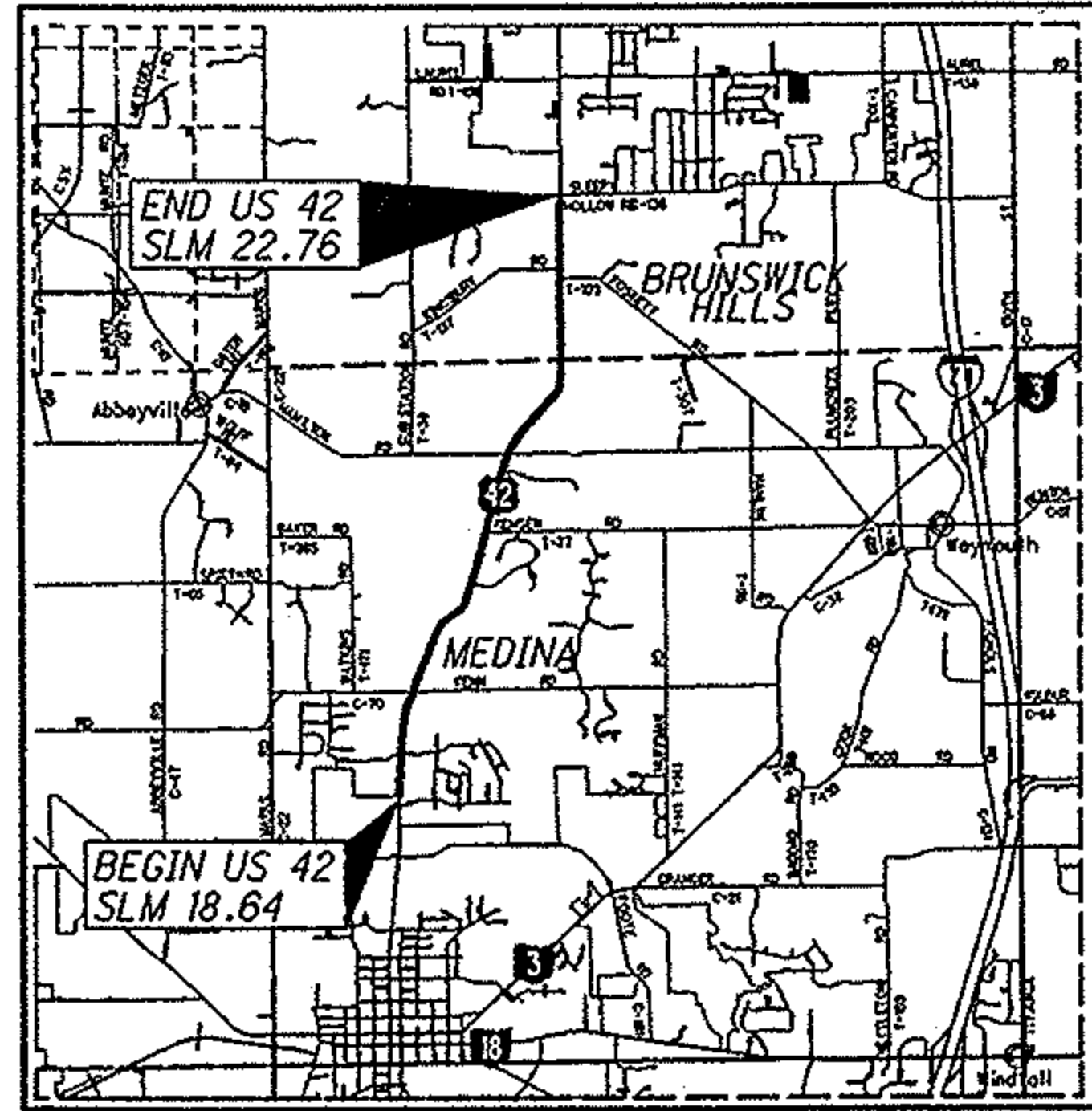


MED - US-42-18.64
 100174 PID - 82296
 Dist 3 4/8/2010



LOCATION MAP

LATITUDE: 41°11'18" LONGITUDE: 81°51'00"



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

DESIGN DESIGNATION
 SEE SHEET NO. 2.

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
MED-42-18.64
 MEDINA TOWNSHIP
 BRUNSWICK HILL TOWNSHIP
 MEDINA COUNTY

INDEX OF SHEETS:

TITLE SHEET _____ 1
 STRAIGHT LINE DIAGRAM _____ 2
 SURVEY INFORMATION _____ 2A
 GENERAL NOTES _____ 3-5, 5A
 MAINTENANCE OF TRAFFIC NOTES AND DETAILS _____ 6, 6A, 6B
 MAILBOX FACILITIES _____ 7
 GENERAL SUMMARY _____ 8, 9
 PAVEMENT & SHOULDER DATA _____ 10
 TYPICAL SECTIONS _____ 11-13
 INTERSECTION DETAILS _____ 14
 CURB DATA SHEETS _____ 15-18
 GUARDRAIL GENERAL NOTES _____ 19
 ROADWAY SUB-SUMMARY _____ 20
 GUARDRAIL DETAILS _____ 21-28
 DRAINAGE QUANTITIES _____ 29
 CATCH BASIN DETAILS _____ 30-40
 GRANDE BLVD. INTERSECTION DETAILS _____ 41
 FOSKETT RD. & DRIVE DETAILS _____ 42-43, 43A
 DETECTOR LOOPS _____ 44
 PAVEMENT MARKINGS & RPM INFORMATION _____ 45
 PAVEMENT MARKING DETAILS _____ 46-50
 STRUCTURES _____ 51-59

PROJECT DESCRIPTION

THIS PROJECT IS 4.12 MILES LONG AND WILL INCLUDE PAVEMENT PLANING, PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, GUARDRAIL, DRAINAGE, CURB, CURB RAMPS, PAVEMENT MARKINGS AND MINOR STRUCTURE REHABILITATION.

PROJECT EARTH DISTURBED AREA: N/A ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

CONVERSION OF METRIC STANDARD DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2008 CMS. CONVERSIONS SHALL BE APPROXIMATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

2008 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.

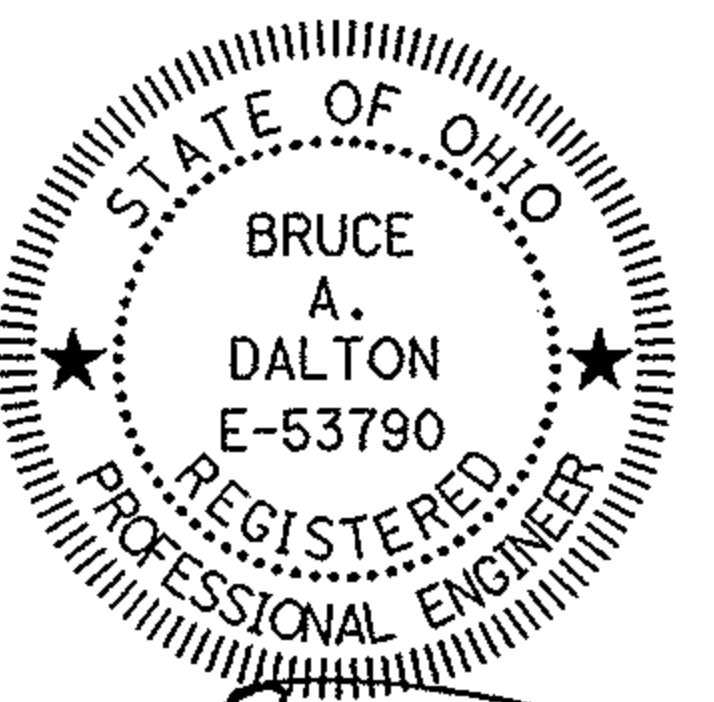
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED [Signature]
 DATE 12/22/09 DISTRICT DEPUTY DIRECTOR

APPROVED [Signature]
 DATE 1-5-10 DIRECTOR, DEPARTMENT OF TRANSPORTATION

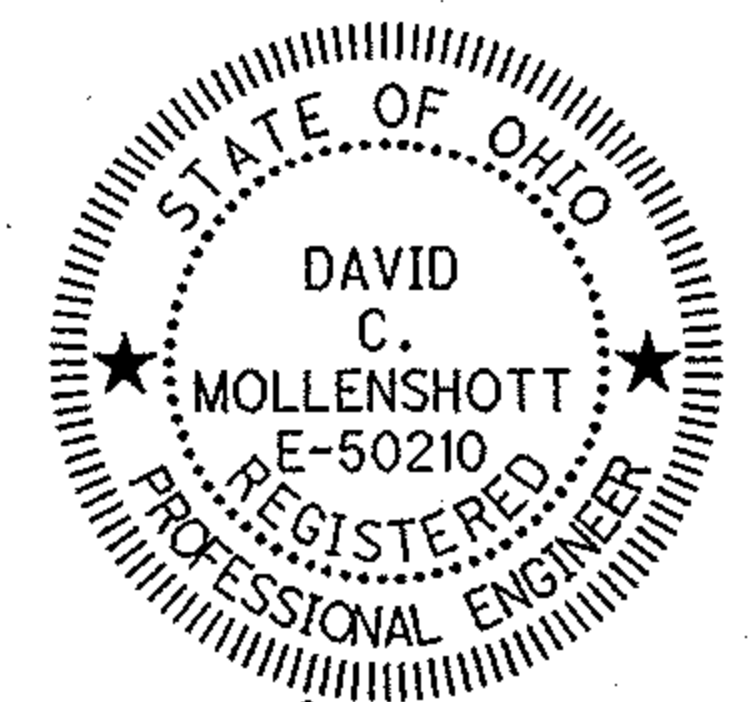
DESIGN FILE: i:\projects\82296\roadway\sheets\82296GT001.dgn
 WORKSTATION: dvousden DATE: 12/8/2009

ROADWAY ENGINEERS SEAL:



SIGNED [Signature]
 DATE: 12/8/09

STRUCTURE/CULVERT ENGINEERS SEAL:



SIGNED [Signature]
 DATE: 12/17/09

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS
BP-1.1	7/28/00	I-1.2	7/15/05	MT-95.41	4/17/09	
BP-2.1	7/18/08			MT-95.60	01/16/09	800 1/15/10
BP-2.2	7/18/08	GR-1.1	7/16/04	MT-95.61	01/16/09	802 1/16/09
BP-2.6	7/18/08	GR-2.1	1/16/04	MT-97.10	4/17/09	832 5/5/09
BP-3.1	10/19/07	GR-3.1	10/16/09	MT-97.12	4/17/09	
BP-4.1	7/16/04	GR-4.2	1/19/07	MT-99.20	1/16/09	902 10/20/08
BP-5.1	7/28/00			MT-101.70	1/16/09	
BP-7.1	1/19/07	RM-1.1	7/18/09	MT-101.30	1/16/09	
		RM-4.2	10/19/07	MT-105.10	1/16/09	
CB-2.2	7/15/05			TC-61.30	4/17/09	
				TC-65.10	1/21/05	
				TC-65.11	1/21/05	
				TC-71.10	01/16/09	
				TC-73.10	1/19/01	
MH-1.1	7/19/02					
MH-1.2	1/20/06					
DM-4.3	4/17/09					
DM-4.4	4/17/09					

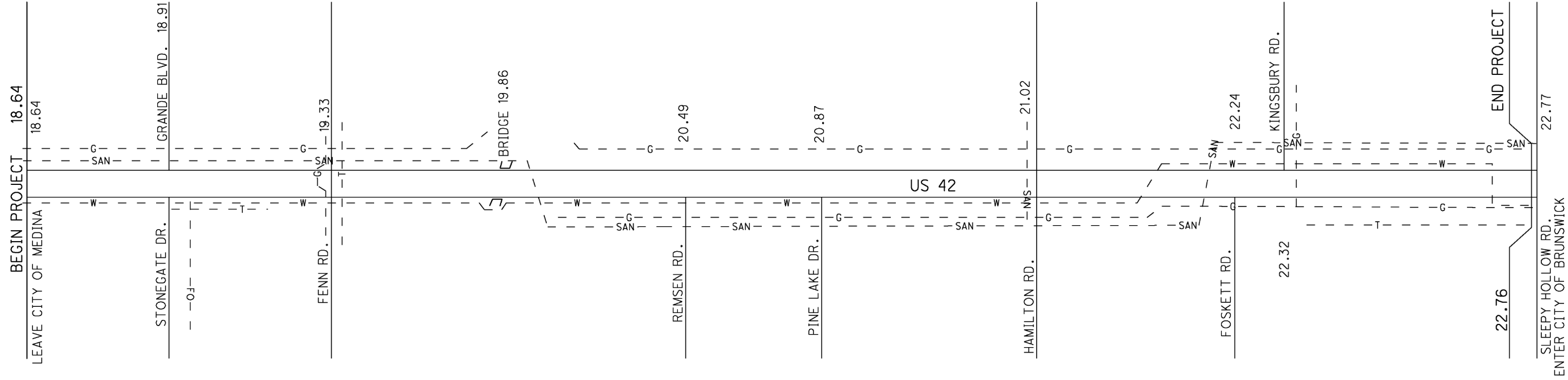
SPECIAL PROVISIONS

UNDERGROUND UTILITIES
 TWO WORKING DAYS
BEFORE YOU DIG
 CALL 1-800-362-2764 (TOLL FREE)
 OHIO UTILITIES PROTECTION SERVICE
 NON-MEMBERS
 MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE SERVICE
 SERVICE CALL: 1-800-825-0988



FEDERAL PROJECT NO. **E070(393)**
 CONSTRUCTION PROJECT NO. **82296**
 RAILROAD INVOLVEMENT **NONE**
MED-42-18.64
 1/59



DESIGN DESIGNATION (MED-42-18.64 TO 22.77)

CURRENT ADT (2010)	13,390
DESIGN YEAR ADT (2022)	14,520
DESIGN HOURLY VOLUME (2022)	1,452
DIRECTIONAL DISTRIBUTION	0.54
TRUCKS (24 HOUR B&C)	0.05
DESIGN SPEED /	
LEGAL SPEED 18.64 - 19.58	35 MPH
DESIGN SPEED /	
LEGAL SPEED 19.58 - 22.77	50 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL MINOR ARTERIAL	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

PROJECT GROUND COORDINATES - US SURVEY FEET

PRIMARY PROJECT BENCHMARKS

PROJECT COORDINATES (FEET) ARE RELATIVE TO STATE PLANE GRID COORDINATES (METERS)
BY A PROJECT ADJUSTMENT FACTOR (PAF) MULTIPLIER OF 3.28116068

CENTERLINE CNST. SR 42			NO PLAN USED FOR ALIGNMENT			
NAME	NORTH (ft.)	EAST (ft.)	ELEVATION(ft)	FEATURE	S.L.M.	OFFSET
BM01	546834.60997	2144400.85625	938.368	BM	18.98	30 (RT.)
BM02	548732.62362	2144809.45591	934.421	BM	19.34	30 (RT.)
BM03	549519.99062	2145129.29360	919.614	BM	19.52	30 (RT.)
BM04	551050.71770	2145924.62399	908.656	BM	19.84	30 (RT.)
BM05	551873.20297	2146639.07704	894.788	BM	20.06	30 (RT.)
BM06	552366.19080	2146810.47831	899.204	BM	20.16	30 (RT.)
BM07	552695.69480	2146921.39466	913.824	BM	20.22	30 (RT.)
BM08	553491.48126	2147158.57336	930.208	BM	20.37	30 (RT.)
BM09	554305.59629	2147396.67735	934.552	BM	20.54	30 (RT.)
BM10	555108.76536	2147635.19148	938.719	BM	20.70	30 (RT.)
BM11	555925.99421	2147871.60895	930.674	BM	20.86	30 (RT.)
BM12	556741.00171	2148153.81830	927.921	BM	21.03	30 (RT.)
BM13	557426.38039	2148660.25889	973.177	BM	21.19	30 (RT.)
BM14	558459.98538	2149634.27472	1020.388	BM	21.46	30 (RT.)
BM15	559193.31495	2149881.39862	1034.657	BM	21.60	30 (RT.)
BM16	559945.52104	2149832.06965	1053.056	BM	21.75	30 (LT.)
BM17	560698.80334	2149819.05656	1070.037	BM	21.89	35 (LT.)
BM18	562299.53727	2149820.55606	1103.384	BM	22.20	30 (LT.)
BM19	563234.33995	2149891.49475	1118.866	BM	22.37	30 (RT.)
BM20	563849.71179	2149894.28374	1127.928	BM	22.49	30 (RT.)
BM21	564447.79191	2149897.09569	1126.034	BM	22.61	30 (RT.)
BM22	565047.69636	2149898.11941	1147.281	BM	22.72	30 (RT.)

PROJECT ADJ. FACTOR = 3.2811606801 (Metric Grid to Project Ground Feet)
ENG./METRIC CONV.= 3.2808333333 US SURVEY FOOT CONVERSION FACTOR

UNITLESS FACTOR =	1.00009978	(Grid to Project Ground)		
	Degrees	Minutes	Seconds	
MEAN PROJECT LATITUDE =	41	9	51	
MEAN PROJECT ELEVATION (FT)=	843			

State Plane Grid Coordinates derived through VRS GPS observations.

STATE PLANE GRID COORDINATES - METERS

PRIMARY PROJECT BENCHMARKS

HORIZONTAL DATUM - NAD83(1995), OHIO NORTH ZONE (3401) FROM CORS
VERTICAL DATUM - NAVD88 (GPS DERIVED FROM CORS)

NAME	NORTH(m)	EAST(m)	ORTHO HT(m)	DESCRIPTION
BM01	166658.894	653549.48	286.015	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ NORTH GATEWAY TIRE
BM02	167237.352	653674.009	284.812	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ NE COR FENN ROAD
BM03	167477.318	653771.486	280.299	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. BETWEEN "RIDE NOW" AUTO SALES AND RIVERSIDE CENTER
BM04	167943.838	654013.879	276.959	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 3589
BM05	168194.507	654231.623	272.732	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. ACROSS FROM VEL'S PARTY CENTER
BM06	168344.755	654283.861	274.078	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ SE COR. INTERSECTION OF MAGGIE MARIE BLVD. AND U. S. 42
BM07	168445.178	654317.665	278.534	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 3418
BM08	168687.71	654389.95	283.528	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD.
BM09	168935.828	654462.517	284.852	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. SOUTH OF REMSEN RD.
BM10	169180.61	654535.209	286.122	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ BUNKER HILL GOLF COURSE
BM11	169429.677	654607.262	283.67	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ SE COR. INTERSECTION OF U. S. 42 AND PINE LAKE DRIVE
BM12	169678.067	654693.271	282.831	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ NE COR. INTERSECTION OF U. S. 42 AND HAMILTON ROAD
BM13	169886.95	654847.619	296.625	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 2935
BM14	170201.962	655144.47	311.015	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. SOUTH OF STEVE'S DAKOTA GRILL 2809 U.S. 42
BM15	170425.459	655219.786	315.364	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ CARO'S PARTY CENTER 2777 U. S. 42
BM16	170654.709	655204.752	320.972	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 2715
BM17	170884.287	655200.786	326.148	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ ENTRANCE TO RPM 2628 U. S. 42
BM18	171372.143	655201.243	336.312	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ JUSTICE AND CO. 2462 U. S. 42
BM19	171657.043	655222.863	341.031	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 2351
BM20	171844.59	655223.713	343.793	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 2307
BM21	172026.867	655224.57	343.216	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ RESIDENCE NO. 2245
BM22	172209.7	655224.882	349.692	BM: CHISLED "+" IN CAP BOLT OVER PUMPER NOZZLE F. HYD. @ SLEEPY HOLLOW MARKET

GENERAL

UTILITIES

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

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.

TELEPHONE
 VERIZON
 6223 NORWALK RD.
 MEDINA, OHIO 44256
 330.722.9586
 330.416.4616 cell

TELEPHONE
 AT&T TRANSMISSION
 HLG ENGINEERING & SURVEY
 5980-G WILCOX
 DUBLIN, OH 43106
 614.760.8320
 330.416.1514 cell

ELECTRIC
 OHIO EDISON CO.
 6326 LAKE AVENUE
 ELYRIA, OH 44035
 440.326.3227
 440.251.0740 cell

GAS
 COLUMBIA GAS OF OHIO
 7080 FRY RD.
 MIDDLEBURG HEIGHTS, OH 44130
 440.891.2428

GAS
 COLUMBIA GAS TRANSMISSION
 589 NORTH STATE RD.
 MEDINA, OH 44256
 330.721.4163
 330.410.4379 cell

GAS
 GATHERCO INC.
 5772 DRESSLER RD. NW
 NORTH CANTON, OH 44720
 330.498.9553

GAS
 SUNOCO PIPELINE L.P.
 525 FRITZTOWN RD.
 SINKING SPRING, PENNSYLVANIA 19608
 610.670.3279

CABLE
 ARMSTRONG UTILITIES
 1141 LAFAYETTE RD.
 MEDINA, OH 44256
 330.722.3141, ext.224

OTHER
 MEDINA COUNTY ENGINEER
 791 WEST SMITH RD.
 MEDINA, OH 44256-0825
 330.723.9561

WATER
 CITY OF CLEVELAND, WATER DEPT.
 1201 LAKESIDE AVE.
 CLEVELAND, OH 44114
 216.664.2444

OTHER
 CITY OF MEDINA
 132 NORTH ELMWOOD ST.
 MEDINA, OH 44256
 330.722.9020

OTHER
 MEDINA COUNTY SANITARY ENGINEER
 791 WEST SMITH RD.
 MEDINA, OH 44256-0825
 330.723.9589

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

WORK LIMITS

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

COMPLETION OF WORK:

WHEN PLANING WORK COMMENCES ON THIS PROJECT, THE CONTRACTOR HAS 42 CONSECUTIVE CALENDAR DAYS TO COMPLETE ALL PLANING, PAVEMENT REPAIR, ASPHALT PAVING, AGGREGATE SHOULDER, AND LOOP DETECTOR WORK. ALL OTHER WORK SHALL BE COMPLETED BY THE COMPLETION DATE, AND MEET REQUIREMENTS IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. THE INTENT IS TO ALLOW THE CONTRACTOR A WINDOW TO PERFORM THE WORK BUT NOT HAVE THE WORK EXCEED THE FINAL COMPLETION DATE OF THE CONTRACT. THE 42 CONSECUTIVE CALENDAR DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE. FAILURE OF THE CONTRACTOR TO MEET THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ROUTINE MAINTENANCE

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

ROADWAY

ITEM 604 - CASTINGS ADJUSTED TO GRADE
ITEM 638 - VALVE BOX ADJUSTED TO GRADE

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

ADJUST VALVE BOXES TO GRADE AS PER ITEM 638.18 IN THE CMS.

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE

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

APPROXIMATE LOCATIONS OF KNOWN CASTINGS

MANHOLE	CATCH		VALVE	MONUMENT BOX
	SLM	SLM		
18.71	18.71		18.75	18.73
18.74		19.33	18.80	18.83
18.85		22.22	18.88	19.33
18.95		22.23	18.92	19.84
18.98			18.98	19.94
19.35				
19.38				

QUANTITIES ARE SHOWN ON SHEET 20.

PAVEMENT

ITEM 253, PAVEMENT REPAIR, AS PER PLAN
ITEM 253, PAVEMENT REPAIR, MISC.: PARTIAL DEPTH

THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THIS SHEET.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR SURFACE COURSE. THE REPAIR AREAS SHALL BE SAW CUT AND EXCAVATED TO PROVIDE STRAIGHT AND VERTICAL SURFACES AROUND THE PERIMETER OF THE REPAIR AREA. PAVEMENT PLANING MAY BE USED AS AN ALTERNATIVE TO SAW CUTTING AND EXCAVATING. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 7", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301 OR ITEM 448 TYPE 2 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 0" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301 OR ITEM 448 TYPE 2 MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS. ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE CLEANED AND COATED PER CMS 401.14, USING AN ASPHALT MATERIAL COMPLYING WITH 407.02. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

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

SR 42 ITEM 253 PAVEMENT REPAIR, MISC.: PARTIAL DEPTH 200 CU. YD.
 SR 42 ITEM 253 PAVEMENT REPAIR, AS PER PLAN 20 CU. YD.

ITEM 254 PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254, PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

PAVEMENT CORING INFORMATION

CO.	RTE.	SLM	ASPHALT DEPTH (IN.)	CONCRETE DEPTH (IN.)	WHEEL TRACK / SHOULDER	DIRECTION	YEAR CORED
MED	42	19.70	2.5	9.0	INSIDE	NB	2008
MED	42	19.70	2.1	8.8	OUTSIDE	NB	2008
MED	42	19.71	5.1	7.0	TWLTL	NB	2008
MED	42	21.17	10.0	0.0	TWLTL	NB	2008
MED	42	21.18	3.5	8.8	INSIDE	NB	2008
MED	42	21.18	2.8	8.5	OUTSIDE	NB	2008
MED	42	22.50	2.5	9.3	INSIDE	NB	2008
MED	42	22.50	2.0	9.0	OUTSIDE	NB	2008
MED	42	22.51	8.3	0.0	TWLTL	NB	2008

DESIGN FILE: I:\projects\roadway\sheets\82296GN003.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

CALCULATED
 AMH
 CHECKED
 BAD

GENERAL NOTES

MED - 42 - 18.64

PAVEMENT

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH TO THE TOP OF THE CONCRETE ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE PAVEMENT SLOPE SHALL BE CONTINUOUS BETWEEN THE CROWN AND THE CURB WHILE TRYING TO ACHIEVE THE TYPICAL CROSS SLOPE OF 0.016. THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. THE 14 CALENDAR DAYS SHALL BE CONSIDERED AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

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

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS

THIS ITEM OF WORK SHALL BE USED AT THE LOCATIONS DETERMINED BY THE PROJECT ENGINEER. THE PROPOSED DEPTH OF THE CONCRETE SHALL MATCH THE EXISTING DEPTH OF THE CONCRETE PAVEMENT.

THE FOLLOWING ESTIMATED QUANTITIES ARE SHOWN ON THE GENERAL SUMMARY SHEET.

ITEM 255-FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS 1307 SQ YD

ITEM 255 - FULL DEPTH PAVEMENT SAWING 5264 FT

WHERE THE QUANTITIES ARE AS FOLLOWS:
 NB LANE: 80 JOINTS X 6' X 12' X (1/9) = 640 SQ YD
 SB LANE: 40 JOINTS X 6' X 12' X (1/9) = 320 SQ YD
 AND MS CONCRETE WOULD BE 9" THICK
 CENTER LANE: 52 JOINTS X 6' X 10' X (1/9) = 347 SQ YD
 AND MS CONCRETE WOULD BE 7" THICK

ITEM 254 PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254, PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM OF WORK SHALL CONFORM TO ITEM 617 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK WITH EXCEPTION OF 617.02 (MATERIALS).

THE MATERIAL ON THIS PROJECT SHALL BE THE ASPHALT CONCRETE GRINDINGS RESULTING FROM ITEM 254. THE GRINDINGS USED FOR THIS WORK ARE TO BE PLACED AND COMPACTED AS DESCRIBED IN 617.05 WITH SPECIAL CARE TO CREATE PROPER COMPACTION. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO MEET THE TYPICAL SECTIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS REQUIRED TO APPLY THE ITEM 408 PRIME COAT WITHIN 5 CALENDAR DAYS OF PLACING THE COMPACTED AGGREGATE, AS PER PLAN.

PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER CU. YD. OF ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT. USE A PG 64-22 BINDER.
 MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT. WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE SOURCE GROUP LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
 QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. USE A PG 64-22 BINDER.
 MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT. DO NOT APPLY TABLE 442.02-1 EXCEPT SAND EQUIVALENT OF 45 APPLIES. APPLY 703.05 FOR COURSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
 QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 407, TACK COAT
ITEM 407, TACK COAT FOR INTERMEDIATE COURSE

AS PER 407.06 THE APPLICATION RATES SHALL BE 0.08 GAL. PER SQ. YD. PRIOR TO THE INTERMEDIATE COURSE AND SHALL BE 0.03 GAL PER SQ. YD. PRIOR TO THE SURFACE COURSE FOR ESTIMATING PURPOSES ONLY. THE RATE OF APPLICATION SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. A COMPLETE PAVEMENT SURFACE COVERAGE SHALL BE REQUIRED. AREAS OF TACK STRIPPED BY CONSTRUCTION EQUIPMENT OR TRAFFIC SHALL BE RE-COATED PRIOR TO PLACING ASPHALT CONCRETE. ALL COSTS AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER GALLON FOR ITEM 407, TACK COAT AND ITEM 407 TACK COAT FOR INTERMEDIATE COURSE.

ITEM 202, CURB REMOVED, AS PER PLAN

THE EXISTING INTEGRAL CURB SHALL BE REMOVED DOWN FLUSH WITH THE SURFACE OF THE EXISTING CONCRETE PAVEMENT.

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED AS SHOWN IN THE TABLE BELOW OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS). SHEET 14 CONTAINS INTERSECTION DETAILS.

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE, AS PER PLAN SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

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

INTERSECTION	SIDE	DISTANCE BACK FROM EDGE OF US 42
FENN RD.	LT.	24'
FENN RD.	RT.	23'
REMSEN RD.	RT.	16'
PINE LAKE DR.	RT.	16'
HAMILTON RD.	LT.	28'
HAMILTON RD.	RT.	56'
UNNAMED RD. (SLM 21.79 RT.)	RT.	15'
FOSKETT RD.	RT.	19'
KINGSBURY RD.	LT.	15'

PROFILE CORRECTION AT STRUCTURES

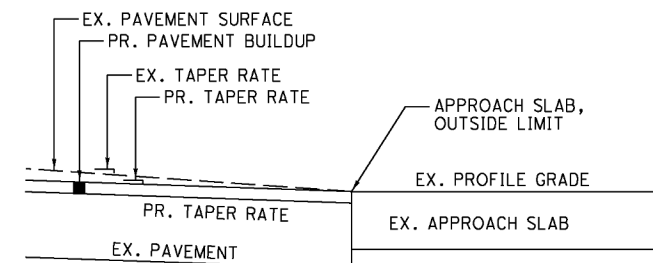
THE CONTRACTOR SHALL CORRECT THE PAVEMENT PROFILE WITH THE RESURFACING OPERATIONS WHILE ENSURING A SMOOTH TRANSITION FROM THE PROPOSED TREATMENT ON THE APPROACH SLABS (OUTSIDE LIMITS) TO THE PROPOSED ROADWAY PAVEMENT BUILDUP.

THE MINIMUM DISTANCE BETWEEN CONSECUTIVE GRADE BREAKS IS: 100' WHERE THE POSTED SPEED IS 50 MPH OR GREATER 50' WHERE THE POSTED SPEED IS LESS THAN 50 MPH

THE FOLLOWING ARE TAPER RATES, BASED ON THE EXISTING PROFILE GRADE OF THE ROADWAY, WHICH SHALL BE MET TO ENSURE A SMOOTH TRANSITION.

SPEED	TAPER RATE
25	55:1
30	80:1
35	110:1
40	140:1
45	190:1
50	230:1
55	250:1
60	340:1
65	340:1
70	400:1

THE ABOVE WORK TO CORRECT THE PROFILE OF THE ROAD SHALL INCLUDE ALL LABOR AND EQUIPMENT NEEDED TO PERFORM THE WORK AND SHALL BE PAID FOR UNDER ITEM 623 CONSTRUCTION LAYOUT STAKES, AS PER PLAN.



PAVEMENT

CURB AND DRIVEWAY WORK

THE LOG POINTS ON THE CURB DATA SHEETS ARE APPROXIMATE. ODOT FIELD MEASURED THE LENGTHS SHOWN IN THE LENGTH COLUMNS BY THE FOOT AND IS TO BE USED TO LOCATE THE CURBS AND DRIVEWAYS. IT IS NOT INTENDED TO REMOVE THE CURB WITH A VERTICAL CUT. WE INTEND TO REMOVE THE EXISTING INTEGRAL CURB TO THE SURFACE OF THE EXISTING CONCRETE PAVEMENT SURFACE AS INDICATED IN THE TYPICAL SECTIONS. THE CURB LENGTHS APPEARING IN THE CURB DATA SPREAD SHEETS WERE MEASURED TO INCLUDE THE 2 FOOT LONG DROP CURB SECTION AS SHOWN ON THE "CURB AT DRIVEWAYS PLAN VIEW" ON PLAN SHEET 12. THE DRIVEWAY LENGTHS ARE ALSO SHOWN IN THE CURB DATA SPREAD SHEETS. WE DO NOT INTEND ON DISTURBING THE EXISTING DRIVEWAYS UNLESS OTHERWISE SHOWN IN THE PLANS. THE INTENT OF THIS PROJECT IS TO FINISH THE ASPHALT SURFACE AT OR NEAR THE EXISTING SURFACE ALONG THE CURB LINE AND NOT PAVE INTO THE DRIVEWAY APRONS. THE EXISTING DRIVEWAYS ARE FINISHED ABOVE THE EXISTING PAVEMENT AND WE ARE NOT CHANGING THAT CONDITION AND THEY ARE TO REMAIN. WE HAVE PROVIDED SOME QUANTITIES TO ADDRESS DRIVEWAYS THAT MAY NEED SOME MINIMAL REPAIR WORK AT THE ROADWAY EDGE.

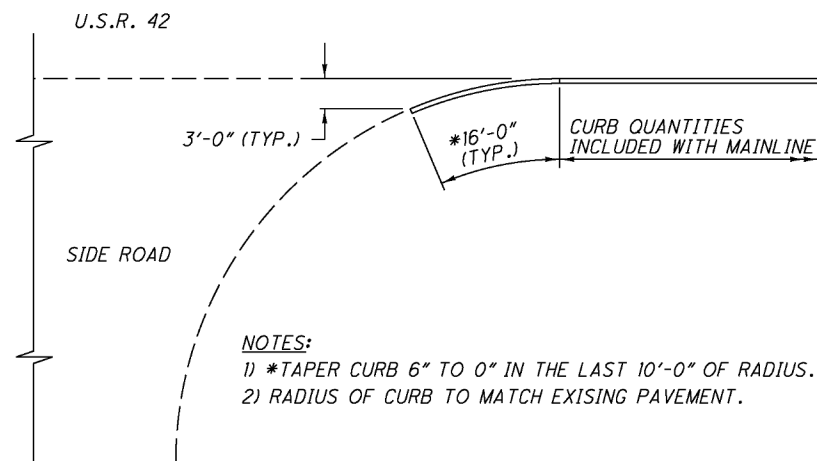
CURB AT INTERSECTIONS

WE STOPPED OUR MEASUREMENTS WHEN WE MET GOOD CURB AT CURBED INTERSECTIONS WHICH IS REFLECTED IN THE CURB DATA SPREAD SHEETS. WHEN BEGINNING OR TERMINATING CURB AT THE UNCURBED INTERSECTIONS LISTED BELOW, WE STOPPED OUR MEASUREMENTS WHEN THE CURB WOULD BEGIN ON A RADIUS. THE CONTRACTOR IS TO PLACE CURB ALONG THE RADIUS AND TERMINATE IT WHEN THE CURB IS 3 FEET FROM THE EXISTING EXTENDED CURB LINE. THE LAST 10 FEET OF THIS CURB SHALL TAPER FROM 0" TO 6" IN 10 FEET. SEE THE DETAIL PROVIDED BELOW.

KINGSBURY ROAD (2); REMSEN ROAD (2); HAMILTON ROAD (4); AND FOSKETT ROAD (2) = 10 LOCATIONS

THE FOLLOWING QUANTITIES OF CURB WERE NOT PROVIDED IN THE CURB DATA SHEETS AND ARE TO BE PROVIDED FOR THIS WORK:

609, CURB TYPE 6 (10 LOCATIONS)(16FT/LOCATION) = 160 FT.



HALF SECTION - CURB DETAIL AT UNCURBED SIDE ROAD

NOTES:

- *TAPER CURB 6" TO 0" IN THE LAST 10'-0" OF RADIUS.
- RADIUS OF CURB TO MATCH EXISING PAVEMENT.

DRAINAGE

ITEM 603 - FARM DRAINS

ALL FARM DRAINS, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY, SHALL BE REPLACED WITHIN THE (RIGHT OF WAY) (CONSTRUCTION) LIMITS BY ITEM 603 CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN THE EXISTING CONDUIT.

EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES, SHALL BE OUTLETTED INTO THE ROADWAY DITCH BY 603 TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION SHALL BE ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL FIELD TILES WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY 603, TYPE E CONDUIT, AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS.

EROSION CONTROL PADS AND ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET END OF ALL FARM DRAINS AS PER STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE. PAYMENT FOR THE EROSION CONTROL PADS AND ANIMAL GUARDS AND ANY NECESSARY BENDS OR BRANCHES SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

PROJECT QUANTITIES TO BE DETERMINED BY THE ENGINEER AND WILL BE PAID FOR AS A CHANGE ORDER TO THE PROJECT.

ITEM 603 - RESIDENTIAL AND COMMERCIAL DRAINAGE CONNECTIONS

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

PROJECT QUANTITIES TO BE DETERMINED BY THE ENGINEER AND WILL BE PAID FOR AS A CHANGE ORDER TO THE PROJECT.

INLET, NO. 2-A-6, AS PER PLAN

THIS WORK SHALL INCLUDE ALL CLASS C CONCRETE, EMBANKMENT, GRADING, WATER, FERTILIZER, SEEDING AND MULCHING AS NECESSARY TO RESTORE THE AREAS DISTURBED BY THE INSTALLATION OF THE PAVEMENT INLETS AND THEIR ASSOCIATED CONDUITS.

PLAN SHEETS 31 THROUGH 40 CONTAIN INFORMATION OF THE EXISTING CATCH BASINS. THE INTENT IS TO CONSTRUCT THE NEW CATCH BASINS AS PER THE STANDARD DRAWING I-1.2 AND THE DETAILS AS SHOWN ON PLAN SHEET 30. NO SUMPS ARE INTENDED TO BE CONSTRUCTED. FOR ADDITIONAL NOTES AND DETAILS, SEE PLAN SHEET 30.

CATCH BASIN REMOVED, AS PER PLAN

THIS WORK SHALL INCLUDE THE REMOVAL OF THE CONCRETE APRON.

CONNECTION OF CONDUIT INTO CATCH BASINS

THE CONNECTION OF CONDUIT SECTIONS INTO CATCH BASINS SHALL BE DONE AS FOLLOWS: CREATE HOLE FOR CONDUIT IN CATCH BASIN WALL BY APPROPRIATE METHOD. (IF CATCH BASIN IS FORMED, CONDUIT OPENING SHALL BE INCLUDED IN FORMING PROCESS; IF CATCH BASIN IS PRE-CAST, OPENING FOR CONDUIT SHALL BE ACCOMMODATED IN THE MANUFACTURE OF PRE-CAST CATCH BASINS. SUBSEQUENTLY, CONCRETE MASONRY SHALL BE USED TO GROUT AROUND THE PIPE WHERE IT INSERTS THROUGH THE HOLE IN THE CATCH BASIN WALL).

DRAINAGE

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

EROSION CONTROL

ITEM 659 SEEDING AND MULCHING

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

659, SEEDING AND MULCHING	7147 SQ. YD.*
659, COMMERCIAL FERTILIZER	1.38 TON
659, LIME	3.00 ACRE
659, WATER	40 M GAL.
659, REPAIR SEEDING AND MULCHING	362 SQ. YD.
659, INTER SEEDING	362 SQ. YD.
659, TOPSOIL	804 CU. YD.
659, SOIL ANALYSIS TEST	2 EACH

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

*QUANTITY IS FROM SHEET 10 AND NOT CARRIED TO GENERAL SUMMARY FROM THIS SHEET.

DRAINAGE

CONNECTION OF CONDUIT INTO CATCH BASINS

THE CONNECTION OF CONDUIT SECTIONS INTO CATCH BASINS SHALL BE DONE AS FOLLOWS: CREATE HOLE FOR CONDUIT IN CATCH BASIN WALL BY APPROPRIATE METHOD. (IF CATCH BASIN IS FORMED, CONDUIT OPENING SHALL BE INCLUDED IN FORMING PROCESS: IF CATCH BASIN IS PRE-CAST, OPENING FOR CONDUIT SHALL BE ACCOMMODATED IN THE MANUFACTURE OF PRE-CAST CATCH BASINS. SUBSEQUENTLY, CONCRETE MASONRY SHALL BE USED TO GROUT AROUND THE PIPE WHERE IT INSERTS THROUGH THE HOLE IN THE CATCH BASIN WALL).

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

EROSION CONTROL

ITEM 659 SEEDING AND MULCHING

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

659, SEEDING AND MULCHING	7085 SQ. YD.*
659, COMMERCIAL FERTILIZER	1.38 TON
659, LIME	3.00 ACRE
659, WATER	40 M GAL.
659, REPAIR SEEDING AND MULCHING	362 SQ. YD.
659, INTER SEEDING	362 SQ. YD.
659, TOPSOIL	804 CU. YD.
659, SOIL ANALYSIS TEST	2 EACH

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

*QUANTITY IS FROM SHEET 10 AND NOT CARRIED TO GENERAL SUMMARY FROM THIS SHEET.

MAINTENANCE OF TRAFFIC

BUTT JOINTS

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

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF IN EXCESS OF 1.5 INCHES. THIS QUANTITY SHALL ALSO BE USED AT PLANED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS. BEFORE RESURFACING OF THE PAVEMENT, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 75 CU YD

PLACEMENT OF ASPHALT CONCRETE

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

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF THE WEEK	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 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 LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

ITEM 614, WORK ZONE MARKING SIGN

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

WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS = 16 EACH

ITEM 614-MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, OR THE COMPLETED PAVEMENT USING FLAGGERS. FOR STRUCTURE MAINTENANCE OF TRAFFIC REQUIREMENTS SEE PLAN SHEET 53.

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, OR THE COMPLETED PAVEMENT WHEN THE TWO WAY LEFT TURN LANE IS PRESENT. SEE SCD MT-95.60 AND MT-95.61.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC AND THE LOCAL BUSINESSES. 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. SEE THE SEQUENCE OF CONSTRUCTION-TIME LIMITATION NOTES.

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.

TRENCH FOR WIDENING FOSKETT ROAD INTERSECTION

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME ON FOSKETT ROAD. 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, EXCEPT FOR THE CURB WORK, THE CONTRACTOR SHALL SCHEDULE THIS WORK TO BE COMPLETED WITHIN 2 CONSECUTIVE WORK DAYS FOR BOTH CORNERS AT THIS INTERSECTION. THIS 2 CONSECUTIVE WORK DAY LIMITATIONS IS CONSIDERED TO BE A INTERIM COMPLETION DATE AND FAILURE TO MEET THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES AS PER CMS 108.04. WE NOTICED SCHOOL BUSES USE THIS ROAD AND THE CONTRACTOR MAY WANT TO CONSIDER SCHEDULING THEIR WORK OUTSIDE OF THE SCHOOL YEAR (ROUGHLY JUNE 8TH TO AUGUST 15TH).

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 4 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

SEQUENCE OF CONSTRUCTION - TIME LIMITATIONS

THE INTENT IS TO MINIMIZE DISRUPTIONS TO THE LOCAL BUSINESSES AND TRAFFIC. THE GREATEST CONCENTRATION OF BUSINESSES IS IN THE SOUTHERN END OF THE PROJECT. THE PROFILE AND ALIGNMENT OF THE ROADWAY ALSO DETERMINED THE DIVIDING LINE OF THE TWO ROADWAY SECTIONS OR STAGES.

THE PROJECT IS TO BE CONSTRUCTED IN TWO ROADWAY SECTIONS WHICH WILL BE REFERRED TO AS STAGES. THE ROADWAY SECTION FOR STAGE 1 IS FROM THE BEGINNING OF THE PROJECT (SLM 18.64) TO THE SOUTHERN DRIVEWAY (1 OF 3 AT PARTY CENTER) AT SLM 19.94. THE ROADWAY SECTION FOR STAGE 2 IS FROM THE SOUTHERN DRIVEWAY (1 OF 3 AT PARTY CENTER) AT SLM 19.94 TO THE END OF PROJECT AT SLEEPY HOLLOW ROAD AT SLM 22.76.

STAGE 1 LIMITATIONS:

STAGE 1 IS TO BE COMPLETED WITHIN 30 CALENDAR DAYS. THE 30 CALENDAR DAY LIMIT INCLUDES ALL CRITICAL WORK SUCH AS CURB REMOVAL, NEW CURB CONSTRUCTION WORK, MILLING, PAVEMENT REPAIRS, CATCH BASIN AND RELATED DRAINAGE WORK, GUARDRAIL, LOOP DETECTORS AND THE INTERMEDIATE AND SURFACE PAVEMENT COURSES. THE FINAL PAVEMENT MARKINGS AND RPM*S ARE NOT INCLUDED IN THIS REQUIREMENT. IN THE PLAN.

IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, EXCEPT FOR THE PLACEMENT OF THE RPM*S AND FINAL PAVEMENT MARKINGS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$1300 PER CALENDAR DAY.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC. UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WITH ALL TEMPORARY PAVEMENT MARKINGS (OR PERMANENT MARKINGS), AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS TO THE CURB.

EXTENSIONS OF TIME WILL BE FOR CALENDAR DAYS AND CALCULATED IN ACCORDANCE WITH C&MS 108.06 EXCEPT AS FOLLOWS: NO EXTENSIONS OF TIME WILL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES (UNLESS SUCH DELAYS ARE INDUSTRY WIDE), LABOR STRIKES (UNLESS SUCH STRIKES ARE AREA WIDE) AND INCLEMENT WEATHER EXCEPT IN CASES OF AREA FLOODING, BLIZZARD CONDITIONS, DAMAGING WIND OR LOCAL TORNADO DAMAGE.

STAGE 2 LIMITATIONS:

STAGE 2 BEGINS AT THE SOUTHERN DRIVEWAY (1 OF 3 AT PARTY CENTER) AT SLM 19.94 TO THE END OF PROJECT AT SLEEPY HOLLOW ROAD AT SLM 22.76. STAGE 2 CANNOT START UNTIL THE REQUIREMENTS OF STAGE 1, AS MENTIONED ABOVE, ARE MET.

ALTERNATE METHOD: THE CONTRACTOR MAY ELECT TO REVERSE THE ORDER OF WORK AND PERFORM THE ROADWAY SECTION IN STAGE 2 BEFORE STAGE 1. IF THE CONTRACTOR ELECTS TO START WORK ON STAGE 2 BEFORE STAGE 1, THEN THE DISINCENTIVES FOR STAGE 1 WORK STILL APPLY.

IT IS ACCEPTABLE THAT THE FINAL PAVEMENT MARKINGS AND RPM*S BE PLACED DURING OR AFTER BOTH STAGES HAVE COMPLETED THEIR SURFACE PAVING WORK.

DESIGN FILE: I:\projects\82296\roadway\sheets\82296GN003.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

CALCULATED
 AMH
 CHECKED
 BAD

MAINTENANCE OF TRAFFIC GENERAL NOTES

MED - 42 - 18.64

ITEM 614. BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET AN ESTIMATED QUANTITY OF 7 EACH OF ITEM 614 BARRIER REFLECTOR, TYPE B AND 7 EACH OF ITEM 614 OBJECT MARKER, TWO-WAY HAVE BEEN PROVIDED AND CARRIED TO SHEET 6B.

