

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
ALL / HAN / HAR - 68 /
235 / 696

Village of Beaverdam
Village of Dunkirk
Village of Alger

Richland, Orange, Blanchard,
Marion and Liberty Townships

Allen, Hancock and Hardin Counties

PROJECT DESCRIPTION

REHABILITATION OF 0.92 MILES OF ROADWAY ON SR 696
IN ALLEN COUNTY, 0.38 MILES OF ROADWAY ON US 68 AND
4.92 MILES OF ROADWAY ON SR 235 IN HARDIN COUNTY BY
PAVEMENT PLANING, RESURFACING, CONSTRUCTING CURB
RAMPS AND PLACING PAVEMENT MARKINGS.
REHABILITATION OF 0.96 MILES OF ROADWAY ON SR 235
IN HANCOCK COUNTY BY RESURFACING AND PLACING
PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

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

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR
THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED
ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE
DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF
SECTION 5511.02 OF THE OHIO REVISED CODE.

2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
CHANGES LISTED IN THE PROPOSAL SHALL GOVERN
THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE
THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE
MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED
IN THE PROPOSAL.

APPROVED: Kirk Shuck
DATE 10/24/16 DISTRICT DEPUTY DIRECTOR

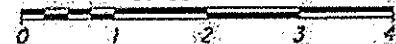
APPROVED: Jerry Whay Jr
DATE 11-23-16 DIRECTOR, DEPARTMENT OF TRANSPORTATION

SEE SHEET 2
FOR LOCATIONS

LOCATION MAP

LATITUDE: 40°46'18" LONGITUDE: 84°05'34"

SCALE IN MILES



PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

INDEX OF SHEETS:

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UNDERGROUND UTILITIES

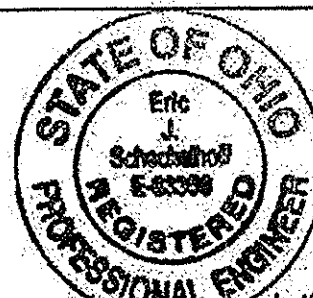
CONTACT BOTH SERVICES TWO WORKING DAYS
BEFORE YOU DIG.


Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:
District One
Ohio Department of Transportation
Planning & Engineering

ENGINEERS SEAL



SIGNED: Eric J. Schuchman
DATE: October 24, 2016

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7/18/14	TC-65.10	1/17/14
BP-5.1	7/19/13	TC-65.11	7/15/16
BP-7.1	7/18/14	TC-71.10	7/15/16
MT-95.61	7/19/13	DM-4.3	1/15/16
MT-97.10	7/18/14	DM-4.4	1/15/16
MT-97.12	7/18/14		
MT-99.20	7/19/13		
MT-101.90	7/17/15		
MT-105.10	7/19/13		
MT-110.10	7/19/13		
TC-41.20	10/18/13		
TC-42.20	10/18/13		
TC-52.10	10/18/13		
TC-52.20	7/15/16		

SUPPLEMENTAL
SPECIFICATIONS

800	10/21/16
832	1/17/14

FEDERAL PROJECT NO.

E160(163)

PID NO.

98481

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

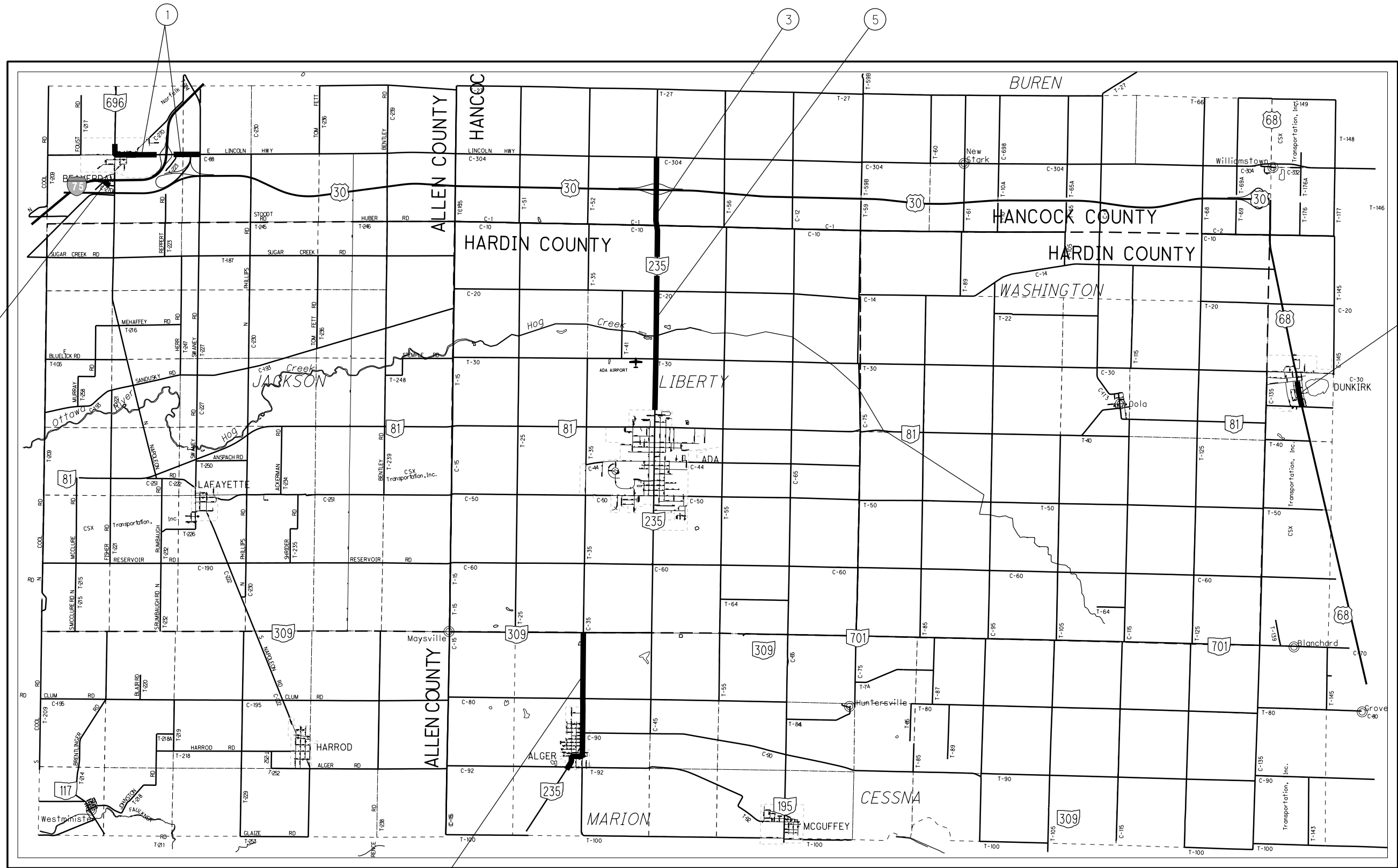
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ALL - /HAN/HAR-US 68/SR 235/SR 696
170006 PID - 98481
Dist 1 1/19/2017

Contract Proposal Available @ [www.
Contracts.dot.state.oh.us/home](http://www.Contracts.dot.state.oh.us/home)

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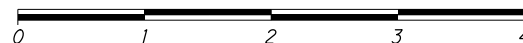
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LOCATION MAP

LATITUDE: N40°46'49" LONGITUDE: W83°49'23"



SCALE IN MILES



(X) = Part number

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LOCATION MAP

ALL / HAN / HAR -
68 / 235 / 696

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TRAFFIC:

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

RAILROAD CROSSINGS & BRIDGE TREATMENT:

THE NEW SURFACE COURSE SHALL BE FEATHERED OR BUTT JOINTED TO MEET THE PROFILE AS SPECIFIED BY THE ENGINEER. CONCRETE APPROACH SLABS AND BRIDGE DECKS SHALL NOT BE PAVED. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT ANY ASPHALT CONCRETE MATERIAL FROM FALLING OFF THE EDGE OF A BRIDGE DECK OR EDGE OF A CULVERT DURING ANY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY MATERIAL THAT FALLS INTO THE ROADSIDE DITCHES OR STREAMS THROUGH NON-MECHANICAL MEANS. NO EQUIPMENT SHALL BE PERMITTED IN THE ROADSIDE DITCHES OR STREAMS.

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

EXTRA AREAS:

EXTRA AREAS SHALL INCLUDE DRIVEWAYS, MAILBOX PULL-OFFS AND OTHER SIMILAR AREAS AS DETERMINED BY THE ENGINEER. DRIVEWAYS SHALL BE FEATHERED IN APPROXIMATELY 6 FEET USING ASPHALT CONCRETE. SOME DRIVES MAY REQUIRE MORE THAN 6 FEET TO ALLOW FOR ADEQUATE TRANSITION TO THE MAINLINE PAVEMENT. THESE TRANSITIONS WILL BE AS DIRECTED BY THE ENGINEER. THE ASPHALT CONCRETE QUANTITIES FOR DRIVES AND MAILBOXES ARE INCLUDED IN THE EXTRA AREA QUANTITIES IN THE PAVEMENT DATA TABLE.

ASPHALT CONCRETE PLACEMENT ON SHOULDERS AND GUTTERS:

THE ASPHALT CONCRETE ON THE SHOULDERS AND CONCRETE GUTTERS SHALL BE PLACED AT THE SAME TIME THAT THE ASPHALT CONCRETE IS PLACED ON THE ADJACENT LANES OF PAVEMENT. THE SHOULDER MATERIAL SHALL BE PLACED AT THE SAME CROSS SLOPE AS THE EXISTING SHOULDER OR CONCRETE GUTTER GRADES. NEW CONCRETE CURB AND GUTTER AT LOCATIONS OF CURB RAMPS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ASPHALT CONCRETE.

MAINTAINING TRAFFIC AT PLANED AREAS:

THE CONTRACTOR SHALL ARRANGE HIS OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN THE PLANING IS COMPLETE. THE PLANED AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING TEMPORARY MARKINGS. ALL REQUIRED WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC. NO PLANED SURFACE SHALL REMAIN OPEN TO TRAFFIC MORE THAN (7) DAYS BEFORE BEING COVERED WITH AN ASPHALT COURSE. IF THIS IS NOT DONE, LIQUIDATED DAMAGES WILL BE LEVIED AS PER SECTION 108.07 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN:

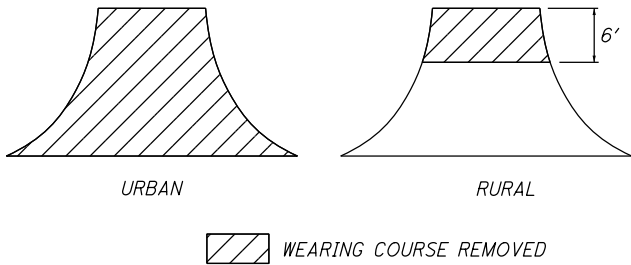
THIS ITEM SHALL MEET ALL REQUIREMENTS FOR ITEM 617 COMPACTED AGGREGATE WITH THE FOLLOWING EXCEPTION:

1) NO RECYCLED ASPHALT CONCRETE PAVEMENT SHALL BE USED IN THIS ITEM

ALL COSTS ASSOCIATED WITH THE EQUIPMENT, LABOR AND MATERIALS NECESSARY FOR SUPPLYING AND PLACING THIS ITEM SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

WEARING COURSE REMOVED AT INTERSECTIONS

TYPICAL WEARING COURSE REMOVED AT INTERSECTIONS AS DETAILED BELOW.



ENVIRONMENTAL COMMITMENTS

1. THE CONTRACTOR MUST FOLLOW ODOT CMS (107.10) IN ORDER TO ENSURE STAGING, WASTE, AND BORROW AREAS ARE APPROPRIATELY CITED.
2. NO WORK OR STAGING OF EQUIPMENT AND MATERIALS WILL OCCUR WITHIN A STREAM, DITCH, WETLAND, OR PUBLIC PARK AREA.
3. A PROPER CONCRETE WASHOUT AREA MUST BE PROVIDED BY THE CONTRACTOR.

ITEM 253 - PAVEMENT REPAIR:

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE PREPARED. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND CUT OR SAWED TO A NEAT LINE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

THE VERTICAL FACES OF THE REPAIR AREA SHALL BE TACKED PRIOR TO PLACING THE 301 FOR ITEM 253 PAVEMENT REPAIR. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR.

253 PAVEMENT REPAIR

330 CUBIC YARD

WORK ZONE MARKINGS AND SIGNS

ERECT A GROOVED PAVEMENT SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. THE SIGN CODE IS W8-H15 AND THESES SIGNS SHALL BE PAID FOR AS ITEM 614 WORK ZONE MARKING SIGN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

ITEM 614, WORK ZONE MARKING SIGN	146 EACH
ITEM 614, WORK ZONE CENTER LINE, CLASS II	15.10 MILES

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.11 OR MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGHTEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBPLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBPLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CORE DRILL OPERATION CAN BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140 DEGREES F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

MAINTAINING TRAFFIC AT DROP-OFFS

WHERE PAVEMENT PLANING/WEARING COURSE REMOVED IS SPECIFIED THE CONTRACTOR SHALL MAINTAIN A DROP-OFF AT DRIVES AND INTERSECTIONS OF NO MORE THAN 1.5 INCHES. WHERE THE DEPTH OF THE REMOVAL EXCEEDS 1.5 INCHES THE CONTRACTOR SHALL PROVIDE TEMPORARY WEDGES OR OTHER MEANS APPROVED BY THE ENGINEER TO REDUCE THE DROP-OFF TO NO GREATER THAN 1.5 INCHES. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM ITEM FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN

THIS ITEM SHALL CONSIST OF ITEM 442 ASPHALT CONCRETE USING 76-22M BINDER.

SEEDING AND MULCHING

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

659, TOPSOIL	1 CU. YD.
659, SEEDING AND MULCHING	7 SQ. YD.
659, COMMERCIAL FERTILIZER	0.02 TON
659, WATER	1 M. GAL.

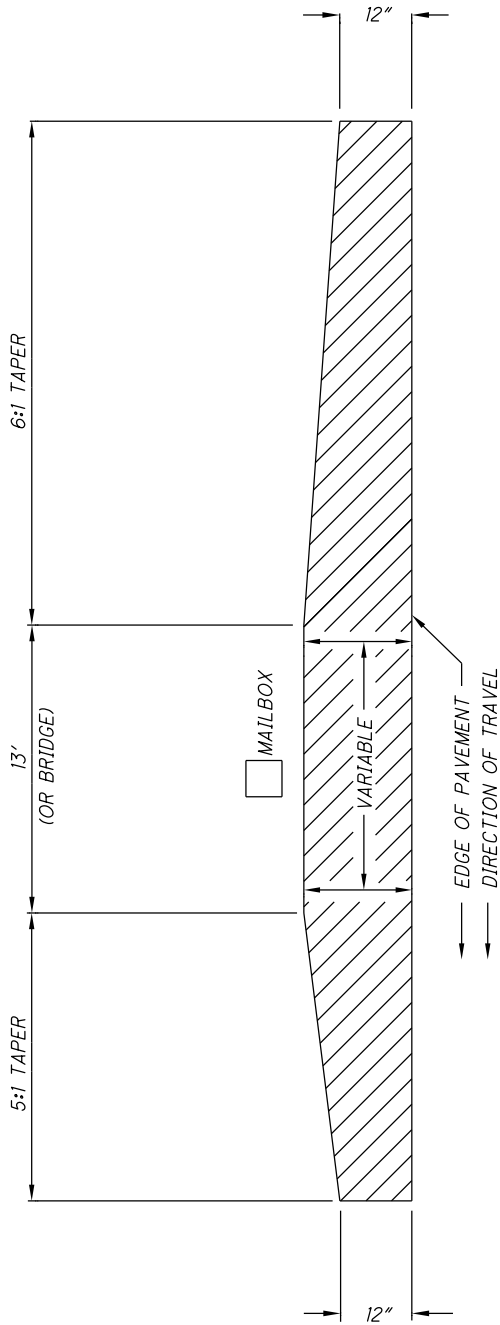
SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

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GENERAL NOTES

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SINGLE - MAILBOX TURNOUT & BRIDGE APPROACHES

IF THERE IS A DISTANCE OF 100 FEET OR LESS BETWEEN MAILBOXES: APPROCHES SHALL BE PAVED THRU TO LAST MAILBOX. THIS AREA SHALL REPRESENT LOCATION OF BRIDGE (VARIABLE LENGTH, NO WORK) FOR BRIDGE APPROACHES.

