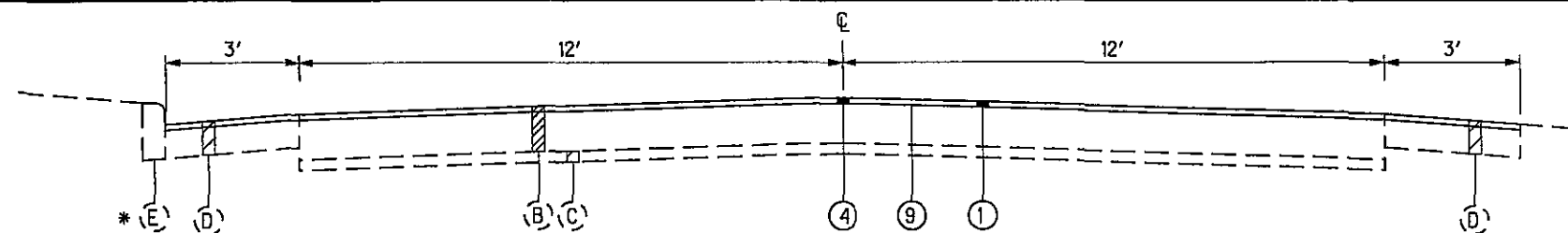
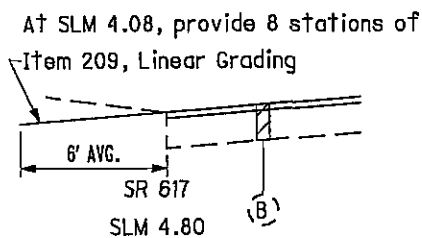
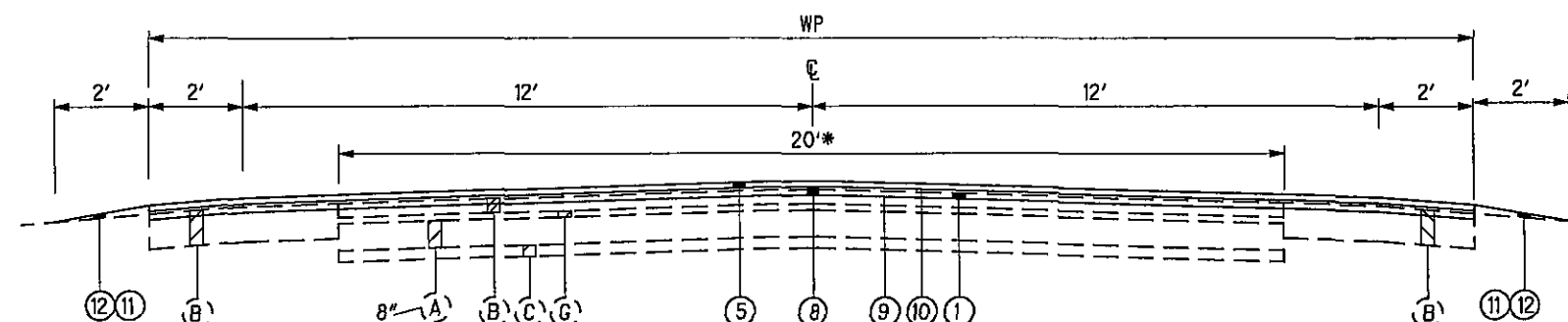


1:Project:SR25580_MAH-170-0.80@roadway\25580GY001.dgn 10-JAN-2007 3:21PM lshvetz



* Existing Concrete Curb Applies to Both Sides on SR 617 from only SLM 3.77 to 4.00, there is no curb on either side from SLM 4.00 to 4.74.

SECTION APPLIES:				
Route	SLM		Length (Miles)	
	From	To		
617	3.77	4.74	0.97	
TOTAL			0.97	



SECTION APPLIES:				
Route	SLM		Length (Miles)	WP (Feet)
	From	To		
170	1.35	1.46	0.11	26
170	1.46	1.85	0.39	28
170	1.87	2.82	0.95	28
170	2.82	3.18	0.36	26
170	3.18	4.31	1.13	26.5
TOTAL			2.94	

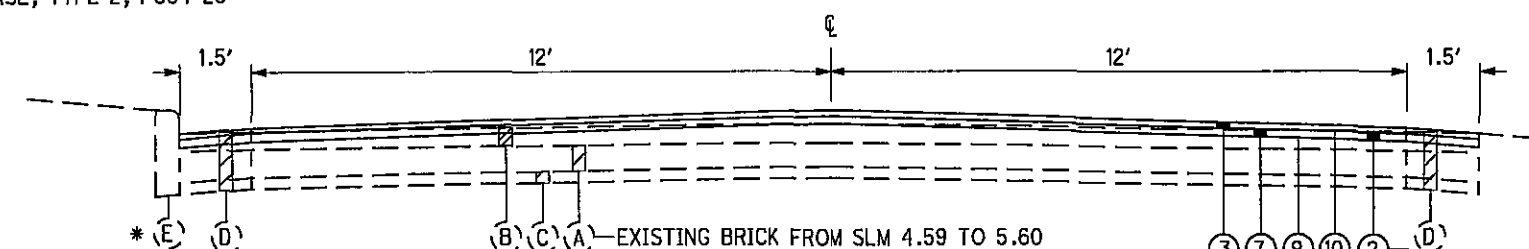
* CONCRETE BASE IS NOT CENTERED ON PAVEMENT CL AT ALL LOCATIONS

LEGEND

- 254, 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE
- 254, 2" (UNLESS OTHERWISE NOTED) PAVEMENT PLANING, ASPHALT CONCRETE
- 424, 3/4" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A
- 446, 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- 446, 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1H
- NOT USED
- 448, 1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
- 448, 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28
- 407, TACK COAT
- 407, TACK COAT FOR INTERMEDIATE COURSE
- 408, PRIME COAT, AS PER PLAN
- 617, COMPACTED AGGREGATE, AS PER PLAN

- (A) EXISTING CONCRETE BASE 12"±
(B) EXISTING ASPHALT
(C) EXISTING 3" SUBBASE
(D) EXISTING SHOULDERS
(E) EXISTING CONCRETE CURB
(F) EXISTING BRICK
(G) EXISTING 2" SLAG

* Existing Concrete Curb Applies to Both Sides on SR 170 only from SLM 4.65 to 5.16, there is no curb on either side from SLMs 4.31 to 4.65 or 5.16 to 5.60.



SECTION APPLIES:				
Route	SLM		Length (Miles)	x
	From	To		
170	4.31	5.60	1.29	x
X	X	X	x	x
X	X	X	x	x
TOTAL			1.29	

Mill 2" at Curb or Edge of Pavement to 0" at Centerline

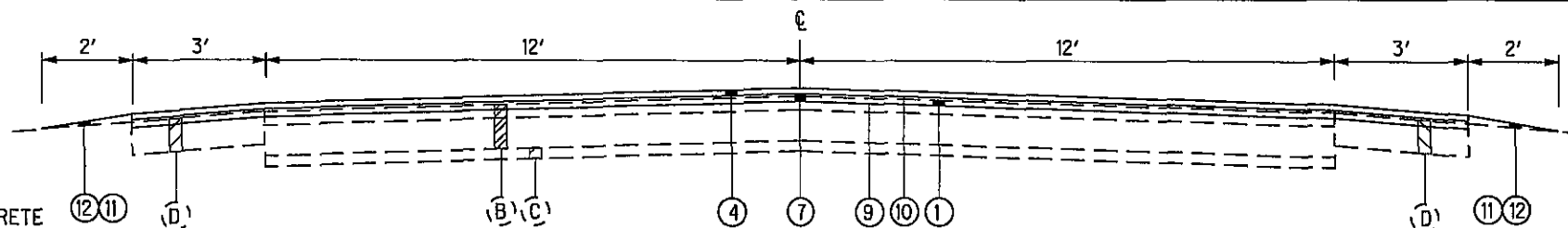
TYPICAL SECTIONS

MAH-170/617-
1.00/3.77

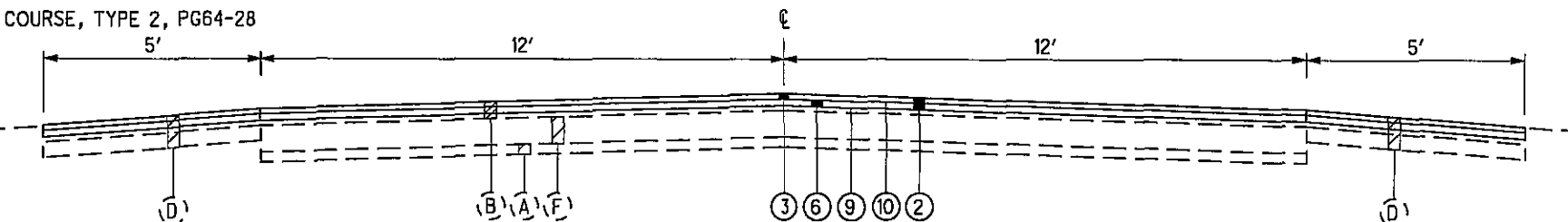
LEGEND

- ① 254, 1½" PAVEMENT PLANING, ASPHALT CONCRETE
- ② 254, 2" (UNLESS OTHERWISE NOTED) PAVEMENT PLANING, ASPHALT CONCRETE
- ③ 424, ¾" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A
- ④ 446, 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
- ⑤ 446, 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE 1H
- ⑥ 448, 1¼" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
- ⑦ 448, 1¼" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
- ⑧ 448, 1¼" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28
- ⑨ 407, TACK COAT
- ⑩ 407, TACK COAT FOR INTERMEDIATE COURSE
- ⑪ 408, PRIME COAT, AS PER PLAN
- ⑫ 617, COMPACTED AGGREGATE, AS PER PLAN

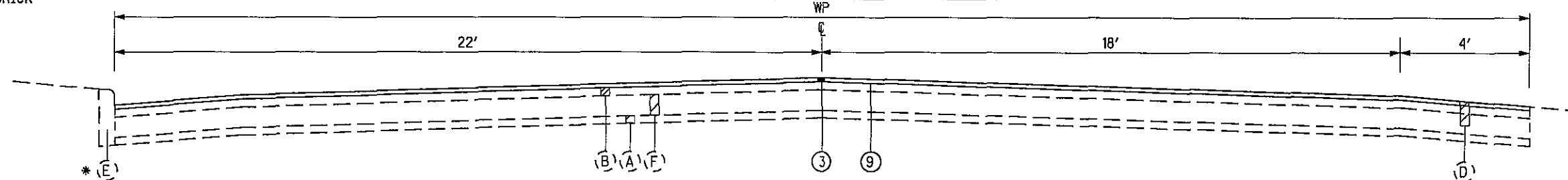
- (A) EXISTING CONCRETE BASE 12"±
- (B) EXISTING ASPHALT PAVEMENT
- (C) EXISTING 3" SUBBASE
- (D) EXISTING SHOULDERS
- (E) EXISTING CONCRETE CURB
- (F) EXISTING BRICK



SECTION APPLIES:				
Route	SLM		Length (Miles)	x
	From	To		
170	6.93	8.79	1.86	x
X	X	X	x	x
TOTAL			1.86	x

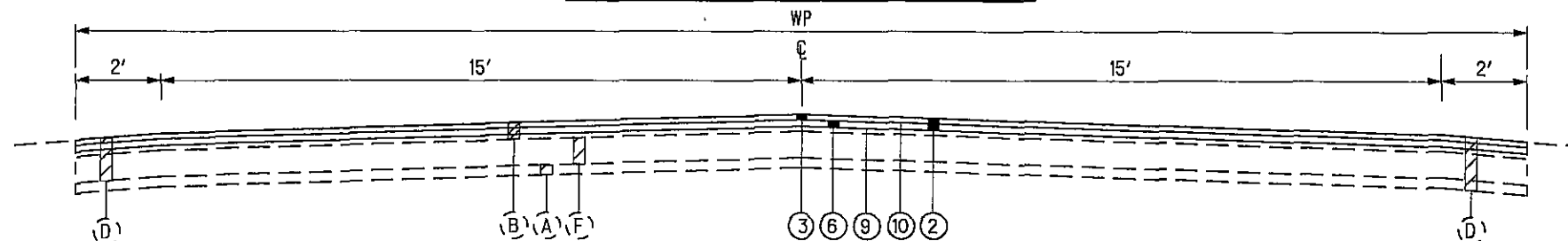


SECTION APPLIES:				
Route	SLM		Length (Miles)	x
	From	To		
170	10.52	10.94	0.42	x
X	X	X	x	x
TOTAL			0.42	x



* Existing Concrete Curb Applies to Both Sides on SR 170 from SLM 11.00 to 11.05, and Applies to the Left Side only from SLM 10.94 to 11.00.

SECTION APPLIES:				
Route	SLM		Length (Miles)	WP (Feet)
	From	To		
170	10.94	10.98	0.04	34
170	10.98	10.99	0.01	39
170	10.99	11.05	0.06	44
TOTAL			0.11	



* Existing Concrete Curb Applies to Both Sides on SR 170 only from SLM 4.65 to 5.16, there is no curb on either side from SLMs 4.31 to 4.65 or 5.16 to 5.60.

SECTION APPLIES:				
Route	SLM		Length (Miles)	WP (Feet)
	From	To		
170	11.05	11.11	0.06	44
170	11.11	11.12	0.01	39
170	11.12	12.49	1.37	34
170	12.49	12.52	0.03	44.5
170	12.52	12.56	0.04	55
TOTAL			1.51	

ROUNDING

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

UTILITIES

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

Access
16363 Pearl Road, suite 100
Strongsville, Ohio 44136
ATTN: Matt Hennis
(440) 846-0252

Armstrong Cable
9328 Woodworth Road
North Lima, Ohio 44452
ATTN: Geno Shonce
(330) 726-0115

Comcast Corporation
1500 Market Street
Philadelphia, Pennsylvania 19102
ATTN: Joseph W. Waz, Jr.
(215) 523-5853

AT & T Ohio
50 West Bowery Street,
4th floor
Akron, Ohio 44308
ATTN: Sabrina Lampley-Talbert
(330) 384-8057

City of Youngstown
Engineering Department
26 South Phelps Street
Youngstown, Ohio 44503
ATTN: Gene Leson
(330) 743-5338

Dominion East Ohio Gas
7015 Freedom Avenue, N. W.
North Canton, Ohio 44720
ATTN: George Turner, Jr.
(330) 266-2041

Dominion Transmission
398 Thompson Run Road
Beaver Falls, Pennsylvania 15010
ATTN: Randy Rugh
(724) 847-9336 office
(724) 331-5302 mobile

Ohio Dep't of Transportation
Traffic Department
2088 South Arlington Road
Akron, Ohio 44306
ATTN: Ken Greene
(330) 786-3145

Ohio Edison
730 South Avenue
Youngstown, Ohio 44502
ATTN: Bill Speece
(330) 740-7635

Qwest
10645 Williams Road
West Salem, Ohio 44287-1884
ATTN: Cliff Caldwell
(330) 948-1884

Sunoco Pipeline
525 Fritztown Road
Sinking Spring, Pennsylvania 19608
ATTN: JoMarie Jenkins
(610) 670-3256

Tennessee Gas
2029 Cobbler Road N. E.
Carrollton, Ohio 44615
ATTN: Ken Stoneman
(330) 627-7673

*Aqua Ohio
6650 South Avenue
Boardman, Ohio 44512
ATTN: Doug Warrick
(330) 397-0794

*Mahoning County Engineer
940 Bears Den Road
Youngstown, Ohio 44511
ATTN: Michael Stipetich, P.E.
(330) 799-1581

*Mahoning Valley Sanitary
District
P. O. Box 4119
Youngstown, Ohio 44515-4119
ATTN: Marty Kielbasa
(330) 799-6315

CGAS Inc
4470 Indiana Avenue
P. O. Box 149
Columbus, Ohio 43214-0981
ATTN: Tom Moore
(614) 781-3228

Eric Petroleum
4206-1/2 Boardman Canfield Rd.
Canfield, Ohio 44406
ATTN: Bruce Brocker
(330) 5331828

Everflow Eastern
29093 SR 62
Salem, Ohio 44460
ATTN: Rich Strawn
(330) 537-3863

North Coast Energy
33 North Wickliffe Circle
Austintown, Ohio 44515
ATTN: Andy Koval
(330) 793-6974

WRP Energy
12 West Main Street
Canfield, Ohio 44406
ATTN: Niles Johnson
(330) 533-1921

WORK LIMITS

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

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

CLEARING AND GRUBBING

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

ITEM 604 - MONUMENT ASSEMBLY, AS PER PLAN

ADJUSTABLE MONUMENT ASSEMBLIES AS SHOWN ON STANDARD CONSTRUCTION DRAWING "RM-1.1", REVISED APRIL 18, 2003, WILL BE PLACED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION.

THE CONTRACTOR WILL BE PROVIDED A LOCATION LIST OF EXISTING MONUMENTATION WHICH IS TO BE REPLACED WITH NEW ADJUSTABLE MONUMENT BOX ASSEMBLIES AT THE PRE-CONSTRUCTION MEETING. THIS LIST MAY INCLUDE BOTH EXPOSED AND BURIED MONUMENTATION AND MAY ALSO INCLUDE SOME TIES TO AID IN RECOVERY.

PAYMENT FOR THE REMOVAL OF ANY EXISTING MONUMENT ASSEMBLIES SHALL ALSO BE INCLUDED IN THIS ITEM.

QUANTITY THAT WILL BE CARRIED TO THE GENERAL SUMMARY:
604, MONUMENT ASSEMBLY, AS PER PLAN, 2 EACH

PAVEMENT RESTORATION FOR MONUMENT ASSEMBLY INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 604 MONUMENT ASSEMBLIES.

ITEM 301 ASPHALT CONCRETE BASE, PG64-22 1 CU. YD.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 12 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE MONUMENT ASSEMBLIES.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 209 - LINEAR GRADING

TREATED SHOULDER WIDTH BEYOND THE LIMITS OF THE COMPACTED AGGREGATE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE INTO THE DITCH AND SHALL BE PERFORMED ONLY IN THE AREAS NECESSARY. RE-GRADEING SHALL BE ACCOMPLISHED BY THE REMOVAL OF, OR ADDITION OF MATERIAL TO PROVIDE A 0.08 SLOPE TO THE DITCH BREAK POINT. MATERIAL SHALL BE WINDROWED ON THE SHOULDER. THE RE-GRADED AREAS SHALL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING AS PER 659 IS PERFORMED. ALL EXCESS MATERIAL SHALL BE REMOVED FROM THE BERMS AND NOT ALLOWED TO ENTER THE DITCH LINE AND SHALL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

ITEM 209 - LINEAR GRADING (CONTINUED)

THE METHOD OF MEASUREMENT OF ITEM 209 LINEAR GRADING SHALL BE STATIONS, WITH ONE STATION EQUAL TO 100 LINEAR FEET. THE DISTANCE SHALL BE MEASURED ALONG EACH EDGE OF PAVEMENT.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 209 LINEAR GRADING. IN AREAS WHERE GRADING IS NOT REQUIRED BEYOND THE 617 LIMIT, LINEAR GRADING WILL BE NON-PERFORMED AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

209, LINEAR GRADING, 8 STA.

ITEM SPECIAL - MAILBOX SUPPORT

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

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

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

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

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

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

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

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

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

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE AND DOUBLE.

QUANTITY THAT WILL BE CARRIED TO THE GENERAL SUMMARY:
ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, SINGLE 3 EACH
ITEM SPECIAL - MAILBOX SUPPORT SYSTEM, DOUBLE 7 EACH

SEEDING AND MULCHING

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

659, SEEDING AND MULCHING 534 SQ. YD.

659, COMMERCIAL FERTILIZER 0.08 TON

659, LIME 0.11 ACRES

659, WATER 3 M. GAL.

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

ITEM 604, CATCH BASIN RECONSTRUCTED TO GRADE

THIS ITEM OF WORK SHALL CONSIST OF REBUILDING CATCH BASINS AT THE FOLLOWING LOCATIONS:

SLM 11.43, AT OMAR, RIGHT SIDE OF SR 170, ONE NORTH OF OMAR AND ONE SOUTH OF OMAR.

SLM 11.51, NORTH OF HARVEY, RIGHT SIDE OF SR 170 B/W DOLLY MADISON & DAIRY QUEEN.

SLM 12.00, SOUTH SIDE OF W. SPRING, RIGHT SIDE OF SR 170

SLM 12.34, SOUTH OF MEDFORD, RIGHT SIDE OF SR 170

THIS ITEM OF WORK SHALL ALSO CONSIST OF REPLACING CATCH BASIN GRATE WITH A CB NO. 2-2B GRATE AT THE FOLLOWING LOCATION:

SLM 12.10, SOUTH SIDE OF SEXTON, RIGHT SIDE OF SR 170.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

604, CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN 5 EACH
604, CATCH BASIN GRATE, AS PER PLAN 1 EACH

ITEM 605 - AGGREGATE DRAINS

AGGREGATE DRAINS SHALL BE PLACED AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE.

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED IN PAVEMENT REPAIR AREAS THAT HAVE SUBBASE FAILURES AT SLM'S 1.99 TO 4.31 AND SLM'S 6.93 TO 8.79. THESE HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

605, AGGREGATE DRAINS, AS PER PLAN 3550'

GENERAL NOTES

MAH-170/617 -
1.00/3.77

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR WILL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID PRIME COAT MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGLINE. CARE ALSO SHALL BE TAKEN TO AVOID SPRAYING LIQUID PRIME COAT MATERIAL ONTO DRIVEWAY APRONS, MAILBOX APPROACHES OR ANY PEDESTRIAN AREAS. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

AN ESTIMATED QUANTITY OF 4581 GAL. HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 617	3.77-4.74	12' lanes
SR 170	1.28-4.59	12' lanes
SR 170	4.59-5.21	Curbed (split pavement)
SR 170	5.21-5.80	12' lanes
SR 170	6.93-7.85	11' lanes
SR 170	7.85-8.79	12' lanes
SR 170	10.52-10.87	2 lanes (extra wide pavement 33'). DO NOT stripe out to edge of pavement
SR 170	10.86-12.56	(3) 11' lanes

FOR FURTHER INFORMATION, THE CONTRACTOR MAY CONTACT THE HIGHWAY MANAGEMENT TRAFFIC CONTROL OFFICE, 330-786-3147.

ITEM 646 - EPOXY PAVEMENT MARKINGS, (ALTERNATE BID)

THE EPOXY PAVEMENT MARKING MATERIAL SHALL BE MARK 55.4 AS FURNISHED BY POLYCARB, CLEVELAND, OHIO. PAYMENT WILL BE AT THE NORMAL CONTRACT PRICE AS SPECIFIED IN ITEM 646.

ITEM 646 - EPOXY PAVEMENT MARKINGS, AS PER PLAN

THE EPOXY PAVEMENT MARKING MATERIAL FURNISHED UNDER THESE ITEMS SHALL BE EPOPLEX LS-60 AS FURNISHED BY EPOPLEX, MAPLE SHADE, NEW JERSEY.

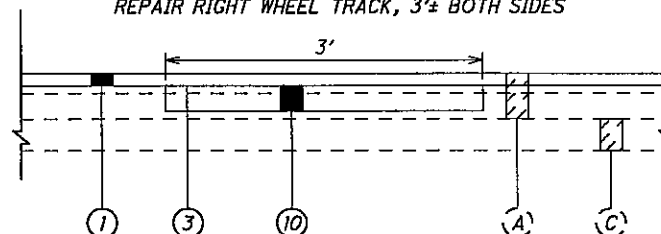
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 448 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR, 4015 SQ. YD.

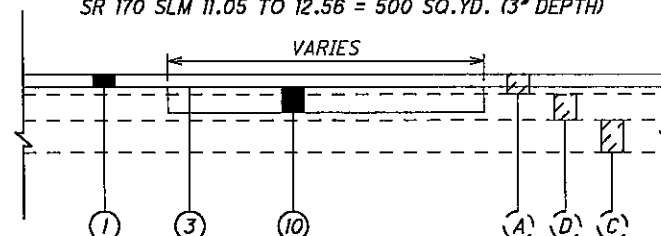
PARTIAL DEPTH PAVEMENT REPAIR DETAIL

SR 617 SLM 3.77 TO 4.74 = 3415 SQ.YD. (3" DEPTH)
REPAIR RIGHT WHEEL TRACK, 3'± BOTH SIDES



PARTIAL DEPTH PAVEMENT REPAIR DETAIL

SR 170 SLM 4.31 TO 5.80 = 100 SQ.YD. (6" DEPTH)
SR 170 SLM 11.05 TO 12.56 = 500 SQ.YD. (3" DEPTH)



LEGEND

- (1) 446 AND/OR 448 PROPOSED OVERLAY
- (2) 407 TACK COAT FOR INTERMEDIATE COURSE
- (3) 407 TACK COAT
- (4) NOT USED
- (5) NOT USED
- (6) 304 AGGREGATE BASE, AS PER PLAN
- (7) 203 EXCAVATION (10" MIN - 18" MAX)
- (8) NOT USED
- (9) 204 GEOTEXTILE FABRIC
- (10) 251 PARTIAL DEPTH PAVEMENT REPAIR
- (11) 203 BORROW
- (12) 253 PAVEMENT REPAIR

- (A) EXISTING ASPHALT CONCRETE
- (B) EXISTING CONCRETE
- (C) EXISTING SUBBASE
- (D) EXISTING BRICK
- (E) EXISTING 2" SLAG

ITEM 253 - PAVEMENT REPAIR

ITEM 304 - AGGREGATE BASE, AS PER PLAN

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH TO SURFACE OF CONCRETE BASE OR SUBGRADE SHOWN ON TYPICAL BELOW. PLACE 8 1/2"± 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. REPAIRS SHALL BE LONGITUDINAL ALONG THE OUTSIDE EDGES OF THE PAVEMENT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

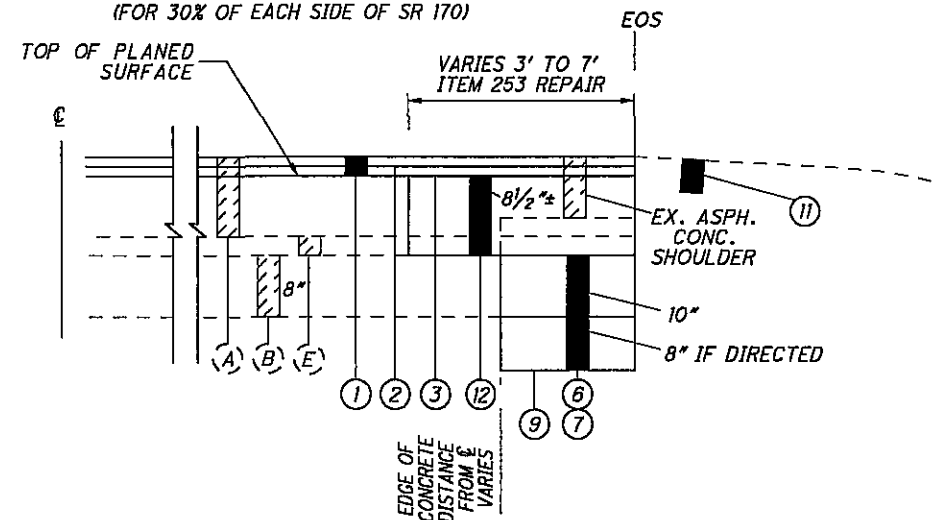
AFTER REMOVAL OF THE EXISTING PAVEMENT, THE ENGINEER SHALL INSPECT THE SUBGRADE PRIOR TO PLACING THE ITEM 301. ANY AREAS DEEMED TO BE UNSUITABLE SHALL BE EXCAVATED TO A DEPTH OF 10". IF THE SUBGRADE AT THIS DEPTH IS STILL UNSUITABLE, THE ENGINEER SHALL DIRECT THAT AN ADDITIONAL 8" OF MATERIAL IS REMOVED. THE CONTRACTOR SHALL PLACE THE ITEM 204 GEOTEXTILE FABRIC AT THE BOTTOM OF THE EXCAVATION AND BACKFILL THE UNDERCUT AREA WITH ITEM 304. THE COST OF THE GEOTEXTILE FABRIC SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 304, AS PER PLAN.

