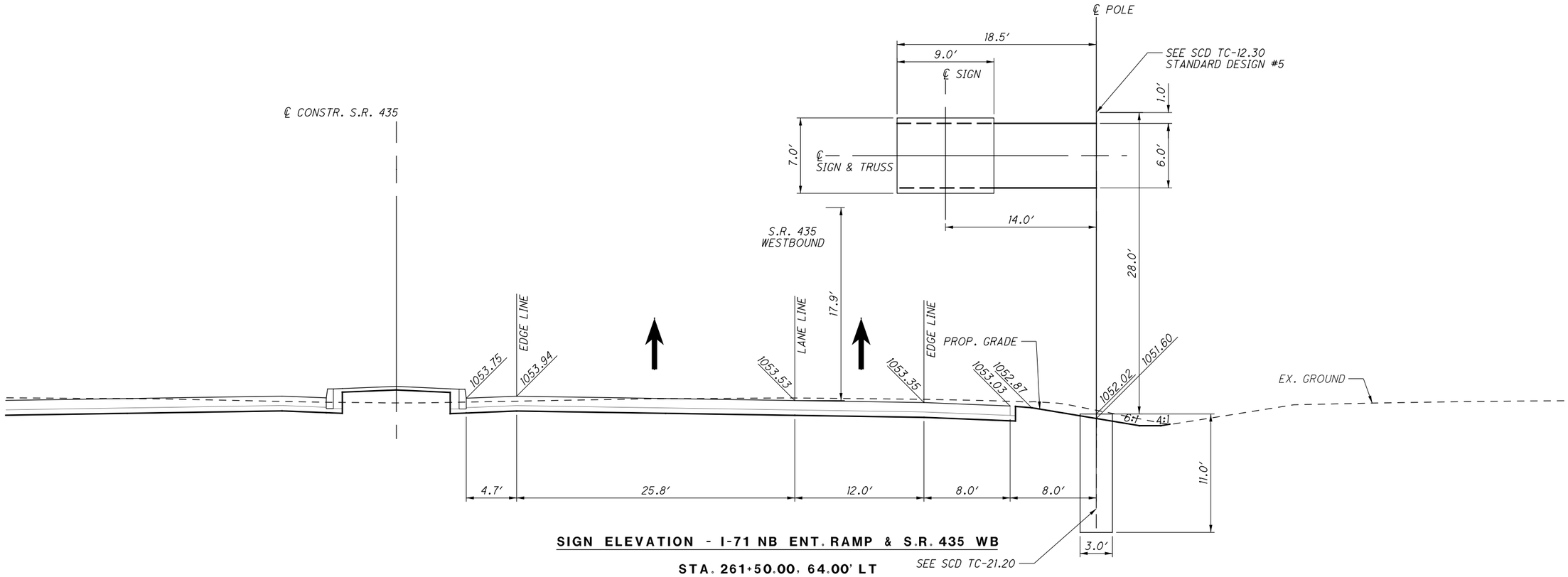
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - S.R. 435 EB
SIGN No. OS-4

FAY-435-0.97

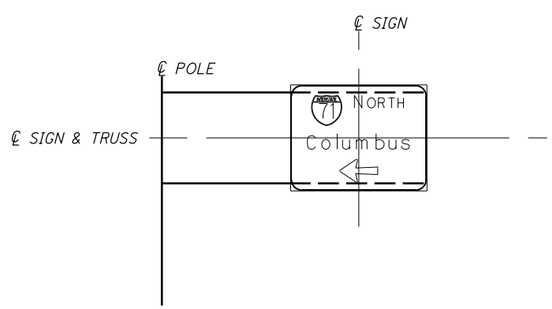
280
393



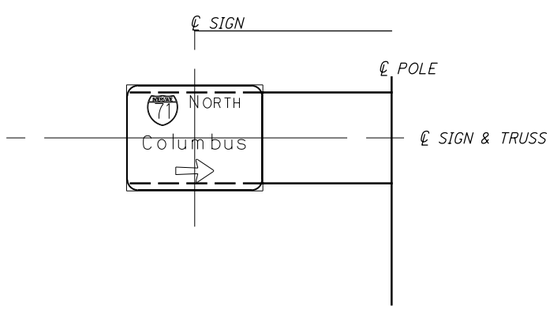
SIGN ELEVATION - I-71 NB ENT. RAMP & S.R. 435 WB

STA. 261+50.00, 64.00' LT

LOOKING UPSTATION AT OVERHEAD SIGN #5



LOOKING DOWNSTATION AT OVERHEAD SIGN #6



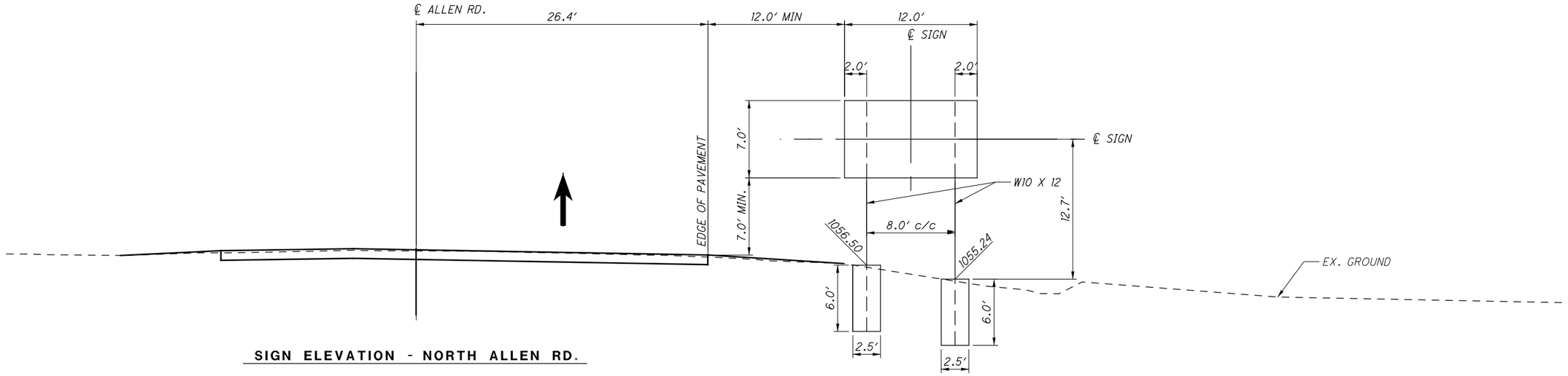
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - S.R. 435 EB
SIGN Nos. OS-5 & OS-6

FAY-435-0.97

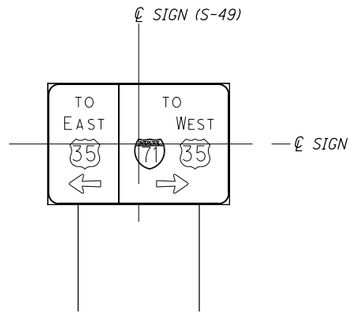
281
393



SIGN ELEVATION - NORTH ALLEN RD.

DOWNSTATION
STA. 11+00.00, 44.75' RT

LOOKING DOWNSTATION AT MOUNTED SIGN



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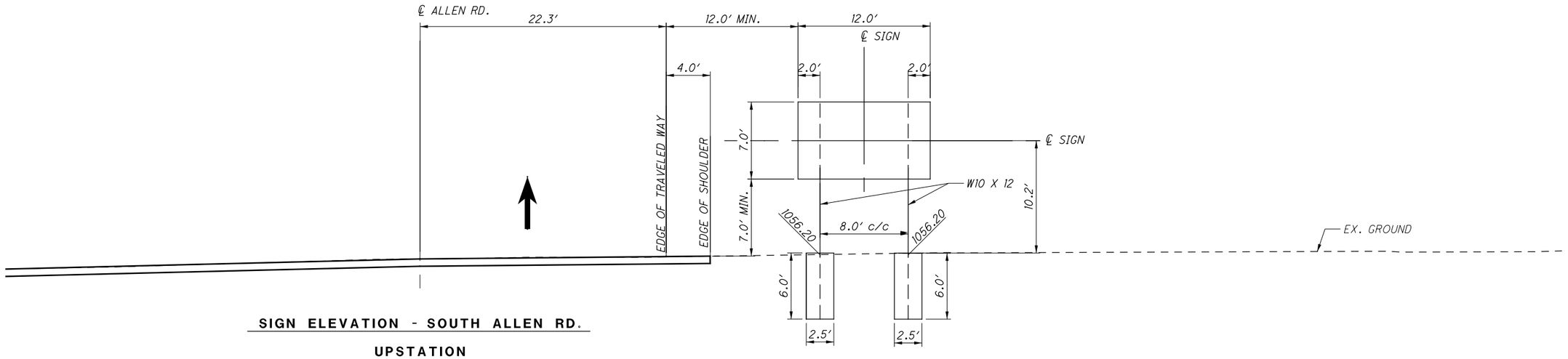
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - SOUTH ALLEN RD.
SIGN Nos. 66 & 67

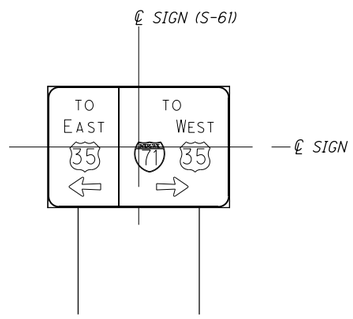
FAY-435-0.97



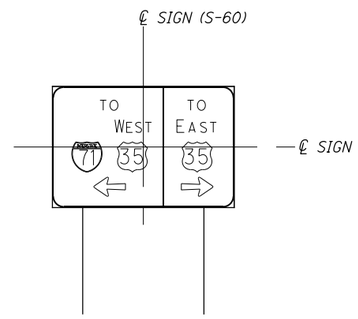
SIGN ELEVATION - SOUTH ALLEN RD.

UPSTATION
STA. 30+15.90, 41.14' RT

LOOKING DOWNSTATION AT MOUNTED SIGN



LOOKING UPSTATION AT MOUNTED SIGN



HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - SOUTH ALLEN RD.
SIGN Nos. 66 & 67

FAY-435-0.97

283
393

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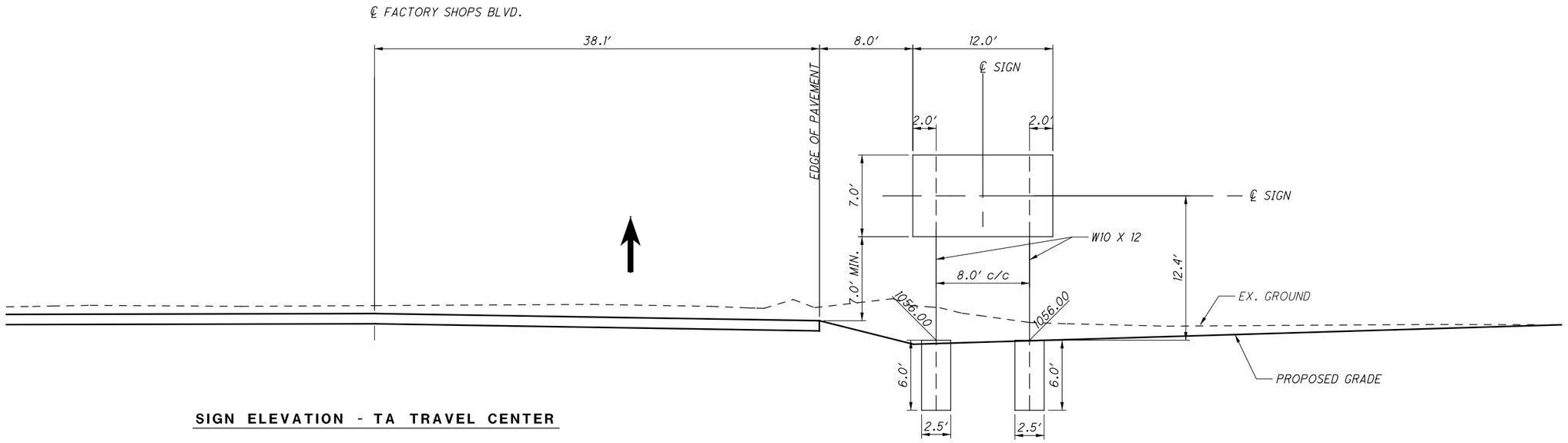
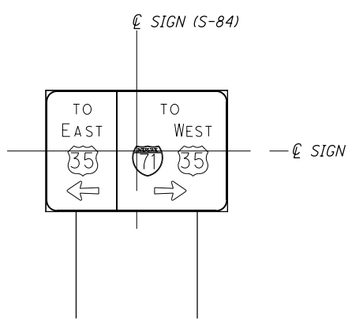


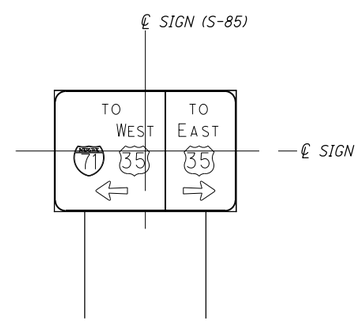
SIGN ELEVATION - TA TRAVEL CENTER

UPSTATION
STA. 500+87.75, 52.10' RT

LOOKING DOWNSTATION AT MOUNTED SIGN



LOOKING UPSTATION AT MOUNTED SIGN



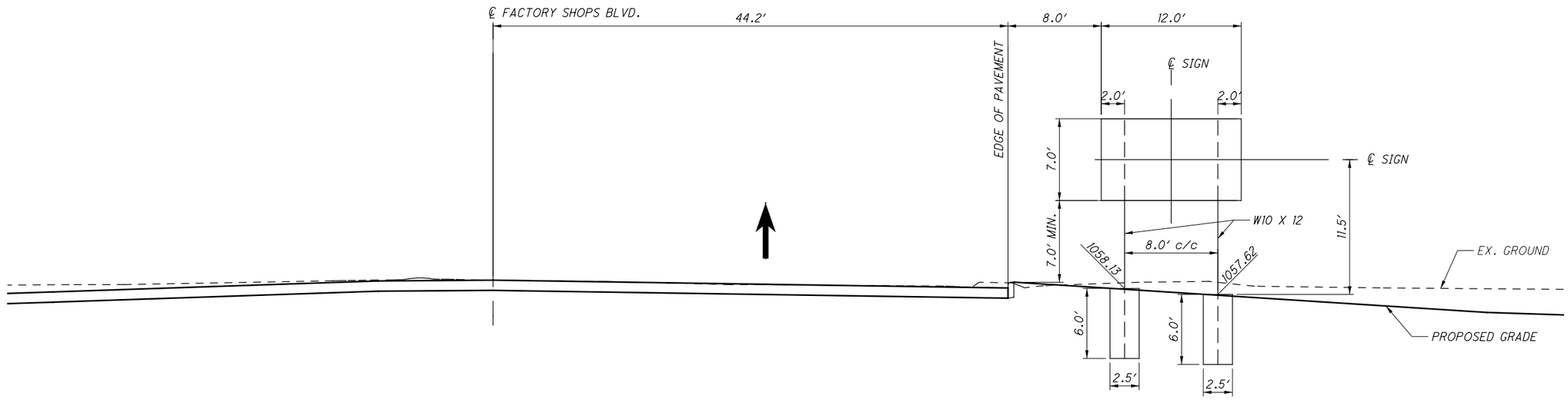
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - TA TRAVEL CENTER
SIGN Nos. 94 & 95

FAY-435-0.97

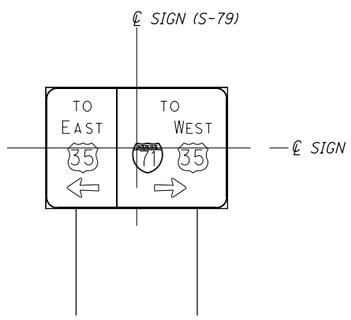
284
393



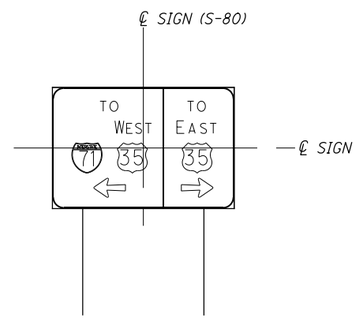
SIGN ELEVATION - FACTORY SHOPS BLVD.

DOWNSTATION
STA. 501+90.57, 58.81' RT

LOOKING DOWNSTATION AT MOUNTED SIGN



LOOKING UPSTATION AT MOUNTED SIGN



HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED RLW
CHECKED SM

SIGN ELEVATION - FACTORY SHOPS BLVD.
SIGN Nos. 85 & 86

FAY-435-0.97

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393

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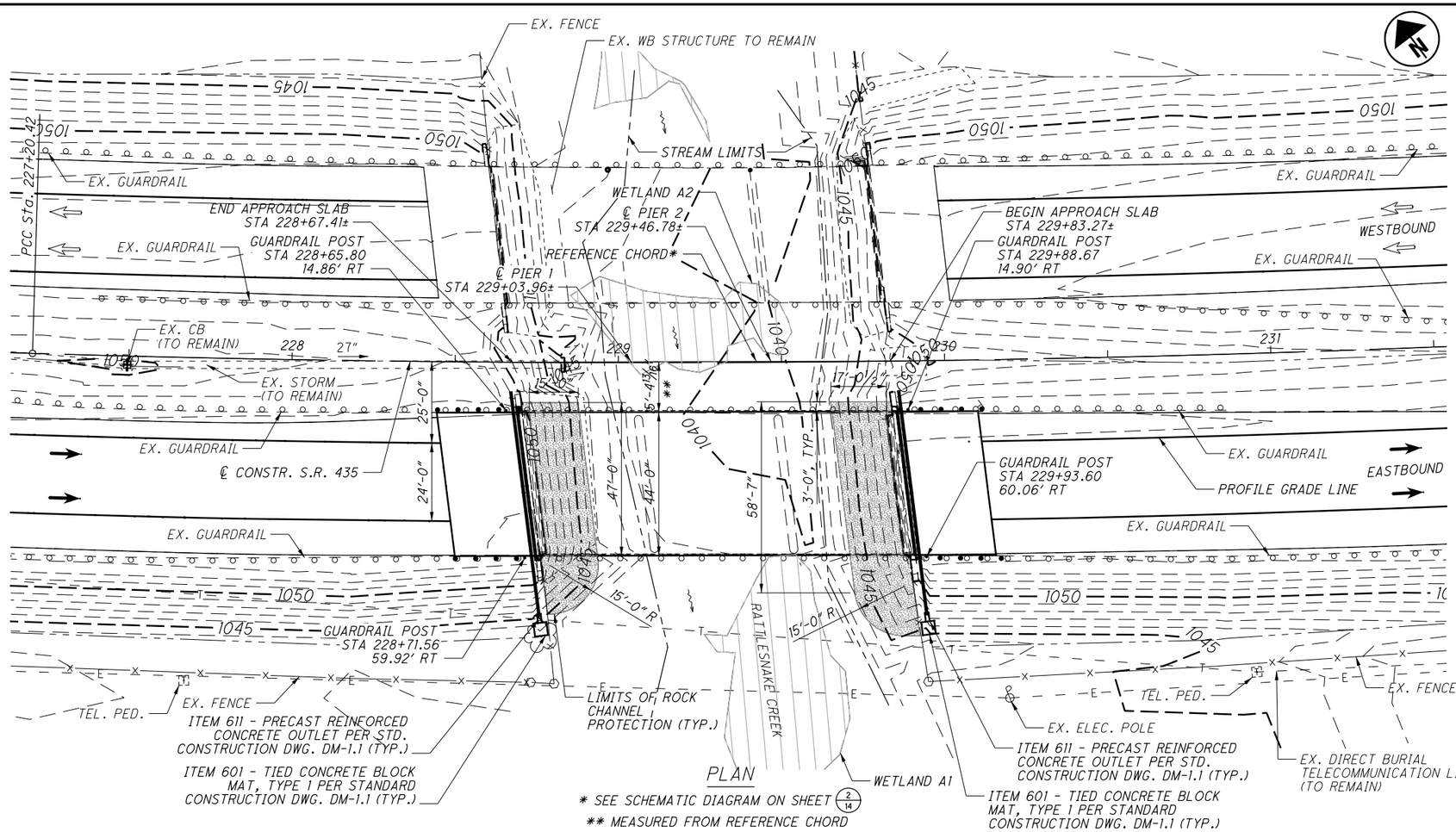
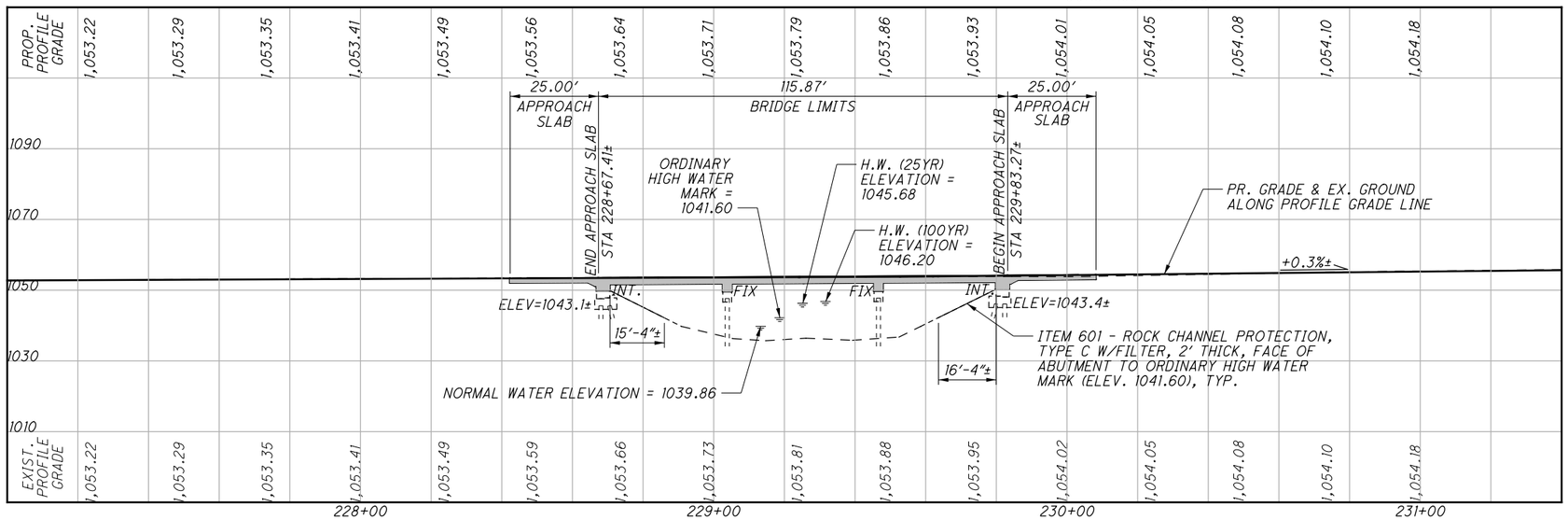


PLAN

* SEE SCHEMATIC DIAGRAM ON SHEET (2/14)

** MEASURED FROM REFERENCE CHORD



PROFILE

BENCHMARK DATA

BM #203 STA. 228+53.89	ELEV. 1052.24,	OFFSET 10.30',	LT
BM #400 STA. 228+64.65	ELEV. 1053.61,	OFFSET 16.68',	LT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET (3/393)

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2016 ADT = 12120 VPD 2016 ADTT = 4000
2036 ADT = 14100 VPD 2036 ADTT = 4653
DIRECTIONAL DISTRIBUTION = 0.50

CURVE DATA

FAY-SR 435 (CURVE 3)
P.I. STA 230+59.53
R: 6,138.93'
Δ: 6° 19' 25" (LT)
Dc: 0° 56' 00"
L: 677.54'
T: 339.11'
C: 677.20'
E: 9.36'
C.B.: S 54° 15' 42" E

HYDRAULIC DATA

DRAINAGE AREA = 22.8 SQ. MILES
Q (25) = 2170 CFS V (25) = 5.9 FPS
Q (100) = 2874 CFS V (100) = 6.9 FPS
STRUCTURE CLEARS THE 100 YEAR DESIGN HW BY 5.70 FEET.

EXISTING STRUCTURE

TYPE: 3 SPAN CONTINUOUS STEEL BEAM ON CAPPED PILE SUBSTRUCTURE
SPANS: 34.26'±, 42.82'±, 34.26'± C/C BEARINGS
ROADWAY: 44'-0"± F/F GUARDRAILS
LOADING: CF 400 (57)
SKEW: 7° 01' 53"+/- R.F. RELATIVE TO REFERENCE CHORD
APPROACH SLABS: AS-1-54 (25' LONG)
ALIGNMENT: 0° 56'+/- CURVE LT
SUPERELEVATION: 3/16 IN/FT+/-
STRUCTURAL FILE NUMBER: 2400391
DATE BUILT: 1964
DECK: 8½" REINFORCED CONCRETE WITH MONOLITHIC CONCRETE WEARING SURFACE

PROPOSED WORK

WORK: REPLACE EXISTING SUPERSTRUCTURE WITH 3 SPAN CONTINUOUS REINFORCED CONCRETE SLAB, MODIFY EXISTING SUBSTRUCTURE, REPLACE EXISTING APPR. SLABS
SPANS: 36.53'±, 42.82'±, 36.53'± C/C SUBSTRUCTURE UNITS
ROADWAY: 44'-0" F/F GUARDRAILS
LOADING: HL-93 & 60 PSF FWS (DECK SLAB ONLY)
SKEW: 7° 00' 47"+/- RF RELATIVE TO REFERENCE CHORD
APPROACH SLABS: 25'-0" LONG (AS-1-81)
ALIGNMENT: 0° 56'+/- CURVE LT
SUPERELEVATION: 0.0156
WEARING SURFACE: 1" MONOLITHIC CONCRETE
COORDINATES: LATITUDE: 41° 37' 25"
LONGITUDE: 83° 37' 00"

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

FAYETTE COUNTY
STA. 228+67.40
STA. 229+83.27

SITE PLAN
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

1 / 14

286
393

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81 REVISED 1-18-13
CPA-1-08 DATED 7-18-08
CPP-1-08 DATED 7-19-13
CS-1-08 DATED 7-18-08
DS-1-92 REVISED 7-18-08
PCB-91 REVISED 1-18-13
TST-1-99 REVISED 1-17-14

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
SS800, DATED 7-18-14

DESIGN SPECIFICATIONS

THE SUPERSTRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATIONS OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2012, INCLUDING THE 2013 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THE SUPERSTRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING

HL-93 (SUPERSTRUCTURE)
FUTURE WEARING SURFACE (FWS) OF 0.060 KSF (SUPERSTRUCTURE)

DESIGN DATA

CONCRETE:
CLASS QC2 CONCRETE WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

REINFORCING STEEL:
MINIMUM YIELD STRENGTH 60 KSI (SUPERSTRUCTURE)

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER
STEEL DRIP STRIP

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE VERIFICATION

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

CONTRACT AND 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.

PLANS OF THE EXISTING STRUCTURE ARE AVAILABLE UPON REQUEST.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

IN ACCORDANCE WITH CMS 202.03, WHERE ALTERATION OF AN EXISTING STRUCTURE REQUIRES REMOVAL OF PORTIONS OF THE STRUCTURE, REMOVE THOSE PORTIONS WITH SUFFICIENT CARE AS TO AVOID DAMAGE TO THE REMAINING PORTION OF THE STRUCTURE. IN CASE OF DAMAGE TO THE EXISTING STRUCTURE, REPAIR OR REPLACE THE STRUCTURE AT NO EXPENSE TO THE DEPARTMENT.

REMOVE THE ASPHALT WEARING COURSE PER CMS 202.05 SEPARATELY BEFORE REMOVING THE PORTION OF THE BRIDGE.

PAYMENT FOR ALL THE OPERATIONS LISTED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN.

ITEM 202, APPROACH SLAB REMOVED, AS PER PLAN

PRIOR TO REMOVING THE APPROACH SLAB, REMOVE THE ASPHALT WEARING COURSE SEPARATELY PER CMS 202.05.

PAYMENT FOR THE OPERATIONS LISTED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 202, APPROACH SLAB REMOVED, AS PER PLAN.

CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL HAVE ROUGH SURFACES. PRIOR TO CONCRETE PLACEMENT, ALL CONCRETE BONDING SURFACES SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER MATERIAL THAT PRODUCES RESULTS SATISFACTORY TO THE ENGINEER. CARE SHALL BE TAKEN TO PROTECT EPOXY COATING ON EXPOSED REINFORCEMENT DURING CLEANING. BONDING SURFACES SHALL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED.

SITE PLAN REQUIREMENTS FOR SECTION 401 AND 404 OF THE CLEAN WATER ACT

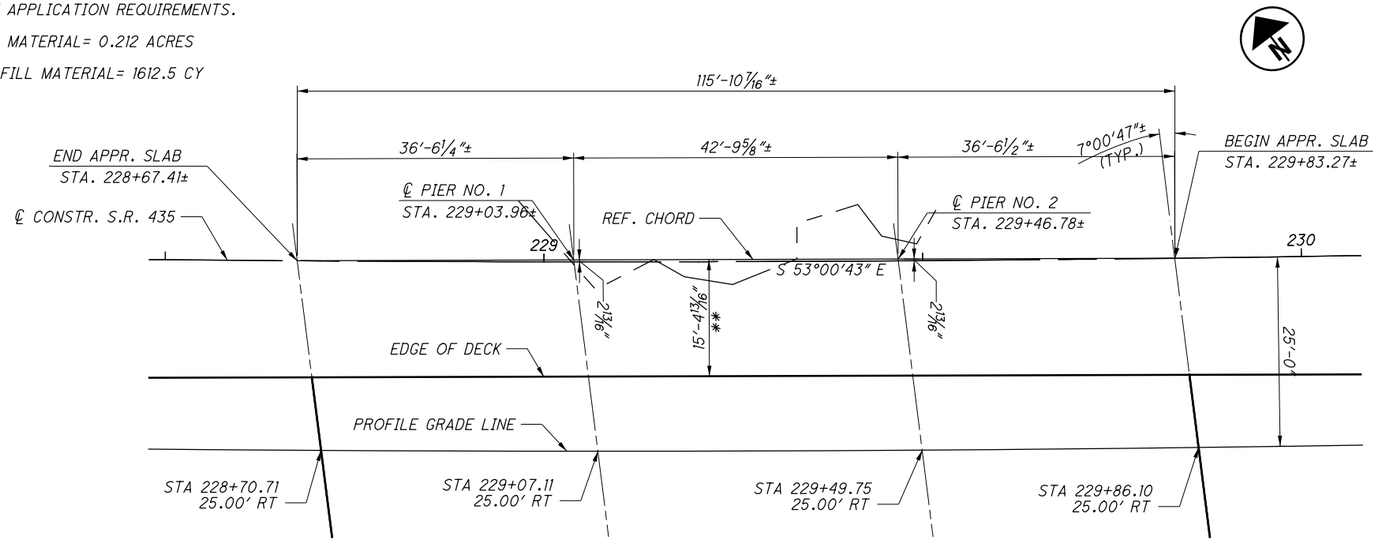
FOR THIS PROJECT, PERMITS FOR SECTIONS 401 AND 404 OF THE CLEAN WATER ACT, ARE BASED ON THE LIMITS OF TEMPORARY CONSTRUCTION FILL PLACED IN "WATERS OF THE UNITED STATES" AS SHOWN BELOW. IF EITHER OF THE LIMITS PROVIDED ARE EXCEEDED, THEN A 401/404 PERMIT MODIFICATION WILL BE REQUIRED. IF A PERMIT MODIFICATION IS REQUIRED, REFER TO SUPPLEMENTAL SPECIFICATION 832.09 FOR THE APPLICATION REQUIREMENTS.

PLAN AREA OF TEMPORARY FILL MATERIAL= 0.212 ACRES

TOTAL VOLUME OF TEMPORARY FILL MATERIAL= 1612.5 CY

ABBREVIATIONS

E.F.	= EACH FACE
TYP.	= TYPICAL
MIN.	= MINIMUM
STA.	= STATION
SPA.	= SPACES
CONST.	= CONSTRUCTION
C.J.	= CONSTRUCTION JOINT
O.C.J.	= OPTIONAL CONSTRUCTION JOINT
APPR.	= APPROACH
EL.	= ELEVATION
EX.	= EXISTING
PH.	= PHASE
A.P.P.	= AS PER PLAN
R.A.	= REAL ABUTMENT
F.A.	= FORWARD ABUTMENT
MECH.	= MECHANICAL
CLR.	= CLEAR
P.B.	= PORTABLE BARRIER
PROF.	= PROFILE
PROP.	= PROPOSED
P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
PERF.	= PERFORATED
BOTT.	= BOTTOM
FWD.	= FORWARD
CONC.	= CONCRETE
EA.	= EACH
HMWM	= HIGH MOLECULAR WEIGHT METHACRYLATE
STD.	= STANDARD
DWG.	= DRAWING
DIA.	= DIAMETER
EXP.	= EXPANSION
O/O	= OUT TO OUT
(TR)	= TO REMAIN



SCHEMATIC DIAGRAM

ROADWAY IS ON CURVED ALIGNMENT, REPLACEMENT DECK SLAB IS ON TANGENT ALIGNMENT PARALLEL TO REFERENCE CHORD

** MEASURED FROM REFERENCE CHORD

DESIGN AGENCY
Baker
400 MORRISON DRIVE, SUITE 206
COLUMBUS, OHIO 43230

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

STRUCTURE GENERAL NOTES
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

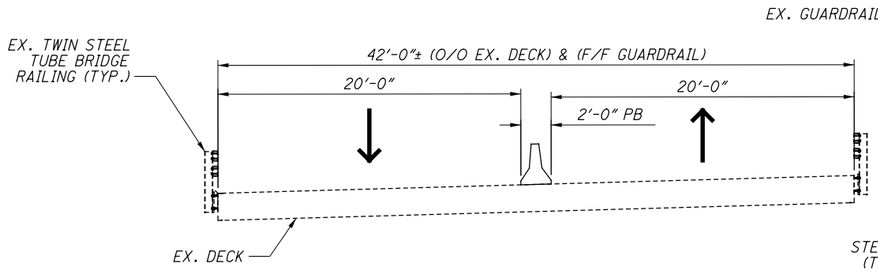
ESTIMATED QUANTITIES								AS PER PLAN REFERENCE SHEET
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPERSTRUCTURE	SUBSTRUCTURE	GENERAL	
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	2
202	22901	134	SY	APPROACH SLAB REMOVED, AS PER PLAN			134	2
503	21300	LUMP		UNCLASSIFIED EXCAVATION		LUMP		
509	10000	78272	LB	EPOXY COATED REINFORCING STEEL	69901	8371		
510	10000	216	EA	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT		216		
511	33312	388	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	338	50		
512	10050	132	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	59	73		
516	13600	31	SF	1" PREFORMED EXPANSION JOINT FILLER		31		
516	14020	124	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL		124		
516	42600	86	FT	ELASTOMERIC BEARING PAD, MISC.: 1-1/2" ELASTOMERIC BEARING PAD, 8" WIDE, AS PER PLAN		86		8, 9
517	70000	240	FT	RAILING (TWIN STEEL TUBE)	240			
518	21200	53	CY	POROUS BACKFILL WITH FILTER FABRIC		53		
518	22300	232	FT	SPECIAL - STEEL DRIP STRIP	232			
518	40000	117	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		117		
518	40010	22	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		22		
526	25000	245	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")			245	
601	32200	180	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER			180	
601	21050	4	SY	TIED CONCRETE BLOCK MAT, TYPE 1			4	
611	99710	2	EA	PRECAST REINFORCED CONCRETE OUTLET			2	

DESIGN AGENCY
Baker
400 MORRISON DRIVE, SUITE 206
COLUMBUS, OHIO 43230

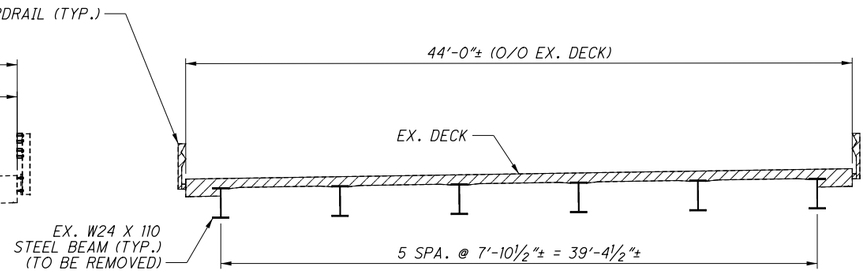
DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

ESTIMATED QUANTITIES
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438



EXISTING WB BRIDGE (WITH M.O.T.)



EXISTING EB BRIDGE (REMOVE AND REPLACE DECK AND SUPERSTRUCTURE)

SUPERSTRUCTURE TRANSVERSE SECTION DURING CONSTRUCTION

NOTES:

1. P.B. INCLUDED WITH ROADWAY QUANTITIES FOR PAYMENT.
2. FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, REFER TO SHEETS 11 THROUGH 122 OF 392.

LEGEND

- INDICATES REMOVAL LIMITS, INCLUDE COST WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, FOR PAYMENT

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

M.O.T. DETAILS
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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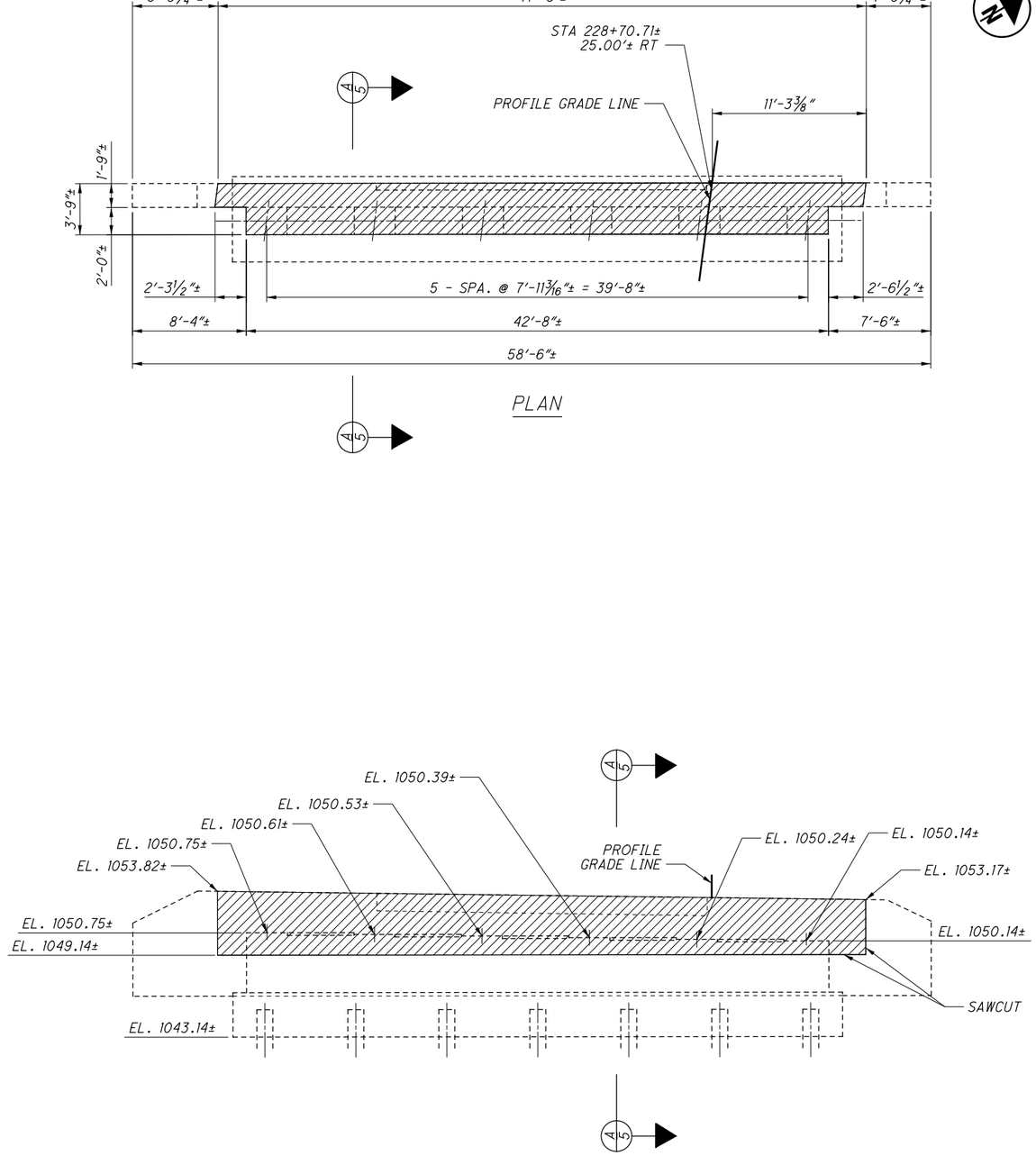
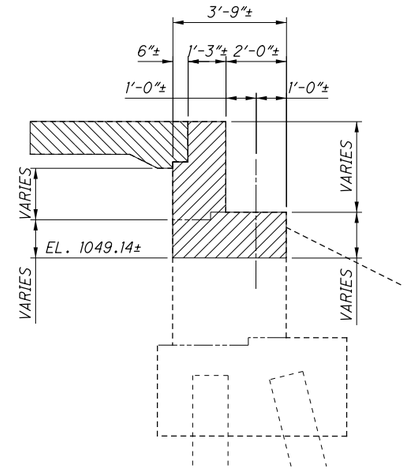
PLAN



ELEVATION



A5 SECTION

NOTES:

1. CUT VERTICAL REINFORCING FLUSH WITH REMOVAL LIMITS AND REMOVE HORIZONTAL REINFORCING WITHIN REMOVAL LIMITS

INDICATES PARTIAL REMOVAL LIMITS, INCLUDE COST WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20′ SPAN, FOR PAYMENT

INCLUDE COST WITH ITEM 202 - APPROACH SLAB REMOVED

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

REAR ABUTMENT REMOVAL DETAILS

FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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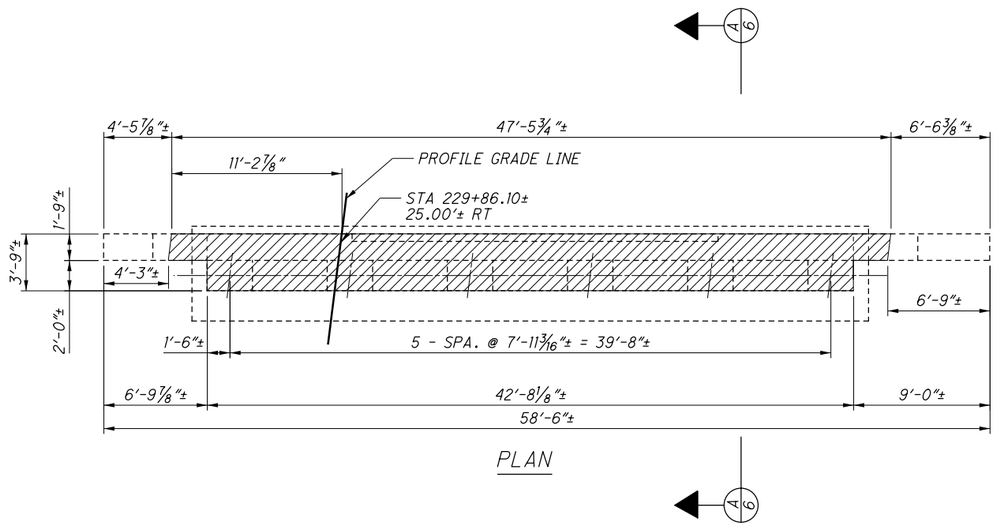
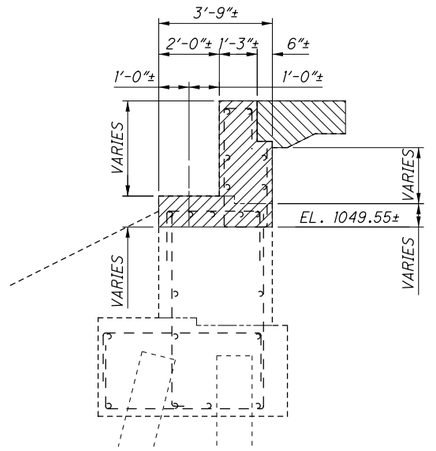
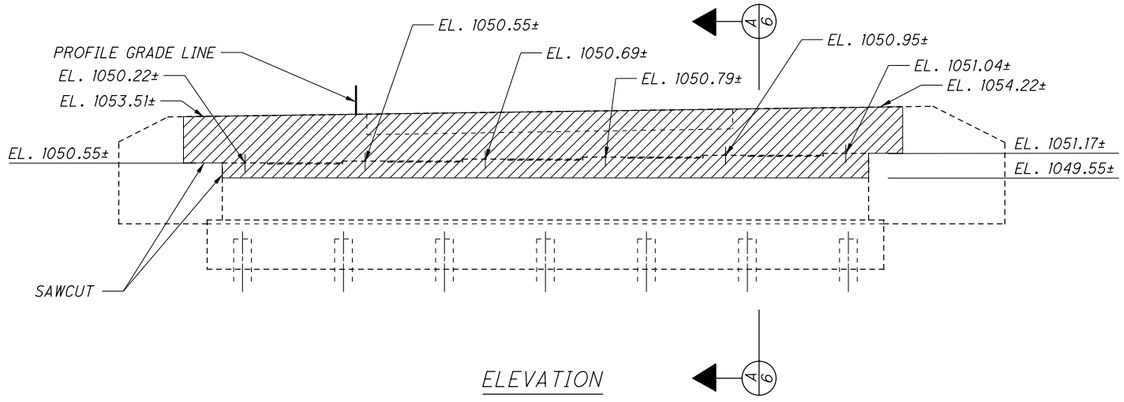


PLAN



A6 SECTION



ELEVATION

NOTES:

1. CUT VERTICAL REINFORCING FLUSH WITH REMOVAL LIMITS AND REMOVE HORIZONTAL REINFORCING WITHIN LIMITS

INDICATES REMOVAL LIMITS, INCLUDE COST WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, FOR PAYMENT

INCLUDE COST WITH ITEM 202 - APPROACH SLAB REMOVED

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

FORWARD ABUTMENT REMOVAL DETAILS

FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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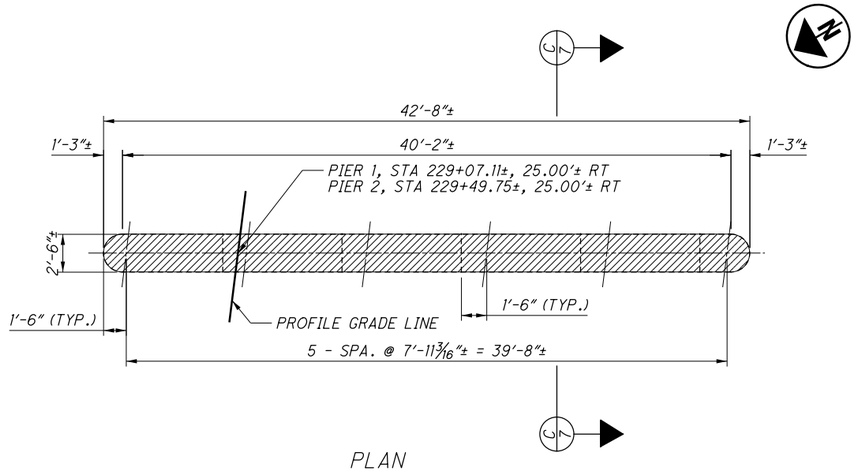
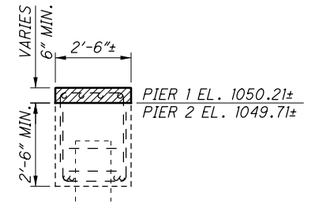
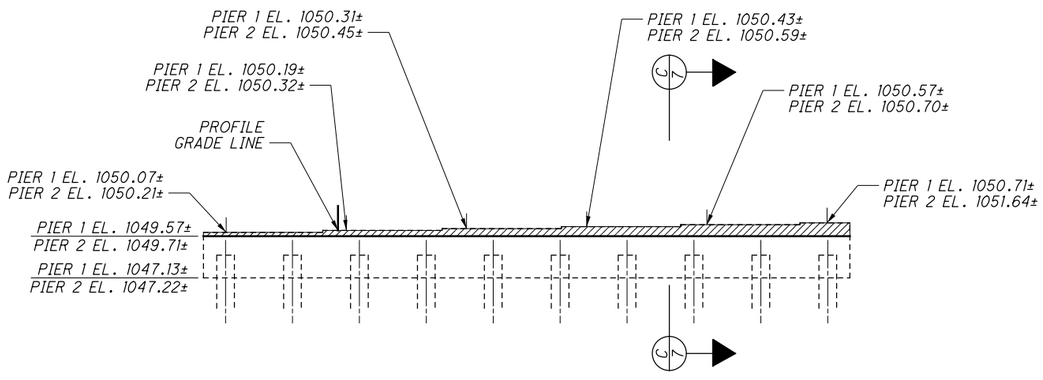


PLAN



C 7 SECTION



ELEVATION

(LOOKING UPSTATION)

NOTES:

1. CUT VERTICAL REINFORCING FLUSH WITH REMOVAL LIMITS AND REMOVE HORIZONTAL REINFORCING WITHIN REMOVAL LIMITS

INDICATES REMOVAL LIMITS, INCLUDE COST WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, FOR PAYMENT

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

PIER REMOVAL DETAILS
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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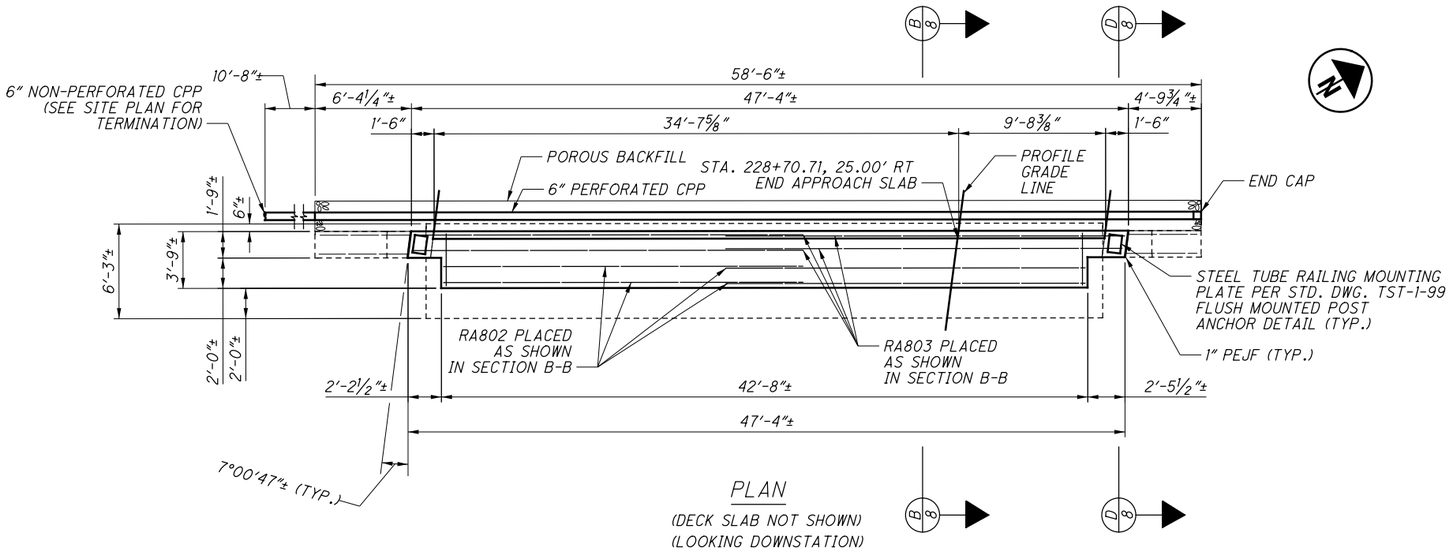
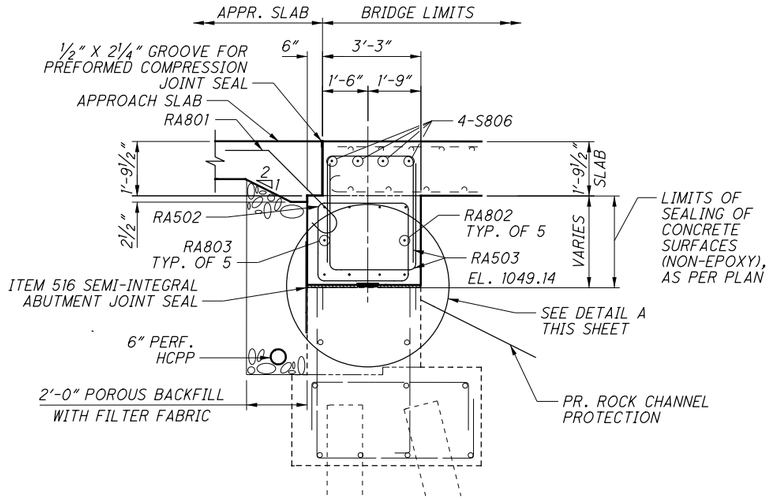
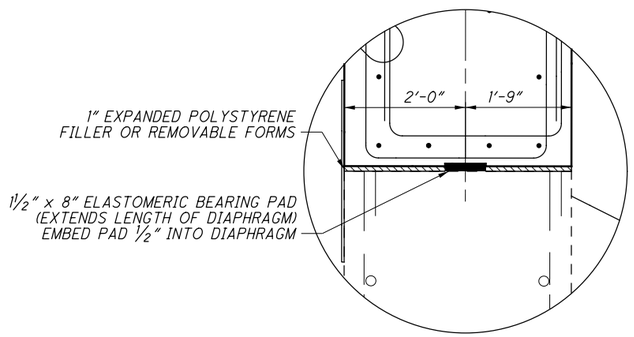


PLAN

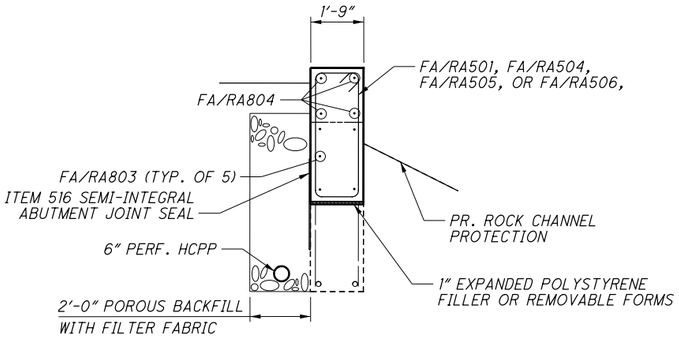
(DECK SLAB NOT SHOWN)
(LOOKING DOWNSTATION)



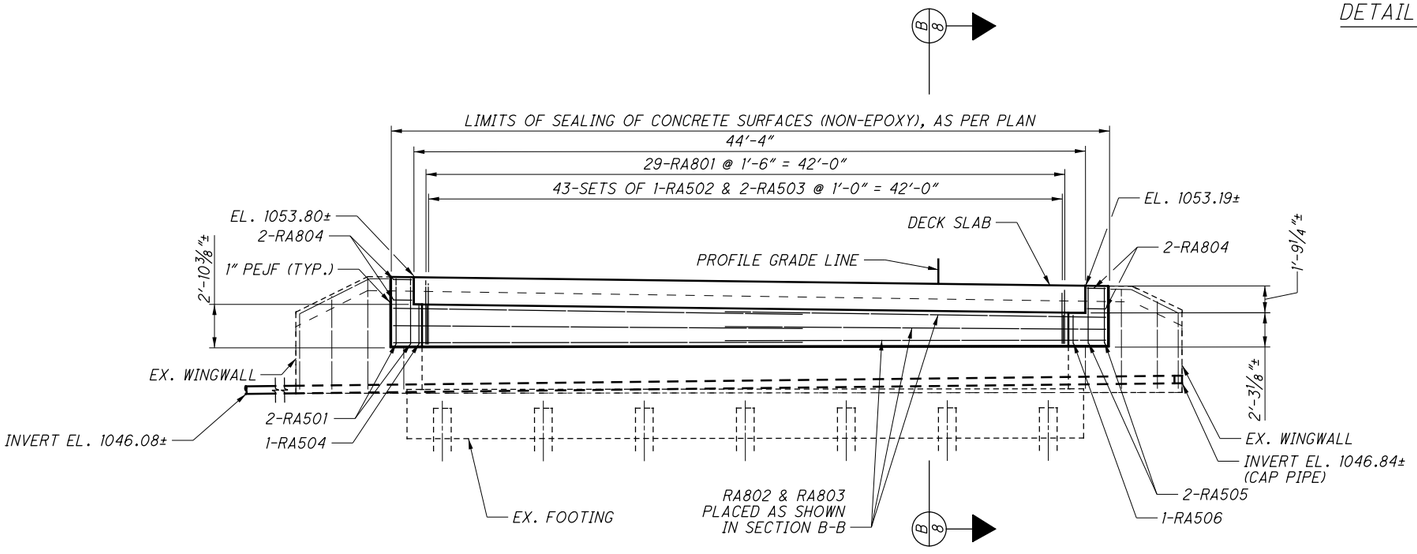
B 12 B 8 REPLACEMENT SECTION



DETAIL A



D 12 D 8 REPLACEMENT SECTION



ELEVATION

NOTES:

1. FOR ADDITIONAL ABUTMENT DETAILS, REFER TO ODOT STANDARD DRAWING CPA-1-08.
2. SLOPE 6" CPP ⅛ IN. / FT.
3. 6" NON-PERFORATED CPP SHALL EXTEND BEYOND WINGWALL LIMITS AS NECESSARY TO ASSURE ADEQUATE DRAINAGE.
4. MINIMUM LAP FOR #8 BARS IS 6'-9"
5. PAYMENT FOR MATERIALS AND PLACEMENT OF POLYSTYRENE OR REMOVABLE FORMS SHALL BE INCLUDED IN PAYMENT FOR ITEM 516 - ELASTOMERIC BEARING PAD, MISC.: 1-½" ELASTOMERIC BEARING PAD, 8" WIDE, AS PER PLAN.

