

LOCATION MAP  
 LON/LAT: 82° 19' 07" / 39° 43' 24"

————— PORTION TO BE IMPROVED

DESIGN DESIGNATION	LOC. 1	LOC. 2
	FAI-37	PER-37
Functional Classification	RMC	RMC
Current ADT (2011)	5,300	4,800
Design Year ADT (2023)	5,900	5,300
Design Hourly Volume (2023)	590	530
Directional Distribution	55%	55%
Trucks (24 Hour B&C)	3%	4%
Design Speed	55mph	55mph
Legal Speed	55mph	55mph

RMC = RURAL MAJOR COLLECTOR

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION

**FAI-37-25.27**  
**PER-37-0.00**

VILLAGE OF JUNCTION CITY  
 VILLAGE OF NEW LEXINGTON

RUSH CREEK, JACKSON  
 AND PIKE TOWNSHIPS

FAIRFIELD AND  
 PERRY COUNTIES

INDEX OF SHEETS:

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PROJECT DESCRIPTION:

ASPHALT CONCRETE RESURFACING, AND RELATED WORK, ON S.R. 37 IN FAIRFIELD AND PERRY COUNTIES.

Project Earth Disturbed Area =  
 N/A (Maintenance Project)  
 Estimated Contractor Earth Disturbed Area =  
 N/A (Maintenance Project)  
 Notice of Intent Earth Disturbed Area =  
 N/A (Maintenance Project)

LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/VILLAGE
1	FAI	37	25.27	28.20	2.97	
2	PER	37	0.00	8.59	8.59	JUNCTION CITY NEW LEXINGTON

2010 SPECIFICATIONS

THE STANDARD 2010 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

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.

DESIGN EXCEPTIONS: NONE

**UNDERGROUND UTILITIES**  
 CONTACT BOTH SERVICES  
 CALL TWO WORKING DAYS  
 BEFORE YOU DIG

CALL  
**1-800-362-2764**  
 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
 NON-MEMBERS  
 MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
 SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:  
 OHIO DEPARTMENT OF TRANSPORTATION  
 DISTRICT 5 PRODUCTION OFFICE

ENGINEER'S SEAL

STATE OF OHIO  
**DOUGLAS N. MORGAN**  
 E-63839  
 REGISTERED  
 PROFESSIONAL ENGINEER

SIGNED: *Douglas N. Morgan*  
 DATE: **12-23-2010**

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	10-19-07	800	1-21-11
BP-4.1	7-16-04	817	7-16-10
		832	5-5-09
MT-97.10	10-15-10		
MT-97.12	10-15-10		
MT-99.20	1-16-09		
MT-101.90	1-16-09		
MT-105.10	1-16-09		
TC-65.10	1-21-05		
TC-65.11	1-21-05		
TC-71.10	1-15-10		
TC-73.10	1-19-01		
		<b>SPECIAL PROVISIONS</b>	

APPROVED: *[Signature]*  
 DATE **1-3-10** DISTRICT DEPUTY DIRECTOR

APPROVED: \_\_\_\_\_  
 DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

**UTILITIES**

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

**NOTIFICATION OF ROAD CLOSURE OR RESTRICTION**

IN ORDER FOR ODOT TO PROPERLY PERMIT OVERSIZE LOADS, PREPARE PROPER SIGNING WHEN REQUIRED AND FURTHER TO NOTIFY THE GENERAL MOTORING PUBLIC, THE CONTRACTOR SHALL NOTIFY (IN WRITING) THE DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR WITH COPIES FOR THE DISTRICT 5 ROADWAY SERVICES MANAGER AND PROJECT ENGINEER NOT LESS THAN 21 DAYS BEFORE SUCH CLOSURE OR LANE RESTRICTIONS.

SEND NOTIFICATION TO:  
 DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR  
 P.O. BOX 306  
 JACKSONSTOWN, OH 43030  
 PHONE: (740) 323-4400 EXT. 5241

**ITEM 617, COMPACTED AGGREGATE, AS PER PLAN**

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

**ITEM 407, TACK COAT**

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

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

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**MAIL BOX TURN OUTS**

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M**  
 LOCATION 1 - 5 CU.YD.  
 LOCATION 2 - 14 CU.YD.

**ITEM 408, PRIME COAT, AS PER PLAN**

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

THE FOLLOWING QUANTITY OF PRIME COAT, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

**ITEM 408, PRIME COAT, AS PER PLAN**  
 LOCATION 1 - 6,880 SQ.YD. x 0.40 GAL./SQ YD = 2,752 GAL.  
 LOCATION 2 - 19,102 SQ.YD. x 0.40 GAL./SQ YD = 7,641 GAL.

**PAVEMENT MARKING**

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT EXISTING MARKING LOCATIONS (i.e. BY USE OF VIDEO, PICTURES) AND PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS.

**ITEM 621, RAISED PAVEMENT MARKER REMOVED**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 621, RAISED PAVEMENT MARKER REMOVED**  
 LOCATION 1 - 221 EACH  
 LOCATION 2 - 719 EACH

**ITEM 614, WORK ZONE MARKING SIGN**

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITY OF WORK ZONE MARKING SIGN HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOCATION 1 - 4 EACH, LOCATION 2 - 8 EACH  
 W8-H15 (GROOVED PAVEMENT): LOCATION 1 - 6 EACH, LOCATION 2 - 35 EACH  
 R4-1 (DO NOT PASS): LOCATION 1 - 9 EACH, LOCATION 2 - 21 EACH  
 R4-2 (PASS WITH CARE): LOCATION 1 - 5 EACH, LOCATION 2 - 18 EACH

**ITEM 614, WORK ZONE MARKING SIGN**  
 LOCATION 1 - 24 EACH  
 LOCATION 2 - 82 EACH

**RESIDENTIAL AND COMMERCIAL DRIVES**

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL TYPICALLY EXTEND 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT). THERE ARE 5 TYPES OF DRIVES: CONCRETE, ASPHALT, GRAVEL, GRAVEL WITH ASPHALT APRON AND FIELD/OIL WELL DRIVES. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK 4' INTO THE DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (PREFERRED 4') AS DIRECTED BY THE ENGINEER SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL ALSO HAVE BUTT JOINTS OR AS SHORT A ASPHALT TAPER AS POSSIBLE (PREFERRED 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 448, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M**  
 LOCATION 1 - 10 CU.YD.  
 LOCATION 2 - 36 CU.YD.

**ITEM 604, CATCH BASIN ADJUSTED TO GRADE**  
**ITEM 604, MANHOLE ADJUSTED TO GRADE**

THE FOLLOWING QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER TO ADJUST CATCH BASINS AND MANHOLES TO GRADE ON S.R. 37 IN THE VILLAGE OF JUNCTION CITY AND THE VILLAGE OF NEW LEXINGTON. ALL REQUIREMENTS OF ITEM 604 SHALL APPLY.

ALL MATERIALS, LABOR EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW:

**ITEM 604, CATCH BASIN ADJUSTED TO GRADE**  
 LOCATION 2 - 11 EACH

**ITEM 604, MANHOLE ADJUSTED TO GRADE**  
 LOCATION 2 - 4 EACH

**GENERAL NOTES**

**FAI-37-25.27  
 PER-37-0.00**

**ITEM 209, LINEAR GRADING**

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.  
ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

**ITEM 209, LINEAR GRADING**  
**LOCATION 1 - 1 MILE**  
**LOCATION 2 - 4 MILE**

**BUTT JOINT**

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

**BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.**

MINIMUM BUTT JOINT LENGTHS SHALL BE 35' ON THE MAINLINE AND 10' ON THE EXTRA AREAS.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC  CU. YD.
1	S.R. 37	BEGIN WORK	25.27	1.1
1	S.R. 37	BRIDGE: FAI-37-2660	26.60	2.2
1	S.R. 37	TOTAL		3.3
2	S.R. 37	BRIDGE: PER-37-0628	6.28	1.1
2	S.R. 37	END WORK @ S.R. 37	8.59	1.1
2	S.R. 37	TOTAL		2.2

**GRINDING FOR MAINLINE BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHAL CONCRETE.**

**ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE**

DEPTH OF PLANING SHALL BE 1.5" FULL WIDTH OF PAVEMENT. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. ALL REQUIREMENTS OF ITEM 254 SHALL APPLY.

**ITEM 253, PAVEMENT REPAIR**

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO THE PLANING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 8". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 8" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED AS DIRECTED). REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 253, PAVEMENT REPAIR**  
**LOCATION 1 - 125 CU. YD.**  
**LOCATION 2 - 1,000 CU. YD.**

**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 267 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 SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

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 516, 2" DEEP JOINT SEALER, AS PER PLAN**

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER(AS PER 705.04) AT THE LOCATIONS SHOWN IN THE PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. THE COST FOR SAW CUTTING THE CHANNEL FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN.

**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 AND STANDARD DRAWINGS MT-97.10 AND MT-97.12.

**AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.**

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

**COOPERATION BETWEEN CONTRACTORS**

THE OHIO DEPARTMENT OF TRANSPORTATION HAS CONTRACTED A BRIDGE DECK REPLACEMENT PROJECT FOR PER-668-0999, WHICH IS LOCATED JUST SOUTH OF THE INTERSECTION OF S.R. 668 AND S.R. 37. SEPARATE CONTRACTORS WORKING WITHIN THE LIMITS OF THIS PROJECT SHALL CONDUCT THEIR WORK WITHOUT INTERFERING WITH OR HINDERING THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS AND SHALL COOPERATE WITH EACH OTHER AS DIRECTED BY THE ENGINEER.

**ITEM 653, TOPSOIL FURNISHED AND PLACED, AS PER PLAN**

THIS ITEM SHALL CONSIST OF FURNISHING AND PLACING TOPSOIL ADJACENT TO SIDEWALK AND CURB RAMPS THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE REQUIRED TO SEED AND MULCH THE TOPSOIL AS PER 659 OF THE 2010 CMS.

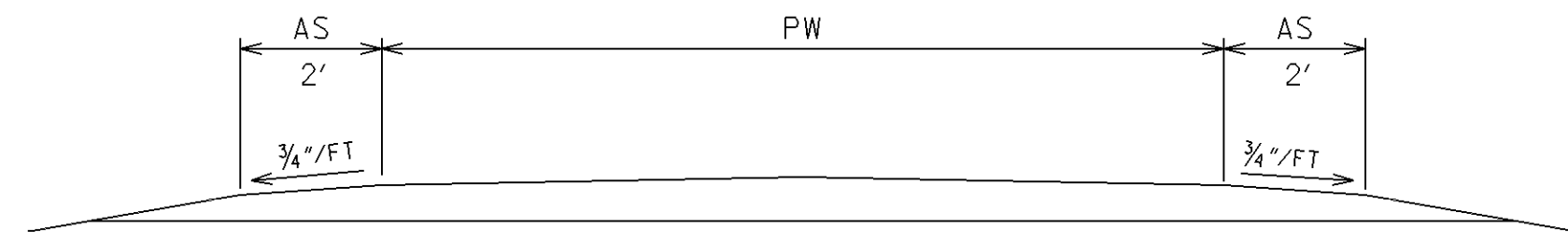
PAYMENT FOR ITEM 653 "TOPSOIL FURNISHED AND PLACED, AS PER PLAN", SHALL BE AT THE CONTRACT UNIT PRICE PER CUBIC YARD OF TOPSOIL FURNISHED AND PLACED, INCLUDING SEEDING AND MULCHING, ALL OF THE LABOR, MATERIALS AND EQUIPMENT NEEDED TO COMPLETE THE WORK.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO TI SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

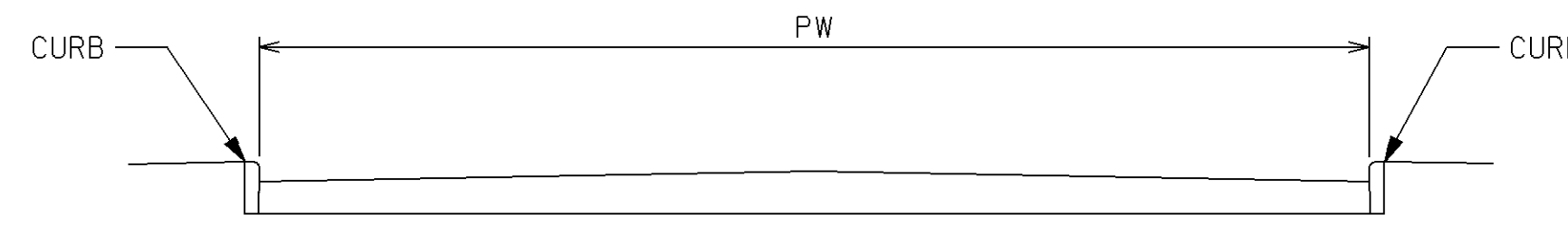
**ITEM 653, TOPSOIL FURNISHED AND PLACED, AS PER PLAN**  
**LOCATION 2 - 2 CU. YD.**

PW = PAVEMENT WIDTH  
 PS = PAVED SHOULDER  
 AS = AGGREGATE SHOULDER

TYPICAL 1



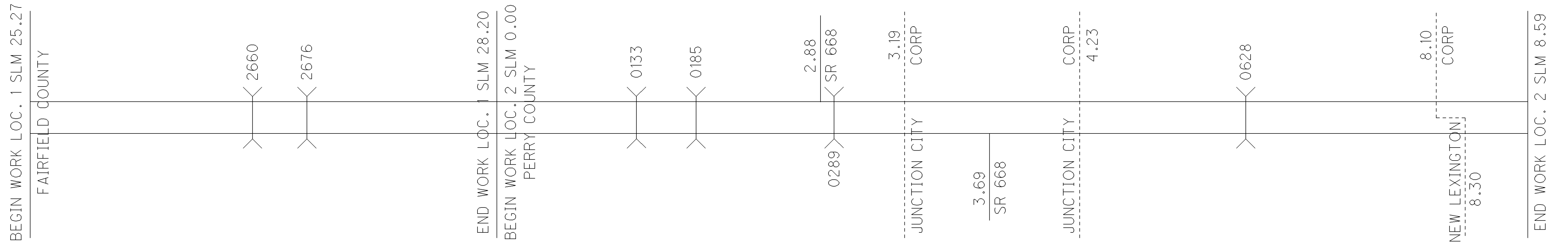
TYPICAL 2



NOTES:

THE PAVEMENT WIDTHS SHOWN IN THE "PAVEMENT DATA" TABLE BELOW ARE THE WIDTHS WHICH HAVE BEEN DETERMINED TO HAVE SUFFICIENT ROADWAY BASE FOR PAVING. IF ACTUAL ROADWAY WIDTHS DIFFER, THE ROADWAY SHALL BE PAVED ONLY THE WIDTH SHOWN IN THE AFOREMENTIONED TABLE. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLE, PAVING SHALL BE CENTERED ABOUT THE FULL WIDTH OF THE ROADWAY AND ANY EXCESS EXISTING PAVEMENT ON THE EDGES SHALL BE COVERED WITH ITEM 617 COMPACTED AGGREGATE.

PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.



PAVEMENT DATA

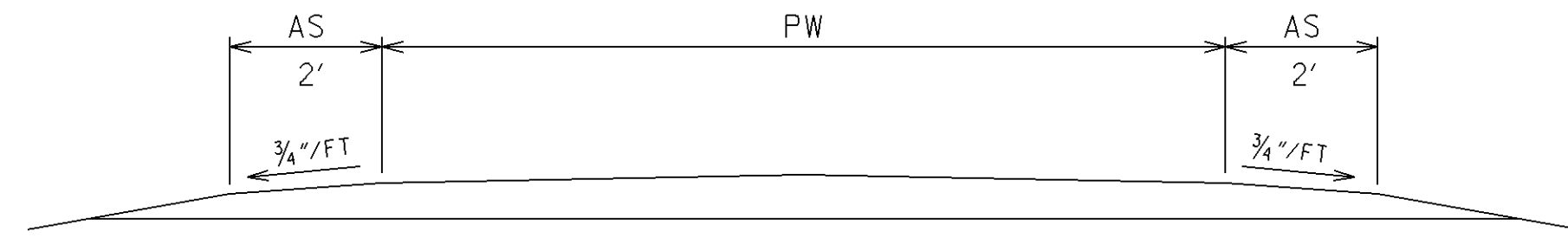
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		448 ASPHALT CONCRETE				614	
					MILES	LIN. FT.					PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	WORK ZONE CENTER LINE, CLASS II (INTERMEDIATE)	WORK ZONE CENTER LINE, CLASS III (SURFACE)	
																				SQ. YD.
1	FAI	S.R. 37	25.27	28.20	2.93	15,470.40	24.0	1	448	41,254.4	41,254.4	3,094.1	2,062.8	1.75	2,005.5	1.25	1,432.5	2.93	2.93	
DEDUCT FOR BRIDGES (FROM SHEET 7)										(485.4)	(485.4)	(36.5)	(24.3)	1.75	(23.6)	1.25	(16.9)	(0.03)	(0.02)	
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)											40,769.0	3,057.6	2,038.5	1,981.9	1,415.6	2.9	2.9			
2	PER	S.R. 37	0.00	3.19	3.19	16,843.20	24.0	1	448	44,915.2	44,915.2	3,368.7	2,245.8	1.75	2,183.4	1.25	1,559.6	3.19	3.19	
ENTER JUNCTION CITY																				
2	PER	S.R. 37	3.19	3.54	0.35	1,848.00	24.0	1	448	4,928.0	4,928.0	369.6	246.4	1.75	239.6	1.25	171.2	0.35	0.35	
2	PER	S.R. 37	3.54	3.61	0.07	369.60	30.0	2	448	1,232.0	1,232.0	92.4			1.50	51.4		0.07	0.07	
2	PER	S.R. 37	3.61	3.71	0.10	528.00	42.0	2	448	2,464.0	2,464.0	184.8			1.50	102.7		0.10	0.10	
2	PER	S.R. 37	3.71	4.00	0.29	1,531.20	24.0	2	448	4,083.2	4,083.2	306.3			1.50	170.2		0.29	0.29	
2	PER	S.R. 37	4.00	4.23	0.23	1,214.40	24.0	1	448	3,238.4	3,238.4	242.9	162.0	1.75	157.5	1.25	112.5	0.23	0.23	
LEAVE JUNCTION CITY																				
2	PER	S.R. 37	4.23	8.10	3.87	20,433.60	24.0	1	448	54,489.6	54,489.6	4,086.8	2,724.5	1.75	2,648.8	1.25	1,892.0	3.87	3.87	
ENTER NEW LEXINGTON																				
2	PER	S.R. 37	8.10	8.59	0.49	2,587.20	24.0	1	448	6,899.2	6,899.2	517.5	345.0	1.75	335.4	1.25	239.6	0.49	0.49	
DEDUCT FOR BRIDGES (FROM SHEET 7)										(1,085.4)	(1,085.4)	(81.5)	(54.3)	1.75	(52.8)	1.25	(37.7)	(0.01)	(0.01)	
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)											121,164.2	9,087.5	5,669.4	5,511.9	4,261.5	8.1	8.6			

