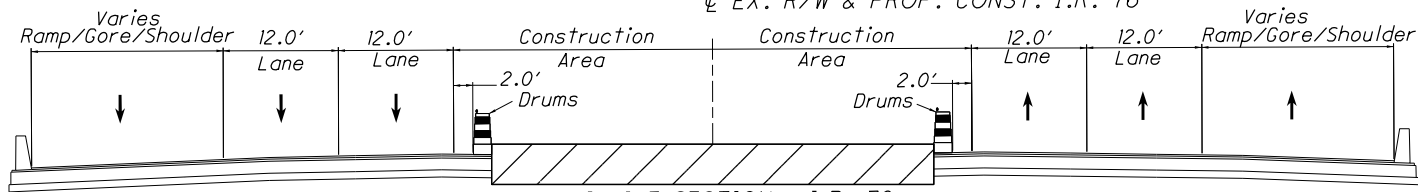


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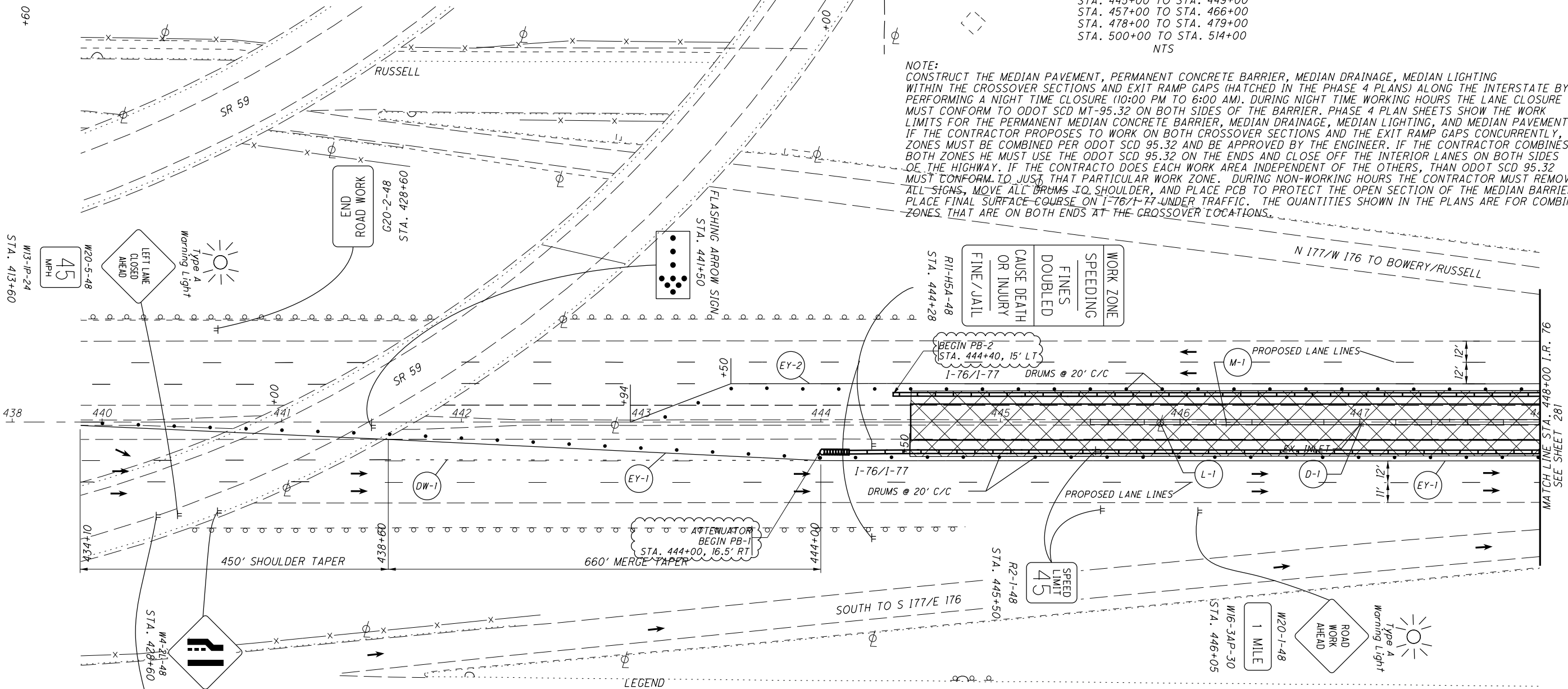
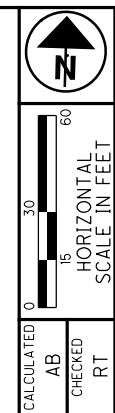
EX. R/W & PROP. CONST. I.R. 76



MAINLINE SECTION - I.R. 76

STA. 445+00 TO STA. 449+00
 STA. 457+00 TO STA. 466+00
 STA. 478+00 TO STA. 479+00
 STA. 500+00 TO STA. 514+00
 NTS

NOTE:
 CONSTRUCT THE MEDIAN PAVEMENT, PERMANENT CONCRETE BARRIER, MEDIAN DRAINAGE, MEDIAN LIGHTING WITHIN THE CROSSOVER SECTIONS AND EXIT RAMP GAPS (HATCHED IN THE PHASE 4 PLANS) ALONG THE INTERSTATE BY PERFORMING A NIGHT TIME CLOSURE (10:00 PM TO 6:00 AM). DURING NIGHT TIME WORKING HOURS THE LANE CLOSURE MUST CONFORM TO ODOT SCD MT-95.32 ON BOTH SIDES OF THE BARRIER. PHASE 4 PLAN SHEETS SHOW THE WORK LIMITS FOR THE PERMANENT MEDIAN CONCRETE BARRIER, MEDIAN DRAINAGE, MEDIAN LIGHTING, AND MEDIAN PAVEMENT. IF THE CONTRACTOR PROPOSES TO WORK ON BOTH CROSSOVER SECTIONS AND THE EXIT RAMP GAPS CONCURRENTLY, ZONES MUST BE COMBINED PER ODOT SCD 95.32 AND BE APPROVED BY THE ENGINEER. IF THE CONTRACTOR COMBINES BOTH ZONES HE MUST USE THE ODOT SCD 95.32 ON THE ENDS AND CLOSE OFF THE INTERIOR LANES ON BOTH SIDES OF THE HIGHWAY. IF THE CONTRACTOR DOES EACH WORK AREA INDEPENDENT OF THE OTHERS, THAN ODOT SCD 95.32 MUST CONFORM TO JUST THAT PARTICULAR WORK ZONE. DURING NON-WORKING HOURS THE CONTRACTOR MUST REMOVE ALL SIGNS, MOVE ALL DRUMS TO SHOULDER, AND PLACE PCB TO PROTECT THE OPEN SECTION OF THE MEDIAN BARRIER. PLACE FINAL SURFACE COURSE ON I-76/I-77 UNDER TRAFFIC. THE QUANTITIES SHOWN IN THE PLANS ARE FOR COMBINED ZONES THAT ARE ON BOTH ENDS AT THE CROSSOVER LOCATIONS.



LEGEND

- TEMPORARY CONCRETE BARRIER
- DRUM
- TRAFFIC FLOW ARROW
- PROPOSED SIGN
- PROPOSED BARRICADE
- WORK ZONE
- ATTENUATOR

PAVEMENT MARKING LEGEND

- CH WORK ZONE CHANNELIZING LINE, TYPE I, 642 PAINT
- DW WORK ZONE DOTTED LINE, TYPE I, 642 PAINT
- LL WORK ZONE LANE LINE, TYPE I, 642 PAINT
- EW WORK ZONE EDGE LINE (WHITE), TYPE I, 642 PAINT
- EY WORK ZONE EDGE LINE (YELLOW), TYPE I, 642 PAINT
- S WORK ZONE STOP LINE, TYPE I, 642 PAINT
- L LIGHT POLE MISC: REMOVE SALVAGE AND RE-ERECT MEDIAN LIGHT POLE
- D INLET MISC: REMOVE, PROTECT, AND RECONSTRUCT BARRIER MEDIAN INLET
- M SIGNING, MISC: REMOVE, SALVAGE, AND RE-ERECT CONCRETE MEDIAN BARRIER BARRIER MOUNTED MILE MARKER

NOTE:
 CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING SIGNS AND PAVEMENT MARKINGS. PERMANENT BARRIER TO BE INSTALLED BETWEEN STA. 444+50 TO STA. 449+00 AND BETWEEN STA. 509+00 TO STA. 514+00. SIGNING SHOWN AS IF THE WORK ON EACH SECTION WILL BE DONE INDEPENDENTLY OF EACH OTHER.

FOR MAINTENANCE OF TRAFFIC QUANTITIES, SEE SHEETS 73 -87

KMS	DATE	DESCRIPTION
4/7/16	STATION CALLOUTS CORRECTED	
	DATE COMPLETED	

**MAINTENANCE OF TRAFFIC PHASE 4
 MAINLINE - I 76 / I 77**

SUM-76-10.00

280
 1822



CALCULATED
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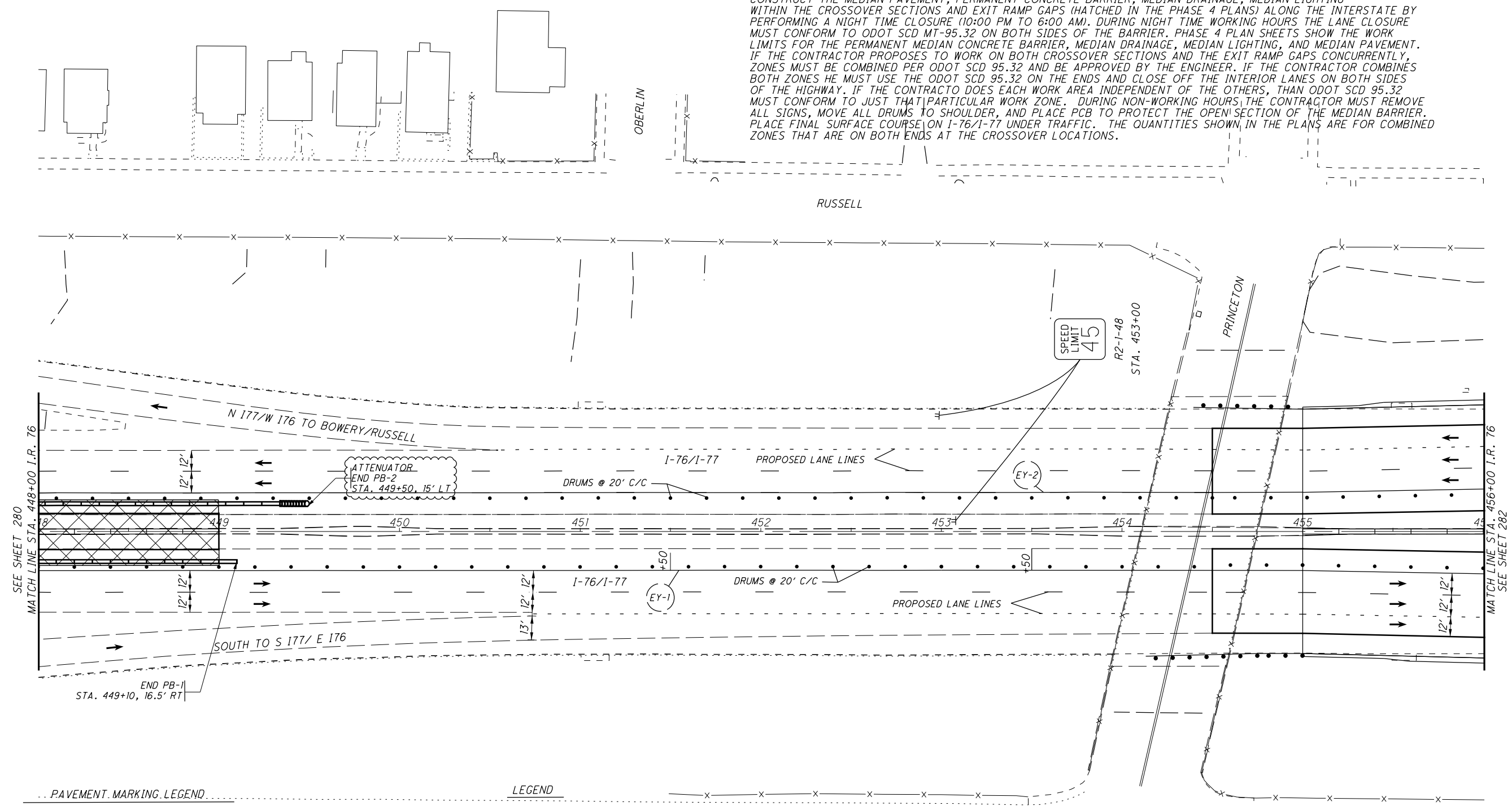
**MAINTENANCE OF TRAFFIC PHASE 4
MAINLINE - I 76 / I 77**

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	STATION CALLOUT CORRECTED
		DATE COMPLETED

SUM -76 -10.00

281
1822

NOTE:
 CONSTRUCT THE MEDIAN PAVEMENT, PERMANENT CONCRETE BARRIER, MEDIAN DRAINAGE, MEDIAN LIGHTING WITHIN THE CROSSOVER SECTIONS AND EXIT RAMP GAPS (HATCHED IN THE PHASE 4 PLANS) ALONG THE INTERSTATE BY PERFORMING A NIGHT TIME CLOSURE (10:00 PM TO 6:00 AM). DURING NIGHT TIME WORKING HOURS THE LANE CLOSURE MUST CONFORM TO ODOT SCD MT-95.32 ON BOTH SIDES OF THE BARRIER. PHASE 4 PLAN SHEETS SHOW THE WORK LIMITS FOR THE PERMANENT MEDIAN CONCRETE BARRIER, MEDIAN DRAINAGE, MEDIAN LIGHTING, AND MEDIAN PAVEMENT. IF THE CONTRACTOR PROPOSES TO WORK ON BOTH CROSSOVER SECTIONS AND THE EXIT RAMP GAPS CONCURRENTLY, ZONES MUST BE COMBINED PER ODOT SCD 95.32 AND BE APPROVED BY THE ENGINEER. IF THE CONTRACTOR COMBINES BOTH ZONES HE MUST USE THE ODOT SCD 95.32 ON THE ENDS AND CLOSE OFF THE INTERIOR LANES ON BOTH SIDES OF THE HIGHWAY. IF THE CONTRACTOR DOES EACH WORK AREA INDEPENDENT OF THE OTHERS, THAN ODOT SCD 95.32 MUST CONFORM TO JUST THAT PARTICULAR WORK ZONE. DURING NON-WORKING HOURS, THE CONTRACTOR MUST REMOVE ALL SIGNS, MOVE ALL DRUMS TO SHOULDER, AND PLACE PCB TO PROTECT THE OPEN SECTION OF THE MEDIAN BARRIER. PLACE FINAL SURFACE COURSE ON I-76/I-77 UNDER TRAFFIC. THE QUANTITIES SHOWN IN THE PLANS ARE FOR COMBINED ZONES THAT ARE ON BOTH ENDS AT THE CROSSOVER LOCATIONS.



PAVEMENT MARKING LEGEND

- (CH) WORK ZONE CHANNELIZING LINE, TYPE I, 642 PAINT
- (DW) WORK ZONE DOTTED LINE, TYPE I, 642 PAINT
- (LL) WORK ZONE LANE LINE, TYPE I, 642 PAINT
- (EW) WORK ZONE EDGE LINE (WHITE), TYPE I, 642 PAINT
- (EY) WORK ZONE EDGE LINE (YELLOW), TYPE I, 642 PAINT
- (S) WORK ZONE STOP LINE, TYPE I, 642 PAINT

LEGEND

- TEMPORARY CONCRETE BARRIER
- DRUM
- TRAFFIC FLOW ARROW
- PROPOSED SIGN
- PROPOSED BARRICADE
- WORK ZONE
- ATTENUATOR

NOTE:
 CONTRACTOR SHALL REMOVE OR COVER EXISTING CONFLICTING SIGNS AND PAVEMENT MARKINGS. PERMANENT BARRIER TO BE INSTALLED BETWEEN STA. 444+50 TO STA. 449+00 AND BETWEEN STA. 509+00 TO STA. 514+00. SIGNING SHOWN AS IF THE WORK ON EACH SECTION WILL BE DONE INDEPENDENTLY OF EACH OTHER.

FOR MAINTENANCE OF TRAFFIC QUANTITIES, SEE SHEETS 73 -87

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PLAN SHEET NO.	REFERENCE NO.	STATION		SIDE	PARTICIPATION (01/IMS/PV OR 04/IMS/OT/AKRN)	601	606	606	606	606	609	609	622	622	622	622	622	622	622	622	622	622	FOR DEDUCT INFO ONLY					
		CONCRETE SLOPE PROTECTION	GUARDRAIL, TYPE MGS			BRIDGE TERMINAL ASSEMBLY, TYPE 1	BRIDGE TERMINAL ASSEMBLY, TYPE 2	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL	CURB, TYPE 4-A	CURB, TYPE 4-C	CONCRETE BARRIER, SINGLE SLOPE, TYPE B	CONCRETE BARRIER, SINGLE SLOPE, TYPE BI	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	BARRIER TRANSITION	BARRIER TRANSITION, AS PER PLAN A	BARRIER TRANSITION, AS PER PLAN B	CONCRETE BARRIER END SECTION, TYPE B	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	BARRIER INLET	MEDIAN LIGHT POLE FOUNDATION	MEDIAN LIGHT TOWER FOUNDATION	MEDIAN SIGN SUPPORT	
		FROM	TO			SY	FT	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	20 FT EA	8 FT EA	10 FT EA	10 FT EA
		I.R. 76																										
375	GR1	454+39.50	455+00.00	LT	01/IMS/PV		62.5		1																			
375	GR2	454+13.10	455+00.00	RT	01/IMS/PV		62.5	1																				
375	CB1	455+00.00	455+30.59	LT	01/IMS/PV									1.6					1				1					
375	CB2	455+00.00	455+45.00	RT	01/IMS/PV									16.1					1				1					
375	CB3	455+30.59	458+50.00	LT	01/IMS/PV										270.5		1						1					
375	CB4	455+00.00	458+50.00	MED	01/IMS/PV											189.0		1					7		1	2		
375	CB5	455+45.00	458+50.00	RT	01/IMS/PV																			2				
376	CB3	458+50.00	465+00.00	LT	01/IMS/PV																			2				
376	CB4	458+50.00	468+50.00	MED	01/IMS/PV										737.0								11		3	1	2	1
376	CB5	458+50.00	458+53.33	RT	01/IMS/PV										3.4													
378	CB4	468+50.00	473+44.36	MED	01/IMS/PV											354.4							6		2		1	
378	CB6	469+54.00	473+74.36	LT	01/IMS/PV																				2			
378	CB7	476+01.68	478+50.00	LT	01/IMS/PV																							
378	CB8	475+71.69	478+50.00	MED	01/IMS/PV											238.4								2			1	
378	CB9	475+30.90	478+50.00	RT	01/IMS/PV																				1			
378	EC1	473+33.27	474+13.55	RT/LT	01/IMS/PV	54.7																						
378	EC1A	473+33.27	474+13.55	RT/LT	01/IMS/PV	394.2																						
378	EC2	474+91.05	475+69.43	RT/LT	01/IMS/PV	53.1																						
378	EC2A	474+91.05	475+69.43	RT/LT	01/IMS/PV	263.8																						
379	CB7	478+50.00	479+88.75	LT	01/IMS/PV																							
379	CB8	478+50.00	479+59.45	MED	01/IMS/PV																							
379	CB9	478+50.00	479+24.92	RT	01/IMS/PV																							
379	CB10	482+64.18	482+65.98	LT	01/IMS/PV																							
379	CB11	482+34.88	488+50.00	MED	01/IMS/PV																							
379	CB29	482+65.98	483+55.36	LT	01/IMS/PV																							
379	CB12	483+55.36	488+50.00	LT	01/IMS/PV																							
379	C94	482+06.85	482+30.40	RT	01/IMS/PV					23.6																		
379	C95	482+30.40	483+07.31	RT	01/IMS/PV						76.9																	
379	EC3	479+53.32	480+28.15	RT/LT	01/IMS/PV	49.3																						
379	EC4	481+64.38	482+30.52	RT/LT	01/IMS/PV	47.5																						
381	CB11	488+50.00	498+50.00	MED	01/IMS/PV																							
381	CB12	488+50.00	489+80.37	LT	01/IMS/PV																							
381	CB13	489+90.45	490+23.43	LT	01/IMS/PV																							
381	CB14	489+80.37	491+55.00	LT	01/IMS/PV																							
381	CB15	490+60.00	491+36.00	RT	01/IMS/PV																							
381	CB16	490+23.43	493+64.33	LT	01/IMS/PV																							
381	CB17	491+36.00	495+16.76	RT	01/IMS/PV																							
381	CB18	493+64.33	498+50.00	LT	01/IMS/PV																							
381	CB19	495+16.76	498+50.00	RT	01/IMS/PV																							
	CB20	NOT USED																										
	CB21	NOT USED																										
381	EC4A	493+72.90	494+41.70	LT	01/IMS/PV	13.3																						
381	EC4B	495+20.52	495+87.79	RT	01/IMS/PV	10.5																						
382	CB11	498+50.00	507+19.85	MED	01/IMS/PV																							
382	CB18	498+50.00	501+65.00	LT	01/IMS/PV																							
382	CB19	498+50.00	507+19.85	RT	01/IMS/PV																							
	CB22	NOT USED																										
SUBTOTAL						886.4	125.0	1	1	1	23.6	76.9	579.8	3238.4	2401.9	2232.3	2	10	1	1	2	23	50	20	32			
SUBTOTAL (CARRIED TO SHEET 312)						886	125.0	1	1	1	24	77	580	3238	2402	2232	2	10	1	1	2	23	50	20	32			

KMS 4/7/16 QTY REVISIONS PER CROSS SECTION REVISIONS
 REV. BY DATE DESCRIPTION
 DATE COMPLETED

CALCULATED BLW CHECKED WJC
ROADWAY SUBSUMMARY
SUM - 76 - 10.00
 304
 1822

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SHEET NUMBER								PARTICIPATION	ITEM	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
304	305	306	307	308	309	310	311	01/IMS/PV					
<i>ROADWAY</i>													
125.0	1662.5	150.0	275.0	137.5	12.5			2362.5	606	2362.5	FT	GUARDRAIL, TYPE MGS	
	200							200	606	200	FT	GUARDRAIL, TYPE MGS, 25' LONG-SPAN	
	2	2	1	2	1			8	606	8	EACH	ANCHOR ASSEMBLY, TYPE E	
	5		1	3				9	606	9	EACH	ANCHOR ASSEMBLY, TYPE T	
1	4	2	2	4	1			14	606	14	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
1	3			1				5	606	5	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
1								1	606	1	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL	
	1							1	606	1	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL, AS PER PLAN	
			4689		2198	1084	1110	9081	608	9081	SF	4" CONCRETE WALK	
		21297	20351	11735	11552	10275	1358	76568	608	76568	SF	6" CONCRETE WALK	
						7		7	608	7	FT	CONCRETE STEPS, TYPE A	
		1284	1879	1096	2708	391		7358	608	7358	SF	CURB RAMP, AS PER PLAN A	
				345				345	608	345	SF	CURB RAMP, AS PER PLAN B	
		552			367		196	1115	608	1115	SF	CURB RAMP, AS PER PLAN C	
		317				1317		1634	608	1634	SF	CURB RAMP, AS PER PLAN D	
		204		457				661	608	661	SF	CURB RAMP, AS PER PLAN E	
		88	189			138		415	608	415	SF	CURB RAMP, AS PER PLAN F	
		356	210					566	608	566	SF	CURB RAMP, TYPE B1	
		9220	11708	2010	7843	4585	447	35813	608	35813	SF	WALKWAY, MISC.: 6" DECORATIVE CONCRETE WALK	
						941		941	608	941	SF	WALKWAY, MISC.: 8" DECORATIVE CONCRETE WALK	
580			92					672	622	672	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B	
3238								3238	622	3238	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
2402	287	686						3375	622	3375	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN	
2232	1170	93	288					3783	622	3783	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
			456					456	622	456	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN A	
			20					20	622	20	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN B	
					12			12	622	12	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN C	
								2	622	2	EACH	BARRIER TRANSITION	
10		2						12	622	12	EACH	BARRIER TRANSITION, AS PER PLAN A	
								1	622	1	EACH	BARRIER TRANSITION, AS PER PLAN B	
			1					1	622	1	EACH	BARRIER TRANSITION, AS PER PLAN C	
1								1	622	1	EACH	CONCRETE BARRIER END SECTION, TYPE B	
2	2	1						5	622	5	EACH	CONCRETE BARRIER END SECTION, TYPE D	
23								23	622	23	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	
50								50	622	50	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
20	2	4						26	622	26	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN	
32	11	5	4					52	622	52	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
			7					7	622	7	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	
<i>EROSION CONTROL</i>													
	1264							1264	601	1264	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
886	1544	389	1026	24				3869	601	3869	SY	CONCRETE SLOPE PROTECTION	
<i>PAVEMENT</i>													
						971		971	609	971	FT	COMBINATION CURB AND GUTTER, TYPE 2	
						101		101	609	101	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	
	764	526		216	1093		140	2739	609	2739	FT	CURB, TYPE 2-A	
						238		238	609	238	FT	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN A	
						251		251	609	251	FT	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN B	
24	179	35						238	609	238	FT	CURB, TYPE 4-A	
77	69							146	609	146	FT	CURB, TYPE 4-C	
		8463	8722	1806	3348	1975	438	24752	609	24752	FT	CURB, TYPE 6	
			391		107			498	609	498	FT	CURB, TYPE 7	
NOTE: TOTALS CARRIED TO GENERAL SUMMARY													

KMS 4/7/16 QUANTITIES UPDATED PER CROSS SECTION REVISIONS

REV. BY DATE DESCRIPTION
DATE COMPLETED

CALCULATED
BLW
CHECKED
WJC

ROADWAY SUBSUMMARY

SUM - 76 - 10.00

312
1822

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PLAN SHEET NO.	REFERENCE NO.	STATION		SIDE	PARTICIPATION (01/IMS/PV)	202																							
		FROM	TO			STRUCTURE REMOVED	PAVEMENT REMOVED	PAVEMENT REMOVED, AS PER PLAN	WEARING COURSE REMOVED	WALK REMOVED	STEPS REMOVED	CONCRETE BARRIER REMOVED	TRAFFIC ISLAND REMOVED	CURB REMOVED	CURB AND GUTTER REMOVED	GUARDRAIL REMOVED	REMOVAL MISC.: WALL REMOVED	REMOVAL MISC.: UTILITY POLE FOUNDATION											
		LS	SY	SY	SY	SF	FT	FT	SY	FT	FT	FT	FT	FT	FT	FT	EACH												
		<i>S. MAIN CONN.</i>																											
749	R172	7+27.62	9+66.53	LT	01/IMS/PV													269											
749	R173	7+27.62	9+96.56	LT/RT	01/IMS/PV		1198																						
749	R174	8+21.21	9+84.41	RT	01/IMS/PV													176											
747	R166	21+49.96	21+56.08	RT	01/IMS/PV					54	3																		
		<i>S. MAIN ST.</i>																											
749	R175	18+49.35	19+50.00	LT	01/IMS/PV					1217																			
749	R176	18+41.56	19+50.00	RT	01/IMS/PV		25																						
749	R177	18+44.16	19+50.00	RT	01/IMS/PV													103											
749	R178	18+44.97	19+50.00	RT	01/IMS/PV					912																			
749	R179	17+35.45	19+03.35	LT	01/IMS/PV					2074																			
749	R180	18+55.90	19+50.00	LT	01/IMS/PV													97											
750	R181	19+50.00	19+70.01	LT	01/IMS/PV					189																			
		<i>EX. MILLER AVE.</i>																											
750	R182	117+85.66	119+16.80	RT	01/IMS/PV													150											
		<i>S. MAIN ST.</i>																											
750	R183	19+50.00	24+50.00	CEN	01/IMS/PV		1980																						
750	R184	19+50.00	19+94.90	RT	01/IMS/PV													67											
750	R185	19+50.00	19+94.41	RT	01/IMS/PV					459																			
750	R186	20+31.50	23+09.88	RT	01/IMS/PV					3127																			
750	R187	20+31.00	23+07.56	RT	01/IMS/PV													295											
750	R188	23+07.56	24+50.00	RT	01/IMS/PV													144											
750	R189	23+67.05	24+50.00	LT	01/IMS/PV					930																			
750	R190	23+66.56	24+50.00	LT	01/IMS/PV													104											
750	R191	23+07.56	24+50.00	RT	01/IMS/PV					1097																			
750	R192	23+75.47	24+50.00	LT	01/IMS/PV		93																						
751	R193	24+50.00	28+55.35	LT	01/IMS/PV					3885																			
751	R194	24+50.00	28+56.00	LT	01/IMS/PV													441											
751	R195	24+50.00	25+35.76	LT	01/IMS/PV																								
751	R196	25+41.95	26+45.27	LT	01/IMS/PV			181																					
751	R197	27+84.48	28+39.29	RT/LT	01/IMS/PV			426																					
751	R198	25+21.32	25+57.91	LT	01/IMS/PV													106											
751	R199	25+87.97	26+11.71	LT	01/IMS/PV													70											
751	R200	26+39.12	26+45.92	LT	01/IMS/PV													105											
751	R201	26+46.16	27+03.61	LT	01/IMS/PV			313																					
751	R202	24+50.00	27+15.61	RT	01/IMS/PV													299											
		<i>EX. S. BROADWAY ST.</i>																											
751	R203	24+47.02	27+55.00	RT/LT	01/IMS/PV			2017																					
751	R204	24+57.89	28+10.59	RT	01/IMS/PV					3045																			
		<i>S. MAIN ST.</i>																											
752	R205	29+50.00	34+50.00	RT/LT	01/IMS/PV			863																					
		<i>EX. S. MAIN ST.</i>																											
752	R206	21+25.00	21+60.41	RT	01/IMS/PV					361																			
752	R206A	22+31.86	22+34.70	RT/LT	01/IMS/PV														2										
752	R206B	23+23.03	23+23.25	RT/LT	01/IMS/PV														2										
752	R206C	24+22.84	24+22.86	RT/LT	01/IMS/PV														2										
		<i>EX. CROSIER ST.</i>																											
752	R207	20+05.94	21+87.64	RT	01/IMS/PV													206											
752	R208	20+40.99	22+04.01	LT	01/IMS/PV					1156																			
SUBTOTAL (CARRIED TO SHEET 325)							7597			19068	3							2795											

JEM	4/6/16	ADDED QUANTITIES UTILITY POLE FOUNDATION REMOVALS
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

CALCULATED
BLW
CHECKED
KMK

ROADWAY REMOVAL SUBSUMMARY

SUM - 76 - 10.00

317
1822

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PLAN SHEET NO.	REFERENCE NO.	STATION		SIDE	PARTICIPATION (01/IMS/PV)	202																
		FROM	TO			STRUCTURE REMOVED	PAVEMENT REMOVED	PAVEMENT REMOVED, AS PER PLAN	WEARING COURSE REMOVED	WALK REMOVED	STEPS REMOVED	CONCRETE BARRIER REMOVED	TRAFFIC ISLAND REMOVED	CURB REMOVED	CURB AND GUTTER REMOVED	GUARDRAIL REMOVED	REMOVAL MISC.: WALL REMOVED	REMOVAL MISC.: UTILITY POLE FOUNDATION				
		LS	SY	SY	SY	SF	FT	FT	SY	FT	FT	FT	FT	FT	FT	FT	EACH					
		EX. CROSIER ST.																				
752	R209	20+40.82	22+03.21	LT	01/IMS/PV																	
752	R210	20+93.09	21+87.14	RT	01/IMS/PV					562												
752	R211	21+99.18	22+14.83	RT	01/IMS/PV									28								
752	R212	22+02.67	22+16.82	RT	01/IMS/PV					68												
		EX. S. MAIN ST.																				
753	R213	24+62.05	26+78.51	LT	01/IMS/PV					1934												
753	R213A	25+21.42	25+21.84	RT/LT	01/IMS/PV											2						
753	R214	24+63.70	26+78.51	LT	01/IMS/PV									219								
753	R214A	26+15.02	26+15.39	RT/LT	01/IMS/PV											2						
753	R215	24+63.70	29+73.31	CEN	01/IMS/PV				1470													
753	R216	27+42.82	28+93.99	LT	01/IMS/PV					650												
753	R217	28+66.13	29+73.31	LT	01/IMS/PV									111								
753	R218	28+78.94	29+73.68	LT	01/IMS/PV					462												
753	R219	25+27.52	27+03.31	RT	01/IMS/PV		2661															
753	R220	24+70.72	27+20.31	RT	01/IMS/PV					2232												
753	R220A	26+79.34	26+79.34	RT	01/IMS/PV											1						
753	R221	24+70.64	27+20.79	RT	01/IMS/PV									257								
753	R222	27+64.02	29+70.91	RT	01/IMS/PV					2800												
753	R223	27+46.26	29+71.16	RT	01/IMS/PV									244								
753	R223A	28+14.33	28+14.33	RT	01/IMS/PV											1						
753	R224	27+44.91	28+93.27	RT	01/IMS/PV									148								
754	R225	29+73.69	33+71.91	LT	01/IMS/PV					3089												
754	R226	29+73.31	33+70.95	LT	01/IMS/PV									406								
754	R227	33+90.53	34+71.90	LT	01/IMS/PV					726												
754	R228	33+90.09	34+71.72	LT	01/IMS/PV									90								
754	R229	29+71.16	34+71.72	LT/RT	01/IMS/PV				1793													
754	R230	29+71.16	34+71.01	RT	01/IMS/PV									500								
754	R231	29+70.69	34+70.85	RT	01/IMS/PV					3452												
755	R232	34+71.73	37+10.98	LT	01/IMS/PV					3328												
755	R233	34+71.72	37+11.41	LT	01/IMS/PV									273								
755	R234	34+71.47	39+63.42	LT	01/IMS/PV		307	617														
755	R235	37+05.07	39+62.83	LT	01/IMS/PV					1882												
755	R236	37+05.03	39+63.16	LT	01/IMS/PV									324								
755	R237	34+71.01	39+64.30	RT	01/IMS/PV		299	98						347								
755	R238	34+71.01	37+56.86	RT	01/IMS/PV																	
755	R239	34+70.92	37+24.75	RT	01/IMS/PV					1146												
755	R240	37+60.01	39+64.30	RT	01/IMS/PV									293								
755	R241	370+60.61	39+64.50	RT	01/IMS/PV					1952												
755	R242	38+50.35	39+28.38	RT	01/IMS/PV			469														
755	R243	34+97.41	36+96.21	RT	01/IMS/PV			1376														
755	R244	37+70.15	38+04.02	RT	01/IMS/PV			225														
755	R245	37+68.46	37+73.34	RT	01/IMS/PV									32								
755	R246	37+69.17	37+78.15	RT	01/IMS/PV									55								
755	R247	38+49.85	38+57.73	RT	01/IMS/PV									51								
755	R248	39+19.32	39+28.89	RT	01/IMS/PV									62								
755	R249	39+32.20	39+45.10	RT	01/IMS/PV									88								
755	R250	39+32.79	39+64.50	RT	01/IMS/PV		224															
756	R251	39+62.71	44+63.03	LT	01/IMS/PV					3548												
756	R252	39+63.16	44+63.03	LT	01/IMS/PV									496								
SUBTOTAL (CARRIED TO SHEET 325)							5561	4181		27269				3937		87	6					

CALCULATED
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CHECKED
KMK

ROADWAY REMOVAL SUBSUMMARY

SUM - 76 - 10.00

JEM	4/6/16	ADDED QUANTITIES UTILITY POLE FOUNDATION REMOVALS
REV. BY	DATE	DESCRIPTION

(318
1822)