IF THERE IS A DISTANCE OF 50 FEET OR LESS BETWEEN DRIVEWAY AND MAILBOX: APPROACH SHALL BE PAVED THRU TO MAILBOX.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIALS FROM ALL STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF 2 INCHES BELOW EXISTING PAVEMENT. EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN RESPONSIBILITY OUTSIDE THE LIMITS OF THE HIGHWAY RIGHT OF WAY.

WHEN UNSTABLE MATERIAL IS ENCOUNTERED, EXCAVATION OF THIS MATERIAL SHALL BE TO A DEPTH OF 6 INCHES BELOW EXISTING PAVEMENT ELEVATION. AN ESTIMATED QUANTITY OF 304 AGGREGATE BASE HAS BEEN SET UP FOR BACKFILL OF THESE AREAS.

AN ADDITIONAL QUANTITY OF ASPHALT CONCRETE HAS BEEN SET UP TO BE USED IN THOSE AREAS EXCAVATED FOR DRIVEWAYS, MAILBOX AND BRIDGE APPROACHES.

ALL WORK, MATERIALS, EXCEPT ITEM 304, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT OF THE ASPHALT CONCRETE.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT.. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. --- IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING AN FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

ITEM 614, MAINTAINING TRAFFIC

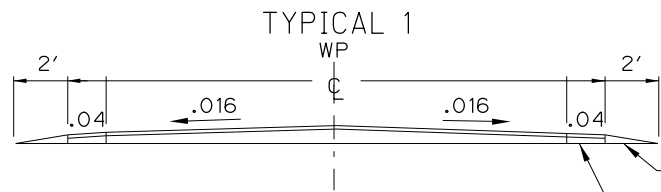
A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

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

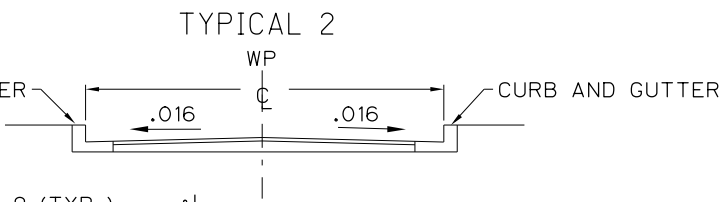
COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL COORDINATE WORK WITH THE ADJACENT PROJECT IN THE VILLAGE OF BEAVERDAM, ALL-BEAVERDAM MAIN STREET, PID 95592. THE CONTRACTOR SHALL MAKE ADJUSTMENTS TO THE MOT AS NECESSARY AND DIRECTED BY THE ENGINEER. ALL MATERIALS, EQUIPMENT AND LABOR SHALL BE INCLUDED WITH ITEM 614 MAINTAINING TRAFFIC, LUMP.

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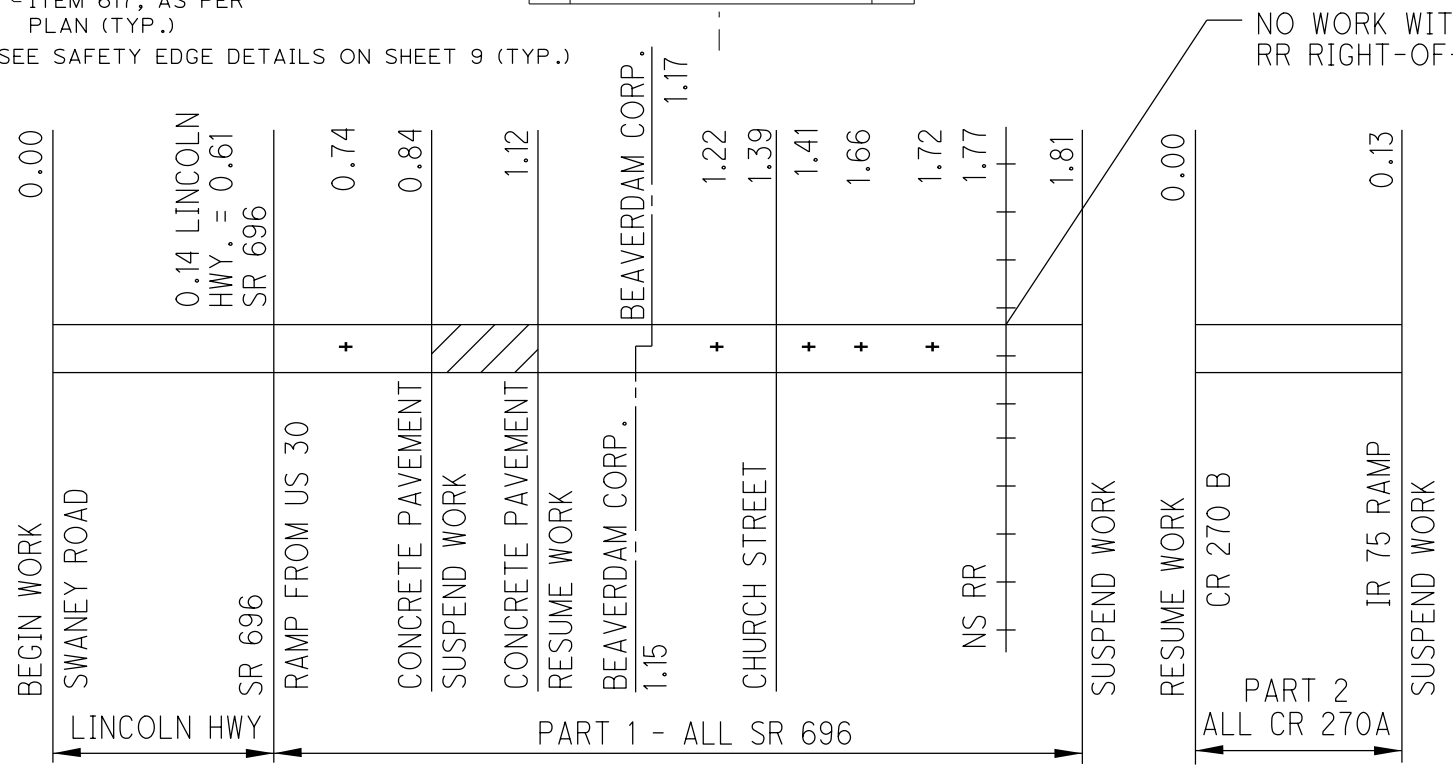
ITEM 617, AS PER PLAN (TYP.)
SEE SAFETY EDGE DETAILS ON SHEET 9 (TYP.)



NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVES QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

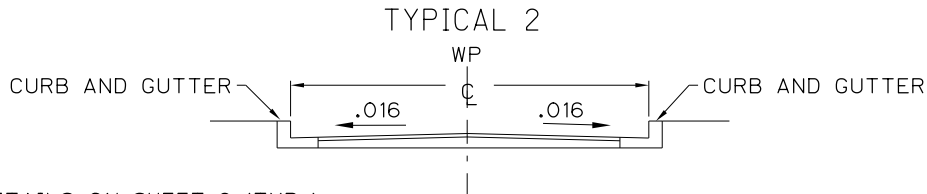
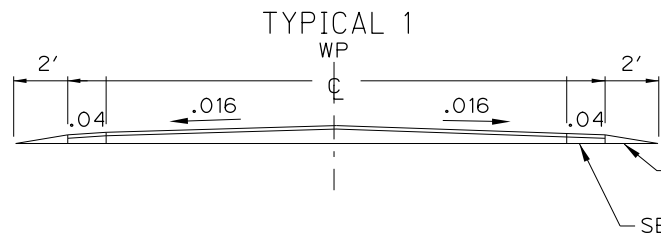
NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

ROUTE	FROM	TO	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202	407		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)		441			ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22		442		254			Patching Planed Surfaces	304	617	209
								WEARING COURSE REMOVED	NON-TRACKING TACK COAT				THICKNESS 1 1/2"	THICKNESS 1"	THICKNESS 1 1/4"			THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1 1/2"	THICKNESS 1 1/4"	THICKNESS 1 1/2"				
								THICKNESS 1 1/2"			THICKNESS 1/2"		THICKNESS 1 1/4"	THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1 1/2"	THICKNESS 1 1/4"	THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 2 1/4"	THICKNESS 1 1/2"	2% PLANED AREA		2 INCH AVG. TH.		
	SLM	SLM	MILES	FEET	FEET		SQ YD	SQ YD	GAL		CU YD						CU YD					CU YD	CU YD	MILES		
Part 1																										
Lincoln Hwy.	Swaney Rd.	SR 696	0.14	739	68	1	5585		475									233	2		5585	112		18	0.28	
ALL SR 696	0.61	0.84	0.23	1214	79	1	10660		906									444	4		10660	213		30	0.46	
ALL SR 696	0.84	1.12	no work																							
ALL SR 696	1.12	1.39	0.27	1426	48	1	7603		646									317	4		7603	152		35	0.54	
ALL SR 696	1.39	1.66	0.27	1426	26	2	4118		350				172								4118	82				
ALL SR 696	1.66	1.72	0.06	317	35	2	1232		105				51								1232	25				
ALL SR 696	1.72	1.81	0.09	475	28	1	1478		126				62	1							1478	30		12	0.18	
Extra Areas							192	192	16						8											
Intersections								1437	122						60											
Totals								1629	2746				286			68		1004		30676		614	10	95	1.46	
Part 2																										
ALL CR 270 A	0.00	0.13	0.13	686	24	1	1830		156	101	51	64		2						1830		37		17	0.26	
Totals									257		51		66					1830		37		17	0.26			

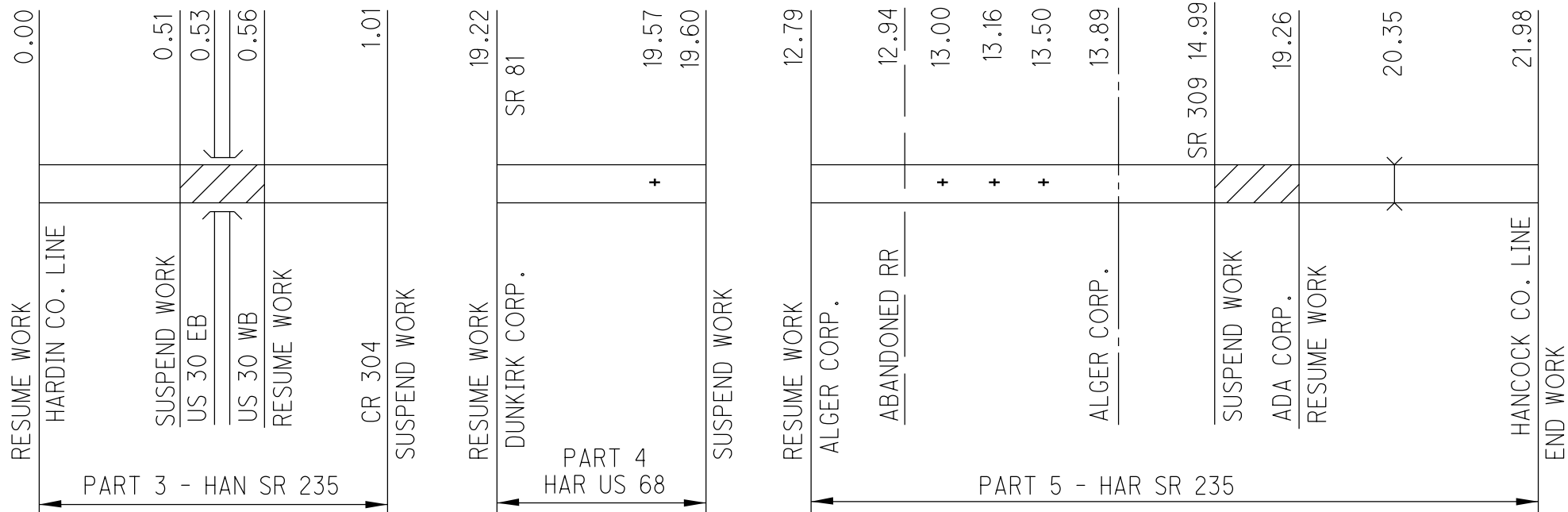
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NOTE: ALL TOTALS CARRIED TO GENERAL SUMMARY

NOTE: MAILBOX AND DRIVES QUANTITIES ARE INCLUDED IN THE EXTRA AREAS

NOTE: DRAWINGS NOT TO SCALE



PAVEMENT DATA

ROUTE	FROM	TO	DISTANCE		PAVT WIDTH	TYPICAL SECTION	PAVT AREA	202	407		441							442		254			304	617	209
								WEARING COURSE REMOVED	NON-TRACKING TACK COAT		ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 (448)		ASPHALT CONCRETE SURFACE COURSE TYPE 1, (446), PG64-22			ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22		ASPHALT CONCRETE SURFACE COURSE 12.5 MM TYPE A (446)		PAVEMENT PLANING, ASPHALT		PATCHING PLANED SURFACES	AGGREGATE BASE	COMPACTED AGGREGATE	PREPARING SUBGRADE FOR SHOULDER PAVING
									THICKNESS 1 1/2"			THICKNESS 1/2"	THICKNESS 1"	THICKNESS 1 1/4"	THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 1 1/2"	THICKNESS 1 1/4"	THICKNESS 1 1/2"	QUANTITY USED FOR SAFETY EDGE	THICKNESS 2 1/4"	THICKNESS 1 1/2"	2% PLANED AREA		2 INCH AVG. TH.
	SLM	SLM	MILES	FEET	FEET		SQ YD	SQ YD	GAL		CU YD							CU YD					CU YD	CU YD	MILES
Part 3																									
HAN SR 235	0.00	0.31	0.31	1637	28	1	5092	107	433	280	71		177		5								40	0.62	
HAN SR 235	0.31	0.51	0.20	1056	32	1	3755	107	319	207	52		130		3								26	0.40	
HAN SR 235	0.51	0.56	no work																						
HAN SR 235	0.56	0.80	0.24	1267	33	1	4646	107	395	256	65		161		4								31	0.48	
HAN SR 235	0.80	0.97	0.17	898	28	1	2793	107	237	154	39		97		3								22	0.34	
HAN SR 235	0.97	1.01	0.04	211	32	1	751	107	64	41	10		26		1								5	0.08	
Extra Areas							88		7							3									
Intersections								65	95						39										
Totals								600	2488		237		607			42							20	124	1.92
Part 4																									
HAR US 68	19.22	19.55	0.33	1742	27	1	5227		444								218	5		5227	105		43	0.66	
HAR US 68	19.55	19.60	0.05	264	43	1	1261		107								53	1		1261	25		7	0.10	
Extra Areas							88	88	7						4										
Intersections								841	71						35										
Totals								929	629							39		277		6488		130		50	0.76
Part 5																									
HAR SR 235	12.79	13.01	0.22	1162	23	1	2969		252	163		82	103		3					2969		59		29	0.44
HAR SR 235	13.01	13.03	0.02	106	39	2	458		39	25		13	16							458		9			
HAR SR 235	13.03	13.13	0.10	528	38	2	2229		189	123		62	77							2229		45			
HAR SR 235	13.13	13.16	0.03	158	26	1	458		39	25		13	16		0					458		9	4	0.06	
HAR SR 235	13.16	13.89	0.73	3854	24	1	10278		874	565		286	357		11					10278		206	95	1.46	
HAR SR 235	13.89	14.99	1.10	5808	24	1	15488	214	1316	852	215		538		17								143	2.20	
HAR SR 235	14.99	19.26	no work																						
HAR SR 235	19.26	21.98	2.72	14362	27	1	43085	232	3662	2370	598		1496		42								355	5.44	
Extra Areas							1624	552	138							56									
Intersections								2138	250							102									
Totals								3136	10882		1269		2676			158		16392		328		20	626	9.60	