ASPHALT CONCRETE DATA

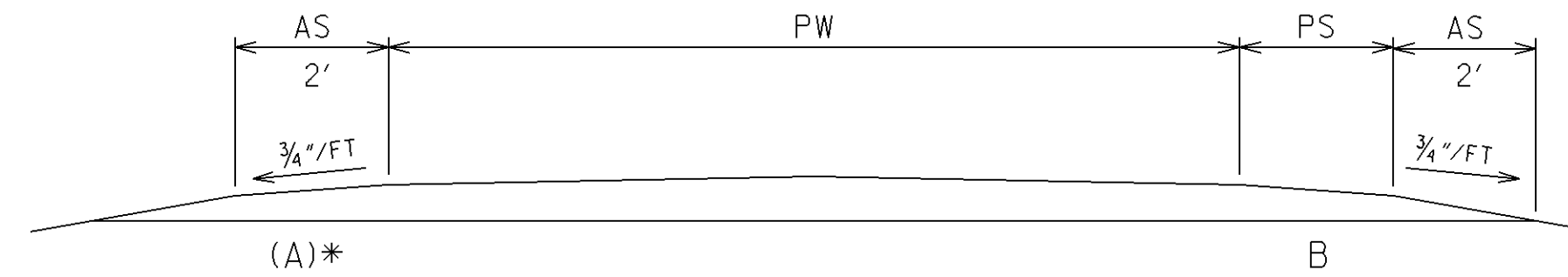
FAI-37-25.27  
 PER-37-0.00

CALCULATED LME  
 CHECKED DNM

TYPICAL 1



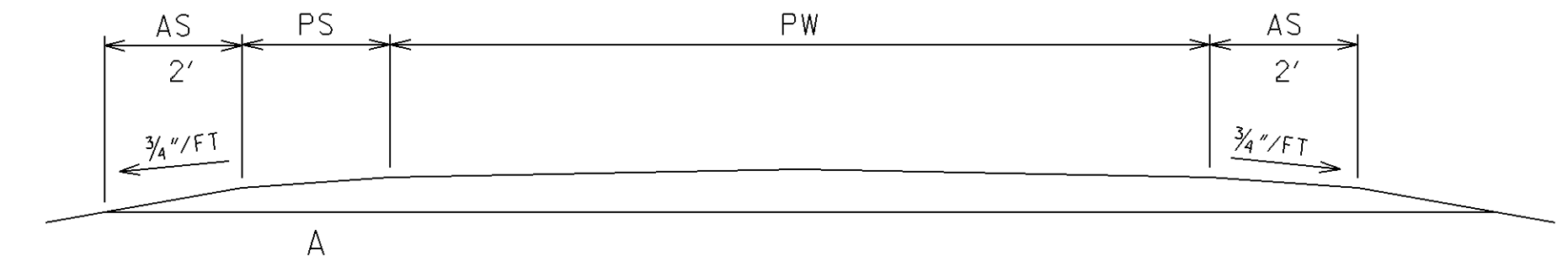
TYPICAL 3



(A)\* - 10' PAVED SHOULDER FROM SLM 3.27 TO SLM 3.54

PW = PAVEMENT WIDTH  
PS = PAVED SHOULDER  
AS = AGGREGATE SHOULDER

TYPICAL 4



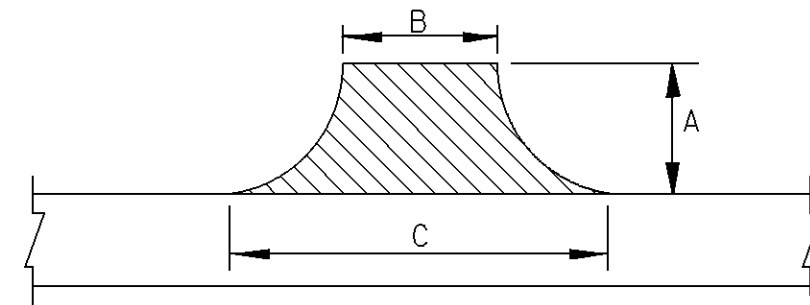
SHOULDER DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA SQ. YD.	254	407		448 ASPHALT CONCRETE				617		
					MILES	LIN. FT.		A (LEFT)	B (RIGHT)		PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.	THICKNESS INCHES	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH) CU. YD.	
																				SQ. YD.
1	FAI	S.R. 37	25.27	26.64	1.37	7233.6	1											2.00	178.7	
1	FAI	S.R. 37	26.64	26.73	0.09	475.2	3		2	105.6	105.6	8.0	5.3	1.75	5.2	1.25	3.7	2.00	11.8	
1	FAI	S.R. 37	26.73	28.20	1.47	7761.6	1											2.00	191.7	
NO DEDUCTIONS FROM BRIDGES																				
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)											105.6	8.0	5.3		5.2		3.7			382.2
2	PER	S.R. 37	0.00	3.27	3.27	17265.6	1											2.00	426.4	
2	PER	S.R. 37	3.27	3.54	0.27	1425.6	3	10	4	2,217.6	2,217.6	166.4	110.9	1.75	107.8	1.25	77.0	2.00	35.2	
2	PER	S.R. 37	4.00	4.05	0.05	264.0	3		4	117.3	117.3	8.8	5.9	1.75	5.8	1.25	4.1	2.00	6.6	
2	PER	S.R. 37	4.05	4.62	0.57	3009.6	1											2.00	74.4	
2	PER	S.R. 37	4.62	4.71	0.09	475.2	4	2		105.6	105.6	8.0	5.3	1.75	5.2	1.25	3.7	2.00	11.8	
2	PER	S.R. 37	4.71	4.83	0.12	633.6	1											2.00	15.7	
2	PER	S.R. 37	4.83	4.91	0.08	422.4	3		2	93.9	93.9	7.1	4.7	1.75	4.6	1.25	3.3	2.00	10.5	
2	PER	S.R. 37	4.91	5.16	0.25	1320.0	1											2.00	32.6	
2	PER	S.R. 37	5.16	5.25	0.09	475.2	4	2		105.6	105.6	8.0	5.3	1.75	5.2	1.25	3.7	2.00	11.8	
2	PER	S.R. 37	5.25	5.60	0.35	1848.0	1											2.00	45.7	
2	PER	S.R. 37	5.60	5.67	0.07	369.6	3		2	82.1	82.1	6.2	4.2	1.75	4.0	1.25	2.9	2.00	9.2	
2	PER	S.R. 37	5.67	6.26	0.59	3115.2	1											2.00	77.0	
2	PER	S.R. 37	6.26	6.30	0.04	211.2	3		2	46.9	46.9	3.6	2.4	1.75	2.3	1.25	1.7	2.00	5.3	
2	PER	S.R. 37	6.30	6.79	0.49	2587.2	1											2.00	63.9	
2	PER	S.R. 37	6.79	6.86	0.07	369.6	3		2	82.1	82.1	6.2	4.2	1.75	4.0	1.25	2.9	2.00	9.2	
2	PER	S.R. 37	6.86	6.98	0.12	633.6	1											2.00	15.7	
2	PER	S.R. 37	6.98	7.02	0.04	211.2	4	2		46.9	46.9	3.6	2.4	1.75	2.3	1.25	1.7	2.00	5.3	
2	PER	S.R. 37	7.02	7.57	0.55	2904.0	1											2.00	71.8	
2	PER	S.R. 37	7.57	7.61	0.04	211.2	4	2		46.9	46.9	3.6	2.4	1.75	2.3	1.25	1.7	2.00	5.3	
2	PER	S.R. 37	7.61	8.59	0.98	5174.4	1											2.00	127.8	
NO DEDUCTIONS FROM BRIDGES																				
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)											2,944.9	221.5	147.7		143.5		102.7			1,061.2

SHOULDER TREATMENT DATA

FAI-37-25.27  
PER-37-0.00

CALCULATED  
LIVE  
CHECKED  
DNM



INTERSECTIONS

$$AREA = \left[ A \frac{(B + C)}{2} \right] \times 9$$

EXTRA AREAS															
LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202 WEARING COURSE REMOVED SQ. YD.	407		448 ASPHALT CONCRETE			
					DETAIL DIMENSION					TACK COAT @ 0.075 GAL./SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE@ 0.05 GAL./SQ. YD.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 70-22M CU. YD.
					A	B	C								
					FT.	FT.	FT.								
1	FAI	S.R. 37	LT.	*COUNTYLINE RD - CR 72	55	21	136	479.8	23.3	36.0			1.50	20.0	
1	FAI	S.R. 37	RT.	*JERUSALEM RD - CR 72	55	17	130	449.2	18.9	33.7			1.50	18.8	
1	FAI	S.R. 37	LT.	*LOCUST GROVE RD	35	20	86	206.2	22.2	15.5			1.50	8.6	
<b>TOTALS (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>64.4</b>	<b>85.2</b>				<b>47.4</b>	
2	PER	S.R. 37	RT.	*FLAG DALE RD - CR 23	50	18	120	383.4	20.0	28.8			1.50	16.0	
2	PER	S.R. 37	LT.	*FLAG DALE RD - CR 23	30	17	70	145.0	18.9	10.9			1.50	6.1	
2	PER	S.R. 37	LT.	*ADCOCK RD - CR 105	40	22	110	293.4	24.4	22.1			1.50	12.3	
2	PER	S.R. 37	RT.	*TWP RD 181	32	12	65	136.9	13.3	10.3			1.50	5.8	
2	PER	S.R. 37	LT.	S.R. 688	75	25	104	537.5	537.5	40.4	26.9	1.75	26.2	1.25	18.7
2	PER	S.R. 37	RT.	*TWP RD 185	26	15	66	117.0	16.7	8.8			1.50	4.9	
2	PER	S.R. 37	LT.	*CLAY RD - CR 88	75	20	120	583.4	22.2	43.8			1.50	24.4	
<b>ENTER JUNCTION CITY</b>															
2	PER	S.R. 37	RT.	COURT ST	22	19	50	84.4	84.4	6.4			1.50	3.6	
2	PER	S.R. 37	LT.	COURT ST	25	18	28	63.9	63.9	4.8			1.50	2.7	
2	PER	S.R. 37	RT.	MULBERRY ST	15	39	45	70.0	70.0	5.3			1.50	3.0	
2	PER	S.R. 37	LT.	MULBERRY ST	18	35	39	74.0	74.0	5.6			1.50	3.1	
2	PER	S.R. 37	LT.	ALLEY	12	12	18	20.0	20.0	1.5			1.50	0.9	
2	PER	S.R. 37	RT.	ALLEY	12	12	18	20.0	20.0	1.5			1.50	0.9	
2	PER	S.R. 37	RT.	LOGAN ST (S.R. 688)	13	48	48	69.4	69.4	5.3			1.50	2.9	
2	PER	S.R. 37	LT.	LOGAN ST	20	35	35	77.8	77.8	5.9			1.50	3.3	
2	PER	S.R. 37	RT.	FRONT ST	25	17	50	93.1	93.1	7.0			1.50	3.9	
2	PER	S.R. 37	RT.	ELM ST	17	12	33	42.5	42.5	3.2			1.50	1.8	
2	PER	S.R. 37	LT.	ELM ST	12	18	18	24.0	24.0	1.8			1.50	1.0	
2	PER	S.R. 37	LT.	IRON ST	16	23	23	40.9	40.9	3.1			1.50	1.8	
2	PER	S.R. 37	LT.	SYCAMORE ST	36	13	70	166.0	166.0	12.5			1.50	7.0	
<b>LEAVE JUNCTION CITY</b>															
2	PER	S.R. 37	RT.	*TWP RD 122	20	16	65	90.0	17.8	6.8			1.50	3.8	
2	PER	S.R. 37	LT.	*HOUSEHOLDER RD - CR 94A	20	18	45	70.0	20.0	5.3			1.50	3.0	
2	PER	S.R. 37	LT.	*GAREY RD - CR 94	50	35	135	472.3	38.9	35.5			1.50	19.7	
2	PER	S.R. 37	LT.	*GREEN BRANCH RD - CR 85	40	18	94	248.9	20.0	18.7			1.50	10.4	
2	PER	S.R. 37	RT.	*BLACK GOLD RD - CR 18	55	19	115	409.5	21.1	30.8			1.50	17.1	
2	PER	S.R. 37	LT.	*TWP RD 126	35	13	87	194.5	14.4	14.6			1.50	8.2	
<b>ENTER NEW LEXINGTON</b>															
2	PER	S.R. 37	LT.	*PORCELAIN ST	50	60	120	500.0	66.7	37.5			1.50	20.9	
2	PER	S.R. 37	LT.	*IMPERIAL ST	15	24	44	56.7	26.7	4.3			1.50	2.4	
2	PER	S.R. 37	LT.	*ALLEY	10	10	20	16.7	11.1	1.3			1.50	0.7	
2	PER	S.R. 37	LT.	*SOMERSET ST	15	24	40	53.4	26.7	4.1			1.50	2.3	
2	PER	S.R. 37	LT.	*ALLEY	10	10	20	16.7	11.1	1.3			1.50	0.7	
2	PER	S.R. 37	RT.	*THORN ST	50	25	85	305.6	27.8	23.0			1.50	12.8	
2	PER	S.R. 37	LT.	*READING ST	40	20	65	188.9	22.2	14.2			1.50	7.9	
<b>TOTALS (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>1,823.5</b>	<b>426.4</b>	<b>26.9</b>		<b>26.2</b>	<b>234.0</b>	

\* NOTE;  
BUTT JOINTS ON THESE INTERSECTING ROADS SHALL BE 10' (TEN FEET) IN LENGTH. THE WEARING COURSE REMOVED QUANTITY SHOWN IN THE TABLE ABOVE REFLECTS THE "B" WIDTH X 10'.

BRIDGE TREATMENT

LOCATION 1:

- DETAIL ① FAI-37-2660 - BUTT JOINT AT APPROACH SLABS
- DETAIL ② FAI-37-2676 - PAVE OVER WITH SURFACE COURSE ONLY

LOCATION 2:

- DETAIL ③ PER-37-0133 - PLACE TYPE 3 WATERPROOFING AND 3" ASPHALT CONCRETE
- DETAIL ④ PER-37-0185 - MILL OFF 1.5" AND PLACE 3" ASPHALT CONCRETE
- DETAIL ⑤ PER-37-0289 - REMOVE ±3.0" ASPHALT AND WATERPROOFING, PLACE NEW WATERPROOFING AND 3.0" ASPHALT CONCRETE
- DETAIL ① PER-37-0628 - BUTT JOINT AT APPROACH SLABS

SEE SHEET 8 FOR BRIDGE DETAILS

DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

BRIDGE DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAIL (SEE SHEET 8)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 4)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 5)	202		407		448 ASPHALT CONCRETE				512	516	
											WEARING COURSE REMOVED	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN		
																				SQ.YD.	GAL.
1	FAI-37-2660	53	35	206.2	25	35.0	194.5	1	274.7											70.0	
1	FAI-37-2676	29	36	116.0	25	36.0	200.0	2	210.7			23.7			1.25	11.0					
SUB-TOTALS									485.4												
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)												23.7			11.0						70.0
2	PER-37-0133	74	30	246.7	25	30.0	166.7	3	330.7			20.7	31.0	1.75	20.1	1.25	14.4		246.7		
2	PER-37-0185	43	40	191.2	25	40.0	222.3	4	248.0	413.5		20.7	31.0	1.75	20.1	1.25	14.4				
2	PER-37-0289	61	40	271.2	25	40.0	222.3	5	296.0	493.5		24.7	37.0	1.75	24.0	1.25	17.1		271.2		
2	PER-37-0628	29	30	96.7	25	30.0	166.7	1	210.7											60.0	
SUB-TOTALS									1,085.4												
TOTALS (CARRIED TO LOCATION SUB-SUMMARY)											907.0	66.1	99.0		64.2		45.9		517.9		60.0

