

GENERAL

ROUNDING

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

UTILITIES

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

GAS
DOMINION ENERGY OHIO
320 SPRINGSIDE DR. SUITE 320
AKRON, OHIO 44333
330-664-2409

NORTHEAST OHIO NATURAL GAS CORP.
8470 STATION STREET
MENTOR, OHIO 44060
TIM REILLY: 440-701-5100

ELECTRIC
THE ILLUMINATING COMPANY
6896 MILLER RD.
BRECKSVILLE, OHIO 44141
JOHN M ZASSICK: 440-596-8706

WATER & SANITARY
LAKE COUNTY DEPARTMENT OF UTILITIES
105 MAIN STREET
PAINESVILLE, OHIO 44077
SARAH CEROVSKI: 440-350-2652

STORM
OHIO DEPARTMENT OF TRANSPORTATION
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 94125
216-581-2100

COMMUNICATIONS
AT&T
13630 LORAIN AVE. 2ND FLOOR
CLEVELAND, OHIO 99111
JAMES JANIS: 216-476-6142

CHARTER COMMUNICATIONS (SPECTRUM)
7820 DIVISION DRIVE
MENTOR, OHIO 44060
MATT HANNAH: 216-575-8016
EXT. 2165551105

WINDSTREAM
245 N. MAIN STREET
HUDSON, OHIO 44236
JEFF GULYAS: 216-385-1669

ZAYO
4199 KINROSS LAKES PARKWAY, SUITE 10
RICHFIELD, OH 44286
DAVE GALUSKA: 234-281-0025

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

EXISTING PLANS

EXISTING PLANS ENTITLED LAK-2-16.49, LAK-20-18.72 AND CLEVELAND BUFFALO ROAD MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE IN GARFIELD HEIGHTS, OHIO.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 60 HOUR.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 1038-1050 OF THE PLANS FOR TABLES CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 2012B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (COORS2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00000885
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

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

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

| SIZES | NO. TREES | NO. STUMPS | TOTAL |
|-------|-----------|------------|-------|
| 18" | 133 | 3 | 136 |
| 30" | 15 | 1 | 16 |
| 48" | 2 | 1 | 3 |
| 60" | | 1 | 1 |

BENCHING OF FOUNDATION SLOPES

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

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NOS. 1009 - 1021.

DURATION OF WORK IN TEMPORARY RIGHT OF WAY

WORK IN THE TEMPORARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 45 CALENDAR DAYS AT THE FOLLOWING PARCELS:

- PARCEL 1 - 2495 NORTH RIDGE
- PARCEL 23 - 2709 NORTH RIDGE
- PARCEL 63 - 3292 NORTH RIDGE
- PARCEL 98 - 3850 NORTH RIDGE
- PARCEL 161 - 4683 ANTIOCH
- PARCEL 177 - 4843 NORTH RIDGE

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE.

UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE AND APPROXIMATE STATION LIMITS ARE AS FOLLOWS:

- STA 120+75 TO STA 123+10, 12" DEPTH
- STA 149+50 TO STA 150+00, 24" DEPTH
- STA 154+00 TO STA 164+50, 24" DEPTH
- STA 166+00 TO STA 168+10, 12" DEPTH
- STA 256+25 TO STA 264+75, 18" DEPTH
- STA 380+00 TO STA 384+00, 36" DEPTH

THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

THE FOLLOWING QUANTITIES FOR THE REMEDIATION OF UNSTABLE SUBGRADE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

| | | |
|--------------------------------------|--------|----|
| ITEM 204 - EXCAVATION OF SUBGRADE | 10,050 | CY |
| ITEM 204 - GRANULAR MATERIAL, TYPE B | 10,050 | CY |
| ITEM 204 - GEOTEXTILE FABRIC | 18,100 | SY |
| ITEM 204 - GEOGRID | 18,100 | SY |

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION

THIS WORK SHALL CONSIST OF FURNISHING THE DEPARTMENT A COMPLETE DIGITAL COLOR AUDIO-VIDEO RECORD OF THE SURFACE FEATURES WITHIN AND IMMEDIATELY ADJACENT (WITHIN 50 FEET) TO THE PROPOSED PROJECT AREA AS SHOWN IN THE CONTRACT DRAWINGS. THIS RECORD SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL AUDIO-VIDEO USB THUMB DRIVES, VIDEO LOGS, AND INDEXES. THE PURPOSE OF THIS COVERAGE SHALL BE TO ACCURATELY DOCUMENT THE PRECONSTRUCTION CONDITION OF THESE SURFACE FEATURES.

THE AUDIO-VIDEO DOCUMENTATION SHALL BE PERFORMED BY A RESPONSIBLE COMMERCIAL FIRM KNOWN TO BE SKILLED AND REGULARLY ENGAGED IN THE BUSINESS OF PRECONSTRUCTION DIGITAL COLOR AUDIO-VIDEO DOCUMENTATION. THE FIRM SHALL FURNISH SUCH INFORMATION AS THE DEPARTMENT DEEMS NECESSARY TO DETERMINE THE ABILITY OF THAT FIRM TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.

AUDIO-VIDEO DOCUMENTATION SHALL NOT BE MADE MORE THAN 60 DAYS PRIOR TO CONSTRUCTION IN EACH PHASE OF WORK.

THE AUDIO-VIDEO SYSTEM AND THE PROCEDURES EMPLOYED IN ITS USE SHALL BE SUCH AS TO PRODUCE A FINISHED PRODUCT THAT WILL MEET PROFESSIONAL STANDARDS. THE VIDEO PORTION OF THE RECORDING SHALL BE BRIGHT, SHARP, CLEAR PICTURES WITH ACCURATE COLORS AND SHALL BE FREE FROM DISTORTION OR ANY OTHER FORM OF PICTURE IMPERFECTION. ALL VIDEO RECORDINGS SHALL BY ELECTRONIC MEANS DISPLAY ON THE SCREEN THE TIME OF DAY, THE MONTH, DAY AND YEAR OF THE RECORDING. THE TIME AND DATE INFORMATION MUST BE CONTINUOUSLY AND SIMULTANEOUSLY GENERATED WITH THE ACTUAL RECORDING. THE AUDIO PORTION OF THE RECORDING SHALL BE PERFORMED BY THE CAMERA OPERATOR DURING THE RECORDING PROCESS AND SHALL BE OF HIGH CLARITY AND FREE FROM DISTORTION.

THE RECORDINGS SHALL CONTAIN COVERAGE OF ALL VISIBLE FEATURES WITHIN THE CONSTRUCTION ZONE BEING AFFECTED BY THE WORK. THESE FEATURES SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL ROADWAYS, PAVEMENT, RETENTION PONDS, RAILROAD TRACKS, CURBS, DRIVEWAYS, SIDEWALKS, CULVERTS, HEAD-WALLS, RETAINING WALLS, LANDSCAPING, TREES, FENCES, DRAINAGE DITCHES, CREEKS, STREAMS, VISIBLE UTILITIES, STRUCTURES, AND BUILDINGS. OF PARTICULAR CONCERN SHALL BE THE CONDITION OF EXISTING VEGETATION, TERRAIN, AND STRUCTURES AND THE EXISTENCE OR NON-EXISTENCE OF ANY FAULTS, FRACTURES OR DEFECTS. PANNING, ZOOM-IN AND ZOOM OUT RATES SHALL BE SUFFICIENTLY CONTROLLED.

WRITTEN DOCUMENTATION MUST COINCIDE WITH THE INFORMATION ON THE AUDIO-VIDEO SO AS TO MAKE EASY RETRIEVAL OF LOCATIONS SOUGHT FOR AT A LATER DATE.

TWO COPIES OF THE DIGITAL COLOR AUDIO-VIDEO RECORDING SHALL BE DELIVERED TO THE DEPARTMENT ON USB THUMB DRIVES.

THE DEPARTMENT WILL MAKE PARTIAL PAYMENTS ACCORDING TO 109.09, PRORATED BY THE LENGTH OF THE WORK PHASE. VIDEO DOCUMENTATION WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION, LUMP SUM

ITEM 623 - MONUMENT ASSEMBLIES

THE FOLLOWING SUMMARY OF SURVEY MONUMENT WORK AS SHOWN ON THE RIGHT OF WAY PLANS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

| SHEET NO. | STATION TO STATION | | 623 | 623 |
|--|--------------------|-----------|---------------------------|-------------------------------------|
| | | | MONUMENT ASSEMBLY, TYPE C | MONUMENT ASSEMBLY ADJUSTED TO GRADE |
| | | | EACH | EACH |
| | TO | | | |
| 1038 | 95+00.00 | 120+00.00 | 4 | |
| 1039 | 120+00.00 | 159+42.94 | 7 | |
| 1040 | 159+42.94 | 166+00.00 | | 1 |
| 1041 | 166+00.00 | 210+26.06 | 3 | |
| 1042 | 210+26.06 | 236+00.00 | 5 | |
| 1043 | 236+00.00 | 263+00.00 | | |
| 1044 | 263+00.00 | 281+41.46 | 2 | 1 |
| 1045 | 281+41.46 | 305+68.21 | 2 | |
| 1046 | 305+68.21 | 327+06.55 | 6 | |
| 1047 | 327+06.55 | 352+00.00 | 2 | |
| 1048 | 352+00.00 | 378+00.00 | 3 | |
| 1049 | 378+00.00 | 403+00.00 | | |
| 1050 | 403+00.00 | 429+00.00 | | 1 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 34 | 3 |

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ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

WHERE MGS GUARDRAIL CONNECTS TO EXISTING TYPE 5 GUARDRAIL, A LENGTH OF 25' OF GUARDRAIL REBUILT HAS BEEN PROVIDED TO MAKE THE HEIGHT TRANSITION BETWEEN THE DISSIMILAR GUARDRAIL TYPES.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 203 - EMBANKMENT

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADDITIONAL EMBANKMENT REQUIRED BETWEEN THE BOTTOM OF THE EXISTING PAVEMENT AND THE TOP OF THE PROPOSED SUBGRADE WHICH WAS IS NOT QUANTIFIED IN THE CROSS SECTIONS OR EARTHWORK CALCULATION SHEETS. THIS EMBANKMENT QUANTITY IS REQUIRED FOR AREAS OF THE PROJECT WHERE THE BOTTOM OF EXISTING PAVEMENT IS BELOW THE PROPOSED SUBGRADE.

ITEM 203, EMBANKMENT, 5938 CY

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

METHOD A:

- 1. SET GUARDRAIL POSTS
- 2. PLACE ITEM 441

METHOD B:

- 1. PLACE ITEM 441
- 2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
- 3. SET GUARDRAIL POSTS
- 4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 202 REMOVAL MISC.: LIGHT POLE

REMOVE THE LUMINAIRE, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

LIGHT POLES REMOVED WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LIGHT POLE, EACH

EXISTING WEATHER STATION (STA 310+75. LT) REMOVAL COORDINATION AND FOUNDATION REMOVAL

CONTACT HEATHER KRANNITZ (HEATHER.KRANNITZ@DOT.OHIO.GOV, TEL. 614-397-1882) 2 MONTHS PRIOR TO THE PAVEMENT WIDENING/EARTHWORK AT THIS LOCATION TO ENSURE THAT THE STATION CAN BE REMOVED.

AFTER THE WEATHER STATION HAS BEEN REMOVED BY OTHERS, REMOVE THE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR REMOVAL OF THE FOUNDATION REMOVED AND ALL OF THE ABOVE WORK:

ITEM 202 REMOVAL MISC.: WEATHER STATION FOUNDATION, LUMP SUM

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 202 REMOVAL MISC.: BUSINESS SIGN

REMOVE THE SIGN, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT-OF-WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING SIGN TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE THE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING BUSINESS SIGN.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUSINESS SIGN, EACH

ITEM 202 REMOVAL MISC.: BOULDER

REMOVE THE BOULDERS AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOULDERS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOULDER, EACH

ITEM 202 REMOVAL MISC.: CONCRETE BLOCK

REMOVE THE CONCRETE BLOCKS (MEASURING APPROXIMATELY 2.5' X 2.5' X 6') AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

CONCRETE BLOCKS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: CONCRETE BLOCK, EACH

**ITEM 202 REMOVAL MISC.: BOLLARD
ITEM 202 REMOVAL MISC.: POST**

REMOVE THE BOLLARD OR POST AND FOUNDATION AS INDICATED FOR REMOVAL. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOLLARDS AND POSTS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOLLARD, EACH
ITEM 202 REMOVAL MISC.: POST, EACH

ITEM 202 REMOVAL MISC.: LANDSCAPE LIGHTS

REMOVE THE LIGHTS AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL.

LANDSCAPE LIGHTS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LANDSCAPE LIGHT, EACH

**ITEM 202 REMOVAL MISC.: STONE WALL
ITEM 202 REMOVAL MISC.: CONCRETE WALL**

REMOVE THE WALL AND FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

WALLS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: STONE WALL, FOOT
ITEM 202 REMOVAL MISC.: CONCRETE WALL, FOOT

ITEM 202 REMOVAL MISC.: BUILDING FOUNDATION

REMOVE THE FOUNDATION AS INDICATED FOR REMOVAL TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BREAK UP BASEMENT FLOORS TO REMAIN IN PLACE AND SEAL REMAINING DRAINS WITH MASONRY. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

FOUNDATIONS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUILDING FOUNDATION, EACH

ITEM SPECIAL - PARKING BLOCK REMOVED

REMOVE THE PARKING BLOCKS AND STAKES AS INDICATED FOR REMOVAL.

PARKING BLOCKS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PARKING BLOCK REMOVED, EACH

CALCULATED
TLS
CHECKED
JMP

GENERAL NOTES

LAK-US-20-19.59
PART 1

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MAINTAINING DRIVEWAY ACCESS

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

EXISTING SIGNS

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

LAKETRAN BUS STOPS

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

MAIL BOXES

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

ITEM 611 CATCH BASIN. NO. 6. AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL AND DISPOSAL OF THE CATCH BASIN AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED IS COMPLETE.

**ITEM 611 12" CONDUIT. TYPE B. AS PER PLAN
ITEM 611 15" CONDUIT. TYPE B. AS PER PLAN
ITEM 611 24" CONDUIT. TYPE B. AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE ABANDONED CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 24.

**ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE. AS PER PLAN
ITEM 611 INLET RECONSTRUCTED TO GRADE. AS PER PLAN**

WHEN RECONSTRUCTING CATCH BASINS AND INLETS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL. TYPE MGS. AS PER PLAN
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE E. AS PER PLAN (MASH 2016)
ITEM 606 - ANCHOR ASSEMBLY. MGS TYPE T. AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614 - DETOUR SIGNING LUMP SUM

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. CLASS A. AS PER PLAN

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF \$ PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

CALCULATED
JDC
CHECKED
EJT

MAINTENANCE OF TRAFFIC GENERAL NOTES

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| SHEET NUM. | | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|----------------|----|----|----|--|--------|-------|--------|--------|---------|--------|-----|-----------|---------|----------|---------|------|---|---------------|
| 23 | 24 | 25 | 26 | | 397 | 398 | 399 | 414 | 418 | 761 | 862 | 01/NHS/PV | EXT | TOTAL | | | | |
| ROADWAY | | | | | | | | | | | | | | | | | | |
| LS | | | | | | | | | | | | LS | 201 | 11000 | LS | | CLEARING AND GRUBBING | |
| | | | | | 1 | | | | | | | 1 | 202 | 20010 | 1 | EACH | HEADWALL REMOVED | |
| | | | | | | | | | 130,060 | 14,662 | | 144,722 | 202 | 23001 | 144,722 | SY | PAVEMENT REMOVED, AS PER PLAN | 26 |
| | | | | | | | 55,804 | | | | | 55,804 | 202 | 30000 | 55,804 | SF | WALK REMOVED | |
| | | | | | 589 | | | | | | | 589 | 202 | 30600 | 589 | SY | CONCRETE MEDIAN REMOVED | |
| | | | | | | | 449 | | 1,544 | | | 1,993 | 202 | 32000 | 1,993 | FT | CURB REMOVED | |
| | | | | | 20,619 | | | | | | | 20,619 | 202 | 35100 | 20,619 | FT | PIPE REMOVED, 24" AND UNDER | |
| | | | | | 2,342 | | | | | | | 2,342 | 202 | 35200 | 2,342 | FT | PIPE REMOVED, OVER 24" | |
| | | | | | 5,001 | | | | | | | 5,001 | 202 | 38000 | 5,001 | FT | GUARDRAIL REMOVED | |
| | | | | | 8 | | | | | | | 8 | SPECIAL | 20252990 | 8 | EACH | PARKING BLOCK REMOVED | 24 |
| | | | | | 128 | | | | | | | 128 | 202 | 53100 | 128 | EACH | MAILBOX REMOVED | |
| | | | | | 5 | | | | | | | 5 | 202 | 58000 | 5 | EACH | MANHOLE REMOVED | |
| | | | | | 148 | | | | | | | 148 | 202 | 58300 | 148 | EACH | CATCH BASIN OR INLET REMOVED | |
| | | | | | 10 | | | | | | | 10 | 202 | 60010 | 10 | EACH | MONUMENT ASSEMBLY REMOVED | |
| | | | | | 945 | | | | | | | 945 | SPECIAL | 20270000 | 945 | FT | FILL AND PLUG EXISTING CONDUIT, 12" TO 36" DIA. | 25 |
| | | | | | | | | | | 100 | | 100 | SPECIAL | 20270000 | 100 | FT | FILL AND PLUG EXISTING CONDUIT, 4' x 3' BOX | 25 |
| | | | | | | | | | | | | 4,400 | SPECIAL | 20270110 | 4,400 | FT | PIPE CLEANOUT, 24" AND UNDER | 26 |
| | | | | | 4,400 | | | | | | | 275 | SPECIAL | 20270120 | 275 | FT | PIPE CLEANOUT, 27" TO 48" | 26 |
| | | | | | 275 | | | | | | | | | | | | | |
| | | | | | 989 | | | | | | | 989 | 202 | 75000 | 989 | FT | FENCE REMOVED | |
| LS | | | | | | | | | | | | LS | 202 | 98000 | LS | | REMOVAL MISC.: WEATHER STATION FOUNDATION | 24 |
| | | | | | 1 | | | | | | | 1 | 202 | 98100 | 1 | EACH | REMOVAL MISC.: BUILDING FOUNDATION | 24 |
| | | | | | 24 | | | | | | | 24 | 202 | 98100 | 24 | EACH | REMOVAL MISC.: BOULDER | 24 |
| | | | | | 48 | | | | | | | 48 | 202 | 98100 | 48 | EACH | REMOVAL MISC.: BUSINESS SIGN | 24 |
| | | | | | 2 | | | | | | | 2 | 202 | 98100 | 2 | EACH | REMOVAL MISC.: LIGHT POLE | 24 |
| | | | | | 24 | | | | | | | 24 | 202 | 98100 | 24 | EACH | REMOVAL MISC.: CONCRETE BLOCK | 24 |
| | | | | | 9 | | | | | | | 9 | 202 | 98100 | 9 | EACH | REMOVAL MISC.: BOLLARD | 24 |
| | | | | | 77 | | | | | | | 77 | 202 | 98100 | 77 | EACH | REMOVAL MISC.: POST | 24 |
| | | | | | 14 | | | | | | | 14 | 202 | 98100 | 14 | EACH | REMOVAL MISC.: LANDSCAPE LIGHT | 24 |
| | | | | | 112 | | | | | | | 112 | 202 | 98200 | 112 | FT | REMOVAL MISC.: CONCRETE WALL | 24 |
| | | | | | 181 | | | | | | | 181 | 202 | 98200 | 181 | FT | REMOVAL MISC.: STONE WALL | 24 |
| | | | | | | | | 34,907 | | 1,353 | | 36,260 | 203 | 10000 | 36,260 | CY | EXCAVATION | |
| | | | | | | | | 12,275 | | | | 18,213 | 203 | 20000 | 18,213 | CY | EMBANKMENT | |
| | | | | | | | | | 168,180 | 12,582 | | 180,762 | 204 | 10000 | 180,762 | SY | SUBGRADE COMPACTION | |
| 10,050 | | | | | | | | | | | | 10,050 | 204 | 13000 | 10,050 | CY | EXCAVATION OF SUBGRADE | |
| 10,050 | | | | | | | | | | | | 10,050 | 204 | 30010 | 10,050 | CY | GRANULAR MATERIAL, TYPE B | |
| 60 | | | | | | | | | | | | 60 | 204 | 45000 | 60 | HOUR | PROOF ROLLING | |
| 18,100 | | | | | | | | | | | | 18,100 | 204 | 50000 | 18,100 | SY | GEOTEXTILE FABRIC | |
| 18,100 | | | | | | | | | | | | 18,100 | 204 | 51000 | 18,100 | SY | GEOGRID | |
| | | | | | | 5,088 | | | | | | 5,088 | 606 | 15050 | 5,088 | FT | GUARDRAIL, TYPE MGS | |
| | | | | | 25 | | | | | | | 25 | 606 | 16000 | 25 | FT | GUARDRAIL REBUILT | |
| | | | | | 50 | | | | | | | 50 | 606 | 17360 | 50 | FT | GUARDRAIL, TYPE MGS, LONG-SPAN | |
| | | | | | | | | | | | | 17 | 606 | 26150 | 17 | EACH | ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 24 |
| | | | | | | | | | | | | 12 | 606 | 26550 | 12 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | | | | | | | | | 2 | 606 | 35002 | 2 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | | | | | 49,452 | | | | | 49,452 | 608 | 10000 | 49,452 | SF | 4" CONCRETE WALK | |
| | | | | | | | 2,022 | | | | | 2,022 | 608 | 52000 | 2,022 | SF | CURB RAMP | |
| 34 | | | | | | | | | | | | 34 | 623 | 38500 | 34 | EACH | MONUMENT ASSEMBLY, TYPE C | |
| 3 | | | | | | | | | | | | 3 | 623 | 39500 | 3 | EACH | MONUMENT ASSEMBLY ADJUSTED TO GRADE | |
| | | | | | 128 | | | | | | | 128 | SPECIAL | 69050100 | 128 | EACH | MAILBOX SUPPORT SYSTEM, SINGLE | 24 |
| | | | | | | | | | | | | 8,200 | SPECIAL | 69065016 | 8,200 | TON | WORK INVOLVING PETROLEUM CONTAMINATED SOIL | 25 |
| | | | | | | | | | | | | 4,100 | SPECIAL | 69065022 | 4,100 | GAL | WORK INVOLVING NON-REGULATED WATER | 25 |
| | | | | | | | | | | | | 4,100 | SPECIAL | 69065024 | 4,100 | GAL | WORK INVOLVING REGULATED WATER | 25 |