ITEM 614. WORK ZONE IMPACT ATTENUATOR, FOR HAZARDS OVER 24" AND LESS THAN 36" WIDE, (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: QSCZCVR-T4
DRAWING NAME: QUADGUARD CZ SYSTEM FOR CONSTRUCTION ZONES
REVISION DATE: 5/13/99 REV. J
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-10
DRAWING NAME: QUADGUARD SYSTEM CONCRETE PAD, CZ, OG
REVISION DATE: 11/19/97 REV. D
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-16
DRAWING NAME: QUADGUARD SYSTEM BACKUP ASSEMBLY, CZ, OG
REVISION DATE: 7/30/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 354051z
DRAWING NAME: QUADGUARD CZ SYSTEM NOSE ASSEMBLY, CZ, OG, 24, 30, 36
REVISION DATE: 5/17/99
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35-40-18
DRAWING NAME: TRANSITION ASSEMBLY, 4 OFFSET, OG
REVISION DATE: 6/25/99 REV. F
ODOT APPROVAL DATE: 8/27/99

DRAWING NUMBER: 35400260
DRAWING NAME: QUADGUARD SYSTEM PCMB ANCHOR ASSEMBLY
REVISION DATE: 11/19/97 REV. C
ODOT APPROVAL DATE: 8/27/99

ITEM 614. WORK ZONE IMPACT ATTENUATOR, FOR HAZARDS OVER 24" AND LESS THAN 36" WIDE, (UNIDIRECTIONAL OR BIDIRECTIONAL) (CONTINUED)

2. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR, DISTRIBUTED BY ROAD SYSTEMS, INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515, (TELEPHONE (330)) 799-9291).

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DRAWING NUMBER: SYSTEM CAPACITY
DRAWING NAME: UNIVERSAL TAU-II CRASH CUSHION SYSTEM CONFIGURATION CHART
REVISION DATE: 1/06/04 V5
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040416
DRAWING NAME: UNIVERSAL TAU-II PARTS LIST
REVISION DATE: 4/22/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: A040420
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP
REVISION DATE: 4/28/04
ODOT APPROVAL DATE: 10/16/04

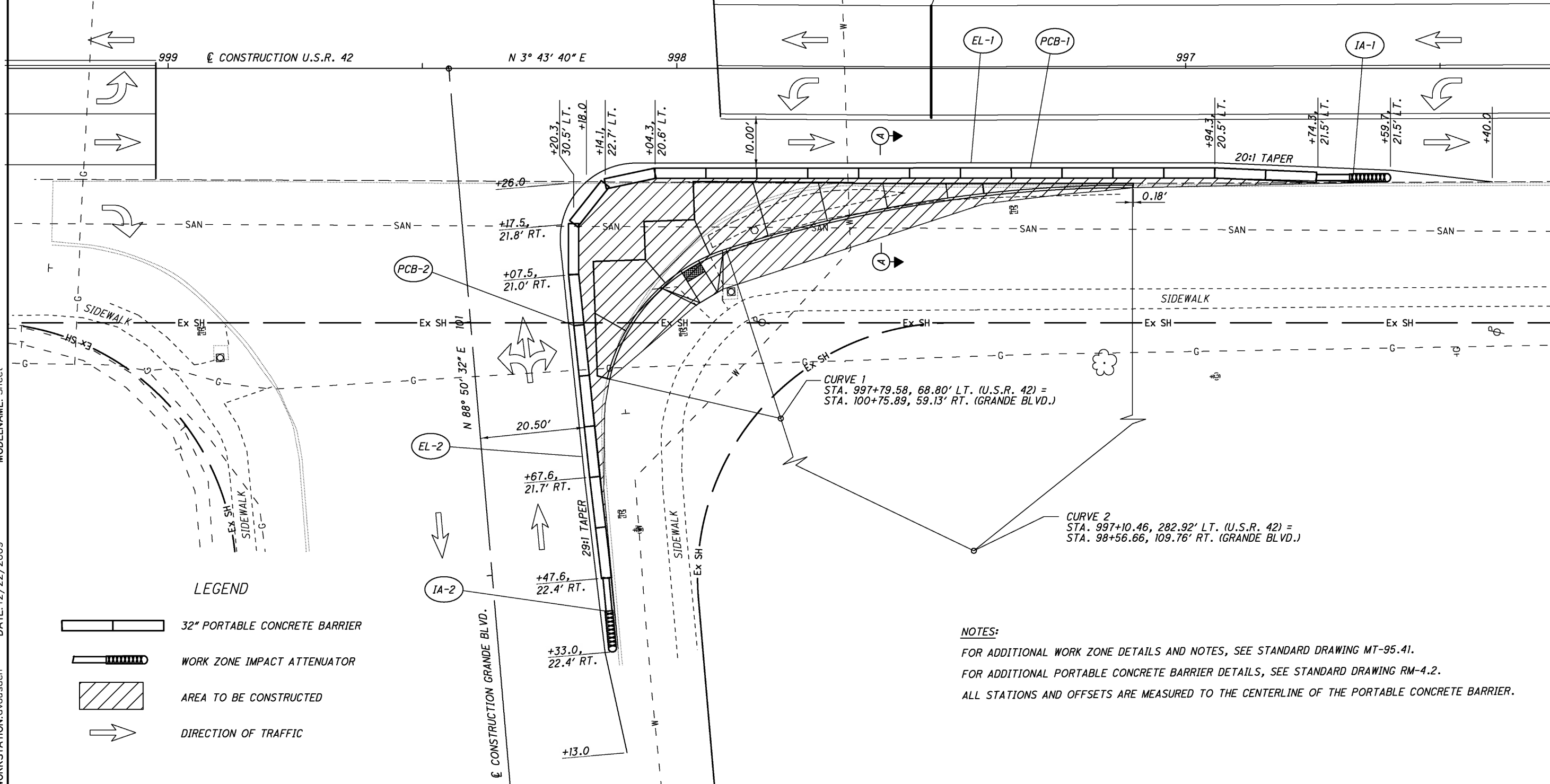
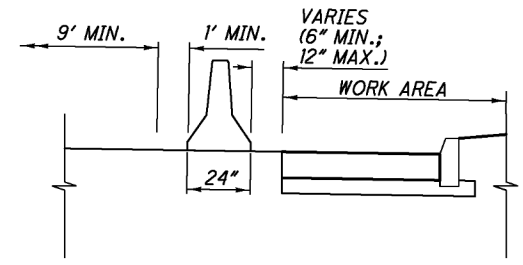
DRAWING NUMBER: A040105
DRAWING NAME: UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP (REFERENCED ON A04020)
REVISION DATE: 1/07/04
ODOT APPROVAL DATE: 10/16/04

DRAWING NUMBER: B040239
DRAWING NAME: APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL 60 MPH UNIT)
REVISION DATE: 4/21/04
ODOT APPROVAL DATE: 10/16/04

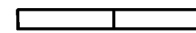
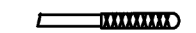

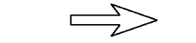
THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

REF NO.	STATION		SIDE	614				622	
	FROM	TO		WORK ZONE IMPACT ATTENUATOR	BARRIER REFLECTOR, TYPE B2	OBJECT MARKER, TWO WAY	WORK ZONE EDGE LINE, CLASS 1, 740.06, TYPE I (WHITE)	WORK ZONE STOP LINE, CLASS 1, 740.06, TYPE I	PORTABLE CONCRETE BARRIER, 32"
EL-1	996+40.0	998+18.0	LT.				0.034		
EL-2	100+13.0	101+26.0	RT.				0.022		
SL-1	997+50.0		℄					22	
PCB-1	996+74.3	998+20.3	LT.		4	4			150
PCB-2	100+47.6	101+17.5	RT.		3	3			70
IA-1	996+59.7	996+74.3	LT.	1					
IA-2	100+33.0	100+47.6	RT.	1					
TOTALS CARRIED TO GENERAL SUMMARY				2	7	7	0.06	22	220



LEGEND

-  32" PORTABLE CONCRETE BARRIER
-  WORK ZONE IMPACT ATTENUATOR
-  AREA TO BE CONSTRUCTED
-  DIRECTION OF TRAFFIC

NOTES:
 FOR ADDITIONAL WORK ZONE DETAILS AND NOTES, SEE STANDARD DRAWING MT-95.41.
 FOR ADDITIONAL PORTABLE CONCRETE BARRIER DETAILS, SEE STANDARD DRAWING RM-4.2.
 ALL STATIONS AND OFFSETS ARE MEASURED TO THE CENTERLINE OF THE PORTABLE CONCRETE BARRIER.

DESIGN FILE: i:\projects\roadway\sheets\82296MH001.dgn MODELNAME: Sheet
 WORKSTATION: dvousden DATE: 12/22/2009

ITEM SPECIAL, MAILBOX SUPPORT SYSTEM

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

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

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

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

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

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

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

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

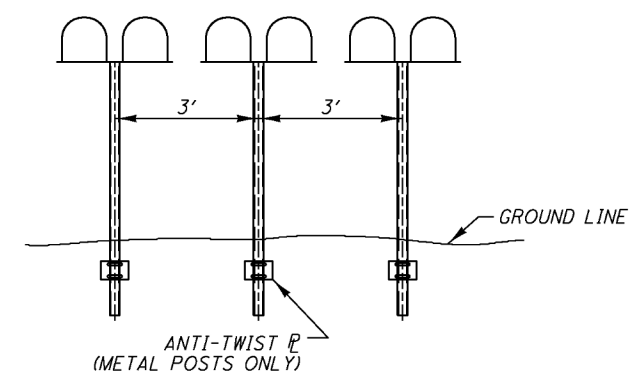
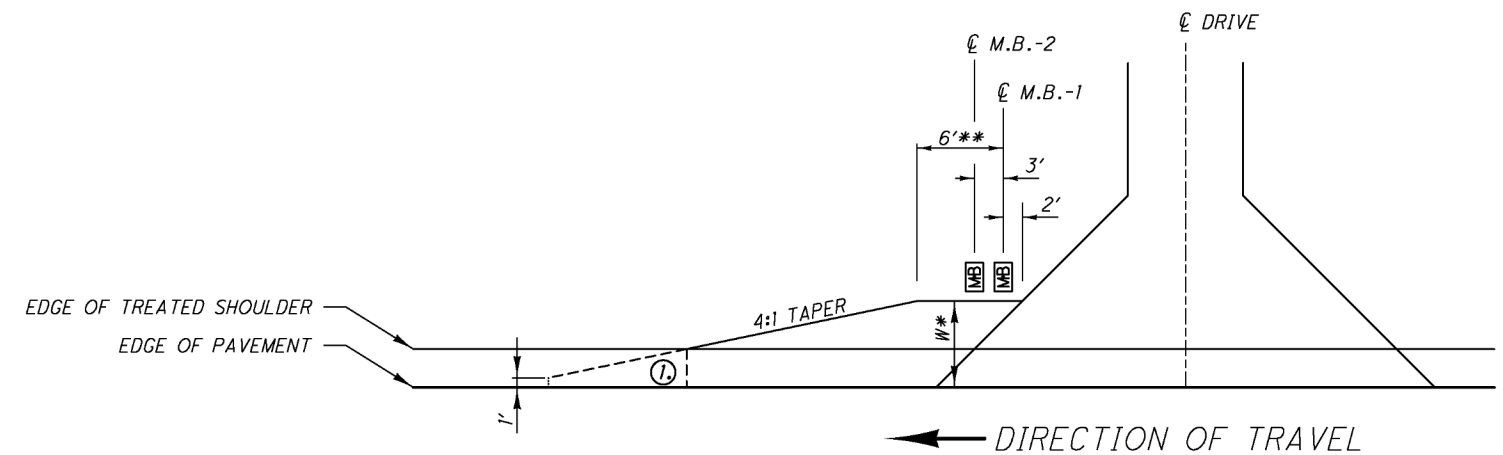
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DESCRIBED ABOVE.

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, SINGLE U.S. 42	9 EACH
ITEM SPECIAL-MAILBOX SUPPORT SYSTEM, DOUBLE U.S. 42	7 EACH

LOCATIONS OF MAILBOX SUPPORT SYSTEM TO BE REPLACED

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

SLM 19.16 RT.	ADDRESS 3815
SLM 19.49 RT.	ADDRESS 3765 - 1 DOUBLE, 1 SINGLE
SLM 19.55 RT.	ADDRESS 3721-3769 - 3 DOUBLES
SLM 21.09 LT.	ADDRESS (NONE)
SLM 20.16 RT.	ADDRESS (NONE)
SLM 21.30 LT.	ADDRESS 2910
SLM 21.72 LT.	ADDRESS (NONE)
SLM 21.99 LT.	ADDRESS 2578
SLM 22.48 LT.	ADDRESS 2317-2331 - 3 DOUBLES, 1 SINGLE
SLM 22.49 LT.	ADDRESS 2323 LT.

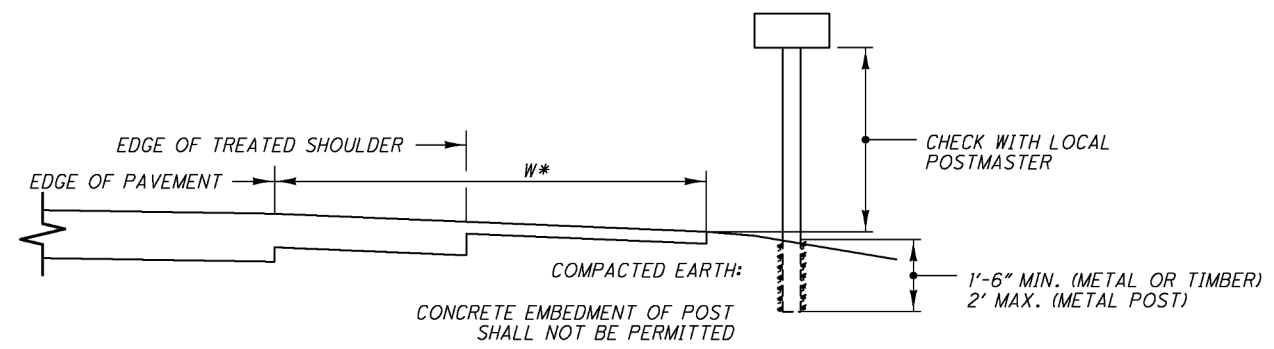


GROUP MAILBOX INSTALLATION

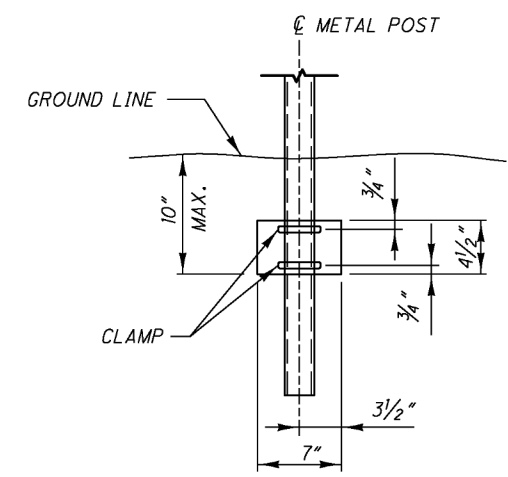
① END MAILBOX TURNOUT AT EDGE OF ASPHALT CONCRETE SHOULDER OR 1' FROM EDGE OF PAVEMENT IF TREATED SHOULDER IS AGGREGATE.

- W* NOTES**
- 1) WHERE EXISTING STANDARD MAILBOX POSTS ARE BEHIND GUARDRAIL AND ARE TO REMAIN IN PLACE, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL.
 - 2) WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT MAXIMUM OR TO FACE OF EXISTING STANDARD MAILBOX IF IT IS LESS THAN 6 FT.
 - 3) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL EXTEND TO FACE OF GUARDRAIL AND MAILBOX SHALL BE INSTALLED BEHIND THE GUARDRAIL.
 - 4) IF THE MAILBOX SUPPORT IS SPECIFIED TO BE REMOVED AND REERECTED OR REPLACED, WHERE NO GUARDRAIL IS REQUIRED, TURNOUT WIDTH SHALL BE 6 FT. MAXIMUM.

**** NOTE**
1) 6 FT FOR SINGLE MAILBOX SUPPORT, ADD 3 FT. FOR EACH ADDITIONAL MAILBOX.



CROSS SECTION / ELEVATION VIEW



ANTI-TWIST PLATE

FOR DETAILS NOT SHOWN SEE STANDARD DRAWING BP-4.1

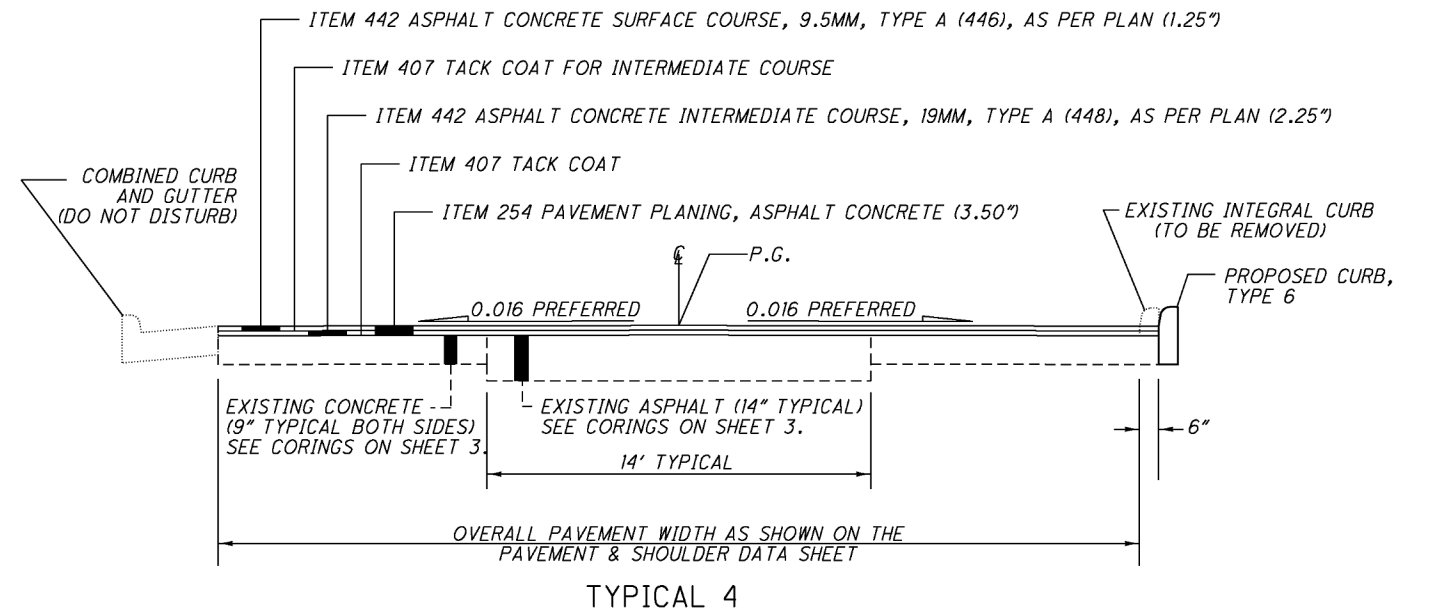
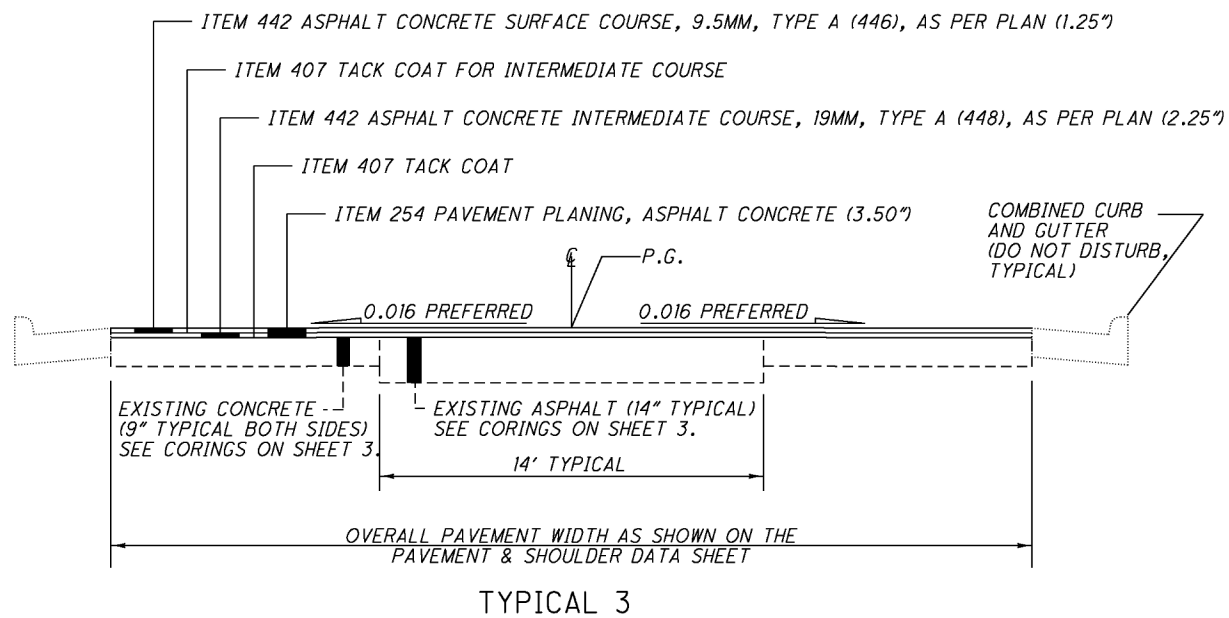
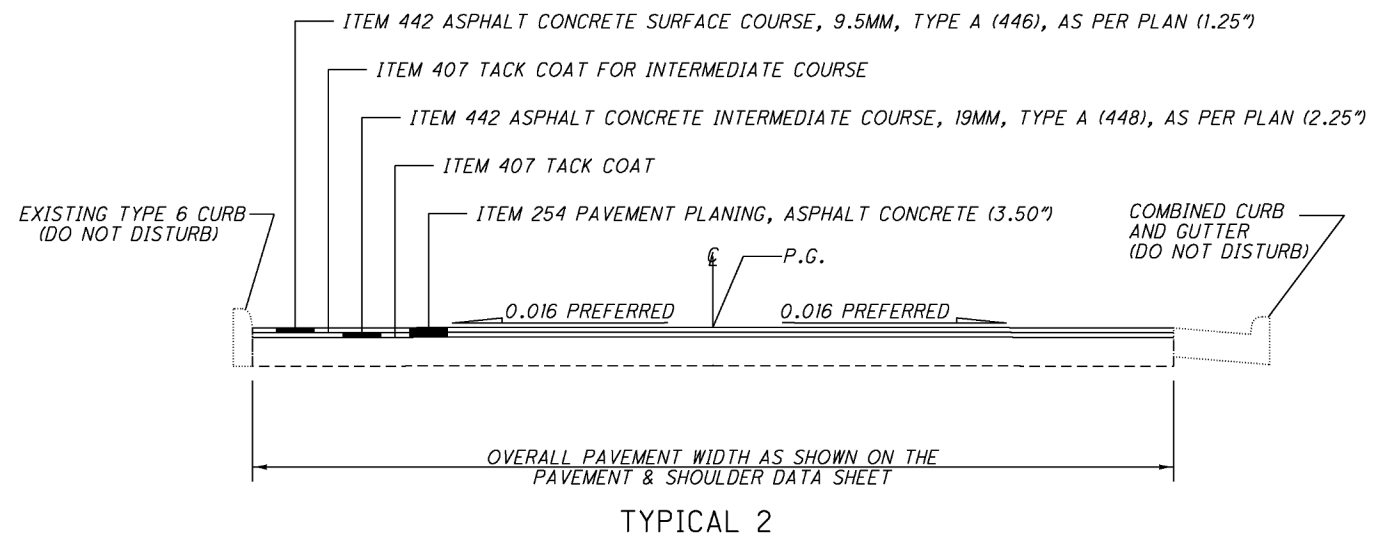
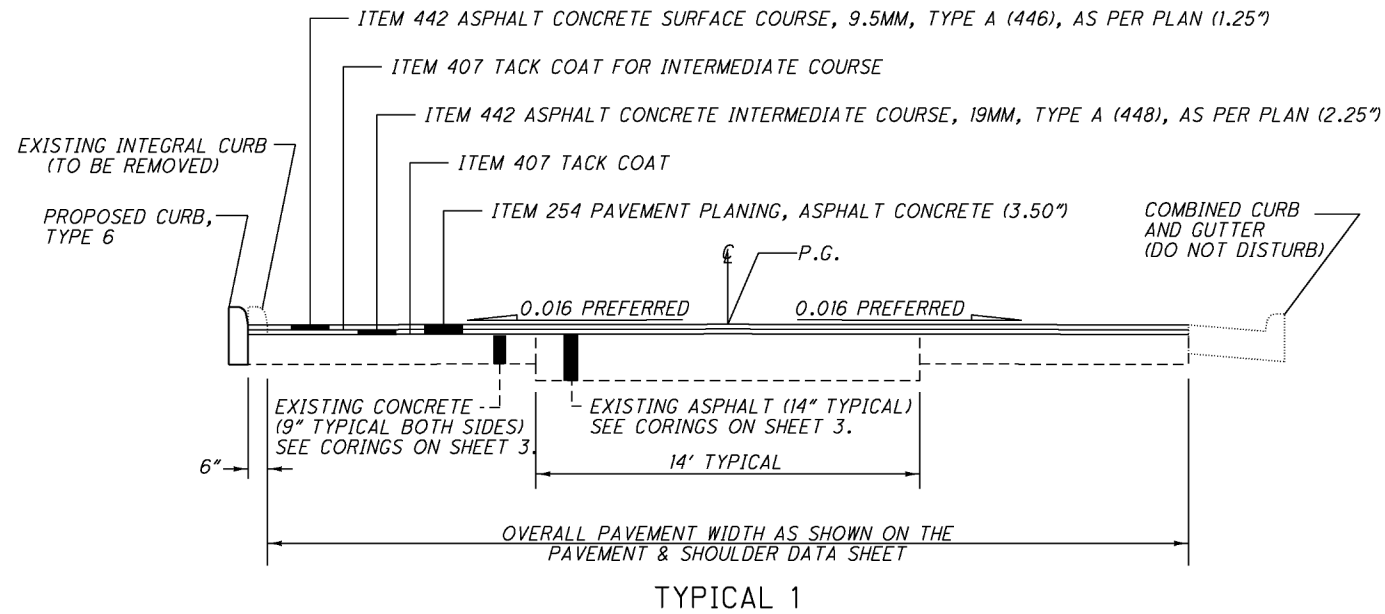
DESIGN FILE: I:\projects\82296\roadway\sheets\82296GNO05.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

CALCULATED
 MER
 CHECKED
 BAD

MAILBOX FACILITIES

MED-42-18.64

DESIGN FILE: I:\projects\roadway\sheets\82296GY001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



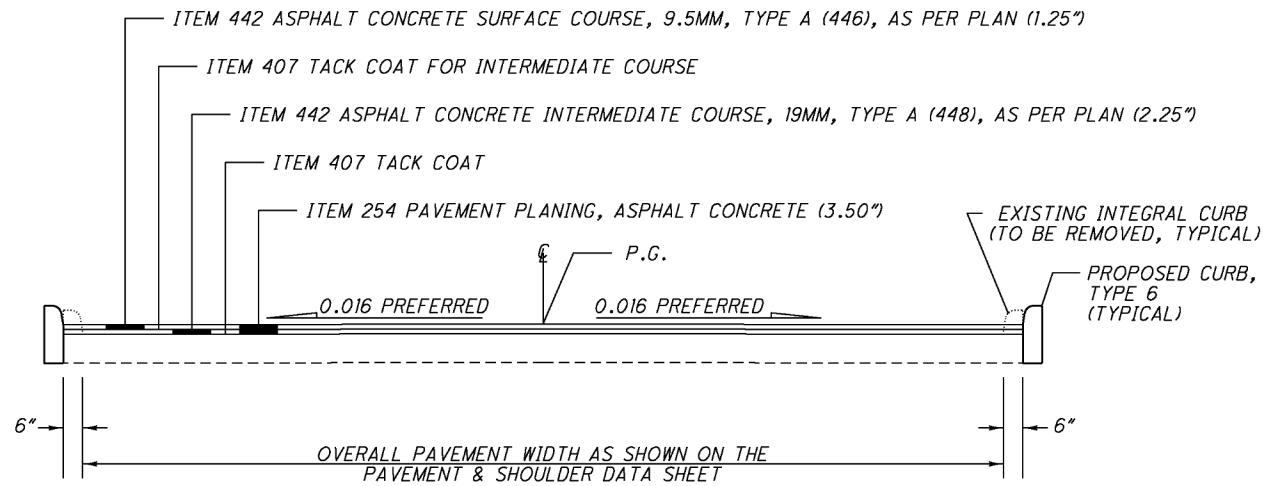
CALCULATED
 MER
 CHECKED
 BAD

TYPICAL SECTIONS

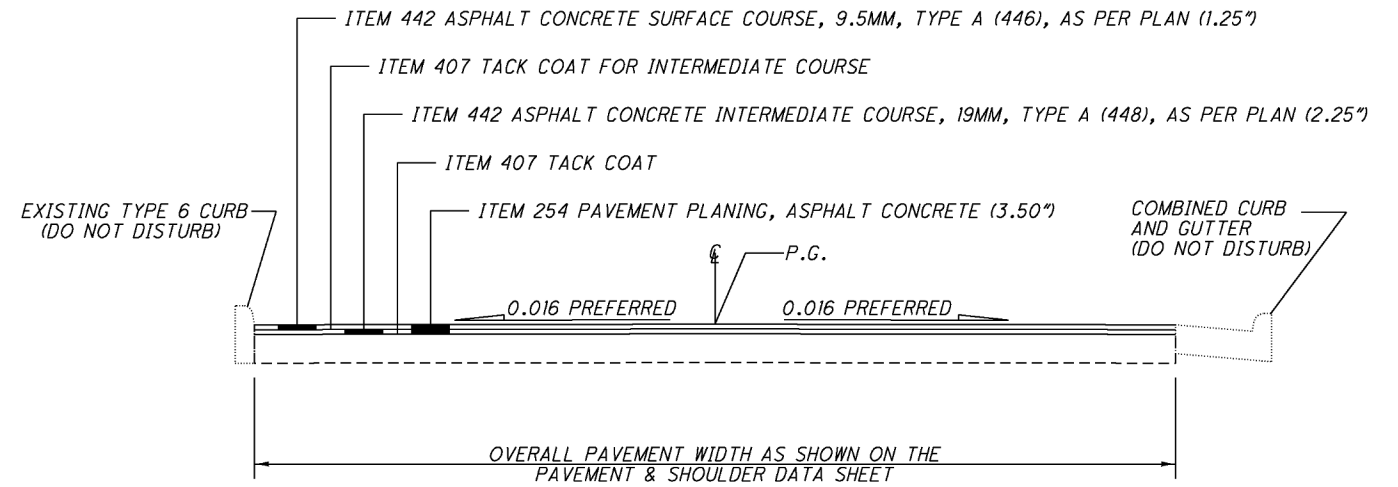
MED-42-18.64

11
 59

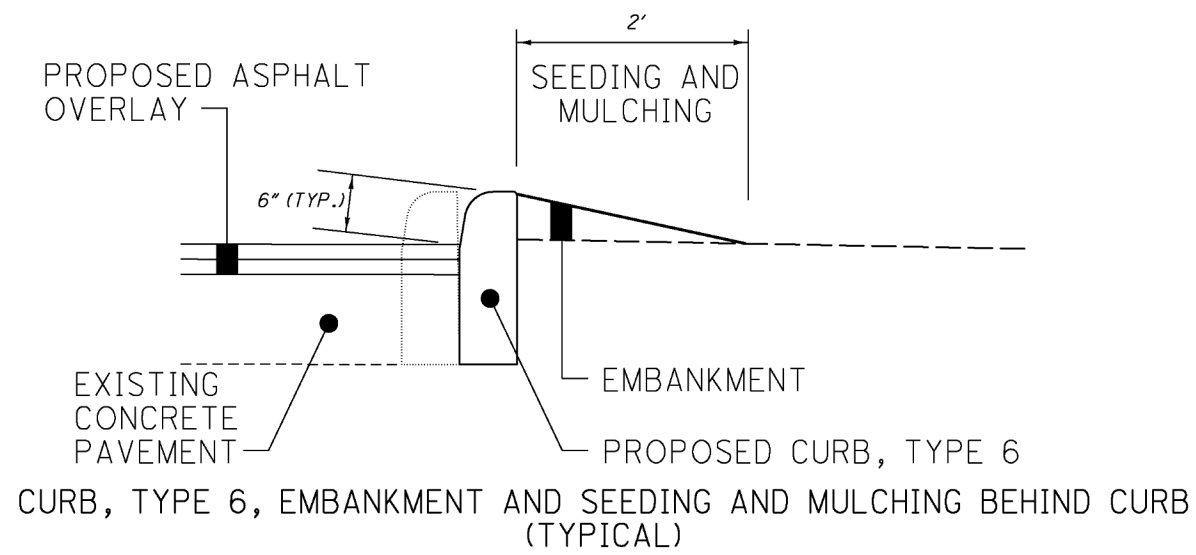
DESIGN FILE: I:\projects\82296\roadway\sheets\82296GY001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



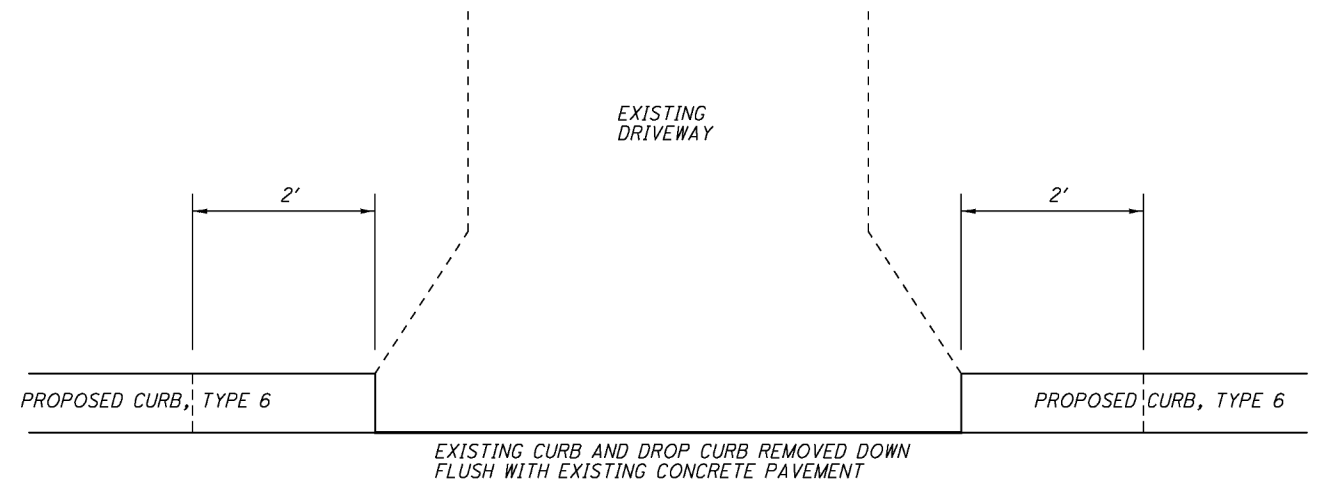
TYPICAL 5



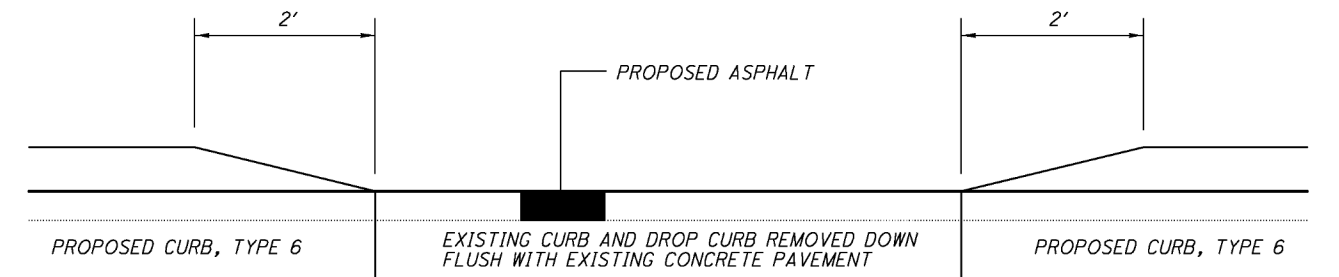
TYPICAL 6



(TYPICAL)



CURB AT DRIVEWAYS
PLAN VIEW

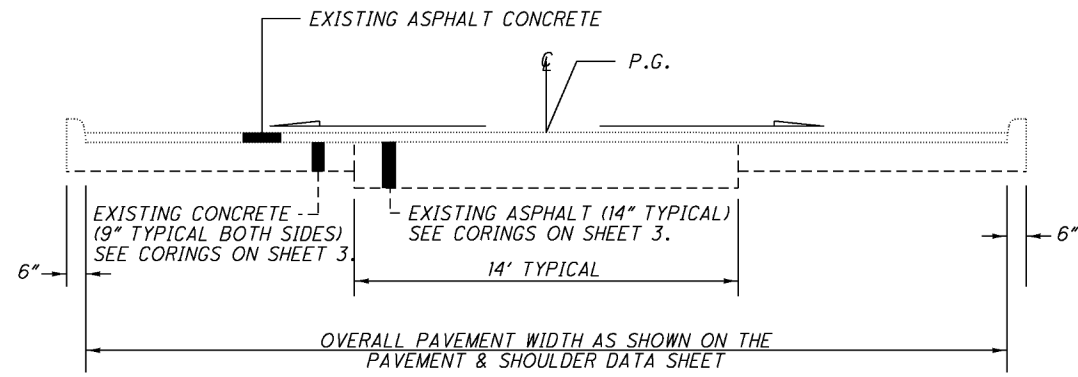


CURB AT DRIVEWAYS
PROFILE VIEW

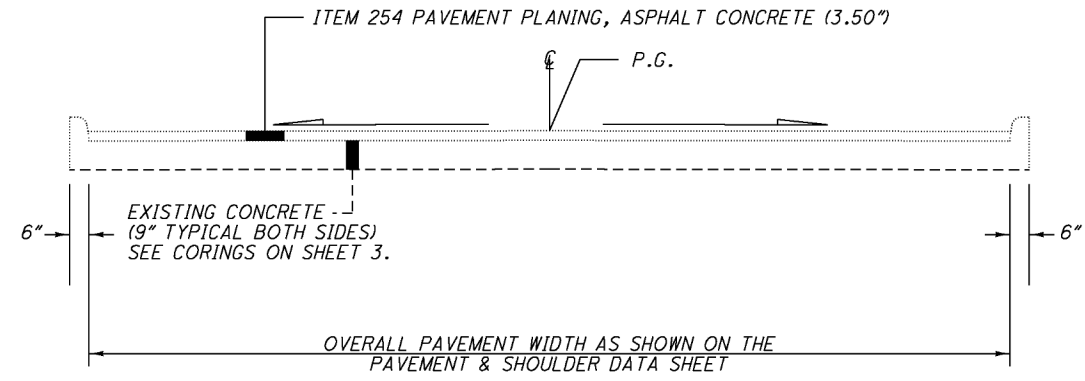
CALCULATED
 MER
 CHECKED
 BAD

TYPICAL SECTIONS

MED-42-18.64

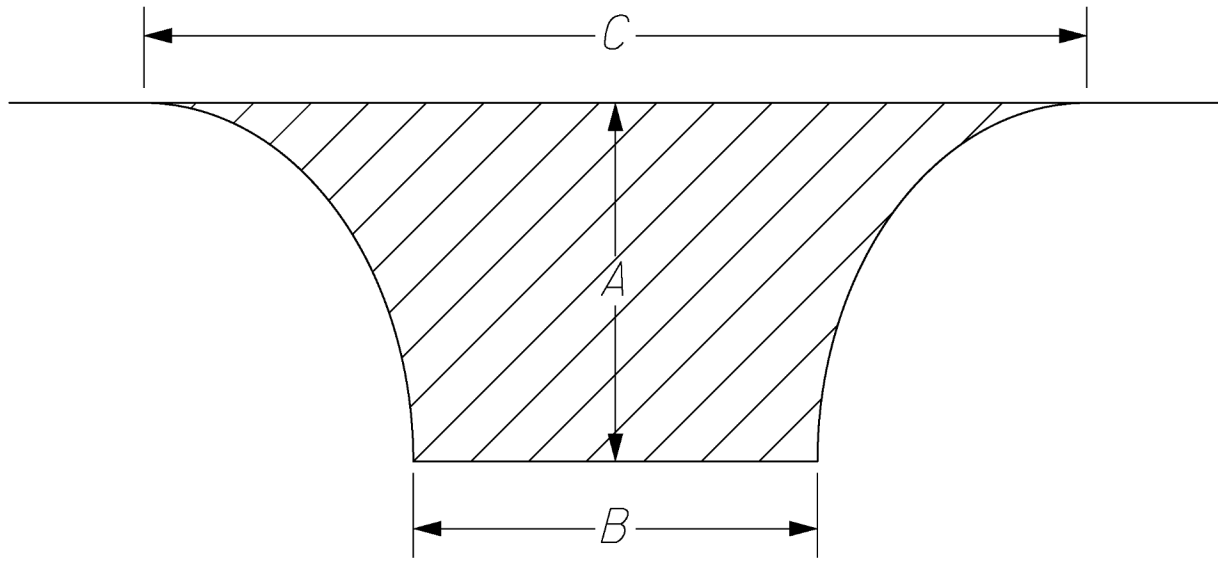


- SLM 18.64 - 18.74
- SLM 18.79 - 18.98
- SLM 19.06 - 19.13
- SLM 19.27 - 19.69
- SLM 20.09 - 20.20
- SLM 20.27 - 20.45
- SLM 20.52 - 20.61
- SLM 21.09 - 21.44
- SLM 21.59 - 21.86
- SLM 21.97 - 22.01
- SLM 22.19 - 22.76



- SLM 18.74 - 18.79
- SLM 18.98 - 19.06
- SLM 19.13 - 19.27
- SLM 19.69 - 20.09
- SLM 20.20 - 20.27
- SLM 20.45 - 20.52
- SLM 20.61 - 21.09
- SLM 21.44 - 21.59
- SLM 21.86 - 21.97
- SLM 22.01 - 22.14
- SLM 22.14 - 22.19

THE TYPICALS ON THIS SHEET ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY. ALL SUBGRADE INFORMATION WAS OBTAINED FROM OLD PLANS AND DOES NOT NECESSARILY REFLECT EXISTING CONDITIONS.



Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (Sq. Yd.)
FENN RD. (RT.)	23	57	120	199
FENN RD. (LT.)	24	56	130	215
REMPSEN RD. (RT.)	16	33	62	76
PINE LAKE RD. (RT.)	16	51	102	121
HAMILTON RD. (RT.)	56	21	74	241
HAMILTON RD. (LT.)	28	27	63	121
UNNAMED RD. - SLM 21.79 (RT.)	15	82	146	172
FOSKETT RD. (RT.)	19	39	60	97
KINGSBURY RD. (LT.)	15	30	54	63

INTERSECTION DETAILS

COUNTY	ROUTE	APPROXIMATE LOG POINT TO LOG POINT		LENGTH		SIDE OF ROAD	202	609	COMMENTS OR ADDRESS NUMBER	APPROXIMATE LOG POINT TO LOG POINT		LENGTH		SIDE OF ROAD	202	609	COMMENTS OR ADDRESS NUMBER	CALC BY	CHKD BY
				MILE	FEET		CURB REMOVED, AS PER PLAN	CURB, TYPE 6				FT.	FT.		MILE	FEET			
		STRAIGHT LINE MILEAGE								STRAIGHT LINE MILEAGE								MER	BAD
		18.950	18.954	27		RT	27	27				40	RT	40	95	AUTO COLOR			
		CONCRETE DRIVE (1 OF 2)		80		RT	80		TIRE COMPANY	19.610	19.620	95	RT	95	95				
		18.970	18.980	65		RT	65	65				30	RT	30		3677-AERATECH			
		CONCRETE DRIVE (2 OF 2)		51		RT	51		TIRE COMPANY	19.630	19.660	148	RT	148	148				
		18.990	19.030	184		RT	184	184				70	RT	70		FINDMEACAR			
		ASPHALT DRIVE		41		RT	41		LIGHT WAREHOUSE	19.670	19.675	27	RT	27	27				
		19.040	19.050	23		RT	23	23				34	RT	34		3663-MEDINA GLASS			
		ASPHALT DRIVE		35		RT	35		ANIMAL HOSPITAL	19.680	19.730	259	RT	259	259				
		19.050	19.070	141		RT	141	141				17	RT	17		3623-RESIDENCE			
		STONE DRIVE		33		RT	33		3953-MEDINA INSURANCE	19.740	19.750	69	RT	69	69				
		19.080	19.100	104		RT	104	104				31	RT	31		3611-RESIDENCE			
		ASPHALT DRIVE (1 OF 2)		42		RT	42		3933-WHITEY'S AUTO SALES	19.760	19.800	250	RT	250	250		KAYS SIGN		
		19.100	19.110	38		RT	38	38				33	RT	33		3589/3595-RESIDENCE			
		CONCRETE DRIVE (2 OF 2)		40		RT	40		3933-WHITEY'S AUTO SALES	19.810	19.840	183	RT	183	183				
		19.120	19.120	85		RT	85	85					RT	0	0	PAVED APRON IN THIS PROJECT-SEE DRIVE DETAILS			
		STONE DRIVE (1 OF 2)		98		RT	98		3915-D&L MOTORS INC.	19.840	BRIDGE JOINT	91	RT	91	0	SEE DRIVE DETAILS			
		19.130	19.140	54		RT	54	54		BRIDGE JOINT	19.900	44	RT	44	0	NO CURB			
		STONE DRIVE (2 OF 2)		46		RT	46		3915-D&L MOTORS INC.		ASPHALT DRIVE	45	RT	45		3565-RESIDENCE			
		19.150	19.230	293		RT	293	293	WHITE FENCE	19.910	19.980	345	RT	345	345				
											FIELD DRIVE	35	RT	35		IN OPENING OF GUARDRAIL			
										19.990	20.150	880	RT	880	880	MATCH EXISTING NEW CURB			
		CONCRETE DRIVE		28		RT	28		3875-ASHLEY PLACE	MAGGIE MARIE BLVD SLM 20.17 +/-		139	RT	0	0	EXISTING NEW CURB AND INTERSECTION			
		19.240	19.280	229		RT	229	229		20.180	20.480	1554	RT	1554	1554	MATCH EXISTING NEW CURB			
		CONCRETE DRIVE		69		RT	69		FENN PLAZA	REMSEN ROAD SLM 20.49		71	RT	0	0	NO EXISTING CURB ON RADII			
		19.290	19.330	190		RT	190	190	MATCH CURB AT FENN ROAD AT CATCH BASIN	20.490	20.560	401	RT	401	401				
		FENN ROAD SLM 19.33				RT	0	0			CONCRETE DRIVE	38	RT	38		3247-APPC PLUMBING			
		19.360	19.370	73		RT			MATCH CURB AT FENN ROAD	20.570	20.610	248	RT	248	248	POND			
		CONCRETE DRIVE		67		RT	67		CIRCLE K GAS STATION		CONCRETE DRIVE	32	RT	32		3225-RESIDENCE			
		19.380	19.390	88		RT	88	88		20.620	20.650	135	RT	135	135				
		ASPHALT DRIVE (1 of 2)		47		RT	47		SKATELAND		STONE DRIVE	28	RT	28		3205-RESIDENCE			
		19.400	19.410	49		RT	49	49	SKATELAND	20.650	20.860	1090	RT	1090	1090	LAKE/ MATCH EXISTING CURB			
		ASPHALT DRIVE (2 of 2)		37		RT	37		SKATELAND	PINE LAKE ROAD SLM 20.87		100	RT	0	0	NEW CURB OFFSET 7.5' FROM EXISTING TO REMAIN			
		19.420	19.440	83		RT	83	83		20.880	20.890	4	RT	4	4	MATCH EXISTING NEW CURB			
		ASPHALT DRIVE (1 of 2)		46		RT	46		U-HAUL BUSINESS		ASPHALT DRIVE (1 OF 2)	65	RT	65					
		19.450	19.460	74		RT	74	74	U-HAUL BUSINESS	20.900	20.920	98	RT	98	98				
		ASPHALT DRIVE (2 of 2)		46		RT	46		U-HAUL BUSINESS		ASPHALT DRIVE (2 OF 2)	68	RT	68					
		19.470	19.480	54		RT	54	54		20.930	20.940	58	RT	58	58				
		CONCRETE DRIVE (1 OF 2)		43		RT	43		AUTO SALES		CONCRETE DRIVE	36	RT	36		3055-THE MOWER SHOP			
		19.490	19.500	69		RT	69	69	AUTO SALES	20.950	21.000	327	RT	327	327				
		CONCRETE DRIVE (2 OF 2)		35		RT	35		AUTO SALES	HAMILTON ROAD SLM 21.02			RT	0	0	NO EXISTING CURB ON RADII			
		19.500	19.510	41		RT	41	41		21.020	21.070	316	RT	316	316				
		ASPHALT DRIVE (1 of 2)		49		RT	49		RIVERSIDE CENTER		ASPHALT DRIVES (1 OF 2)	34	RT	34		2993-APPLE COUNTRY			
		19.520	19.560	213		RT	213	213	RIVERSIDE CENTER	21.075	21.080	11	RT	11	11	2993-APPLE COUNTRY			
		ASPHALT DRIVE (2 of 2)		61		RT	61		RIVERSIDE CENTER		ASPHALT DRIVES (2 OF 2)	27	RT	27		2993-APPLE COUNTRY			
		19.570	19.600	132		RT	132	132		21.090	21.160	403	RT	403	403				
		TOTALS THIS SIDE OF SHEET=					3,230	2,236		SUBTOTALS THIS SIDE				7,699	6,901				
										TOTALS CARRIED TO SHEET 10				10,929	9,137				

CURB DATA RIGHT SIDE

MED-42-18.64

COUNTY	ROUTE	APPROXIMATE LOG POINT TO LOG POINT		LENGTH		SIDE OF ROAD	202	609	COMMENTS OR ADDRESS NUMBER	APPROXIMATE LOG POINT TO LOG POINT		LENGTH		SIDE OF ROAD	202	609	COMMENTS OR ADDRESS NUMBER					CALC BY MER
				MILE	FEET		CURB REMOVED, AS PER PLAN	CURB, TYPE 6				FT.	FT.		CURB REMOVED, AS PER PLAN	CURB, TYPE 6						
		STRAIGHT LINE MILEAGE									STRAIGHT LINE MILEAGE											
		18.640	18.990																			
		18.990	18.995	24		LT	24	24	MATCH EXISTING NEW CURB			23	LT	23								
		CONCRETE DRIVE		46		LT	46		3990- SELF STORAGE			437	LT	437	437							
		18.998	19.002	27		LT	27	27				59	LT	59								
		CONCRETE DRIVE (1 OF 2)		44		LT	44		SUNOCO GAS STATION			294	LT	294	294							
		19.010	19.020	54		LT	54	54	SUNOCO GAS STATION			60	LT	60								
		CONCRETE DRIVE (2 OF 2)		43		LT	43		SUNOCO GAS STATION			135	LT	135	135							
		19.022	19.024	8		LT	8	8				35	LT	35								
		CONCRETE DRIVE		42		LT	42		3964-AUTO BODY SHOP			130	LT	130	130							
		19.040	19.080	190		LT	190	190				23	LT	23								
		ASPHALT ON CONCRETE DRIVE (1 OF 2)		50		LT	50		MAZDA/VW DEALERSHIP			38	LT	38	38							
		19.090	19.100	83		LT	83	83	MAZDA/VW DEALERSHIP			35	LT	35								
		ASPHALT ON CONCRETE DRIVE (2 OF 2)		40		LT	40		MAZDA/VW DEALERSHIP			263	LT	263	263							
		19.110	19.120	94		LT	94	94				31	LT	31								
		CONCRETE DRIVE		44		LT	44		VFW - HELICOPTER & ARTIL GUN			185	LT	185	185							
		19.130	19.140	80		LT	80	80				37	LT	37								
		CONCRETE DRIVE		40		LT	40		FUN POOLS			87	LT	87	87							
		19.160	19.170	57		LT	57	57				25	LT	25								
		CONCRETE DRIVE		42		LT	42		3900- RENTAL BUSINESS			40	LT	40	40							
		19.180	19.190	63		LT	63	63				42	LT	42								
		ASPHALT DRIVE (1 OF 3)		36		LT	36		CHEVY DEALER			805	LT	805	805							
		19.200	19.210	46		LT	46	46	CHEVY DEALER SIGN			24	LT	24								
		ASPHALT DRIVE (2 OF 3)		50		LT	50		CHEVY DEALER			177	LT	177	177							
		19.220	19.280	326		LT	326	326	CHEVY DEALER			43	LT	43								
		CONCRETE DRIVE (3 OF 3)		35		LT	35		CHEVY DEALER			55	LT	55	55							
		19.280	19.310	204		LT	204	204	MATCH CURB AT FENN ROAD			20	LT	20								
		FENN ROAD SLM 19.33				LT	0	0				1590	LT	1590	1590							
		19.340	19.360	117		LT	117	117	MATCH CURB AT FENN ROAD			55	LT	55								
		CONCRETE DRIVE		41		LT	41		NORTH POINTE PLAZA			298	LT	298	298							
		19.360	19.390	87		LT	87	87				35	LT	35								
		ASPHALT DRIVE (1 OF 2)		48		LT	48		3790-STREETSIDE CAFÉ			80	LT	80	80							
		19.395	19.398	12		LT	12	12	3790-STREETSIDE CAFÉ			73	LT	73								
		ASPHALT DRIVE (2 OF 2)		40		LT	40		3790-STREETSIDE CAFÉ			426	LT	426	426							
		19.400	19.420	109		LT	109	109					LT									
		ASPHALT DRIVE		84		LT	84		TSC			73	LT	73	73							
		19.440	19.680	1264		LT	1264	1264				24	LT	24								
		STONE DRIVE		36		LT	36		3652-RESIDENCE			925	LT	925	925							
		19.690	19.720	147		LT	147	147				49	LT	49								
		FIELD DRIVE		38		LT	38					116	LT	116	116							
		19.720	19.880	345		LT	345	345				44	LT	44								
		STONE FIELD DRIVE		41		LT	41					59	LT	59	59							
		19.880	19.890	298		LT	298	298				32	LT	32								
		ASPHALT FIELD DRIVE TO BRIDGE JOINT		60		LT	0	0	AT SOUTH END OF BRIDGE			70	LT	70	70							
		BRIDGE JOINT	19.930	152		LT	0	0	NO CURB TO DRIVE			27	LT	27								
												50	LT	50	50							
		TOTALS THIS SIDE OF SHEET=					4,475	3,635				TOTALS THIS SIDE OF SHEET =				7,129	6,333					
												TOTALS CARRIED TO SHEET 10				11,604	9,968					

CURB DATA LEFT SIDE

MED-42-18.64

ITEM 202 - GUARDRAIL REMOVED FOR REUSE, AS PER PLAN

THIS ITEM HAS BEEN PROVIDED FOR ANY GUARDRAIL WHOSE FACE IS CLOSER THAN 3 FEET TO THE FACE OF EXISTING CURB AND MAY INTERFERE WITH THE REMOVAL OF THE EXISTING CURB AND THE SUBSEQUENT CONSTRUCTION OF THE PROPOSED CURB. THE EXISTING GUARDRAIL IS CONSIDERED TO BE IN GOOD SHAPE BY THE DEPARTMENT AND ITS REMOVAL FOR REUSE IS SOLELY AT THE DISCRETION OF THE CONTRACTOR. THE GUARDRAIL MAY BE REMOVED FOR REUSE IN ITS ENTIRETY OR IN PART. ANY UNDAMAGED BLOCKOUTS, BOLTS, WASHERS AND INCIDENTAL HARDWARE MAY BE REUSED.

THIS ITEM CONSISTS OF REMOVING AN EXISTING GUARDRAIL, IN WHOLE OR IN PART, AND SALVAGING FOR REUSE AT ITS PRESENT LOCATION. THE RESULTING HOLES SHALL BE BACKFILLED AND COMPACTED PRIOR TO INSTALLATION OF NEW POSTS. ELEMENTS THAT ARE NOT SALVAGEABLE SHALL BE DISPOSED OF PER 202.02.

ITEM 202 - ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN

THIS ITEM HAS BEEN PROVIDED FOR ANY ANCHOR ASSEMBLY, TYPE E-98 WHOSE FACE OF GUARDRAIL IS CLOSER THAN 3 FEET TO THE FACE OF EXISTING CURB AND MAY INTERFERE WITH THE REMOVAL OF THE EXISTING CURB AND THE SUBSEQUENT CONSTRUCTION OF THE PROPOSED CURB. THE EXISTING ANCHOR ASSEMBLY, TYPE E-98 IS CONSIDERED TO BE IN GOOD SHAPE BY THE DEPARTMENT AND ITS REMOVAL FOR REUSE IS SOLELY AT THE DISCRETION OF THE CONTRACTOR. THE ANCHOR ASSEMBLY, TYPE-E-98 MAY BE REMOVED FOR REUSE IN ITS ENTIRETY OR IN PART. ANY UNDAMAGED BLOCKOUTS, BOLTS, WASHERS AND INCIDENTAL HARDWARE MAY BE REUSED.

THIS ITEM CONSISTS OF REMOVING AN EXISTING ANCHOR ASSEMBLY, IN WHOLE OR IN PART, AND SALVAGING FOR REUSE AT A LOCATION SHOWN ON THE PLANS. THE RESULTING HOLES SHALL BE BACKFILLED AND COMPACTED PRIOR TO THE INSTALLATION OF NEW POSTS. ELEMENTS THAT ARE NOT SALVAGEABLE SHALL BE DISPOSED OF PER 202.02.

SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE 617 MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. PERFORM THE RESHAPING UNDER GUARDRAIL INCLUDING COMPLETING THE EMBANKMENT, AS PER PLAN.
4. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
5. INSTALL BARRIER REFLECTORS.

BRIDGE LOCATION MARKER SIGN

THE BRIDGE LOCATION MARKER SIGN INDICATES THE COUNTY, THE ROUTE, AND THE STRAIGHT LINE MILEAGE OF THE STRUCTURE. THE CONTRACTOR SHALL REMOVE THE EXISTING BRIDGE LOCATION MARKER SIGNS AND REERECT THE SIGNS IN KIND. IF THERE ARE ANY QUESTIONS ON THE LOCATION, PLEASE CONTACT THE DISTRICT BRIDGE ENGINEER.

ALL COSTS, INCLUDING THE SIGN REMOVAL, SIGN REERECTION, POST REMOVAL, AND POST INSTALLATION SHALL BE INCLUDED IN THE FOLLOWING PAY ITEMS:

ITEM 630 GROUND MOUNTED SUPPORT, NO. 2. POST	52.5 FT
ITEM 630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	6 EACH
ITEM 630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	2 EACH

ITEM 606 - GUARDRAIL REBUILT, TYPE 5, AS PER PLAN

THIS ITEM SHALL CONSIST OF REUSING SALVAGED ELEMENTS FROM THE ITEM 202 - GUARDRAIL REMOVED FOR REUSE, AS PER PLAN. NEW POSTS SHALL BE PROVIDED ONLY IF THE EXISTING POSTS ARE REMOVED.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM 606 - GUARDRAIL REBUILT, TYPE 5, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED FOR REUSE

THIS ITEM HAS BEEN PROVIDED FOR ANY BRIDGE TERMINAL ASSEMBLY THAT IS CLOSER THAN 3 FEET TO THE FACE OF PROPOSED CURB AND MAY INTERFERE WITH THE CONSTRUCTION OF THE PROPOSED CURB. THE EXISTING BRIDGE TERMINAL ASSEMBLY IS CONSIDERED TO BE IN GOOD SHAPE BY THE DEPARTMENT AND ITS REMOVAL FOR REUSE IS SOLELY AT THE DISCRETION OF THE CONTRACTOR. THE BRIDGE TERMINAL ASSEMBLY MAY BE REMOVED FOR REUSE IN ITS ENTIRETY OR IN PART. ANY UNDAMAGED BLOCKOUTS, BOLTS, WASHERS AND INCIDENTAL HARDWARE MAY BE REUSED.

THIS ITEM CONSISTS OF REMOVING AN EXISTING BRIDGE TERMINAL ASSEMBLY, IN WHOLE OR IN PART, AND SALVAGING FOR REUSE AT ITS PRESENT LOCATION. THE RESULTING HOLES SHALL BE BACKFILLED AND COMPACTED PRIOR TO INSTALLATION OF NEW POSTS. ELEMENTS THAT ARE NOT SALVAGEABLE SHALL BE DISPOSED OF PER 202.02.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4, AS PER PLAN

THIS ITEM SHALL CONSIST OF REUSING SALVAGED ELEMENTS FROM THE ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED FOR REUSE, AS PER PLAN. NEW POSTS SHALL BE PROVIDED ONLY IF THE EXISTING POSTS ARE REMOVED.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM 606 - GUARDRAIL REBUILT, TYPE 5, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 606 - ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN

THIS ITEM SHALL CONSIST OF REUSING SALVAGED ELEMENTS FROM THE ITEM 202 - ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN AND CONSTRUCTING A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY AT A LOCATION SHOWN IN THE PLANS. NEW POSTS SHALL BE PROVIDED ONLY IF THE EXISTING POSTS ARE REMOVED.

THE ANCHOR ASSEMBLY SHALL BE RECONSTRUCTED AS PER THE FOLLOWING GUARDRAIL END TERMINALS:

- 1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE ST., GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50 FEET (15.24 m), INCLUSIVE OF TWO 25 FOOT (7.62 m) LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. #	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SS265M	SRT-350 (12.5, 8 Post) Slotted Rail Terminal Post Layout and Erection Details	6/20/97	3/6/98
SS142	Slotted Rail Terminal SRT-350 Post Layout and Erection Details (12.5, 9 Post)	4/12/00	7/31/00
SS141	ET-2000 PLUS PLAN, ELEVATION & SECTION 25'-0" RAIL, HBA POSTS 1-4	2/29/00	7/31/00
SS158	ET-2000 PLUS 50'-0" WITH 12'-6" PANELS & HBA POSTS 1-4 PLAN, ELEVATION & SECTION	5/22/00	7/31/00

- 2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO 44224 (TELEPHONE: 330-346-0721)

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0" (15.24 m), INCLUSIVE OF FOUR 12'-6" (3.81m) LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. #	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SKT-4M	FOUNDATION TUBES SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4	12/11/97	3/6/98

THE FACE OF THE TYPE E-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPROXIMATELY 18" x 18" (450mm X 450mm).

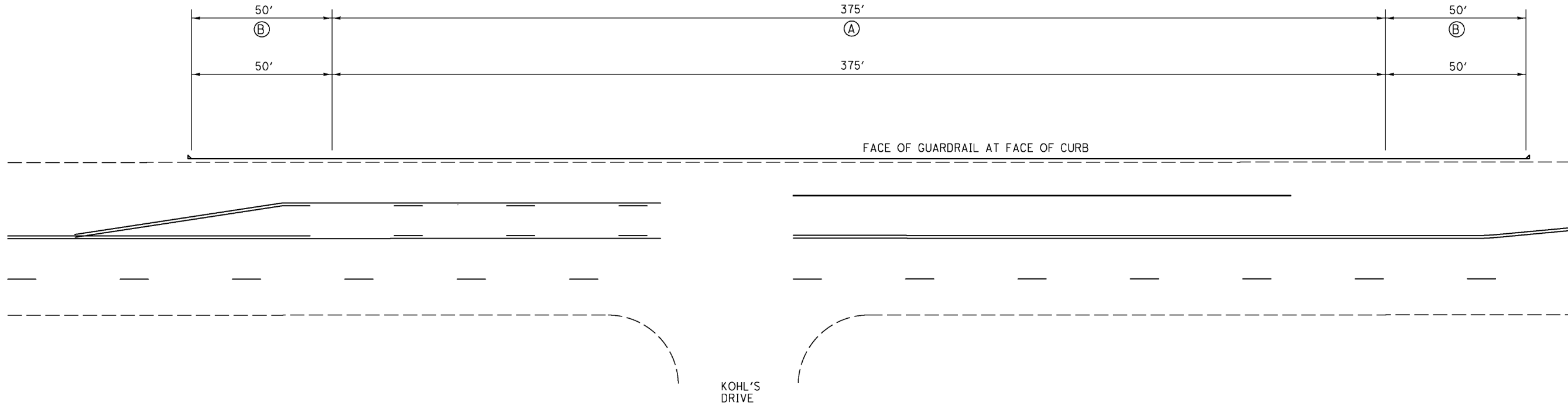
THE CONTRACTOR MAY USE A SALVAGED EXTRUDER WHEN ASSEMBLING THE ITEM 606 ANCHOR ASSEMBLY, TYPE E-98. ALL WELDS ON THE EXTERIOR OF THE SALVAGED EXTRUDER SHALL NOT BE DAMAGED AND THE FEEDER SHUTE SHALL NOT BE BENT.

REFER TO THE MANUFACTURER'S INSTRUCTION REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES (100mm) ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27 3/4 INCHES (706mm) FROM THE EDGE OF THE SHOULDER.

ON SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES NOT PROJECT MORE THAN 4 INCHES (100mm) ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY REBUILT, TYPE E-98, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED	FT	375		375
(B)	202	ANCHOR ASSEMBLY REMOVED, TYPE E-98	EACH	2		2

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

CALCULATED BY: MER
 CHECKED BY: BAD

HORIZONTAL SCALE IN FEET

GUARDRAIL DETAILS
SLM 18.77

MED - 42 - 18.64

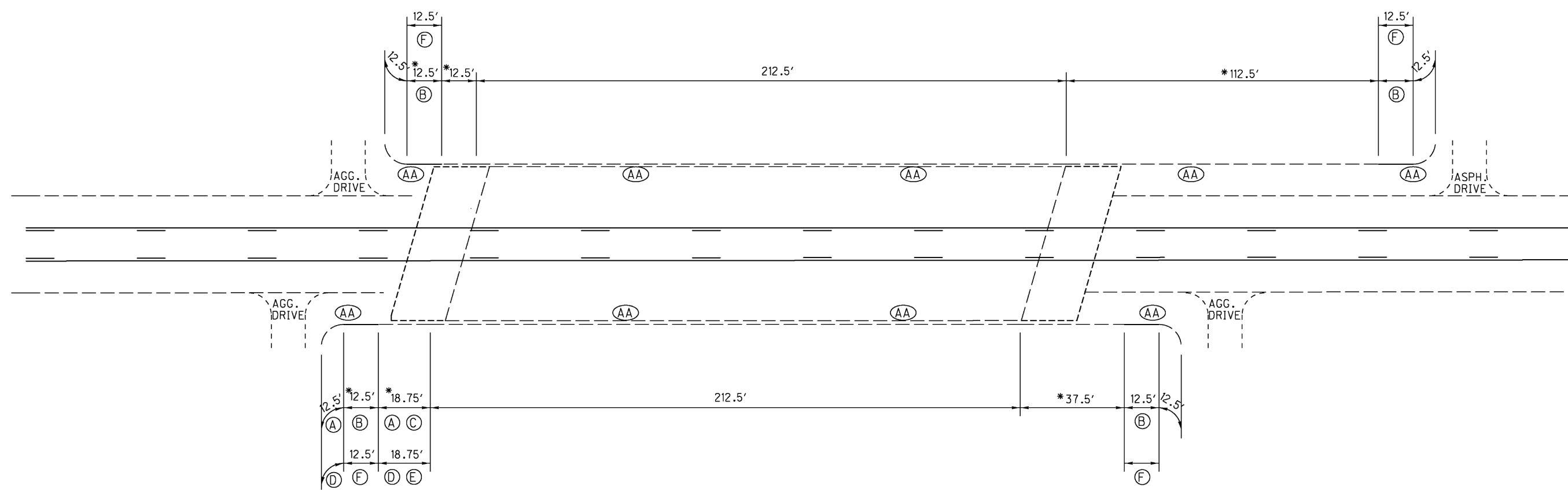
DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

CALCULATED BY: MER
 CHECKED BY: BAD

0 20 40
 HORIZONTAL SCALE IN FEET

GUARDRAIL DETAILS
SLM 19.86

MED - 42 - 18.64



* THERE IS A BRIDGE TERMINAL ASSEMBLY, TYPE 4 WITHIN THESE LIMITS.

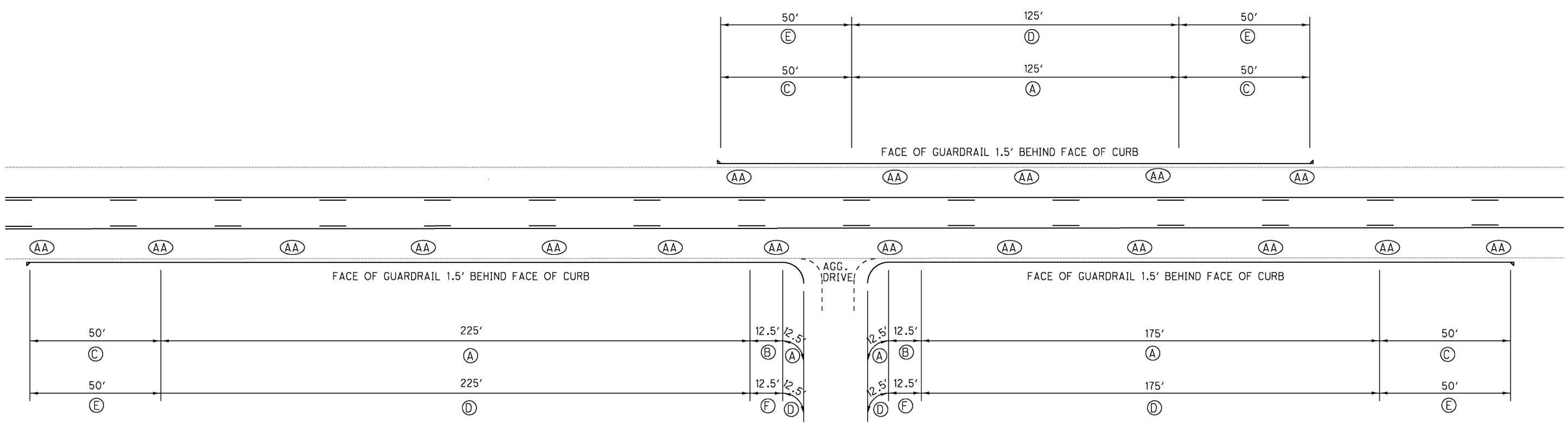
LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT		31.25	31.25
(B)	202	ANCHOR ASSEMBLY REMOVED, TYPE T	EACH	2	2	4
(C)	202	BRIDGE TERMINAL ASSEMBLY REMOVED FOR REUSE	EACH		1	1
(D)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT		31.25	31.25
(E)	606	BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4, AS PER PLAN	EACH		1	1
(F)	606	ANCHOR ASSEMBLY, TYPE T	EACH	2	2	4
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	5	4	9

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

CALCULATED
 ✓ MER
 CHECKED
 ✓ BAD

HORIZONTAL SCALE IN FEET



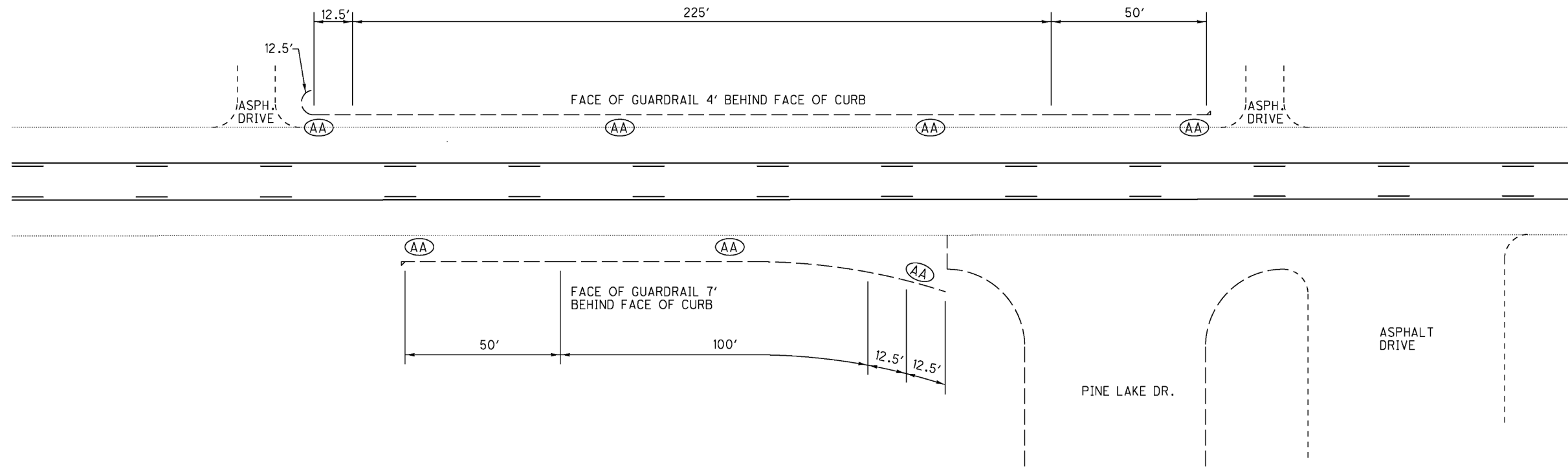
GUARDRAIL DETAILS
SLM 19.94

LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT	125	425	550
(B)	202	ANCHOR ASSEMBLY REMOVED, TYPE T	EACH		2	2
(C)	202	ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN	EACH	2	2	4
(D)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT	125	425	550
(E)	606	ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN	EACH	2	2	4
(F)	606	ANCHOR ASSEMBLY, TYPE T	EACH		2	2
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	5	13	18

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

MED - 42 - 18.64

DESIGN FILE: I:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	4	3	7

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

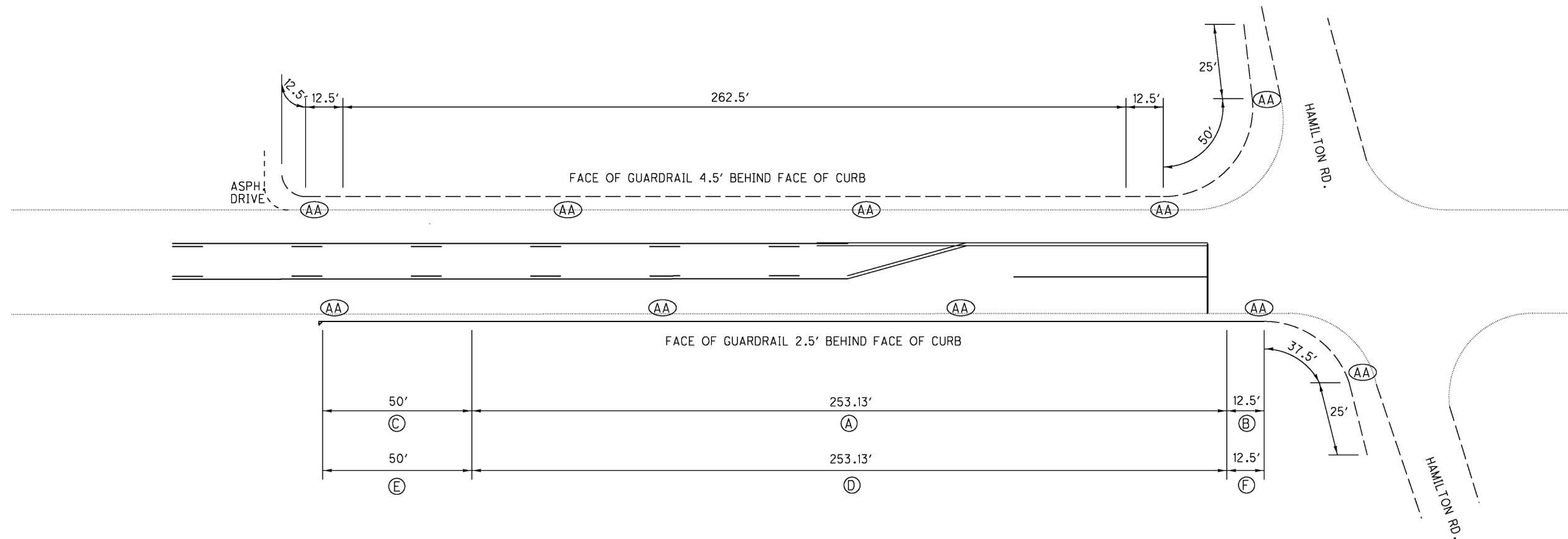
CALCULATED BY: MER
 CHECKED BY: BAD

0 20 40
 HORIZONTAL SCALE IN FEET

GUARDRAIL DETAILS
SLM 20.83

MED - 42 - 18.64

DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



CALCULATED
 ✓ MER
 CHECKED
 ✓ BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

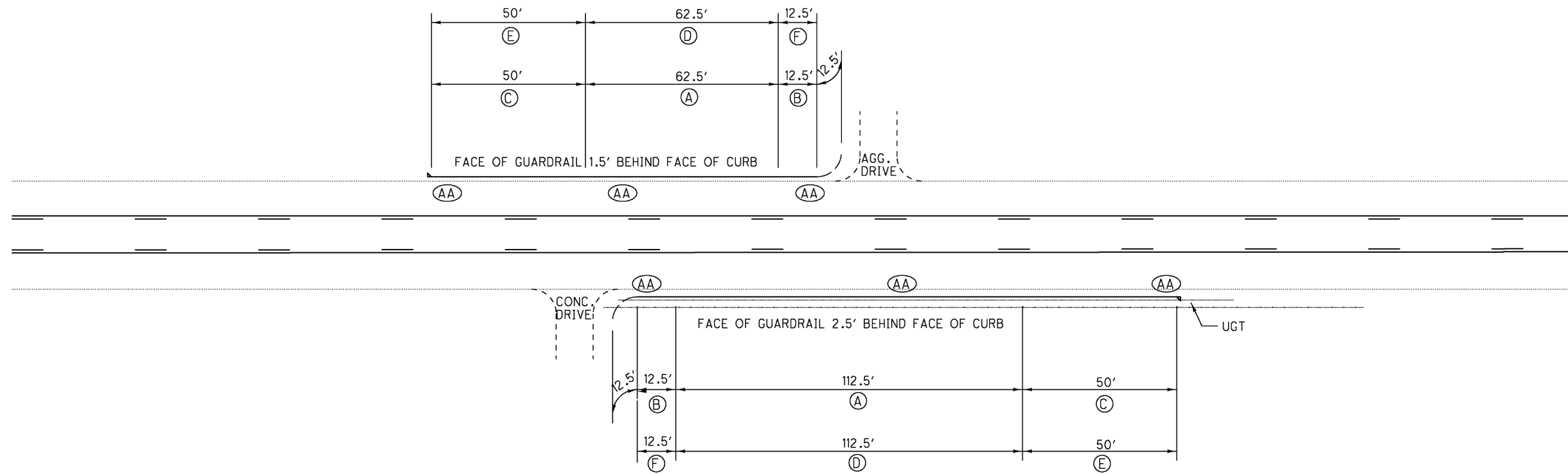
GUARDRAIL DETAILS
SLM 20.95

MED - 42 - 18.64

LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITIY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT		253.13	253.13
(B)	202	ANCHOR ASSEMBLY REMOVED, TYPE T	EACH		1	1
(C)	202	ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN	EACH		1	1
(D)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT		253.13	253.13
(E)	606	ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN	EACH		1	1
(F)	606	ANCHOR ASSEMBLY, TYPE T	EACH		1	1
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	5	5	10

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

DESIGN FILE: I:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT	62.5	112.5	175
(B)	202	ANCHOR ASSEMBLY REMOVED, TYPE T	EACH	1	1	2
(C)	202	ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN	EACH	1	1	2
(D)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT	62.5	112.5	175
(E)	606	ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN	EACH	1	1	2
(F)	606	ANCHOR ASSEMBLY, TYPE T	EACH	1	1	2
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	3	3	6

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

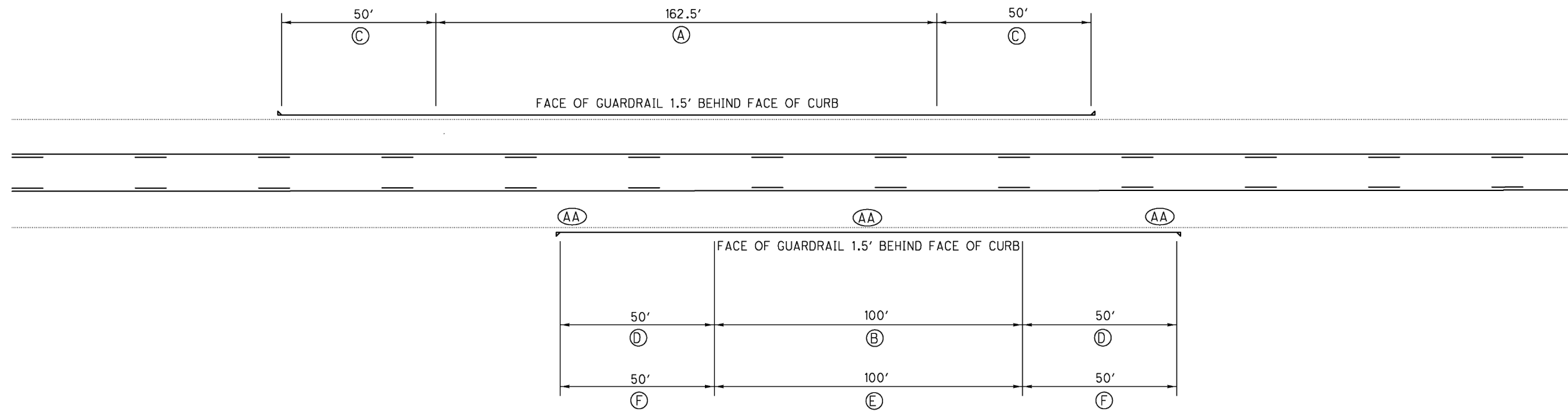
CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

GUARDRAIL DETAILS
SLM 21.60

MED - 42 - 18.64

DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITIY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED	FT	162.5		162.5
(B)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT		100	100
(C)	202	ANCHOR ASSEMBLY REMOVED, TYPE E-98	EACH	2		2
(D)	202	ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN	EACH		2	2
(E)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT		100	100
(F)	606	ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN	EACH		2	2
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH		3	3

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

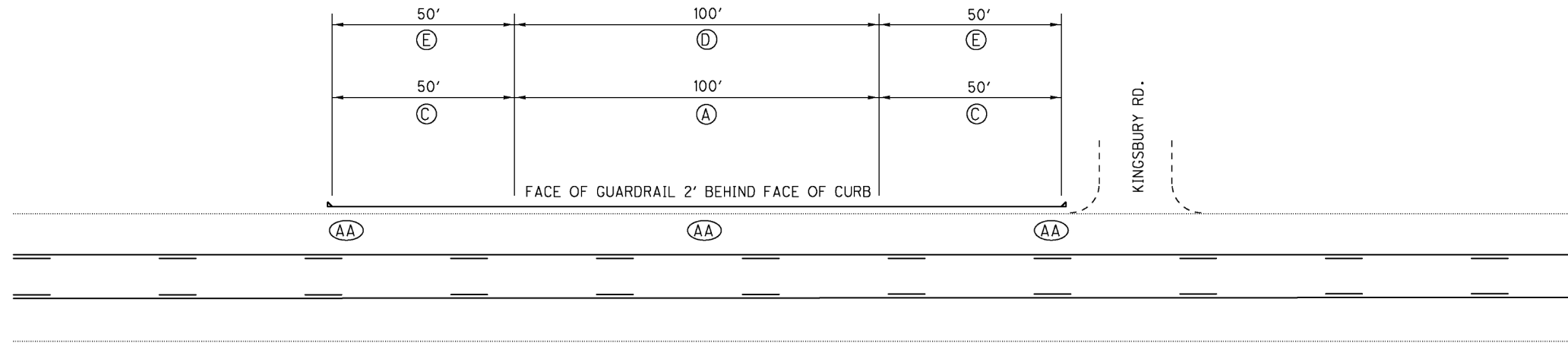
CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

GUARDRAIL DETAILS
SLM 21.82

MED - 42 - 18.64

DESIGN FILE: i:\projects\82296\roadway\sheets\82296GR001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED FOR REUSE, AS PER PLAN	FT	100		100
(C)	202	ANCHOR ASSEMBLY REMOVED FOR REUSE, TYPE E-98, AS PER PLAN	EACH	2		2
(D)	606	GUARDRAIL REBUILT, TYPE 5, AS PER PLAN	FT	100		100
(E)	606	ANCHOR ASSEMBLY REBUILT, TYPE E-98, AS PER PLAN	EACH	2		2
(AA)	626	BARRIER REFLECTOR, TYPE A2	EACH	3		3

ALL QUANTITIES CARRIED TO THE ROADWAY SUB-SUMMARY SHEET, SHEET 20.

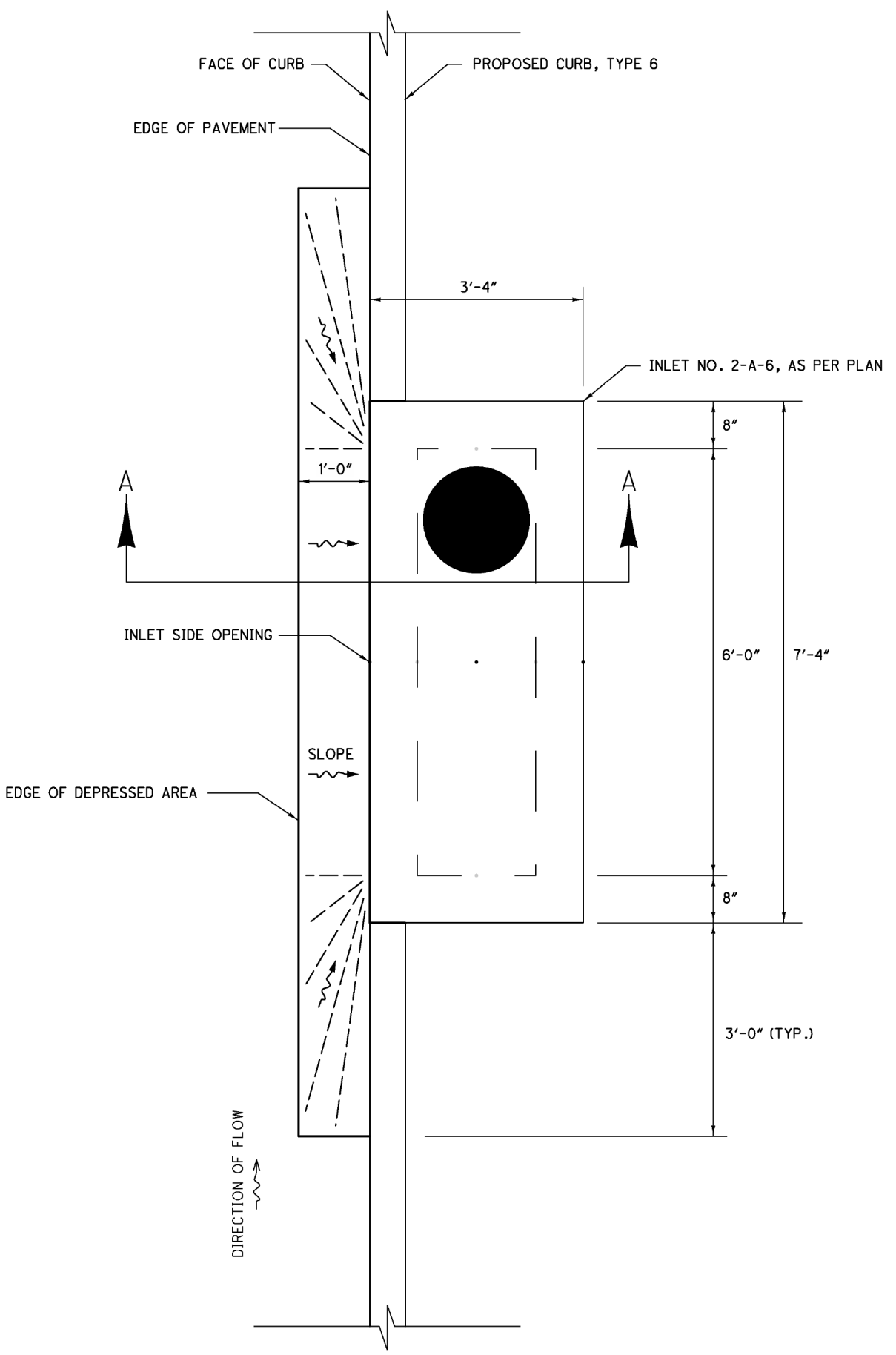
CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

N

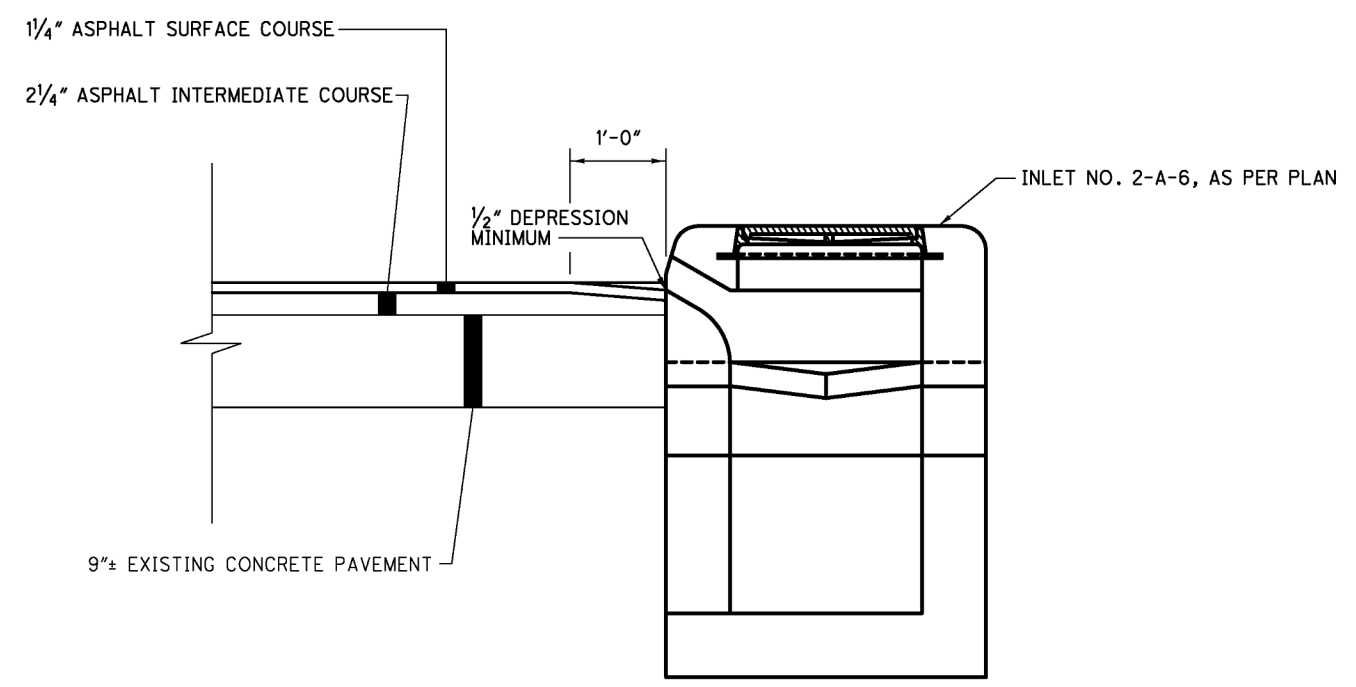
GUARDRAIL DETAILS
SLM 22.26

MED - 42 - 18.64



NOTES:

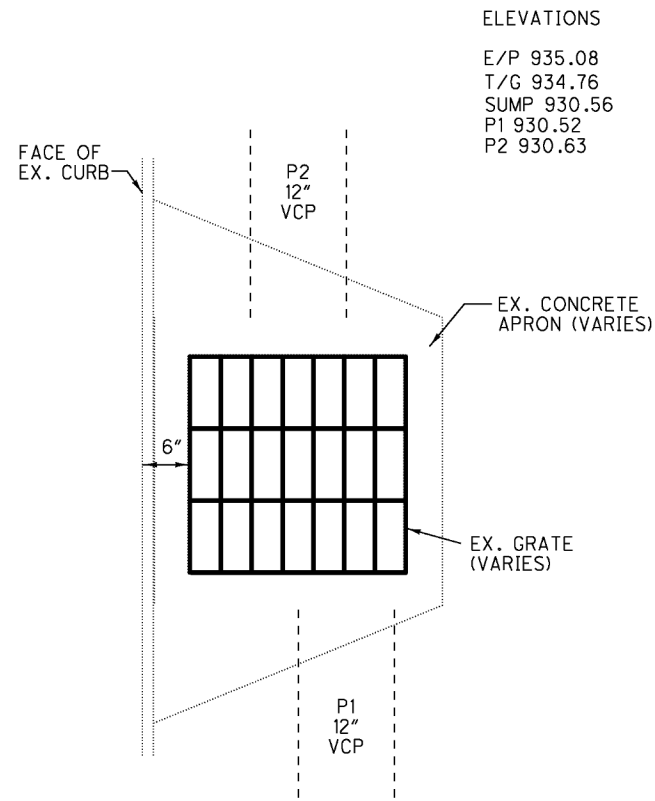
1. DO NOT REMOVE EXISTING CONCRETE PAVEMENT FOR INSTALLATION OF THE PROPOSED PAVEMENT INLET.
2. BACKFILL AROUND THE INLET WITH CLASS C CONCRETE.
3. FOR DETAILS NOT SHOWN, SEE STANDARD DRAWING I-1.2.
4. PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT INCLUDING CLASS C CONCRETE, INCLUDING EXCAVATION, BACKFILLING AND SEEDING AND MULCHING SHALL BE PAID FOR UNDER ITEM 604-INLET NO. 2-A-6, AS PER PLAN.



