ITEM 614 - MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION.

LENGTH AND DURATION OF LANE CLOSURE 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.

IF IT IS NECESSARY TO STOP ALL TRAFFIC FOR THE ERECTION OF SPAN WIRE, THE WORK SHALL BE SO ARRANGED THAT THE STOPPAGE IS LESS THAN TEN (10) MINUTES IN ANY ONE (1) THIRTY (30) MINUTE PERIOD. TOTAL STOPPAGE OF TRAFFIC SHALL BE LIMITED BETWEEN THE HOURS OF 10:00pm AND 5:00am. NO STOPPAGE OF TRAFFIC SHALL OCCUR FOR THE ERECTION OF SIGNAL SUPPORTS, CUTTING AND INSTALLING LOOP DETECTOR WIRE, OR HANGING SPAN WIRE AND SIGNAL HEADS, WITHOUT A LAW ENFORCEMENT OFFICER WITH A PATROL CAR AT THE SITE FOR ASSISTANCE IN CONTROLLING TRAFFIC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE SERVICES AND SCHEDULING OF SAID LAW ENFORCEMENT OFFICER WITH PATROL CAR.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL FLAGS, FLAGGERS, WATCHERS, BARRICADES, SIGNS, SIGN SUPPORTS AND INCIDENTALS RELATED TO TRAFFIC CONTROL.

SIGNS FURNISHED SHALL BE IN NEW OR LIKE NEW CONDITIONS. LIKE NEW SIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR PROVIDING AND MAINTAINING LIGHTS, SIGNS, AND BARRICADES FOR THE MAINTENANCE OF TRAFFIC AND SAFETY OF HIS/HER WORK AT THE LOCATIONS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.

NO LANE CLOSURE SHALL BE IMPLEMENTED DURING THE HOURS OF 6:00am TO 9:00am OR 4:00pm TO 6:00pm WEEKDAYS. ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHEN THEY ARE NOT APPLICABLE, AS DETERMINED BY THE ENGINEER. FOR WORK WHICH IS CONFINED TO THE SHOULDER, TRAFFIC CONTROL SHALL CONFORM TO PLATES 6H-1, 6H-3 AND 6H-4 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS AND PROVISIONS OF THE OMUTCD AND THE FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

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

CHRISTMAS	FOURTH OF JULY	CANTON FOOTBALL
NEW YEAR'S EVE	LABOR DAY	HALL-OF-FAME WEEK
MEMORIAL DAY	THANKSGIVING	STARK CO. FAIR

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

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

DAY OF HOLIDAY	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)	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 IN THE AMOUNT OF $240 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ANTICIPATED SHORT DURATION ROAD AND/OR LANE CLOSURES SHALL BE STAGGERED TO THE EXTENT PRACTICABLE TO MINIMIZE DISRUPTION TO THE TRAVELING PUBLIC. ALL SHORT DURATION ROAD AND/OR LANE CLOSURES SHALL BE COORDINATED WITH AND APPROVED BY THE PROJECT ENGINEER.

WEEKEND CLOSURES AND LANE RESTRICTIONS SHALL NOT OCCUR DURING CANTON FOOTBALL HALL-OF-FAME WEEK AND DURING THE STARK COUNTY FAIR.

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. AT THE APPROVAL OF THE ENGINEER, 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/RAMP 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 OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMPS & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-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 THE GENERAL SWITCHBOARD NUMBER.

WINTER TIME LIMITATIONS
ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN NOVEMBER 15 TO APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $240 PER MINUTE.

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

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 FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

1. GIBBS AVENUE NE NORTH OF US 62
2. ST ELMO AVENUE NE AT 31 ST STREET NE
3. GROSS AVENUE NE NORTH OF US 62
4. MAPLE AVENUE NE SOUTH OF 31 ST STREET NE
5. ROWLAND AVENUE NE SOUTH OF 31 STREET NE
6. MAPLE AVENUE NE SOUTH OF US 62
7. ST ELMO AVENUE NE NORTH OF MILFORD PLACE NE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

DISINCENTIVES
DISINCENTIVES SHALL BE ASSESSED IN THE AMOUNT SHOWN FOR THE TIME DURATIONS FOR EACH CRITICAL SECTION AND/OR PHASE WORK OPERATION ARE OVERRAN. CRITICAL SECTIONS AND PHASE WORK OPERATIONS AND THEIR RESPECTIVE TIME DURATIONS ARE DEFINED IN VARIOUS PLAN NOTES.
US 62 - $240 PER MINUTE
ROWLAND/ST. ELMO/MAPLE - $120 PER MINUTE

DETOUR NOTIFICATION
THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148), CITY OF CANTON (330-489-3381), AND PLAIN TOWNSHIP (330-492-3423) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

STORM DRAIN CONSTRUCTION
THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION BY UTILIZING EXISTING, PERMANENT, AND TEMPORARY DRAINAGE STRUCTURES AND CONDUIT. FOR PROPOSED STORM PIPE RUNS THAT NEEDS TO BE INSTALLED IN SEPARATE PHASES AND STUBBED, TEMPORARILY PLUG THE PROTRUDING CONDUIT WITH A MANUFACTURED CAP. ANY LANE CLOSURES REQUIRED FOR DRAINAGE CONSTRUCTION, IN ADDITION TO THOSE PROVIDED IN THE PLANS, SHALL BE IMPLEMENTED AS PER THE CURRENT EDITION OF THE OMUTCD AND THE CURRENT STANDARD CONSTRUCTION DRAWINGS, AND SHALL REQUIRE FINAL WRITTEN APPROVAL BY THE ENGINEER. ANY TRAFFIC LANES REQUIRING TEMPORARY CLOSURE SHALL BE REOPENED AT THE END OF THE WORK DAY.

THE USE OF TEMPORARY PAVEMENT, OTHER THAN THE TEMPORARY PAVEMENT SHOWN IN THE PLAN SHEETS, IS NOT ANTICIPATED FOR THE CONSTRUCTION OF STORM SEWER SYSTEMS. ADDITIONAL TEMPORARY PAVEMENT, IF USED, IS THE RESPONSIBILITY OF THE CONTRACTOR.

TEMPORARY DRAINAGE CONNECTIONS ARE SHOWN IN THE PLANS FOR USE BY THE CONTRACTOR DURING CONSTRUCTION BASED UPON THE MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR SHALL PROVIDE TEMPORARY FACILITIES TO ADEQUATELY DRAIN THE WORK SITE DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL REFER TO PLAN SHEETS FOR DISPOSITION OF DRAINAGE FACILITIES AFFECTED BY TEMPORARY PAVEMENT INSTALLED AS PART OF THE MOT PHASING. ANY TEMPORARY DRAINAGE WORK NOT SEPARATELY ITEMIZED IN THE PLANS SHALL BE INCLUDED UNDER ITEM 614 - MAINTAINING TRAFFIC.

PN 127 - 01/18/2019 - LANE VALUE CONTRACT:
THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

MAINTENANCE OF TRAFFIC
THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-9AM AND 4-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

4. A QUANTITY OF 15 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

5. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

US 62 MAY BE REDUCED TO A SINGLE LANE DURING CERTAIN PHASES AS SHOWN IN THE PLANS FOR STORM SEWER INSTALLATIONS/CONNECTIONS, WORK AREAS THAT REQUIRE ADDITIONAL BUFFER, OR TO COMPLETE MINOR WORK AREAS FOR USE IN SUBSEQUENT PHASES. LENGTH AND DURATION OF LANE CLOSURE AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. THE FOLLOWING NUMBER OF LANES AND WIDTH SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS ALLOWED BY THE PERMITTED LANE CLOSURE TIMES NOTE OR AS OTHERWISE SHOWN IN THE PLANS, BY USE OF EXISTING, COMPLETED PERMANENT AND TEMPORARY PAVEMENT.

ROAD:	# OF LANES	LANE WIDTH
US 62 EASTBOUND	2/DIRECTION*	10-FOOT (MIN)
US 62 WESTBOUND	2/DIRECTION*	10-FOOT (MIN)
ALL OTHER ROADS	2 ◇	10-FOOT (MIN)

* EXCEPT DURING PERMITTED LANE CLOSURE HOURS AND WHEN SHOWN ON PLANS AS A SINGLE LANE)
◇ OR SINGLE LANE W/ FLAGGER PER SCD

CALCULATED SS CHECKED GAH

MAINTENANCE OF TRAFFIC NOTES

STA-062-24.14

30
500

ENVIRONMENTAL COMMITMENTS:

ENDANGERED BAT HABITAT REMOVAL

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PROTECTION OF REIFSNYDER PARK FACILITIES

REIFSNYDER PARK IS A SECTION 4(f) PROPERTY. ACCESS TO THE PARK SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION ACTIVITIES.

TEMPORARY CONSTRUCTION FENCING SHALL BE INSTALLED BY THE CONTRACTOR ALONG THE CONSTRUCTION LIMITS OF THE PROJECT ALONG THE REIFSNYDER PARK PROPERTY BOUNDARY PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE REIFSNYDER PARK PROPERTY AND THE PUBLIC.

APPROPRIATE SINGAGE SHALL BE INSTALLED BY THE CONTRACTOR TO ALERT USERS OF CONSTRUCTION ACTIVITIES. THE COST OF TEMPORARY CONSTRUCTION FENCING AND SIGNAGE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 690 - SPECIAL - ENVIRONMENTAL (PROTECTION OF PARK FACILITIES)

THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT TAKE PLACE OUTSIDE THE PROPOSED CONSTRUCTION LIMITS.

THE CONSTRUCTION SCHEDULE WILL BE COORDINATED WITH THE CANTON PARKS AND RECREATION DEPARTMENT, THE CITY OF CANTON ENGINEERING DEPARTMENT AND PLAIN TOWNSHIP.

IN-STREAM CONSTRUCTION ACTIVITITES

A GROUP 1 MUSSEL SURVEY AND RELOCATION, CONSISTENT WITH THE CURRENT USFWA/ODNR OHIO MUSSEL SURVEY PROTOCOL, WILL BE CONDUCTED PRIOR TO THE START OF IN-STREAM CONSTRUCTION ACTIVITIES IN THE MIDDLE BRANCH OF NIMISHILLEN CREEK.

IN-WATER WORK RESTRICTION DATES ARE APPLICABLE TO THIS PROJECT AND ARE INCLUDED IN THE WATERWAY PERMIT CONDITIONS SPECIAL PROVISIONS FOR THE PROJECT. IN-STREAM WORK WITHIN THE MIDDLE BRANCH OF NIMISHILLEN CREEK IS RESTRICTED FROM APRIL 15 THROUGH JUNE 30.

PLACEMENT OF TEMPORARY ACCESS FILL BELOW OHWM (1043 MSL) IN THE MIDDLE BRANCH OF NIMISHILLEN CREEK CHANNEL IS PROHIBITED. ANY DEWATERING REQUIRED SHALL BE PERFORMED IN WETLAND A WITHIN THE CONSTRUCTION LIMITS AS INDICATED IN THE PLAN.

PETROLEUM CONTAMINATED SOIL & GROUNDWATER

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM CONTAMINATED SOIL AND/OR OTHER REGULATED SUBSTANCES DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES AT THE FOLLOWING LOCATION:

HAIDET'S GLASS, 1641-1655 30TH ST. NE
BETWEEN STA 203+95L AND STA 206+00L

ALL SOIL MATERIAL EXCAVATED BY THE CONTRACTOR ON AND/OR IMMEDIATELY ADJACENT TO THE AFOREMENTIONED LOCATION SHALL BE ASSUMED CONTAMINATED AND NOT SUITABLE FOR REUSE. THE CONTRACTOR SHALL MANAGE EXCAVATED PETROLEUM-CONTAMINATED MATERIALS ACCORDING TO THE FOLLOWING NOTES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS ON AND/OR IMMEDIATELY ADJACENT TO THE AFOREMENTIONED LOCATIONS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS.

ALL PETROLEUM-CONTAMINATED SOIL MATERIAL EXCAVATED BY THE CONTRACTOR ON AND/OR IMMEDIATELY ADJACENT TO THE AFOREMENTIONED LOCATIONS SHALL BE SUBJECT TO INITIAL TESTING BY AN INSPECTOR PROVIDED BY THE ENGINEER TO DETERMINE IF THE SOIL MATERIAL IS IN FACT PETROLEUM CONTAMINATED. POTENTIAL PETROLEUM CONTAMINATED SOIL MATERIAL SHALL BE TESTED FOR BENZENE, TOLUENE, ETHYLBENZENE, AND XYLENE (BTEX) USING USEPA SW-846, METHOD 8060 AND TOTAL PETROLEUM HYDROCARBONS (TPH) USING USEPASW-846, METHOD 8015, PER BUSTR GUIDELINES.

LAB ANALYSIS RESULTS FOR CONCENTRATIONS OF POTENTIAL CHEMICALS OF CONCERN DETECTED IN EXCAVATED SOILS SHALL BE COMPARED TO BUSTR'S RE-USE ACTION LEVELS IN TABLE 1 UNDER PARAGRAPH (O)(1) OF OAC 1301:7-9-16 TO DETERMINE IF THE SOIL MATERIAL IS INDEED PETROLEUM CONTAMINATED. THE FINAL DETERMINATION ON THE WASTE STATUS SHALL BE MADE BY THE ENGINEER. SOIL REUSE IN FILLS MAY BE CONSIDERED BY THE ENGINEER FOLLOWING TESTING AND FINAL DETERMINATION ON THE WASTE STATUS AS SPECIFIED IN THE ODOT 2019 CONSTRUCTION AND MATERIALS SPECIFICATIONS. RESULTS OF THE LAB ANALYSIS SHALL BE PROVIDED TO THE CONTRACTOR WITHIN APPROXIMATELY TEN (10) WORKING DAYS OF THE INITIAL SAMPLE SUBMISSION AND FINAL DETERMINATION OF WASTE STATUS SHALL FOLLOW IN APPROXIMATELY THREE (3) ADDITIONAL WORKING DAYS. THE CONTRACTOR MUST BE PREPARED TO STOCKPILE ALL EXCAVATED MATERIALS FOR A PERIOD OF TIME NEEDED TO TEST AND MAKE A FINAL DETERMINATION OF WASTE STATUS.

EXCAVATED SOIL MATERIAL MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. IF THE STORAGE AREA WILL BE LOCATED OUTSIDE OF THE PROJECT CONSTRUCTION LIMITS AS INDICATED IN THE PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WASTE AREA INVESTIGATION AND APPROVALS REQUIRED. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH THE ORIGINAL SOILS.

AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR STORMWATER RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS FOR IMMEDIATE DISPOSAL FOLLOWING FINAL DETERMINATION OF WASTE STATUS.

ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH THE PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS, AND/OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT STORMWATER RUNOFF FROM ENTERING EXCAVATION AREAS AT THE AFOREMENTIONED LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH DEWATERING, STORAGE, INITIAL TESTING, ADDITIONAL TESTING REQUIRED FOR DISPOSAL, AND DISPOSAL OF ALL STORMWATER RUNOFF FROM EXCAVATION AREAS AT THE AFOREMENTIONED LOCATIONS.