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PLAN SHEET NO.	STATION		PARTICIPATION (100% CITY OR PROJECT)	203	203	203	204	204	659	861
				EXCAVATION	EXCAVATION, AS PER PLAN	EMBANKMENT	EXCAVATION OF SUBGRADE	GRANULAR MATERIAL, TYPE B	SEEDING AND MULCHING	GEOGRID FOR SUBGRADE STABILIZATION
	FROM	TO		CY	CY	CY	CY	CY	SY	SY
WOLF LEDGES PARKWAY										
593	20+00.00	21+00.00	01/IMS/PV	377	0	503	0	0	606	0
594	21+50.00	21+96.70	01/IMS/PV	0	0	329	0	0	233	0
595	25+17.74	26+00.00	01/IMS/PV	326	0	65	0	0	291	0
596	26+50.00	27+95.14	01/IMS/PV	529	0	0	0	0	277	0
RUSSELL AVENUE										
599	10+00.00	10+38.81	01/IMS/PV	25	0	0	20	20	23	61
600	10+50.00	11+50.00	01/IMS/PV	472	0	0	273	273	345	816
601	12+00.00	12+50.00	01/IMS/PV	452	0	0	182	182	242	544
602	13+00.00	13+50.00	01/IMS/PV	216	0	0	93	93	111	278
COBURN STREET										
603	213+35.12	214+32.21	01/IMS/PV	472	0	2	246	246	256	738
EAST THORNTON STREET										
609	110+00.00	111+00.00	01/IMS/PV	89	0	0	0	0	90	0
610	111+50.00	112+50.00	01/IMS/PV	499	0	0	0	0	171	0
611	113+00.00	113+59.14	01/IMS/PV	277	0	3	0	0	116	0
612	115+03.57	116+50.00	01/IMS/PV	405	0	3	0	0	263	0
613	117+00.00	118+00.00	01/IMS/PV	575	0	12	0	0	392	0
614	118+50.00	120+50.00	01/IMS/PV	308	0	1016	0	0	603	0
615	120+84.02	121+00.00	01/IMS/PV	16	0	262	0	0	99	0
SOUTH BROADWAY STREET										
622	56+50.00	57+50.00	01/IMS/PV	199	0	138	0	0	357	0
623	57+70.00	58+50.00	01/IMS/PV	55	0	114	0	0	464	0
624	59+00.00	60+00.00	01/IMS/PV	22	0	123	0	0	519	0
625	60+50.00	61+50.00	01/IMS/PV	27	0	102	0	0	508	0
626	62+00.00	63+00.00	01/IMS/PV	26	0	94	0	0	617	0
627	63+50.00	64+50.00	01/IMS/PV	23	0	65	0	0	330	0
628	65+00.00		01/IMS/PV	15	0	26	0	0	100	0
629	165+50.00	166+50.00	01/IMS/PV	32	0	49	0	0	230	0
630	167+00.00	168+00.00	01/IMS/PV	147	0	54	0	0	1164	0
631	168+50.00	169+50.00	01/IMS/PV	61	0	173	0	0	1308	0
632	170+00.00	171+00.00	01/IMS/PV	22	0	79	0	0	402	0
633	171+50.00	172+50.00	01/IMS/PV	18	0	43	0	0	244	0
634	172+99.68		01/IMS/PV	0	0	0	0	0	0	0
SUBTOTAL E (CARRIED TO SHEET 328)				5685	0	3255	814	814	10361	2437

PLAN SHEET NO.	STATION		PARTICIPATION (100% CITY OR PROJECT)	203	203	203	204	204	659	861
				EXCAVATION	EXCAVATION, AS PER PLAN	EMBANKMENT	EXCAVATION OF SUBGRADE	GRANULAR MATERIAL, TYPE B	SEEDING AND MULCHING	GEOGRID FOR SUBGRADE STABILIZATION
	FROM	TO		CY	CY	CY	CY	CY	SY	SY
WEST SOUTH STREET										
638	8+29.17	9+50.00	01/IMS/PV	240	0	130	0	0	687	0
639	10+00.00	11+00.00	01/IMS/PV	89	0	806	0	0	786	0
640	11+50.00	13+00.00	01/IMS/PV	51	0	553	0	0	894	0
641	13+50.00	15+00.00	01/IMS/PV	341	0	41	0	0	602	0
642	15+50.00	17+00.00	01/IMS/PV	322	0	428	0	0	987	0
OLD MAIN STREET										
644	31+00.00	32+00.00	01/IMS/PV	210	0	100	0	0	539	0
645	32+50.00	33+50.00	01/IMS/PV	103	0	76	0	0	398	0
ROUNDABOUT										
648	10+00.00	11+00.00	01/IMS/PV	0	0	1369	0	0	1014	0
649	11+50.00	12+63.89	01/IMS/PV	0	0	1008	0	0	662	0
BACHTEL AVENUE										
651	28+64.11	30+00.00	01/IMS/PV	188	0	158	0	0	455	0
YALE STREET										
653	20+05.00	20+50.00	01/IMS/PV	164	0	3	0	0	83	0
654	21+00.00	22+00.00	01/IMS/PV	103	0	68	0	0	216	0
EAST MILLER STREET										
656	117+50.00	118+50.00	01/IMS/PV	90	0	28	0	0	214	0
657	119+00.00	119+03.00	01/IMS/PV	26	0	0	0	0	40	0
658	120+17.55		01/IMS/PV	0	0	0	0	0	0	0
INFIELD GRADING										
793	CADD AREA (EW-1)		01/IMS/PV	797	0	2034	0	0	26110	0
794	CADD AREA (EW-2)		01/IMS/PV	5169	0	225	0	0	30697	0
794	CADD AREA (EW-3)		01/IMS/PV	5537	0	394	0	0	32869	0
SUBTOTAL F (THIS COLUMN)				13430	0	7421	0	0	97253	0
SUBTOTAL (CARRIED FROM COLUMN A, SHEET 326)				60188	3881	108150	8852	8970	32246	25047
SUBTOTAL (CARRIED FROM COLUMN B, SHEET 326)				21363	0	61432	0	0	24667	0
SUBTOTAL (CARRIED FROM COLUMN C, SHEET 327)				35813	0	6578	0	0	22696	0
SUBTOTAL (CARRIED FROM COLUMN D, SHEET 327)				30118	0	13426	0	0	10832	0
SUBTOTAL (CARRIED FROM COLUMN E)				5685	0	3255	814	814	10361	2437
EMBANKMENT DEDUCTION DUE TO TOPSOIL						-22034				
TOTALS CARRIED TO GENERAL SUMMARY				166597	3881	178228	9666	9784	198055	27484

KMS	4/7/16	TOTALS UPDATED FROM CHANGES ON SHEET 326
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

CALCULATED MJT CHECKED KMK	EARTHWORK SUBSUMMARY	SUM - 76 - 10.00	328 1822
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PLAN SHEET NO.	REFERENCE NO.	STATION		SIDE	PARTICIPATION (01/IMS/PV OR 04/IMS/OT/AKRN)	202	407	441	441	452	202	202	202	202	SPECIAL	611	611	611	611	611	611	611	611	611	611	611	611	638	670							
		PAVEMENT REMOVED	TACK COAT			ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	PIPE REMOVED, 24" UNDER	PIPE REMOVED, OVER 24"	MANHOLE REMOVED	CATCH BASIN OR INLET REMOVED	FILL AND PLUG EXISTING CONDUIT	12" CONDUIT, TYPE B	12" CONDUIT, TYPE C, 706.08	21" CONDUIT, TYPE B	CONDUIT, MISC.: 12" SANITARY SEWER, 707.20, CLASS "NR" BEDDING	CONDUIT, MISC.: 42" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING	CATCH BASIN, NO. 2-2B	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 5	MANHOLE, NO. 3	MANHOLE, NO. 3, AS PER PLAN (SANITARY)	MANHOLE RECONSTRUCTED TO GRADE	MANHOLE ADJUSTED TO GRADE, AS PER PLAN (SANITARY)	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN (SANITARY)	24" STEEL PIPE ENCASEMENT, OPEN CUT	DITCH EROSION PROTECTION							
FROM	TO	SY	GAL	CY	CY	SY	FT	FT	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	SY						
E. SOUTH ST.																																				
917	S-25	116+05.63	116+56.26	CEN	01/IMS/PV																															
917	S-25A	116+56.26	118+85.13	CEN	01/IMS/PV																															
916	S-25B	114+32.88	115+57.67	CEN	01/IMS/PV	80.25	6.02	2.79	6.69	108.02																										
917	R-108	14+15.95	14+51.40	LT	01/IMS/PV						71																									
917	R-109	14+15.95	14+81.58	LT	01/IMS/PV						65																									
917	R-110	14+75.71	14+81.58	RT	01/IMS/PV						20																									
917	R-110A	14+81.58	16+33.06	RT	01/IMS/PV							173																								
917	R-111	13+97.93	14+15.95	LT	01/IMS/PV						21																									
919	R-111A	19+60.05	20+52.11	RT	01/IMS/PV						87																									
919	R-111B	20+52.17	20+90.02	RT	01/IMS/PV						42																									
919	R-111C	20+87.00	21+17.59	RT	01/IMS/PV						30																									
919	R-111D	19+60.79	23+06.40	RT	01/IMS/PV							337																								
917	R-112	13+51.73	13+97.22	LT	01/IMS/PV						45																									
917	R-113	13+51.73	13+54.14	LT	01/IMS/PV						31																									
919	D-253	22+88.00	22+88.00	LT	01/IMS/PV										6																					
919	D-254	22+88.00	23+10.42	LT	01/IMS/PV										22																					
919	D-255	22+88.00	22+88.00	RT	01/IMS/PV										26																					
919	D-255A	20+87.00		RT	01/IMS/PV						8																									
919	D-256	23+10.42		LT	01/IMS/PV																															
920	D-257	23+10.42	24+13.79	LT	01/IMS/PV																															
920	EC-21	22+66.31	25+70.13	LT	01/IMS/PV																															
920	D-258	24+29.72	24+30.00	LT	01/IMS/PV										6																					
920	D-260	24+28.52	24+30.00	RT	01/IMS/PV										11																					
920	D-261	24+28.52	24+29.72	RT	01/IMS/PV										24																					
920	D-262	24+79.71	24+80.09	LT	01/IMS/PV										6																					
920	D-263	24+29.72	24+79.71	LT	01/IMS/PV										49																					
920	D-264	24+28.52	24+80.00	RT	01/IMS/PV										53																					
920	D-264A	24+79.71	19+67.00	LT	01/IMS/PV	46.22	3.47	1.6	3.85	62.22	26				133																					
920	S-26	25+08.71		RT	01/IMS/PV																															
919	S-26A	20+52.11	23+10.42	RT	04/IMS/OT/AKRN																															
920	S-86	24+28.52		RT	01/IMS/PV																															
920	R-33	24+26.69	24+28.52	LT	01/IMS/PV						12																									
920	R-34	19+37.71	19+38.62	LT	01/IMS/PV																															
	R-35	NOT	USED																																	
KMS 4/7/16 QUANTITIES UPDATED																																				
REV. BY DATE DESCRIPTION																																				
DATE COMPLETED																																				
SUBTOTALS CARRIED TO						355	-	356			126	9	4	11	170	458	776	5	9	381	336	8	112	279	266	1	2	5	1	3	2	1	1	1	195	288

DRAINAGE / SANITARY SUBSUMMARY	SUM -76 -10.00
CALCULATED AMP CHECKED KMK	349 1822

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PLAN SHEET NO.	REFERENCE NO.	STATION		PARTICIPATION (01/IMS/PV OR 04/IMS/OT/AKRN)	202	607	607	607	625	FOR INFORMATION ONLY									
		FROM	TO		FT	FT	EACH	FT	EACH			INTERMEDIATE ANCHOR POST ASSEMBLY	CORNER POST ASSEMBLY	END POST ASSEMBLY	ABUTMENT CONNECTION				
1699 - 1701	R-1	454+44.14, 133.67' RT. I.R. 76	23+24.14, 19.38' LT. W. SOUTH ST.	01/IMS/PV	1343			846											
1701 - 1704	R-2	23+47.85, 46.56' LT. W. SOUTH ST.	763+34.49, 14.75' LT. RAMP W-7	01/IMS/PV	593														
1703 - 1704	R-3	37+35.18, 31.18' RT. S. MAIN ST.	40+88.18, 1.95' RT. S. MAIN ST.	01/IMS/PV	568														
1705 - 1707	R-4	681+90.32, 57.94' LT. RAMP W-6	21+13.29, 30.39' LT. WOLF LEDGES PKWY.	01/IMS/PV	1464														
1709																			
1709 , 1711	R-5	21+88.72, 31.83' RT. WOLF LEDGES PKWY.	12+01.01, 21.63' LT. GRANT ST.	01/IMS/PV	341														
1711 - 1713	R-6	11+31.91, 24.56' RT. GRANT ST.	509+10.03, 81.97' RT. I.R. 76	01/IMS/PV	878			878											
1715	R-7	10+23.76, 20.19' RT. RUSSELL ST.	11+96.27, 40.30' RT. RUSSELL ST.	01/IMS/PV	179														
1715	R-8	213+66.32, 58.86' RT. COBURN ST.	214+23.68, 59.22' RT. COBURN ST.	01/IMS/PV	211			107											
1715	R-8A	10+84.76, 36.70' LT. RUSSELL ST.	11+54.91, 35.00' LT. RUSSELL ST.	01/IMS/PV	85			107											
1715 - 1716	R-9	870+84.79, 21.45' RT. RAMP W-8	874+63.31, 4.71' RT. RAMP W-8	01/IMS/PV	379														
1716	R-10	75+25.62, 32.42' LT. RAMP W-5A	77+04.56, 116.93' LT. RAMP W-5A	01/IMS/PV	231														
1718 , 1707	R-11	82+55.84, 16.94' LT. RAMP W-5A	26+13.53, 75.34' LT. WOLF LEDGES PKWY.	01/IMS/PV	1081			435											
1708																			
1708 , 1710	R-12	594+92.42, 32.98' LT. RAMP W-5	14+32.62, 22.26' LT. GRANT ST.	01/IMS/PV	454			454											
1708 , 1710	R-13	595+59.16, 100.82' LT. RAMP W-5	15+61.89, 27.00' LT. GRANT ST.	01/IMS/PV	474														
1710	R-14	15+09.90, 24.71' RT. GRANT ST.	508+53.35, 85.25' LT. I.R. 76	01/IMS/PV	941														
1712 - 1713																			
1699	F-1	454+44.14, 133.67' RT. I.R. 76	454+51.85, 139.95' RT. I.R. 76	01/IMS/PV		10													
1702	F-2	14+70.09, 11.50' LT. W. SOUTH ST.	16+60.00, 17.96' LT. W. SOUTH ST.	01/IMS/PV		194													
1703 - 1704	F-3	14+60.34, 38.00' LT. E. SOUTH ST.	17+30.80, 17.67' LT. E. SOUTH ST.	01/IMS/PV		1116					5	5	2				1		
1705 - 1706	F-4	20+98.03, 17.67' LT. E. SOUTH ST.	686+65.19, 26.55' RT. RAMP W-6	01/IMS/PV		508					2	2	1				1		
1707 , 1709	F-5	688+30.71, 38.43' RT. RAMP W-6	21+92.11, 26.00' LT. WOLF LEDGES PKWY.	01/IMS/PV		806		806			3	5	2						
1709 , 1711	F-6	21+66.18, 31.04' RT. WOLF LEDGES PKWY.	11+96.72, 27.17' LT. GRANT ST.	01/IMS/PV		395	1	395			3	2	2						
1711	F-6A	11+47.51, 24.50' LT. GRANT ST.	11+80.04, 26.21' LT. GRANT ST.	01/IMS/PV		35		35				2	2						
1711	F-7	11+80.04, 26.17' RT. GRANT ST.	502+02.62, 164.84' RT. I.R. 76	01/IMS/PV		238			1			2	2						
1713	F-8	508+54.19, 84.94' RT. I.R. 76	509+10.03, 81.97' RT. I.R. 76	01/IMS/PV		56													
1715	F-9	10+23.76, 20.19' RT. RUSSELL ST.	10+38.81, 33.36' RT. RUSSELL ST.	01/IMS/PV		30		30			1	1	1						
1715 - 1716	F-10	213+17.81, 26.00' RT. COBURN ST.	44+95.70, 74.37' LT. S. MAIN ST.	01/IMS/PV		369	1	372				1	2						
1716 - 1717	F-11	76+35.38, 126.99' LT. RAMP W-5A	80+32.56, 41.92' LT. RAMP W-5A	01/IMS/PV		406						1	2						
1718 , 1707	F-12	587+02.29, 26.67' LT. RAMP W-5	25+55.82, 29.04' LT. WOLF LEDGES PKWY.	01/IMS/PV		646	1	646			1	3	2						
1708																			
1708 , 1710	F-13	25+24.53, 26.51' RT. WOLF LEDGES PKWY.	14+57.63, 26.17' LT. GRANT ST.	01/IMS/PV		575	1	575				3	2						
1710	F-14	14+57.63, 28.17' RT. GRANT ST.	508+53.35, 85.25' LT. I.R. 76	01/IMS/PV		993	1	993	1		2	6	2						
1712 - 1713																			
1719 - 1720	F-15	572+12.42, 169.53' LT. RAMP W-5	579+62.93, 46.24' LT. RAMP W-5	01/IMS/PV		880	1					6	2						
1719 - 1720	F-16	572+39.21, 88.87' RT. RAMP W-5	579+59.69, 78.70' RT. RAMP W-5	01/IMS/PV		788					1	3	2						
TOTALS CARRIED TO GENERAL SUMMARY					9222	8045	6	6679	2										
					TOTAL						18	42	32	2					

CALCULATED BLW CHECKED KMK
FENCE SUBSUMMARY
SUM - 76 - 10.00
 368
 1822

JEM	4/7/16	BP GAS STATION PARCEL/ACCESS REVISION
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF MAJOR RECONFIGURATION OF AN URBAN INTERCHANGE, IR 76 AND ASSOCIATED ROADWAYS, SOUTH MAIN STREET AND SOUTH BROADWAY STREET. APPROXIMATELY 0.98 MILES OF IR 76, 2.02 MILES OF LOCAL ROADS, AND 9 BRIDGES ARE TO BE RECONSTRUCTED. THIS WORK ALSO CONSISTS OF THE INSTALLATION OF NEW TRAFFIC SIGNALS, NECESSARY TRAFFIC CONTROL DEVICES, INTERCHANGE AND LOCAL STREET LIGHTING, UTILITY RELOCATION, DRAINAGE, RIGHT OF WAY ACQUISITION, AND BUILDING DEMOLITION.

USGS QUADRANT NO. 41081-A4
 NORTH VIEW OHIO
 LONGITUDE: W81°31'36"***
 LATITUDE: N41°03'42"***

* LONGITUDE AND LATITUDE TO APPROX. CENTER OF PROJECT.

BMP TYPE	ENHANCED BACKFULL WIDTH	STATION		LATITUDE/LONGITUDE		EDA TREATMENT CREDIT (ACRES)		
		FROM	TO	BEGIN	END			
VEGETATED BIOFILTER 1	4'	23+16.34	24+13.70	41.061844	-81.523600	41.061844	-81.523333	0.27
VEGETATED BIOFILTER 2	4'	180+00.00	180+40.00	41.062170	01.020000	41.062170	01.020000	0.00
VEGETATED BIOFILTER 3	4'	180+00.00	180+00.00	41.062222	01.020101	41.062200	01.020353	0.30
VEGETATED BIOFILTER 4	4'	572+50.00	574+00.00	41.065833	-81.524440	41.065278	-81.524444	0.05
VEGETATED BIOFILTER 5	4'	574+00.00	574+50.00	41.065278	-81.524444	41.065278	-81.524444	0.06
VEGETATED BIOFILTER 6	4'	78+50.00	80+16.00	41.062778	-81.525556	41.062778	-81.525000	1.25
TREATMENT PROVIDED							1.63	
TREATMENT REQUIRED *							0.00	

* PER L&D VOL. 2, SEC. 1112.1, A NOI IS NOT REQUIRED BECAUSE RUNOFF IS COLLECTED IN A COMBINED SEWER. PER L&D VOL. 2, SEC. 1115.2 IF A NOI IS NOT REQUIRED, THEN POST CONSTRUCTION BMP'S ARE NOT NEEDED.

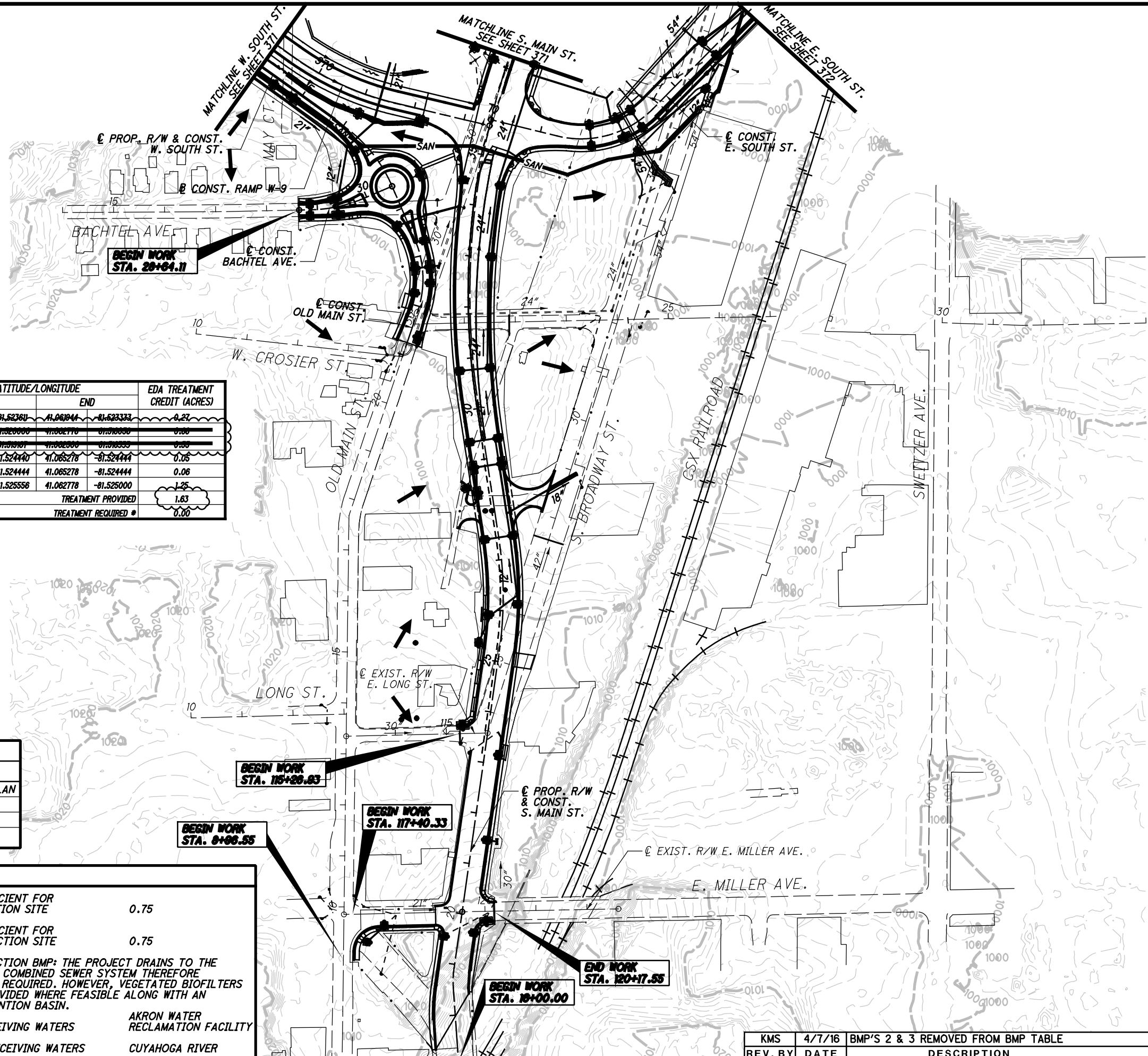
LEGEND

- NEW CATCH BASIN
- EXISTING CATCH BASIN
- CONSTRUCTION LIMITS

ESTIMATED QUANTITIES			
ITEM	QUAN.	UNIT	DESCRIPTION
832	LUMP		STORM WATER POLLUTION PREVENTION PLAN
832	558,000	EACH	EROSION CONTROL

QUANTITIES CARRIED TO THE GENERAL SUMMARY

PROJECT DATA			
TOTAL AREA (RIGHT-OF-WAY)	84.4 ACRES	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.75
PROJECT EARTH DISTURBED AREA	75.8 ACRES	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.75
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	2.87 ACRES	POST CONSTRUCTION BMP: THE PROJECT DRAINS TO THE CITY OF AKRON COMBINED SEWER SYSTEM THEREFORE BMP'S ARE NOT REQUIRED. HOWEVER, VEGETATED BIOFILTERS HAVE BEEN PROVIDED WHERE FEASIBLE ALONG WITH AN EXTENDED DETENTION BASIN.	
NOTICE OF INTENT EARTH DISTURBED AREA	78.7 ACRES	IMMEDIATE RECEIVING WATERS	AKRON WATER RECLAMATION FACILITY
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE	71.8 ACRES	SUBSEQUENT RECEIVING WATERS	CUYAHOGA RIVER
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE	70.4 ACRES		



PROJECT SITE PLAN
 SOUTH

SUM - 76 - 10.00

370
 1822

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	BMP'S 2 & 3 REMOVED FROM BMP TABLE

I:\Projects\Main Broadway\Misc\Final Plans - ADDENDUM items\20160406_077269_Addendum_R2\2016-04-06 Mainline Cross Sections Revisions\2016-04-07 Project Site Plan Revisions\77269\001_cclouded.dgn



CALCULATED

AMP

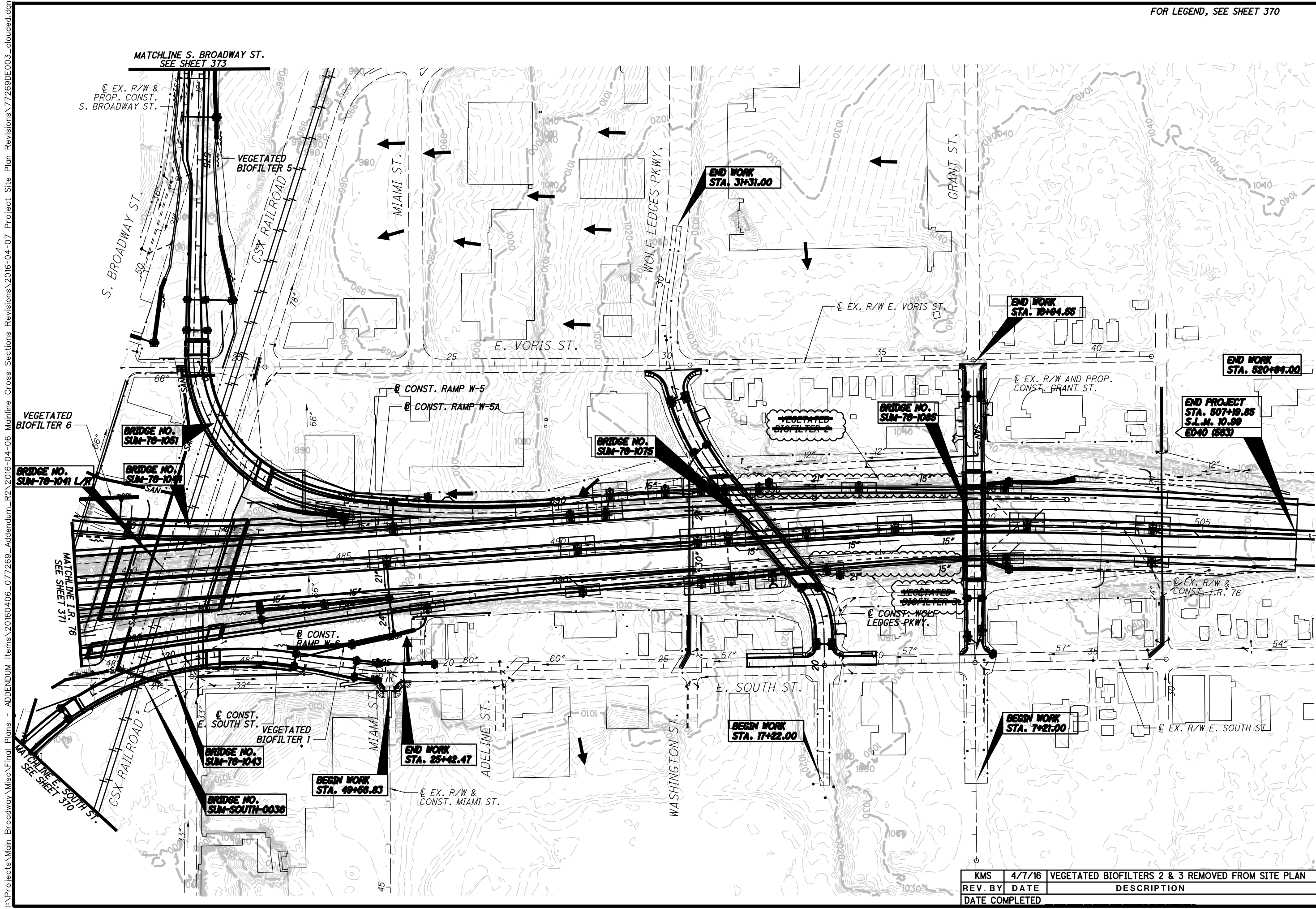
CHECKED

KMK

PROJECT SITE PLAN
EAST

SUM-76-10.00

372
1822



MATCHLINE S. BROADWAY ST.
SEE SHEET 373

EX. R/W &
PROP. CONST.
S. BROADWAY ST.

VEGETATED
BIOFILTER 5

MIAMI ST.

E. VORIS ST.

WOLF LEDGES PKWY.

END WORK
STA. 31+31.00

GRANT ST.

END WORK
STA. 10+04.55

END WORK
STA. 520+84.00

END PROJECT
STA. 507+18.85
S.L.M. 10.89
E040 (583)

EX. R/W AND PROP.
CONST. GRANT ST.

BRIDGE NO.
SUM-76-1045

BRIDGE NO.
SUM-76-1075

VEGETATED
BIOFILTER 2

CONST. RAMP W-5

CONST. RAMP W-5A

VEGETATED
BIOFILTER 6

BRIDGE NO.
SUM-76-1041

BRIDGE NO.
SUM-76-1044

BRIDGE NO.
SUM-76-1041 L/R

MATCHLINE I.R. 76
SEE SHEET 371

CONST. RAMP W-6

BRIDGE NO.
SUM-76-1043

END WORK
STA. 25+42.47

BEGIN WORK
STA. 49+58.83

BRIDGE NO.
SUM-SOUTH-0038

EX. R/W &
CONST. MIAMI ST.

BEGIN WORK
STA. 17+22.00

E. SOUTH ST.

BEGIN WORK
STA. 7+21.00

EX. R/W &
CONST. I.R. 76

VEGETATED
BIOFILTER 3

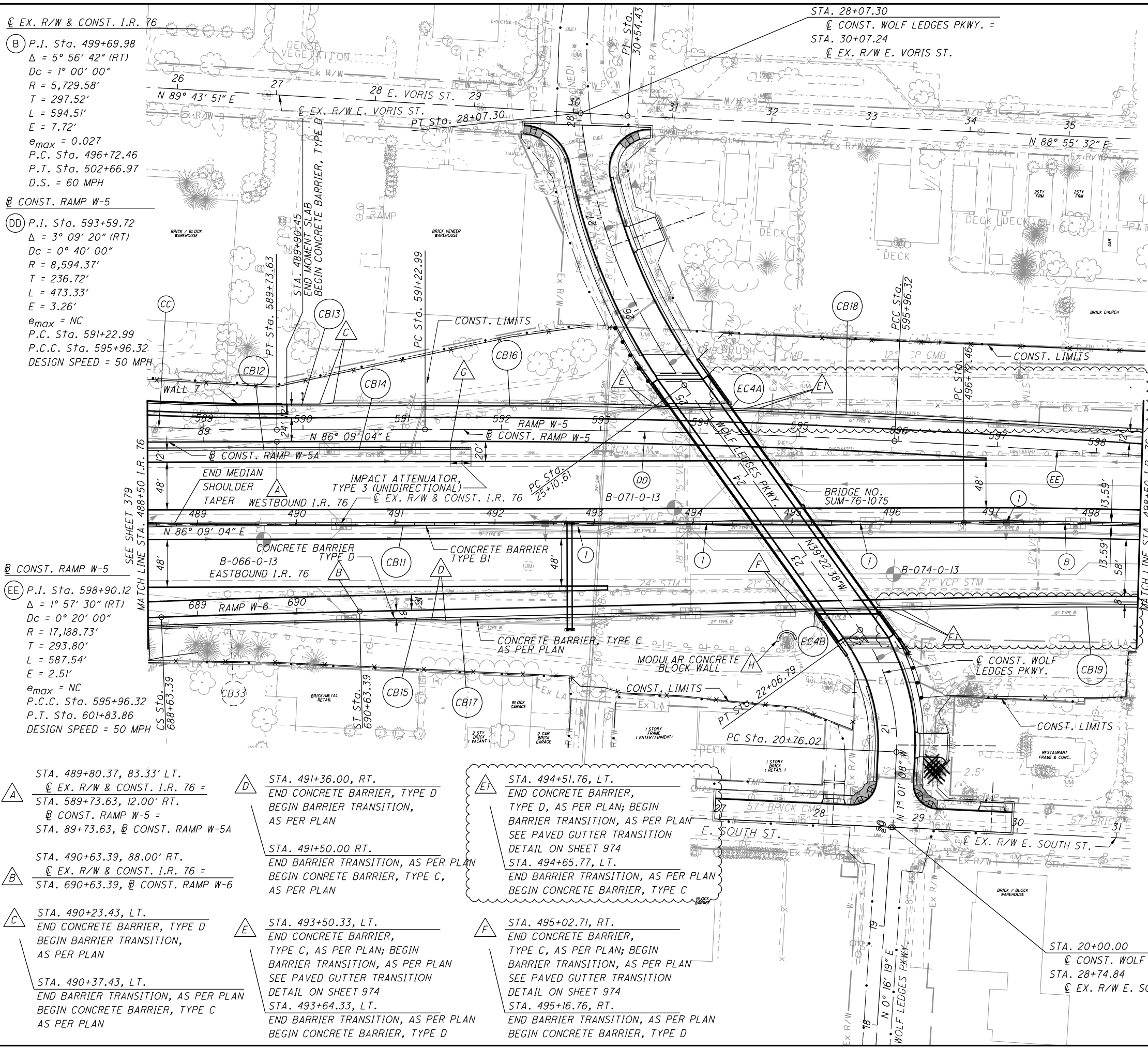
CONST. WOLF
LEDGES PKWY.

EX. R/W E. SOUTH ST.