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ROUTE	FROM	TO	DISTANCE		618	621		642				644				
					EDGE LINE RUMBLE STRIPE	RPM	RPM REMOVED	EDGE LINE	CENTER LINE	LANE LINE	CHANNELIZING LINE	TRANSVERSE DIAGONAL LINE	STOP LINE	LANE ARROW	DOTTED LINE	RR CROSSING SYMBOL
	SLM	SLM	MILES	FEET	MILE	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	EA	FT	EA
Part 1																
Lincoln Hwy.	Swaney Rd.	SR 696	0.14	739				0.28	0.14	0.20	170			4		
ALL SR 696	0.61	0.84	0.23	1214		76	76	0.46	0.31	0.45	846	217	122	12	176	
ALL SR 696	0.84	1.12														
ALL SR 696	1.12	1.39	0.27	1426		27	27	0.54	0.42	0.10				2		
ALL SR 696	1.39	1.72	0.33	1742					0.33				70			
ALL SR 696	1.72	1.81	0.09	475				0.18	0.09				24			2
	SUB-TOTALS					103	103	1.46	1.29	0.75	1016	217	216	18	176	2
Part 2																
CR 270 A	0.00	0.13	0.13	686				0.26					30			
	SUB-TOTALS							0.26					30			
Part 3																
HAN SR 235	0.00	0.31	0.31	1637	0.62	20	20	0.62	0.31							
HAN SR 235	0.31	0.51	0.20	1056	0.40	13	13	0.40	0.20							
HAN SR 235	0.51	0.56														
HAN SR 235	0.56	0.80	0.24	1267	0.48	16	16	0.48	0.24				60			
HAN SR 235	0.80	1.01	0.21	1109	0.42	14	14	0.42	0.21							
	SUB-TOTALS				1.92	63	63	1.92	0.96				60			
Part 4																
HAR US 68	19.22	19.55	0.33	1742				0.02	0.33							1
HAR US 68	19.55	19.60	0.05	264					0.05							
	SUB-TOTALS							0.02	0.38							1
Part 5																
HAR SR 235	12.79	13.01	0.22	1162				0.44	0.22							
HAR SR 235	13.01	13.03	0.02	106					0.02				12			
HAR SR 235	13.03	13.13	0.10	528					0.10							
HAR SR 235	13.13	13.16	0.03	158					0.03				15			
HAR SR 235	13.16	13.89	0.73	3854				1.46	0.73							
HAR SR 235	13.89	14.99	1.10	5808		73	73	2.20	1.10				20			
HAR SR 235	14.99	19.26														
HAR SR 235	19.26	21.98	2.72	14362	5.44	180	180	5.44	2.72							
	SUB-TOTALS				5.44	253	253	9.54	4.92				47			

NOTE: UNLESS OTHERWISE NOTED, PROPOSED PAVEMENT MARKINGS SHALL MATCH THE LOCATIONS OF EXISTING PAVEMENT MARKINGS. PRIOR TO STARTING THE WORK, THE CONTRACTOR AND PROJECT ENGINEER SHALL CONFIRM THE LOCATIONS OF PROPOSED PAVEMENT MARKINGS.

INTERSECTION	SLM	SIDE	PAVT AREA	202	407	441
				WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
				THICKNESS 1 1/2"	0.085 GAL/SY	THICKNESS 1 1/2"
			SQ YD	SQ YD	GAL	CU YD
Part 1						
Repper† Rd.	0.73	L	427	427	36.3	17.8
Church St.	1.39	R	198	198	16.8	8.3
Shull St.	1.50	R	65	65	5.5	2.7
Shull St.	1.50	L	39	39	3.3	1.6
Lima St.	1.55	R	57	57	4.8	2.4
Lima St.	1.55	L	84	84	7.1	3.5
Mill St.	1.65	R	61	61	5.2	2.5
Mill St.	1.65	L	61	61	5.2	2.5
West St.	1.72	L	236	236	20.1	9.8
Main St.	1.72	L	139	139	11.8	5.8
North St.	1.76	R	70	70	6.0	2.9
Sub-Totals				1437	122	60

INTERSECTION	SLM	SIDE	PAVT AREA	202	407	441
				WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
				THICKNESS 1 1/4"	0.085 GAL/SY	THICKNESS 1 1/4"
			SQ YD	SQ YD	GAL	CU YD
Part 3						
CR 1	0.00	R	157	14	13.3	5.5
CR 1	0.00	L	117	14	9.9	4.1
US 30 Ramp	0.46	R	530	18	45.1	18.4
US 30 Ramp	0.61	R	318	19	27.0	11.0
Sub-Totals				65	95	39

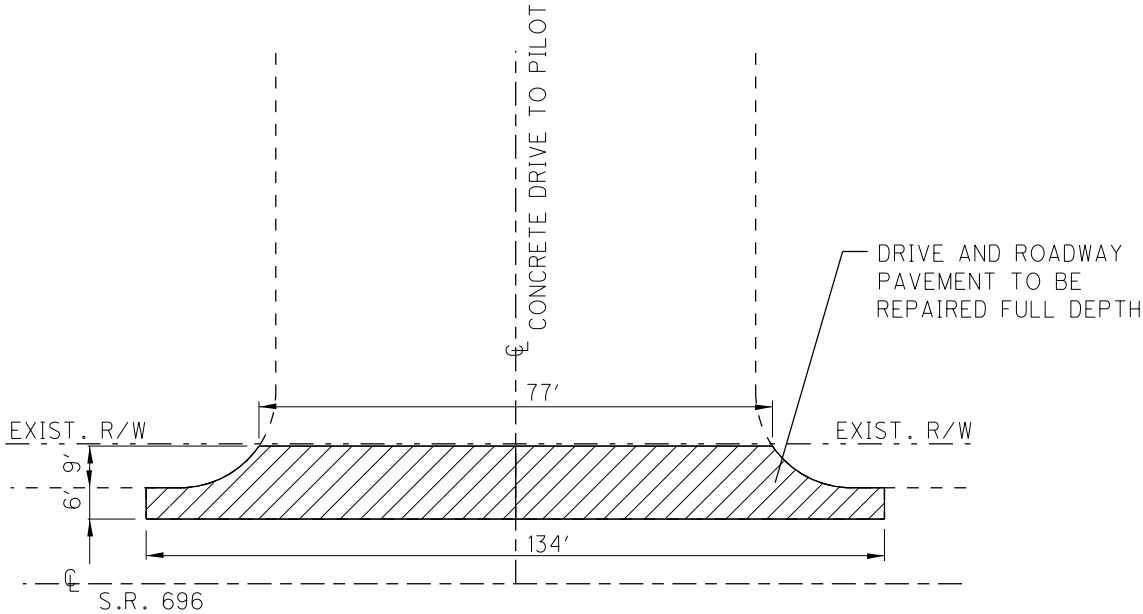
INTERSECTION	SLM	SIDE	PAVT AREA	202	407	441
				WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
				THICKNESS 1 1/2"	0.085 GAL/SY	THICKNESS 1 1/2"
			SQ YD	SQ YD	GAL	CU YD
Part 4						
SR 81	19.22	R	215	215	18.3	9.0
SR 81	19.22	L	240	240	20.4	10.0
Edgar St.	19.33	R	70	70	6.0	2.9
Edgar St.	19.34	L	72	72	6.1	3.0
McCaskey St.	19.41	R	54	54	4.6	2.3
South St.	19.50	R	70	70	6.0	2.9
Alley	19.53	R	20	20	1.7	0.8
Alley	19.53	L	20	20	1.7	0.8
Alley	19.55	R	20	20	1.7	0.8
Alley	19.55	L	20	20	1.7	0.8
Alley	19.58	R	20	20	1.7	0.8
Alley	19.58	L	20	20	1.7	0.8
Sub-Totals				841	71	35

INTERSECTION	SLM	SIDE	PAVT AREA	202	407	441
				WEARING COURSE REMOVED	TACK COAT	ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), PG64-22
				THICKNESS 1 1/4"	0.085 GAL/SY	THICKNESS 1 1/4"
			SQ YD	SQ YD	GAL	CU YD
Part 5						
Belmont St.	12.83	R	107	107	9.1	3.7
Belmont St.	12.83	L	230	230	19.6	8.0
Lee St.	13.00	L	56	56	4.8	1.9
McConnell St.	13.00	L	41	41	3.5	1.4
Main St.	13.07	R	46	46	3.9	1.6
Main St.	13.07	L	43	43	3.7	1.5
Clark St.	13.14	L	23	23	2.0	0.8
Front St.	13.16	R	44	44	3.7	1.5
Lee St.	13.16	R	56	56	4.8	1.9
Wagner St.	13.21	R	110	110	9.4	3.8
Wagner St.	13.21	L	110	110	9.4	3.8
Place St.	13.31	L	56	56	4.8	1.9
Angle St.	13.33	L	111	111	9.4	3.9
Tabler St.	13.36	R	48	48	4.1	1.7
Tabler St.	13.36	L	100	100	8.5	3.5
Hulburt St.	13.42	L	109	109	9.3	3.8
Montville St.	13.47	L	92	92	7.8	3.2
Shadley St.	13.51	R	177	177	15.0	6.1
Shadley St.	13.51	L	72	72	6.1	2.5
Carl St.	13.57	L	119	119	10.1	4.1
North St.	13.64	L	129	129	11.0	4.5
Park St.	13.80	L	125	125	10.6	4.3
CR 80	14.02	R	97	14	8.2	3.4
CR 80	14.02	L	128	17	10.9	4.4
TR 30	20.02	R	77	13	6.5	2.7
TR 30	20.02	L	81	13	6.9	2.8
Heritage Place	20.63	L	45	20	3.8	1.6
CR 20	21.01	R	115	14	9.8	4.0
CR 20	21.01	L	140	13	11.9	4.9
CR 10	21.98	R	142	14	12.1	4.9
CR 10	21.98	L	112	16	9.5	3.9
Sub-Totals				2138	250	102

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PART 4

Ref. No.	Intersecting Street	Side	Quantities					
			202		608			609
			Walk Removed	Curb Removed	Curb Ramp A2	Detectable Warning	Concrete Walk	Curb Type 6
			SF	Feet	SF	SF	SF	Feet
1-R	US 68 and SR 81	Lt.	24	13	24			7
2-R	US 68 and Edgar St.	Rt.	20			8	20	
3-R		Lt.	28			8	28	
4-R		Lt.	16			8	16	
5-R		Rt.	16			8	16	
6-R	US 68 and McCaskey St.	Rt.	159			8	101	
7-R	US 68 and South St.	Rt.	22			8	22	
8-R		Rt.	55			8	55	
9-R		Rt.	23			8	23	
	Totals		363	13	24	64	281	7



DRIVEWAY DETAIL (VILLAGE OF BEAVERDAM)

QUANTITIES FOR DRIVEWAY REPAIR

202 PAVEMENT REMOVED	183 SQ YD
304 AGGREGATE BASE (6")	31 CU YD
301 ASPHALT CONCRETE BASE (5")	26 CU YD
442 ASPHALT CONCRETE SURFACE COURSE (1.5")	8 CU YD

QUANTITIES CARRIED TO GENERAL SUMMARY

PART 5

Ref. No.	Intersecting Street	Side	Quantities						
			202		608				609
			Walk Removed	Curb Removed	Curb Ramp B2	Curb Ramp D	Detectable Warning	Concrete Walk	Curb Type 6
			SF	Feet	SF	SF	SF	SF	Feet
10-R	SR 235 and Lee St./ McConnell St.	Rt.	30				8	30	
11-R		Lt.	16				8	16	
12-R		Lt.	16				8	16	
13-R		Lt.	19				8	19	
14-R		Lt.	16				8	16	
15-R		Lt.	16				8	16	
16-R	SR 235 and Main St.	Rt.	33	5			8	33	
17-R		Rt.	119	6	96			23	
18-R		Lt.	125	16	90			35	
19-R	SR 235 and Clark St.	Lt.	242	27		80		162	11
20-R		Lt.	33				8	33	
21-R	SR 235 and Front St./ Lee St.	Lt.	32				8	32	
22-R		Rt.	12				8	12	
23-R		Rt.	32				8	32	
24-R		Rt.	54				8	54	
25-R		Lt.	48				8	48	
26-R		Rt.	27				8	27	
27-R	SR 235 and Wagner St.	Rt.	12				8	12	
28-R		Rt.	40				8	40	
29-R		Lt.	24				8	24	
30-R	SR 235 and Place St.	Lt.	20				8	20	
31-R		Rt.	20				8	20	
32-R	SR 235 and Angle St.	Lt.	16				8	16	
33-R		Lt.	16				8	16	
34-R	SR 235 and Tabler St.	Lt.	20				8	20	
35-R		Lt.	32				8	32	
36-R	SR 235 and Hulburt St.	Lt.	38				8	38	
37-R		Lt.	28				8	28	
38-R	SR 235 and Montville St.	Lt.	16				8	16	
39-R		Lt.	48				8	48	
40-R	SR 235 and Shadley St.	Lt.	16				8	16	
41-R		Lt.	52				8	52	
42-R	SR 235 and Carl St.	Lt.	52				8	52	
43-R		Lt.	54				8	54	
44-R	SR 235 and North St.	Lt.	20				8	20	
45-R		Lt.	16				8	16	
46-R	SR 235 and North St.	Lt.	16				8	16	
47-R		Lt.	60				8	60	
	Totals		1486	54	186	80	280	1220	11

