

CITY OF CLEVELAND

DEPARTMENT OF PUBLIC SERVICE

DIVISION OF ENGINEERING AND CONSTRUCTION

RECONSTRUCTION OF QUINCY AVENUE E. 40th STREET TO WOODHILL ROAD

TYPICAL LEGEND

- | | |
|---|---------------------------------|
| □ ELECTRIC BOX | RTA BUS STOP |
| ⊕ UTILITY POLE | — GUTTER INLET |
| ⊕ HYDRANT | ⊕ VALVE |
| ⊕ WATER METER | ⊕ MONUMENT BOX |
| ⊕ CENTER LINE | ⊕ POST |
| ⊕ GUYWIRE | ⊕ SIGN |
| ⊕ MANHOLE | ☁ TREE |
| ⊕ ELECTRIC MANHOLE | ☁ SHRUB |
| ⊕ TELEPHONE MANHOLE | ⊕ STUMP |
| ⊕ INLET | ⊕ POLE |
| ⊕ GAS VALVE | PAVEMENT CORE AND SOIL BORINGS |
| ⊕ PARKING METER | — PROPERTY LINE |
| ⊕ PROP. CATCH BASIN | — EX-R/W RIGHT OF WAY LINE |
| ⊕ PROP. MANHOLE | — Ex. Strm EX. STORM |
| ⊕ MANHOLE ADJUSTED/
RECONSTRUCTED TO GRADE | — Ex. San EX. SANITARY |
| ⊕ PROP. MON. BOX CASTING | — Ex. Water EX. WATER LINE |
| | — Ex. Gas EX. GAS LINE |
| | — Ex. Tel EX. TELEPHONE CONDUIT |
| | — Ex. Elec EX. ELEC. CONDUIT |
| | — x — x EX. FENCE |

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

DESIGN DESIGNATIONS

QUINCY AVENUE
DESIGN SPEED = 35MPH
POSTED SPEED = 35MPH

CURRENT ADT (2006) = 8,134
20 YEAR TRAFFIC (2026) = 8,134
DESIGN HOURLY VOLUME (2026) = 813
DIRECTIONAL DISTRIBUTION = 45% E/B,
55% W/B

BUSES/TRUCKS (T) = 3.4%
URBAN COLLECTOR

ENGINEERS SEAL:
FOR ENTIRE PLAN
EXCEPT SHEET 104A

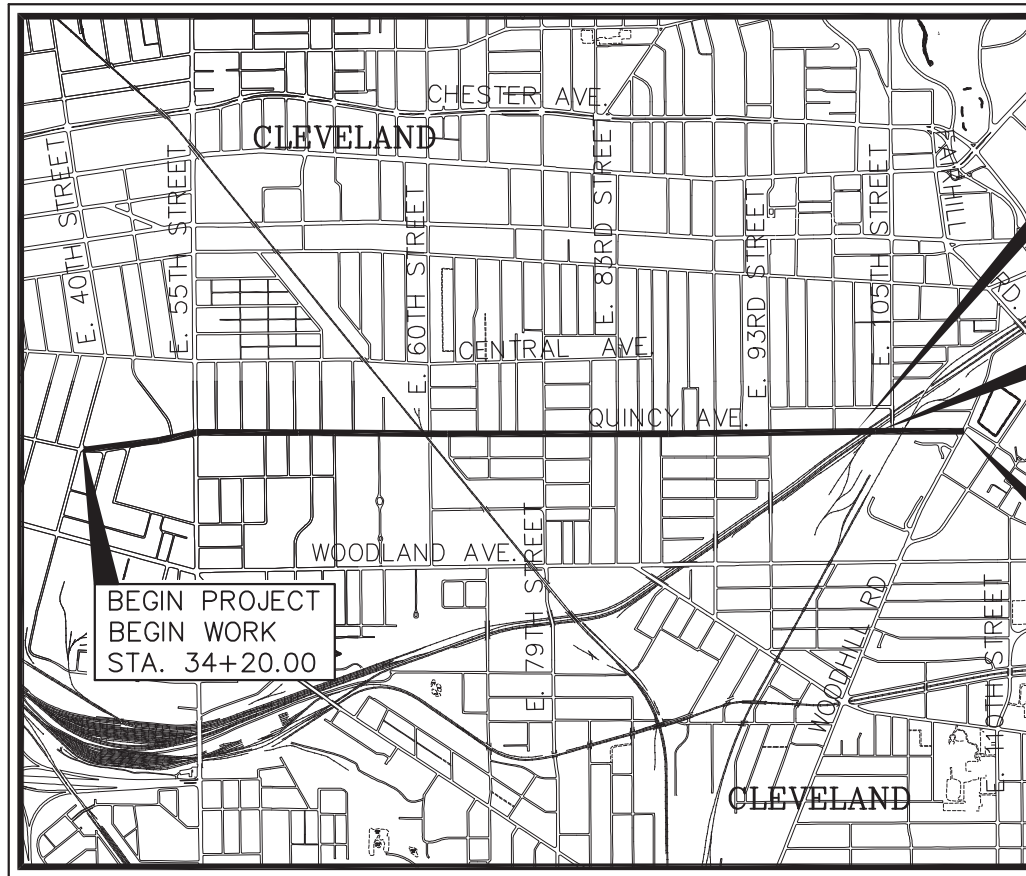
Signed: _____
Date: _____

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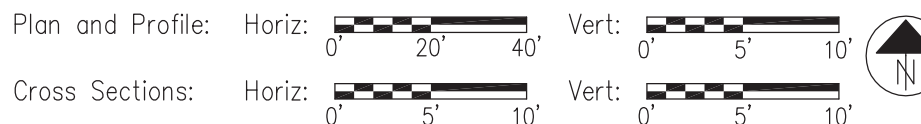
KS ASSOCIATES, INC.
260 Burns Road, Suite 100
Elyria, Ohio 44035
Phone (440) 365-4730
Fax (440) 365-4790
www.ksassoc.com

DLZ
ENGINEERS • ARCHITECTS • SCIENTISTS
PLANNERS • SURVEYORS
614 West Superior Ave. - Cleveland, Ohio 44113-1397



LOCATION MAP

SCALES:



STANDARD CONSTRUCTION DRAWINGS							O.D.O.T. SUPPLEMENTAL SPECIFICATION	
73M	08/28/07	BP-1.1	07/28/00	MT-101.60	09/05/06	TC-52.20	01/19/07	
644M	08/28/07	BP-2.1	07/16/04	MT-105.10	10/18/02	TC-71.10	01/19/07	800
446M	08/28/07	BP-2.2	07/16/04	MT-105.11	10/18/02	TC-73.10	01/19/01	
527M	08/28/07	BP-3.1	10/19/07	MT-110.20	10/18/02	TC-81.20	01/16/04	
175ME	08/28/07	BP-5.1	07/28/00			TC-82.10	04/19/02	
244ME	08/28/07	BP-7.2	01/19/07	TC-21.20	01/19/07	TC-83.10	01/19/07	
A-37	08/28/07			TC-22.10	01/19/01	TC-83.20	01/19/07	
A-503	08/28/07	DM-1.1	4/21/06	TC-22.20	01/19/01	TC-84.20	01/19/07	
A-605	08/28/07	DM-4.3	07/19/02	TC-41.20	01/19/01	TC-84.21	01/19/07	
A-695	08/28/07	DM-4.4	07/19/02	TC-41.40	07/16/04	TC-85.10	04/19/02	
CB-1	08/28/07			TC-41.41	01/19/01	TC-85.20	05/01/00	
CB-2	08/28/07	MT-35.10	04/20/01	TC-41.50	01/19/07			
CD-1	08/28/07	MT-97.10	09/05/06	TC-42.10	01/19/07	HL-10.12	01/19/07	
MB-1C	08/28/07	MT-97.11	09/05/06	TC-42.20	07/16/04	HL-30.11	01/21/05	
				TC-52.10	01/19/07	HL-30.22	01/21/05	

PROJECT No. _____
CONTRACT No. _____
DATE OF LETTING _____
DATE OF COMPLETION _____
CONSTRUCTED BY _____

- FRANK G. JACKSON
MAYOR
- MARTIN J. SWEENEY
President of Council
- PHYLLIS CLEVELAND
Councilmember of Ward 5
- PATRICIA J. BRITT
Councilmember of Ward 6
- JOMARIE WASIK
Director of Public Service
- BARRY A. WITHERS
Interim Director of Public Utilities

- Approved _____
Date _____ RANDALL E. DEVAUL, P.E., Commissioner
DIVISION OF ENGINEERING AND CONSTRUCTION
- Approved _____
Date _____ JOHN CHRISTOPHER NIELSON, Commissioner
DIVISION OF WATER
- Approved _____
Date _____ ROBERT MAVEC, Commissioner
DIVISION OF TRAFFIC ENGINEERING
- Approved _____
Date _____ OLLIE SHAW, Commissioner
DIVISION OF WATER POLLUTION CONTROL
- Approved _____
Date _____ JOHN M. EGAN, Chief
BUREAU OF STREET LIGHTING
- Approved _____
Date _____ GREG ESBER, P.S., Chief Surveyor
DIVISION OF ENGINEERING AND CONSTRUCTION
- Approved _____
Date _____ RICK COLOMBO, Chief Construction
DIVISION OF ENGINEERING AND CONSTRUCTION
- Approved _____
Date _____ THOMAS BOYER, P.E., Chief Engineer
DIVISION OF ENGINEERING AND CONSTRUCTION
- Approved _____
Date _____ KHALIL M. EWAS, P.E., Project Manager
DIVISION OF ENGINEERING AND CONSTRUCTION