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	VEGETATED BIOFILTERS 2 & 3 REMOVED FROM SITE PLAN

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EX. R/W & CONST. I.R. 76
 P.I. Sta. 499+69.98
 $\Delta = 5^\circ 56' 42''$ (RT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 297.52'$
 $L = 594.51'$
 $E = 7.72'$
 $e_{max} = 0.027$
 P.C. Sta. 496+72.46
 P.T. Sta. 502+66.97
 D.S. = 60 MPH

CONST. RAMP W-5
 P.I. Sta. 593+59.72
 $\Delta = 3^\circ 09' 20''$ (RT)
 $D_c = 0^\circ 40' 00''$
 $R = 8,594.37'$
 $T = 236.72'$
 $L = 473.33'$
 $E = 3.26'$
 $e_{max} = NC$
 P.C. Sta. 591+22.99
 P.C.C. Sta. 595+96.32
 DESIGN SPEED = 50 MPH

CONST. RAMP W-5
 P.I. Sta. 598+90.12
 $\Delta = 1^\circ 57' 30''$ (RT)
 $D_c = 0^\circ 20' 00''$
 $R = 17,188.73'$
 $T = 293.80'$
 $L = 587.54'$
 $E = 2.51'$
 $e_{max} = NC$
 P.C.C. Sta. 595+96.32
 P.T. Sta. 601+83.86
 DESIGN SPEED = 50 MPH

A STA. 489+80.37, 83.33' LT.
 EX. R/W & CONST. I.R. 76 =
 STA. 589+73.63, 12.00' RT.
 CONST. RAMP W-5 =
 STA. 89+73.63, CONST. RAMP W-5A

B STA. 490+63.39, 88.00' RT.
 EX. R/W & CONST. I.R. 76 =
 STA. 690+63.39, CONST. RAMP W-6

C STA. 490+23.43, LT.
 END CONCRETE BARRIER, TYPE D
 BEGIN BARRIER TRANSITION,
 AS PER PLAN

STA. 490+37.43, LT.
 END BARRIER TRANSITION, AS PER PLAN
 BEGIN CONCRETE BARRIER, TYPE C
 AS PER PLAN

D STA. 491+36.00, RT.
 END CONCRETE BARRIER, TYPE D
 BEGIN BARRIER TRANSITION,
 AS PER PLAN

STA. 491+50.00 RT.
 END BARRIER TRANSITION, AS PER PLAN
 BEGIN CONCRETE BARRIER, TYPE C,
 AS PER PLAN

E STA. 493+50.33, LT.
 END CONCRETE BARRIER,
 TYPE C, AS PER PLAN; BEGIN
 BARRIER TRANSITION, AS PER PLAN
 SEE PAVED GUTTER TRANSITION
 DETAIL ON SHEET 974

STA. 493+64.33, LT.
 END BARRIER TRANSITION, AS PER PLAN
 BEGIN CONCRETE BARRIER, TYPE D

ET STA. 494+51.76, LT.
 END CONCRETE BARRIER,
 TYPE D, AS PER PLAN; BEGIN
 BARRIER TRANSITION, AS PER PLAN
 SEE PAVED GUTTER TRANSITION
 DETAIL ON SHEET 974

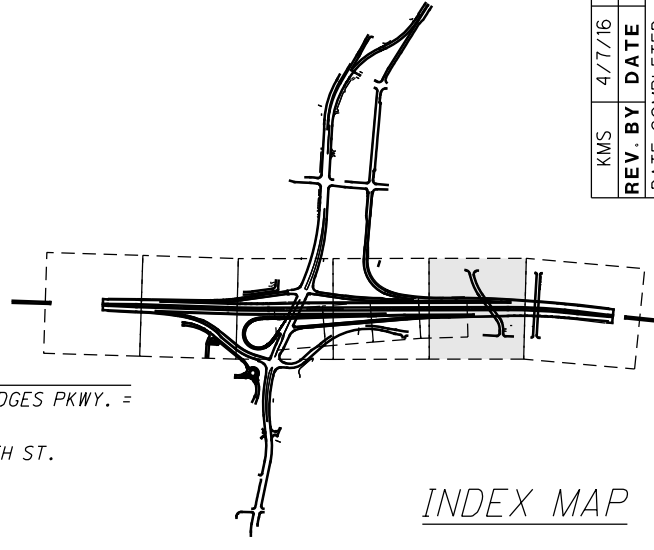
STA. 494+65.77, LT.
 END BARRIER TRANSITION, AS PER PLAN
 BEGIN CONCRETE BARRIER, TYPE C

F STA. 495+02.71, RT.
 END CONCRETE BARRIER,
 TYPE C, AS PER PLAN; BEGIN
 BARRIER TRANSITION, AS PER PLAN
 SEE PAVED GUTTER TRANSITION
 DETAIL ON SHEET 974

STA. 495+16.76, RT.
 END BARRIER TRANSITION, AS PER PLAN
 BEGIN CONCRETE BARRIER, TYPE D

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304 - 369
 FOR I-76 PROFILE, SEE SHEET 383
 FOR I-76 CROSS SECTIONS, SEE SHEETS 384 - 415
 FOR RAMP W-5 PLAN AND PROFILE, SEE SHEETS 416 - 421
 FOR RAMP W-5A PLAN AND PROFILE, SEE SHEETS 432 - 434
 FOR RAMP W-6 PLAN AND PROFILE, SEE SHEETS 439 - 444
 FOR WOLF LEDGES PLAN AND PROFILE, SEE SHEETS 590 - 592
 FOR SUPERELEVATION TABLES, SEE SHEETS 661 - 667
 FOR INTERCHANGE DETAILS, SEE SHEETS 668 - 669
 FOR TERMINAL DETAILS, SEE SHEETS 670 - 682
 FOR REMOVAL PLAN, SEE SHEET 730
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794
 FOR BRIDGE SUM-76-1075 DETAILS, SEE SHEETS 1465-1504

Symbol	Description	Stationing
ET	STA. 495+96.04, RT. END CONCRETE BARRIER, TYPE D, AS PER PLAN; BEGIN BARRIER TRANSITION, AS PER PLAN SEE PAVED GUTTER TRANSITION DETAIL ON SHEET 974	STA. 496+10.05, RT. END BARRIER TRANSITION, AS PER PLAN BEGIN CONCRETE BARRIER, TYPE C
G	STA. 491+55.00 EX. R/W & CONST. I.R. 76	STA. 591+48.32 CONST. RAMP W-5 END OF CONCRETE BARRIER
H	STA. 494+83.92, 119.62' RT TO STA. 495+03.78, 117.25' RT 10' RADIUS TO FACE OF WALL, LENGTH OF WALL = 31.50' SEE DETAIL ON SHEET 845	
I	TRANSITION CONCRETE BARRIER, TYPE BI PER SCD RM-4.4. MEDIAN SHOULDER WIDTHS VARY:	
	13.59' TO 12.59'	STA. 492+17.81 TO STA. 492+47.81
	12.59'	STA. 492+47.81 TO STA. 492+80.00
	12.59' TO 13.59'	STA. 492+80.00 TO STA. 493+15.00
	13.59' TO 12.09'	STA. 494+06.54 TO STA. 494+46.54
	12.09'	STA. 494+46.54 TO STA. 495+28.00
	12.09 TO 13.59'	STA. 495+28.00 TO STA. 495+68.00
	13.59' TO 12.59'	STA. 496+82.33 TO STA. 497+12.33
	12.59'	STA. 497+12.33 TO STA. 497+18.33
	12.59' TO 13.59'	STA. 497+18.33 TO STA. 497+42.33



0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
M/J/T
CHECKED
K/M/K

KMS 4/7/16 DITCH REMOVED, BARRIER TRANSITIONS E1 AND FT ADDED

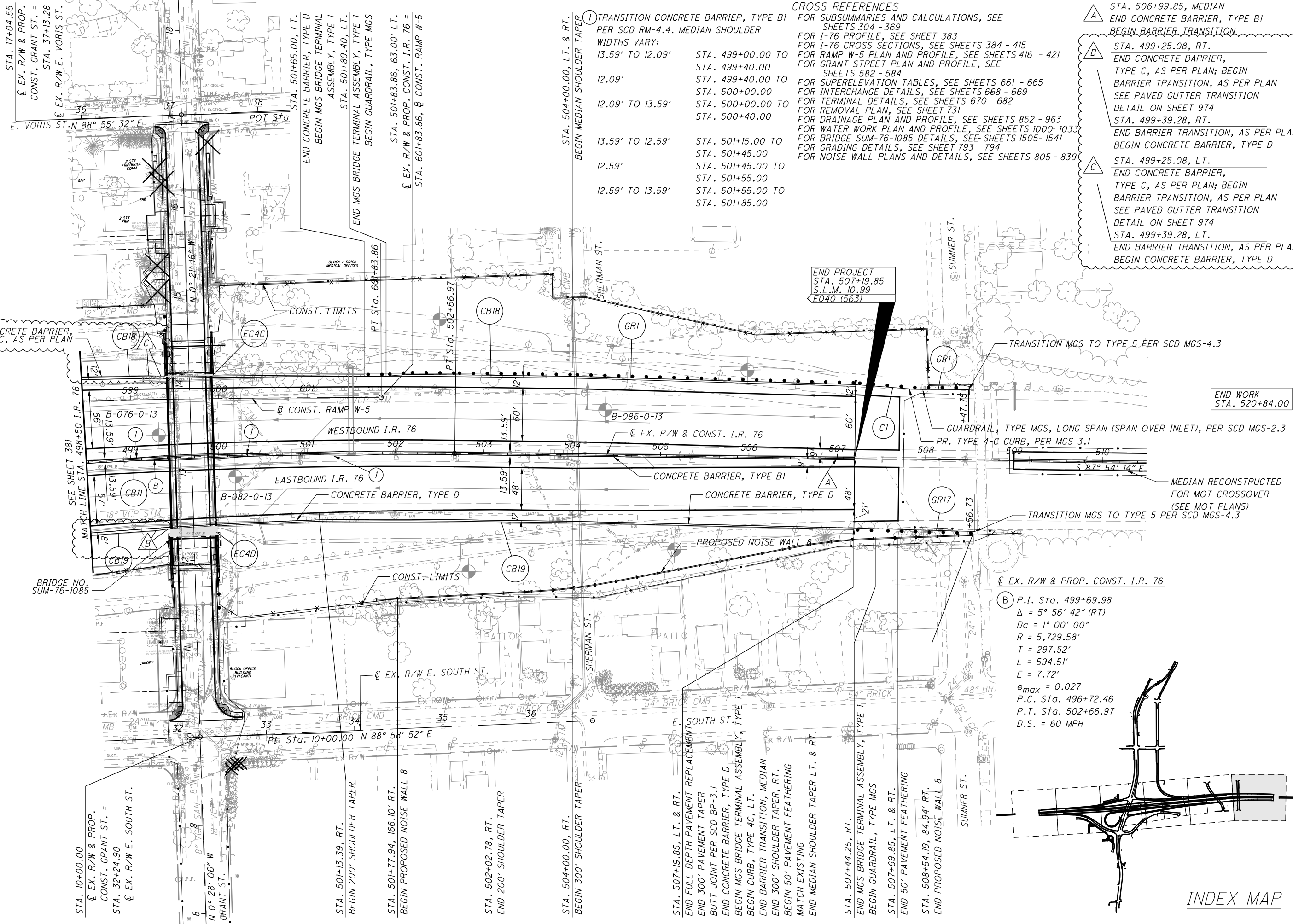
REV. BY	DATE	DESCRIPTION

SUM-76-10.00

PLAN - I.R. 76
STA. 488+50 TO STA. 498+50

381
1822

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	DITCH REMOVED, BARRIER TRANSITIONS B AND C ADDED
		DATE COMPLETED



CROSS REFERENCES

FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304 - 369

FOR I-76 PROFILE, SEE SHEET 383

FOR I-76 CROSS SECTIONS, SEE SHEETS 384 - 415

FOR RAMP W-5 PLAN AND PROFILE, SEE SHEETS 416 - 421

FOR GRANT STREET PLAN AND PROFILE, SEE SHEETS 582 - 584

FOR SUPERELEVATION TABLES, SEE SHEETS 661 - 665

FOR INTERCHANGE DETAILS, SEE SHEETS 668 - 669

FOR TERMINAL DETAILS, SEE SHEETS 670 - 682

FOR REMOVAL PLAN, SEE SHEET 731

FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963

FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033

FOR BRIDGE SUM-76-1085 DETAILS, SEE SHEETS 1505- 1541

FOR GRADING DETAILS, SEE SHEET 793 794

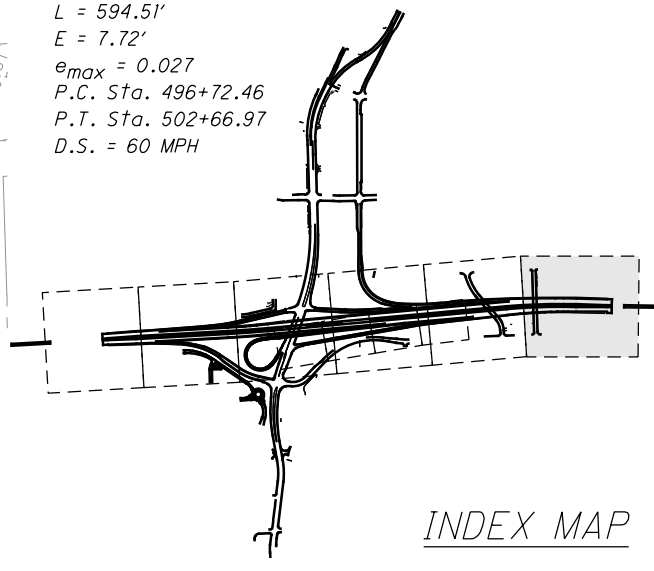
FOR NOISE WALL PLANS AND DETAILS, SEE SHEETS 805 - 839

- A STA. 506+99.85, MEDIAN END CONCRETE BARRIER, TYPE BI BEGIN BARRIER TRANSITION
- B STA. 499+25.08, RT. END CONCRETE BARRIER, TYPE C, AS PER PLAN; BEGIN BARRIER TRANSITION, AS PER PLAN SEE PAVED GUTTER TRANSITION DETAIL ON SHEET 974 STA. 499+39.28, RT. END BARRIER TRANSITION, AS PER PLAN BEGIN CONCRETE BARRIER, TYPE D
- C STA. 499+25.08, LT. END CONCRETE BARRIER, TYPE C, AS PER PLAN; BEGIN BARRIER TRANSITION, AS PER PLAN SEE PAVED GUTTER TRANSITION DETAIL ON SHEET 974 STA. 499+39.28, LT. END BARRIER TRANSITION, AS PER PLAN BEGIN CONCRETE BARRIER, TYPE D



PLAN - I.R. 76
STA. 498+50 TO STA. 510+50

SUM-76-10.00
382
1822



INDEX MAP

STA. 10+00.00
EX. R/W & PROP. CONST. GRANT ST. = STA. 32+24.90
EX. R/W E. SOUTH ST.

STA. 501+13.39, RT.
BEGIN 200' SHOULDER TAPER

STA. 501+77.94, 166.10' RT.
BEGIN PROPOSED NOISE WALL 8

STA. 502+02.78, RT.
END 200' SHOULDER TAPER

STA. 504+00.00, RT.
BEGIN 300' SHOULDER TAPER

STA. 507+19.85, LT. & RT.
END FULL DEPTH PAVEMENT REPLACEMENT
END 300' PAVEMENT TAPER
BUTT JOINT PER SCD BP-3.1
END CONCRETE BARRIER, TYPE D
BEGIN MGS BRIDGE TERMINAL ASSEMBLY, TYPE I
BEGIN CURB, TYPE 4C, LT.
END BARRIER TRANSITION, MEDIAN
END 300' SHOULDER TAPER, RT.
BEGIN 50' PAVEMENT FEATHERING
MATCH EXISTING
END MEDIAN SHOULDER TAPER LT. & RT.

STA. 507+44.25, RT.
END MGS BRIDGE TERMINAL ASSEMBLY, TYPE I
BEGIN GUARDRAIL, TYPE MGS

STA. 507+69.85, LT. & RT.
END 50' PAVEMENT FEATHERING

STA. 508+54.19, 84.94' RT.
END PROPOSED NOISE WALL 8

EX. R/W & PROP. CONST. I.R. 76

B P.I. Sta. 499+69.98
Δ = 5° 56' 42" (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 297.52'
L = 594.51'
E = 7.72'
e_{max} = 0.027
P.C. Sta. 496+72.46
P.T. Sta. 502+66.97
D.S. = 60 MPH

END WORK
STA. 520+84.00

END PROJECT
STA. 507+19.85
S.I.M. 10.99
E040 (563)

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KMS	4/7/16	DITCH REMOVED/DRAINAGE REVISED; CUT/FILL AREAS AND VOLUMES UPDATED
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

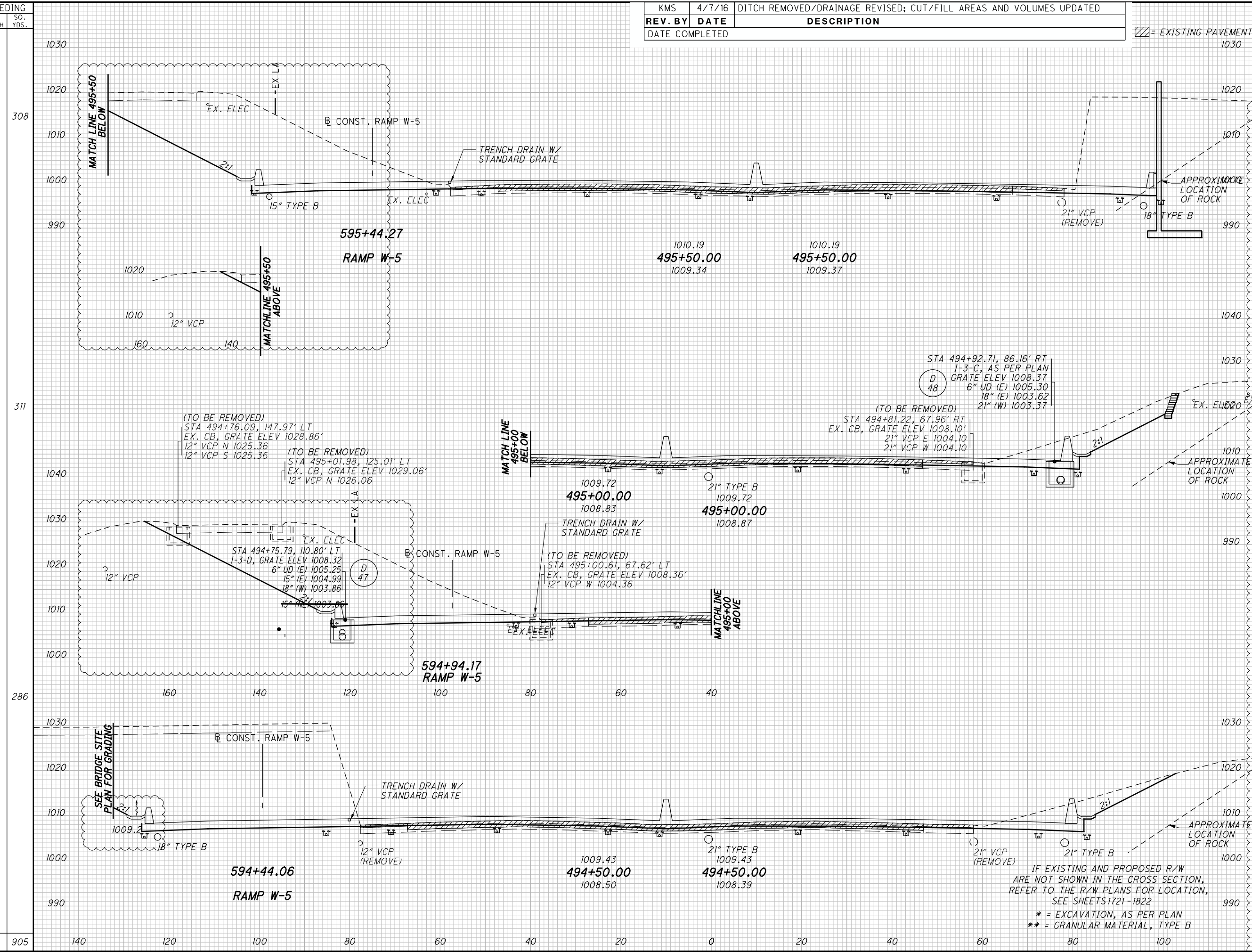
EXISTING PAVEMENT

END AREA	VOLUME		CALCULATED	CHECKED
	CUT	FILL		
1030				
1020				
1010				
1000				
990				
1293	0	2192	0	**9
*0	**0	*47	**9	
1040				
1030				
1020				
1010				
1000				
990				
1147	0	2259	0	
1030				
1020				
1010				
1000				
990				
12217	1	2217	1	
1030				
1020				
1010				
1000				
990				
1247	1	1247	1	
6668	1	6668	1	

CROSS SECTIONS - I.R. 76
STA. 494+50.00 TO STA. 495+50.00

SUM - 76 - 10.00

407
1822



SEEDING
END SO.
WIDTH YDS.
378
12" VCP
67
375
12" VCP
68
389
72
1142

KMS	4/7/16	DITCH REMOVED/DRAINAGE REVISED; CUT/FILL AREAS AND VOLUMES UPDATED
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

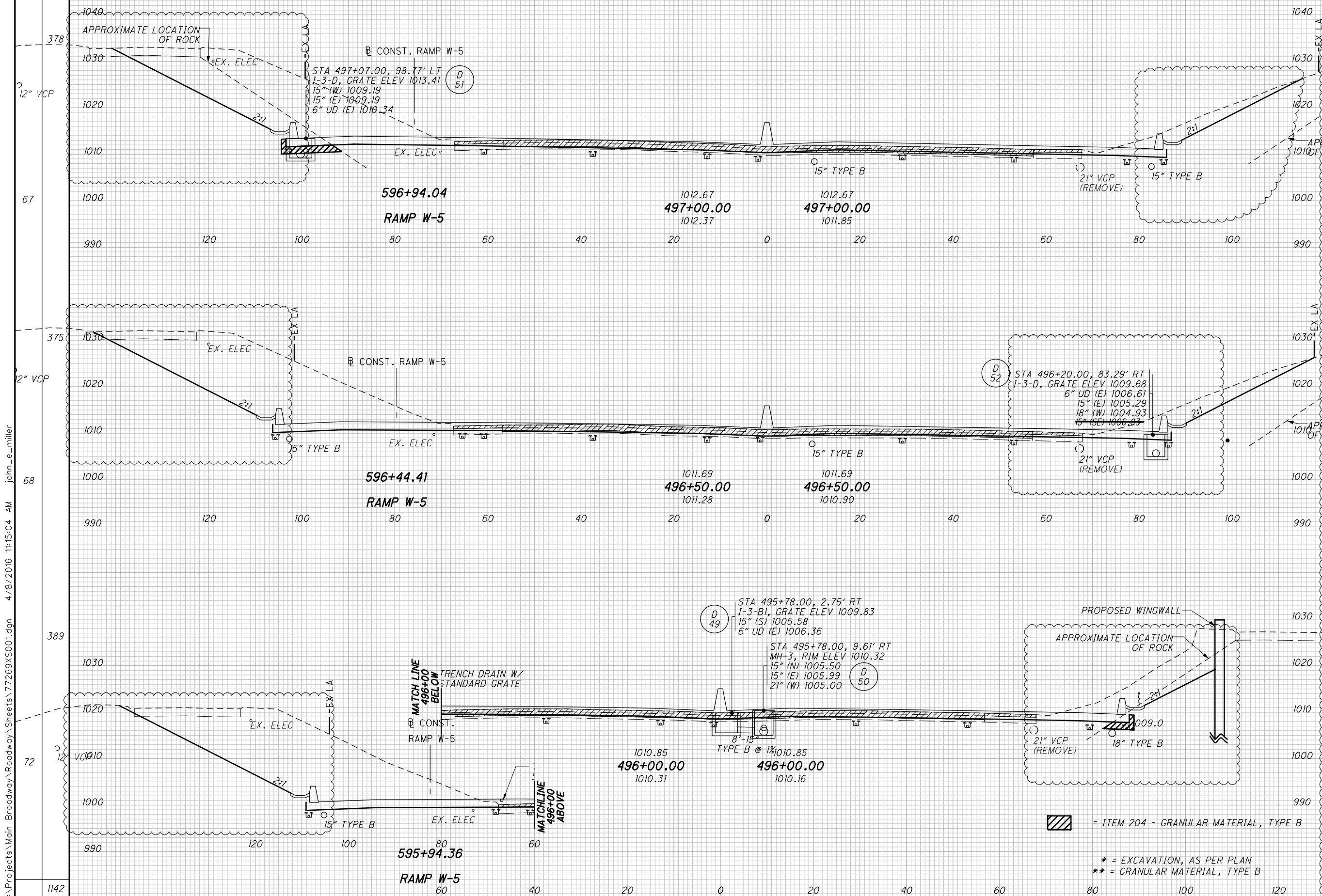
EXISTING PAVEMENT

END AREA		VOLUME		CALCULATED MUT	CHECKED KMK
CUT	FILL	CUT	FILL		
		1181	0		
		*428	**32		
647	0	*268	**20		
1520	0	*248	**19		
995	0	*0	**0		
1916	0	*47	**9		
1074	0	*51	**10		
		*723	**60		
4617	0				

CROSS SECTIONS - I.R. 76
STA. 496+00.00 TO STA. 497+00.00

SUM -76 -10.00

408
1822



SEEDING
END SO. WIDTH YDS.
1153
120
100
80
60
40
20
0
20
40
60
80
100
120

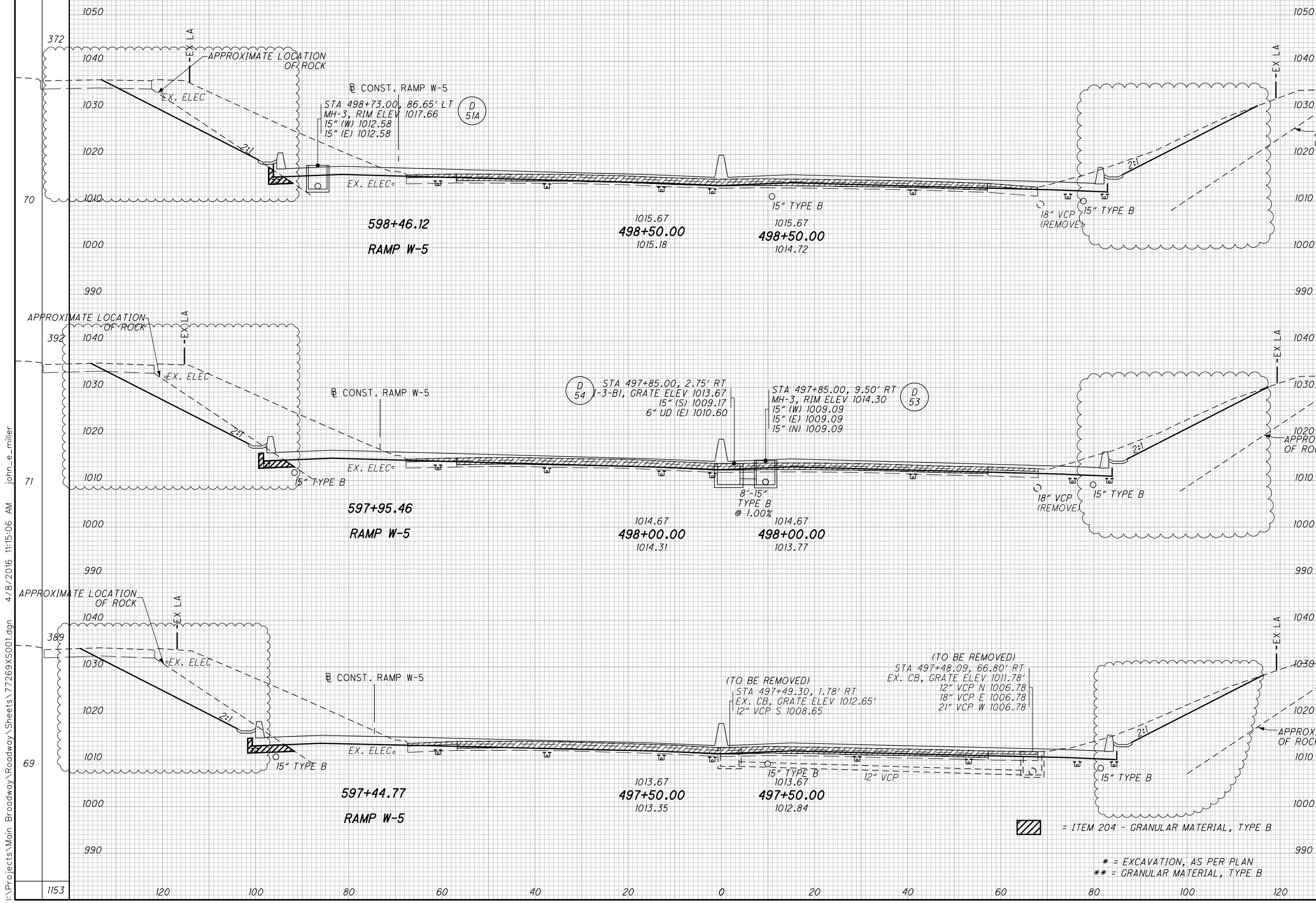
KMS	4/7/16	DITCH REMOVED/DRAINAGE REVISED; CUT/FILL AREAS AND VOLUMES UPDATED
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

▨ = EXISTING PAVEMENT

END AREA		VOLUME		CALCULATED MUT	CHECKED KMK
CUT	FILL	CUT	FILL		
		1028	0		
		*99	**7		
574	0				
*78	**8				
		1099	0		
		*197	**18		
613	0				
*135	**11				
		1150	0		
		*305	**24		
629	0				
*194	**15				
		*601	**49		
		3277	0		
				(409) 1822	

CROSS SECTIONS - I.R. 76
STA. 497+50.00 TO STA. 498+50.00

SUM -76-10.00



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SEEDING	
END WIDTH	SO. YDS.
308	
68	
261	
26	
250	
64	
819	

KMS	4/7/16	DITCH REMOVED/DRAINAGE REVISED; CUT/FILL AREAS AND VOLUMES UPDATED
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

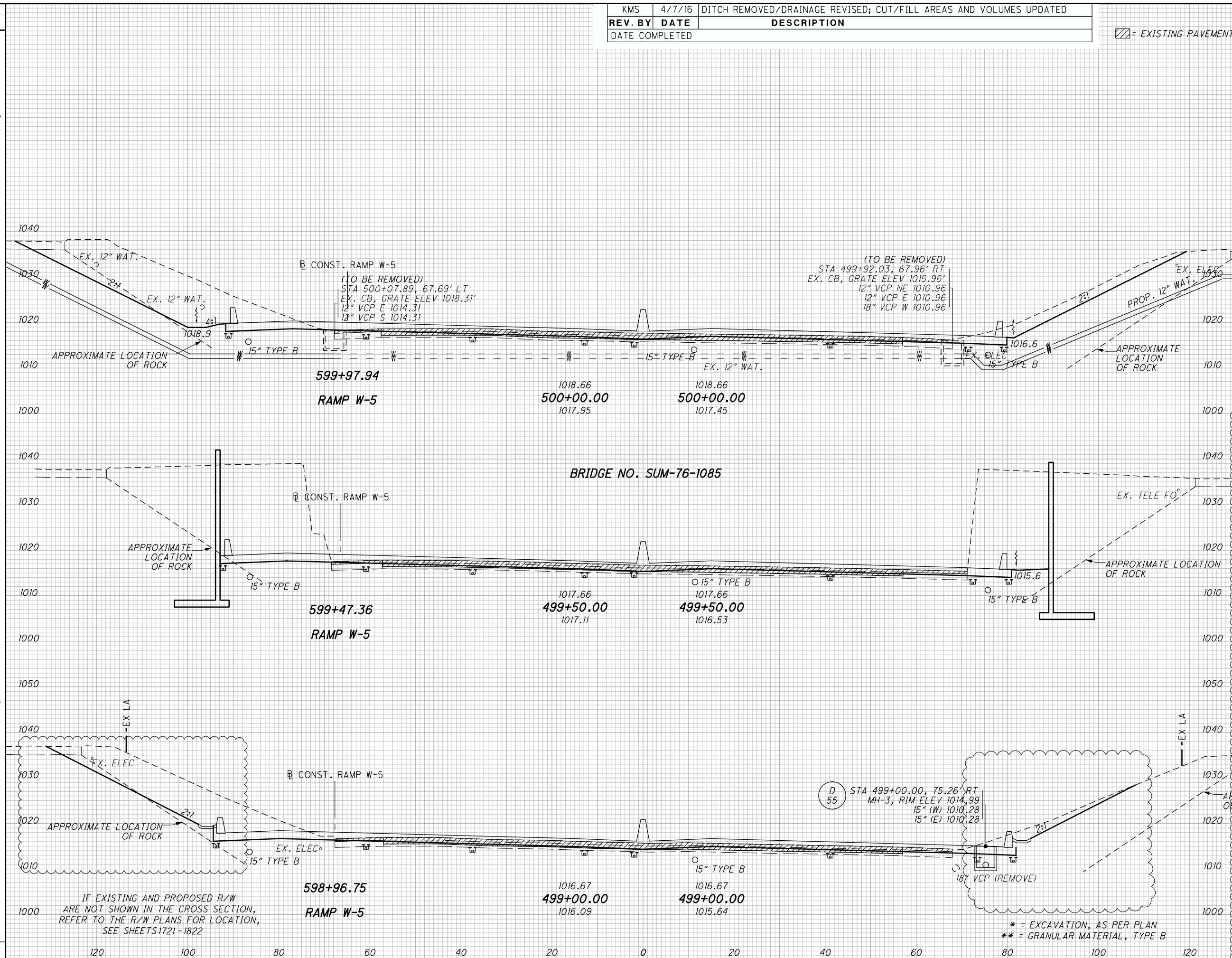
▨ = EXISTING PAVEMENT

END AREA		VOLUME		CALCULATED	MUT	CHECKED	KMK
CUT	FILL	CUT	FILL				
		1169	0				
		*239					
		517	0				
		*49					
		1238	0				
		*48					
		820	0				
		*3					
		1256	0				
		*30					
		536	0				
		*29	**0				
		*317					
		3663	0				

CROSS SECTIONS - I.R. 76
STA. 499+00.00 TO STA. 500+00.00

SUM-76-10.00

410
1822



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CROSS REFERENCES

FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304 -369
 FOR S. MAIN STREET PROFILE, SEE SHEET 501
 FOR S. MAIN STREET CROSS SECTIONS, SEE SHEETS 505 - 533
 FOR CONCRETE MEDIAN CURVE DATA, SEE SHEET 696
 FOR REMOVAL PLAN, SEE SHEETS 755
 FOR SAWCUT TRANSITION TABLE, SEE SHEET 804
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR SANITARY PLAN AND PROFILE, SEE SHEETS 978 - 992
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794

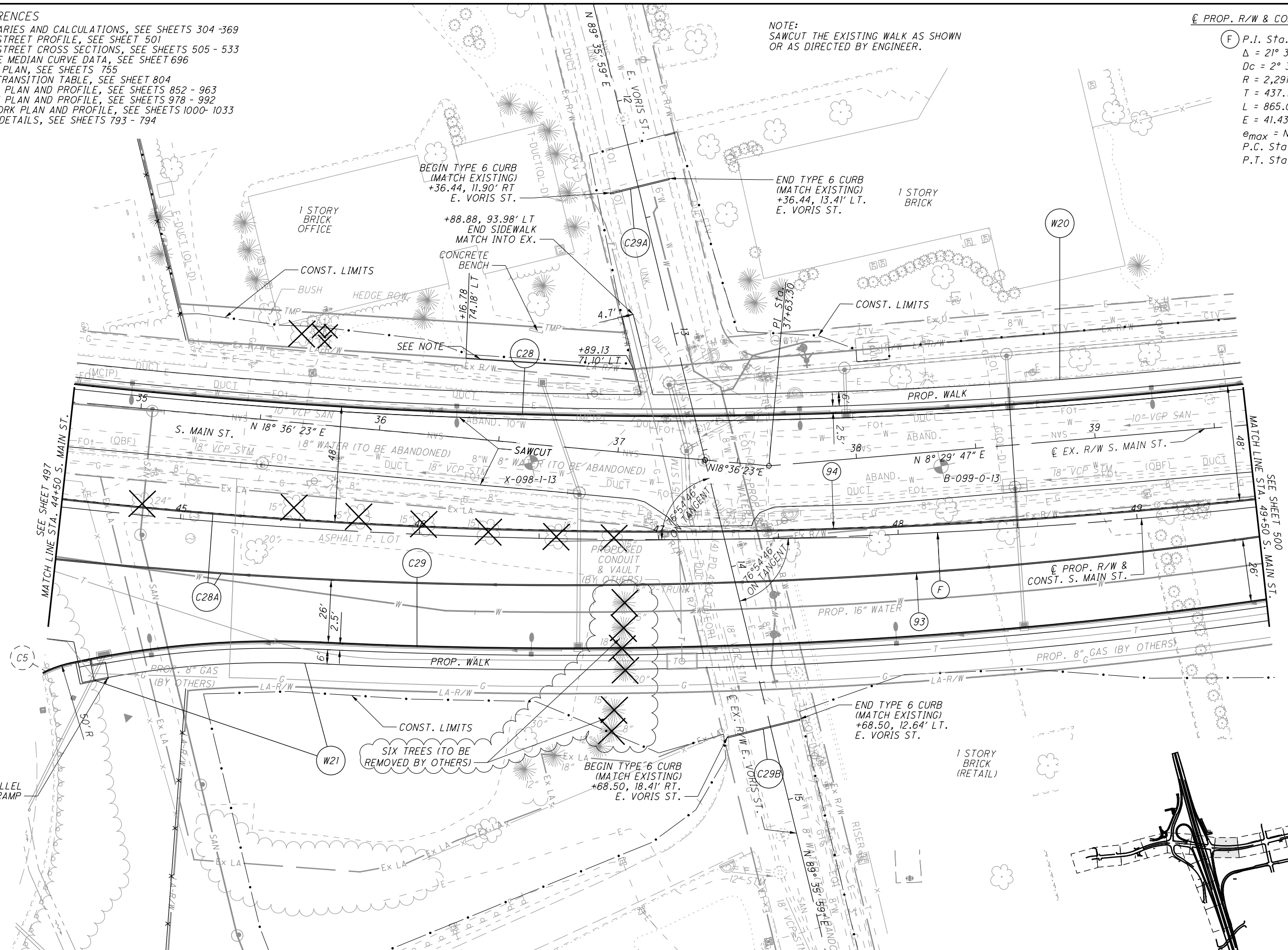
NOTE:
 SAWCUT THE EXISTING WALK AS SHOWN
 OR AS DIRECTED BY ENGINEER.

CL PROP. R/W & CONST. S. MAIN ST.