SECTION A-A

DESIGN FILE: i:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

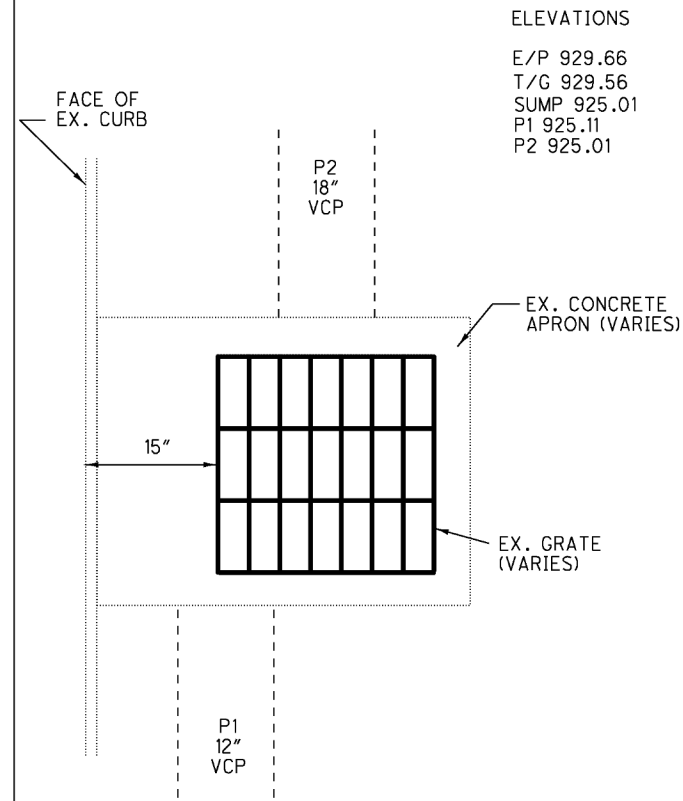
LEGEND
 VCP = VITRIFIED CLAY PIPE
 CPP = CORRUGATED PLASTIC PIPE
 SPP = SMOOTH PLASTIC PIPE



ELEVATIONS
 E/P 935.08
 T/G 934.76
 SUMP 930.56
 P1 930.52
 P2 930.63

NTS

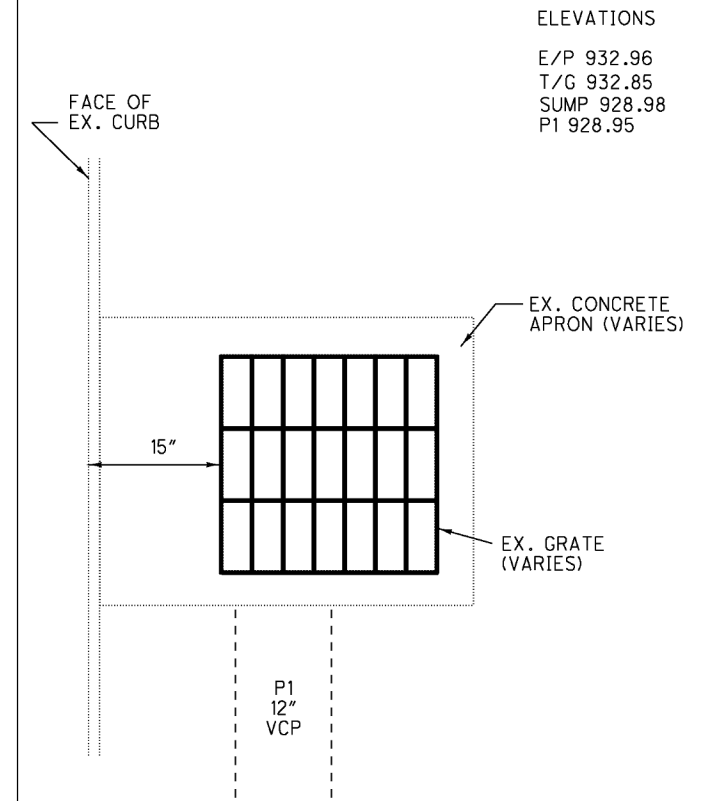
SLM 18.96 RT.



ELEVATIONS
 E/P 929.66
 T/G 929.56
 SUMP 925.01
 P1 925.11
 P2 925.01

NTS

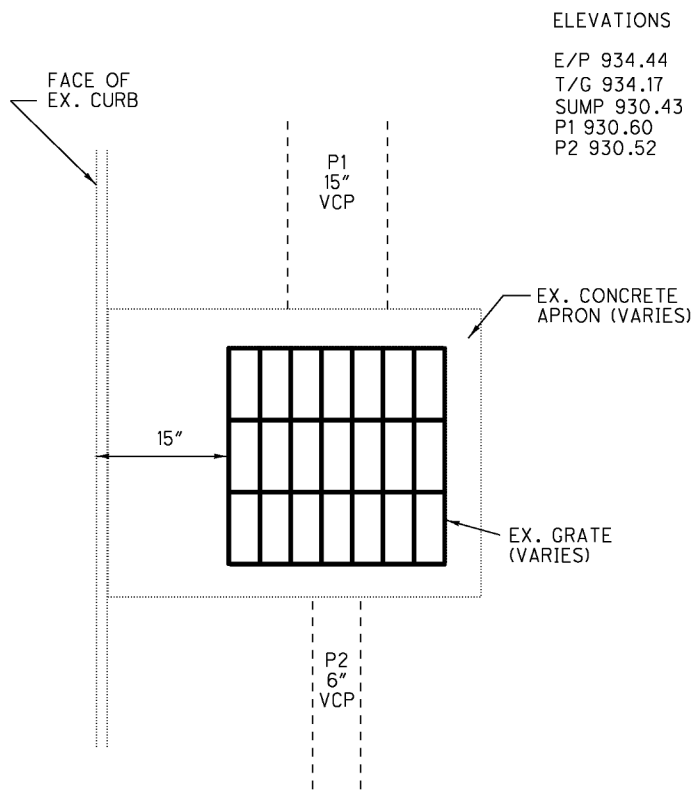
SLM 19.07 RT.



ELEVATIONS
 E/P 932.96
 T/G 932.85
 SUMP 928.98
 P1 928.95

NTS

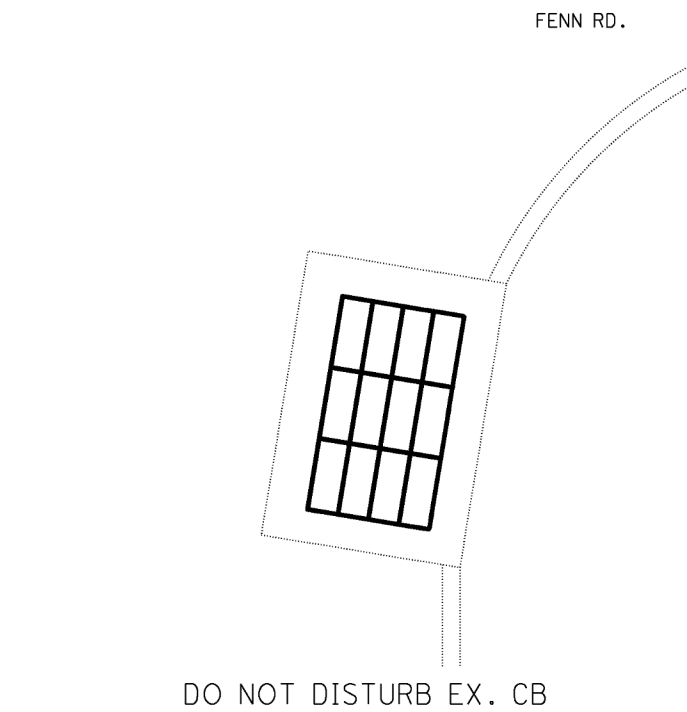
SLM 19.19 RT.



ELEVATIONS
 E/P 934.44
 T/G 934.17
 SUMP 930.43
 P1 930.60
 P2 930.52

NTS

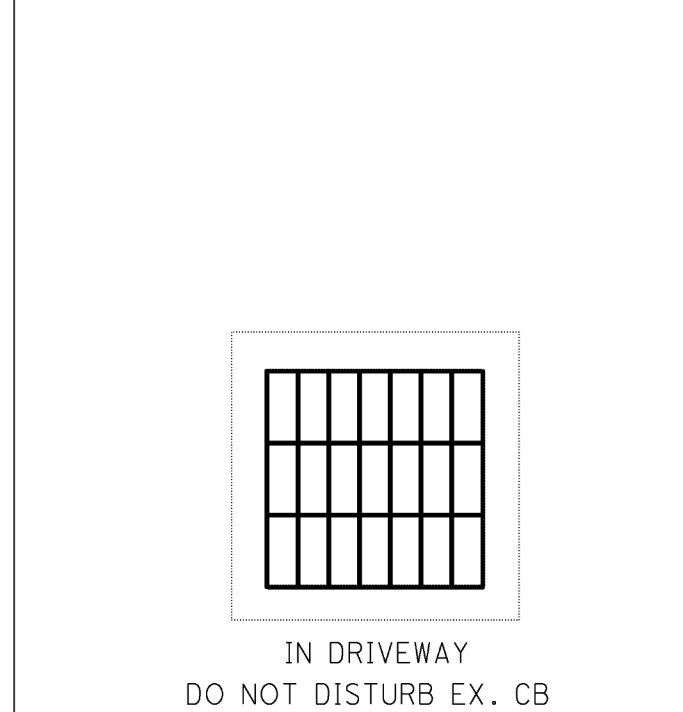
SLM 19.26 RT.



FENN RD.

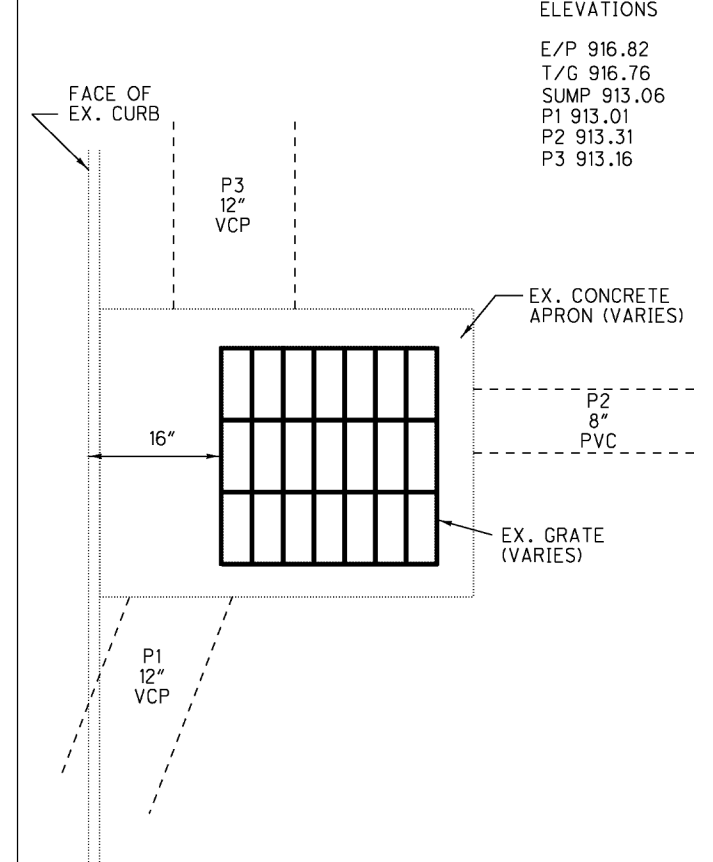
NTS

SLM 19.33 RT.



NTS

SLM 19.44 RT.



ELEVATIONS
 E/P 916.82
 T/G 916.76
 SUMP 913.06
 P1 913.01
 P2 913.31
 P3 913.16

NTS

SLM 19.55 RT.

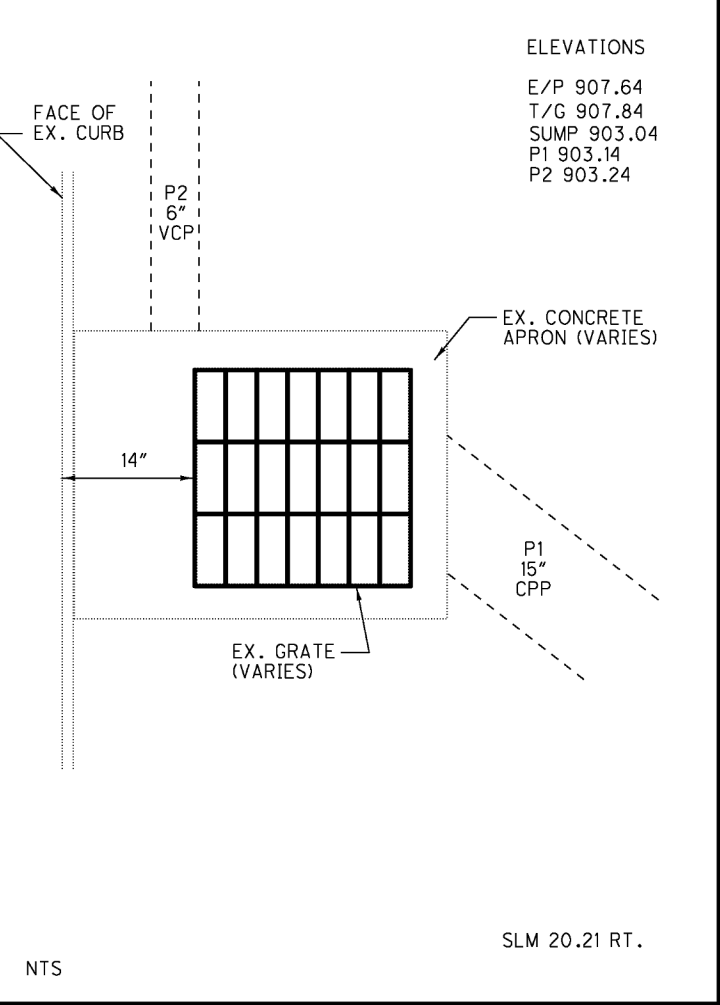
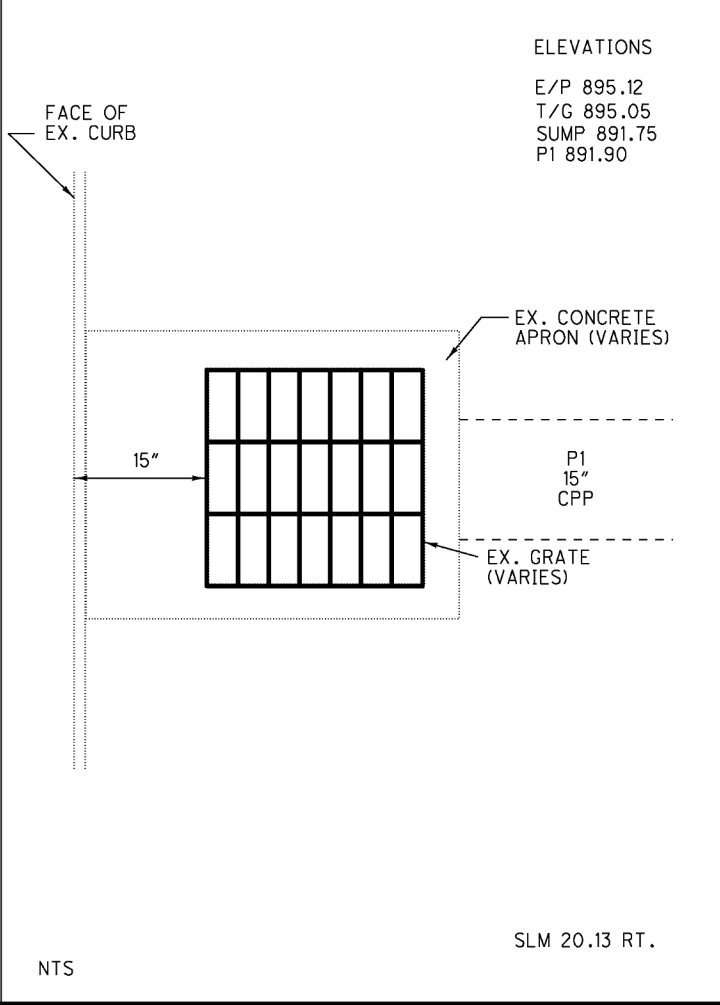
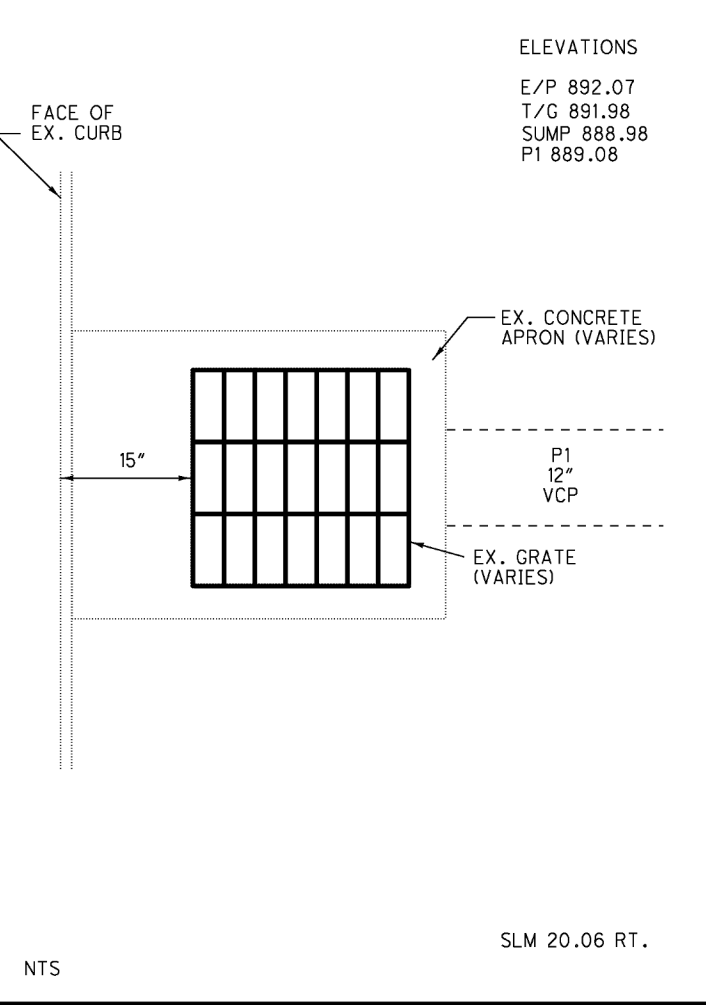
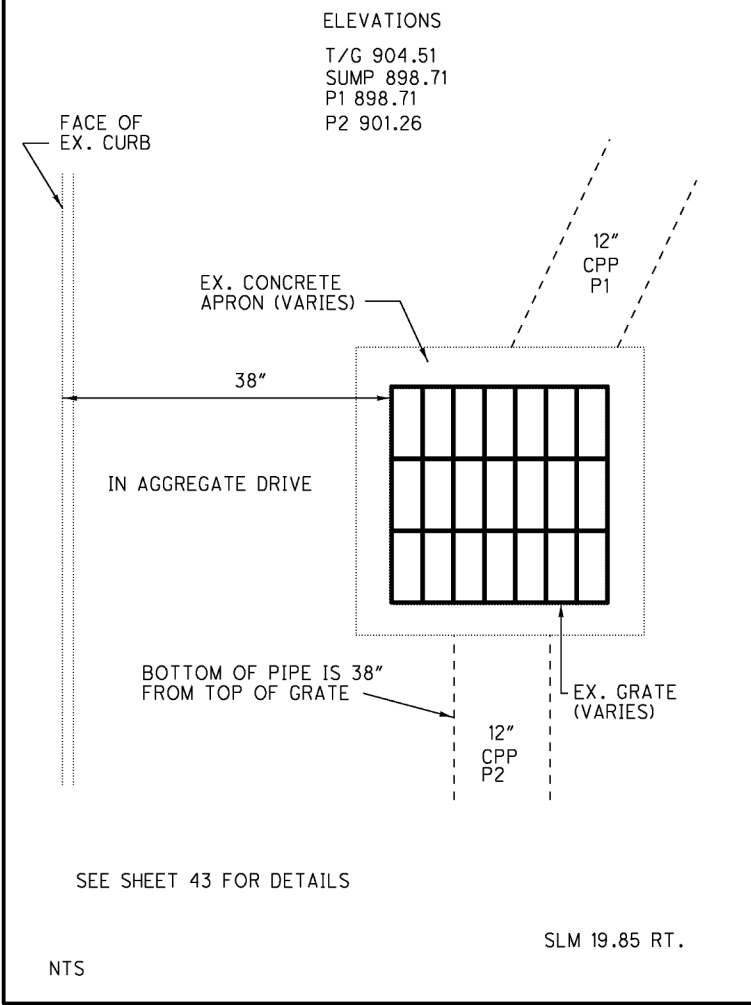
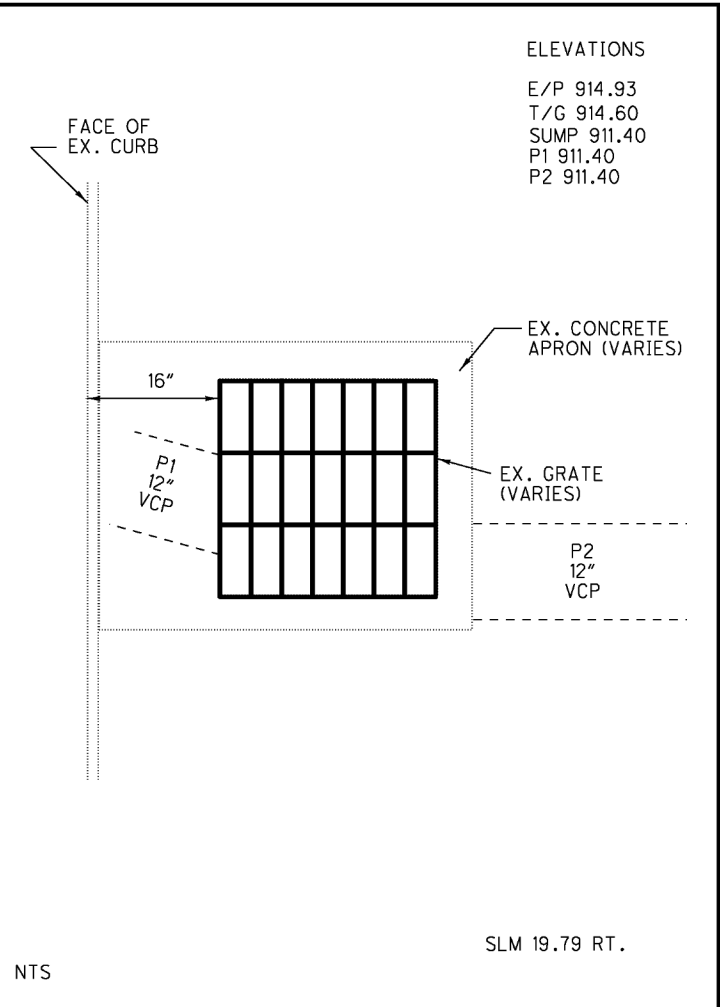
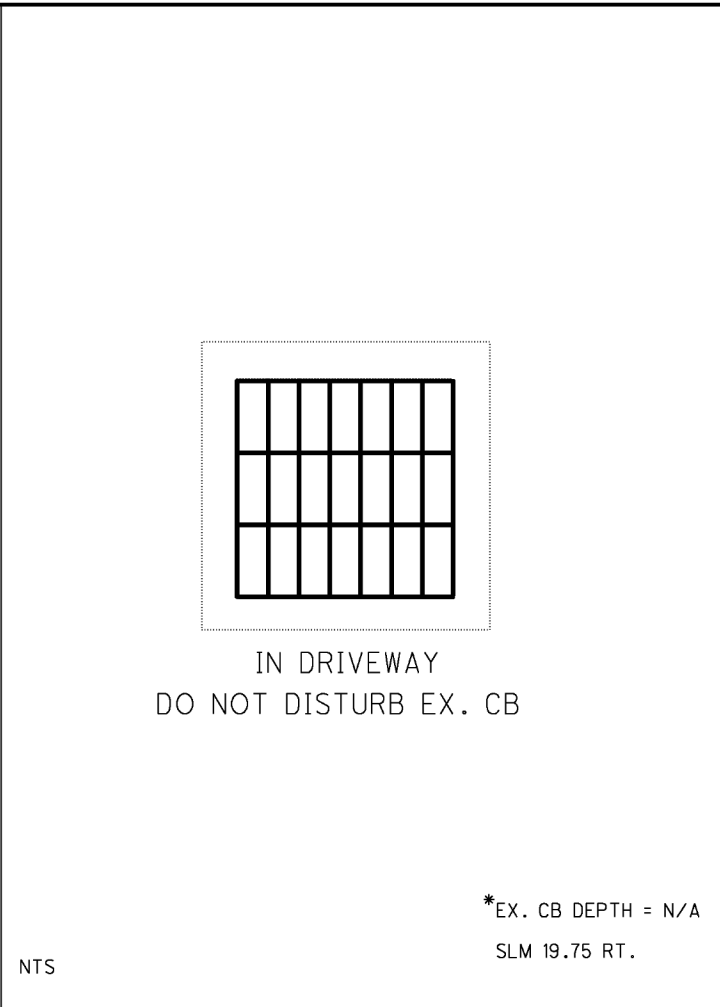
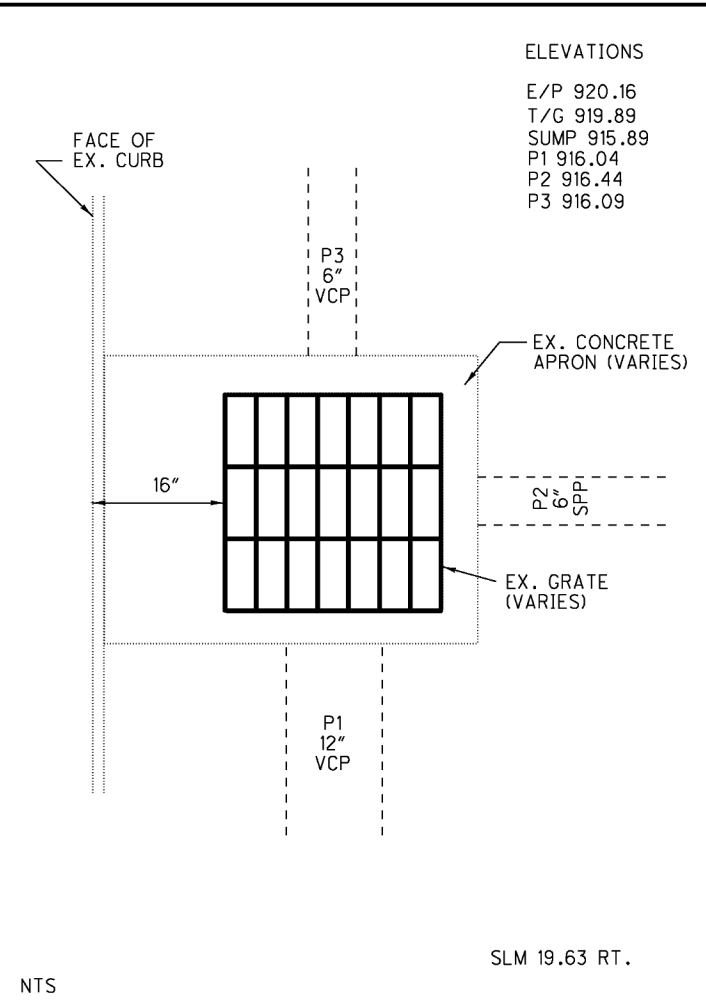
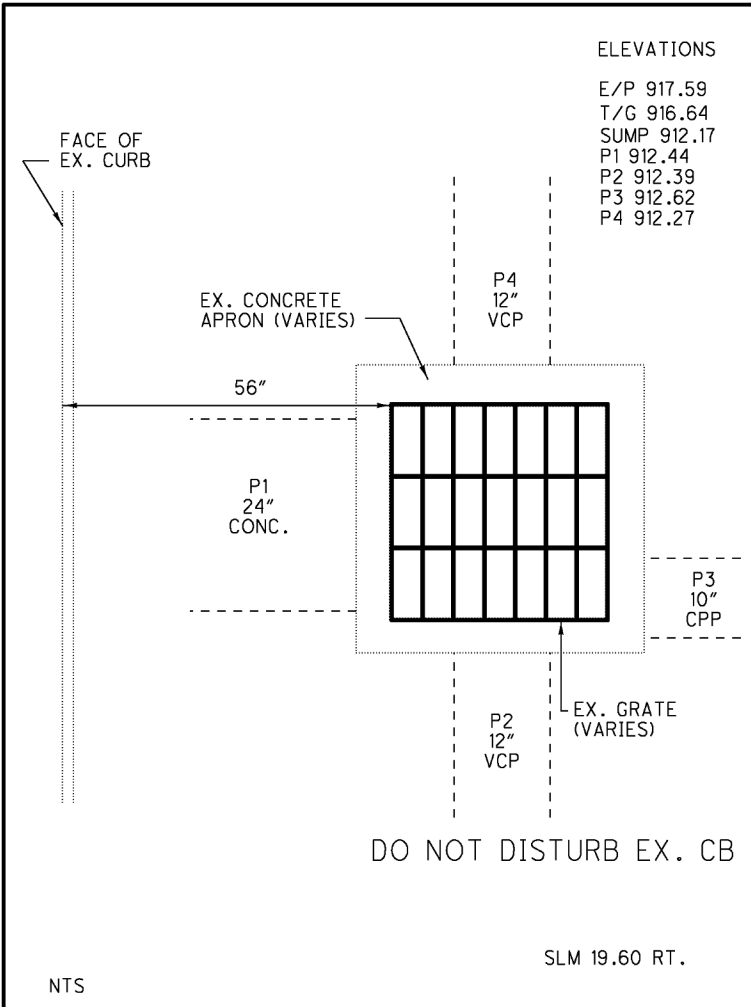
DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

EXISTING CATCH BASIN DETAILS

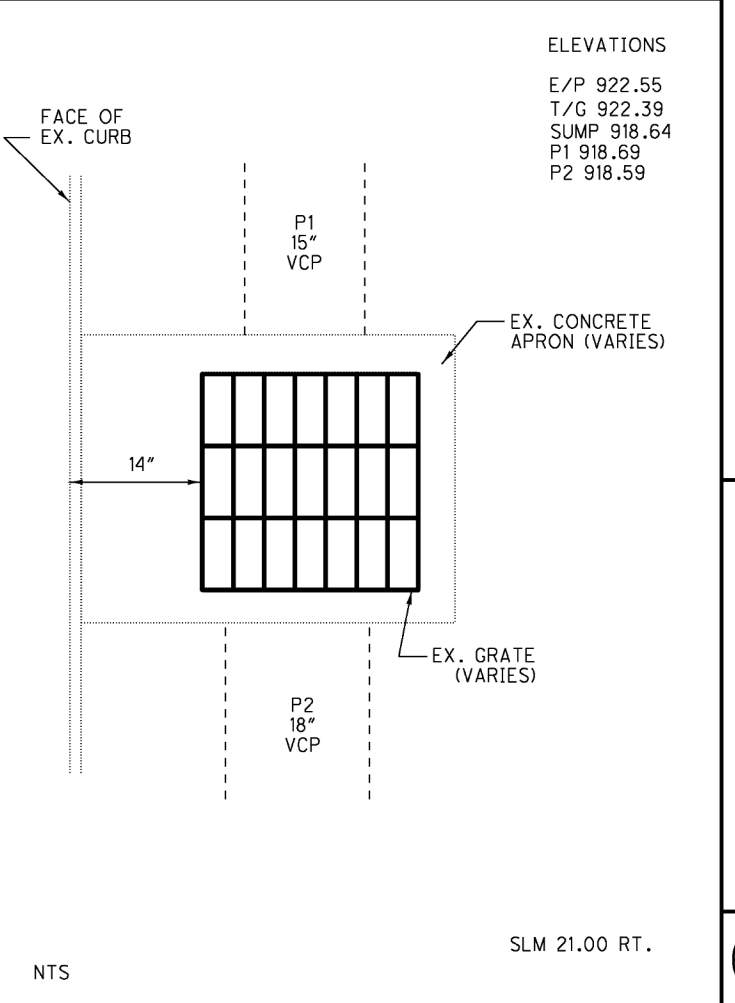
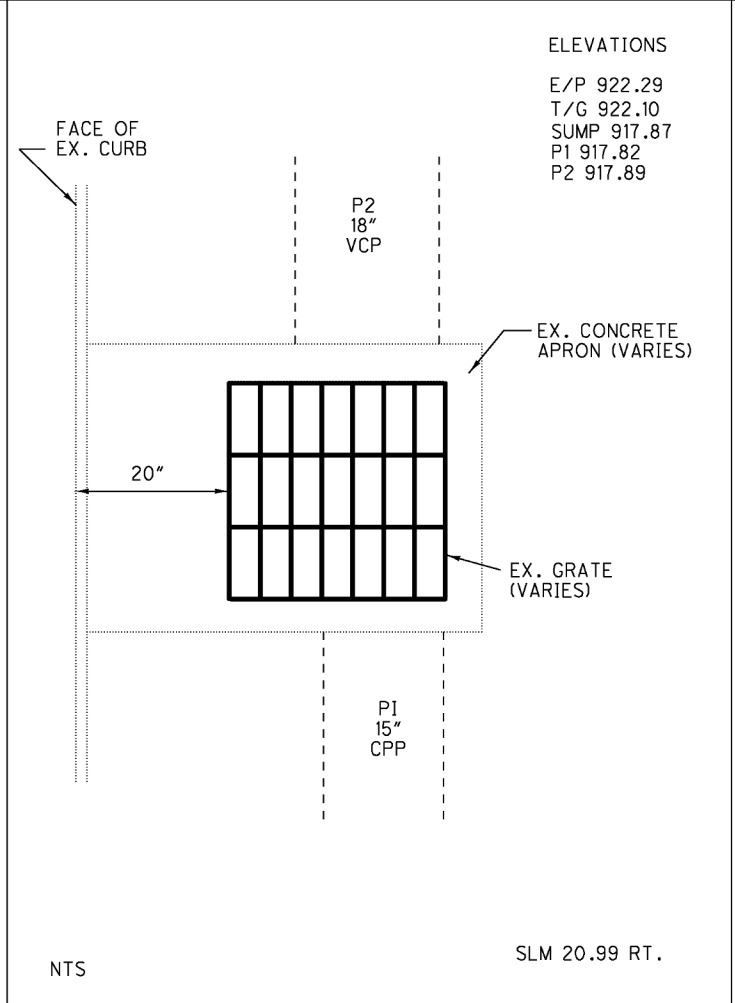
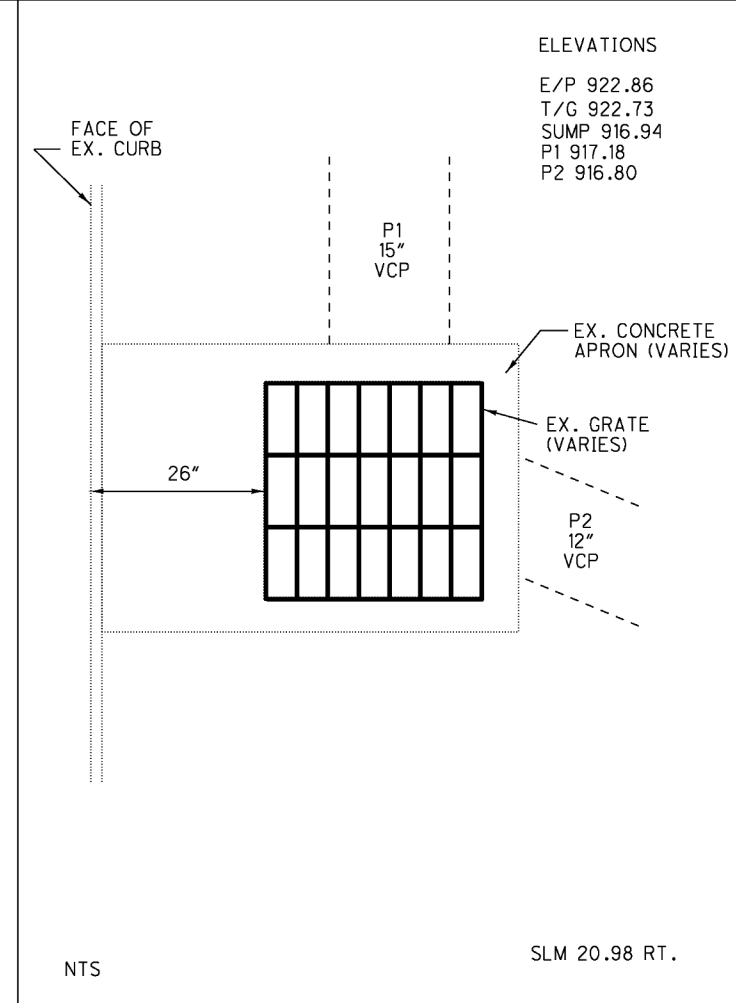
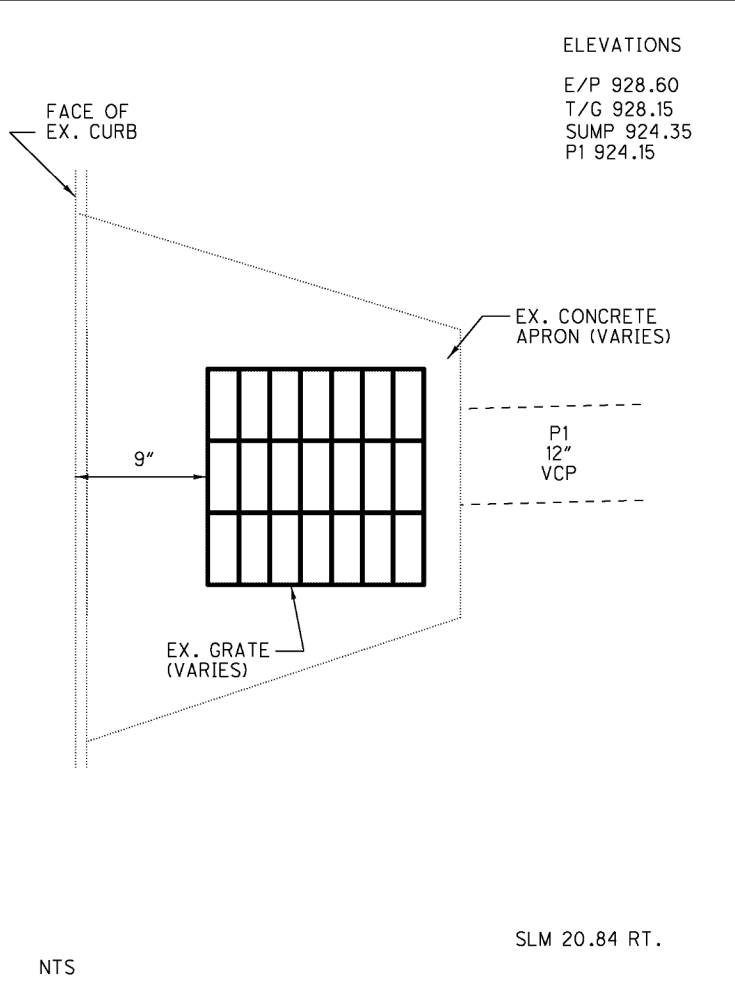
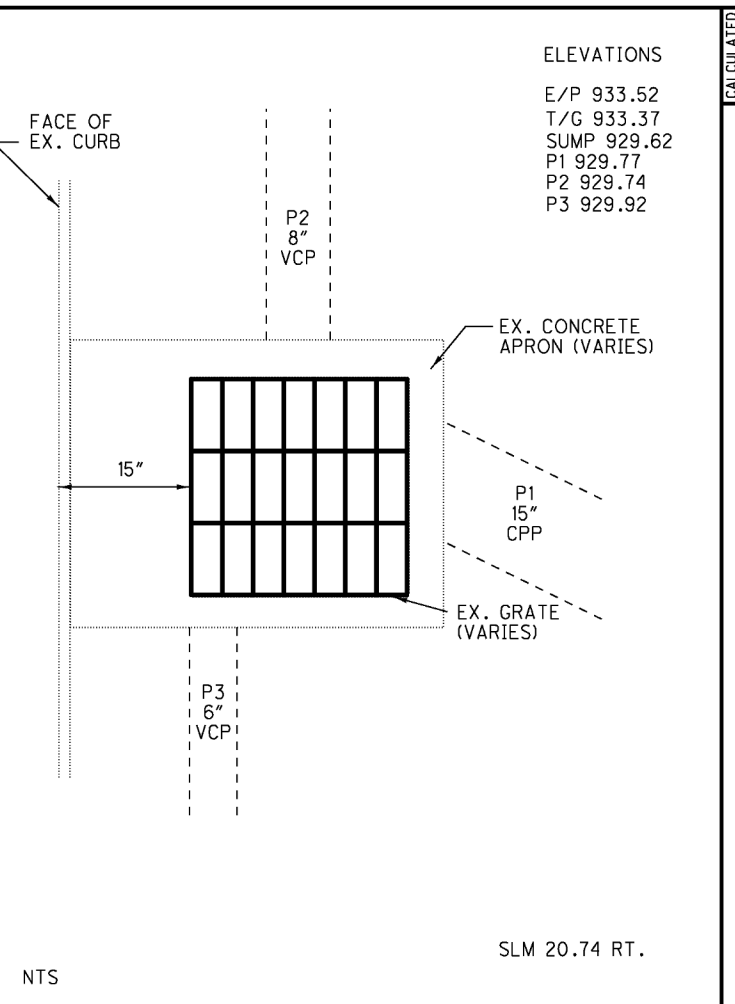
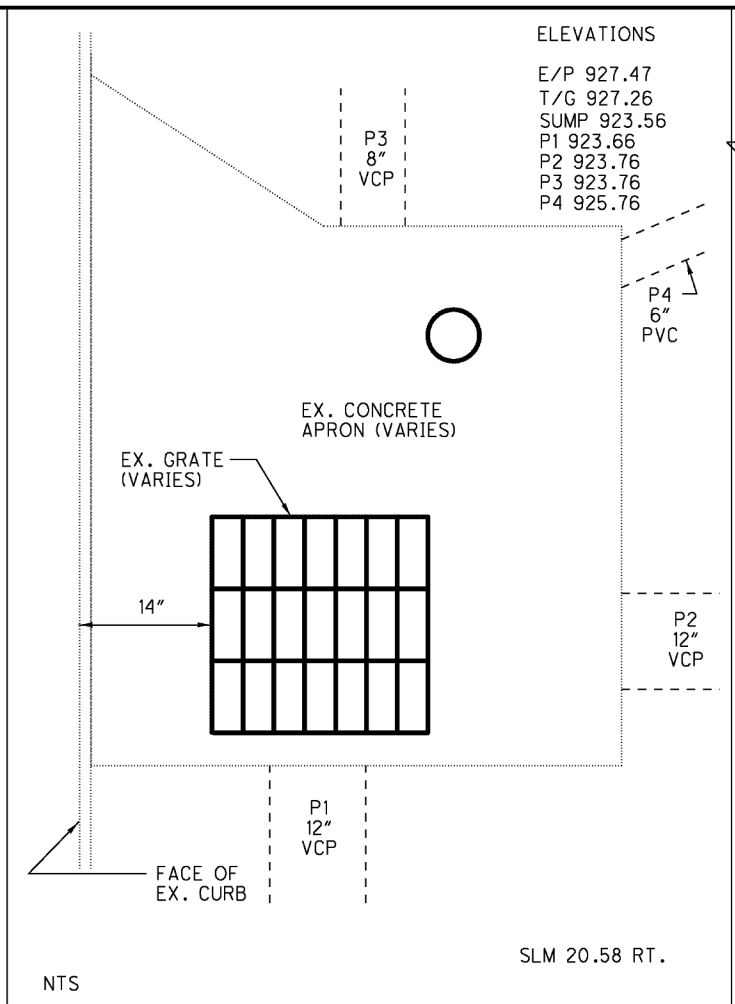
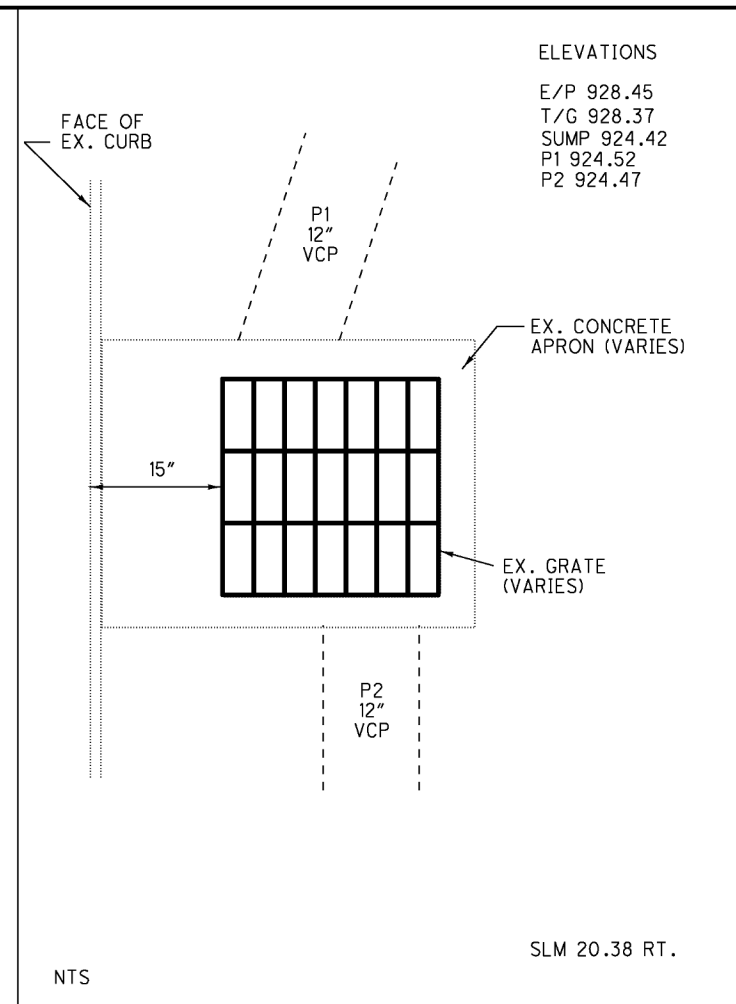
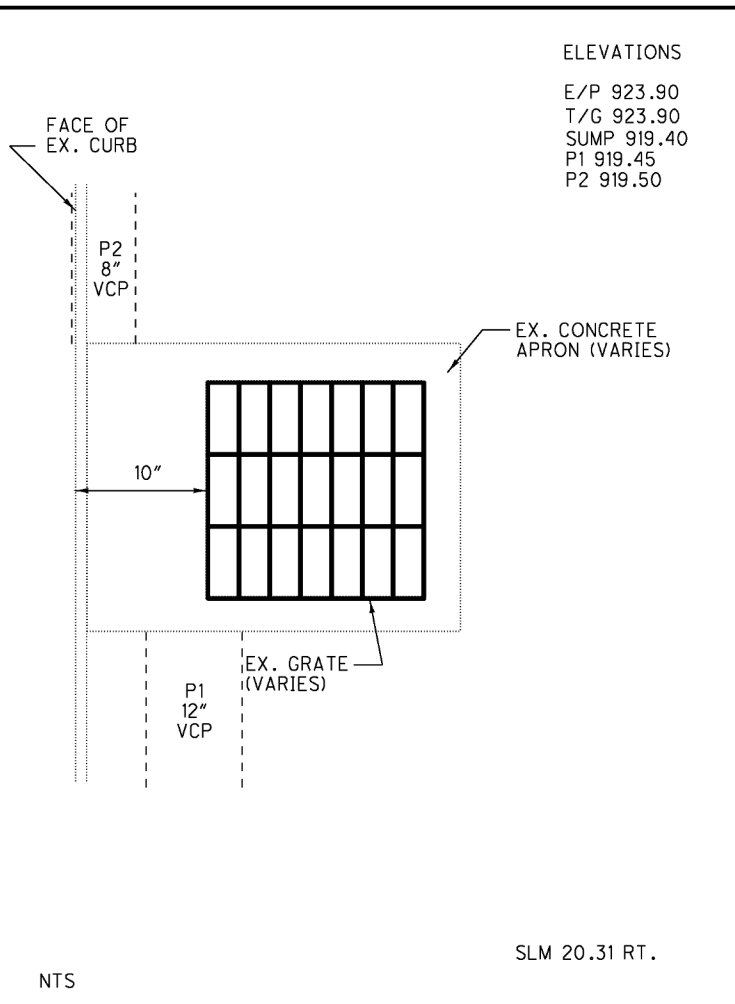
MED-42-18.64

