SEP 10 1993

STATE OF OHIO DEPARTMENT OF TRANSPORTATION GUE-70-6.17

CALC. BY Q.m. CHECK BY Q.U.C DATE 4-19-69

SUPPLEMENTAL_SPECIFICATIONS

12-14-88

5-4-88 - 862

10-17-83 962 10-17-83 ===

850 5-31-88-

5-28-87 931 6-18-85

11-12-85 944 6-24-89

12-16-88

852 6-10-87

8-14-89

GUE - 70 - 6.17

IR-70-7 (103) 184

OHIO REGION

173

FEDERAL PROJECT

DESIGN DESIGNATION

Current Year ADT (1989) = 23,580= 33,000Design Year ADT (2009) D H V (2009) = 3,960D(Directional Distribution) = Equal T(Percent B & C Trucks) = 70 M.P.H. V(Design Speed) = 65 M.P.H. Legal Speed Functional Classification = Interstate

VILLAGE OF OLD WASHINGT CAMBRIDGE, CENTER & WILLS TOWNSHIPS

GUERNSEY COUNTY

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 Revised Code of Ohio.

LIMITED ACCESS

IR-70-7 (103) 184

DESIGN EXCEPTIONS

3-3-89 Bridge Width Horizontal Clearance 3-3-89

CONVENTIONAL SIGNS

INDEX OF SHEETS

Title Sheet ____ ___ Typical Sections — — — — — — — — — — General Notes ____ ___ ___ Temporary Traffic Control ____ ____ Typical Détails & Miscellaneous Items ____ __ ___ Calculations ____ __ ___ ___ ___ S.R.285 Interchange ____ Traffic Control ____ Sign & Electrical Details ____ ___ ___ Structures Over 20' ___ ___ ___ ____ 167 - 173, 168-A Maintaining Traffic ____ __ ___ Sheets 20, 21 and 166 not used

LINE DATA

Begin Project Sta.50+00 Equation Sta. 272 + 26.34 W.B. Sta.274+30.13 E.B. = Sta.272+67.75 Ahead End Project Sta.640+35 Net Length of Project 59,197.38 Lin.Ft. or 11.212 Miles

Net Length of Work 59,597.38 Lin.Ft. or 11.287 Miles

Sta.274+30.13 E.B. = Sta.272+67.75 Ahead

UNDERGROUND UTILITIES TWO WORKING DAYS BEFORE YOU DIG Call 800-362-2764 (Toll Free) OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY

A M B RIDGE TESS CEW-672ER

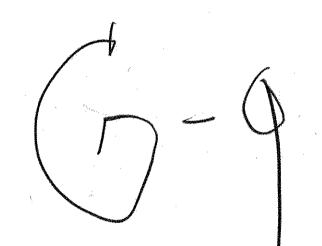
> LOCATION MAP SCALE IN MILES

Portion to be improved___ State & Federal Routes____ Other Roads

1989 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will require the part time closing of the highway to traffic, as noted on Sheet 9 , during which time detours will be provided as shown hereon. Provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.



Approved Harold W. Hitchen Date 4-19-19 District Deputy Director of Transportation

Date <u>5-4-89</u> Engineer, Bureau of Bridges and Structural Design

Approved Theodore J Still Date 8-23-89 Chief Engineer, Planning & Design

Approved Senand B. Harst Date 8-23-89 Director, Department of Transportation

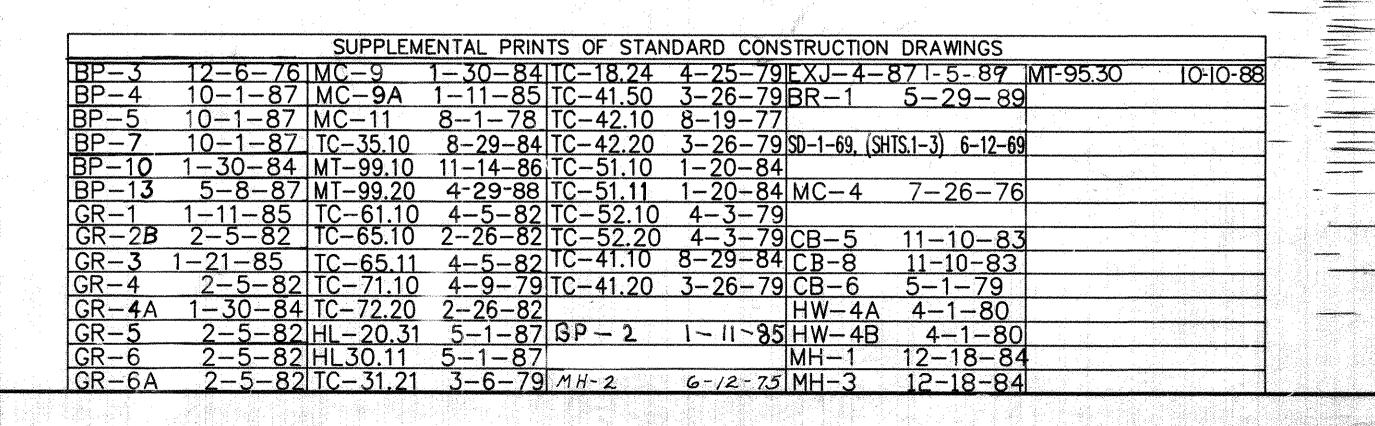
REVISED 9-28-89

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION APPROVED

DIVISION ADMINISTRATOR

DATE

Plan Prepared By: DISTRICT NO.5 OHIO DEPARTMENT OF TRANSPORTATION

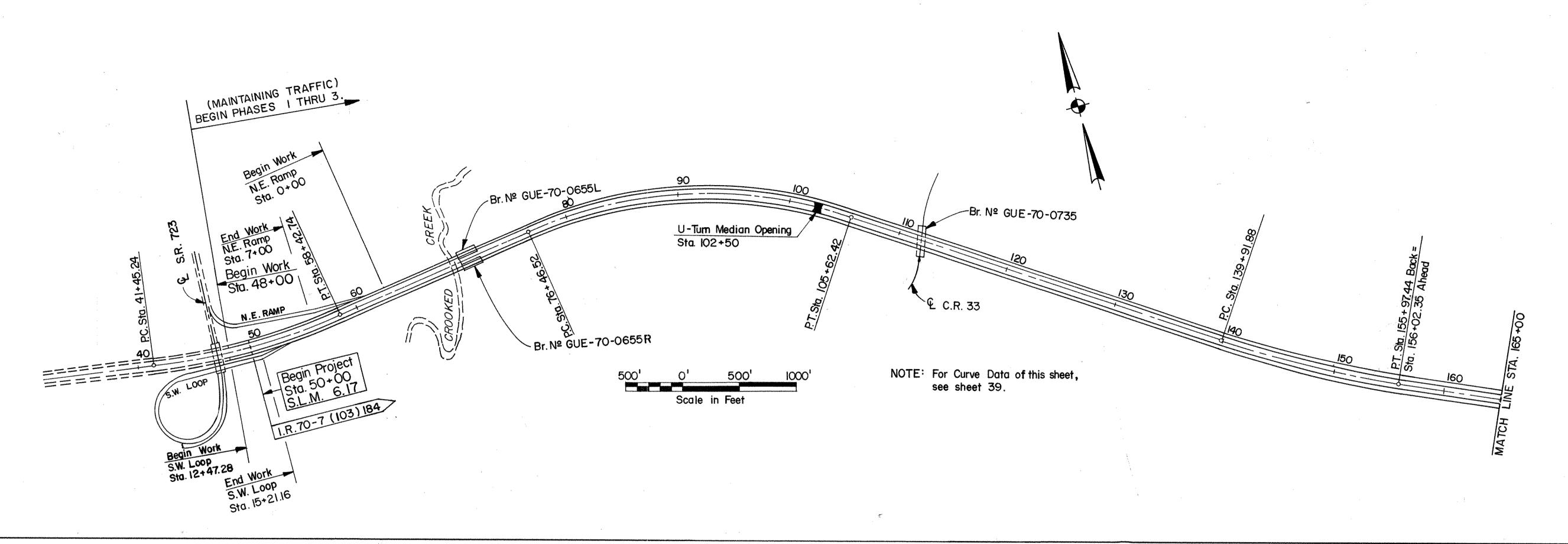


Project GUE-70-6.17 Date of Letting _19__Contract No._

Begin Work Sta.48+00

End Work Sta.642+35

Equation Sta. 272 + 26.34 W.B.



PROJECT DESCRIPTION

MQV-1,0 1992

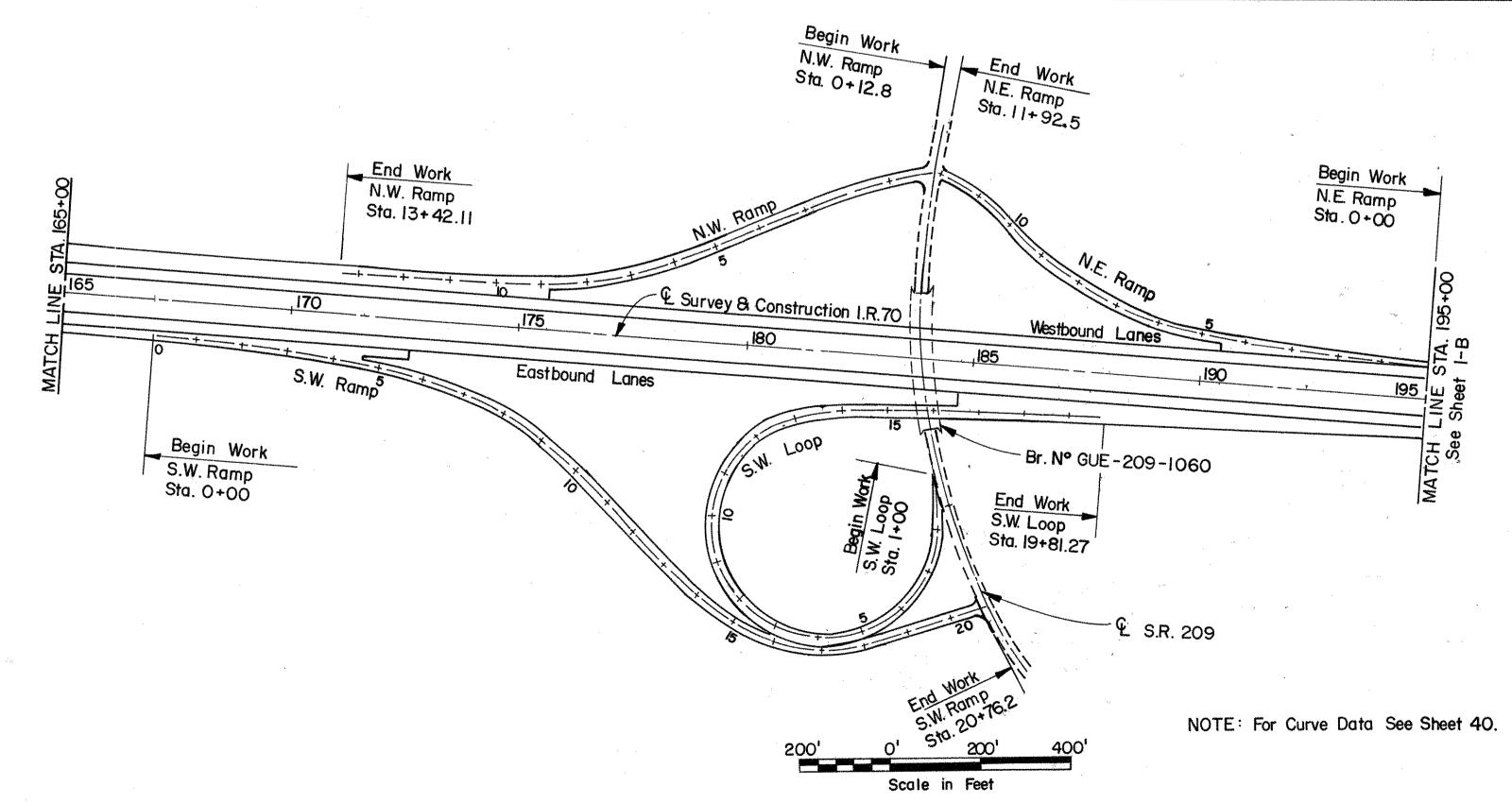
S.L.M. 6.17 TO S.L.M. 10.55 SHALL CONSIST OF THE REMOVAL OF EXISTING ASPHALT CONCRETE SURFACE COURSE, REPAIR EXISTING CONCRETE PAVEMENT AND THE PLACEMENT OF 4" ITEM 301 BITUMINOUS AGGREGATE BASE AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. THE EXISTING PAVEMENT AT THE OVERPASSES SHALL BE REMOVED AND REPLACED WITH 6" ITEM 304 AGGREGATE BASE, 9" ITEM 305 CONCRETE PAVEMENT, 4" ITEM 301 BITUMINOUS AGGREGATE BASE AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. WHEN APPLICABLE THE EXISTING PAVEMENT UNDER THE OVERHEAD STRUCTURES SHALL BE REMOVED AND REPLACED WITH THE SAME COMPOSITION AS THE OVERPASSES.

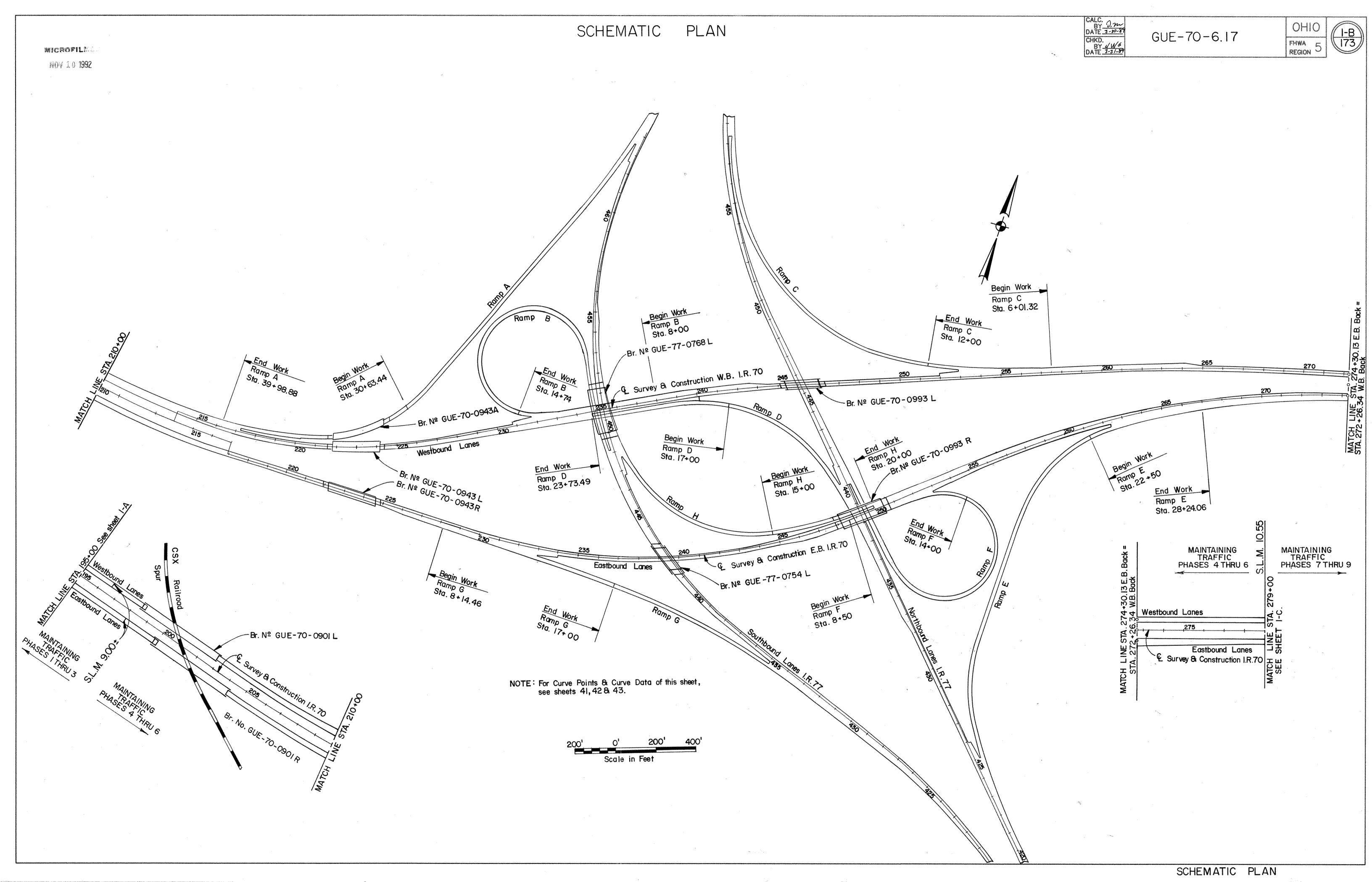
S.L.M. IO.55 TO S.L.M. 17.38 SHALL CONSIST OF THE REMOVAL OF EXISTING ASPHALT CONCRETE SURFACE, CRACK AND SEAT THE EXISTING CONCRETE PAVEMENT AND THE PLACEMENT OF 4" ITEM 301 BITUMINOUS AGGREGATE BASE, 2" ITEM 446 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I.

THE EXISTING PAVEMENT AT THE OVERPASSES SHALL BE REMOVED AND REPLACED WITH 5" ITEM 304 AGGREGATE BASE, 9" ITEM 301 BITUMINOUS AGGREGATE BASE.

2" ITEM 446 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. WHEN APPLICABLE THE EXISTING PAVEMENT UNDER THE OVERHEAD STRUCTURES SHALL BE REMOVED AND REPLACED WITH THE SAME COMPOSITION AS THE OVERPASSES.

THIS PROJECT WILL ALSO INCLUDE REMOVAL OF THE EXISTING GUARDRAIL AND INSTALLATION OF NEW TYPE 5 GUARDRAIL WITH ANCHOR ASSEMBLIES. THE SHOULDER SLOPES SHALL BE CONSTRUCTED TO THE GRADES SHOWN AND SEEDED. THE EXISTING PARAPETS AT OVERHEAD STRUCTURES SHALL BE REPLACED AS SHOWN IN THE PLANS. THIS PROJECT ALSO INCLUDES THE REPLACEMENT OR RELOCATION OF PORTIONS OF THE RAMPS AT THE S.R. 285 INTERCHANGE.

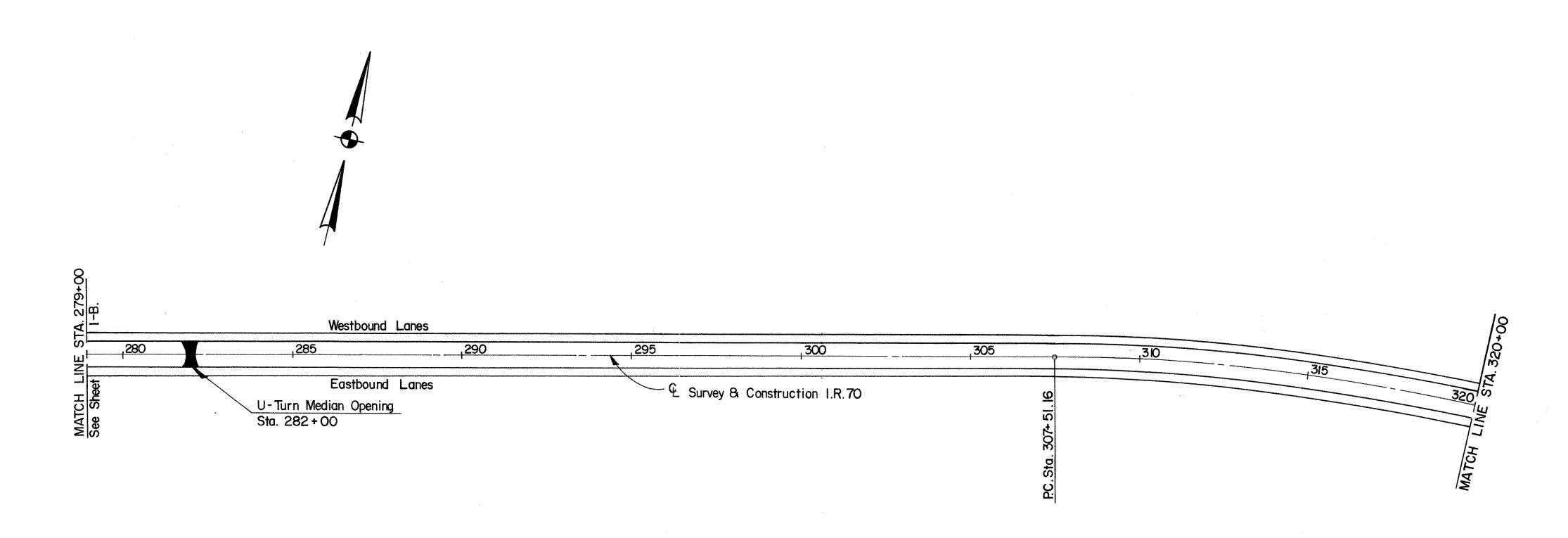


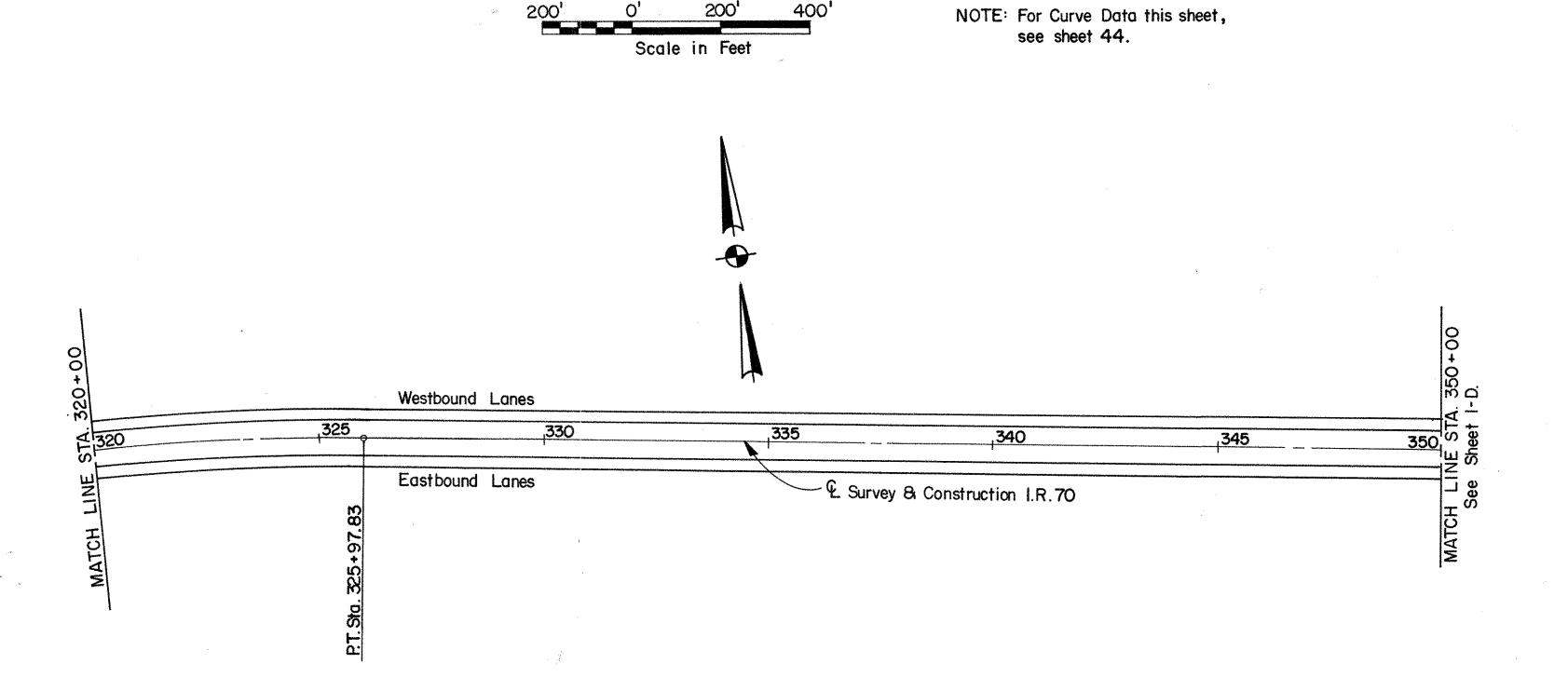


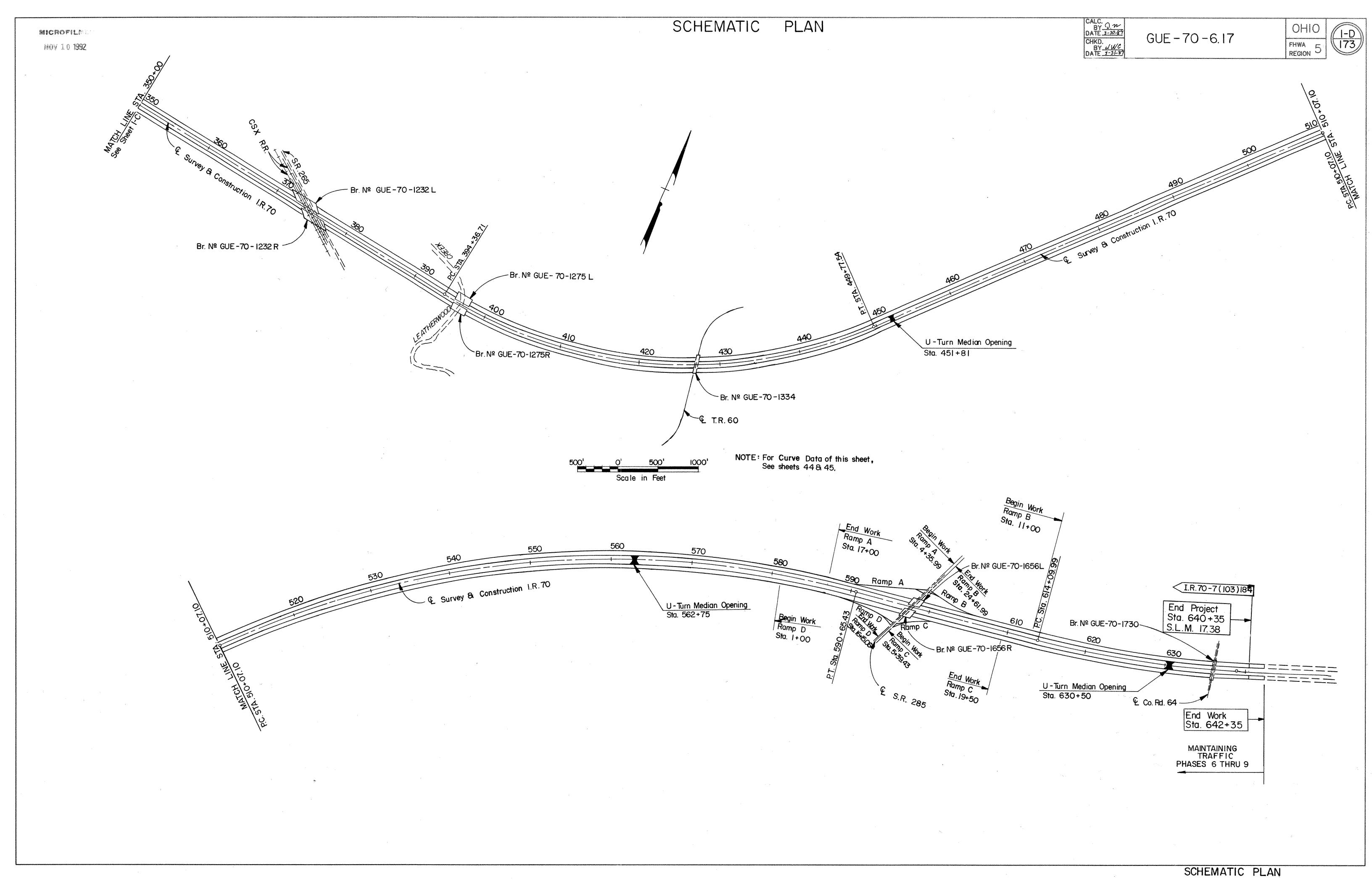
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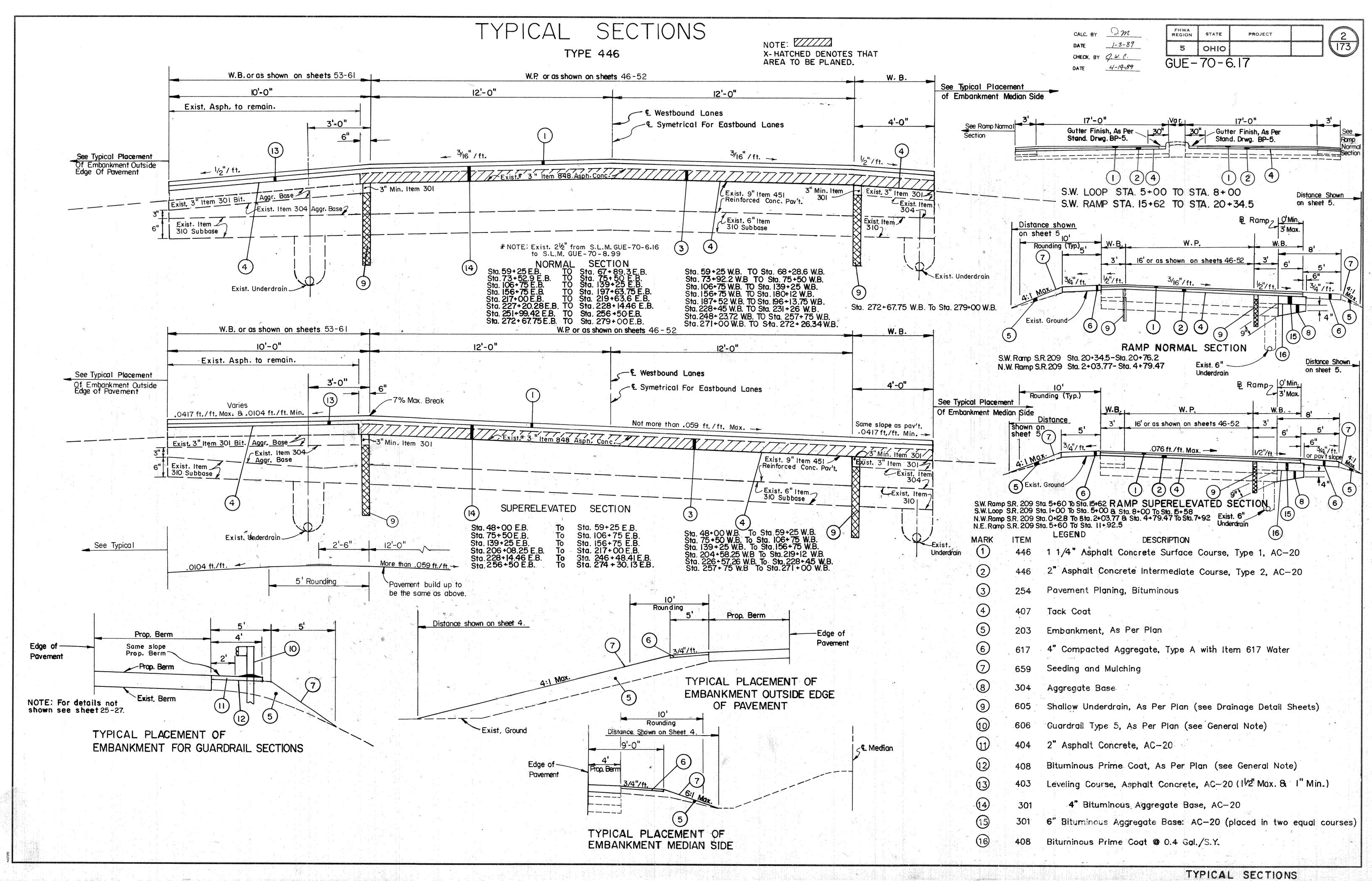
GUE-70-6.17

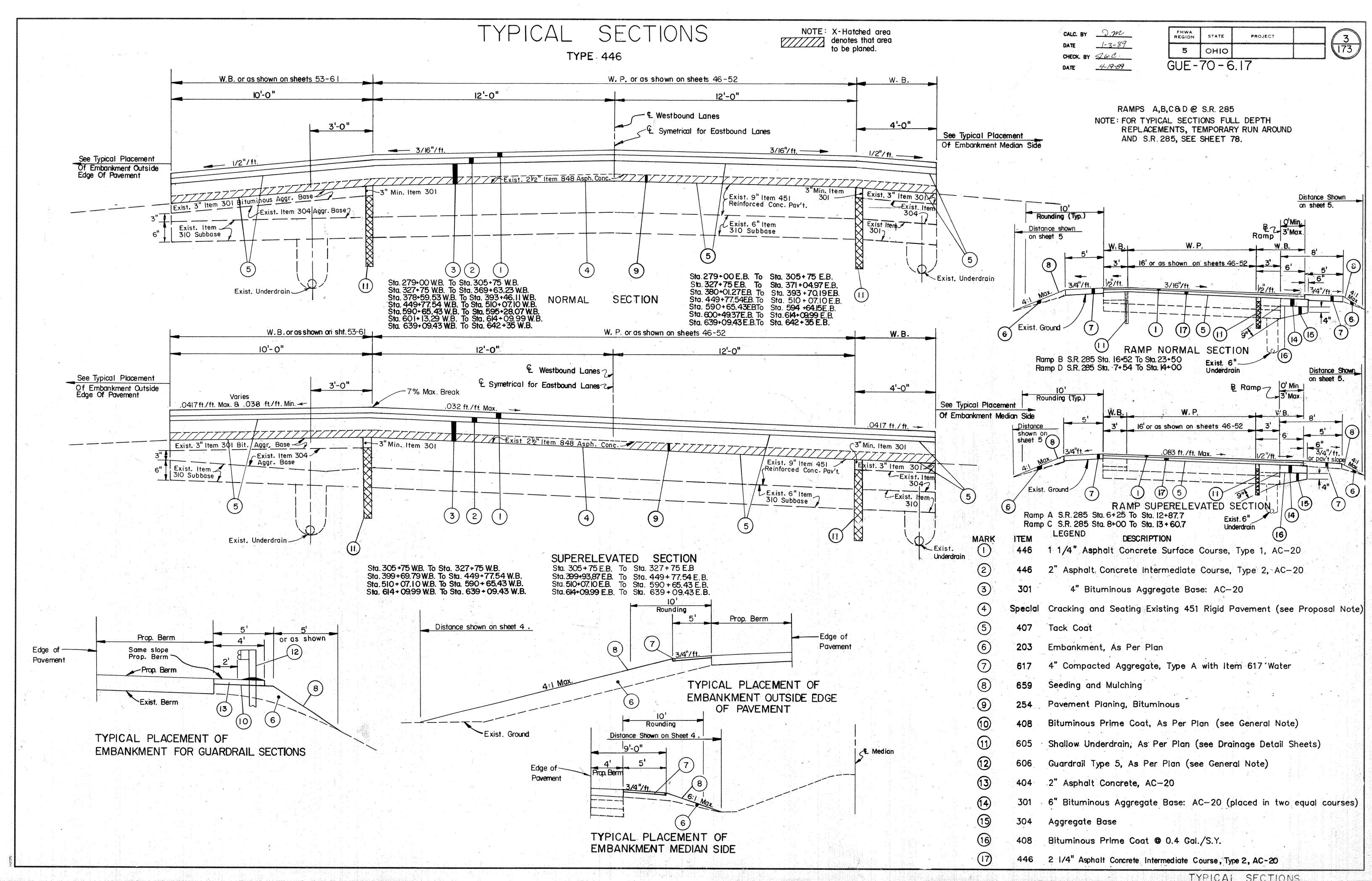












TYPICAL PLACEMENT OF EMBANKMENT MEDIAN SIDE & OUTSIDE EDGE OF PAVEMENT (SEE SHEETS 2-3).

| DISTANCE LEFT | DISTANCE LEFT | STATION & SURVEY | DISTANCE RIGHT | DISTANCE RIGHT |
|--|------------------|---|-------------------|-------------------|
| 91 | 28 | 50+00 | 30 | 110 |
| 87 | | 52+50 | | 104 |
| 86 88 | 27 | 55+00 = 7 + 50 | 30 | 98 91 |
| 104 | 24 | 57+50 60+00 | 28 | 86 |
| 96 | | 62+50 | | 86 |
| 97 | 24 | 65+00 | 30 | 89 |
| 86 86 | 28 | 67+50 70+00 | 30 | 84 86 |
| 86 | | 72+50 | <u></u> | 86 |
| 86 | 27 | 75+00 | 32 | 86 |
| 86 86 | 25 | 77+50 80+00 | 26 | 91 84 |
| 92 | | 82+50 | 26 | 89 |
| 90 | 27 | 85+00 | 27 | 94 |
| 82 90 | 24 | 87+50 | 20 | 89 92 |
| 84 | 4+ | 90+00 92+50 | 20 | 90 |
| 83 | 26 | 95+00 | 27 | 88 |
| 90 | | 97+50 | | 87 |
| 90 | 30 | 100+00 102+50 | 29 | 87 88 |
| 86 | 29 | 102+30 | 31 | 85 |
| 90 | | 107+50 | | 86 |
| 91 87 | 28 | 110+00 112+50 | 25 | - 86 - 86 |
| 94 | 30 | 115+00 | 25 | 86 |
| 88 | | 117+50 | | 85 |
| 86 91 | 24 | 120+00 | 25 | 86 90 |
| 88 | 27 | 122+50 125+00 | 23 | 90 |
| 92 | | 127+50 | | 84 |
| 84 84 | 28 | 130+00 | 22 | 87 85 |
| 84 | 29 | 132+50 135+00 | 24 | 88 |
| 83 | | 137+50 | | 89 |
| 85 | 23 | 140+00 | 31 | 86 |
| 84 83 | 29 | 142+50 145+00 | 24 | <u>84</u> 93 |
| 83 | | 147+50 | <u> </u> | 87 |
| 87 | 23 | 150+00 | 25 | 89 |
| 106 | 22 | 152+50 155+00 | 27 | <u>86</u> 88 |
| 102 84 | 22 | 157+50 | Aus / | 90 |
| 97 | 29 | 160+00 | 30 | 93 |
| 89 | 0F | 162+50 165+00 | 27 | 100 |
| 113 99 | 25 | 167+50 | | 120 97 |
| 124 | 29 | 170+00 | 30 | 106 |
| 120 | 26 | 172+50 175+00 | 27 | 92 |
| 114 90 | 26 | 177+50 | <u> </u> | 86 84 |
| 91 | 26 | 180+00 | 29 | 87 |
| 84 92 | 25 | 182+50 185+00 | 25 | <u>83</u> 119 |
| 92 | · | 187+50 | | 110 |
| 125 | 27 | 190+00 | 28 | 115 |
| 101 95 | 29 | 192+50 195+00 | 29 | 110 95 |
| 86 | 6 *√ | 197+50 | 4. V | 89 89 |
| 85 | 27 | 205+00 | 28 | 82 |
| 91 96 | 23 | 207+50 210+00 | 23 | 86 86 |
| 100 | <u> </u> | 210+00 212+50 | <u> </u> | 86 |
| 109 | 26 | 215+00 | 22 | 86 |
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| 55 | 217+50 | 32 | | 30 | 217+00 | 30 |
| 61 | 220+00 | <u>33</u> | | 28 | 217+50 | 32 32 |
| 29 | 225+00 | 36 | | 26 26 | 220+00 | 32 |
| <u>29</u> 35 | , | 38 | | 27 | 227+50 | 42 |
| | 227+50 | | | the same and the s | 230+00 | ······································ |
| <u>32</u> | 230+00 | <u>49</u> | | 29 | | 44 |
| 57 | 232+50 | <u>52</u> | | 29 | 232+50 | <u>60</u> |
| 46 | 235+00 | 55 | | 29 | 235+00 | 31 |
| 43 | 237+50 | 62 | | 27 | 237+50 | 36 |
| 42 | 240+00 | 66 | | 28 | 240+00 | 32 |
| 43 | 242+50 | 30 | | 30 | 242+50 | 32 |
| 32 | 247+50 | 33 | | 27 | 245+00 | 37 |
| 32 | 250+00 | 29 | | 61 | 247+50 | 43 |
| 68 | 252+50 | 28 28 | | 51 | 252+50 | 67 |
| | | | | | | 37 |
| 48 | 255+00 | <u>26</u> | | 44 | 255+00 | |
| 45 | 257+50 | 32 | | 42 | 257+50 | 38 |
| 46 | 260+00 | 28 | | 33 | 260+00 | 39 |
| 46 | 262+50 | 25 | | 26 | 262+50 | 66 |
| 32 | 265+00 | 27 | | 25 | 265+00 | 55 |
| 34 | 267+50 | 26 | | 30 | 267+50 | 52 |
| 31 | 270+00 | <u>26</u> | ************************************** | 29 | 270+00 | 48 |
| | | <u>20</u> 25 | | | 4 | 47 |
| 32 | 272+00 | 23 | | 25 | 272+50 | 4/ |
| | DISTANCE | DISTANCE | STATION | DISTANCE | DISTANCE | |
| | LEFT | LEFT | € SURVEY | RIGHT | RIGHT | |
| | 83 | 29 | 275+00 | 25 | 88 | |
| | 83 | | 277+50 | | 89 | |
| | 85 | 29 | 280+00 | 28 | 86 | |
| | 84 | | 1 | | 87 | |
| ************************************** | | <u> </u> | 282+50 | ~~ | | |
| | 89 | 25 | 2.85+00 | 28 | 86 | |
| | 89 | | <u>287+50</u> | ************************************** | 86 | |
| | 88 | 27 | 290+00 | 29 | 87 | |
| | 90 | | 292+50 | | 90 | |
| | 85 | 30 | 295+00 | 30 | 91 | |
| | 87 | 2 | 297+50 | | 90 | |
| | 87 | 27 | 300+00 | 28 | 90 | |
| | 90 | —————————————————————————————————————— | 302+50 | | 86 | |
| | 86 | 27 | 305+00 | 23 | 86 | |
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| | 87 | A. 57 | 307+50 | | 90 | |
| | 89 | 25 | 310+00 | 24 | 91 | |
| | 89 | | 312+50 | | 86 | |
| | 86 | 26 | 315+00 | 27 | 84 | |
| | 82 | | 317+50 | | 82 | |
| ······································ | 83 | 19 | 320+00 | 20 | 80 | |
| | 77 | 3 7 | 322+50 | | 77 | |
| | | 40 | · · · · · · · · · · · · · · · · · · · | 4.7 | \$~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | |
| | 78 | 19 | 325+00 | 13 | 75 | |
| | 76 | | 327+50 | | 74 | |
| | 74 | 13 | 330+00 | 13 | 74 | |
| | 74 | | 332+50 | , | 74 | |
| | 74 | 14 | 335+00 | 12 | 74 | |
| | 74 | | 337+50 | | 74 | ************************************** |
| | 74 | 10 | | 12 | | |
| | | 18 | 340+00 | | 74 | |
| | 74 | | 342+50 | · · · · · · · · · · · · · · · · · · · | 74 | |
| | 74 | 13 | 345+00 | 13 | 74 | |
| *************************************** | 74 | | 347+50 | *************************************** | 76 | |
| | 74 | 16 | 350+00 | 20 | 74 | |
| | 74 | | 352+50 | | 74 | |
| | 74 | 16 | 355+00 | 16 | 74 | ······································ |
| | 74 | | 357+50 | 1 | 74 | |
| | 74 | 15 | 360+00 | 16 | 74 | |
| | 76 | ı J | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | 10 | | |
| *************************************** | | 4 🗅 | 362+50 | 4 mg. | 74 | |
| | 76 | 18 | 365+00 | 17 | 74 | |
| | 76 | | 367+50 | | 74 | |
| | 76 | 16 | 370+00 | 16 | 74 | |
| *************************************** | 74 | 14 | 380+00 | 16 | 74 | |
| | 74 | | 382+50 | | 74 | |
| | 74 | 15 | 385+00 | 15 | 74 | |
| ************************************** | 74 | | 387+50 | | 74 | |
| | 74 | 14 | 390+00 | 14 | 74 | |
| · | 74 | * | | 1 T | 74 | |
| | | 4 4 | <u>392+50</u> | 4 /2 | | |
| | 74 | 14 | 395+00 | 10 | 74 | |
| | 74 | AAMTON MAANAA MAANAA AAAAA AAAAA AAAAA AAAAA AAAAA AAAAA AAAA | 398+00 | | 74 | |
| | 75 | . 14 | 400+00 | 15 | 74 | |
| | 77 | | 402+50 | | 77 | |
| | 78 | 16 | 405+00 | 15 | 75 | ************************************** |
| | 78 79 | | | * > | 78 78 | |
| nt to de chatter in the think the free de most for free Contact darme in the temperature and when the sole who | | 4 A | 407+50 | 15 | 73 | |
| | <u>76</u> | 14 | 410+00 | IJ | | |
| · | 78 | | 412+50 | avenanore-scordonna empirare d'architecture de mandre de | 76 | |
| | 75 | 15 | 415+00 | 14 | 74 | |
| *************************************** | 75 | | 417+50 | | 74 | |
| | 74 | 14 | | 15 | 74 | |
| | <u> /</u> | <u> </u> | 420+00 | | 74 | |

| DISTANCE LEFT | DISTANCE | STATION & SURVEY | DISTANCE RIGHT | DISTANCE RIGHT |
|------------------|---------------------|---------------------|-------------------|-------------------|
| 74 | 14 | 425+00 | 16 | 74 |
| 73 72 | | 427+50 | 7 | 74 |
| 72 72 | 15 | 430+00 432+50 | 15 | 74 74 |
| 72 | 14 | 435+00 | 14 | 78 |
| 72 76 | . 14 | 437+50 440+00 | 15 | 72 78 |
| 84 | | 442+50 | 19 | 76 |
| 83 | 14 | 445+00 | 14 | 72 |
| 77 80 | 14 | 447+50 450+00 | 19 | 76 73 |
| 80 | WINDOWS WWW. 2016-1 | 452+50 | | 83 |
| 77 75 | 13 | 455+00 457+50 | 15 | 82 72 |
| 80 | 16 | 460+00 | 15 | 82 |
| 80 | | 462+50 | | 72 |
| 85 75 | 15 | 465+00 467+50 | 14 | 78 73 |
| 80 | 15 | 470+00 | 15 | 73 79 |
| 80 | | 472+50 | | 80 |
| 74 80 | 15 | 475+00 477+50 | 15 | 87 87 |
| 73 77 | 15 | 480+00 | 14 | 74 |
| 77 | | 482+50 | | 82 |
| 72 72 | 15 | 485+00 487+50 | 16 | 80 72 |
| 73 77 | 14 | 490+00 | 14 | 75 |
| 77 | | 492+50 | | 78 74 |
| 72 77 | 15 | 495+00 497+50 | 14 | 74 |
| 74 | 15 | 500+00 | 15 | 74 |
| 74 74 | 16 | 502+50 505+00 | 14 | 74 74 |
| 74 | | 507+50 | | 74 |
| 74 | 14 | 510+00 | 14 | 74 76 |
| 76 82 | 20 | 512+50 515+00 | 20 | 76 79 |
| 83 | | 517+50 | | 82 |
| 85 86 | 28 | 520+00 522+50 | 27 | 85 85 |
| 90 | 28 | 522+50 525+00 | 26 | 85 |
| 92 | · | 527+50 | | 87 |
| 86 86 | 30 | 530+00 532+50 | 27 | 86 86 |
| 86 | 25 | 535+00 | 25 | 86 |
| 86 | | 537+50 | | 88 |
| 86 86 | 27 | 540+00 542+50 | 28 | 91 87 |
| 87 | 29 | 545+00 | 27 | 93 |
| 86 86 | 24 | 547+50 550+00 | 24 | 85 87 |
| 86 | | 552+50 | | 92 |
| 86 | 26 | 555+00 | 31 | 86 |
| 86 86 | 27 | 557+50 560+00 | 28 | <u>88</u> 91 |
| 86 | | 562+50 | | 90 |
| 86 86 | 29 | <u>565+00</u> | 28 | 93 86 |
| 86 | 22 | 567+50 570+00 | 24 | 86 |
| 86 | A 7 | 572+50 | | 89 |
| 90 | 23 | 575+00 577+50 | 23 | 84 87 |
| 109 | 26 | 580±00 | 28 | 99 |
| 101 107 | 23 | 582+50 585+00 | 23 | 100 |
| 108 | | 585+00 587+50 | | 100 130 |
| 118 | 25 | 590+00 | 25 | 86 |
| 91 86 | 28 | 592+50 595+00 | 28 | 90 86 |
| 88 | 28 | 600+00 | 28 | 87 |
| 90 | | 602+50 | 26 | 90 |
| 84 87 | 25 | 605+00 607+50 | 25 | 125 110 |
| 104 | 29 | 610+00 | 29 | 110 |
| 98 | 22 | 612+50 | 23 | 113 |
| 100 86 | 22 | 615+00 617+50 | | 106 91 |
| 86 | 27 | 620+00 | 29 | 88 |
| 86 88 | 29 | 622+50 625+00 | 29 | 86 86 |
| 85 | | 627+50 | | 86 |
| 85 86 | 27 | 630+00 | 28 | 86 |
| 86 86 | 27 | 632+50 635+00 | 26 | 95 86 |
| 84 | | 637+50 | | 90 |
| 90 | 25 | 640+00 | 29 | 89 |

TYPICAL PLACEMENT OF EMBANKMENT OUTSIDE EDGE OF PAVEMENT (SEE SHEETS 2-3).

S.R.209 (RAMPS)

| S.R.209 (RAN | APS) | |
|------------------|------------------|---------------------------------------|
| DISTANCE LEFT | & SURVEY RAMP | DISTANCE RIGHT |
| | N.E.RAMP | · · · · · · · · · · · · · · · · · · · |
| 28 | 7+50 | 13 13 |
| 29 | 10+00 | 13 |
| | | |
| | N.W.RAMP | |
| 29 32 | 2+50 | 13 |
| 32 | 5+00 | 13 |
| 32 | 7+50 | 15 |
| | | |
| | S.W.RAMP | |
| 33 | 7+50 | 15 |
| 35 | 10+00 | 13 |
| 30 | 12+50 | 13 |
| | 15+00 | 13 13 |
| | 17+50 | 13 |
| | 20+00 | 13 |
| | | |
| | S.W.LOOP | |
| | 2+50 | 13 |
| | 10+00 | 12 |
| | 12+41 | 19 |
| | | |

| S.R.285 (| (RAMPS) |
|-----------|---------|
|-----------|---------|

| DISTANCE LEFT | & SURVEY RAMP | DISTANCE RIGHT |
|------------------|------------------|-------------------|
| | RAMP A | |
| 27 | 7+50 | 13 13 13 |
| 26 | 10+00 | 13 |
| 23 | 12+50 | 13 |
| | | |
| | | |
| | RAMP B | |
| 28 | 17+50 | 18 |
| 20 | 20+00 | 21 |
| | | |
| | | |
| | RAMP C | |
| 30 | 8+00 | 13 |
| 27 | 10+00 | 13 |
| 33 | 12+50 | 13 |
| | | |
| | | |
| | RAMP D | |
| 32 | 10+00 | 15 |
| 32 | 12+50 | 14 |
| 32 32 33 | 13+00 | 15 |
| 33 | 13+50 | 15 |
| | | |
| | | |
| | | |
| | | |

FIELD OFFICE

THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE HAVING A MINIMUM OF 800 SQ. FT. OF FLOOR SPACE. PAYMENT SHALL BE AT THE LUMP SUM PRICE BID FOR ITEM 619, FIELD OFFICE.

CONSTRUCTION PLAN

REFERENCE IS HEREBY MADE TO THE FOLLOWING DESIGNATED PLAN FOR FORMER CONSTRUCTION PROJECTS, PORTIONS OF WHICH COVER AREAS INCLUDED IN THIS PROPOSED IMPROVEMENT.

(GUE-40-5.84) (GUE-40-8.36, GUE-209-9.92-9.93), (GUE-40-10.52) (GUE-40-11.86)

COPIES OF THESE PLANS ARE ON FILE EITHER AT THE DISTRICT 5 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION OR AT THE OFFICE OF THE ADMINISTRATOR OF CONTRACT SALES COLUMBUS, OHIO.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING COURSE SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE GRADE ARE ON FILE FOR INSPECTION IF NECESSARY AT THE O.D.O.T DISTRICT 5 OFFICE AS PROJECTS SHOWN ON THIS SHEET. THE PROPOSED ASPHALT CONCRETE OVERLAYS SHALL HAVE A UNIFORM THICKNESS AS SHOWN ON SHEETS 2 & 3.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

LOCATION OF GUARDRAIL

THE LOCATIONS OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS, ARE SUBJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

ITEM 407 TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT. AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.10 GALLONS PER

SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY

ADDITIONAL TACK COAT

IN ADDITION TO THE REQUIREMENTS OF 407.05, A TACK COAT SHALL BE APPLIED, AS DESCRIBED ABOVE ON ITEM 301 BITUMINOUS AGGREGATE BASE COURSE IMMEDIATELY AHEAD OF THE PAVING OPERATION FOR THE ITEM 446 SURFACE COURSE. THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED ABOVE.

ITEM 407 TACK COAT

51.000 GALLONS

ITEM 446 ASPHALT CONCRETE

ON THIS PROJECT, ITEM 446 ASPHALT CONCRETE, TABLE 2-2, PROPERTIES OF MIXTURES FOR HEAVY TRAFFIC VOLUMES SHALL APPLY.

ITEM 404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC.

A QUANTITY OF ITEM 404 ASPHALT CONCRETE, AC-20 HAS BEEN INCLUDED IN THE PLANS TO REPAIR PAVEMENT OR BERMS DAMAGED WHEN MAINTAINING TRAFFIC AS DESCRIBED AS PER ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSE.

ITEM 404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC 400 CU, YD.

NOTE: THIS QUANTITY INCLUDES MATERIAL TO REPAIR BERMS AND STABILIZE BERMS WHEN MAINTAINING TRAFFIC ON THE RAMPS AT S.R. 723, S.R. 209 AND S.R. 285.

TREES OR STUMPS REMOVAL OF

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

ITEM 201 CLEARING AND GRUBBING, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 201, THE FOLLOWING REQUIREMENTS SHALL APPLY. THE EXISTING SLOPE AREAS WHERE EMBANKMENT IS TO BE MADE SHALL REQUIRE DISKING, OR A METHOD APPROVED BY THE ENGINEER. PRIOR TO PLACEMENT OF EMBANKMENT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE.

ITEM 201 CLEARING AND GRUBBING, AS PER PLAN

LUMP

WATERING AND MOWING PERMANENT SEEDED AREAS

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

> 659 WATER 659 MOWING

350 M GAL. 720 M SQ. FT.

ITEM 659, SEEDING AND MULCHING

THE FOLLOWING QUANTITY WAS USED TO ESTIMATE THE AREAS FOR SEEDING AND MULCHING. THE FINAL AREA SHALL BE DETERMINED BY THE PROJECT ENGINEER. 306,783 **SQ.YD**.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY ITEM 659 SEEDING AND MULCHING 306.783 SQ.YD. -ITEM 659 COMMERCIAL FERTILIZER * 10.71 + 28.55=39.26 TON

- ITEM 659 AGRICULTURAL LIMING 142.73 TON

CALCULATED FROM TOTAL SEEDING AND MULCHING ON GENERAL SUMMARY. *ADD 10.71 TON FOR SECOND APPLICATION FOR TWO CONSTRUCTION SEASON AS PER 659.08.

DUE TO POOR SOILS IN THE AREA OF THE UNDERPASSES & OVERPASSES AN ESTIMATED QUANT. OF ITEM 203 EXCAVATION AND ITEM 203 EMBANKMENT USING GRANULAR MATERIAL AS PER 203.02 HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

THE PROJECT ENGINEER RESERVES THE RIGHT TO NON-PERFORM UP TO 100% OF THIS ITEM.

LATERIAL LIMITS ARE 1' BEYOND OUTSIDE EDGES AT BERM.

UNSUITABLE SUBGRADE

ITEM 203 EXCAVATION, NOT INCLUDING EMBANKMENT CONSTRUCTION ITEM 203 EMBANKMENT USING GRANULAR MATERIAL

1,000 C.Y. 1,000 C.Y.

GUE-70-6.17

ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE

THE RAISED PAVEMENT MARKERS REMOVED ON THIS JOB SHALL BE STORED ON THE JOB SITE, AND SHALL BE REMOVED BY STATE FORCES.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSE.

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE.

1878 EACH

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

THE ROUNDED CORNERS SHOWN ON THE TYPICAL SECTIONS, APPLY TO ALL CROSS SECTIONS EVEN THOUGH OTHERWISE SHOWN ON THESE PLANS.

ITEM 616 DUST CONTROL:

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED IN ITEM 616 DUST CONTROL.

ITEM 616 WATER ITEM 616 CALCIUM CHLORIDE 100 M.GAL. 20 TON

ITEM 617 WATER

AN ESTIMATED QUANTITY OF 90 M.GAL. HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED IN SECTION 617.05 OF THE SPECIFICATIONS.

ITEM 203 EMBANKMENT, AS PER PLAN

ITEM 203 EMBANKMENT SHALL CONSIST OF PLACING EMBANKMENT AT THE OUTSIDE EDGES OF THE PAVEMENT AS SHOWN ON SHEETS 283. THE EXISTING BERM SHALL BE PREPARED AS REQUIRED IN SPEC. 201.04. ALL EMBANKMENT SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH SPEC. 203.09. EXCEPT THAT REQUIREMENTS FOR MOISTURE, DENSITY CONTROL, AND BENCHING ARE HEREBY WAIVED FOR WIDENED SHOULDERS WHICH DO NOT SUPPORT ANY PORTION OF THE NEW PAVEMENT OR SHOULDER. CARE SHALL BE EXERCISED WHEN PLACING EMBANKMENT AROUND EXISTING

DRAINAGE SYSTEMS. EMBANKMENT AROUND EXISTING DRAINAGE SYSTEMS SHALL BE PLACED AT THE DIRECTION OF THE PROJECT ENGINEER. THE CONTRACTOR WILL PROVIDE STAKES AT 250' INTERVALS AT THE OUTSIDE EDGE OF PAVEMENT AND 500'INTERVALS AT THE MEDIAN EDGE OF PAVEMENT TO INSURE THAT SLOPES ARE CONSTRUCTED ACCORDING TO PLAN. (SEE SHEETS 4 & 5). COST OF THE STAKES TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 623 CONSTRUCTION LAYOUT STAKES.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY. AND IS AN ESTIMATED QUANTITY TO PERFORM THE WORK AS SHOWN ON SHEETS 283.

ITEM 203 EMBANKMENT, AS PER PLAN

25,925 CU.YD.

ITEM SPECIAL, LAW ENFORCEMENT OFFICER WITH PATROL CAR

IN ADDITION TO THE REQUIREMENTS OF ITEM 614, A UNIFORMED OFF DUTY STATE HIGHWAY PATROLMAN AND OFFICIAL PATROL CAR WITH EMERGENCY FLASHERS OPERATING, SHALL BE PROVIDED DURING ANY INTERMITTENT FIRST DAY SET-UP PERIOD AND LAST DAY TEARDOWN PERIOD. THIS REQUIREMENT DOES NOT PRECLUDE THE CONTRACTORS USE OF STATE HIGHWAY PATROLMAN FOR OTHER PURPOSES IN THE PROJECT AREA. HOWEVER WHERE SUCH USAGE IS AT THE OPTION OF THE CONTRACTOR, PAYMENT FOR THE STATE HIGHWAY PATROLMAN'S SERVICES INVOLVED SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC. INFORMATION REGARDING ARRANGEMENTS AND PAYMENTS BY THE CONTRACTORS FOR SPECIAL DUTY PATROL SERVICES MAY BE OBTAINED BY CONTACTING THE OHIO HIGHWAY PATROL, 660 EAST MAIN STREET, COLUMBUS, OHIO, TELEPHONE 466-2660. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE.

ITEM SPECIAL LAW ENFORCEMENT OFFICER WITH PATROL CAR

400 HOURS

GENERAL NOTES

CALC. D. MA BY DATE 1-3-8' CHKD. BY Q. M. Q. DATE 449 &

GUE-70-6.17

OHIO 7
FHWA 5
REGION 5

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER, FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

| | TEMPORARY SEEDING AND MULCHING | 63,500 | SQ. YD. |
|-----|--|--------|---------|
| | STRAW OR HAY BALES | 1,100 | EACH |
| | WATER | 150 | M. GAL. |
| 659 | COMMERCIAL FERTILIZER (As Per Item 207.03) | 2.86 | TON |

ITEM 802 BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED IN SUPPLEMENTAL SPECIFICATION 802.

| | TYPE A | | TYPE B | |
|---|--------|----|--------|----|
| CONCRETE BARRIER, TYPE D, GUARDRAIL & BRIDGE PARAPETS | W | Y | W | Y |
| | 566 | 47 | 70 | 43 |

613 EACH

113 EACH

ITEM 408 BITUMINOUS PRIME

ITEM 802 BARRIER REFLECTORS, TYPE A

ITEM 802 BARRIER REFLECTORS, TYPE B

COAT, AS PER PLAN

PRIOR TO PLACING THE 4' WIDTH OF ITEM 404 MATERIAL A SOIL STERILIZER USING ONE OF THE FOLLOWING BRANDS, SHALL BE APPLIED AT THE RATE RECOMMENDED BY THE MANUFACTURE.

- 1. PRAMITEL 25 E BY CIBA-GEIGY
 2. KROVER BY DIAMOND SHAMROCK OR AN APPROVED EQUAL.
- AFTER THE STERILIZER HAS BEEN PLACED THE 408 BITUMINOUS PRIME COAT SHALL BE APPLIED AT THE RATE OF 0.4 GAL. PER SQ.YD. PRIOR TO PLACING THE 404 ASPHALT CONCRETE.

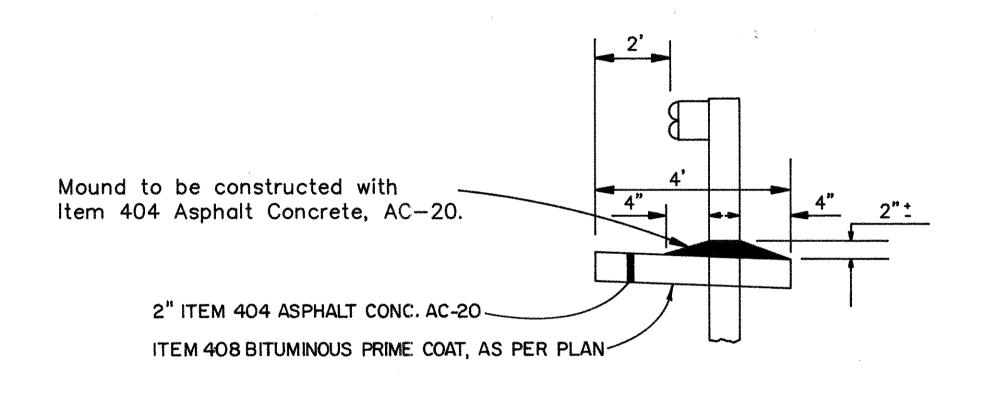
PAYMENT FOR ALL THE ABOVE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 408 BITUMINOUS PRIME COAT, AS PER PLAN.

SEEDING

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS FIVE (5) FEET OUTSIDE THE WORK LIMITS, AS SHOWN ON SHEETS 485.

ITEM 606 GUARDRAIL TYPE 5, AS PER PLAN

THIS WORK SHALL CONSIST OF CONSTRUCTING THE TYPE 5 GUARDRAIL AS PER STANDARD CONSTRUCTION DRAWING GR-2B AND SHALL INCLUDE BORING THRU THE 404 BERM TREATMENT TO A DEPTH OF 6" AT EACH POST LOCATION AS SHOWN ON SHEETS 25-27 AFTER THE POST HAS BEEN PLACED THE CONTRACTOR SHALL CONSTRUCT A MOUND AROUND THE BASE OF THE POST. THE MOUND SHALL BE AS SHOWN ON THIS SHEET AND HAND TAMPED FOR COMPACTION.
ALL THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 606 GUARDRAIL TYPE 5, AS PER PLAN ANY DAMAGE TO THE ASPHALT CAUSED BY THE INSTALLATION OF THE GUARDRAIL OR OTHER ITEMS OF WORK SHALL BE REPAIRED, AT NO ADDITIONAL COST TO THE STATE.



ITEM 622 TEMPORARY CONCRETE BARRIER

THE CONTRACTOR SHALL INSTALL A TEMPORARY CONCRETE BARRIER, AS PER STANDARD DRAWING MC-9A, AS SHOWN ON SHEET II.

AFTER THE PROJECT HAS BEEN COMPLETED THE TEMPORARY CONCRETE BARRIER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED BY HIM. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSE.

(SEE SHEET 120 FOR ITEM 622 TEMPORARY CONCRETE BARRIER, BRIDGE MOUNTED)

E.B. CLOSING DRIVING LANE

| | • | | | ************* | |
|--|--|--------|---|--|--------------------------------------|
| Br.No. GUE-70-0655 R Br.No. GUE -70-0901R Br.No. GUE-70-0943R Br.No. GUE-70-0993R Br.No. GUE-70-1232R Br.No. GUE-70-1275R Br.No. GUE-70-1656R | 1050 L.F. 1050 L.F. 1050 L.F. 1050 L.F. 1050 L.F. 1050 L.F. | | Br.No. GUE-70-0655 R Br.No. GUE -70-0901R Br.No. GUE-70-0943R Br.No. GUE-70-0993R Br.No. GUE-70-1232R Br.No. GUE-70-1275R Br.No. GUE-70-1656R | 1050 1050 1050 1050 1050 1050 | L.F. L.F. L.F. L.F. |
| SUB-TOTAL | | | SUB-TOTAL | | |
| W.B. CLOSING DRIVING LANE Br.No. GUE-70-0655L Br.No. GUE-70-0735 Br.No. GUE-209-1060 Br.No. GUE-70-0901L Br.No. GUE-70-0943L Br.No. GUE-77-0768L Br.No. GUE-70-0993L Br.No. GUE-70-1232L Br.No. GUE-70-125L Br.No. GUE-70-1656L SUB-TOTAL | 1050 L.F. 1340 L.F. 1340 L.F. 1050 L.F. 1050 L.F. 2120 L.F. 1050 L.F. 1050 L.F. | | W.B. CLOSING PASSING LANE Br.No. GUE-70-0655L Br.No. GUE-70-0735 Br.No. GUE-209-1060 Br.No. GUE-70-0901L Br.No. GUE-70-0943L Br.No. GUE-77-0768L Br.No. GUE-70-0993L Br.No. GUE-70-1232L Br.No. GUE-70-125L Br.No. GUE-70-1656L SUB-TOTAL | 1050 1340 1340 1050 1050 2120 1050 1050 1050 | L.F. L.F. L.F. L.F. L.F. |
| Ramp A I.R.70 | 825 L.F. | | Ramp A I.R.70 | 825 | |
| SUB-TOTAL | 825 L.F. | | SUB-TOTAL | 825 | L.F. |
| ITEM 622 TEMPORARY CONC | RETE BARRIER | 38,550 | O LIN.FT. | | |

E.B. CLOSING PASSING LANE

CATCH BASINS AS PER PLAN

THE REQUIREMENTS OF ITEM 604 SHALL GOVERN THE FURNISHING AND INSTALLATION OF THE CATCH BASINS EXCEPT AS HEREIN AFTER MODIFIED. THE CONCRETE APRON SHALL BE CONSTRUCTED AS SHOWN ON SHEET 108 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN AND IN THE STANDARD DRAWINGS FOR THE PERTINENT CATCH BASIN.

CONNECTION TO EXISTING PIPE

WHERE THE PLANS PROVIDE FOR PROPOSED CONDUIT TO BE CONNECTED TO, OR TO CROSS EITHER OVER OR UNDER AN EXISTING SEWER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE THE EXISTING PIPE BOTH AS TO LINE AND GRADE BEFORE HE STARTS TO LAY THE PROPOSED CONDUIT.

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

ITEM 625 MODIFY EXISTING SERVICE TO UNDERPASS LIGHTING, AS PER PLAN

THIS ITEM SHALL CONSIST OF REMOVING THE CONDUIT AND CABLE FROM THE PULLBOX TO THE JUNCTION BOX MOUNTED ON THE PIER CAP. IT INCLUDES FURNISHING AND ERECTING NEW CONDUIT AND CABLE FROM THE PROPOSED PULLBOX TO THE JUNCTION BOX AS SHOWN IN THE PLANS. ALL MOUNTING BRACKET, CONDUIT CONNECTIONS, TRENCHING AND ACCESSORIES NEEDED FOR A COMPLETE INSTALLATION, EXCEPT FOR ITEMS SPECIFICALLY LISTED IN THE PLANS ARE INCLUDED.

PAYMENT SHALL BE PER LUMP SUM BID FOR ITEM 625 MODIFY EXISTING SERVICE TO UNDERPASS LIGHTING, AS PER PLAN.

ITEM 202 PULL BOX REMOVED

THIS ITEM SHALL CONSIST OF LOCATING AND REMOVING THE EXISTING PULL BOX, PULLING ANY EXTRA CABLE THROUGH TO THE PROPOSED PULL BOX AND BACKFILLING.

PAYMENT SHALL BE PER EACH FOR ITEM 202 PULL BOX REMOVED.

EROSION CONTROL

ITEMS 60I AND 660 ARE PROVIDED IN THE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ITEM 60I AND TURF OF A STABLE NATURE WILL NOT BE REMOVED IN ORDER TO PLACE ITEM 660. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES FOR THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION.

GUE - 70 - 6.17

OHIO 8 173) FHWA 5

ITEM 452 PLAIN CONCRETE PAVEMENT, AS PER PLAN

IN LIEU OF THE REQUIREMENTS OF 451.08 (d) AND STANDARD DRAWING BP-4. WIDTH OF CONTRACTION JOINTS SHALL BE 1/2" 1/16" AND THE DEPTH OF THE JOINT SHALL BE A MIMIMUM OF 2 1/4".

PREFORMED ELASTIC JOINT SEALER SHALL BE USED AND SHALL MEET THE REQUIREMENTS OF 705.11 AND HAVE A MINIMUM WIDTH OF 1 1/4". DRAWINGS AND SPECIFICATIONS OF THE MATERIAL PROPOSED FOR USE SHALL BE SUBMITTED TO THE DIRECTOR FOR REVIEW AND APPROVAL

IN LIEU OF 452.01 OF THE SPECIFICATIONS, CONTRACTION JOINTS SHALL BE CONSTRUCTED WITH DOWELS AS SHOWN FOR ITEM 451 PAVEMENT ON STANDARD DRAWING BP-4 DATED 1-11-85. DOWELS SHALL BE COATED IN ACCORDANCE WITH 709.13. DOWEL ASSEMBLIES SHALL BE EPOXY COATED AS PER SUPP. SPEC. 941.

DOWEL INSTALLING MACHINES WILL NOT BE PERMITTED ON THIS PROJECT.

THE COST OF ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR: ITEM 452 PLAIN CONCRETE PAVEMENT. AS PER PLAN.

PROJECT DESCRIPTION

S.L.M. 6.17 TO S.L.M. 10.55 SHALL CONSIST OF THE REMOVAL OF EXISTING ASPHALT CONCRETE SURFACE COURSE, REPAIR EXISTING CONCRETE PAVEMENT AND 4" ITEM 301 BITUMINOUS AGGREGATE BASE AND 1 1/4" THE PLACEMENT OF ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. THE EXISTING PAVEMENT AT THE OVERPASSES SHALL BE REMOVED AND REPLACED WITH 6" ITEM 304 AGGREGATE BASE, 9" ITEM 305 CONCRETE PAVEMENT, 4" ITEM 301 BITUMINOUS AGGREGATE BASE AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. WHEN APPLICABLE THE EXISTING PAVEMENT UNDER THE OVERHEAD STRUCTURES SHALL BE REMOVED AND REPLACED WITH THE SAME COMPOSITION AS THE OVERPASSES.

S.L.M. 10.55 TO S.L.M. 17.38 SHALL CONSIST OF THE REMOVAL OF EXISTING ASPHALT CONCRETE SURFACE, CRACK AND SEAT THE EXISTING CONCRETE PAVEMENT AND THE PLACEMENT OF 4" ITEM 301 BITUMINOUS AGGREGATE BASE, 2" ITEM 446 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II AND 1 1/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. THE EXISTING PAVEMENT AT THE OVERPASSES SHALL BE REMOVED AND REPLACED WITH 5" ITEM 304 AGGREGATE BASE, 9" ITEM 301 BITUMINOUS AGGREGATE BASE. 2" ITEM 446 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II AND 11/4" ITEM 446 ASPHALT CONCRETE SURFACE COURSE, TYPE I. WHEN APPLICABLE THE EXIST-ING PAVEMENT UNDER THE OVERHEAD STRUCTURES SHALL BE REMOVED AND REPLACED WITH THE SAME COMPOSITION AS THE OVERPASSES. THIS PROJECT WILL ALSO INCLUDE REMOVAL OF THE EXISTING GUARDRAIL AND INSTALLATION OF NEW TYPE 5 GUARDRAIL WITH ANCHOR ASSEMBLIES. THE SHOULDER SLOPES SHALL BE CONSTRUCTED TO THE GRADES SHOWN AND SEEDED. THE EXISTING PARAPETS AT OVERHEAD STRUCTURES SHALL BE REPLACED AS SHOWN IN THE PLANS. THIS PROJECT ALSO INCLUDES THE REPLACEMENT OR RELOCATION OF PORTIONS OF THE RAMPS AT THE S.R. 285 INTERCHANGE.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

ALLTEL OHIO TELEPHONE INC. CABLE SYSTEMS U.S.A. P.O. BOX 5 FAIRVIEW, OHIO 43736

PH. (614) 758-5818.

737 STATE ROUTE 78 WOODSFIELD, OHIO 43793 PH. I-800-523-2636

OHIO DEPT. OF TRANSPORTATION 9600 JACKSONTOWN ROAD P.O. BOX 306 JACKSONTOWN, OHIO 43030 PH. (614) 323-4400

CSX RAILROAD 500 WATER STREET JACKSONVILLE, FLORIDA 32232

TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS

REFERENCES TO SUPPLEMENTAL SPECIFICATIONS 857, 858, 957, 958, ON THE TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS IN THESE PLANS SHALL BE CONSIDERED TO READ AS RESPECTIVE REFERENCES TO ITEMS 630, 631, 730, 731.

ITEM 606 GUARDRAIL POSTS INSTALLED

THIS ITEM SHALL INCLUDE INSTALLING ADDITIONAL POSTS AS PER GR-6A. THE ADDITIONAL POSTS SHALL BE SPACED AT 3'-2 1/2" BETWEEN THE 6'-3" SPACING AS SHOWN ON GR-6A. THE INSTALLED GUARDRAIL POSTS SHALL INCLUDE SPACER BLOCKS, BACK-UP PLATES, ALL NECESSARY HARDWARE. LABOR AND EQUIPMENT TO COMPLETE THIS ITEM.

BASIS FOR PAYMENT - PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR:

ITEM

UNIT

EACH

DESCRIPTION

GUARDRAIL POSTS INSTALLED

JOINT SEALERS

ALL REFERENCES TO 705.01 OR 705.02, APPEARING ON STANDARD DRAWINGS OR ON THE PLANS, SHALL BE CONSIDERED TO READ 705.11.

ITEM SPECIAL SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04 (S.L.M. 6.17 TO S.L.M. 10.55)

AN ESTIMATED QUANTITY OF 82,500 LIN.FT. HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED IN THE PROPOSAL NOTE FOR ITEM SPECIAL SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04

NOTE: AS PER SEQUENCE OF OPERATIONS THE CONTRACTOR WILL BE REQUIRED TO SAW ITEM 301 BITUMINOUS AGGREGATE BASE COURSE.

REMOVAL OF GROUND MOUNTED POST SUPPORTS AND REERECTION, AS PER PLAN

THE CONTRACTOR SHALL USE THE EXISTING SUPPORTS TO ERECT THE SIGNS AT THE NEW LOCATIONS. CARE SHALL BE TAKEN DURING THE REMOVAL TO ENSURE THE SUPPORTS ARE NOT DAMAGED.

ITEM 202 PIPE REMOVED 24" & UNDER, AS PER PLAN

THE 6" PIPE UNDERDRAIN SHALL BE REMOVED AS PER 202.04 AND SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL GRANULAR MATERIALS ASSOCIATED WITH THE EXISTING UNDERDRAIN. THE REMAINING TRENCH SHALL BE FILLED WITH SUITABLE EMBANKMENT MATERIAL IN ACCORDANCE WITH ITEM 203. THE COST OF ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR: ITEM 202 PIPE REMOVED 24 8 UNDER, AS PER PLAN.

REPLACEMENT DRUMS

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER, AND SHALL BE PAID FOR UNDER ITEM SPECIAL REPLACEMENT DRUMS. PAYMENT FOR EACH DRUM SHALL INCLUDE: (1) THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND (2) PROVIDING; MAINTAINING AND REMOVING THE REPLACEMENT DRUMS IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS OF THE ORIGINAL DRUMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED ABOVE.

ITEM SPECIAL REPLACEMENT DRUMS

120 EACH

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 ORC. FOR THE LOCATIONS AND TYPE OF UTILITY ON THIS PROJECT OWNED BY THE OHIO DEPARTMENT OF TRANSPORTATION CONTACT THE:

> OHIO DEPARTMENT OF TRANSPORTATION 9600 JACKSONTOWN ROAD P.O. BOX 306 JACKSONTOWN, OHIO 43030 PH. (614) 323-4400

CONDUIT END TREATMENT

IMMEDIATELY AFTER PLACEMENT OF ANY CONDUITS, THE CONTRACTOR SHALL CONSTRUCT THE END TREATMENTS REQUIRED BY THE PLANS AT BOTH THE OUTLET AND INLET ENDS. THIS SHALL INCLUDE HEADWALLS AND ROCK CHANNEL PROTECTION.

ITEM 614 MAINTAINING TRAFFIC:

TRAFFIC SHALL BE MAINTAINED AS PER THE DETAIL SHEETS AND SPECIFICATIONS AND AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE OPERATIONS SECTIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, LATEST REVISION. IN ADDITION, THE FOLLOWING REQUIREMENTS SHALL APPLY:

THE CONTRACTOR SHALL SUBMIT, IN WRITING A SCHEDULE OF OPERATIONS TO THE DISTRICT DEPUTY DIRECTOR AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT NO WORK WHICH COULD DISRUPT THE NORMAL FLOW OF TRAFFIC SHALL BE PERFORMED ON THE PROJECT FROM NOVEMBER 15 TO APRIL 15. DURING THIS TIME TRAFFIC SHALL BE RETURNED TO BOTH EASTBOUND AND WESTBOUND LANES AND ALL TEMPORARY TRAFFIC CONTROL SHALL BE REMOVED. PERMANENT MARKINGS SHALL BE PUT IN PLACE. A QUANTITY HAS BEEN INCLUDED ON SHEET 79 FOR PLACING PERMANENT PAVEMENT MARKINGS.

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 15 AND APRIL 15. NOVEMBER 15 IS AN INTERM COMPLETION DATE, THEREFOR LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

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

ANY CONFLICTING SIGNS WHETHER INSIDE OR OUTSIDE THE WORK LIMITS SHALL BE COVERED OR REMOVED AND TEMPORARY SIGNS ERECTED WHEN APPLICABLE. THE ENGINEER SHALL RECORD COVERED OR REMOVED AND UNCOVERED OR REERECTED SIGNS IN THE PROJECT DIARY. EXISTING SIGNS ON MAINLINE THAT ARE NOT APPLICABLE SHALL BE COVERED OR REMOVED BY THE CONTRACTOR.

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF A PERSON OR PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR REPLACING NECESSARY TRAFFIC CONTROL DEVICES IMMEDIATELY.

DRUMS FOR CLOSING ANY LANES TO TRAFFIC SHALL BE PROPERLY REFLECTORIZED PLASTIC DRUMS AND WEIGHTED.

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER. EXISTING SPEED LIMIT SIGN LEGENDS IN AREAS WHERE TRAFFIC IS RESTRICTED SHALL BE COVERED AND REVISED 50 M.P.H. SPEED LIMIT SIGNS SHALL BE INSTALLED APPROPRIATELY. EXACT DATE OF INSTALLATION SHALL BE RELATED TO THE DISTRICT TRAFFIC ENGINEER AS SOON AS POSSIBLE.

FOR SAFETY PURPOSES NO EQUIPMENT OR MATERIAL SHALL BE PARKED OR STORED WITHIN THIRTY (30) FEET FROM THE EDGE OF THE PAVEMENT OF THE TRAVELING LANES.

ALL WORK SHALL BE COMPLETED ON THE CLOSED LANE, AS DESCRIBED IN THE SEQUENCE OF OPERATIONS, BEFORE IT IS OPENED TO TRAFFIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH AND DURATION OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES AND AS OUTLINED IN THE SEQUENCE OF OPERATIONS.

TEMPORARY FEATHERS, USING ITEMS 404 WILL BE REQUIRED AT INTERSECTIONS. BRIDGES, RAMPS, ENDS OF RUNS OR AT OTHER POINTS DESIGNATED BY THE ENGINEER. THEY SHALL BE INSTALLED ACCORDING TO BP-5 AND REMOVED WHEN NO LONGER REQUIRED. THE COST OF THESE SHALL BE INCLUDED IN ITEM 404 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, SEE SHEET 6.

TRAFFIC SHALL NOT BE EXPOSED TO PAVEMENT DROP OFFS WITHOUT APPROPRIATE CHANNELIZING DEVICES.

RAMP CLOSURES

EACH AND EVERY RAMP CLOSURE DETOUR SHALL BE AS SHOWN ON SHEET 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL DEVICES TO CLOSE THE VARIOUS RAMPS, SEE SHEETS 168-A THE STATE WILL INSTALL AND MAINTAIN THE ASSOCIATED DETOURS.

AFTER WORK ON THE RAMPS HAS BEEN COMPLETED AND TRAFFIC RETURNED TO ITS ORIGINAL PATTERN THE CONTRACTOR SHALL REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL ARRANGE THE RAMP CLOSURES SO THAT NO ONE RAMP CLOSURE SHALL INTERFERE WITH ANOTHER RAMP CLOSURE. DURING THE TIME OF THE RAMP CLOSURE THE CONTRACTOR SHALL COMPLETE ALL WORK AS DESCRIBED IN THE PLANS. UNTIL THE DETOURS ARE PLACED INTO EFFECT. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE DISTRICT TRAFFIC ENGINEER, P.O. BOX 306 JACKSONTOWN, OHIO 43030 (TELE. 614-323-4400) AT LEAST 14 CALENDAR DAYS PRIOR TO THE CLOSING OF A RAMP.

PROSECUTION OF WORK ON RAMPS

EACH AND EVERY RAMP CLOSURE SHALL BE LIMITED TO THIRTY (30) CONSECUTIVE DAYS. SHOULD THE CONTRACTOR FAIL TO COMPLETE THE REQUIRED WORK RELATIVE TO EACH RAMP WITHIN THE ALLOTED TIME HE SHALL BE SUBJECT TO LIQUIDATED DAMAGES IN THE AMOUNT OF 1,500.00 PER DAY FOR EACH CALENDAR DAY THAT THE RAMP REMAINS CLOSED AS A RESULT OF UNFINISHED WORK. IT IS OF PARAMOUNT IMPORTANCE THAT THE CONTRACTOR EXPEDITE HIS WORK TO MEET THESE DATES USING WHATEVER MEASURES ARE NECESSARY, INCLUDING BUT NOT LIMITED TO: PERFORMING WORK BY MULTIPLE CREWS, MULTIPLE SHIFTS, OVERTIME AND PREMIUMS FOR OVERTIME, ETC. THERE SHALL NOT BE ANY EXTENSIONS DUE TO WEATHER OR MATERIAL DELAYS WHATSOEVER.

NO RAMP RESTRICTIONS ON THE PROJECT SHALL OCCUR DURING THE FOLLOWING HOLIDAY PERIODS: MEMORIAL DAY, JULY 4th AND LABOR DAY.

PAYMENT FOR ALL OF THE ABOVE, EXCEPT AS NOTED SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

SEQUENCE OF OPERATIONS: PHASE 1 BEGIN PROJECT TO S.L.M. 9.00

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE PASSING LANE AND MAINTAIN TRAFFIC IN THE DRIVING LANE.
- (2) PLANE PASSING LANE AS DETAILED.
- (3) REPAIR EXISTING CONCRETE PAVEMENT AS CALLED FOR IN THE PLANS.
- (4) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN. AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW CONCRETE BASE.
- (5) CONSTRUCT ITEM 301 COURSES FOR PASSING LANES AND INSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE DRIVING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE PASSING LANE MAY BE PERFORMED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11.

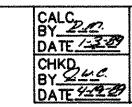
PHASE 2: BEGIN PROJECT TO S.L.M. 9.00

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE DRIVING LANE, AND MAINTAIN TRAFFIC IN THE PASSING LANE.
- (2) PLANE DRIVING LANE AS DETAILED. WORK IN DRIVING LANE SHALL BE SUSPENDED. AT THE DIRECTION OF THE PROJECT ENGINEER. IN ORDER TO MAINTAIN TRAFFIC TO THE RAMPS AND TEMPORARY FEATHERS CONSTRUCTED.
- (3) REPAIR EXISTING CONCRETE PAVEMENT AS CALLED FOR IN THE PLANS.
- (4) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN, AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW CONCRETE BASE.
- CONSTRUCT ITEM 301 COURSES FOR DRIVING LANE AND OUTSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.
- THE CONTRACTOR SHALL ADJUST TRAFFIC IN THE AREA OF THE RAMPS AND COMPLETE WORK IN THE DRIVING LANE.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE PASSING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE DRIVING LANE MAY BE PERFORMED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11.

PHASE 3: BEGIN PROJECT TO S.L.M. 9.00

INSTALL NECESSARY TRAFFIC CONTROL DEVICES AND CONSTRUCT ITEM 446 COURSES.



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PHASE 4 S.L.M. 9.00 TO S.L.M. 10.55

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE PASSING LANE AND MAINTAIN TRAFFIC IN THE DRIVING LANE.
- (2) PLANE PASSING LANE AS DETAILED.
- (3) REPAIR EXISTING CONCRETE PAVEMENT AS CALLED FOR IN THE PLANS.
- (4) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN, AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW ASPHALT BASE.
- (5) IMMEDIATELY CONSTRUCT ITEM 301 COURSES FOR PASSING LANES AND INSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE DRIVING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE PASSING LANE MAY BE PERFORMED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11. FOR DETOURS SEE SHEET 12.

PHASE 5 S.L.M. 9.00 TO S.L.M. 10.55

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE DRIVING LANE, AND MAINTAIN TRAFFIC IN THE PASSING LANE.
- (2) PLANE DRIVING LANE AS DETAILED WORK IN THE DRIVING LANE SHALL BE SUSPENDED, AT THE DIRECTION OF THE PROJECT ENGINEER, IN ORDER TO MAINTAIN TRAFFIC TO THE RAMPS AND THE TEMPORARY FEATHERS CONSTRUCTED.
- (3) REPAIR EXISTING CONCRETE PAVEMENT AS CALLED FOR IN THE PLANS.
- (4) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN, AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW ASPHALT BASE.
- (5) IMMEDIATELY CONSTRUCT ITEM 301 COURSES FOR DRIVING LANE AND OUTSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.
- WORK IN THE DRIVING LANE.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE PASSING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE DRIVING LANE MAY BE CONSTRUCTED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11. FOR DETOURS SEE SHEET 12.

PHASE 6 S.L.M. 9.00 TO S.L.M. 10.55

INSTALL NECESSARY TRAFFIC CONTROL DEVICES AND CONSTRUCT ITEM 446 COURSES.

PHASE 7 S.L.M. 10.55 TO END PROJECT

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE PASSING LANE AND MAINTAIN TRAFFIC IN THE DRIVING LANE.
- (2) PLANE PASSING LANE AS DETAILED.
- (3) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN, AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW ASPHALT BASE.
- (4) CRACK AND SEAT EXISTING CONCRETE PAVEMENT, AS REQUIRED.
- (5) IMMEDIATELY CONSTRUCT ITEM 301 COURSES FOR PASSING LANES AND INSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE DRIVING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE PASSING LANE MAY BE PERFORMED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11.

PHASE 8 S.L.M. 10.55 TO END PROJECT

- (1) INSTALL NECESSARY TRAFFIC CONTROL DEVICES, CLOSE DRIVING LANE, AND MAINTAIN TRAFFIC IN THE PASSING LANE.
- (2) PLANE DRIVING LANE AS DETAILED WORK IN THE DRIVING LANE SHALL BE SUSPENDED, AT THE DIRECTION OF THE PROJECT ENGINEER, IN ORDER TO MAINTAIN TRAFFIC TO THE RAMPS AND THE TEMPORARY FEATHERS CONSTRUCTED.
- (3) INSTALL NEW ITEM 605 SHALLOW PIPE UNDERDRAINS, AS PER PLAN, AS CALLED FOR IN THE PLAN. HOWEVER, NEW ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS IN OVERPASS AND UNDERPASS AREAS SHALL BE INSTALLED DURING THE CONSTRUCTION OF THE NEW ASPHALT BASE.
- (4) CRACK AND SEAT EXISTING CONCRETE PAVEMENT, AS REQUIRED.
- (5) IMMEDIATELY CONSTRUCT ITEM 301 COURSES FOR DRIVING LANE AND OUTSIDE BERM AND CONSTRUCT PARTIAL SHOULDER EMBANKMENT. COMPLETE ALL OTHER RELATED WORK AS PER TYPICAL SECTION AND OTHER DETAILS.
- (6) THE CONTRACTOR SHALL ADJUST TRAFFIC IN THE AREA OF THE RAMPS AND COMPLETE (6) THE CONTRACTOR SHALL ADJUST TRAFFIC IN THE AREA OF THE RAMPS AND COMPLETE WORK IN THE DRIVING LANE.

NOTE: AFTER ALL NECESSARY TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND TRAFFIC MOVED TO THE PASSING LANE, WORK ON THE UNDERPASSES, STRUCTURES AND THE APPROACH WORK TO THE STRUCTURE IN THE DRIVING LANE MAY BE CONSTRUCTED AT THE OPTION OF THE CONTRACTOR. FOR CLOSURE DETAILS SEE SHEET 11.

PHASE 9 S.L.M. 10.55 TO END PROJECT

INSTALL NECESSARY TRAFFIC CONTROL DEVICES AND CONSTRUCT ITEM 446 COURSES.

RAMPS A,B,C, & D AT S.R.285

BEFORE COMMENCING WORK ON RAMPS C & D, ALL SIGNING WORK SHOWN ON SHEET 83 SHALL BE COMPLETED. BEFORE OPENING THE NEW RAMPS C & D TO TRAFFIC, ALL SIGNING SHOWN ON SHEET 84 SHALL BE INSTALLED AS WELL AS ASSOCIATED PAVEMENT MARKINGS. BEFORE TRAFFIC IS ROUTED ACROSS TEMPORARY RAMPS A & B ALL SIGNING SHOWN ON SHEET 83 SHALL BE COMPLETED AS WELL AS THE ASSOCIATED PAVEMENT MARKINGS. PRIOR TO TURNING RECONSTRUCTED RAMPS A & B OVER TO TRAFFIC ALL SIGNING WORK SHOWN ON SHEET 84 SHALL BE COMPLETED AS WELL AS ALL ASSOCAITED PAVEMENT MARKINGS.

RAMPS C & D AT S.R.285

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614 MAINTAINING TRAFFIC. ONE LANE TRAFFIC (12'MINIMUM) SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT & EXISTING BERM OR PROPOSED PAVEMENT & PROPOSED BERM.

TRENCH EXCAVATION FOR PROPOSED PAVEMENT SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND PROPOSED PAVEMENT SHALL FOLLOW AS CLOSE AS POSSIBLE BEHIND THE EXCAVATION OPERATIONS.

THE LIMITS AND DURATION OF THE HALF WIDTH CONSTRUCTION SHALL BE HELD TO AN ABSOLUTE MINIMUM AND IN ALL CASES SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER.

GENERAL:

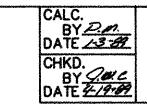
IT IS THE INTENT OF THIS SEQUENCE OF OPERATIONS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC:

ALTERNATE METHODS:

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED. IN WRITING, BY THE DIRECTOR.

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

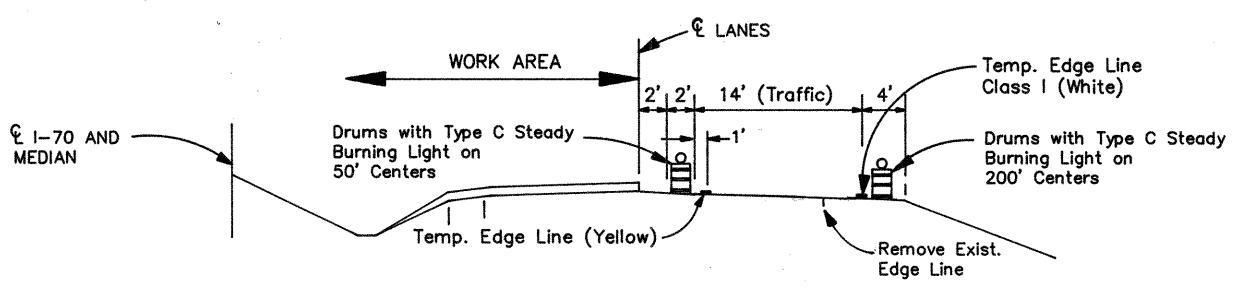
TEMPORARY TRAFFIC CONTROL



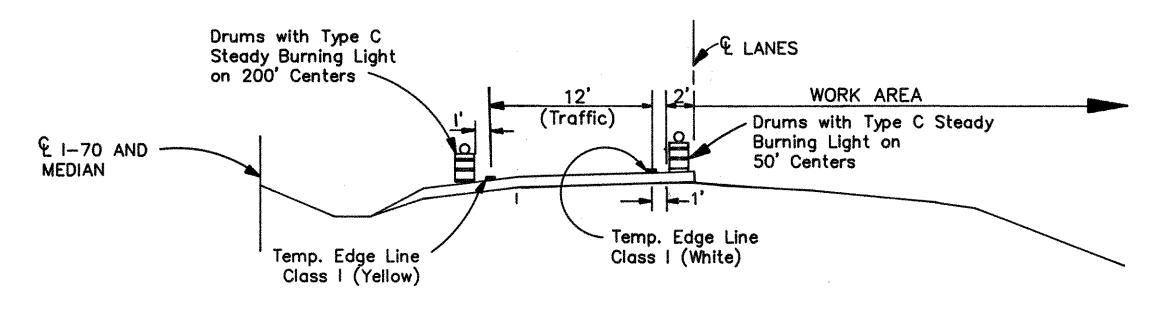
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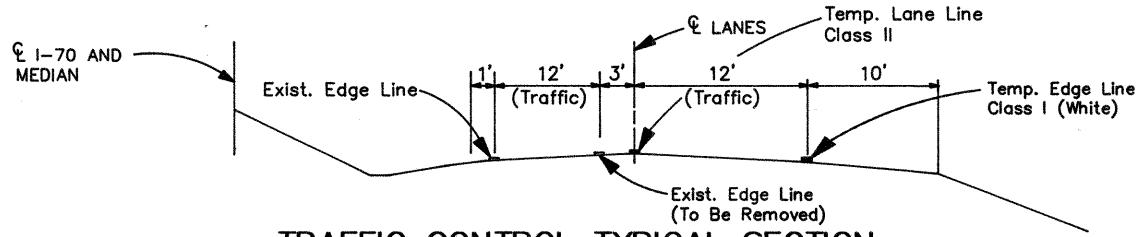
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TRAFFIC CONTROL TYPICAL SECTION (PASSING LANE CLOSURE)

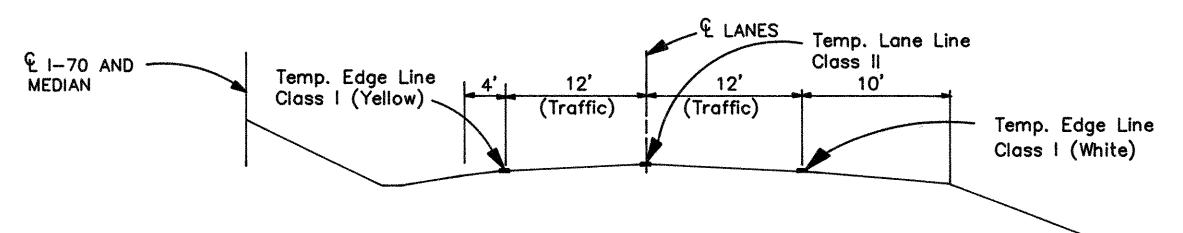


TRAFFIC CONTROL TYPICAL SECTION (DRIVING LANE CLOSURE)

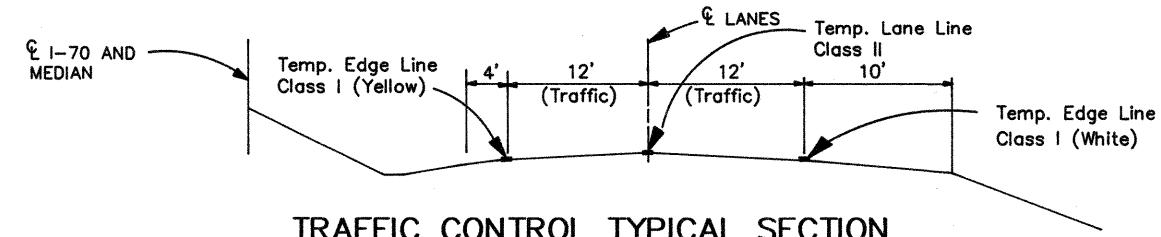


TRAFFIC CONTROL TYPICAL SECTION

(BOTH LANES MAINTAINED ON 301 COURSES)

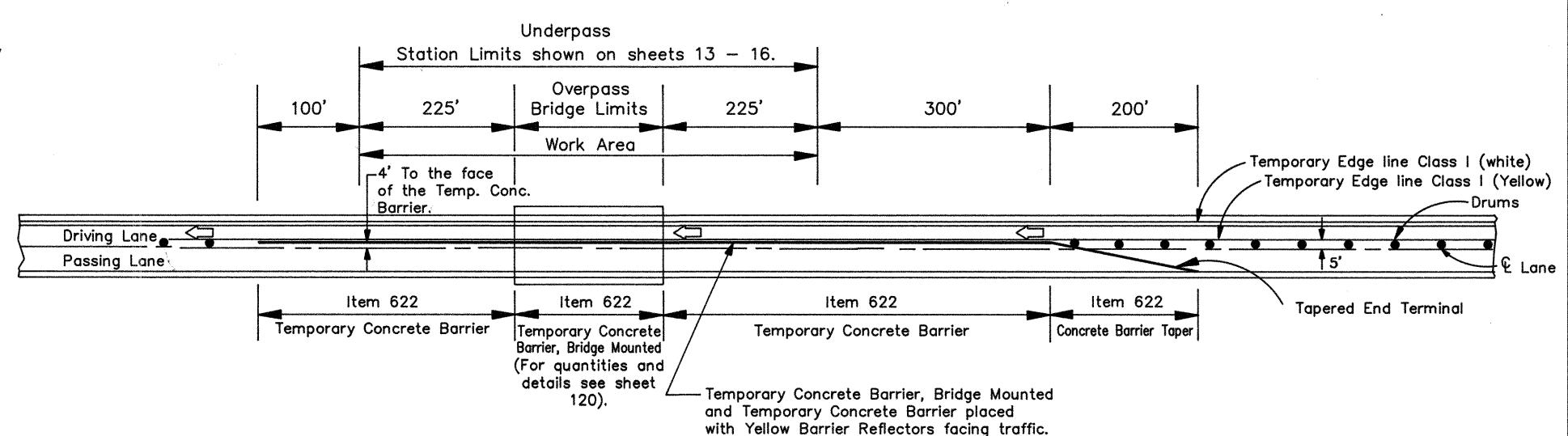


TRAFFIC CONTROL TYPICAL SECTION (BOTH LANES MAINTAINED ON 446 INTERMEDIATE COURSE)

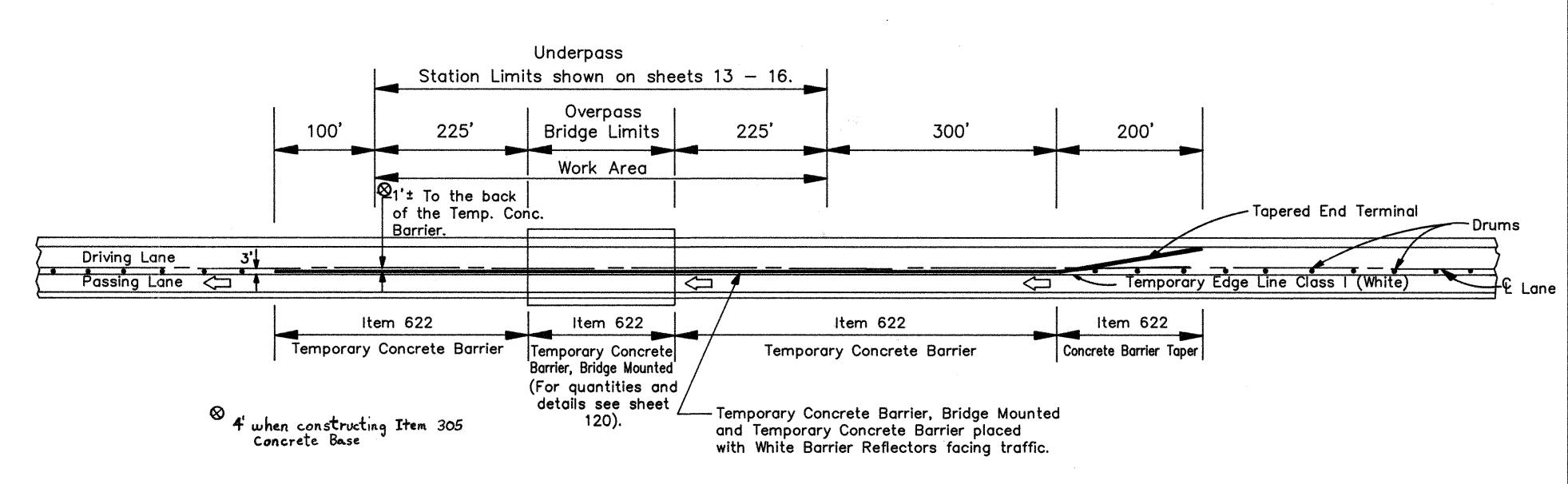


TRAFFIC CONTROL TYPICAL SECTION
(BOTH LANES MAINTAINED ON 446 SURFACE COURSE)

TRAFFIC CONTROL TYPICAL SECTIONS WITHOUT TEMPORARY CONCRETE BARRIER



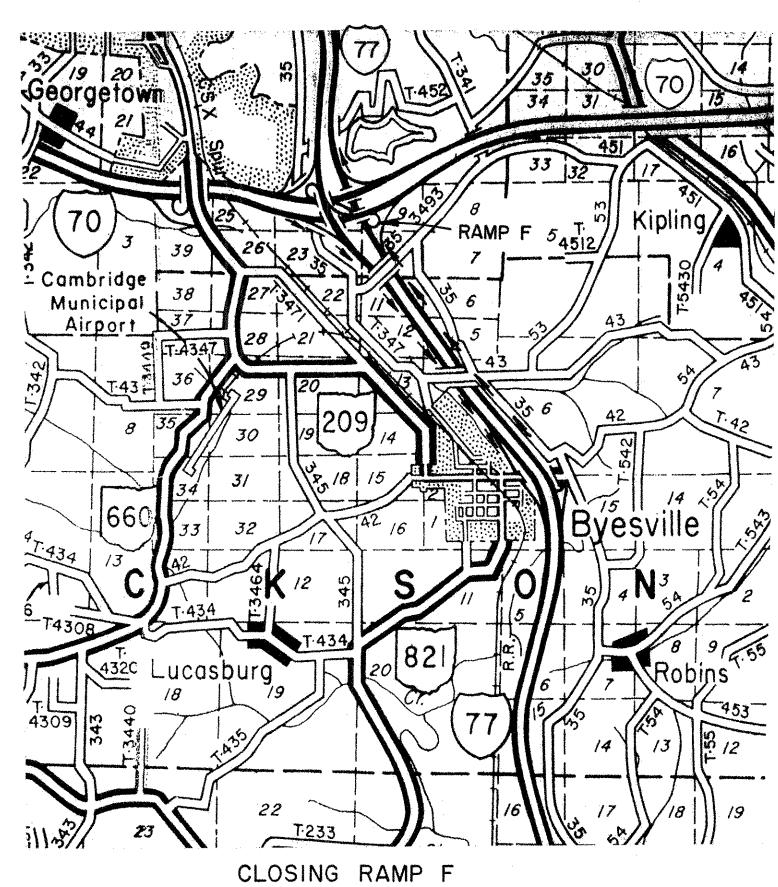
DETAILS CLOSING PASSING LANE
WITH TEMPORARY CONCRETE BARRIER



DETAILS CLOSING DRIVING LANE WITH TEMPORARY CONCRETE BARRIER

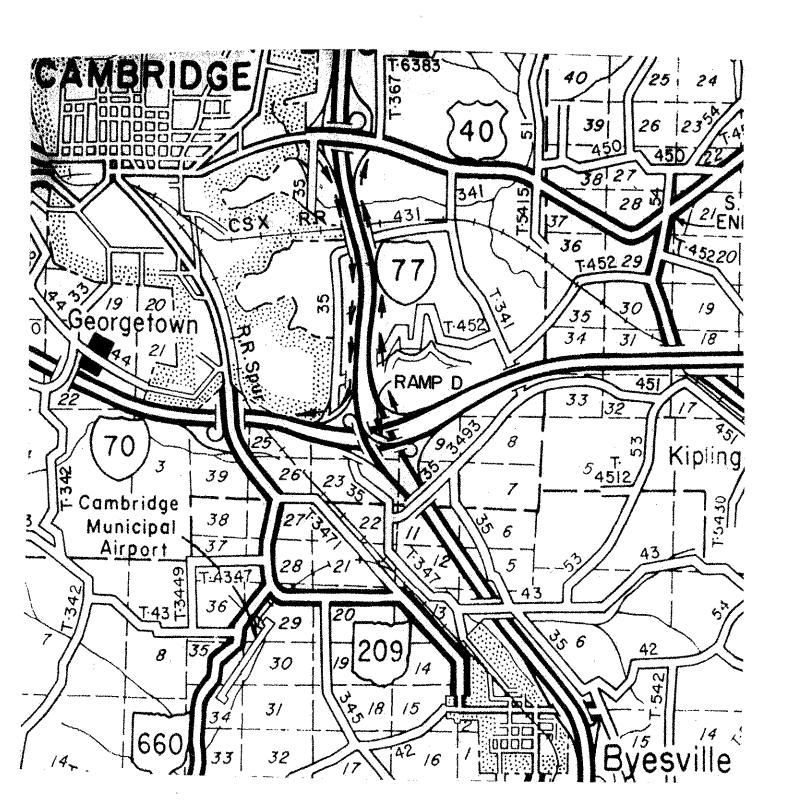


CLOSING RAMP B
FOR CONSTRUCTION IN DRIVING LANE
(MAINTAIN RAMP B FOR CONSTRUCTION IN PASSING LANE)



FOR CONSTRUCTION IN DRIVING LANE

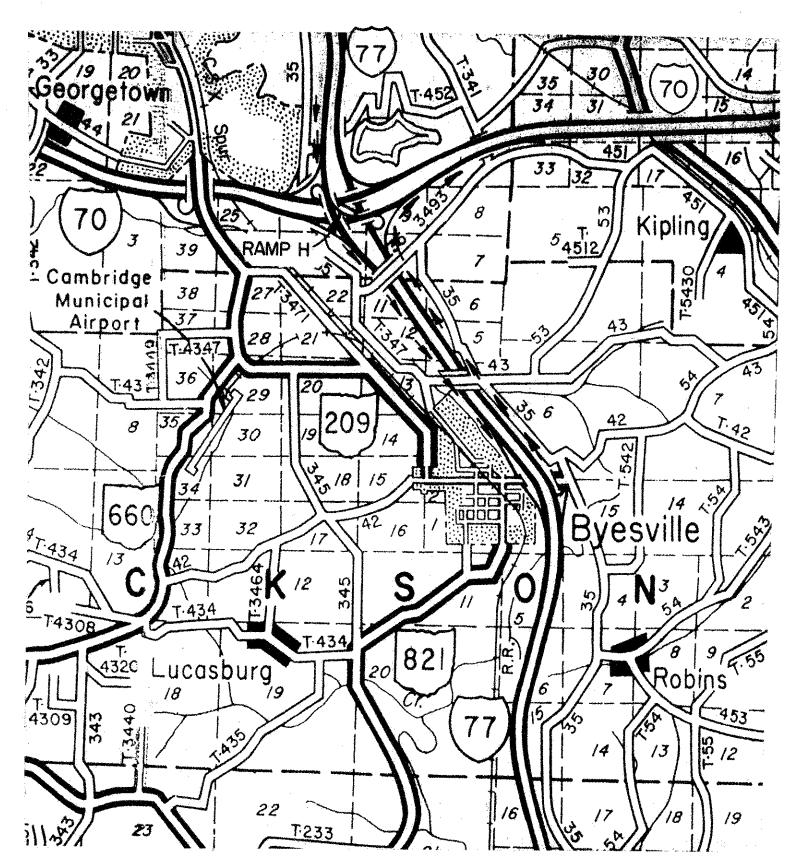
(MAINTAIN RAMP F FOR CONSTRUCTION IN PASSING LANE)



CLOSING RAMP D

FOR CONSTRUCTION IN PASSING LANE

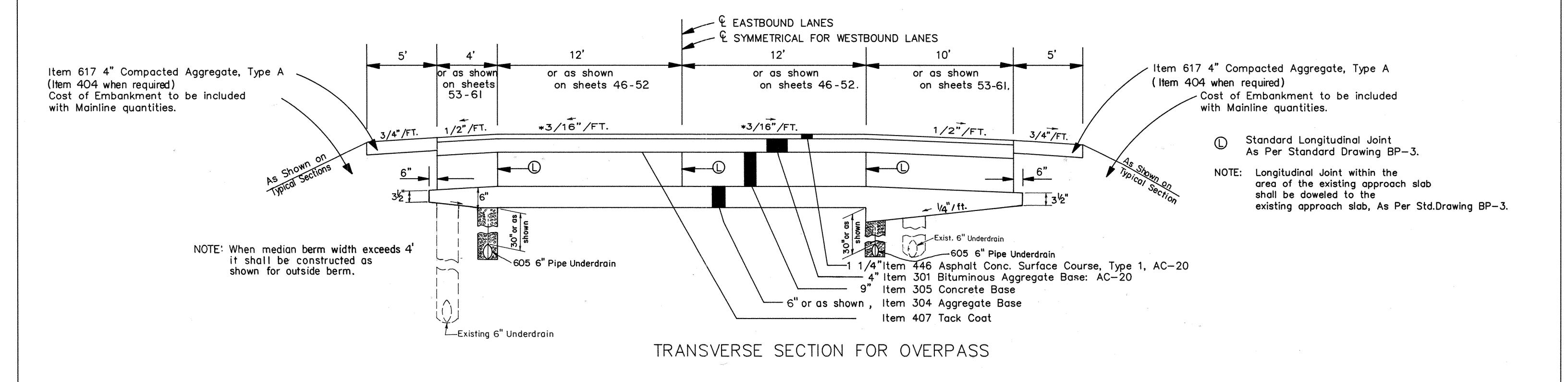
(MAINTAIN RAMP D FOR CONSTRUCTION IN DRIVING LANE)

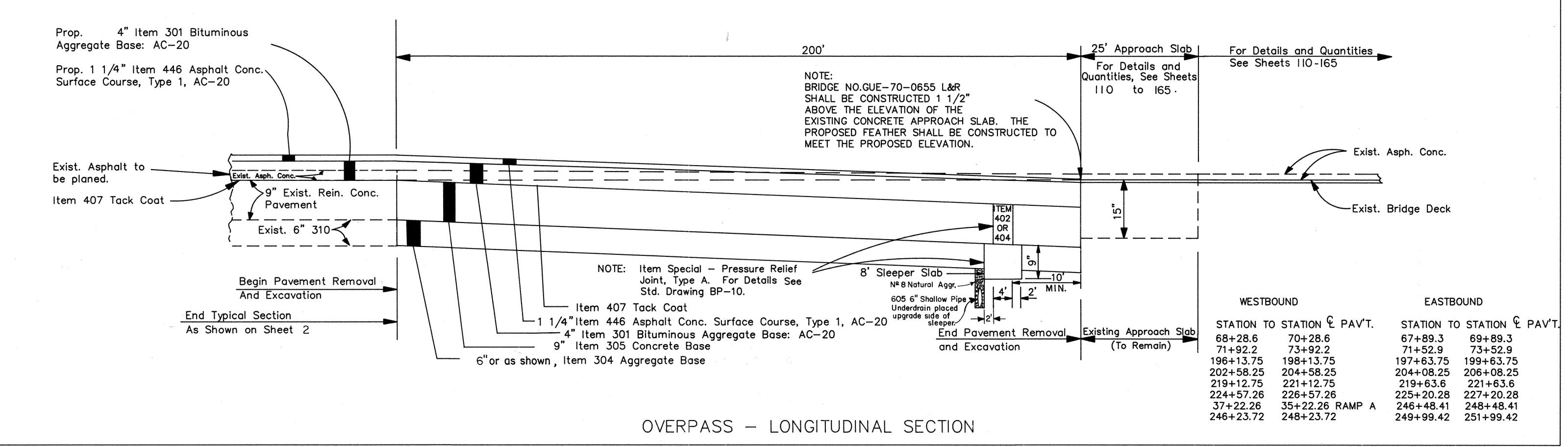


CLOSING RAMP H
FOR CONSTRUCTION IN PASSING LANE
(MAINTAIN RAMP H FOR CONSTRUCTION IN DRIVING LANE)

OVERPASS DETAILS







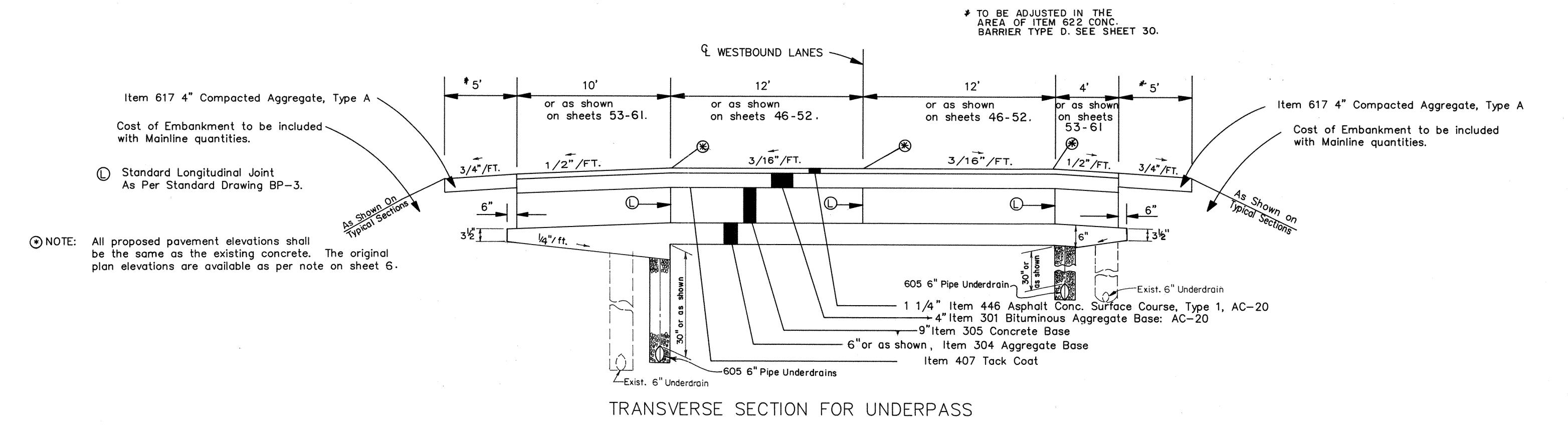
UNDERPASS DETAILS

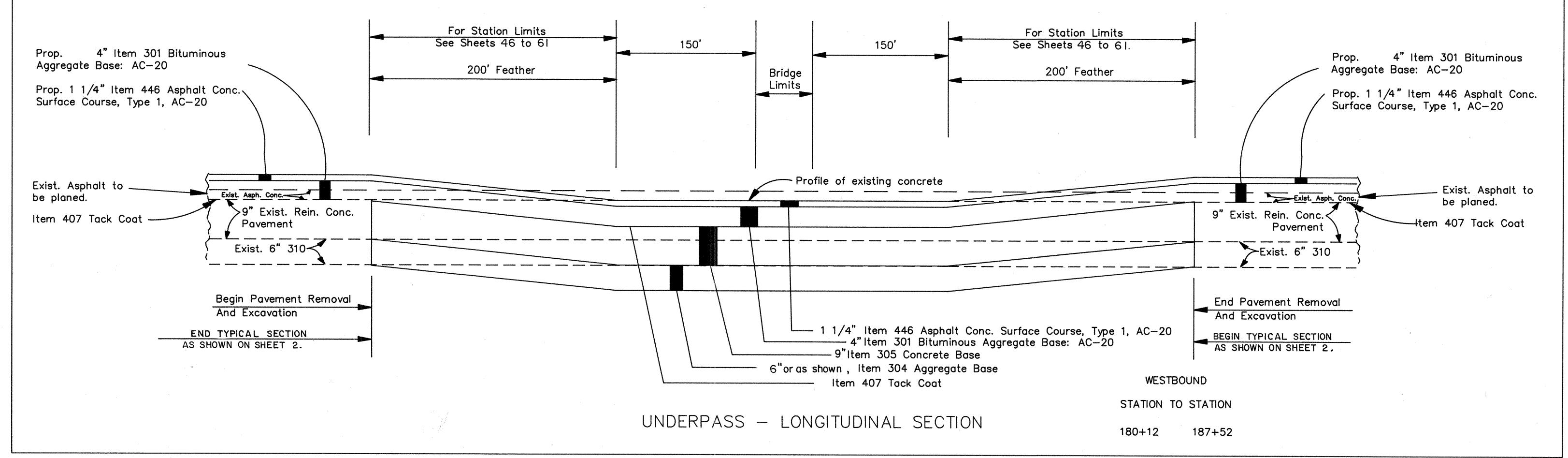
CALC.
BY O.M.
DATE 1-3-37
CHKD.
BY Q.4-4
DATE 4-19-59

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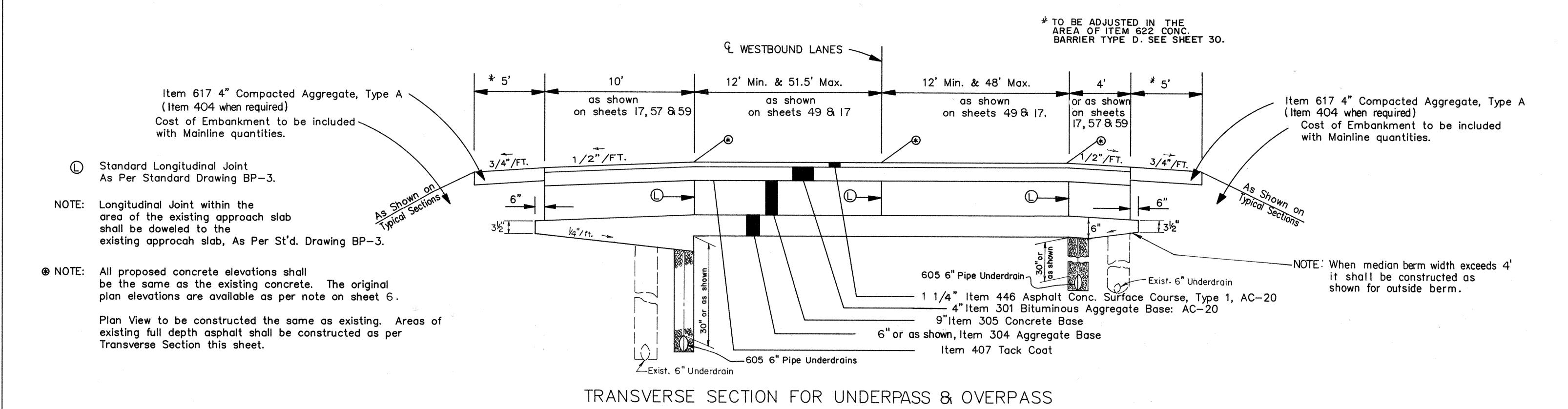
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REGION 5

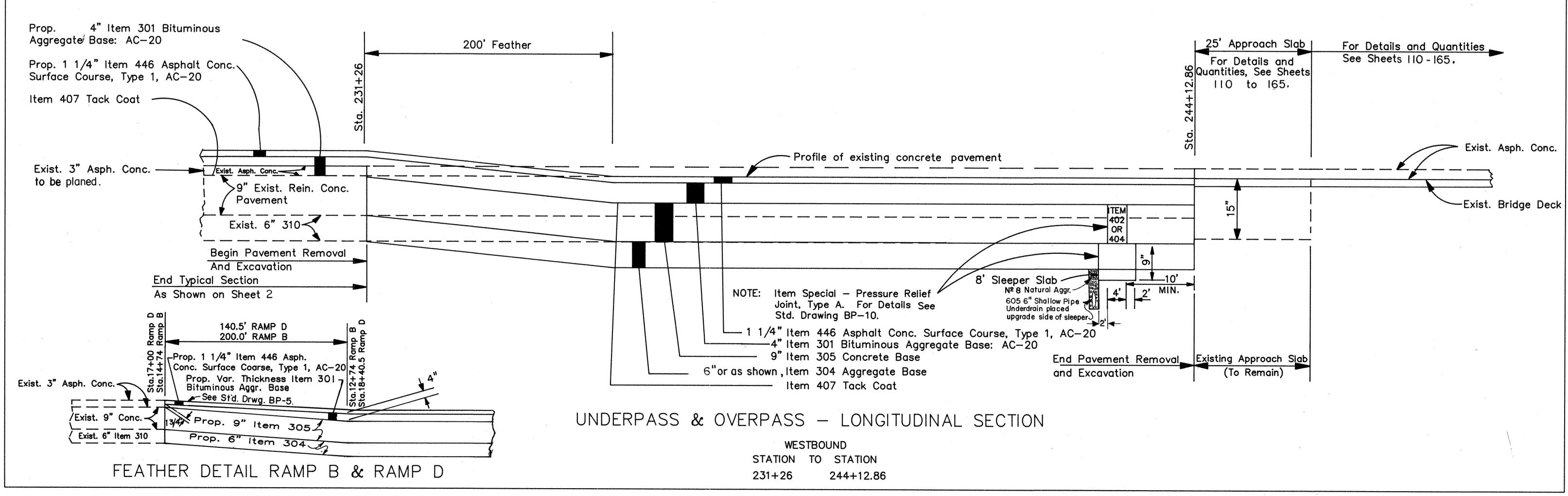




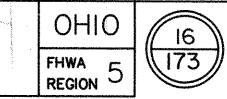
UNDERPASS & OVERPASS DETAILS

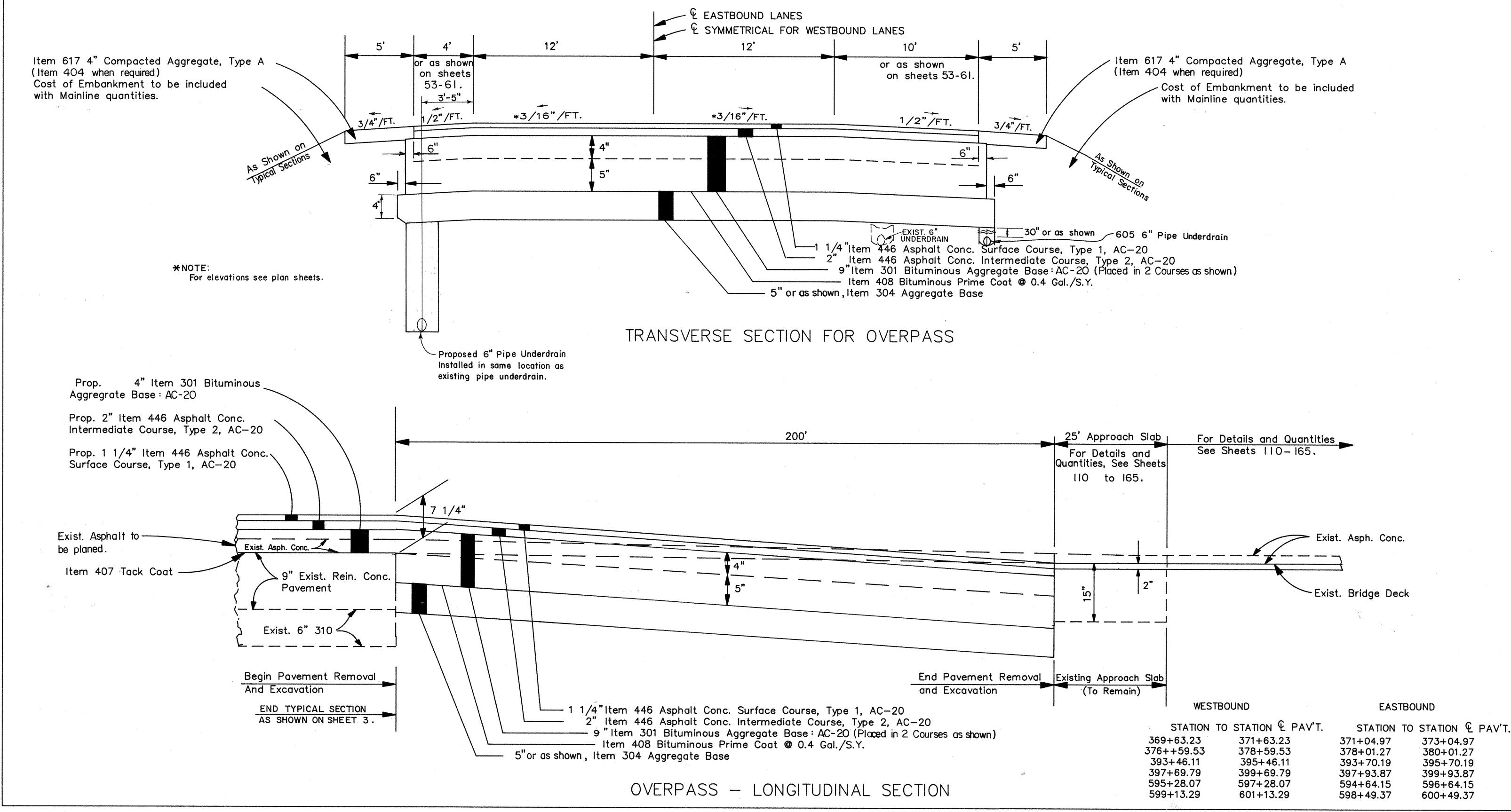
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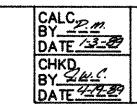




OVERPASS DETAILS







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REGION 5

ITEM SPECIAL — FULL DEPTH RIGID
PAVEMENT REMOVAL AND RIGID REPLACEMENT

DESCRIPTION: THIS WORK SHALL CONSIST OF PAVEMENT REMOVAL, SUBBASE/SUBGRADE CORRECTION, RIGID PAVEMENT REPLACEMENT, AND SHOULDER RESTORATION IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS. UNLESS OTHERWISE PROVIDED HEREIN, THE MATERIALS AND WORK SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF 202,252, 301, 305, 310, 402, 404, 448, 451, 452, 453, 499 AND 446 AS APPLICABLE. THE REQUIREMENTS OF ITEM 451.16 SHALL BE WAIVED FOR THIS WORK.

MATERIALS: CONCRETE SHALL BE CLASS C, ITEM 499 UNLESS OTHERWISE SPECIFIED IN THE PLANS.

JOINT SEALER SHALL MEET THE REQUIREMENTS OF 705.04 AND SHALL BE PRETESTED BEFORE SHIPMENT TO THE PROJECT.

BOND-BREAKER MATERIAL SHALL BE ON THE APPROVED LIST ISSUED BY THE LABORATORY.

NONSHRINK NONMETALLIC GROUT SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 952 OR ASTM C-881, TYPE 1, GRADE 3, CLASS A, B OR C. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL OR TIE BAR WITHIN 30 MINUTES.

THE GROUT SHALL BE ACCEPTED BY CERTIFICATION IN ACCORDANCE WITH ITEM 101.061.

RIGID PAVEMENT REMOVAL: PAVEMENT SHALL BE REMOVED USING THE LIFT OUT METHOD AND SHALL NOT CAUSE SPALLING OR CRACKING OF THE ADJACENT PAVEMENT AND SHALL RESULT IN NO DISTURBANCE TO THE UNDERLYING SUBBASE/SUBGRADE OR SURFACED SHOULDER. THE CONTRACTOR MAY ELECT TO MAKE ADDITIONAL SAW CUTS TO FACILITATE THE REMOVAL OF THE PAVEMENT, HOWEVER, ONLY THE CUTS DESIGNATED BY THE ENGINEER WILL BE MEASURED FOR PAYMENT.

BREAKING THE PAVEMENT AND CLEANING THE MATERIAL OUT WITH A BACKHOE WILL NOT BE PERMITTED UNLESS THE ENGINEER DETERMINES THE LIFT OUT METHOD IS NOT FEASIBLE DUE TO PAVEMENT DETERIORATION.

IF THE ADJACENT PAVEMENT IS DAMAGED DURING THE PAVEMENT SAWING OR RIGID PAVEMENT REMOVAL, AN ADDITIONAL FULL DEPTH DIAMOND BLADE SAW CUT SHALL BE MADE THE FULL WIDTH OF THE LANE AT A LENGTH THAT WILL ENCOMPASS THE DAMAGED PAVEMENT. THIS ADDITIONAL WORK WILL BE PERFORMED AT NO ADDITIONAL COST TO THE STATE.

SUBBASE/SUBGRADE CORRECTION: PRIOR TO PLACING THE CONCRETE FOR THE RIGID REPLACEMENT, ANY SUBBASE/SUBGRADE MATERIAL THAT IS DISTURBED BELOW THE DESIRED LEVEL OF CLEANOUT SHALL BE REMOVED AND THE PATCH AREA COMPACTED TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE SUBBASE/SUBGRADE MATERIAL REMOVED WITH CONCRETE AS PART OF THE RIGID REPLACEMENT AT NO ADDITIONAL COST TO THE STATE.

FURNISHING AND PLACING NEW STEEL: ALL REINFORCEMENT, DOWELS AND TIE BARS SHALL BE OF THE SIZE INDICATED IN THE PLAN. DOWEL BARS SHALL BE SMOOTH AND EPOXY COATED AS PER 709.13. THE TIE BARS SHALL BE ROUND, DEFORMED BARS AND EPOXY COATED AS PER 709.13. DOWEL/TIE BAR HOLES SHALL BE DRILLED WITH HYDRAULIC OR ELECTRIC DRILLS. ALL DRILL HOLES SHALL BE BLOWN CLEAN WITH COMPRESSED AIR PRIOR TO GROUTING THE DOWEL/TIE BARS.

THE DOWEL/TIE BARS SHALL BE PERMENTLY ANCHORED INTO THE EXISTING PAVEMENT WITH GROUT. THE GROUT SHALL BE MECHANICALLY INJECTED INTO THE REAR PORTION OF THE HOLE. ENOUGH MATERIAL SHALL BE INJECTED TO PROVIDE COMPLETE COVERAGE AROUND THE DOWEL/TIE BAR TO ENSURE THEY ARE PERMANENTLY ANCHORED INTO THE EXISTING PAVEMENT. A SATISFACTORY METHOD SHALL BE USED TO HOLD THE DOWEL/TIE BAR IN PROPER ALIGNMENT UNTIL THE GROUT HAS HARDENED.

RIGID REPLACEMENT: THE RIGID REPLACEMENT SHALL NOT BE PLACED UNTIL THE GROUT AROUND THE DOWEL/TIE BAR HAS HARDENED. FORMS SHALL BE USED TO PROVIDE A STRAIGHT A NEAT EDGE AT THE SHOULDER. EACH PATCH SHALL BE CAST IN ONE CONTINOUS FULL—DEPTH OPERATION. THE CONCRETE SHALL BE CONSOLIDATED IN PLACE BY USE OF AN INTERNAL TYPE VIBRATOR. THE CONCRETE SHALL BE CONSOLIDATED AROUND THE EDGES OF THE PATCH AND INTERNALLY. INTERNAL VIBRATORS FOR CONSOLIDATING THE CONCRETE SHALL BE AN APPROVED MECHANICAL SPUD TYPE. THE VIBRATORS SHALL BE CAPABLE OF VISIBLY AFFECTING THE CONCRETE FOR A DISTANCE OF 12 INCHES FROM THE VIBRATOR HEAD.

FINISHING AND TEXTURING: PATCHES THAT ARE LESS THAN 12 FEET IN LENGTH SHALL BE SCREEDED EITHER TRANSVERSELY OR LONGITUDINALLY AS DIRECTED BY THE ENGINEER. FOR PATCHES OVER 12 FEET IN LENGTH, THE SCREED SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE.

THE CONTRACTOR SHALL TEST THE SURFACE OF THE PLASTIC CONCRETE FOR TRUENESS AND FOR BEING FLUSH WITH THE EDGES OF THE ADJACENT SLABS BY THE USE OF A 10 FOOT STRAIGHT EDGE.
FOR PATCHES 10 FEET OR LESS IN LENGTH, THE STRAIGHTEDGING SHALL BE DONE BY PLACING THE STRAIGHTEDGE PARALLEL TO THE PAVEMENT CENTERLINE WITH THE ENDS RESTING ON THE EXISTING PAVEMENT AND DRAWING THE STRAIGHTEDGE ACROSS THE PATCH. THE STRAIGHTEDGE SHOULD BE IN CONTACT WITH THE EXISTING PAVEMENT WHILE DRAWING IT ACROSS THE PATCH. ANY HIGH OR LOW AREAS EXCEEDING 1/8 INCH IN 10 FEET SHALL BE CORRECTED. IF ANY CORRECTIONS ARE MADE, THE SURFACE SHALL BE RECHECKED.