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

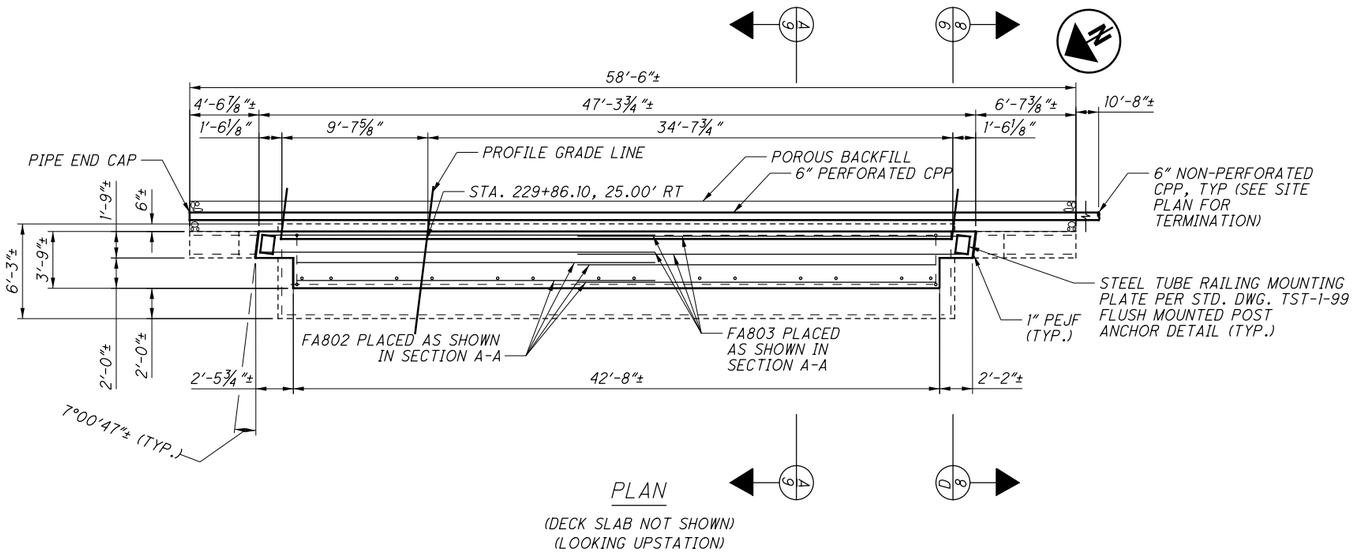
REAR ABUTMENT DETAILS

FAY-435-0105R

S.R. 435 EB OVER RATTLESNAKE CREEK

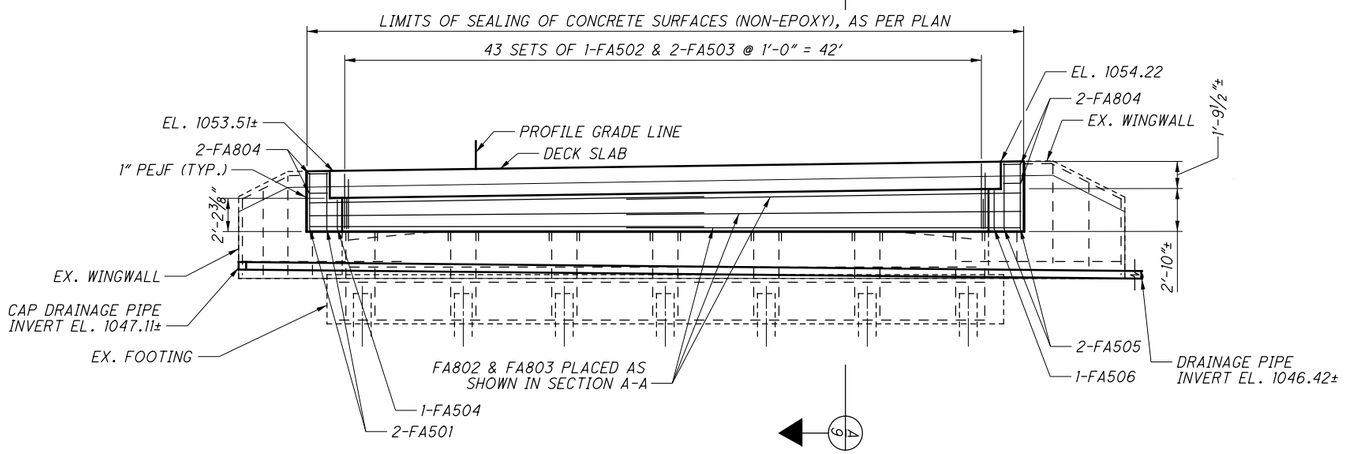
FAY-435-0.97

PID No. 92438

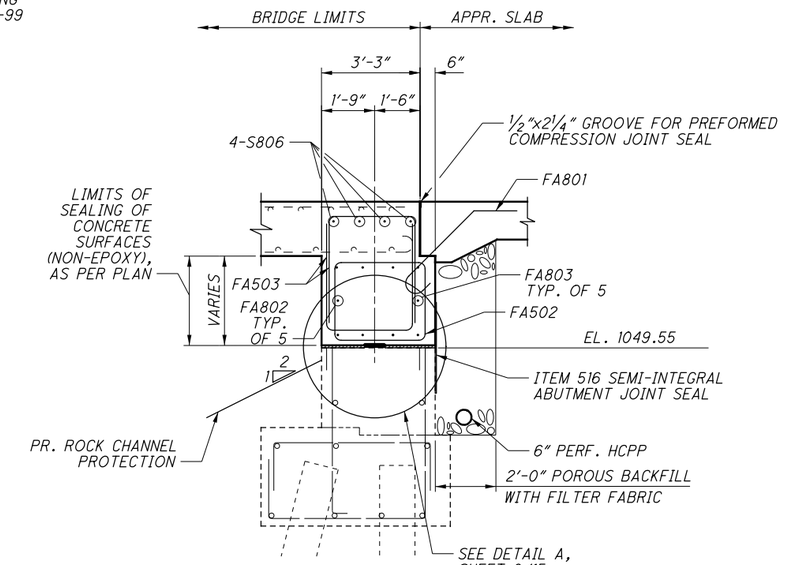


PLAN

(DECK SLAB NOT SHOWN)
(LOOKING UPSTATION)



ELEVATION



A 12 A 9 REPLACEMENT SECTION

NOTES:

1. FOR ADDITIONAL ABUTMENT DETAILS, REFER TO ODOT STANDARD DRAWING CPA-1-08.
2. SLOPE 6" CPP 1/8 IN. / FT.
3. 6" NON-PERFORATED CPP SHALL EXTEND BEYOND WINGWALL LIMITS AS NECESSARY TO ASSURE ADEQUATE DRAINAGE.
4. MINIMUM LAP FOR #8 BARS IS 6'-9"
5. PAYMENT FOR MATERIALS AND PLACEMENT OF POLYSTYRENE OR REMOVABLE FORMS SHALL BE INCLUDED IN PAYMENT FOR ITEM 516 - ELASTOMERIC BEARING PAD, MISC.: 1-1/2" ELASTOMERIC BEARING PAD, 8" WIDE, AS PER PLAN.

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

FORWARD ABUTMENT DETAILS
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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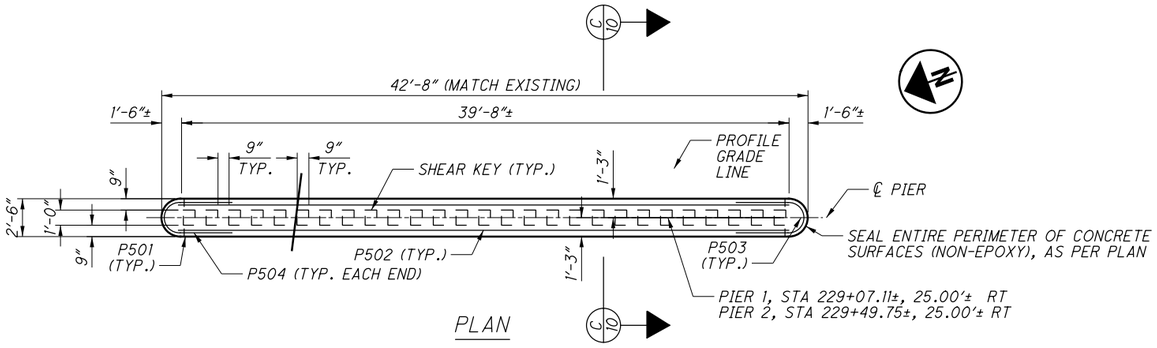
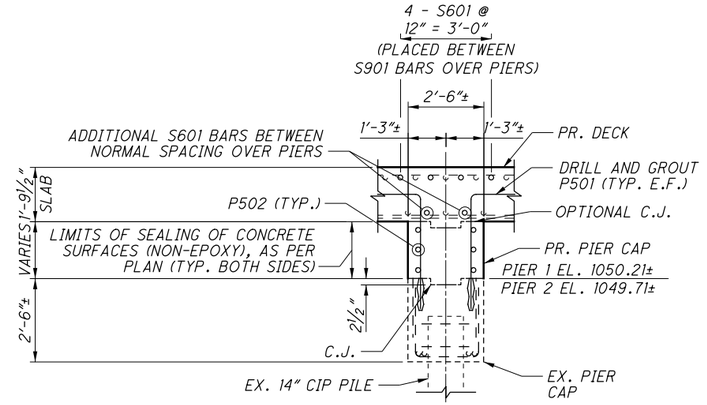
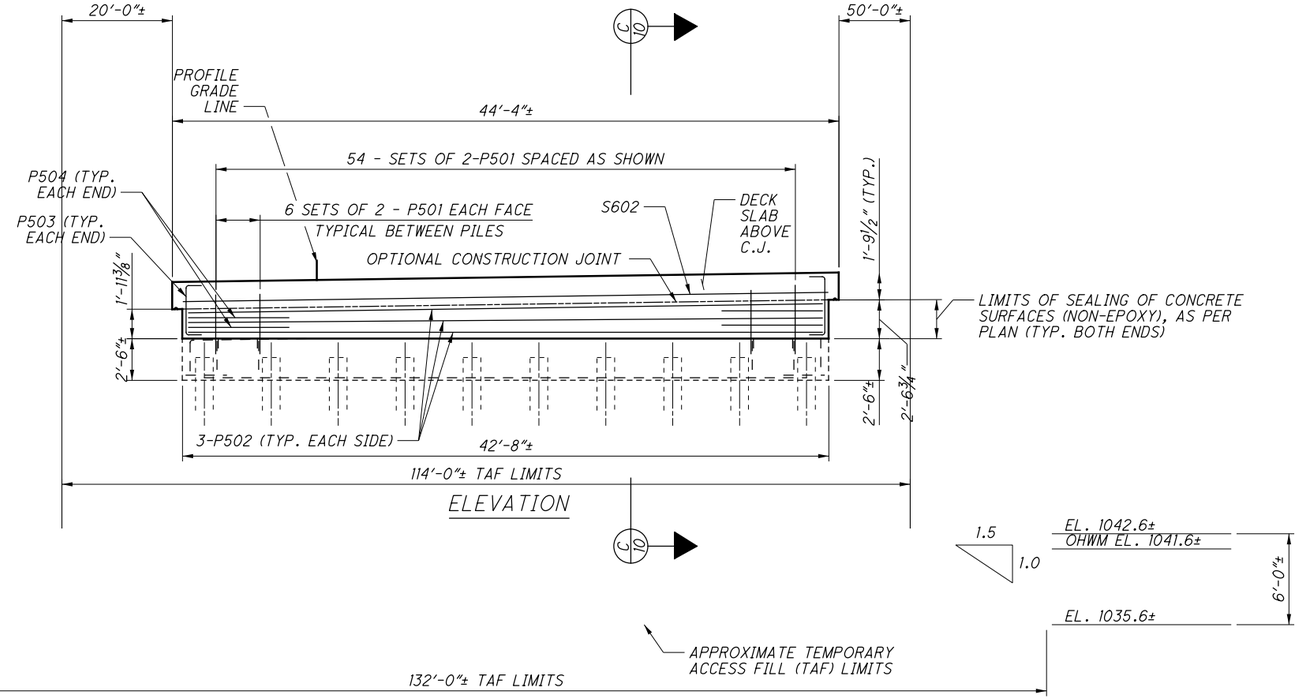


PLAN



C 12 C 10 REPLACEMENT SECTION



ELEVATION

NOTES:

1. FOR ADDITIONAL PIER DETAILS, REFER TO ODOT STANDARD DRAWING CPP-1-08.
2. THE FALSEWORK SUPPORT SHALL NOT PRODUCE ECCENTRIC LOADS IN THE EXISTING PIER PILES.
3. MATCH PROPOSED REBAR WITH EXISTING REINFORCING SPACING.

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

PIER DETAILS
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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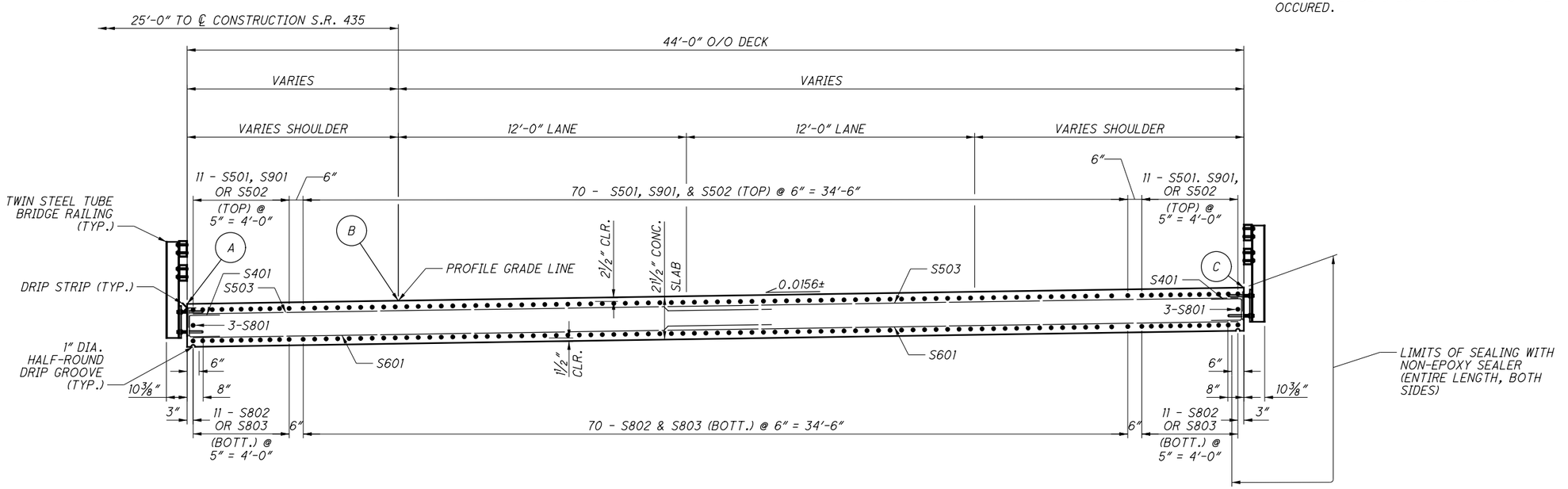
NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE ODOT STANDARD DRAWING CS-1-08.
2. FOR DETAILS OF GUARDRAIL, SEE STANDARD DRAWING TST-1-99.
3. FOR DRIP STRIP DETAILS, SEE ODOT STANDARD DRAWING DS-1-92.
4. MINIMUM BAR LAPS ARE AS FOLLOWS:
   #5 BAR = 3'-6"
   #6 BAR = 4'-4"
   #8 BAR = 6'-9"
   #9 BAR = 8'-7"
5. DRIP GROOVES SHALL TERMINATE TWO FEET FROM THE FACE OF ABUTMENTS.
6. REINFORCING STEEL SHALL BE ADJUSTED AS NECESSARY TO ACCOMODATE ANCHOR BOLTS FOR GUARDRAIL POSTS.
7. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.



TRANSVERSE SECTION

(LOOKING UPSTATION)

FINAL DECK SURFACE ELEVATION TABLE

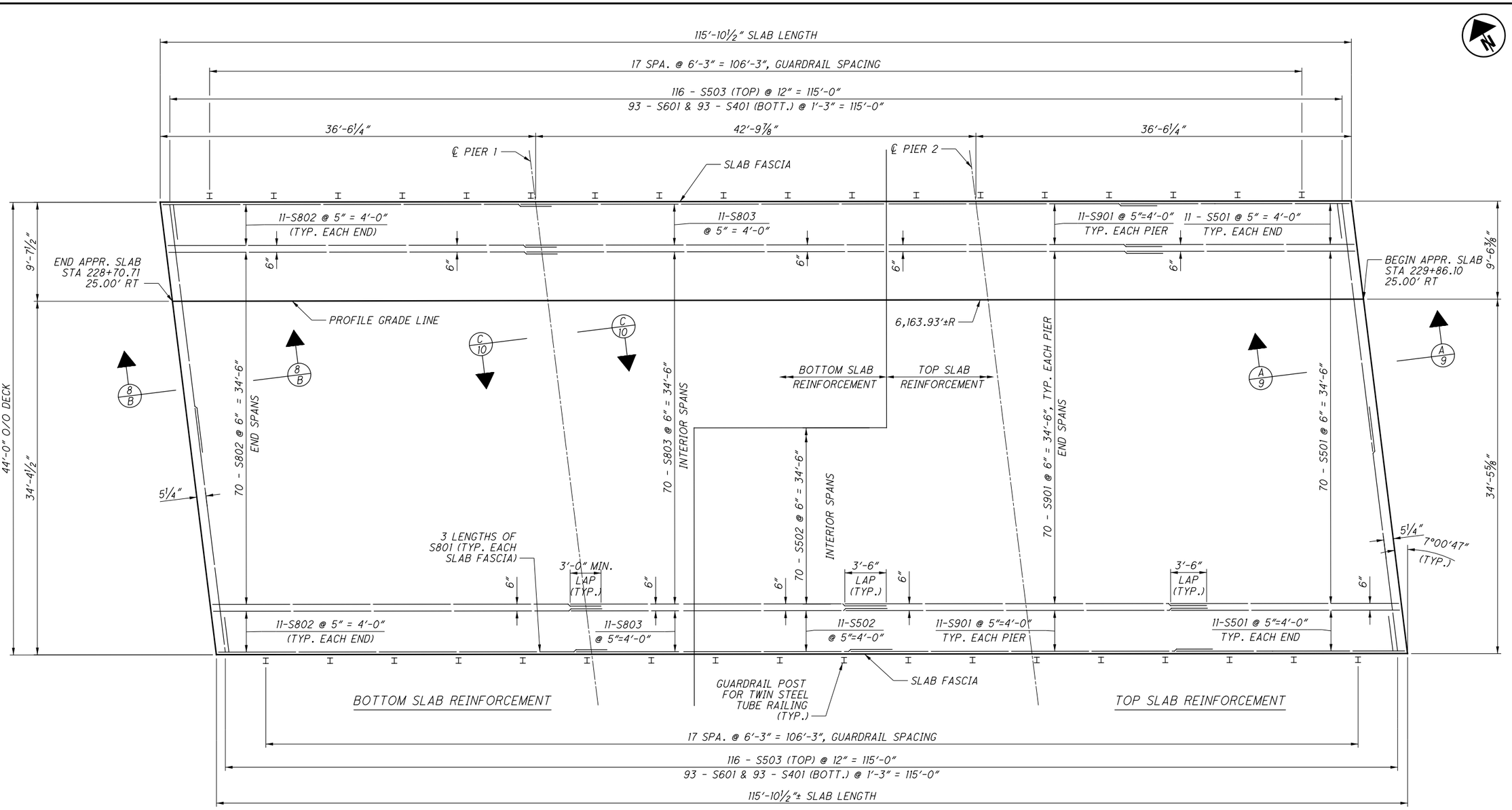
LOCATION	A			B			C		
	STA.	OFFSET	ELEV.	STA.	OFFSET	ELEV.	STA.	OFFSET	ELEV.
END REAR APPR. SLAB	228+69.44	15.38 RT	1053.19	228+70.71	25.00 RT	1053.33	228+75.20	59.33 RT	1053.80
1 / 4 PT.	228+78.55	15.31 RT	1053.22	228+79.81	25.00 RT	1053.36	228+84.24	59.27 RT	1053.83
1 / 2 PT.	228+87.66	15.24 RT	1053.24	228+88.91	25.00 RT	1053.40	228+93.29	29.21 RT	1053.87
3 / 4 PT.	228+96.76	15.19 RT	1053.27	228+98.01	25.00 RT	1053.43	229+02.33	59.17 RT	1053.90
℄ PIER 1	229+05.87	15.16 RT	1053.29	229+07.11	25.00 RT	1053.46	229+11.37	59.14 RT	1053.93
1 / 4 PT.	229+16.55	15.13 RT	1053.32	229+17.77	25.00 RT	1053.50	229+21.97	59.13 RT	1053.97
1 / 2 PT.	229+27.23	15.13 RT	1053.35	229+28.43	25.00 RT	1053.54	229+32.58	59.13 RT	1054.01
3 / 4 PT.	229+37.91	15.14 RT	1053.38	229+39.09	25.00 RT	1053.58	229+43.18	59.15 RT	1054.05
℄ PIER 2	229+48.59	15.17 RT	1053.41	229+49.75	25.00 RT	1053.62	229+53.78	59.19 RT	1054.09
1 / 4 PT.	229+57.70	15.21 RT	1053.43	229+58.84	25.00 RT	1053.65	229+62.82	59.24 RT	1054.12
1 / 2 PT.	229+66.81	15.27 RT	1053.46	229+67.93	25.00 RT	1053.68	229+71.87	59.30 RT	1054.15
3 / 4 PT.	229+75.91	15.34 RT	1053.48	229+77.01	25.00 RT	1053.72	229+80.91	59.38 RT	1054.19
BEGIN FWD. APPR. SLAB	229+85.02	15.42 RT	1053.51	229+86.10	25.00 RT	1053.75	229+89.95	59.47 RT	1054.22

DESIGN AGENCY
Baker
400 MORRIONS DRIVE, SUITE 206
COLUMBUS, OHIO 43230

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

TRANSVERSE SECTION
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438



SLAB PLAN

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS SEE ODOT STANDARD DRAWING CS-1-08.
2. FOR DRIP STRIP DETAILS SEE ODOT STANDARD DRAWING DS-1-92.
3. MINIMUM BAR LAPS ARE AS FOLLOWS:
   #5 BAR = 3'-6"
   #6 BAR = 4'-4"
   #8 BAR = 6'-9"
   #9 BAR = 8'-7"
4. REINFORCING STEEL SHALL BE ADJUSTED AS NECESSARY TO ACCOMODATE ANCHOR BOLTS FOR GUARDRAIL POSTS.

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

DECK PLAN
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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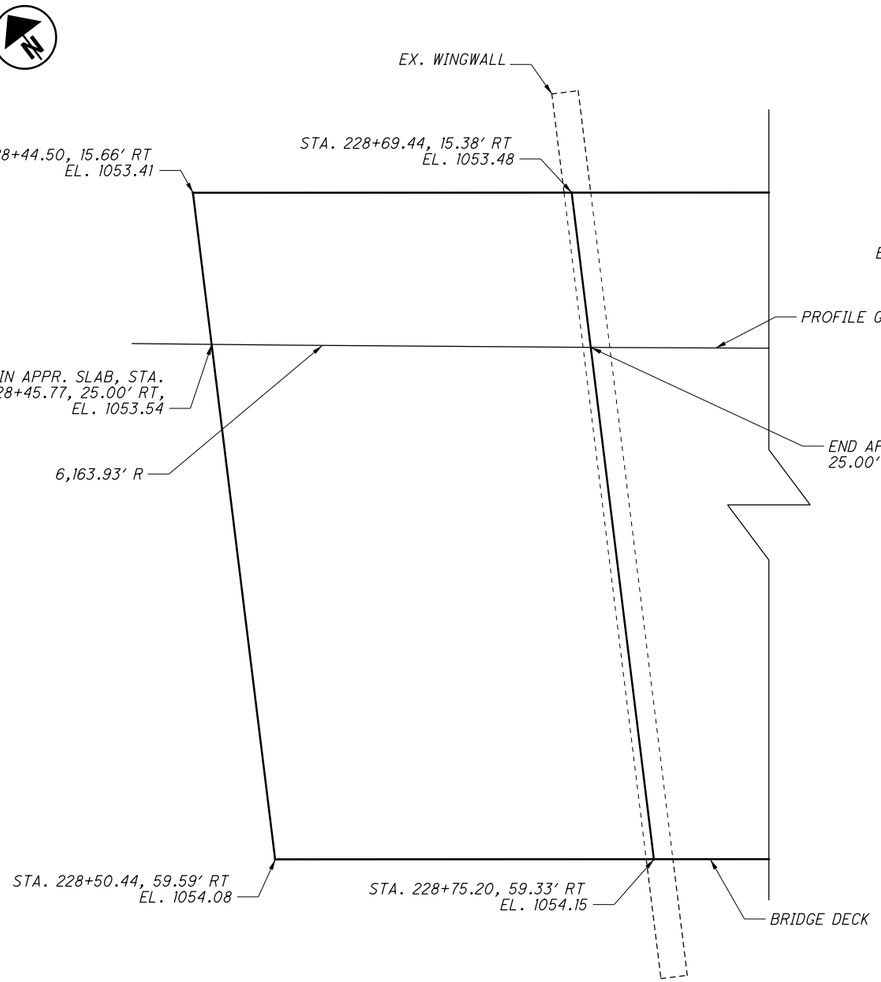
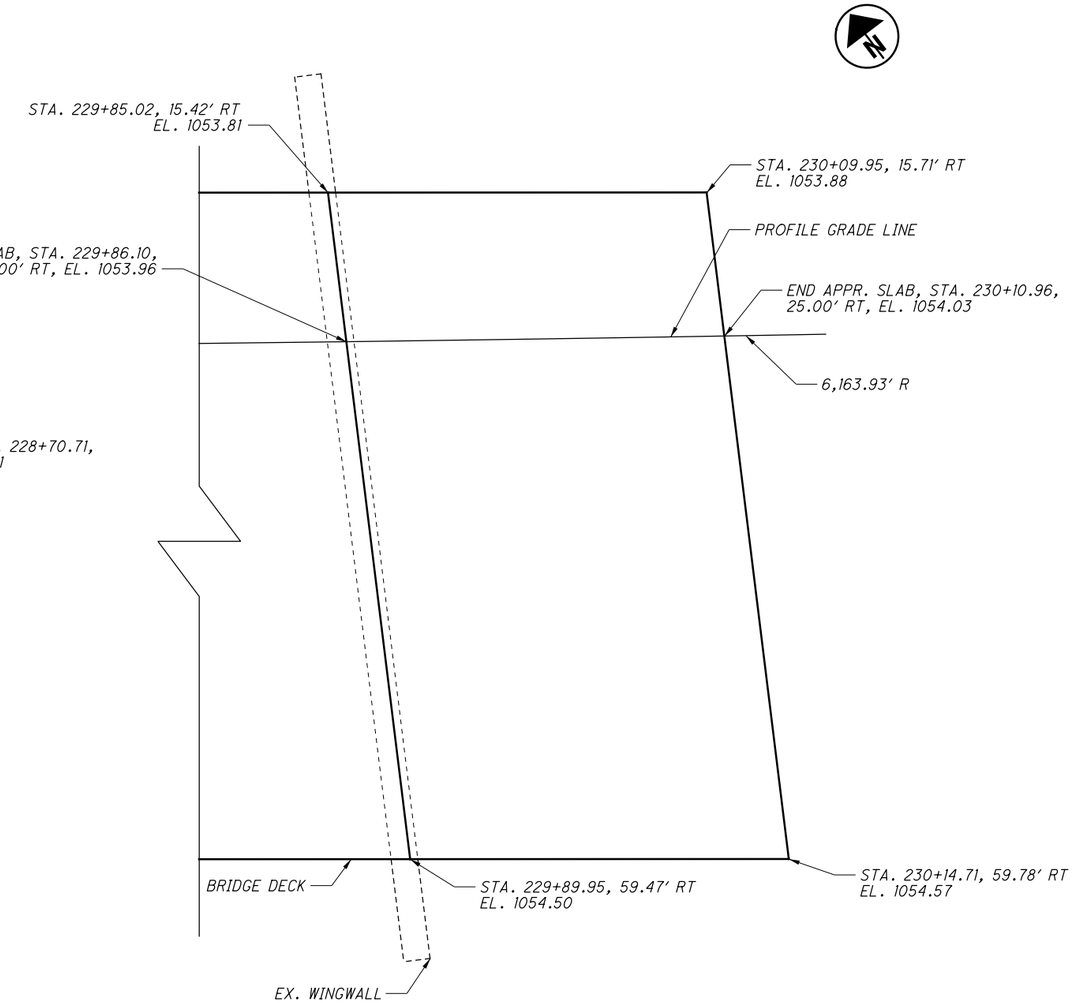


REAR APPROACH SLAB PLAN



FWD. APPROACH SLAB PLAN

NOTES:

1. FOR APPROACH SLAB DETAILS, REFER TO ODOT STANDARD DRAWING AS-1-81.

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED	DRAWN	REVIEWED	DATE
JJL	JJL	LPC	11/16/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KMD	AS	2400391	

APPROACH SLAB DETAILS
FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

FAY-435-0.97
PID No. 92438

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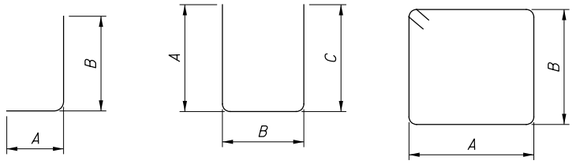
BAR BENDING DIAGRAMS



MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	SER INC.
RA501	2	11'-11"	25	3	1'-5"	4'-3"					
	1	11'-1"			1'-10 3/8"						
RA502	SER. OF	TO	522	3		3'-5"					0 5/16"
	43	12'-3"			2'-5 3/8"						
RA503	86	10'-0"	897	2	3'-7 3/4"	2'-11"	3'-7 3/4"				
RA504	1	8'-3"	9	3	1'-5"	2'-5 3/8"					
RA505	2	10'-7"	22	3	1'-5"	3'-7 1/2"					
RA506	1	7'-1"	7	3	1'-5"	1'-10 3/8"					
RA801	29	5'-8"	439	18	3'-4 5/8"	1'-0"	1'-0"				
RA802	10	24'-7"	656	STR.							
RA803	10	26'-11"	719	STR.							
RA804	4	4'-7"	49	3	1'-2"	1'-5"					
FA501	2	10'-8"	22	3	1'-5"	3'-7 1/2"					
	1	11'-1"			1'-10 1/2"						
FA502	SER. OF	TO	524	3		3'-5"					0 3/8"
	43	12'-4"			2'-5 3/4"						
FA503	86	9'-8"	867	2	3'-6 1/4"	2'-11"	3'-6 1/4"				
FA504	1	7'-1"	7	3	1'-5"	1'-10 1/2"					
FA505	2	11'-11"	25	3	1'-5"	4'-3 1/4"					
FA506	1	8'-4"	9	3	1'-5"	2'-5 5/8"					
FA801	29	5'-8"	439	18	3'-4 5/8"	1'-0"	1'-0"				
FA802	10	24'-7"	656	STR.							
FA803	10	26'-11"	719	STR.							
FA804	4	4'-7"	49	3	1'-2"	1'-5"					
P501	216	4'-11"	1108	1	1'-0"	4'-0"					
P502	12	39'-8"	497	STR.							
P503	4	4'-9"	20	2	0'-10"	3'-4"	0'-10"				
P504	8	10'-1"	84	24	2'-2"	3'-5"				1'-1"	
S401	186	3'-8"	456	2	1'-3"	1'-3 1/2"	1'-3"				
S501	184	21'-5"	4110	STR.							
S502	92	15'-8"	1503	STR.							
S503	232	25'-8"	6218	STR.							
S601	202	25'-8"	7797	STR.							
S801	6	40'-8"	651	STR.							
S802	184	31'-11"	15680	STR.							
S803	92	46'-9"	11484	STR.							
S901	184	35'-2"	22002	STR.							
		TOTAL:	78272	LBS.							

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, RA601:
   RA: LOACTION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
   6: BAR SIZE DESIGNATION NO. 6
   01: SEQUENCE NUMBER
2. BAR DIMENSIONS SHOWN ARE OUT-TO-OUT UNLESS OTHERWISE NOTED.
3. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
Baker
400 HORIZONS DRIVE, SUITE 206
COLUMBUS, OHIO 43220

DESIGNED JJL | DRAWN JJL | CHECKED KMD | REVIEWED LPC | REVISED AS | DATE 11/16/15 | STRUCTURE FILE NUMBER 2400391

REINFORCING SCHEDULE

FAY-435-0105R
S.R. 435 EB OVER RATTLESNAKE CREEK

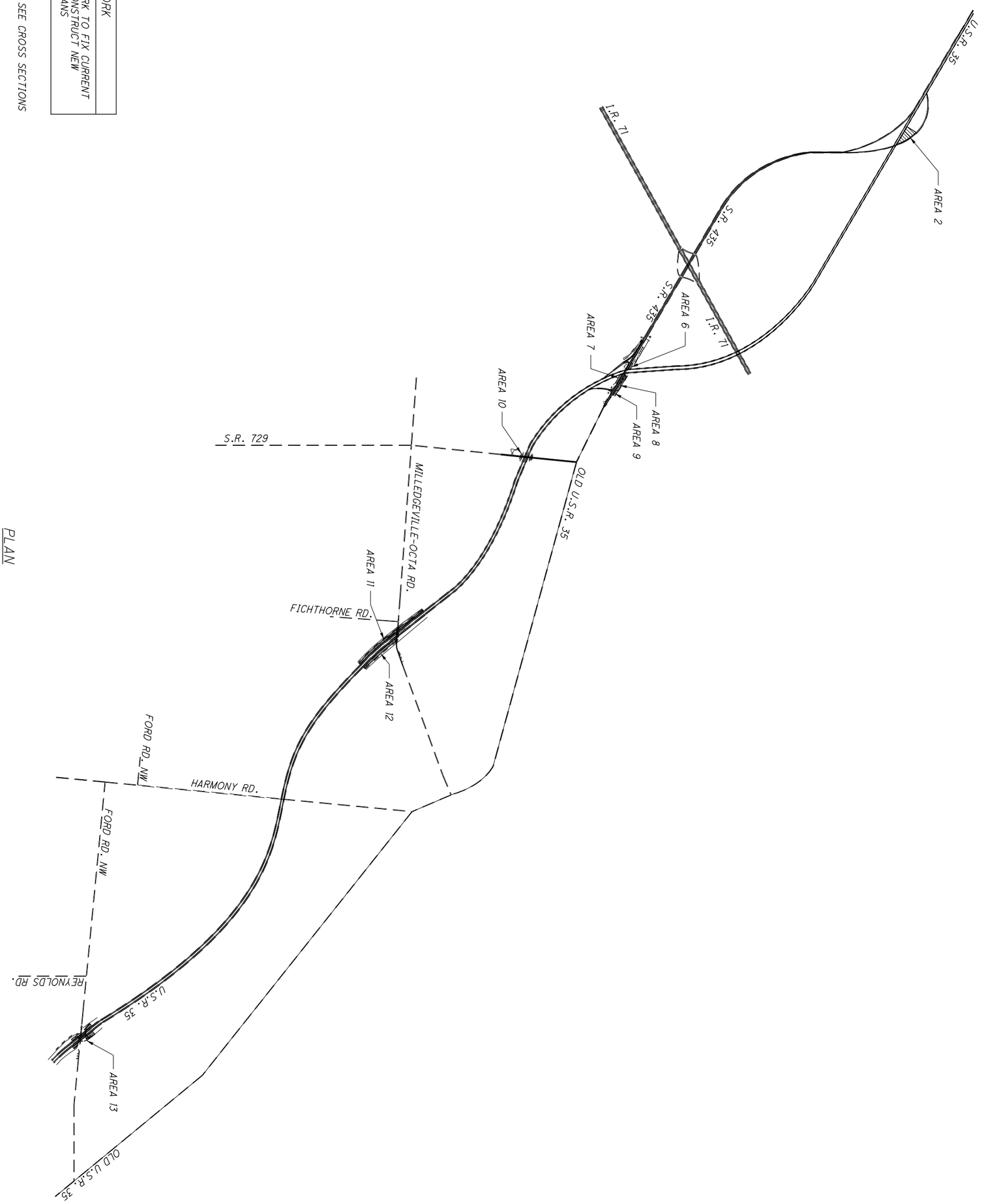
FAY-435-0.97
PID No. 92438

PROPOSED WORK

PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

PLAN



BENCH MARK: BM - 210
MONBOX-5/8 REBAR
STA. 19+76.12, 1.34' RT
586998.345 N
1662235.862 E
ELEVATION 1071.84

BENCH MARK: BM - 211
MONBOX-5/8 REBAR
STA. 15+76.22, 1.01' RT
586600.5 N
1662194 E
ELEVATION 1071.90

BENCH MARK: BM - 212
IPINS - CONT212
STA. 16+30.02, 526.06' RT
586601.1 N
1662722 E
ELEVATION 1045.66

BENCH MARK: BM - 213
MAGS - CONT213
STA. 17+42.12, 62.72' RT
583223.5 N
1667251 E
ELEVATION 1058.42

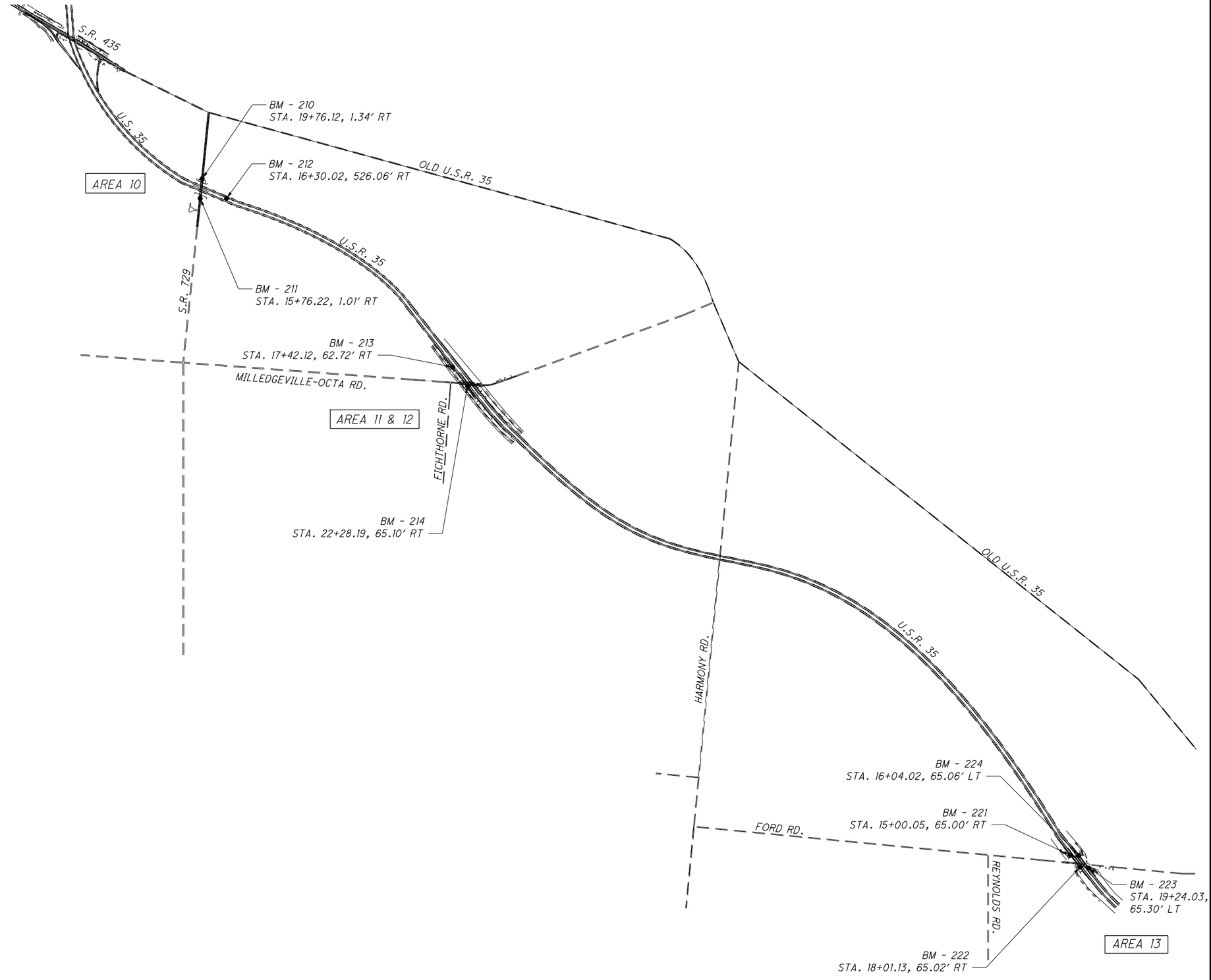
BENCH MARK: BM - 214
MAGS - CONT214
STA. 22+28.19, 65.10' RT
582839.7 N
1667549 E
ELEVATION 1061.56

BENCH MARK: BM - 221
IPINS - #221
STA. 15+00.05, 65.00' RT
573434.6 N
1679635 E
ELEVATION 1034.29

BENCH MARK: BM - 222
IPINS - #222
STA. 18+01.13, 65.02' RT
573197.3 N
1679821 E
ELEVATION 1034.98

BENCH MARK: BM - 223
IPINS - #223
STA. 19+24.03, 65.30' LT
573180.4 N
1679999 E
ELEVATION 1033.22

BENCH MARK: BM - 224
IPINS - #224
STA. 16+04.02, 65.06' LT
573432.7 N
1679802 E
ELEVATION 1033.20



PLAN

FOR ADDITIONAL INFORMATION NOT SHOWN, SEE ROADWAY PLANS

HORIZONTAL SCALE IN FEET
0 500 1000 2000

CALCULATED JJL
CHECKED SM

SLOPE REPAIR SCHEMATIC PLAN
ADDITIONAL EROSION CONTROL

FAY-435-0.97

301
393

\\Colufs1\odot\FAY\92438\Additional Erosion Control\sheets\92438DB001A.dgn 4/19/2016 4:57:06 PM kdickens

STATION	CUT	FILL	203 EXCAVATION	203 EMBANKMENT	WIDTH	659 SEEDING AND MULCHING
	SQ FT	SQ FT	CY	CY	FT	SY
C. L. S. R. 435		AHEAD ONLY				
101+00.00	0	0			0	
			192	235		143
101+50.00	207	254			51	
			281	390		246
102+00.00	96	167			37	
			89	155		103
102+50.00	0	0			0	
SUBTOTAL AREA 2			**562**	**780**		**492**
292+00.00	71	234			48	
			138	445		272
292+50.00	78	247			50	
			152	475		286
293+00.00	86	266			53	
			206	514		303
293+50.00	137	289			56	
SUBTOTAL AREA 6			**496**	**1434**		**861**
297+00.00	0	0			0	
			124	193		128
297+50.00	134	208			46	
			281	456		283
298+00.00	169	285			56	
			347	540		315
298+50.00	206	298			58	
			357	531		312
299+00.00	180	275			55	
			343	495		301
299+50.00	190	260			54	
			277	444		277
300+00.00	109	220			46	
			201	382		240
300+50.00	108	193			40	
			177	297		190
301+00.00	83	128			28	
			133	203		143
301+50.00	61	91			23	
			96	149		124
302+00.00	43	70			21	
SUBTOTAL AREA 7			**2336**	**3690**		**2313**
296+00.00	0	0			0	
			156	308		180
296+50.00	169	333			65	
			253	623		354
297+00.00	104	340			63	
			215	678		353
297+50.00	128	392			64	
			219	714		352
298+00.00	108	379			62	
			191	691		339
298+50.00	98	367			60	
			174	666		326
299+00.00	90	352			58	
			161	608		311
299+50.00	84	305			54	
			156	558		302
300+00.00	84	298			54	
			144	526		291
300+50.00	72	270			51	
			131	476		272
301+00.00	69	244			47	
			128	432		261
301+50.00	69	223			47	

STATION	CUT	FILL	203 EXCAVATION	203 EMBANKMENT	WIDTH	659 SEEDING AND MULCHING
	SQ FT	SQ FT	CY	CY	FT	SY
C. L. S. R. 435		AHEAD ONLY				
SUBTOTAL AREA 8			**1928**	**6280**		**3341**
302+00.00	91	224			44	
			178	352		221
302+50.00	101	156			35	
			181	289		208
303+00.00	94	156			39	
			150	249		183
303+50.00	68	113			26	
SUBTOTAL AREA 9			**509**	**890**		**612**
16+00.00	81	116			28	
			63	129		88
16+25.00	54	163			35	
			54	130		86
16+50.00	63	118			27	
			973	2017		1240
19+25.00	128	278			54	
			140	268		156
19+50.00	174	300			58	
SUBTOTAL AREA 10-1			**1230**	**2544**		**1570**
16+00.00	56	95			24	
			44	93		69
16+25.00	38	105			25	
			1019	2063		1324
19+00.00	162	300			61	
			150	283		171
19+25.00	163	311			61	
			120	294		165
19+50.00	96	325			57	
SUBTOTAL AREA 10-2			**1333**	**2733**		**1729**
SUBTOTAL AREA 10			**2563**	**5277**		**3299**
TOTALS CARRIED TO SHEET 304			**8394**	**18351**		**10918**

CALCULATED JJL
CHECKED MYT

SLOPE STABILIZATION SUBSUMMARY

FAY-435-0.97

STATION	CUT	FILL	203 EXCAVATION	203 EMBANKMENT	WIDTH	659 SEEDING AND MULCHING
	SQ FT	SQ FT	CY	CY	FT	SY
C. L. S. R. 435			AHEAD ONLY			
12+00.00	69	117			29	
			134	225		164
12+50.00	76	126			30	
			144	237		170
13+00.00	79	130			31	
			149	245		175
13+50.00	82	135			32	
			164	277		190
14+00.00	95	164			36	
			170	317		207
14+50.00	89	178			38	
			159	343		218
15+00.00	83	192			40	
			154	369		228
15+50.00	83	206			42	
			144	384		236
16+00.00	72	209			43	
			137	391		242
16+50.00	76	213			44	
			141	404		244
17+00.00	76	223			44	
			140	414		249
17+50.00	75	224			46	
			141	440		257
18+00.00	77	251			47	
			144	465		263
18+50.00	78	251			48	
			145	455		268
19+00.00	79	240			49	
			181	448		275
19+50.00	116	244			50	
			250	463		283
20+00.00	154	256			52	
			289	488		294
20+50.00	158	271			54	
			245	430		261
21+00.00	107	193			40	
			99	179		112
21+50.00	0	0			0	
			160	214		133
22+00.00	173	231			48	
			284	491		292
22+50.00	134	299			57	
			235	566		315
23+00.00	120	312			56	
			229	549		307
23+50.00	127	281			54	
			242	516		303
24+00.00	134	276			55	
			237	530		308
24+50.00	122	296			56	
			221	553		313
25+00.00	117	301			56	
			211	562		308
25+50.00	111	306			54	
			205	529		299
26+00.00	110	265			53	
			206	499		297
26+50.00	113	274			54	
			241	497		296
27+00.00	147	263			53	
			293	482		291
27+50.00	169	258			52	
			327	468		285
28+00.00	184	247			50	
			323	438		271
28+50.00	165	226			47	
			268	431		268
29+00.00	124	240			49	
			224	434		270
29+50.00	118	229			48	
			220	421		263
30+00.00	120	226			47	
			218	409		257
30+50.00	115	216			45	
			209	401		252
31+00.00	111	217			45	
			177	356		228
31+50.00	80	167			37	
			163	306		203
32+00.00	96	163			36	
			206	316		207
32+50.00	127	178			38	
			189	282		191
33+00.00	77	127			30	
			137	223		158
33+50.00	71	114			26	
			120	192		140
34+00.00	59	93			24	
			107	164		129
34+50.00	57	84			23	
			104	152		125
35+00.00	55	80			22	
			114	162		129
35+50.00	68	95			24	
			138	191		139
36+00.00	81	111			26	
			144	203		143
36+50.00	75	108			26	
SUBTOTAL AREA 11			9282	18511		11456
TOTALS CARRIED TO SHEET 304			9282	18511		11456

CALCULATED JJL
CHECKED MYT

SLOPE STABILIZATION SUBSUMMARY

FAY-435-0.97

STATION	CUT	FILL	203 EXCAVATION	203 EMBANKMENT	WIDTH	659 SEEDING AND MULCHING
	SQ FT	SQ FT	CY	CY	FT	SY
C. L. S. R. 435			AHEAD ONLY			
23+50.00	118	210			45	
			234	388		246
24+00.00	135	209			44	
			275	413		258
24+50.00	162	237			49	
			260	517		295
25+00.00	119	321			57	
			220	581		318
25+50.00	119	307			57	
			219	548		312
26+00.00	118	285			55	
			239	511		302
26+50.00	140	267			53	
			244	515		303
27+00.00	124	289			56	
			236	535		309
27+50.00	131	289			56	
			234	521		304
28+00.00	122	274			54	
			211	492		291
28+50.00	106	257			51	
			186	469		279
29+00.00	95	250			49	
			177	439		265
29+50.00	96	224			46	
			188	400		245
30+00.00	107	208			42	
			188	350		221
30+50.00	96	170			37	
			169	285		194
31+00.00	87	138			32	
			157	249		177
31+50.00	83	131			31	
			149	234		169
32+00.00	78	122			30	
			143	219		160
32+50.00	76	115			28	
			144	212		156
33+00.00	79	114			28	
			144	206		152
33+50.00	76	108			27	
			140	197		144
34+00.00	75	105			25	
			129	183		136
34+50.00	64	93			24	
			110	162		128
35+00.00	55	82			22	
			99	150		123
35+50.00	52	80			22	
			95	145		121
36+00.00	51	77			22	
			86	133		117
36+50.00	42	67			20	
SUBTOTAL AREA 12			4676	9054		5725
14+00.00	115	243			50	
			232	484		292
14+50.00	136	280			55	
			275	536		313
15+00.00	161	299			57	
			282	554		320
15+50.00	144	299			58	
			299	564		329
16+00.00	179	310			61	
			166	287		169
16+50.00	0	0			0	
			0	0		0
17+00.00	0	0			0	
			0	0		0
17+50.00	0	0			0	

STATION	CUT	FILL	203 EXCAVATION	203 EMBANKMENT	WIDTH	659 SEEDING AND MULCHING
	SQ FT	SQ FT	CY	CY	FT	SY
C. L. S. R. 435			AHEAD ONLY			
			0	0		0
18+00.00	0	0			0	
			0	0		0
18+50.00	0	0			0	
			0	0		0
19+00.00	0	0			0	
			110	212		132
19+50.00	119	229			48	
			246	437		270
20+00.00	147	243			50	
			242	380		240
20+50.00	114	167			37	
			158	235		166
21+00.00	57	87			23	
SUBTOTAL AREA 13-1			2010	3689		2231
13+00.00	89	129			31	
			220	333		219
13+50.00	149	231			48	
			262	519		312
14+00.00	134	330			64	
			216	625		358
14+50.00	99	345			65	
			150	424		257
15+00.00	63	113			28	
			58	105		78
15+50.00	0	0			0	
			0	0		0
16+00.00	0	0			0	
			0	0		0
16+50.00	0	0			0	
			0	0		0
17+00.00	0	0			0	
			0	0		0
17+50.00	0	0			0	
			69	419		182
18+00.00	74	453			65	
			290	719		357
18+50.00	239	324			63	
			427	583		342
19+00.00	222	306			60	
			307	404		253
19+50.00	110	130			31	
			209	275		189
20+00.00	116	167			37	
SUBTOTAL AREA 13-2			2208	4406		2547
SUBTOTAL AREA 13			4218	8095		4778
TOTALS THIS SHEET			8894	17149		10503
TOTALS CARRIED FROM SHEET 302			8394	18351		10918
TOTALS CARRIED FROM SHEET 303			9282	18511		11456
TOTALS CARRIED TO GENERAL SUMMARY			26570	54011		32877

CALCULATED JJL
CHECKED MYT

SLOPE STABILIZATION SUBSUMMARY

FAY-435-0.97

304
393

FLUME						
						601
SHEET	CENTERLINE	STATION	SIDE	LENGTH	AREA	TIED CONCRETE BLOCK MAT, TYPE 2
						SY
306	U.S.R. 35	101+32.00	LT	52	464	52
309	S.R. 435	293+52.90	LT	63	564	63
309	S.R. 435	297+17.24	LT	67	605	67
309	S.R. 435	297+70.43	RT	72	645	72
335	S.R. 729	15+92.74	RT	14	126	14
335	S.R. 729	16+03.89	LT	26	237	26
335	S.R. 729	19+46.57	RT	60	544	60
335	S.R. 729	19+56.42	LT	56	504	56
342	U.S.R. 35	20+25.36	RT	128	1149	128
342	U.S.R. 35	22+56.18	RT	119	1068	119
342	U.S.R. 35	24+42.94	LT	164	1472	164
382	U.S.R. 35	14+71.78	RT	134	1210	134
382	U.S.R. 35	15+80.28	LT	137	1230	137
382	U.S.R. 35	18+26.97	RT	101	907	101
382	U.S.R. 35	19+53.20	LT	54	484	54
TOTAL						**1245**

ITEM 659 - SOIL ANALYSIS TEST = 2 EACH

ITEM 659 - TOPSOIL
= (111 CY / 1000 SY) * 32877 SY = 3649 CY

ITEM 659 - REPAIR SEEDING AND MULCHING
= 32877 SY * 5% OF TOTAL SEEDED AREA = 1644 SY

ITEM 659 - INTER-SEEDING
= 32877 SY * 5% OF TOTAL SEEDED AREA = 1644 SY

ITEM 659 - COMMERCIAL FERTILIZER
= [(30 LB / 1000 SF) * 32877 SY *
(9 SF / SY) * (1 TON / 2000 LB)] +
[(20 LB / 1000 SF) * 1644 SY *
(9 SF / SY) * (1 TON / 2000 LB)] = 5 TON

ITEM 659 - LIME
= 32877 SY * (9 SF / SY) *
(1 ACRE / 43560 SF) = 7 ACRE

ITEM 659 - WATER
= [(2) * (600 GAL / 1000 SF) * 32877 SY *
(9 SF / SY)] + [(300 GAL / 1000 SF) *
1644 SY * (9 SF / SY)] = 182 M GAL

ITEM 203, EMBANKMENT

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING UNDER THE PROVISIONS OF 203.05.

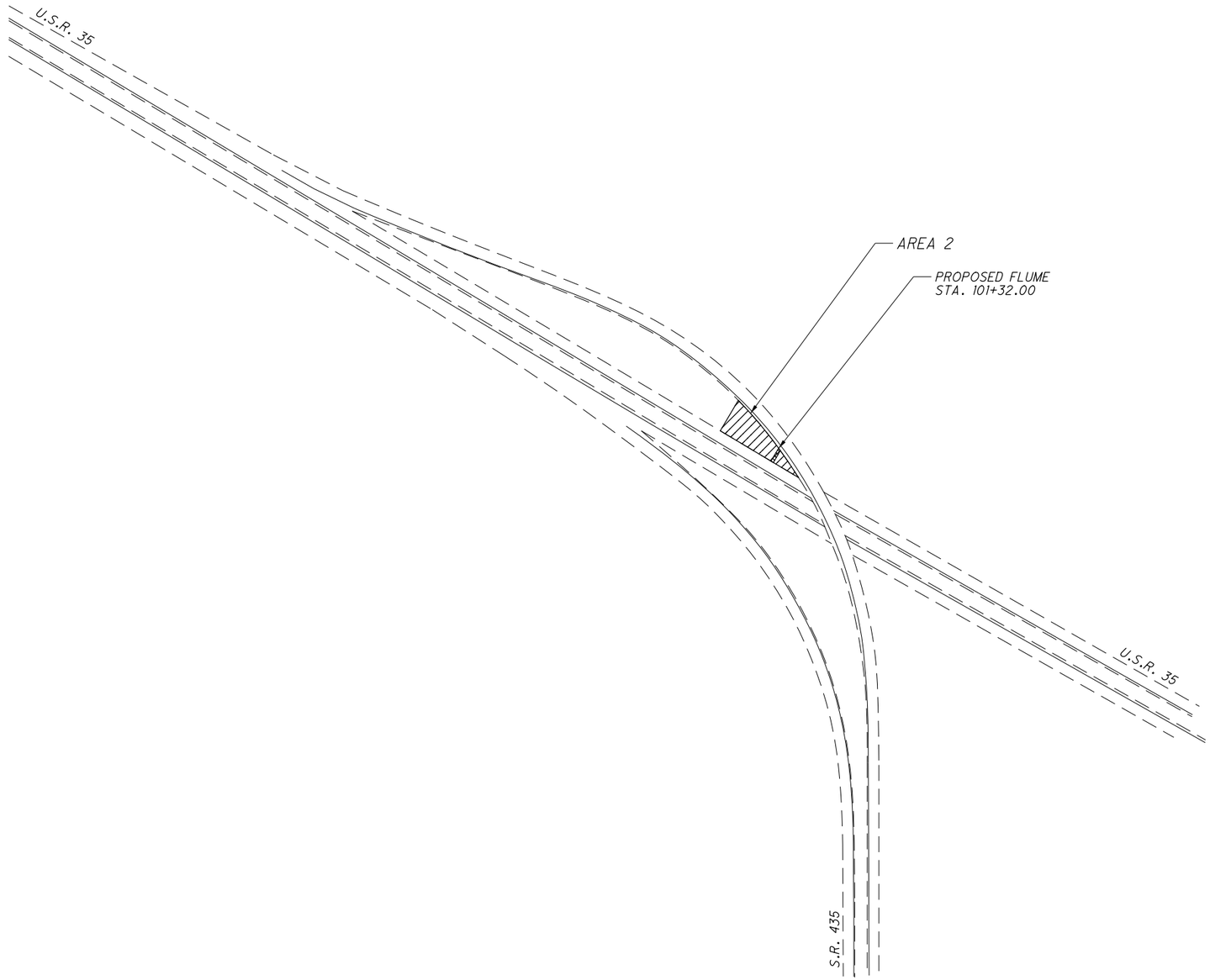
MAINTAIN A LEVEL SURFACE AT EACH FOUNDATION BENCH ACROSS THE ELEVATION OF THE EMBANKMENT, TO PROMOTE CONSISTENT GRADING AND PROMOTE SUBSURFACE DRAINAGE.

MAINTAIN A MINIMUM 8-FOOT HORIZONTAL CLEARANCE BETWEEN THE SLOPE FACE AND THE BACK SLOPE OF EACH FOUNDATION BENCH.

CALCULATED JJL
CHECKED MYT

SLOPE STABILIZATION SUBSUMMARY

FAY-435-0.97



PLAN

PROPOSED WORK
PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS.