CALCULATED	MER	CHECKED	BAD
------------	-----	---------	-----

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



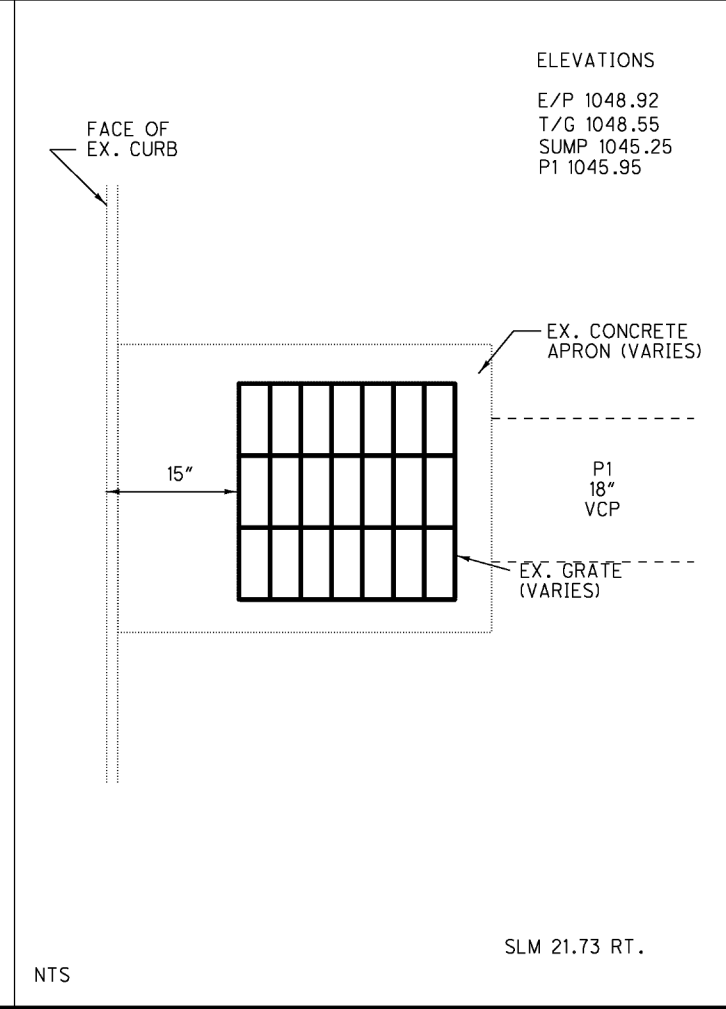
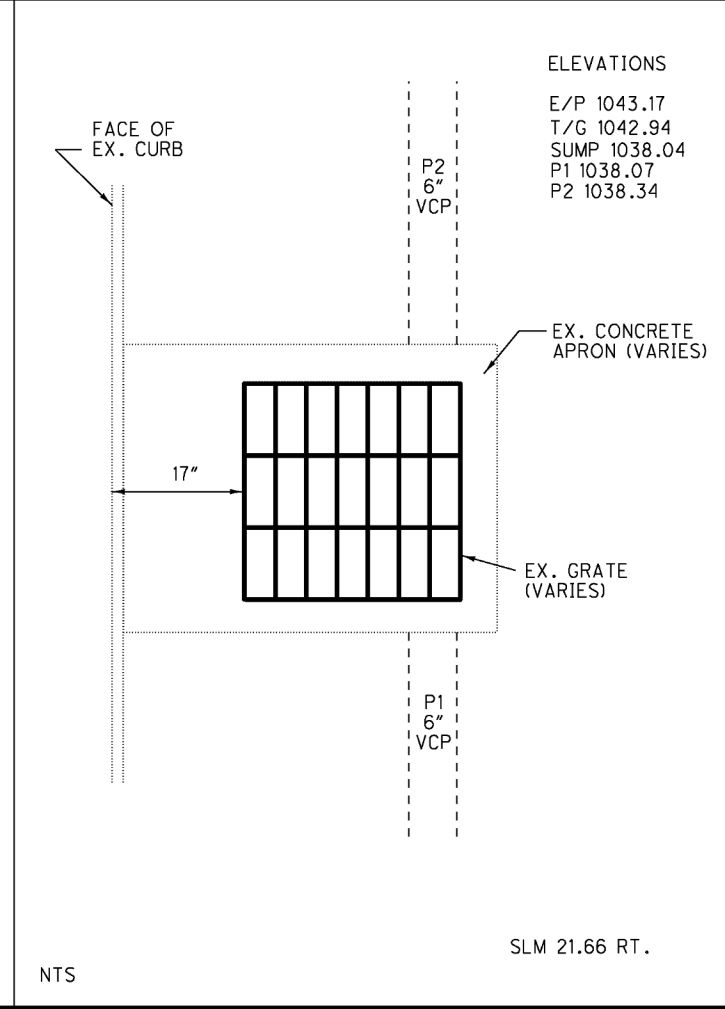
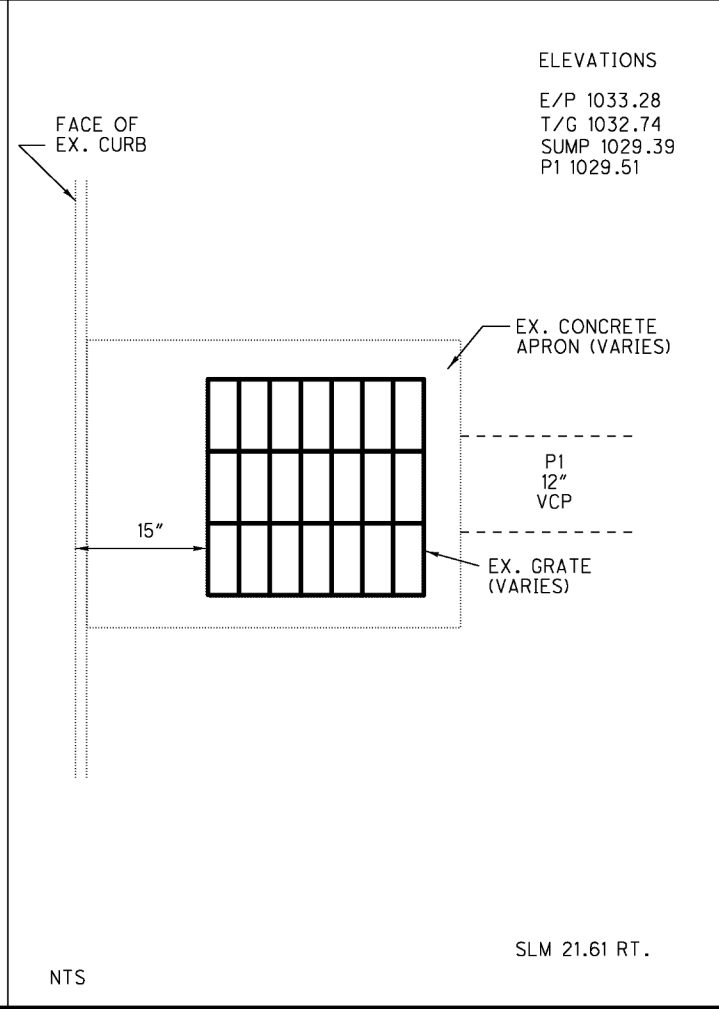
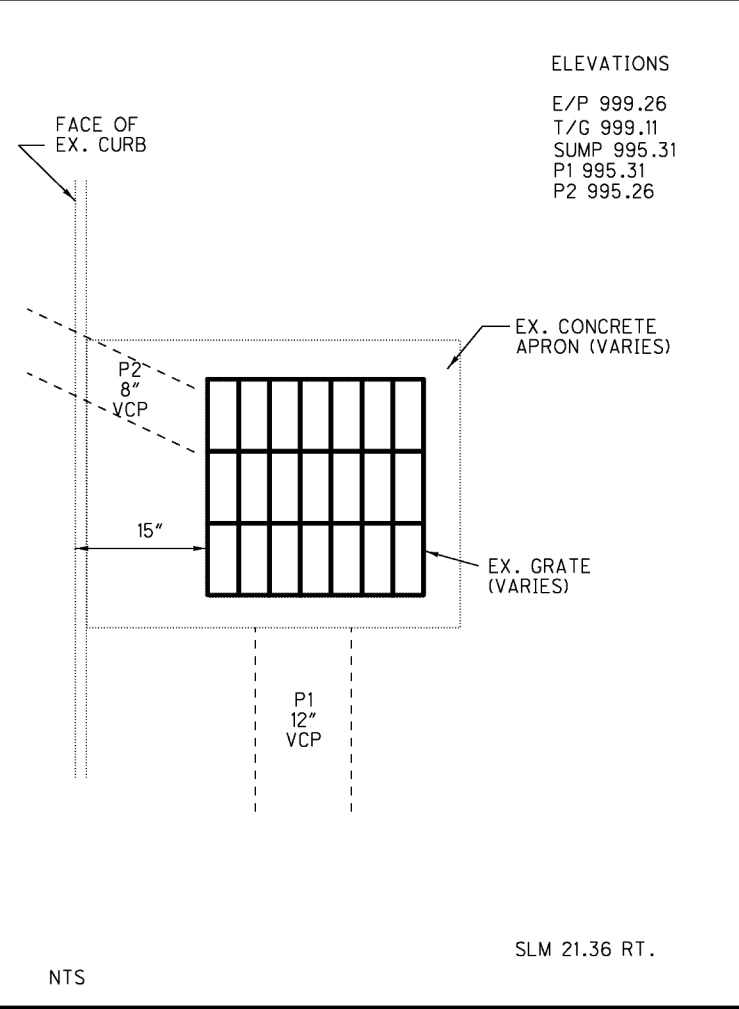
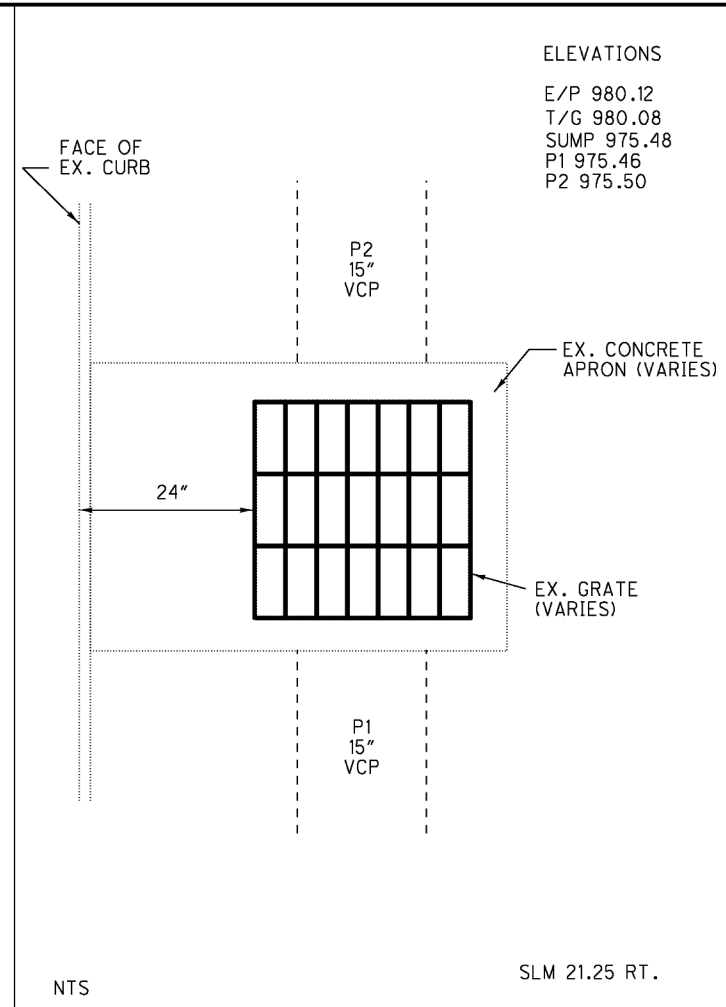
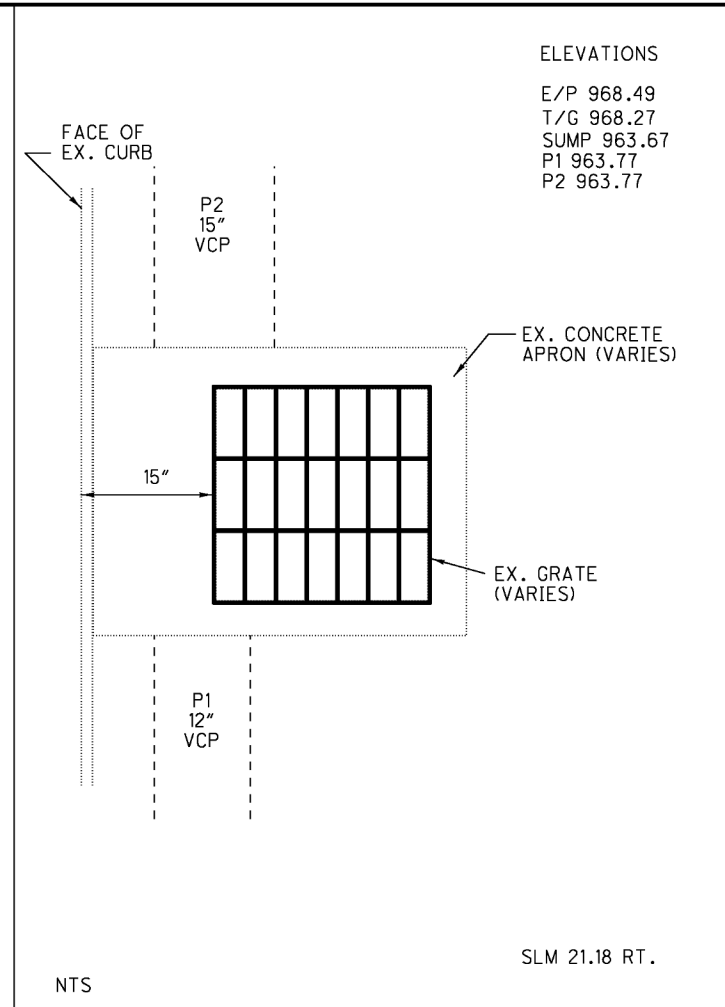
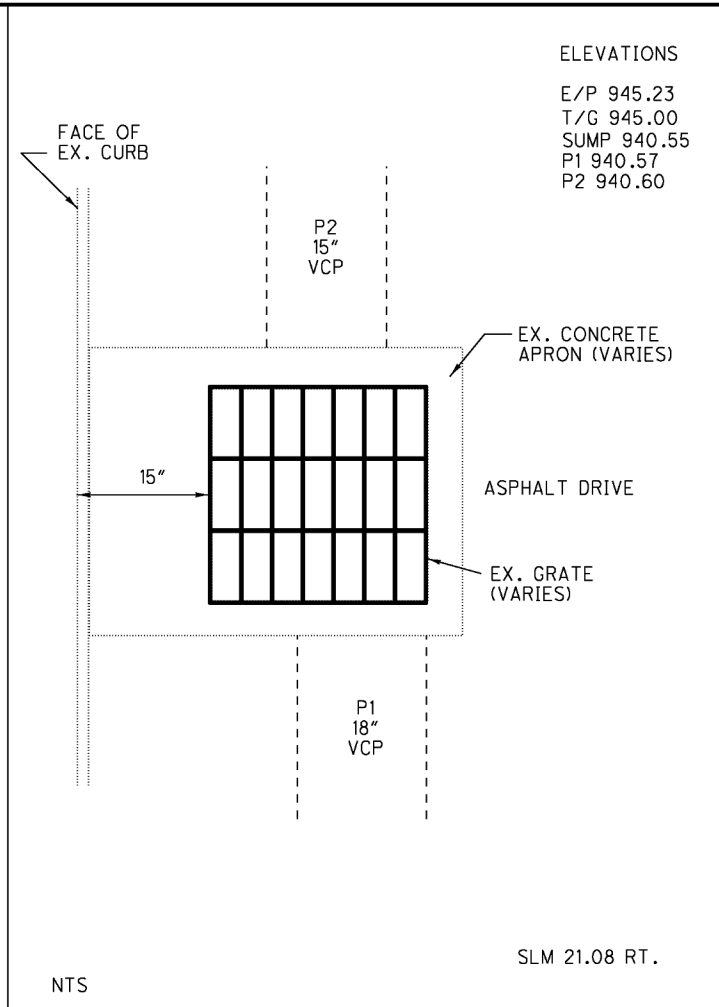
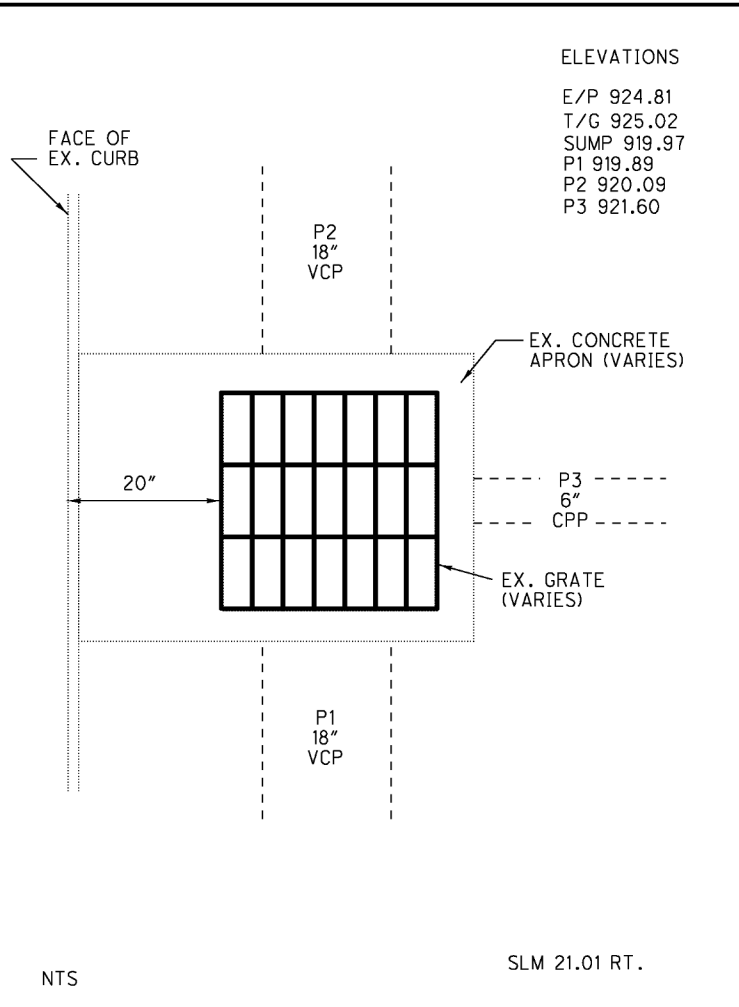
CALCULATED MER CHECKED BAD

EXISTING CATCH BASIN DETAILS

MED-42-18.64

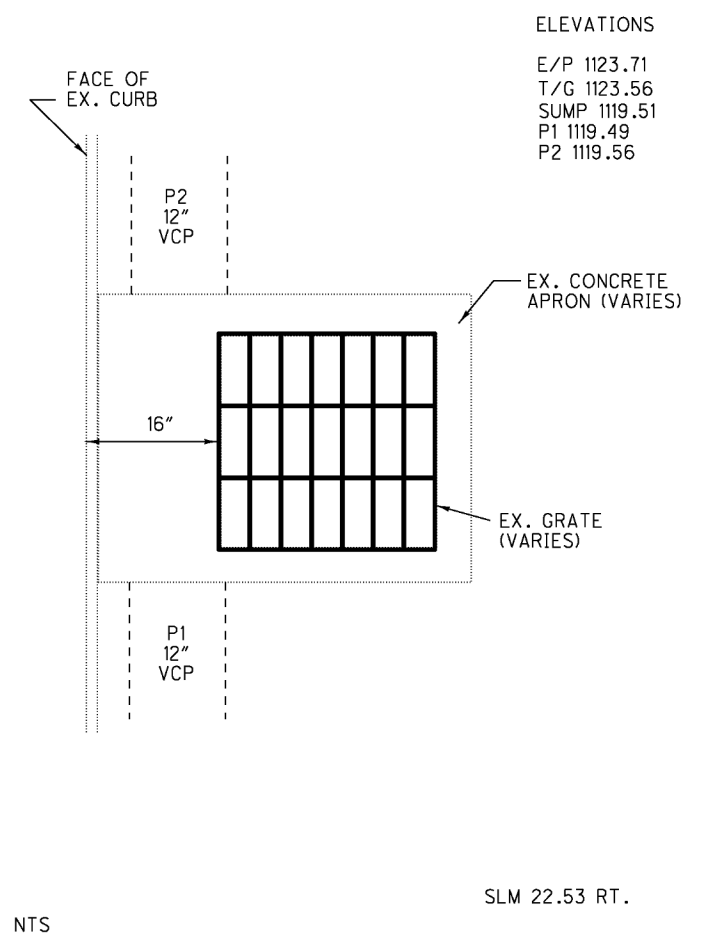
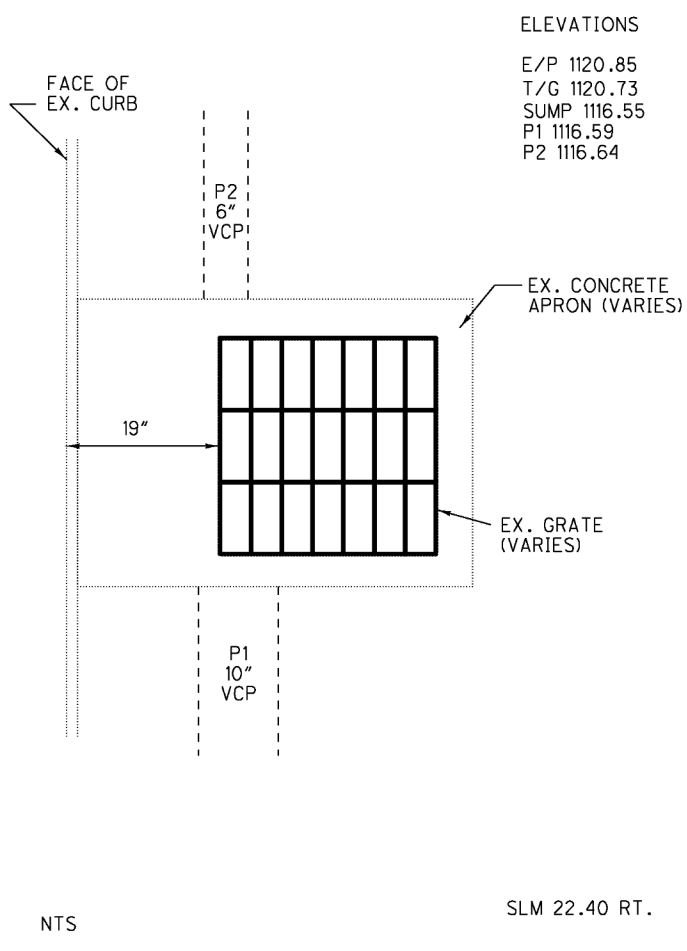
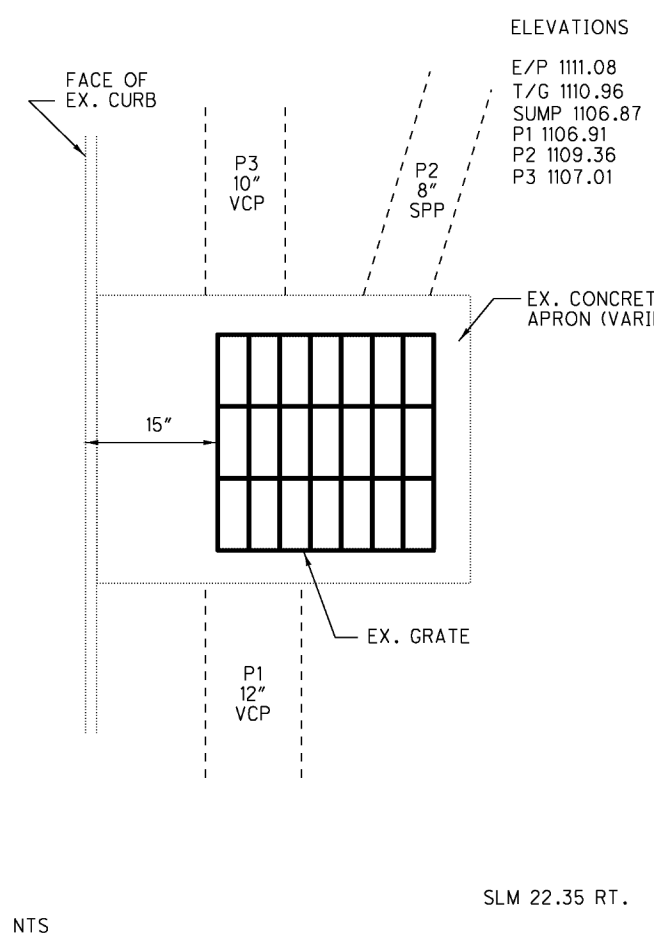
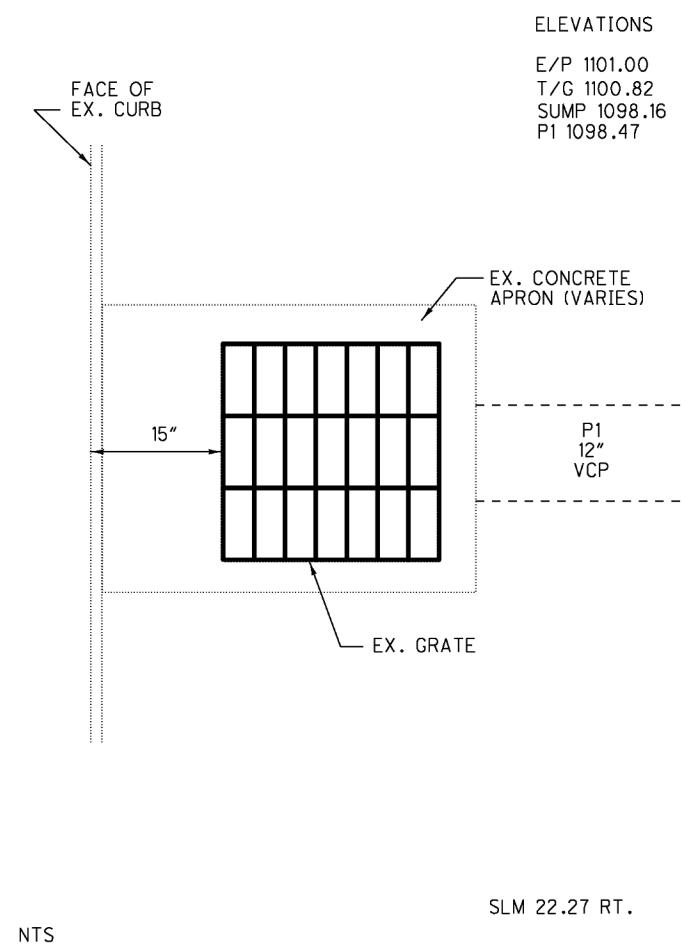
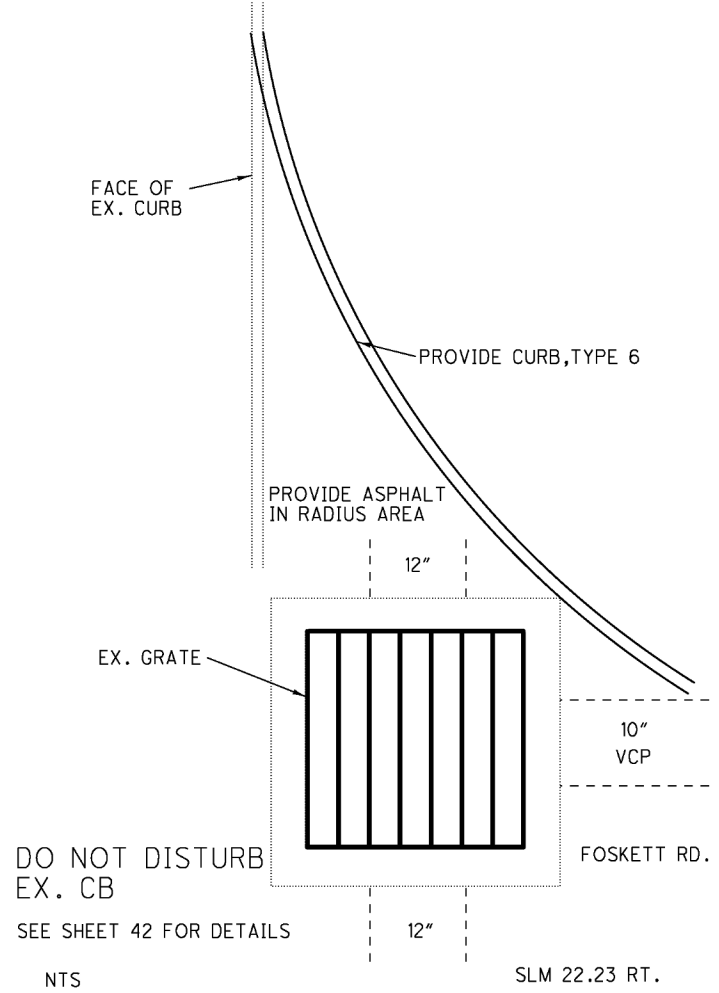
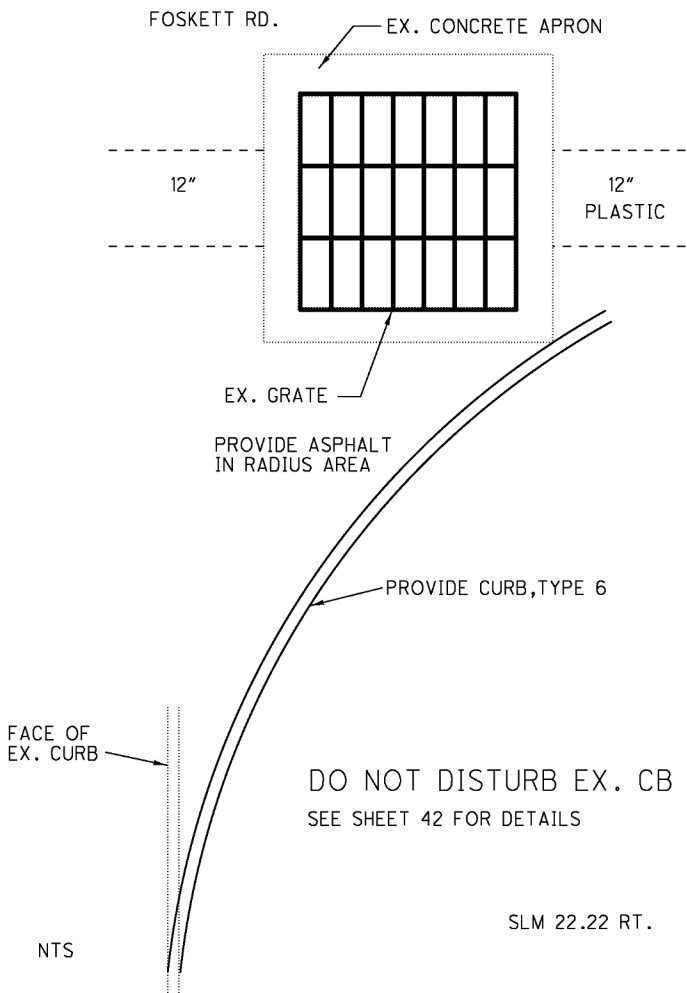
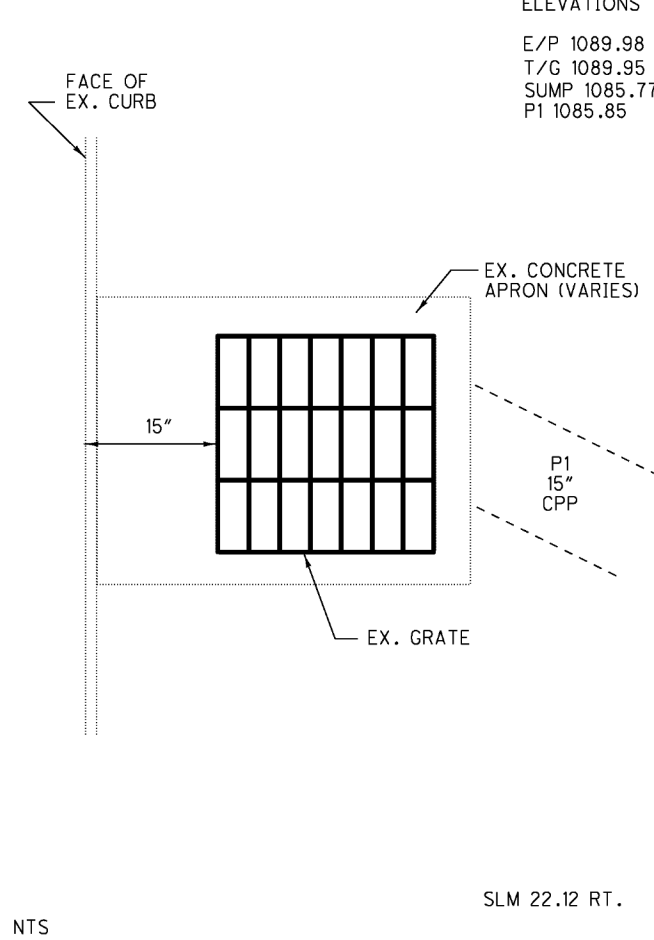
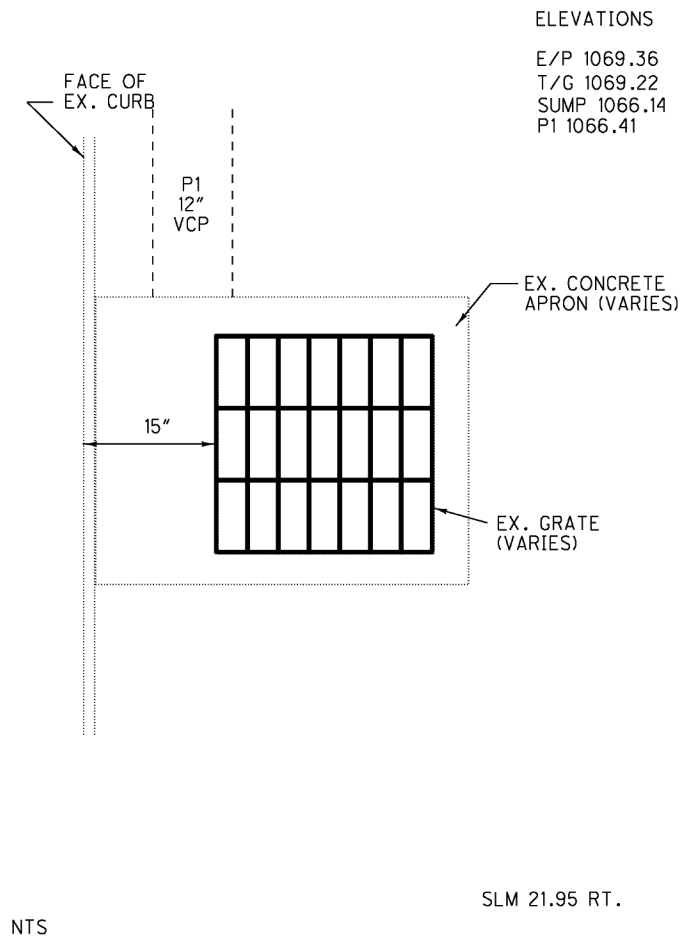
33
59

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



CALCULATED	MER	CHECKED	BAD
EXISTING CATCH BASIN DETAILS			
MED-42-18.64			
34 59			

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



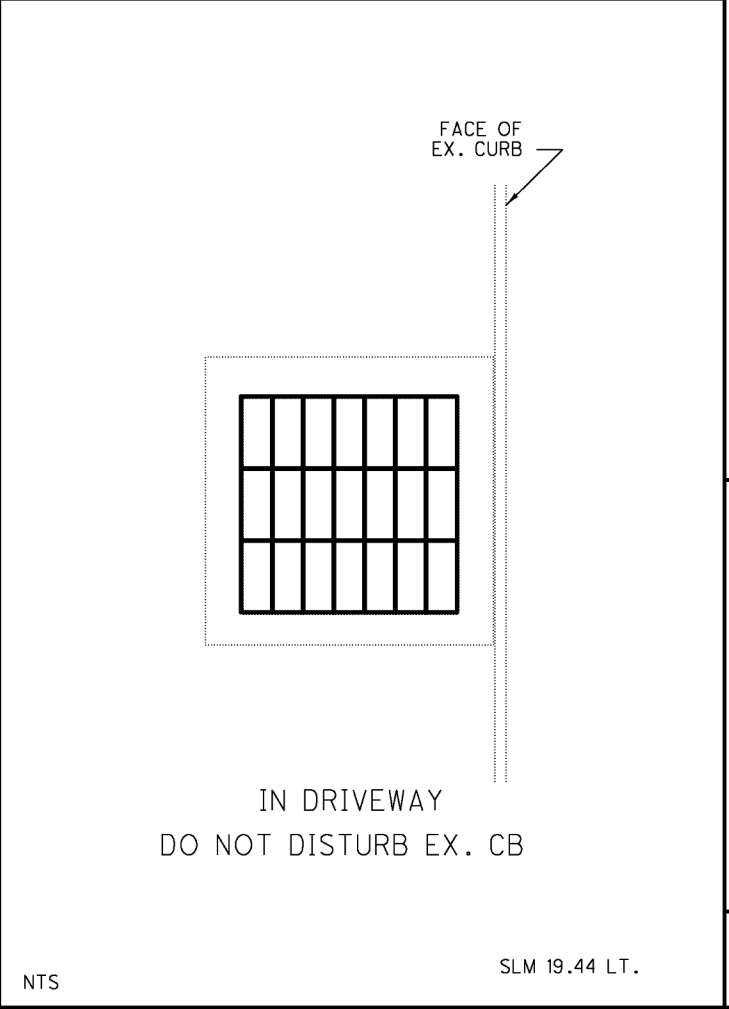
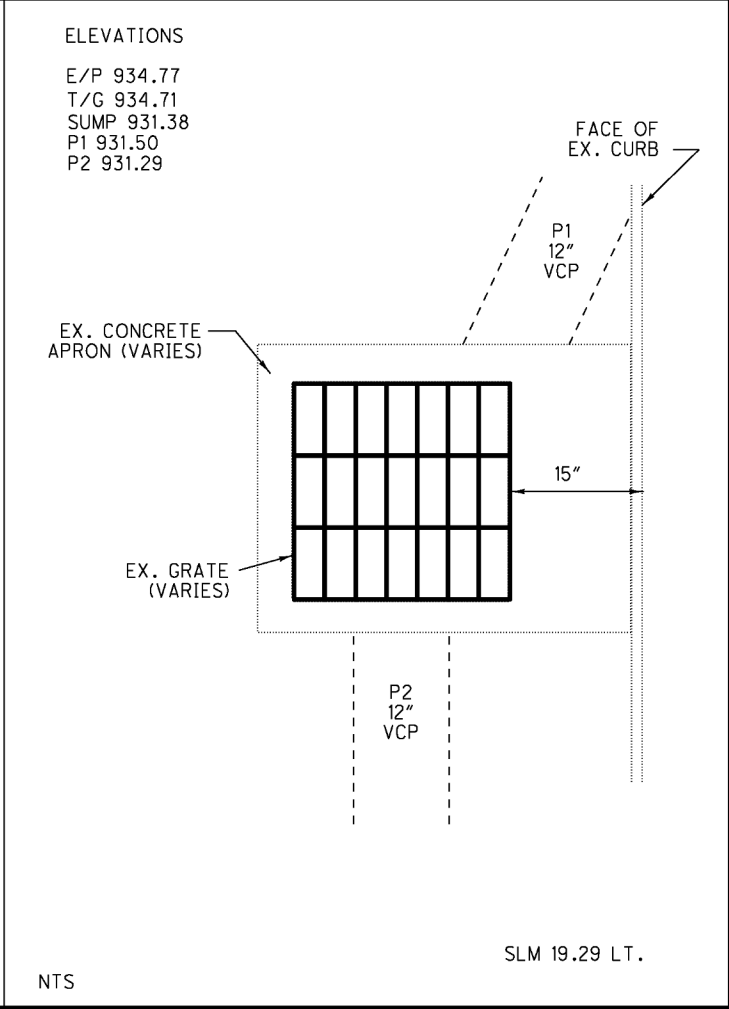
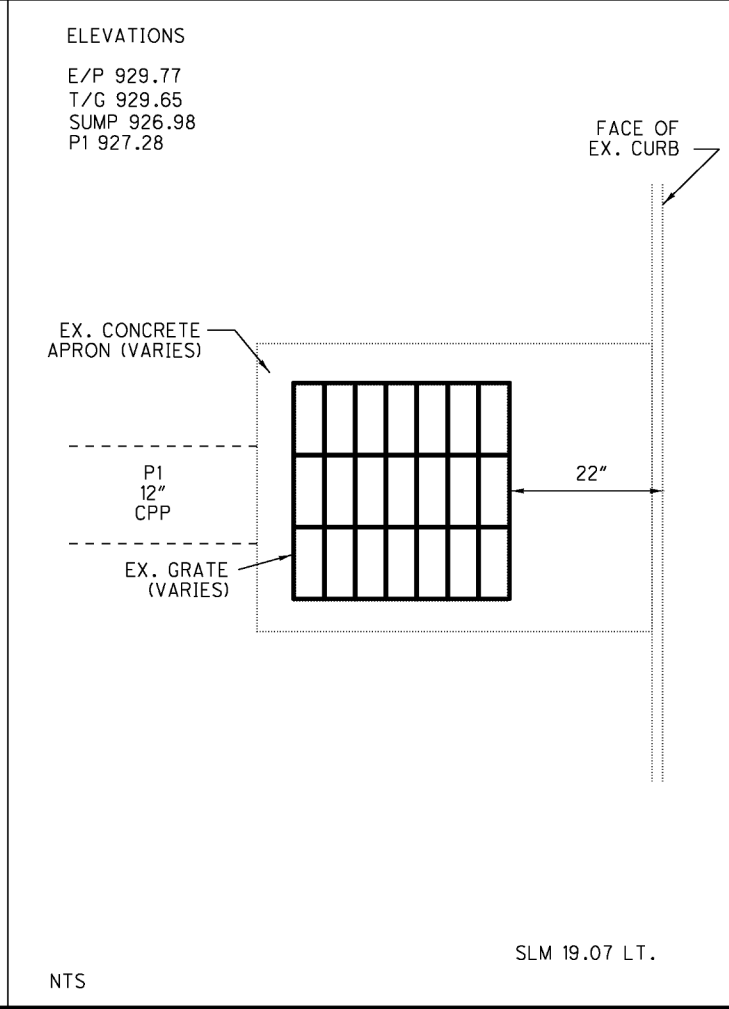
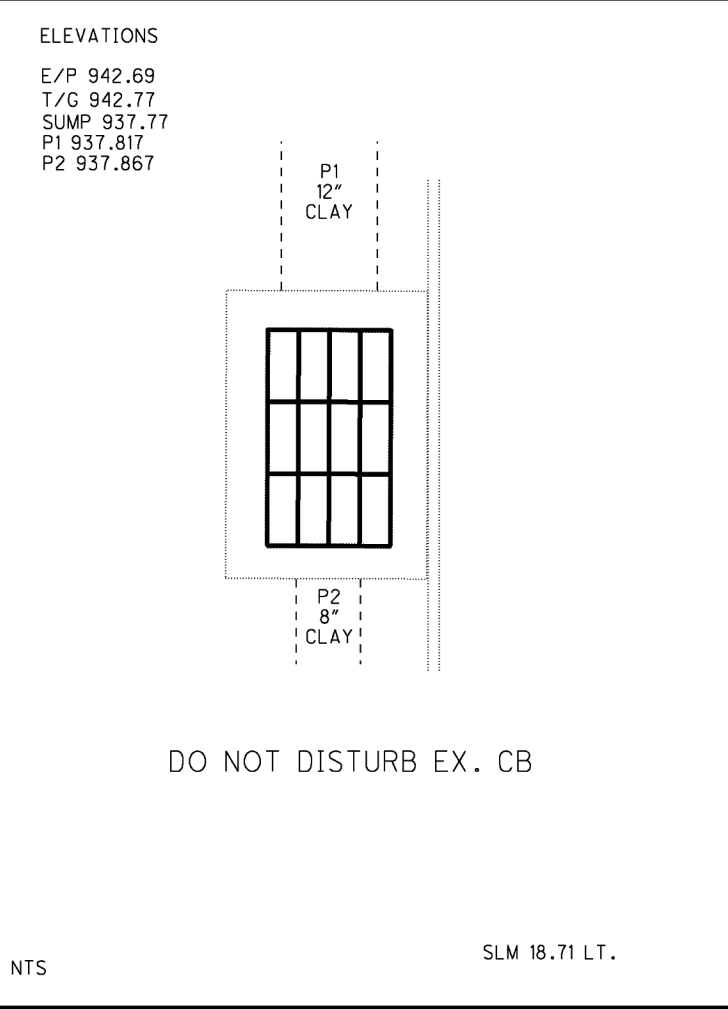
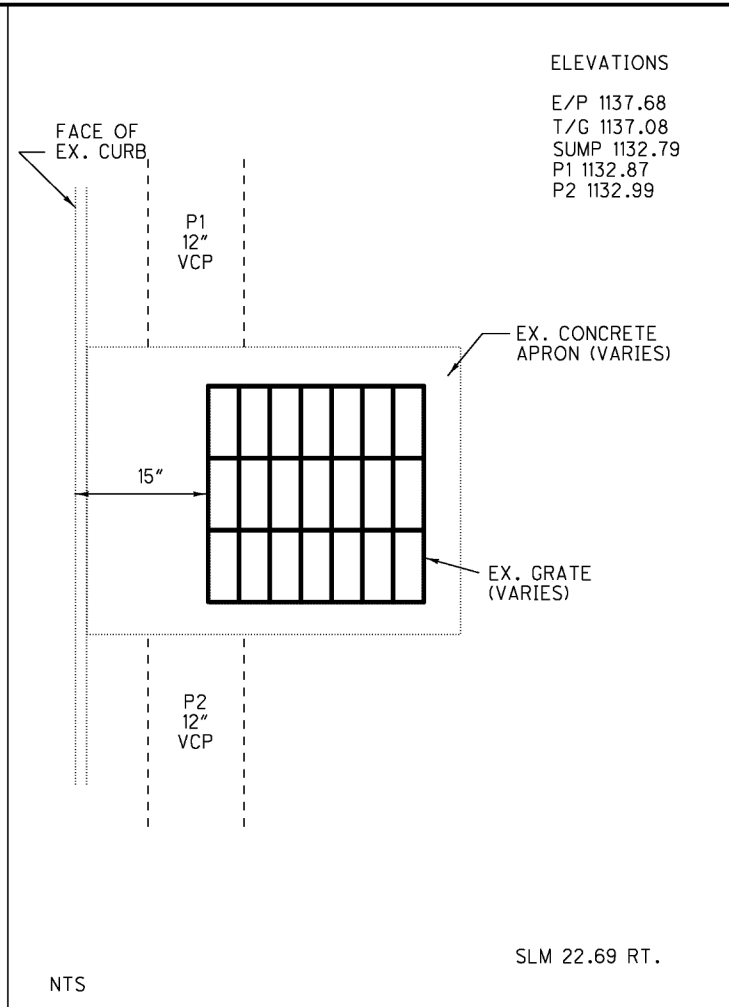
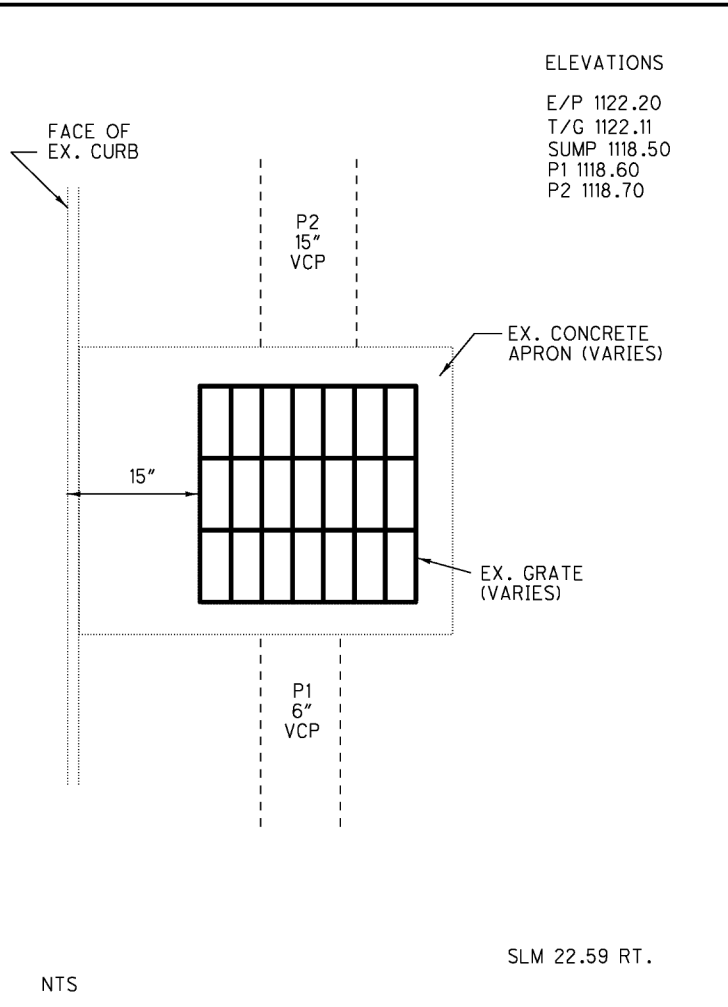
CALCULATED MER CHECKED BAD

EXISTING CATCH BASIN DETAILS

MED-42-18.64

35
59

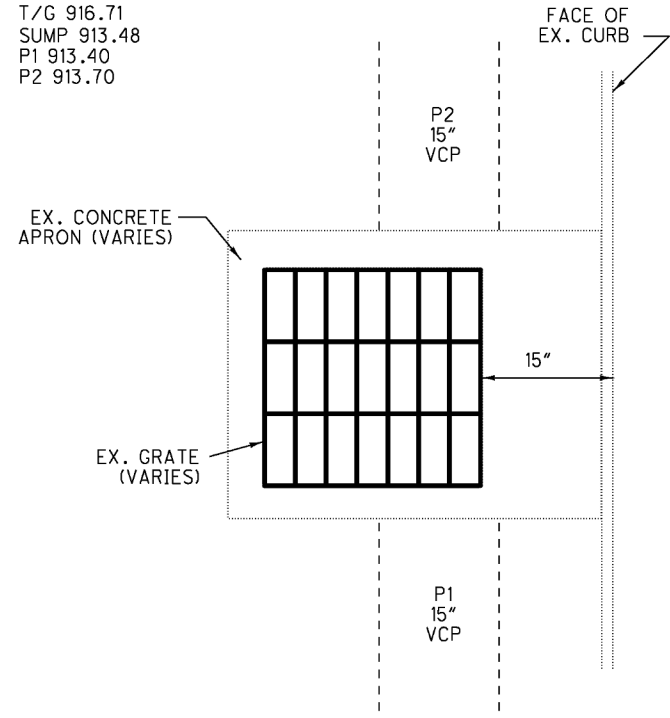
DESIGN FILE: i:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

ELEVATIONS

E/P 916.79
 T/G 916.71
 SUMP 913.48
 P1 913.40
 P2 913.70

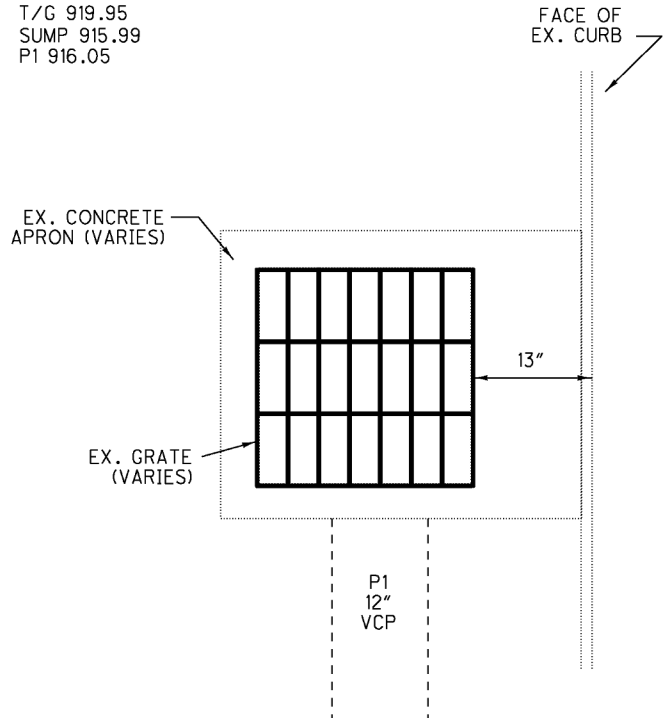


SLM 19.55 LT.

