

FURTHER SPECIAL INSTRUCTIONS FOR AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THE FEDERAL AVIATION ADMINISTRATION OBSTRUCTION EVALUATION GROUP HAS DETERMINED THAT THE MANAGER OF THE NORWALK-HURON COUNTY AIRPORT AND THE FAA BE ADVISED OF THE ACTUAL BEGINNING AND ENDING OF CONSTRUCTION WITHIN THE AREA OF INFLUENCE OF THE AIRPORT. DUE TO THIS REQUEST, THE CONTRACTOR IS INSTRUCTED TO CONTACT THE DISTRICT THREE FAA COORDINATOR (KENNY KNAPP) VIA EMAIL AT kenneth.knapp@dot.state.oh.us FIVE (5) BUSINESS DAYS BEFORE BEGINNING AND ENDING OF ALL CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF HUR-601-0.00 TO HUR-601-1.50.

SPECIAL NOTIFICATION OF BEGINNING AND ENDING OF CONSTRUCTION SHALL BE PROVIDED TO THE FAA COORDINATOR FIVE (5) DAYS PRIOR TO THE BEGINNING AND ENDING OF CONSTRUCTION WITHIN THE SECTION FROM HUR-601-0.00 TO HUR-601-1.00. ALONG WITH THE DATES OF CONSTRUCTION FOR THIS SECTION, THE CONTRACTOR SHALL PROVIDE THE NAME AND A CONTACT PHONE NUMBER FOR THE PERSON RESPONSIBLE FOR ENSURING COMPLIANCE WITH THE FAA GUIDELINES ON THE SITE. THIS PERSON SHALL BE ON-SITE FOR THE DURATION OF THE WORK WHILE WITHIN THIS SECTION OF THE PROJECT AND SHALL BE ABLE TO BE CONTACTED BY PHONE AT ALL TIMES. THIS RESPONSIBLE PERSON SHALL ENSURE THAT THE CONTRACTOR COMPLIES WITH ALL FAA AND ODOT REGULATIONS AS SET FORTH IN THIS PLAN AND PLAN PACKAGE AND SHALL IMMEDIATELY IMPLEMENT ANY ADDITIONAL MEASURES REQUESTED BY THE FAA OR IMPACTED AIRPORT.

THE CONTRACTOR IS ADVISED THAT THE FAA HAS REQUIRED SPECIAL MARKINGS BE PROVIDED ON ALL CONSTRUCTION EQUIPMENT WITHIN THE AREA OF HUR-601-0.00 TO HUR-601-1.00. ALL CONSTRUCTION EQUIPMENT, OTHER THAN PASSENGER VEHICLES, SHALL BE EQUIPPED WITH A RED LIGHT CONFORMING TO CHAPTER 5, RED OBSTRUCTION LIGHT SYSTEM (L-810 OR EQUIVALENT AND MINIMUM 32.5 CANDELAS) IF NIGHT WORK IS PERFORMED, AND A FLAG CONFORMING TO CHAPTER 3, MARKING GUIDELINES IN ACCORDANCE WITH THE FAA'S ADVISORY CIRCULAR 70/7460-1K, OBSTRUCTION MARKING AND LIGHTING. THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT FROM HUR-601-0.00 TO HUR-601-1.00 AT NIGHT IF LIGHTS ARE NOT INSTALLED. A COPY OF THE PERTINENT SECTIONS OF THIS CIRCULAR WILL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

ALL CONSTRUCTION EQUIPMENT SHALL BE REMOVED FROM THE ABOVE REFERENCED ONE-MILE SECTION OF SR 601 AND LOWERED TO ITS LOWEST VERTICAL POSITION (i.e. DUMP TRUCK WITH BED LOWERED) WHEN NOT IN USE.

FOR ANY INFORMATION NOT GIVEN HERE, REFERENCE THE FAA DETERMINATION DOCUMENTS AS PART OF THE PLAN PACKAGE SUBMITTAL. ANY QUESTIONS NOT ANSWERED BY THOSE DOCUMENTS MAY BE DIRECTED TO THE DISTRICT THREE FAA COORDINATOR AT THE ABOVE EMAIL OR BY PHONE AT 419.207.7175.

ALL EXTRA WORK, MATERIAL, AND EQUIPMENT NEEDED TO COMPLY WITH THE FAA'S REQUESTS, REQUIREMENTS, AND REGULATIONS SHALL BE PAID FOR UNDER THE LUMP SUM CONTRACT BID PRICE FOR ITEM 614 MAINTENANCE OF TRAFFIC.

ITEM 203 – EMBANKMENT, AS PER PLAN

THIS ITEM CONSISTS OF PLACING EMBANKMENT AT THE SPECIFIED LOCATIONS IN PLACE OF CURB RAMPS, WALKS, OR OTHER PEDESTRIAN FACILITIES OR PORTIONS OF PEDESTRIAN FACILITIES TO BE REMOVED.

PLACE CLEAN TOPSOIL IN THE VOIDS LEFT BY ANY REMOVED SECTIONS OF PEDESTRIAN FACILITIES TO FINISH FLUSH WITH THE SURROUNDING GROUND AND/OR PROPOSED OR REMAINING PEDESTRIAN FACILITY AND/OR ROADWAY. AFTER THIS TOPSOIL HAS BEEN PLACED, SEED AND MULCH THE AREAS ACCORDING TO ITEM 659. THE COST FOR THIS SEEDING AND MULCHING IS TO BE CONSIDERED INCIDENTAL TO THIS EMBANKMENT, AS PER PLAN ITEM.

THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL IS TO BE THE NUMBER OF LOOSE CUBIC YARDS DELIVERED, PLACED, AND ACCEPTED IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 203 – EMBANKMENT, AS PER PLAN, WHICH IS TO INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK.

ITEM 608 – CURB RAMP

EXISTING NON-ADA COMPLIANT CURB RAMPS ARE TO BE REMOVED AND REPLACED WITH THE SPECIFIED TYPE OF CURB RAMPS PER ODOT STANDARD CONSTRUCTION DRAWING BP-7.1. QUANTITIES HAVE BEEN PROVIDED IN THE CURB RAMP SUB-SUMMARY.

ITEM 608 – 4" CONCRETE WALK

REPLACE DEFICIENT CONCRETE WALK IN EXISTING CURB RAMP AREAS WHERE LANDING PADS ARE TO BE REPLACED, AS SHOWN ON THE CURB RAMP DETAIL SHEETS. EXACT QUANTITIES AND LOCATIONS ARE TO BE VERIFIED BY THE ENGINEER.

PRECONSTRUCTION PEDESTRIAN FACILITY LAYOUT INSPECTION

THE PROPOSED LAYOUT OF THE PEDESTRIAN FACILITIES INCLUDED IN THESE PLANS IS TO BE FIELD REVIEWED AND VERIFIED FOR COMPLIANCE WITH THE PLANS AND APPROPRIATE STANDARDS PRIOR TO PERFORMING ANY ASSOCIATED REMOVAL OR CONSTRUCTION. THIS MEETING IS INTENDED TO REVIEW PROPOSED WORK AS LAID OUT BY THE CONTRACTOR PRIOR TO THE MEETING; THIS MEETING IS NOT INTENDED TO LAYOUT ALL LOCATIONS IN CONJUNCTION WITH THE CONTRACTOR. THE CONTRACTOR SHOULD ADHERE TO THE PROJECT PLANS ON INITIAL LAYOUT PRIOR TO THIS MEETING, DETERMINE IF THERE ARE QUESTIONS, CONCERNS, OR CONTRACTOR-PROPOSED MODIFICATIONS TO THE DESIGN AT EACH LOCATION, AND BE PREPARED TO DISCUSS ANY SUCH LOCATIONS.

THE MEETING PARTICIPANTS WILL REVIEW EACH LOCATION AS REQUESTED BY THE CONTRACTOR, ADHERING TO THE ABOVE DETAILS. ADDITIONAL LOCATIONS WILL BE VERIFIED BY DISTRICT PERSONNEL FOR ADHERENCE TO THE PLANS AND SPECIFICATIONS.