THE SURFACE OF THE CONCRETE SHALL BE TEXTURED TO MATCH THE SURROUNDING PAVEMENT.

CURING: CONCRETE CURING COMPOUND SHALL BE APPLIED TO THE RIGID REPLACEMENT SURFACE IN ACCORDANCE WITH 451.10.

JOINTS: TRANSVERSE JOINTS BETWEEN THE RIGID REPLACEMENT AND THE EXISTING RIGID PAVEMENT SHALL BE SAWED OR FORMED BEFORE THE REPAIR IS OPENED TO TRAFFIC. ANY CONCRETE OR LAITANCE ABOVE THE PREFORMED EXPANSION JOINT FILLER SHALL BE REMOVED. BOTH FACES OF THE JOINT SHALL BE THOROUGHLY CLEANED BY SANDBLASTING TO THE DEPTH OF THE BOTTOM OF THE PROPOSED SEALER. THE JOINT CLEANING OPERATION SHALL BE SUCH THAT WHEN COMPLETED THE CONCRETE JOINT WHICH IS TO RECEIVE THE NEW JOINT SEALANT SHALL BE COMPLETELY FREE OF ALL DIRT, DUST, TAR, BITUMINOUS MATERIAL, CURING COMPOUND, SANDBLASTING MATERIAL, DISCOLORATION AND STAIN, AS WELL AS ANY AND ALL OTHER FROMS OF CONTAMINATION, LEAVING A CLEAN, NEWLY EXPOSED CONCRETE SURFACE. THE TOP OF THE FRESHLY PLACED SEALANT SHALL BE 1/4 INCH (+/- 1/16 INCH) BELOW THE PAVEMENT SURFACE. THE SHAPE FACTOR (DEPTH TO WIDTH RATIO) OF THE SEALANT SHALL BE BETWEEN ONE (1) AND TWO (2).

WEARING COURSE REPLACEMENT: EXISTING BITUMINOUS OVERLAY REMOVED SHALL BE REPLACED IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS AND THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 301, BITUMINOUS AGGREGATE BASE.

SHOULDER RESTORATION: PRIOR TO OPENING THE RIGID REPLACEMENT TO TRAFFIC, THE SHOULDER SHALL BE RESTORED TO THE ORIGINAL LINE AND GRADE USING AN AGGREGATE OR BITUMINOUS CONCRETE IN ACCORDANCE WITH THE PLANS OR AS APPROVED BY THE ENGINEER. THE LOW AREAS SHALL BE FILLED AND COMPACTED FLUSH WITH THE SURROUNDING SHOULDER. MATERIALS REMOVED FROM THE SHOULDER SHALL BE DISPOSED OF BY THE CONTRACTOR.

OPENING TO TRAFFIC: THE RIGID REPLACEMENT MAY BE OPENED TO TRAFFIC WHEN NEW CONCRETE HAS ATTAINED A MODULUS OF RUPTURE OF 400 P.S.I. BEAMS SHALL BE CAST BY THE ENGINEER TO DETERMINE THE MODULUS OF RUPTURE.

IRAFFIC SAFETY: WHEN TRAFFIC IS MAINTAINED IN ADJACENT LANES, THE CONTRACTOR SHALL SCHEDULE HIS WORK SUCH THAT ALL REPAIRS 60 FEET OR LESS IN LENGTH ARE COMPLETED WITH 48 HOURS OF THE PAVEMENT REMOVAL. REPAIRS 10 FEET OR LESS IN LENGTH SHALL BE COVERED WITH A STEEL PLATE IF THEY ARE LEFT UNFILLED OVERNIGHT. NO REPAIRS SHALL BE LEFT UNFILLED FROM 4:00 PM ON FRIDAY TO 8:00 AM ON MONDAY OR 8:00 AM ON TUESDAY IF MONDAY IS A HOLIDAY. WHEN THE PAVEMENT HAS BEEN REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED RIGID REPLACEMENT WITHIN THE TIME SPECIFIED ABOVE, THE EXCAVATION SHALL BE FILLED WITH A COMMERCIALLY AVAILABLE BITUMINOUS MIXTURE OR OTHER SUITABLE TEMPORARY PATCH MATERIAL WITH A DURABLE SURFACE AS DIRECTED BY THE ENGINEER. OPENINGS 10 FEET OR LESS MAY BE COVERED WITH A STEEL PLATE. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PATCHES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, REMOVING AND DISPOSING OF THE TEMPORARY PATCHES WILL BE AT THE CONTRACTOR'S EXPENSE.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT: THE QUANTITY OF FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF RIGID PAVEMENT REMOVED TO THE LIMITS ESTABLISHED BY THE ENGINEER. ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL PAVEMENT REMOVAL, SUBBASE/SUBGRADE CORRECTION, RIGID REPLACEMENT, FURNISHING AND PLACING NEW STEEL, JOINTS AND MATERIAL, SHOULDER RESTORATION AND ALL INCIDENTALS NECESSARY TO COMPLETE THIS ITEM. THE QUANTITY OF WEARING COURSE REPLACEMENT SHALL BE THE NUMBER OF CUBIC YARDS OF ITEM 301, BITUMINOUS AGGREGATE BASE.

THE QUANTITY OF FULL DEPTH PAVEMENT SAWING TO BE PAID FOR SHALL BE THE NUMBER OF LINEAR FEET OF TRANSVERSE AND LONGITUDINAL FULL DEPTH SAW CUTS COMPLETED AT THE DESIGNATED LIMITS OF THE REPAIR.

PAYMENT SHALL BE MADE UNDER:

| ITEM | UNIT | DESCRIPTION |
|---------|---------|---|
| SPECIAL | SQ. YD. | FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT |
| 252 | LIN.FT. | FULL DEPTH PAVEMENT SAWING |
| 301 | CU. YD. | BITUMINOUS AGGREGATE BASE, AC-20 |

SUBBASE/SUBGRADE FAILURES

IF, AFTER REMOVAL OF THE RIGID PAVEMENT, THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE AND PLACE AGGREAGTE DRAINS IF NECESSARY. QUANTITIES IF ITEM 301 BITUMINOUS AGGREGATE BASE AND ITEM 304 AGGREGATE BASE HAVE BEEN PROVIDED TO RECONSTRUCT THE PORTION OF THE EXISTING PAVED BERM DISTURBED BY THE TRENCHING OPERATIONS FOR PLACING THE ITEM 605 AGGREGATE DRAINS.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE FOR:

| ITEM | UNIT | DESCRIPTION |
|------|---------|---|
| 203 | CU. YD. | EXCAVATION, NOT INCLUDING EMBANKMENT CONSTRUCTION |
| 301 | CU. YD. | BITUMINOUS AGGREGATE BASE, AC-20 |
| 304 | CU. YD. | AGGREGATE BASE |
| 605 | LIN.FT. | AGGREGATE DRAINS |

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSE. (QUANTITIES ESTIMATED FOR STA. 48+00 (S.L.M. 6.17) TO STA. 279+00 (S.L.M. 10.55), RAMPS AT S.R.723, S.R.209 AND * S.R.285)

ESTIMATED QUANTITIES

| ITEM SPECIAL FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEME | NT 28,500 S.Y |
|--|---------------|
| ITEM 252 FULL DEPTH PAVEMENT SAWING | 61,000 L.F |
| ITEM 203 EXCAVATION, NOT INCLUDING EMBANKMENT CONSTRUCTION | 500 C.Y |
| ITEM 304 AGGREGATE BASE | 500 C.Y |

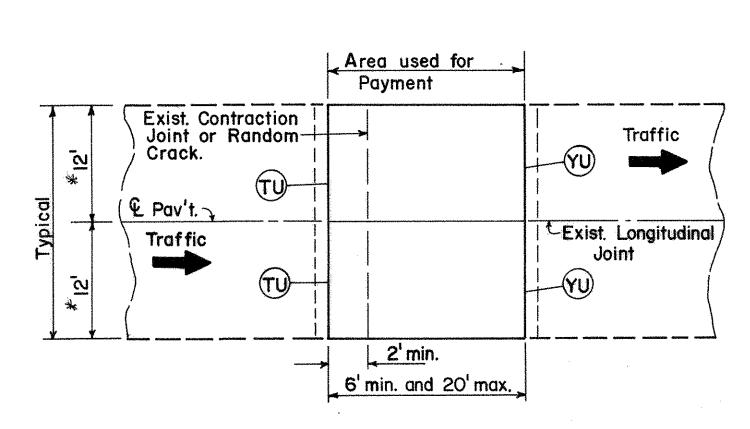
* FOR LIMITING STATIONS SEE SHEET 45.

4/5/89

GUE - 70 - 6.17

*8'FOR RAMPS

REGION)



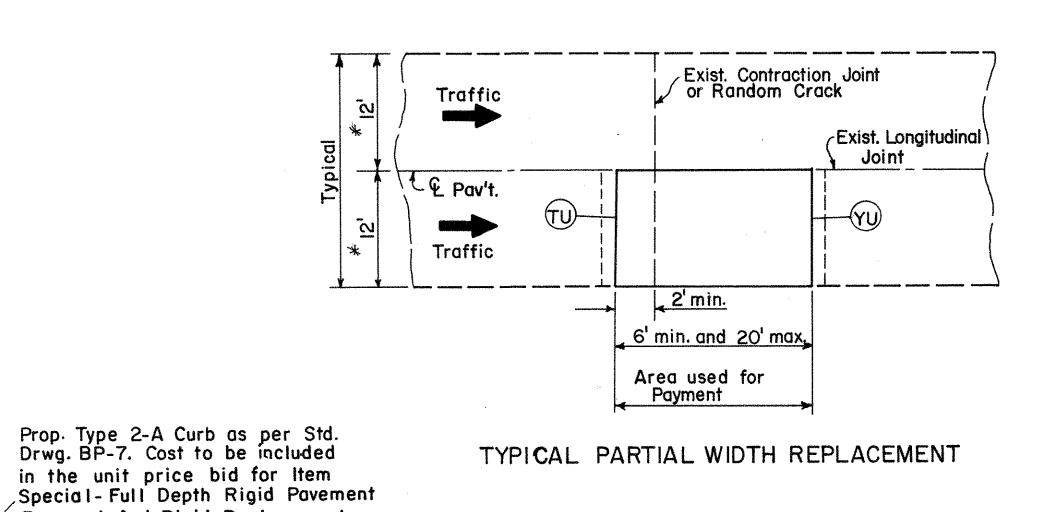
TYPICAL FULL WIDTH REPLACEMENT

FOR GENERAL NOTES SEE SHEET 18 FOR DETAILS NOT SHOWN SEE STD. DRAWING BP-13.

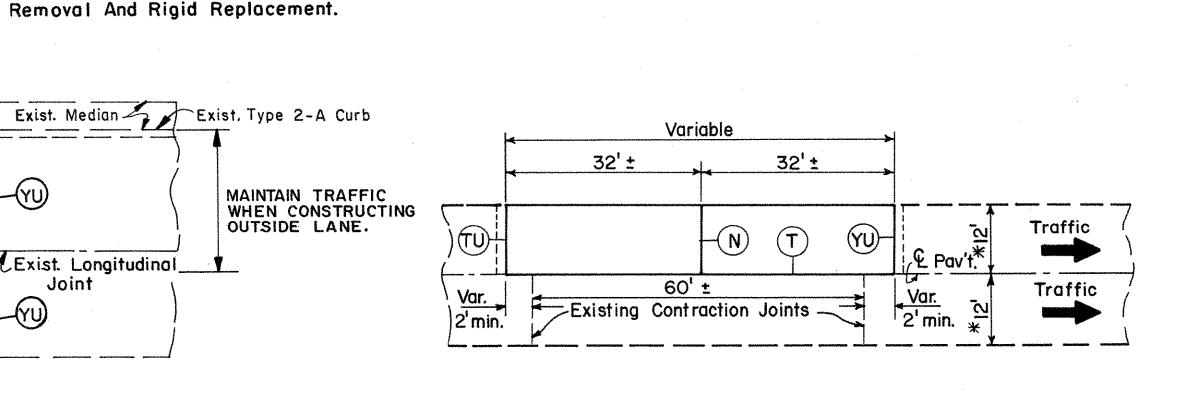
NOTE:
FROM STA. 48+00 TO STA. 197+64 THERE IS
AN ESTIMATED 58 EXISTING JOINTS REPAIRED
WITH ASPHALT CONCRETE. THESE EXISTING
REPAIRS SHALL BE REPLACED AS SHOWN
THIS SHEET. THE REMOVAL OF EXISTING
ASPHALT IS TO BE CONSIDERED RIGID PAVEMENT
AND PAID FOR AS ITEM SPECIAL-FULL DEPTH
RIGID PAVEMENT REMOVAL AND RIGID
REPLACEMENT.

(37-24' REPAIRS & 21-12' REPAIRS)

(37-24' REPAIRS & 21-12' REPAIRS)



TYPICAL PARTIAL WIDTH REPLACEMENT



DETAILS FOR REPAIRS 20' AND GREATER

S.W. RAMP S.R. 209 Sta. 15+62 to Sta. 17+92 LT. Sta. 17+92 to Sta. 20+36 LT. & RT.

Area used for Payment

-OPTIONAL CONST

6' min. and 20' max.

JOINT

2'min.

Removal And Rigid Replacement.

Exist. Longitudinal_

S.W. LOOP S.R. 209 Sta. 5+00 to Sta. 7+05

Exist. Contraction

Joint

Traffic

NOTE: All Joints to

be repaired Full Width.

ITEM 862 RAISED PAVEMENT MARKERS



GUE - 70 - 6.17

JH10 HWA 5 173

ITEM 862 RAISED PAVEMENT MARKERS

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THE WORK AS DESCRIBED IN THE SUPPLEMENTAL SPECIFICATION 862.

| ITFM | 862 | RAISED | PAVEMENT | MARKERS |
|----------|-----|---------|----------|----------|
| I I CIVI | | IVAIOLD | | MUNICINO |

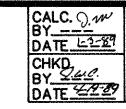
2095 EACH

| ONE-WAY WHITE EAST BOUND I-70 WEST BOUND I-70 S.W. LOOP S.R.723 S.W.RAMP S.R.209 S.W.LOOP S.R.209 E.B. RAMP G E.B. RAMP F E.B. RAMP H E.B. RAMP E RAMP D S.R. 285 RAMP C S.R. 285 N.E. RAMP S.R.723 N.W. RAMP S.R.209 N.E. RAMP S.R.209 W.B. RAMP A W.B. RAMP B W.B. RAMP D W.B. RAMP C RAMP A S.R.285 RAMP B S.R.285 | 66 EACH 645 EACH 3 + 8 + 2 = 13 EACH 2 + 31 = 33 EACH 3 + 12 + 2 = 17 EACH 2 + 27 = 29 EACH 2 + 29 = 31 EACH 2 + 20 + 11 = 33 EACH 2 + 15 + 4 = 21 EACH 2 + 31 = 33 EACH 2 + 27 = 29 EACH 2 + 27 = 29 EACH 2 + 13 + 1 = 16 EACH 2 + 27 = 29 EACH 2 + 13 + 1 = 16 EACH 2 + 25 = 27 EACH 2 + 17 + 13 = 32 EACH 2 + 23 = 25 EACH 2 + 17 + 3 = 22 EACH 2 + 31 = 33 EACH 2 + 31 = 33 EACH 2 + 31 = 33 EACH 2 + 31 = 41 EACH SUB-TOTAL 1791 EACH |
|--|---|
| ONE-WAY YELLOW S.W.LOOP S.R.723 S.W.RAMP S.R.209 S.W.LOOP S.R.209 E.B. RAMP G E.B. RAMP F E.B. RAMP H E.B. RAMP E RAMP D S.R.285 RAMP C S.R.285 N.E.RAMP S.R.723 N.W.RAMP S.R.209 N.E. RAMP S.R.209 W.B. RAMP A W.B. RAMP B W.B. RAMP D W.B. RAMP C RAMP A S.R.285 RAMP B S.R.285 | 5 + 2 = 7 EACH 2 |

| * | 2-WAY WHIT | E & RED | | |
|---|--|-----------------------|--|--|
| | S.W.RAMP S.F E.B. RAMP G E.B. RAMP F RAMP D S.R. N.E.RAMP S.F N.E.RAMP S.F W.B. RAMP B W.B. RAMP C RAMP B S.R. | 285 R.723 R.209 | 20 24 20 20 20 20 20 | EACH EACH EACH EACH EACH EACH EACH EACH |
| | | SUB-TOTAL | 184 | EACH |
| | | TOTAL | 2095 | EACH_ |

* AT FREEWAY AND EXPRESSIVAY INTERCHANGES TWO-WAY PRISMATIC RETRO-REFLECTORS, WHITE FACING TRAFFIC AND RED FACING THE OPPOSITE DIRECTION, SHALL BE PLACED FOR 1600 FEET UPSTREAM MEASURED FROM THE PHYSICAL GORE OF THE FIRST DECELERATION LANE IN THE INTERCHANGE.

614 BARRIER REFLECTORS



GUE-70-6.17

W = WHITEY = YELLOW OHIO 23 173 EGION 5

614 BARRIER REFLECTORS:

THESE REFLECTORS AND THEIR MOUNTING SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 802, EXCEPT THAT SPACING SHALL BE AS SHOWN IN THE SUB-SUMMARY TABLE.

* TO BE PLACED AT 100' SPACINGS.
THE REFLECTORS SHALL BE PLACED
BETWEEN PERMANENT REFLECTORS
AS SHOWN ON SHEET 7.

| L O O A TION | | TVDE | TYP | ΕВ | TYP | E B | TVO | г д | | LOGATION |
|---|--|----------|----------|---|----------|---|----------|----------|---|------------------------------|
| LOCATION | SPACING | TYPE A | | | | | IYP | ΕA | SPACING | LOCATION |
| | | WY | W | Υ | W | Y | W | Υ | | |
| TEMPORARY CONCRETE BARRIER | | | | | | | | | | TEMPORARY CONCRETE BARRIER |
| E.B. CLOSURE DRIVING LANE | / | | | | | | | | | E.B. CLOSURE PASSING LANE |
| GUE-70-0655R | 50 | | 24 | | | 24 | | | 50 | GUE-70-0655R |
| GUE-70-0901R | 50 | | 30 | | | 30 | | | 50 | GUE-70-0901R |
| GUE-70-0943R | 50 | | 28 | | | 28 | | | 50 | GUE-70-0943R |
| GUE-70-0993R | 50 | | 24 | | | 24 | | | 50 | GUE-70-0993R |
| GUE-70-1232R | 50 | | 25 | | | 25 | | | 50 | GUE-70-1232R |
| GUE-70-1275R | 50 | | 26 | ************************************** | | 26 | | | 50 | GUE-70-1275R |
| GUE-70-1656R | 50 | | 25 | | | 25 | | | 50 | GUE-70-1656R |
| | | | | | | | | | Particle Colonians (A. C. | |
| | | | | | | <u></u> | | | 250000000000000000000000000000000000000 | W.D. OLOGUDE DACCING LANE |
| W.B. CLOSURE DRIVING LANE | EΛ | | 24 | | | 24 | | | 6 0 | W.B. CLOSURE PASSING LANE |
| GUE-70-0655L | <u>50</u> | | 24 | | | 24 | | | <u>50</u> | GUE-70-0655L |
| GUE-70-0735 | <u>50</u> | | 28 | | | 28 | | | <u>50</u> | GUE-209-1060 |
| GUE-209-1060 | <u>50</u> | | 28 30 | k alakan da kada ba izan da isabi | | 28 | | | 50 50 | GUE-209-1060 GUE-70-0901L |
| GUE-70-0901L | <u>50</u> | | 28 | | | 30 | | | 50 50 | |
| GUE-70-0943L | <u>50</u> | | | | <u> </u> | 28 | | | <u>50</u> | GUE-70-0943L GUE-70-0943A |
| GUE-70-0943A GUE-70-0768L & GUE-70-0993L | <u>50</u> | | 24 47 | | | 24 47 | | | <u>50</u> | GUE-70-0768L & GUE-70-0993L |
| GUE-70-0766L & GUE-70-0993L | <u>50</u> 50 | | 25 | *************************************** | | 25 | <u> </u> | <u> </u> | <u>50</u> 50 | GUE-70-0766L & GUE-70-0993L |
| GUE-70-1232L GUE-70-1275L | <u>50</u> | | 26 | | | 26 | | | 50 | GUE-70-1232L GUE-70-1275L |
| GUE-70-1273L GUE-70-1656L | <u>50</u> | | 25 | | | 25 | | | 50 | GUE-70-1656L |
| GOL-70-1030L | <u> </u> | | 25 | | | 20 | | | 30 | GOL 70 1030L |
| | | | | | | | | | | |
| GUARDRAIL | | | | | | | | | | BRIDGE PARAPETS |
| E.B.PASSING LANE | - | | | | | | | | | E.B.PASSING LANE |
| GUE-70-0655R | 50 | 5 | | ************************************** | | 3 | | | 50 | GUE-70-0655R |
| SIGN STA.120+00 | 50 | 5 | | | | | | | | |
| SIGN STA.171+60 | <u>50</u> | 5 | | | | | | | | |
| GUE-70-0901R | 50 | 6 | | | | 9 | | | 50 | GUE-70-0901R |
| GUE-70-0943R | 50 | 7 | | | | 7 | | | 50 | GUE-70-0943R |
| SIGN STA.231+68 | 50 | 5 | | | | | | | | |
| GUE-77-0754L | 50 | 6 | | | | | | | | |
| GUE-70-0993R | 50 | 5 | | | | 3 | | | 50 | GUE-70-0993R |
| GUE-70-1232R | <u>50</u> | 6 | 23/2 | | | 3 | | | 50 | GUE-70-1232R |
| GUE-70-1275R | 50 | 5 | | | | 4 | | | 50 | GUE-70-1275R |
| GUE-70-1656R | 50 | 7 | | | | 3 | | | 50 | GUE-70-1656R |
| | erromanismo errodinatornal terrologica esta esta terrologica esta de consecuencia de consecuencia de consecuenc | | | · | | | | | | |
| GUARDRAIL | pt. | | | | | | | | | BRIDGE PARAPETS |
| W.B.PASSING LANE | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | | | W.B.PASSING LANE |
| GUE-70-0655L | 50 | 6 | | | | 3 | | | 50 | GUE-70-0655L |
| GUE-70-0901L | 50 | 6 | | | | 8 | | | 50 | GUE-70-0901L |
| GUE-70-0943L | 50 | 8 | | | | 6 | | | 50 | GUE-70-0943L |
| GUE-77-0768L | 50 | 7 | | | | | | | | |
| GUE-70-0993L | 50 | 6 | | | | 4 | | | 50 | GUE-70-0993L |
| SIGN STA.254+50 | 50 | 5 | | | | | | | | |
| GUE-70-1232L | 50 | 6 | | | | 3 | | | 50 | GUE-70-1232L |
| GUE-70-1275L | 50 | 5 | | | | 4 | | | 50 | GUE-70-1275L |
| GUE-70-1656L | 50 | 7 | | | | 3 | | | 50 | GUE-70-1656L |
| GUE-70-0943A | 50 | 3 | | | | 7 | | | 50 | GUE-70-0943A |
| | SEPENDO MERCONO MENERO DE LA COMUNICACIÓN DE LA COM | | | | <u> </u> | | | | | |
| *E, B. GUARDRAIL DRIVING LANE | | 242 | 27 | ······································ | | | | | | |
| *W.B. GUARDRAIL DRIVING LANE | | 248 | | | | | | | | |
| | | | | | | | | | | |
| SUB-TOTALS | | | F0: | | <u> </u> | L -,, | | | | |
| | | | 521 | | | 537 | | <u></u> | | |
| TOTALS | | 611 | | IC |)58 | | | C.C. | | |
| | | <u> </u> | <u> </u> | | 10 | *************************************** | 4 | | | |

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSE.

ITEM 614 BARRIER REFLECTOR, TYPE A ITEM 614 BARRIER REFLECTOR, TYPE B

611 EACH 1058 EACH STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

614 BARRIER
REFLECTORS

STANDARD NO. D3-2E

DESIGNED DRAWN CHECKED REVIEWED

DATE REVISED 9/19/88

161430

CALC. O. W BY ____ DATE LEE CHKD BY LAC. DATE LEE DATE LEE

620 DELINEATOR BY TYPE, FLEXIBLE POST MOUNTED

THE CONTRACTOR SHALL FURNISH AND INSTALL FLEXIBLE POST MOUNTED DELINEATORS MANUFACTURED BY:

SAFE HIT CORPORATION
1930 WEST WINTON BLDG. II
HAYWARD CA. 94545
415-783-6550

CARSONITE INTERNATIONAL 30 E. COLUMBUS ST. OH SALES OFFICE COLUMBUS, OHIO 43206

OR AN APPROVED EQUAL.

OF THE DESIGNS HEREIN.

DESIGN 2 FLEXIBLE POST MOUNTED DELINEATORS SHALL BE MANUFACTURED FROM FIBERGLASS WITH A T CROSS-SECTION. THE POST SHALL BE 72 INCHES LONG AND SHALL BE DRIVEN TO AN INSTALLATION DEPTH OF 18 INCHES INTO THE GROUND.

614-221-5987

DESIGN 4 FLEXIBLE POST MOUNTED DELINEATORS SHALL BE BOOSTER POSTS 27 INCHES IN LENGTH, MANUFACTURED OF FIBERGLASS, WITH A T CROSS—SECTION. DESIGN 4 FLEXIBLE POST MOUNTED DELINEATORS SHALL BE INSTALLED ON THE FRONT OF WOODEN GUARDRAIL BLOCKOUTS FACING APPROACHING TRAFFIC. THE DESIGN 4 FLEXIBLE POST MOUNTED DELINEATOR SHALL BE ATTACHED BY HAMMERING INTO THE BLOCKOUT EITHER TWO 1/8 INCH DIAMETER BY 1.25 INCH LONG, ZINC COATED LAG SCREWS WITH ZINC COATED 3/16 INCH FLAT WASHER OR TWO 1/8 INCH DIAMETER BY 1.25 INCH LONG, ZINC COATED INDENTED HEX WASHER—HEAD LAG SCREWS. ZINC COATED INDENTED HEX WASHER—HEAD LAG SCREWS MAY BE OBTAINED FROM:

TENNESSEE BOLT AND SCREW COMPANY

MEMPHIS TENN. 901-452-7491

-0R-

MID STATE BOLT AND NUT COMPANY

COLUMBUS OH 614-253-8631

EIGHT WEEKS SHOULD BE ALLOWED FOR DELIVERY FROM THESE FASTNER SUPPLIERS. THE LAG SCREWS AND WASHERS SHALL BE FURNISHED BY THE CONTRACTOR.

THE FLEXIBLE POST MOUNTED DELINEATORS SHALL BE FURNISHED WITH REFLECTORS ATTACHED. THE REFLECTORS SHALL CONSIST OF 3 INCH WIDE BY 6 INCH LONG REFLECTIVE SHEETING CONFORMING TO 730.19 ADHERED TO THE FLEXIBLE POST. THE REFLECTOR COLORS SHALL BE COLORLESS OR YELLOW AS SPECIFIED BY TYPE IN CONFORMANCE WITH 620.01.

INSTALLATION: DELINEATORS SHALL BE INSTALLED FACING TRAFFIC.
THE PROTECTIVE PAPER COVERING THE FACE OF THE FLEXIBLE POST MOUNTED REFLECTORS SHALL NOT BE REMOVED UNTIL AFTER INSTALLATION. POSTS SHALL BE INSTALLED SO THAT THE FACE OF THE REFLECTOR IS 90 DEGREES TO THE CENTERLINE FACING APPROACHING TRAFFIC AND TO SUCH A DEPTH THAT THE TOPS OF THE INSTALLED REFLECTORS SHALL BE 48 INCHES PLUS OR MINUS 1 INCH ABOVE THE ELEVATION OF THE ADJACENT EDGE OF PAVEMENT. POSTS SHALL BE ERECTED VERTICALLY AND SHALL NOT BE MORE THAN 1/4 INCH PER FOOT OUT OF PLUMB POSITION IN ANY DIRECTION. DELINEATOR POSTS SHALL BE INSTALLED BY DRIVING USING ONLY MANUAL TECHNIQUES.

IF SOIL CONDITIONS WOULD CAUSE THE POST TO BE OUT OF PLUMB, THE CONTRACTOR MAY DRIVE A PILOT SHAFT BEFORE INSTALLATION.

FLEXIBLE POSTS INSTALLATION METHODS AND EQUIPMENT SHALL COMPLY WITH THE POST MANUFACTURE'S RECOMMENDATIONS ON FILE WITH THE DIRECTOR UNLESS PRIOR WRITTEN APPROVAL OF ALTERNATE TECHNIQUES ARE OBTAINED FROM THE DIRECTOR.

FLEXIBLE DELINEATORS TO BE MOUNTED AS BOOSTER POSTS ON THE FRONT OF WOODEN GUARDRAIL BLOCKOUTS SHALL BE ATTACHED BY HAMMERING INTO THE BLOCKOUT EITHER TWO 1/8 INCH DIAMETER BY 1 1/4 INCH LONG, ZINC COATED LAG SCREWS WITH ZINC COATED 3/16 INCH FLAT WASHERS OR TWO 1/8 INCH DIAMETER BY 1 1/4 INCH LONG, ZINC COATED INDENTED HEX WASHER—HEAD LAG SCREWS.

DELINEATOR POSTS PLACED IN CONCRETE MEDIANS MAY BE INSTALLED BY PLACING THEM IN 4 INCH SLEEVES OR CORE DRILLED HOLES. THE HOLES SHALL BE FILLED WITH ASPHALTIC CONCRETE AFTER THE POST IS IN PROPER POSITION.

LAYOUT: THE CONTRACTOR SHALL LAYOUT ALL DELINEATOR LOCATIONS TO ASSURE THEIR PROPER PLACEMENT. THE LAYOUT SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION OPERATIONS ARE STARTED. THE LAYOUT SHALL BE INCIDENTAL TO THE INSTALLATION OPERATIONS.

THIS WORK SHALL CONSIST OF LOCATING AND MARKING ON THE ROADWAY THE FOLLOWING DELINEATOR FEATURES AS DETERMINED FROM THE LOCATION INFORMATION IN THE PLANS OR FROM SCHEMATICS OF HORIZONTAL CURVES AND RAMPS PROVIDED IN THE PLANS.

- 1) BEGINNING OF EACH RUN WITH CONSTANT SPACING OF DELINEATORS SPECIFYING DELINEATOR TYPE, COLOR, SIDE OF ROAD AND SPACING.
- 2) END OF EACH RUN WITH CONSTANT SPACING.
- 3) BEGINNING OF EACH RUN WITH <u>VARIABLE</u> SPACING SPECIFYING DELINEATOR TYPE, COLOR, SIDE OF ROAD AND SPACING.
- 4) END OF EACH RUN WITH VARIABLE SPACING.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSE.

ITEM 620 DELINEATOR REMOVED FOR STORAGE 366 EACH

ITEM 620 DELINEATOR, TYPE C, DESIGN 2, FLEXIBLE POST MOUNTED

229 EACH

ITEM 620 DELINEATOR, TYPE C, DESIGN 4, FLEXIBLE POST MOUNTED

190 EACH

ITEM 620 DELINEATOR, TYPE D, DESIGN 2, FLEXIBLE POST MOUNTED

EACH

* MOUNTED ON EXISTING GUARDRAIL

| | | ITEM | 620 | |
|------------------|--------------------------------------|--|--|--|
| LOCATION | DELINEATOR REMOVED FOR STORAGE | DELINEATOR, TYPE C DESIGN 2, FLEXIBLE POST MOUNTED | DELINEATOR, TYPE C DESIGN 4, FLEXIBLE POST MOUNTED | DELINEATOR, TYPE D DESIGN 2, FLEXIBLE POST MOUNTED |
| | EACH | EACH | EACH | EACH |
| EASTBOUND | | 103 | 76 | |
| S.W.LOOP S.R.723 | | | | |
| S.W.RAMP S.R.209 | | 2 | 13 | 4 |
| S.W.LOOP S.R.209 | | 2 | 2 | 23 |
| RAMP D S.R.285 | | 8 | | 3 |
| RAMP C S.R.285 | | 4 | 6 | 5 |
| | | | | |
| WESTBOUND | | 96 | 63 | |
| N.E.RAMP S.R.723 | | | 4 | 1 |
| N.W.RAMP S.R.209 | | 3 | 7 | 7 |
| N.E.RAMP S.R.209 | | | 8 | 7 |
| RAMP A S.R.285 | | 10 | 11 | 6 |
| RAMP B S.R.285 | | 10 | | 2 |
| | | | | |
| PROJECT | * 138 / 228 | | | |
| TOTALS | 366 | 229 | 190 | 58 |

GUARDRAIL DETAILS

CALCO MO BY ____ DATE LSEE CHKD. BY YELL DATE TO BE

GUE - 70 - 6.17



*ITEM 202 GUARDRAIL REMOVED FOR STORAGE:
ANY EXISTING GUARDRAIL REMOVED ON THIS PROJECT SHALL BE STORED AT THE
PROJECT SITE AS DIRECTED BY THE ENGINEER AND REMOVED BY STATE FORCES.

TAPER TO EXISTING BRIDGES:
PROPOSED GUARDRAIL THAT HAS TO BE ADJUSTED TO MEET AN EXISTING BRIDGE SHALL
BE TAPERED AT THE RATE OF 25 TO 1

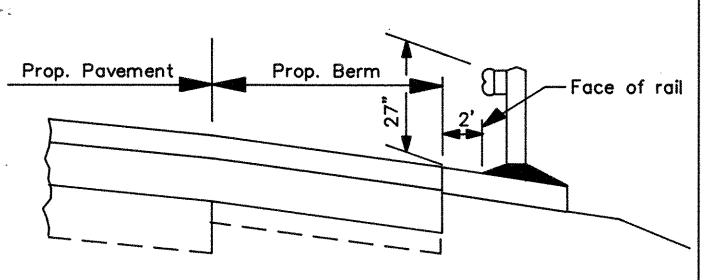
BRIDGE APPROACH GUARDRAIL:
BRIDGE APPROACH GUARDRAIL STATION AS SHOWN SHALL BE ADJUSTED BY THE PROJECT ENGINEER TO CONFORM TO STD. DRWG. GR-3, TYPE A.

GUARDRAIL POST HOLES
ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS SHALL BE FILLED
WITH GRANULAR MATERIAL, OR EXCESS MATERIAL RESULTING FROM GUARDRAIL
RECONSTRUCTION. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED.
ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER.
MATERIAL PLACED IN THE HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED
OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN
THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL ITEM.

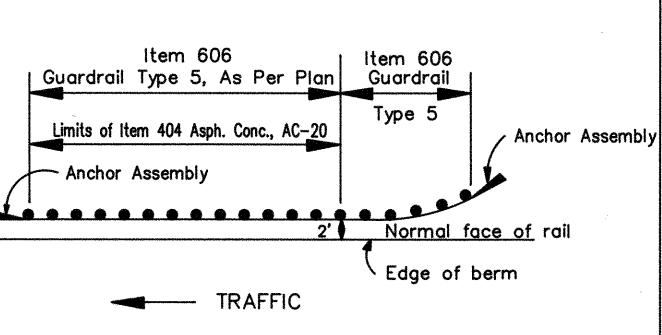
MEDIAN GUARDRAIL
ALL EXCAVATION AND EMBANKMENT NECESSARY TO CONSTRUCT THE MEDIAN GUARDRAIL
AS PER STANDARD DRAWING GR-6 SHALL BE CONSIDERED INCIDENTIAL TO
THE VARIOUS GUARDRAIL ITEMS.

NOTE: RAIL LENGTHS FOR EXISTING 84' MEDIAN WIDTH HAVE BEEN EXTENDED FROM 225' TO 275'.

** Length x 4'x.1667 ÷ 27=



TYPICAL PLACEMENT OF GUARDRAIL



TYPICAL PLACEMENT OF ITEM 404 FOR GUARDRAIL SECTIONS

| EXIS STATION TO (EASTB | O STATION | * 202 GUARDRAIL REMOVED FOR STORAGE | 606 GUARDRAIL TYPE 5 AS PER PLAN SEE GENERAL NOTE | TYP SEE S DRWG | ASSEM. | TYPE 5 | TERMINAL ASSEMBLY | DESIGN | TYPE T | 408 BITUMINOUS PRIME COAT, AS PER PLAN SEE GENERA NOTE | AC-20 | TE OFFSET | GUARD. POST INSTALLED SEE STAND. DRWG.GR-6A | • | POSED TO STATION except as noted) |
|------------------------------|----------------------|---|--|---|---|----------|--|----------|--------|--|--|--------------|--|----------------|--|
| FROM | ТО | LIN.FT. | LIN.FT. | | Barr. | LIN.FT. | EACH | LIN.FT. | EACH | GAL. | CU.YD | | EACH | FROM | ТО |
| 52+00 | 69+93.5 | 1793.5 | 1762.5 | 1 | | | 1 | | | 313.3 | 43.5 | 1.5' | | 52+06 | 69+93.5 |
| 71+22.5 | 77+36.5 | 614.0 | 600.0 | | | | 1 * | | 1 | 106.7 | | | | 71+22.5 | 77+35 |
| 110+99 | 113+24 | 225.0 | | ļ | | 112.5 | | | | | | 8.31 | | 110+84.06 | 112+21.56 |
| 118+83 | 120+58 | 175.0 | 37.5 | 1 | | 100.0 | | | | 6.7 | 0.9 | 8.31' | 4 | | |
| 167+65 | 169+90 | 225.0 | 87.5 | 1 | | 100.0 | | | 1 | 15.6 | 2.7 | <u>8.31'</u> | 4 | | |
| 182+59.5 | 184+97 | 425.0 | | | | | | | | | | | | | |
| 16+32 S.W.LOOP | 199+58 | 1507.0 | 1475.0 | 1. | | | 11 | | | 262.2 | | | | 16+39 S.W.LOOP | 199+58 |
| 204+57 | 221+73.4 | 1716.4 | 1716.4 | ************************************** | | | 2 | | | 305.1 | | | | | |
| 225+23.1 | 17+00 RAMP G | | 1162.5 | 3 | | | 11 | | | 206.7 | 28.7 | | 4 | 225+23.1 | 16+98.1 RMP.G |
| 238+00 | 240+37.5 | 237.5 | ung mg po | | | 112.5 | | | | | 1 | 8.31 | MANAGEMENT AND | 237+78.5 | 239+16 |
| 242+59 | 244+34 | 175.0 150.0 | 37,5 | 1 | | 100.0 | <u>.</u> | | | 6.7 | 0.9 | 8.31 | 4 | | |
| 247+03 | 248+53 251+35-5 | | 125.0 100.0 | | | | <u> </u> | | 4 | 22.2 | 3.1 2.5 | 8.31 | | | |
| <u>250+23</u> | 251+35.5 305+81.5 | 112.5 587.5 | | 4 | | 100.0 | | | 1 | 17.8 | | | 4 | | |
| <u>299+94</u> 310+19 | 346+25 | 3600.0 | 450.0 3462.5 | 1 | | 100.0 | | | 1 | 80.0 615.6 | en fan en en | 8.31' | | | MATERIA DE SERVICIO DE SER |
| 349+70 | 373+47.5 | 2377.5 | 2350.0 | 1 | | 100.0 | 1 | | | 417.8 | 7 | | | 349+72.5 | 373+47.5 |
| 378+42.8 | 396+11.3 | 1768.5 | 1768.5 | | | | 2 | | | 314.4 | | 1.5 | | 349772.3 | 3/3+4/.3 |
| 397+70 | 400+35.5 | 265.5 | 250.0 | | | | 1 | | 1 | 44.4 | 6.2 | | | 397+70 | 400+32.5 |
| 414+37.5 | 432+50 | 1812.5 | 1100.0 | | | 100.0 | 1 | | | 195,6 | | 8.31 | | 414+32.47 | 426+57.47 |
| 427+19 | 432+46.5 | | 537.5 | | | | 1 | | 1 | 95.6 | | | | 427+01.53 | 432+51.53 |
| 494+75 | 515+50 | 2075.0 | 2037.5 | 1 | 1 | | | | 1 | 362.2 | | | | | |
| 526+50 | 536+00 | 950.0 | 812.5 | 1 | | 100.0 | | | 1 | 144.4 | | 8.31 | | | |
| 564+87.5 | 570+50 | 562.5 | 425.0 | 1 | | 100.0 | | | 1 | 75.6 | | 8.31 | | | |
| 593+70.5 | 596+73.5 | 303.0 | 275.0 | 1 | | | 1 | | | 48.9 | 6.8 | 1.5' | | 593+73.5 | 596+73.5 |
| 598+07 | 599+87 | 180.0 | 162.5 | | | | 1 | | | 28.9 | 4.0 | | | 598+07 | 599+82 |
| 615+75 | 632+00 | 1625.0 | 1587.5 | 1 | | | ************************************** | | 1 | 282.2 | 39.2 | 1.5' | | | |
| 634+44 | 636+56.5 | 212.5 | | | | 112.5 | | | | | | 8.3,1' | | 634+28-17 | 635+65.67 |
| | | | | | | | | | | | | | | | |
| MED | | | | A.M. U 1324111 - 0124111 WARNES WARNES WARNES | 2345-4544-454-454-454-454-454-454-454-454 | | | | | | | | | | |
| | BOUND) | 000 5 | | | | | 4 | | | | | | | | 70,00 6 |
| 67+83 | 70+09.5 | 226.5 | مع ربع ربع من الم | 4 | 1 1 | 175.0 | 1 | 75.0 | 4 | 1 | 1 | 6 741 | | 67+34.5 | 70+09.5 |
| 118+83 169+15 | 120+58 | 175.0 | 37.5 | 1 | 1 | 100.0 | | | | 6.7 | 0.9 | 8.31' | 4 | | |
| 168+15 106+06 5 | 169+90 | 175.0 239.5 | 37.5 | | 1 | 175.0 | 1 | 75.0 | | 6.7 | 0.9 | 8.31 | + + | 196+61 | 199+36 |
| <u>196+96.5</u> 218+63 | 199+36 221+64.9 | 301.9 | 275.0 | 1 | | 1/3.0 | 1 | <u> </u> | | 48.9 | 6.8 | 1.5' | | 218+64.9 | 221+64.9 |
| 230+50 | 232+25 | 175.0 | 137.5 | 1 | | | | | | 24.4 | 3.4 | 1.5' | 4 | | |
| 237+65 | 240+02.5 | 237.5 | 107.0 | 1 | | 112.5 | | | | 4 1, 1 | T | 8.31 | | 237+45 | 238+82.5 |
| 16+96 | 18+46 RMP.H | 150.0 | | 1 | | 125.0 | 1 | | | | | 8.31 | | | |
| 370+69.5 | 372+72 | 202.5 | | | 1 | 125.0 | 1 | 50.0 | | | | | | 370+72 | 372+72 |
| 393+78.5 | 395+81 | 202.5 | | | 1 | 125.0 | 1 | 50.0 | | | | | | 393+81 | 395+81 |
| 594+18 | 596+96 | 278.0 | | | 1 | 175.0 | 1 | 75.0 | | | | | | 594+21 | 596+96 |
| | | | | | | | | * | | | | | | | |
| TOTALS (EASTBO | IND LANES | 27,215.8 | 22,809.9 | 24 | 5 | 2350.0 | 27 | 325.0 | 18 | 4055 | 563. | 0 | 32 | | |

GUARDRAIL DETAILS

* ITEM 202 GUARDRAIL REMOVED FOR STORAGE:
ANY EXISTING GUARDRAIL REMOVED ON THIS PROJECT SHALL BE STORED AT THE
PROJECT SITE AS DIRECTED BY THE ENGINEER AND REMOVED BY STATE FORCES.

TAPER TO EXISTING BRIDGES:
PROPOSED GUARDRAIL THAT HAS TO BE ADJUSTED TO MEET AN EXISTING BRIDGE SHALL
BE TAPERED AT THE RATE OF 25 TO 1

BRIDGE APPROACH GUARDRAIL:
BRIDGE APPROACH GUARDRAIL STATION AS SHOWN SHALL BE ADJUSTED BY THE PROJECT ENGINEER TO CONFORM TO STD. DRWG. GR-3, TYPE A.

GUARDRAIL POST HOLES:
ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS SHALL BE FILLED
WITH GRANULAR MATERIAL, OR EXCESS MATERIAL RESULTING FROM GUARDRAIL
RECONSTRUCTION. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED.
ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER.

MATERIAL PLACED IN THE HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL ITEM.

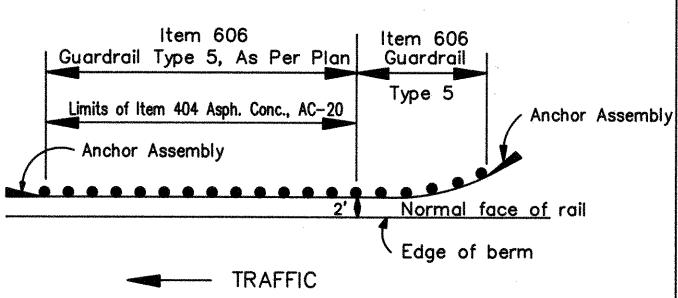
MEDIAN GUARDRAIL:

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NOTE: RAIL LENGTHS FOR EXISTING 84' MEDIAN WIDTH HAVE BEEN EXTENDED FROM 225' TO 275'.

** Length x 4'x .1667÷27=

Prop. Pavement



GUE - 70 - 6.17

Prop. Berm

FHWA 5

Face of rail

TYPICAL PLACEMENT OF ITEM 404 FOR GUARDRAIL SECTIONS

| | | T T | | | | | | | | | | ** | Lengrn x | |) -2 = | | |
|---|---|---------------------------------------|-------------|---|-----------|------------|--|----------------------------------|---------------|--|--|--|---------------------------------------|--------------|--|--|-------------------------------|
| | | . | | | | 606 | 606 | 606 | 606 | ·· •• | 408 | 404 | GUARDRAIL | 606 | | | |
| | | * 202 | 606 | 60 | | GUARDRAIL | BRIDGE | GUARDRAIL | ANCHOR ASSEM. | 8. v ^{er} | BITUMINOUS | ASPHALT CONCRETE | FLARE | GUARD. | | | |
| | | GUARDRAIL | GUARDRAIL | ANCHOR | ASSEM. | TYPE 5 | TERMINAL | | TYPE T | 4 | PRIME | CONCRETE | OFFSET | POST | | DDO! | יעכבט |
| EXISTING | | REMOVED | TYPE 5 | TYP | E A | | ASSEMBLY | DESIGN TYPE 5 | SEE STAND | | COAT, | AC-20 | DISTANCE SEE STAND. DRWGS.GR-5 | INSTALLED | | 1 | POSED |
| . | TION | FOR | AS PER PLAN | SEE S | STAND. | SEE STAND | LIYPE A | TYPE 5 SEE STAND DRWG.GR-6 | DRWG.GR-4A | | AS PER | * * | SEE STANU | · SEE STAND. | | I . | TO STATION |
| STATION TO STA | | STORAGE | SEE GENERAL | DRWG | GR-4 | DRWG.GR-2E | DEL STANL | I DE STANU. | <u> </u> | | PLAN | | DRWGS.GR-5 | DKWG.GR-6A | | (Same as existing | except as noted, |
| (WESTBOUND |) | | NOTE | | | | UKWG.GK-3 | | | | SEE GENERAL NOTE | ź | OR GR-6 | | | | |
| | TO | | 1,,,,,,,,,, | | <u>CH</u> | - IIVIET | EVON | LINITT | - | | 1 | | | | | | |
| FROM | <u>TO</u> | LIN.FT. | LIN.FT. | Single | Barr. | LIN.FT. | EACH | LIN.FT. | EACH | Marin paragraphy and the second secon | GAL. | CU.YD. | | EACH | | FROM | ТО |
| | 70+51.5 | 1450.0 | 1450.0 | | | | <u> </u> | | | | 257.8 | | | | | To meet exist, guardrail | <u>at sta.6+98.5 * N.E.Rm</u> |
| | 83+68 | 1276.5 | 1150.0 | 1 | | 100.0 | <u> </u> | | | | 204.4 | 28.4 | 8.31 | | | 70+91.5 | <u>83+66.5</u> |
| | 105+75 | 300.0 | 262.5 | 1 | | | | | 1 1 | · | 46.7 | 6.5 | 1.5' | | | | |
| 110+95 | <u>113+45 </u> | 250.0 | | | | 112.5 | l | | | | | | 8.31 | | | 111+98.44 | 113+35.94 |
| 143+95 | 146+45 | 250.0 | 112.5 | 1 | | 100.0 | | | 1 | | 20.0 | 2.8 | 8.31 | | | | |
| 182+98 | 185+23 | 225.0 | | | | 112.5 | 1 | | | | | | 8.31 | | | 184+02.75 | 185+40.25 |
| | 197+84 | 1437.5 | 1437.5 | | | <u> </u> | 1 | | | | 255.6 | 35.5 | | | | | sta.11+53.5±N.E.Rmp.S.R.20 |
| | 00.7 RMP.A | T | 1861.2 | | | | 2 | | | | 330.9 | 46.0 | | | | To meet exist. quartiful at | 3(0.117JJ.J_N.E.NIIIp.J.N.Z0 |
| | | | | 4 | | 1000 | | | | | ************************************** | | 100 | | | | |
| | <u>27+54.1</u> | 300.0 | 175.0 | <u> </u> | | 100.0 | | | | | 31.1 | 4.3 | 18.0' | | | | |
| | <u>244+16</u> | 987.0 | 841.4 | 0-200-F-200-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F-0-100-F | | | <u> 2 </u> | | | | 149.6 | 20.8 | | 4 | | 235+74.6 | 244+16 |
| | <u>47+99.7 </u> | 200.0 | 75.0 | | | 100.0 | 1 | | | | 13.3 | 1.9 | 8.31 | | | | |
| 7+80 RAMP C 9+ | 55 RMP.C | 175,0 | 137.5 | 1 | | | WWW. | | 1 1 | | 24.4 | 3.4 | 1.5' | 4 | | | |
| 264+50 2 | 266+25 | 175.0 | 37.5 | 1 | | 100.0 | | | 1 | THE RESERVE OF THE PROPERTY OF | 6.7 | 1.0 | 8.31 | | | , | |
| | 279+98 | 600.0 | 462.5 | 1 | | 100.0 | THE RESERVE OF THE PROPERTY OF | | 1 | | 82.2 | 11.4 | 8.31 | | | | |
| | 307+25 | 375.0 | 237.5 | 1 | | 100.0 | | | 1 1 | | 42.2 | 5.9 | 8.31 | | | | |
| | 319+50 | · · · · · · · · · · · · · · · · · · · | 262.5 | 4 | | 100.0 | | | 1 1 | | | | | | | | |
| | | 400.0 | | | | 100.0 | | | | | 46.7 | 6.5 | 8.31' | | | | |
| | 71+26.6 | 4351.6 | 4337.5 | | | | | | | | 771.1 | 107.1 | | | | 327+76.6 | 371+26.6 |
| | <u>95+64.1</u> | 1943.6 | 1943.6 | - | | | <u> 2 </u> | | | | 345.5 | 48.0 | | | | | |
| | 100+90 | 352.6 | 225.0 | 1 | | 100.0 | 1 | | · | | 40.0 | 5.6 | 8.31' | | | 397+37.4 | 400+87.4 |
| 419+30 4 | <u> 128+55</u> | 925.0 | 762.5 | | | | 1 | | 1 | | 135.6 | 18.8 | | | | 419+23,47 | 426+98.47 |
| 499+50 5 | 515+00 | 1550.0 | 1412.5 | 1 | | 100.0 | | | 1 | | 251.1 | 34.9 | 8.31 | | | | |
| 528+37.5 | 575+25 | 4687.5 | 4550.0 | 1 | | 100.0 | | | 1 | | 808.9 | 112.3 | 8.31 | | denimentale menerale de la companya | ************************************** | |
| 1 | 597+71 | 178.0 | 162.5 | | | | 1 | | · 1 | | 28.9 | 4.0 | | | | 595+96 | 597+71 |
| | 602+29 | 328.0 | 200.0 | 1 | | 100.0 | 1 | | | | 35.6 | 4.9 | 8.31 | | | | |
| | 626+80 | 1150.0 | 1012.5 | 4 | | 100.0 | . | | 4 | | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | 1.5 | | | 599+01 | 602+26 |
| | ************************************** | | 1012.5 | | | | | | | | 180.0 | 25.0 | | | | | |
| 634+94 63 | <u>37+56.5</u> | 262.5 | | | | 112.5 | | | | | | | 8.31 | | | 636+34.33 | 637+71.83 |
| *************************************** | | | | 1 | _ | 112.5 | | | | - Company of the Comp | | | 8.31 | | | 427+42.53 | 428+80.03 |
| | · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | ************************************** | | | | | | | | | | |
| MEDIAN | | | | | | | | | | | * | | | | | | |
| (WESTBOUND |)) | | | | | | | | | | | | | | | | |
| | 73+91 | 226.5 | | | 1 1 | 175.0 | 4 | 75.0 | | | | | | | | | |
| l | | | | | 1 4 | | | | | | | | | | | 71+64.5 | 74+39.5 |
| |)5+33.5 38+00.4 | 239.5 | - AREA | a | | 175.0 | 1 | 75.0 | | | | | | | | 202+94 | 205+69 |
| | 28+02.1 | 350.0 | 125.0 | 1 | - | 125.0 | 1 | <u> </u> | | | 22.2 | 3.1 | | | | 224+52.1 | 227+27.1 |
| 21+54 RMP. D 24+1 | | | | l | | 112.5 | | | | | | 033 | 8.31 | | | 235+82.5 | 237+20 |
| ! | 48+17.7 | 200.0 | 50.0 | 1 | | 125.0 | 1 | | | | 8.9 | 1.2 | , , | | | | |
| 254+00 2 | 255+75 | 175.0 | 137.5 | 1 | | | | | 1 | | 24.4 | 3.4 | | 4 | | | |
| 377+04.5 3 | 379+07 | 202.5 | | · · · · · · · · · · · · · · · · · · · | 1 | 125.0 | 1 | 50.0 | | | | *** | | | | 337+04.5 | 379+04.5 |
| | 399+50 | 202.6 | | | 1 1 | 125.0 | 1 | 50.0 | | | | | | | | 397+47.4 | 399+47.4 |
| | 301+46 | 278.0 | | | 1 1 | 175.0 | 1 | 75.0 | | | · · · · · · · · · · · · · · · · · · · | | | | | | |
| | | | | | | 1/3.0 | ! | /3.0 | | | | | <u> </u> | | | 598+68 | 601+43 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | <u> </u> | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | | | | |
| TOTALS WESTBOUND L | ANES | 28,127.6 | 23,421,2 | 23 | 5 | 2887.5 | 28 | 325.0 | 14 | | 4163.8 | 578.5 | | 12 | | | |
| | | | | | | | | | | | | The state of the s | · · · · · · · · · · · · · · · · · · · | d | | | |

* ITEM 202 GUARDRAIL REMOVED FOR STORAGE:
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TAPER TO EXISTING BRIDGES:
PROPOSED GUARDRAIL THAT HAS TO BE ADJUSTED TO MEET AN EXISTING BRIDGE SHALL
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BRIDGE APPROACH GUARDRAIL:
BRIDGE APPROACH GUARDRAIL STATION AS SHOWN SHALL BE ADJUSTED BY THE PROJECT ENGINEER TO CONFORM TO STD. DRWG. GR-3, TYPE A.

PROJECT SITE AS DIRECTED BY THE ENGINEER AND REMOVED BY STATE FORCES.

GUARDRAIL POST HOLES:

ALL HOLES REMAINING AFTER REMOVAL OF GUARDRAIL POSTS SHALL BE FILLED WITH GRANULAR MATERIAL, OR EXCESS MATERIAL RESULTING FROM GUARDRAIL RECONSTRUCTION. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED.

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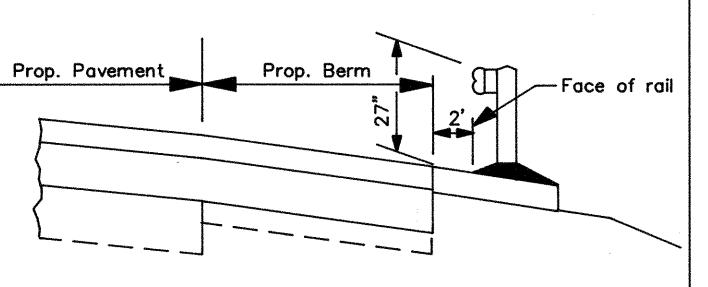
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MEDIAN GUARDRAIL:

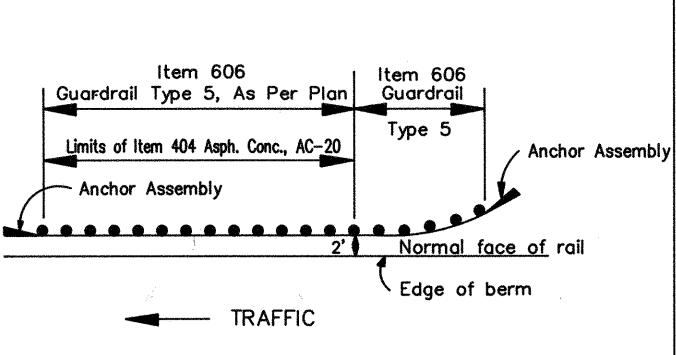
ALL EXCAVATION AND EMBANKMENT NECESSARY TO CONSTRUCT THE MEDIAN GUARDRAIL AS PER STANDARD DRAWING GR-6 SHALL BE CONSIDERED INCIDENTIAL TO THE VARIOUS GUARDRAIL ITEMS.

NOTE: RAIL LENGTHS FOR EXISTING 84' MEDIAN WIDTH HAVE BEEN EXTENDED FROM 225' TO 275'.

* * Length x 4'x . 1667 ÷ 27 =



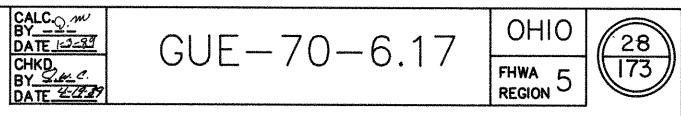
TYPICAL PLACEMENT OF GUARDRAIL

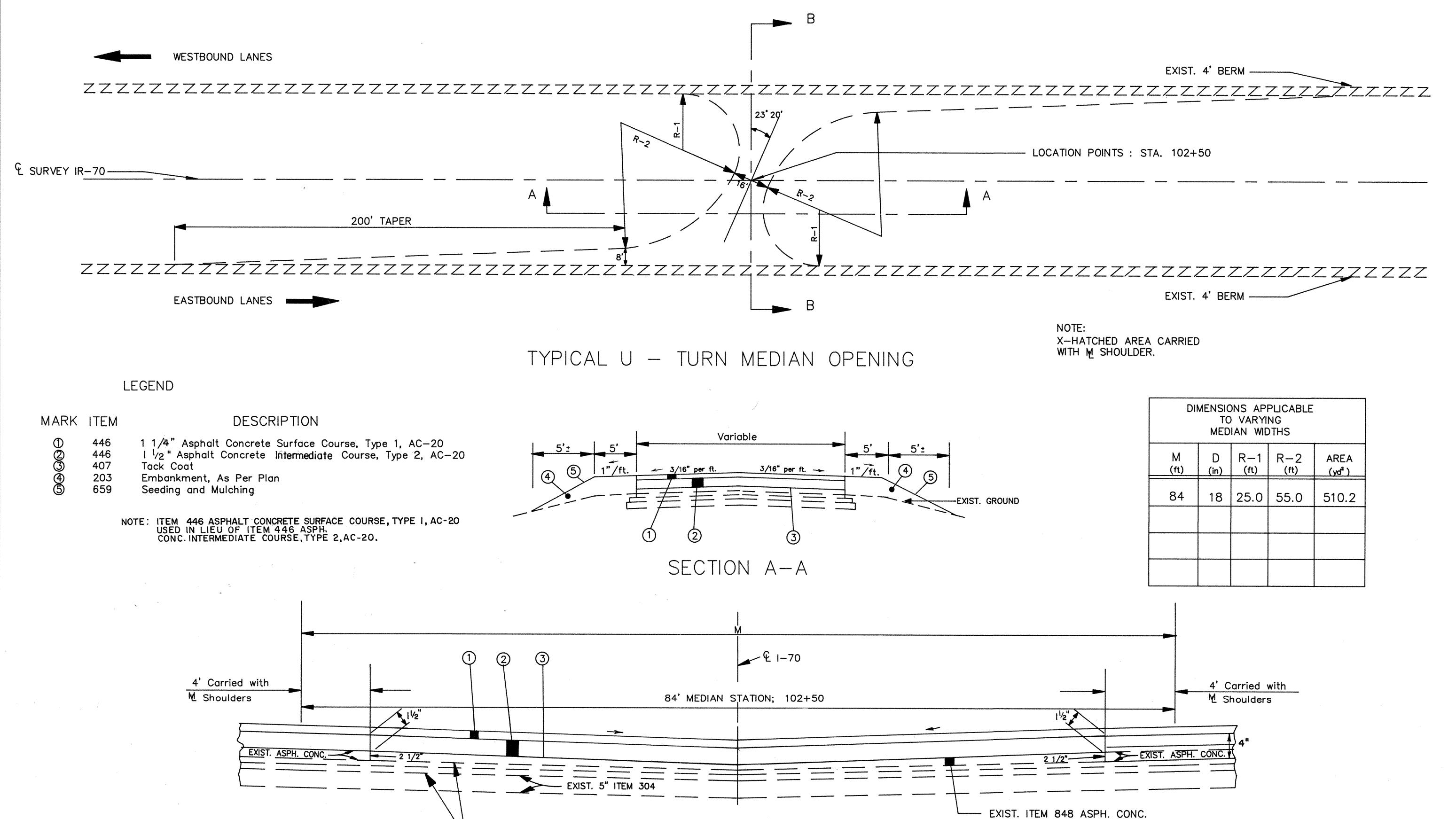


TYPICAL PLACEMENT OF ITEM 404 FOR GUARDRAIL SECTIONS

| | | | | | | | *** | | | * * Le | ength x 4 x . 1667 ÷ | - 27 = | | |
|---|--|--|-------------------|---|----------|--|------------|---|--|--|---|---|-----------------------|---|
| EXISTING STATION TO STATION (RAMPS & LOOPS) | * 202 GUARDRAIL REMOVED FOR STORAGE | 606 GUARDRAIL TYPE 5 AS PER PLAN SEE GENERAL NOTE | TYPE A | SEM. TYPE 5 | ASSEMBLY | 606 GUARDRAIL BARRIER DESIGN TYPE 5 SEE STAND. DRWG.GR-6 | TYPE T | | 408 BITUMINOUS PRIME COAT, AS PER PLAN SEE GENERAL | 4 0 4 | GUARDRAIL FLARE OFFSET DISTANCE SEE STAND. DRWGS.GR-5 OR GR-6 | | STATION | POSED TO STATION g except as noted) |
| | | | EACH Single Bo | | EACH | LIN.FT. | EACH | | SEE GENERAL NOTE GAL. | た た CU.YD. | EACH | , | FROM | ТО |
| FROM TO | LIN.FT. | LIN.FT. | Single Bo | [[, L 14.1 1. | LACIT | LIIV.I I. | LAOIT | | - JOAL: | <u> </u> | LACIT | | 1 1/Olai | |
| S.R.209 | | | | | | | | | | | | | | |
| 9+03 S.W.RAMP 20+40.5 S.W.RAMI | 1137.5 | 1112.5 | 1 | | | | | | 197.8 | 27.5 | 8.31' | | | To meet exist. G.R.sta.20+40.5± |
| 1+50 S.W.LOOP 8+50 S.W.LOOF | 700.0 | 687.5 | | | | | 1 1 | | 122.2 | 17.0 | | | | rail sta.1+50 ± S.W.LOOP |
| 5+67 N.W.RAMP 0+67 N.W.RAM | 500.0 | 487.5 | | | | | 1 1 | | 86.7 | 12.0 | | | lo meet exist. quard | rail sta.0+67±N.W.RAMP |
| | | | | | | | | | | · · · · · · · · · · · · · · · · · · · | | | | |
| | | | | | | <u> </u> | | | | CHANGE OF THE PARTY OF THE PART | | | | |
| MEDIAN OLD AND ALL SE N. E. DAM | 1750 | 150.0 | 1 | | | | | | 26.7 | 3.7 | 1.5' | | To meet exist, guardr | ail sta.11+55 ± N.E.RAMP |
| 9+80 N.E.RAMP 11+55 N.E.RAM | 7 175.0 | 130.0 | | ### ################################## | | | | <u></u> | | | | | | |
| | | | | | | | | | ¥ | | | | | |
| S.R.285 | | | | | | | | | | | | | | |
| 45+72 S.R.285 12+59 RAMP C | | 500.0 | 1 | | | | 1 | | 88.9 | <u> 12.3</u> | | | 7+21.5 | 12+59 |
| 17+07 RAMP A 54+75 S.R.285 | 1287.5 | 1275.0 | | | | | 1 | | 226.7 | 31.5 | | | To meet exist, guard | rail sta.54+75±S.R.285 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | · · · · · · · · · · · · · · · · · · · | | | | |
| RAMP A (S.B.I-77 to W.B.I-70 | | | | | | | | | | | | | | |
| 30+86.7 31+86.7 | 100.0 | 100.0 | | | 1 | | | | 17.8 | 2.5 | | | To meet exist, guardr | ail sta.31+86.7 ± RAMP A |
| | /- | | | | | | | | | | | | | |
| MEDIAN | | | | | | | | | | | | | | |
| 31+02.7 32+02.7 | 100.0 | 100.0 | | | 1 | | | | 17.8 | 2.5 | | | To meet exist, guardr | pil sta.32+02.7 ± RAMP A |
| | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| TOTALS (RAMPS & LOOPS) | 4675.0 | 4412.5 | 3 | | | | 4 | | 784.6 | 109.0 | | | | |
| TOTALS (EASTBOUND LANES) | 27,215.8 | 22,809.9 | 24 | 5 2350.0 | | 325.0 | 18 | | 4055.3 | <u>563.8</u> | 32 | *************************************** | | |
| TOTALS (WESTBOUND LANES) | 28,127.6 | 23,421.2 | 23 | 5 2887.5 | | 325.0 | 14 36 | | 4163.8 9003.7 | 5/8.5 | 12 | | | |
| TOTALS (Carried to General Summary | 0 60,018.4 | 50,643.6 | 50 | 10 5237.5 | | 650.0 | 30 | | 9005.1 | 1601.0 | | | | |
| | | | | makan dan dan dan dan dan dan dan dan dan d | | | | *************************************** | атуман менен жана жана жана жана жана жана жана | | | | | |
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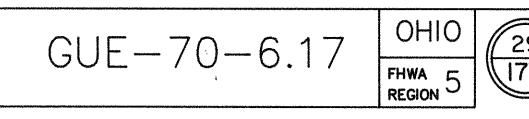


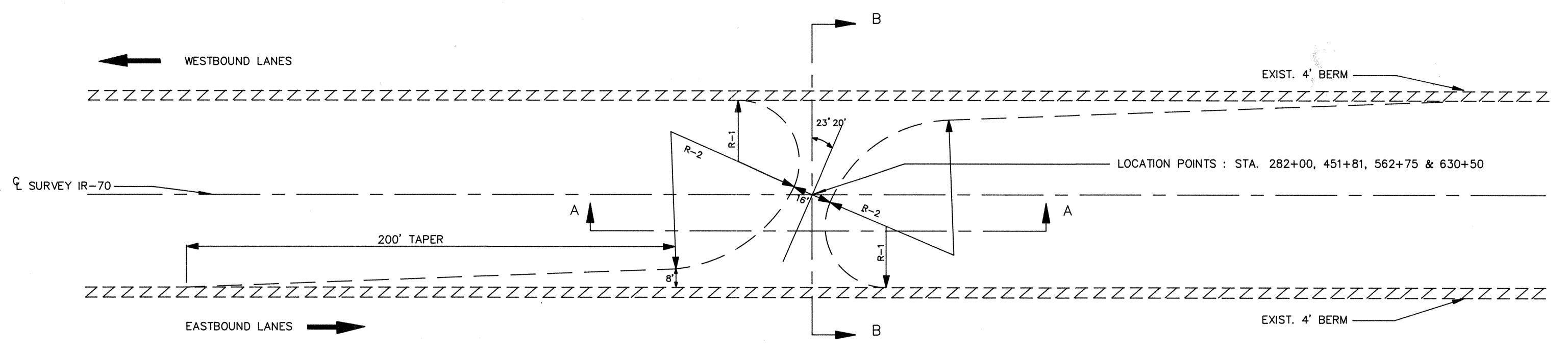


SECTION B-B

- EXIST. 3" ITEM 301

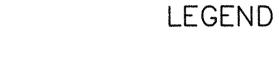






TYPICAL U - TURN MEDIAN OPENING

NOTE: X-HATCHED AREA CARRIED WITH M SHOULDER.



MARK ITEM

446

1 1/4" Asphalt Concrete Surface Course, Type 1, AC-20 3 1/2" Asphalt Concrete Intermediate Course, Type 2, AC-20

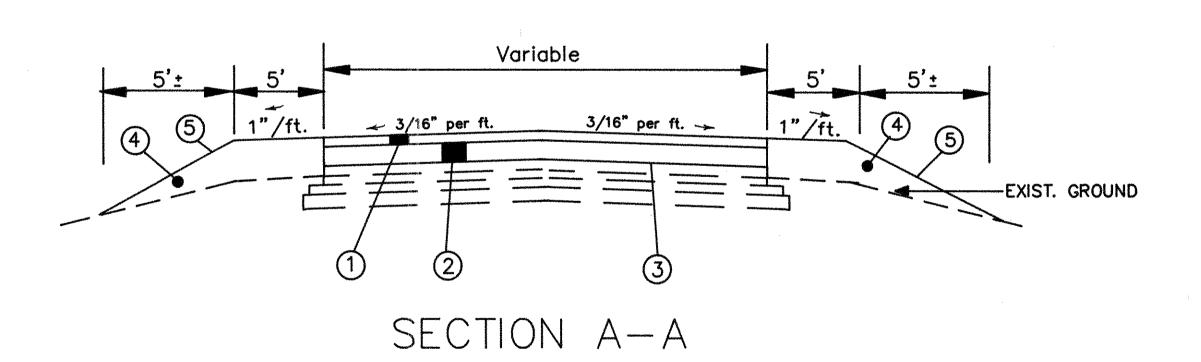
DESCRIPTION

3 407 Tack Coat

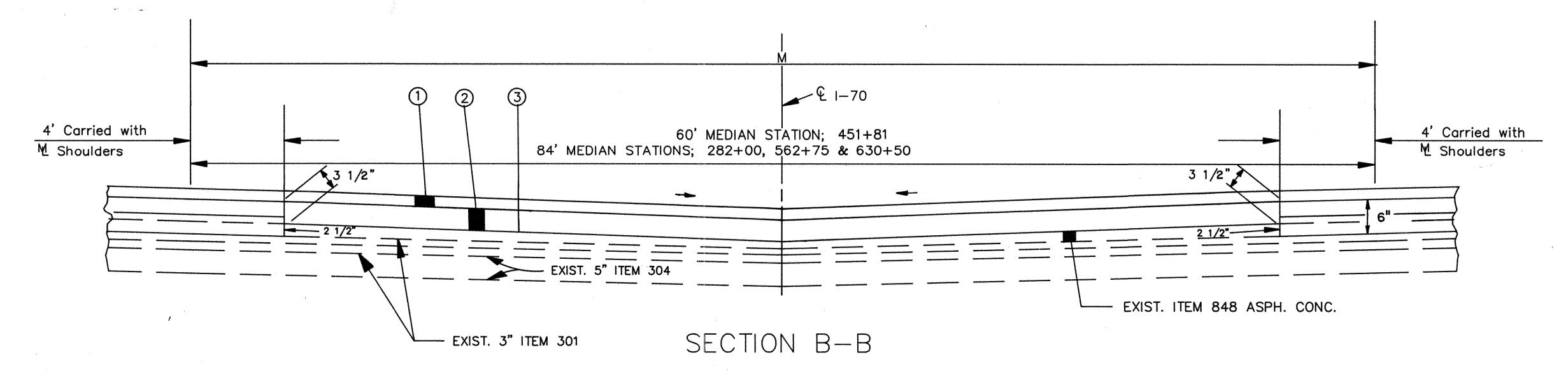
4 203 Embankment, As Per Plan

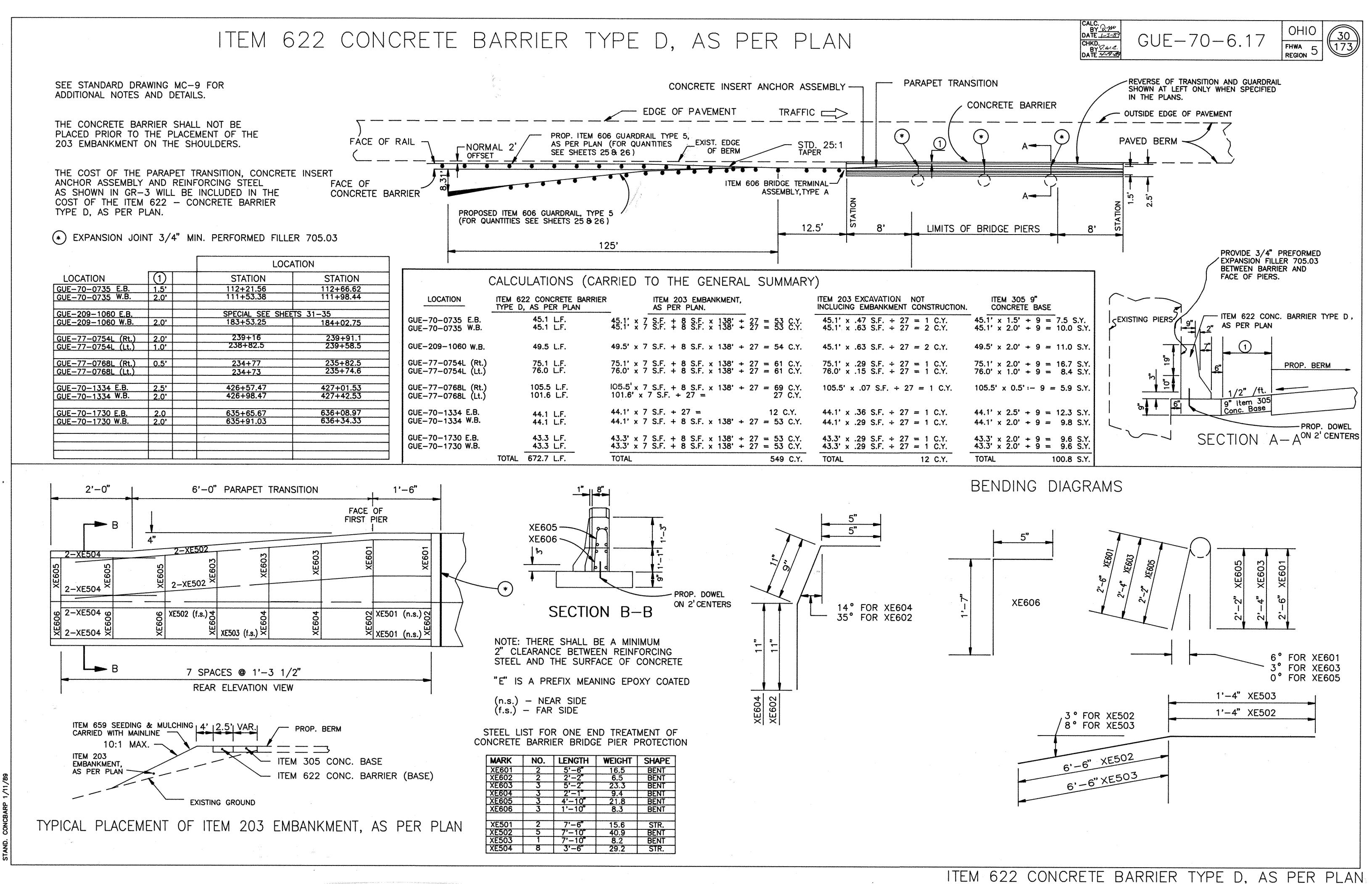
(5) 659 Seeding and Mulching

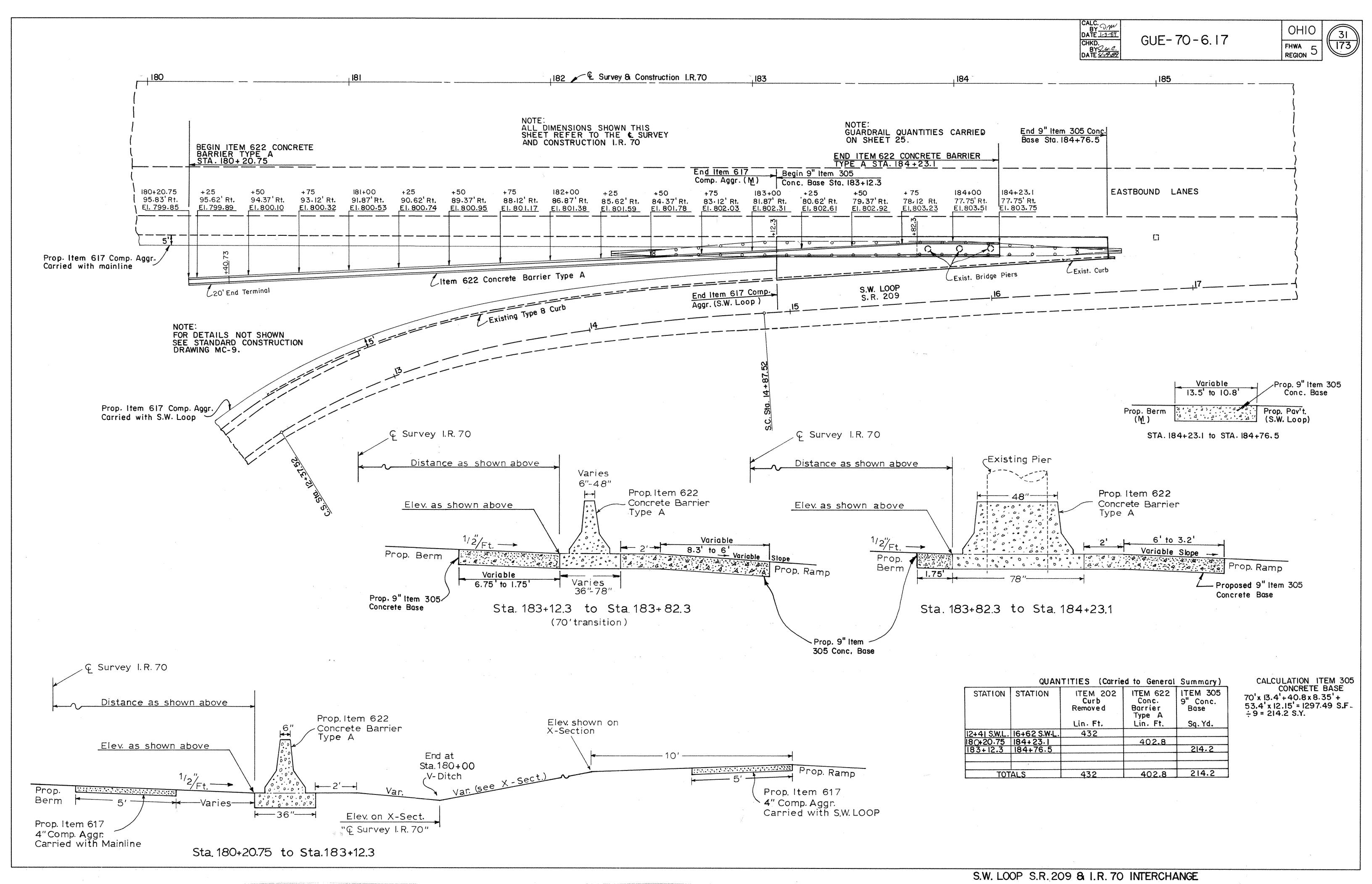
NOTE: ITEM 301 BIT. AGGR. BASE MAY BE USED IN LIEU OF ITEM 446 ASPH. CONC. INTERMEDIATE COURSE, TYPE 2, AC-20.

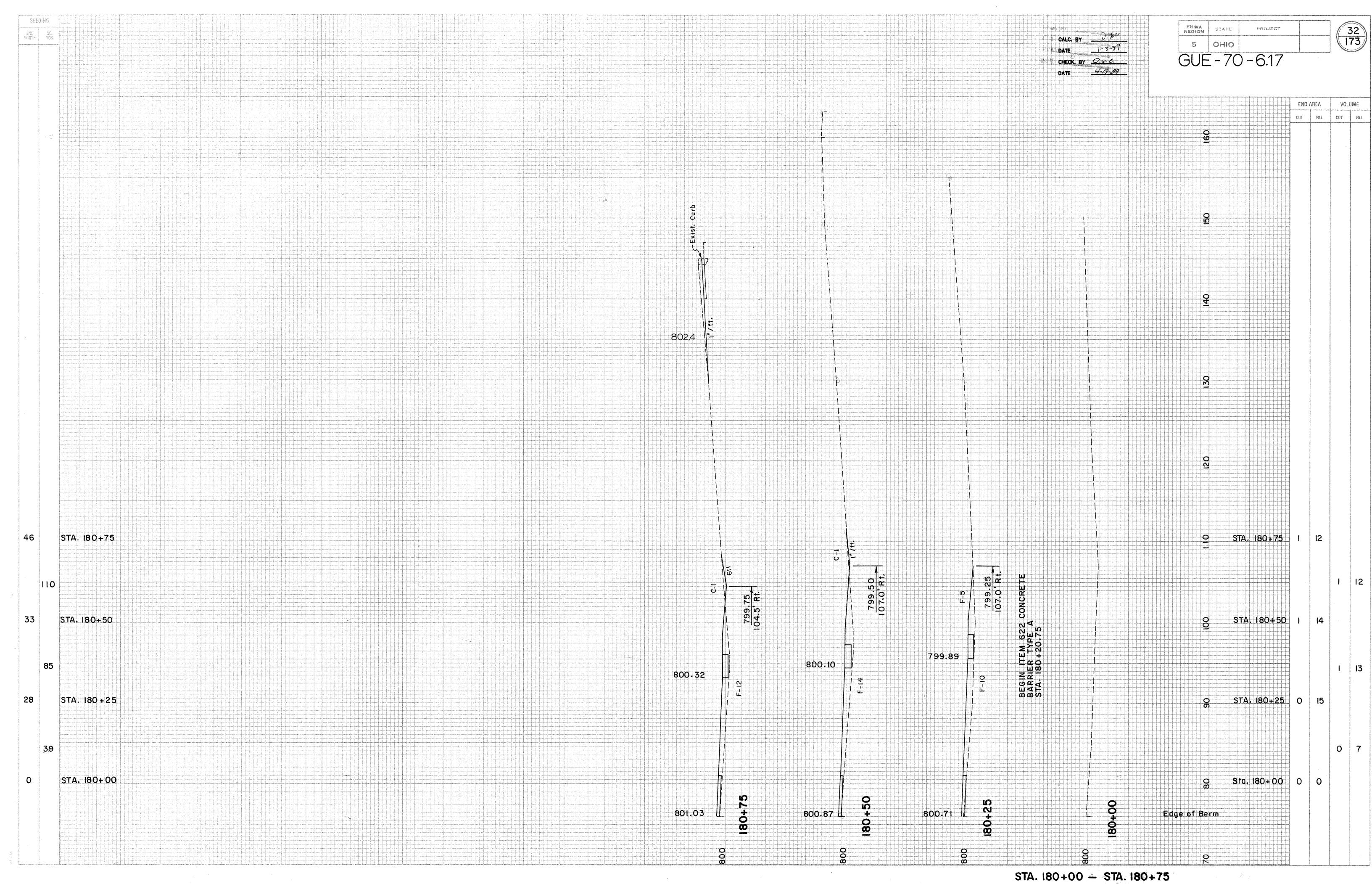


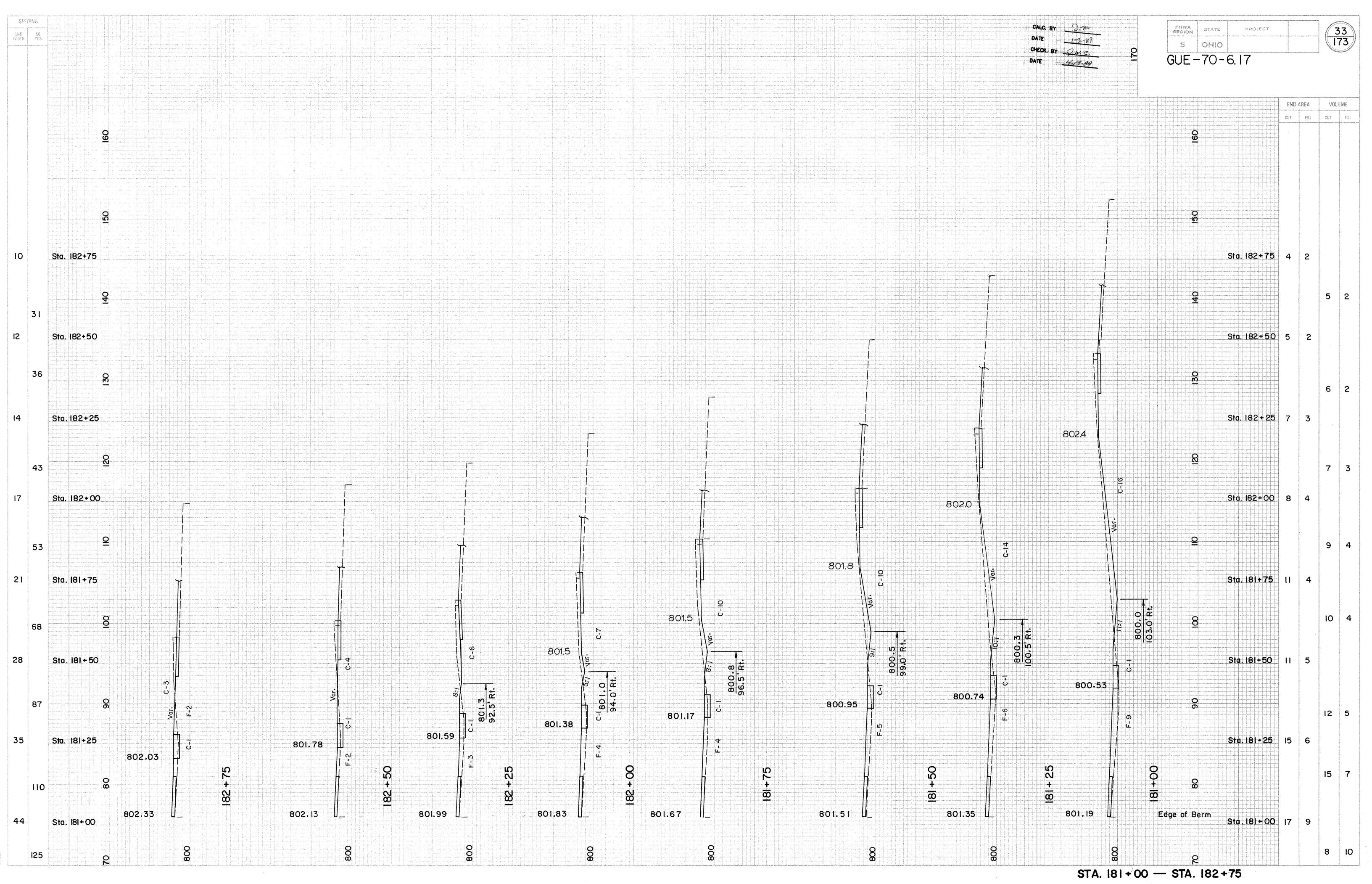
| DIMENSIONS APPLICABLE TO VARYING MEDIAN WIDTHS | | | | | | | | | | | | |
|--|-----------|-------------|-------------|---------------|--|--|--|--|--|--|--|--|
| M (ft) | D (in) | R-1 (ft) | R-2 (ft) | AREA (yd²) | | | | | | | | |
| 84 | 18 | 25.0 | 55.0 | 510.2 | | | | | | | | |
| 60 | 12 | 368.9 | | | | | | | | | | |
| | | | | | | | | | | | | |
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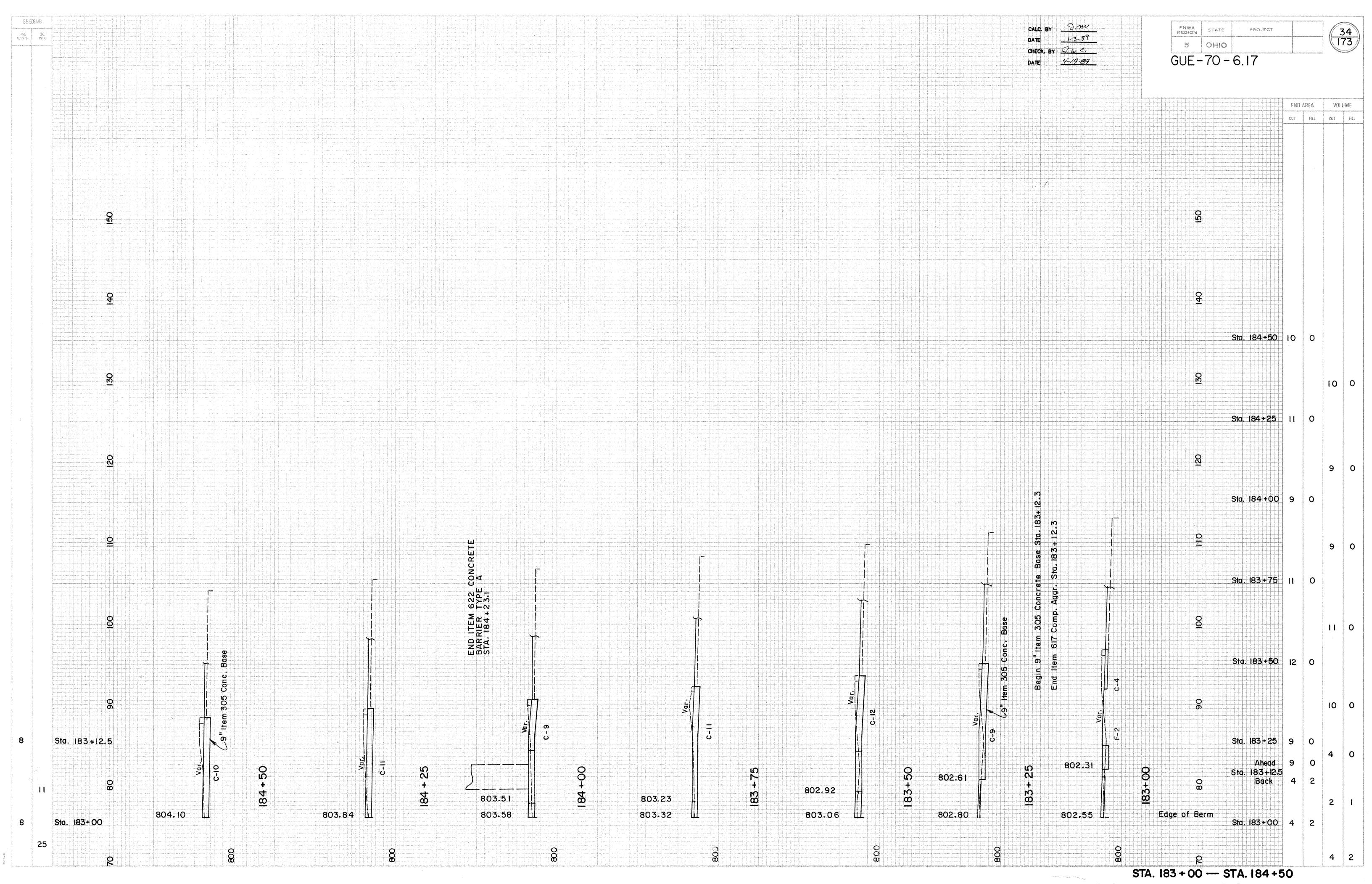


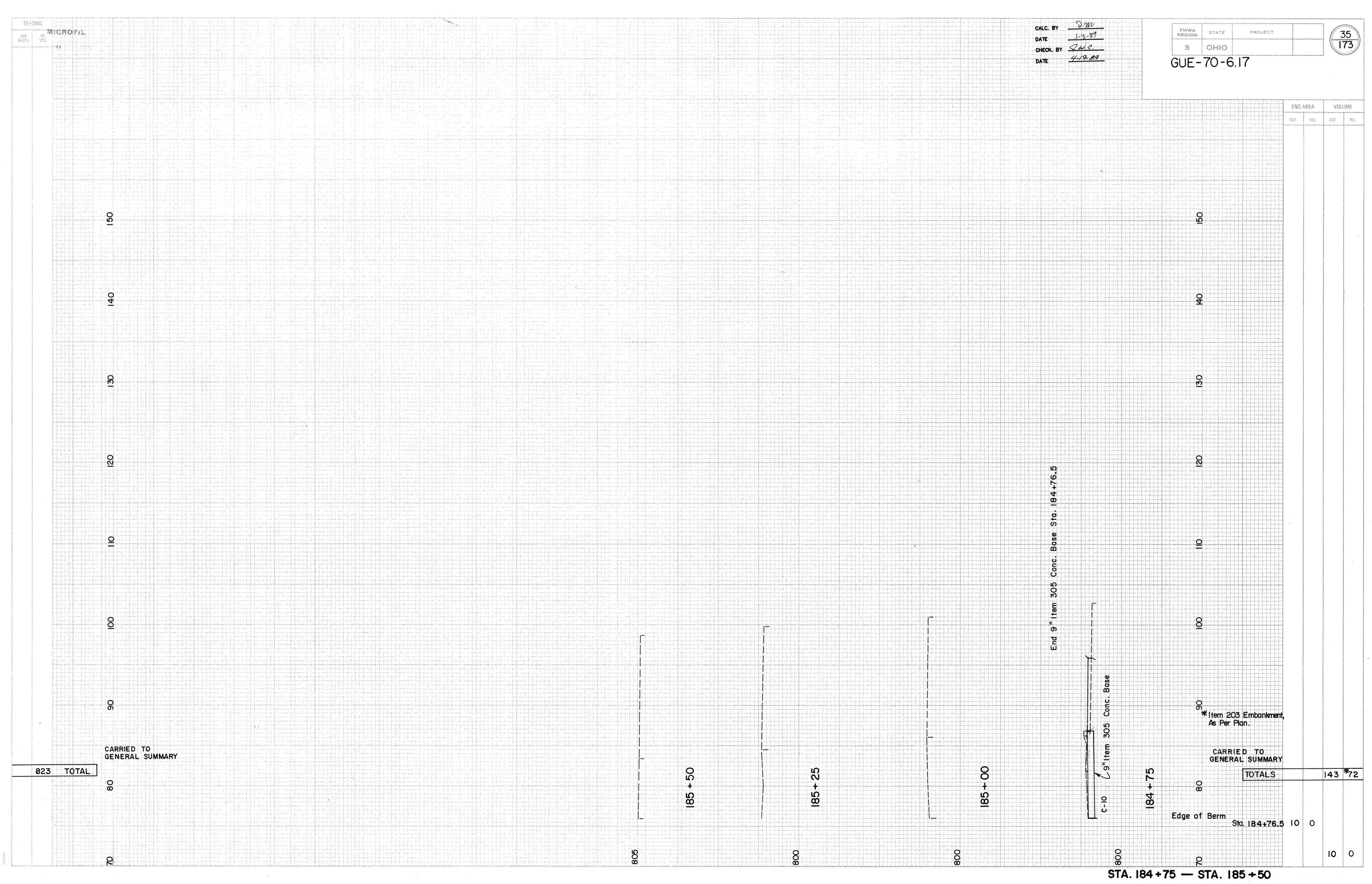






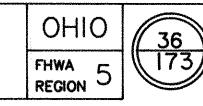






GENERAL SUMMARY

CALC. Q.M BY 12-89 CHKD. Q.a.a. BY 48-89



| | | | | | | | | | As the above the second between | | • | T T T T T T T T T T T T T T T T T T T | | | | | | | | | | | |
|--|--|--|--|--|---|---|--|------------|---|--|--|--|--|---|---|--|------|--|-------------------|---------------|--|---|--|
| ITEM | 6 | 7 | 18 | 27 | 30 | 31 | 35 | S] 52 | HEET 61 | 63 | 64 | 1UMBE | R 67 68 69 | 70 | 72 | 73 74 7 | 7 81 | 88 111 | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION |
| 004 | | | | | | | | | | | | | - 00 03 | | - | | | | | | ţ | | ROADWAY |
| 201 | LUMP | | | | | | | | | | | | | | | | | 902 | 201 202 | | LUMP 902 | SQ.YD. | CLEARING AND GRUBBING, AS PER PLAN (See Sheet 6) APPROACH SLAB REMOVED |
| 202 | | | | 60,018.4 | 4 | | | | | | | | | | | 90 |) | | 202 202 202 | (| 60,918.4 | LIN.FT. | APPROACH SLAB REMOVED GUARDRAIL REMOVED FOR STORAGE |
| 202 | 4.4 | | | | | 432 | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | and an experimental superior and the superior of the superior | | | | 202 | | 432 | LIN.FT. | PULL BOX REMOVED CURB REMOVED |
| 202 | | | | | | | | | | | | | | | | | | 1 | 202 | | | , | MANHOLE ABANDONED, AS PER PLAN (See Sheet 65) |
| | 1878 | *************************************** | ************************************** | | | | | | | | М <i>ИН-и</i> М ИН-и и и и и и и и и и и и и и и и и и и | ************************************** | | *************************************** | | · · · · · · · · · · · · · · · · · · · | | | 202 | | | | RAISED PAVEMENT MARKERS REMOVED FOR STORAGE |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 202 | | | | | | | ч ч | 26,719 | | 467 | | | 285 | 424 | | 493 | | * | 202 | | 28,388 | SQ.YD. | PAVEMENT REMOVED |
| 202 | 1,000 25,925 1,000 | | | | | | | 29.065 | 10 557 | 027 | | | - 45 | 1023 | | | 9 | 959 | 202 203 203 | | 959 | LIN.FT. | PAVEMENT REMOVED PIPE REMOVED 24" AND UNDER, AS PER PLAN (See Sheet 8) SUBGRADE COMPACTION EMBANKMENT, USING GRANULAR MATERIAL EMBANKMENT, AS PER PLAN (See Sheet 6) |
| 203 | 1,000 | | | | | | | 28,065 | 12,500 | 0.31 | | | 545 | 1023 | *************************************** | 911 | | makland v "virta da "ka" direktorian mastera dia cara. | 203 | | 1.000 | CU.YD. | EMBANKMENT, USING GRANULAR MATERIAL |
| 203 | 25,925 | | | | 549 | | 72 | | | | 40 | 1425 | 6 769 | | 3094 | 017 | | *************************************** | 203 | | 26,546 | CU.YD. | EMBANKMENT, AS PER PLAN (See Sheet 6) EMBANKMENT |
| 203 | 1,000 | | 500 | | 12 | Managara Augusta Assaulana Assaula | 143 | 7037 | 8640 | | 48 177 | 1425 | 6 368 141 | | 3984 264 | 213 252 | | | 203 | | | | EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION |
| | | | and definition of the second s | | | | | | | | | | | | 3 | | | | | | | , v | |
| | | | | | | | | ~ | | | | | | | | | | | | | | | |
| 606 606 | | | | 50,643.6 5 2 37.5 | | *************************************** | | | | | | | | *************************************** | AND AND THE PARTY OF A TRANSPORT OF | 80 | | , (| 606 606 | | 50,6436 | LIN.FT. | GUARDRAIL, TYPE 5, AS PER PLAN (See Sheet 7) GUARDRAIL, TYPE 5 |
| 606 | | | | -50 | | | ` | | | *************************************** | | | | | | | | *************************************** | 606 | | 54 | EACH | ANCHOR ASSEMBLY, TYPE A GUARDRAIL POST INSTALLED |
| 606 606 606 | | | | 44 | and a skinner was a skill on hone of the both of the latter of the war was been a | | and and an indicated the state of the state | | *************************************** | | WAR 18 (March 18 18 18 18 18 18 18 18 18 18 18 18 18 | THE STREET STREET STREET, AS POST OF THE STREET STREET STREET STREET, STREET STREET, STREET, STREET, STREET, S | | | | W-1111-11-11-11-11-11-11-11-11-11-11-11- | | | 606 606 | | 44 | EACH | GUARDRAIL POST INSTALLED ANCHOR ASSEMBLY, BARRIER DESIGN, TYPE A |
| | | | | | | | | | | | | | | | | A A | | | | | | | |
| 606 | | | | 57 | **** | | | | | | Maria de la companya | | | **** | *** | | | | 606 | | 57 | EACH | BRIDGE TERMINAL ASSEMBLY, TYPE A |
| 606 | | | | 650 | | | | | | | | | | | | | | | 606 | | 650 | LIN.FT. | GUARDRAIL, BARRIER DESIGN, TYPE 5 |
| 606 | | | \$\frac{1}{2} | 36 | | | | | | · | | | | | | | | | 606 | | 36 | EACH | ANCHOR ASSEMBLY, TYPE T |
| | | | . V. | | | | | | | | | | | | | | | ************************************** | * | ··· | | | |
| | | | | | ``` | | | | | | | | | ···· | | | | | | | | | |
| | *************************************** | A4404-1-1 | ************************************** | | | | | | | Market - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - 110 - | **** | and the state of t | and the state of t | | | Management of the same of the | | | | | | A TOTAL CONTINUES OF THE PARTY | |
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| THE RESIDENCE OF THE PARTY OF T | And the second s | | PATOMERANI DILI MATRICIPATI DI REPORTE PER PATOMENTA DI PERENCENTA DI PERENCENTA DI PERENCENTA DI PERENCENTA D | | | | | | · · · · · · · · · · · · · · · · · · · | | | | recorded to the second | TAXABLE CANADAM SAN TAN | | | | | | • | minjakas kamanan arak dalaman manda sarah sa | | |
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| | | | d all to later de la final de la telebrarde de la telebrarde annocera de ma | A CONTRACTOR OF THE PROPERTY O | | | and the state of t | | | | ************************************** | *************************************** | | | : | <u>.</u> | | | | | i di telebenah di kemelangka sepikan di kemelanda di hisuara semanan menakan sebagai se | | |
| Market Washington | | | | | | | | | | | | | | | | | | | | | | | |
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| 207 | | 1100 | | | | | | | | | | | | | | | | | 207 | | 1100 | EAGLI | STRAW OR HAY BALES |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 207 | | 63,500 | 200-100-100-100-100-100-100-100-100-100- | | | | | : | | | | 70000, THE THE PARTY OF THE PAR | | | WWW.co.co.co.co.co.co.co.co.co.co.co.co.co. | | | | 207 | | | | TEMPORARY SEEDING AND MULCHING |
| 659 | 350 | 150 | | | | | | | | | | | | | | | | | 659 | | 500 | M.GAL. | WATER |
| 659 | 720 | | | | | | | | | | | | * | | | | | | 659 | | 720 | M.SQ.FT. | MOMNG |
| 659 | 306,783 | | | | | | 823 | | | | 344 | 3540 | 210 218 | 9 | 2162 | 1128 | | | 659 | | 317, 179 | SQ.YD. | SEEDING AND MULCHING |
| 659 | 39.26 | 2.86 | | | | | | | | | | | | | | | | | 659 | | 42.12 | TON | COMMERCIAL FERTILIZER |
| 659 | 142.73 | | | | | | | | | | | | | | AND | | | | 659 | | 142.73 | TON | AGRICULTURAL LIMING |
| - | | | | | | | | | - | | | | | | | | | | | | | | |
| 60 I 60 I | | | ekstelli fritanska merical meneral series en | | | | | | | | | | | | | | + - | 22 251 | 601 601 | | | | ROCK CHANNEL PROTECTION TYPE C, WITH FILTER ROCK CHANNEL PROTECTION TYPE D, WITH FILTER |
| 660 | | | | <u> </u> | <u> </u> | | - | *** | ····· | ····· | · | | | | | | | | 66.0 | <u> </u> | 110 | SQ. YD. | SODDING |

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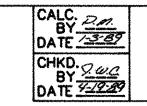
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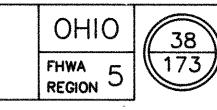
| OHI | 0 | 37 |
|----------------|---|-----|
| FHWA REGION | 5 | 173 |

GENERAL SUMMARY

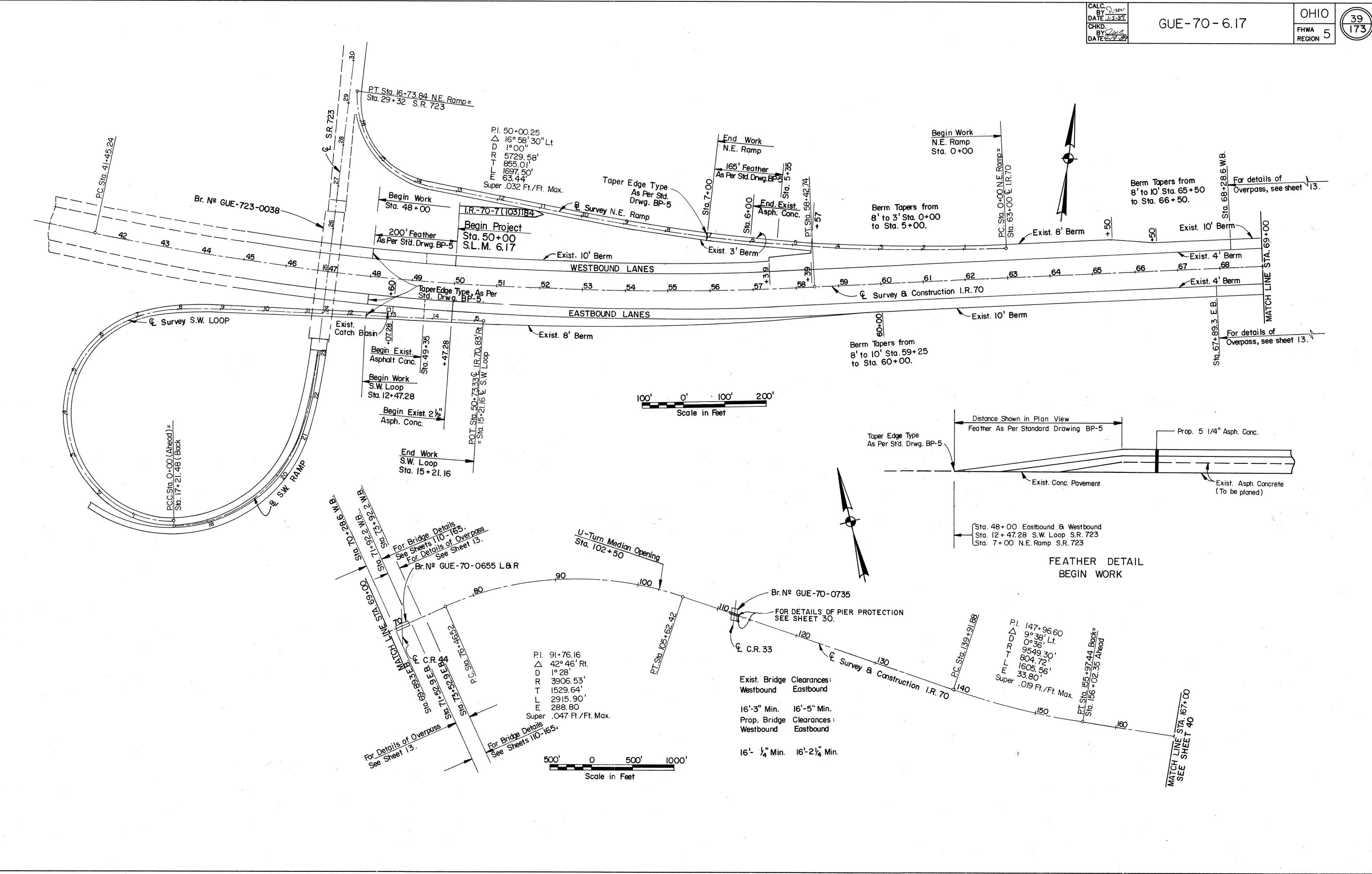
| | | | | | | | 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18 - | dichamore (interference database assesses es | | | | | and the second s | gangan kanyan sangan managan kanya sangan sangan kanya | | | rkiisia Waassa ee aasi Maalaa aa aa aa | | |
|--|---|--|--|---------------------|--|---|--|--|--|-----|--|--|--|--|-------------------|--|--|--------------|--|
| ITEM 6 | | | | | SHE | ET | 1 | NUME | 3ER | | | | | | דיידיז ז | ITEM GF EXT. TO | RAND | דואוות | DESCRIPTION |
| 6 8 | 18 | 27 | 30 | 31 52 | 61 | | 63 | 67 | 70 | 73 | 76 | 77 | | 88 | 111 II EM | EXT. TO | TAL | UNII | |
| 301 | | | | 39,373 16 | ,829 | | | | | | | | | | 301 | 56 | 6,202 | CU.YD. | PAVEMENT BITUMINOUS AGGREGATE BASE, AC-20 |
| 304 | 500 | | | 4427 28 | | | 96 | 63 | 117 | 105 | | | | | 304 | | | | AGGREGATE BASE |
| | | | 101 | 215 21,445 8 | | | | | | | | | | | | | | | |
| 305 403 404 | | | 101 | | 491 | | | | | | 47 | 41 | | | 305 403 | | 579 | CU.YD. | 9" CONCRETE BASE ASPHALT CONCRETE, AC-20 |
| 404 407 51,000 | | 1252 | | 35.837 18 | .382 | | | | | | 63 | 52 | | | 404 [^] | 105 | 252 5.334 | CU.YD. | ASPHALT CONCRETE, AC-20 (UNDER GUARDRAIL) TACK COAT |
| 408 | | | | 35,837 I8 2560 3 | 109 | | | | | | | | | | 408 | 5, | 669 | GAL. | BITUMINOUS PRIME COAT |
| 408 | | 9004 | | | | | | | | | | | | | 408 | 90 | 004 | GAL. | BITUMINOUS PRIME COAT, AS PER PLAN (See Sheet 7) |
| 446 | | | | 12,669 6 | 531 | | | | k | | obilitation de Street and a section and being a section and the section and the section as the s | | | сы басалында каны алын алын алын ары басан. | 446 | | 200 | CU YD | ASPHALT CONCRETE SURFACE COURSE, TYPE I , AC-20 |
| | | | | 12,037 | | | | | | | en e | | | | | | | | |
| 446 | | | | 12,037 | | | | | | | | | | | 446 | | | | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 , AC-20 |
| 452 | | Annual Control of Cont | | | | | 837 | 545 | 1023 | 911 | | The second secon | | | 452 | 3 | ,316 | SQ.YD. | 15" PLAIN CONCRETE PAVEMENT, AS PER PLAN (See Sheet 8) |
| 611 | | | | | | | | | | | | | | | 1156 611 | 1 | ,156 | SQ.YD. | REINFORCED CONCRETE APPROACH SLABS, T=15" |
| 617 90 | | | | | \$P | | | | | | | | | | 617 | | 90 | M.GAL. | WATER |
| 617 | | | | | ,068 | | | 17 | 28 | 32 | 3 | 3 | | | 617 | <u> </u> | ,162. | CU.YD. | COMPACTED AGGREGATE, TYPE A |
| 622 622 | | THE RESIDENCE OF THE PARTY OF T | 673 | 403 | I _{No.} | | 10 May 10 May 20 | | | | | | | | 617 622 622 | | 403 573 | LIN.FT. | COMPACTED AGGREGATE, TYPE A CONCRETE BARRIER, TYPE A CONCRETE BARRIER, TYPE D. AS PER PLAN (SEE SHEET 30) |
| | 00.500 | | | | | | | | | | | | | | | | | | |
| SPECIAL | 28,500 | | | | | | | | and the state of t | | | Activities Activities and Activities | y | | SPECIA | 28 | 8,500 | SQ.YD. | FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT (SEE SHEET 18) |
| SPECIAL | | | The state of the s | 189,968 | | and bloker and the second | | | | | | - International Control of the Contr | | | SPECIAL | 189 | 9,968 | SQ.YD. | CRACKING AND SEATING EXISTING 451 RIGID PAVEMENT (SEE PROPOSAL NOTE) |
| 252 | 61,000 | | | | | | | | | | | | | | 252 | 61 | ,000 | LIN.FT. | FULL DEPTH PAVEMENT SAWING |
| SPECIAL 82,500 | | | | | | | | | | | | | | | SPECIAL | 82 | 2,500 | LIN.FT. | SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04 (SEE PROPOSAL NOTE) (SEE SHT.8) |
| SPECIAL | | | | 494 | 183 | | | | in an ablas in the constraint and a second description that | | | and the second s | William 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 | | SPECIAL | | 377 | LINET | PRESSURE RELIEF JOINT, TYPE A (SEE STANDARD DRAWING BP-10) |
| 254 | | | | 322,315 30 | | | | | | | | A THE STATE OF THE | | | | | | | |
| 254 | | | | 322,313 130 | ,596 | | | | | | | | | | 254 | 43 | 2,913 | SQ.YD. | PAVEMENT PLANING BITUMINOUS |
| | | | | | | | | | en en sandren ei en man en man bedricht en en en | | contrare emboración contrare en entre e | | | | | | | | |
| | | | | | | | | | | | | | | | | | **** | | DRAINAGE |
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| 602 | *************************************** | ý. | | | ale transfer of the second | Azardanarar - nobrana markumbidhelis sezzonleden elektris sezzonleden elektris sez | | ACTION AND AND AND AND AND AND AND AND AND AN | | | and the second s | | | 0.5 | 602 | | 0.5 | CU.YD. | CONCRETE MASONRY |
| | | 5 | | | | | | | | · | | | | | | | | | |
| 603 | | | | | | | | | | | | | | 6454 | 603 603 | 64 | 454 | LIN.FT. | 6" CONDUIT, TYPE F, 707.17 NON-PERFORATED, ASTM 3034 SDR 35 OR S.S.931 |
| 603 603 | | | | | | | 4 | | | | | | | 112 45 | 603 | The second secon | 45 | LIN.FT. | 6" CONDUIT, TYPE F, 707.17 NON-PERFORATED, ASTM 3034 SDR 35 OR S.S.931 6" CONDUIT, TYPE B 15" CONDUIT, TYPE C 24" CONDUIT, TYPE C, 706.02 2000 D-LOAD OR 707.13 |
| 603 | | | | | | | | | | | | | | 176 | 603 | | 176 | LIN.FT. | 24" CONDUIT, TYPE C, 706.02 2000 D-LOAD OR 707.13 |
| | | | | | | | | | | | | | | | | | | | |
| 604 | | | | | | | | - | | | DANIMARIA WARANIA MIRANA MAKAMINI MATAMATANI MAKAMINI MAKAMINI MAKAMINI MAKAMINI MAKAMINI MAKAMINI MAKAMINI MA | | | 1 11 | 604 604 | | 1 | EACH | CATCH BASIN, NO.6 RECONSTRUCTED TO GRADE CATCH BASIN, NO.5 AS PER PLAN (See Sheet 7) |
| 604 604 | | | | | | | | | | | | | | 73 | 604 | | 73 | EACH | CATCH BASIN, NO.8 AS PER PLAN (See Sheet 7) |
| 604 | | | | | | | | | | | | | | 48 | 604 604 | | 1 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN (See Sheet 108) CATCH BASIN, NO. 5, AS PER PLAN, TYPE I (See Sheet 109) |
| 604 | | | | | | | | | | | | | | 1 2 | 604 604 | | 1 2 | EACH EACH | MANHOLE RECONSTRUCTED TO GRADE MANHOLE, NO.3 |
| 605 | | | | | | | | | | | | | | 162,931 61,364 | 605 | 16 | 2,931 | LIN.FT. | SHALLOW UNDERDRAINS, AS PER PLAN (See Sheet 107) |
| 605 | | | | | | | | | | | | | | 4307 904 | 605 605 605 | 4 | ,304 -307 | LIN.FT. | SHALLOW UNDERDRAINS, AS PER PLAN (See Sheet 107) SHALLOW UNDERDRAINS, AS PER PLAN, ROCK CUT (See Sheet 107) 6" SHALLOW PIPE UNDERDRAINS 6" SHALLOW PIPE UNDERDRAINS 707.01 TYPE III, OR 707.17, OR 707.21 TYPE III |
| 604 604 605 605 605 605 605 605 | | | | | | | | | | | | | | 904 | 605 605 | | 904 1,047 | LIN.FT. | 6" SHALLOW PIPE UNDERDRAINS 707.01 TYPE III, OR 707.17, OR 707.21 TYPE III 6" UNCLASSIFIED PIPE UNDERDRAINS |
| 605 | | | | | | | | | | | | | | 2728 | 605 | | | | 6" UNCLASSIFIED PIPE UNDERDRAINS, 707.01 TYPE III, OR 707.17,OR 707.21 TYPE III, ROCK CUT |
| SPECIAL | | | | | | | | | | | | | | 172 | SPECIAL | | 172 | EACH | PRECAST REINFORCED CONCRETE OUTLET (See Sheet 107) |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | 1 | <u> </u> | <u></u> | | | | 1 | <u> </u> | | | | <u> </u> | | | | | | | |

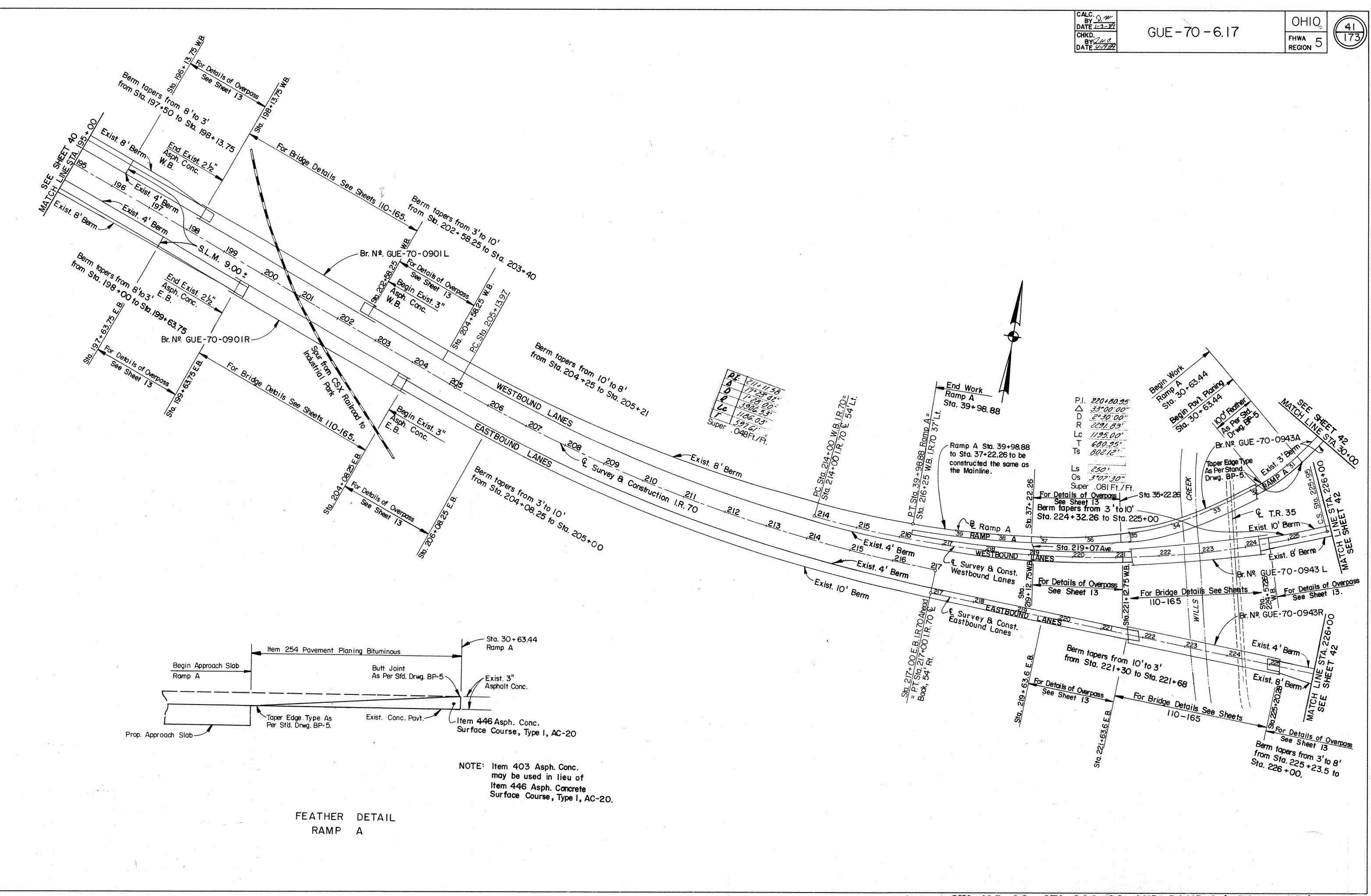
GENERAL SUMMARY

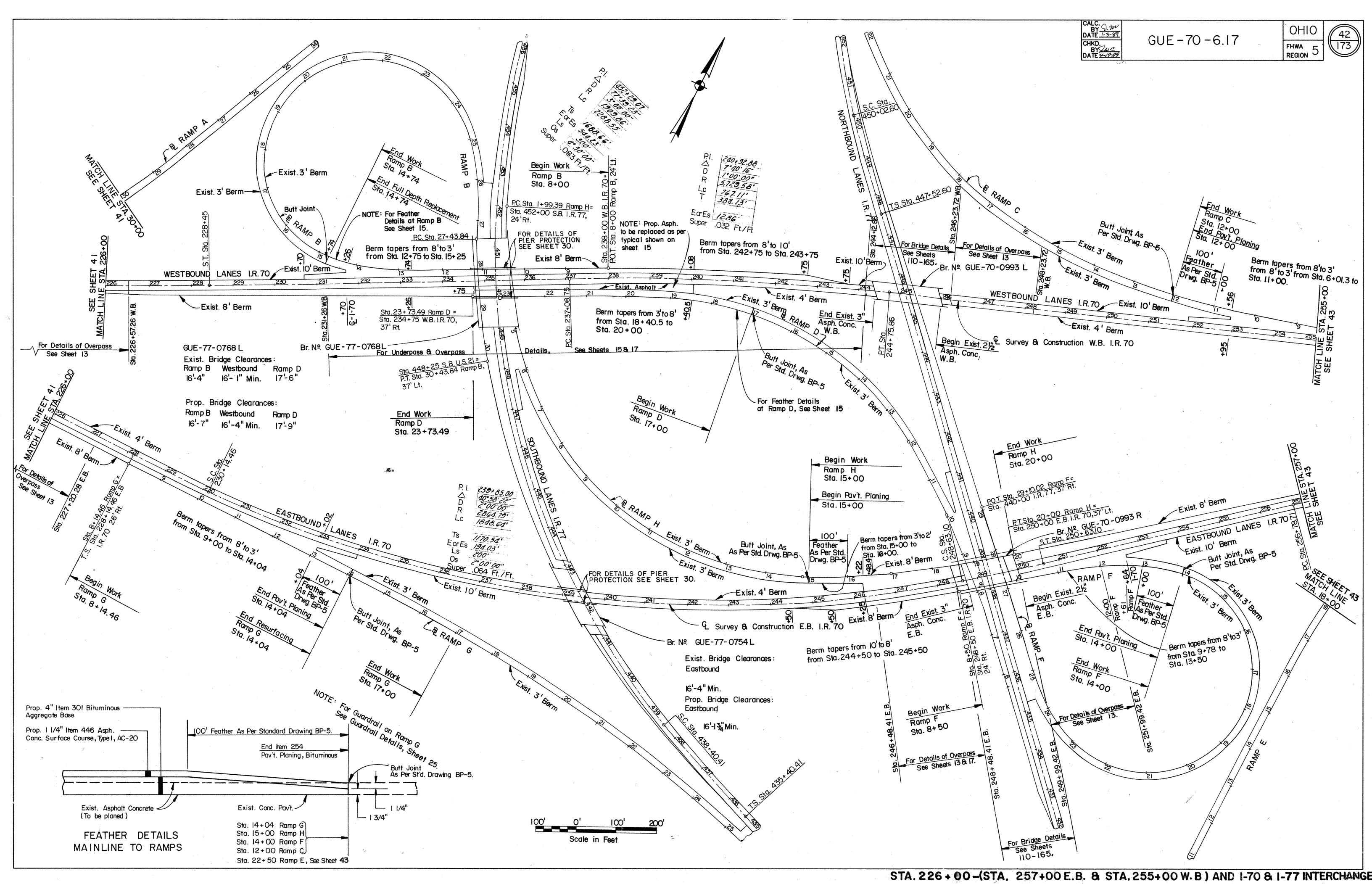


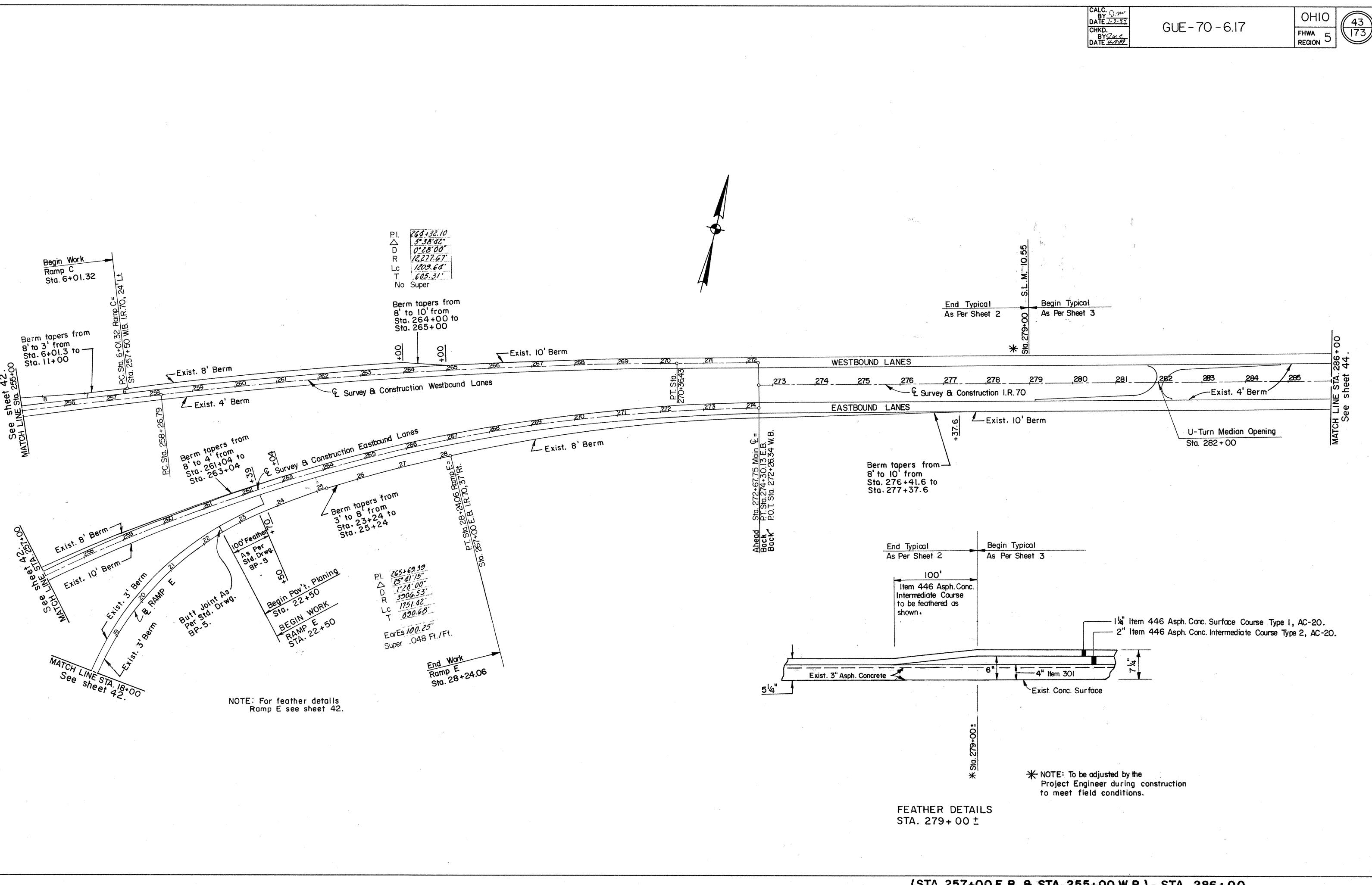


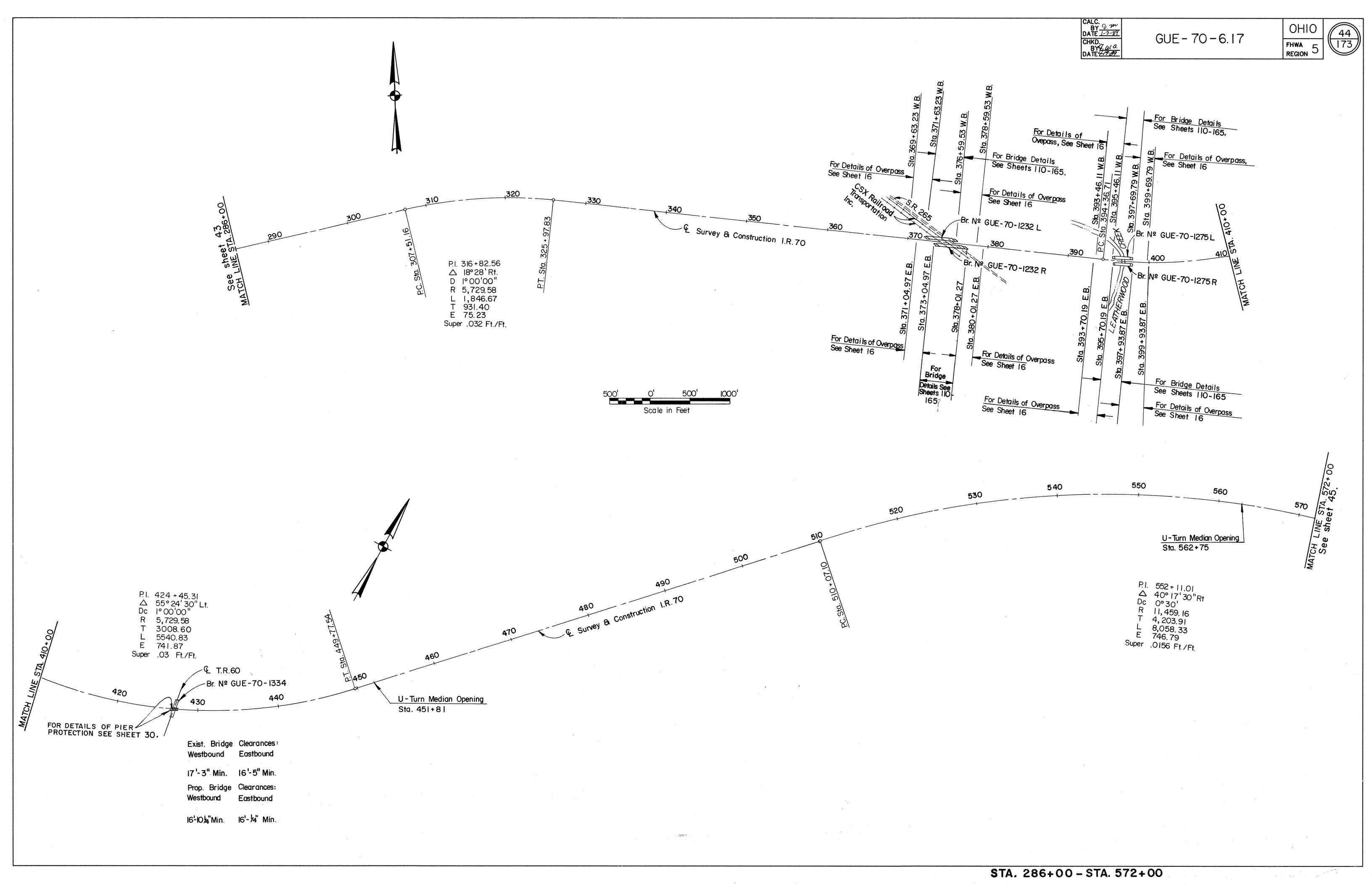
| | | | | | | | | | T T T T T T T T T T T T T T T T T T T | | | 7 | | | | | | | TIMEN (OD AND | | |
|--|---|---|---|--|--|--|-------------|---|--|---|--|---|----------|-----------|--|---|---|------------|-----------------------|----------------|--|
| ITEM | <u> </u> | -, T | ه ا ه | | 07 | 24 | 1 | <u> </u> | HEET | | · | IUMB | | or I | 444 | C-7 | | ITEM | ITEM GRAND EXT. TOTAL | UNIT | DESCRIPTION |
| | 0 | | 8 9 | 22 | 23 | 24 | | | 77 | 79 | 80 | 81 | 82 | 85 | 111 | 63 | 67 | | EXI. IOTAL | 4 | TRAFFIC CONTROL |
| 802 802 620 620 620 621 621 621 621 | | 613 | | | | | | | | | | | | | | | | 802 | 613 | EACH | BARRIER REFLECTOR, TYPE A |
| 802 | 1 | 113 | | | | 700 | | ************************************** | | 4, | all the state of t | | | | | , , , , , , , , , , , , , , , , , , , | | 802 | 113 | <u> EACH</u> | BARRIER REFLECTOR, TYPE B |
| 620 | | | | | | 366 229 | | | | | | | | | enn ander terrete frem eine frem der eine fre eine frem frem der eine frem frem frem frem frem frem frem fre | | | 620 620 | 229 | FACH | DELINEATOR REMOVED FOR STORAGE DELINEATOR, TYPE C. DESIGN 2. FLEXIBLE POST MOUNTED |
| 620 | | | | | | 190 | | | | | | | | | | | | 620 | 190 | EACH | DELINEATOR, TYPE C. DESIGN 4, FLEXIBLE POST MOUNTED DELINEATOR, TYPE D, DESIGN 2, FLEXIBLE POST MOUNTED |
| 620 | | | | | | 58 | | | 244-24-24-4-24-4-4-4-4-4-4-4-4-4-4-4-4- | | *************************************** | | | | ************************************** | | | 620 | 58 | EACH | DELINEATOR, TYPE D, DESIGN 2, FLEXIBLE POST MOUNTED |
| 621 | | | | | | 1001-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | | | | 18 58 | 18.53 | | | | | | | 621 621 | 37.11 | MILE | LANE ARROWS LANE LINES |
| 621 | | | | | | | | | | 18.58 110 | 95 | | | | | | | 621 | 205 | LIN.FT. | STOP LINES EDGE LINES |
| 621 | | | | | | | | | | 38.67 | 38.52 | | | | | | | 621 621 | 77.19 | MILE | EDGE LINES |
| 621 | | | | | | | | *************************************** | | 760 1497 | | *************************************** | | | | | | 621 | | | CHANNELIZING LINES ISLAND MARKING |
| 621 621 625 625 625 625 625 847 | | | | | | | | | | 1076 | | | | | | | | 621 | 1,076 | LIN.FT. | CURB MARKING |
| 621 | | | | | | | | | | | 0.2 0 | | | | | | | 621 | 0.20 | | CENTER LINES |
| 625 | ************************************** | | | | | | | | | ** ************************************ | | 2 | | | | | | 625 625 | | LACH EACH | PULL BOX. CONCRETE, 18" CABLE SPLICING KIT |
| 625 | | | | | | | | | | | | LUMP | | | | AND THE RESIDENCE OF THE PARTY | | 625 | LUMP | | MODIFY EXISTING SERVICE TO UNDERPASS LIGHTING, AS PER PLAN (SEE SHEET 7) |
| 625 | | | | NAME OF TAXABLE PARTY. | | | | | | | ~ 4 | 1 | | | | | | 625 | | EACH | GROUND ROD |
| 1 2/1 / 1 | | | | | *************************************** | *************************************** | | | 244) - Halle Control - Halle C | 19 1 | 64 2 | ************************************** | | | M-2-William | | | 847 847 | 83 | LIN.FT. | STOP LINES, 947.02 LANE ARROWS, 947.02 |
| 847 847 847 862 630 630 630 | | P | | | | | | | | | 2 | | | | | | | 847 | . 2 | EACH | WORD ON PAVEMENT, 96", 947.02 |
| 847 | | | | | | | | | | 956 | 1013 5125 | | | | | | | 847 | 1.969 | LIN.FT. | TRANSVERSE LINES 947.02 |
| 862 | | | *************************************** | 2095 | a ble a constitue de mondo antique de constitue de consti | | | | | 4271 | 5125 | *************************************** | | | ************************************** | entwekki to Mandello in de mai dele dele dele dele dele menumente comulas e suscienza | | 847 862 | 9,396 | LIN.T. | CHANNELIZING LINES, 947.02 RAISED PAVEMENT MARKERS |
| 630 | | | <u></u> | | | *************************************** | | *************************************** | *************************************** | | *************************************** | | | 45 | | | | 630 | | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION |
| 630 | | | | | | | | | | | | | | 13 | | | | 630 | 13 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORTS AND REERECTION, AS PER PLAN (SEE SHEET 8) |
| 630 | | | | | | | | | ······································ | <u> </u> | r | | · | 2 | | | | 630 | | EACH | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL |
| 630 | | ····· | ······ | | | | | | | | *************************************** | | | 6 | 23 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m | | | 630 630 | $\frac{14}{6}$ | FACH | REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL |
| 630 630 | | | | | | | | | | | | | | 26 | | | | 630 | 26 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL |
| | | | | MS | | *************************************** | | | | | | | | | | | | | | | |
| 630 | | | | | | ************************************** | | | | | | | | 149 | | | | 630 630 | 149 | LACH SO FT | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION |
| 630 | | | · | | | | | | | 1-72-W/W0-101210-12-V-W-W-W0-W0-W0-W0-W0-W0-W0-W0-W0-W0-W0-W0 | | | | 33 | | | | 630 | 33 | SQ.FT. | SIGNS, FLAT SHEET TYPE G SIGNS, FLAT SHEET |
| 630 630 630 630 630 630 630 630 630 630 | | | | | | | | | | | | | | 292 | | | | 630 | 292 | I SO.FT. | SIGNS EXTRUSHEET TYPE G |
| 630 | | | | | | | | | | | | | | 4.5 12 | | | · | 630 | 14.5 | FACH | CONCRETE FOR EMBEDDED FOUNDATION REMOVAL OF GROUND MOUNTED SIGNS AND STORAGE |
| 630 | | | | | | | | | | | | | | 370 | PROTESTAL PROTES | *************************************** | | 630 630 | 370 | LIN.FT. | GROUND MOUNTED SUPPORTS NO.4 POST |
| 630 | | | | | | | | | | | | | | 68 | | | | 630 | 68 | LIN.FT. | ONE WAY SUPPORTS NO.4 POST |
| 630 | | | | · | | | | | | M | 407/10W | | | 10 | | CON-CUA-CUACUMENTAL MANAGEMENT CONTROL VARIABLE PROPERTY AND | | 630 630 | | | SIGN BACKING ASSEMBLY BREAKAWAY BEAM CONNECTION |
| 630 | ************************************** | | | | | | | | |))) | 4-P3-M2MAhadomahadanan kanan kan | | | 71 | | | | 630 | | | GROUND MOUNTED SUPPORTS, W10 x 12 BEAM |
| | | | | | | | | | | | | | | <u>36</u> | | | | 630 | 36 | LUNET | GROUNG MOUNTED SUPPORTS, S4 x 7.7 BEAM |
| 630 | | | | | | | | | | | | | | 74 63 | | | | 630 | | | GROUND MOUNTED SUPPORTS, W6 × 9 BEAM |
| 630 630 630 631 | *************************************** | | | | at an annual state of the state | · | | | *************************************** | | : | | | 78 | THE | | *************************************** | 630 | 78 | LIN.FT. | GROUND MOUNTED SUPPORTS, W10 x 22 BEAM GROUND MOUNTED SUPPORTS W12 x 30 BEAM |
| 630 | | | | | *************************************** | | | | | | | | 2 | | | | | 630 | 2 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION |
| 630 | | | | | *************************************** | *************************************** | | | | | | | | | | *** | | 630 | 1 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND REFRECTION, TYPE TC-1824 |
| 631 | | | | | | rke sa arama di sarra cama kanan mananda manda arama da akadi arama di sarra di sarra di sarra di sarra di sar | | ····· | | · | | | 1 | | | | | 631 631 | 1 2 | FACH | SIGN WIRED, OVERPASS STRUCTURE MOUNTED REMOVAL OF LUMINAIRE AND REFRECTION |
| SPECIAL | | 1 | 20 | | | | | | | | | | | | | | | SPECIAL | 120 | EACH | REPLACEMENT DRUMS (SEE SHEET 8) MAINTAINING TRAFFIC |
| 404 | 400 | *************************************** | | | 611 | | | | | | WASHING A | | | | | | | 404 | 400 | CU.YD. | BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC |
| 614 | | | | | 611 1058 | | | | | | And the state of t | | <u> </u> | | | | | 614 | | | BARRIER REFLECTORS, TYPE A BARRIER REFLECTORS. TYPE B |
| 614 614 614 614 | | | | | | | | | | 166.9 58.9 | 4.1 | | | | | | | 614 | 171 | MILE | TEMPORARY EDGE LINES. CLASS I |
| 614 | | | | 100 TO 100 T | | | | | | | E110 | | | | | | | 614 | 58.9 | MILE | TEMPORARY LANE LINES, CLASS II |
| 614 | | | | | | | | | · | 6299 5124 | | | | | | | | 614 | 11,418 | LIN.FT. | TEMPORARY CHANNELIZING LINES, CLASS I TEMPORARY GORE MARKINGS, CLASS II |
| 614 | | | | | | | | | | 123 | 246 | | | | | | | 614 | 369 | LIN.FT. | TEMPORARY STOP LINES, CLASS I |
| 614 | | | | | | | | | | *************************************** | 0.1 | | | | | EOF | 553 | 614 | 0.1 | MILE | TEMPORARY STOP LINES, CLASS I TEMPORARY CENTER LINE, CLASS II TEMPORARY PAVEMENT, CLASS A |
| 614 615 615 | | | | | | | | | | <u> </u> | *************************************** | | | | | 595 LUMP | 1 | 615 | 1,148 LUMP | <u>SQ. YD.</u> | TEMPORARY PAVEMENT, CLASS A TEMPORARY ROADS |
| 616 | 20 | | | | | | | | | | | | | | | | | 616 | 20 | TON | CALICUM CHLORIDE |
| 616 616 622 | 001 | | | | | | | | 4.5 | | | | | | | | | 616 | | M.GAL. | WATER |
| 622 | | 38,550 | | | | | | | 40 | | | | | | 6260 | | | 622 | 38,590 6,260 | LIN.FT. | TEMPORARY CONCRETE BARRIER TEMPORARY CONCRETE BARRIER BRIDGE MOUNTED (SEE SHEET 120) |
| | | | | | | | | | | | | | | | <u> </u> | | | | | | TEMPORARY CONCRETE BARRIER, BRIDGE MOUNTED (SEE SHEET 120) FOR STRUCTURES 20' AND OVER SEE SHEETS 111 |
| SPECIAL | 400 | | ;: 1 s1 4= | | | | | | | | | | | | | | | SPECIAL | 400 | HOURS | LAW ENFORCEMENT OFFICER WITH PATROL CAR (SEE SHEET 6) |
| 614 | LUMP | 1 | LUMF | | | | | | | | | | | | | | | 614 | LUMP LUMP | | MAINTAINING TRAFFIC FIELD OFFICE |
| 619 623 | | | | | | | | | | | | | | | | | | 623 | LUMP | | CONSTRUCTION LAYOUT STAKES |
| 624 | | | | | | | | | | | | | | | | | | 624 | LUMP | | MOBILIZATION REVISED 9-28-89 |
| | | | | | | | | | | | | | | | | | | | | | CENERAL SIIMMARY |