(F) P.I. Sta. 48+22.10
 $\Delta = 21^\circ 37' 32''$ (LT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 437.72'$
 $L = 865.02'$
 $E = 41.43'$
 $\theta_{max} = NC$
 P.C. Sta. 43+84.38
 P.T. Sta. 52+49.41

CALCULATED MJT CHECKED KMK

I:\Projects\Main_Roadway\Roadway\Sheets\77269GP013.dgn 4/8/2016 11:15:20 AM john_e_miller



PLAN - S. MAIN ST.
STA. 44+50 TO STA. 49+50

SUM-76-10.00

499
1822

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS

INDEX MAP

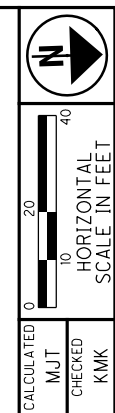
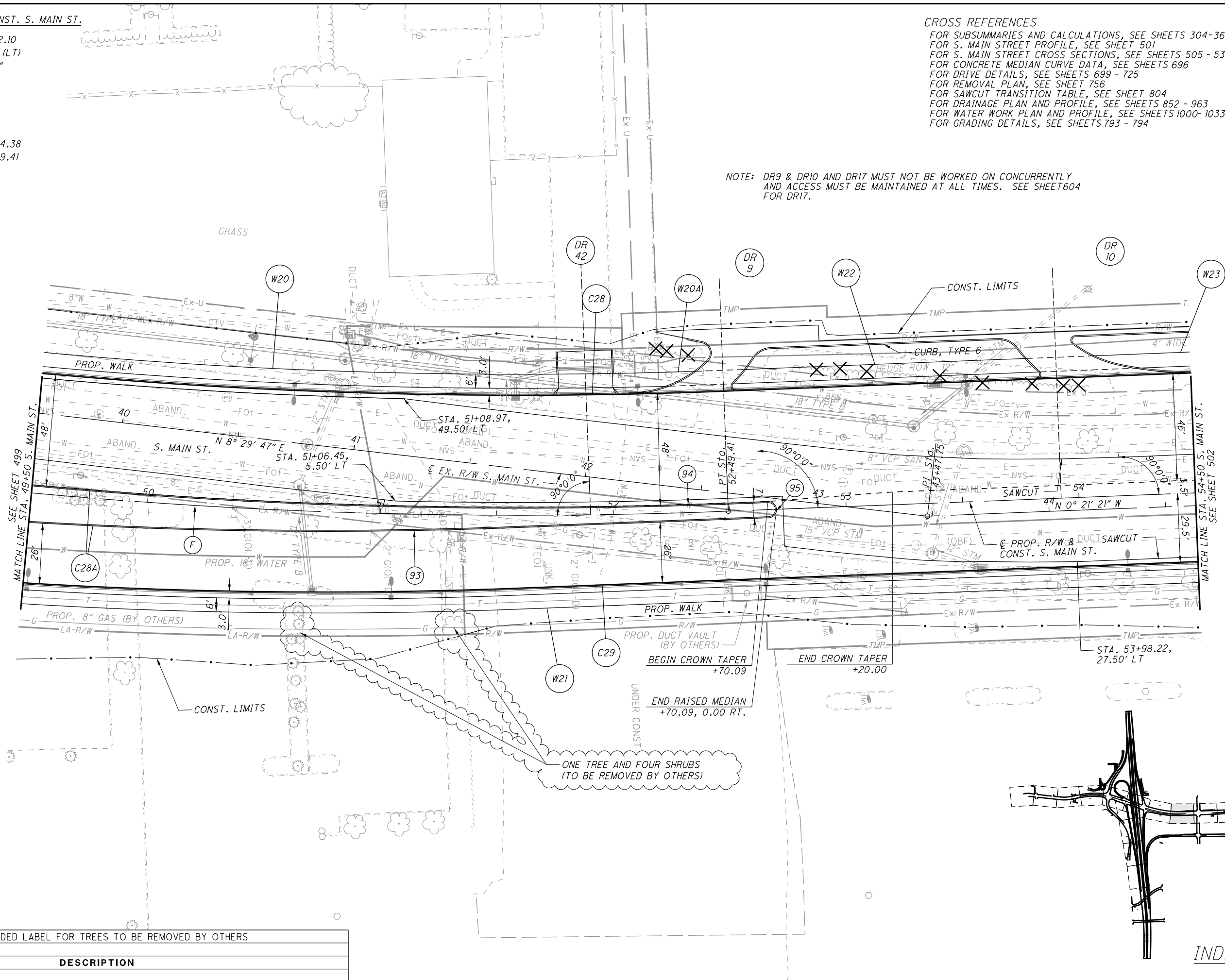
PROP. R/W & CONST. S. MAIN ST.

F P.I. Sta. 48+22.10
 $\Delta = 21^\circ 37' 32''$ (LT)
 $D_c = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 437.72'$
 $L = 865.02'$
 $E = 41.43'$
 $e_{max} = NC$
 P.C. Sta. 43+84.38
 P.T. Sta. 52+49.41

CROSS REFERENCES

FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
 FOR S. MAIN STREET CROSS SECTION, SEE SHEET 501
 FOR S. MAIN STREET CROSS SECTIONS, SEE SHEETS 505 - 533
 FOR CONCRETE MEDIAN CURVE DATA, SEE SHEETS 696
 FOR DRIVE DETAILS, SEE SHEETS 699 - 725
 FOR REMOVAL PLAN, SEE SHEET 756
 FOR SAWCUT TRANSITION TABLE, SEE SHEET 804
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794

NOTE: DR9 & DR10 AND DR17 MUST NOT BE WORKED ON CONCURRENTLY AND ACCESS MUST BE MAINTAINED AT ALL TIMES. SEE SHEET 604 FOR DR17.



CALCULATED MJT CHECKED KMK
PLAN - S. MAIN ST.
STA. 49+50 TO STA. 54+50

SUM-76-10.00
 500
 1822

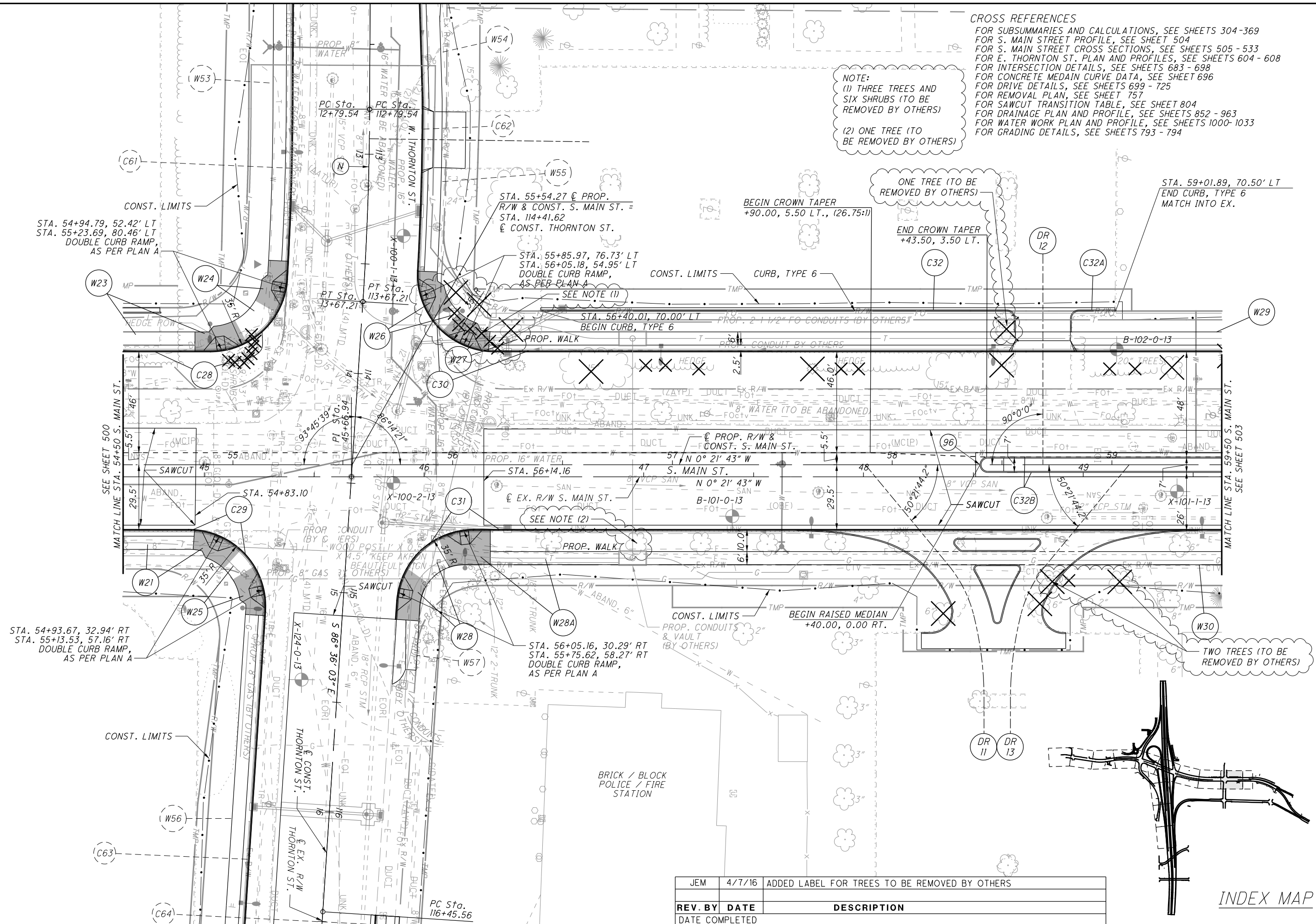
I:\Projects\Main_Broadway\ROADWAY\Sheets\77269GP014.dgn 4/8/2016 11:15:21 AM john_e_miller

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS

INDEX MAP

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
 FOR S. MAIN STREET PROFILE, SEE SHEET 504
 FOR S. MAIN STREET CROSS SECTIONS, SEE SHEETS 505 - 533
 FOR E. THORNTON ST. PLAN AND PROFILES, SEE SHEETS 604 - 608
 FOR INTERSECTION DETAILS, SEE SHEETS 683 - 698
 FOR CONCRETE MEDIAN CURVE DATA, SEE SHEET 696
 FOR DRIVE DETAILS, SEE SHEETS 699 - 725
 FOR REMOVAL PLAN, SEE SHEET 757
 FOR SAWCUT TRANSITION TABLE, SEE SHEET 804
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794

NOTE:
 (1) THREE TREES AND SIX SHRUBS (TO BE REMOVED BY OTHERS)
 (2) ONE TREE (TO BE REMOVED BY OTHERS)



CALCULATED
 MJT
 CHECKED
 KMK

**PLAN - S. MAIN ST.
 STA. 54+50 TO STA. 59+50**

SUM-76-10.00

502
 1822

JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS
REV. BY	DATE	DESCRIPTION

INDEX MAP



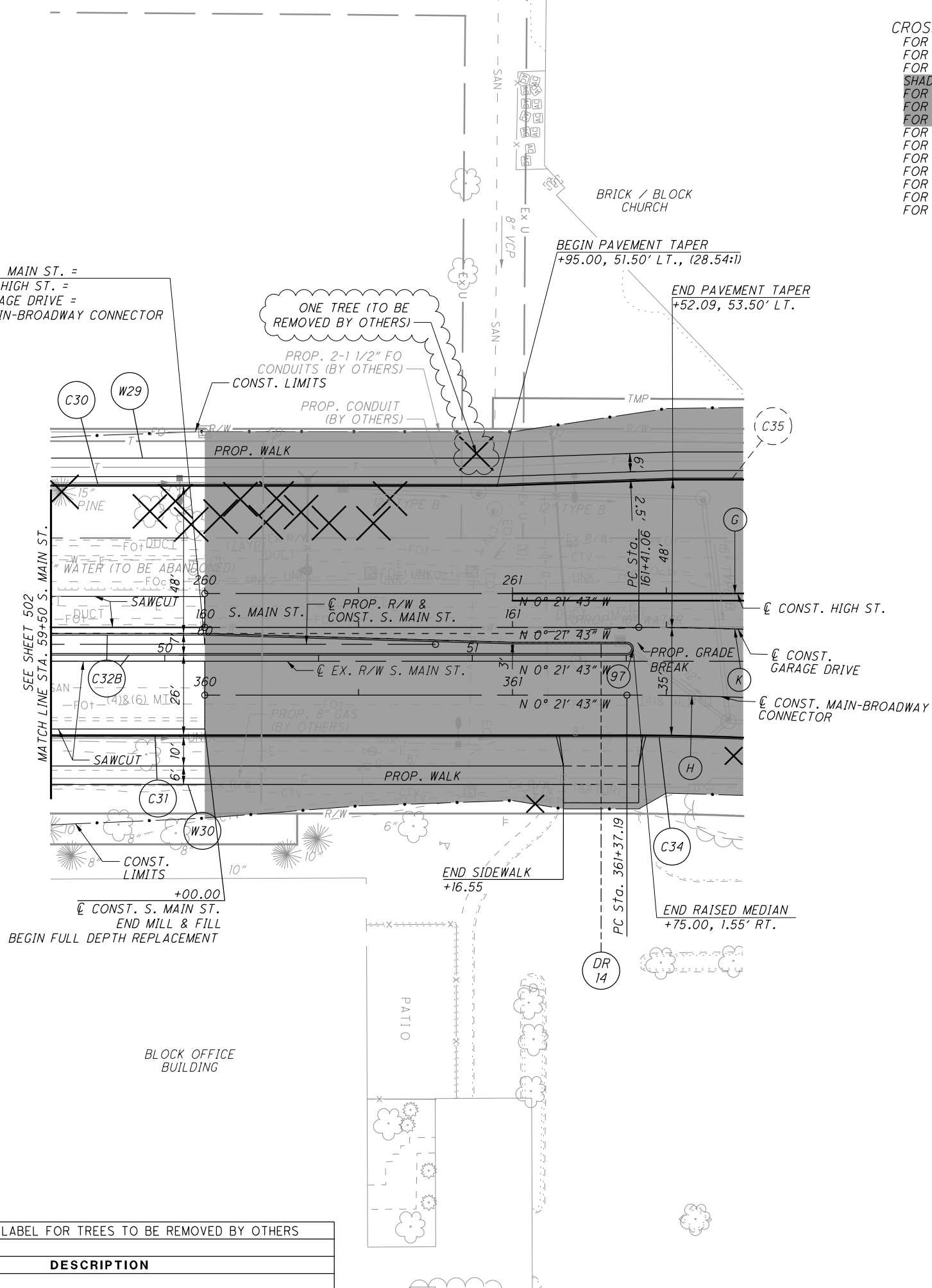
CALCULATED
M/JT
CHECKED
KMK

PLAN - S. MAIN ST.
STA. 59+50 TO STA. 61+75

SUM - 76 - 10.00
503
1822

CROSS REFERENCES
FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
FOR S. MAIN STREET PROFILE, SEE SHEET 504
FOR S. MAIN STREET CROSS SECTIONS, SEE SHEETS 505 - 533
SHADING LIMITS:
FOR S. HIGH ST. PLAN AND PROFILES, SEE SHEETS 534 - 536
FOR GARAGE DRIVE PLAN AND PROFILES, SEE SHEETS 543 - 547
FOR MAIN-BROADWAY CONNECTOR PLAN AND PROFILES, SEE SHEETS 553 - 556
FOR CONCRETE MEDIAN CURVE DATA, SEE SHEET 696
FOR DRIVE DETAILS, SEE SHEETS 699 - 725
FOR REMOVAL PLAN, SEE SHEET 758
FOR SAWCUT TRANSITION TABLE, SEE SHEET 804
FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
FOR GRADING DETAILS, SEE SHEETS 793 - 794

STA. 60+00.00 @ PROP. R/W & CONST. S. MAIN ST. =
STA. 260+00.00, 16.50' RT. @ CONST. S. HIGH ST. =
STA. 160+00.00, 5.50' RT. @ CONST. GARAGE DRIVE =
STA. 360+00.00, 16.50' LT. @ CONST. MAIN-BROADWAY CONNECTOR



@ CONST. S. HIGH ST.

(G) P.I. Sta. 264+06.35
Δ = 27° 18' 29" (RT)
Dc = 6° 30' 00"
R = 881.47'
T = 214.13'
L = 420.13'
E = 25.64'
e_{max} = NC
P.C. Sta. 261+92.22
P.T. Sta. 266+12.35

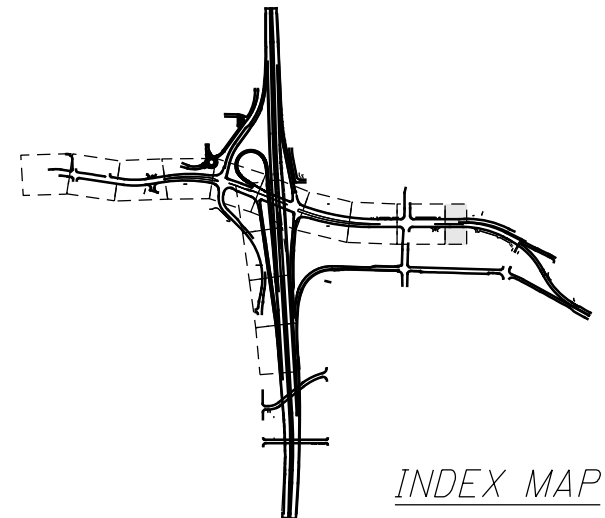
@ CONST. MAIN-BROADWAY CONNECTOR

(H) P.I. Sta. 363+63.35
Δ = 27° 18' 29" (RT)
Dc = 6° 09' 15"
R = 931.00'
T = 226.16'
L = 443.73'
E = 27.08'
e_{max} = NC
P.C. Sta. 361+37.19
P.T. Sta. 365+80.92

@ CONST. GARAGE DRIVE

(K) P.I. Sta. 163+73.05
Δ = 27° 18' 29" (RT)
Dc = 6° 00' 08"
R = 955.00'
T = 231.99'
L = 454.96'
E = 27.77'
e_{max} = NC
P.C. Sta. 161+41.06
P.T. Sta. 165+96.02

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS



INDEX MAP

I:\Projects\Main_Broadway\ROADWAY\Sheets\77269GP016.dgn 4/8/2016 11:15:23 AM john_e_miller

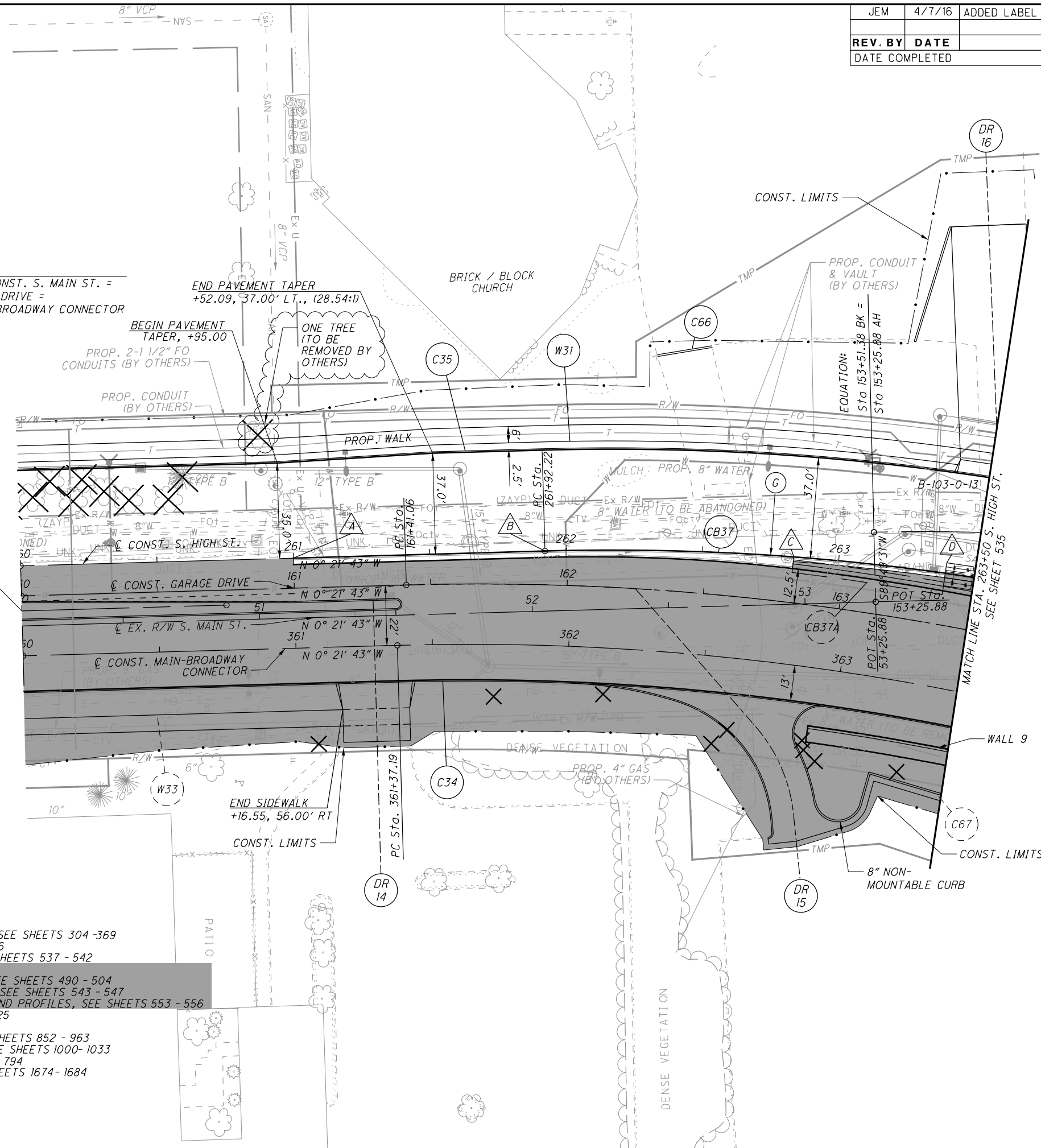
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS
REV. BY	DATE	DESCRIPTION
	DATE COMPLETED	









 HORIZONTAL SCALE IN FEET

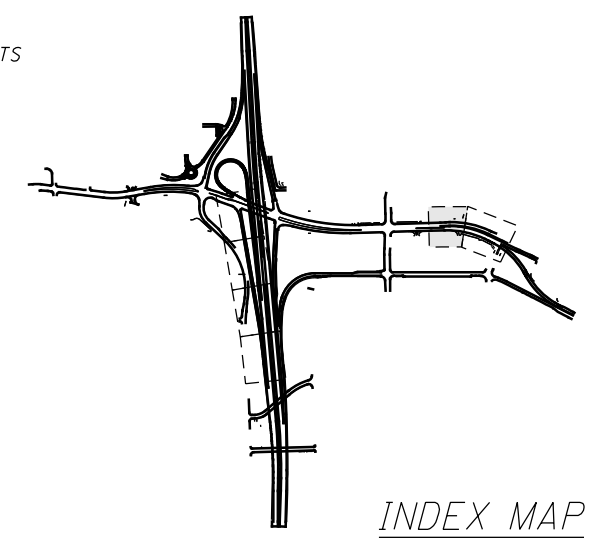
STA. 260+00.00 @ CONST. S. HIGH ST. =
 STA. 60+00.00, 16.50' LT. @ PROP. R/W & CONST. S. MAIN ST. =
 STA. 160+00.00, 11.00' LT. @ CONST. GARAGE DRIVE =
 STA. 360+00.00, 33.00' LT. @ CONST. MAIN-BROADWAY CONNECTOR



-  STA. 261+00.00, RT.
 BEGIN CONCRETE BARRIER, TYPE B (TAPERED END SECTION) SEE DETAIL SHEET 848
-  STA. 261+92.22, RT.
 END CONCRETE BARRIER, TYPE B
 BEGIN BARRIER TRANSITION, AS PER PLAN C
 SEE DETAIL SHEET 848
-  STA. 262+83.50
 END BARRIER TRANSITION, AS PER PLAN C, SEE DETAIL SHEET 848
 BEGIN CONCRETE BARRIER, TYPE D
-  STA. 263+39.34
 END CONCRETE BARRIER, TYPE D
 BEGIN WALL 10

@ CONST. S. HIGH ST.
 (G) P.I. Sta. 264+06.35
 $\Delta = 27^\circ 18' 29''$ (RT)
 $D_c = 6^\circ 30' 00''$
 $R = 881.47'$
 $T = 214.13'$
 $L = 420.13'$
 $E = 25.64'$
 $e_{max} = NC$
 P.C. Sta. 261+92.22
 P.T. Sta. 266+12.35

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304 - 369
 FOR S. HIGH ST. PROFILE, SEE SHEET 536
 FOR S. HIGH ST. CROSS SECTIONS, SEE SHEETS 537 - 542
SHADING LIMITS:
 FOR S. MAIN ST. PLAN AND PROFILES, SEE SHEETS 490 - 504
 FOR GARAGE DRIVE PLAN AND PROFILES, SEE SHEETS 543 - 547
 FOR MAIN-BROADWAY CONNECTOR PLAN AND PROFILES, SEE SHEETS 553 - 556
 FOR DRIVE DETAILS, SEE SHEETS 699 - 725
 FOR REMOVAL PLAN, SEE SHEET 759
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794
 FOR WALL 9 PLANS AND DETAILS, SEE SHEETS 1674- 1684



INDEX MAP

PLAN - S. HIGH ST.
 STA. 260+00 TO STA. 263+50

SUM-76-10.00

534
 1822

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JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

NOTE:
TREES (TO BE REMOVED BY OTHERS)

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
 FOR S. MAIN ST. PLAN AND PROFILES, SEE SHEETS 490 - 504
 FOR S. HIGH ST. PROFILE, SEE SHEET 536
 FOR S. HIGH ST. CROSS SECTIONS, SEE SHEETS 537 - 542
 SHADING LIMITS:
 FOR MAIN-BROADWAY CONNECTOR PLAN AND PROFILES, SEE SHEETS 553 - 556
 FOR GARAGE DRIVE PLAN AND PROFILES, SEE SHEETS 543 - 547
 FOR SPLITTER ISLAND DETAILS, SEE SHEETS 840 - 842
 FOR DRIVE DETAILS, SEE SHEETS 699 - 725
 FOR REMOVAL PLAN, SEE SHEET 760
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794
 FOR WALL 10 PLANS AND DETAILS, SEE SHEETS 1685 - 1696

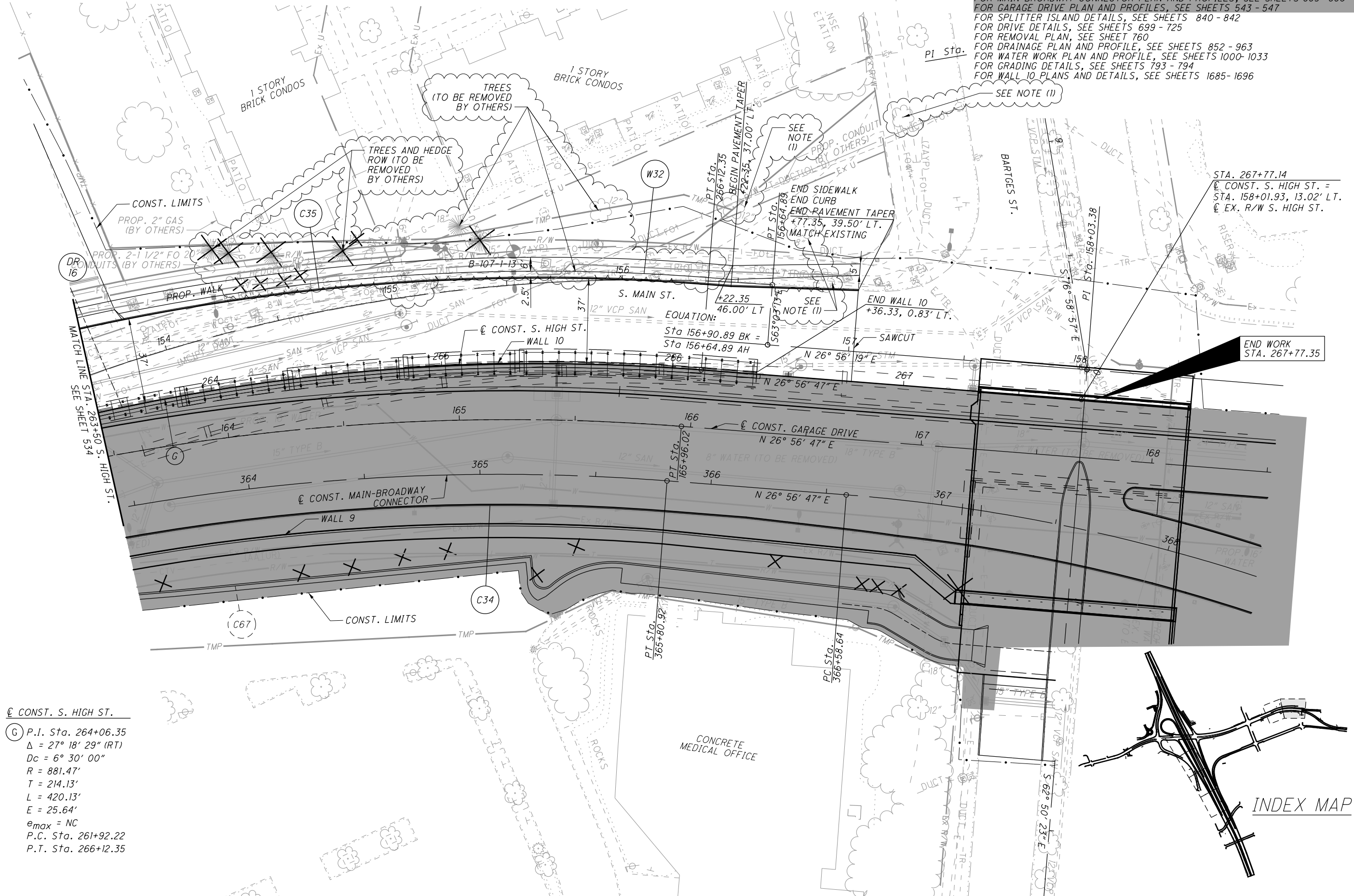


CALCULATED
 MJT
 CHECKED
 KMK

PLAN - S. HIGH ST.
 STA. 263+50 TO STA. 267+77

SUM - 76 - 10.00

535
 1822



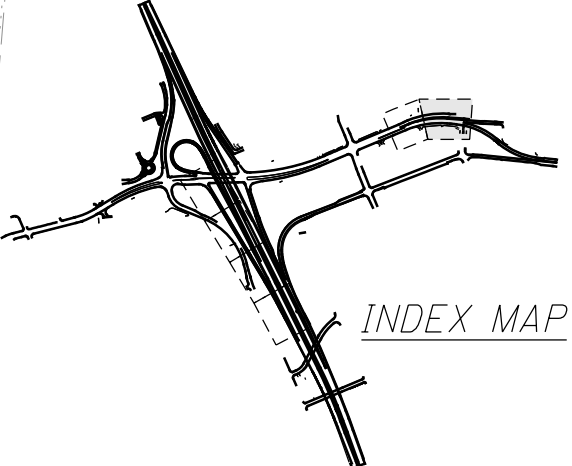
MATCH LINE SEE SHEET 534

⊙ CONST. S. HIGH ST.
 (G) P.I. Sta. 264+06.35
 $\Delta = 27^\circ 18' 29''$ (RT)
 $D_c = 6^\circ 30' 00''$
 $R = 881.47'$
 $T = 214.13'$
 $L = 420.13'$
 $E = 25.64'$
 $e_{max} = NC$
 P.C. Sta. 261+92.22
 P.T. Sta. 266+12.35

EQUATION:
 Sta 156+90.89 BK =
 Sta 156+64.89 AH

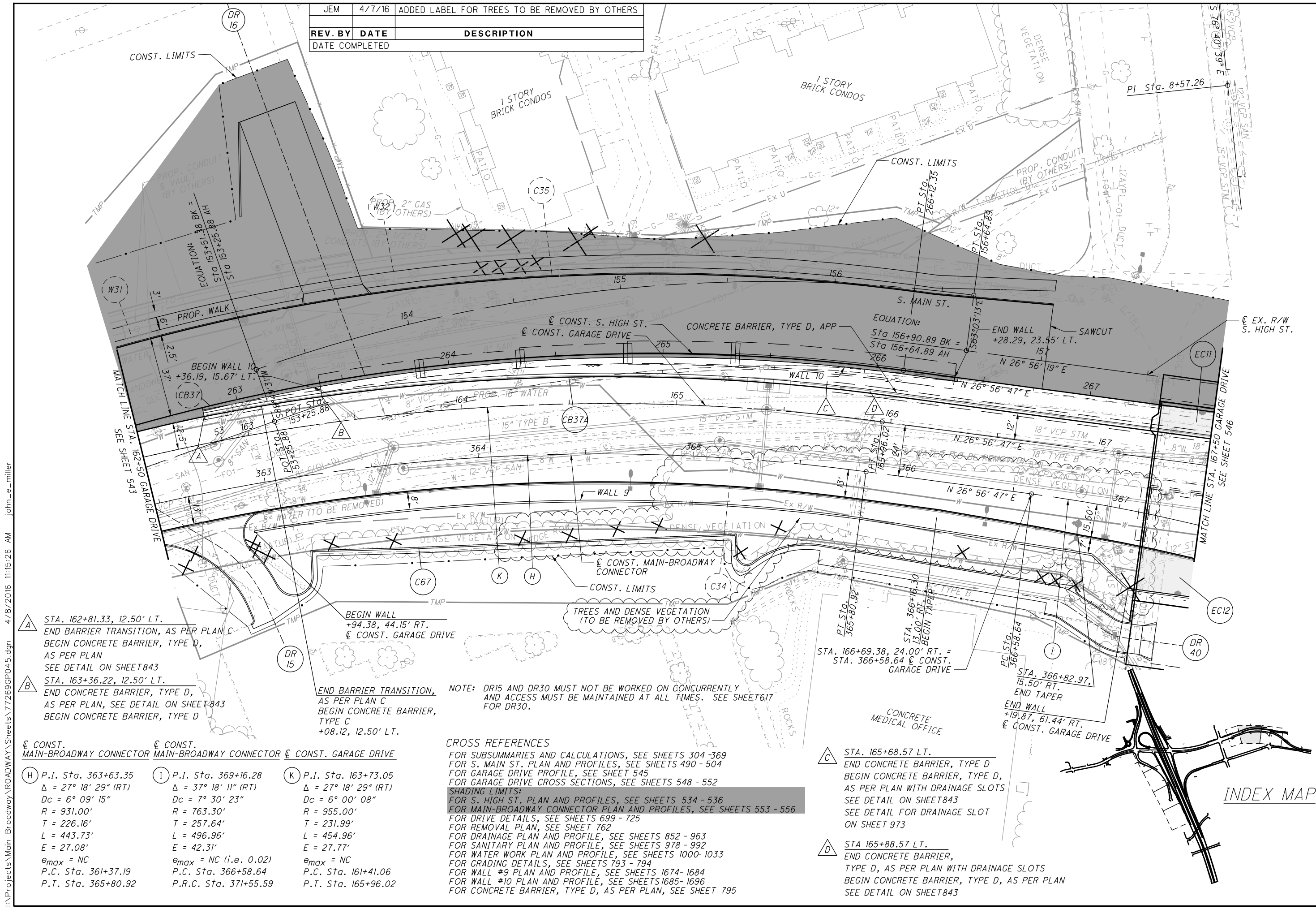
STA. 267+77.14
 ⊙ CONST. S. HIGH ST. =
 STA. 158+01.93, 13.02' LT.
 ⊙ EX. R/W S. HIGH ST.

