ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT FOR US 24 AND ALL SIDEROADS UNLESS OTHERWISE NOTED IN THESE PLANS.

OVERNIGHT CLOSURES ON US24 (BETWEEN 9PM AND 6AM) ARE PERMITTED FOR STORM CROSSOVER CONSTRUCTION AT THE FOLLOWING LOCATIONS; CONTRACTOR SHALL SIGN THE DETOUR AS INDICATED BELOW:
BETWEEN FORD ST. AND KINGSBURY ST. - (DETOUR - FORD ST, ILLINOIS AVE, CONANT ST)
BETWEEN CONANT ST. AND KEY ST. - (DETOUR - CONANT ST., HEATHERDOWNS BLVD., KEY ST.)

ONE WEEKEND CLOSURE (FRIDAY 9PM TO MONDAY 6AM) IS PERMITTED FOR STORM SEWER WORK ON US24 AT THE FOLLOWING LOCATION; CONTRACTOR SHALL SIGN THE DETOUR AS INDICATED BELOW:
BETWEEN KINSGBURY ST. AND CONANT ST. - (DETOUR - FORD ST., ILLINOIS AVE., CONANT ST.)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES FOR FORD STREET EXCEPT FOR TWO PERIODS NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS (ONE PERIOD FOR NORTH OF US 24 AND ONE PERIOD FOR SOUTH OF US 24), WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 49. THESE 30 DAY CLOSURES ARE ALSO SUBJECT TO THE HOLIDAYS OR EVENTS RESTRICTIONS LISTED BELOW. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $1000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

2 ALL LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 1, TO APRIL 1.

NO WORK SHALL BE PERFORMED AND ALL ORIGINAL LANES SHALL BE OPEN TO TRAFFIC, UNLESS PHYSICALLY UNABLE TO DO SO DUE TO CONSTRUCTION, DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
MAUMEE SUMMER FAIR (8/12 & 8/13)	

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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

THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES AT ALL TRANSITIONS TO/FROM EXISTING/NEW PAVEMENT INCLUDING REMOVAL OF WEDGES WHEN NO LONGER REQUIRED PER ODOT STANDARD DRAWING BP-3.1. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP &	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN A GENERAL SWITCHBOARD NUMBER.

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

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	50	CU. YD.
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50	CU. YD.
ITEM 616, WATER	2	M.GAL.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

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

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

OHIO TURNPIKE MOT

LANE CLOSURES ON I-80 ASSOCIATED WITH WORK ON THE LUC-24-1944 BRIDGE OVER I-80 SHALL MEET THE OHIO TURNPIKE (OTIC) REQUIREMENTS AS SHOWN ON TURNPIKE STANDARD DRAWINGS TCR-1 AND TCR-2, INCLUDED AS PLAN INSERTS ON SHEETS 366A, 366B AND 366C. SEE NOTE #3 ON SHEET 365 FOR THE LUMP SUM ITEM 614 MAINTAINING TRAFFIC, MISC.: OHIO TURNPIKE MOT, FOR A DESCRIPTION OF THIS WORK.

PLANED SURFACES

2 NO PLANED SURFACES SHALL BE OPEN TO THE PUBLIC FOR MORE THAN 7 DAYS. IF THE PLANED SURFACE IS OPEN FOR MORE THAN 7 DAYS, THEN IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPAIR THE PAVEMENT FAILURES THAT OCCURRED AFTER THE 7 DAYS.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614 - WORK ZONE MARKING SIGN	10 EACH
ITEM 614 - WORK ZONE CENTER LINE, CLASS I	0.25 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4"	4.0 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS I, 4"	0.5 MILE

PEDESTRIAN ACCESS

CURB RAMPS AND WALKS SHALL BE SCHEDULED IN A WAY THAT ALLOWS FOR THE CROSSING OF US 24 AT EACH INTERSECTION OR DETOURED TO THE ADJACENT INTERSECTION. FOR ADDITIONAL DETAILS SEE STANDARD CONSTRUCTION DRAWING MT-110.10.

SEQUENCE OF CONSTRUCTION

PRELIMINARY
INSTALL PROPOSED SIGNAL FOUNDATIONS AT ALL INTERSECTIONS. MAINTAIN SIGNALS AS DETAILED BELOW.

THE CONTRACTOR SHALL REMOVE THE 50 MPH ZONE BETWEEN FORD ST AND KEY ST BY INSTALLING AND MAINTAINING THE PROPOSED 35 MPH SIGNS AS DETAILED IN THE SIGNING PLAN.

THE CONTRACTOR SHALL CONSTRUCT THE MAHOLES LOCATED AT STA. 888+50 AND STA. 893+20. THE CONTRACTOR SHALL UTILIZE ODOT STANDARD CONSTRUCTION DRAWING MT-95.40 TO CLOSE THE RIGHT LANE OF TRAFFIC. ALL TRAFFIC CONTROL DEVICES, EQUIPMENT, LABOR, MATERIALS, AND SHEETING REQUIRED TO SETUP THE MOT ZONE AND PERFORM THE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

STAGE 1
CLOSE THE INSIDE LANE AND MAINTAIN ONE LANE OF TRAFFIC ON THE OUTSIDE LANE AT ALL TIMES BETWEEN FORD ST AND KEY ST AND AT THE US 24 AND DETROIT AVE INTERSECTION. MAINTAIN THE LEFT TURN LANES AT ALL INTERSECTIONS (EXCEPT WHITE ST). CONSTRUCT ALL INSIDE PROPOSED WORK THROUGH THE ASPHALT BASE COURSE. CONSTRUCT ALL CONCRETE TURN LANES. CLOSE SB DETROIT AVE THROUGH TRAFFIC AND CONSTRUCT DETROIT CUL-DE-SAC.

STAGE 2
CLOSE THE OUTSIDE LANE AND MAINTAIN ONE LANE OF TRAFFIC ON THE INSIDE LANE AT ALL TIMES BETWEEN FORD ST AND AND DETROIT AVE, AS WELL AS ALL LEFT TURN LANES AT THE INTERSECTIONS. CONSTRUCT ALL OUTSIDE PROPOSED WORK THROUGH THE ASPHALT BASE COURSE INCLUDING THE MULTIUSE PATH. CLOSE AND CONSTRUCT FORD ST.

THE INTERSECTIONS OF KINGSBURY, GIBBS, WHITE, KEY, AND MICHIGAN SHALL BE CLOSED FOR A MAXIMUM OF 10 CONSECUTIVE DAYS FOR PROPOSED RADIUS WORK. NO TWO ADJACENT INTERSECTIONS MAY BE CLOSED AT THE SAME TIME. THE CONTRACTOR SHALL BE ASSESSED $1000 PER DAY THAT ANY INTERSECTION IS NOT OPEN TO TRAFFIC BEYOND THE 10 DAY CLOSURE.

STAGE 3
FROM THE WESTERN LIMITS OF THE PROJECT TO DETROIT AVE MILL AND COMPLETE THE INTERMEDIATE AND SURFACE COURSES ALONG WITH THE FINAL PAVEMENT MARKINGS DURING NIGHT TIME HOURS FROM 8PM TO 7AM UTILIZING ODOT STANDARD CONSTRUCTION DRAWINGS MT-95.30 AND MT-97.11.

EMERGENCY VEHICLES SHALL HAVE CONTINUOUS ACCESS FROM US 24 TO MONCLOVA ROAD AND SIDECUT CROSSING DRIVE AT ALL TIMES.

MAINTAINING SIGNAL OPERATIONS

DISRUPTION TO EXISTING TRAFFIC SIGNAL OPERATION WILL LIKELY NEED TO OCCUR AT SEVERAL INTERSECTIONS PRIOR TO NEW EQUIPMENT BEING INSTALLED. THE CONTRACTOR SHALL MAINTAIN SIGNAL CONTROL FOR ALL ACTIVE APPROACHES AT ALL TIMES, INCLUDING SIGNALIZED PEDESTRIAN CROSSINGS THAT WILL REMAIN ACTIVE DURING CONSTRUCTION. THIS CAN BE ACCOMPLISHED THROUGH THE USE OF TEMPORARY SIGNALS, CONSTRUCTION/INSTALLATION OF THE NEW SIGNAL EARLY IN THE PROJECT, ADJUSTMENT OF CONSTRUCTION SEQUENCE OR BY OTHER APPROPRIATE MEANS. THE CONTRACTOR SHALL BE REQUIRED TO ARRANGE AND PAY FOR TEMPORARY POWER, AS NECESSARY. PORTABLE TRAFFIC SIGNALS WILL NOT BE PERMITTED. THE USE OF NEW EQUIPMENT TO BE USED LATER IN THE PROJECT WILL BE PERMITTED ONLY WHEN THAT EQUIPMENT IS INSTALLED AT ITS PERMANENT LOCATION. THE CONTRACTOR SHALL PROVIDE INFORMATION AT THE PRECONSTRUCTION MEETING AS TO SPECIFIC METHODS TO BE UTILIZED TO MAINTAIN SIGNAL OPERATION DURING CONSTRUCTION.

PAYMENT FOR THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID PRICE OF ITEM 614 MAINTAINING TRAFFIC.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (Hauling.Permits@dot.ohio.gov) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP &	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES &	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
RESTRICTIONS		
START OF CONSTRUCTION &	N/A	14 CALENDAR DAYS PRIOR TO
TRAFFIC PATTERN CHANGES		IMPLEMENTATION

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

WORK ZONE DROP OFFS

THE CONTRACTOR SHALL PROVIDE A 3:1 WEDGE AT THE END OF THE WORK DAY WHEN THE DROP OFF IS GREATER THAN 5" AND LESS THAN 4' FROM THE TRAVELLED WAY. SEE STANDARD CONSTRUCTION DRAWING MT-101.90 FOR ADDITIONAL DETAILS.

2 REVISION 2 07/07/2022

CALCULATED SRC CHECKED LLA

MAINTENANCE OF TRAFFIC GENERAL NOTES

LUC-24-15.61

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CON- TRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFT-WARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 12 SIGN MONTH

ASSUMING 4 PCMS SIGN(S) FOR 3 MONTH(S)

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

MOWING

THE FOLLOWING QUANTITIES HAVE BEEN ADDED TO THE GENERAL SUMMARY FOR CARE OF THE GRASS AREA OF THE MEDIANS AND GRADED SHOULDERS WITHIN THE CONSTRUCTION LIMITS. MOWING TO A HEIGHT OF 3" SHALL BE CONDUCTED ONCE EVERY 10 DAYS OR AS DIRECTED BY THE ENGINEER.

ITEM 659 - MOWING 330 MSF

DUST CONTROL

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

ITEM 616, WATER 50 M. GAL.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PER-MITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCE- MENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

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

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

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

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

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL TAKE INTO ACCOUNT IN THEIR BID THAT ODOT WILL BE RECONSTRUCTING I-475 (PID 99731) FROM THE MAUMEE RIVER TO NORTH OF SR-2 INTERCHANGE, INCLUDING THE RESURFACING OF US24 FROM WATERVILLE TO APPROXIMATELY THE MONCLOVA ROAD INTERSECTION DURING THE SAME TIME PERIOD AS PID 106389 IS BEING CONSTRUCTED. AS PART OF THE I-475 PROJECT THE RAMP FROM WB 24 TO NB 475 WILL BE CLOSED FOR APPROXIMATELY 1 YEAR. OVERNIGHT AND WEEKEND CLOSURES OF THE VARIOUS INTERCHANGE RAMPS IN THE US24/I-475 INTERCHANGE SYSTEM ALONG WITH SALISBURY AND SR-2 INTERCHANGES ARE EXPECTED DURING CONSTRUCTION. MONCLOVA UNDER 475 AND US 20A BRIDGE OVER 475 WILL ALSO BE CLOSED AT VARIOUS TIMES FOR VARIOUS DURATIONS.

ADDITIONALLY THE CITY OF TOLEDO WILL BE RECONSTRUCTING US-24/ANTHONY WAYNE TRAIL FROM DETROIT AVENUE TO GLENWOOD (PID 103508) FROM APPROXIMATELY APRIL OF 2022 THROUGH NOVEMBER OF 2023.

THE CONTRACTOR FOR PID 106389 SHALL COORDINATE ALL MOT WITH THE ODOT CONTRACTOR FOR THE I-475 (PID 99731) RECONSTRUCTION PROJECT AND WITH THE CONTRACTOR FOR PID 103508 WITH THE CITY OF TOLEDO.

2 ~~IN ORDER TO ASSIST WITH THE COORDINATION OF PROJECTS: ALL WORK (OTHER THAN FINAL PAVEMENT MARKINGS) BETWEEN THE WEST END OF THE PROJECT AND FORD ST SHALL BE COMPLETED BY~~ OCTOBER 31, 2022.

