

SEE PAGES 2-4 FOR DETAILED MAP LOCATIONS

ROUTE	LATITUDE	LONGITUDE
HUR-18	N 41°12'14"	W -82°27'6"
CRA-61	N 40°48'5"	W -82°43'51"
RIC-61	N 40°51'2"	W -82°41'41"
MED-94	N 41°5'57"	W -81°44'8"

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
D03-SMOOTH-FY2016

VILLAGE OF CRESTLINE
CLARKSFIELD TOWNSHIP
HARTLAND TOWNSHIP
JACKSON TOWNSHIP
NORWALK TOWNSHIP
SHARON TOWNSHIP (MED.)
SHARON TOWNSHIP (RIC.)
TOWNSEND TOWNSHIP

CRAWFORD COUNTY
HURON COUNTY
MEDINA COUNTY
RICHLAND COUNTY

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT REPAIRS, PLACING ITEM 424 AND PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA =
N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA =
N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA =
N/A (MAINTENANCE PROJECT)

2013 SPECIFICATIONS

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

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

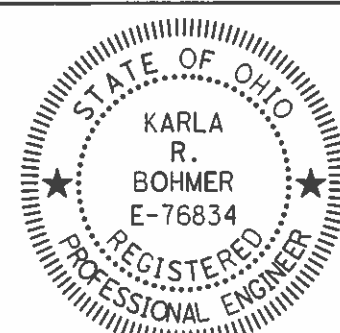
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APPROVED *AlcB*
DATE 3-2-15 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

ENGINEERS SEAL:

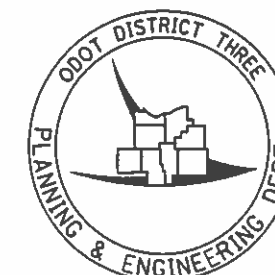


SIGNED: *Karla R. Bohmer*
DATE: *2/27/15*

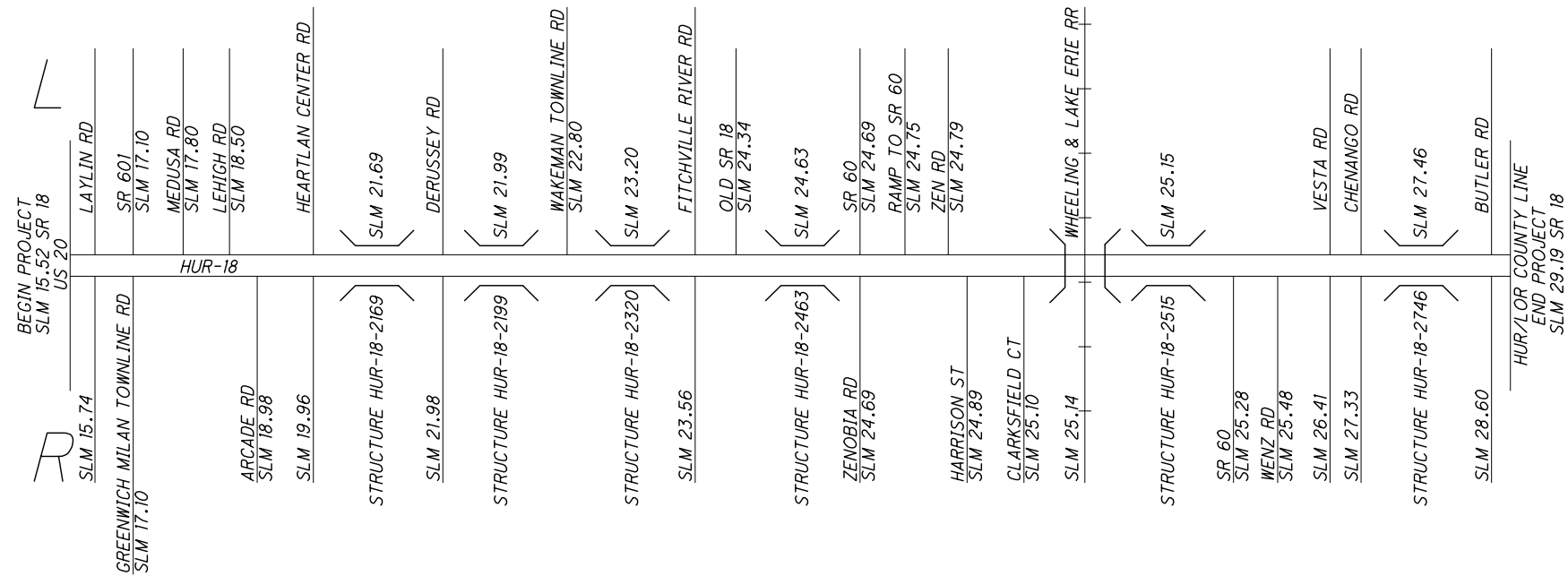
UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS UNDERGROUND
PROTECTION SERVICE CALL: 1-800-925-0988

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	7/18/14	TC-41.20	10/18/13	800	4/17/15
BP-4.1	7/19/13	TC-42.20	10/18/13	830	1/17/14
BP-7.1	7/18/14	TC-52.10	10/18/13	832	1/17/14
		TC-52.20	7/18/14	897	1/18/15
DM-4.3	7/19/13	TC-64.10	1/16/15		
DM-4.4	7/20/12	TC-65.10	1/17/14		
		TC-65.11	7/18/14		
MT-95.31	7/18/14	TC-71.10	1/17/14		
MT-95.32	7/18/14				
MT-95.60	7/19/13	RM-1.1	7/18/14		
MT-97.10	7/18/14				
MT-97.12	7/18/14				
MT-99.20	7/19/13				
MT-101.90	7/18/14				
MT-105.10	7/19/13				

PLANS PREPARED BY:



FEDERAL PROJECT NO. **E150222**
PID NO. **86698**
CONSTRUCTION PROJECT NO. _____
RAILROAD INVOLVEMENT **CSX**
D03-SMOOTH-FY2016
1/12



**HUR SR 18
DESIGN DESIGNATION**

SLM 15.46-17.10
 CURRENT ADT (2016) 3000
 DESIGN YEAR ADT (2024) 3000
 DESIGN HOURLY VOLUME (2024) 300
 DIRECTIONAL DISTRIBUTION 55%
 TRUCKS (24 HOUR B&C) 11%
 DESIGN SPEED/LEGAL SPEED 55 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 PRINCIPAL ARTERIAL

NHS PROJECT - YES

SLM 17.10-19.96
 CURRENT ADT (2016) 3600
 DESIGN YEAR ADT (2024) 3700
 DESIGN HOURLY VOLUME (2024) 370
 DIRECTIONAL DISTRIBUTION 60%
 TRUCKS (24 HOUR B&C) 11%
 DESIGN SPEED/LEGAL SPEED 55 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 PRINCIPAL ARTERIAL

NHS PROJECT - YES

SLM 19.96-24.69
 CURRENT ADT (2016) 2900
 DESIGN YEAR ADT (2024) 3000
 DESIGN HOURLY VOLUME (2024) 300
 DIRECTIONAL DISTRIBUTION 53%
 TRUCKS (24 HOUR B&C) 17%
 DESIGN SPEED/LEGAL SPEED 55 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 PRINCIPAL ARTERIAL

NHS PROJECT - YES

SLM 24.69-25.28
 CURRENT ADT (2016) 4000
 DESIGN YEAR ADT (2024) 4200
 DESIGN HOURLY VOLUME (2024) 420
 DIRECTIONAL DISTRIBUTION 57%
 TRUCKS (24 HOUR B&C) 16%
 DESIGN SPEED/LEGAL SPEED 45 MPH

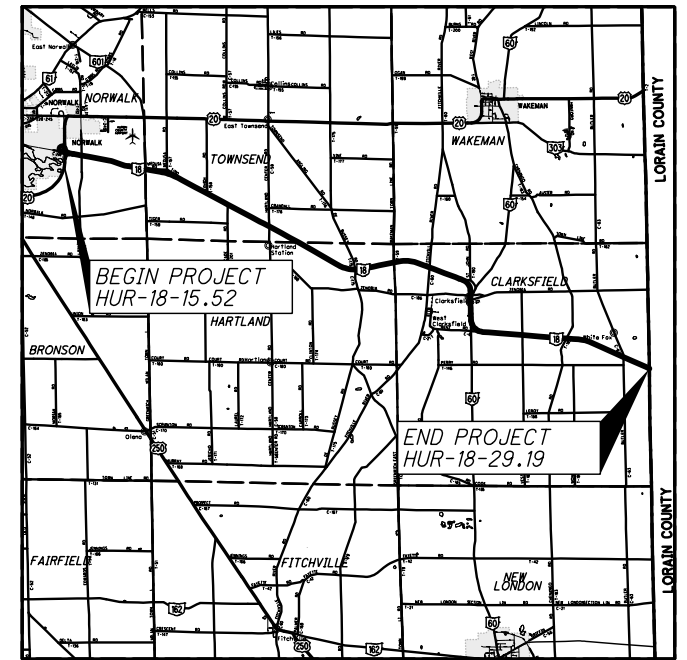
DESIGN FUNCTIONAL CLASSIFICATION:
 PRINCIPAL ARTERIAL

NHS PROJECT - YES

SLM 25.28-29.19
 CURRENT ADT (2016) 2400
 DESIGN YEAR ADT (2024) 2400
 DESIGN HOURLY VOLUME (2024) 240
 DIRECTIONAL DISTRIBUTION 53%
 TRUCKS (24 HOUR B&C) 17%
 DESIGN SPEED/LEGAL SPEED 55 MPH