GENERAL SUMMARY

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| SHEET NUM. | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|-------------------|--------|-------|-----|-----|-----|-----|-----|---------|-------|--|-----------|---------|----------|---------|------|---|---------------|
| 25 | 26 | 27 | 398 | 399 | 400 | 408 | 411 | 418 | 761 | | 01/NHS/PV | EXT | TOTAL | | | | |
| DRAINAGE | | | | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | 45 | 611 | 98631 | 45 | EACH | CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN | 25 |
| 5 | | | | | | | | | | | 5 | 611 | 98634 | 5 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE | |
| | 5 | | | | | | | | | | 5 | 611 | 98700 | 5 | EACH | INLET, SIDE DITCH | |
| | | | | | | 2 | | | | | 2 | 611 | 98710 | 2 | EACH | INLET, NO. 2-6 | |
| | | | | | | 134 | | | | | 134 | 611 | 99574 | 134 | EACH | MANHOLE, NO. 3 | |
| | | | | | | 6 | | | | | 6 | 611 | 99586 | 6 | EACH | MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR | |
| 17 | | | | | | | | | | | 17 | 611 | 99655 | 17 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN | 25 |
| 5 | | | | | | | | | | | 5 | 611 | 99660 | 5 | EACH | MANHOLE RECONSTRUCTED TO GRADE | |
| | | | | | | | 5 | | | | 5 | 611 | 99710 | 5 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | 10 | | | | | | | | | | 10 | 611 | 99720 | 10 | EACH | INSPECTION WELL | |
| | 10,000 | | | | | | | | | | 10,000 | SPECIAL | 61199820 | 10,000 | LB | MISCELLANEOUS METAL | 26 |
| | | | | | | 6 | | | | | 6 | 895 | 10040 | 6 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4 | |
| PAVEMENT | | | | | | | | | | | | | | | | | |
| | 1,400 | | | | | | | | | | 1,400 | 251 | 01000 | 1,400 | SY | PARTIAL DEPTH PAVEMENT REPAIR (441) | |
| | | | | | | | | 1,177 | 3,273 | | 4,450 | 252 | 01500 | 4,450 | FT | FULL DEPTH PAVEMENT SAWING | |
| | | | | | | | | 143,528 | | | 143,528 | 254 | 01000 | 143,528 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5") | |
| | | | | | | | | 28,075 | | | 28,075 | 254 | 01000 | 28,075 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25") | |
| | | | | | | | | 784 | | | 894 | 301 | 56000 | 894 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | | | | | 23,164 | | | 23,164 | 301 | 56001 | 23,164 | CY | ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22 | 26 |
| | | | | | | | | | 477 | | 477 | 301 | 56100 | 477 | CY | ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS) | |
| | 110 | | | | | | | 27,528 | 886 | | 28,524 | 304 | 20000 | 28,524 | CY | AGGREGATE BASE | |
| | | | | | | | | 20,447 | 212 | | 20,659 | 407 | 20000 | 20,659 | GAL | NON-TRACKING TACK COAT | |
| | | | | | | | | 273 | | | 273 | 441 | 70000 | 273 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 | |
| | | | | | | | | 519 | | | 519 | 441 | 70300 | 519 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) | |
| | | | | | | | | | 123 | | 123 | 441 | 70500 | 123 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | |
| | | | 271 | | | | | | | | 271 | 441 | 70801 | 271 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN | 24 |
| | | | | | | | | 43,189 | | | 43,189 | 442 | 00100 | 43,189 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | | | | | | 6,265 | | | 6,265 | 442 | 10001 | 6,265 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M | 26 |
| | | | | | | | | 13,761 | | | 13,761 | 442 | 10101 | 13,761 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28 | 26 |
| | | | | | | | | | 1,944 | | 1,944 | 452 | 10050 | 1,944 | SY | 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS | |
| | | | | | | | | | 3,632 | | 3,632 | 452 | 12050 | 3,632 | SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS | |
| | | | | | | | | 475 | | | 475 | 452 | 13010 | 475 | SY | 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | | | | | 44,398 | | | 44,398 | 609 | 12000 | 44,398 | FT | COMBINATION CURB AND GUTTER, TYPE 2 | |
| | | | | | | | | 4,372 | | | 4,372 | 609 | 12001 | 4,372 | FT | COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN | 18 |
| | | | | | | | | 199 | | | 199 | 609 | 20000 | 199 | FT | CURB, TYPE 3-A | |
| | | | | 400 | | | | 1,550 | | | 1,950 | 609 | 26000 | 1,950 | FT | CURB, TYPE 6 | |
| | | | | | | | | 423 | | | 423 | 609 | 71000 | 423 | SF | CONCRETE MEDIAN | |
| | | | | | | | | 104 | | | 104 | 617 | 10100 | 104 | CY | COMPACTED AGGREGATE | |
| WATER WORK | | | | | | | | | | | | | | | | | |
| | | 10 | | | | | | | | | 10 | 638 | 11101 | 10 | EACH | METER AND CHAMBER REMOVED AND RESET, AS PER PLAN | 27 |
| | | 10 | | | | | | | | | 28 | SPECIAL | 63820500 | 28 | EACH | VALVE BOX ADJUSTED TO GRADE, LCDU STANDARD | 27 |
| | | | | | | | | | | | 42 | SPECIAL | 63820750 | 42 | EACH | 6" FIRE HYDRANT, LCDU STANDARD | 27 |
| | | | | | | | | | | | 42 | SPECIAL | 63820752 | 42 | EACH | FIRE HYDRANT REMOVED FOR STORAGE, LCDU STANDARD | 27 |
| | | 3,500 | | | | | | | | | 3,500 | SPECIAL | 63820770 | 3,500 | FT | 1" COPPER WATER SERVICE LINE, LCDU STANDARD | 27 |
| | | 20 | | | | | | | | | 20 | SPECIAL | 63820902 | 20 | EACH | SERVICE BOX ADJUSTED TO GRADE, LCDU STANDARD | 27 |

GENERAL SUMMARY

LAK-US-20-19.59 PART 1

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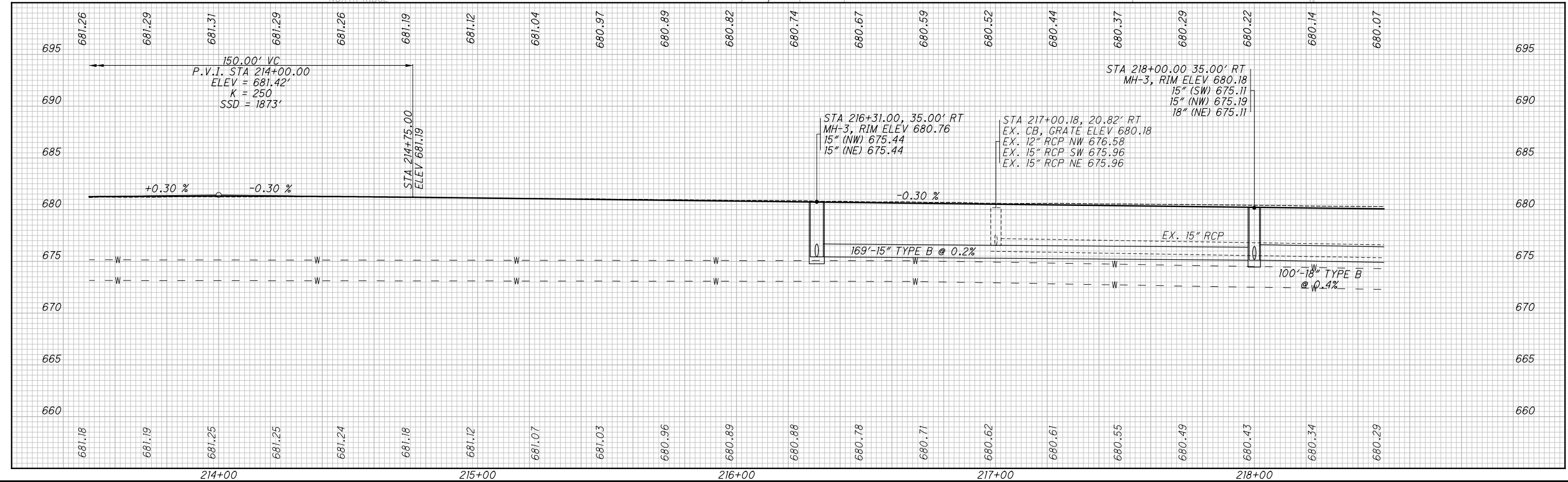
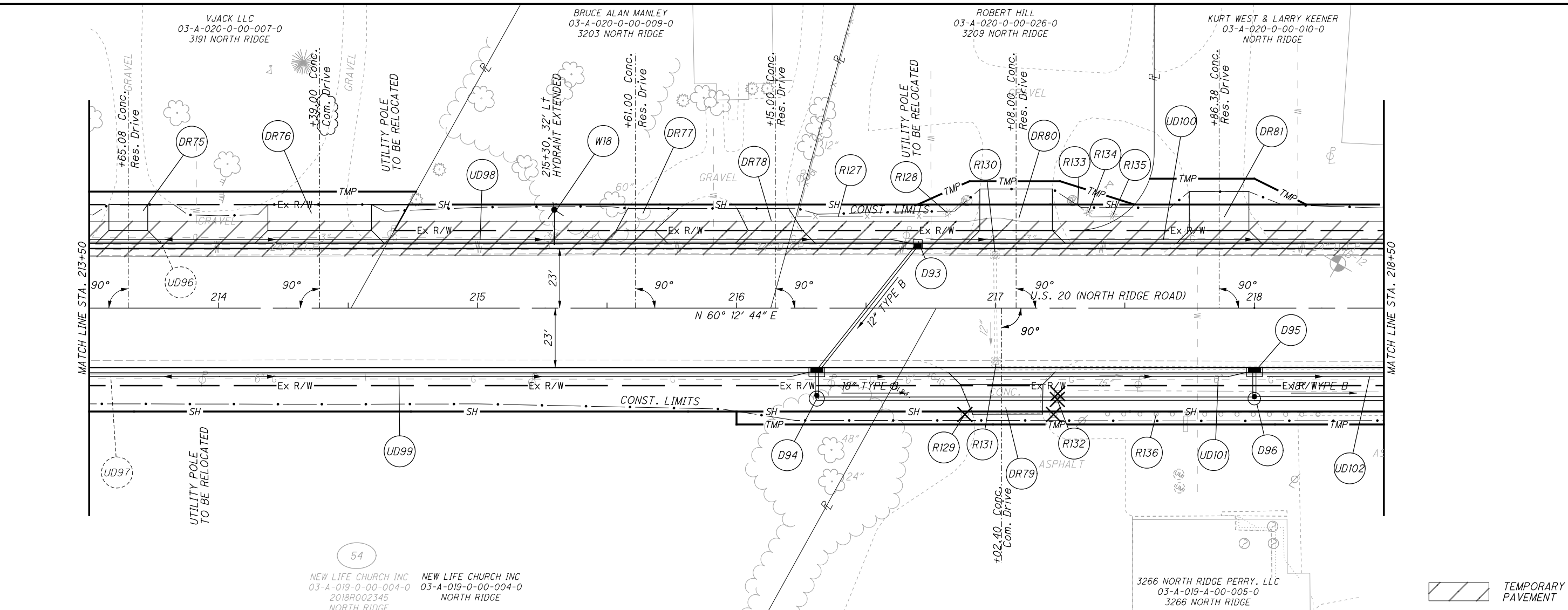
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HORIZONTAL
SCALE IN FEET

**PLAN AND PROFILE U.S. 20
STA. 213+50 TO STA. 218+50**

**LAK-US-20-19.59
PART 1**

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| SHEET NO. | REFERENCE NO. | STATION | SIDE | COMMERCIAL "C" RESIDENTIAL "R" CONCRETE "C" ASPHALT "A" GRAVEL "G" | DRIVE ANGLE | APRON LENGTH "L1" | WALK DRIVEWAY LENGTH "L2" | DRIVEWAY LENGTH "L3" | APRON WIDTH "W1" | APRON WIDTH "W2" | DRIVE WIDTH "W3" | CALCULATED APRON SURFACE AREA | CALCULATED WALK SURFACE AREA | CALCULATED DRIVE SURFACE AREA | CADD GENERATED DRIVE SURFACE AREA | 202 | 203 | 204 | 252 | 301 | | 304 | | 407 | 441 | 452 | 452 |
|--------------------------------|---------------|-----------|------|--|-------------|-------------------|---------------------------|----------------------|------------------|------------------|------------------|-------------------------------|------------------------------|-------------------------------|-----------------------------------|-------------------------------|------------|---------------------|----------------------------|--|--|-------------------|--------------------|------------------------|--|--|--|
| | | | | | | | | | | | | | | | | PAVEMENT REMOVED, AS PER PLAN | EXCAVATION | SUBGRADE COMPACTION | FULL DEPTH PAVEMENT SAWING | 3.5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS) | 5" ASPHALT CONCRETE BASE, PG64-22, (449), (DIVEWAYS) | 8" AGGREGATE BASE | 10" AGGREGATE BASE | NON-TRACKING TACK COAT | 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DIVEWAYS) | 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS |
| | | | | | | | | | | | | | | | | SY | CY | SY | FT | CY | CY | CY | CY | GAL | CY | SY | SY |
| 442 | DR-56 | 193+84.00 | R | C | A | 4.5 | | 13.0 | 38.0 | 29.0 | 28.5 | 150.7 | | 373.8 | | 140.5 | | 58.3 | 29.0 | | 5.8 | | | 2.5 | 1.4 | | 16.7 |
| 442 | DR-57 | 195+20.00 | R | R | G | 4.5 | | 13.0 | 23.0 | 14.0 | 15.5 | 83.3 | | 191.8 | | | 6.3 | 30.6 | | | | 4.7 | | | | 9.3 | |
| 442 | DR-58 | 196+55.74 | L | R | G | 4.5 | | 8.5 | 44.0 | 35.0 | 35.0 | 177.8 | | 297.5 | | | 10.6 | 52.8 | | | | 7.3 | | | | 19.8 | |
| 442 | DR-59 | 196+52.01 | R | C | A | 4.5 | | 13.0 | 53.0 | 43.0 | 43.0 | 216.0 | | 559.0 | | 129.9 | | 86.1 | 43.0 | | 8.6 | | | 3.7 | 2.2 | | 24.0 |
| 442 | DR-60 | 197+30.00 | L | R | G | 4.5 | | 8.5 | 21.0 | 12.0 | 8.6 | 74.3 | | 87.6 | | | 3.6 | 18.0 | | | | 2.2 | | | | 8.3 | |
| 442 | DR-61 | 197+91.51 | R | C | A | 4.5 | | 13.0 | 57.0 | 46.0 | 46.0 | 231.8 | | 598.0 | | 136.5 | | 92.2 | 46.0 | | 9.2 | | | 4.0 | 2.3 | | 25.8 |
| 442 | DR-62 | 198+10.00 | L | R | G | 4.5 | | 8.5 | 21.0 | 12.0 | 8.7 | 74.3 | | 87.9 | | | 3.6 | 18.0 | | | | 2.2 | | | | 8.3 | |
| 443 | DR-63 | 201+13.50 | L | C | G | 4.5 | | 11.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 385.0 | | | 16.3 | 62.5 | | | | | 11.9 | | | 19.8 | |
| 443 | DR-64 | 202+98.00 | R | R | G | 4.5 | | 9.0 | 23.0 | 14.0 | 13.6 | 83.3 | | 124.3 | | | 4.7 | 23.1 | | | | 3.1 | | | | 9.3 | |
| 443 | DR-65 | 203+08.00 | L | C | G | 4.5 | | 8.5 | 44.0 | 35.0 | 35.0 | 177.8 | | 297.5 | | | 13.6 | 52.8 | | | | 9.2 | | | | 19.8 | |
| 444 | DR-66 | 204+75.50 | R | R | A | 4.5 | | 11.5 | 24.0 | 15.0 | 11.6 | 87.8 | | 153.0 | | 42.1 | | 26.8 | 15.0 | 1.7 | | | | 1.0 | 0.6 | | 9.8 |
| 444 | DR-67 | 206+30.00 | L | R | G | 4.5 | | 8.5 | 24.0 | 15.0 | 10.8 | 87.8 | | 109.8 | | | 4.3 | 22.0 | | | | 2.7 | | | | 9.8 | |
| 444 | DR-68 | 207+21.50 | L | R | G | 4.5 | | 8.5 | 25.0 | 16.0 | 12.8 | 92.3 | | 122.5 | | | 4.7 | 23.9 | | | | 3.0 | | | | 10.3 | |
| 445 | DR-69 | 208+50.35 | R | R | A | 4.5 | | 12.5 | 21.0 | 12.0 | 12.0 | 84.9 | | 150.0 | | 42.5 | | 26.1 | 12.0 | 1.6 | | | | 1.0 | 0.6 | | 9.4 |
| 445 | DR-70 | 209+42.87 | L | R | G | 4.5 | | 20.0 | 21.0 | 12.0 | 12.0 | 74.3 | | 240.0 | | | 7.3 | 34.9 | | | | 5.9 | | | | 8.3 | |
| 445 | DR-71 | 210+83.60 | R | R | G | 4.5 | | 11.0 | 21.0 | 12.0 | 11.1 | 74.3 | | 127.1 | | | 4.5 | 22.4 | | | | 3.1 | | | | 8.3 | |
| 445 | DR-72 | 211+87.50 | L | R | G | 4.5 | | 8.5 | 21.0 | 12.0 | 8.2 | 74.3 | | 85.7 | | | 3.5 | 17.8 | | | | 2.1 | | | | 8.3 | |
| 445 | DR-73 | 212+12.50 | R | R | G | 4.5 | | 4.5 | 21.0 | 12.0 | 12.0 | 74.3 | | 54.0 | | | 2.7 | 14.3 | | | | 1.3 | | | | 8.3 | |
| 445 | DR-74 | 212+65.50 | L | R | G | 4.5 | | 18.0 | 21.0 | 12.0 | 8.5 | 74.3 | | 184.1 | | | 5.9 | 28.7 | | | | 4.5 | | | | 8.3 | |
| 446 | DR-75 | 213+65.08 | L | R | G | 4.5 | | 10.0 | 25.0 | 15.0 | 15.0 | 90.0 | | 150.0 | | | 5.4 | 26.7 | | | | 3.7 | | | | 10.0 | |
| 446 | DR-76 | 214+39.00 | L | C | G | 4.5 | | 10.0 | 50.0 | 40.0 | 40.0 | 202.5 | | 400.0 | | | 17.3 | 66.9 | | | | 12.3 | | | | 22.5 | |
| 446 | DR-77 | 215+61.00 | L | R | G | 4.5 | | 8.5 | 24.0 | 15.0 | 19.7 | 87.8 | | 147.3 | | | 5.2 | 26.1 | | | | 3.6 | | | | 9.8 | |
| 446 | DR-78 | 216+15.00 | L | R | G | 4.5 | | 8.5 | 30.0 | 21.0 | 19.9 | 114.8 | | 173.9 | | | 6.4 | 32.1 | | | | 4.3 | | | | 12.8 | |
| 446 | DR-79 | 217+02.40 | R | C | C | 4.5 | | 11.0 | 41.0 | 32.0 | 26.9 | 164.3 | | 323.8 | | 80.8 | | 54.2 | 32.0 | | | | | | | 54.2 | |
| 446 | DR-80 | 217+08.00 | L | R | A | 4.5 | | 16.0 | 37.0 | 28.0 | 28.0 | 146.3 | | 448.0 | | | 9.2 | 66.0 | 28.0 | 4.8 | | | | 3.0 | 1.7 | | 16.3 |
| 446 | DR-81 | 217+86.38 | L | R | G | 4.5 | | 15.0 | 32.0 | 23.0 | 23.0 | 123.8 | | 345.0 | | | 10.8 | 52.1 | | | | 8.5 | | | | 13.8 | |
| 447 | DR-82 | 219+96.13 | L | R | G | 4.5 | | 9.0 | 27.0 | 18.0 | 18.0 | 101.3 | | 162.0 | | | 5.9 | 29.3 | | | | 4.0 | | | | 11.3 | |
| 447 | DR-83 | 220+63.65 | L | R | G | 4.5 | | 12.0 | 24.0 | 15.0 | 15.0 | 87.8 | | 180.0 | | | 6.0 | 29.8 | | | | 4.4 | | | | 9.8 | |
| 447 | DR-84 | 221+55.00 | R | C | A | 4.5 | | 11 | 33 | 24 | 24 | 128.3 | | 264.0 | | 201.1 | | 43.6 | 24.0 | | 4.1 | | | 1.8 | 1.0 | | 14.3 |
| 447 | DR-85 | 222+82.93 | L | C | A | 4.5 | | 9.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 315.0 | | 198.4 | | 54.8 | 35.0 | | 4.9 | | | 2.1 | 1.2 | | 19.8 |
| 447 | DR-86 | 223+31.00 | R | R | G | 4.5 | | 11.0 | 28.0 | 19.0 | 19.0 | 105.8 | | 209.0 | | | 7.2 | 35.0 | | | | 5.2 | | | | 11.8 | |
| 448 | DR-87 | 224+19.00 | R | C | A | 4.5 | | 11.0 | 44.0 | 35.0 | 55.6 | 177.8 | | 498.4 | | 109.6 | | 75.1 | 35.0 | | 7.7 | | | 3.3 | 1.9 | | 19.8 |
| 448 | DR-88 | 224+29.00 | L | R | G | 4.5 | | 8.5 | 26.0 | 17.0 | 15.7 | 96.8 | | 139.1 | | | 5.2 | 26.2 | | | | 3.4 | | | | 10.8 | |
| 448 | DR-89 | 225+22.00 | R | C | A | 4.5 | | 11.0 | 44.0 | 35.0 | 44.7 | 177.8 | | 438.4 | | 91.1 | | 68.5 | 35.0 | | 6.8 | | | 2.9 | 1.7 | | 19.8 |
| 448 | DR-90 | 225+66.00 | R | C | G | 4.5 | | 11.0 | 34.0 | 25.0 | 31.8 | 132.8 | | 312.4 | | 67.7 | 12.9 | 49.5 | | | | | | | | 14.8 | |
| 448 | DR-91 | 226+54.10 | R | C | G | 4.5 | | 11.0 | 34.0 | 25.0 | 27.2 | 132.8 | | 287.3 | | 67.2 | 12.2 | 46.7 | | | | 9.6 | | | | 14.8 | |
| 448 | DR-92 | 227+84.00 | L | C | A | 4.5 | | 8.5 | 36.0 | 27.0 | 27.0 | 141.8 | | 229.5 | | 197.9 | | 41.3 | 27.0 | | 3.5 | | | 1.5 | 0.9 | | 15.8 |
| 448 | DR-93 | 227+91.00 | R | C | A | 4.5 | | 11.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 385.0 | | 129.3 | | 62.5 | 35.0 | | 5.9 | | | 2.6 | 1.5 | | 19.8 |
| 449 | DR-94 | 231+53.78 | R | R | G | 4.5 | | 5.0 | 25.0 | 16.0 | 16.0 | 92.3 | | 80.0 | | | 3.7 | 19.1 | | | | 2.0 | | | | 10.3 | |
| 450 | DR-95 | 233+65.57 | R | C | A | 4.5 | | 11.0 | 27.0 | 18.0 | 18.0 | 115.1 | | 198.0 | | 70.8 | | 34.8 | 18.0 | | 3.1 | | | 1.3 | 0.8 | | 12.8 |
| 450 | DR-96 | 233+69.92 | L | C | G | 4.5 | | 10.0 | 21.0 | 12.0 | 12.0 | 74.3 | | 120.0 | | | 5.5 | 21.6 | | | | | 3.7 | | | 8.3 | |
| 450 | DR-97 | 234+54.42 | L | C | G | 4.5 | | 8.5 | 44.0 | 35.0 | 35.0 | 177.8 | | 297.5 | | | 13.6 | 52.8 | | | | 9.2 | | | | 19.8 | |
| 450 | DR-98 | 235+32.83 | L | C | G | 4.5 | | 9.0 | 27.0 | 18.0 | 18.0 | 101.3 | | 162.0 | | | 7.5 | 29.3 | | | | 5.0 | | | | 11.3 | |
| 450 | DR-99 | 235+78.00 | R | C | A | 4.5 | | 17.0 | 37.0 | 28.0 | 20.3 | 146.3 | | 410.9 | | 85.9 | | 61.9 | 28.0 | | 6.3 | | | 2.7 | 1.6 | | 16.3 |
| 450 | DR-100 | 236+57.86 | R | C | A | 4.5 | | 11.0 | 37.0 | 28.0 | 24.6 | 146.3 | | 289.0 | | 81.4 | | 48.4 | 28.0 | | 4.5 | | | 1.9 | 1.1 | | 16.3 |
| 450 | DR-101 | 237+16.00 | L | C | A | 4.5 | | 8.5 | 26.0 | 17.0 | 17.0 | 96.8 | | 144.5 | | 49.0 | | 26.8 | 17.0 | | 2.2 | | | 1.0 | 0.6 | | 10.8 |
| 450 | DR-102 | 237+52.00 | L | C | A | 4.5 | | 15.0 | 33.0 | 24.0 | 24.0 | 128.3 | | 360.0 | | 68.3 | | 54.3 | 24.0 | | 5.6 | | | 2.4 | 1.4 | | 14.3 |
| 450 | DR-103 | 238+30.97 | R | C | G | 4.5 | | 13.0 | 21.0 | 12.0 | 12.0 | 74.3 | | 156.0 | | | 6.6 | 25.6 | | | | 4.8 | | | | 8.3 | |
| 450 | DR-104 | 238+47.00 | L | C | A | 4.5 | | 8.5 | 44.0 | 35.0 | 35.0 | 177.8 | | 297.5 | | 109.4 | | 52.8 | 35.0 | | 4.6 | | | 2.0 | 1.1 | | 19.8 |
| 451 | DR-105 | 239+04.20 | L | C | A | 4.5 | | 8.5 | 21.0 | 12.0 | 12.0 | 74.3 | | 102.0 | | 57.3 | | 19.6 | 12.0 | | 1.6 | | | 0.7 | 0.4 | | 8.3 |
| 451 | DR-106 | 239+57.00 | L | C | G | 4.5 | | 15.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 525.0 | | | 20.6 | 78.1 | | | | 16.2 | | | | 19.8 | |
| 451 | DR-107 | 240+50.35 | L | C | G | 4.5 | | 8.0 | 44.0 | 35.0 | 33.1 | 177.8 | | 272.6 | | | 12.8 | 50.0 | | | | 8.4 | | | | 19.8 | |
| 451 | DR-108 | 241+59.70 | L | C | G | 4.5 | | 8.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 280.0 | | | 13.0 | 50.9 | | | | 8.6 | | | | 19.8 | |
| 451 | DR-109 | 242+80.21 | L | C | G | 4.5 | | 16.0 | 44.0 | 35.0 | 35.0 | 177.8 | | 560.0 | | | 21.7 | 82.0 | | | | 17.3 | | | | 19.8 | |
| TOTALS | | | | | | | | | | | | | | | | 2156.6 | 300.3 | 2305.7 | 558.0 | 8.1 | 84.4 | 81.2 | 125.1 | 41.4 | 24.0 | 252.5 | 547.2 |
| SUBTOTALS CARRIED TO SHEET 761 | | | | | | | | | | | | | | | | 2157 | 301 | 2306 | 558 | 9 | 85 | 82 | 126 | 42 | 24 | 253 | 548 |

DRIVEWAY SUBSUMMARY

LAK-US-20-19.59 PART 1

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(757)
1088

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

LAK-US-20-24.99 PART 2 MADISON TWP.