COORDINATE WITH THE PROJECT ENGINEER TO SCHEDULE THE MEETING WITH ALL APPROPRIATE STAKEHOLDERS IN ORDER TO PROVIDE A MINIMUM OF 14 CALENDAR DAY NOTICE TO ALL MEETING ATTENDEES. THE REQUIRED STAKEHOLDERS ARE THE DISTRICT ADA ENGINEER, DISTRICT ADA COORDINATOR, MUNICIPAL REPRESENTATIVE (IF APPLICABLE), PROJECT ENGINEER, AND CONTRACTOR REPRESENTATIVE. THE ENGINEER OF RECORD, ODOT PROJECT MANAGER, ODOT DESIGNERS, AND CONSTRUCTION AREA ENGINEER SHOULD BE INVITED AS OPTIONAL ATTENDEES.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS MEETING ARE TO BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE PEDESTRIAN FACILITY ASSOCIATED WITH THIS WORK.

ITEM 209 – PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05 OR AS DIRECTED BY THE ENGINEER. THE GRADED SHOULDER BEYOND THE 10-INCH WIDE AREA FOR THE SAFETY EDGE SHALL BE GRADED AT A 10:1 SLOPE, OR AS DIRECTED BY THE ENGINEER. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH.

SAFETY EDGE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFESLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TRANSTECH SYSTEMS, INC. 1594 STATE STREET SCHENECTADY, NY 12304 1-800-724-6306 www.transtechsys.com	ADVANT-EDGE PAVING EQUIPMENT LLC P.O. BOX 9163 NISKAYUNA, NY 12309-0163 518-280-6090 www.advantedgepaving.com
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CARLSON SAFETY EDGE END GATE 18450 50TH AVENUE EAST TACOMA, WA 98446 253-875-8000	TROXLER ELECTRONICS LABORATORIES INC. 3008 E. CORNWALLIS RD. RESEARCH TRIANGLE PARK, NC 27709 1-877-TROXLER www.troxlerlabs.com
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IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

AC GAUGE OFFSET, AS PER PLAN

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.
- DURING THE S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC%. THE RAP AC% WILL BE WITHIN 0.3% OF THE AVERAGE RAP AC% FROM THE JMF. IF RAP AC% IS OUTSIDE OF THE 0.3%, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3%, THE JMF WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. ADJUSTMENTS TO MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/-0.2% FROM DESIGN AC% FROM JMF. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC% AT ALL TIMES AFTERWARDS.
- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOWS:
 - o NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING VERIFICATION PANS.
 - o DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC%. RAP AC% WILL BE WITHIN 0.3% OF RAP AC% DETERMINED IN JMF. IF OUTSIDE OF 0.3%, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
 - o DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
 - o MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
 - o IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC% TO OBTAIN THE OFFSET OF THE RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14% OF THE JMF ASPHALT BINDER CONTENT. DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TOW QC SAMPLES AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3% OF OFFSET AC GAUGE. IF MORE THAN 0.3% OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3% OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QC SAMPLES ARE WITHIN 0.3% OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT, PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT, RE-DO THE OFFSET PROCEDURE.

IN ADDITION, ALSO DETERMINE THE AC GAUGE OFFSET FOLLOWING THE CURRENT PROCEDURE AS OUTLINE IN SUPPLEMENT 1043 DATED JANUARY 21, 2022 AND PROVIDE THE INFORMATION TO THE DEPARTMENT. THIS AC GAUGE OFFSET NUMBER WILL NOT BE USED DURING QC TESTING.



PAVEMENT CORING INFORMATION

COUNTY	ROUTE	SLM	ASPHALT (IN)	CONCRETE (IN)	BRICK (IN)	LOCATION	DIRECTION	YEAR CORED
HUR	601	0.1	13.0	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	0.1	11.5	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	0.1	12.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	0.7	15.5	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	0.7	15.5	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	0.7	11.5	0.0	0.0	EDGE LINE	NB	2021
HUR	601	1.2	16.0	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	1.2	17.5	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	1.2	10.5	0.0	0.0	EDGE LINE	NB	2021
HUR	601	1.6	14.8	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	1.6	15.0	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	1.6	10.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	2.0	11.5	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	2.0	12.5	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	2.0	8.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	2.6	13.8	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	2.6	11.0	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	2.6	9.5	0.0	0.0	EDGE LINE	NB	2021
HUR	601	3.0	11.5	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	3.0	11.0	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	3.0	6.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	3.7	10.5	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	3.7	12.0	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	3.7	7.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	4.0	11.0	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	4.0	6.5	0.0	0.0	RT. WHEEL PATH	NB	2021
HUR	601	4.0	4.0	0.0	0.0	EDGE LINE	NB	2021
HUR	601	4.6	11.5	0.0	0.0	LT. WHEEL PATH	NB	2021
HUR	601	4.6	11.0	0.0	0.0	RT. WHEEL PATH	NB	2021
ERI	601	0.2	14.5	0.0	0.0	LT. WHEEL PATH	SB	2021
ERI	601	0.2	13.0	0.0	0.0	RT. WHEEL PATH	SB	2021
ERI	601	0.2	6.5	0.0	0.0	EDGE LINE	SB	2021
ERI	601	0.5	7.5	0.0	0.0	LT. WHEEL PATH	SB	2021
ERI	601	0.5	6.0	0.0	0.0	RT. WHEEL PATH	SB	2021
ERI	601	0.5	3.5	0.0	0.0	EDGE LINE	SB	2021
ERI	601	0.9	3.5	5.5	3.5	LT. WHEEL PATH	NB	2021
ERI	601	0.9	3.5	8.5	0.0	RT. WHEEL PATH	NB	2021
ERI	601	0.9	5.5	5.0	0.0	EDGE LINE	NB	2021

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (301)
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVING PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19 MM, AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 4" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19 MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3".

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

MAX DESIGN: FOR N_{max} USE 50 GYRATIONS, FOR N_{max} USE 15 GYRATIONS. USE A PG 64-22 BINDER FOR 0% TO 25% RAP AND A PG 58-28 BINDER FOR 26% TO 30% RAP. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

QUALITY CONTROL: DO NOT PERFORM N_{max} IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

PAVEMENT REPAIRS				
LONGITUDINAL (01/STR/PV)				
COUNTY	ROUTE	SLM	ITEM 251 (CY)	ITEM 253 (CY)
HUR	601	0.00-1.00	104	13
HUR	601	1.00-1.96	100	13
TOTALS TO GENERAL SUMMARY (01/STR/PV)			204	26
LONGITUDINAL (02/S5K/PV)				
COUNTY	ROUTE	SLM	ITEM 251 (CY)	ITEM 253 (CY)
ERI	601	0.00-0.93	96	12
HUR	601	1.96-2.00	108	14
HUR	601	2.00-3.00	104	13
HUR	601	3.00-4.00	104	13
HUR	601	4.00-5.01	105	13
TOTALS TO GENERAL SUMMARY (02/S5K/PV)			517	65
TRANSVERSE (01/STR/PV)				
COUNTY	ROUTE	SLM	ITEM 251 (CY)	ITEM 253 (CY)
HUR	601	0.00-1.00	26	3
HUR	601	1.00-1.96	25	3
TOTALS TO GENERAL SUMMARY (01/STR/PV)			51	6
TRANSVERSE (02/S5K/PV)				
COUNTY	ROUTE	SLM	ITEM 251 (CY)	ITEM 253 (CY)
ERI	601	0.00-0.93	24	3
HUR	601	1.96-2.00	27	3
HUR	601	2.00-3.00	26	3
HUR	601	3.00-4.00	26	3
HUR	601	4.00-5.01	26	3
TOTALS TO GENERAL SUMMARY (02/S5K/PV)			129	15

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

FOR HUR-601, SLM 0.00 TO 1.08: THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 7 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

FOR THE REMAINDER OF THE PROJECT: THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