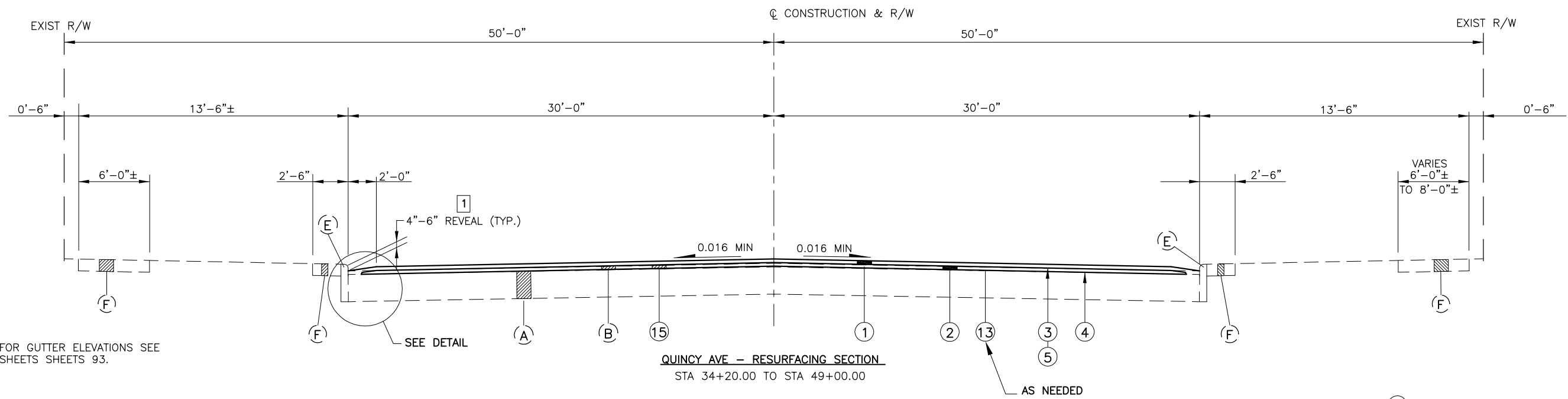
FEDERAL PROJECT NO.

PID NO.

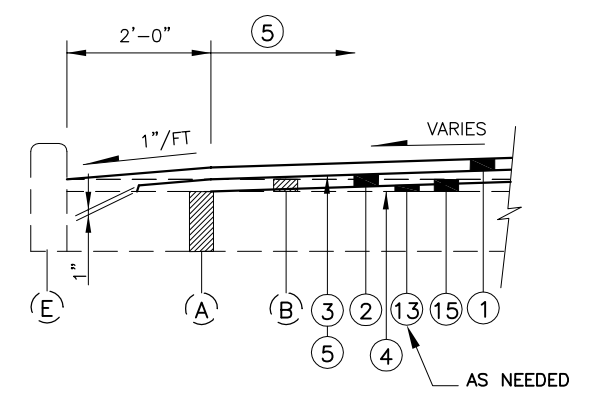
CONSTRUCTION PROJECT NO.

QUINCY AVENUE
PROJECT NO. M-1003

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1 FOR GUTTER ELEVATIONS SEE SHEETS SHEETS 93.



13 NOTE:
USE ITEM 448 - 0" MIN. ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, ONLY IN AREAS WHERE ITEM 448 - ASPHALT CONCRETE SURFACE AND/OR INTERMEDIATE COURSE, IS NOT OF SUFFICIENT DEPTH TO ACHIEVE A MINIMUM PAVEMENT SLOPE OF 0.016. SEE SHEETS 93.

EXISTING LEGEND

- (A) 10"± (AVG.) PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 2"-6"± (AVG.) ASPHALT CONCRETE
- (C) 6"± (AVG.) SANDSTONE
- (D) UNDERDRAIN
- (E) CONCRETE OR STONE CURB
- (F) CONCRETE OR STONE WALK
- (G) BURIED TRACK

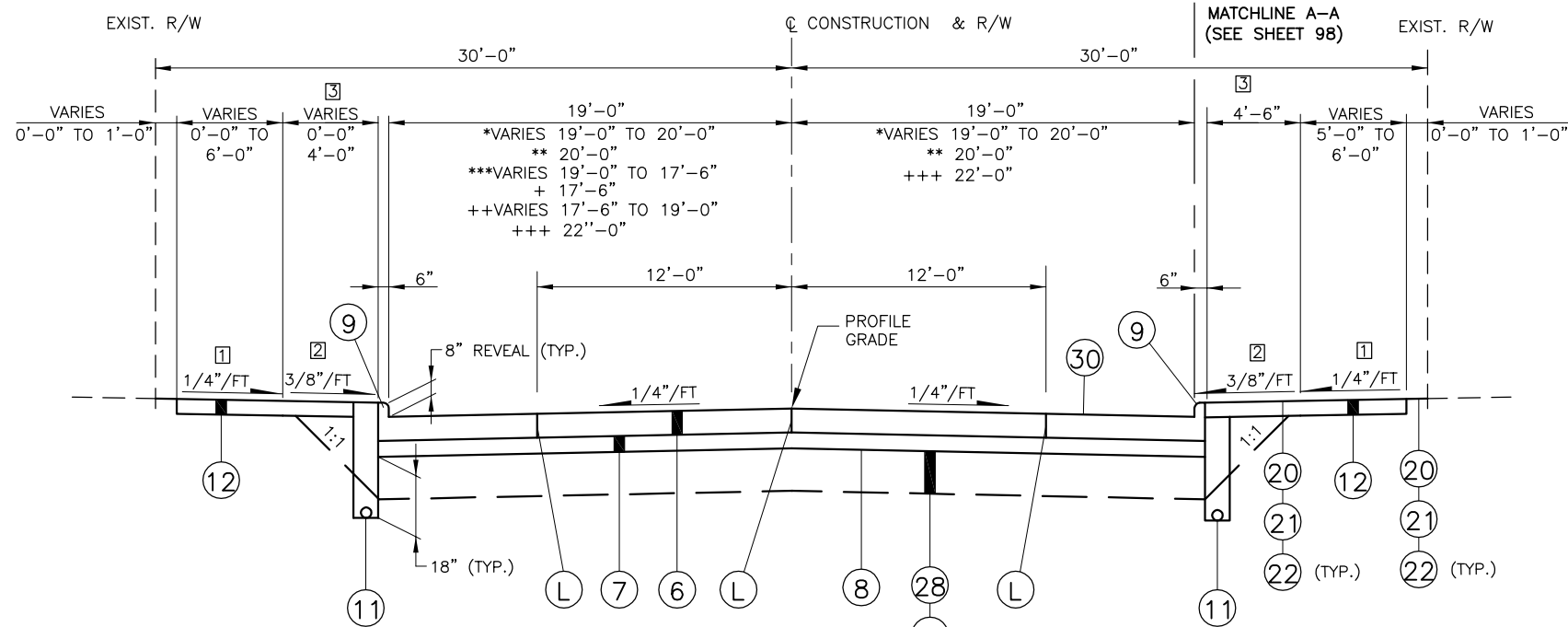
PROPOSED LEGEND

- 1 ITEM 448 - 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22
- 2 ITEM 448 - 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG70-22
- 3 ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE AT 0.04 GAL/SY
- 4 ITEM 407 - TACK COAT AT 0.075 GAL/SY
- 5 ITEM SPECIAL - FIBERGLASS/POLYESTER INTERLAYER FABRIC
- 6 ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT
- 7 ITEM 304 - 6" AGGREGATE BASE
- 8 ITEM 204 - SUBGRADE COMPACTION
- 9 ITEM 609 - CURB, TYPE 2-A, AS PER PLAN
- 10 ITEM 609 - CURB, TYPE 6
- 11 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP
- 12 ITEM 608 - 4" CONCRETE WALK
- 13 ITEM 448 - 0" MIN ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1, PG70-22 (SEE NOTE)
- 14 ITEM SPECIAL - CONCRETE SEALER
- 15 ITEM 254 - PAVEMENT PLANING, ASPHALT/CONCRETE (0" MIN., 4" MAX.)
- 16 ITEM 202 - PAVEMENT REMOVED
- 17 ITEM 202 - WALK REMOVED
- 18 ITEM 202 - CURB REMOVED
- 19 ITEM 202 - TRACK REMOVED, AS PER PLAN
- 20 ITEM 659 - SEEDING AND MULCHING
- 21 ITEM 653 - 4" TOPSOIL FURNISHED AND PLACED
- 22 ITEM 209 - LINEAR GRADING
- 23 ITEM SPECIAL - GLASGRID 8501 NT, OR APPROVED EQUAL
- 24 ITEM 609 - CURB, TYPE 7
- 25 ITEM 451 - 12" REINFORCED CONCRETE PAVEMENT
- 26 ITEM 304 - 6' MIN. AGGREGATE BASE.
- 27 ITEM 305 - 9" MIN. CONCRETE BASE
- 28 ITEM SPECIAL - 12" MIN. UNDERCUTTING SUBGRADE AND SUBBASE
- 29 ITEM 204 - GEOTEXTILE FABRIC, 712.09, TYPE D
- 30 ITEM SPECIAL - PORTLAND CEMENT CONCRETE SEALING
- (L) STANDARD LONGITUDINAL JOINT PER BP2.1