CALCULATED  
LME  
CHECKED  
DNM

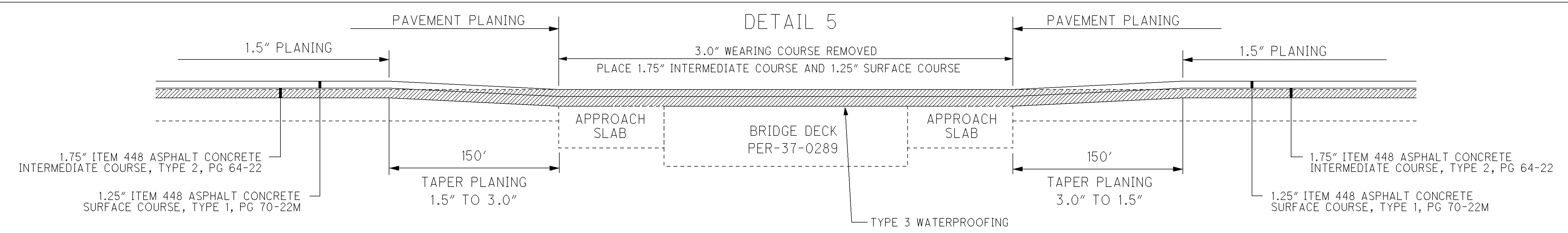
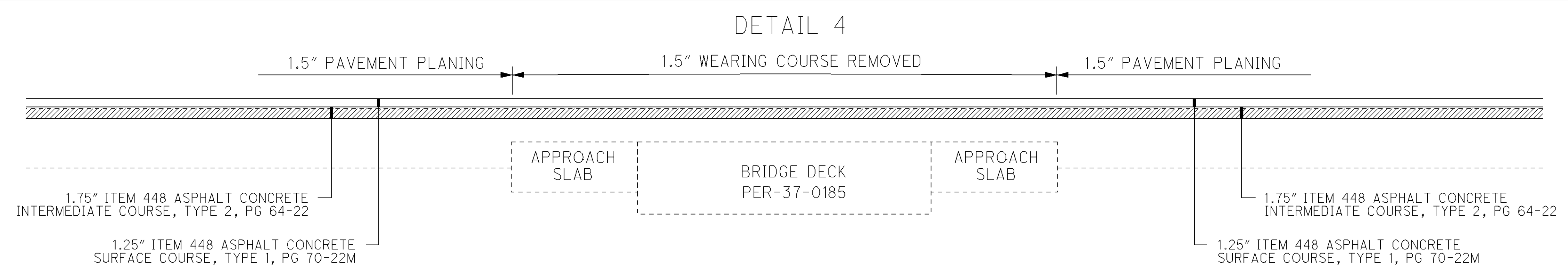
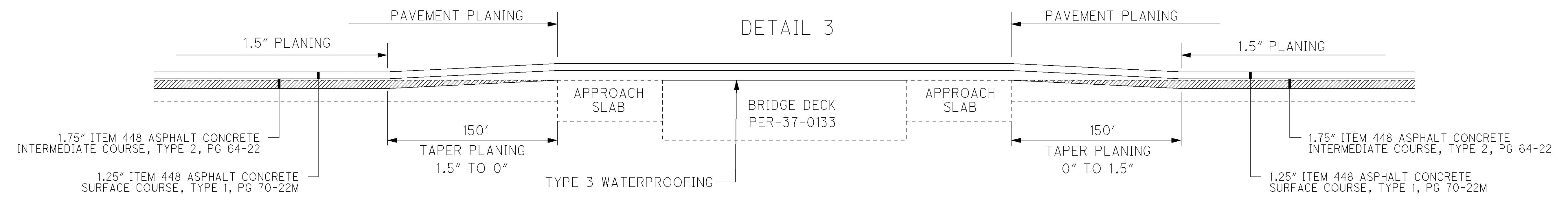
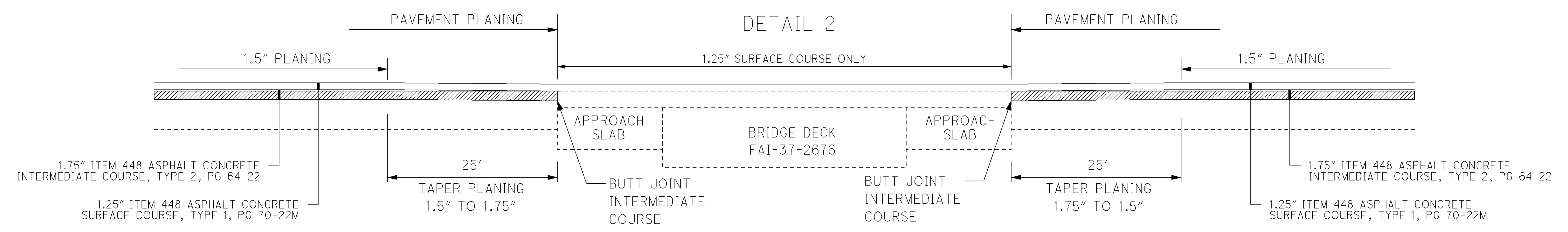
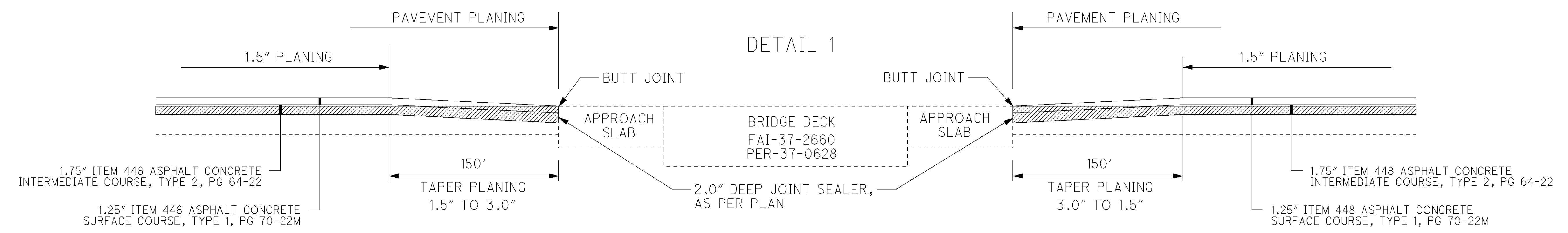
BRIDGE DECK TREATMENT

FAI-37-25.27  
PER-37-0.00

CALCULATED  
LME  
CHECKED  
DNM

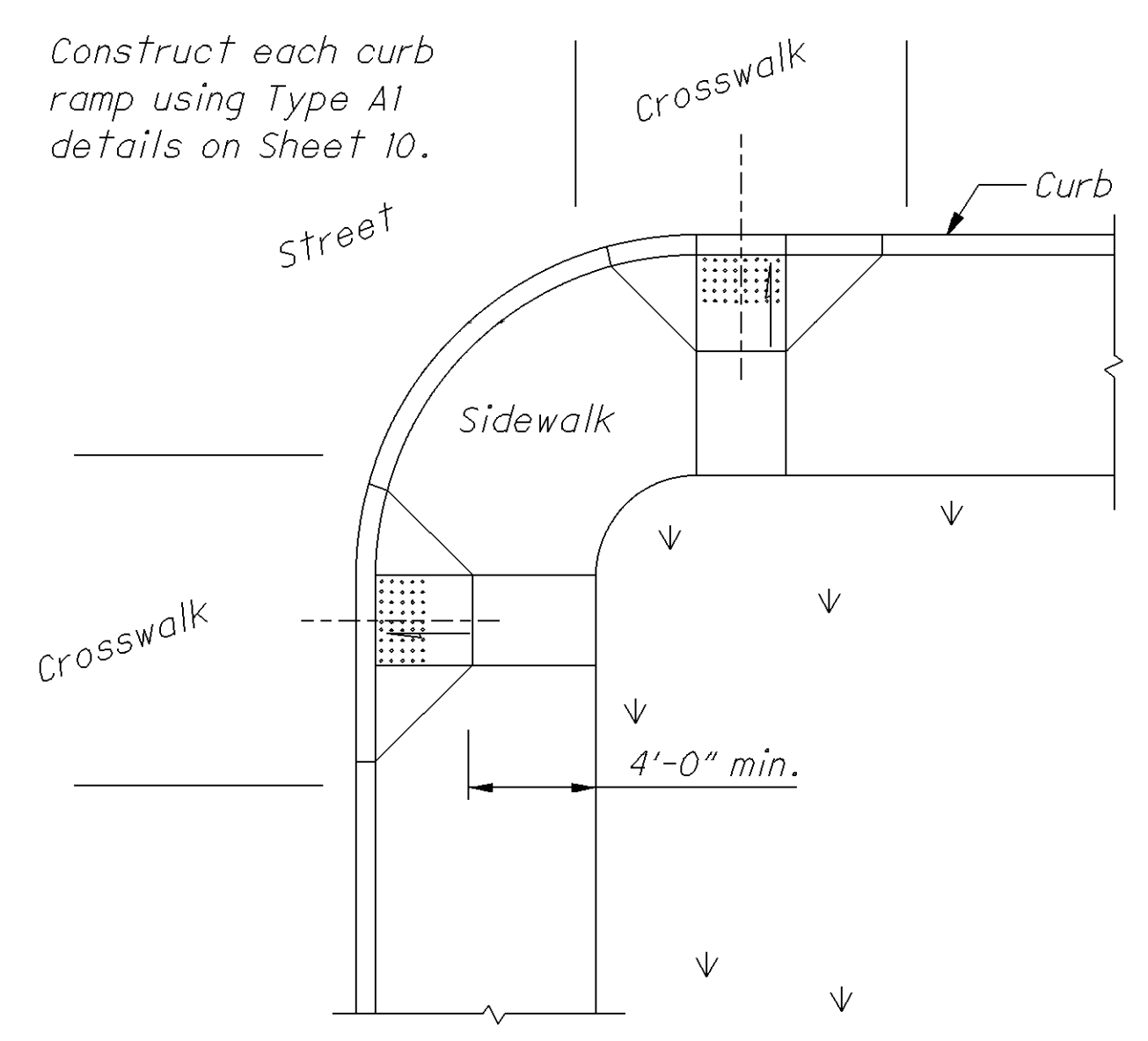
**BRIDGE DECK TREATMENT**

**FAI-37-25.27  
PER-37-0.00**



P037\_MBT\_002.dgn 12-27-10

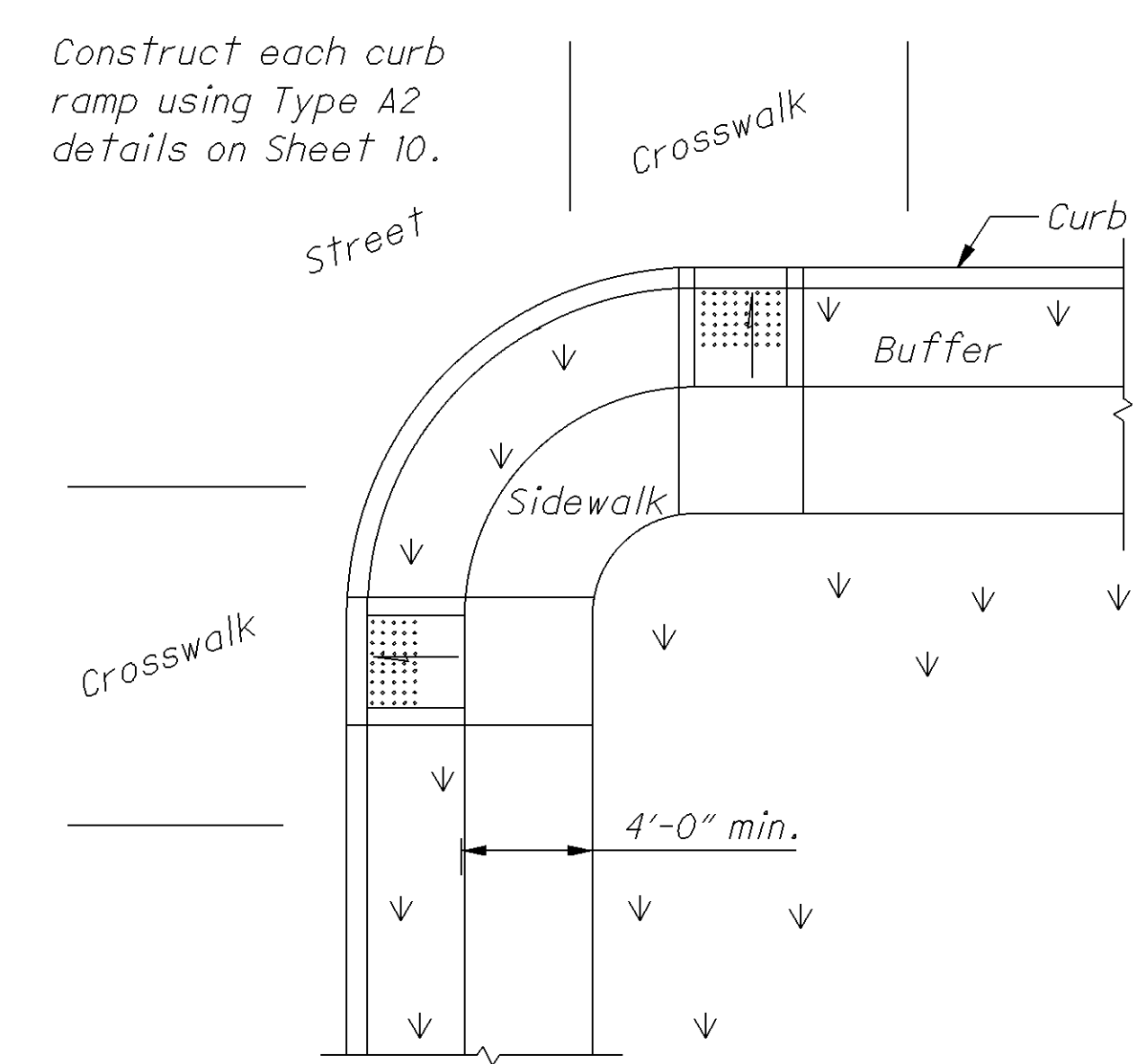




Construct each curb ramp using Type A1 details on Sheet 10.

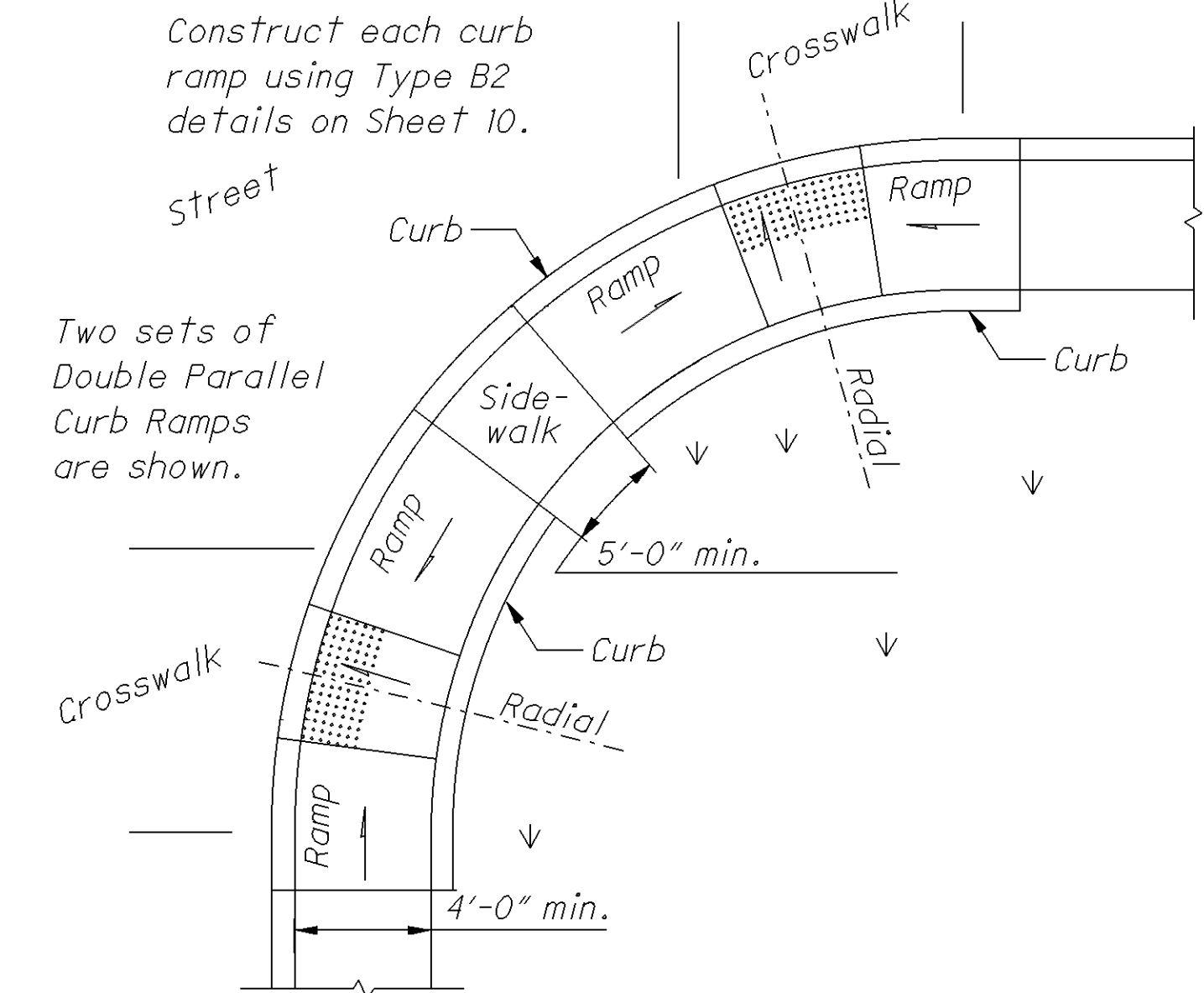
Use curb ramps with flared sides at locations with wide sidewalks.

PERPENDICULAR CURB RAMPS



Construct each curb ramp using Type A2 details on Sheet 10.

Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

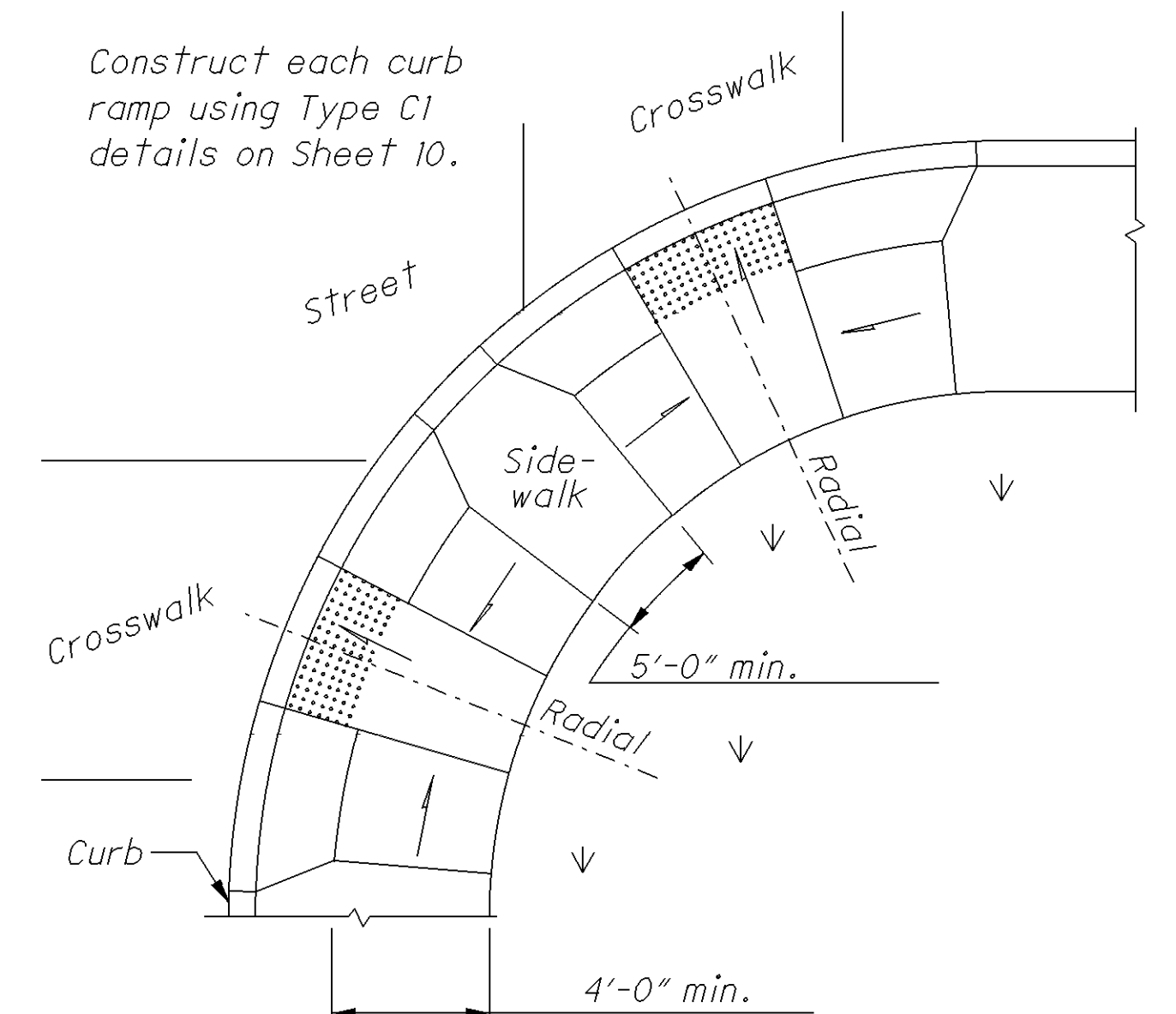


Construct each curb ramp using Type B2 details on Sheet 10.

Two sets of Double Parallel Curb Ramps are shown.

Place on streets having wide turning radius and where sidewalks are narrow.