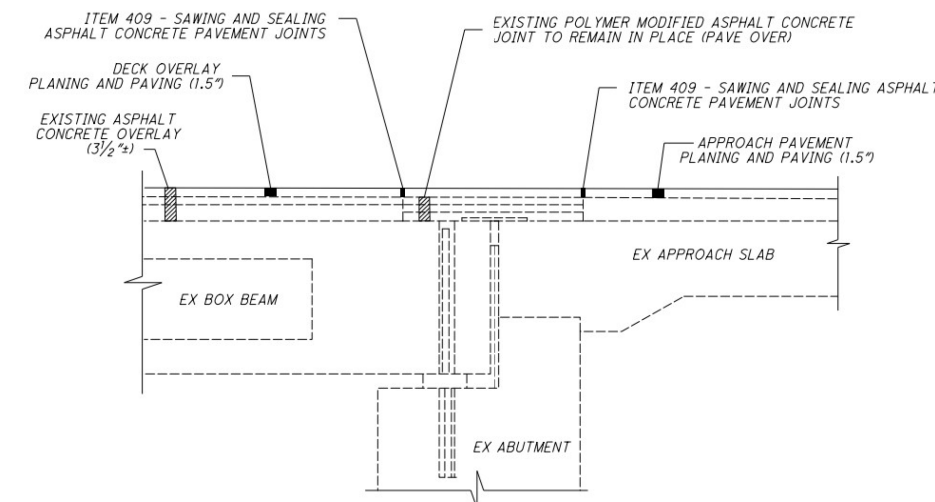
PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

PAVING AT STRUCTURES

FOR THE RESURFACING OF THE HUR-601/HUR-20 ROUNDABOUT:

STRUCTURE HUR-601-1.02: SUSPEND AND RESUME PAVING AT THE EXISTING POLYMER MODIFIED JOINTS AND CONCRETE BRIDGE DECK. EXISTING POLYMER MODIFIED JOINTS SHALL NOT BE PAVED OVER.

STRUCTURE HUR-20-17.74: PLANE AND PAVE SURFACE COURSE OVER THE EXISTING POLYMER MODIFIED JOINTS AND BRIDGE DECK. PLANE AND PAVE FULL WIDTH OF BRIDGE DECK. AFTER PAVING, PERFORM ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS AT EACH SIDE OF THE EXISTING POLYMER MODIFIED JOINTS AS DETAILED BELOW.



ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

AFTER THE RESURFACING OF THE HUR-601/HUR-20 ROUNDABOUT IS COMPLETED, INSTALL AN ASPHALT CONCRETE PAVEMENT JOINT AT EACH SIDE OF THE EXISTING POLYMER MODIFIED JOINTS AT STRUCTURE HUR-20-17.74 AS SHOWN ON THE DETAIL ON THIS SHEET AND IN ACCORDANCE WITH C&MS 409.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE PER FOOT FOR ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS.

ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
 204 FT (01/STR/PV)
 (TOTAL OF FOUR JOINTS AT 51 FT EACH)

HUR-601-0.00/ERI-601-0.00

MODEL: GEN NOTES 3, PAPER SIZE: 17x11 (in.) DATE: 9/23/2022 TIME: 10:51:45 AM USER: kealy pwc\hobdod-pw-bentley.com\shhdod-pw-02\Documents\01_Active Projects\District 03\Huron\94385\400-Engineering\Roadway\Sheets\94385_GN001.dgn


GENERAL NOTES

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM TWO	
DESIGNER	KRB
REVIEWER	ACM
PROJECT ID	6-23-22
SHEET	94385
TOTAL	P.6
	23

SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	8	9	14	16	23	01/STR/PV	02/SSK/PV									
ROADWAY																	
					1,858			1,858	202	30000	1,858	SF	WALK REMOVED				
					334			334	202	32000	334	FT	CURB REMOVED				
					14			14	202	23000	14	SY	PAVEMENT REMOVED				
					7			7	203	20001	7	CY	EMBANKMENT, AS PER PLAN	5			
				10.67				3.6	7.07	209	72051	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	5			
	17				607			5	12	209	80000	EACH	GRADING MAILBOX APPROACHES				
					1,134				607	608	10000	SF	4" CONCRETE WALK				
					220				1,134	608	52000	SF	CURB RAMP				
									220	609	26000	FT	CURB, TYPE 6				
	3							2	1	623	39500	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE				
EROSION CONTROL																	
								300	700	832	30000	EACH	EROSION CONTROL				
DRAINAGE																	
	26								26	611	98630	EACH	CATCH BASIN ADJUSTED TO GRADE				
	19								19	611	99654	EACH	MANHOLE ADJUSTED TO GRADE				
PAVEMENT																	
721								204	517	251	01042	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (LONGITUDINAL)				
180								51	129	251	01042	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (TRANSVERSE)				
91								26	65	253	02000	CY	PAVEMENT REPAIR (LONGITUDINAL)				
21								6	15	253	02000	CY	PAVEMENT REPAIR (TRANSVERSE)				
				8,092				8,092		254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")				
				91,496				24,706	66,790	254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3")				
				306				306		254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5" TO 3")				
				513				168	345	254	01600	SY	PATCHING PLANED SURFACE				
				12,897				3,934	8,963	407	20000	GAL	NON-TRACKING TACK COAT				
				5,006				1,690	3,316	408	10001	GAL	PRIME COAT, AS PER PLAN	7			
204								204		409	30000	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS				
				4,369				1,436	2,933	442	10000	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)				
				3,891				1,054	2,837	442	10080	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)				
	17			777				268	526	617	10100	CY	COMPACTED AGGREGATE				
	3							3		618	39000	EACH	RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE)				
WATER WORK																	
	13								13	638	10800	EACH	VALVE BOX ADJUSTED TO GRADE				
TRAFFIC CONTROL																	
					503			290	213	621	00100	EACH	RPM				
					374			161	213	621	54000	EACH	RAISED PAVEMENT MARKER REMOVED				
				36					36	630	03100	FT	GROUND MOUNTED SUPPORT, NO. 3 POST				
				3					3	630	85100	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION				
				3					3	630	86002	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL				
				10.64				3.58	7.06	642	00104	MILE	EDGE LINE, 6", TYPE 1				
				5.82				1.79	4.03	642	00300	MILE	CENTER LINE, TYPE 1				
				1.08				1.08		644	00104	MILE	EDGE LINE, 6"				
				0.42				0.42		644	00300	MILE	CENTER LINE				
				312				36	276	644	00500	FT	STOP LINE				
				748					748	644	00620	FT	CROSSWALK LINE, 12"				
				329					329	644	00621	FT	CROSSWALK LINE, 12", AS PER PLAN	7			
				422				422		644	00700	FT	TRANSVERSE/DIAGONAL LINE				
				2					2	644	01100	EACH	SCHOOL SYMBOL MARKING, 72"				
				1,268					1,268	644	01200	FT	PARKING LOT STALL MARKING				
				4					4	644	01300	EACH	LANE ARROW				
				109					109	644	01510	FT	DOTTED LINE, 6"				
				1					1	644	01600	EACH	HANDICAP SYMBOL MARKING				
				110					70	40	644	20800	FT	YIELD LINE			