LAKE COUNTY, OHIO
FOR PART 1, SEE LAK-20-19.59

PROJECT DESCRIPTION

MAJOR REHABILITATION OF 3.06 MILES OF NORTH RIDGE ROAD (U.S. 20) FROM TOWNLINE ROAD TO HUBBARD ROAD IN MADISON TOWNSHIP. WORK WILL INCLUDE ROADWAY WIDENING, RESURFACING, SIDEWALK, DRAINAGE, AND TRAFFIC SIGNAL IMPROVEMENTS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 28.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 29.4 ACRES

2019 SPECIFICATIONS

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

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

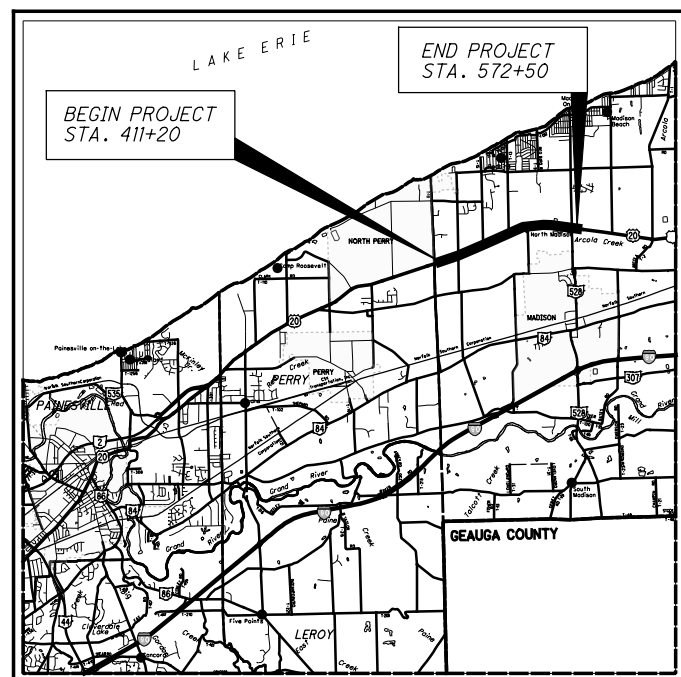
DISTRICT DEPUTY DIRECTOR

John Picuri
John Picuri, P.E., S.I.
12

DIRECTOR, DEPARTMENT OF TRANSPORTATION

John M. ...

ENGINEER'S SEAL



LOCATION MAP

LATITUDE: 41°45'58.7" LONGITUDE: 81°10'51.7"



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

DESIGN DESIGNATION: LAK-US-20-24.99

| | |
|-----------------------------------|--------------|
| CURRENT ADT (2022) | 17,500 |
| DESIGN YEAR ADT (2042) | 22,300 |
| DESIGN HOURLY VOLUME (2042) | 2,230 |
| DIRECTIONAL DISTRIBUTION | 58% |
| TRUCKS (24 HOUR B&C) | 7% |
| DESIGN SPEED | 45 MPH |
| LEGAL SPEED | 25,35,45 MPH |
| DESIGN FUNCTIONAL CLASSIFICATION: | |
| URBAN PRINCIPAL ARTERIAL | |
| NHS PROJECT | YES |

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED



PLAN PREPARED BY:



INDEX OF SHEETS:

| | |
|---------------------------------|-------------------------|
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| STANDARD CONSTRUCTION DRAWINGS | | | | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|--|------------|--|-----------------------------|--------------------|
| | | | | | |
| | | | | | |
| | | SEE PART 1 | | SEE PART 1 | SEE PART 1 |
| | | | | | |
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| | | | | | |
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FEDERAL PROJECT NO. E191(584)
 PID NO. 108665
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 LAK-US-20-24.99 PART 2
 1/599

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GENERAL

ROUNDING

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

UTILITIES

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

GAS
DOMINION ENERGY OHIO
320 SPRINGSIDE DR. SUITE 320
AKRON, OHIO 44333
330-664-2409

NORTHEAST OHIO NATURAL GAS CORP.
8470 STATION STREET
MENTOR, OHIO 44060
TIM REILLY: 440-701-5100

ELECTRIC
THE ILLUMINATING COMPANY
7755 AUBURN ROAD
CONCORD, OHIO 44077
FRED RANDOLPH: 440-358-4991

WATER & SANITARY
LAKE COUNTY DEPARTMENT OF UTILITIES
105 MAIN STREET
PAINESVILLE, OHIO 44077
SARAH CEROVSKI: 440-350-2652

STORM
OHIO DEPARTMENT OF TRANSPORTATION
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 94125
216-581-2100

COMMUNICATIONS
AT&T
13630 LORAIN AVE. 2ND FLOOR
CLEVELAND, OHIO 99111
SCOTT KLEBE: 216-476-6142

CHARTER COMMUNICATIONS (SPECTRUM)
7820 DIVISION DRIVE
MENTOR, OHIO 44060
EMIL SYMISTER: 216-575-8016
EXT. 2165551105

WINDSTREAM
245 N. MAIN STREET
HUDSON, OHIO 44236
JEFF GULYAS: 216-385-1669

ZAYO
4199 KINROSS LAKES PARKWAY, SUITE 10
RICHFIELD, OH 44286
DAVE GALUSKA: 234-281-0025

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

EXISTING PLANS

EXISTING PLANS ENTITLED LAK-20-18.72, LAK-20-22.75, LAK-20-25.52 AND LAK-20-27.92 MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE IN GARFIELD HEIGHTS, OHIO.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9 PM AND 7 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 601-607 OF THE PLANS FOR TABLES CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 2012B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (COORS2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1,000,0885
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

WORK LIMITS

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

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

| SIZES | NO. TREES | NO. STUMPS | TOTAL |
|-------|-----------|------------|-------|
| 18" | 11 | 11 | 11 |
| 30" | 4 | 4 | 4 |
| 48" | 2 | 2 | 2 |
| 60" | 1 | 1 | 1 |

BENCHING OF FOUNDATION SLOPES

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

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET NO. 578-584.

DURATION OF WORK IN TEMPORARY RIGHT OF WAY

WORK IN THE TEMPORARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 45 CALENDAR DAYS AT THE FOLLOWING PARCELS:

PARCEL 17 - 5867 NORTH RIDGE

WORK IN THE TEMPORARY RIGHT OF WAY SHALL BE LIMITED TO A MAXIMUM DURATION OF 30 CALENDAR DAYS AT THE FOLLOWING PARCELS:

PARCEL 46 - 6659 NORTH RIDGE

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 30 HOUR

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PRIVATE USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT, AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF ZERO (0) FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, COORDINATION WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. FOR PRIVATE USE AIRPORTS OR HELIPORTS, COORDINATE WITH THE AIRPORT OWNER AND THE ODOT OFFICE OF AVIATION. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL COORDINATION IS MET AND DOCUMENTATION HAS BEEN FURNISHED TO THE PROJECT ENGINEER. IF COORDINATION IS NOT OBTAINED, THEN THE PROJECT ENGINEER WILL HAVE THE AUTHORITY TO PROVIDE RESTRICTIONS AS REQUIRED.

LAKE HEALTH MADISON CAMPUS HELIPAD
LAKE HEALTH
6270 NORTH RIDGE ROAD
MADISON, OH 44057
(440) 428-0280

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE.

UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE AND APPROXIMATE STATION LIMITS ARE AS FOLLOWS:

STA 465+00 TO STA 469+25 = 425 FT.

THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

THE FOLLOWING QUANTITIES FOR THE REMEDIATION OF UNSTABLE SUBGRADE HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

| | |
|--------------------------------------|----------|
| ITEM 204 - EXCAVATION OF SUBGRADE | 1,600 CY |
| ITEM 204 - GRANULAR MATERIAL, TYPE B | 1,600 CY |
| ITEM 204 - GEOTEXTILE FABRIC | 3,200 SY |
| ITEM 204 - GEOGRID | 3,200 SY |

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION

THIS WORK SHALL CONSIST OF FURNISHING THE DEPARTMENT A COMPLETE DIGITAL COLOR AUDIO-VIDEO RECORD OF THE SURFACE FEATURES WITHIN AND IMMEDIATELY ADJACENT (WITHIN 50 FEET) TO THE PROPOSED PROJECT AREA AS SHOWN IN THE CONTRACT DRAWINGS. THIS RECORD SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL AUDIO-VIDEO USB THUMB DRIVES, VIDEO LOGS, AND INDEXES. THE PURPOSE OF THIS COVERAGE SHALL BE TO ACCURATELY DOCUMENT THE PRECONSTRUCTION CONDITION OF THESE SURFACE FEATURES.

THE AUDIO-VIDEO DOCUMENTATION SHALL BE PERFORMED BY A RESPONSIBLE COMMERCIAL FIRM KNOWN TO BE SKILLED AND REGULARLY ENGAGED IN THE BUSINESS OF PRECONSTRUCTION DIGITAL COLOR AUDIO-VIDEO DOCUMENTATION. THE FIRM SHALL FURNISH SUCH INFORMATION AS THE DEPARTMENT DEEMS NECESSARY TO DETERMINE THE ABILITY OF THAT FIRM TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.

AUDIO-VIDEO DOCUMENTATION SHALL NOT BE MADE MORE THAN 60 DAYS PRIOR TO CONSTRUCTION IN EACH PHASE OF WORK.

THE AUDIO-VIDEO SYSTEM AND THE PROCEDURES EMPLOYED IN ITS USE SHALL BE SUCH AS TO PRODUCE A FINISHED PRODUCT THAT WILL MEET PROFESSIONAL STANDARDS. THE VIDEO PORTION OF THE RECORDING SHALL BE BRIGHT, SHARP, CLEAR PICTURES WITH ACCURATE COLORS AND SHALL BE FREE FROM DISTORTION OR ANY OTHER FORM OF PICTURE IMPERFECTION. ALL VIDEO RECORDINGS SHALL BY ELECTRONIC MEANS DISPLAY ON THE SCREEN THE TIME OF DAY, THE MONTH, DAY AND YEAR OF THE RECORDING. THE TIME AND DATE INFORMATION MUST BE CONTINUOUSLY AND SIMULTANEOUSLY GENERATED WITH THE ACTUAL RECORDING. THE AUDIO PORTION OF THE RECORDING SHALL BE PERFORMED BY THE CAMERA OPERATOR DURING THE RECORDING PROCESS AND SHALL BE OF HIGH CLARITY AND FREE FROM DISTORTION.

THE RECORDINGS SHALL CONTAIN COVERAGE OF ALL VISIBLE FEATURES WITHIN THE CONSTRUCTION ZONE BEING AFFECTED BY THE WORK. THESE FEATURES SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL ROADWAYS, PAVEMENT, RETENTION PONDS, RAILROAD TRACKS, CURBS, DRIVEWAYS, SIDEWALKS, CULVERTS, HEAD-WALLS, RETAINING WALLS, LANDSCAPING, TREES, FENCES, DRAINAGE DITCHES, CREEKS, STREAMS, VISIBLE UTILITIES, STRUCTURES, AND BUILDINGS. OF PARTICULAR CONCERN SHALL BE THE CONDITION OF EXISTING VEGETATION, TERRAIN, AND STRUCTURES AND THE EXISTENCE OR NON-EXISTENCE OF ANY FAULTS, FRACTURES OR DEFECTS. PANNING, ZOOM-IN AND ZOOM OUT RATES SHALL BE SUFFICIENTLY CONTROLLED.

WRITTEN DOCUMENTATION MUST COINCIDE WITH THE INFORMATION ON THE AUDIO-VIDEO SO AS TO MAKE EASY RETRIEVAL OF LOCATIONS SOUGHT FOR AT A LATER DATE.

TWO COPIES OF THE DIGITAL COLOR AUDIO-VIDEO RECORDING SHALL BE DELIVERED TO THE DEPARTMENT ON USB THUMB DRIVES.

THE DEPARTMENT WILL MAKE PARTIAL PAYMENTS ACCORDING TO 109.09, PRORATED BY THE LENGTH OF THE WORK PHASE. VIDEO DOCUMENTATION WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM SPECIAL - PRECONSTRUCTION VIDEO DOCUMENTATION, LUMP SUM

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GENERAL NOTES

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PART 2

ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, AND PLACING GRANULAR MATERIAL.

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 441 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS:

METHOD A:

1. SET GUARDRAIL POSTS
2. PLACE ITEM 441

METHOD B:

1. PLACE ITEM 441
2. BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3. SET GUARDRAIL POSTS
4. PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 441, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (449), UNDER GUARDRAIL, AS PER PLAN.

ITEM 203 - EMBANKMENT

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADDITIONAL EMBANKMENT REQUIRED BETWEEN THE BOTTOM OF THE EXISTING PAVEMENT AND THE TOP OF THE PROPOSED SUBGRADE WHICH WAS IS NOT QUANTIFIED IN THE CROSS SECTIONS OR EARTHWORK CALCULATION SHEETS. THIS EMBANKMENT QUANTITY IS REQUIRED FOR AREAS OF THE PROJECT WHERE THE BOTTOM OF EXISTING PAVEMENT IS BELOW THE PROPOSED SUBGRADE.

ITEM 203, EMBANKMENT, 2398 CY

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE).

ITEM 202 REMOVAL MISC.: BUSINESS SIGN

REMOVE THE SIGN, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT-OF WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING SIGN TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE THE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING BUSINESS SIGN.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BUSINESS SIGN, EACH

ITEM 202 REMOVAL MISC.: BOULDER

REMOVE THE BOULDERS AS INDICATED FOR REMOVAL IN THEIR ENTIRETY. BACKFILL ANY CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

BOULDERS REMOVED AND ALL OF THE ABOVE WORK WILL BE PAID FOR AT THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: BOULDER, EACH

ITEM 202 REMOVAL MISC.: LIGHT POLE

REMOVE THE LUMINAIRE, SUPPORT, FOUNDATION AND ANY ASSOCIATED WIRING AS INDICATED FOR REMOVAL WITHIN THE LIMITS OF THE RIGHT OF WAY OR TEMPORARY RIGHT OF WAY. CUT AND CAP THE EXISTING WIRING AT THE RIGHT OF WAY LINE. REMOVE FOUNDATIONS TO A MINIMUM OF 1 FOOT BELOW THE PROPOSED GROUND SURFACE OR REMOVE ENTIRE FOUNDATION IF NECESSARY FOR THE COMPLETION OF OTHER WORK IN THE CONTRACT. BACKFILL THE CAVITY CREATED BY THE REMOVAL ITEM ACCORDING TO 202.02, EXCEPT WHEN THE CAVITY LIES WITHIN THE LIMITS OF SUBSEQUENT EXCAVATION OR OTHER WORK.

DELIVER THE EXISTING LUMINAIRE AND SUPPORT TO THE PROPERTY OWNER OR DISPOSE OF IF THE OWNER DOES NOT WANT TO SALVAGE REMOVED MATERIALS. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER REGARDING THIS PROPOSED WORK FOR THE DISCONNECTION OF THE CIRCUIT AND TO DETERMINE THE PROPERTY OWNERS INTENT TO SALVAGE THE EXISTING LUMINAIRE AND SUPPORT.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: LIGHT POLE, EACH

ITEM 202 REMOVAL MISC.: SHED

REMOVE AND DISPOSE OF THE SHED IN ITS ENTIRETY AS INDICATED.

THE ABOVE NOTED WORK SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR:

ITEM 202 REMOVAL MISC.: SHED, EACH

ITEM 623 - MONUMENT ASSEMBLIES

THE FOLLOWING SUMMARY OF SURVEY MONUMENT WORK AS SHOWN ON THE RIGHT OF WAY PLANS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

| SHEET NO. | STATION TO STATION | | 623 | |
|-----------------------------------|--------------------|-----------|---------------------------|--|
| | | | MONUMENT ASSEMBLY, TYPE C | |
| | | | EACH | |
| | | TO | | |
| 601 | 405+83.06 | 431+47.75 | 2 | |
| 602 | 431+47.75 | 457+00.00 | 5 | |
| 603 | 457+00.00 | 485+00.00 | 4 | |
| 604 | 485+00.00 | 510+00.00 | 2 | |
| 605 | 510+00.00 | 536+00.00 | 4 | |
| 606 | 536+00.00 | 560+00.00 | 2 | |
| 607 | 560+00.00 | 588+00.00 | 1 | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 20 | |

EROSION CONTROL

SEEDING AND MULCHING

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

| | |
|------------------------------------|---------------|
| 659, SOIL ANALYSIS TEST | 2 EACH |
| 659, TOPSOIL | 7161 CU. YD. |
| 659, SEEDING AND MULCHING, CLASS 1 | 64508 SQ. YD. |
| 659, REPAIR SEEDING AND MULCHING | 3226 SQ. YD. |
| 659, INTER-SEEDING | 3226 SQ. YD. |
| 659, COMMERCIAL FERTILIZER | 9.0 TON |
| 659, LIME | 13.33 ACRES |
| 659, WATER | 367 M. GAL. |

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON LIMITS IDENTIFIED AS NECESSARY IN THE CROSS-SECTIONS. ANY ADDITIONAL AREAS OUTSIDE OF THE AREAS IDENTIFIED IN THE CROSS-SECTIONS THAT ARE DISTURBED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION MUST BE RESTORED IN ACCORDANCE WITH C&MS 107.10 AND CONSIDERED INCIDENTAL TO THE WORK. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE AREAS.

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GENERAL NOTES

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PART 2**

MAINTAINING DRIVEWAY ACCESS

COMMERCIAL AND HANDICAP PROPERTIES: ACCESS TO ALL COMMERCIAL AND HANDICAP PROPERTY SHALL BE MAINTAINED AT ALL TIMES, AS FOLLOWS:

FOR PROPERTIES WITH MULTIPLE DRIVEWAYS: DRIVEWAY CONSTRUCTION WILL BE SCHEDULED SO THAT AT LEAST ONE ACCESS DRIVEWAY IS OPEN AND CLEAR WHILE THE OTHER DRIVEWAY(S) ARE BEING CONSTRUCTED.

FOR PROPERTIES WITH ONLY ONE ACCESS AND PROPERTIES WITH ONE WAY DIRECTIONAL DRIVEWAYS: DRIVEWAY CONSTRUCTION SHALL BE SCHEDULED OUTSIDE OF NORMAL BUSINESS HOURS. IF THE PROPERTY CANNOT BE WITHOUT ACCESS TEMPORARILY (SUCH AS OUTSIDE OF NORMAL BUSINESS HOURS OR OVER THE WEEKEND), ACCESS TO THE PROPERTY SHALL BE MAINTAINED AS FOLLOWS:

THE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE REMOVED AND TRAFFIC COMPACTED SURFACE FURNISHED, INSTALLED, AND COMPACTED ON TOP OF THE EXPOSED SUBGRADE. THIS WORK SHALL BE PERFORMED IN ONE OPERATION SO THAT THE DISRUPTION TO THE PROPERTY IS KEPT AT AN ABSOLUTE MINIMUM. THE CONTRACTOR WILL MAINTAIN THE RAMP AND REPLACE MATERIAL AS NECESSARY.

THE INSTALLATION OF THE PROPOSED DRIVEWAY AND THE CONCRETE PAVEMENT IN FRONT OF THE DRIVEWAY SHALL BE PERFORMED AS ONE OPERATION UNLESS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE THE DURATION OF A REQUIRED OUTAGE. IF THE DRIVEWAY IS MORE THAN 20 FEET WIDE, CONSTRUCTION ON THE DRIVEWAY AND PAVEMENT SHALL BE IN TWO (2) PHASES, WITH ONE HALF OF THE DRIVE REMAINING OPEN WHILE THE OTHER HALF IS CLOSED AND BEING CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ACCESS IMMEDIATELY AFTER ANY MINIMUM REQUIRED TIME TO PERFORM DRIVEWAY RECONSTRUCTION WORK. THE CONTRACTOR SHALL ALSO PROVIDE ACCESS TO THE PROPERTY DURING THE CURE PERIOD.

IN LOCATIONS WHERE A DRIVEWAY TO A PARKING LOT IS CLOSED TO TRAFFIC, THE DRIVE SHALL HAVE PROPER PROTECTION, SUCH AS SIGNS, FENCING, BARRICADES, AND DRUMS, PLACED AND MAINTAINED AROUND IT.

WHERE DIRECTED BY THE ENGINEER, ONE (1) BUSINESS ENTRANCE SIGN (M4-H15) SIGN SHALL BE PROVIDED, INSTALLED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AT AFFECTED COMMERCIAL DRIVEWAYS. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING AND BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-105.10. THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND, EXCEPT THAT THE ACTUAL BUSINESS NAME SHALL BE SUBSTITUTED FOR THE WORD "BUSINESS."

RESIDENTIAL PROPERTIES: THE CONTRACTOR SHALL MAKE REASONABLE PROVISIONS TO ALLOW RESIDENTIAL ACCESS AT ALL TIME OR OTHERWISE ALLOW RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. THE MAXIMUM OUT OF SERVICE TIME FOR ANY RESIDENTIAL DRIVE SHALL BE ONE (1) DAY. RESIDENTIAL ACCESS SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES, AS DIRECTED BY THE ENGINEER:

AFTER THE EXISTING PAVEMENT AND CURB HAVE BEEN REMOVED, THE CONTRACTOR SHALL IMMEDIATELY MAINTAIN VEHICULAR ACCESS TO THE DRIVEWAY USING ITEM 410, TRAFFIC COMPACTED SURFACE, BETWEEN THE PAVEMENT AND THE DRIVEWAY. STEEL PLATES MAY ALSO BE USED.