PARALLEL CURB RAMPS



Construct each curb ramp using Type C1 details on Sheet 10.

Curb ramp placement where streets have wide turning radius, and sufficient sidewalks width.

COMBINATION CURB RAMPS

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 10 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown in the project plans.

The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

Excavate, form, place, finish, and cure according to 608.03.A, 608.03.B, 608.03.C, and 608.03.E.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 11. Install these proprietary products as per manufacturer's written instructions.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/8" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

METHOD OF MEASUREMENT: The Department will measure Curb Ramps by the number of each completed curb ramp. The Department will measure Detectable Warnings in existing curb ramps and at grade crossings by the number of square feet completed.

Concrete Walk and Curb, Item 608 and 609, will be measured through out the curb ramp area and paid for under their respective Items.

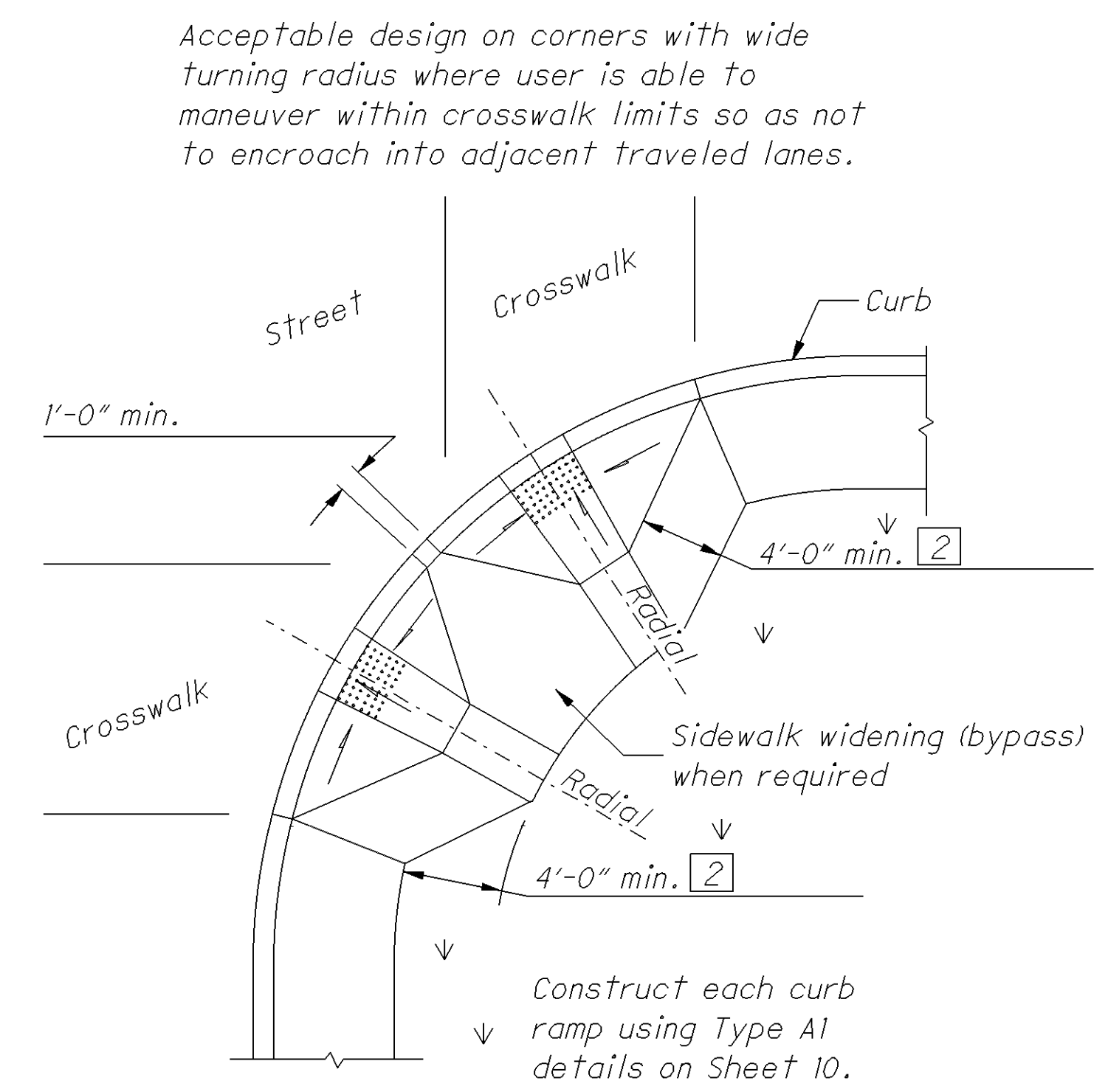
METHOD OF PAYMENT: New Curb Ramps constructed in new or existing Walk are paid for under Item 690 Special Misc.: Curb Ramp, Type -- (A1, A2, B1, B2, B3, C1, C2, or D) each, and includes the cost of any additional materials and installation (including detectable warnings), grading, forming and finishing.

Detectable Warnings constructed in existing curb ramps or for at-grade crossing locations are paid for under Item 690-Special Misc.: Detectable Warning (Sq. Ft.) and is full compensation for backfill, base course material, concrete walk, reinforcing steel, expansion joint materials, and any incidentals required to complete the installation as specified. The work to cast the tiles in place will also require removal of existing pavement or sidewalk (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

Removal of existing curb, pavement, walk (or existing curb ramps) are paid under Item 202.

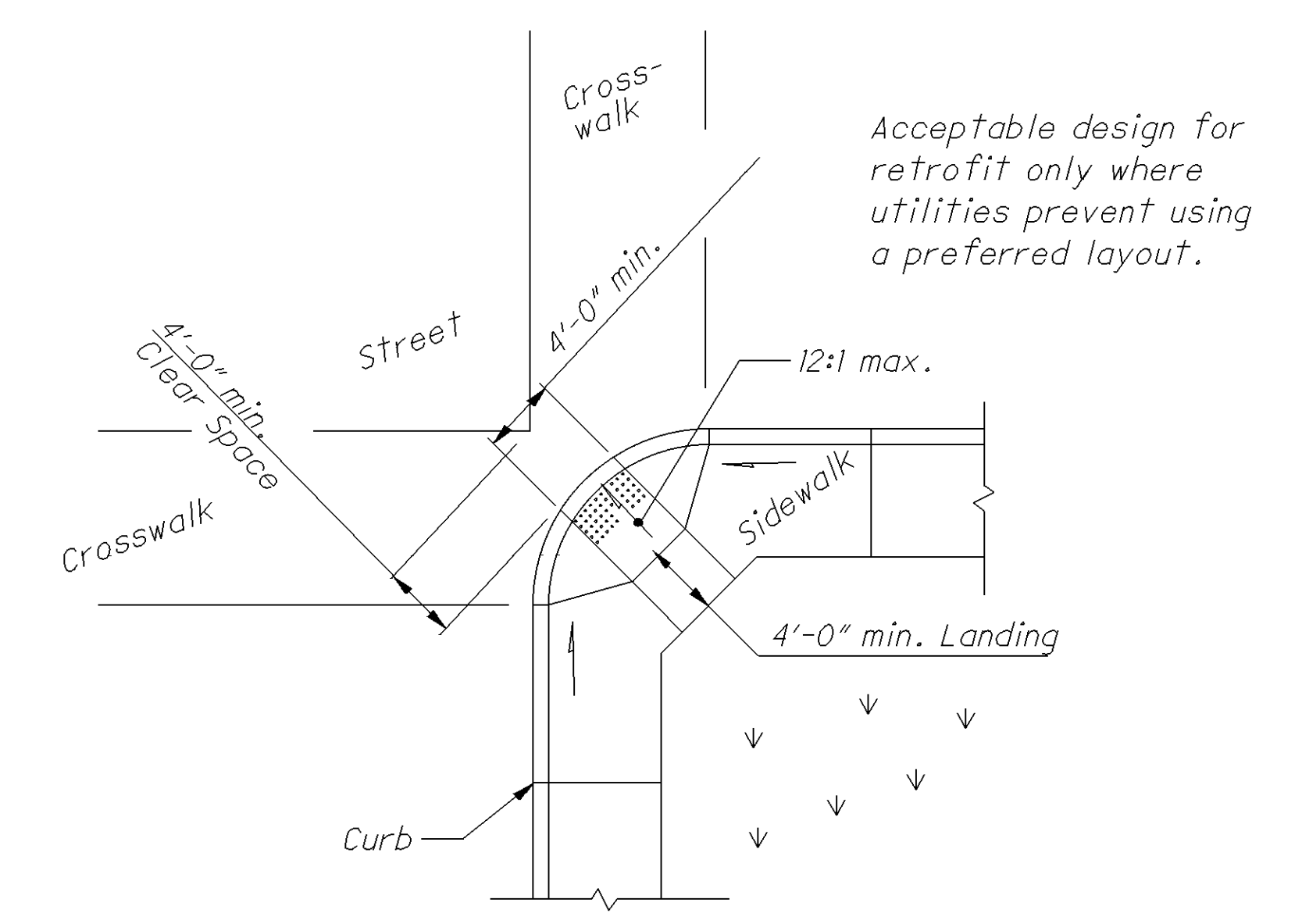
LEGEND

② May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.



Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS



Acceptable design for retrofit only where utilities prevent using a preferred layout.

Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0" .

DIAGONAL RAMP (Type D)

ACCEPTABLE CONSTRUCTION PLACEMENT

NOTES

The running slope of the ramp is preferred to be 12:1 or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

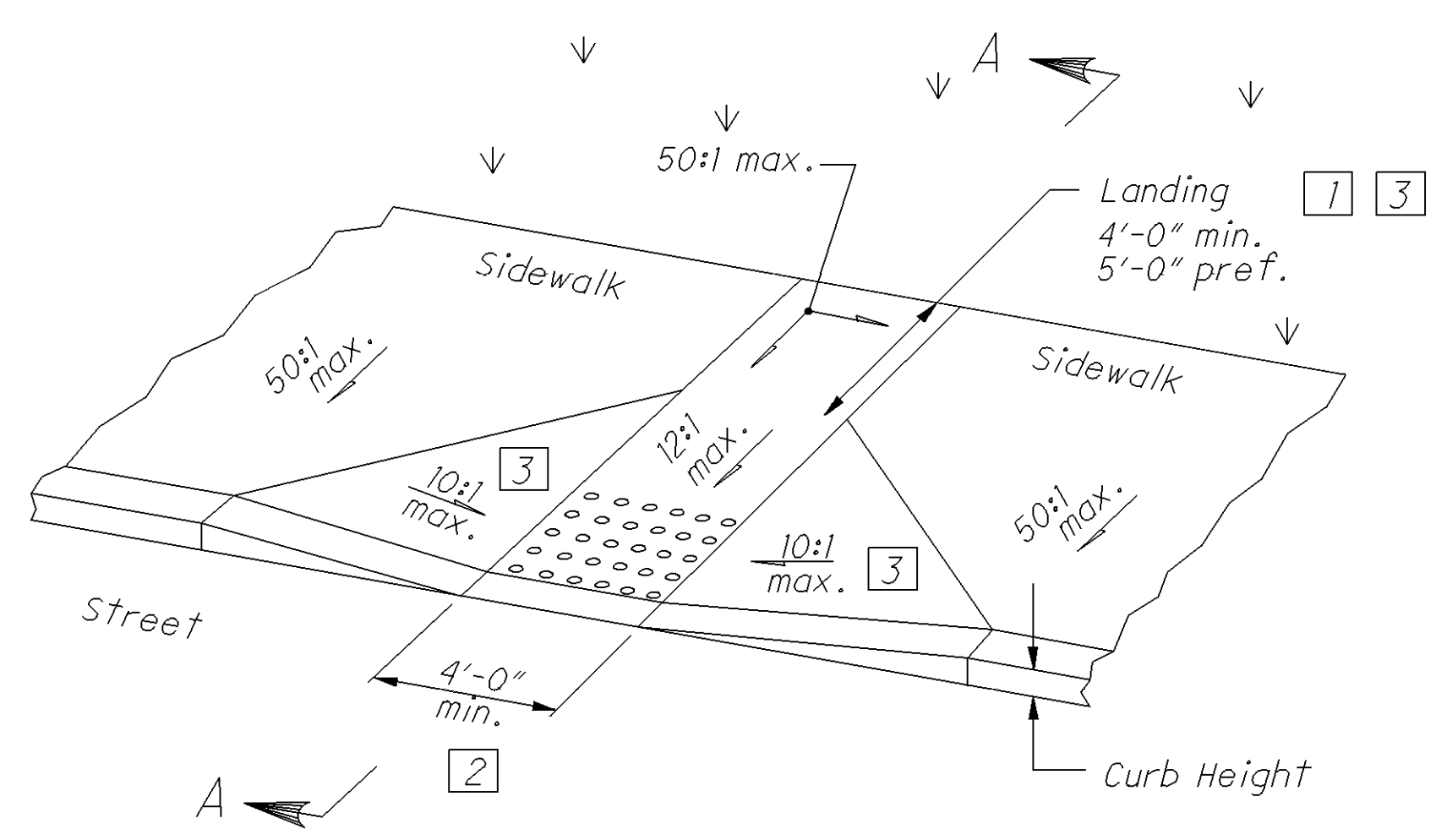
Ramp landings shall be 4' min. x 4' min. with a 50:1 or flatter cross slope and running slope, unless otherwise shown.

LEGEND

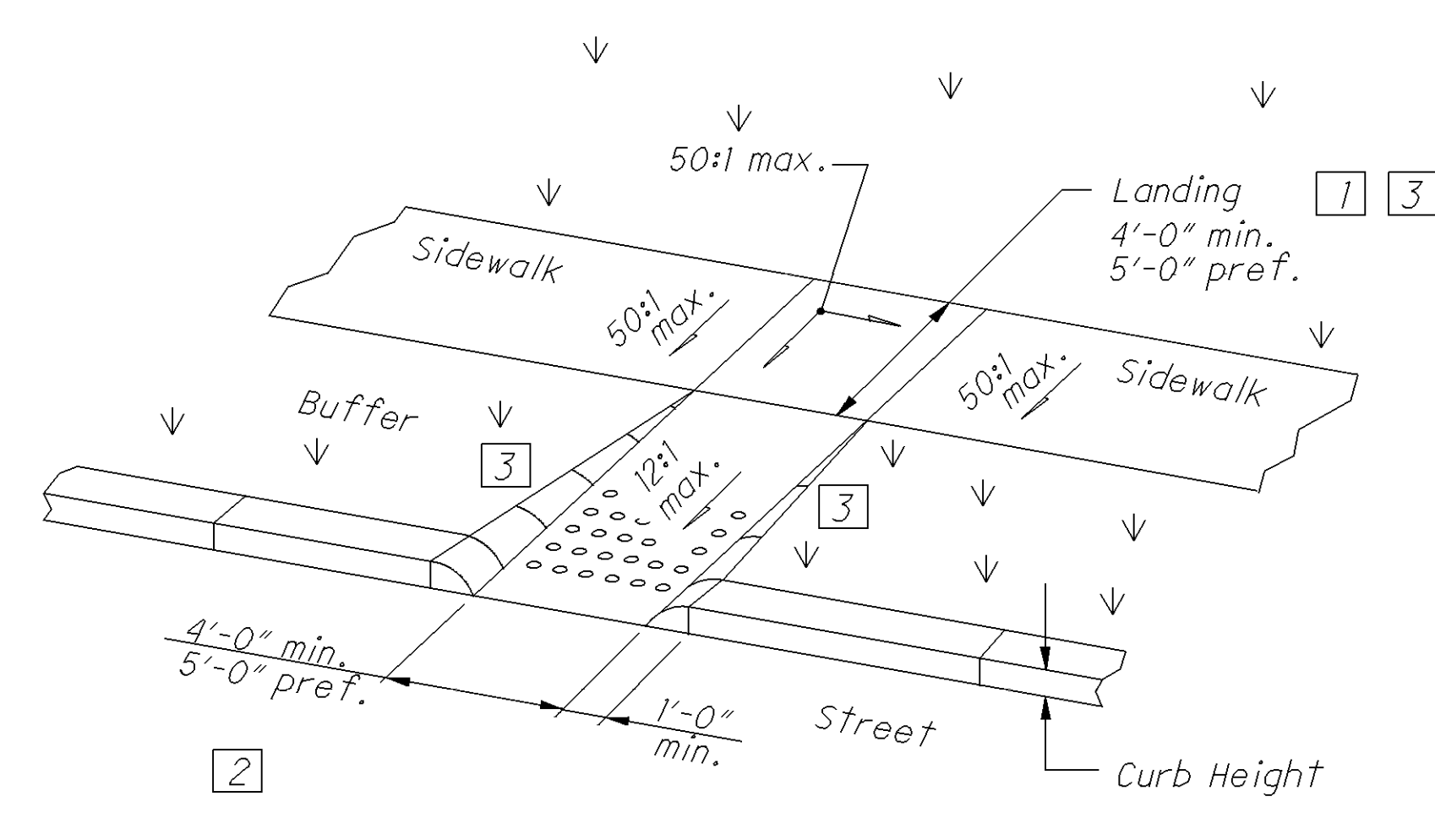
- 1 Dimension may be reduced to 3'-0" in existing sidewalks if the landing is unconstrained along the back edge.
- 2 May be reduced to 3'-4" in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
- 3 Where landing width (D) has been reduced to 3'-0" the flared sides shall have a maximum slope of 12:1.

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheelchair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.

See Sheet 11 for Sections.