ALL PETROLEUM CONTAMINATED SOIL SHALL BE DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) WASTE FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS AND TO TRANSPORT THE CONTAMINATED SOIL TO A LICENSED AND PERMITTED DISPOSAL FACILITY. THE CONTRACTOR SHALL COMPLETE ALL MANIFEST(S) FOR MATERIAL TO BE TRANSPORTED AND PROVIDE TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR SHALL CONTACT THE DISPOSAL FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL. THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL SAMPLING AND ANALYSIS OF THE MATERIAL AS REQUIRED BY THE DISPOSAL FACILITY. THE CONTRACTOR SHALL OBTAIN ALL SIGNATURES ON THE MANIFEST FOR TRANSPORTING AND DISPOSAL OF THE MATERIAL AND PROVIDE A FINAL COPY TO THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER TON, EACH, OR CUBIC YARD. THE FOLLOWING ESTIMATED QUANTITIES HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL	1,200 TON

ACCESS TO PROPERTIES DURING CONSTRUCTION

TRAFFIC WILL BE MAINTAINED THROUGH THE CORRIDOR FOR THE DURATION OF THE PROJECT. DIRECT ACCESS BETWEEN US 62 AND THE ADJACENT NEIGHBORHOODS WILL BE MAINTAINED AS MUCH AS POSSIBLE DURING CONSTRUCTION. THERE MAY BE TIMES WHEN ACCESS WILL BE PROHIBITED IN ORDER TO CONSTRUCT PORTIONS OF US 62. HOWEVER, ACCESS TO PROPERTIES DURING THESE TIMES WILL BE MAINTAINED VIA SR 43 AND LOCAL STREET CONNECTIONS. ACCESS FOR EMERGENCY VEHICLES WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

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

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

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

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

   PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

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

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

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

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

ADDITIONAL UNSTABLE/UNSUITABLE SOIL OR GENERAL DEBRIS

ANY ADDITIONAL UNSTABLE/UNSUITABLE SOILS OR GENERAL DEBRIS ENCOUNTERED BY THE PROJECT AND NOT REFLECTED IN THE GEOTECHNICAL REPORT SHALL BE REMOVED AND REPLACED WITH APPROPRIATE FILL. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 204 - EXCAVATION OF SUBGRADE	1,264 CY
ITEM 204 - EMBANKMENT	100 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B	1,164 CY

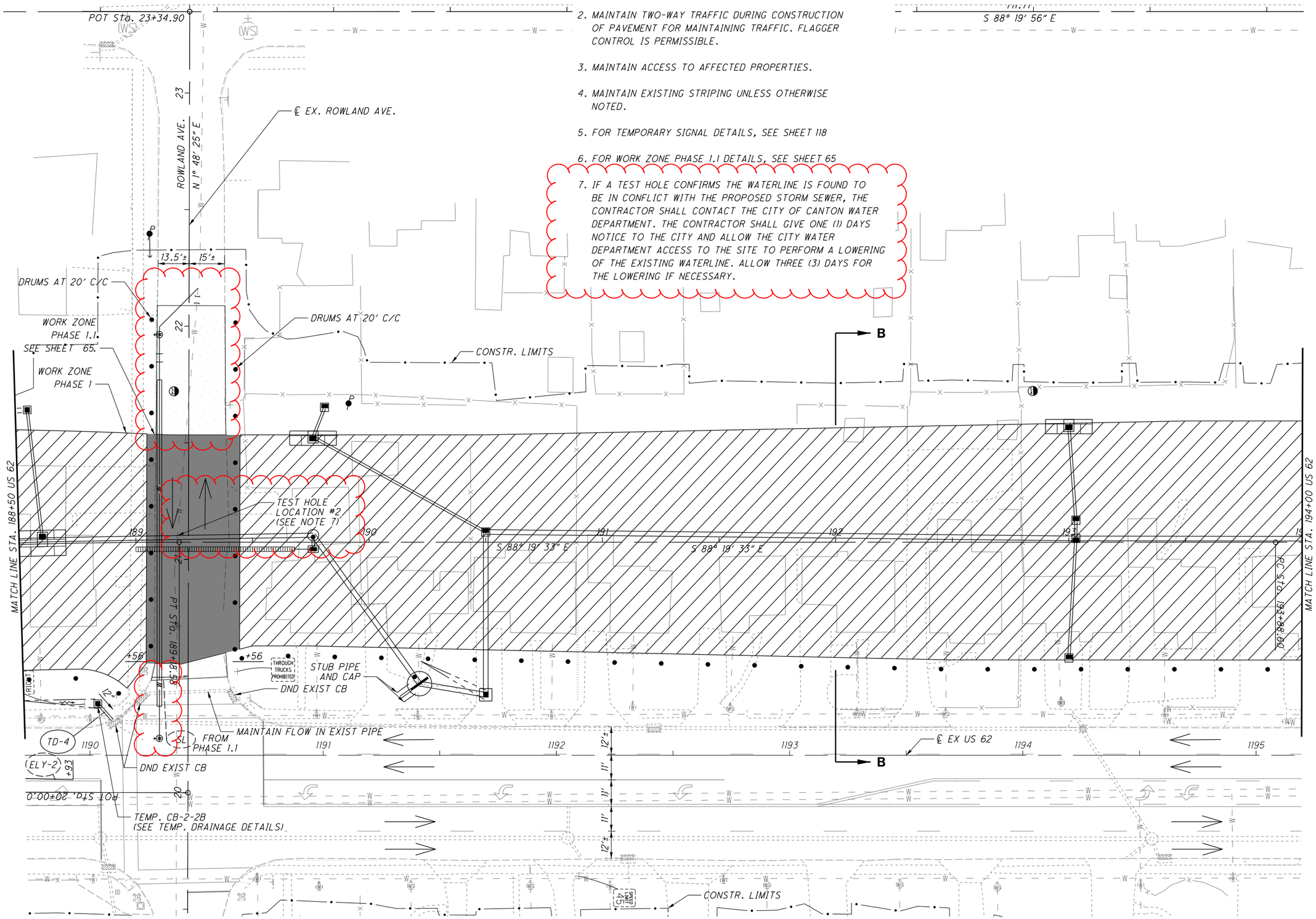
CALCULATED MSW CHECKED GAH

GENERAL NOTES

STA-062-24.14

NOTES:

1. FOR MAINTENANCE OF TRAFFIC LEGEND, SEE SHEET 55
2. MAINTAIN TWO-WAY TRAFFIC DURING CONSTRUCTION OF PAVEMENT FOR MAINTAINING TRAFFIC. FLAGGER CONTROL IS PERMISSIBLE.
3. MAINTAIN ACCESS TO AFFECTED PROPERTIES.
4. MAINTAIN EXISTING STRIPING UNLESS OTHERWISE NOTED.
5. FOR TEMPORARY SIGNAL DETAILS, SEE SHEET 118
6. FOR WORK ZONE PHASE 1.1 DETAILS, SEE SHEET 65
7. IF A TEST HOLE CONFIRMS THE WATERLINE IS FOUND TO BE IN CONFLICT WITH THE PROPOSED STORM SEWER, THE CONTRACTOR SHALL CONTACT THE CITY OF CANTON WATER DEPARTMENT. THE CONTRACTOR SHALL GIVE ONE (1) DAYS NOTICE TO THE CITY AND ALLOW THE CITY WATER DEPARTMENT ACCESS TO THE SITE TO PERFORM A LOWERING OF THE EXISTING WATERLINE. ALLOW THREE (3) DAYS FOR THE LOWERING IF NECESSARY.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SS
CHECKED GAH

MAINTENANCE OF TRAFFIC - PHASE 1
STA. 188+50 TO STA. 194+00

STA-062-24.14

59
500

...\TS Sheets\100824MP1005.dgn 11/17/2021 12:13:11 AM ssoprasetuth

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
24	25	26	28	40	129	139	143	144	155	421	01/S>2/PV	02/S>2/OT/CANT	03/S>2/CV						
																		ROADWAY	
	LS										LS			201	11000	LS		CLEARING AND GRUBBING	
					43,008						43,008			202	23000	43,008	SY	PAVEMENT REMOVED	
					574						574			202	23500	574	SY	WEARING COURSE REMOVED	
					17,629						17,629			202	30000	17,629	SF	WALK REMOVED	
					7						7			202	30200	7	FT	STEPS REMOVED	
					5,857						5,857			202	32000	5,857	FT	CURB REMOVED	
				386	2,688						3,074			202	35100	3,074	FT	PIPE REMOVED, 24" AND UNDER	
					1,336						1,336			202	38000	1,336	FT	GUARDRAIL REMOVED	
					1						1			202	38700	1	EACH	GUARDRAIL POST REMOVED	
					1						1			202	53100	1	EACH	MAILBOX REMOVED	
					5						5			202	58000	5	EACH	MANHOLE REMOVED	
				5	43						48			202	58100	48	EACH	CATCH BASIN REMOVED	
					4						4			202	58500	4	EACH	CATCH BASIN ABANDONED	
					4						4			202	58700	4	EACH	MANHOLE ABANDONED	
				57	2,061						2,118			SPECIAL	20270000	2,118	FT	FILL AND PLUG EXISTING CONDUIT (12" - 24")	28
			2,090								2,090			SPECIAL	20270110	2,090	FT	PIPE CLEANOUT, 24" AND UNDER	28
					3,660						3,660			202	75000	3,660	FT	FENCE REMOVED	
					5						5			202	98100	5	EACH	REMOVAL MISC.: PRIVATE SIGN (A)	25
					7						7			202	98100	7	EACH	REMOVAL MISC.: PRIVATE SIGN (B)	25
					14						14			202	98100	14	EACH	REMOVAL MISC.: BOULDER	27
			1								1			202	98100	1	EACH	REMOVAL MISC.: INSPECTION WELL	28
					6						6			202	98100	6	EACH	REMOVAL MISC.: CONCRETE BOLLARD	26
			20								20			202	98200	20	FT	REMOVAL MISC.: CONDUIT	28
					117						117			202	98200	117	FT	REMOVAL MISC.: RETAINING WALL	26
		390									390			202	98400	390	SF	REMOVAL MISC.: PARCEL 89 BLOCK RETAINING WALL	26
								25,066			25,066			203	10000	25,066	CY	EXCAVATION	
								9,774			9,774			203	20000	9,774	CY	EMBANKMENT	
			50								50			203	20001	50	CY	EMBANKMENT, AS PER PLAN	28
									57,773		57,773			204	10000	57,773	SY	SUBGRADE COMPACTION	
1,264									7,976		9,240			204	13000	9,240	CY	EXCAVATION OF SUBGRADE (12" UNSTABLE SUBGRADE)	
									616		616			204	13000	616	CY	EXCAVATION OF SUBGRADE (24" UNSUITABLE ROCK)	
100									616		716			204	20000	716	CY	EMBANKMENT	
1,164									7,976		9,140			204	30010	9,140	CY	GRANULAR MATERIAL, TYPE B	
	41										41			204	45000	41	HOUR	PROOF ROLLING	
									24,850		24,850			204	50000	24,850	SY	GEOTEXTILE FABRIC	
						1,050					1,050			606	15050	1,050	FT	GUARDRAIL, TYPE MGS	
						4					4			606	26150	4	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
						4					4			606	26550	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						4					4			606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						2					2			606	35102	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
						2					2			606	60028	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) [45 MPH, 24" WIDTH]	
						9,581					9,581			608	12000	9,581	SF	5" CONCRETE WALK	
						5					5			608	41000	5	FT	CONCRETE STEPS, TYPE B	
						982					982			608	52000	982	SF	CURB RAMP	
							422				422			622	10060	422	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B	
							436				436			622	10100	436	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
							674				674			622	10140	674	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
							1,501				1,501			622	10160	1,501	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
							1				1			622	24840	1	EACH	CONCRETE BARRIER END SECTION, TYPE B	
							1				1			622	24860	1	EACH	CONCRETE BARRIER END SECTION, TYPE C1	
							5				5			622	25000	5	EACH	CONCRETE BARRIER END SECTION, TYPE D	
							6				6			622	25004	6	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	
							1				1			622	25005	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B, AS PER PLAN	25
							1				1			622	25006	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
							11				11			622	25014	11	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
							9				9			622	25050	9	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
							1				1			622	25051	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	25
										14	14			623	38500	14	EACH	MONUMENT ASSEMBLY	

CALCULATED MSW
CHECKED GAH

GENERAL SUMMARY

STA-062-24.14

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
24	25	28	29	40	145	154	159				01/S>2/PV	02/S>2/OT/CANT	03/S>2/CV						
																		EROSION CONTROL	
			20		11						31			601	21050	31	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
					4						4			601	32200	4	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
	2										2			659	00100	2	EACH	SOIL ANALYSIS TEST	
	1,817				263						2,080			659	00300	2,080	CY	TOPSOIL	
	16,365										16,365			659	10000	16,365	SY	SEEDING AND MULCHING	
	818										818			659	14000	818	SY	REPAIR SEEDING AND MULCHING	
	818										818			659	15000	818	SY	INTER-SEEDING	
	2.28										2.28			659	20000	2.28	TON	COMMERCIAL FERTILIZER	
	3.38										3.38			659	31000	3.38	ACRE	LIME	
	91										91			659	35000	91	MGAL	WATER	
	37										37			659	40000	37	MSF	MOWING	
					890						890			670	00720	890	SY	DITCH EROSION PROTECTION MAT, TYPE B	
							LS				LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
							LS				LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
							LS				LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
							120,000				120,000			832	30000	120,000	EACH	EROSION CONTROL	
																		ENVIRONMENTAL / REMEDIATION	
1,200											1,200			SPECIAL	69065016	1,200	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	24
LS											LS			SPECIAL	69070000	LS		ENVIRONMENTAL (PROTECTION OF PARK FACILITIES)	24
																		DRAINAGE	
					0.8						0.8			602	20000	0.8	CY	CONCRETE MASONRY	
						389					389			605	11110	389	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
			260			124					384			605	13410	384	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
						26,937					26,937			605	14020	26,937	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					10						10			611	00200	10	FT	4" CONDUIT, TYPE C, 707.45	
			100			1,147					1,247			611	00510	1,247	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
					8	181					189			611	00900	189	FT	6" CONDUIT, TYPE B	
					5						5			611	01100	5	FT	6" CONDUIT, TYPE C, 707.08	
					5						5			611	01100	5	FT	6" CONDUIT, TYPE C, 707.24	
					10						10			611	01100	10	FT	6" CONDUIT, TYPE C, 707.41	
					5						5			611	02000	5	FT	8" CONDUIT, TYPE C, 707.33	
				412	2,163						1,952		623	611	04400	2,575	FT	12" CONDUIT, TYPE B	
				31	806						837			611	04600	837	FT	12" CONDUIT, TYPE C	
					5						5			611	04600	5	FT	12" CONDUIT, TYPE C, 707.24	
					5						5			611	04600	5	FT	12" CONDUIT, TYPE C, 707.33	
					407						354		53	611	05900	407	FT	15" CONDUIT, TYPE B	
					317						317			611	06100	317	FT	15" CONDUIT, TYPE C	
					7						7			611	07400	7	FT	18" CONDUIT, TYPE B	
					5						5			611	07600	5	FT	18" CONDUIT, TYPE C, 707.24	
					807						757		50	611	08900	807	FT	21" CONDUIT, TYPE B	
					1,899						1,709		190	611	10400	1,899	FT	24" CONDUIT, TYPE B	
					11						11			611	10600	11	FT	24" CONDUIT, TYPE C	
					376						376			611	11900	376	FT	27" CONDUIT, TYPE B	
					773						682		91	611	13400	773	FT	30" CONDUIT, TYPE B	
					28						28			611	13600	28	FT	30" CONDUIT, TYPE C	
					249						249			611	16600	249	FT	36" CONDUIT, TYPE C	
					234						234			611	53004	234	FT	38" X 60" CONDUIT, TYPE C, 706.04	
		20									20			611	97400	20	FT	CONDUIT, MISC.: TYPE B FOR DRAINAGE DISCHARGE CONTINUANCE	28
		20									20			611	97400	20	FT	CONDUIT, MISC.: TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE	28
		20									20			611	97400	20	FT	CONDUIT, MISC.: TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE	28

CALCULATED MSW
CHECKED GAH

GENERAL SUMMARY

STA-062-24.14

123
500

...\Roadway\Sheets\100824GG001.dgn 11/17/2021 8:20:52 AM ghmassie

ESTIMATED QUANTITIES SHEET NO.