TYPICAL SECTIONS

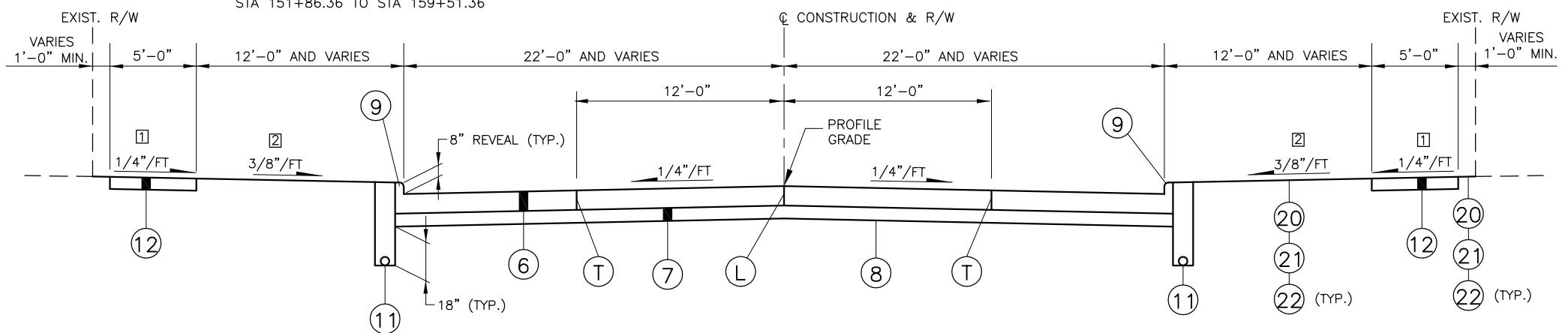
QUINCY AVENUE
PROJECT NO. M-1003

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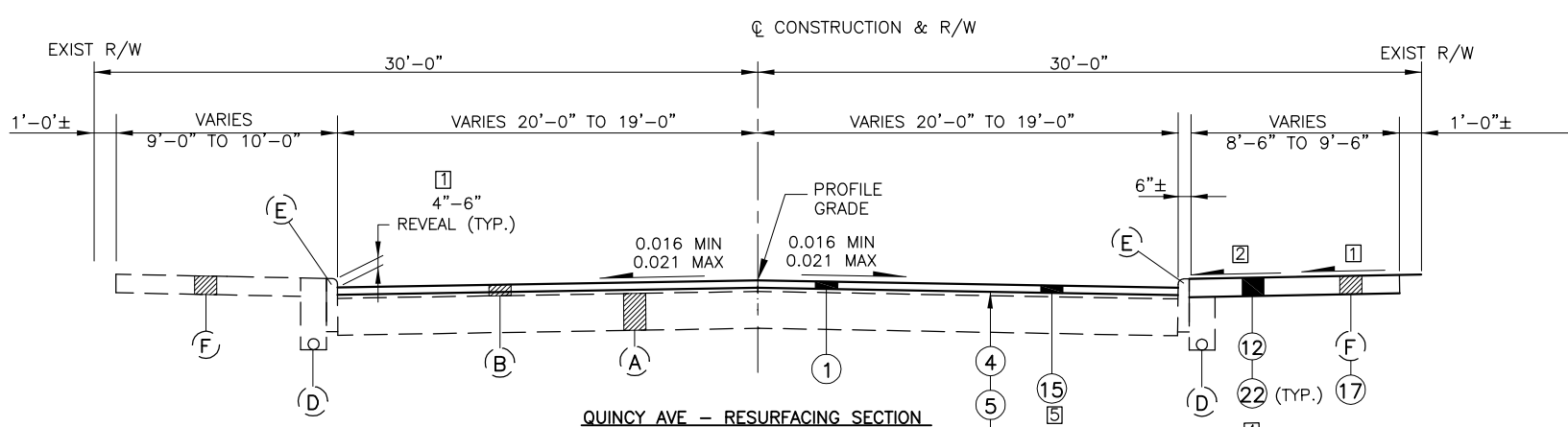


QUINCY AVE - NORMAL SECTION

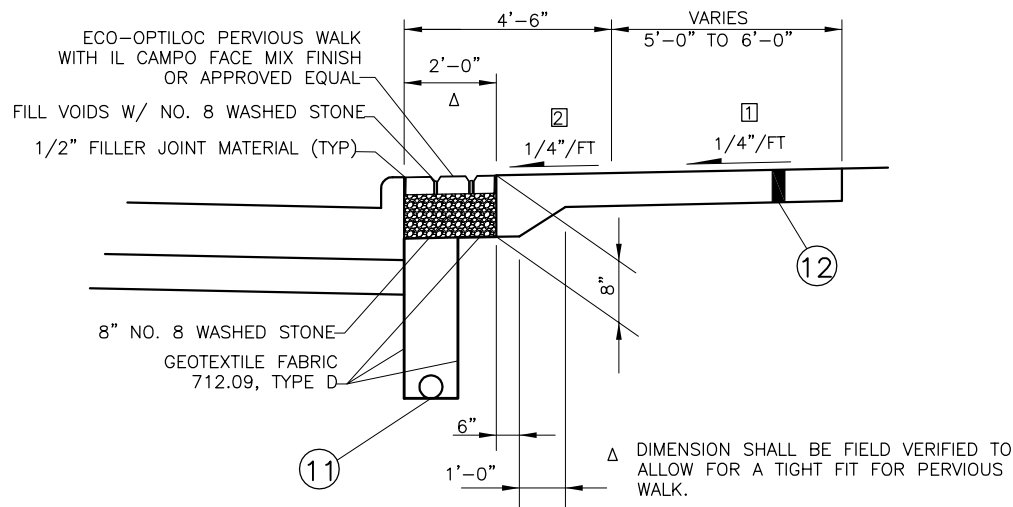
STA 121+50.00 TO STA 138+75.00
 *STA 138+75.00 TO STA 139+00.00
 **STA 139+00.00 TO STA 141+65.36
 STA 149+66.56 TO STA 151+86.36 (RIGHT)
 STA 149+66.56 TO STA 150+50.00 (LEFT)
 ***STA 150+50.00 TO STA 150+75.00 (LEFT)
 +STA 150+75.00 TO STA 151+61.36 (LEFT)
 ++STA 151+61.36 TO STA 151+86.36 (LEFT)
 STA 151+86.36 TO STA 159+51.36



WOODHILL ROAD - NORMAL SECTION
 STA 60+22.00 TO STA 62+00.00



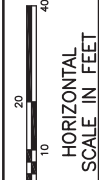
QUINCY AVE - RESURFACING SECTION
 STA 141+65.36 TO STA 144+59.65
 STA 148+14.26 TO STA 149+66.56



- 1 WALK SLOPE VARIES 1/8" MIN. TO 1/4" MAX.
- 2 TRELAWN VARIES 1/8"/FT MIN TO 5/8"/FT MAX. MAY BE EXCEEDED TO MAINTAIN WALK SLOPE. (SEE STANDARD DRAWING CD-1)
- 3 SEE PERVIOUS WALK DETAIL.
- 4 FOR WALK AND PERVIOUS WALK LOCATIONS SEE PLAN AND PLAN AND PROFILE SHEETS.
- 5 FOR GUTTER ELEVATIONS SEE SHEETS 93.

FOR PROPOSED AND EXISTING LEGEND, SEE SHEET NO. 6.

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CALCULATED
TRB
CHECKED
BF

PLAN AND PROFILE
STA. 146+00 TO STA. 151+00

QUINCY AVENUE
PROJECT NO. M-1003

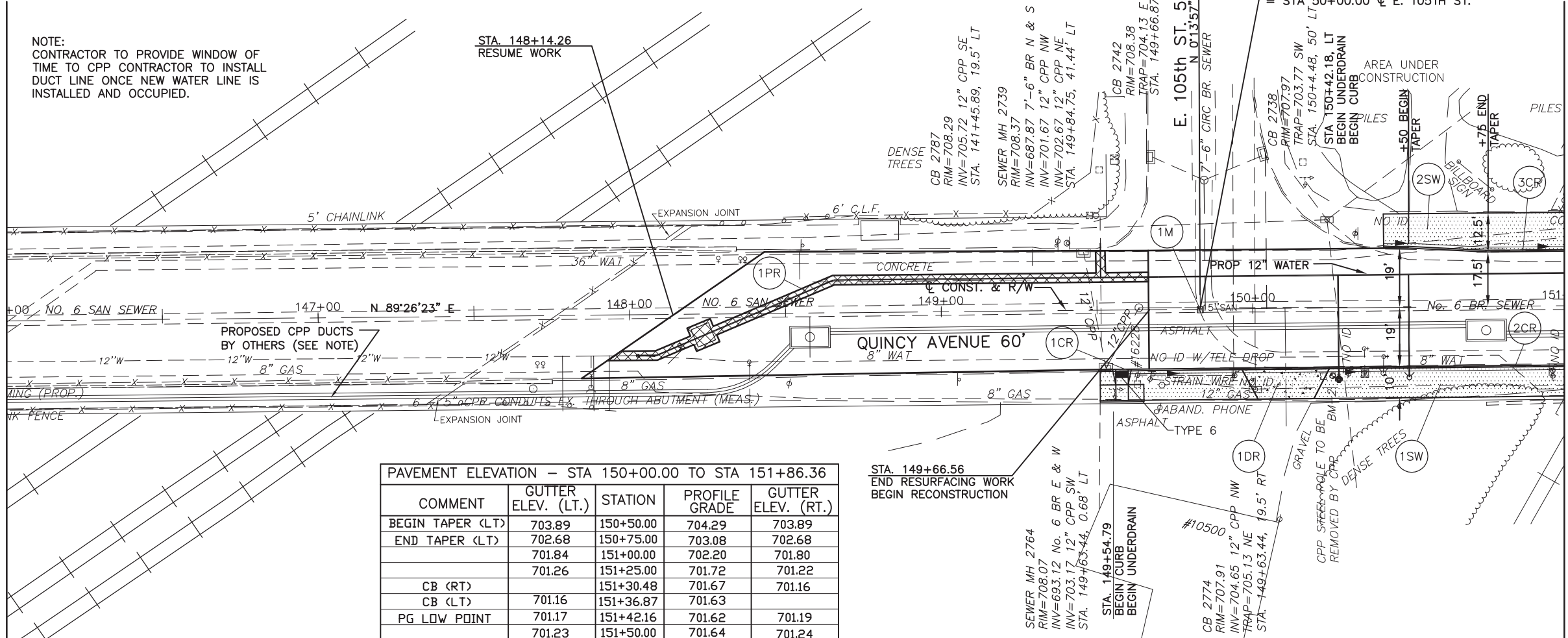
MATCHLINE STA. 146+00
SEE SHEET 55

MATCHLINE STA. 151+00
SEE SHEET 57

NOTE:
CONTRACTOR TO PROVIDE WINDOW OF
TIME TO CPP CONTRACTOR TO INSTALL
DUCT LINE ONCE NEW WATER LINE IS
INSTALLED AND OCCUPIED.