2 REVISION 2 07/07/2022

CALCULATED SRC CHECKED LLA

GENERAL NOTES

MAINTENANCE OF TRAFFIC

LUC-24-15.61

25
370

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
21	22	23	53	54	56	231	232		OFF CALC	01/NHS/ PV	02/SAF/ PV	03/CMQ/ PV	04/NHS/ PV						
																		ROADWAY	
											LS			201	11000	LS		CLEARING AND GRUBBING	
					22,870						22,870			202	23000	22,870	SY	PAVEMENT REMOVED	
					7,542						7,542			202	30000	7,542	SF	WALK REMOVED	
					553						553			202	30600	553	SY	CONCRETE MEDIAN REMOVED	
					72						72			202	30700	72	FT	CONCRETE BARRIER REMOVED	
					4,989						4,989			202	32000	4,989	FT	CURB REMOVED	
					1,516						1,516			202	32500	1,516	FT	CURB AND GUTTER REMOVED	
		2	994							2	994			202	35100	2 994	FT	PIPE REMOVED, 24" AND UNDER	
					306						306			202	38000	306	FT	GUARDRAIL REMOVED	
		2 1	35							2 1	35			202	58100	1 35	2 EACH	CATCH BASIN REMOVED	
		2 1	9							2 1	9			202	58500	1 9	2 EACH	CATCH BASIN ABANDONED	
			403								403			SPECIAL	20270000	403	FT	FILL AND PLUG EXISTING CONDUIT	22
				5,721							3,657	2,064		203	10000	5,721	CY	EXCAVATION	
				6,040							5,301	739		203	20000	6,040	CY	EMBANKMENT	
					347	242			5,037	5,037	589			204	10000	5,626	SY	SUBGRADE COMPACTION	
10											10			204	45000	10	HOUR	PROOF ROLLING	
465										465				204	13000	465	CY	EXCAVATION OF SUBGRADE	
465										465				204	30010	465	CY	GRANULAR MATERIAL, TYPE B	
1,393										1,393				204	50000	1,393	SY	GEOTEXTILE FABRIC	
					71,316							71,316		608	10000	71,316	SF	4" CONCRETE WALK	
				2	5,887						2	5,887		608	52000	2 5,887	SF	CURB RAMP	
	3										3			623	38500	3	EACH	MONUMENT ASSEMBLY, TYPE C	
																		EROSION CONTROL	
	3										3			659	00100	3	EACH	SOIL ANALYSIS TEST	
	3,836		268								4,104			659	00300	4,104	CY	TOPSOIL	
	34,553										34,553			659	10000	34,553	SY	SEEDING AND MULCHING	
	1,728										1,728			659	14000	1,728	SY	REPAIR SEEDING AND MULCHING	
	1,728										1,728			659	15000	1,728	SY	INTER-SEEDING	
	4.89										4.89			659	20000	4.89	TON	COMMERCIAL FERTILIZER	
	7.14										7.14			659	31000	7.14	ACRE	LIME	
	140										140			659	35000	140	MGAL	WATER	
	311										311			659	40000	311	MSF	MOWING	
			2,411								2,411			670	00700	2,411	SY	DITCH EROSION PROTECTION	
											LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
											LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
											LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
									178,482		178,482			832	30000	178,482	EACH	EROSION CONTROL	
																		DRAINAGE	
	50										50			605	13300	50	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
							8,685				8,685			605	14020	8,685	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
	50						580				630			611	00510	630	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
			8								8			611	03100	8	FT	10" CONDUIT, TYPE B	
		1	3,900	2						1	3,900			611	04400	1 3,900	FT	12" CONDUIT, TYPE B	
		2	66							2	66			611	05900	2 66	FT	15" CONDUIT, TYPE B	
			30								30			611	10400	30	FT	24" CONDUIT, TYPE B	
			54								54			611	13400	54	FT	30" CONDUIT, TYPE B	
		2	24							2	24			611	16400	2 24	FT	36" CONDUIT, TYPE B, 706.02	
			12								12			611	20900	2 12	FT	48" CONDUIT, TYPE B, 706.02	
			1,563								1,563			611	04600	1,563	FT	12" CONDUIT, TYPE C	
		1	30							1	30			611	98150	1 30	EACH	CATCH BASIN, NO. 3	
			43								43			611	98180	1 43	EACH	CATCH BASIN, NO. 3A	
		1	21							1	21			611	98390	1 21	EACH	CATCH BASIN, NO. 7	
			14								14			611	98470	14	EACH	CATCH BASIN, NO. 2-2B	
		3 1	12							1	15			611	98630	1 15	EACH	CATCH BASIN ADJUSTED TO GRADE	
			4								4			611	98634	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
		8									8			611	99150	8	EACH	INLET ADJUSTED TO GRADE	
			10								10			611	99574	10	EACH	MANHOLE, NO. 3	
		2	22	1						1	24			611	99654	1 24	EACH	MANHOLE ADJUSTED TO GRADE	
		1	1								1			611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
		4,000									4,000			SPECIAL	61199820	4,000	LB	MISCELLANEOUS METAL	
		2									2			638	10800	2	EACH	VALVE BOX ADJUSTED TO GRADE	

1 REVISION 1 06/27/2022 23
2 REVISION 2 07/07/2022

GENERAL SUMMARY

LUC-24-15.61

5.0
370

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GG00Ldgn Sheet 7/11/2022 5:14:34 PM RLUK

SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	56	231	242	252					OFF CALC	01/NHS/ PV	02/SAF/ PV	03/CMQ/ PV	04/NHS/ PV						
																		PAVEMENT	
									135,709	135,709				254	01000	135,709	SY	PAVEMENT PLANING, ASPHALT CONCRETE (3 1/2" Avg. Depth)	
137									1,162	1,299				301	56000	1,299	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
	2,342	47							2,132	2,179		2,342		304	20000	4,521	CY	AGGREGATE BASE	
	701	11							23,673	23,684		701		407	20000	24,385	GAL	NON-TRACKING TACK COAT	
	388											388		411	10000	388	CY	STABILIZED CRUSHED AGGREGATE	
	654								299	299		654		441	50300	953	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
		11								11				441	70500	11	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
		7								7				441	70600	7	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (DRIVEWAYS)	
									7,935	7,935				442	10001	7,935	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN ,PG76-22M	23
									9,778	9,778				442	10101	9,778	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN ,PG76-22M	23
		100									100			452	10010	100	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		142									142			452	12010	142	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
									950	950				452	17010	950	SY	14" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
	11,623										11,623			609	12000	11,623	FT	COMBINATION CURB AND GUTTER, TYPE 2	
2	14,126	25								2	14,151			609	26000	2 14,151	FT	CURB, TYPE 6	
	262										262			609	50000	262	SY	4" CONCRETE TRAFFIC ISLAND	
	566										566			609	70000	566	SY	4" CONCRETE MEDIAN	
	406											406		860	10010	406	CY	THINLAY ASPHALT CONCRETE, TYPE LT	
20,000										20,000				875	10000	20,000	LB	LONGITUDINAL JOINT ADHESIVE	
																		LIGHTING	
																		SEE SHEET 325 FOR LIGHTING GENERAL SUMMARY	
																		TRAFFIC CONTROL	
				2							2			625	32000	2	EACH	GROUND ROD	
				2,644							2,644			630	03100	2,644	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
				128							128			630	06500	128	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
				38							38			630	07600	38	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
				179							179			630	08302	179	FT	GROUND MOUNTED WOODEN BOX BEAM SUPPORT, TYPE M BEAM	
				13							13			630	08520	1 13	FT	STREET NAME SIGN SUPPORT, NO. 3 POST	
				1							1			630	72541	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 12, AS PER PLAN, INSTALL ONLY	283
				1							1			630	72551	1	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13, AS PER PLAN, INSTALL ONLY	281
				45							45			630	79100	45	EACH	SIGN HANGER ASSEMBLY, MAST ARM	
				43							43			630	79500	43	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
				1,619							1,619			630	80100	1,619	SF	SIGN, FLAT SHEET	
				212							212			630	80200	212	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
				2							2			630	80500	2	EACH	SIGN, DOUBLE FACED, STREET NAME	
				10							10			630	84500	10	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
				2							2			630	84510	2	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
				154							154			630	84900	154	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
				15							15			630	85400	15	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
				143							143			630	86002	143	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				12							12			630	86102	12	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
				55							55			630	87400	55	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
				89							89			630	87500	89	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
				30							30			630	97700	30	EACH	SIGNING, MISC.: LIGHTED STREET NAME SIGN	234
		13.54									13.54			642	00104	13.54	MILE	EDGE LINE, 6", TYPE 1	
		6.7									6.7			642	00200	6.7	MILE	LANE LINE, 4", TYPE 1	
		0.5									0.5			642	00300	0.5	MILE	CENTER LINE, TYPE 1	
		122									122			642	00700	122	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1	
		1,243									1,243			642	01500	1,243	FT	DOTTED LINE, 4", TYPE 1	
		8,134									8,134			644	00400	8,134	FT	CHANNELIZING LINE, 8"	
		1,170									1,170			644	00500	1,170	FT	STOP LINE	
		2,131									2,131			644	00620	2,131	FT	CROSSWALK LINE, 12"	

1 REVISION 1 06/27/2022
2 REVISION 2 07/07/2022

GENERAL SUMMARY

LUC-24-15.61

51
370

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GG002.dgn Sheet 7/11/2022 5:20:33 PM RLuk

SHEET NUM.										PART.				ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
24	25	28	242	334					OFF CALC	01/NHS/ PV	02/SAF/ PV	03/CMQ/ PV	04/NHS/ PV		EXT	TOTAL			
			348								348			644	00700	348	FT	TRANSVERSE/DIAGONAL LINE	
			199								199			644	00720	199	FT	CHEVRON MARKING	
			142								142			644	01300	142	EACH	LANE ARROW	
			4,353								4,353			644	01500	4,353	FT	DOTTED LINE, 4"	
			62								62			644	20800	62	FT	YIELD LINE	
			62								62			644	30000	62	FT	REMOVAL OF PAVEMENT MARKING	
			6								6			644	30020	6	EACH	REMOVAL OF PAVEMENT MARKING	
																		TRAFFIC SIGNALS	
																		SEE SHEET 288 FOR TRAFFIC CONTROL GENERAL SUMMARY	
																		LANDSCAPING	
				94									94	661	40060	94	EACH	DECIDUOUS TREE, 1-1/2" CALIPER, Amelanchier laevis 'Cumulus', Cumulus Serviceberry	
				36									36	661	40080	36	EACH	DECIDUOUS TREE, 2" CALIPER, Acer miyabei 'Morton', State Street Miyabe's Maple	
				58									58	661	40080	58	EACH	DECIDUOUS TREE, 2" CALIPER, Acer rubrum 'Burgundy Bell', Burgundy Belle Red Maple	
				31									31	661	40080	31	EACH	DECIDUOUS TREE, 2" CALIPERr, Acer rubrum 'Frank Jr.', Redpointe Maple	
				55									55	661	40100	55	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Acer x freemanii 'Armstrong Gold', Armstrong Gold Maple	
				41									41	661	40100	41	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Acer x freemanii Celebration, Celebration Maple	
				20									20	661	40100	20	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Ginkgo biloba 'Princeton Sentry', Princeton Sentry Maidenhair Tree	
				2									2	661	40100	2	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Nyssa Sylvatica, Black Gum	
				29									29	661	40100	29	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Quercus rubra, Northern Red Oak	
				65									65	661	40100	65	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Tilia cordata 'Greenspire', Greenspire Littleleaf Linden	
				143									143	661	40100	143	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Ulmus americana 'Princeton', Princeton American Elm	
				80									80	661	40100	80	EACH	DECIDUOUS TREE, 2-1/2" CALIPER, Ulmus x 'Frontier', Frontier Hybrid Elm	
				12									12	661	50120	12	EACH	EVERGREEN TREE, 6' HEIGHT, Picea omorika, Serbian Spruce	
																		MISCELLANEOUS STRUCTURE	
												4,616		509	10000	4,616	LB	EPOXY COATED REINFORCING STEEL	
												562		510	10000	562	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
												32		511	34445	32	CY	CLASS QC2 CONCRETE, BRIDGE DECK, AS PER PLAN	365
												235		512	10050	235	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
												1,440		519	10000	1,440	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	
												LS		614	18002	LS		MAINTAINING TRAFFIC, MISC.: OHIO TURNPIKE MOT (SEE 364)	365
																		MAINTENANCE OF TRAFFIC	
50											50			410	12000	50	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	40										40			614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
10											10			614	12460	10	EACH	WORK ZONE MARKING SIGN	
50											50			614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	12										12			614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	25
0.5											0.5			614	20000	0.5	MILE	WORK ZONE LANE LINE, CLASS I, 4"	
0.25		0.37									0.62			614	21000	0.62	MILE	WORK ZONE CENTER LINE, CLASS I	
4		4.66									8.66			614	22000	8.66	MILE	WORK ZONE EDGE LINE, CLASS I, 4"	
		4,346									4,346			614	23000	4,346	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
		3,992									3,992			614	24000	3,992	FT	WORK ZONE DOTTED LINE, CLASS I	
		12									12			614	26000	12	FT	WORK ZONE STOP LINE, CLASS I	
		38									38			614	30000	38	EACH	WORK ZONE ARROW, CLASS I	
2	50										52			616	10000	52	MGAL	WATER	
	330										330			659	40000	330	MSF	MOWING	
																		INCIDENTALS	
											LS			108	10000	LS		CPM PROGRESS SCHEDULE (2)	
											LS			614	11000	LS		MAINTAINING TRAFFIC	
									16		16			619	16020	16	MNTH	FIELD OFFICE, TYPE C	
											LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS			624	10000	LS		MOBILIZATION	

(2) REVISION 2 07/07/2022

GENERAL SUMMARY

LUC-24-15.61

52
370

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GG003.dgn Sheet 7/8/2022 10:10:31 AM rmurray