	202 PAVEMENT REMOVED (CONCRETE)	202 PAVEMENT REMOVED (ASPHALT)	202 WEARING COURSE REMOVED	202 WALK REMOVED	202 STEPS REMOVED	202 CURB REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 GUARDRAIL REMOVED	202 GUARDRAIL POST REMOVED	202 MAILBOX REMOVED	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 CATCH BASIN ABANDONED	202 MANHOLE ABANDONED	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24")	202 FENCE REMOVED	202 REMOVAL MISC: PRIVATE SIGN (A)	202 REMOVAL MISC: PRIVATE SIGN (B)	202 REMOVAL MISC.: BOULDER	202 REMOVAL MISC.: CONCRETE BOLLARD	202 REMOVAL MISC.: RETAINING WALL
	SY	SY	SY	SF	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	FT
130		12,433.0	401.2			741.9		572.8				1	1		184.0	435.5					
131	2,982.8	4,079.1		2,343.5		417.0	972.5					8	2		258.0	1,203.3					
132	6,258.2	51.9		3,520.5		789.0	255.0					8				1,102.3		2			
133	4,090.3	202.3	172.5	2,182.4		1,515.1	568.6	453.0	1		4	9	1			199.6			13		
134	3,785.9	987.9		1,208.8		1,282.0	365.0	310.0				5		4	1,168.0			1			
135	2,513.5			1,460.8		731.0	313.7					6			7.0		1	1	1		
136	1,815.4	35.8		1,229.9		63.0	189.7				1	5				112.2		2			
137	536.7	1,071.1		5,006.6	7.1	291.4				1						471.7	2			6	107.5
138	132.4	2,031.9		676.4		27.0	23.6					1			444.0	135.3		1			9.2
SUBTOTALS THIS SHEETS	22,115.2	20,893.1	573.7	17,628.9	7.1	5,857.5	2,688.1	1,335.8	1	1	5	43	4	4	2,061.0	3,660.0	3	7	14	6	116.7
TOTALS CARRIED TO GENERAL SUMMARY	43,008		574	17,629	7	5,857	2,688	1,336	1	1	5	43	4	4	2,061	3,660	3	7	14	6	117

CALCULATED MSW
CHECKED GAH

ROADWAY REMOVAL SUBSUMMARIES

STA-062-24.14

SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT		202 PIPE REMOVED, 24" AND UNDER FT	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 CATCH BASIN ABANDONED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	
165		R-62	US-62	182+56.65	182+87.12	LT														32.0	
165		R-63	US-62	182+03.23	182+85.69	LT				929.1											
165	166	R-64	US-62	185+64.34	186+22.85	RT				218.4											
165		R-65	US-62	183+73.04		RT													1		
165		R-66	US-62	182+44.61		RT												1			
165		R-67	US-62	181+43.93		LT												1			
165		R-68	US-62	183+73.04	183+98.31	RT							22.5								
165		R-69	US-62	181+65.90	184+00.80	RT							240.0								
165		R-70	US-62	184+00.80		RT													1		
165	166	R-71	US-62	185+90.24	186+30.31	LT/RT														165.0	
165		R-72	US-62	185+99.34		RT													1		
165		R-73	US-62	181+43.93	182+44.61	RT								102.0							
165		R-74	US-62	185+41.42	185+46.38	LT														72.0	
165		R-75	US-62	182+80.78	183+09.32	LT		21.5													
165		R-76	US-62	183+60.42	183+88.37	RT		22.7													
165		R-77	US-62	184+21.72	184+49.59	LT		36.2													
		R-78		NOT USED																	
		R-79		NOT USED																	
165		R-80	US-62	182+44.61	183+98.31	RT								156.0							
165		R-81	US-62	184+00.79	185+99.33	RT							194.0								
165		R-82	US-62	184+49.59	185+21.00	RT		274.6													
165		R-83	US-62	185+21.00	185+64.27	RT		43.5													
		R-84		NOT USED																	
166		R-85	US-62	186+00.00	191+00.00	RT		3680.7													
166		R-86	US-62	186+01.55	186+90.08	LT														144.2	
166		R-87	US-62	186+92.53	187+42.46	RT														163.6	
166		R-88	US-62	188+89.51		RT													1		
166		R-89	US-62	189+02.32		RT													1		
166		R-90	US-62	189+18.58		RT													1		
166		R-91	US-62	189+46.06	189+66.97	LT														57.7	
166		R-92	US-62	189+95.42	189+95.52	LT/RT														61.5	
166		R-93	US-62	190+43.65	190+43.43	LT/RT														69.0	
166		R-94	US-62	189+46.06	190+85.93	LT/RT														241.3	
166		R-95	US-62	186+00.00	189+07.57	RT					337.6										
		R-96		NOT USED																	
		R-97		NOT USED																	
		R-98		NOT USED																	
166	167	R-99	US-62	190+96.45	191+34.98	LT														50.0	
166		R-100	US-62	190+37.92	190+63.84	RT	22.3														
166		R-101	US-62	188+89.51	191+00.00	RT							209.0								
166	167	R-102	US-62	190+83.93	191+11.58	RT	26.5														
166		R-103	US-62	189+41.84	189+02.00	RT							37.0								
166		R-104	US-62	189+45.79	189+89.80	RT					79.4										
166		R-105	US-62	189+02.00	188+89.51	RT							11.0								
166		R-106	US-62	186+46.75	190+86.56					1,196.1											
166		R-107	US-62	186+20.56	186+47.53	RT	25.0														
166		R-108	US-62	186+77.51	187+05.70	RT	22.9														
166		R-109	US-62	187+34.22	187+62.86	RT	21.1														
166		R-110	US-62	187+87.43	188+08.26	RT	22.2														
		R-111		NOT USED																	
166		R-112	US-62	189+90.37	190+17.40	RT	34.0														
167		R-113	US-62	194+16.49	194+63.19	LT														63.0	
167		R-114	US-62	192+01.82	192+28.09	RT														26.0	
167		R-115	US-62	192+42.64	192+78.30	RT														58.0	
167		R-116	US-62	191+00.00	195+50.00	RT	2808.8														
167		R-117	US-62	191+22.17		RT													1		
167		R-118	US-62	191+22.16	193+06.13	RT							184.0								
167		R-119	US-62	193+06.13		RT													1		
167		R-120	US-62	193+06.13	193+29.57	RT							55.0								
167		R-121	US-62	191+00.00	191+22.16	RT							20.0								
TOTALS CARRIED TO SHEET 129							2,982.8	4,079.1		2,343.5	417.0		972.5	258.0				2	8	1,203.3	

CALCULATED MSW
CHECKED GAH

REMOVAL ESTIMATED QUANTITIES

STA-062-24.14

131
500

...\Roadway\Sheets\100824GS001.dgn 11/15/2021 4:35:28 PM nidonofrio

SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT		202 PIPE REMOVED, 24" AND UNDER FT	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 CATCH BASIN ABANDONED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	
167		R-122	US-62	192+31.58	192+80.81	LT														161.9	
167		R-123	US-62	191+83.40	192+30.69	LT														64.0	
167		R-124	US-62	195+11.80	195+11.97	LT/RT														50.0	
167		R-125	US-62	191+00.00	195+50.00						270.0										
167		R-126	US-62	193+44.12	193+71.96	RT														28.0	
167		R-127	US-62	191+33.68	191+54.51	RT		17.2													
167		R-128	US-62	191+77.47	192+05.04	RT	25.8														
167		R-129	US-62	192+22.29	192+49.34	RT	141.8														
167		R-130	US-62	192+79.07	192+99.74	RT	23.4														
167		R-131	US-62	193+17.34	193+46.79	RT	27.2														
167		R-132	US-62	193+66.24	193+96.06	RT		34.7													
167		R-133	US-62	194+13.04	194+41.52	RT	54.7														
167		R-134	US-62	194+93.12	195+15.31	RT	103.7														
167		R-135	US-62	195+15.31	195+34.97	RT	17.1														
167		R-136	US-62	191+00.00	195+50.00	LT/RT				970.0											
167		R-137	US-62	192+78.36	193+26.15	LT														58.0	
167		R-138	US-62	193+26.15	193+68.83	LT														61.0	
168		R-139	US-62	196+99.18	197+55.88	LT/RT														187.3	
168		R-140	US-62	190+04.38	198+16.94	LT														107.0	
168		R-141	US-62	198+61.60	198+71.37	LT														72.1	
168		R-142	US-62	197+94.28		RT													1		
168		R-143	US-62	197+94.28	197+98.41	RT							42.0								
168		R-144	US-62	198+00.81		RT													1		
168		R-145	US-62	199+77.97		RT													1		
168		R-146	US-62	198+00.81	197+98.41	RT							7.0								
168		R-147	US-62	199+58.61	199+63.45	RT							8.0						1		
168		R-148	US-62	199+51.89		RT													1		
168		R-149	US-62	199+51.89	199+63.45	RT							44.0								
168		R-150	US-62	200+07.72		RT													1		
168		R-151	US-62	197+09.70	197+25.44	LT/RT														47.2	
168		R-152	US-62	200+07.72	199+77.97	RT							27.0								
168		R-153	US-62	199+77.97	199+51.89	RT							29.0								
168		R-154	US-62	199+36.32	199+77.72	RT					51.0										
168	169	R-155	US-62	199+96.32	200+68.20	LT					158.0										
168	188	R-156	US-62	199+70.72	41+39.77	LT					96.0										
168		R-157	US-62	196+47.75	197+08.06	LT/RT					138.0										
168		R-158	US-62	199+50.85		RT											1				
168		R-159	US-62	195+50.00	200+50.00	RT	3657.9														
168		R-160	US-62	195+61.67	196+10.72	LT/RT														197.1	
168		R-161	US-62	200+44.97		RT											1				
168		R-162	US-62	196+58.08	196+66.09	LT/RT														68.7	
		R-163	NOT USED																		
168		R-164	US-62	196+44.94	196+46.73	LT	147.0														
168		R-165	US-62	197+08.11	197+32.94	LT/RT	24.6														
168		R-166	US-62	197+59.35	197+86.11	LT/RT	21.4														
168		R-167	US-62	198+52.69	198+70.08	LT/RT	46.3														
		R-168		NOT USED																	
168		R-169	US 62	198+55.54	198+85.81	RT	16.1														
168		R-170	US-62	195+50.00	200+50.00	RT				1,389.0											
168	169	R-171	US-62	200+07.36	201+08.93	LT/RT	1,085.6														
168		R-172	US-62	196+64.12	200+50.00	RT				1,161.5											
169		R-173	US-62	200+50.00	201+90.31	RT	885.5														
169		R-174	US-62	201+70.42		LT													1		
169		R-175	US-62	201+70.42	201+45.86	LT							37.0								
169		R-176	US-62	201+23.55		LT													1		
169		R-177	US-62	201+23.55	201+45.86	LT							27.0								
169	172	R-178	US-62	201+14.50	201+90.31	RT					76.0										
169		R-179	US-62	201+55.96	201+90.31	RT							34.0								
		R-180		NOT USED		LT															
TOTALS CARRIED TO SHEET 129							6,258.2	51.9		3,520.5	789.0		255.0				2		8	1,102.3	

CALCULATED MSW
CHECKED GAH

REMOVAL ESTIMATED QUANTITIES

STA-062-24.14

SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT	202 MANHOLE REMOVED EACH	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 PIPE REMOVED, 24" AND UNDER FT	202 GUARDRAIL POST REMOVED EACH	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 CATCH BASIN ABANDONED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	202 REMOVAL MISC.: BOULDER EACH
169		R-181	US-62	201+21.89	201+23.55	LT								10.0							
169		R-182	US-62	201+12.51	201+25.81	LT														112.7	
169		R-183	US-62	201+45.86	201+55.96	RT								40.0							
169		R-184	US-62	201+09.71	201+38.16	LT	18.1														
169		R-185	US-62	201+56.28	201+97.03	LT	24.1														
169		R-186	US-62	201+45.86		RT													1		
169		R-187	US-62	200+50.00	201+90.31	LT/RT				613.4											
169		R-188	US-62	200+50.00	201+90.31	RT				402.0											
169		R-189	US-62	201+07.90											1						
169		R-190	US-62	201+40.89	201+47.13	LT														86.9	
169		R-191	US-62	200+93.05	200+00.86	LT										50.0					
		R-192		NOT USED																	
170		R-193	US-62 WB(2)	201+90.31	207+00.00	LT					464.0										
170		R-194	US-62 WB(2)	202+39.28	203+08.74	LT			172.5												
170		R-195	US-62 WB(2)	205+24.39		LT															13
170		R-196	US-62 WB(2)	203+78.98		LT													1		
170		R-197	US-62 WB(2)	203+71.84		LT													1		
170		R-198	US-62 WB(2)	203+78.98	203+71.84	LT								15.0							
170		R-199	US-62 WB(2)	203+71.84	203+50.29	RT								48.0							
170		R-200	US-62 WB(2)	205+54.36	205+73.22	LT								27.0							
170		R-201	US-62 WB(2)	205+73.22		LT													1		
170		R-202	US-62 WB(2)	206+52.63		LT													1		
170	171	R-203	US-62 WB(2)	206+28.55	207+03.56	LT		202.3													
		R-204		NOT USED																	
		-		NOT USED																	
		R-207		NOT USED																	
170		R-208	US-62 WB(2)	205+73.22	205+74.76	LT/RT								64.0							
170		R-209	US-62 WB(2)	206+52.63	206+48.43	LT/RT								38.0							
170		R-210	US-62 WB(2)	203+29.04	203+57.12	LT	80.1														
170		R-211	US-62 WB(2)	203+78.42	204+06.38	LT	85.2														
170		R-212	US-62 WB(2)	201+90.31	207+00.00	LT/RT	2124.1														
170		R-213	US-62 WB(2)	201+90.31	206+54.31	LT/RT				1,167.0											
170		R-214	US-62 WB(2)	206+46.21	211+67.65	RT					511.0										
170		R-215	US-62 WB(2)	206+30.27	207+00.00	LT					85.9										
		R-216		NOT USED																	
		-		NOT USED																	
		R-219		NOT USED																	
171		R-220	US-62 WB(2)	207+00.00	211+67.65	LT/RT	1656.4														
171		R-221	US-62 WB(2)	207+00.00	211+67.65	LT					454.2										
171		R-222	US-62 WB(2)	207+53.90	211+57.50	LT										403.0					
171		R-223	US-62 WB(2)	208+49.59	208+47.91	LT								44.7							
171		R-224	US-62 WB(2)	208+49.59		LT													1		
171		R-225	US-62 WB(2)	208+47.91		RT												1			
171		R-226	US-62 WB(2)	209+06.00		LT													1		
171		R-227	US-62 WB(2)	210+56.76		LT													1		
171		R-228	US-62 WB(2)	210+56.76	210+56.67	LT								3.0							
171		R-229	US-62 WB(2)	211+41.66		LT													1		
171		R-230	US-62 WB(2)	207+03.56	207+53.54	LT	102.2														
171		R-231	US-62 WB(2)	208+49.34		LT						1									
171		R-232	US-62 WB(2)	211+35.88		LT								7.0							
171		R-233	US-62 WB(2)	209+06.18		LT						1									
171		R-234	US-62 WB(2)	208+85.08		LT								55.9							
171		R-235	US-62 WB(2)	209+13.57		LT								146.0							
171		R-236	US-62 WB(2)	210+83.87		LT								70.0							
171		R-237	US-62 WB(2)	210+56.67		LT						1									
171		R-238	US-62 WB(2)	211+31.16		LT						1									
		R-239		NOT USED																	
		-		NOT USED																	
		R-244		NOT USED																	
TOTALS CARRIED TO SHEET 129							4,090.3	202.3	172.5	2,182.4	1,515.1	4		568.6	1	453.0		1	9	199.6	13