NTS

ELEVATIONS

E/P 920.17
 T/G 919.95
 SUMP 915.99
 P1 916.05

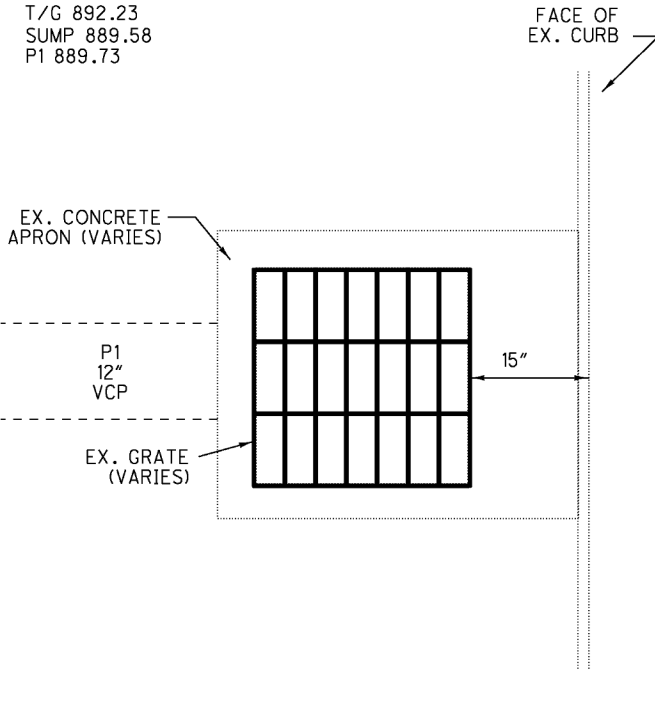


*EX. CB DEPTH = 48"
 SLM 19.63 LT.

NTS

ELEVATIONS

E/P 892.34
 T/G 892.23
 SUMP 889.58
 P1 889.73

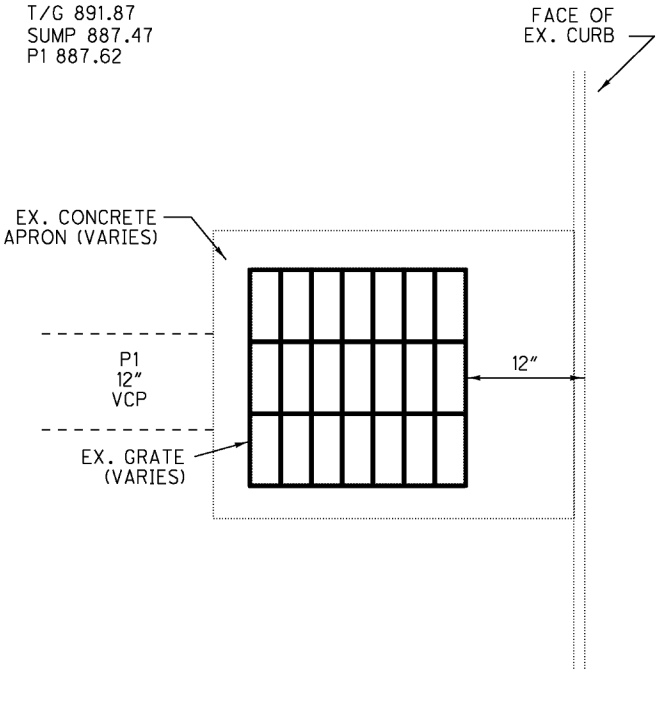


SLM 20.02 LT.

NTS

ELEVATIONS

E/P 892.27
 T/G 891.87
 SUMP 887.47
 P1 887.62

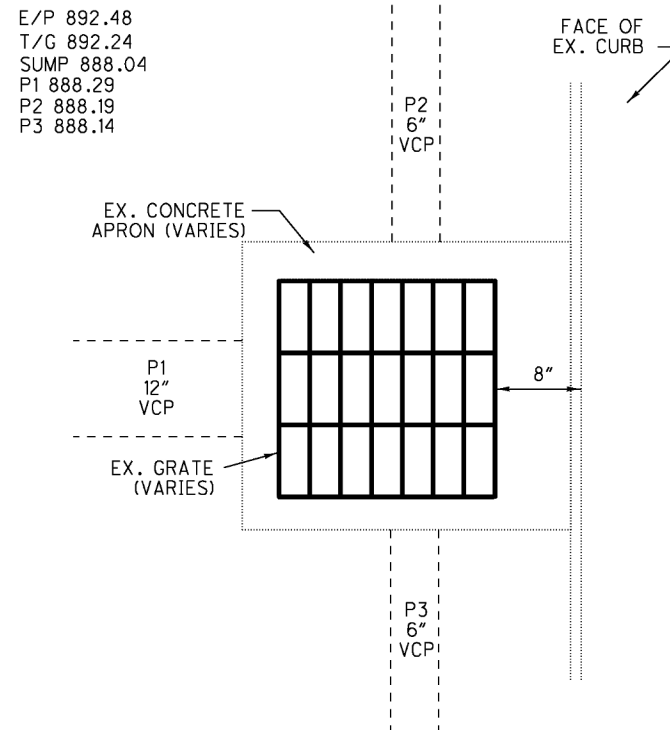


SLM 20.06 LT.

NTS

ELEVATIONS

E/P 892.48
 T/G 892.24
 SUMP 888.04
 P1 888.29
 P2 888.19
 P3 888.14

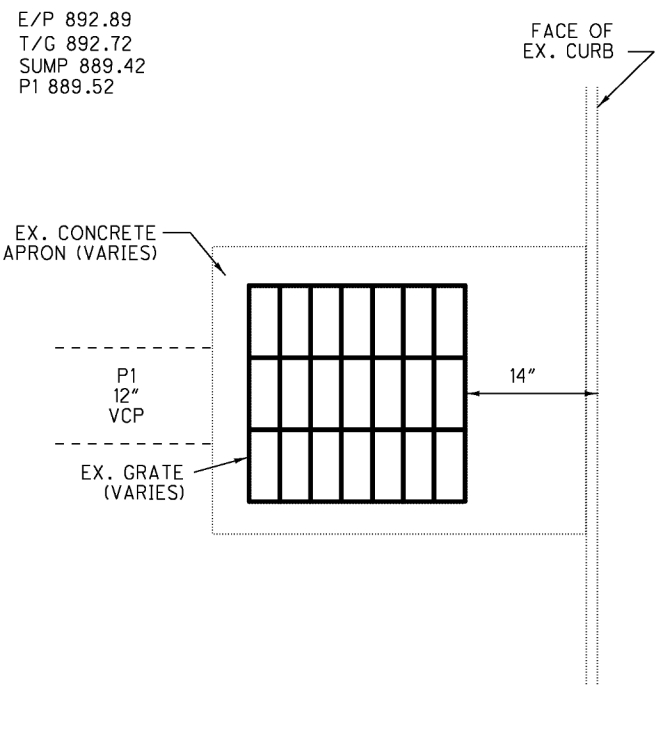


SLM 20.08 LT.

NTS

ELEVATIONS

E/P 892.89
 T/G 892.72
 SUMP 889.42
 P1 889.52

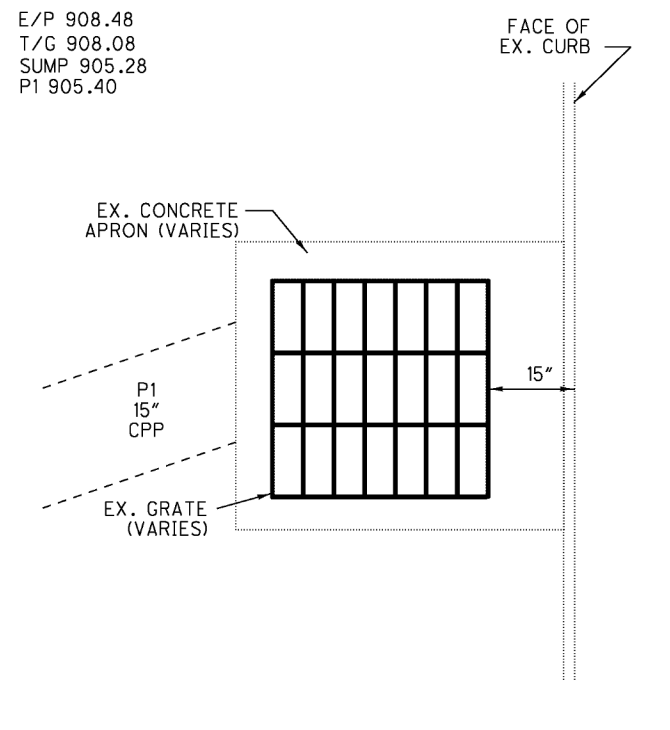


SLM 20.11 LT.

NTS

ELEVATIONS

E/P 908.48
 T/G 908.08
 SUMP 905.28
 P1 905.40

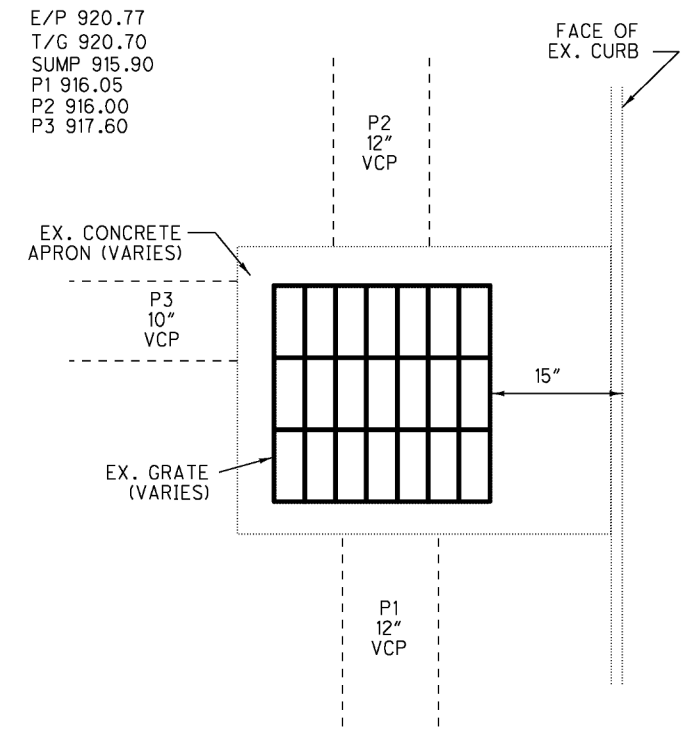


SLM 20.21 LT.

NTS

ELEVATIONS

E/P 920.77
 T/G 920.70
 SUMP 915.90
 P1 916.05
 P2 916.00
 P3 917.60



SLM 20.28 LT.

NTS

CALCULATED
 MER
 CHECKED
 BAD

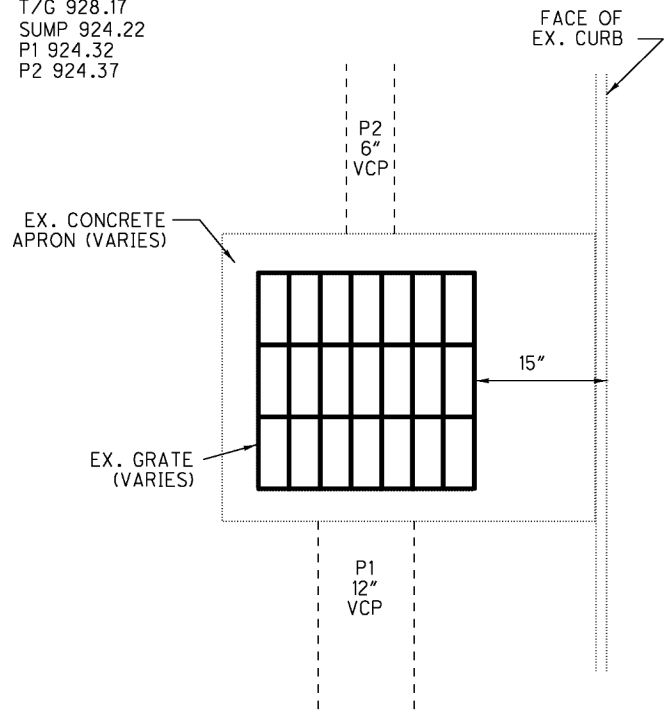
EXISTING CATCH BASIN DETAILS

MED-42-18.64

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

ELEVATIONS

E/P 928.23
 T/G 928.17
 SUMP 924.22
 P1 924.32
 P2 924.37

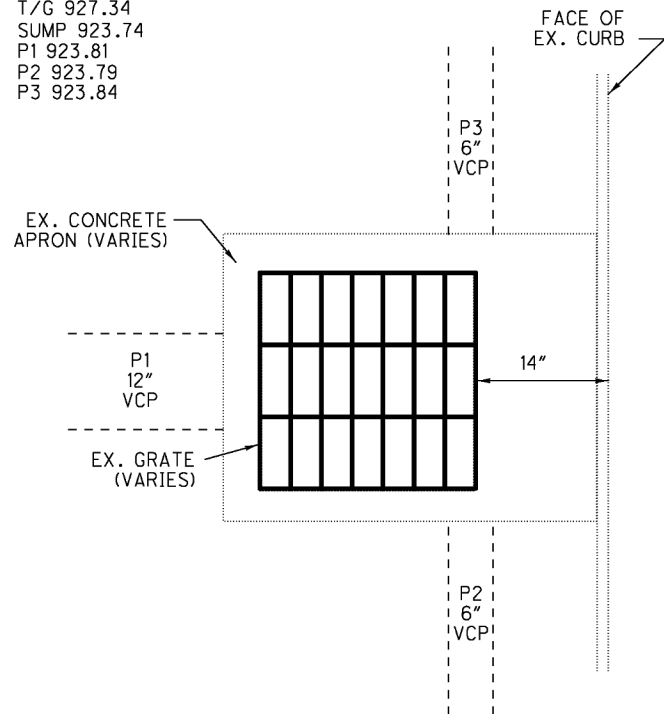


SLM 20.38 LT.

NTS

ELEVATIONS

E/P 927.35
 T/G 927.34
 SUMP 923.74
 P1 923.81
 P2 923.79
 P3 923.84

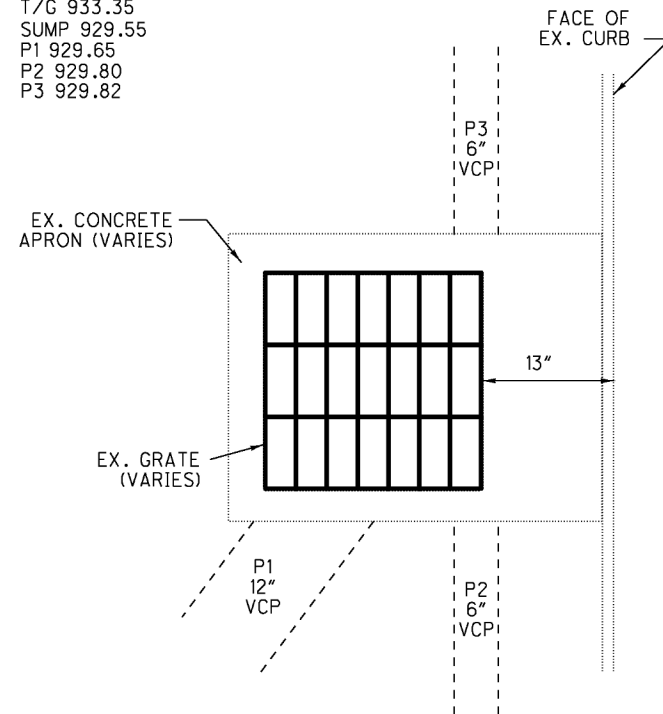


SLM 20.58 LT.

NTS

ELEVATIONS

E/P 933.57
 T/G 933.35
 SUMP 929.55
 P1 929.65
 P2 929.80
 P3 929.82

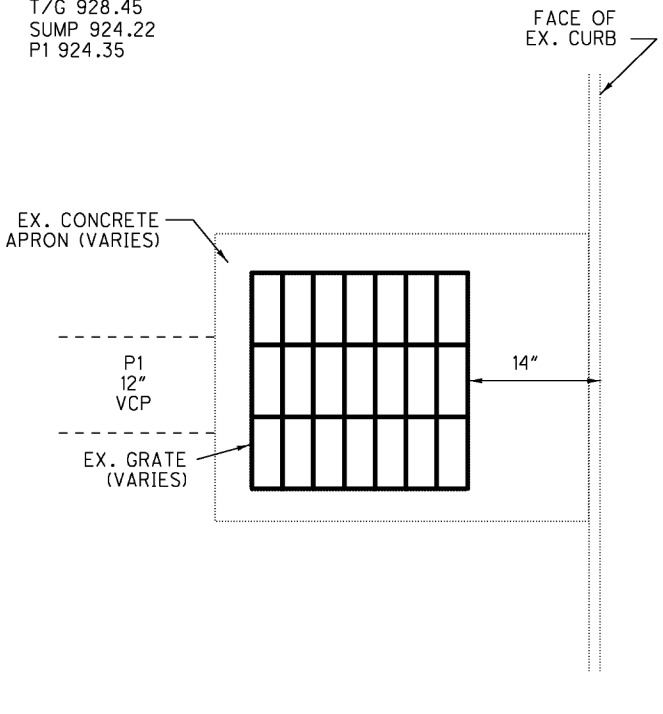


SLM 20.74 LT.

NTS

ELEVATIONS

E/P 928.56
 T/G 928.45
 SUMP 924.22
 P1 924.35

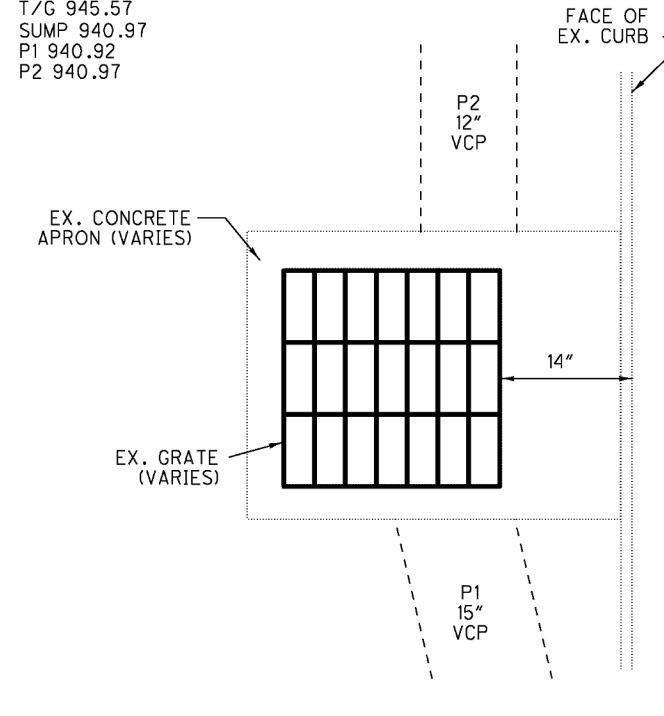


SLM 20.84 LT.

NTS

ELEVATIONS

E/P 945.69
 T/G 945.57
 SUMP 940.97
 P1 940.92
 P2 940.97

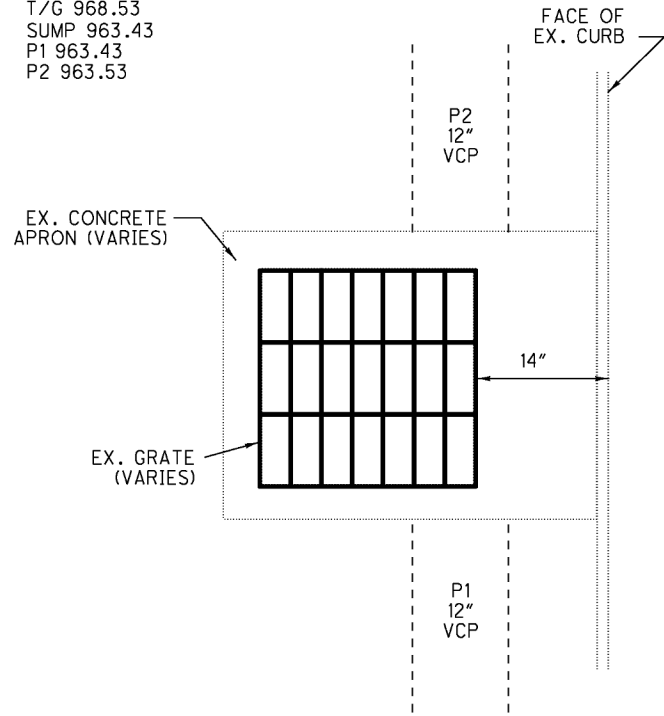


SLM 21.08 LT.

NTS

ELEVATIONS

E/P 968.22
 T/G 968.53
 SUMP 963.43
 P1 963.43
 P2 963.53

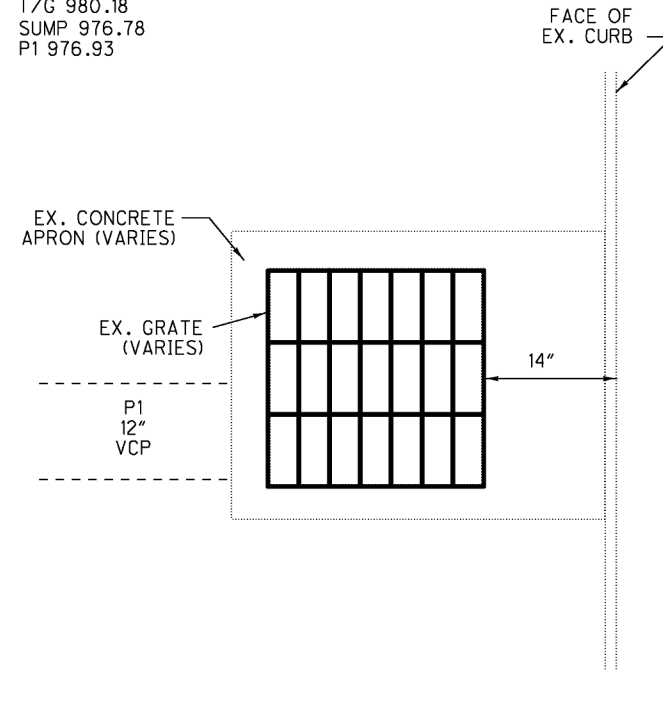


SLM 21.18 LT.

NTS

ELEVATIONS

E/P 980.39
 T/G 980.18
 SUMP 976.78
 P1 976.93

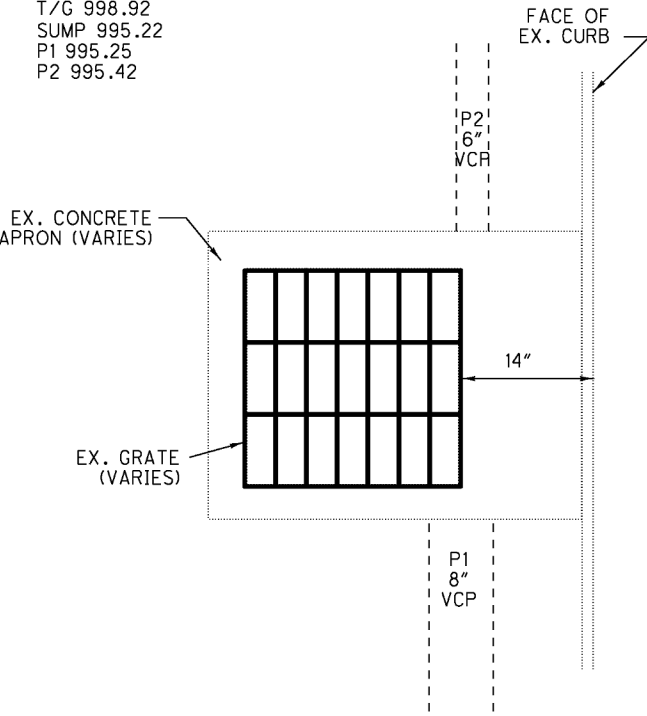


SLM 21.24 LT.

NTS

ELEVATIONS

E/P 999.10
 T/G 998.92
 SUMP 995.22
 P1 995.25
 P2 995.42



SLM 21.36 LT.

NTS

CALCULATED
 MER
 CHECKED
 BAD

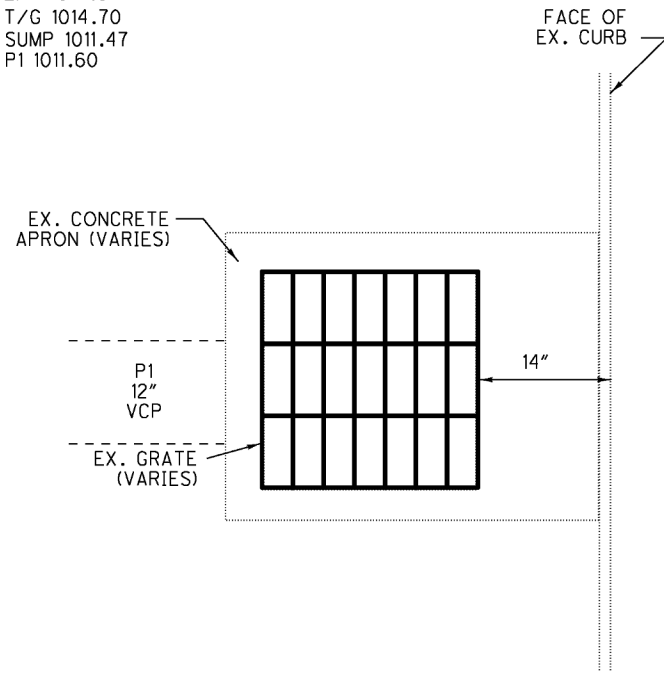
EXISTING CATCH BASIN DETAILS

MED-42-18.64

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

ELEVATIONS

E/P 1014.84
 T/G 1014.70
 SUMP 1011.47
 P1 1011.60

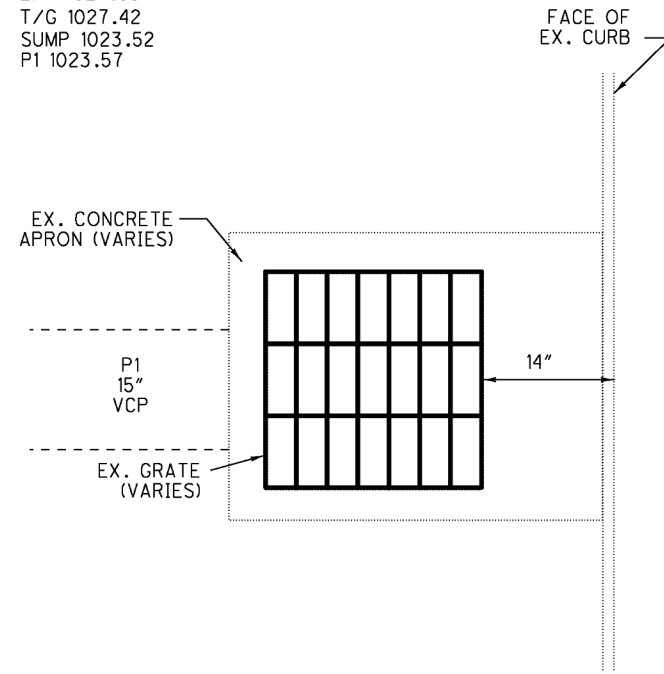


SLM 21.45 LT.

NTS

ELEVATIONS

E/P 1027.69
 T/G 1027.42
 SUMP 1023.52
 P1 1023.57

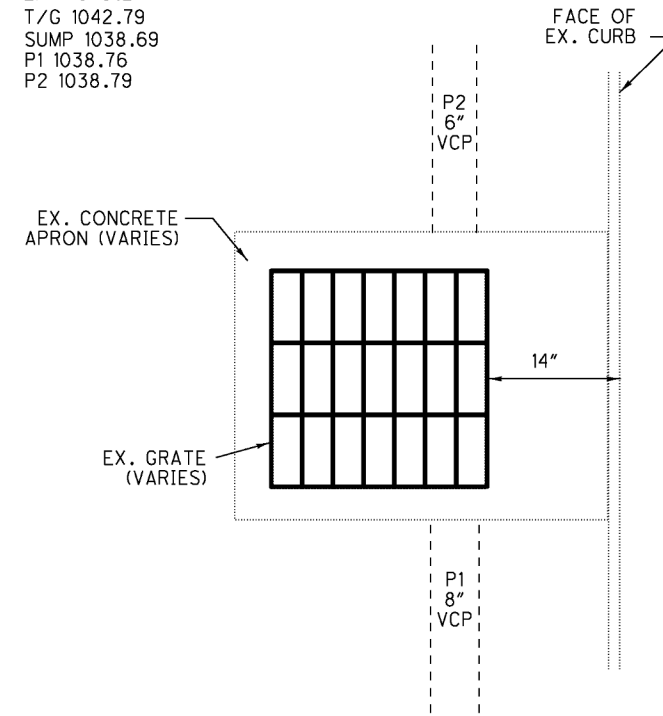


SLM 21.56 LT.

NTS

ELEVATIONS

E/P 1043.24
 T/G 1042.79
 SUMP 1038.69
 P1 1038.76
 P2 1038.79

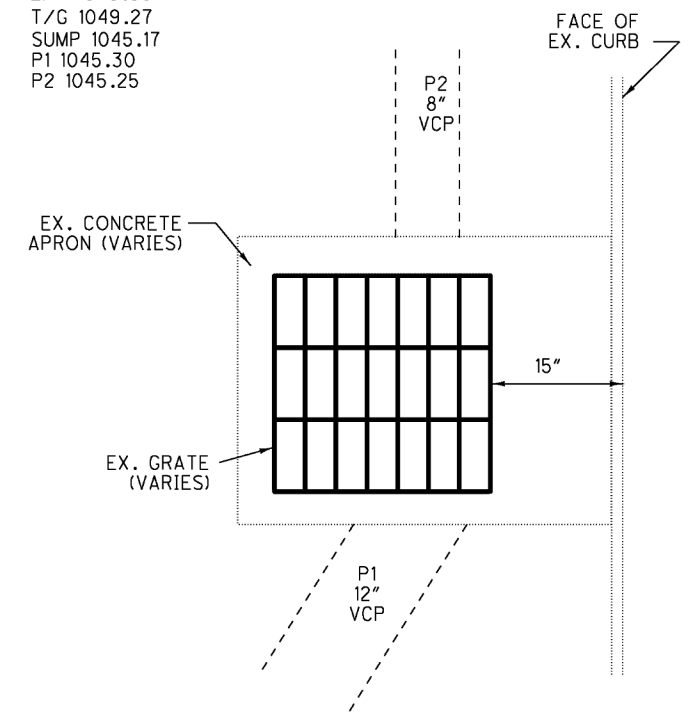


SLM 21.66 LT.

NTS

ELEVATIONS

E/P 1049.38
 T/G 1049.27
 SUMP 1045.17
 P1 1045.30
 P2 1045.25

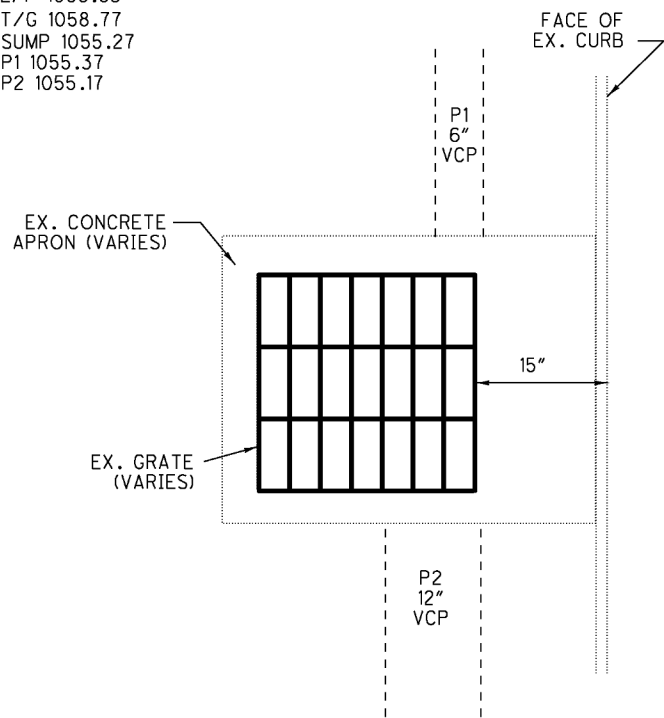


SLM 21.74 LT.

NTS

ELEVATIONS

E/P 1058.83
 T/G 1058.77
 SUMP 1055.27
 P1 1055.37
 P2 1055.17

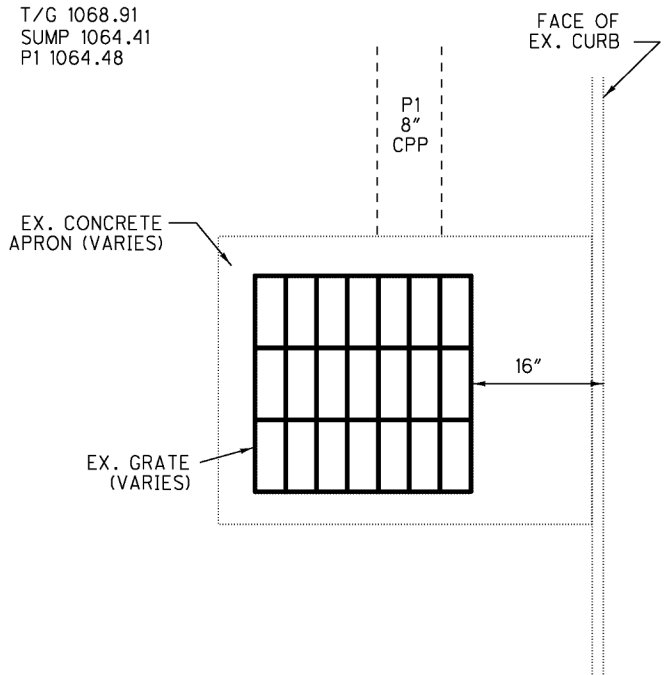


SLM 21.84 LT.

NTS

ELEVATIONS

E/P 1069.13
 T/G 1068.91
 SUMP 1064.41
 P1 1064.48

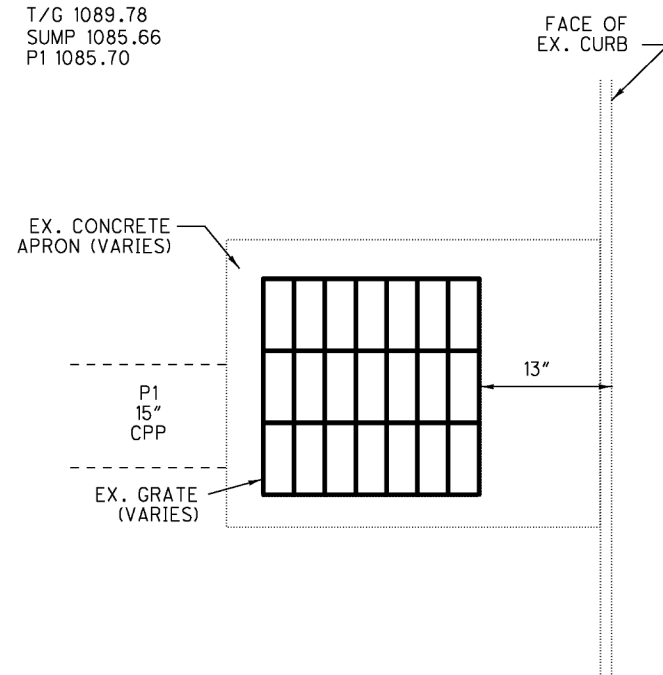


SLM 21.94 LT.

NTS

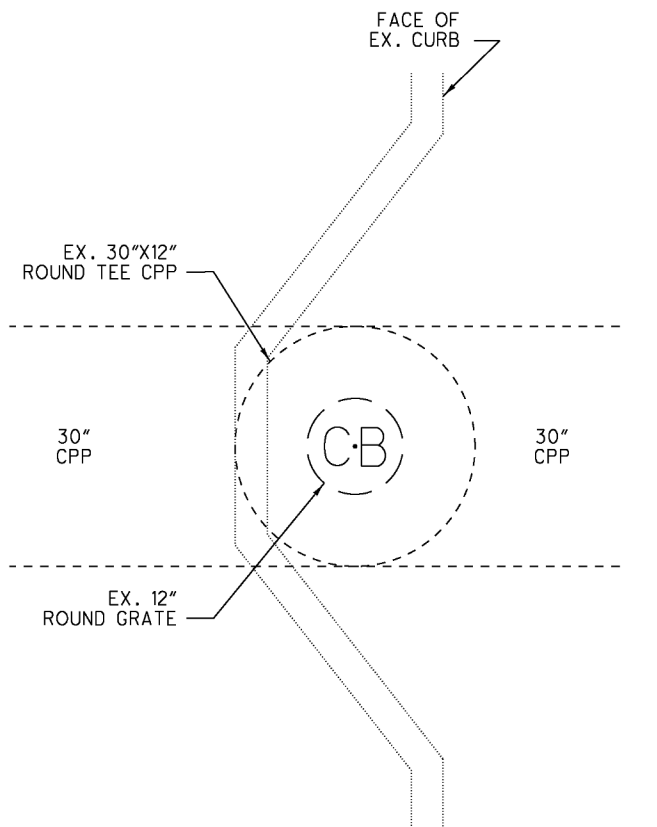
ELEVATIONS

E/P 1089.88
 T/G 1089.78
 SUMP 1085.66
 P1 1085.70



SLM 22.12 LT.

NTS



SLM 22.26 LT.

NTS

EXISTING CATCH BASIN DETAILS

MED-42-18.64

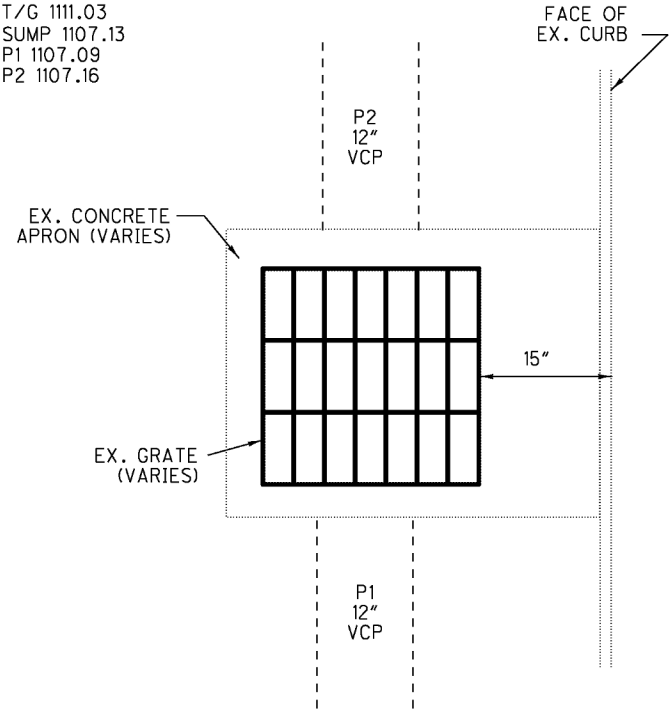
CALCULATED	MER
CHECKED	BAD

39
59

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

ELEVATIONS

E/P 1111.13
 T/G 1111.03
 SUMP 1107.13
 P1 1107.09
 P2 1107.16

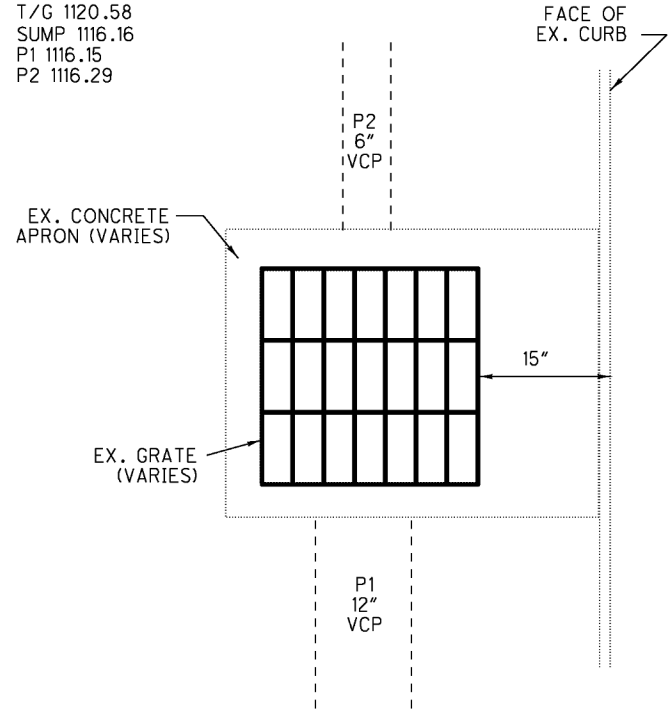


SLM 22.35 LT.

NTS

ELEVATIONS

E/P 1120.73
 T/G 1120.58
 SUMP 1116.16
 P1 1116.15
 P2 1116.29

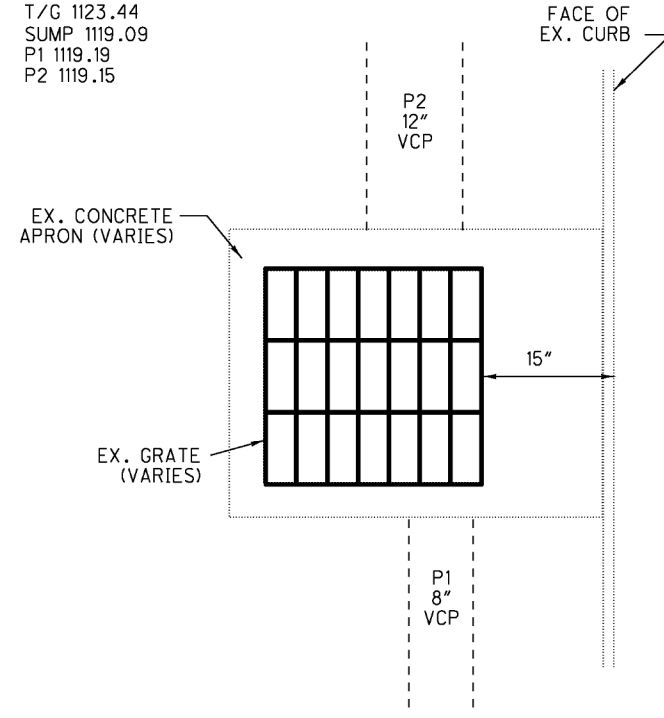


SLM 22.40 LT.

NTS

ELEVATIONS

E/P 1123.54
 T/G 1123.44
 SUMP 1119.09
 P1 1119.19
 P2 1119.15

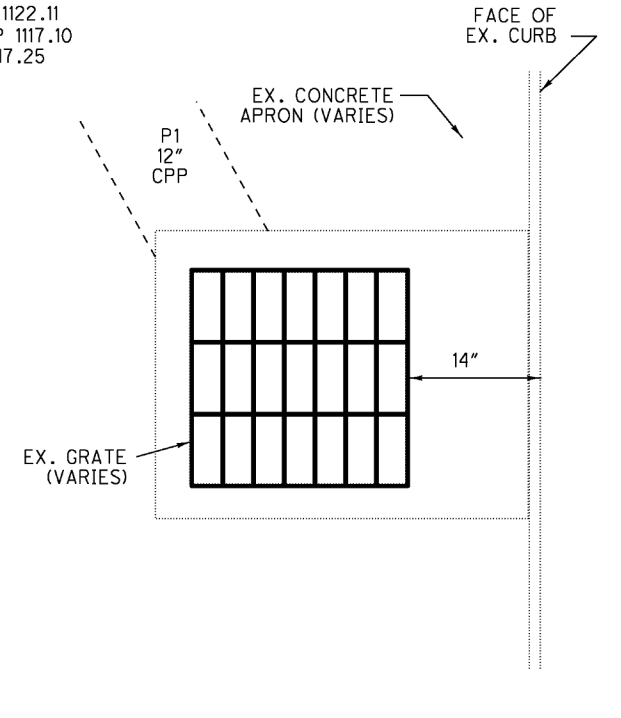


SLM 22.53 LT.