DRAINAGE SUBSUMMARY

CALCULATED DTB | CHECKED DPF

SHEET NUMBER	REFERENCE NUMBER	STATION FROM (OR AT)	STATION TO	SIDE	202 PIPE REMOVED, 24" AND UNDER	202 CATCH BASIN, REMOVED	202 CATCH BASIN ABANDONED	611 10" CONDUIT, TYPE B	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 15" CONDUIT, TYPE B	611 24" CONDUIT, TYPE B	611 30" CONDUIT, TYPE B	611 36" CONDUIT, TYPE B, 706.02	611 48" CONDUIT, TYPE B, 706.02	611 CATCH BASIN, NO 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO 7	611 CATCH BASIN, NO. 2-2B	611 CATCH BASIN ADJUSTED TO GRADE	611 CATCH BASIN RECONSTRUCTED TO GRADE	611 MANHOLE, NO. 3	611 MANHOLE ADJUSTED TO GRADE	611 MANHOLE RECONSTRUCTED TO GRADE	659 TOPSOIL	670 DITCH EROSION PROTECTION
					FT	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CY	SY
		U.S. 24																								
63	D-1	872+24	872+53	LT/RT	111	1			62	21						1		/1	1	0			1			
63	D-2	874+75	876+55	RT					180	6						1		1								
63	D-3	875+50	876+53	LT/RT					103								1			1						
64	D-4	876+43	876+55	RT	47	1	1		29	6						1		1					1			
64	D-5	878+00	879+00	LT					100								1			1						
64	D-6	879+00	879+00	RT			1		30	6						1		1					1			
65	D-7	881+38	881+38	LT/RT	49	1	1		30	20						1	/1	2	/1				1			
65	D-8	883+49	883+50	LT/RT	37		1		29	6						1		1					1			
66	D-9	886+48		LT																2			1			
66	D-10	888+50	888+50	LT/RT					64	6			2	12			2	1				1				
67	D-11	891+19	891+22	LT/RT	47	1	1	/1	30	20							1	2					1			
67	D-12	893+20	893+20	LT/RT					63	25			2	12	12		2		1			1				
67	D-13	895+01	895+02	LT/RT			1		34	21						1	/1		1		/1		1			
67	D-14	895+55	896+27	LT	73	1																				
68	D-15	896+33	898+75	RT	52	1	1		247	21							3		1							
68	D-16	896+25	898+20	LT					157								1			1						
68	D-17	900+00	901+51	LT/RT		1			215							2	1						1			
69	D-18	901+47		LT																1						
69	D-19	901+68	902+09	LT																			2			
69	D-20	902+57	902+88	LT	21	1			32								1						1			
69	D-21	904+47	904+48	LT	45	1			35	13							1	1	/1			/1		1		
69	D-22	903+50	907+32	RT	104	1				206						1	1	2		1						
70	D-23	906+00	908+45	LT					245	11						1	2		1				1			
70	D-24	908+32	908+47	RT						19						1							1			
71	D-25	912+00	913+06	LT/RT	147	4			158	58		6				2	2		2			1				
71	D-26	914+25	915+15	LT/RT					139	13		12				1	3					1				
72	D-27	916+50	918+06	LT		1	/1		93	62						1	2	1					1			
72	D-28	916+50	917+83	LT	17	1			133							1	1						1			
72	D-29	917+45	918+11	RT	21	2			33	37							3						1			
72	D-30	919+85	921+09	RT	107	4		/1	148	17		6	6			3	/1					1				
72	D-31	920+00	922+00	LT					100	104						2	1			1						
73	D-32	923+42	923+50	LT/RT		1			65	44		6	12				2	1	1			1				
73	D-33	925+21		RT																	1					
74	D-34	927+75	927+75	LT/RT					65	14			12				2		1			1				
74	D-35	930+00	930+96	LT/RT	97	2		2	190	36	66		12			2	2		1			1				
75	D-36	935+00	938+00	LT/RT	97	1			675	25			12	2		2	6					1				
75	D-37	935+13		LT	2 82	1																				
75	D-38	935+13		LT	78	2															1					
81	D-39	980+93	981+37	RT			2		2	46						1										
82	D-40	982+73	982+74	RT			1											2								
87	D-41	1021+37	1021+70	LT				2	42							2					1					
		FORD ST.																								
89	D-42	28+20	28+44	LT/RT																1	1		1			
89	D-43	29+23	29+62	LT/RT	81	2			33	69							2					1				
89	D-44	873+30	873+55	LT/RT					69	31								2		1						
90	D-59	877+28		LT																1						
	2	DETROIT AVE.																								
92	D-45	8+00	8+10	LT		2	1			11								1			2	2	1			
93-94	D-46	12+05	14+00	LT		1			199									1	1							
94	D-47	17+50	18+79	LT/RT				2		150						1		2	1							
		SHARED USE PATH																								
104	D-48	103+69		RT	9	1				4								1								
105	D-49	108+74	110+36	RT																					16	140
105-107	D-50	110+39	122+13	RT						163									1						92	828
107-110	D-51	122+50	135+18	RT													2								117	1055
110-	D-52	136+00	138+75	RT								2													25	229
111	D-53	139+74	141+73	RT																1					18	159
113	D-54	148+40	148+42	RT	16	1		8		8									1							
114	D-55	155+79		LT																			1			
115	D-56	159+34																					1			
116	D-57	164+00	166+63	RT		1	2		2	264			2		1			2	2			2				
117	D-58	171+71		LT																			1			
TOTALS CARRIED TO GENERAL SUMMARY				2	1338	35	9	8	3827	1563	66	30	54	24	12	30	43	21	14	12	4	10	22	1	268	2411

1 REVISION 1 06/27/2022

2 REVISION 2 07/07/2022

LUC-24-15.61

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED SY	202 WALK REMOVED SF	202 CONCRETE MEDIAN REMOVED SY	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 CURB AND GUTTER REMOVED FT	202 GUARDRAIL REMOVED FT	204 SUBGRADE COMPACTION SY	304 6" AGGREGATE BASE CY	407 NON-TRACKING TACK COAT GAL	411 2" CRUSHED STABILIZED AGGREGATE CY	441 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 CY	608 4" CONCRETE WALK SF	608 CURB RAMP SF	609 COMBINATION CURB AND GUTTER, TYPE 2 FT	609 CURB, TYPE 6 FT	609 CONCRETE MEDIAN SY	609 4" CONCRETE TRAFFIC ISLAND SY	860 THINLAY ASPHALT CONCRETE, TYPE LT CY	
		US 24																						
C-1	62-63	870+80	871+15	LT					40										2	25				
C-2	62-63	870+79	871+51	RT																62				
M-1	62	870+89	871+00	LT			3														3			
R-1	62	870+31	870+90	LT	11																			
W-1	62-63	870+71	871+42	LT		510									5		771	208						
W-2	62-63	870+89	871+38	RT														189						
C-3	63-66	872+36	886+36	RT					32										1409					
C-4	63-64	875+43	876+50	LT						107									107					
M-2	63-66	872+41	886+14	LT/RT	879		108		232											2224				
R-2	63-66	872+18	886+38	RT	1771																			
W-3	63	871+04	871+38	RT											2		334							
W-4	63-66	872+49	886+33	RT											84		13673	133						
C-5	64	877+93	878+97	LT						104									104					
C-6	2 65, 66	885+87	886+37	LT	15				67										67					
C-7	66-69	886+60	902+16	RT															1616					
C-8	66	886+60	887+11	LT	16				60										67					
M-4	66-69	886+84	901+84	LT/RT	1725		175		256											2764	11			
R-3	66-69	886+58	902+17	RT	1761				32	115														
W-5	66-69	886+64	902+07	RT		215									93		15168	417						
C-41	67	893+13	893+27	LT						14									14					
C-9	67-68	895+04	898+27	LT						323									323					
C-10	68	899+94	900+07	LT						14									14					
C-11	69	901+50	901+56	LT															6					
C-12	69-70	902+68	907+61	RT					45	71									479					
C-13	69-70	903+09	907+51	LT					15	4									437					
M-5	69-70	902+94	907+30	LT/RT	459		110													830	11			
R-4	69-70	902+66	907+63	RT	432																			
R-5	69-70	902+70	907+57	LT	284																			
R-6	69	904+07	905+96	RT				36			154													
R-7	69-70	904+83	906+71	LT				36			152													
W-6	69	901+56	902+00	LT													232	46						
W-7	69-70	902+71	907+55	LT		190									2		3030	323						
W-8	69-70	902+76	907+60	RT		490									28		4886	293						
C-14	70-72	908+00	918+18	LT					46										996	15				
C-15	70-72	907+99	917+81	RT					36										1000	7				
M-6	70-72	908+22	917+77	LT/RT	483		107		121											1336	79			
R-8	70-72	907+93	918+20	LT	900				105	276														
R-9	70-72	907+97	917+83	RT	623				982	15														
W-9	70-72	907+96	918+14	LT		96									61		9972	286						
W-10	70	907+99	908+38	RT		96											251	104						
C-16	72-76	918+04	939+17	RT															2105	23				
C-17	72-76	918+42	939+47	LT															2083	20				
M-7	72-76	918+45	939+00	LT/RT	1578		45		731											4066	6			
R-10	72-76	918+02	939+19	RT	1178																			
R-11	72-76	918+38	939+49	LT	1203				91															
W-11	72	917+51	917+81	RT		83											199	62						
W-12	72	918+05	918+72	RT		158											428	83						
W-13	72-76	918+40	939+43	LT		317							335	110	31	102	5276	294					63	
C-18	76	939+56	940+44	RT	4															91				
C-19	76	939+96	940+53	LT	20				70											55				
M-8	76	940+30	940+37	RT					12			7								20	7			
W-14	76	938+96	939+16	RT		90											96	112						
W-15	76	939+58	940+35	RT		116											456	115						
W-16	76-82	939+99	984+00	LT		267							795	260	31	241	5435	634					151	
R-12	81-82	977+41	984+04	RT	1201				40	58														
C-20	81-82	980+73	984+00	RT															325					
C-21	82	983+67	984+02	LT	5				10	25									20					
C-22	828	984+45	984+94	RT	3					64									48					
C-23	82	984+52	984+94	LT	9				45											17				
M-9	82	983+67	983+81	LT	7		5													10	11			
M-10	82	984+86	984+93	RT					14											20	7			
TOTALS THIS SHEET					14568	2628	553	72	3084	1189	306	7	1130	370	338	343	60207	3300	11219	11585	134	0	214	

2 REVISION 2 07/07/2022

CALCULATED DTB CHECKED DPF

ROADWAY SUBSUMMARY (SHEET 1 OF 2)

LUC-24-15.61

55 370

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED SY	202 WALK REMOVED SF	202 CONCRETE MEDIAN REMOVED SY	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 CURB AND GUTTER REMOVED FT	202 GUARDRAIL REMOVED FT	204 SUBGRADE COMPACTION SY	304 6" AGGREGATE BASEE CY	407 NON-TRACKING TACK COAT GAL	411 2" CRUSHED STABILIZED AGGREGATE CY	441 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 CY	608 4" CONCRETE WALK SF	608 CURB RAMP SF	609 COMBINATION CURB AND GUTTER, TYPE 2 FT	609 CURB, TYPE 6 FT	609 CONCRETE MEDIAN SY	609 4" CONCRETE TRAFFIC ISLAND SY	860 THINLAY ASPHALT CONCRETE, TYPE LT CY
		US 24																					
W-17	82	983+66	983+99	RT		101											124	150					
W-18	82	984+46	984+94	RT		142											384	93					
W-19	82-87	984+54	1025+48	LT		350							814	266	5	251	1141	518					154
R-13	85-87	1014+85	1025+57	LT	1450																		
C-24	86	1019+31	1019+65	RT																34			
C-25	86-87	1021+02	1021+53	RT																80			
M-11	86-87	1019+65	1023+78	LT								341									341		
R-14	86-87	1019+15	1024+27	RT	103																		
R-15	86-87	1019+65	1024+27	LT	125																		
T-1	86-87	1020+49	1021+53	RT	32				74													41	
M-12	88	1027+85	1029+60	LT	161																78		
M-13	88	1028+48	1028+98	RT	11													93			14		
T-2	88	1028+30	1029+21	LT	223																	176	
		FORD ST																					
C-26	89	27+35	28+20	RT																92			
C-27	89	27+35	28+22	LT																82			
C-28	89	28+44	29+58	RT															31	95			
C-29	89	28+52	29+68	LT																106			
C-30	89-90	872+79	873+45	RT	18				53											60			
C-31	89-90	873+12	874+63	LT																181			
R-16	89	27+35	29+62	LT/RT	839																		
R-17	89-90	873+12	874+61	LT	370				183														
W-20	89	27+35	28+17	RT		397									3		599	136					
W-21	89	27+35	28+24	LT		397									1		483	81					
W-22	89	28+46	29+58	RT		430									6		1021	214					
W-23	89	28+49	29+61	LT		486									6		935	161					
W-24	89-90	872+80	874+30	RT		288									3		1049	327					
W-25	89-90	873+50	874+56	LT		531									6		1030	133					
C-32	90	874+16	874+30	RT						24										25			
C-33	90	874+84	877+46	LT																237			
M-14	90	874+49	875+69	RT	133												235						
R-18	90	874+82	877+46	LT	356				267														
T-3	90	874+32	874+57	RT	35																	20	
T-4	90	874+57	874+81	LT	44																	24	
W-26	90	874+84	875+56	LT											4		575	125					
		CONANT ST.																					
C-34	91	983+10	984+31	RT	29					154									135				
C-35	91	983+13	984+24	LT	40					150									122				
W-27	91	983+23	984+05	LT		403											378	62					
W-28	91	983+33	984+21	RT		453											314	112					
		GIBBS ST																					
C-36	70	10+63	11+42	RT															58	28			
C-37	70	10+64	11+40	LT	15				95										59	21			
W-29	70	10+63	11+32	RT		304									4		666						
W-30	70	10+65	11+27	LT		296											308						
		DETROIT AVE																					
C-38	92-93	6+92	13+48	LT																685			
R-19	92-93	6+92	13+50	LT	2224	70			645														
W-31	92-93	7+13	13+47	LT									244	40	1	37	120	159					23
C-39	93	13+78	17+64	LT/RT																610			
C-40	93	16+33	17+39	LT/RT																205			
R-20	93	13+78	17+55	LT	1070	88			317														
R-21	93	16+27	17+41	LT/RT	41																		
R-22	93	15+76	18+83	LT/RT	983				270														
W-32	93	13+80	18+84	LT/RT		177							153	25	11	23	1748	224					15
TOTALS SHEET 1					14568	2628	553	72	3084	1189	306	7	1130	370	338	343	60207 2	3300	11219 2	11585	134	0	214
TOTALS THIS SHEET					8302	4913	0	0	1906	327	0	341	1212	331	50	312	11110	2587	405	2541	433	262	192
TOTALS CARRIED TO SUBSUMMARY					22870	7542	553	72	4989	1516	306	347	2342	701	388	654	71316	5887	11623	14126	566	262	406