STA. 148+14.26
RESUME WORK

STA 149+83.10 @ QUINCY AVE.
= STA 50+00.00 @ E. 105TH ST.



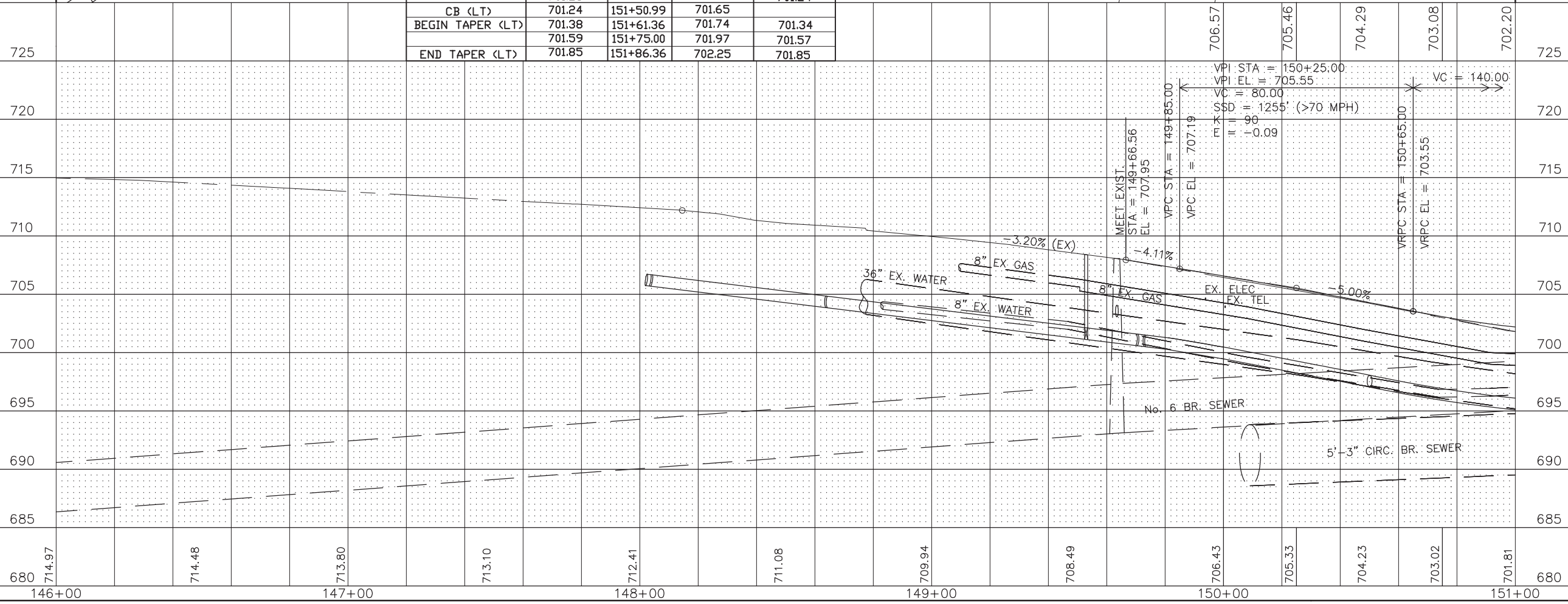
PAVEMENT ELEVATION - STA 150+00.00 TO STA 151+86.36				
COMMENT	GUTTER ELEV. (LT.)	STATION	PROFILE GRADE	GUTTER ELEV. (RT.)
BEGIN TAPER (LT)	703.89	150+50.00	704.29	703.89
END TAPER (LT)	702.68	150+75.00	703.08	702.68
	701.84	151+00.00	702.20	701.80
	701.26	151+25.00	701.72	701.22
CB (RT)		151+30.48	701.67	701.16
CB (LT)	701.16	151+36.87	701.63	
PG LOW POINT	701.17	151+42.16	701.62	701.19
	701.23	151+50.00	701.64	701.24
CB (LT)	701.24	151+50.99	701.65	
BEGIN TAPER (LT)	701.38	151+61.36	701.74	701.34
	701.59	151+75.00	701.97	701.57
END TAPER (LT)	701.85	151+86.36	702.25	701.85

STA. 149+66.56
END RESURFACING WORK
BEGIN RECONSTRUCTION

SEWER MH 2764
RIM=708.07
INV=693.12 No. 6 BR E & W
INV=703.17 12" CPP SW
STA. 149+63.44, 0.68' LT

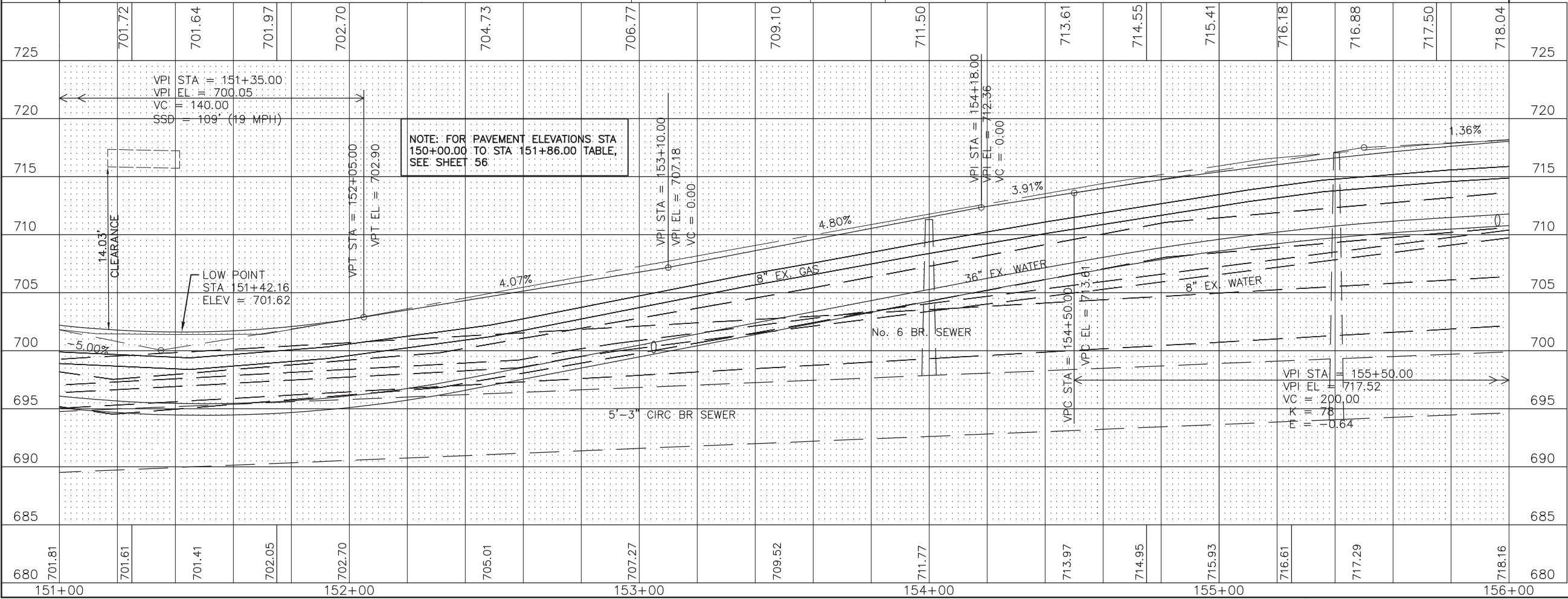
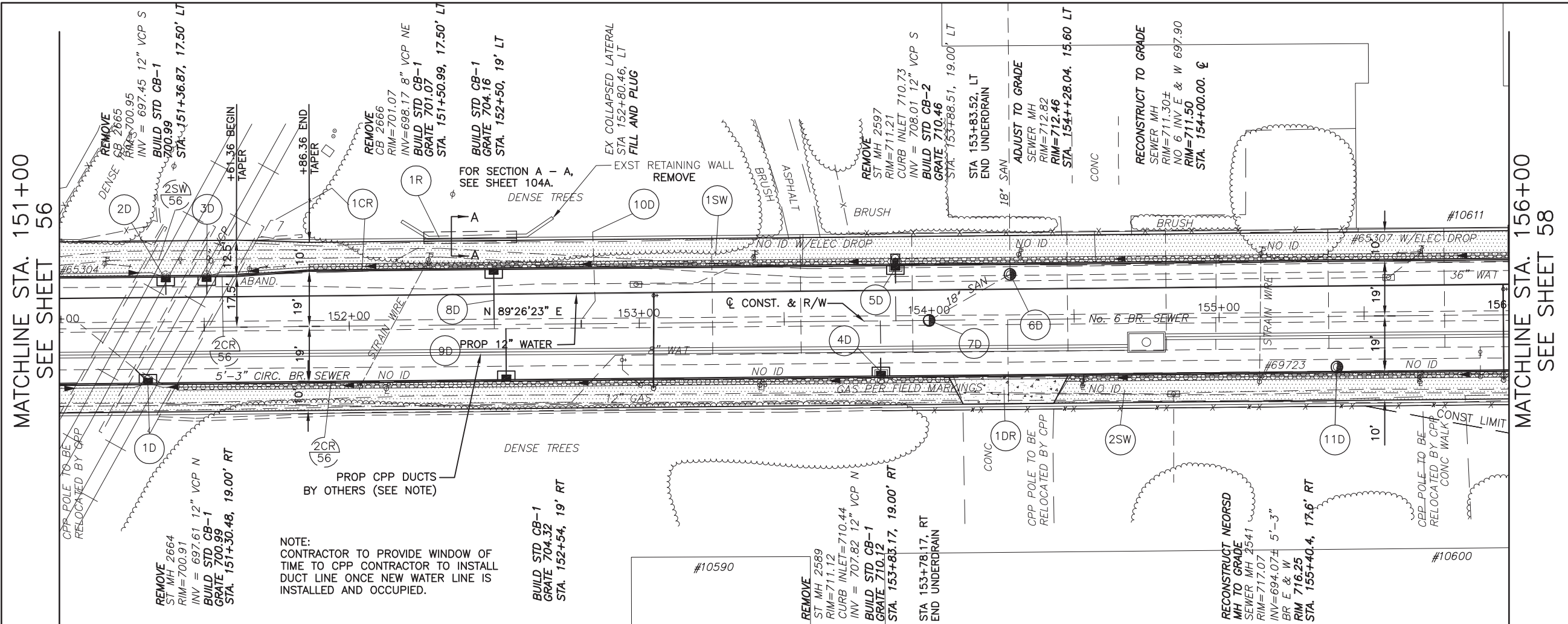
STA. 149+54.79
BEGIN CURB
BEGIN UNDERDRAIN