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 100 200 400

SLOPE REPAIR PLAN - AREA 2

FAY-435-0.97

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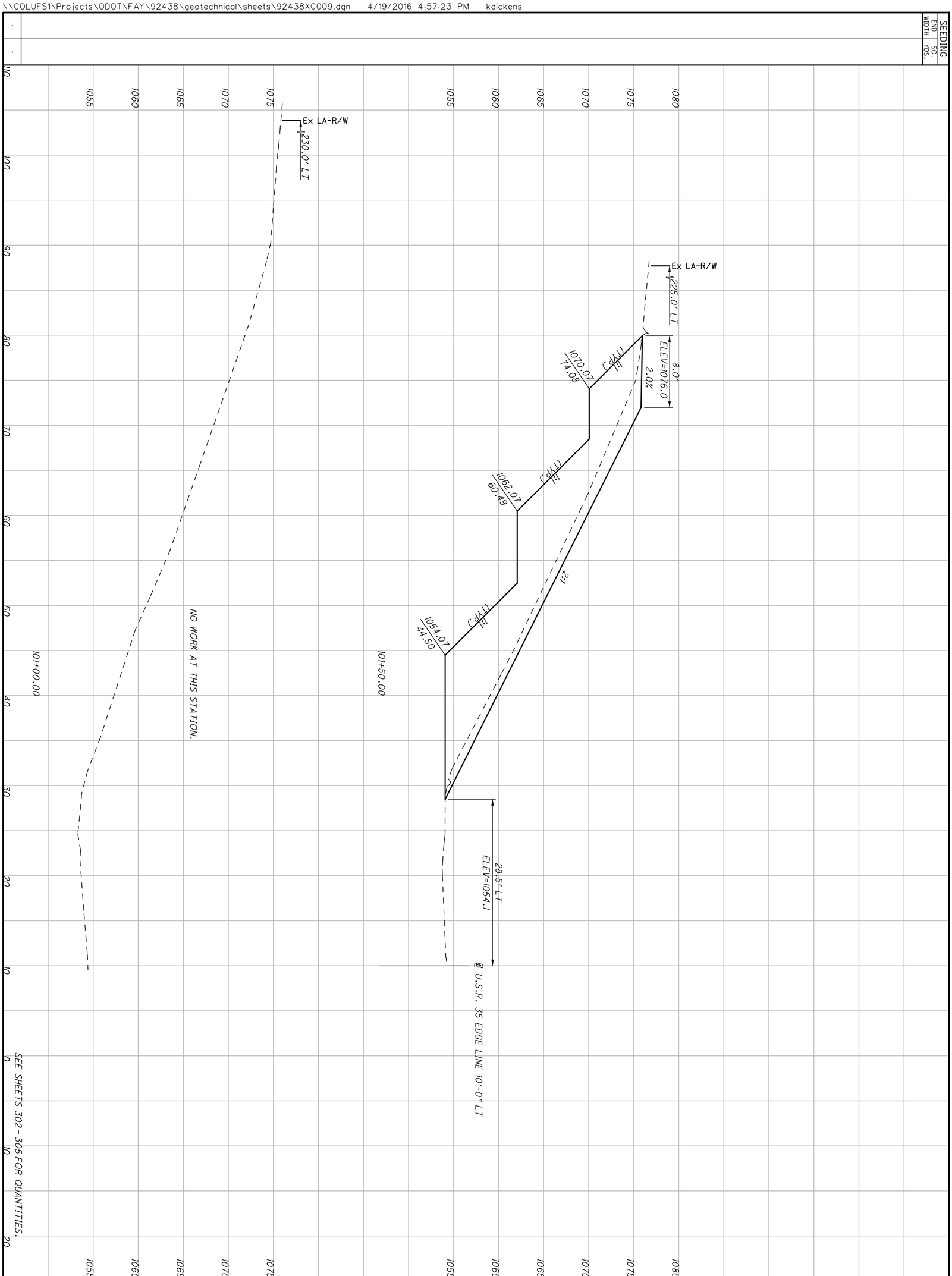

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FAY-435-0.97

CROSS SECTIONS - AREA 2
STA. 101+00.00 TO STA. 101+50.00

CALCULATED JJL
CHECKED KMD

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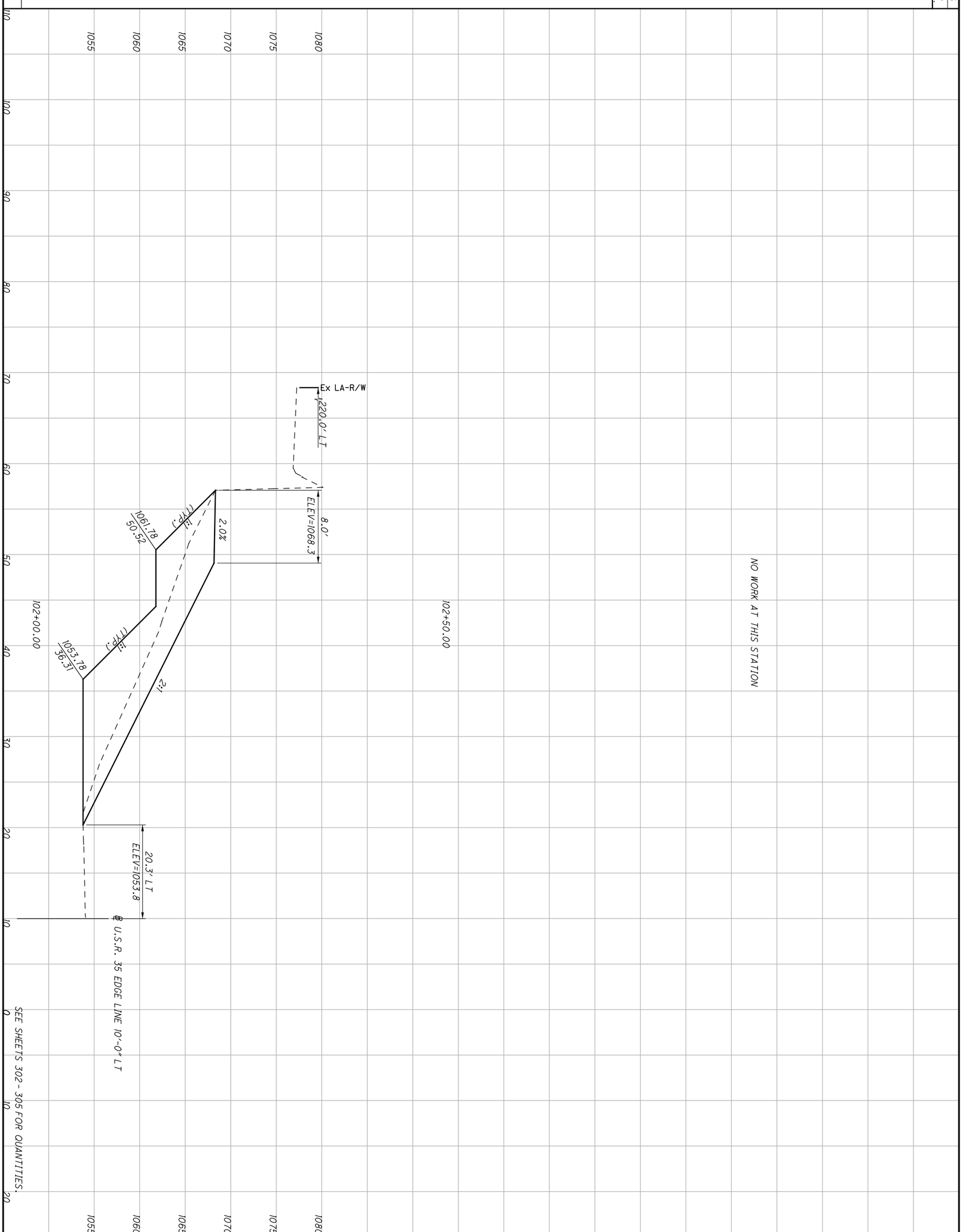
SEEDING
END WIDTH
SQ. YDS.



END AREA
CUT
FILL

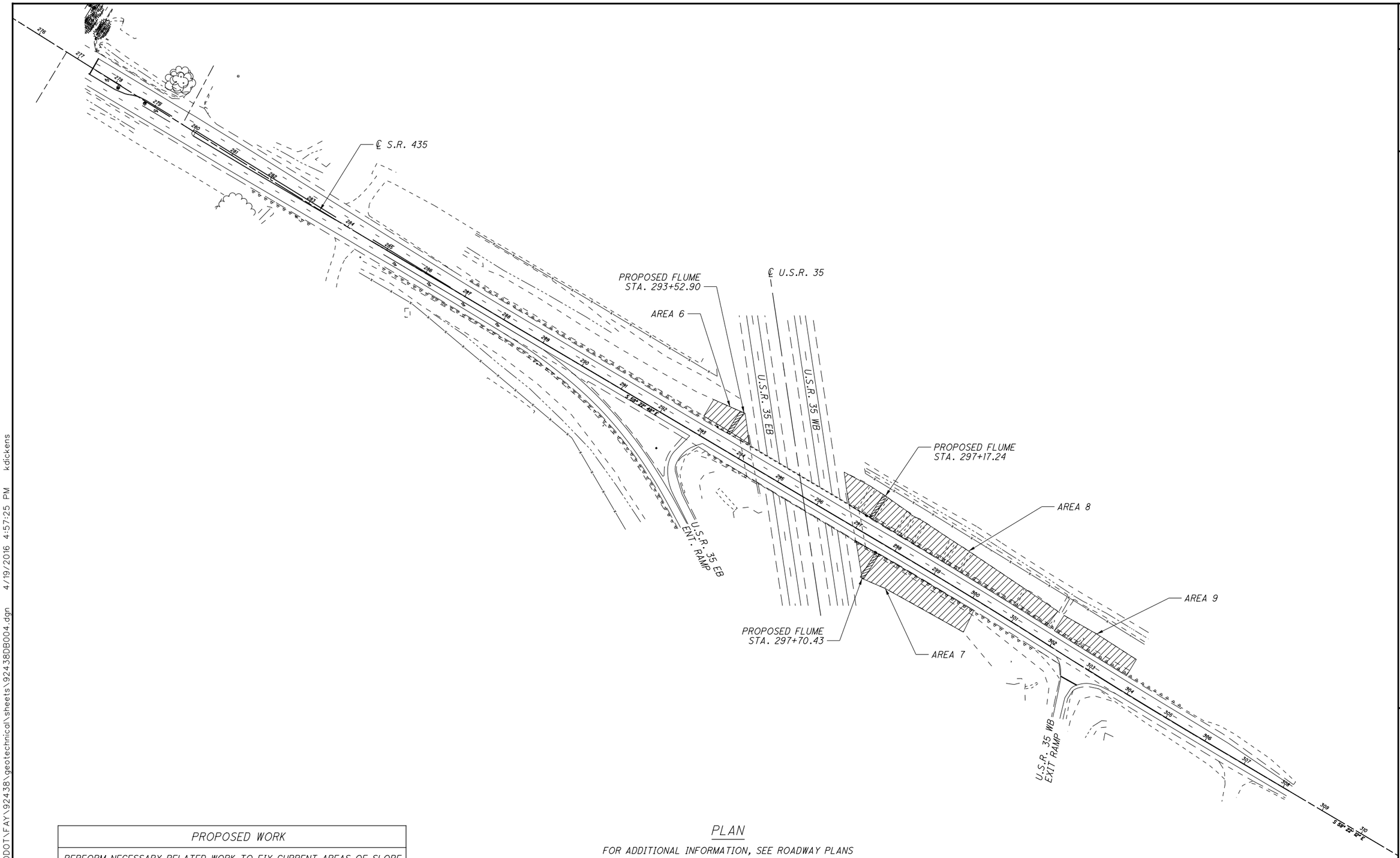
VOLUME
CUT
FILL

308
393

FAY-435-0.97

CROSS SECTIONS - AREA 2
STA. 102+00.00 TO STA. 102+50.00

CALCULATED
JJL
CHECKED
KMD



PLAN

FOR ADDITIONAL INFORMATION, SEE ROADWAY PLANS

PROPOSED WORK
PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS.

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 50 100 200

SLOPE REPAIR PLAN - AREA 6 THRU AREA 9

FAY-435-0.97

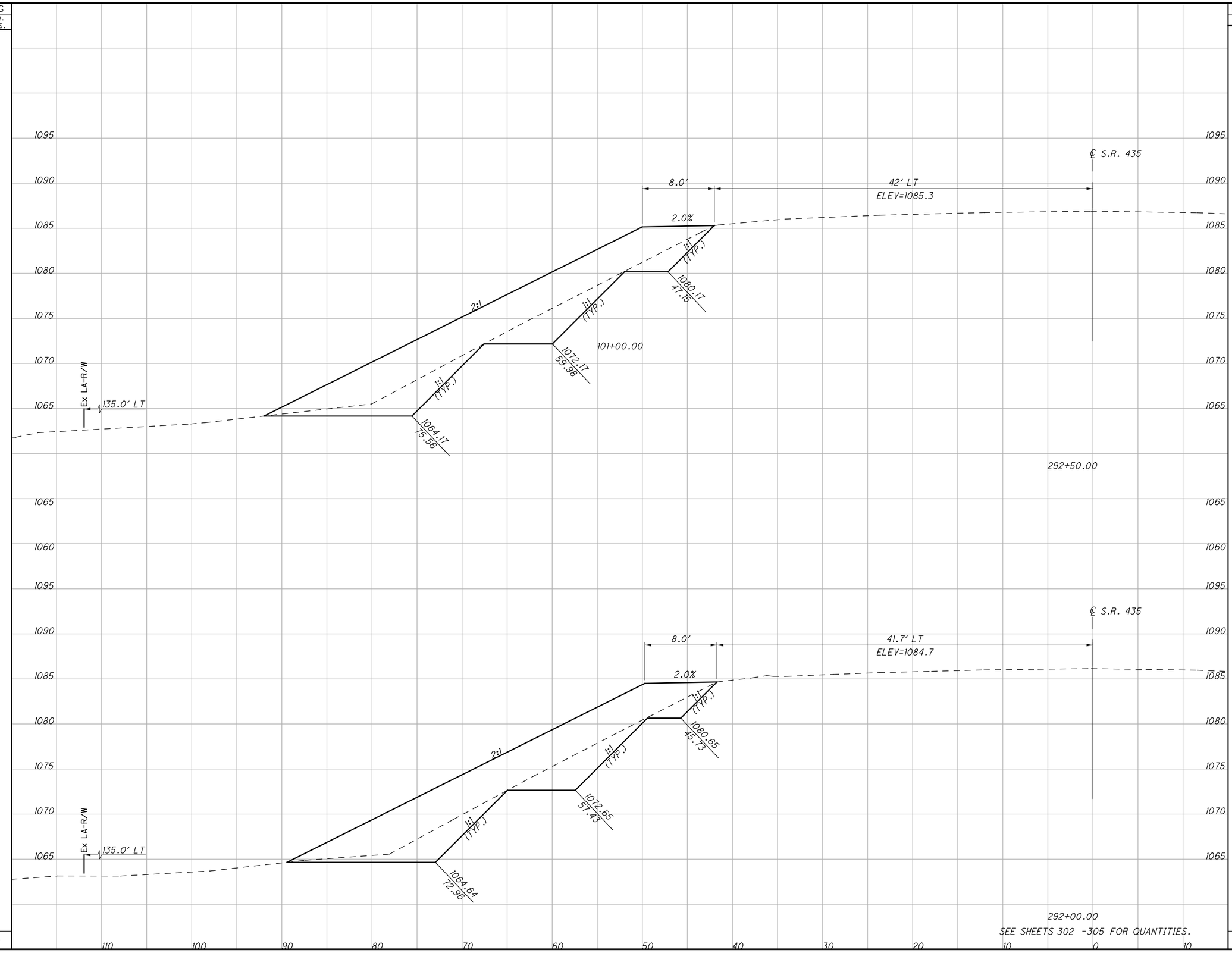
309
393

\\COLUFS1\Projects\ODOT\FAY\92438\geotechnical\sheets\92438DB004.dgn 4/19/2016 4:57:25 PM kdickens

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302 -305 FOR QUANTITIES.

CROSS SECTIONS - AREA 6
STA. 292+00.00 TO STA. 292+50.00

FAY-435-0.97

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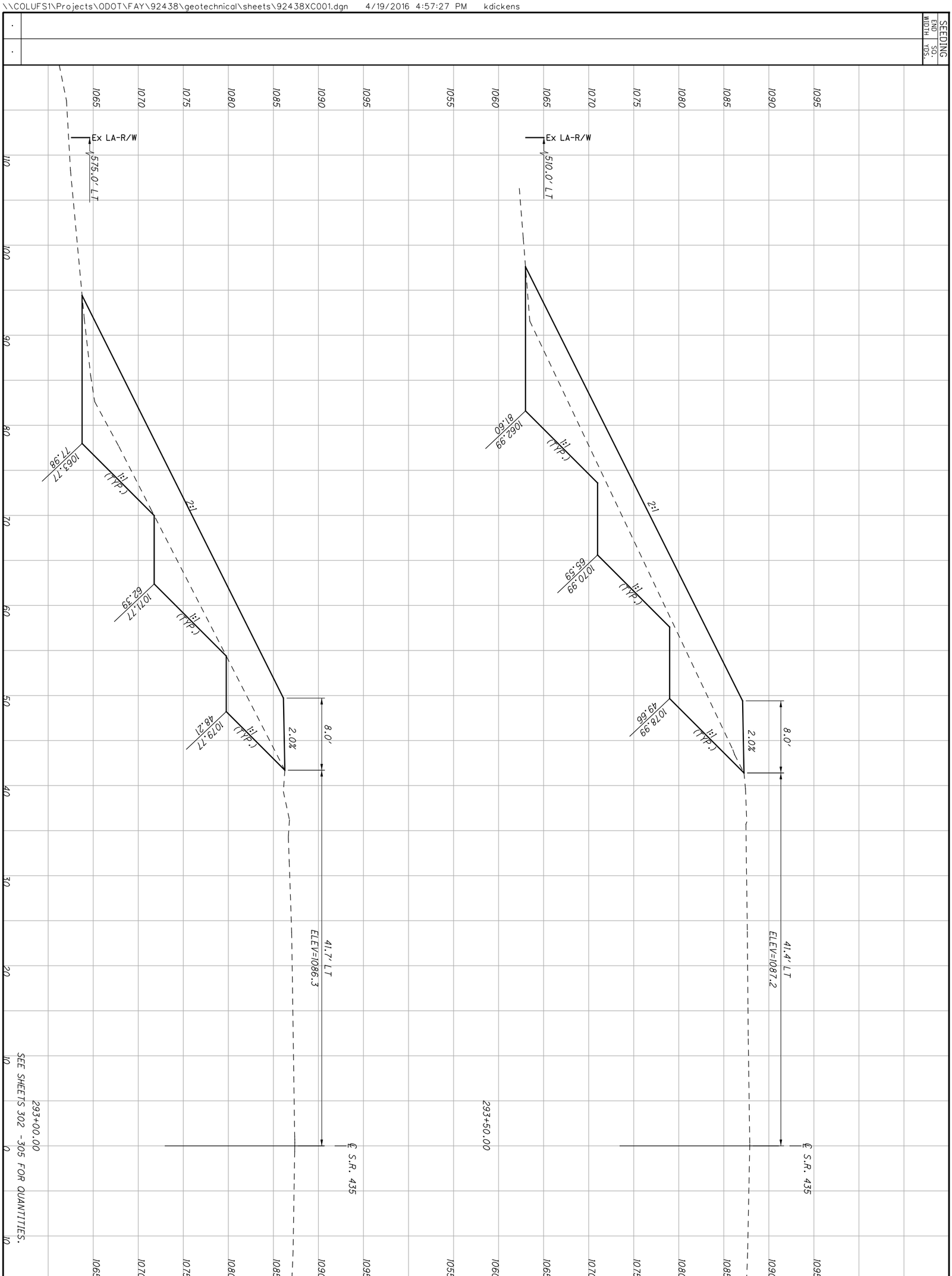


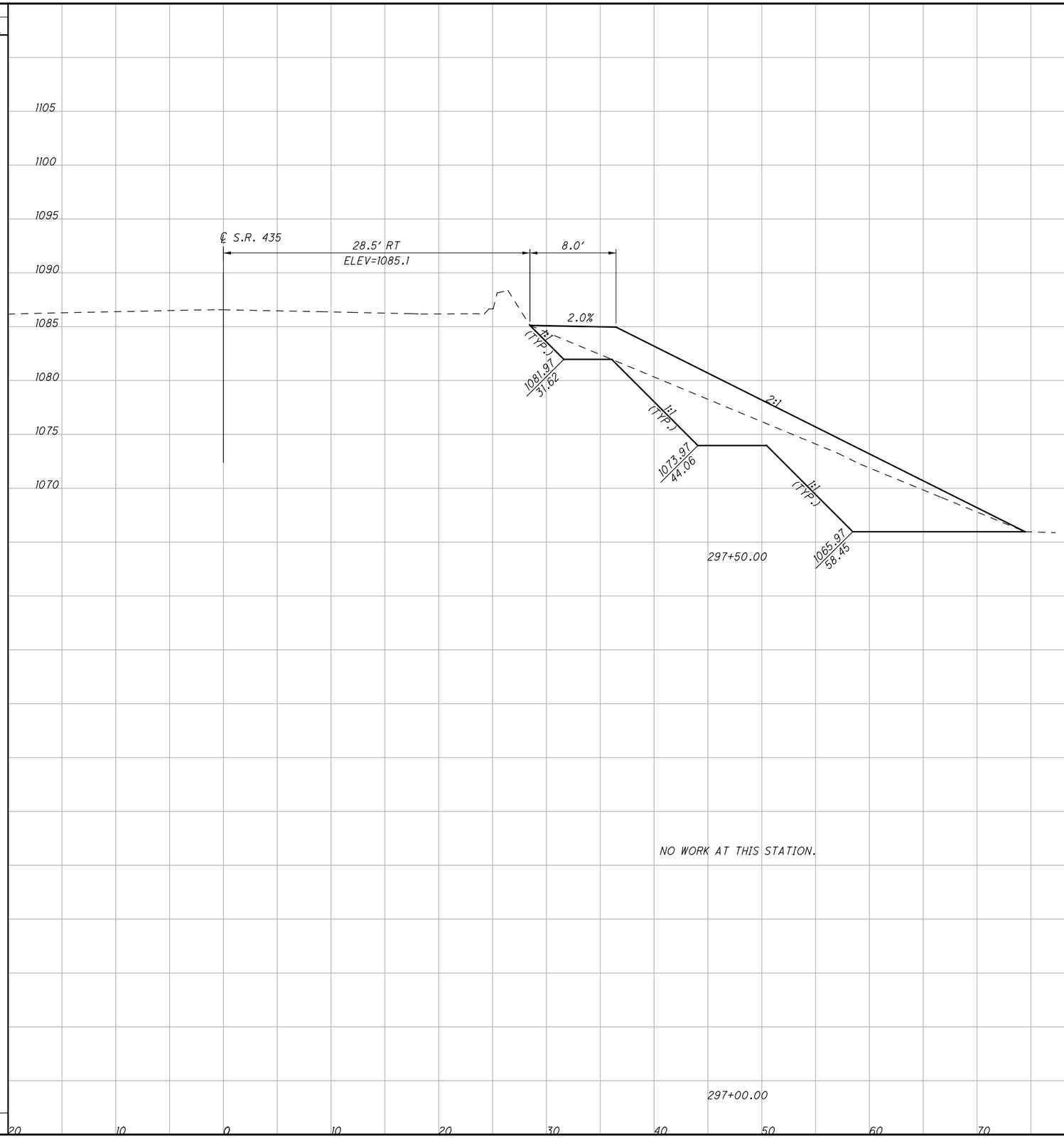
311
393

FAY-435-0.97

CROSS SECTIONS - AREA 6
STA. 293+00.00 TO STA. 293+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 7
STA. 297+00.00 TO STA. 297+50.00

FAY-435-0.97

312
393

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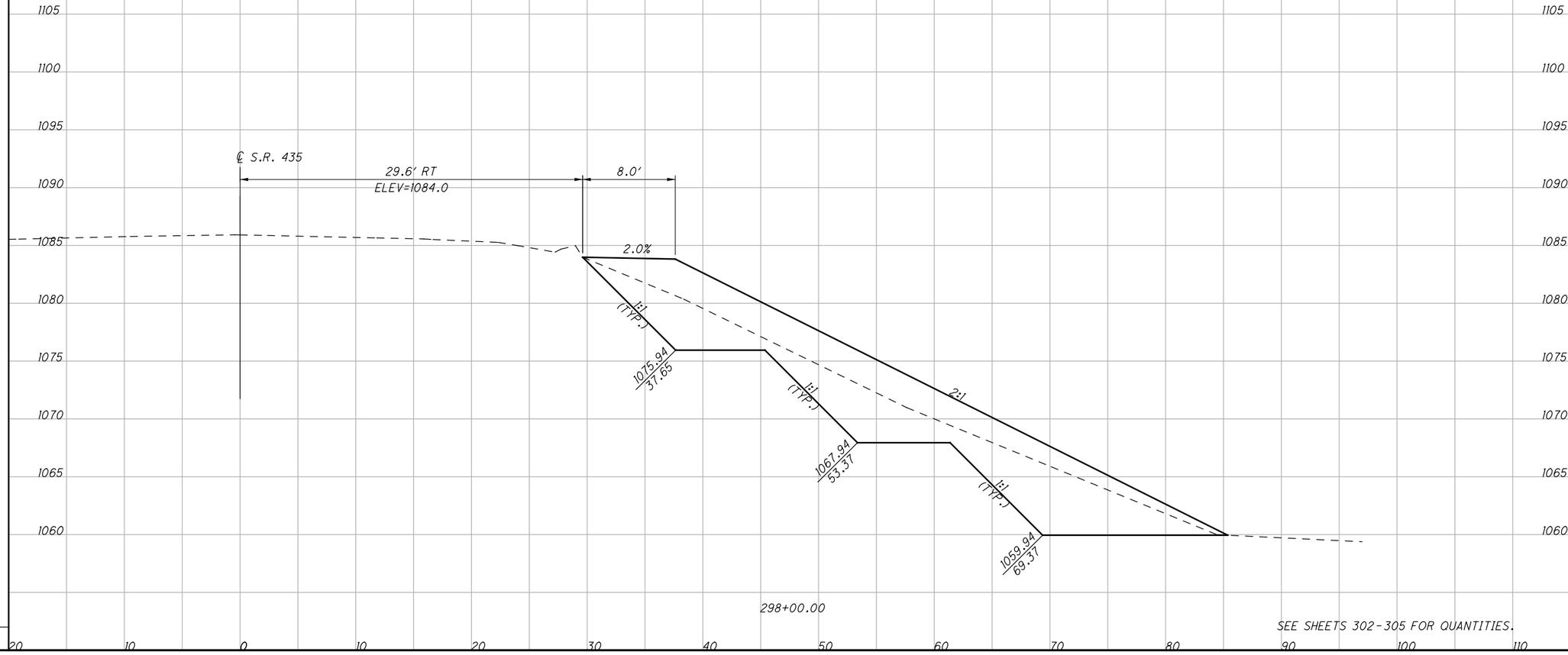
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7
STA. 298+00.00

FAY-435-0.97

313
393

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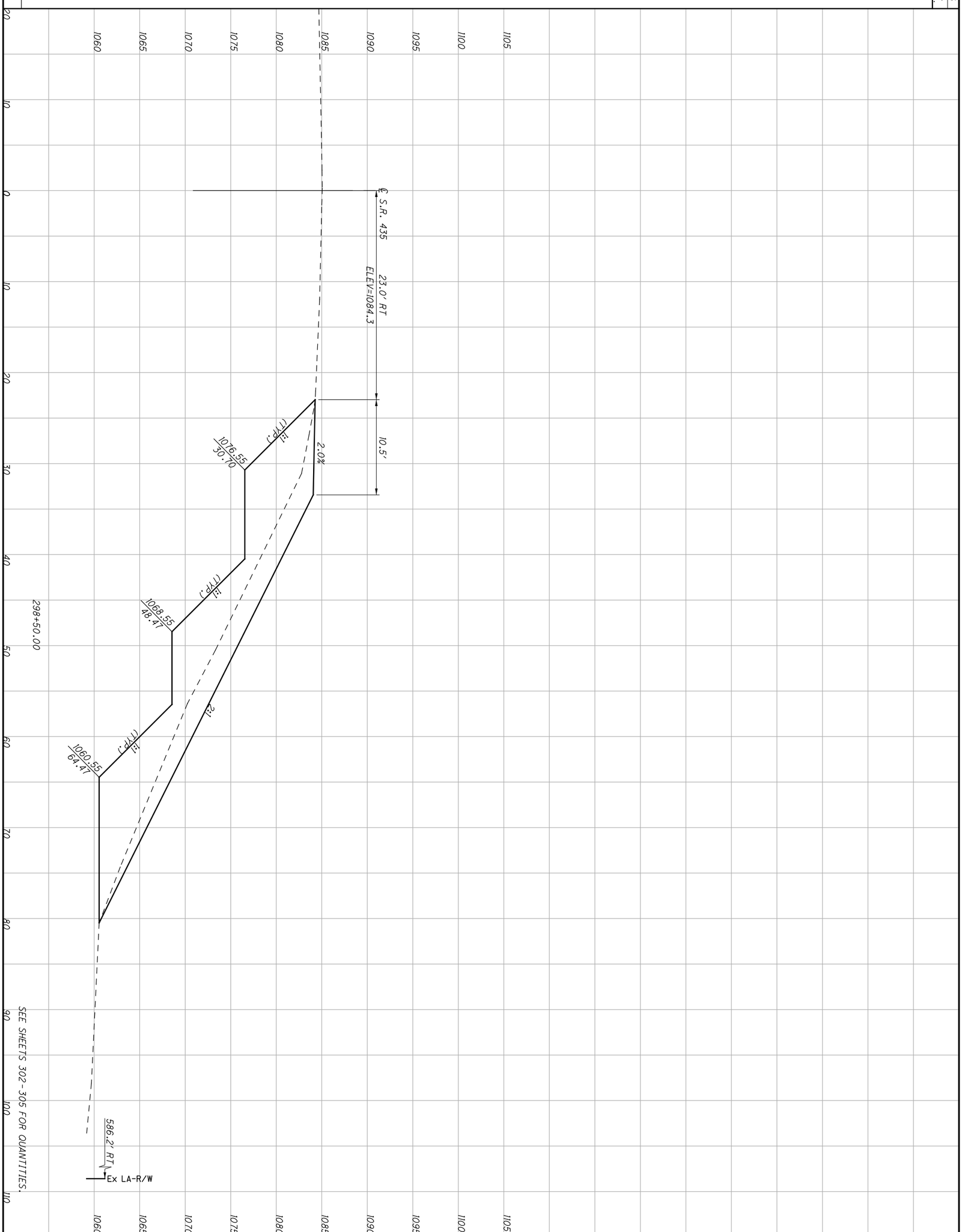


314
393

FAY-435-0.97

CROSS SECTIONS - AREA 7
STA. 298+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7

STA. 299+00.00

FAY-435-0.97

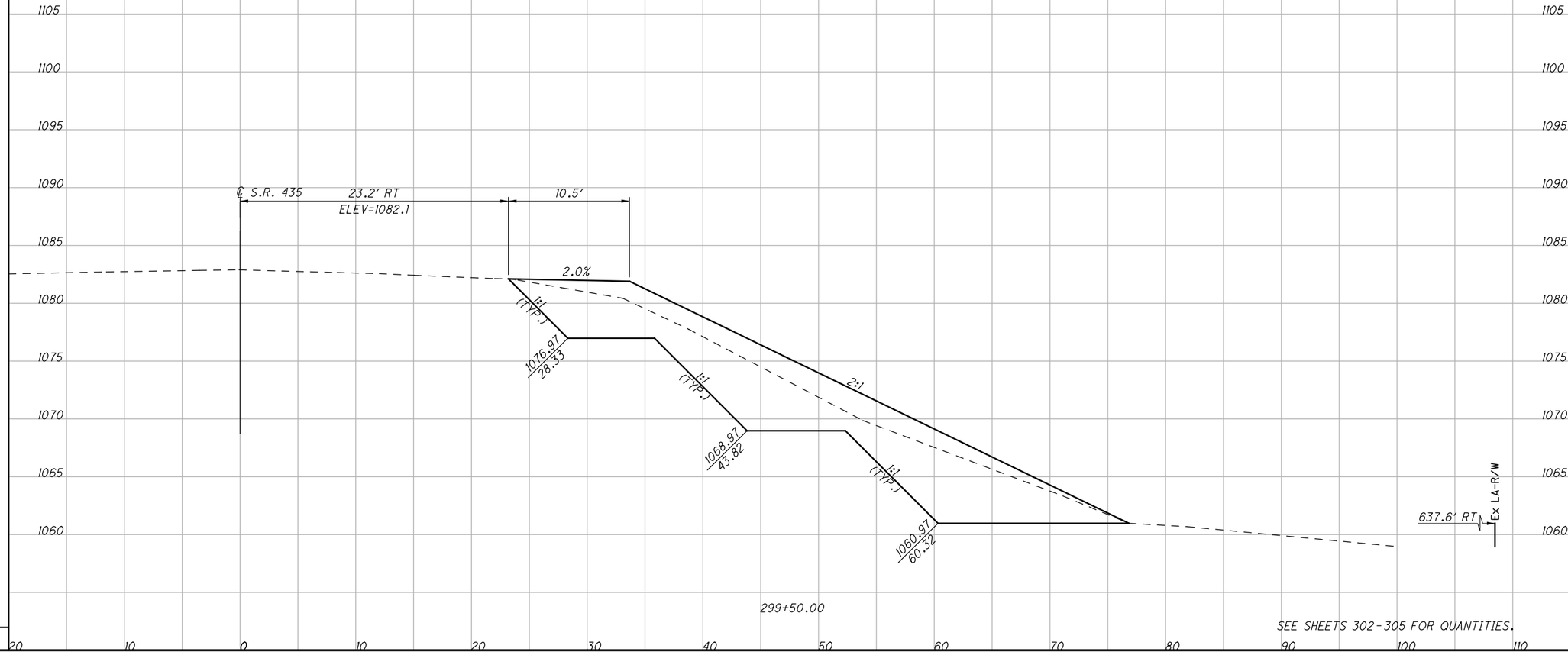
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7

STA. 299+50.00

FAY-435-0.97

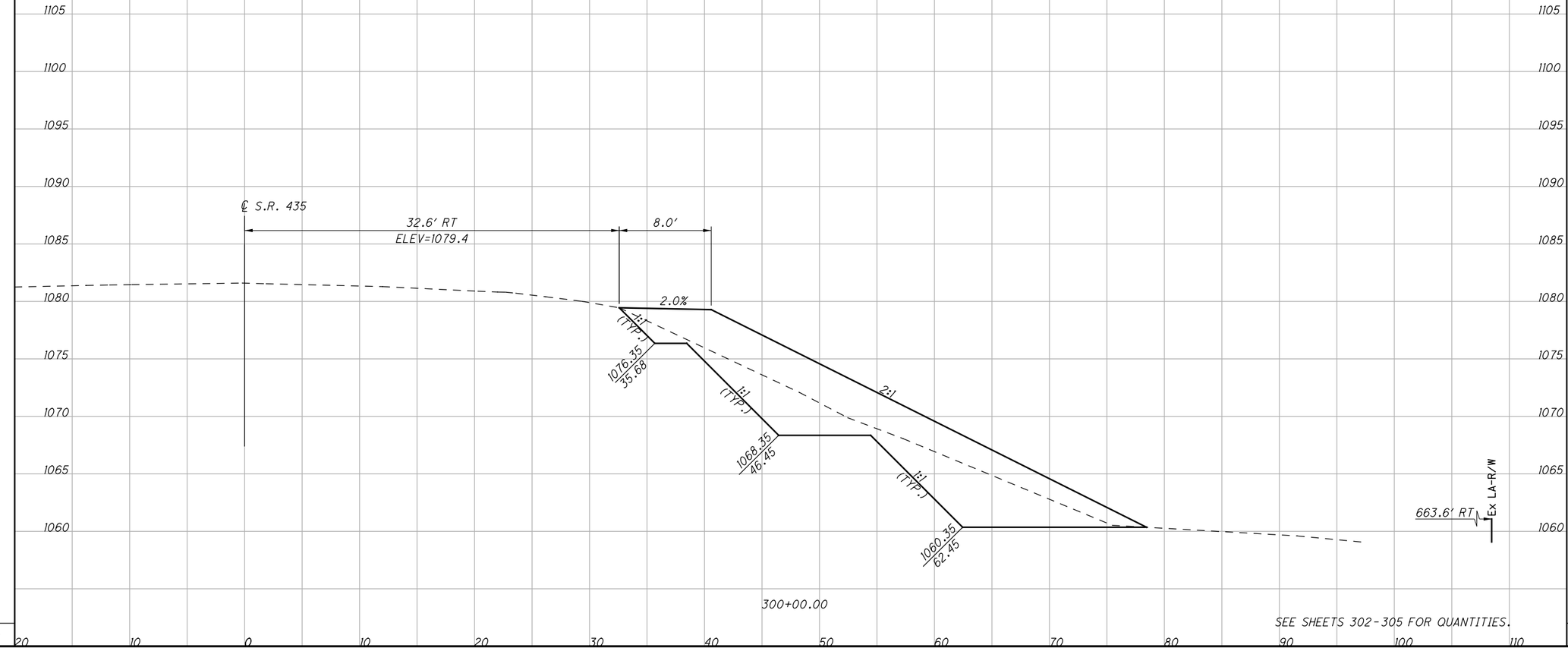
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7
STA. 300+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 7

STA. 300+50.00

FAY-435-0.97

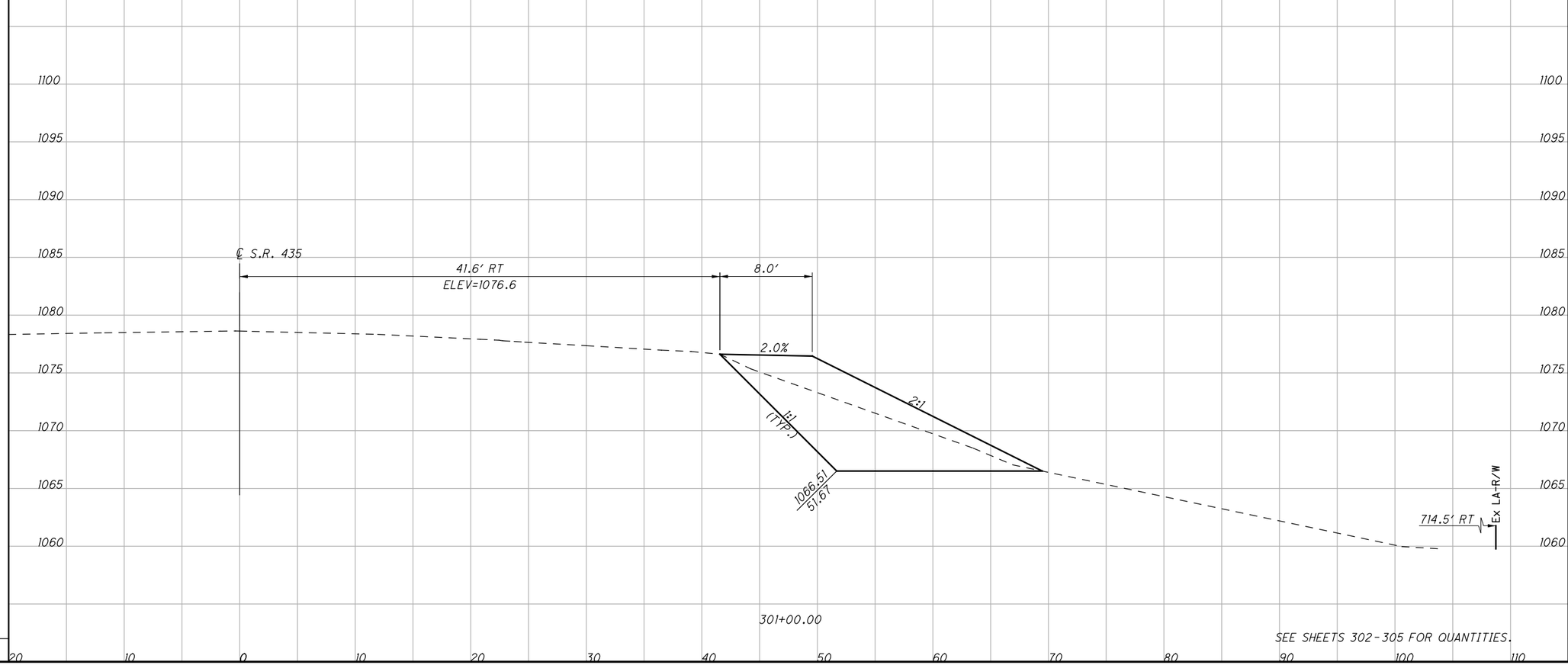
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7

STA. 301+00.00

FAY-435-0.97

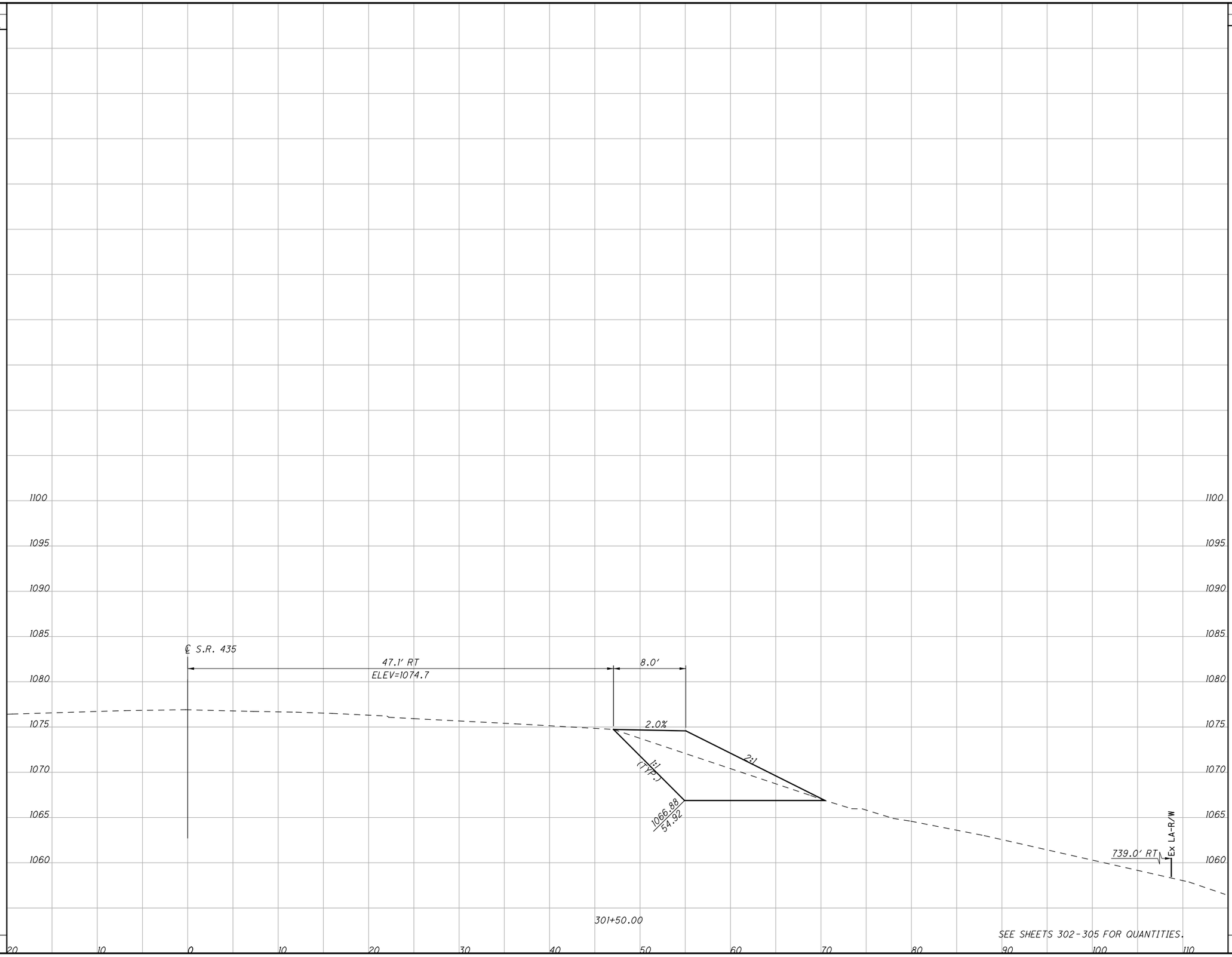
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 7

STA. 301+50.00

FAY-435-0.97

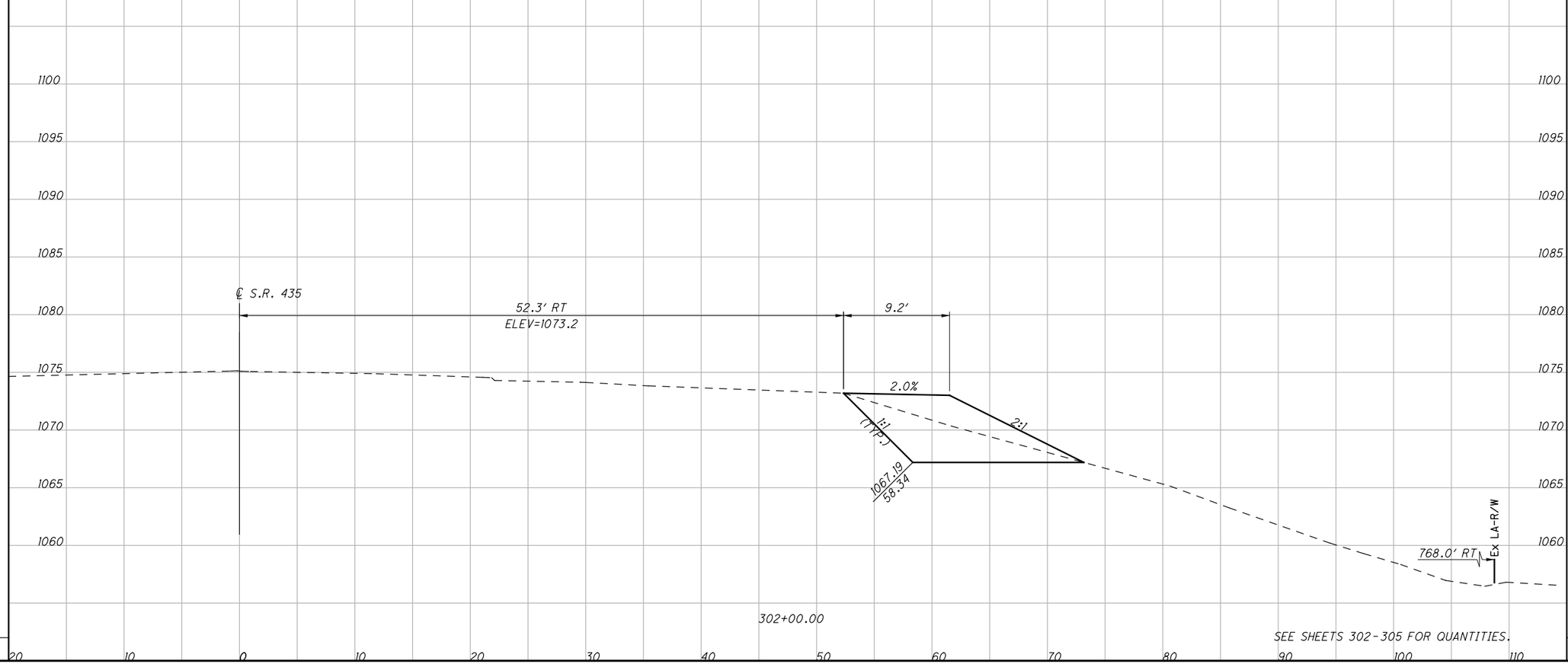
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

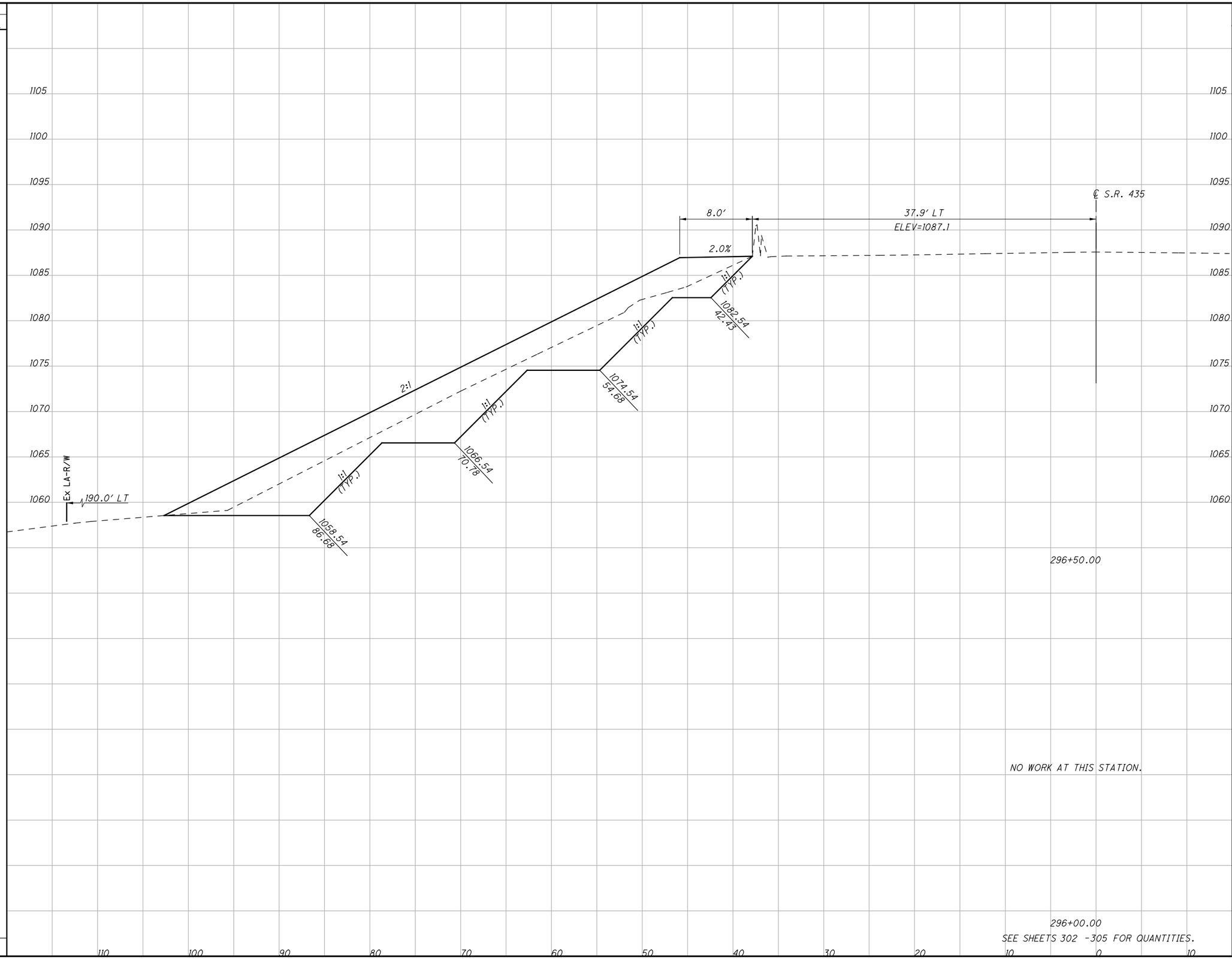


CROSS SECTIONS - AREA 7

STA. 302+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 8
STA. 296+00.00 TO STA. 296+50.00

FAY-435-0.97

322
393

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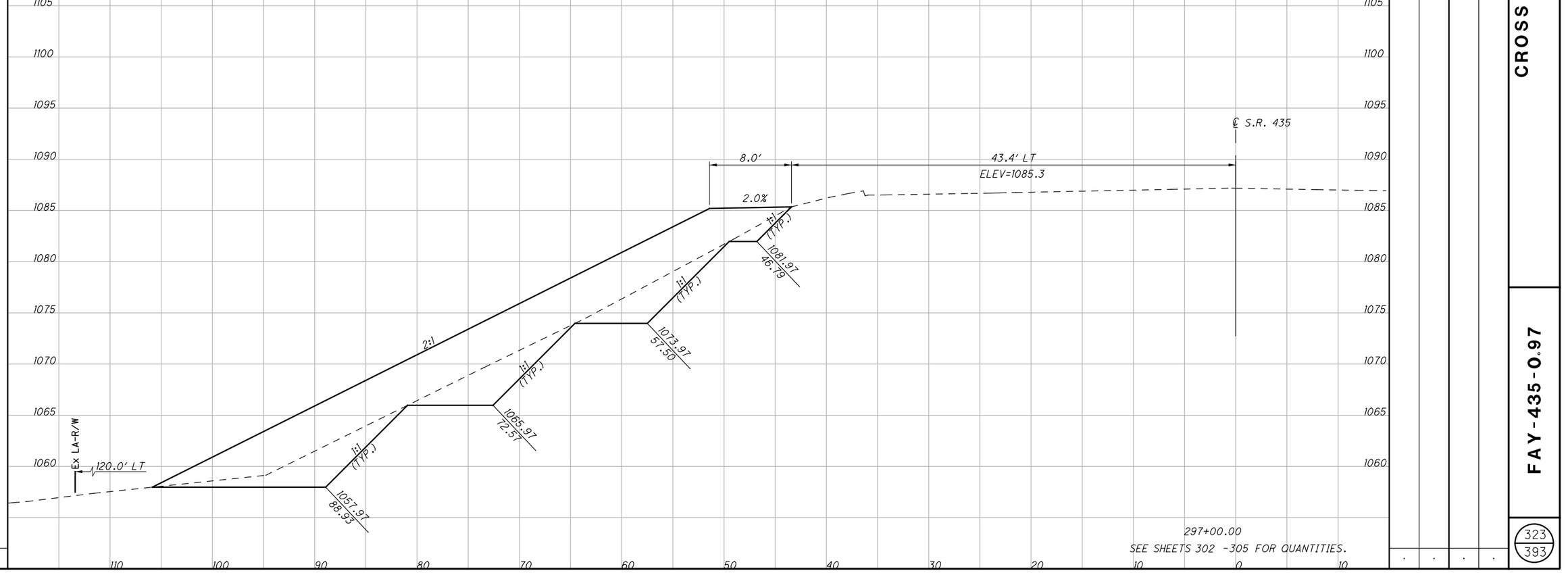
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 297+00.00

FAY-435-0.97

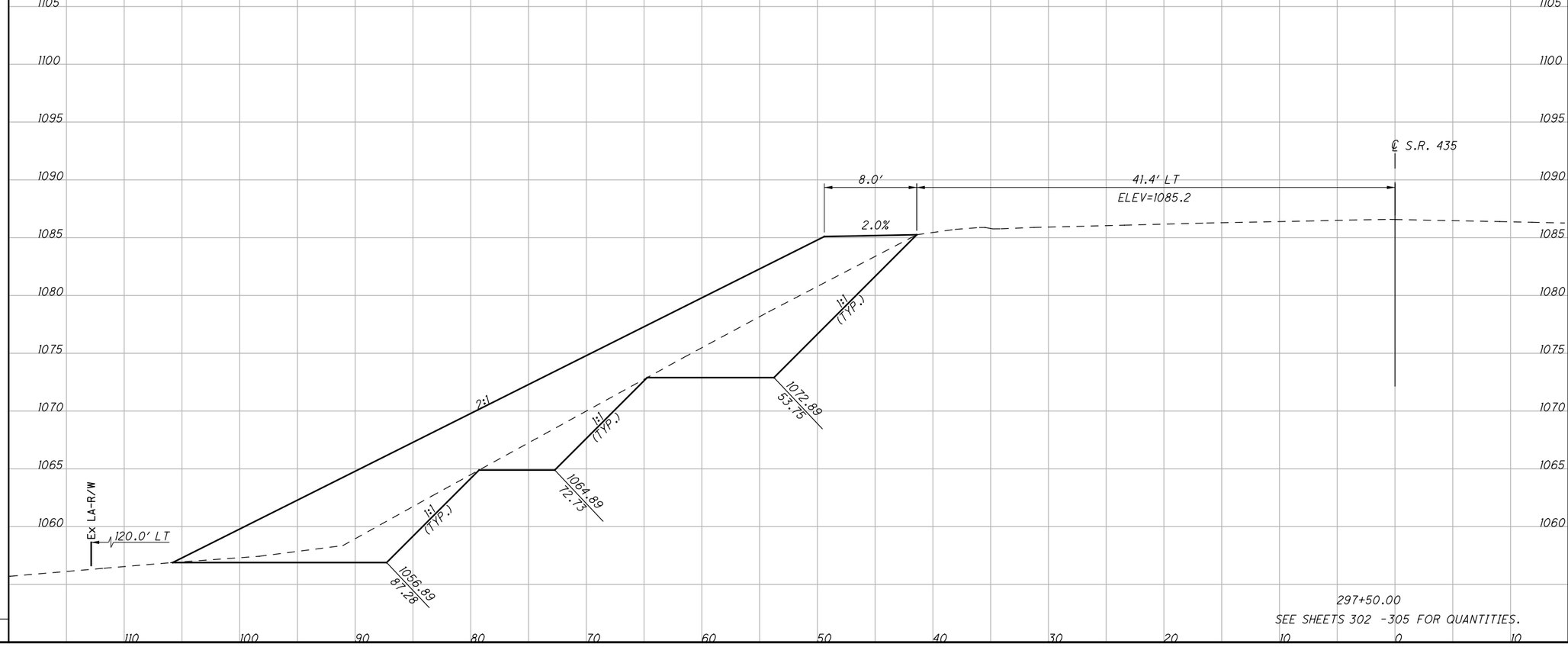
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 297+50.00

FAY-435-0.97

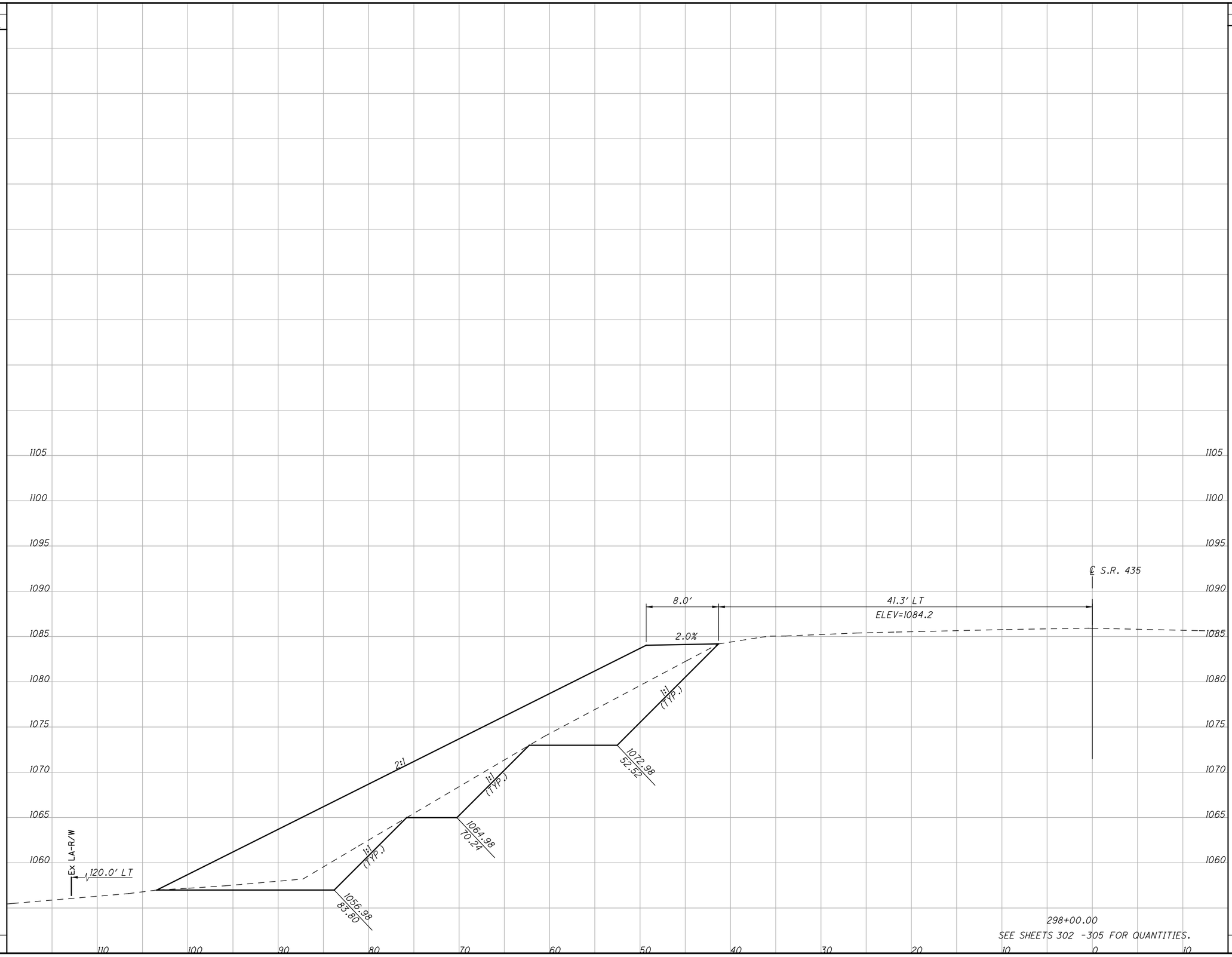
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 298+00.00

FAY-435-0.97

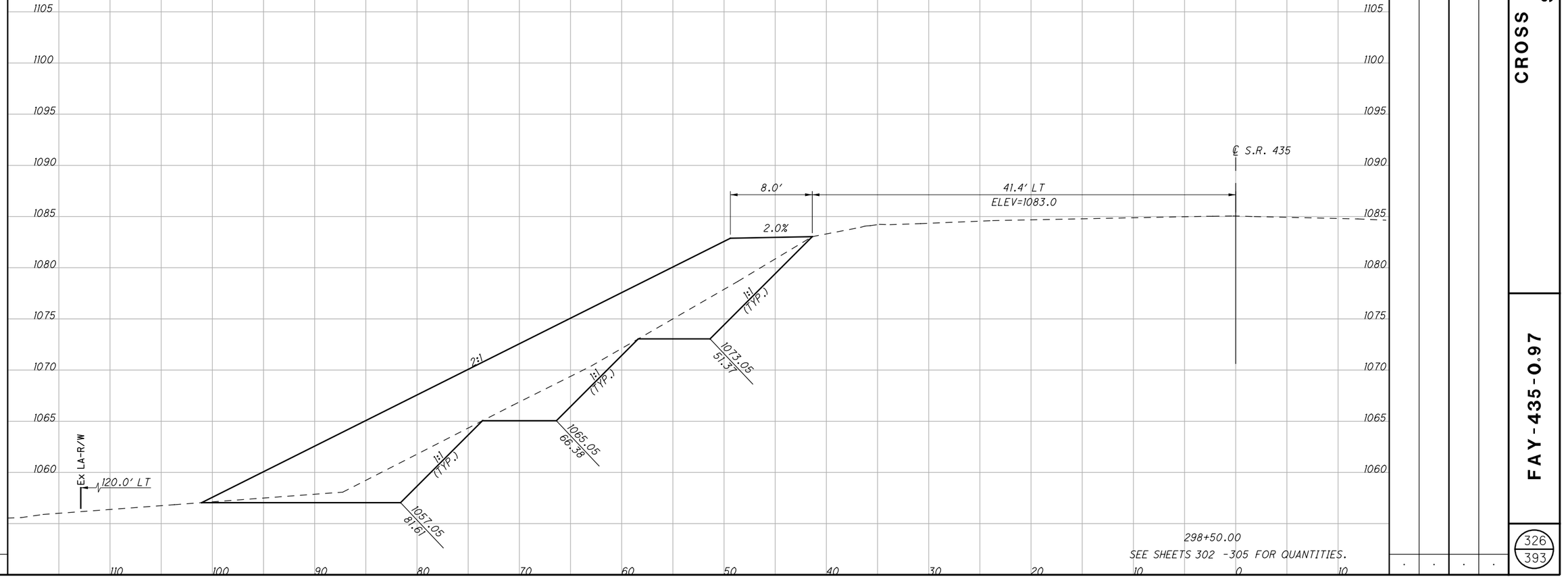
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 298+50.00