2 REVISION 2 07/07/2022

CALCULATED DTB CHECKED DPF

ROADWAY SUBSUMMARY (SHEET 2 OF 2)

LUC-24-15.61

PAVEMENT REMOVAL

PAVEMENT PLANING AND RESURFACING AREA

PROPOSED SHARED USE PATH

FOR INTERSECTION DETAILS, SEE SHEET 211

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE
STA. 886+00 TO STA. 891+00

LUC-24-15.61

BUTT JOINT AS PER SCD BP-3.1

STA. 887+78.84 BEGIN TAPER

STA. 888+09.14 END TAPER

Ex R/W

Ex LA-R/W

KINGSBURY ST.

33" RCP

12" RCP

8" WL

16" WL

12" TYPE B

CONST. LIMITS

℄ CONST. U.S. 24

SAWCUT

U.S. 24

N 68° 32' 25" E

MATCH LINE STA. 886+00

MATCH LINE STA. 891+00

℄ CONST. U.S. 24 STA. 886+48.88 = ℄ CONST. KINGSBURY ST.

BUTT JOINT AS PER SCD BP-3.1 CONTRACTOR TO REPLACE TO EXISTING CONCRETE PAVEMENT

DND FENCE

CONST. LIMITS

PROPOSED SHARED USE PATH

D-9 D-10 M-4 C-3 C-6 C-7 C-8 W-4 W-5 UD-8 UD-9

2 REVISION 2 07/07/2022

1 REVISION 1 06/27/2022

P.V.I. STA 886+60.00 (RT) ELEV = 635.46'

250.00' VC

ADJUSTED TO GRADE GRATE = 634.62

A STA 886+22.00, 50.48' LT
EX. CB, GR. EL. 634.68
EX. 12" RCP ESE 630.63

TO REMAIN
STA 887+08.06, 45.38' LT
EX. CB, GR. EL. 634.40
EX. 12" RCP W 630.65

+0.32 % (RT) -0.24 % (RT) +0.39 % (LT) -0.34 % LT)

635.16 887+85.00 (RT)

STA 888+50.00, 26.23' LT
MH-3, RIM ELEV 634.91
12" (N) 631.15
12" (S) 629.72
EX. 33" (E & W) 619.30±

STA 888+50.00, 36.20' LT
CB-3A, GRATE ELEV 634.48
12" (S) 631.60

STA 888+50.00, 28.00' RT
CB-3A, GRATE ELEV 634.67
12" (N) 630.80
12" (S) 631.80

STA 888+50.00, 33.50' RT
CB-7, GRATE ELEV 633.90
12" (N) 631.89

℄ PROFILE GRADE - U.S. 24 - 22' LT.

℄ EX. PROFILE GRADE - U.S. 24

℄ PROFILE GRADE - U.S. 24 - 18' RT.

P.V.I. STA 891+00.00 (LT) ELEV = 634.33' NO CURVE

-0.34 % (LT)

635.23 886+20.00 (LT)

4" PLASTIC GAS

ADJUSTED TO GRADE GRATE = 634.56

C STA 886+75.15, 51.34' LT
EX. CB, GR. EL. 634.56
EX. 12" RCP SE 629.66
EX. 12" RCP SSW 628.56

EX. 12" RCP

EX. 12" RCP

EX. 2" RCP

EX. WL.

635.28 888+20.00 (LT)

P.V.I. STA 887+20.00 ELEV = 635.62'

200.00' VC

ADJUSTED TO GRADE TOP = 635.26

B STA 886+47.89, 25.73' LT
EX. MH, GR. EL. 635.32
EX. 12" RCP NNE 627.42
EX. 12" RCP WNW 629.52
EX. 33" RCP ENE 618.27
EX. 33" RCP WSW 620.36

6'-33" TYPE B 706.02 W/ MASONRY COLLAR

6'-33" TYPE B 706.02 W/ MASONRY COLLAR

EX. 33" RCP

PROP. PROFILE GRADE 18' RT.	635.22	635.26	635.28	635.29	635.28	635.26	635.23	635.18	635.12	635.06	635.00	634.94	634.88	634.82	634.76	634.70	634.64	634.58	634.52	634.46	634.40		PROP. PROFILE GRADE 18' RT.
PROF. PROFILE GRADE 22' LT.	635.15	635.25	635.33	635.39	635.42	635.44	635.43	635.39	635.34	635.26	635.18	635.09	635.01	634.92	634.84	634.75	634.67	634.58	634.50	634.41	634.33		PROF. PROFILE GRADE 22' LT.
EXIST. PROFILE GRADE	634.82	634.89	634.92	634.98	634.98	634.97	634.90	634.85	634.80	634.75	634.70	634.66	634.61	634.56	634.51	634.47	634.42	634.37	634.32	634.27	634.23		EXIST. PROFILE GRADE
	886+00		887+00		888+00			889+00			890+00			891+00									

2 REVISION 2 07/07/2022

PAVEMENT REMOVAL

PAVEMENT PLANING AND RESURFACING AREA

PROPOSED SHARED USE PATH

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED DTB CHECKED DPF

FOR INTERSECTION DETAILS, SEE SHEET 212

MATCH LINE STA. 891+00

MATCH LINE STA. 896+00

Ex LA-R/W

CONST. LIMITS

℄ CONST. U.S. 24

U.S. 24

N 68° 32′ 25″ E

R = 400

SAWCUT

12″ TYPE B

12″ TYPE C

12″ RCP

10″ RCP

18″ RCP

33″ RCP

48″ RCP

16″ WL

GR TBR

REMOVE AND REPLACE 10′ OF EXISTING FENCE TO REMOVE EXISTING CATCH BASIN AND INSTALL PROPOSED CATCH BASIN

PROPOSED SHARED USE PATH

C-41 C-7 C-9 D-11 D-12 D-13 D-14 M-4 UD-10 UD-11 UD-12 W-5

PROP. PROFILE GRADE 18′ RT. 634.40 634.34 634.27 634.21 634.15 634.09 634.03 633.97 633.91 633.85 633.79 633.75 633.71 633.68 633.66 633.64 633.64 633.64 633.65 633.67 633.70

PROF. PROFILE GRADE 22′ LT. 634.33 634.26 634.19 634.12 634.05 633.98 633.91 633.84 633.77 633.70 633.63 633.56 633.49 633.42 633.35 633.30 633.25 633.20 633.15 633.10 633.05

EXIST. PROFILE GRADE 634.23 634.18 634.13 634.08 634.03 633.99 633.94 633.89 633.84 633.80 633.75 633.70 633.65 633.60 632.79 632.58 632.26 632.92 633.42 633.26 633.37

640 635 630 625 620 615

STA 891+19.00, 28.00′ RT
CB-3A, GRATE ELEV 634.02
12″ (N) 627.86
12″ (S) 627.86

TO REMAIN
C STA 891+20.00, 45.79′ LT
EX. CB, GR. EL. 632.78
EX. 12″ RCP SSE 629.48

TO REMAIN
D STA 891+20.53, 36.15′ LT
EX. CB, GR. EL. 633.69
EX. 12″ RCP SSE 629.09
EX. 12″ RCP NNW 629.14

℄ EX. PROFILE GRADE - U.S. 24
℄ PROFILE GRADE - U.S. 24 - 22′ LT.
STA 893+20.00, 27.55′ LT
MH-3, RIM ELEV 633.66
12″ (N) 630.00
12″ (S) 627.72
EX. 33″ 621.4±
33″ (W) 621.55
STA 893+20.00, 36.20′ LT
CB-3A, GRATE ELEV 633.34
12″ (S) 630.40

STA 893+20.00, 28.00′ RT
CB-3A, GRATE ELEV 633.53
12″ (N) 628.82
12″ (S) 628.82

ABANDON AND PIPE THRU
F STA 895+00.59, 2.06′ LT
EX. CB, GR. EL. 631.71
EX. 12″ RCP NW 628.71
12″ (SE) 628.71
TO REMAIN
G STA 895+00.16, 45.33′ LT
EX. CB, GR. EL. 632.04
EX. 12″ RCP SE 628.79
EX. 8″ CLAY SW 628.89

ADJUSTED TO GRADE
TOP = 633.15
I STA 895+00.80, 28.10′ LT
EX. MH, GR. EL. 633.21
EX. 48″ RCP N&S 622.06
EX. 12″ RCP NW 627.76
EX. 12″ RCP SE 627.81

STA 895+02.00, 32.00′ RT
CB-3, GRATE ELEV 633.23
12″ (NW) 629.40
12″ (S) 629.40
REMOVE
STA 895+55.30, 0.62′ RT
EX. CB, GR. EL. 633.04
EX. 10″ RCP NE 628.69

℄ PROFILE GRADE - U.S. 24 - 18′ RT.

ABANDON AND PIPE THRU
B STA 891+19.16, 2.21′ LT
EX. CB, GR. EL. 633.06
EX. 10″ RCP SSE 627.26
EX. 12″ RCP NNW 627.21
EX. 8″ CLAY NW 628.41
12″ (S) 627.26

ADJUSTED TO GRADE
TOP = 634.19
E STA 891+22.07, 26.90′ LT
EX. MH, GR. EL. 634.24
EX. 12″ RCP NNW 628.84
EX. 12″ RCP SSE 626.94
EX. 33″ RCP NE 620.74
EX. 33″ RCP WSW 620.74

I STA 891+19.00, 34.00′ RT
CB-7, GRATE ELEV 632.50
12″ (S) 627.95
12″ (N) 627.95

4″ PLASTIC GAS

TO REMAIN
H STA 895+00.60, 36.17′ LT
EX. CB, GR. EL. 632.69
EX. 12″ RCP SW 628.49
EX. 12″ RCP NW 628.59

P.V.I. STA 894+50.00 (LT)
ELEV = 633.35′
NO CURVE

A STA 891+18.74, 46.85′ RT
EX. CB, GR. EL. 631.31
EX. 10″ CLAY NNW 627.81

EX. 33″ RCP

12′-33″ TYPE B 706.02 W/ MASONRY COLLAR

633.85 893+25.00 (RT)

12′-48″ TYPE B 706.02 W/ MASONRY COLLAR

EX. 48″ RCP

EX. 10″ RCP

-0.28 % (LT) -0.20 % (LT) -0.24 % (RT)

P.V.I. STA 895+00.00 (RT) ELEV = 633.43′
350.00′ VC

891+00 892+00 893+00 894+00 895+00 896+00

PLAN AND PROFILE
STA. 891+00 TO STA. 896+00

LUC-24-15.61

67
370

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GP009.dgn Sheet 7/7/2022 10:07:28 AM rmurray

2 REVISION 2 07/07/2022

PLAN AND PROFILE
STA. 901+00 TO STA. 906+00

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

CALCULATED DTB | CHECKED DPF

LUC-24-15.61

69 / 370

PI STA. 901+17.32
END MEDIAN TRANSITION STA. 901+17.32, 8' LT.
MATCH LINE STA. 901+00
MATCH LINE STA. 906+00
CONST. LIMITS
DND
WALK
TBO
CONANT ST.
Ex LA-R/W
U.S. 24
STA. 903+99.80 BEGIN TAPER
STA. 904+49.80 END TAPER
STA. 905+55.00 BEGIN TAPER
GUARDRAIL (TBR)
BARRIER (TBR)
REMOVE EX. MEDIAN CURB
GR (TBR)
SAWCUT
12" TYPE B
12" TYPE C
18" WL
12" RCP
42" RCP
48" RCP
12" CPP
42" CPP
12" PVC
6" WL
8" WL
STA 902+34.79 AH
STA 902+34.79 ℄ CONST. U.S. 24 = STA. 902+50.00 ℄ CONST. CONANT ST.
STA. 902+93.87 ℄ CONST. CONANT ST. = STA. 60+00.00 ℄ CONST. SHARED USE PATH
PC Sta. 60+57.72
PRC Sta. 60+73.41
PT Sta. 60+89.11
℄ CONST. U.S. 24
CONST. LIMITS
PROPOSED SHARED USE PATH
℄ CONST. SHARED USE PATH
FOR INTERSECTION DETAILS, SEE SHEETS 212 & 213