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM TWO

DESIGNER
KRB

REVIEWER
ACM 6-23-22

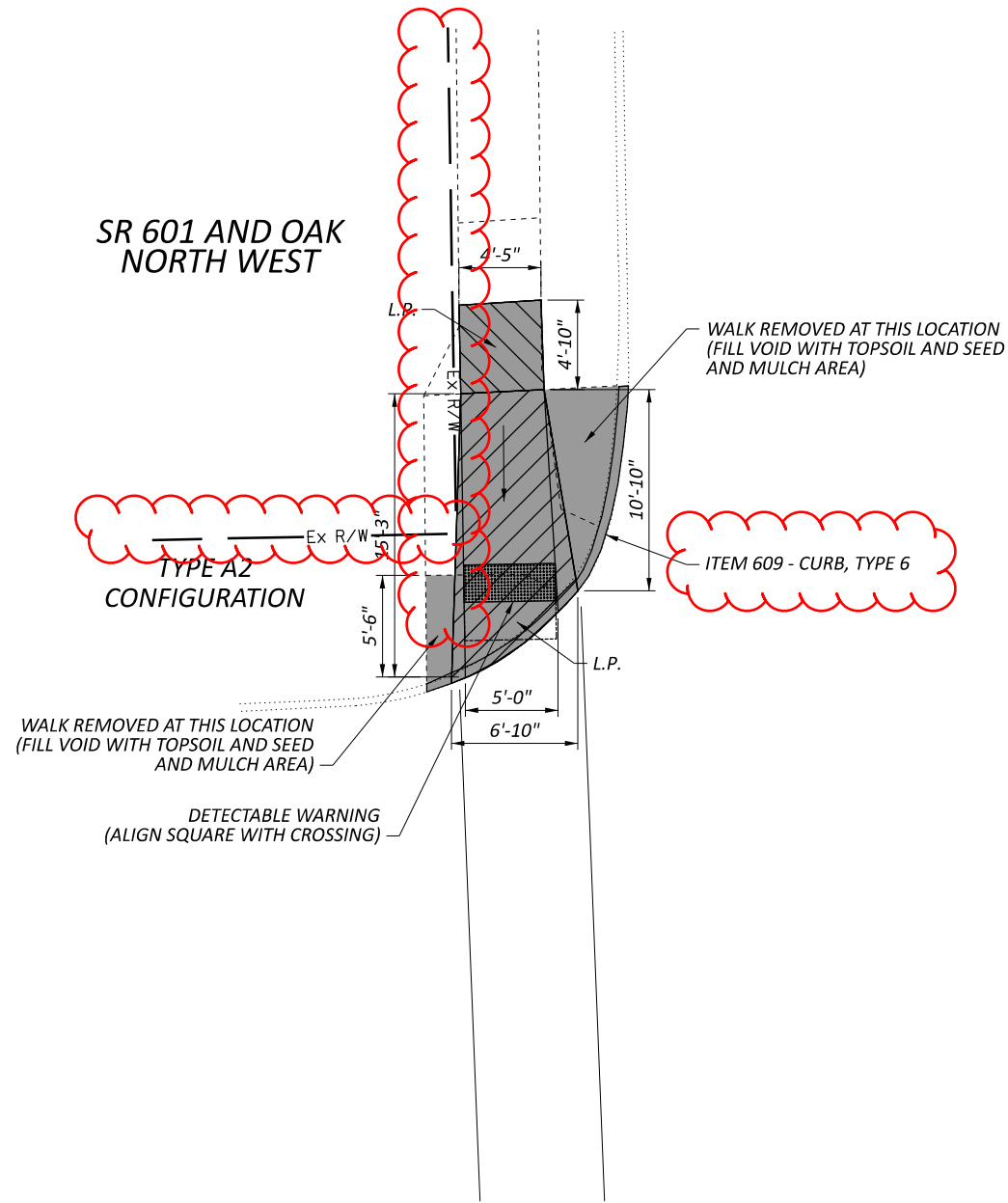
PROJECT ID
94385

SHEET TOTAL
P.12 23

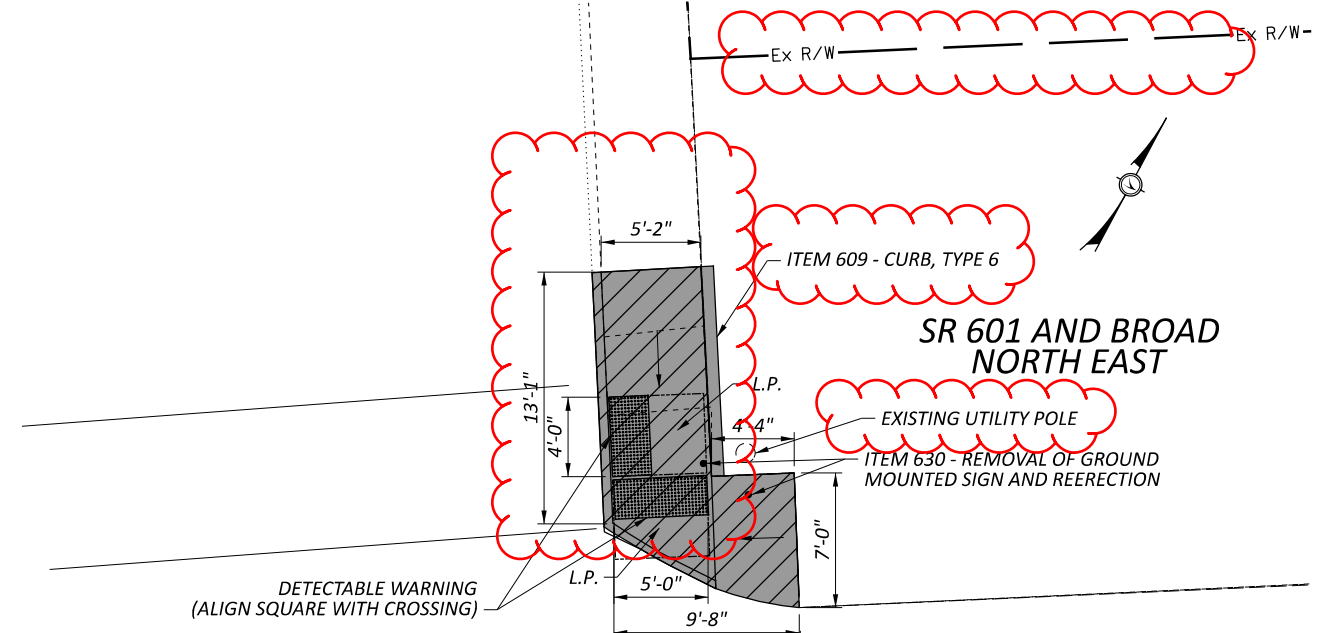
CURB RAMP SUBSUMMARY

REFERENCE SHEET NO.	PLAN SPLIT	LOCATION INFORMATION				202			203	608		609	630		
		MAJOR STREET	MINOR STREET	LOCATION DESCRIPTION	APPROXIMATE SLM	WALK REMOVED	CURB REMOVED	PAVEMENT REMOVED (3" AVG. DEPTH)	EMBANKMENT, AS PER PLAN (CURB RAMP) (6" AVG. DEPTH)	CURB RAMP	4" CONCRETE WALK	CURB, TYPE 6	GROUND MOUNTED SUPPORT, NO. 3 POST	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
						SF	FT	SY		CY	SF	SF		FT	FT
17	02/S5K/PV	SR 601	BROAD ST	NORTHEAST	0.48	120	20			120		11	24	2	2
17	02/S5K/PV	SR 601	BROAD ST	SOUTHEAST	0.48	35	9			35		2			
17	02/S5K/PV	SR 601	OAK ST	NORTHWEST	0.49	134	21		1	80	22	13			
18	02/S5K/PV	SR 601	JUDSON ST	NORTHWEST	0.62	39	18			69		3			
18	02/S5K/PV	SR 601	JUDSON ST	SOUTHWEST	0.62	90	8			31	59	1			
18	02/S5K/PV	SR 601	JUDSON ST	NORTHEAST	0.62	153	21		1	92	63	8	12	1	1
18	02/S5K/PV	SR 601	JUDSON ST	SOUTHEAST	0.62	112	10			57	59	2			
19	02/S5K/PV	SR 601	LOCKWOOD RD	NORTHWEST	0.71	44	40	12	2	57		56			
19	02/S5K/PV	SR 601	LOCKWOOD RD	SOUTHWEST	0.71	39	7			39		1			
20	02/S5K/PV	SR 601	WILCOXSON ST	NORTHWEST	0.75	106	7			43	63	1			
20	02/S5K/PV	SR 601	WILCOXSON ST	SOUTHWEST	0.75	100	24		1	30	21	19			
20	02/S5K/PV	SR 601	WILCOXSON ST	NORTHEAST	0.75	147	26		1	45	60	39			
20	02/S5K/PV	SR 601	WILCOXSON ST	SOUTHEAST	0.75	177	31		1	43	76	37			
21	02/S5K/PV	SR 601	WILLIAMS ST	NORTHWEST	0.81	82	18			82		4			
21	02/S5K/PV	SR 601	WILLIAMS ST	SOUTHWEST	0.81	43	10			43		2			
21	02/S5K/PV	SR 601	WILLIAMS ST	NORTHEAST	0.81	156	17			97	59	3			
21	02/S5K/PV	SR 601	WILLIAMS ST	SOUTHEAST	0.81	32	8			32		1			
22	02/S5K/PV	SR 601	MERRY ST	NORTHWEST	0.87	27	6			27					
22	02/S5K/PV	SR 601	MERRY ST	SOUTHWEST	0.87	31	6			31					
22	02/S5K/PV	SR 601	MERRY ST	NORTHEAST	0.87	65	7			29	36	1			
22	02/S5K/PV	SR 601	MERRY ST	SOUTHEAST	0.87	126	20	2		52	89	16			
TOTALS CARRIED TO GENERAL SUMMARY (02/S5K/PV)						1858	334	14	7	1134	607	220	36	3	3