END WORK
 STA. 267+77.35



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JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

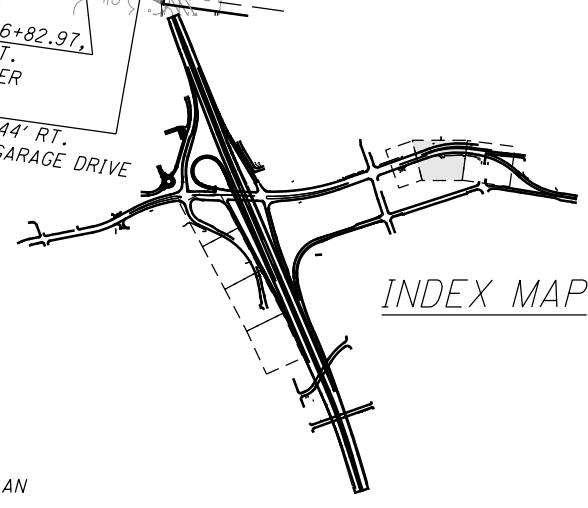


- A** STA. 162+81.33, 12.50' LT.
END BARRIER TRANSITION, AS PER PLAN C
BEGIN CONCRETE BARRIER, TYPE D,
AS PER PLAN
SEE DETAIL ON SHEET 843
- B** STA. 163+36.22, 12.50' LT.
END CONCRETE BARRIER, TYPE D,
AS PER PLAN, SEE DETAIL ON SHEET 843
BEGIN CONCRETE BARRIER, TYPE D
- H** P.I. Sta. 363+63.35
Δ = 27° 18' 29" (RT)
Dc = 6° 09' 15"
R = 931.00'
T = 226.16'
L = 443.73'
E = 27.08'
e_{max} = NC
P.C. Sta. 361+37.19
P.T. Sta. 365+80.92
- I** P.I. Sta. 369+16.28
Δ = 37° 18' 11" (RT)
Dc = 7° 30' 23"
R = 763.30'
T = 257.64'
L = 454.96'
E = 42.31'
e_{max} = NC (i.e. 0.02)
P.C. Sta. 366+58.64
P.R.C. Sta. 371+55.59
- K** P.I. Sta. 163+73.05
Δ = 27° 18' 29" (RT)
Dc = 6° 00' 08"
R = 955.00'
T = 231.99'
L = 454.96'
E = 27.77'
e_{max} = NC
P.C. Sta. 161+41.06
P.T. Sta. 165+96.02

NOTE: DR15 AND DR30 MUST NOT BE WORKED ON CONCURRENTLY AND ACCESS MUST BE MAINTAINED AT ALL TIMES. SEE SHEET 617 FOR DR30.

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304 - 369
 FOR S. MAIN ST. PLAN AND PROFILES, SEE SHEETS 490 - 504
 FOR GARAGE DRIVE PROFILE, SEE SHEET 545
 FOR GARAGE DRIVE CROSS SECTIONS, SEE SHEETS 548 - 552
SHADING LIMITS:
 FOR S. HIGH ST. PLAN AND PROFILES, SEE SHEETS 534 - 536
 FOR MAIN-BROADWAY CONNECTOR PLAN AND PROFILES, SEE SHEETS 553 - 556
 FOR DRIVE DETAILS, SEE SHEETS 699 - 725
 FOR REMOVAL PLAN, SEE SHEET 762
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR SANITARY PLAN AND PROFILE, SEE SHEETS 978 - 992
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000 - 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794
 FOR WALL #9 PLAN AND PROFILE, SEE SHEETS 1674 - 1684
 FOR WALL #10 PLAN AND PROFILE, SEE SHEETS 1685 - 1696
 FOR CONCRETE BARRIER, TYPE D, AS PER PLAN, SEE SHEET 795

- C** STA. 165+68.57 LT.
END CONCRETE BARRIER, TYPE D
BEGIN CONCRETE BARRIER, TYPE D,
AS PER PLAN WITH DRAINAGE SLOTS
SEE DETAIL ON SHEET 843
SEE DETAIL FOR DRAINAGE SLOT
ON SHEET 973
- D** STA 165+88.57 LT.
END CONCRETE BARRIER,
TYPE D, AS PER PLAN WITH DRAINAGE SLOTS
BEGIN CONCRETE BARRIER, TYPE D, AS PER PLAN
SEE DETAIL ON SHEET 843



**PLAN - GARAGE DRIVE
 STA. 162+50 TO STA. 167+50**

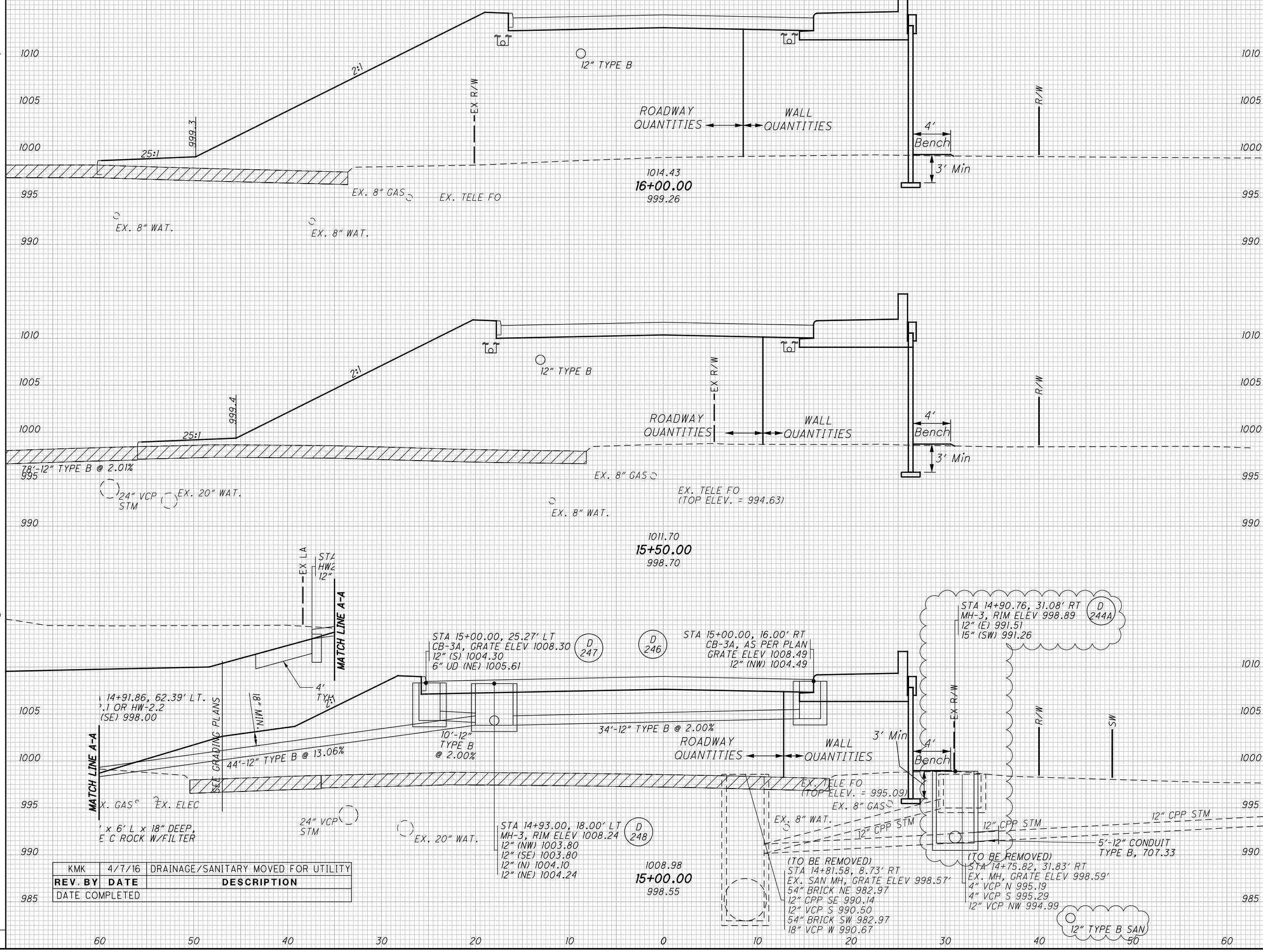
SUM -76 -10.00

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I:\Projects\Main_Broadway\Roadway\Sheets\7269X5009.dgn 4/8/2016 11:15:28 AM john_e_miller

SEEDING	END WIDTH	SO. YDS.	353	68	314	45	200	27	867	END AREA		VOLUME		CALCULATED	MUT	CHECKED	KMK
										CUT	FILL	CUT	FILL				
										0	670	0	1360				
										0	556	0	1135				
										0	489	0	968				
										0		0	3463				

= EXISTING PAVEMENT



REV. BY	DATE	DESCRIPTION
KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY
DATE COMPLETED		

CROSS SECTIONS - E. SOUTH ST.
STA. 15+00.00 TO STA. 16+00.00

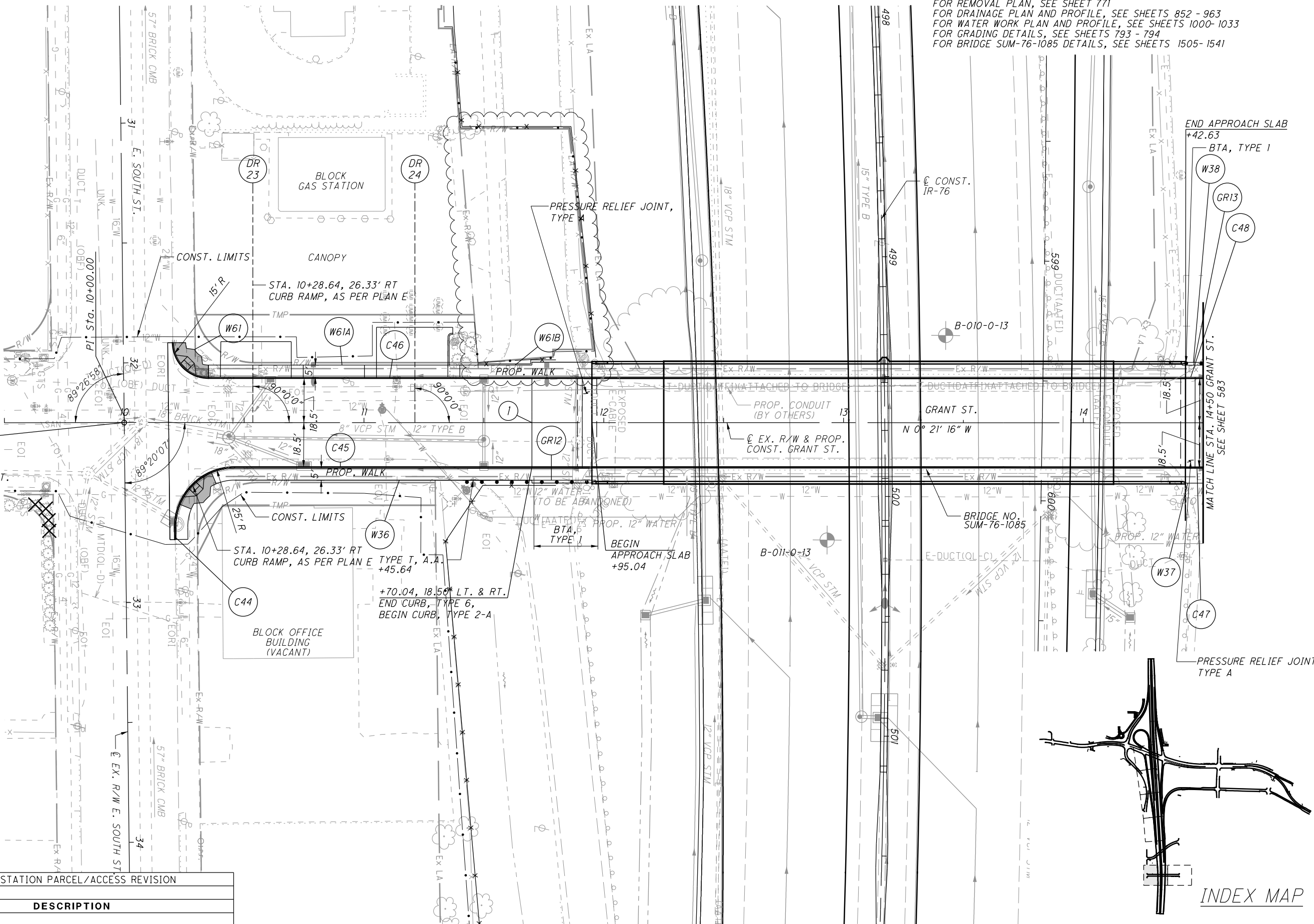
SUM - 76 - 10.00

573
1822

I:\Projects\Main_Broadway\ROADWAY\Sheets\77269GP051.dgn 4/8/2016 11:15:30 AM john_e_miller

BEGIN WORK
STA. 7+21.00

STA. 10+00.00
EX. R/W & PROP.
CONST. GRANT ST. =
STA. 32+24.90
EX. R/W E. SOUTH ST.



1 BEGIN CONCRETE SLAB,
STA. 11+70.04

CROSS REFERENCES
FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
FOR I-76 PLAN AND PROFILES, SEE SHEETS 375 - 383
FOR GRANT ST. PROFILE, SEE SHEET 584
FOR GRANT ST. CROSS SECTIONS, SEE SHEETS 585 - 589
FOR INTERSECTION DETAILS, SEE SHEETS 683 - 698
FOR DRIVE DETAILS, SEE SHEETS 699 - 725
FOR REMOVAL PLAN, SEE SHEET 771
FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 863
FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033
FOR GRADING DETAILS, SEE SHEETS 793 - 794
FOR BRIDGE SUM-76-1085 DETAILS, SEE SHEETS 1505-1541



CALCULATED
M/JT
CHECKED
KMK

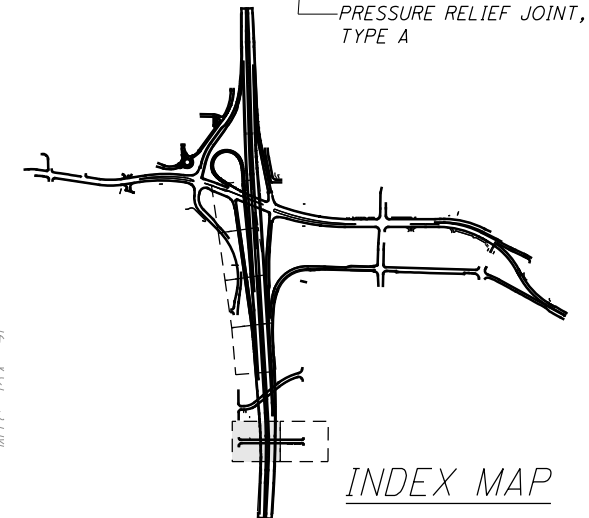
PLAN - GRANT ST.
STA. 9+50 TO STA. 14+50

SUM-76-10.00

582
1822

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	BP GAS STATION PARCEL/ACCESS REVISION

INDEX MAP



PROP. R/W & CONST. RUSSELL AVE.

(R) P.I. Sta. 10+84.71
 $\Delta = 10^\circ 17' 59''$ (LT)
 $D_c = 11^\circ 15' 00''$
 $R = 509.30'$
 $T = 45.90'$
 $L = 91.55'$
 $E = 2.06'$
 $e_{max} = NC$
 P.C. Sta. 10+38.81
 P.T. Sta. 11+30.36

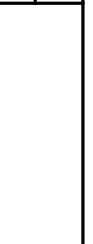
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS
REV. BY	DATE	DESCRIPTION
	DATE COMPLETED	

CROSS REFERENCES

FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
 FOR RAMP W-8 PLAN AND PROFILES, SEE SHEETS 467 - 471
 FOR RUSSELL AVE. PROFILE, SEE SHEET 598
 FOR REMOVAL PLAN, SEE SHEET 775
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR SANITARY PLAN AND PROFILE, SEE SHEETS 978 - 992
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794
 FOR WALL #1 PLANS, SEE SHEETS 1621 - 1624



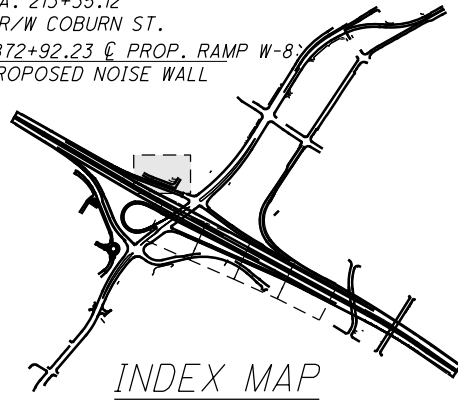
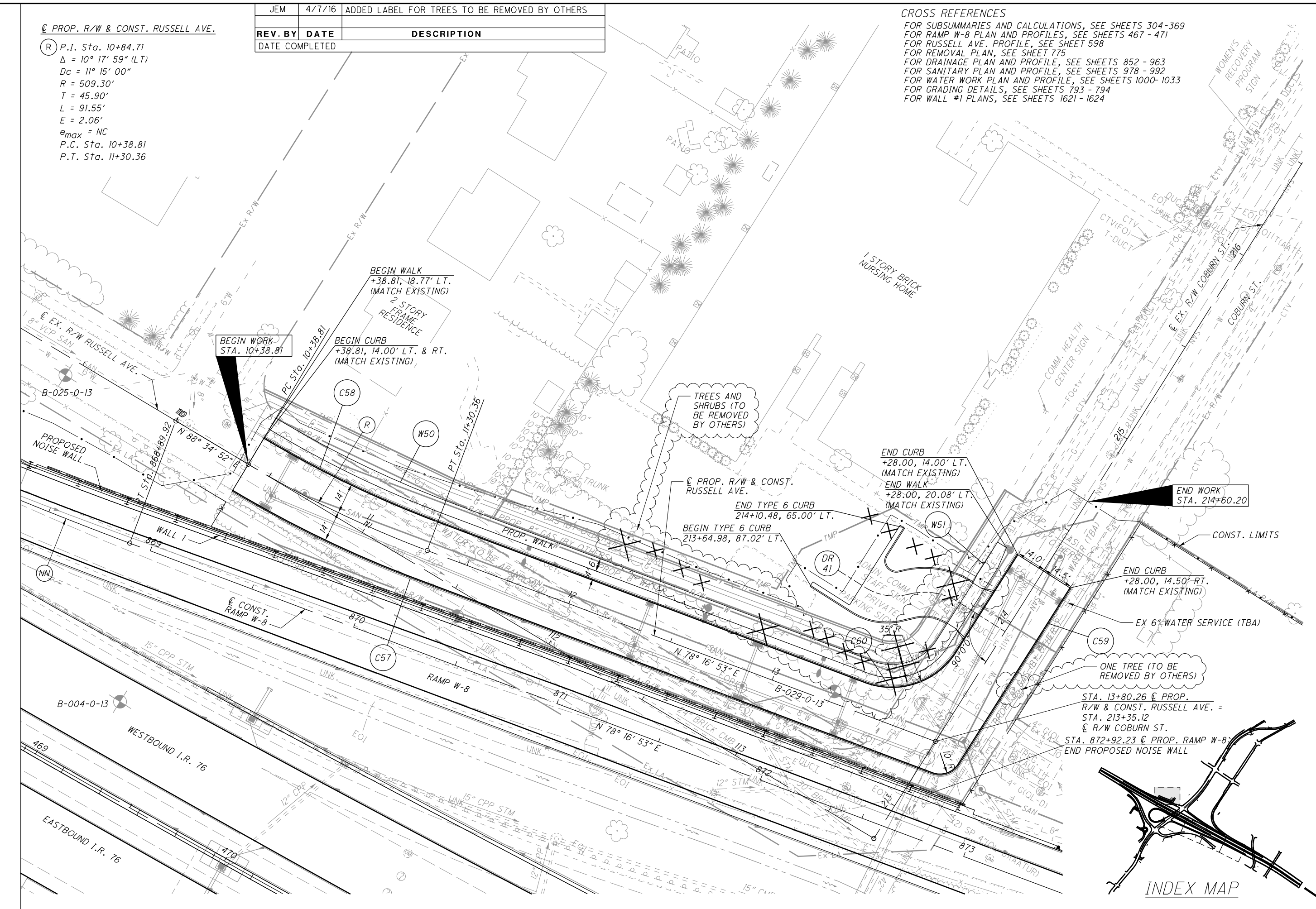
CALCULATED
 MJT
 CHECKED
 KMK



PLAN - RUSSELL AVE.
 STA. 10+00 TO STA 16+00

SUM-76-10.00

597
 1822



INDEX MAP

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0 20 40
HORIZONTAL SCALE IN FEET

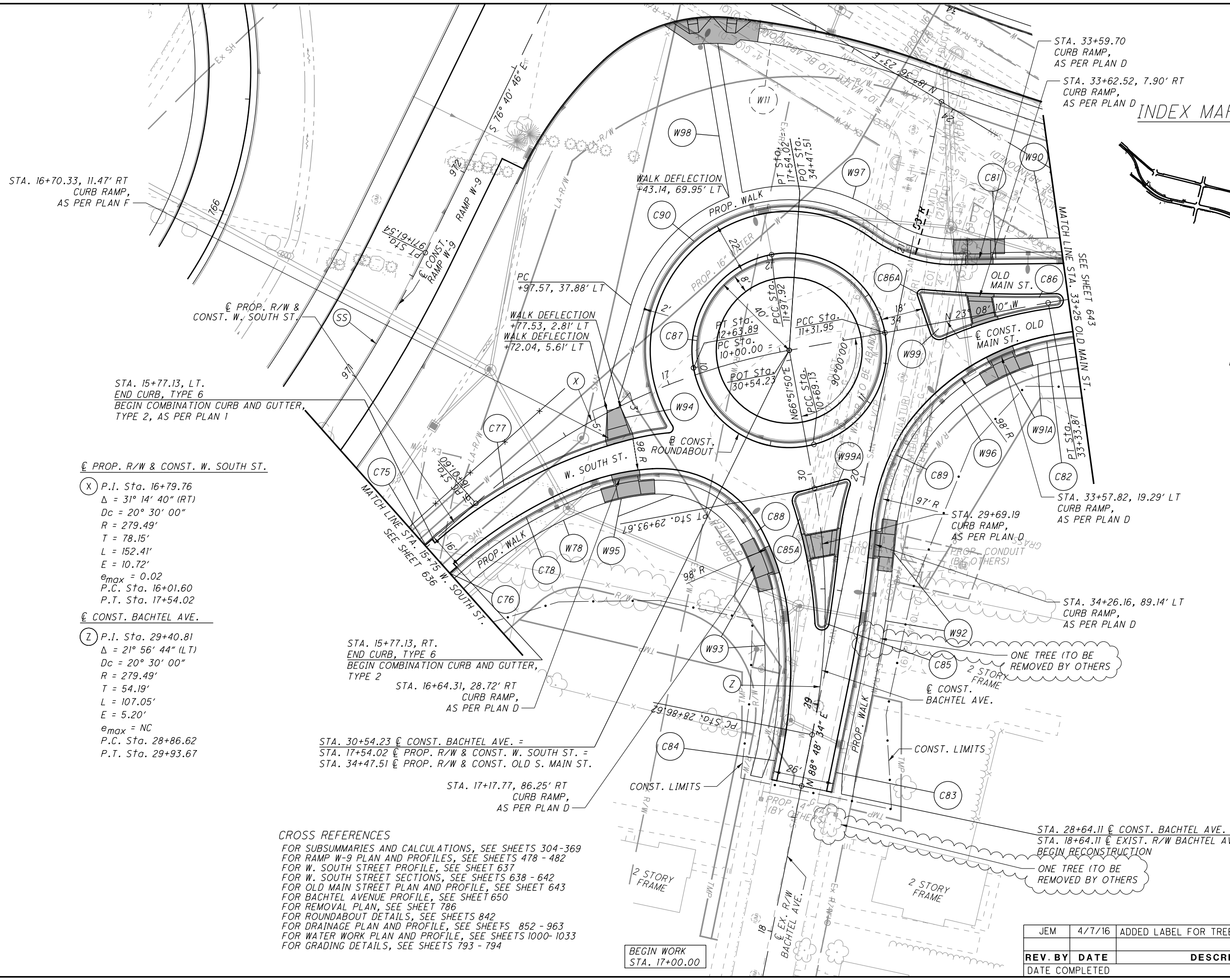
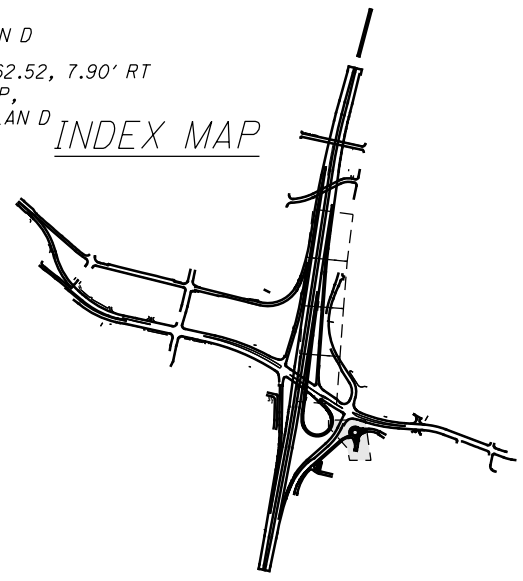
CALCULATED JMS CHECKED KMK

PLAN - ROUNDABOUT
STA. 10+00 TO STA. 12+58

SUM - 76 - 10.00

646
1822

INDEX MAP



STA. 16+70.33, 11.47' RT CURB RAMP, AS PER PLAN F

STA. 15+77.13, LT. END CURB, TYPE 6 BEGIN COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN I

PROP. R/W & CONST. W. SOUTH ST.

(X) P.I. Sta. 16+79.76
 $\Delta = 31^\circ 14' 40''$ (RT)
 $D_c = 20^\circ 30' 00''$
 $R = 279.49'$
 $T = 78.15'$
 $L = 152.41'$
 $E = 10.72'$
 $e_{max} = 0.02$
 P.C. Sta. 16+01.60
 P.T. Sta. 17+54.02

CONST. BACHTEL AVE.

(Z) P.I. Sta. 29+40.81
 $\Delta = 21^\circ 56' 44''$ (LT)
 $D_c = 20^\circ 30' 00''$
 $R = 279.49'$
 $T = 54.19'$
 $L = 107.05'$
 $E = 5.20'$
 $e_{max} = NC$
 P.C. Sta. 28+86.62
 P.T. Sta. 29+93.67

STA. 15+77.13, RT. END CURB, TYPE 6 BEGIN COMBINATION CURB AND GUTTER, TYPE 2

STA. 16+64.31, 28.72' RT CURB RAMP, AS PER PLAN D

STA. 30+54.23 @ CONST. BACHTEL AVE. =
 STA. 17+54.02 @ PROP. R/W & CONST. W. SOUTH ST. =
 STA. 34+47.51 @ PROP. R/W & CONST. OLD S. MAIN ST.

STA. 17+17.77, 86.25' RT CURB RAMP, AS PER PLAN D

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 304-369
 FOR RAMP W-9 PLAN AND PROFILES, SEE SHEETS 478 - 482
 FOR W. SOUTH STREET PROFILE, SEE SHEET 637
 FOR W. SOUTH STREET SECTIONS, SEE SHEETS 638 - 642
 FOR OLD MAIN STREET PLAN AND PROFILE, SEE SHEET 643
 FOR BACHTEL AVENUE PROFILE, SEE SHEET 650
 FOR REMOVAL PLAN, SEE SHEET 786
 FOR ROUNDABOUT DETAILS, SEE SHEETS 842
 FOR DRAINAGE PLAN AND PROFILE, SEE SHEETS 852 - 963
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR GRADING DETAILS, SEE SHEETS 793 - 794

BEGIN WORK
STA. 17+00.00

STA. 33+59.70 CURB RAMP, AS PER PLAN D

STA. 33+62.52, 7.90' RT CURB RAMP, AS PER PLAN D

SEE SHEET 643
MATCH LINE STA. 33+25 OLD MAIN ST.

STA. 29+69.19 CURB RAMP, AS PER PLAN D

STA. 34+26.16, 89.14' LT CURB RAMP, AS PER PLAN D

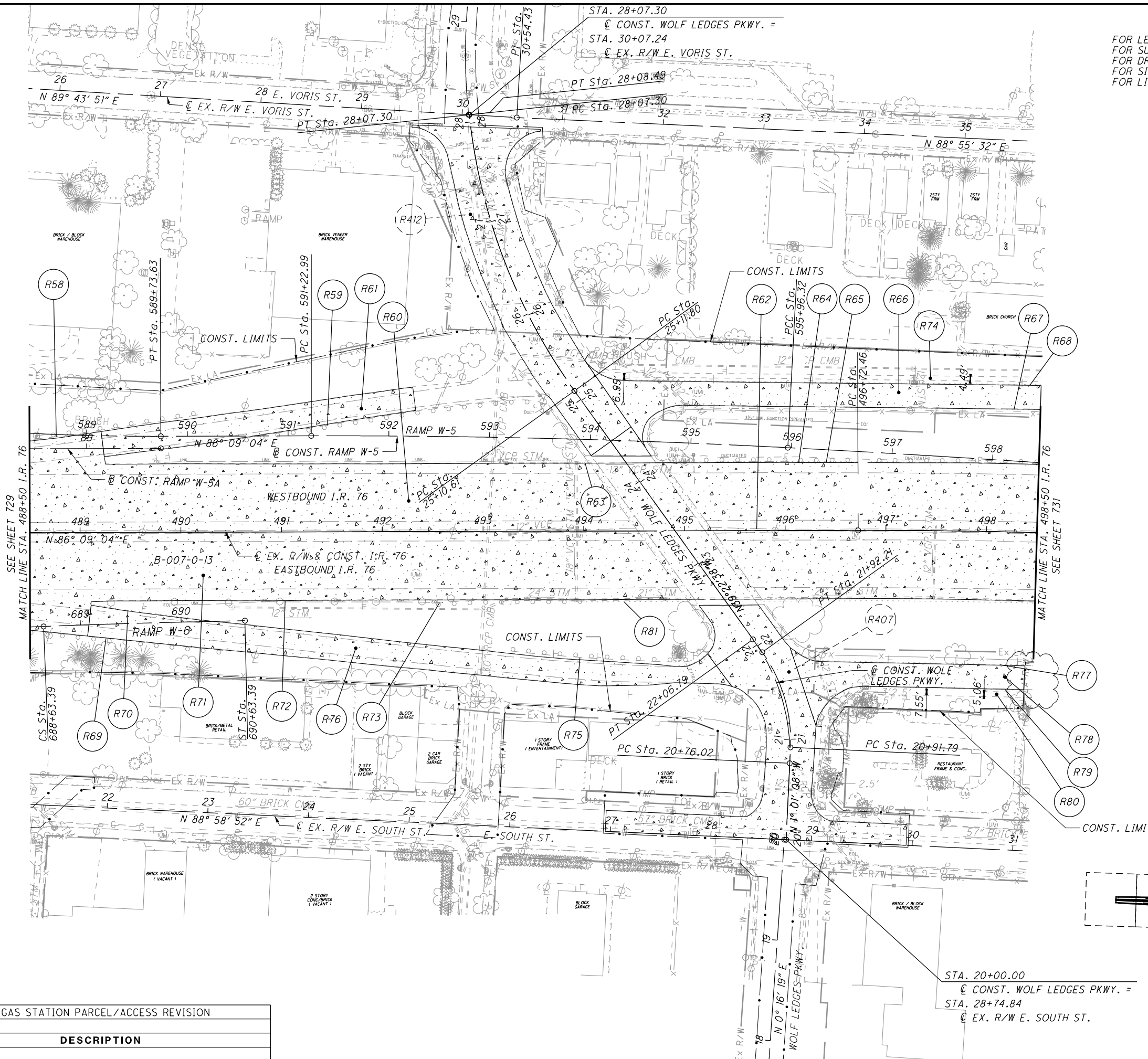
STA. 28+64.11 @ CONST. BACHTEL AVE. =
 STA. 18+64.11 @ EXIST. R/W BACHTEL AVE.
 BEGIN RECONSTRUCTION

ONE TREE (TO BE REMOVED BY OTHERS)

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	ADDED LABEL FOR TREES TO BE REMOVED BY OTHERS

I:\Projects\Main_Broadway\Roadway\Sheets\7269GP065.dgn 4/8/2016 11:15:32 AM john_e_miller

I:\Projects\Main_Broadway\Roadway\Sheets\7269GM05.dgn 4/8/2016 11:15:34 AM john_e_miller



FOR LEGEND SEE SHEET 726
 FOR SUBSUMMARY SEE SHEETS 313-324
 FOR DRAINAGE REMOVALS SEE SHEETS 852-969
 FOR SIGN REMOVALS SEE SHEETS 1044-1064
 FOR LIGHTING REMOVALS SEE SHEETS 1192-1210

CALCULATED
 MJT
 CHECKED
 KMK

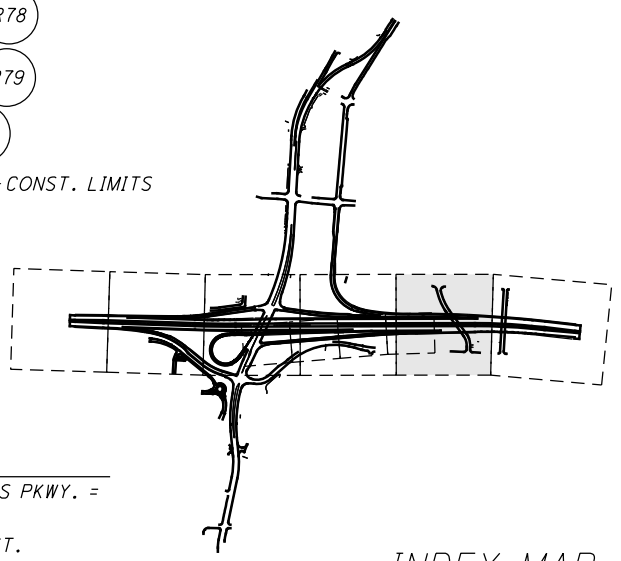
0 25 50 100
 HORIZONTAL
 SCALE IN FEET

REMOVAL PLAN - I.R. 76
STA. 488+50 TO STA. 498+50

SUM-76-10.00

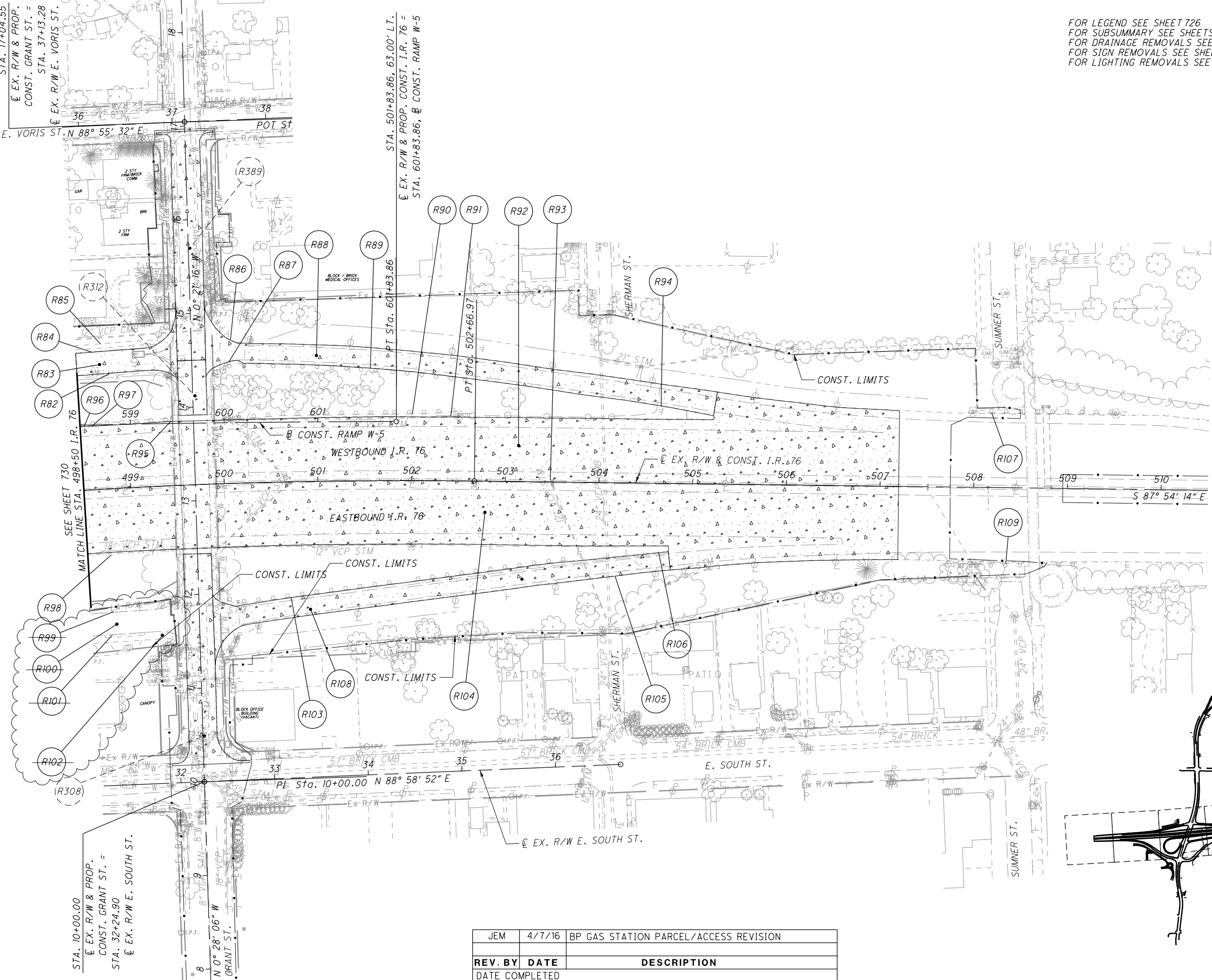
730
 1822

REV. BY	DATE	DESCRIPTION
JEM	4/7/16	BP GAS STATION PARCEL/ACCESS REVISION



INDEX MAP

FOR LEGEND SEE SHEET 726
 FOR SUBSUMMARY SEE SHEETS 313 -324
 FOR DRAINAGE REMOVALS SEE SHEETS 852 -969
 FOR SIGN REMOVALS SEE SHEETS 1044-1064
 FOR LIGHTING REMOVALS SEE SHEETS 1192-1210