WHILE THE CONCRETE PAVEMENT AND CURB IS BEING INSTALLED AND IS CURING, THE CONTRACTOR SHALL PROVIDE PARKING AREAS SAFELY WITHIN THE PROJECT WORK LIMITS OR ALONG ADJACENT SIDE STREETS. DURING THIS TIME, THE EXISTING SIDEWALKS BETWEEN THE SIDE STREETS SHALL REMAIN IN SERVICE FOR ACCESS FROM THE PARKING AREA TO THE PROPERTY.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PLAN, FOR THE APPROVAL OF THE ENGINEER, WHICH OUTLINES HIS/HER STRATEGY FOR THE MAINTENANCE OF SAFE ACCESS TO COMMERCIAL, HANDICAP AND RESIDENTIAL PROPERTY AND/OR FOR ALLOWING RESIDENTS TO PARK SAFELY WITHIN THE PROJECT LIMITS WHEN ACCESS IS NOT POSSIBLE. CLOSING A DRIVEWAY AND ALLOWING PARKING WITHIN THE PROJECT LIMITS SHALL BE A LAST RESORT.

THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO MAINTAIN COMMERCIAL, HANDICAP AND RESIDENTIAL ACCESS AND/OR SAFE PARKING AREAS FOR RESIDENTS, INCLUDING TRAFFIC COMPACTED SURFACE AND ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC; EXCEPT FOR THE SEPARATELY ESTIMATED ITEMS/QUANTITIES ADDITIONALLY PROVIDED IN THE PLANS FOR MAINTAINING TRAFFIC (ACCESS).

EXISTING SIGNS

IN ANY PHASE, WHEN A MAINTENANCE OF TRAFFIC SIGN CONTRADICTS AN EXISTING SIGN, THE EXISTING SIGN SHALL BE COVERED. ALL OTHER SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED NEARBY IF NECESSARY.

LAKETRAN BUS STOPS

LAKETRAN BUS STOPS SHALL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION. EXISTING BUS STOP SIGNS SHALL BE MOVED TO A NEARBY LOCATION IF NECESSARY. ALL BUS STOP SIGNS SHALL BE MAINTAINED AND RELOCATED AS NECESSARY.

MAIL BOXES

MAIL BOXES SHALL BE CAREFULLY RELOCATED AS NECESSARY BY THE CONTRACTOR DURING CONSTRUCTION SO THAT THEY ARE ACCESSIBLE TO MAIL DELIVERY TRUCKS. ANY DAMAGE TO THE MAILBOX SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DAMAGED MAILBOXES SHALL BE REPLACED BY THE CONTRACTOR IN KIND.

ITEM 611 12" CONDUIT, TYPE B, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF THE CONDUIT, OR ABANDONEMENT OF THE CONDUIT IF THE CONDUIT HAS BEEN PLACED UNDER PERMANENT PAVEMENT, AFTER THE MAINTENANCE OF TRAFFIC PHASE IN WHICH IT IS USED HAS BEEN COMPLETED. THE CONDUIT SHALL BE FILLED AND PLUGGED AS PER THE ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT NOTE SHOWN ON SHEET 17.

ITEM 611 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

WHEN RECONSTRUCTING CATCH BASINS TO GRADE FOR THE PURPOSE OF MAINTAINING TRAFFIC, FOLLOW THE PROCEDURE BELOW.

- CAREFULLY REMOVE AND CLEAN THE EXISTING CASTINGS.
- REMOVE EXISTING WALLS OF CATCH BASINS AND INLETS BELOW THE GRATES TO THE DEPTH NECESSARY FOR PLACEMENT OF TEMPORARY PAVEMENT, OR ANY POINTS OF WALL FAILURE.
- INSTALL A 1-1/4 INCH MINIMUM STEEL ROAD PLATE AS SHOWN IN THE TEMPORARY DRAINAGE DETAIL.
- WHERE EXISTING BASINS WILL NOT BE REMOVED IN A LATER PHASE OF THE CONTRACT, REMOVE THE ROAD PLATE AND USING THE SALVAGED CASTING, RECONSTRUCT THE STRUCTURE TO THE ORIGINAL PLAN GRADE, CONFORMING AS NEARLY AS PRACTICABLE TO THE EXISTING DIMENSION AND TYPE OF CONSTRUCTION.

**ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE T, AS PER PLAN**

GUARDRAIL AND ANCHOR ASSEMBLIES INSTALLED FOR MAINTAINING TRAFFIC SHALL BE REMOVED AND DISPOSED OF AFTER COMPLETION OF THE PHASE IN WHICH THEY WERE CONSTRUCTED AND USED.

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 614 - DETOUR SIGNING LUMP SUM

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

ANY ASPHALT OR CONCRETE CURBS THAT ARE CONSTRUCTED ON TOP OF THE TEMPORARY PAVEMENT OR INTEGRAL TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ANTI-SEGREGATION IS NOT REQUIRED FOR ITEM 302 USED IN THE FLEXIBLE PAVEMENT OPTION.

ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1

THE PAVEMENT FOR MAINTAINING TRAFFIC ALONG DERUBERTIS DRIVE AND HUBBARD ROAD (SR 528) SHALL INCLUDE THE REPLACEMENT OF ANY EXISTING DRIVEWAYS AND CONCRETE CURB IMPACTED BY THE INSTALLATION OF THIS PAVEMENT FOR MAINTAINING TRAFFIC. THE PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REPLACE EXISTING DRIVEWAYS AND CONCRETE CURB SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, TYPE 1.

690E98000 - ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC

THIS ITEM OF WORK PROVIDES A FIXED UNIT COST OF 18 PER EACH FOR THE REPAIR OR REPLACEMENT OF PERMANENTLY DAMAGED TEMPORARY MAINTENANCE OF TRAFFIC ITEMS ELIGIBLE UNDER C&MS 614.16.C AND C&MS 107.15.

IF THE ENGINEER DETERMINES THAT THE REQUIREMENTS OF C&MS 614.16.C AND C&MS 107.15 HAVE BEEN MET, THE DEPARTMENT WILL REIMBURSE THE CONTRACTOR UPON RECEIPT AND ACCEPTANCE OF THE COSTS IN ACCORDANCE WITH C&MS 109.05. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO COMPLETE THIS ITEM OF WORK:

ITEM SPECIAL - REIMBURSEMENT FOR MOT ITEMS PERMANENTLY DAMAGED BY TRAFFIC 250,000 EACH

DRIVEWAY ACCESS TO WALMART

PRIOR ADVANCED NOTICE TO STORE MANAGERS: THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE STORE MANAGER AT THE WALMART LOCATED IN WALTER GREENS COMMONS IN MADISON, OHIO AND WALMART'S OUTSIDE COUNSEL (GREGORY G. GUICE; 216-430-2227; GGUICE@REMINGER.COM) AT LEAST FOURTEEN (14) DAYS PRIOR TO ANY CLOSURE OF THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD TO THE WALMART SUPER STORE.

MAXIMUM DURATION OF COMPLEX CLOSURE: THE CONTRACTOR SHALL NOT COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD FOR MORE THAN 14-CONSECUTIVE DAYS. ADDITIONALLY, THE CONTRACTOR SHALL ONLY BE ENTITLED TO COMPLETELY CLOSE THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD ONE TIME DURING THE TERM OF THE EASEMENT.

BLACK OUT PERIOD: THE CONTRACTOR AGREES NOT TO CLOSE THE PRIMARY ENTRANCE, OR REDUCE ACCESS TO ONE LANE RELATIVE TO THE PRIMARY ENTRANCE ON NORTH RIDGE ROAD, FROM OCTOBER 15 THROUGH JANUARY 15 EACH YEAR.

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| SHEET NUM. | | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. |
|------------|--------|-----|-------|--------|-----|-----|------------|--------|---------|----------|--------|------|---|-------|------|-------------|---------------|
| 18 | 19 | 225 | 229 | 231 | 236 | 425 | 02/NHS/ PV | EXT | TOTAL | | | | | | | | |
| | | | 1.5 | | | | | 1.5 | 602 | 20000 | 1.5 | CY | CONCRETE MASONRY | | | | |
| 500 | | | | 743 | | | | 1,243 | 605 | 13410 | 1,243 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | | | | |
| 450 | | | | 25,693 | | | | 25,693 | 605 | 14020 | 25,693 | FT | 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | | | | |
| | | | | | | | | 450 | 605 | 31100 | 450 | FT | AGGREGATE DRAINS | | | | |
| 50 | | | | 1,532 | | | | 1,582 | 611 | 00510 | 1,582 | FT | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS | | | | |
| | | | 55 | | | | | 55 | 611 | 04400 | 55 | FT | 12" CONDUIT, TYPE B | | | | |
| | 500 | | 5 | | | | | 505 | 611 | 04600 | 505 | FT | 12" CONDUIT, TYPE C | | | | |
| | | | 5,031 | | | | | 5,031 | 611 | 05900 | 5,031 | FT | 15" CONDUIT, TYPE B | | | | |
| | | | 895 | | | | | 895 | 611 | 06100 | 895 | FT | 15" CONDUIT, TYPE C | | | | |
| | | | 2,310 | | | | | 2,310 | 611 | 07400 | 2,310 | FT | 18" CONDUIT, TYPE B | | | | |
| | | | 1,768 | | | | | 1,768 | 611 | 07600 | 1,768 | FT | 18" CONDUIT, TYPE C | | | | |
| | | | 1,570 | | | | | 1,570 | 611 | 10400 | 1,570 | FT | 24" CONDUIT, TYPE B | | | | |
| | | | 1,098 | | | | | 1,098 | 611 | 10600 | 1,098 | FT | 24" CONDUIT, TYPE C | | | | |
| | | | 150 | | | | | 150 | 611 | 13400 | 150 | FT | 30" CONDUIT, TYPE B | | | | |
| | | | 751 | | | | | 751 | 611 | 13600 | 751 | FT | 30" CONDUIT, TYPE C | | | | |
| | | | 1,900 | | | | | 1,900 | 611 | 16400 | 1,900 | FT | 36" CONDUIT, TYPE B | | | | |
| | | | 522 | | | | | 522 | 611 | 16600 | 522 | FT | 36" CONDUIT, TYPE C | | | | |
| | | | 720 | | | | | 720 | 611 | 19400 | 720 | FT | 42" CONDUIT, TYPE B | | | | |
| | | | 585 | | | | | 585 | 611 | 52902 | 585 | FT | 34" X 53" CONDUIT, TYPE B, 706.04 | | | | |
| | 500 | | | | | | | 500 | 611 | 97400 | 500 | FT | CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE | | | 19 | |
| | 500 | | | | | | | 500 | 611 | 97400 | 500 | FT | CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE | | | 19 | |
| | | | 40 | | | | | 40 | 611 | 98150 | 40 | EACH | CATCH BASIN, NO. 3 | | | | |
| | | | 62 | | | | | 62 | 611 | 98180 | 62 | EACH | CATCH BASIN, NO. 3A | | | | |
| | | | 6 | | | | | 6 | 611 | 98370 | 6 | EACH | CATCH BASIN, NO. 6 | | | | |
| | | | 1 | | | | | 1 | 611 | 98504 | 1 | EACH | CATCH BASIN, NO. 2-2C | | | | |
| | | | 2 | | | | | 2 | 611 | 98510 | 2 | EACH | CATCH BASIN, NO. 2-3 | | | | |
| 27 | | | | | | | | 27 | 611 | 98631 | 27 | EACH | CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN | | | 18 | |
| | 5 | | | | | | | 5 | 611 | 98634 | 5 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE | | | | |
| | 5 | | | | | | | 5 | 611 | 98700 | 5 | EACH | INLET, SIDE DITCH | | | | |
| | | | 74 | | | | | 74 | 611 | 99574 | 74 | EACH | MANHOLE, NO. 3 | | | | |
| | | | | | | | | | 611 | 99586 | | EACH | MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR | | | | |
| | 10 | | | | | | | 10 | 611 | 99720 | 10 | EACH | INSPECTION WELL | | | | |
| | 10,000 | | | | | | | 10,000 | SPECIAL | 61199820 | 10,000 | LB | MISCELLANEOUS METAL | | | 19 | |
| | | | 1 | | | | | 1 | 895 | 10040 | 1 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4 | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | 900 | | | | | | | 900 | 251 | 01000 | 900 | SY | PARTIAL DEPTH PAVEMENT REPAIR (441) | | | | |
| | | | | | | | | 1,181 | 252 | 01500 | 4,715 | FT | FULL DEPTH PAVEMENT SAWING | | | | |
| | | | | | | | | 74,659 | 254 | 01000 | 74,659 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (T=1.25") | | | | |
| | | | | | | | | 22,861 | 254 | 01000 | 22,861 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (T=3") | | | | |
| | 110 | | | | | | | 521 | 301 | 56000 | 631 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | | | | |
| | | | | | | | | 11,934 | 301 | 56001 | 11,934 | CY | ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22 | | | 19 | |
| | | | | | | | | 259 | 301 | 56100 | 259 | CY | ASPHALT CONCRETE BASE, PG64-22, (449), (DRIVEWAYS) | | | | |
| | 110 | | | | | | | 14,300 | 304 | 20000 | 14,646 | CY | AGGREGATE BASE | | | | |
| | | | | | | | | 11,703 | 407 | 20000 | 11,819 | GAL | NON-TRACKING TACK COAT | | | | |
| | | | | | | | | 22,186 | 441 | 00100 | 22,186 | CY | ANTI-SEGREGATION EQUIPMENT | | | | |
| | | | | | | | | 3,254 | 441 | 10101 | 3,254 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), AS PER PLAN, PG70-22M | | | 19 | |
| | | | | | | | | 7,002 | 441 | 10200 | 7,002 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446) | | | | |
| | | | | | | | | 135 | 441 | 70000 | 135 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 | | | | |
| | | | | | | | | 297 | 441 | 70300 | 297 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) | | | | |
| | | | | | | | | 67 | 441 | 70500 | 67 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | | | | |
| | | 9 | | | | | | 9 | 441 | 70801 | 9 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN | | | 17 | |

GENERAL SUMMARY

LAK-US-20-24.99 PART 2

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| SHEET NO. | REFERENCE NO. | STATION | | SIDE | CFN | 601 | | 602 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 895 |
|-----------------------------|---------------|-----------|-----------|---------|---------|--|----|-----|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | FROM | TO | | | ROCK CHANNEL PROTECTION, TYPE C W/ GEOTEXTILE FABRIC | CY | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EA | EA | EA | EA |
| 241 | D1 | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| 241 | D2 | 413+75.00 | 415+50.00 | LT | 1990758 | | | | | 175 | | | | | | | | | | | | | | | | | |
| 242 | D3 | 415+50.00 | | LT & RT | 1990652 | | | | | 55 | | | | | | | | | | | | | | 1 | | | |
| 242 | D4 | 415+50.00 | 418+04.00 | RT | | | | | | | | | 254 | | | | | | | | | | | 2 | | 1 | |
| 242 | D5 | 418+04.00 | | LT & RT | 1990653 | | | | | 55 | | | | | | | | | | | | | | | 2 | | 1 |
| 242 | D6 | 418+04.00 | 420+40.00 | RT | | | | | | | | 236 | | | | | | | | | | | | | | | |
| 243 | D7 | 420+40.00 | | LT & RT | 1990654 | | | | | 55 | | | | | | | | | | | | | | | 2 | | 1 |
| 243 | D8 | 420+40.00 | 421+75.00 | RT | | | | | | | 135 | | | | | | | | | | | | | | | | |
| 243 | D9 | 421+75.00 | | RT & LT | | | | | | 5 | | | | | | | | | | | | | | | 1 | | 1 |
| 243 | D10 | 421+75.00 | 423+00.00 | RT | | | | | | | | | 125 | | | | | | | | | | | | | | |
| 243 | D11 | 423+00.00 | | RT & LT | 1990655 | | | | | 50 | | 5 | | | | | | | | | | | | | | 2 | 1 |
| 243 | D12 | 423+00.00 | 425+27.50 | RT | | | | | | | | | | 227 | | | | | | | | | | | | | |
| 244 | D13 | 425+27.50 | | RT & LT | 1990691 | | | | | 55 | 15 | | | | | | | | | | | | | 1 | 1 | | 1 |
| 244 | D14 | 425+27.50 | 425+66.74 | RT | | | | | | | | | | 43 | | | | | | | | | | | | | 1 |
| 244 | D137 | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| 245 | D15 | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| 247 | D16 | 439+60.00 | 442+10.00 | RT | | | | | 5 | | 250 | | | | | | | | | | | | | | | | 1 |
| 247 | D139 | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| 247 | D17 | 442+10.00 | | | 1990656 | | | | | 55 | | | | | | | | | | | | | | | | 2 | |
| 247 | D18 | 442+10.00 | 444+38.00 | RT | | | | | | | | | | | | | | | | | | | | | | | 1 |
| 248 | D19 | 444+38.00 | | RT & LT | 1990692 | | | | | 55 | | | | | | | | | | | | | | | | 2 | 1 |
| 248 | D20 | 444+38.00 | 446+17.00 | RT | | | | | | | | | | 179 | | | | | | | | | | | | | |
| 248 | D21 | 446+17.00 | | RT & LT | 1990694 | | | | | 55 | | | | | | | | | | | | | | | 2 | | 1 |
| 248 | D22 | 446+17.00 | 449+00.00 | RT | | | | | | | | | 283 | | | | | | | | | | | | | | |
| 249 | D23 | 449+00.00 | | RT & LT | 1990696 | | | | | 55 | | | | | | | | | | | | | | | | 2 | 1 |
| 249 | D24 | 449+00.00 | 451+40.00 | RT & LT | | | | | | | 240 | | | | | | | | | | | | | | | | |
| 249 | D25 | 451+40.00 | | RT & LT | 1990658 | | | | | 55 | | | | | | | | | | | | | | | | | 2 |
| 250 | D26 | 457+00.00 | | RT & LT | 1990659 | | | | | 55 | | | | | | | | | | | | | | | | | 2 |
| 250 | D27 | 457+00.00 | 457+50.00 | RT | | | | | | | 250 | | | | | | | | | | | | | | | | 1 |
| 251 | D28 | 459+50.00 | | RT & LT | 1990697 | | | | | 55 | | | | | | | | | | | | | | | | 2 | 1 |
| 251 | D29 | 459+50.00 | 462+90.00 | RT | | | | | | | 150 | 190 | | | | | | | | | | | | | | | 1 |
| 251 | D30 | 462+90.00 | | RT & LT | 1990660 | | | | | 55 | | | | | | | | | | | | | | 1 | 1 | | 1 |
| 251 | D31 | 462+90.00 | 465+00.00 | RT | | | | | | | | 210 | | | | | | | | | | | | | | | |
| 252 | D32 | 465+00.00 | | RT & LT | 1990698 | | | | | 55 | | | | | | | | | | | | | | | 1 | 1 | 1 |
| 252 | D33 | 465+00.00 | 467+59.00 | RT | | | | | | | | | | 259 | | | | | | | | | | | | | |
| 252 | D34 | 467+59.00 | | RT & LT | 1990661 | | | | | 55 | | | | | | | | | | | | | | | 2 | | 1 |
| 252 | D35 | 467+59.00 | 468+75.00 | RT | | | | | | | | | | | | | | 116 | | | | | | | | | |
| 252 | D36 | 468+75.00 | | RT & LT | 1990662 | | | | | 55 | | | | | | | | | | | | | | 1 | 1 | | 1 |
| 252 | D37 | 468+75.00 | 470+00.00 | RT | | | | | | | | | | | | | | | | | | | | | | | |
| 253 | D38 | 470+00.00 | | RT & LT | 1990699 | | | | | 55 | | | | | | | | | | | | | | | | 2 | 1 |
| 253 | D39 | 470+00.00 | 472+50.00 | RT | | | | | | | | | | | | | | | | | | | | | | | |
| 253 | D40 | 472+50.00 | | RT & LT | 1990700 | | | | | 55 | | | | | | | | | | | | | | | 1 | 1 | 1 |
| 253 | D41 | 472+50.00 | 475+10.00 | RT | | | | | | | | | | | | | | | | | | | | | | | |
| 254 | D42 | 475+10.00 | | RT & LT | 1990663 | | | | | 55 | | | | | | | | | | | | | | | | 1 | 1 |
| 254 | D43 | 475+10.00 | 476+00.00 | RT & LT | | | | | | | | | | | | | | | | | | | | | | | 2 |
| 254 | D44 | 476+00.00 | | RT & LT | 1990664 | | | | | | | | | | | | | | | | | | | | | | |
| 254 | D45 | 476+00.00 | 477+50.00 | RT | | | | | | | 150 | | | | | | | | | | | | | | | | |
| 254 | D46 | 477+50.00 | | RT & LT | 1990665 | | | | | 55 | | | | | | | | | | | | | | | | 2 | 1 |
| 254 | D47 | 477+50.00 | 479+00.00 | RT | | | | | | | 150 | | | | | | | | | | | | | | | | |
| 255 | D48 | 479+00.00 | 481+00.00 | RT | | | | | | | | 200 | | | | | | | | | | | | | | | 1 |
| 255 | D49 | 481+00.00 | | RT & LT | 1990666 | | | | | 55 | | | | | | | | | | | | | | | | 1 | 1 |
| 255 | D50 | 481+00.00 | 482+25.00 | RT | | | | | | | | 125 | | | | | | | | | | | | | | | |
| 255 | D51 | 482+25.00 | | RT | | | | | | 5 | | | | | | | | | | | | | | | | | 1 |
| 255 | D52 | 483+50.00 | | RT & LT | 1990701 | | | | | 55 | | | | | | | | | | | | | | | 1 | 1 | 1 |
| 255 | D53 | 482+25.00 | 483+50.00 | RT | | | | | | | 125 | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 229 | | | | | | | | | 5 | 1640 | 630 | 969 | 1119 | 352 | 709 | 150 | 751 | | | | | | | 12 | 33 | 2 | 30 |