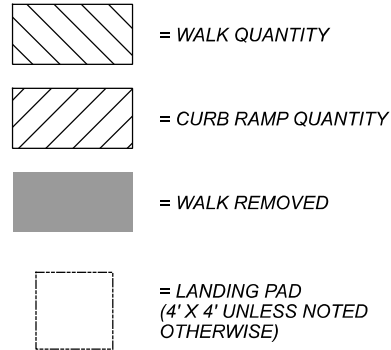
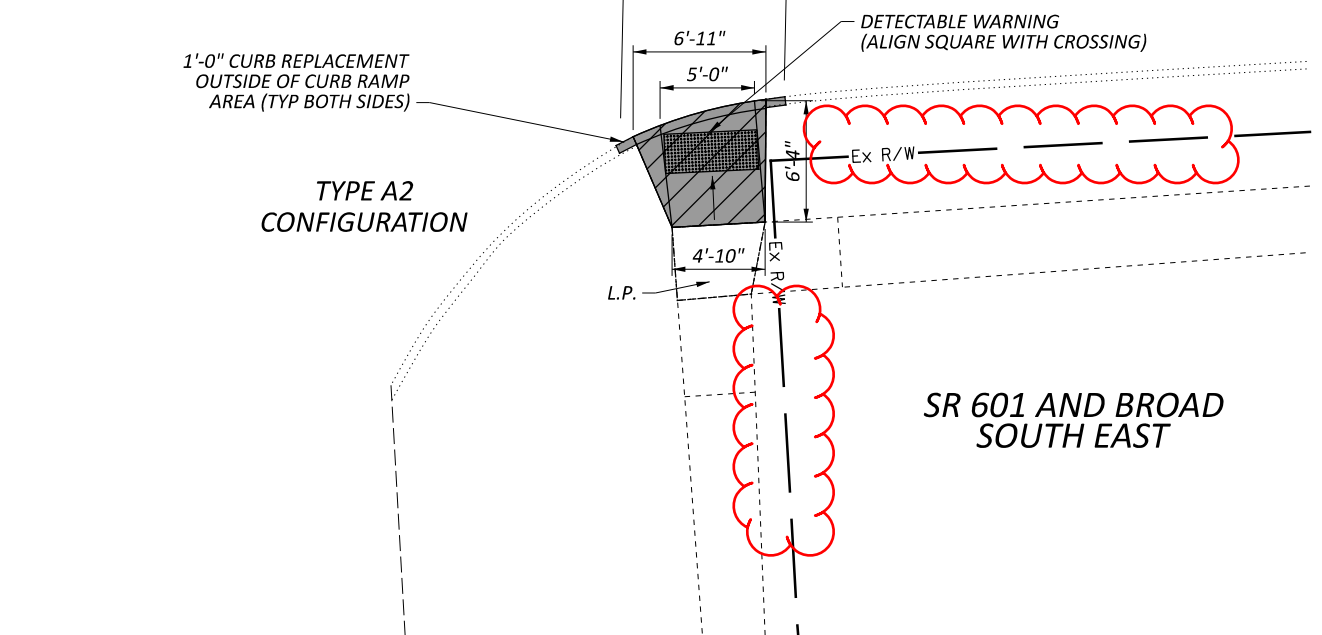
SR 601 AND OAK
NORTH WEST



SR 601 AND BROAD
NORTH EAST



SR 601 AND BROAD
SOUTH EAST

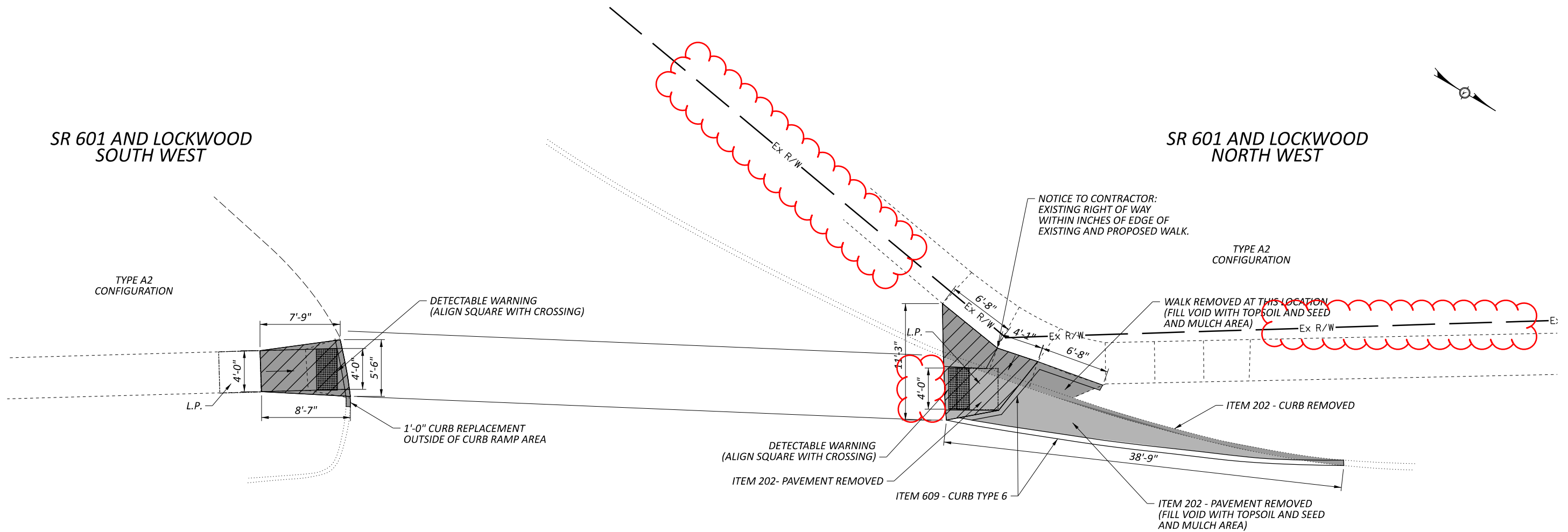






L.P. = LAND'G = LANDING PAD
 RAMP = DIRECTION OF DOWN RUNNING SLOPE (TYP)
 (FOR COMPLIANCE WITH NOMENCLATURE FOUND IN THE BP-7.1 STANDARD CONSTRUCTION DRAWING)

NOTES:
 1.) ALL CURB RAMP QUANTITIES CAN BE FOUND ON SHEET 16.
 2.) ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED AND MODIFIED BASED ON OBSERVED CONDITIONS.
 3.) PAVEMENT MARKINGS ARE SHOWN FOR PHYSICAL REPRESENTATION ONLY. THE CONTRACTOR SHALL REFER TO THE PAVEMENT MARKING SUBSUMMARY FOR QUANTITIES.
 4.) THE EXISTING RIGHT OF WAY LIMITS SHOWN ON THE DETAILS ARE APPROXIMATE.