FAY-435-0.97

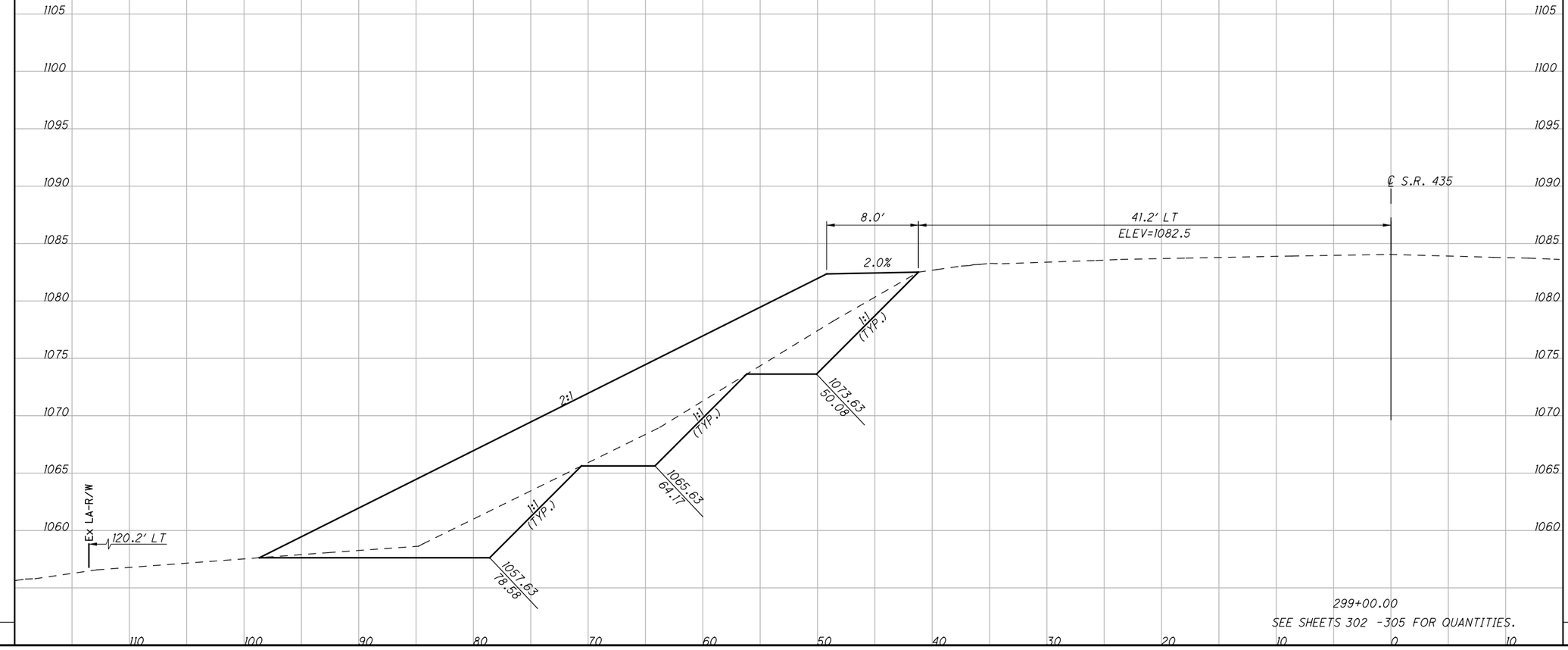
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 299+00.00

FAY-435-0.97

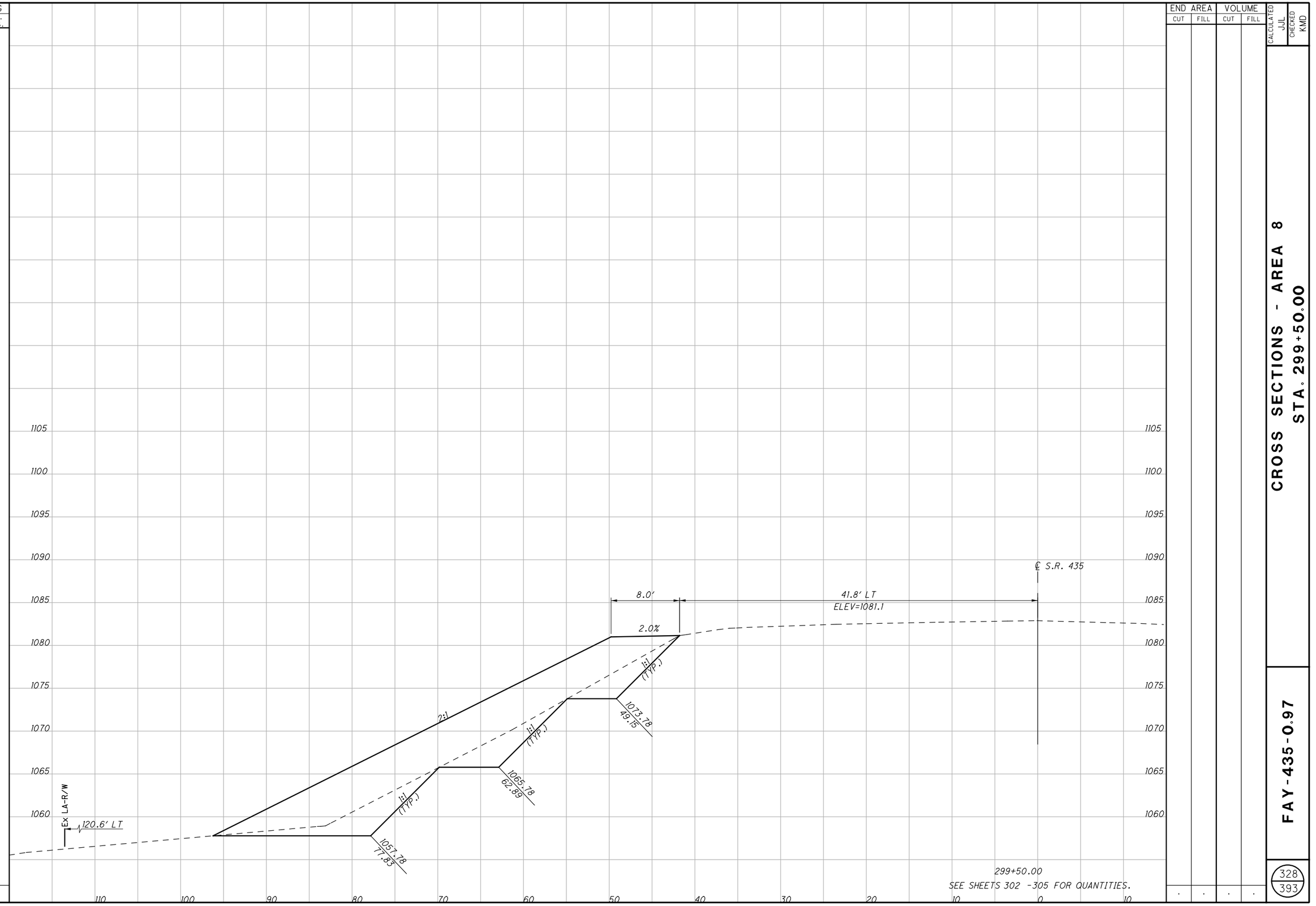
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 299+50.00

FAY-435-0.97

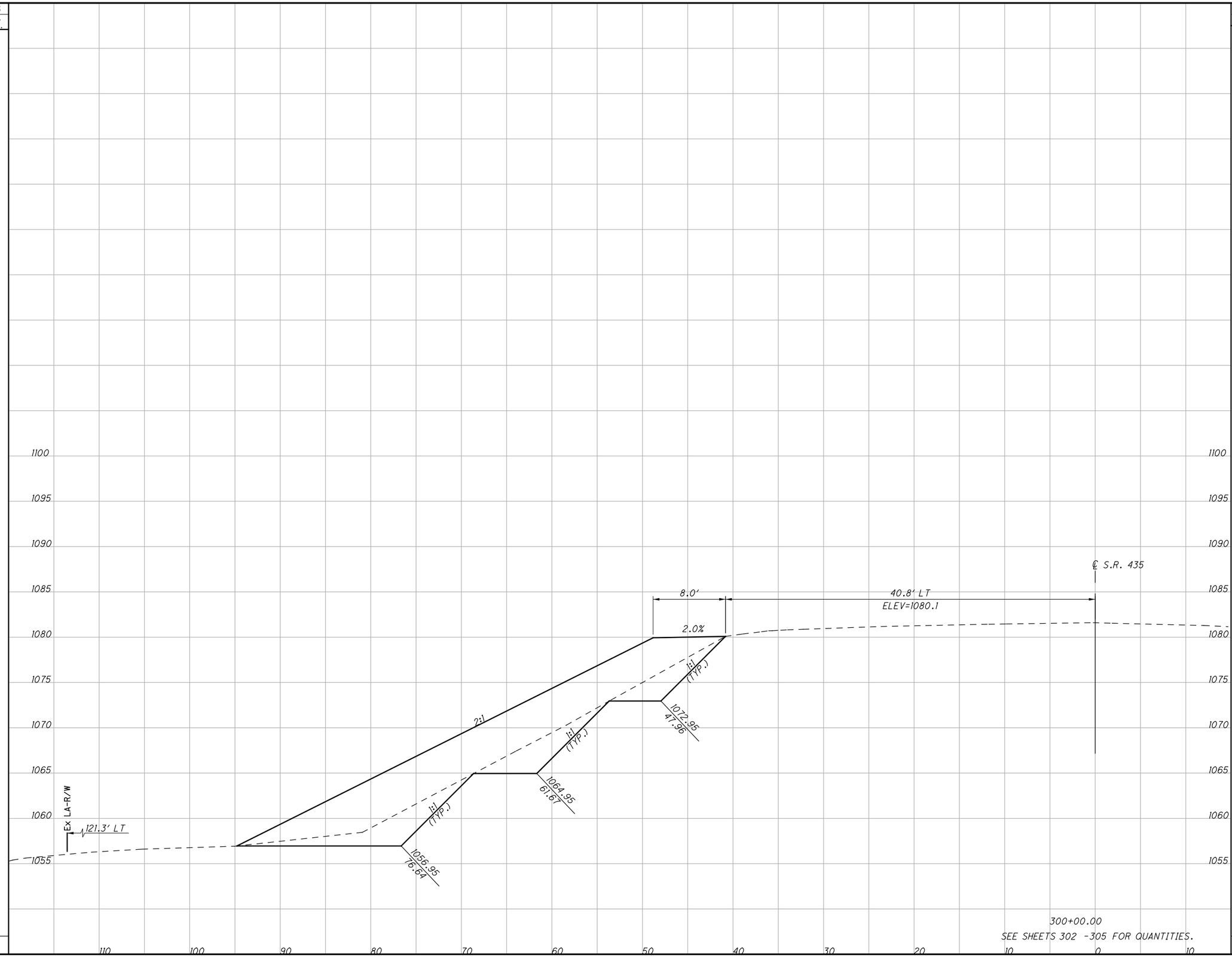
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 300+00.00

FAY-435-0.97

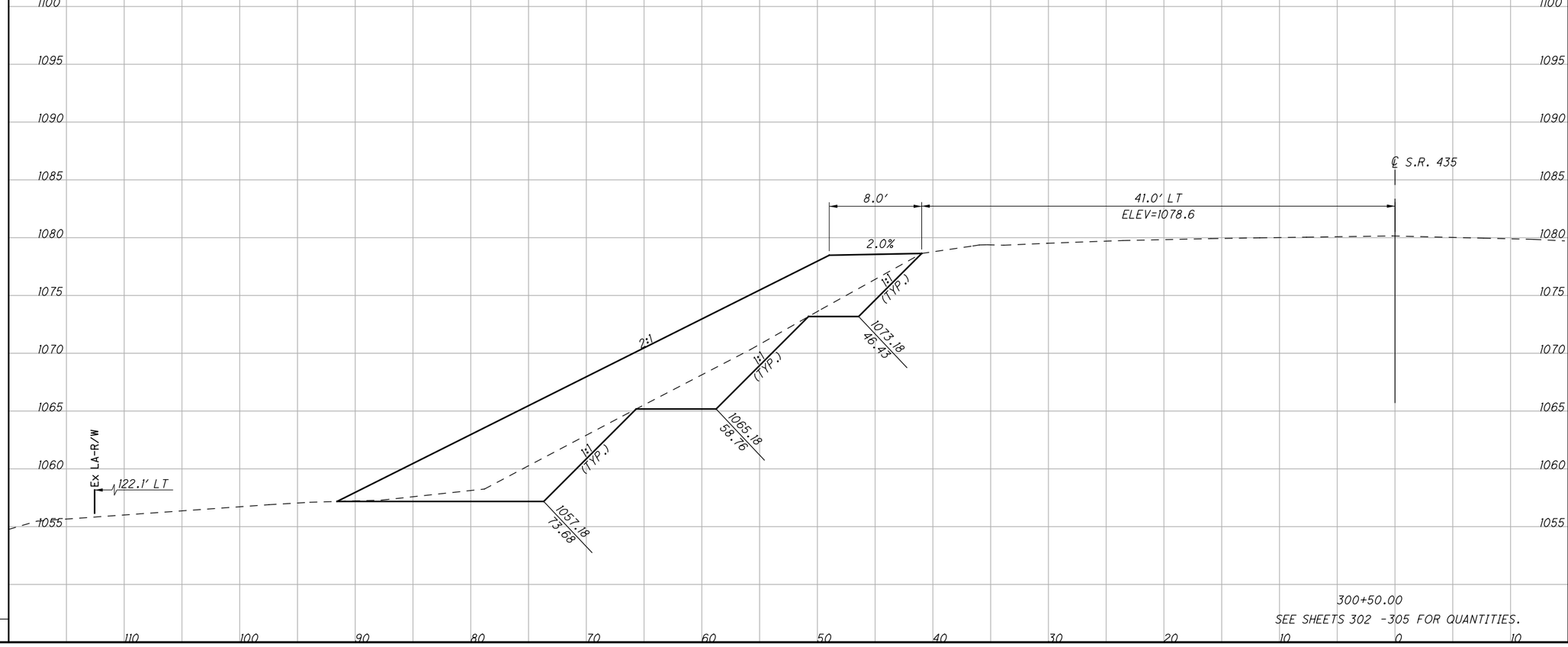
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 300+50.00

FAY-435-0.97

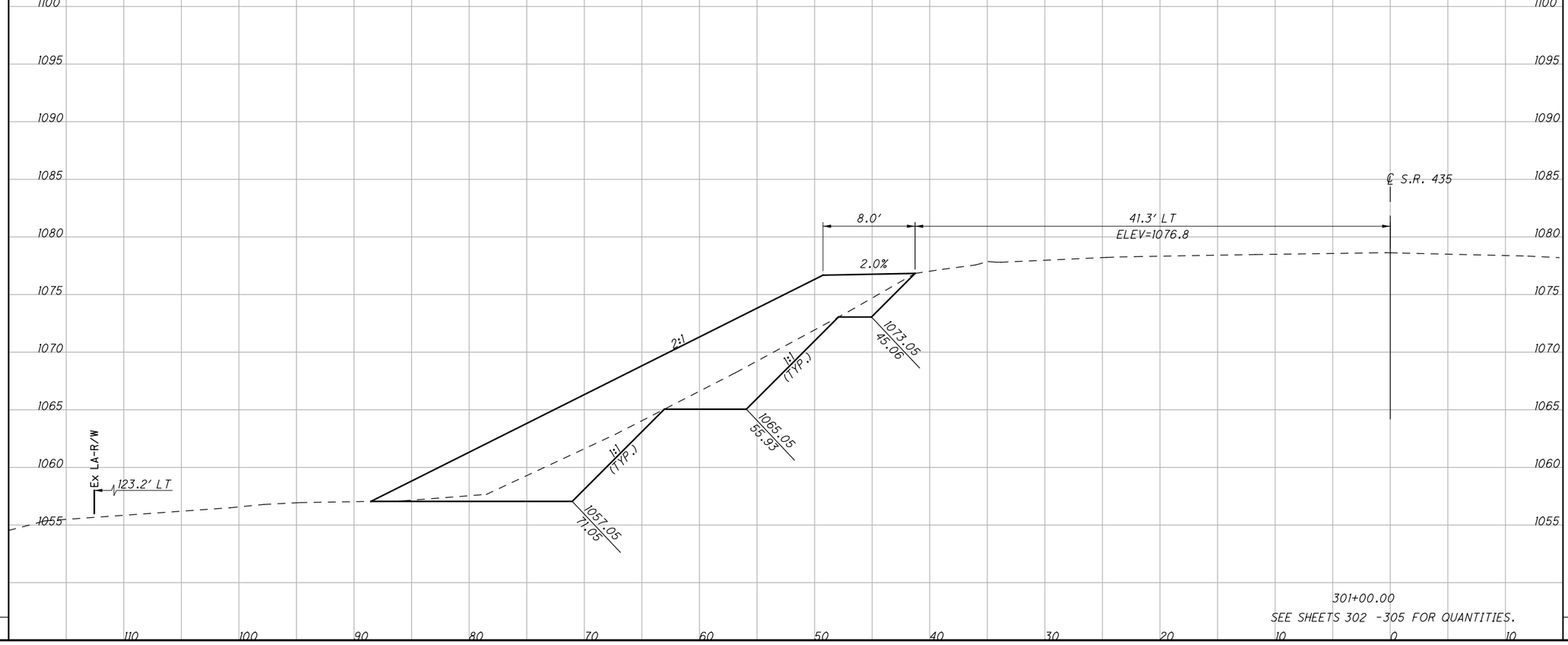
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 8

STA. 301+00.00

FAY-435-0.97

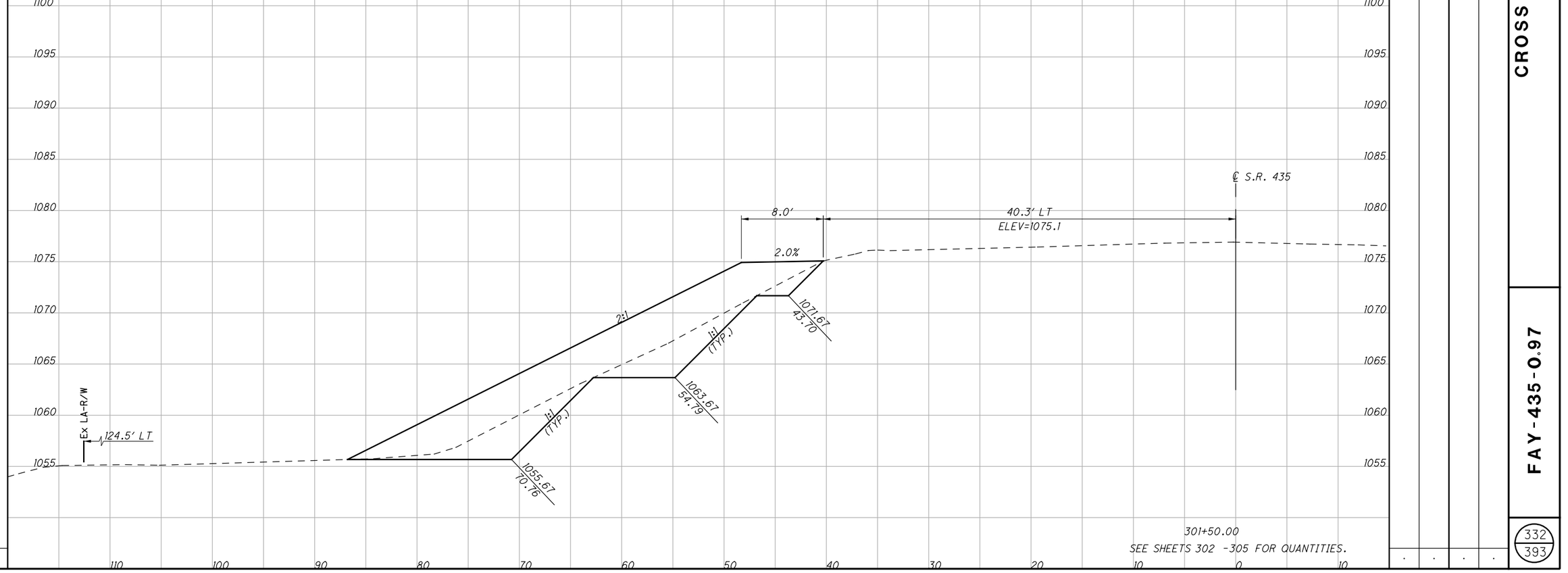
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

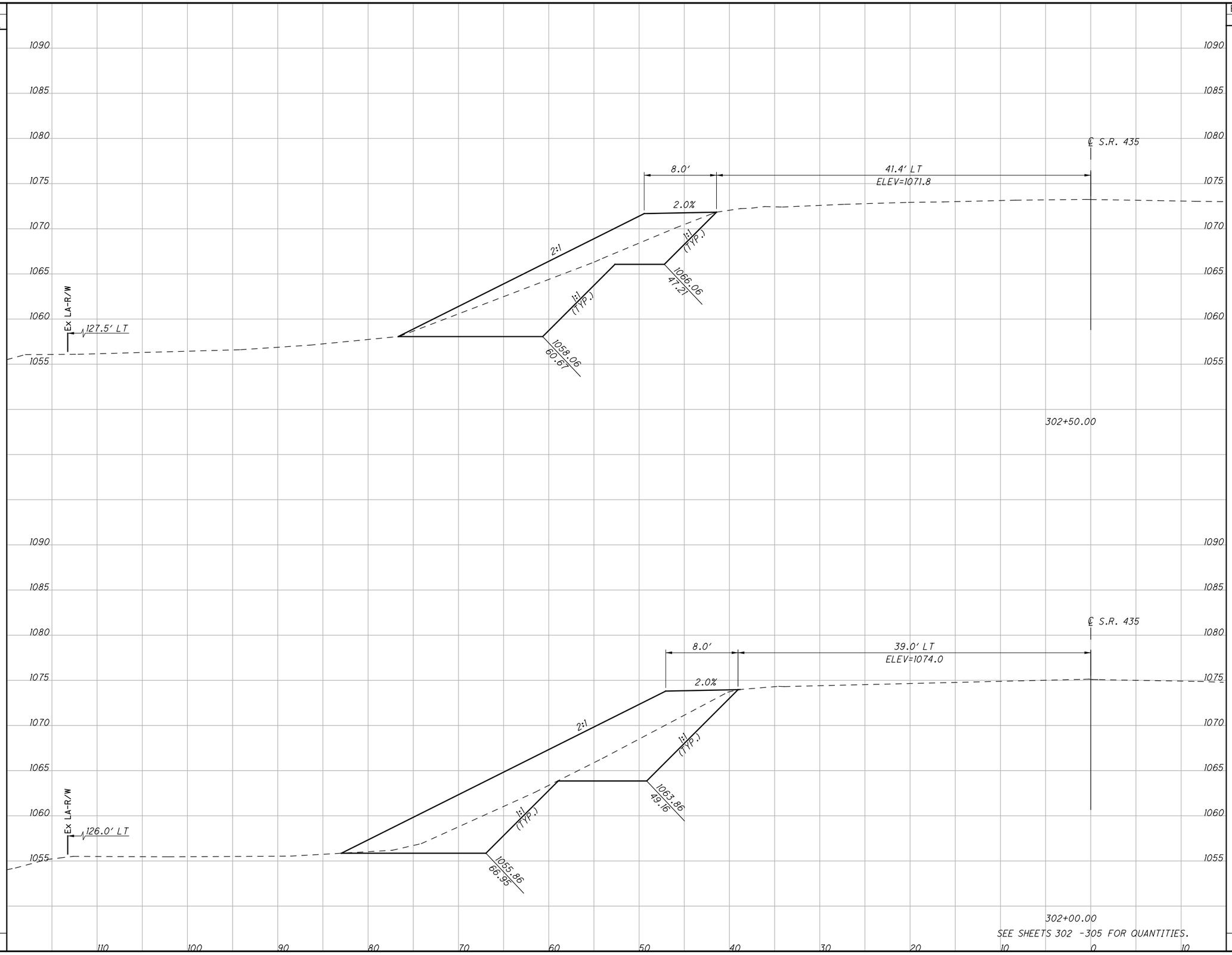


CROSS SECTIONS - AREA 8

STA. 301+50.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 9
STA. 302+00.00 TO STA. 302+50.00

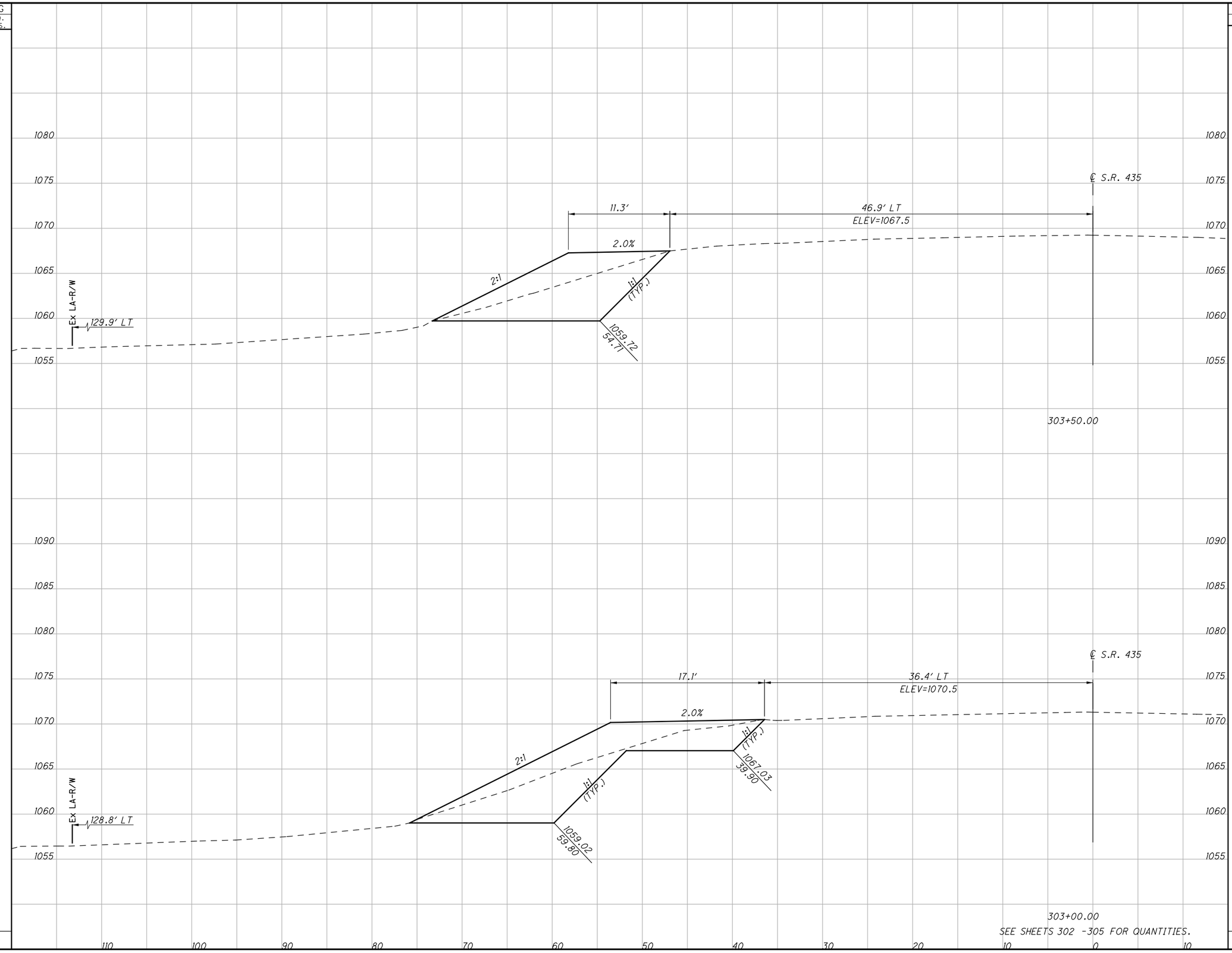
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

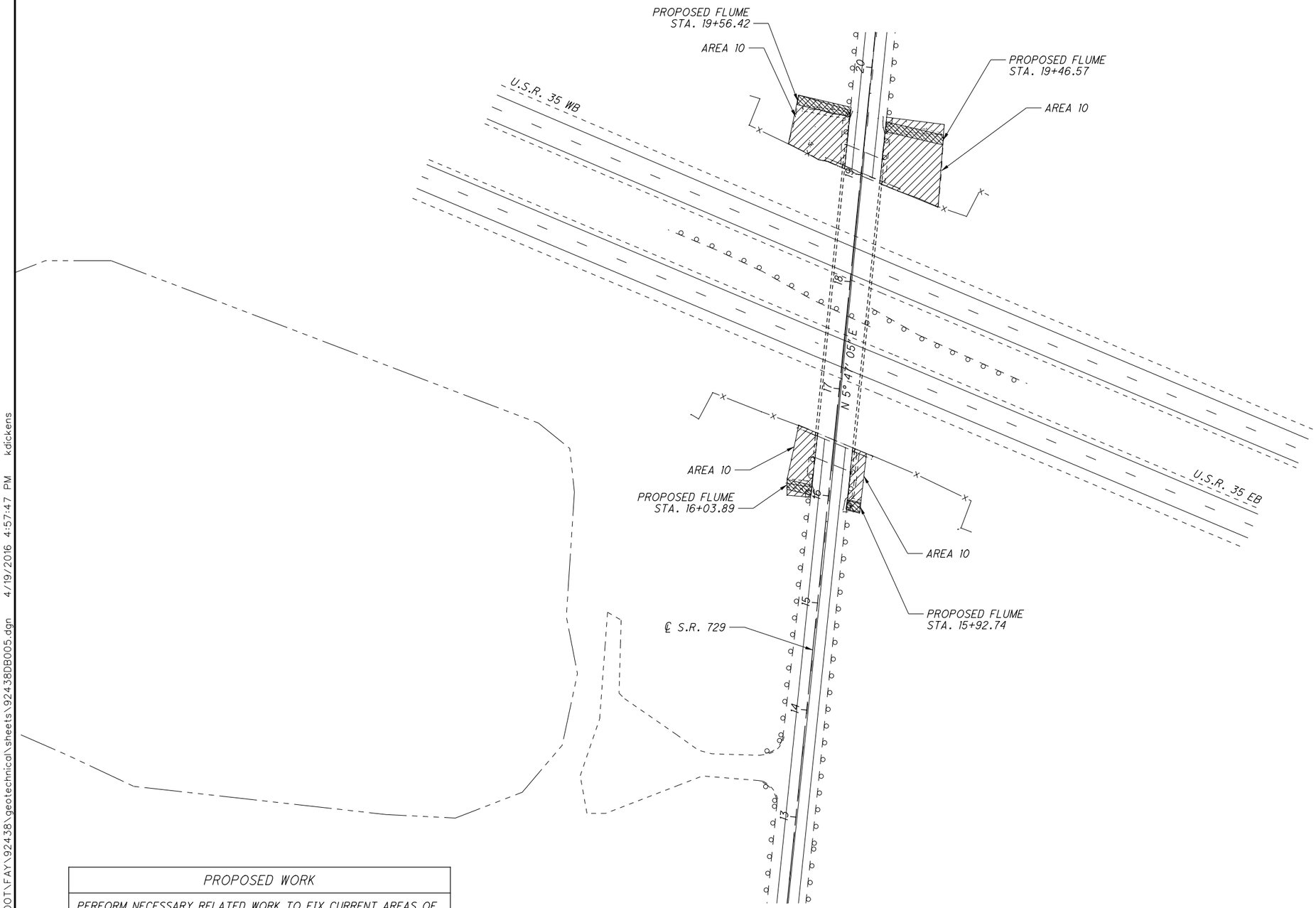
VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



CROSS SECTIONS - AREA 9
STA. 303+00.00 TO STA. 303+50.00

FAY-435-0.97



PLAN

PROPOSED WORK
PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS.

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 25 50 100

SLOPE REPAIR PLAN - AREA 10

FAY-435-0.97

335
393

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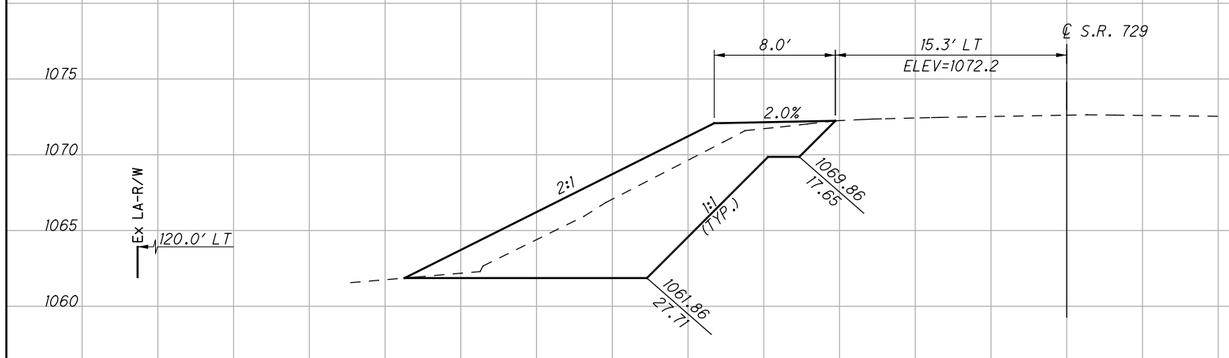
SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 10
STA. 16+00.00 TO STA. 16+25.00

FAY-435-0.97

336
393

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SEEDING	
END WIDTH	SQ. YDS.

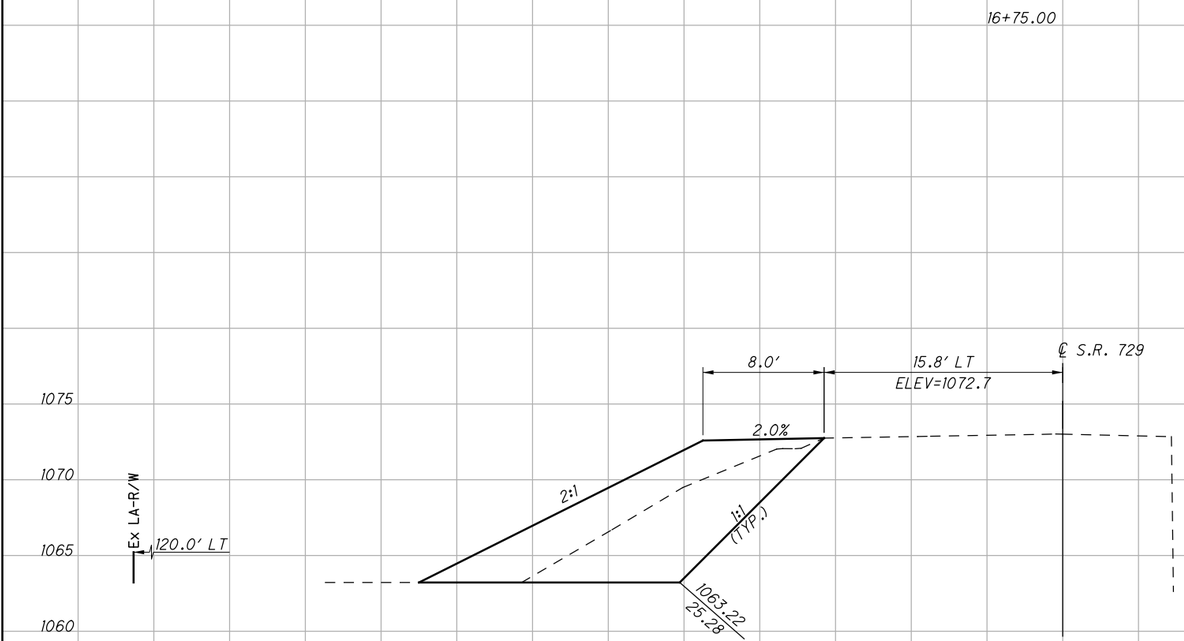
END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

NO WORK AT THIS STATION.



SEE SHEETS 302 - 305 FOR QUANTITIES.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - AREA 10
STA. 16+50.00 TO STA. 19+00.00

FAY-435-0.97

337
393

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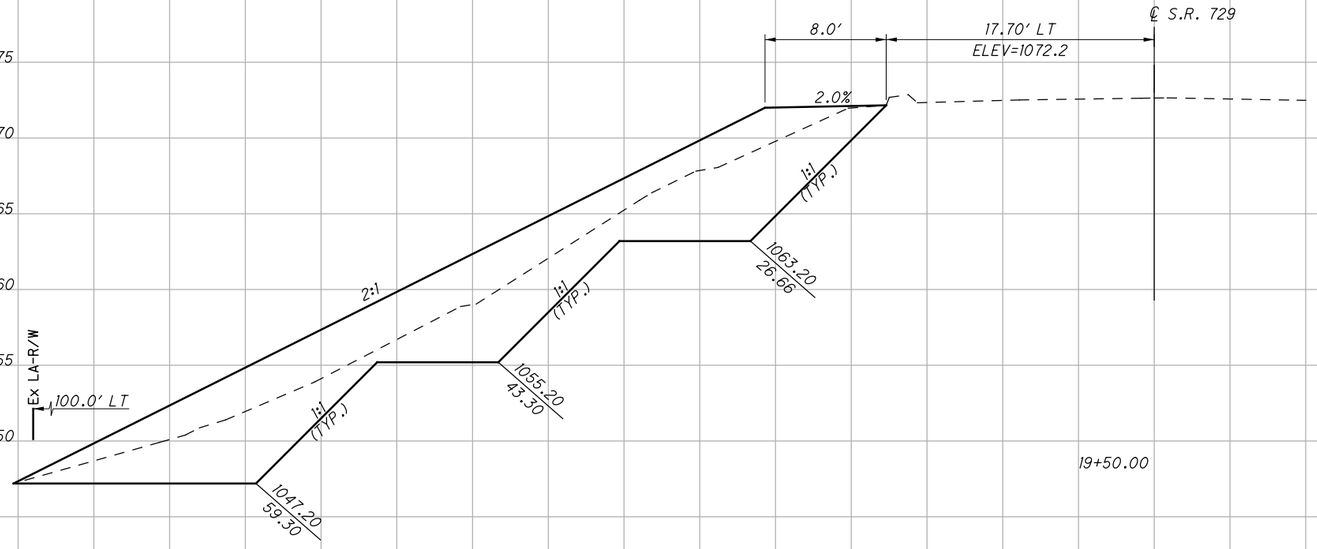
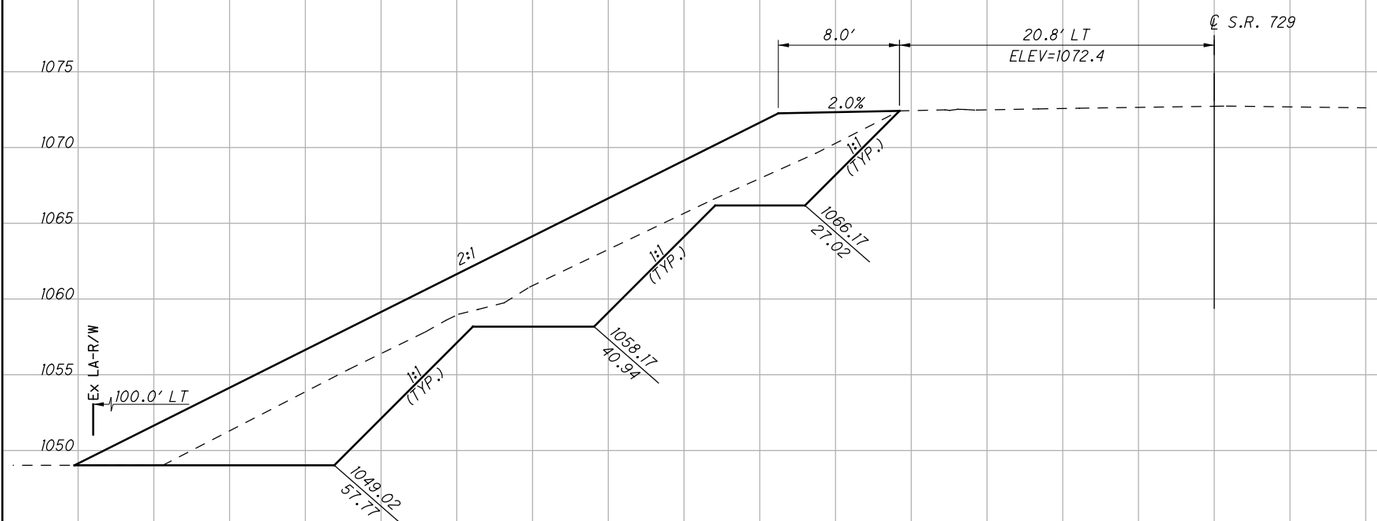
SEEDING	
END WIDTH	SQ. YDS.





SEE SHEETS 302 - 305 FOR QUANTITIES.

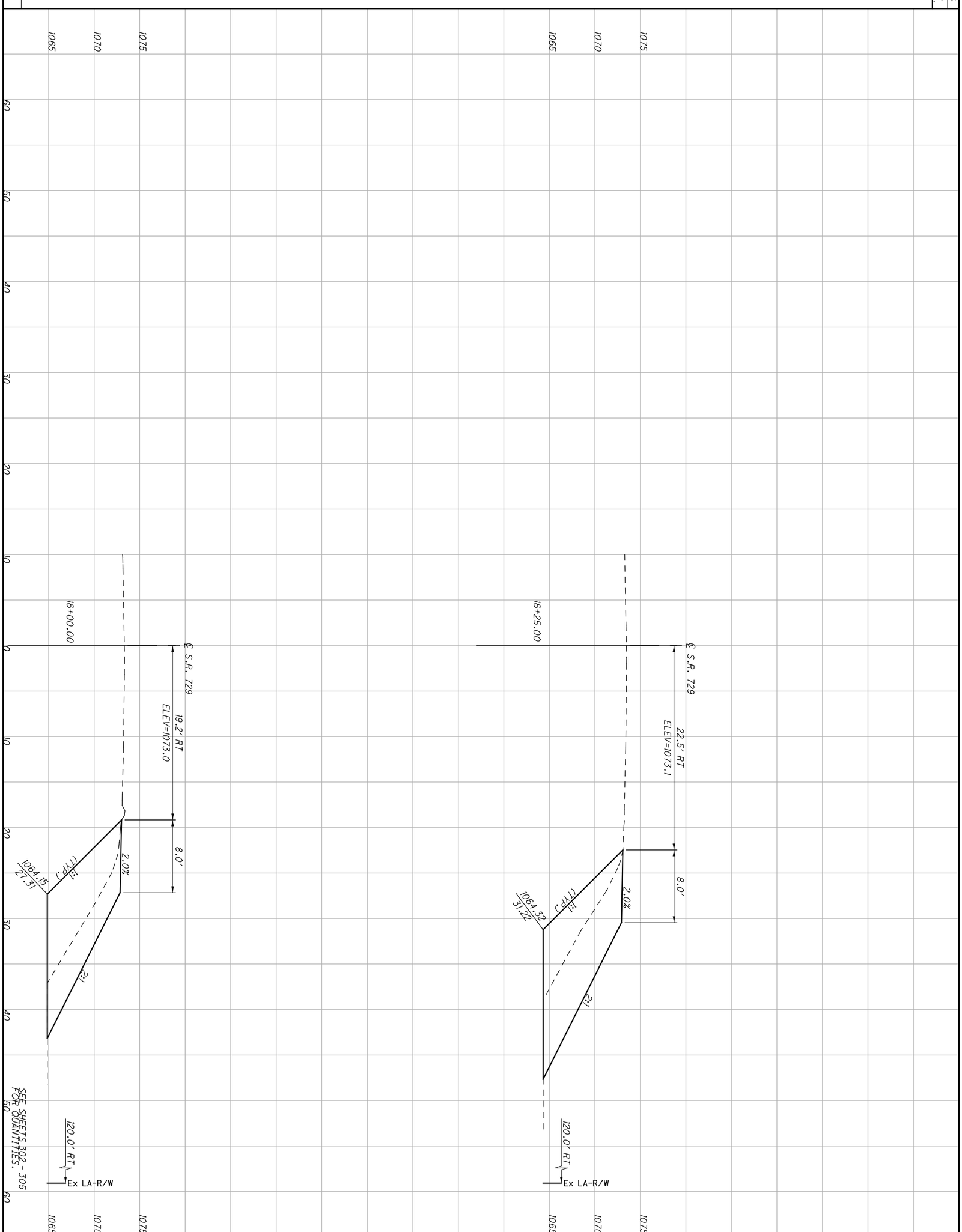
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 10
STA. 19+25.00 TO STA. 19+50.00

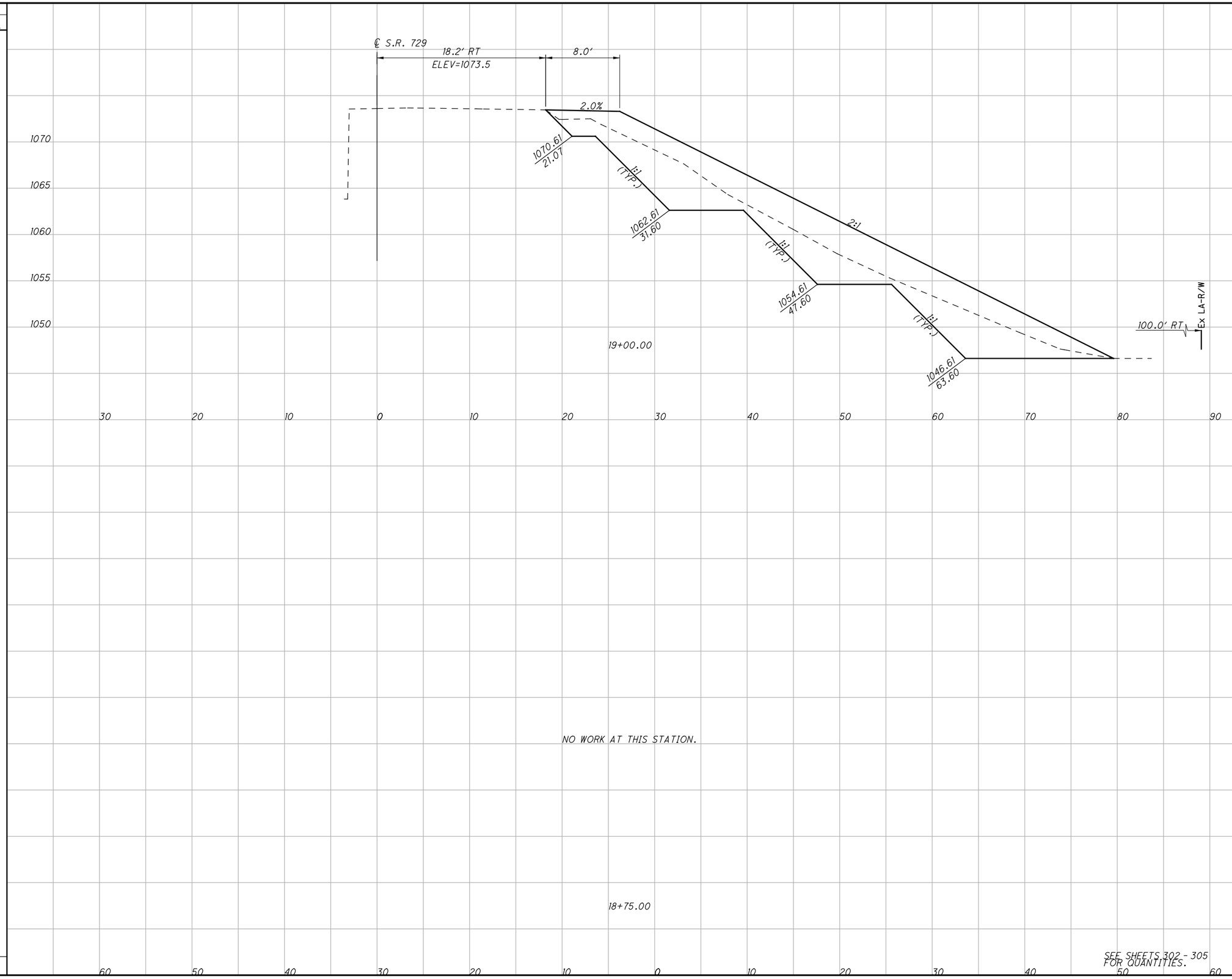
FAY-435-0.97

SEEDING
END AREA
VOLUME



339 / 393	FAY-435-0.97	CROSS SECTIONS - AREA 10 STA. 16+00.00 TO 16+25.00	CALCULATED JJL CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 10
STA. 16+50.00 TO STA. 19+00.00

FAY-435-0.97

340
393

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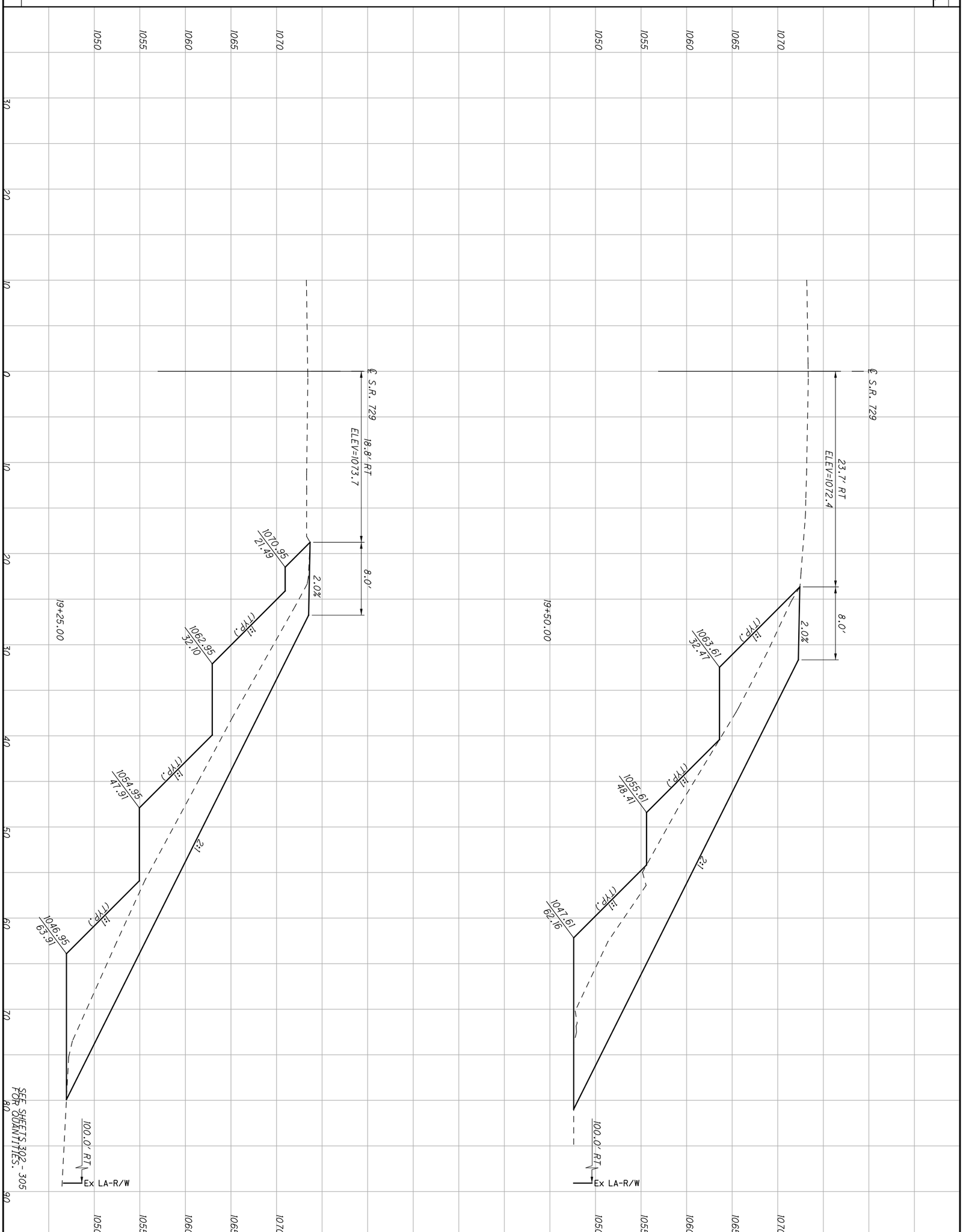
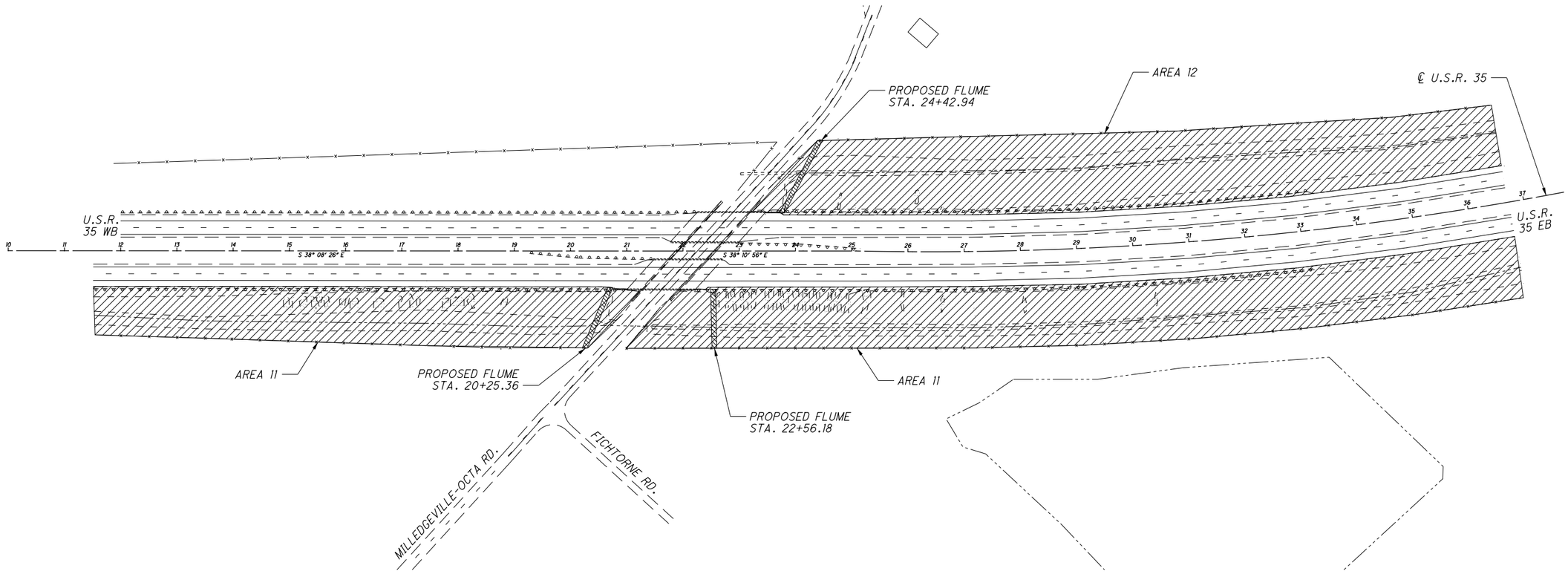
SEEDING	
END WIDTH	SQ. YDS.
.	
.	



END AREA	
CUT	FILL
VOLUME	
CUT	FILL
.	
.	
.	
.	

341 / 393	FAY-435-0.97	CROSS SECTIONS - AREA 10 STA. 19+25.00 TO STA. 19+50.00	CALCULATED JJL CHECKED KMD



PLAN

PROPOSED WORK
PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS.