CALCULATED MSW
CHECKED GAH

REMOVAL ESTIMATED QUANTITIES

STA-062-24.14

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SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT	202 MANHOLE ABANDONED EACH	202 PIPE REMOVED, 24" AND UNDER FT	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 CATCH BASIN ABANDONED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	
172		R-245	US-62 EB(2)	201+90.31	203+50.29	RT								161.0							
172		R-246	US-62 EB(2)	203+25.00	203+52.85	RT							47.0								
172		R-247	US-62 EB(2)	201+90.31	205+50.00	LT/RT	1191.5														
172		R-248	US-62 EB(2)	201+90.31	202+48.13	RT					146.0										
172		R-249	US-62 EB(2)	203+78.99	203+50.29	RT							26.0								
172		R-250	US-62 EB(2)	203+78.99		RT													1		
172	173	R-251	US-62 EB(2)	203+50.29	206+43.02	RT								287.0							
172		R-252		NOT USED																	
172		R-253	US-62 EB(2)	203+93.20		RT											1				
172		R-254	US-62 EB(2)	203+66.91	203+82.55	RT					16.0										
172		R-255	US-62 EB(2)	204+98.78	205+50.00	RT					116										
172		R-256	US-62 EB(2)	204+22.17	204+49.40	RT	181.5														
172		R-257	US-62 EB(2)	204+72.81	204+99.07	RT	20.1														
172		R-258	US-62 EB(2)	201+90.31	205+50.00	RT				965.6											
172		R-259		NOT USED																	
172		R-260	US-62 EB(2)	203+50.29		RT						1									
172		R-261	US-62 EB(2)	202+57.81	202+99.53	RT	29.5														
172		R-262	US-62 EB(2)	203+17.41	202+53.25	RT	56.1														
		R-263		NOT USED																	
		-		NOT USED																	
		R-275		NOT USED																	
173		R-276	US-62 EB(2)	206+43.11		RT						1									
173		R-277	US-62 EB(2)	208+52.67		RT						1									
173		R-278	US-62 EB(2)	205+74.16		RT													1		
173		R-279	US-62 EB(2)	206+60.13		RT													1		
173		R-280	US-62 EB(2)	209+97.17		LT													1		
173		R-281	US-62 EB(2)	210+78.97		LT													1		
173		R-282	US-62 EB(2)	210+78.97	209+97.17	LT							77.0								
173		R-283	US-62 EB(2)	209+61.34	208+56.19	LT							138.0								
173	174	R-284	US-62 EB(2)	207+70.32	1213+62.36	RT								676.0							
173		R-285	US-62 EB(2)	206+59.84	206+43.02	RT							18.0								
173		R-286	US-62 EB(2)	206+26.50	205+81.38	RT							59.0								
173		R-287	US-62 EB(2)	206+55.15	206+43.11	LT								19.0							
173		R-288	US-62 EB(2)	205+50.00	211+00.00	LT/RT	1997.2														
173		R-289	US-62 EB(2)	208+52.67	208+44.34	RT								25.0							
173		R-290	US-62 EB(2)	206+31.57	209+12.89	RT					288.0										
173		R-291	US-62 EB(2)	209+61.80	211+00.00	RT					138.0										
173	174	R-292	US-62 EB(2)	209+90.55	211+67.71	RT									310.0						
173		R-293	US-62 EB(2)	206+53.32	211+00.00	RT					450.0										
173		R-294	US-62 EB(2)	206+55.15		LT						1									
173		R-295	US-62 EB(2)	208+56.19	208+52.67	LT/RT															
173		R-296	US-62 EB(2)	205+50.00	206+58.08	RT				243.2											
173		R-297	US-62 EB(2)	206+31.57	211+00.00	RT		987.9													
		R-298		NOT USED																	
		-		NOT USED																	
		R-302		NOT USED																	
174		R-303	US-62 EB(2)	211+00.00	211+75.63	LT/RT	310.0														
		R-304		NOT USED																	
174		R-305	US-62 EB(2)	211+00.00	211+75.63	LT					60.0										
174		R-306	US-62 EB(2)	211+00.00	211+75.63	RT					68.0										
		R-307		NOT USED																	
		-		NOT USED																	
		R-316		NOT USED																	
TOTALS CARRIED TO SHEET 129							3,785.9	987.9		1,208.8	1,282.0	4	365.0	1,168.0	310.0		1		5		

CALCULATED MSW
CHECKED GAH

REMOVAL ESTIMATED QUANTITIES

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REMOVAL ESTIMATED QUANTITIES

CALCULATED MSW
CHECKED GAH

SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 PIPE REMOVED, 24" AND UNDER FT	202 CATCH BASIN ABANDONED EACH	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 REMOVAL MISC.: BOULDER EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	
176		R-317	RAMP A	179+00.61	183+00.00	LT/RT	555.1														
176		R-318	RAMP A	179+00.61	179+58.00	LT					57.8										
176		R-319	RAMP A	179+00.61	180+85.05	RT					345.7										
176		R-320	RAMP A	179+29.88		RT													1		
176		R-321	RAMP A	181+66.67		RT													1		
176		R-322	RAMP A	181+59.29		RT													1		
176		R-323	RAMP A	179+28.88	179+27.98	LT							6.0								
176		R-324	RAMP A	179+28.80	179+29.88	RT						7.0									
176		R-325	RAMP A	181+66.67	181+59.29	RT							9.0								
		R-326		NOT USED																	
176		R-327	RAMP A	180+55.88		LT										1					
176		R-328	RAMP A	179+00.61	183+00.00	LT/RT				777.0											
		R-329		NOT USED																	
		-		NOT USED																	
		R-340		NOT USED																	
178		R-341	RAMP B	4171+95.00	4176+00.00	LT	586.3														
		R-342		NOT USED																	
		-		NOT USED																	
		R-352		NOT USED																	
179		R-353	ST. ELMO AVE	27+30.00	29+63.86	LT/RT	611.7														
179		R-354	ST. ELMO AVE	29+55.98	27+70.00	LT							186.0								
179		R-355	ST. ELMO AVE	29+57.86	29+63.60	LT							23.7								
179		R-356	ST. ELMO AVE	29+55.68		LT											1				
179		R-357	ST. ELMO AVE	29+55.90		LT													1		
179		R-358	ST. ELMO AVE	29+71.97		LT													1		
179		R-359	ST. ELMO AVE	29+44.66	29+80.90	RT							34.0								
179		R-360	ST. ELMO AVE	29+44.66		RT													1		
179		R-361	ST. ELMO AVE	29+65.04	29+66.98	LT				94.3											
179		R-362	ST. ELMO AVE	29+60.34	29+71.60	LT					43.1										
179	180	R-363	ST. ELMO AVE	29+80.89	30+39.89	RT							55.0								
179		R-364	ST. ELMO AVE	29+62.72	29+71.74	RT					49.8										
179		R-365	ST. ELMO AVE	29+06.21	29+71.82	RT	14.1														
		R-366		NOT USED																	
		-		NOT USED																	
		R-372		NOT USED																	
180		R-373	ST. ELMO AVE	32+21.11	32+26.21	RT				26.1											
180		R-374	ST. ELMO AVE	30+00.00	33+50.00	LT/RT	576.9														
180		R-375	ST. ELMO AVE	32+95.31		RT												1			
180		R-376	ST. ELMO AVE	31+70.36	33+21.02	LT					129.7										
180		R-377	ST. ELMO AVE	33+08.52	100+85.35	RT					105.0										
180		R-378	ST. ELMO AVE	33+11.48	33+17.29	RT				288.0											
180		R-379	ST. ELMO AVE	32+68.01	33+16.79	LT				275.4											
180		R-380	ST. ELMO AVE	31+99.19	32+17.61	RT	169.3														
TOTALS CARRIED TO SHEET 129							2,513.5			1,460.8	731.0	7.0	313.7			1	1	1	6		

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REMOVAL ESTIMATED QUANTITIES

CALCULATED MSW
CHECKED GAH

SHEET NO. BEGIN	SHEET NO. END	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WEARING COURSE REMOVED SY	202 WALK REMOVED SF	202 CURB REMOVED FT	202 MANHOLE REMOVED EACH	202 PIPE REMOVED, 24" AND UNDER FT	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 GUARDRAIL REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 CATCH BASIN ABANDONED EACH	202 CATCH BASIN REMOVED EACH	202 FENCE REMOVED FT	
180		R-381	ST. ELMO AVE	30+52.28	30+52.86	LT/RT							119.0								
180		R-382	ST. ELMO AVE	30+52.86		RT													1		
180		R-383	ST. ELMO AVE	30+52.28		LT													1		
180		R-384	ST. ELMO AVE	30+27.39		LT													1		
180		R-385	ST. ELMO AVE	30+39.89		RT						1									
180		R-386	ST. ELMO AVE	32+01.40	32+33.46	LT	96.1														
180		R-387	ST. ELMO AVE	32+50.76	32+54.05	LT				161.7											
180		R-388	ST. ELMO AVE	30+40.01	30+52.28	LT							15.0								
180		R-389	ST. ELMO AVE	30+40.01	30+40.02	RT							14.0								
180		R-390	ST. ELMO AVE	30+52.28	30+52.86	RT							9.0								
		R-391		NOT USED																	
		R-392		NOT USED																	
181		R-393	MAPLE AVE.	1+00.00	6+00.00		609.4														
181		R-394	MAPLE AVE.	4+60.00	5+19.76	LT		13.3													
181		R-395	MAPLE AVE.	4+07.89	5+16.78	LT		22.5													
		R-396		NOT USED																	
181		R-397	MAPLE AVE.	1+62.06	1+71.38	LT/RT							32.7								
181		R-398	MAPLE AVE.	2+38.62	2+67.92	LT	38.4														
181		R-399	MAPLE AVE.	1+71.38		RT													1		
181		R-400	MAPLE AVE.	1+62.06		LT													1		
		R-401		NOT USED																	
		-		NOT USED																	
		R-410		NOT USED																	
186		R-411	GIBBS AVE.	11+30.49	12+20.00		584.3														
186		R-412	GIBBS AVE.	11+86.91	12+19.51	RT					32.0										
186		R-413	GIBBS AVE.	11+03.49	11+45.00	RT				417.6											
186		R-414	GIBBS AVE.	11+27.68	11+66.39	LT				367.6											
186		R-415	GIBBS AVE.	11+89.33	12+20.00	LT					31.0										
		R-416		NOT USED																	
		-																			
		R-421		NOT USED																	
187		R-422	ROWLAND AVE.	19+30.00	22+24.84		245.7														
		R-423		NOT USED																	
		-		NOT USED																	
		R-426		NOT USED																	
187		R-427	ROWLAND AVE.	21+94.57	21+95.33	RT														37.6	
187		R-428	ROWLAND AVE.	21+72.10	22+30.50	LT				283.0											
187		R-429	ROWLAND AVE.	21+68.03	21+90.24	RT														26.0	
		-		NOT USED																	
		R-434		NOT USED																	
188		R-435	GROSS AVE.	41+41.00	44+00.00		213.0														
188		R-436	GROSS AVE.	41+52.83													1				
188		R-437	GROSS AVE.	41+53.26													1				
188		R-438	GROSS AVE.	41+66.21	41+73.21															48.7	
188		R-439	GROSS AVE.	41+70.27	41+85.85		28.4														
		R-440		NOT USED																	
TOTALS CARRIED TO SHEET 129							1,815.4	35.8		1,229.9	63.0	1	189.7				2		5	112.2	