A QUANTITY OF ITEM 203 BORROW HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO BACK UP THE SHOULDER IN REPAIR AREAS WHERE EXISTING MATERIAL IS INSUFFICIENT FOR THIS PURPOSE. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ITEMS 203, 204 & 304.

ESTIMATED LOCATIONS & QUANTITIES ARE AS FOLLOWS:

SR 170 SLM 1.99 TO 4.31 - 70% OF NORTH DIRECTION AND 50% OF SOUTH DIRECTION = 10,000 SQ.YD.

SR 170 - SLM 6.93 TO 8.79 = 4000 SQ.YD.
(FOR 30% OF EACH SIDE OF SR 170)



THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- 203, BORROW, 500 CU YD
- 203, EXCAVATION, 3000 CU YD
- 253, PAVEMENT REPAIR, 14,000 SQ YD
- 304, AGGREGATE BASE, AS PER PLAN 3000 CU YD

INTERSECTIONS

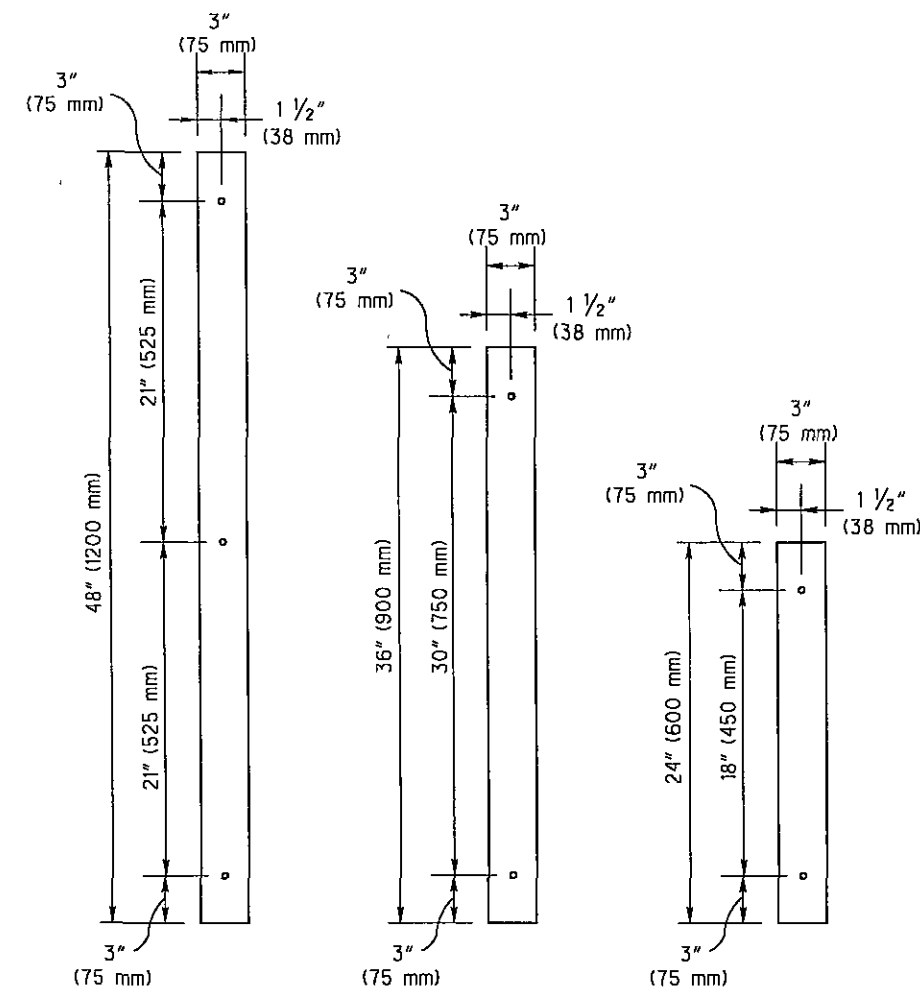
INTERSECTIONS SHALL BE RESURFACED 25 FT. BEYOND THE EDGE LINE WHERE THERE IS A CHANGE IN GRADE AND ONLY 2 FT. BEYOND THE EDGE LINE WHERE THERE IS NO CHANGE IN GRADE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. INTERSECTIONS SHALL BE RESURFACED WITH STANDARD MIX, AS SHOWN ON THE ASPHALT CONCRETE SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

630 Ground Mounted Support, By Type, As Per Plan 630 One Way Support, By Type, As Per Plan

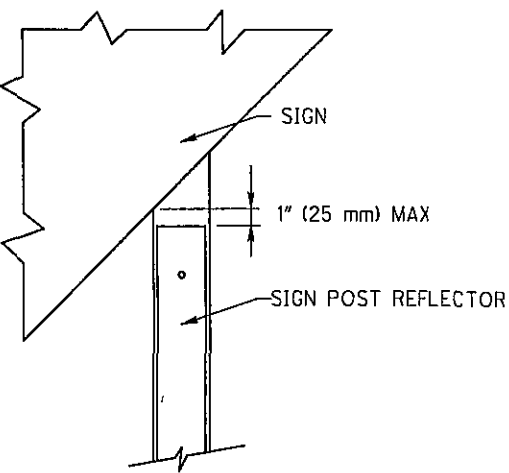
In addition to the requirements of CMS 630.06, this item shall include a sign post reflector, which will be installed as per CMS 630.07.a and the insert sheet. The sign post reflectors shall be erected at the locations shown on the plans for the following types of signs:

Red sign post reflectors shall be used with R1-1 [stop], R1-2 [yield], R5-1 [do not enter] and R5-1a [wrong way] signs. Yellow sign post reflectors shall be used with W1-6 [large arrow], W1-7 [double arrow], W1-8 [chevron], W3-1 [stop ahead, pictorial] and W3-1a [stop ahead].

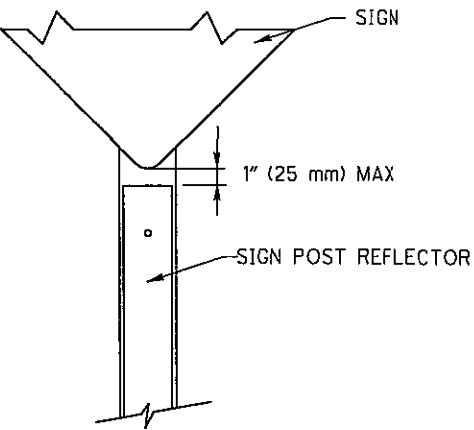
The sign post reflectors will be fabricated with flat sheet aluminum and type G, H or J reflective sheeting, in accordance with 630.04.



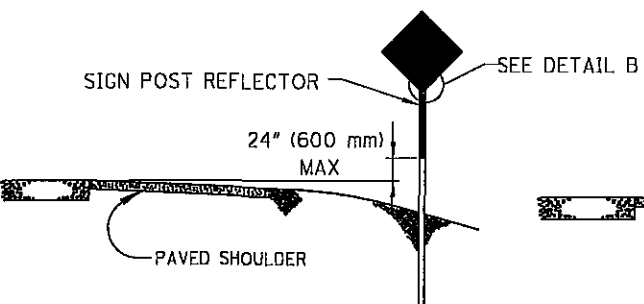
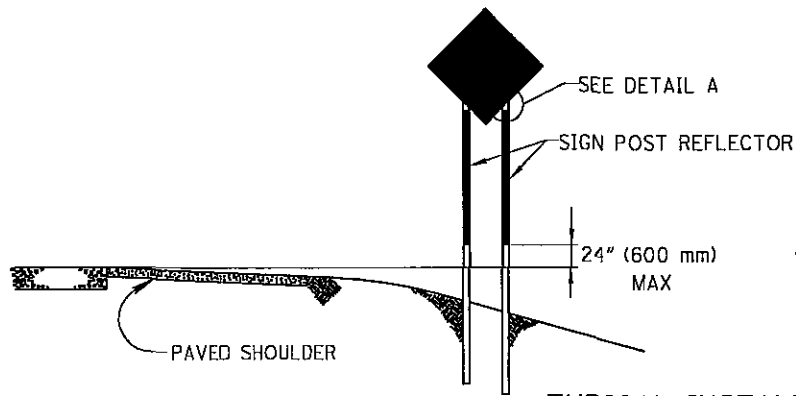
SIGN POST REFLECTORS - FRONT VIEW



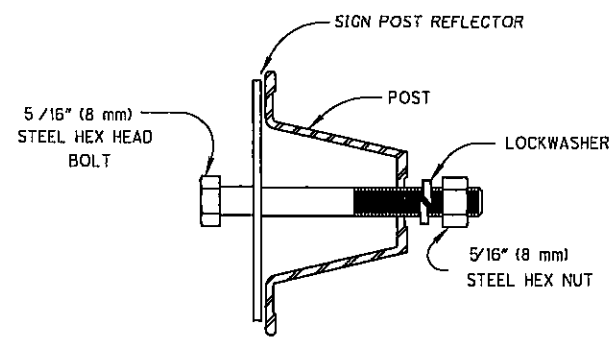
DETAIL A



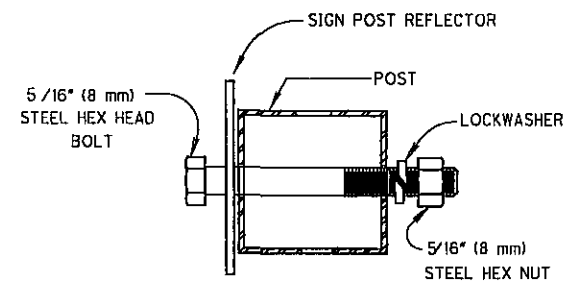
DETAIL B



TYPICAL INSTALLATION DETAILS



U - CHANNEL ATTACHMENT DETAIL



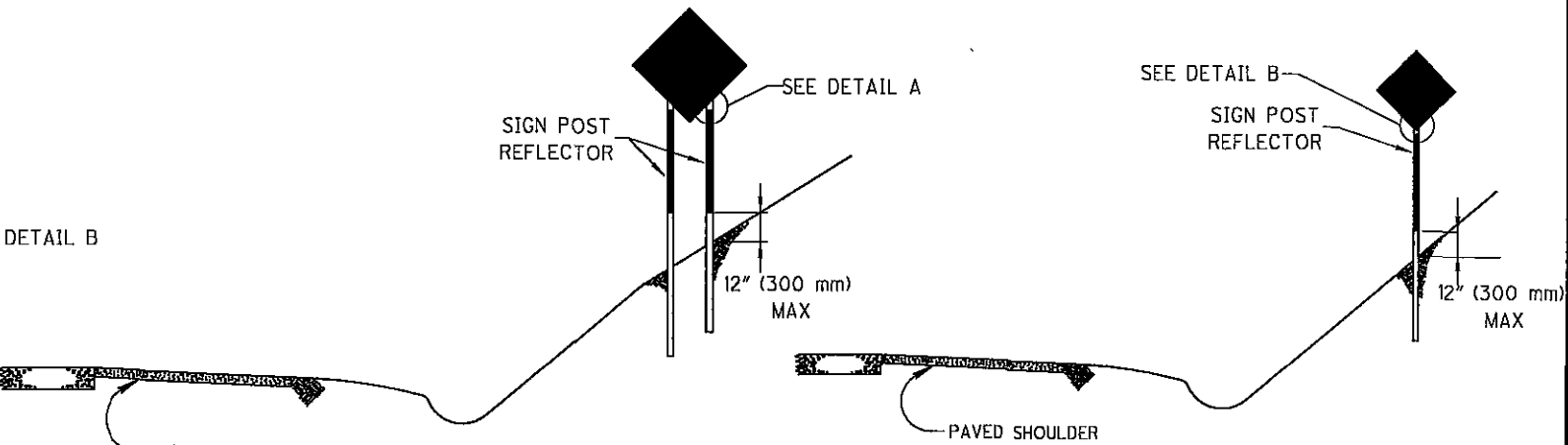
SQUARE POST ATTACHMENT DETAIL

Actual Sign Mounting Height*	Minimum Length Sign Post Reflectorization
Up to 6 feet	4 feet
Over 6 feet to 7 feet	5 feet
Over 7 feet up to 8 feet	6 feet
Over 8 feet up to 9 feet	7 feet
Over 9 feet up to 10 feet	8 feet
Over 10 feet	See note 3

*Not the minimum allowable sign mounting height

Actual Sign Mounting Height*	Minimum Length Sign Post Reflectorization
Up to 1.8 m	1.2 m
Over 1.8 m to 2.1 m	1.5 m
Over 2.1 m up to 2.4 m	1.8 m
Over 2.4 m up to 2.7 m	2.1 m
Over 2.7 m up to 3.0 m	2.4 m
Over 3.0 m	See note 3

*Not the minimum allowable sign mounting height



INSTALLATION DETAILS FOR CUT SECTION (SEE NOTE 3)

NOTES

1. Fabricate sign post reflectors out of 0.080" (2.0 mm) thick flat sheet aluminum. Drill or punch 3/8" (10 mm) diameter bolt holes, to a tolerance between holes of +/-1/32" (0.8 mm). Apply reflective sheeting to the surface of the aluminum.
2. Reflectorize the sign post from within 1" (25 mm) of the bottom of the sign down to 24" (600 mm) above the near edge of pavement or lower, using any combination of the standard lengths shown (see Table). Where this cannot be achieved due to the local ground profile, reflectorize the post to within 12" (300 mm) of the ground.
3. When using multiple sections of sign post reflector to achieve the required length of reflectorization, do not leave gaps between sections. The sign post reflectorization should appear as a continuous strip.
4. Do not allow the sign post reflector to overlap the sign.
5. For multiple post installations, install the same length sign post reflector on each post.
6. For back-to-back installations of signs requiring sign post reflectorization, install sign post reflectors on both sides of the posts.
7. Install sign post reflectors matching the background color of the sign, except that the color of the reflector for the YIELD and DO NOT ENTER signs shall be red.

I:\Projects\25580_MAH-170-0 80\roadway\25580GN003.dgn 19-JAN-2007 10:26AM dyard

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS THAT DO NOT HAVE A CURB CUT OR ARE NOT PAVED AS AN INTERSECTION AS SHOWN ON THE ASPHALT CONCRETE PLAN SHEET. DRIVEWAYS ARE TO BE PAVED A DISTANCE OF 10 FT. FROM THE EDGE OF PAVED SHOULDER UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRIVEWAYS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. ASPHALT CONCRETE AVERAGE THICKNESSES SHALL BE 2 IN. FOR AGGREGATE DRIVEWAYS (UNIMPROVED) AND 1 IN. FOR IMPROVED DRIVEWAYS. AGGREGATE DRIVEWAYS SHALL BE GRADED PRIOR TO PAVING SUCH THAT SURFACE DRAINAGE DOES NOT ENCR OACH UPON THE PAVED SHOULDER. THE MAXIMUM PAVED WIDTH SHALL NOT EXCEED THAT ALLOWED FOR THROAT AND RADIUS FOR UNCURRED DRIVEWAYS AS PER STANDARD DRIVE DESIGN MANUAL. ALL GRADING, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE DRIVEWAYS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS).

QUANTITY THAT WILL BE CARRIED TO GENERAL SUMMARY:

448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS). 395 CU. YD.

QUANTITY THAT WILL ALSO BE CARRIED TO GENERAL SUMMARY FOR FIELD DRIVES:

411 STABILIZED CRUSHED AGGREGATE 20 CU. YD.

PAVED MAILBOX APPROACHES

ALL EXISTING MAIL BOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE AS PER TYPICAL SHOWN OR AS NEAR AS PRACTICAL. AGGREGATE APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS; IMPROVED APPROACHES SHALL HAVE A 2 IN. MIN. THICKNESS. THE CONTRACTOR SHALL HAVE THE OPTION OF PAVING THE MAILBOX APPROACHES WITH EITHER THE PAVING OF THE DRIVEWAYS OR THE PAVING OF THE MAINLINE AND SHOULDERS. PAYMENT SHALL BE AS FOLLOWS:

1. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE DRIVEWAYS THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED FOR THE CONTRACTOR TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS).

2. SHOULD THE CONTRACTOR ELECT TO PAVE THE MAILBOX APPROACHES WITH THE MAINLINE AND SHOULDERS, THEN ALL GRADING, TACK, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE MAILBOX APPROACHES SHALL BE INCLUDED IN THE UNIT BID FOR ITEM 446 ASPHALT CONCRETE SURFACE COURSE TYPE 1 PG 64-22 FOR MAILBOX APPROACHES BETWEEN SLM'S 6.93 & 8.79 AND FOR ITEM 446 ASPHALT CONCRETE SURFACE COURSE TYPE 1H FOR MAILBOX APPROACHES BETWEEN SLM'S 1.99 & 4.31.

QUANTITY THAT WILL BE CARRIED TO GENERAL SUMMARY:

448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 PG 64-22 (DRIVEWAYS) 160 CU.YD.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:	
SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

AN ESTIMATED QUANTITY OF 637 CU. YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

ASBESTOS NOTIFICATION

AN ASBESTOS SURVEY OF THE MAH 170-0803 BRIDGE OVER BURGESS LAKE(SFN 5004020) WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT PPROXIMATELY 20 FT OF CATEGORY II ASBESTOS WAS IDENTIFIED ON THE INSULATION COATING OF THE 6 INCH GAS LINE ON THE EAST SIDE OF THE BRIDGE. THE UTILITY GENERAL NOTES CALL FOR THIS GAS LINE AND ASBESTOS CONTAINING INSULATION TO BE REMOVED DURING CONSTRUCTION.

IN THE EVENT OF ACCIDENTAL DAMAGE, WORK SHALL STOP UNTIL DIRECTION IS PROVIDED BY THE ENGINEER DISTRICT ENVIRONMENTAL COORDINATOR AND THE MAHONING-TRUMBULL AIR POLLUTION CONTROL CONTACT. ANY SUBSEQUENT REMOVAL AND DISPOSAL OF THE ASBESTOS CONTAINING MATERIAL FROM ACCIDENTAL DAMAGE MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE, THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIVE (OSHA) REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHAP) STANDARD FOR ASBESTOS.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO:

MAHONING-TRUMBULL AIR POLLUTION CONTROL
OAK HILL / RENAISSANCE PLACE
SECOND FLOOR, ROOM 25
345 OAK HILL AVENUE
YOUNGSTOWN, OHIO 44502
ROBERT RAMHOFF, DIRECTOR
(330) 744-1928
FAX: (330) 744-1928

AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF THE RENOVATION/DEMOLITION OF THE BRIDGES. THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER.

INFORMATION REQUIRED ON THE FORM WILL INCLUDE:1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. A COPY OF THE OEPA FORM IS AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 4 OFFICE, 2088 SOUTH ARLINGTON ROAD, AKRON,OHIO 44306

BASIS FOR PAYMENT-THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202-PORIONS OF STRUCTURE REMOVED, AS PER PLAN.

CONSTRUCTION AND DEMOLITION DEBRIS

THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/ OR LIMIT CONSTRUCTION AND DEMOLITION DEBRIS FROM ENTERING THE STREAM. ANY MATERIAL THAT DOES FALL INTO THE STREAM SHALL BE REMOVED AS SOON AS POSSIBLE.

STREAM CHANNEL EXCAVATION

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY INCIDENTAL DISCHARGES ASSOCIATED WITH THE EXCAVATION AND HAULING OF MATERIAL FROM THE STREAM CHANNEL. THIS PERTAINS TO ANY EXCAVATION OPERATION SUCH AS, FOUNDATION PIER OR ABUTMENT EXCAVATION, CHANNEL CLEAN OUT, EXCAVATION FOR ROCK CHANNEL PROTECTION AND REMOVAL OF ANY TEMPORARY FILL ASSOCIATED WITH CONSTRUCTION OPERATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS, STREAMS OR WATERS OF THE UNITED STATES. MEASURES WILL BE TAKEN TO ENSURE THAT THE WETLAND LOCATED 0.2 MILES DOWN-STREAM FROM THESE CULVERTS WILL NOT BE IMPACTED BY THE PROJECT, AND THAT WATER QUALITY TO THE MARSH WILL BE PROTECTED THROUGH THE USE OF PROPER BMP'S IN ORDER TO PROTECT A STATE LISTED PLANT POPULATION LOCATED THEREIN. THE RIPARIAN VEGETATION ADJACENT TO THE STRUCTURES SHALL BE PROTECTED TO THE EXTENT PRACTICABLE IN ORDER TO CONSTRUCT THE PROJECT, AND CARE SHALL BE TAKEN TO AVOID UNNECESSARY IMPACTS TO RIPARIAN VEGETATION BEYOND THE WORK LIMITS. DAMAGED RIPARIAN VEGETATION SHALL BE RESTORED AND/OR REPLACED WITH LIKE VEGETATION BEYOND THE LIMITS OF RIPRAP UPON CONCLUSION OF THE PROJECT. ALL MATERIALS REMOVED FROM DITCHES, CAPTURED STREAMS OR WETLANDS MUST BE IMMEDIATELY REMOVED TO AN UPLAND SITE AND STABILIZED (I.E., SEEDED) TO PREVENT REDISTRIBUTION INTO ANY WATERS OF THE UNITED STATES. IMMEDIATE REMOVAL IS DEFINED BY THE UNITED STATES ARMY CORPS OF ENGINEERS AS DEPOSITING THE REMOVED MATERIALS DIRECTLY INTO A TRUCK AND REMOVING THE MATERIAL FROM THE SITE; PLACEMENT OF REMOVED MATERIALS INTO A WETLAND OR ON THE BANKS OF A STREAM EVEN TEMPORARILY IS CONSIDERED A FILL AND REQUIRES A PERMIT ACTION. ANY AREAS DISTURBED BY EQUIPMENT ACTIVITIES MUST BE SEEDED TO PREVENT EROSION OF SEDIMENTS INTO WATERS OF THE UNITED STATES.

BEST MANAGEMENT PRACTICES

WATER COLUMN AND SEDIMENTATION IMPACTS SHALL BE KEPT TO A MINIMUM THROUGH THE USE OF BEST MANAGEMENT PRACTICES FOR SOIL EROSION AND SEDIMENTATION CONTROL. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY EXCAVATION, GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES. THEY SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER. THESE SHALL COMPLY WITH ODOT'S HANDBOOK FOR SEDIMENT AND EROSION CONTROL, WHICH MAY BE FOUND AT: [HTTP://WWW.DOT.STATE.OH.US/DRRC/](http://www.dot.state.oh.us/drrc/).

ENDANGERED SPECIES HABITAT

THIS PROJECT IS WITHIN THE RANGE OF THE FEDERALLY ENDANGERED INDIANA BAT (MYOTIS SODALIS) AND MAY IMPACT SUMMER ROOSTING HABITAT FOR THIS SPECIES. THE SUMMER ROOSTING HABITAT FOR THE INDIANA BAT CONSISTS OF LIVING OR DEAD TREES OR SNAGS WITH EXFOLIATING, PEELING OR LOOSE BARK, SPLIT TRUNKS AND/OR BRANCHES OR CAVITIES. THEREFORE, ANY UNAVOIDABLE CUTTING OF SUCH TREES WILL BE PERFORMED ONLY AFTER SEPTEMBER 15 AND BEFORE APRIL 15.

INSPECTION OF BRIDGE FOR PRESENCE OF ROOSTING BATS

THE ENGINEER SHALL ENSURE THAT THE UNDERSIDE OF THE CONCRETE DECK OF THE CULVERT STRUCTURE SHALL BE INSPECTED FOR THE PRESENCE OF ROOSTING BATS JUST PRIOR TO DECK REMOVAL. THE ENGINEER SHALL REPORT ANY DISCOVERY OF ROOSTING BATS UNDER THE BRIDGE STRUCTURE TO THE ODOT DISTRICT 4 ENVIRONMENTAL SECTION.