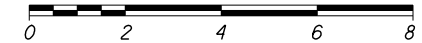
DESIGN FUNCTIONAL CLASSIFICATION:
 PRINCIPAL ARTERIAL

NHS PROJECT - YES

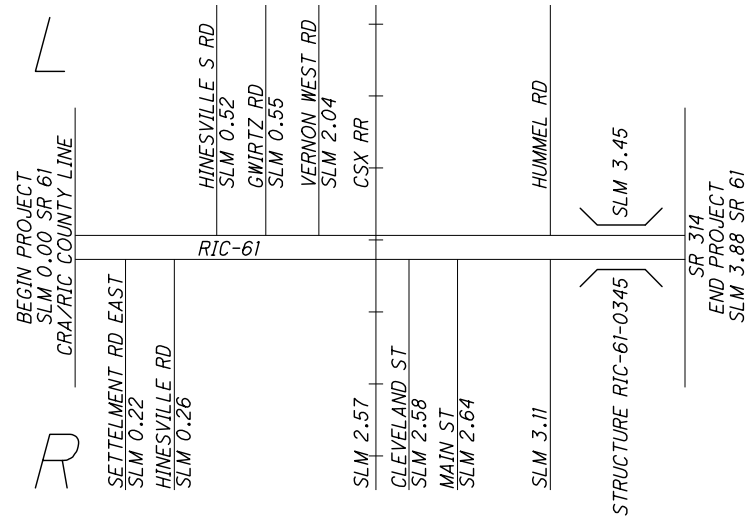


LOCATION MAP

SCALE IN MILES



PORTION TO BE IMPROVED -----
 INTERSTATE & DIVIDED HIGHWAY -----
 UNDIVIDED STATE & FEDERAL ROUTES -----
 OTHER ROADS -----



**RIC SR 61
DESIGN DESIGNATION**

SLM 0.00-0.53
 CURRENT ADT (2016) 1200
 DESIGN YEAR ADT (2024) 1200
 DESIGN HOURLY VOLUME (2024) 120
 DIRECTIONAL DISTRIBUTION 52%
 TRUCKS (24 HOUR B&C) 5%
 DESIGN SPEED/LEGAL SPEED 55 MPH

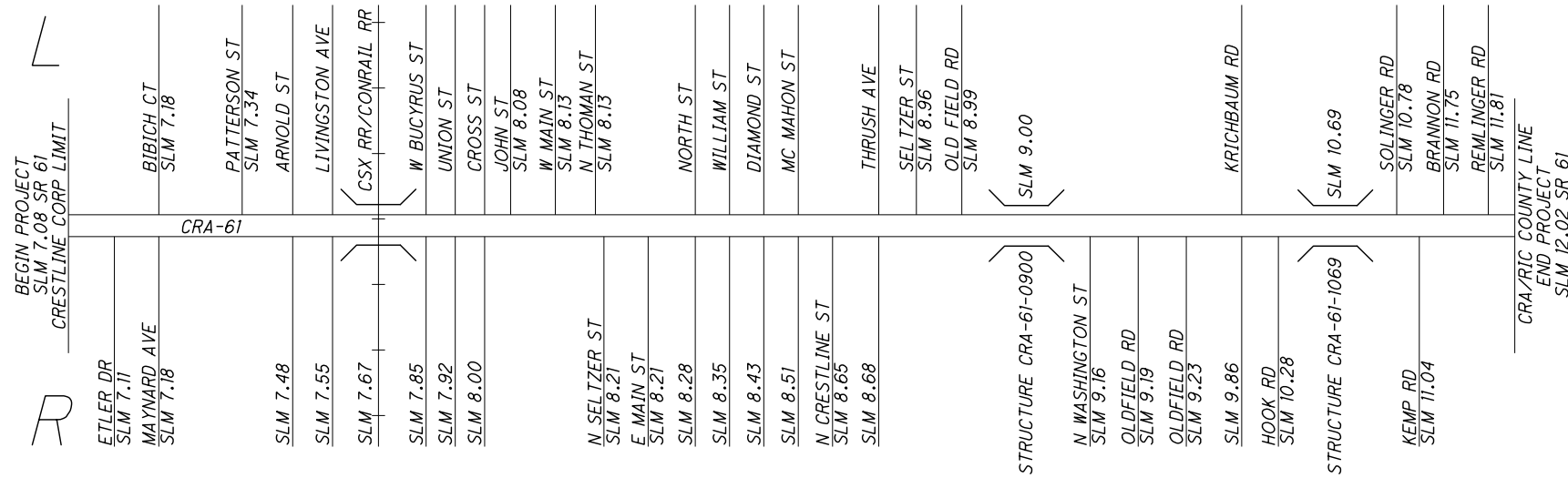
DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

SLM 0.53-3.88
 CURRENT ADT (2016) 720
 DESIGN YEAR ADT (2024) 720
 DESIGN HOURLY VOLUME (2024) 70
 DIRECTIONAL DISTRIBUTION 50%
 TRUCKS (24 HOUR B&C) 6%
 DESIGN SPEED/LEGAL SPEED 55 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO



**CRA SR 61
DESIGN DESIGNATION**

SLM 7.08-7.56
 CURRENT ADT (2016) 3200
 DESIGN YEAR ADT (2024) 3200
 DESIGN HOURLY VOLUME (2024) 290
 DIRECTIONAL DISTRIBUTION 51%
 TRUCKS (24 HOUR B&C) 7%
 DESIGN SPEED/LEGAL SPEED 35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

SLM 7.56-8.13
 CURRENT ADT (2016) 5100
 DESIGN YEAR ADT (2024) 5100
 DESIGN HOURLY VOLUME (2024) 460
 DIRECTIONAL DISTRIBUTION 51%
 TRUCKS (24 HOUR B&C) 7%
 DESIGN SPEED/LEGAL SPEED 35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

SLM 8.21-9.87
 CURRENT ADT (2016) 1500
 DESIGN YEAR ADT (2024) 1500
 DESIGN HOURLY VOLUME (2024) 150
 DIRECTIONAL DISTRIBUTION 51%
 TRUCKS (24 HOUR B&C) 11%
 DESIGN SPEED/LEGAL SPEED 35 MPH (8.21-8.73),
 55 MPH (8.73-9.8)

DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

SLM 8.13-8.21
 CURRENT ADT (2016) 6000
 DESIGN YEAR ADT (2024) 6000
 DESIGN HOURLY VOLUME (2024) 600
 DIRECTIONAL DISTRIBUTION 56%
 TRUCKS (24 HOUR B&C) 10%
 DESIGN SPEED/LEGAL SPEED 35 MPH

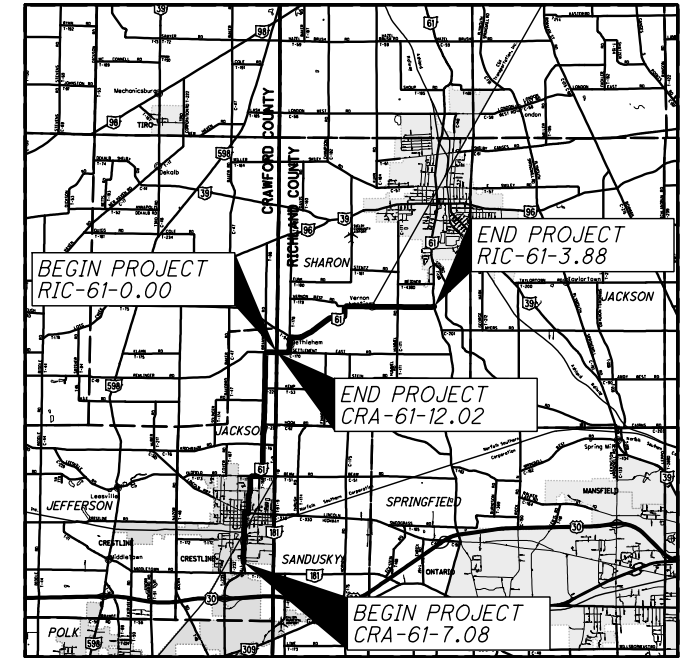
DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

SLM 9.87-12.02
 CURRENT ADT (2016) 1100
 DESIGN YEAR ADT (2024) 1100
 DESIGN HOURLY VOLUME (2024) 110
 DIRECTIONAL DISTRIBUTION 51%
 TRUCKS (24 HOUR B&C) 10%
 DESIGN SPEED/LEGAL SPEED 55 MPH

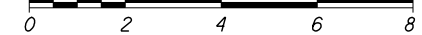
DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR

NHS PROJECT - NO

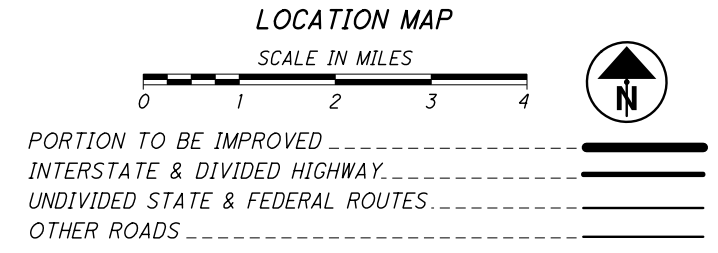
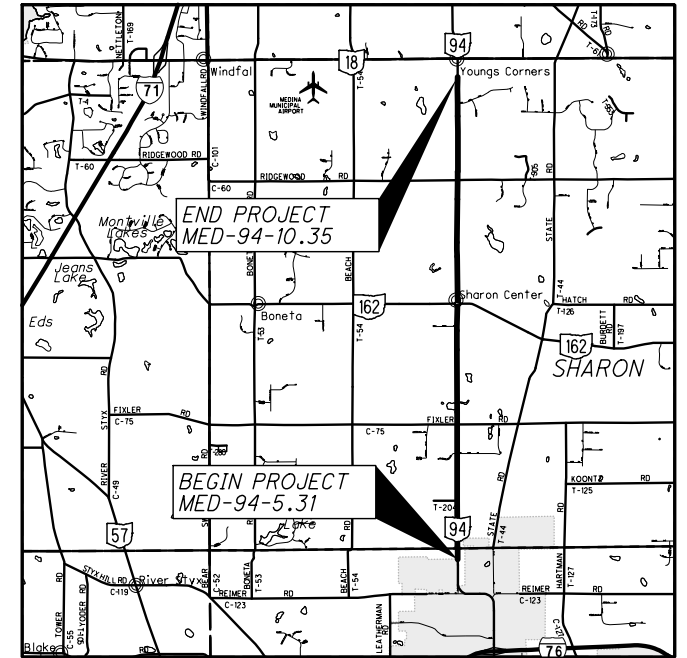
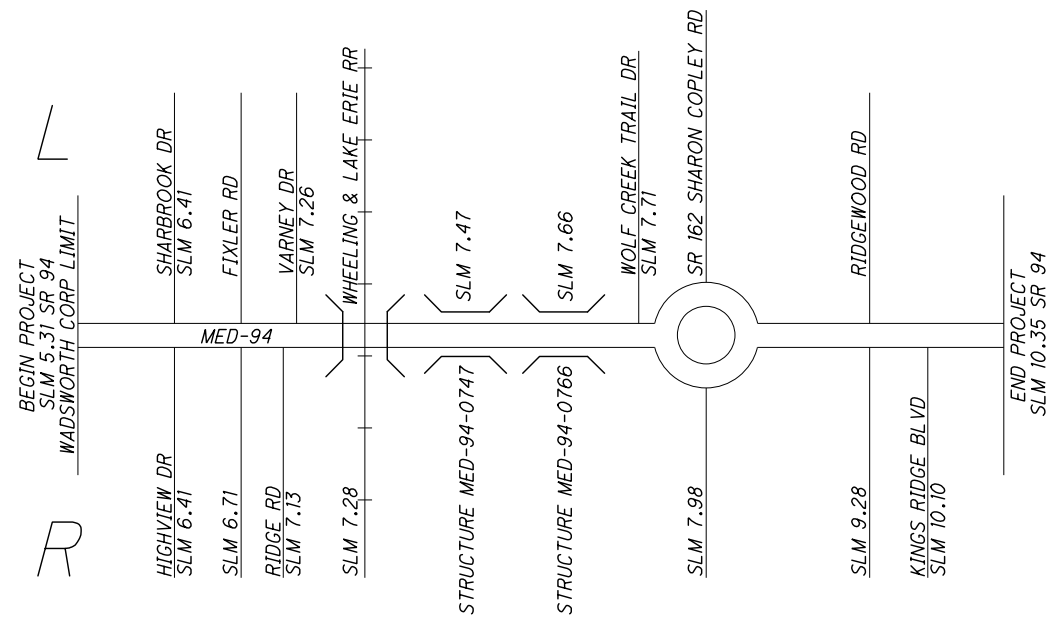


LOCATION MAP

SCALE IN MILES



PORTION TO BE IMPROVED _____
 INTERSTATE & DIVIDED HIGHWAY _____
 UNDIVIDED STATE & FEDERAL ROUTES _____
 OTHER ROADS _____



**MED SR 94
DESIGN DESIGNATION**

SLM 5.31-7.94
 CURRENT ADT (2016) 6000
 DESIGN YEAR ADT (2024) 6300
 DESIGN HOURLY VOLUME (2024) 570
 DIRECTIONAL DISTRIBUTION 51%
 TRUCKS (24 HOUR B&C) 6%
 DESIGN SPEED/LEGAL SPEED 55 MPH (5.31-7.05)
 50 MPH (7.05-7.66)
 35 MPH (7.66-7.94)

AL CLASSIFICATION:
 MAJOR COLLECTOR
 NHS PROJECT - NO

SLM 7.94-7.98
 CURRENT ADT (2016) 3800
 DESIGN YEAR ADT (2024) 4100
 DESIGN HOURLY VOLUME (2024) 370
 DIRECTIONAL DISTRIBUTION 100%
 TRUCKS (24 HOUR B&C) 6%
 DESIGN SPEED/LEGAL SPEED 35 MPH

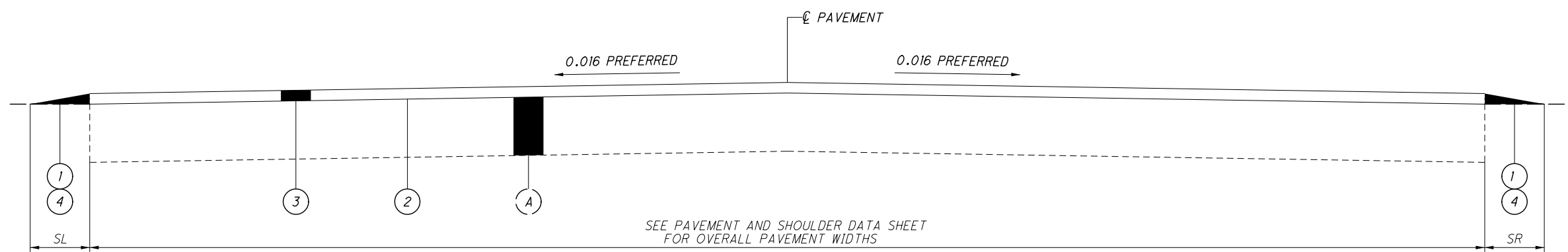
DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR
 NHS PROJECT - NO

SLM 7.98-8.02
 CURRENT ADT (2016) 5600
 DESIGN YEAR ADT (2024) 6200
 DESIGN HOURLY VOLUME (2024) 620
 DIRECTIONAL DISTRIBUTION 100%
 TRUCKS (24 HOUR B&C) 5%
 DESIGN SPEED/LEGAL SPEED 35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR
 NHS PROJECT - NO

SLM 8.02-10.35
 CURRENT ADT (2016) 5900
 DESIGN YEAR ADT (2024) 6400
 DESIGN HOURLY VOLUME (2024) 580
 DIRECTIONAL DISTRIBUTION 56%
 TRUCKS (24 HOUR B&C) 6%
 DESIGN SPEED/LEGAL SPEED 35 MPH (8.02-8.48),
 55 MPH (8.48-10.35)

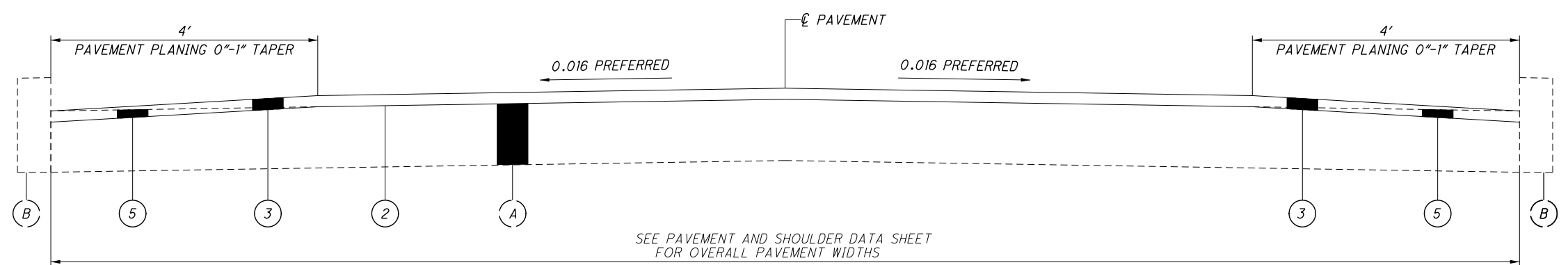
DESIGN FUNCTIONAL CLASSIFICATION:
 MAJOR COLLECTOR
 NHS PROJECT - NO



SEE PAVEMENT AND SHOULDER DATA SHEET FOR OVERALL PAVEMENT WIDTHS

TYPICAL 1

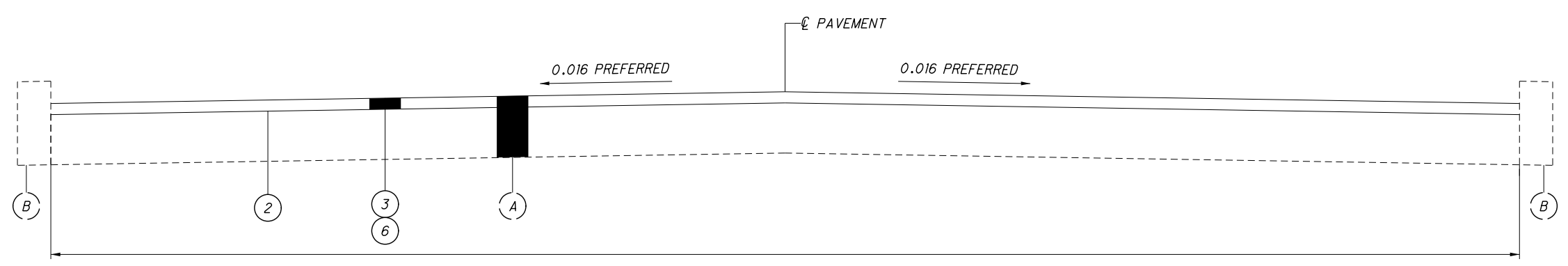
HUR 18: 15.52-29.19
 CRA 61: 7.08-7.48
 CRA 61: 8.54-12.02
 RIC 61: 0.00-3.88
 MED 94: 5.31-7.92
 MED 94: 8.03-10.35