STA-062-24.14

SHEET NO.	REFERENCE NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 WALK REMOVED SF	202 STEPS REMOVED FT	202 CURB REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 MAILBOX REMOVED EACH	202 CATCH BASIN REMOVED EACH	SPECIAL FILL AND PLUG EXISTING CONDUIT (12" - 24") FT	202 FENCE REMOVED FT	202 REMOVAL MISC: PRIVATE SIGN (A) EACH	202 REMOVAL MISC: PRIVATE SIGN (B) EACH	202 REMOVAL MISC.: CONCRETE BOLLARD EACH	202 REMOVAL MISC.: RETAINING WALL FT
182	R-700	30TH ST. NE	8+18.83	8+36.80	LT	18.6													
182	R-701	30TH ST. NE	8+62.18	8+70.20	LT														21.1
182	R-702	30TH ST. NE	8+18.01	9+04.97	LT/RT		483.7												
182	R-703	30TH ST. NE	8+53.29	9+08.73	LT/RT					78.4									
182	R-704	30TH ST. NE	8+55.67	8+70.90	RT	22.9													
182	R-705	30TH ST. NE	8+70.90	9+36.68	RT	0.9													
182	R-706	30TH ST. NE	8+84.05	9+32.73	RT					74.8									
182	R-707	30TH ST. NE	9+14.39	9+24.86	RT			9.8											
182	R-708	30TH ST. NE	9+33.41	9+55.67	RT			64.6											
182	R-709	30TH ST. NE	8+83.08	10+26.75	LT/RT			692.4											
182	R-710	30TH ST. NE	9+01.95	9+19.91	LT/RT														35.7
182	R-711	30TH ST. NE	9+18.81	-	LT/RT							1							
182	R-712	30TH ST. NE	9+29.93	9+90.63	LT/RT										192.0				
182	R-713	30TH ST. NE	10+24.38	10+41.19	LT	9.2													
182	R-714	30TH ST. NE	10+26.66	10+65.87	LT/RT		223.4												
182	R-715	30TH ST. NE	10+38.41	10+76.13	LT/RT			255.4											
182	R-716	30TH ST. NE	10+71.91	10+93.46	LT/RT	12.0													
182	R-717	30TH ST. NE	10+76.13	10+90.46	LT/RT		40.6												
182	R-718	30TH ST. NE	10+90.46	11+28.38	LT/RT			110.9											
182	R-719	30TH ST. NE	11+05.70	11+08.54	RT				1.7										
182	R-720	30TH ST. NE	11+01.00	11+08.98	RT			67.2											
182	R-721	30TH ST. NE	11+23.98	11+50.45	RT	33.1													
182 - 183	R-722	30TH ST. NE	11+43.75	16+01.20	RT			2761.4											
182	R-723	30TH ST. NE	11+51.50	11+56.66	RT				5.4										
182	R-724	30TH ST. NE	11+50.90	11+56.69	RT			8.0											
182 - 183	R-725	30TH ST. NE	11+82.97	13+37.50	RT	226.3													
183	R-726	30TH ST. NE	12+59.73	-	RT											1			
183	R-727	30TH ST. NE	12+56.92	12+62.33	RT													6	
183	R-728	30TH ST. NE	13+38.36	14+45.35	RT										130.7				
183	R-729	30TH ST. NE	13+37.50	15+96.57	RT		323.5												
183	R-730	30TH ST. NE	14+68.95	15+76.79	RT										107.9				
183	R-731	30TH ST. NE	14+74.06	15+31.74	RT					58.0									
183	R-732	30TH ST. NE	15+05.19	-	RT											1			
183	R-733	30TH ST. NE	15+90.45	16+07.94	RT					28.7									
183	R-734	30TH ST. NE	16+36.90	16+52.26	RT					51.5									
	R-735	NOT USED																	
183	R-736	30TH ST. NE	16+44.81	17+29.91	RT			339.6											
183	R-737	30TH ST. NE	17+24.15	17+51.29	RT	14.4													
183 - 184	R-738	30TH ST. NE	17+46.45	17+76.71	RT			108.7											
184	R-739	30TH ST. NE	17+71.23	17+98.73	RT	14.1													
184	R-740	30TH ST. NE	17+90.95	18+24.96	RT			103.8											
184	R-741	30TH ST. NE	18+18.12	18+58.54	RT	33.1													
184	R-742	30TH ST. NE	18+53.29	18+88.89	RT			119.0											
184	R-743	30TH ST. NE	18+86.37	19+13.66	RT	45.0													
184	R-744	30TH ST. NE	19+09.00	19+51.77	RT			151.2											
184	R-745	30TH ST. NE	19+45.17	19+73.12	RT	21.0													
184	R-746	30TH ST. NE	19+68.85	20+12.37	RT			140.0											
184	R-747	30TH ST. NE	20+07.88	20+36.04	LT/RT	86.2													
184	R-748	30TH ST. NE	20+33.65	20+55.61	RT			74.6											
184	R-749	30TH ST. NE	20+35.88	20+72.07	RT										41.1				
184	R-750	30TH ST. NE	20+31.87	20+74.41	LT/RT														50.7
TOTALS CARRIED TO SHEET 129						536.7	1071.1	5006.6	7.1	291.4		1			471.7	2		6	107.5

CALCULATED MLV
CHECKED GAH

REMOVAL ESTIMATED QUANTITIES

STA-062-24.14

SHEET NO.	601 TIED CONCRETE BLOCK MAT WITH TYPE I UNDERLAYMENT	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	602 CONCRETE MASONRY	611 4" CONDUIT, TYPE C, 707.45	611 6" CONDUIT, TYPE B	611 6" CONDUIT, TYPE C, 706.08	611 6" CONDUIT, TYPE C, 707.24	611 6" CONDUIT, TYPE C, 707.41	611 8" CONDUIT, TYPE C, 707.33	611 12" CONDUIT, TYPE B	611 12" CONDUIT, TYPE C	611 12" CONDUIT, TYPE C, 707.24	611 12" CONDUIT, TYPE C, 707.33	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C, 707.24	611 21" CONDUIT, TYPE B	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 27" CONDUIT, TYPE B	611 30" CONDUIT, TYPE B	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE C
	SY	CY	CY	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
146				10	8			10		477	279		5		69			807							
147										509	277			53	11				1454		264	209			
148										713	214			263	63						112	564	28	249
149						5			5	342	36	5		91	174	7	5		227						
150	11	4	0.8				5			122									218	11					
TOTALS CARRIED TO GENERAL SUMMARY	11	4	0.8	10	8	5	5	10	5	2163	806	5	5	407	317	7	5	807	1899	11	376	773	28	249

SHEET NO.	611 38" X 60" CONDUIT, TYPE C, 706.04	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3, AS PER PLAN	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 3A, AS PER PLAN	611 CATCH BASIN, NO. 6	611 CATCH BASIN, NO. 8	611 CATCH BASIN, NO. 2-2B	611 CATCH BASIN, NO. 2-3	611 CATCH BASIN, NO. 2-4	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B, AS PER PLAN	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 MANHOLE, NO. 3	611 MANHOLE, NO. 3 WITH 90° BASE I.D. AND 8" WEIR	611 MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR	611 MANHOLE ADJUSTED TO GRADE	611 MANHOLE RECONSTRUCTED TO GRADE	SPECIAL TRENCH DRAIN	659 TOPSOIL	670 DITCH EROSION PROTECTION MAT, TYPE B	895 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2	895 MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4
	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	CY	SY	EACH	EACH
146		1		2			1	8				4	3	2					68				
147		1	2	13	9	4		2		1			2	2		1		1					1
148		7	1	5	3		1	2	3		3		1	3									
149		3		6		1	1	3						2	1		2	1				1	
150	234			3										3				1		263	890		
TOTALS CARRIED TO GENERAL SUMMARY	234	12	3	29	12	5	3	15	3	1	3	4	6	12	1	1	2	3	68	263	890	1	1

CALCULATED MSN
CHECKED SSR

DRAINAGE SUBSUMMARY

STA-062-24.14

145
500

SHEET NO.	REFERENCE NO.	CULVERT FILE NO. (CFN)	ALIGNMENT	STATION FROM	STATION TO	SIDE		601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SY	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY		602 CONCRETE MASONRY CY		611 6" CONDUIT, TYPE C, 707.24 FT	611 12" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE C FT	611 38" X 60" CONDUIT, TYPE C, 706.04 FT	611 CATCH BASIN, NO. 3A EACH		611 MANHOLE, NO. 3 EACH	611 MANHOLE RECONSTRUCTED TO GRADE EACH		659 TOPSOIL CY	670 DITCH EROSION PROTECTION MAT, TYPE B SY
184	D-113		30TH ST. NE	18+12.00	18+12.00	RT							5	20				1						
184	D-114		30TH ST. NE	18+12.00	18+12.00	LT								7				1						
184	D-115		30TH ST. NE	18+12.00	20+27.23	LT									218					1				
184	D-116		30TH ST. NE	20+27.23	20+34.84	LT										11				1	1			
184 & 185	D-117		30TH ST. NE	22+00.00	22+94.00	RT								95				1						
319	D-118		US 62 WB (2)	210+33.00	1213+76.79	LT			4		0.8						234			1				
163	E-1		US 62 EB (1)	2173+50.00	21744+43.00	LT																		78
163	E-2		US 62 EB (1)	2174+57.00	2175+50.00	LT																		78
165	E-3		US 62	184+50.00	185+97.47	LT																		130
165	E-4		US 62	184+66.37		RT		11																
165 & 166	E-5		US 62	184+66.37	188+69.76	RT																	171	325
173 & 174	E-6		US 62 EB (2)	208+14.82	211+50.00	LT																	92	279
TOTAL CARRIED TO DRAINAGE SUBSUMMARY SHEET 145								11	4		0.8		5	122	218	11	234	3		3	1		263	890

CALCULATED MSN CHECKED SSR

DRAINAGE ESTIMATED QUANTITIES

STA-062-24.14

150/500

\\msconsultants.com\files\Production\02\60\STA-62\Design\Drainage\Sheets\00824D0005.dgn Sheet 11/15/2021 9:50:38 AM srifflle

LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

STA. 181+36.46 US 62 =
STA. 2181+35.18 US 62 EB(1) =
STA. 3181+36.46 US 62 WB(1)

BARRIER LEGEND

△ END SECTION, TYPE D
□ END ANCHORAGE, TYPE B
ϕ END SECTION, TYPE CI
Σ END ANCHORAGE, TYPE CI
⊗ END ANCHORAGE, TYPE D
◇ END ANCHORAGE, TYPE BI
✱ INLET, NO. 3 FOR SINGLE SLOPE BARRIER

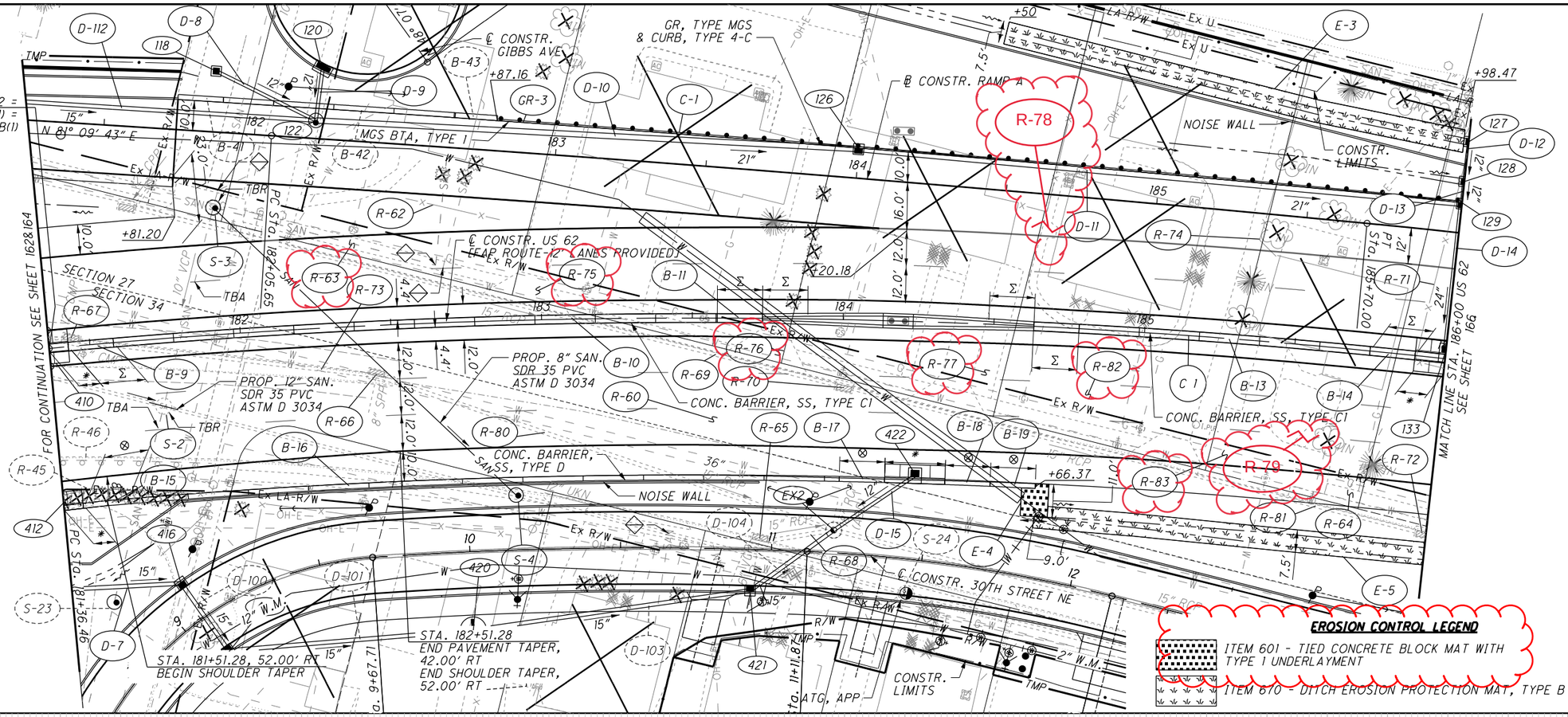
LEGEND

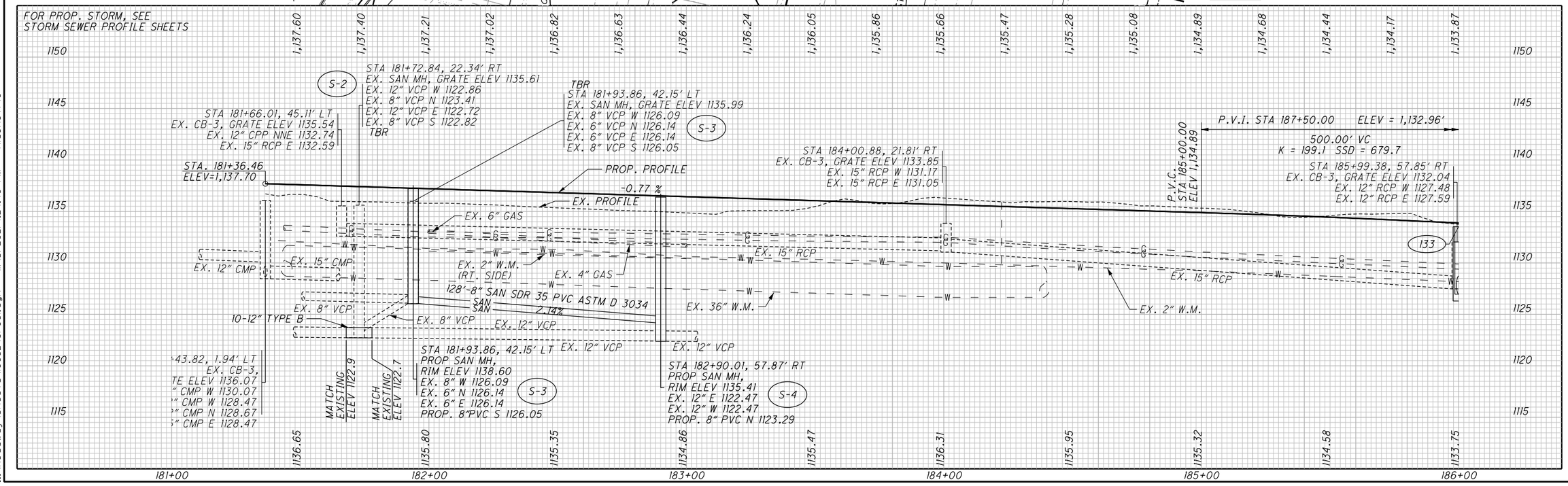
◇ =DISCONNECT SANITARY SERVICE

CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.

CURVE DATA

C 1
℄ CONSTR. US 62
P.I. Sta. 185+31.36
Δ = 19° 33' 11" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
T = 394.90'
L = 782.12'
E = 33.77'
e_{max} = 4.00%
PC Sta. 181+36.46
PT Sta. 189+18.58





PLAN AND PROFILE - US 62
STA 181+36.46 TO STA 186+00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED GAH

STA-062-24.14

165
500

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LEGEND

◇ =DISCONNECT SANITARY SERVICE

CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.

LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

BARRIER LEGEND

△ END SECTION, TYPE D
□ END ANCHORAGE, TYPE B
⌀ END SECTION, TYPE CI
Σ END ANCHORAGE, TYPE CI
⊗ END ANCHORAGE, TYPE D
◇ END ANCHORAGE, TYPE BI
✱ INLET, NO. 3 FOR SINGLE SLOPE BARRIER

CURVE DATA

C 1
℄ CONSTR. US 62
P.I. Sta. 185+31.36
Δ = 19° 33' 11" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
T = 394.90'
L = 782.12'
E = 33.77'
e_{max} = 4.00%
PC Sta. 181+36.46
PT Sta. 189+18.58

GUARDRAIL, TYPE MGS & CURB, TYPE 4-C
NOISE WALL
MATCH LINE STA. 186+00 US 62 SEE SHEET 165
CONSTR. LIMITS
+86.75 BEGIN TAPER
MGS BTA, TYPE 2
CONC BARRIER, SS TYPE C1
℄ CONSTR. US 62 [FAP ROUTE] 12' LANES PROVIDED]
CONC BARRIER, SS TYPE C1
SIP CONC BARRIER, W/ MOMENT SLAB & NOISE WALL
℄ CONSTR. 30TH STREET NE
SECTION 27
SECTION 34
℄ EXIST. ROWLAND AVE.
TAPER RATE 15:1
ATG
STA. 190+50.00 BEGIN TAPER
DND
1A, TYPE 2
CURB, TYPE 6
CURB & GUTTER, TYPE 2
MATCH LINE STA. 191+00 US 62 SEE SHEET 167
S 88° 19' 33" E
STA. 189+22.56, ℄ CONSTR. US 62= STA. 21+07.41, ℄ EXIST. ROWLAND AVE.
CURB & GUTTER, TYPE 2
EROSION CONTROL LEGEND
ITEM 670 - DITCH EROSION PROTECTION MAT, TYPE B

FOR PROP. STORM, SEE STORM SEWER PROFILE SHEETS

P.V.I. STA 187+50.00 ELEV = 1,132.96'
500.00' VC
K = 199.1
SSD = 679.7

STA 186+91.38, 76.18' LT
EX. SAN MH, GRATE ELEV 1134.55
EX. 6" VCP W 1123.82
EX. 6" VCP E 1123.82

EX. PROFILE
PROP. PROFILE
-0.77 %
-3.28 %
175'-21" TYPE B @ 1.05%
85'-21" TYPE B @ 2.39%
116'-21" TYPE B @ 3.28%
84'-12" TYPE B @ 3.08%
EX. 6" VCP
EX. 2" W.M.

S-5
ATG, 1127.50
STA 189+16.38, 64.70' LT
EX. SAN MH, GRATE ELEV 1127.14
EX. 6" VCP W 1116.14
EX. 6" VCP E 1116.13
EX. 6" VCP N 1116.14

P.V.T. STA 190+00.00
ELEV 1,124.75

STA 190+00.79, 61.30' LT
EX. SAN MH, GRATE ELEV 1123.58
EX. 6" VCP W 1115.66
EX. 4" PVC SW 1115.67
EX. 6" VCP E 1115.46

1,133.87 1,133.53 1,133.17 1,132.77 1,132.34 1,131.88 1,131.39 1,130.87 1,130.31 1,129.73 1,129.11 1,128.46 1,127.78 1,127.07 1,126.33 1,125.55 1,124.75 1,123.93 1,123.11 1,122.29 1,121.46

1145 1140 1135 1130 1125 1120 1115 1110

1,133.75 1,133.30 1,133.18 1,132.32 1,130.91 1,129.99 1,126.80 1,125.72 1,122.91 1,120.84 1,121.32

186+00 187+00 188+00 189+00 190+00 191+00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED GAH

PLAN AND PROFILE - US 62
STA 186+00 TO STA 191+00

STA-062-24.14

166
500

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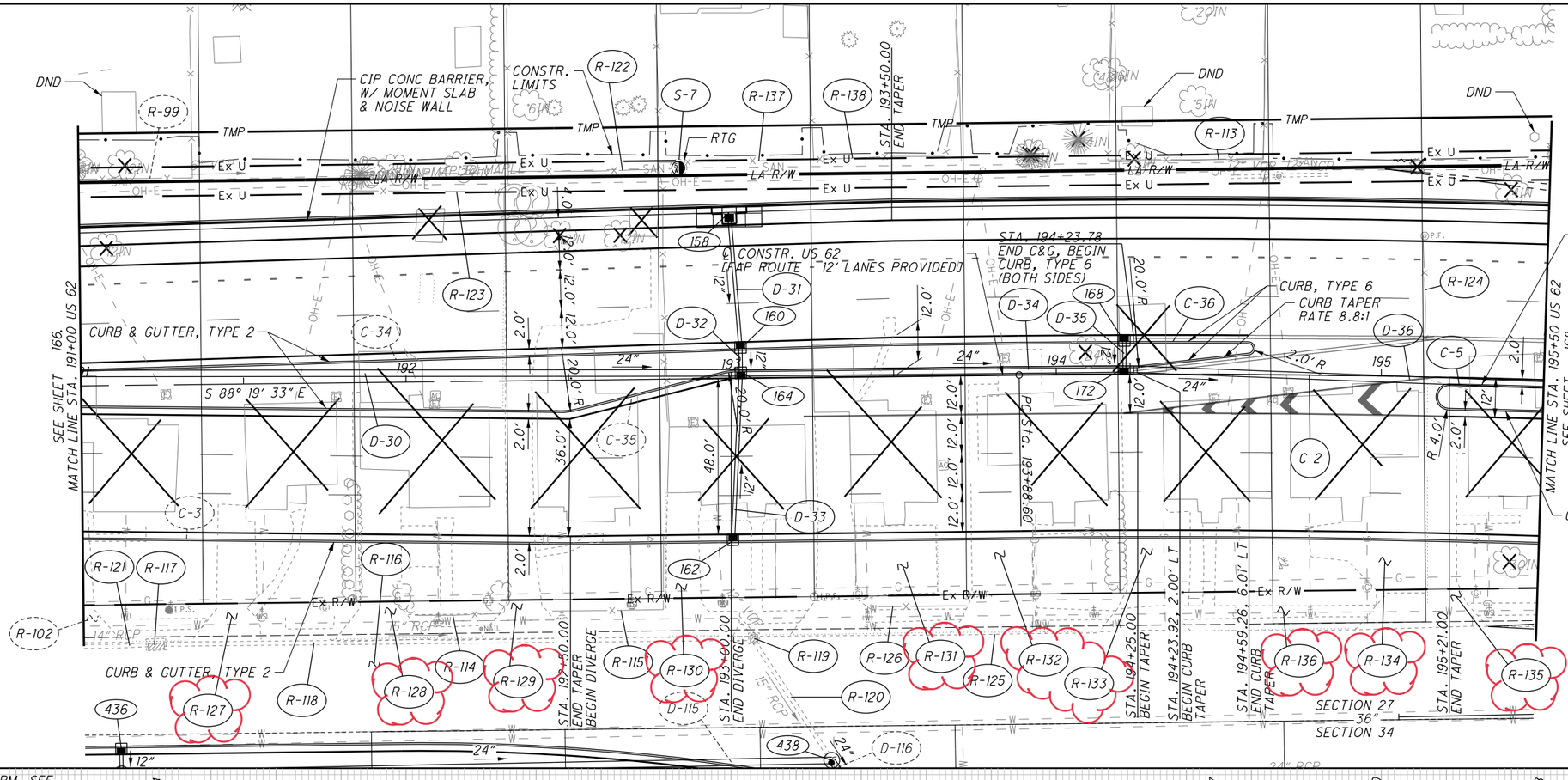

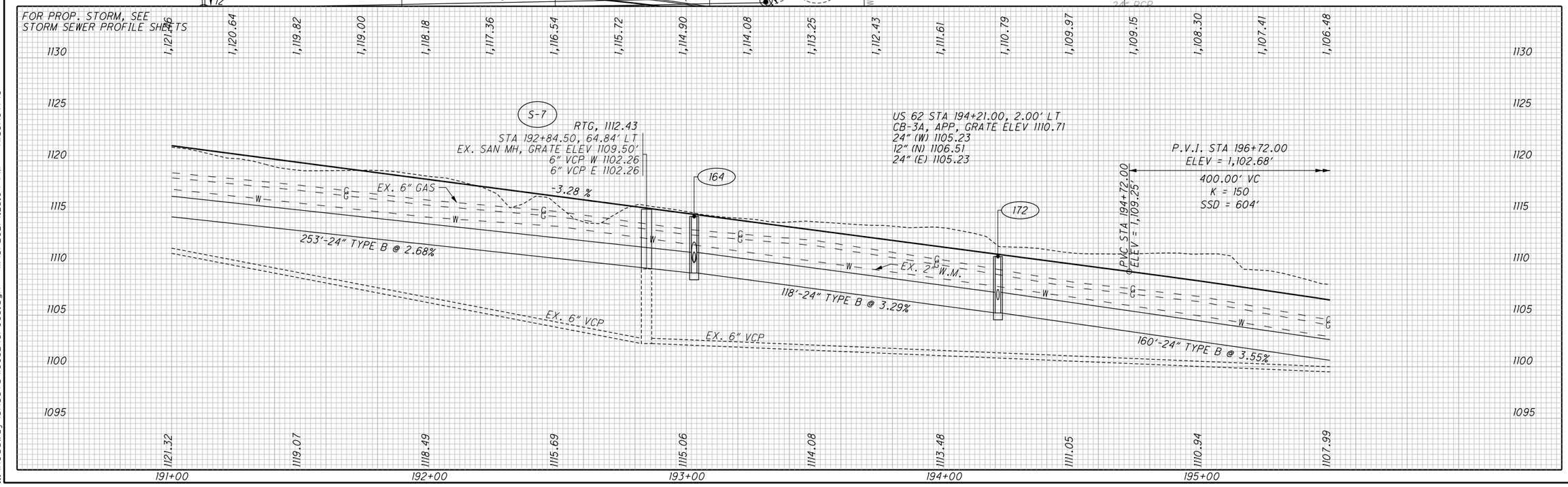

PLAN AND PROFILE - US 62
STA 191+00 TO STA 195+50

CALCULATED SNP
CHECKED GAH

HORIZONTAL SCALE IN FEET
0 10 20 40

STA-062-24.14

167
500

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LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

BARRIER LEGEND

△ END SECTION, TYPE D
□ END ANCHORAGE, TYPE B
⊘ END SECTION, TYPE CI
⋈ END ANCHORAGE, TYPE CI
⊗ END ANCHORAGE, TYPE D
◇ END ANCHORAGE, TYPE BI

CURVE DATA

C 2
PT Sta. 189+18.58
℄ CONSTR. US 62
P.I. Sta. 196+37.55
Δ = 7° 27' 29" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 248.96'
L = 497.21'
E = 8.10'
e_{max} = NC
PC Sta. 193+88.60
PT Sta. 198+85.81

LEGEND

◇ =DISCONNECT SANITARY SERVICE

CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED GAH

PLAN AND PROFILE - US 62
STA 195+50 TO STA 200+50

STA-062-24.14

168
500

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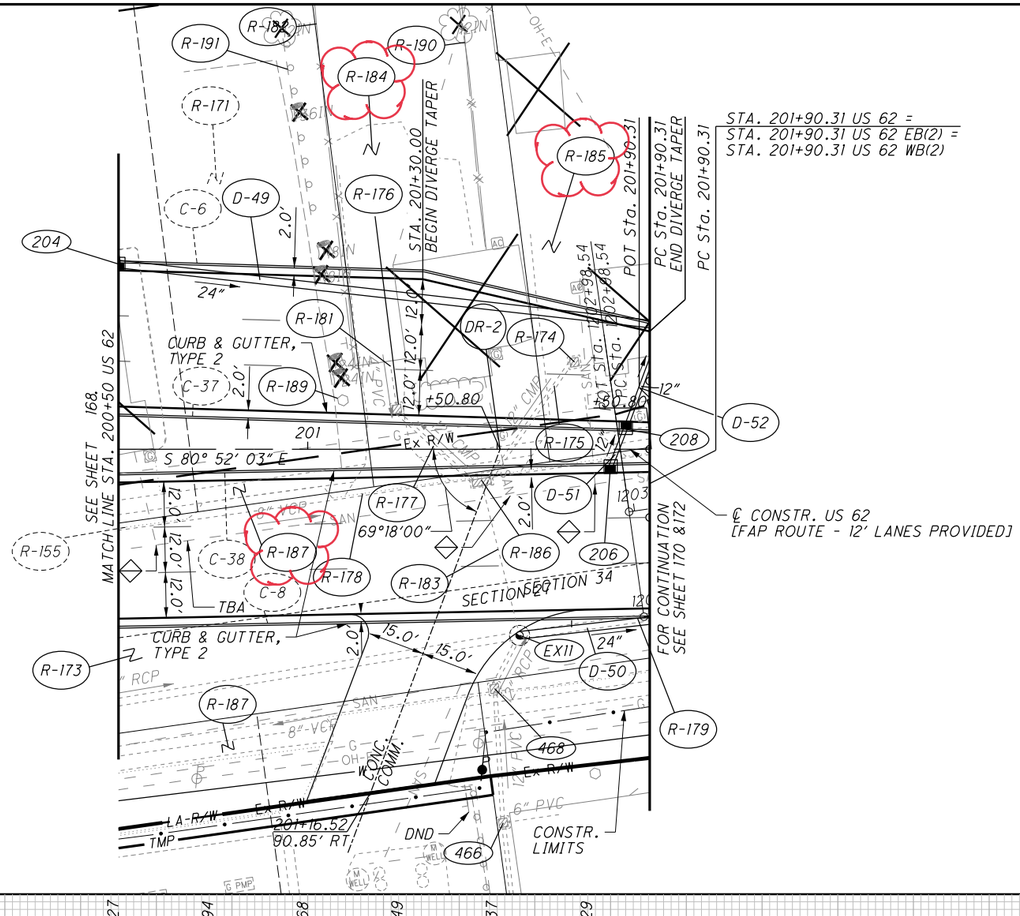

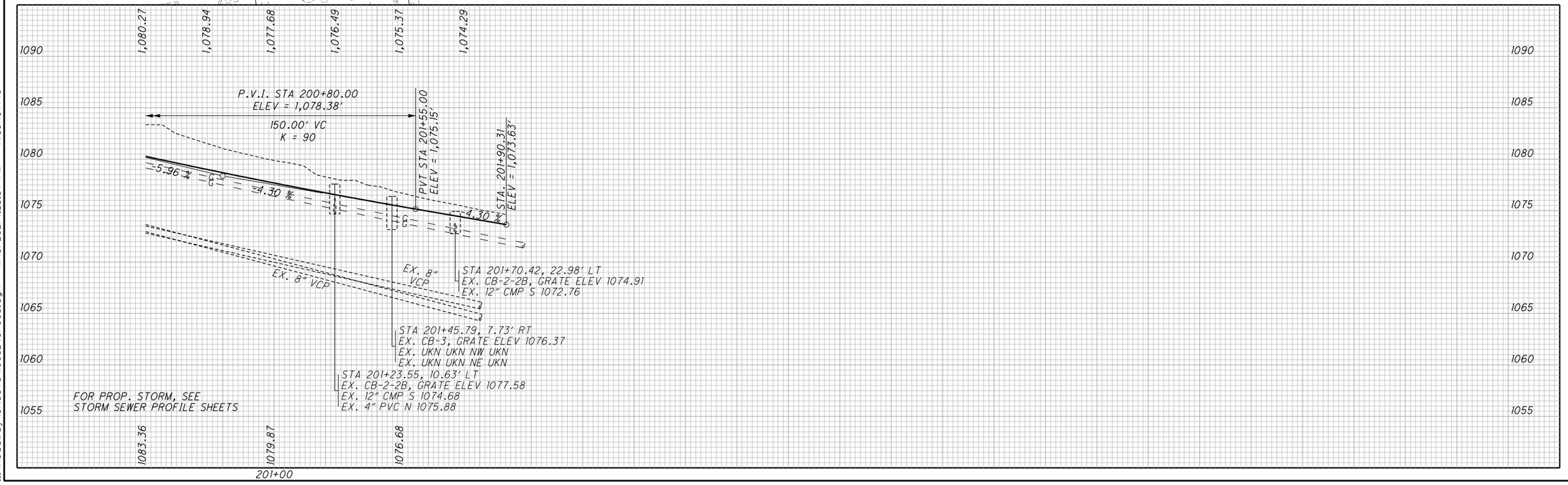

LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

LEGEND

◇ =DISCONNECT SANITARY SERVICE

CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.