SR 601 AND LOCKWOOD
SOUTH WEST

SR 601 AND LOCKWOOD
NORTH WEST



-  = WALK QUANTITY
-  = CURB RAMP QUANTITY
-  = WALK REMOVED
-  = LANDING PAD (4' X 4' UNLESS NOTED OTHERWISE)

L.P. = LAND'G = LANDING PAD
 RAMP = DIRECTION OF DOWN RUNNING SLOPE (TYP)

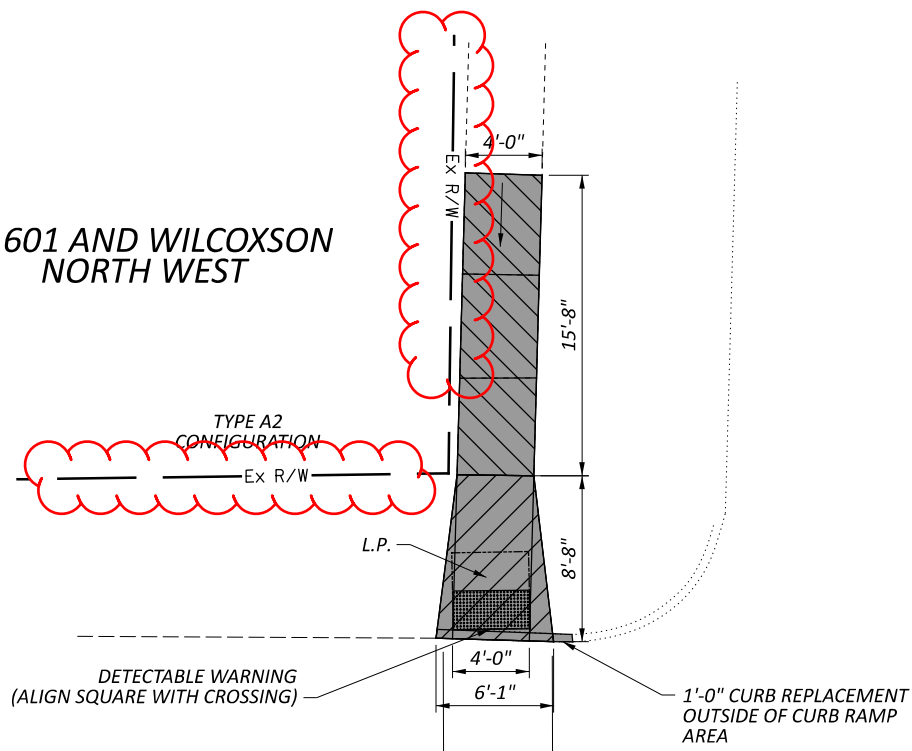
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NOTES:

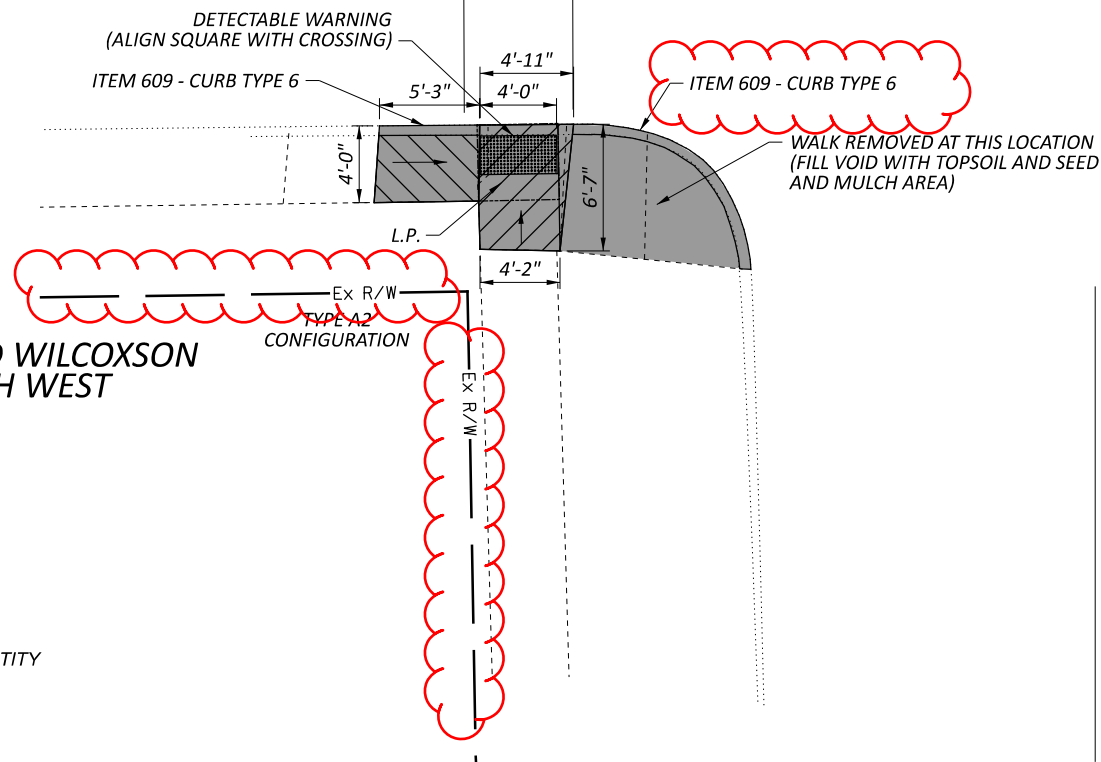
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- 2.) ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED AND MODIFIED BASED ON OBSERVED CONDITIONS.
- 3.) PAVEMENT MARKINGS ARE SHOWN FOR PHYSICAL REPRESENTATION ONLY. THE CONTRACTOR SHALL REFER TO THE PAVEMENT MARKING SUBSUMMARY FOR QUANTITIES.
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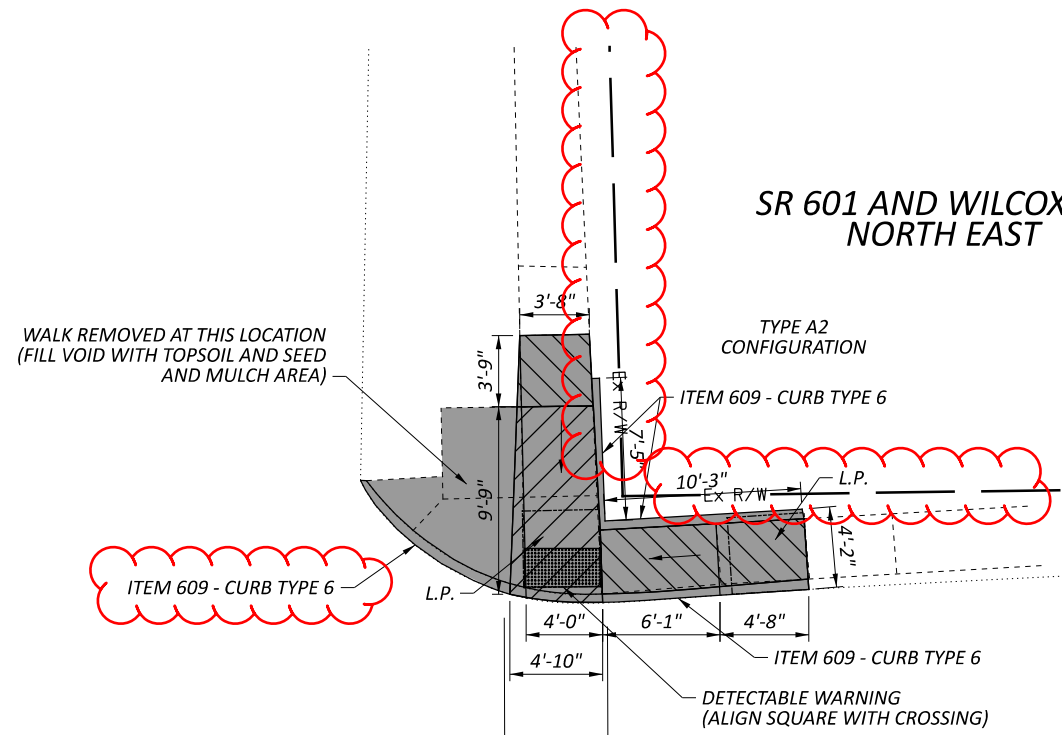
SR 601 AND WILCOXSON NORTH WEST