TBR TO BE REMOVED
TBO TO BE REMOVED BY OTHERS
PAVEMENT REMOVAL
PROPOSED SHARED USE PATH
PAVEMENT PLANING AND RESURFACING AREA

PROP. PROFILE GRADE 18' RT.
PROP. PROFILE GRADE 20' LT.
EXIST. PROFILE GRADE
634.86 (LT)
STA. 904+62.38
SEE INTERSECTION DETAILS (LT & RT)
℄ PROFILE GRADE - U.S. 24 - 20' LT.
℄ PROFILE GRADE - U.S. 24 - 20' RT.
℄ EX. PROFILE GRADE - U.S. 24

REMOVE
STA 901+50.53, 34.02' RT
EX. CB, GR. EL. 634.70
TO REMAIN
STA 901+47.49, 36.1' LT
EX. CB, GR. EL. 634.57
STA 901+47.29, 45.34' LT
EX. MH, GR. EL. 634.48
EX. 48" RCP E 624.28
EX. 48" RCP W 624.28
EX. 12" RCP N 631.08

SEE INTERSECTION DETAILS (LT)

STA 902+89.37, 48.14' LT
CB-3A, GRATE ELEV 635.28
12" (SW) 632.20

STA 904+46.69, 47.64' LT
CB-2-2B, GRATE ELEV 633.50
12" (S) 629.15

STA 904+47.00, 34.60' LT
CB-3A, GRATE ELEV 634.67
12" (N) 628.85
12" (SE) 628.85

TO REMAIN
STA 904+79.53, 86.74' LT
EX. MH, GR. EL. 635.50
EX. 12" CPP NE 629.70
EX. 12" CPP SW 629.60
EX. 12" CPP SE 629.50

STA 905+50.00
32.00' RT
CB-3A
GRATE ELEV 634.52
12" (S) 631.33

-0.31 % (LT)
-0.27 % (RT)

148'-12" TYPE B @ 1.0%
32'-12" TYPE B @ 7.6%
162'-12" TYPE C @ 1%

STA 901+48.00
32.00' RT
CB-3
GRATE ELEV 634.92
12" (W) 631.98

ADJUSTED TO GRADE
TOP = 635.71
STA 902+08.66, 38.41' LT
EX. SAN MH, GR. EL. 635.72
EX. 15" RCP NW 625.37
EX. 15" RCP SE 625.40
EX. 12" RCP SE 630.71
EX. 12" RCP NE 626.63
EX. 12" RCP SW 626.51

ADJUSTED TO GRADE
TOP = 635.73
A STA 902+09.29, 45.25' LT
EX. MH, GR. EL. 635.80
EX. 42" RCP NE 624.34
EX. 48" RCP SW 624.31
EX. 15" SAN NW 627.77
12" (E) 629.78

ADJUSTED TO GRADE
TOP = 635.79
B STA 902+57.45, 44.9' LT
EX. MH, GR. EL. 635.73
EX. 42" RCP NW 624.19
EX. 42" RCP SW 624.10
EX. 12" RCP NE 629.78

REMOVE
C STA 902+82.86, 46.75' LT
EX. CB, GR. EL. 635.27
EX. 12" RCP SW 630.32
EX. 6" RCP NW 630.67
EX. 6" RCP SE 630.82

ADJUSTED TO GRADE
TOP = 635.81
D STA 903+72.68, 88.37' LT
EX. MH, GR. EL. 635.77
EX. 12" CPP W 629.47
EX. 12" CPP NE&SE 629.52

REMOVE
STA 904+46.69, 47.64' LT
EX. CB, GR. EL. 633.60
EX. 12" PVC SE 629.15
EX. 12" CPP NW 629.10
EX. 12" CPP NE 629.20

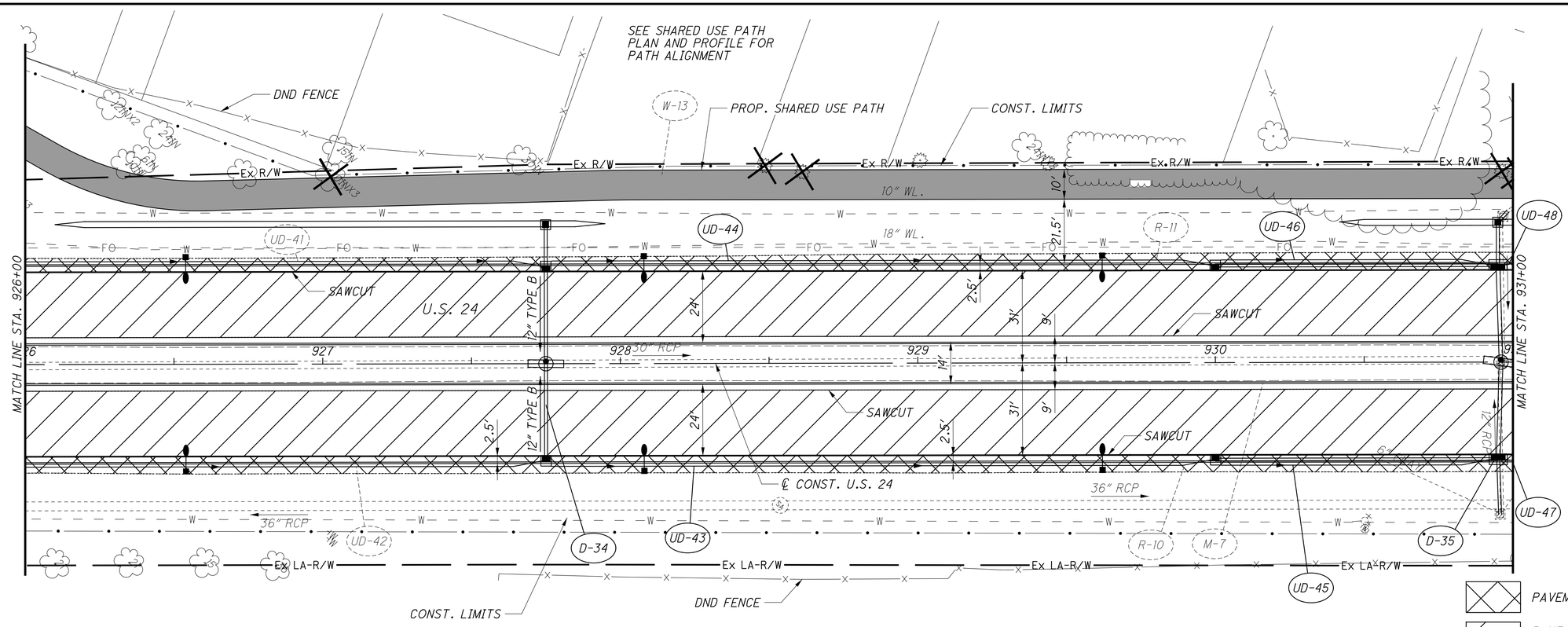
ADJUSTED TO GRADE
TOP = 635.41
E STA 904+48.38, 0.51' RT
EX. MH, GR. EL. 634.79
EX. 12" PVC NW 628.69
EX. 12" RCP SE 628.79
EX. 12" RCP NE 625.19
12" (N) 628.15

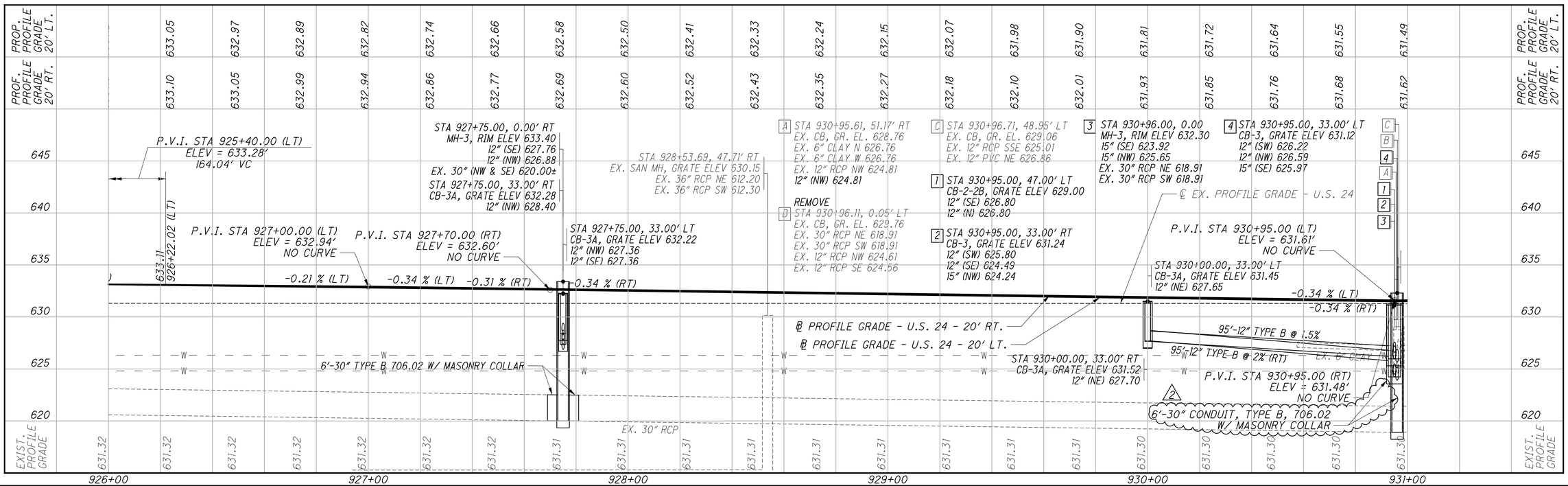
TO REMAIN
STA 904+93.69, 73.24' LT
EX. MH, GR. EL. 635.55
EX. 12" CPP SW 629.80
EX. 12" CPP N 630.00

STA 905+50.00
43.00' RT
CB-7
GRATE ELEV 634.00
12" (N) 631.15
12" (E) 631.15

635.03 635.15 635.26 635.38 635.50 635.01 634.94 634.87 634.80 634.74 634.67
635.23 635.35 635.45 635.59 635.53 635.64 635.75 635.53 635.41 635.35 635.28 635.19 635.09 634.97 634.82 634.82 634.76 634.70 634.63 635.11 634.92
635.12 635.05 634.97 634.89 634.81 634.74
640 635 630 625 620 615
901+00 902+00 903+00 904+00 905+00 906+00

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GP01.dgn Sheet 7/7/2022 9:54:32 AM rmurray





2 REVISION 2 07/07/2022

HORIZONTAL SCALE IN FEET
0 10 20 40

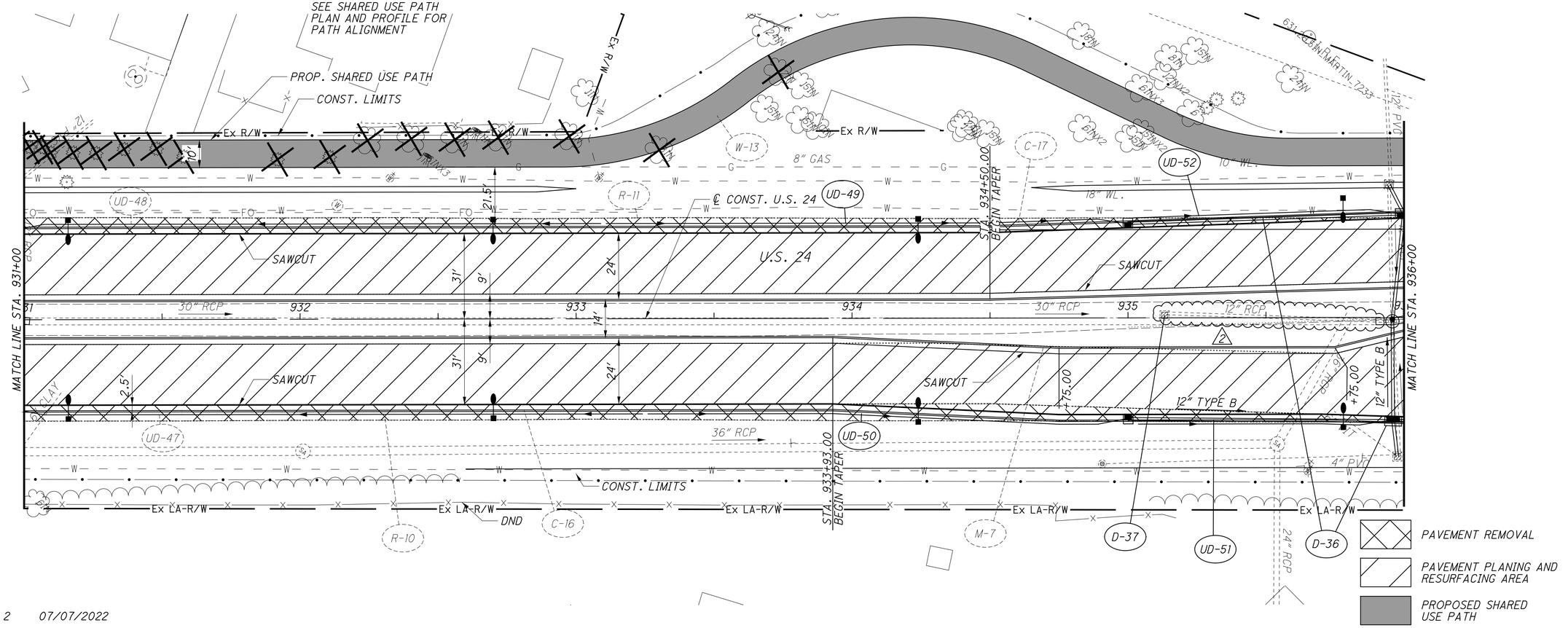
CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE - U.S. 24
STA. 926+00 TO STA. 931+00