N

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED SNP
CHECKED GAH

PLAN AND PROFILE - US 62
STA 200+50 TO STA. 201+90.31

STA-062-24.14

169
500

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CURVE DATA

C 11
℄ CONSTR. US 62 EB (2)
P.I. Sta. 203+52.00
Δ = 7° 07′ 25″ (LT)
Dc = 2° 12′ 20″
R = 2,597.66′
T = 161.69′
L = 322.96′
E = 5.03′
e_{max} = NC
PC Sta. 201+90.31
PCC Sta. 205+13.27

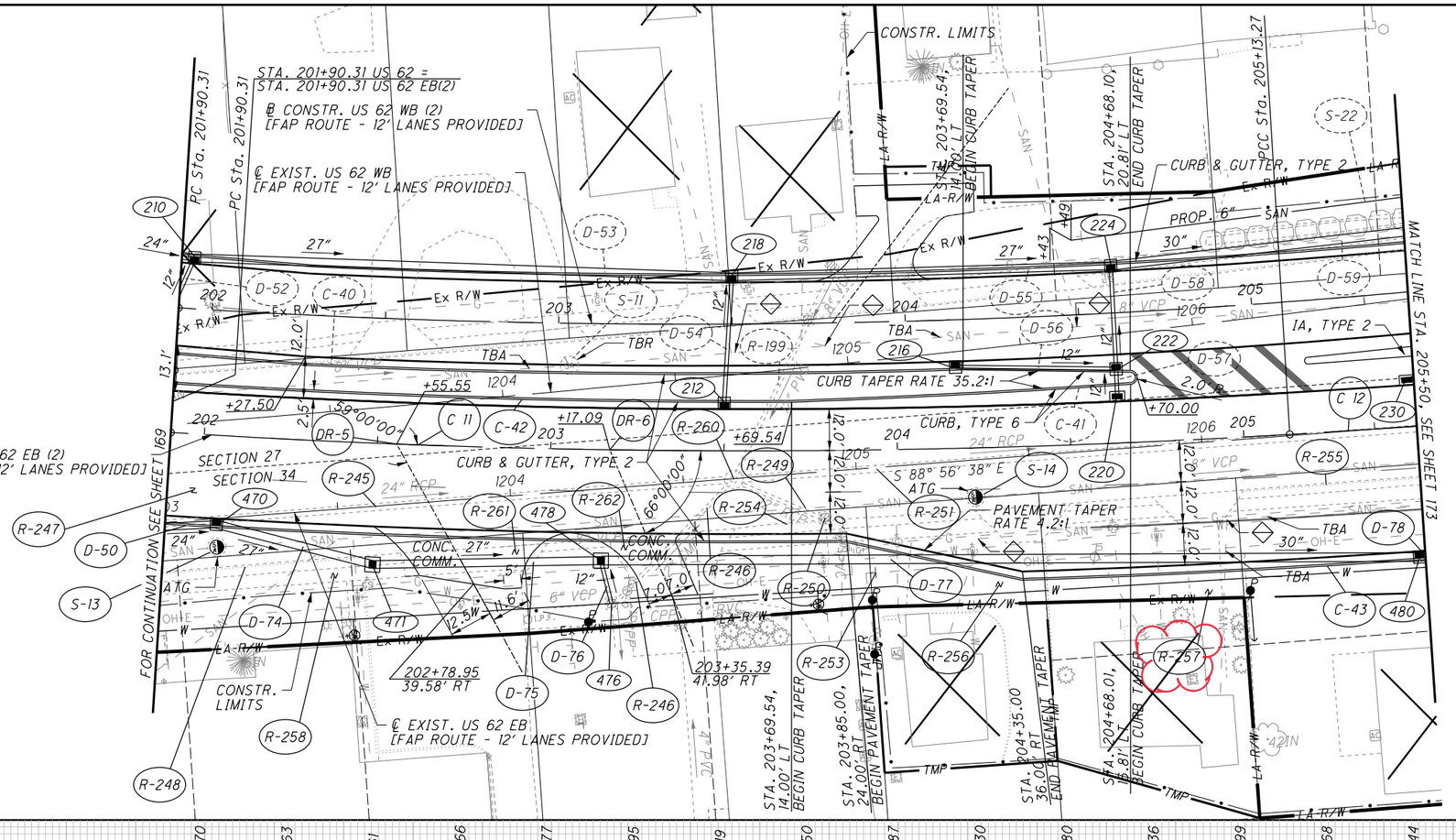
C 12
P.I. Sta. 208+44.82
Δ = 6° 37′ 23″ (LT)
Dc = 1° 00′ 00″
R = 5,730.00′
T = 331.55′
L = 662.36′
E = 9.58′
e_{max} = 2.00%
PCC Sta. 205+13.27
PT Sta. 211+75.63

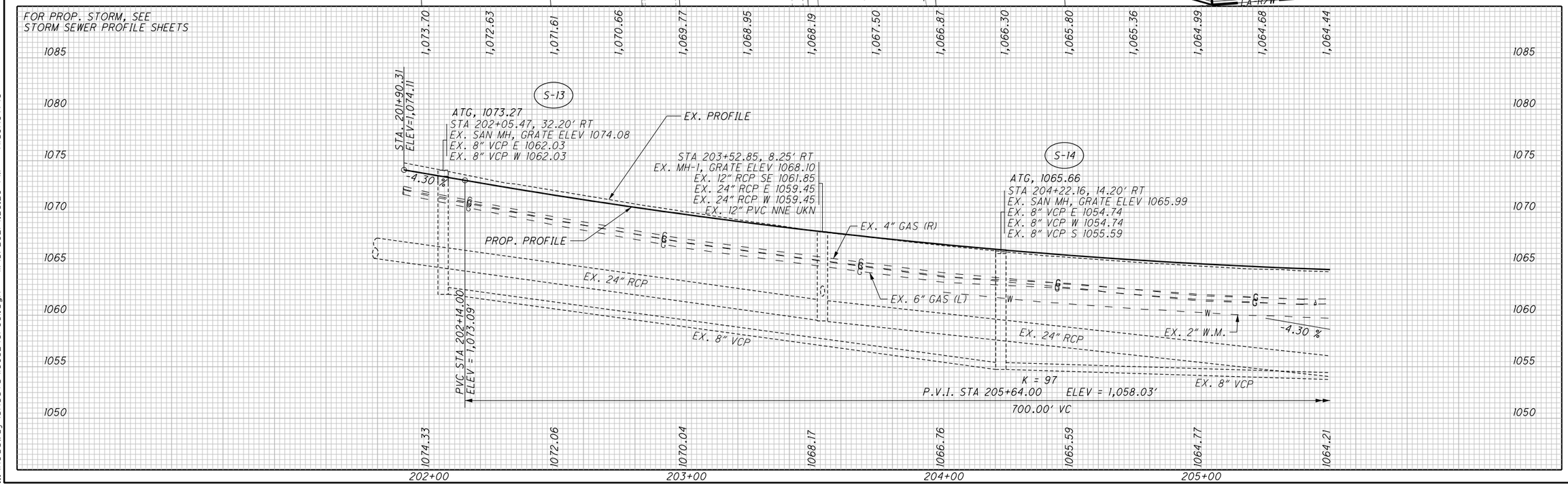
℄ CONSTR. US 62 EB (2)
[FAP ROUTE - 12′ LANES PROVIDED]

LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

LEGEND
◇ =DISCONNECT SANITARY SERVICE

CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.





HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED SNP
CHECKED GAH

PLAN AND PROFILE - US 62 EB (2)
STA 201+90.31 TO STA 205+50

STA-062-24.14

172
500

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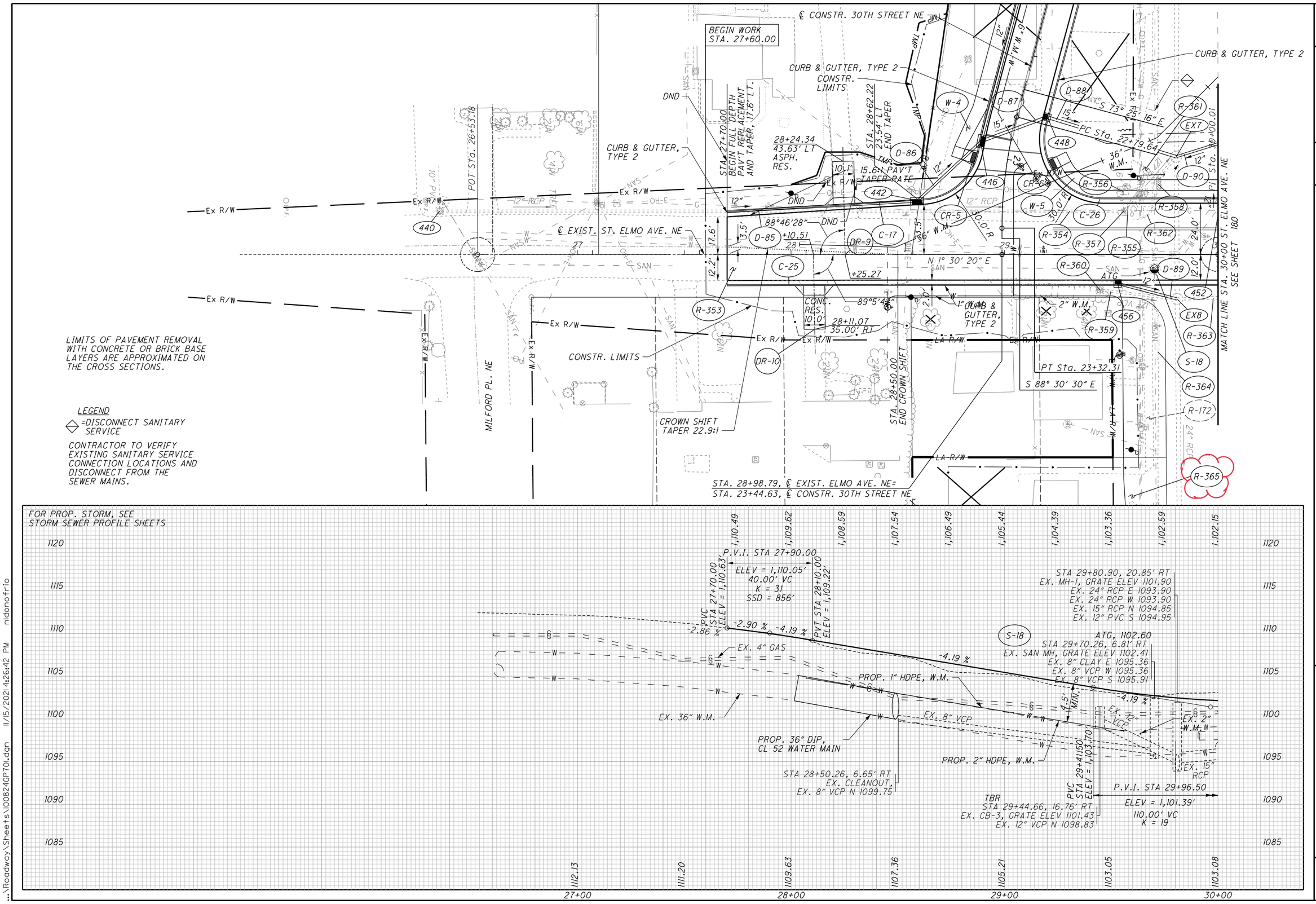
BEGIN WORK STA. 27+60.00
℄ CONSTR. 30TH STREET NE
CURB & GUTTER, TYPE 2
CONSTR. LIMITS
CURB & GUTTER, TYPE 2
STA. 27+70.00 BEGIN FULL DEPTH PAV'T REPLACEMENT AND TAPER, 17.6' LT.
STA. 28+62.22 23.54' LT END TAPER
28+24.34 43.63' LT ASPH. RES.
15.61 PAV'T TAPER RATE
POT Sta. 26+53.18
℄ EXIST. ST. ELMO AVE. NE
88°46'28"
+10.51
+25.27
N 1° 30' 20" E
89°5'42"
28+11.07 35.00' RT
CONC. RES.
CURB & GUTTER, TYPE 2
CONSTR. LIMITS
CROWN SHIFT TAPER 22.9:1
STA. 28+50.00 END CROWN SHIFT
MILFORD PL. NE
PT Sta. 23+32.31
S 88° 30' 30" E
PC Sta. 22+79.64
S 73° 25' 16" E
PI Sta. 30+00.01
MATCH LINE STA. 30+00 ST. ELMO AVE. NE SEE SHEET 180
STA. 28+98.79, ℄ EXIST. ELMO AVE. NE=
STA. 23+44.63, ℄ CONSTR. 30TH STREET NE
LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.
LEGEND
=DISCONNECT SANITARY SERVICE
CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.
FOR PROP. STORM, SEE STORM SEWER PROFILE SHEETS
P.V.I. STA 27+90.00
ELEV = 1,110.05'
40.00' VC
K = 31
SSD = 856'
PVC STA 27+70.00 ELEV = 1,110.63'
PVT STA 28+10.00 ELEV = 1,109.22'
-2.90 %
-4.19 %
-2.86 %
EX. 4" GAS
EX. 36" W.M.
PROP. 1" HDPE, W.M.
EX. 8" VCP
PROP. 36" DIP, CL 52 WATER MAIN
PROP. 2" HDPE, W.M.
STA 28+50.26, 6.65' RT
EX. CLEANOUT,
EX. 8" VCP N 1099.75
STA 29+80.90, 20.85' RT
EX. MH-1, GRATE ELEV 1101.90
EX. 24" RCP E 1093.90
EX. 24" RCP W 1093.90
EX. 15" RCP N 1094.85
EX. 12" VCP S 1094.95
ATG, 1102.60
STA 29+70.26, 6.81' RT
EX. SAN MH, GRATE ELEV 1102.41
EX. 8" CLAY E 1095.36
EX. 8" VCP W 1095.36
EX. 8" VCP S 1095.91
4.5' MIN.
EX. 12" VCP
EX. 2" W.M.
EX. 15" RCP
TBR
STA 29+44.66, 16.76' RT
EX. CB-3, GRATE ELEV 1101.43
EX. 12" VCP N 1098.83
P.V.I. STA 29+96.50
ELEV = 1,101.39'
110.00' VC
K = 19
1,110.49
1,109.62
1,108.59
1,107.54
1,106.49
1,105.44
1,104.39
1,103.36
1,102.59
1,102.15
1112.13
1111.20
1109.63
1107.36
1105.21
1103.05
1103.08
27+00
28+00
29+00
30+00
HORIZONTAL SCALE IN FEET
CALCULATED SNP
CHECKED GAH
PLAN AND PROFILE - ST. ELMO AVE. NE
STA 27+30 TO STA 30+00
STA-062-24.14
179
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C 20
℄ MAPLE AVE. DRIVE
P.I. Sta. 0+96.92
Δ = 58° 33′ 37″ (LT)
Dc = 114° 35′ 30″
R = 50.00′
T = 28.03′
L = 51.10′
E = 7.32′
e_{max} = NC
PC Sta. 0+68.89
PT Sta. 1+19.99

STA. 1+39.00, 12.77′ LT
BEGIN PAVT TAPER
BEGIN FULL DEPTH PAV'T

STA. 2+40.84, 14.00′ LT
END PAVT TAPER

℄ CONSTR. US 62 EB (2)
[FAP ROUTE 12′ LANES PROVIDED]
PROP. 2″ HDPE W.M.