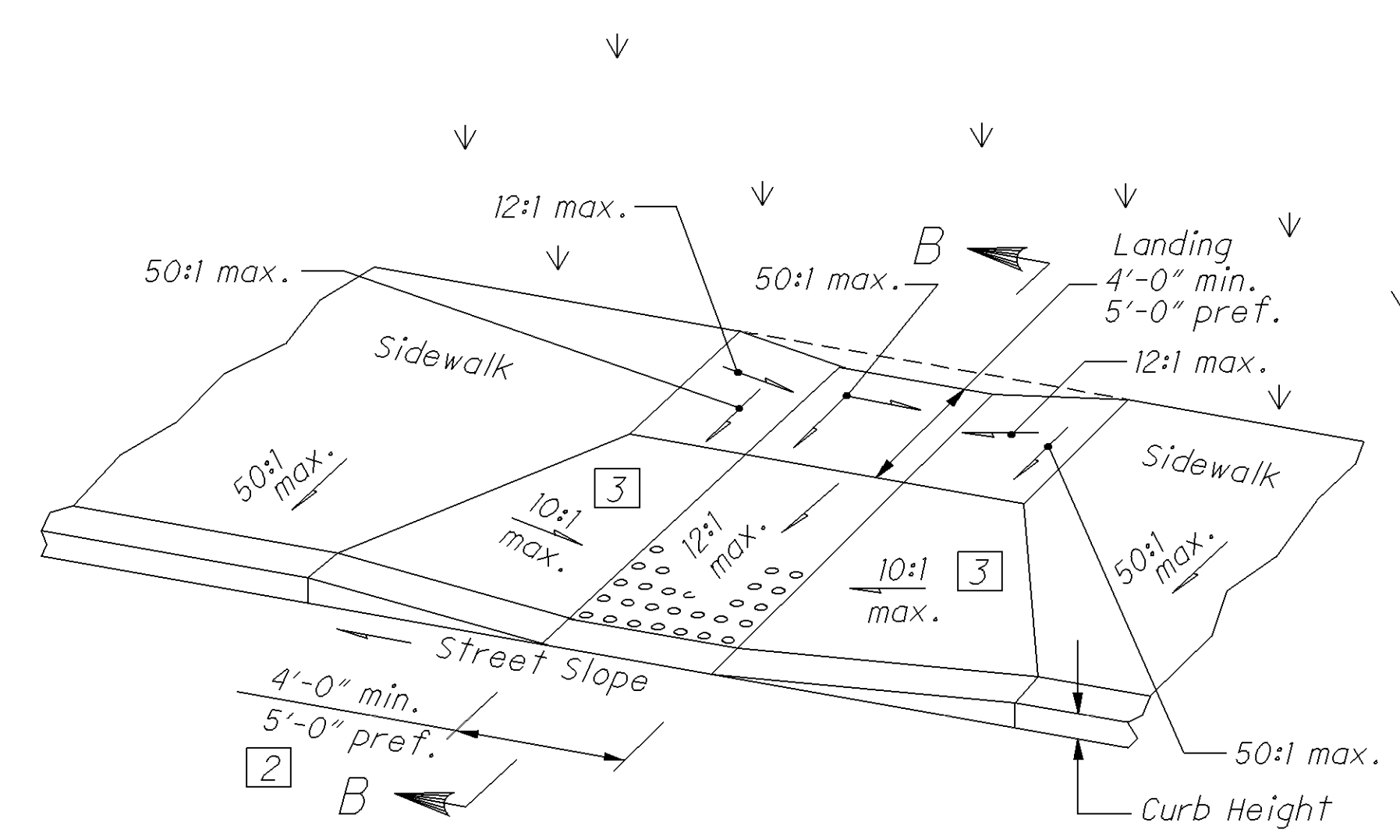


Type A1 (Perpendicular with flared sides)

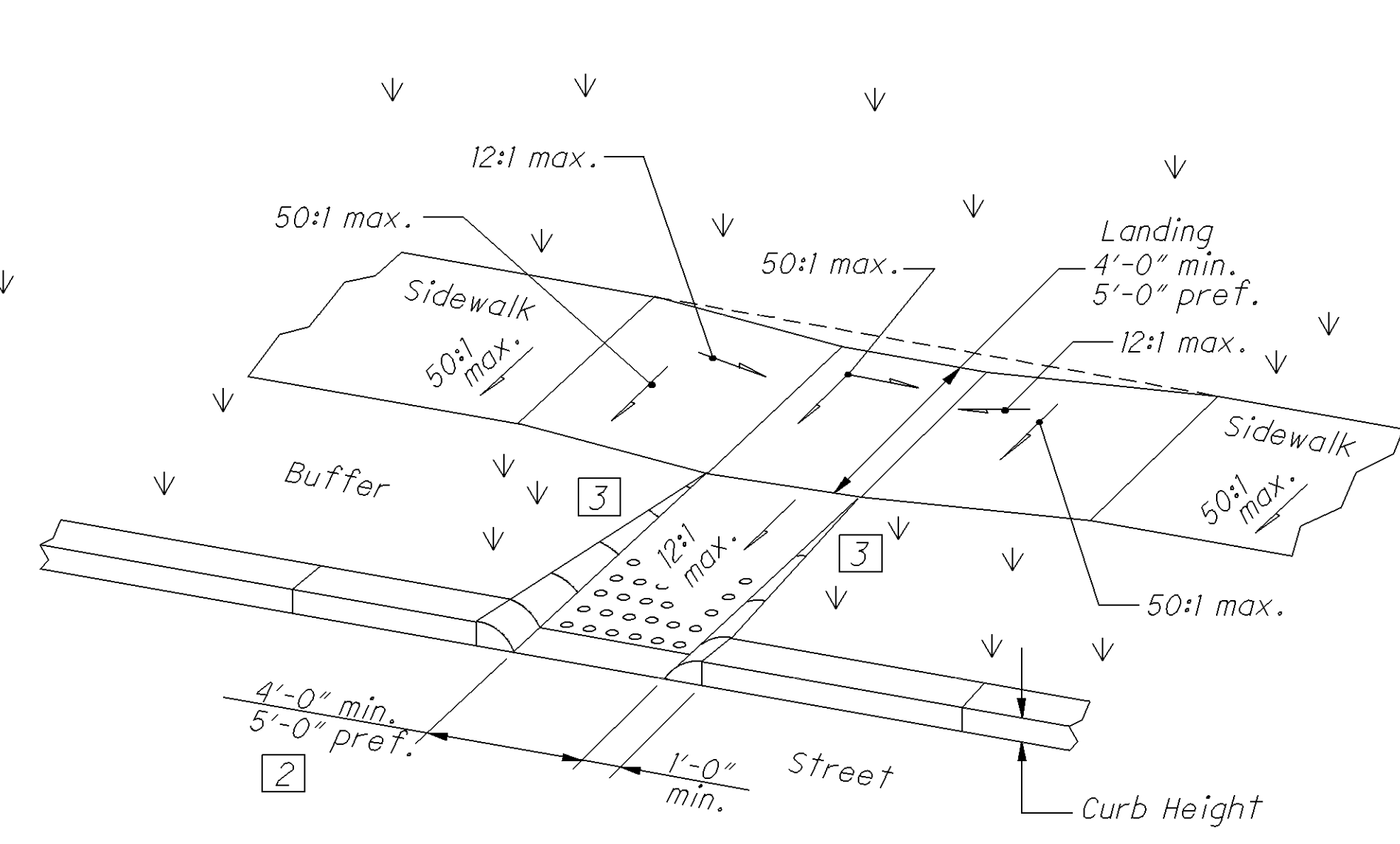


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

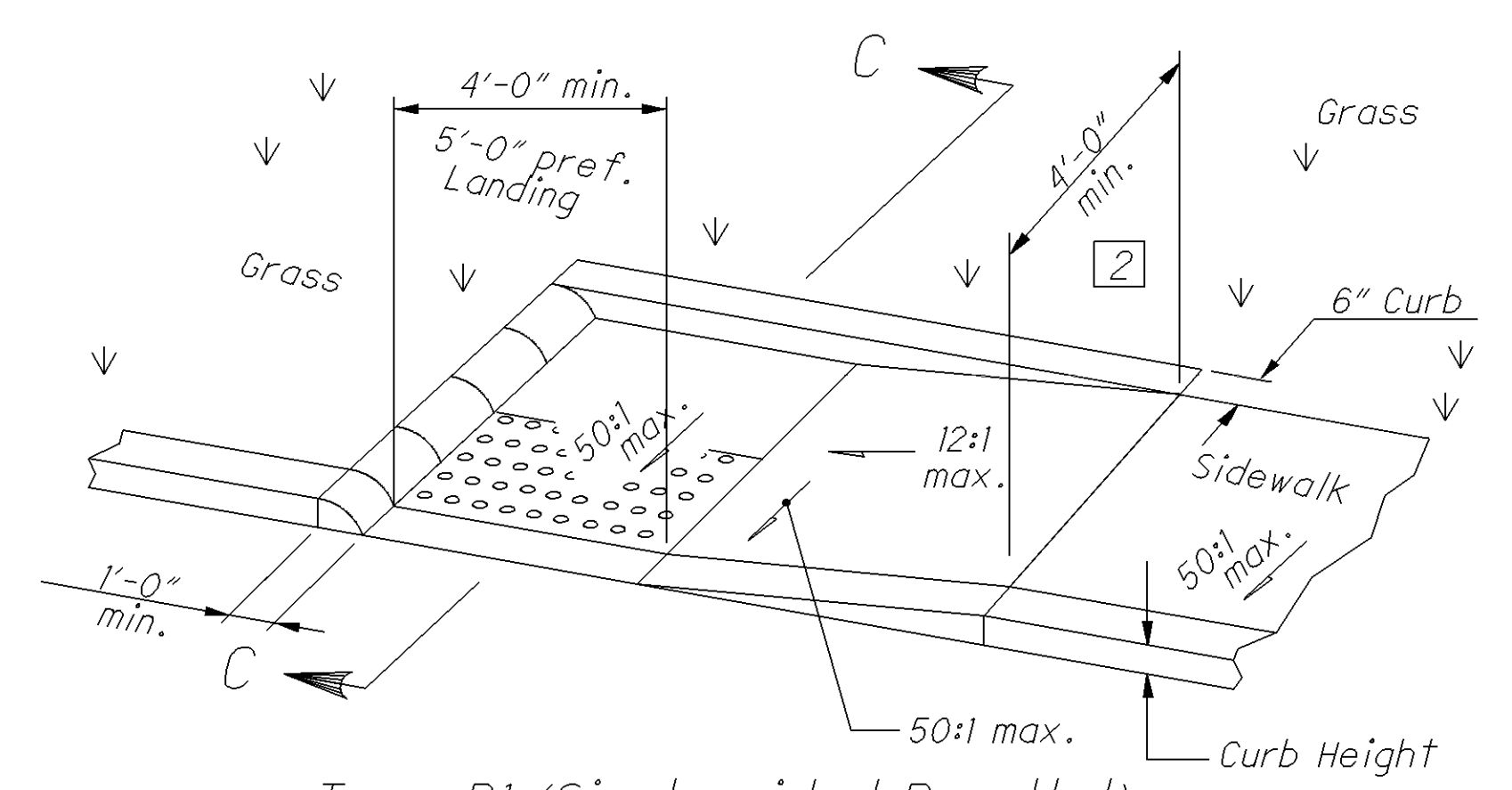


Type C1 (Combined with flared sides)

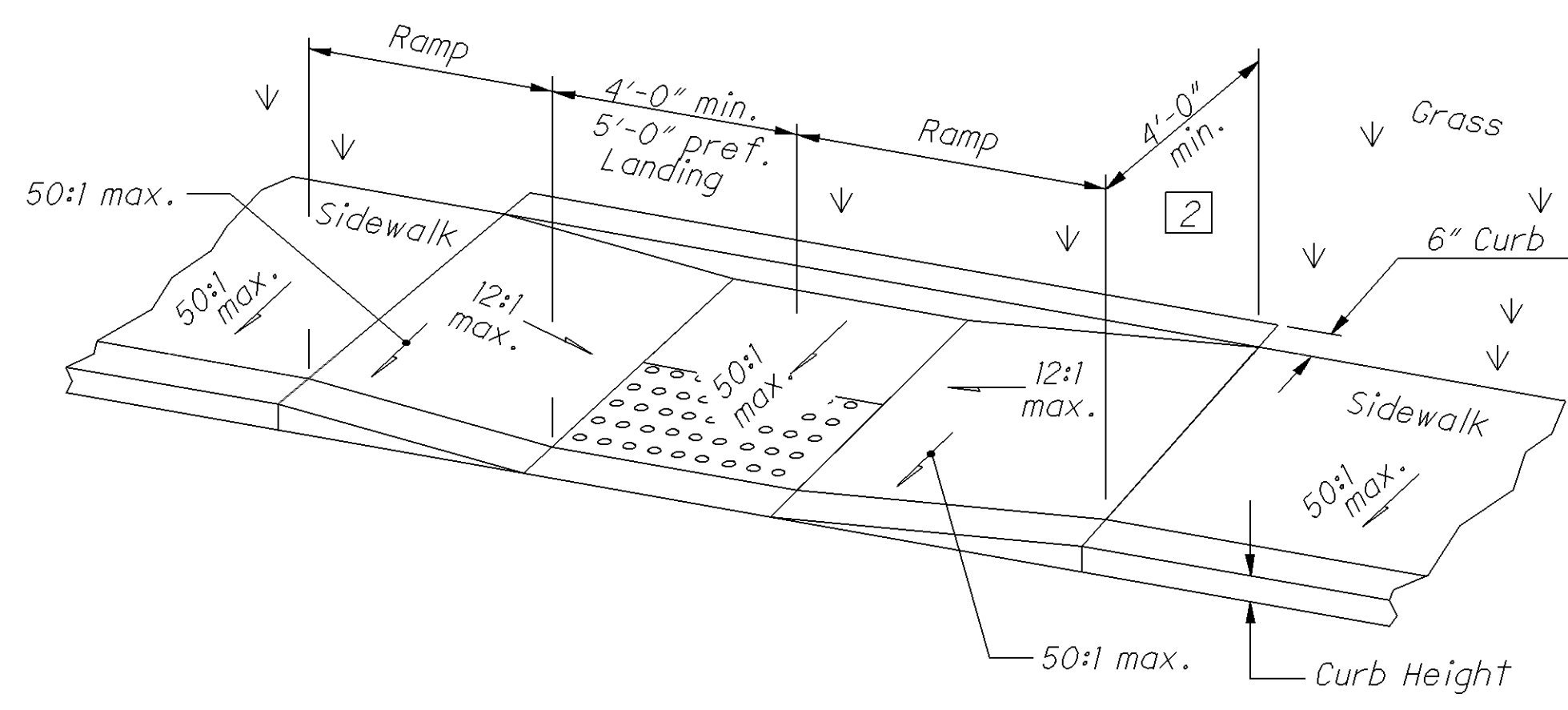


Type C2 (Combined with returned curb)

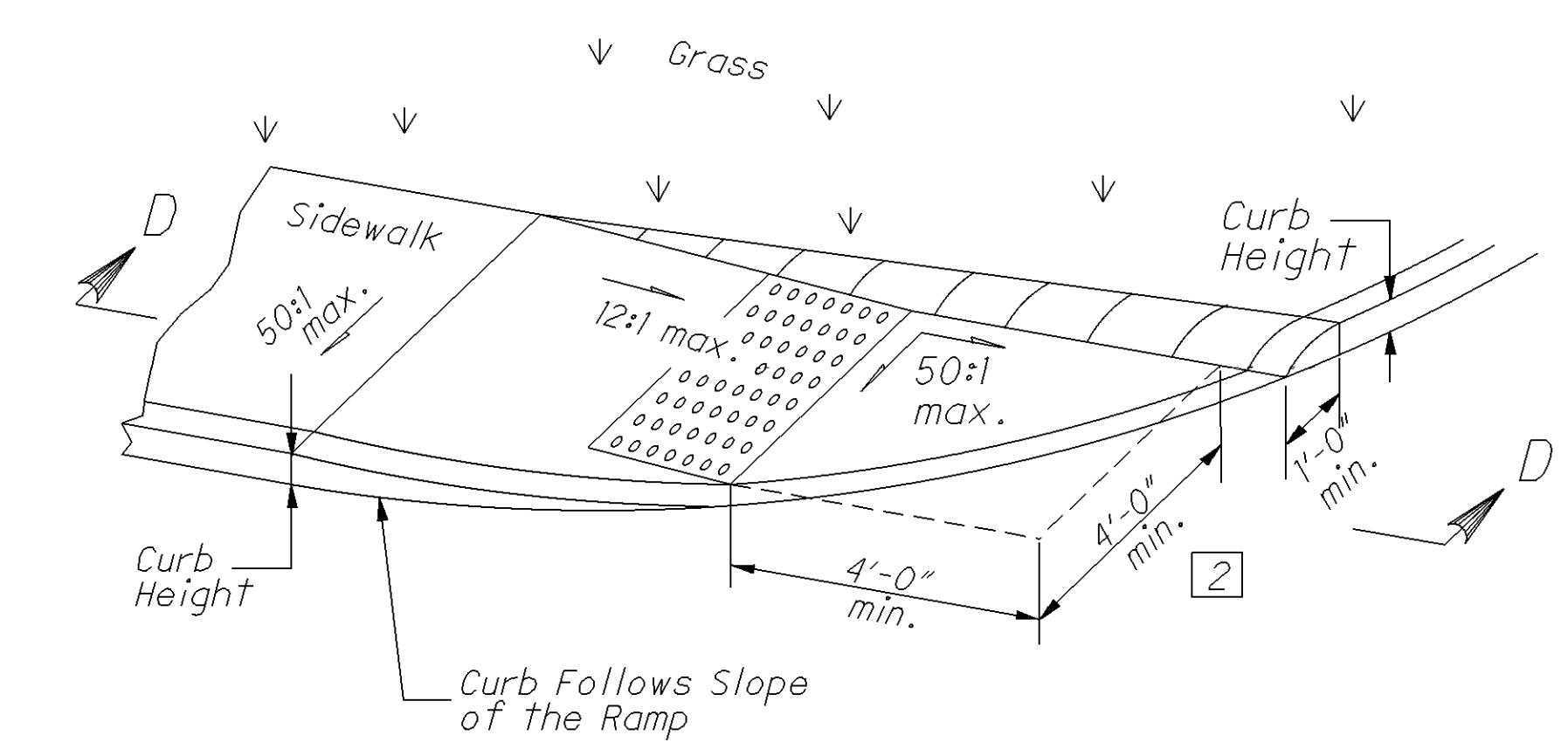
COMBINED CURB RAMP DETAILS



Type B1 (Single sided Parallel)



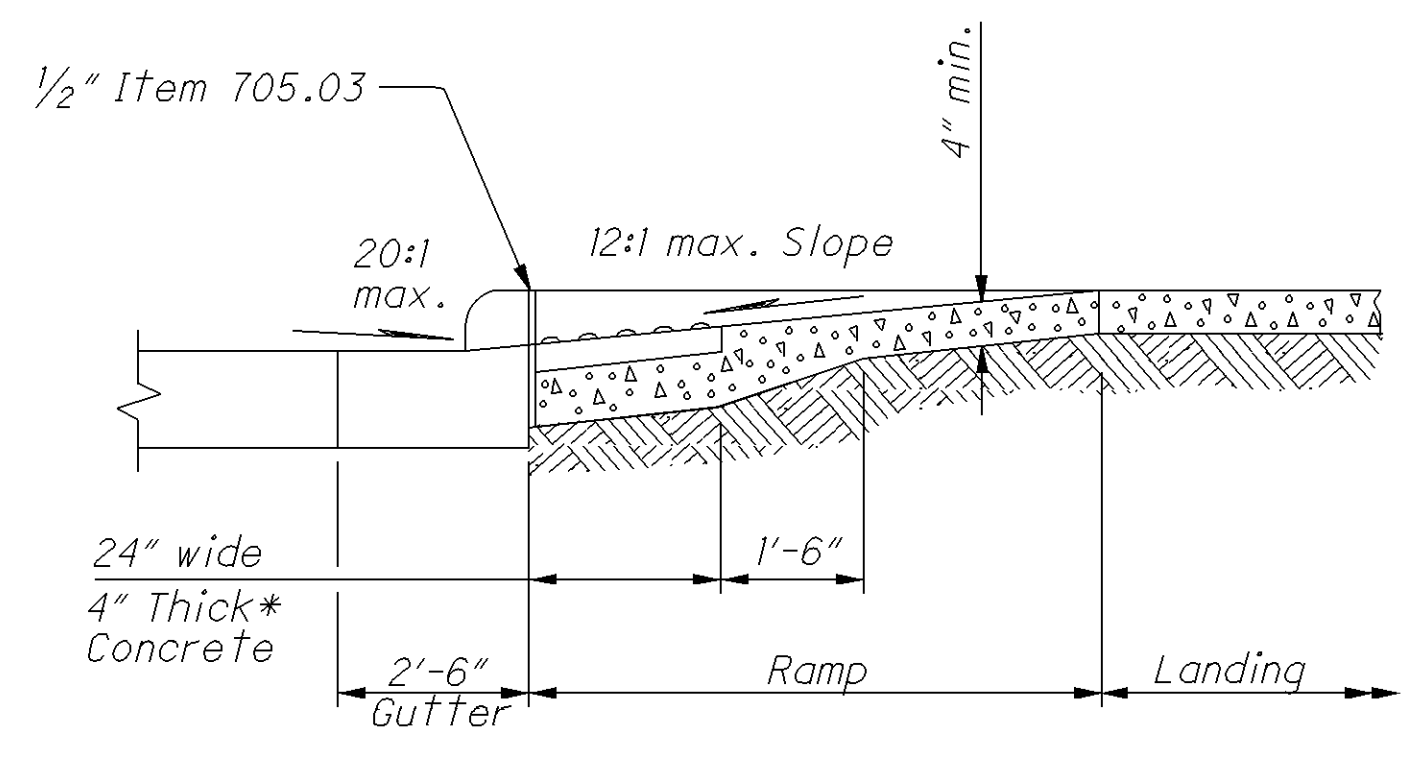
Type B2 (Double sided Parallel)