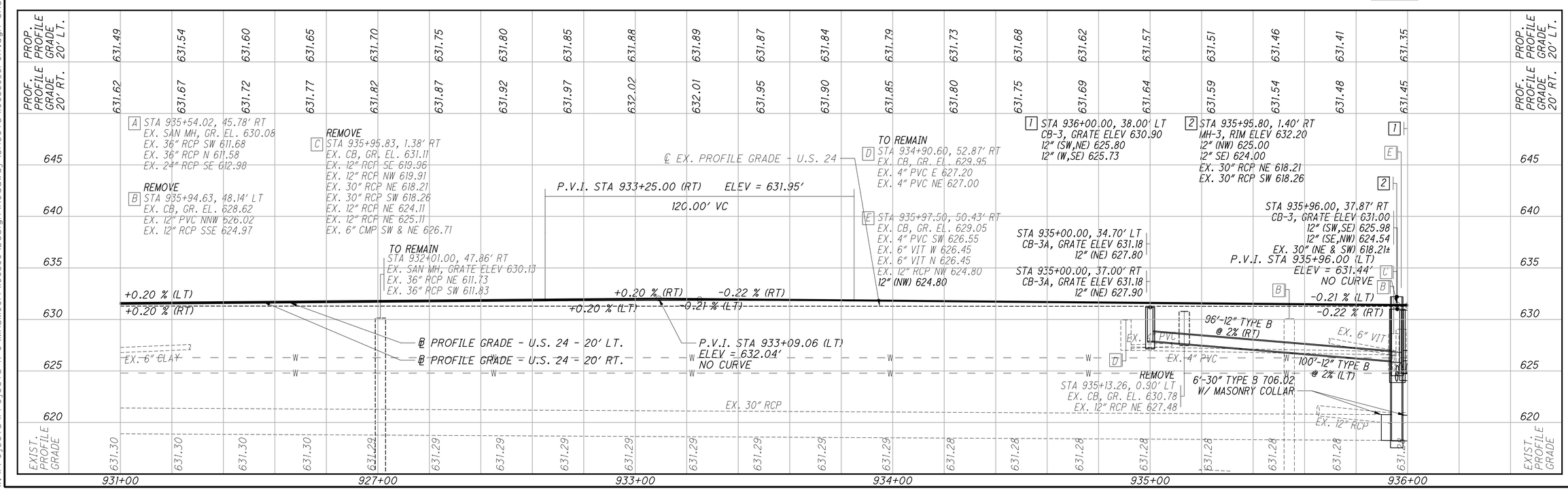
LUC-24-15.61

74
370

W:\Projects\Projects K-O\MAUM0014\I06389\Design\Roadway\Sheets\I06389_GP016.dgn Sheet 7/7/2022 8:09:24 PM rmurray



2 REVISION 2 07/07/2022



W:\Projects\Projects K-O\MAUM0014\106389\Design\Roadway\Sheets\106389_GP017.dgn Sheet 7/7/2022 8:29:29 PM rmurray

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE - U.S. 24
STA. 931+00 TO STA. 936+00

LUC-24-15.61

SEE SHARED USE PATH PLAN AND PROFILE FOR PATH ALIGNMENT

PROPOSED SHARED USE PATH

ITEM 670 - DITCH EROSION PROTECTION (7.5' WIDE)

PAVEMENT REMOVED

PAVEMENT PLANING AND RESURFACING AREA

FOR INTERSECTION DETAILS, SEE SHEET 217

VEGETATED BIOFILTER #8 | D-51 | PROP. SHARED USE PATH | W-16 | TBO | VEGETATED BIOFILTER #9 | D-52 | CONST. LIMITS | TBO

15" RCP | 6" PLASTIC GAS | SUSPECTED 16" F.M. | 12" WL. | 23± | 10' | EX. CB TO REMAIN | EX. CB ADJUSTED TO GRADE

MATCH LINE STA. 976+00 | MATCH LINE STA. 981+00

U.S. 24 | 12" RCP | SAWCUT | 40'± | 10'± | ℄ CONST. U.S. 24

976 | 977 | 978 | 979 | 980 | 9

18" RCP | N 60° 06' 27" E | 18" RCP | SAWCUT

+40.71, 40' RT | 40' SAWCUT LINE | +58.00, 40' RT | +73.00, 39' RT | STA 980+83.10 BEGIN TAPER

12" RCP | SAWCUT | SAWCUT | SAWCUT

CONST. LIMITS | Ex R/W | Ex R/W | Ex R/W | Ex R/W

2 | D-39

2 REVISION 2 07/07/2022

TBO - TO BE RELOCATED BY OTHERS

SEE INTERSECTION DETAILS FOR RIGHT TURN LANE ELEVATIONS

℄ EX. PROFILE GRADE - U.S. 24

TO REMAIN
STA 977+38.04, 60.29' RT
EX. CB, GR. EL. 627.28
EX. 12" RCP NE 623.93

TO REMAIN
STA 977+98.75, 52.71' LT
EX. CB, GR. EL. 628.20
EX. 12" RCP SE 624.20

TO REMAIN
STA 978+13.25, 0.43' RT
EX. CB, GR. EL. 628.34
EX. 18" RCP WSW 622.84
EX. 18" RCP ENE 623.04
EX. 12" RCP NNW 623.84
EX. 12" RCP SSW 623.89

TO REMAIN
STA 978+65.84, 79.46' LT
EX. MH, GR. EL. 629.83
EX. 15" RCP SW 622.48
EX. 12" RCP N 622.48

TO REMAIN
STA 980+93.53, 0.61' RT
EX. MH, GR. EL. 629.90
EX. 10" RCP NE 624.00
EX. 10" RCP NE 623.55
EX. 10" RCP NW 625.55
EX. 12" RCP N&S 624.00
EX. 18" RCP SW 623.55

TO REMAIN
STA 980+93.34, 64.48' RT
EX. CB, GR. EL. 627.79
EX. 12" RCP NW 624.79
12" (NE) 625.00
ADJUSTED TO GRADE
GRATE = 627.20
STA 980+92.71, 52.10' LT
EX. CB, GR. EL. 627.71
EX. 12" RCP SE 624.21

TO REMAIN
STA 980+84.92, 5.45' LT
EX. CB, GR. EL. 628.36
EX. 10" RCP SE 625.71

4" PLASTIC GAS | EX. 12" RCP | EX. 18" RCP | EX. 12" RCP | EX. 15" RCP | EX. 18" RCP | EX. 10" RCP

640 | 635 | 630 | 625 | 620 | 615 | 610

EXIST. PROFILE GRADE: 629.55 | 629.54 | 629.33 | 629.23 | 629.22 | 629.16 | 629.08 | 628.94 | 628.75 | 628.78 | 628.83 | 628.89 | 628.93 | 628.99 | 629.09 | 629.19 | 629.24 | 629.21 | 629.28 | 629.30 | 629.81

976+00 | 977+00 | 978+00 | 979+00 | 980+00 | 981+00

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

CALCULATED DTB | CHECKED DPF

PLAN AND PROFILE - U.S. 24
STA. 976+00 TO STA 981+00

LUC-24-15.61

81
370

2 REVISION 2 07/07/2022

SEE SHARED USE PATH PLAN AND PROFILE FOR PATH ALIGNMENT

PAVEMENT PLANING AND RESURFACING AREA

PAVEMENT REMOVED

PROPOSED SHARED USE PATH

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED DTB CHECKED DPF

PROP. SHARED USE PATH

W-16

TBO

7th ST.

6" PLASTIC GAS

SUSPECTED 10" F.M.

8" WL

12" WL.

10" STEEL GAS

MICHIGAN AVE.

BUTT JOINT AS PER SCD BP-3.1

C-21

C-23

W-19

CONST. LIMITS

+99.84

+53.78

U.S. 24

MATCH LINE STA. 981+00

MATCH LINE STA. 986+00

M-9

M-10

+66.73

+78.35

+93.67

+87.51

+68.14

+68.13

SAWCUT

R=5'

40'±

48'±

10'±

30'±

12" RCP

10" RCP

48" RCP

N 60° 06' 27" E

981

982

983

984

985

986

℄ CONST. U.S. 24

+91.38

+51.76

+72.49, 51' RT

+93.52

N 30° 39' 31" W

51' RT

+33.00, END TAPER

49'±

D-40

EX. CB ABANDON & PIPE THRU

W-17

W-18

C-22

C-20

D-39

Ex R/W

STA. 984+21.95 ℄ CONST. U.S. 24= STA. 10+00.00 ℄ CONST. MICHIGAN AVE.

℄ CONST. MICHIGAN AVE.

NOTE:

TBO - TO BE RELOCATED BY OTHERS

FOR INTERSECTION DETAILS, SEE SHEET 218

SEE INTERSECTION DETAILS FOR RIGHT TURN LANE ELEVATIONS

TO REMAIN
STA 981+22.05, 2.13' RT
EX. CB, GR. EL. 629.18
EX. 10" RCP SW 624.68

STA 981+37.00, 51.00' RT
CB-3, GRATE ELEV 629.19
12" (SW) 625.46

EX. 10" RCP

46'-12" TYPE C @ 1.0%

TO REMAIN
STA 982+41.03, 71.41' RT
EX. CB, GR. EL. 628.95
EX. 10" RCP NE 626.25

TO REMAIN
STA 982+72.37, 4.54' LT
EX. MH, GR. EL. 630.44
EX. 12" RCP SE 625.04
EX. 12" RCP SW 624.89
EX. 12" RCP NE 624.94

TO REMAIN
STA 982+73.38, 71.47' RT
EX. CB, GR. EL. 629.07
EX. 10" RCP SW 625.97
EX. 12" RCP SE 626.32
EX. 12" RCP NW 625.87

EX. 12" RCP

4" PLASTIC GAS

ABANDON & PIPE THRU
STA 982+74.01, 53.81' RT
EX. CB, GR. EL. 627.91

TO REMAIN
STA 983+65.53, 0.73' RT
EX. CB, GR. EL. 630.06
EX. 10" RCP SW 626.31

EX. 10" RCP

10" STEEL GAS

℄ EX. PROFILE GRADE - U.S. 24

TO REMAIN
STA 984+53.47, 83.71' LT
EX. CB, GR. EL. 629.28
EX. 12" RCP NW 625.13

6" PLASTIC GAS

EX. PROFILE GRADE

640 635 630 625 620 615 610

EXIST. PROFILE GRADE: 629.73 629.91 629.74 629.56 629.65 629.73 629.81 629.88 629.96 630.03 630.07 630.13 630.14 630.01 630.04 629.85 630.34 630.30 630.27 630.23

981+00 982+00 983+00 984+00 985+00 986+00

PLAN AND PROFILE - U.S. 24
STA. 981+00 TO STA 986+00

LUC-24-15.61

82
370

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GP026.dgn Sheet 7/7/2022 3:20:02 PM rmurray

BEGIN WORK
STA. 983+08.75

END WORK
STA. 985+17.43

CONST. LIMITS

WALK

TBO

D-20

D-19

D-18

D-17

C-34

Ex LA-R/W

Ex R/W

TMP R/W

SAWCUT

SAWCUT (REMOVE EX. MEDIAN)

BUTT JOINT AS PER SCD BP-3.1

MEET EX. STA. 983+08.75

MEET EX. +17.43 TIE IN POINT FOR MAUMEE UPTOWN PROJECT

CONST. LIMITS

PROPOSED WORK BY OTHERS

℄ CONST. U.S. 24

℄ CONST. CONANT ST.

CONANT ST.