WETLAND AVOIDANCE

THIS PROJECT IS ADJACENT TO WETLANDS AT THE MAH 170-1.88 STRUCTURE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THESE WETLANDS INDICATED ON THE PLAN. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN THESE WETLAND AREAS. TO PROTECT AND DELINEATE THE BOUNDARY OF THE EXISTING REMAINING WETLANDS, THE ODOT DISTRICT 4 ENVIRONMENTAL SPECIALIST SHALL BE CONTACTED AT (330) 786-4932 TO MARK THE WETLANDS BOUNDARY WITH FLAGGING PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE STAKING FOR THIS FLAGGING. THIS WETLAND SHALL BE AVOIDED AND PROTECTED DURING CONSTRUCTION, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES AND THE FLAGGING SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION.

WATERWAY PERMIT DETERMINATION (404/401) - ODOT PROJECTS

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. THE OHIO DEPARTMENT OF TRANSPORTATION - OFFICE OF ENVIRONMENTAL SERVICES (OES) AND/OR THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE) HAS DETERMINED THAT THE PROJECT MEETS THE CRITERIA OF NATIONWIDE PERMITS (NWP) 3 - MAINTENANCE; BASED UPON THE ANTICIPATED IMPACTS TO STREAM(S) AND/OR WETLAND(S). HOWEVER, THIS PERMIT DETERMINATION DID NOT INCLUDE THE USE OF TEMPORARY CONSTRUCTION ACCESS FILLS THAT MAY BE REQUIRED FOR CONSTRUCTION (I.E. CAUSEWAY STREAM CROSSING, CONSTRUCTION ACCESS PADS, COFFERDAMS, ETC.). INFORMATION REGARDING THE USE OF TEMPORARY CONSTRUCTION ACCESS FILLS MAY NOT HAVE BEEN KNOWN AT THE TIME OF THE PERMIT DETERMINATION. THE CONTRACTOR SHOULD BE AWARE THAT THE USE OF TEMPORARY FILL BELOW THE ORDINARY HIGH WATER MARK (OHWM), WHICH IS THE USACE'S JURISDICTIONAL LIMITS, WILL REQUIRE A PRE-CONSTRUCTION NOTIFICATION (PCN) AND AUTHORIZATION BY THE USACE UNDER NWP 33-TEMPROARY CONSTRUCTION ACCESS AND DEWATERING. SHOULD TEMPORARY CONSTRUCTION ACCESS FILL BE REQUIRED, THE CONTRACTOR SHALL COORDINATE SUCH ACTIVITIES, INCLUDING THE PCN, THROUGH OES AND ALLOW 60 DAYS MINIMUM FOR PROCESSING WITH THE USACE. THE CONTRACTOR SHALL NOT COORDINATE THESE ACTIVITIES DIRECTLY WITH THE USACE. THE CONTRACTOR SHALL NOT UTILIZE TEMPORARY FILLS BELOW OHWM UNTIL SUCH ACTIVITY IS AUTHORIZED BY THE USACE. SHOULD A PCN BE REQUIRED, THE PCN SHALL INCLUDE PERTINENT INFORMATION (I.E. VOLUME AND SURFACE AREA OF TEMPORARY FILLS) AND DRAWINGS (PLAN AND PROFILE VIEW) OF TEMPORARY FILLS BELOW OHWM. ONLY CLEAN, NON ERODIBLE MATERIALS SHALL BE USED FOR TEMPORARY CONSTRUCTION ACCESS FILLS. ANY TEMPORARY FILLS BELOW OHWM SHALL BE REMOVED FOLLOWING COMPLETION OF THE AUTHORIZED ACTIVITY AND THE AREA OF STREAM WHERE TEMPORARY FILL WAS LOCATED SHALL BE RESTORED TO ITS PRE-CONSTRUCTION CONDITION. PLEASE NOTE THAT FORDING OF WATERWAYS IS NOT ALLOWED PER ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS 2002, ITEM 207.03.

GENERAL NOTES

MAH-170/617-
1.00/3.77

MAINTENANCE OF TRAFFIC

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

- 1. A MINIMUM OF ONE TEN FOOT LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT (COMPLETED PAVEMENT) DURING CONSTRUCTION OF THE WORK.
- 2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2211, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
- 3. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET.
- 4. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
- 5. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.
- 6. ALL ITEM 253 PAVEMENT REPAIR AND UNDERCUTTING OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED WITH A FIRM AND UNYIELDING MATERIAL. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO PROVIDE AND SUBSEQUENTLY REMOVE THE FIRM AND UNYEILDING MATERIAL SHALL BE INCLUDED AND PAID UNDER THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.
- 7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE (1) MILE URBAN.
- 8. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

9. IN ADDITION TO THE REQUIREMENTS OF 614 WORK ZONE PAVEMENT MARKINGS (<614.11>), AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, EDGE, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

10. A QUANTITY OF 20 CU. YDS. OF 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS PRIOR TO RESURFACING, AS DIRECTED BY THE ENGINEER.

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

12. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGN HAS BEEN INCLUDED IN THE PLAN. THIS QUANTITY SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING SIGNS: W8-1 [BUMP], W6-3 [TWO-WAY TRAFFIC], W8-H13 [NO EDGE LINES], R4-1 [DO NOT PASS], R4-2 [PASS WITH CARE], W8-11 [UNEVEN LANES SYMBOL]. THESE QUANTITIES SHALL BE AS PER <614.04>.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:
614, WORK ZONE CENTER LINE, CLASS II, 32.75 MILE
614, WORK ZONE STOP LINE, CLASS 1, 543 FT
614, WORK ZONE CHANNELIZING LINE, CLASS 1, 2985 FT
614, WORK ZONE MARKING SIGN, 10 EACH

GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified herein, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
2. While the need for certain advisory signing is noted herein, it is not intended that this be indicative of all signing that may be required to advise or warn motorist, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown herein may be required.
4. The drop-off treatment selected for use at any given location shall be appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing PCB - 9.1, RM-4.2 and Item 622.
6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When W8-9 (Low Shoulder) signs or W8-11 (Uneven Lanes) and R4-9 (Stay in Lane) signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than one-half mile, additional signs shall be erected at intervals of a maximum of one mile.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the drop-off depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):

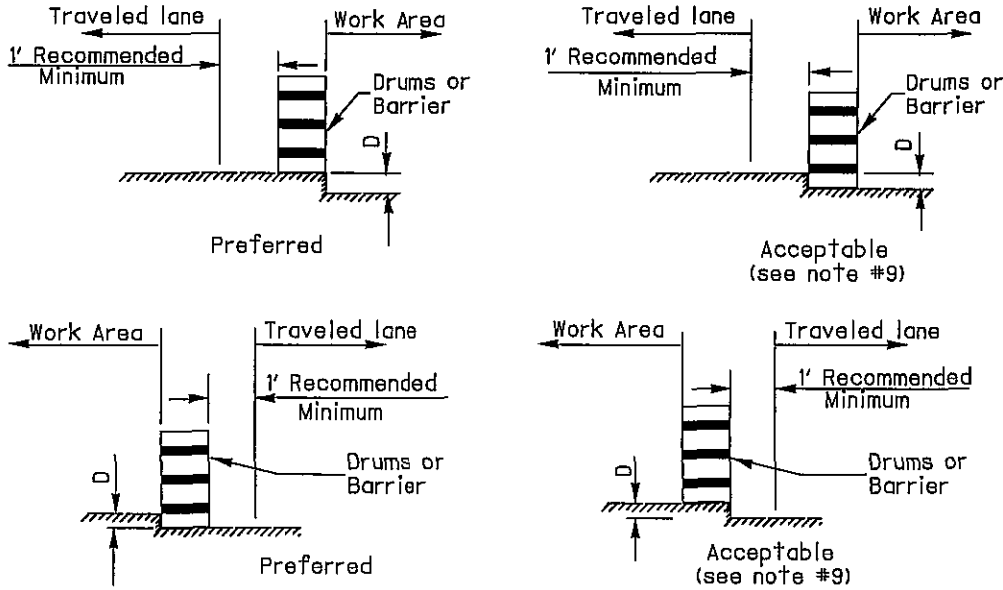
- a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
- b. Lengths of 60 feet or less - repairs shall be affected in accordance with Item 255.08. Drums may be used as a separator adjacent to the traveled lane.

CONDITION I

1. These treatments are to be used for resurfacing, pavement planing excavation, etc., between, beside or within traveled lanes.

Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	$\leq 1\frac{1}{2}$	Erect W8-11.
1FT-12FT	$1\frac{1}{2}$ -3	1. Lane closure utilizing drums* as shown below. (use only on 3 or more lanes) - or - 2. Optional Wedge Treatment.
1FT-12FT	3 - 5	Lane closure utilizing drums as shown below
1FT-12FT	5 - 12	Lane closure utilizing portable concrete barrier as shown below.
>12FT-20FT	12 - 24	Lane closure utilizing drums as shown below
>12FT-20FT	>24	Lane closure utilizing portable concrete barrier as shown below.

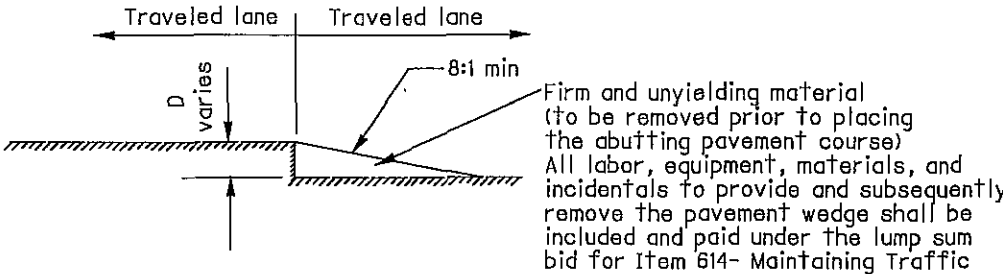
*Cones may be used for daytime only conditions.



OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. W8-11 and R4-9 signs required.



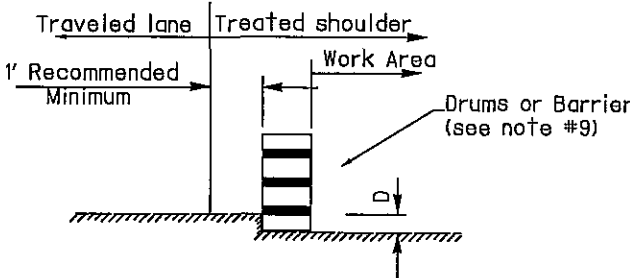
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA
[except for linear grading areas]

The treatments indicated below are for use in conjunction with resurfacing, planing, or excavation within the graded shoulder area.

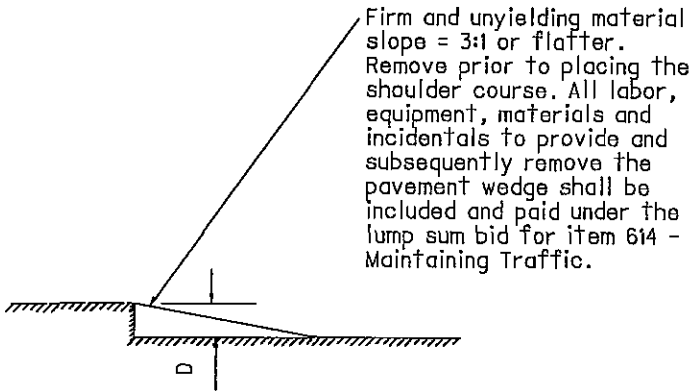
Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	$\leq 1\frac{1}{2}$	1.) If edgelines are present, no treatment necessary. or 2.) Erect W8-11 and R4-9 signs
1FT-12FT	$1\frac{1}{2}$ - 5	1) If min. lane widths* requirements can be met, maintain lanes utilizing drums as shown below. - or - 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums. (use only on 3 or more lanes) - or - 3) Optional shoulder treatment
>12FT-30FT	≤ 24	Shoulder closure utilizing drums as shown below
>12FT-30FT	>24	Shoulder closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment shall not be used within a bituminous shoulder where a hot longitudinal joint per 401.17 is required.
2. W8-9 signs required.



DROPOFFS IN WORK ZONES

MAH-170/617-
1.00/3.77

SHEET NUMBER													ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED JJC	CHECKED XXX
4	5	6	11	12	13	14	32A													
																	ROADWAY			
LUMP		LUMP											201	11000	LUMP		CLEARING AND GRUBBING			
						400							202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	6		
													202	54000	400	EACH	RAISED PAVEMENT MARKER REMOVED			
	500												203	40000	500	CU YD	BORROW			
	3000												204	13000	3000	CU YD	EXCAVATION OF SUBGRADE			
																		4		
8													209	60200	8	STATION	LINEAR GRADING	4		
2													604	38501	2	EACH	MONUMENT ASSEMBLY, AS PER PLAN			
3													SPECIAL	69050100	3	EACH	MAILBOX SUPPORT SYSTEM, SINGLE	4		
7													SPECIAL	69050200	7	EACH	MAILBOX SUPPORT SYSTEM, DOUBLE	4		
																	EROSION CONTROL			
534													659	10000	534	SQ YD	SEEDING & MULCHING			
0 08													659	20000	0.08	TON	COMMERCIAL FERTILIZER			
0 11													659	31000	0.11	ACRE	LIME			
3													659	35000	3	M GAL	WATER			
													832	30000	1000	EACH	EROSION CONTROL			
																	DRAINAGE			
5													604	09500	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE			
1													604	09901	1	EACH	CATCH BASIN GRATE, AS PER PLAN	4		
3550													605	31100	3550	FT	AGGREGATE DRAINS			
																	PAVEMENT			
	4015												251	01000	4015	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR			
	16025												253	01000	16025	SQ YD	PAVEMENT REPAIR			
			85321	42576	31531								254	01000	159428	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE			
1	3000												301	46000	1	CU YD	ASPHALT CONCRETE BASE, PG64-22			
													304	20001	3000	CU YD	AGGREGATE BASE, AS PER PLAN	5		
			12799	6583	4730								407	10000	24112	GALLON	TACK COAT			
			2730	1704	1262								407	14000	5696	GALLON	TACK COAT FOR INTERMEDIATE COURSE			
	4581												408	10001	4581	GALLON	PRIME COAT, AS PER PLAN	5		
		20											411	10000	20	CU YD	STABILIZED CRUSHED AGGREGATE			
			428	231	656								424	10000	1315	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A			
			711	1419									446	47020	2130	CU YD	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, PG64-22			
			1984										446	50000	1984	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H			
			714	294	1095								448	46020	2103	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22			
			2318										448	46040	2318	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28			
				1658									448	46050	1658	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22			
		555											448	48020	555	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 PG 64-22 (DRIVEWAYS)	4		
		637											617	10101	637	CU YD	COMPACTED AGGREGATE, AS PER PLAN			
																	TRAFFIC CONTROL			
						408							621	10000	408	EACH	RPM, LOW PROFILE YELLOW/YELLOW,			
						32							621	10010	32	EACH	RPM, LOW PROFILE, WHITE			
							3002						630	03100	3002	FT	GROUND MOUNTED SUPPORT, NO. 3 POST			
							1544						630	03101	1544	FT	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	5		
							2						630	79000	2	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE			
							54						630	79500	54	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED			
							2538						630	80100	2538	SQ FT	SIGN, FLAT SHEET			
							473						630	84900	473	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL			
							343						630	86002	343	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL			

GENERAL SUMMARY

MAH-170/ 617-1.00/ 3.77

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[illegible]

* NOT TO SCALE

PENNSYLVANIA STATE LINE
FINISH 617 SLM 4.74

SR 617

CHERRY ST. 4.00

BEGIN PROJECT
617 SLM 3.77

EAST GARFIELD ST. 0.86

YOUNGSTOWN-PITTSBURGH RD. 0.95

BEGIN PROJECT
170 SLM 1.00

WOOD ST. 1.15

ORCHARD 1.26

FLOOR DR. 106

WOOD ST. 1.15

SUSPEND
SLM 1.28

UNDERPASS 1.29

RESUME
SLM 1.35

PINE LAKE ST. 1.79

SUSPEND
SLM 1.85

STRUCTURE 1.88

RESUME
SLM 1.87

SPRINGRIDGE RD. 2.93

SOUTH RANGE RD. 3.23

COLUMBIANA RD. 3.43

LOCUST ST. 3.73

SKYE ST. 4.02

SR 170

OLENTANGY RD. 4.19

MIDDLE TOWN RD. 4.46

STRUTHERS RD. 4.70

WOODLAND RD. 5.17

OHLIN RD. 5.25

SR 630 5.60

SUSPEND PROJECT SLM 5.60

SLM RANGE			ROUTE	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW	SURFACE AREA	254 1-1/2" PAVEMENT PLANING, ASPHALT CONCRETE	254 2" PAVEMENT PLANING, ASPHALT CONCRETE	254 3-1/4" PAVEMENT PLANING, ASPHALT CONCRETE	407 0 15/SQ YD TACK COAT	407 0 04/SQ YD TACK COAT FOR INTERMEDIATE COURSE	424 3/4" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A	446 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64- 22	446 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE IH	448 1-1/4" ASPHALT CONCRETE INT COURSE TYPE 1, PG64- 22	448 1-3/4" ASPHALT CONCRETE INT. COURSE, TYPE 2, PG64- 28			
					FT	FT	SQ FT	SQ YD	SQ YD	SQ YD	SQ YD	GAL	GAL	CU YD	CU YD	CU YD	CU YD	CU YD			
3.77	TO	4.74	617		5121.60	30.00	153648.00	17072	17072.00			2560.80			710.20						
1.35		1.46	170		580.80	26.00	15100.80	1678	1677.87			251.68	67.11			69.80		81.54			
1.46		1.85	170		2059.20	28.00	57657.60	6406	6406.40			960.96	256.26			266.51		311.35			
1.87		2.82	170		5016.00	28.00	140448.00	15605	15605.33			2340.80	624.21			649.18		758.42			
2.82		3.18	170		1900.80	26.00	49420.80	5491	5491.20			823.68	219.65			228.43		266.87			
3.18		4.31	170		5966.40	26.50	158109.60	17568	17567.73			2635.16	702.71			730.82		853.79			
4.31		5.60	170		6811.20	27.00	183902.40	20434		20433.60		3065.04	817.34	425.02			709.06				
INTERSECTIONS B/W 3.77-4.74			617					11	11.00			1.65			0.46						
INTERSECTIONS B/W 1.35-4.31			170					941	941.00			141.15	37.64			39.15		45.73			
INTERSECTIONS B/W 4.31-5.60			170					114		114.00		17.10	4.56	2.37			3.96				
SUBTOTALS									64772.53	20547.60	0.00	12798.02	2729.49	427.39	710.65	1983.88	713.02	2317.71			
TOTALS CARRIED TO GENERAL SUMMARY										85321		12799	2730	428	711	1984	714	2318			

ASPHALT CONCRETE
SR 170/ 617 - SLM 1.00 TO 5.60/ SLM 3.77 TO 4.74

MAH-170/ 617-1.00/ 3.77

CALCULATED
JJC
CHECKED
RMB

RESUME PROJECT 8.93

SR 170

POLO BLVD. 7.40

HUMMINGBIRD RD. 8.06

DOBBINS RD. 8.26

DENVER DR. 8.83

HIGHLAND AVE. 9.03

POLAND VILLAGE BLVD 9.13

COBLENTZ DR. 9-22

STONER DR. 9.32

NESBITT ST. 9.44

WALKER CT. 9.61

RIVERSIDE DR. 9.655

SR 170

S.R. 616 9.98

U.S. 224 10.02

SECOND ST. 10.19

BOTSFORD ST. 10.34

VELOE DR. 10.74

EDGEWATER DR. 10.8

HAMILTON AVE. 10.8'

RENWICK DR. 10.91

LYON BLVD. 10.99

ASPHALT CONCRETE	
SR 170 - SLM	6.93 TO 8.79 / SLM 10.52 TO 11.05

CALCULATED	CHECKED
JJC	RMB

MATHews RD 11 05

MAH-170/617-1.00/3.77

100

RPM REPLACEMENT / REMOVAL

STANDARD CONSTRUCTION DWG.

TC-65.10 1-21-05

TC-65.11 1-21-05

KG	CHECKED	DY
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[illegible]

REF NO.	SHEET NO	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630															
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN										
	33	0.00	LT	M1-5-24-3	24 X 30	5	13.25		1												
			LT	M6-4-21	21 X 15	2.19			1												
			LT	D1-H4-72					1	2											
		0.01	LT	R1-1-36	36 X 36	9	13		1	1											
		0.02	RT	D10-H4 **	12 X 12	1		1													
			RT	R1-1-36	36 X 36	9		1													
		0.04	RT	M3-2-24	12 X 24	2		1													
			RT	M1-5-24-3	24 X 30	5		1													
		0.05	RT	M3-2-2-24					1												
			RT	M1-5-24-3					1												
			RT	I-H14-48	48 X 30	10	12.5/12.5		1	2											
		0.09	LT	M2-1-21					1												
			LT	M1-5-24-3					1												
			LT	D1-H4-72	12 X 72	5	12/12		1												
			LT	D1-H4-72	12 X 72	5			1	2											
		0.11	RT	OM2-2-6	6 X 12	0.5	9		1	1											
		0.13	RT	W3-1-36	36 X 36	9					13										
		0.13	LT	W3-1-36					1	1											
			LT	W3-1-36	36 X 36	9					13										
		0.17	LT	M2-1-21	21 X 15	2.19	13.25														
			LT	M1-5-24-3	24 X 30	5															
			LT	M4-12-24	12 X 24	2	13														
			LT	M1-5-24-3	24 X 30	5															
		0.23	LT	R1-1-30	30 X 30	6.25			1	1	12.5										
		0.25	RT	R1-1-30	30 X 30	6.25			1	1	12.5										
		0.28	RT	W1-5R-30	30 X 30	6.25	12.5		1	1											
			RT	W13-1-18	18 X 18	2.25			1												
		0.31	RT	S3-1-30 #	30 X 30	6.25	12.5		1	1											
		0.40	RT	W11-H13-30	30 X 30	6.25	12.5		1	1											
		0.63	LT	S3-1-30 #	30 X 30	6.25	12.5		1	1											
		0.82	LT	W1-5L-30	30 X 30	6.25	12.5		1	1											
			LT	W13-1-18	18 X 18	2.25			1												
		0.95	LT	W11-H13-30	30 X 30	6.25	12.5		1	1											
			LT	W13-1-18	18 X 18	2.25			1												
		0.95	RT	W11-H13-30	30 X 30	6.25	12.5		1	1											
			RT	W13-1-18	18 X 18	2.25			1												
TOTALS CARRIED TO GENERAL SUMMARY						152	198	4	26	18	51										

10--JAN--2007 2:25PM

Ishevetz

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CALCULATED

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MAH-170/617

-1.00/3.77

MAH 617 SIGNING SUB-SUMMARY

15

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REF NO	SHEET NO.	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630															
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN										
	33	1.00	RT	D10-H4 **	12 X 12	1	9		1	1											
		1 02	LT	W11-H13-30	30 X 30	6 25	12 5		1	1											
	34	1.16	RT	W11-H13-30	30 X 30	6.25	12 5		1	1											
			RT	W13-1-18	18 X 18	2.25			1												
		1.16	LT	W11-H13-30	30 X 30	6.25	12.5		1	1											
			LT	W13-1-18	18 X 18	2 25			1												
		1 25	LT	M3-4-24	12 X 24	2	13														
			LT	M1-5-24-3	24 X 30	5															
		1 25	LT	R1-1-30	30 X 30	6 25			1	1	12.5										
		1 27	RT	R1-1-30	30 X 30	6 25			1	1	12.5										
		1 29	RT	M3-2-24	12 X 24	2	13														
			RT	M1-5-24-3	24 X 30	5															
		1 46	LT	I-H14-48	48 X 30	10	12/12		1	2											
		2 00	RT	D10-H4 **	12 X 12	1	9		1	1											
		2 07	RT	S3-1-30 #	30 X 30	6 25	12.5		1	1											
		2.13	RT	W1-3R-30	30 X 30	6.25	12.5		1	1											
			RT	W13-1-18	18 X 18	2.25			1												
	35	2 24	LT	W1-8-18	12 X 18	1 5			1	1	11 5										
			LT	W1-8-18	12 X 18	1 5			1												
		2.25	LT	W1-8-18	12 X 18	1 5			1	1	11.5										
			LT	W1-8-18	12 X 18	1 5			1												
		2 26	LT	W1-6-48	48 X 24	8			1	2	12/12										
			LT	W1-8-18	12 X 18	1.5			1												
			LT	W1-8-18	12 X 18	1.5			1												
		2.27	LT	W1-6-48	48 X 24	8			1	2	12/12										
		2.27	RT	R1-1-30	30 X 30	6.25			1	1	12.5										
		2 28	LT	W1-8-18	12 X 18	1.5			1	1	11.5										
			LT	W1-8-18	12 X 18	1.5			1												
		2.29	LT	W1-8-18	12 X 18	1 5			1	1	11.5										
			LT	W1-8-18					1												
		2.30	LT	W1-8-18	12 X 18	1.5			1	1	11 5										
		2.47	LT	W1-3R-30	30 X 30	6.25	12.5		1	1											
			LT	W13-1-18	18 X 18	2.25			1												
TOTALS CARRIED TO GENERAL SUMMARY						147	143	0	29	22	143										