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 50 100 200

SLOPE REPAIR PLAN - AREA 11 & AREA 12

FAY-435-0.97

342
393

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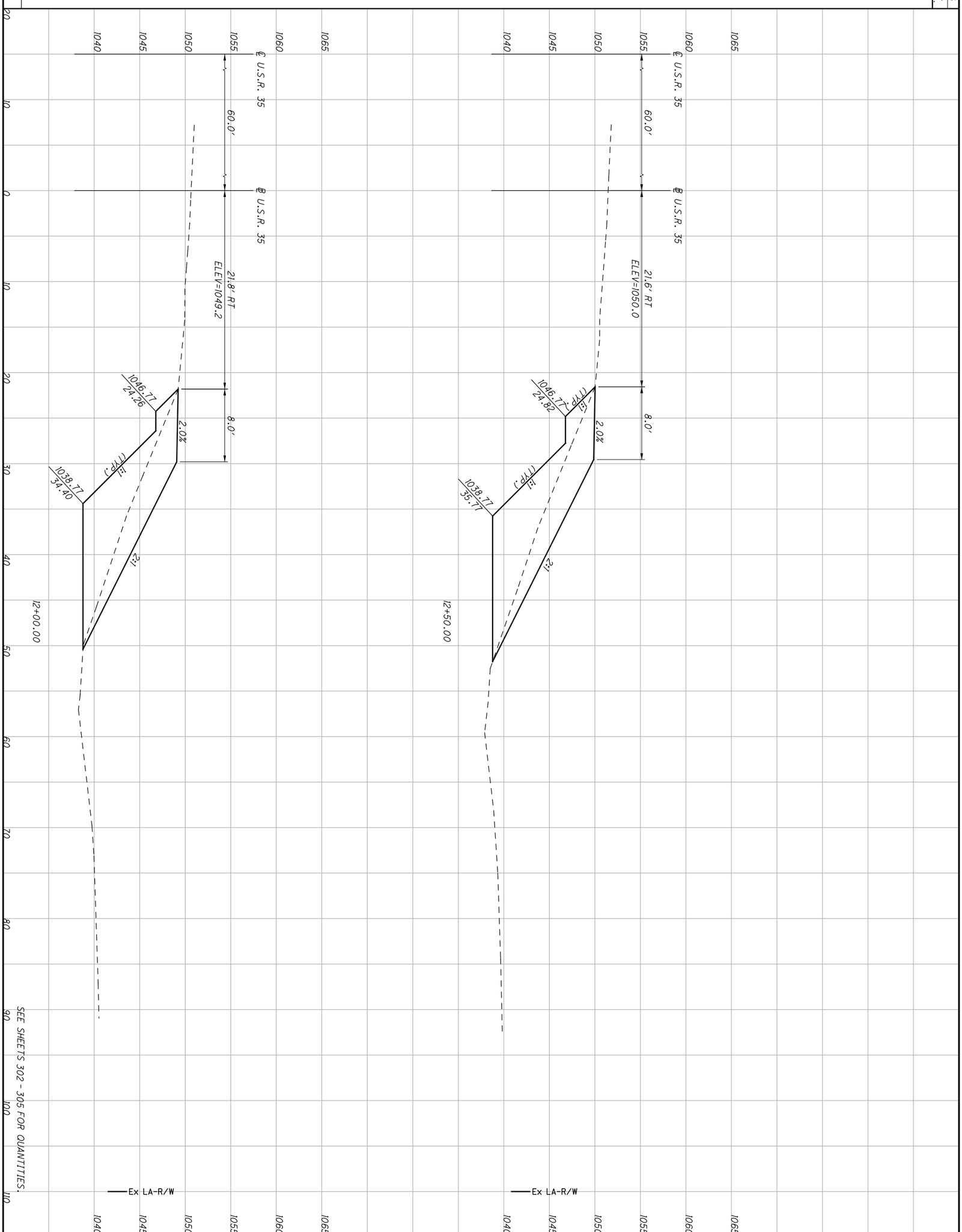
SEEDING
END AREA
VOLUME



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA CUT FILL
VOLUME CUT FILL

343
393

FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 12+00.00 TO STA. 12+50.00

CALCULATED JJL
CHECKED KMD

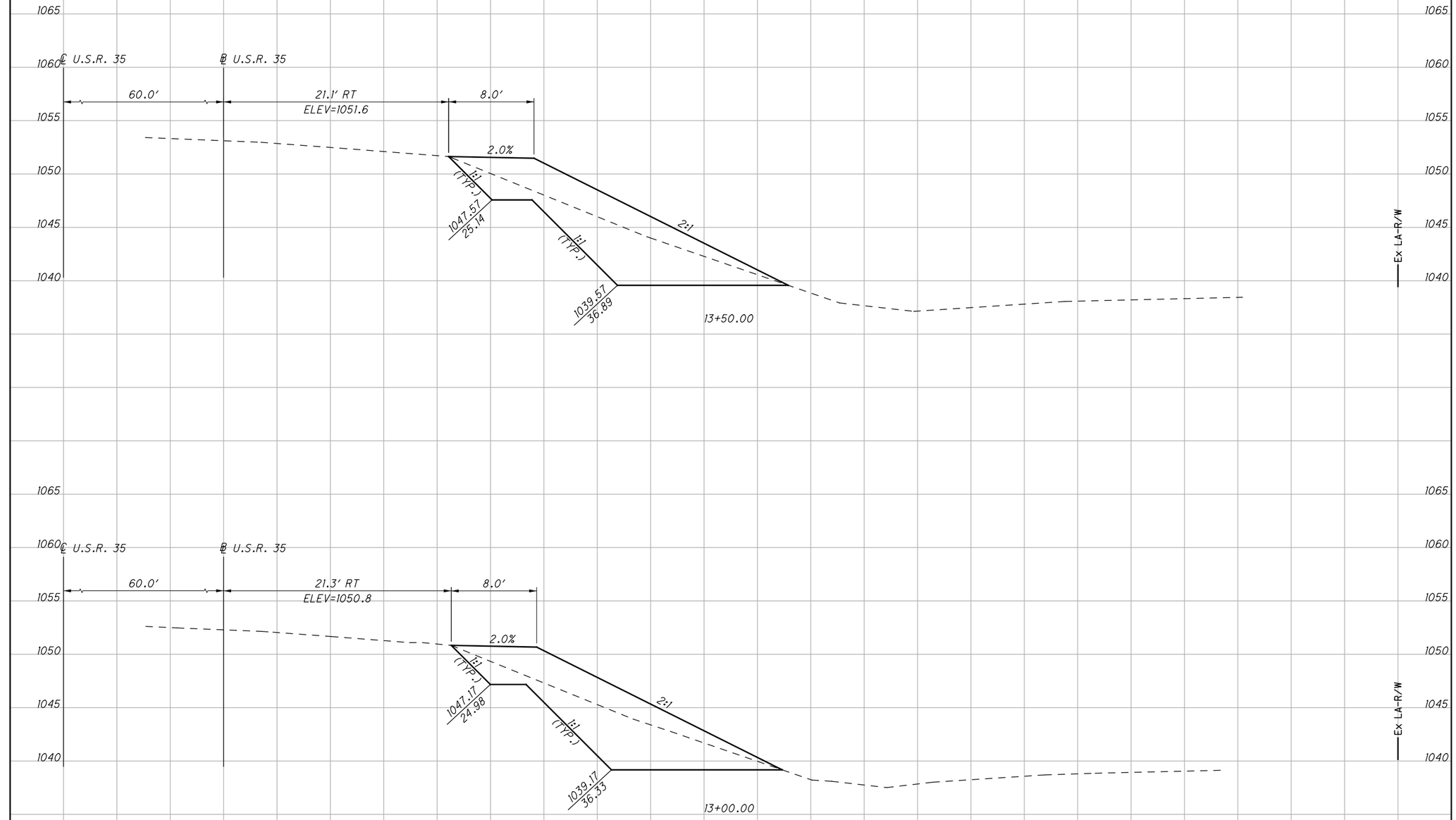
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 13+00.00 TO STA. 13+50.00

FAY-435-0.97

344
393

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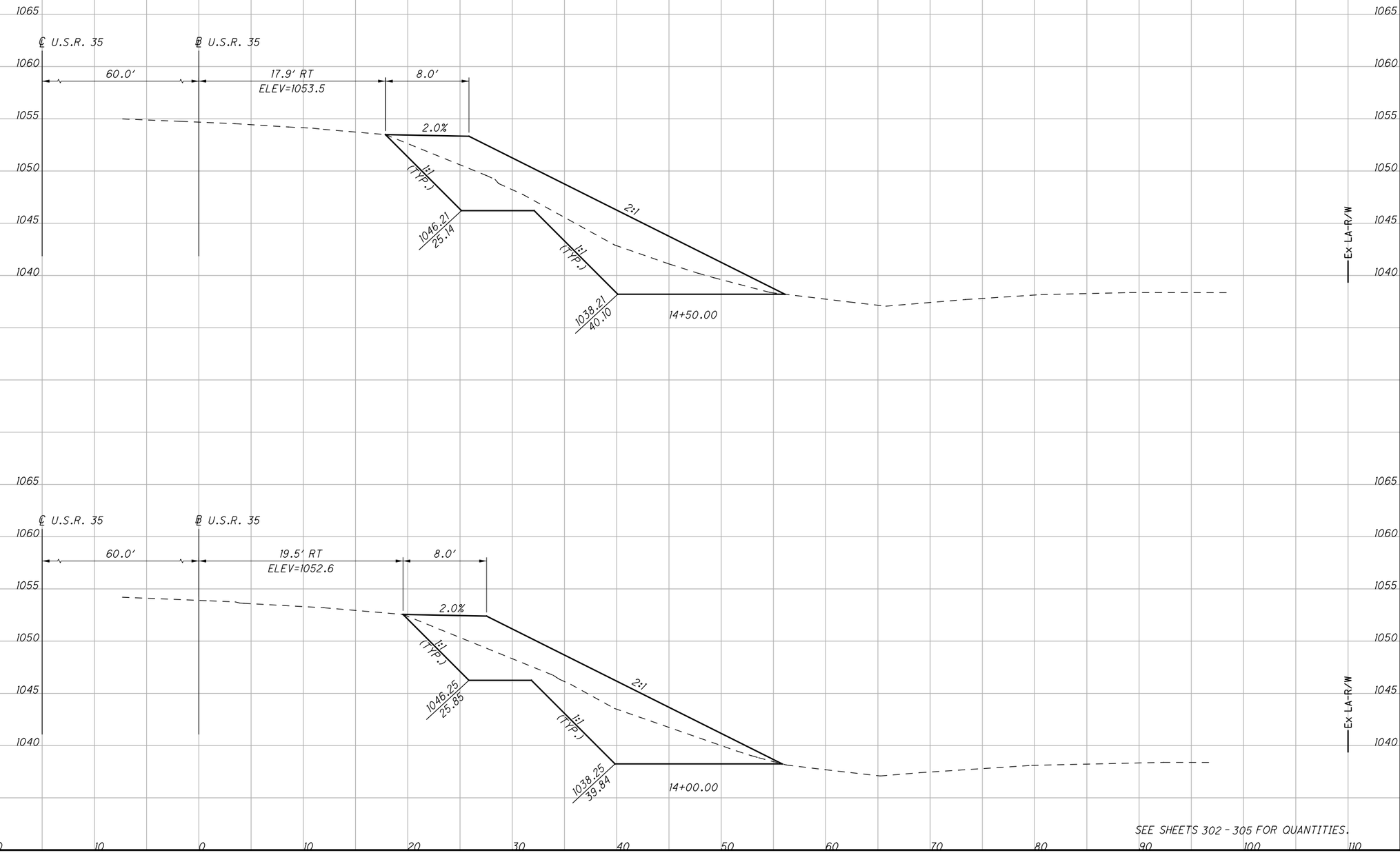
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 14+00.00 TO STA. 14+50.00

FAY-435-0.97

345
393

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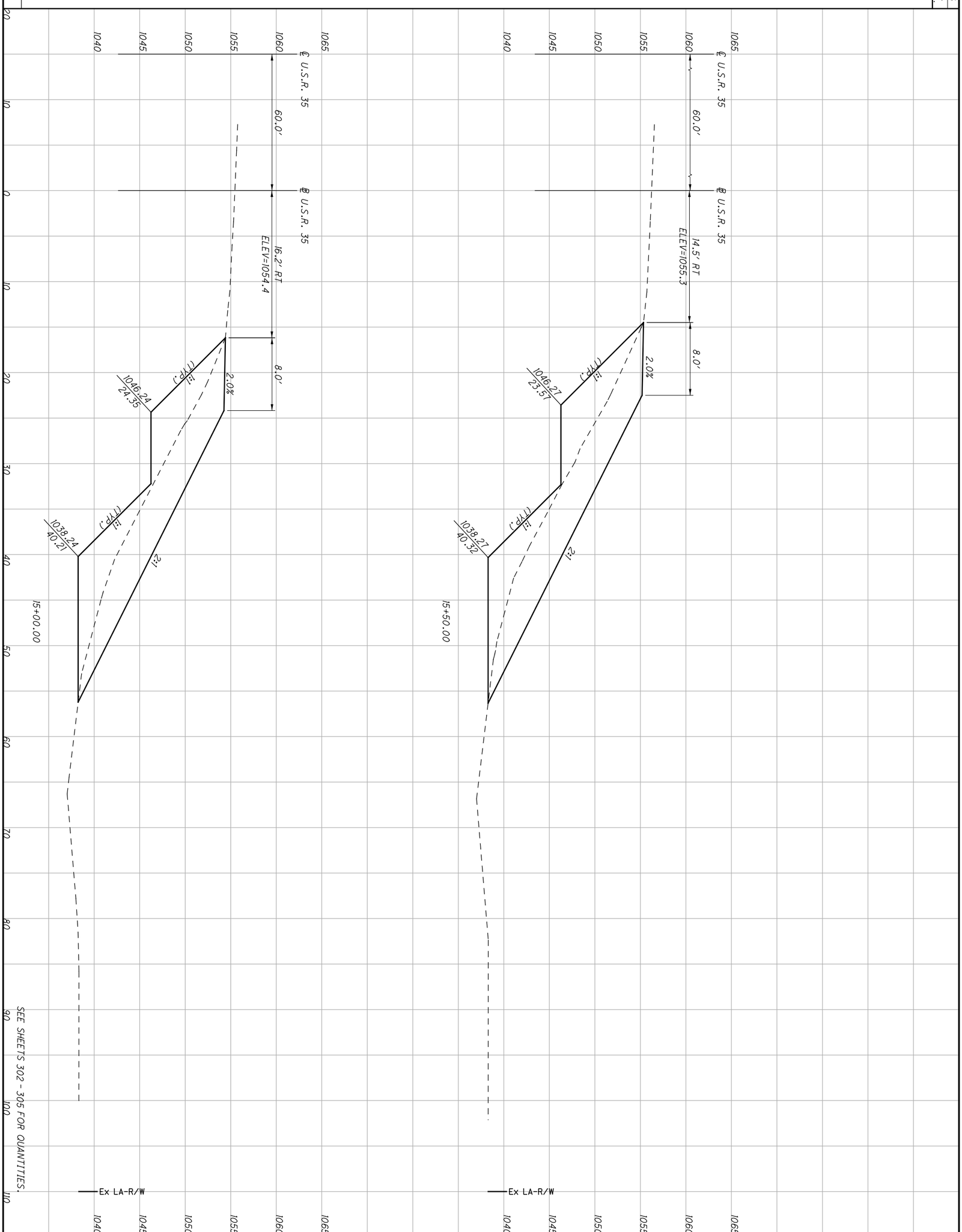
SEEDING
END AREA
VOLUME



END AREA
CUT
FILL
VOLUME
CUT
FILL

346
393

FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 15+00.00 TO STA. 15+50.00

CALCULATED JJL
CHECKED KMD

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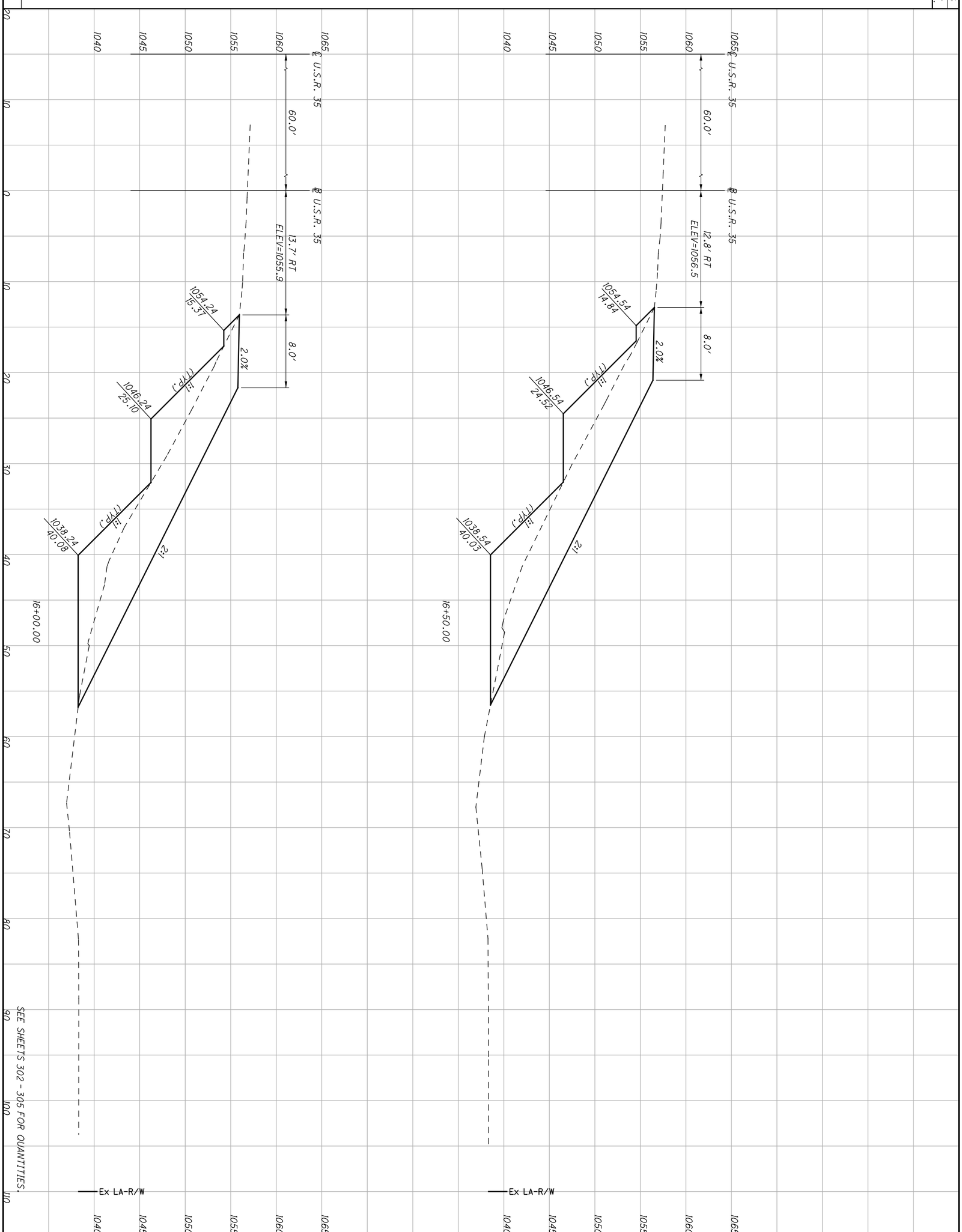
SEEDING
END AREA
VOLUME



SEE SHEETS 302 - 305 FOR QUANTITIES.

		END AREA	CUT
			FILL
		VOLUME	CUT
			FILL

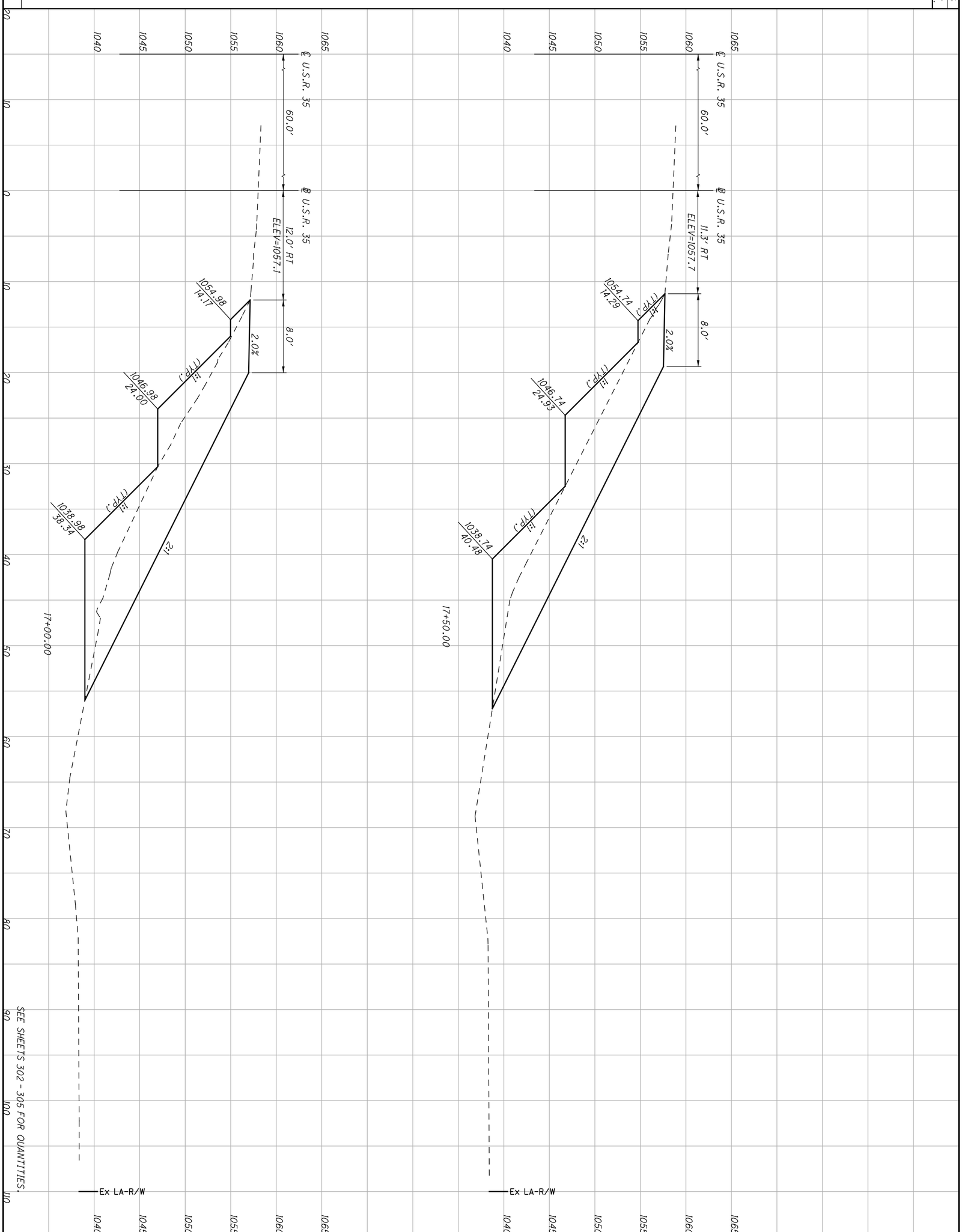
347
393

FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 16+00.00 TO STA. 16+50.00

CALCULATED JJL
CHECKED KMD

SEEDING
END WIDTH | SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA
CUT | FILL

VOLUME
CUT | FILL

348
393

FAY-435-0.97

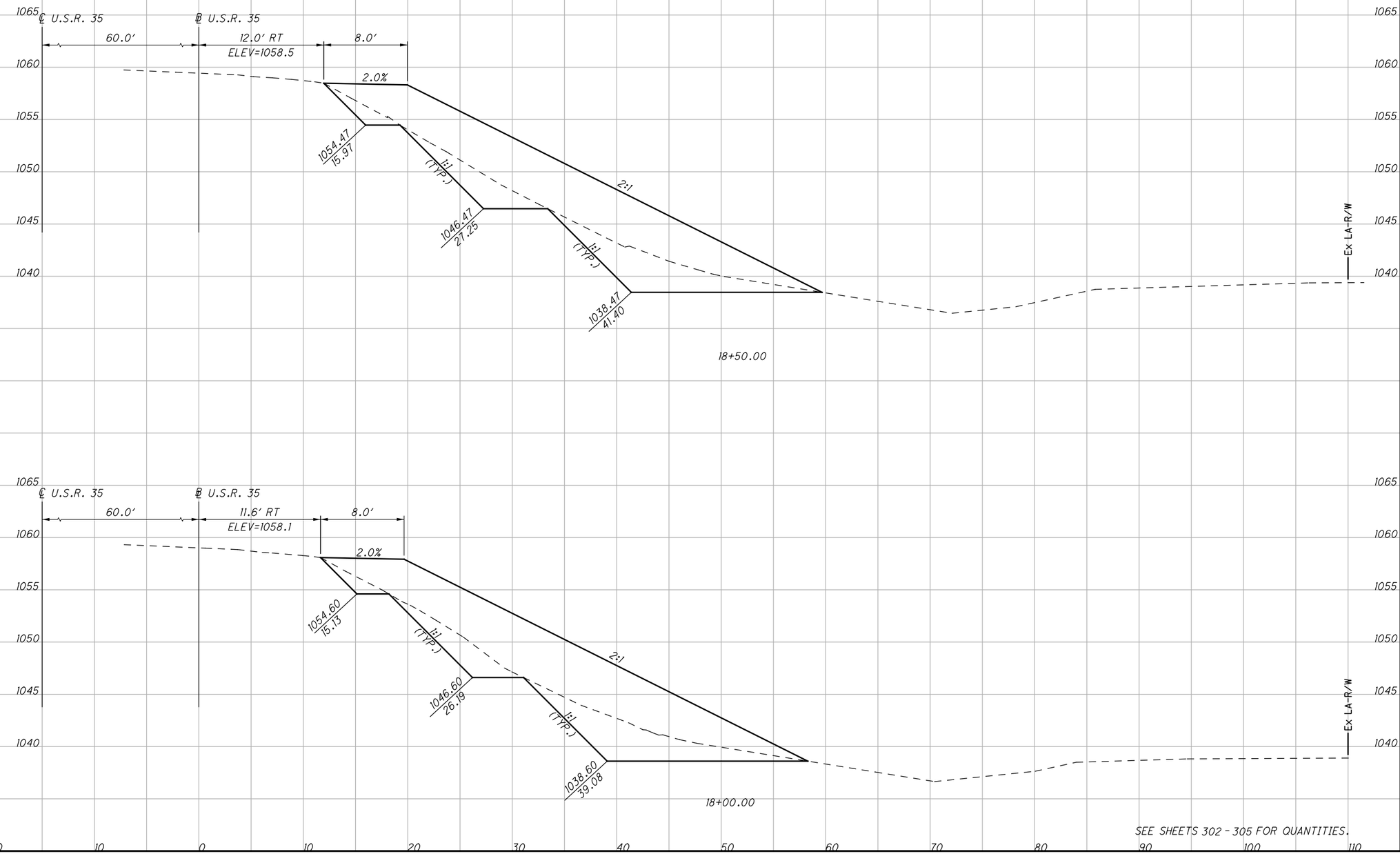
CROSS SECTIONS - AREA 11
STA. 17+00.00 TO STA. 17+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

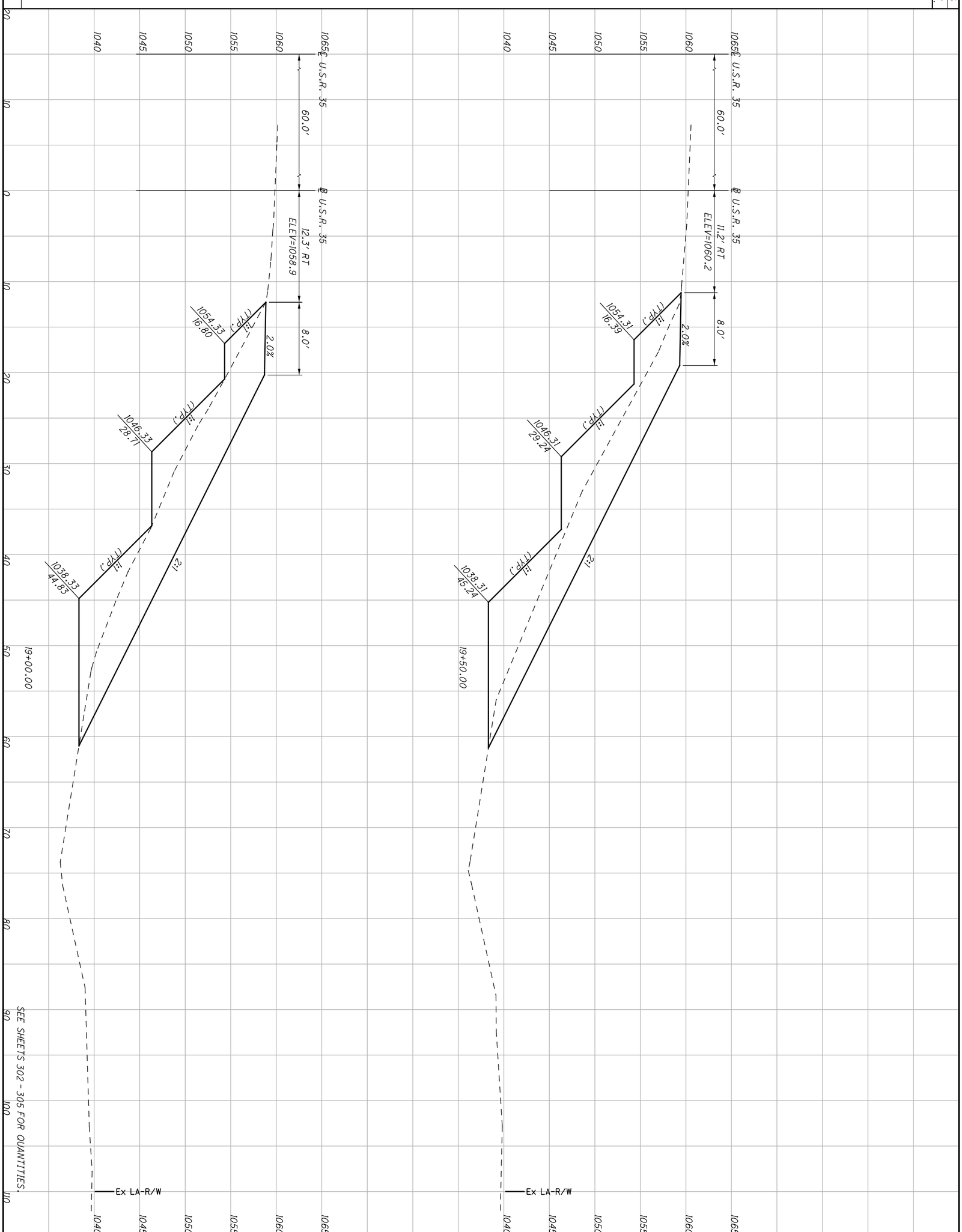


SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 18+00.00 TO STA. 18+50.00

FAY-435-0.97

SEEDING
END WIDTH | SQ. YDS.

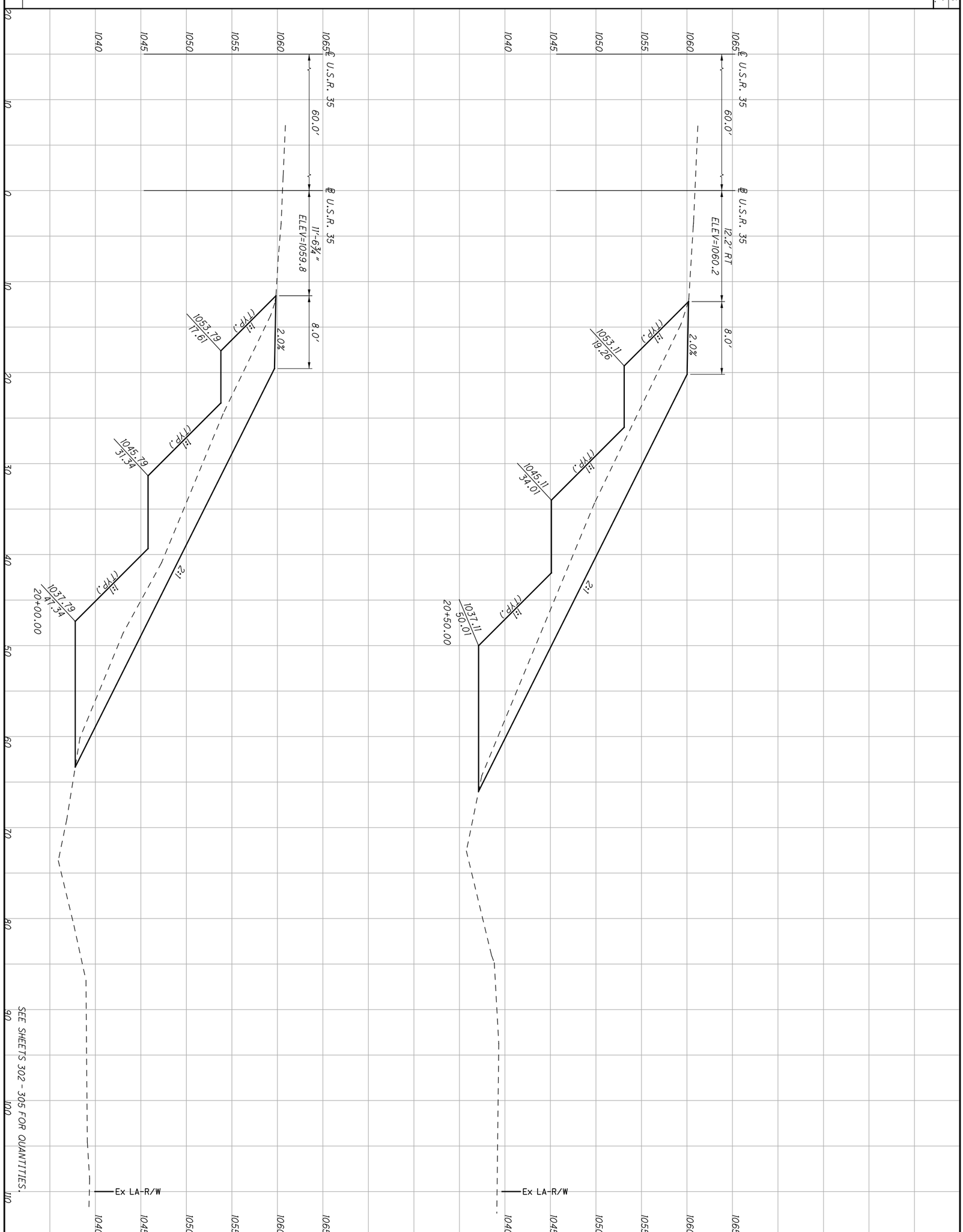


SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA: CUT | FILL
VOLUME: CUT | FILL

350 / 393	FAY-435-0.97	CROSS SECTIONS - AREA 11 STA. 19+00.00 TO STA. 19+50.00

CALCULATED JJL
CHECKED KMD



FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 20+00.00 TO STA. 20+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

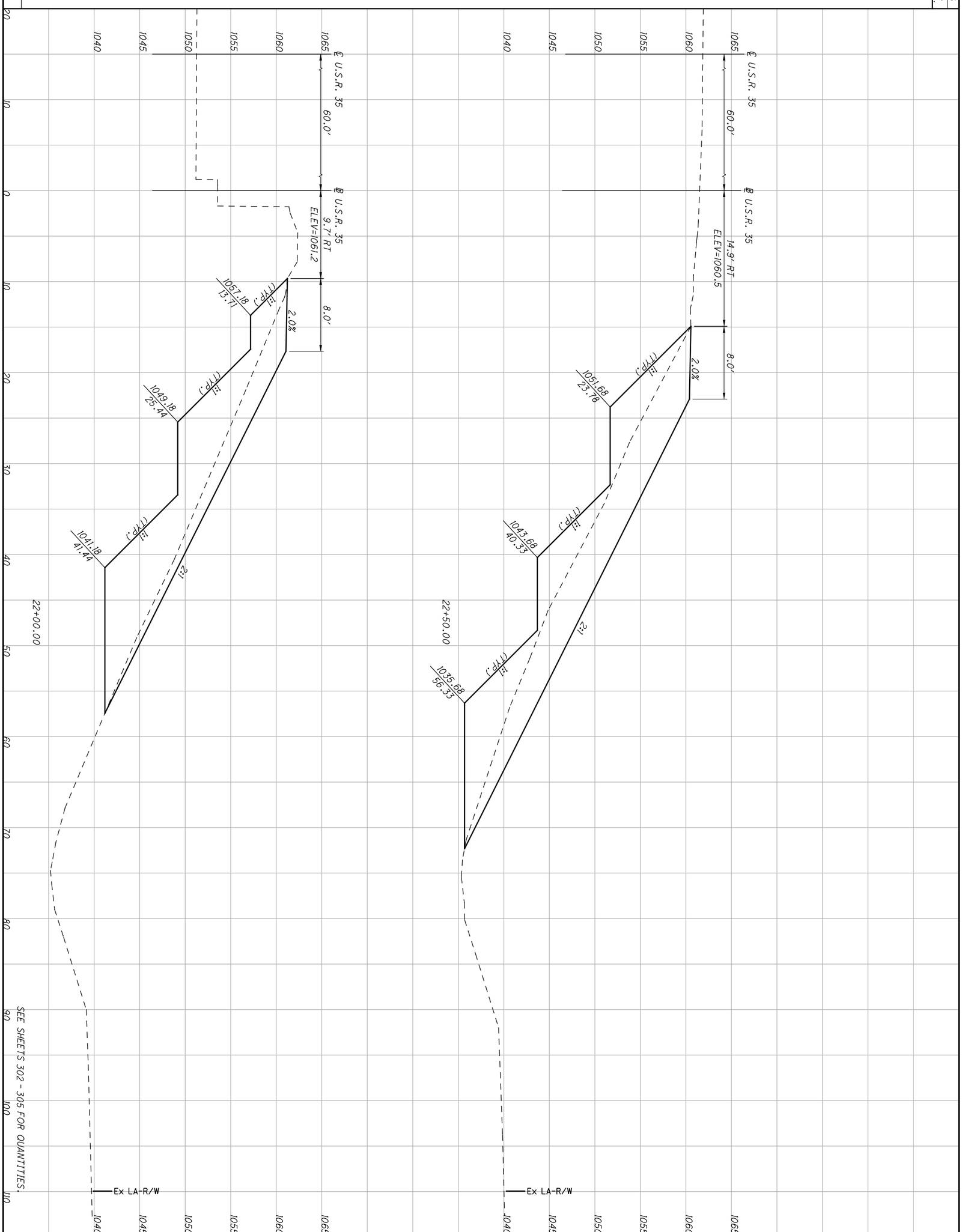
CHECKED KMD

NO WORK AT THIS STATION.

SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 21+00.00 TO STA. 21+50.00

FAY-435-0.97



353
393

FAY-435-0.97

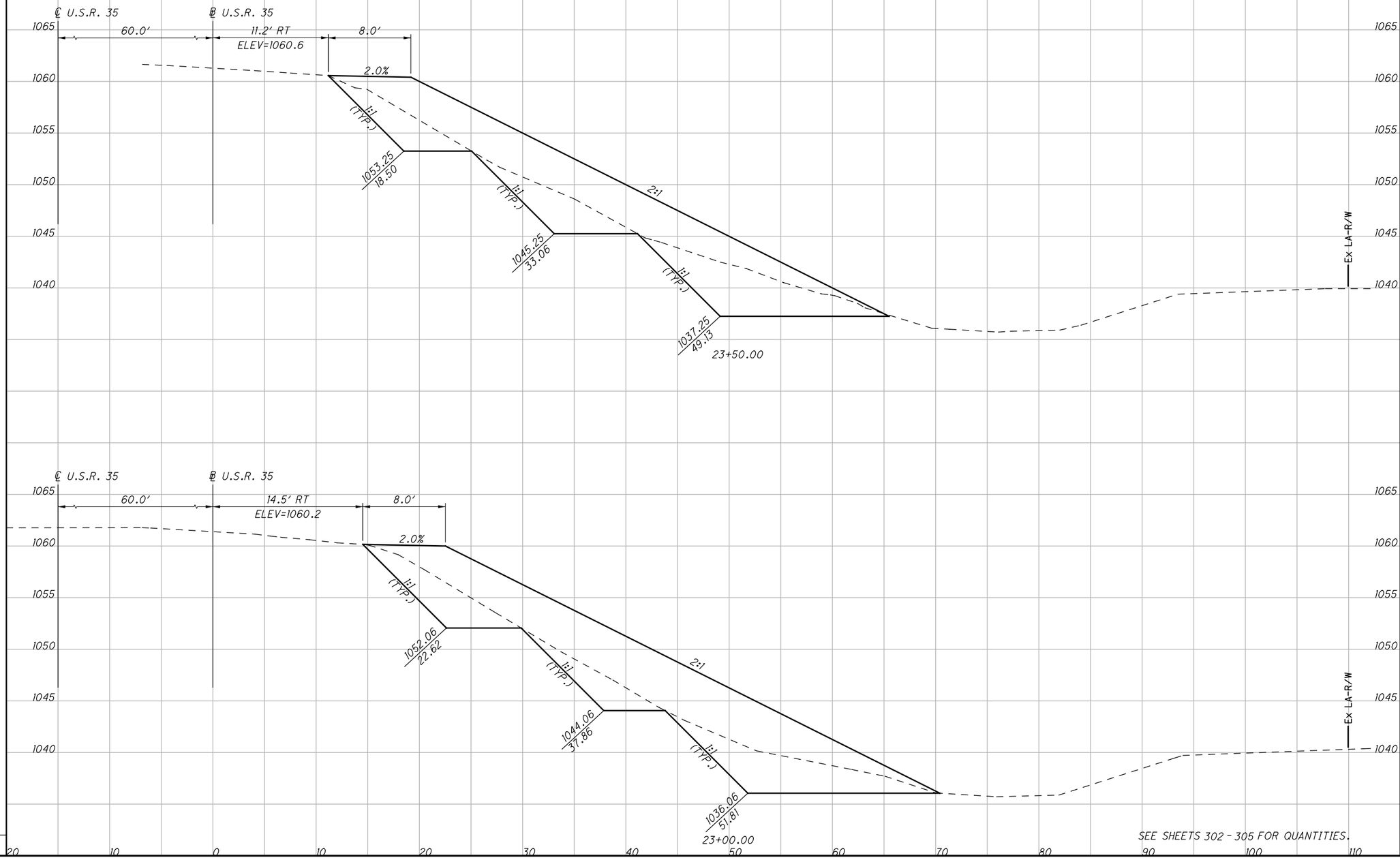
CROSS SECTIONS - AREA 11
STA. 22+00.00 TO STA. 22+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

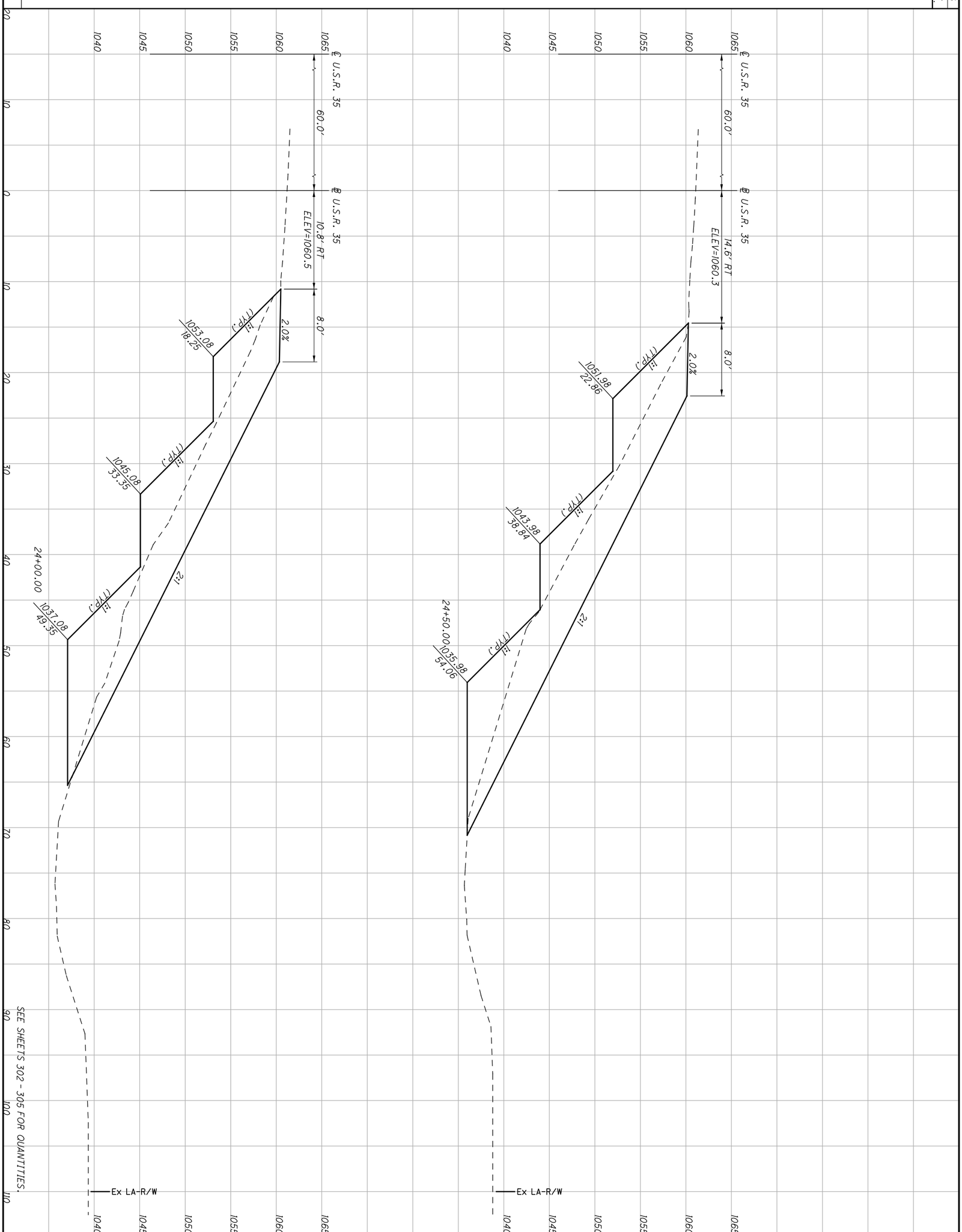


SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 23+00.00 TO STA. 23+50.00

FAY-435-0.97

SEEDING
END WIDTH | SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA
CUT | FILL

VOLUME
CUT | FILL

355
393

FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 24+00.00 TO STA. 24+50.00

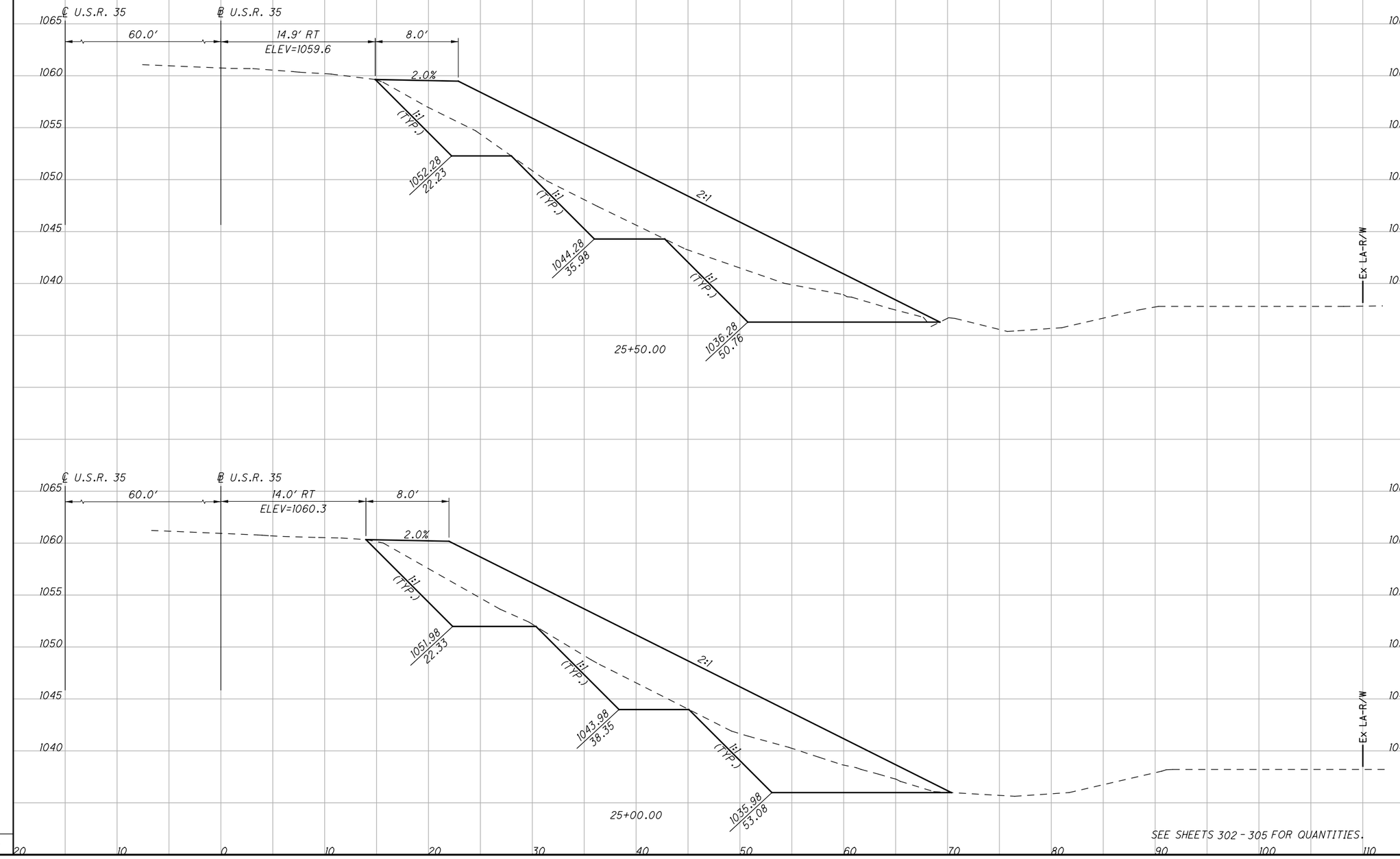
CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 25+00.00 TO STA. 25+50.00

FAY-435-0.97

356
393

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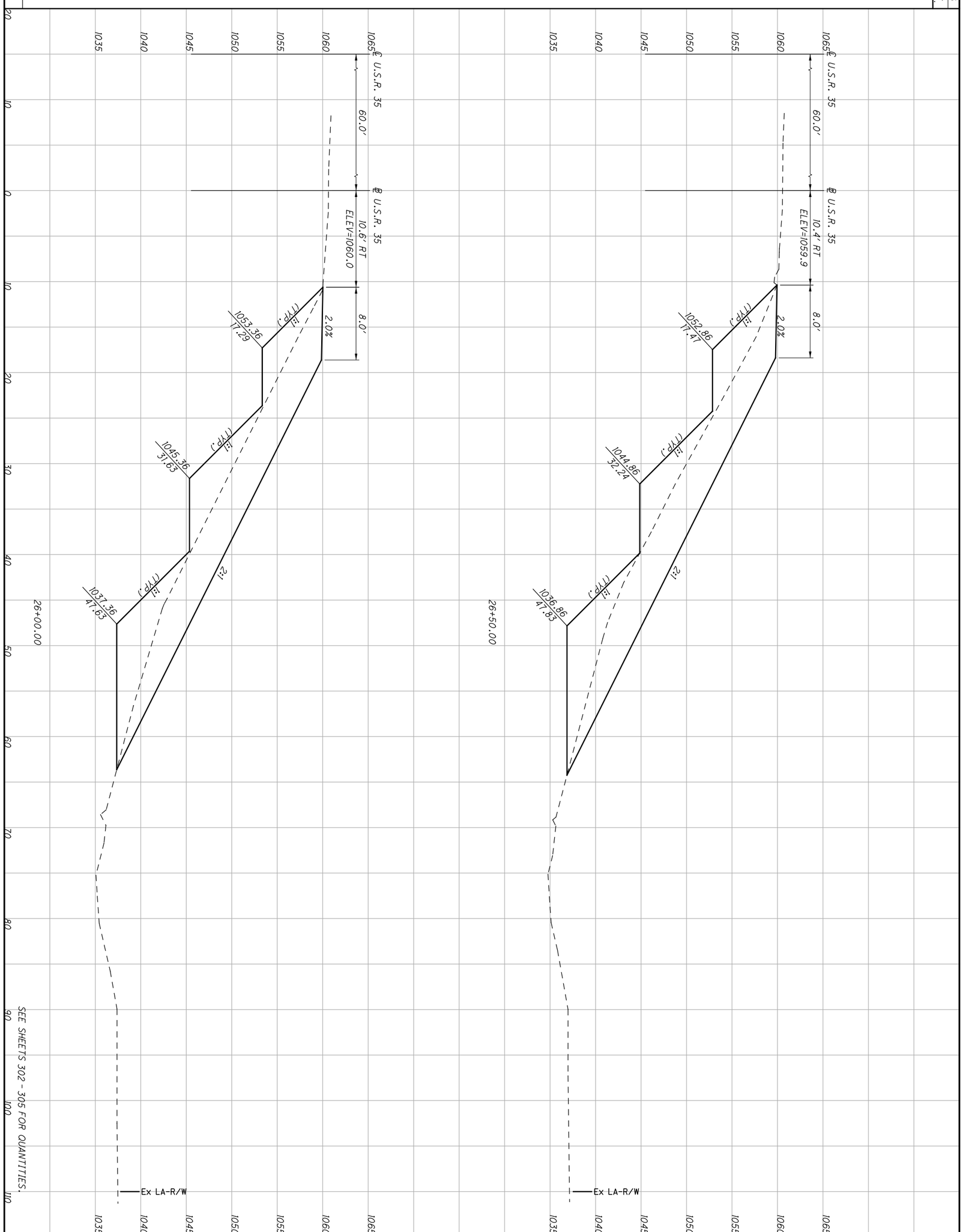
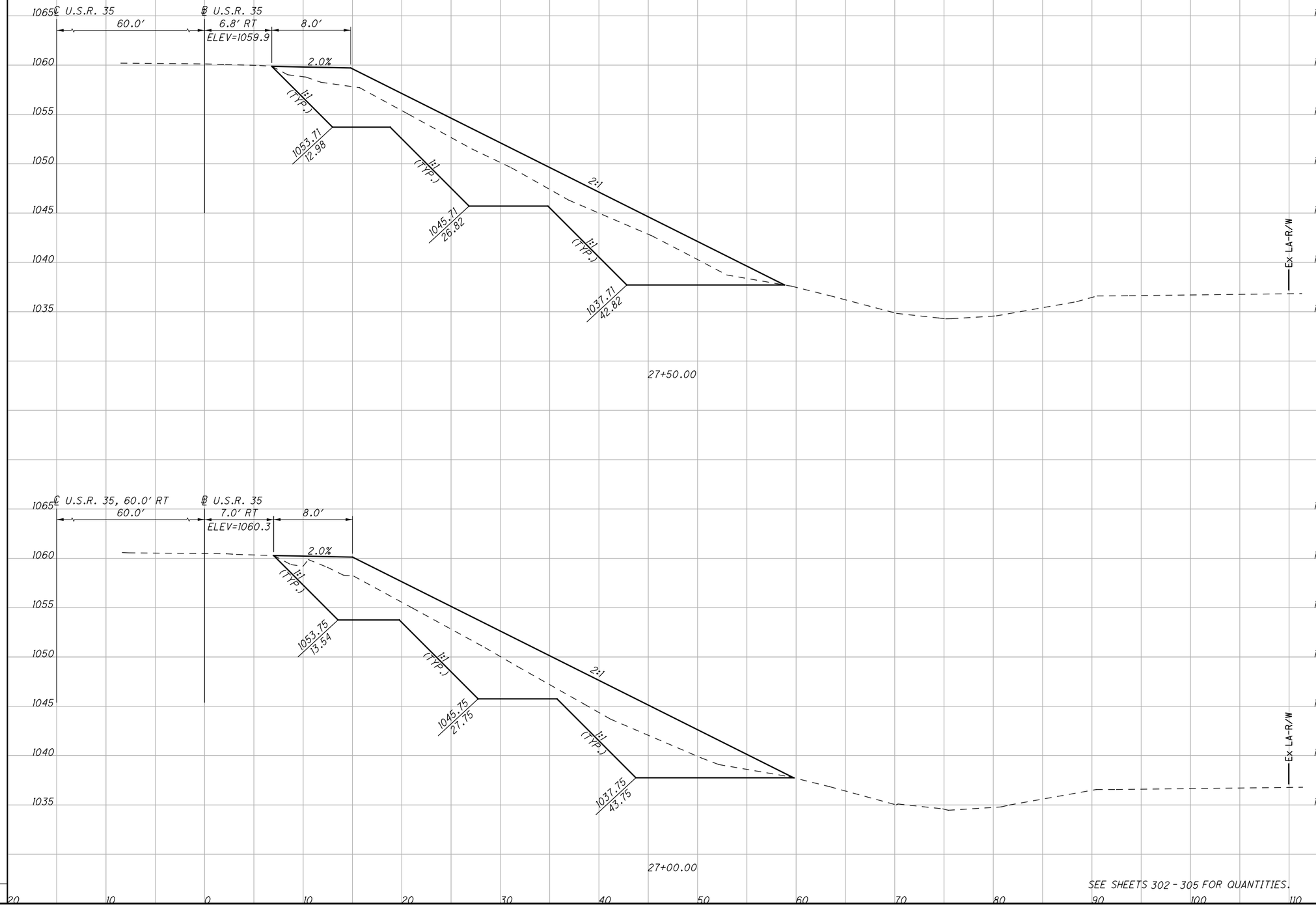
SEEDING
END AREA
VOLUME



CUT	FILL	CUT	FILL

357 / 393	FAY-435-0.97	CROSS SECTIONS - AREA 11 STA. 26+00.00 TO STA. 26+50.00	CALCULATED JJL CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 11
STA. 27+00.00 TO STA. 27+50.00

FAY-435-0.97

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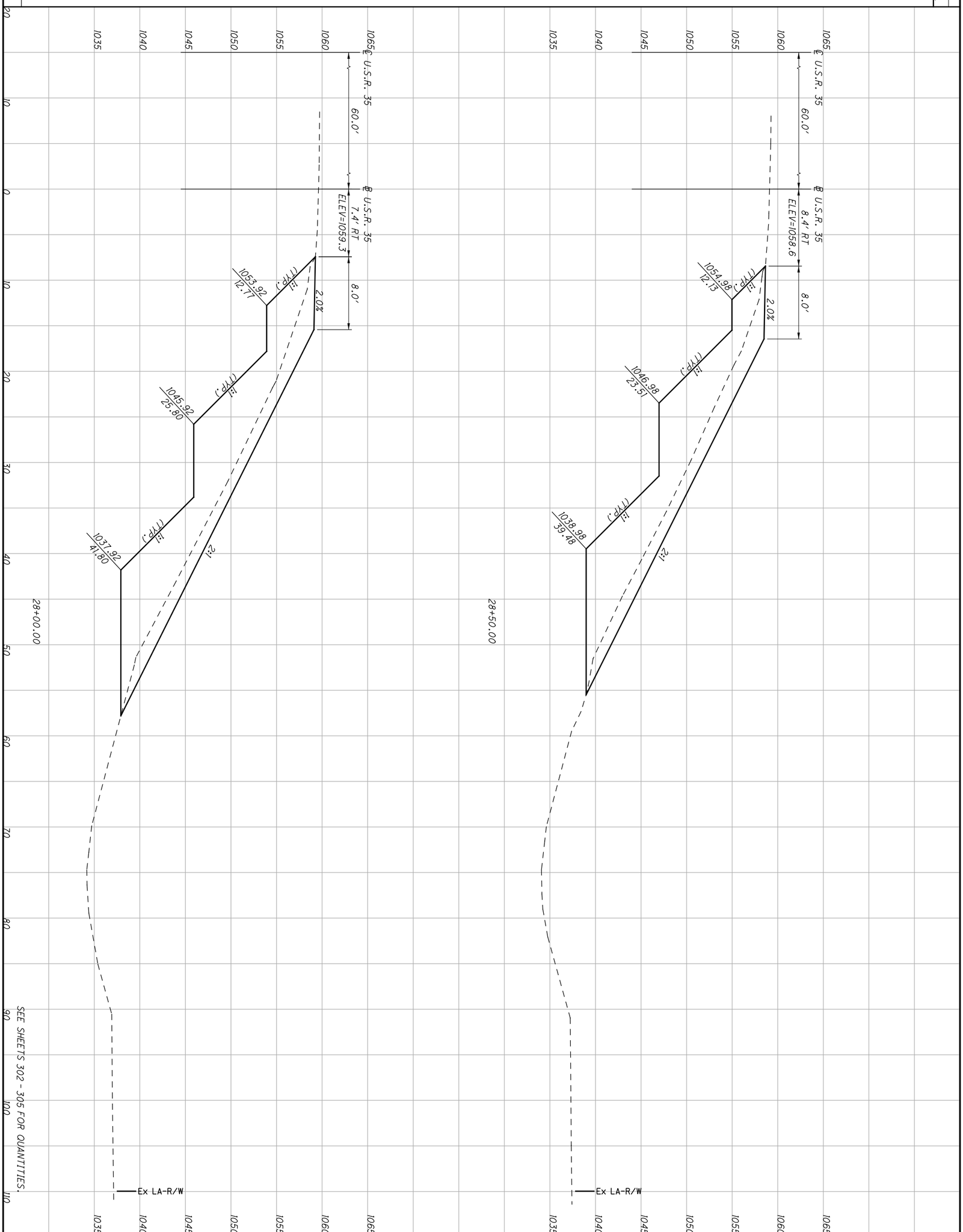
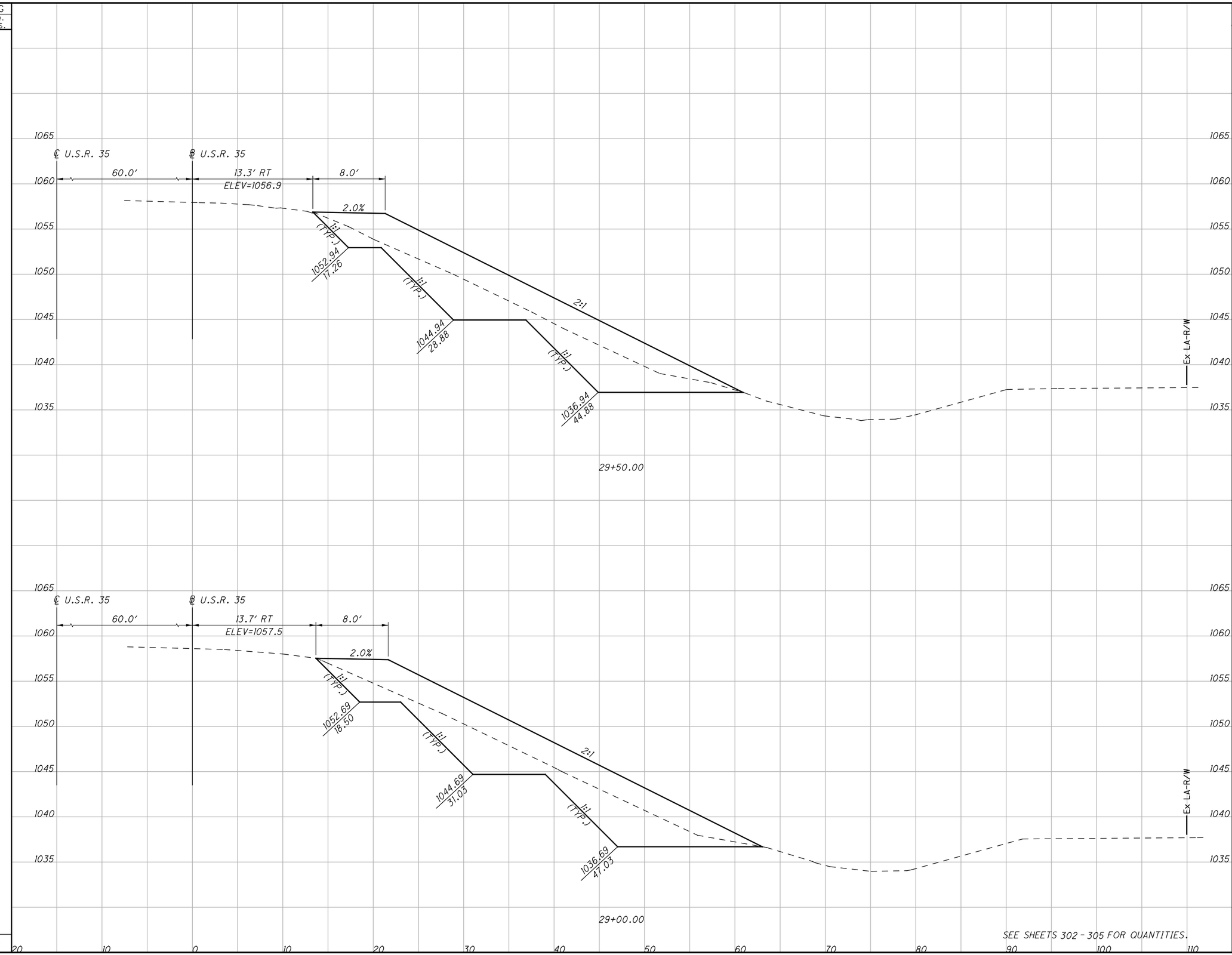
SEEDING	END AREA	VOLUME
END WIDTH / SQ. YDS.	CUT / FILL	CUT / FILL