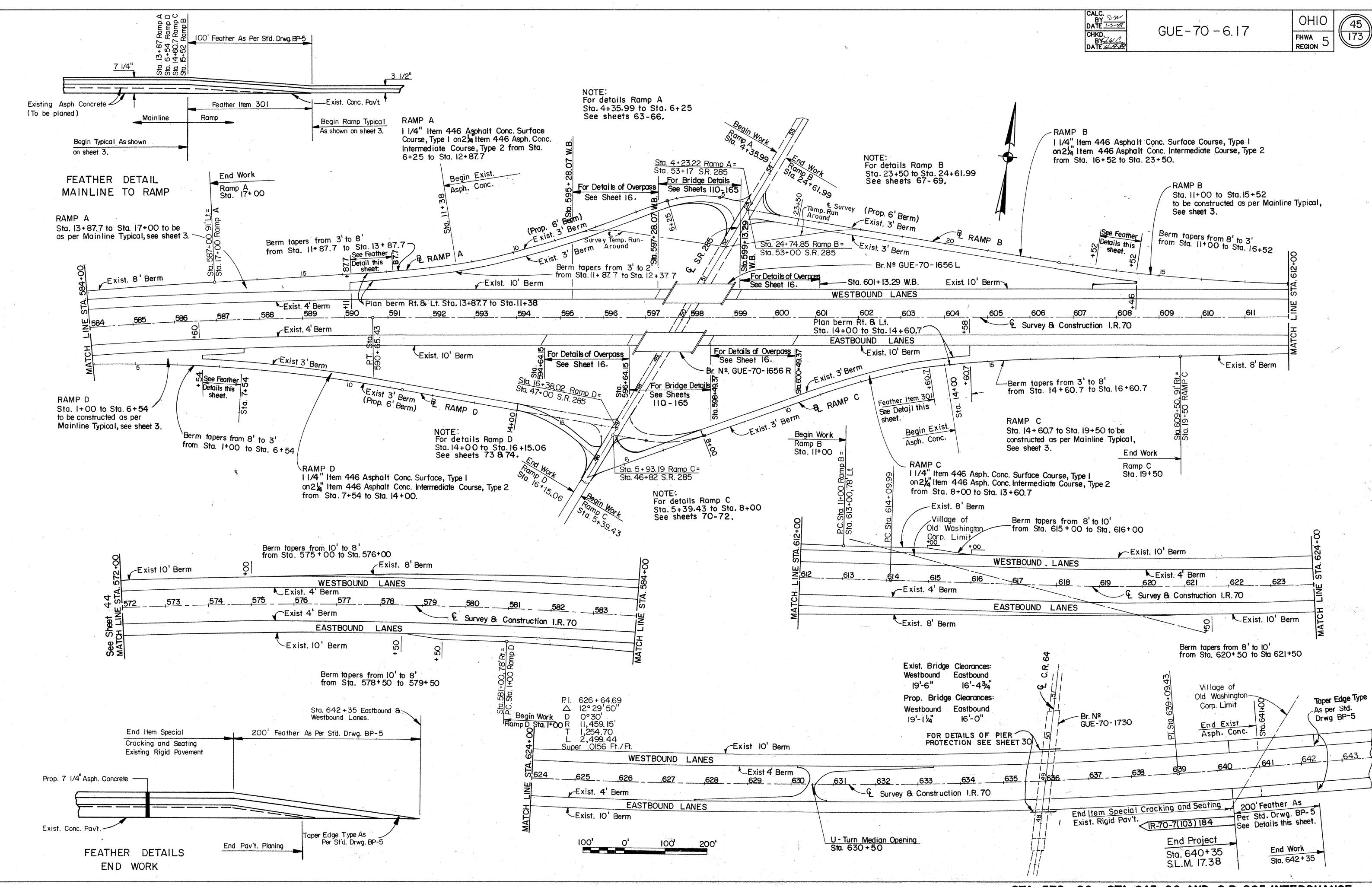


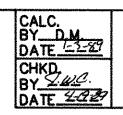




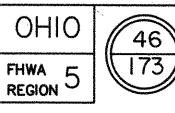








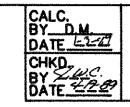
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| | | · · · · · · · · · · · · · · · · · · · | | · | | A | g grander & & despense | | | | | | A 3 | | | | |
|--|-----------------|---------------------------------------|---------------------------------------|--------------------------------------|---|--------------------------|------------------------|---|--|--|--|---------------|--|---------------------------------------|--------------|---------------------|--|
| | | LENGTH | · · · · · · · · · · · · · · · · · · · | 407 | P ₄ 254 | <u> 4 V E M</u> 1 254 | <u>1ENT</u> 1 446 | DATA I 446 | SPECIAL | 301 | 202 | 305 | 304 | SPECIAL | รบร | 203 | 408 |
| STATION TO STATION | V.P. FEET | LIN. FEET | PAVEMENT AREA SQ. YD. | TACK COAT at 0.10 Gal./S.Y. | PAVEMENT PLANING BITUMINOUS 2 1/2" | PAVEMENT PLANING | ASPH.CONC. SURFACE | ASPH.CONC. INTERMEDIATE COURSE, TYPE 2,AC-20 | CRACKING AND SEATING EXISTING 451 RIGID | BITUMINDUS AGGREGATE BASE QI OR AS SHOWN | PAVEMENT REMOVED (INCLUDING ASPH CONC.) | CONC. BASE | AGGREGATE BASE 6" OR AS | PRESSURE RELIEF JOINT TYPE A | NO THE | SUBGRADE COMPACTION | BIT. PRIME COAT .4 GAL. /S.Y. |
| (EASTBOUND) 48+00 - 50+00 | 24 | 200.0 | 533.3 | GAL. 53.3 | SQ.YD. | SQ.YD. | CU.YD. | OR AS SHOWN CU.YD. | SQ.YD. | CU.YD. 2"AVE.29.6 | SQ.YD. | SQ.YD | SHOWN CU.YD. | LIN.FT. | | SQ.YD | l |
| 50+00 - 67+89.3 | 24 | 1789.3 | 4771.5 | 477.2 | 4771.5 | | 165.7 | | | 530.2 | | | | | | | |
| 67+89.3 - 69+89.3 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | 522.6 | ® 85.3 | 24 | F)128 | 533.3 | |
| 69+89.3 - 71+52.9 | | GE LIMITS | | | SHEETS I | 10 - 165 | | | | | | | | | | | |
| 71+52.9 - 73+52.9 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | A 522.6 | ® 85.3 | 24 | F) 28 | 533.3 | |
| 73+52.9 - 197+63.75 | 24 | | 33,095.6 | | 33.095.6 | | 1149.2 | | | 3677.3 | | | | | | | |
| 197+63.75 - 199+63.75 | | | 588.9 | 58.9 | | | 20.4 | | | 65.4 | 588.9 | 0 576.9 | £ 94.1 | 27 | F 141 | 588.9 | ************************************** |
| 199+63.75 - 204+08.25 | | GE LIMITS | | | SHEETS I | 10-165 | | | | | | | | | | | |
| 204+08.25 - 206+08.25 | | 200.0 | 533.3 | 53.3 | | | 20.4 | | | 59.3 | 533.3 | A 522.6 | ® 85.3 | 24 | ₽ 128 | 533.3 | |
| 206+08.25 - 219+63.6 | | 1355.35 | 3614.3 | 361.4 | | 3614.3 | | | www. | 401.6 | | | | | | 000.0 | |
| 219+63.6 - 221+63.6 | | 200.0 | 533.3 | | | | 18.5 | | | 59.3 | 533.3 | A 522.6 | ® 85.3 | 24 | F1 28 | 533.3 | |
| 221+63.6 - 225+20.28 | | GE LIMITS | | | | 10-165 | | | | | | 6 | (H) | | 0.20 | | |
| 225+20.28 - 226+00 226+00 - 227+20.28 | 30 AVE. 36 | 79.72 120.28 | 746.9 | 74.7 | | | 25.9 | | | 83.0 | 746.9 | 734.8 | | 27.3 | D179 | 746.9 | |
| 227+20.28 - 246+48.41 | | 1928.13 | 5141.7 | 514.2 | | 5141.7 | 178.5 | | 4.2 | 571.3 | | | | | | | |
| 246+48.41 - 248+48.41 | | | 1544.4 | 154.4 | | | 53.6 | | J., | | 3 1155.6 | D 1515 1 | ®247.6 | 66 | DEUU | 1544.4 | |
| 248+48.41 - 249+99.42 | | GE LIMITS | | | SHEETS I | 10-165 | | | | | | 1010.1 | W2.77.0 | | 3000 | 1577.7 | |
| 249+99.42 - 251+99.42 | | | 1522.2 | 152.2 | <u> </u> | | 52.9 | | | 169.1 | 1522.2 | M 1493.3 | N) 244 I | 65 | esee. | 1522.2 | |
| 251+99.42 - 274+30.13 | | 2230.71 | 5948.6 | 594.9 | | 5948 6 | 206.5 | | | 661.0 | | 1 700.0 | | | | | |
| 272+67.75 - 279+00 | 24 | 632.25 | 1686.0 | 168.6 | | 1686.0 | | ® 1" AVE.7.4 | | 187.3 | | | | | | : : : | |
| BEGIN TYPICAL SHEET 3 | | | | | | 1000.0 | | | | | | | | | | | |
| 279+00 - 371+04.97 | 24 | 9204.97 | 24,546.6 | 2454.7 | 24.546.6 | | 852.3 | 1363.7 | 24,546.6 | 2727.4 | | | | | | | |
| 371+04.97 - 373+04.97 | | 200.0 | 533.3 | | | | 18.5 | 29.6 | | 9" 33.3 | 533.3 | | 5" 74.1 | | ® 69 | 5 77 7 | 213.3 |
| 373+04.97 - 378+01.27 | | GE LIMITS | | U.S. SFE | SHEETS I | 10-165 | | | | | | | 9 / 11. | | | | |
| 378+01.27 - 380+01.27 | | 200.0 | 533.3 | | | · | 18.5 | 29.6 | | 9" 133.3 | 533.3 | | 5" 74.1 | | മ റ | 6777 | 213.3 |
| 380+01.27 - 393+70.19 | | 1368.92 | | 365.1 | 3650.5 | | 126.8 | 202.8 | 3650.5 | 405.6 | | | <u> </u> | | | JJJ.J | |
| 393+70.19 - 395+70.19 | | 200.0 | 533.3 | | | | 18.5 | 29.6 | | 9". 133.3 | 533.3 | | 5"74.1 | | @ 6 9 | 5333 | 213.3 |
| 395+70.19 - 397+93.87 | | GE LIMITS | | | SHEETS | 10-165 | | | | | | | | | | | |
| 397+93.87 - 399+93.87 | | 200.0 | 533.3 | | | | 18.5 | 29.6 | | 9", 133.3 | 533.3 | | 5" 74.1 | | ® 69 | 577 7 | 213.3 |
| 399+93.87 - 594+64.15 | | 19,470.28 | | 5192.1 | 51,920.7 | <u>.</u> | 1802.8 | 2884.5 | 51,920.7 | 5769.0 | | | | | | <u> </u> | 210.0 |
| 594+64.15 - 596+64.15 | | 200.0 | 533.3 | | | | 18.5 | 29.6 | | 9" (33.3) | 533.3 | | 5"74.1 | | ® 69 | 5333 | 213.3 |
| 596+64.15 - 598+49.37 | | CE LIMITS | | ILS SEE | SHEETS I | 10-165 | | | ************************************** | | | | | | | | |
| 598+49.37 - 600+49.37 | | 200.0 | 533.3 | | | | 18.5 | 29.6 | | 9" 1333 | 533.3 | | 5"74.1 | | ® 69 | 5333 | 213.3 |
| 600+49.37 - 640+35 | 24 | | 10,628.3 | 1062.8 | 10.628.3 | | 369.0 | 590.5 | 10628.3 | 1180.9 | | | | | | | |
| 640+35 - 642+35 | 24 | 200.0 | 533.3 | | §173.3 | | 18.5 | 1" 14.8 | | 2" 29.6 | | | | | | | |
| S.W.LOOP S.R.723 | | | | | | | | | | | | | | | | | |
| 12+47.28 - 13+07.28 | 15.75 AVE | | 548.3 | 54.8 | T 188 | | 19.0 | | | 2" 30.5 | | | | | | | |
| | 28.5 AVE. | | | 7 | | <u> </u> | | | | | | | | | | | |
| 14+47.28 - 15+21.16 | 25.8 AVE. | 73.88 | 211.8 | 21.2 | 211.8 | | 7.4 | | | 23.5 | | | ************************************** | | | | |
| EASTBOUND 50+73.33 - 60+00 | 12.5 AVE. | 926.67 | 1287.0 | 128.7 | 1287.0 | | 44.7 | | | 143.0 | | | | | | | |
| 159+50 - 160+50 | 6 AVE. | 100.0 | 66.7 | 6.7 | 66.7 | | 2.3 | | | 7.4 | | | | | | | AAOBAMA E. L. S. |
| 160+50 - 167+00 | 12 | 650.0 | 866.7 | 86.7 | 866.7 | | 30.1 | | | 96.3 | | | | | | | |
| S.W.RAMP S.R.209 | | | | | 4 | | | | | | | | | | | | |
| 0+00 - 4+60 4+60 - 5+60 | 25.5 AVE. | 460.0 100.0 | 1303.3 188.9 | 130.3 18.9 | 1303.3 188.9 | | 45.3 6.6 | 10.5 | | 144.8 3" AVE.15.7 | | | | | | | |
| 5+60 - 15+00 15+00 - 15+50 | 16 17.5 AVE. | 940.0 | 1671.1 97.2 | 167.1 9.7 | (i) 71.1 | | 58.0 3.4 | 92.8 5.4 | | ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ | | | | | | | |
| TOTALS (CARRIED TO SHE | | | | | 33,143.3 | 16,390.6 | | 5350.0 | 90,746.1 | 18,158.1 | 9346.6 | 6410.5 | 1492.1 | 281.3 | 2111.0 | 9735.4 | 1279.8 |

Item 254 65 t x 24 ÷ 9 = 173.3 S.Y.

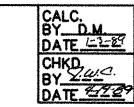
- A Deduct $24^{1} \times 4^{1} \div 9 = 10.7 \text{ S.Y.}$
- B Deduct $24^{1} \times 8^{1} \div 9 \times .1667 = 3.6 \text{ C.Y.}$
- © Width of Pavement as shown on sheet 13.
- D Deduct $27^{1}x 4^{1} \div 9 = 12.0 \text{ S.Y.}$
- E Deduct $27' \times 8' \div 9 \times .1667 = 4.0 \text{ C.Y.}$
- F 85/8 Ave.
- G Deduct $27.3^{1} \times 4' \div 9 = 12.1 \text{ S.Y.}$
- H Deduct $27.3' \times 8' \div 9 \times .1667 = 4.0 \text{ C.Y.}$
- ① Deduct $200' \times 17.5'$ Ave. $\div 9 = 388.0$ S.Y.
- ① Deduct $66'x 4 \div 9 = 29.3 \text{ S.Y.}$
- Deduct $66' \times 8' \div 9 \times .1667 = 9.8$ C.Y.
- Add 388.8 S.Y. x .3333 = 130 C.Y. + F
- M Deduct $65'x 4' \div 9 = 28.9 \text{ S.Y.}$
- N Deduct $65' \times 8' \div 9 \times .1667 = 9.6 \text{ C.Y.}$
- $100' \times 24' \div 9 \times .0278 = 7.4 \text{ C.Y.}$
- 4 5/8" Ave.
- $65' \times 24' \div 9 = 173.3 \text{ S.Y.}$
- $65' \times 26' \div 9 = 188' \text{ S.Y.}$
- 40'x 16' ÷ 9 = 71.1 S.Y.



GUE-70-6.17

OHIO 4:

| | | | | | | AVEN | · | DATA | | · | | | | | | | |
|--------------------------------------|-----------------|---------------|-----------------------------|------------------------------|--|---|---------------------------------------|---|--|---------------------------------------|---------|----------|------------------|---|-----------------|------------------------|---|
| | | LENGTH | BA\ /P4/ | 407 TACK | 254 | 254 | 446 | 446 | SPECIAL CRACKING | 301 BITUMINDUS | | | 304 AGGREGATE | | 203 2 | | 408 BIT. |
| NOITATS OT NOITATS | V.P. FEET | LIN. FEET | PAVEMENT AREA SQ. YD. | COAT at 0.10 Gal./S.Y. | PAVEMENT PLANING BITUMINOUS 2 1/2 | PLANING BITUMINOUS 3" | SURFACE COURSE, TYPE 1 AC-20 | ASPHICUNC. INTERMEDIATE COURSE, TYPE 2 AC-20 2' OR AS SHOWN | AND SEATING EXISTING 451 RIGID PAVEMENT | AGGREGATE BASE 4 OR AS SHOWN | | | BASE | | EXCAVATION | SUBGRADE COMPACTION | PRIME |
| (EASTBOUND) 15+50 - 20+36 | 17 | 486.0 | 918.0 | GAL. 91.8 | SQ.YD. 918.0 | SQ.YD. | AC-20 1/4 CU.YD. 31.9 | CU.YD. 51.0 | SQ.YD. | SQ.YD. | | | CU.YD. | | CU.YD | SQ.YD | GAL |
| 20+36 - 20+76.2 | VAR. | 40.2 | 210.0 | 21.0 | | | 7.3 | 1" 5.8 | 3: | | | | | | | | |
| S.W.RAMP S.R.209 20+36 - 19+07 | 17 | 129.0 | 243.7 | 24.4 | | | 8.5 | 13.5 | | | | | | | | | : |
| S.W.LOOP S.R.209 | | 123.0 | 240.7 | 24.4 | | | .0.5 | 10.0 | | | | | | | | | |
| 1+00 - 2+07 | VAR. | 107.0 | 241.0 | 24.1 | | | 8.4 | 1" 6.7 | | | | | | | | | |
| 2+07 - 3+07 | 17 AVE. | 100.0 | 188.9 | 18.9 | | | 6.6 | 10.5 | * | | | | | | | | |
| 3+07 - 3+93 | 16 | 86.0 | 152.9 | 15.3 | | | 5.3 | 8.5 | | | | | | | | | |
| 3+93 - 5+00 | VAR. | 107.0 | 112.0 | 11.2 | | | 3.9 | 6.2 | | | | | | | | | |
| 5+00 - 8+00 | 17 | 300.0 | 566.7 | 56.7 | | | 19.7 | 31.5 | | | | | | | | | |
| 8+00 - 12+87.5 | 16 | 487.5 | 866.7 | 86.7 | | | 30.1 | 48.1 | | | | | | | | | |
| | 17 AVE. | | 510.9 | 51.1 | | | 17.7 | 28.4 | | | | | | | | | |
| 15+58 - 16+58 16+58 - 16+81.3 | 16 16 | 100.0 23.3 | 177.8 41.4 | 17.8 4.1 | 41.4 | | 6.2 1.4 | | | 2" AVE. 9.9 4.6 | | | | | | | |
| 16+81.3 - 19+81.27 | 15 AVE. | 299.97 | 500.0 | 50.0 | 500.0 | | 17.4 | | | 55.6 | | | | | | | |
| EASTBOUND | | 063.75 | 1606 7 | 160.6 | 1606.7 | | | | - | 170.2 | | | | | | | |
| 188+00 - 197+63.75 | 15 AVE. | | 1606.3 | 160.6 | 1606.3 | | 55.8 | | | 178.5 | | | | | | | |
| 227+20.28 - 228+14.46 RAMP G | 12 | 94.18 | 125.6 | 12.6 | | 125.6 | 4.4 | | | 14.0 | | | | | | | |
| | 25 5 AVE | 490 54 | 1387.0 | 138.7 | | 1387.0 | 400 | | | 1541 | | | | | | | |
| 13+04 - 14+04 | 25.5 AVE. | | | 18.9 | | 188.9 | | | | 154.1 | | | | | | | |
| 13704 - 14704 | 17 AVE. | 100.0 | 188.9 | 10.9 | | 100.3 | 6.6 | j | | 2 7/8 15.1 | | | | | | | |
| EASTBOUND 244+50 - 245+50 | 6 AVE. | 100.0 | 66.7 | 6.7 | | 66.7 | 2.3 | 3.7 | | | | | | | | | |
| 245+50 - 246+48.41 | 12 | 98.41 | 131.21 | 13.1 | | 131.2 | 4.6 | 7.3 | | | | | | | | | |
| RAMP F | | | | | | | | | | | | | | | | | |
| 12+00 - 12+61 | 33 AVE. | 61.0 | 223.7 | 22.4 | | 223.7 | 7.8 | | | 24.9 | | | | | | | İ |
| 12+61 - 13+00 | 18 | 39.0 | 78.0 | 7.8 | | 78.0 | 2.7 | 4.3 | | 8.7 | | | | | | | |
| 13+00 - 14+00 | 17.5 AVE. | 100.0 | 194.4 | 19.4 | | 194.4 | 6.7 | | AMAZINE SERVICE SERVIC | 2 7/8 15.5 | | | | | | <u>.</u> | |
| RAMP H 15+00 - 16+00 | 16 | 100.0 | 177.8 | 17.8 | | 177.8 | 6.2 | | | 2 7/8 14.2 | | | | | | | |
| 16+00 - 16+48.4 | 17.5 AVE. | 48.4 | 94.1 | 9.4 | <u>:</u> >x | 94.1 | 3.3 | | | 10.5 | | | | | | | ÷ |
| EASTBOUND | | | | | | | : | | | | | | | | | - | |
| 251+99.42 - 263+04 | 10.5 AVE. | 1104.58 | 1288.7 | 128.9 | > | 1288.7 | 44.7 | | | 143.2 | | | | | | | |
| RAMP E 22+50 - 23+50 | 16 | 100.0 | 177.8 | 17.8 | | 177.8 | 6.2 | | | 2 7/8 14.2 | | | | | | | |
| 23+50 - 24+24 | 16 | 74.0 | 131.6 | 13.2 | | 131.6 | 4.6 | | | 14.6 | | | | | | | |
| 24+24 - 28+24 | 16 AVE. | 400.0 | 711.1 | 71.1 | | 711.1 | 24.7 | | | 79.0 | | | | | | · | |
| EASTBOUND 277, 77.6 | | 1077.6 | 14414 | | | | | | | | | | | | | | |
| 267+00 - 277+37.6 578+50 - 579+50 | 12.5 AVE. | 1037.6 | 1441.1 66.7 | 144.1 6.7 | 66.7 | 1441.1 | 50.0 | 3.7 | 66.7 | 160.1 | | | | | | | # 5 4 4 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 |
| 579+50 - 581+00 | 12 | 150.0 | 200.0 | 20.0 | 200.0 | | 2°.3 6.9 | 11.1 | 200.0 | 7.4 | | | | | | | |
| 586+60 - 587+60 | 12 AVE. | | 133.3 | 13.3 | 133.3 | 3 | 4.6 | 7.4 | 133.3 | 14.8 | | | | | | | |
| RAMP D S.R.285 | 5 mm 7 % V 4m 4 | | | | | | 7.0 | | | 17.0 | | | | | | | |
| | 25.5 AVE | 554.0 | 1569.7 | 157.0 | 1569.7 | | 54.5 | 87.2 | 1569.7 | 174.4 | | | | | | | |
| 6+54 - 7+54 | 17 AVE. | 100.0 | 188.9 | 18.9 | 188.9 | · | 6.6 | 2 1/8"Ave 11.2 | | 2" 10.5 | | | | | | | |
| 7+54 - 14+00 | 16 | 646.0 | 1148.4 | 114.8 | | 1148.4 | 39.9 | 21/4"Ave.71.8 | | * | | | | | | | |
| | | | | | | | | | | | | | | | | | |
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| TOTALS (CARRIED TO SHE | ET 52) | | | 1606.3 | 52243 | 7566.1 | 558.0 | 417.9 | 1969.7 | 1146.0 | | | | | | | |
| | / | | I | 1 | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 1 JUO. U | 1 711.7 | , | . 1170.U | <u></u> | <u> </u> | <u> </u> | L | L | | |



GUE-70-6.17

OHIO
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| | 1 | LENGTH | | 407 | 254 | 4VEM I 254 | 446 | DATA | SPECIAL | 701 | | 204 | T | 202 | 202 | 170 |
|---|--------------|---|--|---|---------------------------------------|-----------------------------------|---------------------------------|-------------------------------------|------------------------------------|--|----------|--------------------------|---|---------------------------|-----------------|--|
| STATION TO STATION | V.P. FEET | | PAVEMENT AREA SQ. YD. | TACK COAT at 0.10 Gal./S.Y. | | PAVEMENT PLANING BITUMINOUS | ASPHICONC SURFACE COURSE, | 446 ASPH.CONC. INTERMEDIATE COURSE, | CRACKING AND SEATIN EXISTING | 301 BITUMINDUS AGGREGATE BASE 4" OR AS SHOWN | | 304 AGGREGATI BASE | E | C.T. Excavation S03 | GRADE ACTION CO | BIT. PRIM COAT |
| | PEEI | PEE! | 26. AD. | GAL. | 2 1/2" SO YD | 3" | TYPE 1 AC-20 1 1/4 | TYPE 2 AC-20 | | | | CLLVD | | EXCAN | SUBC | CAL |
| RAMP C S.R.285 | | | NA SAMONAMAKAGAMAKA | JOAL. | 3Q. 1D. | 3Q. IU. | CU.TD. | CU.YD. | SQ.YD. | SQ.YD. | | CU.YD. | | CU.YD. | ZM'AN | GAL |
| 8+00 - 13+60.7 | 16 | 560.7 | 996.8 | 99.7 | | | 34.6 | 2 1/4" 62.3 | | | | | | | | |
| 13+60.7 - 14+60.7 | 16 | 100.0 | 177.8 | 17.8 | A 107.6 | | 6.2 | 21/8" 10.5 | | 2",9.9 | | | | | | |
| 14+60.7 - 15+10.7 | 16 | 50.0 | 88.9 | 8.9 | 88.9 | | 3.1 | 4.9 | 88.9 | 9.9 | | | | | | |
| 15+10.7 - 19+50 | 16 AVE. | 439.3 | 781.0 | 78.1 | 781.0 | | 27.1 | 43.4 | 781.0 | 86.8 | | | | | | |
| EASTBOUND | | | | 434544411111111111111111111111111111111 | | | | | | | | | | | | |
| 609+50 - 621+50 | 12.5 AVE, | 1200.0 | 1666.7 | 166.7 | 1666.7 | | 57.9 | 92.6 | 1666.7 | 185.2 | | | | | | |
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| rhichian des vision i manusca como discoverso an evocancia e vez con a vez con con consecuence. | | | | | | | | | | | | | | | | |
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| OTALS (CARRIED TO SHE | ET 52) | | | 371.2 | 2644.2 | | 128.9 | 213.7 | 2536.6 | 291.8 | | | | | | |

(A) $60.7^{1} \times 16^{2} \div 9 = 107.9 \text{ S.Y.}$

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| CHKD, |
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GUE-70-6.17



| | | | -11 | | PA | AVEM | IENT | DATA | v | | | | | | | Tue | |
|--|--------------------|------------------------|-----------------------------|---|--|-------------------------------------|---------------------------------------|--|---|--|--|---|--|---|---------------|------------------------|---|
| STATION TO STATION | W.P. FEET | LENGTH LIN. FEET | PAVEMENT AREA SQ. YD. | 407 TACK COAT at 0.10 Gal./S.Y. | 254 PAVEMENT PLANING BITUMINOUS 2 1/2" | 254 PAVEMENT PLANING BITUMINOUS, 3" | 446 ASPH.CONC. SURFACE COURSE, TYPE 1 | 446 ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 | SPECIAL CRACKING AND SEATING EXISTING 451 RIGID | 301 BITUMINOUS AGGREGATE BASE 4" OR AS SHOWN | PAVEMENT REMOVED (INCLUDING ASPHALT | 305 CONC. BASE 9' | 304 AGGREGATE BASE 6" OR AS SHOWN CU.YD. | SPECIAL PRESSURE RELIEF JOINT, TYPE A | CavaTIIIN 503 | SUBGRADE NO COMPACTION | 408 BIT. PRIME COAT O.4 GAL |
| WESTBOUND 48+00 - 50+00 | 24 | 200.0 | 533.3 | GAL. 53.3 | SQ.YD. @ 173.3 | SQ.YD. | AC-20 1 1/4 CU.YD. 18.5 | OR AS SHOWN CU.Y.D. | SQ.YD. | SQ.YD. 2" 29.6 | SURFACE) SQ.YD. | SQ.YD. | SHOWN CU.YD. | LIN.FT | .CU.YD. | SQ.YD. | /S.Y. GAL. |
| 50+00 - 68+28.6 | 24 | 1828.6 | 4876.3 | 487.6 | 4876.3 | | 169.3 | | | 541.8 | | B) | | | | | |
| 68+28.6 - 70+28.6 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | | ©85.2 | 24 | ©128 | 533.3 | - |
| 70+28.6 - 71+92.2 | FOR | BRIDGE D | ETAILS SE | SHEET | \$ 110-165 | | | | | | | (B) | | | | | |
| 71+92.2 - 73+92.2 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | | © 85.2 | 24 | £128 | 533.3 | |
| 73+92.2 - 180+12 | 24 | 10619.8 | 28319.5 | 2831.9 | 28319.5 | | .983.3 | | | 3146,6 | | | | | | | |
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| 180+12 - 182+12 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | 533.3 | 88.9 | | E 128 | 533.3 | |
| 182+12 - 185+52 | 24 | 340.0 | 906.7 | 90.7 | | | 31.5 | | | 100.7 | 906.7 | 906.7 | 151.1 | | ©284 | 906.7 | |
| 185+52 - 187+52 | 24 | 200.0 | 533.3 | 53.3 | | | 18,5 | | | 59.3 | 533.3 | 533.3 | 88.9 | | E 128 | 533.3 | |
| 187+52 - 196+13.75 | 24 | 861.75 | 2298.0 | 229.8 | 2298.0 | | 79.8 | | | 255.3 | | | | | | | |
| 196+13.75 - 197+00 197+00 - 198+13.75 | 36 30 AVE. | 86.25 113.75 | 724.2 | 72.4 | | | 25.1 | | | 80.5 | 724.2 | ® 713.5 | ©117.1 | 24 | E174 | 724.2 | |
| 198+13.75 - 202+58.25 | FOR | BRIDGE D | ETAILS SEI | SHEET! | | | | | | | | W-1111-1111-1111-1111-111-111-111-111-1 | | | | | |
| 202+58.25 - 204+25 204+25 - 204+58.25 | 24 | 166.75 | 534.6 | 53.5 | | | 18.6 | | | 59.4 | 534.6 | ®523.9 | ©85.5 | 24 | E128 | 534.6 | |
| 204+58.25 - 219+12.75 | | 1454.5 | | 387.9 | | 3878.7 | 134.7 | | | 431.0 | | | | | | | * |
| 219+12.75 - 221+12.75 | 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | B 522.6 | ©85.3 | 24 | £128 | 533.3 | |
| 221+12.75 - 224+57.26 | FOR | | ETAILS SE | E SHEET | T S 110-165 | | | | | | | | | | | | |
| 224+57.26 - 226+57.26 | 30 AVE. | 200.0 | 666.7 | 66.7 | | | 23.1 | | | 74.1 | 666.7 | | በ 107.0 | 28 | ©160 | 666.7 | |
| 226+57.26 - 231+26 | 36.85 AVE. | 468.74 | 1919.2 | 191.9 | | 1919.2 | 66.6 | | | 213.2 | | | | | | | |
| 231+26 - 233+26 231+26 - 233+26 | 43.82 AVE. VAR. | 200.0 200.0 | 1639.8 | 164.0 | | | 56.9 | | | 182.2 | 1639.8 | 1639.8 | 273.3 | | ££93.0 | 1639.8 | |
| 233+26 - 240+08 | 70.3 AVE. | 682.0 | 5327.2 | 532.7 | | | 185.0 | | | 591.9 | 1 4370.7 | 5327.2 | 887.9 | .1 | <u> 1984</u> | 5327.2 | |
| 240+08 - 242+75 | 36 | 267.0 | 1068.0 | 106.8 | | | 37.1 | | | 118.7 | 1068.0 | 1068.0 | 178.0 | | £334 | 1068.0 | |
| 242+75 - 243+75 | 30 AVE. | 100.0 | 333.3 | 33.3 | | | 11.6 | | | 37.0 | 333.3 | 333.3 | 55.5 | | F 104 | 333.3 | |
| 243+75 - 244+12.86 | 24 | 37.86 | 101.0 | 10.1 | | | 3.5 | | | 11.2 | 101.0 | 1 90.3 | ©13.2 | 24 | ©32 | 101.0 | |
| 244+12.86 - 246+23.72 | 2 FOR | BRIDGE D | ETAILS SE | SHEET | \$ 110 - 16 | 5 | | | | | | | | | | | |
| 246+23.72 - 248+23.72 | 2 24 | 200.0 | 533.3 | 53.3 | | | 18.5 | | | 59.3 | 533.3 | ® 522.6 | © 85.3 | 24 | © 128 | 533.3 | |
| 248+23.72 - 272+26.34 | 24 | 2402.62 | 6407.0 | 640.7 | | 6407.0 | 222.5 | | | 711.9 | | | | | | | |
| 272+67.75 - 279+00 | 24 | 632.25 | 1686.0 | 168.6 | | 1686.0 | 58.5 | ©1" 7.4 | | 187.3 | | | | | | | |
| 279+00 - 369+63.23 | 24 | 9063.23 | 24168.6 | 2416.9 | 24168.6 | | 839.2 | 1342.7 | 24168.6 | 2685.4 | | | | | | | |
| 369+63.23 - 371+63.23 | 3 24 | 200.0 | 533.3 | | | | 18.5. | 29.6 | | 9", 133.3 | 533.3 | | 5" 74.1 | | ® 69 | 533.3 | 213.3 |
| 371+63.23 - 376+59.53 | FOR | BRIDGE D | ETAILS SE | SHEET! | \$ 110-165 | 5 | | | | | | | | | | | |
| 376+59.53 - 378+59.53 | 3 24 | 200.0 | 533.3 | | | 'n | 18.5 | 29.6 | | 9" 133.3 | 533.3 | | 5" 74.1 | | ® 69 | 533.3 | 213.3 |
| 378+59.53 - 393+46.11 | 24 | 1486.58 | 3964.2 | 396.4 | 3964.2 | | 137.6 | 220.2 | 3964.2 | 440.5 | | | | | | | |
| 393+46.11 - 395+46.11 | 24 | 200.0 | 533.3 | | | | 18.5 | 29.6 | * | 9" 133.3 | 533.3 | | 5" 74.1 | | ® 69 | 533.3 | 213.3 |
| 395+46.11 - 397+69.79 | FOR | BRIDGE D | ETAILS SEI | L E SHEET! | <u> \$ 110-165</u> | | | | | | | | | | | | |
| | | 0000 | <u> </u> | <u> </u> | <u> </u> | | <u> </u> | | | | | <u> </u> | | | <u> </u> | | |

18.5 29.6

9" 133.3 533.3

9255.0 63,799.9 13,890.9 3287.4 1688.7 28,132.8 10,787.3 15,678.0 4,414.0 2684.0 196.0 4637.0 16,634.5 853.2

- \triangle 65' x 24' + 9 = 173.3 S.Y.
- B Deduct $4^{1} \times 24^{1} \div 9 = 10.7$
- © Deduct $24' \times 8' \div 9 \times .1667 = 3.6$ C.Y.
- Width of Pavement as shown on sheet 13.
- E) 8 % Ave.
- 5) 11/4
- Deduct $28^{1} \times 4^{1} \div 9 = 12.4$ S.Y.
- \bigcirc Deduct 28' x 8' ÷ 9 x .1667 = 4.1 C.Y.
- ① Deduct $533' \times 16' \div 9 = 947.6 \text{ S.Y.} + (32' \times 2.5' \div 9 = 8.9 \text{ S.Y.}) = 956.5 \text{ S.Y.}$
- (11 ¼ Ave.)+956.5 S.Y. x .3333 = 318.8 C.Y.
- (K) 4 5/8" Ave.
- \bigcirc 100' x 24' ÷ 9 x .0278 = 7.4 C.Y.

QUANTITY INCLUDES RAMP B

397+69.79 - 399+69.79 24 200.0 533.3

TOTALS (CARRIED TO SHEET 52

| CALC. BY_DM_ DATE | |
|-------------------------|--|
| CHKD. BY S.W.C. | |
| DATE SEZES | |



| | | | S. 2 | 1 10= | | A VEM | | <u>DATA</u> | Shear. | | 200 | | | | T AA- | | |
|------------------------------------|--|------------------------|-----------------------------|---|---|---|--|--|---|---------------------------------|---|---|---|---|--------------|------------------------|---------------------------|
| STATION TO STATION | V.P. FEET | LENGTH LIN. FEET | PAVEMENT AREA SQ. YD. | 407 TACK COAT at 0.10 Gal./S.Y. | 254 PAVEMENT PLANING BITUMINOUS, 2 1/2* | | 446 ASPH.CONC. SURFACE COURSE, TYPE 1 AC-20 | 446 ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 | SPECIAL CRACKING AND SEATING EXISTING 451 RIGID | BASE | 202 PAVEMENT REMOVED (INCLUDING ASPHALT | 305 CONC. BASE | AGGREGATE BASE 6" | SPECIAL PRESSURE RELIEF JOINT, TYPE A | VATION | SUBGRADE NO COMPACTION | HIT. PRIME COAT |
| WESTBOUND 399+69.79 - 595+28.07 | 24 | 10558 28 | 52155.4 | GAL. | SQ.YD. | SQ.YD. | IUN AS SHUMN | CU.YD. | SQ.YD. | OR AS SHOWN SQ.YD. 5795.0 | SURFACE) SQ. YD. | SQ.YD. | OR AS SHOWN CU.YD. | | | SQ.YD. | 0.4 GAI / S.Y. GAL. |
| 595+28.07 - 597+28.07 | 24 | 200.0 | 533.3 | 5215.5 | 52155.4 | | 18.5 | 2897.5 | 52155.4 | (9" 133.3 | 533.3 | | 5"74.1 | | A 69 | 533.3 | 213.3 |
| 597+28.07 - 599+13.29 | | BRIDGE D | | E CHEE | rs IIO 165 | | 10.5 | 29.0 | | (9, 133.5 | | | 5 /4.1 | | @ 0 3 | 333.3 | 213.3 |
| 599+13.29 - 601+13.29 | 24 | 200.0 | 533.3 | | | | 18.5 | 29.6 | | (9" 133.3 | 533.3 | | 5"74.1 | | A 69 | 533.3 | 213.3 |
| 601+13.29 - 640+35 | 24 | | 10457.9 | 1045.8 | 10457.9 | | 363.ſ | 581.0 | 10457.9 | 1162.0 | | | | | 000 | 000.0 | 210.0 |
| 640+35 - 642+35 | 24 | 200.0 | 533.3 | | ® 173.3 | | 18.5 | 1" 14.8 | 10407.3 | 2" 29.6 | | | | | | | |
| N.E.RAMP S.R.723 | | 200.0 | 333.3 | | | | | 117.0 | | | | | | | | | |
| 7+00 - 5+35 | 16 | 165.0 | 293.3 | 29.3 | © 115.6 | | 10.2 | | | 2"Ave. 16.3 | | | | | | | |
| 5+35 - 4+57 | 17AVE. | 78.0 | 147.3 | 14.7 | 147.3 | | 5.1 | | | 16.4 | | | | | | | |
| | 25.5 AVE. | | 1294.8 | 129.5 | 1294.8 | | 45.0 | | | 143.9 | | | | | | | |
| WESTBOUND | 25.5 AVE. | | 1294.0 | 129.5 | 1257.0 | | 40.0 | | | 143.9 | | | | | | | |
| | 12 | 250.0 | 333.3 | 33.3 | 333.3 | ÷ | 11.6 | | | 37.0 | | | | | | | |
| 63+00 - 65+50 | | | 66.7 | 6.7 | 66.7 | | | | | | | | | | | | |
| 65+50 - 66+50 | 6 AVE. | 100.0 | | | | *************************************** | 2.3 | 02.6 | | 7.4 | | | 200000000000000000000000000000000000000 | | | | |
| | 12.5 AVE | 1200.0 | 1666.7 | 166.7 | 1666.7 | | 57.9 | 92.6 | | 185.2 | | | | | | | |
| N.W.RAMP S.R.209 | | 70044 | | | F00.0 | | * | | | | | | | | | | |
| 13+42.11 - 10+42 | 15 AVE. | | 500.2 | 50.0 | 500.2 | | 17.4 | | | 55.6 | | | | | | | |
| 10+42 - 8+92 8+92 - 7+92 | 17 AVE. 17 AVE. | 150.0 100.0 | 283.3 188.9 | | 283.3 173.8 | | 9.8 6.6 | | | 31.5 3" 15.7 | | | | | | | |
| 7+92 - 0+62.8 | 16 | 729.2 | 1296.4 | 129.6 | | | 45.0 | 72.0 | | | | | | | | | |
| 0+62.8 - 0+12.8 | VAR. | 50.0 | 256 | 25.6 | | | 8.9 | 1" 7.1 | | | | | | | | | |
| N.E.RAMP S.R.209 | <u> </u> | | | | | | | | | | | | | | | | |
| 11+92.5 - 11+42.5 | VAR. | 50.0 | 302 | 30.2 | : 4 | | 10.5 | 1" 8.4 | | | | : | | | | | |
| 11+42.5 - 10+46 | 20 AVE. | | 214.4 | 21.4 | | | 7.4 | 11.9 | | | | | | | | | |
| 10+46 - 5+60 | 16 | 486.0 | 864.0 | | © 71.1 | | 30.0 | 48.0 | *************************************** | | | | | | | | |
| 5+60 - 4+60 | 17 AVE. | | 188.9 | 18.9 | 188,9 | | 6.6 | | | 3"_15,7_2 | | | | | | | |
| | 25.5 AVE | 460.0 | 1303.3 | 130.3 | 1303.3 | | 45,3 | | | 144.8 | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | : | | |
| WESTBOUND | | | | · | | | | | *************************************** | | | | | | | · | |
| 195+00 - 196+13.75 | 12 | 113.75 | 151.7 | 15.2 | 151.7 | | 5.3 | | | 16.9 | | | · | | · | | |
| | | | | | | | | | | | | | | | | | |
| 204+58.25 - 216+25 | 13.11 AVE | 1166.75 | 1699.6 | 170.0 | | 1699.6 | 59.0 | | | 188.8 | | ACTION AND ADDRESS OF THE ACTION ADDRESS OF THE ACTION AND ADDRESS OF THE ACTION AND ADDRESS OF | | | | | |
| RAMP_A | | | | | waser word and a configuration of | | NAMES AND ASSESSMENT OF THE PROPERTY OF THE PR | | | | | | | | | | |
| 39+98.88 - 37+22.26 | 15 AVE. | 276.62 | 461.0 | 46.1 | | 461.0 | 16.0 | | | 51.2 | | | | | | | |
| 37+22.26 - 35+22.26 | 17 AVE. | | 377.8 | 37.8 | | | 13.1 | | | 42.0 | 377.8 | ① 370.7 | ©60.6 | <u> </u> | 3 91 | <i>3</i> 77.8 | |
| 35+22.26 - 31+63.44 | | R BRIDGE | | | TS 110-16 | .5 | | | | | | | | | | | |
| 31+63.44 - 30+63.44 | 16 | 100.0 | 177.8 | 17,8 | | | 11/2" 7.4 | | | | | | | | | | |
| RAMP D | ************************************** | | | | | | | | | | | | | | | | |
| 18+40.5 - 17+00 | 16 | 140.5 | 249.8 | 25.0 | | | 8.7 | | | 27.8 | 249.8 | 249.8 | 41.6 | | ① 60 | 249.8 | |
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- A 4 5/8 Ave.
- **B** $65' \times 24' \div 9 = 173.3 \text{ S.Y.}$
- © $65' \times 16' \div 9 = 115.6 \text{ S.Y.}$
- ① $92' \times 17' \div 9 = 173.8 \text{ S.Y.}$
- **E** $40 \times 16 \div 9 = 71.1 \text{ S.Y.}$
- F Deduct $16^1 \times 4^1 \div 9 = 7.1 \text{ S.Y.}$
- © Deduct $16^{1} \times 8^{1} \div 9 \times .1667 = 2.4 \text{ C.Y.}$
- (H) Width of Pavement as shown on sheet 13.
- ① 85, Ave.

177.8 6.2

83.1 2.9

1288.3 44.7

933.3 32.4

66.7 2.3

NOITATE OT NOITATE

RAMP C

WESTBOUND

RAMP A S.R.285

12+37.7 - 6+25

RAMP B S.R.285

23+50 - 16+52

16+52 - 15+52

15+52 - 11+00

WESTBOUND

U-TURN MEDIAN OPENINGS

102+50

282+00

451+81

562+75

630+50

TOTALS (CARRIED TO SHEET 52)

613+00 - 615+00

12+00 - 11+00

16 | 100.0 | 177.8 | 17.8

11+00 - 10+56 | 17 AVE. | 44.0 | 83.1 | 8.3

10+56 - 6+01.32 25.5 AVE. 454.68 1288.3 128.8

257+00 - 264+00 | 12 | 700.0 | 933.3 | 93.3

264+00 - 265+00 | 6 AVE. | 100.0 | 66.7 | 6.7

575+00 - 587+00 | 12.5 AVE | 1200.0 | 1666.7 | 166.7 | 1666.7

17+00 - 13+87.7 | 16 | 312.3 | 555.2 | 55.5 | 555.2

13+87.7 - 12+87.7 | 16.8 AVE. | 100.0 | 186.7 | 18.7 | 186.7

12+87.7 - 12+37.7 17.8 AVE. 50.0 98.9 9.9 98.9

615+00 - 616+00 6 AVE. 100.0 66.7 6.7 66.7

607+46 - 608+46 | 12 AVE. | 100.0 | 133.3 | 13.3 | 133.3

16 | 612.7 | 1089.2 | 108.9

16 698.0 1240.9 124.1

25.5 AVE. 452.0 1280.7 128.1 1280.7

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2" 10.4

2" 10.5

66.7 7.4

133.3 | 14.8

SQ.YD. SQ.YD. CU.YD. LIN.FT.CU.YD.SQ.YD.

PAVEMENT AREA SQ. YD. GAL.

SQ. YD. GAL.

SQ. YD. SQ. YD.

SQ. YD.

PAVEMENT ASPH.CINC. SURFACE CIURSE, TYPE 1 AC-20 OR AS SHOWN GAL.

SQ. YD.

SQ.

57.9 92.6 1666.7 185.2

19.3 30.8 555.2 61.7

44.5 71.1 1280.7 142.3

9.3 14.8 266.7 29.6

6.5 10.4

3.4 5.5

37.8 60.5

4.6 7.4

17.7 L/2" 21.3

17.7 3½" 49.6

12.8 31/2" 35.9

17.7 31/2"49.6

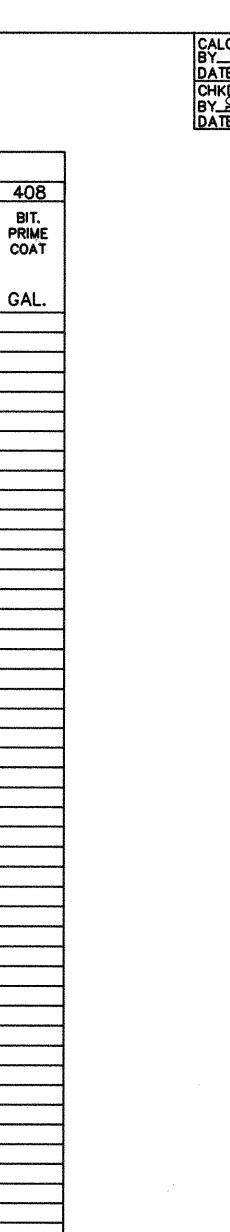
17.7 31/2"49.6

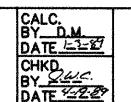
1173.3 4254.9 3979.0 407.4 582.2 3969.3 739.5

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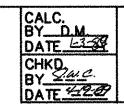
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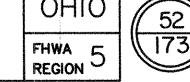




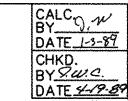
GUE - 70 - 6.17

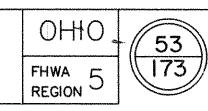


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| | | | | 4 VEM | | DATA | COFOL | ~~4 | 202 | ₹ ₩ | T 334 | CDCO | 000 | 000 | 400 |
|---|----------------|-------------------|--|--|--|-------------------------|-------------------------------------|-------------------|--|--------------|---------------------------------------|---------------------------|-----------------|-----------|---------------|
| | | 407 TACK | 254 PAVEMENT | 254 PAVEMENT | 446 ASPHICTING | 446 ASPHICTNO | SPECIAL CRACKING | 301 | 202 PAVEMENT | 305 9" | AGGREGATE | SPECIAL | | 203 WA | 408 BIT. |
| | | COAT | PAVEMENT PLANING BITUMINOUS, | PLANING BITUMINOUS, | SURFACE COURSE, | INTERMEDIATE COURSE. | CRACKING AND SEATING EXISTING | AGGREGATE BASE | REMOVED (INCLUDING ASPH.CONC.) | CONC. | BASE | RELIEF JOINT TYPE A | EXCAVATION | SUBGRADE | PRIME COAT |
| | | GAL. | 2 1/2" | 3" | AC-50 | TYPE 2 AC-20 | 451 RIGID PAVEMENT | | ASPH.CONC.) | | | I | EXCA | | GAL |
| | | | SQ.YD. | SQ.YD. | CU.YD. | CU.YD. | SQ.YD. | SQ.YD. | | | CU.YD. | | | | |
| CARRIED FROM SHEET 46 CARRIED FROM SHEET 47 | | 15884.7 1606.3 | 133143.3 5224.3 | 16390.6 7566. I | 5628.3 558.0 | 5350.0 409.2 | 90746.1 1969.7 | 18158.1 1146.0 | 9346.6 | 6410.5 | 1492.1 | 281.3 | 2111.0 | 9735.4 | 1279 |
| CARRIED FROM SHEET 48 | | 371.2 | 2644.2 | | 128.9 | 213.7 | 2536.6 | 291.8 | 15.670.0 | | 00000 | 4000 | 40000 | 1007.0 | |
| CARRIED FROM SHEET 49 CARRIED FROM SHEET 50 | | 9255.0 7546.3 | 63,799.9 69,083.3 | 2338.4 | 2658.7 | 1688.7 3792.5 | 28132.8 62613.3 | 10787.3 8249.4 | 15,678.0 1694.2 | 620.5 | 250.4 | 16.0 | 4637.0 289.0 | 1694.2 | 426 |
| CARRIED FROM SHEET 51 | | 11 73.3 | 4254,9 | 3979.0 | 407.4 | 582.2 | . 3969.3 | 739.5 | | | | | | | |
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| OTALS (CARRIED TO THE GE | SUB-TOTAL | 35.836 <i>.</i> 8 | 278,149.9 322 | 44,165.0 ,314.9 | 12,668.7 | 12.036.3 | 189,967.8 | 39 372 1 | 26718.8 | 214450 | 4426.5 | 493.3 | 70370 | 28064 | 1 255 |
| OTALS (CANNED TO THE GE | TERAL JOHNANI) | 55,6500 | | | | | 103,307.0 | <u> </u> | | | | | | | |
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| | | | essantamento o concentratorna | | | 116 | S 446 | HOUL 617 | DER I | 1 304 | 202 | 202 | 407 | 408 254 | 254 | 305 | SPECIAL | 403 |
| | | T. SIDE | | RT. SIDE | 1 (11) | 446 ASPH.CONC | | | BITUMINOUS AGGREGATE BASE | | 503 203 | 원 203 | TACK | BIT. PAVEMENT PLANING | PAVEMENT PLANING | 9" CONC. | PRESSURE | ASPHAL |
| STATION TO STATION | V.B. FEET | LIN. FEET | W.B. FEET | LIN. FEET | SQ. YDS. | COURSE, TYPE 1 | COURSE, TYPE 2 AC-20 | TYPE A (Lx5'x4") | 4" | | AVA | SUBGRADE | COAT O.I GAL O. | BITUMINOUS | BITUMINOUS | BASE | RELIEF JOINT | AC-20 |
| EASTBOUND | | | | Table as command we we provide | | AC-20 1 1/4 CU.YD | OR AS SHOWN CU.YD. | CU.YD. | OR AS SHOWN | CU.YD. | CU.YD. | スラ SQ.YD. | GAL'S | SAL. SQ.YD. | 3" SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. |
| 48+00 - 50+00 | 4 | 200.0 | | | 88.9 | | | 12.3 | 2" Ave 4.9 | | | | 8.9 | A 28.9 | | | | |
| 50+00 - 67+94.39 | 4 | 1794.39 | | | 797.5 | 27.7 | | 8.011 | 88.6 | | | | 79.8 | 797.5 | | | | |
| 67+94.39 - 70+19.39 | 4 | 225.0 | | | 100.0 | 3.5 | | 13.9 | | ® 14.3 | © 59 | 100.0 | 10.0 | | | | 4 | |
| 70+19.39 - 71+32.99 | BRIDGE | L LIMITS FOR | L R DET | I AILS SEE BR | DGE SHEE | <u> </u> | 65 | | | | | | | | | w. | | |
| 71+32.99 - 73+57.99 | 4 | 225.0 | | | 100.0 | 3.5 | | 13.9 | 11.1 | B 14.3 | © 59 | 100.0 | 10.0 | | | o 98.2 | 4 * | |
| 73+57.99 - 197+63.75 | 4 | 12,405.76 | | | 5513.7 | 191.4 | | 765.8 | 612.6 | 3 | | | 551.4 | 5513.7 | | | | |
| 197+63.75 - 199+63.75 | 4 | 200.0 | | | 88.9 | 3.1 | | 12.3 | 9.9 | B 12.7 | © 54 | 88.9 | 8.9 | | | o 87.1 | 4 | |
| 199+63.75 - 204+08.25 | BRIDGE | LIMITS FOI | l R DET | AILS SEE BR | !IDGE SHEE | TS 110- | l65 | | M-2 W-20-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | * * | | AD MARIA AND A COMPANY OF THE COMPAN | | | | | | |
| 204+08.25 - 206+08.25 | 4 | 200.0 | | | 88.9 | 3.1 | | 12.3 | 9.9 | | © 54 | 88.9 | 8.9 | | | ® 87.1 | 4 | |
| 206+08.25 - 219+60.14 | 4 | 1351.89 | | | 600.8 | | | 83.4 | 66.8 | | | | 60.1 | | 600.8 | | | |
| 219+60.14 - 221+60.14 | 4 | 200.0 | | | | 3. | | 12.3 | | B. 12.7 | ① 54 | 88.9 | | | | | 4 | |
| 221+60.14 - 225+16.82 | BRIDGE | | | AILS SEE BR | | | 65 | 1 500 4 | <u> </u> | S - 5 - 5 - 7 | | | | | | | E | |
| 225+16.82 - 227+16.82 | | 200.0 | | | | 3.1 | | 12.3 | 9.9 | ® 12.7 | (L) 54 | 88.9 | 8.9 | | | ® 87.1 | 4 | |
| | <u> </u> | | | | | | | | | B 12.7 | (L) 34 | 00.9 | * | | 6464 | | T | |
| 227+16.82 - 246+25 | 4 | 1908.18 | | | | 29.4 | | 117.8 | 94.2 | | | | 84.8 | | 848.1 | | | |
| 246+25 - 246+48.41 | 21 | 23.41 | | | 54.6 | 1.9 | | 1.4 | 6.1 | | | | 5.5 | | 54.6 | | | - CANCILL THE CANCILL CONTRACT |
| RAMP H 15+00 - 16+00 | | | 3 | 100.0 | 33.3 | l.2 | | 6.2 | 2 7/8Ave 2.7 | | | | 3.3 | | 33.3 | | | |
| 15+00 - 16+00 | 4.4Ave. | 100.0 | | | 48.9 | 1.7 | | 6.2 | 27/8Ave 3.9 | | | | 4.9 | | 48.9 | *************************************** | | |
| 16+00 - 16+47.5 | 6.5Ave. | 47.5 | | | 34.3 | | | 2.9 | 3.8 | | | | 3.4 | | 34.3 | | | |
| 16+47.5 - 18+47.5 | 8 | 200.0 | | | 177.8 | | | 12.3 | | E 23.9 | D402 ³ | 177.8 | | | | © 174.2 | 8 | |
| | | | | AILS SEE BR | | | 165 | | 13.0 | (E) 23.5 | <u> </u> | 1/7.8 | 17.0 | | | 1/4.2 | 0 | |
| 18+47.5 - 19+99 | UNIDGE | LIMITS TO | L | AILS SEE BIN | I SILL | 13 110 | - 103 | | | | | | | | | | | |
| EASTBOUND 249+74 - 251+99 | 8 | 225.0 | | | 200.0 | 6.9 | | 13.9 | 22.2 | € 27.0 | F 115 | 200.0 | 20.0 | | | © 196.4 | 8 | |
| 251+99 - 261+04 | 8 | 905.0 | | | 804.4 | 27.9 | | 55.9 | 89.4 | | | | 80.4 | | 804.4 | | | |
| 261+04 - 263+04 | 6 Ave. | 200.0 | | | 133.3 | 4.6 | | 12.3 | 14.8 | | | | 13.3 | | 133.3 | | | |
| 263+04 - 274+30.13 | 4 | 1126.13 | | | 500.5 | 17.4 | | 69.5 | 55.6 | | | | 50.1 | | 500.5 | | | |
| 272+67.75 - 279+00 | 4 | 632.25 | | | 281.0 | 9.8 | | 39.0 | 31.2 | | | | 28.1 | | 281.0 | · | | |
| BEGIN TYPICAL SHEET 3 | | | | | | | | | | | | · | - 125 - 125 | | | | | |
| 279+00 - 370+81.35 | 4 | 9181.35 | | | 4080.6 | 141.7 | 226.7 | 566.7 | 453.4 | | | | 408.1 | 4080.6 | | | | |
| 370+81.35 - 373+06.35 | 4 | 225.0 | | | 100.0 | | 5.6 | | (H) 9." 28.1 | ① 17.2 | a 56 | 100.0 | | 50 | | | | |
| 373+06.35 - 377+52.65 | BRIDGE | ************************************** | | AILS SEE BR | | | · | | | | | | | | | | | |
| 377+52.65 - 379+77.65 | Δ | 225.0 | | | 100.0 | | 5.6 | 13.9 | H 201 | ① 17.2 | Ø56 | 100.0 | (R) | 50 | | | | |
| | | 1388.53 | | | | | | | | 17.2 | 0 30 | 100.0 | | | | | | |
| 379+77.65 - 393+66.18 | 4 | | - | | 617.1 | | | | 68.6 (B) | | | 4000 | 61.7 | 617.1 | | | | |
| 393+66.18 - 395+91.18 | 4 55.555 | 225.0 | | | 100.0 | | 5.6 | 13.9 | 9 28.1 | 17.2 | <u>(W 56</u> | 100.0 | (8) | 50 | | | | *************************************** |
| 395+91.18 - 397+64.86 | BRIDGE | 300 1300 100 100 100 100 100 100 100 100 | | AILS SEE BR | | 2.2.2.2.3.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2 | | | (H) | | | | | | | | | |
| 397+64.86 - 399+89.86 | 4 | 225.0 | | | 100.0 | | 5.6 | | | 3 17.2 | <u>056</u> | 100.0 | |)50 | | | | |
| 399+89.86 - 594+72.44 | 4 | 19,482.58 | | | 8658.9 | | 481.0 | | 962.l | | | | 865.9 | 8658.9 | - | | | |
| 594+72.44 - 596+97.44 | 4 | 225.0 | | | 100.0 | | 5.6 | 13.9 | 9" 28.1 | 3 17.2 | (3) 56 | 100.0 | Œ | 050 | | | | |
| 596+97.44 - 598+32.66 | BRIDGE | LIMITS FO | r det L | AILS SEE BR | RIDGE SHEE | TS 110- | 165 | t. | (H) | | | | | | | | | *************************************** |
| 598+32.66 - 600+57.66 | 4 | 225.0 | | | 100.0 | 3.5 | 5.6 | 13.9 | | 17.2 | <u> </u> | 100.0 | ® | 50 | | | | h |
| 600+57.66 - 640+35 | 4 | 3977.34 | | | 1767.7 | 61.4 | 98.2 | 245.5 | 196.4 | | | | 176.8 | 1767.7 | | | | |
| 640+35 - 642+35 | 4 | 200.0 | | | 88.9 | 3.1 | 1"Ave 2.5 | 12.3 | 2" Ave. 4.9 | | | | 8.9 | A 289 | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | <u> </u> | | | | | | | | | | | | жиний на при | | | |
| | | | | | | | | | | | | | | | | | | |
| SUBTOTAL (CARRIED TO SHEET | <u>61)</u> | | <u> </u> | 1 | | 920.0 | 876.3 | 3582.9 | 3032.4 | 233.0 | 887.0 | 1533.4 | 2588.8 3 | 00.0 21,493.3 | 3339.2 | 915.4 | 40 | |

- (A) $65^{1}x \ 4^{1} \div 9 = 28.9 \ S.Y.$
- B L-8' x 4.5'x 3958 ÷ 27=
- © $L \times 4.5^{\circ} \times 1.5729 \div 27 =$
- ① Deduct $4^1x 4^1 \div 9 = 1.8 \text{ S.Y.}$
- E L-8' x 8.5' x .3958 ÷ 27 =
- F Lx8.5'x 1.6146 ÷27=
- G Deduct $4^{1}x 8^{1} \div 9 = 3.6 \text{ S.Y.}$
- \bigcirc 225'x 4.5'x .7500 ÷ 27 = 28.1 C.Y.
- ① $(225' \times 4.5' \times .4167) + (225' \times .5' \times .375) \div 27 = 17.2 \text{C.Y.}$
- ① $225^{1} \times 5^{1} \times 1.3438 \div 27 = 56 \text{ C.Y.}$
- (K) $225^1 \times 5^1 \div 9 \times .4 = 50$ Gal.
- \triangle 200'x 4.5'x 1.6146 ÷ 27 = 54 C.Y.

CALC.
BY
DATE 1-3-89
CHKD.
BY Saic.
DATE 4999

GUE-70-6.17



| | | | \bigcirc | | | | _ ' \ | | | / \ | 1 / | \ | / L L | | | | | <u>D</u> A | ATE 4.89 |
|--|--|---|---------------------|------------------|---|--------------------------|--|---|---|--|------------------|---|-----------------------|--|--|--|--|--|--------------|
| | | | | | | | | SHOUL | | ATA | | | | | | | | | |
| | L | .T. SIDE | R | T. SIDE | AREA | 446 ASPH.CONC | 446 ASPH.CONC. | 617 COMPACTED | 301 BITUMINOUS | 304 AGGREGATE | 2 <u>03</u> | 203 WE | 407 TACK | 408 BIT. | 254 PAVEMENT | 254 PAVEMENT | 9" CONC. | SPECIAL PRESSURE | |
| STATION TO STATION | V.B. | LIN. | V.B. | LIN. | SQ. | SURFACE COURSE. | ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 | AGGREGATE TYPE A | AGGREGATE | BASE | He | SUBGRADE | COAT | PRIME COAT .4 GAL | PLANING | PLANING | BASE | RELIEF JOINT | I CONCR |
| | FEET | FEET | FEET | FEET | YDS. | TYPE 1 | TYPE 2 AC-20 | (Lx5x4") | OR AS SHOW | | CAV | MP A | .10 GAL. /S.Y. | .4 GAL. | BITUMINOUS 21/2" | BITUMINOUS 3" | | TYPE A | AC- |
| EASTBOUND | | | | | | AC-20 1 1/4 CU.YD. | | CU.YD. | CU.YD. | CU.YD. | CU.YD. | SQ.YD. | GAL'S | /S.Y. | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.Y |
| S.W.LOOP S.R. 723 | | | | | | | | * | | | | JQ D. | OALS | | 30.10. | 30.10. | 30.10. | LIN.FI. | CO. 11 |
| 12+47.28 - 14+47.28 +47.28S.W.LAOOP - 59+25 E.E | R. | | 8 | 200.0 925.55 | | 6.2 28.6 | | 12.3 57.1 | 2" (A) 0.0 (D) 5.7 | | | | 17.8 | | ® 3.6 | | | | 7/8 © |
| EASTBOUND | | | | * | | 28.0 | | 3/.1 | 9 3. | National Control of the Control of t | | | 82.3 | | <u> </u> | | | | ● 33 |
| 48+00 - 48+60 59+25 - 60+00 | | | 17 | 60.0 75.0 | 113.3 | 3.9 | | 4.6 | 2" 6.3 | | | | 11.3 | | | | | | 7/8 © |
| 60+00 - 67+83.11 | | | 9 <u>Ave.</u> 10 | 783.11 | | ² ,6 | | 48.3 | © 0.9 © 4.8 | | | | 7.5 87.0 | | E 4.2E 43.5 | | | | (F) 3 |
| 67+83.11 - 70+08.11 | | | 10 | 225.0 | 250.0 | 8.7 | | 13.9 | 27.8 | ⊕ 52.3 | 157.2 | 250.0 | | | | | ② 245.6 | 10 | |
| 70+08.11 - 71+21.71 | 1 BKIDG | E LIMITS FO | <u>IR DE 17</u> | AILS SEE SI T | HEE IS 110 | - 163 | | | *************************************** | | | | | | | | | | |
| 71+21.71 - 73+46.71 | | | 10 | 225.0 | 250.0 | 8.7 | | 13.9 | 27.8 | ⊕ 52.3 | 157.2 | 250.0 | 25.0 | | | | ③ 245.6 | 10 | |
| 73 46.71 - 159+50 | | | 10 | 8603.29 | 9559.2 | 331.9 | | 531.1 | | | | | 055.0 | | A79 A | | · · · · · · · · · · · · · · · · · · · | | (A) 27 |
| | | *************************************** | 10 | 5005.29 | <u> </u> | 331.9 | | *************************************** | 1 9 55.1 | | | | 955.9 | | <u>€ 478.0</u> | | <u> </u> | | ● 37 |
| 159+50 - 160+50 | | | 9Ave | 100.0 | 100.0 | 3.5 | | 6.2 | ® 0.€ | | | | 10.0 | | © 5.6 | | | | Ē |
| 160+50 - 167+00 | | | 8 | 650.0 | 577.8 | 20. 1 | | 40.1 | ® 4.0 | | | | 57.8 | | © 36.1 | | | | (F) 2 |
| | | | | | | | | | | | | | 57.0 | | | | | | 1 2 |
| S.W. RAMP S.R. 209 0+00 - 2+00 | | | 7 Ave | 200.0 | 155.6 | 5,4 | | 12.3 | | , ==\display, q, | | | 15.0 | | | | | | |
| 2+00 - 4+60 | | | 6. | 260.0 | | | | | 83/4 0 8.9 | M 6.6 | ®15.2 | | 15.6 17.3 | The state of the s | E 11.1 | | | | (F) |
| 4+60 - 5+60 | | | 6 | 100.0 | A STATE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER. | | | 6.2 | 9 1/8 1/9.9 | ③ 7.0 | 13.5 | | 6.7 | © 15.6 | ② 33.3 | | | |) (9 |
| 5+60 - 20+36 | | | 6 | 1476.0 | 984.0 | 34.2 | 54.7 | 91.1 | 6" W 95.7 | <u>(x) 103.6</u> | <u>(W199.3</u> | | <u>98.4</u> | (Z)229.6 | ① 13.3 | | | | |
| 20+36 - 20+76.20 | | | | (Radius) 60 | | | 2.2 | | 6" ₩ 3.9 | ⊗ 4.2 | Ŷ 8.I | | 4.0 | ②9.3 | | | | | |
| 4+60 - 5+60 5+60 - 14+50 | $\frac{3}{3}$ | 100.0 890.0 | | | 33.3 296.7 | 1.2 | 16.5 | 6.2 54.9 | | - Linna | | | 3.3 | | 33.3 ① 13.3 | | | .V | 1.7/8 |
| 3100 11100 | | 090.0 | | | 290.7 | 10.5 | 10.3 | 39.9 | | te de la companya de | | | 29.7 | | ① 13.3 | | | | |
| 14+50 - 15+00 | 2.5Ave | 50.0 | | | 13.9 | 0.5 | 0.8 | 3.1 | | | | | 1.4 | | | | | ~ | |
| 19+07 - 20+36 | 1 3 1 | 129.0 | | | 43.0 | 1.5 | 2.4 | 8.0 | | | | | 4.3 | <u> </u> | | | | | <u> </u> |
| | | | | | | | | | | | | | | | | | | · · · · · · · · · · · · · · · · · · · | |
| 20+36 - 20+76.20 | 3 | 40.2 | | | 13.4 | 0.5 | 0.7 | 2.5 | | | | ······································ | 1.3 | | | | | | |
| S.W. LOOP S.R. 209 | | | | | | y: | | | | *************************************** | | | -X | | | | | | |
| 2+07 - 3+93 | 3 | 186.0 | | | 62.0 | 2.2 | 3.4 | | | | | | 6.2 | | | | | | |
| 8+00 - 12+37.5 | 3 | 437.5 | | | 145.8 | 5.1 | 8.1 | 27.0 | | *************************************** | | | 14.6 | | | | | | |
| | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | | 1 77.0 | | | | | | |
| 12+37.5 - 12+87.5 12+87.5 - 14+94.5 | 2.5Ave | 50.0 207.0 | 1 | | 13.9 | 0.5 | 0.8 | 3.1 12.8 | | *************************************** | | | 1.4 | | | | | | |
| EASTBOUND | | <u> </u> | | | | <u></u> | | 16.0 | | | | | | | | | | | |
| 171.60 170.60 | | | 124 | 100.0 | 4777 | | | | | | | | | | | | | | |
| 171+60 - 172+60 | | | 12Ave | 100.0 | 133.3 | 4.6 | The second secon | 6.2 | | | | | 13.3 | | | | | | 1 //2" |
| 172+60 — 184+75 | | | 10 | 1215.0 | 1350.0 | 46.9 | | © 65.0 | | | | | 135.0 | | € 67.5 | | | | F 5 |
| 184+75 - 188+00 | | | 16Ave | 325.0 | 577.8 | 20.1 | | | 64.2 | . | | | | | £77 O | ************************************** | | | · |
| | | | | <u> </u> | 0//.0 | 20.1 | | | 04.4 | | | | 57.8 | | 577.8 | | | | |
| S.W. LOOP S.R. 209 | | | | | | | | | | | | | | | | | | | |
| 1+00 - 2+07 | | | 6 | 107.0 | 71.3 | 2.5 | 1" 2.0 | 6.6 | 6" ® 6.9 | (X) 7.5 | 14.4 | ************************************** | | (Z) 16.6 | | | | | |
| | | | | 20.70 | | | | | | | | | | | | | | | |
| 2+07 - 12+37.5 12+37.5 - 13+87.5 | | | 6 | 1030.5 150.0 | 687.D 100.0 | 23.9 3.5 | 38.1 5.6 | | 6"® 66.8 6" © 5.6 | | %139.1 ⊕11.6 | | | 3160.2 313.3 | | | 451014: 191014: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114: 1114 | | |
| 13+87.5 - 14+87.5 | | | 7 Ave | 10 0.0 | 77.8 | 2.7 | 4.3 | 6.2 | | | | | 7.8 | | | | , | | |
| 14+87.5 - 15+58 15+58 - 16+58 | | W-14-4 | 8 8 | 70.5 100.0 | | 2.2 3.1 | | 4.4 6.2 | 3" 7.4 | | | | 6.3 | | | | | | |
| 16+58 - 19+81.27 | | | 8 | 323.27 | | | | 20.0 | 3" 7.4 | | | * | 8.9 | | © 18.0 | | | | (F) |
| EASTBOUND | | | | 063.75 | 05¢ 7 | | | ENE | | | | | | | | | | | |
| 188+00 - 197+63.75 | 1 | | 8 | 963.75 | 856.7 | 29.7 | | 59.5 | <u> </u> | • | | *************************************** | 85.7 | | © 53.5 | ************************************** | | | ● 3 |
| 197+63.75 - 199+63.75 | | | 5.5Ave | 200.0 | 122.2 | 4.2 | | 12.3 | 13.6 | ©26.4 | 79.9 | 122.2 | 12.2 | | | | ® 120.6 | 3.6 | |
| 199+63.75 - 204+08.25 | BRIDG | E LIMITS FO | R DETA | All S SEE RI | PINGE SHEE | TS LIO | 165 | | | | | ************************************** | | | | | | | |
| | | | | | | | 103 | | | *** | | | | | | | | ************************************** | |
| 204+08.25 - 205+00 | | | 6.5Ave | | | 6.5 | | 12.3 | 20.7 | 940.8 | @121.1 | 186.5 | 18.7 | | | | ① 185.2 | 3 | |
| 205+00 - 206+08.25 | | | 10 | 108.25 | | | | | | | | | WW-194663-2-NU-U-32-4 | | | | | | <u> </u> |
| 206+08.25 - 219+67.06 | | | 10 | 1358.81 | 1509.8 | 52.4 | | 83.9 | ® 8.4 | | | | 151.0 | | | © 75.5 | | | ® 39 |
| 219+67.06 - 221+30 | | | 10 | 162.94 | 207.8 | 7.2 | | 12.3 | 23 1 | 345.3 | (4) 134.1 | 207.8 | 20.8 | | | | (3) 205.6 | 4.9 | <u> </u> |
| 221+30 - 221+67.06 | | | 6.5Ave | | 207.0 | * 1/a-a | | | | | | 207.0 | £V.8 | | | | 37 6 7 7 . 7 | *** | |
| 221+67.06 - 225+23.74 | | E LIMITS FO | R DET | All S SEE DI | SIDGE SUFE | TS IN | 165 | | | | | w | | | · | | | | |
| | | | | | | **** | | | | <u> </u> | | | | | | | 444 | | |
| 225+23.74 - 226+00 226+00 - 227+23.74 | | | 5.5Ave 8 | 76.26 123.74 | | 5.4 | | 12.3 | 17.4 | ® 34.6 | 102.8 | 156.6 | 15.7 | | | | ® 155 | 3.7 | * |
| | | | 0 | 123.74 | | | | | | | | | · | | | WEATHER STATE OF THE STATE OF T | | | |
| 227+23.74 - 228+14.46 | | | 8 | 90.72 | 80.6 | 2 .8 | | 5.6 | 0.6 | | | | 8.1 | | | E 5.0 | | | (2) |
| | | | | | | | | | | | | | | | | | *************************************** | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | ` | | 4 | | | | | | | | |
| | | | | | | | · | <u> </u> | <u> </u> | <u> </u> | | | | | , | | | | |
| <u> </u> | | | , . | | • | • | 1 | | 1 | 1 | | | | • | • | | | • | 1 |

(A) $200^{1} \times .5 \times 1667 \div 27 = 0.6 \text{ C.Y.}$

(B) $65 \times .5 \div 9 = 3.6 \text{ S.Y.}$

© 200'x (W.B.-5) x .0729 ÷ 27 = 4.1 C.Y.

① $L \times .5 \times .3333 \div 27 =$

 \triangle Lx.5 ÷ 9 =

 \bigcirc L x (W.B.-.5) x .1250÷27 =

© 1052.5'x 5'x $.3333 \div 27 = 65$ CY.

 \bigcirc L-8'x 10.5'x .6198 ÷27=

① $225^{1} \times 10.5 \times 1.7969 \div 27 = 157.2 \text{ C.Y.}$

① Deduct $10^{1} \times 4^{1} \div 9 = 4.4 \text{ S.Y.}$

 \bigcirc 260' x 1.262 x .7292 ÷ 27 = 8.9 C.Y. M 260' x 1.262 x .5417 ÷ 27 = 6.6 C.Y.

 \bigcirc 260' x 1.25 x 1.262 ÷ 27 = 15.2 C.Y.

 \bigcirc 260' x 1.262 ÷ 9 x . 4 = 14.6 Gal.

 \bigcirc 260' x 5. †2' x .1250 \div 27 = 6.2C.Y.

100' x 3.5' x .7604 + 27 = 9.9 C.Y.

 \bigcirc 100' x 3.5' x .5417 ÷ 27 = 7.0 C.Y.

 \bigcirc 100' x 3.5' x 1.0417 ÷ 27 = 13.5 C.Y.

 \bigcirc 100' x 3.5' ÷ 9 x .4 = 15.6 Ga 1.

 \bigcirc 100 'x 3' ÷ 9 = 33.3 S.Y.

W L x 3.5' x .5 ÷ 27 =

 \otimes L x 3.5 x .5417 ÷ 27=

 \bigcirc L x 3.5' x 1.0417 ÷ 27 =

② L x 3.5' ÷ 9 x .4 =

 \bigcirc 40' x 3' ÷ 9 = 13.3 S.Y.

② $150^{1} \times 2^{1} \times .5 \div 27 = 5.6 \text{ C.Y.}$

3 150' x 2' x .5417 ÷ 27= 6.0 C.Y.

4 150' x 2' x 1.0417 ÷ 27 = 11.6 C.Y.

(5) $150' \times 2' \div 9 \times .4 = 13.3 Gal$

6 $200' - 8'x 6'x .6198 \div 27 = 26.4 C.Y.$

? 200' x 6' x 1.7969 \div 27 = 79.9 C.Y.

8 Deduct $3.6' \times 4' \div 9 = 1.6 \text{ S.Y.}$

9 $(91.75' \times 7') + (108.25' \times 10.5') \times .6198 \div 27 = 40.8 \text{ C.Y.}$

 \bigcirc (91.75'x7') + (108.25'x 10.5') x 1.8386 ÷ 27 = 121.1 C.Y.

(i) Deduct $3'x 4' \div 9 = 1.3 \text{ S.Y.}$

 \mathbb{Z} Lx(WB-.5)x.0833÷27=

 $(162.94 \times 10.5) + (37.06 \times 7) \times .6198 \div 27 = 45.3 \text{ C.Y.}$

(162.94' x 10.5) + (37.06' x 7') x $1.8386 \div 27 = 134.1$ C.Y.

(5) Deduct $4' \times 4.9' \div 9 = 2.2 \text{ S.Y.}$

 $(76.26' \times 6') + (123.74' \times 8.5') \times .6198 \div 27 = 34.6 \text{ C.Y.}$

 $(76.26 \times 6) + (123.74 \times 8.5) \times 1.8386 \div 27 = 102.8 \text{ C.Y.}$

(B) Deduct $4^{1}x \ 3.7^{1} \div 9 = 1.6 \ S.Y.$

(9) $100' \times 3' \times .1771 \div 27 = 2.0 \text{ C.Y}$

CALC. N BY DATE 1-3-67 CHKD. BY S.W.C. DATE 4-19-89

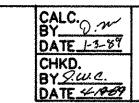
GUE - 70 - 6.17

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| | | | | | | | | | / \ | / \ | | / \ | ノ | ************************************** | | | | DA | TE 4-19-89 | |
|--|--------------|---|--------------|--------------|------------|--|--|---|-------------------------|--------------|-----------|----------|--|---|---|-----------------------|--|------------------|-----------------------|---|
| | | | | | | | 5 | SHOUL | DER I |)ATA | | | 3.000000000000000000000000000000000000 | | 3 | | | | | 1 |
| | | LT. SIDE | | RT. SIDE | AREA | 446 ASPH.CONC | 446 ASPH.CONC. | 617 COMPACTED | 301 BITUMINOUS | 304 | 203 E | 203 | 407 TACK | 408 BIT. | 254 PAVEMENT | 254 PAVEMENT | 305 9" CONC. | SPECIAL PRESSURE | 403 ASPHALT | 7 |
| STATION TO STATION | V.B. FEET | LIN. FEET | W.B. FEET | LIN. FEET | SQ. | SURFACE COURSE, | ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 2* | AGGREGATE TYPE A | AGGREGATE BASE 4" | BASE | VATIE | GRADI | COAT | PRIME | PLANING BITUMINOUS | PLANING BITUMINOUS | BASE | RELIEF JOINT | | E |
| | | | | | YDS. | AC-50 | OR AS SHOWN | (Lx5 x4) | OR AS SHOW | | EXCA | SUBGRADE | | 0.4 GAL /S.Y. | 21/2" | 3" | | TYPE A | AC-20 | |
| RAMP G | | | | | | CU.YD. | CU.YD. | CU.YD. | CU.YD. | CU.YD. | CU.YD. | SQ.YD. | GAL'S | GAL. | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. | |
| 8+14.46 - 9+00 | | | 8 | 85.54 | 76.0 | 2.6 | | 5.3 | (A) 0.5 | | | | 7.6 | | | (B) 4.8 | | | © 2.0 | 4 ® |
| 9+00 - 13+04 | | | 6Ave. | 404.0 | 269.3 | 9.4 | | 24.9 | A 2.5 | | | | 26.9 | | | B 22.4 | | | © 6.9 | |
| 13+04 - 14+04 | | | 3.5Ave | 100.0 | 38.9 | 5/8 0.7 | | 6.2 | 27/8" 3.1 | | | | 3.9 | | | 38.9 | | | | |
| 13+04 - 14+04 | 3 | 100.0 | | | 33.3 | 5/8 0.6 | | 6.2 | 27/8" 2.7 | | | | 3.3 | | | 33.3 | | | | 10 |
| EASTBOUND 233+02 - 234+02 | | | 12Ave | 100.0 | 133.3 | 4.6 | | 6.2 | - | | | | 13.3 | | | | | | 1 ⁽¹ -2-2) | |
| 234+02 - 244+50 | | | 10 | 1048.0 | | | | 64.7 | A 6.5 | | | | 116.4 | | | B 58.2 | | | 3.7 | |
| 244+50 - 245+50 | | | 9Ave | | | | | 6.2 | (A) 0.6 | | | | 10.0 | | | (B) 5.6 | | | | |
| 245+50 - 246+48.41 | | | 8 | 98.41 | | | a ° | | | | | | | | | | | | © 2.6 | |
| 246+48.41 - 248+48.41 | | | 8 | 200.0 | | | | 12.3 | | | (E) 143 C | | 8.8 | | | ® 5.5 | | | © 2.3 | |
| 248+48.41 - 249+74.42 | | BBIDGE LIM | | | | | | 12.0 | 19.8 | 46.3 | E) 143.0 | 177.8 | 17.8 | | | | (F) 174.2 | 8 | | |
| | | BRIDGE LIM | | | | | | | | | - CO CO - | 105.6 | 105 | | | | | | | 1 |
| 249+74.42 - 251+99.42 RAMP F | | | 5Ave | 225.0 | 125.0 | 4.3 | | 13.9 | 13.9 | © 27.4 | (H) 84.3 | 125.0 | 12.5 | · | | | (I) 123.6 | 3.2 | | 1 |
| 12+00 - 13+00 | | | 4.5Ave | 100.0 | 50.0 | 1.7 | | 6.2 | (A) 0.6 | | | | 5.0 | | | ® 5.6 | | | © 1.2 | 1 |
| 13+00 - 14+00 | | | 3.5Ave | 100.0 | 38.9 | 5/80.7 | | 6.2 | 27/8" 3.1 | | | | 3.9 | | | 38.9 | | | | |
| 12+61 - 13+00 | 3 | 39.0 | | | 13.0 | 0.5 | | 2.4 | (A) 0.2 | | | | 1.3 | | | (B) 2.2 | | | © 0.3 | |
| 13+00 - 14+00 | 3 | 100.0 | | | 33.3 | 5/8 0.6 | | 6.2 | 27/8" 2.7 | | | | 3.3 | | | 33.3 | | | | |
| EASTBOUND | | | | | | | | | | | | | | | | | | | | |
| 252+64 - 253+64 | | | 12Ave | 100.0 | 133.3 | 4.6 | `` | 6.2 | | | | | 13.3 | | A | | | | ı" 3.7 | |
| 253+64 - 262+39 | | | 10 | 875.0 | 972.2 | 33.8 | DERMANDER MANAGEMENT AND | 54.0 | (A) 5. | 4 | | | 97.2 | | | (B) 48.6 | | | © 25.6 |] |
| 262+39 - 267+00 | | | 16Ave | 461.0 | 819.6 | 28.4 | | 28.5 | 91.1 | | | | 82.0 | | | 819.6 | | | | 1 |
| RAMP E | | | | | | | | 11. | | | | | | | W | | | | | 1 |
| 22+50 - 23+50 | 3 | 100.0 | | | 33.3 | 5/8 0.6 | | 6.2 | 27/8" 2.7 | | | | 3.3 | | | 33.3 | | | | |
| 23+50 - 24+24 | 2.5Ave | 74.0 | | | 20.6 | | | 4.6 | | w. | | | 2.1 | | | | | | ı" 0.6 | 1 |
| 22+50 - 23+50 | | | 3 | 100.0 | 33.3 | 5/8 0.6 | | 6.2 | 27/8" 2.7 | | | | 3.3 | | | 33.3 | | | | |
| 23+50 - 25+24 | | M 450440340000000000000000000000000000000 | 5.5Ave | 174.0 | 106.3 | 3.7 | | 10.7 | A 1.1 | | | | 10.6 | | | B 9.7 | | | © 2.7 | 1 |
| 25+24 - 28+24.06 | | | 8 | 300.06 | 266.7 | 9.3 | | 18.5 | (A) 1.9 | | | | 26.7 | | | B 16.7 | MONTH OF THE PARTY | | © 6.9 | |
| EASTBOUND 267+00 - 274+30.13 | | | 8 | 730.13 | 649.0 | 22.5 | | 45.1 | (A) 4.5 | | | | 64.9 | *************************************** | | B 40.6 | | | © 16.9 | |
| 272+67.75 - 276+41.6 | | | 8 | 373.85 | | | | | (A) 2.3 | | | | 33.2 | | | (B) 20.8 | | * | © 8.7 |] |
| 276+41.6 - 277+37.6 | | | 9Ave | | | 3.3 | | | (A) 0.6 | | | | 9.6 | | | B 5.3 | | | © 2.5 | |
| 277+37.6 - 279+00 | | | 10 | 162.4 | | | | | (A) 1.0 | | | | 18.0 | | | B 9.0 | | | © 4.8 |] |
| BEGIN TYPICAL SHEET 3 | | | | | | | | | | | | | | | | | | | <u> </u> | 4 |
| 279+00 - 371+28.59 | | | 10 | 9228.59 | 10,254.0 | 356.0 | 569.7 | 569.7 | 1139.3 | | | | 1025.4 | | 10254.0 | | | | | 4 |
| 371+28.59 - 372+94 | | | 10 | 165.41 | | | | | 9" () 59.8 | | 00 112.8 | 226.8 | | (M) 100.7 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | |
| 372+94 - 373+53.59 | | | 6.5Ave | | | | | | | | | | | | · | | | | | |
| 373+53.59 - 377+99.89 | | BRIDGE LIM | TS FO | R DETAILS | SEE BRIDGI | SHEET | 110-165 | | | | | | | 0 | | | | | | |
| 377+99.89 - 378+60 378+60 - 380+24.89 | | | 6.5Ave | | 226.6 | 7.9 | 12.6 | 13.9 | 9" (1) 59.8 | (K) 5" 34.9 | N)112.7 | 226.6 | | 100.6 | | | | | | 1 |
| 380+24.89 - 393+75.07 | | | 10 | 1350.18 | | 52.1 | 83.3 | 83.3 | 166.7 | | | | 150.0 | | 1500.2 | | | | | |
| 393+75.07 - 396+00.07 | | | 10 | 225.0 | | | | | 9" (1)65.6 | | P) 122 2 | 250.0 | | ® 110.0 | | | | | | |
| 396+00.07 - 397+73.75 | | BRIDGE LIM | | | | ************************************** | | *************************************** | | | 1 | 200.0 | | | | | | | | tra flatente en |
| 397+73.75 - 399+98.75 | | | 10 | 225.0 | | | | | 9" (1) 65.6 | €1. 20 U | (B) 103.0 | 250.0 | | ® 110.0 | | | | | | |
| 399+98.75 - 578+50 | | | 10 | | 19,834.7 | | | | | | 123.2 | 230.0 | | | | | | , | | - |
| 578+50 - 579+50 | | | 9Ave | | | | | | 2203.9 | | | | 1983.5 | | 19834.7 | | | | | |
| 579+50 - 581+00 | | | 8 8 | 150.0 | | | | | 11.1 | | | | 10.0 | | 100.0 | | | | | |
| 0/3/30 - 30/700 | | | <u> </u> | 100.0 | 133.3 | 4.6 | 7.4 | 3.3 | 14.8 | | | | 13.3 | | 133.3 | | | | | 1 |

A Lx.5 x.3333 ÷27= B Lx.5÷9=) (W.B.-.5') x L x .0833 ÷ 27= ① $192 \times 10.5 \times .6198 \div 27 = 46.3 \text{ C.Y.}$ ② $200 \times 10.5 \times 1.8386 \div 27 = 143.0 \text{ C.Y.}$ Deduct $4' \times 8' \div 9 = 3.6 \text{ S.Y.}$ $217' \times 5.5' \times .6198 \div 27 = 27.4 \text{ C.Y.}$) 225'x 5.5'x 1.8386 ÷ 27= 84.3 C.Y.) Deduct 3.2'x 4'÷9=1.4 S.Y. Additional Lx.5x.75 \div 27= Additional Lx I'x . 4167 ÷ 27 =
 226 ⋅ 8 S.Y. + (225 'x I ' ÷ 9) = 251 ⋅ 8 S.Y. x . 4479 = 112.8 C.Y. 251.8 S.Y. x . 4 = 100.7 Gal. 226.6 S.Y.+ (225'x1'÷9)=251.6 S.Y.x.4479=112.7 C.Y. 251.6 S.Y. x . 4 = 100.6 Gal. P 225'x | 1'x | 1.3438 ÷ 27 = | 123.2 C.Y.

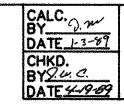
B 225'x | 1' ÷ 9 x . 4 = | 10 Gal.





| | | | | | | | | | AI | | | | ノ <u> </u> | | | | | DA | Y 9.W.C. ATE 4.969 |
|--|--|-----------------------------|----------------|-------------------------|--|--|---|--------------------------------------|--|-------------------|---------------------|----------|--|---|---|---|--|------------------------------------|-----------------------|
| | | | | | 4 | 446 | AAC | 617 | 201 | ATA I 304 | 203 | 203 | 407 | 408 | 254 | 254 | 305 | SPECIAL | 403 |
| STATION TO STATION | V.B. FEET | LT. SIDE LIN, FEET | V.B. FEET | T. SIDE LIN. FEET | AREA SQ. YDS. | ASPH.CONC SURFACE COURSE, TYPE 1 | ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 | COMPACTED AGGREGATE TYPE A (Lx5'x4") | BITUMINDUS AGGREGATE BASE 4" OR AS SHOWN | AGGREGATE BASE | AVATION | SUBGRADE | TACK COAT @.IO GAL | BIT. PRIME COAT 2.4 GAL | 254 PAVEMENT PLANING BITUMINOUS 21/2" | PAVEMENT PLANING BITUMINOUS | 9" CONC. BASE | PRESSURE RELIEF JOINT TYPE A | ASPHA |
| RAMP D S.R. 285 | WANTE BATTLE STATE OF THE STATE | | 7 4 | 202.0 | | CU.YD. | CU.YD. | CU.YD. | CU.YD. | CU.YD. | | SQ.YD. | GALS | / S.Y. GAL. | 34. TV. | 3" SQ.YD. | SQ.YD. | LIN.FT. | CU.YD |
| 1+00 - 3+22 3+22 - 6+54 | | | 7 Ave 6 Ave | 332.0 | 172.7 221.3 | 6.0 7.7 | 12.3 | 13.7 20.5 | 19.2 <u>A</u> 36.9 | ® 13.3 | © 25.6 | | 17.3 22.1 | D 29.5 | 172.7 © 166 | | | | |
| 6+54 - 7+54 | | | 6 | 100.0 | 66.7 | 2.3 | 3.7 | 6.2 | 2" AvelO.2 | © 7.0 | (H)13.5 | | 6,7 | 1 15.6 | ◎ 33.3 | G-1/ | | | |
| 7+54 - 14+00 | ir ili va Shain ka dalama da ka arka an ada an a | | 6 | 646.0 | 430.7 | 15.0 | 23.9 | 39.9 | 6" ® 41,9 | © 45.4 | H)87.2 | | 43,1 | £100,5 | | @215.3 | | | |
| 6+54 - 7+54 7+54 - 14+00 | <u>3</u> 3 | 100.0 646.0 | | v v | 33,3 215?3 | 1 <u>.2</u> 7.5 | 1.8 12.0 | 6.2 39.9 | 2" Ave 1.8 | | | | 3.3 | | 33.3 | | | | |
| EASTBOUND | | 070.0 | | | E1075 | | | 39.9 | | | | | 21.5 | | | 215.3 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 587+60 - 594+54.09 | | | 10 | 694.09 | | | | | 85.7 (L) | | | | 77. | | 771.2 | | : | ź. | ÷ . |
| 594+54.09 - 596+79.09 | | | 10 | 225.0 | 250.0 | 8.7 | 13.9 | 13.9 | 9" Ave 65.6 | (M) 5"38.2 | ®123 .2 | 250.0 | | 110.0 | | | | | |
| 596+79.09 - 598+14.31 | | BRIDGE LIMI | TS FOR | DETAILS S | SEE BRIDGE | SHEET | 110-165 | | | | | | | A | | | | | |
| 598+14.31 - 600+39.31 | | | 10 | 225.0 | 250.0 | 8.7 | 13.9 | 13.9 | | M 5" 38.2 | <u>@ 123.2</u> | 250.0 | | © 110.0 | | | | × | |
| 600+39.31 - 604+58 | | | 10 | 418.69 | 465.2 | 16.2 | 25.8 | 25.8 | 51.7 | | | | 46.5 | 3 | 465.2 | | | | |
| 604+58 - 609+50 | | | 16Ave | 492.0 | | | | | 97.2 | | | | 87.5 | | × 874.7 | | | : | |
| RAMP C S.R. 285 | | | | | | | | | | | | | | | | | | | |
| 8+00 - 13+60.7 13+60.7 - 14+60.7 | <u>3</u> 3 | 560.7 ¹ 100.0 | | | 186.9 33.3 | | | | 2" 'Ave 1.8 | * | | | 18.7 | | (P) 20.2 | | | | ¥ . |
| | | | | | | | | | | | | | 3.3 | | | | | | |
| 8+00 - 13+60.7 | 2.5Ave | 50.0 | 6 | 560.7 | The second secon | 13.0 | 20.8 | 34.6 | 1.5 6" ® 36.3 | © 39.4 | ⊕75.7 | | 1.4 37.4 | 87.2 | | | y: | | |
| 13+60.7 - 14+60.7 14+60.7 - 15+80.7 | | | 6 6 | 100.0 120.0 | | 2.3 2.8 | 3.7 4.4 | 6.2 (1 7.4 | 2" 10.2 (A) 13.3 | | (B) 13.5 (C) 9.3 | | 6.7 8.0 | 15.6① 10.7① | | | | | |
| 15+80.7 - 16+60.7 | | | 7 Ave | | | | 3.5 | 4.9 | 6.9 | | | | 6.2 | | 62.2 | | | | |
| 16+60.7 - 19+50 | | | · 8 | 289.3 | 257.2 | 8.9 | 14.3 | 17.9 | 28.6 | | | | 25.7 | | 257.2 | | | | |
| 609+50 - 620+50 | | | 8 | 1100.0 | 977.8 | 34.0. | 54.3 | 67.9 | 108.6 | | | | 97.8 | | 977.8 | | | | |
| 620+50 - 621+50 | | | 9Ave | 100.0 | 100.0 | 3.5 | 5.6 | 6.2 | | | | | 10.0 | | 100.0 | | | | |
| 621+50 - 640+35 | | | 10 | 1885.0 | 2094.4 | | ∜ 116.4 | ž. | 232.7 | | | | 209.4 | | 2094.4 | | | | |
| 640+35 - 642+35 | | | 10 | 200.0 | | | | | | | | | | | | | | | |
| 070730 072733 | | | | 200.0 | | | 1"Ave 6.2 | 12.3 | 2" Ave 12,3 | | | | 22.2 | | ® 72.2 | | | | |
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- \triangle Additional Lx 2'x .5 ÷ 27 =
- B L x 2^{1} x .5417 ÷ 27 =
- © L x 2'x 1.0417 ÷ 27 =
- D Lx2'+9x4=
- **E** L x 4.5 ÷9 =
- F Additional $100^1 \times 3.5^1 \times .5 \div 27 = 6.5$ C.Y.
- © L x 3.5 x . 5417 ÷ 27=
- H L x 3.5' x 1.0417 \div 27=
- ① $L \times 3.5^{1} \div 9 \times .4 =$ ① $L \times 3^{1} \div 9 =$
- \mathbb{K} L x 3.5 'x .5 ÷ 27 =
 - Additional 225' x .5 x .750 ÷ 27 = 3.1 C.Y.
- Additional 225' x 1' x .4167 ÷ 27 = 3.5 C.Y.
- 225' x 11' x 1.3438 ÷ 27 = 123.2 C.Y.
- \bigcirc 225' x 11' ÷ 9 x .4 = 110 Gal.
- \widehat{P} 60.7'x 3' ÷ 9 = 20.2 S.Y.
- \Re 65'x 10'÷9 = 72.2 S.Y.



GUE - 70 - 6.17



| | · | | | | | | L \ | | | / \ | 1 / | \ | / L L | Constant | | | | [<u>D</u> # | TE 4-19-69 | |
|------------------------------------|--|---|--------------|-------------------------|---------------------|--|--|--|---|--------------------------|--|------------------------|---------------------|---|---|--|-------------------------|---|-------------------------------------|--|
| | | | | | | 8 8 6 | AAC | SHOUL | 201 | 204 | | | | 4001 | | | 7.0 | COPOLA | | |
| STATION TO STATION | V.B. FEET | LT. SIDE LIN. FEET | V.B. FEET | T. SIDE LIN. FEET | AREA SQ. YDS. | 446 ASPH.CONC SURFACE COURSE, TYPE 1 | 446 ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 | 617 COMPACTED AGGREGATE TYPE A (Lx5'x4") | 301 BITUMINDUS AGGREGATE BASE 4" | 304 AGGREGATE BASE | SAVATION S | SUBGRADE DO COMPACTION | 407 TACK COAT | HOS BIT. PRIME COAT 0-4 GAL | 254 PAVEMENT PLANING BITUMINOUS | 254 PAVEMENT PLANING BITUMINOUS 3" | 305 9" CONC. BASE | SPECIAL PRESSURE RELIEF JOINT TYPE A | 403 ASPHALT CONCRETE AC-20 | |
| | | | | | | AÇ-29 1/4 CU.YD. | OR AS SHOWN CU.YD. | CU.YD. | OR AS SHOWN | CU.YD. | CU.YD. | SQ.YD. | GAL'S | /S.Y. | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. | · |
| WESTBOUND | | | | | | | | | | | | | | | | | | | | (A) 65'x4'÷9=28. |
| 48+00 - 50+00 | | | 4 | 200.0 | 88.9 | 3.1 | | 12.3 | 2" AVE.4.9 | | | | 8.9 | | A) 28.9 | | | WATER AND | | B L -8'x 4.5'x .3 C Lx 4.5'x 1.572 |
| 50+00 - 68+23.51 | | | 4 | 1823.51 | 810.4 | 28.1 | | 112.6 | 90.0 | | | | 81.0 | | 810.4 | | | | | Deduct 4'x4'÷9 |
| 68+23.51 - 70+48.51 | | | 4 | 225.0 | 100.0 | 3.5 | | 13.9 | 11.1 | B 14.2 | © 59 | 100.0 | 10.0 | | | | D 98.2 | 4. | | © 200'x 4.5'x © 200'x 4.5'x 1. |
| 70+48.51 - 71+62.11 | | BRIDGE LIM | ITS FO | R DETAILS | SEE BRIDG | SHEET | 110-165 | | | | | | | | | | | | | © Lx 4.5'x . 3958 |
| 71+62.11 - 73+87.11 | | | 4 | 225.0 | 100.0 | 3.5 | | 13.9 | | B 14.3 | © 59 | 100.0 | 10.0 | | | | D 98.2 | 4 | | ① L x 4.5'x 1.7917 |
| 73+87.11 - 180+12 | | | 4 | 10624.9 | 4722.2 | 164.0 | | 655.8 | 524.7 | | | | 472.2 | | 4722.2 | | | | | ② 200'x 4.5'x 1.6⊗ Deduct 4'x 4'÷ |
| | | | | | | | | | A ANGERO AND THE WAY AND A ANGELO | | | | | | | | | | | L-8'x8.5'x.3 |
| | | | | | | | | | | | <u> </u> | | | *************************************** | | | | | | .M 200'x 4.5'x 1.65 .N L x 8.5'x 1.65 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | P L x 8.5'x .395 P 200'x 8.5'x 1.6 |
| 180+12 - 182+12 | | | 4 | 200.0 | 88.9 | 3.1 | | 12.3 | 9.9 | E 13.2 | F)52.4 | 88.9 | 8.9 | · | WEWENER CO. | | 88.9 | | | \$\\\\$\\159.5\x6\x\.39 |
| 182+12 - 185+52 | | | 4 | 340.0 | | 5.2 | | 21.0 | 16.8 | © 22.4 | | | 15.1 | | | | 151.1 | | | ① 159.5'x6'x 1.7 ② Lx8.5'x 1.791 |
| 185+52 - 187+52 | | | 4 | 200.0 | | 3.1 | | 12.3 | 9.9 | © 13.2 | | | 8.9 | | | | 88.9 | | | W 140.5'x 3.5'x,W 140.5'x 3.5'x |
| 187+52 - 196+13.75 | | *************************************** | 4 | 861.75 | | 4 | | 53.2 | 42.6 | | | | 38.3 | | 383.0 | | | | | |
| 196+13.75 - 198+13.75 | | | 4 | 200.0 | 88.9 | 3.1 | | 12.3 | 9.9 | ① 12.7 | (J) 53.8 | 88.9 | 8.9 | | | •••••••••••••••••••••••••••••••••••••• | (k) 87.1° | 4 | | |
| 198+13.75 - 202+58.25 | THE STATE OF THE S | BRIDGE LIM | I MITS FO | R DETAILS | | | 110-165 | | | | | | | | | | | | | ① 225'x5'÷9x |
| 202+58.25 - 204+58.25 | | | 4 | 200.0 | | 3.1 | | 12.3 | 9.9 | ① 12.7 | M) 55.2 | 88.9 | 8.9 | | | | (K) 87.1 | 4. | | |
| 204+58.25 - 219+12.75 | | | 14 | 1454.5 | | 22.4 | | 89.8 | 71.8 | | | | 64.6 | | | 646.4 | | | | |
| 219+12.75 - 221+12.75 | | | 14 | 200.0 | | 3.1 | | 12.3 | | (I) 12.7 | M55.2 | 88 0 | 8.9 | | | | (K) 87.1 | 4 | | , |
| 221+12.75 - 224+57.26 | | BRIDGE LIM | AITS FO | | | | 110-165 | | | 4 | | | | | | | | ************************************** | -12 \ | |
| 224+57.26 - 226+57.26 | | | 8 | 200.0 | | | | 12.3 | 19.8 | (L) 23.9 | (N) IOA 3 | 1770 | 17.8 | | | | () 174.2 | | | |
| 226+57.26 - 231+26 | | | 8 | 468.74 | 416.7 | | | 28.9 | 42.3 | | | | 41.7 | | | 416.7 | <u> </u> | | | |
| 231+26 - 233+26 | | | 8 | 200.0 | · | | | 12.3 | _ul | P 24.9 | (D) (A) 3 | 1770 | 17.8 | | | | 177.8 | | | |
| 233+26 - 234+75 | | | 8 | 149.0 | | | | 9.2 | | P 18.6 | | | 13.2 | | | | 132.4 | | | |
| RAMP D 23+73.49 - 20+00 | | | 8 | | | 11.5 | | | | | | | | | | | 332.0 | | | · . |
| 20+00 - 18+40.5 18+40.5 - 17+00 | | | 5.5 | | 97.5 46.8 | 3.4 1.6 | | 9.8 | 36.9 10.8 2 7/8AVE.3.7 | S 14.0 | T) 63.5 | 97.5 46.8 | 9.8 4.7 | | | | 97.5 46.8 | | ** | |
| | | | | | | | | | 2 1/0410.3.7 | V 7.2 | w. so.c | 70.0 | T. / | | | | +0.0 | | | |
| | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | |
| 18+40.5 - 17+00 | 3 | 140.5 | | | 46.8 | 1.6 | , , , , , , , , , , , , , , , , , , , | 8.7 | 2 7/8AVE. 3.7 | ⊘ 7.2 | (W) 30.2 | 46.8 | 4.7 | | | | 46.8 | | | |
| WESTBOUND | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 240+08 - 244+43.56 | | | 4 | 435.56 | 193.6 | 6.7 | | 26.9 | 2(1.5 | B 28.2 | (H) 130.1 | 193.6 | 19.4 | | | | © 191.8 | 4 | | |
| | *************************************** | | | | | | 2 | | | | | | | | | | | | | |
| 244+43.56 - 246+04.42 | | BRIDGE LIM | AITS FO | R DETAILS | SEE BRIDGI | SHEET | 1 110-165 | | | | | | | | | | | | | |
| 246+04.42 - 248+29.42 | | | 4 | 225.0 | 100.0 | 3.5 | | 13.9 | 11.1 | B 14.3 | © 59 | 100 | 10.0 | | | | (D) 98.2 | 4 | | |
| 248+29.42 - 272+26.34 | | | 4 | 2396.92 | 1065.3 | 37.0 | | 148.0 | 118.4 | | | | 106.5 | | | 1065.3 | | | | |
| 272+67.75 - 279+00 | | | 4 | 632.25 | 281.0 | 9.8 | | 39.0 | 31.2 | | | | 28.1 | | | 281.0 | | | | |
| BEGIN TYPICAL SHEET 3 | | | | | | | | | | | | | | | | | | | | |
| 279+00 - 369+86.85 | | | 4 | 9086.85 | 4038.6 | 140.2 | 224.4 | 560.9 | 448.7 | | | | 403.9 | | 4038.6 | | | | | |
| 369+86.85 - 372+11.85 | | | 4 | 225.0 | 100.0 | 3.5 | 5.6 | 13.9 | 9" (28. | (Y) 17.2 | ② 56 | 100 | | 1)50 | | | | | | |
| 372+11.85 - 376+58.15 | | BRIDGE LIM | I MTS FO | L R DETAILS | | | 110-165 | | | | | | | | | | | | | |
| |) | | | | | | | | | | | | | | MANUSCH I I I I I I I I I I I I I I I I I I I | | | | | |

B L-8'x 4.5'x .3958÷27=

© Lx 4.5'x 1.5729 ÷ 27= \bigcirc Deduct $4'x 4' \div 9 = 1.8 S.Y.$

© 200'x 4.5'x .3958÷27=13.2 C.Y. © 200'x 4.5'x 1.5729÷27=52.4 C.Y.

① L-8'x 4.5'x .3958÷27=

① 200'x 4.5'x 1.6146 ÷27= 53.8 C.Y.

® Deduct 4'x4'÷9=1.8 S.Y.

L-8'x 8.5 'x .3958 ÷ 27=

N Lx8.5'x 1.6563÷27=

Deduct 8'x 4'÷9 = 3.6 S.Y.
 P L x 8.5' x .3958 ÷ 27 =

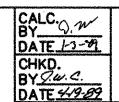
® 200'x8.5'x 1.6563 ÷ 27 = 104.3 C.Y. \$ 159.5'x6'x .3958 ÷ 27 = 14.0 C.Y.

① 159.5'x6'x 1.7917÷27=63.5 C.Y. ① Lx8.5'x 1.7917÷27=

 \bigcirc 140.5'x 3.5'x.3958 ÷ 27 = 7.2 C.Y. \bigcirc 140.5'x 3.5'x 1.6563 ÷ 27 = 30.2 C.Y. \bigcirc 225'x 4.5 x .7500 ÷ 27 = 28.1 C.Y.

 $\textcircled{225'x4.5'x.4167} + (225'x.5x.375) \div 27 = 17.2 \text{ C.Y.}$ $\textcircled{225'x5'x1.3438} \div 27 = 56 \text{ C.Y.}$

① $225' \times 5' \div 9 \times .4 = 50.0 \text{ Gal.}$



GUE-70-6.17

OHIO

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REGION 5

| | | | \bigcirc | | | | | | H | $\overline{}$ | / | |) | - · | | | | DA | 1 <u>9.w.c.</u> ATE <u>449-89</u> |
|------------------------------|--|--|--|---|--|--|--|------------------------|---------------------------|-------------------|--|-----------------|--------------------|---|---|------------------|------------------|--------------------------|--------------------------------------|
| | | | | | | 446 | \ 446 | HOUL: | DER I | ATA I 304 | 203 | 203 | 407 | 408 | 254 | 254 | 305 | SPECIAL | 403 |
| STATION TO STATION | V.B. | LT. SIDE LIN. | R V.B. | T. SIDE | AREA SQ. | ASPH.CONC | ASPHICUNC. | COMPACTED AGGREGATE | BITUMINOUS | AGGREGATE BASE | 1 | | TACK | BIT. | PAVEMENT | PAVENENT | 9" CONC. BASE | PRESSURE RELIEF JOINT | ASPHAL |
| STATION TO STATION | FEET | FEET | FEET | FEET | YDS. | COURSE, TYPE 1 AC-20 | 2. | TYPE A (Lx5'x4") | BASE 4" OR AS SHOWN | | XCAV# | SUBGRADE | @.10 GAL. /S.Y. | COAT @ .4 GAL / S.Y. | PLANING BITUMINOUS 21/2" | BITUMINOUS 3" | | TYPE A | AC-20 |
| 376+58.15 - 378+83.15 | | erk annibura de dragant de distribute and resident de resident de resident de resident de resident de resident | <u> </u> | 225.0 | 100.0 | CU.YD. | OR AS SHOWN CU.YD. 5.6 | CU.YD. | CU.YD. 8 3/4 28.1 | CU.YD. | CU.YD. | SQ.YD. 100.0 | GAL'S | GAL. | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. |
| 378+83.15 - 393+50.12 | | | 4 | 1466.97 | | 22.6 | 36.2 | 90.6 | A) 72.4 | | | | 65.2 | | 652.0 | | | | |
| 393+50.12 - 395+75.12 | | | 4 | 225.0 | | | 5.6 | | (A) 8 3/4 28.1 | ® 17.2 | © 56 | 100.0 | | @50 | | | | | |
| 395+75.12 - 397+48.80 | | BRIDGE LIM | MITS FO | R DETAILS | | *************************************** | | | | | | | | | | | | | |
| 397+48.80 - 399+73.80 | | Advantage of the second of the | 4 | 225.0 | | | 5.6 | 13.9 | (A) 8 3/4 28.1 | ® 17.2 | ര 56 | 100.0 | | ® 50 | | | | | |
| 399+73.80 - 595+19.78 | | | 4 | 19545.98 | | | | 1206.5 | 965.2 | | | | 868.7 | | 8687.1 | | 8 | | f: |
| 595+19.78 - 597+44.78 | | | 4 | 225.0 | | *************************************** | 5.6 | | A 8 3/4 28.1 | B 17.2 | @ 56 | 100.0 | | © 50 | | | | | |
| 597+44.78 - 598+80 | | BRIDGE LIM | AITS FO | R DETAILS | | | | | | | | | **** | | | | | | |
| 598+80 - 601+05 | | | 4 | 225.0 | | (| 5.6 | | A 8 3/4 28.1 | Ø 17.2 | © 56 | 100.0 | | ® 50 | | | | | |
| 601+05 - 640+35 | | | | 3930.0 | | | 97.0 | 242.6 | 194.1 | B 17.2 | | | 174.7 | | 1746.7 | | | | |
| 640+35 - 642+35 | ###################################### | | | 200.0 | | | 1"AVE. 2.5 | | 2" AVE. 49 | ø. | | | 8.9 | *************************************** | © 28.9 | | | | |
| 040100 042100 | | | | | | | 1 AVE. 2.3 | | 2 AVE. 93 | | | | 0.9 | | 20.9 | | | | |
| WESTBOUND | | | | | | | * | | (G) | | ALDER MARKET | | | | | | | | |
| 48+00 - 50+00 | 10 | 200.0 | | | 222.2 | A CONTRACTOR OF THE PARTY OF TH | | 12.3 | 2" AVE. 0.6 | | | | 22.2 | *************************************** | ® 72.2 | | | | B) 3/4 4.4 |
| 50+00 - 57+39 | 10 | 739.0 | | | 821.1 | 28.5 | | 45.6 | ① 4.6 | | | | 82.1 | | ③ 41.1 | | | | |
| 57+39 - 58+39 | 12Ave | 100.0 |) | | 133.3 | 4.6 | | 6.2 | | | | | 13.3 | | | | | | l½" 5.6 |
| N.E. RAMP S.R. 723 | | | | | | | | | | | | | | | | | | | |
| 7+00 - 5+35 | | | 3 | 165.0 | 55.0 | 5/8" 1.0 | | 10.2 | M 0.5 | | | | 5.5 | | © 3.6 | | | | N3/4 (1.0 |
| 5+35 - 4+57 | | | 3 | 78.0 | 26.0 | 0.9 | | 4.8 | | | | | 2.6 | | | | | | 1/2" 1.1 |
| 7+00 - 5+35 | 3 | 165.0 | | | 55.0 | 1.9 | | 10.2 | ⋒ 0.5 | | | | 5.5 | | © 3.6 | | | | ® 5/8 1.0 |
| 5+35 - 5+00 | 3 | 35.0 | | | 11.7 | 0.4 | | 2.2 | 3 0.2 | | * | | 1.2 | | ③ 1.9 | | | | ® 0.4 |
| 5+00 - 0+00 | 5.5Ave | 500.0 | | | 305.6 | 10.6 | | 30.9 | D 3.1 | | | | 30.6 | | 37.8 | | . 2 | | ⊗ 11.6 |
| WESTBOUND | | | | | THE STATE OF THE S | | | | | | | | | | *************************************** | | | | |
| 63+00 - 65+50 | 8 | 250.0 |) | *************************************** | 222.2 | 7.7 | | 15.4 | ② 1.5 | • | , | | 22.2 | *************************************** | ① 13.9 | | | | ® 8.7 |
| 65+50 — 66+50 | 9Ave | 100.0 | | | 100.0 | 3.5 | | | ① 0.6 | | | | 10.0 | | ③ 5.6 | | | | ® 3.9 |
| 66+50 - 68+34.79 | 10 | 184.79 |) is | , | 205.3 | 7.1 | <i>d</i> | · | OD 1.1 | š . | | | 20.5 | | ① 10.3 | | | | ® 8.1 |
| 68+34.79 - 70+59.79 | 10 | 225.0 | | | 250.0 | | ************************************** | 13.9 | | © 52.3 | (P) 157.2 | 250.0 | | | - | | ® 245.6 | 10 | A |
| 70+59.79 - 71+73.39 | | BRIDGE LIN | NITS FO | R DETAILS | SEE BRIDG | E SHEET | 110-165 | | | | | | | | | | | | |
| 71+73.39 - 73+98.39 | 10 | 225.0 | | | 250.0 | | | 13.9 | 27.8 | © 52.3 | P.157.2 | 250.0 | 25.0 | | | | ® 245.6 | 10 | |
| 73+98.39 — I59 ⊀ 00 | 10 | 8501.61 | | | 9446.2 | | | | ① 52.5 | | | | 944.7 | | ③ 472.3 | | | | ® 373.9 |
| | * | | | | | | | | | | | | | | | | | | |
| | | NO CONTROL OF THE PROPERTY OF | | | ************************************** | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | . : | | | | | | |
| 159+00 - 160+00 | 9Ave | 100.0 | | | 100.0 | 3.5 | | 6.2 | ① 0.6 | | | | 10.0 | | ③ 5.6 | | | | ® 3.9 |
| 160+00 - 171+00 | 8 | 1100.0 | | | | 34.0 | | | ① 6.8 | | | | 97.8 | | ③ 61.1 | | | | ® 38.2 |
| N.W. RAMP S.R. 209 | | | | | | | | | | | | | 37.0 | | 01.1 | | | | W W.E |
| 13+42.11 - 10+42 | 8 | 300.11 | | | 266.8 | 9.3 | | 18,5 | 1.9 | | | | 26.7 | | ③ 16.7 | | | | ® 10.4 |
| 10+42 - 9+42 9+42 - 8+92 | 7AVE. | 100.0 | | | 77.8 33.3 | 2.7 1.2 | | 6.2 | ① 0.6 | ALC. | 1002 | | 7.8 | | ③ 5.6 | | | | ® 3.0 |
| 8+92 - 7+92 7+92 - 0+62.8 | 6 6 6 | 100.0 729.2 | | | 66.7 | 2.3 | 27.0 | 6.2 | 8 4.6 | Ý 5.0 | (1) 2.3 (2) 9.6 | | | ① 11.1 | ① 2.8 (W) 33.3 | | | | ® 1.3 ② 3.9 |
| 0+62.8 - 0+12.8 | | | | | 486.1 59.3 | 16.9 2.1 | 3.3 | | 6"3 47.3 | | 5)98.5 | | | | ⑦ 2.7 | | | | |
| 7+92 - 7+29.5 | 6 | (Radius) 89.0 | | 62 5 | | The state of the s | 1.0 | | 6"③ 5.8 | | \$12.0 | | | 6 13.8 | | | | | |
| | | | 2.5Ave | | : | | v | 3.9 | | | | | 1.7 | | | | | | |
| 7+29.5 - 0+62.8 | | | 3 | 666.7 | 222.2 | 7.7 | 12.3 | 41.2 | | | | | 22.2 | | - | | | | |
| 0+62.8 - 0+12.8 | | | | (Radius) 58.0 | 19.3 | 0.7 | 1.1 | 3.6 | | | | | (1.9 | | | | | | |

- (A) $225^{1} \times 4.5^{1} \times .75 = 27 = 28.1 \text{ C.Y.}$
- (225' x 4.5' x .4167) + (225' x .5 x .375) \div 27 = 17.2 C.Y.
- © $225^{1} \times 5^{1} \times 1.3438 \div 27 = 56$ C.Y.
- ① $225' \times 5' \div 9 \times .4 = 50$ Gal.
- \bullet 65'x 10' ÷ 9 = 72.2 S.Y.

(E) 65' x 4' ÷ 9 = 28.9 S.Y.

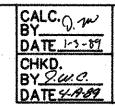
- © $200' \times .5' \div 9 \times .0556 = 0.6 \text{ C.Y}$
- \bigcirc 200' x 9.5 x .0625 \div 27 = 4.4 C.Y.
- ① Lx.5x.3333÷27=
- ① L x .5 ÷9=
- \mathbb{K} Lx (W.B.-.5) x .125 \div 27=
- \bigcirc 65' x .5 ÷9 = 3.6 S.Y.
- M 165'x .5 x .1667 ÷ 27 = 0.5 C.Y.
- N 165^{1} x 2.5 x .0625÷27 = 1.0 C.Y.
- ② $225^{1}-8^{1} \times 10.5^{1} \times .6198 \div 27 = 52.3 \text{ C.Y.}$
- \bigcirc 225'x 10.5'x 1.7969 ÷ 27 = 157.2 C.Y.
- R Deduct $10^{1} \times 4^{1} \div 9 = 4.4$ S.Y. S $(50^{1} \times .5^{1} \times .3333 \div 27) + (50^{1} \times .7083 \div 27) = 1.6$ C.Y.
- \bigcirc 50'x 1'x .5417 ÷ 27 = 1.0 C.Y.
- ① $50'x 1'x 1.25 \div 27 = 2.3 \text{ C.Y.}$
- \bigcirc 50' x 1' ÷ 9 x .4 = 2.2 Gal.
- \mathbf{W} 100' x 3' ÷ 9 = 33.3 S.Y.
- \otimes 100' x 2.5' x .5 ÷ 27= 4.6 C.Y.
- \bigcirc 100' x 2.5' x .5417 ÷ 27 = 5.0 C.Y.
- \bigcirc 100' x 2.5' x 1.0417 ÷ 27 = 9.6 C.Y.
- ① $100' \times 2.5' \div 9 \times .4 = 11.1 \text{ Gal.}$ ② $100' \times 6' \times .1771 \div 27 = 3.9 \text{ C.Y}$
- 3 L $\times 3.5' \times .5 \div 27 =$
- 4 L x 3.5^{1} x $.5417 \div 27 =$
- \bigcirc L x 3.5' x 1.0417 ÷ 27 =
- 6 L x $3.5' \div 9 \times .4 =$
- 7 8' x 3' ÷ 9 = 2.7 S.Y.