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69

MAH-170/617
-1.00/3.77

MAH 617 SIGNING SUB-SUMMARY

CALCULATED
ALP
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MAH-170/ 617
-1.00/ 3.77

$$\frac{18}{69}$$

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REF NO	SHEET NO.	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN HANGER ASSEMBLY, SPAN WIRE	GROUND MOUNTED SUPPORT, NO 3 POST, AS PER PLAN										
						SQ. FT.	FT	EACH	EACH	EACH	EACH	FT										
	38	0 00	RT	I-H2F-40	40 X 20	5.56	12/12		3	2												
		0.03	RT	I-H14-48	48 X 30	10	12.5/12 5		1	2												
		0.18	RT	W1-4R-30	30 X 30	6.25	12 5		1	1												
		0 48	RT	W1-8-18	12 X 18	1.5			1	1		11.5										
		0.50	RT	W1-8-18	12 X 18	1.5			1	1		11.5										
		0 52	RT	W3-5-36	36 X 36	9	13															
		0.61	RT	R2-1-24	24 X 30	5	12.5															
		0 61	LT	R2-1-24	24 X 30	5	12.5															
		0 65	LT	W1-4R-30	30 X 30	6.25	12.5		1	1												
		0.67	RT	M2-1-21	21 X 15	2.19		1														
			RT	M1-5-24-3	24 X 30	5		1														
			RT	I-H2D-40	40 X 20	5.56		1														
		0 74	RT	M2-1-21					1													
			RT	M1-5-24-3					1													
			RT	I-H2D-40					1	2												
	39	0 79	RT	R1-1-30	30 X 30	6 25						12.5										
		0 80	RT	W3-1A-36	36 X 36	9		1	1													
		0 81	LT	W3-1A-36	36 X 36	9						13										
		0 83	LT	M3-3-24	12 X 24	2	13		1	1												
			LT	M1-5-30-3	24 X 30	5			1													
		0 86	RT	R1-1-30	30 X 30	6 25			1	1		12 5										
		0.86	LT	M4-5-24	12 X 24	2	14.25		1	1												
			LT	M1-5-24-2	24 X 24	4			1													
			LT	M6-1-21	21 X 15	2 19			1													
			LT	M1-5-24-3	24 X 30	5			1													
			LT	M6-6R-21	21 X 15	2 19			1													
		0 87	RT	R1-1-36	36 X 36	9			1	1		13										
			LT	R1-1-36	36 X 36	9						13										
		0 88	LT	M1-5-24-3	24 X 30	5	13.25		1	1												
			LT	M6-1-21	21 X 15	2 19			1													
		0.88	RT	M1-5-24-3	24 X 30	5			1													
			RT	M6-4-21	21 X 15	2 19			1													
			RT	M1-5-24-3	24 X 30	5			1													
			RT	M6-1-21	21 X 15	2 19			1													
			RT	W1-7-48	48 X 24	8			1	2		12/12										
TOTALS CARRIED TO GENERAL SUMMARY						164	153	4	28	17	0	111										

CALCULATED ALP	CHECKED	MAH-170 SIGNING SUB-SUMMARY	MAH-170/ 617 -1.00/ 3.77	19 69

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REF NO	SHEET NO.	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																	CALCULATED ALP	CHECKED
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN HANGER ASSEMBLY, SPAN WIRE	GROUND MOUNTED SUPPORT, NO 3 POST, AS PER PLAN												
						SQ. FT.	FT.	EACH	EACH	EACH	EACH	FT												
	40	1 14	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		1.14	RT	W11-8-30	30 X 30	6.25	12.5		1	1														
		1 21	RT	W1-2R-30	30 X 30	6.25	12.5		1	1														
		1.24	RT	S3-1-30 #	30 X 30	6.25	12.5		1	1														
		1.25	RT	PRIVATE					1	2														
		1.25	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		1 29	RT	PRIVATE					3	2														
		1 30	LT	R2-1-24	24 X 30	5	12		1	1														
		1.38	LT	W11-8-30	30 X 30	6.25	12.5		1	1														
		1 40	RT	R2-1-24	24 X 30	5	12.5		1	1														
		1.45	LT	R2-5A					1	1														
		1 51	LT	W1-2L-30	30 X 30	6.25	12.5		1	1														
		1 62	LT	I-H2D-40	40 X 20	5.56	12/12		1	2														
		1 71	LT	PRIVATE					1	1														
		1 77	LT	R2-1-24	24 X 30	5	12.5		1	1														
		1.78	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		1 79	RT	W1-4R-30	30 X 30	6.25	12.5		1	1														
			RT	W13-1-18					1															
		1 90	LT	W2-2R-30	30 X 30	6.25	12.5		1	1														
		1 93	RT	R2-1-24	24 X 30	5	12.5		1	1														
		1 98	RT	I-H14-48	48 X 30	10	12.5/12.5		1	2														
			RT	D10-H4 **	12 X 12	1			1															
		1 99	LT	I-H14-48	48 X 30	10	12.5/12.5		1	2														
		1 99	RT	W11-H13-30					1	1														
		2.03	RT	W11-H13-30	30 X 30	6.25		1																
	41	2.23	LT	W1-4R-30	30 X 30	6.25	12.5		1	1														
		2.36	LT	R2-1-24	24 X 30	5	12.5		1	1														
		2 41	RT	R2-1-24	24 X 30	5	12.5		1	1														
TOTALS CARRIED TO GENERAL SUMMARY						132	249	1	29	30	0	38												

MAH-170 SIGNING SUB-SUMMARY

MAH-170/ 617
-1.00/ 3.77

MAH-170 SIGNING SUB-SUMMARY

REF NO.	SHEET NO	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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\\Projects\25580_MAH--170-080\roadway\25580ts003.dgn

REF NO	SHEET NO	SLM	SIDE	CODE * PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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$$\frac{25}{69}$$

26
69

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REF NO	SHEET NO	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																	CALCULATED ALP	CHECKED
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN HANGER ASSEMBLY, SPAN WIRE	GROUND MOUNTED SUPPORT, NO 3 POST, AS PER PLAN												
						SQ. FT.	FT.	EACH	EACH	EACH	EACH	FT												
	46	8.67	LT	R1-1-30	30 X 30	6.25			1	1		12												
		8.67	LT	R2-1-24	24 X 30	5	12.5		1	1														
		8.78	LT	I-H14-48	48 X 30	10	12.5/12.5		1	2														
	47	8.81	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		8.84	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
		8.86	LT	R2-1-24	24 X 30				1	1														
			LT	PRIVATE					1															
		8.90	RT	R2-1-24	24 X 30	5	12.5		1	1														
		9.00	RT	D10-H4 **	12 X 12	1	9		1	1														
		9.03	LT	R2-1-24	24 X 30	5	12.5		1	1														
		9.04	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.04	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.12	RT	R2-1-24	24 X 30	5	12.5		1	1														
		9.14	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.23	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.33	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.35	LT	R2-1-24	24 X 30	5	12.5		1	1														
		9.39	LT	PRIVATE					2	1														
		9.42	RT	I-H2E-40	40 X 20	5.56	12/12		1	2														
			RT	PRIVATE					2															
		9.49	RT	M1-5-24-3					1	1														
		9.50	LT	M3-3-24	12 X 24	2	13			1														
			LT	M1-5-24-3	24 X 30	5			1															
		9.53	RT	M3-1-24	12 X 24	2		1																
			RT	M1-5-24-3	24 X 30	5		1																
		9.53	LT	R3-H8BB-30	24 X 30	5	12.5		1	1														
		9.55	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.61	RT	S1-1-30 #	30 X 30	6.25	13		1	1														
			RT	W16-9P-24 #	12 X 24	2			1															
		9.62	RT	R1-1-30	30 X 30	6.25			1	1		12.5												
TOTALS CARRIED TO GENERAL SUMMARY						132	159	2	29	26	0	125												

MAH-170 SIGNING SUB-SUMMARY

MAH-170/617
-1.00/3.77

I:\Projects\25580_MAH-170-0 80\roadway\25580ts003.dgn 10-JAN-2007 2:33PM ishevetz

REF NO.	SHEET NO.	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN **DOUBLE SIDED	SIZE (INCHES)	630																	CALCULATED ALP	CHECKED
						SIGNS FLATSHEET	GROUND MOUNTED SUPPORT, NO 3 POST	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN HANGER ASSEMBLY, SPAN WIRE	GROUND MOUNTED SUPPORT, NO.3 POST, AS PER PLAN												
						SQ. FT.	FT.	EACH	EACH	EACH	EACH	FT												
	47	9 67	LT	S1-1-30 #	30 X 30	6 25	13																	
			LT	W16-7PL-24 #	12 X 24	2																		
		9 67	RT	S1-1-30 #	30 X 30	6 25	13		1	1														
			RT	W16-7PL-24 #	12 X 24	2																		
		9 73	LT	R1-1-30	30 X 30	6 25			1	1		12 5												
		9.80	LT	S1-1-30 #	30 x 30	6.25	13		1	1														
			LT	W16-9P-24 #	12 X 24	2			1															
		9 82	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		9.84	RT	PRIVATE					4															
	48	9 91	RT	W11-8-30	30 X 30	6.25	12.5		1	1														
		9.93	LT	M3-3-24	12 X 24	2		1	1															
			LT	M1-5-24-3	24 X 30	5		1	1															
		9.93	RT	M2-1-21	21 X 15	2 19		1	1															
			RT	M1-5-24-3	24 X 30	5		1	1															
		9.94	LT	W4-2R-30	30 X 30	6.25	12.5		1	1														
		9 95	RT	R3-H8BQ-42	42 X 30	8 75	12 5																	
		9 96	LT	M4-12-24	12 X 24	2			1															
			LT	M1-5-24-3	24 X 30	5			1															
			LT	M1-5-24-3	24 X 30	5			1															
			LT	M6-4-21	21 X 15	2 19			1															
		9.97	RT	M1-5-24-3	24 X 30	5		1	1															
			RT	M6-1-21	21 X 15	2 19		1	1															
			RT	M2-H7-66					1															
			RT	M2-H8-66	66 X 36	16 5		1																
		10.01	LT	M3-3-24	12 X 24	2	14.25		1	1														
			LT	M1-5-24-3	24 X 30	5			1															
			LT	M6-3-21	21 X 15	2.19			1															
		10.06	RT	M3-1-24	12 X 24	2	13		1	1														
			RT	M1-5-24-3	24 X 30	5			1															
		10.07	LT	R3-5L-30	24 X 30	5					1													
			LT	R3-6R-30	24 X 30	5					1													
		10.09	LT	W1-8-18	18 X 24	3		1	1															
		10 10	LT	R1-1-30	30 X 30	6.25			1	1		12.5												
		10.12	LT	M2-1-21	21 X 15	2 19		1	1															
			LT	M1-4-24-3	24 X 30	5		1	1															
		10.17	LT	R1-1-30	30 X 30	6.25			1	1		12 5												
TOTALS CARRIED TO GENERAL SUMMARY						160	104	10	32	10	2	50												

MAH-170 SIGNING SUB-SUMMARY

MAH-170/617
-1.00/3.77

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29 69 MAH-170/ 617 -1.00/ 3.77	MAH-170 SIGNING SUB-SUMMARY	<table style="width: 100%; border-collapse: collapse;"><tr><td style="width: 50%; text-align: center;">CALCULATED</td><td style="width: 50%;"></td></tr><tr><td style="text-align: center;">ALP</td><td></td></tr><tr><td style="text-align: center;">CHECKED</td><td></td></tr></table>	CALCULATED		ALP		CHECKED	
CALCULATED								
ALP								
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CALCULATED	ALP	CHECKED
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10-JAN-2007 2 38PM

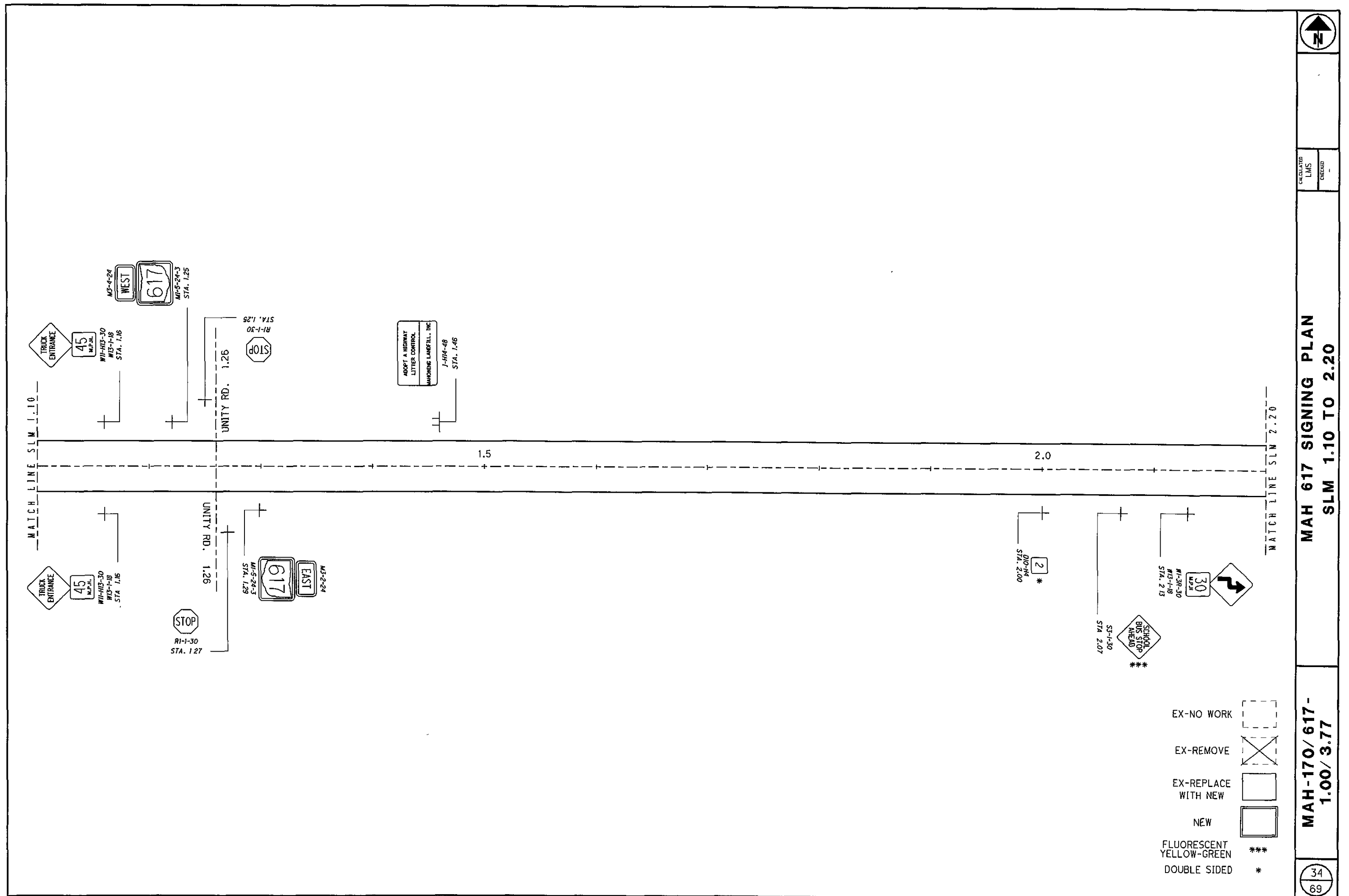
**МАН-170/617-
1.00/3.77**

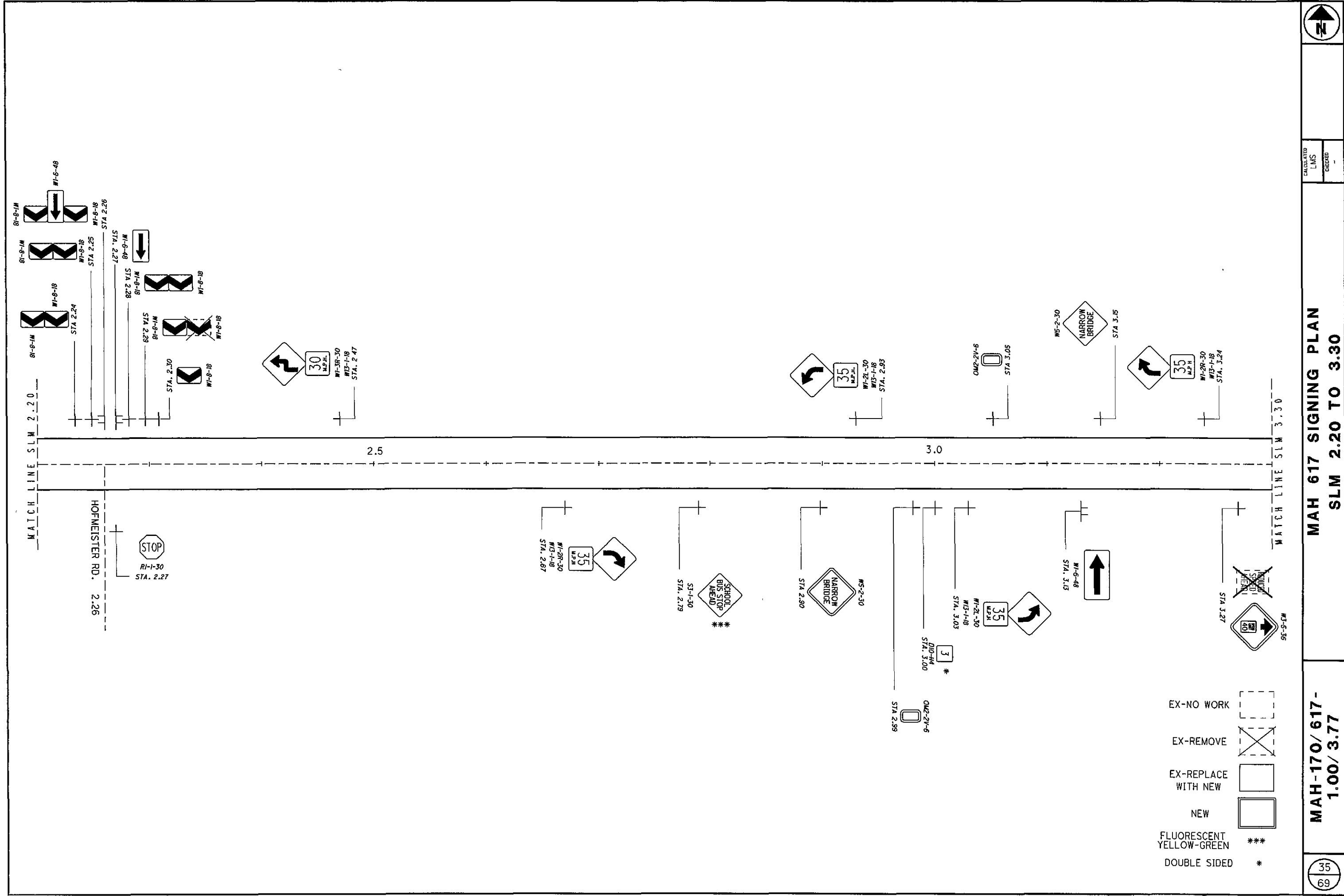
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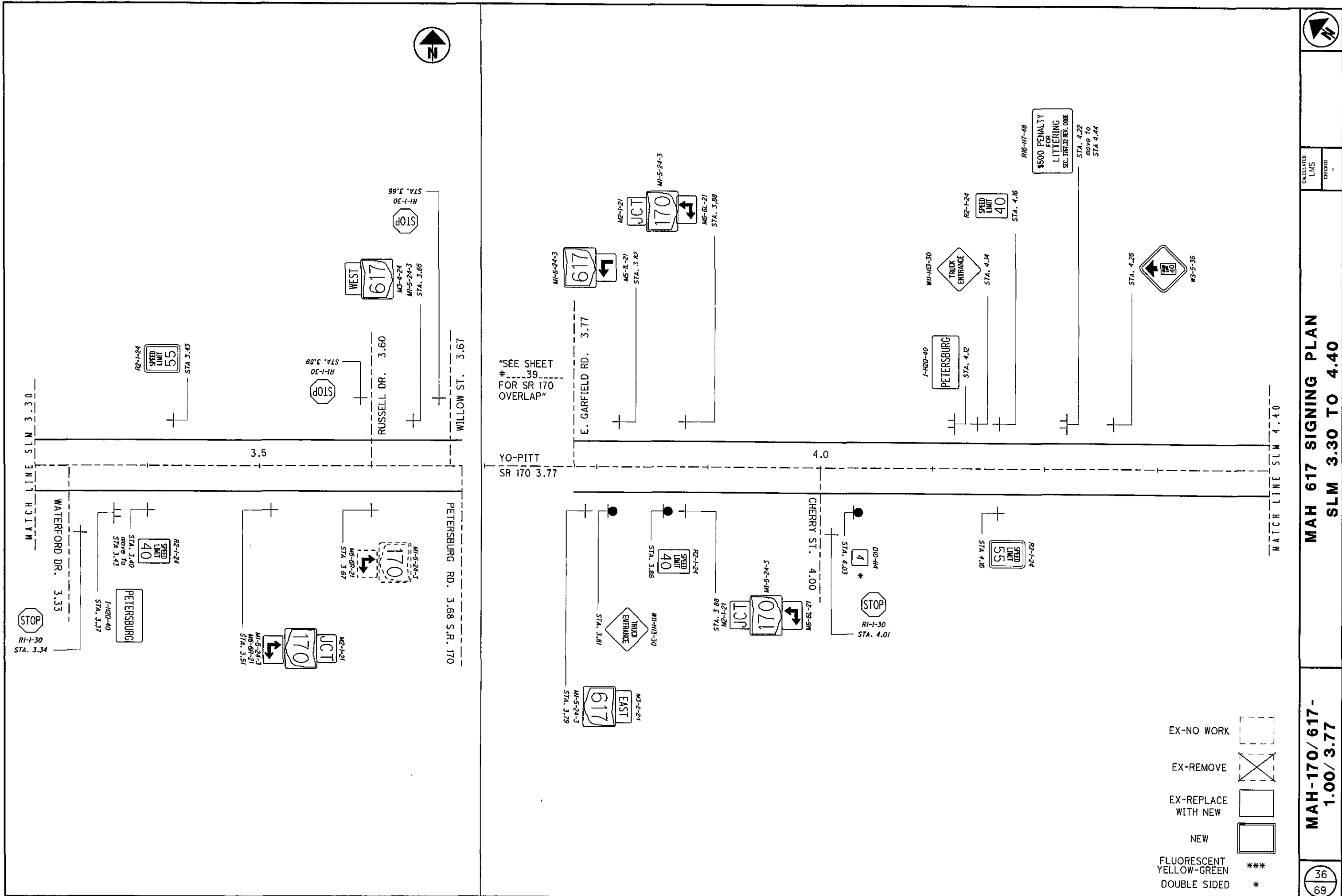
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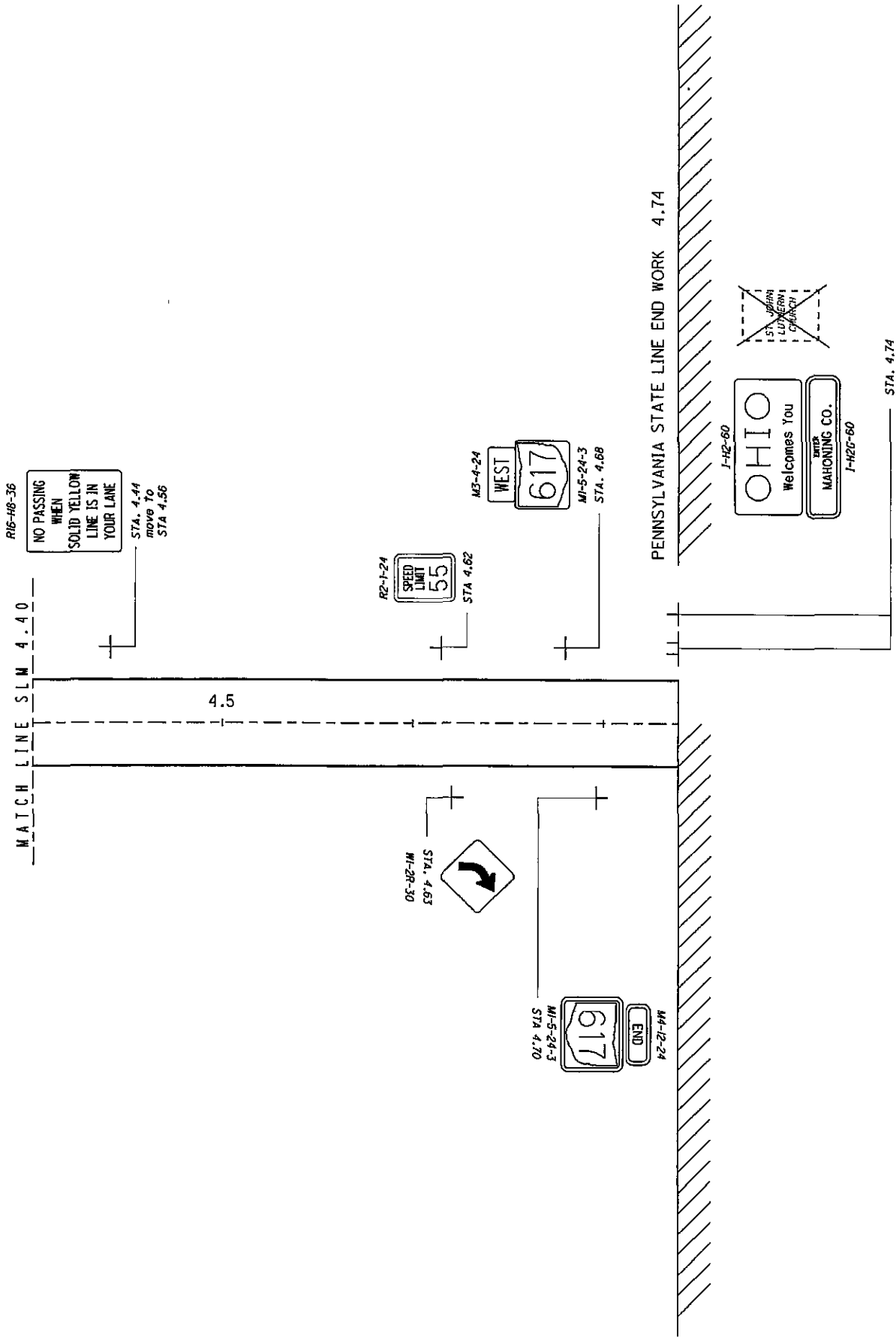
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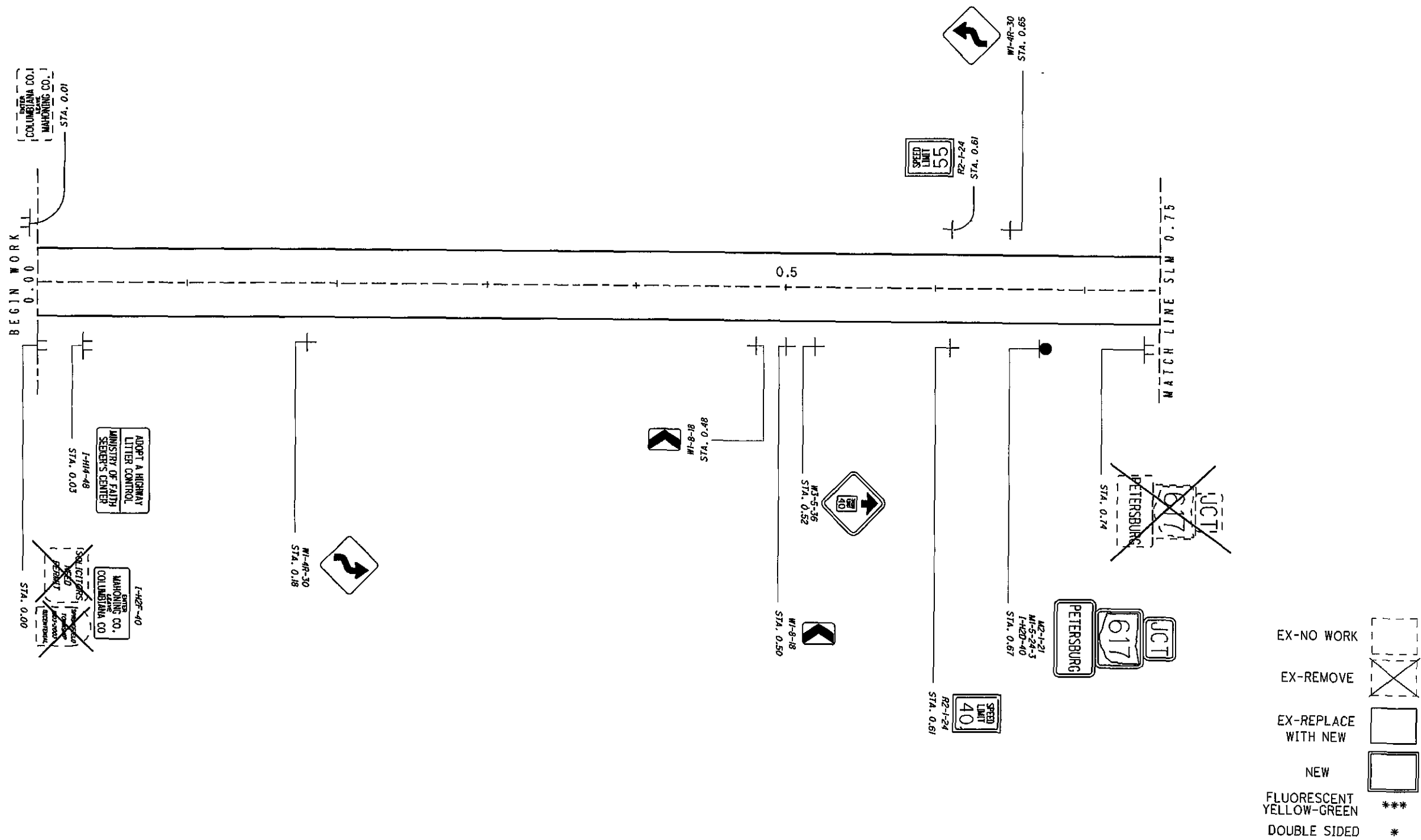


