

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**JEF-7-14.78**

CITY OF STEUBENVILLE  
JEFFERSON COUNTY

PROJECT DESCRIPTION

MINOR PAVEMENT REHABILITATION OF 2.83 MILES OF S.R. 7 INCLUDING PLANING AND RESURFACING THE TRAVELED ROADWAY AND CONSTRUCTING NEW GUARDRAIL, MEDIAN BARRIER, CURB RAMPS, AND SIGNING.

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.

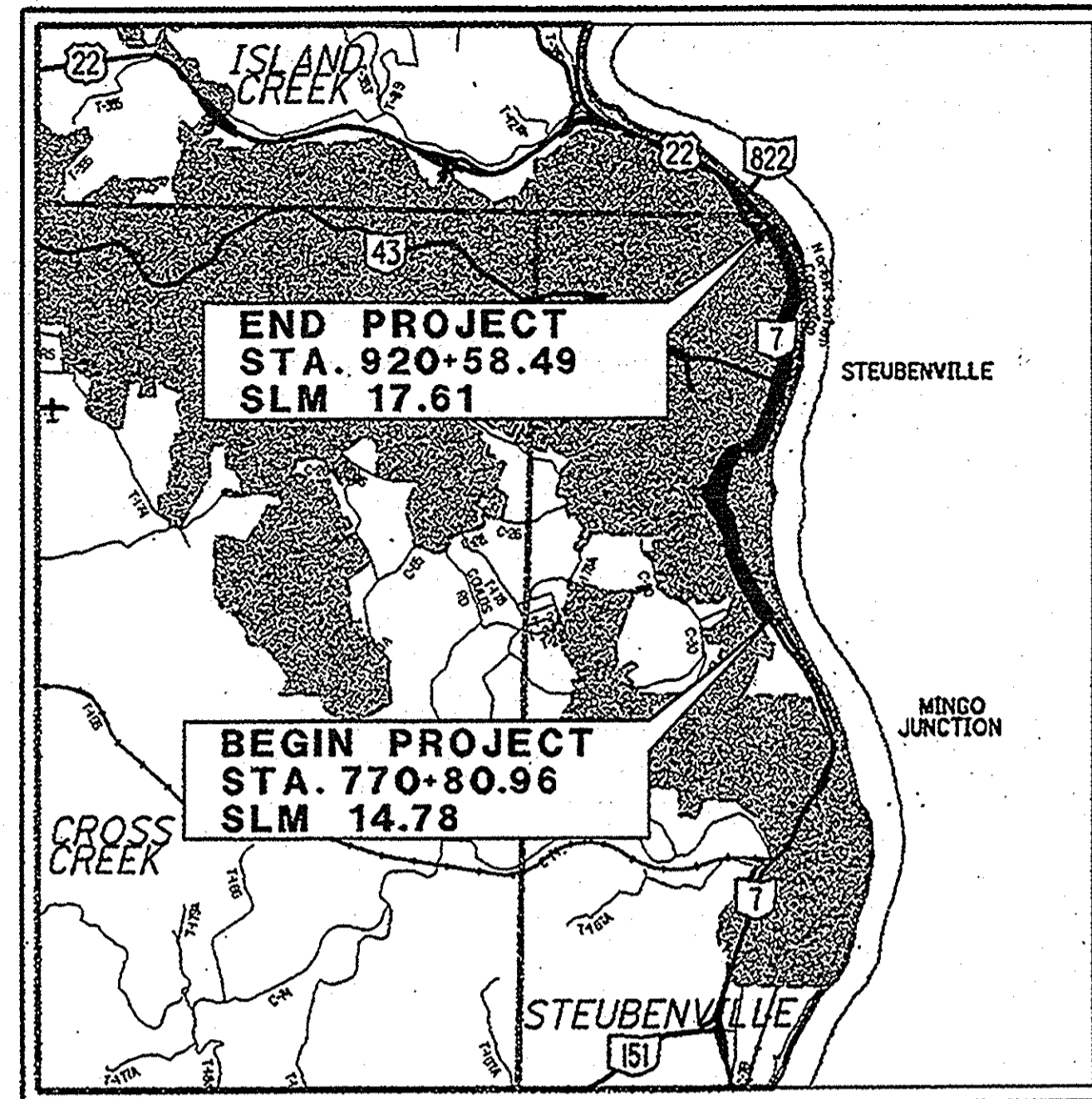
2010 SPECIFICATIONS

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

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

INDEX OF SHEETS

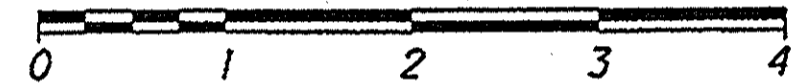
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LOCATION MAP

LATITUDE: N40°21'50" LONGITUDE: W80°36'40"

SCALE IN MILES



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

DESIGN DESIGNATION

SEE SHEET NO. 3

DESIGN EXCEPTIONS

SEE SHEET NO. 3

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

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	1-20-12	RM-4.3	10-21-11	MT-35.10	4-20-01	TC-17.10	1-21-11	TC-51.11	1-21-11	800-2010	1-20-12
BP-5.1	7-28-00	RM-4.4	10-16-09	MT-95.30	7-17-09	TC-22.20	1-21-11	TC-52.10	1-19-07	823	7-15-11
BP-7.1	10-15-10	RM-4.5	10-16-09	MT-97.12	10-15-10	TC-41.20	1-19-01	TC-52.20	1-19-07	832	5-5-09
BP-9.1	4-15-05	RM-4.6	4-16-10	MT-98.10	7-17-09	TC-41.30	1-19-07	TC-61.30	7-15-11		
				MT-98.11	7-17-09	TC-41.50	1-19-07	TC-65.10	1-21-05		
GR-1.1	7-16-04	I-2.4	10-21-11	MT-98.20	7-17-09	TC-42.10	1-19-07	TC-65.11	1-21-05		
GR-2.1	1-16-04			MT-98.22	7-17-09	TC-42.20	1-21-11	TC-71.10	1-21-11		
GR-2.2	1-20-06	DM-4.3	4-17-09	MT-98.28	7-17-09			TC-72.20	10-16-09		
GR-3.1	10-16-09	DM-4.4	4-17-09	MT-99.20	1-16-09			TC-73.10	10-21-11		
GR-3.2	10-16-09							TC-82.10	1-21-11		
GR-3.4	10-16-09			MT-101.90	10-21-11						
GR-4.2	1-20-12			MT-105.10	1-16-09						
GR-5.1	4-16-10			MT-110.10	1-16-09						
GR-5.2	4-16-10										
GR-5.3	4-16-10										
GR-6.2	4-16-10										

ENGINEERS SEAL:  
  
SIGNED: Jason P. Beranek  
DATE: 2-22-2012

PLAN PREPARED BY:  
O.D.O.T. DISTRICT ELEVEN  
PLANNING & ENGINEERING DEPT.  
NEW PHILADELPHIA, OHIO

**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

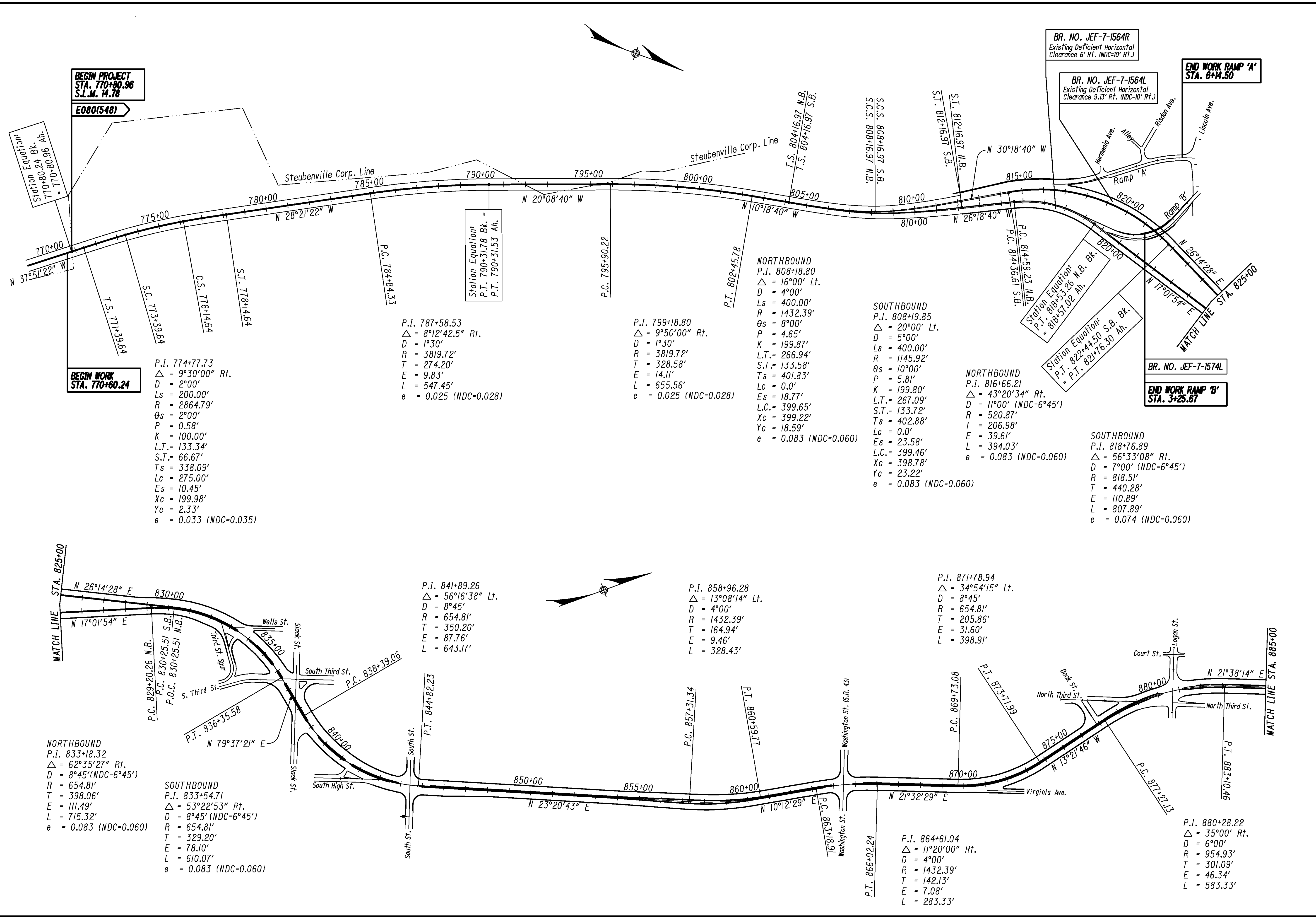
APPROVED:   
DATE: 2/22/12 DISTRICT DEPUTY DIRECTOR

APPROVED:   
DATE: 2-29-12 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E080(548)  
PID NO. 81487  
CONSTRUCTION PROJECT NO.  
RAILROAD INVOLVEMENT NONE  
JEF-7-14.78  
81

JEF-7-14.78  
128006  
Dist 11  
PID 81487  
4/12/2012  
Contract Proposal Available  
@www.contracts.dot.state.oh.us/home

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BEGIN PROJECT  
STA. 770+80.96  
S.L.M. 14.78

E080(548)

BEGIN WORK  
STA. 770+60.24

P.I. 774+77.73  
 $\Delta = 9^{\circ}30'00''$  Rt.  
 D = 2'00'  
 Ls = 200.00'  
 R = 2864.79'  
 $\theta_s = 2^{\circ}00'$   
 P = 0.58'  
 K = 100.00'  
 L.T. = 133.34'  
 S.T. = 66.67'  
 Ts = 338.09'  
 Lc = 275.00'  
 Es = 10.45'  
 Xc = 199.98'  
 Yc = 2.33'  
 e = 0.033 (NDC=0.035)