CALC. BY_DATE <u>L3-89</u> CHKD. BY <u>Suc</u>. DATE <u>419-89</u>

GUE-70-6.17

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| | | | \cup | | | | <u> </u> | | , , , | , , | 1 / | / \ | / L L | | | | | וטי | ATE.4-19-89 | |
|--|----------------|------------------------|---------------|---|---|--|--|---|----------------------------------|---|------------------|--|---|------------------------|--|--|--|---|------------------------------|--|
| | | | | | | | | | DER I | | | | | | | | | | |] |
| STATION TO STATION | V.B. FEET | . SIDE LIN. FEET | V.B. FEET | T. SIDE LIN. FEET | AREA SQ. YDS. | 446 ASPH.CON SURFACE COURSE TYPE 1 | 446 C ASPH.CONC. INTERMEDIATE COURSE, TYPE 2 AC-20 OR AS SHOWN | 617 COMPACTED AGGREGATE TYPE A (Lx5'x 4") | 301 BITUMINDUS AGGREGATE BASE 4" | 304 AGGREGATI BASE | CAVATION 503 | UBGRADE NO | TACK COAT | BIT. PRIME COAT 0.4GAL | | 254 PAVEMENT PLANING BITUMINOUS | | SPECIAL PRESSURE RELIEF JOINT TYPE A | ASPHALT CONCRETE AC-20 | |
| WESTBOUND | | | | | | 1 1/4 CU.YD. | OR AS SHOWN | CU.YD. | CU.YD. | CU.YD. | CU.YD. | SQ.YD. | GAL'S | 1 | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. | |
| WESTBOUND | | | | | | | | | | | | | | | | | | | | A Lx.5 x.3333; 27 = |
| 171+00 - 175+60 | 16Ave | 460.0 | | | | 28.4 | | | 90.9 | | | | 81.8 | | 817.8 | | | | | B L x · 5 ÷ 9 = C L x (W.B 5) x · 125 ⇒ ÷ 27 = |
| 175+60 - 180+12 | 10 | 452.0 | | | | 17.4 | | | (A) 2.8 | | | | 50.2 | | B 25.1 | | | | 19.9 | D 200'x 10.5' x.6198 ÷ 27 = 48.2 C E 200' x 10.5' x 1.7969 ÷ 27 = 139.8 |
| 180+12 - 182+12 | 10 | 200.0 | | | | 7.7 | | 12.3 | | (D) 48.2 | | | 22.2 | | | | 222.2 | | | (© 340'×10-5×-6198 ÷27=82.0 C1 |
| 182+12 - 185+52 | 10 | 340.0 | | | *************************************** | 13.1 | | 21.0 | | (F) 82.0 | | | | | | | 377.8 | | | ⑥ 340'x 10.5' x 2.0156 ÷ 27 = 266.5 ℍ Lx . 5 ÷ 9 = |
| 185+52 - 187+52 | 10 | 200.0 | | | 222.2 | | | 12.3 | · · | © 48.2 | 139,8 | 5 222.2 | | | | | 222.2 | | | ① Lx(W.B5)x.125 ÷27 = ② 40'x 3'÷9 =13.3 S.Y. |
| 187+52 - 189+40 | 10 | 188.0 | | | | 7.3 | | | A) 1.2 | | | | 20.9 | : | (H) 10.4 | | | | (I) 8.3 | ® Lx 3.5 'x .5 ÷ 27= |
| 189+40 - 190+40 | 12Ave | 100.0 | | | 133.3 | 4.6 | | 6.2 | | | | | 13.3 | | | | | | 11/2" 5.6 | (M) L x 3.5 'x.5417 ÷ 27 = 1 (M) L x 3.5 'x 1.0417 ÷ 27 = |
| N.E. RAMP S.R. 209 | | | | | | | | | | | | | | | | | | , | | |
| 11+92.5 - 11+42.5 | | | | (Radius)53.0 | | | 1.0 | 3.3 | | | | | 1.8 | | | | | | | (P) 100'x 2,5'x . 5417 ÷ 27 = 5.0 C.Y. |
| 11+42.5 - 5+60 5+60 - 4+60 | | | <u>3</u> 3 | 582.5 100.0 | 33.3 | 1.2 | 10.8 | 36.0 6.2 | | | | | 19.4 3.3 | | ① 13. 3 33.3 | | | | | ® 100'x 2.5'x 1.0417÷27=9.6 C.Y. \$ 100'x 2.5'÷9x.4=11.1Gal. |
| 11+92.5 - 11+42.5 11+42.5 - 5+60 | 0 11 | (adius) 82.0 | | | 54.7 | | ż | 5.1 | | 5.8 | 11.1(M) | | 5.5 | 12.8 | | | | | | (T) 100'x3'÷9=33.3 S.Y. (U) (260'x.5x.3333÷27)+(260'x1'x.70 |
| 5+60 - 4+60 | 6 | 582.5 100.0 | | | 388.3 66.7 | 13.5 2.3 | 21.6 | 6.2 | 6" 37.8 (C | P 5.0 | 78.7(M R) 9:6 | | 6.7 | (S) 11.1 | (J) 13.3 (T) 33.3 | | | | ② 25.6 | $\sqrt{0}$ 260'x 1'x.5417 ÷ 27 = 5.2 C.Y. |
| 4+60 - 2+00 2+00 - 0.00 WESTBOUND | 6 Ave 7 Ave | 260.0 200.0 | | | 173.3 155.6 | 6.0 5.4 | | 12.3 | (i) 8.4 (A) 1.2 | W 3.2 | W 12.0 | | 15.6 | X 11'6 | B 14.4 B 11.1 | | | | © 6.0 | W 260'x 1' x 1.25 ÷ 27 = 12.0 C.Y. ⊗ 260'x 1' ÷ 9x. 4 = 11.6 C.Y. |
| 195+00 - 196+13.75 | | | ** | | 104 1 | | | | | * | | | | | | | | | | \bigcirc 260'x 2.5'x 1.0625÷27 = 25.6 C. \bigcirc (86.25'x 8.5) + (113.75'x 6')x.619 |
| 196+13.75 - 197+00 | | 113.75 86.25 | | | 101.1 | 3.5 | | | (A) 0.7 | 0 70 5 | 0000 | 146.0 | 10.1 | | B 6.3 | | (5) 144 G | | © 3.9 | ② (86·25'x 8·5')+(113.75'x 6') x1.79 |
| 197+00 - 198+13.75 | 5.5Ave | 113.75 | | *************************************** | 146.2 | 5.1 | | 12.3 | 16.2 | ① 32.5 | 2 94.2 | 146.2 | 14.6 | | | | ③144.6 | 3.5 | | ③ Deduct 3.5'x4'÷9=1.6 S.Y. - ④ (81.75'x7')+(118.25'x10.5')x.619 |
| 98+13.75 - 202+58.25 | | BRIDGE LIM | ITS FO | R DETAILS S | SEE BRIDGI | E SHEET | 110-165 | | | | | | | | | | | | | ⑤ (81.75'x7')+(118.25'x 10.5') x 1.83 |
| 202+58.25 - 203+40 203+40 - 204+58.25 | 6.5Ave | 81.75 118.25 | | | 190.4 | 6.6 | | 12.3 | 21.2 | 41.6 | 5) 123.5 | 190.4 | 19.0 | | | | © 188.6 | 4.0 | | © Deduct 4'x 4'÷9=1.8 S.Y. © L x (W.B5) x .0833÷27= |
| 204+58.25 - 205+21 | 9Ave | 62.75 | | | 62.8 | 2.2 | | 3.9 | (A) 0.4 | *************************************** | | | 6.3 | | | B 3.5 | | | 7 1.6 | |
| 205+21 - 216+25 | 8 | 1104.0 | | | 981.3 | | | | (A) 6.8 | | | | 98.1 | | | ® 61.3 | | *************************************** | (7) 25.5 | (i) 490.6 S.Y. x . 2066=101.4 C.Y. |
| RAMP A | | | | | | | | | | | | | | | | | | | |] (🗭 490.6 S.Y. +(230.75′x.5÷9)x.618 |
| 39+98.86 - 37+22.26 | 8 | 276.6 | | | 245.9 | 8.5 | | 17.1 | A 1.7 | | | | 24.6 | | | B 15.4 | ************************************** | | ⑦ 6.4 | (3) (47.74'-8'x7')+ (152.26'x10.5')x (4) (47.74'x7')+(152.26'x10.5')x1.8 |
| 37+22.26 - 35+22.26 | 8 | 200.0 | | | 177.8 | 6.2 | | 12.3 | 19.8 | 8 37.5 | 9 115.8 | 177.8 | 17.8 | | | | (0)174.2 | 8 | | ⑤ Deduct 4.5'x 4'÷9 = 2.0 S.Y. ⑥ 48'x 3.5'x.6198 ÷27 = 3.9 C.Y. |
| 35+22.26 - 31+63.44 | | BRIDGE LIM | ITS FO | R DETAILS S | SEE BRIDG | E SHEET | 110-165 | | | | | | | | | | | | | │ |
| 31+63.44 - 30+63.44 | 3 | 100.0 | 3 | 100.0 | 66.7 | 2.3 | | 12.4 | | | | | 6.7 | 7 | | 66.7 | | | 11/2"Ave2.8 | (8) 200' x 6.5' x . 6198 ÷ 27 = 7.2 C.Y. (9) 200' x 6.5' x 1.8386 ÷ 27 = 88.5 C |
| WESTBOUND | | | | | | | | | | | | | | | | | | | | 20 Lx(W.B.+.5)x.6198+27=92.5 (2) Lx(W.B.+.5)x 2.0573+27=307 |
| 216+25 - 219+07 | 13Ave | 282.0 | | | 407.3 | 14.1 | | 17.4 | 45.3 | | | | 40.7 | | | 407.3 | | -5 | | 2 55.92'-8'x 10.5'x.6198÷27=11 |
| 219+07 -221+37.75 | 20Ave (App | 230.75 r.Slab) Dec | | .2 S.Y. — | | 17.0 | | 14.2 | 54.5 | MIOI.4 | (2) 308.5 | 490.6 | 49.0 | | | | 409.6 | | | 23 Deduct $10'x 4' \div 9 = 4.4 \text{ S.Y.}$ |
| 21+12.75 - 224+57.26 | | | | R DETAILS S | SEE BRIDGI | | | | | | | | | | | | | | | |
| 224+57.26 - 225+05 225+05 - 226+57.26 | 6.5Ave 10 | 47.74 152.26 | | 44444 | 203.7 | 7. 1 | | 12.3 | 22.6 | [3] 43.1 | 4 131.6 | 203.7 | 20.4 | | | | (5) 201.7 | 4.5 | | - |
| 226+57.26 - 230+70 | 10 | 412.74 | | | 458.6 | 15.9 | | 25.5 | (A) 2.5 | | | | 45.9 | | | B) 22.9 | | | ⑦ 12.1 | |
| 230+70 - 231+26 | 11Ave | 56.0 | | | 68.4 | | | 3.5 | 1 | | | | 6.8 | | | 7975 W 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | 1.9 | s |
| RAMP B | | | | | | | | | | | | | *************************************** | | | | | | | |
| 14+74 - 14+26 | | | 3 | 48.0 | | | | 3.0 | 2 7/8 1.3 | | | ļ | 1.6 | | | | 16.0 | | | |
| 14+74 - 12+74 | 6Ave | 200.0 | | | 133.3 | | ``. | 12.3 | | (8) 29.8 | | | | | | | 133.3 | | | |
| 12+74 - 8+00 | 8 | 474.0 | | | 421.3 | 14.6 | | 29.3 | 46.8 | 20) 92.5 | (2)307 | 421.3 | 42.1 | | | | 421.3 | | | |
| WESTBOUND | | | | | | | | | | | | | | | | | | | | |
| 238+00 - 242+75 | 8 | 475.0 | | | 422.2 | 14.7 | | 29.3 | 46.9 | 2092.7 | (2) 307.6 | 422.2 | 42.2 | | TO THE STATE OF TH | | 422.2 | | | |
| | | | | | | | | | | | | | | · | | | | | | |
| 242+75 - 243+75 | 9Ave | 100.0 | | | 100.0 | | | 6.2 | II.I | <u>29</u> 21.8 | (2) 72.4 | 100.0 | 10.0 | | | | 100.0 | | | |
| 243+75 - 244+30.93 | 10 | 55.92 | | | 62.1 | 2.2 | r 110 - 165 | 3.5 | 6.9 | 2311.6 | 2044.7 | 62.1 | 6.2 | | | | (23) 57.7 | 10 | | |
| 44+30.93 - 245+91.79 | _ | | | | | New | | | | | | Management of the second secon | | | | | <u> </u> | | | - |





| | | | \bigcirc | | | | | | | | / | AC | | | | | | BY DA | 9.W.C. TE4.889 |
|--|---|--|--|---------------------------------------|--|--|-----------------------------------|---|----------------------------------|--|--------------------------|--|-----------------------------|---|--|--|---|-------------------------------------|---|
| | | | | | | | | SHOUL | | grii da | | | | | | | | | |
| | *************************************** | LT. SIDE | R W.B. | T. SIDE | AREA | 446 ASPH.CONC SURFACE | 446 ASPH.CONC. INTERMEDIATE | 617 COMPACTED AGGREGATE | 301 BITUMINOUS AGGREGATE BASE 4" | 304 AGGREGATE | <u>203</u> <u> </u> | ABI S03 | TACK | BIT. PRIME | 254 PAVEMENT PLANING | 254 PAVEMENT PLANING | 305 9" CONC. BASE | SPECIAL PRESSURE RELIEF JOINT | 403 ASPHA |
| STATION TO STATION | V.B. FEET | LIN. FEET | FEET | L.IN. FEET | SQ. YDS. | COURSE, TYPE 1 AC-20 1 1/4" | COURSE, TYPE 2 AC-20 | COMPACTED AGGREGATE TYPE A (Lx5'x4") | BASE 4" OR AS SHOWN | בייום | .xcavaTID | SUBGRADE | COAT ©.IO GAL. / S.Y. | COAT 2.4GAL / S.Y. | BITUMINOUS 21/2" | BITUMINOUS 3" | | TYPE A | AC-2 |
| 245+91.79 - 248+16.79 | 10 | 225.0 | | · · · · · · · · · · · · · · · · · · · | 250.0 | CU.YD. | CU.YD. | CU.YD. 13.9 | CU.YD. 27.8 | CU.YD. (A) 52.3 | CU.YD. (B) 160.9 | SQ.YD. | GAL'S 25.0 | GAL. | SQ.YD. | SQ.YD. | SQ.YD. © 245.6 | LIN.FT. | CU.YE |
| 248+16.79 - 251+95 | 10 | 378.21 | | | 420.2 | 14.6 | | 23.3 | D 2.3 | | | | 42.0 | *************************************** | | © 21.0 | | | (E) 11. |
| 251+95 - 252+95 | 12Ave | 100.0 | | | 133.3 | 4.6 | | 6.2 | 4. | | | | 13.3 | *************************************** | * | | | | ı" 3.7 |
| RAMP C | | *************************************** | | | ************************************** | | | | | | | | | | | | | | |
| 12+00 - 11+00 | | | 3 | 100.0 | 33.3 | 5/ 8 0.6 | | 6.2 | | | | | 3.3 | | | 33.3 | | | 2 7/8"2 |
| 11+00 - 10+56 | | | 3 | 44.0 | | • | | 2.7 | | | | | 1.5 | | | | | | l" 0.4 |
| 12+00 - 11+00 | 3 | 100.0 | V-94 | | 33.3 | 5/8 0.6 | | 6.2 | | | | | 3.3 | | | 33.3 | | | 2.7/8" : |
| 11+00 - 6+01.32 | 5.5Ave | 498.68 | | | 304.7 | 10.6 | | 30.8 | D 3.1 | | | | 30.5 | | | € 27.7 | | | ⓑ 7.7 |
| WESTBOUND | | | | | | | | | | | 3 | | | | | | | | AND |
| 257+50 - 264+00 | 8 | 650.0 | | | 577.8 | 20.1 | | 40.1 | D 4.0 | | | | 57.8 | | | E 36.1 | | | © 15.0 |
| 264+00 - 265+00 | 9Ave | 100.0 | | | 100.0 | 3.5 | | | (D) 0.6 | | | | 10.0 | | THE PROPERTY OF THE PROPERTY O | E 5.6 | | | (F) 2.6 |
| 265+00 - 272+26.34 | 10 | 726.34 | | | 807.0 | 28.0 | | | (D) 4.5 | | | | 80.7 | | | E 40.4 | | | ® 21. |
| 272+67.75 - 279+00 | 10 | 632.25 | *************************************** | | 702.5 | | | | (D) 3.9 | | | | 70.3 | | | € 35.1 | *************************************** | * | © 18.5 |
| BEGIN TYPICAL SHEET 3 | | market and the second s | | | | | | | | A CONTRACTOR OF THE CONTRACTOR | | | | | SALVANIE | | | | |
| 279+00 - 369+39.61 | 10 | 9039.61 | | | 10044.0 | 348.7 | 558.0 | 558.0 | 1116.0 | | | | 1004.4 | | 10044.0 | ************************************** | ************************************** | | |
| 369+39.61 - 371+04.61 | 10 | 165.0 | AANA, MAANAKAT DINIYAMA DAKKAKANA | | 226.7 | | 12.6 | 13.9 | © 9" 59.8 | 5" 35.0(H) | (I)112.7 | 226.7 | | ① 100.7 | | ************************************** | | | |
| 371+04.61 - 371+64.61 | 6.5Ave | 60.0 | | | | | | | | | | | | | | ************************************** | | | 2 |
| 371+64.61 - 376+10.91 | | BRIDGE LIM | ITS FO | R DETAILS | SEE BRIDG | SHEET | 110-165 | | (G) | | | | | (i) | | | | | |
| 376+10.91 - 376+70.91 376+70.91 - 378+35.91 | 6.5Ave 10 | 60.0 165.0 | | | 226.7 | 7.9 | 12.6 | 13.9 | 9", 59.8 | 5" 35.0(H) | I)112.7 | 226.7 | | 100.7 | | | | | |
| 378+35.91 - 393+41.23 | 10 | 1505.32 | | | 1672.6 | 58.I | 92.9 | 92.9 | 185.8 | | | | 167.3 | | 1672.6 | | | | |
| 393+41.23 - 395+66.23 | 10 | 225.0 | - | | 250.0 | | 13.9 | 13.9 | (K) 9," 65.6 | L) 5" 38.2 | M)123.2 | 250.0 | | N 110.0 | | | | | |
| 395+66.23 - 397+39.91 | | BRIDGE LIM | | R DETAILS | | | | | | | | | | | | | | | |
| 397+39.91 — 399+64.91 | 10 | 225.0 | | | 250.0 | | 13.9 | 13.9 | (K) 9". 65.6 | 5" 38.2L | M)123.2 | 250.0 | | N 110.0 | | | | | |
| 399+64.91 - 575+00 | 10 | 17535.1 | | | 19483.4 | | 1082.4 | 1082.4 | 2164.8 | | | | 1948.3 | | 19483.4 | | | | |
| 575+00 - 576+00 | 9Ave | 100.0 | | | 100.0 | | 5.6 | 6.2 | 11.1 | | | | 10.0 | | 100.0 | | | | |
| 576+00 - 587+00 | 8 | 1100.0 | | | 977.8 | entere seus interés de la companya d | 54.3 | 67.9 | | | | | 97.8 | | 977.8 | | | | |
| RAMP A S.R. 285 | | | | | | | | | | | | ************************************** | | | | | | | |
| 17+00 - 13+87.7 | 8 | 312.3 | | | 277.6 | 9.6 | 15.4 | 19.3 | 30.8 | | | | 27.8 | | 277.6 | | | | |
| 13+87.7 - 12+87.7 12+87.7 - 11+87.7 | 7 AVE | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | | 77.8 66.7. | 2.7 2.3 | 4.3 3.7 | 6.2 | 2" 4.3 | (P) 4.0 | ®7.7 | | 7.8 | S8 9 | 77.8 (T) 33.3 | | | | |
| 11+87.7 - 6+25 | 6 | 562:7 | | | 375,1 | 13.0 | 20.8 | 34.7 | | | W)76.0 | | | | ① 16.5 | | | | , |
| 12+37.7 - 11+87.7 | | | 2.5Ave | 50.0 | | | 0.8 | 3.1 | 9 00.0 | | | | 1.4 | 501.5 | 13.9 | | | | |
| 11+87.7 -6+25 | | | 3 | 562.7 | | | 10,4 | 34.7 | | | | | 8.81 | | Y 16.6 | | | | |
| WESTBOUND | | | | | | | | | | MINISTER TO THE RESERVE OF THE SECOND SE | | | 10.0 | | | ************************************** | | | |
| 587+00 - 590+11 | 16Ave | 311.1 | *************************************** | | 552.9 | 19.2 | 30.7 | | 61.4 | ************************************** | | | 55.3 | | 552.9 | | | | |
| 590+11 - 595+38.13 | 10 | 527.13 | | | | 20.3 | 32.5 | 32.5 | 65.1 | *************************************** | | | 58.6 | | 585.7 | | | | |
| 595+38.13 - 597+63.13 | 10 | 225.0 | | | 250.0 | | 13.9 | 13.9 | (K) | 5" 38.2(L) | M123.2 | 250.0 | | N 110.0 | | | | | |
| 597+63.13 - 598+98.35 | | BRIDGE LIM | AND AND ASSESSMENT OF THE PARTY | R DETAILS | | ************************************** | | | 1 | | | | | | | | | | |
| 598+98.35 - 601+23.35 | 10 | 225.0 | | | 250.0 | | 13.9 | 13.9 | (K) 9" 65.6 | 5" 38.2(L) | M123 2 | 250.0 | | N 110.0 | | | | | |
| 601+23.35 - 607+46 | 10 | 622.65 | | | | 24.0 | 38.4 | 38.4 | 76.9 | | 1 | | 69.2 | | 691.8 | | | | |
| RAMP B | 1.5 | V44.VJ | | | V31.0 | £7.V | JU. T | 30.4 | 10.3 | | | | <u> </u> | | V31.0 | | A MANAGEMENT | | |
| 23+ 50 - 15+52 | | | 3 | 798.0 | 266.0 | 9.2 | 14.8 | 49.3 | 29.6 | | | | 26.6 | | | 266 | | | |
| 23+50 - 16+52 16+52 - 15+52 | 6 | 698.0 | | | 465.3 66.7 | 16.2 | 25.8 | | 0 45.2 | (V) 49.0 | 94.3W | | 46.5 | 108.6 | | 232.7① | | | |
| 15+52 - 13+21 | 6 Ave | | | | 66.7 154.0 | 2.3 5.3 6.0 | 3.7 8.6 | 14.3 | 0 8.6 | ① 7.0 ② 9.3 | 13.5@ 17.8® | | | 15.6 \$20.5 | 4 115.6 | 33.3 🗇 | | | |
| 13+21 - 11+00 | 7 Ave | 221.0 | | | 171.9 | 0.0 | 9.5 | 13.6 | 19.1 | | | | 17.2 | | 171.9 | | | | |
| TALS (CARRIED TO SHEET 61) | | | | | | 1424.3 | 2093.4 | 2411.8 | 4297.3 | 383.9 | 1088.4 | 1703.4 | 3961.0 | 882.5 | 34,831.4 | 764.5 | 245.6 | 10.0 | 85.7 |

- \triangle 225'-8' x 10.5' x .6198 ÷ 27=52.3
- B $225' \times 10.5' \times 1.8386 \div 27 = 160.9 \text{ C.Y.}$
- © Deduct $10^{1} \times 4^{1} \div 9 = 4.4 \text{ S.Y.}$
- ① L x .5 x .3 $333 \div 27 =$
- E) Lx.5÷9=
- \bigcirc L x (W.B. -.5) x .0833 ÷ 27 =
- $(165' \times 10.5) + (60' \times 7') \times .75 + 27 = 59.8 \text{ C.Y.}$
- Additional L x I' x .4167 \div 27 =
- $226.7 \text{ S.Y.} + (225' \text{ x } 1' \div 9) = 251.7 \text{ S.Y.} \text{ x } .4479 = 112.7C.Y.}$
- ① $251.7 \text{ S.Y.}(I) \times .4 = 100.7 \text{ S.Y.}$
- $225^{\circ} \times 10.5 \times .75 \div 27 = 65.6 \text{ C.Y.}$
- Additional 225' x 1' x .4167 \div 27 = 3.5 C.Y.
- $\widehat{\mathbf{W}}$ 225'x | 1'x | .3438 ÷27 = |23.2 C.Y.
-) 225' x 11' ÷ 9 x .4 = 110 Gal.
- ① $L \times 2^{1} \times .5 \div 27 =$
- \triangle Lx 2'x .5417 ÷ 27 =
 - L x 2 x 1.0417 ÷ 27 =
- Lx2'÷9x.4=
- L x 3' ÷ 9 =
- $L \times 3.5' \times .5 \div 27 =$
- L x 3.5'x .5417÷27=
- \hat{W} L x 3.5' x 1.0417 ÷ 27 =
- $L \times 3.5' \div 9 \times .4 =$
- $49.7' \times 3' \div 9 = 16.6 \text{ S.Y.}$
- $100' \times 6' \times .1667 \div 27 + (100' \times 3.5' \times .5 \div 27) = 10.2 \text{ C.Y.}$
- $100^{\circ} \times 3.5^{\circ} \times .5417 \div 27 = 7.0 \text{ C.Y.}$
- $100^{\circ} \times 3.5^{\circ} \times 1.0417 \div 27 = 13.5 \text{ C.Y.}$
- $100^{\circ} \times 3.5^{\circ} \div 9 \times .4 = 15.6 \text{ Gal}.$
- 4) 231' x 4.5' ÷ 9 = 115.6 S.Y.

CALC. W BY DATE 1-3-8 CHKD. BY W. C. DATE 4-19-8

GUE-70-6.17

OHIO 61 THWA 5 REGION 5

| | | | · | | | 446 | 446 | 617 | 301 | <u>IATA</u> I 304 | 203 | 203 | 407 | 408 | 254 | 254 | 305 | SPECIAL | 403 |
|--|--------------|--------------------------|--------------|--|---|--|---|---|--|----------------------|---|------------------|---------------------------------|----------------|-------------------------------|---|-----------------|------------------------------------|--|
| STATION TO STATION | W.B. FEET | LT. SIDE LIN. FEET | W.B. FEET | T. SIDE LIN, FEET | AREA SQ. YDS. | ASPH.CONO SURFACE COURSE, TYPE 1 AÇ-20 | ASPHICUNC. INTERMEDIATE COURSE, TYPE 2 AC-20 2" | CDMPACTED AGGREGATE TYPE A (4" THICK.) | BITUMINOUS AGGREGATE BASE 4" OR AS SHOWN | AGGREGATE BASE | XCAVATION C | SUBGRADE | TACK COAT @.I Gal./S.Y | BIT. | PAVEMENT | | | PRESSURE RELIEF JOINT TYPE A | ASPHALT |
| WESTBOUND | | | | | | CU.YD. | CU.YD. | CU.YD. | CU.YD. | CU.YD. | כט.ץ ס. | SQ.YD. | GAL'S | | SQ.YD. | SQ.YD. | SQ.YD. | LIN.FT. | CU.YD. |
| | 0 | 300.6 | 1 | | 177.8 | 62 | 0.0 | 10 3 | 10.8 | | | | 17.8 | | 1770 | | | | |
| 613+00 - 615+00 | 8 | 200.0 | | | | 6.2 | 9.9 | 12.3 | 19.8 | | | | | | 177.8 | | | | |
| 615+00 - 616+00 | 9Ave | | | | 100.0 | 3,5 | | 6.2 | 11.1 | | | | 10.0 | | 100.0 | | | | |
| 616+00 - 640+35 | 10 | 2435.0 | | | 2705.6 | 93,9 | 150.3 | 150.3 | 300.6 | | | | 270.6 | | 2705.6 | | | | |
| 640+35 - 642+35 | 10 | 200.0 | | | 222.2 | 7.7 | 1" 6.2 | 12.3 | 2" 12.3 | | | | 22.2 | | A)72.2 | | | | |
| OTALS (CARRIED TO THIS SHEET | | | | | | 111.3 | 172.0 | 181.1 | 343.8 | | | | 320.6 | | 3055.6 | | | | |
| | | | | | | | | | | | | | | | | | | | - |
| | | | | | | | | | | | mi mise notice me incoming and | - | | | | | | | |
| | | | | AUDĀRINA DA PARĀ PĀRĀ PĀRĀ PĀRĀ PĀRĀ PĀRĀ PĀRĀ PĀR | <u> </u> | | | | | 3.1 | | | | | | | | | ************************************** |
| | | | | | | | | | | | | | | | | | | | |
| CARRIED FROM SHEET 53 CARRIED FROM SHEET 54 | | | | | | 920.0 743.2 | 876.3 143.1 | 3582.9 1,360.1 1116.1 | 3032.4 499.7 | 233.0 458.9 | 887.0 | 1533.4 1173.1 | 2588.8 2110.9 | 300.0 459.1 | 21,493.3 | 3339.2 80.5 | 915.4 1157.6 | 40.0 35.2 | 644.1 |
| CARRIED FROM SHEET 55 CARRIED FROM SHEET 56 | | | | | | 1342.2 | 1820.9 45.0.5 | 1116.1 540.5 | 3956.7 939.1 | 220.0 | 699.2 | 1256.2 500.0 | 3780.4 771.9 | 421.3 479.1 | 31822.2 | 128 5. 6 430.6 | 297.8 | 11.2 | 122.1 |
| CARRIED FROM SHEET 57 CARRIED FROM SHEET 58 | | | | | | 508.9 905.7 | 230.0 | 1949.6 2536.7 | 1633.2 1567.1 | 317.4 | 1360.8 | 2200.3 | 1455.4 2560.5 | 50.0 390.5 | 6,194.5 9983.1 | 2409.4 | 2084.I 491.2 | 36.0 20.0 | 512.9 |
| CARRIED FROM SHEET 59 CARRIED FROM SHEET 60 | | | | | | 289.0 | 38.2 | 514.3 | 558.9 | 743.7 | 2262.7 | 3185.8 | 832.2 | 126.1 | 11,894.8 978.3 34.831.4 | 577.1 764.5 | 3091.4 | 30.0 10.0 | 126.2 85.7 |
| CARRIED FROM SHEET 61 DEDUCT FOR ITEM 404 ASPHALT C | ONCDE | TE LINDED CL | IADDDA | 1 (50.644 | V5'v 3333 | 111.3 | 172.0 | 181.1 | 343.8 | | 1.000m | | 320.6 | | 3055.6 | | | | |
| SUB - TOTALS | L | IE UNDER GO | JARUKA | L (50,044 | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | 7.21-31 | 120 011.7 | - 3120 | | | | | | | 121,711.1 | 8,886.9 | | | |
| TOTALS (CARRIED TO THE GEN | ERAL | SUMMARY | | | | 6530.4 | 1 6,515.4 | 11,067.1 | 16,828.2 | 2,804.2 | 8,639.6 | 12,552.2 | 18,381.7 | 3,108.6 | 130, | 598.0 | 8283,1 | 182.4 | 1491.0 |
| | | | | | *************************************** | | | | | · , | | | | | | | | | |
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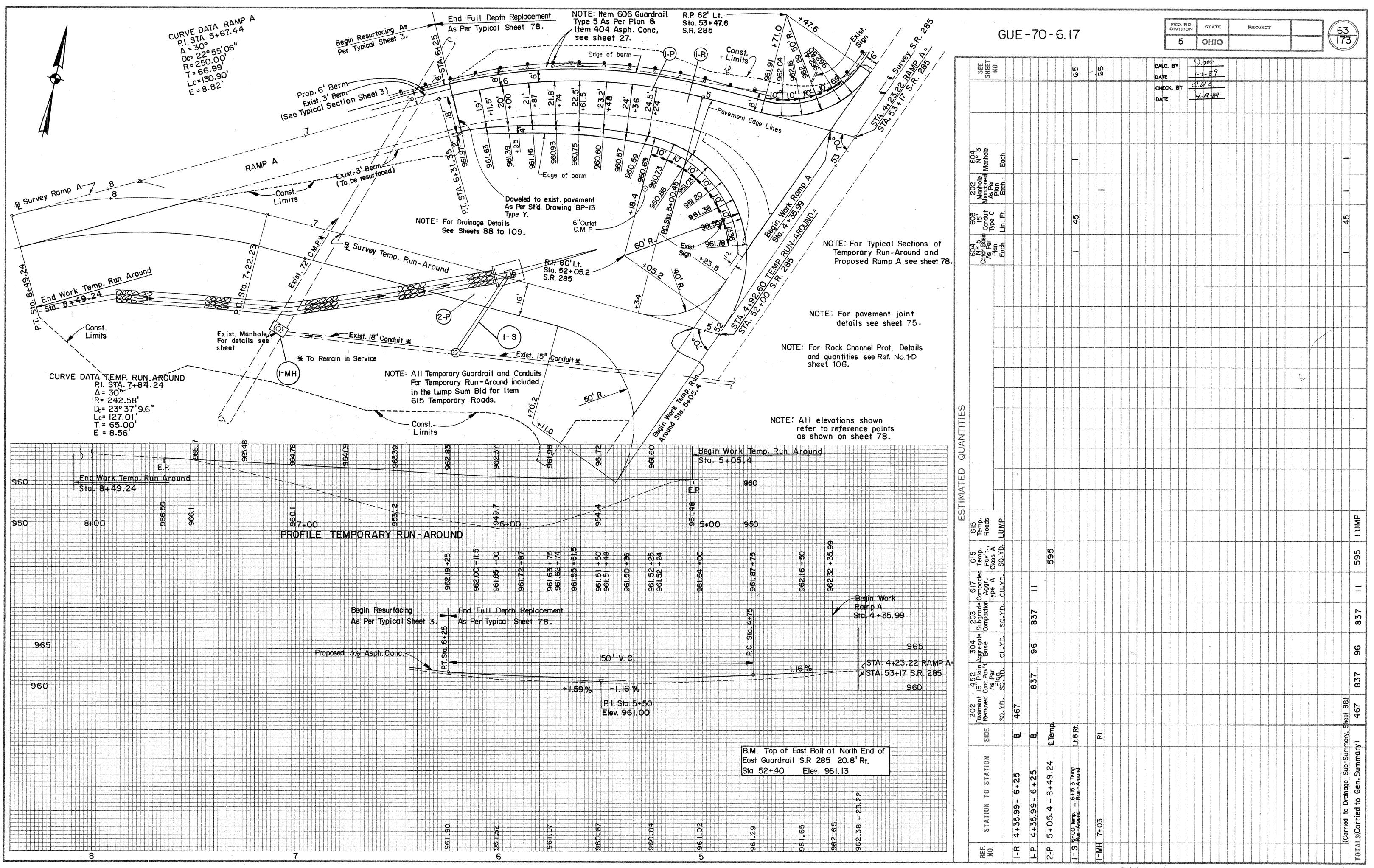
 \triangle 65'x10'÷9 = 72.2 S.Y.

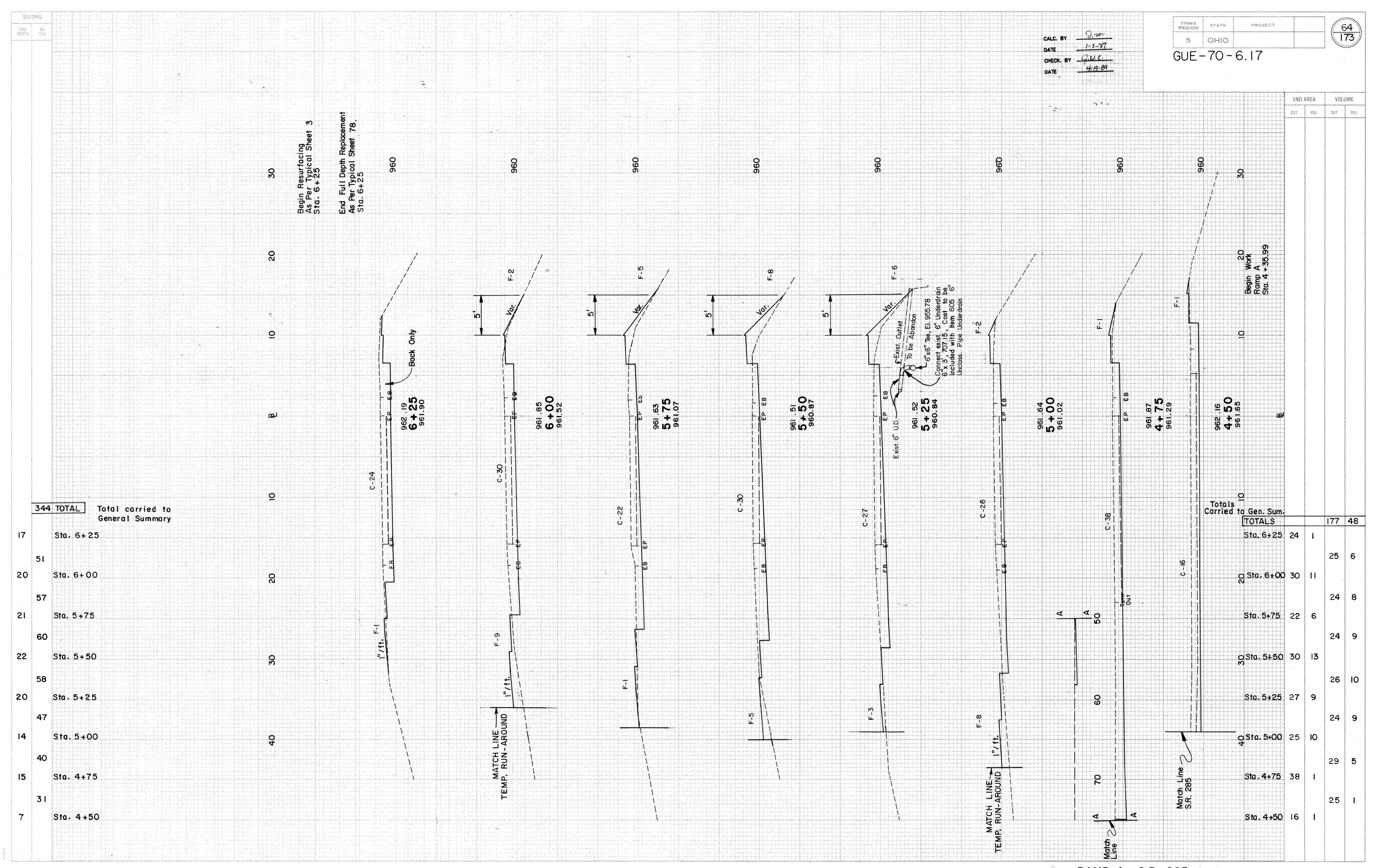
CALCULATIONS (RAMPS AT S.R. 285)

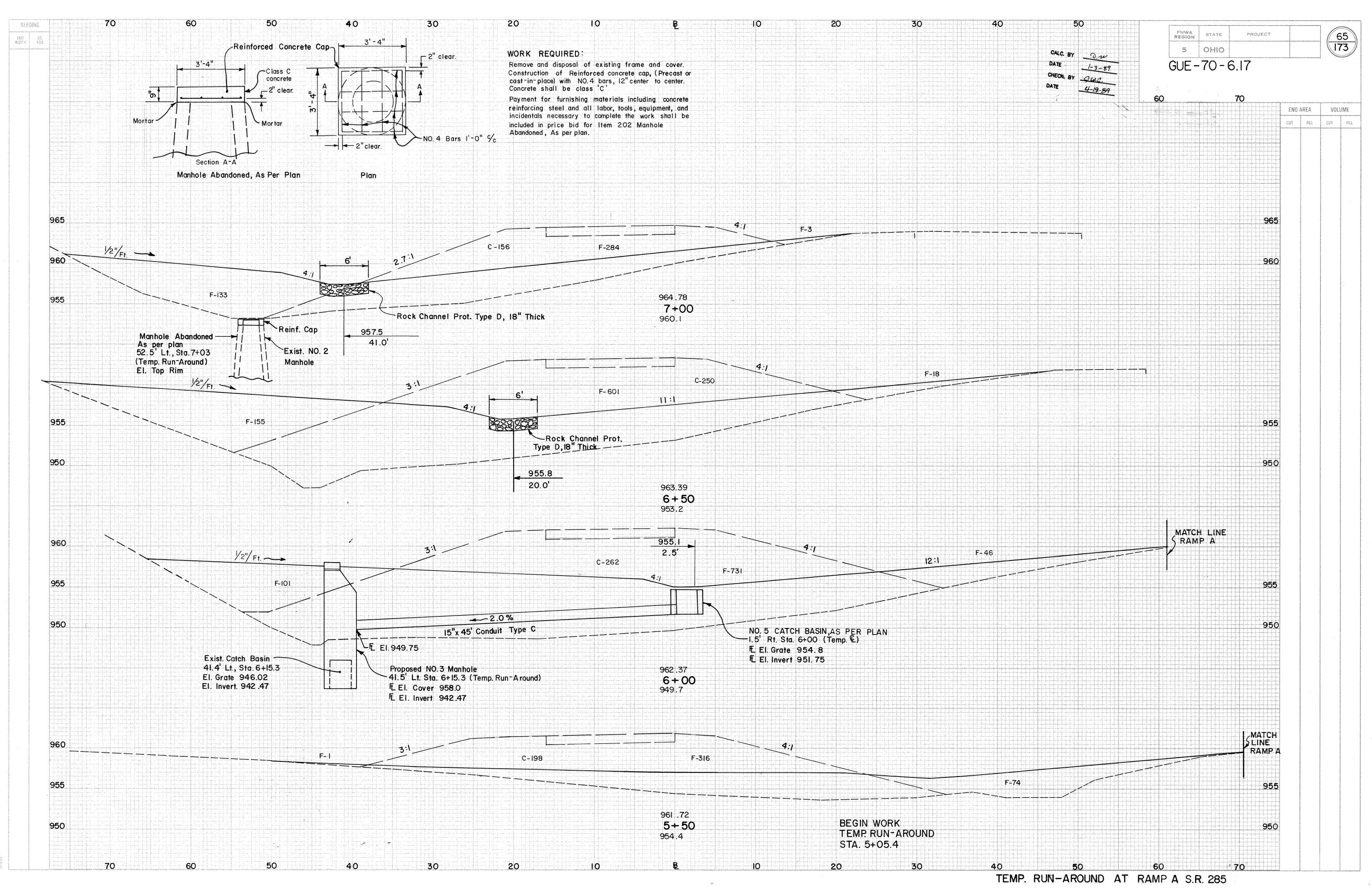
RAMP C RAMP A 1-R) ITEM 202 PAVEMENT REMOVED ITEM 202 PAVEMENT REMOVED STA.4+35.99 TO STA.6+25 STA.5+39.43 TO STA.8+00 185.9' x 16' + (Estimated) 1020 ft.² Rt. (Estimated) 208 ft.² Lt. = 4202.4 ft.² \div 9 = 466.9 S.Y. $191.3' \times 16' + (Estimated)$ 614 ft.² + (Estimated 136 ft.²) = 3810.8 ft.² + 9 = 423.4 S.Y. (1-P) STA.5+39.43 TO STA.8+00 ITEM 452 15" PLAIN CONCRETE PAVEMENT, AS PER PLAN

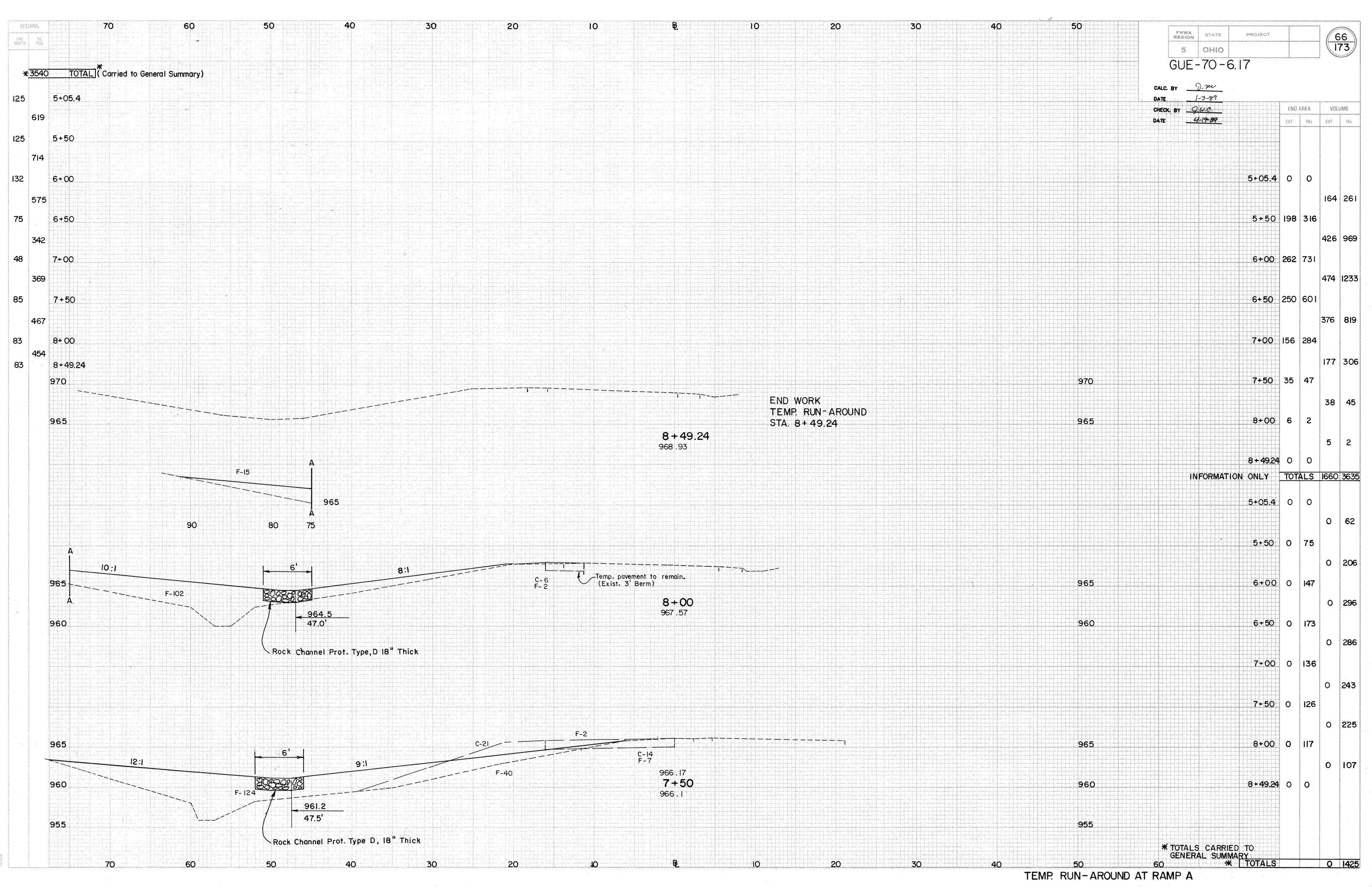
(250.2' x 16' = 4003.2 ft.²) + (75' x 75' x .0143 = 80.4 ft.²) + (Estimated) 2923.3 ft.² STA.4+35.99 TO STA.6+25 ITEM 452 15" PLAIN CONCRETE PAVEMENT, AS PER PLAN + $(51.71' + 233.65' = 285.36' \times 6' = 1712.2 \text{ ft.}^2) + (120.77' \times 4' = 483.1 \text{ ft.}^2) = 9202.2 \text{ ft.}^2 + 9 = 1022.5 \text{ S.Y.}$ $(185.9' \times 18' = 3346.2 \text{ ft.}^2) + (50' \times 50' \times .0894 = 223.5 \text{ ft.}^2) + (Estimated 1796 \text{ ft.}^2)$ $+(58.64' + 154' = 212.64' \times 6' = 1275.8 \text{ ft.}^2) + (67.5' \times 4' = 270.0 \text{ ft.}^2) + (97' \times 5.5' \text{ ave.} = 533.5 \text{ ft.}^2)$ $(27' \times 3' \text{ ave.} = 81 \text{ ft.}^2) = 7526.0 \text{ ft.}^2 \div 9 = 836.2 \text{ S.Y.}$ ITEM 304 AGGREGATE BASE 9202.2 ft. 2 + (285.4 ft. + 120.8 + 88.3' = 494.5 x .5 = 247.3 ft. 2) = 9449.5 ft. 2 ÷ 9 x .1111 = 116.6 C.Y. ITEM 304 AGGREGATE BASE ITEM 203 SUBBGRADE COMPACTION $7526.0 \, \text{ft.}^2 + (212.64' + 171.86' \times .5 = 192.3 \, \text{ft.}^2) = 7718.3 \, \text{ft.}^2 \div 9 \times .1111 = 95.3 \, \text{C.Y.}$ SAME AS ITEM 452 1022.5 S.Y. ITEM 203 SUBGRADE COMPACTION ITEM 617 COMPACTED AGGREGATE, TYPE A SAME AS ITEM 452 836.2 S.Y. $441.0' \times 5' \times .3333 \div 27 = 27.2 \text{ C.Y.}$ ITEM 617 COMPACTED AGGREGATE, TYPE A \times 5' \times .3333 ÷ 27 = 10.6 C.Y. 171.86' STA.5+05.4 TO STA.8+49.24 ITEM 615 TEMPORARY PAVEMENT, CLASS A 251.9' x 16' = 4030.4 ft.² + $(40 \times 40 \times .0894 = 143$ ft.²) + (Estimated 610 ft.²) + (Estimated 568 ft.²) = 5351.4 ft.² ÷ 9 = 594.9 S.Y. RAMP D (1-R) ITEM 202 PAVEMENT REMOVED STA.14+00 TO STA.16+15.06 228.0' x 16' + (Estimated) 37 ft.² + (Estimated) 750 ft.² = 4435 ft.² \div 9 = 492.8 S.Y. RAMP B STA.14+00 TO STA.16+15.06 ITEM 452 15" PLAIN CONCRETE PAVEMENT, AS PER PLAN

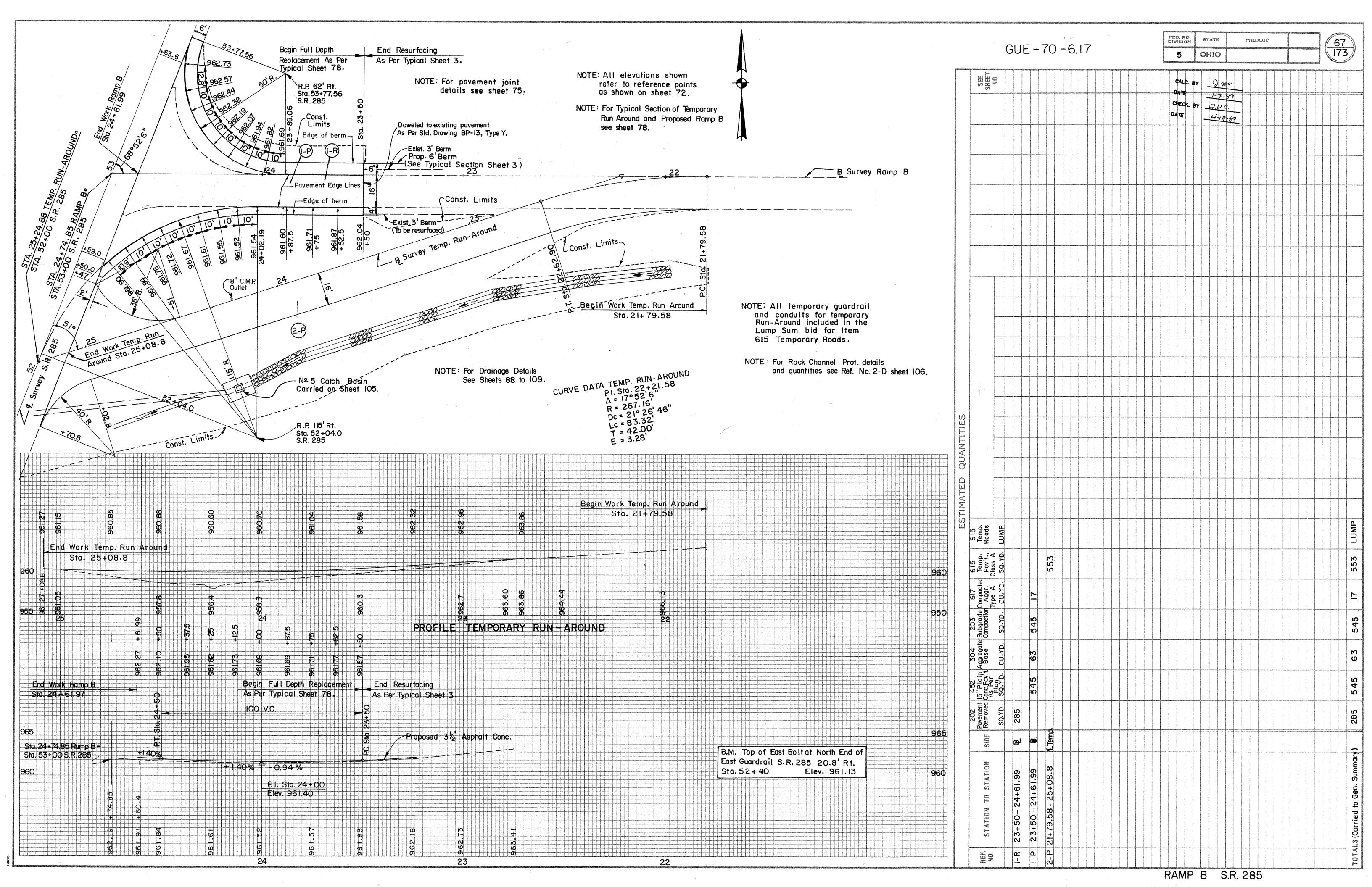
(213.6' x 6' x 16' = 3417.6 ft.²) + (50' x 50' x .3253 = 813.3 ft.²) + (100 x 100 x .1379 = 1379 ∫t.²) + ITEM 202 PAVEMENT REMOVED STA.23+50 TO STA.24+61.99 109.1' x 16' + (Estimated) 40 ft.² + (Estimated) 775 ft.² = 2560.6 ft.² \div 9 = 284.5 S.Y. $(151.97' + 87.7' = 239.67' \times 4' = 958.7 \text{ ft.}^2) + (138.8' + 131.9' = 270.7' \times 6' = 1624.2 \text{ ft.}^2) = 8192.8' \text{ ft.}^2 \div 9 = 910.3 \text{ S.Y.}$ 1-P) STA.23+50 TO STA.24+61.99 ITEM 304 AGGREGATE BASE 8192.8 ft.² + $(510.4^{\circ} \times .5 = 255.2 \text{ ft.}^2) = 8448.0 \text{ ft.}^2 \div 9 \times .1111 = 104.3 \text{ C.Y.}$ ITEM 452 15" PAVEMENT, AS PER PLAN ITEM 203 SUBGRADE COMPACTION SAME AS ITEM 452 910.3 S.Y. $(109.1' \times 16' = 1745.6 \text{ ft.}^2) + (50' \times 50' \times .4888 = 1222 \text{ ft.}^2) + (Estimated 906.1 \text{ ft.}^2)$ + (52.19' x 4' = 208.8 ft.2') + (97' + 39.06' = 136.06' x 6' = 816.4 ft.2') = 4898.9 ft.2 ÷ 9 = 544.3 S.Y. ITEM 617 COMPACTED AGGREGATE, TYPE A $510.4' \times 5' \times .3333 \div 27 = 31.5 \text{ C.Y.}$ ITEM 304 AGGREGATE BASE 4898.9 ft.² + (140.09 + 136.06 = 276.15' \times .5 = 138.1 ft.²) = 5037.0 ft ²÷ 9 \times .1111 = 62.2 C.Y. S.R.285 ITEM 203 SUBGRADE COMPACTION STA.45+05 TO STA.47+40 SAME AS ITEM 452 544.3 S.Y. ITEM 407 TACK COAT $235' \times 24' \div 9 \times .10 = 63$ Gal. ITEM 617 COMPACTED AGGREGATE, TYPE A $276.15' \times 5' \times .3333 \div 27 = 17.0 \text{ C.Y.}$ ITEM 403 ASPHALT CONCRETE ESTIMATED 41 C.Y. + $(167' \times 4' \times .25 \text{ ave.} \div 27) = 47 \text{ C.Y.}$ (2-P) STA.21+79.58 TO STA.25+08.8 ITEM 615 TEMPORARY PAVEMENT, CLASS A ITEM 617 COMPACTED AGGREGATE, TYPE A 241' x 16' = 3856 ft.² + (40' x 40' x .0319 = 51 ft.²) + (Estimated 580 ft.²) + (Estimated 486 ft.²) = 4973 ft.² ÷ 9 = 552.6 S.Y. $162' \times 3' \times (2"ave.) .1667 \div 27 = 3 C.Y.$ STA.52+10 TO STA.54+03 ITEM 407 TACK COAT $193' \times 24' \div 9 \times .10 = 52 \text{ Gal.}$ ITEM 403 ASPHALT CONCRETE ESTIMATED 35 C.Y. + $(150' \times 4' \times .25 \text{ ave.} \div 27) = 41 \text{ C.Y.}$ ITEM 617 COMPACTED AGGREGATE, TYPE A $150' \times 3' \times (2'' \text{ ave.}) .1667 \div 27 = 3 \text{ C.Y.}$

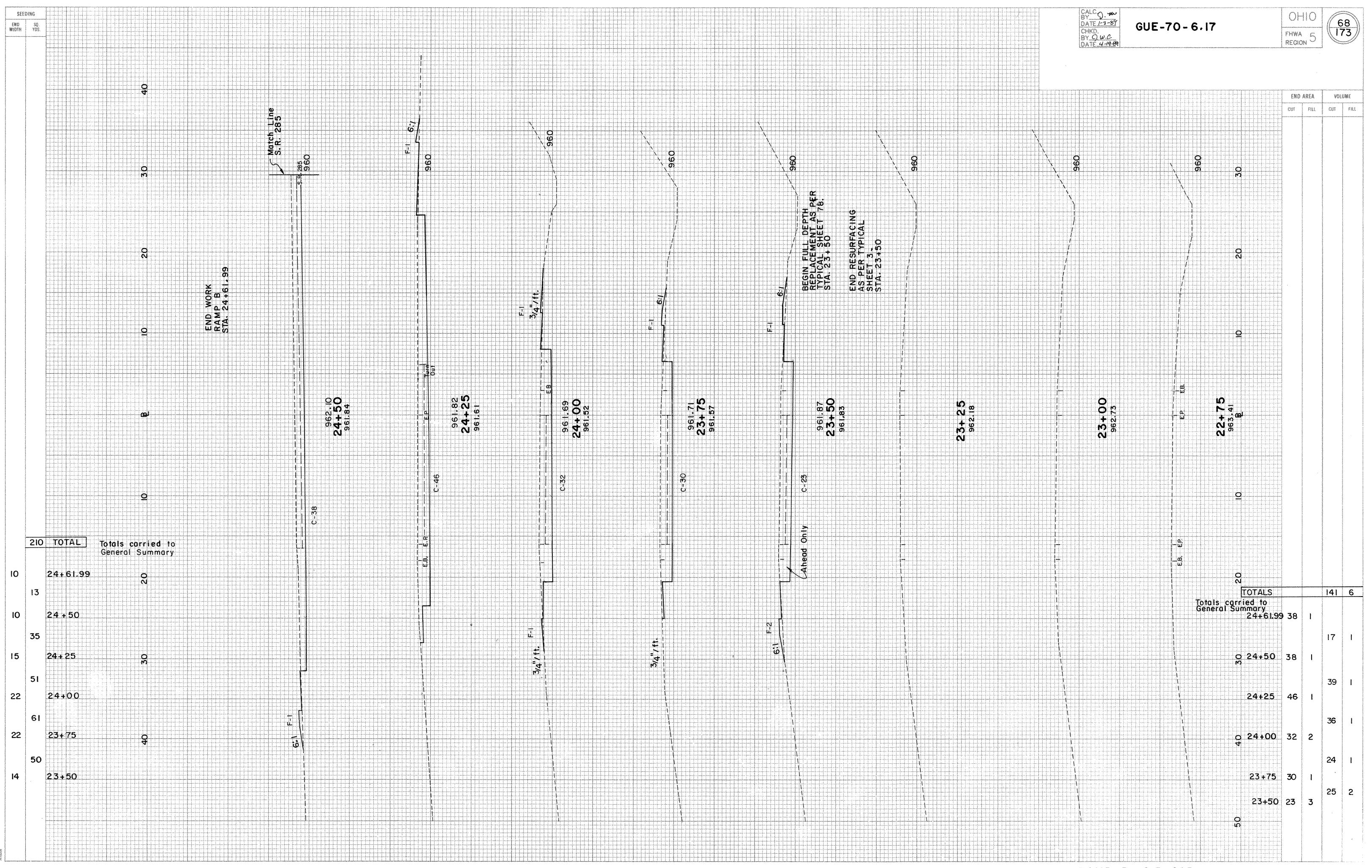


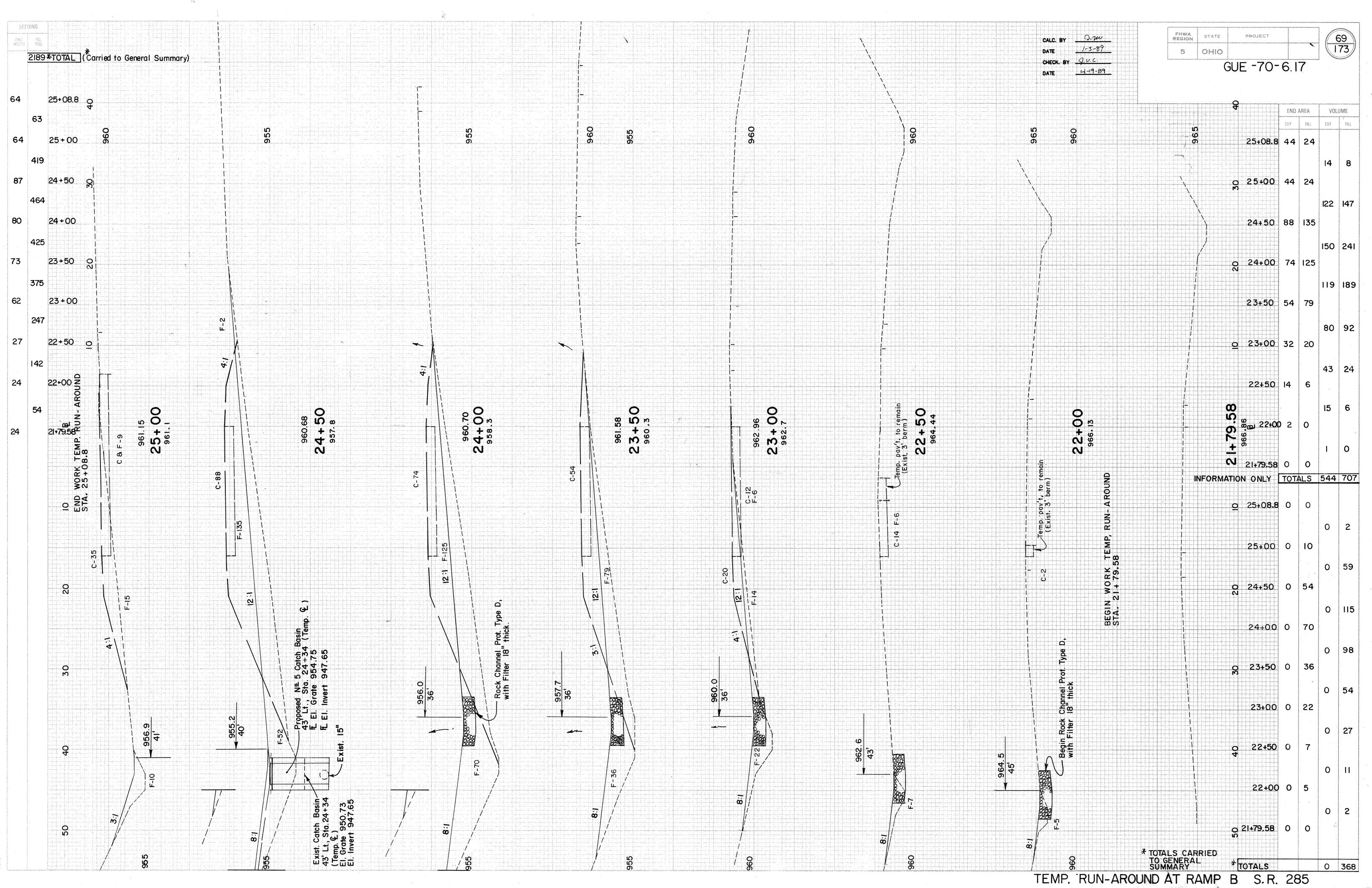


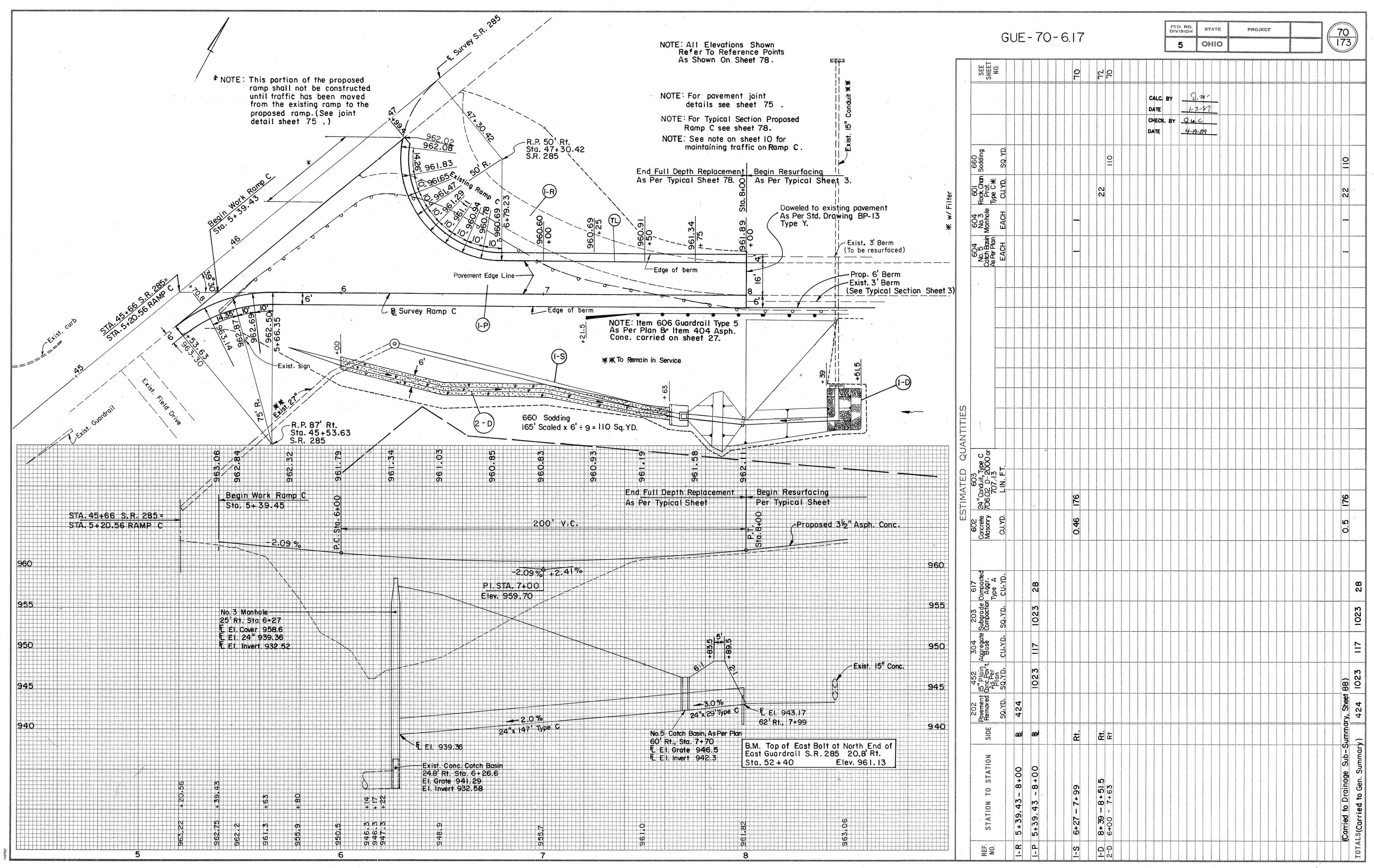


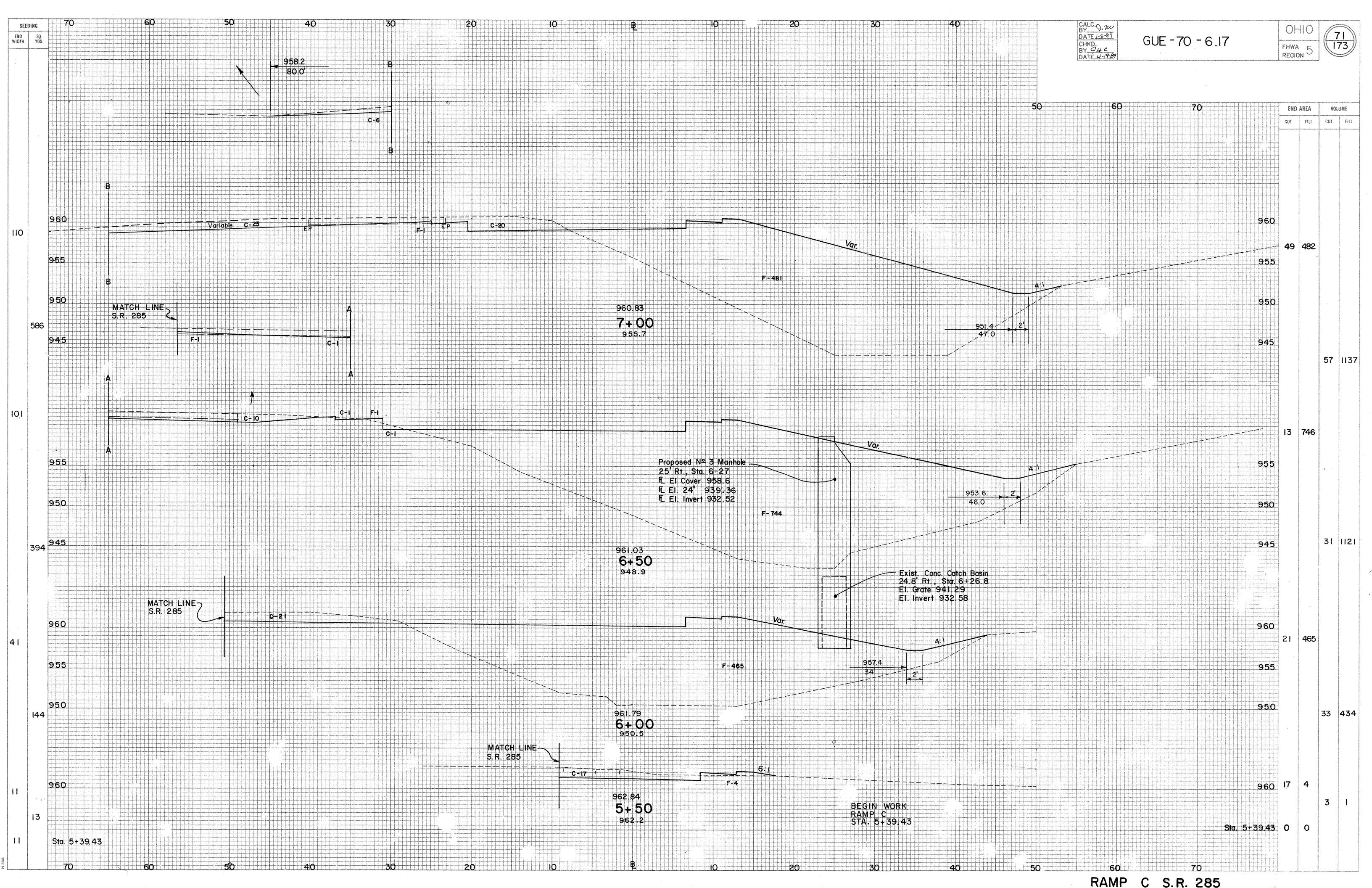


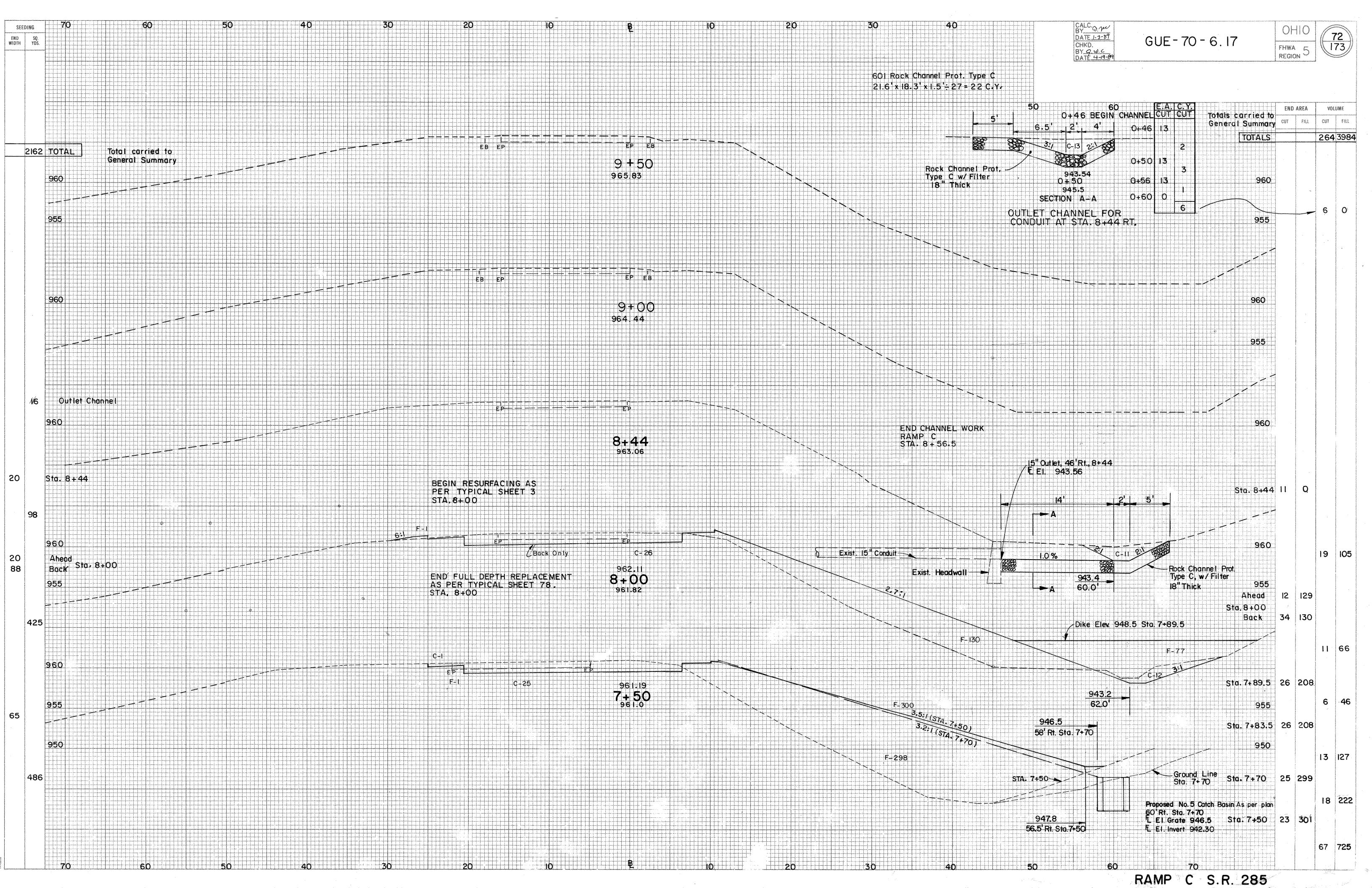


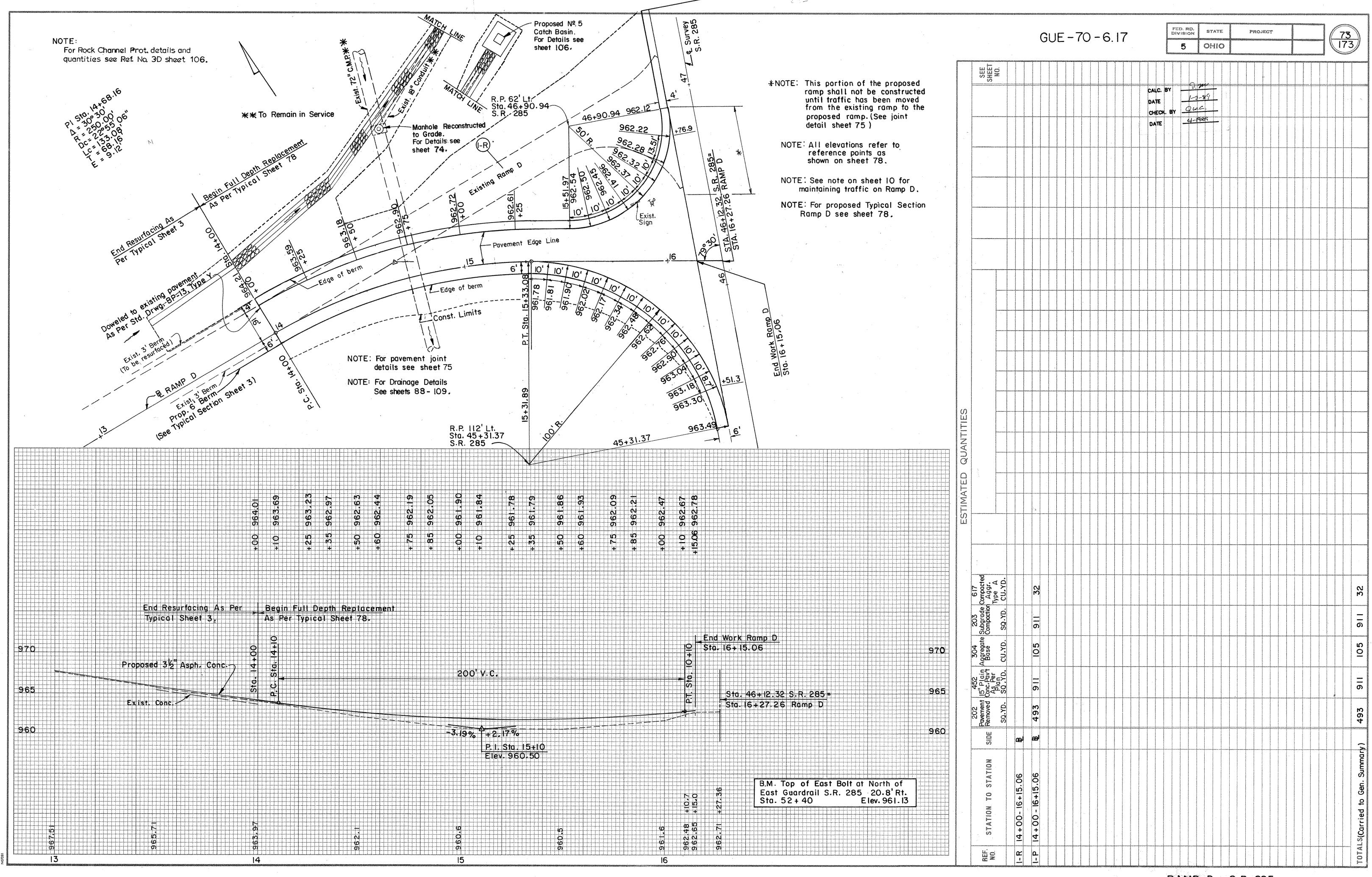


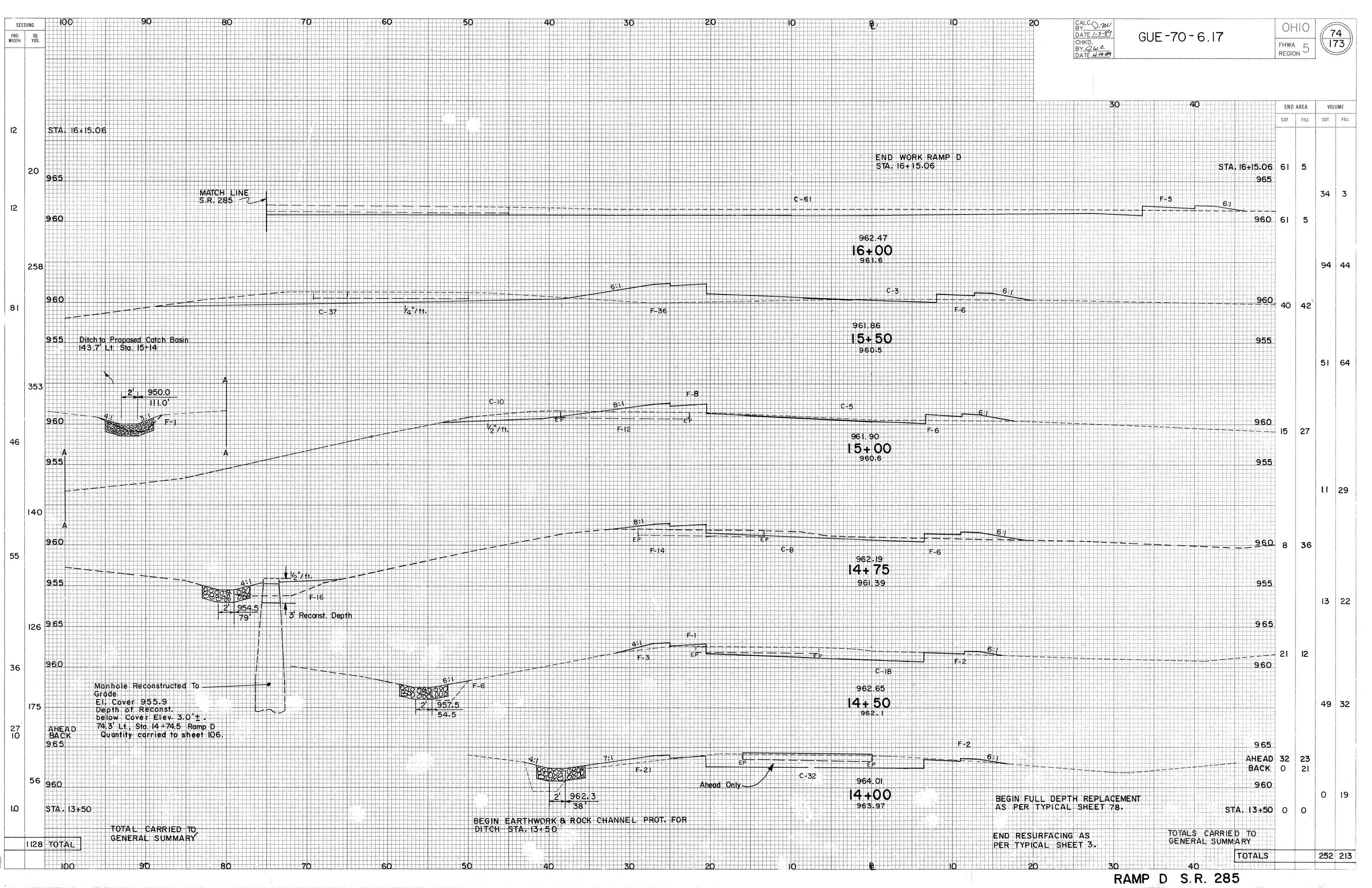


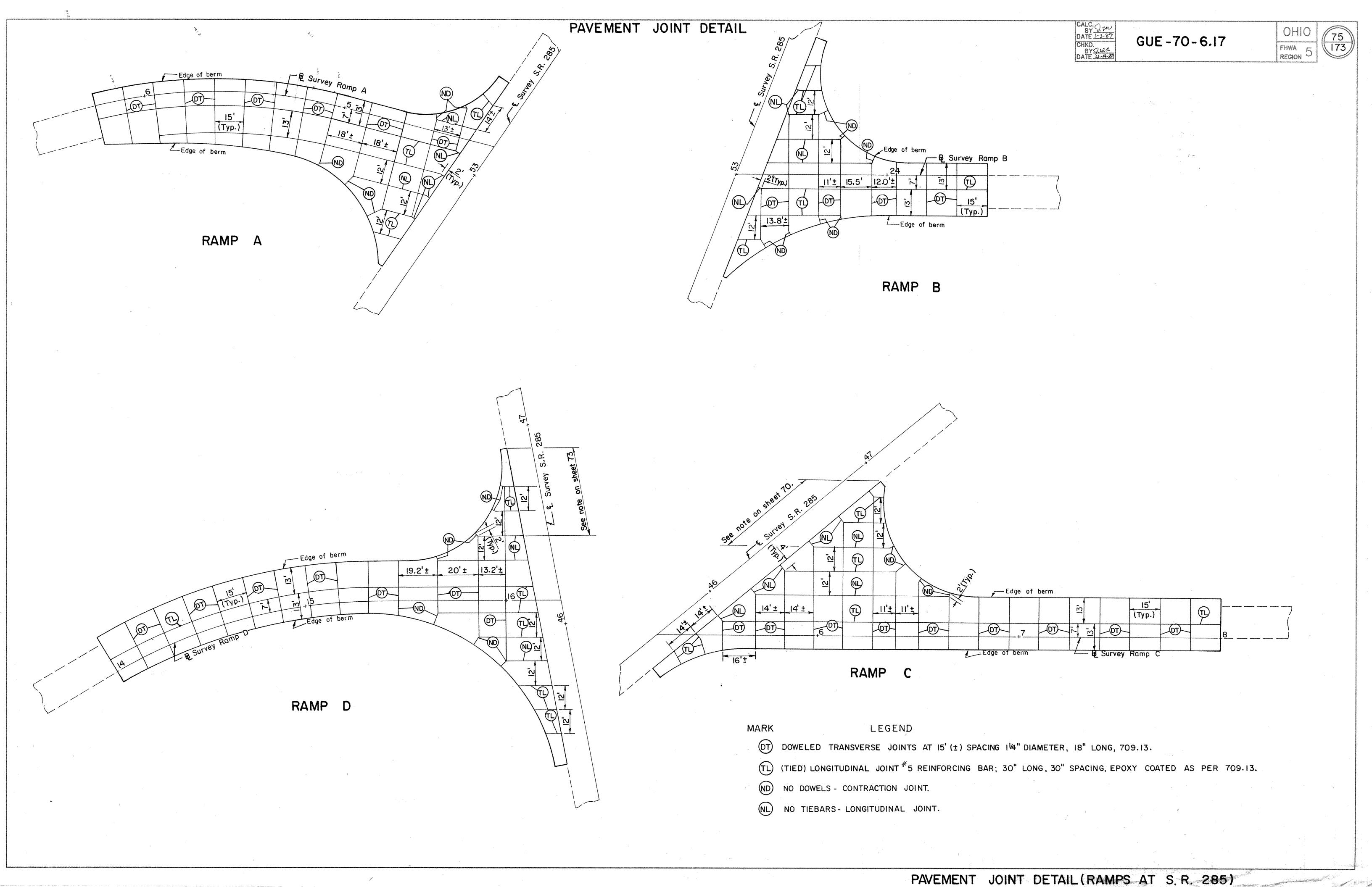


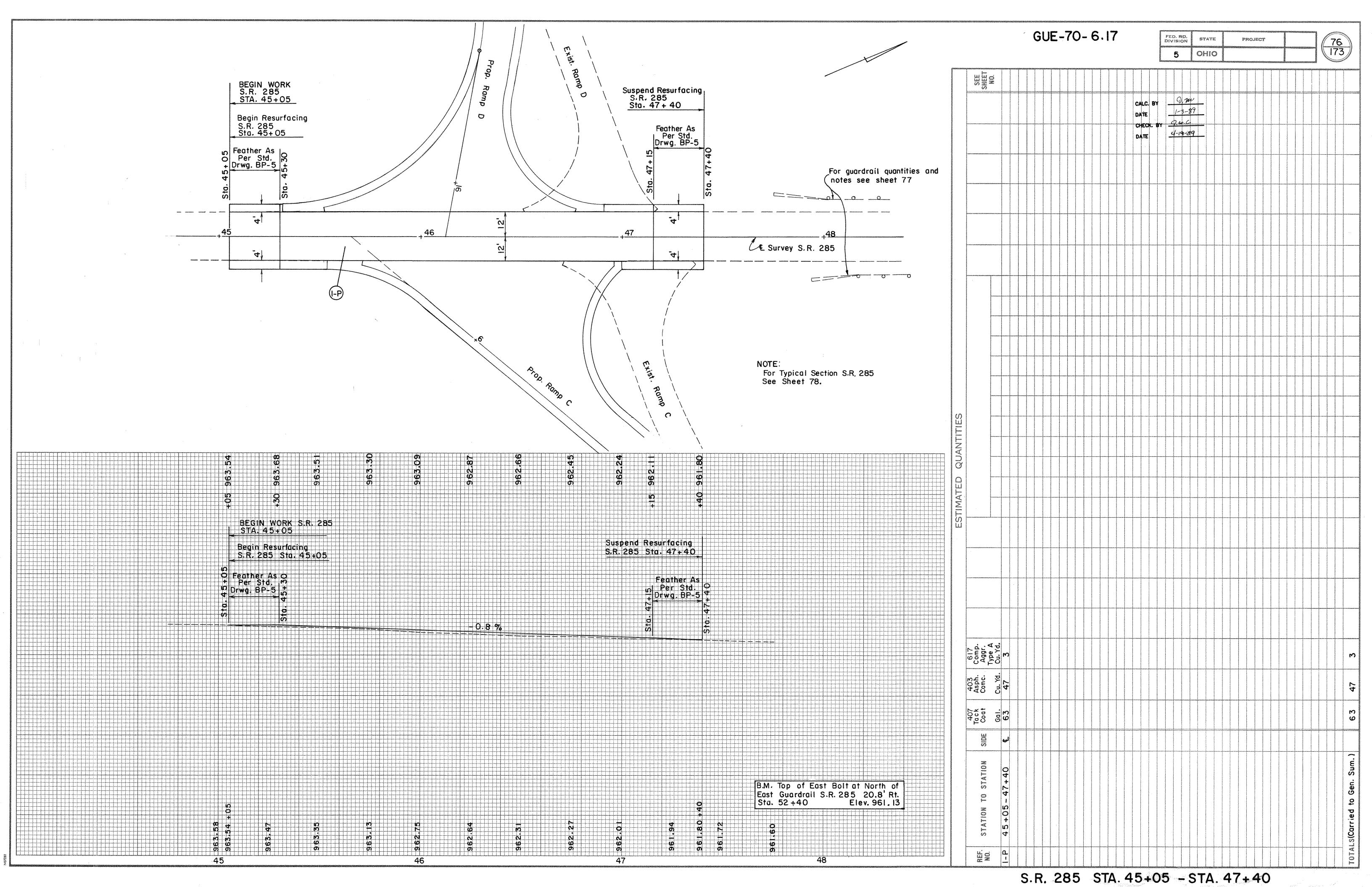


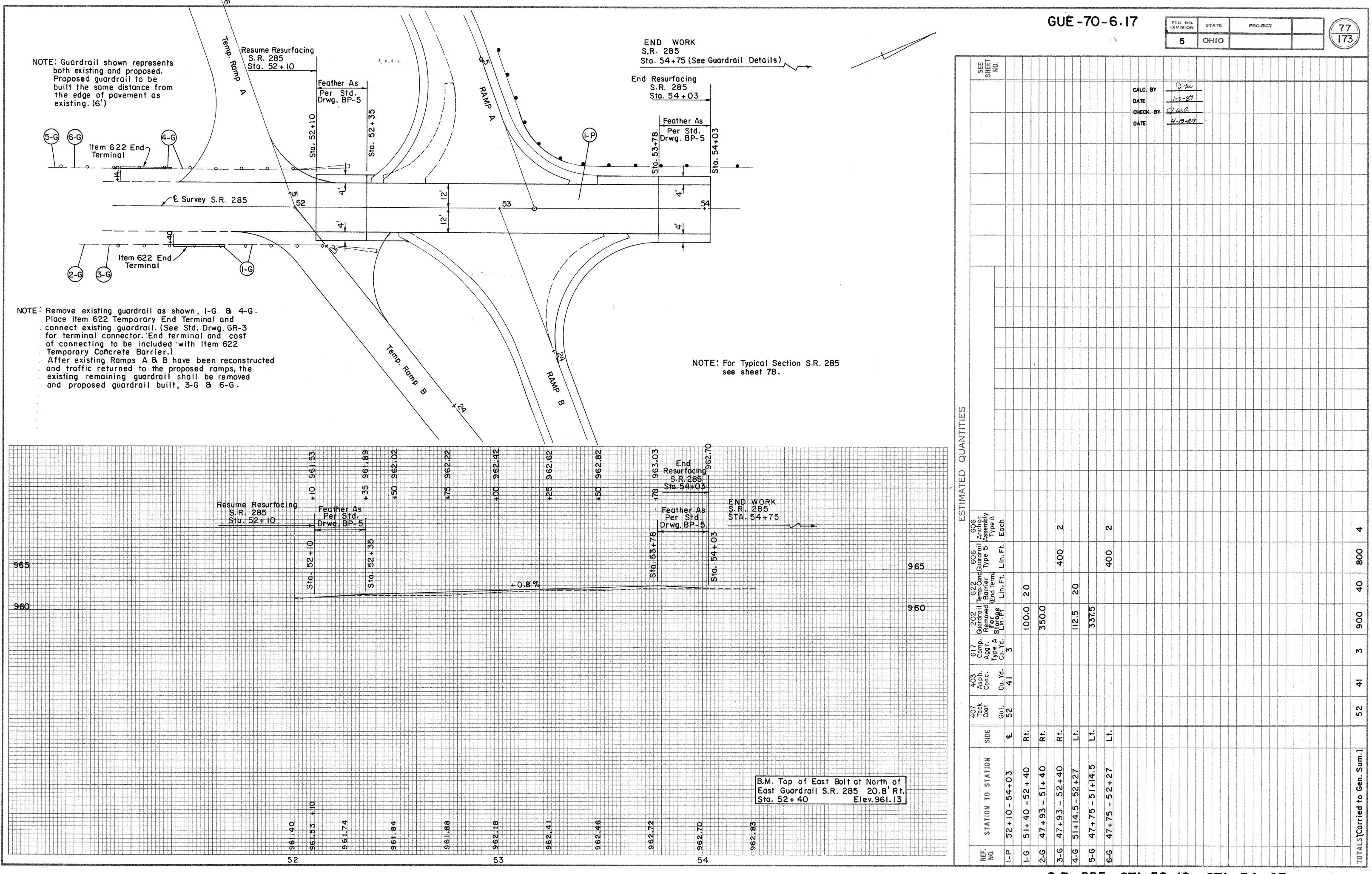








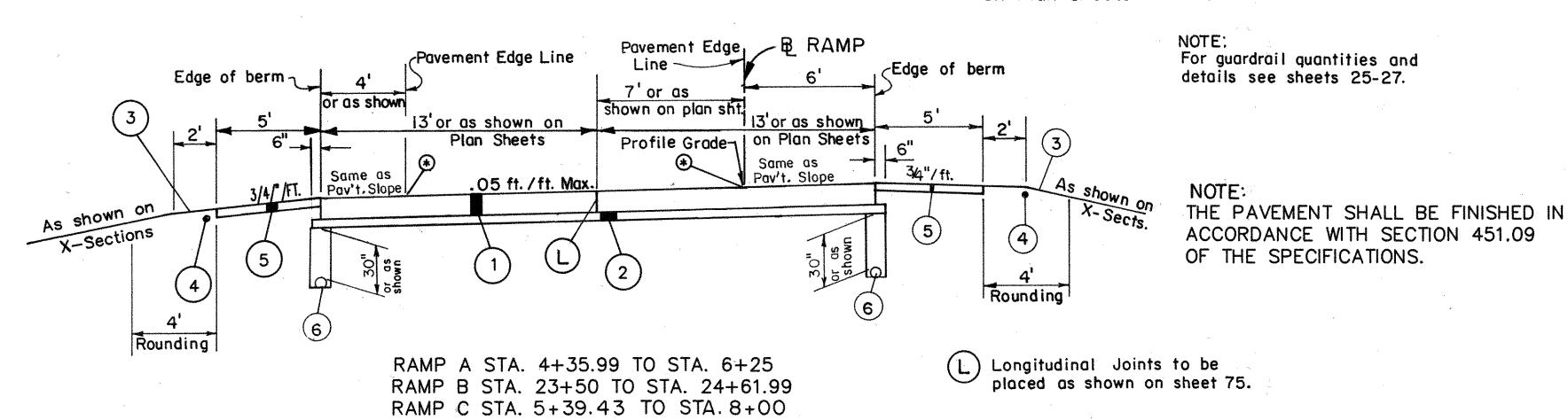




TYPICAL SECTION RAMPS AT S.R 285 (FULL DEPTH REPLACEMENT)

"^{*}"。"^{*}"。"^{*}"。"*"。"*"

* Pavement Elevations Shown on Plan sheets.



LEGEND
DESCRIPTION

1 452 15" PLAIN CONCRETE PAVEMENT, AS Per Plan

2 304 4" AGGREGATE BASE

3 659 SEEDING AND MULCHING

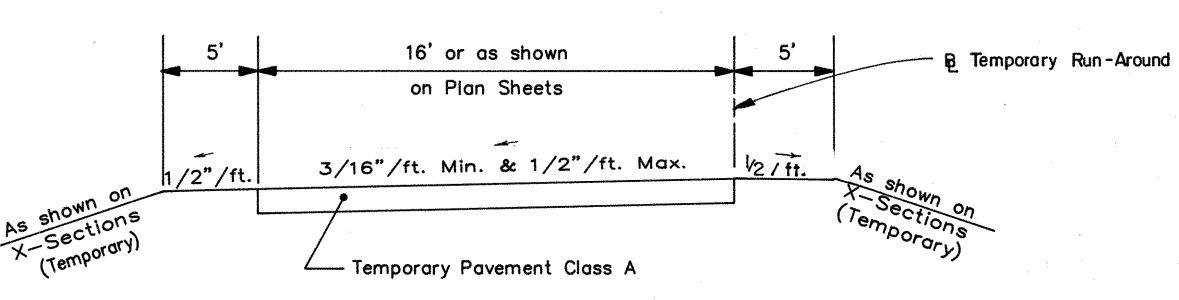
4 203 EMBANKMENT

5 617 4" COMPACTED AGGREGATE, TYPE A WITH ITEM 617 WATER

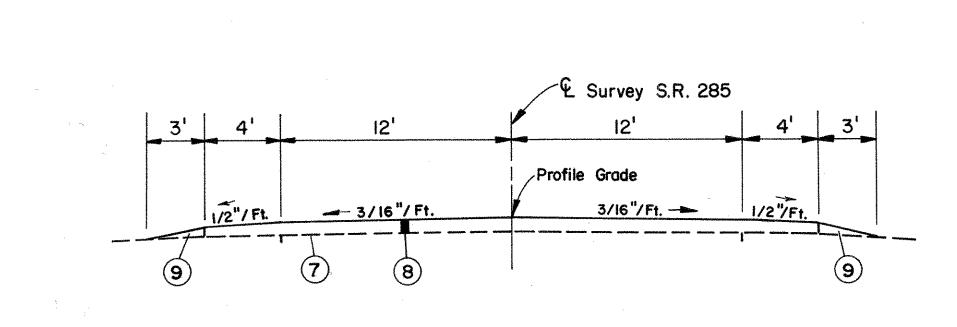
RAMP D STA. 14+00 TO STA. 16+15.06

TYPICAL SECTION TEMPORARY RUN-AROUND

6" PIPE UNDERDRAIN



RAMP A STA. 5+05.4 TO STA. 8+49.24 RAMP B STA. 21+79.58 TO STA. 25+08.8



TYPICAL SECTION
S.R. 285
(Resurfacing)
STA. 45+05 TO STA. 47+40
STA. 52+10 TO STA. 54+03

LEGEND DESCRIPTION

7) 407 Tack Coat 8) 403 Variable Th

8 403 Variable Thickness, Asphalt Concrete (14"Min. & 6" Max.)

Variable Thickness, Compacted Aggregate, Type A with Item 617 Water

CALC. O. W BY____ DATE_<u>L2_X</u> CHKD. BY_<u>Y_L</u> DATE_<u>L_D_</u>

GUE - 70 - 6.17

OHIO 79

FHWA 5

REGION 5

SEE STD.DRAWING TC-72.20

| SEE STD.DR | AWING TC-72 | 2.20 | | |
|--|--|--------------------------|------------------------|----------------------|
| ITEM 847 TRANSVERSE LINES 947.02 (WHITE) | ITEM 847 CHANNELIZING LINES 947.02 | ITEM 621 4" LANE LINE | STATION | STATION |
| • | The state of the s | | room | TA |
| LIN.FT. | LIN.FT. | MILE | FROM | TO 274+30.13 E.B. |
| | | 4.29 | 48+00 E.B. | 642+35 E.B |
| | | 7.00 | 272+67.75 E.B. | 042+33 E.B |
| | 282 √ | | 48+60 E.B. | 51+42 E.B. |
| | 404 | 0.03 | 51+42 E.B. | 53+02 E.B. |
| | | 0.03 | 164+60 E.B. | 168+60 E.B. |
| 701 | 600 | 0.00 | 168+60 E.B. | 171+60 E.B. |
| 304 | 600 410 | | 184+75 E.B. | 188+85 E.B. |
| | 410 | 0.05 | 188+85 E.B. | 191+65 E.B. |
| | | 0.06 | 227+69 E.B. | 10+49 RAMP G |
| 263 | 510 | | 10+49 RAMP G | 13+04 RAMP G |
| 200 | | 0.05 | 247+54 E.B. | 249+94 E.B. |
| 145 | 540 | | 249+94 E.B. | 252+64 E.B. |
| 170 | <u> </u> | 0.05 | 253+85 E.B. | 256+65 E.B. |
| | 568 | <u> </u> | 262+39 E.B. | 268+07 E.B. |
| | 300 | 0.05 | 268+07 E.B. | 270+47 E.B. |
| | | 0.04 | 581+56 E.B. | 583+56 E.B. |
| 244 | 608 | | 583+56 E.B. | 586+60 E.B. |
| <u> </u> | 753 | | 604+58 E.B. | 612+11 E.B. |
| | / / / / / | 0.05 | 612+11 E.B. | 614+51 E.B. |
| | | | | |
| | | | | |
| | | * 6.83 | | |
| | | | | |
| CAMERIC DATE CONTROL OF THE CAMERIC CONTROL O | | | | ` |
| 956 | 4271 | 18.58 | TOTALS (CARRIED TO THE | E GENERAL SUMMARY) |
| | , | | | |

| ITEM 601 | ITEM 847 | ITEM 621 | | | ITEM 847 | ITEM | 621 |
|-----------------------------|--|---|---------------------------|------------------------|-------------------------|--------------|-------------------------|
| ITEM 621 CURB MARKING | STOP LINE 947.02 | ISLAND MARKING | STATION | STATION | LANE ARROW (THRU) | STOP LINE | LANE ARROW (THRU) |
| | | | | | EACH | LIN.FT. | EACH |
| LIN.FT. | LIN.FT. | SQ.FT. | FROM | 10 | | | |
| 536 | | 1497 | | 20+36 S.W.RMP. S.R.209 | : | | |
| | 19 | | 20+66.2 S.W.RMP. S.R.209 | | | | |
| | | | 20+36.2 S.W.RMP.S.R.209 | | 1 | | |
| 540 | | | 8+00 S.W.LOOP S.R.209 | 20+36 S.W.RMP. S.R.209 | | | |
| | | | Ramp D S.R. 285 STA. 16+1 | | | 110 | |
| | | | 15+45 RAMP D S.R.285 | | | | 1 |
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| | almunikasi haddu amalinasi vada kalifiki (1900-1900) (1900-1900) (1900-1900) (1900-1900) | | | | | | |
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| | | | | | | | |
| | | | | | | | |
| 1076 | 19 | 1497 | TOTALS (CARRIED TO TH | E GENERAL SUMMARY) | 1 1 | 110 | 1 |

*NOTE: TO BE USED FOR TRAFFIC CONTROL
AS DESCRIBED FOR ITEM 614
MAINTAINING TRAFFIC SHEET 9 .

EDGE LINE SUB-SUMMARY

NOTE: For edge lines at S.R. 285 interchange see sheets 70,73 & 78.

| 4" WHITE EDGE LINE | 621 EDGE LINES 4" YELLOW EDGE LINE | STATION | STATION |
|---|--|--------------------------|---------------------------|
| MILE | MILE | FROM | ТО |
| TVI Cus lus | 3.90 | 48+00 E.B. | 253+85 E.B. |
| | 0.09 | 15+00 RAMP H | 20+00 RAMP H |
| | 0.46 | 250+00 E.B. | 274+30.13 E.B. |
| | 7.00 | 272+67.75 E.B. | 642+35 E.B. |
| | | | |
| 0.06 | | 48+00 E.B. | 51+42 E.B. |
| NAME OF THE OWNER OWNER. | 0.01 | 12+47.8 S.W.LOOP S.R.723 | 13+07.8 S.W.LOOP S.R.723 |
| | 0.05 | 12+47.8 S.W.LOOP S.R.723 | 15+21.16 S.W.LOOP S.R.723 |
| 2.20 | | 50+73.33 E.B. | 167+00 E.B. |
| 0.39 | | 0+00 S.W.RMP.S.R.209 | 20+76.2 S.W.RAMP S.R.209 |
| | 0.20 | 4+60 S.W.RMP.S.R.209 | 15+00 S.W.RAMP S.R.209 |
| 0.33 | | 171+60 E.B. | 188+85 E.B. |
| | 0.03 | | 3+90 S.W.LOOP S.R.209 |
| 0.03 | | 19+10 S.W.LOOP S.R.209 | 20+66.2 S.W.LOOP S.R.209 |
| | 0.16 | | 16+52 S.W.LOOP S.R.209 |
| 0.36 | | 1+00 S.W.LOOP S.R.209 | 19+81.27 S.W.LOOP S.R.209 |
| 0.76 | | 188+00 E.B. | 228+14.46 E.B. |
| 0.11 | | 8+14.46 RAMP G | 14+04 RAMP G |
| | 0.02 | 13+04 RAMP G | 14+04 RAMP G |
| 0.29 | | 233+00 E.B. | 248+50 E.B. |
| 0.10 | | 8+50 RAMP F | 14+00 RAMP F |
| | 0.03 | 12+61 RAMP F | 14+00 RAMP F |
| 0.02 | | 15+00 RAMP H | 16+22 RAMP H |
| 0.29 | | 252+64 E.B. | 268+07 E.B. |
| | 0.02 | 22+50 RAMP E | 23+70 RAMP E |
| 0.11 | | 22+50 RAMP E | 28+24.06 RAMP E |
| 0.14 | | 267+00 E.B. | 274+30.13 E.B. |
| | | | |

| ITEM | 621 EDGE LINES | | | | ITEM 621 |
|--|------------------------|--|------------------------|----------------------|---------------------------------|
| 4" WHITE EDGE LINE | 4" YELLOW EDGE LINE | Account of the Control of the Contro | STATION | STATION | CHANNELIZING LINE LIN.FT. |
| MILE | MILE | | FROM | ТО | |
| 5.84 | | | 272+67.75 E.B. | 581+00 E.B. | |
| 0.29 | | | 1+00 RAMP D | 16+15.06 RAMP D | |
| | 0.18 | | 6+54 RAMP D | 16+15.06 RAMP D | |
| 0.48 | | | 586+60 E.B. | 612+11 E.B. | |
| | 0.17 | | 5+39.43 RAMP C | 14+60.7 RAMP C | |
| 0.27 | | | 5+39.43 RAMP C | 19+50 RAMP C | |
| 0.62 | | | 609+50 E.B. | 642+35 E.B. | |
| | | | | | |
| Management Adopting to the second and a second a second and a second and a second and a second and a second a | | | 246+25 E.B. (RMP. H) | 253+85 E.B. (RMP. H) | 760 |
| * 6.83 | * 6.83 | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 10.50 | | | SUB-TOTALS | | |
| 19.52 | 19.15 | | TOTALS (CARRIED TO TH | E CENEDAL SUMMADY | 760 |
| 4 | 38.67 | | LIVIALS (CARRIED TO TH | E GENERAL SUMMART) | /00 |

ITEM 614 TEMPORARY PAVEMENT MARKINGS

(TOTALS CARRIED TO

| SEE STD.DRAWING MT-99.10 | | ENER | | | |
|--|--------------|---|--------------|---|--|
| STATION | 614 TEMP. | 614 TEMP. EDGE LINE (YELLOW) CLASS'I MILE | 614 TEMP. | 614 TEMP. | 614 TEMP |
| DRIVING LANE CLOSURE | MILE | MILE | MILE | LIN.FT. | UN.F |
| STA.48+00 E.B. TO STA.274+30.13 E.B. | 4.29 | | | | |
| STA.272+67.75 E.B. TO STA.642+35 E.B. | 7.00 | | | | |
| CTA 49 LOO W.D. TO CTA 272 LOC 74 W.D. | 4 OF | | | | |
| STA.48+00 W.B. TO STA.272+26.34 W.B. STA.272+67.75 W.B. TO STA.642+35 W.B. | 4.25 7.00 | 0 <u>6484944900000000000000000000000000000000</u> | | | |
| <u> </u> | 7.00 | | | | W26.************************************ |
| PASSING LANE | | | | | |
| STA.48+00 E.B. TO STA.274+30.13 E.B. | 4.29 | | | | |
| STA.272+67.75 E.B. TO STA.642+35 E.B. | 7.00 | 7.00 | | | |
| STA.48+00 W.B. TO STA.272+26.34 W.B. | 4.25 | 4.25 | | | |
| STA.272+67.75 W.B. TO STA.642+35 W.B. | | 7.00 | | | |
| DOTU LANCO MAINTAINED ON 701 OD 440 (TYDE O) | | | <u> </u> | | , |
| BOTH LANES MAINTAINED ON 301 OR 446 (TYPE 2) | | · | | | |
| STA.48+00 E.B. TO STA.274+30.13 E.B. | | 4.29 | 4.29 | | |
| STA.272+67.75 E.B. TO STA.642+35 E.B. | | 7.00 | | | |
| | | | | | |
| STA.48+00 W.B. TO STA.272+26.34 W.B. | | 4.25 7.00 | | | |
| STA.272+67.75 W.B. TO STA.642+35 W.B. | | 7.00 | 17.00 | | |
| BOTH LANES MAINTAINED ON 446 (TYPE 2) | | | <u> </u> | | |
| | | | | | |
| STA.279+00 E.B. TO STA.642+35 E.B. | | 6.88 | | | |
| STA.279+00 W.B. TO STA.642+35 W.B. | 6.88 | 6.88 | 0.00 | | |
| BOTH LANES MAINTAINED ON 446 (TYPE 1) | | | | | |
| | | | | | |
| STA.48+00 E.B. TO STA.274+30.13 E.B. | | 4.29 | | | |
| STA.272+67.75 E.B. TO STA.642+35 E.B. | 7.00 | 7.00 | 7.00 | | |
| STA.48+00 W.B. TO STA.272+26.34 W.B. | 4.25 | 4.25 | 4.25 | | |
| STA.272+67.75 W.B. TO STA.642+35 W.B. | 7.00 | 7.00 | 7.00 | | |
| S.W.LOOP S.R.723 | | | | | |
| ITEM 446 INTERMEDIATE COURSE | 0.01 | 0.01 | | 282 | |
| ITEM 446 SURFACE COURSE | 0.01 | 0.01 | | 282 | |
| | | | | <u> </u> | |
| S.W.RAMP S.R.209 ITEM 446 INTERMEDIATE COURSE | 0.31 | 0.31 | <u> </u> | *************************************** | 600 |
| ITEM 446 SURFACE COURSE | 0.31 | | | | 600 |
| | | | | | |
| S.W.LOOP S.R.209 | 0.70 | 0.70 | - | 440 | |
| ITEM 446 INTERMEDIATE COURSE ITEM 446 SURFACE COURSE | 0.30 | | | 410 410 | |
| TILM 440 SOM ACE COOKSE | 0.50 | 0.50 | | 710 | |
| RAMPS G, F, H & E | | | | | |
| ITEM 446 INTERMEDIATE COURSE | 0.09 | | | 1328 | |
| ITEM 446 SURFACE COURSE | 0.09 | 0.09 | | 1328 | 105 |
| RAMP D S.R.285 | | | | | |
| ITEM 446 INTERMEDIATE COURSE | 0.14 | | | | 60 |
| ITEM 446 SURFACE COURSE ITEM 301 BIT. AGGR. BASE | 0.14 | 0.14 | | | 60 60 |
| PROPOSED RAMPS D & C | 0.10 | 0.10 | | | 80 |
| RAMP C S.R.285 | | | | | |
| ITEM 446 INTERMEDIATE COURSE | 0.13 | | | 753 | |
| ITEM 446 SURFACE COURSE | 0.13 | 0.13 | | 753 753 | WATER THE PARTY OF THE |
| ITEM 301 BIT. AGGR. BASE SUB-TOTALS | 83.44 | 83.44 | | / 33 | |
| TOTALS | <u> </u> | .88 | | 6299 | 512 |
| ITEM 614 TEMPORARY STOP LINES, CLASS I | | | | | |
| S.W.RAMP S.R.209 19'+19'=38 LIN.FT. | | | | | |
| RAMP D S.R. 285 85 LIN.FT. TOTAL 123 LIN.FT. | | | | | |
| | | | 1 | | <u></u> |
| TOAFTA |) / A | 1117 | L V 1 | A N 1 / | `_ |
| TRAFFIC | IVI P | 1 VIIV | CIV |) VIA | ノ匚 |

TRAFFIC MAINTENANCE

LANE LIN- SUB-SUMMARY

SEE STD.DRAWING TC-72.20

| ITEM 847 TRANSVERSE C LINES 947.02 (WHITE) | ITEM 847 CHANNELIZING LINES 947.02 | ITEM 621 4" LANE LINE | STATION | STATION |
|--|--|--|-------------------------|-------------------------|
| LIN.FT. | LIN.FT. | MILE | FROM | ТО |
| | | 4.25 | 48+00 W.B. | 272+26.34 W.B. |
| / | , | 7.00 | 272+67.75 W.B. | 642+35 W.B. |
| 150 | 510 / | | 58+39 W.B. | 60+94 W.B. |
| | | 0.05 | 60+94 W.B. | 63+34 W.B. |
| | | 0.05 | 168+28 W.B. | 170+68 W.B. |
| CONTRACTOR ON THE STREET CONTRACTOR CONTRACT | 492 | | 170+68 W.B. | 175+60 W.B. |
| 260 | 472 | | 190+40 W.B. | 192+76 W.B. |
| | | 0.04 | 192+76 W.B. | 194+76 W.B. |
| | 65 | | 11+82.5 N.E.RMP.S.R.209 | 11+17.5 N.E.RMP.S.R.209 |
| | AND AND THE PROPERTY OF THE PR | 0.03 | 207+48 W.B. | 209+08 W.B. |
| | 717 | ************************************** | 209+08 W.B. | 216+25 W.B. |
| 145 | 420 | | 231+70 W.B. | 233+80 W.B. |
| | | 0.08 | 233+80 W.B. | 237+80 W.B. |
| 218 | 594 | | 252+95 W.B. | 255+92 W.B. |
| | | 0.06 | 255+92 W.B. | 259+12 W.B. |
| 22 S 2 1 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 | | 0.05 | 582+44 W.B. | 585+24 W.B. |
| | 487 | | 585+24 W.B. | 590+11 W.B. |
| 240 | 748 | | 608+46 W.B. | 612+20 W.B. |
| | ···) | 0.03 | 612+20 W.B. | 613+80 W.B. |
| | | | | |
| | | 0.06 | 230+68 W.B. | 233+88 W.B. |
| ************************************** | 620 | | 233+88 W.B. | 240+08 W.B. |
| | | | | |
| AND THE PROPERTY AND THE CONTROL OF THE PROPERTY OF THE PROPER | | *6.83 | | |
| | | | | |
| 1013 | 5125 | 18.53 | TOTALS (CARRIED TO THE | GENERAL SUMMARY) |
| 1010 | J143 | | TOTAL COMMILE TO THE | - OLIVEIVAL OOMINAANI) |

| *************************************** | | | | | | | ,_, |
|---|--|---|--|--------------------------|--------------------|--|---|
| STOP LINE | LANE ARROW THRU | ITEM 847 STOP LINE 947.02 | ITEM 847 WORD ON PAVEMENT "ONLY" 96 INCHES | STATION | | ITEM LANE / | ARROW |
| | | | | | | LEFT | RIGHT |
| LIN.FT. | EACH | LIN.FT. | EACH | | | | |
| | | 64 | | 11+82.5 N.E.RMP. S.R.209 | | | |
| | | | | 11+62.5 N.E.RMP. S.R.209 | 1 | 1 | 1 |
| | | | 2 | 11+25.5 N.E.RMP. S.R.209 | | | |
| 95 | | | : | RAMP B S.R. 285 STA. 24+ | | | |
| | 1 | | | 24+12.1 RAMP B S.R.285 | | | ************************************** |
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| | NAMES AND ADDRESS OF THE OWNER, OWNER | | | | | | |
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| | | POPULATION TO THE PROPERTY OF | and the second s | | | ************************************** | *************************************** |
| | | | | | | | |
| 95 | 1 | 64 | 2 | TOTALS (CARRIED TO THE | E GENERAL SUMMARY) | | 2 |

*NOTE: TO BE USED FOR TRAFFIC CONTROL
AS DESCRIBED FOR ITEM 614
MAINTAINING TRAFFIC SHEET 9.

EDGE LINE SUB-SUMMARY

NOTE: For edge lines at S.R. 285 interchange see sheets 63,67 & 78.

| | 621 EDGE LIN | <u>ES</u> | |
|-----------|--------------|--------------------------|------------------------|
| 4" WHITE | 4" YELLOW | STATION | STATION |
| EDGE LINE | EDGE LINE | STATION | STATION |
| | | | |
| MILE | MILE | FROM | ТО |
| | 3.54 | 48+00 W.B. | 234+75 W.B. |
| | 0.13 | 23+73.49 RAMP D | 17+00 RAMP D |
| | 0.73 | 233+88 W.B. | 272+26.34 W.B. |
| | 7.00 | 272+67.75 W.B. | 642+35 W.B. |
| 0.20 | | 48+00 W.B | 58+39 W.B. |
| | 0.05 | 7+00 N.E.RMP.S.R.723 | 4+57 N.E.RMP.S.R.723 |
| 0.13 | | 7+00 N.E.RMP.S.R.723 | 0+00 N.E.RMP.S.R.723 |
| 2.05 | | 63+00 W.B. | 171+00 W.B. |
| 0.25 | | 13+42.11 N.W.RMP.S.R.209 | |
| | 0.16 | 8+82 N.W.RMP.S.R.209 | 0+12.8 N.W.RMP.S.R.209 |
| 0.37 | | 170+68 W.B. | 190+40 W.B. |
| | 0.14 | 11+92.5 N.E.RMP.S.R.209 | 4+60 N.E.RMPS.R.209 |
| 0.23 | | 11+92.5 N.E.RMP.S.R.209 | 0+00 N.E.RMP.S.R.209 |
| 0.40 | | 195+00 W.B. | 216+25 W.B. |
| 0.18 | | 39+98.88 RAMP A | 30+65 RAMP A |
| | 0.18 | 39+98.88 RAMP A | 30+65 RAMP A |
| 0.43 | | 209+08 W.B. | 231+70 W.B. |
| | 0.02 | 15+50 RAMP B | 14+26 RAMP B |
| 0.14 | | 15+50 RAMP B | 8+00 RAMP B |
| 0.28 | | 238+00 W.B. | 252+95 W.B. |
| | 0.03 | 12+00 RAMP C | 10+56 RAMP C |
| 0.11 | | 12+00 RAMP C | 6+01.32 RAMP C |
| 0.28 | | 257+50 W.B. | 272+26.34 W.B |
| 5.95 | | 272+67.75 W.B. | 587+00 W.B. |
| 0.24 | | 17+00 RAMP A S.R.285 | 4+36 RAMP A S.R.285 |
| | 0.18 | 13+87.7 RAMP A S.R.285 | 4+36 RAMP A S.R.285 |
| : | | | |
| 0.03 | | 18+40 RAMP D | 17+00 RAMP D |
| | | | |

| ITEM (| 621 EDGE LINE | S 621 | | | | |
|---------------|---------------|--------|------------------------|----------------------|---|-----|
| 4" WHITE | 4" YELLOW | CENTER | | | | |
| EDGE LINE | EDGE LINE | LINE | | | | |
| | | | | | | |
| MILE | MILE | MILE | FROM | ТО | | |
| 0.44 | | | 585+24 W.B. | 608+46 W.B. | | |
| | 0.17 | | 24+62.1 RAMP B S.R.285 | 15+52 RAMP B S.R.285 | | |
| 0.26 | | | 24+62.1 RAMP B S.R.285 | 11+00 RAMP B S.R.285 | | |
| 0.56 | | | 613+00 W.B. | 642+35 W.B. | | |
| | | | | | | |
| | | | | | | |
| | | 0.17 | S.R.285 45+05 | S.R.285 54+03 | | |
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| | | | | 1. | | |
| 19.36 | 19.16 | | SUB-TOTALS | | | |
| 3 | 8.52 | 0.17 | TOTALS (CARRIED TO TH | E GENERAL SUMMARY) | | |

CALC.Q.W BY_=__ DATE_L-2-5'(CHKD. BY_L-2-DATE_L-2-29'

GUE - 70 - 6.17

OHIO FHWA 5

ITEM 614 TEMPORARY PAVEMENT MARKINGS

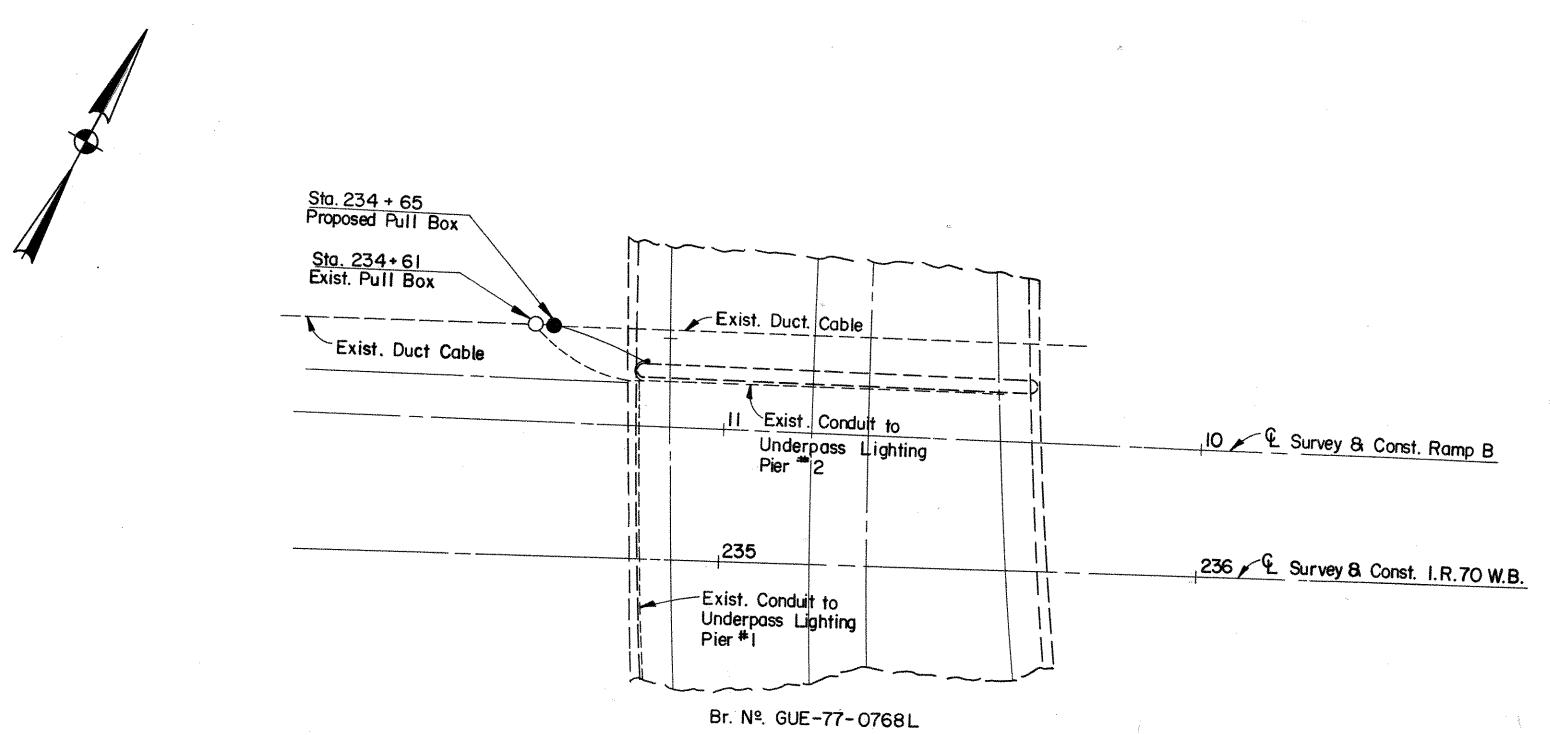
SEE STD.DRAWING MT-99.10

(TOTALS CARRIED TO GENERAL SUMMARY)

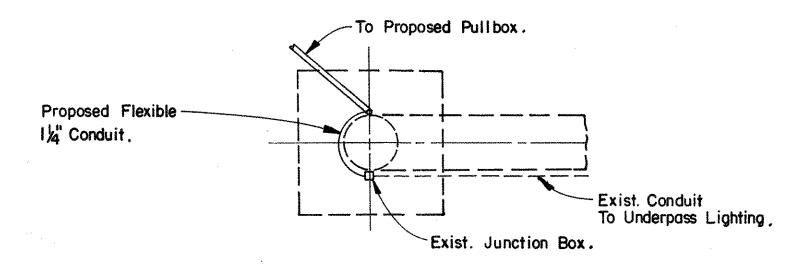
614 TEMP. EDGE LINE (YELLOW) CLASS I CLASS I CLASS I CLASS I LIN.FT. LIN.FT. STATION N.E.RAMP S.R.723 ITEM 446 INTERMEDIATE COURSE 0.05 0.05 510 ITEM 446 SURFACE COURSE 0.05 0.05 510 N.W.RAMP S.R.209 ITEM 446 INTERMEDIATE COURSE 0.16 0.16 492 ITEM 446 SURFACE COURSE 492 0.16 0.16 N.E.RAMP S.R.209 ITEM 446 INTERMEDIATE COURSE 472 472 0.14 0.14 ITEM 446 SURFACE COURSE 0.14 0.14 RAMPS A, B, D & C 0.25 0.25 0.25 0.25 ITEM 446 INTERMEDIATE COURSE 1337 1014 ITEM 446 SURFACE COURSE 1337 1014 RAMP A S.R.285 ITEM 301 BIT. AGGR. BASE 487 ITEM 446 INTERMEDIATE COURSE 487 0.14 0.14 ITEM 446 SURFACE COURSE & CONC. SUFACE 0.18 0.18 487 TEMPORARY RAMP A 0.07 0.07 RAMP B S.R.285 ITEM 301 BIT, AGGR. BASE 748 748 ITEM 446 INTERMEDIATE COURSE 0.15 0.15 ITEM 446 SURFACE COURSE & CONC. SUFACE 0.17 0.17 748 TEMPORARY RAMP B 0.06 0.06 S.R.285 0.12

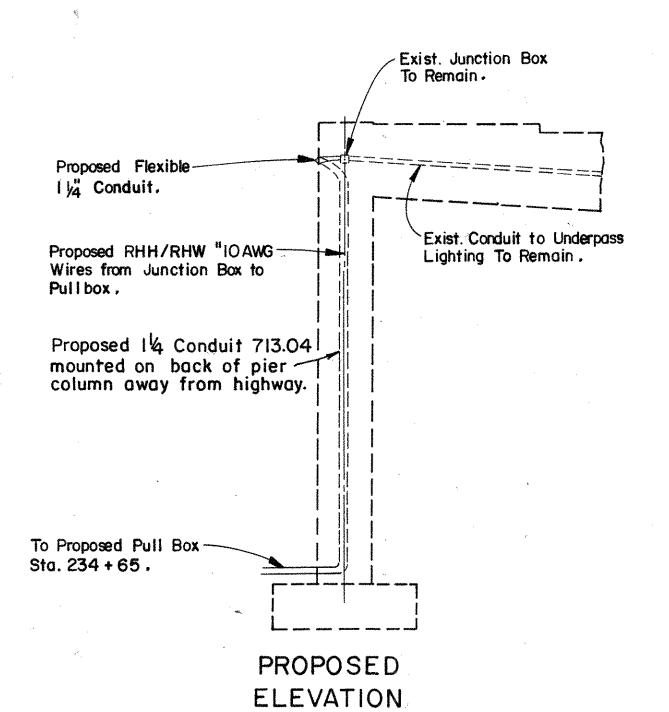
| | | <u> </u> | <u> </u> | أحصينا والمستعدد | |
|---|---|--|---|---|---|
| | | | | | |
| SUB-TOTALS | 2.09 | 1.97 | | ************************************** | |
| TOTALS | 4. | 06 | | 5119 | 6230 |
| | | | | | |
| | | | | | |
| | | | | | |
| ITEM 614 TEMPORARY STOP LINE, CLASS | I | | | | |
| N.E.RAMP S.R.209 64+64 = 128 LIN.FT. | | | | | ······································ |
| RAMP B S.R.285 $43+75 = 118$ LIN.FT. | | | | | |
| TOTAL 246 LIN.FT. | *************************************** | ······································ | | | |
| : | - | | | *************************************** | *************************************** |
| ITEM 614 TEMPORARY CENTER LINE CLASS IL | ······································ | | | W7000-10-000-00-00-00-00-00-00-00-00-00-00 | *************************************** |
| S.R.285 0.08 MILES | | | | | |
| TOTAL 0.08 MILES | | 10-24-14-14-14-14-14-14-14-14-14-14-14-14-14 | *************************************** | MANAGE CONTRACTOR OF THE SECOND CONTRACTOR OF | <u> </u> |
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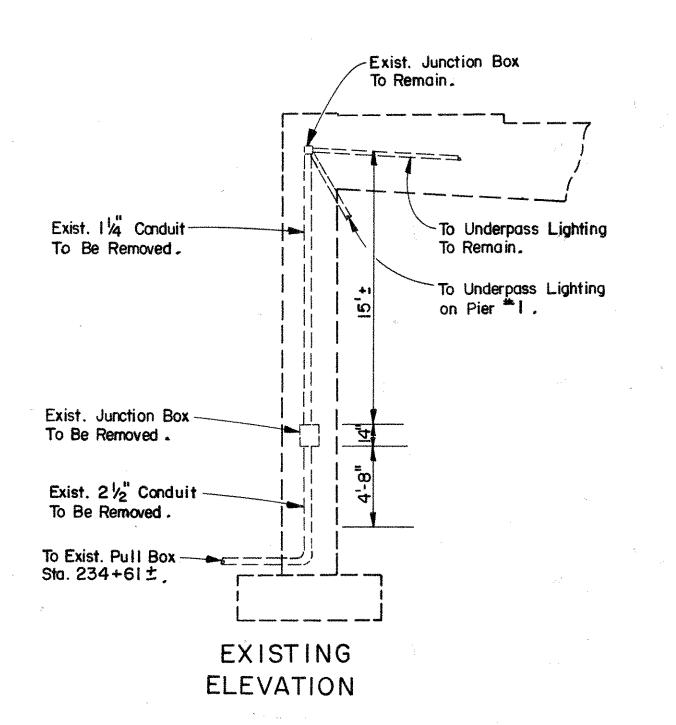
TRAFFIC MAINTENANCE



PLAN







QUANTITIES (Carried to General Summary)

202 PULL BOX REMOVED
625 PULL BOX, CONCRETE, 18"
1 EACH
625 CABLE SPLICING KIT
625 MODIFY EXISTING SERVICE TO
UNDERPASS LIGHTING, AS PER PLAN
1 EACH
625 GROUND ROD
1 EACH

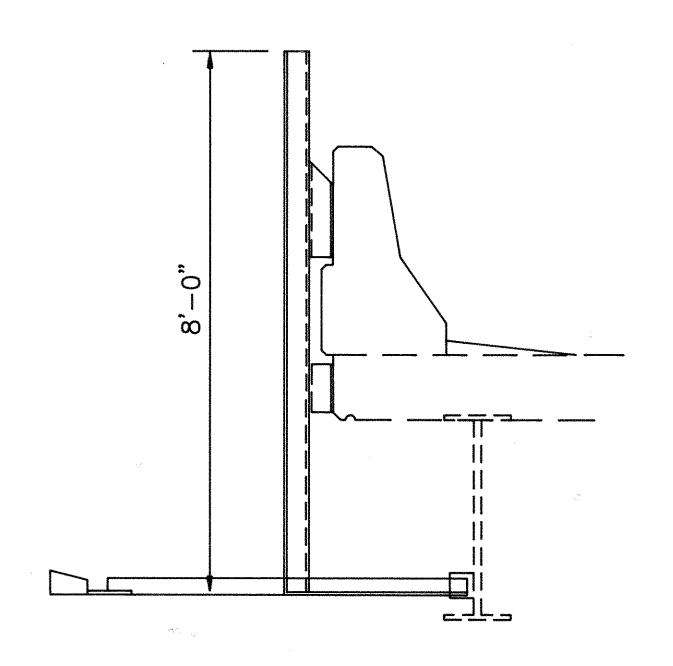
SEE STANDARD CONSTRUCTION DRAWINGS

HL-20.31 5-1-87 HL-30.11 5-1-87

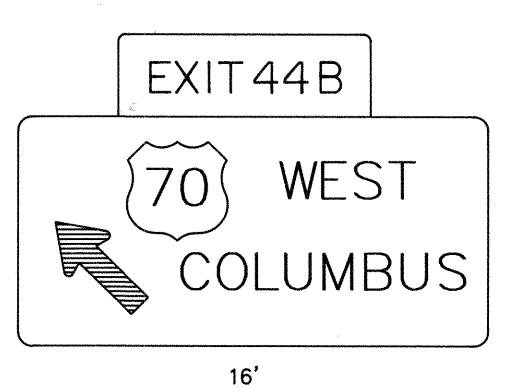
BRIDGE NUMBER GUE-77-0993R

| ITEM | QUANT. | UNIT | DESCRIPTION |
|------|--------|---|---|
| 630 | 2 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION |
| 630 | 1 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, TYPE TC-1824 |
| 631 | 1 | EACH | SIGN WIRED, OVERPASS STRUCTURE MOUNTED |
| 631 | 2 | EACH | REMOVAL OF LUMINAIRE AND REERECTION |
| | | | |
| | | · · · · · · · · · · · · · · · · · · · | |
| | | *************************************** | |

QUANTITIES CARRIED TO GENERAL SUMMARY.



GUE-77-0993R TC-31.21 3/6/79 TC-18.24 4/25/79



7.5' (INCLUDES 6" GLARE SHIELD) LEVEL I

SIGN BRACKET SPACING

85/8",753/8",993/8",85/8"

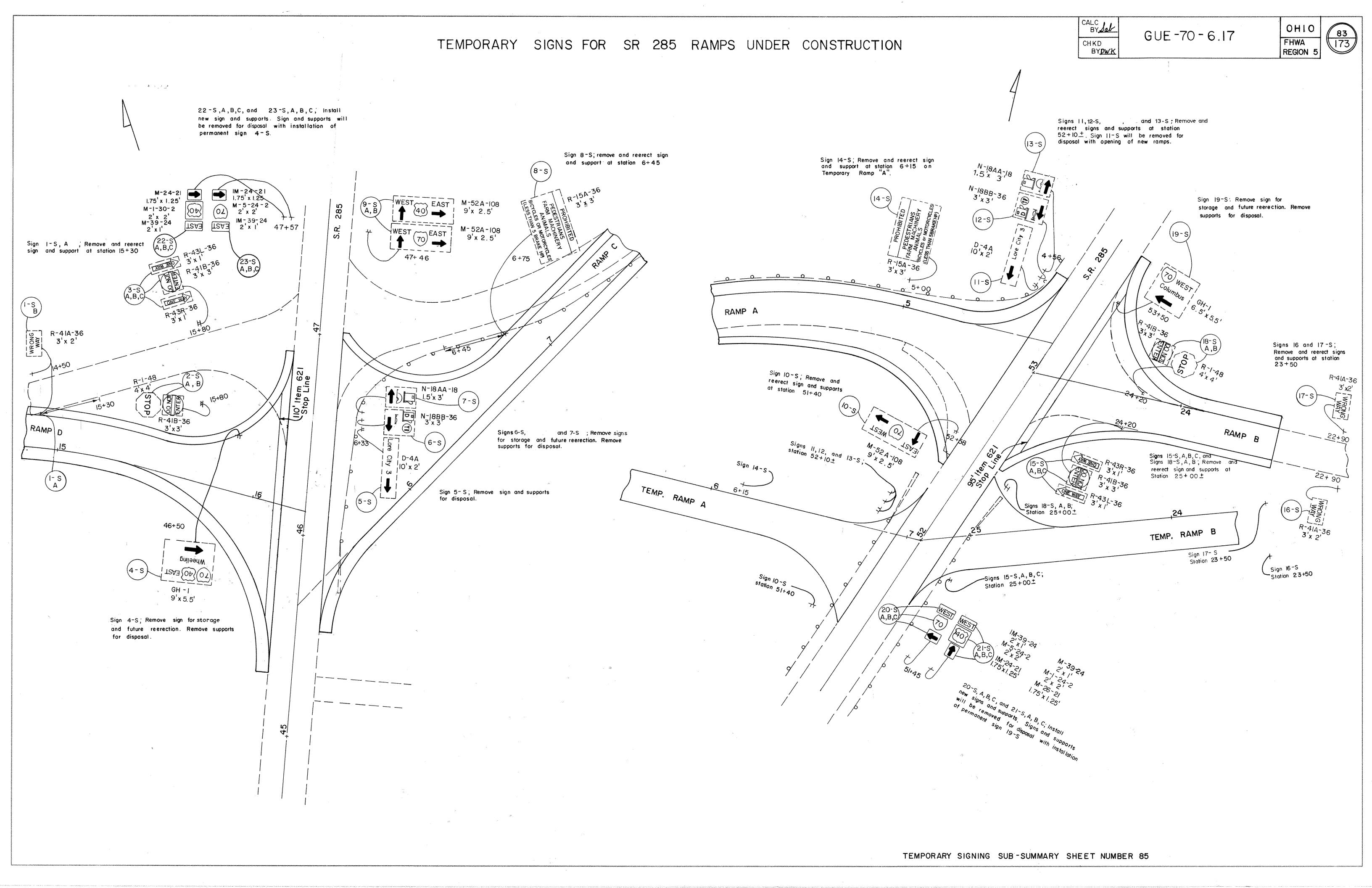
MOUNT SIGN HORIZONTALLY IN THE APPROXIMATE LOCATION OF THE EXISTING SIGN. IT MAY BE MOVED SLIGHTLY TO ALLOW FOR THE INSERTION OF THE EXPANSION ANCHOR BOLTS.

