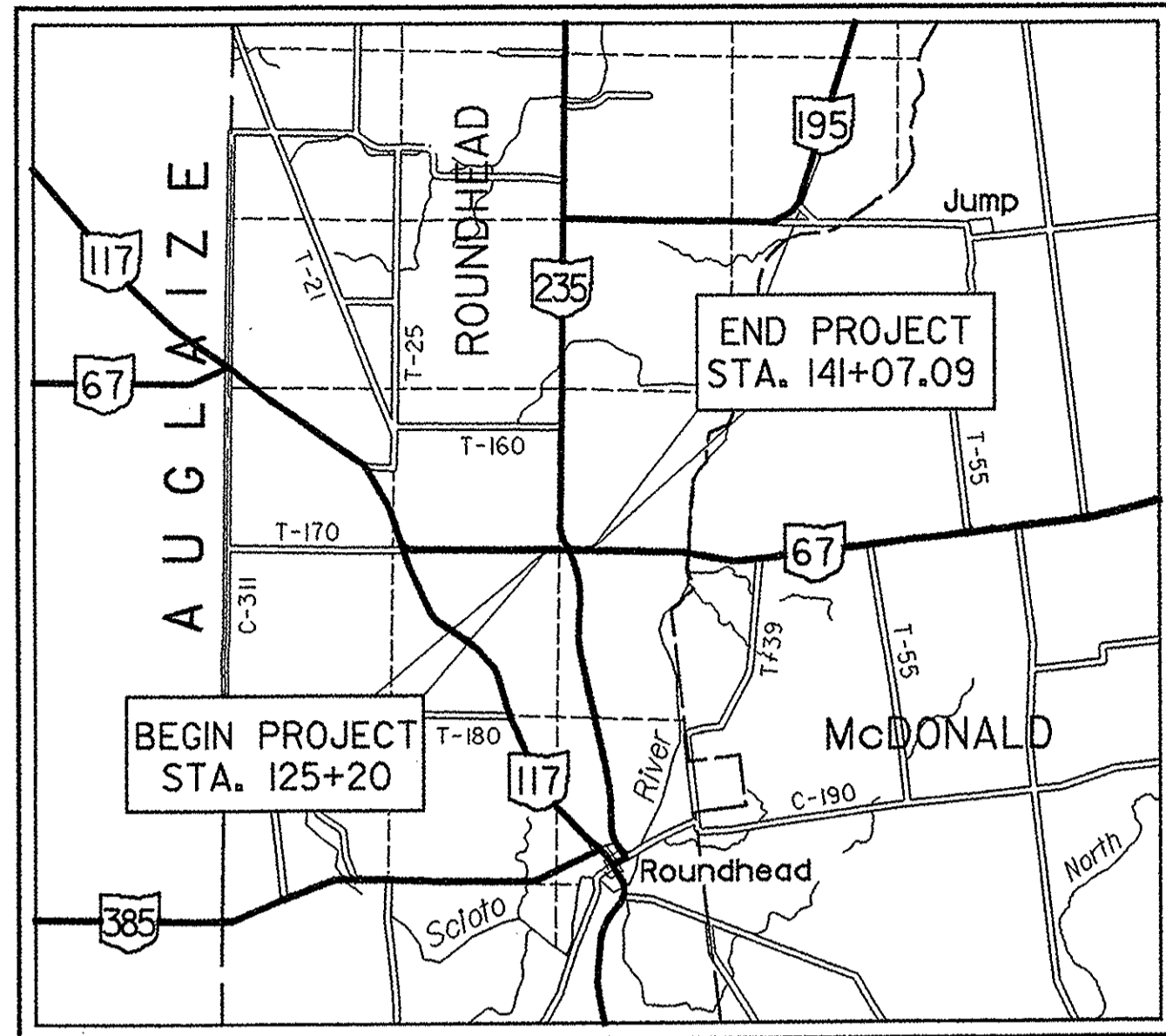


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

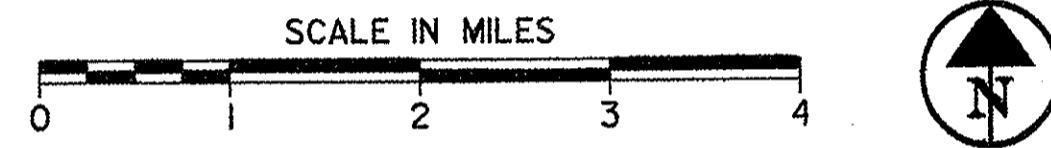
HAR-67-2.37

**ROUNDHEAD TOWNSHIP
HARDIN COUNTY**



LOCATION MAP

LATITUDE: N40°-35'-10" LONGITUDE: W83°-50'-30"



INTERSTATE & DIVIDED HIGHWAY
UNDIVIDED STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

	SR 67	SR 235
CURRENT ADT (2006)	1550	1640
DESIGN YEAR ADT (2026)	1900	2000
DESIGN HOURLY VOLUME (2026)	210	220
DIRECTIONAL DISTRIBUTION	55%	55%
TRUCKS (24 HOUR B & C)	19%	12%
DESIGN SPEED	55 mph	55 mph
LEGAL SPEED	55 mph	55 mph
DESIGN FUNCTIONAL CLASSIFICATION	RURAL MAJOR COLLECTOR	RURAL MAJOR COLLECTOR

DESIGN EXCEPTIONS

NO DESIGN EXCEPTIONS REQUIRED

UNDERGROUND UTILITIES

TWO WORKING DAYS BEFORE YOU DIG
Call... 800-362-2764 (Toll free)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS MUST BE CALLED DIRECTLY

ENGINEERS SEAL

SIGNED
Eric J. Scheckelhoff
DATE 03/06/08

PLAN PREPARED BY:
DISTRICT NO. 1
OHIO DEPARTMENT OF
TRANSPORTATION

INDEX OF SHEETS

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TRAFFIC CONTROL	27

PROJECT DESCRIPTION

RELOCATION AND RECONSTRUCTION OF 0.30 MILES OF SR 67 AT THE INTERSECTION OF SR 235 TO OBTAIN SIGHT DISTANCE FOR THE NORTH APPROACH OF SR 235.

2005 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 APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET 6.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA = 3.50 AC.
CONTRACTOR EARTH DISTURBED AREA = 0.45 AC.
NOTICE OF INTENT EARTH DISTURBED AREA = 4.9 AC.

APPROVED *Tom Burkholder, P.E.*
DATE 3/6/08 DISTRICT DEPUTY DIRECTOR

APPROVED *James J. Flansburg*
DATE 3-24-08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-3.1	10-19-07	HW-2.1	4-21-06	MT-101.60	9-20-06	TC-41.20	1-19-01
BP-4.1	7-16-04	HW-2.2	4-21-06	MT-105.10	10-18-02	TC-41.50	1-19-07
				MT-105.11	10-18-02	TC-42.20	7-16-04
RM-1.1	4-21-06	DM-1.1	4-21-06			TC-52.10	1-19-07
RM-4.2	10-19-07	DM-4.3	7-19-02			TC-52.20	1-19-07
RM-4.6	1-16-04	DM-4.4	7-19-02			TC-65.10	1-21-05
CB-1.1	7-15-05					TC-65.11	1-21-05

SUPPLEMENTAL SPECIFICATIONS

800	4-18-08
802	4-15-05
832	4-25-06

SPECIAL PROVISIONS

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HAR - SR-67-2.37
080402 PID - 83784
Dist 1 6/4/2008

FEDERAL PROJECT No.
NON-FEDERAL

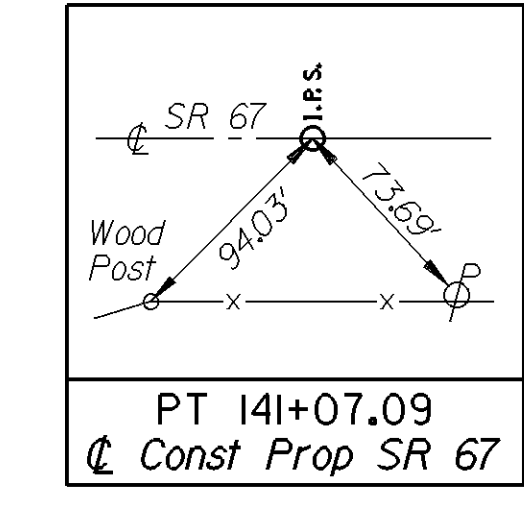
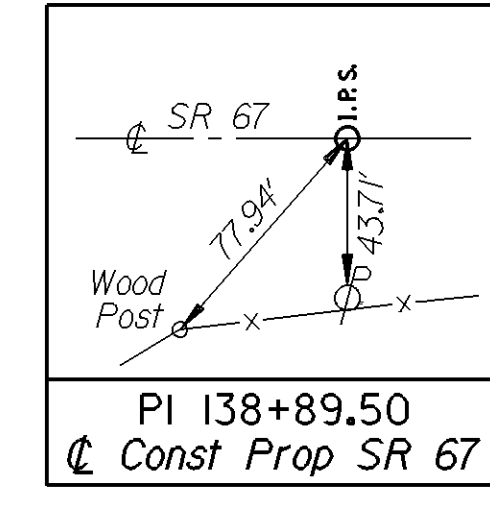
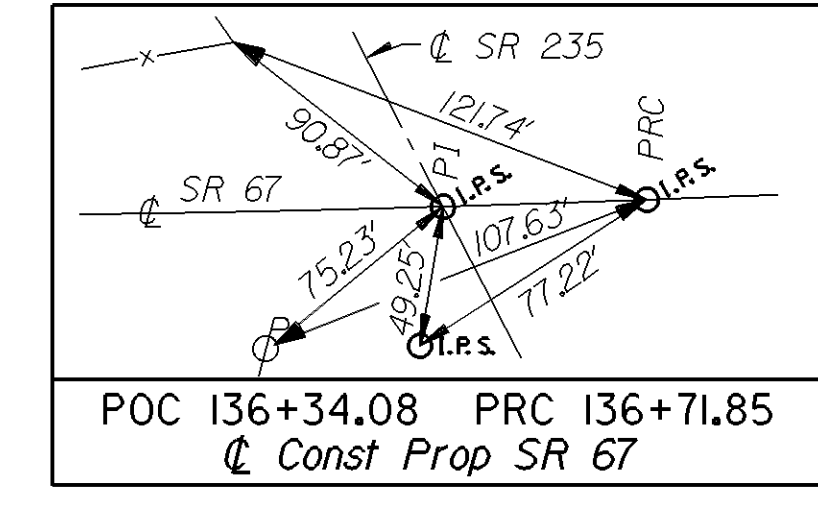
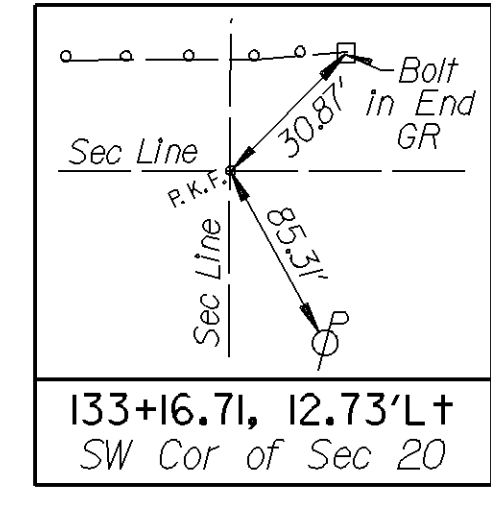
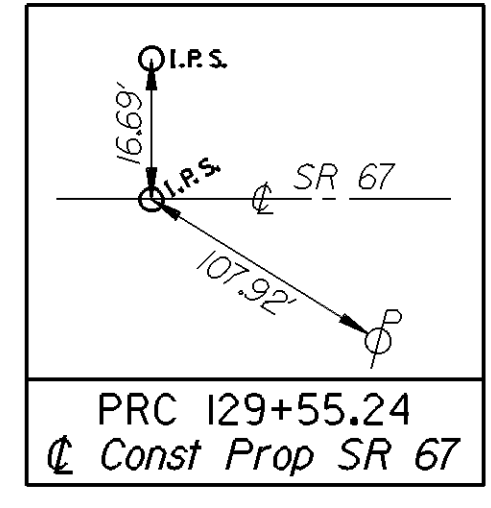
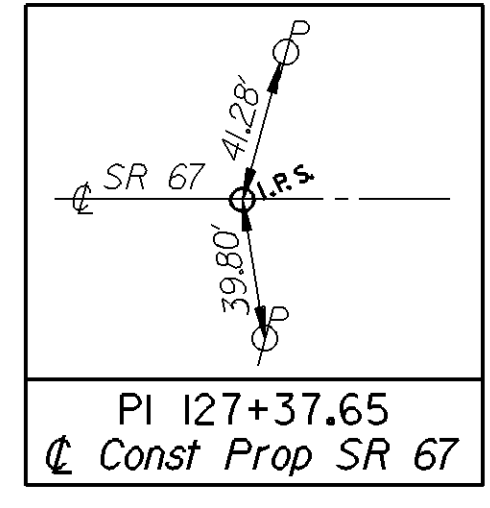
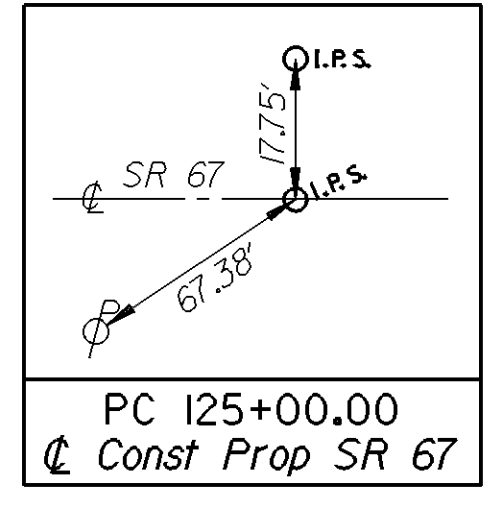
PID No.
83784

CONSTRUCTION PROJECT No.

RAILROAD INVOLVEMENT
NONE

HAR-67-2.37

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TIME : 12:45



BENCHMARK #2
USGS Capped Pipe -
1055 Ohio 134+40.0,
34.8' Lt Elev. 1054.64

CURVE 2 DATA
Const. Prop. SR 67
PI Sta. 133+13.73
 $\Delta = 4^{\circ}32'19''$ Lt
 $D_c = 0^{\circ}38'00''$
 $R = 9,046.78'$
 $T = 358.49'$
 $L = 716.61'$
 $E = 7.10'$
 $C = 716.43'$
C Bear $S89^{\circ}56'43''E$
PC Sta. 129+55.24
PT Sta. 136+71.85

HARDIN COUNTY
ROUNDHEAD TOWNSHIP
SE 1/4 SECTION 20
T-5-S R-9-E

HARDIN COUNTY
ROUNDHEAD TOWNSHIP
SW 1/4 SECTION 21
T-5-S R-9-E

BEGIN PROJECT
STA. 125+20
S.L.M. 2.37

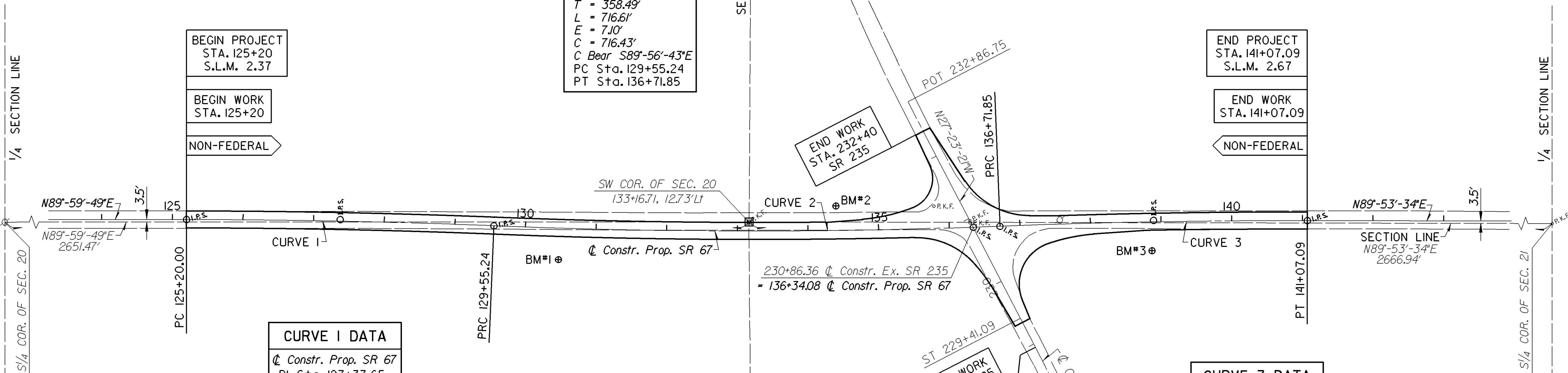
BEGIN WORK
STA. 125+20

NON-FEDERAL

END PROJECT
STA. 141+07.09
S.L.M. 2.67

END WORK
STA. 141+07.09

NON-FEDERAL



CURVE 1 DATA
Const. Prop. SR 67
PI Sta. 127+37.65
 $\Delta = 2^{\circ}19'17''$ Rt
 $D_c = 0^{\circ}32'00''$
 $R = 10,742.96'$
 $T = 217.65'$
 $L = 435.24'$
 $E = 2.20'$
 $C = 435.21'$
C Bear $S88^{\circ}50'10''E$
PC Sta. 125+20.00
PT Sta. 129+55.24

CURVE 3 DATA
Const. Prop. SR 67
PI Sta. 138+89.50
 $\Delta = 2^{\circ}19'17''$ Rt
 $D_c = 0^{\circ}32'00''$
 $R = 10,742.96'$
 $T = 217.65'$
 $L = 435.24'$
 $E = 2.20'$
 $C = 435.21'$
C Bear $N88^{\circ}56'48''E$
PC Sta. 136+71.85
PT Sta. 141+07.09

CURVE 4 DATA
Const. SR 235
PI Sta. 222+59.86
 $\Delta = 17^{\circ}00'00''$ Lt
 $D_c = 3^{\circ}00'00''$
 $R = 1909.86'$
 $L_s = 400.00'$
 $\theta_s = 6^{\circ}00'00''$
 $LT = 266.82'$
 $ST = 133.47'$
 $x = 399.56'$
 $y = 13.95'$
 $k = 199.93'$
 $p = 3.49'$
 $\Delta_c = 29^{\circ}00'00''$ Lt.
 $L_c = 566.67'$
 $T_s = 694.75'$
 $E_s = 66.40'$
TS Sta. 215+74.43
SC Sta. 219+74.43
CS Sta. 225+41.09
ST Sta. 229+41.09

BENCHMARK #1
Spike In Power Pole,
130+48.0, 44.5' Rt
Elevation 1035.52

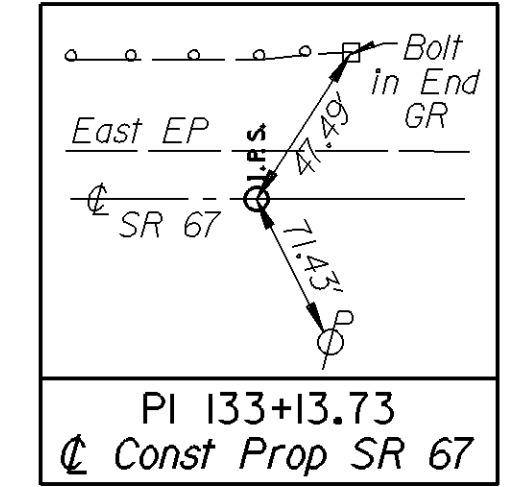
BENCHMARK #3
Spike In Power Pole,
138+86.2, 40.1' Rt
Elevation 1062.50

PROP. & CONSTR. LOCATIONS

STATION	OFFSET	NORTHING	EASTING
Const. SR 67			
PC 125+00.00	0.00'	10003.5442	9203.5012
PRC 129+55.24	0.00'	9994.7046	9638.6221
PRC 136+71.85	0.00'	9994.0201	10355.0482
PT 141+07.09	0.00'	10002.0212	10790.1853
POC 136+34.08	0.00'	9992.6394	10317.3024
PI CURVE 1		10003.5321	9421.1512
PI CURVE 2		9980.1675	9996.8216
PI CURVE 3		10002.4285	10572.5357

PROPOSED & R/W MONUMENTS
Monuments Boxes are to be set after construction at the following Stations at a Tolerance of ± 0.02 Ft.