P.I. 787+58.53  
 $\Delta = 8^{\circ}12'42.5''$  Rt.  
 D = 1'30'  
 R = 3819.72'  
 T = 274.20'  
 E = 9.83'  
 L = 547.45'  
 e = 0.025 (NDC=0.028)

P.I. 799+18.80  
 $\Delta = 9^{\circ}50'00''$  Rt.  
 D = 1'30'  
 R = 3819.72'  
 T = 328.58'  
 E = 14.11'  
 L = 655.56'  
 e = 0.025 (NDC=0.028)

NORTHBOUND  
 P.I. 808+18.80  
 $\Delta = 16^{\circ}00'$  Lt.  
 D = 4'00'  
 Ls = 400.00'  
 R = 1432.39'  
 $\theta_s = 8^{\circ}00'$   
 P = 4.65'  
 K = 199.87'  
 L.T. = 266.94'  
 S.T. = 133.58'  
 Ts = 401.83'  
 Lc = 0.0'  
 Es = 18.77'  
 L.C. = 399.65'  
 Xc = 399.22'  
 Yc = 18.59'  
 e = 0.083 (NDC=0.060)

SOUTHBOUND  
 P.I. 808+19.85  
 $\Delta = 20^{\circ}00'$  Lt.  
 D = 5'00'  
 Ls = 400.00'  
 R = 1145.92'  
 $\theta_s = 10^{\circ}00'$   
 P = 5.81'  
 K = 199.80'  
 L.T. = 267.09'  
 S.T. = 133.72'  
 Ts = 402.88'  
 Lc = 0.0'  
 Es = 23.58'  
 L.C. = 399.46'  
 Xc = 398.78'  
 Yc = 23.22'  
 e = 0.083 (NDC=0.060)

NORTHBOUND  
 P.I. 816+66.21  
 $\Delta = 43^{\circ}20'34''$  Rt.  
 D = 11'00' (NDC=6°45')  
 R = 520.87'  
 T = 206.98'  
 E = 39.61'  
 L = 394.03'  
 e = 0.083 (NDC=0.060)

SOUTHBOUND  
 P.I. 818+76.89  
 $\Delta = 56^{\circ}33'08''$  Rt.  
 D = 7'00' (NDC=6°45')  
 R = 818.51'  
 T = 440.28'  
 E = 110.89'  
 L = 807.89'  
 e = 0.074 (NDC=0.060)

NORTHBOUND  
 P.I. 833+18.32  
 $\Delta = 62^{\circ}35'27''$  Rt.  
 D = 8'45' (NDC=6°45')  
 R = 654.81'  
 T = 398.06'  
 E = 111.49'  
 L = 715.32'  
 e = 0.083 (NDC=0.060)

SOUTHBOUND  
 P.I. 833+54.71  
 $\Delta = 53^{\circ}22'53''$  Rt.  
 D = 8'45' (NDC=6°45')  
 R = 654.81'  
 T = 329.20'  
 E = 78.10'  
 L = 610.07'  
 e = 0.083 (NDC=0.060)

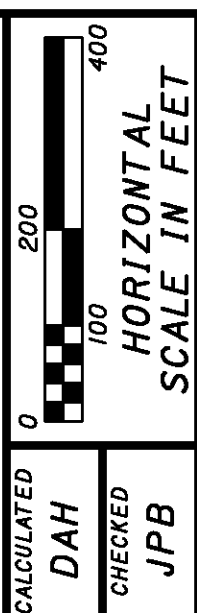
P.I. 841+89.26  
 $\Delta = 56^{\circ}16'38''$  Lt.  
 D = 8'45'  
 R = 654.81'  
 T = 350.20'  
 E = 87.76'  
 L = 643.17'

P.I. 858+96.28  
 $\Delta = 13^{\circ}08'14''$  Lt.  
 D = 4'00'  
 R = 1432.39'  
 T = 164.94'  
 E = 9.46'  
 L = 328.43'

P.I. 871+78.94  
 $\Delta = 34^{\circ}54'15''$  Lt.  
 D = 8'45'  
 R = 654.81'  
 T = 205.86'  
 E = 31.60'  
 L = 398.91'

P.I. 864+61.04  
 $\Delta = 11^{\circ}20'00''$  Rt.  
 D = 4'00'  
 R = 1432.39'  
 T = 142.13'  
 E = 7.08'  
 L = 283.33'

P.I. 880+28.22  
 $\Delta = 35^{\circ}00'$  Rt.  
 D = 6'00'  
 R = 954.93'  
 T = 301.09'  
 E = 46.34'  
 L = 583.33'

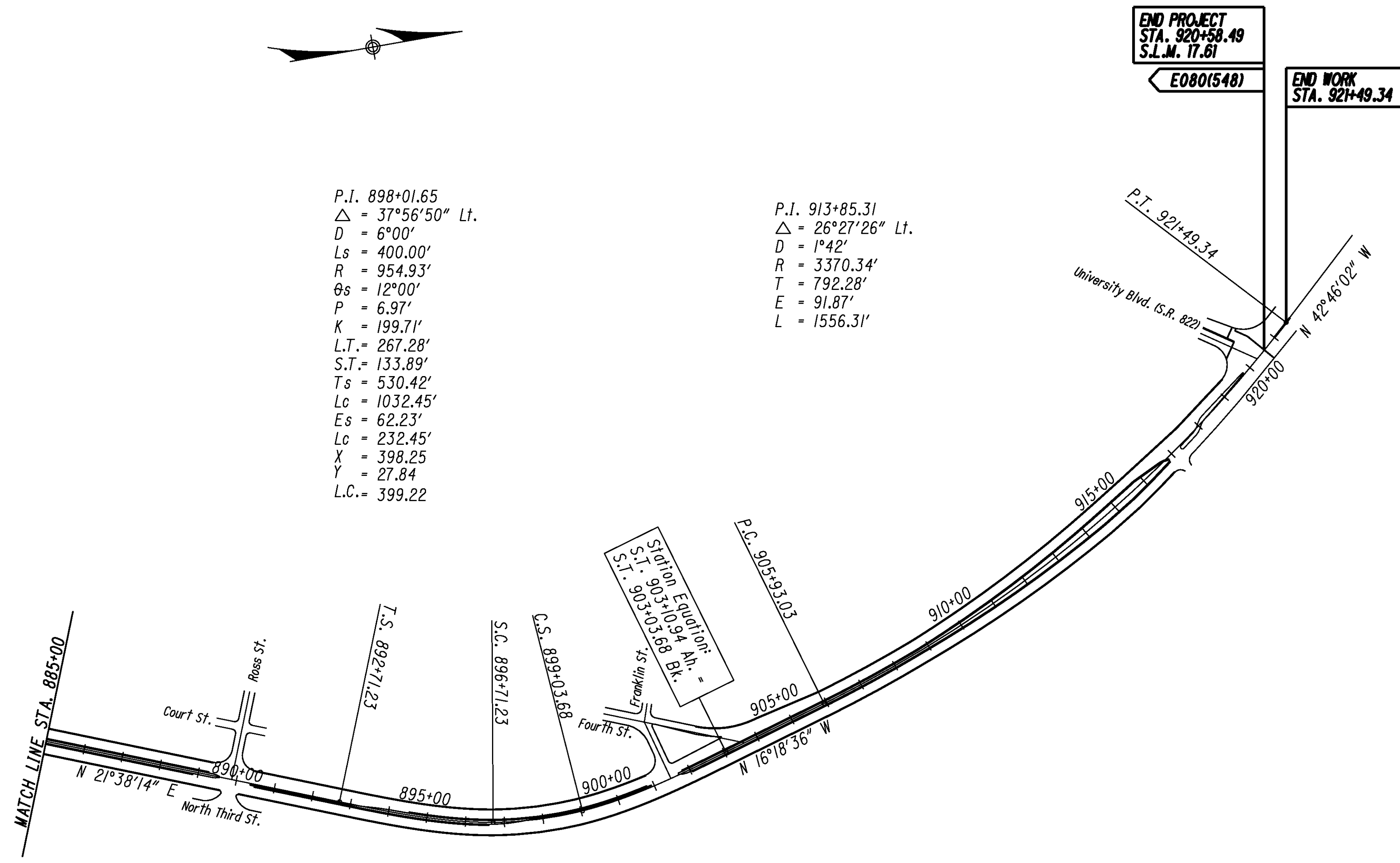


SCHEMATIC PLAN  
 STA. 770+00 TO STA. 885+00

JEF-7-14.78

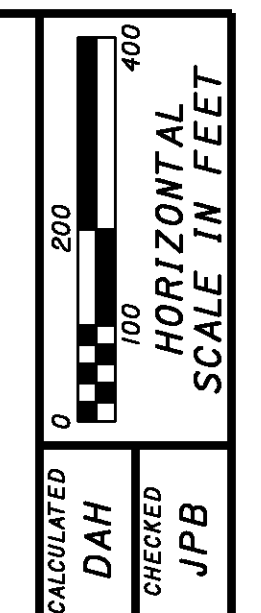


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P.I. 898+01.65  
 $\Delta = 37^{\circ}56'50''$  Lt.  
 D = 6°00'  
 Ls = 400.00'  
 R = 954.93'  
 $\theta_s = 12^{\circ}00'$   
 P = 6.97'  
 K = 199.71'  
 L.T. = 267.28'  
 S.T. = 133.89'  
 Ts = 530.42'  
 Lc = 1032.45'  
 Es = 62.23'  
 Lc = 232.45'  
 X = 398.25  
 Y = 27.84  
 L.C. = 399.22

P.I. 913+85.31  
 $\Delta = 26^{\circ}27'26''$  Lt.  
 D = 1°42'  
 R = 3370.34'  
 T = 792.28'  
 E = 91.87'  
 L = 1556.31'



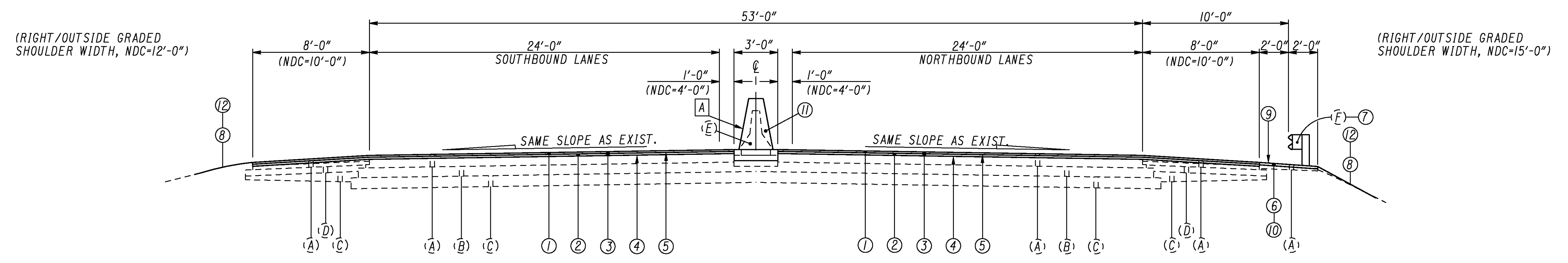
**SCHEMATIC PLAN**  
**Sta. 885+00 TO STA. 922+00**