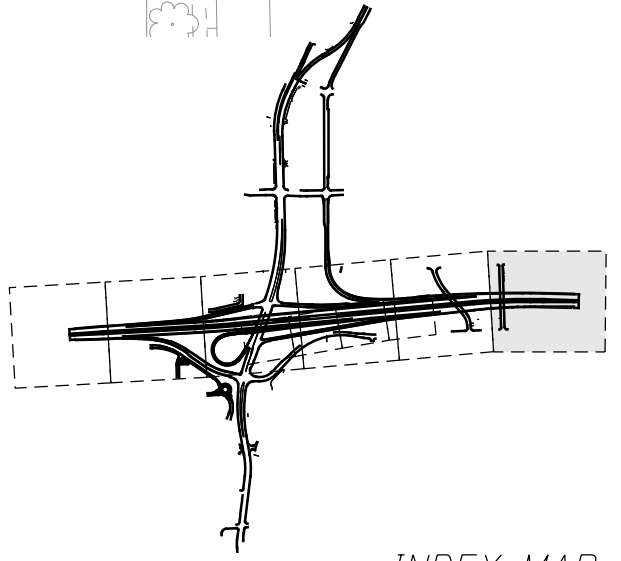
CALCULATED
 MJT
 CHECKED
 KMK

0 50 100
 HORIZONTAL
 SCALE IN FEET

**REMOVAL PLAN - I.R. 76
 STA. 498+50 TO STA. 510+50**

SUM-76-10.00

JEM	4/7/16	BP GAS STATION PARCEL/ACCESS REVISION
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

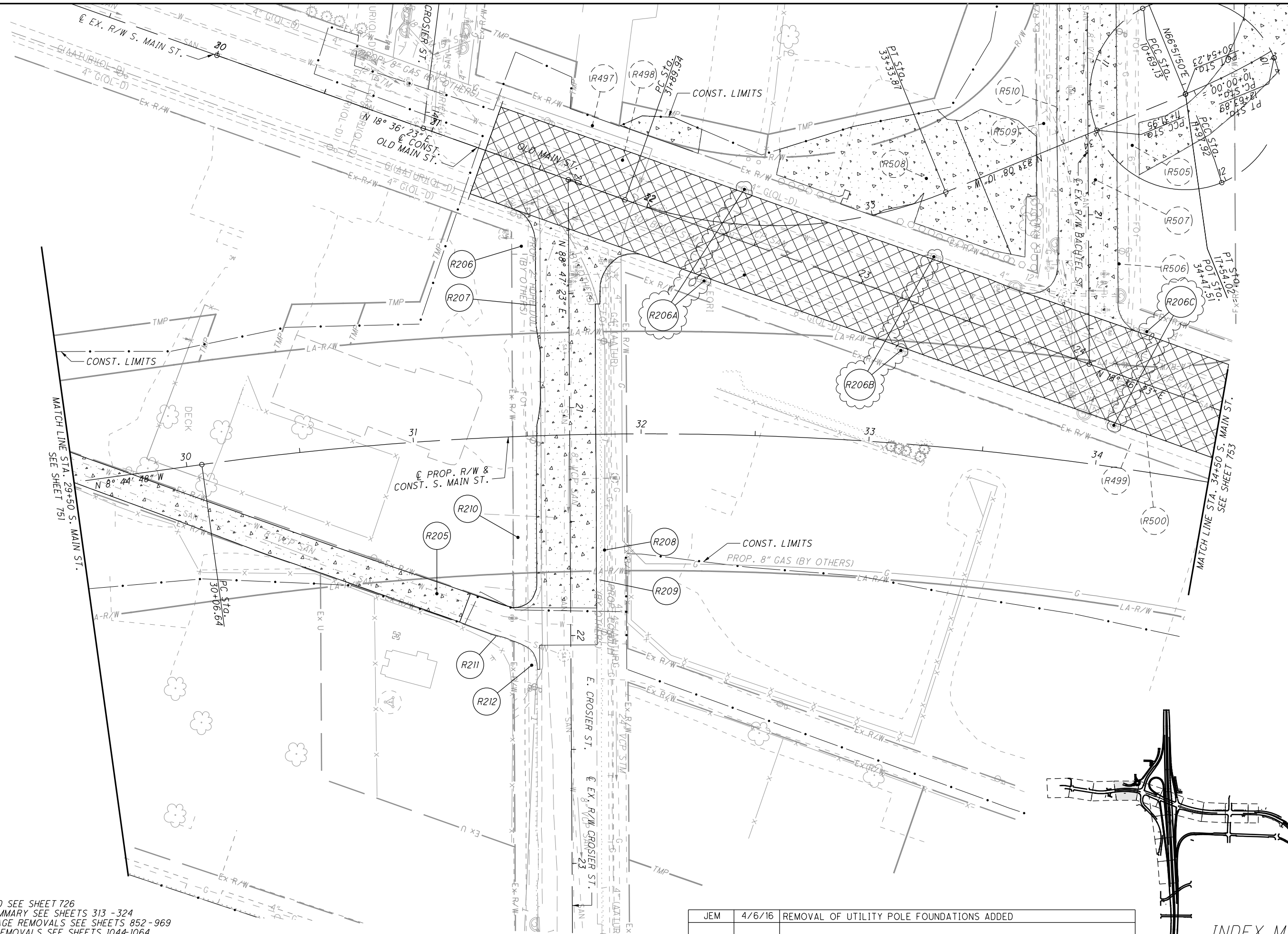


INDEX MAP

731
 1822

I:\Projects\Main_Broadway\Roadway\Sheets\7269GM110.dgn 4/8/2016 11:15:36 AM john_e_miller

FOR LEGEND SEE SHEET 726
 FOR SUBSUMMARY SEE SHEETS 313 - 324
 FOR DRAINAGE REMOVALS SEE SHEETS 852 - 969
 FOR SIGN REMOVALS SEE SHEETS 1044-1064
 FOR LIGHTING REMOVALS SEE SHEETS 1192 - 1210
 FOR BUILDING DEMO SUBSUMMARY SEE SHEET 369







 HORIZONTAL SCALE IN FEET

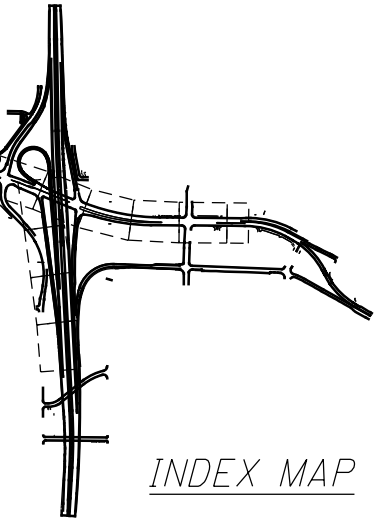
CALCULATED	MJT
CHECKED	KMK

**REMOVAL PLAN - S. MAIN ST.
 STA. 29+50 TO STA. 34+50**

SUM-76-10.00

752
1822

REV. BY	DATE	DESCRIPTION
JEM	4/6/16	REMOVAL OF UTILITY POLE FOUNDATIONS ADDED



INDEX MAP

I:\Projects\Main_Broadway\Drainage\Sheets\7269DP006.dgn 4/7/2016 4:03:28 PM katie_spinks

LEGEND

- ITEM 670 - DITCH EROSION PROTECTION

CROSS REFERENCES

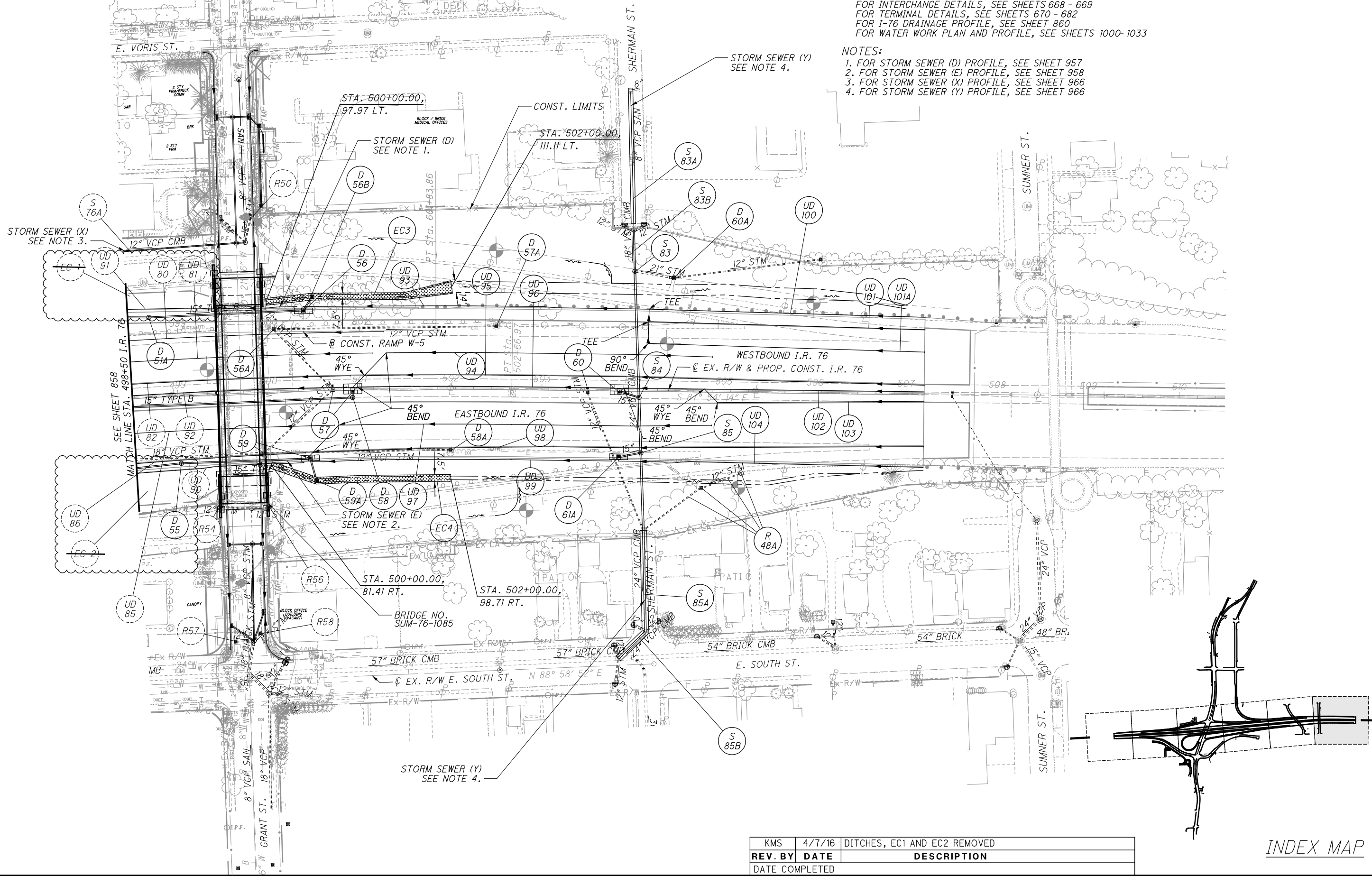
FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
FOR I-76 PROFILE, SEE SHEET 383
FOR I-76 CROSS SECTIONS, SEE SHEETS 384 - 415
FOR RAMP W-5 PLAN AND PROFILE, SEE SHEETS 416 - 421
FOR GRANT STREET PLAN AND PROFILE, SEE SHEETS 582 - 584
FOR SUPERELEVATION TABLES, SEE SHEETS 661 - 667
FOR INTERCHANGE DETAILS, SEE SHEETS 668 - 669
FOR TERMINAL DETAILS, SEE SHEETS 670 - 682
FOR I-76 DRAINAGE PROFILE, SEE SHEET 860
FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033

NOTES:

- 1. FOR STORM SEWER (D) PROFILE, SEE SHEET 957
- 2. FOR STORM SEWER (E) PROFILE, SEE SHEET 958
- 3. FOR STORM SEWER (X) PROFILE, SEE SHEET 966
- 4. FOR STORM SEWER (Y) PROFILE, SEE SHEET 966

CALCULATED AMP CHECKED JMS

HORIZONTAL SCALE IN FEET



DRAINAGE PLAN - I.R. 76
STA. 498+50 TO STA. 510+50

SUM-76-10.00

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	DITCHES, EC1 AND EC2 REMOVED

INDEX MAP

859
1822

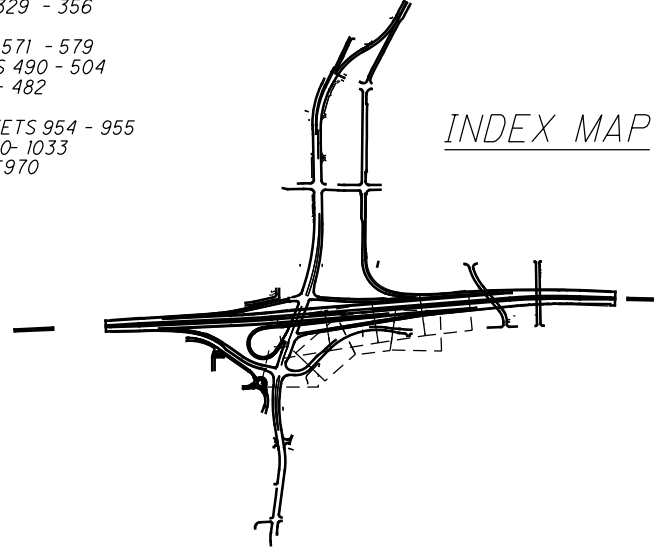
LEGEND

ITEM 670 - DITCH EROSION PROTECTION

STA. 763+50.00, 9.29 LT.

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
 FOR E. SOUTH STREET PROFILE, SEE SHEET 567
 FOR E. SOUTH STREET CROSS SECTIONS, SEE SHEETS 571 - 579
 FOR S. MAIN STREET PLAN AND PROFILES, SEE SHEETS 490 - 504
 FOR RAMP W-9 PLAN AND PROFILES, SEE SHEETS 478 - 482
 FOR E. SOUTH ST. DRAINAGE PROFILE, SEE SHEET 918
 FOR COMBINED SEWER B PLAN AND PROFILES, SEE SHEETS 954 - 955
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000- 1033
 FOR PROPOSED DETENTION BASIN DETAILS, SEE SHEET 970

INDEX MAP

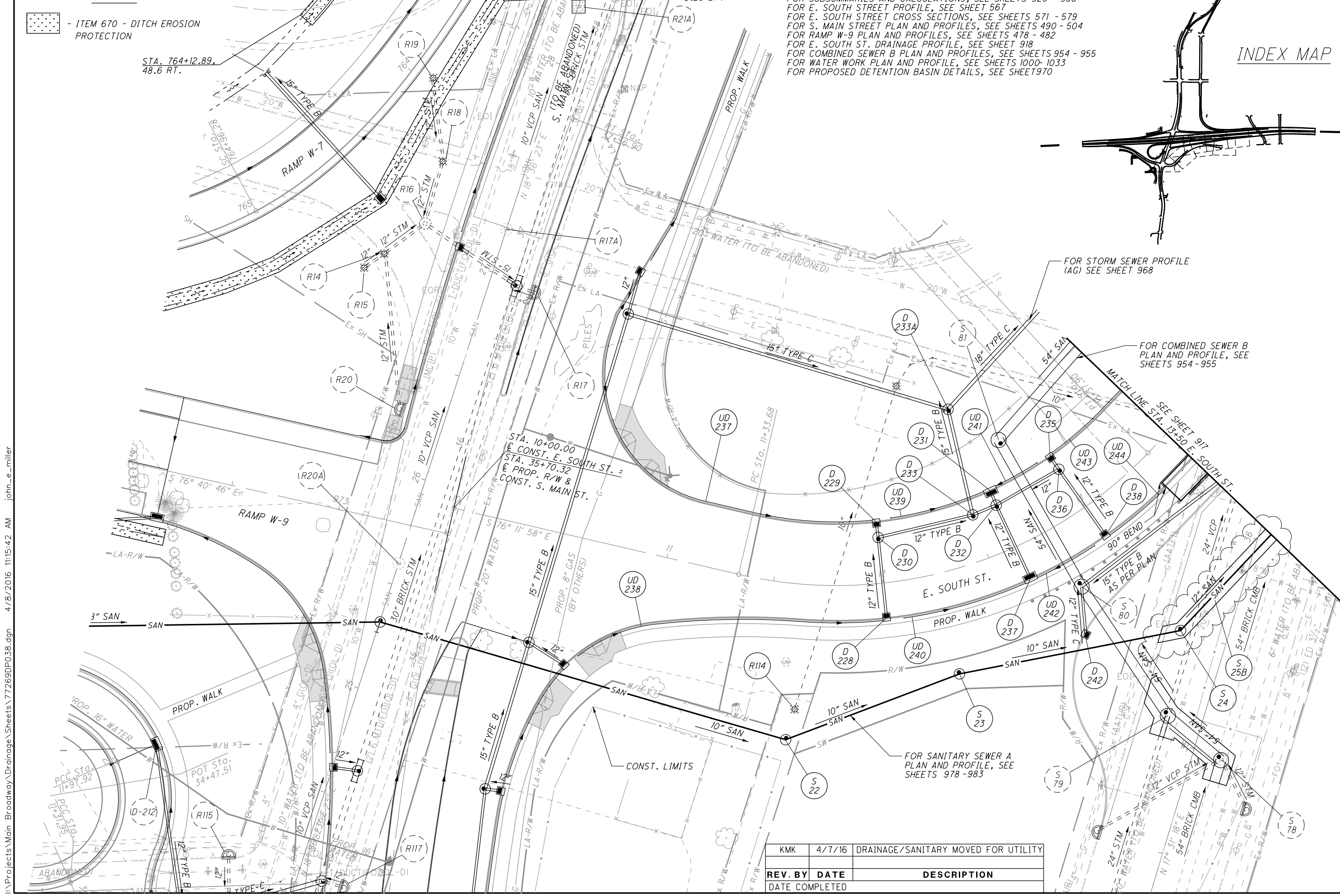


CALCULATED
 AMP
 CHECKED
 JMS

**DRAINAGE PLAN - E. SOUTH ST.
 STA. 10+00 TO STA. 13+50**

SUM-76-10.00

916
 1822



FOR STORM SEWER PROFILE (AG) SEE SHEET 968

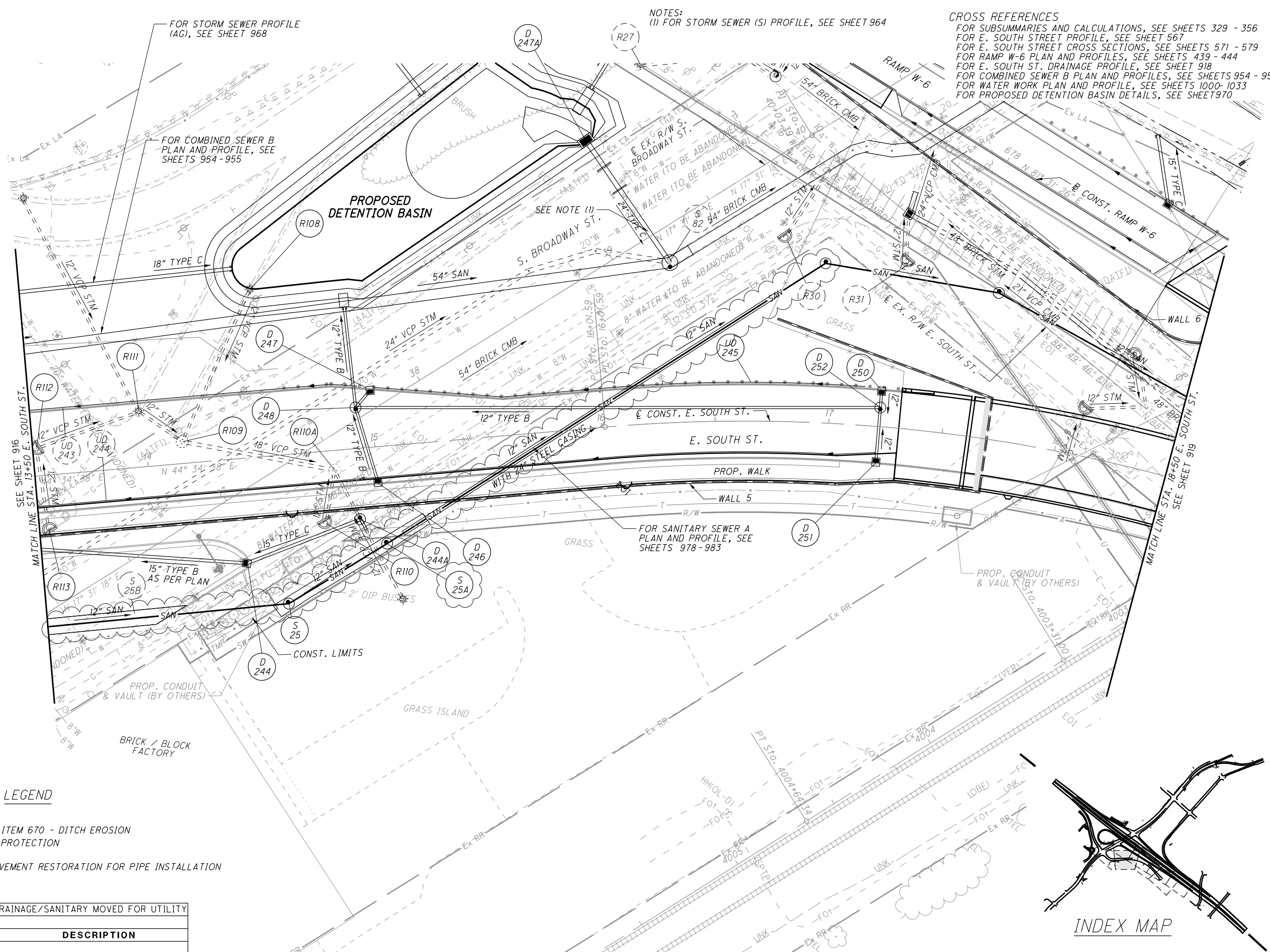
FOR COMBINED SEWER B PLAN AND PROFILE, SEE SHEETS 954-955

FOR SANITARY SEWER A PLAN AND PROFILE, SEE SHEETS 978-983

KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY
REV. BY	DATE	DESCRIPTION

I:\Projects\Main_Broadway\Drainage\Sheets\77269DP038.dgn 4/8/2016 11:15:42 AM john_e_miller

I:\Projects\Main_Broadway\Drainage\Sheets\77269DP039.dgn 4/8/2016 11:15:43 AM john_e_miller



NOTES:
 (1) FOR STORM SEWER (S) PROFILE, SEE SHEET 964

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
 FOR E. SOUTH STREET PROFILE, SEE SHEET 567
 FOR E. SOUTH STREET CROSS SECTIONS, SEE SHEETS 571 - 579
 FOR RAMP W-6 PLAN AND PROFILES, SEE SHEETS 439 - 444
 FOR E. SOUTH ST. DRAINAGE PROFILE, SEE SHEET 918
 FOR COMBINED SEWER B PLAN AND PROFILES, SEE SHEETS 954 - 955
 FOR WATER WORK PLAN AND PROFILE, SEE SHEETS 1000-1033
 FOR PROPOSED DETENTION BASIN DETAILS, SEE SHEET 970

FOR STORM SEWER PROFILE (AG), SEE SHEET 968

FOR COMBINED SEWER B PLAN AND PROFILE, SEE SHEETS 954 - 955

FOR SANITARY SEWER A PLAN AND PROFILE, SEE SHEETS 978 - 983

LEGEND

- ITEM 670 - DITCH EROSION PROTECTION
- PAVEMENT RESTORATION FOR PIPE INSTALLATION

REV. BY	DATE	DESCRIPTION
KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY

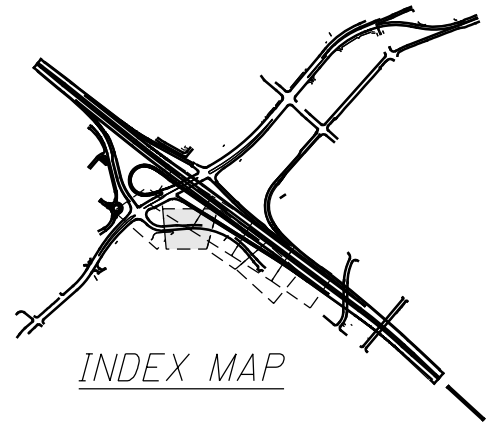
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 JMS

HORIZONTAL SCALE IN FEET

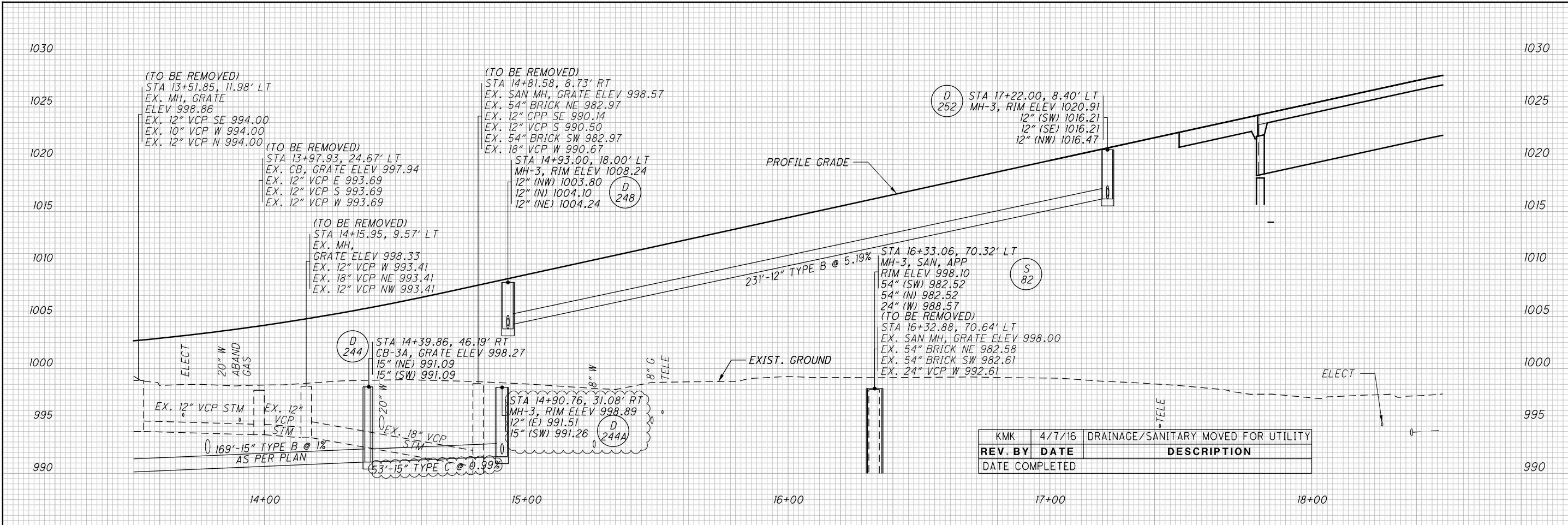
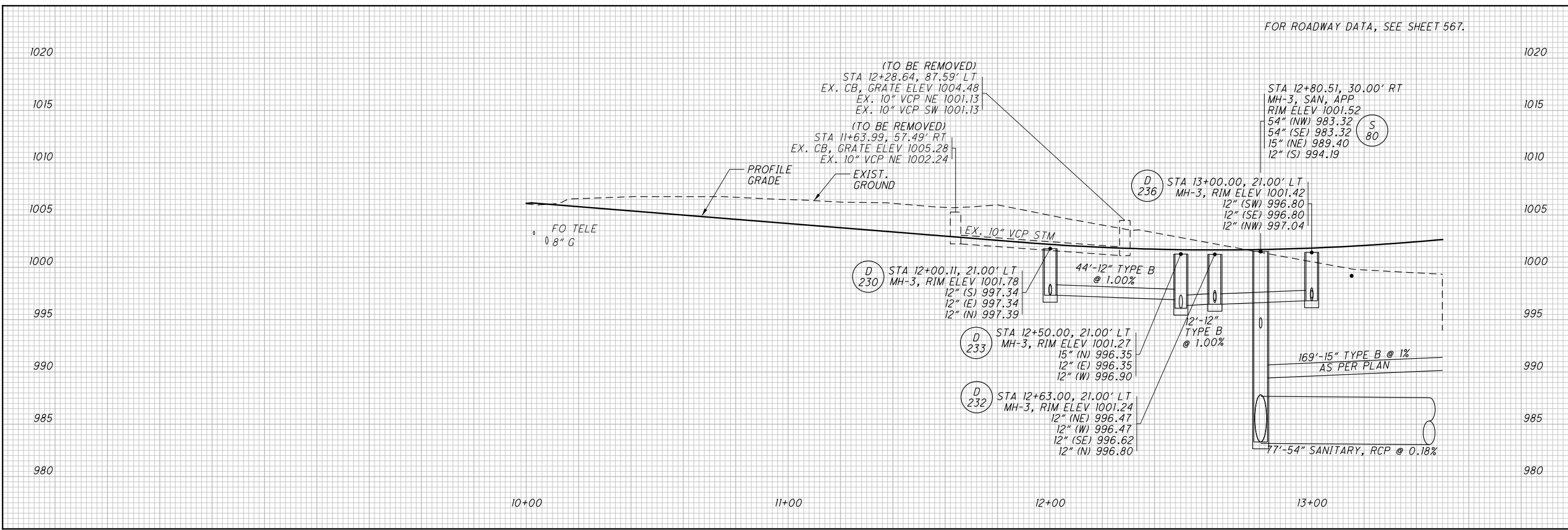
**DRAINAGE PLAN - E. SOUTH ST.
 STA. 13+50 TO STA. 18+50**

SUM-76-10.00

917
 1822



FOR ROADWAY DATA, SEE SHEET 567.

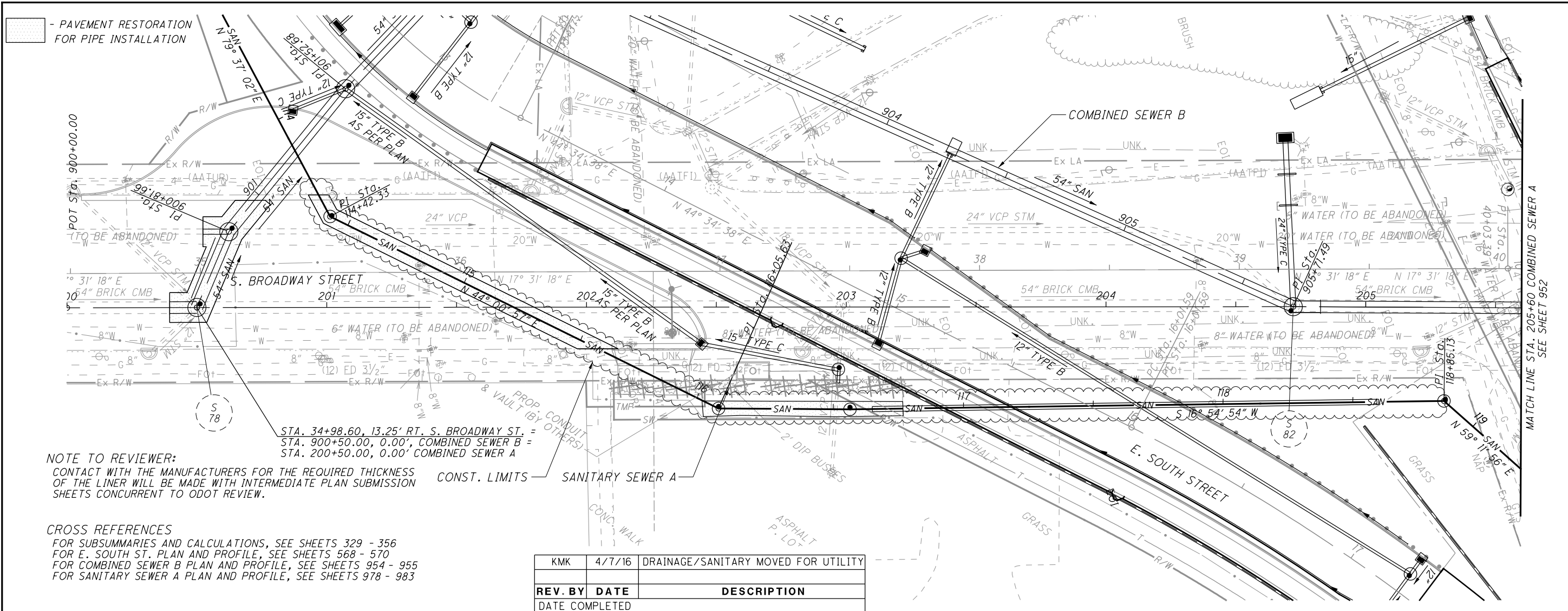


REV. BY	DATE	DESCRIPTION
KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY

DRAINAGE PROFILE - E. SOUTH ST.
STA. 10+00 TO STA. 18+50

SUM-76-10.00

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- PAVEMENT RESTORATION FOR PIPE INSTALLATION

NOTE TO REVIEWER:
 CONTACT WITH THE MANUFACTURERS FOR THE REQUIRED THICKNESS OF THE LINER WILL BE MADE WITH INTERMEDIATE PLAN SUBMISSION SHEETS CONCURRENT TO ODOT REVIEW.