STATION	OFFSET	NORTHING	EASTING
Const. SR 67			
133+16.71	12.73' Lt	10000.0000	10000.0000



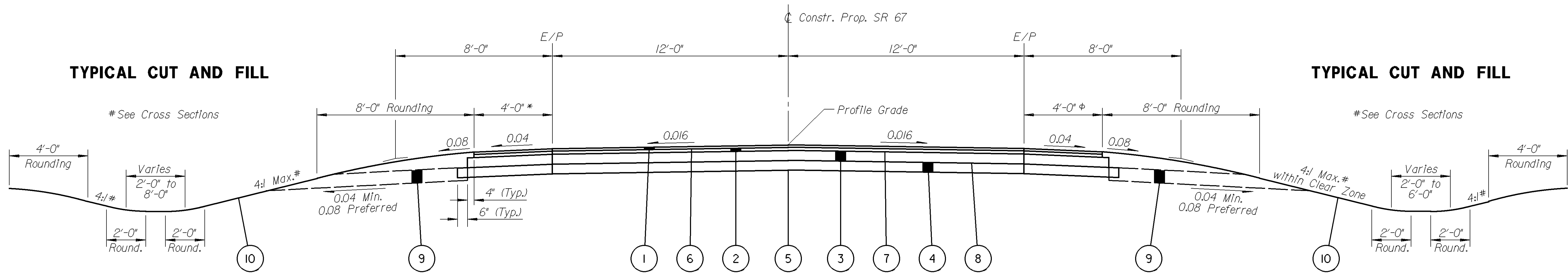
MONUMENT LEGEND

- OR.K.F. ~ PK Nail Found
- OL.P.S. ~ Iron Pin Found
- S ~ RR Spike Found
- OL.P.S. ~ Iron Pin Set
- M ~ Proposed Monument Box

HARDIN COUNTY
ROUNDHEAD TOWNSHIP
NE 1/4 SECTION 29
T-5-S R-9-E

HARDIN COUNTY
ROUNDHEAD TOWNSHIP
NW 1/4 SECTION 28
T-5-S R-9-E

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 USERNAME : gwilliam
 DATE : 06-MAR-2008
 TIME : 12:15



NORMAL SECTION

APPLIES
 Sta. 125+20 to Sta. 141+07.09 = 1587.09 Ft
 Total = 1587.09 Ft

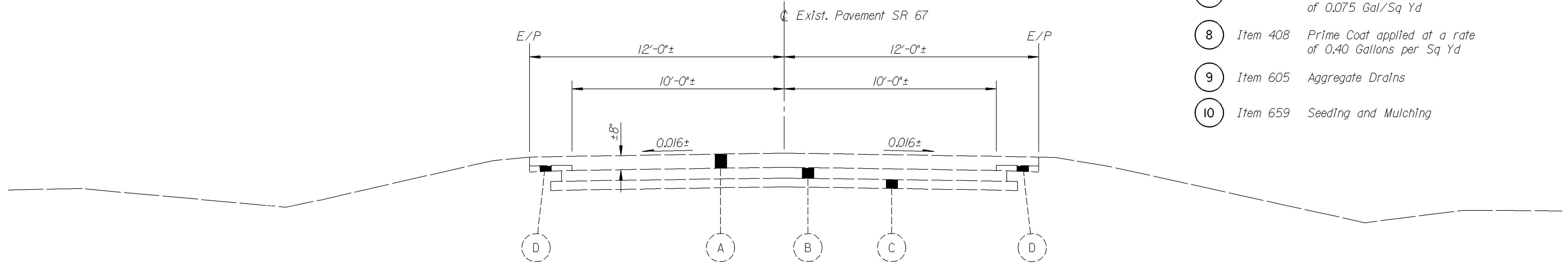
EXISTING LEGEND

- (A) Asphalt Concrete
- (B) 6"± Aggregate Base
- (C) 5"± Subbase
- (D) Aggregate

* Tapers from 1.2' to 4.0'
 Sta. 125+20 to Sta. 127+00
 Tapers from 4.0' to 1.8'
 Sta. 139+50 to Sta. 141+07.09
 ϕ Tapers from 0.8' to 4.0'
 Sta. 125+20 to Sta. 127+00
 Tapers from 4.0' to 0.0'
 Sta. 139+50 to Sta. 141+07.09

PROPOSED LEGEND

- (1) Item 448 1-1/4" Asphalt Concrete Surface Course, Type 1, PG64-22
- (2) Item 448 1-3/4" Asphalt Concrete Intermediate Course, Type 2, PG64-22
- (3) Item 301 6" Asphalt Concrete Base, PG64-22
- (4) Item 304 6" Aggregate Base
- (5) Item 204 Subgrade Compaction
- (6) Item 407 Tack Coat for Intermediate Course applied at a rate of 0.075 Gal/Sq Yd
- (7) Item 407 Tack Coat applied at a rate of 0.075 Gal/Sq Yd
- (8) Item 408 Prime Coat applied at a rate of 0.40 Gallons per Sq Yd
- (9) Item 605 Aggregate Drains
- (10) Item 659 Seeding and Mulching



EXISTING SECTION

APPLIES
 Sta. 125+20 to Sta. 141+07.09 = 1587.09 Ft
 Total = 1587.09 Ft

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

ROUNDING

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

UTILITY OWNERSHIP

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

TELEPHONE	ELECTRIC	GAS
Sprint 591 TR 55 Bellevue, Ohio 43311 937-592-5083	Mid Ohio Energy 555 West Franklin Kenton, Ohio 43326 419-673-7289	Columbia Gas of Ohio 1800 Broad Ave Findlay, Ohio 45839 419-422-8121

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

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT OF WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT OF WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

WORK LIMITS

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

MONUMENTS ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON SHEET 2.

ITEM 204 PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET 4 FOR ADDITIONAL INFORMATION.

ITEM 204 PROOF ROLLING = 4 HOUR

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

EXISTING PLANS

EXISTING PLANS ENTITLED HAR-69-2.36/HAR-67-2.43 MAY BE INSPECTED IN THE ODOT DISTRICT ONE OFFICE IN LIMA, OHIO.

ITEM 605 AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT THE LOCATIONS SHOWN ON SHEET 10.

ITEM SPECIAL - MAILBOX SUPPORT

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

WOOD POSTS SHALL BE NOMINAL 4" BY 4" SQUARE OR 4-1/2" DIAMETER ROUND, AND CONFORM TO 710.14.

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

HARDWARE (PLATES, SCREWS, BOLTS, ECT.) SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

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

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

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

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

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

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.12. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT. SEE SHEET 10 FOR DETAIL.

ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
201	LUMP		CLEARING AND GRUBBING
204	4	HOUR	PROOF ROLLING
QUANTITIES CARRIED TO GENERAL SUMMARY			

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 USERNAME : gwilliam
 DATE : 06-MAR-2008
 TIME : 12:15

ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL MAINTAIN 2-WAY TRAFFIC AT ALL TIMES (EXCEPT AS NOTED IN THE DETOUR NOTE ON THIS SHEET) IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614, THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS AND THE TRAFFIC CONTROL DETAILS DESCRIBED IN THESE PLANS. THE MINIMUM LANE WIDTH FOR TRAFFIC CONTROL SHALL BE 11 FEET AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

THE CONTRACTOR SHALL SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

PAYMENT FOR FURNISHING, ERECTING, MAINTAINING AND REMOVING SIGNS, BARRICADES, CONES, MARKERS, ALL WORK ZONE PAVEMENT MARKINGS, WORK ZONE RAISED PAVEMENT MARKERS, PORTABLE CONCRETE BARRIER, PORTABLE CONCRETE BARRIER END TREATMENTS, OBJECT MARKERS, ETC. SHALL BE INCLUDED IN THE LUMP SUM ITEM BID ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

THE CONTRACTOR SHALL ALSO FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL ADDITIONAL SIGNS OR TRAFFIC CONTROL DEVICES DEEMED NECESSARY BY THE ENGINEER WITH ALL ASSOCIATED COSTS INCLUDED IN THE LUMP SUM PRICE BID ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

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. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, THEY MAY SUBMIT ALTERNATE METHODS FOR MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DISTRICT CONSTRUCTION ENGINEER.

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1/2" INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN DURING ON WORKING HOURS EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DETOURS AND CLOSURES

THROUGH TRAFFIC SHALL BE DETOURED FOR PAVEMENT CONSTRUCTION AS SHOWN ON SHEET 6. SR 67 SHALL BE DETOURED FOR A PERIOD NOT TO EXCEED THIRTY-FIVE (35) CONSECUTIVE CALENDER DAYS FOR THE CONSTRUCTION OF SR 67 PAVEMENT ON BOTH SIDES OF THE INTERSECTION OF SR 67 & SR 235. THE FOLLOWING ADDITIONAL CONDITIONS SHALL BE MET:

- BOTH SR 67 AND SR 235 SHALL BE DETOURED CONCURRENTLY AT SOME TIME WITHIN THIS 35 DAY DETOUR FOR A PERIOD NOT TO EXCEED FIVE (5) CONSECUTIVE CALENDAR DAYS FOR THE CONSTRUCTION OF THE INTERSECTION OF SR 67 AND SR 235.
- SR 235 SHALL BE OPEN TO TRAFFIC DURING THE WEEK OF THE FORTH OF JULY (JULY 4TH).
- SR 67 & SR 235 SHALL BE OPEN TO THROUGH TRAFFIC AFTER AUGUST 22ND.

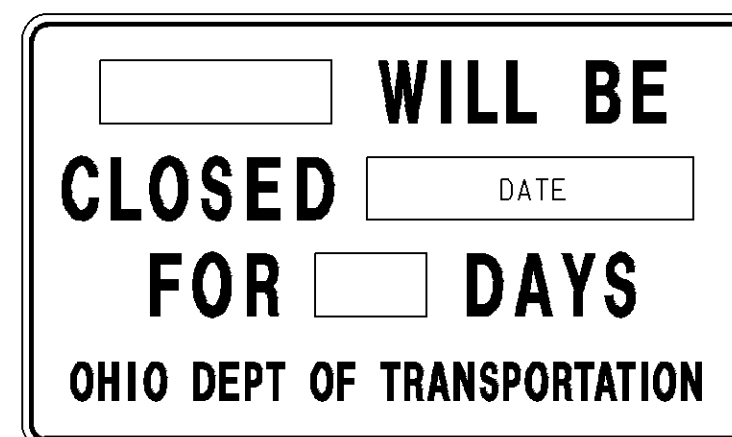
THE DETOURS SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO.

THE NUMBER OF CONSECUTIVE CALENDAR DAYS STATED ABOVE SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THOSE DAYS THAT EITHER SR 67 OR SR 235 REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN THE AMOUNT PER 108.07. ACCESS TO ALL PROPERTIES MUST BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT ONE ROADWAY SERVICES ADMINISTRATOR A MINIMUM OF TWENTY-ONE (21) DAYS IN ADVANCE OF THE PLANNED DATE OF CLOSURE. AT THAT TIME THE CONTRACTOR SHALL ARRANGE FOR THE PICK UP OF THE "NOTICE OF CLOSURE" SIGN FROM THE DISTRICT WHICH THEN SHALL BE ERECTED BY THE CONTRACTOR AT LEAST 14 DAYS IN ADVANCE OF THE SCHEDULED CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT SIDE OF THE ROAD FACING TRAFFIC. THE SIGNS SHALL BE ERECTED AT THE POINT OF CLOSURE AND BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. AFTER THE ROAD IS OPENED TO THROUGH TRAFFIC AND THE "NOTICE OF CLOSURE" SIGNS ARE NO LONGER NEEDED THE CONTRACTOR IS SUBSEQUENTLY RESPONSIBLE FOR RETURNING THE SIGNS TO THE DISTRICT.

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

NOTE:
THE CONTRACTOR IS TO FILL IN THE ROAD, DATE AND DURATION.



W20-H14

ACCESS TO ADJACENT PROPERTY

ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES, AS PER 614.02(a). THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF LOCAL TRAFFIC:

ITEM 410 TRAFFIC COMPACTED SURFACE, TYPE A = 50 CU YD

WORK ZONE PAVEMENT FOR MAINTAINING TRAFFIC

WHERE THE EXISTING PAVEMENT NEEDS TO BE WIDENED TO MEET THE REQUIRED LANE WIDTHS FOR TRAFFIC CONTROL, THE WORK ZONE PAVEMENT COMPOSITION SHALL CONSIST OF 8" 302 ASPHALT CONCRETE BASE, PG64-22 AND 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22. ALL COSTS ASSOCIATED WITH THE EQUIPMENT, MATERIAL AND LABOR FOR PLACING THIS ITEM SHALL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

PAVEMENT MARKING

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER SPEC. 641.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS. PAYMENT FOR THIS COMPLETE REMOVAL SHALL BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

DUST CONTROL

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

ITEM 616 WATER = 12 M GAL

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTES, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET 6. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE REPLACEMENT PAVEMENT FOR ITEM 253 PAVEMENT REPAIR SHALL CONSIST OF 1-1/4" ITEM 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 PLACED ON 5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22.

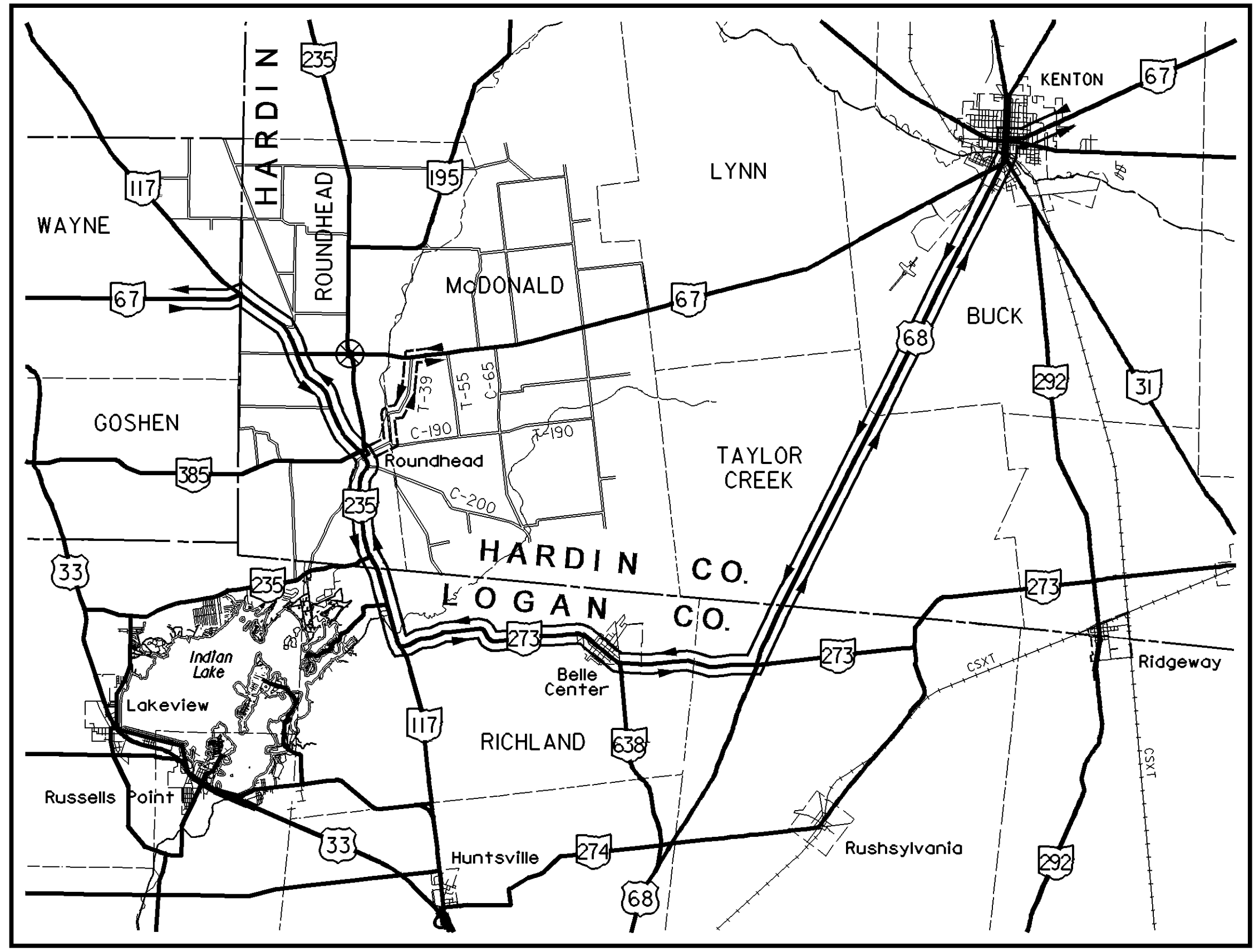
THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTES:

- ITEM 253 PAVEMENT REPAIR = 20 CU YD
- ITEM 301 ASPHALT CONCRETE BASE, PG64-22 = 10 CU YD
- ITEM 304 AGGREGATE BASE = 10 CU YD
- ITEM 407 TACK COAT = 10 GALLON
- ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, AS PER PLAN = 5 CU YD
- ITEM 617 COMPACTED AGGREGATE = 50 CU YD

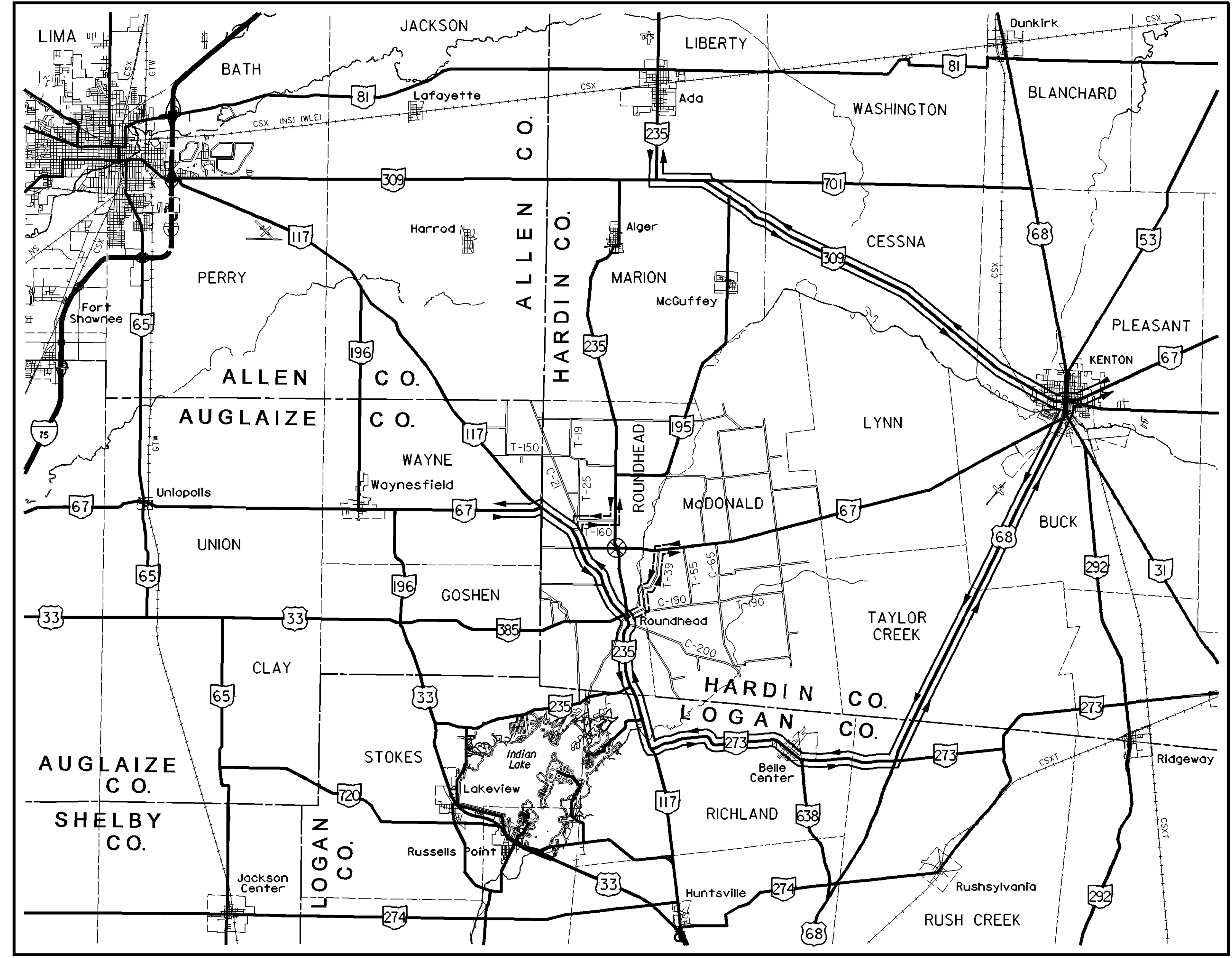
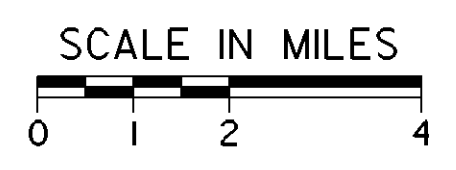
ESTIMATED QUANTITIES			
ITEM	QUANTITY	UNIT	DESCRIPTION
253	20	CU YD	PAVEMENT REPAIR
301	10	CU YD	ASPHALT CONCRETE BASE, PG64-22
304	10	CU YD	AGGREGATE BASE
407	10	GALLON	TACK COAT
410	50	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A
448	5	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, AS PER PLAN
614	LUMP		MAINTAINING TRAFFIC, AS PER PLAN
616	12	M GAL	WATER
617	50	CU YD	COMPACTED AGGREGATE
QUANTITIES CARRIED TO GENERAL SUMMARY			

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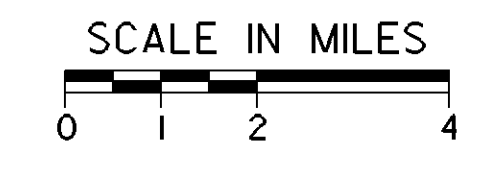
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SR 67 ONLY DETOUR MAP



SR 67 & SR 235 JOINT DETOUR MAP



- ⊗ - PROJECT LOCATION
- OFFICIAL SIGNED DETOUR
- DESIGNATED LOCAL DETOUR



DROPOFFS IN WORK ZONE NOTES

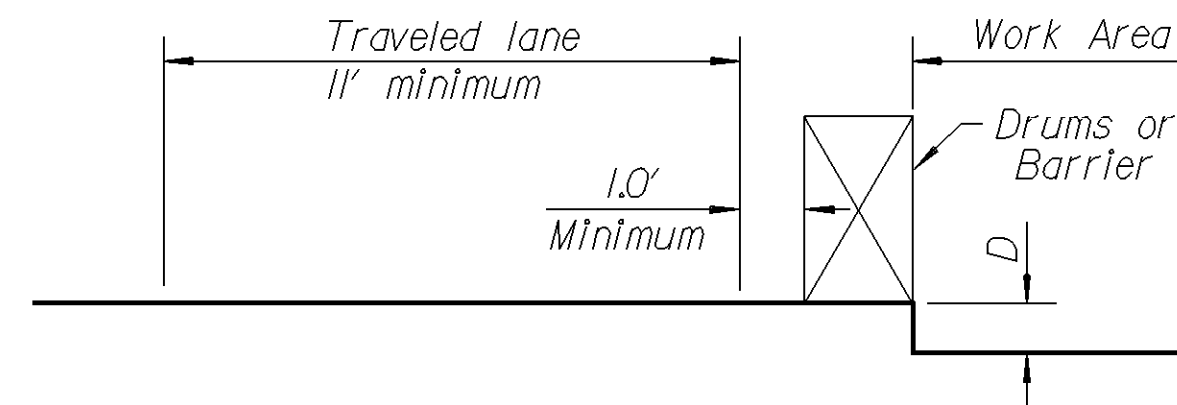
- IT IS INTENDED THAT THIS SHEET BE USED FOR TREATMENT OF DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS, AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE CONSTRUCTION PLANS. ALL LABOR, EQUIPMENT OR MATERIALS TO IMPLEMENT THE DROPOFF TREATMENTS SPECIFIED HEREON SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.
- WHILE THE NEED FOR CERTAIN ADVISORY SIGNING IS NOTED HEREON, IT IS NOT INTENDED THAT THIS BE INDICATIVE OF ALL SIGNING THAT MAY BE REQUIRED TO ADVISE OR WARN MOTORISTS, AND ALL REQUIREMENTS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) MUST BE FULFILLED.
- WHERE CONCRETE BARRIER IS SPECIFIED, IT SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING RM-4.2 AND ITEM 622.
- WHEN DRUMS ARE SPECIFIED FOR A DROPOFF CONDITION, A MINIMUM NUMBER OF FOUR DRUMS SHALL BE USED. SPACING SHALL BE AS INDICATED IN THE PLANS OR AS SPECIFIED IN THE OMUTCD.
- PORTABLE CONCRETE BARRIER SHALL BE PLACED ON THE SAME LEVEL AS THE TRAFFIC SURFACE AND SHALL NOT ENCRoACH ON LANE WIDTH(S) DESIGNATED AS THE MINIMUM REQUIRED FOR TRAFFIC USE. WHERE DRUMS ARE USED AND THEIR PRESENCE WOULD REDUCE TRAVELED LANE WIDTHS TO LESS THAN 10', DRUMS MAY BE PLACED ON THE OPPOSITE LEVEL FROM THAT OF TRAFFIC PROVIDED THE DROPOFF DEPTH DOES NOT EXCEED 5" AND APPROVAL IS GRANTED BY THE PROJECT ENGINEER.
- FOR LOCATIONS, SUCH AS LANE SHIFTS, LANE CLOSURES, ECT., WHERE TRAFFIC IS REQUIRED TO NEGOTIATE ANY DIFFERENCE IN ELEVATION BETWEEN PAVEMENTS, A 3:1 SLOPE TREATMENT SIMILAR TO THE OPTIONAL WEDGE TREATMENT SHALL BE PROVIDED.