SEE PAVEMENT AND SHOULDER DATA SHEET FOR OVERALL PAVEMENT WIDTHS

TYPICAL 2

CRA 61: 7.48-8.54



TYPICAL 3

MED-94: 7.92-8.03

PROPOSED LEGEND

- (A) EXISTING PAVEMENT
- (B) EXISTING CURB

PROPOSED LEGEND

- (1) ITEM 209 - LINEAR GRADING
- (2) ITEM 407 - TACK COAT
- (3) ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B (1.00")
- (4) ITEM 617 - COMPACTED AGGREGATE
- (5) ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (0.0" TO 1.0" TAPER)
- (6) ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (1.0" DEEP)

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UTILITIES

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

CITY
CITY OF SHELBY
23 WEST MAIN STREET
SHELBY, OH 44875
419-347-5131

CITY OF WADSWORTH ENGINEER'S OFFICE
120 MAPLE STREET
WADSWORTH, OH 44281
330-335-2737

COUNTY
MEDINA COUNTY ENGINEER'S OFFICE
791 WEST SMITH ROAD
MEDINA, OH 44256
330-764-8331

COMMUNICATION
ARMSTRONG UTILITIES
1215 CLAREMONT AVENUE
ASHLAND, OH 44805
419-289-0161

TIME WARNER CABLE
1575 LEXINGTON AVE
MANSFIELD, OH 44901
419-756-6091

LEVEL 3 COMMUNICATIONS
1025 ELDORADO BOULEVARD
BROOMFIELD, COLORADO 80021
720-888-1702

CENTURYLINK
175 ASHLAND ROAD
P.O. BOX 3555
MANSFIELD, OH 44907
419-755-7956

QWEST NATIONAL NETWORK SERVICES
4650 LAKEHURST COURT
DUBLIN, OHIO 43016
614-215-5606

ONE COMMUNITY
800 W. SAINT CLAIR
CLEVELAND, OHIO 44113

WINDSTREAM
560 TERNES AVENUE
ELYRIA, OHIO 44035
440-329-4245

VERIZON BUSINESS (FORMERLY MCI)
120 RAVINE STREET
AKRON, OHIO 44303
330-253-8267

FRONTIER COMMUNICATION
3 TOWNSEND AVENUE
NORWALK, OHIO 44857
419-744-3613

SPRINT
11370 ENTERPRISE PARK DRIVE
SHARONVILLE, OHIO 45241
513-612-4204

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

SPECIAL EVENT NOTIFICATION

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING SPECIAL EVENTS:

HUR-18 SLM: 15.52 - 20.20, "NIGHT UNDER FIRE AT SUMMIT MOTORSPORTS PARK" LANES MUST BE OPEN TO TRAFFIC AT 12:00 NOON FRIDAY AUGUST 14, 2015 THROUGH 6:00AM MONDAY AUGUST 17, 2015.

CRA-61 SLM: 7.08 - 12.02, "HARVEST FESTIVAL IN CRESTLINE" LANES MUST BE OPEN TO TRAFFIC AT 12:00 NOON WEDNESDAY SEPTEMBER 16, 2015 THROUGH 6:00AM MONDAY SEPTEMBER 21, 2015.

INTERIM COMPLETION DATE

DUE TO THE LENGTH OF THIS PROJECT AND THE STRINGENT AMBIENT TEMPERATURE REQUIREMENTS OF ITEM 424, ALL WORK INVOLVING ITEM 424 SHALL BE COMPLETED BEFORE AN INTRIM COMPLETION DATE OF SEPTEMBER 30, 2015 WITH ALL REMAINING ITEMS FINISHED BEFORE A FINAL COMPLETION DATE OF OCTOBER 31, 2015.

ELECTRIC
AMERICAN ELECTRIC POWER
2622 SOUTH S.R.100
TIFFIN, OHIO 44883
419-443-4607

LORAIN-MEDINA RURAL ELECTRIC
P.O. BOX 158
WELLINGTON, OHIO 44090
1-800-222-5673

NORTH CENTRAL ELECTRIC CO-OP
13978 EAST C.R. 56
ATTICA, OHIO 44807
1-800-426-3072

OHIO EDISON COMPANY
6326 LAKE AVENUE
ELYRIA, OHIO 44035
440-326-3207

OHIO EDISON COMPANY (MANSFIELD)
420 YORK STREET
SPRINGFIELD, OHIO 45505
937-327-1283

GAS
COLUMBIA GAS OF OHIO
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OHIO 44130
440-891-2428

COLUMBIA GAS TRANSMISSION
589 NORTH STATE ROAD
MEDINA, OHIO 44256
330-721-4163

DOMINION EAST OHIO
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OHIO 44333
1-800-362-7557

GATHERCO, INC
300 TRACY BRIDGE ROAD
ORRVILLE, OH 44667
330.498.9553

SUNOCO PIPELINE LP
525 FRITZTOWN ROAD
SINKING SPRINGS, PA 19608
610.670.3279

TRAFFIC
ODOT DISTRICT 3 TRAFFIC
906 CLARK AVENUE
ASHLAND, OHIO 44805
419-207-7045

WATER
NORTHERN OHIO RURAL WATER
870 THIRD STREET N.W.
MASSILLON, OHIO 44647
330-832-7600

RURAL LORAIN WATER AUTHORITY
42401 S.R. 303, P.O. BOX 567
LAGRANGE, OHIO 44050
440-355-6060

PAVING AT RAILROAD CROSSINGS

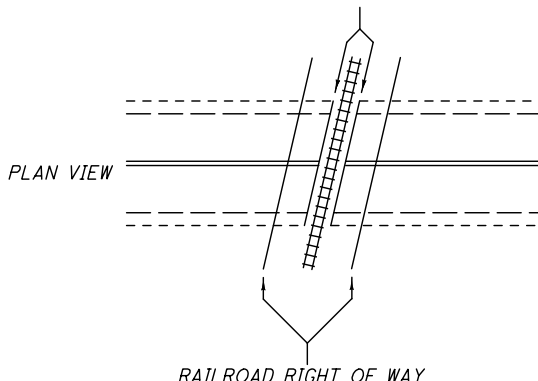
PRIOR TO ANY WORK AT RAILROAD CROSSINGS THE CONTRACTOR SHALL CONTACT THE AFFECTED RAILROAD AUTHORITY SO AS TO MAKE THEM AWARE OF THE PROGRESS AND SCHEDULE OF WORK. THE CONTRACTOR SHALL COOPERATE WITH THE RAILROAD SO AS TO ELIMINATE ANY SAFETY CONCERNS. FLAGGING WILL BE REQUIRED BY THE RAILROAD. ODOT WILL BE RESPONSIBLE FOR PAYING THE RAILROAD FOR ALL FLAGGING COSTS. REFER TO THE RAILROAD SPECIAL CLAUSES IN THE PROPOSAL.

THE CROWN SHALL BE WORKED OUT OF THE RESURFACED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE RESURFACED PAVEMENT TO MEET THE PLATFORM ELEVATION.

SUSPEND AND RESUME RESURFACING AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

DETAIL - PAVING AT RAILROAD CROSSING

BUTT JOINT/BEGIN AND END RESURFACING



NOTE:

- 1.) DO NOT DISTURB RAILROAD GATES
- 2.) RE-INSTALL PAVEMENT MARKINGS
- 3.) RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME RESURFACING AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4305 OR EMAIL AT D03.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT LOUIS.TUMBLIN@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PROFILE ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE AN AVERAGE THICKNESS OF 1 IN.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FEET. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, THE CONTRACTOR IS ADVISED THAT FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. (SEE BELOW LIST) IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED. COPIES OF THE ALTERATION AND FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION. THE CONTRACTOR IS ADVISED THAT NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

THE CONTRACTOR IS FURTHER ADVISED THAT THE FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION SERVICE, AJR-32
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-0520

ODOT
OFFICE OF AVIATION
2829 W DUBLIN-GRANVILLE RD.
COLUMBUS, OH 43235
614.793.5046

AERONAUTICAL STUDY NUMBER	COUNTY	ROUTE	STRAIGHT LINE MILE	LAT-LONG	
				LATITUDE	LONGITUDE
2015 - AGL - 1228 - OE	MEDINA	94	5.31	41° 3' 37.73"	-81° 44' 9.18"
2015 - AGL - 1229 - OE	MEDINA	94	5.81	41° 4' 4.42"	-81° 44' 9.07"
2016 - AGL - 1230 - OE	MEDINA	94	6.31	41° 4' 30.75"	-81° 44' 8.90"
2017 - AGL - 1231 - OE	MEDINA	94	6.81	41° 4' 57.17"	-81° 44' 8.65"
2018 - AGL - 1232 - OE	MEDINA	94	7.81	41° 5' 48.06"	-81° 44' 7.93"
2019 - AGL - 1233 - OE	HURON	18	15.32	41° 14' 11.69"	-82° 34' 22.49"
2020 - AGL - 1234 - OE	HURON	18	15.82	41° 14' 15.06"	-82° 33' 53.44"
2016 - AGL - 1235 - OE	HURON	18	16.32	41° 14' 10.33"	-82° 33' 19.45"
2017 - AGL - 1236 - OE	HURON	18	16.82	41° 14' 3.47"	-82° 32' 46.22"
2018 - AGL - 1237 - OE	HURON	18	17.32	41° 13' 58.81"	-82° 32' 11.99"
2019 - AGL - 1238 - OE	HURON	18	17.82	41° 13' 50.75"	-82° 31' 38.68"
2020 - AGL - 1239 - OE	HURON	18	18.32	41° 13' 38.72"	-82° 31' 8.53"

ITEM SPECIAL - AIR SPEED ZONE MARKING

EXCEPT AS NOTED, THIS ITEM IS TO MEET CMS 644. THE SPEED MEASUREMENT MARKINGS ARE TO BE WHITE AND 24 INCHES WIDE (MEASURED IN THE DIRECTION OF TRAVEL) AND FOUR (4) FEET IN LENGTH.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE (1) MILE LENGTH ALONG THE CENTERLINE OF ROADWAY. THE ZONE IS TO START AT HUR-18-18.61 AND END AT HUR-18-19.61.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT 3 TRAFFIC ENGINEER AND ONE COPY FOR THE DISTRICT CONSTRUCTION ENGINEER.