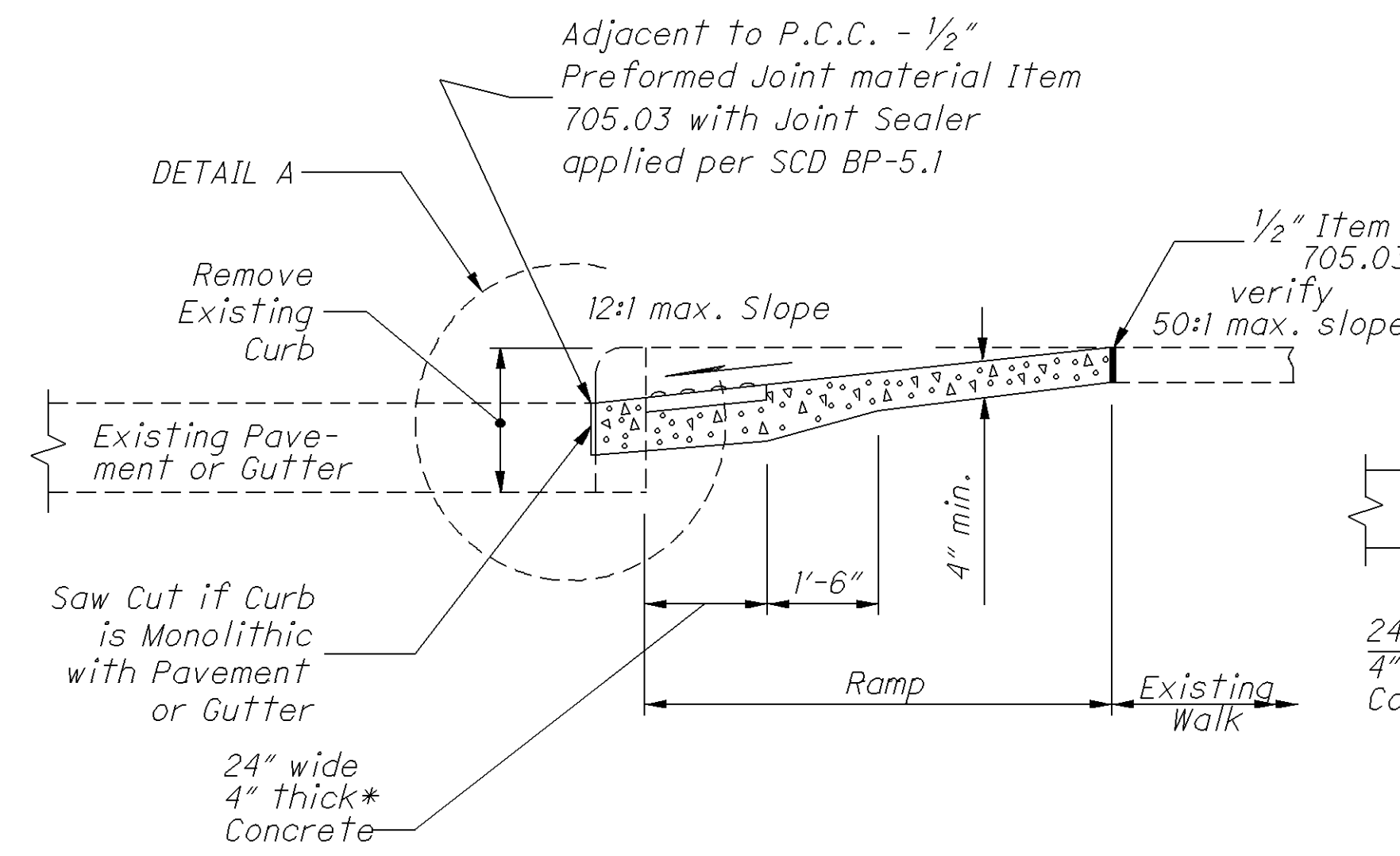
Type B3 (Single sided Parallel)

PARALLEL CURB RAMP DETAILS

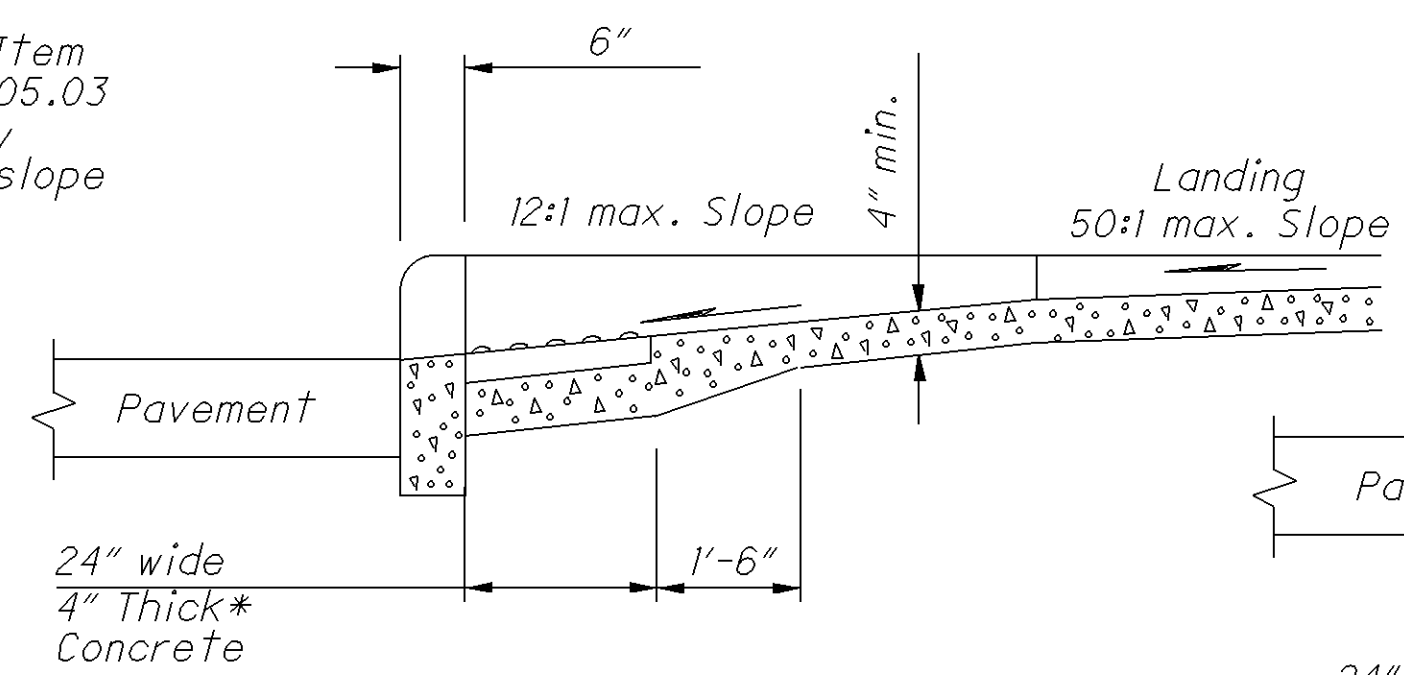
B1230\_CRD\_002.DGN 11/23/10



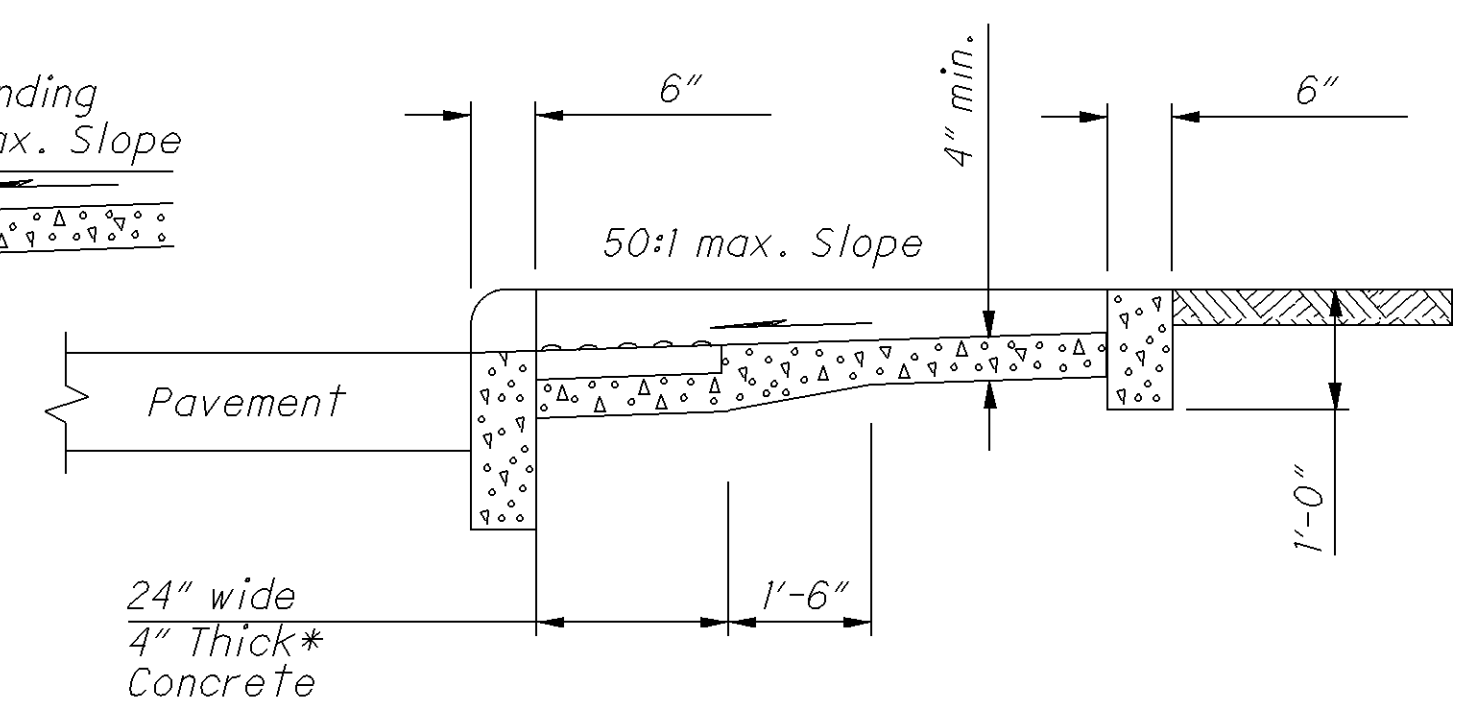
New gutter shown.  
**SECTION A-A  
NORMAL DETAIL**  
See Sheet 10.



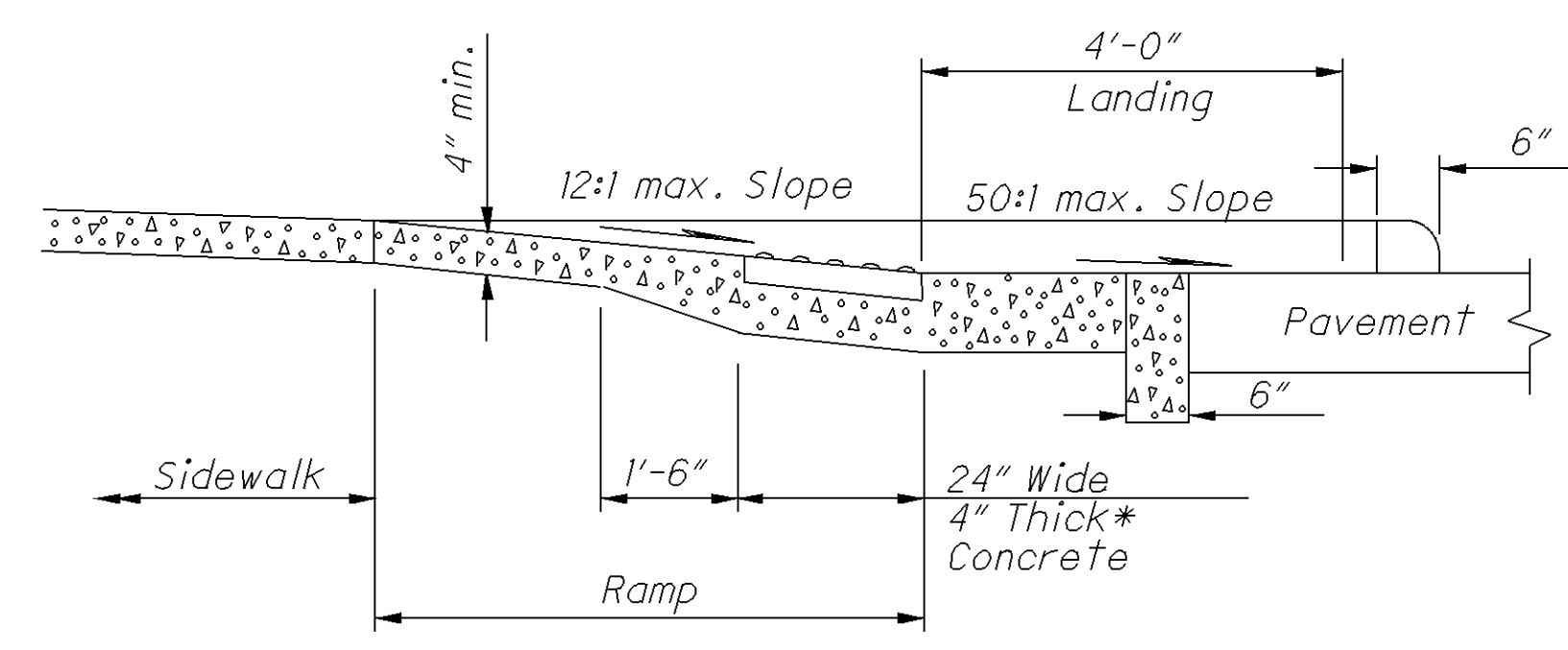
**SECTION A-A  
EXISTING WALK DETAIL**  
See Sheet 10.