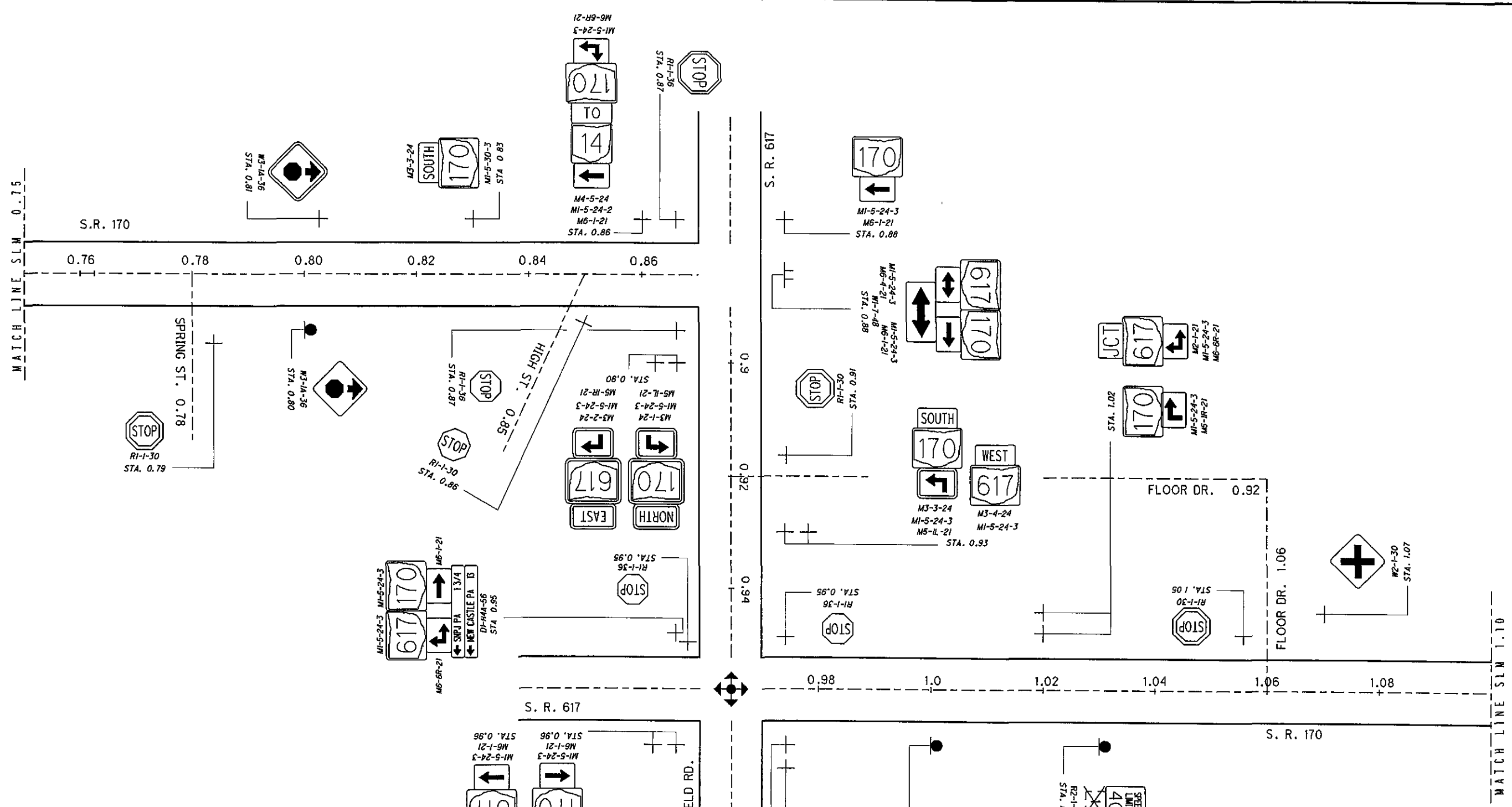


EX-NO WORK	
EX-REMOVE	
EX-REPLACE WITH NEW	
NEW	
FLUORESCENT YELLOW-GREEN	***
DOUBLE SIDED	*

MAH 170 SIGNING PLAN
SLM 0.00 TO 0.75

**МАН-170/ 617 -
1.00/ 3.77**





- EX-NO WORK
- EX-REMOVE
- EX-REPLACE WITH NEW
- NEW
- FLUORESCENT YELLOW-GREEN ***
- DOUBLE SIDED *



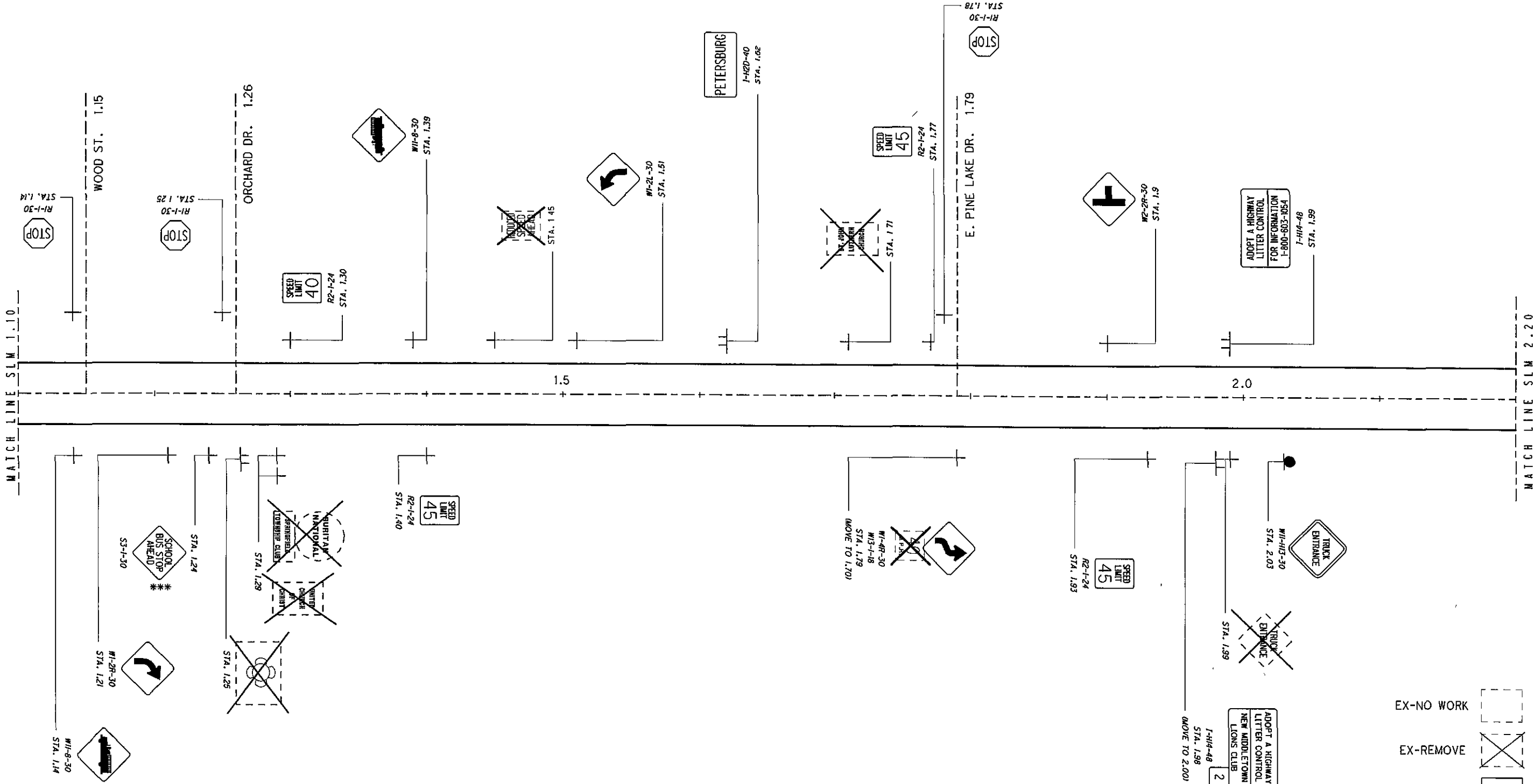
CALCULATED
LIMS

DECIDED

MAH 170 SIGNING PLAN
SLM 1.10 TO 2.20

MAH-170/617-
1.00/3.77

- EX-NO WORK
- EX-REMOVE
- EX-REPLACE WITH NEW
- NEW
- FLUORESCENT YELLOW-GREEN ***
- DOUBLE SIDED *





CALCULATED
LMS
CHECKED

MAH 170 SIGNING PLAN
SLM 2.20 TO 3.30

MAH-170/617-
1.00/3.77

- | | |
|---------------------|--|
| EX-NO WORK | |
| EX-REMOVE | |
| EX-REPLACE WITH NEW | |
| NEW | |
- FLUORESCENT YELLOW-GREEN ***
DOUBLE SIDED *