**JEF-7-14.78**  
 3/81

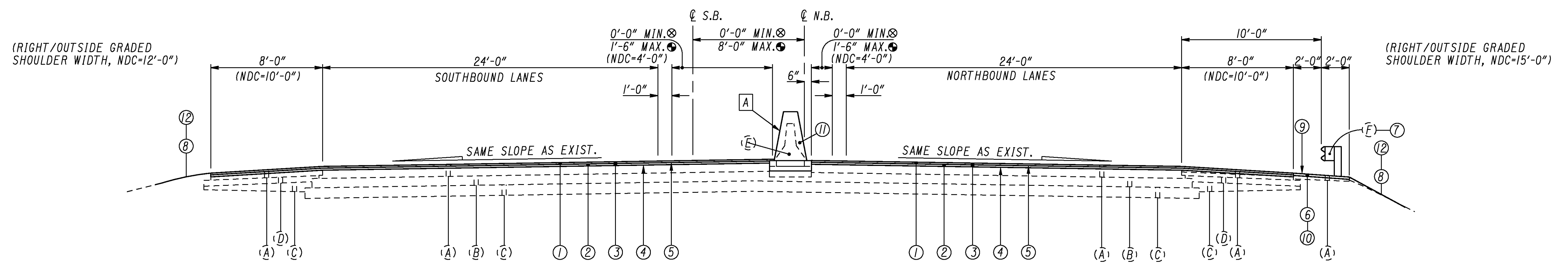
**DESIGN DESIGNATIONS**

STEBENVILLE S. CORP. LINE TO LINCOLN AVE. INTERCHANGE	LINCOLN AVE. INTERCHANGE TO WASHINGTON ST. (S.R. 43)	WASHINGTON ST. (S.R. 43) TO UNIVERSITY BLVD. (S.R. 822)																																																								
CURRENT ADT (2012) _____ 24500 DESIGN YEAR ADT (2024) _____ 27300 DESIGN HOURLY VOLUME (2024) _____ 2457 DIRECTIONAL DISTRIBUTION _____ 60% TRUCKS (24 HOUR B&C) _____ 12% DESIGN SPEED _____ 50 MPH * LEGAL SPEED _____ 50 MPH *  DESIGN FUNCTIONAL CLASSIFICATION - OTHER FREEWAY/EXPRESSWAY (URBAN)	CURRENT ADT (2012) _____ 18900 DESIGN YEAR ADT (2024) _____ 21100 DESIGN HOURLY VOLUME (2024) _____ 1899 DIRECTIONAL DISTRIBUTION _____ 60% TRUCKS (24 HOUR B&C) _____ 16% DESIGN SPEED _____ 50 MPH */35 MPH ** LEGAL SPEED _____ 50 MPH */35 MPH **  DESIGN FUNCTIONAL CLASSIFICATION - OTHER FREEWAY/EXPRESSWAY (URBAN)	CURRENT ADT (2012) _____ 17800 DESIGN YEAR ADT (2024) _____ 19900 DESIGN HOURLY VOLUME (2024) _____ 1791 DIRECTIONAL DISTRIBUTION _____ 60% TRUCKS (24 HOUR B&C) _____ 18% DESIGN SPEED _____ 35 MPH ** LEGAL SPEED _____ 35 MPH **  DESIGN FUNCTIONAL CLASSIFICATION - OTHER FREEWAY/EXPRESSWAY (URBAN)																																																								
<table border="0"> <thead> <tr> <th>NHS PROJECT DESIGN EXCEPTION</th> <th>YES</th> <th>DATE</th> <th>SHEET NO.</th> </tr> </thead> <tbody> <tr> <td>SHOULDER WIDTH *</td> <td></td> <td>11/30/2011</td> <td>4-5</td> </tr> <tr> <td>HORIZONTAL ALIGNMENT *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>STOPPING SIGHT DISTANCE *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>SUPERELEVATION *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>HORIZONTAL CLEARANCE *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> </tbody> </table>	NHS PROJECT DESIGN EXCEPTION	YES	DATE	SHEET NO.	SHOULDER WIDTH *		11/30/2011	4-5	HORIZONTAL ALIGNMENT *		11/30/2011	2	STOPPING SIGHT DISTANCE *		11/30/2011	2	SUPERELEVATION *		11/30/2011	2	HORIZONTAL CLEARANCE *		11/30/2011	2	<table border="0"> <thead> <tr> <th>NHS PROJECT DESIGN EXCEPTION</th> <th>YES</th> <th>DATE</th> <th>SHEET NO.</th> </tr> </thead> <tbody> <tr> <td>SHOULDER WIDTH *</td> <td></td> <td>11/30/2011</td> <td>4-5</td> </tr> <tr> <td>HORIZONTAL ALIGNMENT *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>STOPPING SIGHT DISTANCE *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>SUPERELEVATION *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> <tr> <td>HORIZONTAL CLEARANCE *</td> <td></td> <td>11/30/2011</td> <td>2</td> </tr> </tbody> </table>	NHS PROJECT DESIGN EXCEPTION	YES	DATE	SHEET NO.	SHOULDER WIDTH *		11/30/2011	4-5	HORIZONTAL ALIGNMENT *		11/30/2011	2	STOPPING SIGHT DISTANCE *		11/30/2011	2	SUPERELEVATION *		11/30/2011	2	HORIZONTAL CLEARANCE *		11/30/2011	2	<table border="0"> <thead> <tr> <th>NHS PROJECT DESIGN EXCEPTION</th> <th>YES</th> <th>DATE</th> <th>SHEET NO.</th> </tr> </thead> <tbody> <tr> <td colspan="4">NONE REQUIRED (MEETS 3R CRITERIA) **</td> </tr> </tbody> </table>	NHS PROJECT DESIGN EXCEPTION	YES	DATE	SHEET NO.	NONE REQUIRED (MEETS 3R CRITERIA) **			
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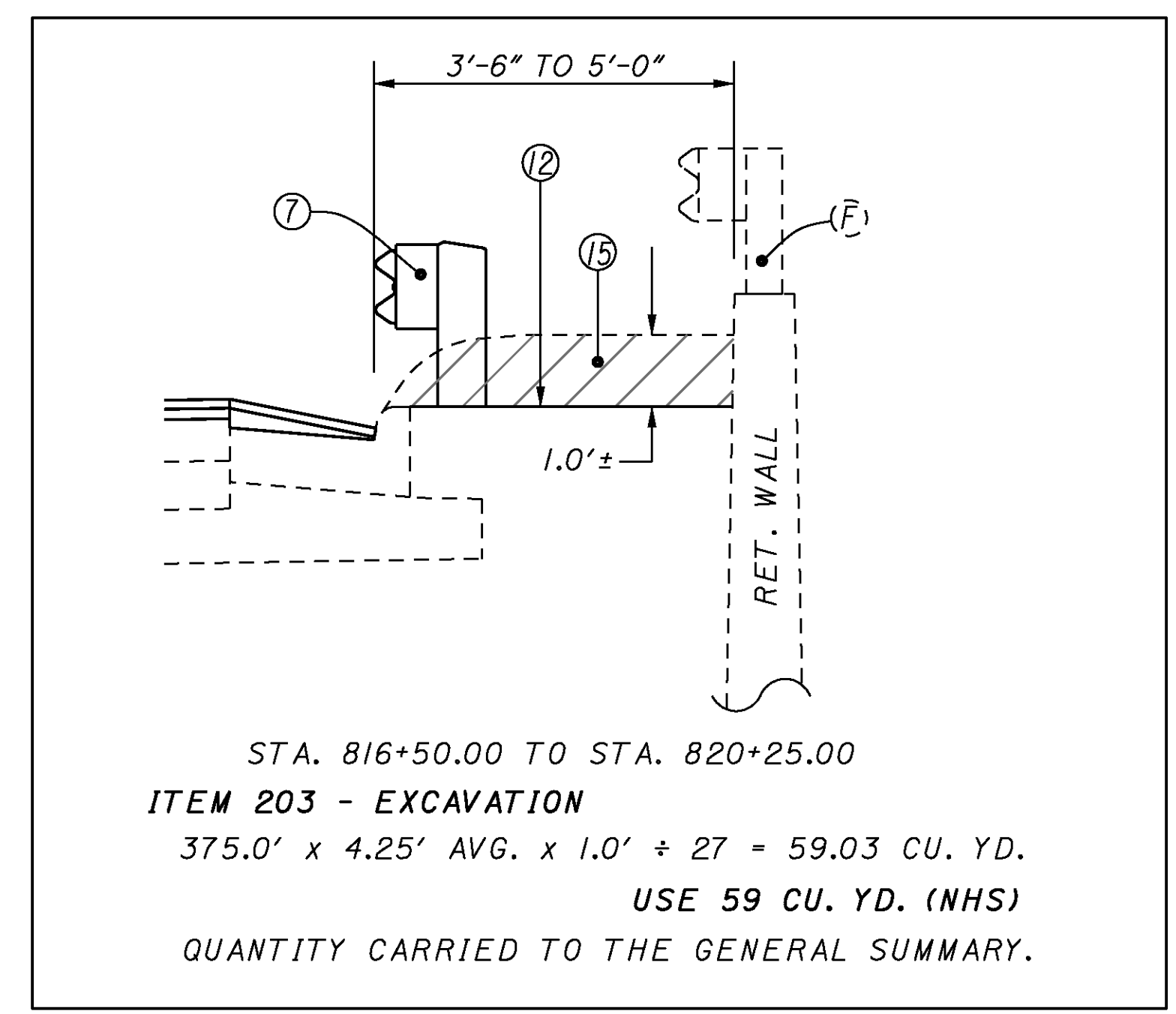
\* STEBENVILLE S. CORP. LINE TO S. THIRD ST. (FREEWAY SECTION - REQUIRES DESIGN EXCEPTIONS)  
 \*\* S. THIRD ST. TO UNIVERSITY BLVD. (EXPRESSWAY SECTION - MEETS 3R CRITERIA, DOES NOT REQUIRE DESIGN EXCEPTIONS)



STA. 770+80.96 AH. TO STA. 804+16.97 \* \* EQUATION: STA. 790+31.78 BK. = STA. 790+31.53 AH. (ADD 0.25 FT.)



STA. 804+16.97 TO STA. 809+00



STA. 816+50.00 TO STA. 820+25.00  
**ITEM 203 - EXCAVATION**  
 375.0' x 4.25' AVG. x 1.0' ÷ 27 = 59.03 CU. YD.  
 USE 59 CU. YD. (NHS)  
 QUANTITY CARRIED TO THE GENERAL SUMMARY.