**SECTION B-B**  
See Sheet 10.

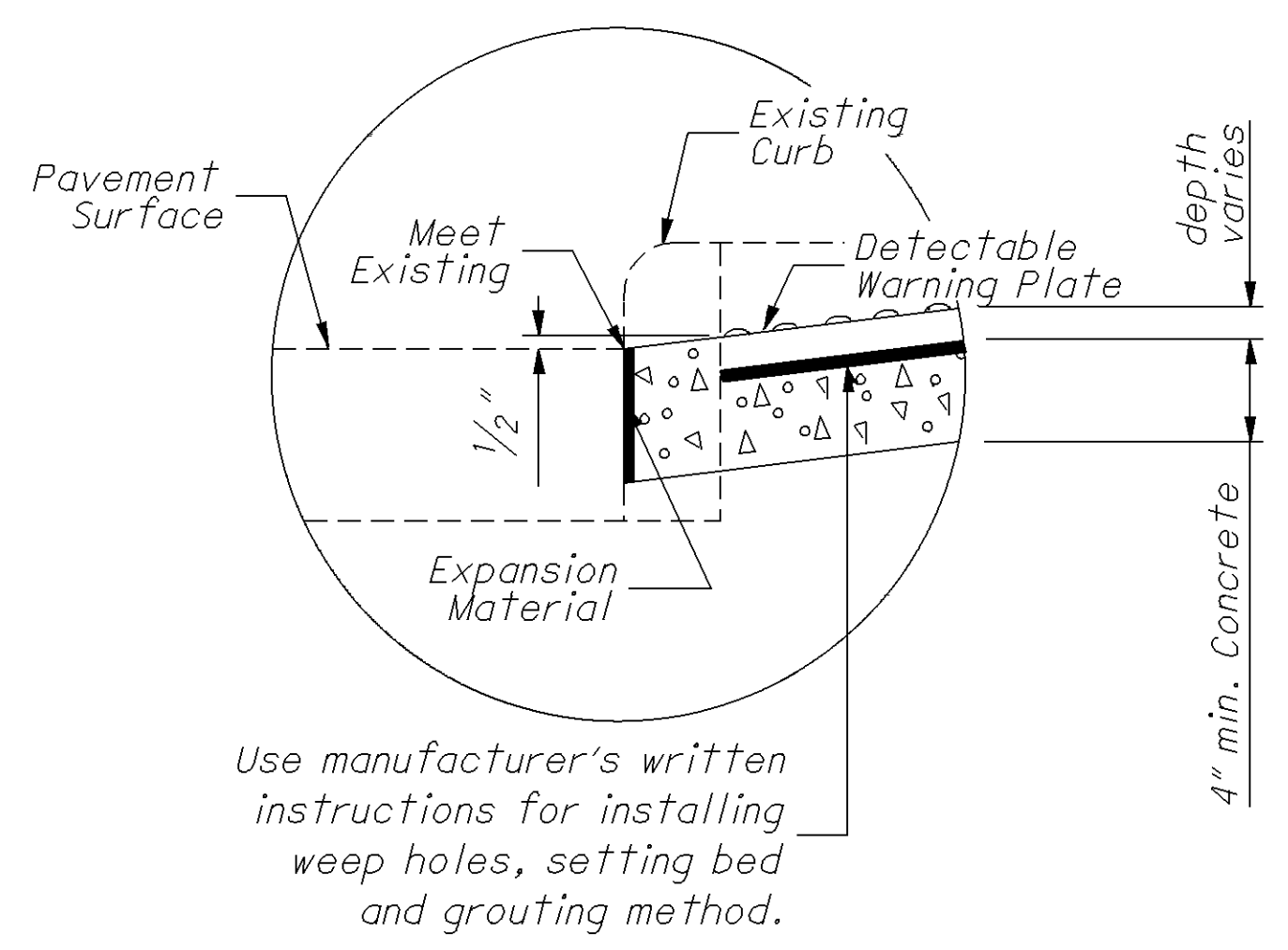


**SECTION C-C**  
See Sheet 10.

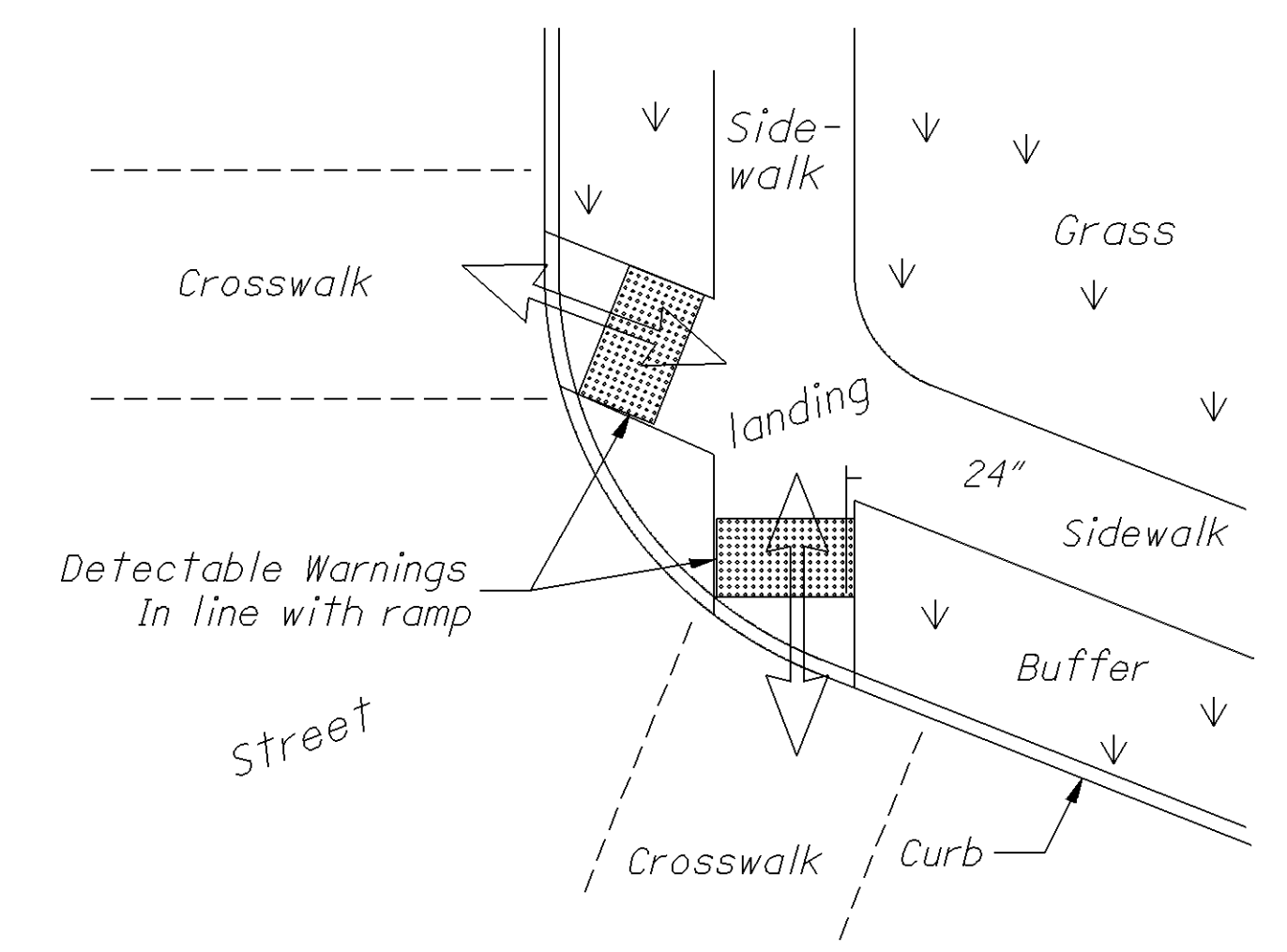


**SECTION D-D**  
See Sheet 10.

\*Where possible, pour ramp area integral with the curb, otherwise use 6" thick walk.



**DETAIL A**



**DETECTABLE WARNING ALIGNMENT**

**DETECTABLE WARNINGS NOTES**

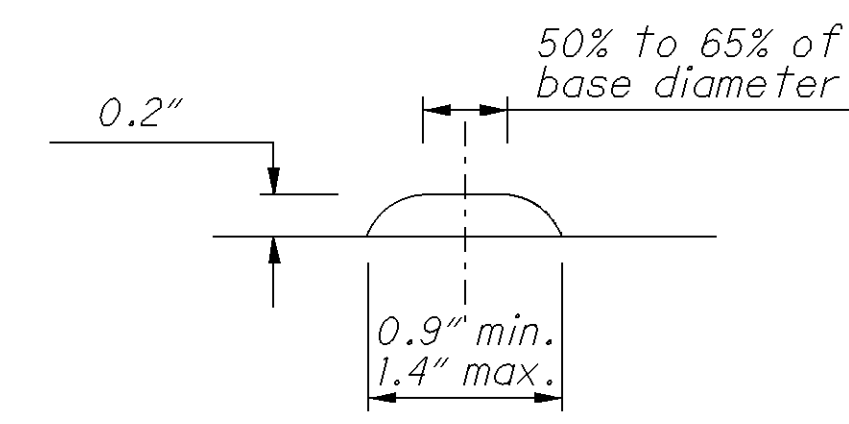
**GENERAL:** Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

**PLACEMENT:** Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 9.

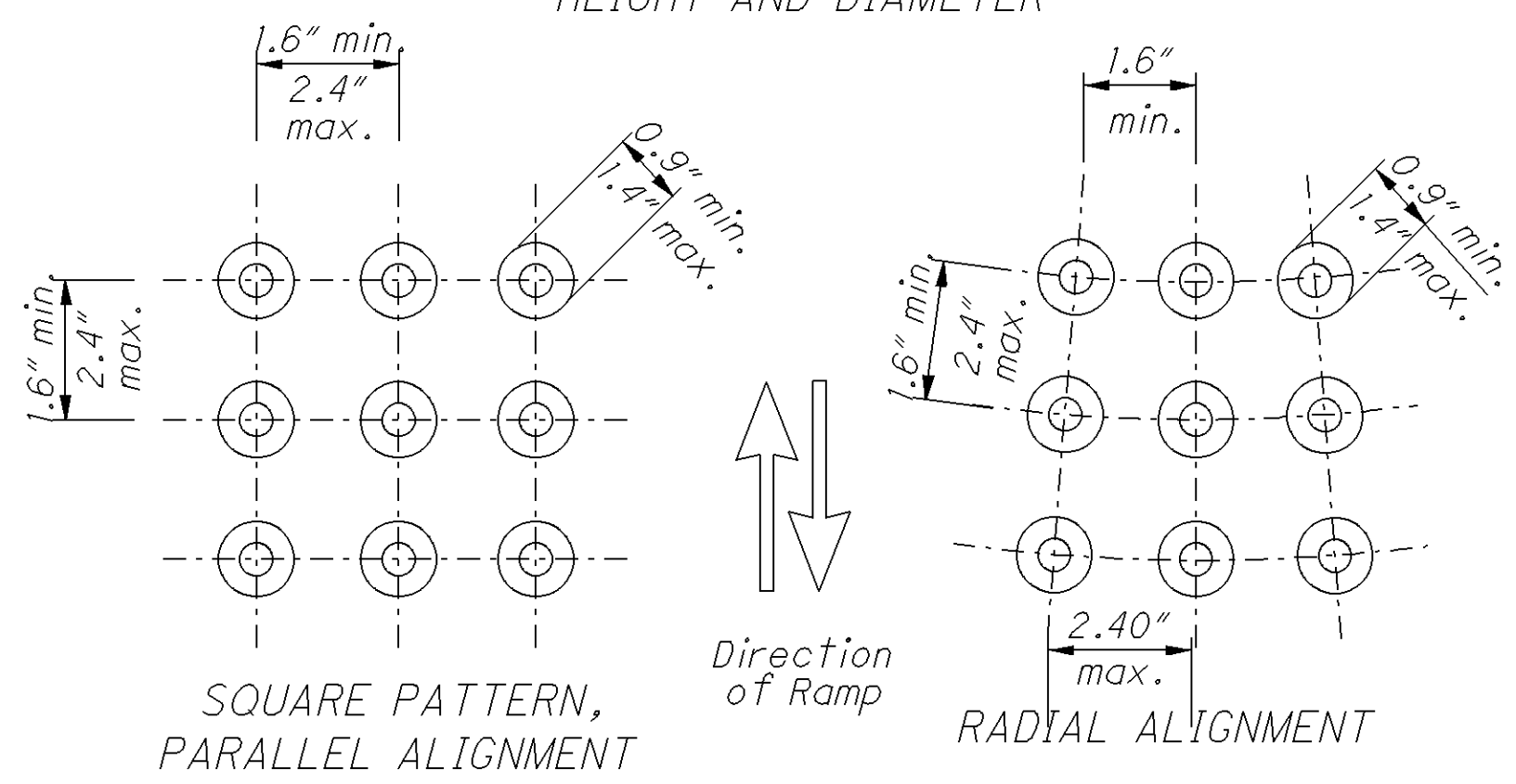
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

**ALIGNMENT:** Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. Normally the detectable warnings should be flush with the back of the curb, but in skewed conditions at least one corner of the 24" strip should be adjacent to the back of curb. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

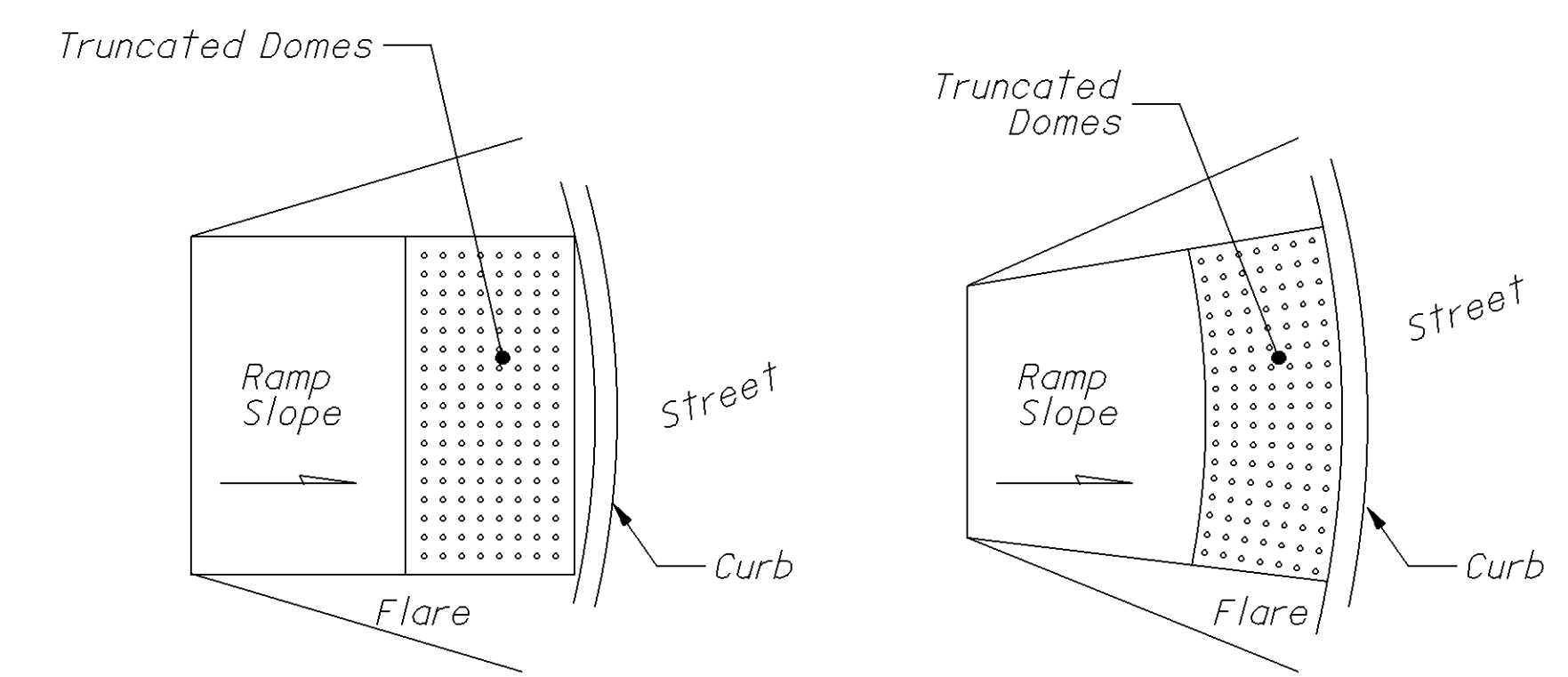
**PRODUCTS & COLORS:** Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



**HEIGHT AND DIAMETER**



**TRUNCATED DOMES DETAILS**

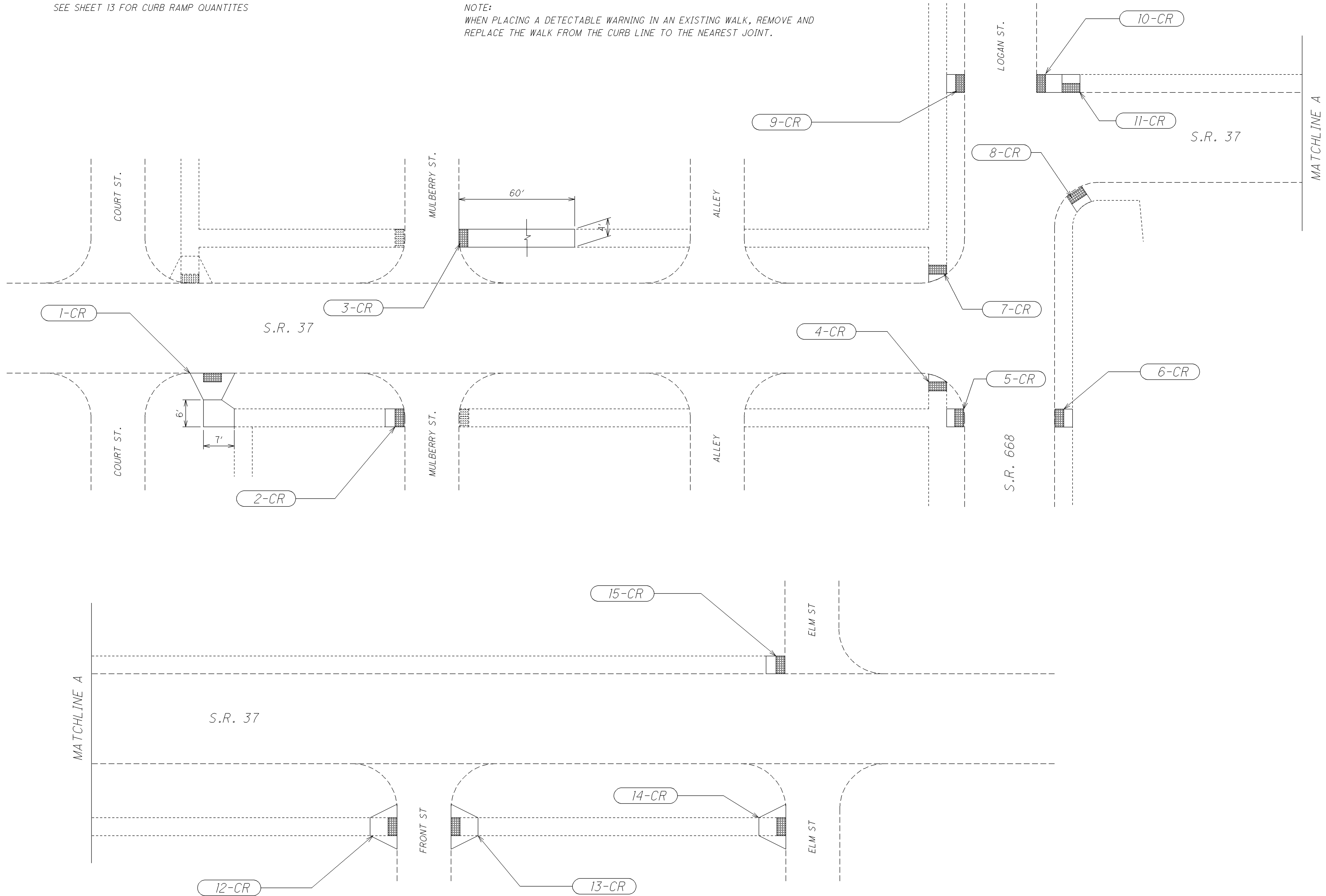


**DOME ALIGNMENT ON RADIUS CURB**

81230\_CRD\_003.DGN 11/23/10

SEE SHEET 13 FOR CURB RAMP QUANTITIES

NOTE:  
WHEN PLACING A DETECTABLE WARNING IN AN EXISTING WALK, REMOVE AND REPLACE THE WALK FROM THE CURB LINE TO THE NEAREST JOINT.