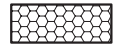


CB 2774
RIM=707.91
INV=704.65 12" CPP NW
TRAP=705.13 NE
STA. 149+63.44, 19.5' RT



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
5	BENCHMARKS
29, 30, 37	ESTIMATED QUANTITIES
77 - 82	CROSS SECTIONS
91	DRIVE PROFILE
103	DRAINAGE DETAIL
164	WATERWORK

- PERVIOUS WALK
- SIDEWALK
- DRIVEWAY

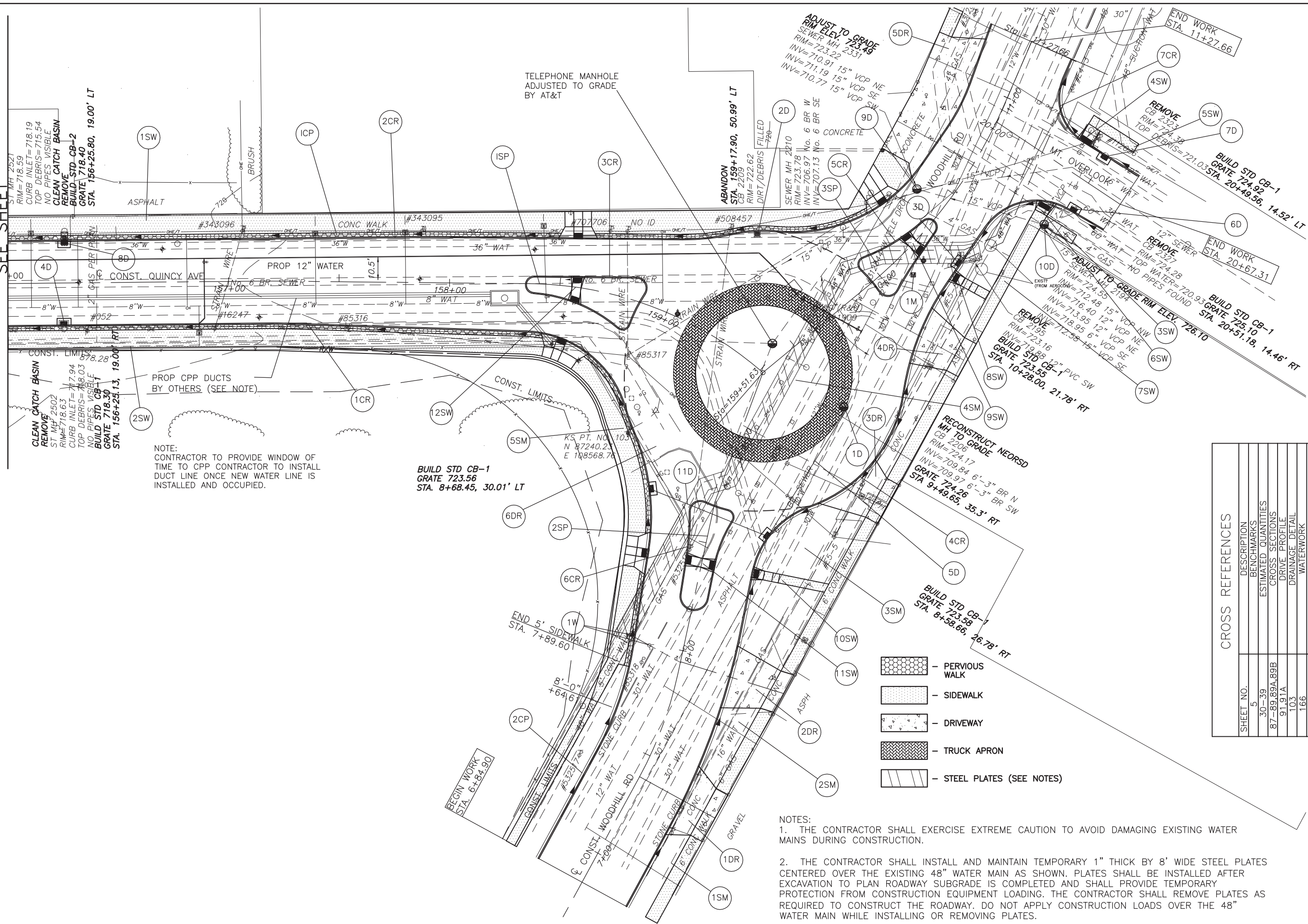


-  - PERVIOUS WALK
-  - SIDEWALK
-  - DRIVEWAY

CROSS REFERENCES

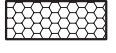




SHEET NO.	DESCRIPTION
5	BENCHMARKS
34, 37	ESTIMATED QUANTITIES
82 - 86	CROSS SECTIONS
91	DRIVE PROFILE
103	DRAINAGE DETAIL
165	WATERWORK
83	SEWER PROFILE

MATCHLINE STA. 156+00
SEE SHEET



NOTE:
CONTRACTOR TO PROVIDE WINDOW OF
TIME TO CPP CONTRACTOR TO INSTALL
DUCT LINE ONCE NEW WATER LINE IS
INSTALLED AND OCCUPIED.

**BUILD STD CB-1
GRATE 723.56
STA. 8+68.45, 30.01' LT**

-  - PERVIOUS WALK
-  - SIDEWALK
-  - DRIVEWAY
-  - TRUCK APRON
-  - STEEL PLATES (SEE NOTES)

- NOTES:
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION TO AVOID DAMAGING EXISTING WATER MAINS DURING CONSTRUCTION.
 - THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY 1" THICK BY 8' WIDE STEEL PLATES CENTERED OVER THE EXISTING 48" WATER MAIN AS SHOWN. PLATES SHALL BE INSTALLED AFTER EXCAVATION TO PLAN ROADWAY SUBGRADE IS COMPLETED AND SHALL PROVIDE TEMPORARY PROTECTION FROM CONSTRUCTION EQUIPMENT LOADING. THE CONTRACTOR SHALL REMOVE PLATES AS REQUIRED TO CONSTRUCT THE ROADWAY. DO NOT APPLY CONSTRUCTION LOADS OVER THE 48" WATER MAIN WHILE INSTALLING OR REMOVING PLATES.