PAVEMENT RECONSTRUCTION AND WIDENING WORK:

- LENGTHS GREATER THAN 60 FEET - PROTECT AS SHOWN ON THIS SHEET.
- LENGTHS OF 60 FEET OR LESS - DRUMS MAY BE USED AS A SEPARATOR ADJACENT TO THE TRAVELED LANE.

WORK AREA PROTECTION ADJACENT TO TRAVELED LANES

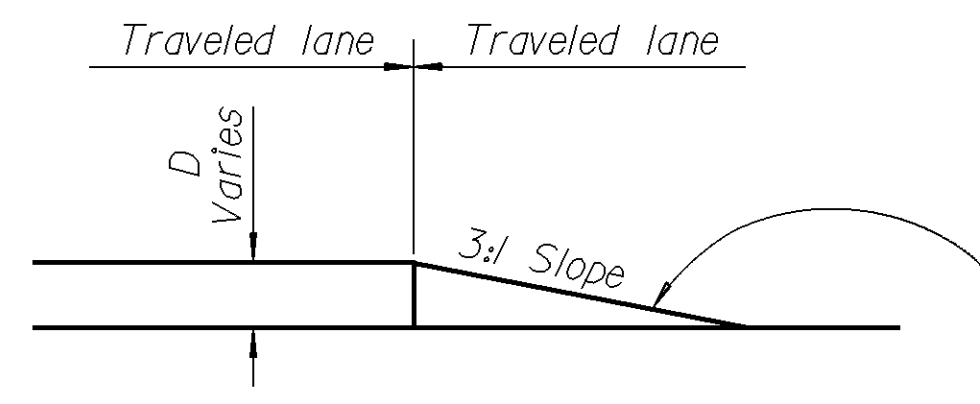
D (In.)	TREATMENT
≤5	Maintain lanes utilizing drums as shown below.
>5-24	Lane closure utilizing portable concrete barrier as shown below.



OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

- This treatment may be used between traveled lanes.
- W8-11 sign required.



Firm and unyielding material to be removed prior to placing the abutting pavement course, unless otherwise permitted to remain by the plans or specifications. All cost associated with the supplying, placing and removing this material shall be included in the price bid Item 614 Maintaining Traffic, as per plan.

PORTABLE CONCRETE BARRIER END TREATMENT

THE CONTRACTOR SHALL PROTECT THE ENDS OF ANY PORTABLE CONCRETE BARRIER WITH EITHER A TAPERED END SECTION OR A WORK ZONE IMPACT ATTENUATOR AS SPECIFIED IN THESE PLANS AND THE STANDARD DRAWINGS.

SHOULD TAPERED END SECTIONS BE USED AT THE APPROACH END OF P.C.B. RUNS THE TAPERED END SECTIONS SHALL BE LOCATED AT LEAST 17 FEET FROM THE EDGE OF THE TRAVELED LANE. THE CROSS SLOPE OF THE APPROACH EMBANKMENT SHALL BE A MAXIMUM OF 10:1. THE PLACEMENT AND SUBSEQUENT REMOVAL OF ANY GRADING REQUIRED SHALL BE INCLUDED IN THE LUMP SUM BID ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THE WORK DESCRIBED. SHOULDERS AT NO EXPENSE TO THE STATE.

SHOULD THE CONTRACTOR ELECT TO USE WORK ZONE IMPACT ATTENUATORS, THIS WORK SHALL CONSIST OF FURNISHING QUADGUARD WORK ZONE IMPACT ATTENUATORS, MODEL QZ2403Y. THIS SHALL INCLUDE ALL RELATED HARDWARE AS REQUIRED BY THE MANUFACTURER TO CONSTRUCT A COMPLETE AND FUNCTIONAL QUADGUARD WORK ZONE IMPACT ATTENUATOR SYSTEM. THE ATTENUATORS SHALL BE PLACED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE PLANS. THE IMPACT ATTENUATOR SHALL BE MANUFACTURED BY THE ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO, ILLINOIS 60601; TELEPHONE (312) 467-6750.

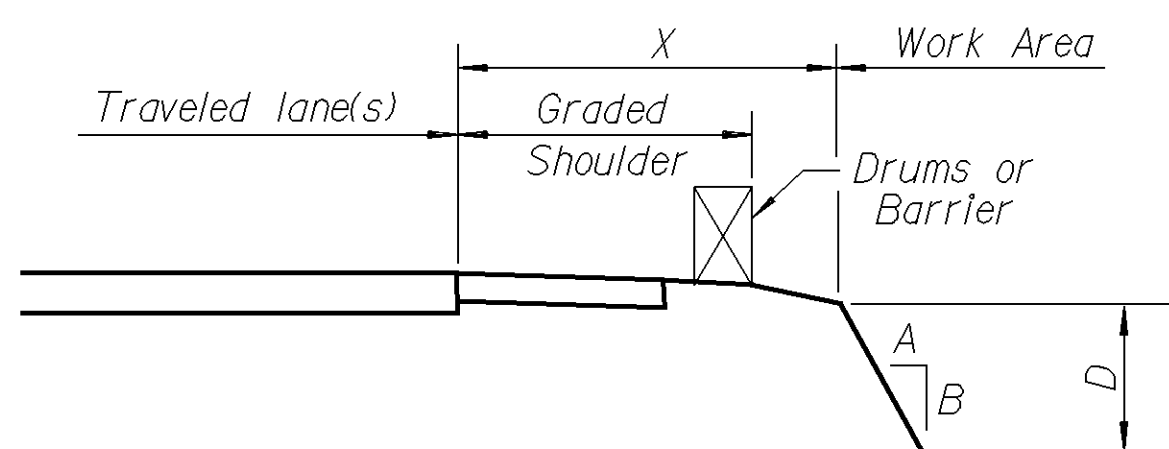
FOR ANY WORK ZONE INSTALLATION, THE NOSE COVER SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING MT-95.81. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION, REPAIRING, AND OTHERWISE RESTORING THE IMPACT ATTENUATOR IN ACCORDANCE WITH THE MANUFACTURER'S MAINTENANCE INSTRUCTIONS WHILE IT IS IN USE ON THE PROJECT. SUCH REPAIRS SHALL BE PERFORMED WITHIN 12 HOURS OF THE INCIDENT WHICH CAUSED DAMAGE TO THE PROJECT. IN ADDITION TO ANY EXTRA UNITS SUPPLIED FOR THIS PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING ALL NECESSARY MATERIALS, LABOR, AND EQUIPMENT REQUIRED TO PERFORM THE ABOVE DESCRIBED RESTORATION OF THE ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL INCLUDE FURNISHING, INSTALLING MAINTAINING, REMOVING AND RE-ERECTING, REMOVAL FROM THE PROJECT UPON COMPLETION, RESTORATION AFTER EACH VEHICLE IMPACT OF THE WORK ZONE IMPACT ATTENUATOR, INCLUDING ALL LABOR, TOOLS, EQUIPMENT AND MISCELLANEOUS HARDWARE AND MATERIALS NECESSARY TO COMPLETE THESE ITEMS OF WORK.

PAYMENT FOR ALL ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

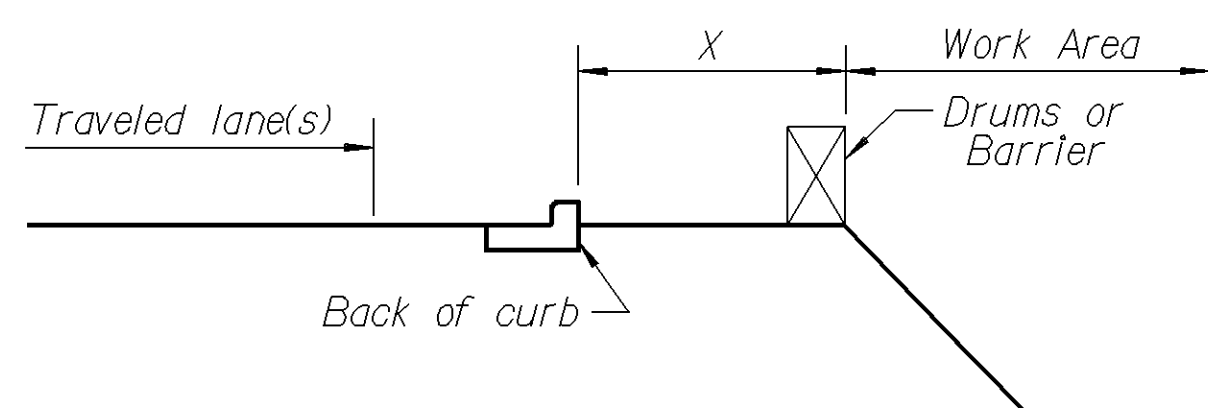
WORK AREA PROTECTION BEYOND TREATED SHOULDER

USE FOR: Uncurbed Facilities



X (Ft.)	D (In.)	A/B	Treatment Required
0-30	Any	3:1 or Flatter	None
4-12	<12	Steeper than 3:1	Drums
4-12	>12	Steeper than 3:1	Barrier
>12-30	<24	Steeper than 3:1	Drums
>12-30	>24	Steeper than 3:1	Barrier
>30	Any	Any	None

USE FOR: Curbed facilities, where the curb is 6" or greater



X (Ft.)	Treatment Required
0-10	Drums
>10	None

ITEM 622 PORTABLE CONCRETE BARRIER, 32"

THIS STANDARD TYPE OF P.C.B. SHALL BE FURNISHED AND INSTALLED AS PER STD. DWG. RM-4.2. ALL BARRIERS SHALL USE "J-J" HOOKS OR CONNECTING PIN AND STEEL ROD CONNECTOR METHOD OF CONNECTING THE SECTIONS TOGETHER. NO TONGUE AND GROOVE CONNECTIONS SHALL BE PERMITTED.

ALL PCB SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT AND FURNISHING, INSTALLING, MAINTAINING AND SUBSEQUENTLY REMOVING ALL PCB SHALL BE INCLUDED IN THE LUMP SUM PRICE BID ITEM 614 MAINTAINING TRAFFIC AS PER PLAN. ALL PCB SHALL BE IN GOOD SHAPE, FREE OF CRACKS, SPALLING OR ANY OTHER DAMAGE OR DETERIORATION. PCB SHALL BE USED AT LOCATIONS REQUIRED BY THE DROPOFF IN WORK ZONES SHEET INCLUDED IN THESE PLANS.

CALCULATED
NJV
CHECKED
EJS

MAINTENANCE OF TRAFFIC DETAILS

HAR-67-2.37

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SHEET NO.						ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	10	11	26	27						
										ROADWAY	
						LUMP	201	11000	LUMP	CLEARING AND GRUBBING	
							202	23000	5762	SQ YD	PAVEMENT REMOVED
							202	35100	110	FT	PIPE REMOVED, 24" AND UNDER
							202	38000	152	FT	GUARDRAIL REMOVED
							202	54000	28	EACH	RPM REMOVED AND DISPOSED
							202	58100	2	EACH	CATCH BASIN REMOVED
							202	98100	1	EACH	REMOVAL MISC: MAILBOX REMOVED FOR REUSE
							203	10000	4799	CU YD	EXCAVATION
							203	20000	1290	CU YD	EMBANKMENT
							204	10000	8176	SQ YD	SUBGRADE COMPACTION
							204	45000	4	HOURL	PROOF ROLLING
							604	38500	1	EACH	MONUMENT ASSEMBLY
							SPECIAL	69050000	1	EACH	MAILBOX SUPPORT
											4
										EROSION CONTROL	
							601	32300	2	CU YD	ROCK CHANNEL PROTECTION, TYPE D WITH FILTER
							659	10000	9819	SQ YD	SEEDING AND MULCHING
							659	20000	1,33	TON	COMMERCIAL FERTILIZER
							659	35000	53	M GAL	WATER
							832	15000	LUMP	STORM WATER POLLUTION PREVENTION PLAN	
							832	30000	20800	EACH	EROSION CONTROL
										DRAINAGE	
							602	20000	0.6	CU YD	CONCRETE MASONRY
							603	02600	10	FT	8" CONDUIT, TYPE F
							603	03300	4	FT	10" CONDUIT, TYPE C
							603	04400	56	FT	12" CONDUIT, TYPE B
							603	04600	105	FT	12" CONDUIT, TYPE C
							603	04600	4	FT	12" CONDUIT, TYPE C, 706.02
							603	05900	53	FT	15" CONDUIT, TYPE B
							604	04500	2	EACH	CATCH BASIN, NO. 2-2B
							605	31100	504	FT	AGGREGATE DRAINS
										PAVEMENT	
							301	46000	1267	CU YD	ASPHALT CONCRETE BASE, PG64-22
							304	20000	1323	CU YD	AGGREGATE BASE
							407	10000	561	GALLON	TACK COAT
							407	14000	569	GALLON	TACK COAT FOR INTERMEDIATE COURSE
							408	10000	3080	GALLON	PRIME COAT
							448	46050	368	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
							448	47020	264	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
										(Continued)	

SHEET NO.

4 5 10 11 26 27

ITEM

ITEM EXT.

TOTAL

UNIT

DESCRIPTION

SEE SHEET NO.

TRAFFIC CONTROL

		29	621	00100	29	EACH	RPM	
		248.0	630	02100	248.0	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
		13.4	630	80100	13.4	SQ FT	SIGN, FLAT SHEET	
		1	630	84900	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
		20	630	85100	20	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
		18	630	86002	18	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
		0.67	642	00090	0.67	MILE	EDGE LINE	
		0.33	642	00290	0.33	MILE	CENTER LINE	
		110	647	18060	110	FT	STOP LINE, TYPE B	

MAINTENANCE OF TRAFFIC

		20	253	02000	20	CU YD	PAVEMENT REPAIR	
		10	301	46000	10	CU YD	ASPHALT CONCRETE BASE, PG64-22	
		10	304	20000	10	CU YD	AGGREGATE BASE	
		10	407	10000	10	GALLON	TACK COAT	
		50	408	10000	50	GALLON	PRIME COAT	
		50	410	10000	50	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A	
		5	448	47020	5	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22	
		12	616	10000	12	M GAL	WATER	
		50	617	10100	50	CU YD	COMPACTED AGGREGATE	

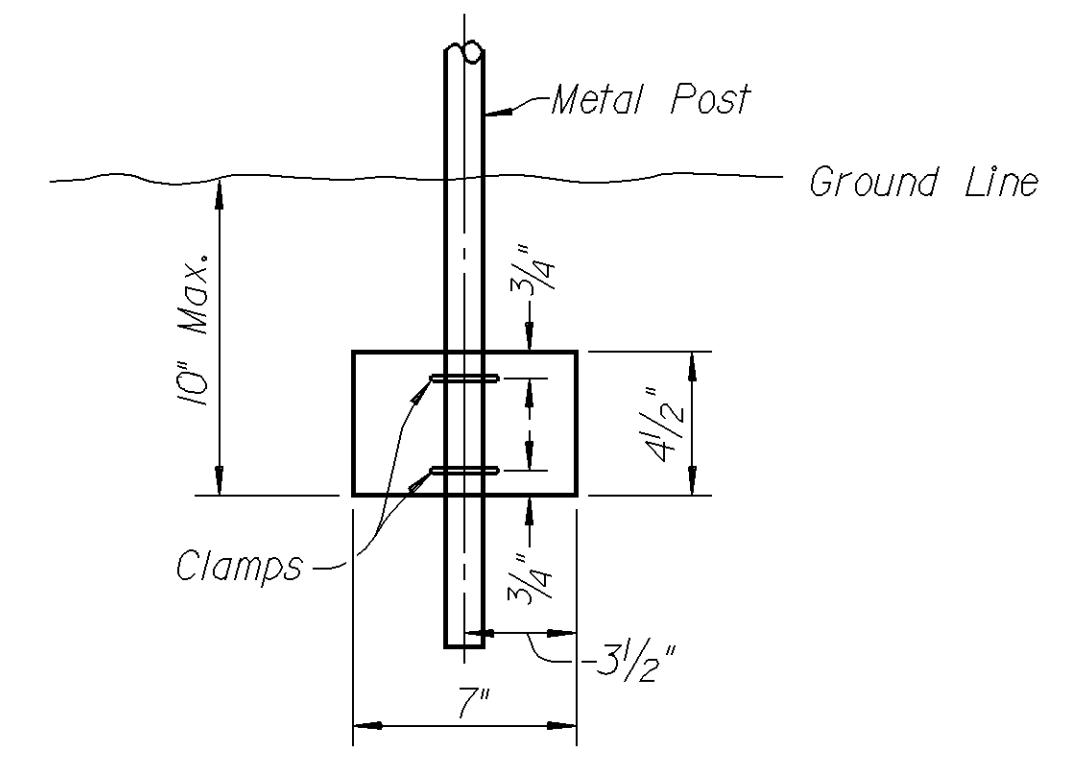
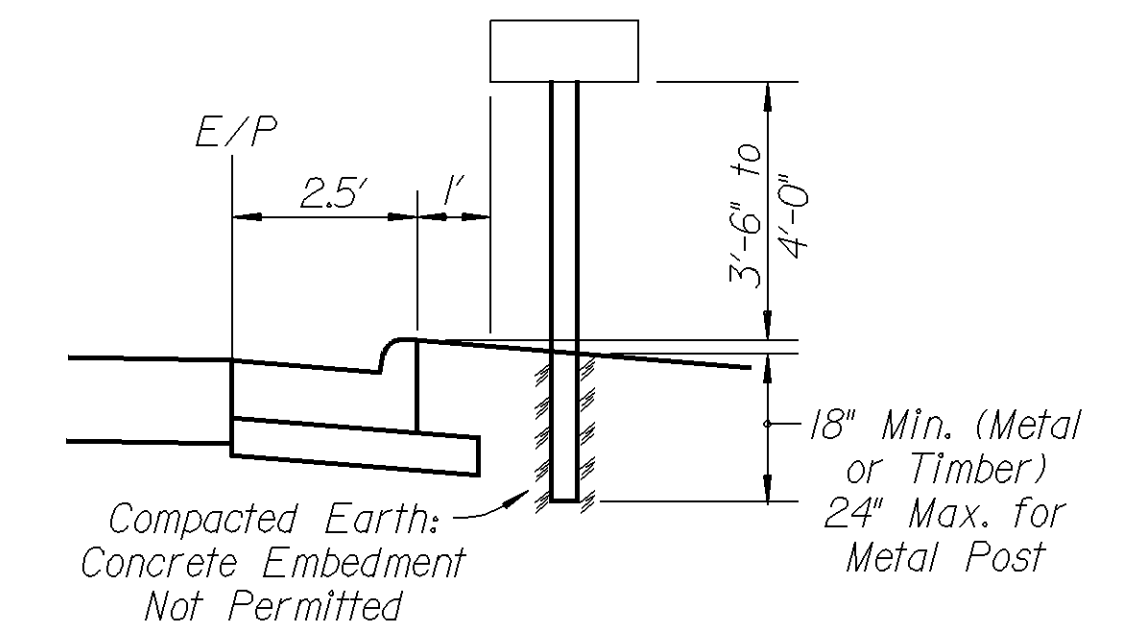
		LUMP	614	11001	LUMP		MAINTAINING TRAFFIC, AS PER PLAN	5
			619	16000	3	MONTH	FIELD OFFICE, TYPE A	
			623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
			624	10000	LUMP		MOBILIZATION	