MEASUREMENT AND PAYMENT: THE FIVE (5) MARKINGS PLACED IN EACH 1 MILE OF ROADWAY EQUAL ONE ZONE. ONE ZONE WILL BE MEASURED AS 1 EACH. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND SURVEYING FOR ACCEPTED WORK IS TO BE INCLUDED PER EACH IN ITEM SPECIAL - AIR SPEED ZONE MARKING.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERRECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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GENERAL NOTES

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ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE DEPTH OF 3" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS.

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

FUNDING SPLIT: 01/STR/PV
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 594 CU. YD.
 ITEM 253 - PAVEMENT REPAIR 31 CU. YD.

* THE ABOVE TOTALS INCLUDE THE FOLLOWING ESTIMATED QUANTITIES FOR REPAIRING AREAS OF MED-94, FOR SECTIONS BETWEEN 5.41-10.35
 ITEM 251 - 475 CU. YD.
 ITEM 253 - 25 CU. YD.

FUNDING SPLIT: 02/S<2/PV
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 71 CU. YD.
 ITEM 253 - PAVEMENT REPAIR 4 CU. YD.

FUNDING SPLIT: 03/NHS/PV
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 285 CU. YD.
 ITEM 253 - PAVEMENT REPAIR 15 CU. YD.

TOTAL
 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 950 CU. YD.
 ITEM 253 - PAVEMENT REPAIR 50 CU. YD.

ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B

OMIT ITEM 424 ON STRUCTURES WITH CONCRETE WEARING SURFACE.

ITEM 611 - CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED TO GRADE MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASINGS WITHOUT FRAMES.

APPROXIMATE LOCATION OF KNOWN CASTINGS ARE:

LOCATION	TYPE	NUMBER
MED-94, SLM 8.96	CATCH BASIN	1 EACH
CRA-61, SLM 7.08-9.20	MANHOLE	18 EACH
CRA-61, SLM 7.08-9.20	WATER VALVES	10 EACH
	(FOR INFORMATIONAL PURPOSES ONLY)	

ITEM 897 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 897 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 897.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF. BEFORE RESURFACING OF THE PAVEMENT, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
01/STR/PV	30 CU YD
02/S<2/PV	30 CU YD
03/NHS/PV	30 CU YD
TOTAL:	90 CU YD

ITEM 614 - WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

	01/STR/PV	02/S<2/PV	03/NHS/PV
NO EDGE LINE (W8-H12A-36):	29	11	12
DO NOT PASS (R4-I-24):	35	29	25
PASS WITH CARE (R4-2-24):	30	34	33
SUB-TOTALS:	94 EACH	74 EACH	70 EACH
TOTAL:	238 EACH		

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE

THE MONUMENT BOX TO BE ADJUSTED TO GRADE MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

APPROXIMATE LOCATIONS OF KNOWN MONUMENT BOXES ARE:

	01/STR/PV	02/S<2/PV	03/NHS/PV
MED-94, SLM 7.98	CRA-61, SLM 7.57	HUR-18, SLM 15.58	
MED-94, SLM 7.98	CRA-61, SLM 7.64	HUR-18, SLM 15.73	
MED-94, SLM 7.98	CRA-61, SLM 7.68		
MED-94, SLM 7.98	CRA-61, SLM 7.79		
MED-94, SLM 9.05	CRA-61, SLM 7.86		
MED-94, SLM 9.10	CRA-61, SLM 8.00		
	CRA-61, SLM 8.13		
	CRA-61, SLM 9.02		
	CRA-61, SLM 9.06		
	RIC-61, SLM 3.66		
	RIC-61, SLM 3.83		
	RIC-61, SLM 3.86		

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE

01/STR/PV	6 EACH
02/S<2/PV	12 EACH
03/NHS/PV	2 EACH
TOTAL	20 EACH

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

TAPER THE PLANING AT BUTT JOINT LOCATIONS AT STRUCTURES AND INTERSECTIONS AS SHOWN ON THE PAVEMENT AND SHOULDER DATA SHEET. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS AT ALL TIMES.

FOR MED-94 SLM 5.31 TO 7.92 AND MED-94 SLM 8.03 TO 10.35, PLANING IS TO BE PERFORMED AS DIRECTED BY THE ENGINEER. REMOVAL OF THE EXISTING PAVEMENT SURFACE AT RAISED TRANSVERSE JOINTS MAY BE REQUIRED TO ELIMINATE ADVERSE SURFACE DISTORTION, WHICH IN THE JUDGEMENT OF THE ENGINEER, CANNOT BE SATISFACTORILY CORRECTED WITH ITEM 424 OR THE PAVEMENT REPAIRS. FOR ESTIMATING PURPOSES, THE PLANING OF THE RAISED TRANSVERSE JOINTS WILL BE 12 FT WIDE AND 2 FT LONG. THE PLANING OF THESE AREAS MAY VARY IN DEPTH, BUT SHALL HAVE A MAXIMUM DEPTH OF 1".

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PLANING OF THE RAISED TRANSVERSE JOINTS ON MED-94:
 01/STR/PV : 750 SY
 02/S<2/PV: 50 SY

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE FOR MORE THAN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, A DISINCENTIVE FEE OF \$1500 PER DAY WILL BE ASSESSED TO THE CONTRACTOR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 897 - PAVEMENT FINE AND MICRO PLANING.

CURB RAMPS

A. ALL WORK INVOLVED FOR THE FOLLOWING ITEMS: 202, WALK REMOVED; 202, CURB REMOVED; 608, CURB RAMPS; 608, DETECTABLE WARNINGS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE STREETS PAVING OPERATION.

B. THE CURB RAMPS HAVE NOT BEEN INDIVIDUALLY DETAILED IN THE PROJECT PLANS. THIS DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO CONSTRUCT ALL CURB RAMP ITEMS TO ADA STANDARDS. THE PLAN QUANTITIES FOR CURB RAMPS ARE ESTIMATES AND FIELD ADJUSTMENTS MAY BE WARRANTED. PRIOR TO THE COMMENCEMENT OF THIS WORK, THE CONTRACTOR AND ENGINEER SHALL MARK IN THE FIELD THE LIMITS OF CURB REMOVAL AND ALL WALK REMOVAL.

C. ALL CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE OHIO DEPARTMENT OF TRANSPORTATION CURRENT STANDARD CONSTRUCTION DRAWING NO. BP-7.1. ANY CURB RAMP NOT CONSTRUCTED IN ACCORDANCE WITH SAID CONSTRUCTION DRAWING IS DEFECTIVE AND WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL REMOVE AND REPLACE THE DEFECTIVE WORK. PAYMENT FOR ALL ITEMS ASSOCIATED WITH CURB RAMP INSTALLATION WILL ONLY OCCUR AFTER ACCEPTANCE.

CURB RAMP SUB-SUMMARY TABLE

LOCATION		202	202	608	608	608
		WALK REMOVED	CURB REMOVED	CURB RAMP, TYPE A1	CURB RAMP, TYPE D	DETECTABLE WARNING (2' x 4')
SR 61	CORNER	SO FT	FT	SO FT	SO FT	SO FT
E. ARNOLD ST.	NW	25		25		
E. ARNOLD ST.	NE	30		30		
E. ARNOLD ST.	SE	55		55		
E. ARNOLD ST.	SW	30		30		
E. LIVINGSTON ST.	NW	63	18		63	
E. LIVINGSTON ST.	NE	30	18		30	
E. LIVINGSTON ST.	SE	30	18		30	
E. LIVINGSTON ST.	SW	150	18		150	
W. BUCYRUS ST.	NW	90	18		90	
W. BUCYRUS ST.	NE	182	25		182	
W. BUCYRUS ST.	SE	42	18		42	
W. BUCYRUS ST.	SW	56	18		56	
UNION ST.	NW	120	18		120	
UNION ST.	NE	76	18		76	
UNION ST.	SE	156	18		156	
UNION ST.	SW	80	18		80	
CROSS ST.	NW	220	18		220	
CROSS ST.	NE	162	18		162	
CROSS ST.	SE	130	18		130	
CROSS ST.	SW	275	18		275	
JOHN ST.	NW	158	18	158		
JOHN ST.	SW	192	18	192		
MAIN & N. THOMAN	NW	192	18	192		
MAIN & N. THOMAN	NE	227	25	227		
MAIN & N. THOMAN	SE	108	15	108		
MAIN & N. THOMAN	SW	264	15	264		
MAIN & N SELTZER	NW	15				15
MAIN & N SELTZER	NW	15				15
MAIN & N SELTZER	NE	15				15
MAIN & N SELTZER	NE	15				15
MAIN & N SELTZER	SE	15				15
MAIN & N SELTZER	SE	15				15
MAIN & N SELTZER	SW	15				15
MAIN & N SELTZER	SW	15				15
NORTH ST.	NW	136	15	136		
NORTH ST.	NE	116	15	116		
NORTH ST.	SE	108	15	108		
NORTH ST.	SW	120	15	120		
WILLIAM ST.	NW	136	15	136		
WILLIAM ST.	NE	104	15	104		
WILLIAM ST.	SE	144	15	144		
WILLIAM ST.	SW	108	15	108		
DIAMOND ST.	NW	112	15	112		
DIAMOND ST.	NE	128	15	128		
DIAMOND ST.	SE	108	15	108		
DIAMOND ST.	SW	120	15	120		
MC MAHON ST.	NW	48	7	48		
MC MAHON ST.	NE	48	7	48		
MC MAHON ST.	SE	48	7	48		
MC MAHON ST.	SW	28	7	28		
TOTAL (02/S<2/PV)		4875	612	2893	1862	120