NTS

ELEVATIONS

E/P 1122.14
 T/G 1122.11
 SUMP 1117.10
 P1 1117.25

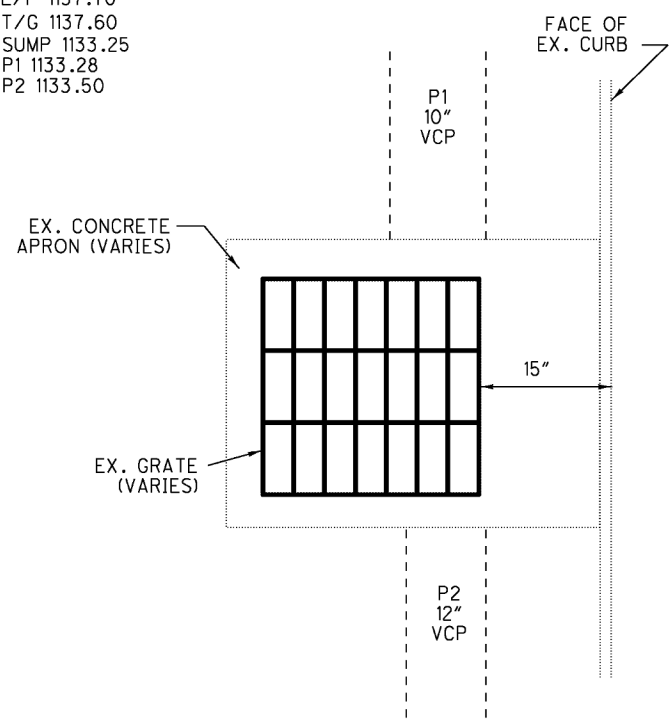


SLM 22.59 LT.

NTS

ELEVATIONS

E/P 1137.70
 T/G 1137.60
 SUMP 1133.25
 P1 1133.28
 P2 1133.50



SLM 22.69 LT.

NTS

CALCULATED
 MER
 CHECKED
 BAD

EXISTING CATCH BASIN DETAILS

MED-42-18.64



0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED
DJV
CHECKED
BAD

INTERSECTION DETAIL
U.S.R. 42 AND GRANDE BOULEVARD

MED-42-18.64

41
59

PROJECT GROUND COORDINATES - US SURVEY FEET

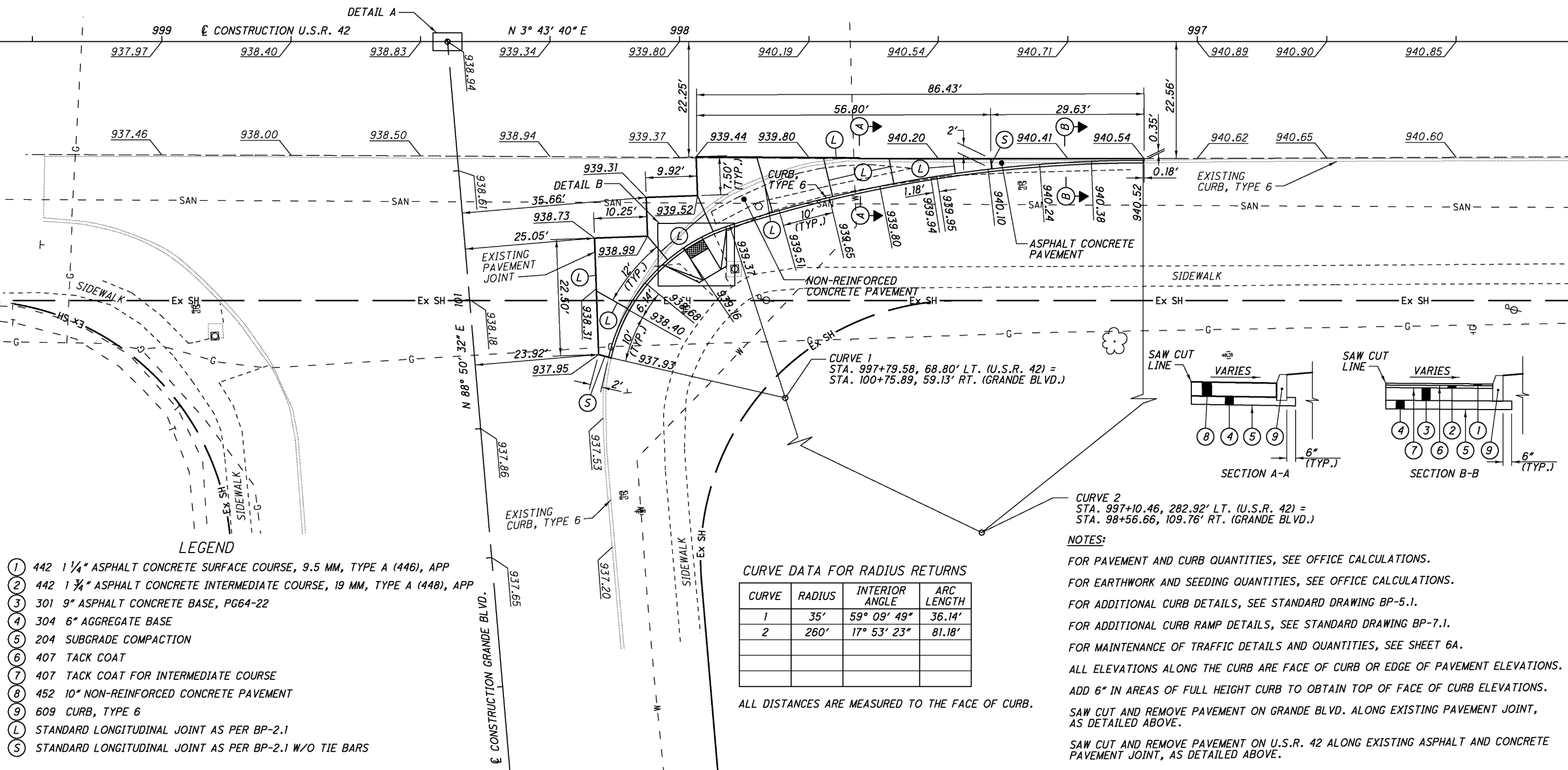
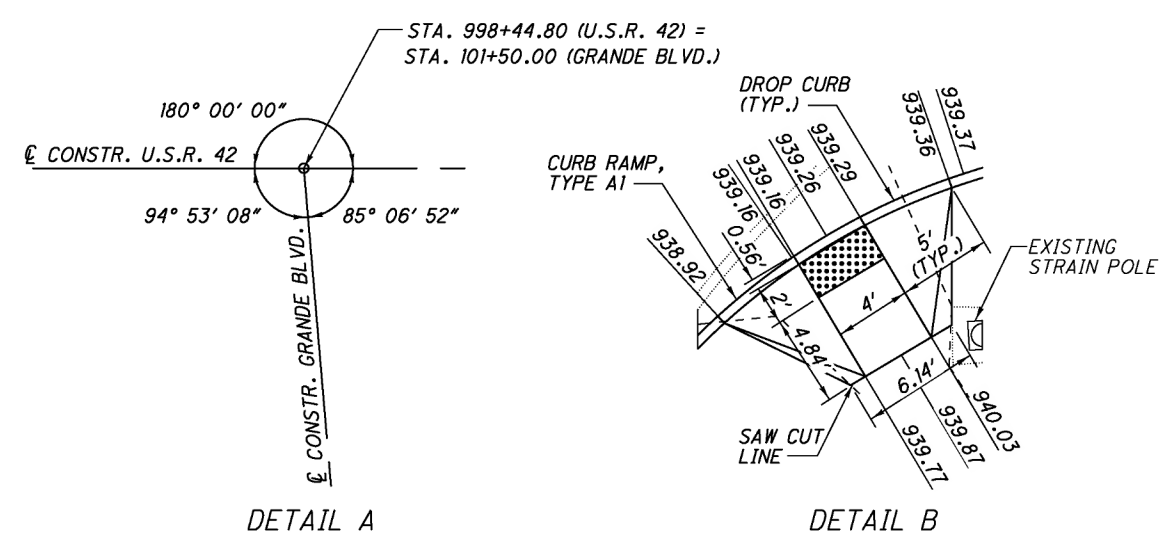
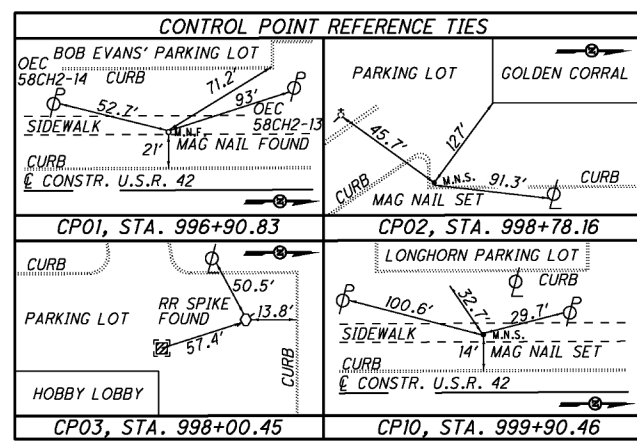
PRIMARY PROJECT CONTROL POINTS

PROJECT COORDINATES (FEET) ARE RELATIVE TO STATE PLANE GRID COORDINATES (METERS)
BY A PROJECT ADJUSTMENT FACTOR (PAF) MULTIPLIER OF 3.28116068

NAME	CENTERLINE CNST. SR 42		NO PLAN USED FOR ALIGNMENT		
	STATION	OFFSET(FT)	NORTH(FT)	EAST(FT)	ELEVATION(FT)
CP01	996+90.83	-43.2757	546259.1042	2144296.588	943.131
CP02	998+78.16	-394.4562	546468.8754	2143958.329	942.354
CP03	998+00.45	347.0629	546343.1184	2144693.227	930.999
CP10	999+90.46	-47.869	546558.3986	2144311.484	937.629

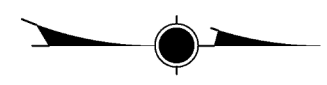
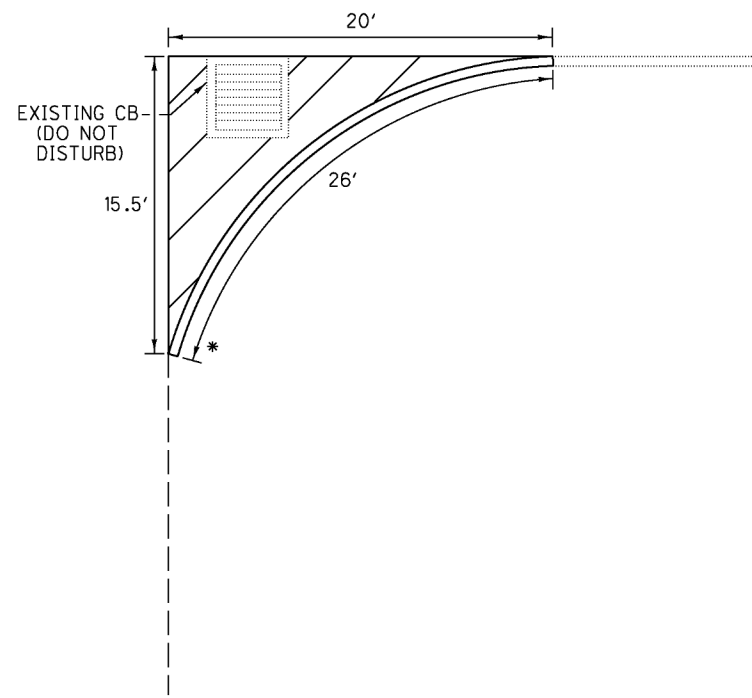
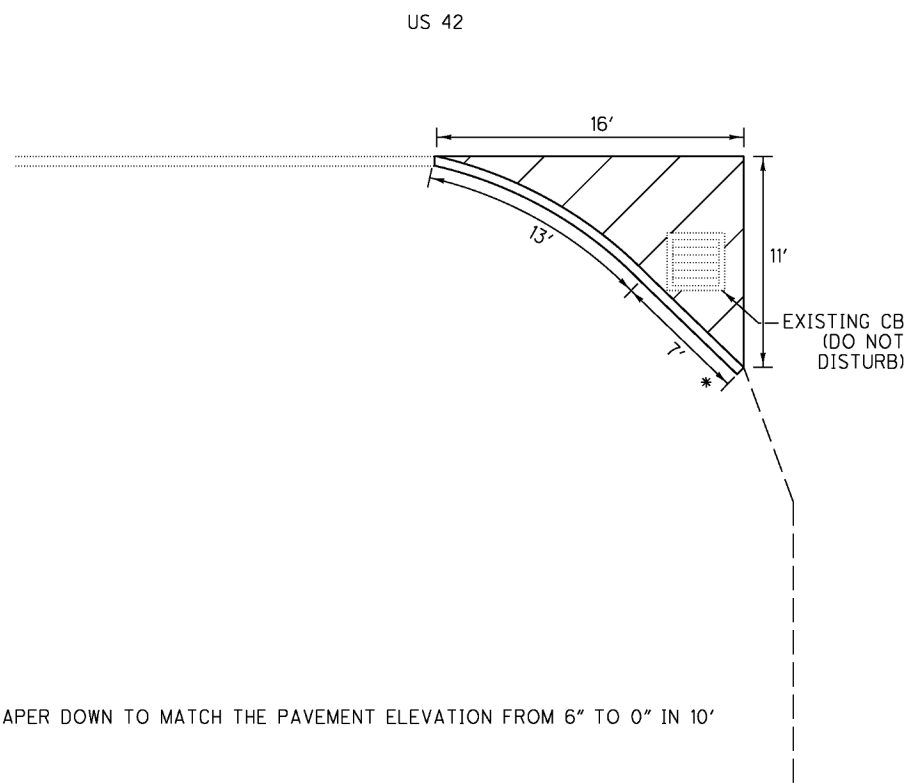
USR 42/GRANDE BLVD. MONUMENTATION/ALIGNMENT

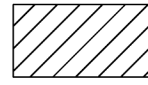
NAME	CENTERLINE CNST. SR 42		NO PLAN USED FOR ALIGNMENT		
	STATION	OFFSET(FT)	NORTH(FT)	EAST(FT)	ELEVATION(FT)
ALIGNMENTS					
CS103			546146.84260	2144332.64090	0 CALC PNT SR 42
CS104			546409.93880	2144349.78210	0 CALC PNT SR 42
CS105			546515.08480	2144356.63250	0 CALC PNT SR 42
CS110			546599.34930	2144362.12250	0 CALC PNT SR 42
CS109			546402.86690	2143999.85350	0 CALC PNT GRANDE



DESIGN FILE: i:\projects\roadway\sheets\82296\001.dgn
WORKSTATION: dvousden
DATE: 12/22/2009
MODELNAME: Sheet

DESIGN FILE: I:\projects\82296\roadway\sheets\82296DD002.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



 AFTER PLANING AND PRIOR TO THE SURFACE AND INTERMEDIATE COURSE THIS AREA SHALL BE EXCAVATED 12" DEEP AND FILLED WITH 4" OF ITEM 304 AGGREGATE BASE AND 8" OF ITEM 301 ASPHALT CONCRETE BASE.

CALCULATIONS

AREAS: $\frac{1}{2} \times 16' \times 11' + \frac{1}{2} \times 20' \times 15.5' = 243 \text{ SQ. FT.} - (2 \times 3' \times 3') = 225 \text{ SQ. FT.}$
 ITEM 203 EXCAVATION: $225 \text{ SQ. FT.} \times (12"/12)' \text{ DEEP} \div 27 = 8.3 \text{ CU. YD.}$
 ITEM 304: $225 \text{ SQ. FT.} \times (4"/12)' \text{ DEEP} \div 27 = 2.8 \text{ CU. YD.}$
 ITEM 301: $225 \text{ SQ. FT.} \times (8"/12)' \text{ DEEP} \div 27 = 5.6 \text{ CU. YD.}$

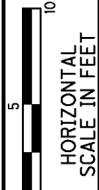
ITEM	DESCRIPTION	UNIT	QTY.
203	EXCAVATION	CU. YD.	8
301	ASPHALT CONCRETE BASE	SQ. YD.	6
304	AGGREGATE BASE	CU. YD.	3

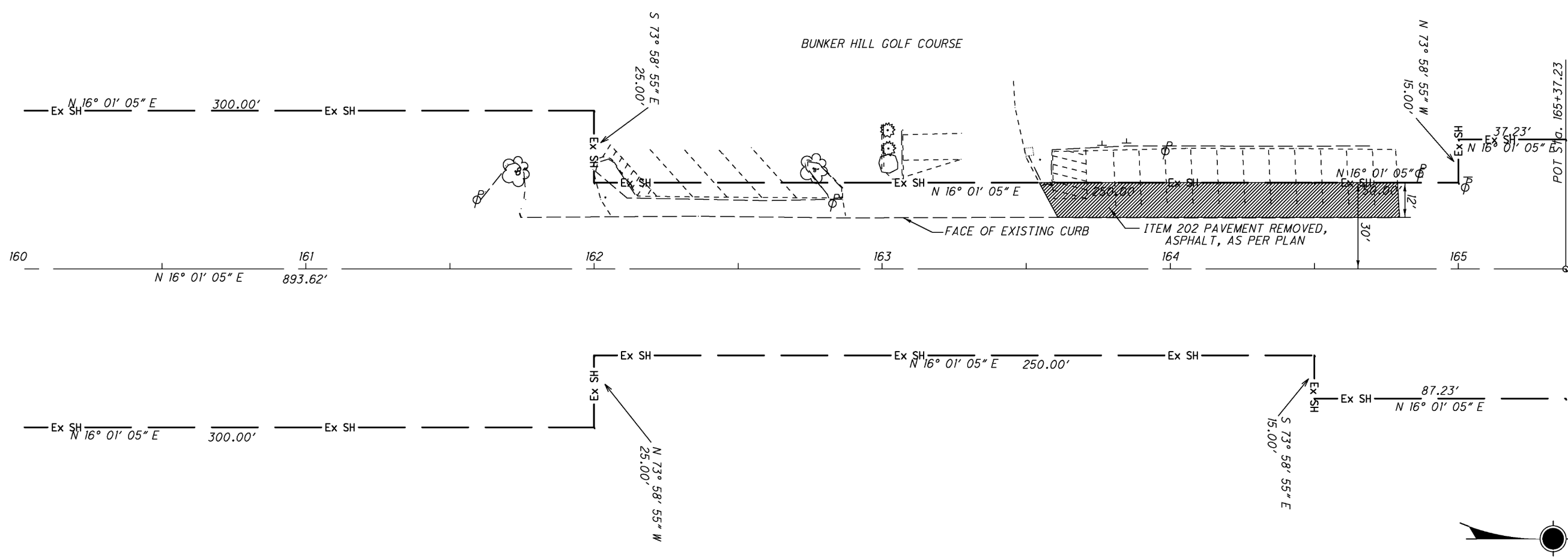
ALL QUANTITIES CARRIED TO GENERAL SUMMARY.

CALCULATED
 MER
 CHECKED
 BAD

FOSKETT ROAD INTERSECTION DETAIL

MED-42-18.64





ITEM 202 PAVEMENT REMOVED, ASPHALT, AS PER PLAN

THERE IS AN EXISTING PARKING ENCROACHMENT AT APPROXIMATELY SLM 20.91 LEFT WHICH IS IN FRONT OF THE GOLF COURSE CLUBHOUSE. THE ASPHALT FOR THESE 12 PARKING SPACES ARE TO BE REMOVED UP TO THE RIGHT OF WAY LINE. THE DISTANCE FROM THE EXISTING CURB FACE TO THE RIGHT OF WAY LINE IS APPROXIMATELY 12 FEET. ODOT SURVEYORS WILL MARK THE RIGHT OF WAY AND THEY REQUIRE 14 CONSECUTIVE CALENDAR DAY NOTICE IN ORDER TO SCHEDULE AND PAINT THE RIGHT OF WAY LINE ON THE EXISTING ASPHALT. THE ASPHALT IS ESTIMATED TO BE 4" TO 6" THICK. THE AREA IS ESTIMATED TO BE 12 FEET X 120 FEET LONG. THE REMOVED ASPHALT AREA IS TO BE FILLED WITH TOPSOIL, SEEDED, MULCHED, FERTILIZED AND WATERED AS PER CMS 659 AFTER COMPLETION OF THE NEW 6" HIGH CURB. THE COST FOR REMOVING THE ASPHALT AND DISPOSAL, TOPSOIL, SEED, MULCH, FERTILIZER AND WATER INCLUDING ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE SQUARE YARD COST OF ITEM 202 PAVEMENT REMOVED, ASPHALT, AS PER PLAN. AN ESTIMATED QUANTITY OF 160 SQUARE YARDS HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 632, DETECTOR LOOP, AS PER PLAN

AN ESTIMATED QUANTITY OF 632 DETECTOR LOOP, AS PER PLAN HAS BEEN PROVIDED WHEN WIRE IS CUT, BROKEN OR DESTROYED DUE TO PAVEMENT PLANING, PAVEMENT REPAIR OR BUTT JOINT OPERATIONS. THIS ITEM SHALL ALSO BE USED FOR REPLACEMENT OF DETECTOR LOOPS THAT HAVE BEEN DAMAGED DUE TO PAVEMENT FAILURE. IT IS IMPERATIVE THAT REPLACEMENT OF LOOP DETECTORS BE INSTALLED AND FULLY FUNCTIONAL IN THE SHORTEST POSSIBLE TIME. THE CONTRACTOR SHALL HAVE REPLACEMENT LOOP DETECTORS INSTALLED AND FULLY FUNCTIONAL WITHIN 7 CALENDAR DAYS OF DESTRUCTION OF THE ORIGINAL LOOP.

THE CONTRACTOR SHALL NOTIFY DOUG HICKEY, DISTRICT 3 TRAFFIC DEPARTMENT, (PHONE 419-207-7184) 5 WORKING DAYS IN ADVANCE OF ANY PLANING OPERATIONS OR PAVEMENT REPAIR WORK THAT WILL DAMAGE DETECTOR LOOP INSTALLATIONS. THIS NOTIFICATION IS NEEDED FOR DISTRICT 3 TO SCHEDULE TEMPORARY SIGNAL TIMING MODIFICATIONS FOR THE TIME PERIOD WHEN THE DETECTOR LOOPS ARE OUT OF OPERATION. THE CONTRACTOR SHALL THEN RENOTIFY MR. HICKEY WITHIN 2 WORKING DAYS AFTER THE DAMAGED DETECTOR LOOPS ARE REPLACED SO THAT HE CAN RESCHEDULE DISTRICT CREWS TO RESTORE SIGNAL TIMINGS TO THE ORIGINAL SETTINGS.

FAILURE TO COMPLY WITH THE ABOVE STATED REQUIREMENTS WILL RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES ACCORDING TO SECTION 108.07 OF THE CMS FOR EACH CALENDAR DAY BEYOND THE SPECIFIED LIMIT.

THE NEW LOOP DETECTORS SHALL BE PLACED AFTER THE PLANING AND PAVEMENT REPAIR OPERATIONS ARE COMPLETED WITHIN THE LOOP DETECTOR AREAS. THE LOOP DETECTORS SHALL NOT BE CUT INTO THE SURFACE COURSE.

NEW LOOP DETECTORS SHALL BE PLACED AT THE SAME LOCATIONS AND BE THE SAME SIZE AND TYPE AS THE EXISTING, OR AS DIRECTED BY THE ENGINEER. THE LOOP DETECTOR WIRE SHALL BE REPLACED TO THE PULL BOX OR POLE, WHICHEVER IS APPLICABLE, UNDER ITEM 632 AND TC-82.10.

THIS WORK SHALL INCLUDE THE POURED EPOXY INSULATED SPLICE(S) REQUIRED TO CONNECT THE LOOP DETECTOR WIRE TO EXISTING LEAD-IN CABLE AT THE PULL BOX OR POLE. THE SPLICES SHALL BE IN ACCORDANCE WITH SECTION 725.15 OF THE CMS. PAYMENT SHALL BE MADE PER EACH LOOP DETECTOR CONNECTED TO THE LEAD-IN CABLE.

THE CONTRACTOR WILL BE PROVIDED WITH DETAILED PLANS AT THE PRE CONSTRUCTION MEETING SHOWING DETECTOR LOOP PLACEMENTS. A TABLE SHOWING DIMENSIONS AND LOCATIONS IS PROVIDED BELOW FOR THE PURPOSE OF ESTIMATING.

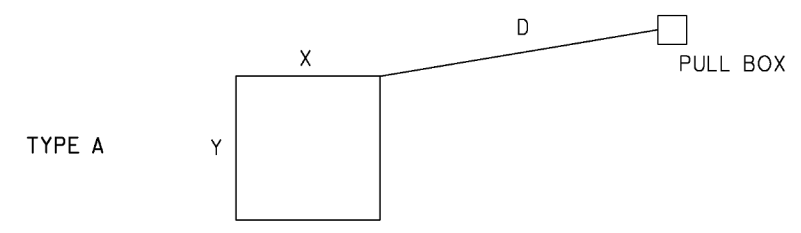
PAYMENT FOR ALL THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH OF ITEM 632 DETECTOR LOOP, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

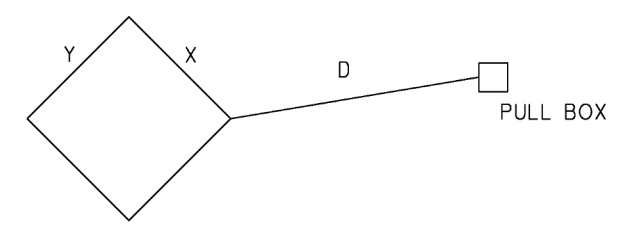
ITEM 632 DETECTOR LOOP, AS PER PLAN 27 EACH

THE INTERSECTIONS INVOLVED ARE AS FOLLOWS:

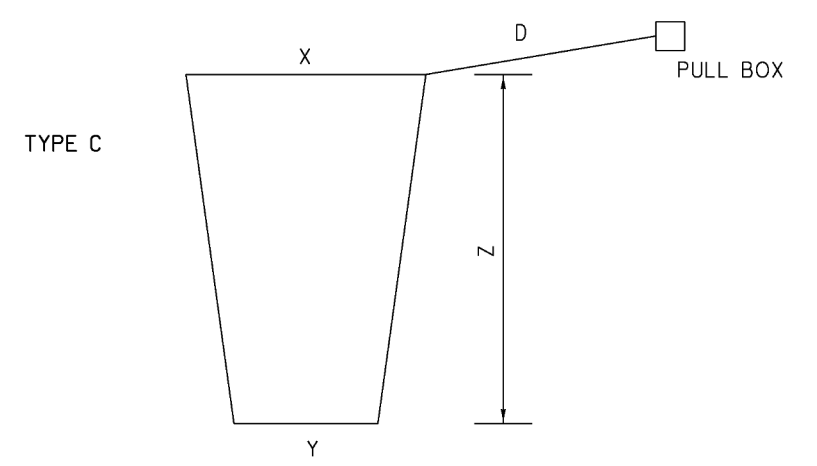
- STONEGATE DR. & US 42
- FENN RD. & US 42
- HAMILTON RD. & US 42
- SLEEPY HOLLOW RD. & US 42



TYPE A



TYPE B



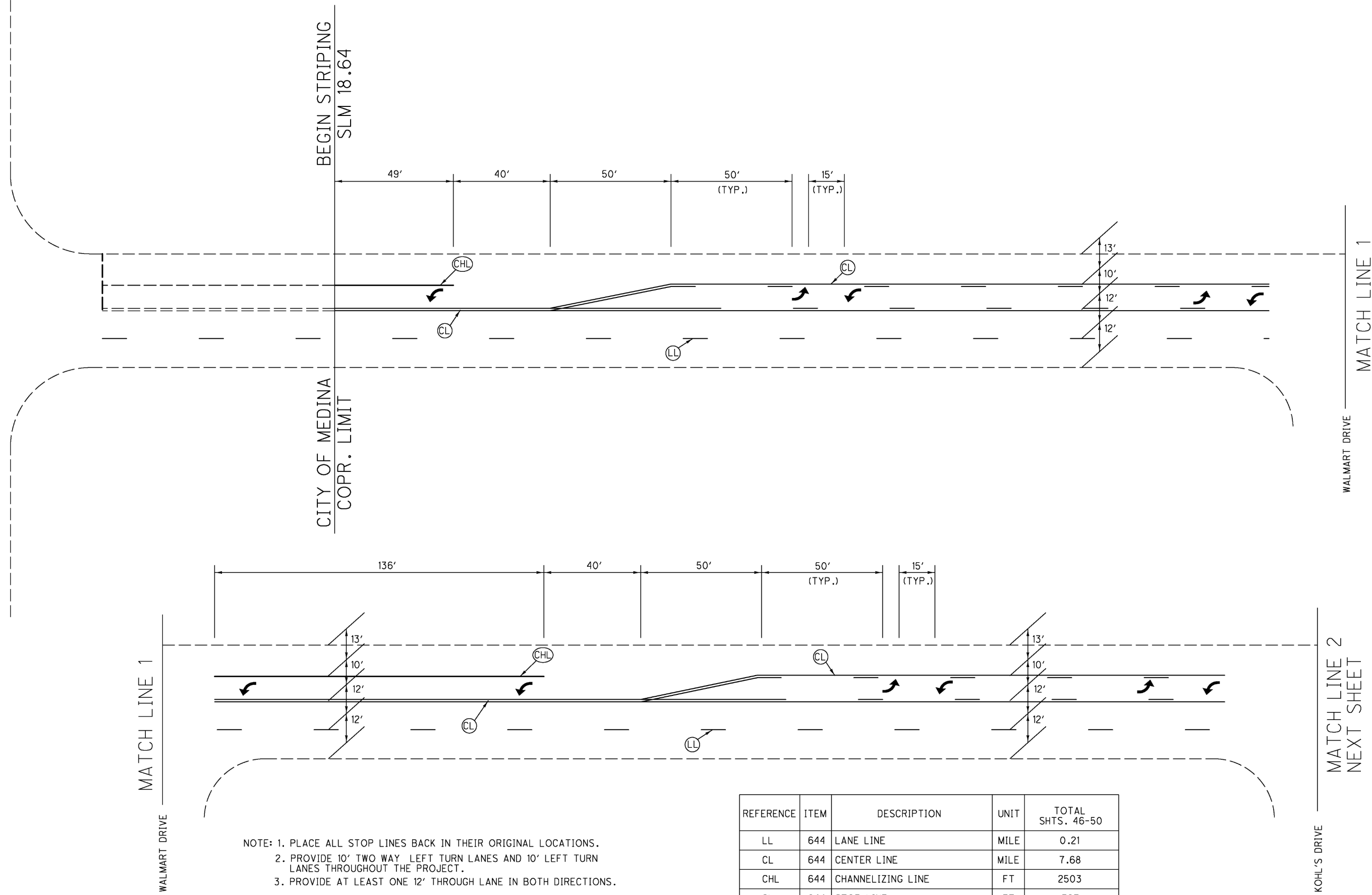
TYPE C

ROUTE	SLM	LOCATION	TYPE	DIMENSION			
				D	X	Y	Z
US 42	18.85	US 42 SOUTH OF STONEGATE DR. (NBL)	B	25	5	5	
US 42	18.85	US 42 SOUTH OF STONEGATE DR. (NBRTL)	B		5	5	
US 42	18.89	US 42 SOUTH OF STONEGATE DR. (SBL)	A	8	6	6	
US 42	18.90	US 42 SOUTH OF STONEGATE DR. (NBLTL)	A	37	6	20	
US 42	18.92	US 42 NORTH OF STONEGATE DR. (SBLTL)	A	40	6	20	
US 42	18.95	US 42 NORTH OF STONEGATE DR. (SBL)	B	42	5	5	
US 42	18.91	GRANDE BLVD. WEST OF US 42 (RTL)	C	37	12	6	22
US 42	18.91	GRANDE BLVD. WEST OF US 42 (RTL)	A	13	6	20	
US 42	19.24	US 42 SOUTH OF FENN RD. (NBL)	B	60	5	5	
US 42	19.27	US 42 SOUTH OF FENN RD. (NBL)	B	40	5	5	
US 42	19.31	US 42 SOUTH OF FENN RD. (NBLTL)	A	28	6	20	
US 42	19.31	US 42 SOUTH OF FENN RD. (NBLTL)	A	28	6	15	
US 42	19.33	FENN RD. WEST OF US 42 (EBLTL)	A	27	6	15	
US 42	19.34	US 42 NORTH OF FENN RD. (SBLTL)	A	29	6	15	
US 42	19.34	US 42 NORTH OF FENN DR. (SBLTL)	A	28	6	20	
US 42	19.39	US 42 NORTH OF FENN RD. (SBL)	B	34	5	5	
US 42	19.42	US 42 NORTH OF FENN RD. (SBL)	B	50	5	5	
US 42	20.93	US 42 SOUTH OF HAMILTON RD. (NBL)	B	9	5	5	
US 42	20.96	US 42 SOUTH OF HAMILTON RD. (NBL)	B	14	5	5	
US 42	21.02	HAMILTON RD. WEST OF US 42 (EBL)	A	25	5	20	
US 42	21.02	HAMILTON RD. WEST OF US 42 (EBL)	C	21	8	6	15
US 42	21.02	HAMILTON RD. EAST OF US 42 (WBL)	A	30	5	20	
US 42	21.02	HAMILTON RD. EAST OF US 42 (WBL)	C	26	8	6	15
US 42	21.09	US 42 NORTH OF HAMILTON RD. (SBL)	B	8	5	5	
US 42	21.12	US 42 NORTH OF HAMILTON RD. (SBL)	B	8	5	5	
US 42	22.69	US 42 SOUTH OF SLEEPY HOLLOW RD. (NBL)	A	13	6	6	
US 42	22.71	US 42 SOUTH OF SLEEPY HOLLOW RD. (NBL)	A	13	6	6	

DESIGN FILE: I:\projects\82296\roadway\sheet\82296TM001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

DESIGN FILE: i:\projects\82296\roadway\sheets\82296TC001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

LEDGEWOOD RD.
 SLM 18.61



- NOTE: 1. PLACE ALL STOP LINES BACK IN THEIR ORIGINAL LOCATIONS.
 2. PROVIDE 10' TWO WAY LEFT TURN LANES AND 10' LEFT TURN LANES THROUGHOUT THE PROJECT.
 3. PROVIDE AT LEAST ONE 12' THROUGH LANE IN BOTH DIRECTIONS.

REFERENCE	ITEM	DESCRIPTION	UNIT	TOTAL SHTS. 46-50
LL	644	LANE LINE	MILE	0.21
CL	644	CENTER LINE	MILE	7.68
CHL	644	CHANNELIZING LINE	FT	2503
SL	644	STOP LINE	FT	327
TL	644	TRANSVERSE/DIAGONAL LINE	FT	90
↷	644	LANE ARROW	EACH	78

MATCH LINE 1

MATCH LINE 2
 NEXT SHEET

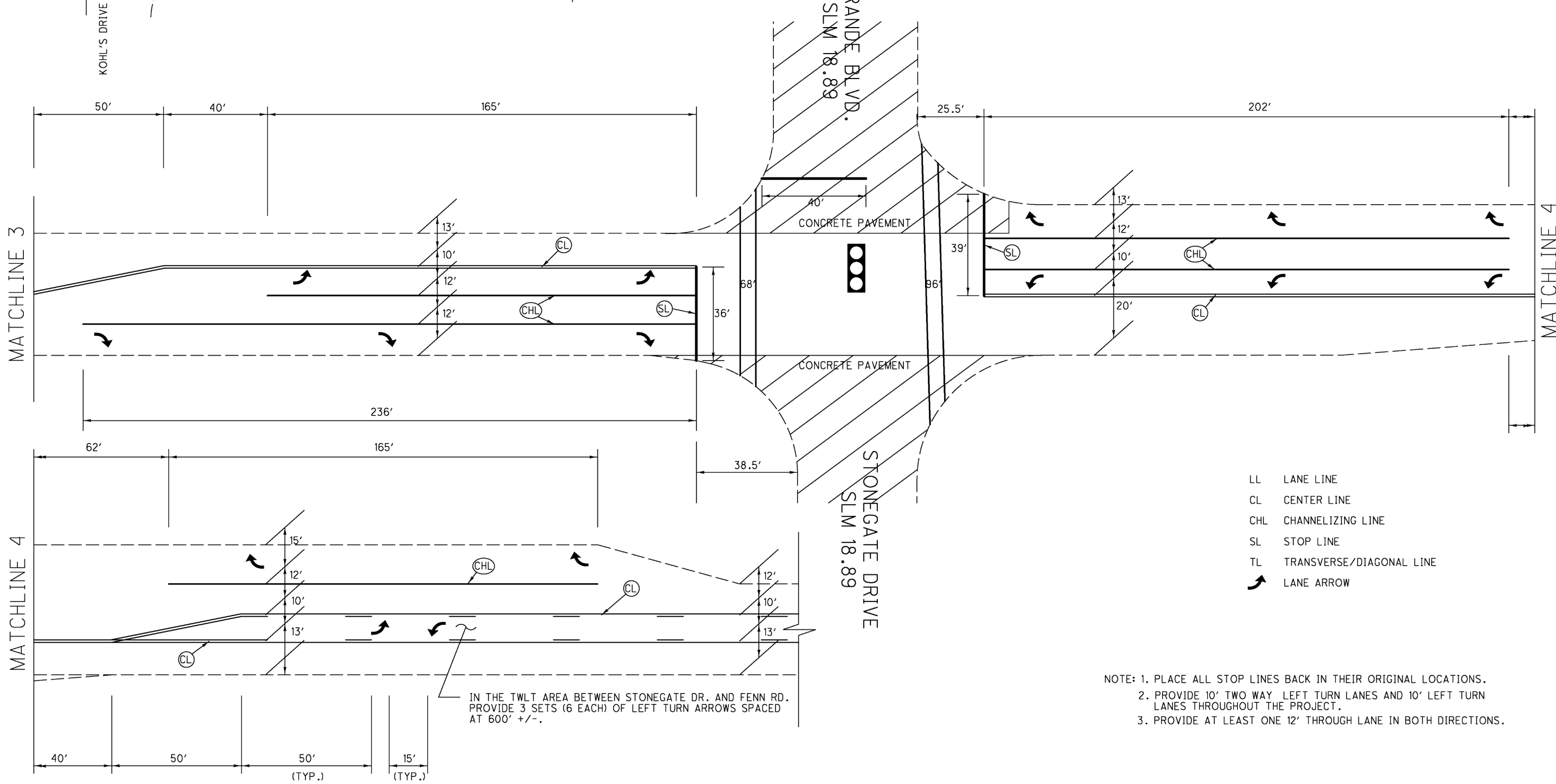
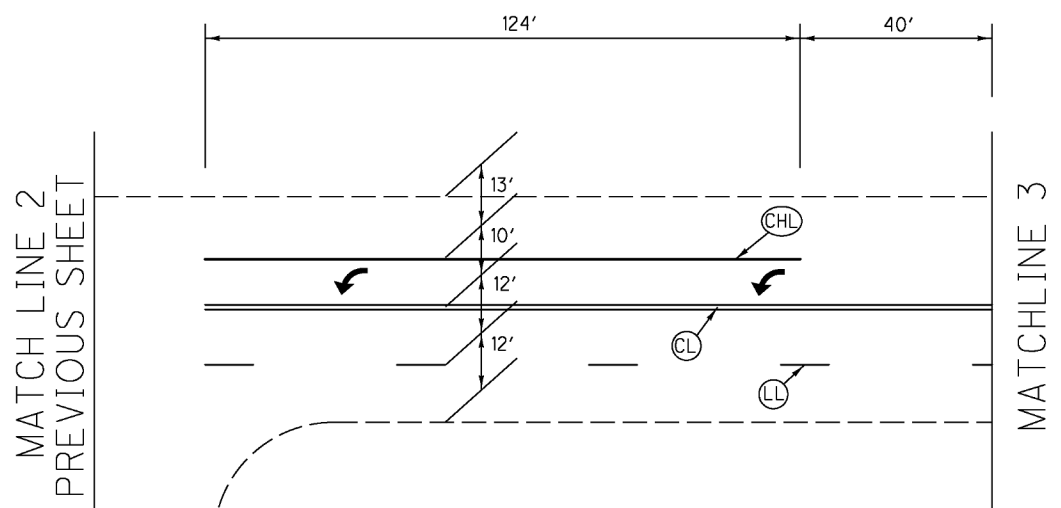
CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

N

LEDGEWOOD RD. & WALMART DRIVE
 PAVEMENT MARKING DETAILS

MED-42-18.64



IN THE TWLT AREA BETWEEN STONEGATE DR. AND FENN RD.
 PROVIDE 3 SETS (6 EACH) OF LEFT TURN ARROWS SPACED
 AT 600' +/-.

- LL LANE LINE
- CL CENTER LINE
- CHL CHANNELIZING LINE
- SL STOP LINE
- TL TRANSVERSE/DIAGONAL LINE
- ↷ LANE ARROW

- NOTE: 1. PLACE ALL STOP LINES BACK IN THEIR ORIGINAL LOCATIONS.
 2. PROVIDE 10' TWO WAY LEFT TURN LANES AND 10' LEFT TURN LANES THROUGHOUT THE PROJECT.
 3. PROVIDE AT LEAST ONE 12' THROUGH LANE IN BOTH DIRECTIONS.

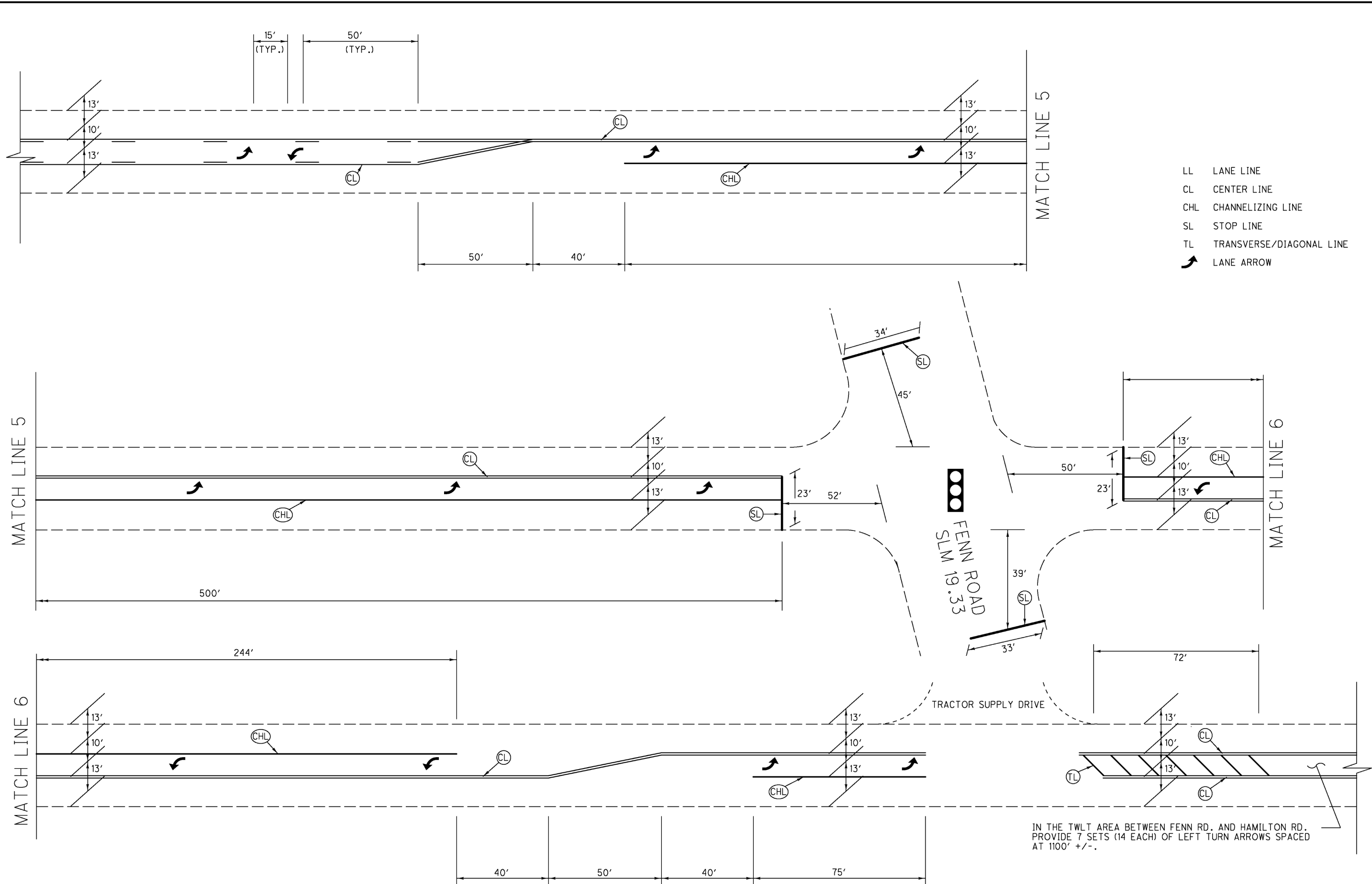
CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

**STONEGATE DR. & KOHL'S DRIVE
 PAVEMENT MARKING DETAILS**

MED-42-18.64

DESIGN FILE: i:\projects\82296\roadway\sheets\82296TC001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

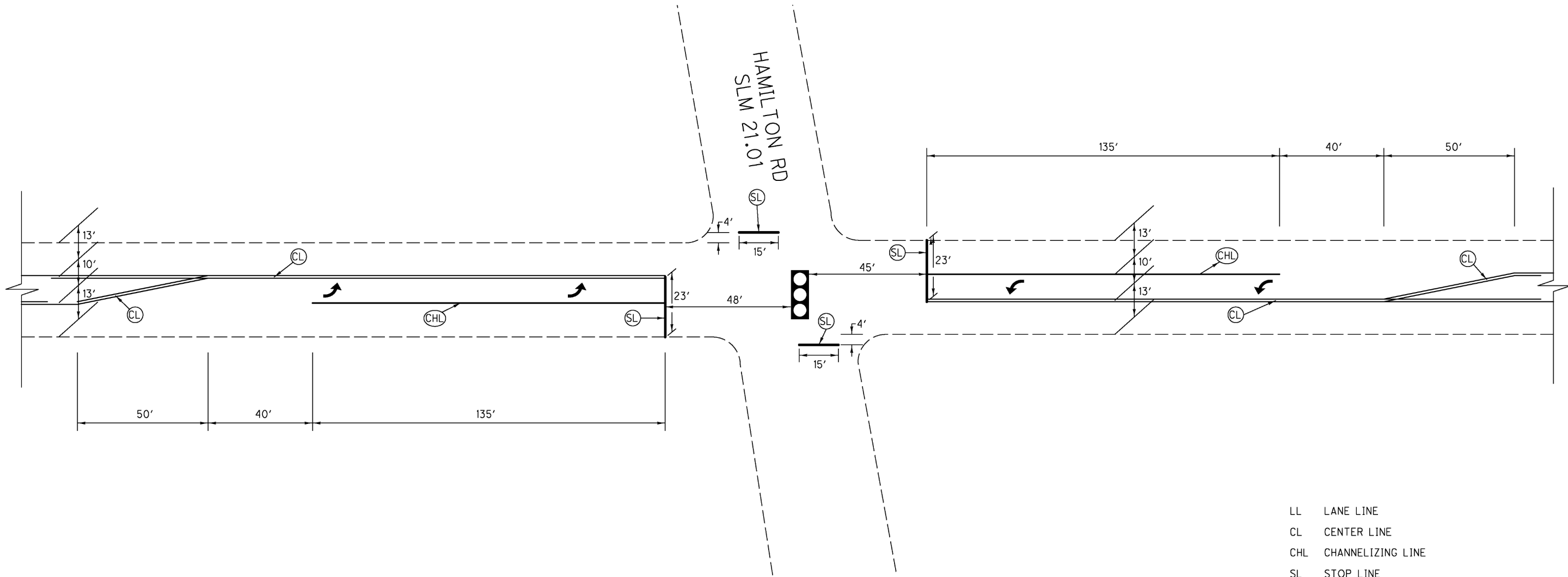
FENN RD.
 PAVEMENT MARKING DETAILS

MED-42-18.64

IN THE TWLT AREA BETWEEN FENN RD. AND HAMILTON RD.
 PROVIDE 7 SETS (14 EACH) OF LEFT TURN ARROWS SPACED
 AT 1100' +/-.