359 / 393	FAY-435-0.97	CROSS SECTIONS - AREA 11 STA. 28+00.00 TO STA. 28+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 11
STA. 29+00.00 TO STA. 29+50.00

FAY-435-0.97

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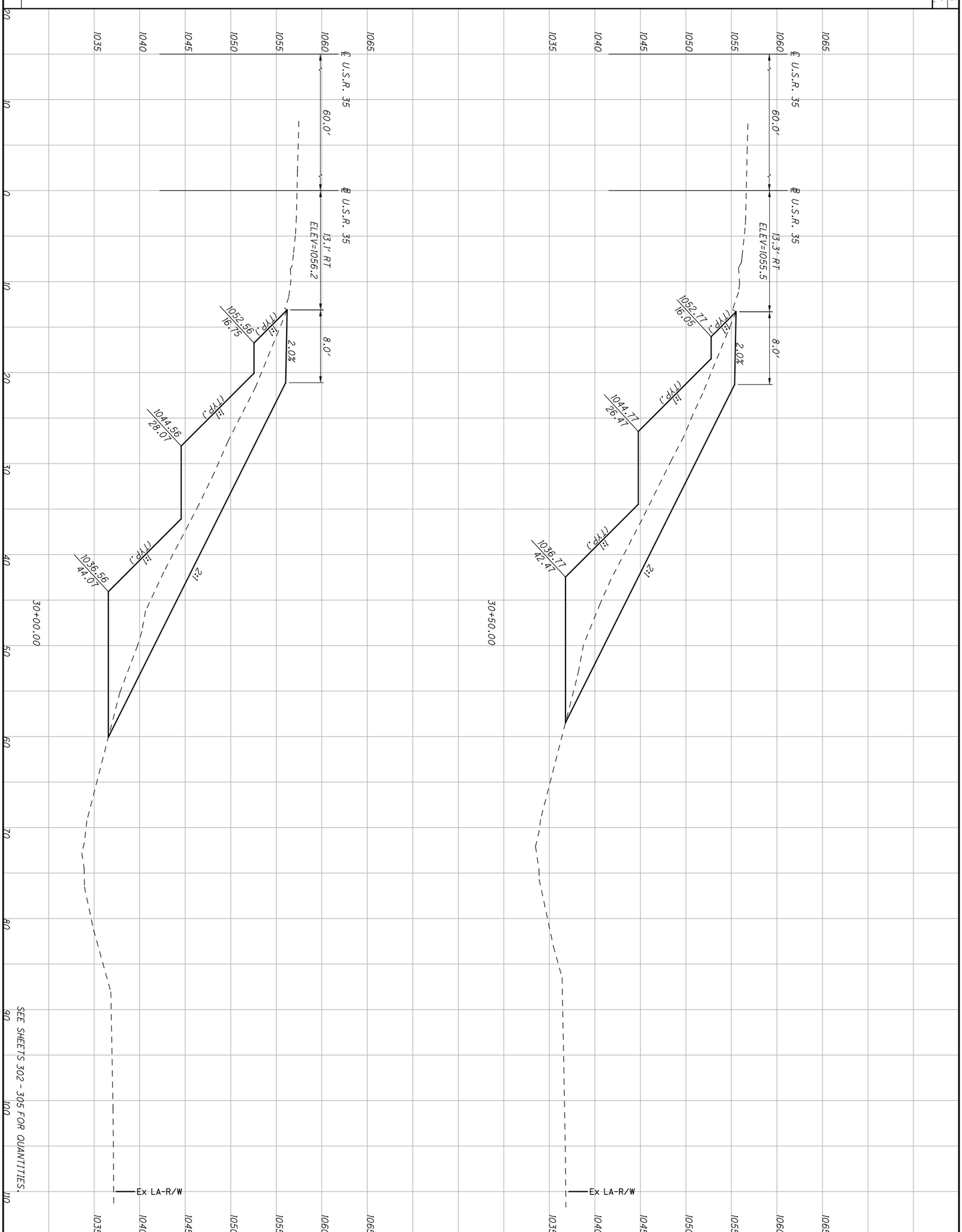
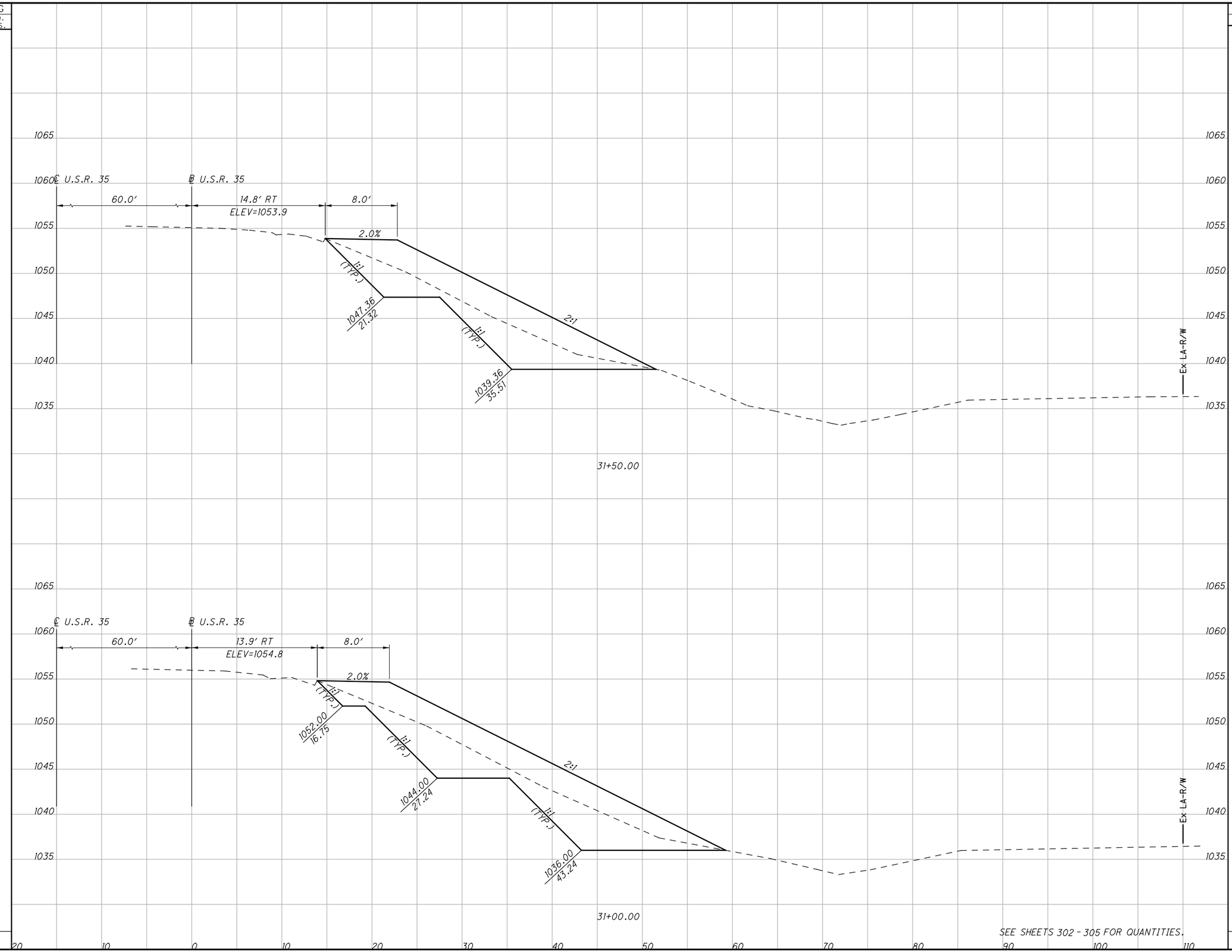


FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 30+00.00 TO STA. 30+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 11
STA. 31+00.00 TO STA. 31+50.00

SEE SHEETS 302 - 305 FOR QUANTITIES.

FAY-435-0.97

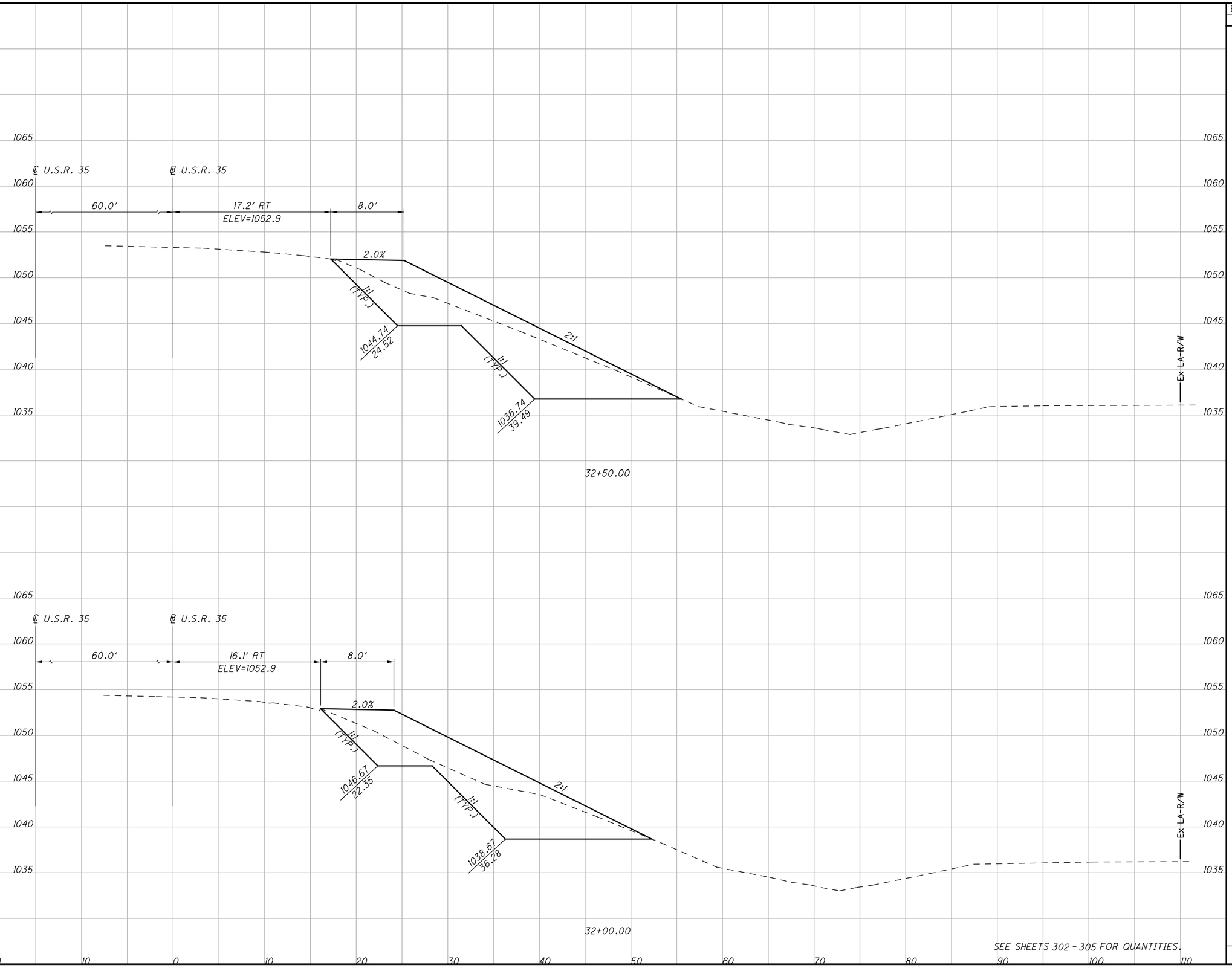
362
393

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 32+00.00 TO STA. 32+50.00

FAY-435-0.97

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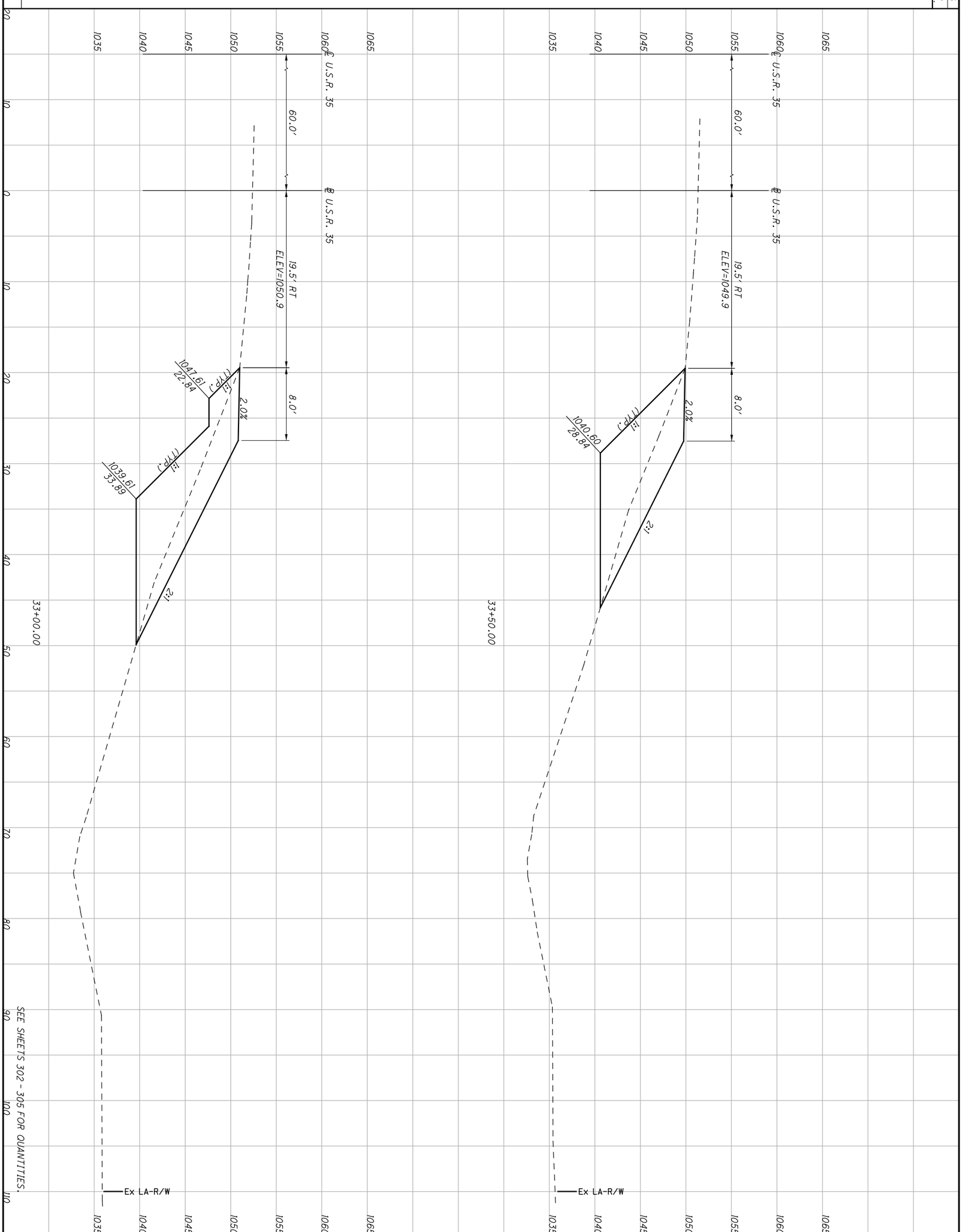


364
393

FAY-435-0.97

CROSS SECTIONS - AREA 11
STA. 33+00.00 TO STA. 33+50.00

CALCULATED JJL
CHECKED KMD

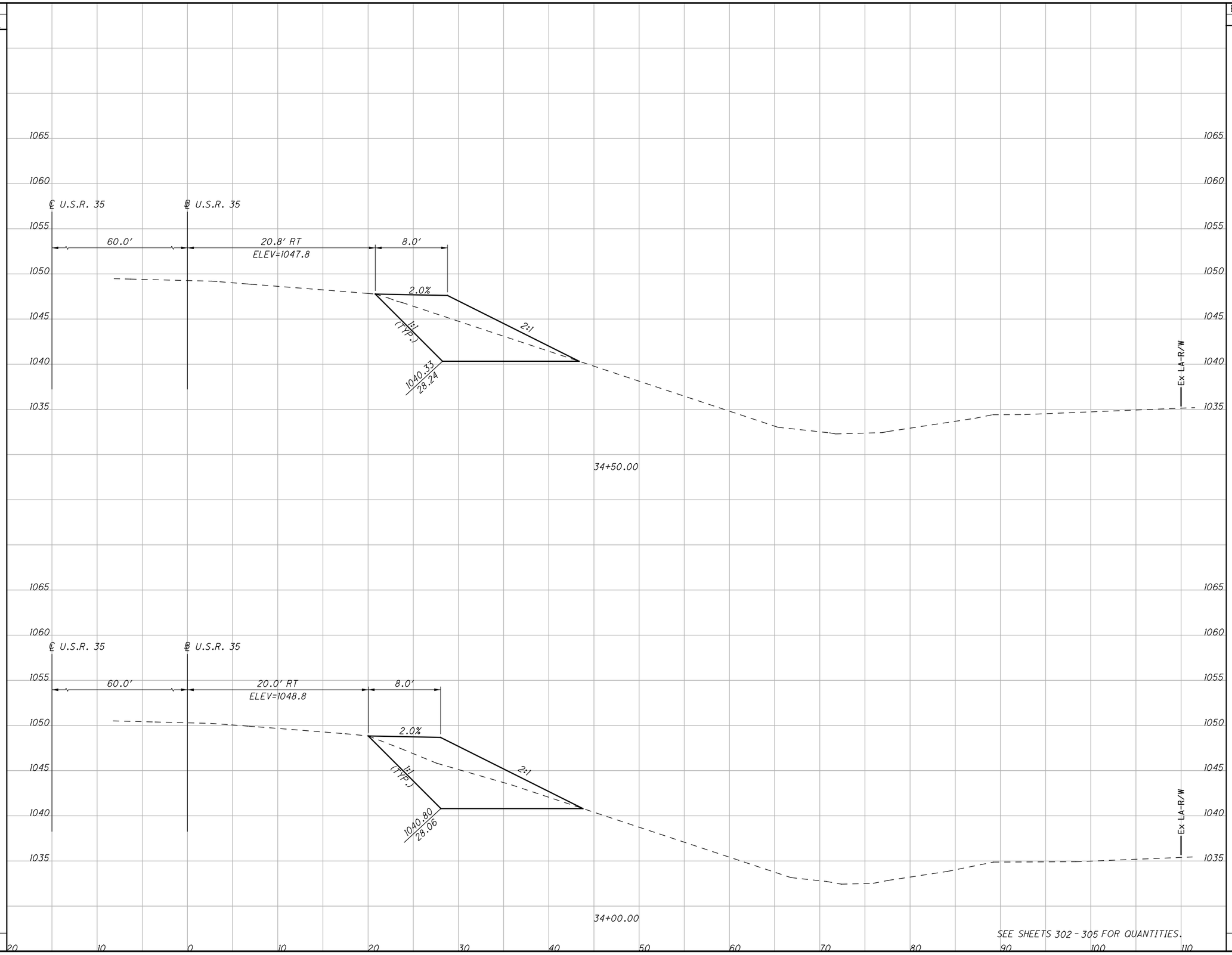
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 34+00.00 TO STA. 34+50.00

FAY-435-0.97

365
393

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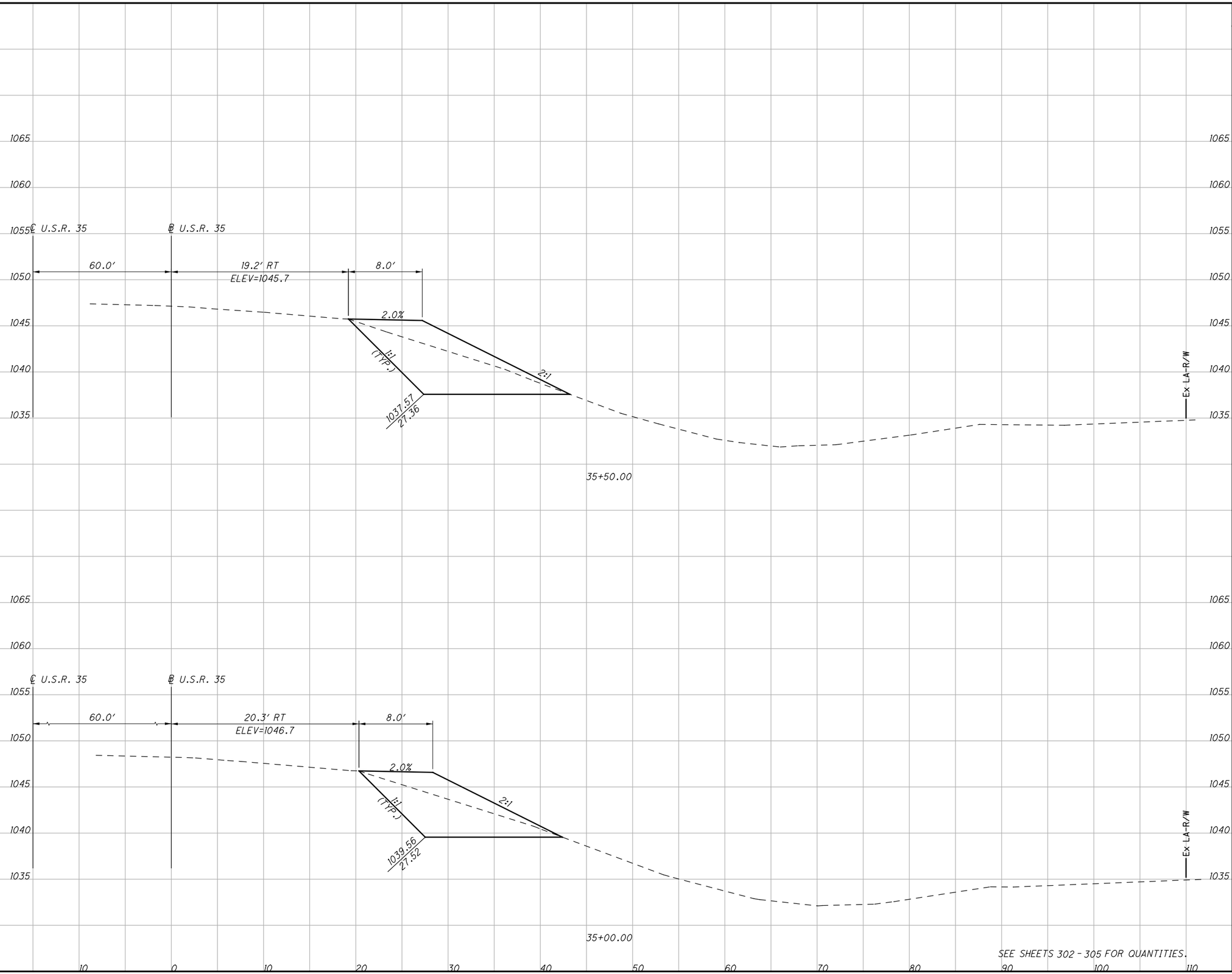
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 35+00.00 TO STA. 35+50.00

FAY-435-0.97

366
393

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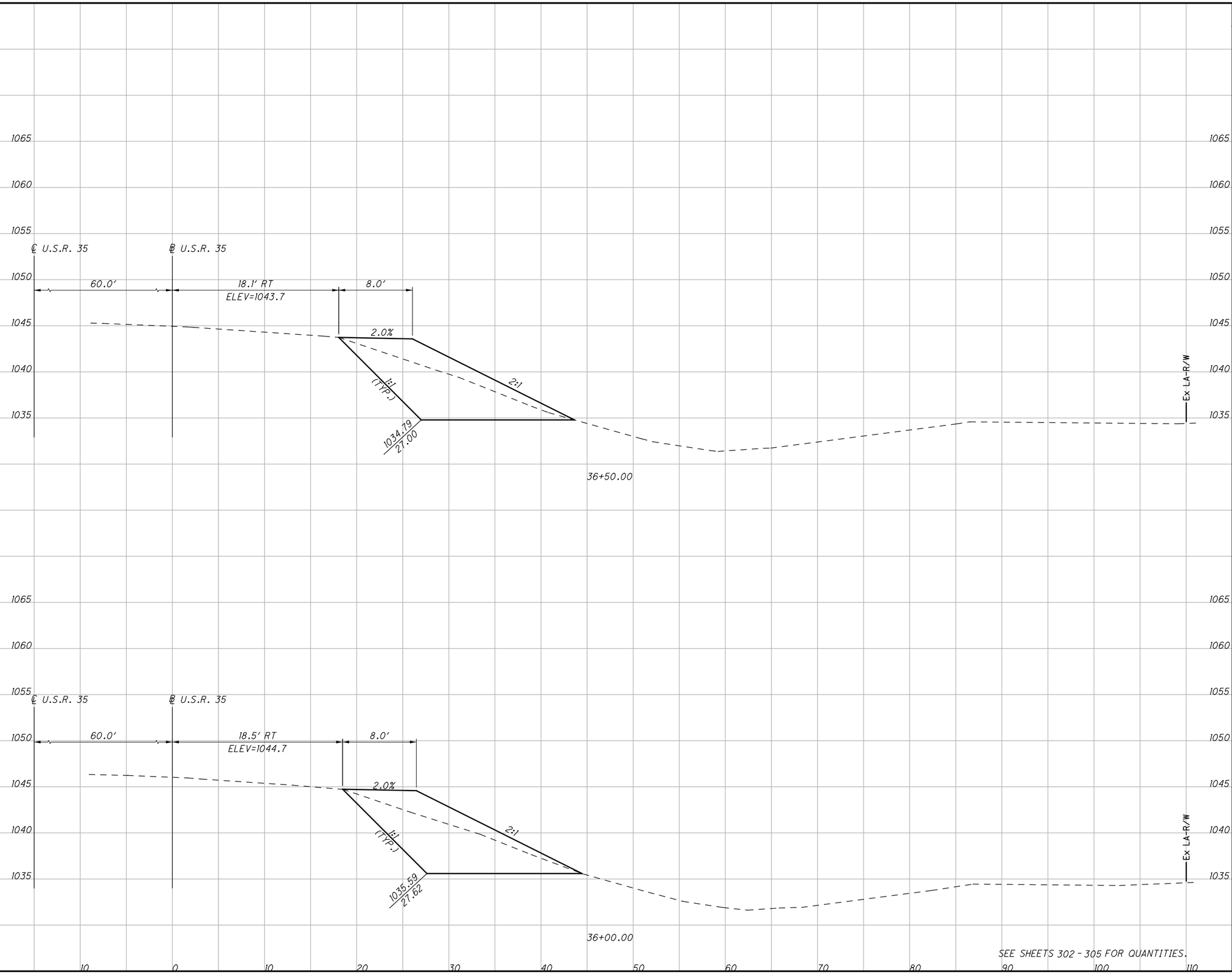
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 11
STA. 36+00.00 TO STA. 36+50.00

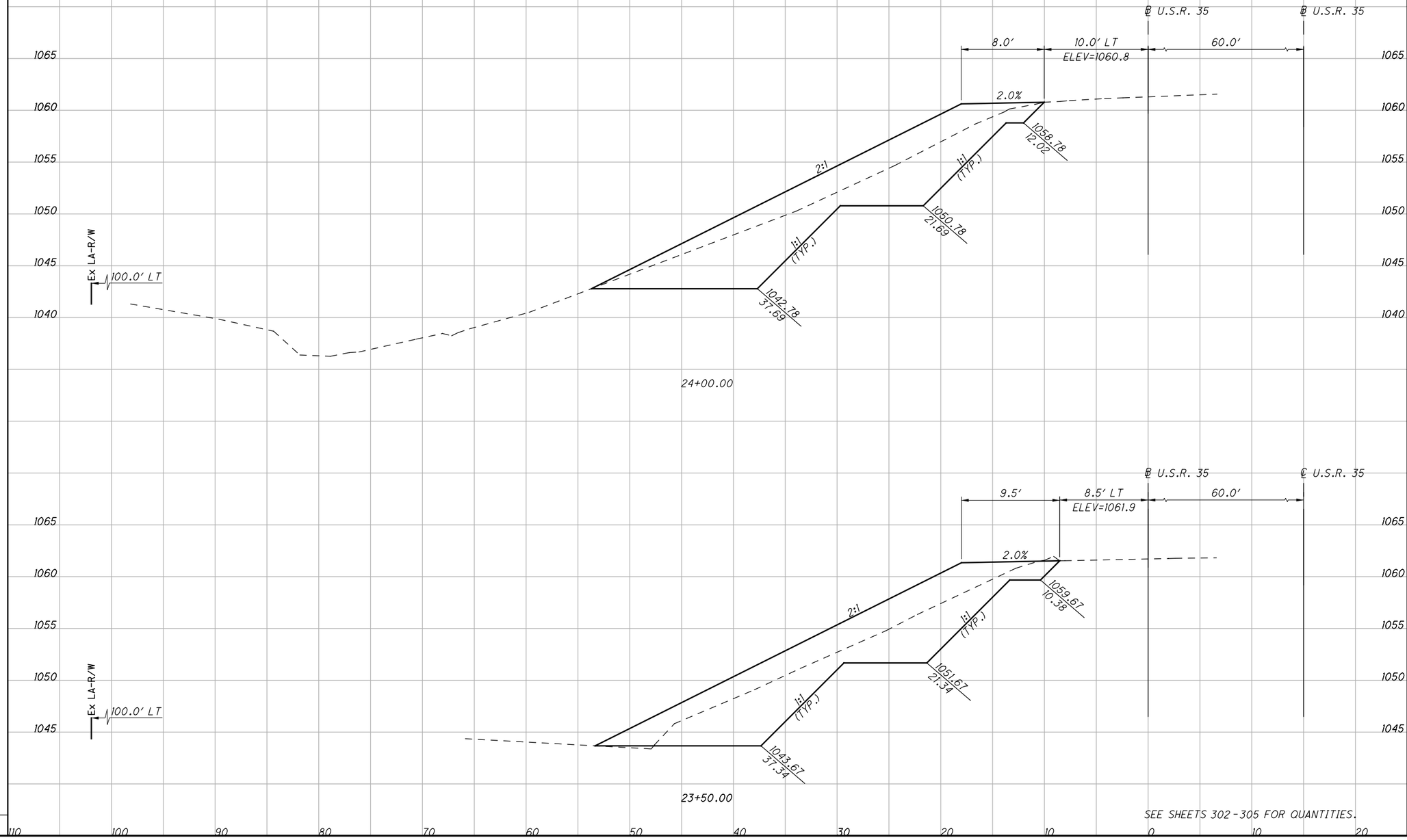
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 23+50.00 TO STA. 24+00.00

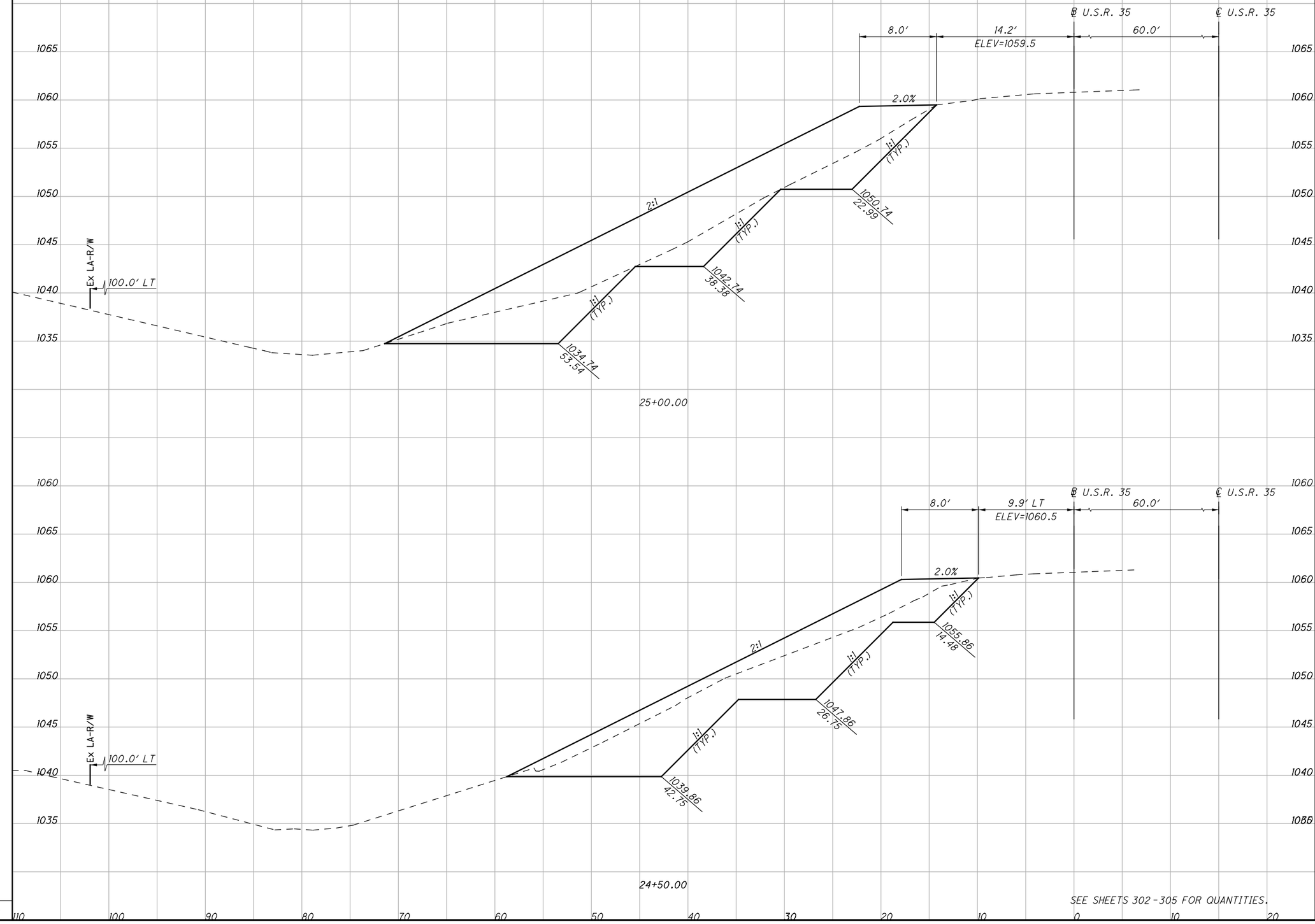
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 24+50.00 TO STA. 25+00.00

FAY-435-0.97

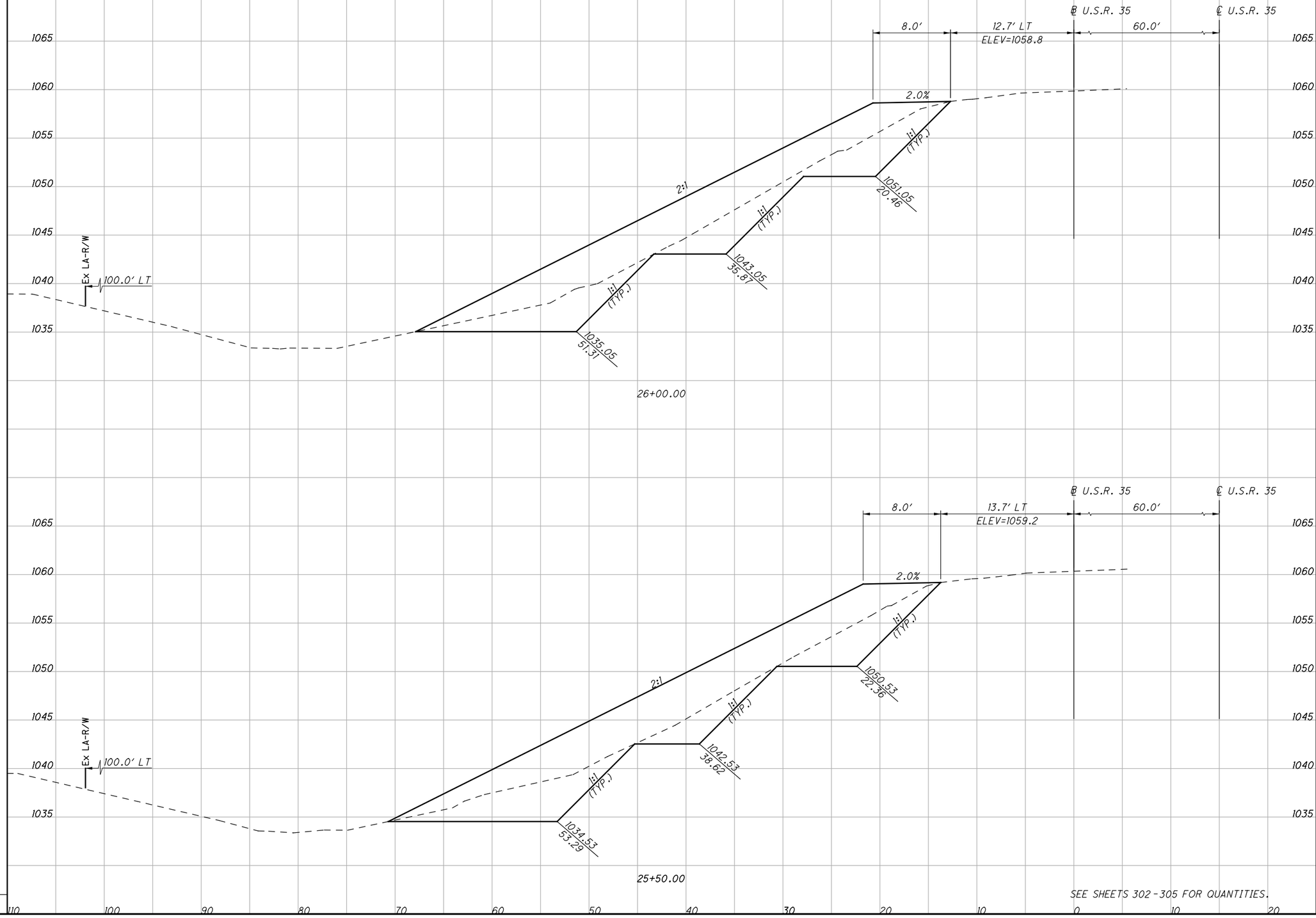
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 25+50.00 TO STA. 26+00.00

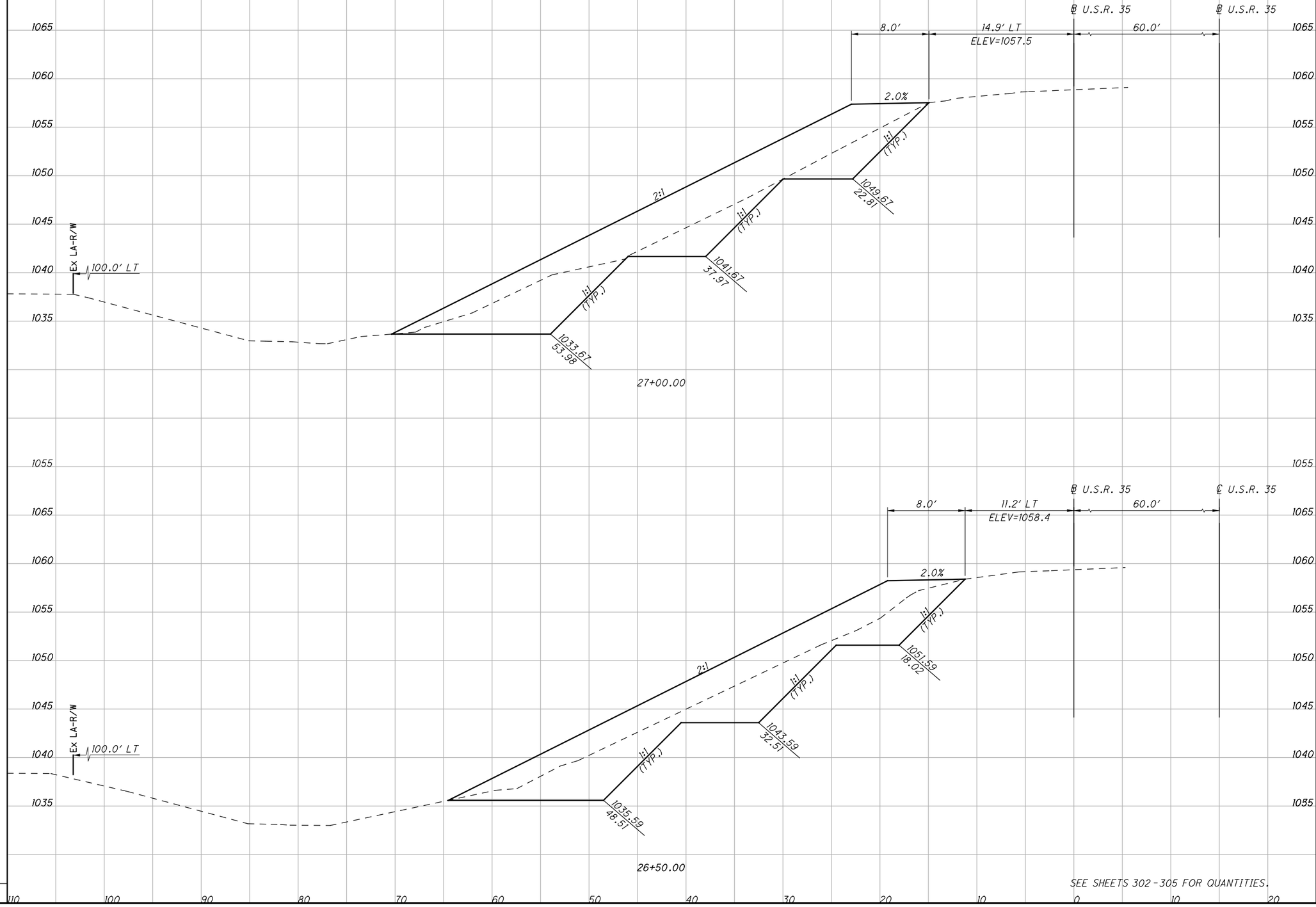
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

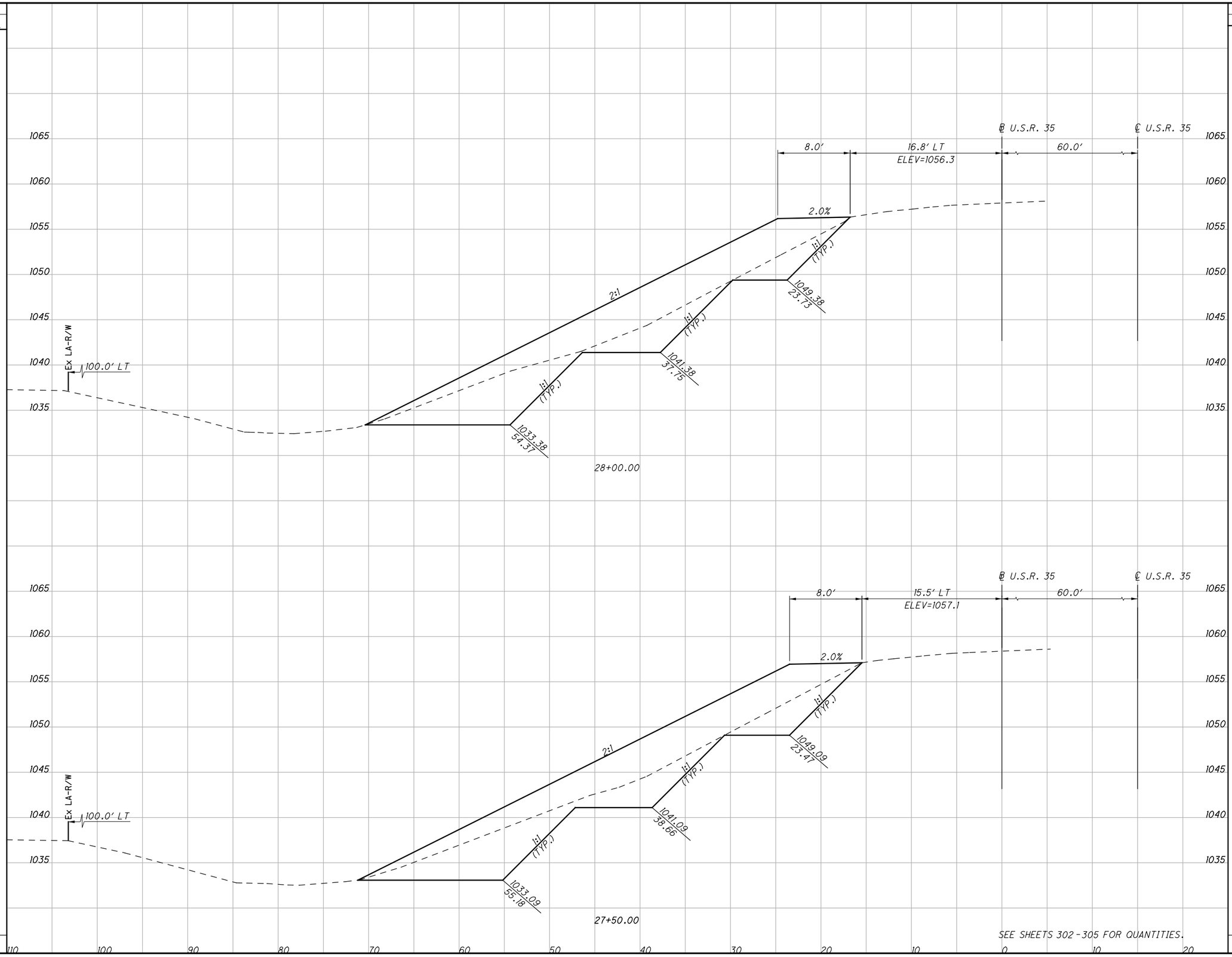
CALCULATED JJL
CHECKED KMD



CROSS SECTIONS - AREA 12
STA. 26+50.00 TO STA. 27+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302-305 FOR QUANTITIES.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 12
STA. 27+50.00 TO STA. 28+00.00

FAY-435-0.97

372
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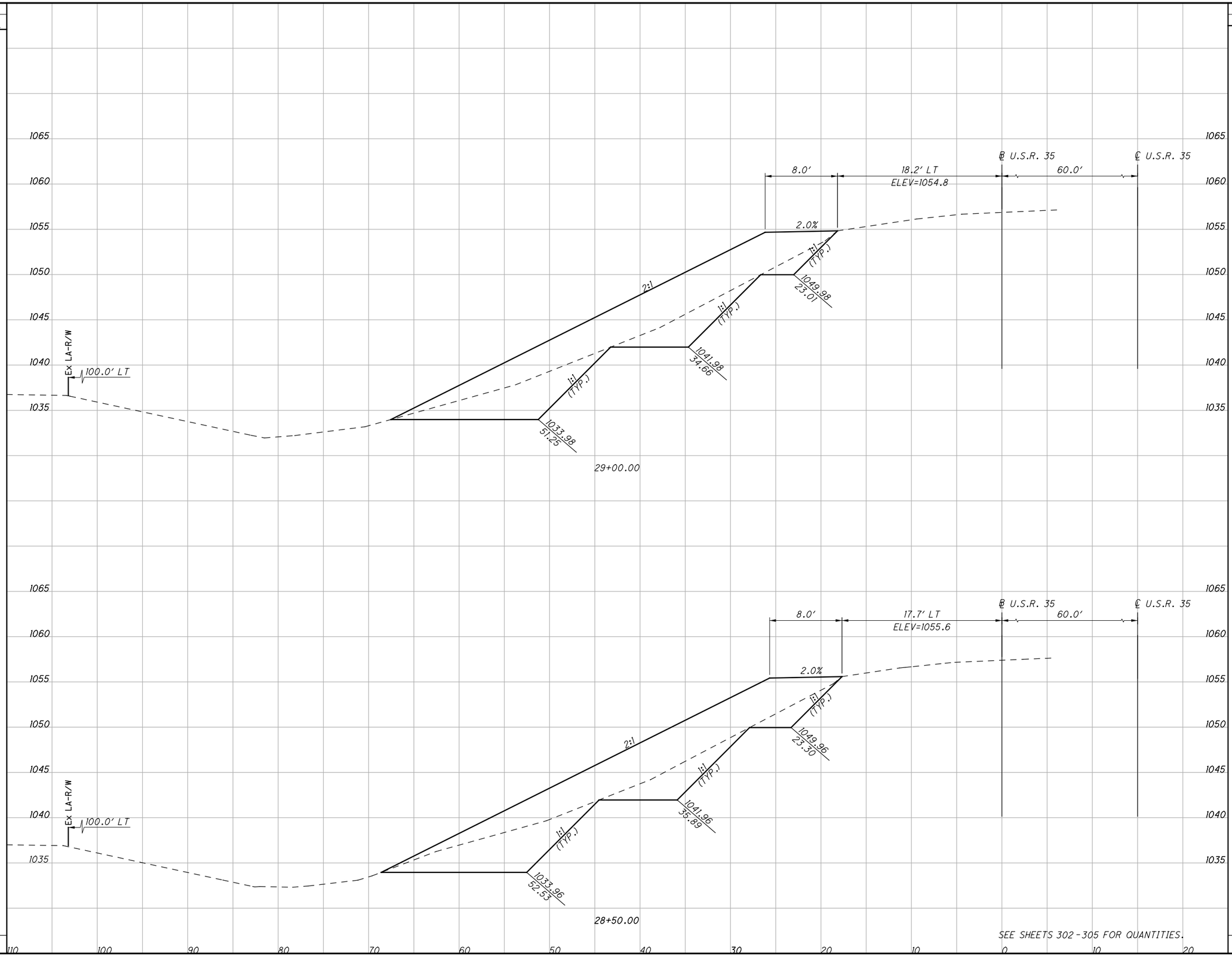
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL
CHECKED KMD

CROSS SECTIONS - AREA 12
STA. 28+50.00 TO STA. 29+00.00

FAY-435-0.97

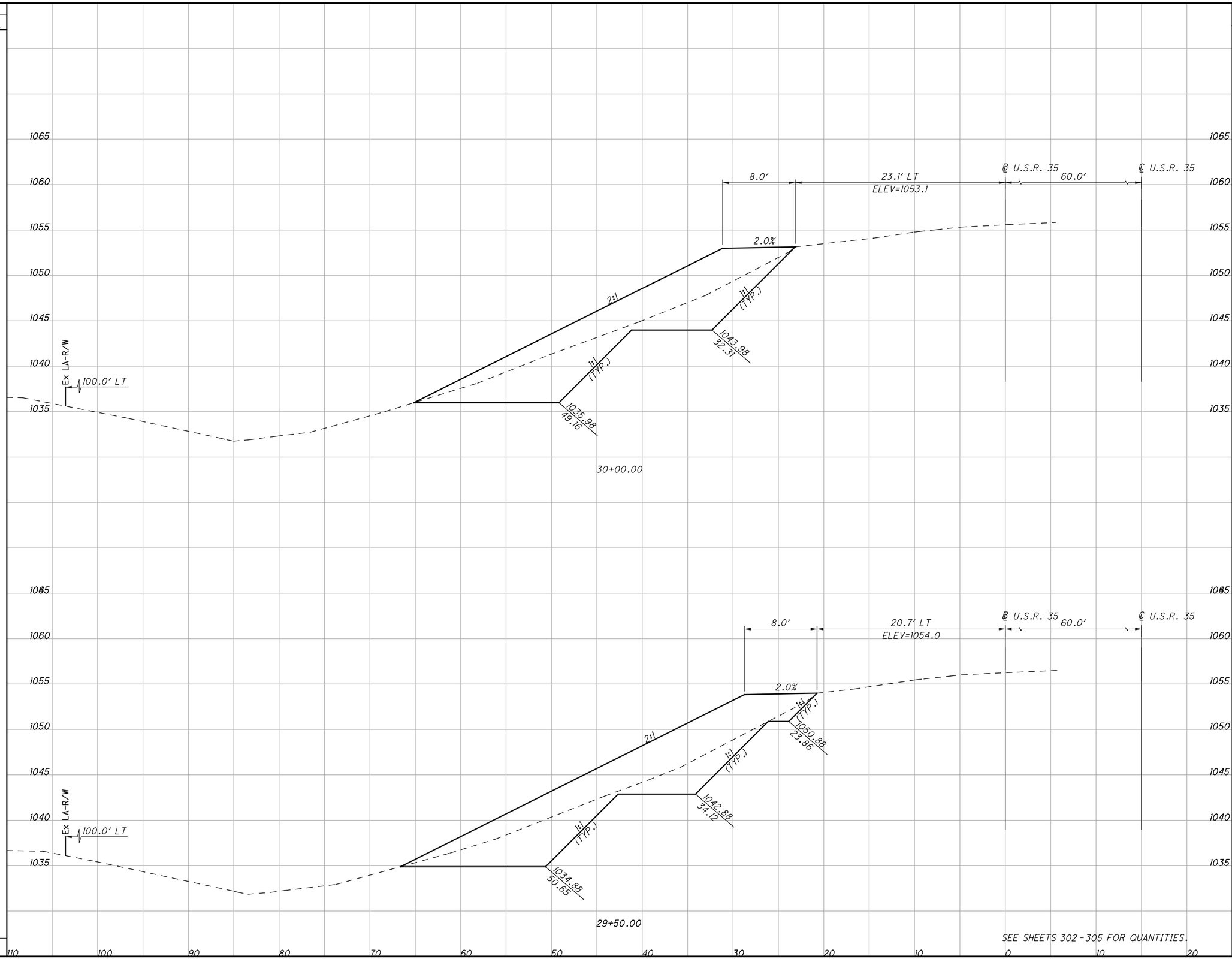
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12

STA. 29+50.00 TO STA. 30+00.00

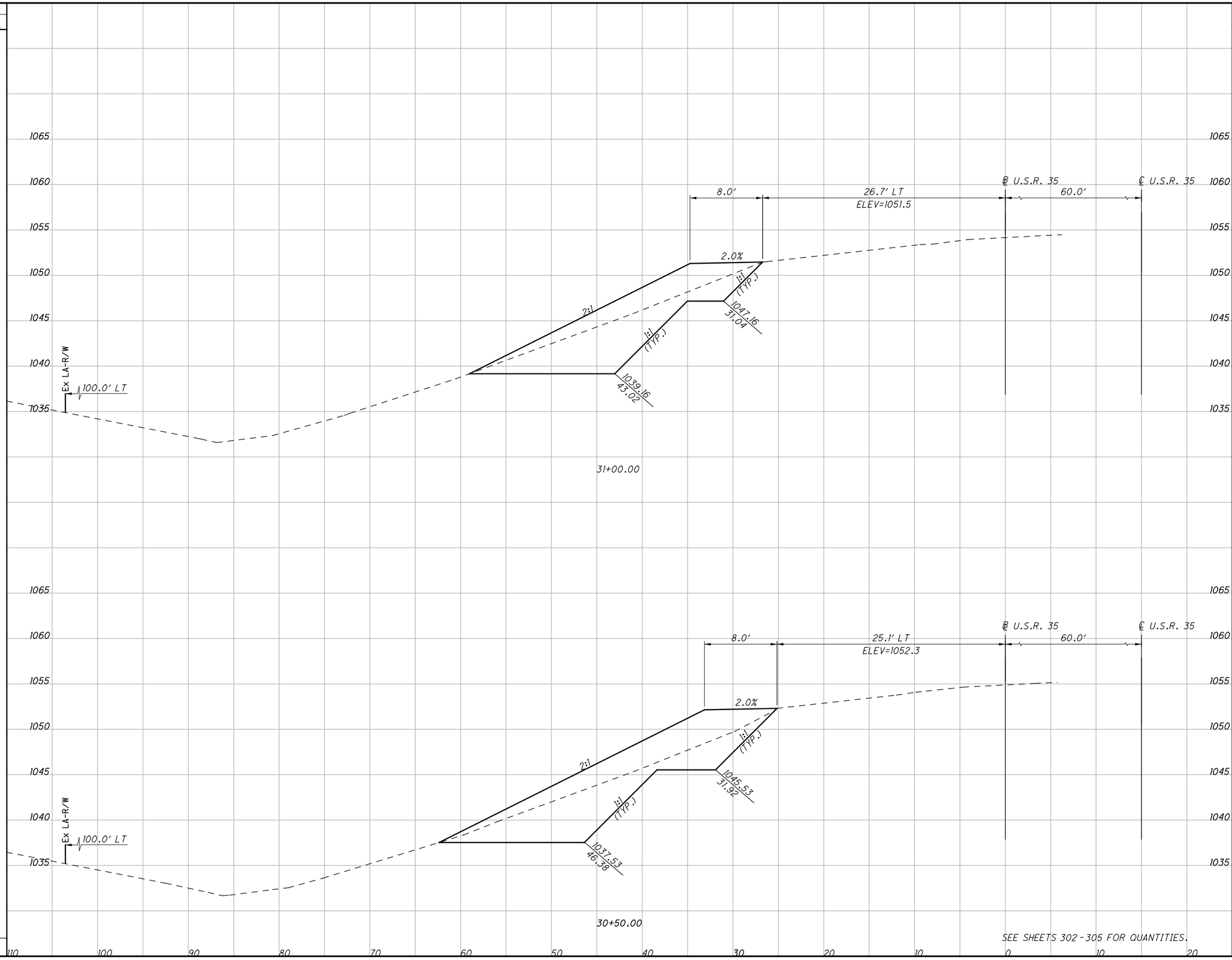
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 30+50.00 TO STA. 31+00.00

FAY-435-0.97

375
393

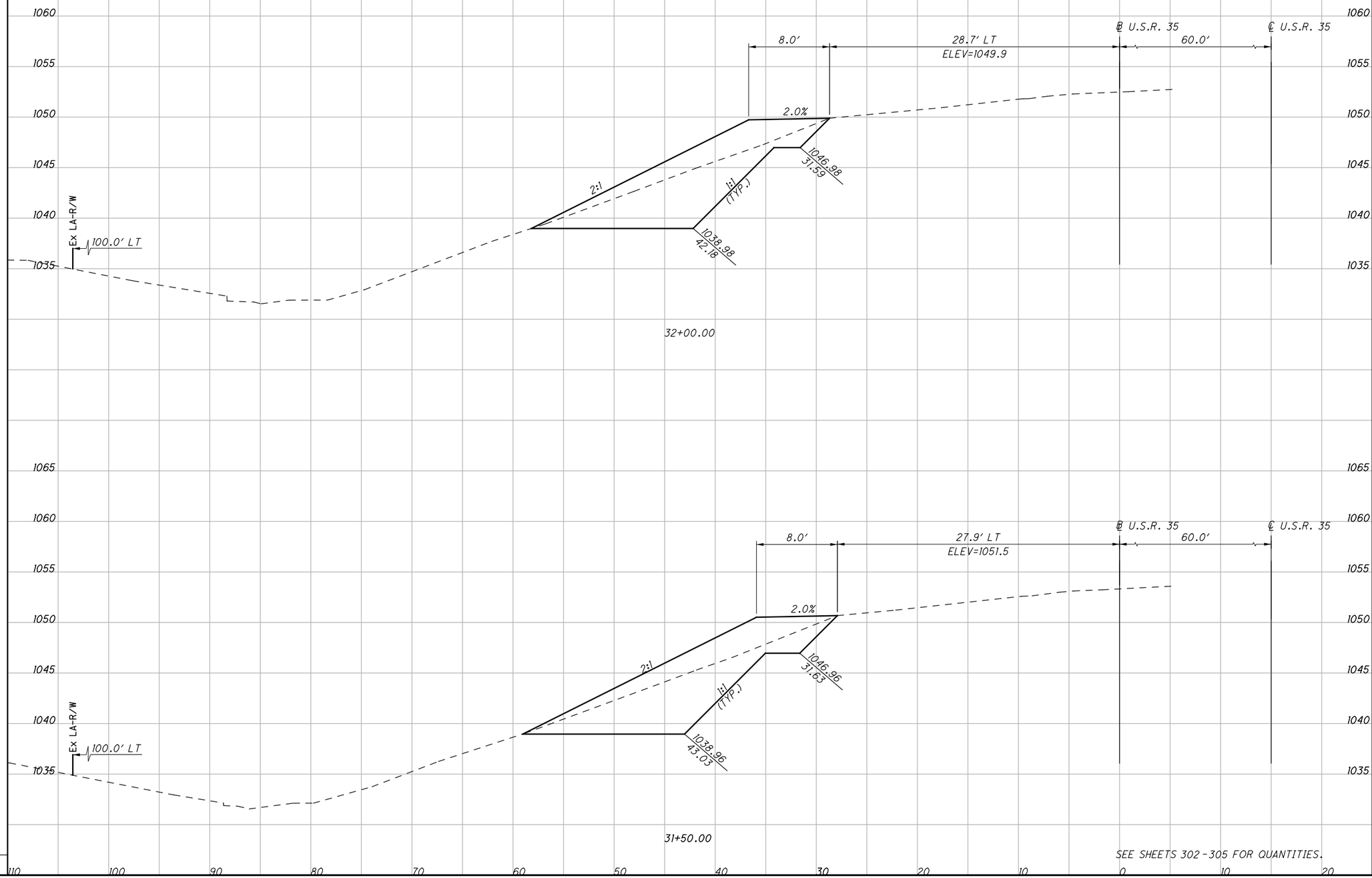
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD



CROSS SECTIONS - AREA 12
STA. 31+50.00 TO STA. 32+00.00

SEE SHEETS 302-305 FOR QUANTITIES.