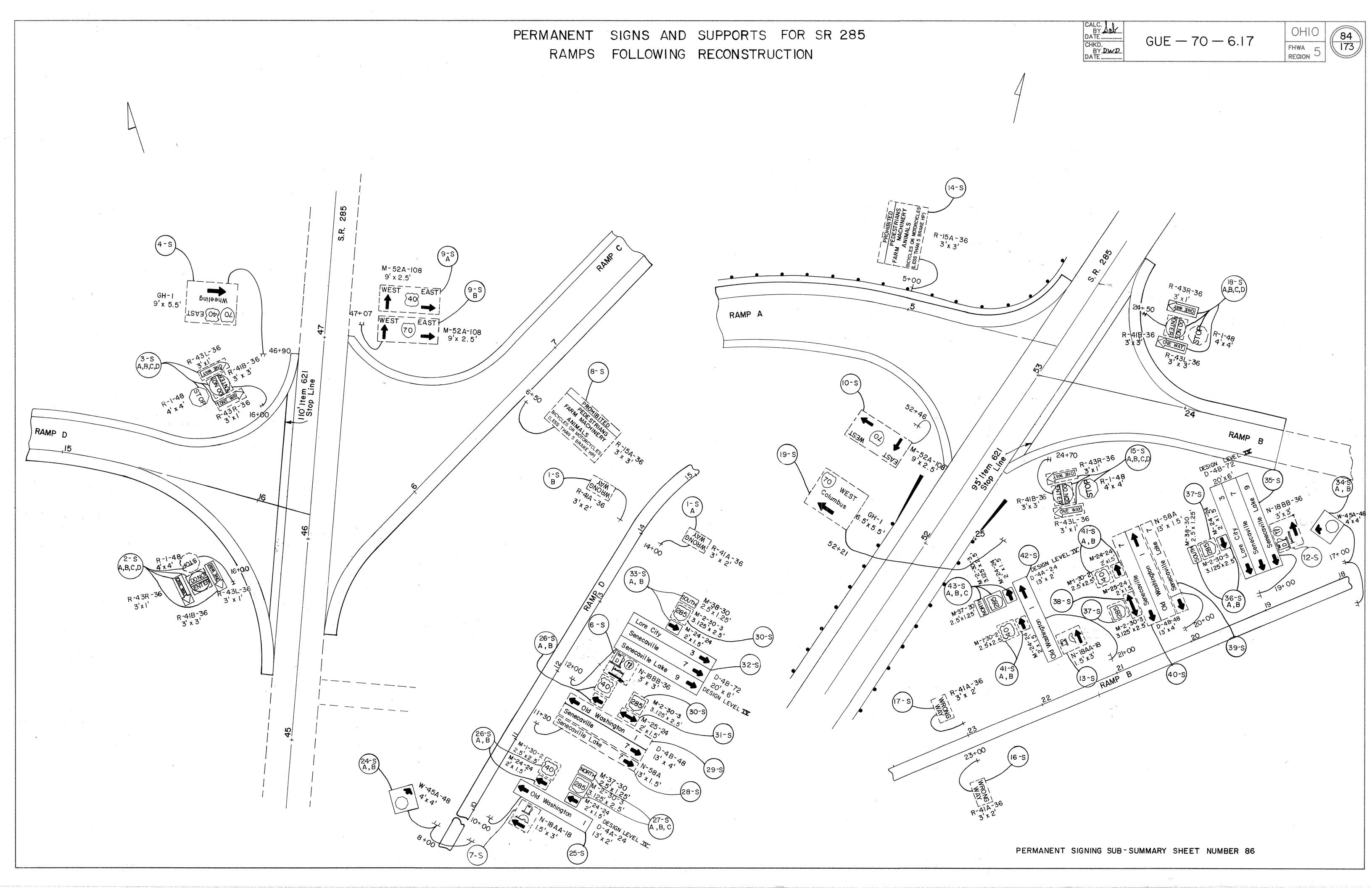
CALC.
BY B. M.
DATE 1-2-87
CHKD.
BY Q. W.C.
DATE 1-19-89

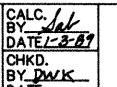
GUE-70-6.17

OHIO 82 FHWA 5 REGION 5

0700661 (C) 12/2/88





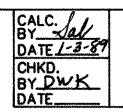


CALC. Jak BY Jak DATE -3-81 CHKD. BY DWK DATE GUE-70-6.17

SIGNING SUB-SUMMARY

| | | | | | | | | | | | TEM 63 | 50 | TO THE REAL PROPERTY OF THE PARTY OF THE PAR | | 4: | | | | | ngaal VII-VIII va Baarda mada mada mada mada mada mada mada | | | | | ************************************** | | ************************************** | | | | |
|--|--|---------|------------------------------------|-------------|-----------------------------|------------------|--|---|--|--|---|---|--|-------------------|-------------------|--|---|--------------------------------|----------------------------------|---|---|----------------|--|--|--|--|--|---|--|--|---|
| LOCATION | MARK | SIDE | STATION | SHEET NO. | SIGN REFERENCE NUMBER | HZ S FT x FT | CROSS SECTION SHEET NO. | REMOVAL OF G MOUNTED SIGN REERECTION | REMOVAL OF GROUND AMOUNTED POST SUPPORTS T AND REERECTION, AS PER PLAN | REMOVAL OF GROUND ON MOUNTED BEAM SUPPORT AND DISPOSAL | THE REMOVAL OF GROUND WOUNTED SIGN AND DISPOSAL | REMOVAL OF GROUND A MOUNTED POST T SUPPORT AND DISPOSAL | MOUNTED MAJOR SIGN | | SIGNS, FLAT SHEET | | | GROUND MOUNTED SUPPORTS, NO. 4 | | | | | | | | REMOVAL OF GROUND SOUNTED SIGN AND STORAGE | | | | | |
| RAMP D SR285 | 1-S,A 4-S | RT | 14+50 TO 15+30 46+50 | 83 | R-41A-36 · GH-1 | 9x5.5 | | 11 | 1 | 1 2 | | | | * | | | | | | | | | | | | | | | | ARAMAN MARKATAN MARKA | |
| RAMP C | اجرا والتقاول فالمناب والمستقل فالمناب المستقل والمستقل والمستوان والمستقل والمستقل والمستقل والمستقل والمستقل | RT | 6+33 | | D-4A | 9x5.5 10x2 | | | | 2 | 1 | | | | | | | | | | | | | | | | | | | | |
| RAMP C | 6-S | RT | 6+33 | | N-18BB-36 | 3x3 | | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| RAMP C | | RT RT | 6+33 6+75 TO 6+45 | | N-18AA-18 R-15A-36 | 1.5x3 3x3 | | | 1 | | | | | | | | , | _ | | | | | | | | | | | | | |
| RAMP A | 10-S | RT | 52+58 TO 51+40 | | M-52A-108 | 9x2.5 | | | 2 | | | | | | | | | | | | | | | | | | | | | | |
| RAMP A | 11-S | | 4+56 TO 52+10: 4+56 TO 52+10: | | D-4A N-18BB-36 | 10x2 3x3 | | 1 1 | 1 | | 11 | 2 | | | | | | 14-14 | | | | | *************************************** | *************************************** | | | | | | | |
| RAMP A | 13-5 | | 4+56 TO 52+10: | | N-18AA-18 | 3x1.5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAMP A | 14-S | LT | 5+00 TO 6+15 | | R-15A-36 | 3x3 | | 1 1 | 1 | | | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | MET 4 (MINISTER) | | | | | | | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ | | | | | |
| RAMP B | 15-5,A 15-S,B | RT | 24+20 TO 25+00: 24+20 TO 25+00: | | R-41B-36 R-43R-36 | 3x3 3x1 | | 1 | | | | | | | | | | | | | | | | | | | | | | Tomanic Annual Control of the Contro | |
| RAMP B | 15-S,C | RT | 24+20 TO 25+00: | | R-43L-36 | 3x1 | | 1 1 | | | | | | | Ç | | `? | | | | | | | | | | | | | | |
| RAMP B | | | 22+90 TO 23+50 22+90 TO 23+50 | | R-41A-36 R-41A-36 | | | 1 1 | | | | | | | | | | | | | | | | | | | | | | | |
| RAMP B | 18-S,A | LT | 24+20 TO 25+00: | | R-1-48 | 4×4 | | 1 | 2 | | | | | | | | | | | | | | | | | | | | | | |
| The second secon | 18-S,B 19-S | | 24+20 TO 25+00: | | R-41B-36 | 3x3 | | 11 | | 2 | | | | | | , | | | | | | | | | | | | | | | *************************************** |
| SR285 SR285 | | | 53+50 51+45 | | GH-1 IM-39-24 | 6.5x5.5 2x1 | | | | | | | | | 2.00 | | | 14 | | | | | | | | | | | | | |
| SR285 | 20-S,B | RT | 51+45 | | M-5-24-2 | 2×2 | | | | | | | | | 4.00 | | | | | | | i (| | | | | | | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | |
| SR285 SR285 | | | 51+45 51+45 | | M-39-24 | 1.75x1.25 2x1 | | | | | | | | | 2.19 | | | 14 | | | *************************************** | | | | | | | *************************************** | | | |
| SR285 | 21-S,B | RT | 51+45 | | M-1-24-2 | 2×2 | | | | | | | | | 4.00 | | | | | | | : | | | | | | | | | |
| SR285 | | | 51+45 | | M-26-21 | 1.75×1.25 | | | | | | | | | 2.19 | | | | | | | : | | | | | | *************************************** | | | |
| | 22-S,A 22-S,B | | 47+57 47+57 | | M-24-21 M-1-24-2 | 1.75x1.25 2x2 | | | | | | | | | 2.19 4.00 | | | 14 | | | | | | | | | | | | | *************************************** |
| SR285 | 22-S,C | LT | 47+57 | | M-39-24 | 2×1 | | | | | | | | | 2.00 | | | | | | | | | | | | | | | | |
| | 23-S,A 23-S,B | | 47+57 47+57 | | M-24-21 M-5-24-2 | 1.75x1.25 2x2 | | | | | | <u> </u> | ······································ | | 2.19 4.00 | | | 14 | | | | | | | | | | | | ************************************** | |
| | 23-S,C | | 47+57 | | IM-39-24 | 2x1 | | | | | | | | | 2.00 | | | | | | | | | | | | | | | | |
| | | | SUB-TOTALS SHEE | T 05 | | | | 16 | 1.3 | 8 | 2 | 8 | | | 32.76 | | *************************************** | 84 | | | | | | Walter 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 | | 12 | | | | | |
| | | | SOB-TOTALS SHEE | .1 03 | | | ······································ | 10 | 13 | | | | | | 32.10 | | | 04 | | | | | ************************************** | | | 16 | 1 | | | The second secon | |
| | | | | | | | | | l 21 | 16 | | <u>EM 630</u> | | 1 | T | | | Τ ω | | | | · · · · · · | | 1 0 | · · · · · · · · · · · · · · · · · · · | | | | | | |
| | | | | | | | CROSS SECTION SHEET NO. | REMOVAL OF GROU MOUNTED SIGN ANI REERECTION | THE REMOVAL OF GROUND SO MOUNTED POST SUPPORTS THE AND REERECTION, AS PER PLA THE REMOVAL OF GROUND SO MOUNTED MAJOR SIGN THE AND DISPOSAL | REMOVAL OF GROUND MOUNTED BEAM SUPPORT AND DISPOSAL | REMOVAL MOUNTED DISPOSAL | REMOVAL OF GROUND ON MOUNTED POST SUPPORT AND DISPOSAL | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION | SIGNS, FLAT SHEET | SIGNS, FLAT SHEET | SIGNS, EXTRUSHEET TYPE G | FOUNDATION | GROUND MOUNTED SUPPORT | S ONE WAY SUPPORTS A NO. 4 POST | SIGN BACKING ASSEMBLY | BREAKAWAY BEAM CONNECTION | GROUN GROUN | S 4x7.7 BEAM GROUND MOUNTED SUPPORT W 6x9 BEAM | | | REMOVAL OF GROUND MOUNTED SIGN AND STORAGE | | | | | |
| | | | | | | | | LACIT | LACIT LACIT | LACIT | LAGIT | LAOIT | LAOIT | J SQ FI | JW FI | J SQ FI CO | 101 | LIIN FI | LIN F1 | - CAOII | LACIT | LIN FI LIN | A LI LUA L | LIN FI | LIN FI | EAUT | | | *************************************** | *************************************** | |
| | | | SUB-TOTALS SHEE | T 85 | | | | 16 | 13 | 8 | 2 | 8 | 2 | | 32.76 | | 4 E | 84 | 68 | 40 | A 4 | | 76 -1 | | | 12 | | | | | |
| · | | | SUB-TOTALS SHEE | 1 86 | | | | 29 | | 6 | <u> </u> | 18 | | 148.14 | | 292.00 14. | 45 | 286 | 68 | 10 | 14 | 71 3 | 36 74 | 63 | 78 | | | | *************************************** | | |
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| Liamente de la companya de la compan | ann an Anna an | | | | | | | | | | | | | | | A STATE OF THE STA | *************************************** | | | | | 1 | | | · · · · · · · · · · · · · · · · · · · | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Iotals | s Carri | ed to Sheet 38 | | | | | <u> 45 </u> | 13 2 | 14 | <u> 6</u> | 26 | | [148.14 | 32.76 | 292.00 14. | 45 | 370 | 68 | 10 | 14 | 71 3 | 36 74 | 63 | 78 | 12 | | | | | |
| | | | | | | | | | | | | | | | | | • | | | | | | | | | • | | | | | |

PERMANENT SIGNS AND SUPPORTS FOR SR285 RAMPS FOLLOWING RECONSTRUCTION

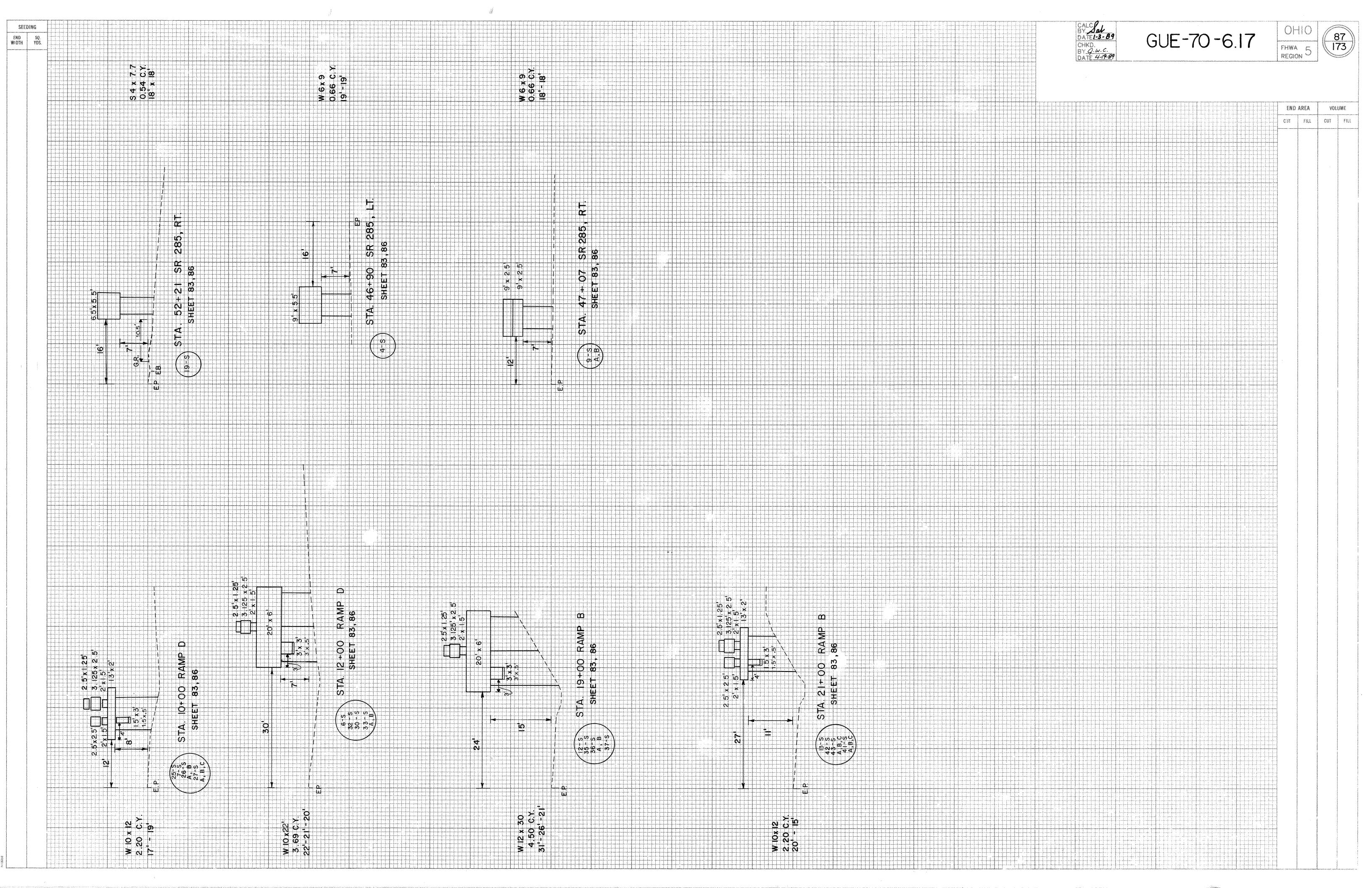


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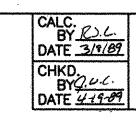


SIGNING SUB-SUMMARY

| | 1 | | APPROXIMATE AND CONTRACT OF THE PROXIMATE AND CONTRACT OF THE PROX | | ITEM 630 | PHONOROUSED MATERIA CANTILLA MATERIA M | | | | |
|---|---|---|--|--|--|--|--|--|--|--|
| | | | A P N | | TEM 630 무료 무료 무료 무료 무료 무료 무료 무 | 28 | - | | | |
| | | HEET HEET WOUN | N SU SU SU | 4 4 4 PED | OF GROUN BEAM SUF D DISPOSAL AY OF GROUN SIGN AND | | W10x12 UNTED S4x7.7 UNTED W6x9 | 0x22 1ED 2x3C | | |
| | | CTION AT PE G FOR FOUN OF G SIGN | SECTION OF GRO POST S DISPOS | | OF GROUD BEAM SUBSPOS, AY ON OF GROUD SIGN AN | OF GI MAJOI OSAL MOUN | | | | |
| 8 . 2 | NO. | SECT NO. TYPE EXTR ED F(| AL CAND AND AND | ZTS, ≺ | | 4 4 9 6 0 | RTS, RTS, D M(RTS, | Z | | |
| RK RK SATIO SR STIO STIO | SI; | CROSS SE(SHEET NO. SIGNS, FLA SIGNS, EXT TYPE G TYPE G CONCRETE EMBEDDED REMOVAL MOUNTED | AND REERE REMOVAL C MOUNTED F | GROUND MC SUPPORTS, POST ONE WAY SUPPORTS, POST | CKING CKING SEMBLY MOVAL NNECTI NNECTI NNECTI | SON SON | W POC NO. | SUPPOR BEAM GROUND SUPPOR BEAM | | |
| STJ STJ | SYEE SIGN NUMB | CROSS SHEET SIGNS, SHEET SIGNS, TYPE CONCR EMBEDI REMOV | AND MOU POF | S S S S S S S S S S S S S S S | SIGN BAC MOU MOU MOU MOU MOU MOU | MOL MOL | SUPPOF BEAM GROUNI SUPPOF BEAM GROUNI SUPPOF GROUNI | SUF | | |
| DAME D 1 CB IT 14 50 TO 14 00 6 | FT. x FT. | SQ.FT. SQ.FT. CU. YD. EAC | | LIN.FT. LIN.FT. | EACH EACH EACH EACH | I EACH LI | IN.FT. LIN.FT. LIN.FT. LIN | | | |
| RAMP D 1-S,B LT 14+50 TO 14+00 8 RAMP D 1-S,A RT 15+30 TO 14+00 | 84 R-41A-36 3' x 2' R-41A-36 3' x 2' | | 1 1 | 13 I3 I3 I3 I3 I3 I3 I3 | | | | | | |
| RAMP D 2-S,A RT 15+80 TO 16+00 | R-1-48 4' x 4' | | 2 | 15 17 | | | | | | |
| RAMP D 2-S,B RT 15+80 TO 16+00 RAMP D 2-S,C RT 16+00 | R-41B-36 3' x 3' R-43R-36 3' x 1' | 3.00 | | | | | | | | |
| RAMP D 2-S,D RT 16+00 | R-43L-36 3' x 1' | 3.00 | | 15 17 | | | | | | |
| RAMP D 3-S,A LT 16+00 RAMP D 3-S,B LT 15+80 TO 16+00 | R-1-48 4' x 4' R-41B-36 3' x 3' | 16.00 | 2 | 15 17 | | | | | | |
| RAMP D 3-S,C LT 15+80 TO 16+00 | R-43L-36 3' x 1' | | | | | | | | | |
| RAMP D 3-S,D LT 15+80 TO 16+00 SR 285 4-S LT 46+90 | R-43R-36 3' x 1' GH-1 9' x 5.5' | 87 0.66 | | | 2 | | 19-19 | | | |
| RAMP D 6-S RT 12+00 | N-18BB-36 3' x 3' | | | | | | | | | |
| RAMP D 7-S RT 10+00 RAMP C 8-S RT 6+54 TO 6+50 | N-18AA-18 1.5'x 3' R-15A-36 3' x 3' | | 1 | 14 | | | | | | |
| SR 285 9-S,A RT 47+46 TO 47+07 | M-52A-108 9' x 2.5' | 87 0.66 1 | | | 2 2 | | 18-18 | | | |
| SR 285 9-S,B RT 47+46 TO 47+07 SR 285 10-S LT 51+40 TO 52+46 | M-52A-108 9' x 2.5' M-52A-108 9' x 2.5' | + | 1 2 | 13–13 | | | | | | |
| RAMP B 12-S RT 52+10 TO 19+00 | N-18BB-36 3' x 3' | 2 | | | 1 | | | | | |
| RAMP B 13-S RT 52+10 TO 21+00 RAMP A 14-S RT 6+15 TO 5+00 | N-18AA-18 1.5' x 3' R-15A-36 3' x 3' | 2 | | 14 | | | | | | |
| RAMP B 15-S,A LT 24+70 | R-1-48 4' x 4' | 16.00 | | 15 17 | | | | | | |
| RAMP B 15-S,B LT 25+00 TO 24+70 RAMP B 15-S,C LT 25+00 TO 24+70 | R-41B-36 3' x 3' R-43R-36 3' x 1' | + | 12 | | | | | | | |
| RAMP B 15-S,D LT 25+00 TO 24+70 | R-43L-36 3' x 3' | | | | | | | | | |
| RAMP B 16-S LT 23+00 RAMP B 17-S RT 23+00 | R-41A-36 3' x 2' R-41A-36 3' x 2' | | | 13 | | | | | | |
| RAMP B 18-S,A RT 24+20 TO 24+50 | R-1-48 4' x 4' | | 2 | 15 17 | | | | | | |
| RAMP B 18-S,B RT 24+20 TO 24+50 RAMP B 18-S,C RT 24+50 | R-41B-36 3' x 3' R-43R-36 3' x 1' | 3.00 | , and an | | | | | | | |
| RAMP B 18-S,D RT 24+50 | R-43L-36 3' x 1' | 3.00 | | | | | | | | |
| SR 285 19-S RT 52+21 RAMP D 24-S,A LT 8+00 | GH-1 6.5' x 5.5' W-45A-48 4' x 4' | | | 15 - 15 | | | 18-18 | | | |
| RAMP D 24-S,B RT 8+00 | W-45A-48 4' x 4' | 16.00 | | 15-15 | | | | | | |
| RAMP D 25-S RT 10+00 RAMP D 26-S,A RT 11+30 TO 10+00 | D-4A-24 13' x 2' M-24-24 2' x 1.5' | 87 26.00 2.20 1 | | | 1 2 | 1/ | 7-19 | | | |
| RAMP D 26-S,B RT 11+30 TO 10+30 | M-1-30-2 2.5' x 2.5' | 1 200 1 | | | | | | | | |
| RAMP D 27-S,A RT 10+00 RAMP D 27-S,B RT 10+00 | M-24-24 2' x 1.5' M-2-30-3 3.125' x 2.5' | 5' 7.81 | | | | | | | | |
| RAMP D 27-S,C RT 10+00 | M-37-30 2.5' x 1.25' | ' 3.13 | | | | | | | | |
| RAMP D 28-S RT 11+30 RAMP D 29-S RT 11+30 | N-58A 13' x 1.5' D-4B-48 13' x 4' | | | | 2 1 | 1 | | | | |
| RAMP D 30-S RT 11+30 TO 12+00 | M-2-30-3 3.125' × 2.5' | 1 1 | | | | | | | | |
| RAMP D 31-S RT 11+30 RAMP D 32-S RT 12+00 | M-25-24 2' x 1.5' D-4B-72 20' x 6' | 87 120.00 3.69 | | | 3 | | | 21–20 | | |
| RAMP D 33-S,A RT 12+00 | M-24-24 2' x 1.5' | 3.00 | *************************************** | | | | | | | |
| RAMP D 33-S,B RT 12+00 RAMP B 34-S,A LT 17+00 | M-38-30 2.5' x 1.25' W-45A-48 4' x 4' | 3.00 3.13 16.00 16.00 | | 15-15 | | | | | | |
| RAMP B 34-S,B RT 17+00 | W-45A-48 4' x'4 | 16.00 | | 15-15 15-15 | | | | | | |
| RAMP B 35-S RT 19+00 RAMP B 36-S,A RT 19+00 | D-4B-72 20' x 6' M-24-24 2' x 1.5' | 87 120.00 4.50 3.00 | *************************************** | | | | | 31-26-21 | | |
| RAMP B 36-S,B RT 19+00 | M-38-30 2.5' x 1.25' | ' 3.13 | | | | | | | | |
| RAMP B 37-S RT 20+00 TO 19+00 RAMP B 38-S RT 20+00 | M-2-30-3 3.125' x 2.5' M-25-24 2' x 1.5' | | | | | | | | | |
| RAMP B 39-S RT 20+00 | N-58A 13' x 1.5' | | | | 2 1 | | | | | |
| RAMP B 40-S RT 20+00 RAMP B 41-S,A RT 20+00 TO 21+00 | D-4B-48 13' x 4' M-24-24 2' x 1.5' | | | | | | | | | |
| RAMP B 41-S,B RT 20+00 TO 21+00 | M-1-30-2 2.5' x 2 5' | | | | | | | | | |
| RAMP B 42-S RT 21+00 RAMP B 43-S,A RT 21+00 | D-4A-24 13' x 2' M-37-30 2.5' x 1.25' | 26.00 2.20 | | | | 20 | 0-15 | | | |
| RAMP B 43-S,B RT 21+00 | M-2-30-3 3.125' x 2.5' | 5 7.81 | | | | | | | | |
| | 84 M-24-24 2' x 1.5' | | | | | | | | | |
| Sub-Totals Carried To Sheet 85 | | 148.14292.00 14.45 29 | 9 18 | 286 68 | 10 6 14 4 | 2 7 | 71 36 74 | 63 78 | | |
| | | | | | | | | | | |



DRAINAGE SUB-SUMMARY



GUE-70-6.17

7 OHIO 88 FHWA 5 REGION 5

| | | | | | | | | | | | | 000000000000000000000000000000000000000 | | | | | | | | | | | | | | | |
|---|----|---|--|--|-------|-------|--|--|-------|-------|------|---|--|--|----------------|----------|------------|------|------|---|--|--|---------------------------------------|------------------|------------|--------------------------------------|---|
| | | | | Port 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | | | | | | | | | *************************************** | Militaria managari mengangan dan dan dan dan dan dan dan dan dan d | A | '÷ | | | | ······································ | | ······ | | | TOTAL | TTXTTM | |
| ITEM | 63 | 70 | 89 | 90 | Q 1 | 92 | l a3 | 94 | 1 95 | 96 | 97 | 98 | | EET | | | <u>NUM</u> | | | 106 | | | | TOTAL | ITEM | UNIT | DESCRIPTION |
| 202 | | | 03 | | | 34 | 33 | J T | | 30 | 37 | 30 | 33 | 100 | IU.I | 102 | 100 | 104 | 959 | 100 | | | | * 959 | 202 | I INI CT | PIPE REMOVED 24" AND UNDER, AS PER PLAN |
| | | | | | | | | | | | | | | | | | | | 303 | | | | | * 909 | | | |
| 202 | 1 | | | | | | | | | | | | 45-240-4444-444-445-444-44-444-444-444-444-4 | What was the state of the state | | | | | | | ··· | | | <u> </u> | 202 | EACH | MANHOLE ABANDONED, AS PER PLAN |
| 601 | | 22 | | | | | | | | | | | | | | | | | | | | | | * 22 | 601 | CU.YD. | ROCK CHANNEL PROTECTION TYPE C WITH FILTER |
| 601 | | | | | | | | | | | | | | | | | | 39 | | 212 | | | | * 251 | 601 | CU.YD. | ROCK CHANNEL PROTECTION TYPE D WITH FILTER |
| 602 | | 0.5 | | | | | | | | | | | | | | | | | | | | | | 0.5 | 602 | CU.YD. | CONCRETE MASONRY |
| 603 | | | 666 | 820 | 660 | 507 | 620 | 398 | 673 | 784 | 106 | 289 | 106 | 133 | 83 | 20 | 176 | 166 | 247 | M4, M79MMM47W 0050V-Qu69H6645bbhhhhh-++ | | | | 6454 | 603 | LIN.FT. | 6" CONDUIT, TYPE F, 707.17 NON-PERFORATED, ASTM 3034, SDR 35, OR S.S. 931 |
| 603 | | | | | | | | | | : | | | | | | | P | | 112 | , | | | | 112 | | | 6" CONDUIT, TYPE B |
| 603 | 45 | | | | | | | ************************************** | | | | | | | | | | | | | | - | | 45 | | | 15" CONDUIT, TYPE C |
| 603 | | 176 | Hambirot de la companya de la compa | | | | | | | | | | | | | | | | | | | · | | 176 | | | 24" CONDUIT, TYPE C, 706.02 2000 D-LOAD OR 707.13 |
| ` | 4 | 1/0 | 4 | | | | · | | | | | | | | | | | | | | | | | | 9, | | |
| 604 | | | and the second s | | | | | | | | | | | | | | | | | | | | | .11 | | | CATCH BASIN, NO. 5, AS PER PLAN |
| 604 | | | ************************************** | | 12 | 18 | 22 | 16 | | | ` | 1 | 1 | · | | | 2 | 1 | | <u>.</u> | | | | 73 | 604 | EACH EACH | CATCH BASIN, NO. 8, AS PER PLAN CATCH BASIN, NO. 6 RECONSTRUCTED TO GRADE |
| 604 ್೦ ಇ | | | | | 17 | 9 | 10 | 9 | 1 | | | | 1 | | | | | 1 | | | | | | 48 | 604 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN |
| 604 | | | | | | | | | 1 | | | | | | | | | | | | | | | | 604 | EACH | CATCH BASIN, NO. 5, AS PER PLAN, TYPE I |
| 604 | | | | | | | | | | | | | | | | | | | | 1 | | | | | 604 | EACH | MANHOLE RECONSTRUCTED TO GRADE |
| 604 | 1 | 1 | | | | | | | | | , | | | | | | | | | | | | | 2 | 604 | EACH | MANHOLE, NO. 3 |
| 605 | | | 20653 | 19988 | 19247 | 20302 | 21122 | 16520 | 22080 | 16001 | 7018 | | | | | | | | | | | | | 162931 | 605 | LIN.FT. | SHALLOW UNDERDRAINS, AS PER PLAN |
| 605 | | | 7385 | 6514 | 7332 | 4800 | 9745 | 7100 | 10206 | 5435 | 2847 | | | | | | | | | | | | | 61,364 | 605 | LIN.FT. | SHALLOW UNDERDRAINS, AS PER PLAN, ROCK CUT |
| 605 | | | , | | | c | | | | | | 1823 | 859 | | | | 1196 | 429 | | | | | | 4307 | 605 | LIN.FT. | 6" SHALLOW PIPE UNDERDRAINS |
| 605 | | | | | | | | | | | | 418 | | 271 | 72 | 143 | | | | | | | | 904 | 605 | LIN.FT. | 6" SHALLOW PIPE UNDERDRAINS 707.01 TYPE III., OR 707.17, OR 707.21 TYPE III. |
| 605 | | | | | | | | | | | | 1254 | 2071 | 1376 | 1587 | | 2121 | 1273 | 1365 | | | | | 11047 | 605 | LIN.FT. | 6" UNCLASSIFIED PIPE UNDERDRAINS |
| 605 | | | | | | | | | | | | | | | 1523 | 946 | | | 259 | | | | | 2728 | 605 | LIN.FT. | 6" UNCLASS. PIPE UNDERDRAINS, 707 OI TYPE III, OR 707.17, OR 707.21 TYPE III, ROCK CUT |
| 660 | | 110 | | | | | · | | | | | | | · | | | | | | | | | | * 110 | 660 | SQ.YD. | SODDING / |
| SPECIAL | | | 28 | 41 | 3 | | , | | 22 | 39 | 6 | 8 | 1 | 5 | 3 | 2 | 8 | 4 | 2 | · | · | · | | 172 | SPECIAL | FACH | PRECAST REINFORCED CONCRETE OUTLET |
| | | | | | | | | | | | | | | | | | | | | | | | | | JI COME | | THEORIE NEITH ONCE OF CONTROL OF |
| | | | | | | | | | | | | | , | | | | | | | | | | | | | | ERAL SUMMARY SHEET 37 |
| | | | · · · · · · · · · · · · · · · · · · · | | | | | | , | | | | | | · · | | | | | | | THE RESERVE OF THE PROPERTY OF | · · · · · · · · · · · · · · · · · · · | * QUANTITIES CA | ARRIED I | TO GEN | ERAL SUMMARY SHEET 36 |
| | | | | | | | | | | | | | | | ` | | | | | | | | | | | | |
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| | | | | | | | | AND REPORTED HER PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPE | | · | | | | | | <u>.</u> | | | | | | | ` | | | | |
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| encerus una manantaren estado en estado e | | | | | | | | | | | | - 4 | | | | | | | | | , | | | | | ' | |
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| · · · · · · · · · · · · · · · · · · · | | *1,01 tohilos mild | • | | | | | 4, 5 | | | , is | | | | | | | , | | | odnosta necesario de septembro de servicio de la constitució de la | 500000000000000000000000000000000000000 | | | | Alexander en seus de sesso de sesso. | DRAINAGE SUB-SUMMARY |

NOTE: FOR CATCH BASIN, AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN, CONCRETE APRON DETAIL, SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET JE, JIE, AND JY, SEE SHEET 108

QUANTITIES CARRIED TO DRAINAGE SUB-SUMMARY SHEET 88

NOTE: FOR DETAILS SEE TYPICAL OUTLET DETAIL B SHEET 107

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

CALC.
BY RSY
DATE 3/8/87
CHKD.
BY Q WC.
DATE 4-9-89

GUE - 70 - 6.17

DRAINAGE QUANTITIES

OHIO 89
FHWA 5 173
REGION 5

| WEST BOUND LANES OUTSIDE EDGE | SHALL UNDER OUTLI | DRAIN | OUTLET INTO CATCH | BASIN | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | # 604 NO. 5 CATCH BASIN AS PER PLAN | 603 6" CONDUIT, TYPE F, 707.17 NON— PERFORATED ASTM 3034 SDR 35 OR SS 931 LIN. FT. | SPECIAL PRECAST REINFORCED CONCRETE OUTLET | OUTLET FITTING | TEE FITTING | END CAP | BENDS AND | BRANCHES | |
|---|--------------------------|---------------------------------------|----------------------|------------------|-------------------------|---|---|--|---|--|-------------------|----------------|------------|-------------------------------|-------------------------|--|
| STATIONING | STATION | TYPE STATION | TYPE & Location | DIS- POSITION | CATCH BASIN DEPTH | LIN. FT. | LIN. FT. | EACH | SS 931 LIN. FT. | EACH | EACH | EACH | EACH | 6"x4"-45'WYE 6"x4" TEE 4"x90' | 4"x45' 6"x6" TEE 6"x90' | |
| 50+00 M TO 57+36 M | 53+50 54+00 | Ш | | | | 736 | | | | | | 1 | 2 | 1 | | |
| | | | | | | | | | | | | 1 | | 1 | | |
| 6+75 N.E. RAMP TO 0+00 N.E. RAMP 63+00 M TO 68+32 M N.E. RAMP | | | | | | 1207 | | | | | | | 2 | | | |
| N.E. RAMP N.E. RAMP | 0+75 | * | | | | | | | 15 18 | 1 | 1 | 1 | | | | |
| 74+00 M TO 108+13 M | | | | | | 1513 | 1900 | | | | | | | | | |
| ROCK CUT STATIONING 80+50 TO 99+50 | 74+00 80+00 | <u> </u> | | | | | | | 1 <i>7</i> 18 | 1 | | 1 | | 1 | | |
| BREAK IN GRADE ‡ | 86+00 92+00 | IIII | | | | | | | | | | 1 | | | | |
| | 101+00 108+13 | * | | | | | | | 24 30 | 1 | | 1 | | | 1 | |
| 115+60 M TO 171+00 M=13+42.1 | | | | | | | | | | | | | | | | |
| | | | | | | 6812 | | | | | | | 2 | | | |
| | 125+50 | | | | | | | | | | | 1 | | | | |
| N.W. RAMP TO 0+70 N.W. RAMP SAG N.W. RAMP N.W. RAMP | 130+6 | 量 | | | | | | | 34 | | | | | | | |
| | 149+00 |) <u> </u> | | | | | | | 40 24 | | | | | | | |
| V | 154+50 |) * 3 II | | | | | | | 22 37 | 1 | | | | | 1 | |
| | 166+00 171+00 |) *) * | | | | | | | 22 24 | 1 | | 1 | | | | |
| SAG N.W. RAMP N.W. RAMP | 8+00 5+00 | <u> </u> | | | | , | | | 24 13 | 1 | | 1 | | | | |
| 175+65 M TO 180+09 M | | | | | | 444 | | | | | | | 2 | | | |
| | 177+7 178+29 | 1 <u>II</u> 178+00 3 II 178+00 | NO. 5-97'LT. | REPLACE | 3.25' | | | 1 | 34 34 | | | 1 | , | | | |
| 187+55 M TO 189+37 M | | | | | | 182 | | | | | | | 1 | | | |
| | 187+55 | | | | | | | | 24 | 1 | . 1 | | | | | |
| 11+25 N.E. RAMP TO 0+00 N. RAMP= 195+00 M TO 196+11 N.E. RAMP | | | | | | 1236 | | | | | | | 2 | | | |
| N.E. RAMP | 6+50 | I I I | | | | | | | 17 15 | 1 | | | | 1 | | |
| | | | | | | | | | IJ | | | | | | | |
| 204+61 M TO 216+25 M = 39+98.88 RAMP A TO 37+25 RAMP | A | | | | | 1438 | | | | | | | 2 | | | |
| | 210+00 38+20 37+73 | | | | | | | | 15 14 | 1 | | | | | 1 | |
| | | | | | | | | | 14 | 1 | | 1 | | | 1 | |
| 226+57.3 M TO 230+67 M (ROCK CUT) | 226+57.3 | 3 | | | | | 410 | | | | 1 | | 1 | | | |
| 248+18.8 NL TO 251+93 NL (ROCK CUT) | | | | | | | 375 | | | | | | | | | |
| | 1 | | | | | | | | | | 1 | | | | | |
| 11+95 RAMP C TO 6+01.32 RAM C= 257+50 M TO 369+41 | P U | | | | | 7085 | 4700 | | | | | | 1 | | | |
| RAMP C | <u> </u> | * III | | | | | | , | 22 | 1 | 1 | 1 | | 1 | | |
| ROCK CUT STATIONING 258+50 TO 269+00 | 261+00 266+00 | | | | | | | | | | | 1 | | | | |
| 278+50 TO 298+50 305+50 TO 312+50 | 271+50 |) *) * | | | | | | | 18 18 | 1 | | 1 | | | | |
| 318+50 TO 328+00 BREAK IN GRAD | 282+00 |) 1 | | | | | | | | | | 1 | | | | |
| RAMP C ROCK CUT STATIONING 258+50 TO 269+00 278+50 TO 298+50 305+50 TO 312+50 318+50 TO 328+00 BREAK IN GRAD | 292+50 | | | | | | | | 24 | 1 | | | | | | |
| | 304+50 | * * * * * * * * * * * * * * * * * * * | | | | | | | 18 | 1 | | 1 | | | | |
| 23.8 23.8 | 316+50 |) <u>*</u> | | | | | | | 18 | 1 | | 1 | | | | |
| 8 | 328+50 |) <u> </u> | | | | | | | 19 | 1 | | | | | | |
| (CON'T ON TOTAL | <u>SHEE!</u> | 30) | | SV SUE | | 20653 | 73 85 | 1 | 666 | 28 | | | | | | |

605 SHALLOW UNDERDRAIN

GUE-70-6.17

FHWA 5

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, AND III, SEE SHEET 108 NOTE: FOR DETAILS OF TYPICAL OUTLET DETAIL B SEE SHEET 107

| AS | PER | PLAN |
|--------|------|-----------|
| DRAINA | GE Q | UANTITIES |

| SAG 34 SAG 35 35 36 378+41 M TO 393+41 M 38 38 | TATION TYPE STATION 33+50 * 39+00 * 44+00 * 48+50 * 53+00 * 58+50 * 64+00 * 84+00 * 93+41 * | TYPE & LOCATION | DIS-POSITION | CATCH BASIN DEPTH | LIN. FT. | ROCK CUT LIN. FT. | CONDUIT, 707.17 PERFORATE 3034 SDR SS 9 LIN. 18 | R 35 OR 931 FT. | CONCRETE OUTLET EACH | EACH | EACH | | | | | |
|--|---|--|--|---|--|--|---|--|--|----------|------|---|---------------------------|--------|--------|--|
| 33 SAG 34 35 35 36 378+41 M TO 393+41 M 38 38 | 39+00 * 44+00 * 48+50 * 53+00 * 64+00 * 84+00 * 89+00 * | | | | | | 18 | | 4 | | EAUT | EACH | 6" x4" -45'WYE 6" x4" TEE | 4"×90" | 6"x90" | |
| SAG 34 SAG 35 35 378+41 № TO 393+41 № 38 38 | 44+00 * 48+50 * 53+00 * 58+50 * 64+00 * 84+00 * 89+00 * | | | | | | 18 | | | | 1 | | | | | |
| SAG 34 35 35 36 378+41 M TO 393+41 M 38 38 | 48+50 * 53+00 * 58+50 * 64+00 * 84+00 * 89+00 * | | | | | | 18 | | 1 | | 1 | | | | | |
| 378+41 M TO 393+41 M 38 | 58+50 * 64+00 * 84+00 * 89+00 * | | | | | | 22 | ······ | 1 | | 1 | | | | | |
| 378+41 M TO 393+41 M 38 | 84+00 * 89+00 * | | | | | | 18 18 | | 1 | | 1 | | | | | |
| 38 | 89+00 * | | | | | | 18 | | 1 | | 1 | | | | | |
| 38 | 89+00 * | | | | 1500 | | | *************************************** | | | | 1 | | | | |
| 3 | 93+41 * | | | | | | 18 | | 1 | | 1 | | | | | |
| | | | | | | | 18 | | 1 | 1 | | | | | 1 | |
| 300168 M TO 587100 M - | | | | | | | | | Markin Markin New York Markin Mar | | | | | | • | |
| $399+68 \ M$ TO $587+00 \ M$ = 17+00 RAMP A TO 6+27 RAMP A | | | | | 15305 | 4500 | | | | | | 2 | | | | |
| 40 | 05+00 III 11+00 III 16+25 III | | | | WALKER CONTROL OF THE PARTY OF | | | | | | 1 | | 1 | | | |
| ROCK CUT STATIONING 41 | 16+25 並 | | | | | | | | | | 1 | | | | | |
| 402+00 TO 416+00 42 487+00 TO 497+00 42 | 21+00 * 26+00 * | | | | Walter Market | | 18 18 | | 1 | | 1 | | | | | |
| 515+00 TO 525+00 4. | 31+00 * | | | | | | 22 | | | | | | | | | |
| 5/6+00 TO 587+00 43 | 36+00 * 41+00 * | | | | | | 22 24 | | | | 1 | NAMES AND STREET OF STREET STREET | | | | |
| ROCK CUT STATIONING 41 402+00 TO 416+00 42 487+00 TO 497+00 42 515+00 TO 525+00 43 576+00 TO 587+00 43 SAG 44 SAG 44 45 45 46 47 48 BREAK IN GRADE | 41+35 1 | | | ANNA SANA SANA SANA SANA SANA SANA SANA | | | 20 |) | 1 | | 1 | | | | | |
| 44 | 47+00 * 52+00 * | | | | | | 24 24 | | | | 1 | | | | | |
| 45 | 57+00 * | | | | | | 24 | | | | 1 | | | | | |
| 46 | 62+00 * 67+00 * | | | | | | 24 24 | | 1 | | 1 | | | | | |
| 47 | 72+00 * | | | | | | 24 | • | | | 1 | | | | | |
| 47 | 77+00 * 82+00 TIT | | | | | | 28 | | <u> </u> | | 1 | | 1 | | | MINOR PROPERTY OF THE PROPERTY |
| 48 | 87+00 111 | | | | | | | | | | | | | | | |
| 49 | 91+75 <u>III</u> 97+00 III | | | · | | | | | | | 1 | | 1 | | | |
| 50 | 02+00 * | | | | | | 18 | | 1 | | | | | | | |
| 5(5) | 0/+00 * 12+00 * | | | ************************************** | MANAGEMENTAL CONTROL C | and the state of t | 18 18 | | 1 | | 1 1 | ************************************** | | | | |
| 51 | 17+00 Ш | | | | | | | | | | 1 | | | | | |
| BREAK IN GRADE \$ 52 | 22+00 <u>III </u> 27+25 | | | | | ************************************ | MARTIN AND AND AND AND AND AND AND AND AND AN | 4) - 11 - 1 - 1 - 1 - 1 - 1 - 1 | | | | | 1 | | | |
| 153 | 32+00 * | | | | | | 18 | | 1 | | | | | | | |
| 5.7 | 37+00 * 42+75 * 43+25 * | the Collection of the Collecti | | | | | 18 18 | ************************************** | | | | *************************************** | | | | |
| 54 | 43+25 * | | | | | | 18 | | | | 1 | | | | | |
| 54 | 48+00 * 53+00 * | | *************************************** | | *************************************** | | 18 | | 1 | | | | | | | |
| 55 | 58+00 * | | | | | | 18 | | 1 | | j | | | | | |
| 56 | 02 T / 3 * 68 + 00 * | | | | *************************************** | | 18 18 | *************************************** | 1 | | 1 | | | | | |
| 55 56 57 57 58 BREAK IN GRADE \$ RAMP A 14 RAMP A 9 RAMP A 6 | 73+00 * | | | | | | 18 | | 1 | | 1 | | | | | |
| 58 | 83+00 III | | | | | | | *************************************** | | | | | | | | |
| BREAK IN GRADE T RAMP A 1 | 4+75 9+00 * | | *************************************** | MANAGEMENT OF THE STATE OF THE | | MANAGEMENT AND NOVEMBER OF THE PROPERTY OF THE | 13 | ************************************** | 1 | | | | | | | |
| RAMP A E | 6+27 * | | | | | | 13 | | 1 | | 1 | | | | | |
| 591+00 M TO 595+33 M | | | | | 433 | | | | | | | 1 | | | | |
| 59 | 95+33 * | | | | TUU | | 22 | | 1 | | | | | | | |
| (日)資 | | | AMERICAN STREET, STREE | | | 617 | | | | | | 1 | | | | |
| 601+23 M TO 607+40 M (ROCK CUT) 60 | 07+40 ፲፱ | | | | | <u> </u> | | | | | | | | 1 | | · · · · · · · · · · · · · · · · · · · |
| | | | | | | | | | | | | | | | | |
| 23+47 RAMP B TO 11+00 RAMP B= 613+00 M TO 642+00 M | | | | | 2750 | 1397 | | | | | | | | | | |
| 2. 61 ROCK CUT STATIONING 61 23+47 RAMP B TO 11+00 RAMP B 62 613+00 TO 614+50 62 | 23+47 Ⅲ 13+00 Ⅲ | The Training by Anna Park Construction of Construction of Construction of Construction (Construction of Construction of Constr | | | MENNOTURE DO THE CONTRACTOR OF | ************************************** | | ACCOMPANIES OF THE STATE OF THE | · · · · · · · · · · · · · · · · · · · | 1 | 1 | | 1 | 1 | | |
| ROCK CUT STATIONING 6 | 18+00 * | | | | | | 18 | | 1 | | | | | | | |
| 23+47 RAMP B TO 11+00 RAMP B 62 613+00 TO 614+50 61 | 23+00 * 28+00 TII | | | | | | 18 | | | | 1 | | 1 | | | |
| 67 | 33+00 * | | | | | | 22 | | | | | | | | | |
| 63 | 38+00 | | | | | | | THE CHARLES AND THE PARTY OF TH | | 1 | 1 | | 1 | 1 | | |
| | | | | | | | | | | | | | | | | |
| QUANTITIES CARRIED | DDAINIAGE CUD | CLIMANADY | CHELL | | 19988 | 6514 | 820 | <u>) </u> | 41 | <u> </u> | | | | | | QUANTITIES |

NOTE: FOR CATCH BASIN AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE AS PER PLAN, CONCRETE APRON DETAIL SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II , III , AND IX , SEE SHEET 108

QUANTITIES CARRIED TO DRAINAGE SUB-SUMMARY SHEET 88

* NOTE: FOR DETAILS SEE TYPICAL OUTLET

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

CALC BY A/89 DATE 3/2/89 CHKD. BY A.C. DATE 4-79-89

GUE-70-6.17

DRAINAGE QUANTITIES

OHIO 91 FHWA 5 173

| * NOTE: FOR DETAILS SEE DETAIL B SEE SHEET 10 | t TYPICAL OU 7 | JILEI | | | | | $U \cap F$ | AINAGL | _ QUAI | V L | | | | | | | | | | | |
|---|-----------------------------|--|---|---------------------------|-------------------------|--|--|--|---|--|---|----------------|------------|---|--|-----------|--|--|----------|--|----------------|
| WEST BOUND LANES | | LLOW RDRAIN ET | OUTLET INT CATCH | O EXISTING BASIN | ; | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | # 604 NO. 8 CATCH BASIN AS PER PLAN | 603 6" CONDUIT, TYPE F, 707.17 NON— PERFORATED ASTM | SPECIAL PRECAST REINFORCED CONCRETE OUTLET | OUTLET FITTING | TEE FITTING | END CAP | | ministrativa single and particular security security and security security security security security security | BENDS AND |) BRANCHES | marakan maramatan gapagan managan pagagan pagagan pagagan pagagan pagagan pagagan pagagan pagagan pagagan paga | | 604 CATCH BASIN RECONSTRUCTED TO GRADE, | RECONSTRUCTION |
| MEDIAN STATIONING | STATION | TYPE STATION | TYPE & LOCATION | DIS- | CATCH BASIN DEPTH | | | | 3034 SDR 35 OR SS 931 LIN. FT. | | | = | | 6" ×4" 45"WYE | 6"×4" TEE | 4"×90° | 6"×90° | 4"× 45* | 6" × 45° | AS PER PLAN | BELOW £ |
| 50+00 M TO 68+21 M | | | LOCATION | POSITION | DEPIH | LIN. FT. 1821 | LIN. FT. | EACH | LIN. FT. | EACH | EACH | EACH | EACH 2 | 7 0 With | # L. | | | "(| | EACH | |
| CATCH BASIN ONLY | | 51+00 | NO.8-19' L | T. RECONST. | 5.8' | | | | | | | | <u> </u> | | | | | | | 1 | 2.0' |
| | $\frac{ 53+75 }{ 62+68 }$ | 51+00 II 53+75 II 62+50 | NO.8-19' L | T REPLACE | 3.0' | | | 1 | 16 25 | | | 1 | | | MINISTRAL CONTRACTOR C | | | 4 | | | |
| | | | | | | | | | | | | | | | | | MATERIAL PROTECTION AND AND AND AND AND AND AND AND AND AN | | | | |
| 73+88 ML TO 108+17 ML ROCK CUT STATIONING | 73.1.88 | | | | | 1529 | 1900 | | | | | | | | | | | | | | |
| 80+00 TO 99+00 | 77+00 | 区 77+00 正 82+50 | NO.8-21' L | T. REPLACE | 2.3' | | | 1 | 21 | | | 1 | | | | | | | | | |
| | 82+70 87+00 | 正 82+50 | NO.8-21' L | T. RECONST. | 5.0' | | | | 22 | | | | | 1 | | | | 1 | | 1 | 0.67' |
| BREAK IN GRADE \$\frac{1}{2} | 92+00 | | | | | | | | | | | | | | | | The state of the s | | | | , |
| | 97+00 | <u>Ⅲ</u> | NO 8 10' I | T PECONST | 7 11 | | | | 06 | | | 1 | | | 1 | | | | | | |
| | 108+17 | | | 1. NECONST. | J.+ | | | | 25 | | 1 | | | <u> </u> | ************************************** | | | | | | 1.25' |
| 115 LCO M TO 180 LOO M | | | | | | | | | | | | | | | | | | | | | |
| 115+60 ML TO 180+09 ML | 119+82 | T 120+00 | NO.8-19' L | T. REPLACE | 2.2' | 6449 | METERS PLANT LA PERSON PRINCIPAL AND SEPTEMBER POR ESCALA MARIENTA ESCALA PRINCIPA PRINCIPA DE ANTICA POR A POR ANTICA PO | 1 | 25 | | | 1 | 2 | 1 | FF A TOWN COMMON | | | 1 | | | |
| | 125+50 | | | | | | | | | | | | | | 1 | | | | | | |
| | 130+76 | 亚 131+00 | NO.8-19' L | 1. RECONST. | 2.5 | | | | 25 | | | 1 | | 1 | 1 | | | 1 | | 1 | 0.67' |
| | 140+76 | 工 141+00 | NO.8-19' L | T. REPLACE | 3.0' | | | 1 | 25 | | | | | 1 | | | | 1 | | | |
| | 151+00 | 131+00 141+00 144+00 151+00 151+00 1 161+00 1 168+50 1 174+00 1 178+00 1 178+00 | NO.8-19' L | T RECONST. | 4.9' 2 0' | | | 1 | 23 | and the second s | | 1 | | ************************************** | M | | | | | 1 | 0.67' |
| | 157+00 | 前 | | | | | | | | | | 1 | | | 1 | | | | | | |
| | 160+76 168+28 | <u>IV</u> 161+00 | NO.8-19' L | T. REPLACE | 3.0' | | | 1 | 32 | | | | | *************************************** | | | Manufacturing | | 1 | | 20: |
| | 173+77 | 立 174+00 | NO.8-19' L | T. RECONST. | <u> </u> | | | | 32 | | | | | | · · · · · · · · · · · · · · · · · · · | | Andrick Control of the Control of th | | 1 | 1 | 2.0' 1.75' |
| SAG | 177+77 | 工 178+00 | NO.8-19' L | T. RECONST. | | | | | 23 | | | | | 1 | | | | | | 1 | 1.25' |
| 1 | I . | 1/8+00 | SEE ABOVE | | | 1 | | | 43 | | *************************************** | | | | | | | | | | |
| 187+52 NL TO 196+11 NL | 187+52 | | | | | 859 | | | | | | | 1 | | | | | | | | |
| | 190+22 | 正 190+00 | NO.8-19' L | T. REPLACE | 4.9' | | | 1 | 23 | | | | | 1 | | | | | | | |
| 204+61 ML TO 219+10 ML | | | | | | 1449 | | | | | | | | | | | | | | | |
| 204701 10 10 219710 10 | 210+50 | | | | | 1449 | | | | | | 1 | | | 1 | | | | | | |
| | 216+25 | <u>IV</u> 216+25 | NO.8-23' L | T. REPLACE | 3.0' | | | 1 | 19 | | | 1 | | | | | | | | | |
| | 218+40 | Ⅲ 216+25 Ⅱ 218+25 Ⅱ 218+25 | SEE ABOVE | B. KECUNST. | J.4 | | | | 23 23 | | | 1 | | 1 | | | | | | | 0.67' |
| | | | | | | | | | | | | | | 2/10/20/20/20/20/20/20/20/20/20/20/20/20/20 | | | | | | | |
| 226+60 W.B. TO 231+23 W.B | 3. | | | | | | 463 | | | | | | | | W7-9-11-4-11-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-4-1-1-4-1-1-4-1-1-4-1-1-4-1-4-1 | | MANAGEM MARKATAN AND AND AND AND AND AND AND AND AND A | | M-V-1 | | |
| (ROCK CUT) | 226+60 | | | | MANAGEM NO. | | | | | | 1 | | | | 1 | 1 . 1 | | | | | |
| 248+31 W.B. TO 272+26.34 W.B. BACK | | | . V. | | | | | And the State of t | | | | | | | | | | | | | |
| 248+31 W.B. TO 272+26.34 W.B. BACK 272+67.75 AHEAD TO 369+8 | 1 | | | | | 7140 | 4969 | | | | | | | | | | | | | | |
| 248+31 TO 250+50 | 252+00 | <u>* </u> | | | | MANDAMANANINYI IN AKAMANANI ANAMANINYI IN AMBANINYI IN AMBANINA MANDAMANINYI IN AMBANINYI IN AMBANINYI IN AMBANINYI IN | | | 24 | 1 | 1 | 1 | | *************************************** | | | 1 | | | | |
| 258+50 TO 269+00 | 257+00 | * | | | | | | | 24 | 1 | | 1 | | | | | | | | | |
| ROCK CUT STATIONING 248+31 TO 250+50 258+50 TO 269+00 278+50 TO 299+00 305+50 TO 312+50 318+50 TO 328+00 | 262+00 | | | | | | | | | | ************************************** | 1 | | | 1 | | | | | | |
| 318+50 TO 328+00 | 272+00 | | | | | | | | | | | 1 | | | 1 | | | | | | |
| BREAK IN GRADE 1 | 282+00 | | | | | | | | | | | 1 | | | <u> </u> | | *************************************** | | | | |
| BREAK IN GRADE ‡ | | 1 | | - 0500107 | | | | | | | | | | | | | | | | | |
| | 293+86 300+00 | 工 294+00 | NO.8-19' L | T. RECONST. | 3.6' | | | | 18 | | | 1 | | | 1 | | | 1 | | 1 | 1.6' |
| | 305+86 | 正 306+00 | NO.8-19' L | T. RECONST. | 3.4' | | | | 18 | | | 1 | | | | | | 1 | | 1 | 1.11 |
| | $\frac{ 310+00 }{ 314+37 }$ | | NO.8-18' I | T. RECONST | | | | | 18 | | | 1 | | 1 | 1 | | The state of the s | 1 | | 1 | 1.25' |
| | 322+50 | 工 322+50 | NO.8-13.3' L | T. RECONST. | | | | | | | | 1 | | | | | | | | 1 | 1.25' |
| | 338+38 | <u>II</u> 330+50 | NO.8-11.5' L | I. RECONST. T. RECONST | 3.5' | | | | 13 | | | 1 | | 1 | | | | 1 | , | 1 | 1.25' 2.17' |
| | 346+38 | <u>II</u> 346+50 | NO.8-11.5' L | T. REPLACE | 3.5' | | | 1 | 13 | | | 1 | | 1 | | | | | | | 4.17 |
| SAG SAG | 348+38 348+62 | <u> </u> |) NO.8-11.5' L' | T.IREPLACE | 3.5' | | | 1 | 13 | | | 1 | | 1 | | | | 1 | | | |
| | 350+60 | 350+50 | NO.8-13.5' L | T. RECONST. | 3.2' | | | | 10 | | | 1 | | 1 | | | | 1 | | 1 | 1.8' |
| | $\frac{ 358+10 }{ 365+10 }$ | <u>II</u> 358+00 |) NO.8-13.5' L | T.REPLACE | 3.2' | | | 1 | 10 | | | 1 | | 1 | | | | 1 1 | | | 1.8' |
| | | | 10.0 L | | | | | | | | | | | 1 | | | | | | | 1.0 |
| 8 | (CON'T ON | SHEET 92) | *************************************** | | | | | | | | | AL MONEY | | | | | | | | | |
| 69 | | TOTAL | | | | 19247 | 7332 | 12 | 660 | 1 3 | | | | | | | | | | 17 | |
| | | | | | | | | | | | | | | | | | | | | | |

NOTE: FOR CATCH BASIN, AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN, CONCRETE APRON DETAIL SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, III, AND IVI, SEE SHEET 108

NOTE: FOR DETAILS TYPICAL OUTLET DETAIL B SEE SHEET 107

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

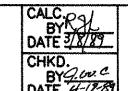
GUE-70-6.17

| WEST BOUND LANES MEDIAN | SHALLOW UNDERDRAIN OUTLET | | OUTLET INTO CATCH | D EXISTING BASIN | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | # 604 NO. 8 CATCH BASIN AS PER PLAN | 603 6" CONDUIT, TYPE F, 707.17 NON— PERFORATED ASTM 3034 SDR 35 OR | # 604 NO. 5 CATCH BASIN AS PER PLAN | OUTLET FITTING | TEE FITTING | END CAP | В | ENDS AND BRAN | ICHES | | | 604 CATCH BASIN RECONSTRUCTED TO GRADE AS PER PLAN | DEPTH OF RECONSTRUCTION BELOW E |
|---|----------------------------------|---|---|---------------------|--|--|--|--|---|--|--|--|---|--------------|--|--------|--|--------|--|---------------------------------|
| | STATION TYP | E STATION | TYPE & LOCATION | DIS- POSITION | CATCH BASIN DEPTH | LIN. FT. | LIN. FT. | EACH | 3034 SDR 35 OR SS 931 LIN. FT. | EACH | EACH | EACH | EACH | 6"×4"-45°WYE | 6"×4" TEE | 4"×90" | 4"×45° | 6"×45* | | |
| 378+81 ML TO 393+48 ML | 386100 1 | 387.100 | NO. 8–13.5' LT. | | 2.7' | 1467 | | | 1 1 | | | | | | | | | | | |
| | 393+48 III | | J. 10. 0 10.0 Li. | | das + / | | | | | | | | | | | 1 | | | | |
| 399+75 M TO 595+19 M ROCK CUT STATIONING | | | | | | 16044 | 3500 | | | | | | 1 | | | | | | | |
| ROCK CUT STATIONING 1 | 406+00 II 416+00 II | 406+00 416+00 |) NO. 8-13.5' LT. NO. 8-13.5' LT. | REPLACE REPLACE | 2.5' 2.5' | | | 1 | 9 9 | TO THE STREET OF | | 1 | galanishanjanisha 44 and 174 sangilarun menerimbahan untuk melanyakan antuk melanyakan antuk melanyakan antuk | 1 | | | Andre Andre 2016 (Andre 2016) and the second | | | |
| 515+00 TO 525+00 576+00 TO 587+00 | 423+90 II 431+90 II | 424+00 432+00 | NO. 8-13.5' LT. | REPLACE REPLACE | 2.5' 2.5' | | | | 10 10 | | | 1 | | | | | 1 | | | |
| | 438+90 II | 439+00 | NO. 8-13.5' LT. | REPLACE | 3.4' | | | 1 | 9 | | | | | | | | | | | |
| 399+75 M TO 595+19 M ROCK CUT STATIONING 402+00 TO 416+00 515+00 TO 525+00 576+00 TO 587+00 BREAK IN GRADE SAG SAG SAG BREAK IN GRADE BREAK IN GRADE BREAK IN GRADE \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 441+35 II | 441+25 | SEE ABOVE | RECONST. | | | | | 10 | | | | | | | | 1 | | | 2.4' |
| | 444+00 II 452+24 II | 444+00 452+00 |) NO. 8-13.5' LT.) NO. 4-8' RT. | RECONSI. REPLACE | 3.4' 2.9' | | MI GREAT AND | | 10 9 | 1 | | | | | A PERSONAL PERSONAL PROPERTY AND | | | | 1 | 1.8' |
| | 460+10 II | 460+00 | NO. 8-13.5' LT. | RECONST. | 2.7' | | | | 35 10 | | | | | | | | 1 | | 1 | 1.2' |
| | 476+10 II | 476+00 | NO. 8-13.5' LT. | RECONST. | 2.7' | | | | 10 | | | 1 | | | | | 1 | | | 1.2' |
| | 492+00 II | 492+00 | NO. 8-13.5' LT. | REPLACE | 2.7' | | | | 9 | | | | | | | | | | | |
| | 500+10 II 508+10 II | 500+00 508+00 | NO. 8-13.5' LT. NO. 8-13.5' LT. | REPLACE | 3.1' 2.7' | AND AND THE RESILENCE OF PRINCIPLE OF THE RESILENCE OF TH | | | 10 | | ACTIVITY OF THE PROPERTY OF TH | 1 | | 1 | | | 1 | | | |
| | 515+00 II | 515+00 | NO. 8-16' LT. | REPLACE | 2.7' | | | | 11 | | | 1 | | | | | | | | |
| BREAK IN GRADE 🕏 | 527+25 | - E74.00 | NO 8 10 IT | DEDLACE | | | | | 1.0 | | | | | | | | | | | |
| | 533+87 ユ 540+77 立 | 534+00 | NO. 8-19' LT. NO. 8-19' LT. | RECONST. | 3.3' | | | | 33 | | | | | | | | | 1 | 1 | 1.2' |
| SAG SAG | 542+86 II 542+14 II | 543+00 543+00 | NO. 8-19' LT. SEE ABOVE | REPLACE | 3.2' | | | | 18 18 | | Depth-P-W-04-West Ministrative Miles are now a nature or necessaria succession and an | 1 | | 1 | | | 1 | | | |
| | 545+23 IV | 545+00 554+00 | NO. 8-19' LT. | RECONST. | 3.2' | | | | 33 18 | | | | | 4 | | | 4 | 1 | | 2.2' 1.8' |
| | 563+32 1 | 563+00 | NO. 5-11' RT. | REPLACE | 2.9' | | | | 53 | 1 | | | | | | | | | | |
| | 580+00 I | 580+00 | NO. 8-19' LT. | RECONST. | 3.4' | | | | 15 | | | 1 | | | | | | | | 1.2' |
| BREAK IN GRADE ‡ | 587+50 <u>III</u> 591+50 | | | | | | | | | | | 1 | | | 1 | | | | | |
| | 595+19 III | | | | | | | | | | 1 | | *************************************** | | 1 | 1 | | | | |
| 601+09 M TO 642+00 M | 1606 + 00 TIT | | | | | 2791 | 1300 | | | | | | 1 | | | | | | | |
| 601+09 M TO 642+00 M ROCK CUT STATIONING 602+00 TO 615+00 | 611+50 II | 611+50 | NO. 8-19' LT. | REPLACE | 3.7' | | | | 15 | Professional and the state of the second | | 1 | | 1 | | | | | | |
| | 617+00 <u> </u> 622+86 耳 | 623+00 | NO. 8-19' LT. NO. 8-11' RT. NO. 8-19' LT. | REPLACE | 2.7' | | | 1 | 18 | | | | | 1 | 1 | | 1 | | | |
| | 630+25 IV | 630+25 635+00 | NO. 8-11' RT. | REPLACE | 2.8' 3.3' | | | 1 | 31 18 | | | | | | | | 4 | | | 1.8' |
| | 642+00 Ш | | | | | | | | | | 1 | | | | 1 | 1 | | | | |
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| , | | | | | | | Mark 100 And 1 | | | POTO-PROCESSOR CONTROL | | | | | | | | | | |
| TOTAL | | | | | | 20302 | 4800 | 18 | 507 | 2 | | | | | | | | | | |

NOTE: FOR CATCH BASIN AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE AS PER PLAN, CONCRETE APRON DETAIL SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, III, AND IV, SEE SHEET 108

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES



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| OUTLET II, III, AND * NOTE: FOR DETAILS OF DETAIL B SEE SHEET 10 | TYPICAL C | | | | | | | PAINA | AGE Q | UANT | TITIE | S | | | | | | | ; | |
|--|-------------------------------|--------------|--|---|-------------------------|---|---|--|---|--|-------------------|----------------|------------|---------------|-----------|-------------|----------|--------|--|------------------------------|
| EAST BOUND LANES MEDIAN | SHALL UNDERD OUTLE | RAIN | OUTLET INTO | D EXISTING BASIN | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | # 604 NO. 8 CATCH BASIN AS PER PLAN | 603 6" CONDUIT, TYPE F, 707.17 NON- PERFORATED ASTM | SPECIAL PRECAST REINFORCED CONCRETE OUTLET | OUTLET FITTING | TEE FITTING | END CAP | | | BENDS AND I | BRANCHES | | 604 CATCH BASIN RECONSTRUCTED TO GRADE AS PER PLAN | RECONSTRUCTION DEPTH BELOW E |
| STATIONING | | TYPE | STATION TYPE & LOCATION | DIS- POSITION | CATCH BASIN DEPTH | LIN. FT. | LIN. FT. | EACH | 3034 SDR 35 OR SS 931 LIN. FT. | EACH | EACH | EACH | EACH | 6"×4" -45'WYE | 6"×4" TEE | 4"×90° | 4"×45° | 6"×45° | EACH | |
| 50+00 M TO 67+89 M | 51+23 53±75 | <u>II</u> | 51+00 NO. 8-19' R 53+75 NO. 8-19' R 62+50 NO. 8-22' R | RT. REPLACE | 5.4' 4 3' | 1789 | | 1 | 25 32 | | | 1 | 2 | 1 | | | 1 | 1 | | |
| | | | 62+50 NO. 8-22' R | RT. REPLACE | 2.3' | | | | 21 | | | 1 | | 1 | | | | | | |
| 73+58 M TO 197+61 M | 77+23 | TA TA | 77+00 NO. 8-19' R 82+50 NO. 8-19' R | RT. REPLACE | 3.0' | 8653 | 3750 | 1 | 25 | | | 1 | | | | | | 1 | | |
| BREAK IN GRADE TROCK CUT STATIONING 78+50 TO 97+00 | 93+50 102+00 | | 102+00 NO. 8-19' R | RT. REPLACE | 2.3' | | | | 25 | | | 1 | | | | | | | | |
| 1102+00 TO 114+00 I | $\pm 1115 \pm 50$ | | 110+50 NO. 8-19' F | j | 1 | | | 1 | 25 | | | 1 | | 1 | 1 | | | | | |
| 134+00 TO 141+00 | 125+50 | | | | | | | | 18 19 | | | | | | 1 | | | | | 0.67' |
| | 136+00 | <u> </u> | 444 : 00 1/2 0 401 5 | | | | | 1 | 25 | | | | | 1 | 1 | | 1 | | | |
| | 146+00 150+77 156+00 | | 151+00 NO. 8-19' R | RT. REPLACE | 3.4' | | | 1 | 25 | | | 1 | | | | | | | | |
| | 160+78 168+28 | I II | 151+00 NO. 8-19' F 151+00 NO. 8-19' F 161+00 NO. 8-19' F 168+50 NO. 8-19' F 174+00 NO. 8-19' F 178+00 NO. 8-19' F 178+00 SEE ABOVI 185+00 NO. 8-19' F 190+00 NO. 8-19' F | RT. REPLACE | 2.0' 3.6' | | | 1 | 25 23 | | | 1 1 | | 1 | | | 1 | | 1 | 2.0' |
| SAG | 174+00 177+77 178+23 | | 174+00 NO. 8-19' F | RT. REPLACE RT. REPLACE | 3.3' 4.6' | | | 1 1 | 23 23 23 | | | 1 | | 1 | | | 1 | | | |
| | 185+23 190+23 | | 185+00 NO. 8-19' F | RT. RECONST | 6.3' 5.2' | | | | 23 23 | | | | | | | | | | | 1.75' 0.67' |
| | 13/101 | | | | | | | | | | | | 1 | | | | | | | |
| 206+11 M TO 217+00 €= 217+00 E.B. TO 219+58 E.B | 206+11 | | | | | 1347 | | | | | | | 1 | | | | | | | |
| SAG | 216+10 218+25EB 219+58 | I | 216+25 NO. 8-19' F 218+25 NO. 8-35'RT. E | B. REPLACE | 1 3.0° E 2.9° | | | 1 | 18 15 | | | 1 | 1 | | | | | | | 0.67' |
| 227+16.82E.B. TO 246+20 E.E ROCK CUT STATIONING | | | | | | 983 | 920 | | | | | | | | | | | | | |
| 237+00 TO 246+20 | 227+16.82 236+00 241+00 | | | | | | | | | | 1 | 1 | | | 1 | | | | | |
| | 246+20 | | | | | | | | | | | | 1 | | | | | | | |
| 252+00 E.B. TO 274+30.13 E.B.= 272+67.75 © TO 370+82 | 252+00EB | | | | | 6970 | 5075 | | | | 1 | | | | | | | | | |
| 272+67.75 € TO 370+82 ROCK CUT STATIONING 252+00 TO 271+25 278+50 TO 291+00 294+00 TO 300+00 305+50 TO 312+50 | 257+00 263+00 269+00 | | | | | | | | | | | 1 | | | | | | | | |
| 294+00 TO 300+00 305+50 TO 312+50 318+50 TO 324+50 RREAK IN COAR | 269+00 275+00 E 281+50 | | | | | | | | | | | 1 | | | 1 | | | | | |
| 318+50 TO 324+50 BREAK IN GRAD | 288+00 293+86 | | 294+00 NO. 8-19' F | RT. RECONST | 3.4' | | | | 18 | | | | | 1 | 1 | | 1 | | 1 | 1.6' |
| | 300+00 305+86 314+37 | | 306+00 NO. 8-19' F | RT. RECONST | 3.6' | | | | 18 17 | | | 1 | | | 1 | | 1 1 | | 1 | 1.1' |
| | 322+39 330+38 | | 294+00 NO. 8-19' F 306+00 NO. 8-19' F 314+50 NO. 8-18' F 322+50 NO. 8-13.3' F 330+50 NO. 8-11.5' F 350+50 NO. 8-11.5' F 346+50 NO. 8-11.5' F 348+50 NO. 8-11.5' F 350+50 NO. 8-13.5' F 358+00 NO. 8-13.5' F 365+00 NO. 8-13.5' F | RT. RECONST RT. REPLACE | 3.5' 3.5' | | | 1 | 13 12 | | | | | | | | | | 1 | 1.3' |
| SAG | 346+50 348+50 | | 346+50 NO. 8-11.5' F 348+50 NO. 8-11.5' F | KI. REPLACE RT. REPLACE RT. REPLACE | 3.5° 3.5° | | | | 12 18 13 | | | | | 1 | | | 1 | | 1 | 1.1 |
| | 350+60 358+09 | I II | 350+50 NO. 8-13.5' F | RT. REPLACE | 2.7' | | | | 10 10 | | | | | | | | 1 | | | |
| | 365+09 370+82 | | 365+00 N0. 8-13.5' F | KI. REPLACE | 2.7 | | | 1 | 10 | | | 1 | 1 | 1 | | | 1 | | | |
| 379+84 ML TO 393+64 M | 386+90 | I | 387+00 NO. 8-13.5' F | RT. REPLACE | 3.1' | 1380 | | 1 | 10 | | | 1 | 1 | 1 | | | | | | |
| | 393+64 | | | | | | | | | | 1 | | | | 1 | 1 | | | | |
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| | | <u> TOTA</u> | L | · | | 21122 | 9745 | 22 | 620 | | | | | | <u> </u> | | | | 10 | |

* NOTE: QUANTITIES CARRIED ON SHEET 92

NOTE: FOR CATCH BASIN AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN, CONCRETE APRON DETAIL SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, III, AND IV, SEE SHEET 108

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

CALC.
BY A BY
DATE 3/8/89
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| OUTLET II, III, AND I | Z, SEE SH | | | | | Name of the state | L | | | | | | | | | | | | | |
|---|-----------------------------|---|--|---|--|---|---|-------|---|--------------------------------|--|--|--|------------------|--------------|--|--|--|---|--|
| EAST BOUND LANES | SHALLO UNDERDI OUTLET | RAIN | | OUTLET INTO CATCH E | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN | AS P | 604 H BASIN ER PLAN | 707.17 NON- | SPECIAL PRECAST REINFORCED CONCRETE | OUTLET FITTING | TEE FITTING | END CAP | | BENDS AND | BRANCHES | | 604 CATCH BASIN RECONSTRUCTED TO GRADE | DEPTH OF RECONSTRUCTION |
| MEDIAN | | | | TVDC 4. | DIS CATCH | | ROCK CUT | E | ACH T | PERFORATED ASTM 3034 SDR 35 OR | OUTLET | | | | | | | | AS PER PLAN | BELOW |
| STATIONING | STATION | TYPE | STATION | TYPE & LOCATION | DIS- CATCH BASIN DEPTH | LIN. FT. | LIN. FT. | NO. 8 | NO. 5 | | EACH | EACH | EACH | EACH | 6"×4"-45°WYE | 6" v4" TEF | 4"×90° | 4"×45" | EACH | |
| | | | | | | | | | | | | | | | TO WIL | | T AUU | | | |
| 399+92 M TO 594+70 M ROCK CUT STATIONING | 406±00 | | 406±00 | NO 8-135' DT | REPLACE 3.2' | 13678 | 5800 | | | 2 | | | 1 | 1 | | | | | | |
| 403+00 TO 416+00 | 411+00 | | | | | | | | | | | | | | | 1 | | | | |
| 515+00 TO 527+00 | 415+90 | T | 416+00 | NO. 8-13.5' RT. | REPLACE 2.9' | | | 11 | | 10 | | | | | 1 | | | 1 | | |
| 554+00 TO 587+00 | 423+90 | | 424+00 432±00 | NO. 8-13.5' RT. | REPLACE 2.9' REPLACE 2.9' REPLACE 3.7' | | | 1 1 | | 10 10 | | | 1 | 1 | | | | 1 | | |
| | 439+00 | | 439+00 | NO. 8-13.5' RT. | REPLACE 3.7' | | | | AND THE RESERVE OF THE PERSON NAMED IN COLUMN TO THE PERSON NAMED | 16 | | | 1 | | | | | | | |
| | 441+25 | 一二十 | 441+25 | NO. 8-13.5' RT. | REPLACE 3.7' | | | 1 1 | | 8 | | | | | 1 | | | | | |
| | 444+00 452+12 | 十十十 | 444+00 452+00 | NO. 4-8' RT | REPLACE 2.7 | | | | | 16 17 | | *************************************** | 1 1 | | 1 | | | 1 | 1 | 1 7, |
| | 460+10 | | 460+00 | NO. 8-13.5' RT. | RECONST. 3.1' | | | | | 10 | | | 1 | | | | | 1 | 1 | 1.3' 1.9' |
| | 468+10 | | 468+00 | NO. 8-13.5' RT. | RECONST. 3.1' | | | | | 10 | | | 1 | | 1 | | | 1 | | 1.5' 2.0' |
| | 484+10 | 量 | 484+00 | NO. 8-13.5' RT. | RECONST. 4.2' | | | | ······································ | 10 | | | 1 | | 1 | | | 1 | 1 | 2.0 |
| | 492+10 | III | 492+00 | NO. 8-13.5' RT. | REPLACE 3.1' | | | 1 | | 10 | | | 1 | | | | | 1 | 1 | 1.3' |
| | 500+09 508+10 | # | <u>500+00</u> 508±00 | NO 8-13.5' RT. | REPLACE 3 2' | | | 1 1 | | 10 | | | 1 | | 1 1 | | *** | 1 | | |
| | 515+10 | 世世 | 515+00 | NO. 8-16' RT. | REPLACE 3.3' | | | | W | 13 | | | 1 | | 1 | | | 1 | | |
| BREAK IN GRADE ‡ | 527+25 | | | No. 5 46: 55 | DECCA 2 | | | | | | | | | | | | | | | |
| | 533+87 541+00 | \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | <u>534+00</u> 541+00 | NO. 8-19' RT. | REPLACE 27' | | | 1 1 | | 19 | | Political transmission and transmission | 1 | | 1 | | | 1 | 1 | 1.6' |
| BREAK IN GRADE \$ | 543+00 | Ī | 543+00 | NO. 8-19' RT. | REPLACE 2.7' | | | | | 15 | | | 1 | | 1 | | | And the Control of th | | |
| | 545+00 | | <u>545+00</u> | NO. 8-19' RT. | RECONST. 2.7' | | | | | 23 | | | | | | | | | 1 | 1.2' |
| | 563+22 | | 563+00 | NO. 5-11' RT. | REPLACE 2.7 | | | | 1 | 18 | | ************************************** | 1 | | | | | 1 1 | | |
| | 571+14 | | 571+00 | NO. 8-19' RT. | REPLACE 2.7' | | | | | 18 | | | 1 | | | | | 1 | | |
| | 580+00 585+00 | IV | 580+00 | NO. 8-19' RT. | REPLACE 2.7' | | | 1 1 | | 23 | | | 1 | | 1 | 4 | | | | |
| BREAK IN GRADE \$ | 591+50 | -44- | | | | | | | | | | | 1 | | | 1 | | | | |
| | 594+70 | | | | | | | | | | | 1 | | | | 1 | | | | |
| | | | *************************************** | | | | | | | | | A CAMPON THE STATE OF THE STATE | | | | | | | | |
| 600+58 ML TO 642+00 ML ROCK CUT STATIONING 602+00 TO 615+00 | | | | | | 2842 | 1300 | | | | | | | | | | | | | |
| ROCK CUT STATIONING | 606+00 | | 611.50 | NO 9 102 DT | DEDI ACE | | | | | 4.0 | | | 1 | | | 1 | | | | |
| 002+00 10 015+00 | 617+00 | | 011+50 | NO. 8-19' KI. | TREPLACE 2.9 | *************************************** | | 1 1 1 | | 18 | | | 1 1 | | 1 | 1 | | 1 | | |
| | 622+86 | | 623+00 | NO. 8-19' RT. | RECONST. 3.0' | | | | | 18 | | | 1 | | 1 | | | 1 | 1 | 1.2' |
| | 1029+00 | 1 1111 1 | | 1 | RECONST. 2.7' | į – | *************************************** | | | 10 | | | 1 | | | 1 | | 4 | | |
| | 642+00 | 十曲十 | 033+00 | O-19 KI. | TRECONSI. 2.7 | | | | | 18 | | 1 | | | | 1 | 1 | | 1 | 1.5' |
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NOTE: FOR CATCH BASIN AS PER PLAN, SEE CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN, CONCRETE APRON DETAIL SHEET 108

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET IL, III, AND IV, SEE SHEET 108

NOTE: FOR DETAILS OF TYPICAL OUTLET DETAIL B SEE SHEET 107

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

CALC.
BY RY
DATE 3/4/12
CHKD.
BY J.W.C.
DATE 141784

GUE - 70 - 6.17

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| DETAIL B SEE SHEET 107 | | | | | | | | | \ \ | Q 0 / 11 1 1 | | | | | | | | | | | |
|---|----------------------------------|------------|--|---------------------|--|---|---|--|--|---|---|-------------------|---|------------|--|--|---|---|--|---|--|
| EAST BOUND LANES OUTSIDE EDGE | SHALLOW UNDERDRAIN OUTLETS | ou | JTLET INTO CATCH I | EXISTING BASIN | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | # 604 NO. 5 CATCH BASIN AS PER PLAN | 604 NO 5 CATCH BASIN TYPE I AS PER PLAN | 603 6" CONDUIT, TYPE F, 707.17 NON- PERFORATED ASTM 3034 SDR 35 OR | SPECIAL PRECAST REINFORCED CONCRETE OUTLET | OUTLET FITTING | TEE FITTING | END CAP | | BENDS A | AND BRANCH | HES | rkultuurik Minnedon anne araa araa araa araa araa araa ara | 604 CATCH BASIN RECON - STRUCTED | RECONSTRUCTED DEPTH BELOW |
| STATIONING | STATION TYPE | STATION | TYPE & OCATION | DIS- POSITION | CATCH BASIN DEPTH | LIN. FT. | LIN. FT. | EACH | EACH | 3034 SDR 35 OR SS 931 LIN. FT. | EACH | EACH | EACH | EACH | 6" x4" -45'WYE | 6" ∨4" TEF | | A" v45° | 4"×90° 6"× 6" TEE | AS PER PLAN EACH | η |
| 14+48 S.W. LOOP TO 15+21.16 S.W. LOOP = 50+73.33 M TO 67+84 M | | | | | | | | | | | | | | | TO AT TOWIL | | 1 0 230 | <u> </u> | 4 X30 6 X 6 E E | EAUI | |
| LOOP = 50+73.33 M TO 67+84 M | 51+00 * | | | | | 1784 | | | | 18 | | | <u> </u> | 2 | | | | | Marine Robbinson and Additional Control of the Cont | | |
| | 56+50 × | | | | | | | | | 15 | | | 1 | | | | | | | | |
| | 62+50 * | | | | | | | | | 19 | 1 | | <u> </u> | | | | | | | | |
| 73+51 № TO 167+00 № = 0+00 S.W. RAMP TO 20+40 S.W. RAMP | | | | | | | | | | | iithidik ii mahalii ii | | | ··· | | | | | | | |
| S.W. RAMP TO 20+40 S.W. RAMP | 73+51 <u>▼</u> | | | | | 6989 | 4400 | | | 1.8 | | | | | | | | | | | |
| ROCK CUT STATIONING 78+00 TO 97+00 101+00 TO 117+00 | │ 78+50 │ Ⅲ | | | | | | | | | 18 | <u> </u> | | 1 | | | 1 | | | | | |
| 101+00 TO 117+00 | 83+50 III | | | | | | | | | | | | 1 | | | 1 | | | | | |
| 132+00 TO 141+00 BREAK IN GRADE + | 88+50 III 93+50 | | | | | | | | | | | | Ţ | | MAN ANNA MANA MANA MANA MANA MANA MANA | 1 | | | | | |
| | 93+50 98+50 III | | | | | | | | | | | | 1 | | | 1 | | | | | |
| | 103+69 II 106+95 II | 104+00 NO. | 5-95' RT | REPLACE RECONST. | 6.4' | | | | | 39 33 | | | 1 | | 1 | | Marian Marian Company | 1 1 | | | 1.5' |
| | 113+00 1 | | | | | | | | | | | | 1 | | | 1 | | | THE RESIDENCE OF THE PROPERTY | | 1.9 |
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| | 128+00 III | | | | | | | | | | | | 1 | | | 4 | *************************************** | | | | |
| S.W. RAMP SAG S.W. RAMP S.W. RAMP S.W. RAMP S.W. RAMP S.W. RAMP S.W. RAMP | 133+00 11 | | | | | | | | | | | | 1 | | | 1 | | | | | |
| | 145+50 * | | | | | | | | | 22 | 1 | | 1 | | | 1 | ···· | | | | |
| | 150+50 * | | | | | | | | | 22 | 1 | | 1 | | | | | | | | |
| | 155+50 III | | | | | | | | | | | | 1 | | | 1 | | | | | |
| | 165+50 * | | | | | | | | | 22 | 1 | | 1 | | | | | | | | |
| SAC SW RAMP | 3+50 * 5+65 T | | | | | | | | | 16 | 1 | | <u> </u> | | 1 | | | | | | |
| S.W. RAMP | 8+50 * | | | | | | | | | 16 | | | 1 | | | | | | 4 | | |
| S.W. RAMP | 13+50 * | | | | | | | | *************************************** | 14 | 1 | | 1 | | | | | | | | |
| S.W. RAMP | 20+40 * | | | | | | | | | 15 | 1 | 1 1 | | | | | 1 | | | | |
| | | | | | | 1010 | | | | | | | | 2 | | | | | | | |
| 172+62 M TO 184+72 M | 177+52 TI | 178+00 NO. | 5-148' RT. | REPLACE | 3.5' | 1210 | ************************************** | 1 | | 86 | | | 1 | 2 | 1 | | * | 1 | | | |
| | 177+52 II 178+48 II | 178+00 SEI | E ABOVE | | | | | | | 86 | | | 1 | | 1 | | | 1 | | | |
| 2+00 SW 100P C SURVEY TO 19+81 27 SW | | | | | MATERIAL PROPERTY OF A CHARLES | 2743 | | | WEARING HALL THE SEA THE SEA WHITE HE ARE A SEA OF THE | | | | | 2 | | | | | | | the state of the s |
| 2+00 S.W. LOOP € SURVEY TO 19+81.27 S.W. LOOP € SURVEY= 188+00 № TO 197+61 № SAG S.W. LOOP BREAK IN GRADE ♣ S.W. LOOP S.W. LOOP SAG S.W. LOOP S.W. LOOP | <u> i</u> | | | | | | | | | | | | | | | | | | | | |
| SAG S.W. LOOP | 2 3+50 II 2 4+50 | | | | | | | | | 15 | 1 | | 1 | | 1 | ************************************** | | | | | |
| S.W. LOOP | 10+00 * | | | | | | | | *************************************** | 16 | 1 | | 1 | | *************************************** | | · · · · · · · · · · · · · · · · · · · | | | | 4+10-10-00-4-00-00-00-00-00-00-00-00-00-00-00- |
| SAG S.W. LOOP | 13+75 * | | | | Walter and the state of the sta | | | | | 16 | | | 1 | | | | | | | | |
| S.W. LOUP | 188+50 * | | | | | | | | | 14 | | | 1 | | | | | | | | WARRANT TO THE RESERVE OF THE SECOND STATE OF |
| | 193+00 * | | | | | | | | | 19 | 1 | | 1 | | | | | | | | |
| 206+11 ML TO 217+00 ML = | | | | | | 1353 | | | | | | | | 2 | | | | *************************************** | | | |
| 206+11 ML TO 217+00 ML = 217+00 E.B. TO 219+64 E.B | 212100 | | | | | | | | | | | | | | | | | | | | |
| <u> </u> | 212+00 * 218+25 II | | | | | | | | | 19 18 | | | 1 | | 1 | 7 | | | | | |
| 207.75 CD TO 000.44.40 | | | | | | 205 | | | | | | | | | | | | | | | |
| 227+35 E.B. TO 228+14.46 = 8+14.46 RAMP G TO 14+00 RAMP G | 3 | | B-44440-1000-10040-100-100-100-100-100-10 | | | 665 | | | | | | | *************************************** | 1 | | | | | | | |
| | 227+35 * | | | | | | | | | 16 | 1 | | | | | | 1 | | | | |
| 235+00 E.B. TO 246+47 E.B. | | | AAALAMA OO MAARAA AAAAA AAAAA AAAAA AAAAA AAAAA AAAAA AAAA | | | 200 | 947 | | | | | | | | | | | | | | |
| ROCK CUT STATIONING 237+00 TO 246+47 | 235+00 IV 240+00 III | 235+00 NO. | 5-47.5' RT | REPLACE | 2.25' | | <u> </u> | 1 | | 35 | | 1 | | | | | 1 | | | | |
| 237+00 TO 246+47 | 240+00 🎹 | <u> </u> | | | | | | | | | | | 1 | | | 1 | | *************************************** | | | |
| 253+75 E.B. TO 262+35 E.B. (ROCK CUT) | • | | | | | | 860 | | | | | | | 1 | | | | | | | |
| | | | | | | | | | | | | 1 1 | | | | 1 | | | 1 | | |
| 22+75 RAMP E TO 28+24.06 RAMP E = | = | | | | | 7136 | 3999 | Notice in the extension of the control of the contr | | | | | wasaning saying Market Co. Co. | 1 | MI MINISTER MARKET M | | | | | | |
| 267+00 E.B. TO 274+30.13 E.B. = | | | | | | | | | | | | | | | | | | | | | |
| 22+75 RAMP E TO 28+24.06 RAMP E = 267+00 E.B. TO 274+30.13 E.B. = 272+67.75 ML TO 371+23 M ROCK CUT STATIONING RAMP E 22+75 TO 28+24.06 RAMP E 267+00 TO 272+50 278+50 TO 291+50 294+00 TO 300+00 | 22+75 III | | | | | | | | | | | 1 | | | | 1 | | | 1 | | |
| 22+75 TO 28+24.06 RAMP E | 28+00 🎹 | | | | | | | | | | | | 1 | | | | | | | | |
| 267+00 TO 272+50 278+50 TO 291+50 | 272+50 EB III | | | | 300,000,000,000,000,000 | | | | The second secon | 28 | 1 | | 1 | | | 1 | | | | | |
| \$ 294+00 TO 300+00 | 27070010 7 | | | | | | | | | | | | | | | | | | | | |
| 8 | CON'T ON SHE | EET 96) | TOTAL | | | 22080 | 10206 | 2 | 1 | 673 | 22 | | | | | | | | | | |
| OUANITITICO OADDIC | | | | | | | | * | | | | | | | | • | | ennes ennes | | | |

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

GUE-70-6.17

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NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, AND III, SEE SHEET 108 NOTE: FOR DETAILS OF TYPICAL OUTLET DETAIL B, SEE SHEET 107

| EAST BOUND LANES OUTSIDE EDGE | SHALLO UNDERD OUTLE | RAIN | | OUTLET INTO E | SIN | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | 603 6" CONDUIT, TYPE F, 707.17 NON— PERFORATED ASTM | SPECIAL PRECAST REINFORCED CONCRETE OUTLET | OUTLET FITTING | TEE FITTING | END CAP | BENDS AN | ID BRANCHES | | |
|--|--|--|--|---|---------------------------------|--|--|---|--|--------------------------|----------------|--|---------------------------|---------------------------------------|--|---|
| STATIONING | STATION | TYPE | STATION | TYPE & LOCATION | DIS- CATCH BASIN POSITION DEPTH | LIN. FT. | LIN. FT. | 3034 SDR 35 OR SS 931 LIN. FT. | EACH | EACH | EACH | FACH | 6" x4" -45'WYE 6" x4" TEE | 4"×90° 4"×45° | | |
| BREAK IN GRADE # ROCK CUT STATIONING | 281+50 | * | | | Dur (III | | | UN. FI. | | | | | 0 X4 -43 WIE 0 X4 IEE | 4 X90 4 X45 | | |
| ROCK CUT STATIONING 305+50 TO 311+50 318+50 TO 322+50 | 292+00 | <u> </u> | | | | | | 18 | | | 1 | | | | | |
| 318+50 TO 322+50 | 292+00 297+00 302+00 307+00 312+00 | IIII | | | | | | | | | 1 | | | | | |
| | 307+00 | $+\frac{x}{m}$ | *************************************** | | | | | 18 | | | <u> </u> | | 1 | | | MANUAL PROPERTY AND |
| | 312+00 | * | | | | | | 18 | 1 1 | | | | | | | |
| | 323+00 | * | | | | | | 19 | 1 | | | | | | | |
| | 317+00 323+00 328+00 333+00 | <u>*</u> | | | | | | 18 18 | 11 | | 1 | | | | | |
| | 338+00 | * | | | | | | 18 | 1 | | | | | | | |
| | 338+00 343+00 348+00 | <u>*</u> | | | | | | 18 | | Market Rose I | 1 | | | | | |
| SAG | 348+50 | | | | | | | 20 | | | | | 1 | | | |
| | 348+50 352+00 357+00 | <u>*</u> | A 1993 TA SA 1995 TA SA TA | | | | | 19 18 | 1 | | 1 | | | | | |
| | 362+00 | * | | | | | | 18 | 1 | | | | | | | |
| | 367+00 | * | | | | | | 18 | 1 | | 1 | *************************************** | | | | |
| 380+24 ML TO 393+71 ML | | | | | | 1347 | | | | | | | | | | |
| | 385+00 390+00 | * * | | ************************************** | | | | 18 18 | 1 1 | | 1 | | | | | |
| | 390+00 393+71 | | | | | | | 18 | | | | | | 1 | | |
| 399+99 M TO 581+00 M = 1+00 RAMP D TO 13+97 RAMP D ROCK CUT STATIONING 403+00 TO 416+00 440+00 TO 445+00 515+00 TO 527+00 552+00 TO 556+00 569+00 TO 581+00 1+00 RAMP D TO 8+50 RAMP D SAG SAG | | | | na da anta da a | | 14048 | 5350 | | | | | | | · · · · · · · · · · · · · · · · · · · | | |
| 1+00 RAMP D TO 13+97 RAMP D | | | | | | | | | | | | 1 | | | | |
| ROCK CUT STATIONING 403+00 TO 416+00 | 406+00 | $+\frac{\Pi}{\Pi}$ | | taaliin armoond armood oli | | | | | | : | 1 1 | | 1 | | AND AND THE PROPERTY OF THE PR | |
| 440+00 TO 445+00 | 418+00 | * | | | | Mali artentiske politike tribitek vitat kohiteks politik at politik at politik at politik at politik at politik Mali artentiske politik at politik | | 18 | 1 | | | | | | | |
| 515+00 TO 527+00 552+00 TO 556+00 | 424+50 430+00 | * | | | | | | 18 19 | 1 1 | | <u> </u> | | | | | |
| 569+00 TO 581+00 | 436+00 | | | | | | | | | | 1 | | 1 | | | |
| 1+00 RAMP D 10 8+50 RAMP D SAG SAG | 441+00 | $+\frac{\mu}{\Pi}$ | ************************************** | | | | | | | | 1 1 | | | | | |
| | 446+00 | TIII | | | | | | | | | 1 | | | | | |
| | 451+00 | * | | | | | | 24 24 | 1 | | | | | | | |
| | | | | | | | | 24 | 1 | | | | | | | |
| | 466+00 471+00 | * | | | | | | 24 24 | | | 1 | | | | | |
| | 476+00 481+00 | * | | | | | | 24 | 1 | | | | | | | |
| | 486+00 | * | | 77-77-77-77-77-77-77-77-77-77-77-77-77- | | | | 24 24 | 1 | | 1 | | | | | |
| | 491+50 497+00 | * | | | | | | 24 | | | | | | | | |
| | 502+00 507+00 | * | | | | | | 18 18 | 1 | | | | | | | |
| | 507+00 | * | | | | | | 18 18 | | | | | | | | |
| | 517+00 | | | | | | | 10 | | 7,00,000,000,000,000,000 | 1 | | 1 | | | MANAGEMENT OF THE PROPERTY OF |
| BREAK IN GRADE ‡ | 512+00 517+00 522+00 527+25 532+00 536+50 | <u> III </u> | *************************************** | | | | | | | | 1 | | | | | |
| DITEAN IN SIMUL V | 532+00 | * | | | | | | 18 | | | 1 | | | | | |
| | 543+00 | * | | | | | | 22 | 1 | | 1 1 | | 1 | | | |
| SAG | 543+55 | 1蓮1 | | | | | | 27 | 1 | | 1 | | | | | |
| | 548+00 553+00 | $+\frac{\Pi}{\Pi}$ | | | | | | | | | 1 | | | | | |
| | 558+00 | 一道 | | | | | | | | | 1 | | | | | : |
| | 543+00 543+55 548+00 553+00 558+00 563+00 | 1 | | | | | | 18 | 1 | | 1 1 | | 1 | | | |
| | 573+00 578+00 | | | | | | | | | | 1 | | 1 | | | |
| RAMP D | 1 2+50 | | <u> </u> | | | | | | | | 1 1 | | 1 | | | |
| BREAK IN GRADE # RAMP D | 7+50 | | | | | | | | | | | | | | | |
| RAMP D | 13+97 | 1 111 | | | | | | | | 1 | | | 1 | <u> </u> | | |
| 507.05 W TO 504.50 W | | | | | | | | | | | | | | | | |
| 587+65 M TO 594+56 M ROCK CUT STATIONING 587+65 TO 588+50 BREAK IN GRADE | 587+65 | | | | | 606 | 85 | | | 1 | | | 1 | | | |
| 587+65 TO 588+50 BREAK IN GRADE | 591+50 594+56 | # # | | | | | | 24 | | 4 | | | | | | |
| | J34T30 | | | | | | | | | | | | | | | |
| TOTAL CARRIED | T/ | AIRIAO | | CHAMAN | CHEET OR | 16001 | 5435 | 784 | 39 | | | | | | | |
| QUANTITIES CARRIED | וט טא | AINAG | <u> </u> | -SUMMARY | SHEEL 88 | | at 1970 (Alba Maria Mari | | | | | and the state of t | | | DRAINAGE QL | <u>JANTITIES</u> |

605 SHALLOW UNDERDRAIN AS PER PLAN DRAINAGE QUANTITIES

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BY ROL
DATE 3/8/89
CHKD.
BY G.W.C.
DATE 4-19-09

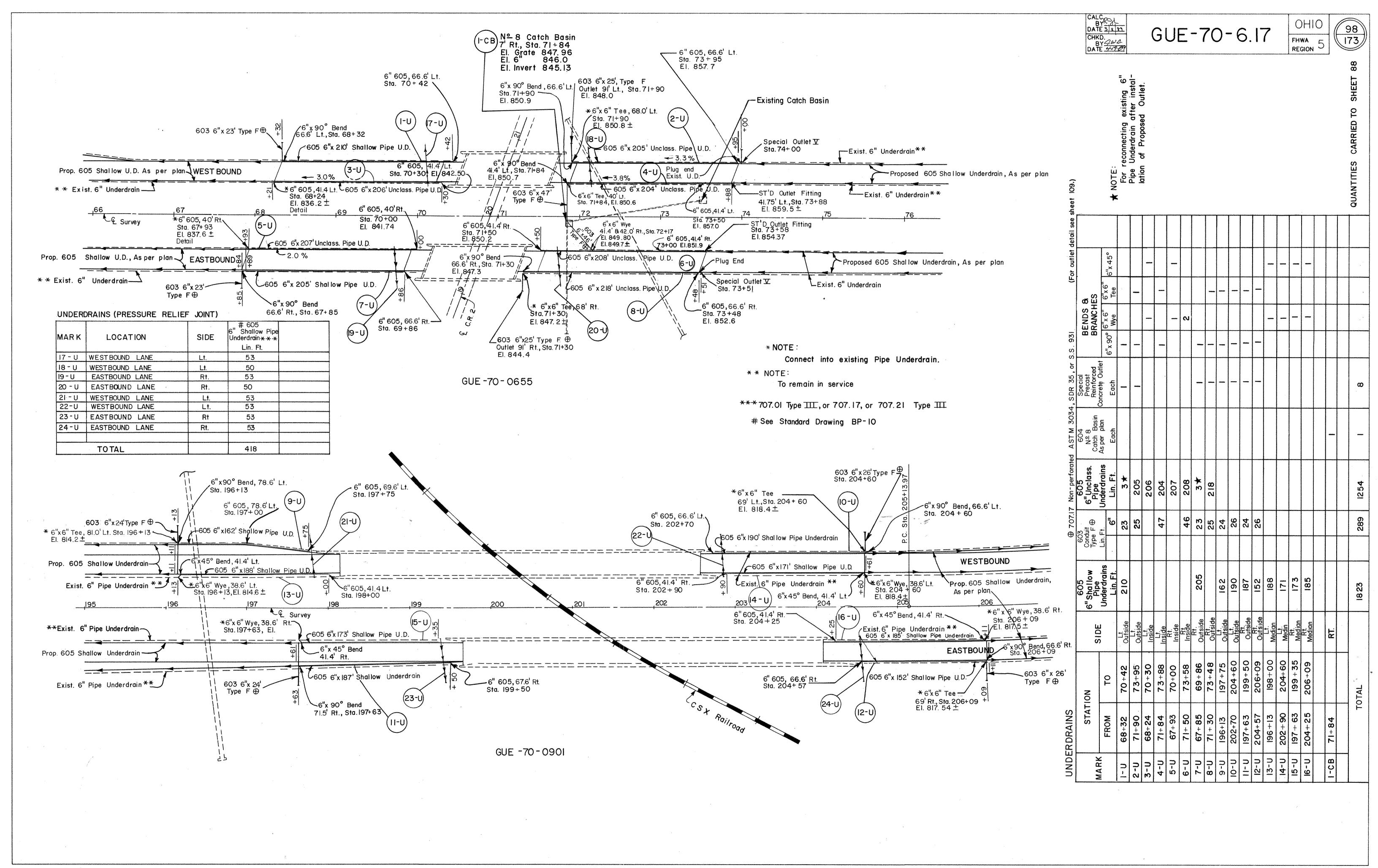
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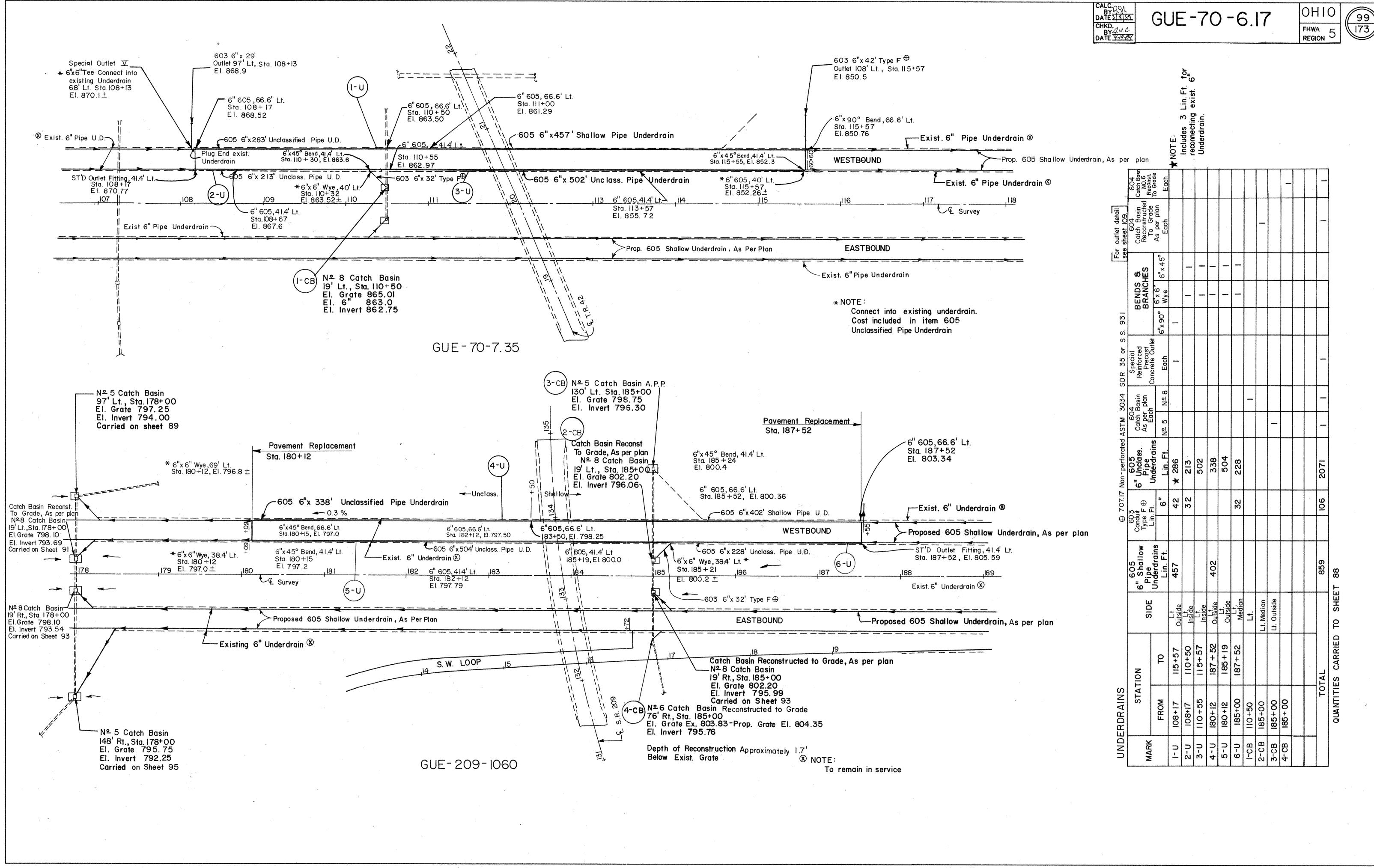
OHIO 97
FHWA 5
REGION 5

NOTE: FOR DETAILS OF SHALLOW UNDERDRAIN OUTLET II, AND III, SEE SHEET 108

* NOTE: FOR DETAILS OF TYPICAL OUTLET

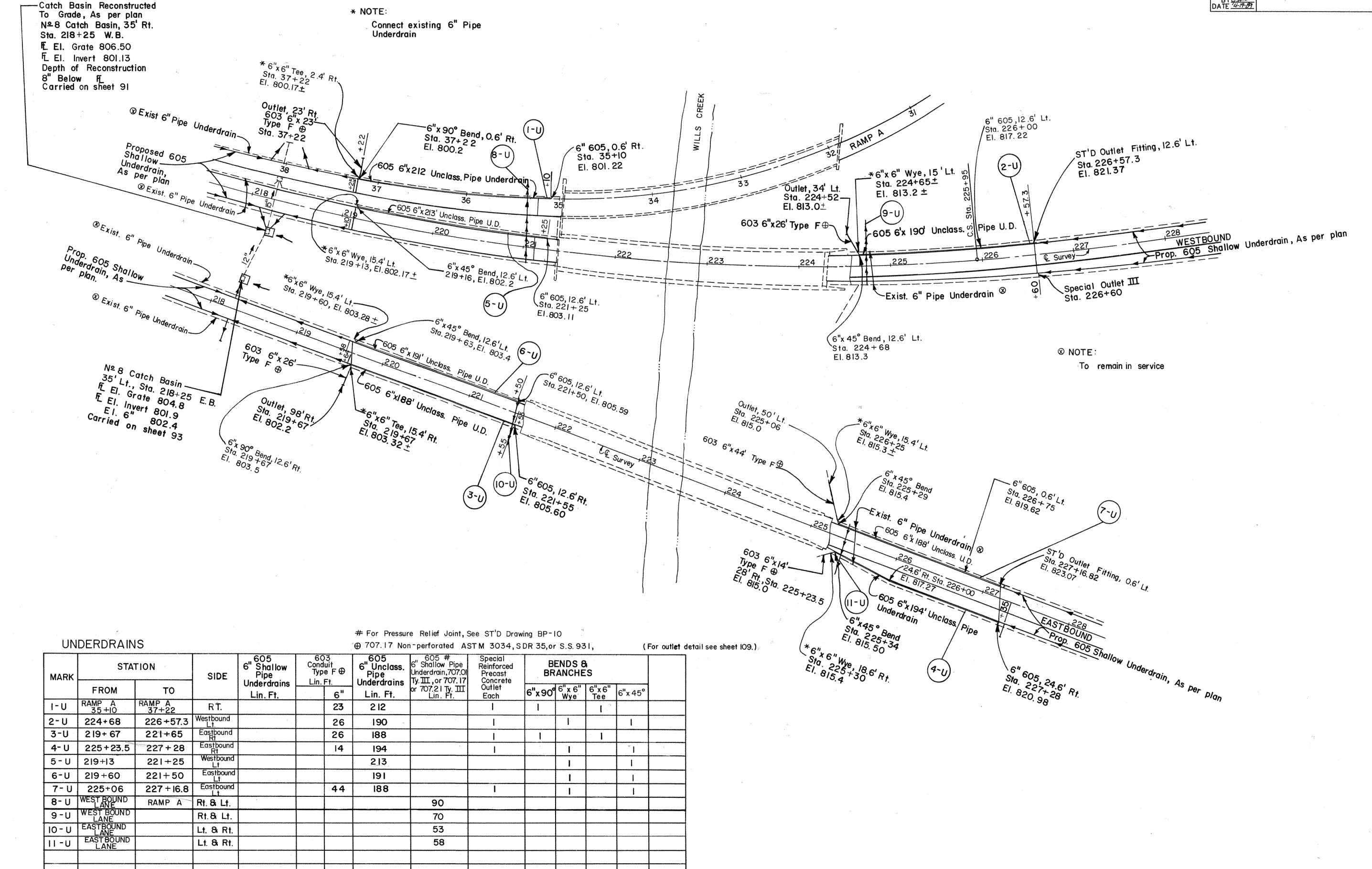
| * NOTE: FOR DETAILS OF TYPIC DETAIL B, SEE SHEET 107 | CAL OUTLET | | | | | | | | | IKAINA | GE (| $\mathcal{A} \cup \mathcal{F}$ | 41/111 | | 5 | | | | | |
|---|---|--|---|--|--|---|----------------|--|---|--|--|--|---|--|--|--|--|---|---|---|
| EAST BOUND LANES | SHALLO' UNDERDE | RAIN | | OUTLET IN | TO EXIS | STING | | 605 SHALLOW UNDERDRAIN AS PER PLAN | 605 SHALLOW UNDERDRAIN AS PER PLAN ROCK CUT | 603 6" | SPECIAL | OUTLET FITTING | TEE FITTING | END CAP | | RENDS AN | D BRANCHES | Y MORAPINI, I PARA PARA PARA PARA PARA PARA PARA PA | | |
| OUTSIDE EDGE | OUTLET | rs T | | | | | CATOU | | ROCK CUT | CONDUIT, TYPE F, 707.17 NON— PERFORATED ASTM 3034 SDR 35 OR | CONCRETE OUTLET | | | | | DENUS AN | DIVATORIES | | | |
| STATIONING | STATION | TYPE | STATION | N TYPE LOCATION | & PO | DIS- SITION | BASIN DEPTH | LIN. FT. | LIN. FT. | SS 931 LIN. FT. | EACH | EACH | EACH | FACH | 6" v4" _ 45'W | YE 6"x4" TEE | 4"×90° | 6"×90" | 4 | |
| 600+44 ML TO 604+55 ML ROCK CUT STATIONING 602+00 TO 604+55 8+03 RAMP C TO 19+50 RAMP C= 609+50 ML TO 642+00 ML | | | | | | | | 156 | 255 | | | | | | | TE O X4 TEE | T X 3 V | <u> </u> | | |
| 602+00 TO 604+55 | 604+55 | 144 | | | | | | | | | | <u> </u> | | | | 1 | 1 | | | |
| 8+03 RAMP C TO 19+50 RAMP | | | | *************************************** | | | | | | | | | | **** | | | | | | |
| C = 609 + 50 ML TO 642 + 00 ML | 8+03 | | | | | *************************************** | | 2997 | 1400 | 15 | | 1 | | | The state of the s | | LATERACTION OF THE PROPERTY OF | | | |
| RAMP C | 11+00 | * | | | | | | | | 14 | | • | 1 | | | | | | | |
| BREAK IN GRADE RAMP C | 16+50 612+00 | | | | | | | | | | | | 1 | | | | · · · · · · · · · · · · · · · · · · · | | | |
| 12+00 RAMP C TO 19+50 RAMP C | 617+00 | * | | | | | | | | 19 | 1 | | | | | | | | | |
| 609+50 10 616+00 | 622+00 | * | | | | , | | | | 18 18 | <u> </u> | | 1 | | | | | | | |
| | 632+00 | * | | | | | | | | 18 22 | 1 | | 1 | | | | | | | |
| RAMP C RAMP C RAMP C BREAK IN GRADE RAMP C ROCK CUT STATIONING 12+00 RAMP C TO 19+50 RAMP C 609+50 TO 616+00 | 642+00 | 十卅 | | *************************************** | | | | | | | | 1 | 1 | | | | 1 | | | |
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| RAMPS | | | | | | *************************************** | | | | | | *************************************** | | | | | ************************************** | ************************************** | | |
| LEFT EDGE | | And the second s | | | | | | | | | The state of the s | The second secon | | | | | | | | |
| STATIONING | | | | | | *************************************** | | | | | | | | THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AS A PERSON NAMED AS A PERSON NAMED AS A PERSON NAMED AS A PE | | | | | | : |
| S.R. 209 INTERCHANGE N.W. RAMP LT. | | | *************************************** | | | | | | | | | | | | | | | | | |
| N.W. RAMP LT. 0+76 TO 7+25 | | | | | | | | 649 | | | | | | | | | | | | |
| | 7+25 | 皿 | | | | | | | | | | 1 | | | | 1 | 1 | | | |
| N.E. RAMP LT. | | | | | | | | | | | | | ************************************** | | | | | | | |
| 4+75 TO 11+25 | | | | | | | | 650 | | | | | | 2 | | | | | | |
| | 6+25 | 1 111 | | | | | | 700-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | | | | | 1 | | | 1 | | | | |
| S.W. RAMP LT. | | | | | | | | | | | | | | | | | | | | |
| 4+75 TO 14+50 | 5+75 | | | | 7347 A C C C C C C C C C C C C C C C C C C | | | 975 | | | | | 1 | | | ************************************** | ************************************* | | | |
| | | | | | | | | *************************************** | | | | | | | | | | | | |
| S.R. 285 INTERCHANGE RAMP A LT. | | | | | | | | | | | | | | | | | ************************************** | | | |
| RAMP A LT. 6+28 TO 12+25 | · · | | | | | | | 597 | | | | | | 1 | | | | | | |
| | 6+28 | | | | | | | 39/ | | | *************************************** | 1 | | | | | 1 | | | |
| RAMP B LT. | | _ | | ************************************** | | | | | | | | | | | | | | | | |
| 15+55 TO 23+47 | | | | | | | | | 792 | | | | | 2 | | | | | | |
| (ROCK CUT) | 23+47 | | | | | | | *************************************** | | | | | 1 | *** | | | | | | |
| RAMP C LT. | | | | | | | | | | | | | | | | | | | | |
| 8+03 TO 14+57 ROCK CUT STATIONING 12+00 TO 14+57 | 8+03 | | | The same of the sa | ······································ | | | 397 | 257 | | | 1 | MANY (A.W., A.,, A.,,,,, . | 1 1 | | 1 | 1 | | | |
| 12+00 TO 14+57 | | | *************************************** | | | | | | | | | | | | | | | | | |
| RAMP D LT. 6+57 TO 13+97 | CONTRACTOR OF THE STATE OF THE | | | | | | | 597 | 143 | | | | *************************************** | <u></u> | 713717117117117117117171717171717171717 | | | | | |
| ROCK CUT STATIONING 6+57 TO 8+00 | 13+97 | III | | | | | | | | | | 1 | | | | 1 | 1 | | | |
| 0+3/ 10 8+00 | | | | | | | | | | | | | | | | | MILES TO THE STATE OF THE STATE | | | |
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| | | TOTA | | | | | | 7048 | 2047 | 100 | | | | | | | | | | |
| & L | | | | ************************************** | terroria de la contrata del contrata de la contrata del contrata de la contrata del contrata de la contrata de la contrata de la contrata del contrata de la contrata del contrata de la contrata del contrata de la contrata del contrata del contrata de la contrata de la contrata del contrata d | | | 7018 | 2847 | 106 | L | The state of the s | | <u> </u> | | | | | | |





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QUANTITIES CARRIED TO SHEET 88

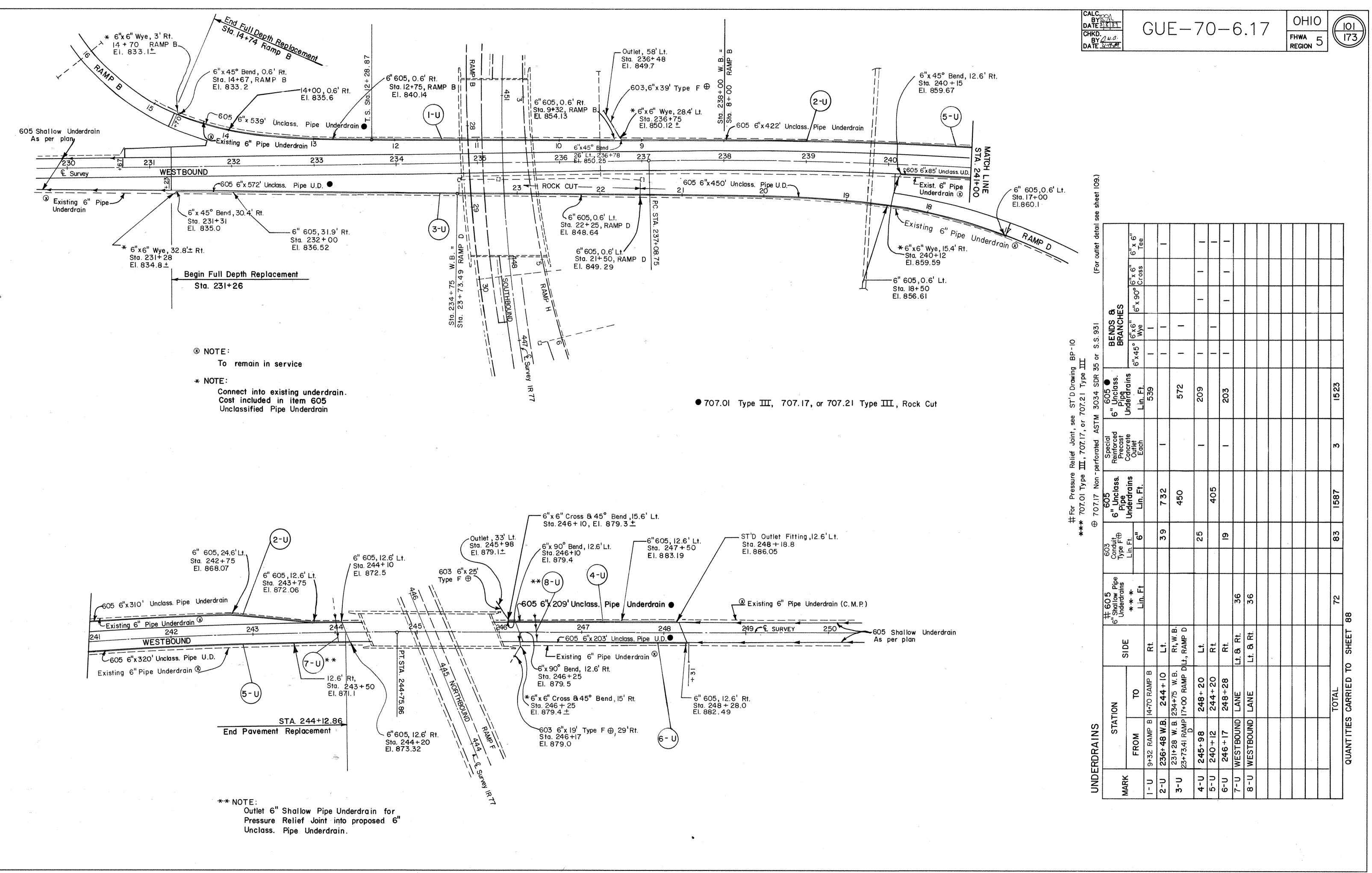
133

1376

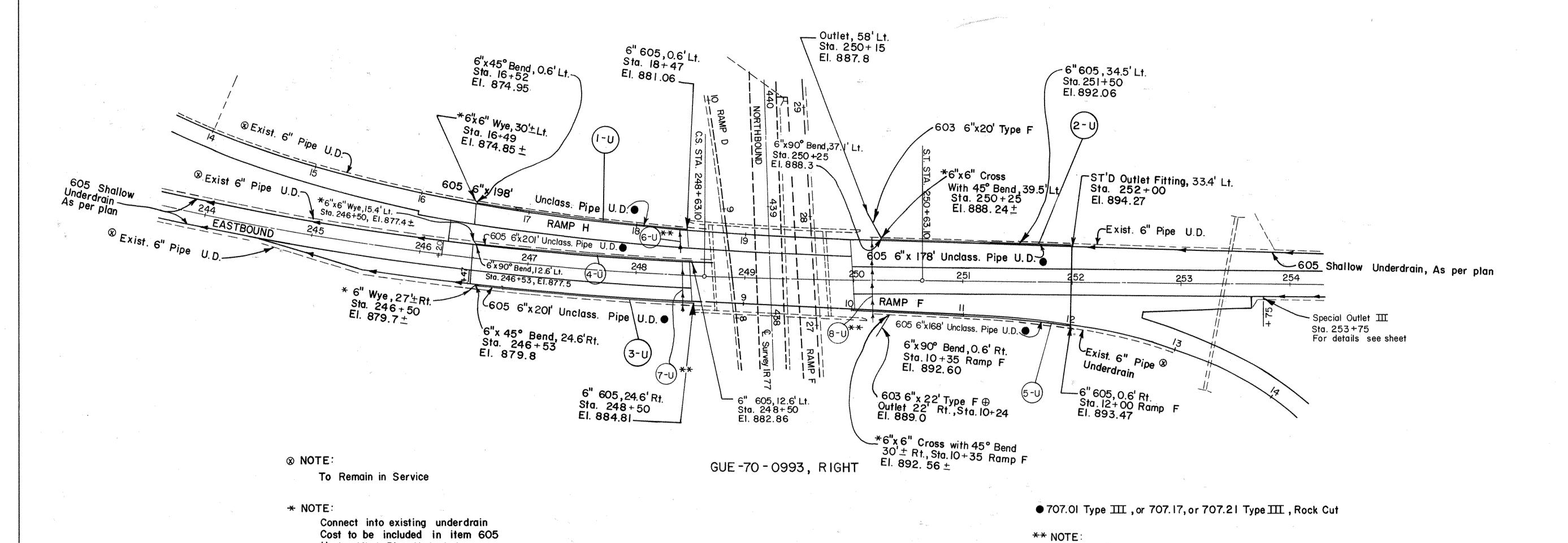
27 L

5

TOTAL







#For Pressure Relief Joint, see ST'D Drawing BP-10 *** 707.01 Type III, or 707.17, or 707.21 Type III

UNDERDRAINS

⊕ 707.17 Non-perforated ASTM 3034, SDR 35, or S.S. 931

(For outlet detail see sheet 109.)

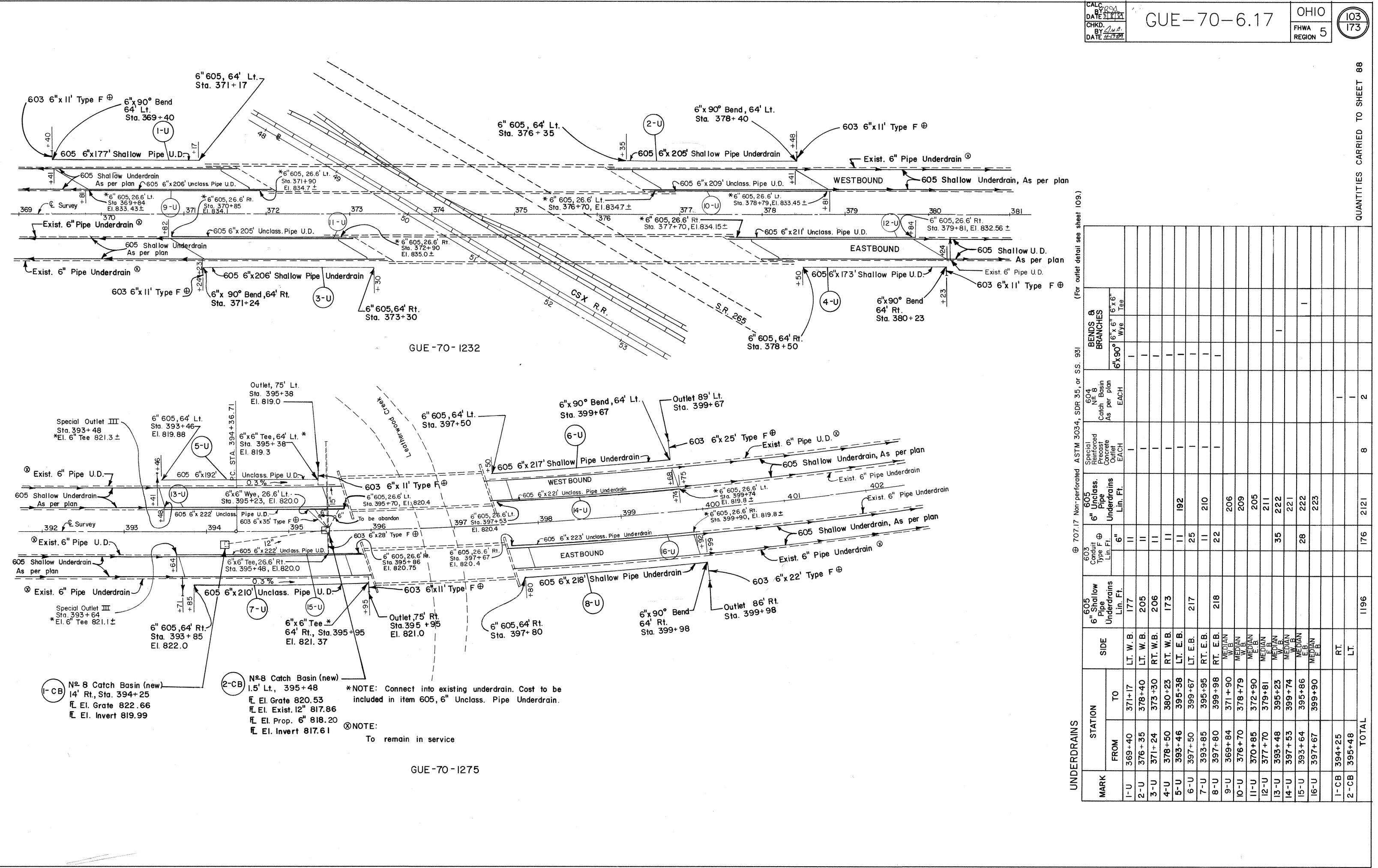
Outlet 6" Shallow Pipe Underdrain for Pressure Relief Joint into Proposed

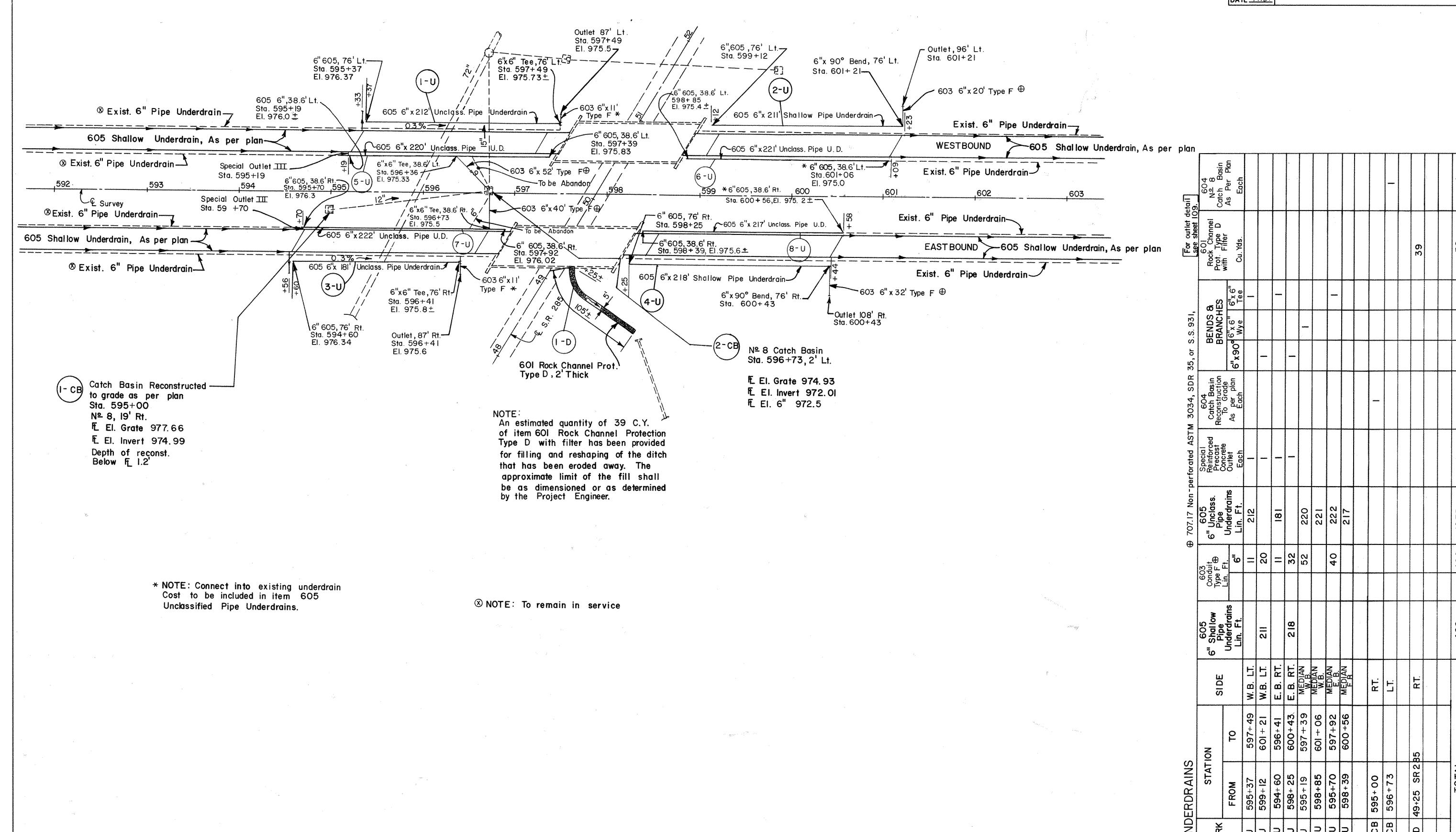
6" Unclass. Pipe Underdrain.