U.S. 24

S 21° 18′ 59″ E

N 69° 06′ 25″ E

984

985

986

902

903

60

+13.20

+97.35

42″ RCP

12″ RCP

15″ RCP

12″ TYPE B

18″ TYPE B

6″ VALVE

18″ BUTTERFLY VALVE

8″ RCP

10″ RCP

6″ PVC

10″ PVC

12″ PVC

12″ TRA

4″ STEEL GAS

12″ CLAY

15″ CLAY

18″ EX. WATER

6″ CMP

6″ TMP

PROPOSED SHARED USE PATH

TBO — TO BE REMOVED BY OTHERS

10″ NON-REINFORCED CONCRETE PAVEMENT

PAVEMENT PLANING AND RESURFACING AREA

FOR INTERSECTION DETAILS, SEE SHEET 212

2 REVISION 2 07/07/2022

636.51 636.48 636.39 636.26 636.13 636.03 635.87 635.74

645 640 635 630 625 620 615

℄ EX. PROFILE GRADE

636.53

-0.17 %

PVI +50.00
NO CURVE

-0.66 %

PVI +00.00
NO CURVE

-0.52 %

PVI +25.00
NO CURVE

-0.70 %

635.70

902+34.79 US 24
984+67.69 CONANT

STA 903+60.88, 31.15′ RT
EX. CB, GR. EL. 634.49
EX. 6″ PVC NW 629.19
EX. 10″ PVC NE 629.04
STA 903+60.65, 32.72′ LT
EX. CB, GR. EL. 634.51
EX. 8″ RCP NW 629.51
EX. 6″ RCP SW 629.91

4″ STEEL GAS

EX. 8″ RCP

EX. 10″ PVC

EX. 12″ RCP

EX. 12″ TRA

EX. 12″ CLAY

STA 902+68.18, 84.50′ RT
EX. CB, GR. EL. 634.70

STA 903+36.64, 86.19′ LT
EX. CB, GR. EL. 633.61
EX. 12″ RCP NE 630.36
EX. 6″ CMP SW 630.36

STA 903+90.57, 14.00′ RT
EX. SAN MH, GR. EL. 635.01
EX. 12″ CLAY SE&NW 625.21
EX. 12″ RCP NW 628.36
EX. 12″ PVC W 630.16
EX. 12″ CLAY SW 625.56

STA 903+93.96, 44.36′ LT
EX. MH, GR. EL. 634.33
EX. 1″ TOP PIP 628.43
EX. 12″ TRA PSE 627.03
EX. 10″ RCP NE 626.08
EX. 6″ PVC NE 629.63

EXIST. PROFILE GRADE
636.53 636.46 636.36 636.15 636.01 635.76 635.64 635.63 635.48 635.33 635.27 635.13 634.87
EXIST. PROFILE GRADE

984+00 903+00 904+00 905+00

HORIZONTAL SCALE IN FEET
0 10 20 40

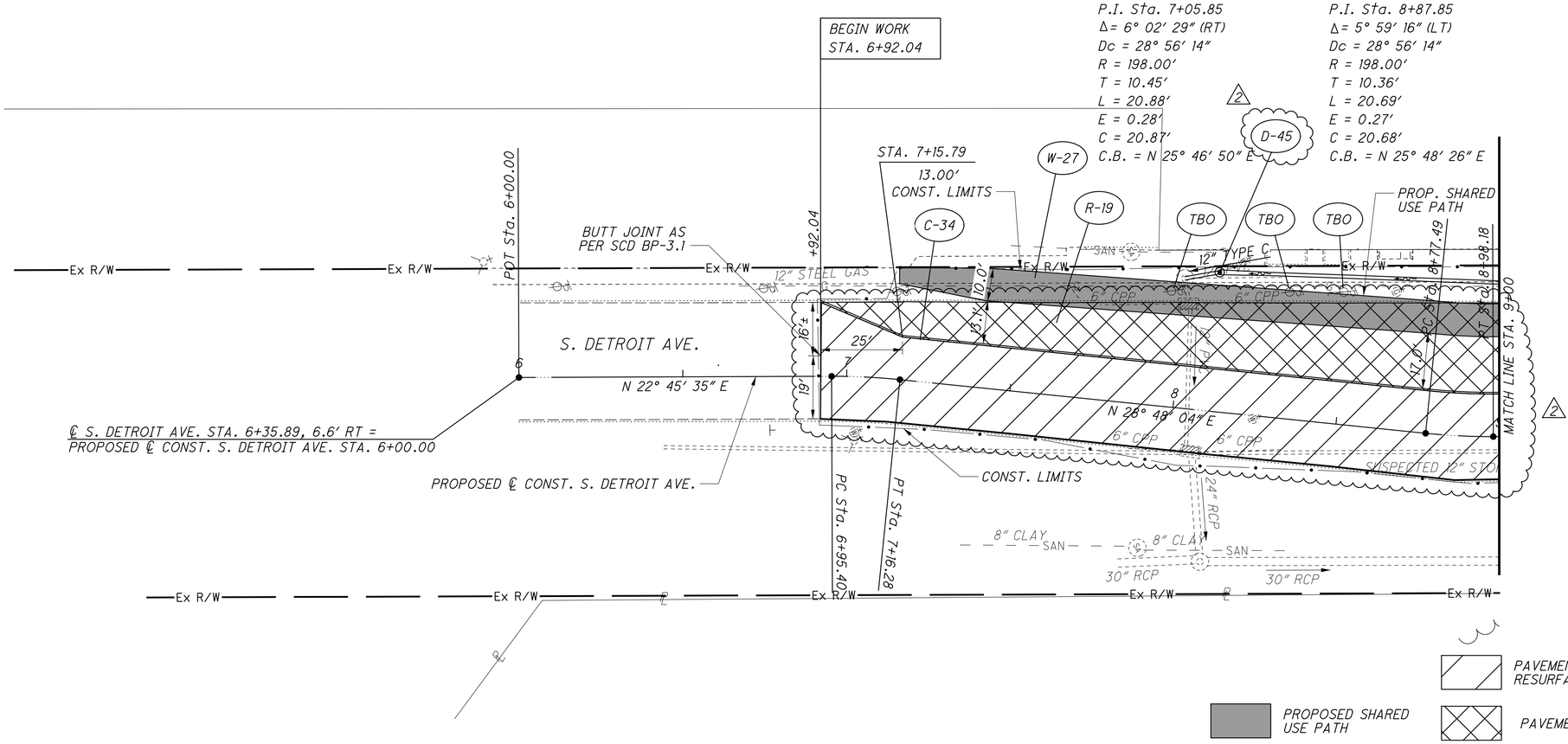
CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE - CONANT ST. INTERSECTION CONANT ST. AND U.S. 24

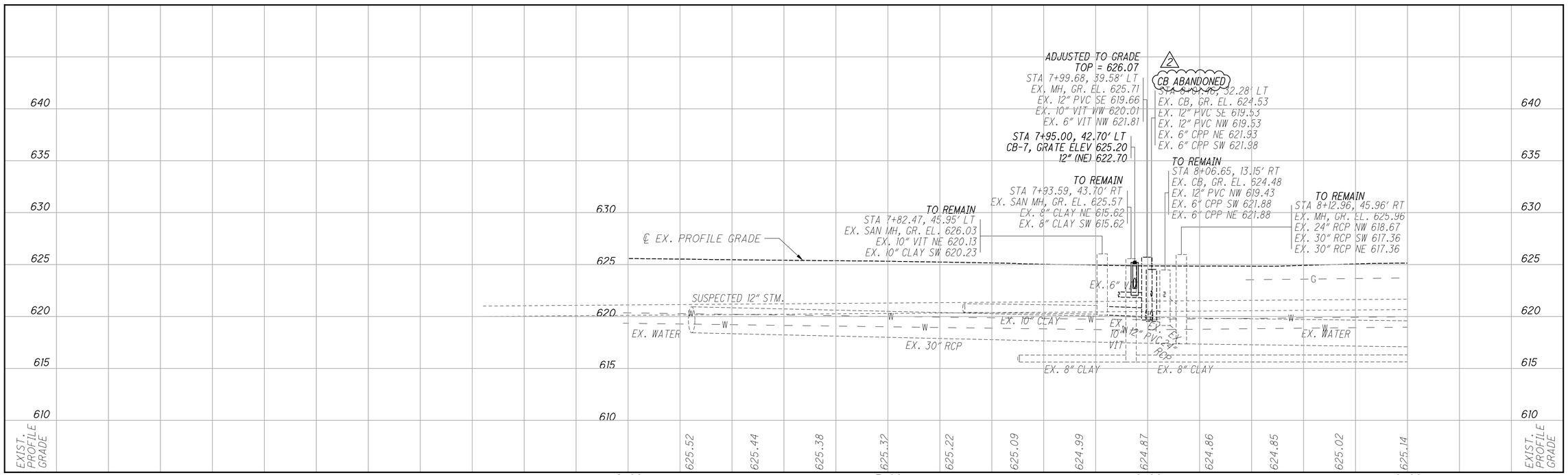
LUC-24-15.61

91
370

W:\Projects\Projects K-O\MAUM0014\106389\Design\Roadway\Sheets\106389_GP20I.dgn Sheet 7/7/2022 9:43:33 AM rmurray



2 REVISION 2 07/07/2022



W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GP301.dgn Sheet 7/7/2022 8:37:44 PM rmurray

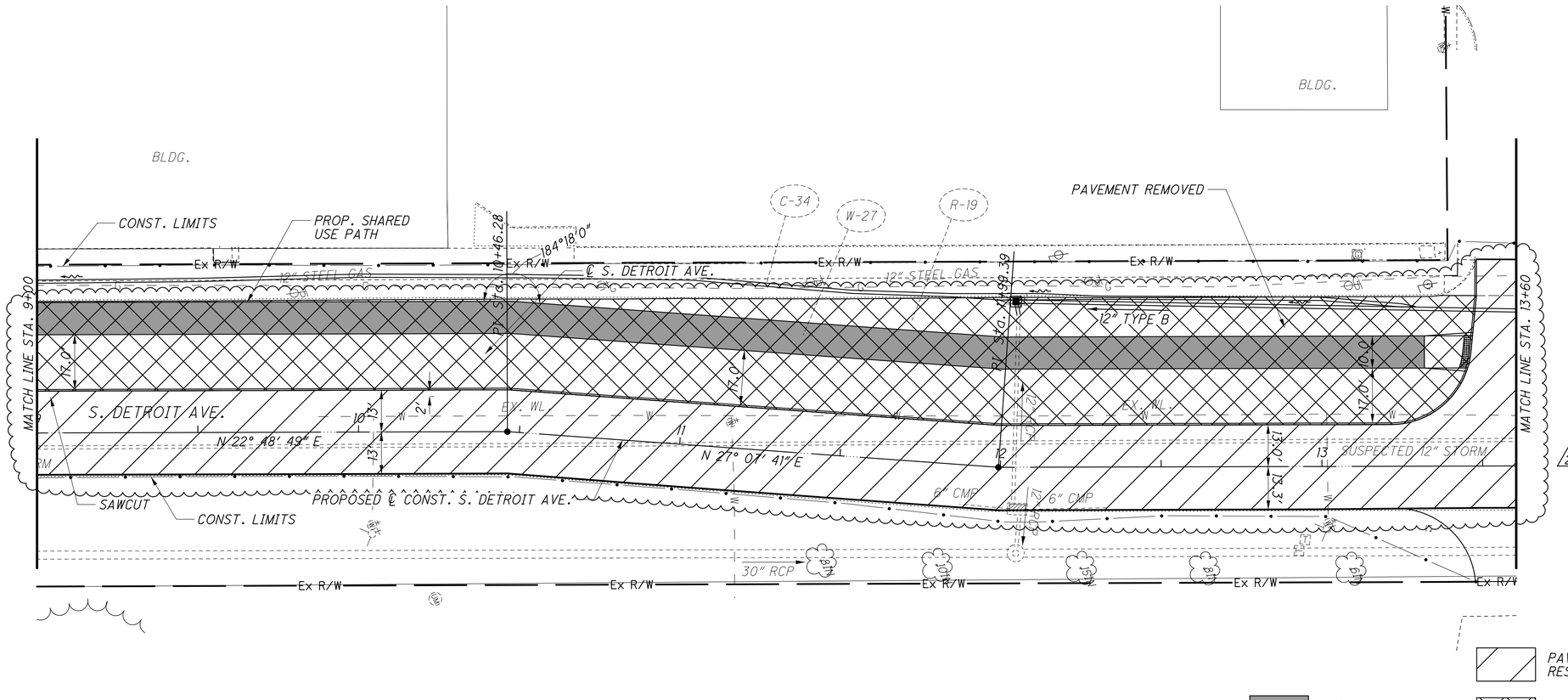
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DTB
CHECKED DPF

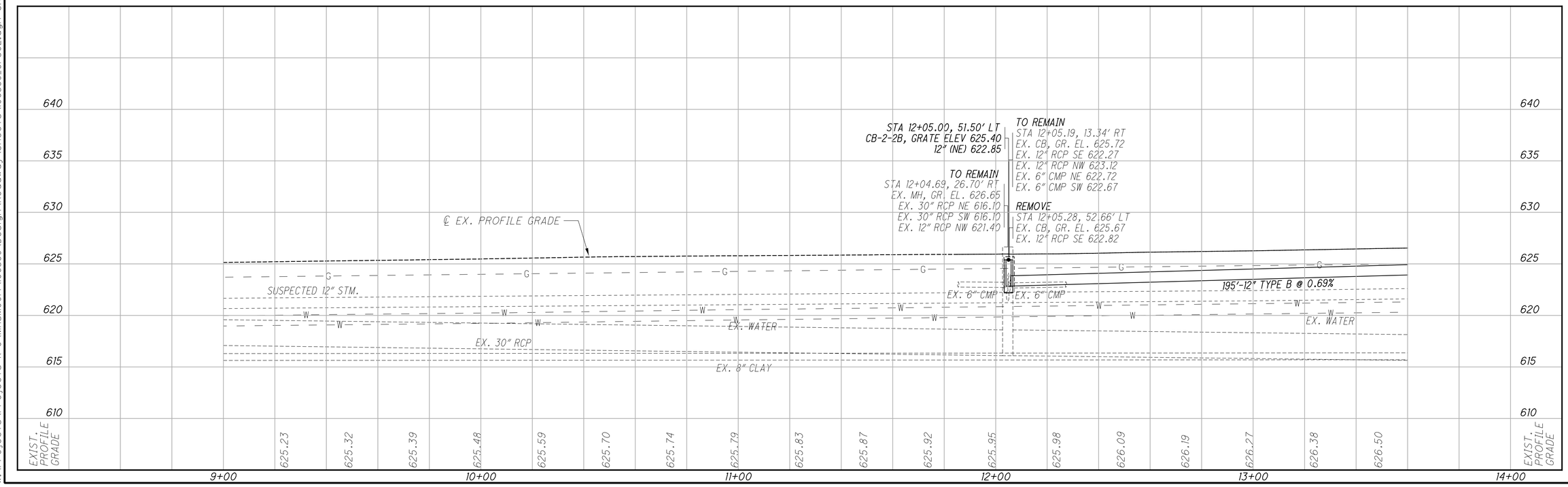
PLAN AND PROFILE - DETROIT AVE.
BEGIN SHEET TO STA. 9+00