COORDINATION OF DRIVE PAVEMENT REPAIR WORK

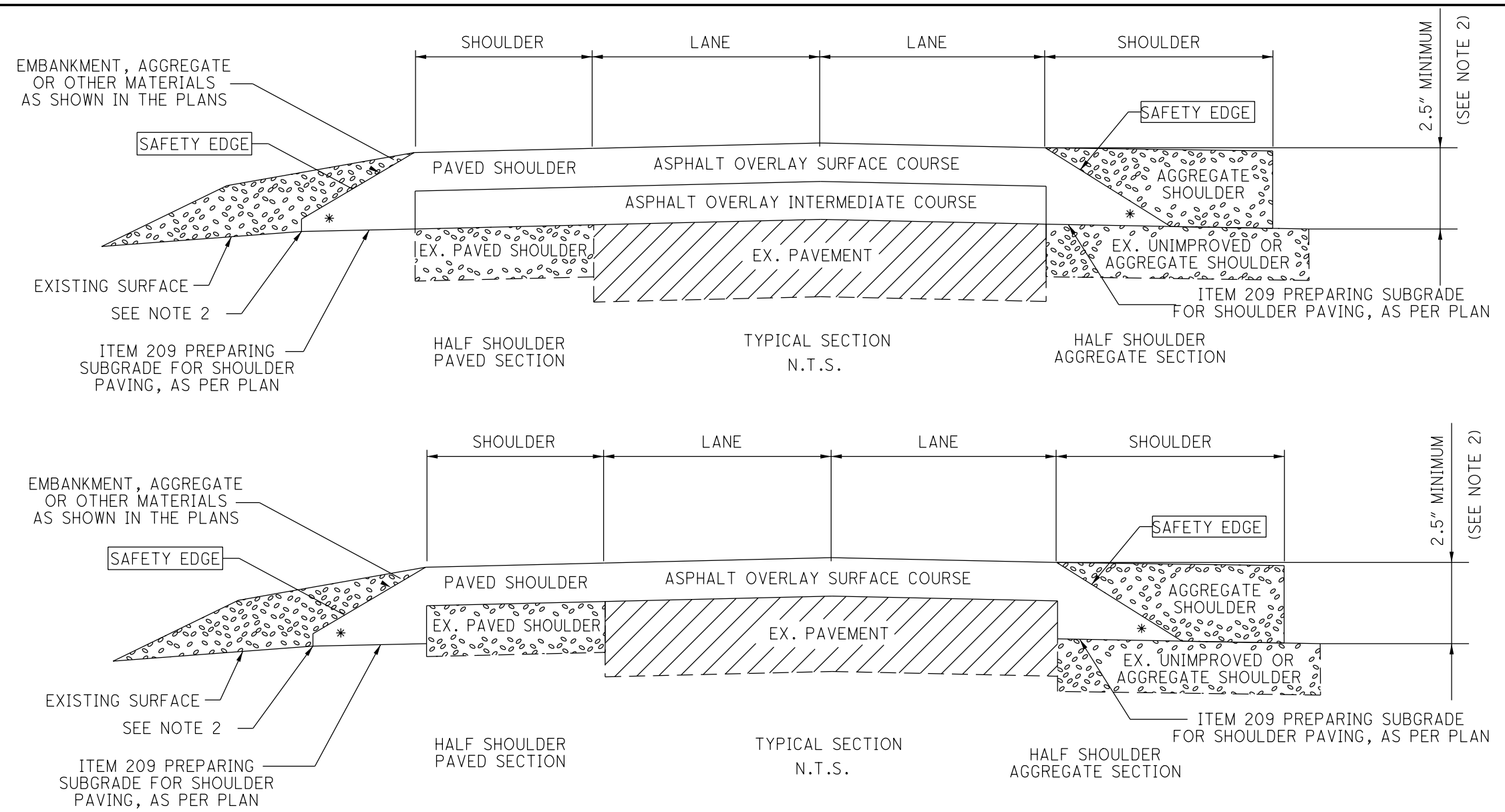
A MINIMUM OF ONE WEEK PRIOR TO STARTING THE DRIVE REPAIR WORK DETAILED ON THIS SHEET, THE CONTRACTOR SHALL COORDINATE THE WORK WITH THE PROJECT ENGINEER AND BUSINESS UTILIZING THE DRIVE. PER THE ACCEPTANCE OF THE PROJECT ENGINEER AND BUSINESS, THE CONTRACTOR SHALL SCHEDULE AND COMPLETE THE REPAIR WORK WITH MINIMUM IMPACT TO THE BUSINESS AND TRAFFIC. AS PART OF THE EFFORT TO MINIMIZE IMPACT TO THE BUSINESS AND TRAFFIC AND AS DIRECTED BY THE ENGINEER, THE CONTRACTOR MAY HAVE TO COMPLETE THE WORK AT NIGHT AND/OR ON THE WEEKEND. ALL MATERIALS, EQUIPMENT AND LABOR SHALL BE INCLUDED WITH ITEM 614, MAINTAINING TRAFFIC, LUMP SUM.

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NOTES

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF PAVED ROADWAY (EDGE TRAVELED LANE OR EDGE OF SHOULDER).
- 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6". CONSTRUCT A NEAR VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6"
- 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SFAETY EGDE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.

* 40° MAX.



SAFETY EDGE PLAN NOTE

In addition to the requirements of 401.02, attach a device to the screed of the paver that confines the material at the end gate and extrudes the asphalt material in such way that results in a compacted wedge shape pavement edge of approximately 30 degrees (not steeper than 40 degrees). Ensure the device maintains contact with the existing surface, and allow for automatic transition to cross roads, driveways and obstructions. Do not use conventional single plate strike off.

Construction of the safety edge can be omitted at locations where existing width of graded shoulder or berm is less than 12". Projects with varying condition should use safety edge where possible. Plan preparation has made every reasonable attempt to identify possible safety edge locations.

Use the TransTech Safety Wedge Maker, the Carlson Safety Edge End Gate, the Advant-Edger, the Troxler SafeTSlope or a similar approved-equal device that produces the same wedge consolidation results. Contact information for these wedge shape compaction devices is the following:

TransTech Systems, Inc.
1594 State St
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-8975-8000

If electing to use a similar device, provide proof that the device has been used on previous projects with acceptable results or construct a test section prior to the beginning of work and demonstrate wedge compaction to the satisfaction of the Engineer. Short sections of handwork will be allowed when necessary for transitions and turnouts or otherwise authorized by the Engineer.

In addition to the requirements of 401.16, make the first roller pass 8 to 12 inches away from tapered edge. Do not roll the taper.

Advant-Edge Paving Equipment LLC
PO Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advataedgепaving.com

Troxler Electronic Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

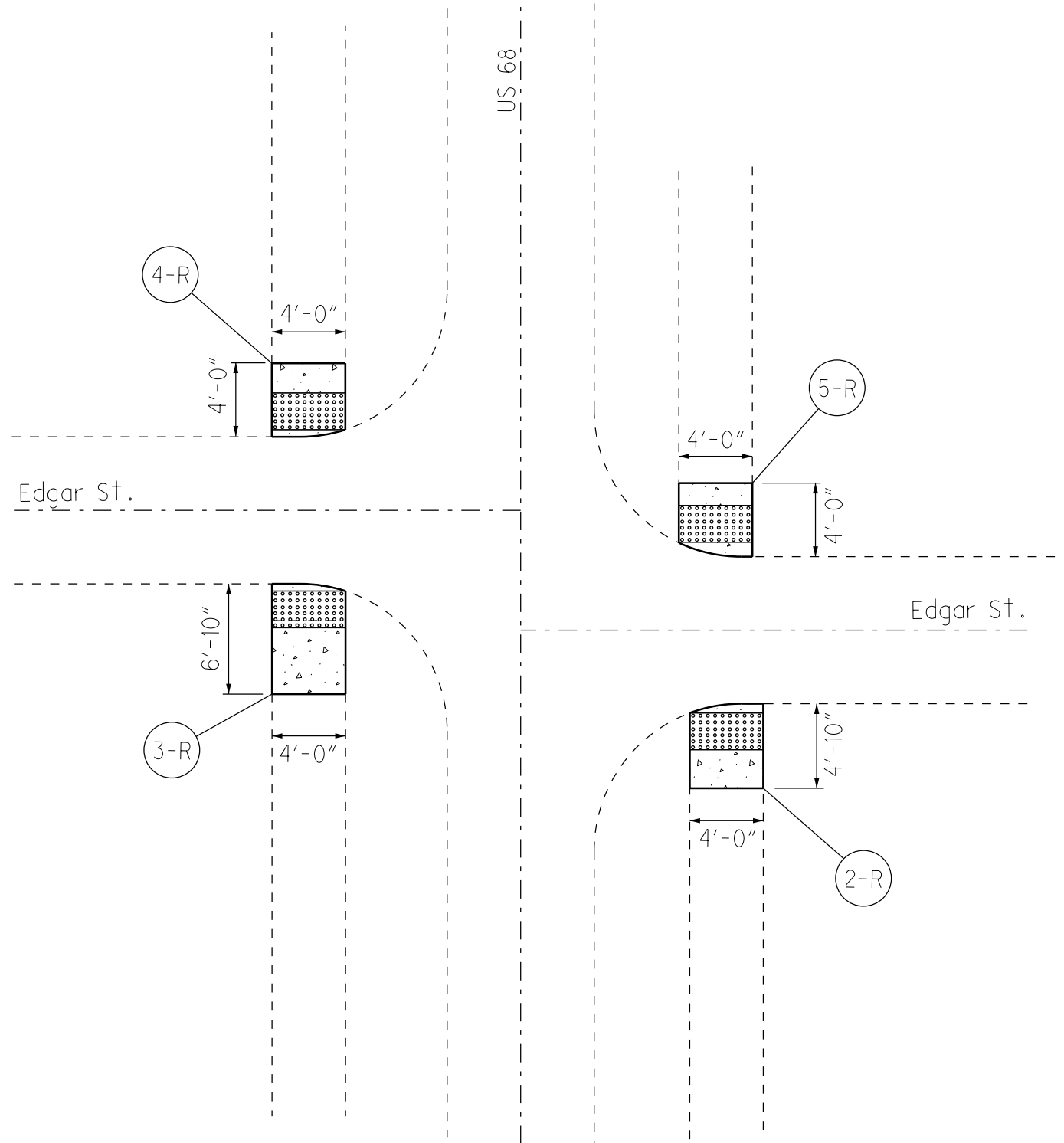
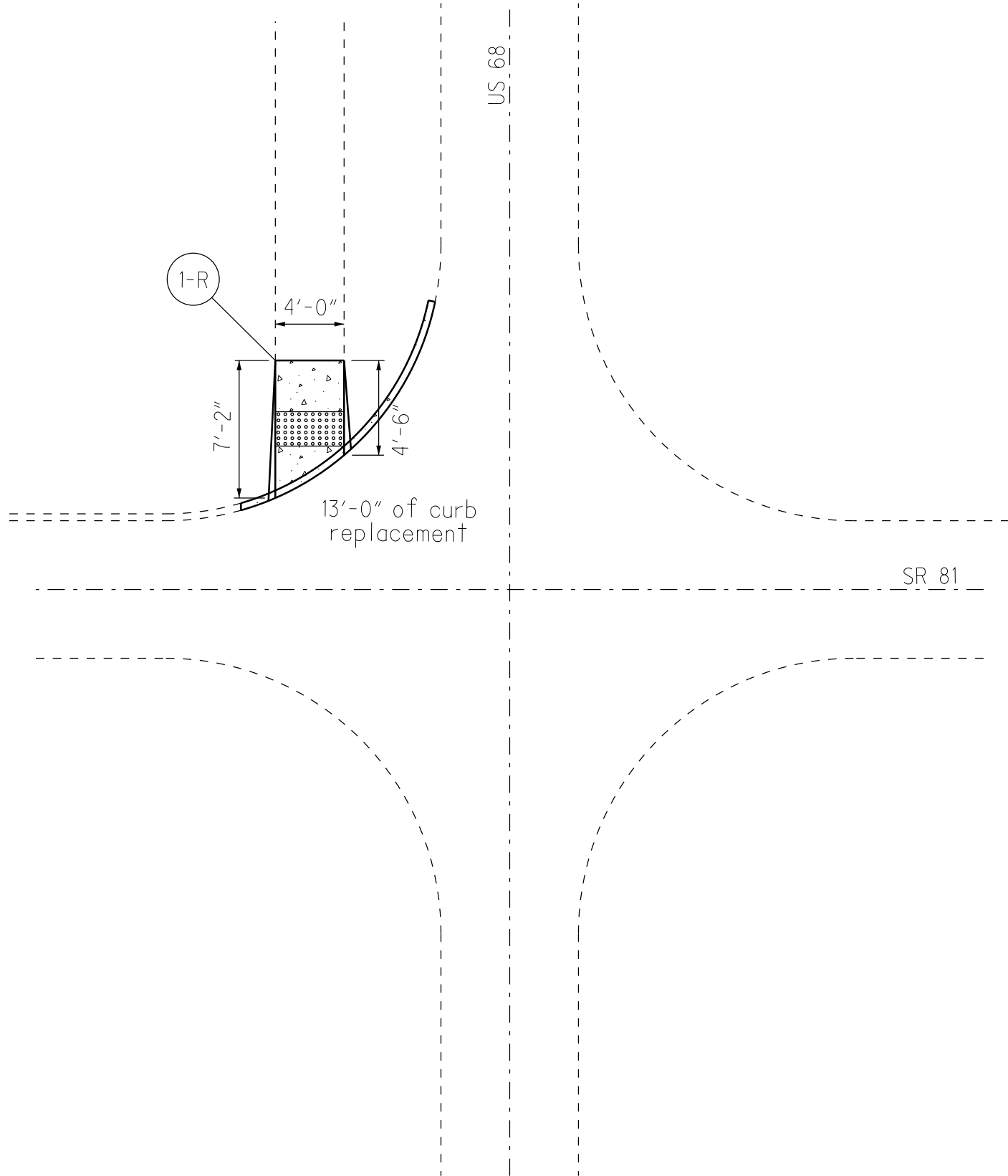
ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

Prepare the shoulder for paving a consistent safety edge in both thickness and width.