DRAINAGE SUBSUMMARY

CALCULATED
CWH
CHECKED
JMP

227
599

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| SHEET NO. | REFERENCE NO. | STATION | | SIDE | CFN | 601 | 602 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 895 | |
|-----------------------------------|---------------|-----------|-----------|---------|-----------------|-----|-----|-----|-----|------|-----|------|------|------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| | | FROM | TO | | | CY | CY | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA |
| 270 | D105 | 554+50.00 | | RT & LT | 1990778 | | | | | 55 | | | | | | | | | | | | | | | | | | | | | | | | |
| 270 | D106 | 554+50.00 | 555+76.00 | RT | | | | | | | | | 125 | | | | | | | | | | | | | | | | | | | | | |
| 270 | D107 | 554+50.00 | | RT & LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 270 | D108 | 556+18.00 | 0+28.50 | RT & LT | 1990779 | | | | | 67 | | | | | | | | | | | | | | | | | | | | | | | | |
| 270 | D109 | 556+18.00 | 556+28.00 | RT | | | | | | | | | 10 | | | | | | | | | | | | | | | | | | | | | |
| 270 | D110 | 556+28.00 | 558+77.00 | RT | | | | | | 249 | | | | | | | | | | | | | | | | | | | | | | | | |
| 270 | D111 | 558+77.00 | 558+88.00 | RT | 1990780 | | | | | 61 | | | | | | | | | | | | | | | | | | | | | | | | |
| 271 | D112 | 562+50.00 | | RT & LT | 1990781/1990791 | | | | | 59 | | | | | | | | | | | | | | | | | | | | | | | | |
| 271 | D113 | 562+50.00 | 564+96.00 | RT | 1990790 | | | | | 246 | | | | | | | | | | | | | | | | | | | | | | | | |
| 272 | D114 | 564+96.00 | | RT & LT | 1990782/1990792 | | | | | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 272 | D115 | 564+96.00 | 567+75.00 | RT | 1990793/1990794 | | | | | 67 | | | 209 | | | | | | | | | | | | | | | | | | | | | |
| 272 | D116 | 567+75.00 | | RT & LT | 1990783/1990795 | | | | | 60 | | | | | | | | | | | | | | | | | | | | | | | | |
| 272 | D117 | 567+75.00 | 569+28.00 | RT | 1990784 | | | | | | | | 154 | | | | | | | | | | | | | | | | | | | | | |
| 273 | D118 | 569+28.00 | | RT & LT | 1990796/1990797 | | | | | 58 | | | | | | | | | | | | | | | | | | | | | | | | |
| 273 | D119 | 569+28.00 | 571+50.00 | RT | 1990798 | | | | | 221 | | | | | | | | | | | | | | | | | | | | | | | | |
| 273 | D120 | 571+50.00 | | RT & LT | 1990785/1990800 | | | | | 48 | | | | | | | | | | | | | | | | | | | | | | | | |
| 470 | D121 | 444+29.00 | 444+38.00 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 470 | D122 | 443+79.00 | 444+30.00 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 470 | D123 | 443+77.00 | 443+79.00 | RT | | 3.3 | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 471 | D124 | 476+00.00 | 477+35.00 | LT | | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 262 | D125 | 516+88.00 | 517+21.00 | RT | | | | | | 33 | | | | | | | | | | | | | | | | | | | | | | | | |
| 472 | D126 | 524+23.00 | 524+47.00 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 472 | D127 | 523+96.00 | 524+23.00 | RT | | | 0.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280 | D129 | 93+30.00 | 93+03.00 | LT | | | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280 | D130 | 93+03.00 | | LT | 1990849 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280 | D131 | 93+03.00 | 95+30.00 | LT | 1990848 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 280 | D132 | 95+30.00 | 99+78.00 | LT | 1990847 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 281 | D133 | 97+57.00 | 99+78.00 | LT | 1990846 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 278 | D134 | 10+54.00 | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS THIS SHEET | | | | | | 6 | 1.5 | | | 1312 | | | 414 | 125 | 766 | 242 | | | | | 380 | | | 585 | 2 | 8 | 8 | 2 | 13 | 1 | | 1 | | |
| TOTALS FROM SHEET 227 | | | | | | | | | 5 | 1640 | 630 | 969 | 1119 | 352 | 709 | 150 | 751 | | | | | | | | 12 | 33 | 2 | 30 | | | | | | |
| TOTALS FROM SHEET 228 | | | | | | | | 55 | | 2079 | 265 | 927 | 524 | 452 | 147 | | | 1900 | 142 | 720 | | 1 | | 20 | 21 | 2 | 31 | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | | | | 6 | 1.5 | 55 | 5 | 5031 | 895 | 2310 | 1768 | 1570 | 1098 | 150 | 751 | 1900 | 522 | 720 | | 1 | 2 | 40 | 62 | 6 | 74 | 1 | | | 1 | | 1 | |

| | | |
|-------------------------------------|---------------------|---------------------------|
| CALCULATED CWH CHECKED JMP | DRAINAGE SUBSUMMARY | LAK-US-20-24.99 PART 2 |
|-------------------------------------|---------------------|---------------------------|

229
599

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| SHEET NO. | STATION | | 203 | 203 | 659 |
|-----------------------------------|-----------|-----------|------------|------------|-------------------------------|
| | | | EXCAVATION | EMBANKMENT | SEEDING AND MULCHING, CLASS 1 |
| | FROM | TO | CY | CY | SY |
| 393 | 571+00.00 | 571+50.00 | 70 | 4 | 267 |
| 394 | 572+00.00 | 572+50.00 | 43 | 7 | 311 |
| 395 | 573+00.00 | 573+50.00 | 7 | 1 | 233 |
| 396 | 574+00.00 | | | | 83 |
| HAINES ROAD | | | | | |
| 297 | 10+26.62 | 11+20.00 | 18 | | 185 |
| 298 | 11+50.00 | | 12 | | 93 |
| BURNS ROAD | | | | | |
| 299 | 7+50.00 | 8+50.00 | 7 | | 56 |
| 300 | 9+00.00 | 9+76.54 | 24 | 2 | 316 |
| DERUBERTIS | | | | | |
| 401 | 10+23.30 | 11+00.00 | 74 | 4 | 244 |
| 402 | 11+50.00 | 12+00.00 | 42 | 4 | 286 |
| HUBBARD ROAD | | | | | |
| 403 | 92+30.00 | 93+50.00 | 4 | | 261 |
| 404 | 94+00.00 | 95+50.00 | 16 | | 356 |
| 405 | 96+00.00 | 97+50.00 | 17 | | 331 |
| 406 | 98+00.00 | 99+00.00 | 18 | 4 | 227 |
| 407 | 99+50.00 | 100+50.00 | 25 | 10 | 304 |
| 408 | 101+00.00 | 102+00.00 | 16 | | 122 |
| OUTLET 444+38 | | | | | |
| 470A | 7+35.00 | 8+00.00 | 6 | 7 | 282 |
| 470B | 8+50.00 | | | 18 | 188 |
| | 8+50.00 | 9+88.00 | | | 550 |
| OUTLET 476+00 | | | | | |
| | 10+56.97 | 14+53.00 | | | 1588 |
| OUTLET 524+50 | | | | | |
| 474 | 2+75.00 | 3+00.00 | 2 | | 77 |
| 475 | 3+25.00 | 3+75.00 | 11 | | 291 |
| 476 | 4+00.00 | 4+14.64 | 26 | | 193 |
| | 4+14.64 | 6+31.00 | | | 833 |
| TOTALS CARRIED TO COLUMN 2 | | | 438 | 61 | 7677 |

| SHEET NO. | STATION | | 203 | 203 | 659 |
|--|---------|----|------------|------------|-------------------------------|
| | | | EXCAVATION | EMBANKMENT | SEEDING AND MULCHING, CLASS 1 |
| | FROM | TO | CY | CY | SY |
| TOTALS COLUMN 2 | | | | | |
| TOTALS COLUMN 1 | | | 438 | 61 | 7677 |
| TOTALS SHEET 232 | | | 12076 | 1394 | 56831 |
| TOTALS CARRIED TO GENERAL NOTES | | | | | 64508 |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 12514 | 1455 | |

EROSION CONTROL CALCULATIONS

ITEM 659 TOPSOIL

64508 SY SEEDING AND MULCHING
64508 SY x 0.111 CY/SY = 7160.4 CY
QUANTITY CARRIED TO GENERAL NOTES = 7161 CY

ITEM 659 SOILS ANALYSIS TEST

7161 CY SEEDING AND MULCHING
7161 CY x 1 TEST / 10000 CY = 0.7 EACH (2 TESTS MINIMUM)
QUANTITY CARRIED TO GENERAL NOTES = 2 EACH

ITEM 659 REPAIR SEEDING AND MULCHING

64508 SY SEEDING AND MULCHING
64508 SY x 5% = 3225.4 SY
QUANTITY CARRIED TO GENERAL NOTES = 3226 SY

ITEM 659 INTER-SEEDING

64508 SY SEEDING AND MULCHING
64508 SY x 5% = 3225.4 SY
QUANTITY CARRIED TO GENERAL NOTES = 3226 SY

ITEM 659 COMMERCIAL FERTILIZER

64508 SY SEEDING AND MULCHING
64508 SY x 1 TON / 7410 SY = 8.71 TON
3226 SY INTER-SEEDING = 0.29 TON
3226 SY x 1 TON / 11111 SY = 0.29 TON
QUANTITY CARRIED TO GENERAL NOTES = 9.00 TON

ITEM 659 LIME

64508 SY SEEDING AND MULCHING
64508 SY x 1 ACRE / 4840 SY = 13.33 ACRE
QUANTITY CARRIED TO GENERAL NOTES = 13.33 ACRE

ITEM 659 WATER

64508 SY SEEDING AND MULCHING
64508 SY x 0.0027 MGAL/SY X 2 = 349 MGAL
3226 SY INTER-SEEDING = 18 MGAL
3226 SY x 0.0027 MGAL/SY X 2 = 18 MGAL
QUANTITY CARRIED TO GENERAL NOTES = 367 MGAL

MISCELLANEOUS CALCULATIONS

ITEM 204 PROOF ROLLING

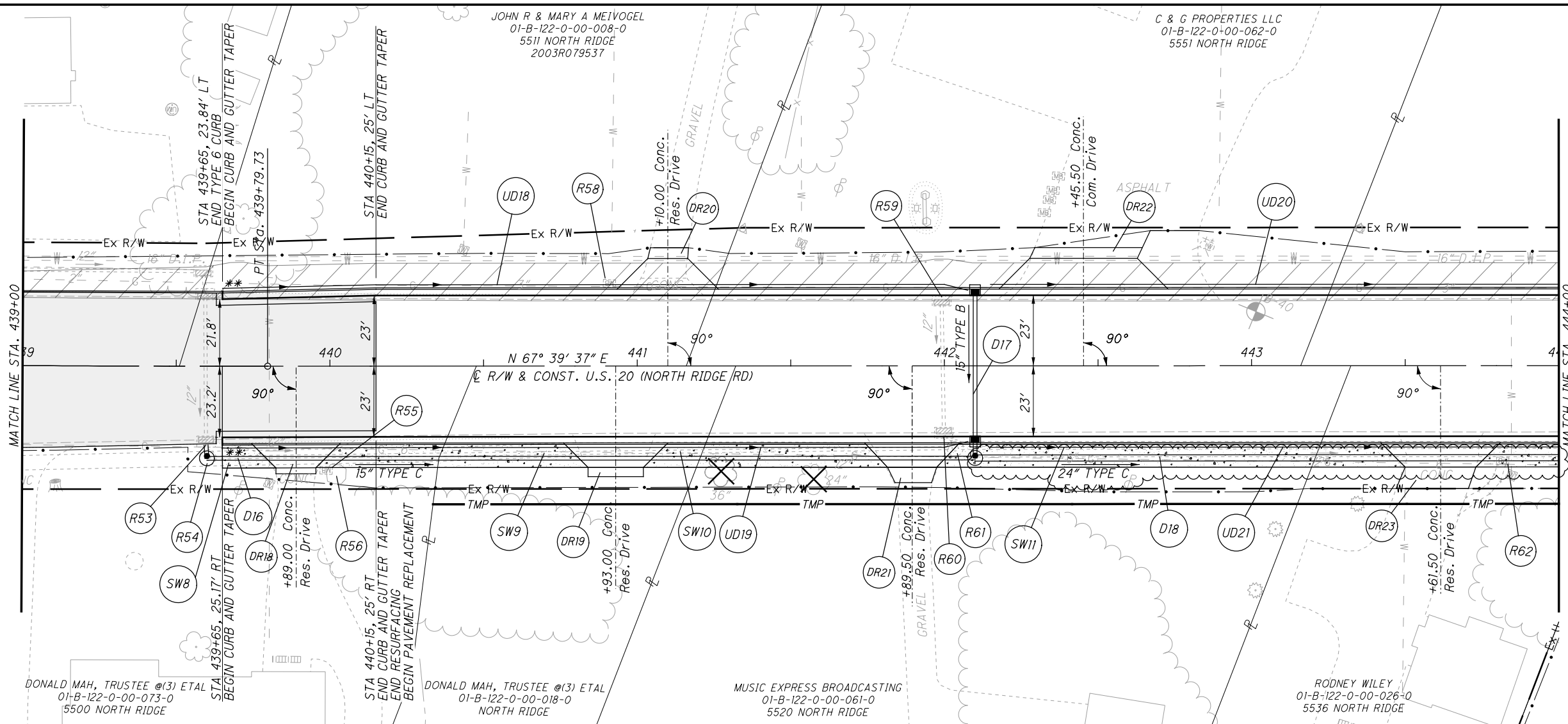
89902 SY SUBGRADE COMPACTION
89902 SY / 3000 SY / HR = 30.0 HOUR
QUANTITY CARRIED TO GENERAL NOTES = 30 MGAL

ITEM 626 BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)

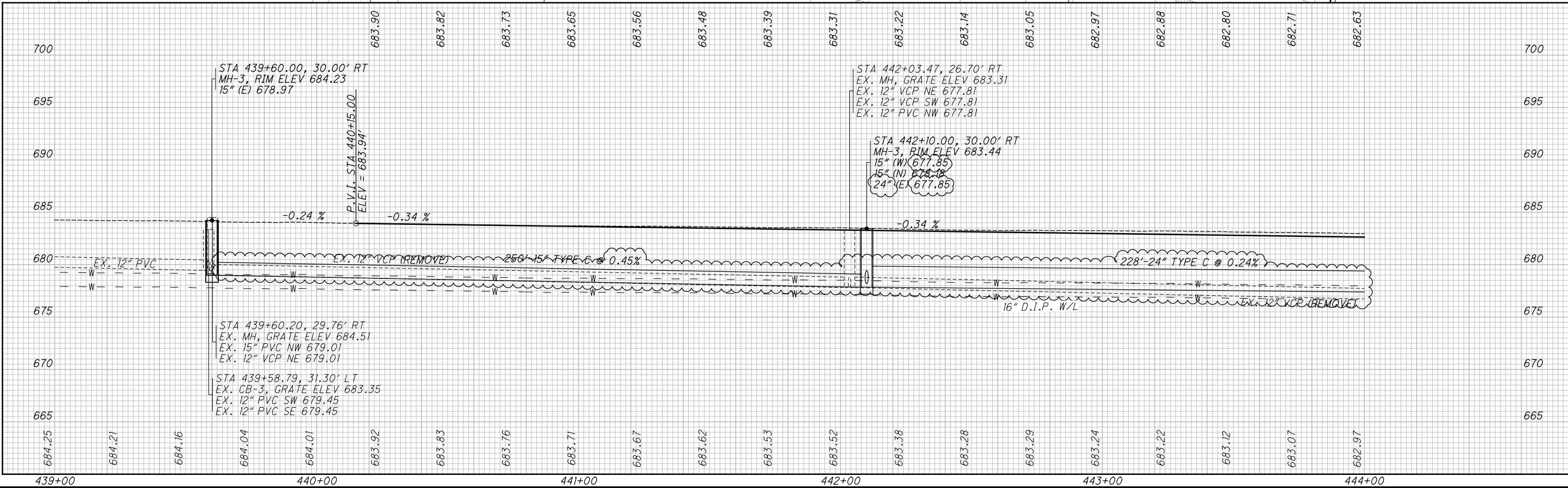
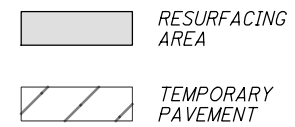
GUARDRAIL LENGTH = 225 FT
225 FT / 100 +1 = 4 EACH
QUANTITY CARRIED TO GENERAL SUMMARY = 4 EACH

| | | | |
|------------------------|-----|---------|-----|
| CALCULATED | EJT | CHECKED | WDB |
| CALCULATIONS | | | |
| LAK-US-20-24.99 | | | |
| PART 2 | | | |
| 233 | | | |
| 599 | | | |

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** VARY GUTTER CROSS SLOPE FROM 0.083 TO 0.016 IN 10.0'



CALCULATED
JMP
CHECKED
WDB

**PLAN AND PROFILE U.S. 20
STA. 439+00 TO STA. 444+00**

**LAK-US-20-24.99
PART 2**

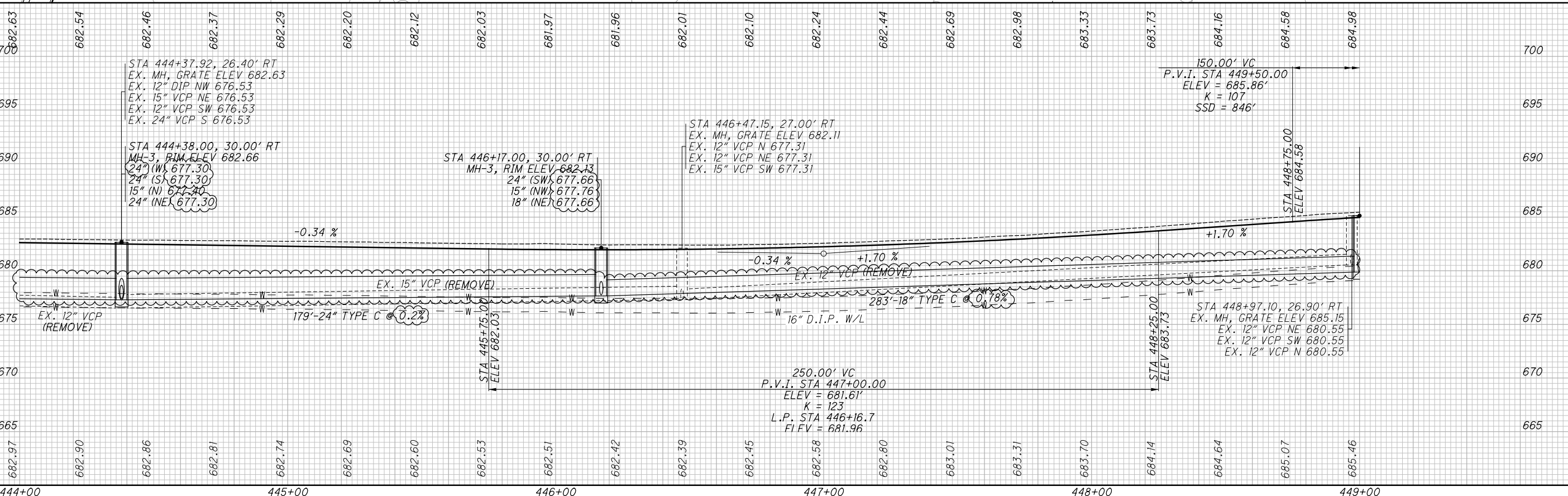
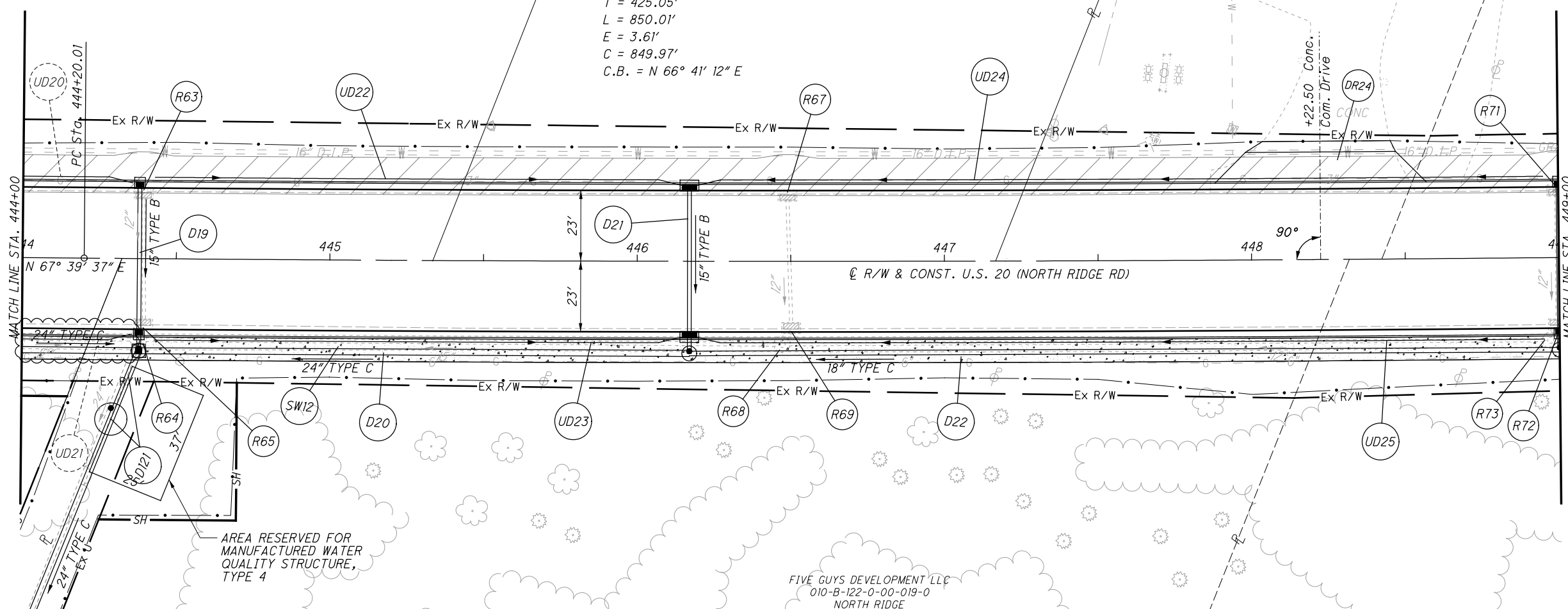
247
599

C & G PROPERTIES LLC
01-B-122-0-00-007-0
NORTH RIDGE

⊕ CURVE DATA
P.I. Sta. 448+45.05
Δ = 1° 56' 50" (LT)
Dc = 0° 13' 45"
R = 25,009.74'
T = 425.05'
L = 850.01'
E = 3.61'
C = 849.97'
C.B. = N 66° 41' 12" E

EDWIN & MARTHA IRVIN
01-B-122-0-00-074-0
NORTH RIDGE

BELDING PROPERTIES LLC
01-B-122-0-00-068-0
NORTH RIDGE



CALCULATED
JMP
CHECKED
WDB

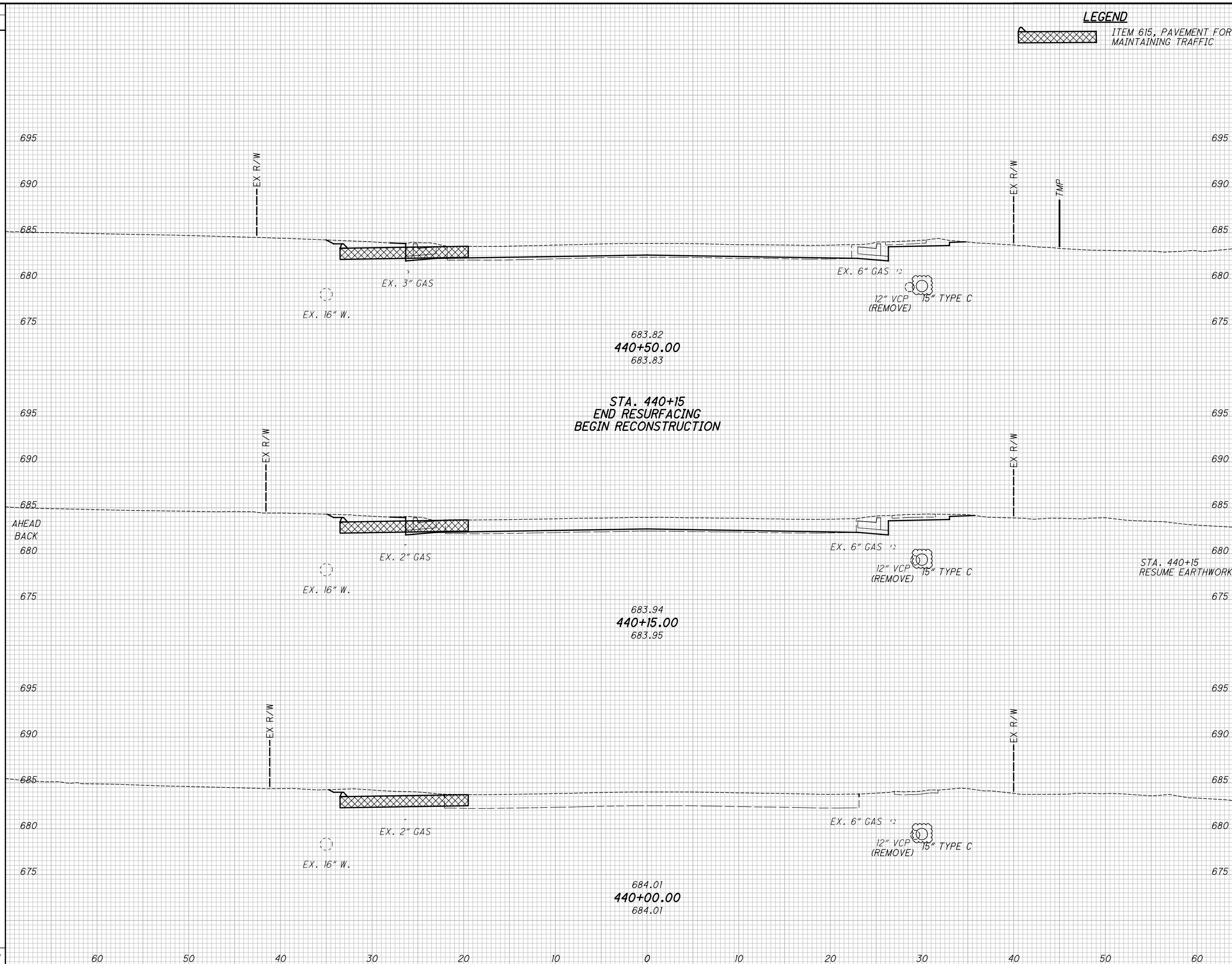
PLAN AND PROFILE U.S. 20
STA. 444+00 TO STA. 449+00