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PAVEMENT TABLE

LOCATION	NORMAL WIDTH	TOTAL AREA	202	204		301	304		407	407	408	448	448
			Pavement Removed, Asphalt	Subgrade Compaction		Asphalt Concrete Base, PG64-22 (T=6")	Aggregate Base (T=6")		Tack Coat (@ 0.075 Gallon per Sq Yd)	Tack Coat For Interim Course (@ 0.075 Gallon per Sq Yd)	Prime Coat (@ 0.40 Gallon per Sq Yd)	Asphalt Concrete Intermediate Course, Type 2, PG64-22 (T=1-3/4")	Asphalt Concrete Surface Course, Type 1, PG64-22 (T=1-1/4")
Station	Ft	Sq Yd	Sq Yd	Sq Yd		Cu Yd	Cu Yd		Gallon	Gallon	Gallon	Cu Yd	Cu Yd
125+20 to 141+07.09 (Includes Shoulders & Intersection)	24	7473.5				1266.9			560.5	560.5	3040.4	363.3	259.5
		7792.0					1298.7						
		8047.2		8047.2									
		5761.6	5761.6										
TOTALS TO GENERAL SUMMARY			5762	8047		1267	1299		561	561	3040	363	260

MAILBOX DETAIL



ANTI-TWIST PLATE

SEEDING

Sheet No.	Location	659
		Seeding and Mulching
		Sq Yd
16	SR 67	578
17		1364
18		2278
19		1635
20		1625
21		1153
22		815
24	SR 235	371
TOTAL		9819
TO GENERAL SUMMARY		

EARTHWORK

Sheet No.	Location	203	
		Excavation	Embankment
		Cu Yd	Cu Yd
16	SR 67	164	59
17		237	269
18		955	447
19		919	264
20		1575	59
21		612	85
22		233	87
24	SR 235	104	20
TOTALS		4799	1290
TO GENERAL SUMMARY			

SEEDING & MULCHING CALCULATIONS

659 COMMERCIAL FERTILIZER
Seeding and Mulching = 9813 Sq Yd
(9819)(9)(1/1000)(30)(1/2000) = 1.33 Ton

659 WATER
(2)(9819)(9)(1/1000)(300)(1/1000) = 53 M Gal

QUANTITIES CARRIED TO GENERAL SUMMARY

ROADWAY "R"

Reference No.	Sheet No.	Location	202	604
			Guardrail Removed	Monument Assembly
		Station	Ft	Each
1-R	13-14	131+89 Lt to 133+41 Lt	152	
2-R	14	133+16.71, 127.3' Lt		1
TOTALS TO GENERAL SUMMARY			152	1

MAILBOX "M"

Reference No.	Sheet No.	Proposed Location	202	690
			Removal Misc. Mailbox for Reuse	Mailbox Support
		Station	Each	Each
1-M	15	139+52.4 Lt	1	1
TOTALS TO GENERAL SUMMARY			1	1

AGGREGATE DRAINS

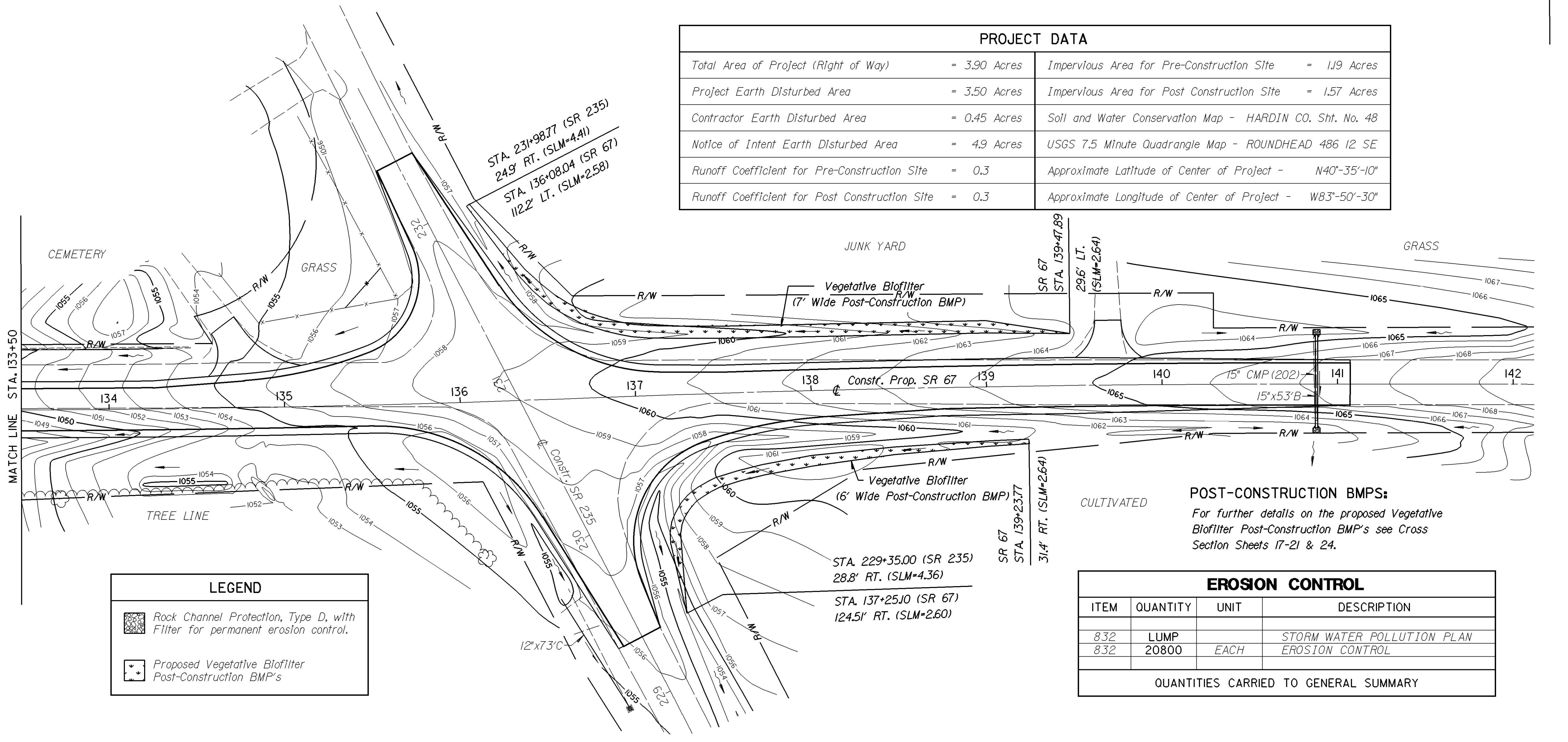
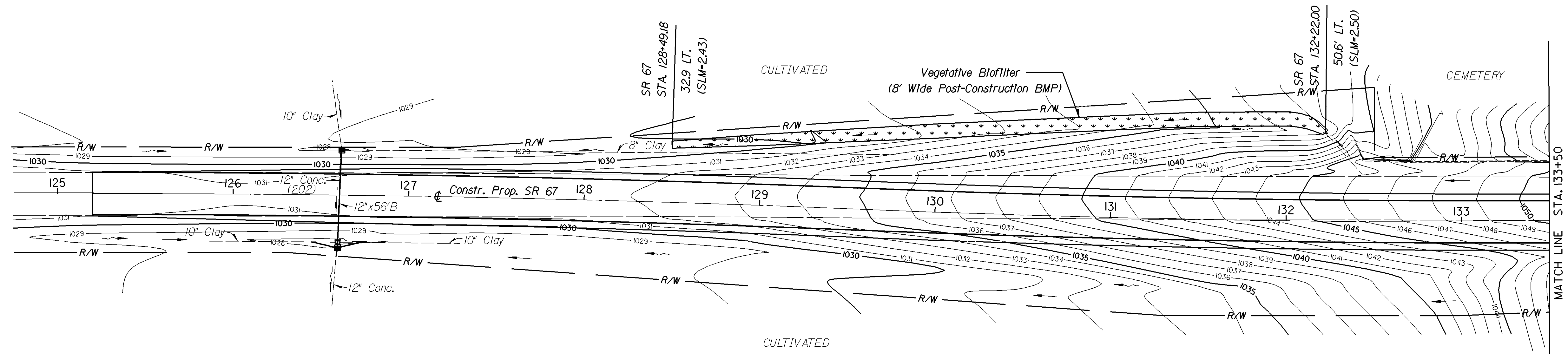
Location	Spacing	605	Location	Spacing	605
		Aggregate Drains			Aggregate Drains
Station		Ft	Station		Ft
125+50 Lt to 130+00 Lt	50	80	125+25 Rt to 133+25 Rt	50	136
130+50 Lt to 132+00 Lt	50	40	133+75 Rt to 135+75 Rt	50	50
1332+40 Lt		10	137+50 Rt to 138+00 Rt	50	20
136+75 Lt to 139+25 Lt	50	60	138+50 Rt to 141+00 Rt	50	48
140+25 Lt to 140+75 Lt	50	16			
			229+55 Rt to 230+05 Rt	50	20
			231+50 Rt		8
TOTALS TO GENERAL SUMMARY					504

DRAINAGE "D"

Reference No.	Sheet No.	Location	202		601	602	603					604	Bends & Branches	
			Pipe Removed, 24" & Under	Catch Basin Removed	Rock Channel Protection, Type C w/Filter	Concrete Masonry	Conduit (Ft)					Catch Basin, No. 2-2B	12"x15"	
				Each	Cu Yd	Cu Yd	8"	10"	12"	12"	15"	Each		
		Station	Ft	Each	Cu Yd	Cu Yd	F	C	B	C	B	Each		
1-D	12	126+45 to 126+74.5	24	2								2	2	
2-D	13	132+22.6 Lt to 132+29.4 Lt				10								
3-D	15	140+89			1.3	0.54						53		
4-D	23	229+02 Lt to 229+75 Lt	76							73				
TOTALS TO GENERAL SUMMARY			100	2	2	0.6	10	4	56	105	4	53	2	

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PROJECT DATA			
Total Area of Project (Right of Way)	= 3.90 Acres	Impervious Area for Pre-Construction Site	= 1.19 Acres
Project Earth Disturbed Area	= 3.50 Acres	Impervious Area for Post Construction Site	= 1.57 Acres
Contractor Earth Disturbed Area	= 0.45 Acres	Soil and Water Conservation Map - HARDIN CO. Sht. No. 48	
Notice of Intent Earth Disturbed Area	= 4.9 Acres	USGS 7.5 Minute Quadrangle Map - ROUNDHEAD 486 12 SE	
Runoff Coefficient for Pre-Construction Site	= 0.3	Approximate Latitude of Center of Project	= N40°-35'-10"
Runoff Coefficient for Post Construction Site	= 0.3	Approximate Longitude of Center of Project	= W83°-50'-30"

LEGEND	
	Rock Channel Protection, Type D, with Filter for permanent erosion control.
	Proposed Vegetative Biofilter Post-Construction BMP's

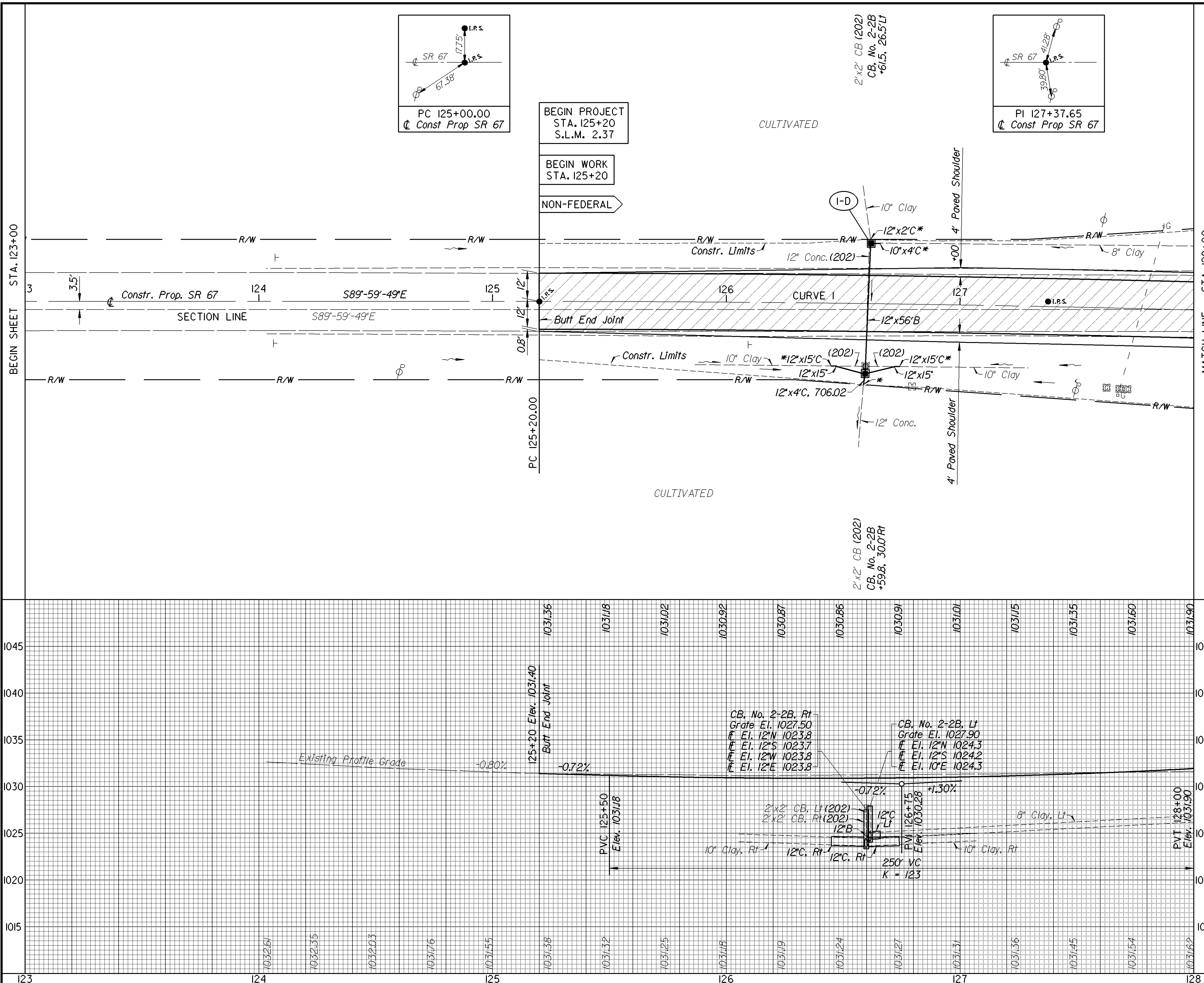
POST-CONSTRUCTION BMPs:
 For further details on the proposed Vegetative Biofilter Post-Construction BMP's see Cross Section Sheets 17-21 & 24.

EROSION CONTROL			
ITEM	QUANTITY	UNIT	DESCRIPTION
832	LUMP		STORM WATER POLLUTION PLAN
832	20800	EACH	EROSION CONTROL

QUANTITIES CARRIED TO GENERAL SUMMARY

HORIZONTAL SCALE IN FEET
 0 15 30 60
 CALCULATED NJV CHECKED EUS
PROJECT SITE PLAN
HAR-67-2.37
 11
 27

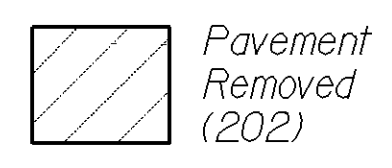
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 USERNAME : gwilliam



ESTIMATED QUANTITIES	
ITEM	Sheet
PAVEMENT	10
DRAINAGE "D"	10

CURVE 1 DATA	
Const. Prop. SR 67	
PI Sta. 127+37.65	
$\Delta = 2^{\circ}19'17''$ Rt	
$D_c = 0^{\circ}32'00''$	
$R = 10,742.96'$	
$T = 217.65'$	
$L = 435.24'$	
$E = 2.20'$	
$C = 435.21'$	
C Bear $S88^{\circ}50'10''E$	
PC Sta. 125+20.00	
PT Sta. 129+55.24	

*Masonry Collar as per DM-11



MONUMENT LEGEND	
● I.P.S. ~ Iron Pin Set	

NOTE:
 For Additional Proposed
 Drainage Stations, Offsets
 and Elevations, See Cross
 Sections, Sheet 16



HORIZONTAL SCALE IN FEET
 0 10 20 40

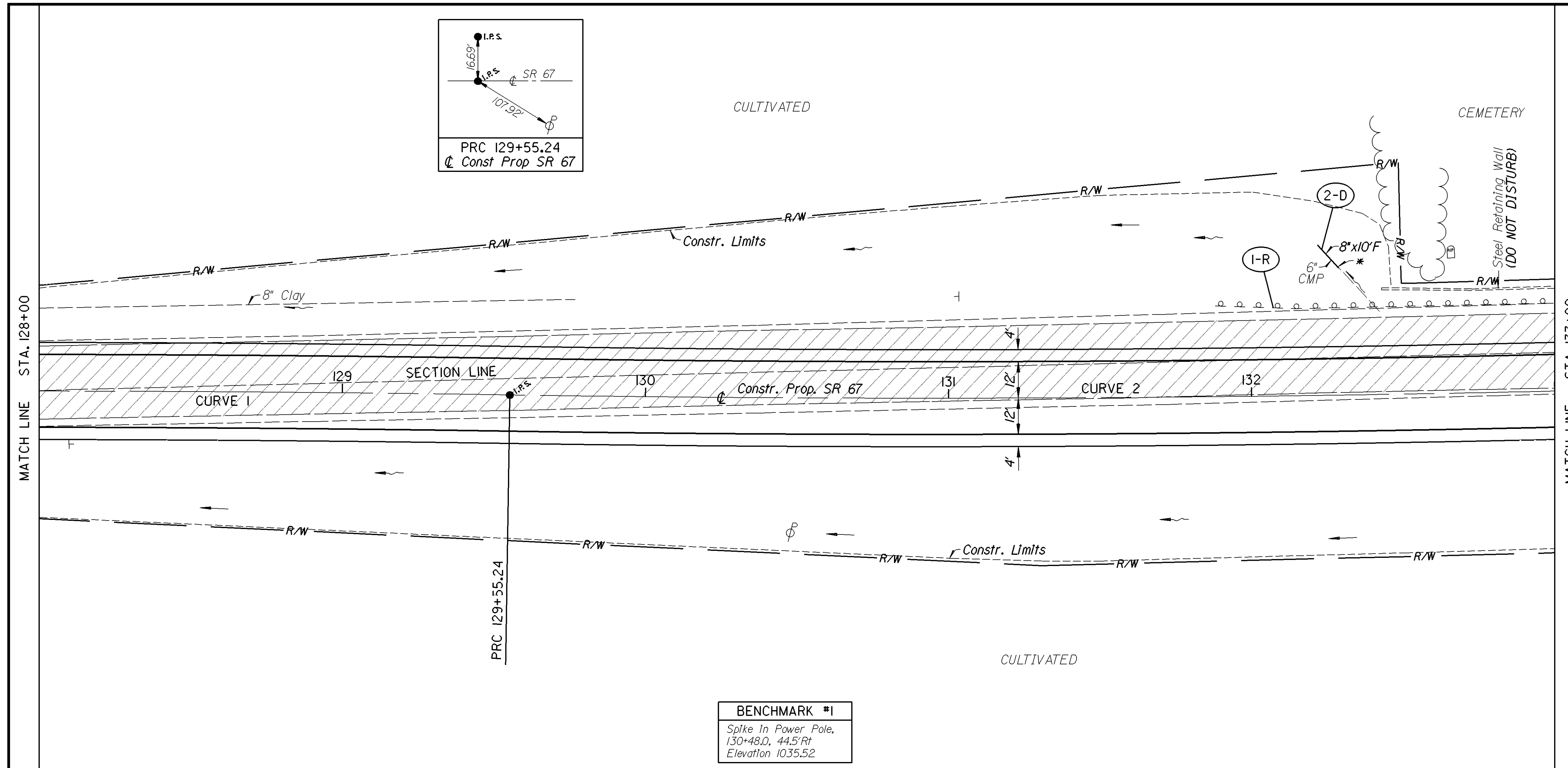
CALCULATED
 INJ
 CHECKED
 EUS

PLAN AND PROFILE - SR 67
 STA. 123+00 TO STA. 128+00

12
 27

DESIGN FILE : I:\pdx\77410\Construction\67\gpl\dgn
 USERNAME : gwilliam

DATE : 06-MAR-2008
 TIME : 12:46



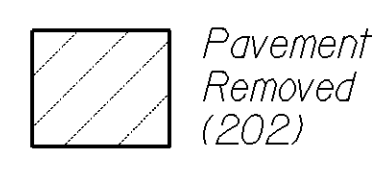
ESTIMATED QUANTITIES	
ITEM	Sheet
PAVEMENT	10
DRAINAGE "D"	10
ROADWAY "R"	10

CURVE 1 DATA	
Const. Prop. SR 67	
PI Sta.	127+37.65
Δ	2°-19'-17" Rt
D_c	0°-32'-00"
R	10,742.96'
T	217.65'
L	435.24'
E	2.20'
C	435.21'
C Bear	S88°-50'-10"E
PC Sta.	125+20.00
PT Sta.	129+55.24