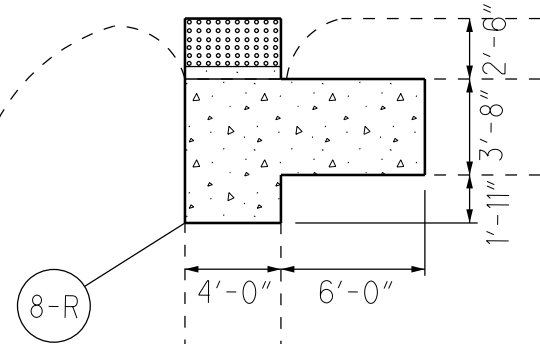
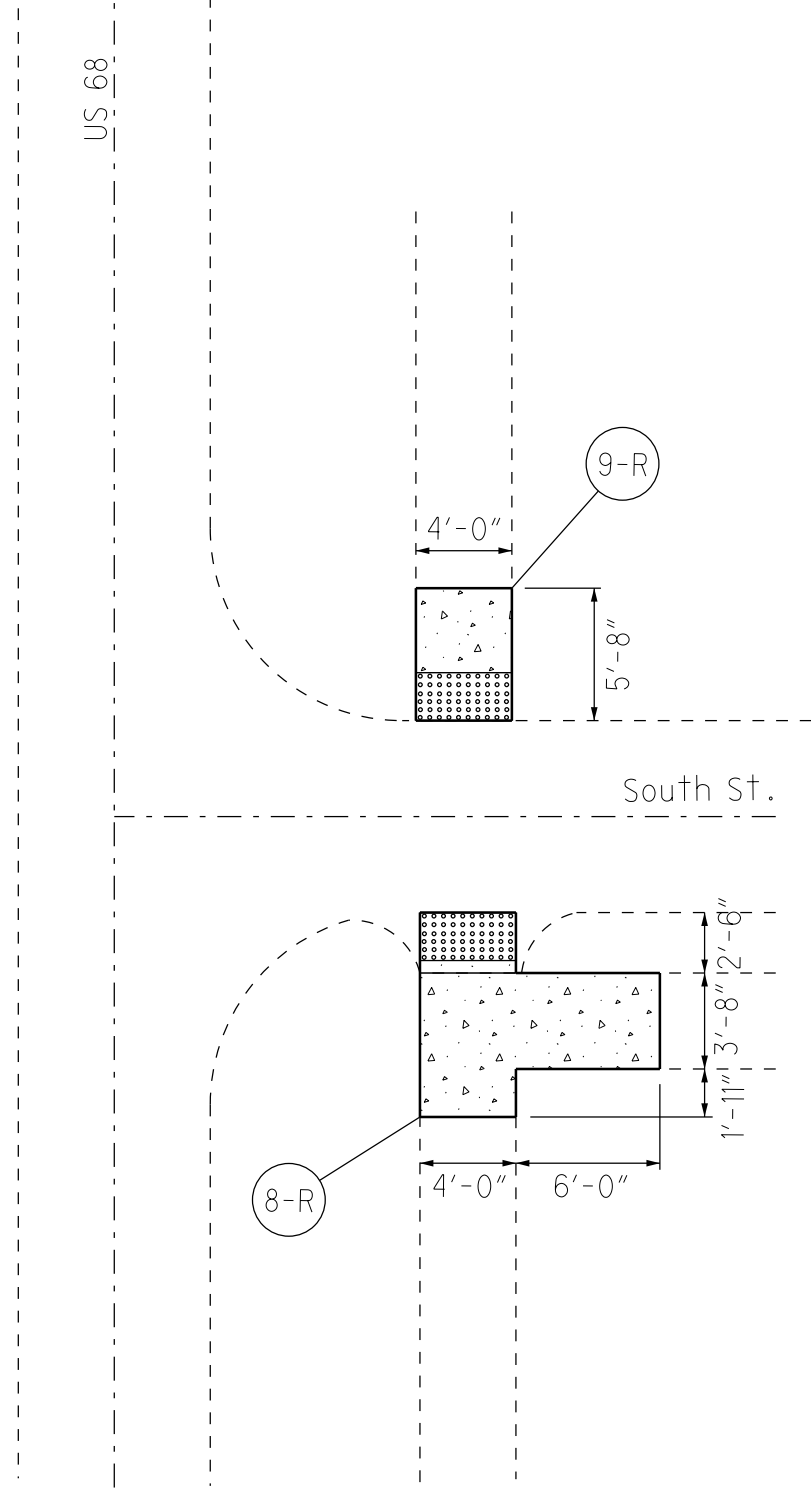
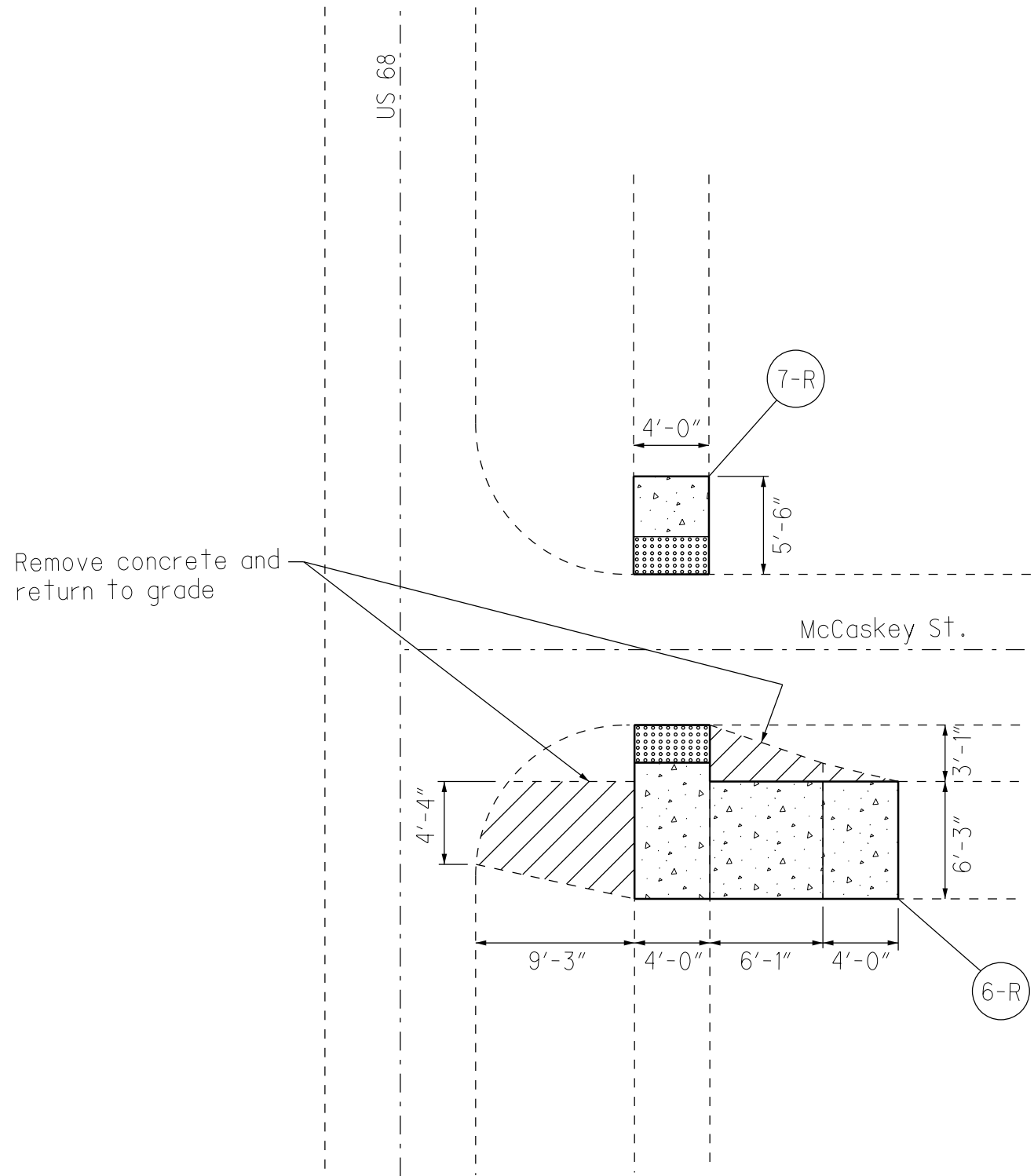
Prior to paving the safety edge, grade an area 10 inches wide, beginning at the edge of the paved roadway, to provide a level surface free of vegetation for construction of the safety edge. If necessary, excavate the graded area to the depth necessary to construct the safety edge. Compact the graded shoulder according to 617.05, or as directed by the engineer.

ITEM 441 ASPHALT CONCRETE SURFACE COURSE TYPE 1

A quantity of asphalt material has been included in the general summary to allow for construction of the safety edge as detailed on this sheet.



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- Landing

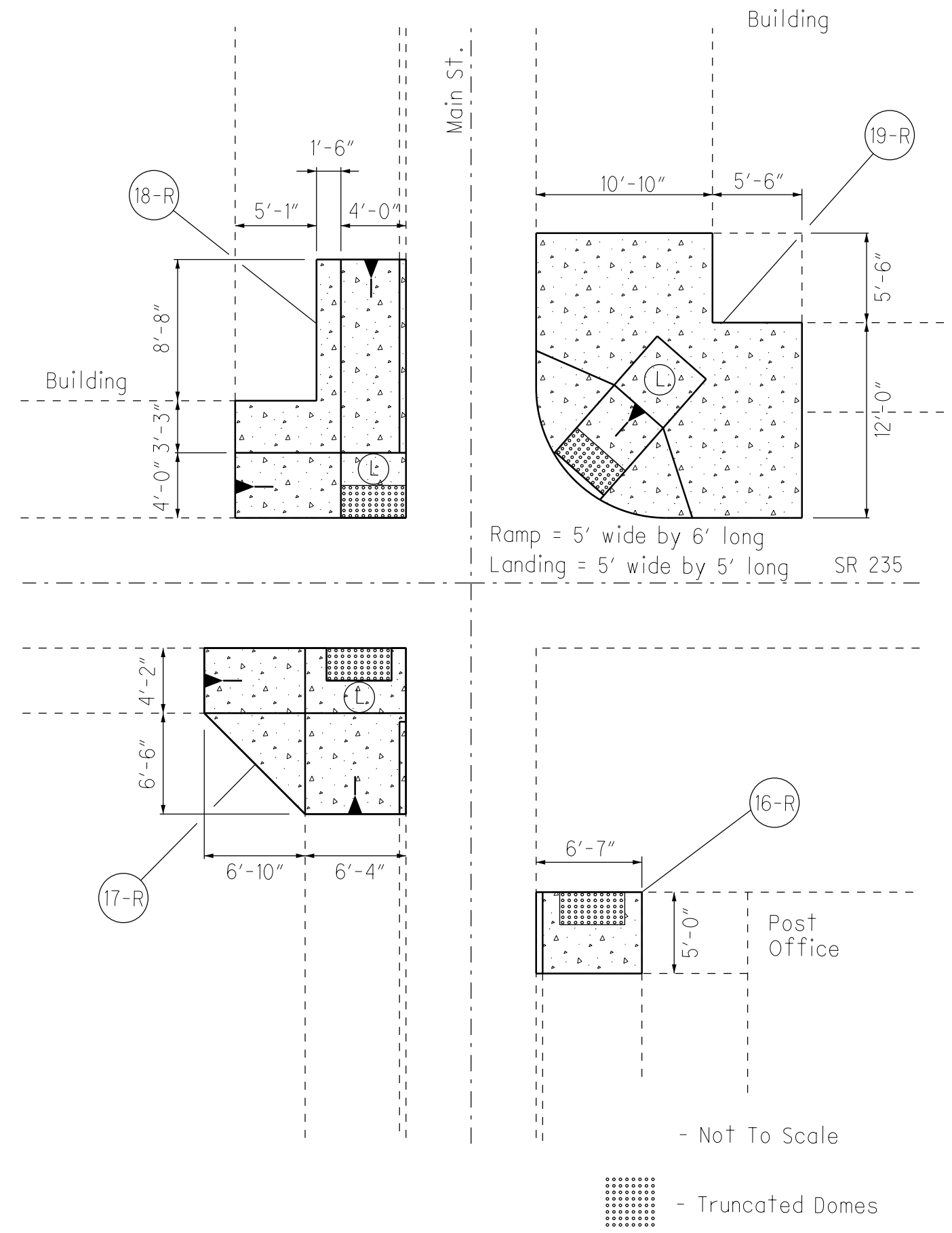
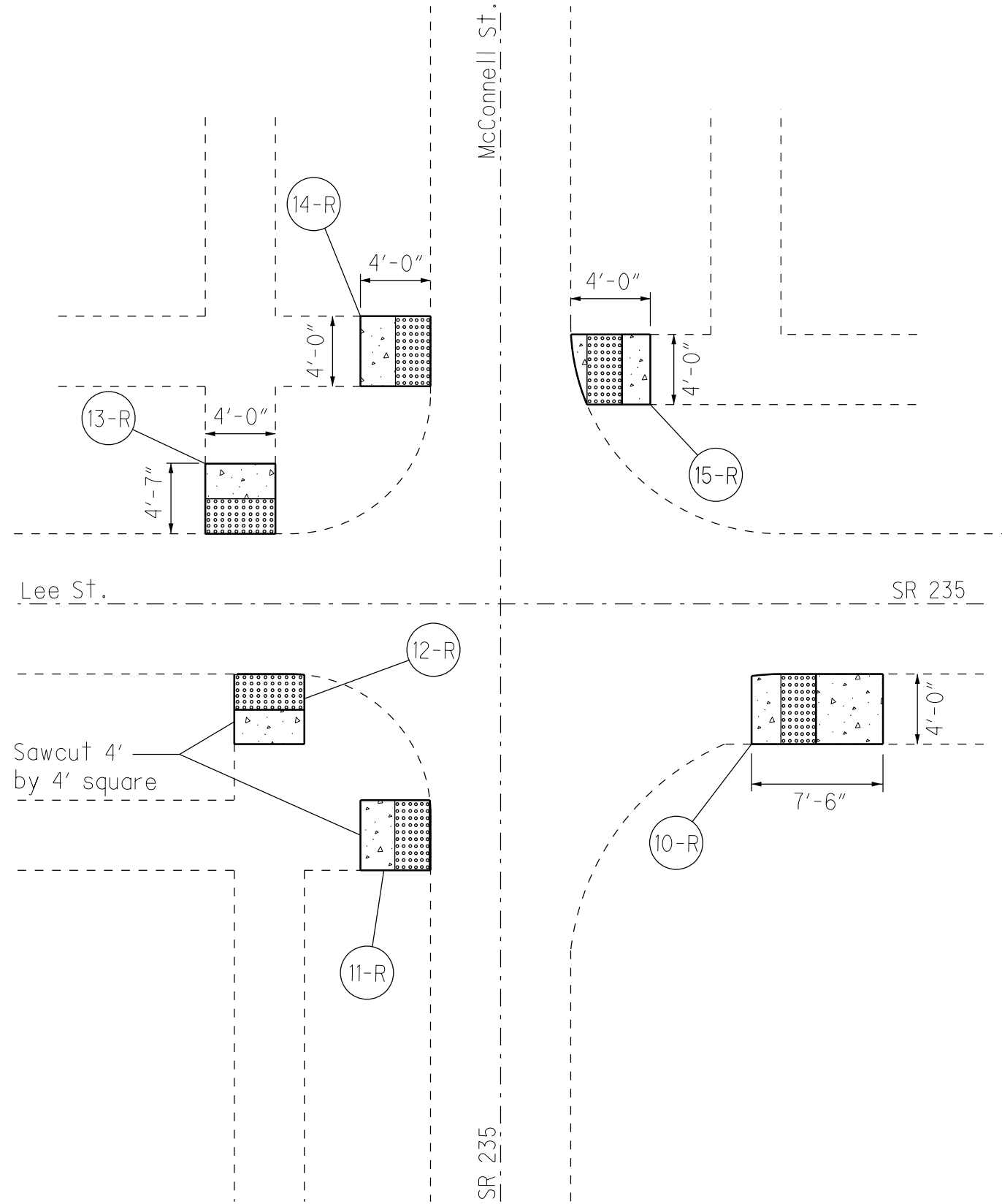


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- Truncated Domes



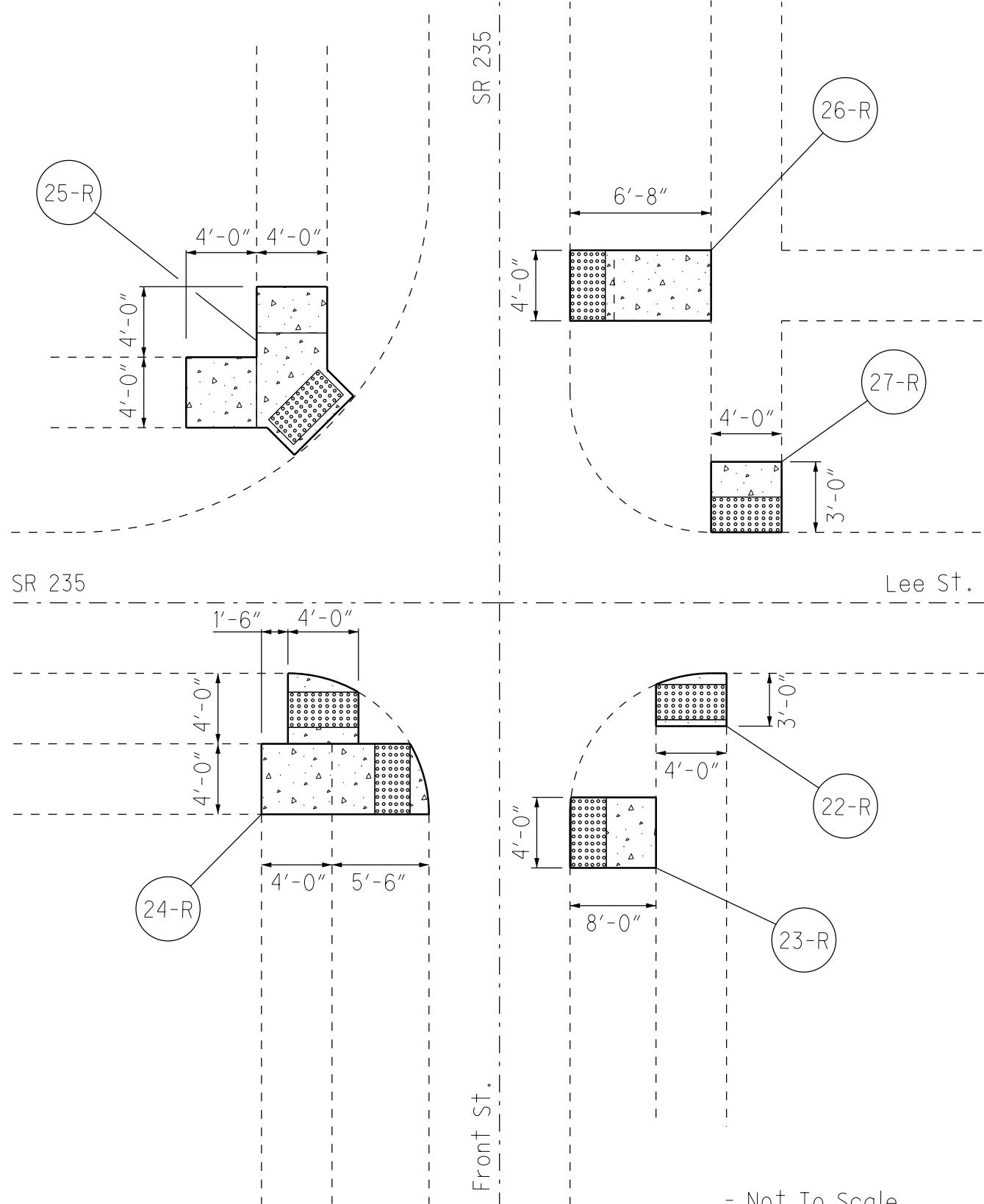
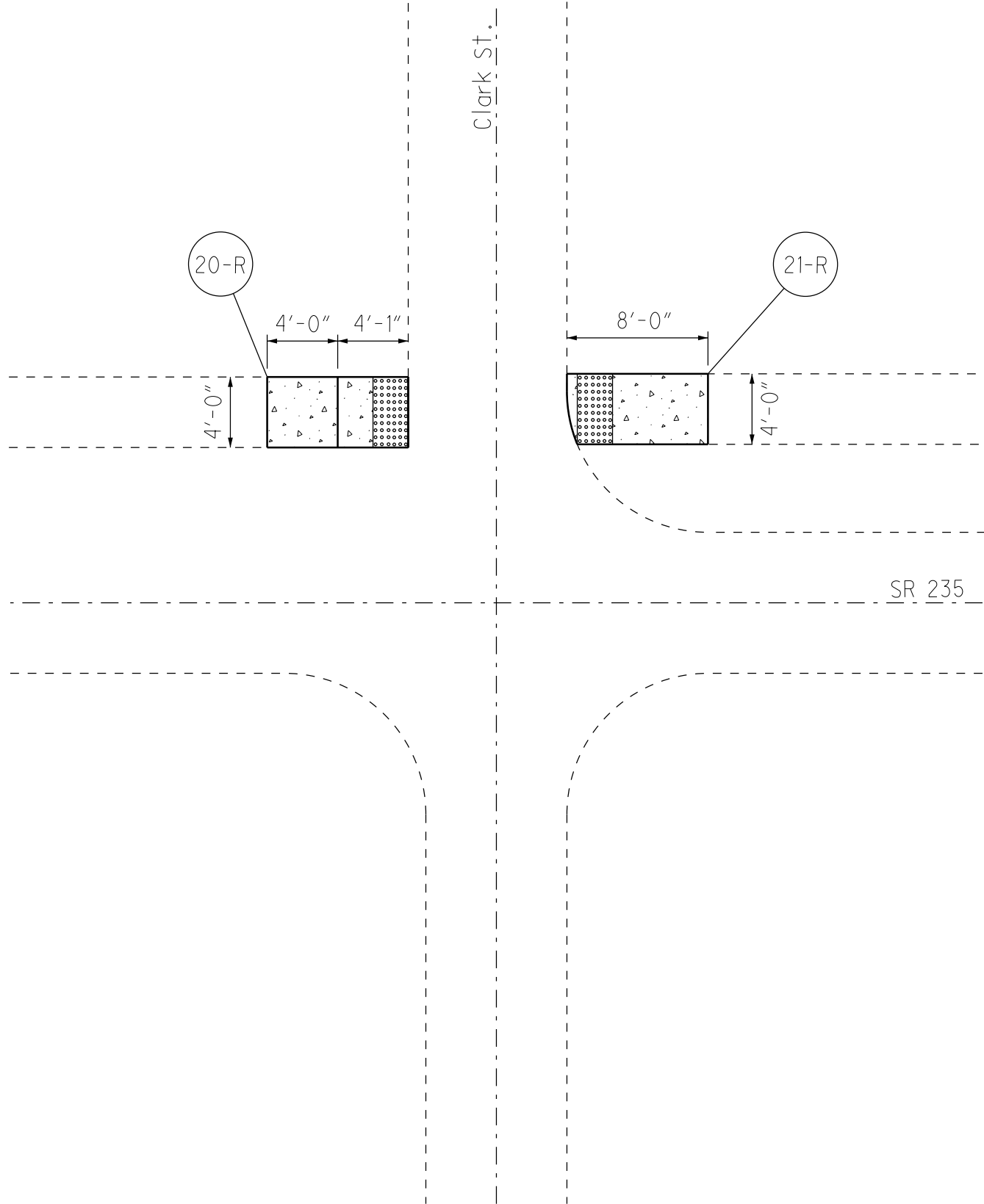
- Landing