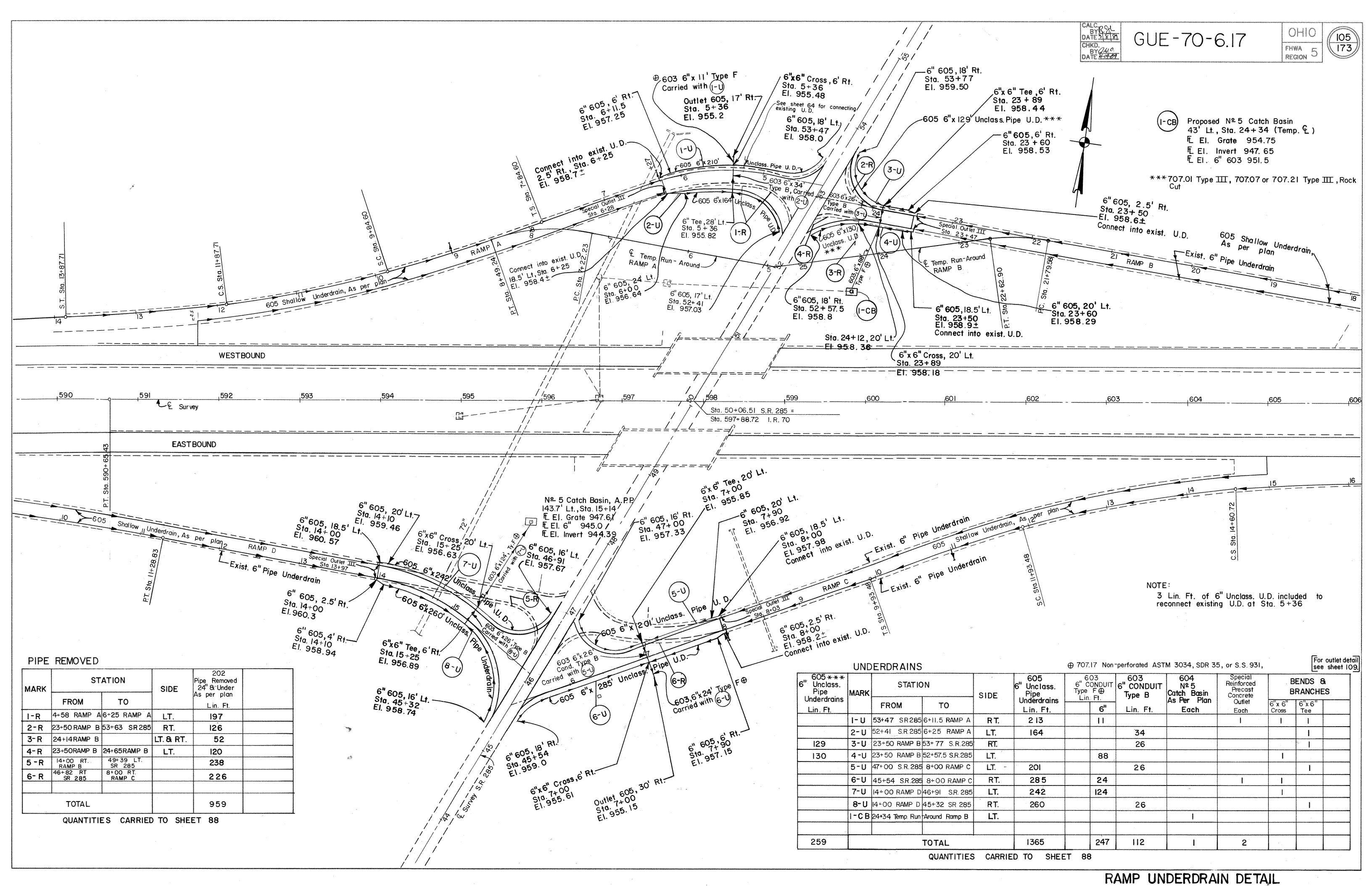
| MARK | STATION | | SIDE | 605 # 6"Shallow Pipe Underdrains | 603 Conduit Type F⊕ | | 605 ⊕ 6" Unclass. Pipe | Special Reinforced Precast | | BENDS & BRANCHES | | | | |
|--------------|--------------|--------------|-----------|--|---------------------------|-------------|------------------------------|----------------------------------|---|---------------------|---------------|---------------|--------|---|
| | FROM | то | | *** Lin. Ft. | Lin. | 6" | Underdrains Lin. Ft. | Concrete Outlet Each | ^ | 6"x 90° | 6"x 6" Wye | 6"x 6" Tee | 6"x45° | 6" x 6" Cross |
| I-U | 16+49 RAMP H | 18+47 RAMP H | LT. | | | W. | 198 | | | | 1 | | 1 | |
| 2-U | 250+15 E.B. | 252+00 E.B. | LT. | | | 20 | 178 | | | I | | | ı | ı |
| 3-U | 246+50 E.B. | 248+50 E.B. | RT. | | *** | | 201 | | | | l | | 1 | |
| 4 - U | 246+50 E.B. | 248+50 E.B. | LT. | | | | 201 | 72 n | | | | | ı | |
| 5-U | 10+24 RAMP F | 12+00 RAMP F | RT. | | | | 168 | | | ı | | | l | 1 |
| 6- U | RAMP H | | RT. | 22 | | | | | | | | | | |
| 7-U | EASTBOUND | | RT. & LT. | 45 | | | | | | | | | | |
| 8 - U | EASTBOUND | | RT. <. | 76 | | | | | | | | | | |
| TOTAL | | | | 143 | | 20 | 946 | 2 | | | | | | N-00-487-00-00-00-00-00-00-00-00-00-00-00-00-00 |

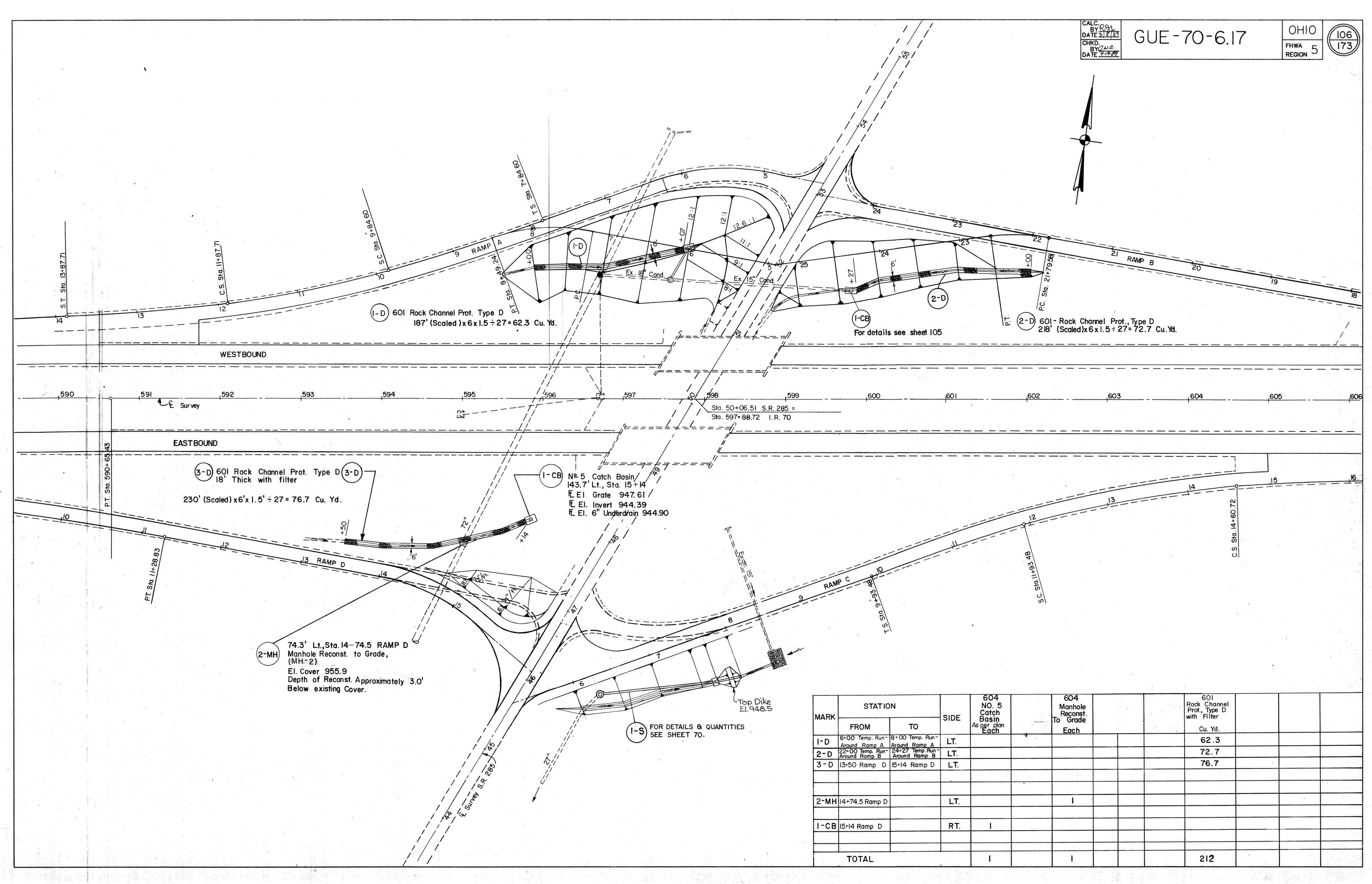
Unclassified Pipe Underdrain.

QUANTITIES CARRIED TO SHEET 88









605 - SHALLOW UNDERDRAIN AS PER PLAN

CALC. BY RGC DATE 3/0/07

GUE-70-6.17

OHIO 107 FHWA 5

DESCRIPTION: THE ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A PIPE UNDERDRAIN SYSTEM OR PREFABRICATED EDGE DRAIN SYSTEM IN ACCORDANCE WITH THE SPECIFICATIONS, DETAILS AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER.

MATERIALS: THE UNDERDRAIN SHALL BE A PIPE UNDERDRAIN SYSTEM PER ITEM 605 OR A PREFABRICATED EDGE DRAIN SYSTEM MEETING THE FOLLOWING REQUIREMENTS. THE PREFABRICATED EDGE DRAIN SHALL CONSIST OF A POLYMERIC CORE WITH A MINIMUM THICKNESS OF ONE INCH WRAPPED IN FABRIC MEETING 712.09 TYPE A. THE DRAIN SHALL BE FLEXIBLE, RECTANGULAR IN SHAPE AND OF HOLLOW CONSTRUCTION. THE CORE MATERIAL SHALL BE RESISTANT TO PETROLEUM BASED CHEMICALS, NATURAL OCCURING SOIL CHEMICALS, AND ROAD DE-ICING AGENTS.

THE CORE SHALL PROVIDE A MINIMUM OF 100 SQUARE INCHES UNOBSTRUCTED (ONE SIDE ONLY) DRAINAGE AREA PER FOOT OF WIDTH. SIDE WALLS OF THE CORE SHALL PROVIDE AT LEAST 5% OPEN AREA TO PERMIT UNOBSTRUCTED FLOW THROUGH THE FILTER AND WALL TO THE CORE.

THE PREFABRICATED EDGE DRAIN SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 6000 POUNDS PER SQUARE FOOT WITH A MAXIMUM 20% COMPRESSION IN A PARALLEL PLATE COMPRESSION TEST (ASTM-D 695). THE MINIMUM (SINGLE SIDE) CORE FLOW CAPACITY SHALL BE 10 GALLONS PER MÍNUTE PER FOOT OF WIDTH FOR A 0.1 GRADIENT AT 10 POUNDS PER SQUARE INCH BLADDER LOAD PER ASTM D 4716.

IN LIEU OF THE ABOVE REQUIREMENTS THE FOLLOWING PRODUCTS ARE ACCEPTABLE PRE-FABRICATED EDGE DRAINS:

> HYDRAWAY DRAIN BY MONSANTO COMPANY PDS 25 BY PRODRAIN SYSTEMS

STRIP DRAIN 100 BY CONTECH CONSTRUCTION PRODUCTS, INC.

CONSTRUCTION: THE PREFABRICATED EDGE DRAIN SHALL BE INSTALLED IN A TRENCH AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE TRENCH SHALL BE BACKFILLED WITH THE EXCAVATED TRENCH MATERIAL PLACED IN TWO (2) LAYERS AND EACH LAYER COMPACTED TO A DENSITY OF NOT LESS THAN 90% OF THE MAXIMUM DRY WEIGHT DENSITY. THE FIRST LAYER OF THE BACKFILL MATERIAL SHALL BE PLACED SIMULTANEOUSLY WITH THE TRENCHING OPERATION TO HOLD THE EDGE DRAIN FLUSH AGAINST THE TRENCH WALL.

THE PREFABRICATED EDGE DRAIN SHALL BE SPLICED AS REQUIRED PRIOR TO PLACEMENT IN THE TRENCH, USING MATERIAL FURNISHED BY THE MANUFACTURER AND IN ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS. ALL MATERIAL REQUIRED FOR THE SPLICES WILL BE SUPPLIED BY THE MANUFACTURER, BUT ANY EQUIPMENT REQUIRED SHALL BE FURNISHED BY THE CONTRACTOR.

THE UNDERDRAIN OUTLETS SHALL BE PLACED IN ACCORDANCE WITH ITEM 603 AS DIRECTED BY THE ENGINEER, USING OUTLET FITTINGS. THE MANUFACTURER SHALL SUPPLY OUTLET FITTINGS WHICH WILL MAKE THE TRANSITION BETWEEN THE PREFABRICATED EDGE DRAIN AND A STANDARD 6" DIAMETER PIPE. FITTINGS SHALL BE INSTALLED AS RECOMMENDED BY THE MANUFACTURER.

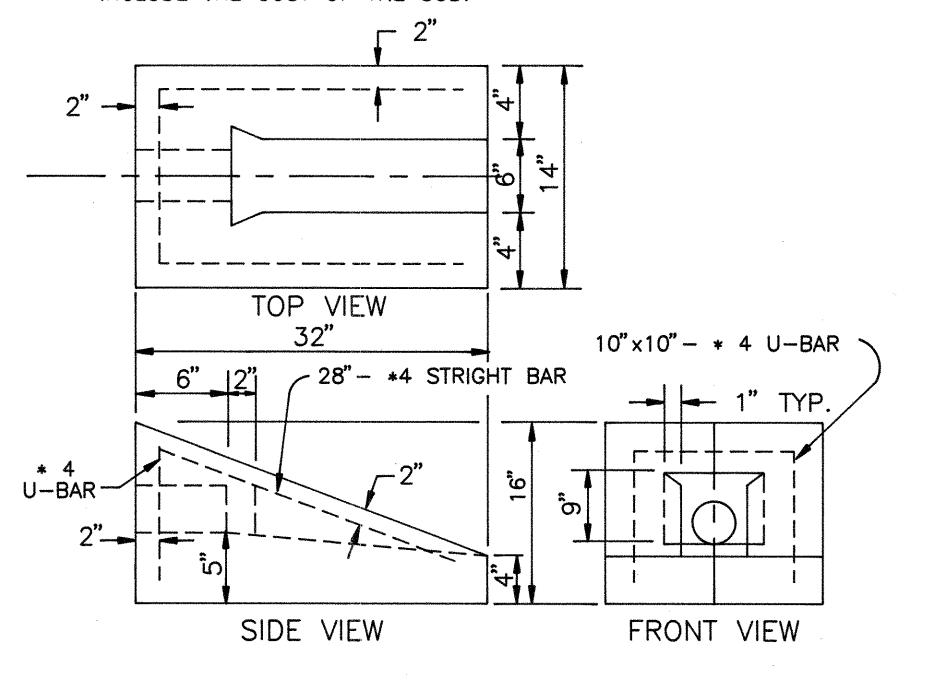
THE OUTLETS FOR THE UNDERDRAIN SYSTEM SHALL BE CONSTRUCTED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE UNDERDRAIN. THE OUTLETS ON CRACK & SEAT PROJECTS SHALL BE IN PLACE AND FUNCTIONAL PRIOR TO CRACKING AND SEATING THE EXISTING PAVEMENT.

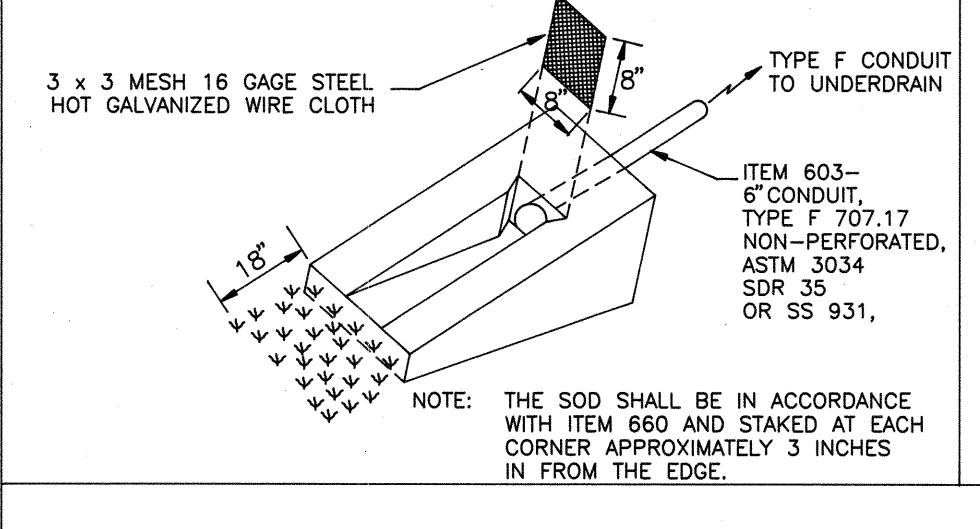
METHOD OF MEASUREMENT: COMPLETED AND ACCEPTED UNDERDRAINS WILL BE MEASURED BY THE LINER FOOT IN PLACE.

BASIS OF PAYMENT: WORK COMPLETED AND ACCEPTED UNDER THIS ITEM AND MEASURED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT FOR ITEM 605 -SHALLOW UNDERDRAIN, AS PER PLAN OR ITEM 605-SHALLOW UNDERDRAIN, AS PER PLAN, ROCK CUT, WHICH PRICE SHALL BE FULL COMPENSATION FOR EXCAVATION AND BACKFILL: FOR FURNISHING MATERIALS, INCLUDING MATERIAL FOR SPLICES: OUTLET FITTINGS AND ITEM 301; FOR ALL LABOR, TOOLS, EQUIPTMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM SPECIAL - PRECAST REINFORCED CONCRETE OUTLET

THE CONCRETE OUTLET SHALL MEET THE REQUIREMENTS OF ITEM 604 IN THE CONSTRUCTION & MATERIALS SPECIFICATIONS. PAYMENT SHALL BE MADE ON AN EACH BASIS. PAYMENT SHALL INCLUDE THE COST OF THE SOD.

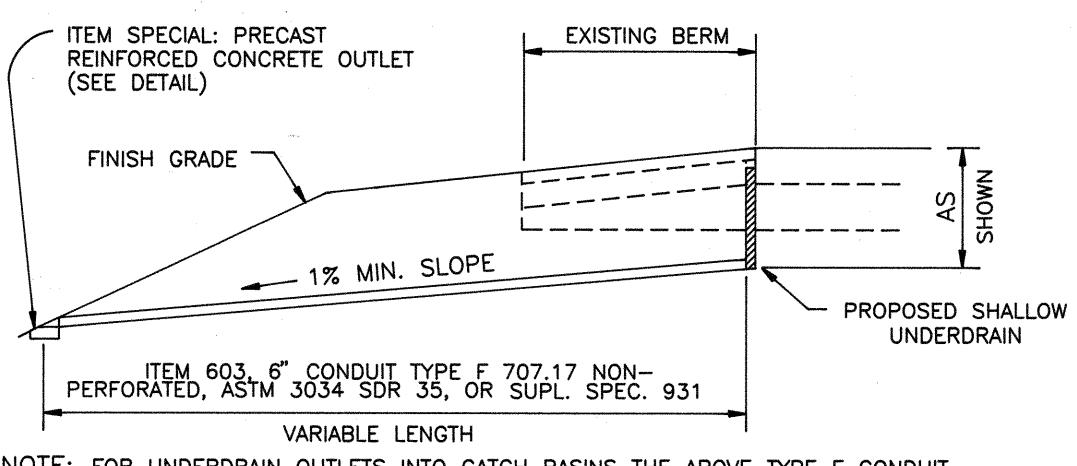




OUTLET DETAIL (A) EXISTING PAVEMENT EXISTING BERM EXISTING CONCRETE PAVEMENT EXISTING BASE PROPOSED SHALLOW -- UNDERDRAIN 4" CONDUIT TYPE F 707.15 NON-PERFORATED EXISTING OUTLET TO REMAIN EXISTING UNDERDRAIN 5' MAXIMUM TO REMAIN `6" CONDUIT TYPE F 707.17 NON-PERFORATED, ASTM 3034 SDR 35, OR SUPL. SPEC. 931, (OUTLET INTO CATCH BASIN OR PRECAST REINFORCED CONCRETE OUTLET)

THE COST OF THE 4" CONDUIT TYPE F 707.15 NON-PERFORATED, AND NECESSARY PIPE BENDS AND BRANCHES NEEDED TO CONNECT THE EXISTING AND PROPOSED UNDERDRAINS SHALL BE INCLUDED WITH THE COST OF THE 6" CONDUIT TYPE F BEYOND THE EXISTING UNDERDRAIN.

TYPICAL OUTLET (B)

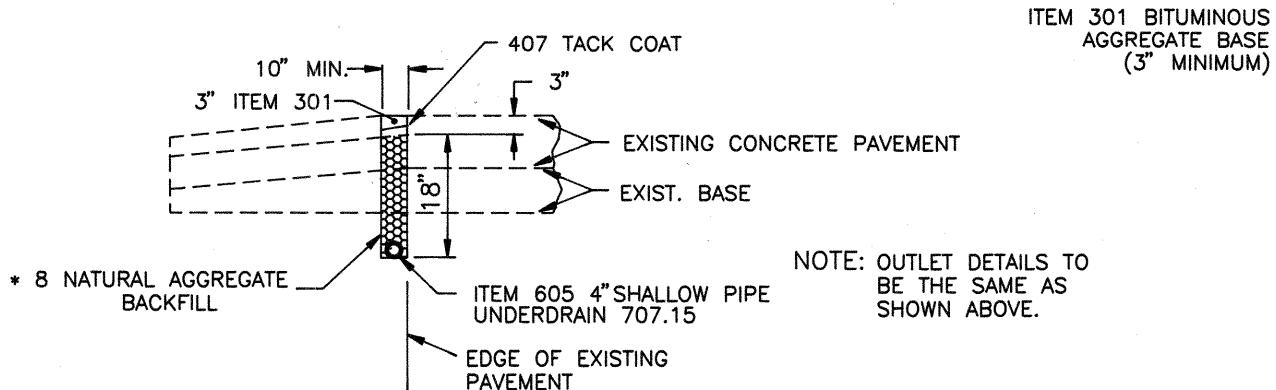


NOTE: FOR UNDERDRAIN OUTLETS INTO CATCH BASINS THE ABOVE TYPE F CONDUIT SHALL BE USED ENTIRELY BETWEEN THE UNDERDRAIN & CATCH BASIN.

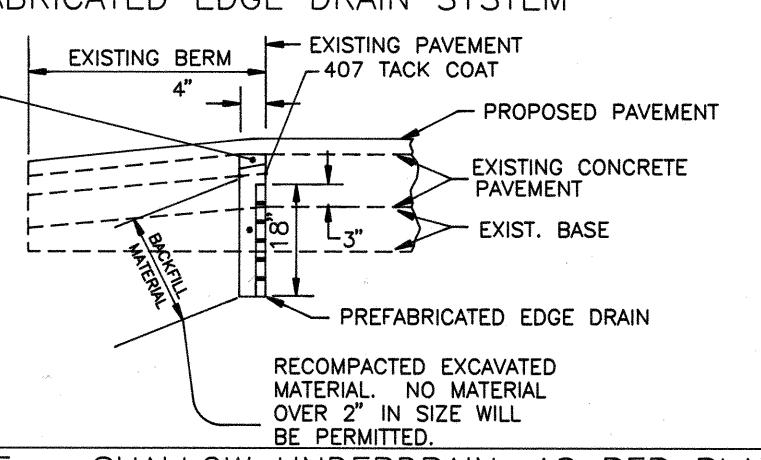
AGGREGATE BASE

(3" MINIMUM) -

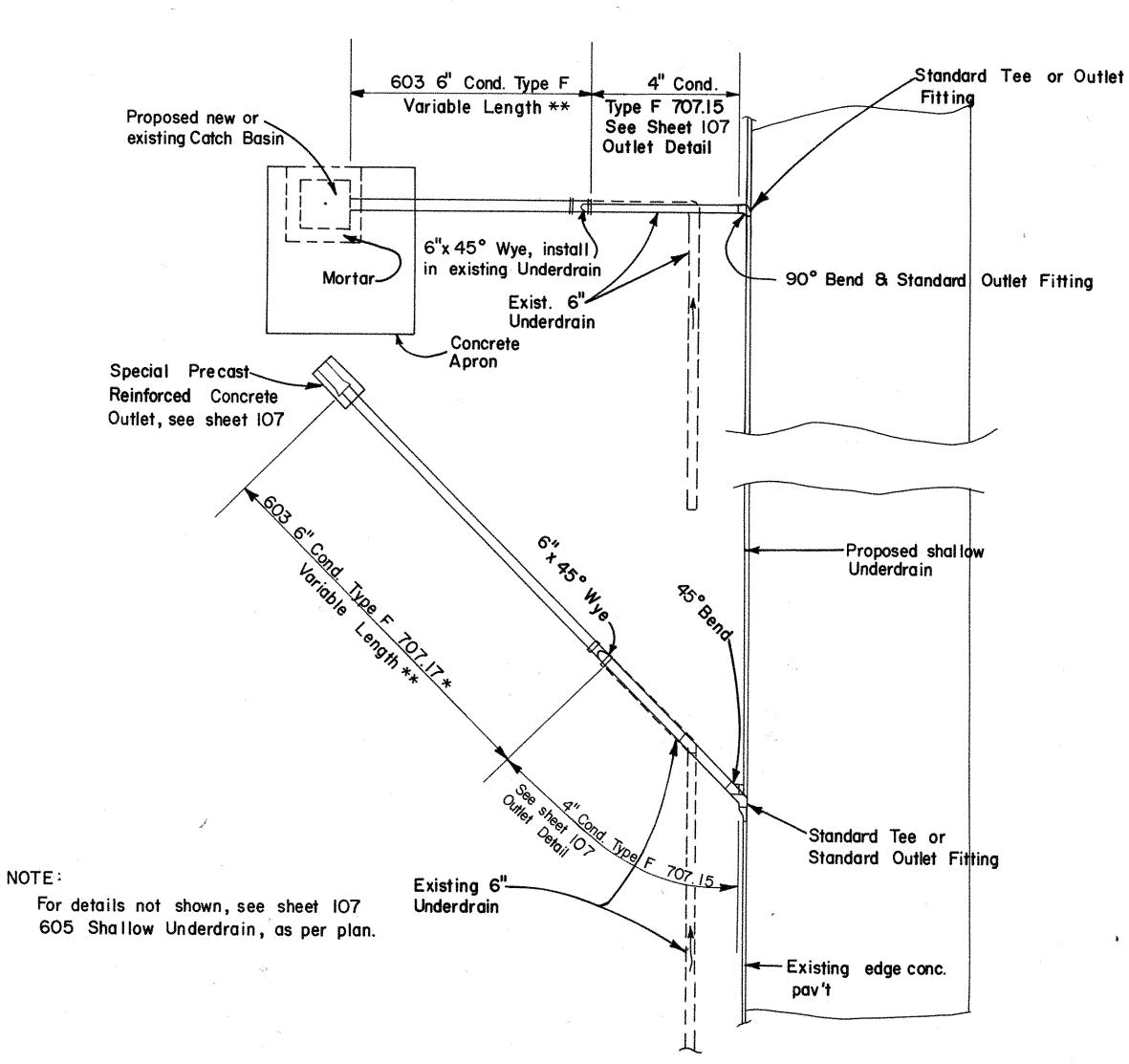
PIPE UNDERDRAIN SYSTEM



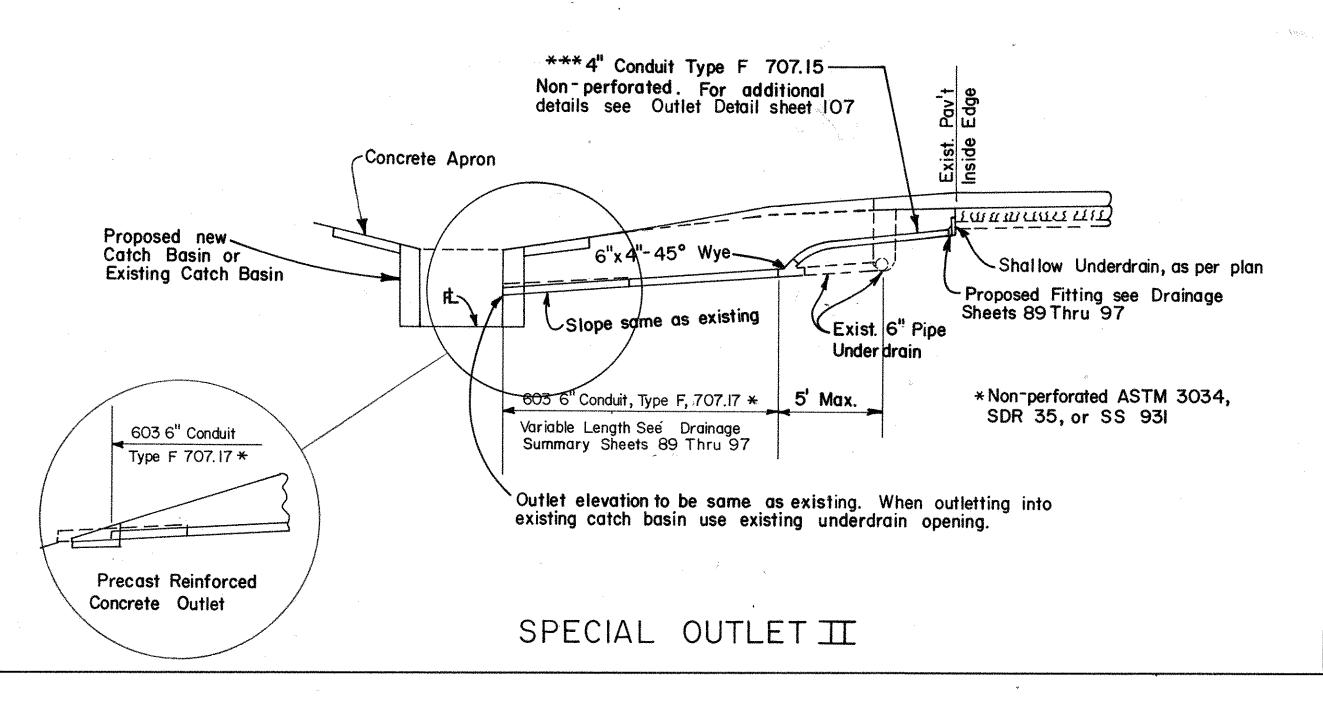
PREFABRICATED EDGE DRAIN SYSTEM

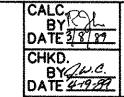


ITEM 605 - SHALLOW UNDERDRAIN, AS PER PLAN



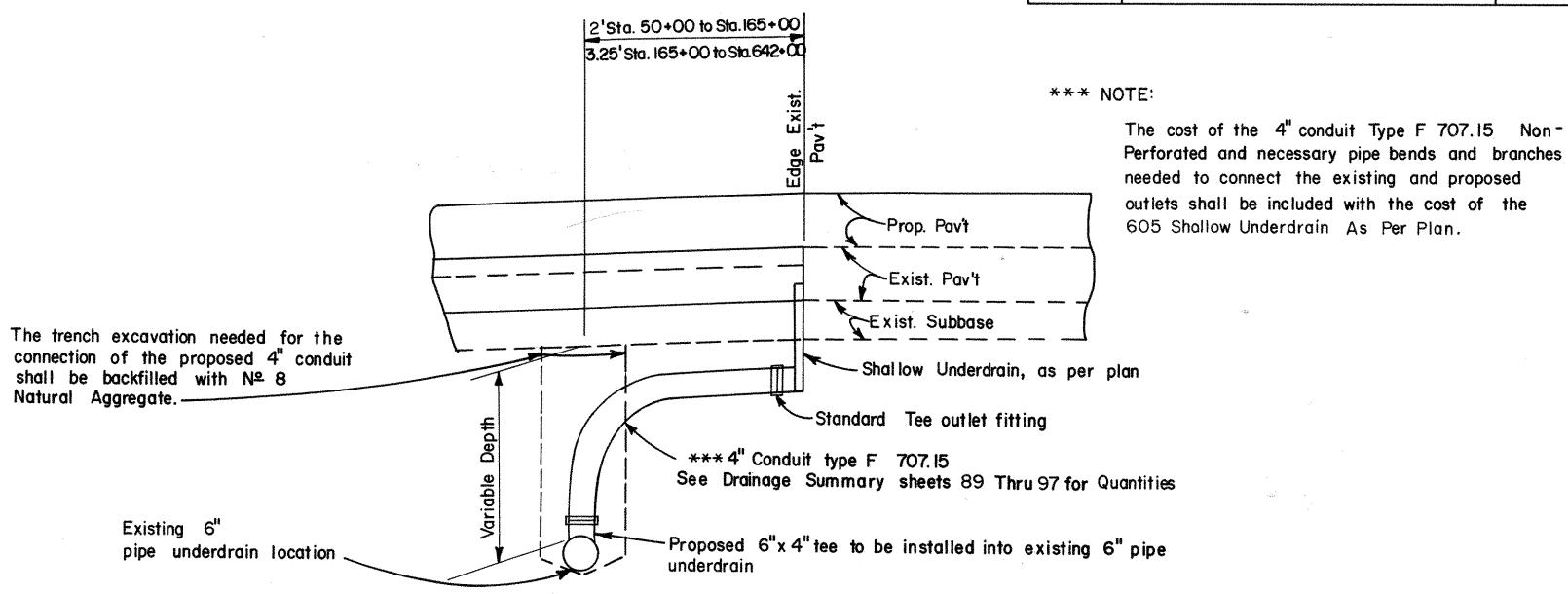
- **See Drainage Quantities Sheets 89 Thru 97
- *Non-perforated ASTM 3034, SDR 35, or SS 931



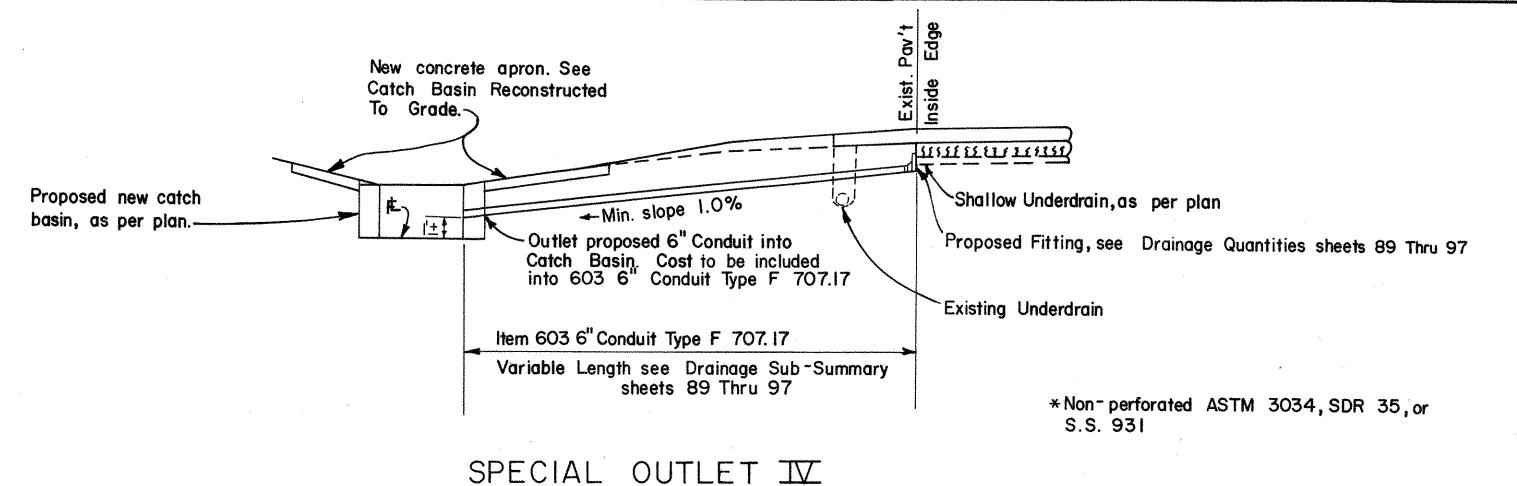


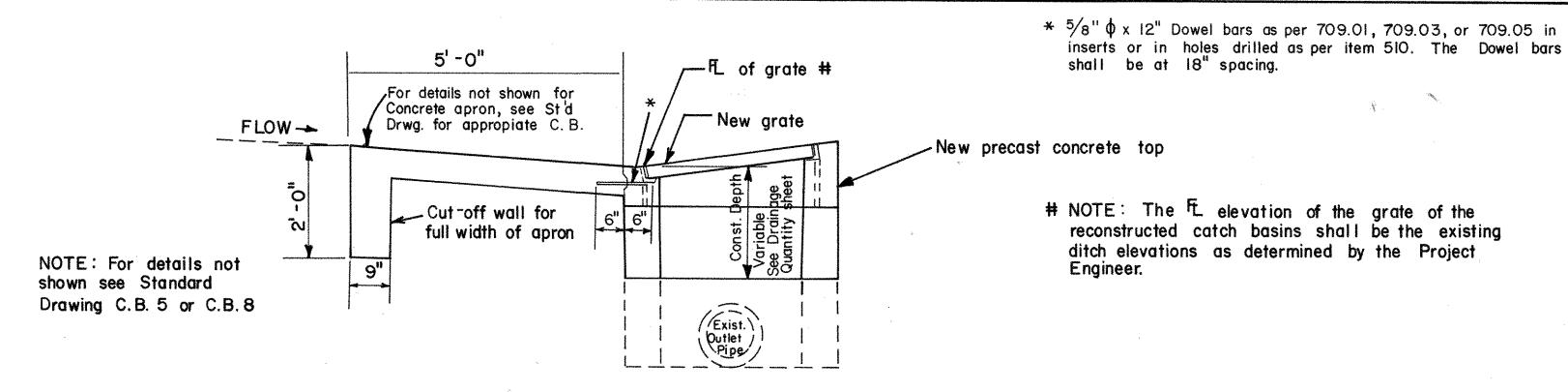
GUE -70-6.17

OHIO 108 173 FHWA 5



SPECIAL OUTLET III





CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

The requirements of item 604 shall govern the reconstruction of the existing catch basin. The work shall include the removal of existing walls down to a depth as shown on the Drainage Quantities sheets or to a depth of wall failure as determined by the Project Engineer, also, the removal and disposal of the existing concrete apron, existing grate and concrete top and the subsequent replacement of the same using new grates, precast concrete tops and replacement of the concrete apron as shown here and in the Standard Drawing for the pertinent catch basin.

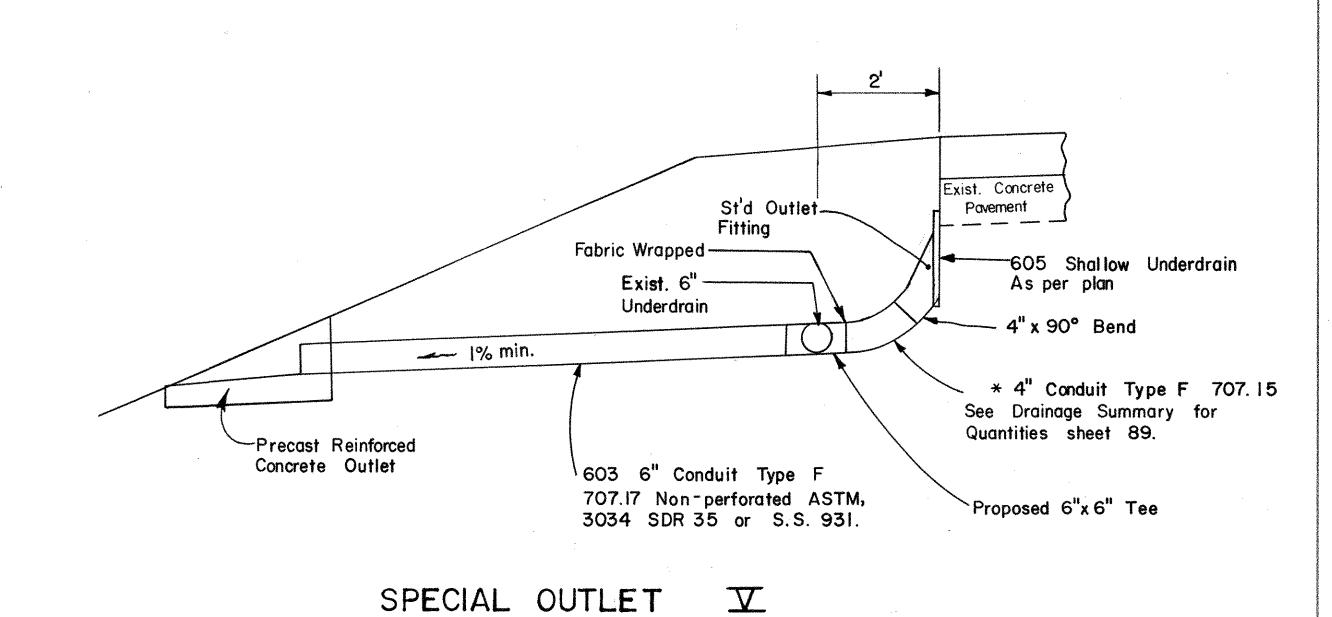
Payment for the above work shall be included in the price bid for each catch basin under item 604 Catch Basin Reconstructed to Grade, as per plan and shall constitute full compensation for furnishing all material, labor, tools, and equipment and all incidentals.

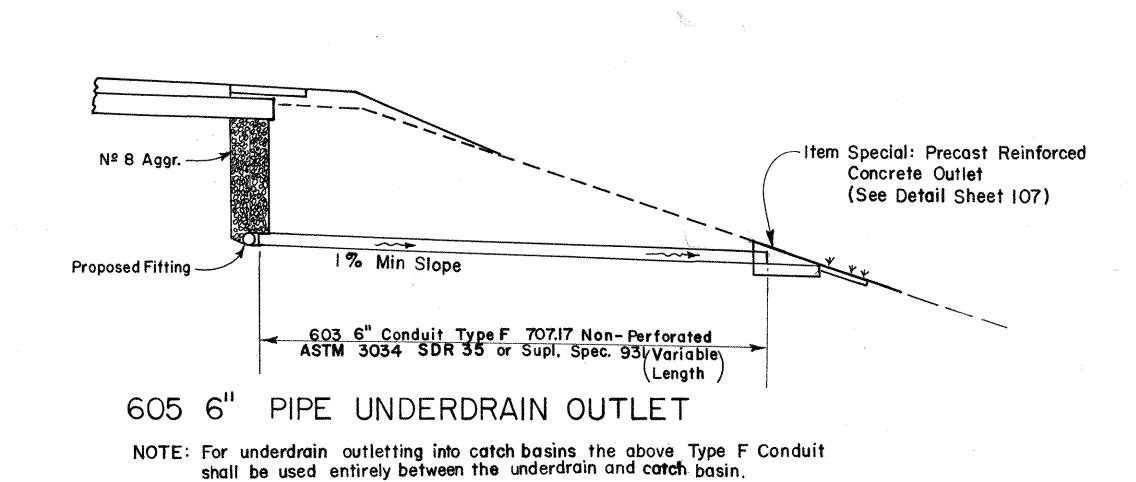
GUE -70-6.17

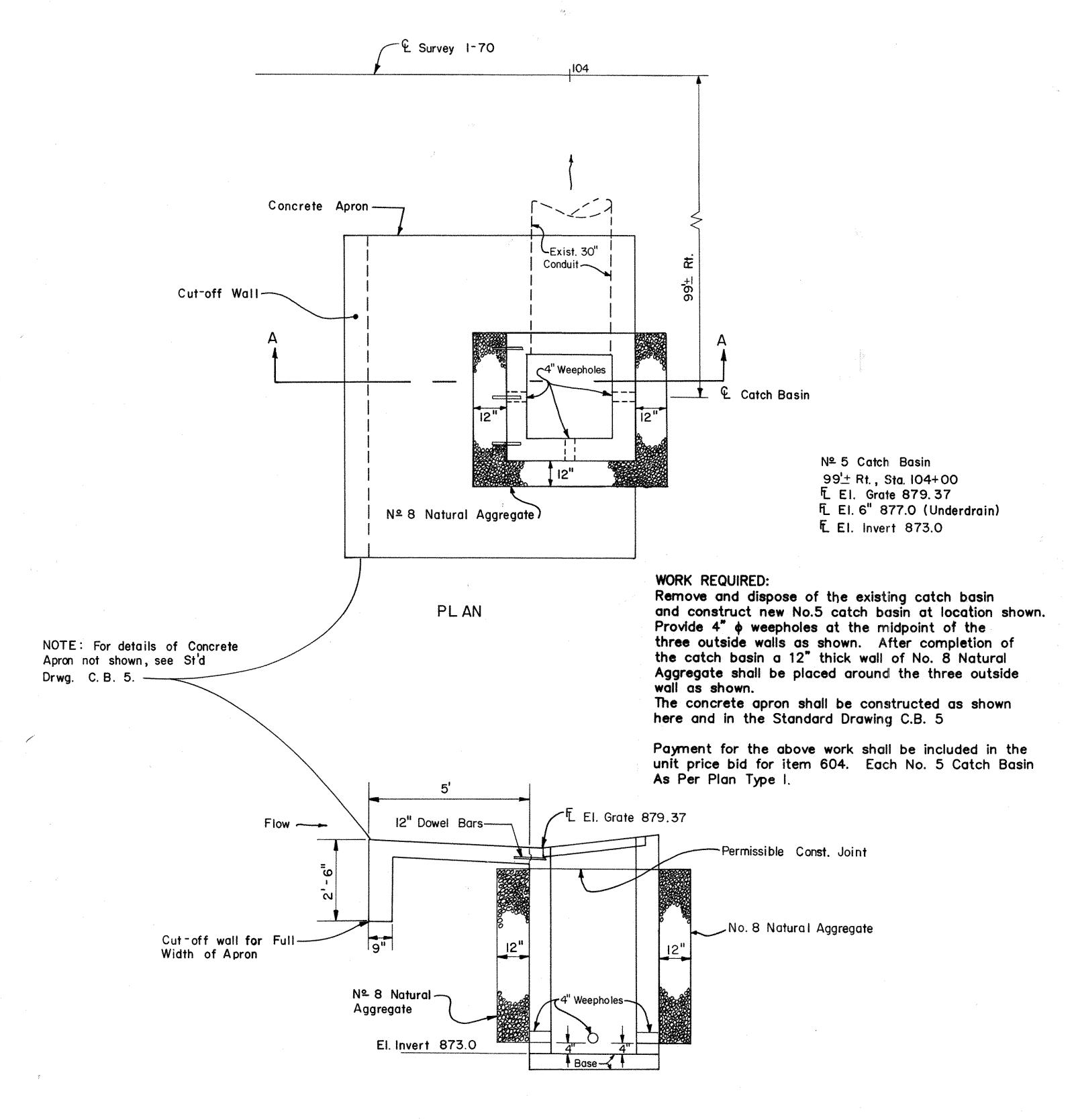


* NOTE:

The cost of the 4" conduit Type F 707.15 Non-perforated and necessary pipe bends and branches needed to connect the existing and proposed outlets shall be included with the cost of the 605 Shallow Underdrain, As Per Plan.







SECTION A-A

Nº 5 CATCH BASIN, AS PER PLAN

TYPE I

BRIDGE NOTES

CALC BY CAN DATE 1-19-89 CHKD BY 250 DATE 1-13-89

OHIO 110 173 REGION 5

REFERENCE

DETAILED DRAWINGS OF THE EXISTING STRUCTURE MAY BE INSPECTED IN THE DISTRICT 5 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, JACKSONTOWN, OHIO.

REMOVED MATERIALS

ALL REMOVED MATERIALS EXCEPT AS NOTED ELSEWHERE IN THE PLANS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED BY HIM FROM THE JOB SITE.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

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

AREAS OF WORK

THE GENERAL AREAS OF WORK AS INDICATED ON THE PLAN AND PROFILE AND DETAIL SHEETS ARE:

REMOVALS:

- 1. REMOVE ASPHALT WEARING COURSE, BRIDGE RAILS, PARAPETS AND PORTIONS OF EXISTING DECK
- 2. REMOVE ENDS OF BEAMS AS SHOWN

CONSTRUCTION:

- 1. INSTALL EXPANSION JOINTS AND SAFETY SHAPE PARAPETS
- 2. PATCH CONCRETE DECKS
- 3. OVERLAY BRIDGE DECKS

REPLACEMENT OF EXISTING REINFORCING-STEEL

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT HIS COST. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. AN ADDITIONAL 600 LBS. IS INCLUDED IN ITEM 509 FOR THIS PURPOSE.

REMOVAL OF CONCRETE PARAPETS AND DECK EDGES

CONCRETE REMOVALS ON PARAPETS & EDGES SHALL BE DONE BY THE USE OF 40 - 65 LB. CLASS JACK HAMMERS ONLY. NO OTHER METHOD SHALL BE USED UNLESS APPROVED BY THE DISTRICT 5 CONSTRUCTION ENGINEER.

ESTIMATED QUANTITIES

AN ESTIMATED AMOUNT OF THE FOLLOWING QUANTITIES HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR BIDDING PURPOSES, BUT FINAL QUANTITIES SHALL BE DETERMINED BY ACTUAL FIELD MEASUREMENTS AT THE COMPLETION OF THE WORK.

STANDARD DRAWINGS &

SUPPLEMENTAL SPECIFICATIONS

6-12-69

| | ENCE SHAL ANDARD DR | L BE MADE AWINGS: |
|----------|------------------------|---|
| EXJ-4-87 | DATED | 1-5-89 |
| BR-1 | DATED | 5-29-79 |
| GR-1 | DATED | 1-11-85 |
| GR-3 | DATED | 1-21-85 |
| GR-2B | DATED | 2-5-82 |
| SD-1-69, | | *************************************** |

(SHTS. 1-3) DATED

AND TO SUPPLEMENTAL SPECIFICATIONS:

836 DATED 11-12-85
850 DATED 5-31-88

BRIDGE DECK CONDITION SURVEY

| | | DECK AREA | SOU | NDED |
|-------|---------------|-----------|--------|------|
| | BRIDGE NO. | SQ.YD. | METHOD | DATE |
| | | | | |
| | GUE-70-0655L | 501 | CORED | 6-88 |
| | GUE-70-0655R | 501 | CORED | 6-88 |
| | GUE-70-0901L | 1315 | CORED | 6-88 |
| | GUE-70-0901R | 1315 | CORED | 6-88 |
| | | | | |
| | GUE-70-0943L | 1107 | CORED | 6-88 |
| | GUE-70-0943R | 1022 | CORED | 6-88 |
| | GUE-70-0993L | 693 | CORED | 6-88 |
| | GUE-70-0993R | 853 | CORED | 6-88 |
| 20000 | GUE-70-1232L | 1473 | CORED | 6-88 |
| | GUE-70-1232R | 1473 | CORED | 6-88 |
| | GUE-70-1275L | 765 | CORED | 6-88 |
| | GUE-70-1/275R | 765 | CORED | 6-88 |
| | GUE-70-1656L | 596 | CORED | 6-88 |
| | GUE-70-1656R | 596 | CORED | 6-88 |

ITEM 202 WEARING COURSE REMOVED INCLUDING APPROACH SLAB WEARING COURSE

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE ASPHALT WEARING COURSE ON THE APPROACH SLABS AND ON THE BERM TO THE FULL WIDTH OF THE BRIDGES AND THE LENGTH OF THE APPROACH SLABS. PAYMENT FOR THE ABOVE SHALL BE PER SQ.YD. FOR ITEM 202 WEARING COURSE REMOVED INCLUDING APPROACH SLAB WEARING COURSE.

NOTIFICATION OF DISTRICT BRIDGE ENGINEER

THE CONTRACTOR SHALL NOTIFY THE DISTRICT BRIDGE ENGINEER AT LEAST TWO WORK-ING DAYS IN ADVANCE OF THE BEGINNING OF THE FIRST CONCRETE BRIDGE DECK SURFACE PREPARATION USING HYDRODEMOLITION.

REINFORCING STEEL IN APPROACH SLABS

APPROACH SLAB RE-STEEL SHALL BE INCLUDED IN ITEM 611. ESTIMATED TRANSVERSE RE-STEEL LENGTHS ARE GIVEN ON THE PROPOSED ABUTMENT SHEETS. FINAL LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. FOR ADDITIONAL INFORMATION, THE CONTRACTOR IS REFERRED TO STD. DWG. AS-1-81.

ITEM 850 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY INCLUDING APPROACH SLAB OVERLAY (I 3/4" THICK).

THIS ITEM SHALL INCLUDE THE 1/4" SCARIFICATION AND THE 1 3/4"
SUPERPLASTICIZED DENSE CONCRETE OVERLAY ON THE DECK AND THE
APPROACH SLABS ON BR. Nº GUE-70-0655 L/R. PAYMENT FOR
THE ABOVE SHALL BE PER SQ.YD. FOR ITEM 850 SUPERPLASTICIZED
DENSE CONCRETE OVERLAY INCLUDING APPROACH SLAB OVERLAY (1 3/4" THICK)

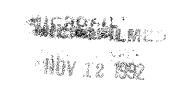
ITEM 850 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY INCLUDING APPROACH SLAB OVERLAY (1 3/4" THICK), AS PER PLAN (SEE PROPOSAL NOTE).

IN LIEU OF THE CONVENTIONAL 1/4 INCH DECK SCARIFICATION, A UNIFORM 1 3/4—INCH THICKNESS OF REINFORCED CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK AND APPROACH SLAB. DECK REMOVAL BELOW THE 1 3/4" DEPTH SHALL BE AT THE DIRECTION OF THE ENGINEER AND SHALL BE PAID FOR UNDER EITHER ITEM 850 — SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN OR ITEM 850 — FULL DEPTH REPAIR, AS PER PLAN. AT THE OPTION OF THE CONTRACTOR DECK REMOVAL MAY BE ACCOMPLISHED BY THE USE OF HYDRODEMOLITION EQUIPMENT IN ACCORDANCE WITH THE PROPOSAL NOTE ENTITLED "OPTIONAL CONCRETE BRIDGE DECK SURFACE PREPARATION USING HYDRODEMOLITION". THE COST OF ANY SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), AS PER PLAN RESULTING FROM UNAPPROVED DECK REMOVAL IN EXCESS OF THE SPECIFIED 1 3/4 INCH THICKNESS SHALL BE BORNE BY THE CONTRACTOR.

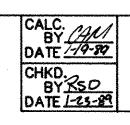
THE APPROACH SLABS AT THE FOLLOWING BRIDGES ARE PERTINENT TO THE OVERLAY IN THE ABOVE ITEM: GUE-70-0993L, GUE-70-0993R FWD. ONLY, GUE-70-1232 L/R, GUE-70-1275 L/R AND GUE-70-1656 L/R.

RMINED BY ACTUAL FIELD MEASUREMENTS AT THE COMPLETION BRIDGE NUMBERS GUE-70 GUE-70 GUE-70 GUE-70 0943 (10655) 1 065591 090111 09018184MBA

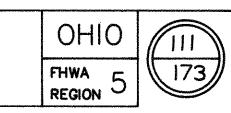
GUE-70 GU



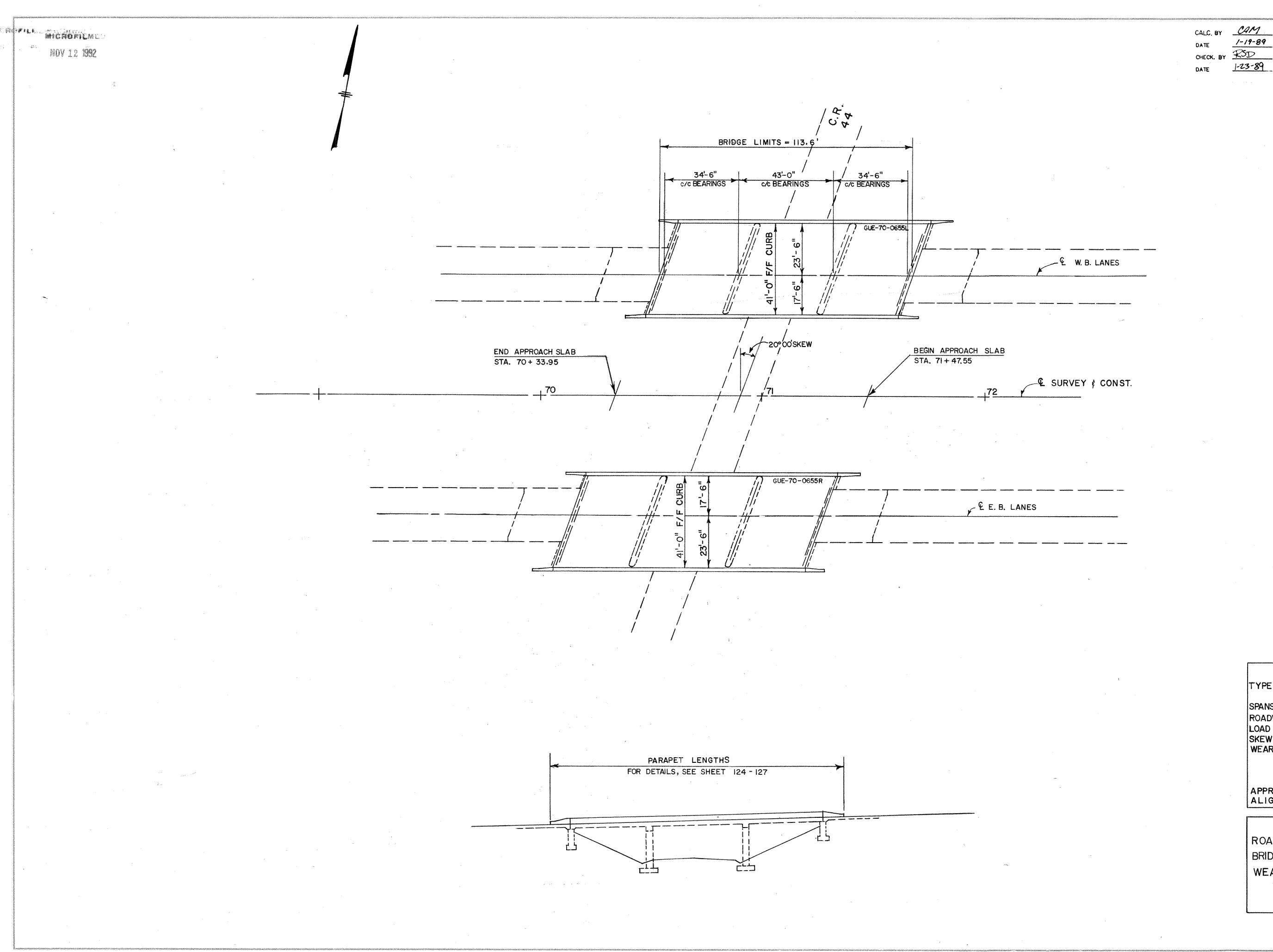
BRIDGE SUMMARY



GUE-70-6.17 BRIDGE REPAIR



| | | | | | RRID | GF N | NUMB | FRS | GUF- | -70 | | | | | | | ITEM | (D 4 3 *** | | |
|---|--|---|-------------|--|---|--------------------|---|----------|---------------------------------------|--|---|--|--|---|---|---|--|----------------|----------|--|
| EM | 06551 | 0655P | 09011 | 09018 | 7 | | | | - | 1232L | 12320 | 19751 | 1275D | 16561 | 1656D | ITEM | ITEM EXT. | GRAND TOTAL | 'UNIT | DESCRIPTION |
| 02 | 30 | | 120 | the state of the s | , | 100 | 108 | | | | | 51 | 51 | 42 | 42 | 202 | | | | PORTIONS OF STRUCTURES REMOVED, SUPERSTRUCTURE |
| 02 | | alcontractoring the | 146 | 146 | 62.5 | 78.5 | 76 | 95 | 167.25 | 143.16 | 143.16 | 91.5 | 91.5 | | 102.25 | 202 | | 1445.07 | LIN,FT. | EXPANSION JOINTS REMOVED |
|)2 | 220 | 721 | 1482 | 1482 | 1037 | 1415 | 1319 | 945 | 1402 | | | 999 | 999 | 829 | 829 | 202 | | 13679 | SQ.YD. | WEARING COURSE REMOVED INCLUDING APPROACH SLAB WEARING COURSE |
| 2 2 | 12 | 12 | 69 | 69 | 25 | <u> 6</u> 58 | 64 | 17 | 66 | 32 | <u>8</u> 32 | <u>5</u> | 5 | 4 | 4 | 202 | | 101 | EACH | VERTICAL EXTENSION OF SCUPPERS REMOVED, AS PER PLAN (SEE SHEET 120) |
| 2 | | | 167 | 167 | 106 | | 174 | | 145 | <u> </u> | <u> </u> | 8 | <u> </u> | 0 | <u> </u> | 202 202 | | | | PORTIONS OF STRUCTURES REMOVED, ABUTMENTS APPROACH SLABS REMOVED * |
| | | | | | | | | | | | | | | | | 202 | | 002 | | |
| 77 | | | | | | - | | | | | | *************************************** | | | | | | | | |
|)3 | | *************************************** | | | | | | | | | | ************************************** | | | | 503 | | Lump | | UNCLASSIFIED EXCAVATION |
| | | | | | | | | | | | | | | | | | | | | |
| 9 Add 600' from Gen. Note on sheet 110 | 5050 | 5050 | 21052 | 21052 | 13427 | 16746 | 14692 | 7956 | 11303 | 18657 | 18657 | 6823 ⁻ | 6823 | 5688 | 5688 | 509 | | 179264 | POUND | EPOXY COATED REINFORCING STEEL, GRADE 60 |
| | | | 7 | <i>,</i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | |
| | 376 96 | 376 96 | 1192 302 | 1192 302 | | 928 | 936 | 496 | _ | 1344 | | 560 | 560 | 440 | 440 | 510 | | | | DOWEL HOLES-6" |
| D | 30, | 36 | 100 | 100 | 194 | 92 186 | 148 140 | 104 | 162 | 172 | 172 | | | | | 510 510 | AND THE RESIDENCE OF THE PROPERTY OF THE PROPE | 1/22 882 | EACH | DOWEL HOLES- 12" DOWEL HOLES-18" |
| | | | | | | | | | 102 | | | | | | | | | | LACII | DOWLE HOLES-10 |
| | 26 | 26 | 92 | 92 | 68 | 66 | 69 | 39 | 31 | 103 | 103 | 41 | 41 | 33 | 33 | 511 | | 863 | CU.YD. | CLASS S CONCRETE, SUPERSTRUCTURE |
| | | ************************************** | 20 19 | 20 19 | 24 | 54 | 29 | <u> </u> | 35 | 9 12 | 9 12 | 8 | 8 | 8 | 8 | 511 | | 238 | CU.YD. | CLASS C CONCRETE, ABUTMENTS |
| | <u> </u> | <u> </u> | 19 | 19 | | 1 0 | 12 | | 20 | | 12 | *************************************** | | | | 511 | | 117 | CU.YD. | CLASS S CONCRETE, ABUTMENT PARAPETS |
| | | | | and the first commence of the contract of the | | | <u>, , , , , , , , , , , , , , , , , , , </u> | | | | | | | | | *************************************** | | | | , |
| 2 | *************************************** | 444 | | | | 1 | ************************************** | | 3 | | *************************************** | | | | *************************************** | 512 | | 4 | SQ.YD. | TYPE B WATERPROOFING |
| | | | | | | | 1 | | | | | | | | | | | | | |
| 3 | | | 2342 | 2342 | 1186 | 1076 | 1425 | 1212 | 3380 | 12503 | 2503 | 1816 | 1816 | 1064 | 1064 | 513 | | 27035 | BULIVID | STRUCTURAL STEEL REMOVED FOR RE-USE |
| 3 | | | 2165 | 2165 | 209 | 349 | 252 | 321 | 600 | 2503 442 | 442 | 321 | 321 | 347 | 347 | 513 | | | | STRUCTURAL STEEL |
| | | | ./. | | | | | | | | | | | | | | | | | |
| | | | 4.4.0 | | | | | | | | | | | | | | | | | CTDUCTUDAL EVDANCION IONITO INCLUDING ELACTOREDIO CEDID CEALO |
| 5 · · · · · · · · · · · · · · · · · · | | *************************************** | 146 | 146 | 62.5 | /8.5 | 76 | 95 | 20 | 143.16 | <u> 143.16 </u> | 91.5 | 91.5 | 102.25 | 102.25 | | | | | STRUCTURAL EXPANSION JOINTS INCLUDING ELASTOMERIC STRIP SEALS |
| : | | | 10 | 10 | 100 | | | | | | | | | | | 516 | | 00 | <u> </u> | 1" PREFORMED EXPANSION JOINT FILLER |
| | | | | | | | | | | | | | | | | | | | | |
| 8 | 12 | 12 | 12 | 12 | 4 | 6 | 6 | | 3 | 8 | 8 | 5 | 5 | 4 | 4 | 518 | | 101 | | SCUPPER REHABILITATION, AS PER PLAN (SEE SHEET 120) |
| 8 | | | 24 | 24 | 23 | 48 | 30 | 5 | 31 | 5 | 5 | 88 | 8 | 9 | 9 | 518 | | 229 | CU.YD. | POROUS BACKFILL |
| | | | | <u> </u> | | | | | | | | | | | | | | | | |
| 11 | -60'000-000-000-000-000-000-000-000-000- | | 184 | 184 | 163 | 208 | 194 | , | 223 | | *************************************** | *************************************** | | | | 611 | | 1156 | SQ.YD. | REINFORCED CONCRETE APPROACH SLABS, T=15" * |
| | | | | | | | | | | | | | | | | | | | | |
| | 240 | 240 | 900 | 000 | 600 | 600 | 600 | 700 | 000 | 1 260 | 260 | 700 | 700 | 080 | 000 | 600 | | 6060 | | TELLOCOLOGY AND LOS CONTROLOGO AND LACELYTE |
| 22 50 | 651 | 240 651 | 800 | 800 | 620 | 600 | 620 | 320 | 220 | 260 | <u> 260 </u> | <u>360</u> | <u>360</u> | 280 | 280 | 622 850 | | 1302 | SQ YD | TEMPORARY CONCRETE BARRIER, BRIDGE MOUNTED * SUPERPLASTICIZED DENSE CONCRETE OVERLAY INCLUDING APPROACH SLAB OVERLAY (134" THICK) |
| | | | | | | | | | | | | | | | 34-34-4-34-4-4-4-4-4-4-4-4-4-4-4-4-4-4- | | | | | (SEE SHEET 110) |
| 0 | | | 1460 | 1460 | 1235 | 1178 | 1133 | 856 | 1017 | 1779 | 1779 | 914 | 914 | 738 | 738 | 850 | | 15201 | SQ.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY INCLUDING APPROACH SLAB OVERLAY (134 THICK) |
| O | 0 | | | | | | | | | | | *************************************** | | | <u> </u> | 050 | | | | AS PER PLAN(SEE PROPOSAL NOTES) (SEE SHEET 110) |
| | 0 | 8 | | | | | <u> </u> | | | | | | | | | 850 850 | | 8 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0655L SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0655R |
| | | | 26 | | | | *************************************** | | | | | | | | | 850 850 | | 26 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0055R |
| 2 | | | | 8 | | | 1 | | | | | | | | | 850 | | 8 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0901R |
| | | | | | _ 5 | | | | | | | CONTRACTOR OF THE CONTRACTOR O | | | ************************************** | 850 850 | | 5 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0943 RAMP |
| | 37C3-37-44-44-44-44-44-44-44-44-44-44-44-44-44 | | | | | <u> </u> | <u> </u> | | | | | | | | ; | 850 850 | | 6 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0943L SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0943R |
|)) | | | | A SECRETARIA SERVICIA MENDELLA CARRATA SERVICIA DE SER | | ··· | | 4 | | | | W1-87-57W-14W-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1- | | | | 850 850 | | 4 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0943R SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0993L |
| | | | | | | | | • | 4 | | | | | | | 850 | | 4 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-0993R |
| 0 | | | | | | | | | | 9 | | | | | | 850 | | 9 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1232L |
| 0 | | | | | | | | | | | 9 | | | | : | 850 | | 9 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1232R |
| 0 | *************************************** | | | | | | | | | | | 44 | n en | | | 850 850 | | 4 | | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1275L SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1275R |
| | | | | | | | ************************************** | | | | | <u> </u> | 4 | 3 | | 850 850 | | 3 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1275R SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1656L |
| | | | | | *************************************** | | | | | | | | | | 3 | 850 | | 3 | CU.YD. | SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VAR. THICKNESS) AS PER PLAN GUE-70-1656R |
| | ., | | 10 | <u> </u> | | | **9 | 1 | | | | | | | | 850 | | LUMP | | TEST SLAB |
| | | | 10 | 10 | 3 | <u> 5</u> | 3 | | | 3 | | | | *************************************** | | 850 | | 37 | CU.YD. | FULL DEPTH REPAIR AS PER PLAN |
| | | | | | | | | | | | | *************************************** | | | | | | | | |
| C. | 263 | 263 | 1008 | 1008 | 711, | 718 | 736 | 331 | 385 | 897 | 897 | 318 | 318 | 246 | 246 | SPEC. | | 8345 | SQ.YD. | SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE) |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | * QUANTITIES CARRIED TO SHEETS 36,378,38. |
| | | | | | | | | | • | | · | | | | | | | | | T WOMINIES CANNED TO SHEELS JO, STOJO. |
| | | | | | | | | | | | | | | | | | | | | |
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| | | | 1 | | | | 1 | 1 | 1 | | | | | | | | | 1 | | |



112 STATE OHO GUE - 70-6.17

EXISTING STRUCTURES

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB DECK, REINFORCED CONCRETE SUBSTRUCTURE SPANS: 34'-6", 43'-0", 34'-6" c/c BRGS. ROADWAY: 42'-0" f/f CONCRETE PARAPETS

LOAD FREQUENCY: CF = 2,000 (57)

SKEW: 20°-00' L.F. WEARING SURFACE: I"MONOLITHIC CONCRETE AND

CONCRETE OVERLAY (0655L)

I"MONOLITHIC CONCRETE AND 2"ASPHALT

APPROACH SLAB: AS-1-54 (25'LONG)

ALIGNMENT:

REHABILITATED STRUCTURES

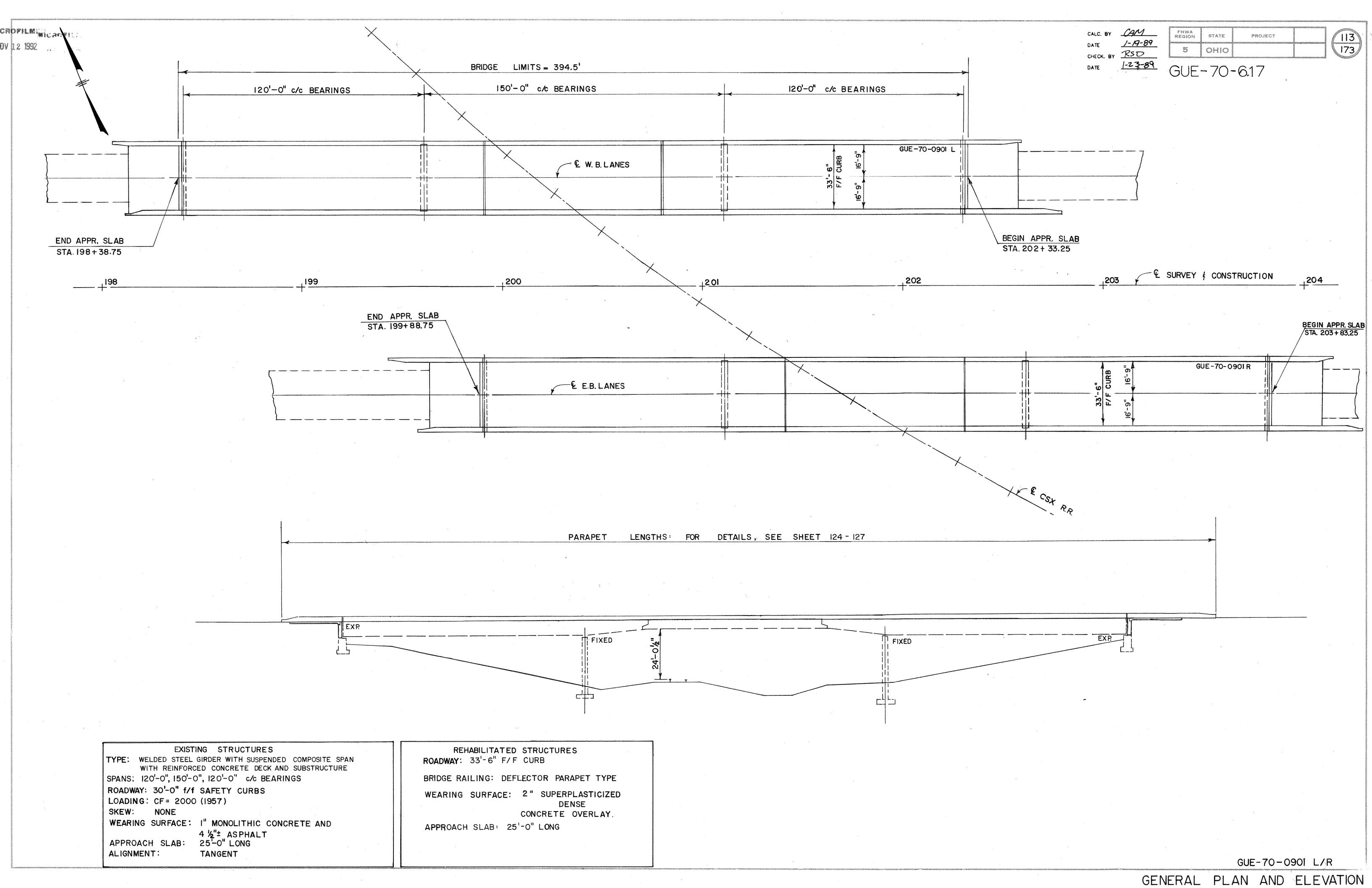
ROADWAY: 41'-0" F/F CURB

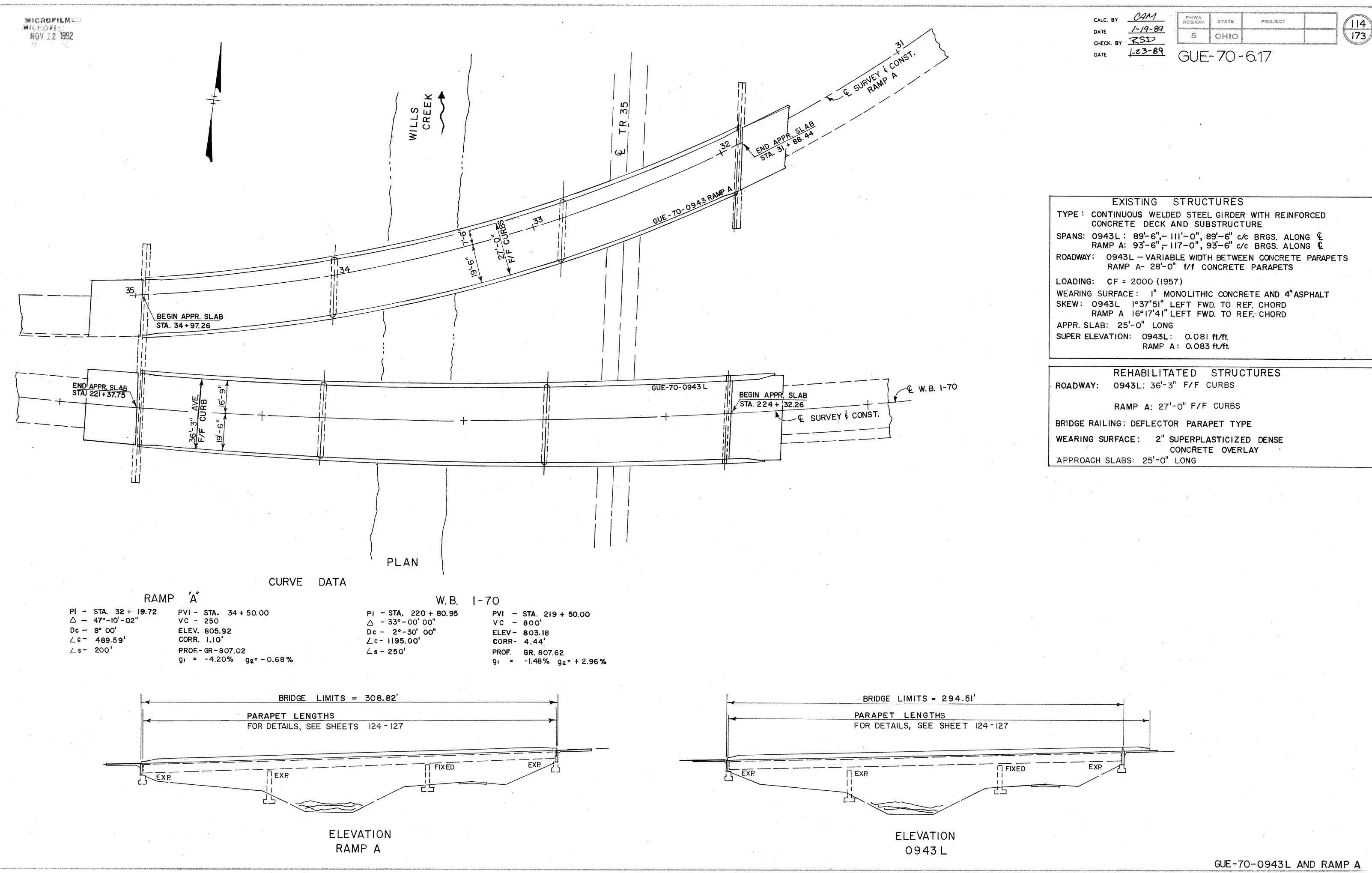
BRIDGE RAILING: DEFLECTOR PARAPET TYPE

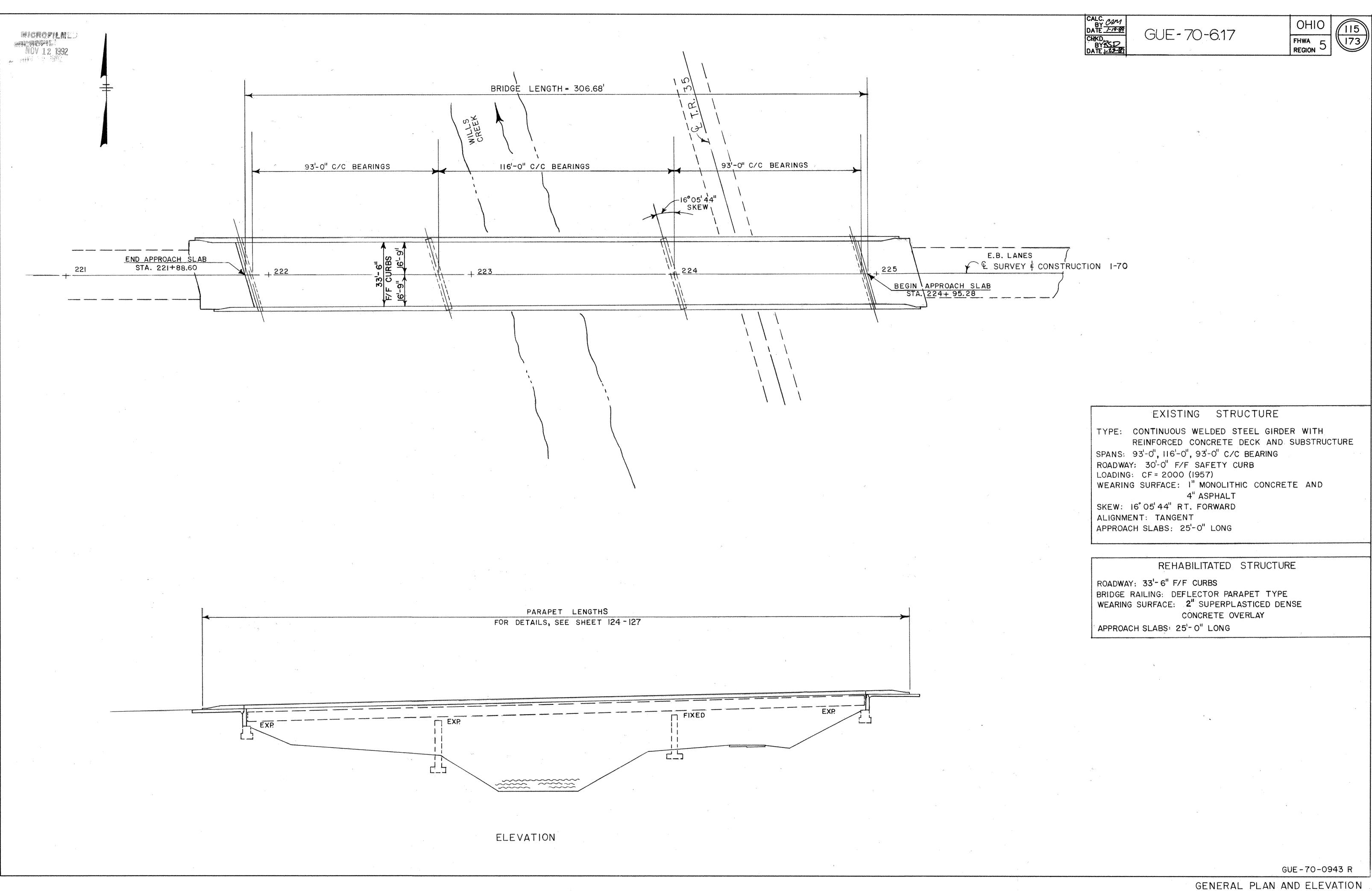
WEARING SURFACE: 134" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

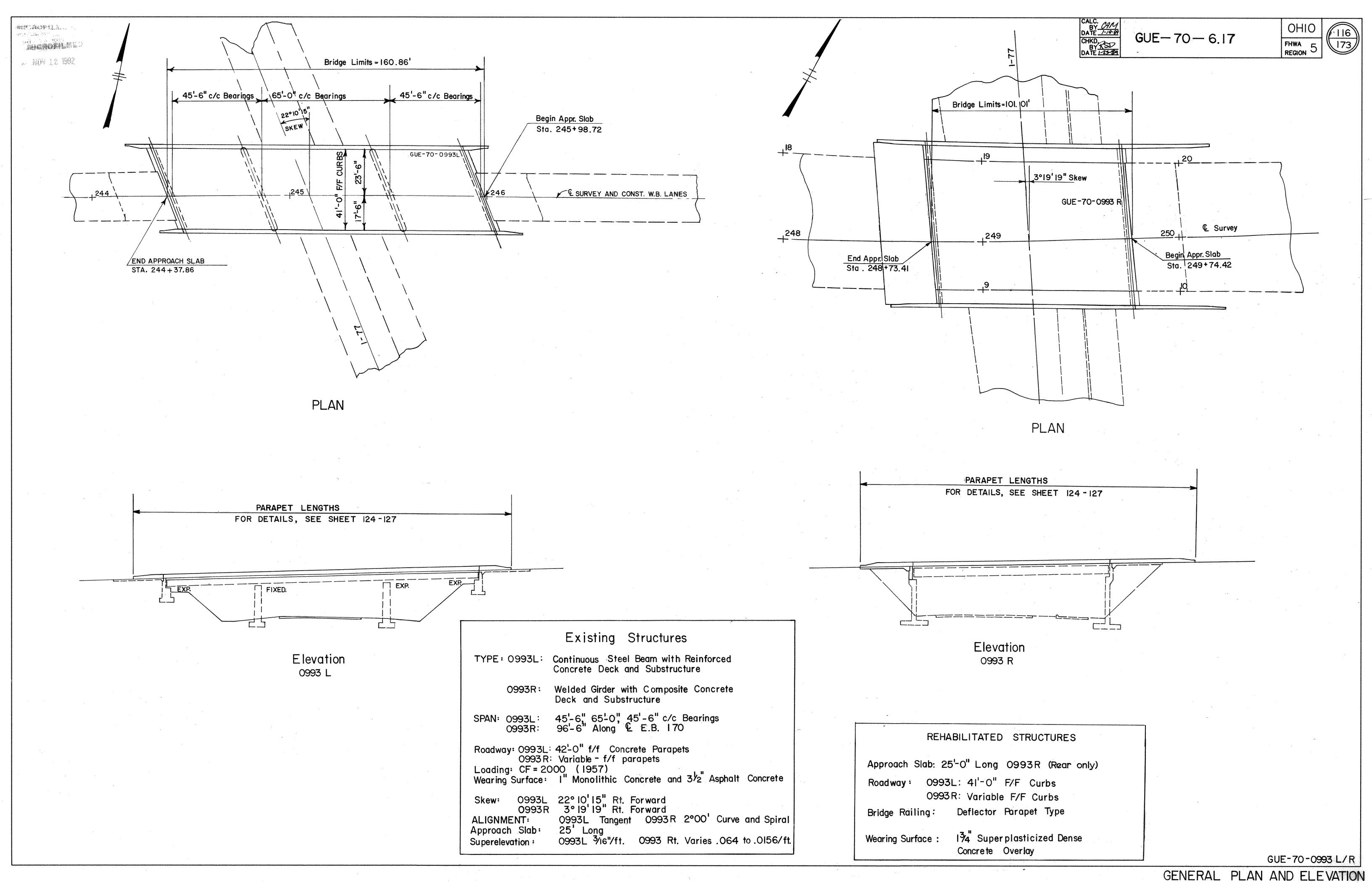
GUE-70-0655 L/R

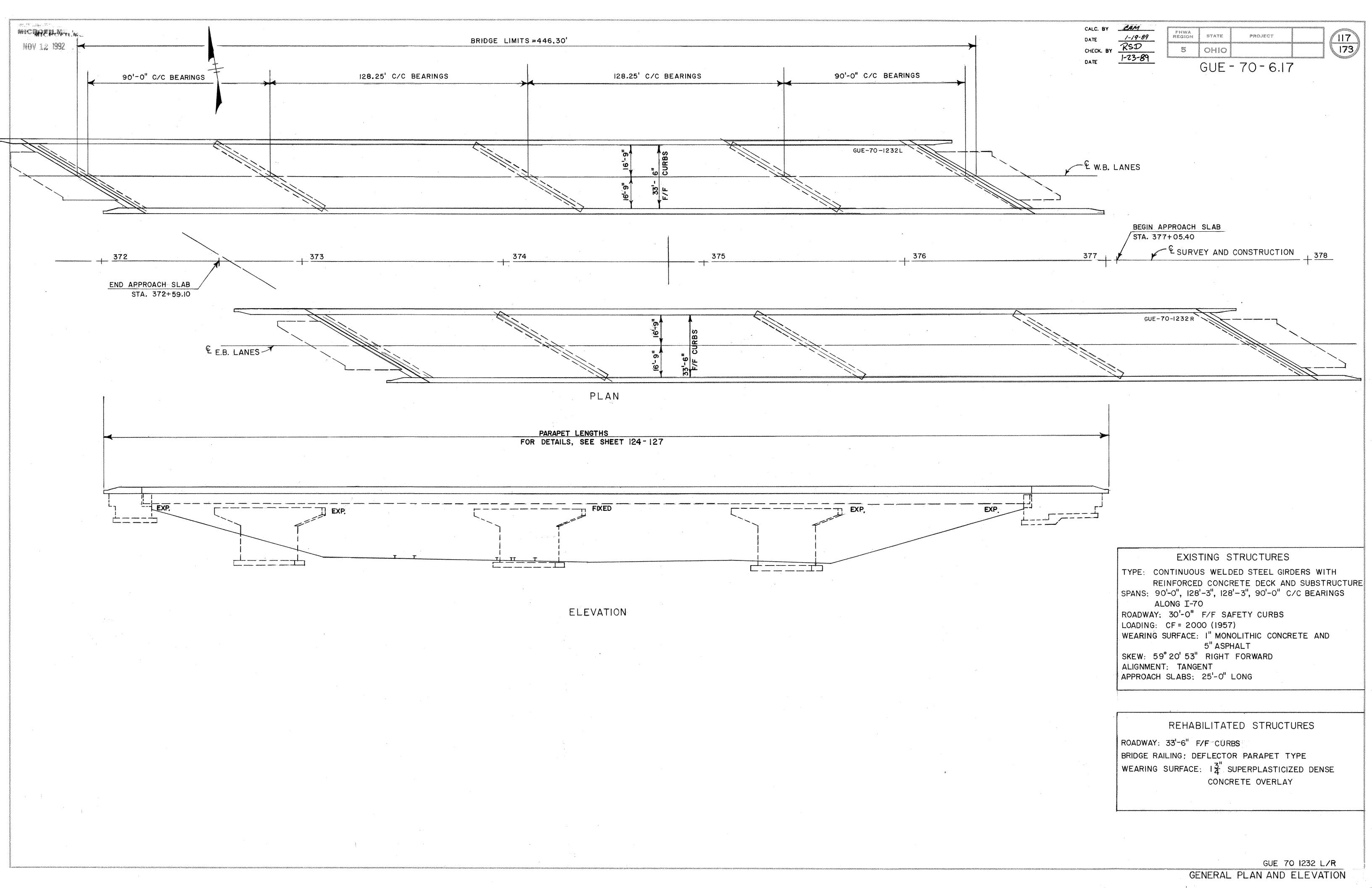
GENERAL PLAN AND ELEVATION

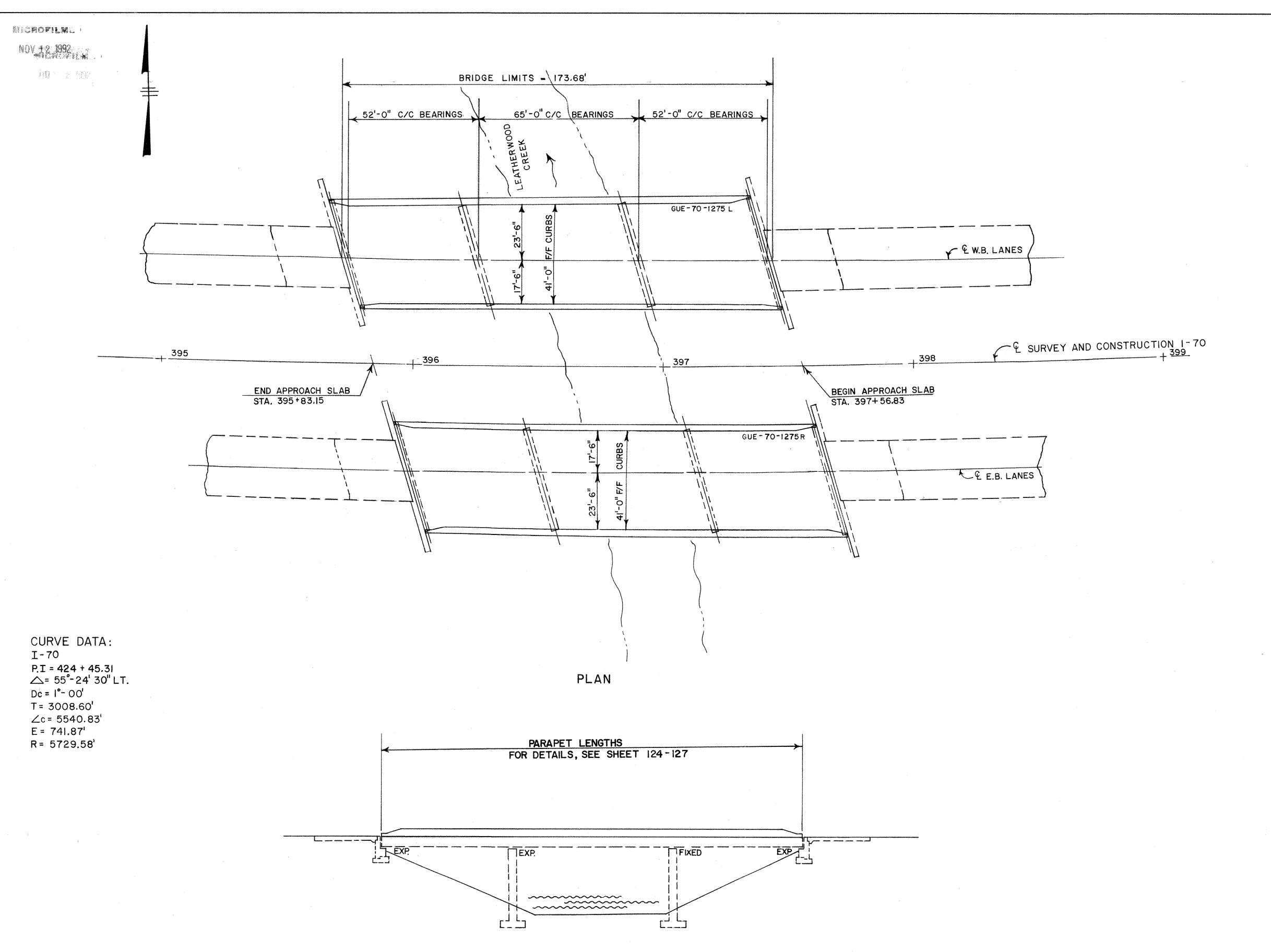












ELEVATION

CALC.
BY OM
DATE 1-19-89
CHKD KSD
BY KSD
DATE 1-23-89

GUE - 70 - 6.17

OHIO

FHWA 5
REGION 5

EXISTING STRUCTURES

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SPANS: 52'-0", 65'-0", 52'-0" C/C BEARINGS

ROADWAY: 42'-0" F/F CONCRETE PARAPETS

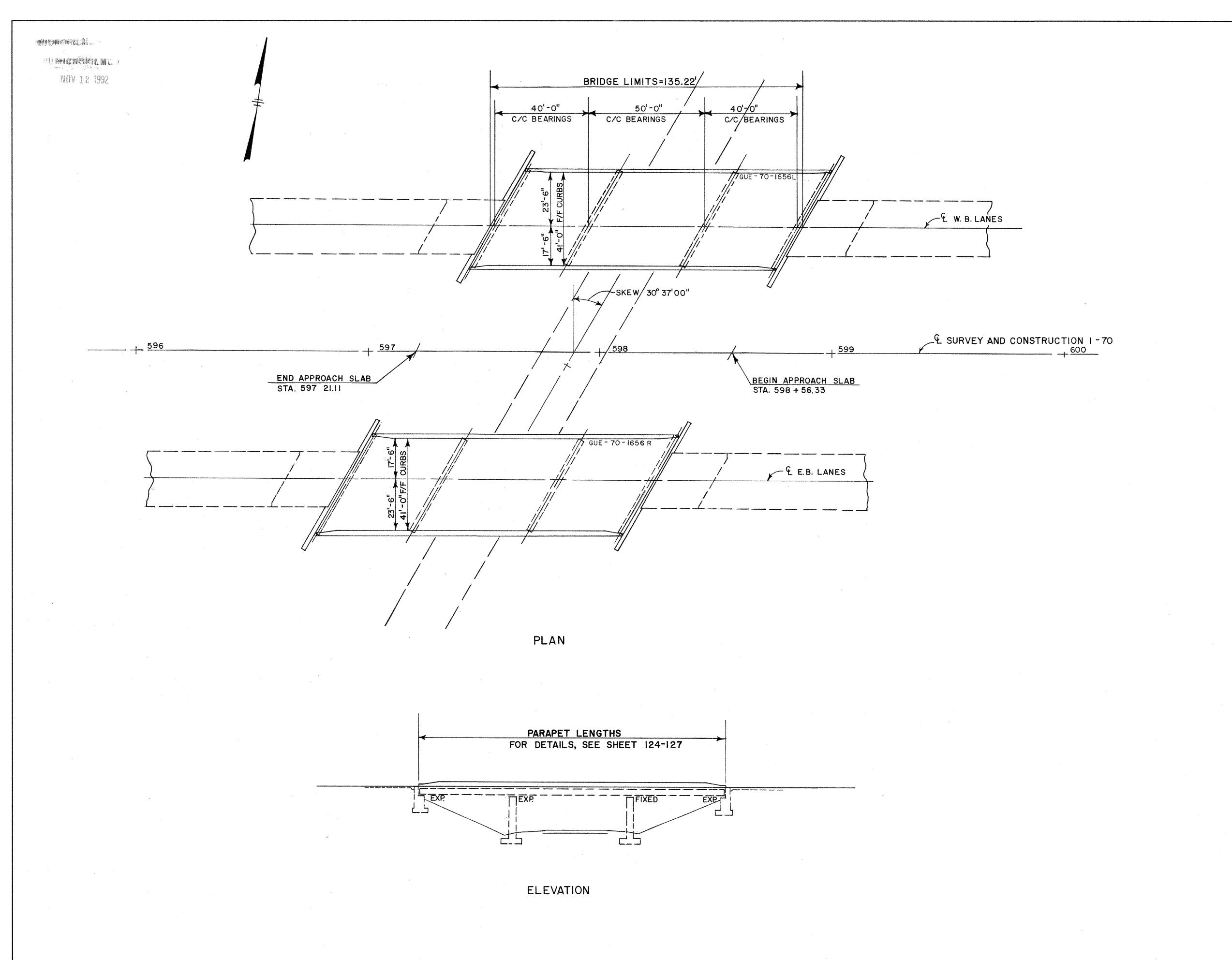
LOADING: CF = 2000 (1957)

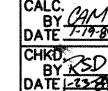
WEARING SURFACE: I" MONOLITHIC CONCRETE AND 4" PORTLAND CEMENT CONCRETE

SKEW: 16° 00' RIGHT FORWARD ALIGNMENT: 1°00' CURVE LEFT APPROACH SLABS: 25'-0" LONG SUPERELEVATION: 0.03 FT/FT

REHABILITATED STRUCTURES

ROADWAY: 41'-0" F/F CURBS BRIDGE RAILING: DEFLECTOR PARAPET TYPE
WEARING SURFACE: 13 SUPERPLASTICIZED DENSE CONCRETE OVERLAY





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EXISTING STRUCTURES

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED

CONCRETE DECK AND SUBSTRUCTURE

SPANS: 40'-0", 50'-0", 40'-0" C/C BEARINGS

ROADWAY: 42'-0" F/F CONCRETE PARAPETS

LOADING: CF = 2000 (1957)

WEARING SURFACE: I" MONOLITHIC CONCRETE AND 32"

PORTLAND CEMENT CONCRETE

SKEW: 30°-37' LT. FORWARD

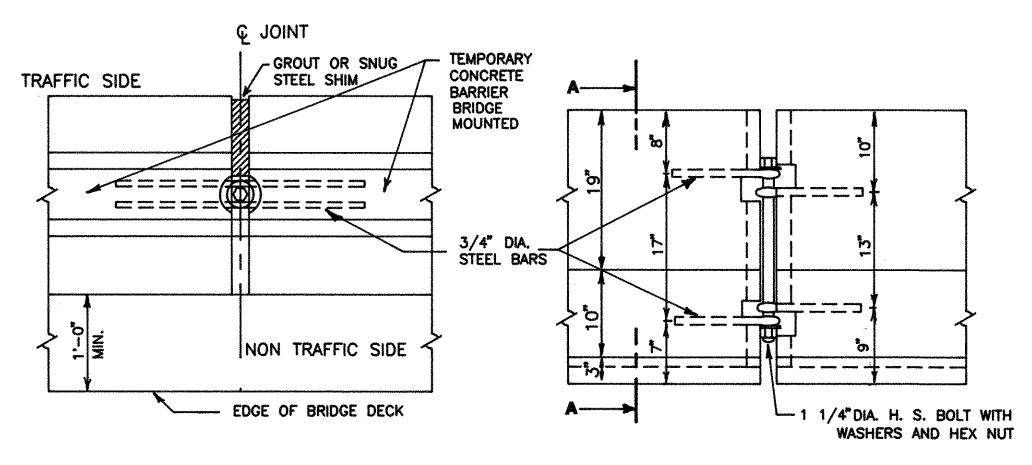
ALIGNMENT: TANGENT

APPROACH SLABS: 25' LONG

REHABILITATED STRUCTURES

ROADWAY: 41'-0" F/F CURBS
BRIDGE RAILING: DEFLECTOR PARAPET TYPE
WEARING SURFACE: 13" SUPERPLASTICIZED DENSE
CONCRETE OVERLAY

MODIFIED BARRIER



PLAN AT JOINT

ELEVATION AT JOINT

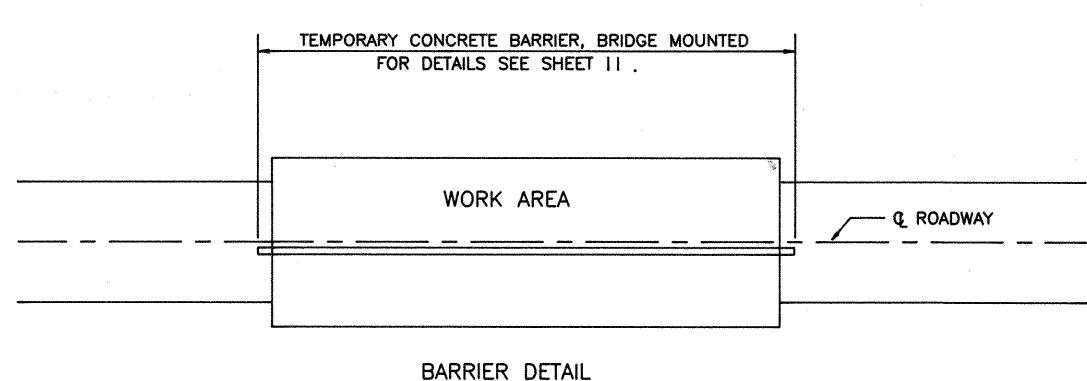
ITEM 622 - TEMPORARY CONCRETE BARRIER, BRIDGE MOUNTED

THE CONTRACTOR SHALL INSTALL THE BARRIER AS PER ST'D. DRAWING MC-9A.

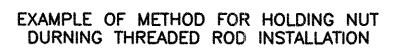
AFTER THE PROJECT HAS BEEN COMPLETED THE BARRIER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND REMOVED BY HIM. ANCHORING OF ALL TEMPORARY CONCRETE BARRIER ON THE BRIDGE SHALL NOT BE REQUIRED. CONNECTIONS OF THE PARAPETS SHALL BE DONE BY USING 1 1/4" DIA. HIGH STRENGTH BOLTS. PAYMENT FOR BOLTS, NUTS, WASHERS, LABOR, MATERIALS AND INCIDENTIALS SHALL BE INCLUDED ITEM 622 - TEMPORARY CONCRETE BARRIER BRIDGE MOUNTED. QUANTITIES SHOWN ARE CARRIED IN THE ROADWAY QUANTITIES ON SHEET 38.

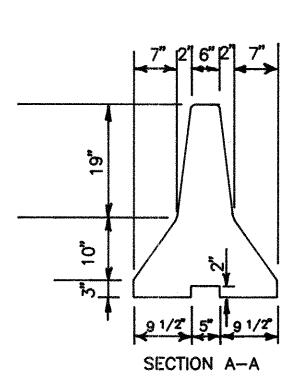
ITEM 622 TEMPORARY CONCRETE BARRIER BRIDGE MOUNTED

| BRIDGE NUMBER | CLOSING DRIVING | CLOSING PASSING |
|--------------------|-----------------|-----------------|
| GUE-70-0655L | 120 | 120 |
| GUE-70-0655R | 120 | 120 |
| GUE-70-0901L | 400 | 400 |
| GUE-70-0901R | 400 | 400 |
| GUE-70-0943 RAMP A | 310 | 310 |
| GUE-70-0943L | 300 | 300 |
| GUE-70-0943R | 310 | 310 |
| GUE-70-0993L | 160 | 160 |
| GUE-70-0993R | 110 | 110 |
| GUE-70-1232L | 130 | 130 |
| GUE-70-1232R | 130 | 130 |
| GUE-70-1275L | 180 | 180 |
| GUE-70-1275R | 180 | 180 |
| GUE-70-1656L | 140 | 140 |
| GUE-70-1656R | 140 | 140 |
| SUB-TOTAL | 3130 | 3130 |
| TOTAL | 62 | 60 |



HEX NUT FOR 1 1/4" BOLT HOLE IN NUT MAY BE ROUND AND TAPPED OR SHAPED TO RECEIVE ROD OF SAME CONFIGURATION. NOTE: ANY OTHER HOLDING METHOD MAY BE USED.



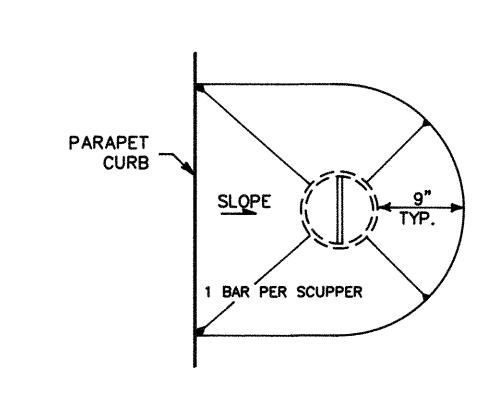


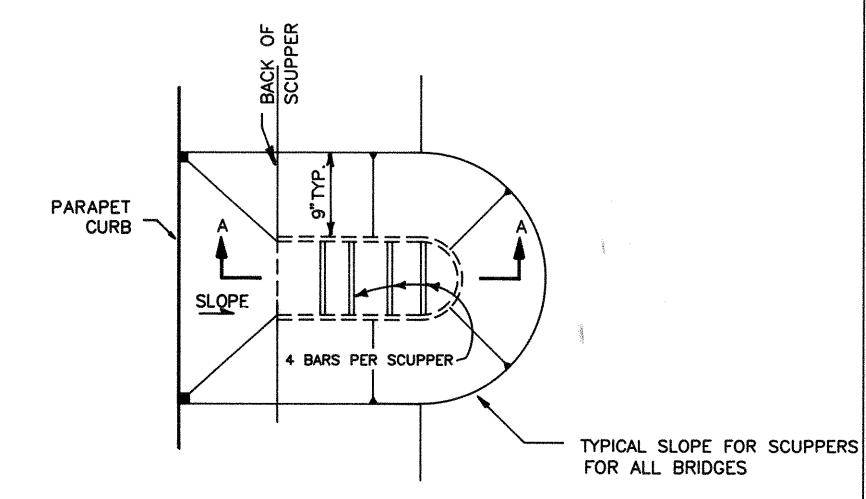
BRIDGE DECK SURFACE PREPARATION:

THE PROCEDURE WHICH MUST BE FOLLOWED WHEN INSTALLING ALL TEMPORARY PRECAST CONCRETE BARRIERS, ON OHIO BRIDGE DECKS. ARE GIVEN BELOW.

- A. THE BRIDGE DECK SURFACE AREA ON WHICH THE PRECAST CONCRETE BARRIERS WILL REST SHALL BE CLEARED OF ALL LOOSE SAND, GRAVEL, DIRT AND DEBRIS.
- ANY IRREGULARITIES IN THE BRIDGE DECK AREA, UNLESS JUDGED BY THE ENGINEER TO BE INCONSEQUENTIAL, SHALL BE LEVELED WITH GROUT AND/OR ASPHALT.
- C. ASPHALT ROLL ROOFING SHALL BE PLACED ON THOSE BRIDGE DECK AREAS AS JUDGED BY THE ENGINEER, TO HAVE A SURFACE ROUGHNESS WHICH WOULD INHIBIT FRICTION CONTACT BETWEEN BARRIER SEGMENTS AND DECK.

THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT IN ITEM 622 TEMPORARY CONCRETE BARRIER, BRIDGE MOUNTED.





√3/16L TYP.

GUE-70-0655L 12 EACH GUE-70-0655R 12 EACH

24 EACH

GUE-70-0901L - 12 EACH GUE-70-0901R - 12 EACH GUE-70-0943 RAMP A - 4 EACH GUE-70-0943L - 6 EACH GUE-70-0943R - 6 EACH GUE-70-0993R - 3 EACH GUE-70-1232L - 8 EACH GUE-70-1232R - 8 EACH GUE-70-1275L - 5 EACH GUE-70-1275R - 5 EACH GUE-70-1656L - 4 EACH GUE-70-1656R - 4 EACH

TOTAL 77 EACH

SECTION A-A

ITEM 202 VERTICAL EXTENSION OF SCUPPERS REMOVED. AS PER PLAN

CARE SHALL BE TAKEN IN THE REMOVAL OF THE EXISTING 24" VERTICAL SCUPPER EXTENSIONS

SO AS NOT TO DAMAGE THE ORIGINAL SCUPPER AS DETAILED. THE SCUPPER EXTENSION SHALL BE REMOVED BY FLAME CUTTING AND DISPOSED OF BY THE CONTRACTOR. THE SURFACE OF THE ORIGINAL SCUPPER SHALL BE LEFT FREE OF ANY ROUGH AREAS AS DE-TERMINED BY THE ENGINEER. PAYMENT SHALL BE AT THE CONTRACT PRICE BID FOR 101 EA. OF ITEM 202-VERTICAL EXTENSION OF SCUPPERS REMOVED. AS PER PLAN WHICH SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

NOTE: NEW SCUPPER BARS SHALL BE A36 AND SHALL BE FIELD PAINTED WITH SYSTEM B PAINT ACCORDING TO 514.05. FINISH PAINT SHALL BE 708.08 (GRAY) PAYMENT FOR NEW BARS AND PAINTNG SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR 101 EACH OF ITEM 518-SCUPPER REHABILITATION. AS PER PLAN WHICH SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS AND INCIDENTIALS NECESSARY TO COMPLETE THE ITEM.

SCUPPER DETAILS

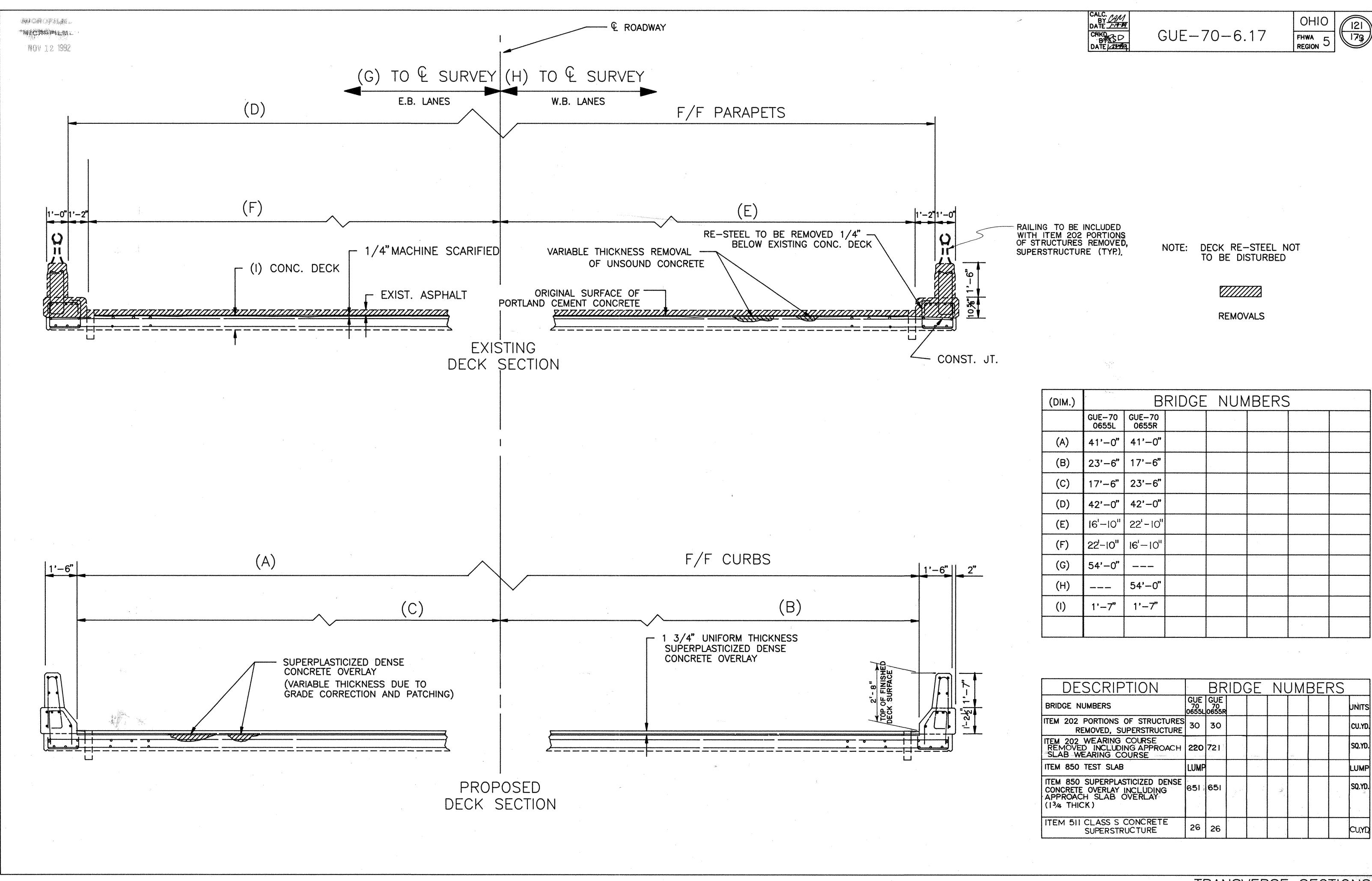
WELDING OF THE NEW 1 1/2"x1/2"

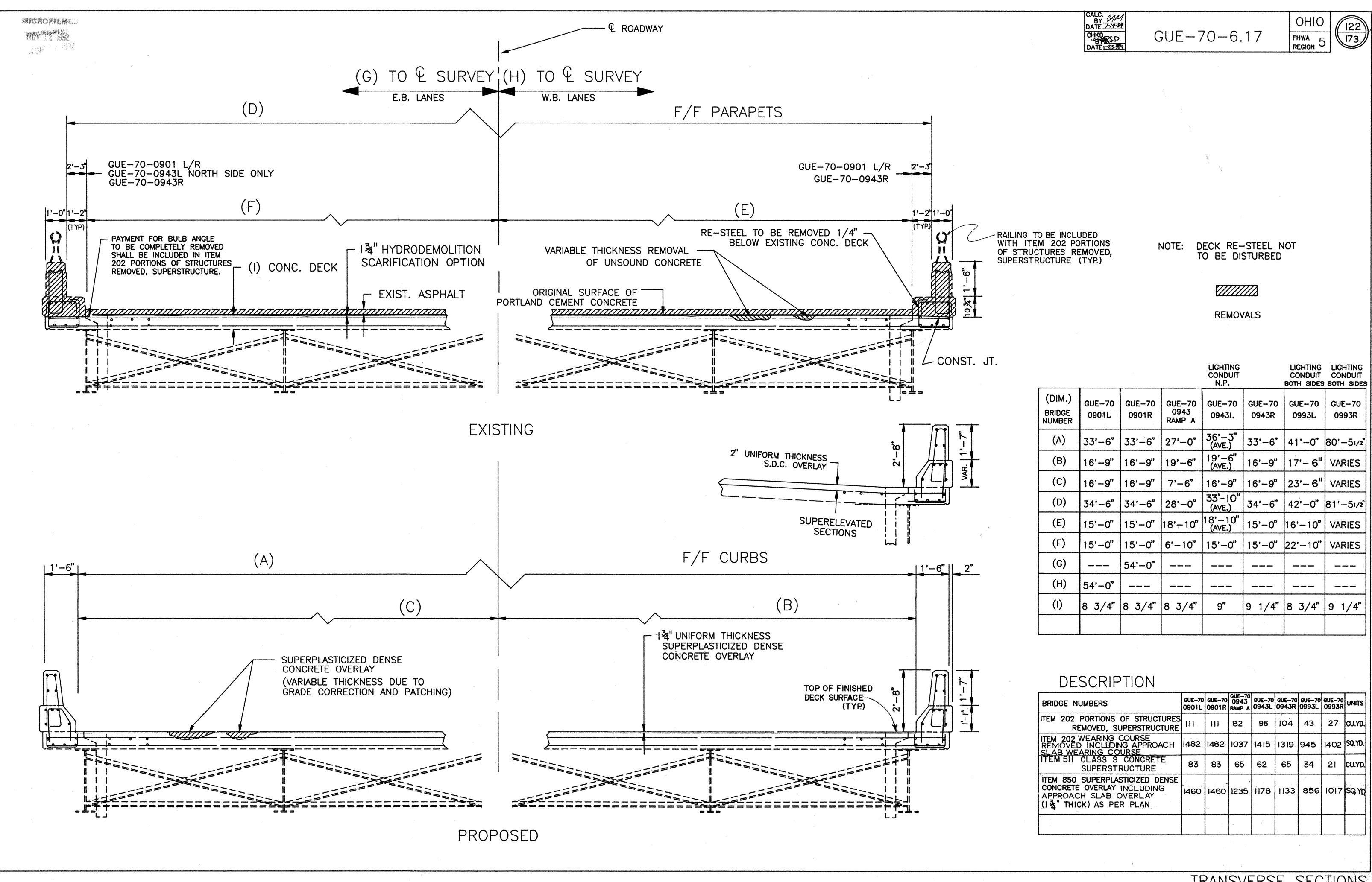
BARS SHALL BE LOCATED AT THE ORIGINAL LOCATION. (TYP.)
LENGTH OF BARS TO BE FIELD

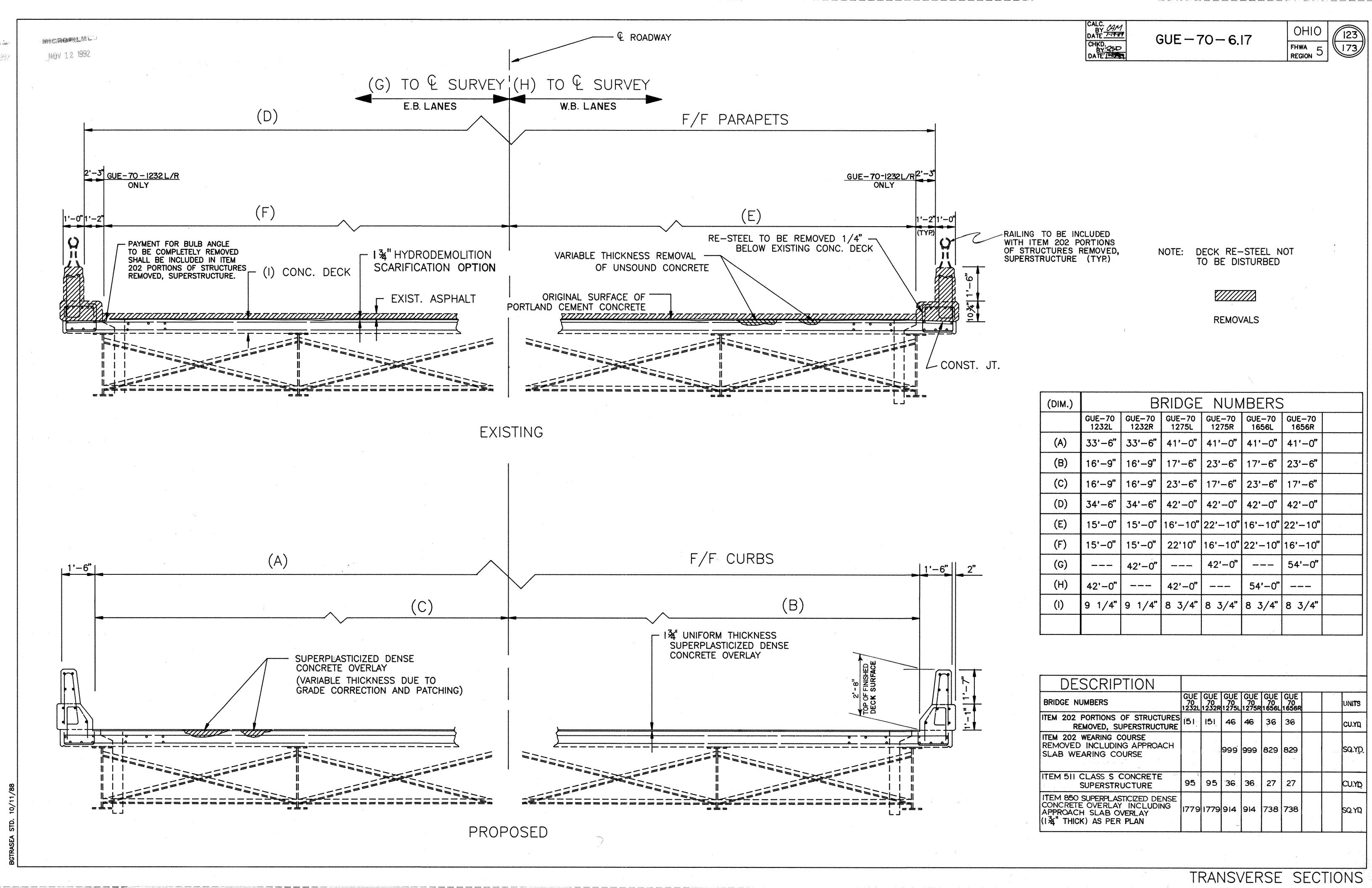
MEASURED BY THE CONTRACTOR

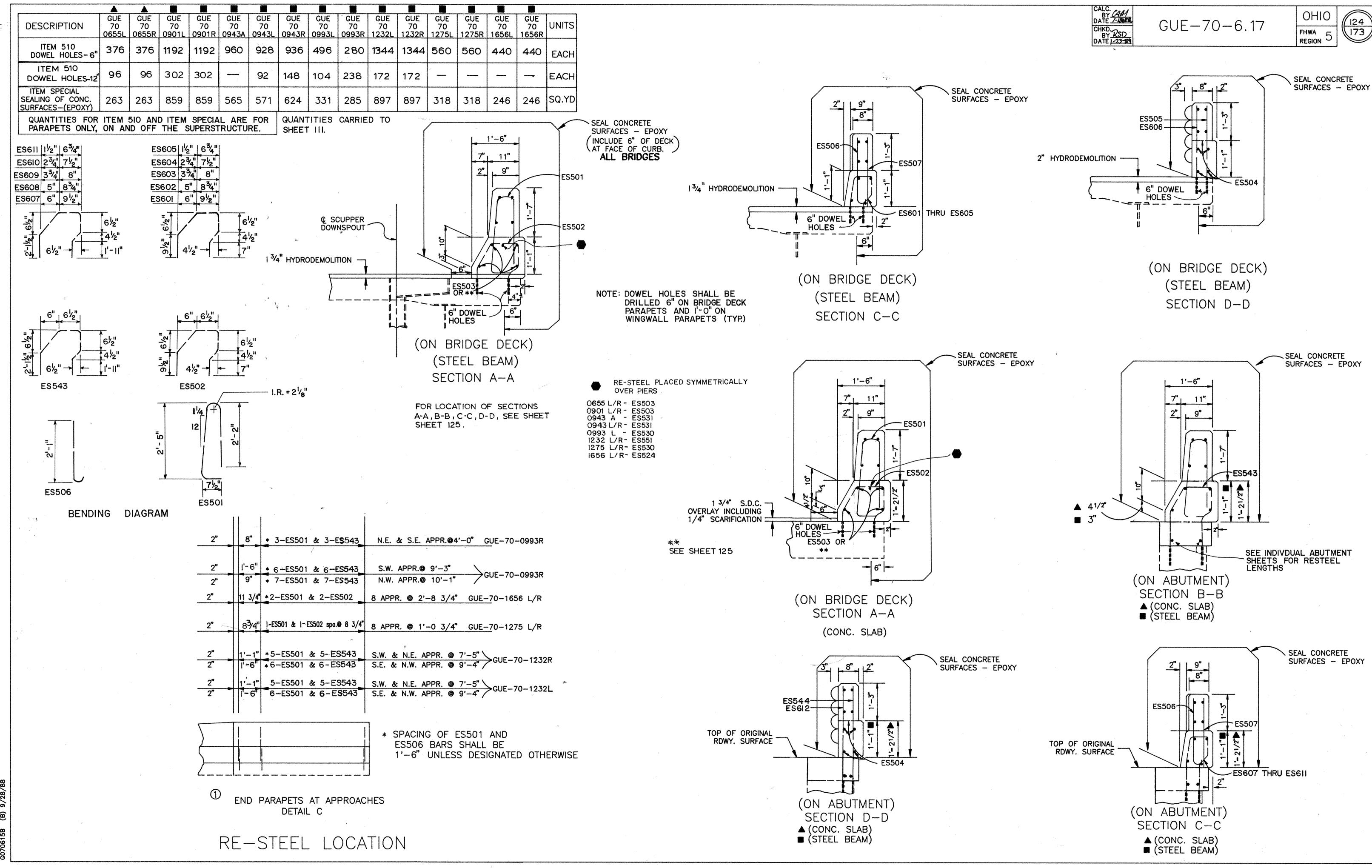
PRIOR TO INSTALLATION.