E. SOUTH RANGE RD. 3.23

R2-1-24 STA. 3.25



W1-10L-30 STA. 3.06

D10-H4 STA. 3.00 *



STA. 3.03 *



W2-2L-30 STA. 2.95

R2-1-24 STA. 2.82



SPRINGRIDGE DR. 2.85

R2-1-24 STA. 2.90



W1-1H5-30 STA. 2.41

R2-1-24 STA. 2.36



W1-4R-30 STA. 2.23

MATCH LINE SLM 2.20

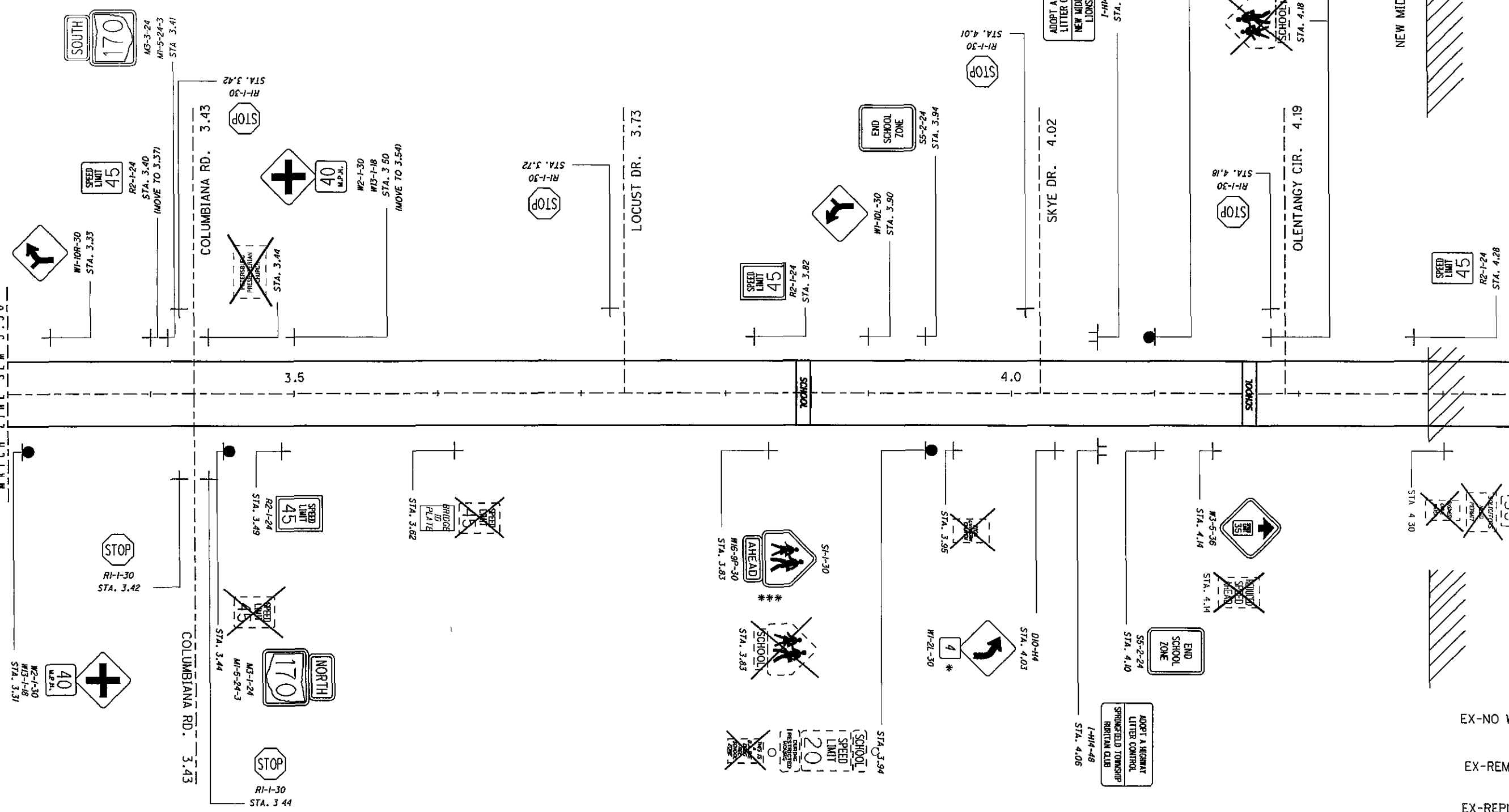
MATCH LINE SLM 3.30

2.5

3.0

MATCH LINE SLM 3.30

MATCH LINE SLM 4.40



EX-NO WORK	
EX-REMOVE	
EX-REPLACE WITH NEW	
NEW	
FLUORESCENT YELLOW-GREEN	***
DOUBLE SIDED	*

NEW MIDDLETOWN CORP. LIMIT
4.29

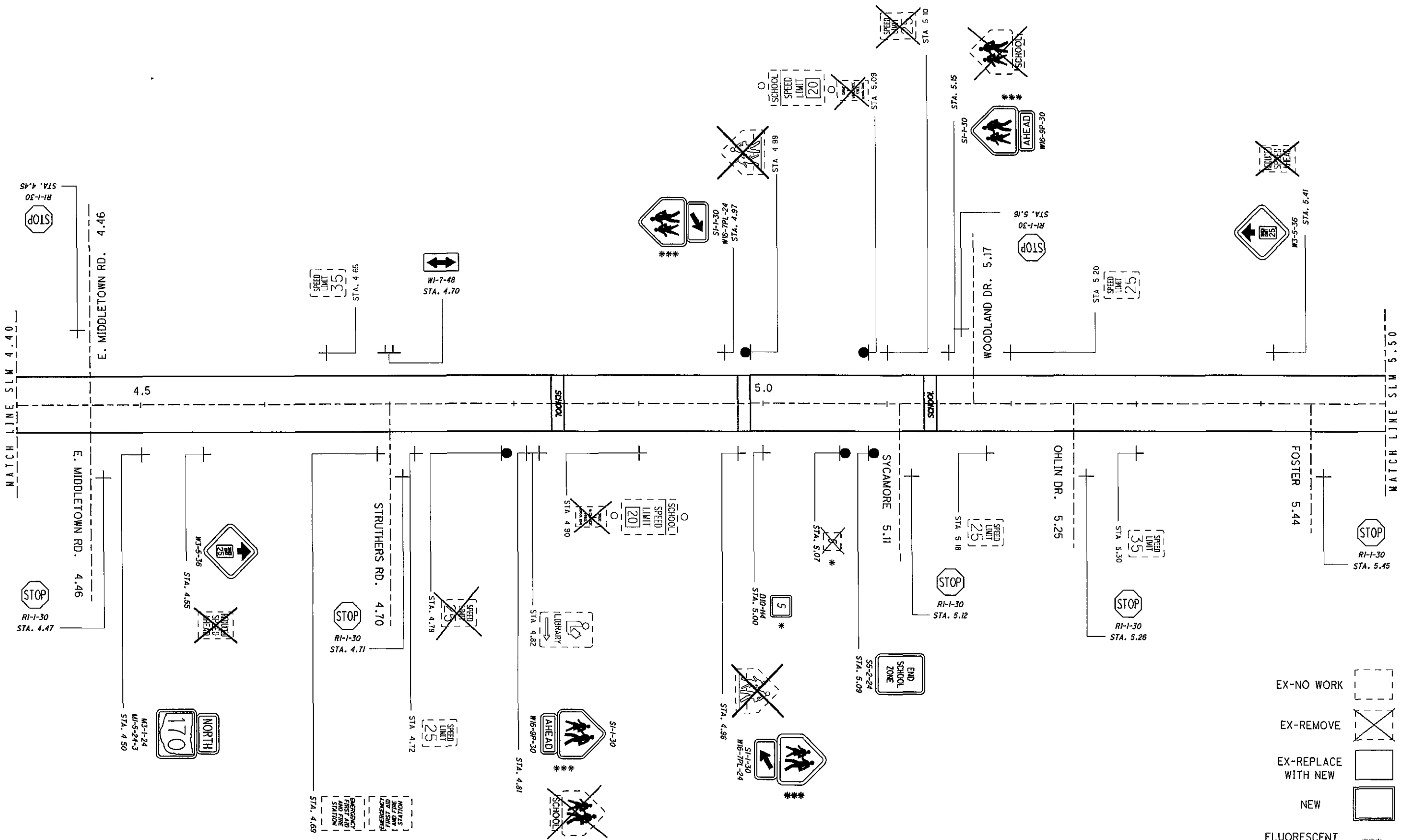


CALCULATED
LMS
CHECKED

MAH 170 SIGNING PLAN
SLM 4.40 TO 5.50

MAH-170/617 -
1.00/3.77

- EX-NO WORK
- EX-REMOVE
- EX-REPLACE WITH NEW
- NEW
- FLUORESCENT YELLOW-GREEN ***
- DOUBLE SIDED *



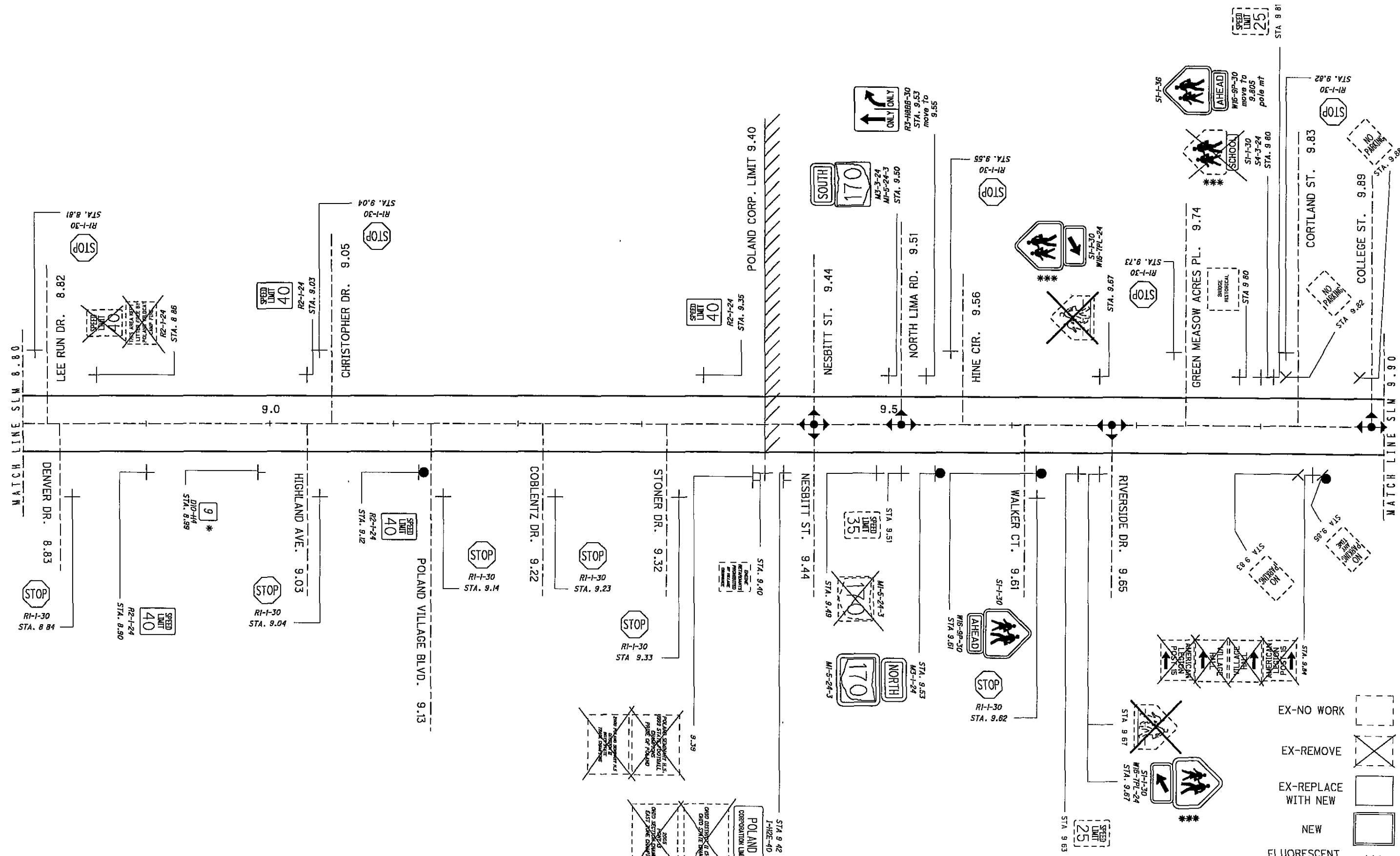


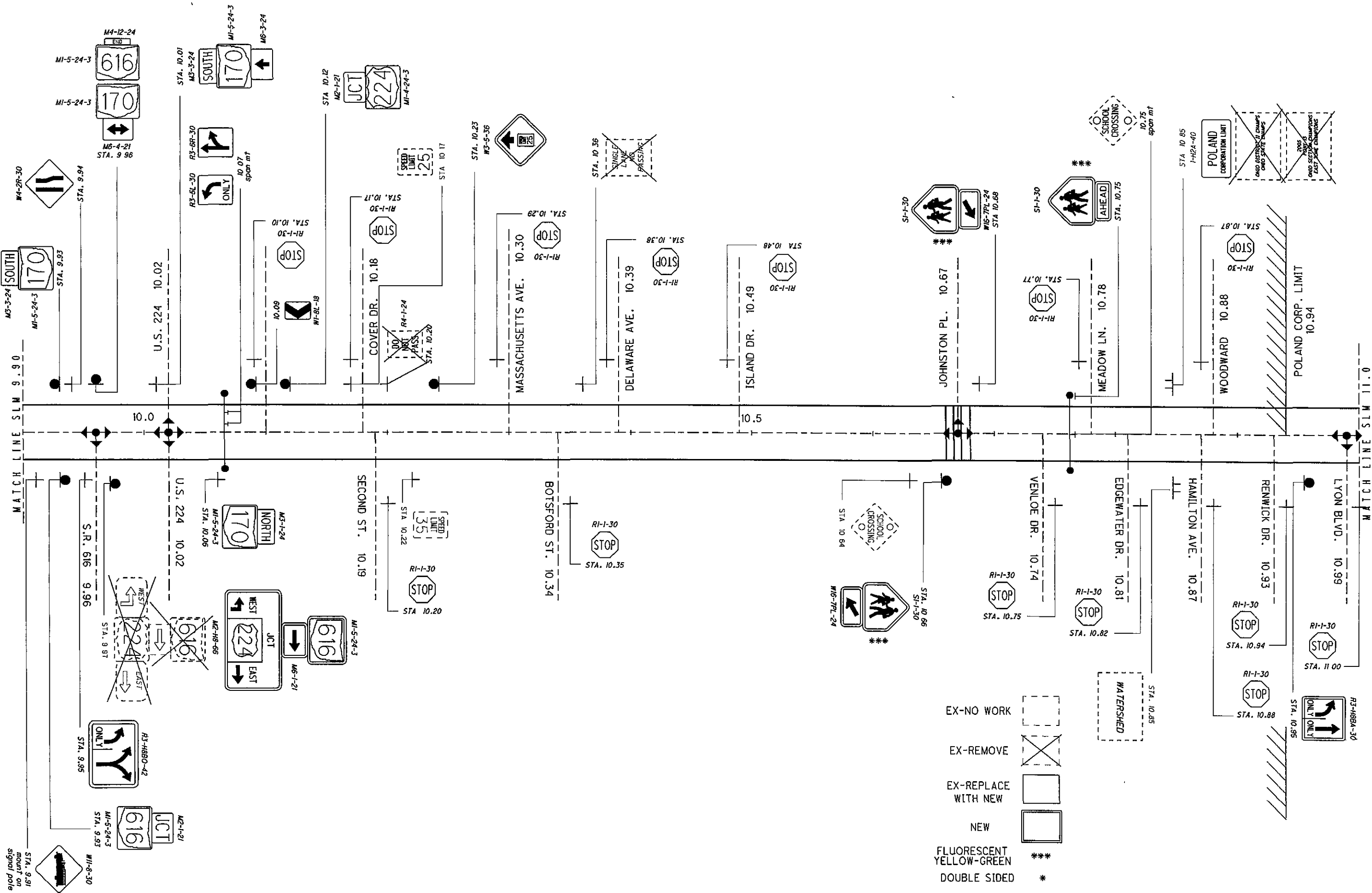
CALCULATED
LMS
CHECKED

MAH 170 SIGNING PLAN
SLM 8.80 TO 9.90

MAH-170/617 -
1.00/3.77

- EX-NO WORK ☐
- EX-REMOVE ☒
- EX-REPLACE WITH NEW ☐
- NEW ☐
- FLUORESCENT YELLOW-GREEN ***
- DOUBLE SIDED *





MAH-170/617-1.00/3.77	MAH 170 SIGNING PLAN	CALCULATED LMS
48 69	SLM 9.90 TO 11.0	CHECKED

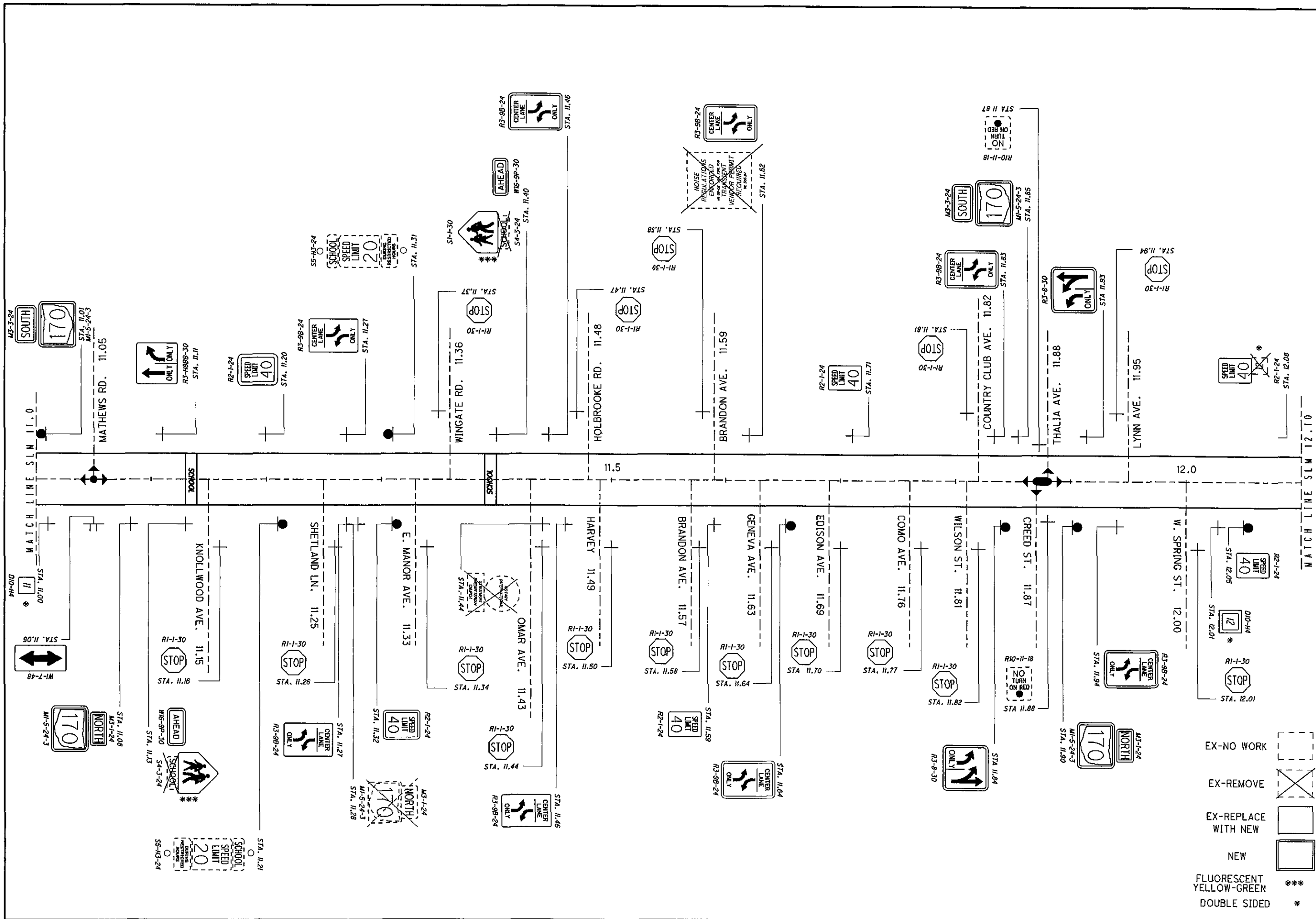


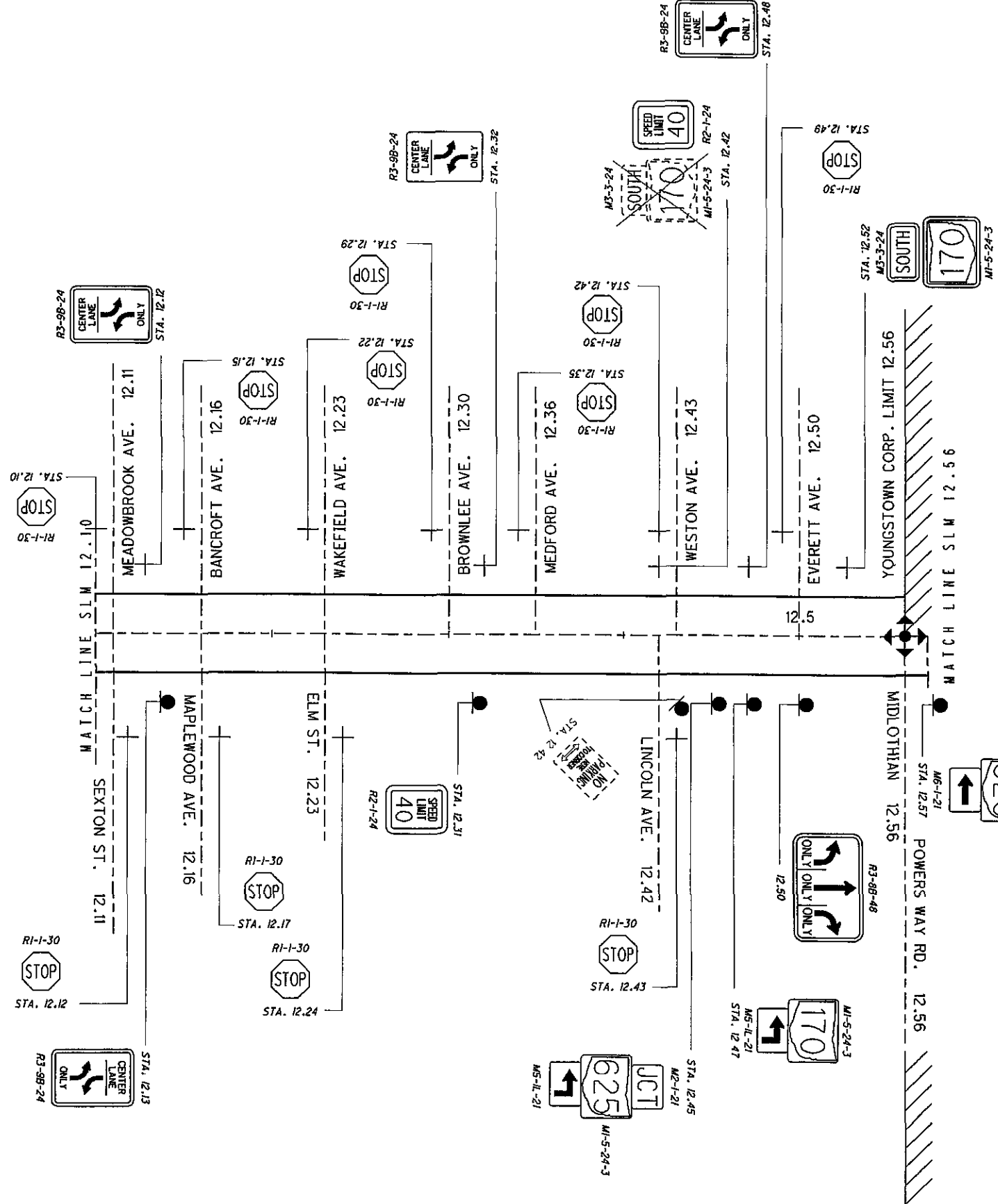
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MAH 170 SIGNING PLAN
SLM 11.0 TO 12.10

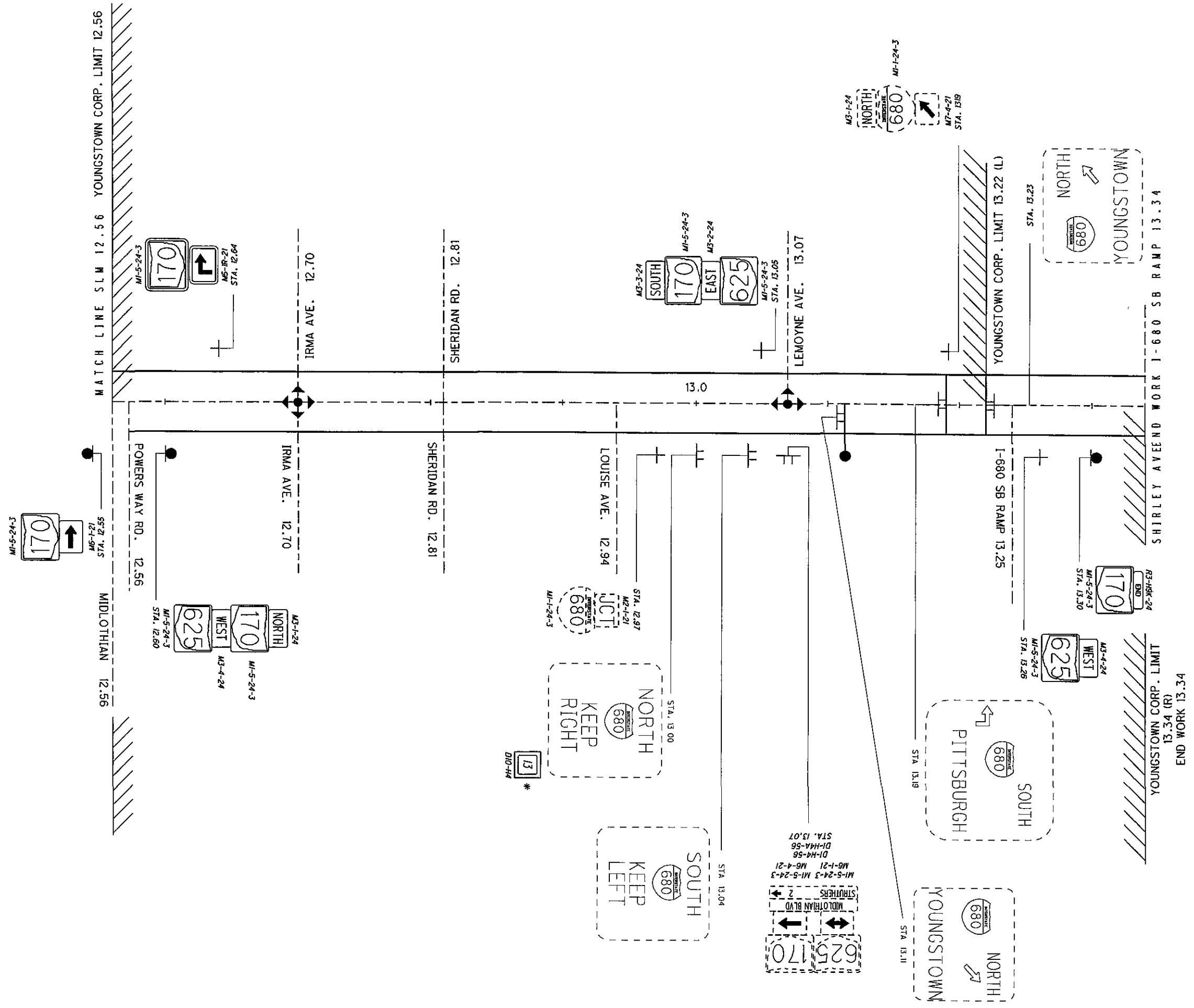
MAH-170/617 -
1.00/3.77

49
69





- EX-NO WORK
- EX-REMOVE
- EX-REPLACE WITH NEW
- NEW
- FLUORESCENT YELLOW-GREEN ***
- DOUBLE SIDED *



ON

Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 170

Total This Route = Yellow: Solid 17.461, Yellow: Dash 7.412, White: Dash _____
Equivalent Yellow 19.314.

SHEET 1 OF 2[illegible]

Yellow: Solid 1.607 Dash 0.539 Yellow: Solid 1.259 Dash 0.516 Yellow: Solid 1.976 Dash —

TOTAL YELLOW THIS PAGE: SOLID 4B42, DASH 0.854, EQUIVALENT LINE 5.056

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 170

Total This Route *Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____ (5.997)

SHEET 4 OF 2

[illegible]

Yellow: Solid 1.215 Dash 0.603 Yellow: Solid 0.476 Dash 1.030 Yellow: Solid 1.072 Dash 0.744

TOTAL YELLOW THIS PAGE: SOLID 2.763, DASH 2.346, EQUIVALENT LINE 3.350

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 170

SHEET 3 OF 5

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____

	MM-7 (6.996)		MM-8 (7.964)		MM-9 (8.950)
		THUNDERBOLT DR			
.90	(6.927)				
.80					
.70					
.60	(6.602)				
.50	(6.532)				
.40					
.30	(6.304)				
.20					
.10	(6.128)				
6.00					

Yellow: Solid 1.026 Dash 0.818 Yellow: Solid 1.820 Dash — Yellow: Solid 1.657 Dash 0.832

TOTAL YELLOW THIS PAGE: SOLID 4.543, DASH 1.648, EQUIVALENT LINE 4.975

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 170

SHEET 4 OF 5

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____

			LYONS BLVD (10.959)		
		US 224 (9.926)			
.90		SR 616			
.80					
.70					
.60					
.50					
.40					
.30					
.20					
.10					
9.00					

Yellow: Solid 1.674 Dash — Yellow: Solid 1.808 Dash — Yellow: Solid 1.712 Dash 1.678

TOTAL YELLOW THIS PAGE: SOLID 5.200, DASH 1.678, EQUIVALENT LINE 5.620

* SEE AUXILIARY PAVEMENT MARKING DETAIL

PAVEMENT MARKING

MAH-170/617 -
1.00/3.77

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 170

SHEET 5 OF 6

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____

.90			.90		
.80			.80		
.70			.70		
.60			.60		
.50			.50		
EVERETT AVE (12.443)		LOVELAND RD (12.509) RD MIDLOTHIAN BLVD (12.469)			
.40			.40		
(12.577)		LINCOLN AVE (12.365) AVE			
WESTON AVE					
.30 (12.310)			.30		
MEDFORD AVE (12.244)					
BROWNLEE AVE		ELM ST (12.177)			
.20 AVE			.20		
WAKEFIELD AVE		MADEWOOD AVE (12.110)			
.10			.10		
BANCROFT AVE					
		(12.015)			
MEADOWBROOK ST (12.000)		SEXTON ST	.00		

Yellow: Solid 0.878 Dash 0.886 Yellow: Solid _____ Dash _____ Yellow: Solid _____ Dash _____
TOTAL YELLOW THIS PAGE: SOLID 0.878, DASH 0.886, EQUIVALENT LINE 1.00

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 617

SHEET 2 OF 2

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____

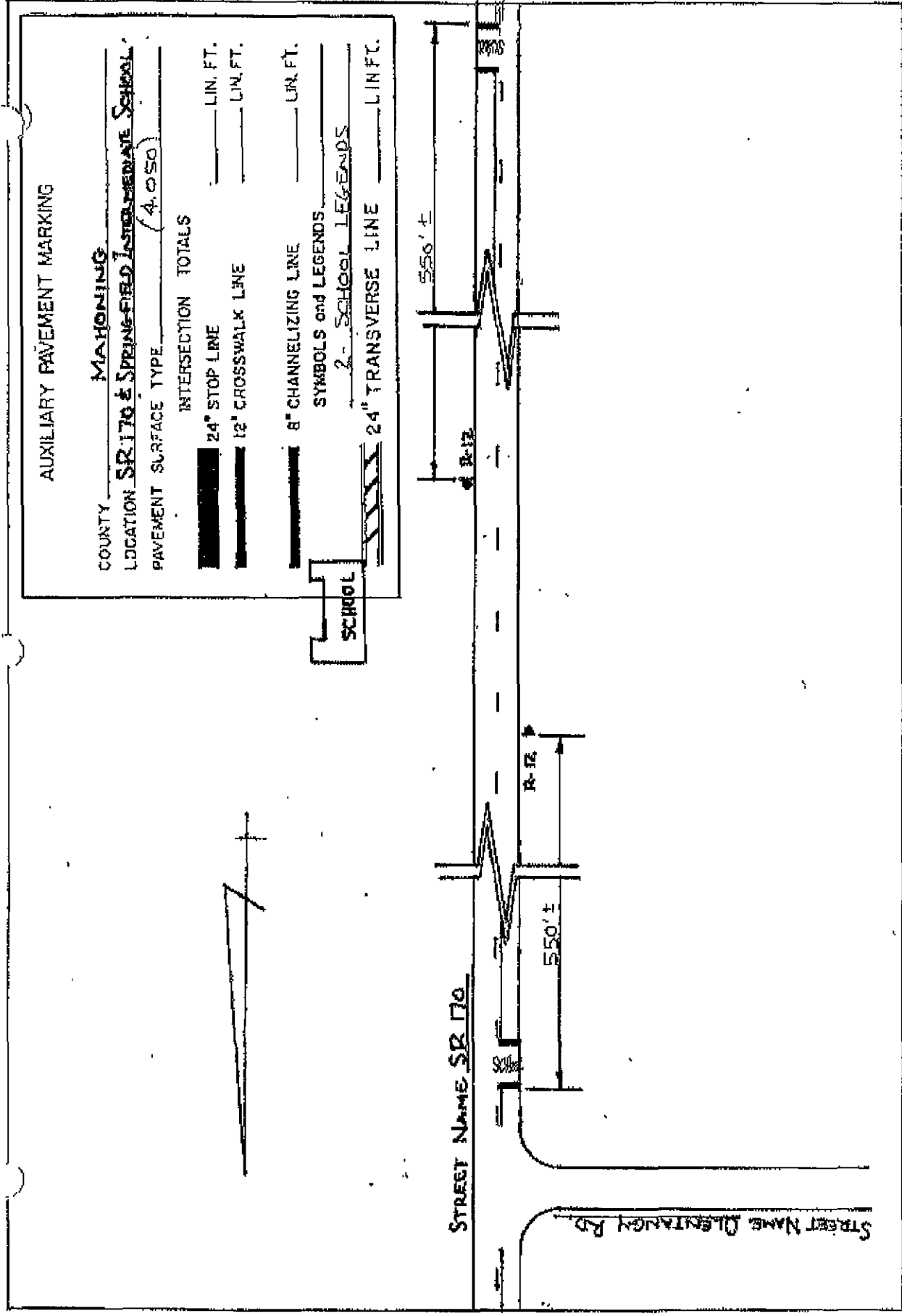
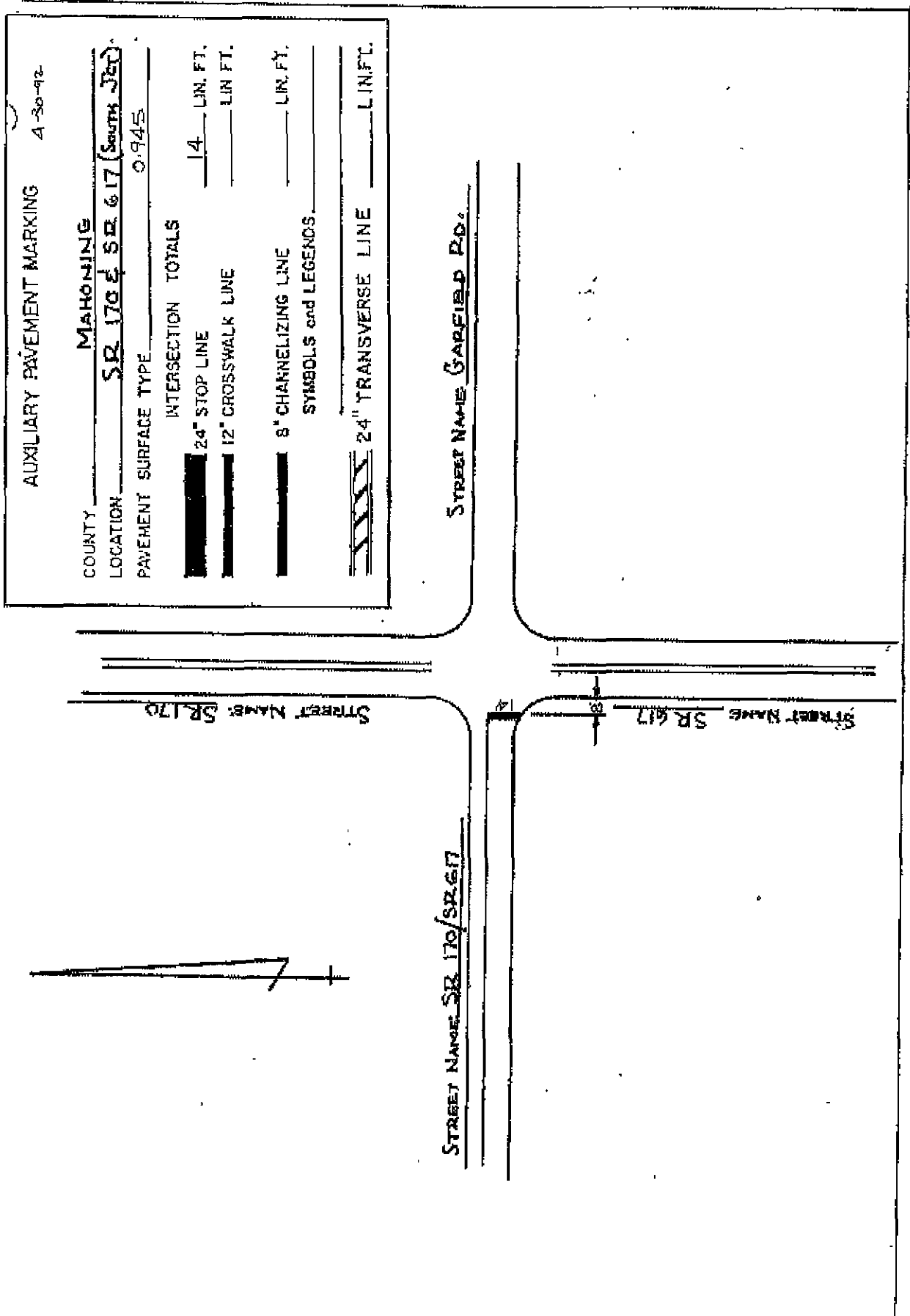
.90			.90		
.80			.80		
SR 170 (12.746)		STATE LINE (12.747)			
.70			.70		
(12.661)					
HILLOW DR.		(12.677)			
.60			.60		
(12.587)					
RUSSELL DR.					
.50			.50		
.40			.40		
.30			.30		
.20			.20		
.10			.10		
.00			.00		