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Ⓛ - Landing



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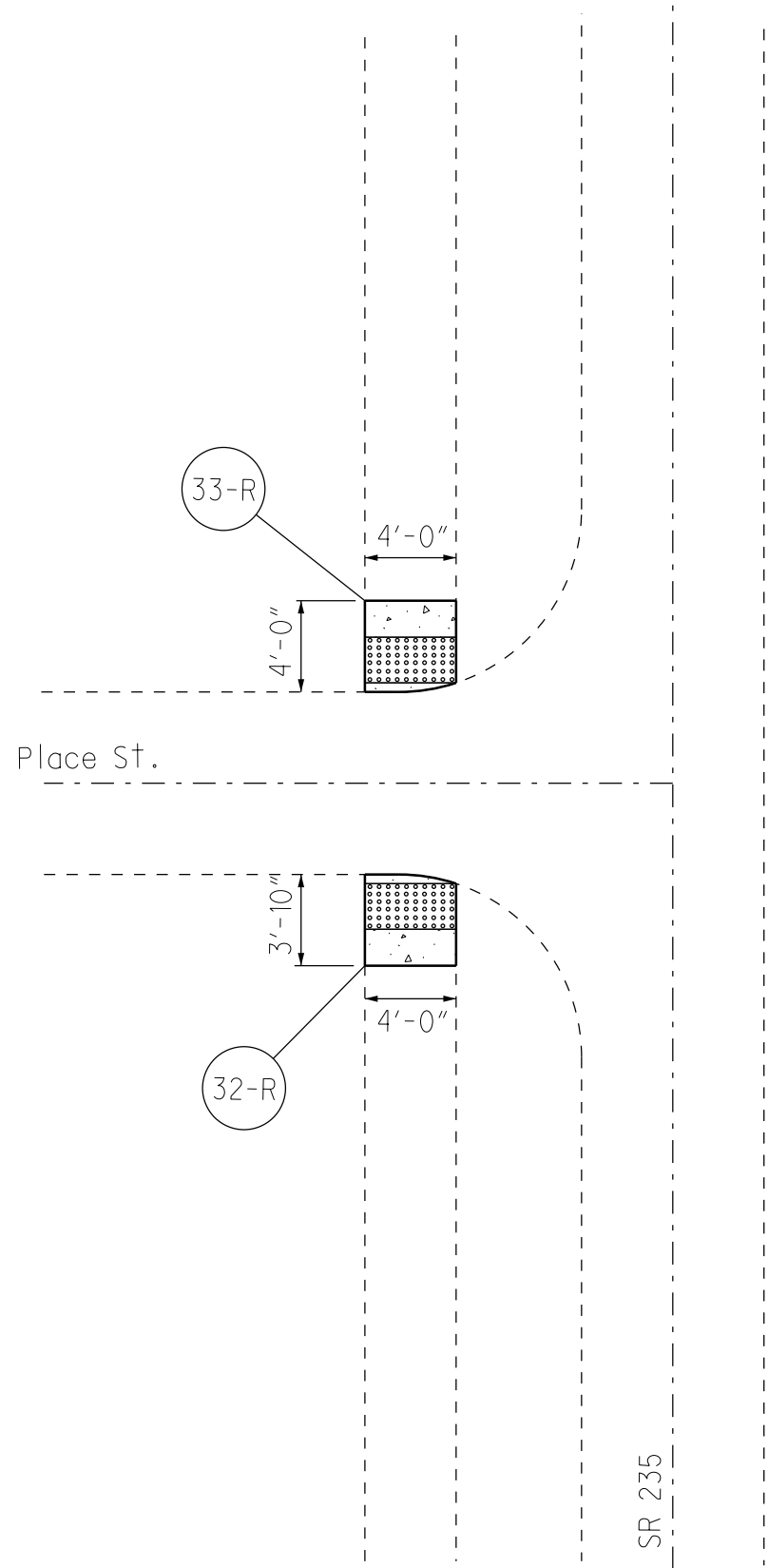
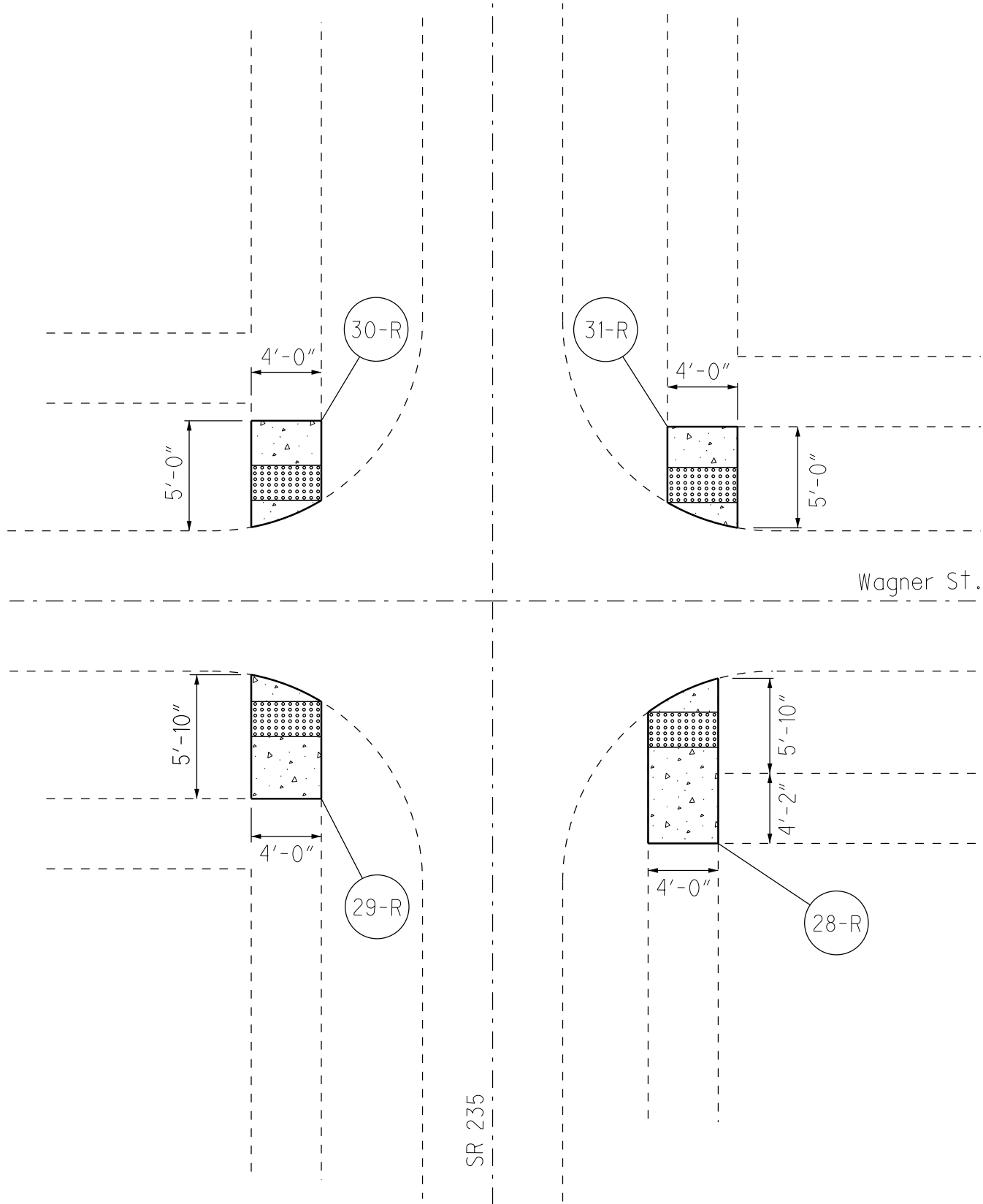


- Landing

CURB RAMP DETAILS

ALL/HAN/HAR-
68/235/696

CALCULATED
GLI
CHECKED
XXX

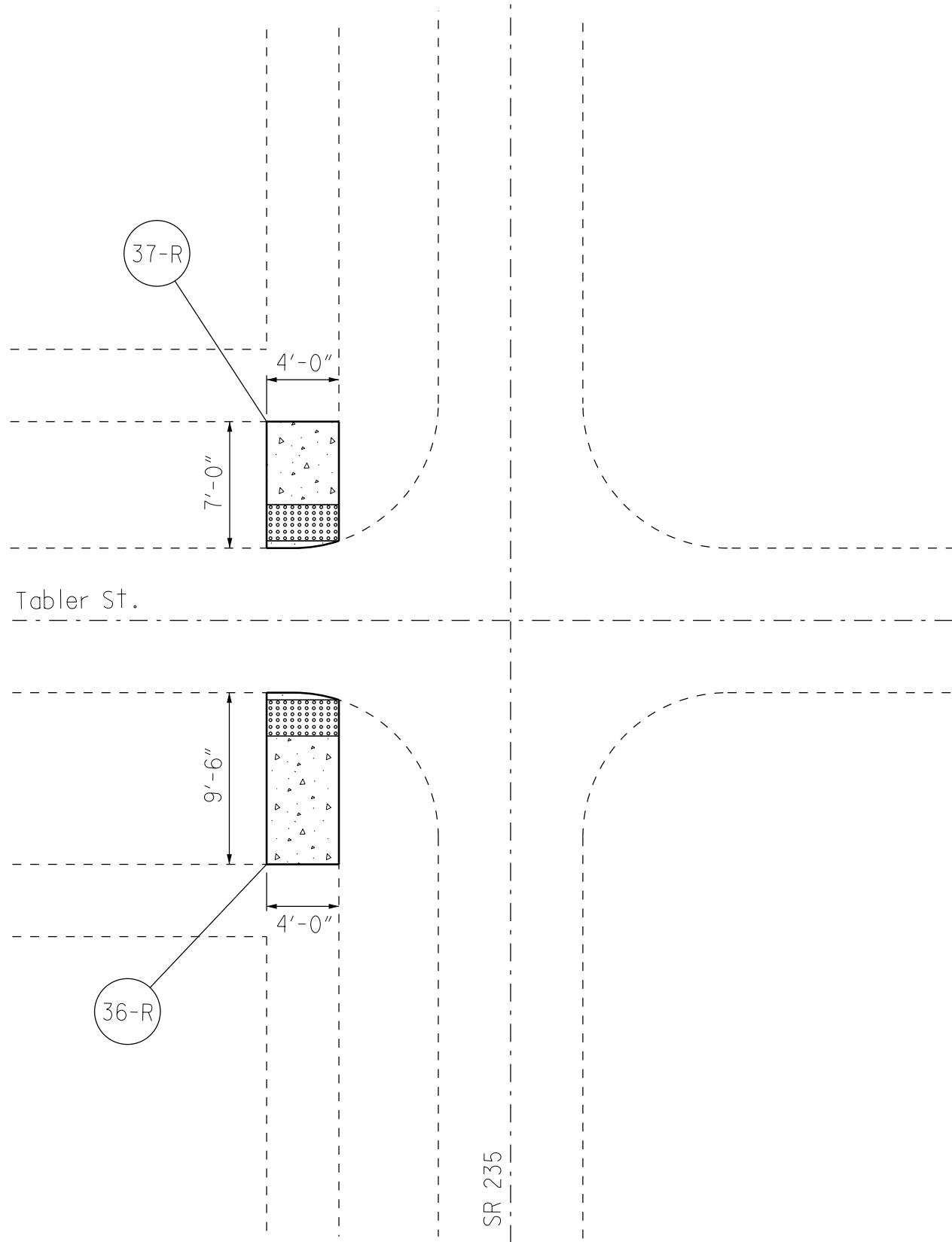
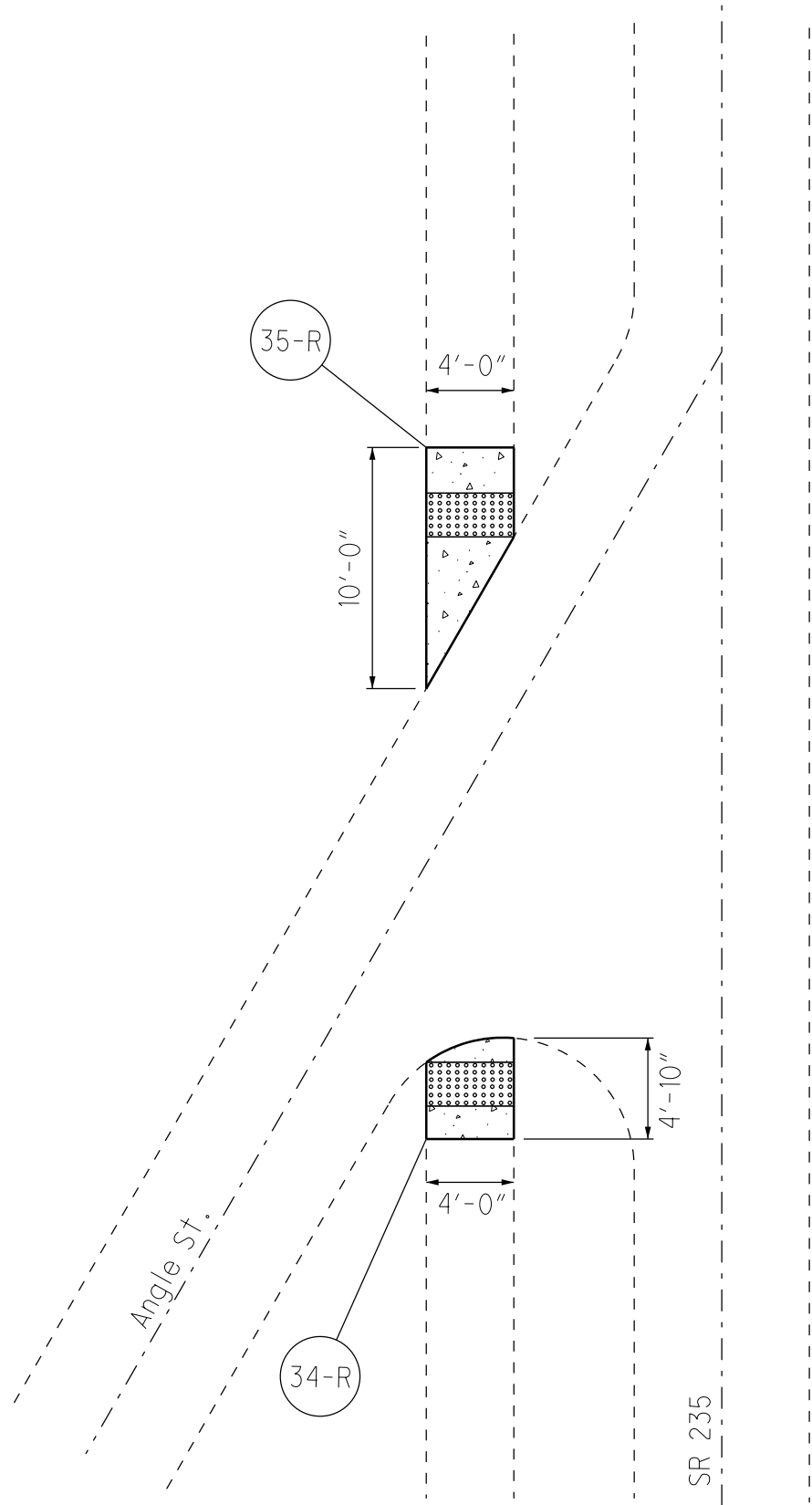