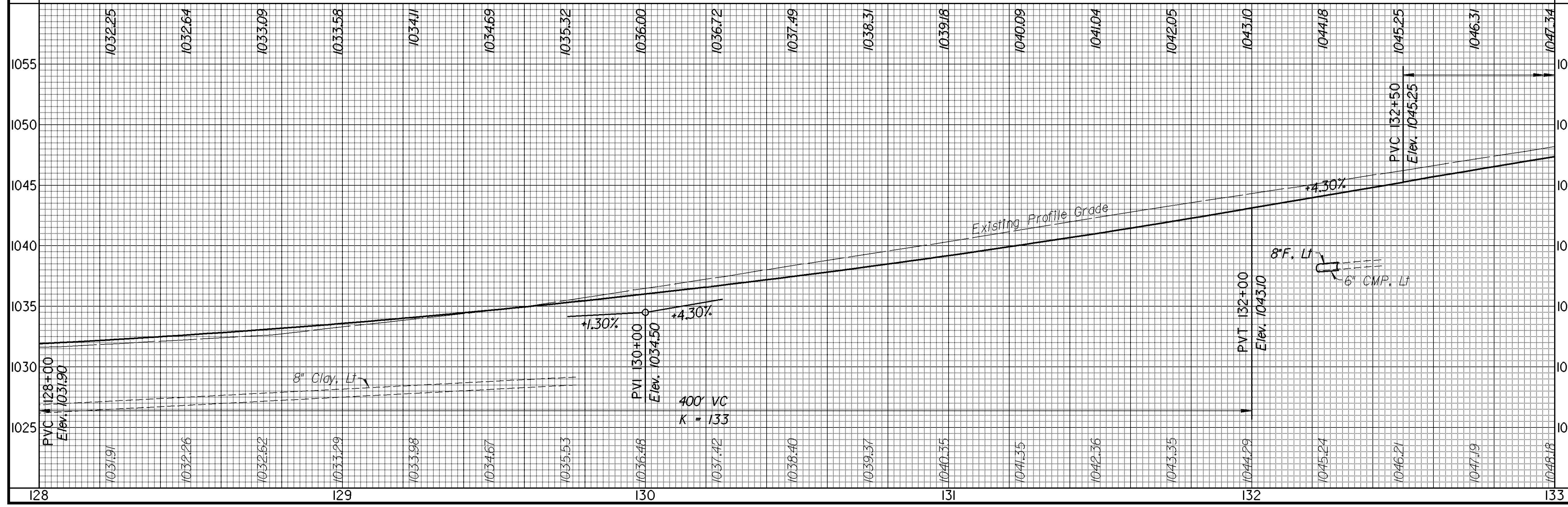
CURVE 2 DATA	
Const. Prop. SR 67	
PI Sta.	133+13.73
Δ	4°-32'-19" Lt
D_c	0°-38'-00"
R	9,046.78'
T	358.49'
L	716.61'
E	7.10'
C	716.43'
C Bear	S89°-56'-43"E
PC Sta.	129+55.24
PT Sta.	136+71.85

BENCHMARK #1
 Spike In Power Pole,
 130+48.0, 44.5' Rt
 Elevation 1035.52

*Masonry Collar as per DM-11



MONUMENT LEGEND	
● I.P.S. ~ Iron Pin Set	



HORIZONTAL SCALE IN FEET
 0 10 20 40

CALCULATED INJUV
 CHECKED EUS

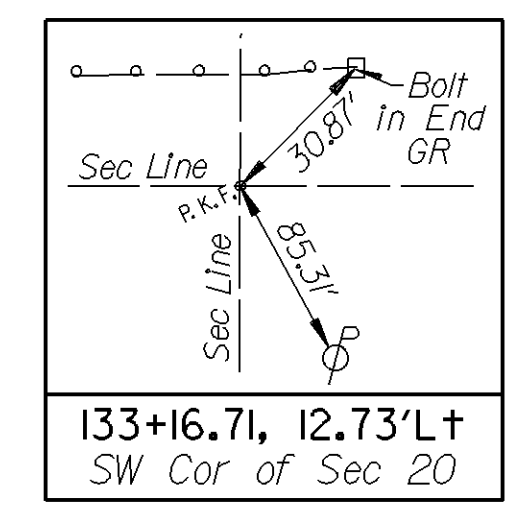
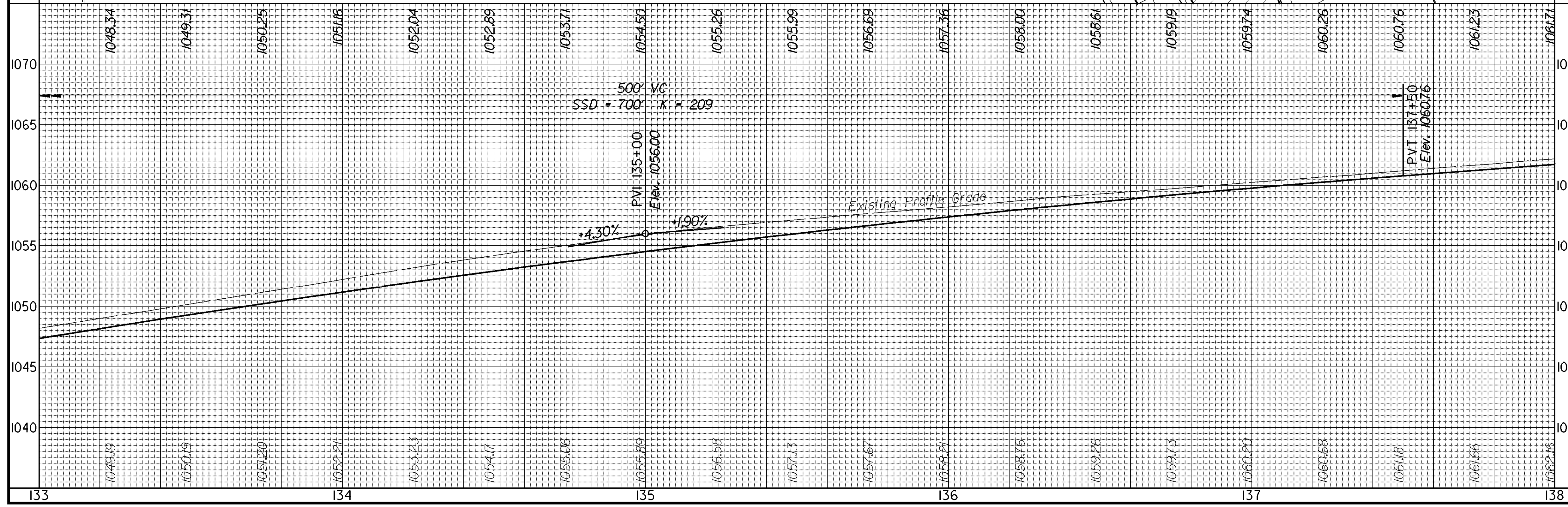
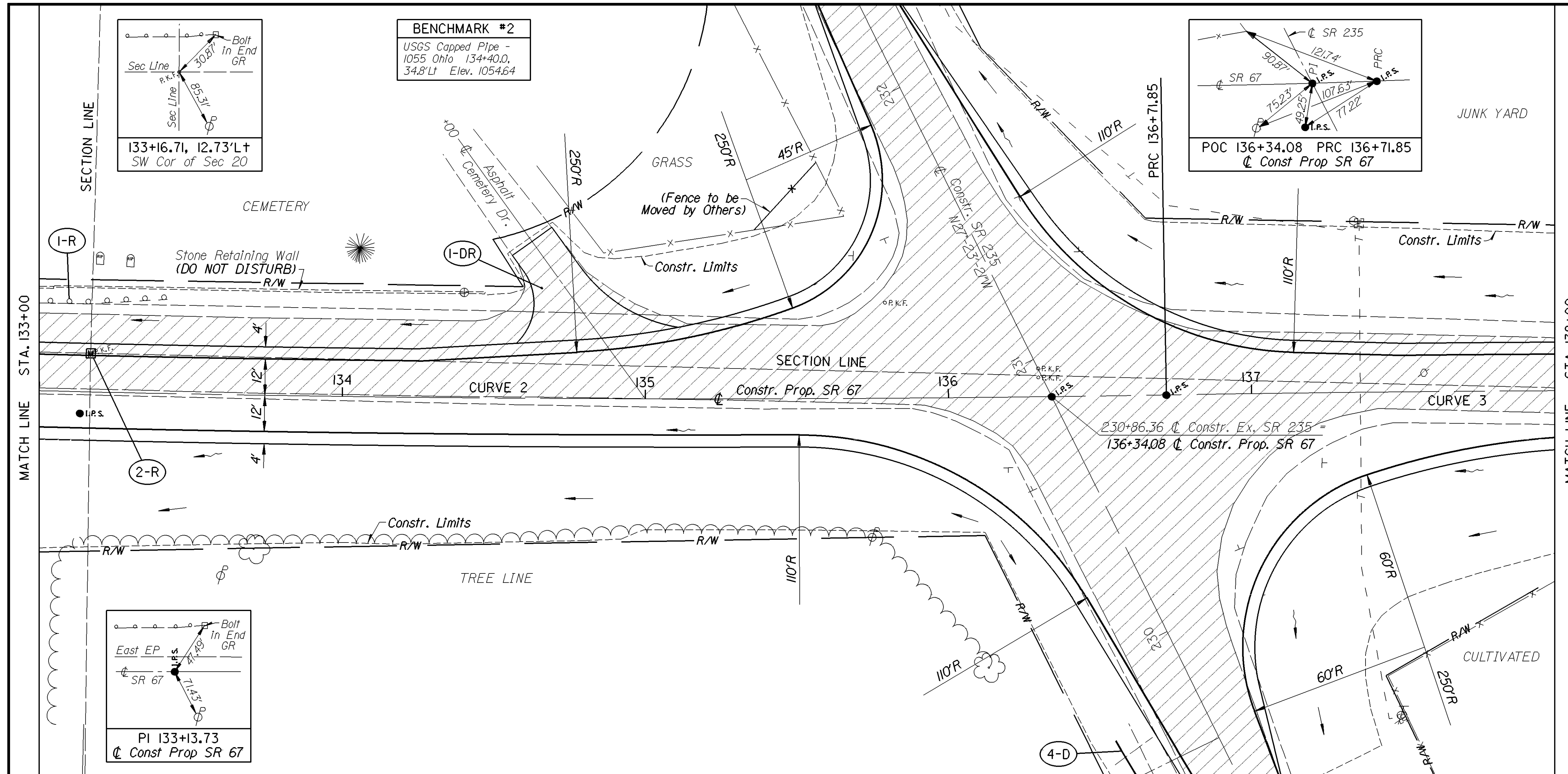
PLAN AND PROFILE - SR 67
 STA. 128+00 TO STA. 133+00

HAR-67-2.37

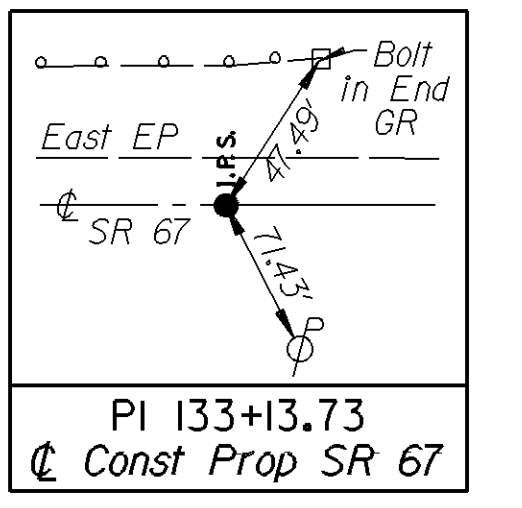
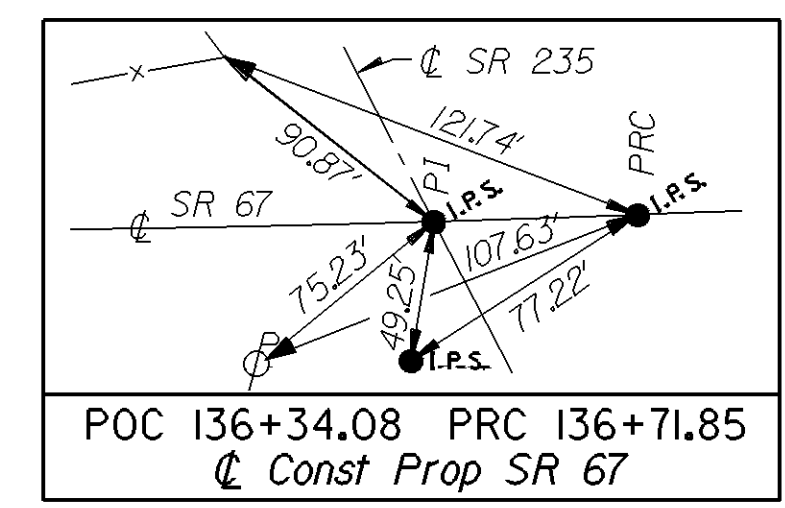
13
 27

DESIGN FILE : I:\pdx\77410\Construction\67\gpl\dgn
 USERNAME : gwilliam

DATE : 06-MAR-2008
 TIME : 12:47



BENCHMARK #2
 USGS Capped Pipe -
 1055 Ohio 134+40.0,
 34.8'Lt Elev. 1054.64



ESTIMATED QUANTITIES	
ITEM	Sheet
PAVEMENT	10
ROADWAY "R"	10
DRAINAGE "D"	10
DRIVEWAY "DR"	26

CURVE 2 DATA	
Const. Prop. SR 67	
PI Sta.	133+13.73
Δ	4°-32'-19" Lt
D_c	0°-38'-00"
R	9,046.78'
T	358.49'
L	716.61'
E	7.10'
C	716.43'
C Bear	S89°-56'-43"E
PC Sta.	129+55.24
PT Sta.	136+71.85

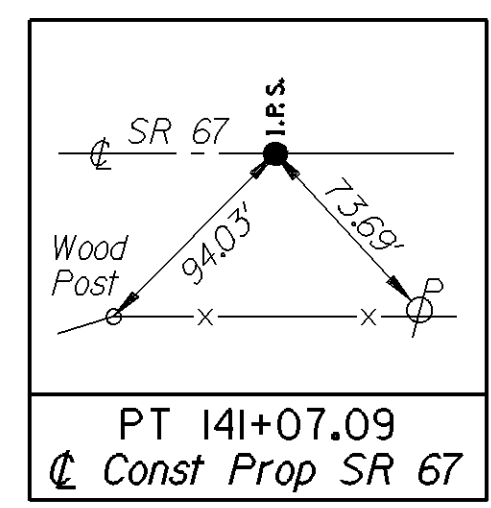
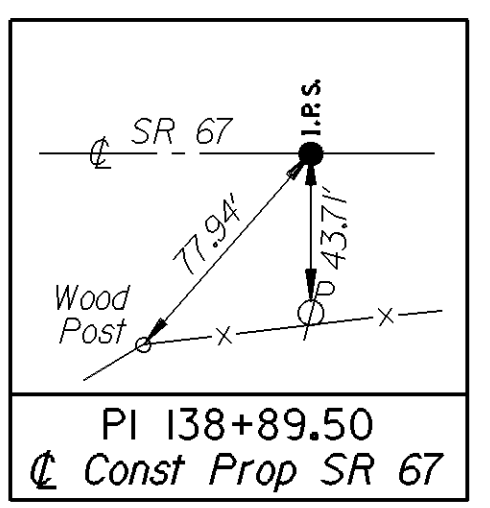
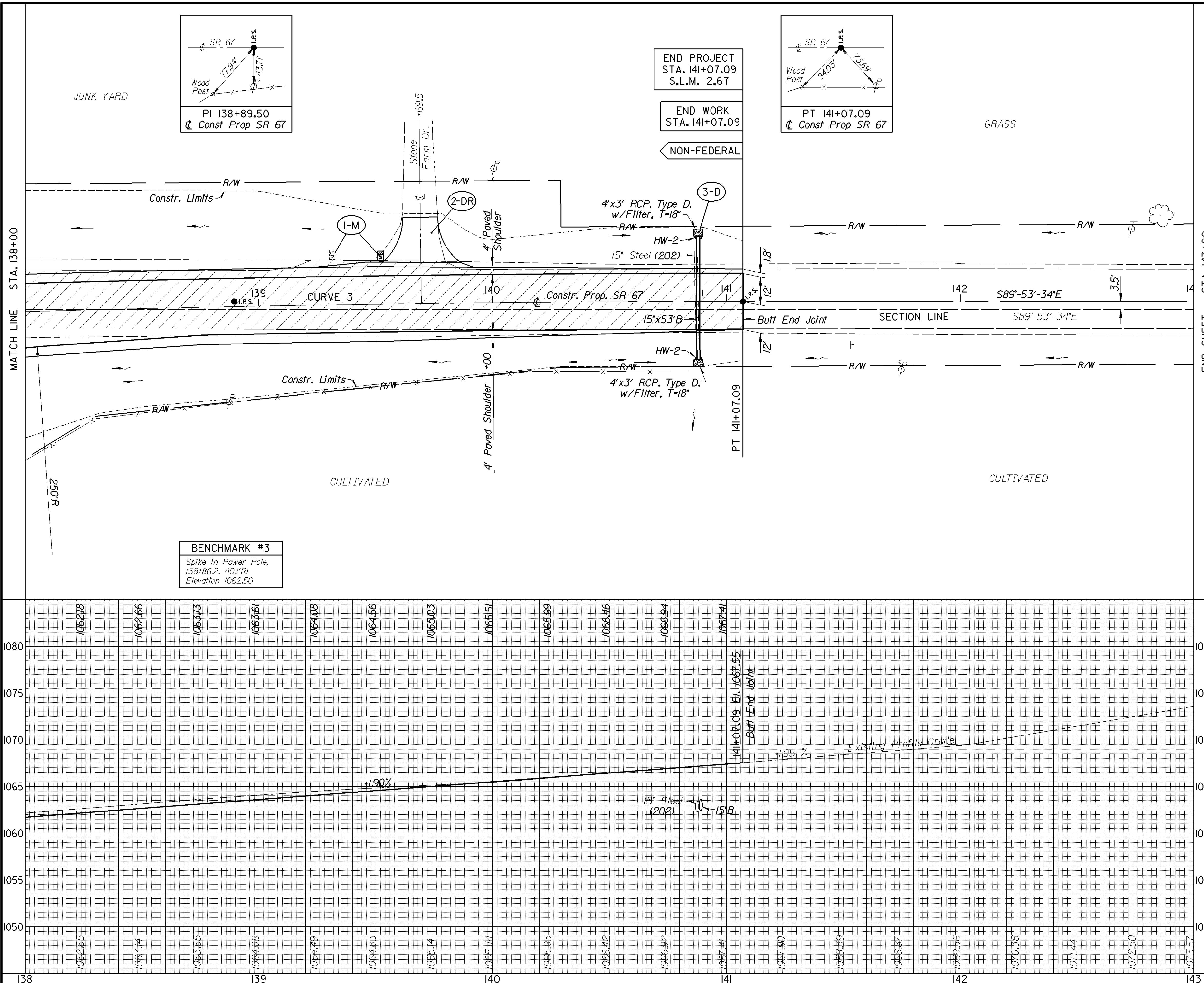
CURVE 3 DATA	
Const. Prop. SR 67	
PI Sta.	138+89.50
Δ	2°-19'-17" Rt
D_c	0°-32'-00"
R	10,742.96'
T	217.65'
L	435.24'
E	2.20'
C	435.21'
C Bear	N88°-56'-48"E
PC Sta.	136+71.85
PT Sta.	141+07.09

Pavement Removed (202)

MONUMENT LEGEND	
	~ PK Nail Found
	~ RR Spike Found
	~ Iron Pin Set
	~ Proposed Monument Box

NOTES:
 For Intersection Detail,
 See Sheet 25
 For Driveway Details,
 See Sheets 26

DESIGN FILE : I:\pdx\77410\Construction\67\gpl\dgn
 USERNAME : gwilliam
 DATE : 06-MAR-2008
 TIME : 12:49



END PROJECT
 STA. 141+07.09
 S.L.M. 2.67

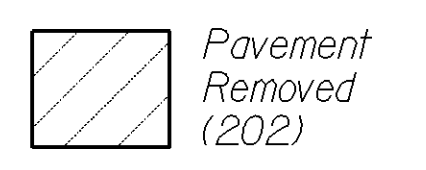
END WORK
 STA. 141+07.09

NON-FEDERAL

ESTIMATED QUANTITIES	
ITEM	Sheet
PAVEMENT	10
DRAINAGE "D"	10
MAILBOX "M"	10
DRIVEWAY "DR"	26

NOTE:
 For Driveway Details,
 See Sheet 26

CURVE 3 DATA	
Const. Prop. SR 67	
PI Sta.	138+89.50
Δ	2°-19'-17" Rt
D_c	0°-32'-00"
R	10,742.96'
T	217.65'
L	435.24'
E	2.20'
C	435.21'
C Bear	N88°-56'-48"E
PC Sta.	136+71.85
PT Sta.	141+07.09



MONUMENT LEGEND	
● I.P.S. ~ Iron Pin Set	

NOTE:
 For Additional Proposed
 Drainage Stations, Offsets
 and Elevations, See Cross
 Sections, Sheet 22