DEBRIS REMOVAL DETAIL

PROPOSED LEGEND

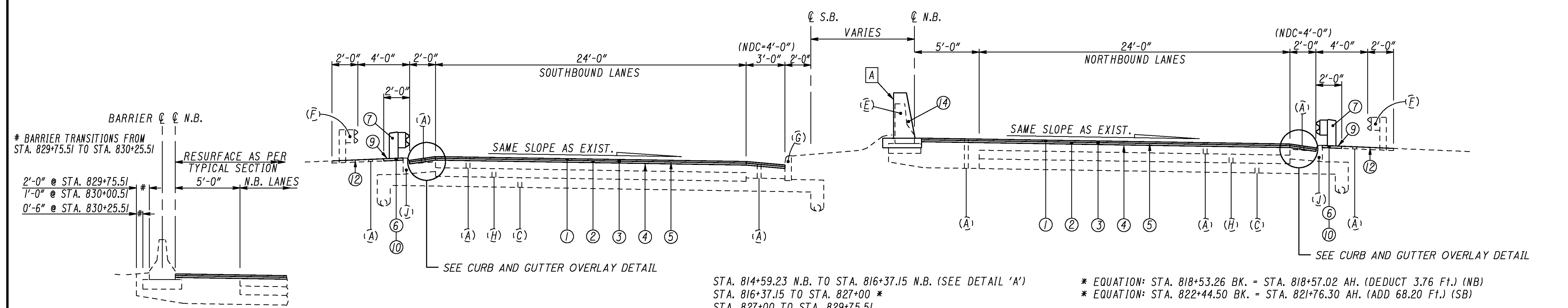
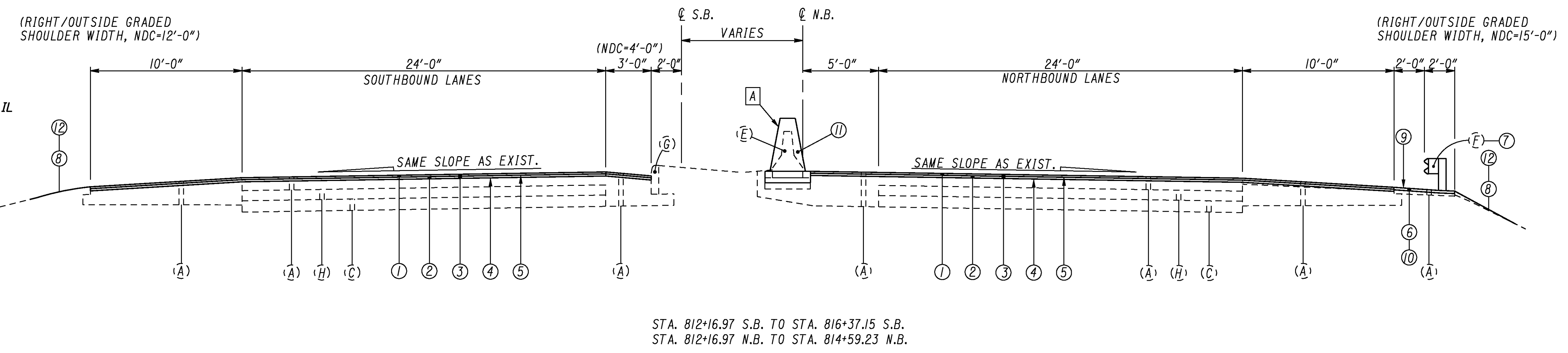
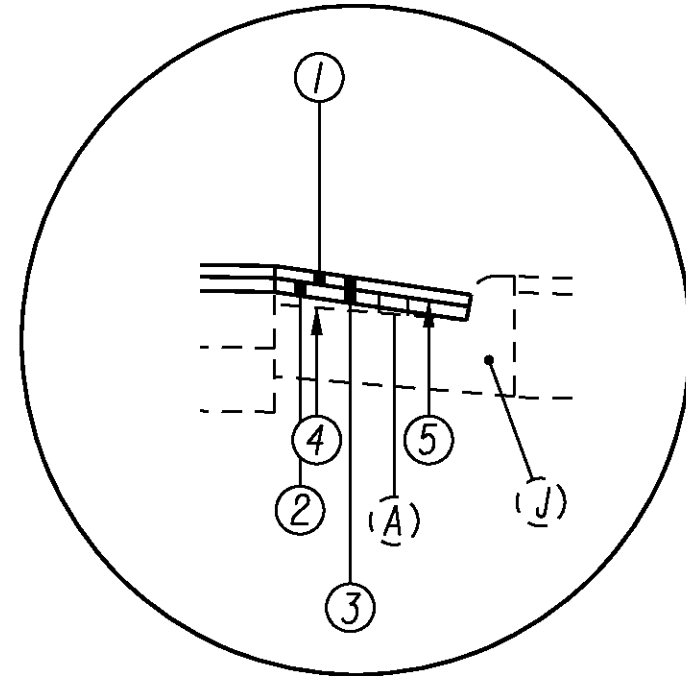
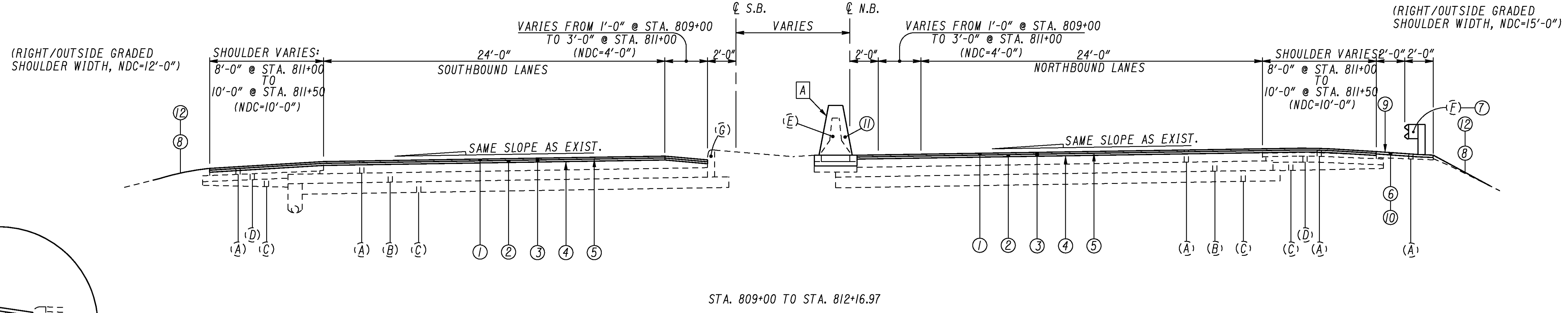
- ① — ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (446), AS PER PLAN
- ② — ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B (446)
- ③ — ITEM 254 - 3/4" PAVEMENT PLANING, ASPHALT CONCRETE
- ④ — ITEM 407 - TACK COAT (0.075 GAL./S.Y.)
- ⑤ — ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (0.04 GAL./S.Y.)
- ⑥ — ITEM 202 - PAVEMENT REMOVED
- ⑦ — ITEM 606 - GUARDRAIL, TYPE 5 OR TYPE 5A
- ⑧ — ITEM 209 - LINEAR GRADING, AS PER PLAN
- ⑨ — ITEM 408 - PRIME COAT, AS PER PLAN
- ⑩ — ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
- ⑪ — ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN
- ⑫ — ITEM 659 - SEEDING AND MULCHING
- ⑬ — ITEM 606 - GUARDRAIL, NESTED TYPE 5 WITH TUBULAR BACKUP, AS PER PLAN
- ⑭ — ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
- ⑮ — ITEM 203 - EXCAVATION

EXISTING LEGEND

- (A) — ASPHALT CONCRETE
- (B) — FLEXIBLE PAVEMENT
- (C) — SUBBASE
- (D) — AGGREGATE BASE
- (E) — CONCRETE BARRIER
- (F) — GUARDRAIL, TYPE 5
- (G) — CONCRETE CURB
- (H) — 9" CONCRETE BASE
- (I) — PIPE UNDERDRAIN
- (J) — CONCRETE CURB AND GUTTER
- (K) — CONCRETE MEDIAN

**A** FOR LIMITING STATIONS OF CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN AND CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SEE SHEET NO. 15.

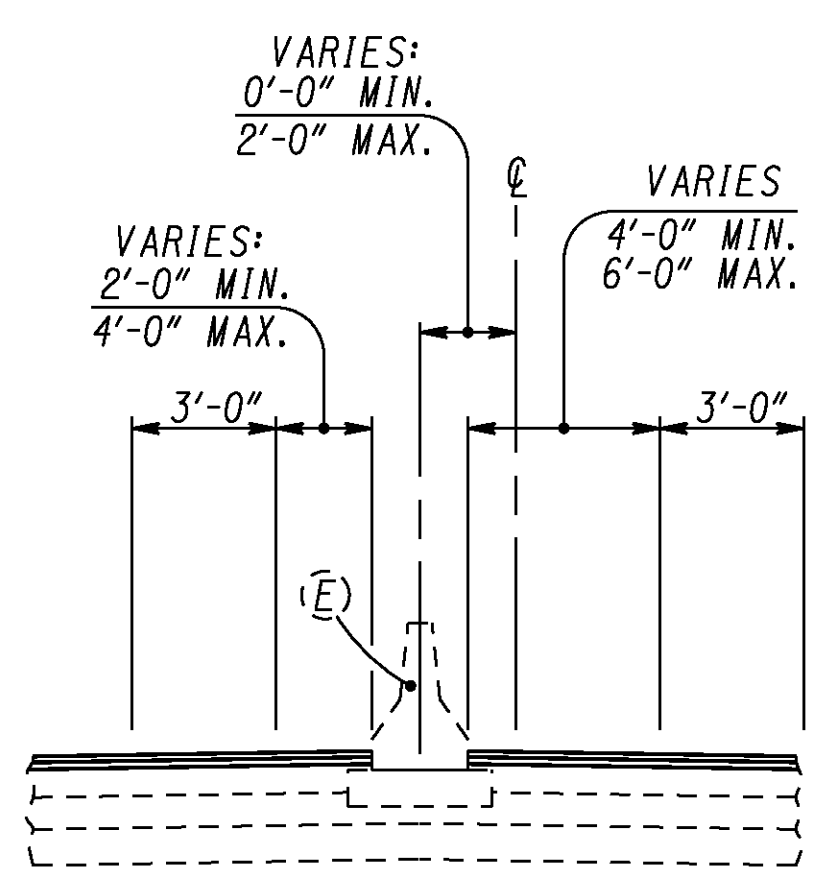
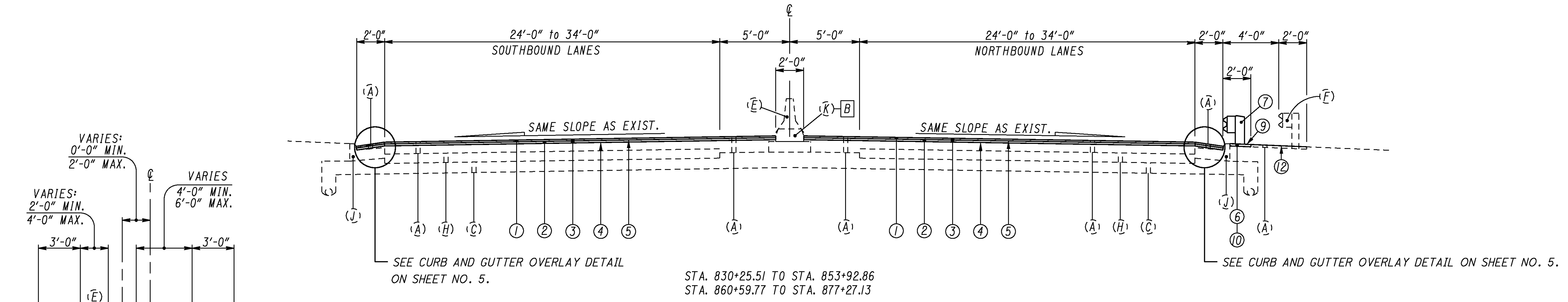