FAY-435-0.97

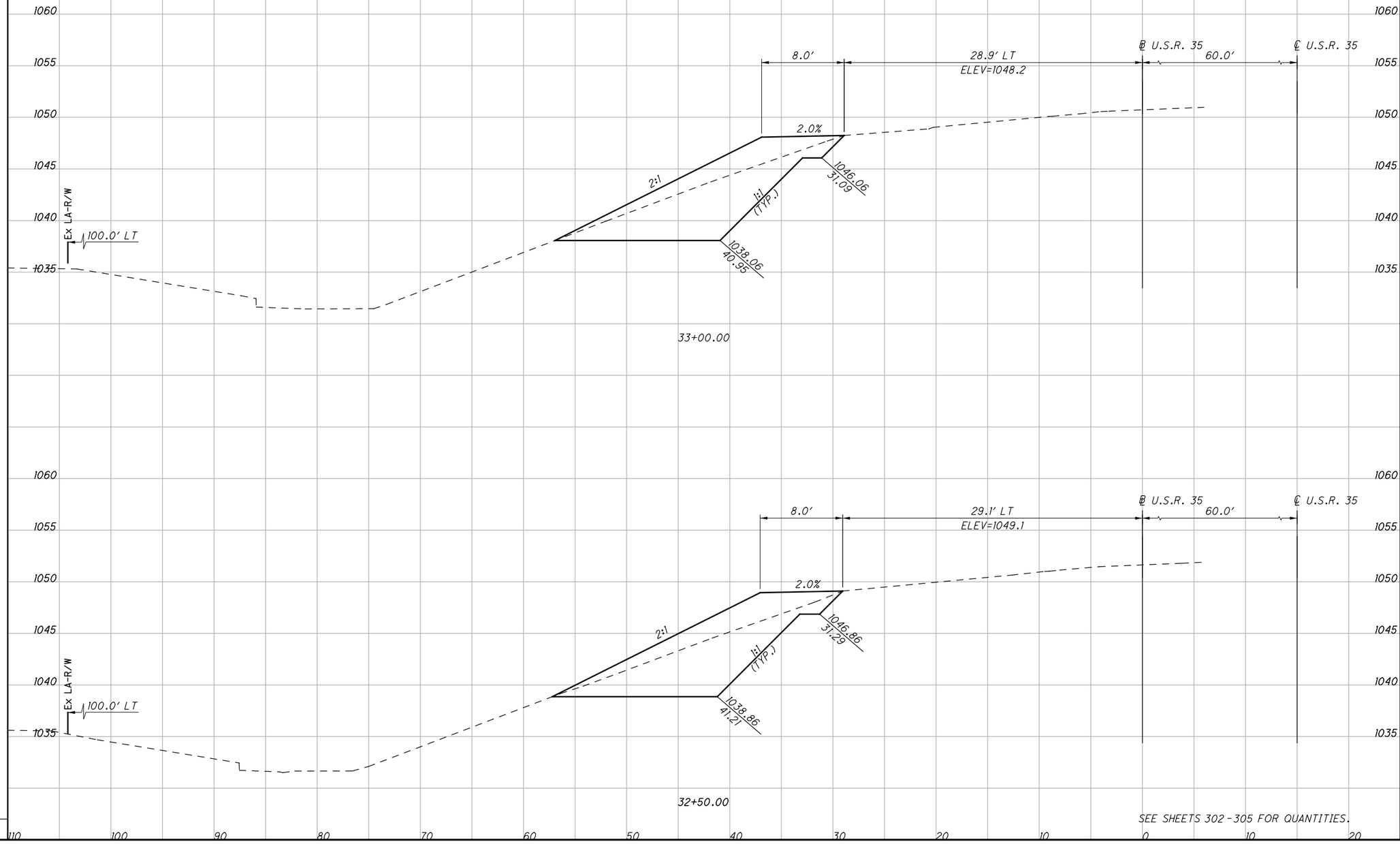
376
393

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 32+50.00 TO STA. 33+00.00

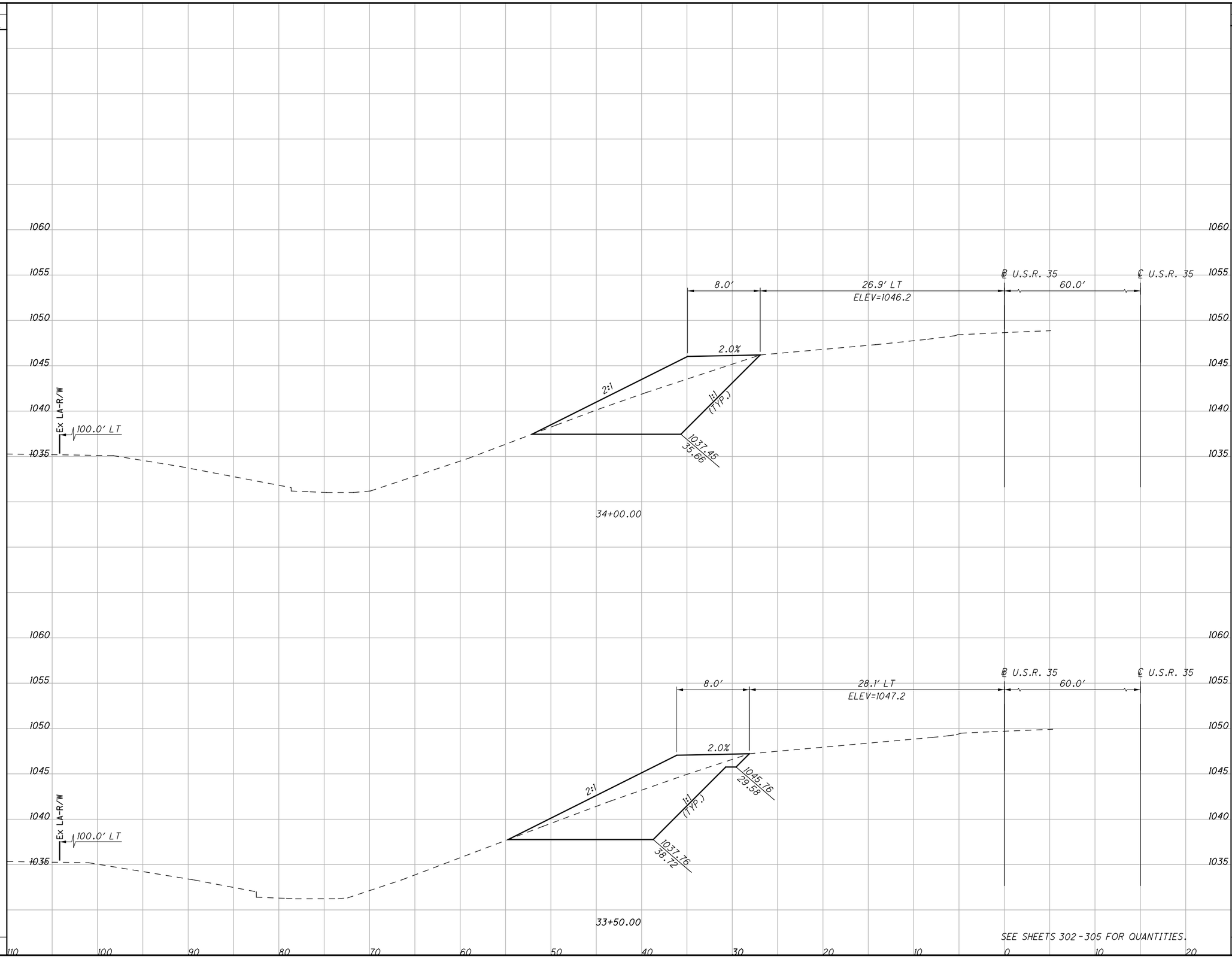
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 33+50.00 TO STA. 34+00.00

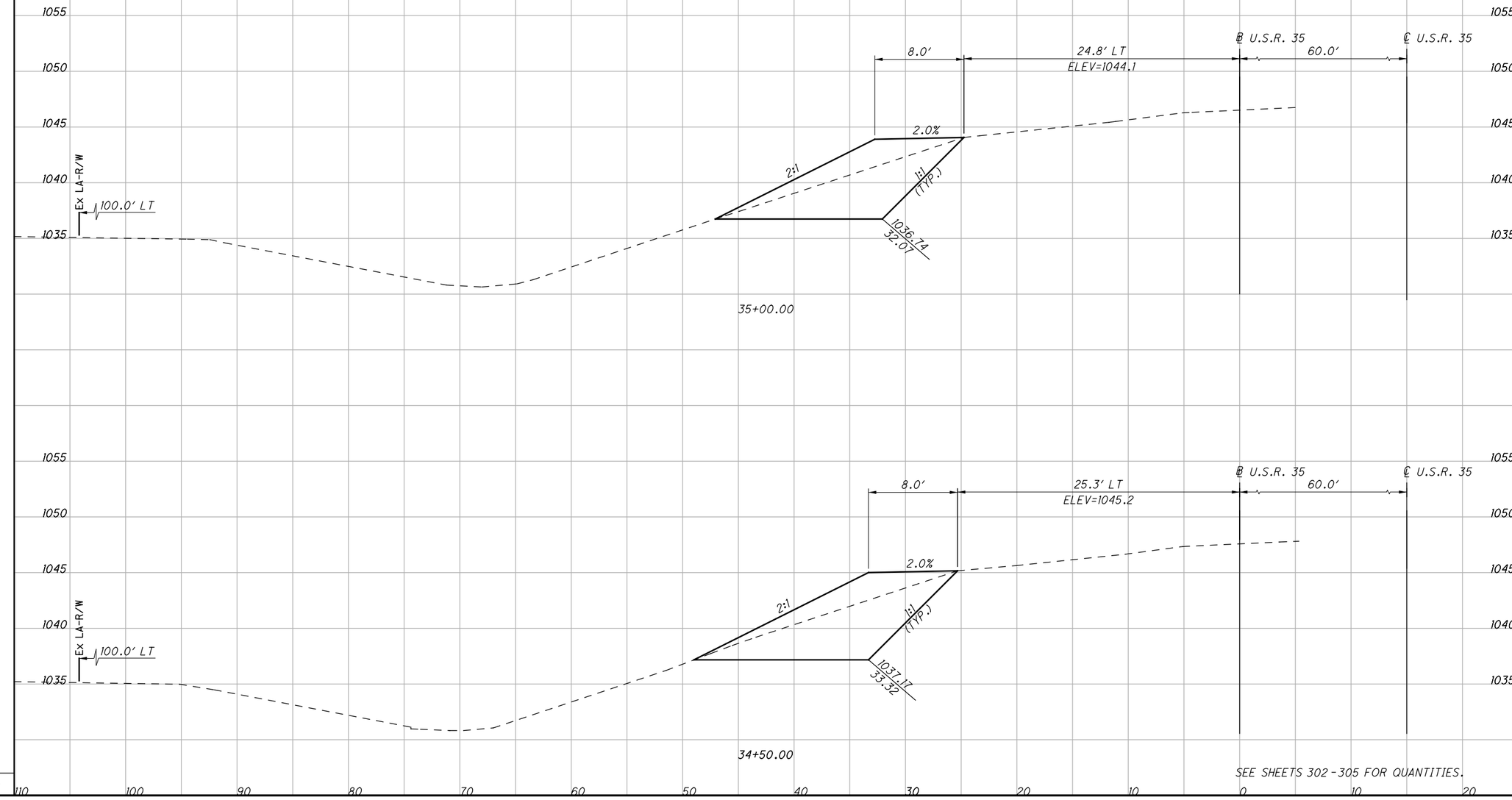
FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 34+50.00 TO STA. 35+00.00

FAY-435-0.97

379
393

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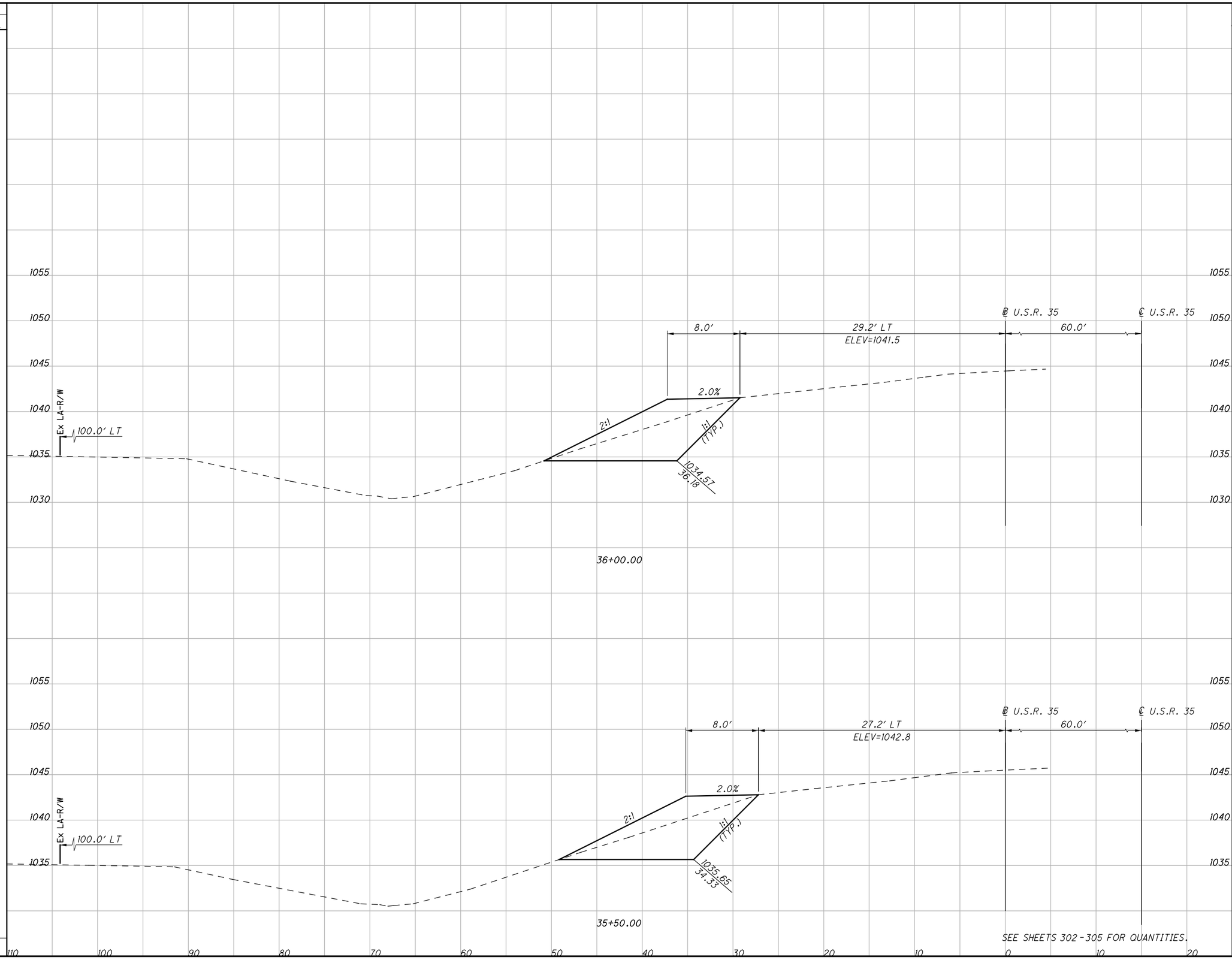
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL
CHECKED KMD



SEE SHEETS 302-305 FOR QUANTITIES.

CROSS SECTIONS - AREA 12
STA. 35+50.00 TO STA. 36+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

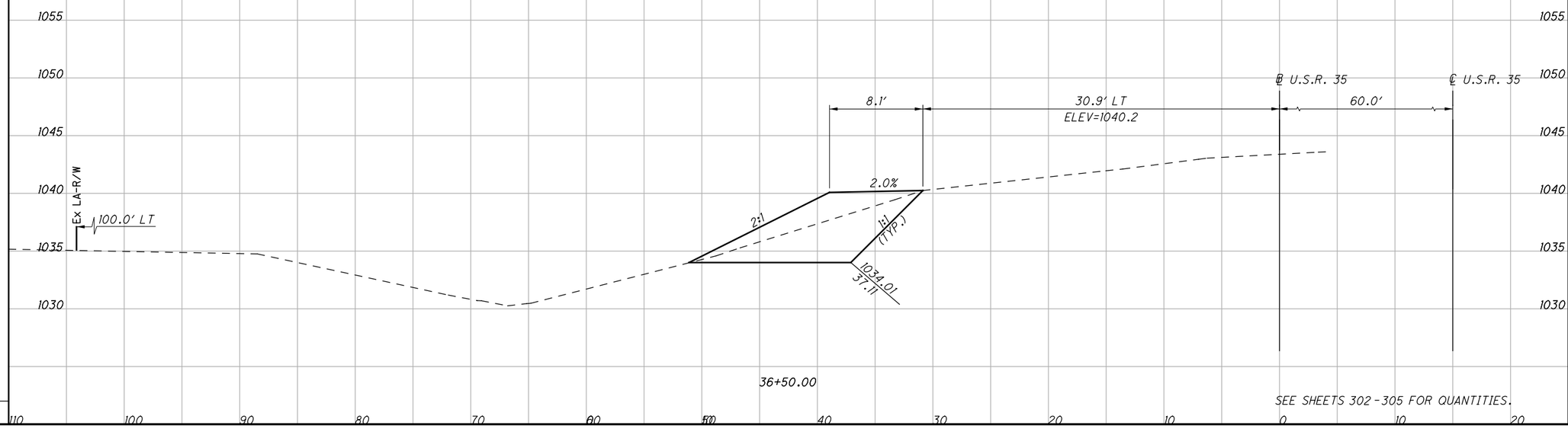
VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 12

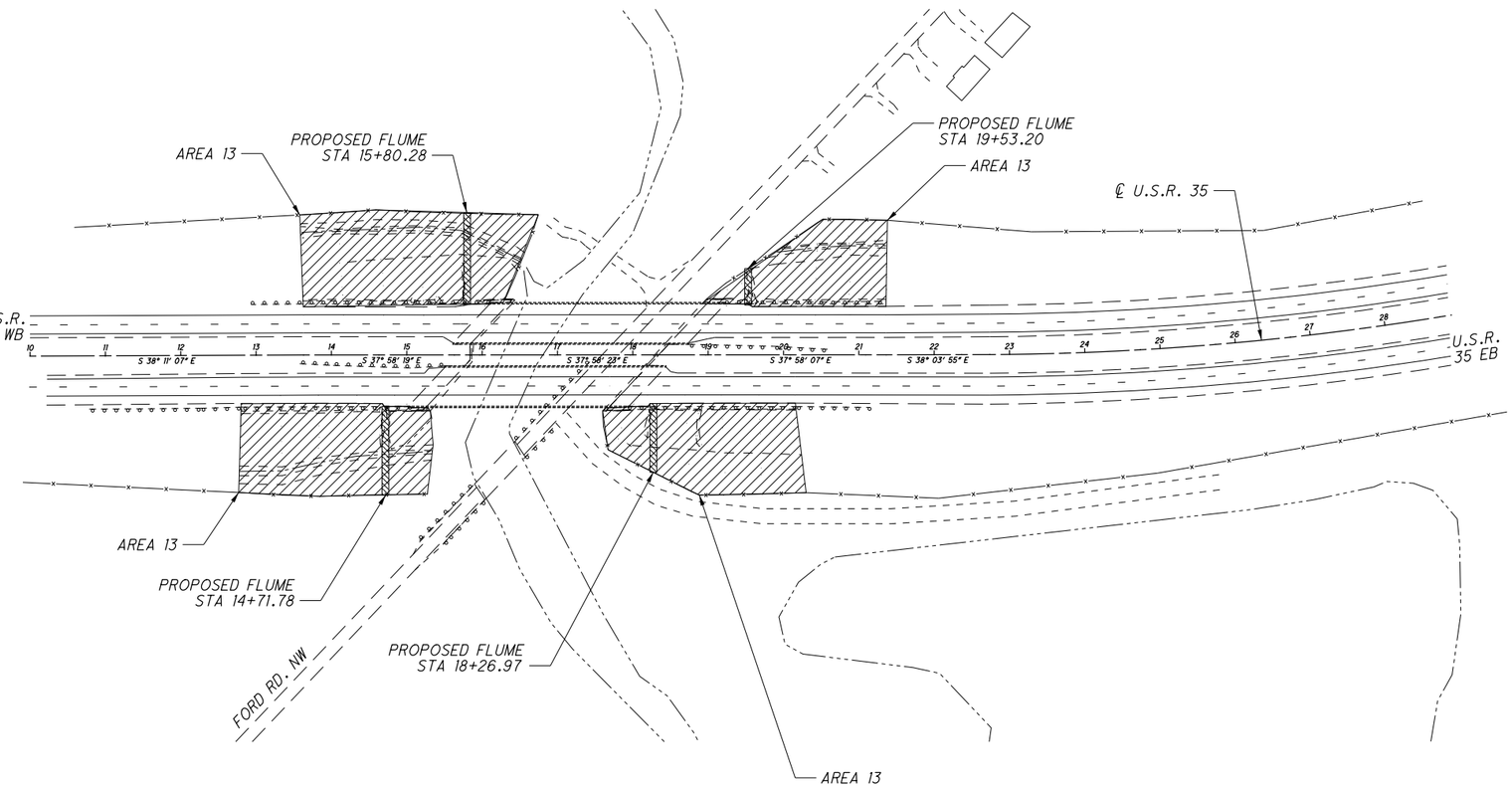
STA. 36+50.00



SEE SHEETS 302-305 FOR QUANTITIES.

FAY-435-0.97

381
393



PLAN

PROPOSED WORK
PERFORM NECESSARY RELATED WORK TO FIX CURRENT AREAS OF SLOPE EROSION AND CONSTRUCT NEW EMBANKMENT AS NOTED IN THE PLANS.

SLOPE REPAIR LOCATION, SEE CROSS SECTIONS

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

HORIZONTAL SCALE IN FEET
0 50 100 200

SLOPE REPAIR PLAN - AREA 13

FAY-435-0.97

382
393

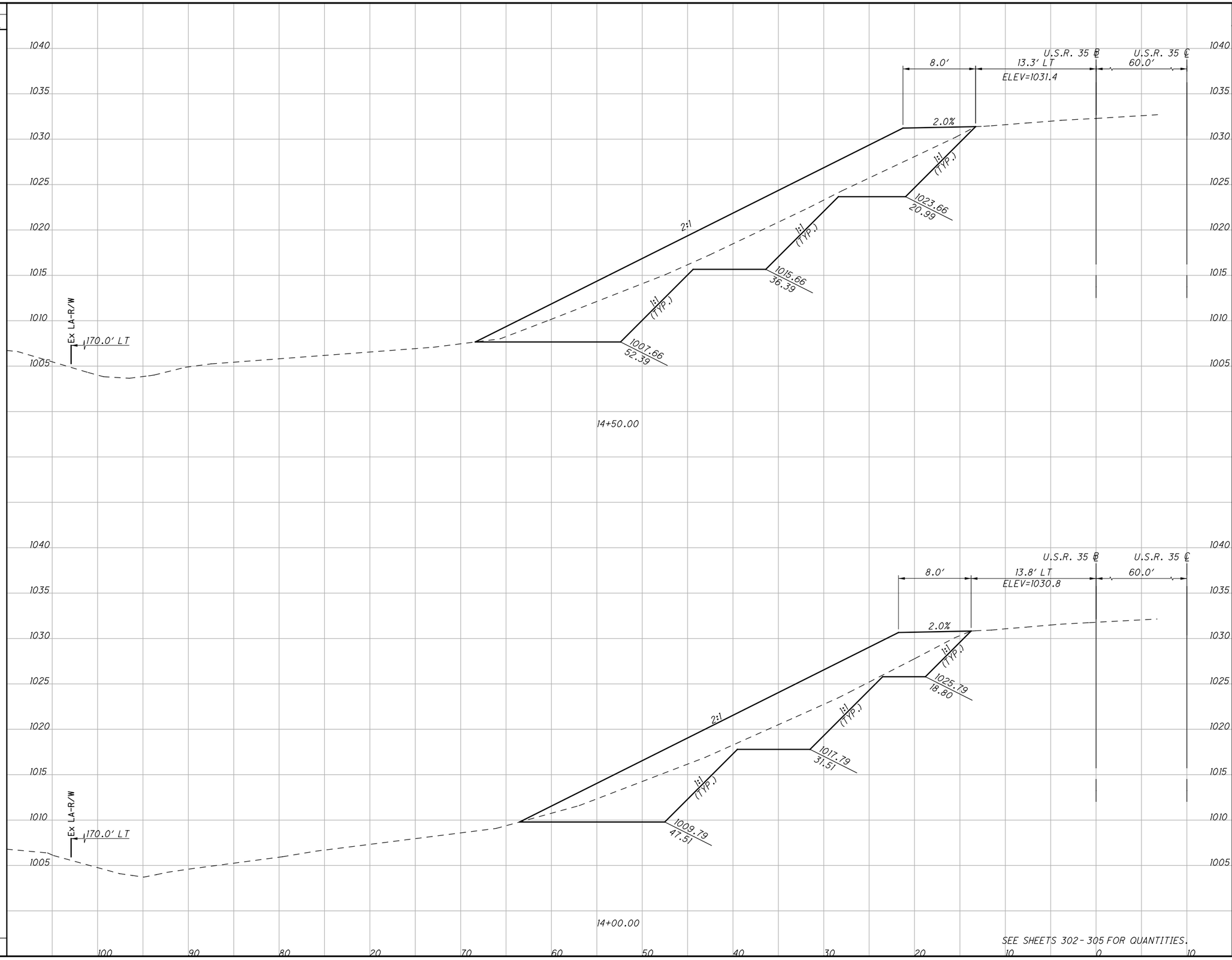
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

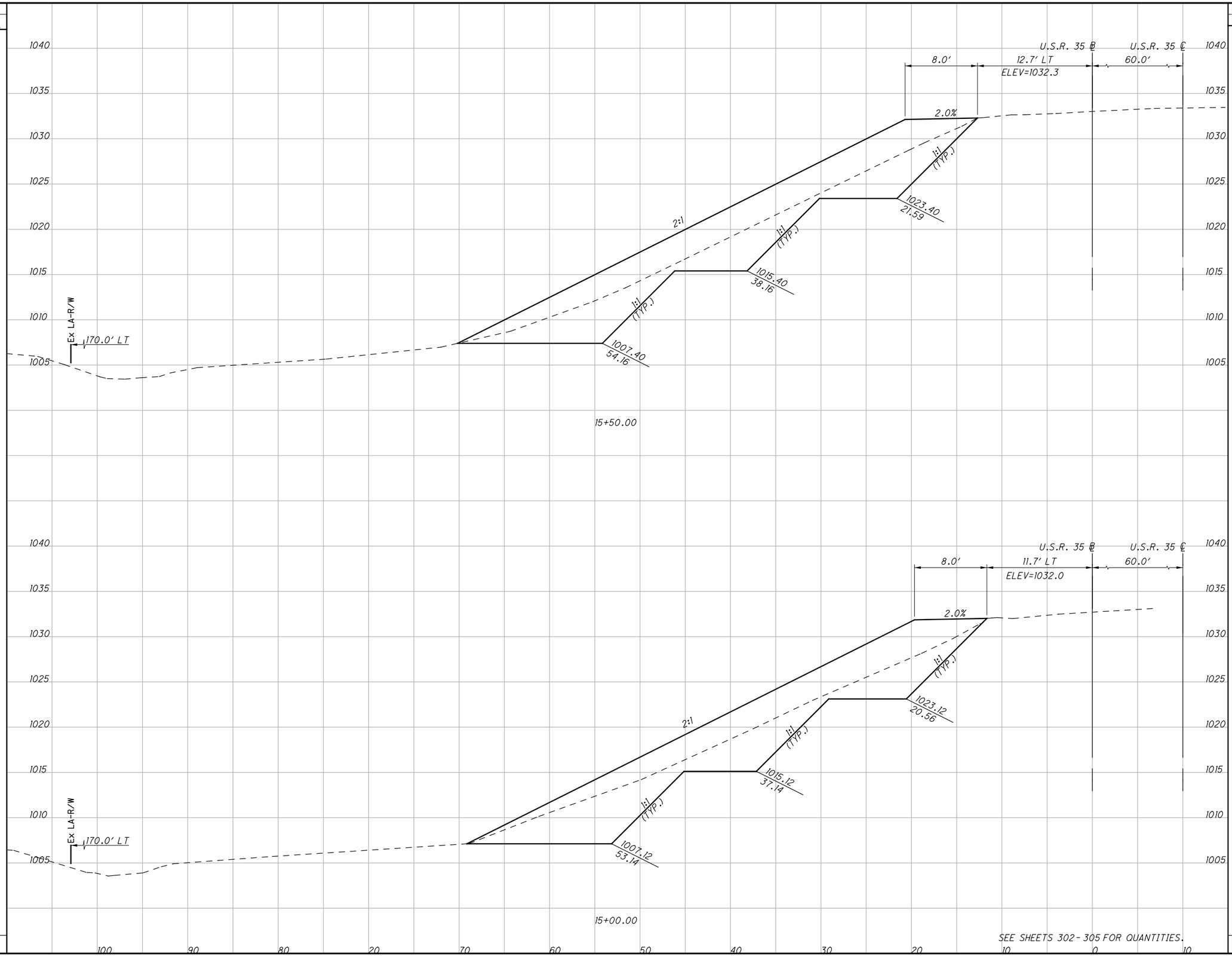
CHECKED KMD



CROSS SECTIONS - AREA 13
STA. 14+00.00 TO STA. 14+50.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 13
STA. 15+00.00 TO STA. 15+50.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

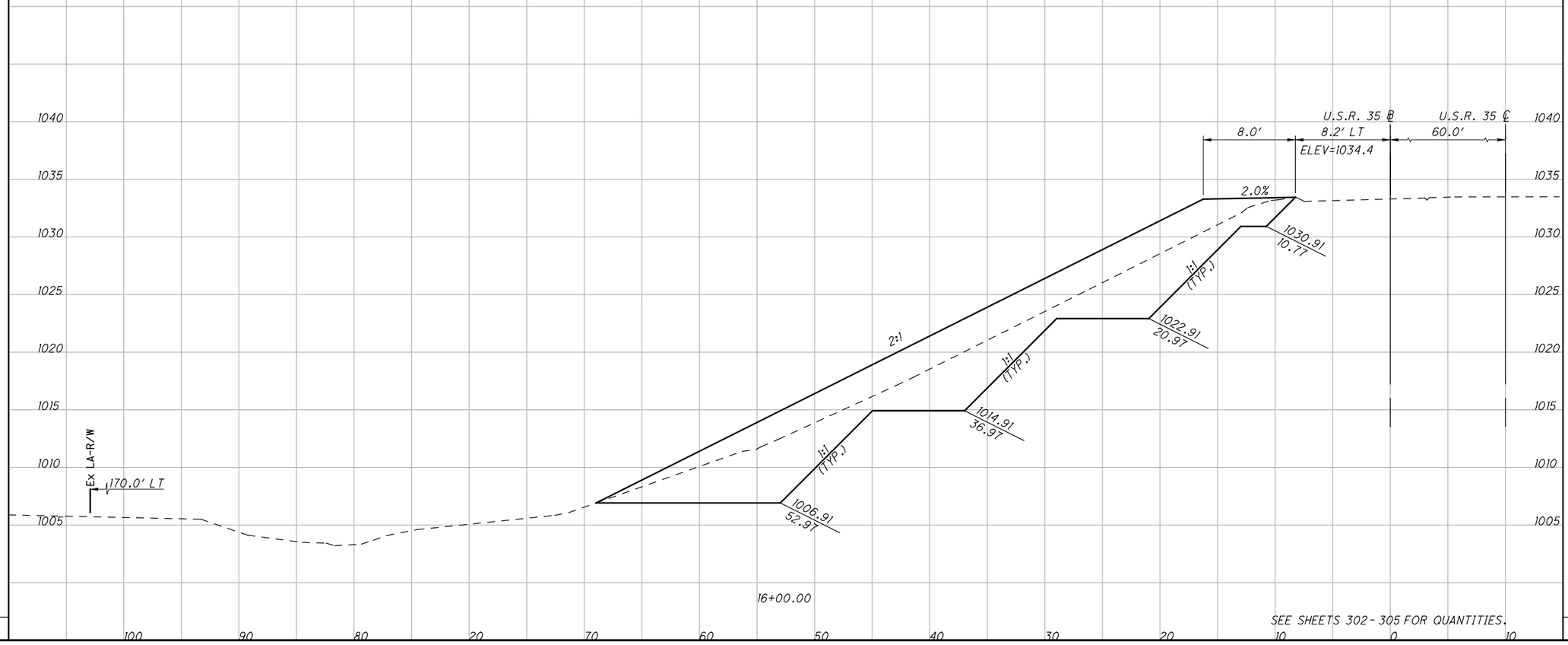
VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

NO WORK AT THIS STATION.

16+00.00



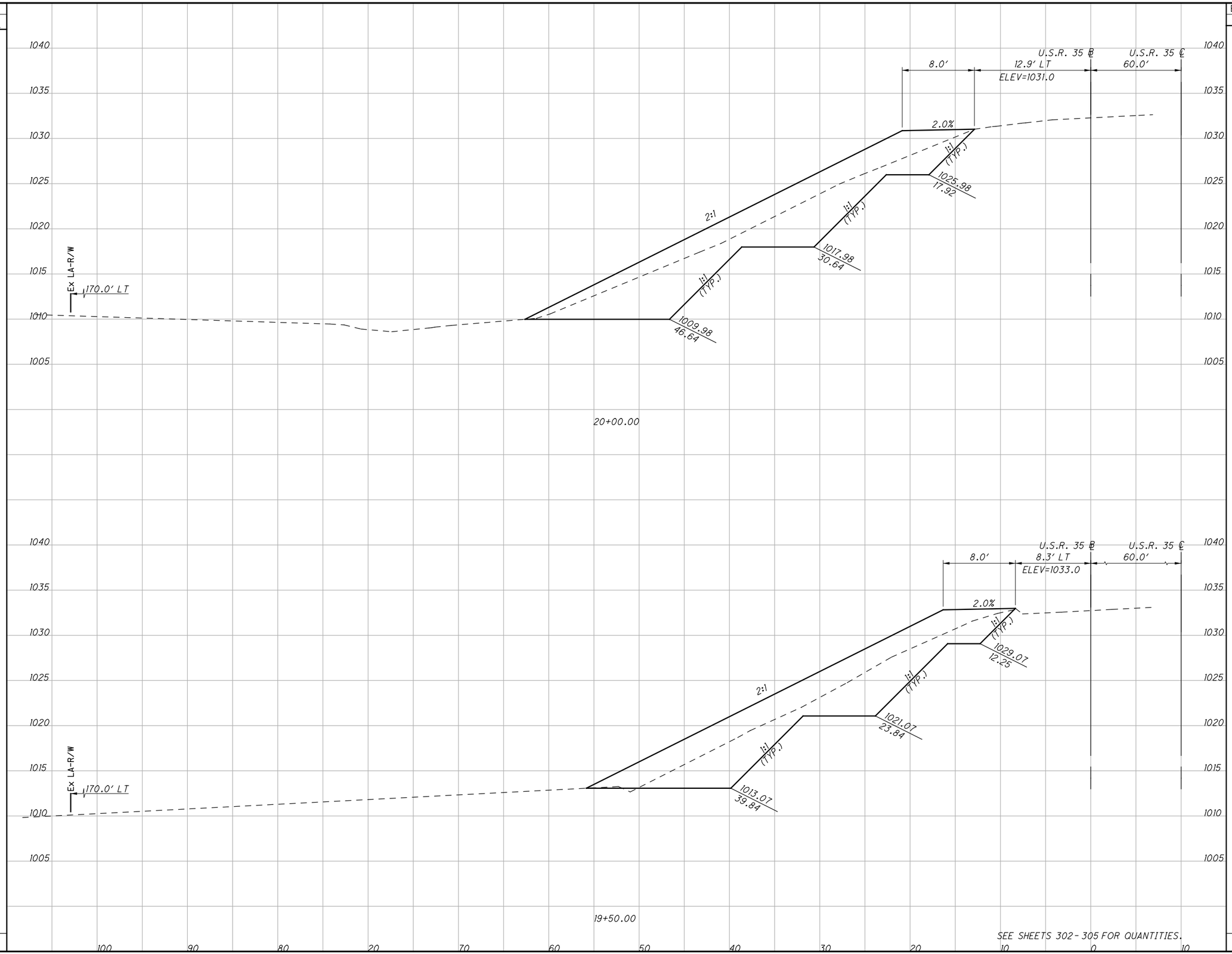
16+00.00

SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 13
STA. 16+00.00 TO STA. 16+50.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

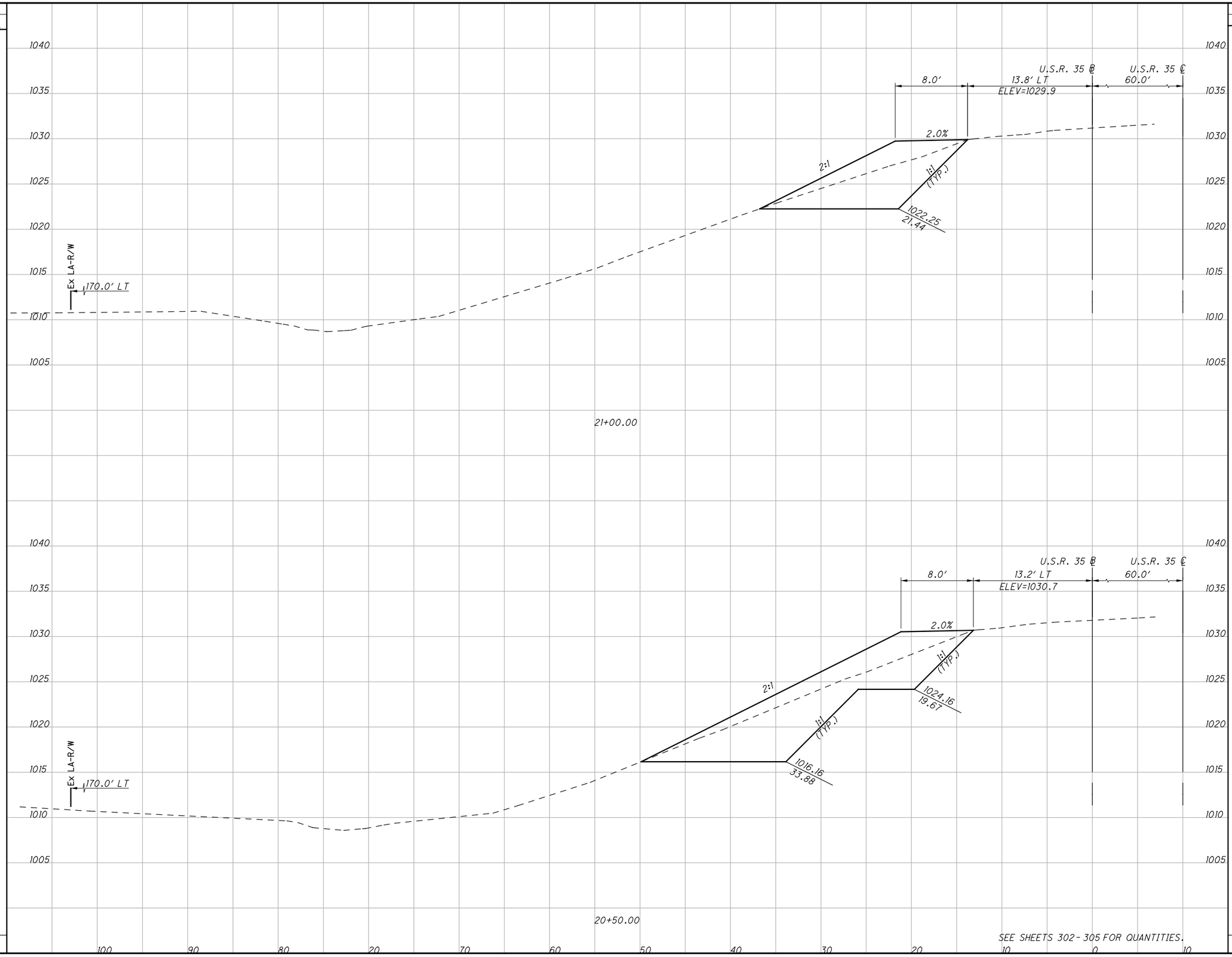
CALCULATED	CHECKED
JJL	KMD

CROSS SECTIONS - AREA 13
STA. 19+50.00 TO STA. 20+00.00

FAY-435-0.97

386
393

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL

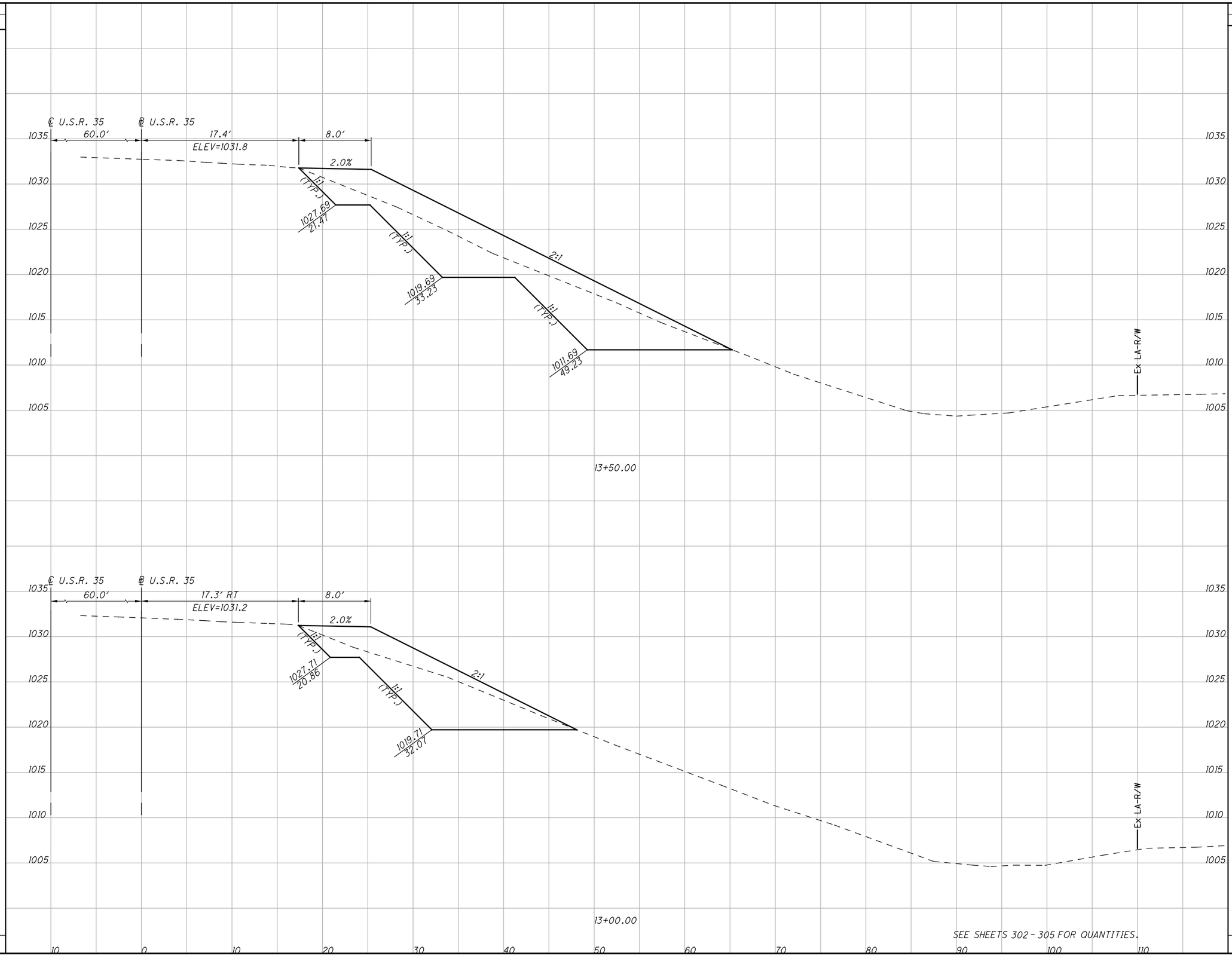
CHECKED KMD

SEE SHEETS 302 - 305 FOR QUANTITIES.

CROSS SECTIONS - AREA 13
STA. 20+50.00 TO STA. 21+00.00

FAY-435-0.97

SEEDING	
END WIDTH	SQ. YDS.



SEE SHEETS 302 - 305 FOR QUANTITIES.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 13
STA. 13+00.00 TO STA. 13+50.00

FAY-435-0.97

388
393

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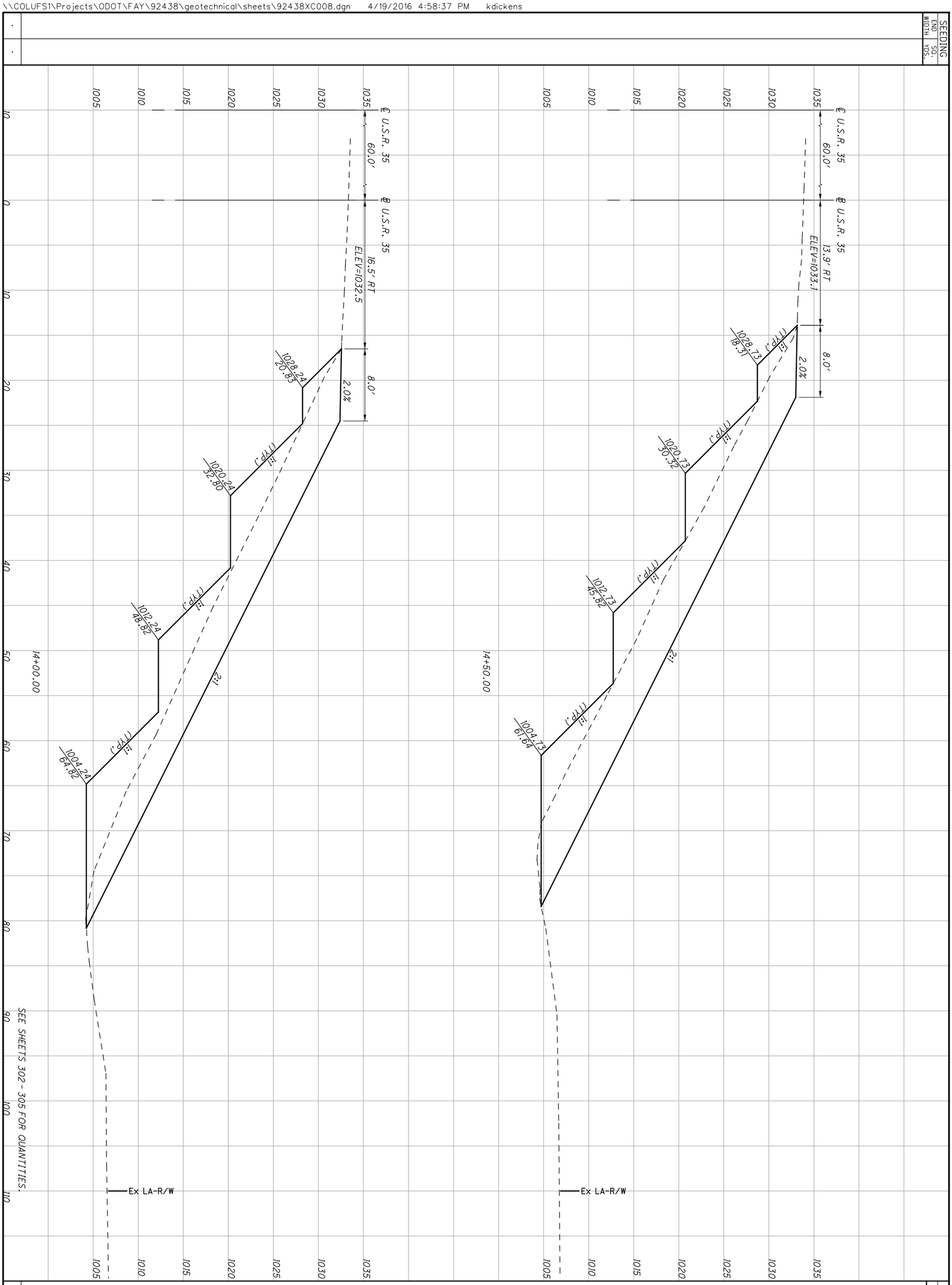


FAY-435-0.97

CROSS SECTIONS - AREA 13
STA. 14+00.00 TO STA. 14+50.00

CALCULATED JJL
CHECKED KMD

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JJL

CHECKED KMD

NO WORK THIS STATION.

15+50.00

℄ U.S.R. 35 ℄ U.S.R. 35

60.0′ 14.7′ RT 8.0′

ELEV=1022.4

1035 1030 1025 1020 1015 1010 1005

2.0%

1:1 (TYP.)

1020.34
16.74

1:1 (TYP.)

2:1

1012.34
26.49

Ex LA-R/W

15+00.00

SEE SHEETS 302 - 305 FOR QUANTITIES.

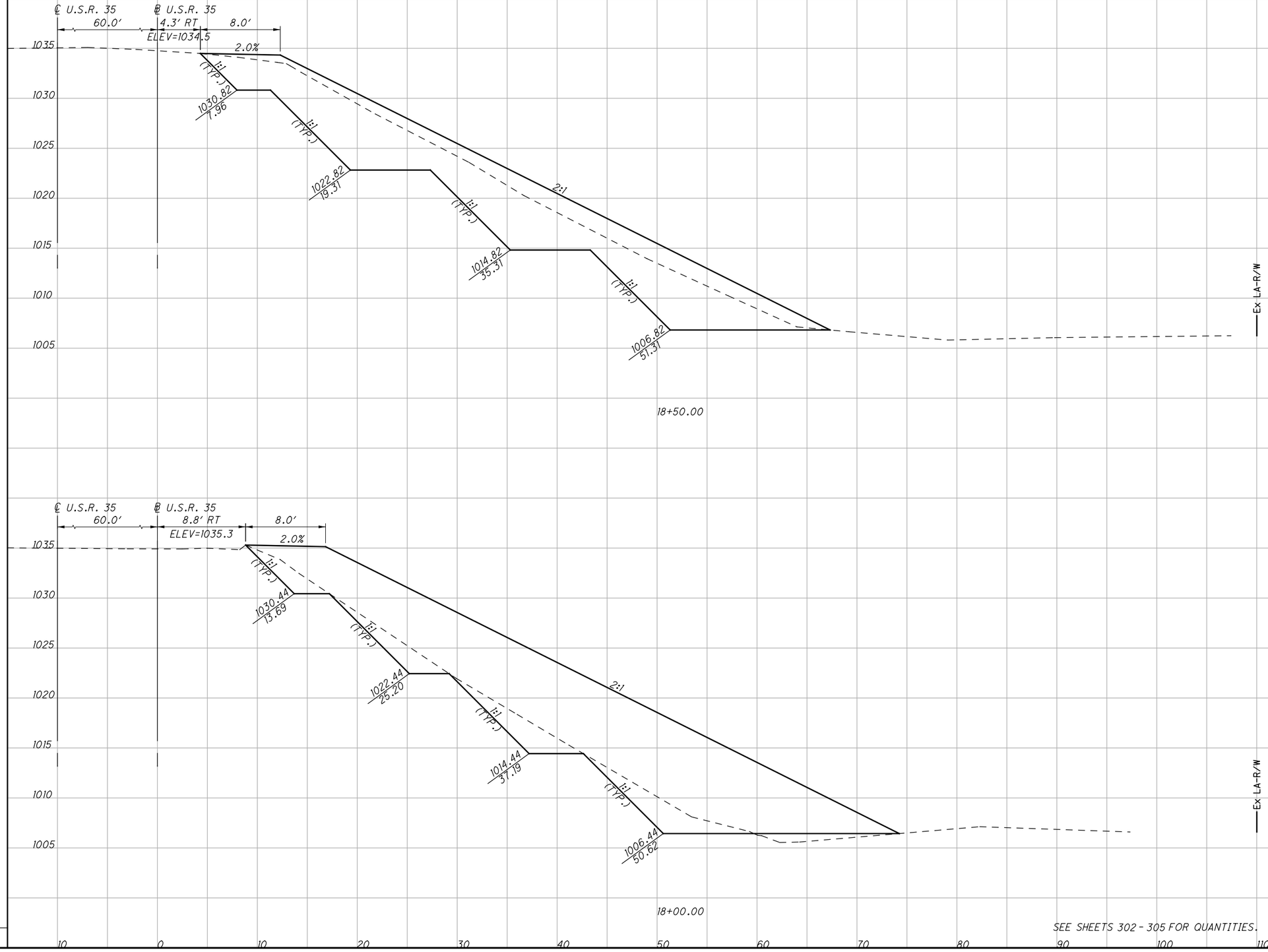
10 0 10 20 30 40 50 60 70 80 90 100 110

CROSS SECTIONS - AREA 13
STA. 15+00.00 TO STA. 15+50.00

FAY-435-0.97

390
393

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JJL

CHECKED KMD

CROSS SECTIONS - AREA 13
STA. 18+00.00 TO STA. 18+50.00

FAY-435-0.97

391
393

SEE SHEETS 302 - 305 FOR QUANTITIES.