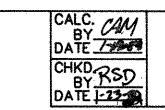
* VERTICAL EXTENSION OF SCUPPERS TO BE REMOVED









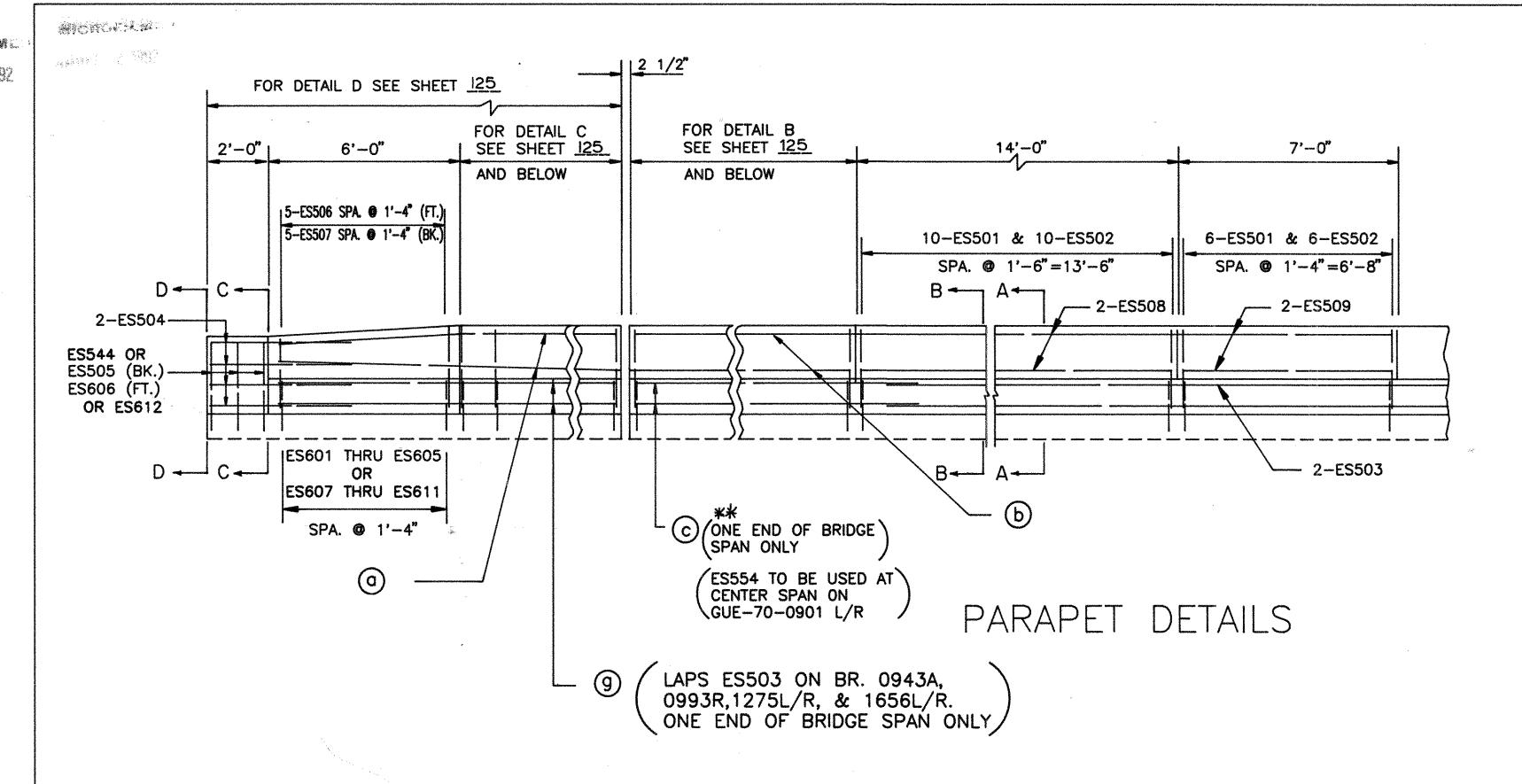


LOCATION OF REINFORCING STEEL

GUE-70-6.17

OHIO

FHWA 5
REGION 5



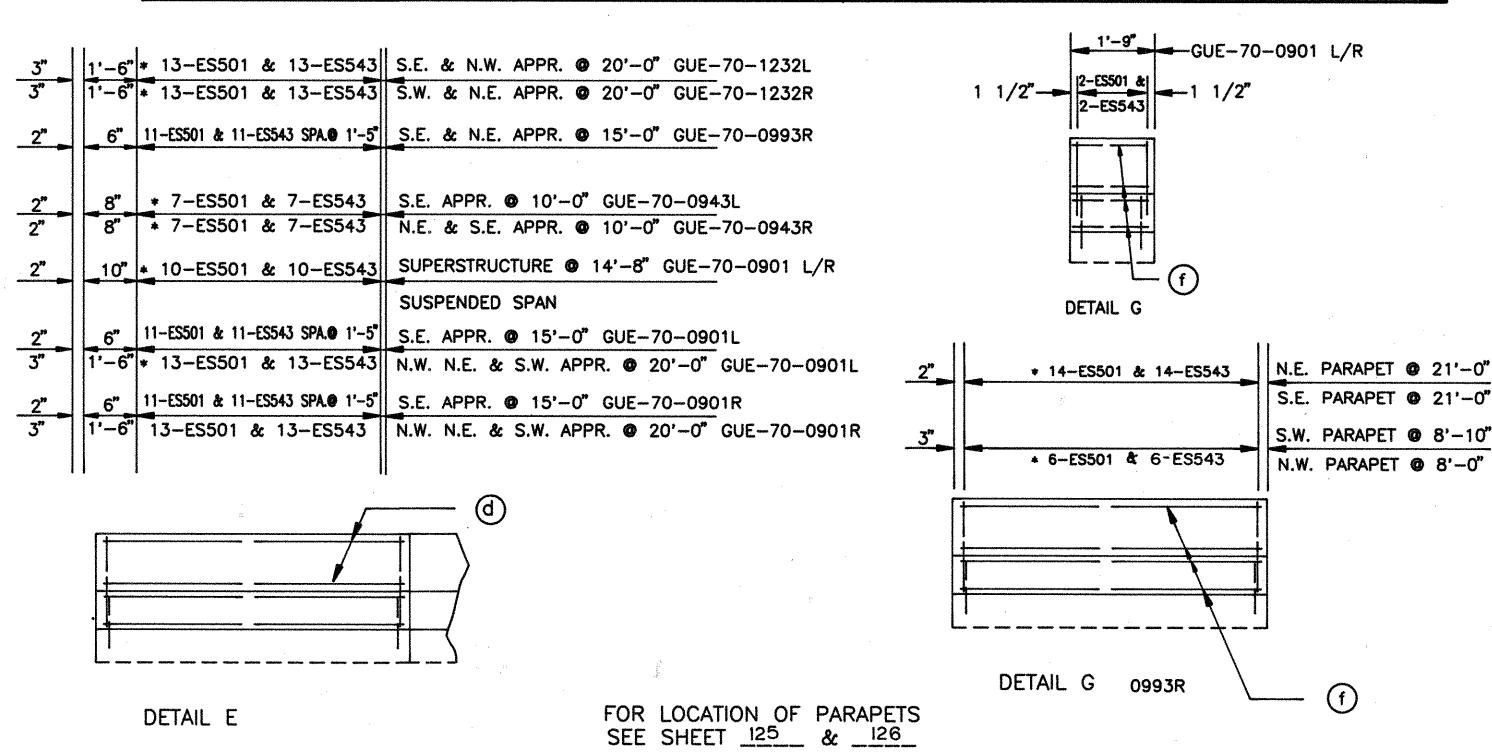
| | 1-6 | 4-ES501 & 4-ES543 SPA.@1'-5" | 4 APPR. 6'-0" GUE-70-0993L | | 999 | 1 | · |
|----------|-------|---|--|--|-------|-----------------------------------|--|
| 3" | 1'-6" | * 3-ES501 & 3-ES502 | 4 APPR. @ 4'-11" GUE-70-0943 RAMP A | | 3" | 4-ES501 & 4-ES502 SPA. @ 1'-5" | GUE-70-1232 L/R (8 PARAPETS @ 4'-8") |
| 2" | 11" | * 8-ES501 & 8-ES502 | N.W. & S.W. APPR. 4'-9" GUE-70-0943L | 2" | 5" | * 11-ES501 & 11-ES502 | GUE-70-0993 L (4 PARAPETS @ 15'-9") |
| 2" | 6" | * 9-ES501 & 9-ES543 | N.E. APPR.@ 12'-10" GUE-70-0943L | 2" | 11"_ | * 8-ES501 & 8-ES502 | GUE-70-0943R (4 PARAPETS @ 11'-9") |
| 2" 3" | | * 3-ES501 & 3-ES543 8-ES501 & 8-ES543 SPA:01'-5 1/2" | S.E. APPR. 4'-0" GUE-70-0943L S.W. & N.W. APPR. 12'-2" GUE-70-0943R | 3" | 1'-6" | * 8-ES501 & 8-ES502 | GUE-70-0943L (FWD.) (2 PARAPETS @ 12'-9") |
| 3" | | 3-ES501 & 3-ES543 SPA.@1'-5" | S.E. & N.E. APPR. 4'-8" GUE-70-0943R | ************************************** | | | |
| 2" | 8" | * 2-ES501 & 2-ES543 | N.E. & S.W. APPR. 2'-6" GUE-70-0901 L/R | | | * DETAIL C | GUE-70-0943 RAMP A |
| | | | | | | DETAIL C | GUE-70-0993 R |
| 2" | 11" | * 4-ES501 & 4-ES543 | N.W. APPR. 5'-9" GUE-70-0901 L/R | 2" | 9"_ | 9-ES501 & 9-ES502 | GUE-70-0901 L/R (8 PARAPETS @ 13'-1") |
| 3" | 1'-6" | * 7-ES501 & 7-ES543 | S.E. APPR. 11'-0" GUE-70-0901 L/R | | | | |
| 2" | 1'-5" | 3-ES501 & 3-ES543 SPA.@1'-5" | N.W. & S.E. APPR. 4'-6" GUE-70-0655 L/R | 2" | 1 1" | * 10-ES501 & 10-ES502 | GUE-70-0655 L/R (8 PARAPETS @ 14'-9") |
| 4" | 1'-6" | * 3-ES501 & 3-ES543 | S.W. & N.E. APPR. 5'-0" | | | | • |
| | | | * SPACING OF ES501 AND ES506 BARS SHALL BE | | | | |
| | | | 1'-6" UNLESS DESIGNATED OTHERWISE | | | | |

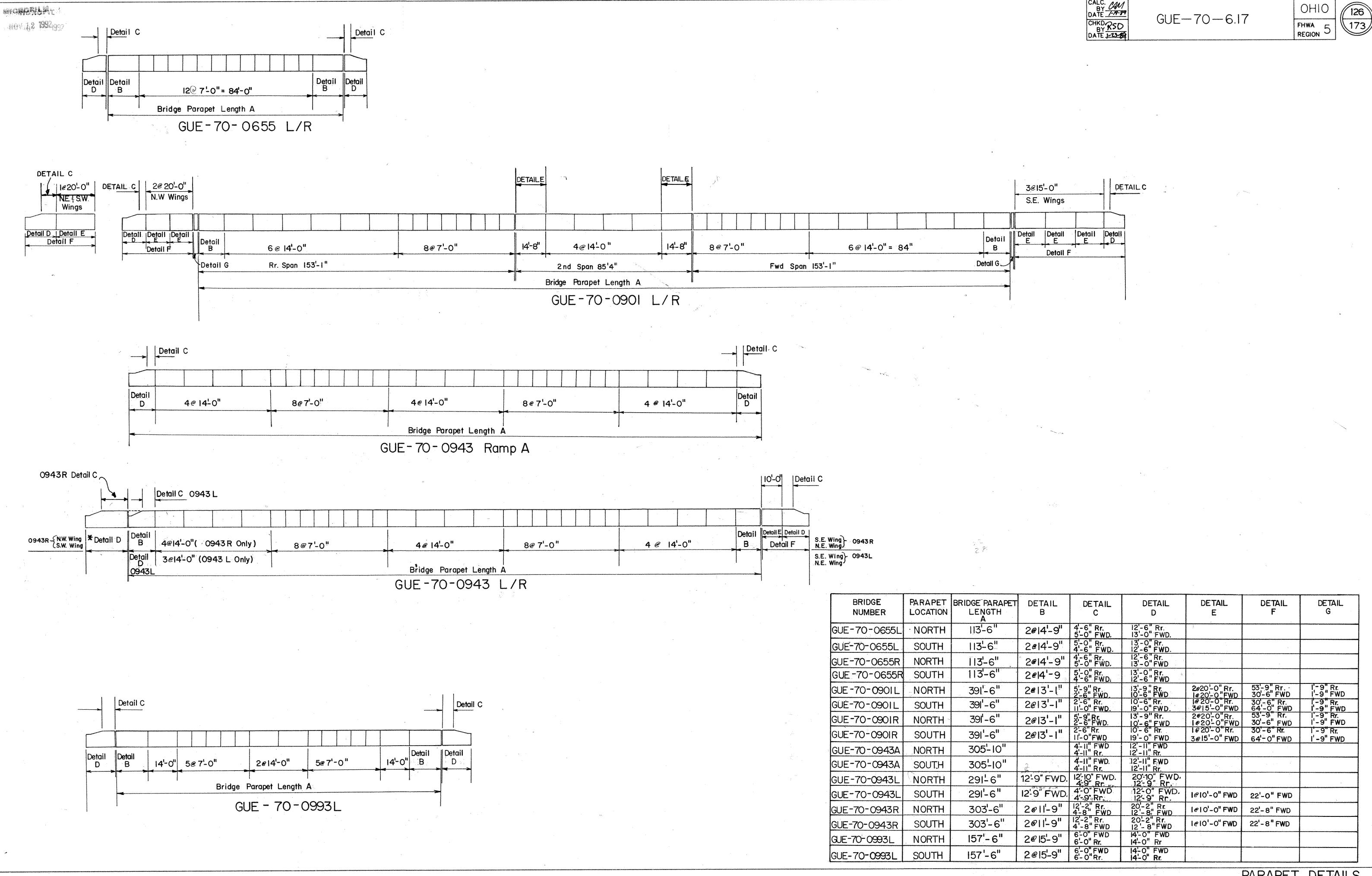
RE-STEEL LOCATION

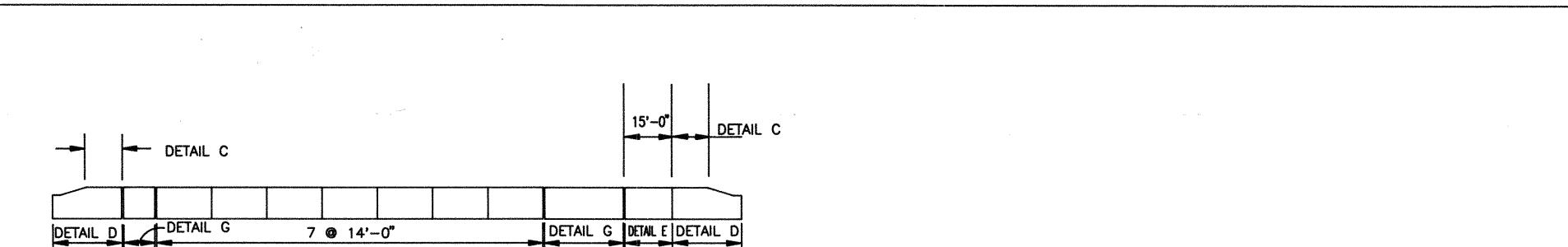
DETAIL B

DETAIL C

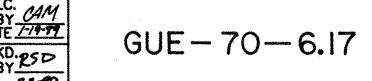
| DETA | VIL C | N. Par | S. Par | DETAIL B | N. PAR | S. Par | DETAIL B | N. Par | S. PAR. | DETAIL E | N. PAR | S. Par | DETAIL D | N. Par | S. PAR | DETAIL G | N. PAF | S P/ |
|--|------------|-----------|-----------|---|-----------|-----------|--|-----------|------------|----------------|-----------|-----------|----------------|--|--|---|--|------------|
| bar (| (a) | | | bar (b) | | | bar (c) | | | bar (d) | | | bar (g) | | | bar (f) | | |
| | 510 | | 4 | ES511 | 8 | 8 | ES512 | 4 | 4 | | | | ES510 | | 4 | | | |
| とう | 545 | 4 | ļi | | | | | | | | <u> </u> | | ES545 | 4 | <u> </u> | | - | 1 |
| 0655R ES | 510 | 4 | | ES511 | 8 | 8 | ES512 | 4 | 4 | | ┼ | | ES510 | ╂ | 4 | | ╫ | ╁ |
| | 545 | | 4 | | | | | ' | • | | | | ES545 | 4 | ' | | - | |
| | | | | | | | | | | | | | | | | | | İ |
| 00011 58 | 513 | | | rcf1c | _ | _ | | | | | _ | | | <u> </u> | ļ <u>.</u> | | | ļ . |
| | 514 | 4 8 | 8 | ES516 | 8 | 0 | ES517 ES554 | 8 4 | | ES511 ES533 | 8 | | ES503 ES552 | 8 | 4 | ES535 | 16 | 1 |
| | 515 | | 4 | | | | L000+ | • | | ES534 | 12 | | ES553 | 4 | T | | | |
| | | | | | | | | | | | | | | | | | | |
| | 513 | 4 | | ES516 | 8 | 8 | ES517 | 8 | | ES511 | 8 | | ES503 | 8 | 1 . | ES535 | 16 | 1 |
| | 514 515 | 4 | 4 | | | | ES540 | 4 | | ES533 | | | ES552 | | 4 | | | |
| <u>E3.</u> | J13 | | 4 | | | | | | | ES534 | 12 | 4 | ES553 | 4 | - | | +- | ╀ |
| | | | | | | | ************************************** | | | | | | | | | | 1 | t |
| 0943A ES | 545 | 8 | 8 | | | | | | | | | | ES518 | 2 | 2 | | | I |
| 00431 501 | 519 | | \vdash | ECEO+ | | | | | _ | roego | <u> </u> | | raeia | - | <u> </u> | | - | 4 |
| | 520 | 4 | 4 | ES521 | 4 | 4 | ÷ | | | ES520 | | 4 | ES519 ES522 | 4 4 | | | | |
| | 536 | 4 | : 1 | | | | | | | | | | ES522 ES536 | 4 | 4 | | | |
| | | | | | | | | | | | | | | ' | | And the court of the comment of the | \dagger | t |
| | 510 | 4 | 4 | ES513 | 8 | 8 | ES525 | 4 | 4 | ES536 | 4 | 4 | ES523 | 4 | 4 | | T | T |
| <u>ES</u> | 523 | 4_ | 4 | | ļ | | | | | | | | ES524 | 4 | 4 | | | |
| *************************************** | | | | | ļ | | | | | | | | | | | | - | - |
| 0993L ES | 528 | 8 | 8 | ES526 | 8 | 8 | ES527 | 4 | 4 | | | | ES528 | R | 8 | | - | + |
| | | | | | <u> </u> | | | <u> </u> | | | | | | Ť | | | 1- | T |
| | 520 | 4 | 4 | | | | | | | ES533 | 4 | | ES532 | 4 | | ES537 | 8 | T |
| | 539 540 | | 4 | · | | | | | | | | | ES539 | ١. | | ES538 | 8 | |
| £2: | 540 | 4 | | · | | | | | | | | | ES540 ES554 | 4 4 | 1 . | ES542 | | Ì |
| Made Williams and the control of the | | | | | <u></u> | | | | | | | | <u> </u> | | 4 | | +- | + |
| | | | | | | | | | | | | | | | | | | |
| | 546 | | | ES529 | 8 | 8 | ES541 | 4 | 4 | ES534 | 4 | | ES546 | 4 | 4 | | | Γ |
| <u> </u> | 547 | 4 | 4 | | | | | | | | | | ES548 | 4 | 4 | | - | + |
| 1232R ES | 546 | 4 | 4 | ES529 | 8 | 8 | ES541 | 4 | 4 | ES534 | 4 | 4 | ES546 | 4 | 4 | | + | + |
| | 547 | 4 | | | | | | 7 | , | C3304 | • | | ES548 | 4 | 4 | | | l |
| | | | | | | | | | | | | | | | | | | |
| 463E1 FA | - 00 | | | ************************************** | | | | | | | | | | | | | | L |
| 1275L ES | 509 | 8_ | Ö. | | | | | | | | | | ES549 | 4 | 4 | | - | + |
| 1275R ES | 509 | 8 | 8 | | | | | | | | | | ES549 | 4 | 4 | | | + |
| | | | | | | | | | | | | | | Ė | t | | T | t |
| | | | | | | | | | | | | | | | | | | I |
| 1656L ES | 550 | 8 | 8 | *************************************** | | | WW COURT OF THE CO | | | | | | ES540 | 4 | 4 | | - | ļ |
| 1656R ES | 550 | 8 | | | | | | | | | | | ES540 | 4 | 4 | | +- | + |
| IVOVIN LO | | <u> </u> | Ĭ | | | | | | | | | | LJJTV | ╅ | - | | +- | + |
| NEW MICH. | | | | ************************************** | | | | | | | | | | † | | | | + |



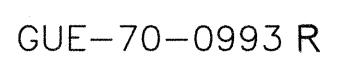




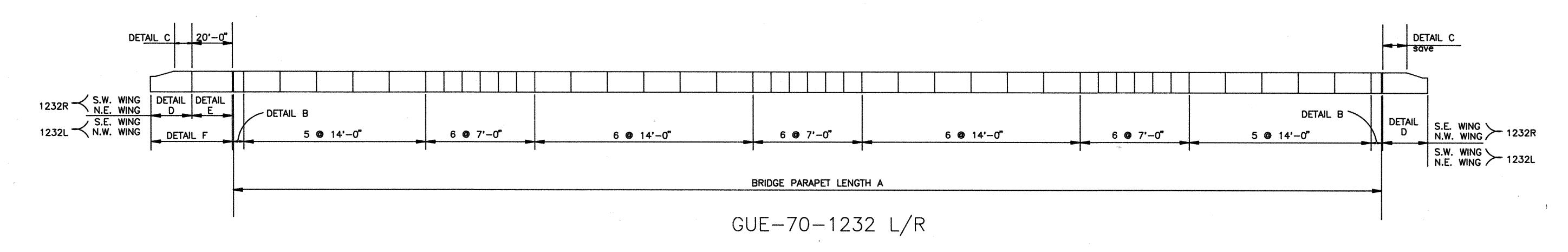
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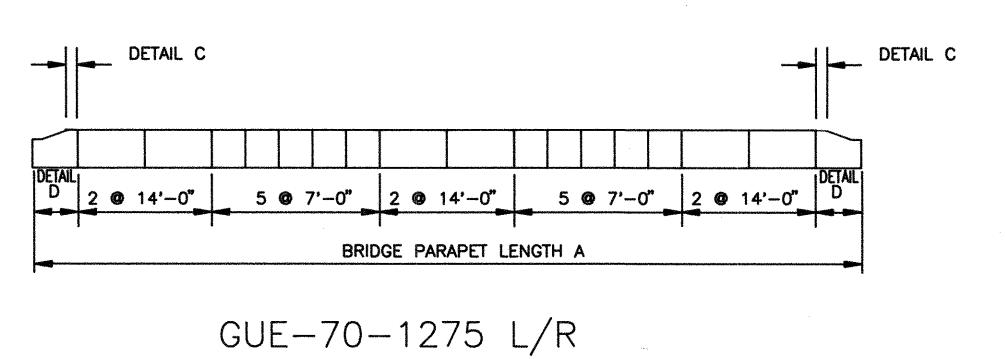


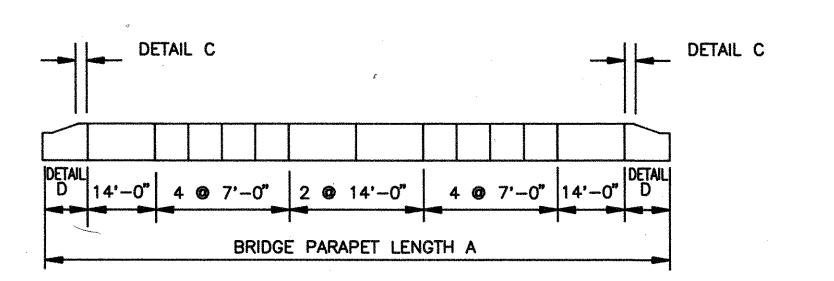




BRIDGE PARAPET LENGTH A







GUE-70-1656 L/R

| BRIDGE | PARAPET | BRIDGE PARAPET | DETAIL | DETAIL | DETAIL | DETAIL | DETAIL | DETAIL |
|--------------|----------|----------------|---|--------------------------|---------------------------|---|--------------------------------|---|
| NUMBER | LOCATION | LENGTH | В | С | D | E | F | G |
| GUE-70-0993R | NORTH | 98'-0" | | 10'-1" Rr. 4'-0" FWD. | 18'-1" Rr. 12'-0" FWD. | 15'-0" FWD. | 27'-0"FWD. | |
| GUE-70-0993R | SOUTH | 98'-0" | WATERING WINGLISH WINGLISH | 9'-3" Rr. 4'-0" FWD. | 17'-3" Rr. 12'-0" FWD. | 15'-0" FWD. | 27'-0"FWD. | 8'-10" Rr. 21'-0" FWD. |
| GUE-70-1232L | NORTH | 443'-4" | 2 @ 4'-8" | 7'-5" Rr. 9'-4" FWD. | 15'-5" Rr. 17'-4" FWD. | 20-0" Rr. | 35'-5"Rr. | |
| GUE-70-1232L | SOUTH | 443'-4" | 2@ 4'-8" | 9'-4" Rr. 7'-5" FWD. | 17'-4" Rr. 15'-5" FWD. | 20'-0" FWD. | 35'-5"FWD. | |
| GUE-70-1232R | NORTH | 443'-4" | 2 @ 4'-8" | 9'-4" Rr. 7'-5" FWD. | 17'-4" Rr. 15'-5" FWD. | 20'-0" FWD. | 35'-5"FWD | |
| GUE-70-1232R | SOUTH | 443'-4" | 2 @ 4'-8" | 7'-5" Rr. 9'-4" FWD. | 15'-5" Rr. 17'-4" FWD. | 20'-0" Rr. | 35'-5"Rr. | |
| GUE-70-1275L | NORTH | 172'-112" | -FRUITE BECOM- 466MIC: | 1'-0¾" | 2@ 9'-0¾" | - | Special emission common | 7 |
| GUE-70-1275L | SOUTH | 172'-1½" | Allenda Adminis dell'ada | 1'-0¾" | 20 9'-0¾" | *************************************** | CONTRACT CONTRACT CONTRACT | |
| GUE-70-1275R | NORTH | 172'-1½" | 40000 100000 100000 | 1'-0¾" | 20 9'-0¾" | ************************************** | - | |
| GUE-70-1275R | SOUTH | 172'-1½" | WHO MAN 4234 | 1'-0¾" | 20 9'-0¾" | market excess sensor | destinate discounts' monthings | |
| GUE-70-1656L | NORTH | 133'-5½" | describe distance described | 2'-8¾" | 2@ 10'-8¾" | enanta estate maioria | weeke curies some | *************************************** |
| GUE-70-1656L | SOUTH | 133'-5½" | ADDRESS ADDRESS ADDRESS A | 2'-8¾" | 2@ 10'-8¾" | | COMMITTER MAINTAIN COMMITTEE. | |
| GUE-70-1656R | NORTH | 133'-5½" | *************************************** | 2'-8¾" | 2@ 10'-8¾" | | | |
| GUE-70-1656R | SOUTH | 133'-5½" | MANUFEL COMMIND MANUEL | 2'-8¾" | 2@ 10'-8¾" | | : | |

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BR. NO. GUE-70-0655L

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| MADIC | | REQ'D | | 011405 | WEI | |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 102 | 102 | 5' -3" | BT. | 559 | 559 |
| ES502 | 94 | 94 | 4'-0" | BT. | 392 | 392 |
| ES503 | 14 | 14 | 30 ' -0 " | ST. | 438 | 438 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| ES509 | 48 | 48 | 6'-8" | ST. | 334 | 334 |
| ES510 | 8 | 8 | 10'-2" | ST. | 85 | 85 |
| ES511 | 8 | 8 | 14'-4" | ST. | 120 | 120 |
| ES512 | 4 | 4 | 28'-2" | ST. | 118 | 118 |
| ES543 | 8 | 8 | 6'-8'' | BT. | 56 | 56 |
| ES544 | 6 | 6 | 4'-1" | ST. | 26 | 26 |
| ES545 | 8 | 8 | 10'-8'' | ST. | 89 | 89 |
| | | | | | | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6'' | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3'' | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1'' | ST. | 37 | 37 |
| | | | | | | |
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BR. NO. GUE-70-0655R

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|---|--|------------------|--|----------|--|--|
| | No. | REQ'D | | | WEI | 3HT |
| MARK | NORTH PARAPET | SOUTH Parapet | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 102 | 102 | 5'-3" | BT. | 559 | 559 |
| ES502 | 94 | 94 | 4'-0" | BT. | 392 | 392 |
| ES503 | 14 | 14 | 30'-0" | ST. | 438 | 438 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| ES509 | 48 | 48 | 6'-8" | ST. | 334 | 334 |
| ES510 | 8 | 8 | 10'-2" | ST. | 85 | 85 |
| ES511 | 8 | 8 | 14'-4" | ST. | 120 | 120 |
| ES512 | 4 | 4 | 28'-2" | ST. | 118 | 118 |
| ES543 | 8 | 8 | 6'-8'' | BT. | 56 | 56 |
| ES544 | 6 | 6 | 4'-1" | ST. | 26 | 26 |
| ES545 | 8 | 8 | 10'-8" | ST. | 89 | 89 |
| | | | | | | |
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| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6'' | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3" | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1" | ST. | 37 | 37 |
| | | | | | | |
| | | | | | | MATERIAL PROPERTY AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL AND ANGEL ANGEL ANGEL ANGEL AND ANGEL AN |
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BR NO CLE-70-09011

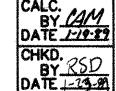
| BR. I | VO. | GU | E - 70 - 0 | 901L | | |
|--------|------------------|------------------|----------------|-------|---|---|
| | No. | REQ'D | | | WEI | GHT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | South Parapet |
| ES501 | 352 | 363 | 5'-3" | BT. | 1927 | 1988 |
| ES502 | 298 | 298 | 4'-0" | BT. | 1243 | 1243 |
| ES503 | 60 | 64 | 30'-0" | ST. | 1877 | 2003 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| ES508 | 64 | 64 | 13'-8" | ST. | 912 | 912 |
| ES509 | 64 | 64 | 6'-8 " | ST. | 445 | 445 |
| ES511 | 8 | 8 | 14'-4'' | ST. | 120 | 120 |
| ES513 | 4 | | 11'-5" | ST. | 48 | *************************************** |
| ES514 | 4 | 4 | 8'-2'' | ST. | 34 34 | ³⁴ 34 |
| ES515 | | 4 | 16'-8'' | ST. | *************************************** | 70 |
| ES516 | 8 | 8 | 12'-9" | ST. | 106 | 106 |
| ES517 | 8 | 8 | 11'-1'' | ST. | 92 | 92 |
| ES533 | | -12 | 14'-8" | ST. | *************************************** | 184 |
| ES534 | 12 | 4 | 19' –8" | ST. | 246 | 82 |
| | e e | | , | | · | |
| | | | | | | |
| ES540 | 4 | 4 | 28'-4'' | ST. | 118 | 118 |
| ES543 | 54 | 65 | 6'-8'' | BT. | 376 | 452 |
| ES544 | 6 | 6 | 4'-1" | ST. | 26 | 26 |
| ES552 | | 4 | 3'-4" | ST. | | 14 |
| ES553 | 4 | | 23'- 1" | ST. | 96 | |
| | | | ŕ | | | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6'' | ВТ. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3'' | вт. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1" | ST. | 37 | 37 |
| | | | | | | |
| | · | | | | | |
| | | | | | | |
| TOTALS | | | | | 7922 | 8145 |

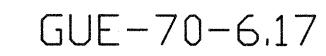
NOTE: THE PREFIX ES DESIGNATES EPOXY COATED REINFORCING STEEL (TYP.).

BR. NO. GUE-70-0901R

| MARK | No. NORTH PARAPET | REQ'D SOUTH PARAPET | LENGTH | SHAPE | WEI(NORTH PARAPET | SHT SOUTH PARAPET |
|--|-------------------------|---------------------------|---------------------------------------|-------|--------------------------|-------------------------|
| ES501 | 352 | 363 | 5 ' -3" | BT. | 1927 | 1988 |
| ES502 | 298 | 298 | 4'-0" | BT. | 1243 | 1243 |
| ES503 | 60 | 64 | 30 ' –0" | ST. | 1877 | 2003 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST, | 23 | 23 |
| ES508 | 64 | 64 | 13'-8" | ST. | 912 | 912 |
| ES509 | 64 | 64 | 6'-8" | ST. | 445 | 445 |
| ES511 | 8 | 8 | 14'-4'' | ST. | 120 | 120 |
| ES513 | 4 | | 11'-5" | ST. | 48 | |
| ES514 | 4 | 4 | 8'-2" | ST. | 34 | 34 |
| ES515 | | 4 | 16'-8'' | ST. | | 70 |
| ES516 | 8 | 8 | 12'-9'' | ST. | 106 | 106 |
| ES517 | 8 | 8 | 11'-1" | ST. | 92 | 92 |
| ES533 | · · | 12 | 14'-8" | ST. | | 184 |
| ES534 | 12 | 4 | 19'–8 " | ST. | 246 | 82 |
| The state of the s | | | · · · · · · · · · · · · · · · · · · · | | | |
| ES540 | 4 | 4 | 28'-4" | ST. | 118 | 118 |
| ES543 | 54 | 65 | 6'-8'' | BT. | 376 | 452 |
| ES544 | 6 | 6 | 4'-1'' | ST. | 26 | 26 |
| ES552 | | 4 | 3'-4" | ST. | | 14 |
| ES553 | 4 | | 23'-1" | ST. | 96 | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| E\$608 | 2 | 2 | 6'-6" | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3'' | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1" | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1'' | ST. | 37 | 37 |
| | | | | | | |
| | | | | | | |
| TOTALS | | | | | 7922 | 8145 |

QUANTITIES CARRIED TO SHEET III.







EPOXY COATED REINFORCING STEEL - FOR DEFLECTOR PARAPET TYPE (ONLY)

| R | R | NO | GUF- | -70 - 0 | 1943 | RAMP | Δ |
|---|-----|------|------|---------|------|---------------|---|
| L | IX. | INO. | | / () (| ノノエン | 1 7 1 1 1 1 1 | |

| BR. NO | . G | UE. | -70 | -0943 | RAMP | Α | |
|--------|---------------|--|--|---|-------|--|------------------|
| | | No. F | REQ'D | | | WEI | GHT |
| MARK | | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SDUTH PARAPET |
| ES501 | | 224 | 224 | 5′-3 ″ | BT. | 1227 | 1227 |
| ES502 | | 224 | 224 | 4'-0" | BT. | 935 | 935 |
| ES503 | | 40 | 40 | 30'-0" | ST. | 1252 | 1252 |
| ES504 | | 16_ | 16 | 4'-4" | ST. | 72 | 72 |
| ES505 | | 6 | 6 | 2'-9" | ST. | 17 | 17 |
| ES506 | | 10 | 10 | 2′-8″ | BT. | 28 | 28 |
| ES507 | | 10 | 10 | 2′-3* | ST. | 23 | 23 |
| ES508 | | 48 | 48 | 13′-8″ | ST. | 684 | 684 |
| ES509 | | 64 | 64 | 6′-8 ′ | ST. | 445 | 445 |
| ES518 | | 4 | 4 | 18'-2'' | ST. | 76 | 76 |
| ES531 | | 2 | 5 | 46'-6'' | ST. | 97 | 97 |
| ES545 | | 8 | 8 | 10'-8'' | ST. | 89 | 89 |
| | | | | | | | |
| | · | | | | | | |
| ES601 | | 2 | 2 | 4'-0" | BT. | 12 | 12 |
| E2605 | | 2 | 2 | 3′-10″ | BT. | 12 | 12 |
| ES603 | | 2 | 2 | 3′-8″ | BT. | 11 | 11 |
| ES604 | | 2 | 2 | 3'-7" | BT. | 11 | 11 |
| ES605 | | 2 | 2 | 3′-5 ″ | BT. | 10 | 10 |
| ES606 | | 6 | 6 | 2′-9 ″ | ST. | 25 | 25 |
| | | Market Control of the | | | | | |
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| | | | | MATERIAL PROPERTY AND AND AND AND AND AND AND AND AND AND | | | |
| | | | | | | | |
| TOTAL | 2 | | | | | 5026 | 5026 |

BR NO GUE-70-0943R

| BF | - | | <u>UL-/0-</u> | <u> </u> | | |
|--|------------------|------------------|---------------|----------|------------------|------------------|
| MADIZ | | REQ'D | | | | GHT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 255 | 255 | 5′-3 ″ | BT. | 1396 | 1396 |
| ES502 | 234 | 234 | 4′-0″ | BT. | 976 | 976 |
| ES503 | 40 | 40 | 30′-0″ | ST. | 1252 | 1252 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2′-8″ | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2′-3″ | ST. | 53 | 23 |
| ES508 | 48 | 48 | 13′-8″ | ST. | 684 | 684 |
| ES509 | 64 | 64 | 6′-8″ | ST. | 445 | 445 |
| ES510 | 4 | 4 | 10'-2" | ST. | 42 | 42 |
| ES513 | 8 | 8 | 11'-5'' | ST. | 95 | 95 |
| ES523 | 8 | 8 | 17′-10′′ | ST. | 149 | 149 |
| ES524 | 4 | 4 | 20'-4'' | ST. | 85 | 85 |
| ES525 | 4 | 4 | 19'-10'' | ST. | 83 | 83 |
| ES531 | <u> </u> | 2 | 46'-6'' | ST. | 97 | 97 |
| ES520 | 4 | 4. | 9'-8" | ST. | 40 | 40 |
| ES543 | 21 | 21 | 6'-8'' | BT. | 146 | 146 |
| ES544 | 6 | 6 | 4'-1'' | ST. | 26 | 26 |
| | | | | | , | |
| , | | | | | | |
| ES607 | 2 | 5 | 6′-8′′ | ВТ. | 20 | 20 |
| ES608 | 2 | 2 | 6′-6′′ | вт. | 20 | 20 |
| ES609 | 2 | 2 | 6′-4′′ | BT. | 19 | 19 |
| ES610 | <u>2</u> | 2 | 6′-3′′ | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | . 6 | 6 | 4'-1'' | ST. | 37 | 37 |
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| TOTALS | | | | | 5772 | 5772 |

BR. NO. GUF-70-09431

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|--------|-------|------------------|--|-------|------------------|-------------------------|
| | No. F | REQ'D | | | WEI | GHT |
| MARK | | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 234 | 236 | 5′-3 ″ | BT. | 1281 | 1292 |
| ES502 | 224 | 224 | 4'-0" | BT. | 935 | 935 |
| ES503 | 40 | 40 | 30′-0 ″ | ST. | 1252 | 1252 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2′-8″ | BT. | 28 | 58 |
| ES507 | 10 | 10 | 2′-3 " | ST. | 23 | 23 |
| ES508 | 44 | 44 | 13′-8″ | ST. | 627 | 627 |
| ES509 | 64 | 64 | 6′-8 ″ | ST. | 445 | 445 |
| ES519 | 8 | | 18'-6'' | ST. | 154 | destina destado tencias |
| ES520 | | 8 | 9′-8′′ | ST. | | 81 |
| ES521 | 4 | 4 | 12'-5'' | ST. | 52 | 52 |
| ES522 | 4 | 4 | 5′-10′′ | ST. | 24 | 24 |
| ES531 | 2 | 2 | 46'-6'' | ST. | 97 | 97 |
| ES534 | | 4 | 19'-8'' | ST. | | 82 |
| ES536 | 4 | 4 | 10′-5′′ | ST. | 43 | 43 |
| ES543 | 10 | 12 | 6′-8′′ | BT. | 70 | 83 |
| ES544 | 6 | 6 | 4'-1'' | ST. | 26 | 26 |
| | | , | | | | |
| | | | | • | | |
| ES601 | 1 | 1 | 4′-0′′ | BT. | 6 | 6 |
| ES602 | . 1 | 1 | 3′-10′′ | BT. | 6 | 6 |
| ES603 | 1 | 1 | 3′-8″ | BT. | 5 | 5 |
| ES604 | 1 | 1 | 3′-7′′ | BT. | 5 | 5 |
| ES605 | 1 | 1 | 3′-5″ | BT. | 4 | 4 |
| ES606 | 3 | 3 | 2'-9'' | ST. | 12 | 12 |
| ES607 | 1 | 1 | 6′-8′′ | BT. | 10 | 10 |
| ES608 | 1 | 1 | 6′-6′′ | BT. | 10 | 10 |
| ES609 | 1 | 1 | 6'-4'' | вт. | 10 | 10 |
| ES610 | 1 | 1 | 6′-3′′ | вт. | 9 | 9 |
| ES611 | 1 | 1 | 6′-1′′ | вт. | 9 | 9 |
| ES612 | 3 | 3 | 4'-1'' | ST. | 18 | 18 |
| | | | | | | |
| | | | The second secon | | | |
| | | | | | | |
| TOTALS | | | | | 5233 | 5266 |

QUANTITIES CARRIED TO SHEET III.

EPOXY COATED REINFORCING STEEL - FOR DEFLECTOR PARAPET TYPE (ONLY)

BR. NO. GUE-70-0993L

| DIV. IN | | | | /JUL | | |
|--|------------------|------------------|---------------------------------------|--|---|------------------|
| MADIZ | T | REQ'D | | CLARE | WEI | |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 134 | 134 | 5'-3" | BT. | 734 | 734 |
| ES502 | 124 | 124 | 4'-0" | BT. | 517 | 517 |
| ES503 | 20 | 20 | 30" <i>-</i> 0" | ST. | 626 | 626 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | .10 | 2'-3" | ST. | 23 | 23 |
| ES508 | 16 | 16 | 13'-8" | ST. | 228 | 228 |
| ES509 | 40 | 40 | 6'-8" | ST. | 278 | 278 |
| ES526 | 8 | 8 | 15'-5" | ST. | 129 | 129 |
| ES527 | 4 | 4 | 15'-6" | ST. | 65 | 65 |
| ES528 | 16 | 16 | 11'-8'' | ST. | 195 | 195 |
| ES530 | 2 | 2 | 26'-0'' | ST. | 54 | 54 |
| ES543 | 10 | 10 | 6'-8'' | BT. | 70 | 70 |
| ES544 | 6 | 6 | 4'-1'' | ST. | 26 | ·26 |
| | * | | | | | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6'' | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3'' | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1'' | ST. | 37 | 37 |
| | | | | | | |
| | | | | | *************************************** | |
| | | | | | | |
| | | | | | | |
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| ; ; ; | | | A A A A A A A A A A A A A A A A A A A | THE PROPERTY OF THE PROPERTY O | | |
| TOTALS | MT | ▼ | | TATA PERSONAL PERSONAL PROPERTIES DE LA CONTRACTORIO DELIGIO DE LA CONTRACTORIO DE LA CO | 3178 | 3178 |
| Name of the second seco | | | | | | |

BR. NO. GUE-70-0993R

| DIV. IV | O . (| JUL | /0-09 | | | |
|---------|---|------------------|-----------------|-------|-------------------------|----------------------------------|
| | *************************************** | REQ'D | | | WEI | 3HT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 114 | 113 | 5'-3" | BT. | 624 | 619 |
| ES502 | 70 | 70 | 4'-0" | BT. | 292 | 292 |
| ES503 | 12 | 12 | 30" <i>-</i> 0" | ST. | 375 | 375 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| ES508 | 28 | 28 | 13'-8" | ST. | 399 | 399 |
| ES520 | 4 | 4 | 9'-8" | ST. | 40 | 40 |
| ES532 | 4 | 4 | 12'-8'' | ST. | 53 | 53 |
| ES533 | 4 | 4 | 14'-8" | ST. | 61 | 61 |
| ES537 | 8 | | 7'-8" | ST. | 64 | district remains amount |
| ES538 | 8 | 8 | 20'-8'' | ST. | 172 | 172 |
| ES539 | | 8 | 14'-11'' | ST. | | 124 |
| ES540 | 8 | **** | 15'-9'' | ST. | 131 | Alarkii ita esisialisii eliminna |
| ES542 | | 8 | 8'-6" | ST. | reminis assesses recomb | 71 |
| ES543 | 44 | 43 | 6'-8'' | BT. | 306 | 299 |
| ES544 | 6 | 6 | 4'-1" | ST. | 26 | 26 |
| ES554 | 4 | 4 | 24'-8'' | ST. | 103 | 103 |
| | | | | | | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6" | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3" | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1'' | ST. | 37 | 37 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| TOTALS | | | | | ′2902 | 2890 |

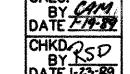
BR. NO. GUE-70-1232L

| BR. N | 0. (| GUE | -70 - 12 | 232L | · | |
|--------|------------------|------------------|--|-------|------------------|------------------|
| | No. | REQ'D | | | WEI | GHT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 363 | 363 | 5 ' -3" | BT. | 1988 | 1988 |
| ES502 | 336 | 336 | 4'-0" | BT. | 1402 | 1402 |
| ES503 | 60 | 60 | 30'-0" | ST. | 1877 | 1877 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES529 | 8 | 8 | 4'-5" | ST. | 37 | 37 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| ES508 | 88 | 88 | 13'-8" | ST. | 1255 | 1255. |
| ES509 | 72 | 72 | 6'-8" | ST. | 501 | 501 |
| ES534 | 4 | 4 | 19'–8 " | ST. | 82 | 82 |
| ES541 | 4 | 4 | 18'-0'' | ST. | 75 | 75 |
| ES543 | 27 | 27 | 6'8'' | BT. | 188 | 188 |
| ES544 | 6 | 6 | 4'-1'' | ST. | 26 | 26 |
| ES546 | 8 | 8 | 15'-0'' | ST. | 125 | 125 |
| ES547 | 4 | 4 | 13'-1'' | ST. | 55 | 55 |
| ES548 | 4 | 4 | 33'-1" | ST. | 138 | 138 |
| ES551 | 3 | 3 | 48'-0'' | ST. | 150 | 150 |
| | | | | | | |
| | | | | | | |
| ES607 | 2 | 2 | 6'-8" | BT. | 20 | 20 |
| ES608 | 2 | 2 | 6'-6" | BT. | 20 | 20 |
| ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| ES610 | 2 | 2 | 6'-3'' | BT. | 19 | 19 |
| ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| ES612 | 6 | 6 | 4'-1" | ST. | 37 | 37 |
| | | | - Constitution of the Cons | | | |
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| | ~ | | | | MI 1955 | |
| TOTALS | | | | | 8155 | 8155 |

BR. NO. GUE-70-1232R

| | BR. NO. | GU | ノヒー | 70-123 | 2R | | |
|---|--------------|------------------|---------------------------------------|----------------|-------|------------------|--|
| | 1 4 A TO 1 4 | | REQ'D | | | WEI | GHT |
| | MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ··· | ES501 | 363 | 363 | <u>5'-3"</u> | BT. | 1988 | 1988 |
| بجسمي | ES502 | 336 | 336 | 4'-0" | BT. | 1402 | 1402 |
| | ES503 | 60 | 60 | 30'-0" | ST. | 1877 | 1877 |
| | ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| | ES529 | 8 | ,8 | <u>, 4'-5"</u> | ST. | 37 | 37 |
| | ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| | ES507 | 10 | 10 | 2'-3" | ST. | 23 | 23 |
| | ES508 | 88 | 88 | 13'-8" | ST. | 1255 | 1255 |
| | ES509 | 72 | 72 | 6'-8" | ST. | 501 | 501 |
| · | ES534 | 4 | 4 | 19'-8" | ST. | 82 | 82 |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ES541 | 4 | 4 | 18'-0'' | ST. | 75 | 75 |
| | ES543 | 27 | 27 | 6'-8'' | BT. | 188 | 188 |
| | ES544 | 6 | 6 | 4'-1'' | ST. | 26 | 26 |
| | ES546 | 8 | 8 | 15'-0'' | ST. | 125 | 125 |
| | ES547 | 4 | 4 | 13'-1'' | ST. | 55 | 55 |
| | ES548 | 4 | 4 | 33'-1'' | ST. | 138 | 138 |
| | ES551 | 3 | 3 | 48'-0'' | ST. | 150 | 150 |
| ********** | | | | | | | |
| | | | | | | | Na. 8- |
| | ES607 | 2 | 2 | 6'-8'' | BT. | 20 | 20 |
| | ES608 | 2 | 2 | 6'-6'' | BT. | 20 | 20 |
| | ES609 | 2 | 2 | 6'-4'' | BT. | 19 | 19 |
| | ES610 | 2 | 2 | 6'-3'' | BT. | 19 | 19 |
| | ES611 | 2 | 2 | 6'-1'' | BT. | 18 | 18 |
| | ES612 | 6 | 6 | 4'-1" | ST. | 37 | 37 |
| | | | | | · · | | |
| | | | | | | | |
| | | | | | | | |
| | : | | | | | | |
| | TOTALS | | · · · · · · · · · · · · · · · · · · · | | | 8155 | 8155 |
| | | | | | | | ************************************** |

CHANTITIES CARRIED TO SHEET II



GUE-70-6.17



EPOXY COATED REINFORCING STEEL - FOR DEFLECTOR PARAPET TYPE (ONLY)

BR NO GUE-70-12751

| BR. N | 0. (| JUL | -70-127 | 'JL | | |
|--------|------------------|------------------|---|--|---|---|
| | No. F | REQ'D | | AND THE PROPERTY OF THE PROPER | WEI | GHT |
| MARK | NORTH PARAPET | SDUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 124 | 124 | 5′-3″ | BT. | 679 | 679 |
| ES502 | 124 | 124 | 4′-0″ | BT. | 517 | 517 |
| ES503 | 50 | 50 | 30"-0" | ST. | 626 | 626 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES505 | 6 | 6 | 2'-9" | ST. | 17 | 17 |
| ES506 | 10 | 10 | 2′-8″ | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2′-3″ | ST. | 53 | 23 |
| ES508 | 24 | 24 | 13′-8″ | ST. | 342 | 342 |
| ES509 | 48 | 48 | 6′-8″ | ST. | 334 | 334 |
| ES530 | <u></u> | 2 | 26'-0'' | ST. | 54 | 54 |
| ES549 | 4 | 4 | 26'-1'' | ST. | 109 | 109 |
| | | | | | | |
| | | | | | | |
| ES601 | 2 | 2 | 4'-0" | BT. | 12 | 12 |
| ES602 | 5 | 2 | 3′-10″ | BT. | 12 | 12 |
| ES603 | 2 | 2 | 3′-8″ | BT. | 11 | 11 |
| ES604 | 2 🕴 | 2 | 3'-7" | BT. | 11 | 11 |
| ES605 | 5 | 2 | 3′-5 ″ | BT. | 10 | 10 |
| ES606 | 6 | 6 | 2'-9" | ST. | 25 | 25 |
| | | | | | | |
| | | | ACCURATION AND AND AND AND AND AND AND AND AND AN | | *************************************** | |
| | | | | *************************************** | WGMCHPIMBARINERHUMGSCOWNIUW | HEOGRAFIA TO SERVICE STATE OF THE SERVICE STATE STATE OF THE SERVICE STATE OF THE SERVICE STATE STATE STATE OF THE SERVICE STATE STATE OF THE SERVICE STATE STATE STATE STATE STATE STATE STATE STATE |
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| TOTALS | | <u></u> | | | 2882 | 2885 |
| 4 1 | • | | | | | |

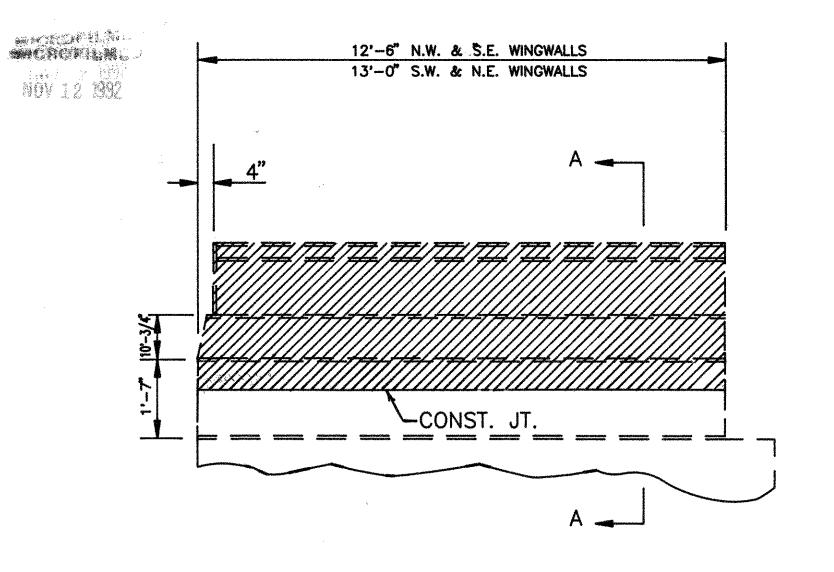
| BR. | NO. | GUE | E - 70 - 12 | 75R | | |
|--------|--|--|--|-------|------------------|-------------------|
| | No. F | REQ'D | | | WEI | GHT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SCIUTH PARAPET |
| ES501 | 124 | 124 | 5′-3″ | BT. | 679 | 679 |
| ES502 | 124 | 124 | 4′-0* | BT. | 517 | 517 |
| ES503 | | 20 | 30"-0" | ST. | 626 | 626 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72 |
| ES505 | 6 | 6 | 2'-9" | ST. | 17 | 17 |
| ES506 | 10 | 10 | 2'-8" | BT. | 28 | 28 |
| ES507 | 10 | 10 | 2′-3″ | ST. | 53 | 53 |
| ES508 | 24 | 24 | 13′-8″ | ST. | 342 | 342 |
| ES509 | 48 | 48 | 6′-8″ | ST. | 334 | 334 |
| ES530 | 2 | 2 | 26'-0'' | ST. | 54 | 54 |
| ES549 | 4 | 4 | 26'-1'' | ST. | 109 | 1.09 |
| | | | | | | |
| | | | | | | |
| ES601 | 2 | 2 | 4'-0" | BT. | 12 | 12 |
| E2602 | 2 | 2 | 3′-10″ | BT. | 12 | 12 |
| ES603 | 2 | 2 | 3'-8" | BT. | 11 | 11 |
| ES604 | 2 | 2 | 3′-7 ″ | BT. | 11 | 11 |
| ES605 | 2 | 2 | 3′-5 ″ | BT. | 10 | 10 |
| ES606 | 6 | 6 | 2'-9" | ST. | 25 | 25 |
| | | | | | | |
| | | | | | | |
| > | 3 | | | | | |
| | | | ٠ | | | |
| | | | | | | |
| TOTALS | animantan masar masar minin minin minin | ······································ | erkennen het beskelle en weise som blike verkennen het en kanste som kente beskelle en beskelle en blike blike | | 2882 | 2882 |

| MARK No. REQ'D NORTH SOUTH PARAPET LENGTH SHAPE PARAPET ES501 94 94 5'-3" BT. 515 ES502 94 94 4'-0" BT. 392 ES503 16 16 30"-0" ST. 501 ES504 16 16 4'-4" ST. 72 ES505 6 6 2'-9" ST. 17 ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES550 8 8 8'-4" ST. 70 | IGHT |
|--|-------|
| ES502 94 94 4'-0" BT. 392 ES503 16 16 30"-0" ST. 501 ES504 16 16 4'-4" ST. 72 ES505 6 6 2'-9" ST. 17 ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | SOUTH |
| ES503 16 16 30"-0" ST. 501 ES504 16 16 4'-4" ST. 72 ES505 6 6 2'-9" ST. 17 ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 515 |
| ES504 16 16 4'-4" ST. 72 ES505 6 6 2'-9" ST. 17 ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 392 |
| ES505 6 6 2'-9" ST. 17 ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 501 |
| ES506 10 10 2'-8" BT. 28 ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 72 |
| ES507 10 10 2'-3" ST. 23 ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 17 |
| ES508 16 16 13'-8" ST. 228 ES509 32 32 6'-8" ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 28 |
| ES509 32 32 6'-8' ST. 223 ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 23 |
| ES524 2 2 20'-4" ST. 42 ES540 4 4 15'-9" ST. 66 | 228 |
| ES540 4 4 15'-9" ST. 66 | 553 |
| | 42 |
| ES550 8 8 8'-4" ST. 70 | 66 |
| | 70 |
| | |
| | |
| ES601 2 2 4'-0" BT. 12 | 12 |
| ES602 2 2 3'-10" BT. 12 | 12 |
| ES603 2 2 3'-8" BT. 11 | 11 |
| ES604 2 2 3'-7" BT. 11 | 11 |
| ES605 2 2 3'-5" BT. 10 | 10 |
| ES606 6 6 2'-9" ST. 25 | 25 |
| | |
| | |
| | |
| | |
| TOTALS 2258 | 2258 |

RP NO CHE-70-1454D

| BR. | NO. | UUt | E - 70 - 16 | 26K | | |
|--------|---|------------------|---------------|-------|------------------|------------------|
| MADIZ | | REQ'D | | | | GHT |
| MARK | NORTH PARAPET | SOUTH PARAPET | LENGTH | SHAPE | NORTH PARAPET | SOUTH PARAPET |
| ES501 | 94 | 94 | 5′-3 ″ | BT. | 515 | 515 |
| ES502 | 94 | 94 | 4′-0″ | BT. | 392 | 392 |
| ES503 | 16 | 16 | 30″-0″ | ST. | 501 | 501 |
| ES504 | 16 | 16 | 4'-4" | ST. | 72 | 72/ |
| ES505 | 6 | 6 | 2′-9* | ST. | 17 | 17 |
| ES506 | 10 | 10 | 2′-8″ | BT. | 28 | 58 |
| ES507 | 10 | 10 | 2′-3* | ST. | 53 | 53 |
| ES508 | 16 | 16 | 13′-8″ | ST. | 558 | 558 |
| ES509 | 35 | 35 | 6′-8″ | ST. | 553 | 553 |
| ES524 | 2 | 5 | 20'-4'' | ST. | 42 | 42 |
| ES540 | 4 | 4 | 15′-9′′ | ST. | 66 | 66 |
| ES550 | 8 | 8 | 8'-4'' | ST. | 70 | 70 |
| | | | | | | |
| | | | | | | |
| ES601 | 2 | 2 | 4'-0" | BT. | 12 | 12 |
| ES605 | 2 | 2 | 3'-10" | BT. | 12 | 12 |
| ES603 | 2 | 2 | 3′-8″ | BT. | 11 | 11 |
| ES604 | 2 | 5 | 3′-7″ | BT. | 11 | 11 |
| ES605 | 2 | 5 | 3′-5″ | BT. | 10 | 10 |
| ES606 | 6 | 6 | 2′-9″ | ST. | 25 | 25 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| TOTALS | 12-54-18-00-18-18-18-18-18-18-18-18-18-18-18-18-18- | | | | 2258 | 2258 |

QUANTITIES CARRIED TO SHEET III.

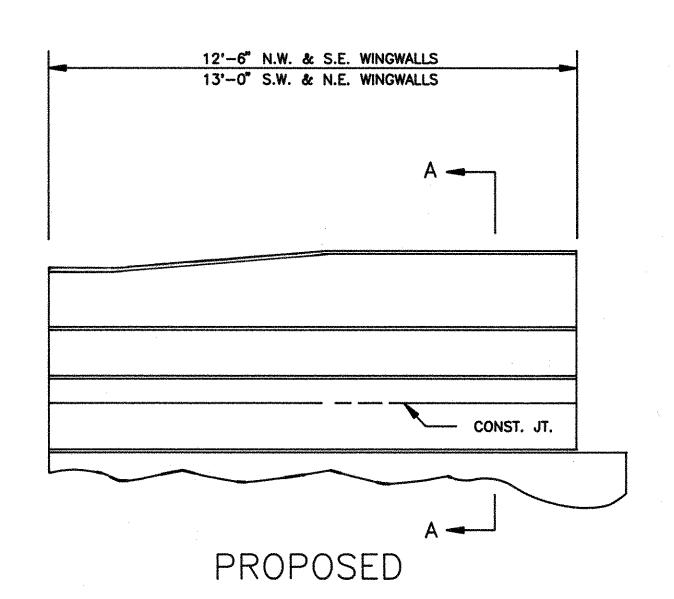


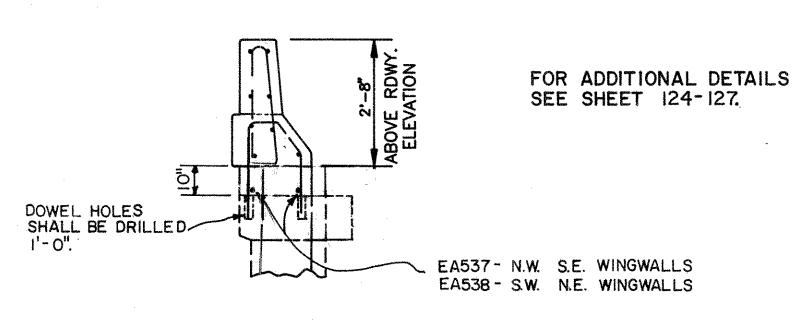
EXISTING

2" 1'-0"1'-0" 2" BE INCLUDED WITH ITEM 202 PORTIONS OF STRUCTURES REMOVED ABUTMENTS. CONST. JT. VERTICAL RE-STEEL TO BE PRESERVED IN PLACE.

SECTION A-A







SECTION A-A

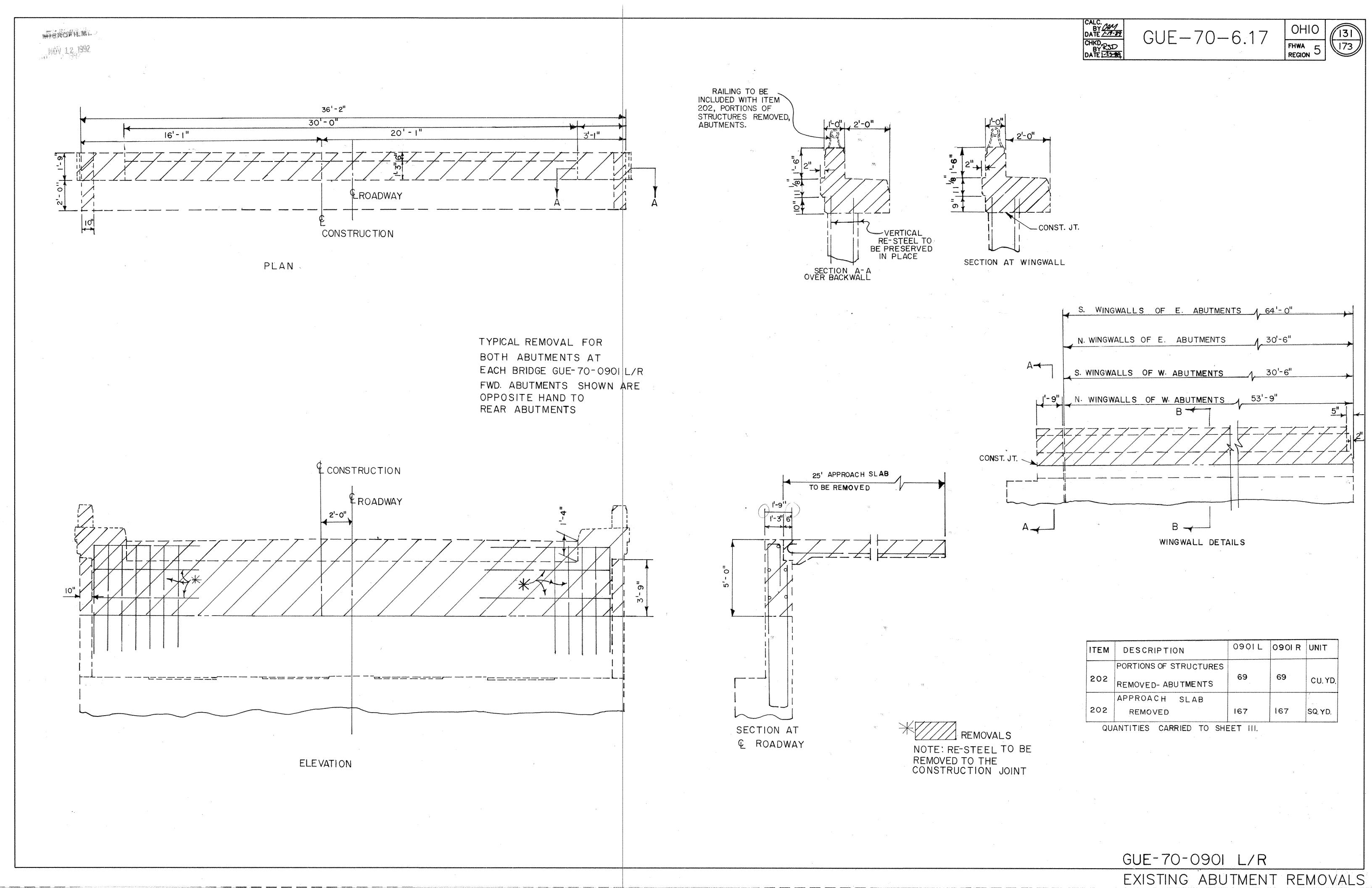
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|------|---|----------|---|----|------|------|
| OTAL | 8 | WINGWALL | S | (2 | BRID | GFS) |

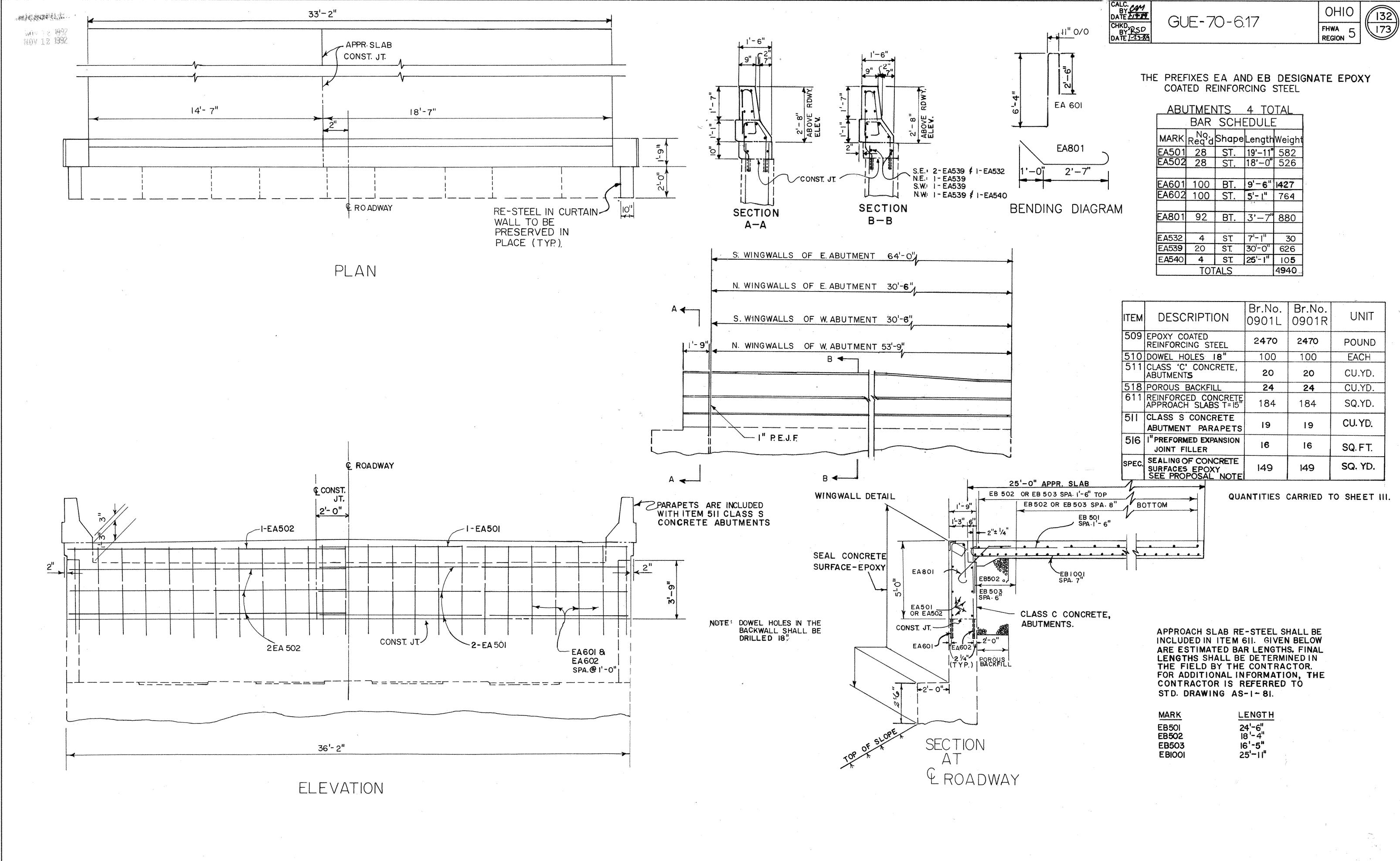
| | | | 7 | | |
|--|------|--|--------|--------|--|
| | ITEM | DESCRIPTION | QUANT. | UNIT | |
| | 202 | PORTIONS OF STRUCTURES REMOVED, ABUTMENTS | 14 | CU.YD. | |
| | 511 | CLASS S CONCRETE, ABUTMENT PARAPETS | 10 | CU.YD. | |
| | 509 | EPOXY COATED REINFORCING STEEL GRADE 60 | 208 | POUND | |

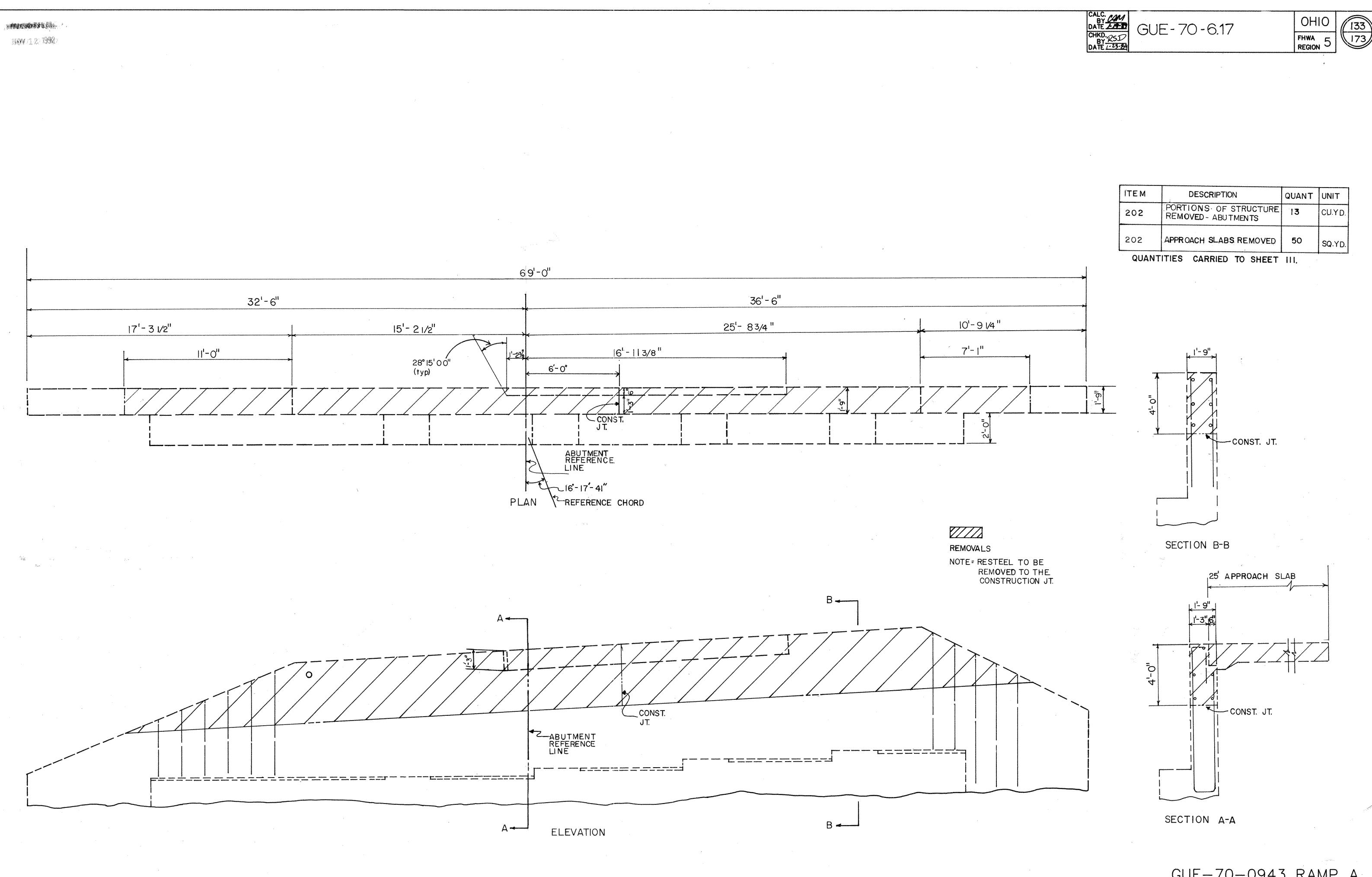
QUANTITIES CARRIED TO SHEET III.

| BAR S | SCHEDULE | | | | |
|-------|---------------|-------|---------|--------|--|
| MARK | NO. REQ'D. | SHAPE | LENGTH | WEIGH: | |
| EARRZ | 0 | CT | 121-011 | IOC | |

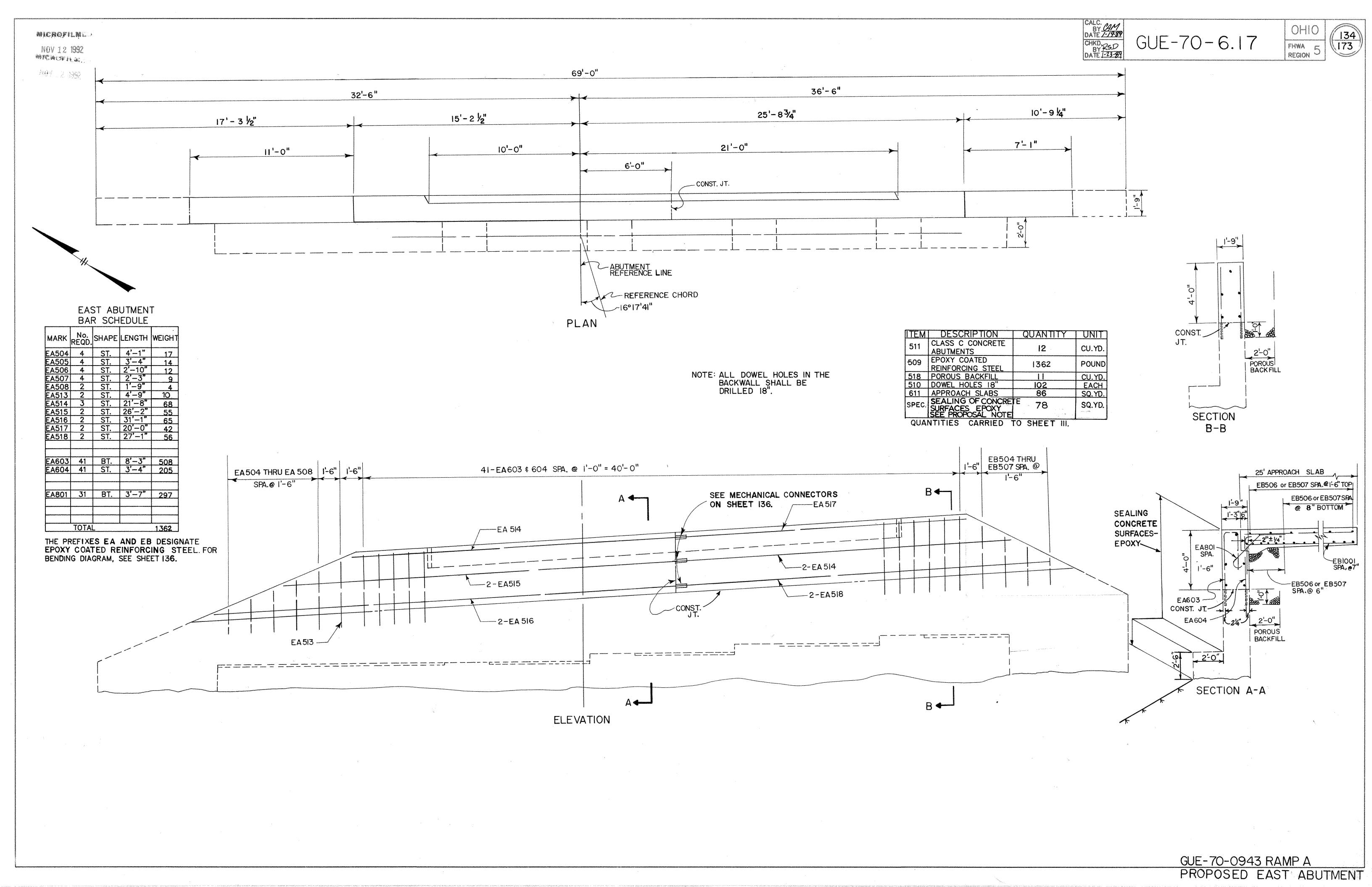
ABUTMENTS 4 TOTAL 0655R

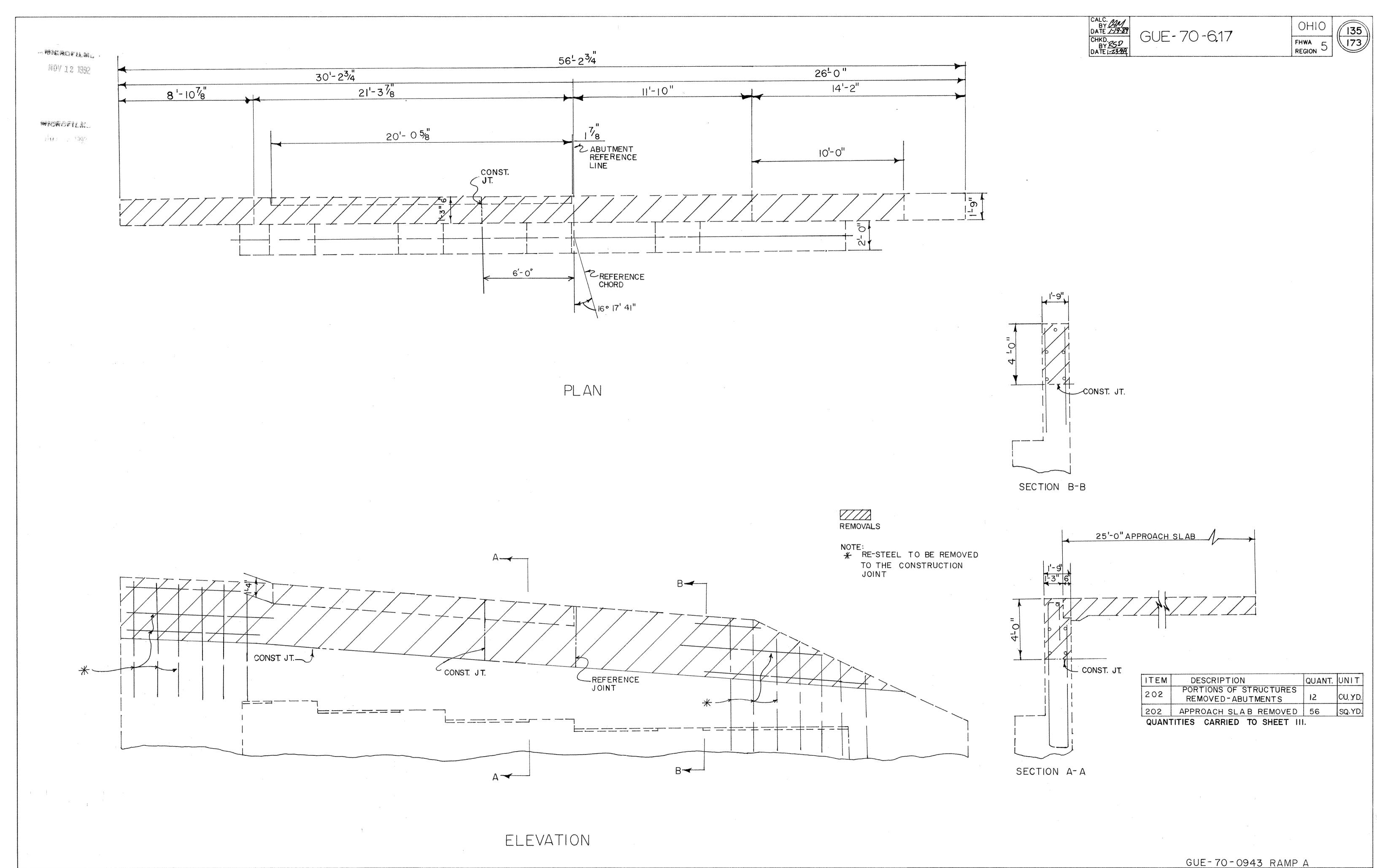


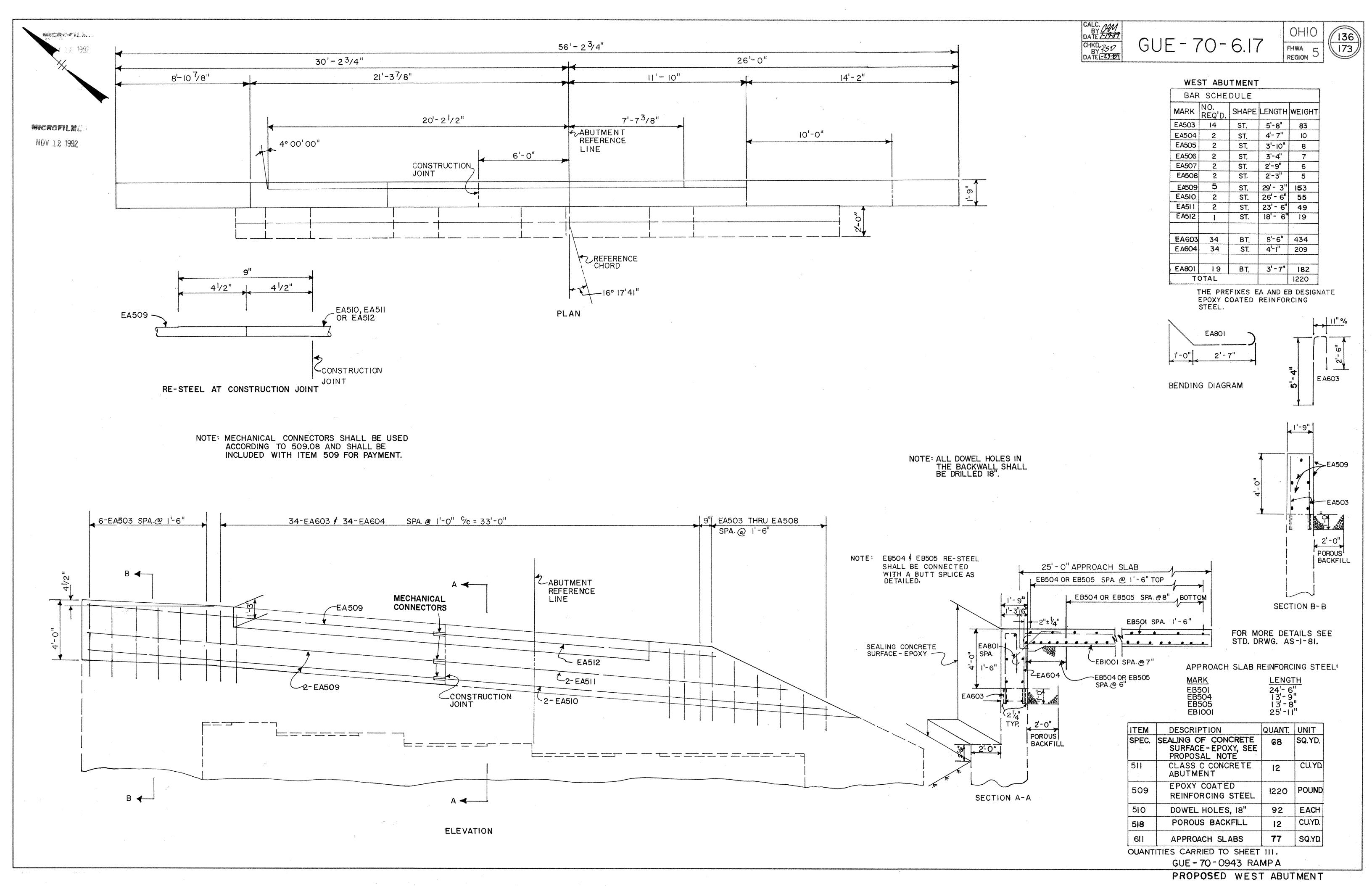


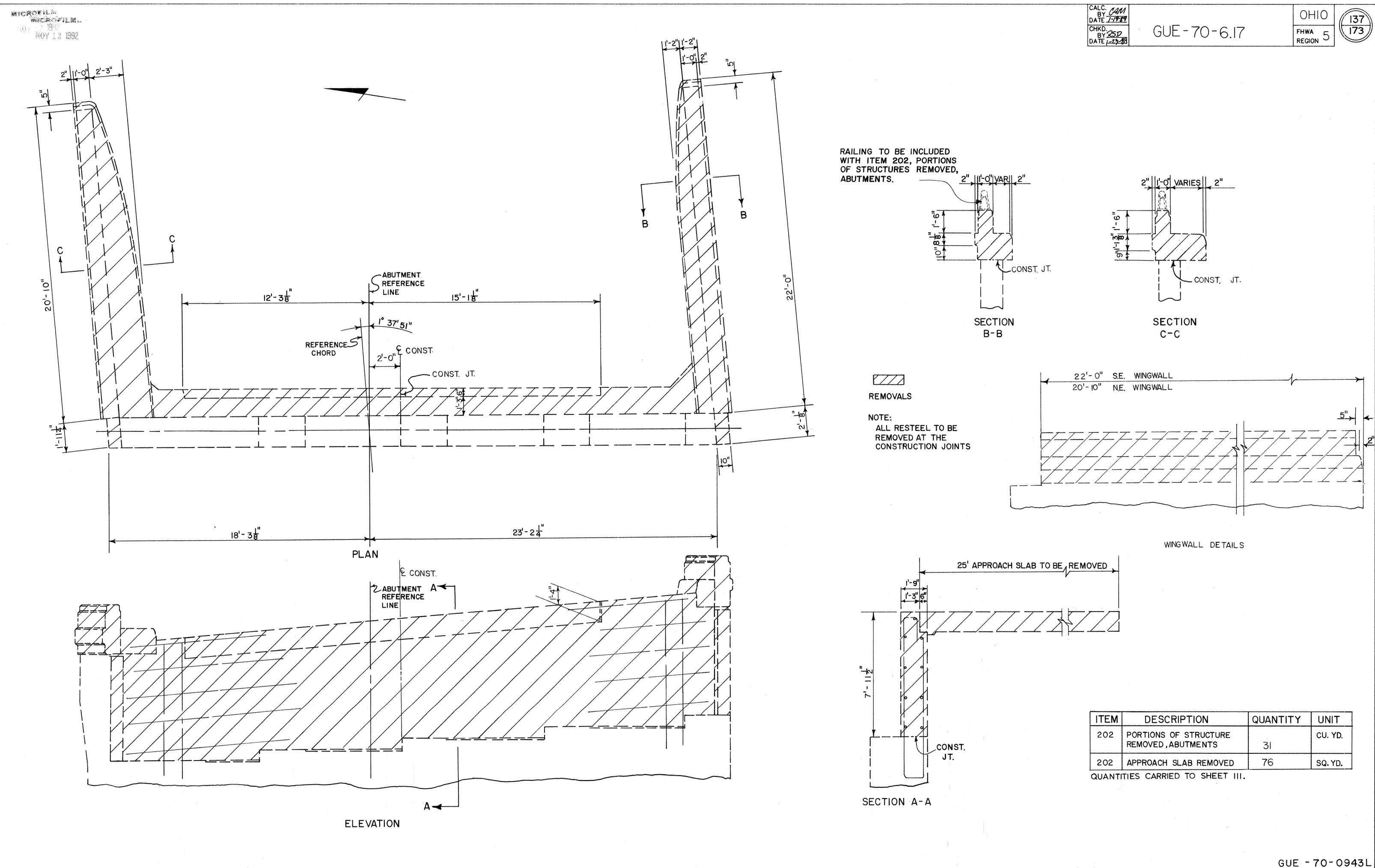


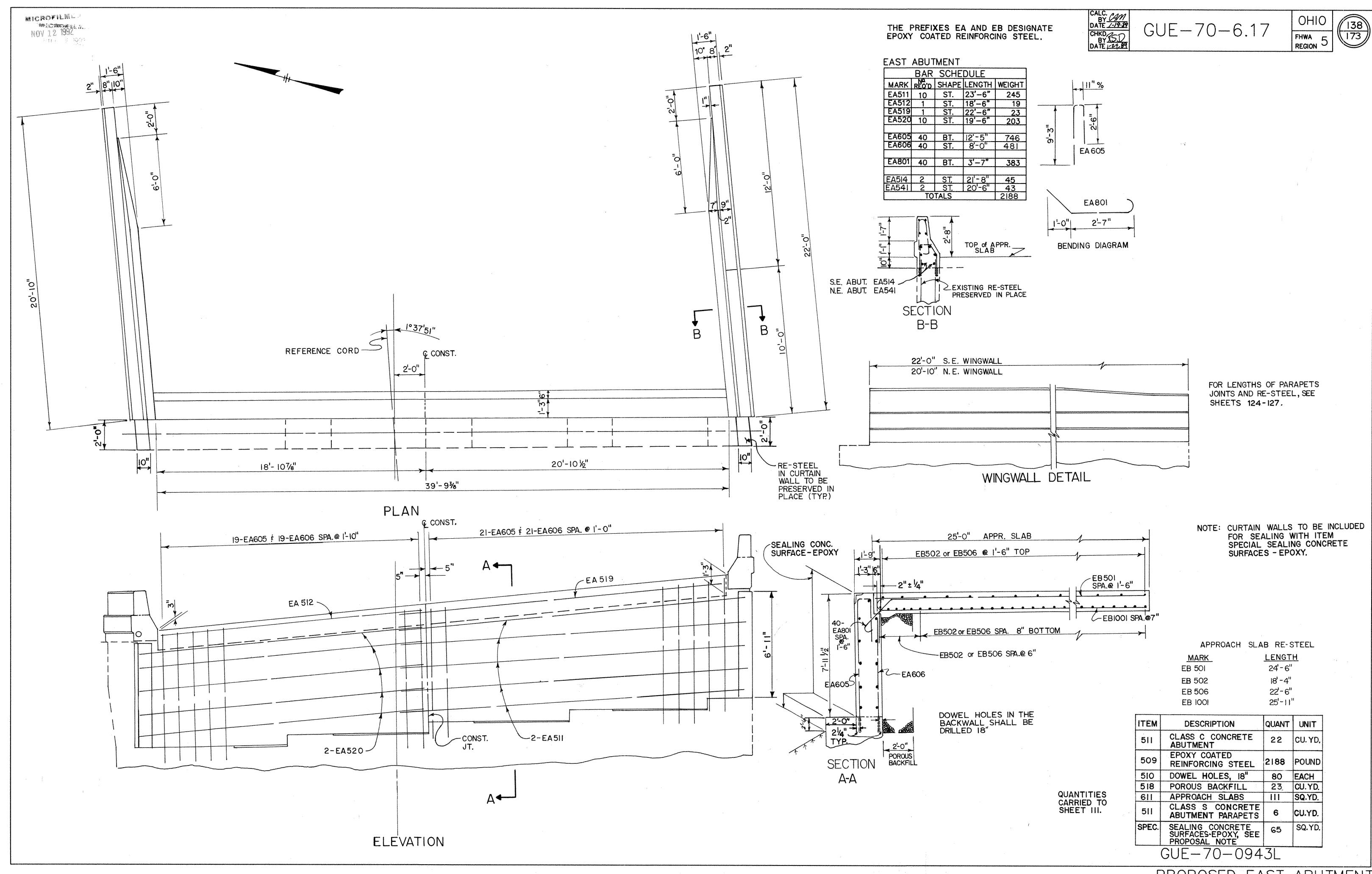
GUE-70-0943 RAMP A
EXISTING EAST ABUTMENT

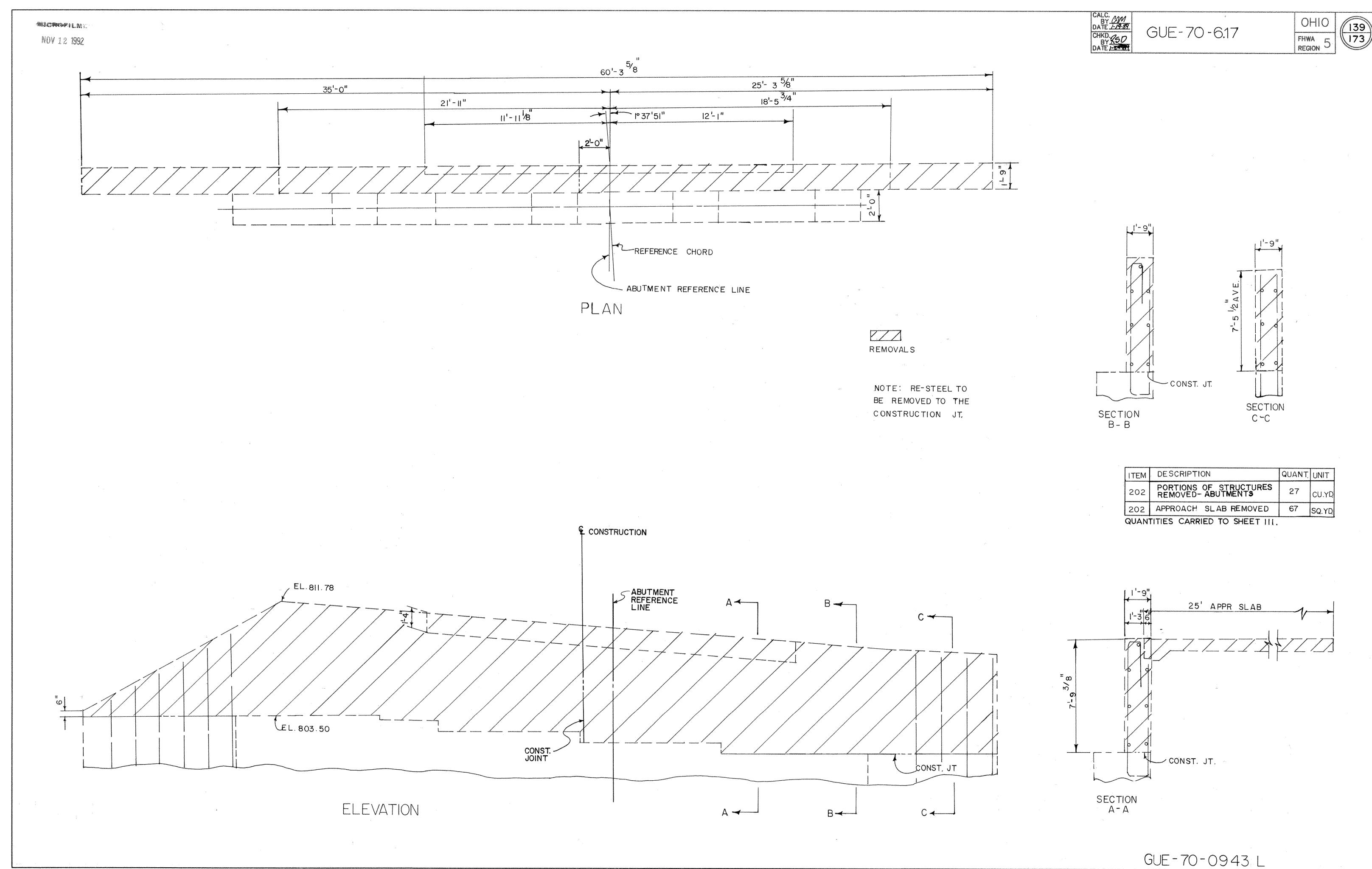




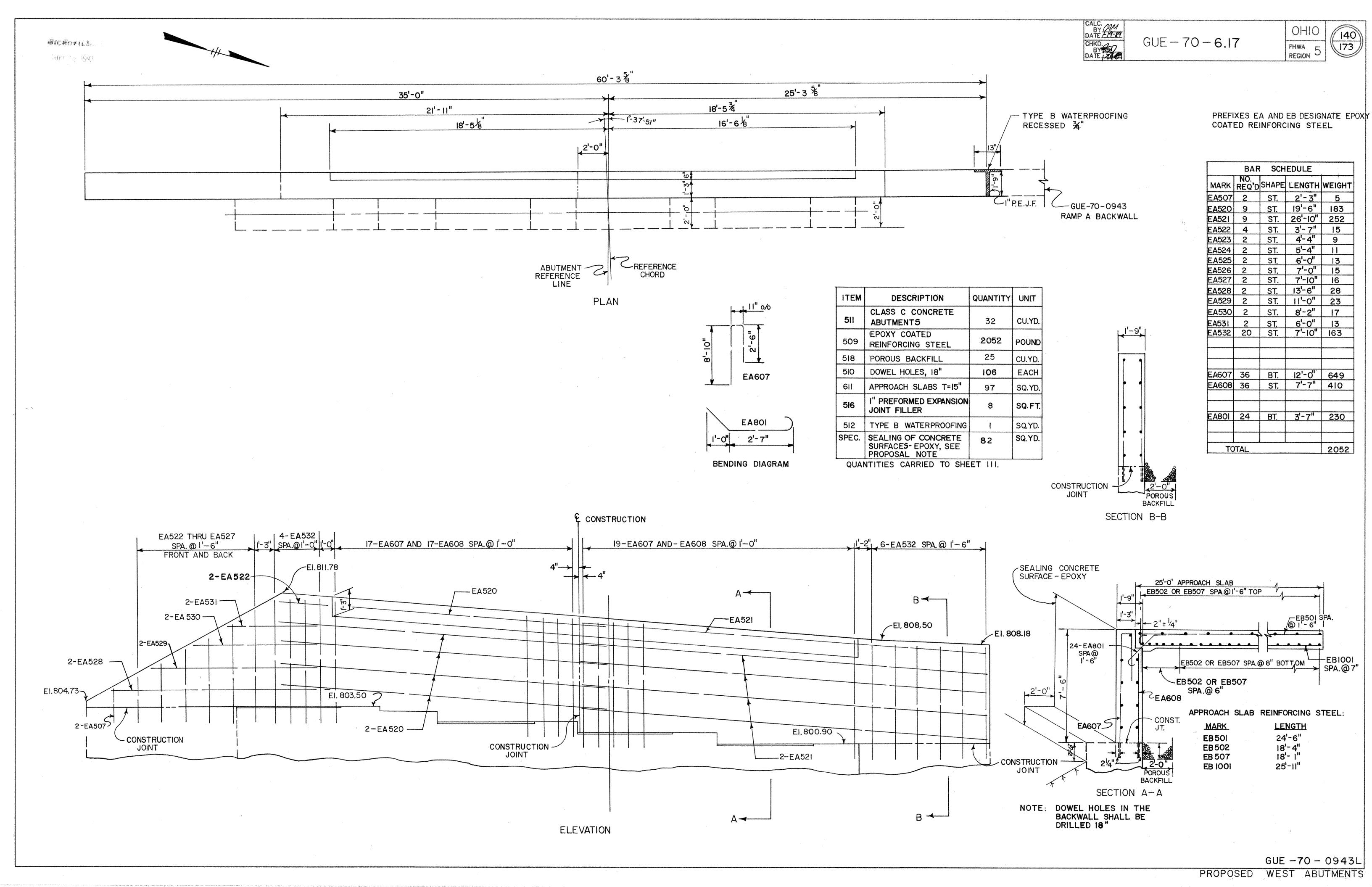


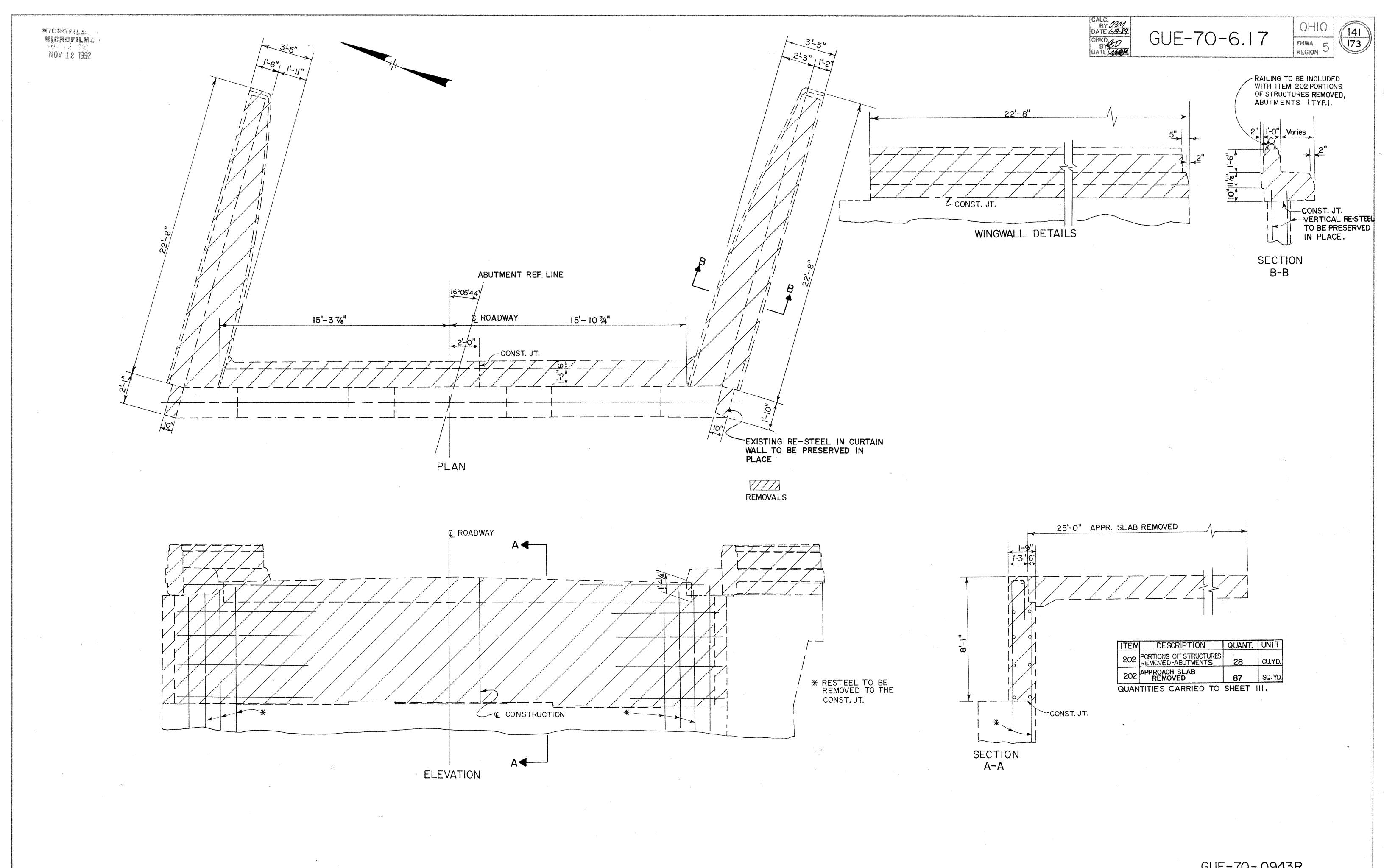




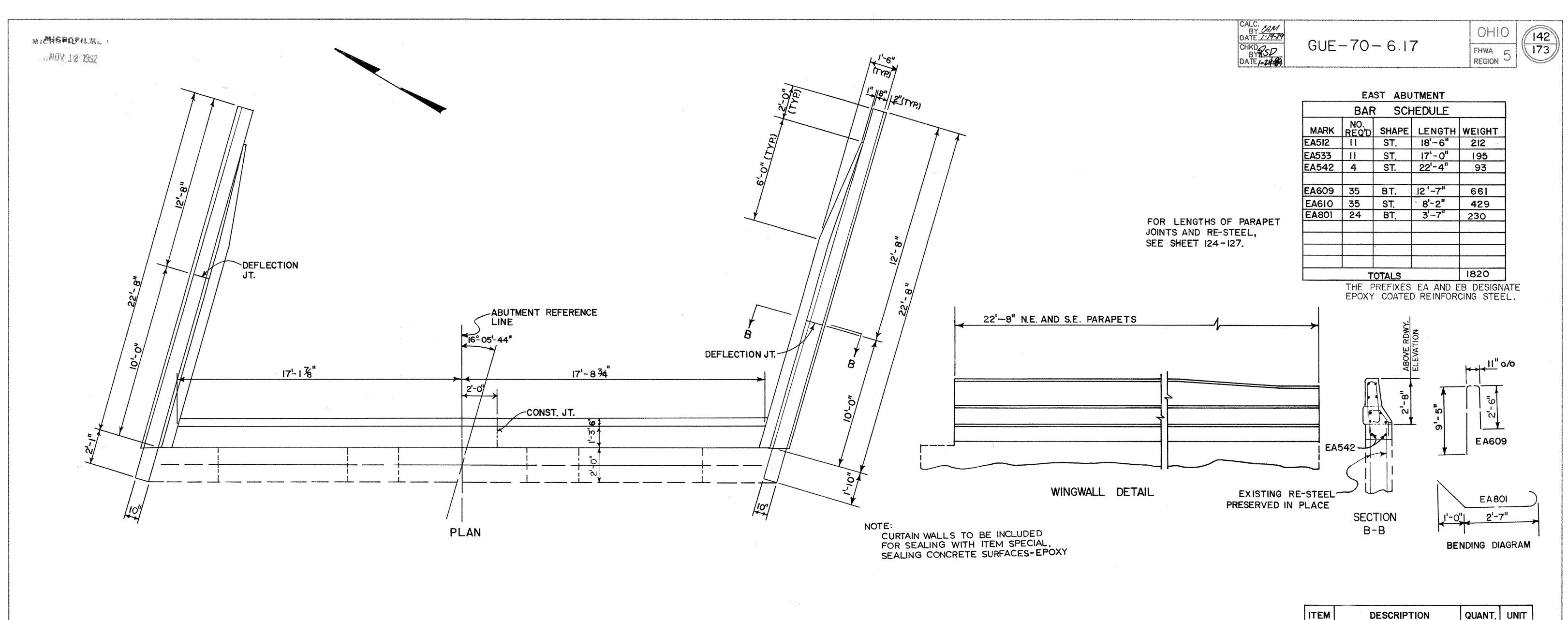


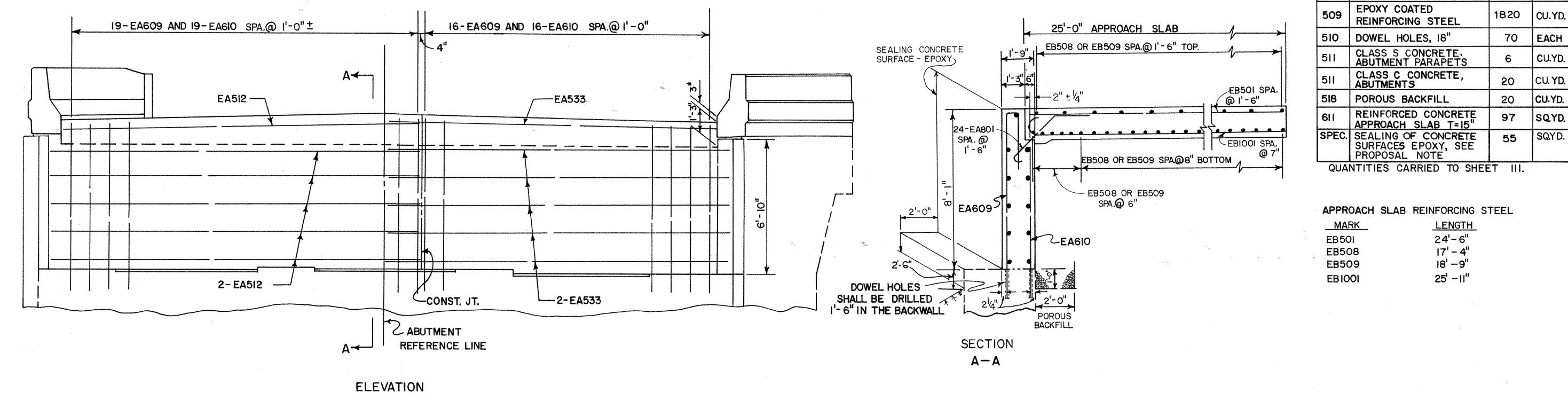
EXISTING WEST ABUTMENT

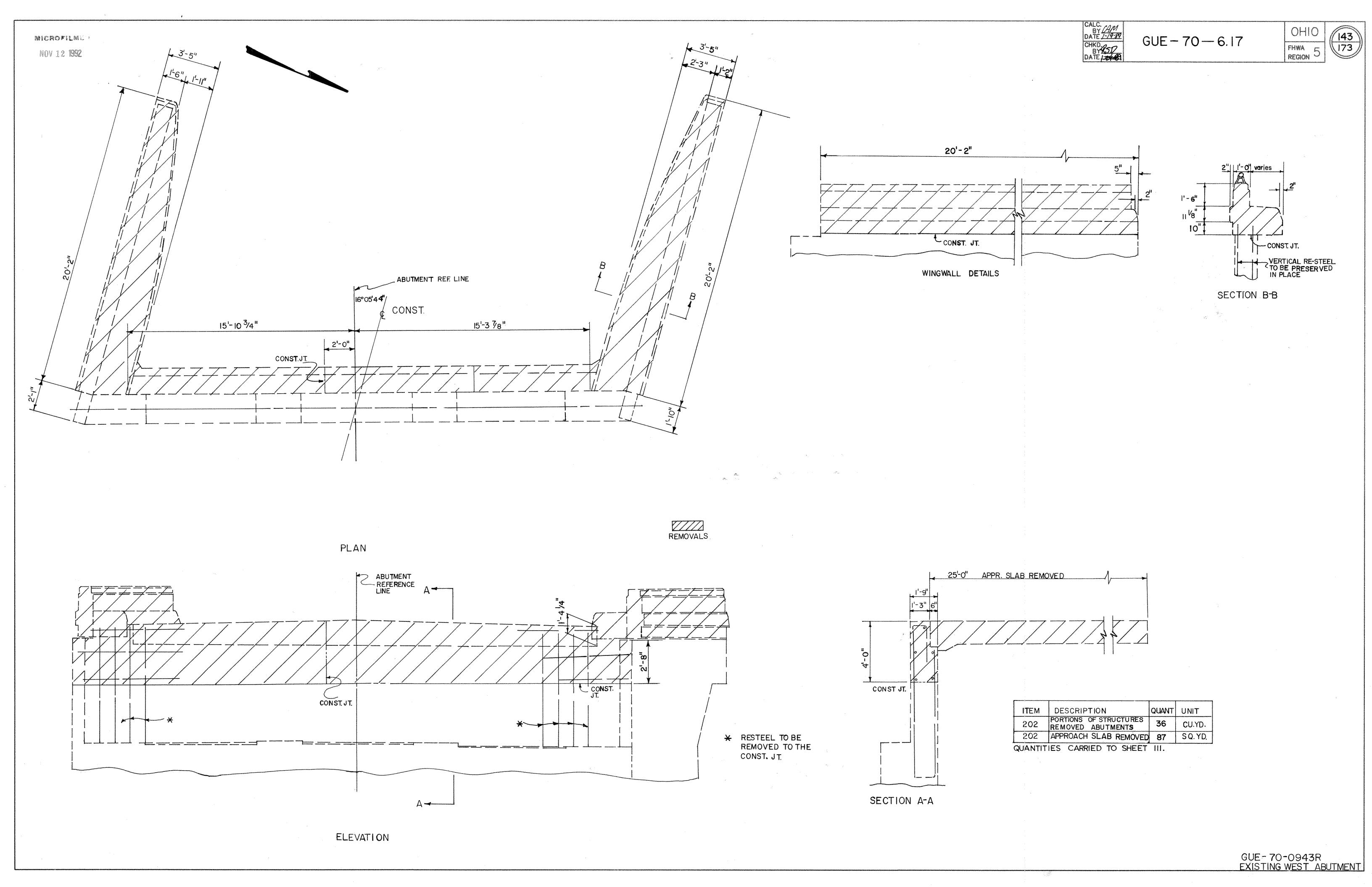


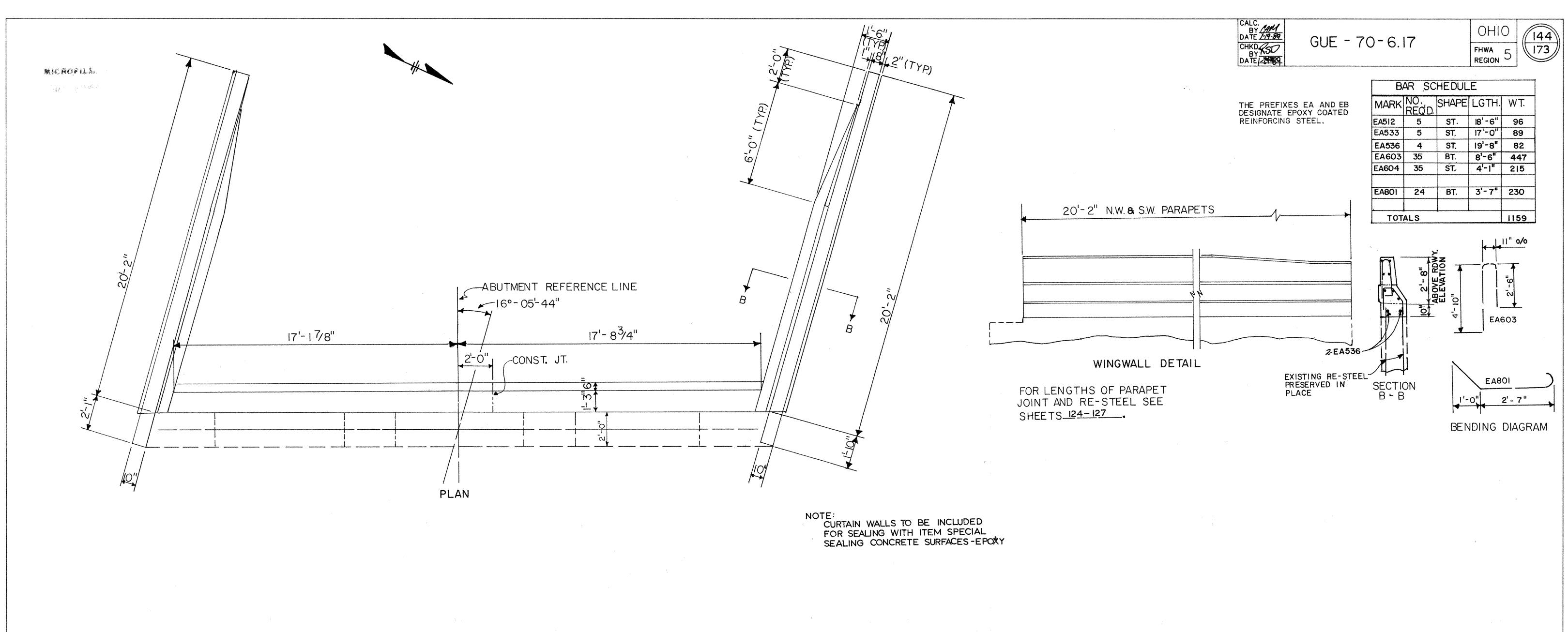


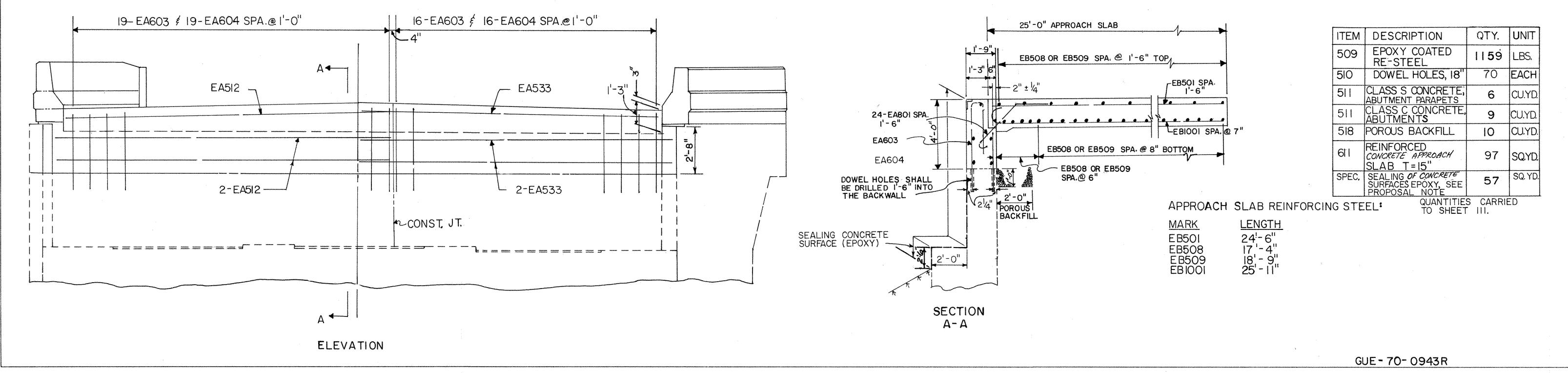
GUE-70-0943R EXISTING EAST ABUTMENT

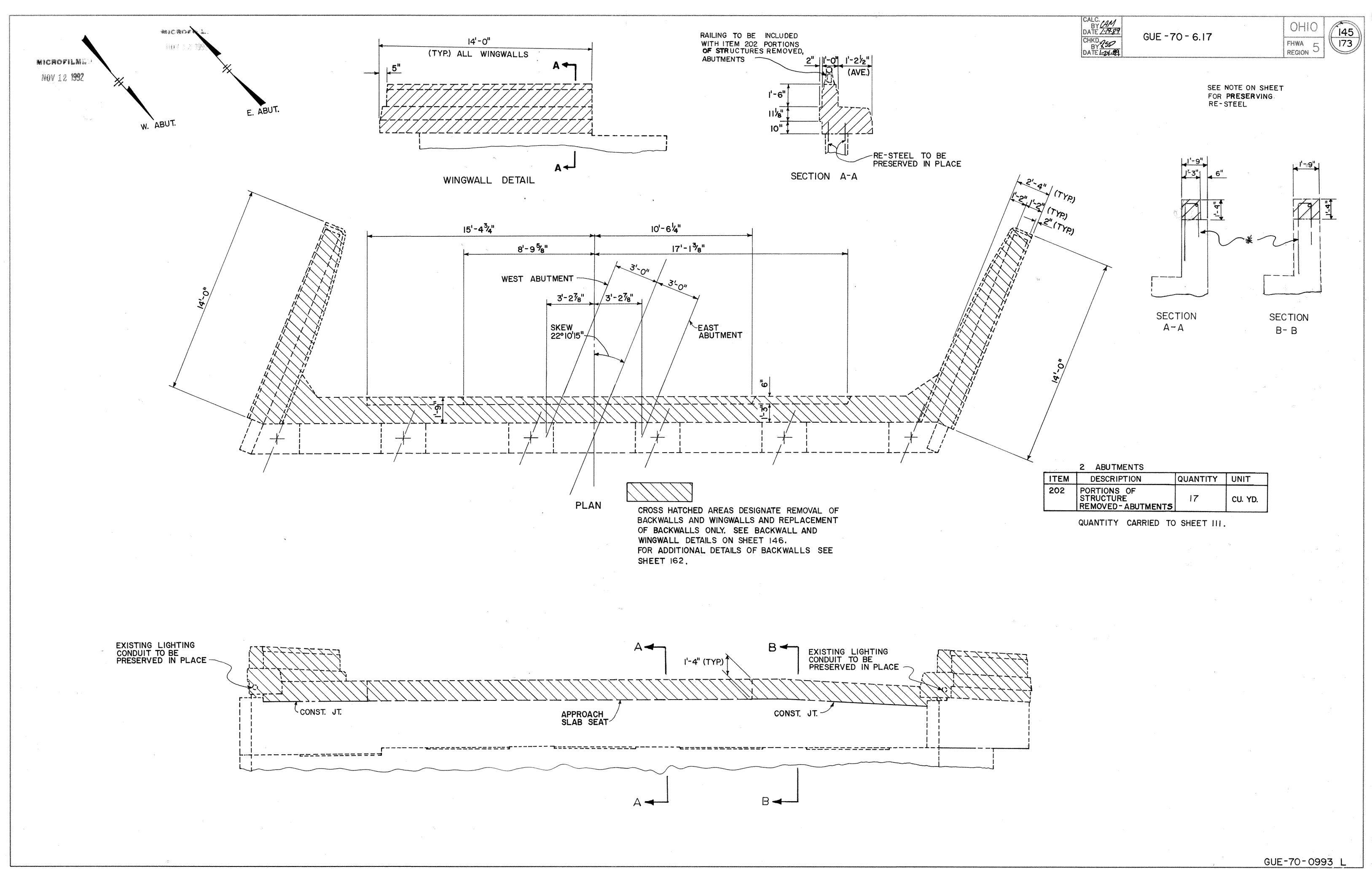


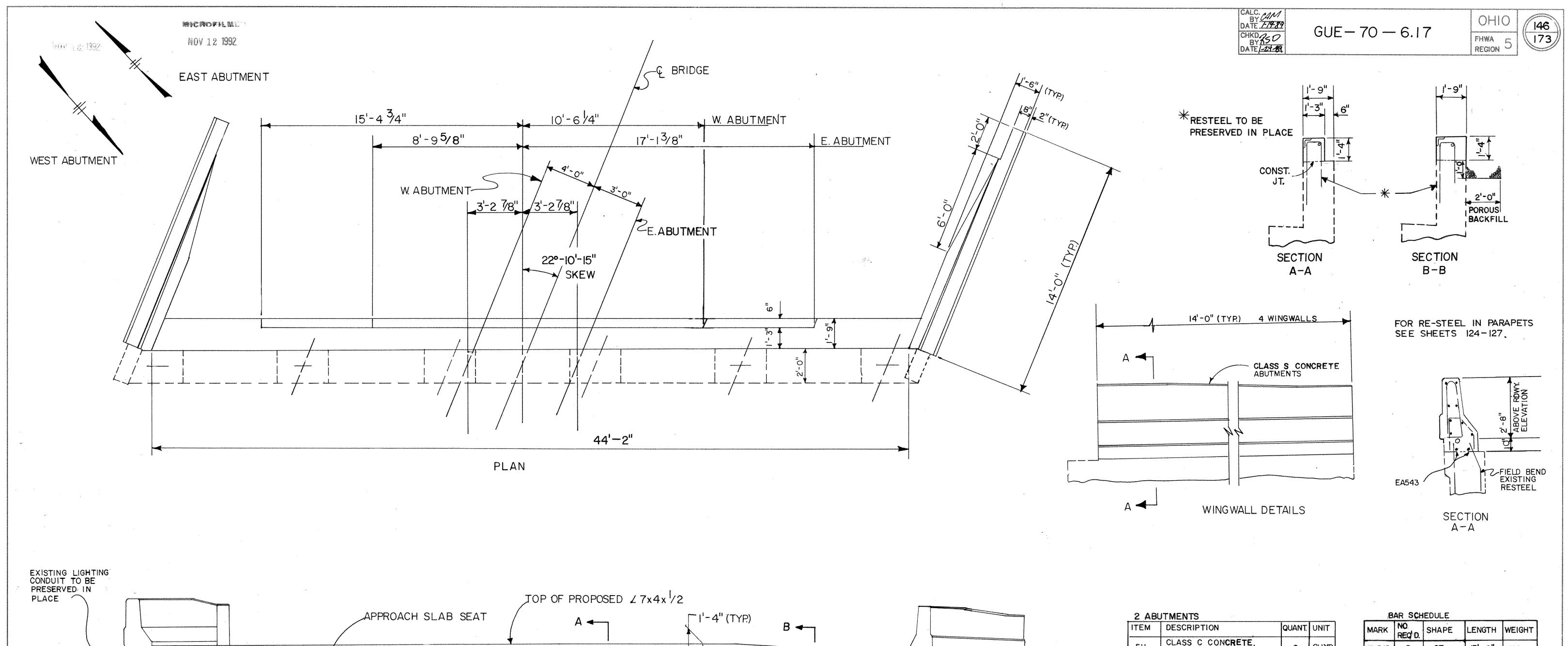


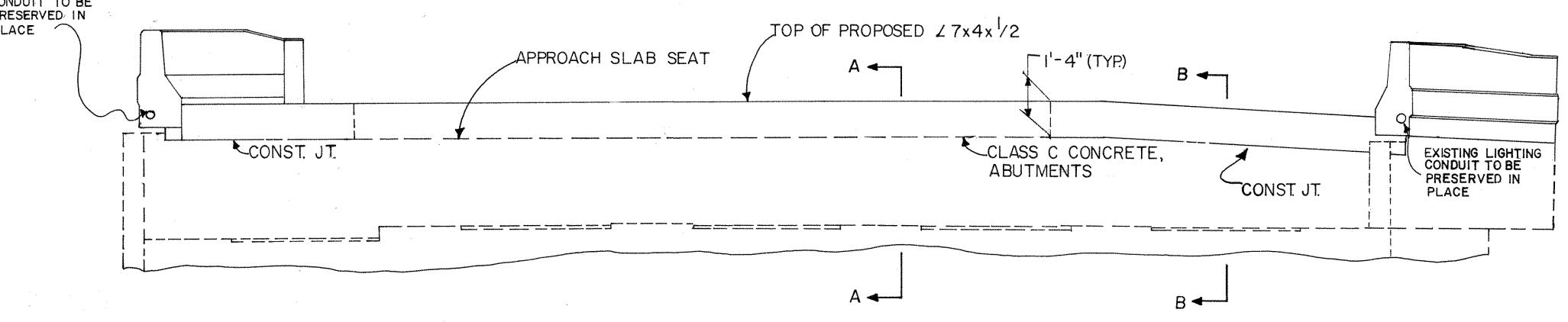










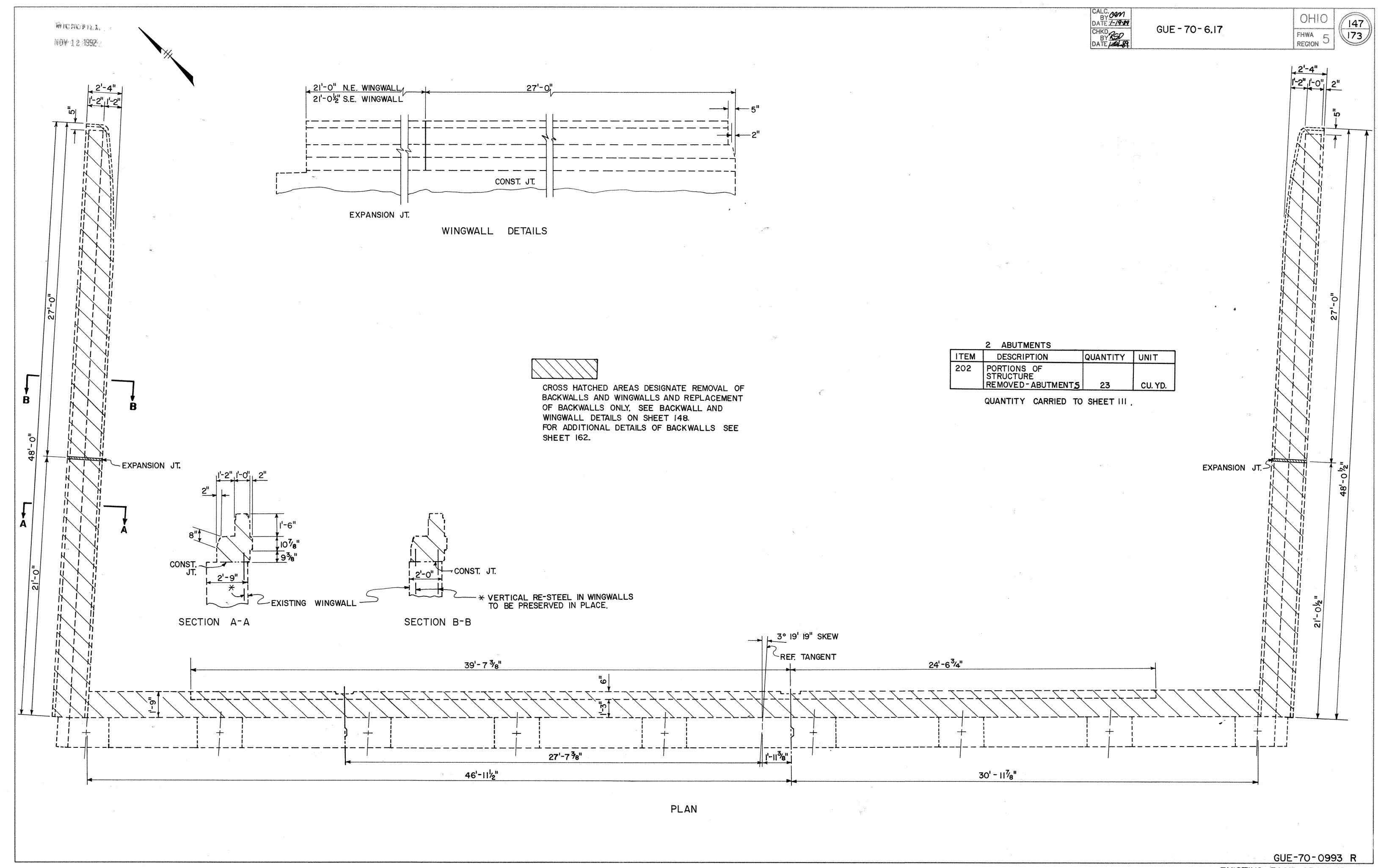


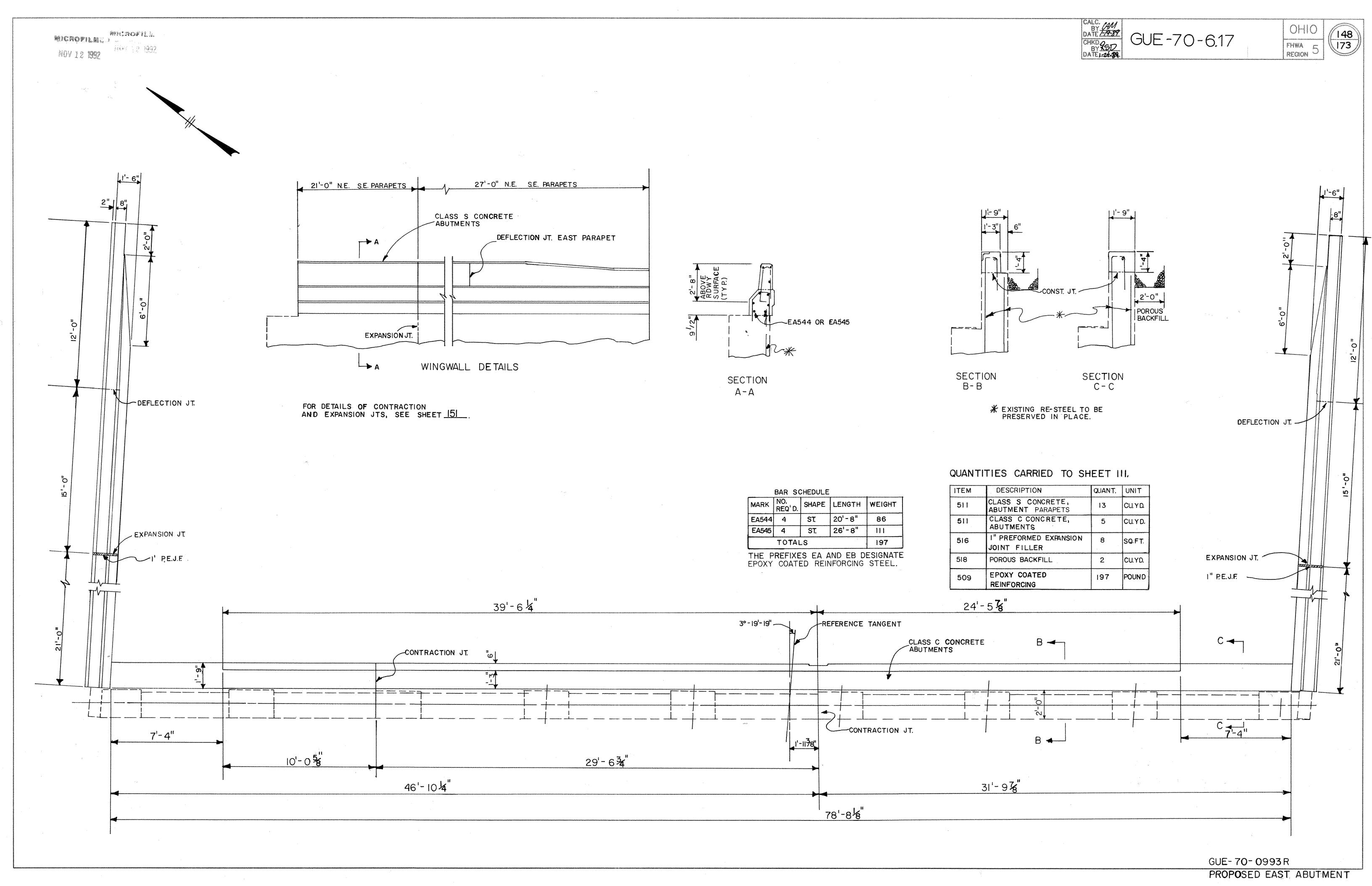
| ITEM | DESCRIPTION | QUANT. | UNIT |
|------|--|--------|-------|
| 511 | CLASS C CONCRETE, ABUTMENTS | 6 | CU.YD |
| 511 | CLASS S CONCRETE, ABUTMENT PARAPETS | 7 | CU.YE |
| 518 | POROUS BACKFILL | 5 | CU.YD |
| 509 | EPOXY COATED REINFORCING STEEL GRADE 60 | 114 | POUND |

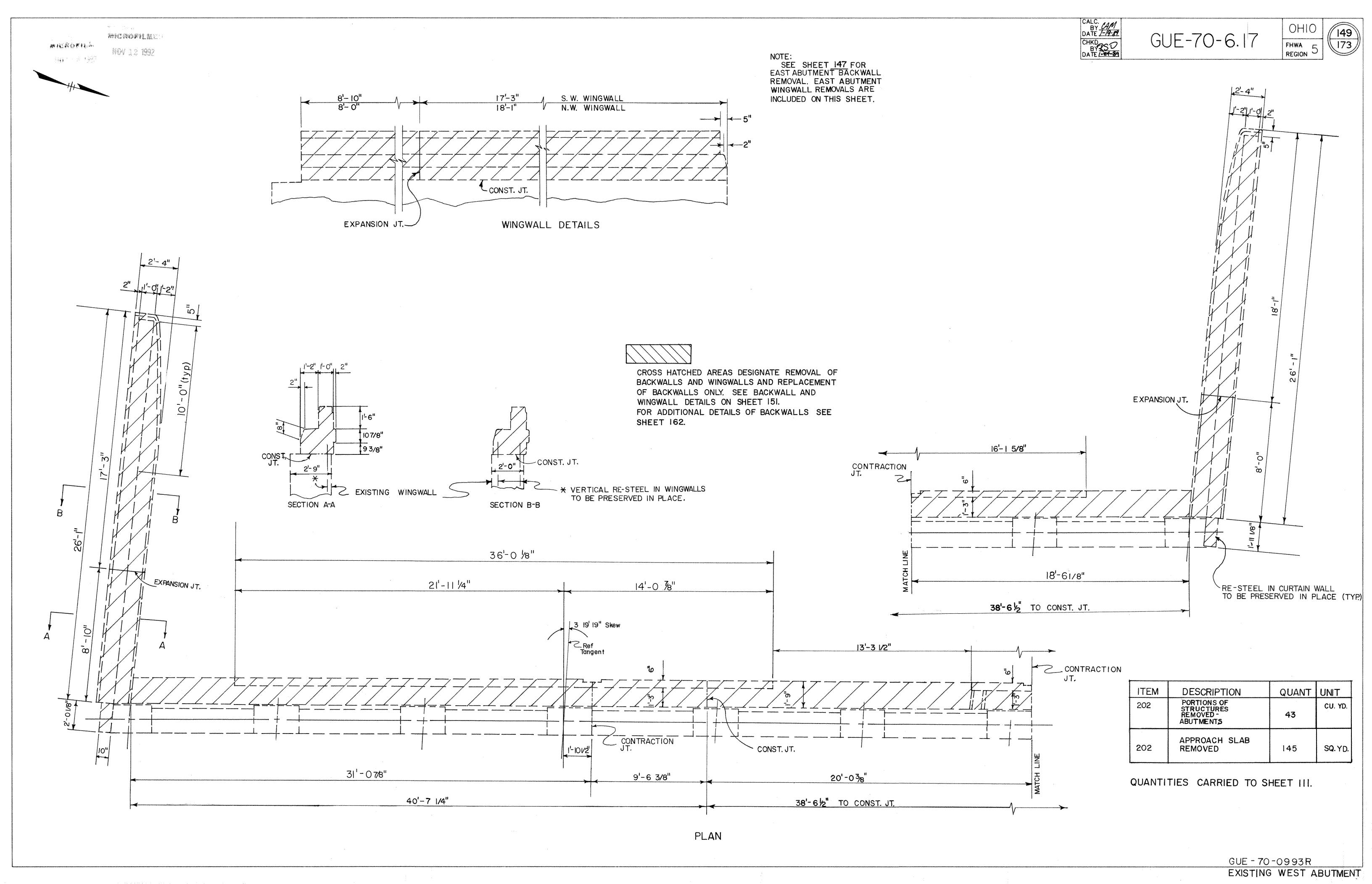
| MARK | NO. REQ [®] D. | SHA | PE | LENG | тн | WEIGHT |
|-------|----------------------------|-----|----|----------|----|--------|
| EA543 | 8 | ST | * | 13' - 8" | | 114 |
| TOTAL | .s | | | | | 114 |
| THE | PREFIX | XES | EA | AND | EB | DESIGN |

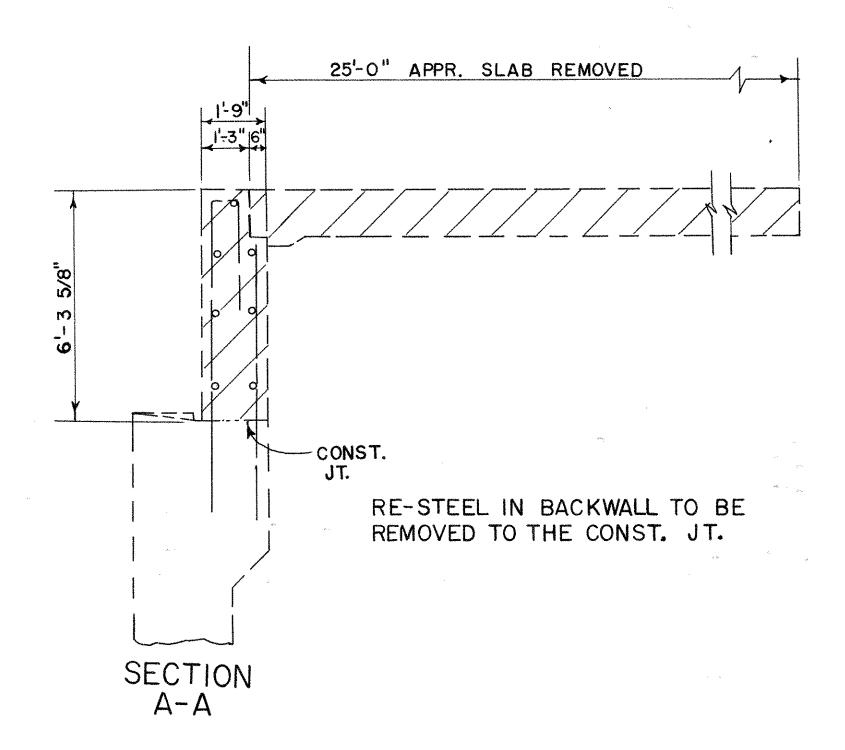
EPOXY COATED REINFORCING STEEL.