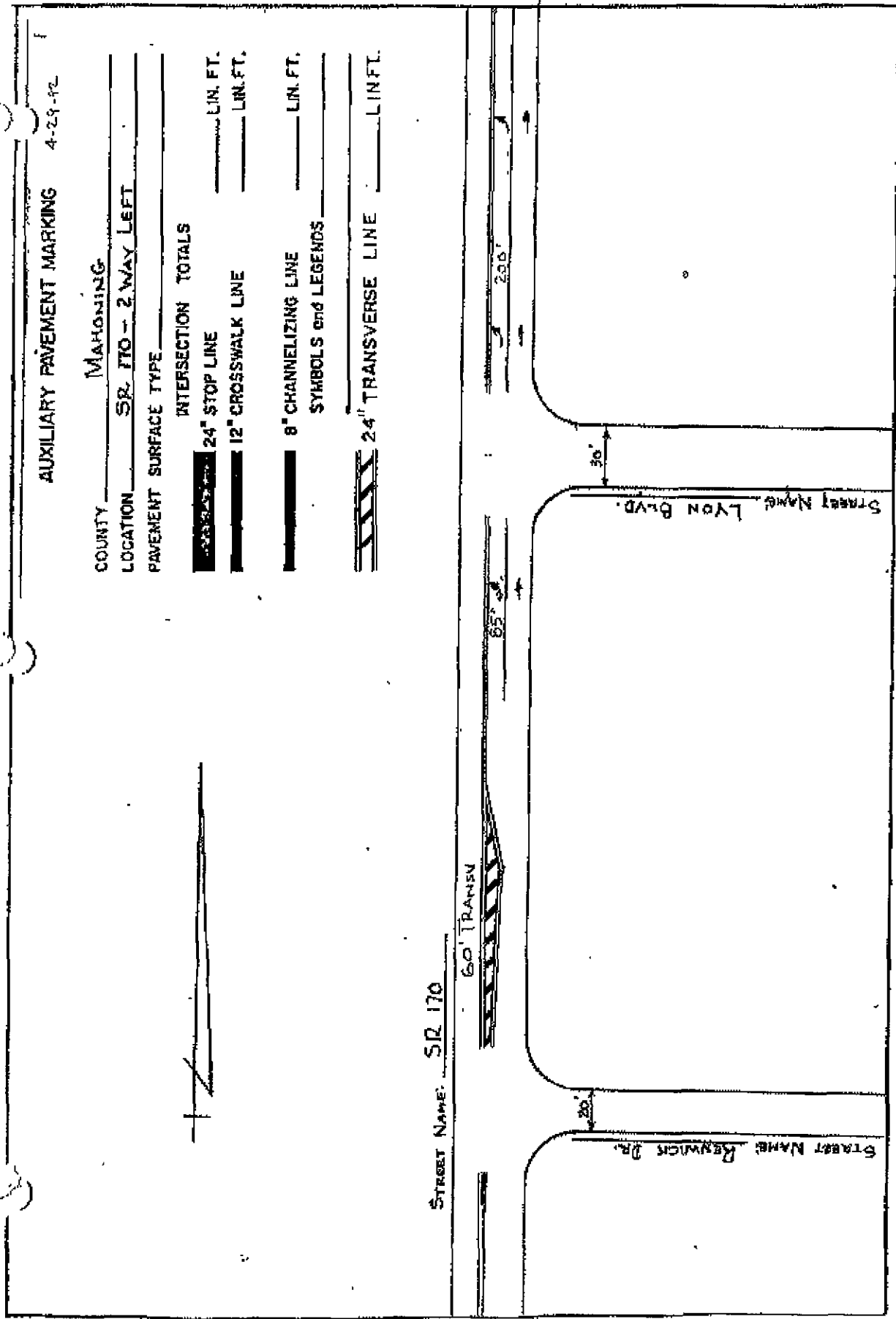
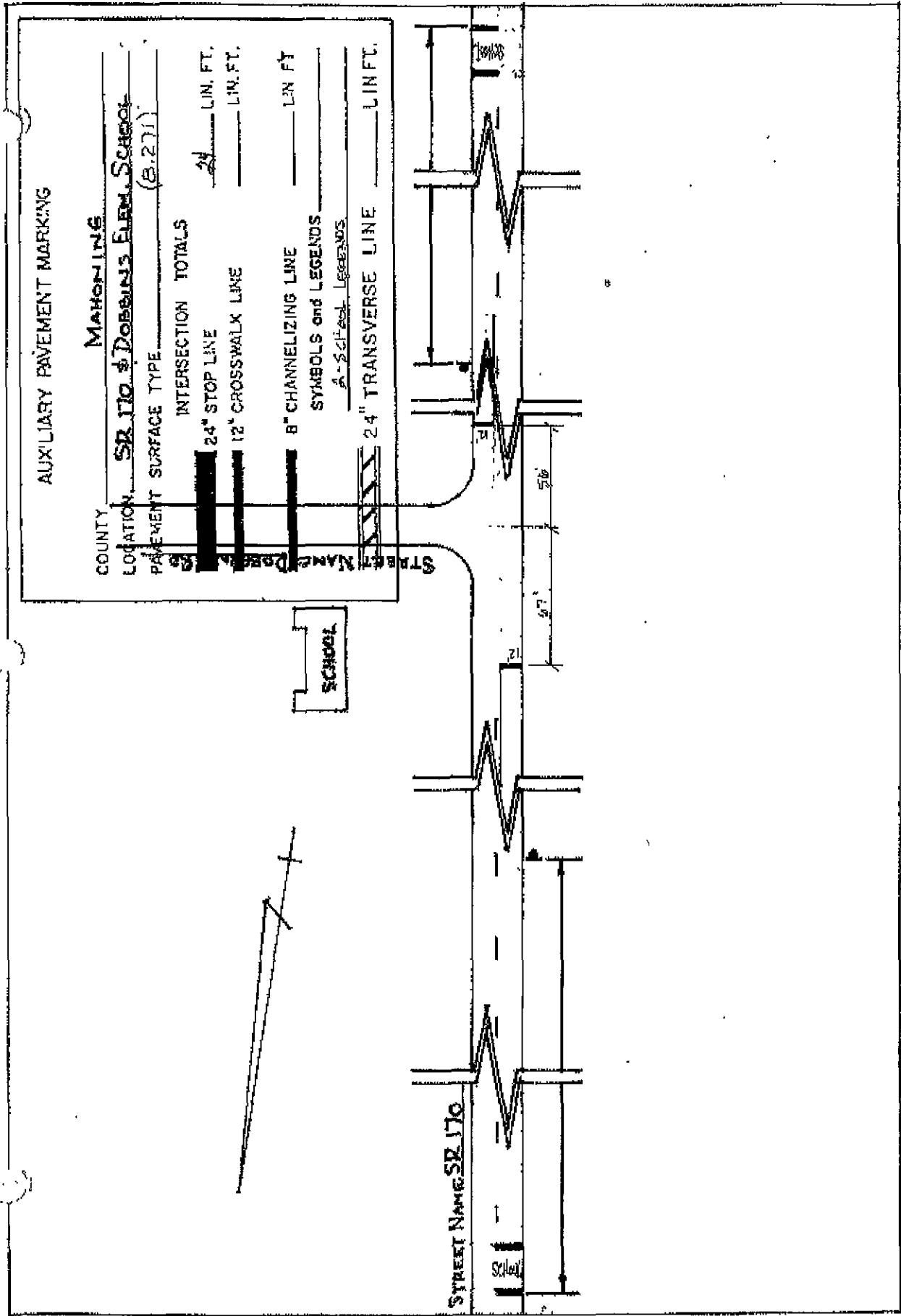
Yellow: Solid 1.722 Dash _____ Yellow: Solid 1.124 Dash 0.349 Yellow: Solid _____ Dash _____
TOTAL YELLOW THIS PAGE: SOLID 2.846, DASH 0.349, EQUIVALENT LINE 2.933

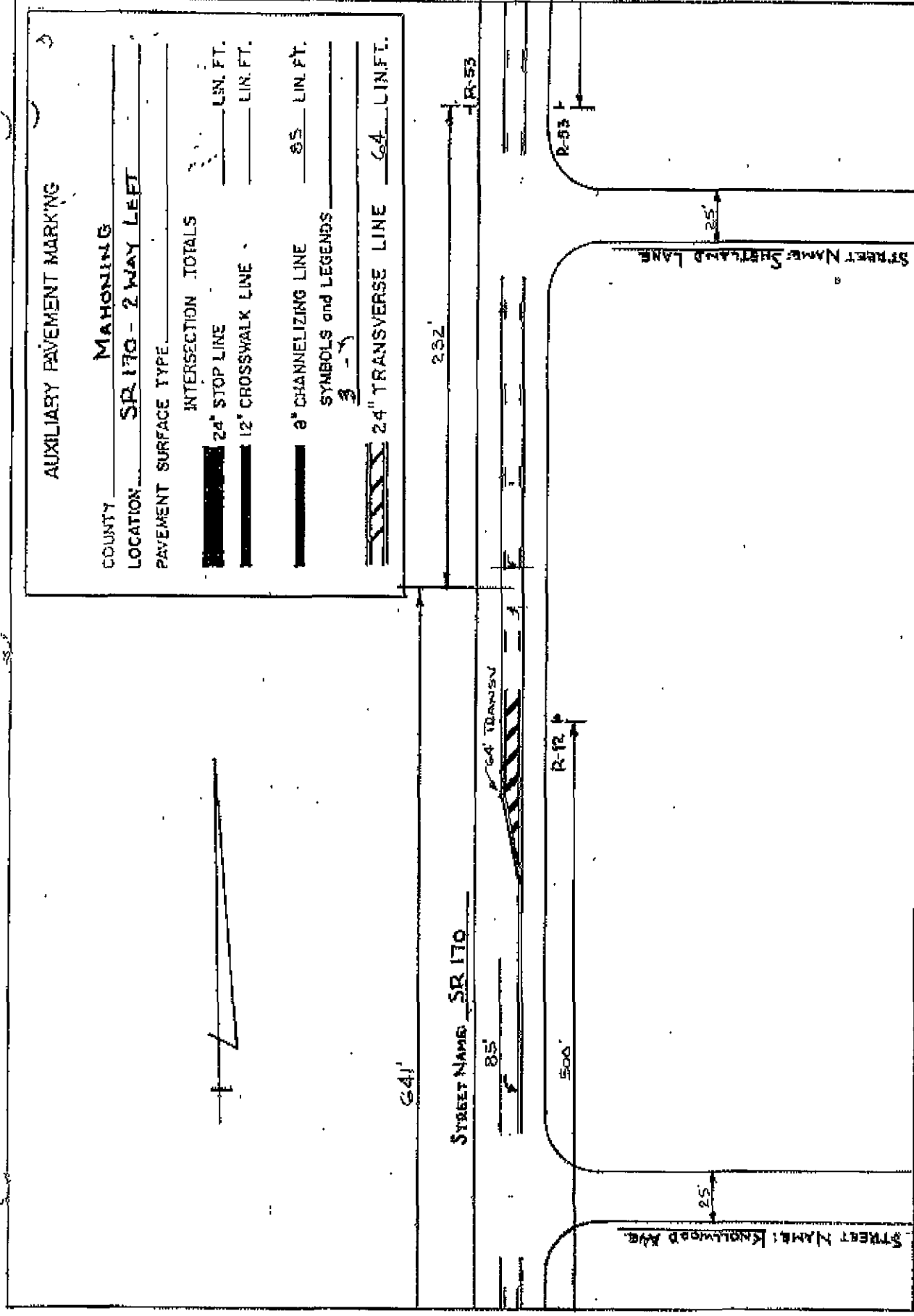
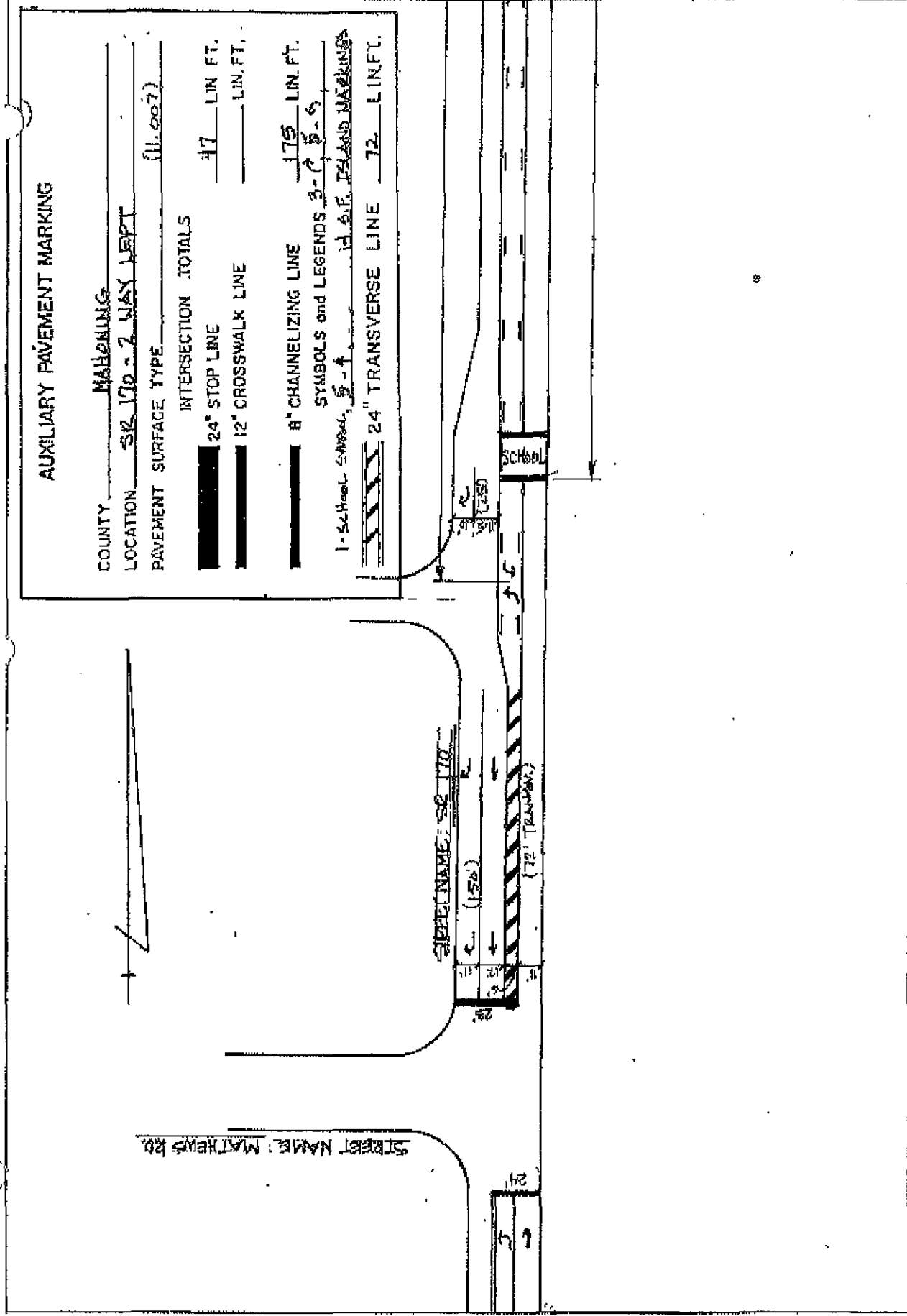
PAVEMENT MARKING

MAH-170/617-
1.00/3.77

55
69

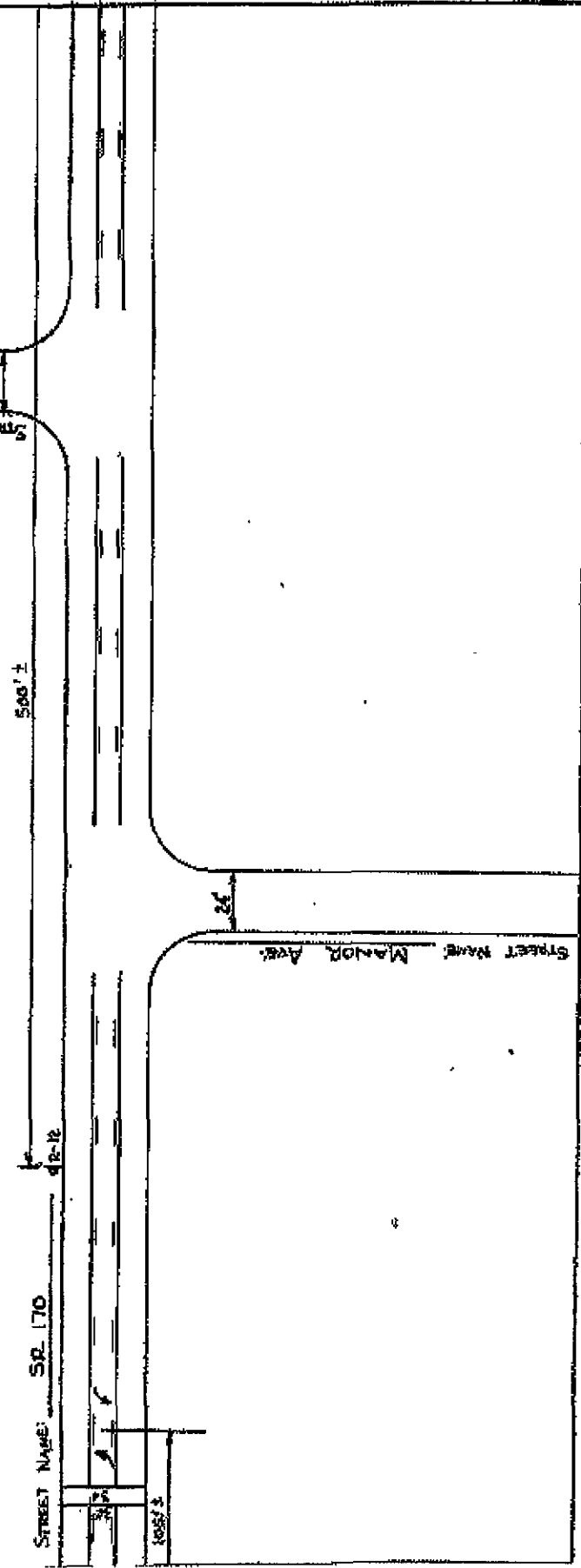






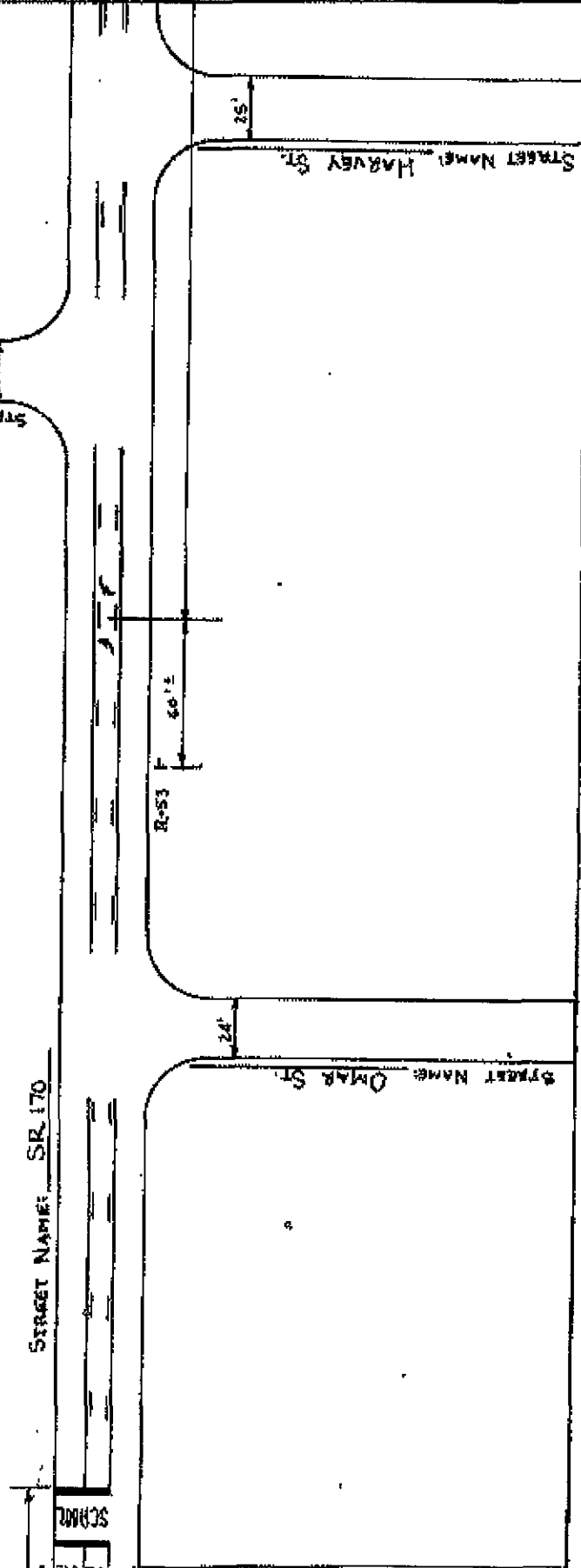
AUXILIARY PAVEMENT MARKING 4

COUNTY _____ MAHONING
LOCATION SR 170 - 2 WAY LEFT
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE _____ LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ LIN. FT.



AUXILIARY PAVEMENT MARKING 5

COUNTY _____ MAHONING
LOCATION SR 170 - 2 WAY LEFT
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE _____ LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ LIN. FT.



6

AUXILIARY PAVEMENT MARKING

COUNTY MAHONING

LOCATION SR 170 - 2 WAY LEFT

PAVEMENT SURFACE TYPE _____

INTERSECTION TOTALS

24" STOP LINE _____ LIN. FT.

12" CROSSWALK LINE _____ LIN. FT.

8" CHANNELIZING LINE _____ LIN. FT.

SYMBOLS and LEGENDS _____

24" TRANSVERSE LINE _____ LIN. FT.

STREET NAME: SR 170

STREET NAME: BRANDON AVE.

STREET NAME: GENEVA AVE.

AUXILIARY PAVEMENT MARKING

COUNTY MAHONING

LOCATION SR 170 - 2 WAY LEFT

PAVEMENT SURFACE TYPE _____

INTERSECTION TOTALS

24" STOP LINE _____ LIN. FT.

12" CROSSWALK LINE _____ LIN. FT.

8" CHANNELIZING LINE _____ LIN. FT.

SYMBOLS and LEGENDS _____

24" TRANSVERSE LINE _____ LIN. FT.

STREET NAME: SR 170

140' ±

R-53

28'

STREET NAME: EDISON AVE.

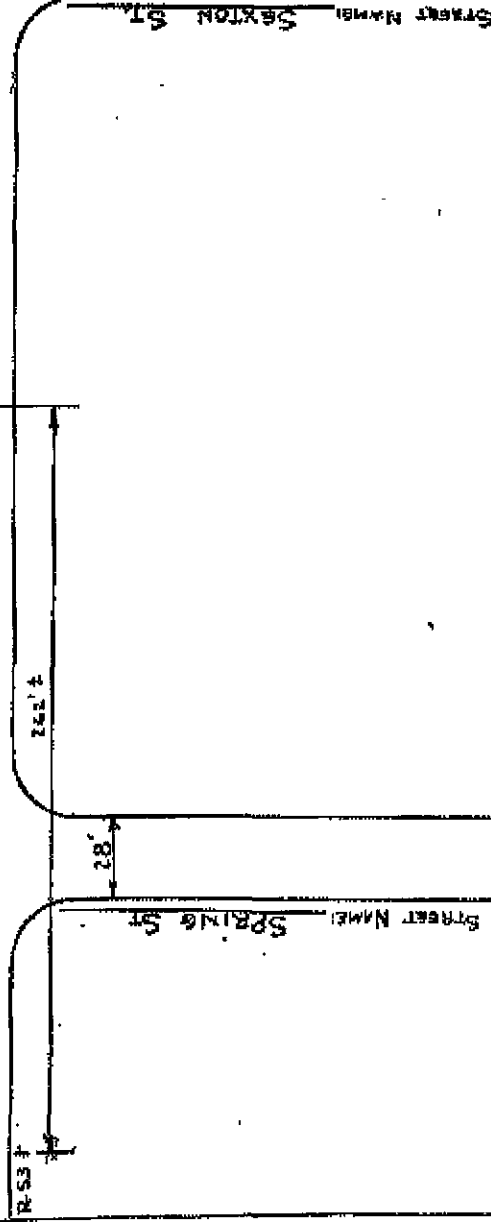
34'

AUXILIARY PAVEMENT MARKING

10

COUNTY MAHONING
LOCATION SR 170 - 2 WAY LEFT
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS
STOP LINE _____ LIN. FT.
CROSSWALK LINE _____ LIN. FT.
CHANNELIZING LINE _____ LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ LIN. FT.