LAK-US-20-24.99
PART 2

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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 28 | 97 |
| 22 | 32 |
| 19 | 100 |
| 229 | |



| END AREA | | VOLUME | | CALCULATED TLS | CHECKED JMP |
|----------|------|--------|------|-------------------|----------------|
| CUT | FILL | CUT | FILL | | |
| 18 | 0 | 23 | 0 | | |
| 18 | 0 | 18 | 0 | | |
| | | 23 | 0 | | |

CROSS SECTIONS - U.S. 20
STA. 440+00.00 TO STA. 440+50.00

LAK-US-20-24.99
PART 2

303
599

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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 30 | 695 |
| 30 | 690 |
| 167 | 685 |
| 30 | 680 |
| 30 | 675 |
| 167 | 670 |
| 30 | 665 |
| 30 | 660 |
| 161 | 655 |
| 495 | 650 |

LEGEND

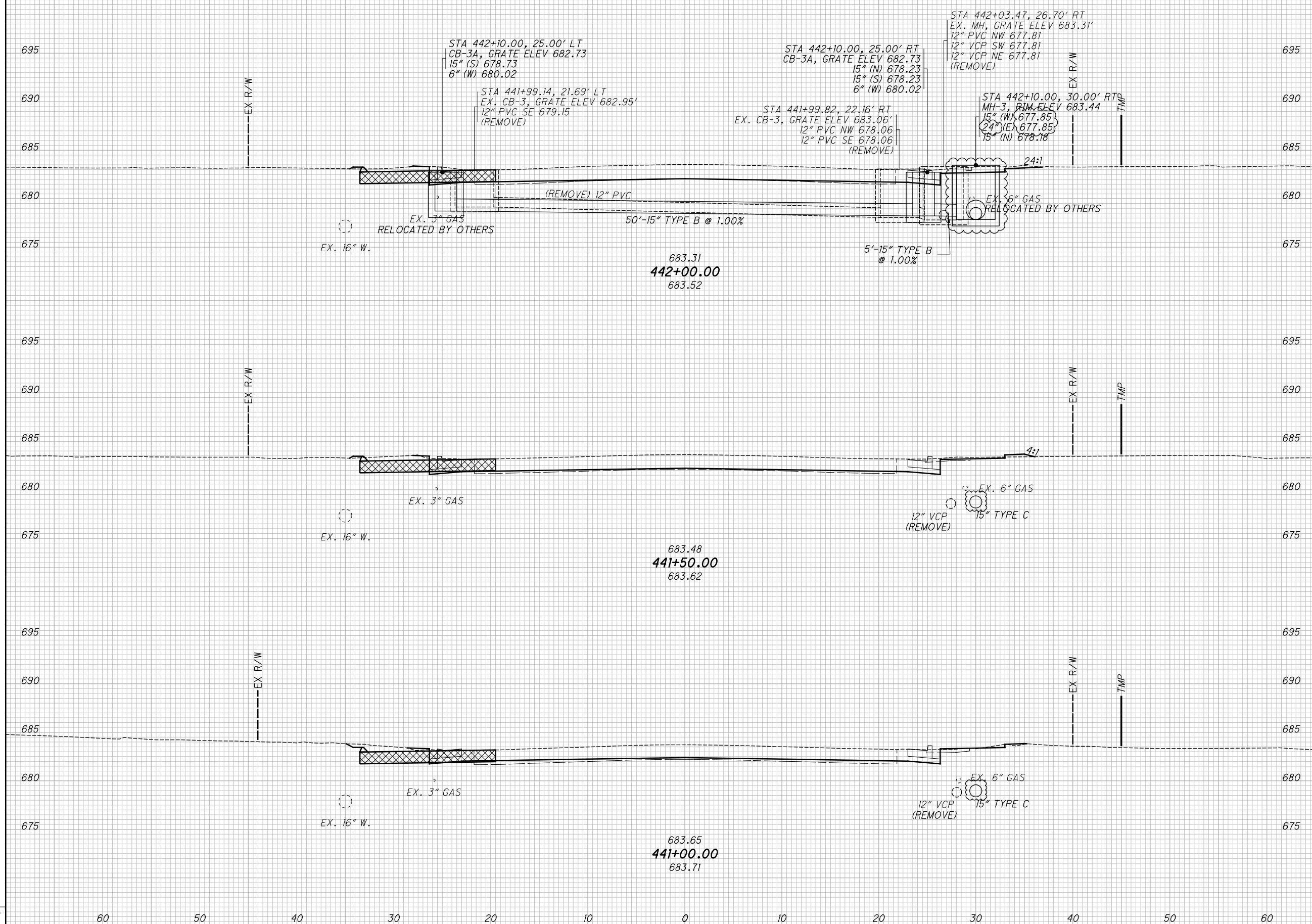
ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

| END AREA | | VOLUME | | CALCULATED TLS | CHECKED JMP |
|----------|------|--------|------|-------------------|----------------|
| CUT | FILL | CUT | FILL | | |
| 18 | 0 | 29 | 1 | | |
| 13 | 1 | 22 | 2 | | |
| 11 | 1 | 27 | 1 | | |
| | | 78 | 4 | | |

**CROSS SECTIONS - U.S. 20
STA. 441+00.00 TO STA. 442+00.00**

**LAK-US-20-24.99
PART 2**

304
599



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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 30 | 685 |
| 167 | 675 |
| 30 | 685 |
| 167 | 675 |
| 30 | 685 |
| 167 | 675 |
| 501 | 675 |

LEGEND

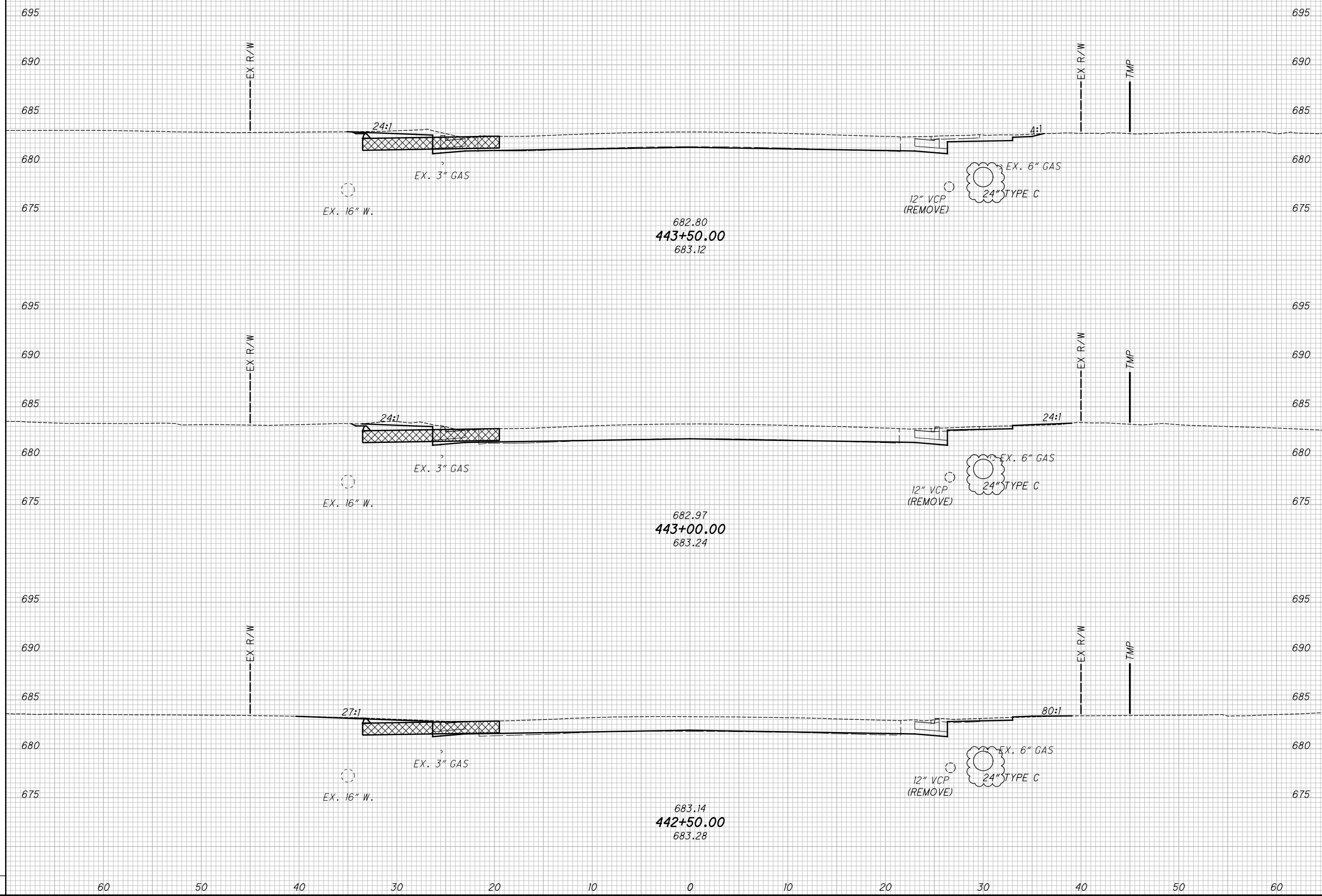
ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

| END AREA | | VOLUME | | CALCULATED TLS | CHECKED JMP |
|----------|------|--------|------|-------------------|----------------|
| CUT | FILL | CUT | FILL | | |
| 23 | 0 | 38 | 0 | | |
| 18 | 0 | 31 | 0 | | |
| 15 | 0 | 31 | 0 | | |
| | | 100 | 0 | | |

**CROSS SECTIONS - U.S. 20
STA. 442+50.00 TO STA. 443+50.00**

**LAK-US-20-24.99
PART 2**

305
599



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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 26 | 144 |
| 26 | 156 |
| 30 | 167 |
| 467 | |

LEGEND

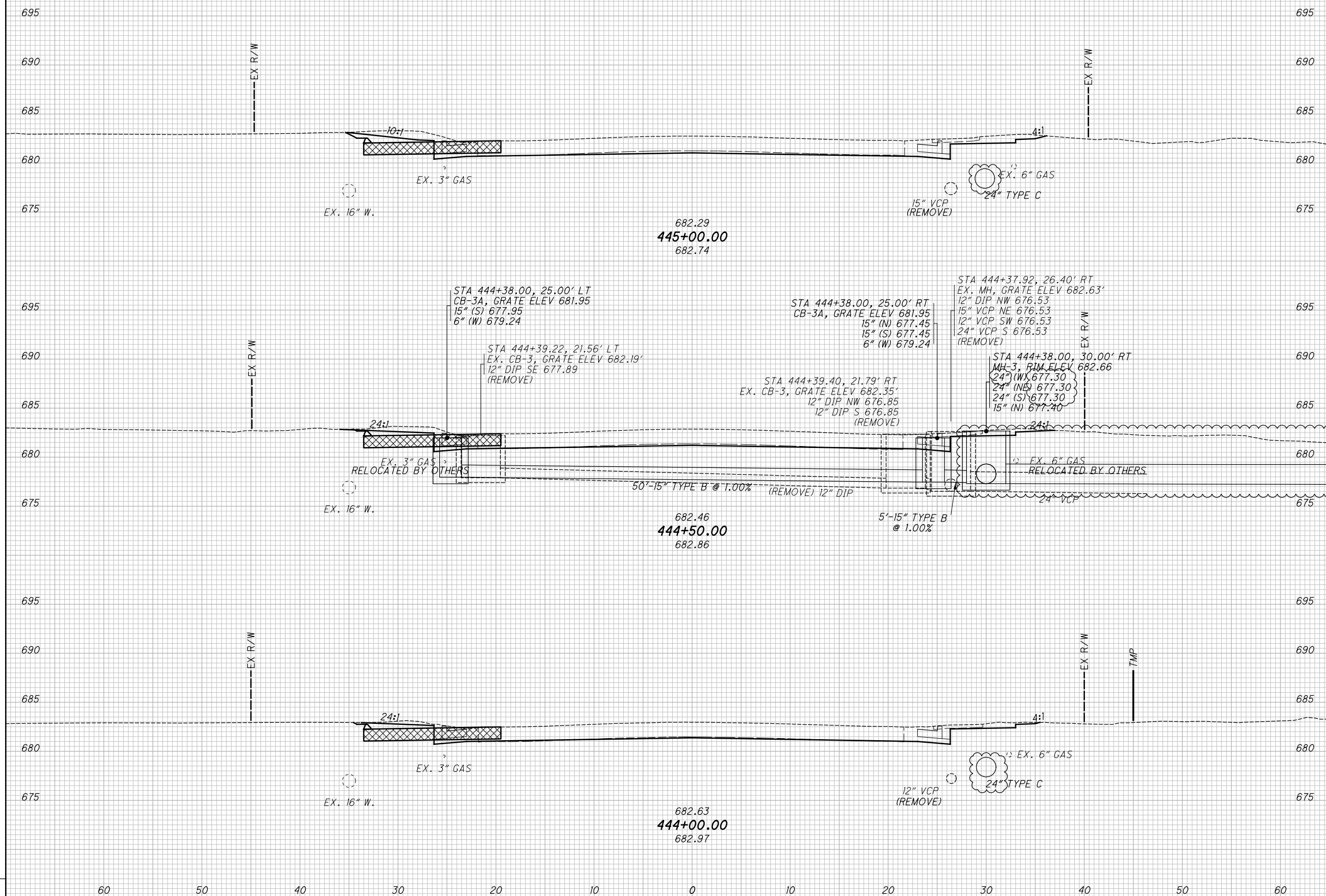
ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

| END AREA | VOLUME | CALCULATED | CHECKED | JMP |
|----------|--------|------------|---------|-----|
| | | | | |
| 31 | 0 | | | |
| 25 | 0 | | | |
| 42 | 0 | | | |
| 20 | 0 | | | |
| 40 | 0 | | | |
| | 134 | 0 | | |

**CROSS SECTIONS - U.S. 20
STA. 444+00.00 TO STA. 445+00.00**

**LAK-US-20-24.99
PART 2**

306
599



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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 26 | 144 |
| 26 | 144 |
| 26 | 144 |
| 432 | |

LEGEND

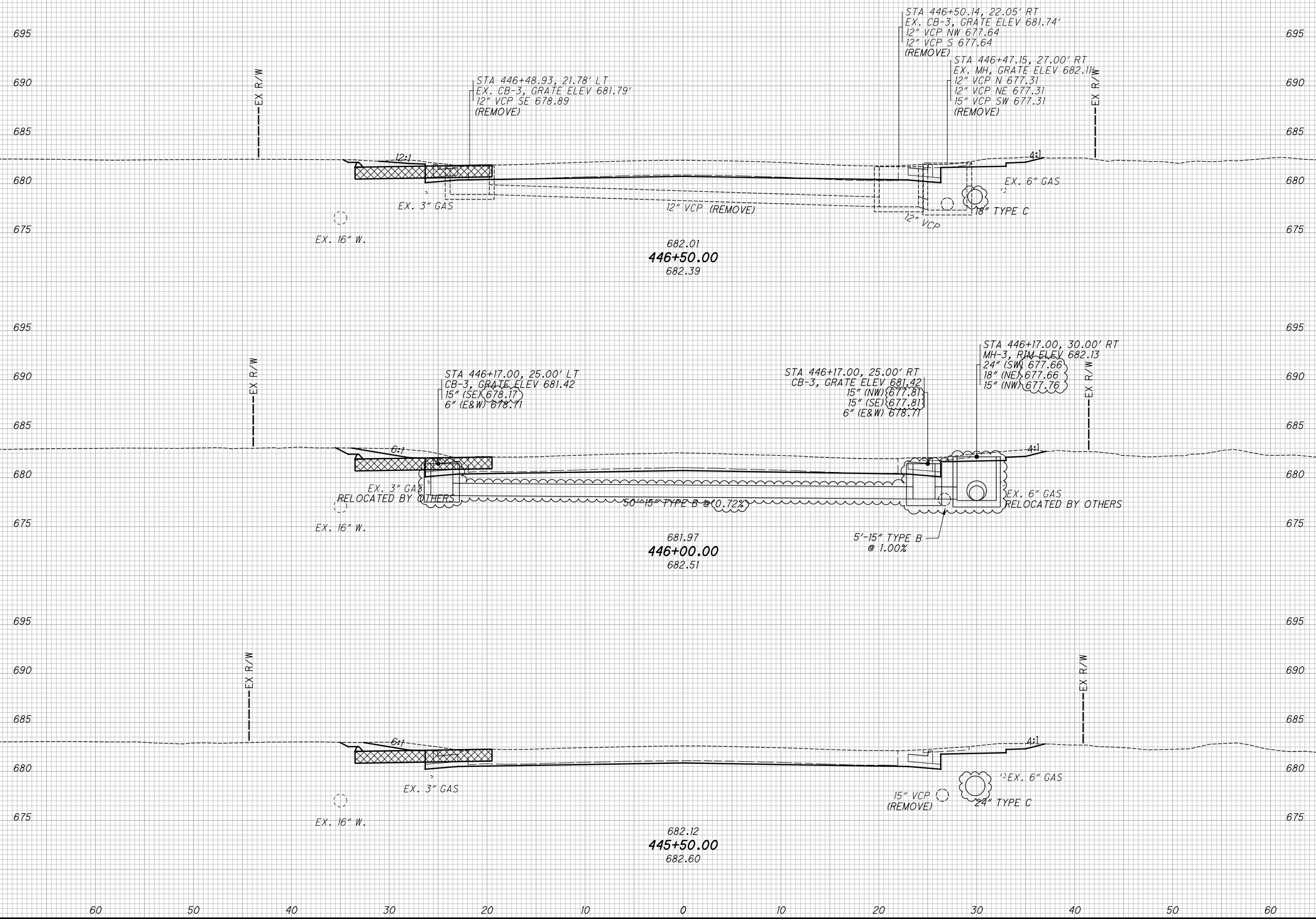
 ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

| END AREA | | VOLUME | | CALCULATED TLS | CHECKED JMP |
|----------|------|--------|------|-------------------|----------------|
| CUT | FILL | CUT | FILL | | |
| 23 | 0 | 53 | 0 | | |
| 34 | 0 | 62 | 0 | | |
| 33 | 0 | 59 | 0 | | |
| | | 174 | 0 | | |

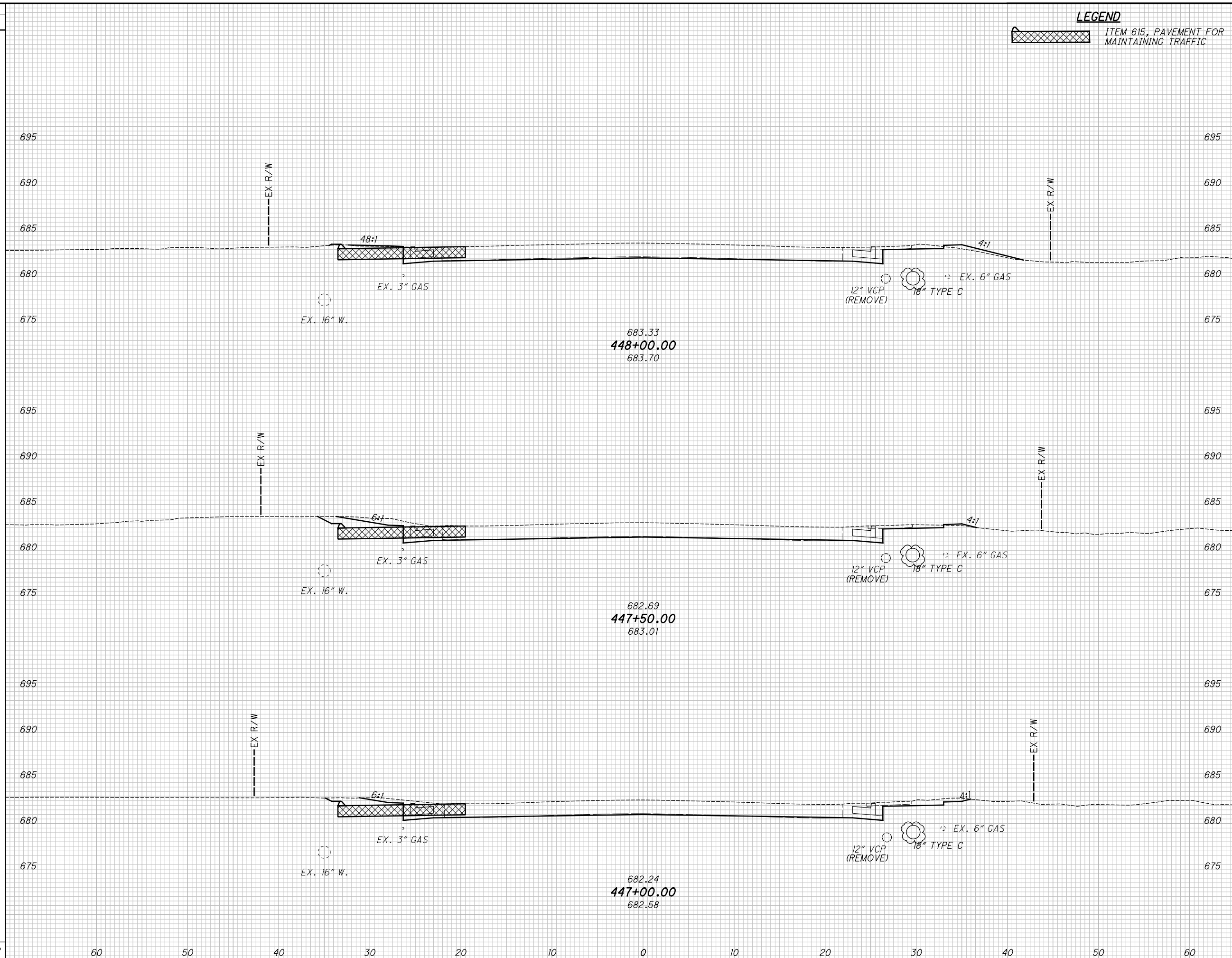
**CROSS SECTIONS - U.S. 20
STA. 445+50.00 TO STA. 446+50.00**

**LAK-US-20-24.99
PART 2**

307
599



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LEGEND
 ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

| END STA. | AREA | | VOLUME | | CALCULATED TLS | CHECKED JMP |
|--------------|------|------|------------|----------|-------------------|----------------|
| | CUT | FILL | CUT | FILL | | |
| 447+00.00 | 22 | 0 | 42 | 0 | | |
| 447+50.00 | 21 | 0 | 40 | 0 | | |
| 448+00.00 | 19 | 3 | 37 | 3 | | |
| TOTAL | | | 119 | 3 | | |