CROSS REFERENCES	
SHEET NO.	DESCRIPTION
5	BENCHMARKS
30-39	ESTIMATED QUANTITIES
87-89, 89A, 89B	CROSS SECTIONS
91, 91A	DRIVE PROFILE
103	DRAINAGE DETAIL
166	WATERWORK
92A	SEWER PROFILE

QUINCY AVENUE
PROJECT NO. M-1003

ROUNDABOUT PLAN

58
174

CALCULATED: SG
CHECKED: RDC

HORIZONTAL SCALE: 1" = 40'



HORIZONTAL SCALE IN FEET

0 10 20 40

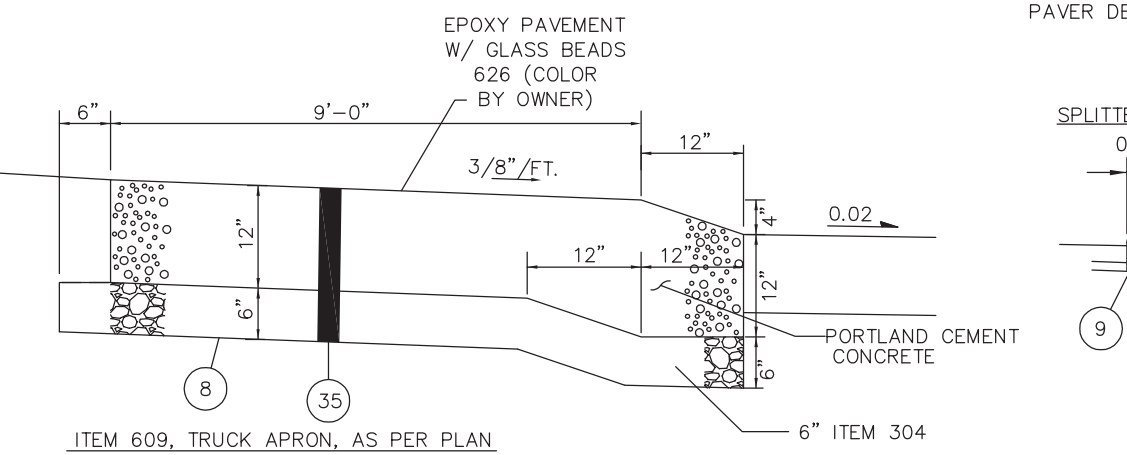
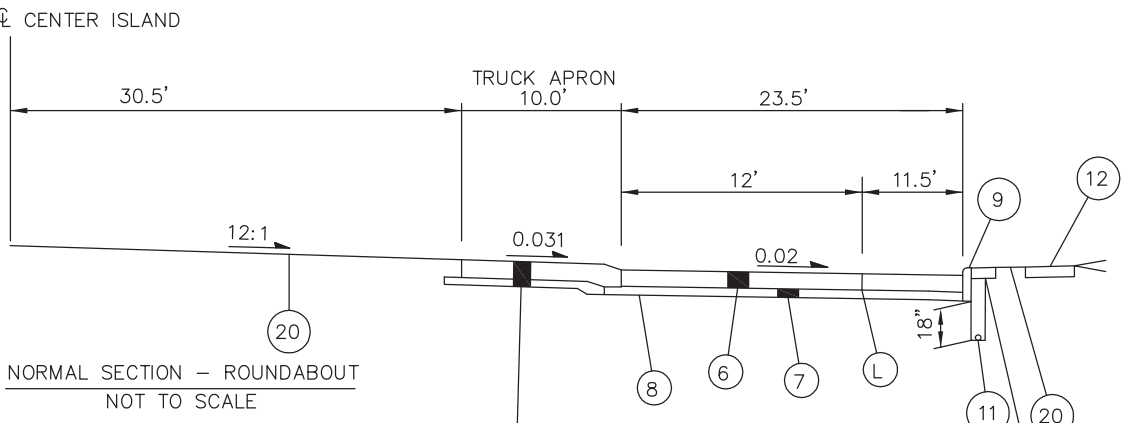
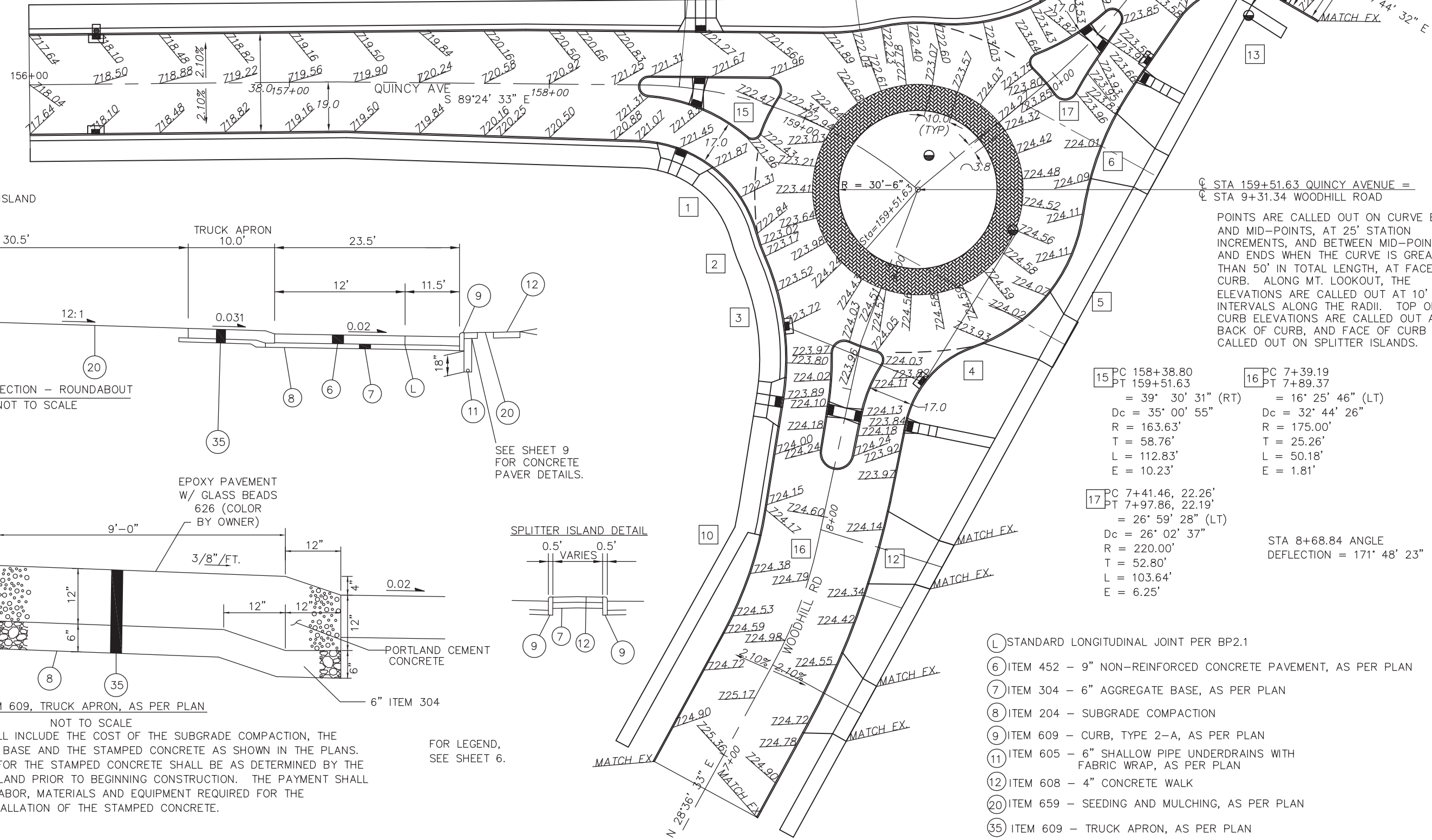
CALCULATED SG
CHECKED TRB

ROUNDABOUT PAVEMENT DETAIL

QUINCY AVENUE
PROJECT NO. M-1003

99A
174

1 PC 158+35.08, 21.38' PT 159+00.74, 47.70' = 72° 54' 45" (RT) Dc = 118' 08' 08" R = 48.50' T = 35.83' L = 61.72' E = 11.80'	2 PC 159+00.74, 47.70' PT 8+86.89, 46.04' = 8° 22' 13" (LT) Dc = 89' 31' 29" R = 64.00' T = 4.68' L = 9.35' E = 0.17'	3 PC 8+86.89, 46.04' PT 8+40.99, 24.53' = 32° 41' 31" (RT) Dc = 58' 10' 06" R = 98.50' T = 28.89' L = 56.20' E = 4.15'	4 PC 8+41.38, 23.13' PT 8+82.04, 40.81' = 59° 24' 40" (RT) Dc = 143' 14' 22" R = 40.00' T = 22.82' L = 41.48' E = 6.05'	5 PC 8+82.04, 40.81' PT 9+74.14, 47.59' = 62° 18' 09" (LT) Dc = 89' 31' 29" R = 64.00' T = 38.69' L = 69.59' E = 10.78'	6 PC 9+74.14, 47.59' PT 10+18.59, 23.28' = 26° 13' 34" (RT) Dc = 48' 21' 03" R = 118.50' T = 27.60' L = 54.24' E = 3.17'	7 PC 158+94.85, 33.11' PT 159+10.64, 44.40' = 13° 08' 49" (LT) Dc = 58' 10' 06" R = 98.50' T = 11.35' L = 22.60' E = 0.65'
8 PC 159+10.64, 44.40' PT 9+76.77, 45.09' = 18° 14' 16" (RT) Dc = 89' 31' 29" R = 64.00' T = 10.27' L = 20.37' E = 0.82'	9 PC 9+76.77, 45.09' PT 10+52.81, 19.28' = 60° 56' 51" (LT) Dc = 80' 08' 02" R = 71.50' T = 42.07' L = 76.06' E = 11.46'	10 PC 7+41.46, 22.26' PT 7+97.86, 22.19' = 19° 25' 47" (RT) Dc = 38' 34' 59" R = 148.50' T = 25.42' L = 50.36' E = 2.16'	11 PC 10+74.51, 18.36' PT 10+99.30, 17.86' = 14° 54' 15" (LT) Dc = 64' 44' 28" R = 88.50' T = 11.58' L = 23.02' E = 0.75'	12 V+25.68, 22.54' B+10.62, 23.58' = 16° 20' 57" (LT) Dc = 17' 54' 18" R = 320.00' T = 45.97' L = 91.31' E = 3.28'	13 PC 10+46.20, 20.19' PT 20+48.82, 14.60' = 85° 49' 12" (RT) Dc = 201' 02' 16" R = 28.50' T = 26.49' L = 42.69' E = 10.41'	14 PC 11+17.83, 19.45' PT 20+37.62, 14.09' = 79° 51' 40" (LT) Dc = 243' 48' 43" R = 23.50' T = 19.67' L = 32.76' E = 7.15'



POINTS ARE CALLED OUT ON CURVE ENDS AND MID-POINTS, AT 25' STATION INCREMENTS, AND BETWEEN MID-POINTS AND ENDS WHEN THE CURVE IS GREATER THAN 50' IN TOTAL LENGTH, AT FACE OF CURB. ALONG MT. LOOKOUT, THE ELEVATIONS ARE CALLED OUT AT 10' INTERVALS ALONG THE RADII. TOP OF CURB ELEVATIONS ARE CALLED OUT AT BACK OF CURB, AND FACE OF CURB CALLED OUT ON SPLITTER ISLANDS.