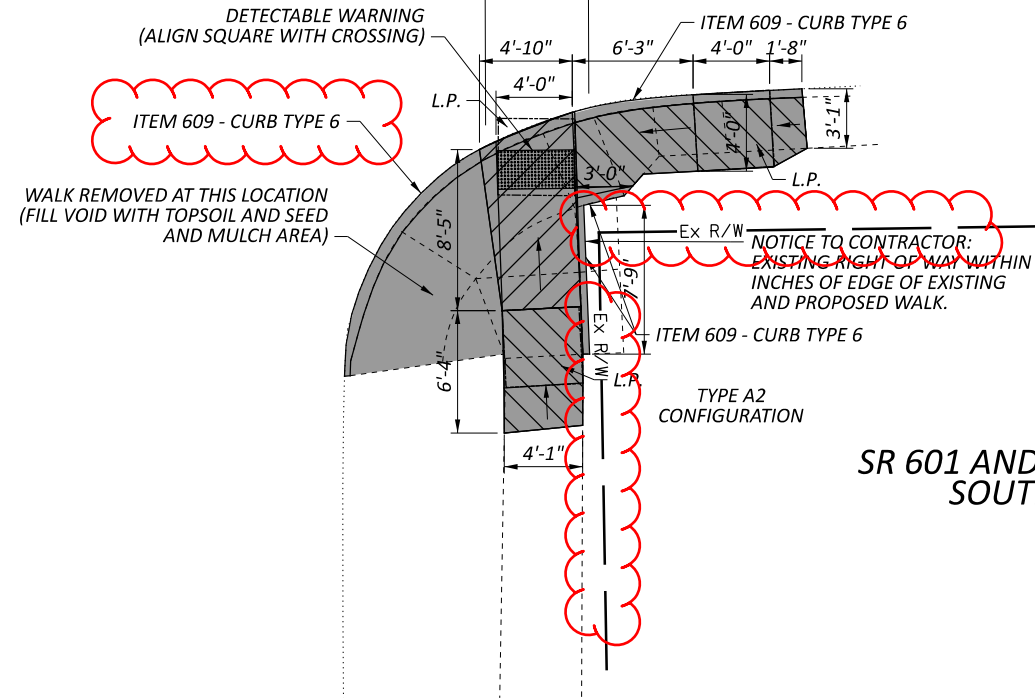
SR 601 AND WILCOXSON SOUTH WEST

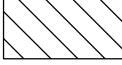




SR 601 AND WILCOXSON NORTH EAST



SR 601 AND WILCOXSON SOUTH EAST



-  = WALK QUANTITY
-  = CURB RAMP QUANTITY
-  = WALK REMOVED

L.P. = LAND'G = LANDING PAD

RAMP = DIRECTION OF DOWN RUNNING SLOPE (TYP)

(FOR COMPLIANCE WITH NOMENCLATURE FOUND IN THE BP-7.1 STANDARD CONSTRUCTION DRAWING)

NOTES:

1.) ALL CURB RAMP QUANTITIES CAN BE FOUND ON SHEET 16.

2.) ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED AND MODIFIED BASED ON OBSERVED CONDITIONS.

3.) PAVEMENT MARKINGS ARE SHOWN FOR PHYSICAL REPRESENTATION ONLY. THE CONTRACTOR SHALL REFER TO THE PAVEMENT MARKING SUBSUMMARY FOR QUANTITIES.

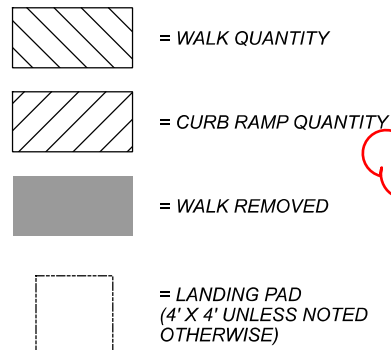
4.) THE EXISTING RIGHT OF WAY LIMITS SHOWN ON THE DETAILS ARE APPROXIMATE.

SR 601 AND WILLIAMS
NORTH WEST

SR 601 AND WILLIAMS
NORTH EAST

SR 601 AND WILLIAMS
SOUTH WEST

SR 601 AND WILLIAMS
SOUTH EAST



L.P. = LAND'G = LANDING PAD

RAMP = DIRECTION OF DOWN RUNNING SLOPE (TYP)

(FOR COMPLIANCE WITH NOMENCLATURE FOUND IN THE BP-7.1 STANDARD CONSTRUCTION DRAWING)

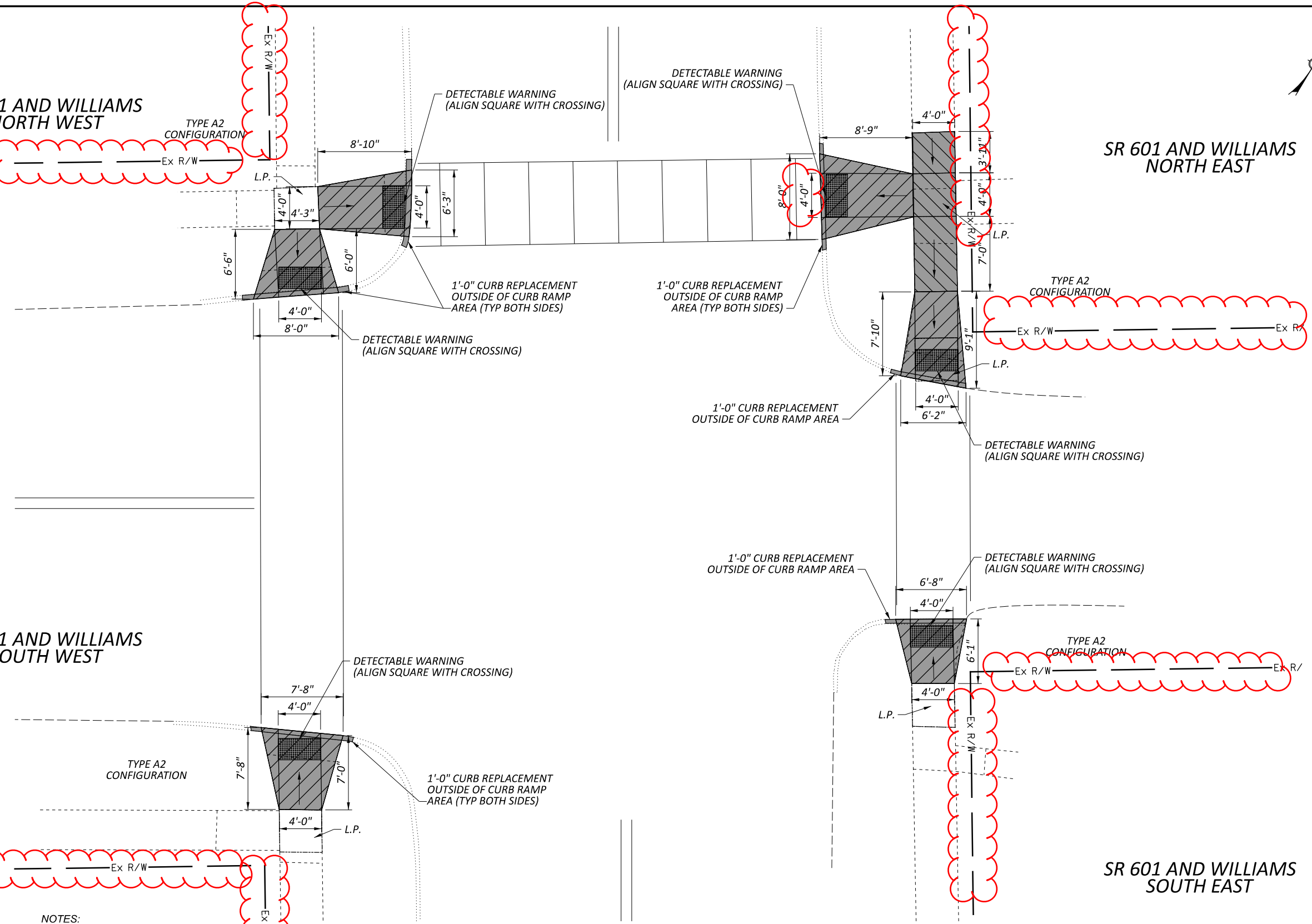
NOTES:

1.) ALL CURB RAMP QUANTITIES CAN BE FOUND ON SHEET 16.