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
 FOR E. SOUTH ST. PLAN AND PROFILE, SEE SHEETS 568 - 570
 FOR COMBINED SEWER B PLAN AND PROFILE, SEE SHEETS 954 - 955
 FOR SANITARY SEWER A PLAN AND PROFILE, SEE SHEETS 978 - 983

CONST. LIMITS SANITARY SEWER A

KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		



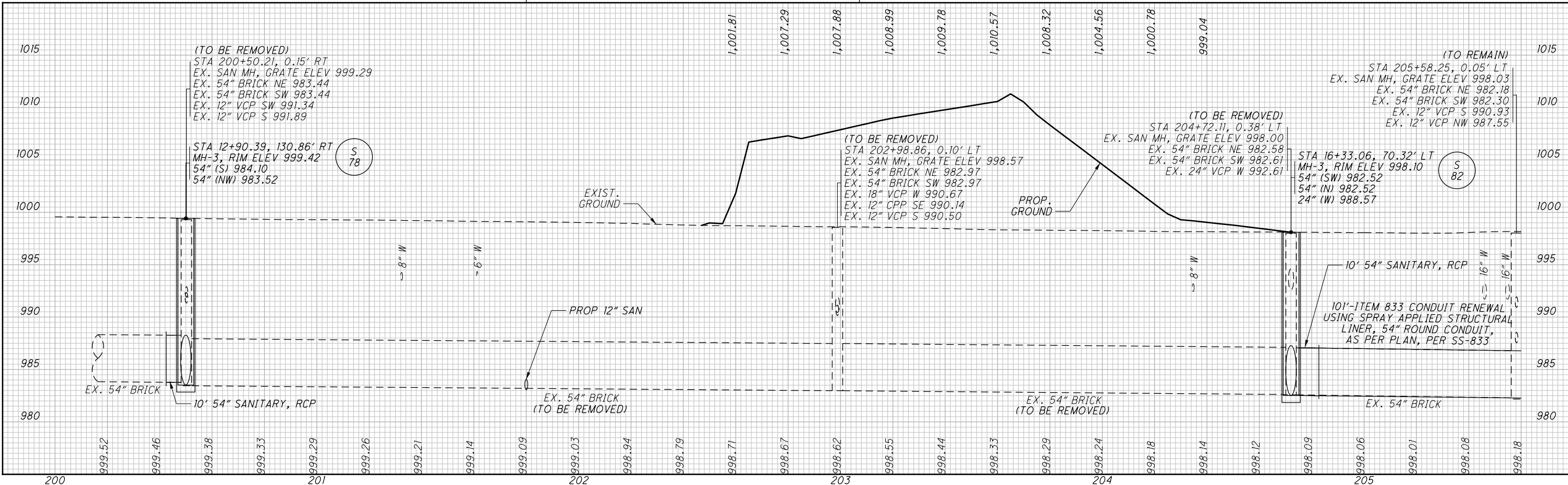
0 20 40
 HORIZONTAL SCALE IN FEET

CALCULATED
 AMP
 CHECKED
 KMK

COMBINED SEWER A - PLAN AND PROFILE
STA. 200+00 TO STA. 205+60

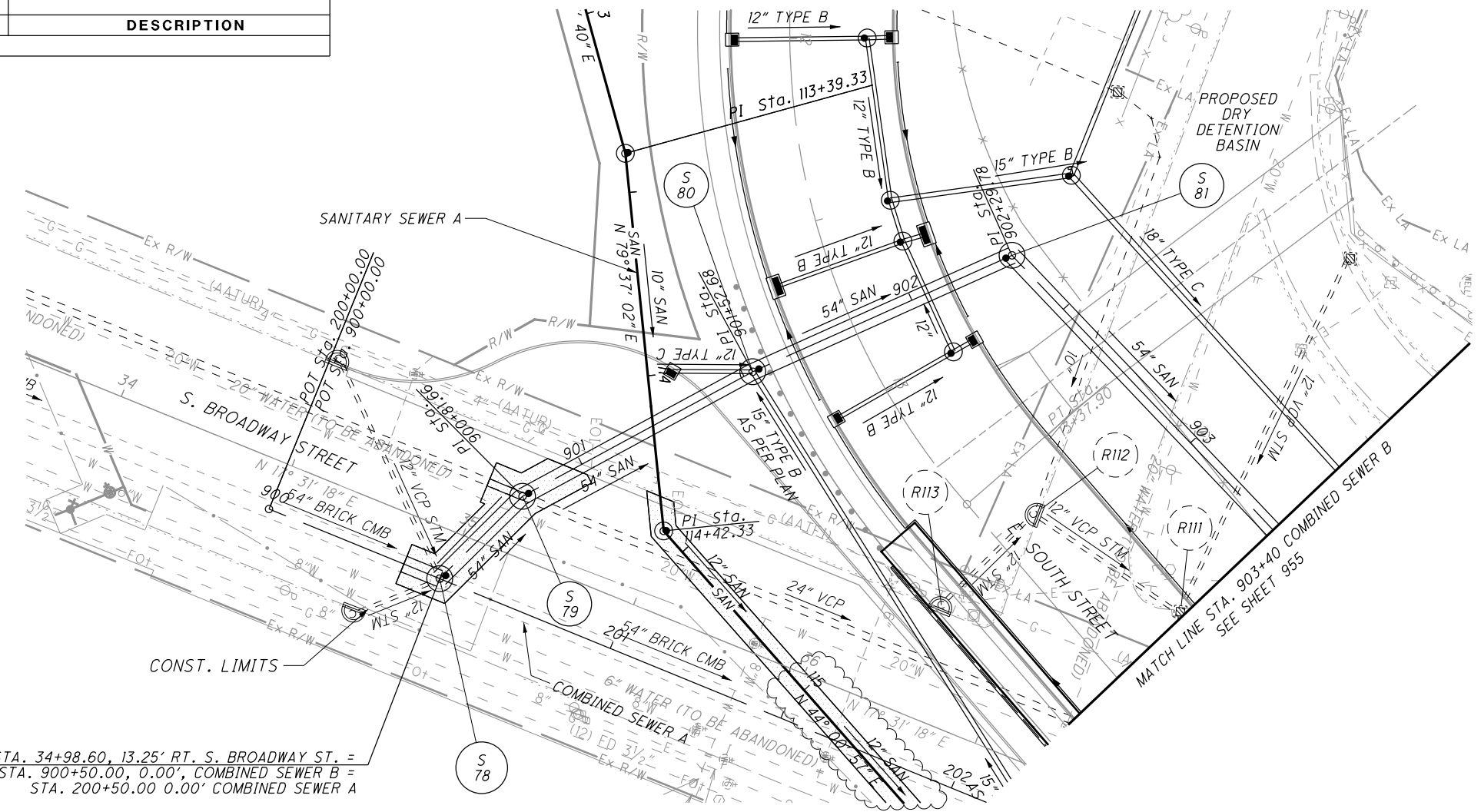
SUM -76 -10.00

951
 1822



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KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

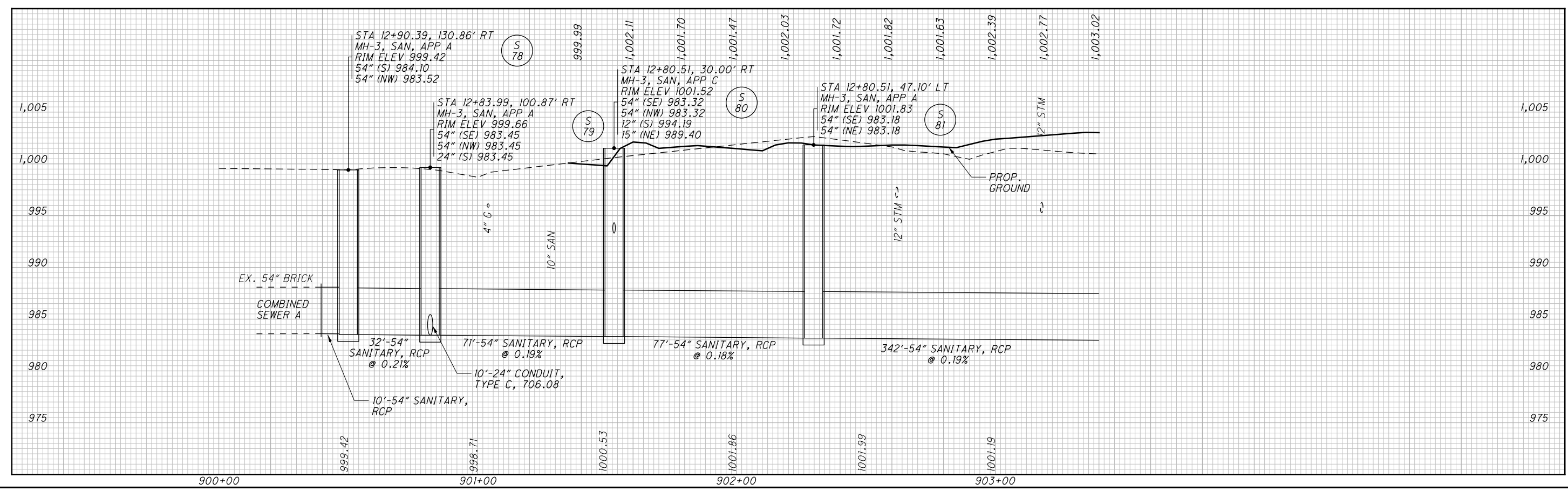


CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
 FOR E. SOUTH ST. PLAN AND PROFILE, SEE SHEET 568 - 570
 FOR SANITARY SEWER A PLAN AND PROFILE, SEE SHEET 981 - 982
 FOR COMBINED SEWER A PLAN AND PROFILE, SEE SHEET 951 - 953
 FOR DRY DETENTION BASIN GRADING PLAN, SEE SHEET 794

LEGEND
 [Pattern] - PAVEMENT RESTORATION FOR PIPE INSTALLATION



STA. 34+98.60, 13.25' RT. S. BROADWAY ST. =
 STA. 900+50.00, 0.00', COMBINED SEWER B =
 STA. 200+50.00 0.00' COMBINED SEWER A



COMBINED SEWER B - PLAN AND PROFILE
 STA. 900+00 TO STA. 903+40

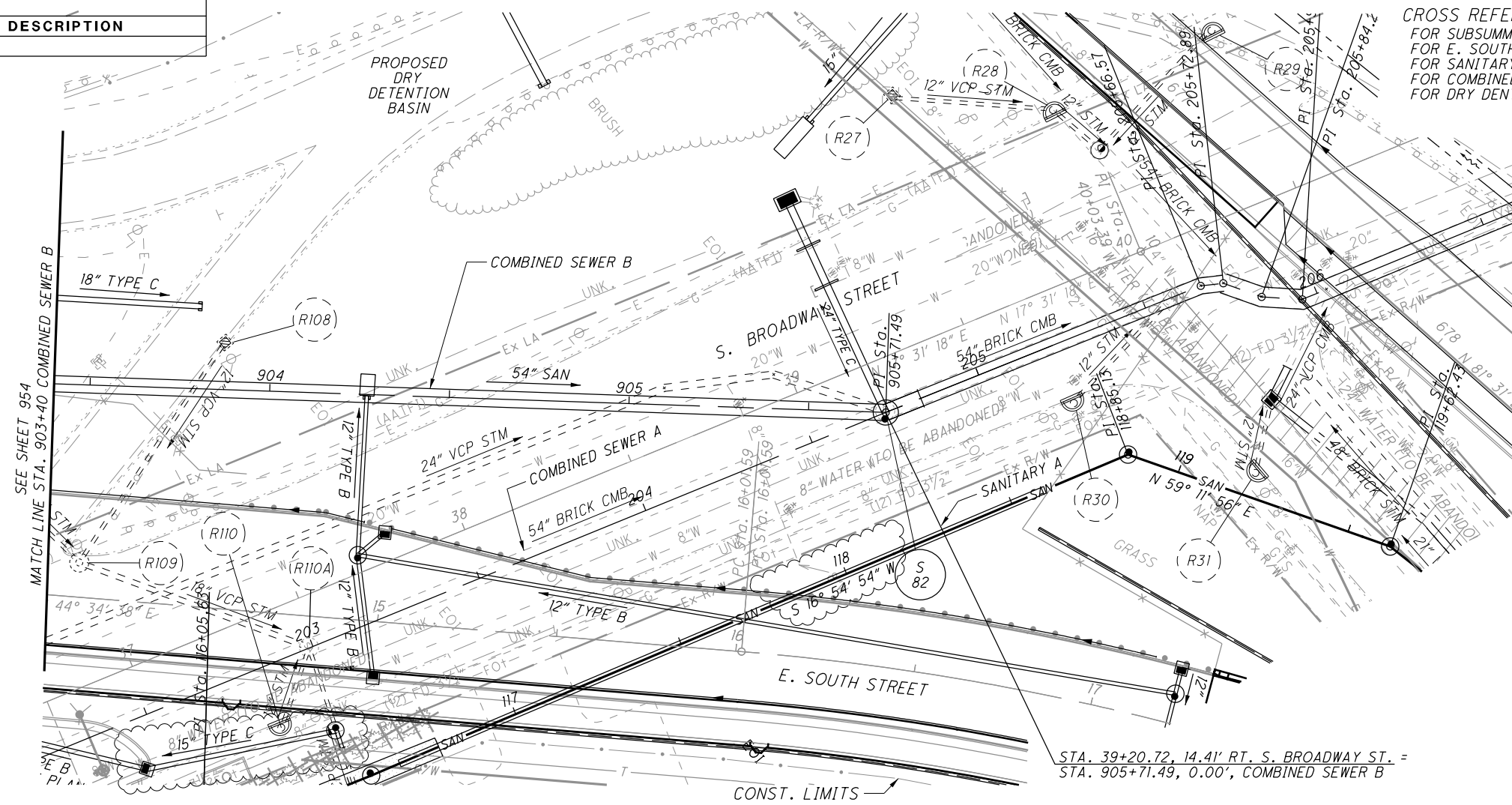
SUM -76 -10.00

954
1822

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REV. BY	DATE	DESCRIPTION

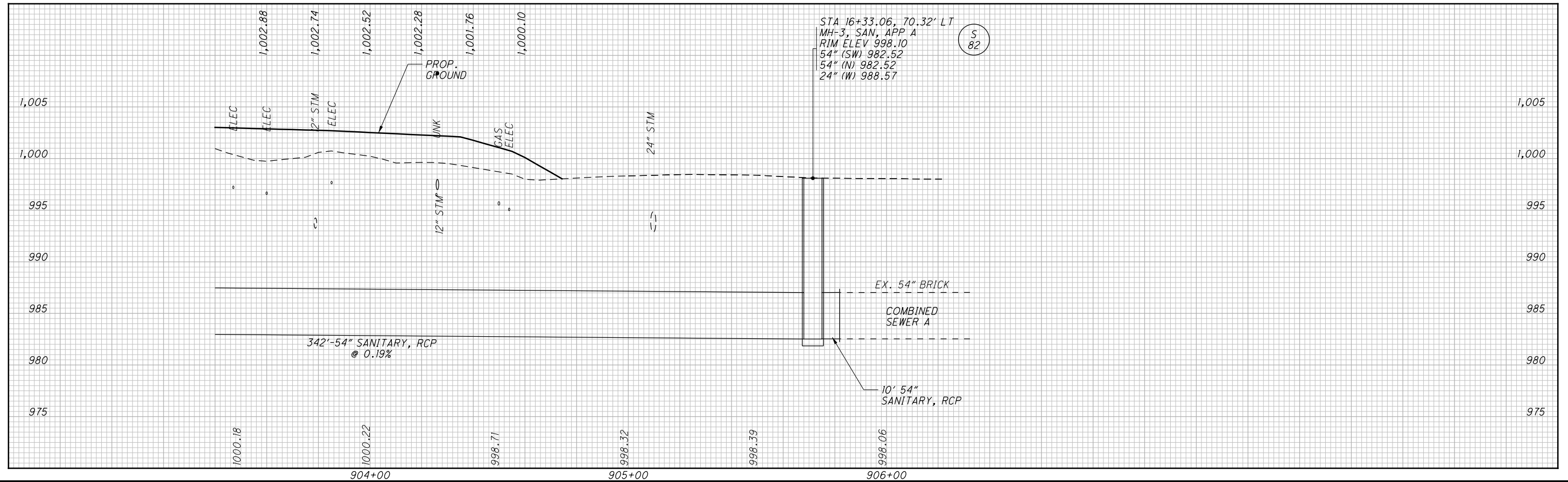
DATE COMPLETED



CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329-356
 FOR E. SOUTH ST. PLAN AND PROFILE, SEE SHEET 568 - 570
 FOR SANITARY SEWER A PLAN AND PROFILE, SEE SHEET 981 - 982
 FOR COMBINED SEWER A PLAN AND PROFILE, SEE SHEET 951 - 953
 FOR DRY DENTENTION BASIN GRADING PLAN, SEE SHEET 794



COMBINED SEWER B - PLAN AND PROFILE
STA. 903+40 TO STA. 906+00

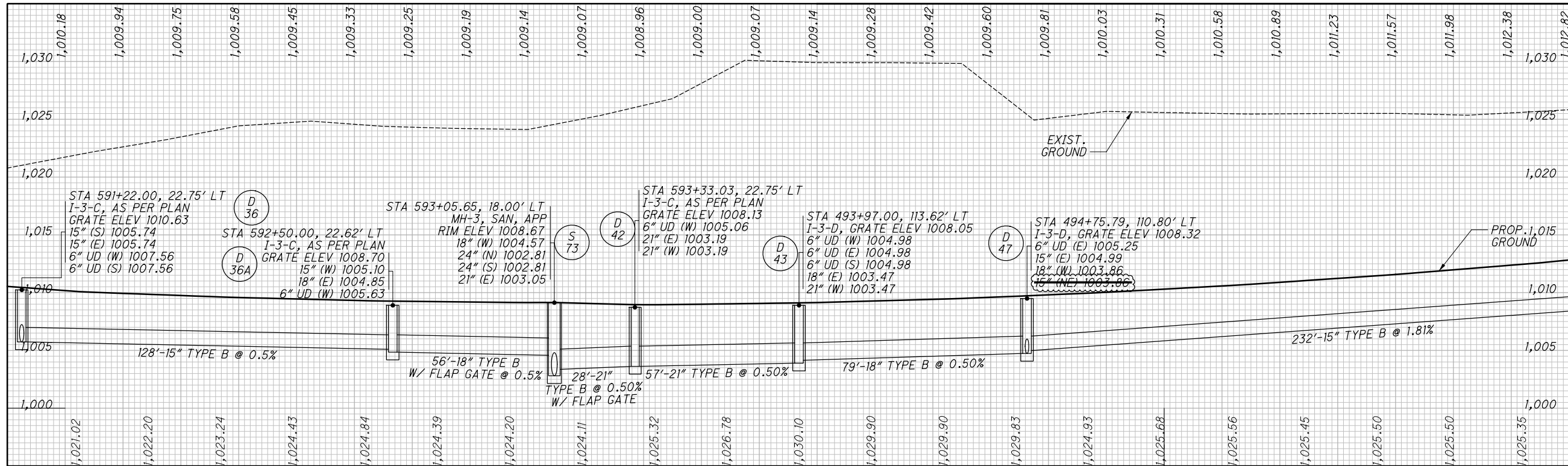


STA 16+33.06, 70.32' LT
 MH-3, SAN, APP A
 RIM ELEV 998.10
 54" (SW) 982.52
 54" (N) 982.52
 24" (W) 988.57

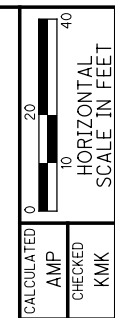
SUM -76 -10.00

955
 1822

PROFILE (D) - I.R. 76, STA. 591+22.00 TO
I.R. 76, STA. 600+38.88, LEFT SIDE



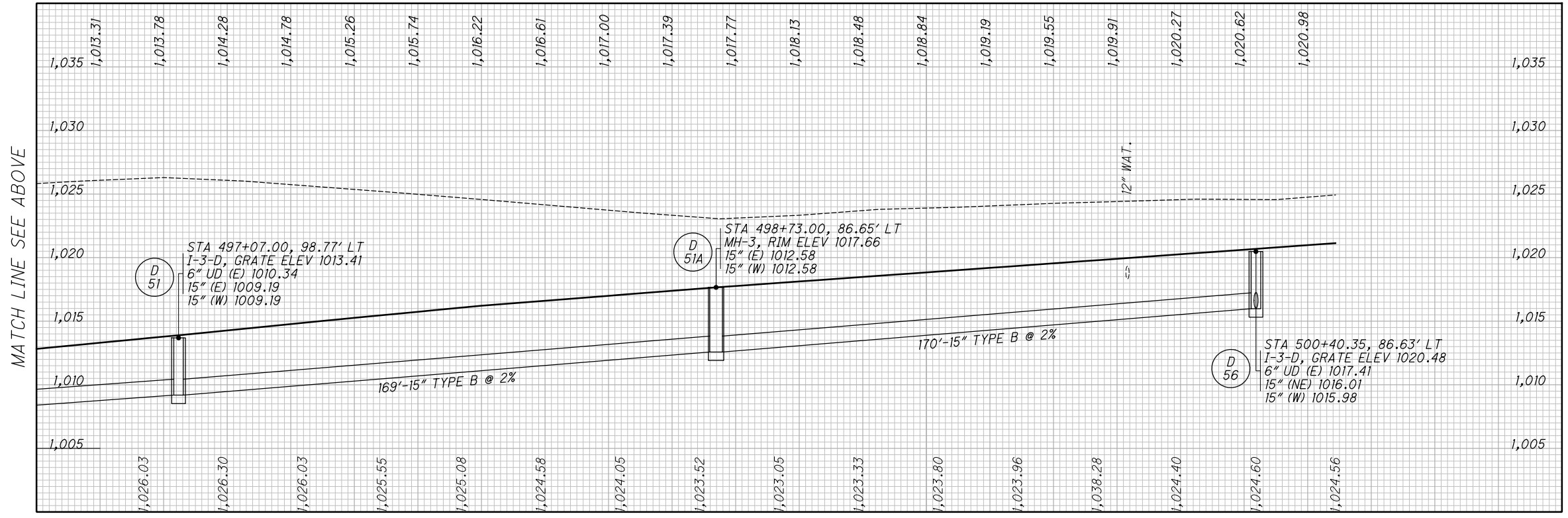
MATCH LINE SEE BELOW



STORM SEWER PROFILES

SUM - 76 - 10.00

957
1822

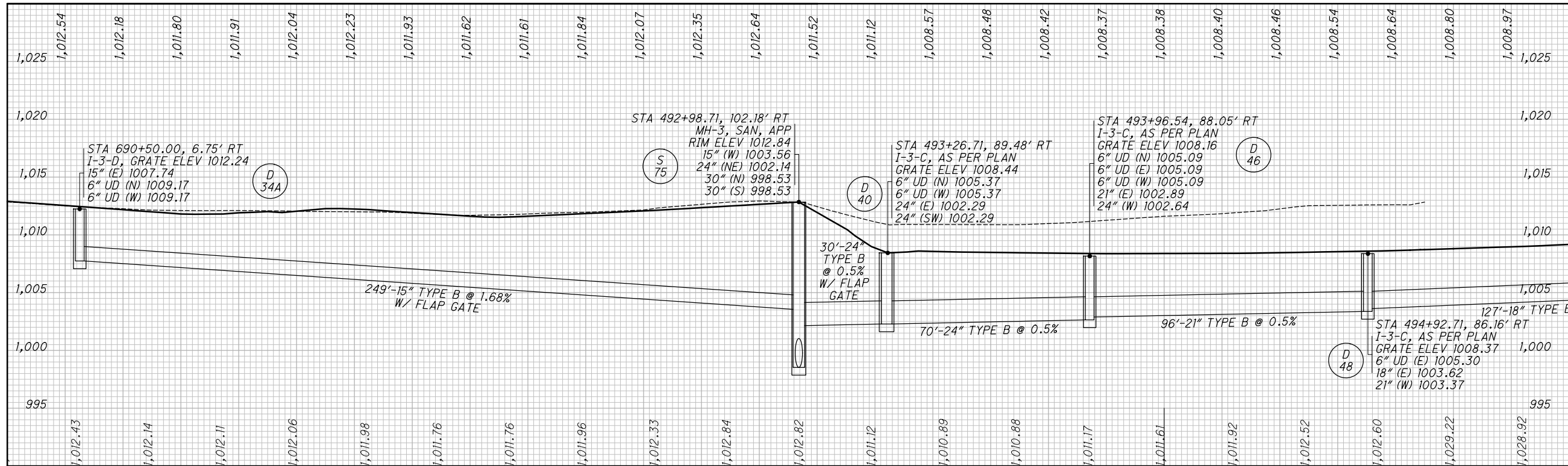


MATCH LINE SEE ABOVE

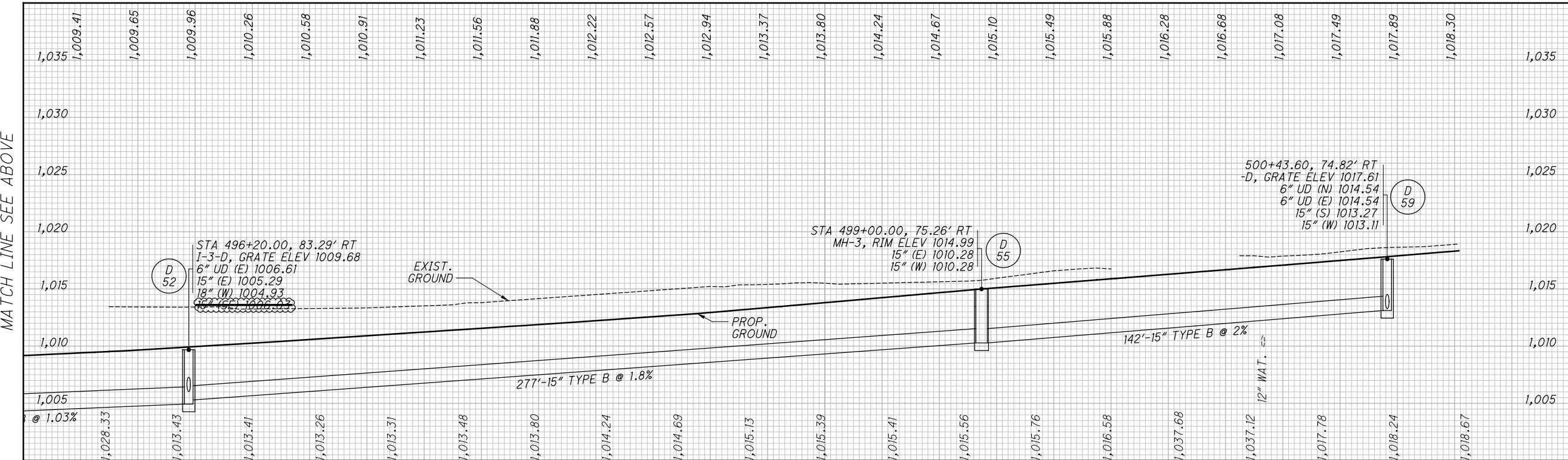
I:\Projects\Main_Broadway\Drainage\Sheets\77269DF101.dgn 4/7/2016 4:17:08 PM katie_spinks

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	15" (NE) PIPE REMOVED FROM D-47

PROFILE (E) - RAMP W-6, STA. 690+50.00 TO
I.R. 76, STA. 500+43.60, RIGHT SIDE



MATCH LINE SEE BELOW



MATCH LINE SEE ABOVE



STORM SEWER PROFILES

SUM - 76 - 10.00

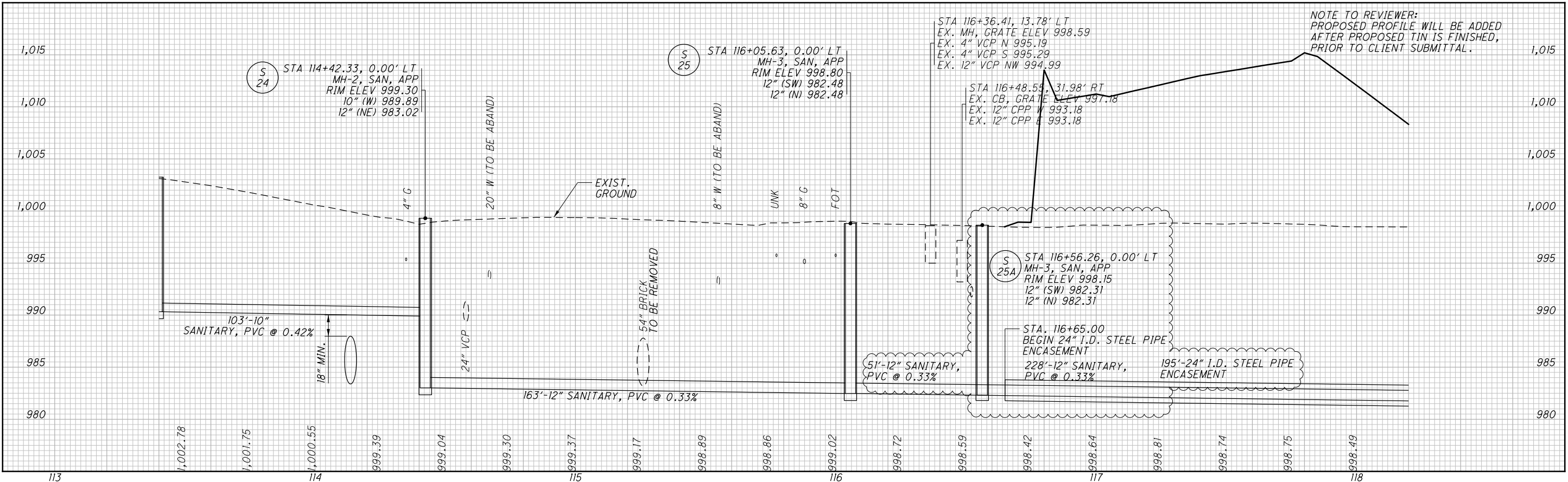
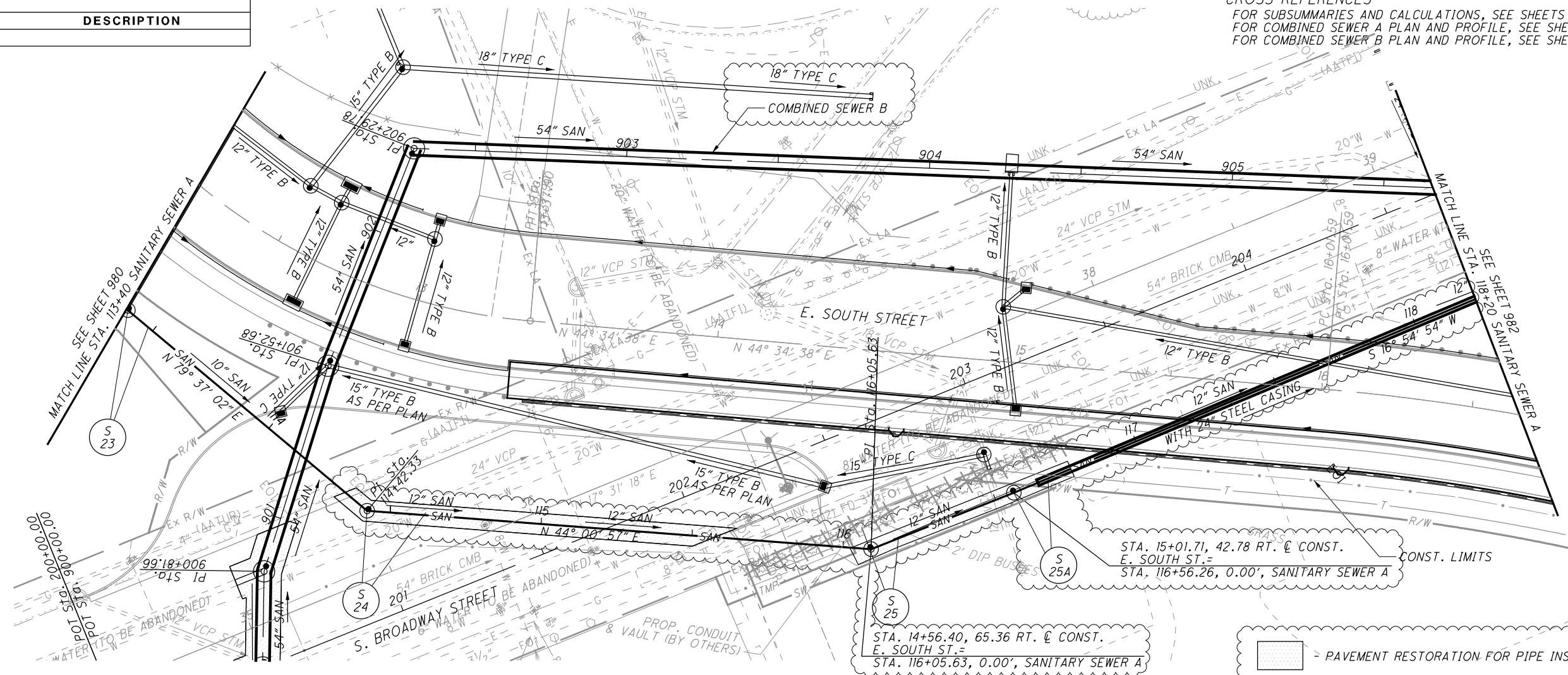
958
1822

REV. BY	DATE	DESCRIPTION
KMS	4/7/16	15" (SE) PIPE REMOVED FROM D-52

KMK	4/7/16	DRAINAGE/SANITARY MOVED FOR UTILITY
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

CROSS REFERENCES
 FOR SUBSUMMARIES AND CALCULATIONS, SEE SHEETS 329 - 356
 FOR COMBINED SEWER A PLAN AND PROFILE, SEE SHEETS 951 - 953
 FOR COMBINED SEWER B PLAN AND PROFILE, SEE SHEETS 954 - 955

CALCULATED
 DRG
 CHECKED
 PHF



SANITARY SEWER A - PLAN AND PROFILE
 STA. 113+40 TO STA. 118+20

SUM -76 -10.00

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ITEM 625 - CONDUIT, MISC.: (12) - 4" NOMINAL SIZE FIBERGLASS (AT&T)

THIS WORK INCLUDES ALL LABOR, MATERIAL, EQUIPMENT AND INCIDENTAL ITEMS NECESSARY TO INSTALL THE FIBERGLASS (SPLIT) CONDUIT ON THE BRIDGE INCLUDING, BUT NOT LIMITED TO CONDUIT, CONDUIT SUPPORT ASSEMBLIES, BRACING, EXPANSION JOINTS, CERAMAR FLEXIBLE FOAM, PVC CASING PIPE AND MOUNTING HARDWARE.

INSTALL THE CONDUIT AND CONDUIT SUPPORT ASSEMBLIES AS PER THE MANUFACTURER'S INSTRUCTIONS. GALVANIZE ALL STEEL MOUNTING HARDWARE AS PER 711.02. CERAMAR FLEXIBLE FOAM OR AN APPROVED EQUAL SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND AS NOTED ON SHEET 29/37. PROVIDE 4" NOMINAL SIZE BULLET RESISTANT FIBERGLASS (SPLIT) CONDUITS WHICH MEET THE FOLLOWING SPECIFICATIONS:

1.0 MANUFACTURING

THE FIBERGLASS CONDUIT SHALL HAVE A WINDING ANGLE AS CLOSE AS POSSIBLE TO 54.75 DEGREES. ALL PIPE IN THE DIAMETERS OF 2" - 6" SHALL BE MANUFACTURED BY APPLYING SINGLE CIRCUIT WINDING. THE RESIN SYSTEM SHALL BE EPOXY BASED USING AN ANHYDRIDE CURING AGENT. THE FIBERGLASS SHALL CONSIST OF CONTINUOUS E-GLASS ROVING. ALL CONDUIT SHALL BE BLACK, USING FINELY DISPERSED CARBON BLACK AT A CONCENTRATION OF NO LESS THAN 1% (W/W) BASED ON THE TOTAL AMOUNT OF RESIN AND HARDENER. CURING SHALL TAKE PLACE IN TWO STEPS. FIRST CURING ZONE SHALL BRING THE PIPE SLOWLY TO THE GEL TEMPERATURE. THE SECOND ZONE SHALL POST-CURE THE PIPE AT NO LESS THAN 350°F, AND THE PIPE HAS TO BE PROPERLY CURED, I.E. WHEN MEASURING THE GLASS TRANSITION TEMPERATURE WITH A DIFFERENTIAL CALORIMETER, THE DIFFERENCE BETWEEN THE FIRST MEASUREMENT AND THE SECOND SHALL NOT EXCEED 5°F. THE GLASS TRANSITION TEMPERATURE SHALL EXCEED 110°C.

2.0. LISTING

ALL CONDUIT AND FITTINGS SHALL BE LISTED BY UNDERWRITERS LABORATORIES (UL).

3.0 DIMENSIONS

ALL CONDUIT AND FITTINGS SHALL CONFORM TO NATIONAL ELECTRIC MANUFACTURERS ASSOCIATION (NEMA) TC-14.

4.0 ELECTRICAL CHARACTERISTICS

DIELECTRIC STRENGTH SHALL EXCEED 500 VOLTS/MIL WHEN TESTED IN ACCORDANCE WITH ASTM D-149.

5.0 MECHANICAL CHARACTERISTICS

THE CONDUIT SHALL HAVE FOLLOWING MECHANICAL STRENGTH WHEN TESTED IN ACCORDANCE WITH REFERENCED TEST METHOD:

TENSILE STRENGTH, ULTIMATE	11,000 PSI	ASTM D2105
COEFFICIENT OF THERMAL EXPANSION	1.2x10 IN/IN/°F	ASTM D696
GLASS CONTENT	65-70%	API 15LR
WATER ABSORPTION	1% MAX.	ASTM D570
IMPACT RESISTANCE	> 160 LBF	ASTM D2444

6.0 JOINING SYSTEM

THE CONDUIT SHALL BE SUPPLIED WITH AN INTEGRAL WOUND BELL ON ONE END AND A MACHINED END SPIGOT ON THE OTHER END. A TWO COMPONENT EPOXY ADHESIVE SHALL BE APPLIED TO THE SPIGOT END BEFORE JOINING THE CONDUIT TOGETHER. THE ADHESIVE SHALL BE SUPPLIED IN 20 FL. OZ. POLYETHYLENE CARTRIDGES. A POLYETHYLENE STATIC MIXER TIP SHALL BE ATTACHED TO THE CARTRIDGES. THE ADHESIVE SHALL BE APPLIED WITH AN ADHESIVE GUN. THE ADHESIVE SHALL BE AVAILABLE FOR TWO DIFFERENT AMBIENT TEMPERATURES: 70°F AND 40°F. THE ADHESIVE SHALL BE SUPPLIED FROM THE SAME MANUFACTURER OF THE CONDUIT AND THE FITTINGS IN ORDER TO RETAIN THE UL LISTING.

7.0 FIRE RESISTANCE AND FLAME SPREAD

CONDUIT SHALL MEET UL SPECIFICATION 1684, I.E. THE FLAME WILL EXTINGUISH WITHIN 15 SECONDS AFTER EACH OF 5 SUCCESSIVE APPLICATIONS OF A FLAME PER THE UL STANDARD.