- NOTE: 1. PLACE ALL STOP LINES BACK IN THEIR ORIGINAL LOCATIONS.
 2. PROVIDE 10' TWO WAY LEFT TURN LANES AND 10' LEFT TURN LANES THROUGHOUT THE PROJECT.
 3. PROVIDE AT LEAST ONE 12' THROUGH LANE IN BOTH DIRECTIONS.

DESIGN FILE: i:\projects\82296\roadway\sheets\82296TC001.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



- LL LANE LINE
- CL CENTER LINE
- CHL CHANNELIZING LINE
- SL STOP LINE
- TL TRANSVERSE/DIAGONAL LINE
- ↷ LANE ARROW

NOTE: 1. PLACE ALL STOP LINES BACK IN THEIR ORIGINAL LOCATIONS.
 2. PROVIDE 10' TWO WAY LEFT TURN LANES AND 10' LEFT TURN LANES THROUGHOUT THE PROJECT.
 3. PROVIDE AT LEAST ONE 12' THROUGH LANE IN BOTH DIRECTIONS.

CALCULATED
 MER
 CHECKED
 BAD

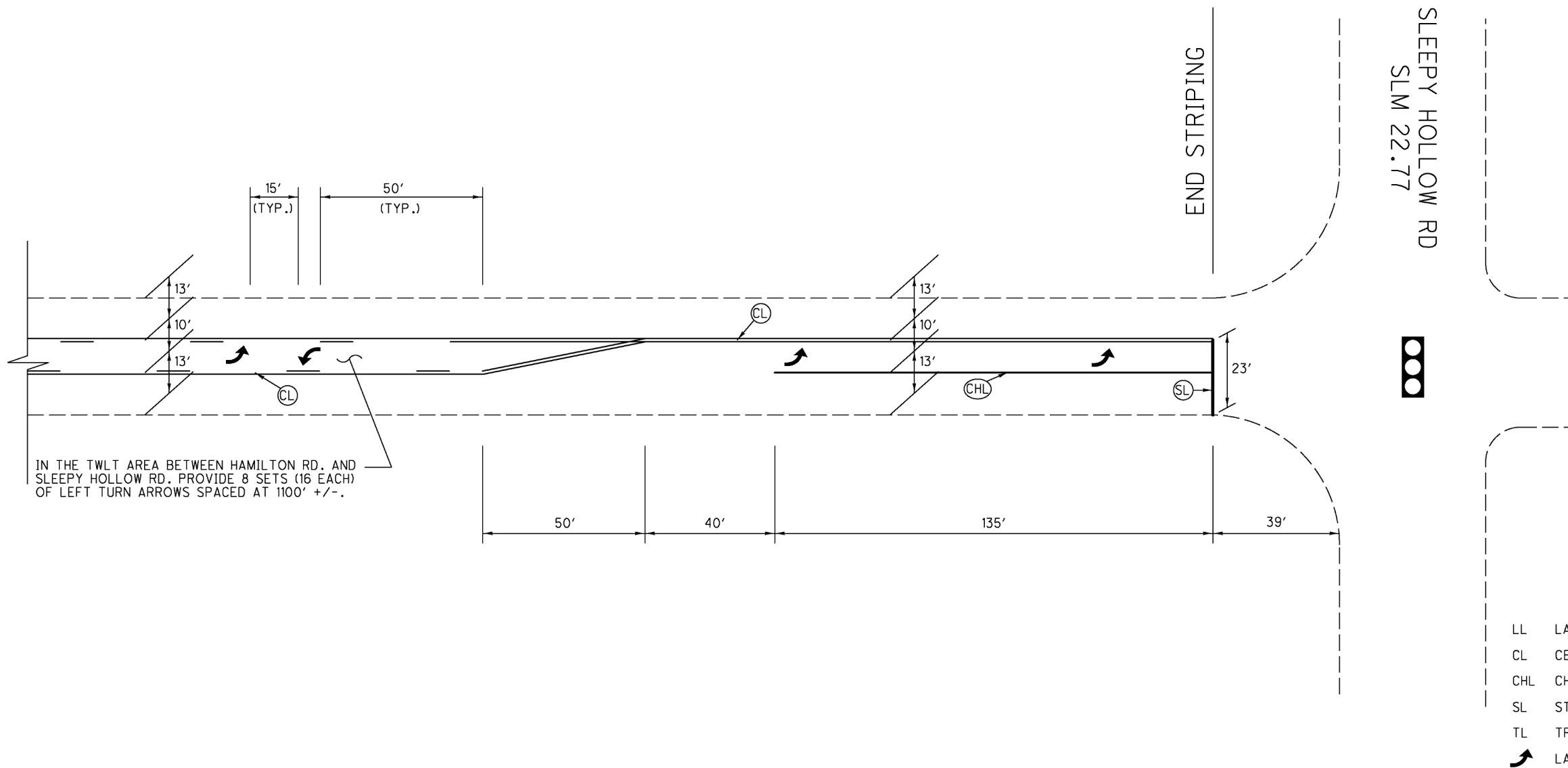
0 20 40
 HORIZONTAL
 SCALE IN FEET

N

HAMILTON RD.
 PAVEMENT MARKING DETAILS

MED-42-18.64

49
 59



NOTE: 1. PLACE ALL STOP LINES BACK IN THEIR ORIGINAL LOCATIONS.
 2. PROVIDE 10' TWO WAY LEFT TURN LANES AND 10' LEFT TURN LANES THROUGHOUT THE PROJECT.
 3. PROVIDE AT LEAST ONE 12' THROUGH LANE IN BOTH DIRECTIONS.

CALCULATED
 MER
 CHECKED
 BAD

0 20 40
 HORIZONTAL
 SCALE IN FEET

N

SLEEPY HOLLOW RD.
 PAVEMENT MARKING DETAILS

MED-42-18.64

MED-42-1986 SFN 5201721

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	98200	130	FT	REMOVAL MISC.: COMPRESSION SEAL	52
512	10100	206	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
516	31000	518	FT	JOINT SEALER	
601	27000	14	CU YD	DUMPED ROCK FILL, TYPE C	

MED-42-1997 SFN 5201748

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING	
519	11100	68	SQ FT	PATCHING CONCRETE STRUCTURE	

MED-42-2090 SFN 5201772

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	2.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	52
203	20000	10	CU YD	EMBANKMENT	
509	10000	131	POUND	EPOXY COATED REINFORCING STEEL	
511	34450	3	CU YD	CLASS S CONCRETE, MISC.: CONCRETE BOX REPAIR	52
659	10000	25	SQ YD	SEEDING AND MULCHING	

DESIGN FILE: i:\projects\82296\Struct\strsum.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

DESIGN AGENCY
 DISTRICT 3
 OFFICE OF PRODUCTION

REVIEWED DATE
 RDN 9/09

DRAWN DCM
 CHECKED DJV

STRUCTURE SUMMARY

MED-42-18.64

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 & 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17th EDITION (2002), INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL.

DESIGN DATA:

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 PSI

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
MED-42-1986	MED-42-19.85	1992
MED-42-1997	CLEVELAND-WOOSTER ROAD S.H. 25 SEC. 0	1931
MED-42-2090	CLEVELAND-WOOSTER ROAD S.H.25 SEC. N-O-A	1932

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK AND/OR APPROACH SLAB. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL BE USED AT LOCATIONS IN THE PLAN.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS NO HEAVIER THAN 90 POUND CLASS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202- REMOVAL MISC.: COMPRESSION SEAL

THIS ITEM SHALL BE USED TO REMOVE THE COMPRESSION SEAL GLAND BETWEEN THE APPROACH SLABS AND THE CONCRETE ABUTMENT.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 - CLASS S CONCRETE, MISC.: CONCRETE BOX REPAIR

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-42-1986:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-42-1997:
614 - MAINTAINING TRAFFIC FOR STRUCTURE MED-42-2090:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT DURING WORKING HOURS WHEN ONE LANE MAY BE CLOSED USING FLAGGERS, AS PER STANDARD DRAWING MT-97.10.

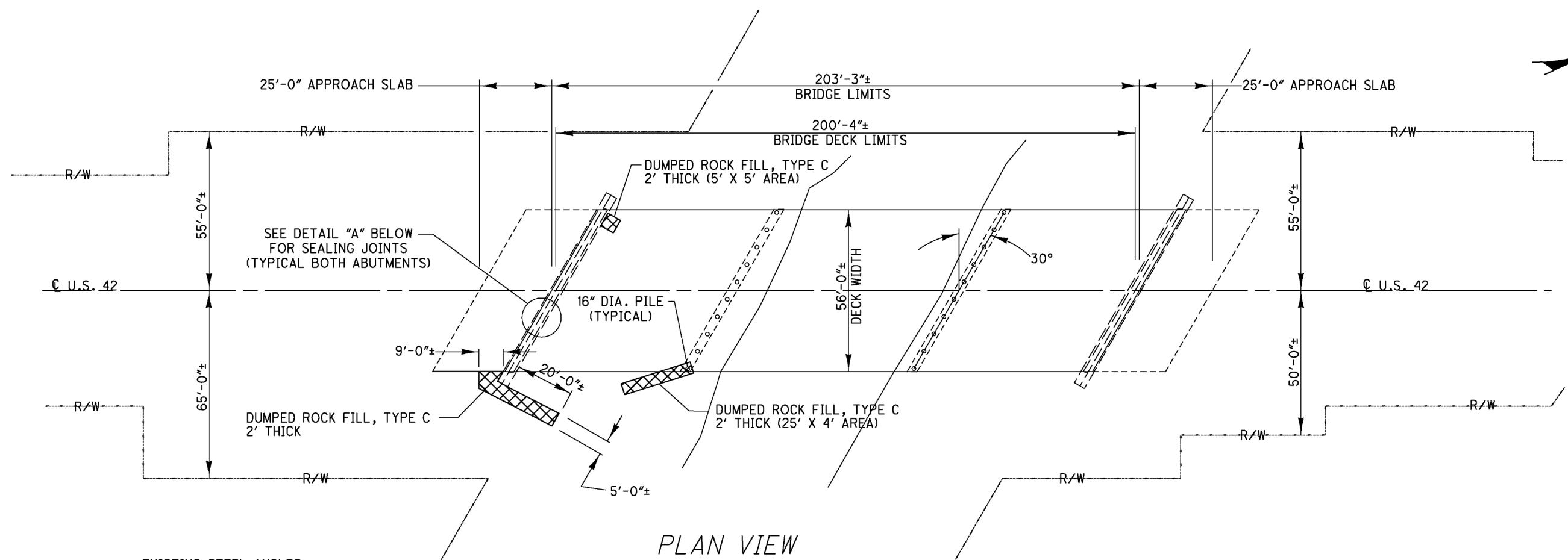
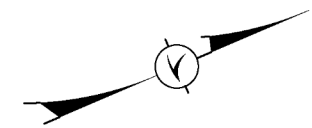
ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH THE OMTCD.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PROVIDE THESE METHODS OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

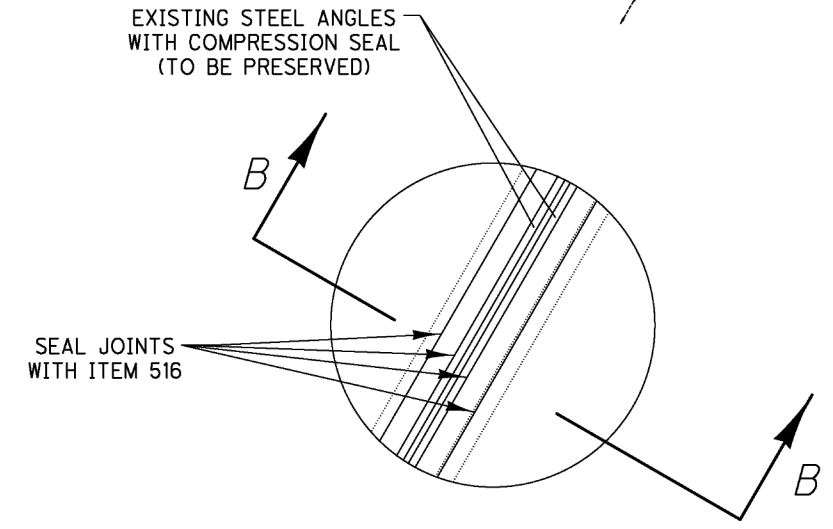
BRIDGE DECK DATA								ROADWAY DATA		
COUNTY, ROUTE, BRIDGE NO.	LOCATION	STRUCTURE TYPE	LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
			FT.	FT.	SQ.YD.			FT.	FT.	FT.
* MED-42-1875	OVER TRIB. OF WEST BRANCH OF ROCKY RIVER	CONCRETE BOX				4° 30' LF	ASPHALT	45		
■ MED-42-1986	OVER WEST BRANCH OF ROCKY RIVER	3-SPAN PRESTRESSED BOX BEAM	200'-4"±	56'-0"±	1247	30° LF	ASPHALT	34.8	56	25
+ MED-42-1997	OVER SMALL CREEK	CONCRETE BOX				0°	ASPHALT	34.8		
+ MED-42-2090	OVER SMALL DITCH	CONCRETE BOX				0°	ASPHALT	34.8		

- * PLANE AND PAVE OVER STRUCTURE (NO STRUCTURE WORK). (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- + PLANE AND PAVE OVER STRUCTURE (SEE DETAILS IN PLAN FOR STRUCTURE WORK). (SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- BUTT JOINT AT APPROACH SLAB. OMIT RESURFACING ON THE APPROACH SLABS AND BRIDGE DECK. (SEE DETAILS IN THE PLAN FOR STRUCTURE WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)

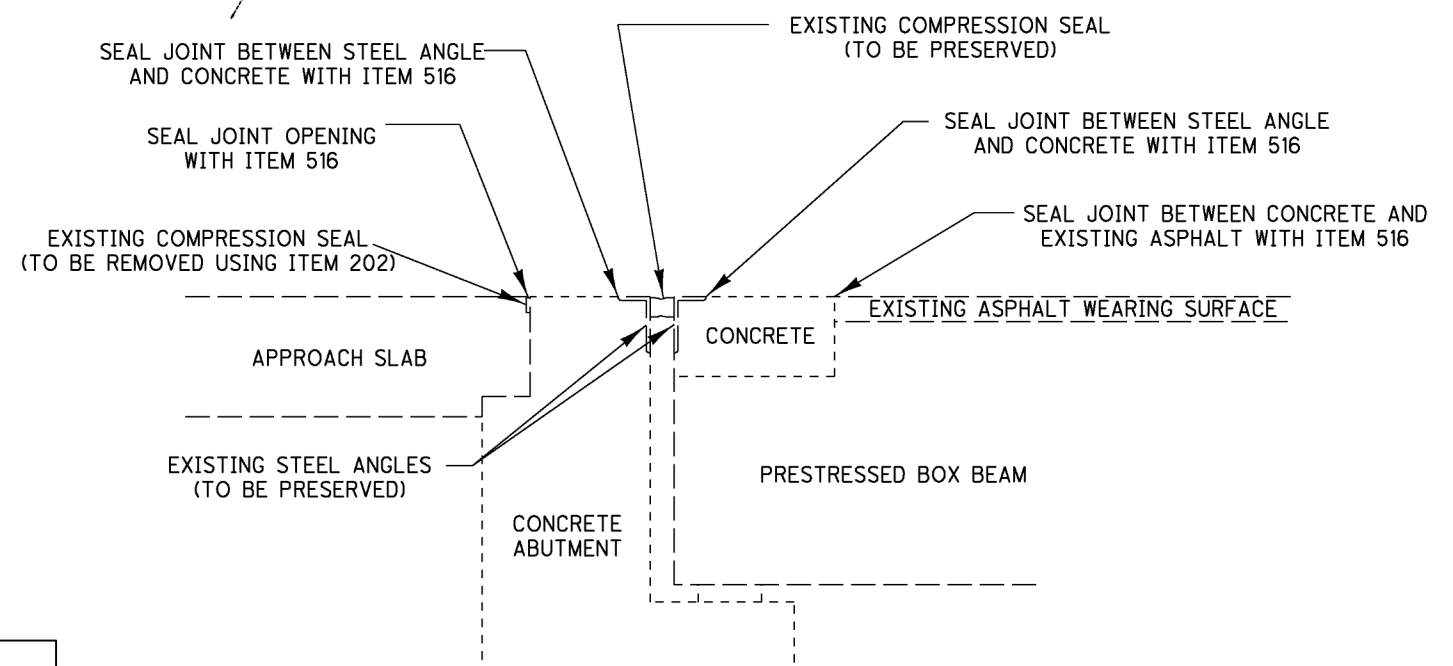
DESIGN AGENCY DISTRICT 3	OFFICE OF PRODUCTION
DATE 9/09	
REVIEWED RDN	
DRAWN DCM	REVISED
DESIGNED DCM	CHECKED DJV
BRIDGE TREATMENT	
MED - 42 - 18.64	
54	59



PLAN VIEW



DETAIL "A"



SECTION B-B

ITEM	QUANTITY	UNIT	DESCRIPTION
202	130	FT	REMOVAL MISC.: COMPRESSION SEAL
512	206	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	518	FT	JOINT SEALER
601	21	CU YD	DUMPED ROCK FILL, TYPE C

- NOTES:
- 1) GUARDRAIL NOT SHOWN.
 - 2) SEAL AREAS OF WINGWALLS/ABUTMENTS, PIER CAP ENDS AND DECK EDGES, SEE SHEET 2/2 FOR DETAILS.
 - 3) SEAL CRACKS AT EXPANSION JOINTS WITH ITEM 516, SEE DETAIL ABOVE.
 - 4) ADD DUMPED ROCK FILL, TYPE C AT LOCATIONS SHOWN ABOVE.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET.

DESIGN FILE: i:\projects\82296\Struct\Med421986.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

DESIGN AGENCY
 DISTRICT 3
 OFFICE OF PRODUCTION

REVIEWED DATE 9/09
 RDN STRUCTURE FILE NUMBER 5201721
 DRAWN DCM
 REVISED
 DESIGNED DCM
 CHECKED DJV

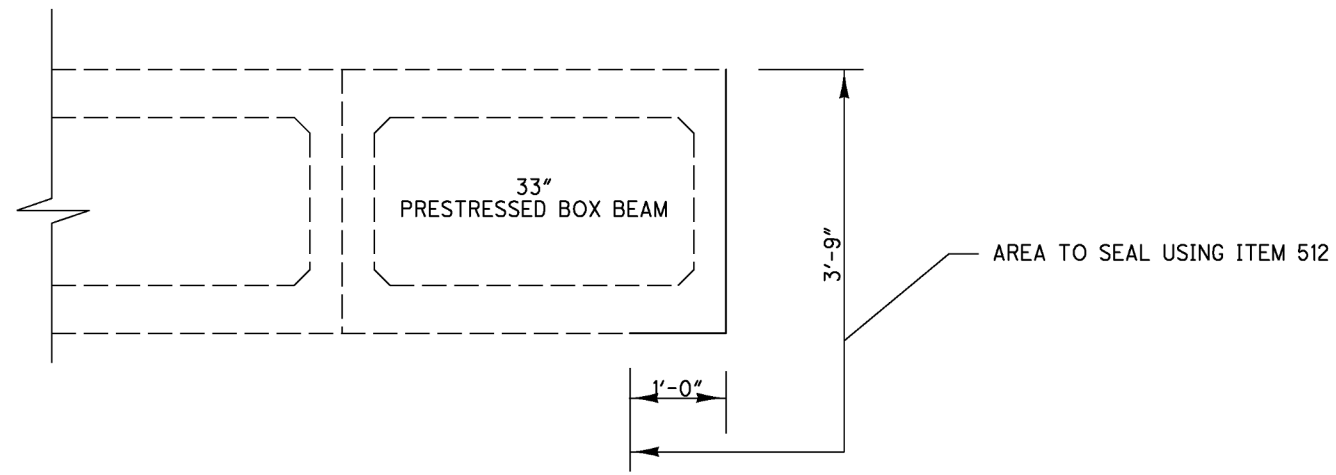
PLAN VIEW
 MED-42-1986 OVER WEST BRANCH OF ROCKY RIVER

MED-42-18.64

1 / 2

55
59

DESIGN FILE: I:\projects\82296\Struct\Med421986.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



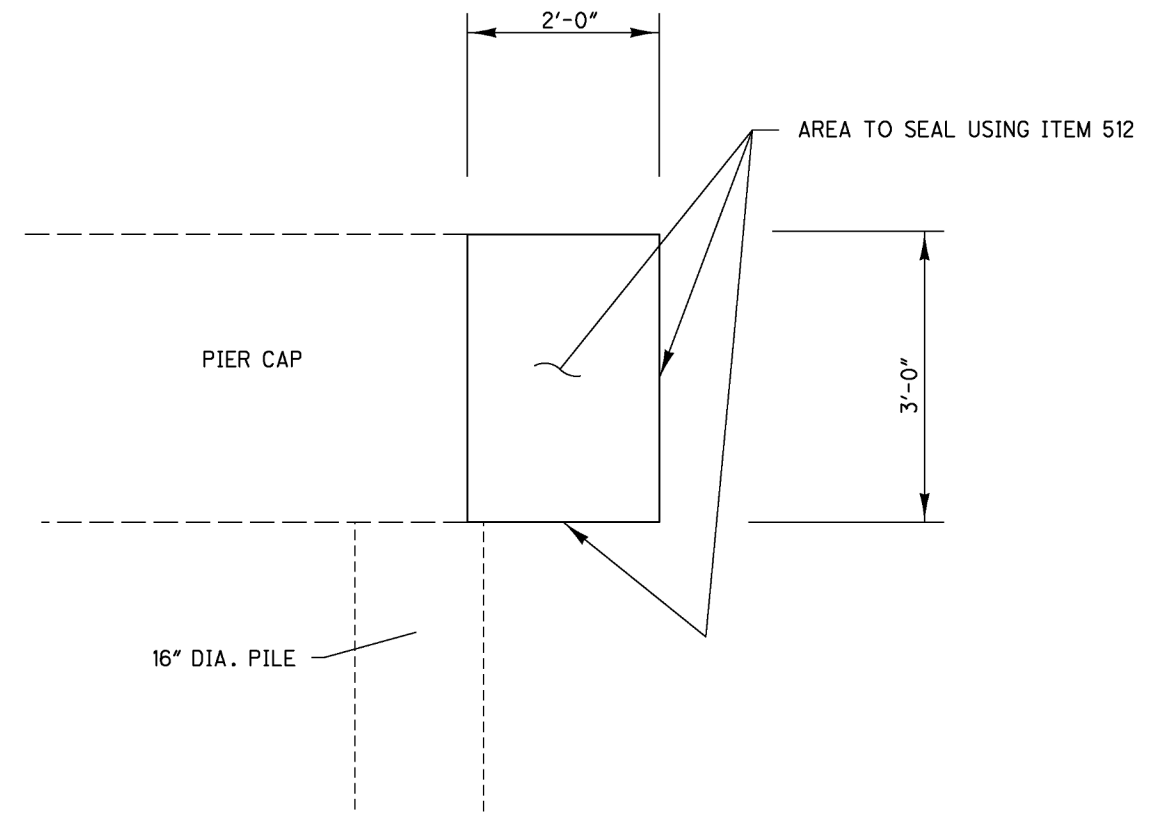
DECK EDGE SEALING
 (SEALING LENGTH = 200'-4"±)

NOTE:

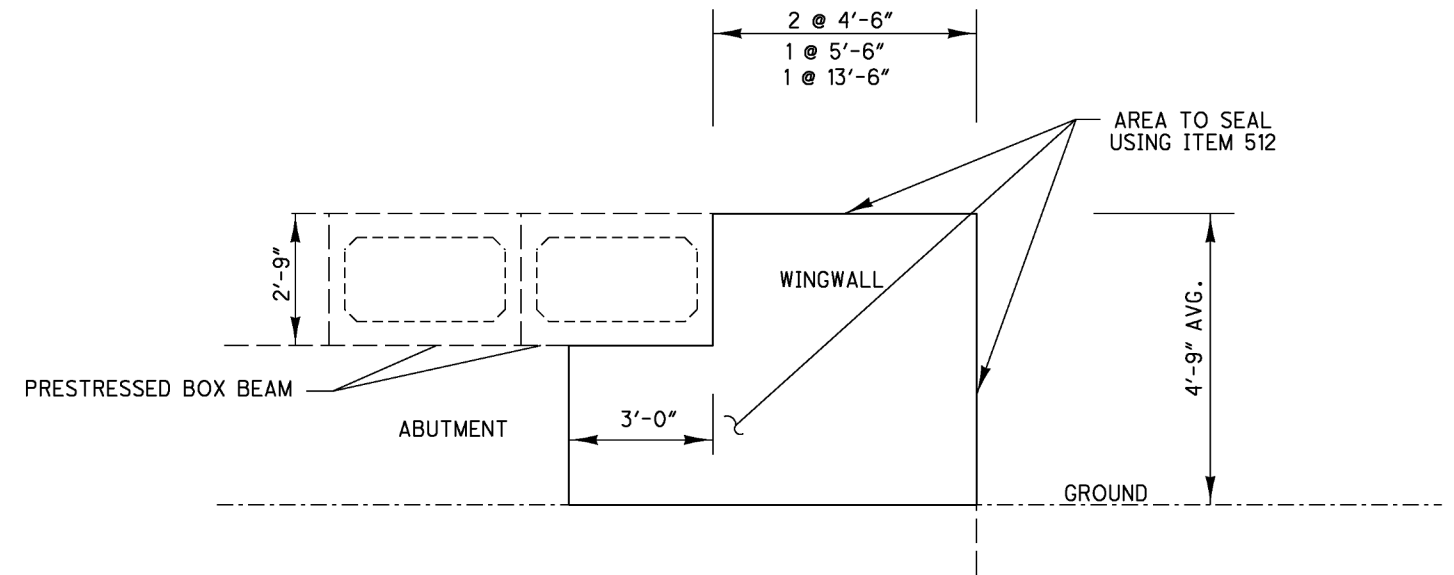
- 1) BRIDGE RAIL NOT SHOWN.
- 2) SEAL DECK EDGES, END OF PIER CAPS AND PORTION OF WINGWALLS/ABUTMENTS

ITEM	QUANTITY	UNIT	DESCRIPTION
512	206	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

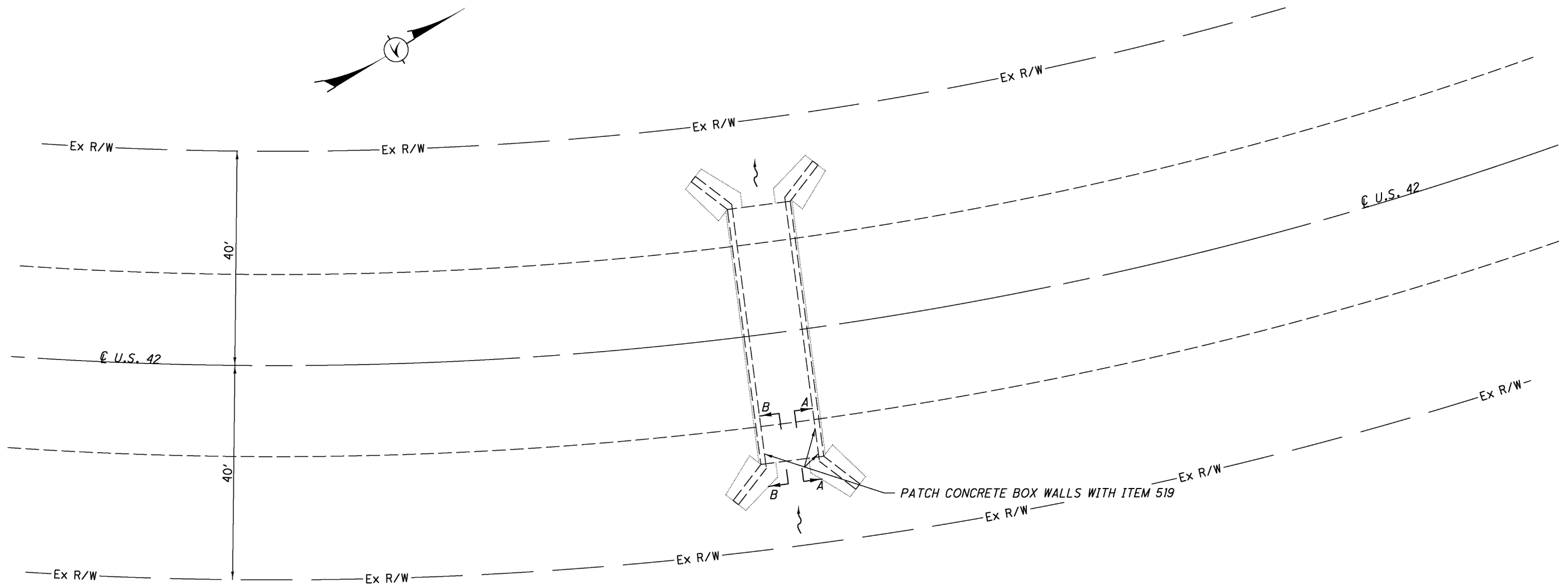
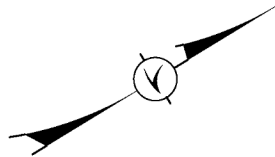
ALL QUANTITIES CARRIED TO SHEET 1/2.



PIER CAP END SEALING
 (PIER CAP THICKNESS = 3'-0")



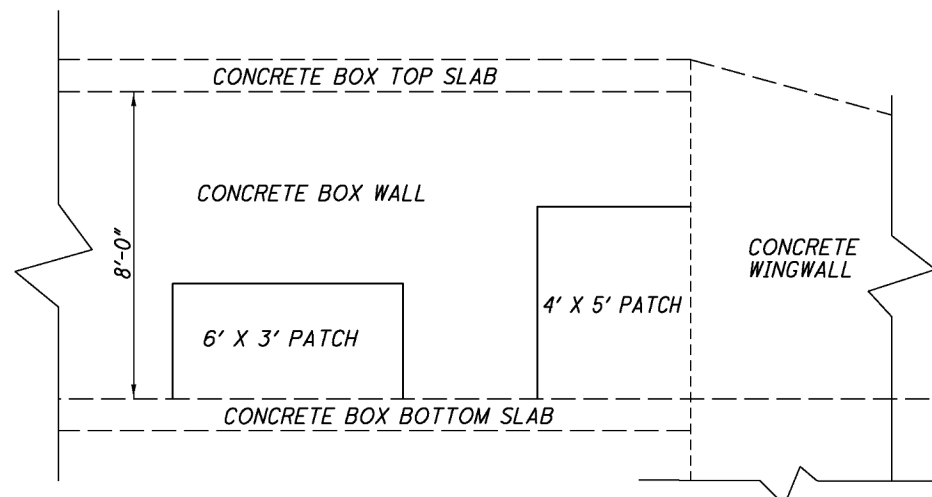
ABUTMENT/WINGWALL SEALING
 (WINGWALL THICKNESS=1'-9")



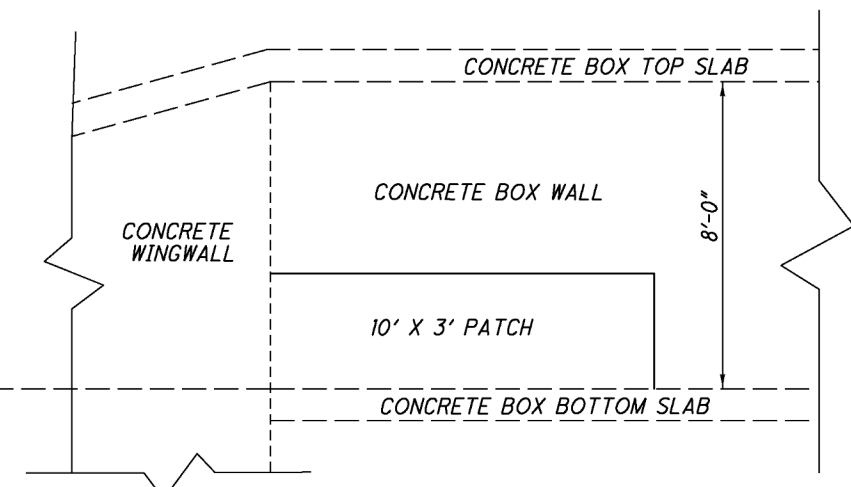
PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
503	LUMP		COFFERDAMS, CRIBS AND SHEETING
519	68	SQ FT	PATCHING CONCRETE STRUCTURE

ALL QUANTITIES CARRIES TO STRUCTURE SUMMARY



SECTION A-A



SECTION B-B

DESIGN FILE: i:\projects\82296\Struct\Med421997.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

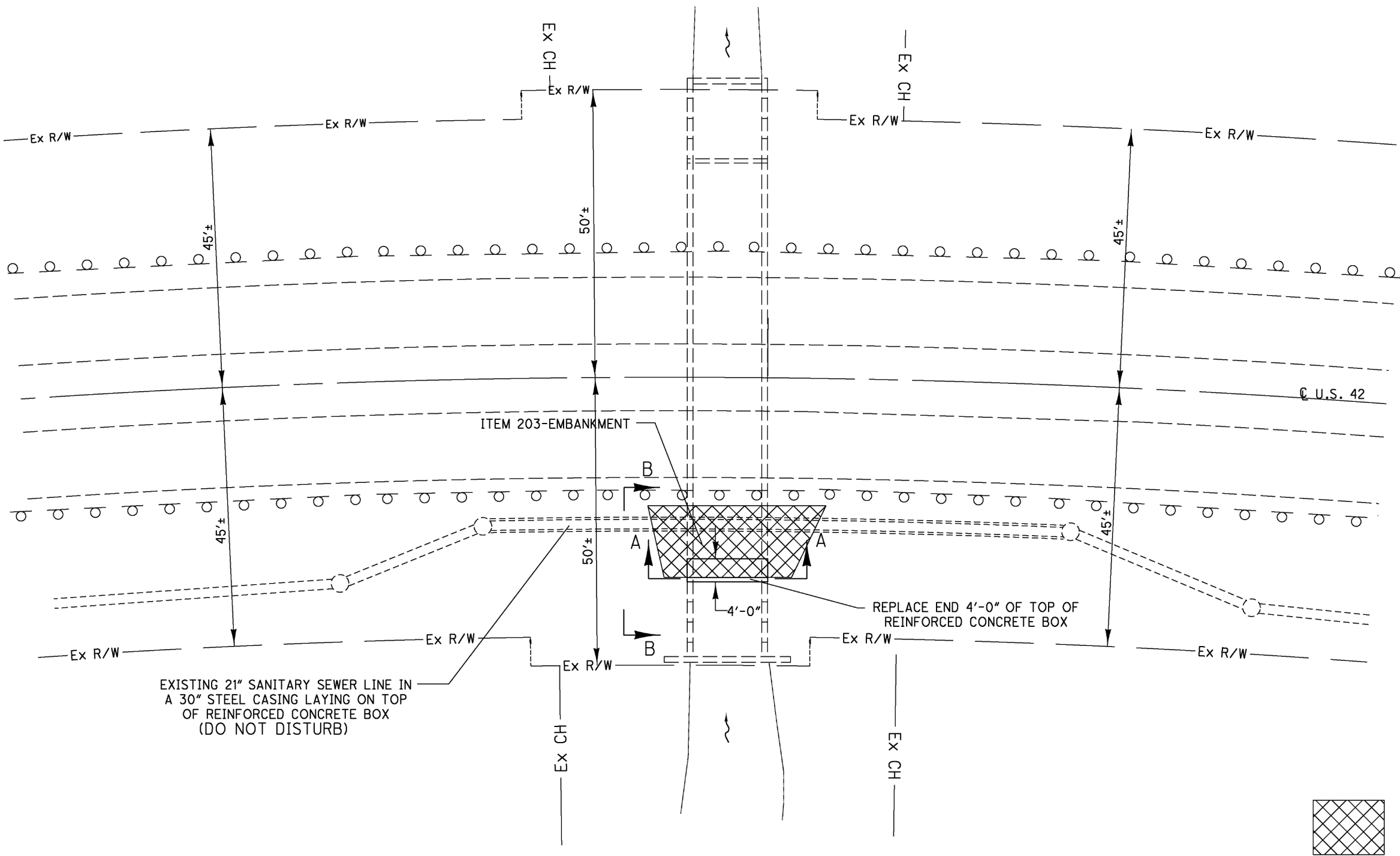
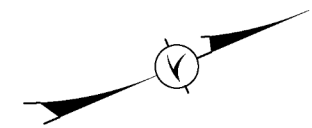
DATE 9/09
 REVIEWED RDN
 DRAWN DCM
 DESIGNED DCM
 CHECKED DJV
 STRUCTURE FILE NUMBER 5201748

PLAN VIEW
 STRUCTURE MED-42-1997 OVER SMALL CREEK

MED-42-18.64

1 / 1

57
59



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
202	2.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
203	10	CU YD	EMBANKMENT
509	131	POUND	EPOXY COATED REINFORCING STEEL
511	3	CU YD	CLASS S CONCRETE, MISC.: CONCRETE BOX REPAIR
659	25	SQ YD	SEEDING AND MULCHING

- NOTES:
- 1) REPLACE END 4'-0" OF TOP OF BOX USING ITEMS 202 & 511, SEE SHEET 2/2 FOR DETAILS.
 - 2) EXISTING SANITARY LINE LAYING ON TOP OF BOX, DO NOT DISTURB.
 - 3) 10 CU. YD. OF ITEM 203 IS SET UP TO BE PLACED OVER AND AROUND THE PROPOSED CONCRETE SLAB.
 - 4) FOR SECTIONS A-A AND B-B, SEE SHEET 2/2.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET.

DESIGN FILE: i:\projects\82296\Struct\Med422090.dgn
 WORKSTATION: dvousden DATE: 12/22/2009

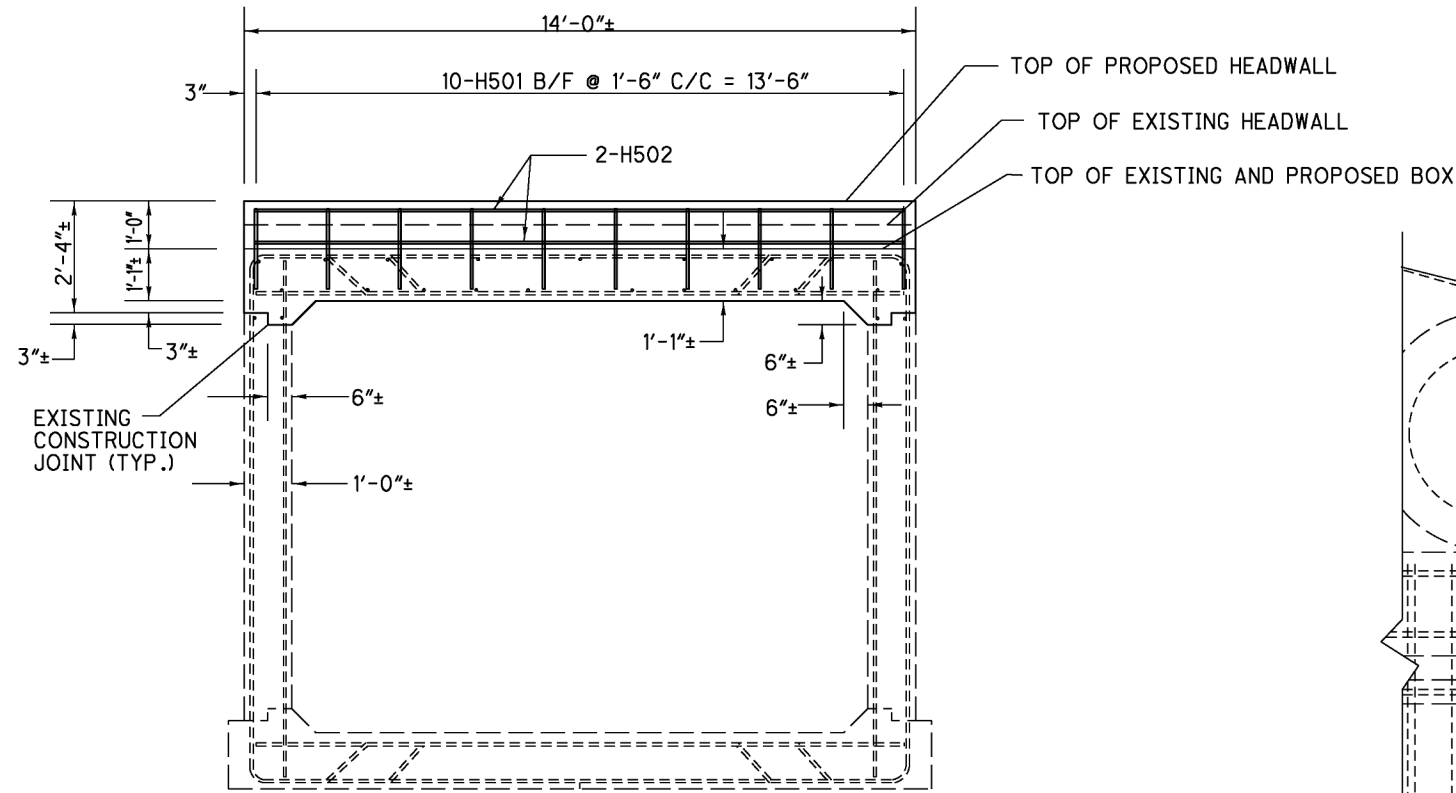
DESIGN AGENCY
 DISTRICT 3
 OFFICE OF PRODUCTION

REVIEWED DATE 9/09
 RDN STRUCTURE FILE NUMBER 5201772
 DRAWN DCM
 DESIGNED DCM
 CHECKED DJV

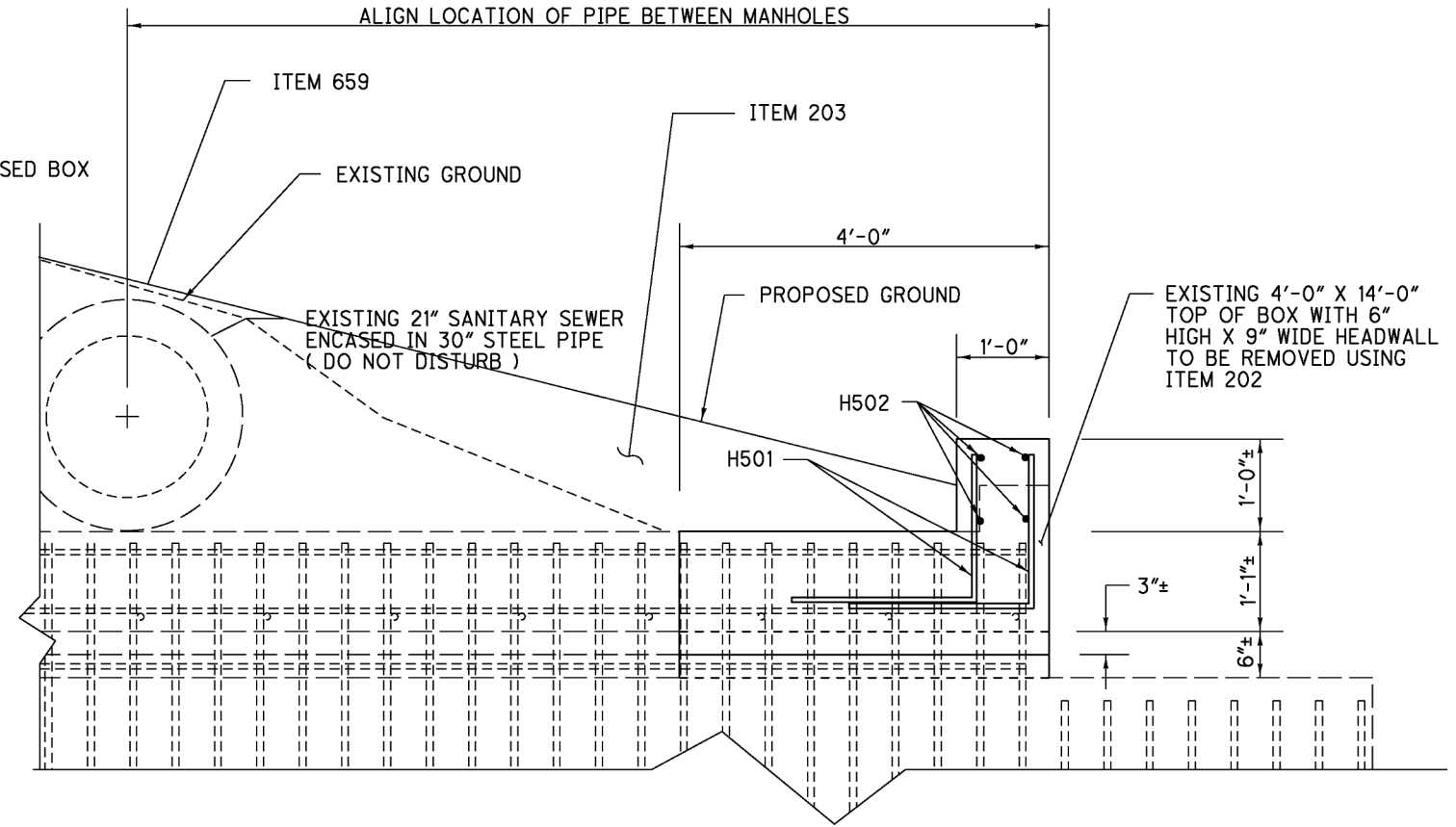
PLAN VIEW
 MED-42-2090 OVER SMALL DITCH

MED-42-18.64

DESIGN FILE: i:\projects\82296\Struct\Med422090.dgn
 WORKSTATION: dvousden DATE: 12/22/2009



SECTION A-A



SECTION B-B

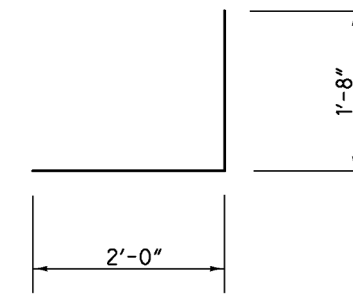
NOTES

- 1) ALL EXISTING REINFORCING STEEL TO BE PRESERVED.
- 2) REMOVE AND REPLACE 4'-0" OF EXISTING TOP OF BOX.
- 3) PLACE NEW 1'-0" X 1'-0" HEADWALL ON TOP OF BOX.
- 4) 10 CUBIC YARDS OF ITEM 203 IS SET UP TO BE PLACE OVER AND AROUND THE PROPOSED CONCRETE SLAB.
- 5) B/F = BOTH FACES.

ITEM 509 - EPOXY COATED REINFORCING STEEL				
MARK	NUMBER	LENGTH	WEIGHT	TYPE
H501	20	3'-7"	75	1
H502	4	13'-6"	56	STRAIGHT
		TOTAL	131	

ITEM	QUANTITY	UNIT	DESCRIPTION
202	2.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
203	10	CU YD	EMBANKMENT
509	131	POUND	EPOXY COATED REINFORCING STEEL
511	3	CU YD	CLASS S CONCRETE, MISC.: CONCRETE BOX REPAIR
659	25	SQ YD	SEEDING AND MULCHING

ALL QUANTITIES CARRIED TO SHEET 1/2.



TYPE 1