CROSS SECTIONS - U.S. 20
STA. 447+00.00 TO STA. 448+00.00

LAK-US-20-24.99
PART 2

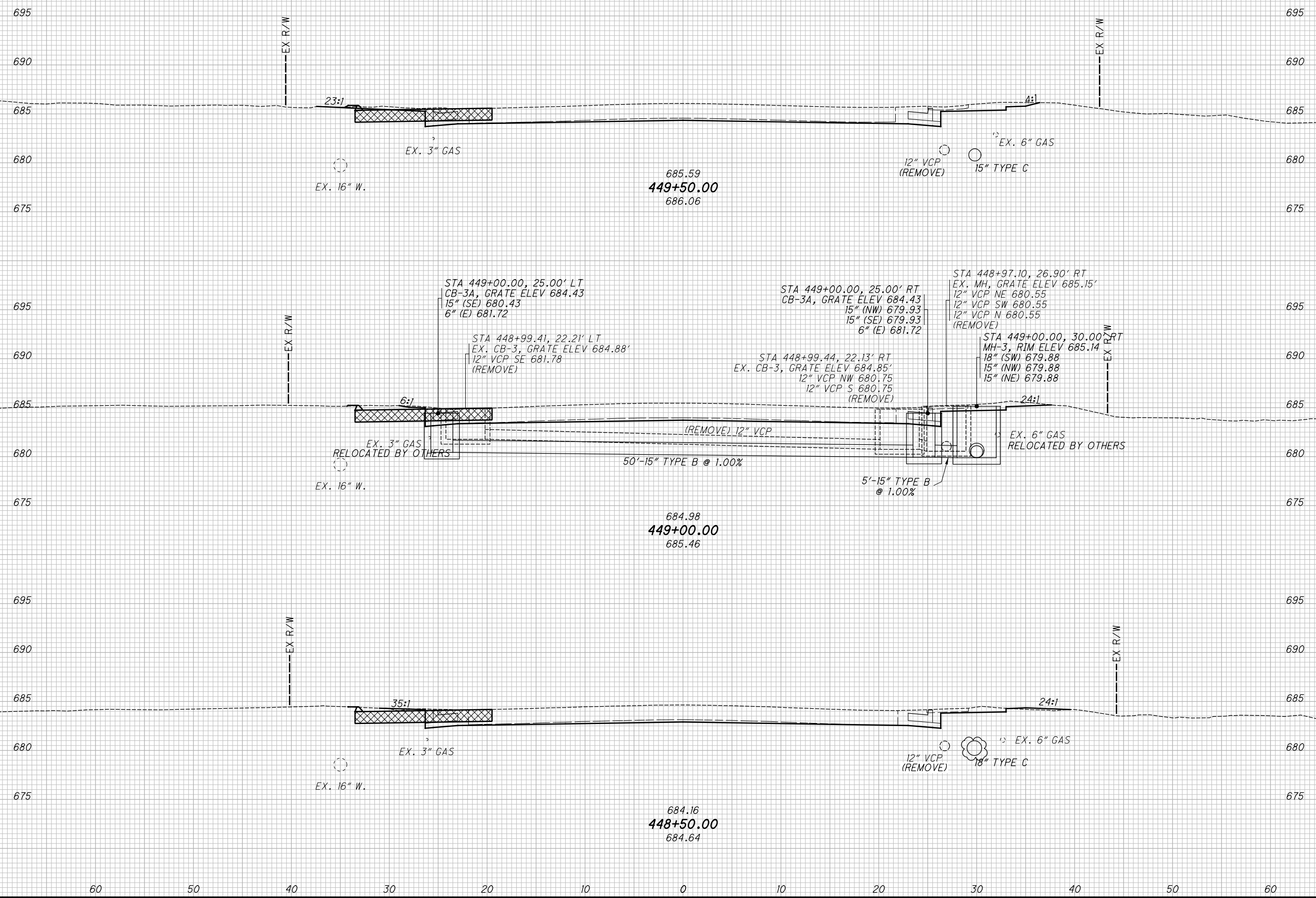
308
599

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| SEEDING | END AREA | | VOLUME | | CALCULATED | CHECKED | JMP |
|---------|-----------|----------|--------|------|------------|---------|-----|
| | END WIDTH | SO. YDS. | CUT | FILL | | | |
| 24 | 60 | 685 | 29 | 0 | | | |
| 136 | 60 | 675 | | 53 | | | |
| 25 | 60 | 685 | 28 | 0 | | | |
| 139 | 60 | 675 | | 48 | | | |
| 25 | 60 | 685 | 24 | 1 | | | |
| 142 | 60 | 675 | | 40 | | | |
| 417 | 60 | 675 | | 141 | | | 5 |

LEGEND

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC

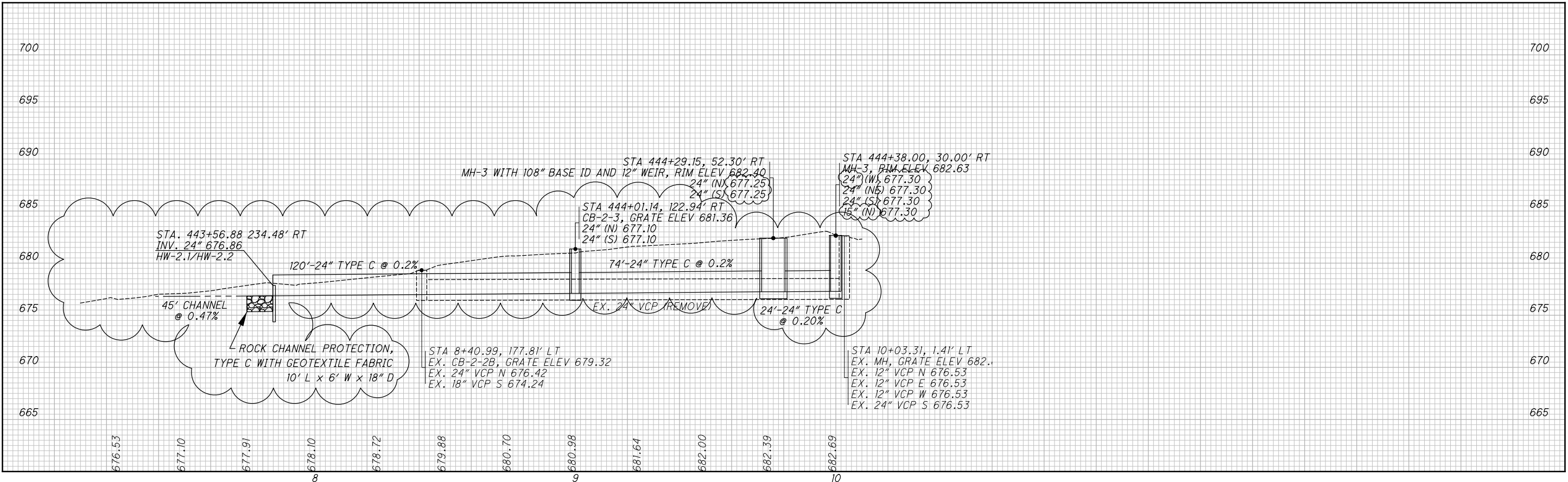
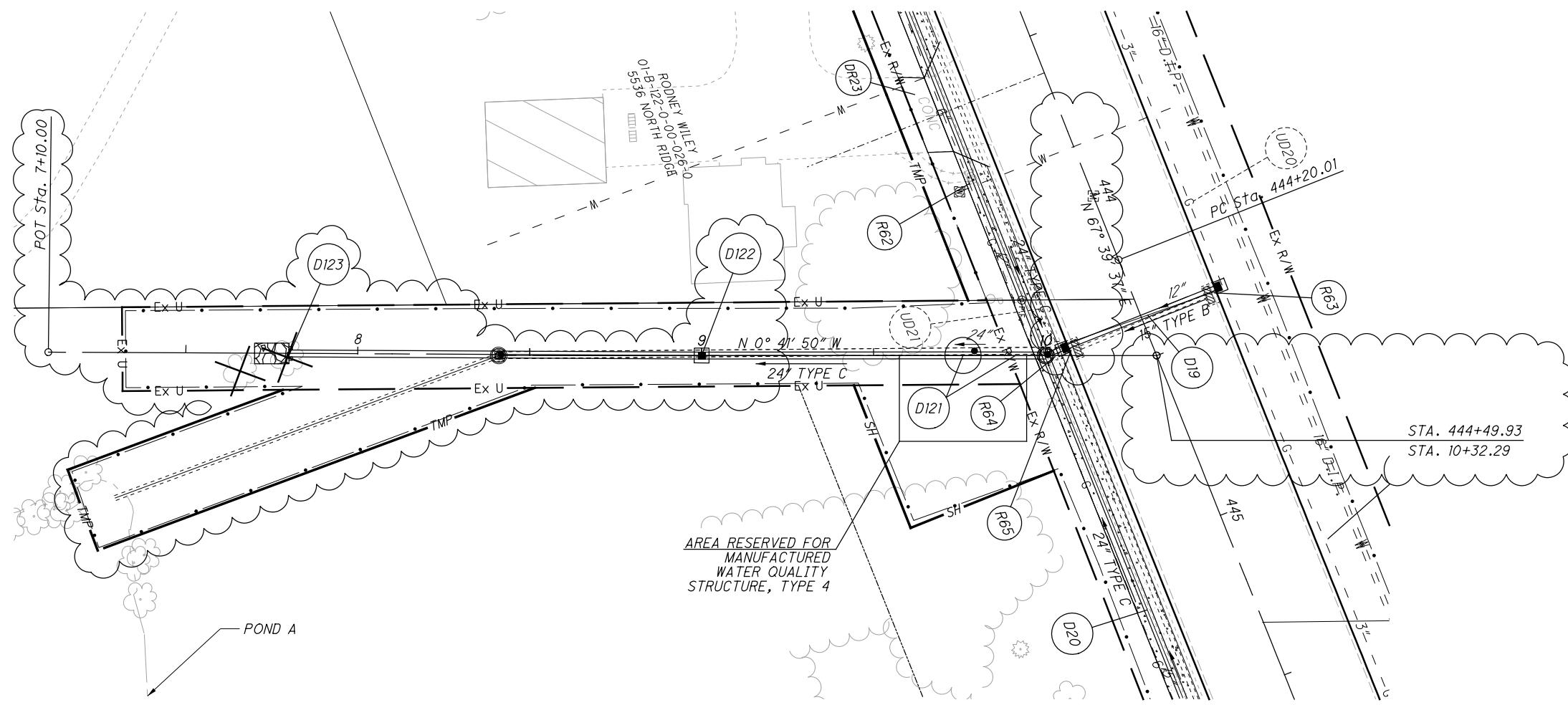


CROSS SECTIONS - U.S. 20
STA. 448+50.00 TO STA. 449+50.00

LAK-US-20-24.99
PART 2

309
 599

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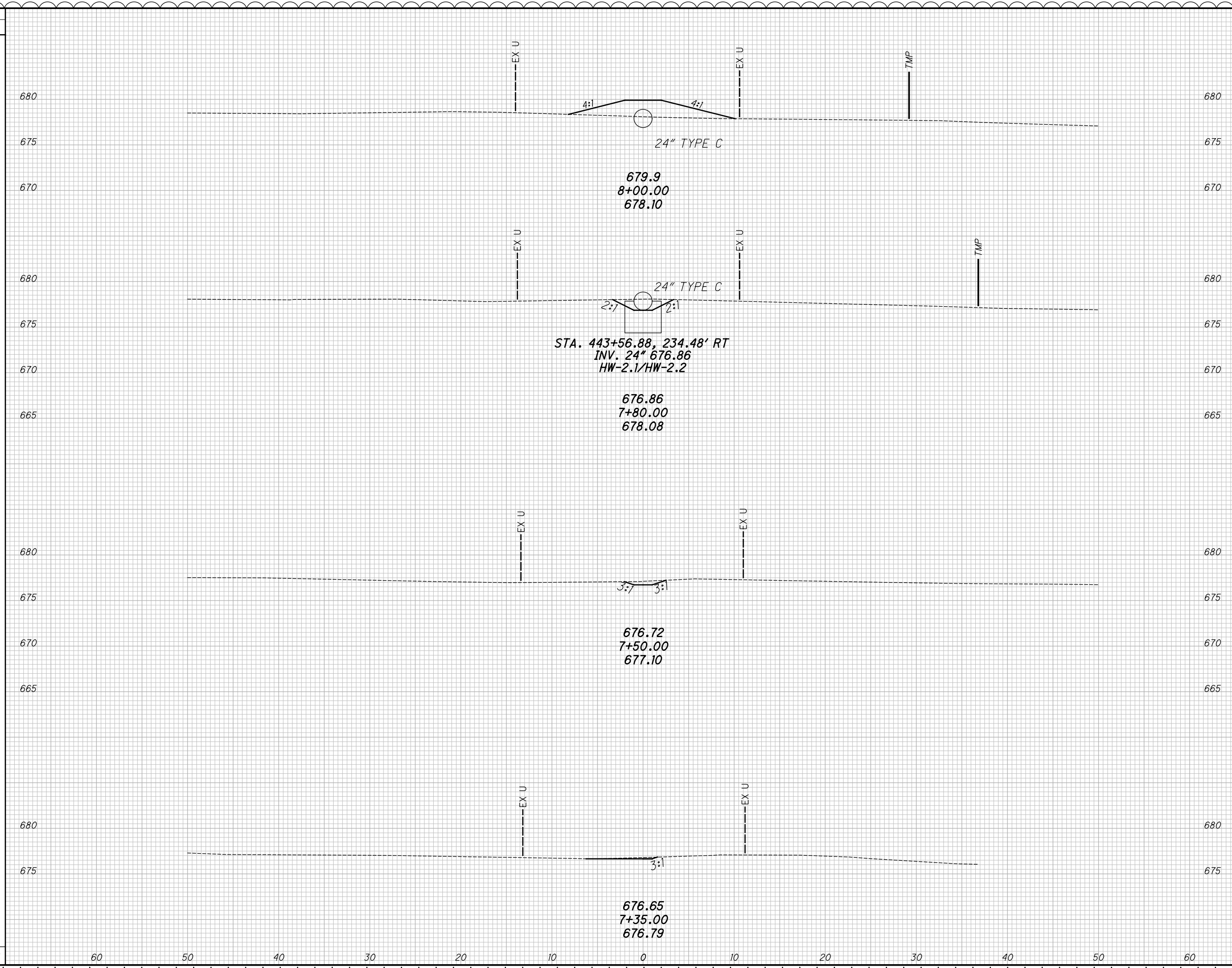


PLAN AND PROFILE - STORM SEWER
STA. 444+38

LAK-US-20-24.99
PART 2

470
599

SEEDING
 END SO.
 WIDTH YDS.
 43 104
 51
 136
 25
 42
 25
 282



| END CUT | AREA FILL | VOLUME | | CALCULATED TLS | CHECKED JMP |
|---------|-----------|--------|------|----------------|-------------|
| | | CUT | FILL | | |
| 0 | 19 | | | | |
| 5 | 0 | | 2 | 7 | |
| | | | 4 | 0 | |
| 1 | 0 | | | | |
| | | | 1 | 0 | |
| 1 | 0 | | | | |
| | | | 6 | 7 | |

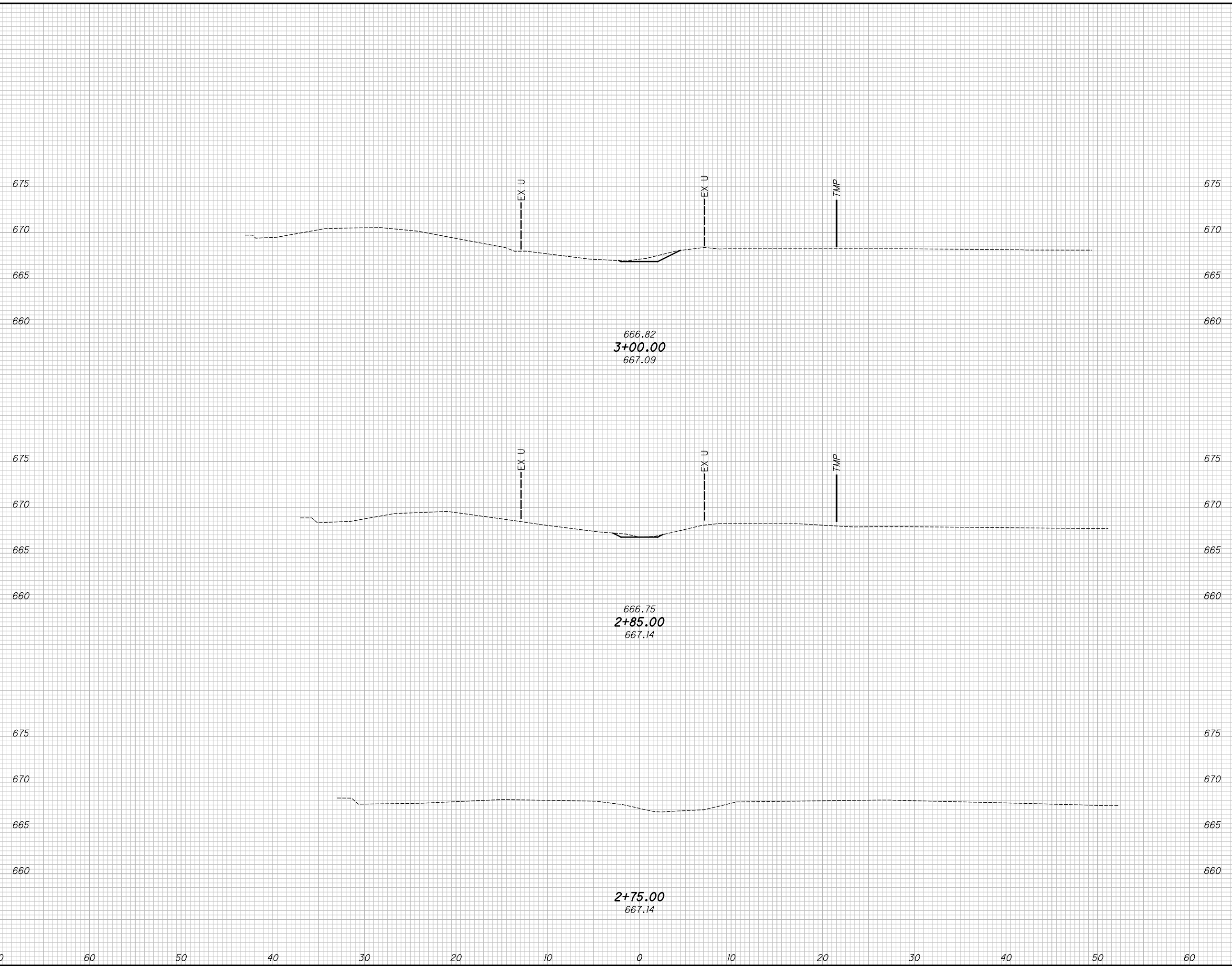
**CROSS SECTIONS - STORM OUTLET STA. 444+38
 STA. 7+35.00 TO STA. 8+00.00**

LAK-US-20-24.99
 PART 2

470A
 599

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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 35 | |
| 58 | |
| 35 | |
| 19 | |
| 0 | |
| 77 | 70 |



| END AREA | | VOLUME | |
|----------|------|--------|------|
| CUT | FILL | CUT | FILL |
| 2 | 0 | | |
| 1 | 0 | | |
| 1 | 0 | | |
| 0 | 0 | | |
| 2 | 0 | | |

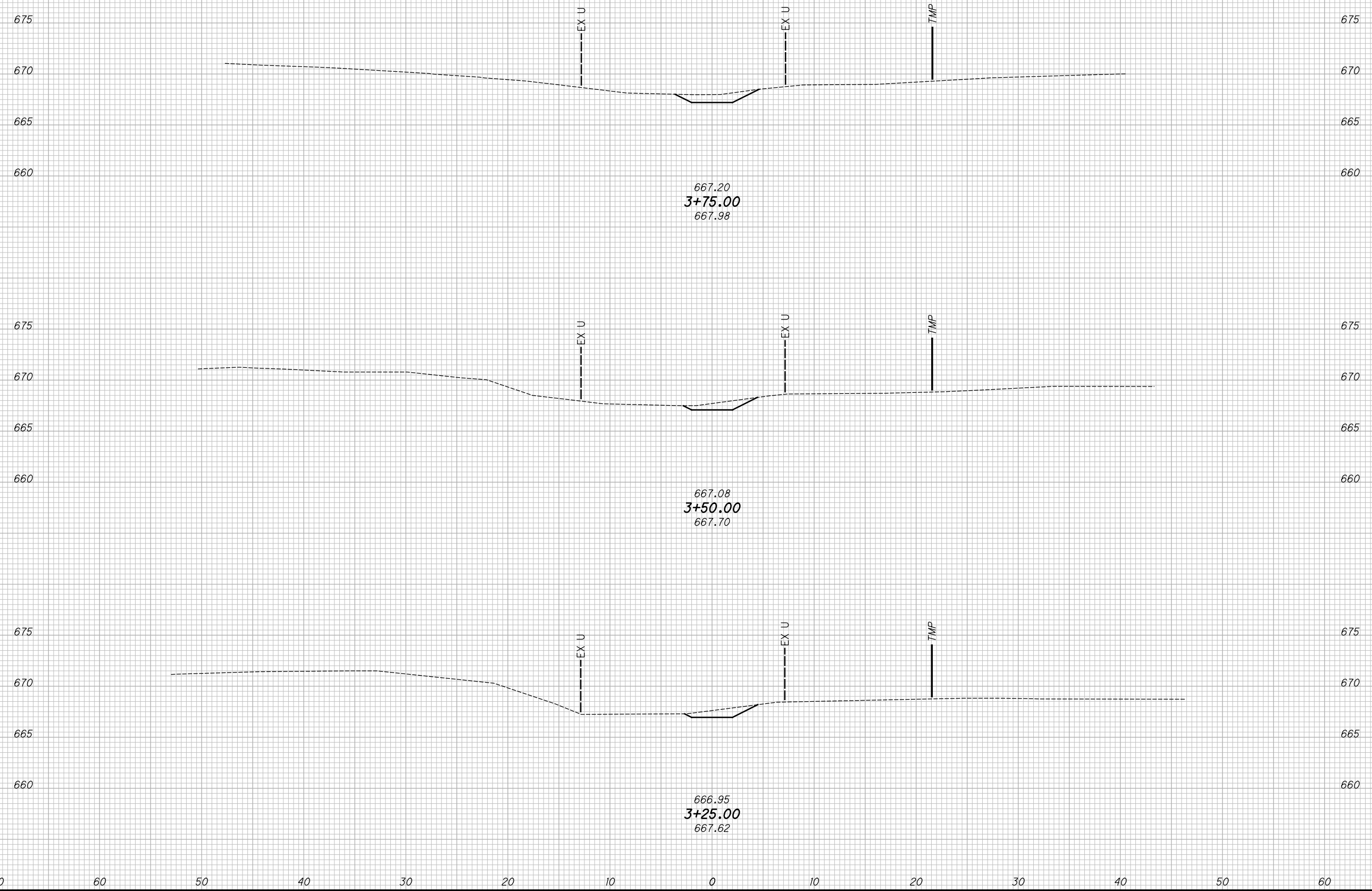
CROSS SECTIONS - STORM OUTLET 524+50
STA. 2+75.00 TO STA. 3+00.00

LAK-US-20-24.99
PART 2

474
599

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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 35 | |
| 97 | |
| 35 | |
| 97 | |
| 35 | |
| 97 | |
| 35 | |
| 97 | |
| 291 | 70 |



| END AREA | | VOLUME | |
|----------|------|--------|------|
| CUT | FILL | CUT | FILL |
| 5 | 0 | 4 | 0 |
| 4 | 0 | 4 | 0 |
| 4 | 0 | 4 | 0 |
| 4 | 0 | 3 | 0 |
| 11 | 0 | | |