HORIZONTAL SCALE IN FEET
 0 10 20 40

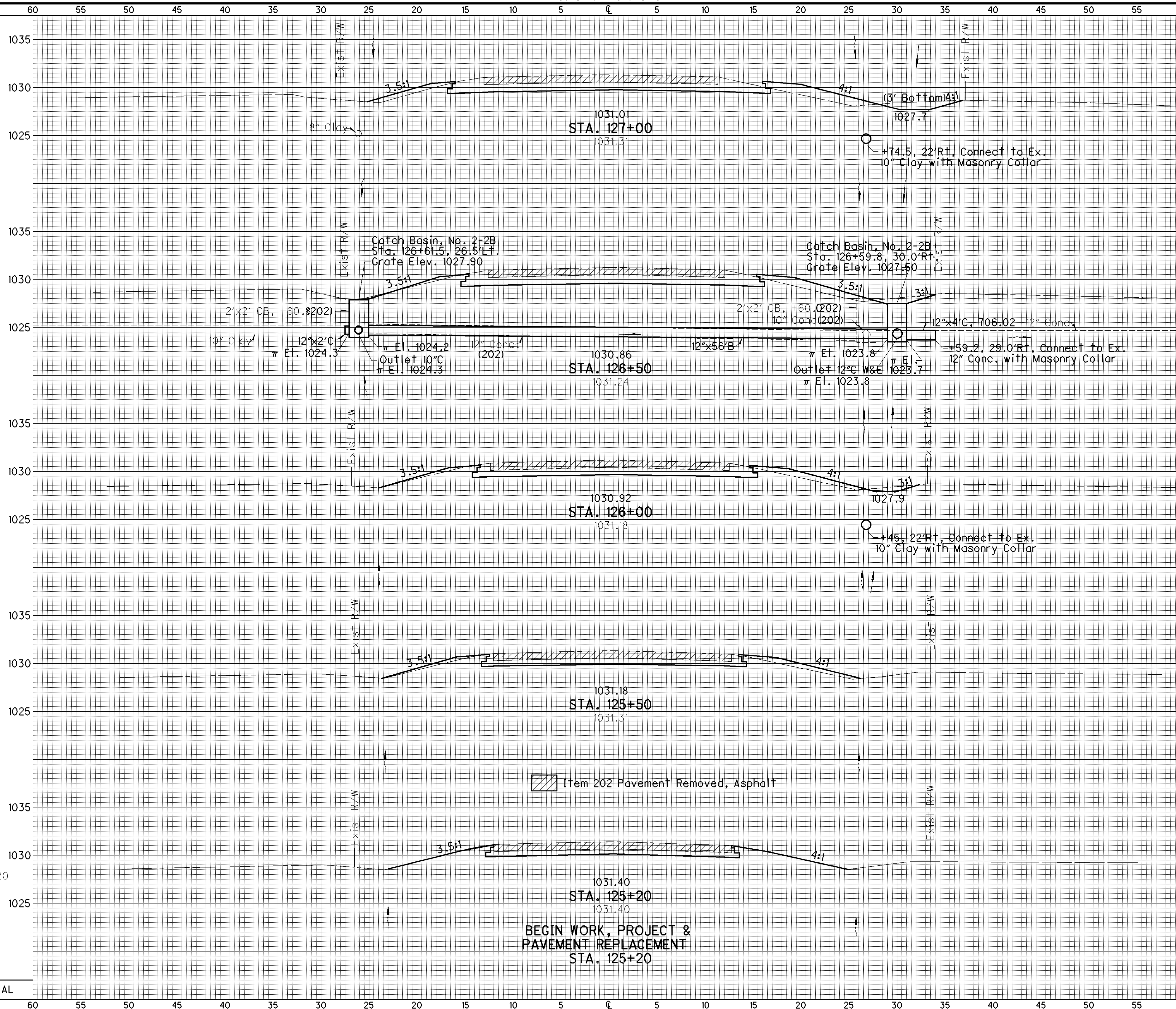
CALCULATED IN JV
 CHECKED EUS

PLAN AND PROFILE - SR 67
 STA. 138+00 TO STA. 143+00

HAR-67-2.37

15
27

SEEDING	
END WIDTH	AREA
34	
178	
30	
167	
30	
153	
25	
80	
23	
578	TOTAL



EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
32	14		
		58	22
31	10		
		51	17
24	8		
		38	15
17	8		
		17	5
14	1		
TOTALS TO SHT. 10		164	59

CROSS SECTIONS - SR 67
 STA. 125+20 TO STA. 127+00
HAR-67-2.37
 CALCULATED: NJV
 CHECKED: EJS

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : I:\Bp\677410\Construction\67gxdgn
 USERNAME : gwillicom

BEGIN WORK, PROJECT &
 PAVEMENT REPLACEMENT
 STA. 125+20

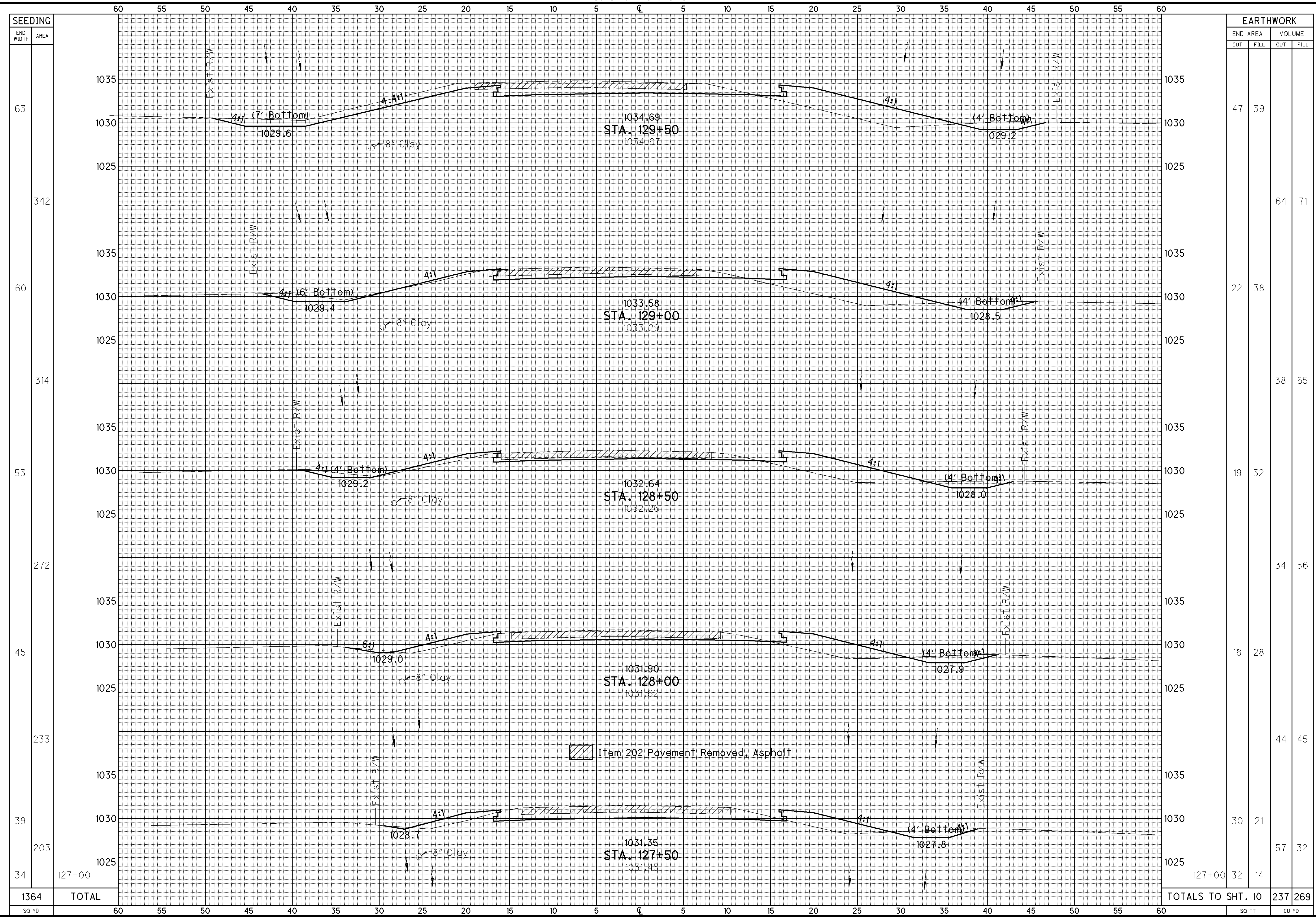
Item 202 Pavement Removed, Asphalt

AH, +20

+20, AH

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : I:\Bp\677410\Construction\67gxdgn
 USERNAME : gwillicom

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : I:\Bp\677410\Construction\67gxdgn
 USERNAME : gwillicm



SEEDING	
END WIDTH	AREA
63	
342	
60	
314	
53	
272	
45	
233	
39	
203	
34	127+00
1364	TOTAL

EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
47	39		
	64	71	
22	38		
	38	65	
19	32		
	34	56	
18	28		
	44	45	
30	21		
	57	32	
127+00	32	14	
TOTALS TO SHT. 10	237	269	

CALCULATED NJV
 CHECKED EJS

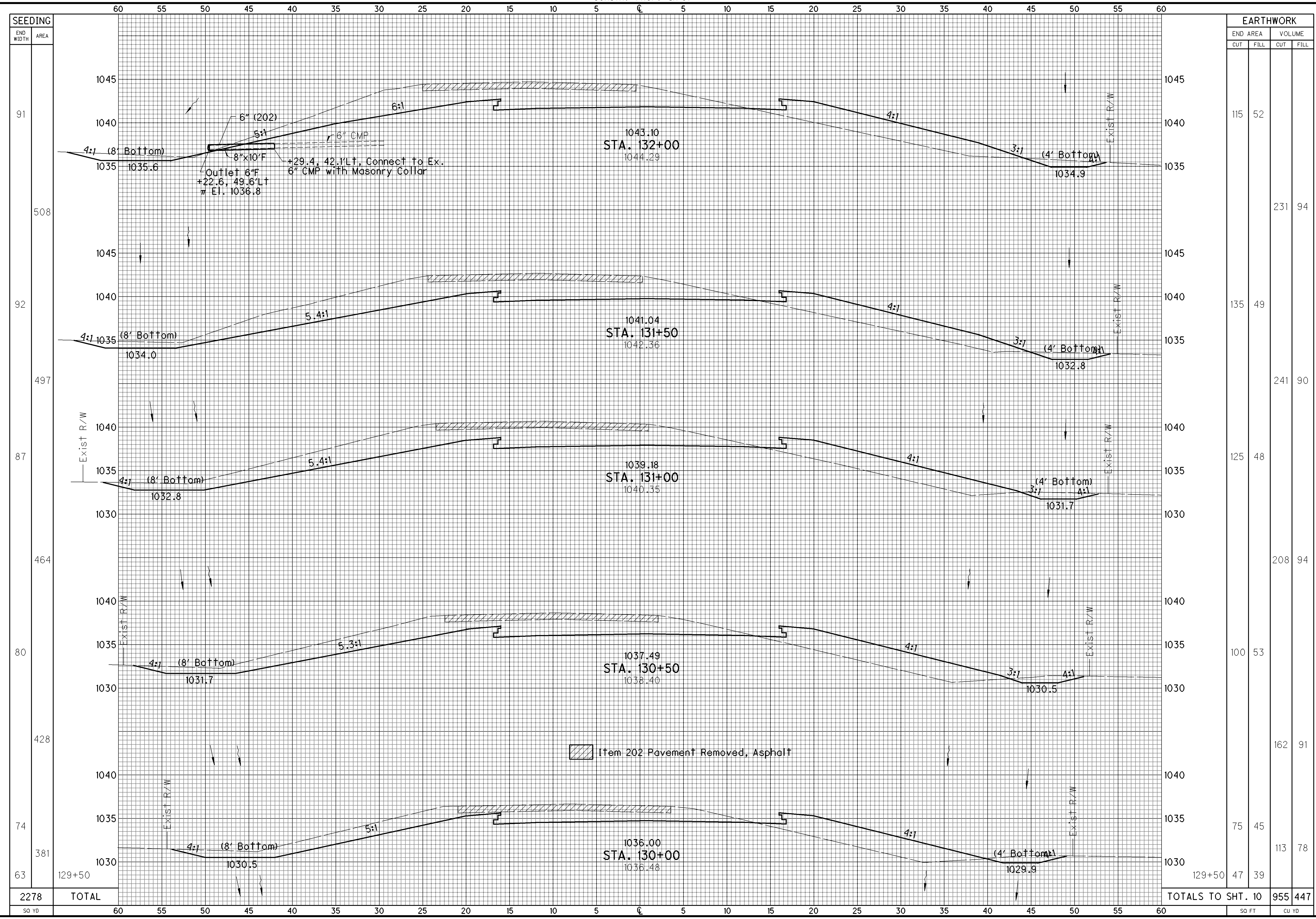
CROSS SECTIONS - SR 67
 STA. 127+50 TO STA. 129+50

HAR-67-2.37

17
27

DESIGN FILE : H:\p\d\77410\Construction\67gx.dgn
USER NAME : gwilliam

DATE : 06-MAR-2008
TIME : 12:51



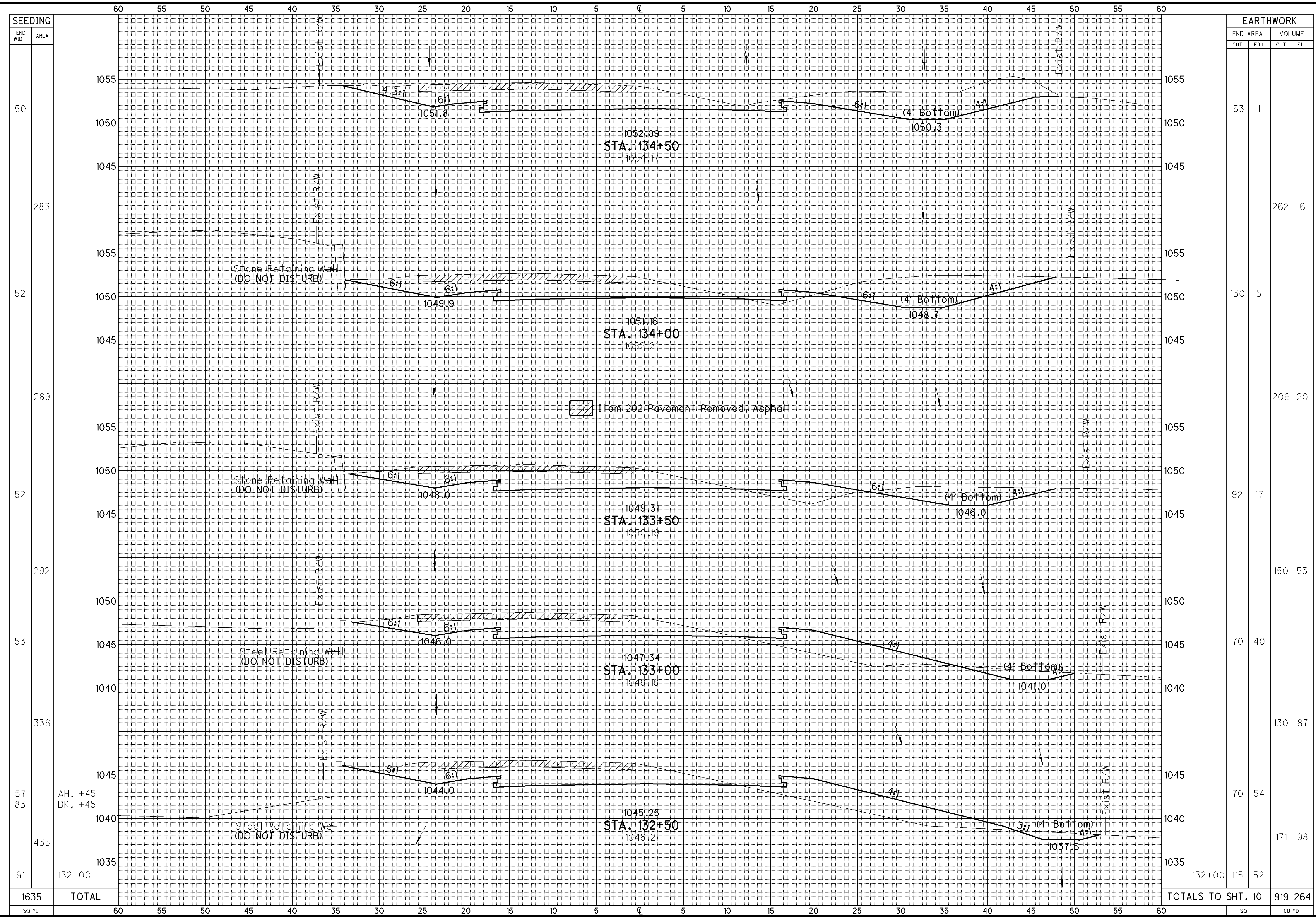
CALCULATED NJV
CHECKED EJS

CROSS SECTIONS - SR 67
STA. 130+00 TO STA. 132+00

HAR-67-2.37

18
27

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : H:\p\d\77410\Construction\67gx.dgn
 USERNAME : gwillicom



SEEDING	
END WIDTH	AREA
50	
283	
52	
289	
52	
292	
53	
336	
57	
83	
435	
91	
1635	TOTAL

EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
153	1		
		262	6
130	5		
		206	20
92	17		
		150	53
70	40		
		130	87
70	54		
		171	98
132+00	115	52	
TOTALS TO SHT. 10		919	264

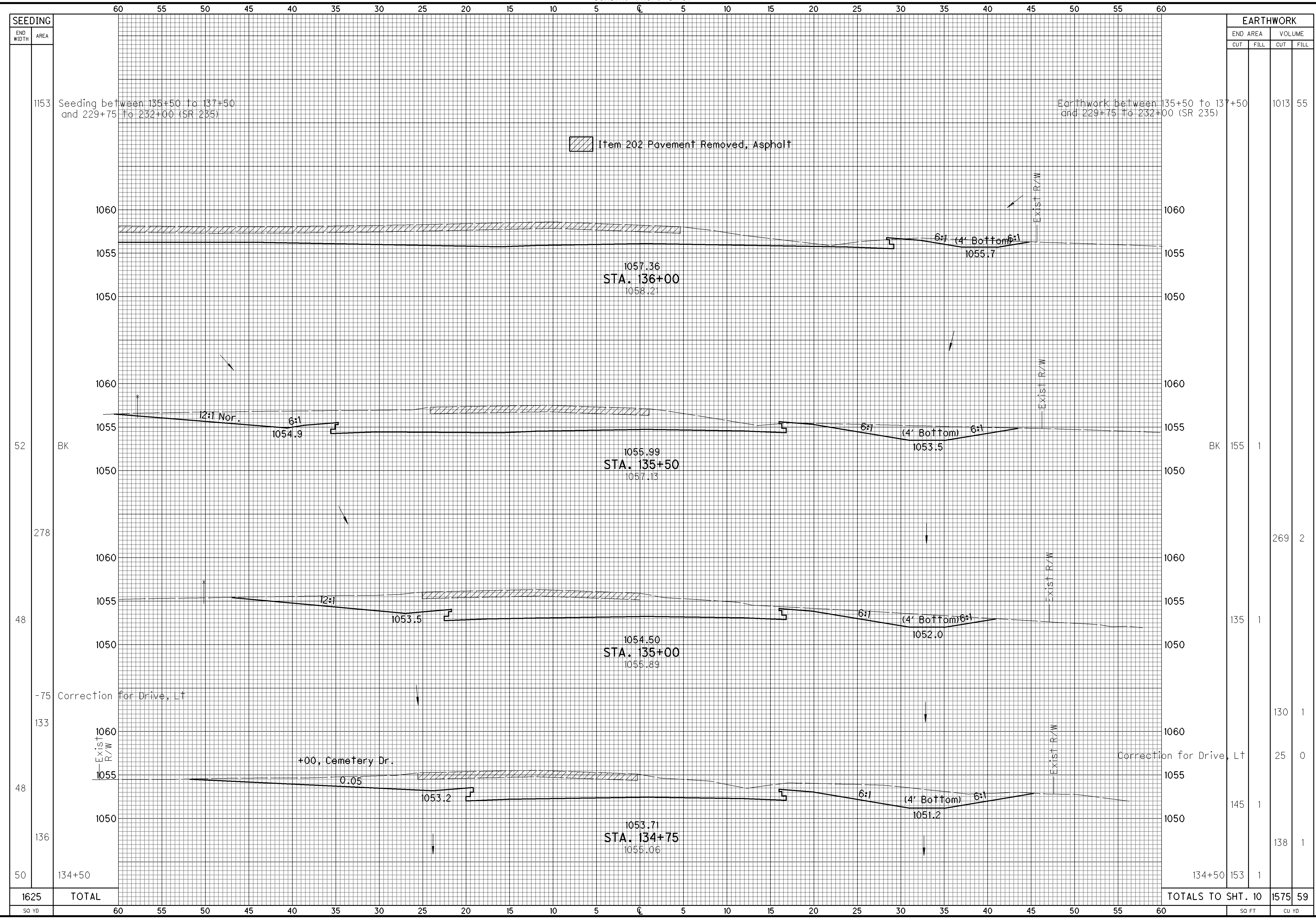
CALCULATED NJV
 CHECKED EJS

CROSS SECTIONS - SR 67
 STA. 132+50 TO STA. 134+50

HAR-67-2.37

19
27

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : I:\Bp\677410\Construction\67gxdgn
 USERNAME : gwillicom



SEEDING	
END WIDTH	AREA
1153	Seeding between 135+50 to 137+50 and 229+75 to 232+00 (SR 235)
52	BK
278	
48	
75	Correction for Drive, Lt
133	
48	
136	
50	134+50
1625	TOTAL

EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
		1013	55
BK	155	1	
		269	2
	135	1	
		130	1
		25	0
	145	1	
		138	1
	134+50	153	1
TOTALS TO SHT. 10		1575	59