15 PC 158+38.80 PT 159+51.63 = 39° 30' 31" (RT) Dc = 35' 00' 55" R = 163.63' T = 58.76' L = 112.83' E = 10.23'	16 PC 7+39.19 PT 7+89.37 = 16° 25' 46" (LT) Dc = 32' 44' 26" R = 175.00' T = 25.26' L = 50.18' E = 1.81'
17 PC 7+41.46, 22.26' PT 7+97.86, 22.19' = 26° 59' 28" (LT) Dc = 26' 02' 37" R = 220.00' T = 52.80' L = 103.64' E = 6.25'	STA 8+68.84 ANGLE DEFLECTION = 171° 48' 23"

THIS ITEM SHALL INCLUDE THE COST OF THE SUBGRADE COMPACTION, THE 6" AGGREGATE BASE AND THE STAMPED CONCRETE AS SHOWN IN THE PLANS. THE PATTERN FOR THE STAMPED CONCRETE SHALL BE AS DETERMINED BY THE CITY OF CLEVELAND PRIOR TO BEGINNING CONSTRUCTION. THE PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR THE COMPLETE INSTALLATION OF THE STAMPED CONCRETE.

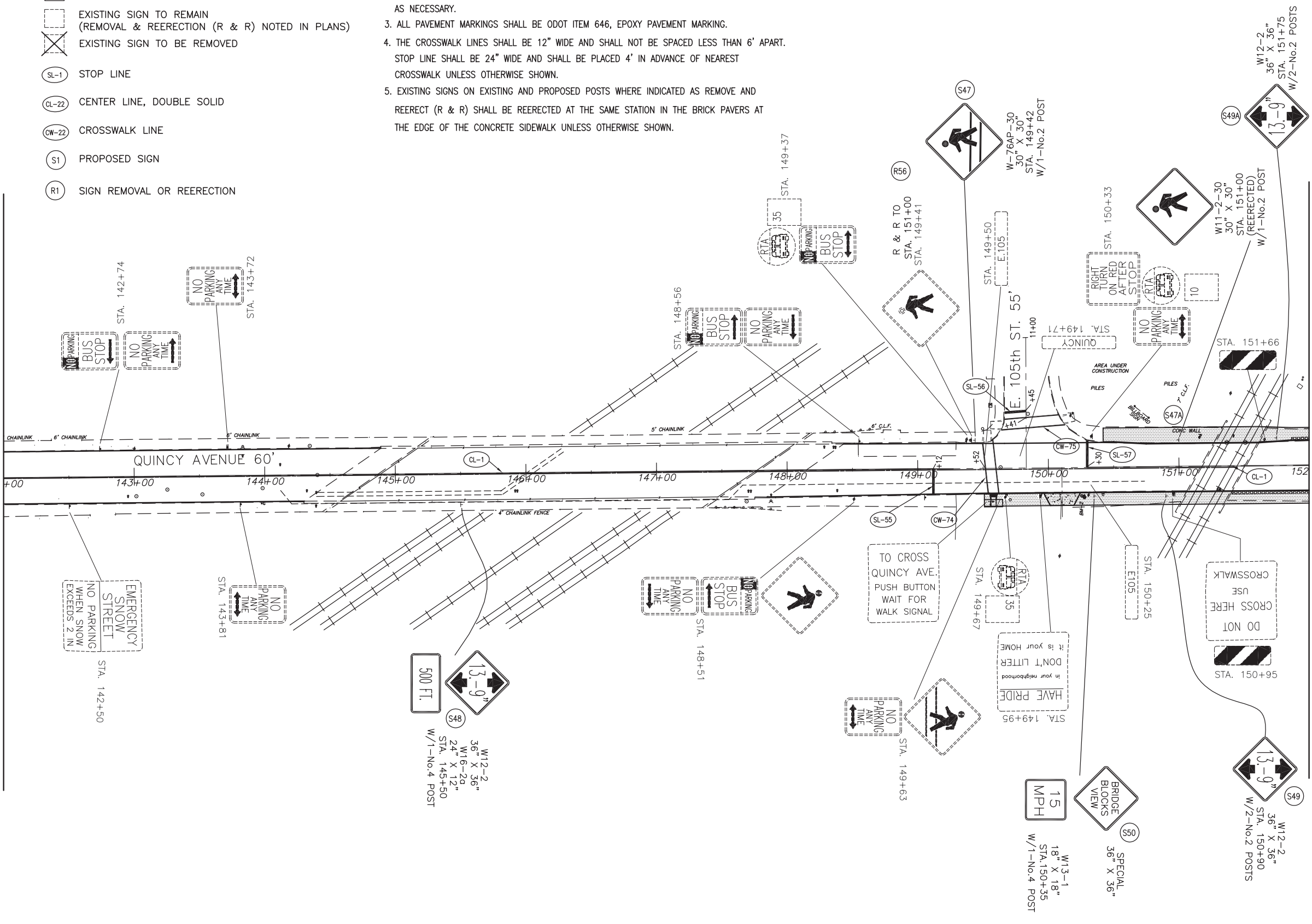
FOR LEGEND,
SEE SHEET 6.

- (L) STANDARD LONGITUDINAL JOINT PER BP2.1
- (6) ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN
- (7) ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN
- (8) ITEM 204 - SUBGRADE COMPACTION
- (9) ITEM 609 - CURB, TYPE 2-A, AS PER PLAN
- (11) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, AS PER PLAN
- (12) ITEM 608 - 4" CONCRETE WALK
- (20) ITEM 659 - SEEDING AND MULCHING, AS PER PLAN
- (35) ITEM 609 - TRUCK APRON, AS PER PLAN

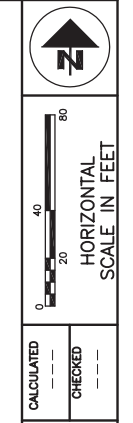
MATCHLINE STA. 142+00
SEE SHEET 127

- LEGEND**
- PROPOSED SIGN
 - REERECTED SIGN
 - EXISTING SIGN TO REMAIN
(REMOVAL & REERECTION (R & R) NOTED IN PLANS)
 - EXISTING SIGN TO BE REMOVED
 - SL-1 STOP LINE
 - CL-22 CENTER LINE, DOUBLE SOLID
 - CW-22 CROSSWALK LINE
 - S1 PROPOSED SIGN
 - R1 SIGN REMOVAL OR REERECTION

- NOTES:**
1. SIGN HEIGHTS AND OFFSETS SHALL BE AS PER ODOT SCD TC-42.20.
 2. STATIONING OF PROPOSED CROSSWALKS IS APPROXIMATE. CONTRACTOR SHALL FIELD ADJUST PROPOSED CROSSWALK LINES TO MATCH EXISTING AND PROPOSED RAMP AS NECESSARY.
 3. ALL PAVEMENT MARKINGS SHALL BE ODOT ITEM 646, EPOXY PAVEMENT MARKING.
 4. THE CROSSWALK LINES SHALL BE 12" WIDE AND SHALL NOT BE SPACED LESS THAN 6' APART. STOP LINE SHALL BE 24" WIDE AND SHALL BE PLACED 4' IN ADVANCE OF NEAREST CROSSWALK UNLESS OTHERWISE SHOWN.
 5. EXISTING SIGNS ON EXISTING AND PROPOSED POSTS WHERE INDICATED AS REMOVE AND REERECT (R & R) SHALL BE REERECTED AT THE SAME STATION IN THE BRICK PAVERS AT THE EDGE OF THE CONCRETE SIDEWALK UNLESS OTHERWISE SHOWN.