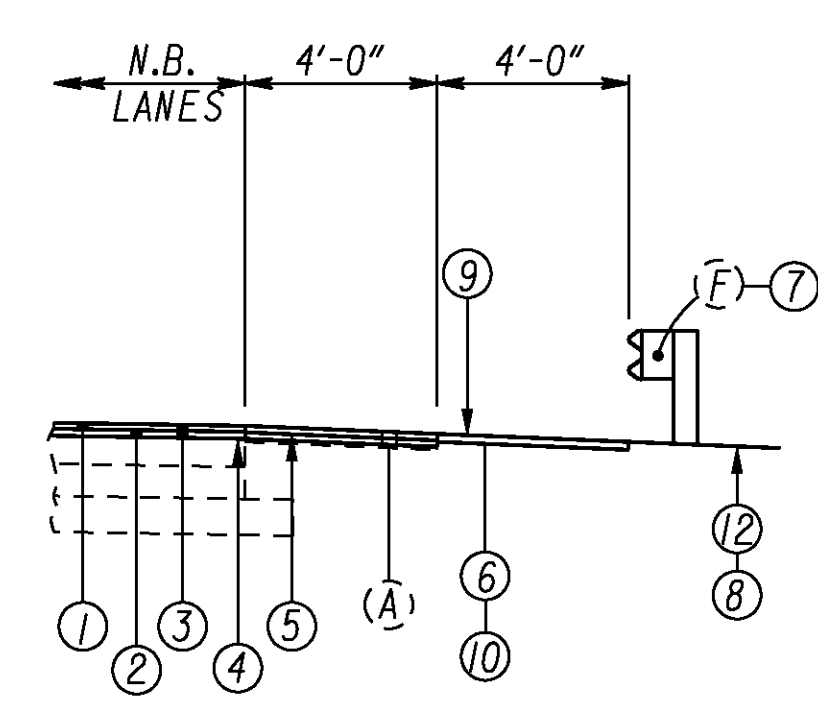
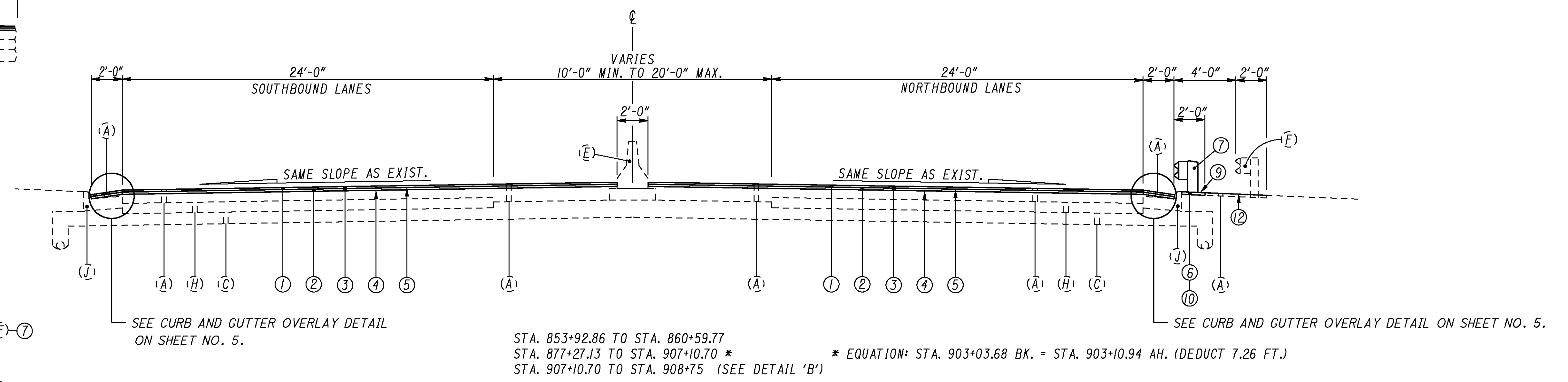
**DETAIL 'A'**  
STA. 814+59.23 TO STA. 816+37.15 N.B.  
STA. 827+00 TO STA. 830+25.51 N.B.

\* EQUATION: STA. 818+53.26 BK. = STA. 818+57.02 AH. (DEDUCT 3.76 Ft.) (NB)  
\* EQUATION: STA. 822+44.50 BK. = STA. 821+76.30 AH. (ADD 68.20 Ft.) (SB)

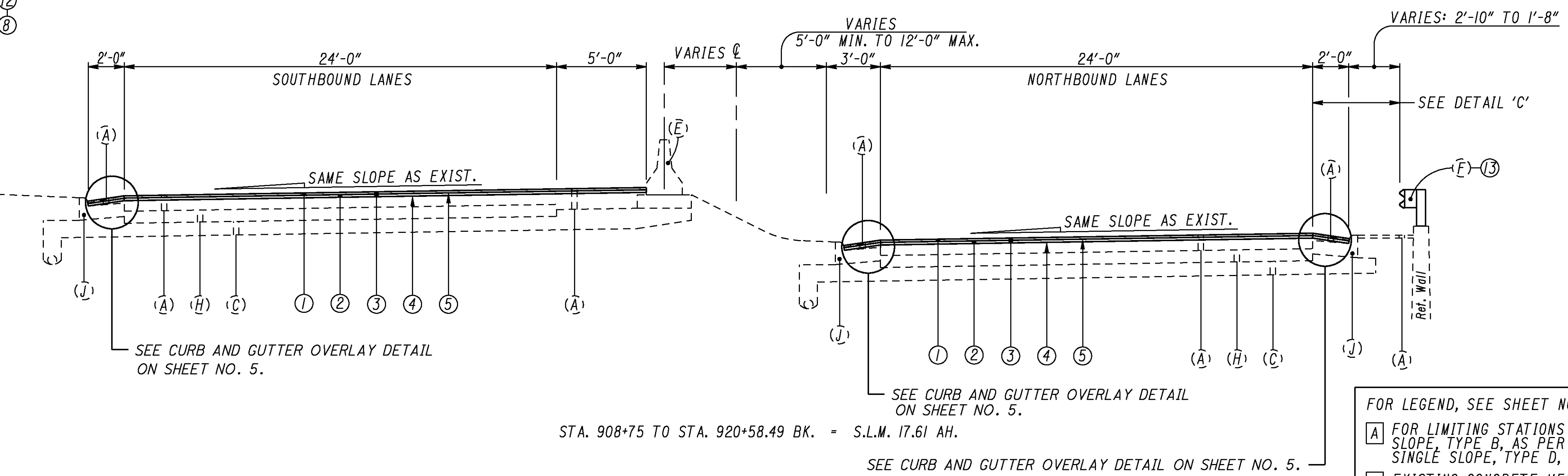
FOR LEGEND, SEE SHEET NO. 4.  
[A] FOR LIMITING STATIONS OF CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN AND CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SEE SHEET NO. 15.



DETAIL 'B'  
STA. 907+10.70 TO STA. 908+75  
RESURFACE AS PER  
TYPICAL SECTION



DETAIL 'C'  
STA. 917+34 TO STA. 920+58.49



FOR LEGEND, SEE SHEET NO. 4.  
**[A]** FOR LIMITING STATIONS OF CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN AND AND CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SEE SHEET NO. 15.  
**[B]** EXISTING CONCRETE MEDIAN FROM STA. 834+00 TO STA. 843+98. (WELLS ST. TO SOUTH ST.)



**ROUNDING**

The rounding at slope breakpoints shown on the Typical Sections apply to all cross sections even though otherwise shown.

**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.

**ELEVATION DATUM**

All elevations are assumed, unless otherwise noted.

**WORK LIMITS**

The work limits shown on these plans are for the physical construction only. The installation and operation of all work zone traffic control and work zone traffic control devices required by these plans shall be provided by the Contractor whether inside or outside these work limits.

**PROFILE AND ALIGNMENT**

The work proposed by this project is for the grinding and resurfacing of the existing pavement. The alignment and superelevation rates of the existing pavement will not be changed and the profile of the proposed surface will be similar to that of the existing pavement. Previous construction plans showing the original alignment and profile are listed below.

**PREVIOUS CONSTRUCTION PLANS**

The following previous construction plans, which show the original alignment and profile, are available for inspection at the ODOT District 11 office:

- JEF-7-15.30 Original Construction Plan, 1959
- JEF-7-16.10 Original Construction Plan, 1959
- JEF-7-17.33 Original Construction Plan, 1960
- JEF-7-11.80 Concrete Barrier Upgrading Plan, 1979
- JEF-7-14.78 Upgrading Plan, 1987
- JEF-7-15.90 Upgrading Plan, 2002
- JEF-7-14.78 Upgrading Plan, 2003

**SAME SEASON COMPLETION OF SURFACE COURSE**

Any length of resurfacing work started in a construction season shall have the surface course placed that same season.

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE B (446), AS PER PLAN**

Materials furnished for fine and coarse aggregates used in this item shall exclude all stone and crushed carbonate stone.

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

The Contractor will apply "MC-70" at a rate of 0.4 gallons per square yard, or as determined by the Engineer, to the completed aggregate shoulder. A shield shall be provided to prevent the spraying or drifting of liquid bituminous material onto the edge of the pavement or edgeline. The attention of the Contractor is directed to 107.10 of the specifications.

**CENTERLINE REFERENCE MONUMENTS**

Existing centerline monument assemblies are located at the following stations on S.R. 7. The Contractor shall take care not to disturb any of these centerline reference monuments.

STATION	
T.S.	771+39.64
C.S.	776+14.64
S.T.	778+14.64
P.C.	784+84.33
P.O.C.	790+31.78 Bk. =790+31.53 Ah.
P.C.	795+90.22
P.T.	802+45.78
T.S.	804+16.97 NB & SB
S.T.	812+16.97 NB
P.C.	814+59.23 NB
P.C.	829+20.26 NB
P.O.T.	851+05.84
P.C.	857+31.34
P.T.	860+59.77
P.C.	863+18.91
P.T.	866+02.24
P.C.	869+73.08
P.T.	873+71.99
P.C.	877+27.13
P.T.	883+10.46
T.S.	892+71.23
S.T.	903+03.68 Bk. =903+10.94 Ah.
P.C.	905+93.03
P.I.	913+85.31
P.T.	921+49.34

**ITEM 209 - LINEAR GRADING, AS PER PLAN**

Graded shoulders shall be reshaped as directed by the Engineer to ensure a smooth drainable surface that is free of all irregularities. Vegetation, material buildup, and collected debris on the shoulder or within the linear grading limits shall be removed and disposed of by the Contractor as specified in section 209.01, or wasted over fill slopes at the direction of the Engineer.

This item shall meet the requirements of Item 209 Linear Grading except as follows:

The Contractor shall use the grindings from the project in lieu of Item - 617 Compacted Aggregate. See Item 617, Compacted Aggregate, As Per Plan note.

All equipment, materials, and labor required to perform the work outlined above shall be included for payment under Item 209, Linear Grading, As Per Plan.

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

Graded shoulders shall be reshaped as per the requirements of Item 617, Compacted Aggregate. Grindings shall be used in lieu of Item 617, Compacted Aggregate. However, the gradation of the grindings shall meet the requirements of 617.02. The cost for storing the grindings on the project and placing the grindings shall also be included in this item.

**COORDINATION OF RESURFACING AND PLANING OPERATIONS**

The pavement planing and resurfacing operation shall be completed in a timely manner as directed by the Engineer. The grindings shall become the property of the Contractor with the exception that some grindings will be utilized as noted in the plans for the graded shoulders. The 446 Intermediate Course resurfacing shall begin no more than seven (7) days after beginning the milling operation.

**ITEM 202 - REMOVAL MISC.: PORTABLE CONCRETE BARRIER**

The existing portable concrete barrier shall become the property of the Contractor for disposal off the project. An estimated quantity has been calculated on sheet no. 36 and carried to the General Summary to remove this barrier.

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

The Contractor will apply "MC-70" at a rate of 0.4 gallons per square yard, or as determined by the Engineer, to the completed aggregate shoulder. A shield shall be provided to prevent the spraying or drifting of liquid bituminous material onto the edge of the pavement or edgeline. The attention of the Contractor is directed to 107.10 of the specifications.

**ITEM 201 - CLEARING AND GRUBBING**

Although there are no trees or stumps specifically marked for removal within the limits of the project, a lump sum quantity is included in the General Summary for Item 201, Clearing and Grubbing. All provisions as set forth in the specifications under this item are included in the lump sum price bid for Item 201, Clearing and Grubbing. (100% ODOT)

**ITEM 202 - INLET REMOVED, AS PER PLAN**

This item consists of removing the existing median barrier inlets. Care shall be taken during the removal operations to protect the portions of the existing inlet, including the trough, that are to remain and be incorporated into the proposed inlet.

**REMOVAL, MISC.: CATCH BASIN AND MEDIAN INLET CLEANOUT**

This work shall consist of removing sediment and debris from the existing drainage structures specified in the plans. All material removed shall be disposed of as per 105.16 and 105.17. All structures shall be cleaned out to the satisfaction of the Engineer.

Cleanout of the structures shall be paid for at the unit price bid for Item 202 - Removal Misc.: Catch Basin and Median Inlet Cleanout. This price shall include the cost for material, equipment, labor, and all incidentals required to complete the cleanout.

The estimated quantities for Item 202 - Removal Misc.: Catch Basin and Median Inlet Cleanout are shown on Sheet No. 15.