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INTERSECTIONS AND DRIVES

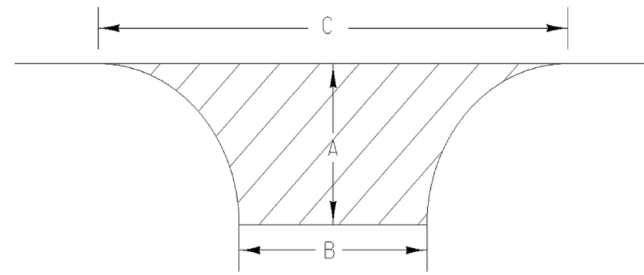
RURAL-INTERSECTIONS SHALL BE PLANNED AND PAVED TO THE END OF THE RADI OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

EXISTING AGGREGATE DRIVES SHALL BE TREATED THE SAME AS THE MAINLINE WITH ITEM 617 COMPACTED AGGREGATE SHOULDER TO THE SATISFACTION AND AS DIRECTED BY THE ENGINEER. NO EXTRA QUANTITY IS NEEDED.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

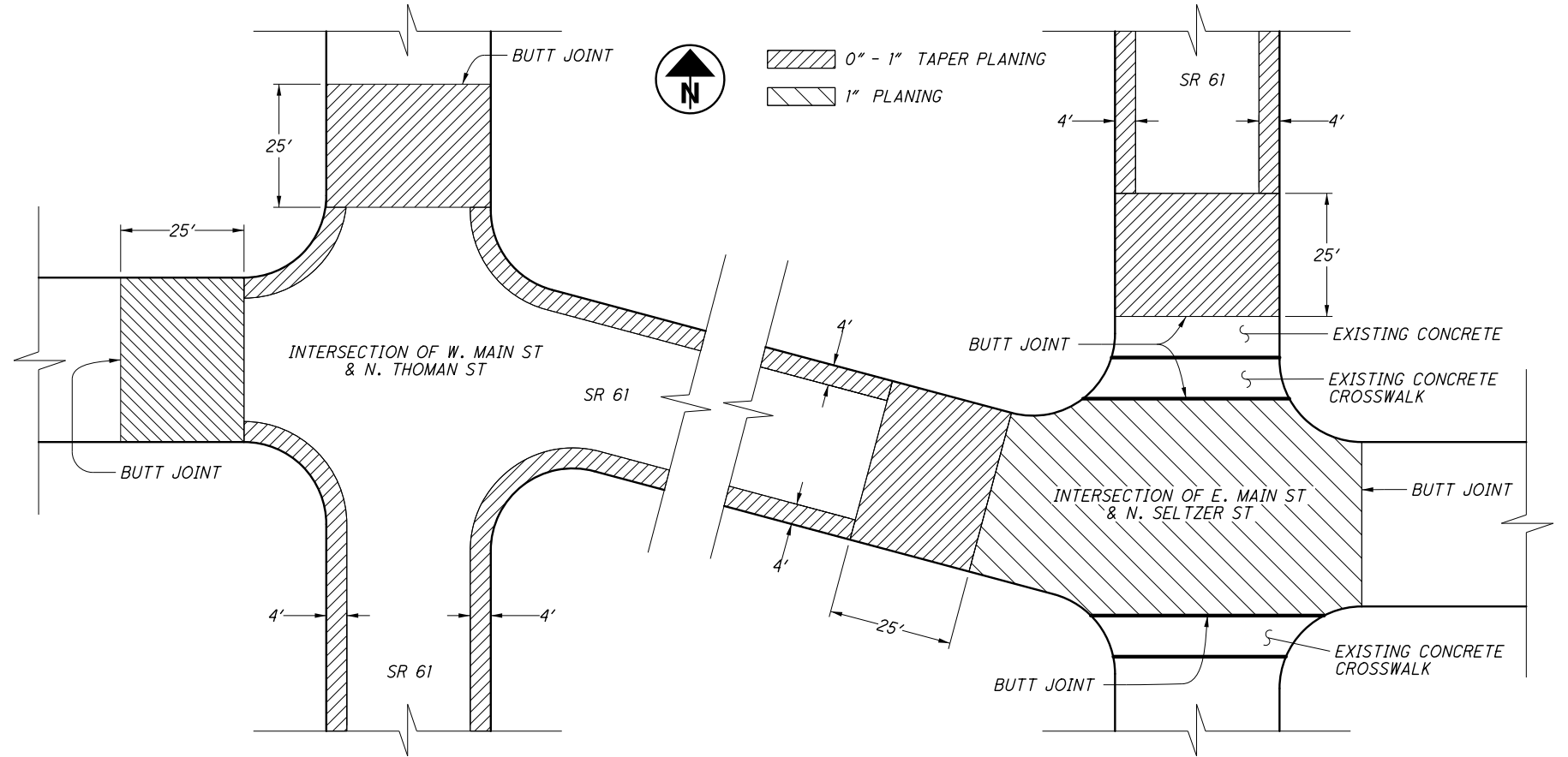
THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW AND IN THE ADJACENT COLUMN.



INTERSECTIONS SR 18 - 03/NHS/PV

INTERSECTION NAME	A FEET	B FEET	C FEET	AREA SQ YDS	COMMENTS
LAYLIN ROAD	30	25	60	122	LEFT
LAYLIN ROAD	20	23	50	71	RIGHT
SR 601	29	43	104	204	LEFT
N GREENWICH MILAN TOWN LINE RD	22	22	63	87	RIGHT
MEDUSA ROAD	25	28	62	109	LEFT
LEHIGH ROAD	16	31	68	77	LEFT
ARCADE ROAD	16	32	64	76	RIGHT
HARTLAND CENTER ROAD	32	27	80	159	LEFT
HARTLAND CENTER ROAD	44	24	74	199	RIGHT
DERUSSEY ROAD	30	22	70	127	LEFT
DERUSSEY ROAD	24	31	82	128	RIGHT
WAKEMAN TOWNLINE ROAD	20	26	70	90	LEFT
FITCHVILLE RIVER ROAD	18	28	64	80	LEFT
FITCHVILLE RIVER ROAD	20	36	75	109	RIGHT
OLD SR 18	26	32	76	135	LEFT
SR 60	24	33	88	137	LEFT
ZENOBIA ROAD	27	24	82	130	RIGHT
RAMP TO SR 60	20	40	103	136	LEFT
ZEN ROAD	20	20	42	61	LEFT
HARRISON STREET	22	20	42	67	RIGHT
SR 60	60	38	275	780	RIGHT
WENZ ROAD	21	40	75	121	RIGHT
VESTA ROAD	16	23	58	62	LEFT
VESTA ROAD	18	24	73	81	RIGHT
CHENANGO ROAD	28	26	67	123	LEFT
CHENANGO ROAD	30	20	67	119	RIGHT
BUTLER ROAD	35	21	76	153	LEFT
BUTLER ROAD	43	20	65	167	RIGHT
TOTAL INTERSECTION AREAS				3910	

SR 61 DETAIL FOR CRESTLINE INTERSECTIONS



INTERSECTIONS SR 61 - 01/STR/PV

INTERSECTION NAME	A FEET	B FEET	C FEET	AREA SQ YDS	COMMENTS
CRA-61-9.20					
OLDFIELD ROAD	12	36	74	65	RIGHT
KRICHBAUM ROAD	16	33	70	81	LEFT
KRICHBAUM ROAD	16	21	46	52	RIGHT
HOOK ROAD	18	26	65	78	RIGHT
SOLINGER ROAD	12	22	48	41	LEFT
KEMP ROAD	21	17	50	65	RIGHT
BRANNON ROAD	18	18	70	71	LEFT
REMLINGER ROAD	26	16	65	93	LEFT
CRA-61-12.02					
RIC-61-0.00					
SETTLEMENT ROAD EAST	10	35	80	56	RIGHT
HINESVILLE ROAD	9	40	74	51	RIGHT
HINESVILLE ROAD	12	24	65	50	LEFT
GWIRTZ ROAD	9	18	48	28	LEFT
VERNON WEST ROAD	20	46	130	164	LEFT
CLEVELAND STREET	9	24	50	33	RIGHT
MAIN STREET	9	24	50	33	RIGHT
HUMMELL ROAD	14	28	62	61	LEFT
HUMMELL ROAD	14	28	62	61	RIGHT
RIC-61-3.12					
TOTAL INTERSECTION AREAS				1083	