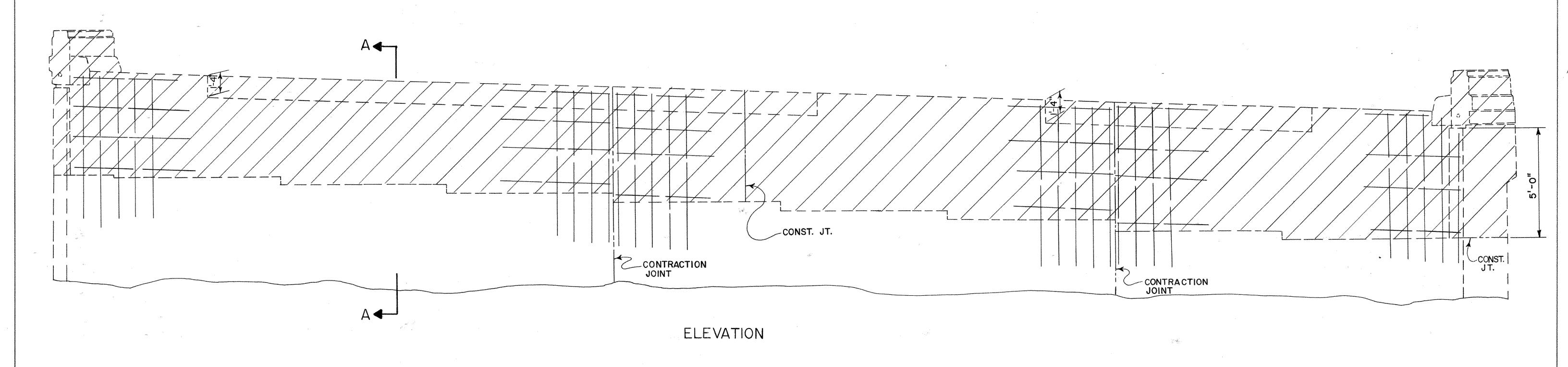
ELEVATION

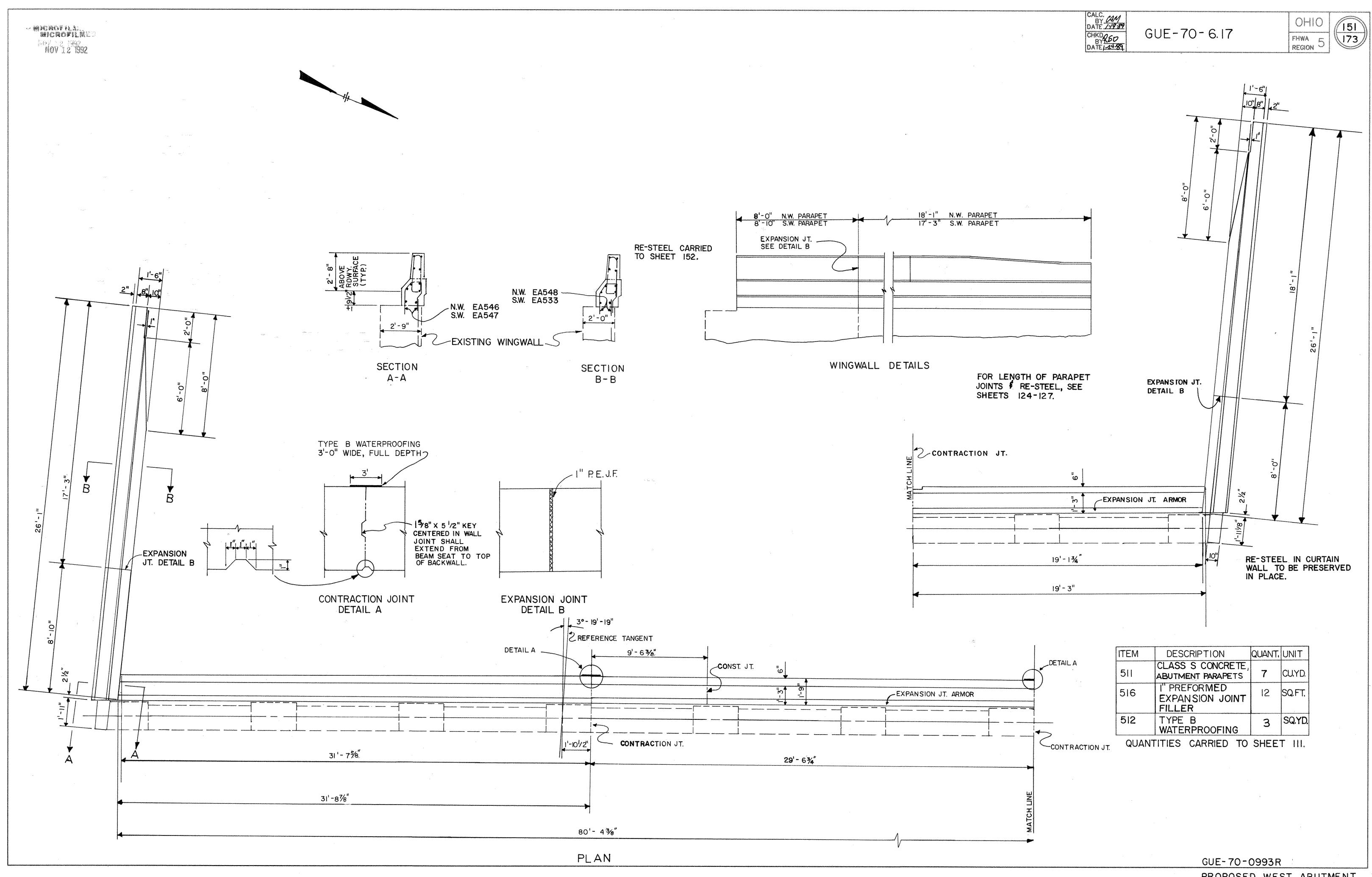




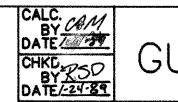




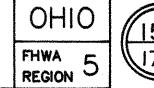




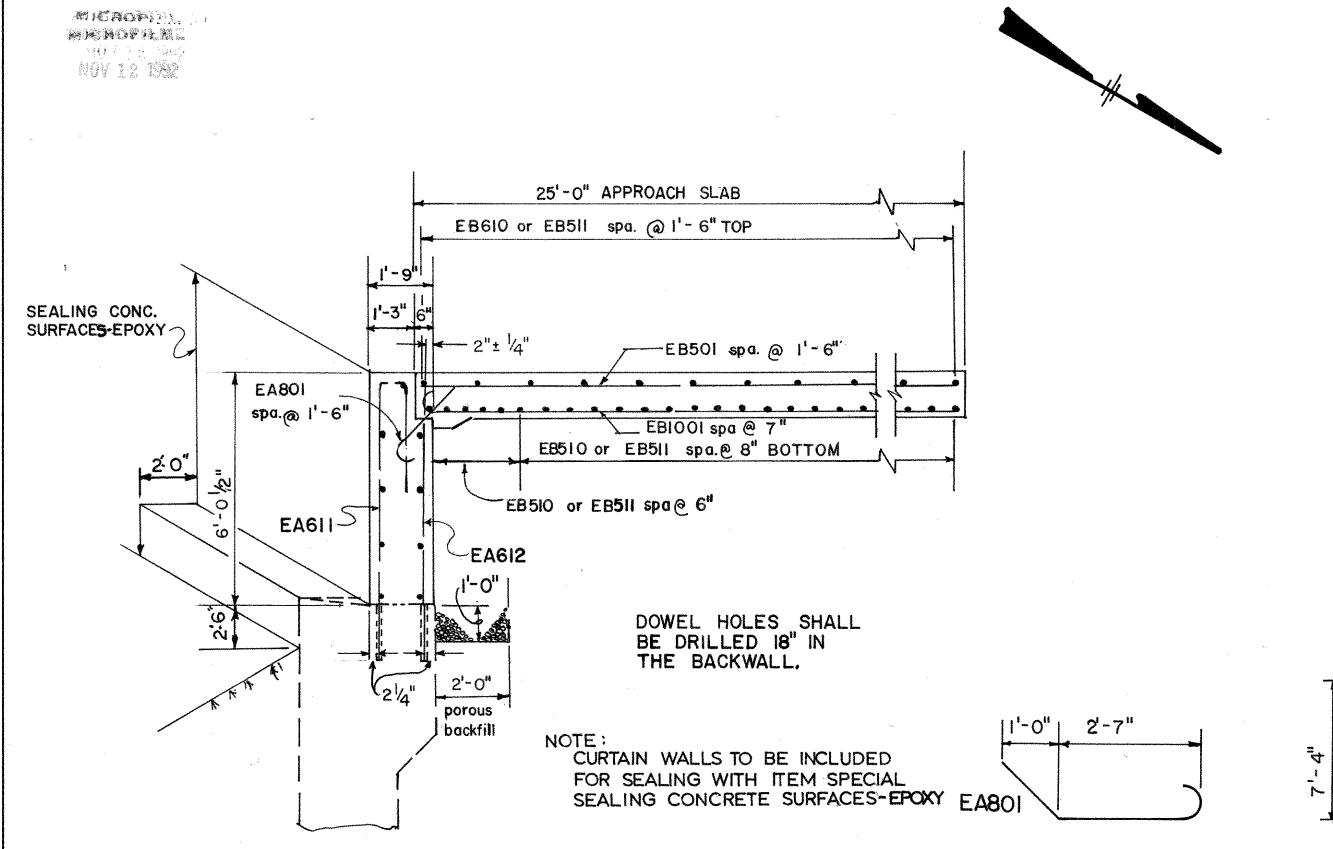
PROPOSED WEST ABUTMENT



GUE-70-6.17





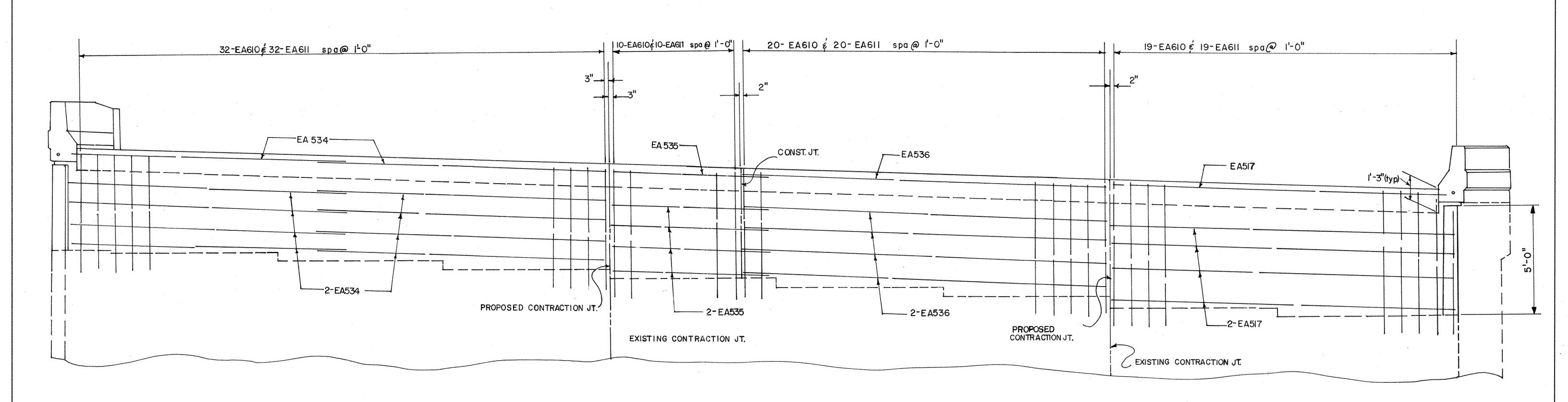


| WES1 | r ABI | JTMEN | T | |
|--------|--------------|--------------|---------|--------|
| | BAR S | CHEDUL | | |
| MARK | No. REQ'D | SHAPE | LENGTH | WEIGHT |
| EA517 | 9 | ST. | 20'-0" | 188 |
| EA534 | 18 | ST. | 17'-3" | 324 |
| EA535 | 9 | ST. | 10'-10" | 102 |
| EA536 | 9 | ST. | 19'-8" | 185 |
| EA 533 | 2 | ST. | 17'-0" | 35 |
| EA546 | 2 | ST. | 7'-6" | 16 |
| EA547 | 2 | ST. | 8'-6" | 18 |
| EA548 | 2 | ST. | 17'-9" | 37 |
| EA6II | 81 | BT. | 10'-6" | 1277 |
| EA612 | 81 | ST. | 6'-1" | 740 |
| EABOI | 54 | BT. | 3'-7" | 517 |
| TOTAL | | | | 3439 |

| THE PREFIXES | EA AND EB DESIGNATE |
|--------------|---------------------|
| EPOXY COATED | REINFORCING STEEL. |

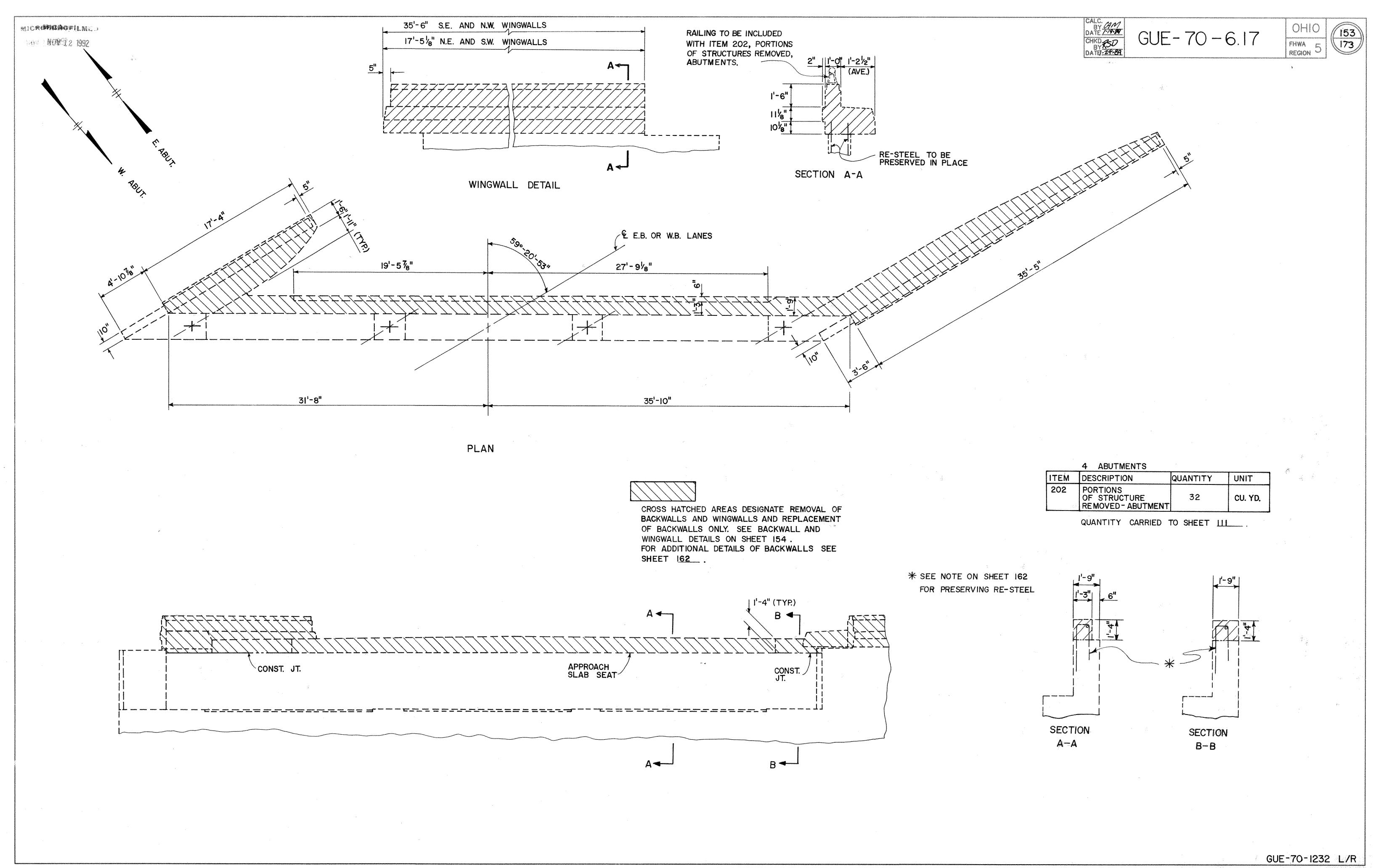
| ITEM | DESCRIPTION | QUANT. | UNIT |
|-------|---|--------|---------|
| 509 | EPOXY COATED REINFORCING STEEL GRADE-60 | 3439 | POUND |
| 510 | DOWEL HOLES 18" | 162 | EACH |
| 511 | CLASS C CONCRETE ABUTMENT | 30 | CU.YD. |
| 518 | POROUS BACKFILL | 29 | CU.YD. |
| 611 | REINFORCED CONCRETE APPROACH SLAB T = 15" | 223 | SQ.YD. |
| SPEC. | SEALING OF CONCRETE SURFACES-EPOXY, SEE PROPOSAL NOTE | 100 | SQ. YD. |

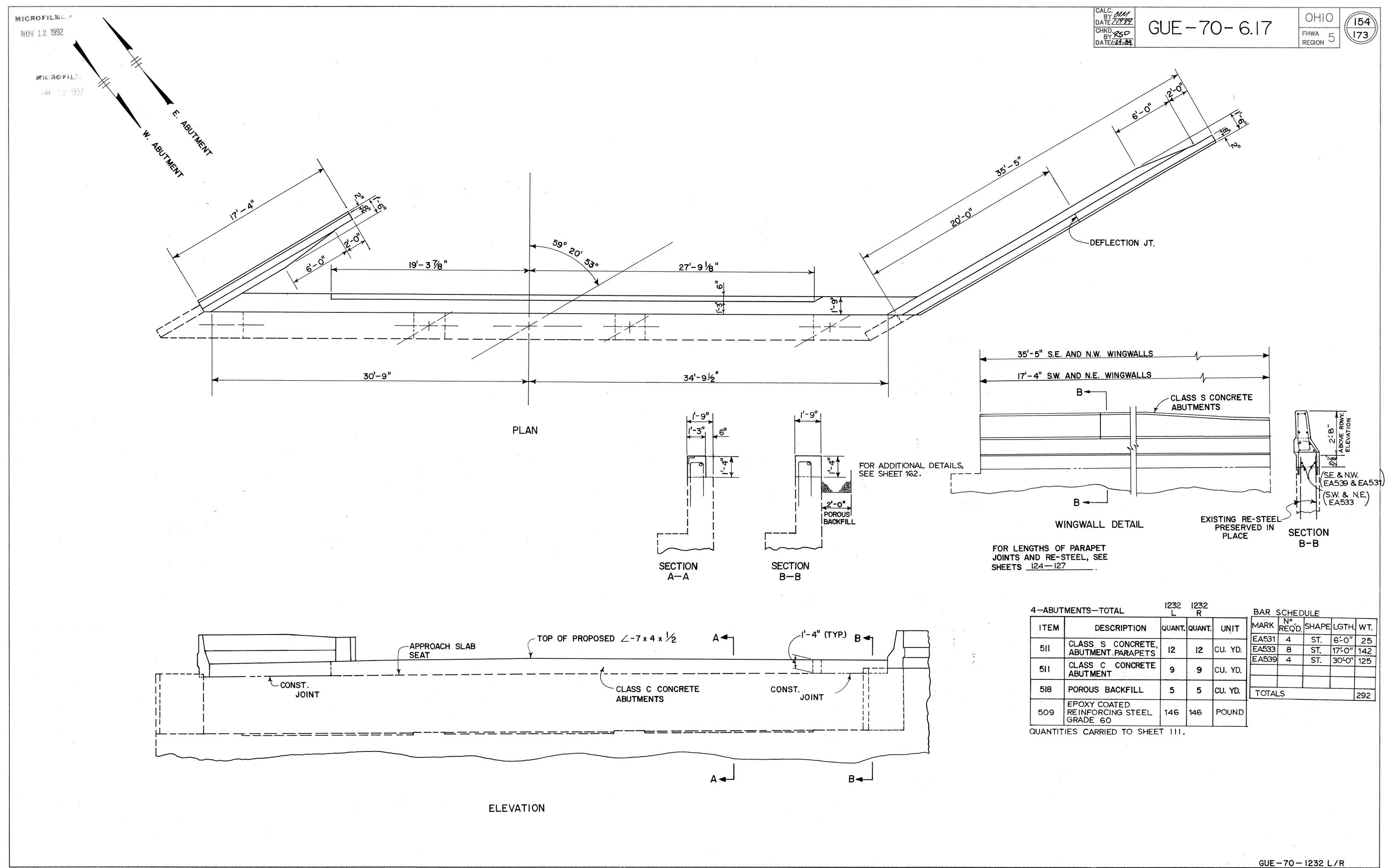
QUANTITIES CARRIED TO SHEET III.

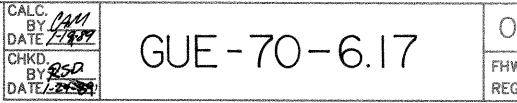


BENDING DIAGRAM

ELEVATION



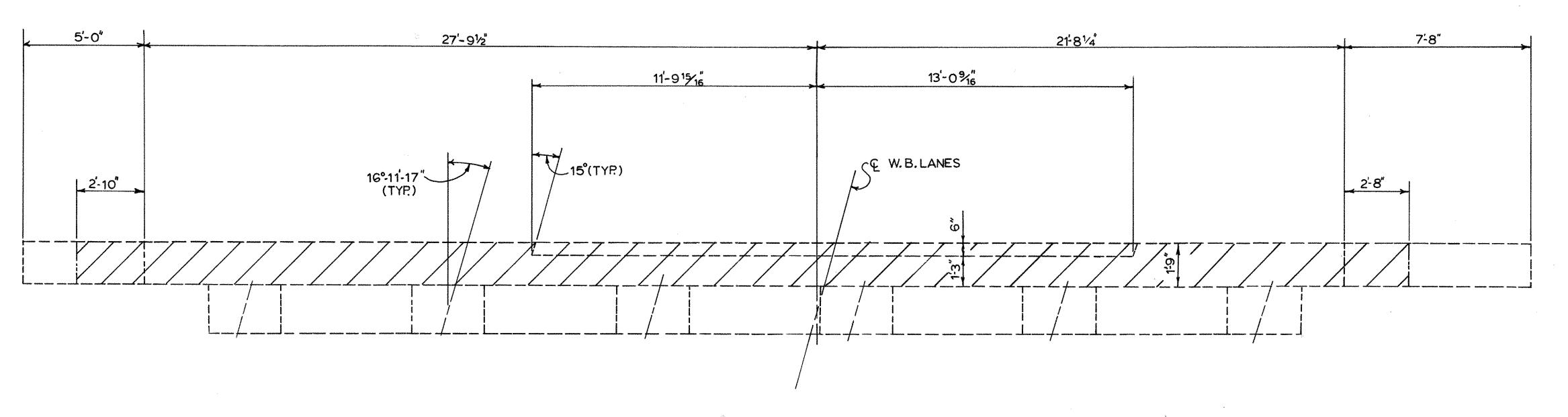




OHIO (155)
FHWA 5 (173)
REGION 5

NOV 12 1992

MICHOFIL ...

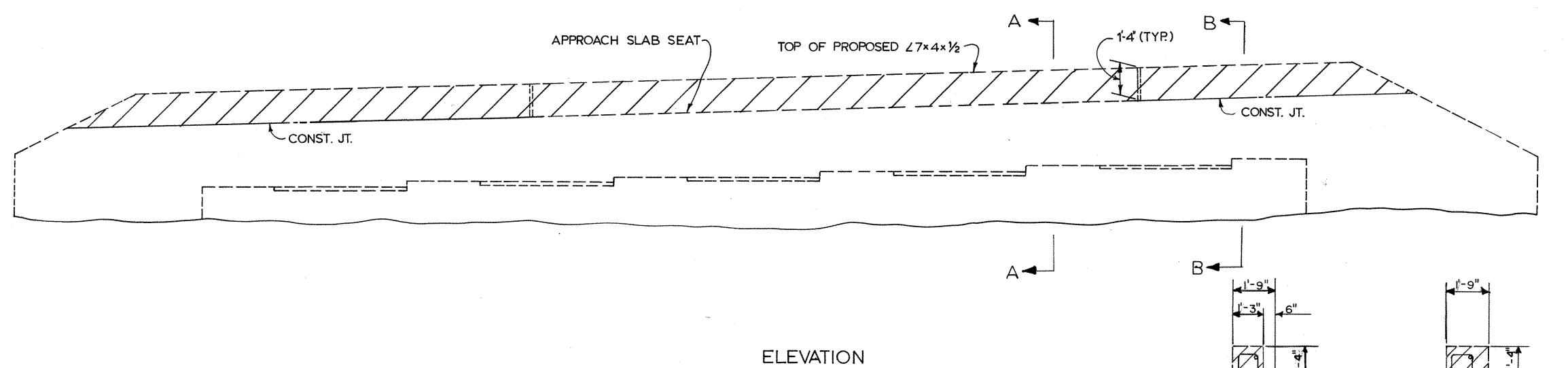


PLAN

CROSS HATCHED AREAS DESIGNATES REMOVAL AND REPLACEMENT OF BACKWALL.
FOR ADDITIONAL DETAILS SEE SHEET 162.

SECTION

A - A



DESCRIPTION QUANT. UNIT
ITEM 202
PORTIONS OF STRUCTURES A CU.YD.
REMOVED, ABUTMENTS
ITEM 511
CLASS C CONCRETE, ABUTMENTS
ITEM 518
POROUS BACKFILL
QUANTITIES CARRIED TO SHEET III.

* SEE NOTE ON SHEET FOR PRESERVING RE-STEEL 162.

TYPICAL REMOVAL
FOR ALL ABUTMENTS

2'-0" POROUS BACKFILL

SECTION

B - B

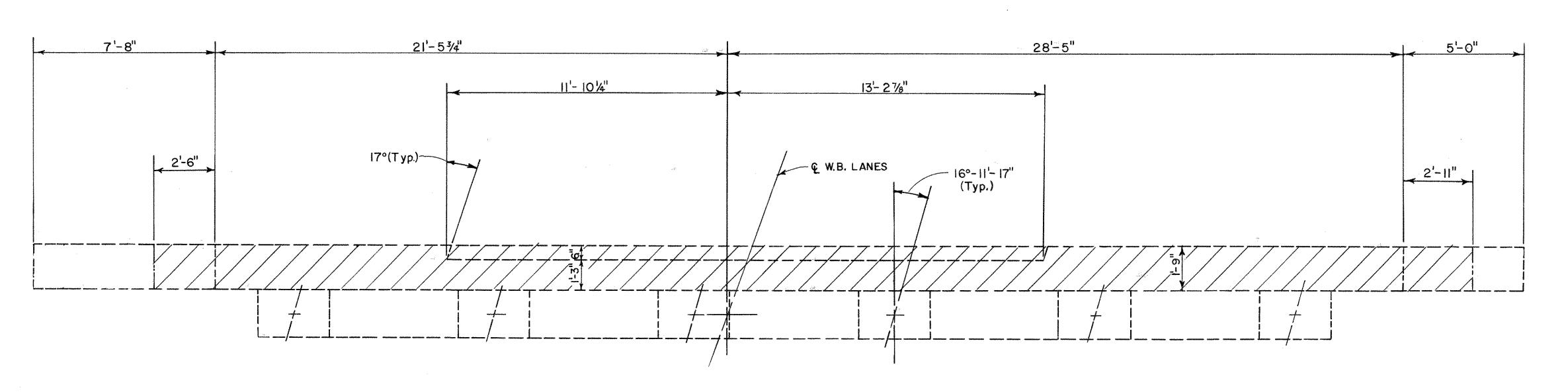


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WICKOFILL.

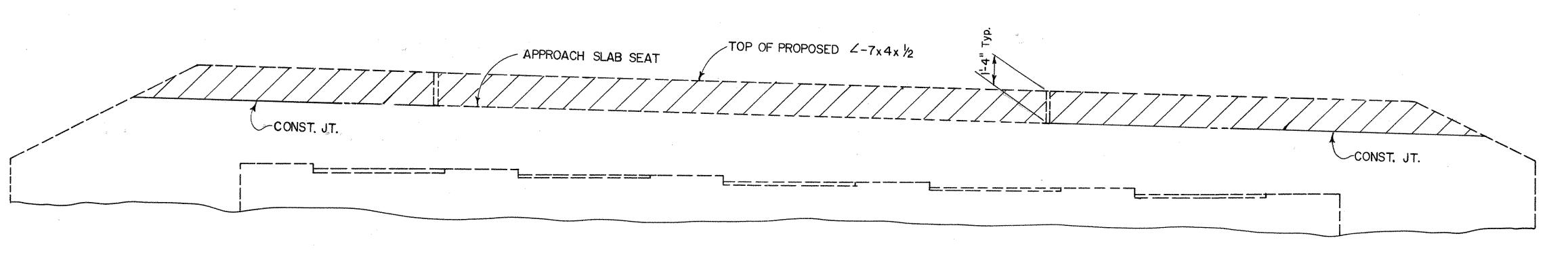
MICHOFILM

NOV 12 1992



<u>PLAN</u>

CROSS HATCHED AREAS DESIGNATES REMOVAL & REPLACEMENT OF BACKWALLS. FOR ADDITIONAL DETAILS SEE SHEET 162.



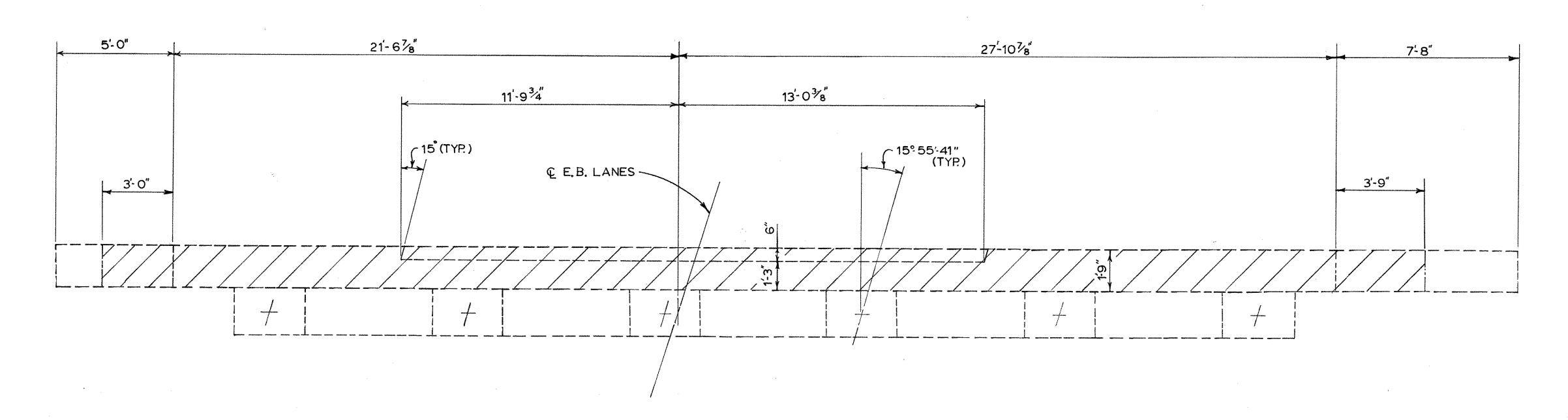
ELEVATION

| ABUTMENT - TOTAL | | |
|--|---------|---------|
| DESCRIPTION | QUANT | UNIT |
| PORTIONS OF STRUCTURES REMOVED, ABUTMENT | 4 | CU.YD. |
| ITEM 511 CLASSIC CONCRETE ABUTMENT | 4 | CU.YD. |
| ITEM 518 POROUS BACKFILL | 4 | CU. YD. |
| QUANTITIES CARRIED T | O SHEET | . 111 |



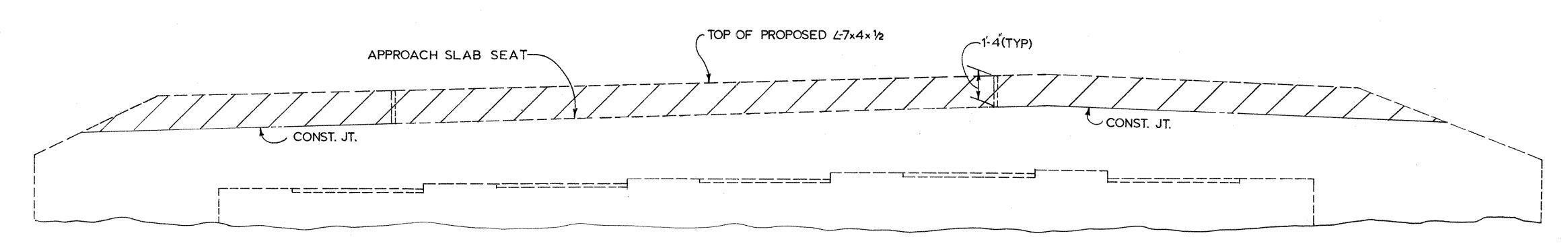
MICHOPILMES

NOV 12 1992



PLAN

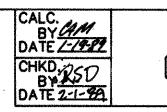
CROSS HATCHED AREAS DESIGNATES
REMOVAL AND REPLACEMENT OF
BACKWALLS
FOR ADDITIONAL DETAILS
SEE SHEET 162



| OUANT | LINIT |
|-------|--------|
| | CU.YD |
| 4 | CU.YD. |
| 4 | CU.YD. |
| | 4 |

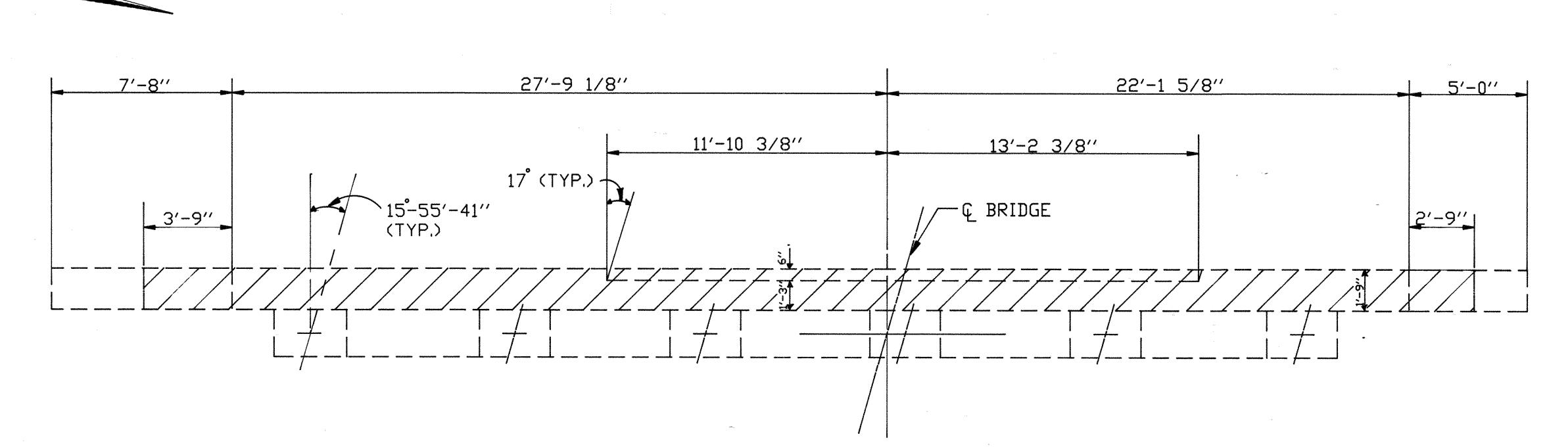
QUANTITIES CARRIED TO SHEET III.

ELEVATION



GUE-70-6.17



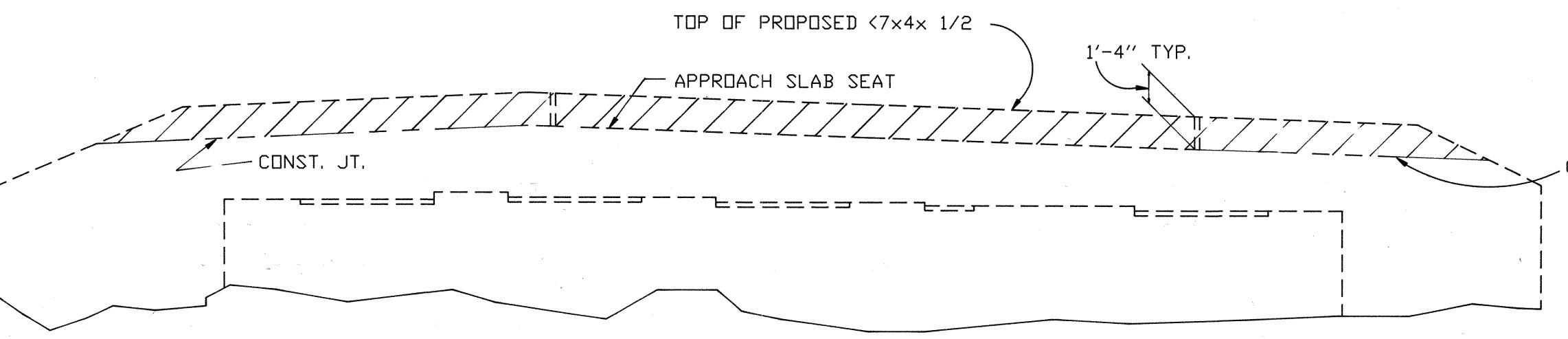


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CROSS HATCHED AREAS DESIGNATE REMOVAL AND REPLACEMENT OF BACKWALL.
FOR ADDITIONAL DETAILS
SEE SHEET 162.

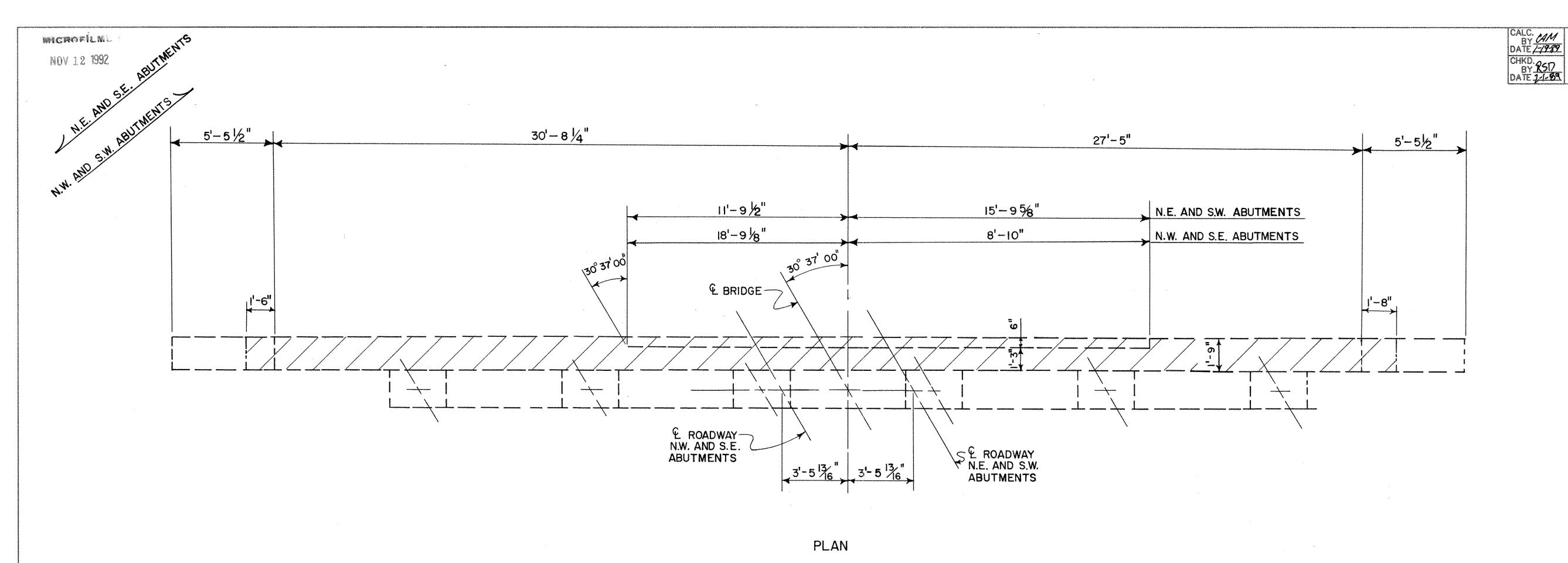


| DESCRIPTION | QUANT. | UNIT |
|--|--------|--------|
| ITEM 202 PORTIONS OF STRUCTURES REMOVED, ABUTMENTS | 4 | CU.YD. |
| ITEM 511 CLASS C CONCRETE, ABUTMENTS | 4 | CU.YD. |
| ITEM 518 POROUS BACKFILL | 4 | CU.YD. |

QUANTITIES CARRIED TO SHEET III.

ELEVATION

PLAN





CROSS-HATCHED AREAS DESIGNATE REMOVAL AND REPLACEMENT OF

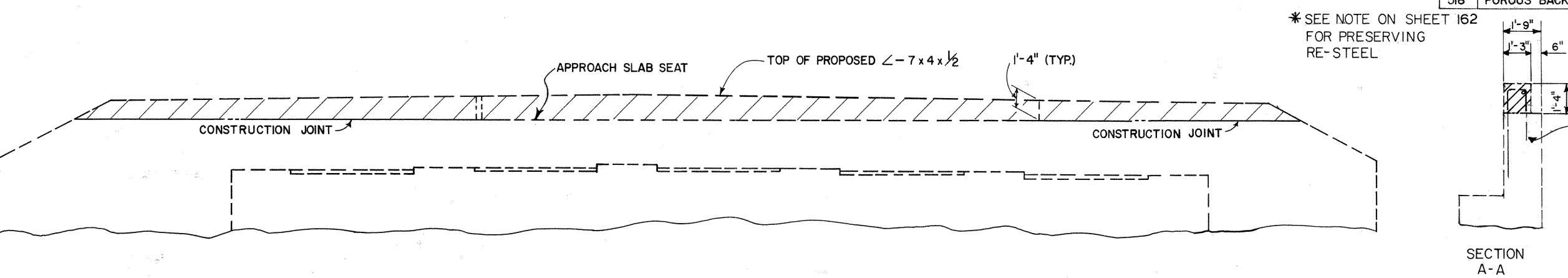
FOR ADDITIONAL DETAILS SEE SHEET 162.

BACKWALLS.

4 ABUTMENTS - TOTAL

GUE-70-6.17

| ITEM | DESCRIPTION | QUANTITY | UNIT |
|------|---|----------|---------|
| 202 | PORTIONS OF STRUCTURES REMOVED, ABUTMENTS | 16 | CU. YD. |
| 511 | CLASS C CONCRETE ABUTMENTS | 16 | CU. YD, |
| 5 8 | POROUS BACKFILL | 18 | CU. YD. |



ELEVATION

GUE-70-1656 L/R
ABUTMENT DETAILS

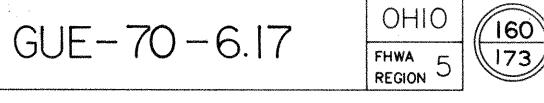
1'-9"

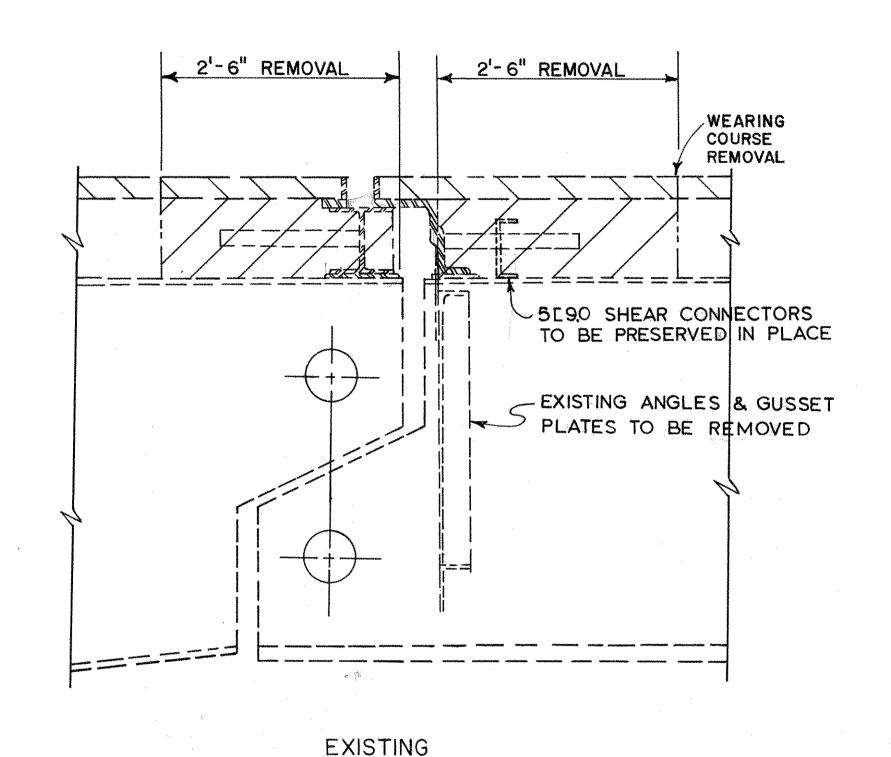
SECTION B-B

2'-0" POROUS BACKFILL

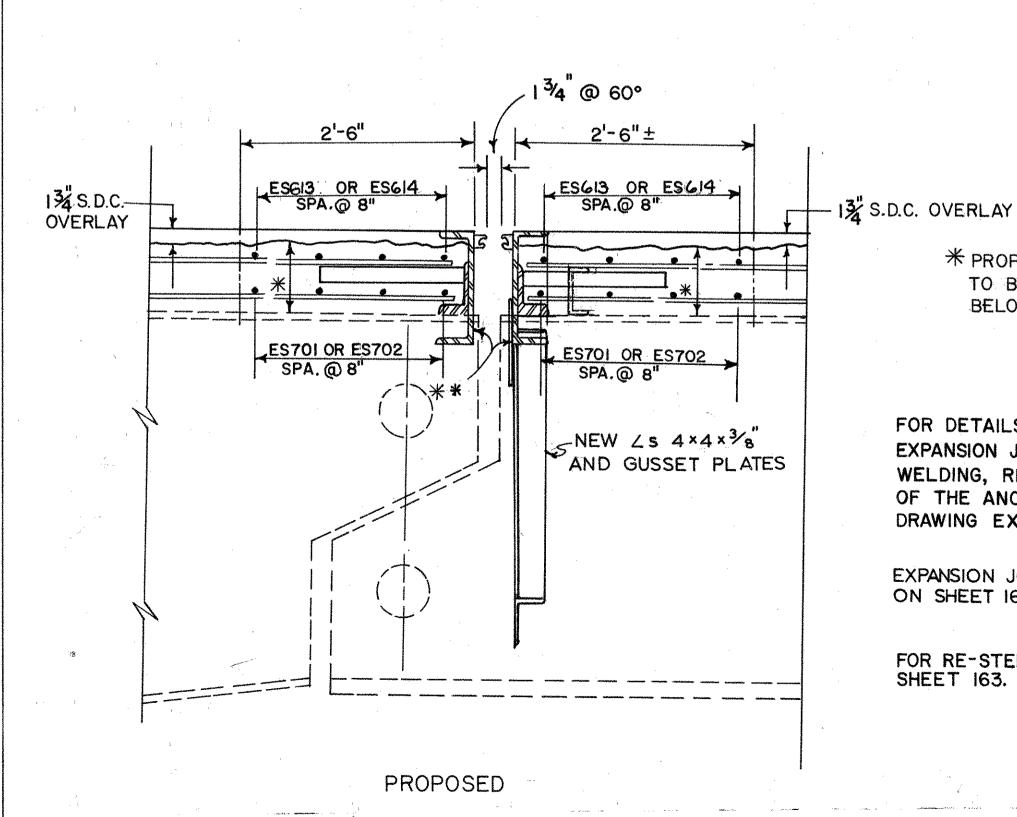
159

FHWA 5





WHEN REMOVING THE EXPANSION JOINT AT THE SUSPENDED SPAN, CARE SHALL BE TAKEN IN THE REMOVAL OF THE EXISTING ANGLES, PLATES AND GUSSET PLATES SO AS NOT TO DAMAGE THE TOP FLANGE OF THE EXISTING GIRDERS. PLATES SHALL BE REMOVED BY FLAME CUTTING AND THE SURFACE OF THE FLANGE SHALL BE LEFT SMOOTH OF ANY IRREGULARITIES SO THAT THE NEW EXPANSION JOINT SHALL BE PROPERLY INSTALLED. THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT WITH ITEM 202 - EXPANSION JOINTS REMOVED.



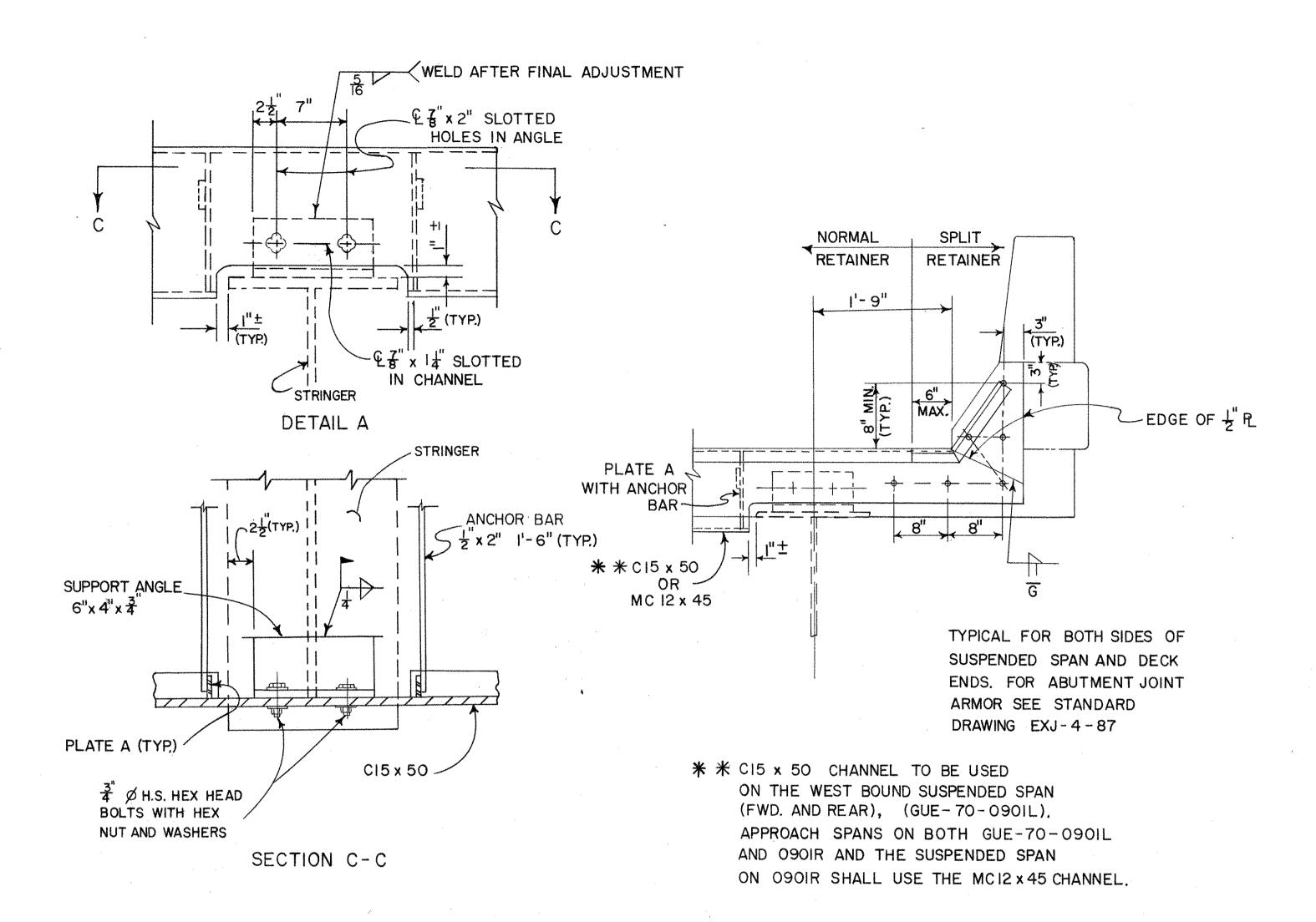
* PROPOSED CLASS S CONCRETE TO BE ROUGH FINISH 134"
BELOW PROPOSED GRADE

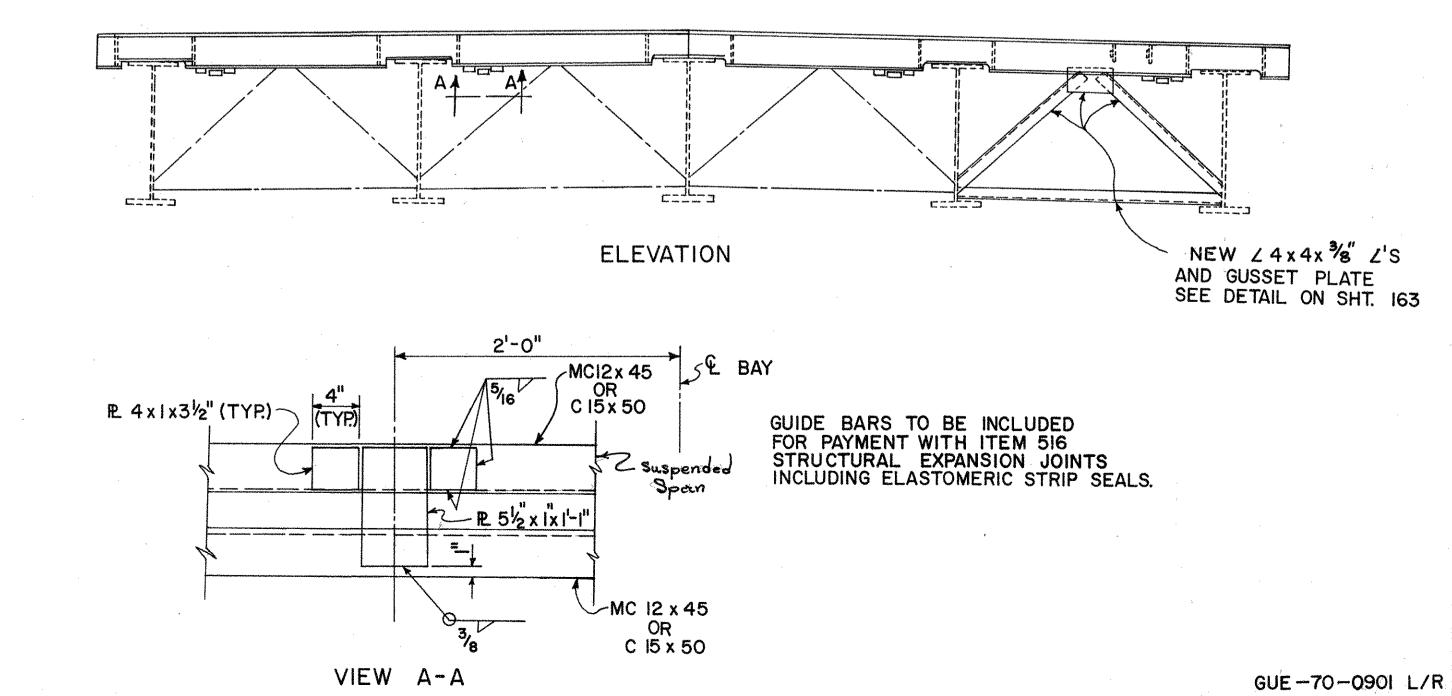
FOR DETAILS OF SUPERSTRUCTURE EXPANSION JOINT INCLUDING WELDING, RETAINERS AND PLACEMENT OF THE ANCHORS, SEE STANDARD DRAWING EXJ-4-87.

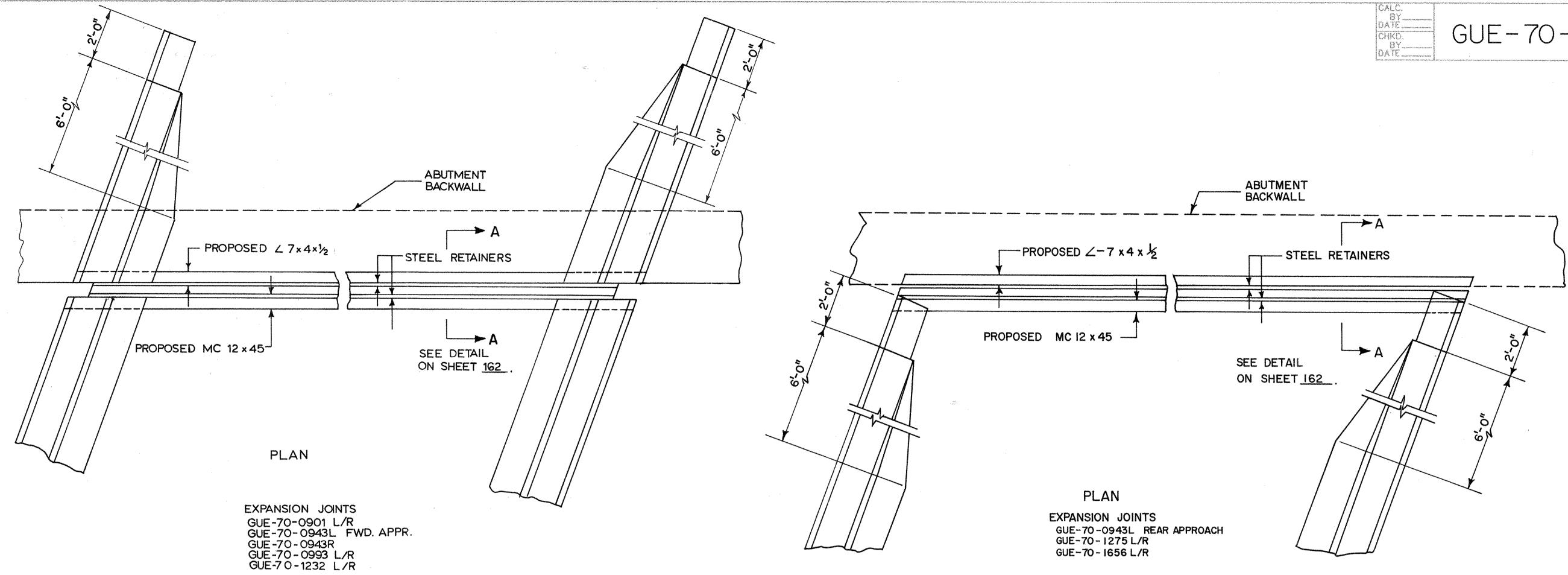
EXPANSION JOINT OUANTITIES ON SHEET 161.

FOR RE-STEEL, SEE SHEET 163.

| AMBIENT | SUSPENDED |
|---------|--|
| TEMP. | SPAN 90' C/C |
| | BEARING HINGES |
| | 3" STRIP SEAL |
| 90° | 1.17/32" |
| 80° | 1 19/32" |
| 70° | 1 11/16" |
| 60° | 1 3/4" |
| 50° | 1 13/16" |
| 40° | 1 29/32" |
| 30° | 1 31/32" |
| | ************************************** |



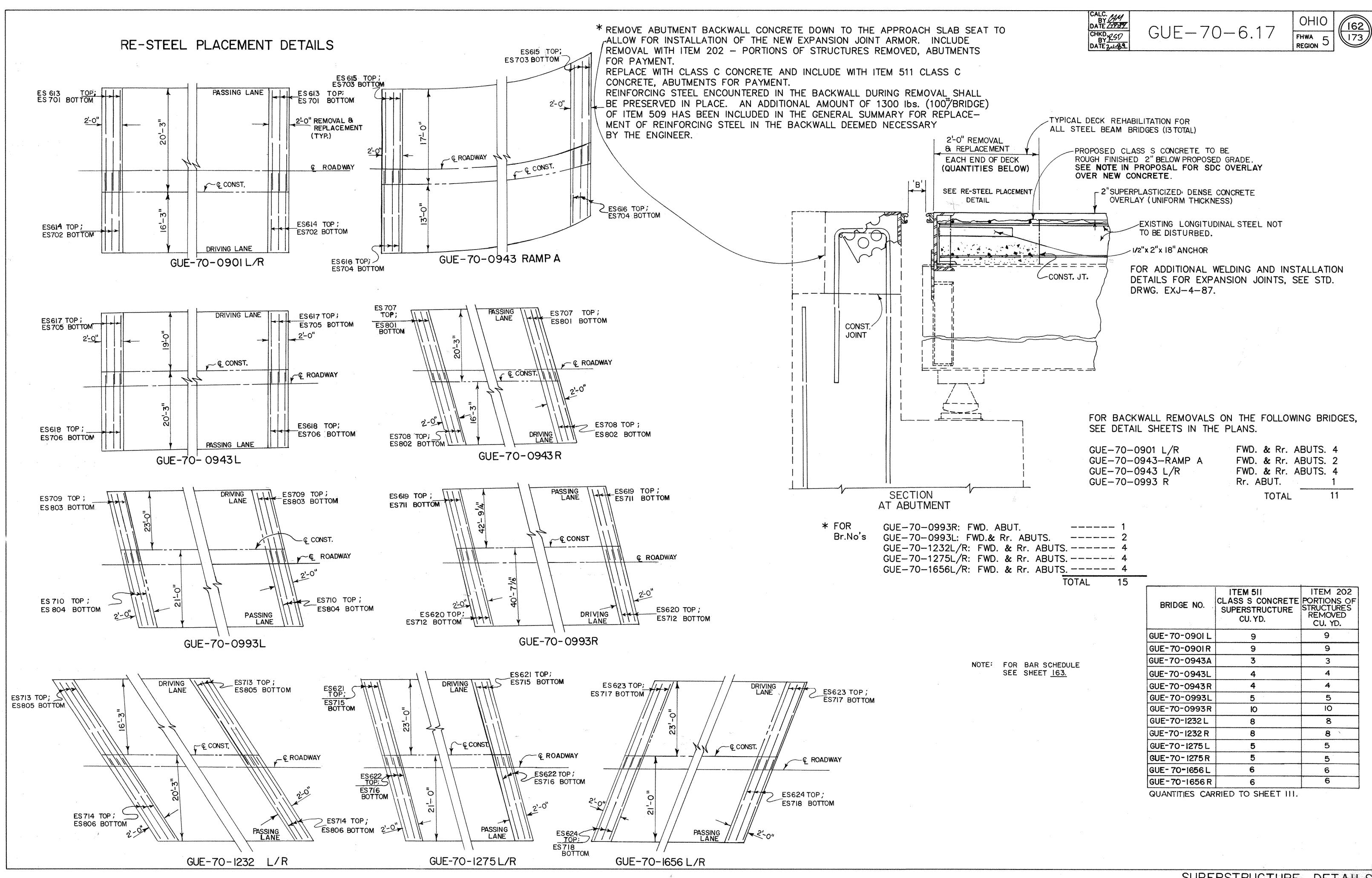




202 ANGLE ANGLE ANGLE LEFT RIGHT LEFT REAR REAR FWD. ABUT. ABUT. ABUT. ANGLE EXPANSION EXPANSION JOINT RIGHT BRIDGE NUMBER JOINTS FWD. ABUT. PAY REMOVED LENGTH GUE-70-0901L 0 146'-0" 146 '-0" 0 0 GUE-70-0901R 0 146'-0" 146'-0" || 37'5|" || 37'5|" || 37'5|" || 37'5|" || 78-6" GUE-70-0943L 78'-6" 16°05'44" 16°05'44" 16°05'44" 16°05'44" 76 - 0" GUE-70-0943R 76'-0" GUE-70-0943 RAMP A [6º17'4]" [6º17'4]" [6º17'4]" [6º17'4]" 62'-6" 62'-6" 22°10'15" 22°10'15" 22°10'15" 22°10'15" 95'-0" GUE-70-0993/L 95'-0" 3° |9' |9" | 3° |9' |9" | 3° |9' |9" | 3° |9' |9" | 167'-3" -GUE-70-0993 R 167'-3" 59°20'53"59°20'53"59°20'53" 59°20'53" 143'-2" GUE-70-1232 L 143'-2" 59°20'53" 59°20'53" 59°20'53" 59°20'53" GUE-70-1232 R 143'-2" 143'-2" 16°0' 16°0' 16°0' 16°0' GUE-70-1275 L 91'-6" 91'-6" 91'-6" GUE-70-1275 R ||6°0' ||6°0' ||6°0' 91'-6" 16° 0' GUE-70-1656 L 30°37' 30°37' 30°37' 30°37' 102'-3" 102'-3" 30°37' 30°37' 30°37' 30°37' GUE-70-1656 R 102'-3" 102'-3" TOTAL 1445'-1" 1445'-1" QUANTITIES CARRIED TO SHEET III. ESTIMATED LENGTH: CONTRACTOR SHALL VERIFY ACTUAL LENGTH NEEDED IN THE FIELD AS DIRECTED BY THE ENGINEER.

NOTE: SEE ATTACHMENT FOR DIMENSION 'A' EXAMPLES.

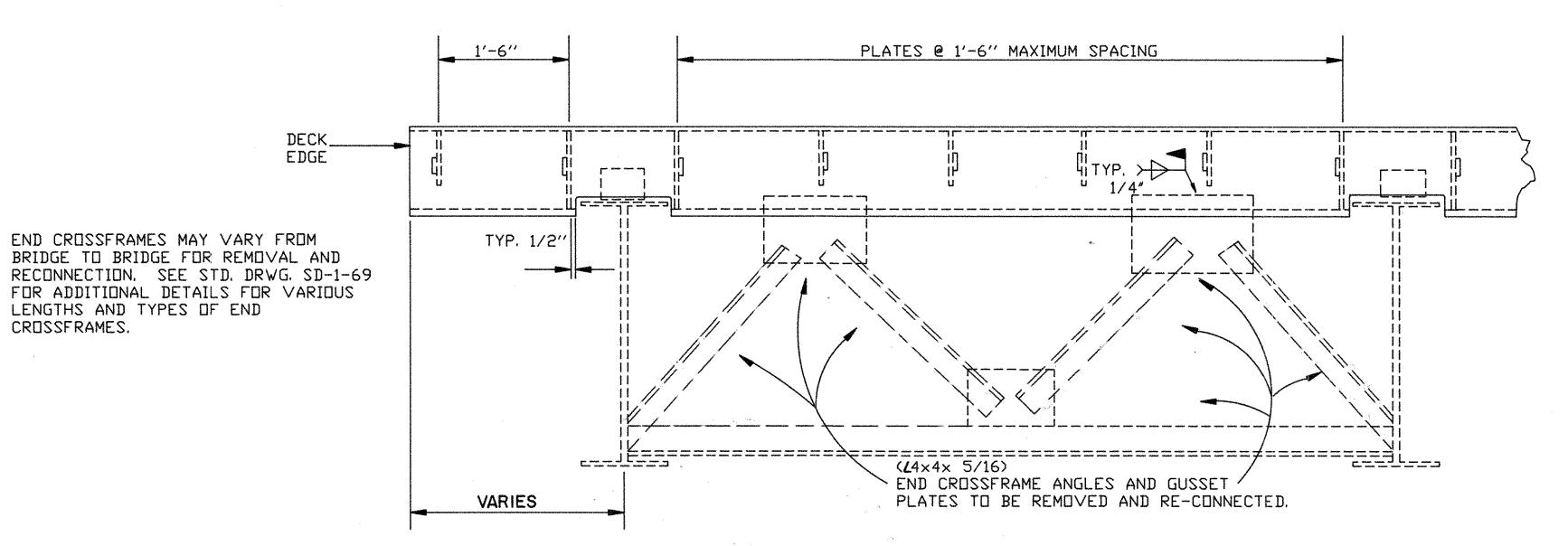
| | | | | | | | | DI | MENSIO | N 'A' | | | | | | : | | |
|--------|----------------|---------------|----------|---------------|-----------------|---------|---------------|----------|---------------|--------------------|--------------|---------------|----------------|-----------|--------------------|---------------------|-----------------|----------|
| MBIENT | GUE-70 |)-090IL/F | R GUE-70 | 0-0943 MPA | GUE-70 | -0943L | GUE-70 | -0943R | GUE-70 | -0993L | GUE-70 | -0993R | GUE-70- | -1232 L/R | GUE-70- | 1275L/R | GUE-70- | 1656 L/R |
| TEMP. | 3" S SEAL (| TRIP GLAND | 1 | TRIP GLAND | 3" ST SEAL 0 | | 4" ST SEAL | | | TRIP GLAND | 3" S SEAL | TRIP GLAND | 5" S SEAL (| TRIP | 3" ST SEAL | RIP | 3" ST SEAL (| RIP |
| F° | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. | REAR | FWD. |
| 90 | 1 1/4" | 1 1/4" | 11/2" | 1 15/16" | 1 1/16" | 1 7/16" | 1 9/16" | 1 15/16" | 1 5/8" | 1 7/16" | 1 3/8" | 1 3/8" | 2 3/8" | 2 3/8" | 1 7/16" | 1 9/16" | 1 1/2" | 1 5/8" |
| 80 | 1 5/16 | 1 5/16" | 11/16" | 2 " | 1 3/16" | 1 1/2 " | 1 1/16" | 2" | 1 5/8" | 1 1/2" | 1 1/2 " | 1 1/2" | 2 7/16" | 2 7/16" | 1 1/2 " | I ⁵ /8 " | 1 9/16" | 1 5/8 |
| 70 | 1 7/16" | 1 7/16" | 17/8 | 2 1/16" | 1 3/8" | 19/16 | 17/8" | 2 1/16" | 1 1/16 | 1 ⁹ /16 | 9/16 | 1 9/16" | 2 9/16 | 2 9/16" | 1 9/16" | ام ^{ال} ا | 1 5/8" | 1 1/16" |
| 60 | 1 9/16 | 19/16" | 2" | 2 /8" | 1/2" | 15/8" | 2" | 2 1/8" | 1 1/16 | 5/8" | J 5/8" | J 5/8 " | 2 5/8" | 2 5/8" | ₁ 5/8 " | 1 1/16 | 1 1/16" | 1 1416" |
| 50 | 1 1/16 | 113/16 | 2 3/16 | 23/16 | 1 1/16 | 1 11/16 | 23/16 | 2 3/16" | 3/4" | 1 1/16 | 1 1/16" | 1 1/16 | 2 1/16 | 21/16 | 1 1/16 | 1 3/4" | 1 1/16 | 1 3/4 |
| 40 | 1 13/16 | 1 13/16" | 2 5/16" | 25/16" | 2 13/16 | 1 3/4" | 2 5/16" | 2 1/4 " | 1 3/4" | 1 13/16" | 1 13/16" | 1 13/16 | 2 13/16 | 2 13/16" | 1 13/16" | 1 3/4" | 1 3/4" | 1 3/4" |
| 30 | 1 15/16 | 15/16" | 2 1/2" | 23/8" | 2" | 17/8" | 2 1/2" | 2 3/8" | 13/16 | 17/8" | 17/8" | 17/8" | 2 7/8" | 2 7/8 " | 17/8" | 1 13/16 | 17/8 | 1 13/16 |



OHIO FHWA 5

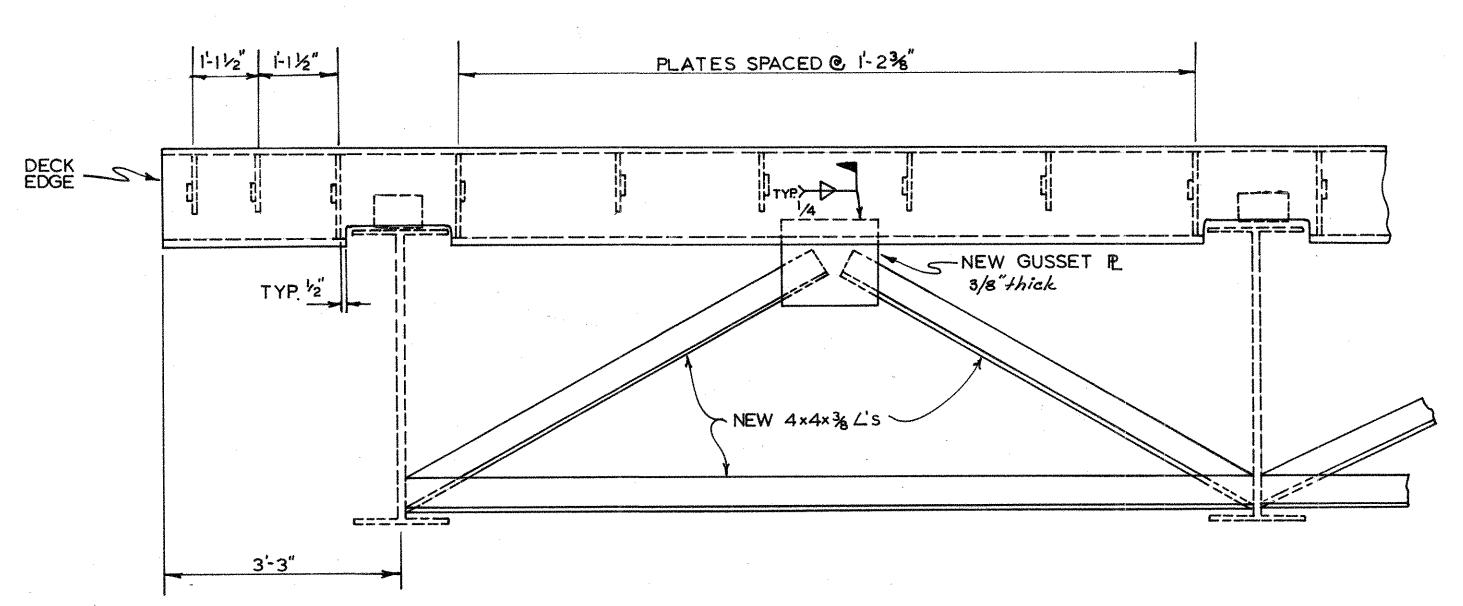
163

EXISTING END CROSSFRAME ANGLES AND GUSSET PLATES SHALL BE REMOVED AND RESET OR REPLACED TO ALLOW NEW EXPANSION JOINT ARMOR TO BE INSTALLED AS DEEMED NECESSARY BY THE ENGINEER. PLACEMENT OF CROSSFRAMES AND GUSSET PLATES SHALL BE AS PER STD. DRWG. EXJ-4-87 (NEW MEMBERS) AND SD-1-69 (EXISTING MEMBERS).
THE ESTIMATED AMOUNT OF 4777 POUNDS OF ITEM 513 STRUCTURAL STEEL AND 27035 POUNDS OF ITEM 513 STRUCTURE STEEL REMOVED FOR RE-USE HAS BEEN INCLUDED IN THE GENERAL SUMMARY. ALL STEEL (NEW AND EXISTING) SHALL BE FIELD PAINTED ACCORDING TO 514.05. FINISH PAINT SHALL BE 708 ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED WITH ITEM 513 STRUCTURAL STEEL REMOVED FOR RE-USE OR ITEM 513 STRUCTURAL-STEEL FOR PAYMENT.



CROSSFRAMES.

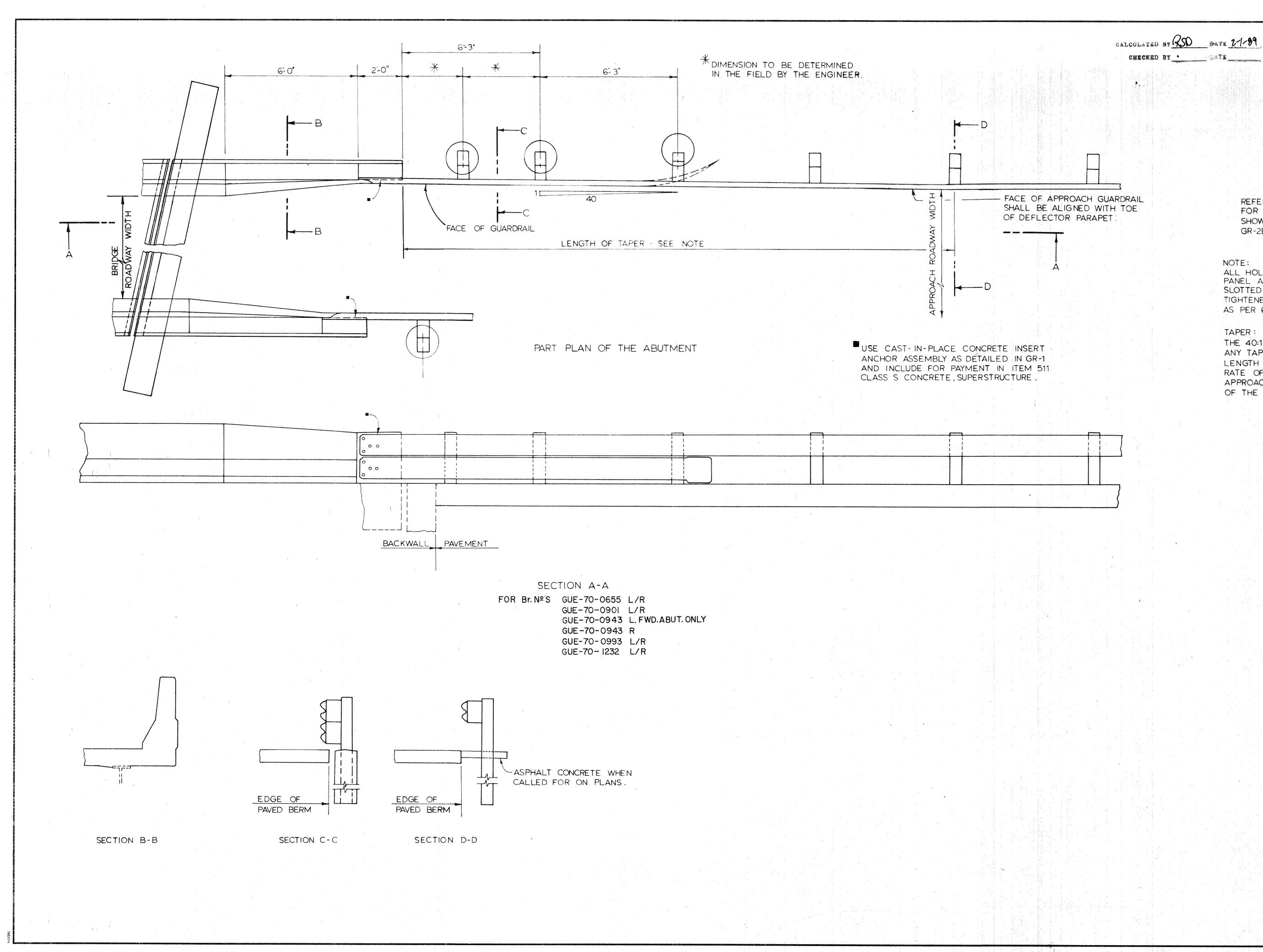
END CROSSFRAME AND STRUCTURAL EXPANSION JOINT DETAIL (EXAMPLE)



SUSPENDED SPAN CROSSFRAME AND STRUCTURAL EXPANSION JOINT DETAIL 0901L 0901R GUE-70-0901 L/R ITEM 513 STRUCTURAL STEEL 1752 1752 POUND

EPOXY COATED REINFORCING STEEL

| | FROM SH | EET 162. | III ONCINO | JIEEL / | |
|-----------|------------|--------------------|------------|---------|--------|
| | | BAR | SCHEDU | JLE | |
| | MARK | NUMBER REQUIRED | SHAPE | LENGTH | WEIGHT |
| | ES613 | 36 | ST, | 19'-11" | 1077 |
| 0901 L/R | ES614 | 36 | ST. | 17'-11" | 969 |
| 2 BRIDGES | ES701 | 36 | ST. | 19'-11" | 1466 |
| | ES702 | 36 | ST, | 17'-11" | 1318 |
| | ES615 | 6 | ST. | 15'-3" | 137 |
| 0943 | ES616 | 6 | ST. | 17'-4" | 156 |
| RAMP A | ES703 | 6 | ST. | 15'-3" | 187 |
| | ES704 | 6 | S,T. | 17'-4" | 213 |
| | ES617 | 6 | ST. | 20'-8" | 186 |
| 0943L | ES6I8 | 6 | ST. | 19'-11" | 179 |
| 03452 | ES705 | 6 | ST. | 20'-8" | 253 |
| | ES706 | 6 | ST. | 19'-11" | 244 |
| | ES707 | 6 | ST. | 20'-9" | 254 |
| 0943R | ES708 | 6 | ST. | 18'-8" | 229 |
| 00-73// | ES801 | 6 | ST. | 20'-9" | 332 * |
| | ES802 | 6 | ST. | 18'-8" | 299 |
| | ES709 | 6 | ST. | 26'-8" | 327 |
| 0993 L < | ES710 | 6 | ST. | 22'-4" | 274 |
| 03032 | ES803 | 6 | ST. | 26'-8" | 427 |
| | ES804 | 6 | ST. | 22'-4" | 358 |
| | ES619 | 6 | ST. | 44'-6" | 401 |
| 0993 R | ES620 | 6 | ST. | 40'-4" | 363 |
| 0333 // | ES711 | 6 | ST. | 44'-6" | 546 |
| | ES712 | 6 | ST. | 40'-4" | 495 |
| | ES713 | 12 | ST. | 35-2" | 863 |
| 1232 L/R | ES714 | 12 | ST. | 39'-1" | 959` |
| 2 BRIDGES | ES805 | 12 | ST. | 3542" | 1127 |
| | ES806 | 12 | ST. | 39'-1" | 1252 |
| | ES621 | 12 | ST. | 23'-7" | 425 |
| 1275 L/R | ES622 | 12 | ST. | 21-6" | 388 |
| 2 BRIDGES | ES715 | 12 | ST. | 23'-7" | 578 |
| | ES716 | 12 | ST. | 21'-6" | 527 |
| | ES623 | 12 | ST. | 26'-4" | 475 |
| 1656 L/R | ES624 | 12 | ST. | 24'-0" | 433 |
| 2 BRIDGES | ES717 | 12 | ST. | 26'-4" | 646 |
| | ES718 | 12 | ST. | 24'-0" | 589 |
| | | | | žν | |
| (| QUANTITIES | S CARRIED | TO SHEE | T 111. | |



GUE-70-6.17

STATE

5 OHIO

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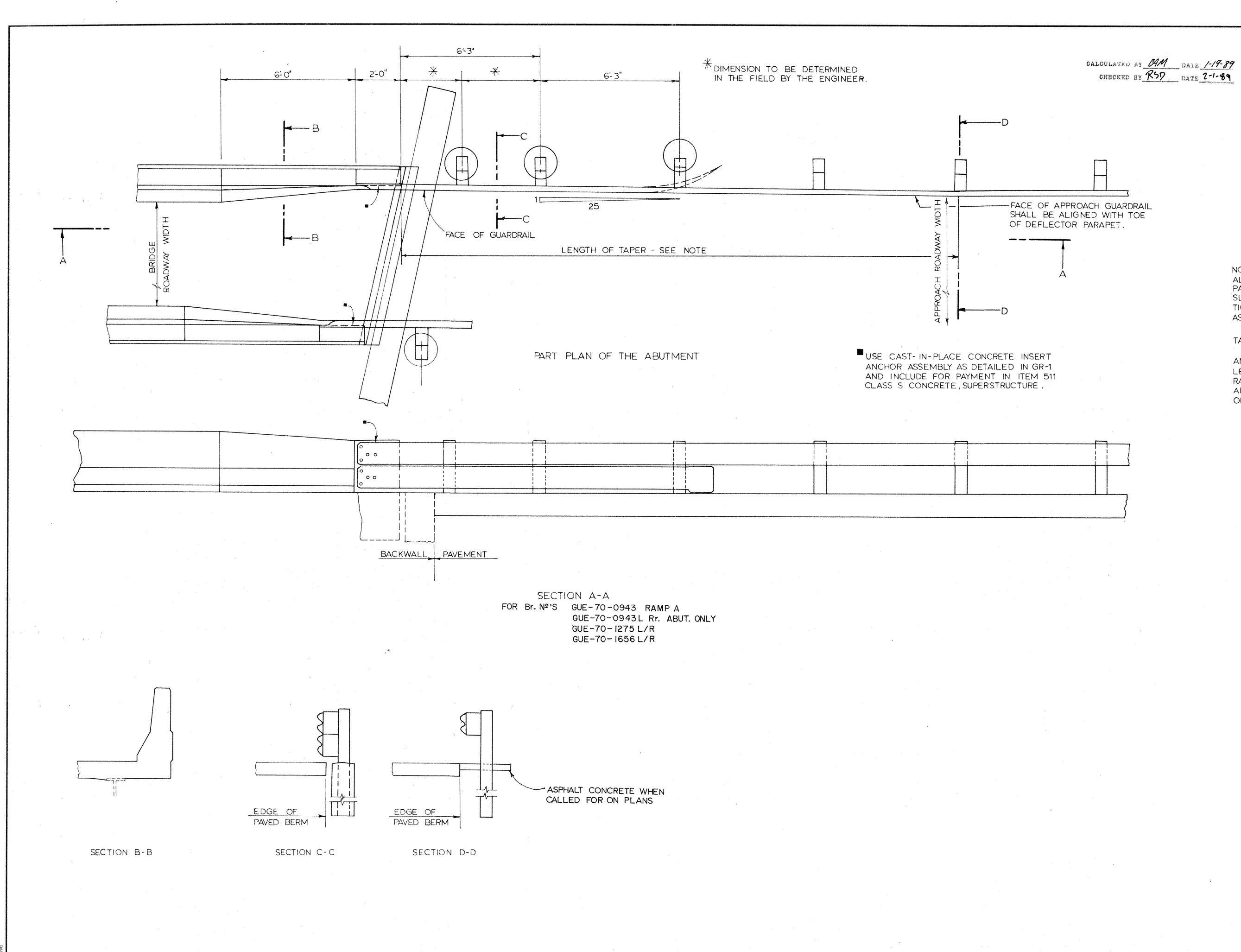
FHWA REGION

REFERENCE: FOR ADDITIONAL DETAILS AND DETAILS NOT SHOWN, SEE STANDARD DRAWINGS BR-1, GR-1, GR-2B, GR-3

ALL HOLES IN THE FIRST APPROACH GUARDRAIL PANEL ADJACENT TO THE BRIDGE SHALL BE SLOTTED 3/4" × 21/2" AND BOLTS SHALL BE TIGHTENED AS SPECIFIED FOR EXPANSION JOINTS AS PER 606.05.

TAPER:

THE 40:1 TAPER SHOWN IS DESIRABLE. HOWEVER, ANY TAPER 25:1 OR FLATTER IS ACCEPTABLE. THE LENGTH OF TAPER WILL VARY DEPENDING ON THE RATE OF TAPER AND THE ALIGNMENT OF THE APPROACH GUARDRAIL WITH RESPECT TO THE TOE OF THE PARAPET.



FHWA REGION STATE PROJECT 165

5 OHIO 173

GUE-70-6.17

REFERENCE:
FOR ADDITIONAL DETAILS AND DETAILS NOT SHOWN, SEE STANDARD DRAWINGS BR-1, GR-1, GR-2B, GR-3 & GR-7.

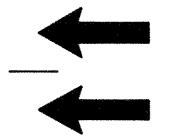
NOTE:

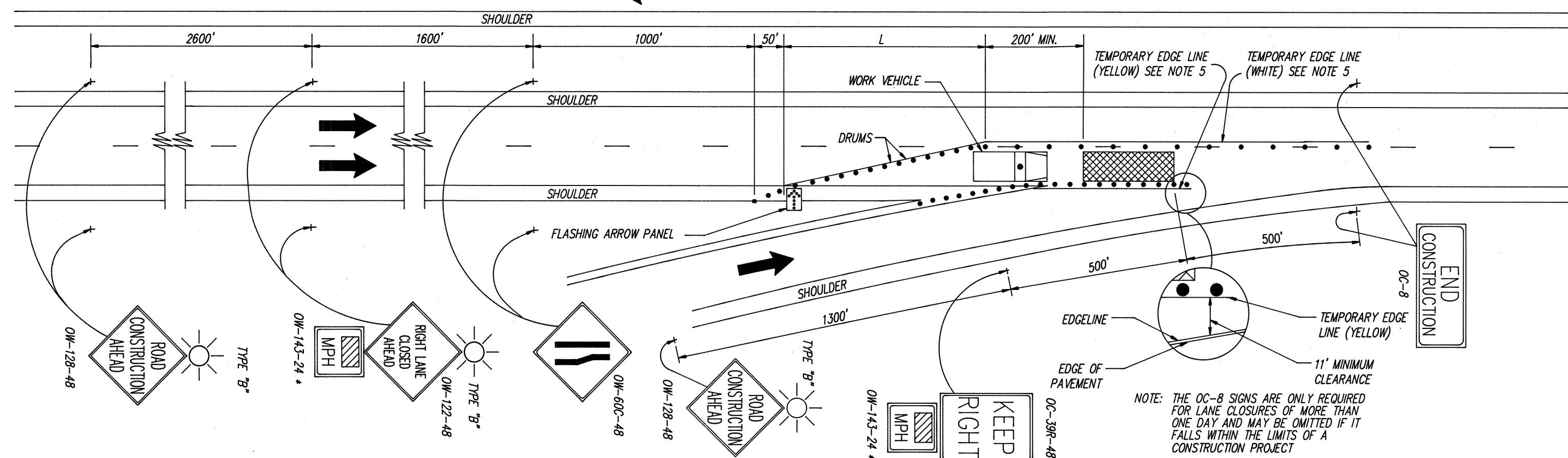
ALL HOLES IN THE FIRST APPROACH GUARDRAIL PANEL ADJACENT TO THE BRIDGE SHALL BE SLOTTED 3/4' × 21/2" AND BOLTS, SHALL BE TIGHTENED AS SPECIFIED FOR EXPANSION JOINTS AS PER 606.05.

TAPER:

ANY TAPER 25:1 OR FLATTER IS ACCEPTABLE. THE LENGTH OF TAPER WILL VARY DEPENDING ON THE RATE OF TAPER AND THE ALIGNMENT OF THE APPROACH GUARDRAIL WITH RESPECT TO THE TOE OF THE PARAPET.

SHOULDER





- THIS WORK AREA TRAFFIC CONTROL APPLICATION SHALL BE EMPLOYED WHEN THE LATERAL CLEARANCE BETWEEN THE CHANNELIZING DEVICES AT THE RIGHT EDGE OF THE WORK AREA AND THE EDGE OF THE RAMP PAVEMENT IS 11 FEET OR MORE.
- THE TAPER LENGTH (L) SHALL BE IN ACCORDANCE WITH SECTION 7F-17 OF THE OMUTCD. THE LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT. IN ORDER TO DETERMINE THE MINIMUM NUMBER OF CHANNELIZING DEVICES FOR THE TRANSITION TAPER SEE TABLE 7-5 OMUTCD. FOR A 55 MPH PREVAILING SPEED AND A 12 FOOT LANE, NOT LESS THAN THIRTEEN (13) DRUMS SHALL BE USED TO FORM THE LANE TRANSITION TAPER IN ADVANCE OF THE WORK AREA. NOT LESS THAN FIVE (5) DRUMS SHALL BE USED TO FORM THE TAPER IN THE SHOULDER AREA. DRUMS SHALL BE LOCATED AS SHOWN TO SEPARATE THE RAMP TRAFFIC FROM THE WORK AREA. DRUMS SHALL BE SPACED 50' CENTER TO CENTER. CONES HAVING A MINIMUM HEIGHT OF 28 INCES MAY BE SUBSTITUTED FOR DRUMS FOR DAY—TIME LANE CLOSURES. PROVISIONS SHALL BE MADE TO STABILIZE THE CONES TO PREVENT THEM FROM BLOWING OVER. IF THIS CANNOT BE ACHIEVED, DRUMS SHALL BE USED.
- THE SPACING BETWEEN CONSTRUCTION SIGNS SHOWN ON THIS DETAIL

 MAY REQUIRE ADJUSTMENTS (INCREASES OR DECREASES) TO ASSURE THAT

 THEY ARE POSITIONED NO CLOSER THAN 200 FEET TO EXISTING SIGNS

 OR AS DETERMINED BY THE ENGINEER.

- (4) RAMP SIGNS SHALL BE DUAL MOUNTED ON MULTILANE RAMPS.
- IF THE CONSTRUCTION OPERATION REQUIRES THE LANE CLOSURE FOR MORE THAN ONE DAY, THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS AND REFLECTORS FROM THE RAISED PAVEMENT MARKERS SHALL BE REMOVED AND THE APPROPRIATE COLOR TEMPORARY EDGE LINES SHALL BE APPLIED. PAVEMENT MARKING TAPE MAY BE USED. AFTER COMPLETION OF THE WORK, TEMPORARY MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 621.134 AND THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED.
- THE WORK VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED WHENEVER WORKERS ARE IN THE WORK AREA. THIS WORK VEHICLE SHALL BE MOVED FROM THE PAVEMENT WHENEVER WORKERS ARE NOT IN THE WORK AREA. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE WORK VEHICLE SHOWN WHEN APPROVED BY THE ENGINEER. THE VEHICLE SHALL BE EQUIPPED WITH A 360° ROTATING OR FLASHING AMBER BEACON CLEARLY VISIBLE FOR A MINIMUM OF ONE—QUARTER (1/4) MILE. A TRUCK MOUNTED IMPACT ATTENUATOR MAY BE EMPLOYED.
- 7) THE FLASHING ARROW PANEL SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING TC-35.10.
- 8 TYPE "C" STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON DRUMS FOR NIGHT LANE CLOSURES. THE MAXIMUM SPACING SHALL BE IDENTICAL TO THE CHANNELIZING DEVICE SPACING REQUIREMENTS DESCRIBED IN NOTE 2.

- TYPE "B" FLASHING BARRICADE WARNING LIGHTS SHOWN ON THE "ROAD CONSTRUCTION AHEAD" AND THE "RIGHT LANE CLOSED AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
- SOME WORK AREA LOCATIONS MAY REQUIRE MORE THAN JUST STATIC OR CONVENTIONAL SIGNS TO ENHANCE COMMUNICATION WITH THE DRIVER. AT THESE LOCATIONS PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) UNITS ARE RECOMMENDED. THESE DEVICES SHOULD BE LOCATED APPROXIMATELY 2000 FEET IN ADVANCE OF A LANE CLOSURE OR OTHER POINT OF REQUIRED ACTION. SEE SECTION 7G-8.1, OMUTCD FOR FURTHER GUIDANCE ON USE OF PCMS UNITS. THESE UNITS, IF REQUIRED, WILL BE SPECIFICALLY CALLED FOR IN THE PLANS AND PAID FOR SEPARATELY.
- 1) PAYMENT FOR ALL OF THE ABOVE, UNLESS ITEMIZED SEPARATELY, SHALL BE INCLUDED IN "ITEM 614 MAINTAINING TRAFFIC".

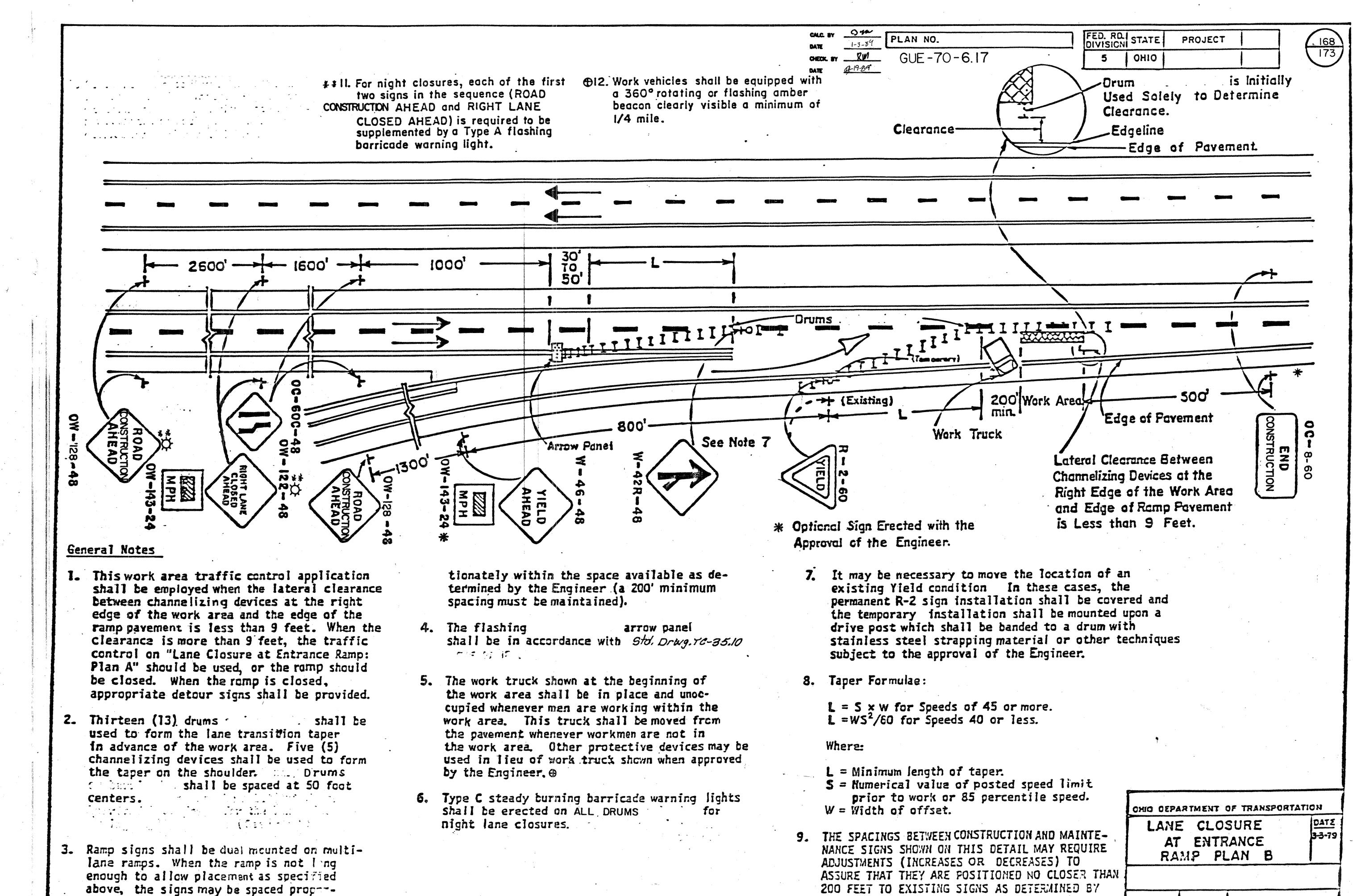
* OPTIONAL - AS DIRECTED BY THE ENGINEER

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

LANE CLOSURE AT ENTRANCE RAMP: PLAN A

REV. DRAWN 6/87

DATE 7/86 STANDARD DRAWING D3-7



THE ENGINEER.

£ 5

7K-6

Rev. EEF 9/84



GUE -70 -6.17

OHIO
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BARRICADES: BARRICADES SHALL BE CONSTRUCTED ACCORDING TO DETAILS SHOWN. WHEN THE ROAD IS CLOSED TO TRAFFIC, BARRICADES AND GATES SHALL BE USED TO EFFECTIVELY CLOSE THE ENTIRE ROADWAY INCLUDING THE MEDIAN OF DIVIDED HIGHWAYS. IN URBAN AREAS AND AT LOCATIONS WHERE IT IS IMPRACTICAL TO EXTEND THE BARRICADE TO THE RIGHT-OF-WAY LINE BECAUSE OF A SIDEWALK OR OTHER OBSTRUCTION. THE ENDS OF THE

BARRICADE SHALL BE LOCATED AS DIRECTED BY THE ENGINEER

TO EFFECT THE DESIRED CLOSING OF THE HIGHWAY.

PAINTING AND REFLECTORIZATION: ALL RAILS OF THE BARR-CADES AND GATES SHALL BE REFLECTORIZED WITH ORANGE AND WHITE REFLECTORIZED SHEETING * IN 6" WIDE ALTERNATE STRIPES WHICH SLOPE DOWNWARD TOWARD THE CENTER LINE OF THE ROAD AT AN ANGLE OF 45°. ALL THREE RAILS OFTHE ROAD CLOSED BARRICADE SHALL BE STRIPED ON THE SIDE FACING TRAFFIC. ALL GATE RAILS SHALL BE STRIPED ON BOTH SIDES. ALL POSTS, BRACES, GATE LEGS, AND ANY UNSTRIPED RAILS SHALL BE PAINTED WHITE.

GATES: ONE GATE SHALL BE ERECTED FOR EACH TRAFFIC LANE.

GATES SHALL BE CHAINED AND PADLOCKED TO ONE ANOTHER AND
TO ADJACENT POSTS OF THE BARRICADES. CHAINS SHALL BE 1/4"
STOCK OR LARGER WITH WELDED LINKS.

A HINGED GATE MAY BE USED AND SHALL BE AN APPROVED 12'x4' STEEL FRAME FARM TYPE, OR A TYPE APPROVED BY THE ENGINEER THE GATE SHALL BE HUNG ON HINGE SCREW HOOKS, OR AS OTHERWISE APPROVED. STRIPING SIMILAR TO THATUSED ON THE MOVEABLE GATE SHALL BE ACCOMPLISHED WITH 1"x8" LUMBER OR WITH METAL STRIPS FASTENED TO THE GATE. THE GATE SHALL BE SUPPORTED AT THE CENTER IN AN APPROVED MANNER.

* TYPE G

- TYPE C STEADY BURNING BARRICADE WARNING LIGHTS:

 EACH GATE SHALL BE EQUIPPED WITH A TYPE C STEADY BURNING
 BARRICADE WARNING LIGHT, CONSPICUOUSLY VISABLE AT ALL
 DISTANCES UP TO 1000' UNDER NORMAL ATMOSPHERIC CONDITIONS.
 THE LIGHT SHALL BE IN OPERATION AT ALL TIMES BETWEEN SUNSET
 AND SUNRISE DURING THE PERIOD THE HIGHWAY IS CLOSED.
- SIGNS: WHERE THE ROAD IS CLOSED TO TRAFFIC BY THE ERECTION OF GATES AND BARRICADES, ROAD CLOSED SIGNS (R-75) SHALL BE MOUNTED ON THE GATES AS SHOWN.

WHERE TRAFFIC IS MAINTAINED, A <u>ROAD CONSTRUCTION</u>

<u>AHEAD</u> SIGN (OW-I28) SHALL BE USED ON THE RIGHT SHOULDER

ON THE APPROACHES APPROXIMATELY 500 FEET IN ADVANCE OF
THE PROJECT OR THE OC-6 SIGN IF REQ'D. A <u>ROAD CONSTRUCTION</u>

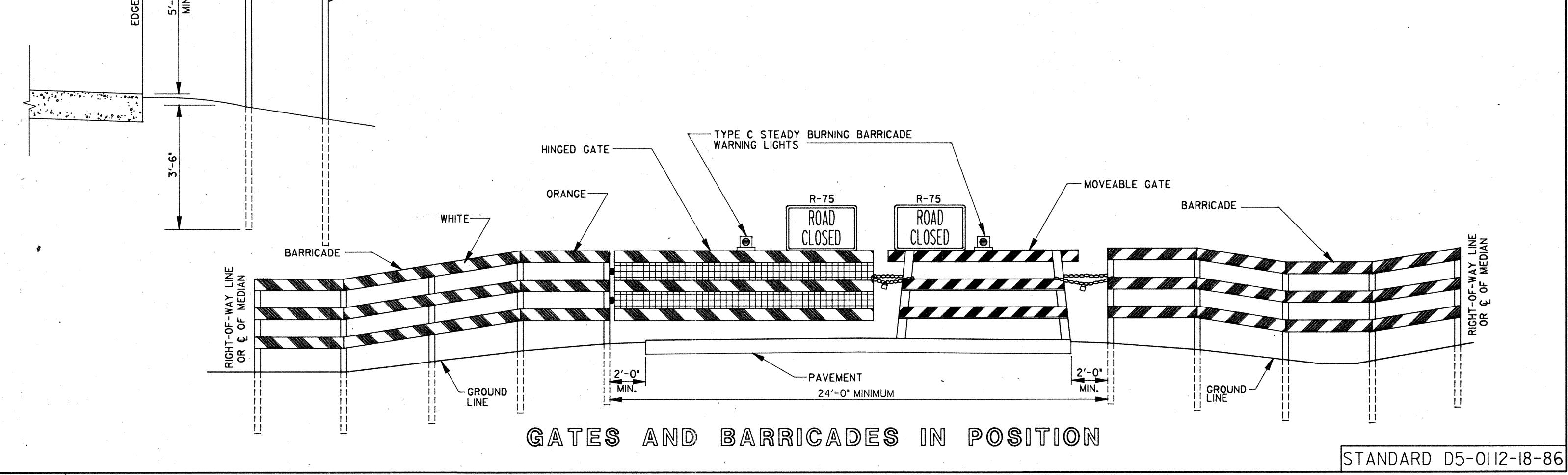
<u>NEXT__MILES</u> SIGN (OC-6) SHALL BE USED ONTHE RIGHT

SHOULDER ON THE APPROACHES TO ANY MAJOR CONSTRUCTION OR
MAINTENANCE JOB OF TWO (2) MILES OR MORE IN LENGTH.

AN <u>END CONSTRUCTION</u> SIGN (OC-8) SHALL BE ERECTED FACING
TRAFFIC LEAVING THE CONSTRUCTION SECTION. THE SIGNS SHALL

BE ERECTED AS DETAILED HEREON. DUAL MOUNTED SIGNS ARE
REQUIRED FOR A FOUR LANE FACILITY.

- LUMBER: LUMBER USED IN THE CONSTRUCTION OF THE GATES AND BARRICADES SHALL BE NO. I COMMON YELLOW PINE OR NO. I COMMON DOUGLAS FIR, SURFACED ON FOUR SIDES STANDARD, OR OTHER MATERIALS APPROVED BY THE ENGINEER. ALL SIZES ARE NOMINAL.
-) POSTS: POSTS SHALL BE SOUND 4"x4" SAWED OR 4-1/2" ROUND. RAILS OF THE BARRICADE SHALL BE BOLTED TO THE POSTS WITH 5/8" BOLTS.



ORANGE

GATES SHALL BE WELL SPIKED USING

SPIKES LONG ENOUGH TO CLINCH.

2"x6" LEGS 5'-6 1/2" LONG

11'-0"

0C-6

DRIVE POST, NO. 4 MAX. SIZE

TYPE C STEADY BURNING BARRICADE WARNING LIGHT

MOVABLE GATE

^L2"×6"

BRACES 7

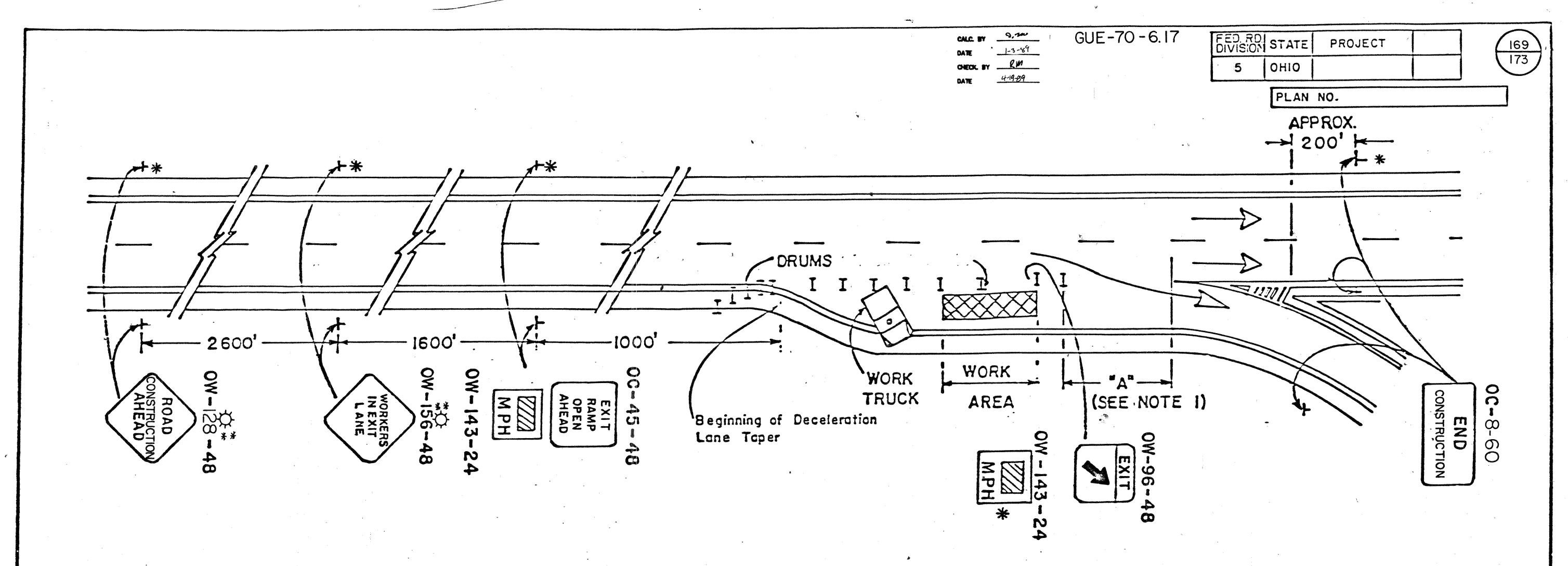
5'-0"

SEE TC-42.20

2"×8" TOP RAIL

2"x6" LEGS @ 5'-6 1/2" LONG

2"×8" RAILS



GENERAL NOTES.

- 1. THIS WORK AREA TRAFFIC CONTROL APPLICATION
 SHALL ONLY APPLY WHEN THE DISTANCE "A" IS
 GREATER THAN 100'. WHEN DISTANCE "A" IS LESS THAN
 100', THE RAMP SHALL BE CLOSED. WHEN THE RAMP
 IS CLOSED, THE TRAFFIC CONTROL SHALL INCLUDE
 DETOUR SIGNING FOR EXIT RAMP CLOSURES IN ACCORDANCE
 WITH OMUTCO.
- 2. DRUMS SHALL BE SPACED AT 50 FOOT CENTERS.
- 3. TYPE C STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON ALL DRUMS FOR NIGHT LANE CLOSURES.

THE WORK TRUCK SHOWN AT THE BEGINNING OF
THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED
WHENEVER MEN ARE WORKING WITHIN THE WORK
AREA. THIS TRUCK SHALL BE MOVED FROM
THE PAVEMENT WHENEVER WORKMEN ARE NOT IN
THE WORK AREA. OTHER PROTECTIVE DEVICES
MAY BE USED IN LIEU OF THE WORK TRUCK
SHOWN WHEN APPROVED BY THE ENGINEER. ®

SOPTIONAL SIGN ERECTED WITH THE

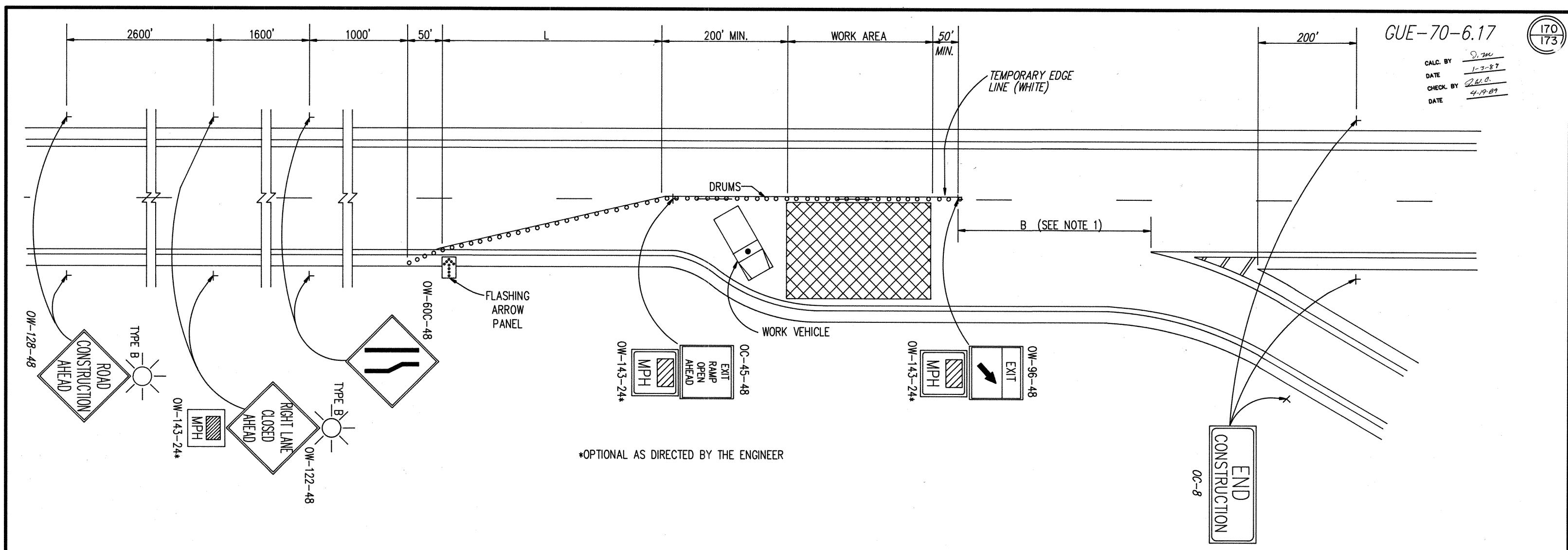
APPROVAL OF THE ENGINEER.

- 5. THE SPACINGS BETWEEN CONSTRUCTION AND MAINTENANCE SIGNS SHOWN ON THIS DETAIL MAY REQUIRE ADJUST-MENTS (INCREASES OR DECREASES) TO ASSURE THAT THEY ARE POSITIONED NO CLOSER THAN 200 FEET TO EXISTING SIGNS AS DETERMINED BY THE ENGINEER.
- * *6. FOR NIGHT CLOSURES, EACH OF THE FIRST TWO SIGNS IN THE SEQUENCE (ROAD CONST. AHEAD AND WORKERS IN EXIT LANE) IS REQUIRED TO BE SUPPLEMENTED BY A TYPE A FLASHING BARRICADE WARNING LIGHT.
- TLASHING AMBER BEACON CLEARLY VISIBLE A MINIMUM OF YM MILE.

OHIO DEPARTMENT OF TRANSPORTATION

LANE CLOSURE IN

DECELERATION LANE



- 1) THIS WORK AREA TRAFFIC CONTROL APPLICATION SHALL BE USED WHEN THE DISTANCE "B" IS 100 FEET OR GREATER.
- 2) THE TAPER LENGTH (L) SHALL BE IN ACCORDANCE WITH SECTION 7F-17 OF THE OMUTCD. THE LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT. IN ORDER TO DETERMINE THE MINIMUM NUMBER OF CHANNELIZING DEVICES FOR THE TRANSITION TAPER SEE TABLE 7-5 OMUTCD. FOR A 55 MPH PREVAILING SPEED AND A 12 FOOT LANE, NOT LESS THAN THIRTEEN (13) DRUMS SHALL BE USED TO FORM THE LANE TRANSITION TAPER IN ADVANCE OF THE WORK AREA. NOT LESS THAN FIVE (5) DRUMS SHALL BE USED TO FORM THE TAPER IN THE SHOULDER AREA. DRUMS SHALL BE SPACED 50' CENTER TO CENTER. CONES HAVING A MINIMUM HEIGHT OF 28 INCHES MAY BE SUBSTITUTED FOR DRUMS FOR DAYTIME LANE CLOSURES. PROVISIONS SHALL BE MADE TO STABILIZE THE CONES TO PREVENT THEM FROM BLOWING OVER. IF THIS CANNOT BE ACHIEVED, DRUMS SHALL BE USED.
- 3) THE SPACINGS BETWEEN CONSTRUCTION SIGNS SHOWN ON THIS DETAIL MAY REQUIRE ADJUSTMENTS (INCREASES OR DECREASES) TO ASSURE THAT THEY ARE POSITIONED NO CLOSER THAN 200 FEET TO EXISTING SIGNS OR AS DETERMINED BY THE ENGINEER.
- 4) IF THE CONSTRUCTION OPERATION REQUIRES THE LANE CLOSURE FOR MORE THAN ONE DAY, THEN THE EXISTING CONFLICTING PAVEMENT MARKINGS AND REFLECTORS FROM THE RAISED PAVEMENT MARKERS SHALL BE REMOVED AND THE APPROPRIATE COLOR TEMPORARY EDGE LINES LINES SHALL BE APPLIED. PAVEMENT MARKING TAPE MAY BE USED. AFTER COMPLETION OF THE WORK, TEMPORARY MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 621.134 AND THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED.

- 5) THE WORK VEHICLE SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED WHENEVER MEN ARE WORKING WITHIN THE WORK AREA. THIS VEHICLE SHALL BE MOVED FROM THE PAVEMENT WHENEVER WORKMEN ARE NOT IN THE WORK AREA. OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE WORK VEHICLE SHOWN WHEN APPROVED BY THE ENGINEER. THE VEHICLE SHALL BE EQUIPPED WITH A 360° ROTATING OR FLASHING AMBER BEACON CLEARLY VISIBLE FOR A MINIMUM OF ONE—QUARTER (1/4) MILE. A TRUCK MOUNTED IMPACT ATTENUATOR MAY BE EMPLOYED.
- 6) THE FLASHING ARROW PANEL SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING TC-35.10.
- 7) TYPE C STEADY BURN BARRICADE WARNING LIGHTS SHALL BE ERECTED ON THE DRUMS FOR NIGHT LANE CLOSURES. THE MAXIMUM SPACING SHALL BE IDENTICAL TO THE CHANNELIZING DEVICE SPACING REQUIREMENTS DESCRIBED IN NOTE NO. 2.
- 8) THE TYPE B FLASHING BARRICADE WARNING LIGHTS SHOWN ON THE "ROAD CONSTRUCTION AHEAD" AND THE "ONE LANE ROAD AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
- 9) THE OC-8 SIGNS ARE ONLY REQUIRED FOR LANE CLOSURES OF MORE THAN ONE DAY AND MAY BE OMITTED IF THEY FALL WITHIN THE LIMITS OF A CONSTRUCTION PROJECT.
- 10) SOME WORK AREA LOCATIONS MAY REQUIRE MORE THAN JUST STATIC OR CONVENTIONAL SIGNS TO ENHANCE COMMUNICATION WITH THE DRIVER.

 AT THESE LOCATIONS PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) UNITS ARE RECOMMENDED. THESE DEVICES SHOULD BE LOCATED APPROXIMATELY 2,000 FEET IN ADVANCE OF A LANE CLOSURE OR OTHER POINT OF

REQUIRED ACTION. SEE SECTION 7G-8.1, OMUTCD FOR FURTHER GUIDANCE ON USE OF PCMS UNITS. THSE UNITS, IF REQUIRED, WILL BE SPECIFICALLY CALLED FOR IN THE PLANS AND PAID FOR SEPARATELY.

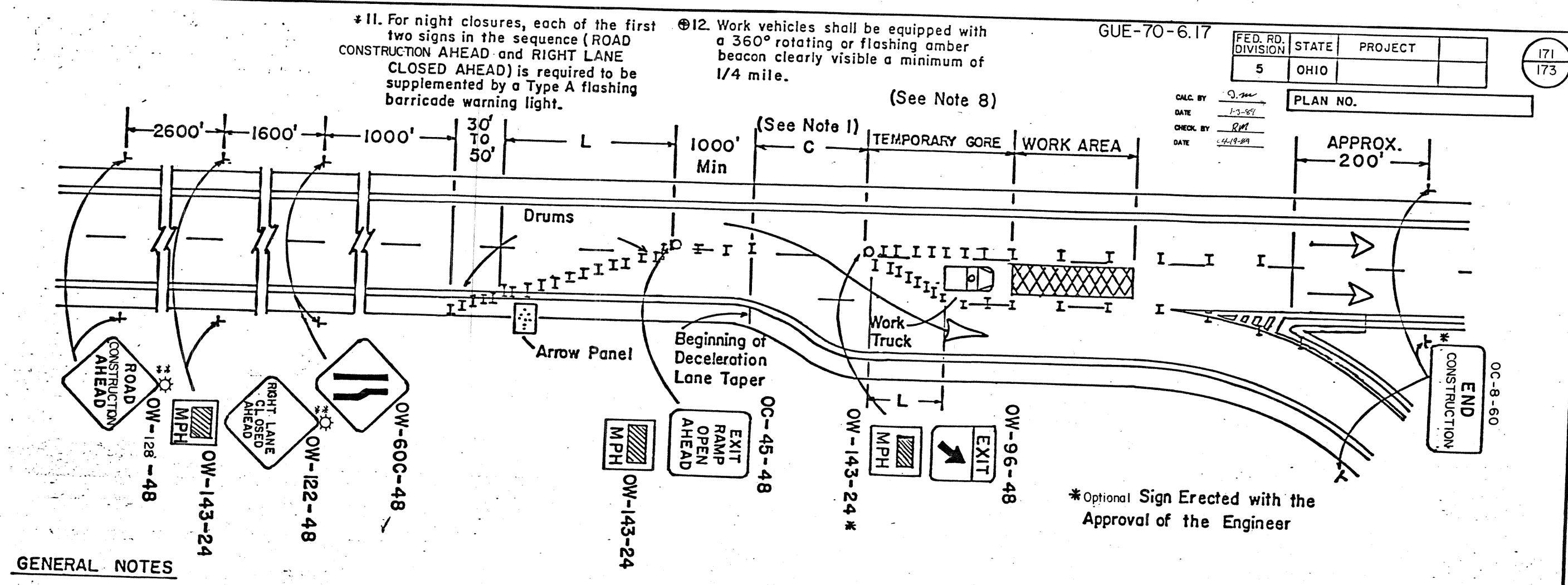
11) PAYMENT FOR ALL OF THE ABOVE, UNLESS ITEMIZED SEPARATELY, SHALL BE INCLUDED IN ITEM 614, MAINTAINING TRAFFIC.

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

LANE CLOSURE
BEFORE EXIT GORE

REV. 6/87 DRAWN

STANDARD NO. D3-8



- I. THIS WORK AREA TRAFFIC CONTROL APPLICATION SHALL ONLY BE USED WHEN THE DISTANCE "C" IS 100 FEET OR GREATER. WHEN "C" IS LESS THAN 100 FEET, THE TRAFFIC CONTROL SHOWN ON THE "LANE CLOSURE BEFORE EXIT GORE" DETAIL SHOULD BE USED, OR THE EXIT SHOULD BE CLOSED, OR THE TRAFFIC CONTROL ON THIS DRAWING MAY BE USED WITH APPROVAL OF THE ENGINEER. WHEN THE EXIT IS CLOSED, APPROPRIATE DETOUR SIGNS SHALL BE PROVIDED.
- 2. WHEN WORK IS BEING PERFORMED IN ONLY THE LANE ADJACENT TO THE MEDIAN ON A DIVIDED HIGHWAY, REFER TO THE TYPICAL WORK AREA TRAFFIC CONTROL SHOWN IN FIGURE C-21 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE WORK TRUCK SHOWN AT THE BEGINNING OF THE WORK AREA SHALL BE IN PLACE AND UNOCCUPIED WHENEVER MEN ARE WORKING WITHIN THE WORK AREA. THIS TRUCK SHALL BE MOVED FROM THE PAVEMENT WHENEVER WORKMEN ARE NOT IN THE WORK AREA.

 OTHER PROTECTIVE DEVICES MAY BE USED IN LIEU OF THE YORK TRUCK SHOWN WHEN APPROVED BY THE ENGINEER. A TRUCK MOUNTED IMPACT ATTENUATOR MAY BE EMPLOYED. ®

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- 4. THE FLASHING ARROW PANEL SHALL BE IN ACCORDANCE WITH STD. DRWG. TC-35.10.
- 5. THIRTEEN (13) DRUMS

 SHALL BE USED TO FORM THE LANE TRANSITION
 TAPER IN ADVANCE OF THE WORK AREA. FIVE
 (5) CHANNELIZING DEVICES SHALL BE USED TO
 FORM THE TAPER ON THE SHOULDER.

 DRUMS

 SHALL BE SPACED AT
 50 FOOT CENTERS.
- 6. TYPE C STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON ALL DRUMS FOR NIGHT LANE CLOSURES.

7. TAPER FORMULAE:

 $L = S \times W$ FOR SPEEDS OF 45 OR MORE. $L = WS^2/60$ FOR SPEEDS OF 40 OR LESS.

WHERE:

- L = MINIMUM LENGTH OF TAPER.
- S = NUMERICAL VALUE OF POSTED

 SPEED LIMIT PRIOR TO WORK OR

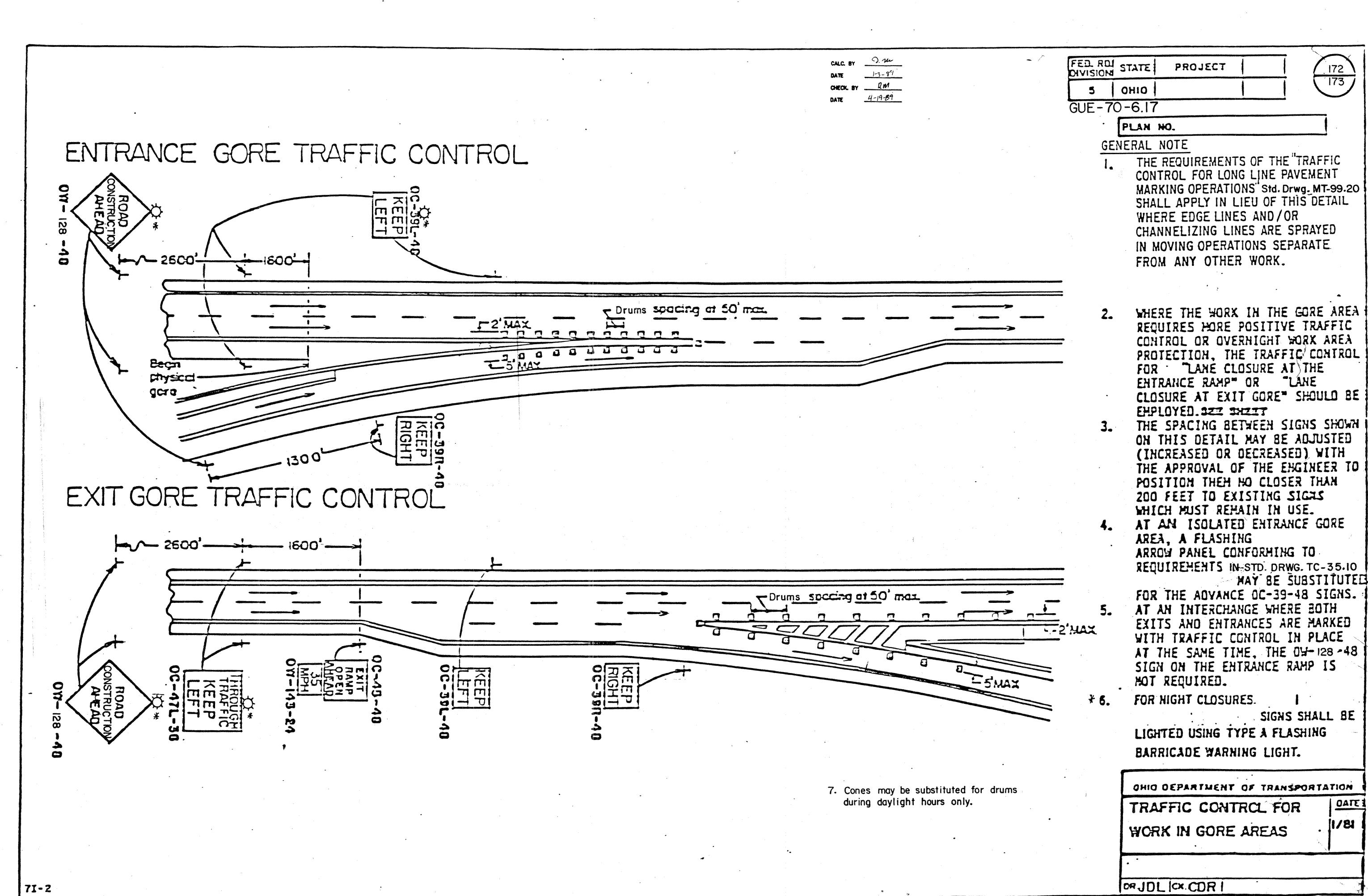
 85 PERCENTILE SPEED.
- W = WIDTH OF OFFSET.
- 8. WHEN CREATING A TEMPORARY GORE, CHANNELIZING DEVICES SHOULD BE SPACED 25' CENTER TO CENTER SO AS TO CREATE A "SOLID GORE" EFFECT.

9. THE SPACINGS BETWEEN CONSTRUCTION AND MAINTENANCE SIGNS SHOWN ON THIS DETAIL MAY REQUIRE ADJUSTMENTS (INCREASES OR DECREASES) TO ASSURE THAT THEY ARE POSITIONED NO CLOSER THAN 200 FEET TO EXISTING SIGNS AS DETERMINED BY THE ENGINEER.

OHIO DEPARTMENT OF TRANSPORTATION

LANE CLOSURE
B-3-79

AT EXIT GORE

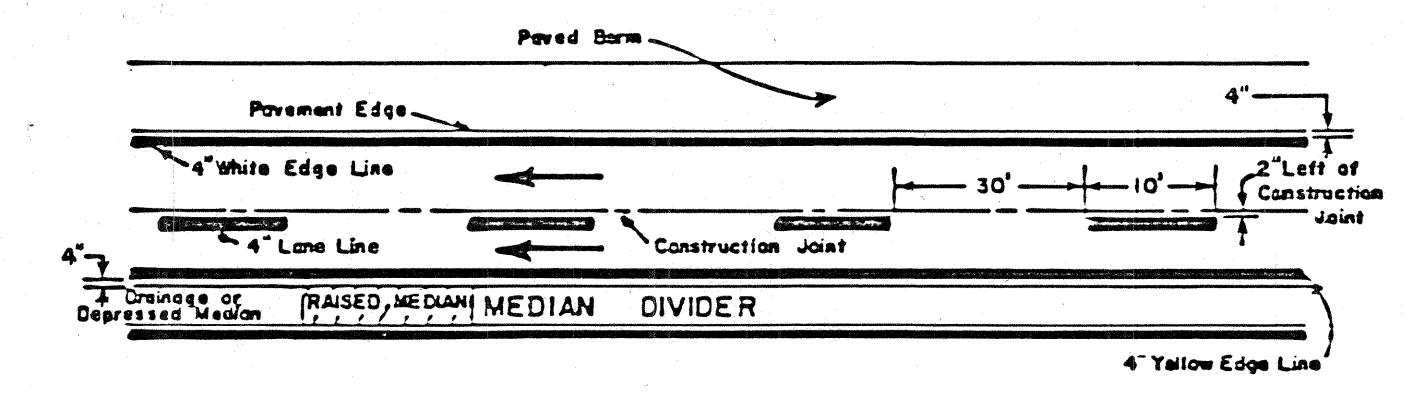


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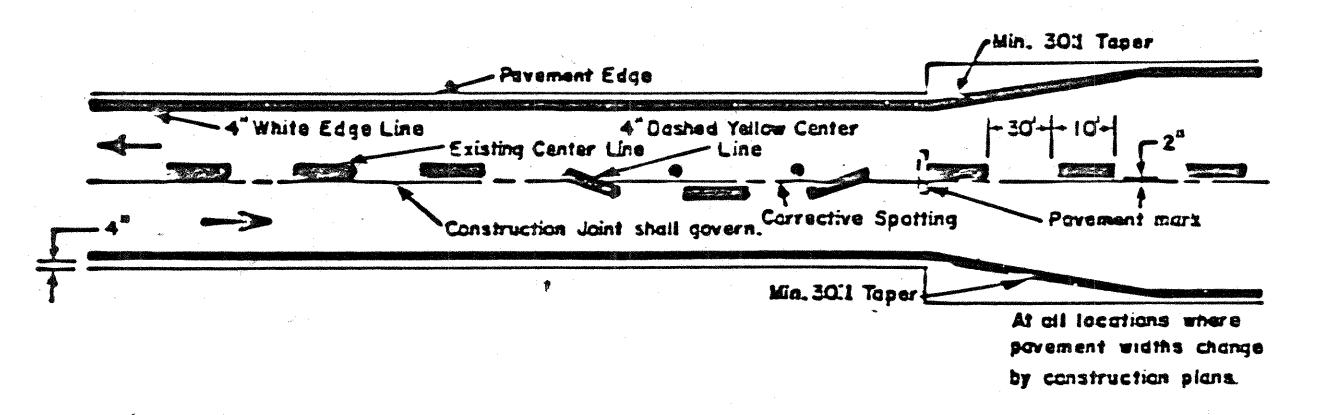
PAVEMENT MARKING TYPICAL DETAILS

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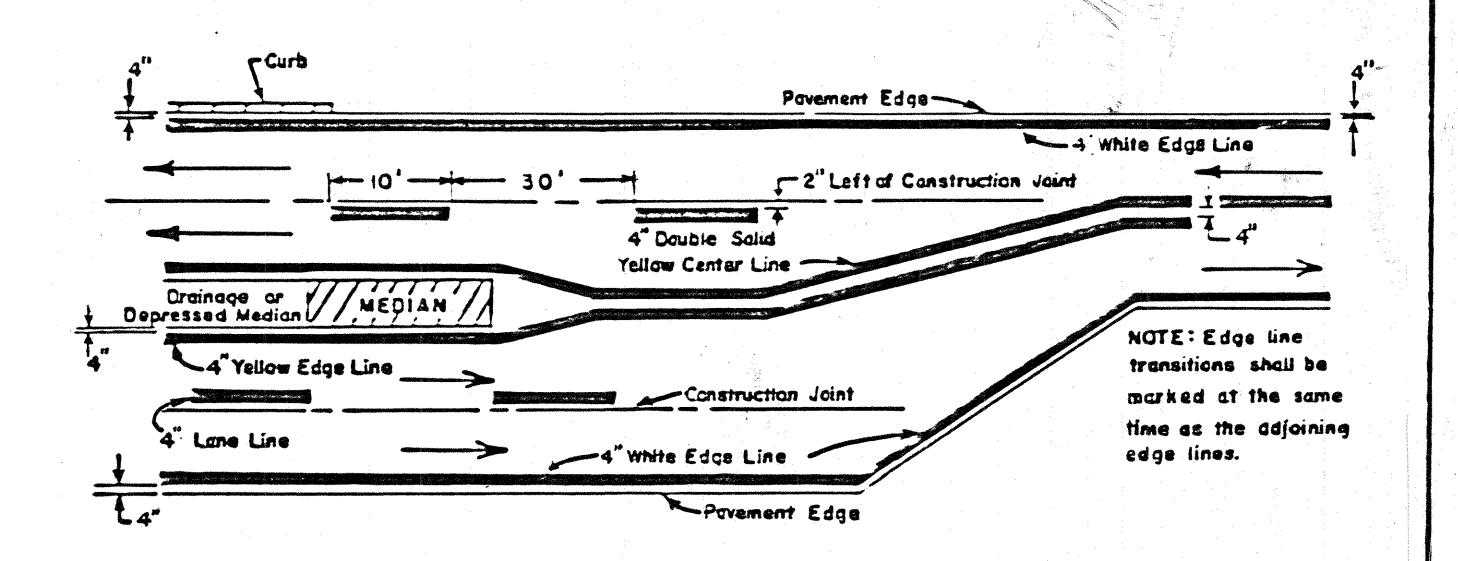
FREEWAY & EXPRESSWAY MAINLINE MARKINGS



TWO LANE MARKINGS



MULTILANE DIVIDED & UNDIVIDED HIGHWAY MARKINGS



NOTES:

- THE DISTANCE FROM THE PAVEMENT EDGE TO THE NEARSIDE EDGE OF THE EDGELINE MAY BE INCREASED WITH THE APPROVAL OF THE ENGINEER IN ORDER TO MAINTAIN UNIFORM LANE WIDTH.
- 2. SEE TC 72.20 FOR PAVEMENT ENTRANCE AND EXIT RAMP TERMINALS.

THIO DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING TYPICAL DETAILS JOL. : CDR.

38-2

12/81