P037\_CRD\_001.dgn DATED 12-27-2010

CALCULATED
LIVE
CHECKED
DNM

PLAN SHEET - JUNCTION CITY

FAI-37-25.27  
PER-37-0.00

12
19

REFERENCE NO.	SHEET NO.	LOCATION	SIDE	202			608		690			609	COMMENTS	
				WALK REMOVED	CURB REMOVED		4" CONCRETE WALK, (CURB RAMP AREA)	4" CONCRETE WALK, (EXTRA WALK AREA)	SPECIAL-MISC.: DETECTABLE WARNING	SPECIAL-MISC.: CURB RAMPS,				
										TYPE A1	TYPE A2			TYPE D
CL./LT./RT.	SQ. FT.	FT.	SQ. FT.	SQ. FT.	SQ. FT.	EACH	EACH	EACH	FT.					
		S.R. 37												
		JUNCTION CITY												
1-CR	12	COURT ST	RT.		14		54	42		1		14	INCLUDES EXTRA WALK TO TIE INTO EXISTING	
2-CR	12	MULBERRY ST	RT.	16.0				8	8					
3-CR	12	MULBERRY ST	LT.	240.0				232	8				REPLACE 60' X 4' WALK, INSTALL DETECTABLE WARNING	
4-CR	12	S.R. 37 AT S.R. 668	RT.	16.0				8	8					
5-CR	12	S.R. 37 AT S.R. 668	RT.	16.0				8	8					
6-CR	12	S.R. 668	RT.	16.0				8	8					
7-CR	12	S.R. 37 AT S.R. 668	LT.	16.0				8	8					
8-CR	12	S.R. 37	RT.	16.0				8	8				ON THE CORNER BY THE BANK	
9-CR	12	LOGAN ST	LT.	16.0				8	8					
10-CR	12	LOGAN ST	RT.	24.0				16	8					
11-CR	12	S.R. 37	LT.	16.0				8	8					
12-CR	12	FRONT ST	RT.	54.0	14		54			1		14	SOUTHWEST CORNER	
13-CR	12	FRONT ST	RT.	54.0	14		54			1		14	SOUTHEAST CORNER	
14-CR	12	ELM ST	RT.	54.0	14		54			1		14	SOUTHWEST CORNER	
15-CR	12	ELM ST	LT.	16.0				8	8				NORTHEAST CORNER	
<b>SUB-TOTALS</b>							216	362						
<b>TOTALS (CARRIED TO LOCATION 2 SUB-SUMMARY)</b>				570.0	56		578		88	4		56		

CALCULATED  
LME  
CHECKED  
DNM

**CURB RAMP QUANTITIES**

**FAI-37-25.27  
PER-37-0.00**

ITEM 817 EDGE LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y			T O T A L E D G E L I N E M I L E S	R E M A R K S
						W H I T E E D G E L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	H I G H W A Y M I L E S	R A M P M I L E S		
1	FAI	S.R. 37	25.27	28.20	2.93	5.86	5.86		5.86	
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>5.86</b>	
2	PER	S.R. 37	0.00	3.54	3.54	7.08	7.08		7.08	
2	PER	S.R. 37	4.00	8.59	4.59	9.18	9.18		9.18	
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>16.26</b>	

ITEM 817 CENTER LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H (MILES)	I N F O R M A T I O N O N L Y		T O T A L C E N T E R L I N E M I L E S	R E M A R K S	
						C E N T E R L I N E Q U A N T I T I E S				
			FROM	TO		T O T A L M I L E S	E Q U I V A L E N T S O L I D L I N E			
1	FAI	S.R. 37	25.27	28.20	2.93	2.93	3.338	2.93		
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>2.93</b>	
2	PER	S.R. 37	0.00	8.59	8.59	8.59	11.840	8.59		
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>									<b>8.59</b>	

EDGE / CENTER LINE QUANTITIES

FAI-37-25.27  
PER-37-0.00

644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	SLM	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	8" CHANNELIZING LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		LANE ARROW			ISLAND MARKING	RAILROAD MARKING SYMBOL	REMARKS
						WHITE	YELLOW				ONLY		72"	96"	LEFT	THRU/RIGHT	RIGHT			
											72"	96"								
											FT.	FT.								
1	FAI	S.R. 37	COUNTY LINE RD - CR 72	LT.				48												PLACE 17' FROM SR 37 CENTER LINE
1	FAI	S.R. 37	JERUSALEM RD - CR 72	RT.				28												PLACE 22' FROM SR 37 CENTER LINE
1	FAI	S.R. 37	LOCUST GROVE RD	LT.				24												PLACE 19' FROM SR 37 CENTER LINE
<b>TOTALS (CARRIED TO LOCATION SUB-SUMMARY)</b>								100												
2	PER	S.R. 37	FLAG DALE RD - CR 23	RT.				34												PLACE 20' FROM SR 37 CENTER LINE
2	PER	S.R. 37	FLAG DALE RD - CR 23	LT.				20												PLACE 18' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ADCOCK RD - CR 105	LT.				28												PLACE 23' FROM SR 37 CENTER LINE
2	PER	S.R. 37	TWP RD 181	RT.				20												PLACE 16' FROM SR 37 CENTER LINE
2	PER	S.R. 37	S.R. 668	LT.				22												PLACE 20' FROM SR 37 CENTER LINE
2	PER	S.R. 37	TWP RD 185	RT.				18												PLACE 18' FROM SR 37 CENTER LINE
2	PER	S.R. 37	CLAY RD - CR 88	LT.				60												PLACE 18' FROM SR 37 CENTER LINE
			<b>ENTER JUNCTION CITY</b>																	
2	PER	S.R. 37	ON S.R. 37									2								PLACE AS DIRECTED
2	PER	S.R. 37	COURT ST	RT.				15												PLACE 20' FROM SR 37 CENTER LINE
2	PER	S.R. 37	COURT ST	LT.				10												PLACE 19' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ON S.R. 37 @ COURT ST						60											PLACE AS DIRECTED
2	PER	S.R. 37	ON S.R. 37 @ MULBERRY ST						80											PLACE AS DIRECTED
2	PER	S.R. 37	MULBERRY ST	RT.					78											PLACE AS DIRECTED
2	PER	S.R. 37	MULBERRY ST	LT.					70											PLACE AS DIRECTED
2	PER	S.R. 37	ALLEY	LT.																
2	PER	S.R. 37	ALLEY	RT.																
2	PER	S.R. 37	ON S.R. 37 @ LOGAN					12	86											PLACE AS DIRECTED
2	PER	S.R. 37	ON S.R. 37 @ LOGAN					11	80											PLACE AS DIRECTED
2	PER	S.R. 37	LOGAN ST (S.R. 668)	RT.					94											PLACE AS DIRECTED
2	PER	S.R. 37	LOGAN ST	LT.																
2	PER	S.R. 37	FRONT ST	RT.					34											PLACE AS DIRECTED
2	PER	S.R. 37	ELM ST	RT.				9												PLACE 17' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ELM ST	LT.				10												PLACE 18' FROM SR 37 CENTER LINE
2	PER	S.R. 37	IRON ST	LT.				12												PLACE 18' FROM SR 37 CENTER LINE
2	PER	S.R. 37	SYCAMORE ST	LT.				25												PLACE 17' FROM SR 37 CENTER LINE
			<b>LEAVE JUNCTION CITY</b>																	
2	PER	S.R. 37	TWP RD 122	RT.				18												PLACE 16' FROM SR 37 CENTER LINE
2	PER	S.R. 37	HOUSEHOLDER RD - CR 94A	LT.				12												PLACE 17' FROM SR 37 CENTER LINE
2	PER	S.R. 37	GAREY RD - CR 94	LT.				25												PLACE 19' FROM SR 37 CENTER LINE
2	PER	S.R. 37	GREEN BRANCH RD - CR 85	LT.				26												PLACE 18' FROM SR 37 CENTER LINE
2	PER	S.R. 37	BLACK GOLD RD - CR 18	RT.				30												PLACE 21' FROM SR 37 CENTER LINE
2	PER	S.R. 37	TWP RD 126	LT.				24												PLACE 16' FROM SR 37 CENTER LINE
			<b>ENTER NEW LEXINGTON</b>																	
2	PER	S.R. 37	PORCELA IN ST	LT.				34												PLACE 26' FROM SR 37 CENTER LINE
2	PER	S.R. 37	IMPERIAL ST	LT.				12												PLACE 19' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ALLEY	LT.																
2	PER	S.R. 37	SOMERSET ST	LT.				12												PLACE 19' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ALLEY	LT.																
2	PER	S.R. 37	THORN ST	RT.				35												PLACE 23' FROM SR 37 CENTER LINE
2	PER	S.R. 37	READING ST	LT.				18												PLACE 19' FROM SR 37 CENTER LINE
2	PER	S.R. 37	ON S.R. 37 @ S.R. 13					12												PLACE AS DIRECTED
<b>TOTALS (CARRIED TO LOCATION SUB-SUMMARY)</b>								564	582			2								

CALCULATED  
LME  
CHECKED  
DNM

AUXILIARY MARKING QUANTITIES

FAI-37-25.27  
PER-37-0.00

15  
19

ITEM 621 RPM SUB-SUMMARY

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
					RPM	INFORMATION ONLY									
						ONE-WAY		TWO-WAY							
					MILES	LIN.FT.		WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED			
1	FAI	SR 37	25.27	25.39	0.12	634	GAP	8			8				
1	FAI	SR 37	25.39	25.62	0.23	1,214	12	37			37			PC 25.48 PT 25.53 L=264' DEG 13	
1	FAI	SR 37	25.62	26.64	1.02	5,386	GAP	67			67				
1	FAI	SR 37	26.64	26.73	0.09	475	11	12			12			PC 26.64 PT 26.73 L=475' DEG 7	
1	FAI	SR 37	26.73	28.20	1.47	7,762	GAP	97			97				
SUB-TOTALS											221				
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>								<b>221</b>							
2	FAI	SR 37	0.00	1.24	1.24	6,547	GAP	82			82				
2	FAI	SR 37	1.24	1.45	0.21	1,109	12	32			32			PC 1.33 PT 1.36 L=158' DEG 13	
2	FAI	SR 37	1.45	2.02	0.57	3,010	GAP	37			37				
2	FAI	SR 37	2.02	2.04	0.02	106	11	3			3			PC 2.02 PT 2.04 L=106' DEG 9	
2	FAI	SR 37	2.04	3.20	1.16	6,125	GAP	77			77			ENTER JUNCTION CITY CORP	
2	FAI	SR 37	4.24	4.62	0.38	2,006	GAP	26			26			LEAVE JUNCTION CITY CORP	
2	FAI	SR 37	4.62	4.71	0.09	475	11	12			12			PC 4.62 PT 4.71 L=475' DEG 7	
2	FAI	SR 37	4.71	4.74	0.03	158	GAP	2			2				
2	FAI	SR 37	4.74	5.00	0.26	1,373	12	45			45			PC 4.83 PT 4.91 L=422' DEG 20	
2	FAI	SR 37	5.00	5.16	0.16	845	GAP	11			11				
2	FAI	SR 37	5.16	5.25	0.09	475	11	12			12			PC 5.16 PT 5.25 L=475' DEG 7	
2	FAI	SR 37	5.25	5.60	0.35	1,848	GAP	23			23				
2	FAI	SR 37	5.60	5.67	0.07	370	11	9			9			PC 5.60 PT 5.67 L=370' DEG 9	
2	FAI	SR 37	5.67	6.17	0.50	2,640	GAP	33			33				
2	FAI	SR 37	6.17	6.35	0.18	950	12	30			30			PC 6.26 PT 6.30 L=211' DEG 15	
2	FAI	SR 37	6.35	6.49	0.14	739	12	25			25			PC 6.35 PT 6.40 L=264' DEG 13	
2	FAI	SR 37	6.49	6.62	0.13	686	GAP	9			9				
2	FAI	SR 37	6.62	6.67	0.05	264	11	7			7			PC 6.62 PT 6.67 L=264' DEG 6	
2	FAI	SR 37	6.67	6.70	0.03	158	GAP	2			2				
2	FAI	SR 37	6.70	6.95	0.25	1,320	12	43			43			PC 6.79 PT 6.86 L=370' DEG 12	
2	FAI	SR 37	6.95	7.11	0.16	845	12	27			27			PC 6.98 PT 7.02 L=211' DEG 19	
2	FAI	SR 37	7.11	7.20	0.09	475	GAP	6			6				
2	FAI	SR 37	7.20	7.22	0.02	106	11	3			3			PC 7.20 PT 7.22 L=106' DEG 9	
2	FAI	SR 37	7.22	7.48	0.26	1,373	GAP	17			17				
2	FAI	SR 37	7.48	7.66	0.18	950	12	30			30			PC 7.57 PT 7.61 L=211' DEG 23	
2	FAI	SR 37	7.66	7.70	0.04	211	11	6			6			PC 7.66 PT 7.70 L=211' DEG 9	
2	FAI	SR 37	7.70	8.05	0.35	1,848	GAP	23			23				
2	FAI	SR 37	8.05	8.26	0.21	1,109	12	32			32			PC 8.14 PT 8.17 L=158' DEG 60	
2	FAI	SR 37	8.26	8.44	0.18	950	12	30			30			PC 8.31 PT 8.35 L=211' DEG 90	
2	FAI	SR 37	8.44	8.58	0.14	739	GAP / 7	25	16		9			STOP AT S.R. 13	
SUB-TOTALS											16		703		
<b>TOTAL (CARRIED TO LOCATION SUB-SUMMARY)</b>								<b>719</b>							

CALCULATED  
LME  
CHECKED  
DNM

RAISED PAVEMENT MARKERS

FAI-37-25.27  
PER-37-0.00

16  
19



LOCATION 1									ITEM	ITEM EXT.	LOCATION 1 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 5	Sht. 6	Sht. 7	Sht. 14	Sht. 15	Sht. 16					
				65					202	23500	65	SQ YD	WEARING COURSE REMOVED
	1								209	60500	1	MILE	LINEAR GRADING
	125								253	02000	125	CU YD	PAVEMENT REPAIR
		40,769	106						254	01000	40,875	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
		3058	8	86	24				407	10000	3,176	GALLON	TACK COAT
		2039	6						407	14000	2,045	GALLON	TACK COAT FOR INTERMEDIATE COURSE
2,752									408	10001	2,752	GALLON	PRIME COAT, AS PER PLAN
		1982	6						448	46050	1,988	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
15		1416	4	48	11				448	46904	1,494	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
					70				516	31011	70	FT	2" DEEP JOINT SEALER, AS PER PLAN
24									614	12460	24	EACH	WORK ZONE MARKING SIGN
	4								614	13000	4	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		2.90							614	21400	2.90	MILE	WORK ZONE CENTER LINE, CLASS II
		2.90							614	21550	2.90	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
			383						617	10101	383	CU YD	COMPACTED AGGREGATE, AS PER PLAN
								221	621	00100	221	EACH	RPM
221									621	54000	221	EACH	RAISED PAVEMENT MARKER REMOVED
							100		644	00500	100	FT	STOP LINE
						5.86			817	00100	5.86	MILE	EDGE LINE
						2.93			817	00300	2.93	MILE	CENTER LINE

CALCULATED  
LME  
CHECKED  
DNM

LOCATION 1 SUB-SUMMARY

FAI-37-25.27  
PER-37-0.00

LOCATION 2										ITEM	ITEM EXT.	LOCATION 2 TOTAL	UNIT	DESCRIPTION
Sht. 2	Sht. 3	Sht. 4	Sht. 5	Sht. 6	Sht. 7	Sht. 13	Sht. 14	Sht. 15	Sht. 16					
				1,824	907					202	23500	2,731	SQ YD	WEARING COURSE REMOVED
						570				202	30000	570	SQ FT	WALK REMOVED
						56				202	32000	56	FT	CURB REMOVED
	4									209	60500	4	MILE	LINEAR GRADING
	1,000									253	02000	1,000	CU YD	PAVEMENT REPAIR
		121,165	2945							254	01000	124,110	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
		9088	222	427	99					407	10000	9,836	GALLON	TACK COAT
		5670	148	27	67					407	14000	5,912	GALLON	TACK COAT FOR INTERMEDIATE COURSE
7,641										408	10001	7,641	GALLON	PRIME COAT, AS PER PLAN
		5512	144	27	65					448	46050	5,748	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
50		4262	103	234	46					448	46904	4,695	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
					518					512	33010	518	SQ YD	TYPE 3 WATERPROOFING
					60					516	31011	60	FT	2" DEEP JOINT SEALER, AS PER PLAN
11										604	09000	11	EACH	CATCH BASIN ADJUSTED TO GRADE
4										604	34500	4	EACH	MANHOLE ADJUSTED TO GRADE
						578				608	10000	578	SQ FT	4" CONCRETE WALK
						56				609	26000	56	FT	CURB, TYPE 6
82										614	12460	82	EACH	WORK ZONE MARKING SIGN
	3									614	13000	3	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		8.10								614	21400	8.10	MILE	WORK ZONE CENTER LINE, CLASS II
		8.60								614	21550	8.60	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
			1062							617	10101	1,062	CU YD	COMPACTED AGGREGATE, AS PER PLAN
719									719	621	00100	719	EACH	RPM
										621	54000	719	EACH	RAISED PAVEMENT MARKER REMOVED
								564		644	00500	564	FT	STOP LINE
								582		644	00600	582	FT	CROSSWALK LINE
								2		644	01110	2	EACH	SCHOOL SYMBOL MARKING, 96"
	2									653	10001	2	CU YD	TOPSOIL FURNISHED AND PLACED, AS PER PLAN
						4				690	98000	4	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A1
						88				690	98200	88	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING
							16.26			817	00100	16.26	MILE	EDGE LINE
							8.59			817	00300	8.59	MILE	CENTER LINE

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**LOCATION 2 SUB-SUMMARY**

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LOCATION TOTALS				ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
LOCATION 1	LOCATION 2								
65	2,731			202	23500	2,796	SQ YD	WEARING COURSE REMOVED	
	570			202	30000	570	SQ FT	WALK REMOVED	
	56			202	32000	56	FT	CURB REMOVED	
1	4			209	60500	5	MILE	LINEAR GRADING	
125	1,000			253	02000	1,125	CU YD	PAVEMENT REPAIR	
40,875	124,110			254	01000	164,985	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
3,176	9,836			407	10000	13,012	GALLON	TACK COAT	
2,045	5,912			407	14000	7,957	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
2,752	7,641			408	10001	10,393	GALLON	PRIME COAT, AS PER PLAN	2
1,988	5,748			448	46050	7,736	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
1,494	4,695			448	46904	6,189	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
	518			512	33010	518	SQ YD	TYPE 3 WATERPROOFING	
70	60			516	31011	130	FT	2" DEEP JOINT SEALER, AS PER PLAN	3
	11			604	09000	11	EACH	CATCH BASIN ADJUSTED TO GRADE	
	4			604	34500	4	EACH	MANHOLE ADJUSTED TO GRADE	
	578			608	10000	578	SQ FT	4" CONCRETE WALK	
	56			609	26000	56	FT	CURB, TYPE 6	
24	82			614	12460	106	EACH	WORK ZONE MARKING SIGN	
4	3			614	13000	7	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
2.90	8.10			614	21400	11.00	MILE	WORK ZONE CENTER LINE, CLASS II	
2.90	8.60			614	21550	11.50	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
383	1,062			617	10101	1,445	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
221	719			621	00100	940	EACH	RPM	
221	719			621	54000	940	EACH	RAISED PAVEMENT MARKER REMOVED	
100	564			644	00500	664	FT	STOP LINE	
	582			644	00600	582	FT	CROSSWALK LINE	
	2			644	01110	2	EACH	SCHOOL SYMBOL MARKING, 96"	
	2			653	10001	2	CU YD	TOPSOIL FURNISHED AND PLACED, AS PER PLAN	3
	4			690	98000	4	EACH	SPECIAL - MISC.: CURB RAMP, TYPE A1	
	88			690	98200	88	SQ FT	SPECIAL - MISC.: DETECTABLE WARNING	
5.86	16.26			817	00100	22.12	MILE	EDGE LINE	
2.93	8.59			817	00300	11.52	MILE	CENTER LINE	
				103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
				614	11000	LUMP		MAINTAINING TRAFFIC	
				619	16000	2	MONTH	FIELD OFFICE, TYPE A	
				623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
				624	10000	LUMP		MOBILIZATION	

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GENERAL SUMMARY

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