CROSS SECTIONS - STORM OUTLET 524+50
 STA. 3+25.00 TO STA. 3+75.00

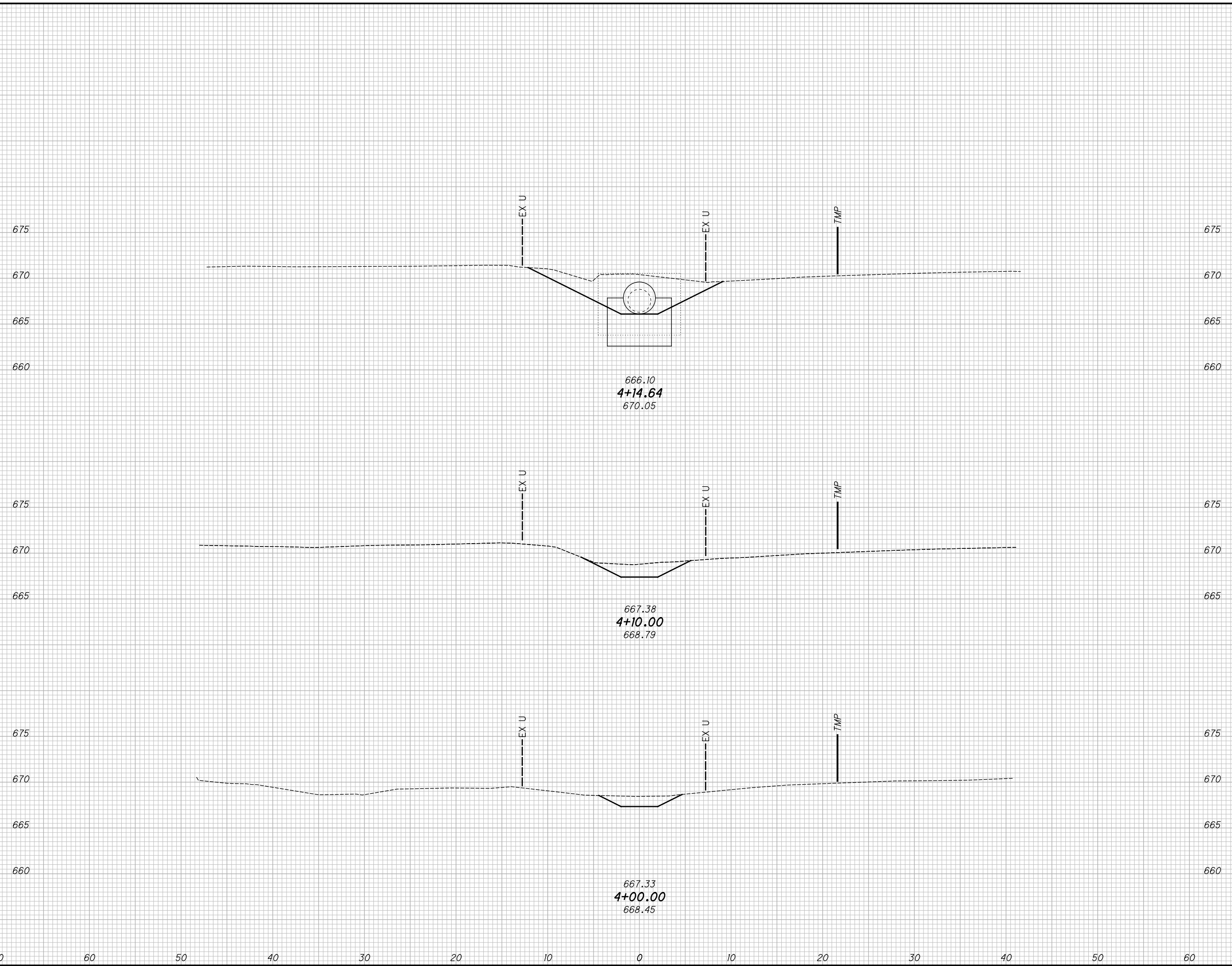
LAK-US-20-24.99
 PART 2

CALCULATED JWP
 CHECKED WDB

475
 599

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| SEEDING | |
|-----------|----------|
| END WIDTH | SO. YDS. |
| 35 | |
| 57 | |
| 35 | |
| 39 | |
| 35 | |
| 97 | |
| 193 | 70 |



| END AREA | | VOLUME | |
|----------|------|--------|------|
| CUT | FILL | CUT | FILL |
| 50 | 0 | | |
| 17 | 0 | | |
| 11 | 0 | | |
| 3 | 0 | | |
| 7 | 0 | | |
| 6 | 0 | | |
| 26 | 0 | | |

CROSS SECTIONS - STORM OUTLET 524+50
STA. 4+00.00 TO STA. 4+14.64

LAK-US-20-24.99
PART 2

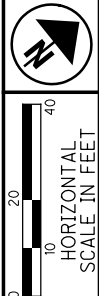
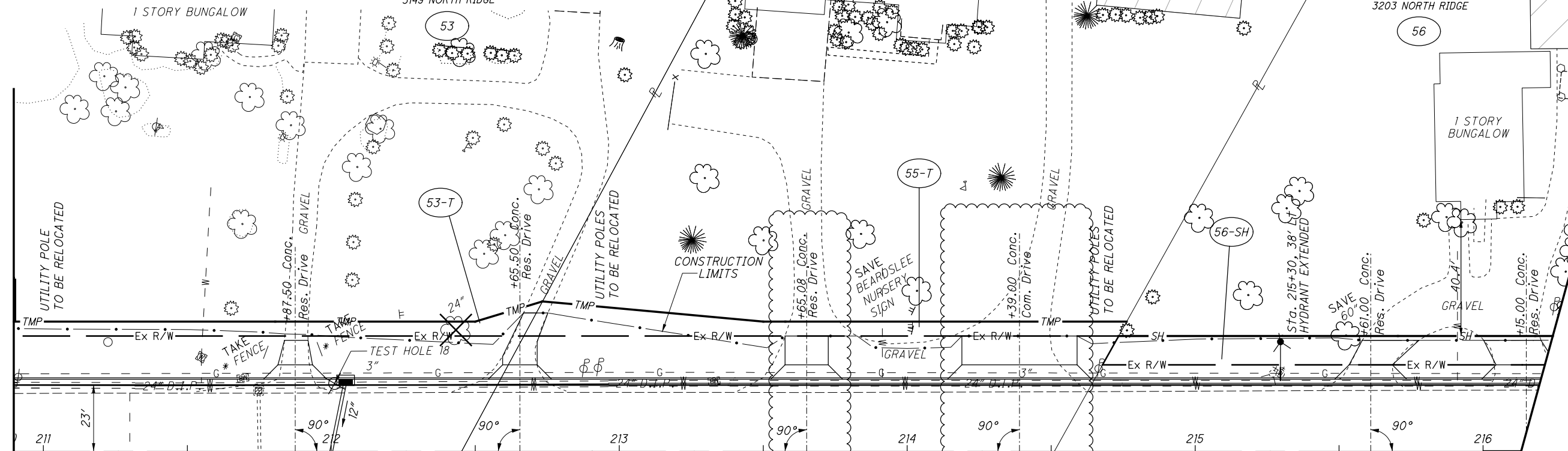
476
599

LAK-20-19.59
PART OF LOT NO. 78
PERRY TOWNSHIP
LAKE COUNTY, OHIO

VJACK LLC
03-A-020-0-00-007-0
AGRICULTURAL
3191 NORTH RIDGE

CHRISTINE M O'MALLEY
& JOHN R O'MALLEY
03-A-020-0-00-006-0
RESIDENTIAL
3149 NORTH RIDGE

BRUCE ALAN MANLEY
03-A-020-0-00-009-0
RESIDENTIAL
3203 NORTH RIDGE



PID NO.
108665

R/W DESIGNER
PSL
R/W REVIEWER
TMM

RIGHT OF WAY TOPO SHEET
STA. 210+89.71 TO STA. 216+00.00

LAK-US-20-19.59
PART 1

STRUCTURE KEY

| | |
|--|--------------|
| | RESIDENTIAL |
| | COMMERCIAL |
| | OUT-BUILDING |

| REV. BY | DATE | DESCRIPTION |
|---------|---------|----------------------------|
| TMM | 1/20/22 | REMOVING 24" TREE PRCEL 53 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

RW.84
168

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TOTAL NUMBER OF :
 47 OWNERSHIPS 0 TOTAL TAKES
 58 PARCELS 0 OWNERSHIPS W/ STRUCTURES INVOLVED

NET RESIDUE = RECORD AREA - TOTAL PRO - NET TAKE

GRANTEE :
 ALL RIGHT OF WAY ACQUIRED IN THE NAME OF
 THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION
 UNLESS OTHERWISE SHOWN.

(c) = CALCULATED AREA ALL AREAS IN ACRES

| PARCEL NO. | OWNER | SHEET NO. | OWNERS RECORD | | AUDITOR'S PARCEL | RECORD AREA | TOTAL P.R.O. | GROSS TAKE | P.R.O. IN TAKE | NET TAKE | STRUC-TURE | NET RESIDUE | | TYPE FUND | REMARKS | AS ACQUIRED | |
|-------------|---|----------------|--------------------|------|--|-----------------|----------------|----------------|----------------|----------------|------------|-------------|------------|-----------|---|-------------|------|
| | | | BOOK | PAGE | | | | | | | | LEFT | RIGHT | | | BOOK | PAGE |
| 1-T | THOMAS J HOWELL AND MICHELE L HOWELL | 27-28 | 1999R016666 | | 01-B-123-0-00-011-0 | 3.943 | 0.1557 | 0.022 | | 0.022 | | | | | DRIVEWAY CONSTRUCTION & GRADING | | |
| | | | 2010R023642 | | | | | | | | | | | | | | |
| 2-T | DONALD J MAH, TRUSTEE OF THE DONALD J MAH REVOCABLE LIVING TRUST, JAQUELINE M WRIGHT, THERESE MACKEY AND VICKI GURLEY | 35-36 | 2015R011371 | | 01-B-122-0-00-018-0 | 3.902 | 0.058 | 0.009 | | 0.009 | | | | | GRADING | | |
| 3-T | MUSIC EXPRESS BROADCASTING CORPORATION OF NORTHEAST OHIO | 35-36 | 1044 | 1229 | 01-B-122-0-00-061-0 | 9.862 | 0.140 | 0.023 | | 0.023 | | | | | DRIVEWAY CONSTRUCTION & GRADING | | |
| 4-T | RODNEY WILEY | 37-38 | 2013R024205 | | 01-B-122-0-00-026-0 | 0.450 | 0.092 (c) | 0.011 | | 0.011 | YES | | | | DRIVEWAY CONSTRUCTION & GRADING *PRIVATE WALK ACCESS TO MAILBOX | | |
| 5-SH 5-T | FIVE GUYS DEVELOPMENT LLC | 37-38 37-38 | 2005R056322 | | 01-B-122-0-00-019-0 | 18.000 | 0.389 | 0.037 | 0 | 0.037 | | | | | WATER QUALITY STRUCTURE REMOVE 24" DRAINAGE CULVERT | | |
| | | | | | 01-B-122-0-00-020-0 | 39.760 | 0.640 | 0 | 0 | 0 | | | 100% STATE | | | | |
| 6-T | AHMAD DAQAH AND AMAD DAGHLAS | 39-40 | 2014R015624 | | 01-B-122-0-00-005-0 | 17.047 | 0.160 | 0.015 | | 0.015 | | | | | DRIVEWAY CONSTRUCTION & GRADING | | |
| 7-T | AHMAD DAQAH AND AMAD DAGHLAS | 41-42 | 2016R032679 | | 01-B-122-0-00-049-0 | 1.730 | 0.176 | 0.039 | | 0.039 | | | | | DRIVEWAY CONSTRUCTION & GRADING *KRISHACK SIGN ENCROACHES | | |
| 8-T | THOMAS A LASKO AND NANCY M LASKO | 41-42 | 2004R031885 | | 01-B-122-0-00-004-0 | 21.100 | 0.340 | 0.096 | | 0.096 | | | | | DRIVEWAY CONSTRUCTION & GRADING *ASPHALT PARKING AREA ENCROACHES | | |
| 9-T 9A-T | LOUISE S MORIN LS MORIN, LLC | 43-44 43-44 | 800 2003R005330 | 265 | 01-B-122-0-00-060-0 01-B-122-0-00-021-0 | 2.900 26.820 | 0.121 0.050 | 0.028 0.015 | | 0.028 0.015 | | | | | DRIVEWAY CONSTRUCTION & GRADING GRADING | | |
| 10-T | THOMAS J BUKKY | 43-44 | 913 | 1210 | 01-B-122-0-00-003-0 | 3.050 | 0.450 | 0.022 | | 0.022 | | | | | DRIVEWAY CONSTRUCTION & GRADING *274 LF SPLIT RAIL FENCE ENCROACHES *37 LF CONC. BARRIER ENCROACHES | | |

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FEDERAL PROJECT NO. E190934
 PID NO. 109270
 STATE JOB NO. 527708
 R/W DESIGNER PSL
 R/W REVIEWER TMM
SUMMARY OF ADDITIONAL RIGHT OF WAY
 LAK-US-20-24.99 PART 2

NOTE: ALL TEMPORARY PARCELS TO BE OF 36 MONTH DURATION.
 NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

TYPES OF TITLE LEGEND:
 SH = STANDARD HIGHWAY EASEMENT
 T = TEMPORARY EASEMENT
 S = SEWER EASEMENT

+ DENOTES REMOVAL ITEMS SEE CORRESPONDING RIGHT OF WAY PLAN SHEET FOR DESCRIPTION
 * DENOTES RIGHT OF WAY ENCROACHMENT

| REV. BY | DATE | DESCRIPTION |
|---------|------|-------------|
| | | |
| | | |
| | | |

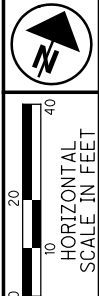
FIELD REVIEW BY _____ DATE: _____
 OWNERSHIP VERIFIED BY _____ DATE: _____
 DATE COMPLETED _____

RW.17
99

PART OF LOT NO. 4
TRACT NO. 4
MADISON TOWNSHIP

C & G PROPERTIES LLC
01-B-122-0-00-007-0
COMMERCIAL VACANT LAND
NORTH RIDGE

EDWIN IRVIN &
MARTHA IRVIN
01-B-122-0-00-074-0
COMMERCIAL VACANT LAND
NORTH RIDGE



PID NO.
109270

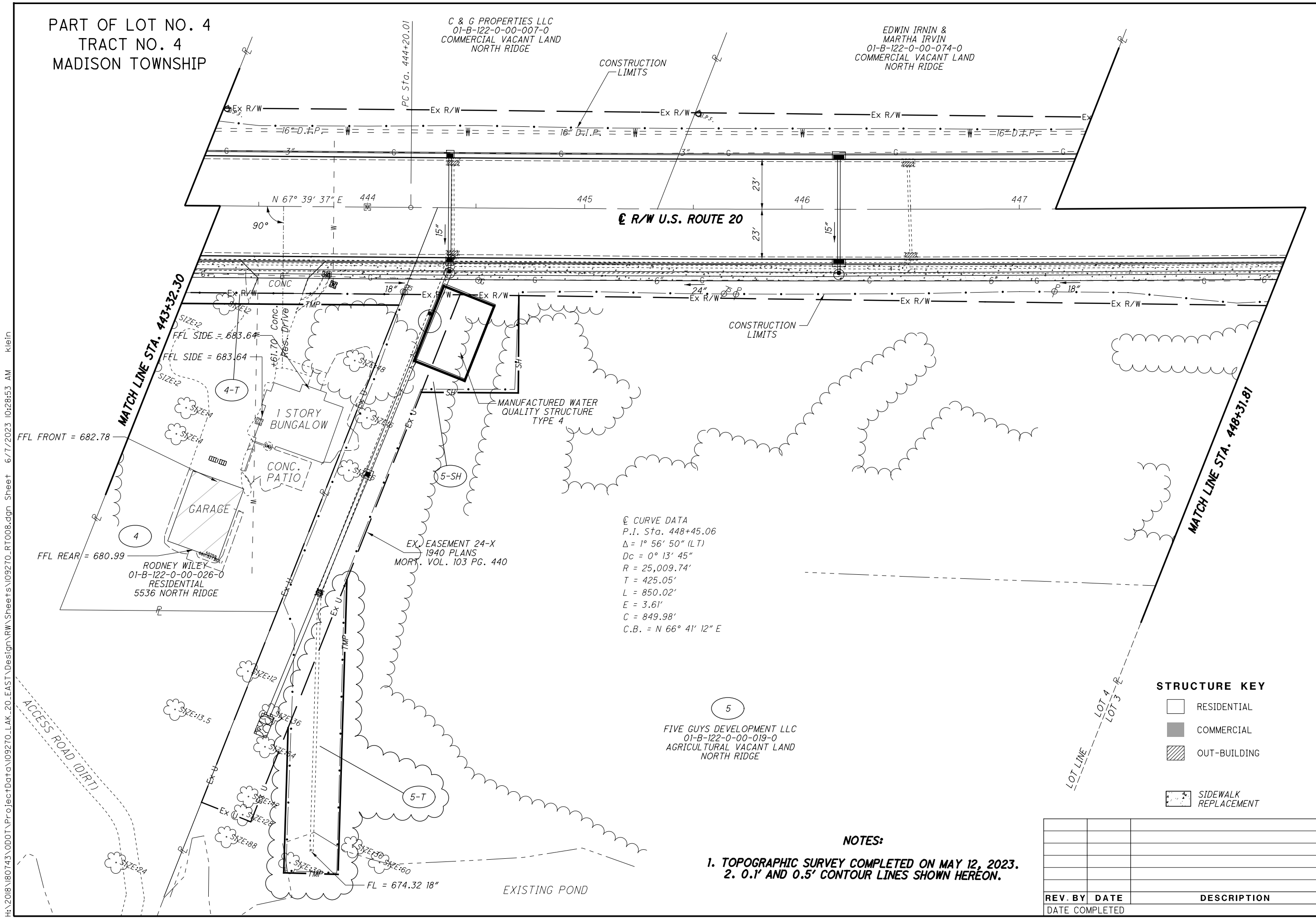
R/W DESIGNER
PSL
R/W REVIEWER
TMM

RIGHT OF WAY TOPO SHEET
STA. 443+32.30 TO STA. 448+31.81

LAK-US-20-24.99
PART 2

RW.37
99

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⊙ CURVE DATA
P.I. Sta. 448+45.06
Δ = 1° 56' 50" (LT)
Dc = 0° 13' 45"
R = 25,009.74'
T = 425.05'
L = 850.02'
E = 3.61'
C = 849.98'
C.B. = N 66° 41' 12" E

STRUCTURE KEY

| | |
|--|----------------------|
| | RESIDENTIAL |
| | COMMERCIAL |
| | OUT-BUILDING |
| | SIDEWALK REPLACEMENT |

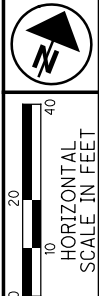
- NOTES:**
1. TOPOGRAPHIC SURVEY COMPLETED ON MAY 12, 2023.
 2. 0.1' AND 0.5' CONTOUR LINES SHOWN HEREON.

| REV. BY | DATE | DESCRIPTION |
|---------|------|-------------|
| | | |
| | | |
| | | |
| | | |
| | | |

PART OF LOT NO. 4
TRACT NO. 4
MADISON TOWNSHIP

C & G PROPERTIES LLC
01-B-122-0-00-007-0
COMMERCIAL VACANT LAND
NORTH RIDGE

EDWIN IRNIN &
MARTHA IRVIN
01-B-122-0-00-074-0
COMMERCIAL VACANT LAND
NORTH RIDGE

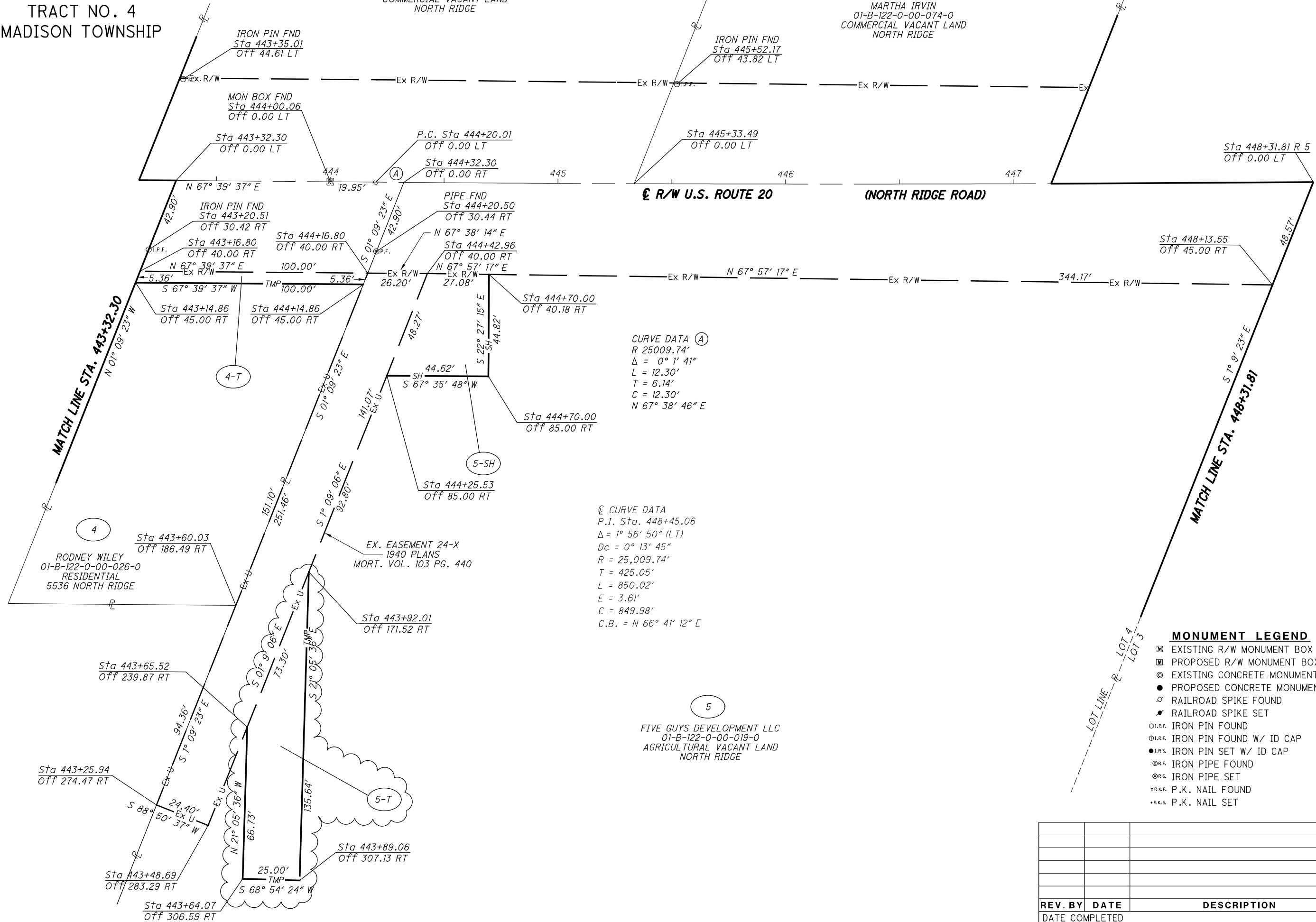


PID NO. 109270
R/W DESIGNER PSL
R/W REVIEWER TMM

RIGHT OF WAY BOUNDARY SHEET
STA. 443+32.30 TO STA. 448+31.81

LAK-US-20-24.99
PART 2

RW.38
99



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| REV. BY | DATE | DESCRIPTION |
|---------|------|-------------|
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