- Not To Scale
- Truncated Domes
- Landing

CURB RAMP DETAILS

ALL / HAN / HAR -
68 / 235 / 696

CALCULATED	GLI
CHECKED	XXX



- Truncated Domes



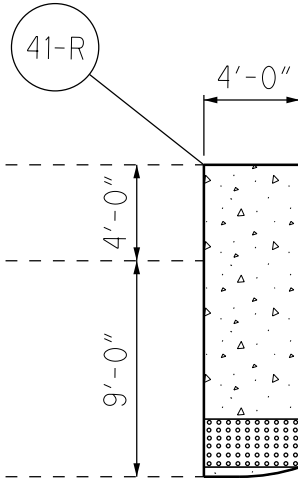
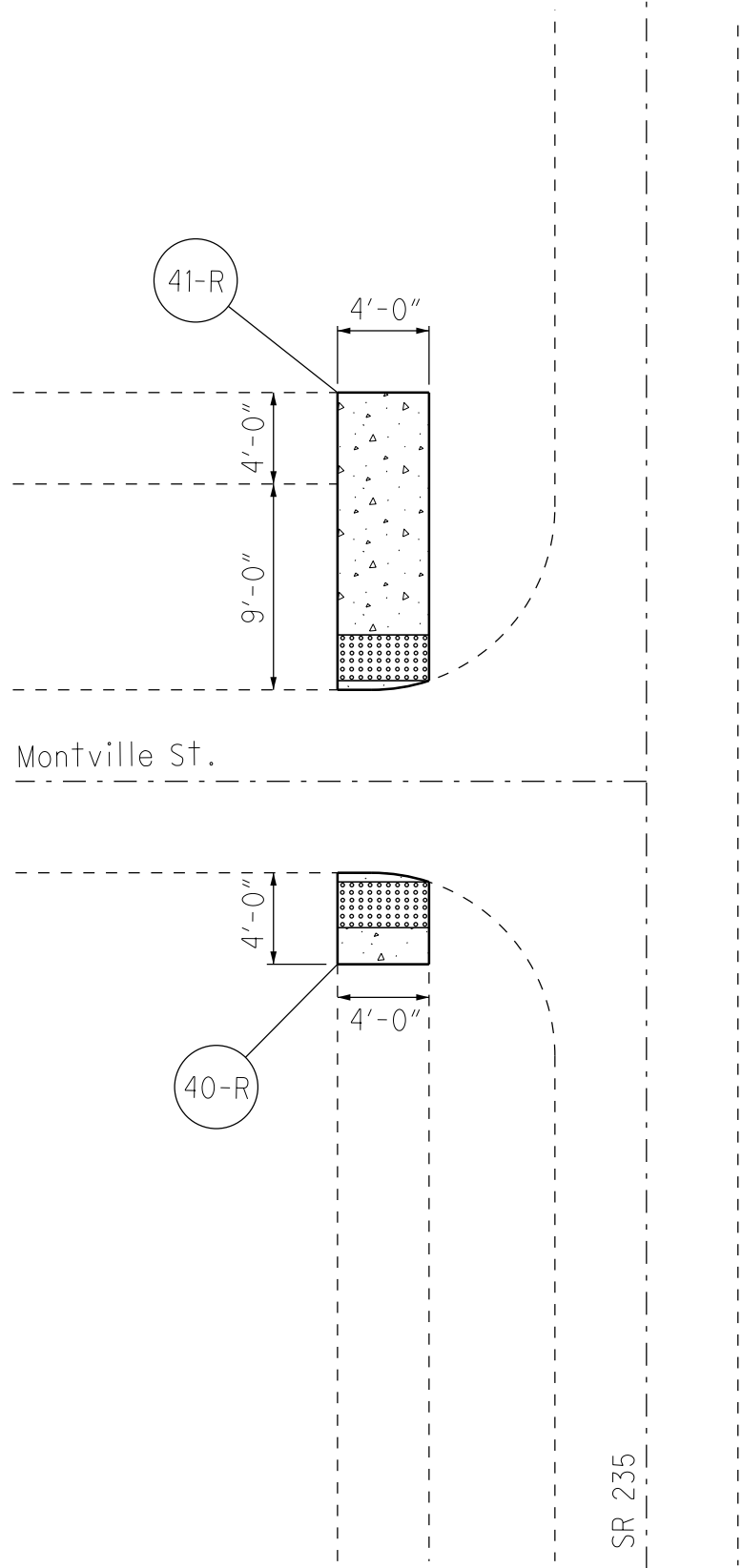
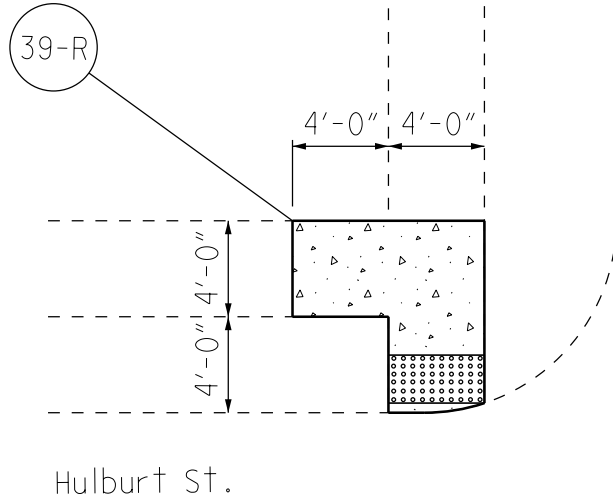
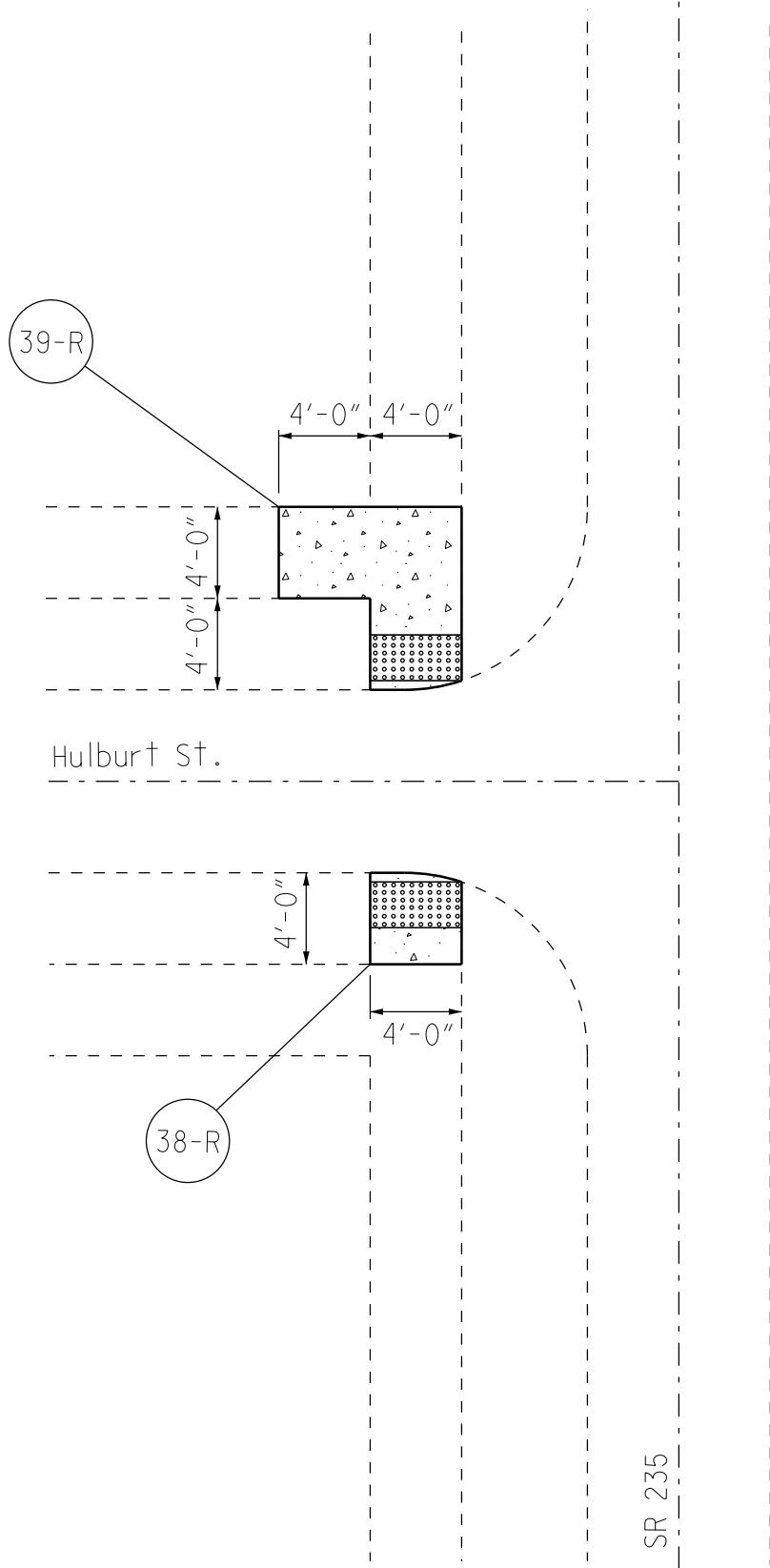
- Landing