LUC-24-15.61

92
370



2 REVISION 2 07/07/2022

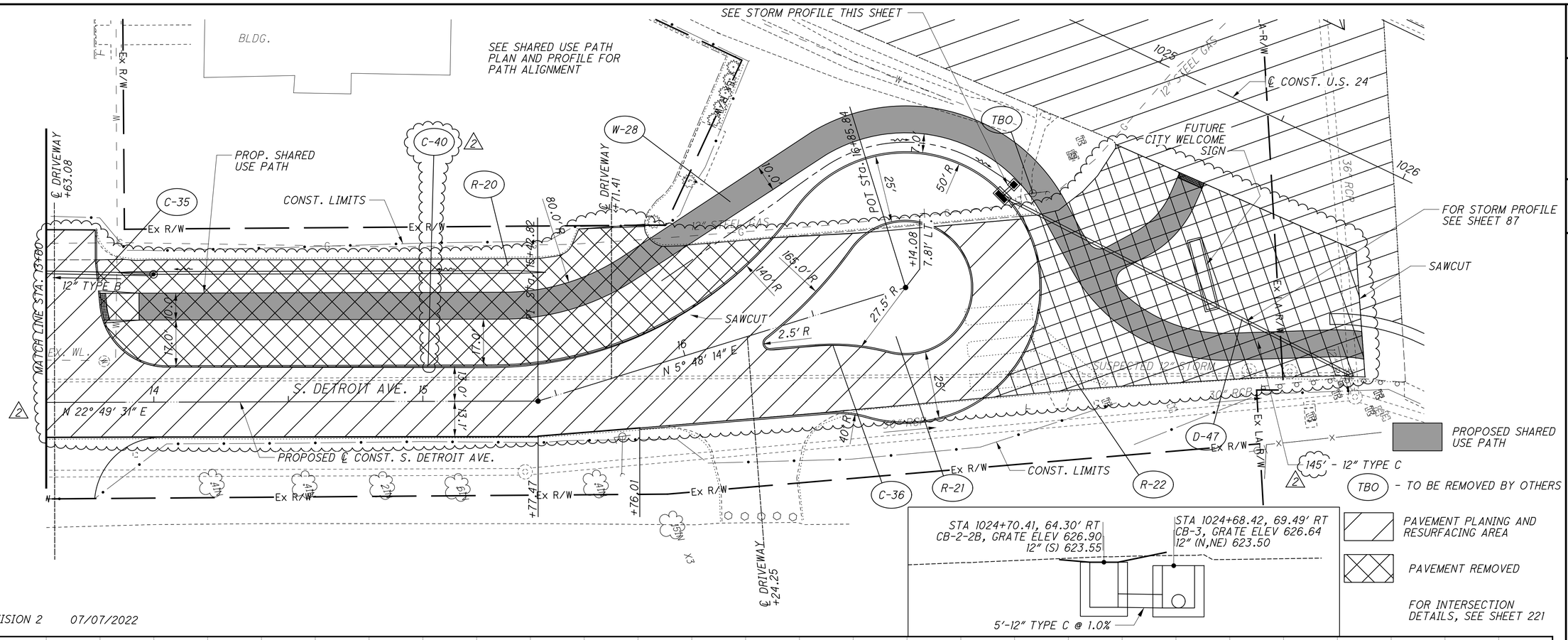


HORIZONTAL SCALE IN FEET
0 10 40

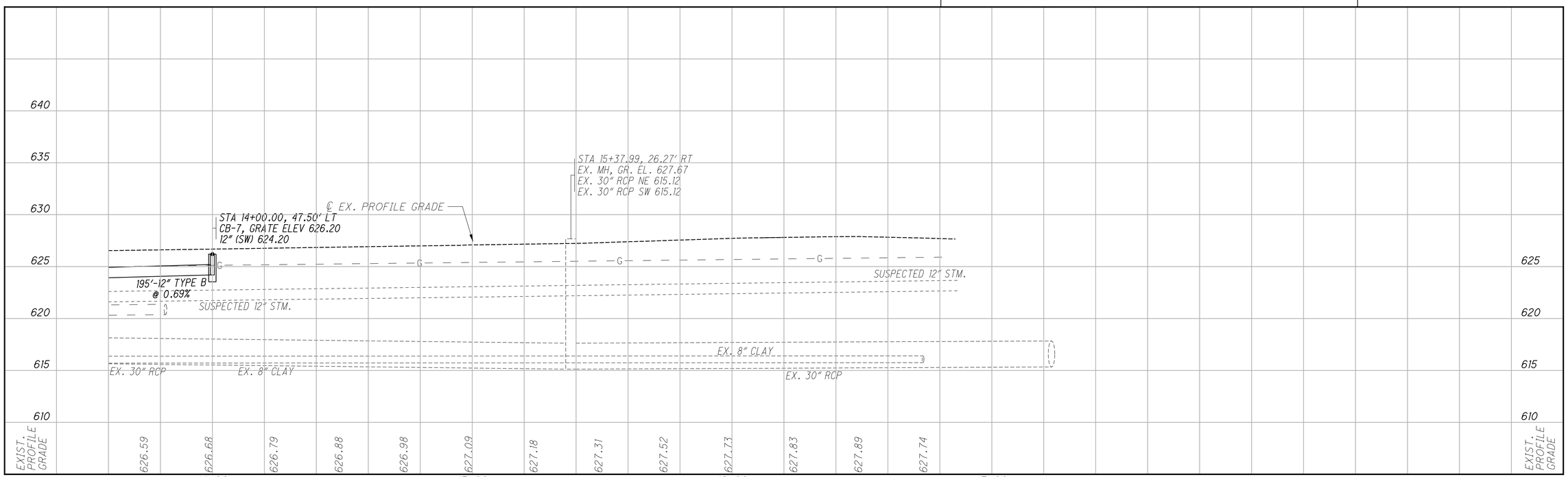
CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE - DETROIT AVE. STA. 9+00 TO STA. 13+60

LUC-24-15.61



2 REVISION 2 07/07/2022



PLAN AND PROFILE - DETROIT AVE.
STA. 13+60 TO END

LUC-24-15.61

94
370

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DTB
CHECKED DPF

W:\Projects\Projects K-O\MAUM0014\06389\Design\Roadway\Sheets\06389_GP303.dgn Sheet 7/7/2022 8:44:22 PM rmurray

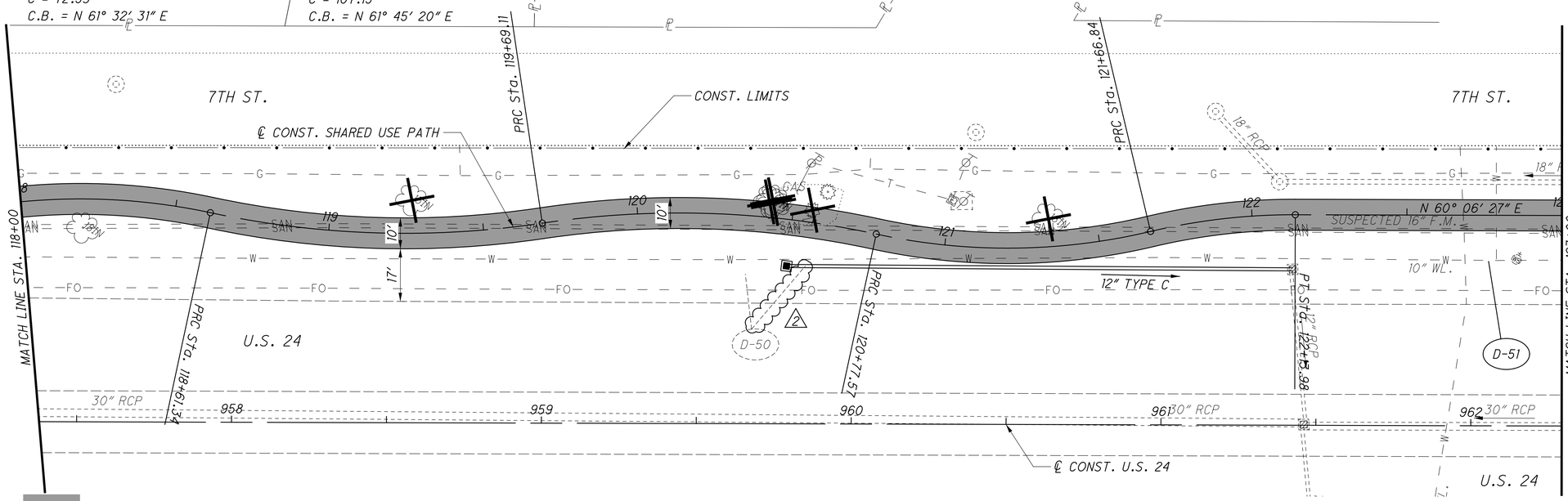
P.I. Sta. 118+25.09
Δ = 21° 00′ 33″ (RT)
Dc = 28° 38′ 52″
R = 200.00′
T = 37.08′
L = 73.34′
E = 3.41′
C = 72.93′
C.B. = N 61° 32′ 31″ E

P.I. Sta. 119+15.81
Δ = 20° 34′ 55″ (LT)
Dc = 19° 05′ 55″
R = 300.00′
T = 54.47′
L = 107.77′
E = 4.90′
C = 107.19′
C.B. = N 61° 45′ 20″ E

P.I. Sta. 120+23.94
Δ = 20° 42′ 53″ (RT)
Dc = 19° 05′ 55″
R = 300.00′
T = 54.83′
L = 108.46′
E = 4.97′
C = 107.87′
C.B. = N 61° 49′ 19″ E

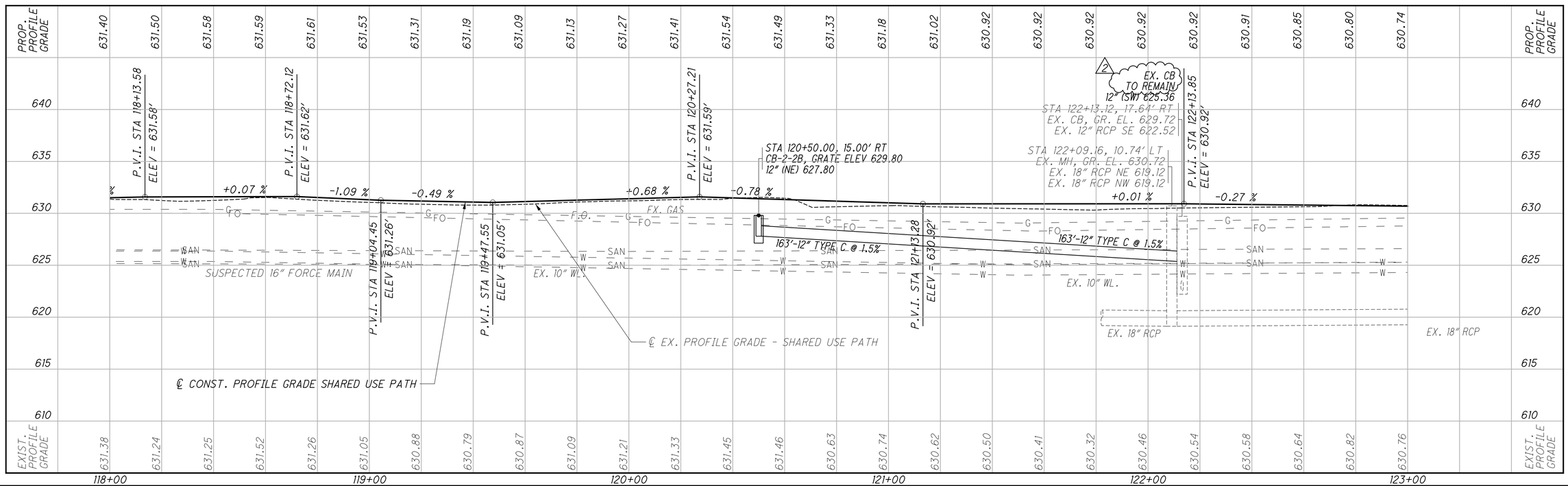
P.I. Sta. 121+22.96
Δ = 25° 34′ 29″ (LT)
Dc = 28° 38′ 52″
R = 200.00′
T = 45.39′
L = 89.27′
E = 5.09′
C = 88.53′
C.B. = N 59° 23′ 31″ E

P.I. Sta. 121+90.52
Δ = 13° 30′ 11″ (RT)
Dc = 28° 38′ 52″
R = 200.00′
T = 23.68′
L = 47.13′
E = 1.40′
C = 47.03′
C.B. = N 53° 21′ 22″ E



ITEM 670 - DITCH EROSION PROTECTION (7.5′ WIDE)

2 REVISION 2 07/07/2022



HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED DTB
CHECKED DPF

PLAN AND PROFILE - SHARED USE PATH
STA. 118+00 TO STA. 123+00

LUC-24-15.61

107
370