INTERSECTIONS SR 94 - 01/STR/PV

INTERSECTION NAME	A FEET	B FEET	C FEET	AREA SQ YDS	COMMENTS
MED-94-5.41					
SHARBROOK DRIVE	6	42	63	33	LEFT
HIGH VIEW DRIVE	12	18	38	33	RIGHT
FIXLER ROAD	14	24	50	51	LEFT
FIXLER ROAD	12	28	54	49	RIGHT
RIDGE ROAD	8	130	155	123	RIGHT
VARNEY DRIVE	10	32	52	43	LEFT
WOLF CREEK TRAIL DRIVE				0	LEFT (CONCRETE)
SR 162 SHARON COPLEY ROAD	45	34	90	263	SOUTH
SR 162 SHARON COPLEY ROAD	32	34	78	173	EAST
SR 162 SHARON COPLEY ROAD	45	34	90	263	NORTH
SR 162 SHARON COPLEY ROAD	25	45	90	167	WEST
SR 162 SHARON COPLEY ROAD				0	2ND HALF OF ROUND-ABOUT
RIDGEWOOD ROAD	15	34	72	78	LEFT
RIDGEWOOD ROAD	15	30	60	67	RIGHT
KINGS RIDGE BLVD.	14	52	110	111	RIGHT
MED-94-10.35					
TOTAL INTERSECTION AREAS				1454	

INTERSECTIONS SR 61 - 02/SK2/PV

INTERSECTION NAME	A FEET	B FEET	C FEET	AREA SQ YDS	COMMENTS
CRA-61-7.08					
ETLER DRIVE	16	26	48	59	RIGHT
MAYNARD AVENUE	16	26	44	57	RIGHT
BIBICH COURT	16	24	44	55	LEFT
PATTERSON STREET	18	42	75	106	LEFT
WEST ARNOLD STREET	14	24	44	48	LEFT
EAST ARNOLD STREET	16	25	54	62	RIGHT
WEST LEVINGSTON STREET	28	34	70	143	LEFT
EAST LEVINGSTON STREET	14	28	58	59	RIGHT
N. THOMAS ST. & MAIN ST.	40	50	106	305	SOUTH OF INTERSECTION
N. THOMAS ST. & MAIN ST.	25	34	34	94	WEST OF INTERSECTION
N. THOMAS ST. & MAIN ST.	25	40	93	160	NORTH OF INTERSECTION
N. SELTZER ST. & MAIN ST.	28	34	76	149	WEST OF INTERSECTION
N. SELTZER ST. & MAIN ST.	25	29	29	81	SOUTH OF INTERSECTION
N. SELTZER ST. & MAIN ST.	25	34	70	128	EAST OF INTERSECTION
W. NORTH STREET	14	26	55	55	LEFT
E. NORTH STREET	14	26	55	55	RIGHT
WILLIAM STREET	18	24	50	65	LEFT
WILLIAM STREET	18	24	50	65	RIGHT
DIAMOND STREET	18	24	50	65	LEFT
DIAMOND STREET	18	24	50	65	RIGHT
MC MAHON STREET	14	24	46	49	LEFT
MC MAHON STREET	14	24	46	49	RIGHT
CRESTLINE STREET	14	24	62	57	RIGHT
WEST THRUSH AVENUE	14	38	62	72	LEFT
EAST THRUSH AVENUE	14	28	46	53	RIGHT
SELTZER STREET	14	28	46	53	LEFT
OLDFIELD ROAD	25	22	22	61	LEFT
N. WASHINGTON AVENUE	16	43	80	98	RIGHT
OLDFIELD ROAD	12	32	80	64	RIGHT
CRA-61-9.20					
RIC-61-3.12					
RIC-61-3.88					
TOTAL INTERSECTION AREAS				2432	

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GENERAL NOTES

D03-SMOOTH-FY 2016

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ITEM SPECIAL, MAILBOX SUPPORT SYSTEM

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF EXISTING NON-STANDARD MAILBOX SUPPORTS AND FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED HARDWARE IN ACCORDANCE WITH THE DETAILS SHOWN, AND ATTACHING AN OWNER SUPPLIED MAILBOX, AT LOCATIONS DETERMINED BY THE ENGINEER.

IN 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, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL SUPPLY ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION. SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SINGLE POST. [HARDWARE SHALL BE COMMERCIAL GRADE GALVANIZED STEEL.]

WOOD POSTS SHALL BE NOMINAL 4 IN. x 4 IN. (S4S) OR 4 1/2 IN. DIAMETER ROUND, AND CONFORM TO 710.14. STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 IN. I.D., AND CONFORM TO AASHTO M 181.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WORK WITH THE LOCAL POST MASTER AND NOTIFYING THE PROPERTY OWNERS PRIOR TO WORK.

GROUP MAILBOX SUPPORTS SHALL BE PLACED ON 3 FT. CENTERS AND THE TURNOUT LENGTHENED TO ACCOMMODATE THE GROUPING.

WHERE GUARDRAIL EXISTS, MAILBOXES AND THEIR SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL. SUPPORTS MUST STILL MEET THE BREAKAWAY REQUIREMENTS LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DESCRIBED ABOVE.

ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE

TOTAL (03/NHS/PV):.....5 SYSTEMS

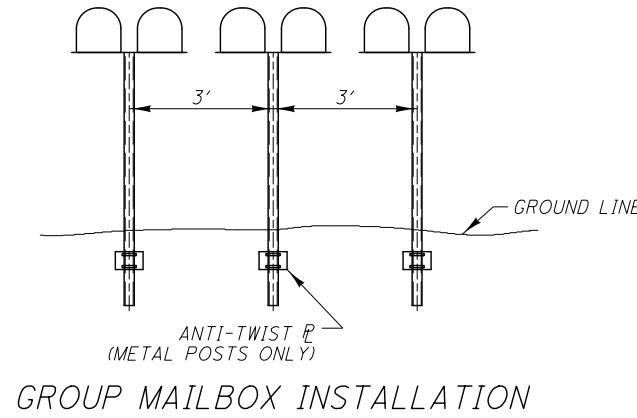
ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, DOUBLE

TOTAL (03/NHS/PV):.....1 SYSTEMS

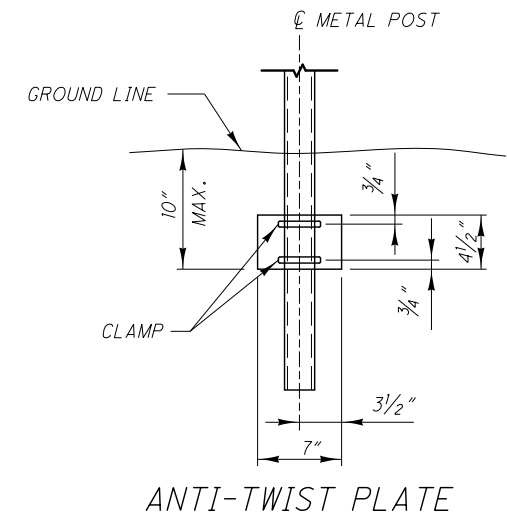
LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED

ADDRESSES AND/OR LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED:

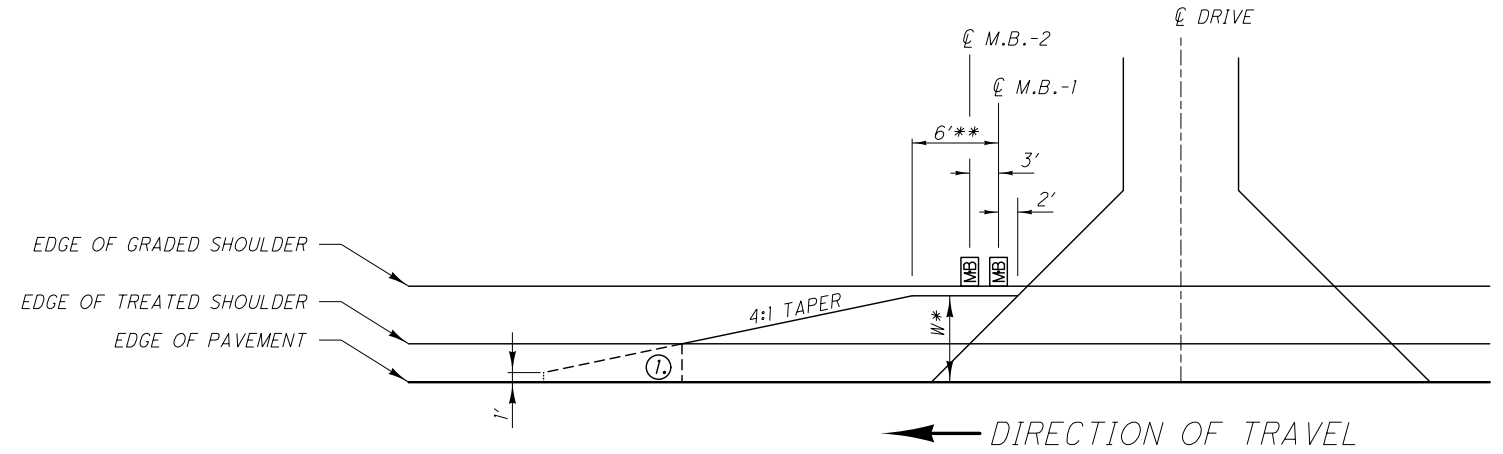
SINGLE SUPPORT SYSTEMS:		DOUBLE SUPPORT SYSTEMS:	
1745	SR 18SLM 17.80	1894	SR 18SLM 25.12
2572	SR 18SLM 19.63		
UNMARKED	SR 18SLM 23.54		
UNMARKED	SR 18SLM 23.72		
5980	SR 18SLM 27.32		