STA. EON. - STA. 2+40.00 MAPLE AVE =
STA. 0+00.00 MAPLE AVE DRIVE

CONSTR. LIMITS

2+12.07
35.00′ LT

ASPH. RES.

CURB & GUTTER, TYPE 2

+72.33
N 1° 25′ 10″ E
+40.00
+12.07

CURB & GUTTER, TYPE 2

CONC. COMM.

℄ PROP. DRIVE

TMP

STA. 1+39.00, 15.53′ RT
BEGIN PAVT TAPER

STA. 2+40.84, 17.00′ RT
END PAVT TAPER

BEGIN WORK
STA. 1+29.00

1+72.33
57.00′ RT

STA. 3+32.08,
℄ EXIST. MAPLE AVE.=
STA. 206+12.83,
℄ CONSTR. US 62 EB (2)

CURB, TYPE 4C

2+63.47
111.27′ RT
(FOR DRIVEWAY DETAILS
SEE SHEET 292)

ASPH. COMM.

℄ EXIST. US 62 EB
[FAP ROUTE 12′ LANES PROVIDED]

CONSTR. LIMITS
PCC Sta. 205+13.27

℄ CONSTR. US 62 WB (2)
[FAP ROUTE 12′ LANES PROVIDED]

RECONNECT LATERAL TO PROP. SANITARY MH ON MAPLE AVE

CURB & GUTTER, TYPE 2

STA. 3+72.88,
℄ EXIST. MAPLE AVE.=
STA. 206+08.25,
℄ CONSTR. US 62 WB (2)

BEGIN DROP CURB, +07.89

SAWCUT

END WORK
STA. 5+30.00

CURB, TYPE 6

SAWCUT

CONSTR. LIMITS
N 1° 53′ 44″ E
+19.76

℄ EXIST. MAPLE AVE.

TBA
TBR
TBA

TS Sta. 120+54.88

CURB, TYPE 4-C
PCC Sta. 206+60.73

CURB & GUTTER, TYPE 2

4+60.00
END FULL DEPTH PAVEMENT

STA. 4+29.47, 18.43′ RT
BEGIN CURB TAPER

CONSTR. LIMITS

℄ EXIST. US 62 WB
[FAP ROUTE - 12′ LANES PROVIDED]

CONC BARRIER, SS, TYPE B

LIMITS OF PAVEMENT REMOVAL WITH CONCRETE OR BRICK BASE LAYERS ARE APPROXIMATED ON THE CROSS SECTIONS.

LEGEND
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CONTRACTOR TO VERIFY EXISTING SANITARY SERVICE CONNECTION LOCATIONS AND DISCONNECT FROM THE SEWER MAINS.

FOR PROP. STORM, SEE STORM SEWER PROFILE SHEETS

STA 1+62.06, 19.09′ LT
3-2-2B, GRATE ELEV 1056.40
EX. 8″ CPP WSW 1054.25
EX. 12″ CPP ENE 1053.35
EX. 18″ CMP S 1053.20

STA 1+71.38, 14.22′ RT
EX. CB-2-2B, GRATE ELEV 1056.58
EX. 12″ CPP WSW 1052.98
EX. 12″ CMP E 1052.78

STA 1+39.00
ELEV = 1,056.95′

PROP. PROFILE
EX. PROFILE
+6.00 %
+0.52 %
+0.47 %
-2.00 %
-1.60 %
-4.87 %
-5.37 %
3.99 %

12″ TYPE B
30″ TYPE B
EX. 24″ RCP
EX. 6″ GAS
EX. 2″ W.M.
TBA
EX. 12″ VCP
TBR EX. 8″ VCP
EX. 8″ VCP
PROP. 2″ HDPE M.W.

PVC STA 1+39.50
ELEV = 1056.95′
PVT STA 2+14.50
ELEV = 1,059.38′
18″ MIN.
P.V.I. STA 1+77.00
ELEV = 1,057.13′
75.00′ VC
K = 14

MAPLE STA 2+50.00, 19.8′ LT
PROP. SAN MH, RIM ELEV 1061.52
EX. 8″ (S) 1051.41
REMOVE EX. 8″ NORTH OF MH
TIE IN EX. 6″ LATERAL (E) 1053.58

P.V.I. STA 3+03.00
ELEV = 1,064.69′
10.00′ VC
K = 1
SSD = 140′

PVC STA 2+98.00
ELEV = 1,064.39′
PVT STA 3+08.00
ELEV = 1,064.59′

PVI STA 3+32.08
ELEV=1,064.10
℄ CONSTRUCTION US 62 EB (2)

PVI STA 3+44.08
ELEV=1,063.86

PVI STA 3+60.86
ELEV=1,064.23

PVT STA 3+72.88
ELEV = 1,063.75′
℄ CONSTRUCTION US WB (2)

S-16
S-21
ATG, 1063.22
STA 3+21.92, 16.98′ LT
EX. SAN MH, GRATE ELEV 1063.72
EX. 8″ VCP W 1053.42
EX. 12″ VCP SE 1053.42

P.V.I. STA 4+38.00
ELEV = 1,062.42′
40.00′ VC
K = 12
SSD = 350′

PVC STA 4+18.00
ELEV = 1,062.74′
PVT STA 4+58.00
ELEV = 1,061.45′
STA. 4+60.00
ELEV=1,061.35

PVI STA 3+84.90
ELEV = 1,063.75′

S-22
30″ TYPE B
STA 4+01.77, 0.74′ LT
PROP SAN MH,
GRATE ELEV 1062.05
EX. 8″ VCP N&S 1050.84, PROP 6″ W

TBR
STA 3+68.35, 0.35′ RT
EX. SAN MH, GRATE ELEV 1064.20
EX. 8″ VCP W 1051.42
EX. 8″ VCP N 1051.42
EX. 8″ VCP E 1053.42
S-12

1+00 2+00 3+00 4+00 5+00 6+00
1075 1070 1065 1060 1055 1050 1045 1040
1056.84 1056.60 1057.64 1060.23 1062.92 1064.26 1063.62 1061.41 1059.21

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED SNP
CHECKED GAH

PLAN AND PROFILE - MAPLE AVE. STA 1+00 TO STA 6+00

STA-062-24.14

181
500

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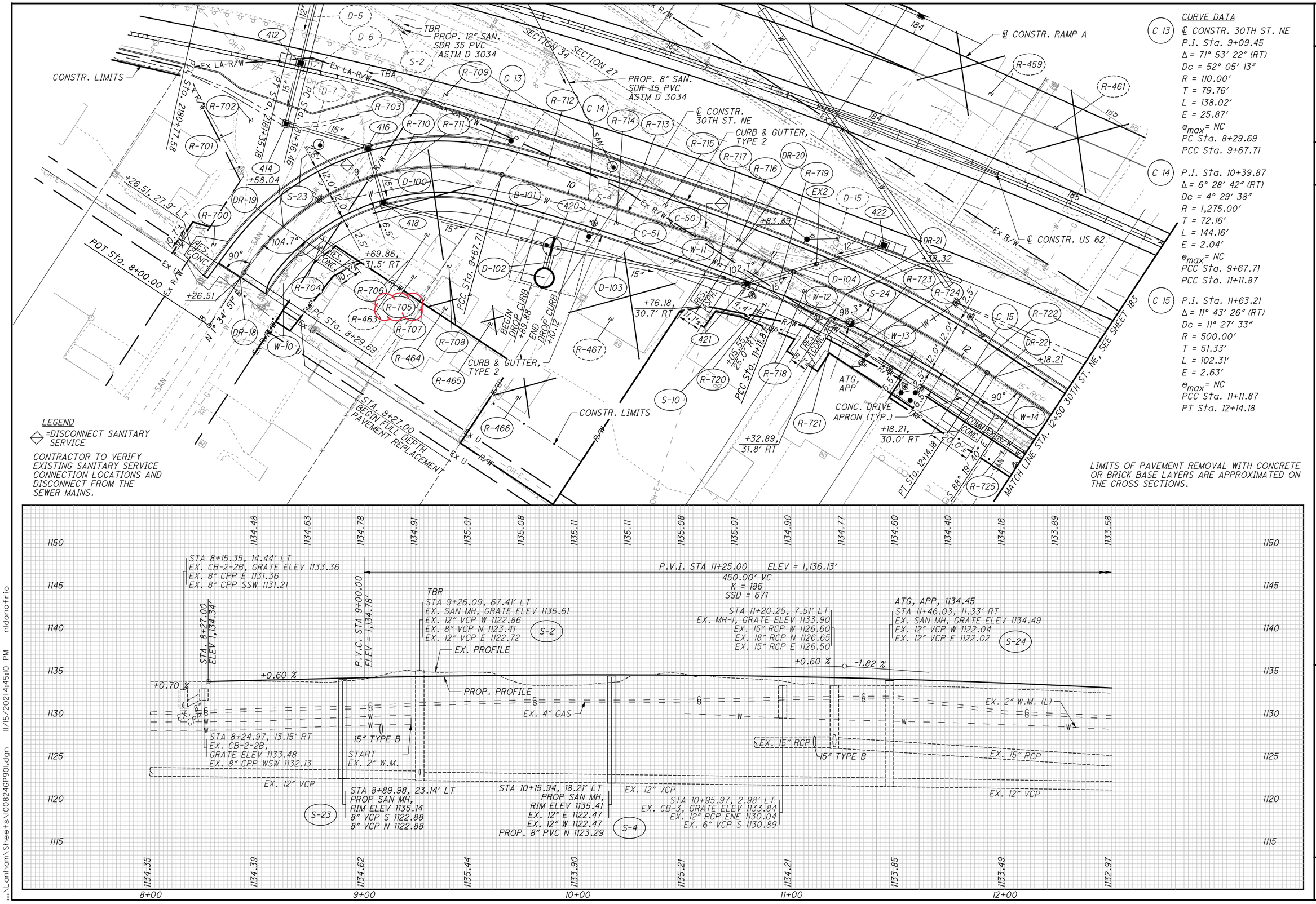

CURVE DATA

C 13 ℄ CONSTR. 30TH ST. NE
P.I. Sta. 9+09.45
Δ = 71° 53' 22" (RT)
Dc = 52° 05' 13"
R = 110.00'
T = 79.76'
L = 138.02'
E = 25.87'
e_{max}= NC
PC Sta. 8+29.69
PCC Sta. 9+67.71

C 14 P.I. Sta. 10+39.87
Δ = 6° 28' 42" (RT)
Dc = 4° 29' 38"
R = 1,275.00'
T = 72.16'
L = 144.16'
E = 2.04'
e_{max}= NC
PCC Sta. 9+67.71
PCC Sta. 11+11.87

C 15 P.I. Sta. 11+63.21
Δ = 11° 43' 26" (RT)
Dc = 11° 27' 33"
R = 500.00'
T = 51.33'
L = 102.31'
E = 2.63'
e_{max}= NC
PCC Sta. 11+11.87
PT Sta. 12+14.18

LEGEND
◇ =DISCONNECT SANITARY SERVICE

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MLV
CHECKED JML

PLAN AND PROFILE - 30TH ST. NE STA 8+27 TO STA 12+50

STA-062-24.14

182
500

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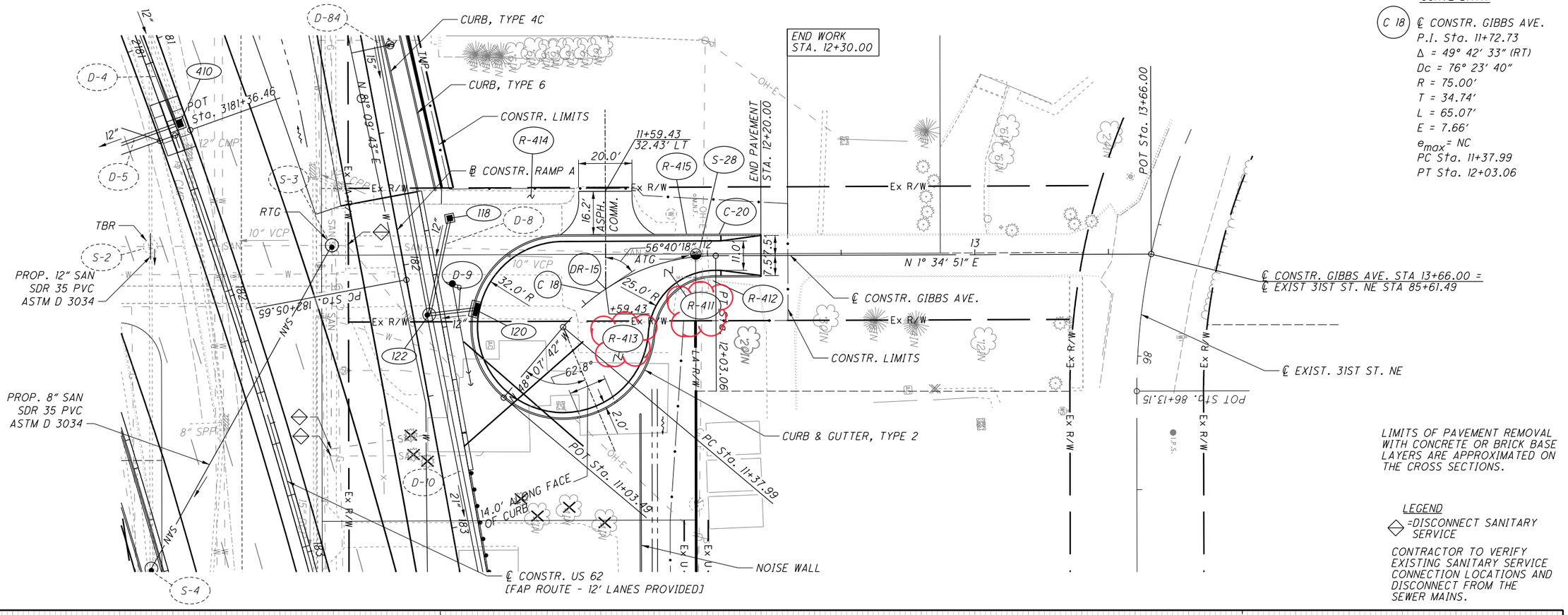

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MSW
CHECKED GAH

PLAN AND PROFILE - GIBBS AVE. STA. 11+03.49 TO END

STA-062-24.14

186
500

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