STREET NAME: SR 170

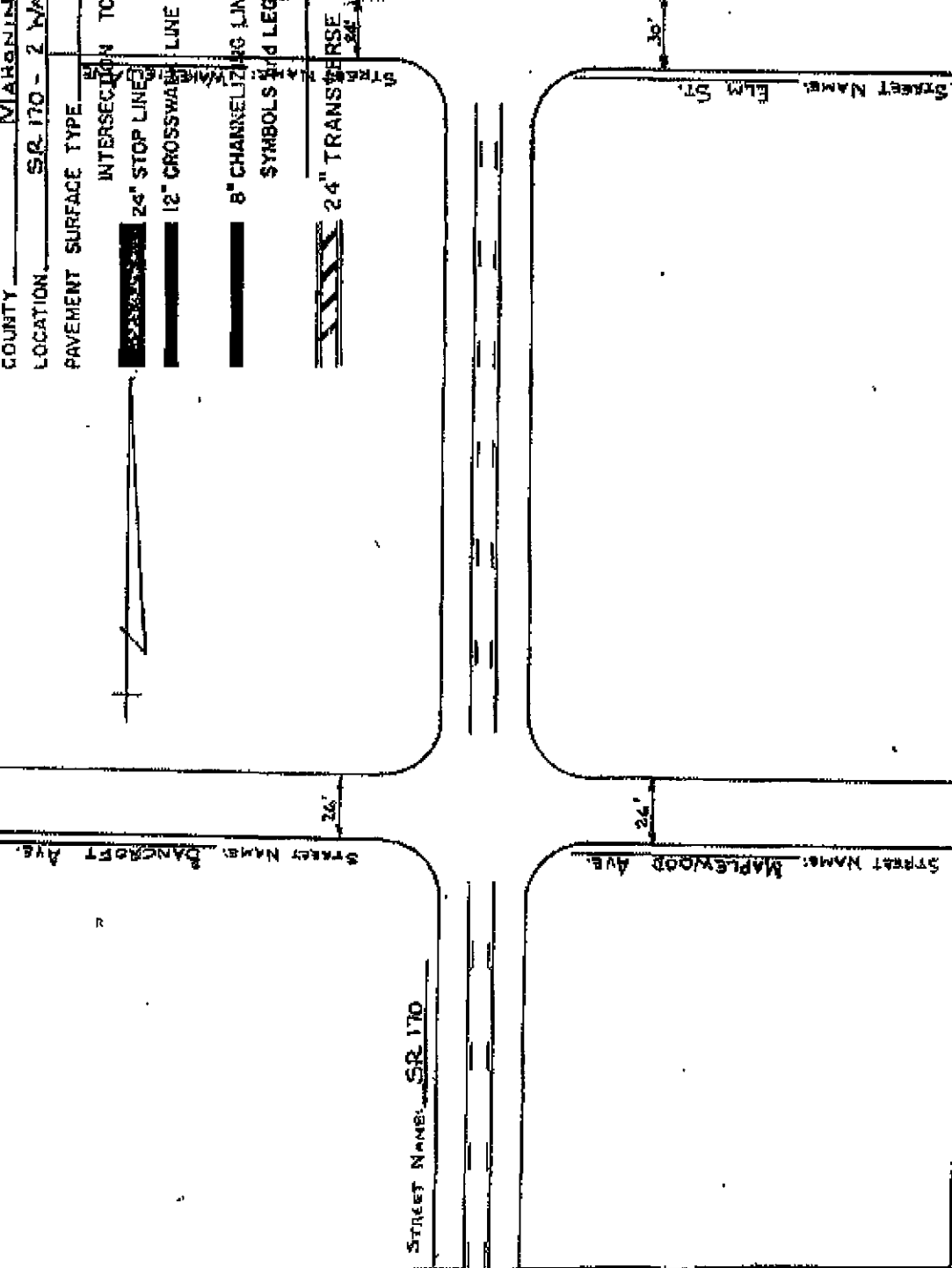


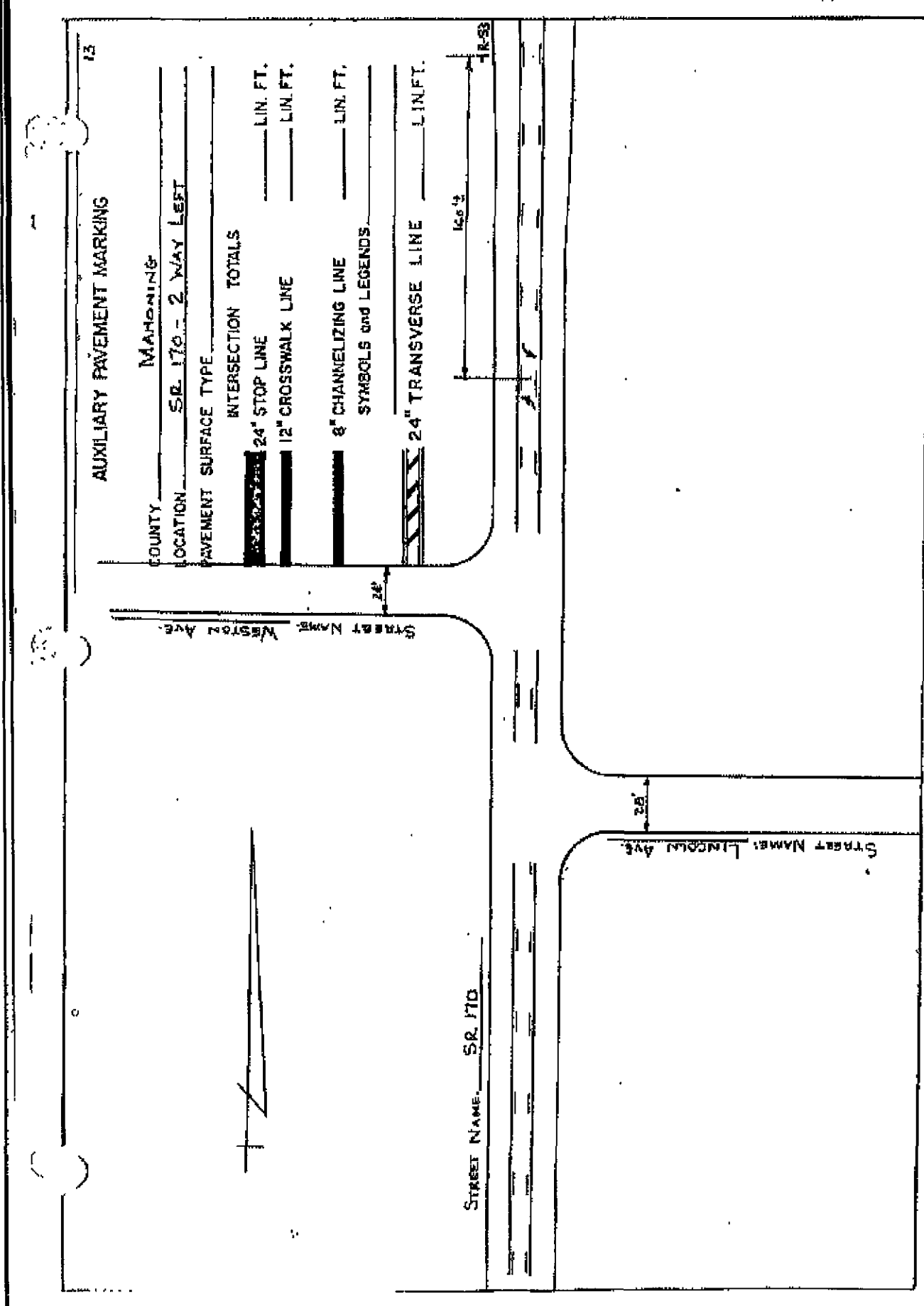
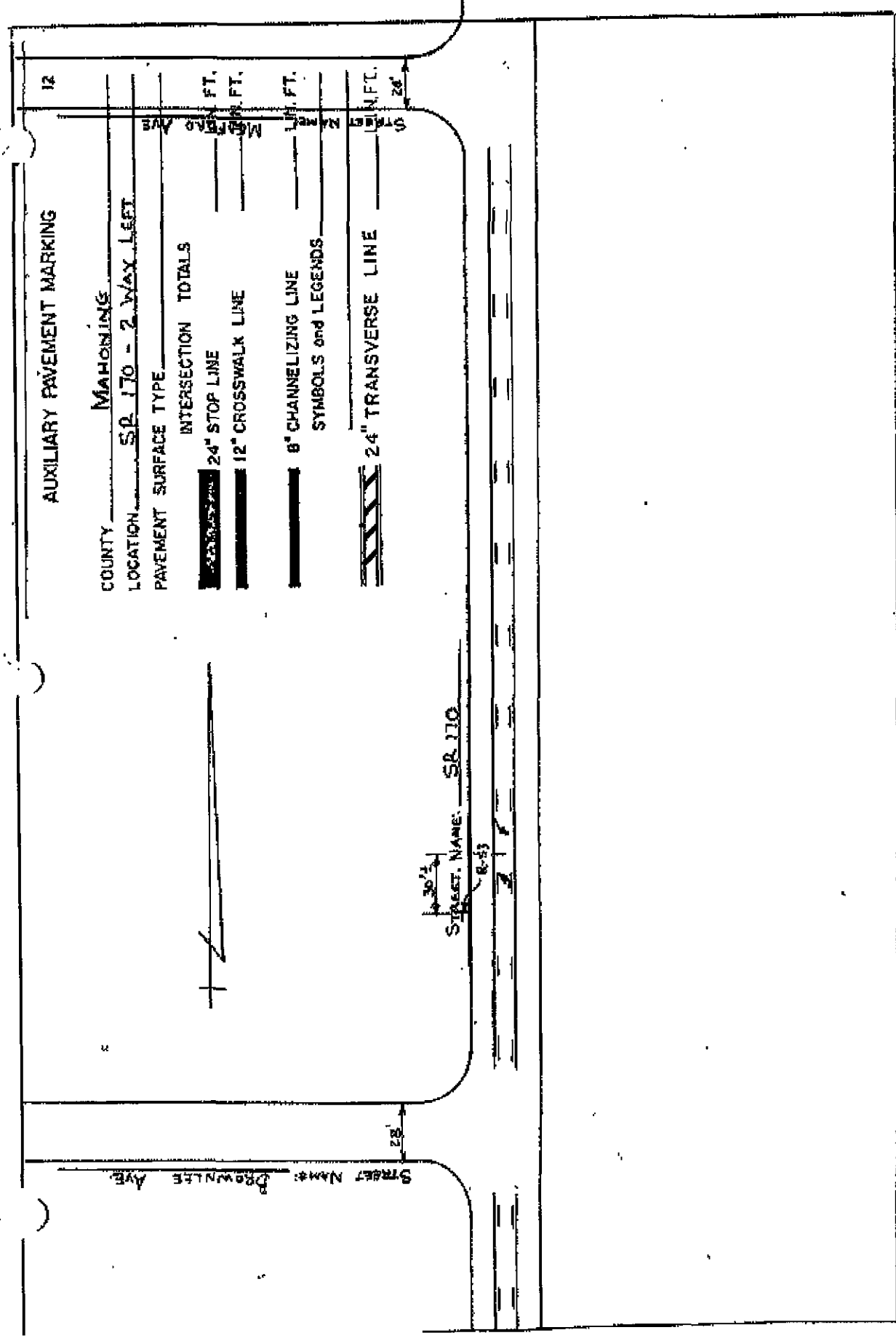
AUXILIARY PAVEMENT MARKING

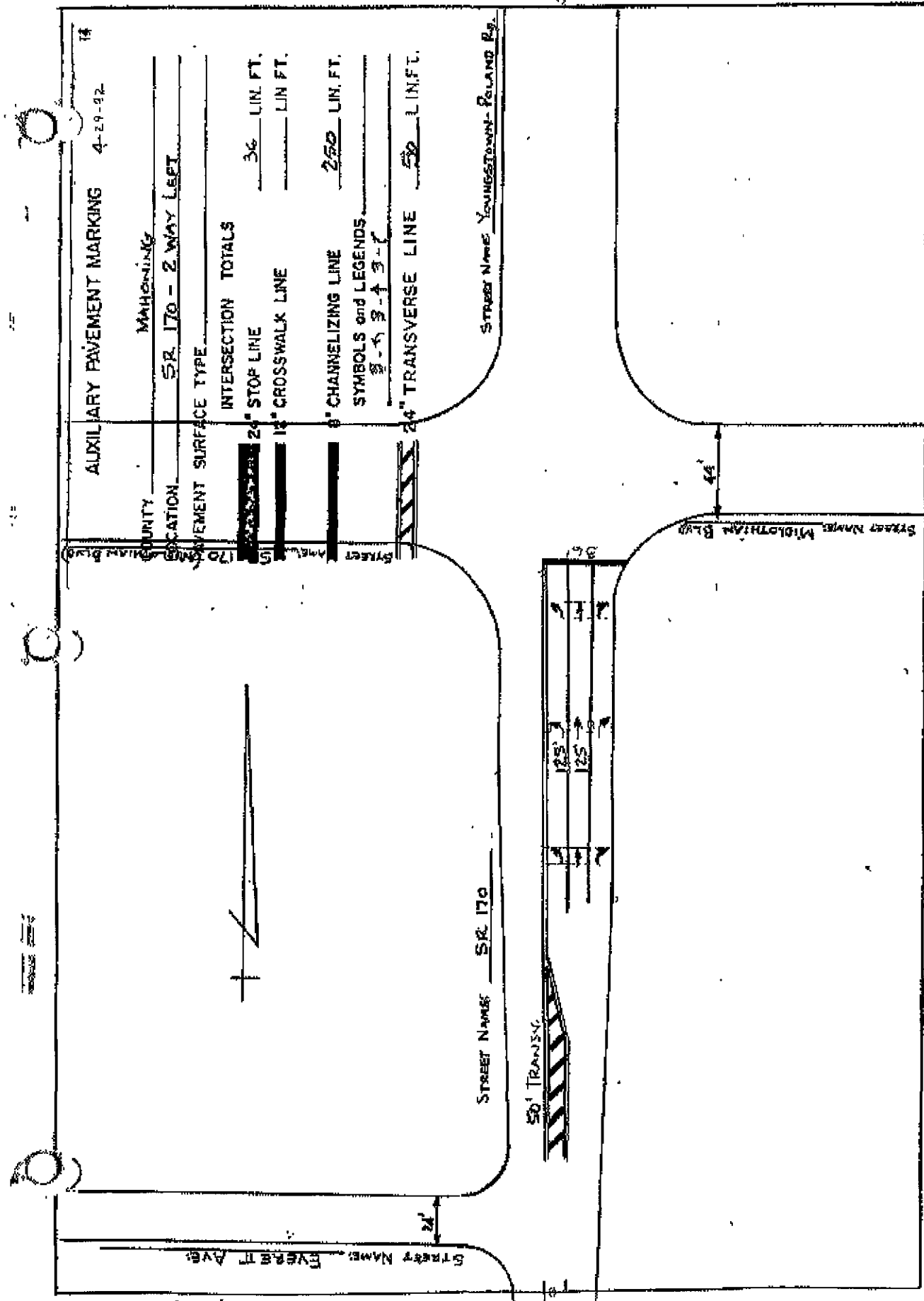
11

COUNTY MAHONING
LOCATION SR 170 - 2 WAY LEFT
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE _____ LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ LIN. FT.

STREET NAME: SR 170







REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

SBR-1-99 DATED (REVISED) 07/19/02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

843 DATED (REVISED) 04/18/03

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

STRUCTURE MAH-170-0188 - HS 20-44, CASE II AND THE ALTERNATE MILITARY LOADING
STRUCTURE MAH-170-0205 - HS 20
STRUCTURE MAH-170-0211 - HS 20
STRUCTURE MAH-170-0803 - CF = 400(57)
STRUCTURE MAH-170-0872 - UNKNOWN

DECK PROTECTION METHOD:

STRUCTURE MAH-170-0188 - SRS TREATMENT
STRUCTURE MAH-170-0205 - ASPHALT CONCRETE OVERLAY W/ WATERPROOFING
STRUCTURE MAH-170-0211 - ASPHALT CONCRETE OVERLAY W/ WATERPROOFING
STRUCTURE MAH-170-0803 - SRS CONCRETE TREATMENT
STRUCTURE MAH-170-0872 - ASPHALT CONCRETE OVERLAY W/ WATERPROOFING

EXISTING STRUCTURE VERIFICATION:

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

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

PROPOSED WORK

STRUCTURE MAH-170-1.88:

- REPAIR FAILED AREAS IN APPROACH SLABS
- SEAL EXISTING WEARING SURFACE AND APPROACH SLABS WITH SRS CONCRETE TREATMENT
- SEAL CONCRETE SURFACES WITH EPOXY-URETHANE

STRUCTURE MAH-170-0205

- NO WORK, PAVE OVER

STRUCTURE MAH-170-0211

- NO WORK, PAVE OVER

STRUCTURE MAH-170-0803

- SEAL EXISTING WEARING SURFACE AND APPROACH SLABS WITH SRS CONCRETE TREATMENT
- PATCH EXPOSED REBAR
- REPAIR EROSION AT FOWARD ABUTMENT
- SEAL EXISTING CONCRETE SURFACES WITH EPOXY-URETHANE

STRUCTURE MAH-170-0872

- REPAIR HOLES IN EXISTING STEEL ARCH CULVERT
- REPAIR EROSION ON EAST SIDE OF CULVERT

DESIGN STRESSES

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI

ITEM 843 - PATCHING CONCRETE WITH TROWELABLE MORTAR:

PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN JANUARY 2006.

ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 50% OVER MEASURED QUANTITIES TO ALLOW FOR ADDITIONAL DETERIORATION.

STRUCTURE	LOCATION	MEASURED QTY (SQ FT)	ESTIMATED QTY (SQ FT)
MAH-170-0803	REAR ABUT	44	66
	DECK	140	210
	PIERS	0	0
	FWD ABUT	120	180
TOTAL			456

THESE QUANTITIES ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITIES SHEET 2/5.

STRUCTURE IDENTIFICATION SIGNS

THE SIGNS WILL BE PLACED ON EACH APPROACH OFF THE RIGHT SHOULDER, FACING TRAFFIC, AND BEHIND THE GUARDRAIL IF APPLICABLE. A QUANTITY OF ONE SIGN PER APPROACH WILL BE INSTALLED.

STRUCTURE IDENTIFICATION SIGNS SHALL BE 12"x12" ALUMINUM AND HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND. LETTERS SHALL BE BLACK, 3" IN HEIGHT, SERIES C STROKE WIDTH, AND SILK SCREENED AS PER 730.22. THE FIRST LINE WILL BE THE THREE LETTER COUNTY DESIGNATION, THE SECOND WILL BE THE ROUTE NUMBER, AND THE THIRD LINE WILL BE STRAIGHT LINE MILAGE. SPACING BETWEEN LINES OF TEXT SHALL BE 3/4". SIGNS SHALL BE BOLTED USING TWO 3/8" ALUMINUM BOLTS, 2 1/2" IN LENGTH, AND TWO 3/8" NUTS. TWO 3/8" DIAMETER HOLES WILL BE DRILLED, ONE 3/8" FROM THE TOP AND ONE 3/8" FROM THE BOTTOM OF THE SIGN, AT THE VERTICAL CENTERLINE OF THE SIGN.

THE SIGNS WILL BE MOUNTED ON NEW NO. 2 POSTS AND WILL BE INSTALLED AS PER STANDARD CONSTRUCTION DRAWING TC-41.20, MOST CURRENT REVISION. EACH POST WILL BE 7.5' IN LENGTH.

INSTALL SIGNS FOR THE FOLLOWING STRUCTURES: (MAH-170-0188 (2 APPROACHES), MAH-170-0205 (2 APPROACHES), MAH-170-0211 (2 APPROACHES), MAH-170-0803 (2 APPROACHES), MAH-170-0872 (2 APPROACHES))

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED FOR EACH APPROACH:
ITEM 630 - SIGN, FLAT SHEET, 1 SQ FT
ITEM 630 - GROUND MOUNTED SUPPORT, NO. 2 POST, 7.5 FT

I:\Projects\B25580.MAH-170-0 80\Structures\B25580md01.dgn 28-AUG-2006 2:41PM rbisesi

STRUCTURE GENERAL NOTES
BRIDGE NOS. MAH-170-0188, MAH-170-0205,
MAH-170-0211, MAH-170-0803 & MAH-170-0872

MAH-170/617-
1.00/3.77
PID No. 25580

1 / 5

65
69

DESIGN AGENCY
ODOT DISTRICT 4
PRODUCTION

DATE
1
REVIEWED
STRUCTURE FILE NUMBER
B25580.MAH-170-0803
5/24/03, 5/24/05

DRAWN
RMB
REVIEWED
DESIGNED
RMB
CHECKED
TJP



I:\Projects\25580_MAH-170-080\structures\25580md002.dgn 29-AUG-2006 2:43PM rbsesi

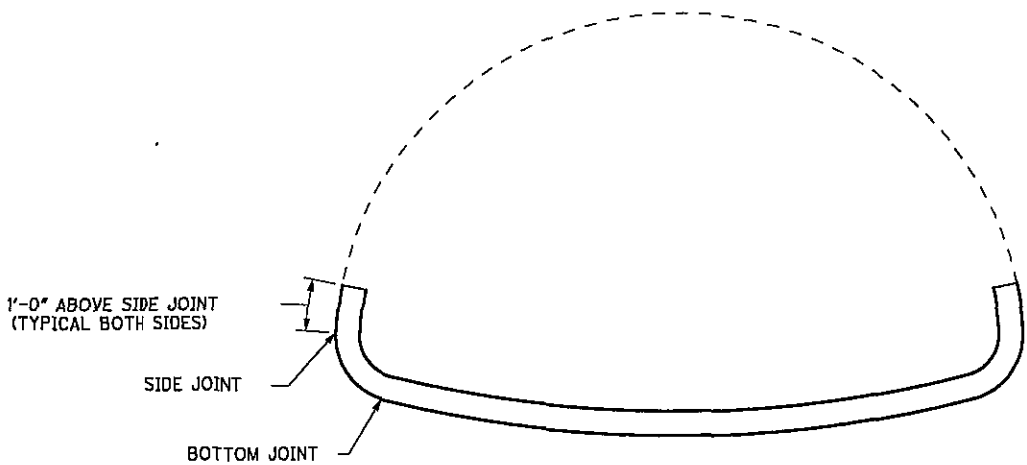
WORK DESCRIPTION

FIELD PAVE THE EXISTING 14'-3" X 8'-11" SECTIONAL PLATE CORRUGATED METAL PIPE ARCH ON MAHONING SR 170 AT MILE POST 8.72. THE CONTRACTOR SHALL PAVE THE BOTTOM OF THE CIRCUMFERENCE OF THE PIPE AS SHOWN IN THE DETAILS WITH CLASS C PORTLAND CEMENT CONCRETE AS PER ITEM 603.13 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE AREA TO BE PAVED SHALL BE CLEANED TO REMOVE ALL DEBRIS AND SEDIMENT AS PER ITEM SPECIAL - PIPE CLEANOUT.

THE CONTRACTOR WILL BE REQUIRED TO USE COFFERDAMS, CRIBS AND SHEETING TO DEWATER THE SECTIONAL PLATE CORRUGATED PIPE ARCH PRIOR TO THE PREPARATION AND FIELD PAVING. AFTER THE PIPE HAS BEEN CLEANED TO REMOVE ALL DEBRIS AND SEDIMENT, NO WATER SHALL BE ALLOWED TO CONTAMINATE THE PIPE. IF ANY CONTAMINATION OCCURS, THE CONTRACTOR SHALL RESEAL THE AREA AND RECLEAN THE PIPE AT NO ADDITIONAL COST.

ALL EROSION UNDER THE PIPE AND IN THE VOIDS WHERE THE PIPE IS RUSTED THROUGH SHALL BE FILLED WITH LOW STRENGTH MORTAR BACKFILL.

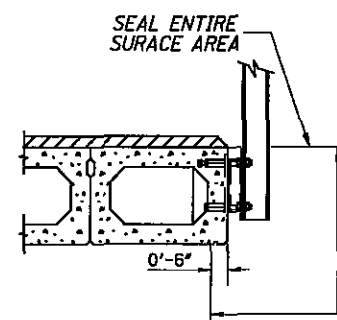
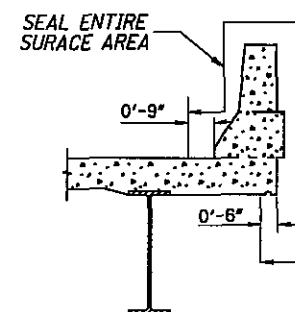
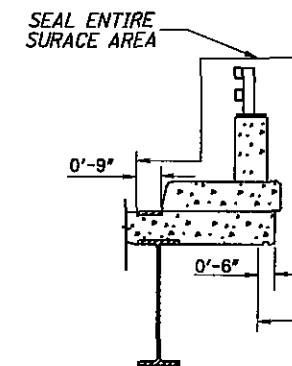
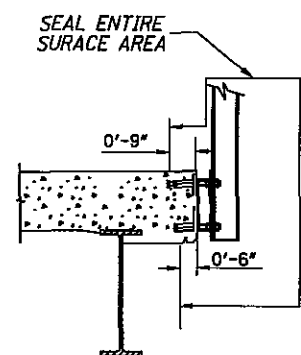
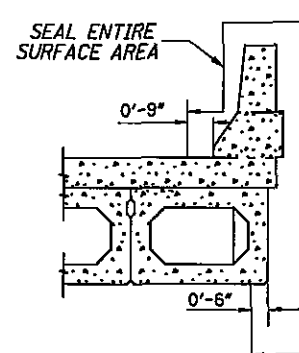
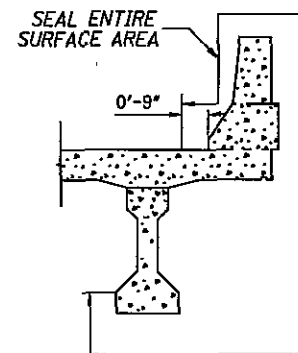
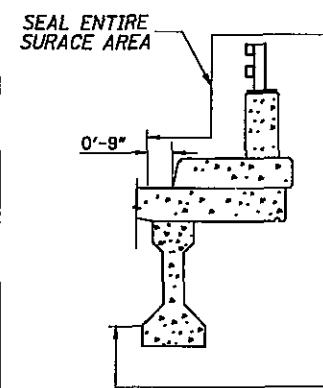
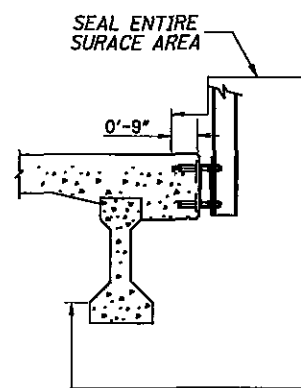


SECTION THROUGH STRUCTURE

MAH-170-0872

EXISTING STRUCTURE DATA	
TYPE:	SECTIONAL CORRUGATED PLATE PIPE ARCH.
SPAN:	14'-3"
RISE:	8'-11"
LENGTH:	94'-0"
SKEW:	NONE
SLOPE:	0.5%

MAH-170/617-1.00/3.77 PID No. 25580		SRUCTURE DETAILS CULVERT 0872		DESIGN AGENCY ODOT - - - DISTRICT 4 PRODUCTION	
4	5	DESIGNED RMB CHECKED TJP	DRAWN RMB REVISED	REVIEWED TJP STRUCTURE FILE NUMBER 5004055	DATE
68 69					

[illegible]

NOTES:
- EPOXY-URETHANE SEALER SHALL BE USED UNLESS SHOWN OTHERWISE
- DETAILS E, F, G AND H ALSO APPLY TO CONCRETE SLAB BRIDGES