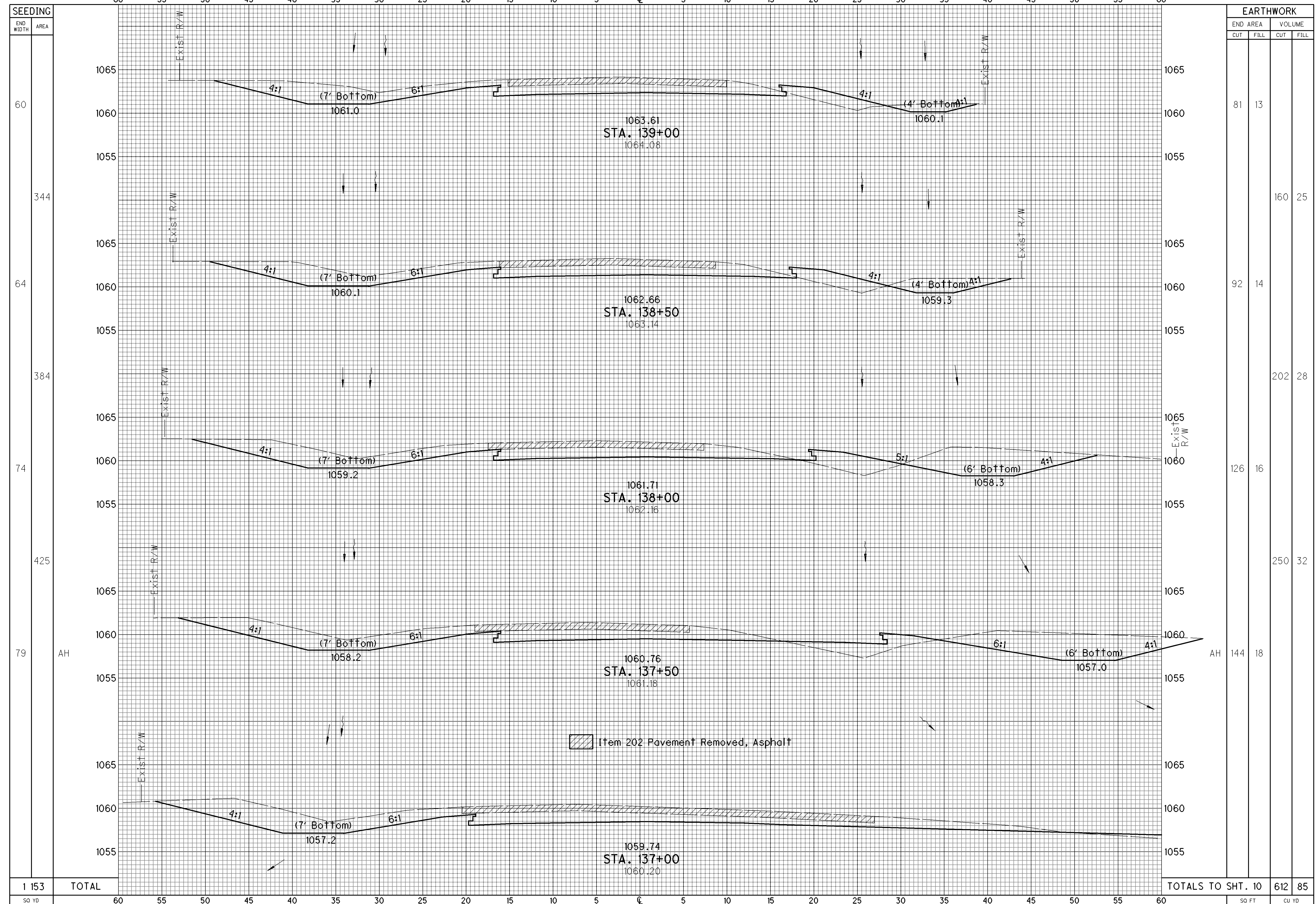
CALCULATED
 NJV
 CHECKED
 EJS

CROSS SECTIONS - SR 67
 STA. 134+75 TO STA. 136+00

HAR-67-2.37

20
27

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : I:\Bp\677410\Construction\67gx.dgn
 USERNAME : gwillicom



SEEDING	
END WIDTH	AREA
60	
344	
64	
384	
74	
425	
79	
153	TOTAL

EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
81	13		
		160	25
92	14		
		202	28
126	16		
		250	32
144	18		
TOTALS TO SHT. 10		612	85

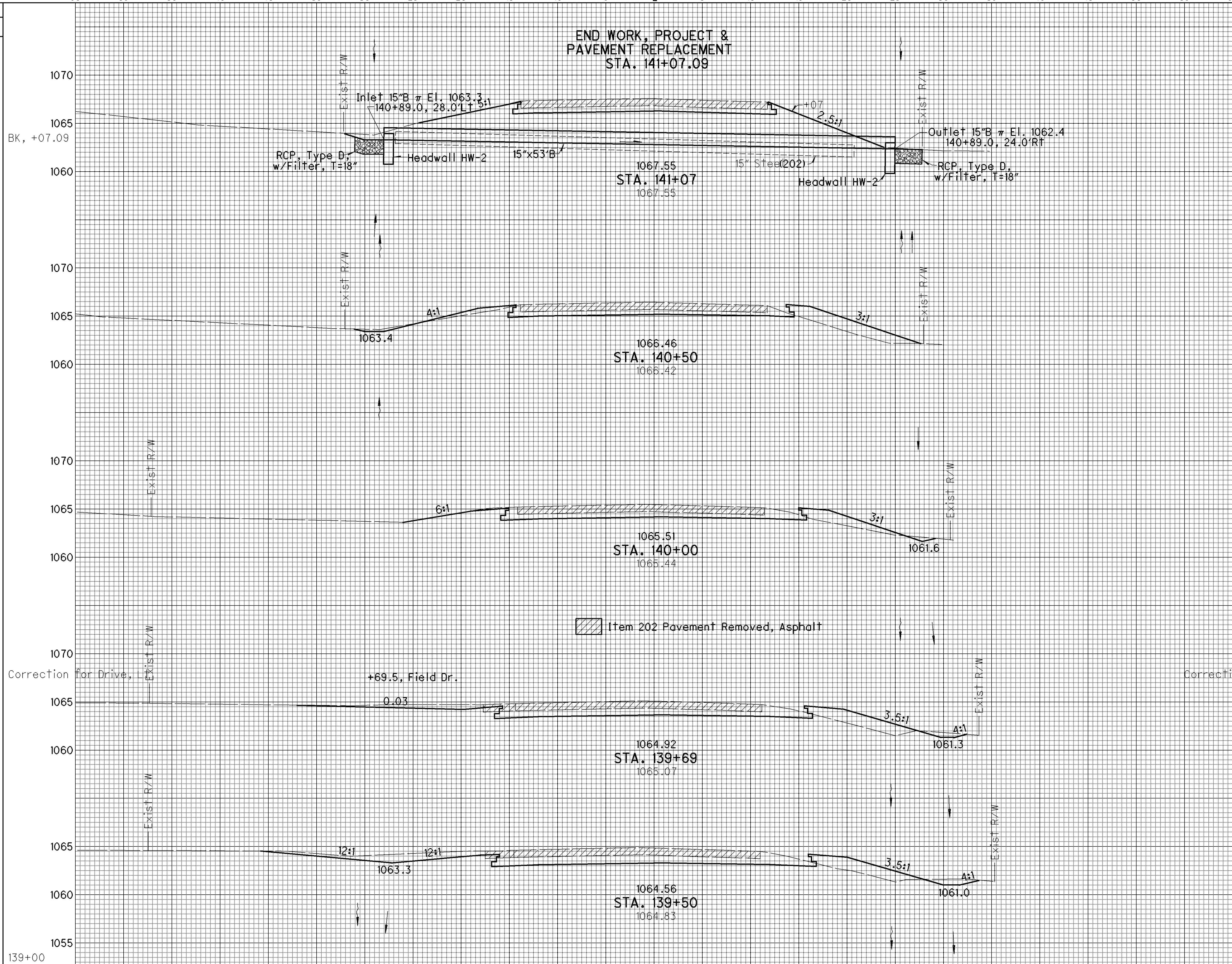
CALCULATED
 NJV
 CHECKED
 EJS

CROSS SECTIONS - SR 67
 STA. 137+00 TO STA. 139+00

HAR-67-2.37

21
 27

SEEDING	
END WIDTH	AREA
33	
209	
33	
167	
27	
112	
45	
38	
86	
43	
286	
60	
815	TOTAL

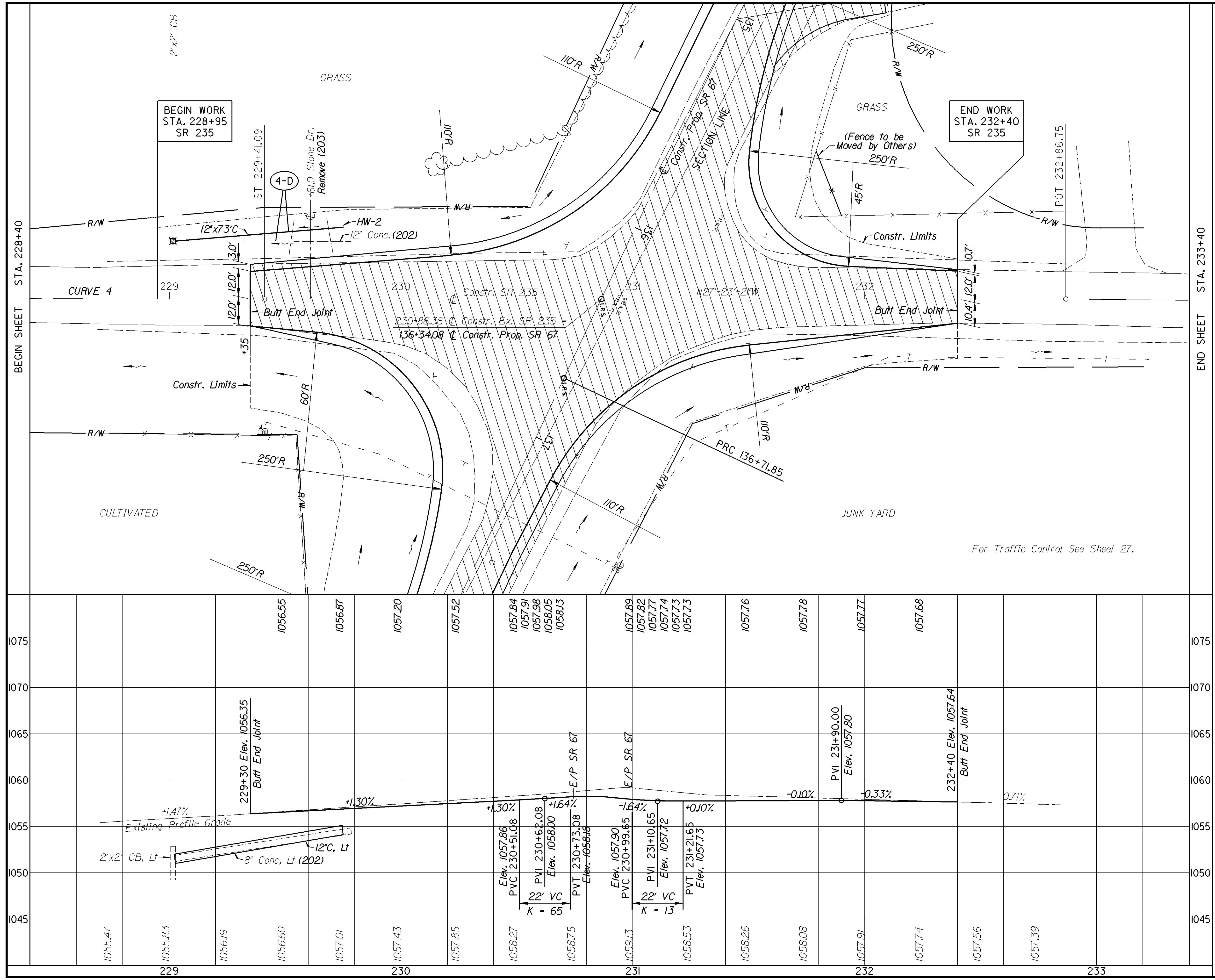


EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
15	1		
		32	20
15	18		
		31	25
18	9		
		25	12
25	12		
		10	0
25	12		
		23	8
40	11		
		112	22
81	13		
TOTALS TO SHT. 10		233	87

CALCULATED NJV
 CHECKED EJS
CROSS SECTIONS - SR 67
 STA. 139+50 TO STA. 141+07
HAR-67-2.37
 22
 27

DATE : 06-MAR-2008
 TIME : 12:51
 DESIGN FILE : H:\Bp\677410\Construction\67gq.dgn
 USERNAME : gwillicom

DATE : 06-MAR-2008
 TIME : 12:52
 DESIGN FILE : I:\pd\77410\Construction\67gp23.dgn
 USERNAME : gwilliam



ESTIMATED QUANTITIES	
ITEM	Sheet
PAVEMENT	10
DRAINAGE "D"	10

CURVE 4 DATA	
Q Constr. SR 235	
PI Sta.	222+59.86
Δ	17°-00'-00" Lt
D_c	3°-00'-00"
R	1909.86'
L_s	400.00'
θ_s	6°-00'-00"
LT	266.82'
ST	133.47'
x	399.56'
y	13.95'
k	199.93'
p	3.49'
Δ_c	29°-00'-00" Lt
L_c	566.67'
T_s	694.75'
E_s	66.40'
TS Sta.	215+74.43
SC Sta.	219+74.43
CS Sta.	225+41.09
ST Sta.	229+41.09

Pavement Removed, Asphalt (202)

MONUMENT LEGEND	
	OR.K.F. ~ PK Nail Found
	X ~ RR Spike Found
	OL.R.S. ~ Iron Pin Set

NOTE:
 For Intersection Detail,
 See Sheet 25

NOTE:
 For Additional Proposed
 Drainage Stations, Offsets
 and Elevations, See Cross
 Sections, Sheet 24

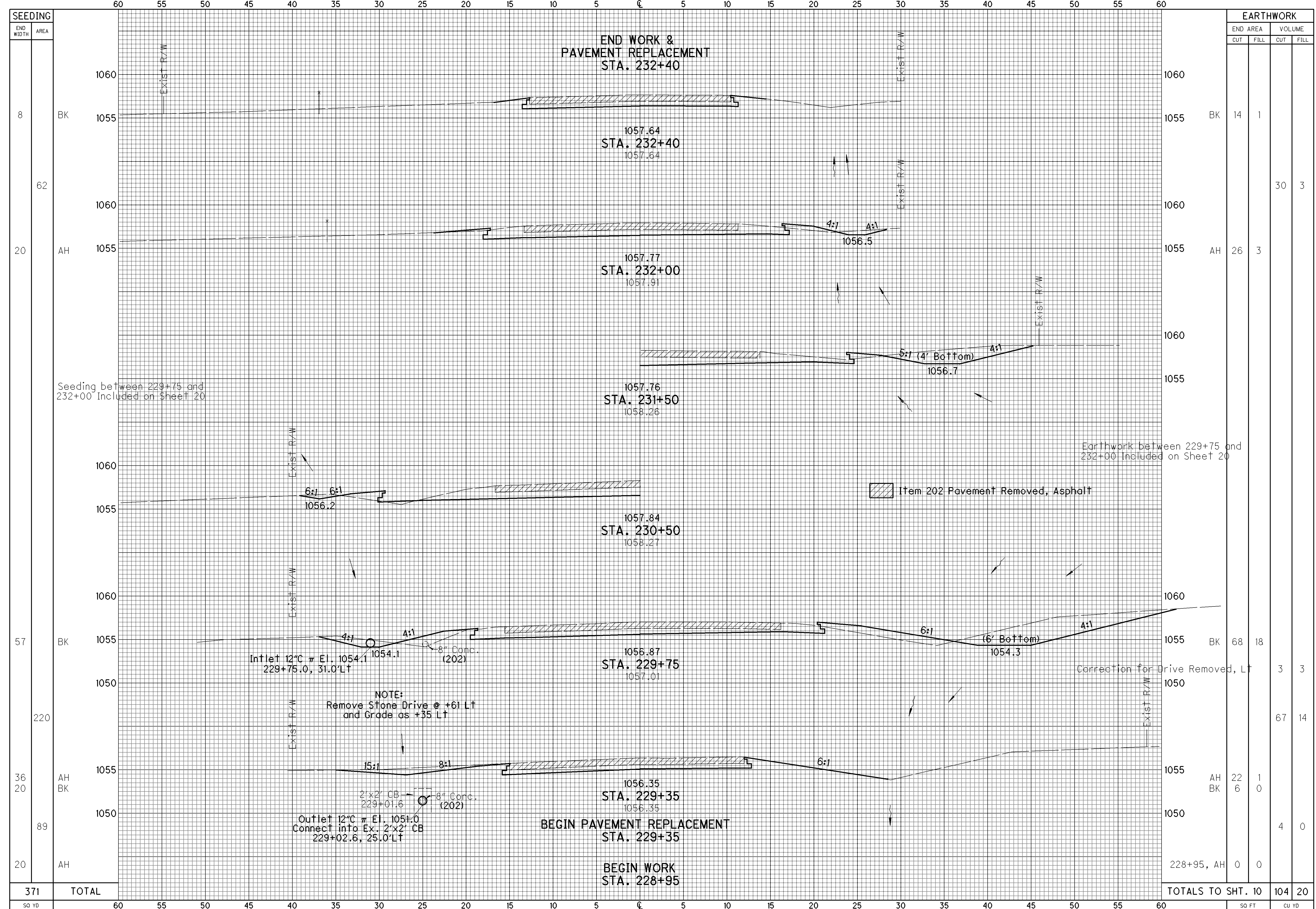


CALCULATED
 INJ
 CHECKED
 EJS

PLAN AND PROFILE - SR 235
 STA. 228+60 TO STA. 233+40

HAR-67-2.37

DESIGN FILE : H:\p\d\77410\Construction\67gx.dgn
 USERNAME : gwillicom
 DATE : 06-MAR-2008
 TIME : 12:52



SEEDING	
END WIDTH	AREA
8	BK
62	AH
20	AH
57	BK
220	AH
36	AH
20	BK
89	AH
20	AH
371	TOTAL

EARTHWORK			
END AREA		VOLUME	
CUT	FILL	CUT	FILL
14	1		
		30	3
26	3		
68	18		
		3	3
		67	14
22	1		
6	0		
		4	0
0	0		
TOTALS TO SHT. 10		104	20

CALCULATED NJV
 CHECKED EJS
CROSS SECTIONS - SR 235
 STA. 229+35 TO STA. 232+40
HAR-67-2.37
 24
 27

DESIGN FILE : I:\pdx\77410\Construction\67\gl.dgn
USERNAME : gwilliam
DATE : 06-MAR-2008
TIME : 12:52

CC = Sta. 134+61.79, 264.84'Lt
Constr. Prop. SR 67

$\Delta = 16^\circ-42'-46''$
 $R = 250'$
 $L = 72.92'$

Sta. 135+33.36, 72.24'Lt
Constr. Prop. SR 67
= Sta. 231+93.05, 59.01'Lt
Constr. Exist. SR 235
 $\Delta = 93^\circ-45'-28''$
 $R = 45'$
 $L = 73.64'$

$\Delta = 56^\circ-18'-12''$
 $R = 110'$
 $L = 108.09'$

Sta. 137+18.45, 123.31'Lt
Constr. Prop. SR 67
= Sta. 231+61.75, 129.21'Rt
Constr. Exist. SR 235

$\Delta = 59^\circ-27'-56''$
 $R = 110'$
 $L = 114.17'$

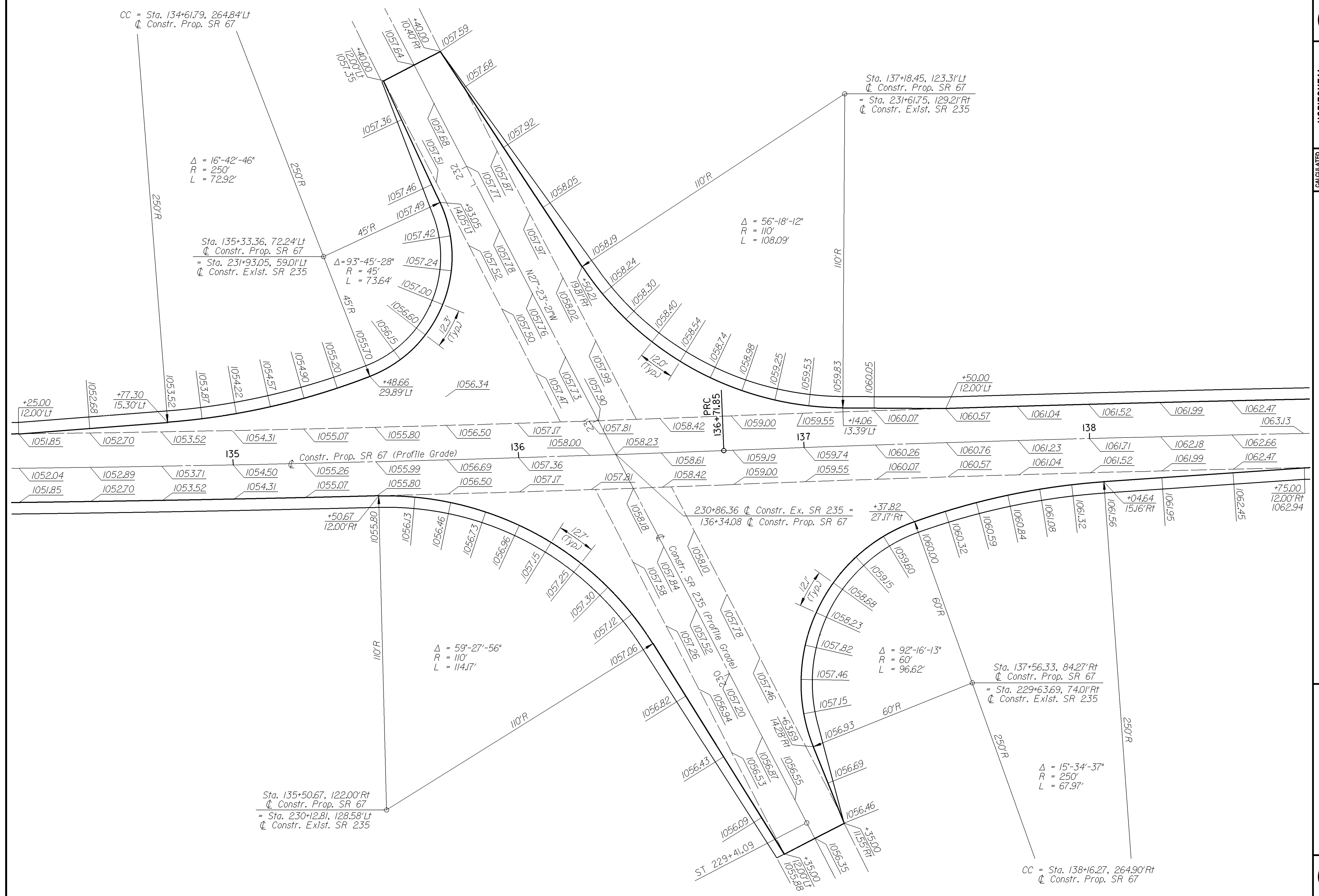
Sta. 135+50.67, 122.00'Rt
Constr. Prop. SR 67
= Sta. 230+12.81, 128.58'Lt
Constr. Exist. SR 235