**ITEM SPECIAL - PIPE CLEANOUT**

This work shall consist of removing sediment and debris from the existing drainage conduits specified in the plans. All material removed shall be disposed of as per 105.16 and 105.17. All sewers shall be cleaned out to the satisfaction of the Engineer.

Cleanout of the pipe shall be paid for at the unit price bid for Item Special - Pipe Cleanout. This price shall include the cost for material, equipment, labor, and all incidentals required to complete the cleanout.

The estimated quantities for Item Special - Pipe Cleanout are shown on Sheet No. 15.

**ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C**

The following estimated quantity has been carried to the General Summary for the full-depth pavement removal and rigid replacement of the existing concrete pavement as shown on Sheet No. 33.

Item 255, Full Depth Pavement Removal and Rigid Replacement, Class C - 114 Sq. Yd. (NHS)

**ITEM 606 - ANCHOR ASSEMBLY, TYPE E**

This item shall consist of furnishing and installing any of the guardrail end terminals as listed on Roadway Engineering's Web Page under roadside safety devices for approved guardrail end treatments. Installation shall be at the locations specified in the plans, in accordance with the manufacturer's specifications.

The face of the Type E impact head shall be covered with a sheet of Type G reflective sheeting, per CMS 730.19.

Refer to the manufacturer's instruction regarding the installation of, and the grading around the foundation tubes and ground strut. The top of any foundation tube should be less than 4 inches above the ground. The placement of the foundation tubes should be an appropriate depth below the level line in order to maintain the finished guardrail height of 27.75 inches from the edge of the shoulder.

On-site grading is required if the top of the foundation tubes or top of the ground strut does project more than 4 inches above the ground line.

Payment for the above work shall be made at the unit price bid for Item 606, Anchor Assembly, Type E, Each, and shall include all labor, tools, equipment and materials necessary to construct a complete and functional anchor assembly system, including all related transitions, reflective sheeting, hardware, grading, embankment and excavation not separately specified, as required by the manufacturer.

**CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL**

When it is necessary to splice proposed guardrail to existing guardrail, only the existing guardrail shall be cut, drilled, or punched. The connection shall be made using a "W-Beam Rail Splice" as shown in AASHTO M 180. Payment shall be included in the contract price for the respective guardrail items.

**GUARDRAIL PLACEMENT**

No hazard shall be left unprotected except for the actual time necessary to remove the existing guardrail, prepare the site, and install new guardrail in a continuous operation. The removal of all guardrail shall at all times be as directed by the Engineer. No guardrail shall be removed until the replacement material is on the site, ready for installation. Failure to comply with this requirement shall be deemed sufficient cause to order work suspended until such time as the Engineer is assured of compliance.

**ITEM 606 - GUARDRAIL REMOVED, AS PER PLAN**

This item shall consist of removing the existing guardrail elements and blockouts from the existing steel posts from Sta. 912+89 to Sta. 916+76.50 (S.R. 7, NB). The existing steel posts shall remain in place and bolted to the existing concrete retaining wall. When removing the existing rail element from the steel posts, care shall be taken to not damage the posts.

All equipment, materials, and labor required to perform the work outlined above shall be included for payment under Item 606, Guardrail Removed, As Per Plan.

**ITEM 606 - GUARDRAIL, NESTED TYPE 5 WITH TUBULAR BACKUP, AS PER PLAN**

The Contractor shall install Item 606, Guardrail, Nested Type 5 with Tubular Backup, A.P.P. on the existing concrete retaining wall using the existing steel posts. In the event that any existing steel post(s) is(are) damaged, the Contractor shall replace the damaged post(s) before installing the proposed rail and blockouts.

All equipment, materials, and labor required to perform the work outlined above shall be included for payment under Item 606, Guardrail, Nested Type 5 With Tubular Backup, As Per Plan.

**ITEM 606 - IMPACT ATTENUATOR, TYPE 2 BIDIRECTIONAL**

This item shall consist of furnishing and installing any of the Type 2 Impact Attenuators as listed on the Office of Roadway Engineering's web page that meet Test Level 3 (TL-3) configurations. When Bi-Directional designs are specified, the Contractor shall supply appropriate transitions. Payment for the above work shall be made at the unit price bid for Item 606, Impact Attenuator, Type 2 (35 mph), Hazard Width 24" (Bidirectional), Each, and shall include all labor, tools, equipment and materials necessary to construct a complete and functional impact attenuator system, including all related backups/backstops, transitions, hardware and grading, not separately specified, as required by the Manufacturer. Installation shall be at the locations specified in the plans, in accordance with the Manufacturer's specifications.

**ITEM 632 - DETECTOR LOOP**

The following estimated quantity has been carried to the General Summary for the replacement of the detector loops within the limits of the planing and paving operation. The Contractor shall measure the size and location of the existing detector loops prior to milling and install the new detector loops in same location. Upon completion the Contractor shall meet on site with ODOT signal electricians to inspect and verify the loops are functioning properly. The ODOT signal electrician can be contacted at Ph. No. (330) 308-3974.

Item 632, Detector Loop - - - - - 36 Each (NHS)  
Item 632, Loop Detector Lead-In Cable - - - - - 360 Ft (NHS)

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**MAINTAINING TRAFFIC, AS PER PLAN**

The Contractor shall maintain traffic at all times in accordance with the requirements of CMS Item 614, these maintenance of traffic notes and details, the Standard Construction Drawings, and the traffic control details described in these plans.

The minimum lane width for traffic control shall be 11 feet at all times. It is the responsibility of the Contractor to organize his work in such a manner to provide the most safety with the least inconvenience to the traveling public.

The Contractor is responsible for designing the maintenance of traffic scheme. The Contractor shall submit, in writing, this maintenance of traffic scheme and a schedule of operations to the Engineer and receive approval before work is started on the project.

Any open pavement trench or dropoff shall be adequately maintained and protected. The protection used shall meet the requirements of Standard Construction Drawing MT-101.90.

The Contractor shall be responsible for smooth and orderly flow of traffic through the project area 24 hours per day for the duration of the project. This consists of notifying the Ohio State Patrol after encountering any accidents or disabled vehicles or objects hindering the flow of traffic.

The Contractor shall designate to the Engineer a person responsible for maintenance of traffic control during non-work hours who shall be available within thirty (30) minutes after notification.

Payment for providing watchmen, furnishing, erecting, maintaining and removing signs, cones, markers, special lighting, floodlighting, work zone pavement markings, work zone raised pavement markers, etc., shall be included in the lump sum price bid for Item 614 Maintaining Traffic, As Per Plan.

The Contractor shall furnish, install and maintain all additional signs or other traffic control devices as required above. All costs involved in furnishing, installing and maintaining these devices shall be included in the lump sum price bid for Item 614, Maintaining Traffic, As Per Plan.

Unless the Engineer deems it physically impossible, all construction equipment shall exit all work zones from the downstream end of the work zone or by interchange ramps. Under no circumstances shall the Contractor be permitted to directly transport or operate any equipment across the open lanes of the roadway.

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.

The planing and resurfacing will proceed continuously a minimum of five (5) days per week, weather permitting, excepting holidays and events listed below:

No work shall be performed and all existing lanes shall be open to traffic during the following designated holidays and events:

Memorial Day	Fourth of July
Labor Day	Thanksgiving
Dean Martin Festival (3rd Weekend in June)	

The period of time that the lanes are to be opened depends on the day of the week on which the holiday or event falls. The following schedule shall be used to determine this period:

Day of the week	Time all lanes must be opened to traffic
Sunday	12:00N Friday through 12:00N Monday
Monday	12:00N Friday through 12:00N Tuesday
Tuesday	12:00N Monday through 12:00N Wednesday
Wednesday	12:00N Tuesday through 12:00N Thursday
Thursday	12:00N Wednesday through 12:00N Monday
Friday	12:00N Thursday through 12:00N Monday
Saturday	12:00N Friday through 12:00N Monday

No extensions of time shall be granted for delays in material deliveries, unless such delays are industry-wide, or for labor strikes, unless such strikes are area-wide.

All work and traffic control devices shall be in accordance with 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, As Per Plan (100% ODOT), unless separately itemized in the plan.

**ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN (R11-H5a)**

R11-H5a-48 signs shall be furnished, erected, and maintained in good condition and/or replaced as necessary and subsequently removed by the Contractor. Signs shall be mounted at the appropriate offsets and elevations as prescribed by the Ohio Manual of Uniform Traffic Control Devices. They shall be maintained on supports meeting current safety criteria.

The signs may be erected or uncovered no more than four hours before the actual start of work. The signs shall be removed or covered no later than four hours following restoration of all lanes to traffic with no restrictions, or sooner as directed by the Engineer. Temporary sign covering and uncovering due to temporary lane restorations shall be guided by the four-hour limitations stated above. Such lane restorations should be expected to remain in effect for 30 or more consecutive calendar days, such as during winter shut-downs.

The signs on the mainline shall be dual mounted unless not physically possible. The first sign shall be placed between the "ROAD WORK AHEAD" (W20-1) sign and the next sign in the sequence. Signs shall be erected on each entrance ramp and every 2 miles through the construction work limits. Signs on the mainline shall be R11-H5a-48. Signs used on the ramps shall be R11-H5a-24. R11-H5a-24 signs may be used in the median in lieu of R11-H5a-48 signs if it is not physically possible to provide R11-H5a-48 signs in the median.

The Contractor may use signs and supports in used, but good, condition provided the signs meet current ODOT specifications. Sign faces shall be reflectorized with type G sheeting complying with the requirements of CMS 730.19.

Work zone increased penalties signs and supports will be measured as the number of sign installations, including the sign and necessary supports. If a sign and support combination is removed and re-erected at another location as directed by the Engineer, it shall be considered as another unit.

Payment for accepted quantities, complete in place, will be made at the contract unit price. Payment shall be full compensation for all materials, labor, incidentals and equipment for furnishing, erecting, maintaining, covering during suspension of work, and removal of the sign and support.

Item 614, Work Zone Increased Penalties Sign - - - - - 6 Each (NHS)

**WORK ZONE PAVEMENT MARKINGS**

The Contractor shall be required to install work zone pavement markings. Work zone pavement markings shall be 642 paint.

Prior to placement of any work zone pavement markings, the Contractor shall completely obliterate, as per 641.10, all existing pavement markings that would create confusion or conflict with the work zone pavement markings.

The following estimated quantities have been carried to the General Summary:

Item 614, Work Zone Lane Line, Class 1, 642 Paint - - - - 17.19 Mile (NHS)  
Item 614, Work Zone Edge Line, Class 1, 642 Paint - - - - 22.47 Mile (NHS)

Work zone raised pavement markers cannot be used to simulate (replace) any type of work zone pavement marking.

**ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC**

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 614, Asphalt Concrete for Maintaining Traffic - - - 50 Cu. Yd. (NHS)

**ITEM 614, WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL)**

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 614, Work Zone Impact Attenuator (Bidirectional) - - - 3 Each (NHS)

**ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**

Use of Law Enforcement Officers (LEOs) by Contractors other than the uses specified below will not be permitted at project cost. LEOs should not be used where the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) intends that flaggers be used.

In addition to the requirements of CMS 614 and the OMUTCD, a uniformed LEO with an official patrol car (car with top-mounted emergency flashing lights and complete markings of the appropriate law enforcement agency) shall be provided for the following traffic control tasks:

For lane closures:  
During initial set-up periods, tear down periods, substantial shifts of a closure point or when new lane closure arrangements are initiated for long-term lane closures/shifts (for the first and last day of major changes in traffic control setup). In general, LEOs should be positioned at the point of lane restriction or road closure and to manually control traffic movements through intersections in work zones.

When construction vehicles are entering/exiting the zone directly from/into an open lane of traffic. If a lane has been closed to provide an acceleration/deceleration lane for the vehicle, the LEO will not be required.