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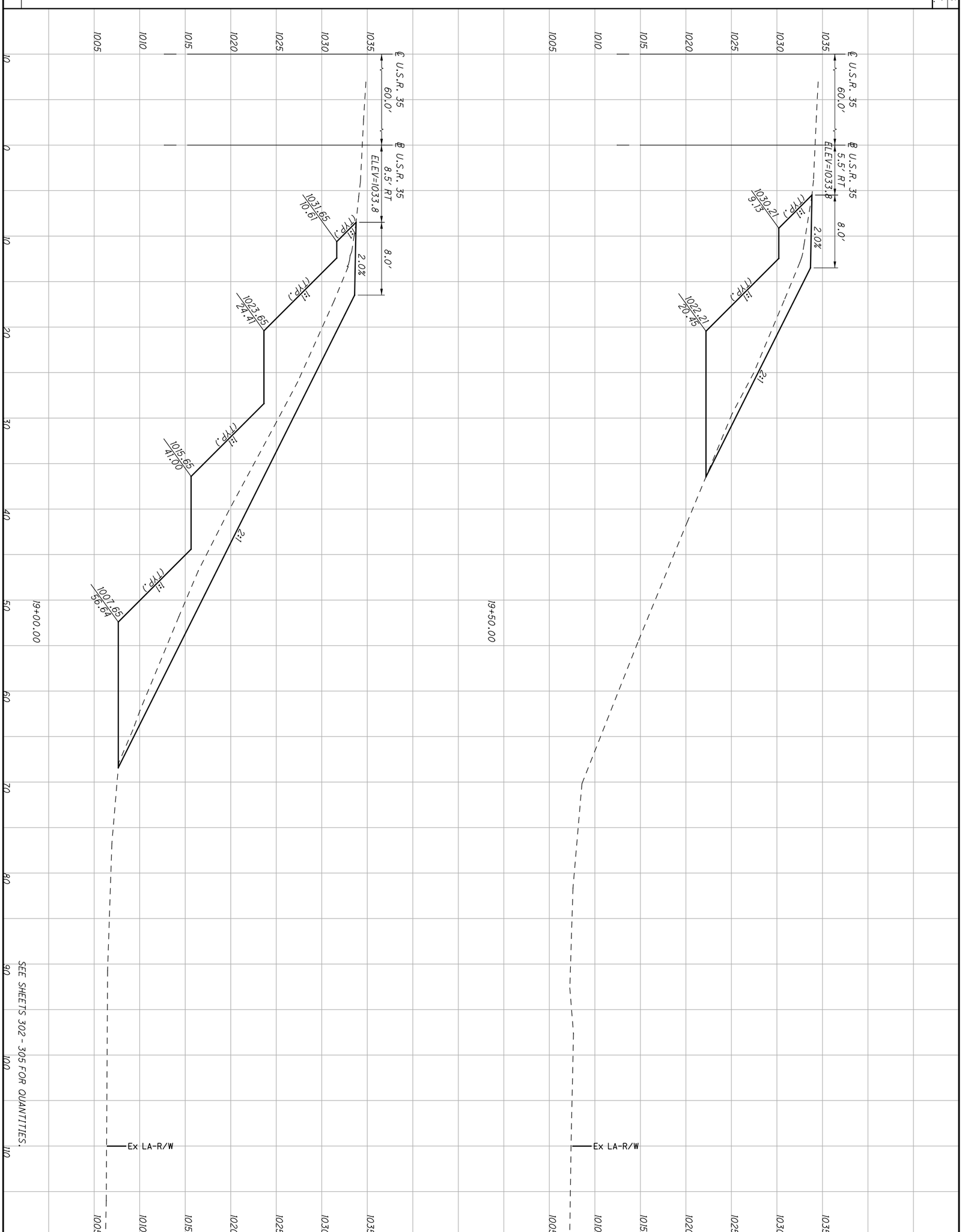
SEEDING	
END AREA	CUT
	FILL
VOLUME	CUT
	FILL



END AREA	
CUT	
FILL	
VOLUME	
CUT	
FILL	

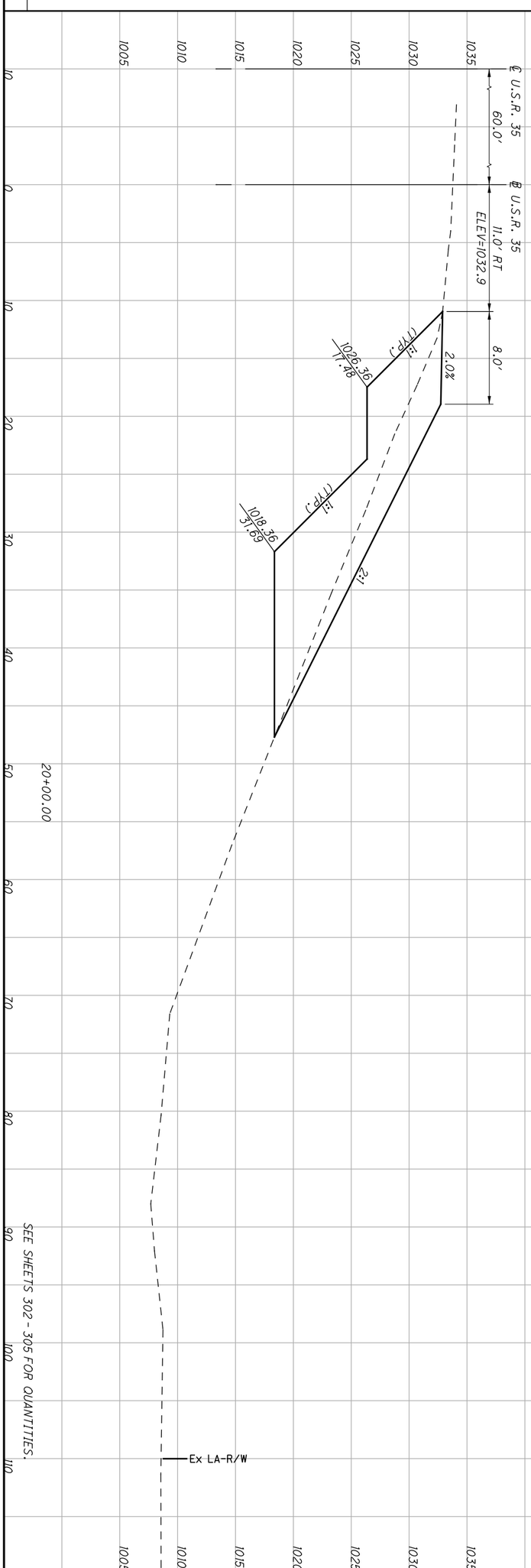
392
393

FAY-435-0.97

CROSS SECTIONS - AREA 13
STA. 19+00.00 TO STA. 19+50.00

CALCULATED JJL
CHECKED KMD

SEEDING
END WIDTH | SQ. YDS.



END AREA
CUT | FILL

VOLUME
CUT | FILL

393
393

FAY-435-0.97

CROSS SECTIONS - AREA 13
STA. 20+00.00

CALCULATED JJL
CHECKED KMD

PROJECT DESCRIPTION

IT IS PROPOSED TO IMPROVE THE SECTION OF SR 435 FROM SLM 0.97 (JUST WEST OF RATTLESNAKE CREEK) TO SLM 2.37 (JUST EAST OF US 35) IN FAYETTE COUNTY, OHIO. THE PROPOSED IMPROVEMENTS WILL INCLUDE THE COMPLETE REPLACEMENT OF THE EXISTING PAVEMENT BETWEEN APPROXIMATE SLM 1.24 AND 2.01, AND A MILL-AND-FILL RESURFACING OF THE ENTIRE EXISTING ASPHALT PAVEMENT SURFACE FOR THE REMAINING PORTION OF THE PROJECT LENGTH.

HISTORIC RECORDS

THE ODOT GEOTECHNICAL DOCUMENT MANAGEMENT SYSTEM WAS SEARCHED FOR HISTORIC GEOTECHNICAL INFORMATION; HOWEVER, NO GEOTECHNICAL INFORMATION WAS LOCATED OTHER THAN A 1994 INVESTIGATION FOR THE PORTION OF CURRENT US 435 TO THE WEST OF THE BRIDGE OVER RATTLESNAKE CREEK, WHICH IS TO THE WEST OF THE WEST END OF THE CURRENT PROJECT.

GEOLOGY

THE PROJECT IS LOCATED WITHIN THE DARBY PLAIN PHYSIOGRAPHIC REGION OF THE STATE WHERE THE OVERBURDEN SOILS CONSIST PRIMARILY OF WISCONSINAN-AGED GLACIAL TILL CONTAINING DISCONTINUOUS SEAMS AND DEPOSITS OF GRANULAR SOIL. THE UPPERMOST BEDROCK IN THE VICINITY OF THIS PROJECT CONSISTS OF SILURIAN AGE DOLOMITE AND LIMESTONE WHICH IS GENERALLY LOCATED IN EXCESS OF 25 FEET BELOW THE GROUND SURFACE. AVAILABLE GEOLOGIC MAPPING INDICATES THAT KARST FEATURES ARE NOT KNOWN TO BE PRESENT IN THE GENERAL AREA OF THE SITE.

RECONNAISSANCE

A RECONNAISSANCE OF THE SITE WAS PERFORMED ON JUNE 28, 2013, TO DETERMINE THE EXACT BORING LOCATIONS AND POSITIONING OF TRAFFIC CONTROL DEVICES DURING THE FIELD WORK. GENERAL OBSERVATIONS WERE MADE ON THE CONDITION OF THE EXISTING PAVEMENT, WHICH WAS GENERALLY FAIR NEAR THE MIDDLE OF THE PROJECT, AND GOOD NEAR THE ENDS OF THE PROJECT. THE MAJORITY OF THE EXISTING PAVEMENT IN THE MORE HEAVILY TRUCK-TRAFFICKED AREA BETWEEN SLM 1.24 AND 2.01 EXHIBITED SOME FORM OF DISTRESS (ALLIGATOR/REFLECTIVE CRACKING, RUTTING, WASH-BOARDING), WITH A FEW SMALL POTHOLES AND PREVIOUS REPAIRS ALSO OBSERVED.

SUBSURFACE EXPLORATION

ON JULY 23 AND 24, 2013, NINETEEN (19) BORINGS (NUMBERED B-001-0-13 THROUGH B-019-0-13) WERE DRILLED TO DEPTHS RANGING FROM 7.5 TO 10.0 FEET BELOW THE EXISTING PAVEMENT SURFACE. THE BORINGS WERE MADE BY A TRUCK-MOUNTED DRILLING RIG USING A 4-1/2-INCH O.D. CONTINUOUS-FLIGHT AUGER. DISTURBED BUT REPRESENTATIVE SOIL SAMPLES WERE ATTEMPTED CONTINUOUSLY FOR A DISTANCE OF SIX FEET BELOW THE EXISTING SUBGRADE LEVEL BY LOWERING A 2-INCH O.D. SPLIT-BARREL SAMPLER TO THE BOTTOM OF THE BORING AND THEN DRIVING THE SAMPLER INTO THE SOIL WITH BLOWS FROM A 140-POUND HAMMER FREELY FALLING 30 INCHES (ASTM D1586 - STANDARD PENETRATION TEST). THE HAMMER SYSTEM ON THE DRILLING RIG WAS CALIBRATED (ASTM D4633) TO DETERMINE THE DRILL ROD ENERGY RATIO (76%). PAVEMENT CORES WERE ALSO PERFORMED AT EACH BORING LOCATION USING A GENERATOR-POWERED, PORTABLE CORING RIG EQUIPPED WITH A 6-INCH O.D. DIAMOND-TIPPED BIT. AT THE COMPLETION OF DRILLING, THE BORINGS WERE BACKFILLED AND THE SURFACE OF THE ROADWAY WAS REPAIRED USING COLD-PATCH ASPHALT.

EXPLORATION FINDINGS

THE BORINGS ENCOUNTERED 13-1/2 TO 24 INCHES OF EXISTING PAVEMENT MATERIALS. IN BORINGS B-001-0-13, B-002-0-13, B-005-0-13, AND B-015-0-13 THROUGH B-019-0-013, ASPHALT OVER GRANULAR BASE WAS ENCOUNTERED. THE REMAINING BORINGS ENCOUNTERED ASPHALT OVER CONCRETE AND GRANULAR BASE. ASPHALT THICKNESSES RANGED FROM 4-1/2 TO 17-1/4 INCHES, THE CONCRETE WAS BETWEEN 9 AND 9-1/2 INCHES THICK, AND THE GRANULAR BASE VARIED FROM 2-1/2 TO 10-1/2 INCHES IN THICKNESS.

BENEATH THE EXISTING PAVEMENT, THE SUBGRADE SOIL IN ALL BUT TWO OF THE BORINGS WAS DESCRIBED AS BOTH EXISTING FILL AND NATURAL SOILS CONSISTING OF STIFF TO HARD BROWN, GRAY, AND DARK-GRAY COHESIVE MATERIAL CLASSIFIED AS SANDY SILT (A-4a), SILT AND CLAY (A-6a), SILTY CLAY (A-6b), OR CLAY (A-7-6). A FEW DISCONTINUOUS ZONES OF LOOSE TO DENSE GRANULAR SOIL (A-1-b, A-2-4, A-3a) WERE ENCOUNTERED, ALONG WITH ISOLATED ZONES OF SOFT TO MEDIUM-STIFF COHESIVE SOIL, COBBLES IN SEVERAL BORINGS, AND A POSSIBLE BOULDER AT A DEPTH OF 6.5 FEET IN BORING B-006-0-13.

IN BORINGS B-005-0-13 AND B-007-0-13, SILT (A-4b) WAS ENCOUNTERED AT OR JUST BELOW THE EXISTING SUBGRADE LEVEL. IN BORING B-005-0-13, THE SILT WAS ENCOUNTERED BETWEEN THE DEPTHS OF 1.6 AND 4.3 FEET. IN BORING B-007-0-13, THE SILT WAS ENCOUNTERED BETWEEN THE DEPTHS OF 3.0 AND 5.2 FEET, WHICH IS ROUGHLY 1.5 FEET BELOW THE BOTTOM OF THE EXISTING PAVEMENT.

DURING DRILLING, NO GROUNDWATER SEEPAGE WAS NOTED IN 17 OF THE 19 BORINGS, AND MEASUREMENTS TAKEN PRIOR TO BACKFILLING THESE BORINGS INDICATED THAT THESE BORINGS WERE "DRY", WHICH IS TO SAY, NO MEASURABLE AMOUNT OF GROUNDWATER HAD COLLECTED IN THE BOREHOLE. IN BORINGS B-006-0-13 AND B-009-0-13, SLIGHT GROUNDWATER SEEPAGE WAS NOTED DURING DRILLING AT THE DEPTHS OF 7.0 AND 6.8 FEET, RESPECTIVELY. AT THE COMPLETION OF DRILLING, THESE BOREHOLES HAD CAVED TO A DEPTH OF 6.5 FEET BELOW THE EXISTING PAVEMENT, AND GROUNDWATER SEEPAGE HAD COLLECTED TO THE DEPTHS OF 6.0 AND 6.1 FEET IN BORINGS B-006-0-13 AND B-009-0-13, RESPECTIVELY.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH./VISUAL	
GRAVEL WITH SAND	A-1-b	1	2
GRAVEL WITH SAND AND SILT	A-2-4	--	1
COARSE AND FINE SAND	A-3a	--	1
SANDY SILT	A-4a	14	19
SILT	A-4b	3	1
SILT AND CLAY	A-6a	9	5
SILTY CLAY	A-6b	5	8
CLAY	A-7-6	6	18
	TOTAL	38	55

PAVEMENT OR BASE = X = APPROXIMATE THICKNESS — VISUAL

BORING LOCATION - PLAN VIEW

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

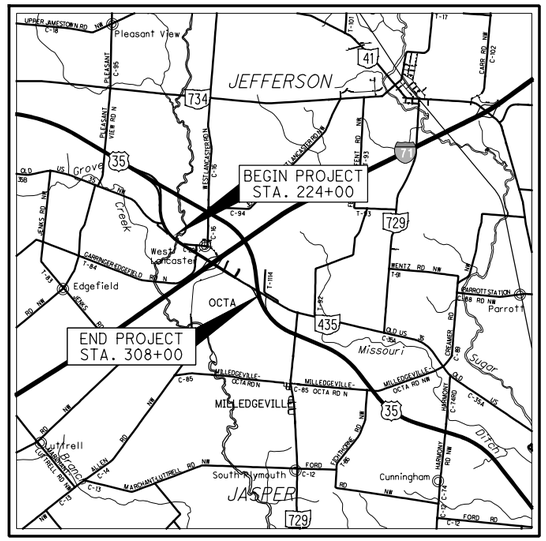
WC — INDICATES WATER CONTENT IN PERCENT.

N_{60} — INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.

W— — INDICATES FREE WATER ELEVATION.

* — INDICATES A SAMPLE TAKEN WITHIN 3 FT OF PROPOSED GRADE.

SS — INDICATES A SPLIT SPOON SAMPLE, STANDARD PENETRATION TEST.



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

N

PARTICLE SIZE DEFINITIONS

12"	3"	2.0 mm	0.42 mm	0.074 mm	0.005 mm
BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY
		No. 10 SIEVE	No. 40 SIEVE	No. 200 SIEVE		

SUMMARY OF SULFATE TESTING DATA

BORING NO.	SAMPLE NO.	MEASURED SULFATE CONTENT (ppm)
B-005-0-13	SS-1	218
B-006-0-13	SS-1	145
B-007-0-13	SS-1	117
B-008-0-13	SS-1B	106
B-009-0-13	SS-1	224
B-010-0-13	SS-2	134
B-011-0-13	SS-1	142
B-012-0-13	SS-1A	163
B-013-0-13	SS-1	298
B-014-0-13	SS-1	228
B-015-0-13	SS-1	195

INDEX OF SHEETS

LOCATION FROM STA.	TO STA.	PLAN VIEW SHEET	PROFILE SHEET	CUT MAX.	FILL MAX.
S.R.435					
224+00	238+00	3	3	<1	<1
238+00	252+00	4	4	<1	<1
252+00	266+00	5	5	<1	<1
266+00	280+00	6	6	<1	<1
280+00	294+00	7	7	<1	<1
294+00	308+00	8	8	<1	<1

RECON. - RSW 6/28/13
DRILLING - S&ME 7/23-24/13
DRAWN - PRR 6/9-16/14
REVIEWED - RSW 6/13/14

STATE OF OHIO
Richard S. Weigand
E-56910
REGISTERED
PROFESSIONAL ENGINEER

S&ME

PID NO. 92438

SOIL PROFILE

FAY-435-0.97

SUMMARY OF SOIL TEST DATA

EXPLORATION NUMBER AND LOCATION	SAMPLE INTERVAL (FROM - TO)	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	OHIO CLASS
B-001-0-13	1.5 - 2.5	SS-1A	100	19	14	11	31	25	32	17	15	16	A-6a (6)*
STA. 224+67.4, 44.2' Rt.	2.5 - 3.0	SS-1B	100	Hard brown SILT AND CLAY								11	A-6a (V)*
LATITUDE = N 39.624392	3.0 - 4.5	SS-2	100	8	13	17	37	25	25	15	10	13	A-4a (5)*
LONGITUDE = W 83.617988	4.5 - 6.0	SS-3	78	Stiff to very-stiff grayish-brown SANDY SILT								12	A-4a (V)
	6.0 - 7.5	SS-4	67	Same as SS-3								13	A-4a (V)
B-002-0-13	2.0 - 3.5	SS-1	67	42	24	13	- 21	-	-	-	-	5	A-1-b (V)*
STA. 228+22.3, 44.1' Lt.	3.5 - 5.0	SS-2	39	Very-dense brown and gray GRAVEL WITH SAND								5	A-1-b (V)*
LATITUDE = N 39.623951	5.0 - 6.5	SS-3	61	7	9	17	36	31	31	17	14	16	A-6a (8)
LONGITUDE = W 83.616820	6.5 - 8.0	SS-4	72	Very-stiff brown mot/w gray CLAY								25	A-7-6 (V)
B-003-0-13	1.6 - 3.1	SS-1	100	3	5	10	47	35	35	20	15	16	A-6a (10)*
STA. 232+60.1, 44.6' Rt.	3.1 - 4.6	SS-2	100	4	2	6	48	40	40	19	21	20	A-6b (12)*
LATITUDE = N 39.623059	4.6 - 6.1	SS-3	100	Very-stiff brown SILT AND CLAY								14	A-6a (V)
LONGITUDE = W 83.615732	6.1 - 7.6	SS-4	100	Very-stiff brown SANDY SILT								15	A-4a (V)
B-004-0-13	1.5 - 3.0	SS-1	72	11	10	16	38	25	23	15	8	12	A-4a (6)*
STA. 236+48.1, 44.4' Rt.	3.0 - 4.5	SS-2	89	11	12	18	37	22	21	15	6	13	A-4a (5)*
LATITUDE = N 39.6224959	4.5 - 6.0	SS-3	100	Same as SS-3								15	A-4a (V)
LONGITUDE = W 83.614557	6.0 - 7.5	SS-4	100	Hard brown SILT AND CLAY								12	A-6a (V)
B-005-0-13	1.6 - 3.1	SS-1	100	6	7	9	59	19	23	19	4	14	A-4b (8)*
STA. 240+46.3, 41.5' Lt.	3.1 - 4.6	SS-2	67	0	1	2	68	29	22	18	4	15	A-4b (8)*
LATITUDE = N 39.622128	4.6 - 6.1	SS-3	78	Hard gray SILT AND CLAY								14	A-6a (V)
LONGITUDE = W 83.613192	6.1 - 7.6	SS-4	72	Same as SS-3								14	A-6a (V)
B-006-0-13	1.6 - 3.1	SS-1	33	11	10	15	37	27	30	17	13	13	A-6a (7)*
STA. 244+38.7, 42.2' Lt.	3.1 - 4.6	SS-2	56	8	8	14	41	29	30	17	13	18	A-6a (8)*
LATITUDE = N 39.621568	8.5 - 10.0	SS-3	44	Very-stiff brown mot/w gray SANDY SILT								12	A-4a (V)
LONGITUDE = W 83.612001													
B-007-0-13	1.7 - 3.2	SS-1	56	9	9	8	44	30	31	18	13	15	A-6a (9)*
STA. 248+32.9, 42.8' Rt.	3.2 - 4.7	SS-2	78	3	5	14	50	28	27	17	10	16	A-4b (8)*
LATITUDE = N 39.620805	4.7 - 5.2	SS-3A	100	Same as SS-2								18	A-4b (V)
LONGITUDE = W 83.610963	5.2 - 6.2	SS-3B	83	Very-stiff to hard dark-gray CLAY								27	A-7-6 (V)
	6.2 - 7.0	SS-4A	100	Same as SS-3B								27	A-7-6 (V)
	7.0 - 7.7	SS-4B	83	Stiff to very-stiff dark-gray mot/w brown CLAY								28	A-7-6 (V)
B-008-0-13	1.6 - 1.9	SS-1A	100	Hard brown SANDY SILT (Fill)								27	A-4a (V)*
STA. 252+26.9, 43.1' Lt.	1.9 - 3.0	SS-1B	58	7	5	18	45	25	27	17	10	13	A-4a (7)*
LATITUDE = N 39.620444	3.1 - 4.3	SS-2	67	2	1	5	39	53	56	23	33	27	A-7-6 (19)
LONGITUDE = W 83.609610	4.6 - 5.1	SS-3A	100	Stiff to very-stiff brown mot/w gray CLAY								26	A-7-6 (V)
	5.1 - 5.8	SS-3B	42	Same as SS-3A								35	A-7-6 (V)
	6.1 - 6.6	SS-4A	100	Same as SS-3A								28	A-7-6 (V)
	6.6 - 7.6	SS-4B	42	Loose brown GRAVEL WITH SAND AND SILT								19	A-2-4 (V)
B-009-0-13	1.6 - 3.1	SS-1	61	17	11	14	35	23	28	16	12	13	A-6a (5)*
STA. 256+21.6, 45.2' Rt.	3.1 - 4.6	SS-2	56	2	1	7	41	49	52	23	29	29	A-7-6 (18)*
LATITUDE = N 39.619673	4.6 - 6.1	SS-3	78	Stiff to med-stiff brown and gray CLAY								31	A-7-6 (V)
LONGITUDE = W 83.608577	6.1 - 6.8	SS-4A	100	Soft to med.-stiff brown mot/w dark-gray SILTY CLAY								27	A-6b (V)
	6.8 - 7.6	SS-4B	58	Loose brown GRAVEL WITH SAND								17	A-1-b (V)
B-010-0-13	1.6 - 2.8	SS-1A	100	Very-stiff dark-gray and brown SILTY CLAY (Fill)								20	A-6b (V)*
STA. 260+13.4, 44.3' Lt.	2.8 - 3.1	SS-1B	33	6	6	10	45	33	40	23	17	19	A-6b (11)*
LATITUDE = N 39.619324	3.1 - 4.6	SS-2	100	2	1	4	53	40	42	24	18	26	A-7-6 (12)*
LONGITUDE = W 83.607224	4.6 - 6.1	SS-3	100	Stiff to very-stiff brown mot/w dark-gray CLAY								30	A-7-6 (V)
	6.1 - 7.6	SS-4	94	Same as SS-3								25	A-7-6 (V)
B-011-0-13	1.6 - 3.1	SS-1	89	2	4	17	37	40	48	24	24	23	A-7-6 (15)*
STA. 263+60.8, 44.4' Rt.	3.1 - 4.6	SS-2	100	7	13	24	38	18	20	15	5	14	A-4a (4)*
LATITUDE = N 39.618620	4.6 - 6.1	SS-3	89	Stiff to very-stiff brown mot/w gray SANDY SILT								14	A-4a (V)
LONGITUDE = W 83.606334	6.1 - 7.6	SS-4	100	Same as SS-3								14	A-4a (V)
B-012-0-13	1.7 - 2.7	SS-1A	100	15	9	15	33	28	34	18	16	16	A-6b (8)*
STA. 267+05.7, 43.4' Rt.	2.7 - 3.2	SS-1B	83	Loose to medium-dense brown SILTY CLAY (Poss. Fill)								20	A-6b (V)*
LATITUDE = N 39.618129	3.2 - 3.7	SS-2A	100	7	14	42	12	25	36	18	18	18	A-6b (2)*
LONGITUDE = W 83.605286	3.7 - 4.7	SS-2B	50	Very-stiff brown SANDY SILT								14	A-4a (V)*
	4.7 - 6.2	SS-3	33	Stiff to very-stiff brown SANDY SILT								14	A-4a (V)
	6.2 - 7.7	SS-4	89	Same SS-3								12	A-4a (V)
B-013-0-13	1.7 - 3.2	SS-1	61	13	11	17	36	23	25	17	8	17	A-4a (5)*
STA. 271+06.1, 38.4' Lt.	3.2 - 3.8	SS-2A	100	3	4	17	43	33	34	19	15	20	A-6a (10)*
LATITUDE = N 39.617750	3.8 - 4.7	SS-2B	58	Very-stiff to hard brown mot/w dark-gray CLAY								24	A-7-6 (V)*
LONGITUDE = W 83.603922	4.7 - 6.2	SS-3	56	Same as SS-2B								22	A-7-6 (V)
	6.2 - 7.7	SS-4	67	Hard brown SANDY SILT								12	A-4a (V)
B-014-0-13	2.5 - 3.6	SS-1	100	23	19	15	27	16	23	16	7	11	A-4a (2)*
STA. 275+16.7, 39.1' Rt.	3.6 - 5.1	SS-2	33	1	1	10	38	50	50	24	26	25	A-7-6 (16)
LATITUDE = N 39.616981	5.1 - 6.6	SS-3	67	Stiff dark-gray mot/w brown CLAY								26	A-7-6 (V)
LONGITUDE = W 83.602820	6.6 - 8.1	SS-4	67	Same as SS-3								21	A-7-6 (V)
B-015-0-13	2.0 - 3.5	SS-1	33	26	12	12	30	20	33	17	16	14	A-6b (5)*
STA. 279+11.4, 23.1' Lt.	3.5 - 5.0	SS-2	33	11	11	17	39	22	27	17	10	16	A-4a (5)*
LATITUDE = N 39.616564	5.0 - 6.5	SS-3	61	Soft to medium-stiff brown mot/w gray SILTY CLAY								24	A-6b (v)
LONGITUDE = W 83.601508	6.5 - 8.0	SS-4	39	Stiff brown SANDY SILT								21	A-4a (V)

SUMMARY OF SOIL TEST DATA

EXPLORATION NUMBER AND LOCATION	SAMPLE INTERVAL (FROM - TO)	SAMPLE ID	% REC	% AGG	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	OHIO CLASS
B-016-0-13	1.7 - 3.2	SS-1	100	15	15	18	33	19	20	15	5	8	A-4a (3)*
STA. 283+13.9, 28.0' Lt.	3.2 - 3.7	SS-2A	100	Very-stiff to hard dark-gray CLAY (Fill)								8	A-7-6 (V)*
LATITUDE = N 39.616003	3.7 - 4.7	SS-2B	92	14	11	12	34	29	41	21	20	17	A-7-6 (10)*
LONGITUDE = W 83.600282	4.7 - 5.5	SS-3A	100	Same as SS-2A								11	A-7-6 (V)
	5.5 - 6.2	SS-3B	100	Stiff to very-stiff grayish-brown CLAY								25	A-7-6 (V)
	6.2 - 7.7	SS-4	72	Same as SS-3B								24	A-7-6 (V)
B-017-0-13	1.7 - 3.2	SS-1	100	15	11	16	38	20	20	13	7	7	A-4a (5)*
STA. 286+96.9, 21.5' Rt.	3.2 - 4.7	SS-2	89	14	11	15	37	23	20	13	7	8	A-4a (5)*
LATITUDE = N 39.615357	4.7 - 6.2	SS-3	94	Hard grayish-brown SANDY SILT (Fill)								9	A-4a (V)
LONGITUDE = W 83.599191	6.2 - 7.7	SS-4	33	Same as SS-3								10	A-4a (V)
B-018-0-13	1.6 - 3.1	SS-1	100	13	10	16	36	25	26	16	10	12	A-4a (5)*
STA. 291+13.0, 20.1' Lt.	3.1 - 3.6	SS-2A	100	Hard brown mot/w dark-gray SANDY SILT (Fill)								8	A-3a (V)*
LATITUDE = N 39.614887	4.5 - 4.6	SS-2B	67	12	6	17	43	22	25	16	9	14	A-4a (6)
LONGITUDE = W 83.597837	4.6 - 6.1	SS-3	39	Very-stiff to hard brown & dark-gray SILTY CLAY (Fill)								20	A-6b (V)
	6.1 - 6.6	SS-4A	100	Same as SS-3								15	A-6b (V)
	6.6 - 7.6	SS-4B	100	Same as SS-3								19	A-6b (V)
B-019-0-13	1.6 - 3.1	SS-1	78	11	9	19	36	25	27	16	11	12	A-6a (6)*
STA. 298+14.1, 21.2' Lt.	3.1 - 3.6	SS-2A	100	12	11	15	37	25	24	16	8	11	A-4a (5)*
LATITUDE = N 39.613929	3.6 - 4.6	SS-2B	83	Hard brown SANDY SILT (Fill)								9	A-4a (V)*
LONGITUDE = W 83.595679	4.6 - 5.3	SS-3A	100	Same as SS-2B								11	A-4a (V)
	5.3 - 6.1	SS-3B	92	Hard gray SANDY SILT (Fill)								9	A-4a (V)
	6.1 - 7.1	SS-4A	100	Same as SS-3B								9	A-4a (V)
	7.1 - 7.6	SS-4B	100	Very-stiff to hard brown mot/w dark-gray SILTY CLAY								17	A-6b (V)

DRAWN PRR | CHECKED RSW

SOIL PROFILE
SUMMARY OF SOIL TEST DATA

FAY-435-0.97

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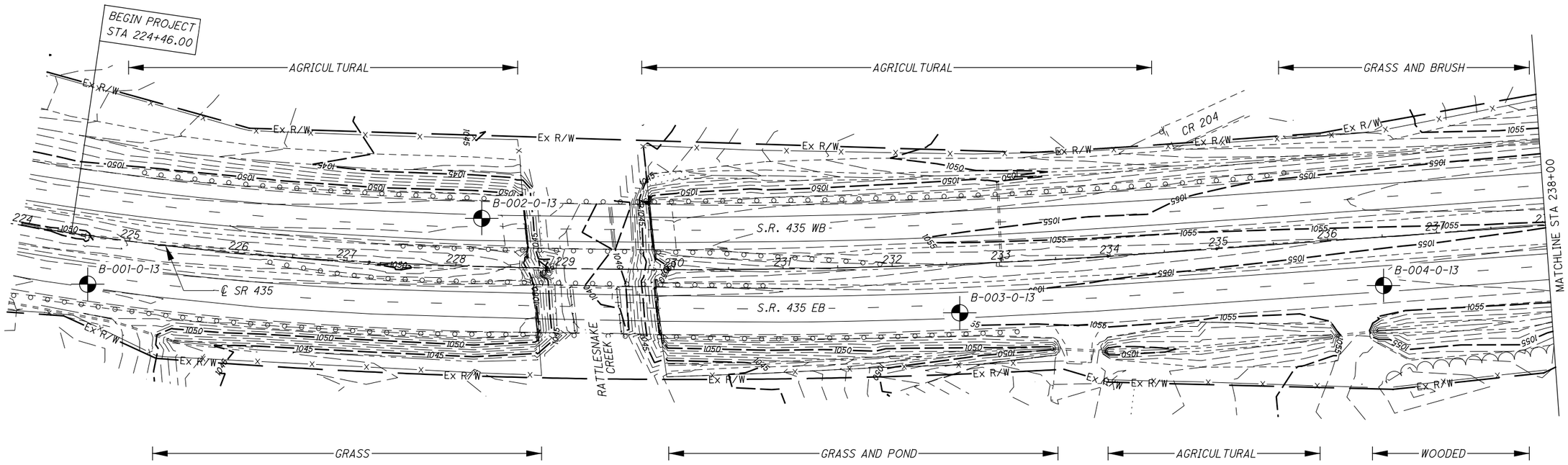

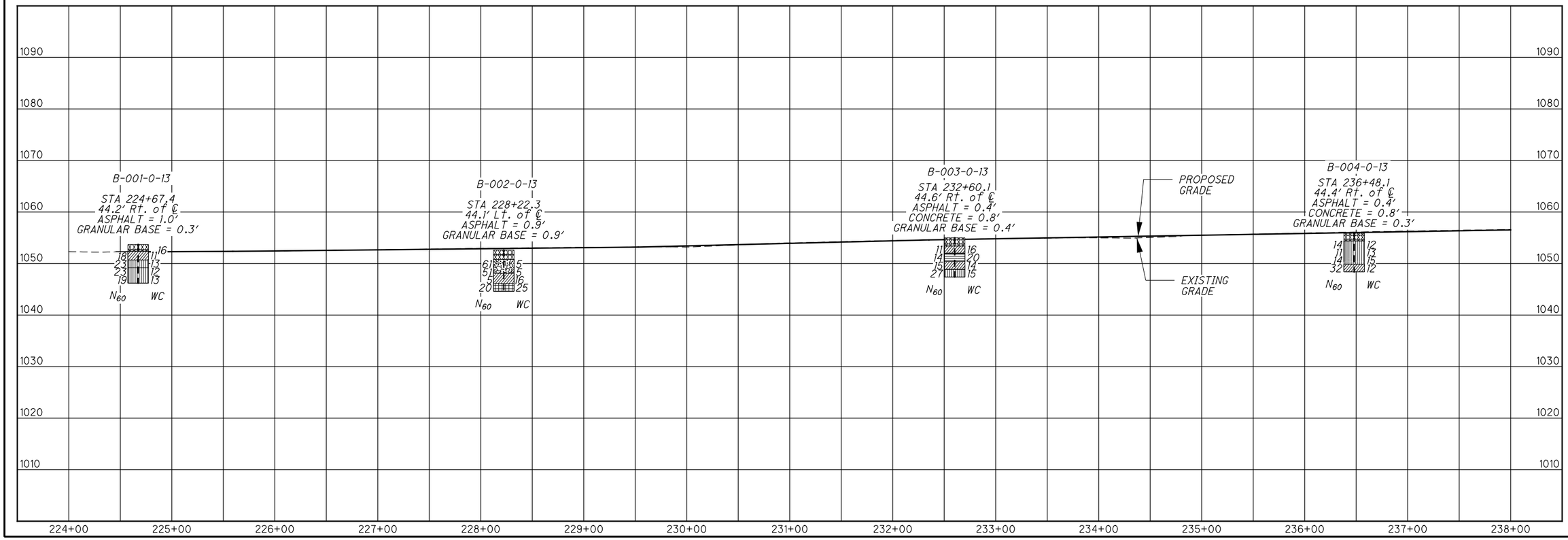

HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR
CHECKED RSW

SOIL PROFILE
S.R. 435 STA 224+00 TO STA 238+00

FAY-435-0.97

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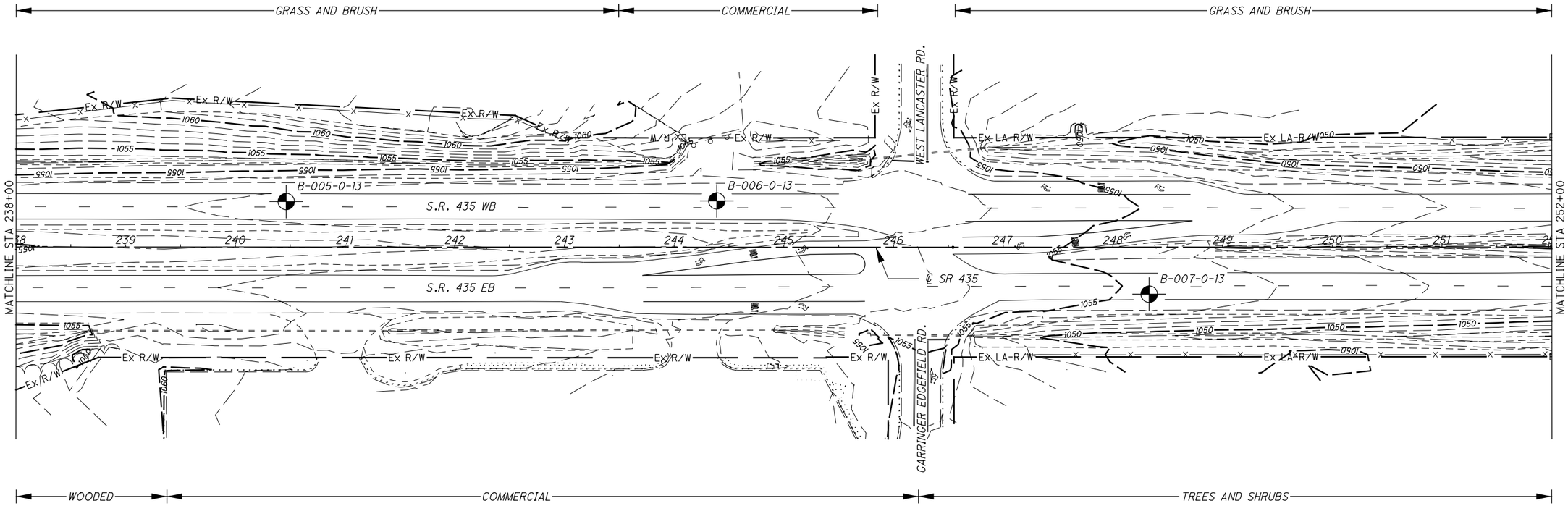

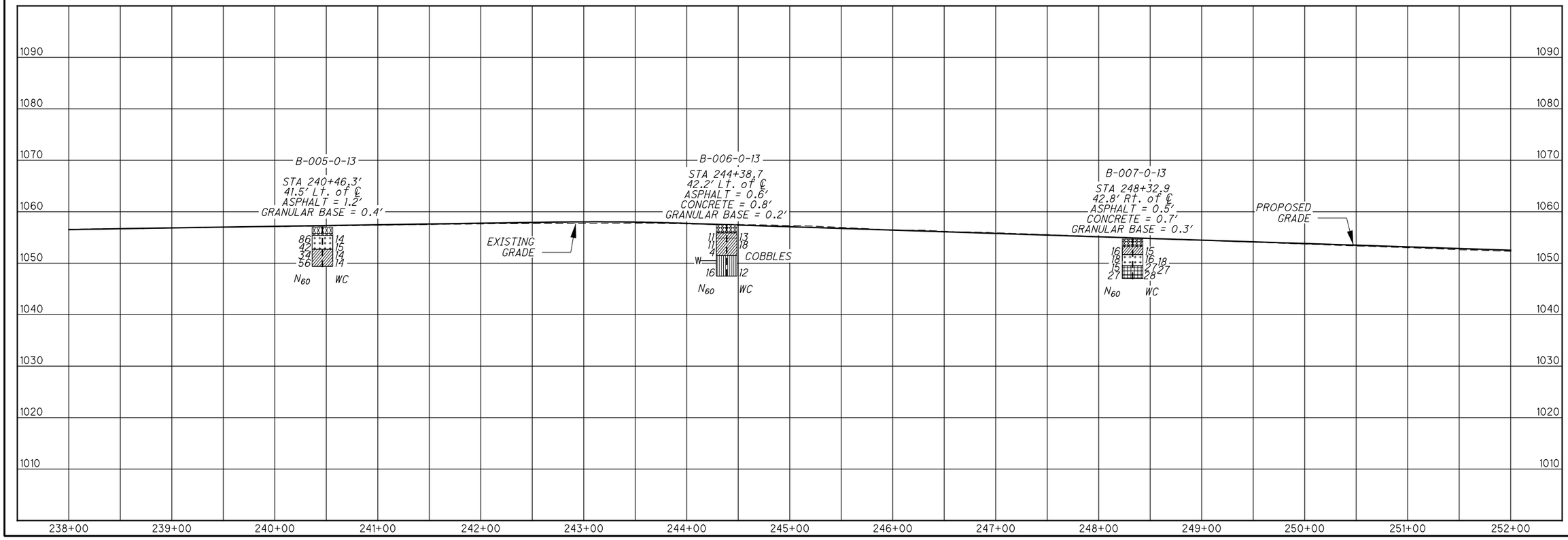

HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR
CHECKED RSW

SOIL PROFILE
S.R. 435 STA 238+00 TO STA 252+00

FAY-435-0.97

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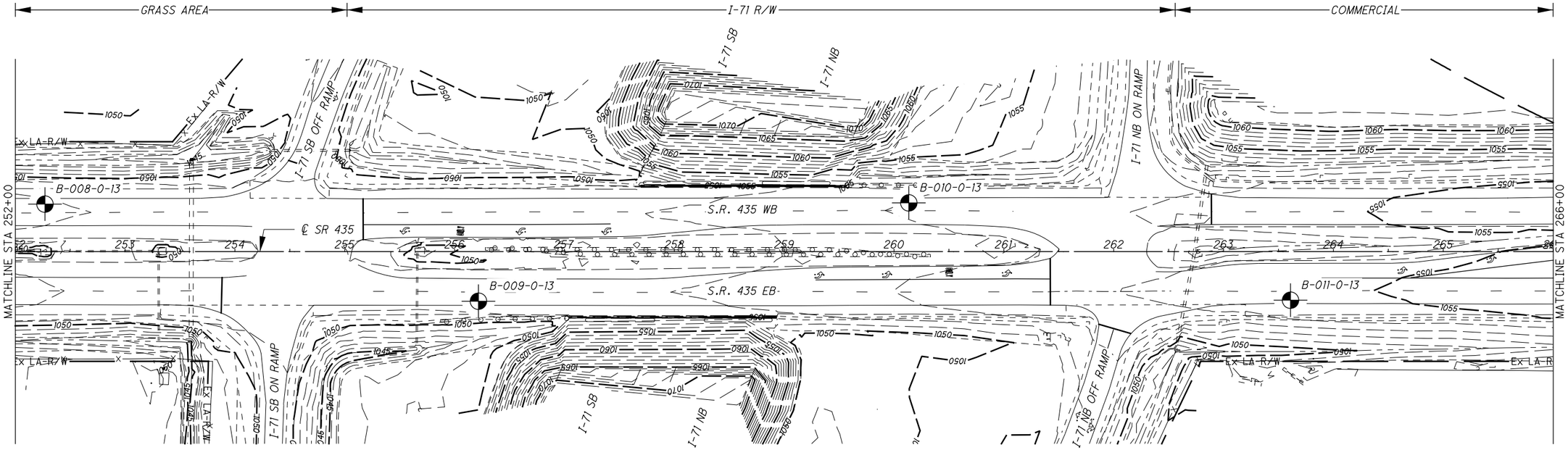

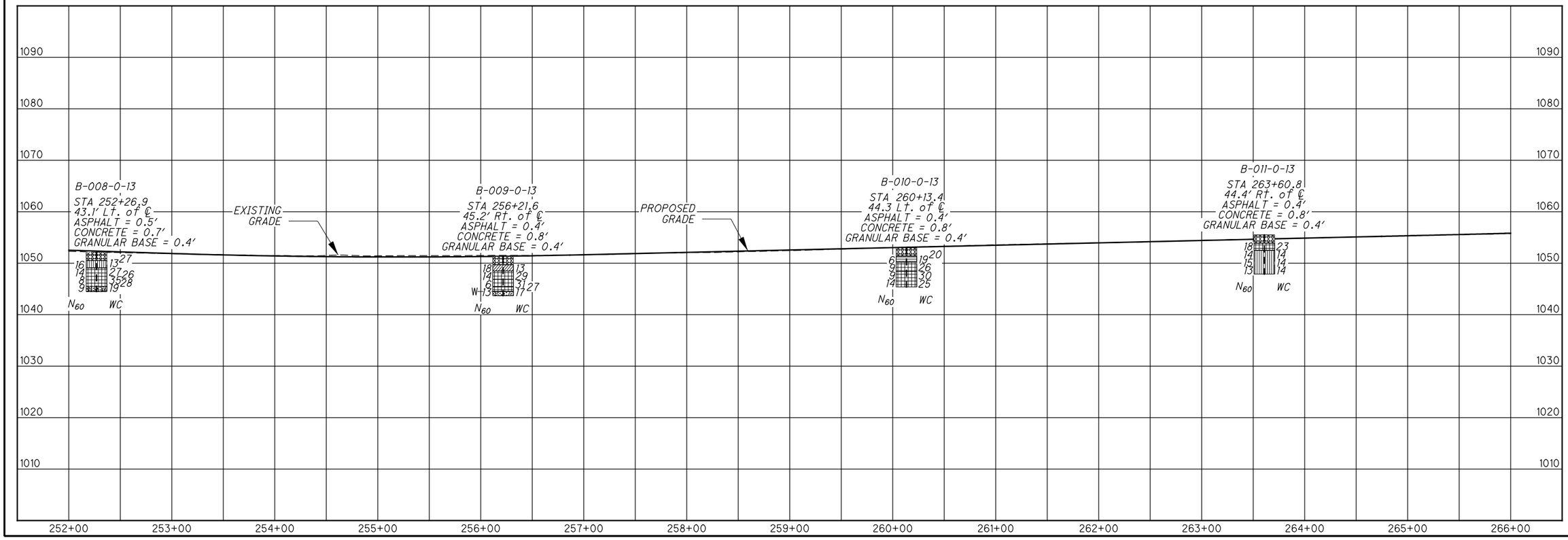

HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR
CHECKED RSW

SOIL PROFILE
S.R. 435 STA 252+00 TO STA 266+00

FAY-435-0.97

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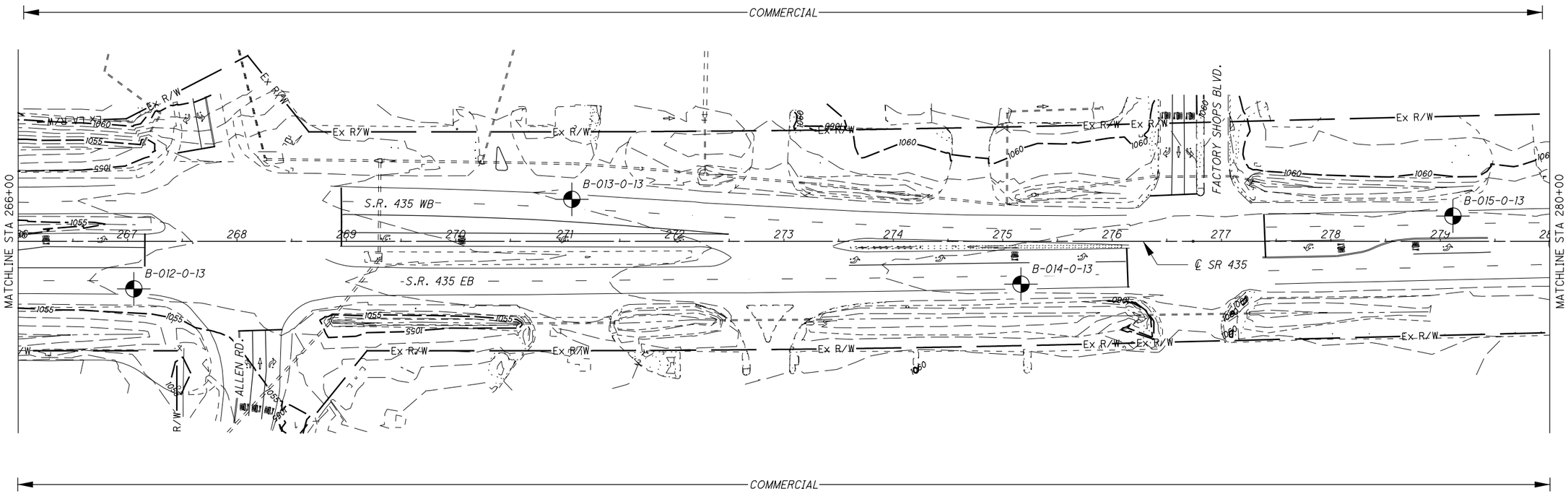

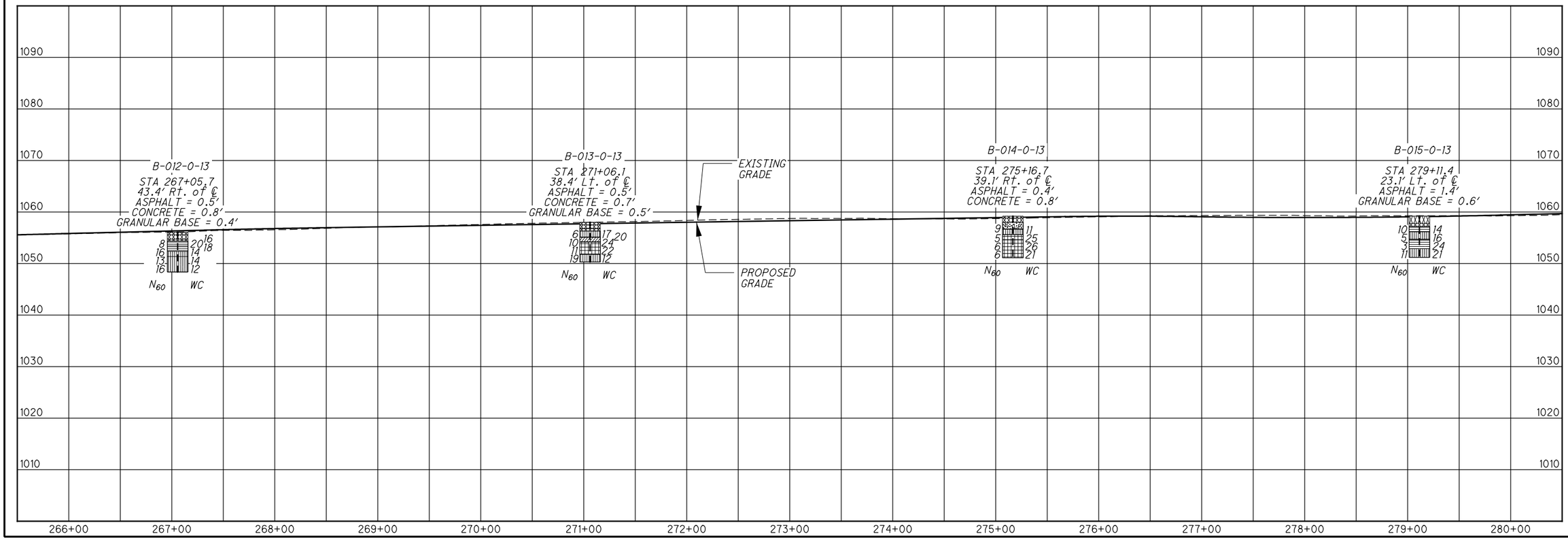

HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR
CHECKED RSW

SOIL PROFILE
S.R. 435 STA 266+00 TO STA 280+00

FAY-435-0.97

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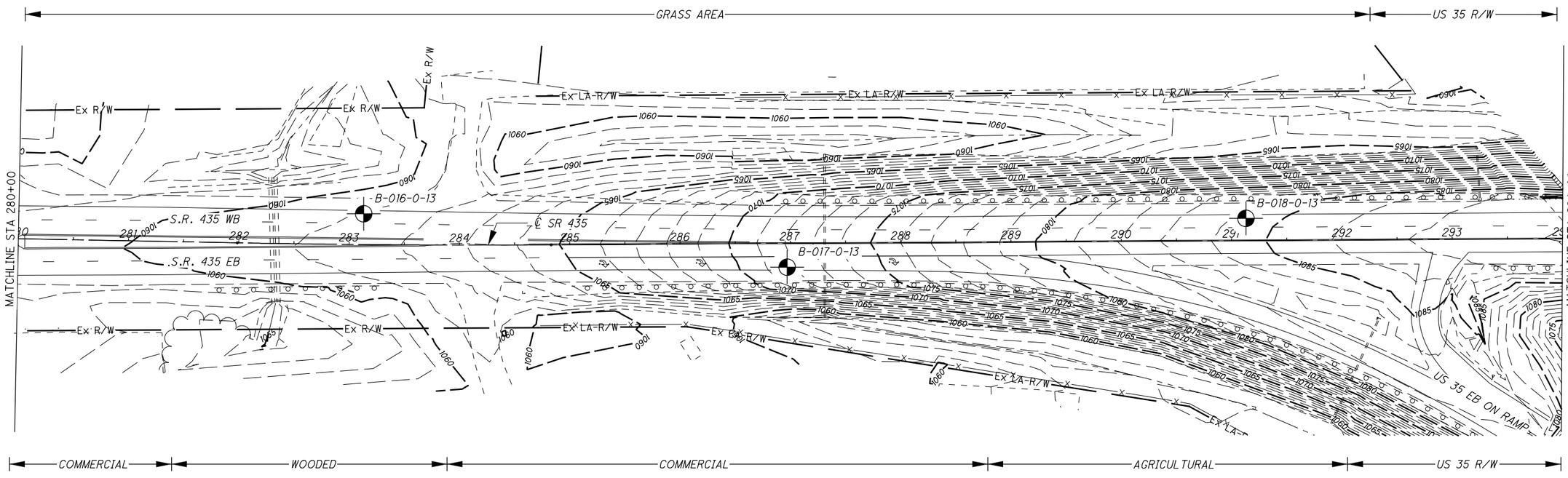
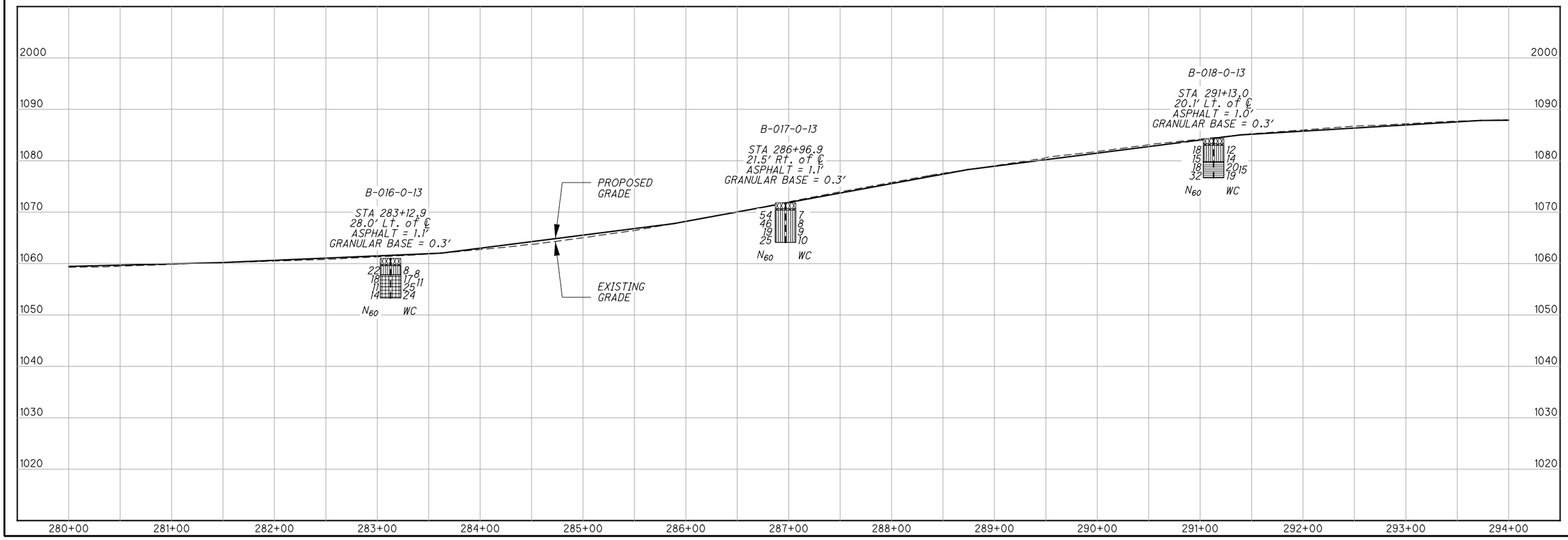
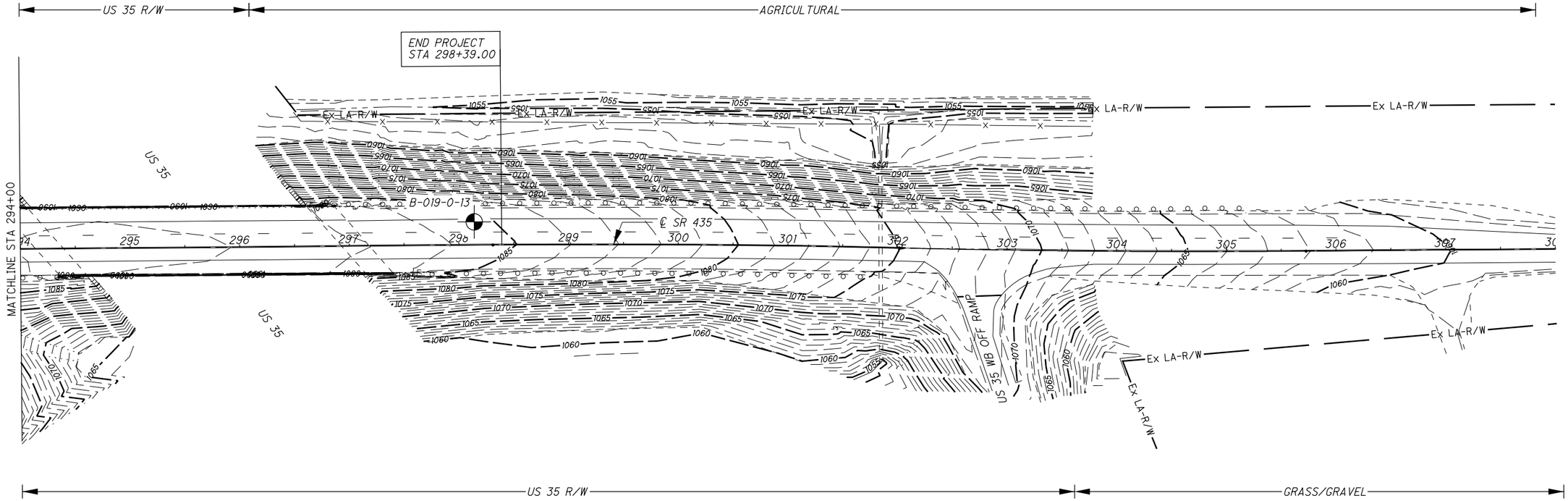


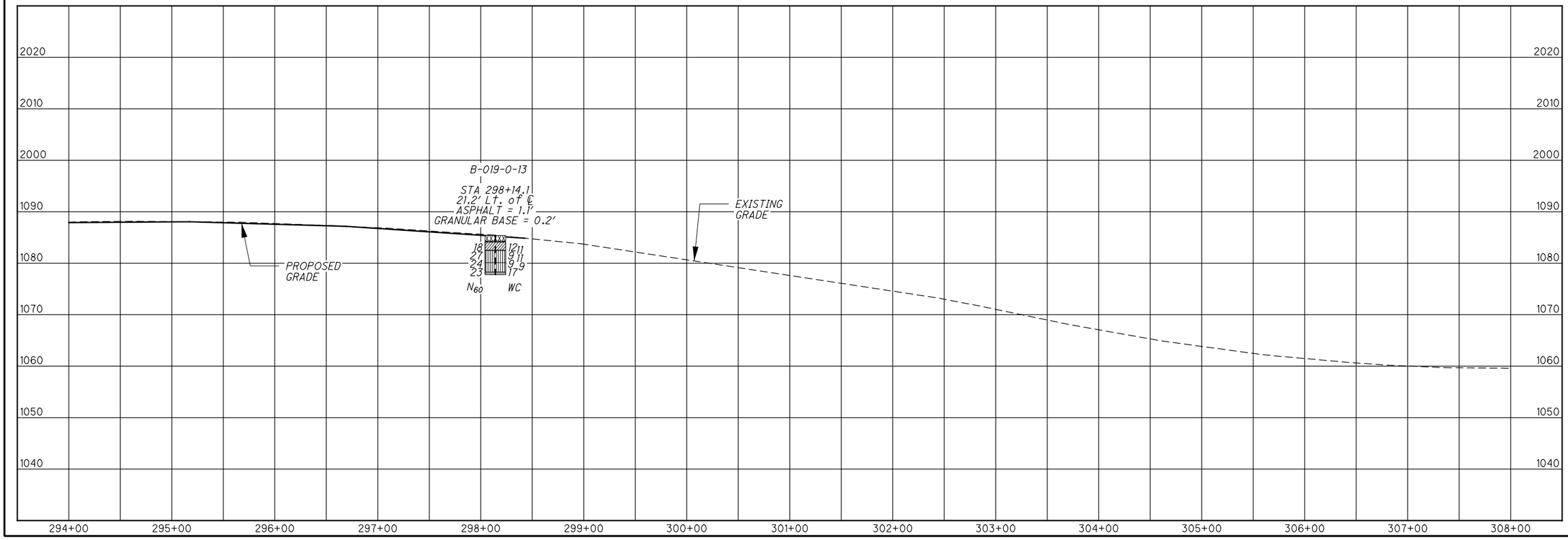


HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR CHECKED RSW

SOIL PROFILE
S.R. 435 STA 280+00 TO STA 294+00
FAY-435-0.97





HORIZONTAL SCALE IN FEET
0 50 100

DRAWN PRR
CHECKED RSW

SOIL PROFILE
S.R. 435 STA 294+00 TO STA 308+00

FAY-435-0.97

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