- Not To Scale

CURB RAMP DETAILS

ALL / HAN / HAR -
68 / 235 / 696

CALCULATED	GLI
CHECKED	XXX



- Not To Scale

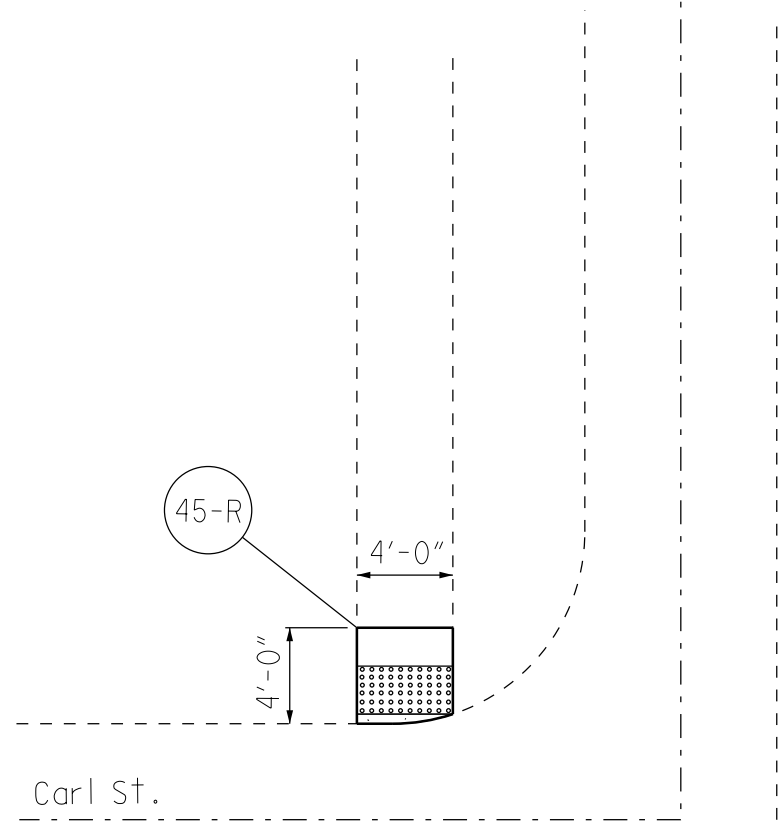
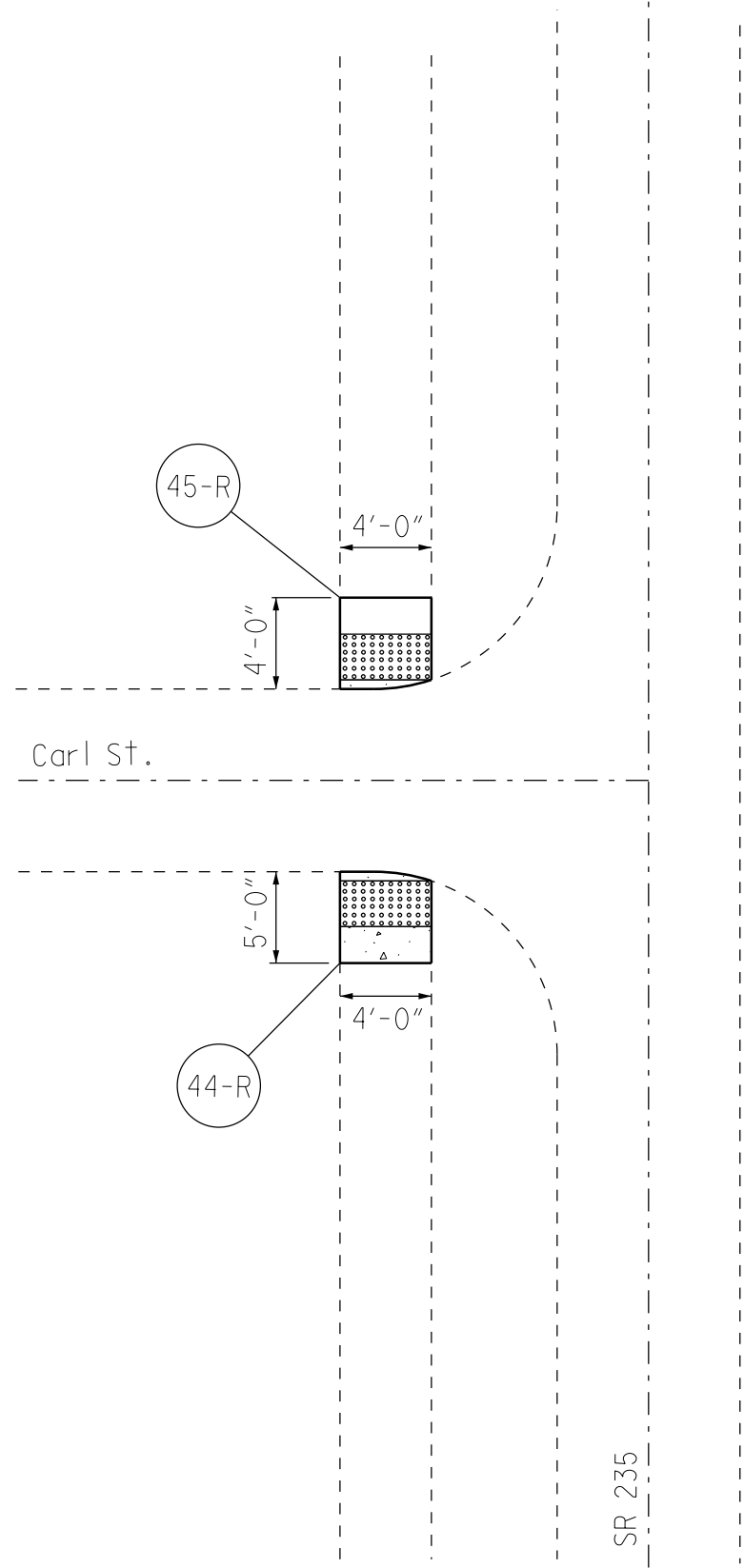
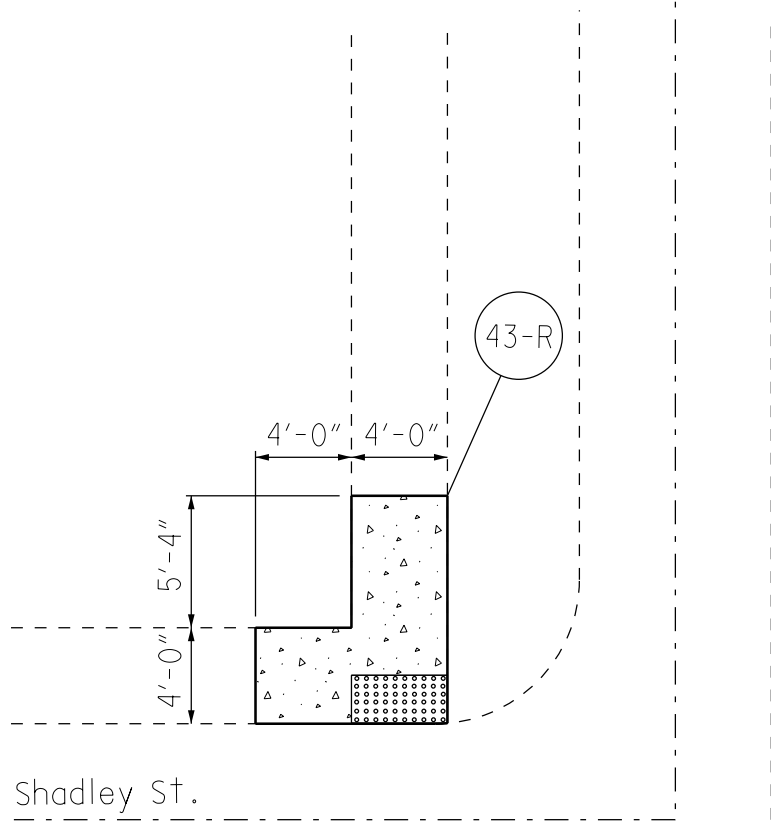
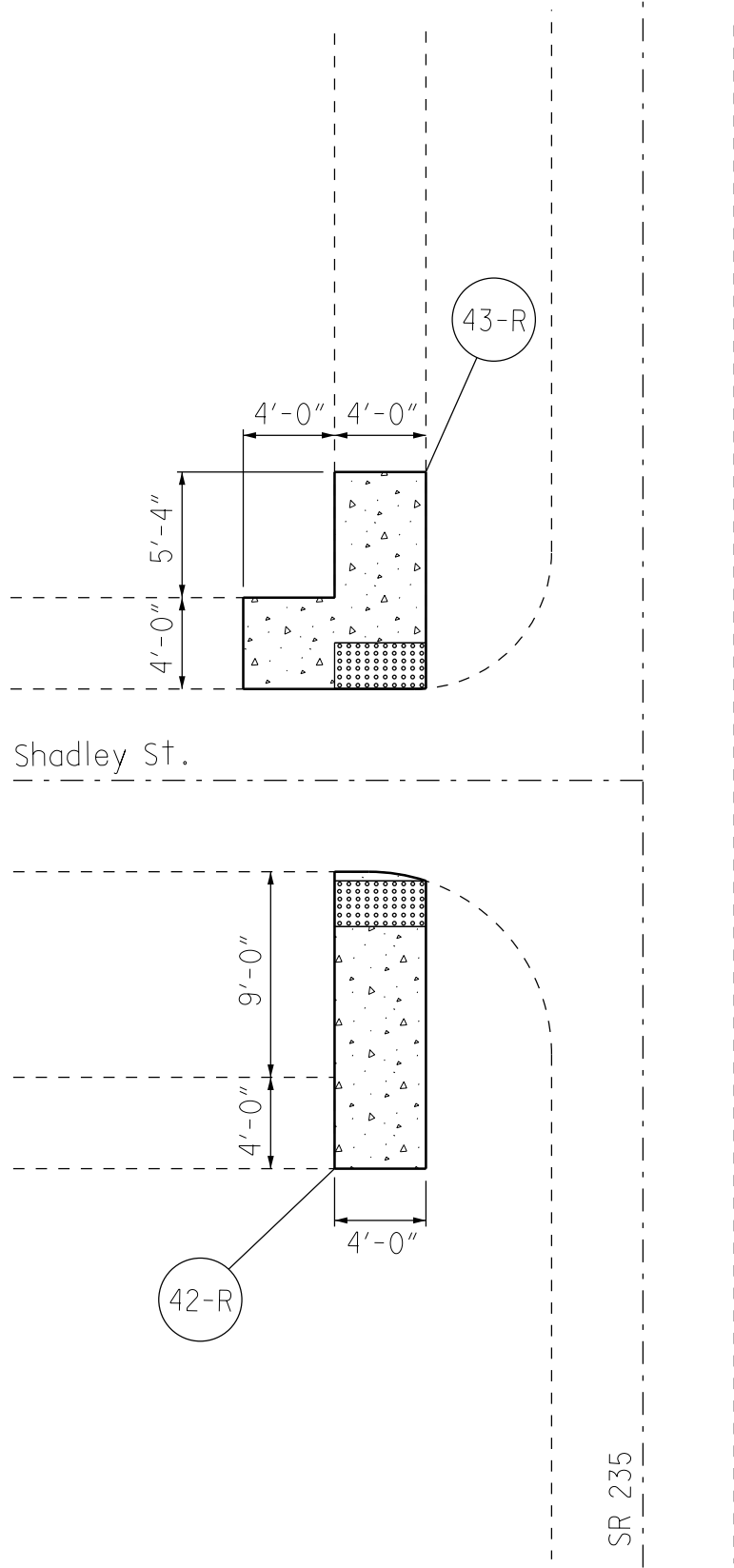
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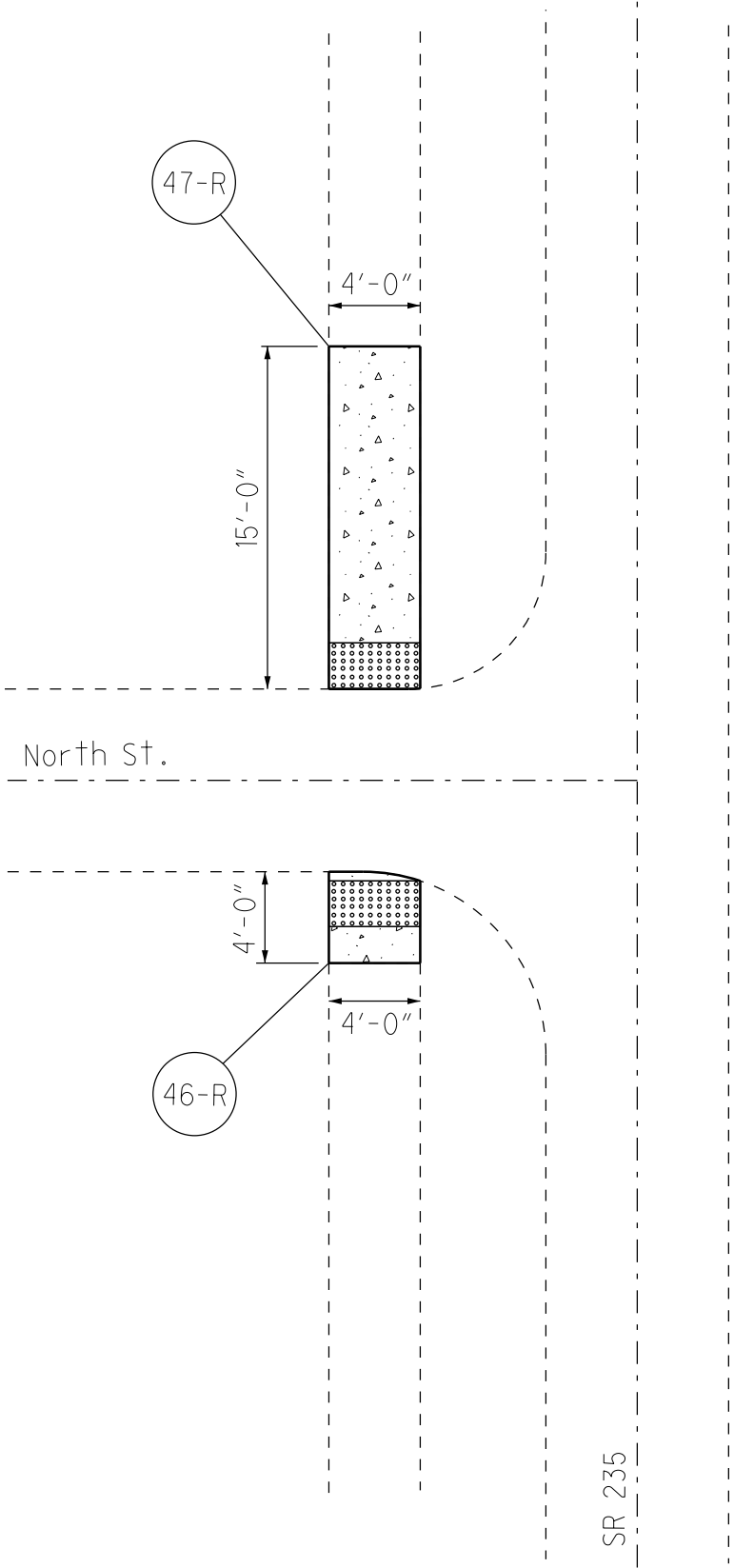
- Landing

CURB RAMP DETAILS

ALL / HAN / HAR -
68 / 235 / 696



- Not To Scale
- Truncated Domes
- Landing



- Not To Scale

- Truncated Domes



- Landing

CURB RAMP DETAILS

ALL / HAN / HAR -
68 / 235 / 696

CALCULATED	GLI
CHECKED	XXX

I:\Projectdata\98481\Design\Roadway\Sheets\98481_019.dgn Sheet 24-OCT-2016 1:14PM gjrwin

PART NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED GLI	CHECKED XXX
1	2	3	4	5								01/STR/ PV									
																		ROADWAY			
183												183		202	23000	183	SQ YD	PAVEMENT REMOVED			
1629		600	929	3136								6294		202	23500	6294	SQ YD	WEARING COURSE REMOVED			
			363	1486								1849		202	30000	1849	SQ FT	WALK REMOVED			
			13	54								67		202	32000	67	FT	CURB REMOVED			
1.46	0.26	1.92	0.76	9.60								14.00		209	72051	14.00	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	9		
			281	1220								1501		608	10000	1501	SQ FT	4" CONCRETE WALK			
			24	266								290		608	52000	290	SQ FT	CURB RAMP			
			64	280								344		608	53020	344	SQ FT	DETECTABLE WARNING			
																		EROSION CONTROL			
			1									1		659	00300	1	CU YD	TOPSOIL			3
			7									7		659	10000	7	SQ YD	SEEDING AND MULCHING			3
			0.02									0.02		659	20000	0.02	TON	COMMERCIAL FERTILIZER			3
			1									1		659	35000	1	M. GAL.	WATER			3
			500	500								1000		832	30000	1000	EACH	EROSION CONTROL			
																		PAVEMENT			
103	10	101	48	68								330		253	02000	330	CU YD	PAVEMENT REPAIR	3		
30676			6488									37164		254	01000	37164	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" DEPTH			
	1830			16392								18222		254	01000	18222	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25" DEPTH			
614	37		130	328								1109		254	01600	1109	SQ YD	PATCHING PLANED SURFACE			
26												26		301	46000	26	CU YD	ASPHALT CONCRETE BASE, PG 64-22			
41		20		20								81		304	20000	81	CU YD	AGGREGATE BASE			
2746	257	2488	629	10882								17002		407	20000	17002	GALLON	NON-TRACKING TACK COAT			
286	66	607		2676								3635		441	10000	3635	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446), PG64-22			
68		42	39	158								307		441	50000	307	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22			
	51	237		1269								1557		441	50200	1557	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)			
			277									277		442	10000	277	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)			
1012			7	11								1012		442	10001	1012	CU YD	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A(446), AS PER PLAN, PG 76-22	3		
			18									18		609	26000	18	FT	CURB, TYPE 6			
95	17	124	50	626								912		617	10101	912	CU YD	COMPACTED AGGREGATE, AS PER PLAN	3		
		1.92		5.44								7.36		618	41000	7.36	MILE	EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE)			
																		MAINTENANCE OF TRAFFIC			
28	8	22	18	70								146		614	12460	146	EACH	WORK ZONE MARKING SIGN			
2.58		1.92	0.76	9.84								15.10		614	21400	15.10	MILE	WORK ZONE CENTER LINE, CLASS II			
																		TRAFFIC CONTROL			
103		63		253								419		621	00100	419	EACH	RPM			
103		63		253								419		621	54000	419	EACH	RAISED PAVEMENT MARKER REMOVED			
1.46	0.26	1.92	0.02	9.54								13.20		642	00094	13.20	MILE	EDGE LINE, 6"			
0.75												0.75		642	00194	0.75	MILE	LANE LINE, 6"			
1.29		0.96	0.38	4.92								7.55		642	00290	7.55	MILE	CENTER LINE			
1016												1016		642	00390	1016	FT	CHANNELIZING LINE, 8"			
217												217		642	00690	217	FT	TRANSVERSE/DIAGONAL LINE			
216	30	60		47								353		644	00500	353	FT	STOP LINE			
2			1									3		644	01000	3	EACH	RAILROAD SYMBOL MARKING			
18												18		644	01300	18	EACH	LANE ARROW			
176												176		644	01510	176	FT	DOTTED LINE, 6"			
																		INCIDENTALS			
												LUMP		614	11000	LUMP		MAINTAINING TRAFFIC			
												LUMP		624	10000	LUMP		MOBILIZATION			