8.0 TOXICITY

THE CONDUIT SHALL NOT CONTAIN ANY COMPOUNDS THAT CAN RELEASE HALOGENS, I.E. CHLORINE, BROMINE, FLOUR AND IODINE IN MORE THAN TRACE AMOUNTS WHEN BURNING. FOLLOWING SHALL BE THE MAXIMUM VALUES WHEN TESTED IN ACCORDANCE TO ASTM E-800:

GASES	VALUES (MAX P.P.M.)
HYDROGEN CHLORIDE	0
HYDROGEN BROMIDE	0
HYDROGEN CYANIDE	< 1
HYDROGEN SULFIDE	0
AMMONIA	0
ALDEHYDES AS HCHO	< 10
OXIDES OF NITROGEN	< 50
CARBON DIOXIDE	< 12,500
CARBON MONOXIDE	< 250

9.0 FITTINGS AND ACCESSORIES

ALL FITTINGS, ELBOWS AND ACCESSORIES SHALL BE MANUFACTURED FROM THE SAME PROCESS, USING THE SAME METHODS AND CHEMICALS AS THE PIPE. ONLY TWO EXCEPTIONS APPLY. THE FIRST IS CONDUIT BODIES, WHICH ARE MANUFACTURED USING COMPRESSION MOLDING PROCESS (SHEET MOLDING COMPOUND, SMC). THE MATERIAL FOR CONDUIT BODIES IS VINYLESTER RESIN WITH +30% REINFORCEMENT OF GLASS. GLASS FIBERS SHOULD BE LONG FIBERS, APPROX. 1" IN LENGTH. THE MATERIAL IS FIRE RESISTANT ACCORDING TO UL 1684 AND HALOGEN FREE. SECOND EXCEPTION IS POLYETHYLENE DUCT PLUGS WHICH ARE MADE FROM PVC.

SUBMIT SHOP DRAWINGS OF PROPOSED CONDUIT, FITTINGS, JOINTS AND SUPPORT ASSEMBLIES TO THE ENGINEER FOR APPROVAL. NO WORK SHALL BEGIN UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED.

10. ADDITIONAL REQUIREMENTS ON CONDUIT FITTINGS AND ACCESSORIES

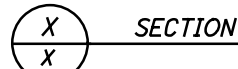
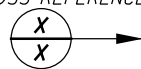
THE FOLLOWING PLANS ARE BASED ON AVAILABLE AS-BUILT DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE FABRICATION AND INSTALLATION OF SUPPORTS AND CONDUITS. FIBERGLASS DUCT SUPPORTS AS SHOWN IN THE PLANS ARE DESIGNED FOR A MAXIMUM CABLE LOAD OF 8.0 LBS PER FOOT PER DUCT. THE TOTAL TELEPHONE AND CONDUIT LOAD AT SUPPORTS IS 1000 LBS MAXIMUM. 4" STRAIGHT COUPLINGS IN THE CONDUIT SHALL BE PROVIDED AS REQUIRED TO MEET MANUFACTURER'S RECOMMENDATIONS. THE 4" FIBERGLASS DUCTS SHALL HAVE THREADED JOINTS WITH 3000 LBS. PULLOUT STRENGTH UNBONDED BE CAPABLE OF THE FOLLOWING SPANS WITH LESS THAN 5/8" MIDSPAN DEFLECTION:
 26 FT. FOR 1 LBS PER FT. CABLE
 21 FT. FOR 3 LBS PER FT. CABLE
 17 FT. FOR 8 LBS PER FT CABLE

PROVIDE EXPANSION JOINTS AT THE LOCATIONS NOTED IN THE PLANS. DURING EXPANSION JOINT INSTALLATION SET THE JOINTS TO THE PROPER LENGTH ACCORDING TO THE AMBIENT TEMPERATURE AND THE MANUFACTURER'S RECOMMENDATIONS. ALL CONNECTIONS BETWEEN CONDUIT SECTIONS, GASKETED EXPANSION JOINTS, ADAPTERS, SPLIT ANCHOR RINGS AND COUPLINGS ARE TO BE BONDED PER MANUFACTURER'S RECOMMENDATIONS FOR BONDING PROCEDURES.

IF THE UNDERGROUND PORTION OF THE WORK IS NOT COMPLETED CONCURRENTLY WITH THE CONDUIT WORK ON THE BRIDGE, CAP THE ENDS OF THE CONDUIT TO PROTECT THEM UNTIL SUCH TIME AS THE WORK IS COMPLETED. AT THE LOCATIONS WHERE THE CONDUIT PASSES THROUGH THE ABUTMENT DIAPHRAGM PROVIDE GALVANIZED STEEL PIPE SLEEVES MEETING ASTM A53 REQUIREMENTS. ALL GALVANIZED MEMEBERS ARE TO BE GALVANIZED PER ASTM A123. HIGH STRENGTH BOLTS, NUTS, FLAT AND LOCK WASHERS SHALL BE GALVANIZED PER ODOT CMS REQUIREMENTS. ALL ATTACHMENT RODS, SPACER RODS, NUTS, FLAT AND LOCK WASHERS USED IN THE HANGER ASSEMBLIES SHALL BE ZINC PLATED AS NOTED IN THE PLANS.

BASIS FOR PAYMENT:
 PAYMENT FOR THIS ITEM WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR ITEM 625 - CONDUIT, MISC.: (12) - 4" NOMINAL SIZE FIBERGLASS (AT&T), WHICH PRICE SHALL CONSTITUTE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PERFORM THIS WORK INCLUDING FITTINGS EXPANSION JOINTS AND INCIDENTALS NECESSARY TO MEET AT&T AND PLAN REQUIREMENTS IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.

THE SYMBOLS BELOW DESIGNATE THE NAMES AND LOCATIONS OF THE SECTION DETAILS THROUGHOUT THE STRUCTURE PLANS. THE TOP LETTER DESIGNATES THE SECTION NAME. THE BOTTOM NUMBER(S) SHOW WHICH STRUCTURE SHEET IS BEING CROSS REFERENCED.



ABBREVIATIONS:

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE PLANS:

- ABUT. - ABUTMENT
- APPR. - APPROACH
- B - BASELINE
- BM - BENCHMARK
- B OR BOT. - BOTTOM
- BRG. - BEARING
- C.B. - CATCH BASIN
- C/C - CENTER TO CENTER
- C.I.P. - CAST-IN-PLACE
- C.J. - CONSTRUCTION JOINT
- CL - CENTERLINE
- CLR. - CLEARANCE
- CNTR. - CENTER
- CONST. - CONSTRUCTION
- C.P.P. - CORRUGATED POLYETHYLENE PIPE
- C.R. - COUNTY ROAD
- DIA. - DIAMETER
- DL - DEAD LOAD
- DWG. - DRAWING
- EA. - EACH
- E.F. - EACH FACE
- EL. OR ELEV. - ELEVATION
- EMB. - EMBEDMENT
- EQ. - EQUAL
- EST. - ESTIMATED
- EX. OR EXIST. - EXISTING
- EXP. - EXPANSION
- E.W. - EACH WAY
- F.A. - FORWARD ABUTMENT
- F.F. - FAR FACE
- F/F - FACE TO FACE
- FIN. GRD. - FINISHED GRADE
- FIX. - FIXED
- FTG. - FOOTING
- F.S. - FIELD SPLICE
- FWD. - FORWARD
- GIR. - GIRDER
- GIR'S. - GIRDERS
- HW - HIGH WATER MARK
- HORIZ. - HORIZONTAL
- INCRM. - INCREMENT
- JT. - JOINT
- LF - LEFT FORWARD
- LGTHS - LENGTHS
- LL - LIVE LOAD
- LT. - LEFT
- MAX. - MAXIMUM
- M.C. - MECHANICAL CONNECTOR
- MID - MIDDLE
- MIN. - MINIMUM
- MSE - MECHANICALLY STABILIZED EARTH
- NDC - NORMAL DESIGN CRITERIA
- N.F. - NEAR FACE
- NO. - NUMBER
- N.P.C.P.P. - NON-PERFORATED CORRUGATED POLYETHYLENE PIPE
- O.C.J. - OPTIONAL CONSTRUCTION JOINT
- O/O - OUT TO OUT
- ORD. - ORDINARY
- P1 - PIER 1
- P2 - PIER 2
- P3 - PIER 3
- P.C.P.P. - PERFORATED CORRUGATED POLYETHYLENE PIPE
- P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
- P/G OR P.G.- PROFILE GRADE
- PL. - PLATE
- PR. OR PROP. - PROPOSED
- R.A. - REAR ABUTMENT
- R.C.P. - ROCK CHANNEL PROTECTION
- REF. - REFERENCE
- RELOC. - RELOCATED
- REQ. OR REQ'D. - REQUIRED
- RNDG. - ROUNDING
- RT. - RIGHT
- SER'S. - SERIES
- SHLD. - SHOULDER
- SPA. - SPACE(D) OR SPACING
- SSD - STOPPING SIGHT DISTANCE
- STA. - STATION
- STD. DWG. OR SCD - STANDARD CONSTRUCTION DRAWING
- STM. - STORM SEWER
- T - TOP
- THK. - THICK
- T.O.S. - TOP OF SLOPE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE
- VAR. - VARIES
- VC - VERTICAL CURVE
- VERT. - VERTICAL
- W/ - WITH
- W.P. - WORK POINT

GENERAL NOTES - 3 OF 4
 BRIDGE NO. SUM-76-1085
 GRANT STREET OVER I-76

SUM-76-10.00
 PID No. 77269

4 / 37
 1508
 1822

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JEM	4/6/16	MODIFIED NOTES IN RESPONSE TO PRE-BID QUESTIONS
REV. BY	DATE	DESCRIPTION
DATE COMPLETED		

ITEM SPECIAL TEMPORARY UTILITY SUPPORT

THIS WORK INCLUDES ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTAL ITEMS NECESSARY TO TEMPORARILY SUPPORT THE TWELVE (12) EXISTING AT&T CONDUITS SUPPORTED BY THE EXISTING SUM-76-1085 BRIDGE. PRIOR TO PROJECT COMMENCEMENT AT&T IS ANTICIPATED TO HAVE COMPLETED THE PROCESS OF ADDING SLACK INTO THE EXISTING LINES IN A NEWLY CONSTRUCTED MANHOLE NEAR THE NORTH END OF THE EXISTING STRUCTURE SUCH THAT THE LINES CAN BE RELOCATED AS SHOWN IN THESE PLANS. FOLLOWING THIS ADDITION IT IS ANTICIPATED THERE WILL BE ENOUGH SLACK IN THE EXISTING LINES SUCH THAT THEY CAN BE TEMPORARILY RELOCATED DURING BRIDGE REMOVAL AND CONSTRUCTION AND INCORPORATED TO THEIR PROPOSED LOCATION WITHOUT ADDITIONAL SPLICING. THE CONTRACTOR MAY INCREASE THE SLACK IN THE LINES BY EXPOSING THE EXISTING CABLE WITHIN THE 458'± LIMITS BETWEEN EXISTING MANHOLES AS SHOWN ON THE TEMPORARY UTILITY SUPPORT DETAIL SHEETS AS NECESSARY. THE EXPOSURE OF THIS CABLE AND ITS REPLACEMENT IN KIND, INCLUDING ANY NECESSARY PAVEMENT REMOVALS AND BACKFILLING OPERATIONS SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM PRICE BID. SHOULD THIS EXPOSURE NOT PROVIDE ENOUGH SLACK, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. AS THIS STRUCTURE IS NOT CRITICAL TO THE PROJECT MAINTENANCE OF TRAFFIC PLAN ONCE THE ABUTMENTS ARE REMOVED, AT&T SHALL BE RESPONSIBLE FOR ANY DELAY COSTS INCURRED BY THE CONTRACTOR DUE TO THE NEED TO SPLICE ADDITIONAL CABLE ONTO THE EXISTING LINES IF NECESSARY AFTER EXPOSING THE CABLE BETWEEN MANHOLES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, TEMPORARILY SUPPORTING AND REINSTALLING THE EXISTING CONDUIT DUCTS ON THE SUM-76-1085 BRIDGE. NO WORK BY THE CONTRACTOR THAT DIRECTLY IMPACTS THE AT&T CONDUITS SHALL BE COMPLETED WITHOUT AT&T PERSONNEL PRESENT ON-SITE. IN ORDER TO FACILITATE THIS REPRESENTATION THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AT&T PERSONNEL THREE (3) WORKING DAYS IN ADVANCE OF ANY PLANNED WORK TO THE AT&T FACILITIES. THIS WORK IS ANTICIPATED TO INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

- REMOVING THE EXISTING SPLIT CASINGS AND UNDERGROUND CONCRETE CONDUIT BOXES WITHIN THE 458' LIMIT TO FACILITATE CABLE RELOCATION.
- RELOCATING THE EXISTING CABLE TO THE TEMPORARY SUPPORT BRIDGE TAKING CARE TO SUPPORT THE CABLES AT 10' C/C MAXIMUM.
- RELOCATING THE EXISTING CABLE FROM THE TEMPORARY SUPPORT BRIDGE TO THE FINAL LOCATION ON THE NEW SUM-76-1085 BRIDGE TAKING CARE TO SUPPORT THE CABLES AT 10' C/C MAXIMUM.
- INSTALLING NEW SPLIT CASINGS AND SUPPORT HARDWARE AROUND THE RELOCATED CABLES AS WELL AS INSTALLING NEW UNDERGROUND CONCRETE CONDUIT BOXES REMOVED FOR RELOCATION WITHIN THE 458' LIMIT.

PRIOR TO ANY WORK IMPACTING THE AT&T FACILITIES NOTIFY THE FOLLOWING:
 VERN LUNTSFORD - INSPECTOR CONSTRUCTION
 AT&T OHIO
 1100 E. WATERLOO ROAD ROOM A-45
 AKRON, OH 44306-3804
 (330) 384-3610 (OFFICE)
 (330) 212-5732 (MOBILE)

THE PROPOSED SEQUENCE OF CONSTRUCTION IN ORDER TO TEMPORARILY SUPPORT THE CONDUITS SHALL BE AS FOLLOWS. ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH THE PROJECT MAINTENANCE OF TRAFFIC RESTRICTIONS AND SEQUENCES. SHOULD THE CONTRACTOR ELECT A DIFFERENT MEANS AND METHOD THAT VARIES FROM THE FOLLOWING, IT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL IN ACCORDANCE WITH CMS 501:

1. REMOVE THE EXISTING DECK, PARAPET, BACKWALL AND ANY APPROACH PAVEMENT NECESSARY TO EXPOSE THE BURIED CONDUIT WITHIN THE LIMITS SHOWN ON THE TEMPORARY BRIDGE DETAIL SHEETS.
2. INSTALL TEMPORARY DRILLED SHAFTS TO SUPPORT THE TEMPORARY BRIDGE
3. REMOVE A PORTION THE EXISTING MEDIAN BARRIER AS REQUIRED AND INSTALL THE TEMPORARY CENTER PIER ON A DRILLED SHAFT. PROTECT THIS PIER WITH PORTABLE CONCRETE BARRIER AS SHOWN IN THE MOT PLANS
4. INSTALL TEMPORARY BRIDGE. (THE WORK OF STEPS 2 THRU 4 CAN BE COMPLETED CONCURRENT WITH OR PRIOR TO STEP 1)
5. REMOVE SPLIT CASINGS ON CONDUITS AND SUPPORT ASSEMBLIES AND RELOCATE CONDUITS TO TEMPORARY BRIDGE USING PIPE SLINGS. PROVIDE ADDITIONAL SUPPORTS AT THE TEMPORARY CENTER SHAFT TO WRAP CONDUIT AROUND SHAFT.

6. WHEN NO LONGER REQUIRED TO SUPPORT THE EXISTING CONDUIT REMOVE THE EXISTING BEAMS A & B.

7. REMOVE EXISTING ABUTMENTS AND BUILD PROPOSED ABUTMENTS UP TO THE BEAM SEAT.

8. REMOVE AND REBUILD THE PIER CAP IN ACCORDANCE WITH MOT REQUIREMENTS (NOTE THIS CAN BE COMPLETED CONCURRENTLY WITH STEP 7)

9. ERECT PROPOSED BEAMS A & B AND SUPPORT LATERALLY UNTIL EVERY CROSSFRAME CONNECTION IS MADE.

10. COMPLETE ALL CROSSFRAME AND UTILITY SUPPORT CONNECTIONS AND INSTALL CONDUIT IN PROPOSED LOCATIONS INCLUDING NEW SUPPORT ASSEMBLIES AND SPLIT CASINGS.

11. WHEN NO LONGER REQUIRED TO SUPPORT THE CONDUITS, THE TEMPORARY BRIDGE MAY BE REMOVED.

12. WHEN NO LONGER REQUIRED TO SUPPORT THE TEMPORARY BRIDGE, REMOVE THE TEMPORARY DRILLED SHAFTS TO 2'-0" MINIMUM BELOW THE PROPOSED SUBGRADE ELEVATION.

AS A PART OF THIS ITEM THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL HIS MEANS AND METHODS FOR REMOVING THE EXISTING BEAMS, ERECTING THE TEMPORARY BRIDGE, ERECTING THE PERMANENT STEEL AND SUBSEQUENTLY REMOVING THE TEMPORARY BRIDGE. THE METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS WITH ALL SUPPORTING STABILITY CALCULATIONS SUBMITTED IN ACCORDANCE WITH CMS ITEMS 501 AND 513. THE CONTRACTORS ATTENTION IS DIRECTED TO THE REQUIREMENTS FOR STABILITY OF STEEL BEAMS DURING ERECTION (CMS 513.26). THE BEAMS ON THIS BRIDGE SHALL BE STABILIZED DURING ERECTION BY USE OF FALSEWORK, TEMPORARY BRACING, COMPRESSION FLANGE STIFFENING TRUSS OR BY USE OF A HOLDING CRANE UNTIL EVERY OTHER CROSSFRAME ON BEAMS A AND B IS INSTALLED.

AS A PART OF THIS ITEM THE CONTRACTOR SHALL PROVIDE A TEMPORARY BRIDGE TO SUPPORT THE EXISTING CONDUITS. THIS TEMPORARY BRIDGE SHALL BE AS SHOWN ON THE TEMPORARY BRIDGE DETAILS AND SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

INCLUDED IN THIS ITEM IS THE COST OF FURNISHING, TRANSPORTING, ERECTING AND REMOVING THE COMPLETE TEMPORARY BRIDGE SUPERSTRUCTURE, INCLUDING ALL FRAMING, BEARING DEVICES AND ALL OTHER INCIDENTALS REQUIRED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS AND THESE SPECIFICATIONS. ALL REMOVALS INCLUDING THE REMOVAL OF THE TEMPORARY DRILLED SHAFTS AND SUPPORTS SHALL BE IN ACCORDANCE WITH CMS ITEM 202 REQUIREMENTS.

THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH SHOP DRAWINGS FOR APPROVAL IN ACCORDANCE WITH CMS 501.

THESE REQUIREMENTS ARE FOR A FULLY ENGINEERED CLEAR SPAN TEMPORARY BRIDGE AND SHALL BE REGARDED AS MINIMUM STANDARDS FOR DESIGN AND CONSTRUCTION. ALL STEEL WORK SHALL BE IN ACCORDANCE WITH CMS 513.

THE PRE-ENGINEERED TEMPORARY TRUSS BRIDGE SHALL BE MANUFACTURED BY ONE OF THE FOLLOWING OR AN APPROVED EQUAL:

ACROW BRIDGE 181 NEW ROAD #202 PARSIPPANNY, NJ 07054 PHONE: 973-244-0080 www.acrow.com	MABEY BRIDGE 6770 DORSEY ROAD ELKRIDGE, MD 21075 PHONE: 410-379-2800 www.mabey.com
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THE BRIDGE MANUFACTURER SHALL HAVE BEEN IN THE BUSINESS OF DESIGN AND FABRICATION OF BRIDGES FOR A MINIMUM OF 5 YEARS AND PROVIDE A LIST OF 10 SUCCESSFUL BRIDGE PROJECTS OF SIMILAR CONSTRUCTION EACH HAVING BEEN IN SERVICE FOR AT LEAST 3 MONTHS FOR APPROVAL BY THE ENGINEER.

THE DESIGN OF THIS STRUCTURE SHALL CONFORM TO THE "AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 6TH EDITION AND THE ODOT LRFD BRIDGE DESIGN MANUAL, 2007.

THE DESIGN LOADING OF THIS STRUCTURE SHALL BE A NOMINAL (UNFACTORED) 150 POUNDS PER FOOT FOR THE CONDUITS AND CABLES. THE DESIGNER SHALL ALSO ACCOUNT FOR ALL CONSTRUCTION AND ERECTION LOADS. WIND LOADS SHALL BE PER ASSHTO LRFD REQUIREMENTS.

IN ADDITION TO VERTICAL LOADS THE BRIDGE SHALL BE DESIGNED TO ACCOMMODATE A MAXIMUM TEMPERATURE RISE OF 60°F AND A FALL OF 90°F WITH AN ASSUMED SETTING TEMPERATURE OF 60°F.

THE TEMPORARY TRUSS BRIDGE SHALL BE NO WIDER THAT 10'-3" IN ORDER TO UTILIZE THE TEMPORARY SHAFTS SHOWN IN THE PLANS. SHOULD THE TRUSS BE WIDER THE MANUFACTURER SHALL BE RESPONSIBLE FOR REDESIGN OF THE TEMPORARY SHAFTS TO ACCOMMODATE THE TRUSS. THE MINIMUM CLEAR SPANS SHALL BE AS SHOWN IN THE TEMPORARY BRIDGE DETAIL SHEETS.

THE BOTTOM CHORD OF THE TRUSS SHALL BE NO LOWER THAN THE ELEVATIONS SHOWN ON THE TEMPORARY BRIDGE DETAIL SHEETS AND SHALL MAINTAIN 17'-6" MINIMUM VERTICAL CLEARANCE BELOW THE SUPPORTED CONDUITS AT ALL TIMES OVER ACTIVE TRAFFIC. THE MANUFACTURER SHALL DETERMINE THE REQUIRED TRUSS DEPTH TO ACCOMPLISH THE REQUIRED SPANS.

ALL CHORD MEMBERS SHALL COMPLY WITH THE REQUIREMENTS OF CMS 513 AND ASTM A719 AND SHALL MEET THE AASHTO LRFD MINIMUM THICKNESS REQUIREMENTS. ALL SHOP AND FIELD BOLTED CONNECTIONS SHALL UTILIZE HIGH STRENGTH ASTM A325 BOLTS WITH ASTM A563 GRADE C NUTS AND ASTM F436 WASHERS AND SHALL BE INSTALLED IN ACCORDANCE WITH CMS 513. ALL SHOP WELDING SHALL BE IN ACCORDANCE WITH THE CURRENT AASHTO/ AWS CODE AND CMS SECTION 513.

ALL WORKMANSHIP, FABRICATION AND SHOP CONNECTIONS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF CMS SECTION 513. THE TEMPORARY BRIDGE SHALL BE FABRICATED BY A FABRICATOR WHO IS CURRENTLY CERTIFIED BY THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION TO HAVE THE PERSONNEL, ORGANIZATION, EXPERIENCE, CAPABILITY AND COMMITMENT TO PRODUCE FABRICATED STRUCTURAL STEEL FOR THE CATEGORY "MAJOR STEEL BRIDGES" AS SET FORTH IN THE AISC CERTIFICATION PROGRAM WITH FRACTURE CRITICAL ENDORSEMENT. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH PROCEDURES OUTLINED FOR AISC CERTIFICATION.

THE TEMPORARY BRIDGE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111 - ASTM A123. OR THE MANUFACTURE SHALL DEMONSTRATE A MEANS OF CORROSION PROTECTION.

THE TEMPORARY BRIDGE SHALL BE DELIVERED AND REMOVED FROM THE PROJECT SITE AT A LOCATION AS DIRECTED BY THE ENGINEER. WHEN NO LONGER NEEDED ON THE PROJECT THE TEMPORARY BRIDGE SHALL BE THE PROPERTY OF THE CONTRACTOR. HAULING PERMITS AND FREIGHT CHARGES ARE CONSIDERED INCIDENTAL ITEMS TO THE TEMPORARY BRIDGE AND SHALL BE INCLUDED IN THE BID PRICE. ALL REMOVALS SHALL BE PER ITEM 202 PROVISIONS AND SHALL BE INCLUDED FOR PAYMENT IN THE LUMP SUM PRICE BID.

THE MANUFACTURER SHALL INDICATE IN THE SHOP DRAWING SUBMITTAL, THE ACTUAL LIFTING WEIGHTS, ATTACHMENT POINTS AND ALL NECESSARY INFORMATION TO INSTALL THE BRIDGE.

THE BRIDGE MANUFACTURER SHALL PROVIDE A WARRANTY FOR THE STEEL STRUCTURE TO BE FREE OF DESIGN, MATERIAL AND WORKMANSHIP DEFECTS FOR A PERIOD OF THREE (3) YEARS FROM THE DATE OF DELIVERY TO THE PROJECT SITE.

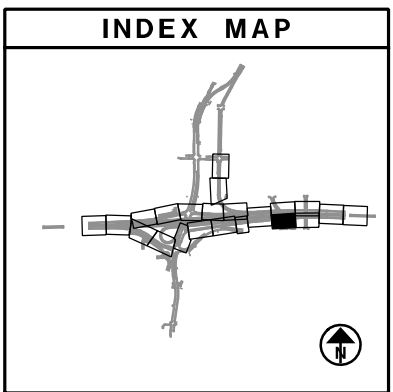
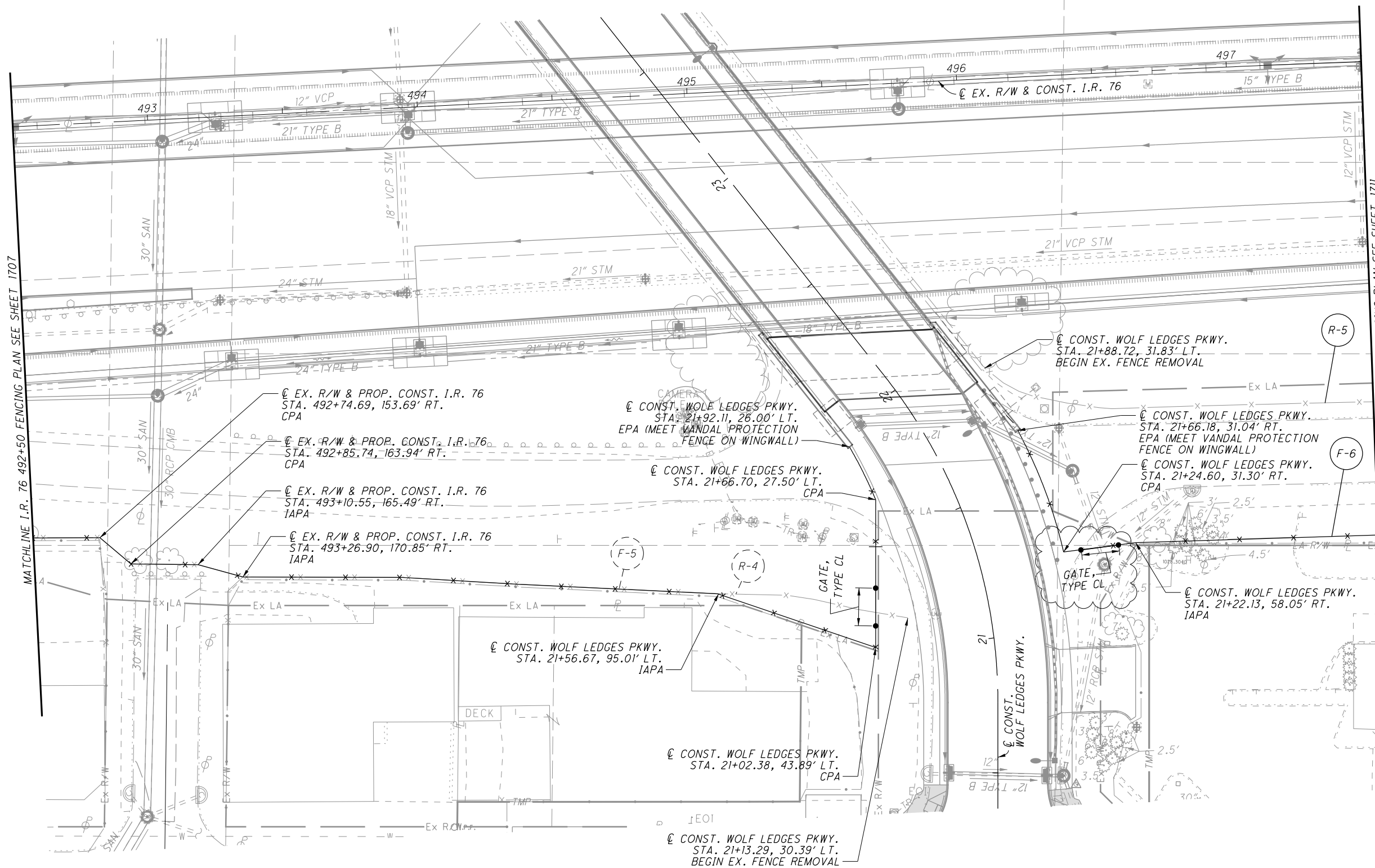
THE TEMPORARY DRILLED SHAFTS SHALL CONFORM TO THE MINIMUM REQUIREMENTS SHOWN IN THE PLANS AND TO THE REQUIREMENTS OF CMS ITEM 524. SHAFTS SHALL BE SOCKETED A MINIMUM 6' INTO ROCK AS SHOWN IN THE PLANS. IN ADDITION TO THE SHAFT CONCRETE AND REINFORCING THE EMBEDDED ANCHOR RODS, BASE PLATE AND DISTRIBUTION BEAM SHALL ALSO BE FURNISHED AND INSTALLED PER PLANS AND CMS ITEM 513 REQUIREMENT. ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS REQUIRED TO FURNISH, INSTALL AND REMOVE THE TEMPORARY DRILLED SHAFTS SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM SPECIAL - STRUCTURE MISC: TEMPORARY UTILITY SUPPORT.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID PRICE FOR ITEM SPECIAL - STRUCTURE, MISC.: TEMPORARY UTILITY SUPPORT. WHERE PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL DESIGN, LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AND SUBSEQUENT REMOVAL AND DISPOSAL IN CONFORMANCE WITH THESE REQUIREMENTS, PERTINENT PROVISIONS OF THE CMS AND TO THE SATISFACTION OF THE ENGINEER.

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JEM	4/6/16	MODIFIED NOTES IN RESPONSE TO PRE-BID QUESTIONS	DESCRIPTION	
REV. BY	DATE			
DATE COMPLETED				
5/37				
1509				
1822				
GENERAL NOTES - 4 OF 4				BRIDGE NO. SUM-76-1085 GRANT STREET OVER I-76
SUM - 76 - 10.00				PID No. 77269
DESIGN AGENCY: AKRON CLEVELAND COLUMBUS 584 WHITE POND DRIVE AKRON, OH 44310-1000 1000 0589				
URS				
DATE	7/14	REVIEWED	BKL	STRUCTURE FILE NUMBER
7/14	7/14	7/14	7/14	7703104
DRAIN	DEB	DESIGNED	DEB	CHECKED
REVISED	REVISED	TES	TES	TES

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HORIZONTAL
SCALE IN FEET

MATCHLINE I.R. 76 492+50 FENCING PLAN SEE SHEET 1707

MATCHLINE I.R. 76 497+50 FENCING PLAN SEE SHEET 1711

LEGEND

AC	-	ABUTMENT CONNECTION
CPA	-	CORNER POST ASSEMBLY
EPA	-	END POST ASSEMBLY
IAPA	-	INTERMEDIATE ANCHOR POST ASSEMBLY

KMK	4/7/16	ADDED GATE TO PROPOSED FENCE
REV. BY	DATE	DESCRIPTION

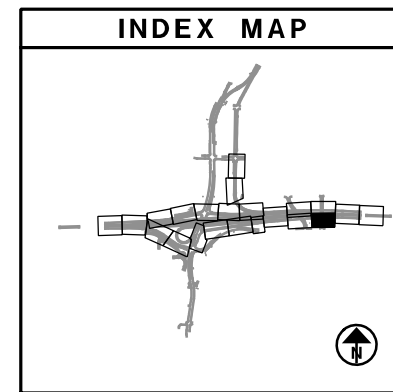
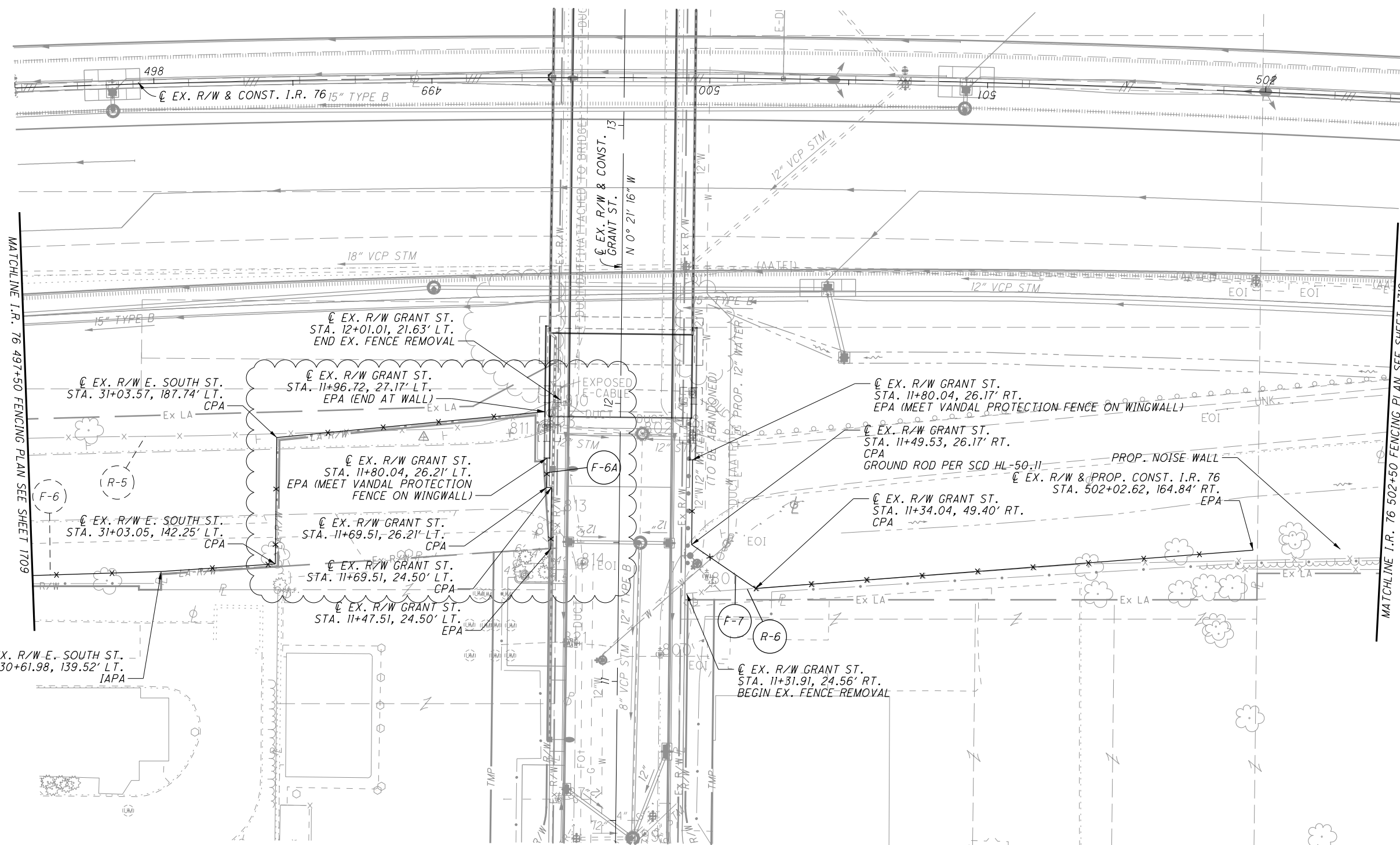
FENCING PLAN - I.R. 76 (SOUTH)
STA. 492+50 TO STA. 497+50

SUM -76 -10.00

1709
1822

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MATCHLINE I.R. 76 497+50 FENCING PLAN SEE SHEET 1709



LEGEND

AC	-	ABUTMENT CONNECTION
CPA	-	CORNER POST ASSEMBLY
EPA	-	END POST ASSEMBLY
IAPA	-	INTERMEDIATE ANCHOR POST ASSEMBLY

JEM	4/7/16	BP GAS STATION PARCEL/ACCESS REVISION
REV. BY	DATE	DESCRIPTION

FENCING PLAN - I.R. 76 (SOUTH)
STA. 497+50 TO STA. 502+50

SUM-76-10.00

1711
1822