LEOs should not forgo their traffic control responsibilities to apprehend motorists for routine traffic violations. However, if a motorist's actions are considered to be reckless, then pursuit of the motorist is appropriate.

The LEOs work at the direction of the Contractor. The Contractor is responsible for securing the services of the LEOs with the appropriate agencies and communicating the intentions of the plans with respect to duties of the LEOs. The Engineer shall have final control over the LEO's duties and placement, and will resolve any issues that may arise between the two parties.

The LEO shall report in to the Contractor prior to the start of the shift, in order to receive instructions regarding specific work assignments during his/her shift. The LEO is expected to stay at the project site for the entire duration of his/her shift. The LEO shall report to the Contractor at the end of his/her shift. Once the LEO has completed the duties described above and still has time remaining on his/her shift, the LEO may be asked to patrol through the work zone (with flashing lights off) or be placed at a location to deter motorists from speeding. Should it be necessary to leave the project site, the LEO shall notify the Engineer. The Contractor shall provide the LEO with a two-way communication device which shall be returned to the Contractor at the end of his/her shift.

LEOs (with patrol car) required by the traffic maintenance tasks above shall be paid for on a unit price (hourly) basis under Item 614, Law Enforcement Officer (with patrol car) for Assistance. The following estimated quantity has been carried to the General Summary.

Item 614, Law Enforcement Officer with Patrol Car for Assistance - - 160 Hours (NHS)

The hours paid shall include minimum show-up time required by the law enforcement agency involved.

Any additional costs (administrative or otherwise) incurred by the Contractor to obtain the services of an LEO are included with the bid unit price for Item 614, Law Enforcement Officer with Patrol Car for Assistance.

**ITEM 614, REPLACEMENT DRUM**

Drums furnished by the Contractor in accordance with the requirements of the plans, specifications and proposal which become damaged by traffic for reasons beyond the control of the Contractor shall be replaced in kind when ordered by the Engineer. Replacement drums shall be new.

Payment for the new drums shall be made at the contract price per each for Item 614, Replacement Drum, and shall include the cost of removing and disposing of the damaged drum, and providing and maintaining the replacement drum in accordance with the contract requirements for the original drum.

An estimated quantity of 50 each (NHS) has been provided in the General Summary.

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**FLOODLIGHTING**

*Floodlighting of the work site for operations conducted during night time periods shall be accomplished so that the lights do not cause glare to the drivers on the roadway. To ensure the adequacy of the floodlight placement, the Contractor and the Engineer shall drive throughout the worksite each night when the lighting is in place and operative prior to commencing any work. If glare is detected, the light placement and shielding shall be adjusted to the satisfaction of the Engineer before work proceeds. Payment for all labor, equipment and materials shall be included in the lump sum contract price for Item 614, Maintaining Traffic, As Per Plan.*

**CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE**

*In addition to the requirements of section 614.03 of the Construction and Material Specifications the following shall apply. The Contractor's equipment shall be operated in the direction of traffic where practical. A flagger shall be used where the Contractor's equipment must merge with the traffic stream. The Contractor's vehicles and equipment shall be equipped with at least one amber flashing light visible for 300°.*

*Equipment may be parked in areas along the highway, thirty feet (30') from the edge of traveled highway unless behind guardrail, when various operations are scheduled to continue the next workday. On weekends or at other times of suspension of work, the equipment shall be stored at a storage area removed from the state route right of way. No equipment shall be parked in the median of the highway. Adequate barricades and light shall be placed on the pavement side of the equipment to identify the limits of the equipment. All other equipment, including private vehicles, shall be stored at the approved Contractor's storage area.*

**NOTIFICATION OF WORK ZONE LANE RESTRICTIONS**

*The Contractor shall notify the Engineer at least eighteen (18) days prior to implementing any work zone restriction that will reduce the width or vertical clearance of any lane on which traffic will be maintained during construction. The Engineer shall immediately notify the District Roadway Services Engineer to advise the Office of Highway Management of the restrictions.*

**MOVEMENT OF DRUMS**

*The row of drums along a closed lane shall be moved out of the open lane onto the new pavement as soon as paving operations permit.*

**DROPOFFS IN WORK ZONES**

*The wedge treatment as detailed in Standard Drawing MT-101.90 will be required and shall be included in the lump sum bid for Item 614 - Maintaining Traffic, As Per Plan.*

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Table with columns: SHEET NUMBER (8, 14, 16, 34, 38, 67, OFFICE CALCS, NHS, 100% CITY), PARTICIPATION, ITEM, ITEM EXT., GRAND TOTAL, UNIT, DESCRIPTION, SEE SHEET NO. (36, 360). Rows include categories like PAVEMENT, TRAFFIC CONTROL, and TRAFFIC SIGNALS.

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GENERAL SUMMARY

JEF - 7 - 14.78



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REF. NO.	PLAN SHEET NO.	STATION		DIRECTION OF TRAVEL	SIDE	ITEM 202			ITEM 606			ITEM 617			ITEM 408	ITEM 622	ITEM 626	REMARKS	SEE SHEET NO.								
						PAVEMENT REMOVED	GUARDRAIL REMOVED	GUARDRAIL REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)	GUARDRAIL, TYPE 5	GUARDRAIL, NESTED TYPE 5 WITH TUBULAR BACKUP, AS PER PLAN	GUARDRAIL, TYPE 5A	ANCHOR ASSEMBLY, TYPE			BRIDGE TERMINAL ASSEMBLY, TYPE			COMPACTED AGGREGATE, AS PER PLAN (2')			PRIME COAT, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	BARRIER REFLECTOR, TYPE		
						SQ YD	FT.	FT.	FT.	EA.	FT.	FT.	FT.	B EA.	E EA.	T EA.	1 EA.			2 EA.	4 EA.	LENGTH	WIDTH	CU. YD.	GAL.	EA.	EA.
		FROM	TO																			FOR INFORMATION NOT SHOWN HERE, SEE SCD'S GR-1.1, GR-2.1, GR-2.2, GR-3.1, GR-3.2, GR-3.4, GR-4.2, GR-5.1, GR-5.2, GR-5.3, AND GR-6.2.					
																						APPLIES TO ALL CURBED SECTIONS: RELOCATE THE PROPOSED GUARDRAIL SO THAT THE FACE OF GUARDRAIL IS FLUSH WITH THE FACE OF CURB.					
GR-1	17,18	770+80.96	809+65.00	N.B.	RT.	1,728	3887.5							1			3,887.5	4	95.99	691		40	CONNECT APPROACH END TO EX. GUARDRAIL.				
GR-2	18,19	810+76.00	811+76.00	S.B.	RT.	333	100.0																REPLACE EX. GUARDRAIL & EXTEND DOWN RAMP 'A'				
		810+76.00	1+89.00 RAMP 'A'																								
GR-3	19,20	816+80.00	827+55.00	N.B.	RT.	239	1075.0																CURBED SECTION. MOUNT APPROACH END ON BRIDGE ABUTMENT. REMOVE GUARDRAIL FROM TOP OF RETAINING WALL.				
		816+55.00	827+55.00																								
GR-4	19	2+83.00	3+33.00	N.B.	RT.	22	50.0										50.0	4	1.23	9		2	CONNECT TRAILING END TO EX. BTA (ON BRIDGE.)				
GR-5	19,20	820+87.50	827+00.00	N.B.	LT.	136	612.5										612.5	2	7.56	54		7	CONNECT TRAILING END TO EX. BTA (ON MEDIAN BARRIER.)				
GR-6	19	820+45.00	822+57.50	S.B.	RT.	53	212.5																MOUNT APPROACH END INTO EX. RETAINING WALL				
		820+45.00	822+82.50																								
GR-7	19	822+00.00	822+20.00	S.B.	LT.				20														MOUNT TRAILING END TO CONCRETE BARRIER. FLARE AT 11:1.	35			
		822+00.00	822+75.00																								
GR-8	21	845+10.00	862+60.00	N.B.	RT.	389	1750.0										1,750.0	2	21.60	156		18	CURBED SECTION.				
GR-9	22	869+75.00	871+25.00	N.B.	RT.	33	150.0										150.0	2	1.85	13		3	CURBED SECTION.				
GR-10	22	874+67.00	876+17.00	N.B.	RT.	33	150.0										150.0	2	1.85	13		3	CURBED SECTION.				
GR-11	23,24	893+14.00	912+89.00	N.B.	RT.	439	1975.0										1,975.0	2	24.38	176		20	CURBED SECTION. PROPOSED GUARDRAIL TO BE MOUNTED ON TOP OF RETAINING WALL.	8			
		912+89.00	916+76.50																								
GR-12	24	914+67.00	914+87.00	N.B.	LT.				20														REMOVE BARRIER TRANSITION AND MOUNT GUARDRAIL TO BARRIER END	35			
		914+05.75	914+87.00																								
GR-13	24	915+09.00	915+29.00	S.B.	LT.				20														REMOVE BARRIER TRANSITION AND MOUNT IMPACT ATTENUATOR TO BARRIER END	8,35			
		915+09.00	915+90.25																								
GR-14	24	917+50.00	921+49.34	N.B.	RT.	89	400.0										400.0	2	4.94	36		5	CONNECT TRAILING END TO EX. GUARDRAIL.				
<b>TOTALS (CARRIED TO THE GENERAL SUMMARY)</b>						<b>3494</b>	<b>10362.5</b>	<b>388</b>	<b>60</b>	<b>1</b>	<b>8819.0</b>	<b>350</b>	<b>1750.0</b>	<b>1</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>		<b>195</b>	<b>1405</b>	<b>3</b>	<b>132</b>	<b>ALL TOTALS - NHS</b>		

CALCULATED	
DAH	
CHECKED	
JPB	
<b>GUARDRAIL QUANTITIES</b>	
<b>JEF-7-14.78</b>	
14	
81	



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REFERENCE #	SHEET #	STATION		SIDE	ITEM 202				ITEM 604	ITEM 622				REMARKS	SEE SHEET NO.
					CONCRETE BARRIER REMOVED	INLET REMOVED, AS PER PLAN	REMOVAL, MISC.: CATCH BASIN AND MEDIAN INLET CLEANOUT	SPECIAL - PIPE CLEANOUT	INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B	CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D		
B-1	17	770+60.24	770+80.24 BK	CTR.	20.00					20					34
B-2	17-19	770+80.96 AH	816+37.15	CTR.	*4,356.19					*4,336.19		1			34
B-3	19	816+37.15	817+38.32 S.R. 7	CTR.	101.17						81.17		1	STA. 817+38.32 S.R. 7 = STA. 0+00 RAMP B	34
B-4	19	0+00 RAMP B	3+34 RAMP B	CTR.	334.00						319.00		1		34
CB-1	17	772+00		CTR.		1			1						8
CB-2	17	774+49		CTR.		1			1						8
CB-3	17	784+74		CTR.		1			1						8
CB-4	17	787+00		CTR.		1			1						8
CB-5	17	790+80		CTR.		1			1						8
CB-6	18	801+31		CTR.		1			1						8
CB-7	18	801+51		CTR.		1			1						8
CB-8	18	803+51		CTR.		1			1						8
CB-9	18	809+24 N.B.		RT.		1			1						8
CB-10	18	811+50 N.B.		RT.		1			1						8
		815+65 S.B.		LT.			1	20							8
		816+82 N.B.		RT.			1	20							8
		819+15 S.B.		LT.			1	20							8
		819+50 N.B.		RT.			1	20							8
		822+45 S.B.		LT.			1	20							8
		825+00 N.B.		RT.			1	20							8
		827+60 S.B.		LT.			1	20							8
		828+00 N.B.		RT.			1	20							8
		830+50		CTR.			1	20							8
		831+20		RT.			1	20							8
		833+65		RT.			1	20							8
		834+04		CTR.			1	20							8
		836+02		CTR.			1	20							8
		839+00		LT.			1	20							8
		841+09		CTR.			1	20							8
		841+50		LT.			1	20							8
		842+90		LT.			1	20							8
		843+30		CTR.			1	20							8
		845+02		LT.			1	20							8
		845+06		RT.			1	20							8
		850+15		LT.			1	20							8
		852+65		LT.			1	20							8
		852+65		RT.			1	20							8
		855+15		LT.			1	20							8
		856+00		RT.			1	20							8
		857+65		LT.			1	20							8
		860+55		LT.			1	20							8
		861+30		CTR.			1	20							8
		862+00		RT.			1	20							8
		862+23		CTR.			1	20							8
		864+95		CTR.			1	20							8
		866+28		CTR.			1	20							8
		868+02		CTR.			1	20							8
		868+10		LT.			1	20							8
		870+60		LT.			1	20							8
		873+10		CTR.			1	20							8
		873+10		LT.			1	20							8
		875+65		CTR.			1	20							8
		875+65		RT.			1	20							8
		877+39		CTR.			1	20							8
		885+35		CTR.			1	20							8
		896+50		CTR.			1	20							8
TOTALS (CARRIED TO GENERAL SUMMARY)					4,811	10	42	840	10	4,356	400	1	2	ALL TOTALS - NHS	