$\Delta = 92^\circ-16'-13''$
 $R = 60'$
 $L = 96.62'$

Sta. 137+56.33, 84.27'Rt
Constr. Prop. SR 67
= Sta. 229+63.69, 74.01'Rt
Constr. Exist. SR 235

$\Delta = 15^\circ-34'-37''$
 $R = 250'$
 $L = 67.97'$

CC = Sta. 138+16.27, 264.90'Rt
Constr. Prop. SR 67



HORIZONTAL SCALE IN FEET
0 5 10 20 30

CALCULATED
INJUV
CHECKED
EJS

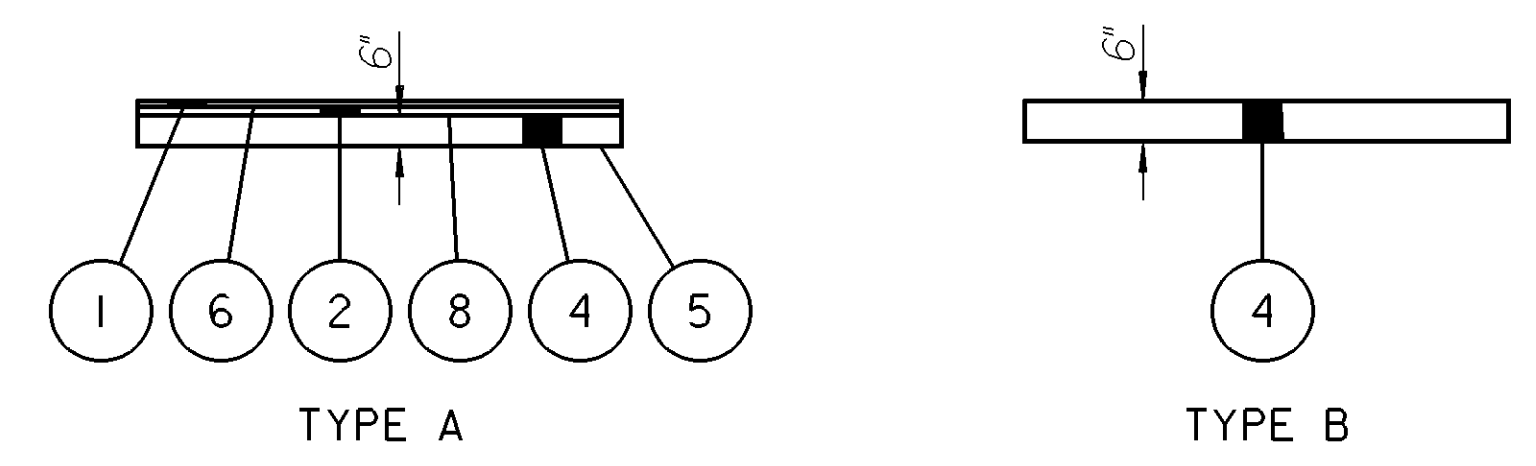
INTERSECTION DETAIL

HAR-67-2.37

PROPOSED LEGEND

- 1 Item 448 1-1/4" Asphalt Concrete Surface Course, Type 1, PG64-22
- 2 Item 448 1-3/4" Asphalt Concrete Intermediate Course, Type 2, PG64-22
- 4 Item 304 6" Aggregate Base
- 5 Item 204 Subgrade Compaction
- 6 Item 407 Tack Coat for Intermediate Course applied at a rate of 0.075 Gal/Sq Yd
- 8 Item 408 Prime Coat applied at a rate of 0.40 Gallons per Sq Yd

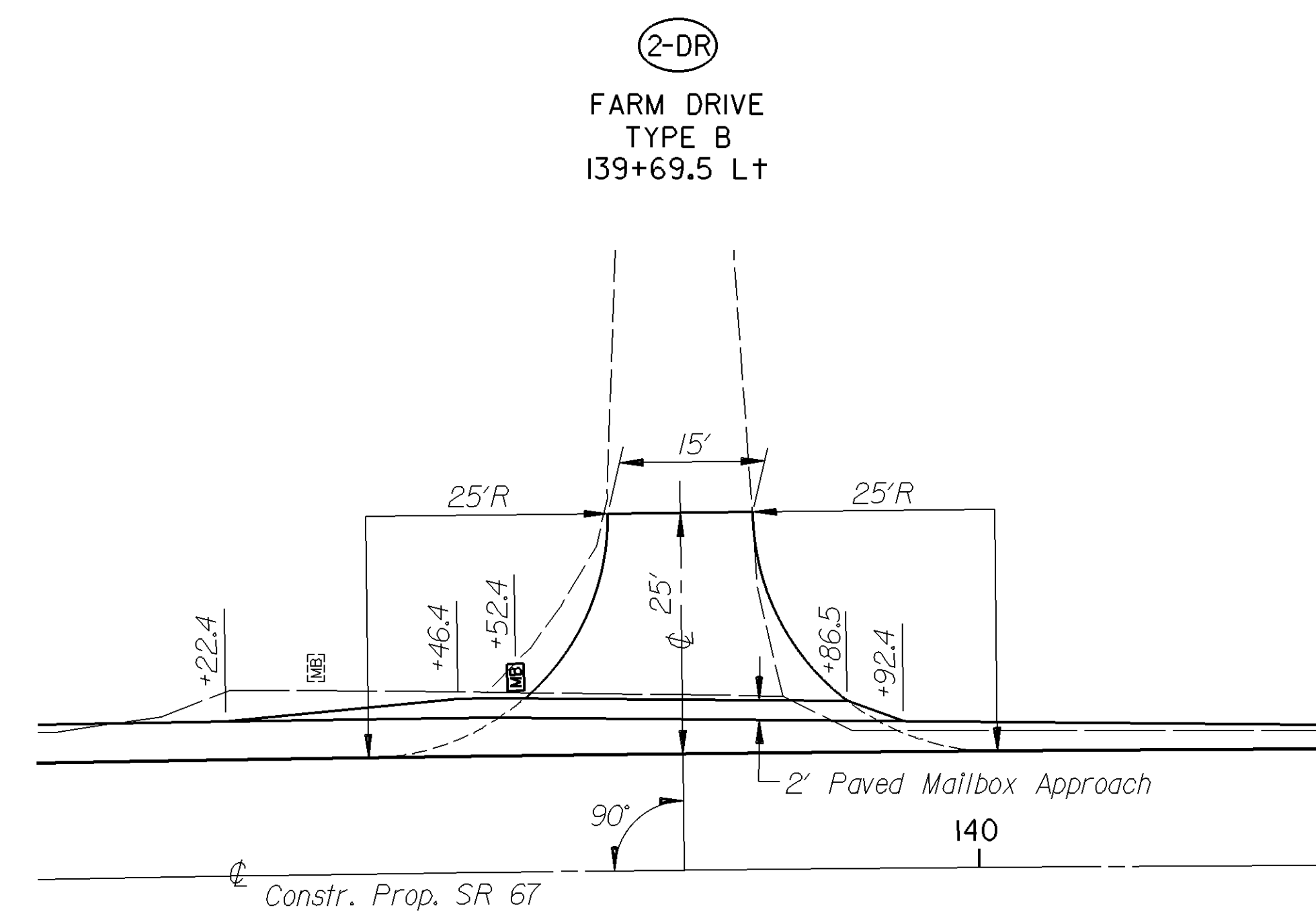
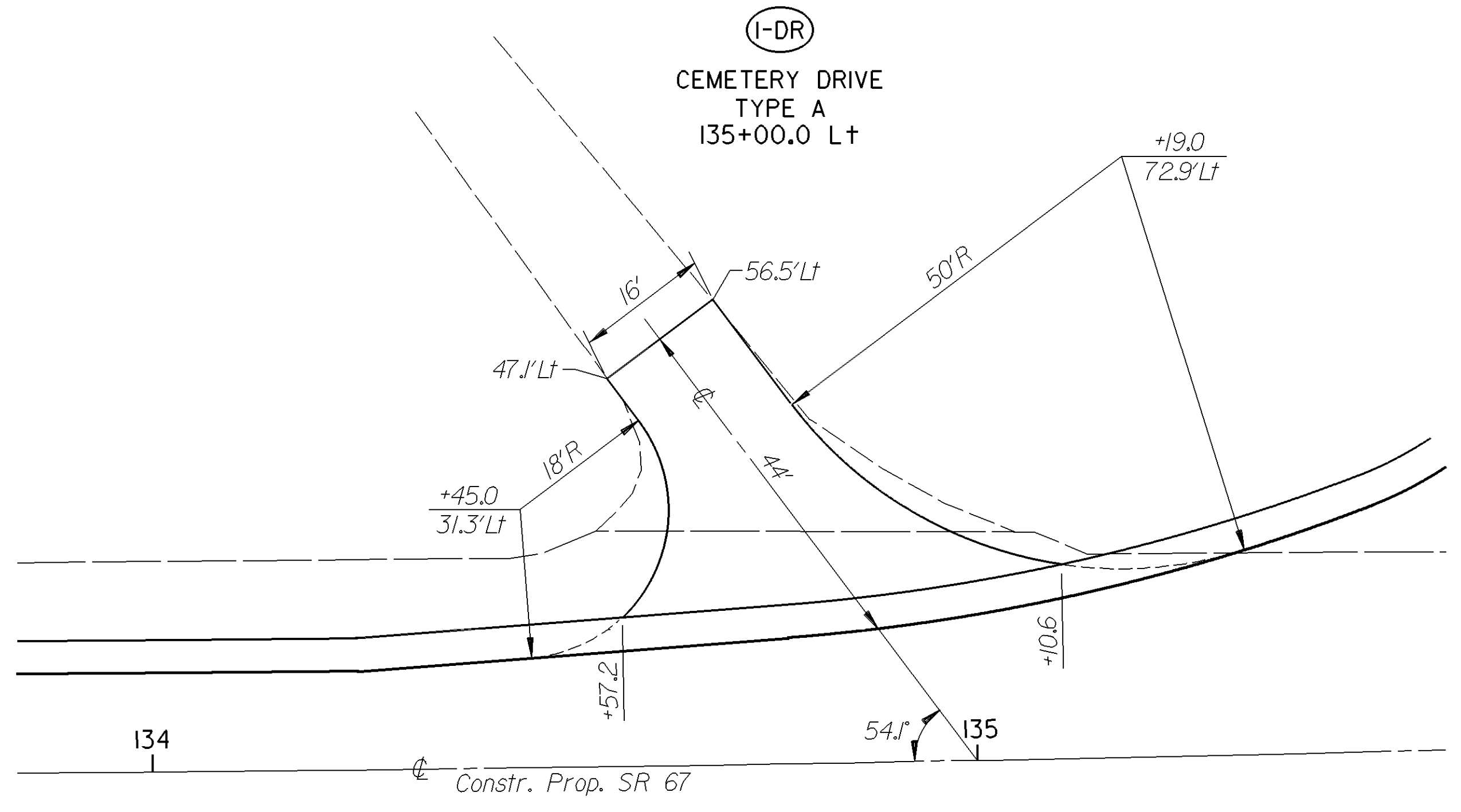
DRIVEWAY TYPICAL SECTIONS

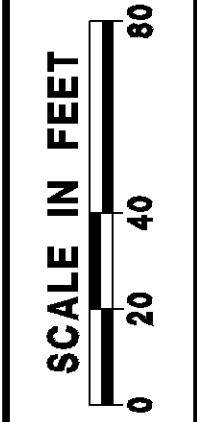


DRIVEWAY "DR"											
Reference No.	Sheet No.	Location	Drive Type	Pavement Type	Total Area	204	304	407	408	448	
						Subgrade # Compaction	Aggregate Base	Tack Coat for Intermediate Course	Bituminous Prime Coat, applied at 0.40 Gallon/Sq Yd	Asphalt Concrete Intermed. Course, Type 2, PG64-22 (T=1-3/4")	Asphalt Concrete Surface Course, Type 1, PG64-22 (T=1-1/4")
						Sq Yd	Cu Yd	Gallon	Gallon	Cu Yd	Cu Yd
1-DR	14	135+00.0 Lt	Cemetery	A	98.4	89.9	16.7	7.4	39.4	4.8	3.4
2-DR	15	139+69.5 Lt	Farm	B	44.2	38.9	7.3				
TOTALS TO GENERAL SUMMARY						129	24	8	40	5	4

The Subgrade Compaction area 18" along Edge of Shoulder is Included in Pavement Calculations

DESIGN FILE : I:\pdx\77410\Construction\67gml.dgn
 USERNAME : gwilliam
 DATE : 06-MAR-2008
 TIME : 12:52



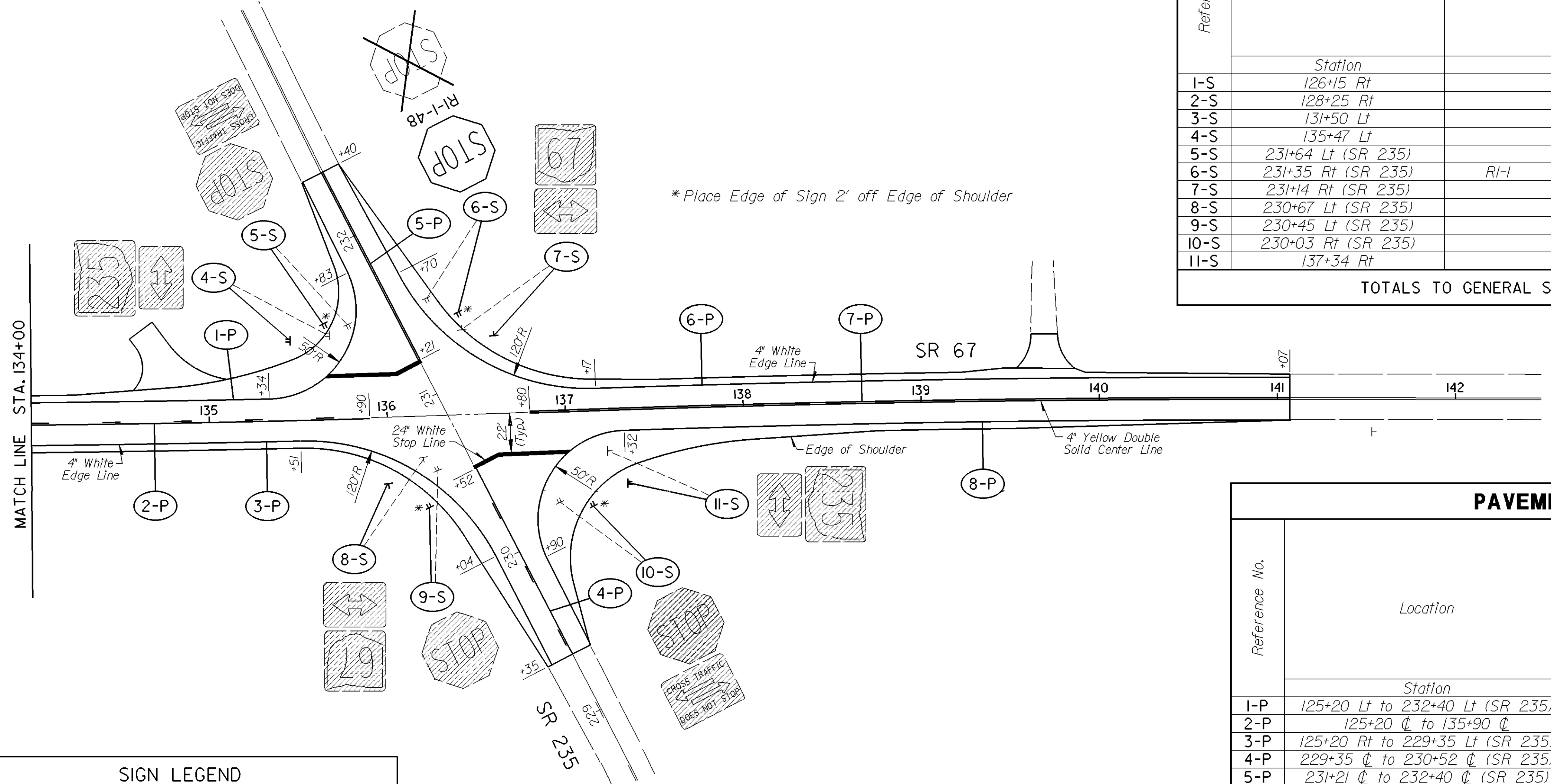
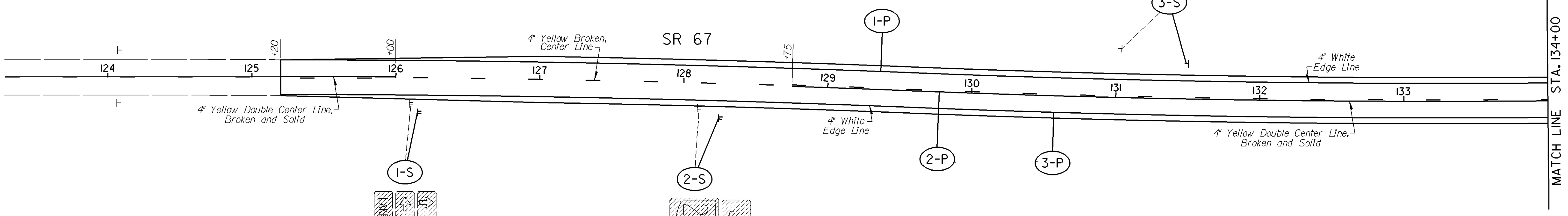


CALCULATED
INJUV
CHECKED
EUS

TRAFFIC CONTROL PLAN

HAR-67-2.37

27
27



SIGNS "S"								
Reference No.	Proposed Location	Code No.	Size	630				
				Ground Mounted Support, No. 2 Post	Sign, Flat Sheet	Removal of Ground Mounted Sign and Disposal	Removal of Ground Mounted Sign & Reerection	Removal of Ground Mounted Post Support and Disposal
	Station			Ft	Sq Ft	Each	Each	
1-S	126+15 Rt			13.0/14.0			3	2
2-S	128+25 Rt			13.0/13.5			2	2
3-S	131+50 Lt			13.5			2	1
4-S	135+47 Lt			12.0/12.0			2	2
5-S	231+64 Lt (SR 235)			13.0/13.0			2	2
6-S	231+35 Rt (SR 235)	RI-1	48"x48"	13.0/13.0	13.4	1		2
7-S	231+14 Rt (SR 235)			13.0			2	1
8-S	230+67 Lt (SR 235)			13.0			2	1
9-S	230+45 Lt (SR 235)			13.0/13.0			1	2
10-S	230+03 Rt (SR 235)			13.0/13.0			2	2
11-S	137+34 Rt			13.5/13.5			2	1
TOTALS TO GENERAL SUMMARY				248.0	13.4	1	20	18

SIGN LEGEND			
	- New		- Existing, to be Removed and Reerection
	- Existing		- Existing, to be Removed

PAVEMENT MARKING "P"							
Reference No.	Location	202 RPM Removed and Disposal	621 RPM		642 Edge Line	647 Center Line	647 Stop Line, Type B
			2-Way Yellow	1-Way White			
	Station	Each	Each	Each	Mile	Mile	Ft
1-P	125+20 Lt to 232+40 Lt (SR 235)	3		4	0.222		
2-P	125+20 C to 135+90 C	12	12			0.203	
3-P	125+20 Rt to 229+35 Lt (SR 235)				0.234		
4-P	229+35 C to 230+52 C (SR 235)	2	2			0.022	55
5-P	231+21 C to 232+40 C (SR 235)	2	2			0.023	55
6-P	232+40 Rt (SR 235) to 141+07 Lt				0.113		
7-P	136+80 C to 141+07 C	5	5			0.081	
8-P	229+35 Rt (SR 235) to 141+07 Rt	4		4	0.100		
Subtotals			21	8			
TOTALS TO GENERAL SUMMARY		28	29		0.67	0.33	110

DATE : 06-MAR-2008
TIME : 12:52
DESIGN FILE : I:\pd\77410\Construction\67gpm.dgn
USERNAME : gwilliam