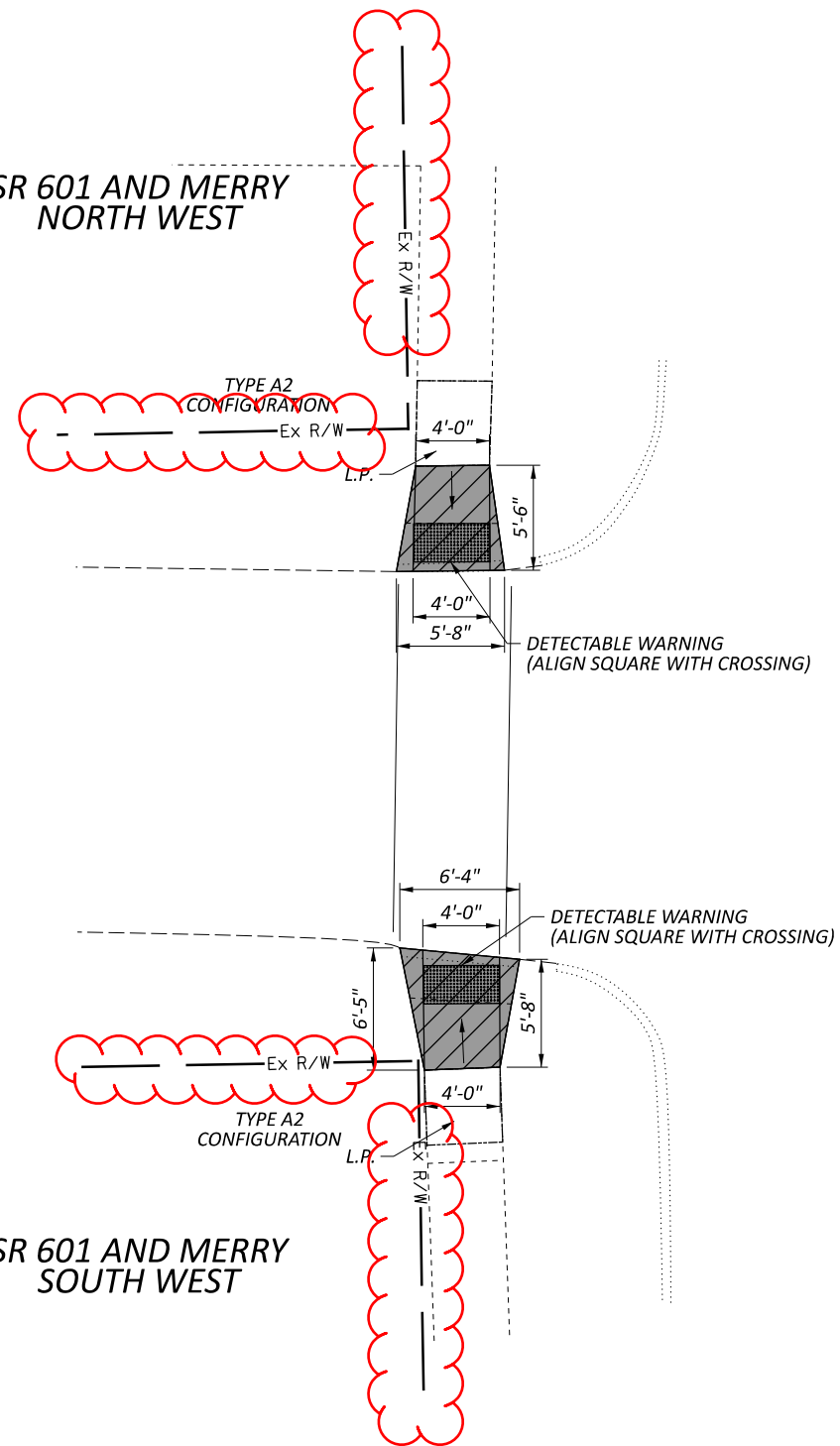
2.) ALL EXISTING DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED AND MODIFIED BASED ON OBSERVED CONDITIONS.

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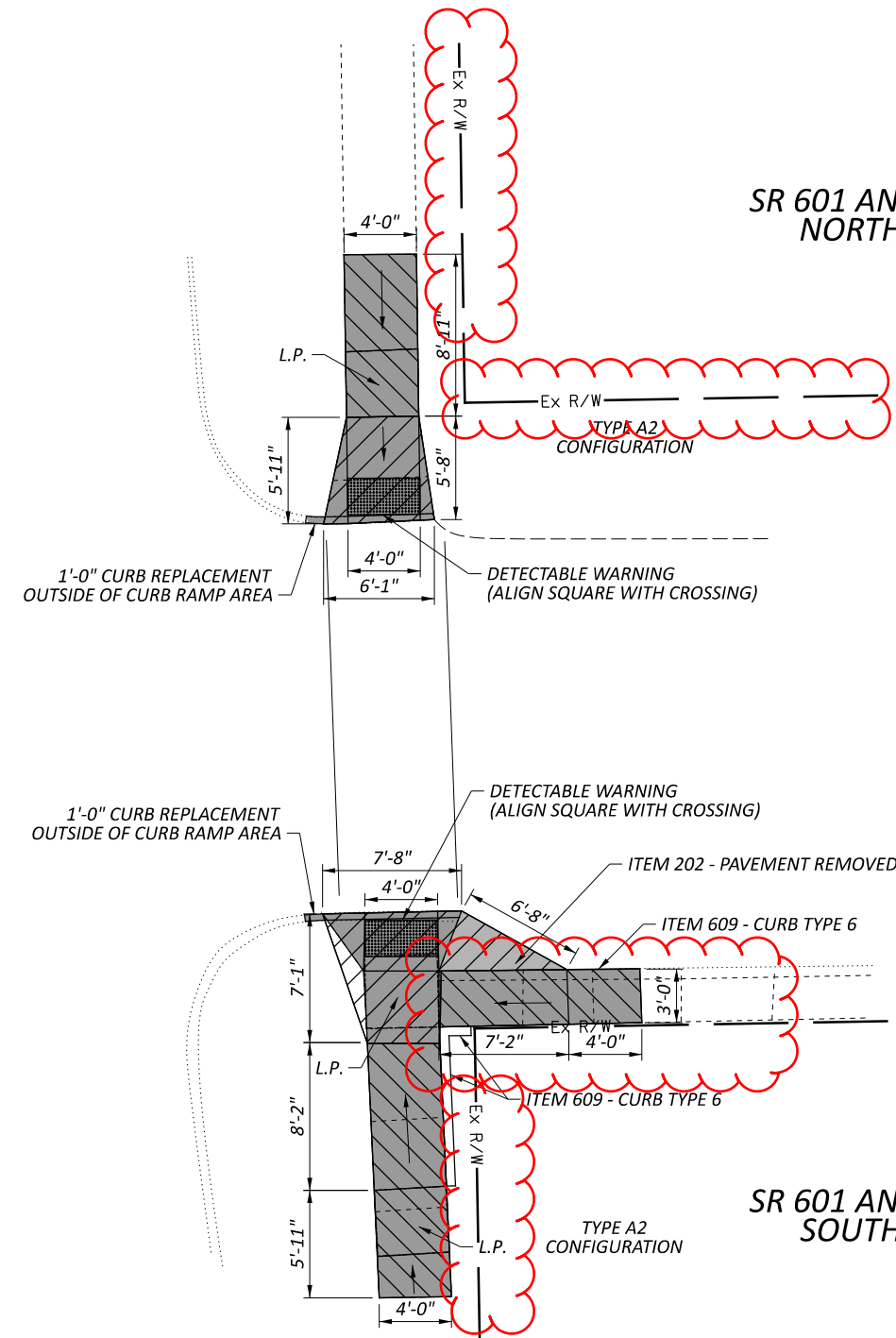


SR 601 AND MERRY
NORTH WEST

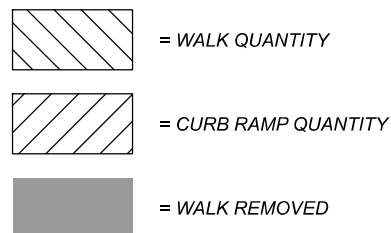


SR 601 AND MERRY
SOUTH WEST

SR 601 AND MERRY
NORTH EAST



SR 601 AND MERRY
SOUTH EAST



L.P. = LAND'G = LANDING PAD
 RAMP = DIRECTION OF DOWN RUNNING SLOPE (TYP)

(FOR COMPLIANCE WITH NOMENCLATURE FOUND IN THE BP-7.1 STANDARD CONSTRUCTION DRAWING)

- NOTES:
- 1.) ALL CURB RAMP QUANTITIES CAN BE FOUND ON SHEET 16.
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