GROUP MAILBOX INSTALLATION



ANTI-TWIST PLATE



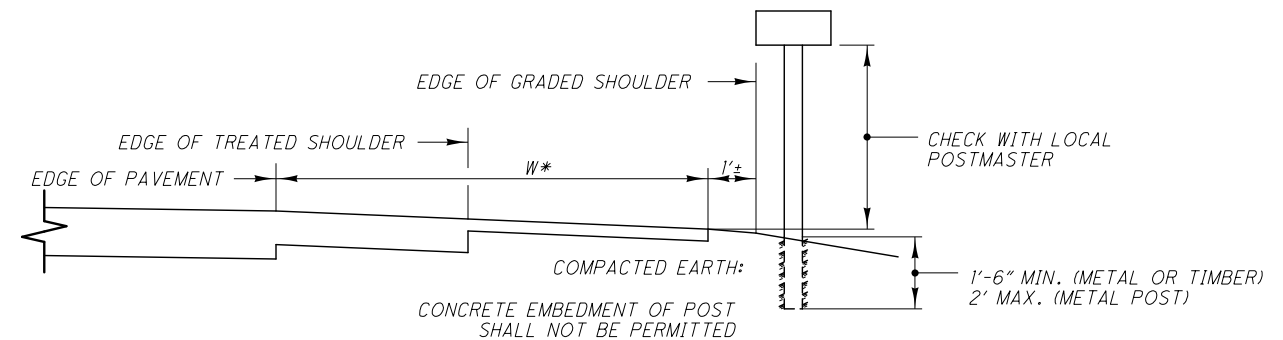
① END MAILBOX TURNOUT AT EDGE OF TREATED SHOULDER OR 1' WHICH EVER IS GREATER.

W* NOTES

- 1) WHERE EXISTING STANDARD MAILBOX POSTS ARE BEHIND GUARDRAIL AND ARE TO REMAIN IN PLACE, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL.
- 2) WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF EXISTING STANDARD MAILBOX WITH MAILBOX REMAINING IN PLACE.
- 3) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL AND MAILBOX SHALL BE INSTALLED BEHIND THE GUARDRAIL.
- 4) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT. MINIMUM, EXCEPT WHERE FIELD CONDITIONS WILL NOT PERMIT.

**** NOTE**

- 1) 6' FOR SINGLE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX.



CROSS SECTION / ELEVATION VIEW

FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.1

DESIGN FILE: \\projects\86698\roadway\sheet\86698GM001.dgn
WORKSTATION: schraib
MODELNAME: Default
DATE: 3/2/2015

CALCULATED
KCK
CHECKED
KRB

MAILBOX FACILITIES

D03-SMOOTH-FY2016

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FUNDING	COUNTY	ROUTE	LOGPOINT TO LOGPOINT		SECTION LENGTH		AVERAGE WIDTH FEET	* TYPICAL	PAVEMENT AREA SQ YD	407	424	897	897	897	209	617		617	618		
			STRAIGHT LINE MILEAGE		MILE	FEET				GALLON	CU.YD.	SQ.YD	SQ.YD	SQ.YD	SQ.YD	MILE	SHOULDER PREPARATION (SO. YD.)		1 INCH	AVG. CU YD	MILE
			FROM	TO													2	2			
03/NHS/PV	HUR	18	15.52	29.19	13.67	72178	31.0	1	248,613	19,889	6,906				27.34	16,040	16,040	891	27.34		
03/NHS/PV	HUR	18	24.39	25.15	SUSPEND RUMBLE STRIPE THRU CLARKSFIELD			1												-0.76	
03/NHS/PV	HUR	18	EXTRA AREA FOR INTERSECTIONS							3,910	313	109	3,029		30						
03/NHS/PV	HUR	18	EXTRA AREA FOR PAVED DRIVES							198	16	6									
03/NHS/PV	HUR	18	EXTRA AREA FOR AGGREGATE DRIVES							1,377									38		
03/NHS/PV	HUR	18	EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES							730	58	20									
03/NHS/PV	HUR	18	STRUCTURE @ HUR-18-21.69		55.0		31.0			-15	-5	1,722		17		-12	-12				
03/NHS/PV	HUR	18	STRUCTURE @ HUR-18-24.63		167		31.0			-46	-16	1,722		17		-37	-37				
03/NHS/PV	HUR	18	STRUCTURE @ HUR-18-25.15		65		31.0			-18	-6	1,722		17		-14	-14				
03/NHS/PV	HUR	18	STRUCTURE @ HUR-18-27.47		128		31.0			-35	-12	1,722		17		-28	-28				
02/S<2/PV	CRA	61	7.08	7.41	0.33	1742	28.0	1	5,420	434	151				0.66	387	387	22			
02/S<2/PV	CRA	61	7.41	7.48	0.07	370	32.0	1	1,316	105	37				0.14	82	82	5			
02/S<2/PV	CRA	61	7.48	7.57	0.09	475	42.0	1	2,217	177	62				0.18	106	106	6			
02/S<2/PV	CRA	61	7.57	7.87	0.30	1584	48.0	2	8,448	676	235	1,408		14							
02/S<2/PV	CRA	61	7.87	7.90	0.03	158	56.0	2	983	79	27	140		1							
02/S<2/PV	CRA	61	7.90	8.13	0.23	1214	48.0	2	6,475	518	180	1,079		11							
02/S<2/PV	CRA	61	8.13	8.25	0.12	634	32.0	2	2,254	180	63	564	456	10							
02/S<2/PV	CRA	61	8.25	8.55	0.30	1584	30.0	2	5,280	422	147	1,408		14							
02/S<2/PV	CRA	61	8.55	9.20	0.65	3432	25.0	1	9,533	763	265			1.30	763	763	42				
01/STR/PV	CRA	61	9.20	12.02	2.82	14890	25.0	1	41,361	3,309	1,149			5.64	3,309	3,309	184				
01/STR/PV	RIC	61	0.00	3.12	3.12	16474	25.0	1	45,761	3,661	1,271			6.24	3,661	3,661	203				
02/S<2/PV	RIC	61	3.12	3.88	0.76	4013	25.0	1	11,147	892	310			1.52	892	892	50				
01/STR/PV		61	EXTRA AREA FOR INTERSECTIONS							1,083	87	30	1,083		11						
02/S<2/PV		61	EXTRA AREA FOR INTERSECTIONS							2,432	195	68	2,432		24						
01/STR/PV		61	EXTRA AREA FOR PAVED DRIVES							216	17	6									
02/S<2/PV		61	EXTRA AREA FOR PAVED DRIVES							477	38	13									
01/STR/PV		61	EXTRA AREA FOR AGGREGATE DRIVES							297									8		
02/S<2/PV		61	EXTRA AREA FOR AGGREGATE DRIVES							225									6		
01/STR/PV		61	EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES							140	11	4									
02/S<2/PV		61	EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES							280	22	8									
02/S<2/PV	CRA	61	STRUCTURE @ CRA-61-7.67		500.0		48.0			-213	-74	729		7		-111	-111				
02/S<2/PV	CRA	61	STRUCTURE @ CRA-61-9.00		80		25.0			-18	-6	1,389		14		-18	-18				
01/STR/PV	CRA	61	STRUCTURE @ CRA-61-10.69		48		25.0			-11	-4	1,389		14		-11	-11				
02/S<2/PV	MED	94	5.31	5.41	0.10	528	27.0	1	1,584	127	44				0.20	117	117	7			
01/STR/PV	MED	94	5.41	7.92	2.51	13253	28.0	1	41,232	3,299	1,145			5.02	2,945	2,945	164				
01/STR/PV	MED	94	SHARON CENTER CIRCLE			892	24.0	3	2,379	190	66	684	2,727	34							
01/STR/PV	MED	94	8.03	10.35	2.32	12250	28.0	1	38,111	3,049	1,059			4.64	2,722	2,722	151				
01/STR/PV	MED	94	EXTRA AREA FOR INTERSECTIONS							1,454	116	40	1,106		11						
01/STR/PV	MED	94	EXTRA AREA FOR PAVED DRIVES							369	30	10									
01/STR/PV	MED	94	EXTRA AREA FOR AGGREGATE DRIVES							459									13		
01/STR/PV	MED	94	EXTRA AREA FOR EX. & PR. MAILBOX APPROACHES							290	23	8									
01/STR/PV	MED	94	PLANING AT STRUCTURE MED-94-7.28 TO MAINTAIN VERTICAL CLEARANCE										1,556	311	19						
SUB TOTAL - 01/STR/PV										13,781	4,784	5,818	3,038	89	21.54	25,252	723				
SUB TOTAL - 02/S<2/PV										4,397	1,530	9,149	456	96	4.00	4,436	138				
SUB TOTAL - 03/NHS/PV										20,162	7,002	9,917		99	27.34	31,898	929	26.58			
TOTALS										38,340	13,316	24,884	3,494	284	52.88	61,586	1,790	26.58			

CALCULATED JWS
 CHECKED KRB
PAVEMENT AND SHOULDER DATA SHEET
D03-SMOOTH-FY2016
 11
 12