MATCHLINE STA. 152+00
SEE SHEET 129

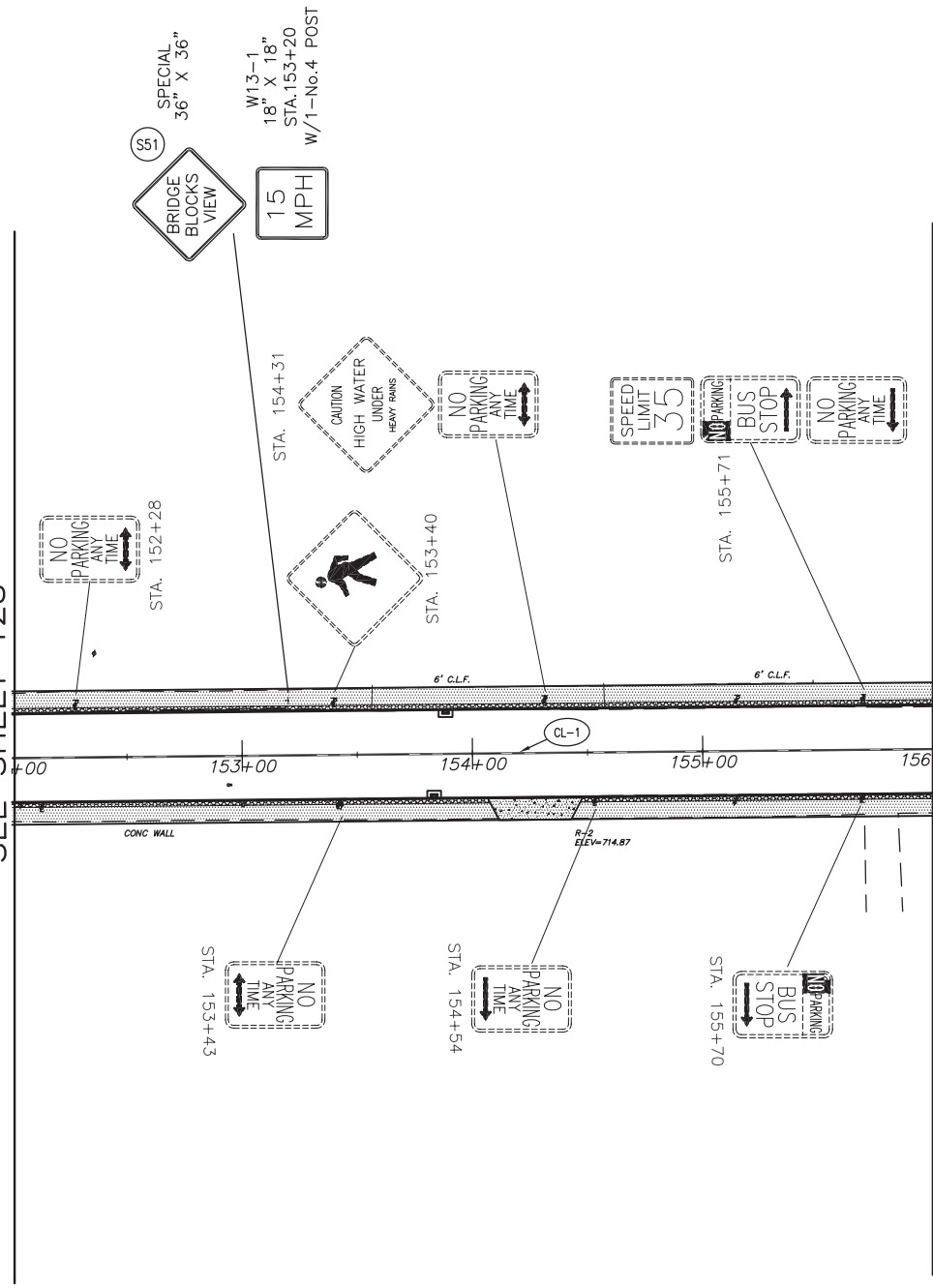


QUINCY AVENUE
PROJECT No. M-1003

SIGNING AND PAVEMENT MARKING PLANS
STA. 142+00 TO STA. 152+00










128
174

MATCHLINE STA. 152+00
SEE SHEET 128



MATCHLINE STA. 156+00
SEE SHEET 130

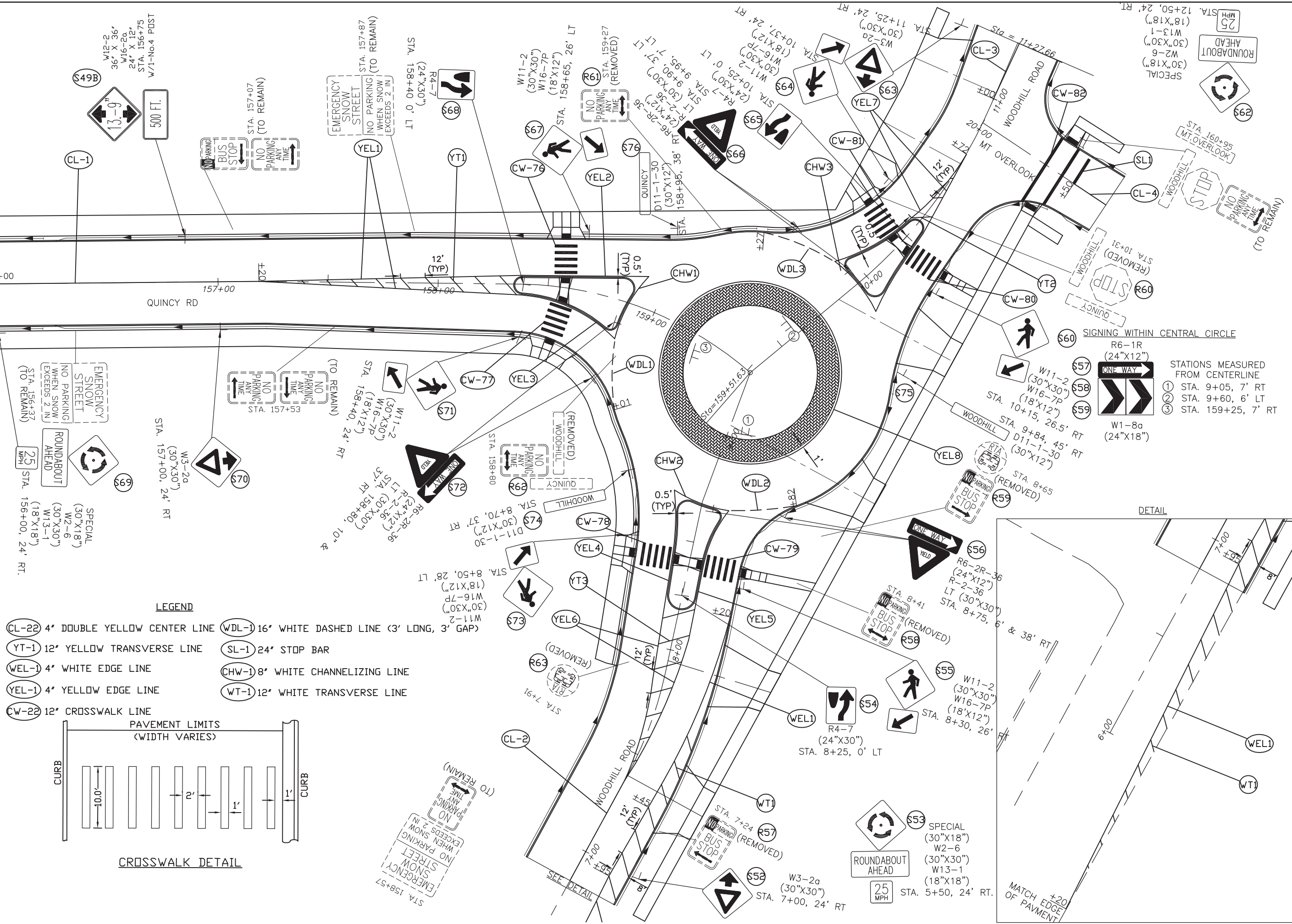
LEGEND

-  PROPOSED SIGN
-  REERECTED SIGN
-  EXISTING SIGN TO REMAIN (REMOVAL & REERECTION (R & R) NOTED IN PLANS)
-  EXISTING SIGN TO BE REMOVED
-  STOP LINE
-  CENTER LINE, DOUBLE SOLID
-  CROSSWALK LINE
-  PROPOSED SIGN
-  SIGN REMOVAL OR REERECTION

NOTES:

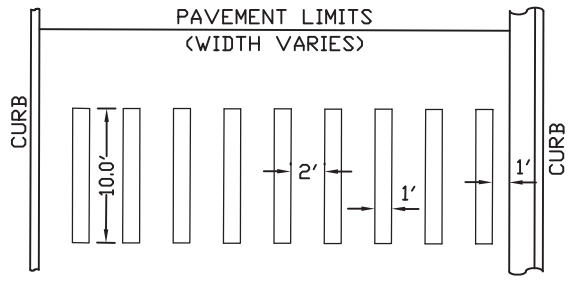
1. SIGN HEIGHTS AND OFFSETS SHALL BE AS PER ODOT SCD TC-42.20.
2. STATIONING OF PROPOSED CROSSWALKS IS APPROXIMATE. CONTRACTOR SHALL FIELD ADJUST PROPOSED CROSSWALK LINES TO MATCH EXISTING AND PROPOSED RAMPS AS NECESSARY.
3. ALL PAVEMENT MARKINGS SHALL BE ODOT ITEM 646, EPOXY PAVEMENT MARKING.
4. THE CROSSWALK LINES SHALL BE 12" WIDE AND SHALL NOT BE SPACED LESS THAN 6' APART. STOP LINE SHALL BE 24" WIDE AND SHALL BE PLACED 4' IN ADVANCE OF NEAREST CROSSWALK UNLESS OTHERWISE SHOWN.
5. EXISTING SIGNS ON EXISTING AND PROPOSED POSTS WHERE INDICATED AS REMOVE AND REERECT (R & R) SHALL BE REERECTED AT THE SAME STATION IN THE BRICK PAVERS AT THE EDGE OF THE CONCRETE SIDEWALK UNLESS OTHERWISE SHOWN.

MATCHLINE STA. 156+00
SEE SHEET



LEGEND

- CL-22 4" DOUBLE YELLOW CENTER LINE
- WDL-1 16" WHITE DASHED LINE (3' LONG, 3' GAP)
- YT-1 12" YELLOW TRANSVERSE LINE
- SL-1 24" STOP BAR
- WEL-1 4" WHITE EDGE LINE
- CHW-1 8" WHITE CHANNELIZING LINE
- YEL-1 4" YELLOW EDGE LINE
- WT-1 12" WHITE TRANSVERSE LINE
- CW-22 12" CROSSWALK LINE



CROSSWALK DETAIL

SIGNING WITHIN CENTRAL CIRCLE

- R6-1R (24"X12")
- W11-2 (30"X30")
- W16-7P (18"X12")
- W1-8a (24"X18")

STATIONS MEASURED FROM CENTERLINE

- ① STA. 9+05, 7' RT
- ② STA. 9+60, 6' LT
- ③ STA. 159+25, 7' RT