CALCULATED  
SAL  
CHECKED  
DAH

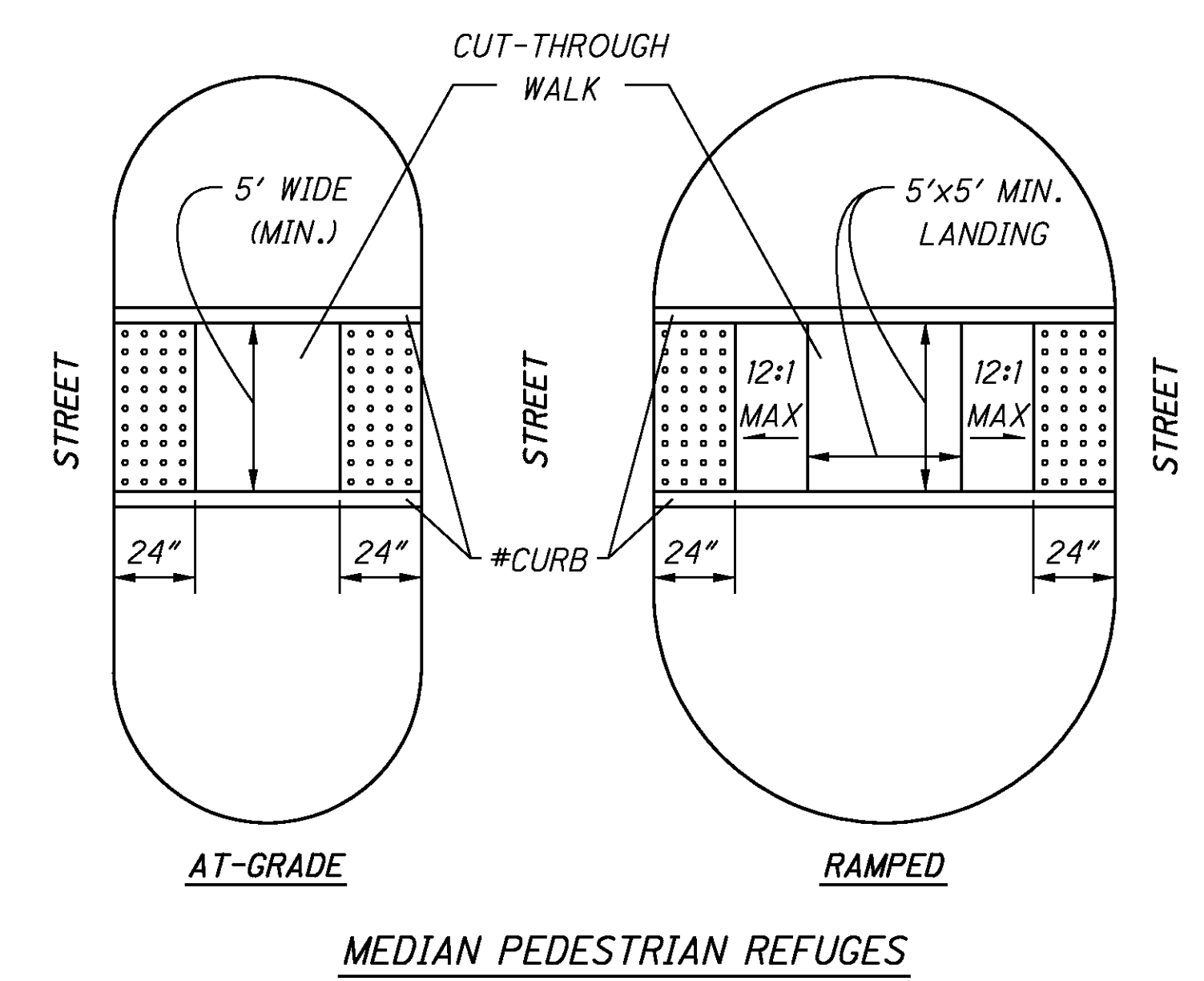
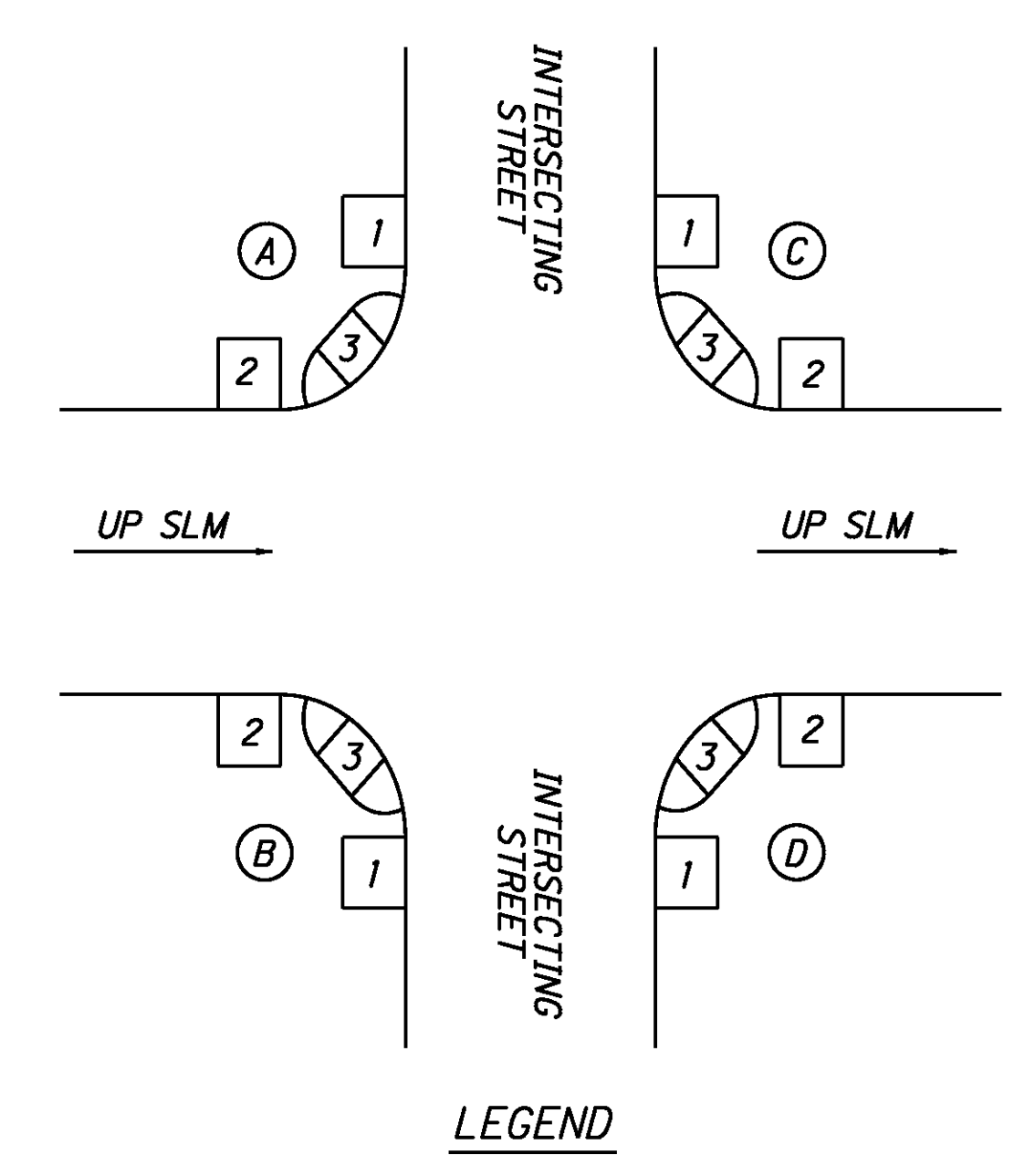
MEDIAN BARRIER & DRAINAGE QUANTITIES

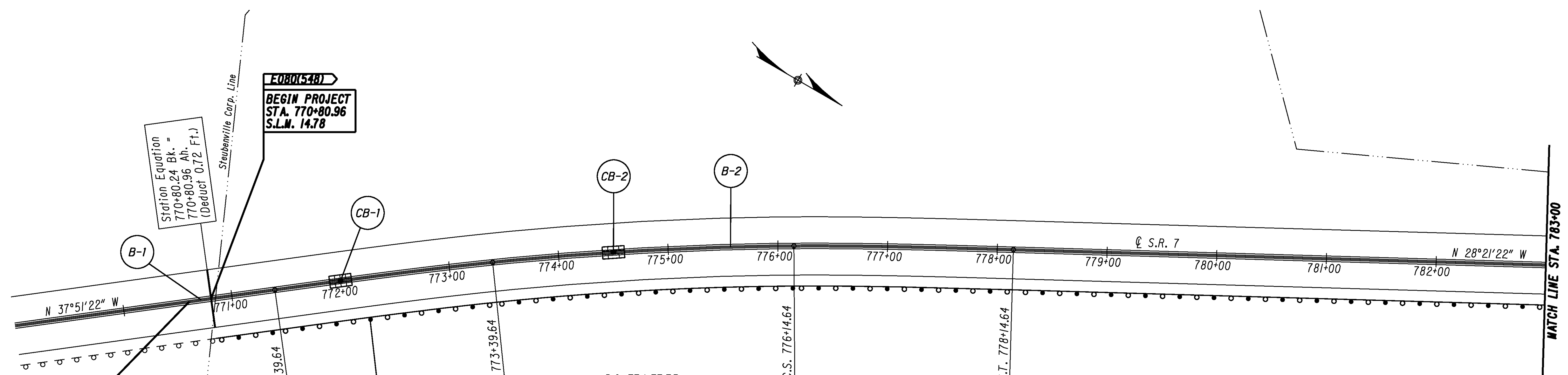
JEF - 7 - 14.78

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REFERENCE #	SHEET #	ROUTE	INTERSECTION	LOCATION (SEE LEGEND)	AVERAGE WIDTH OF ADJACENT SIDEWALK (FT.)	ITEM 202		ITEM 608			ITEM 609	REMARKS (FUNDING)	
						CURB REMOVED	WALK REMOVED	CURB RAMP	CURB RAMP TYPE (AS PER BP-7.1)	DETECTABLE WARNING	6" CONCRETE WALK		CURB, TYPE 6
						FT.	SQ. FT.	SQ. FT.		SQ. FT.	SQ. FT.		FT.
CR-1	25	S.R. 7 RAMP 'A'	HERMENIA AVE.	A-1	5	8	30	34	A2			PARALLEL	
CR-2	25	S.R. 7 RAMP 'A'	HERMENIA AVE.	C-1	5	23	100	83	B1			PARALLEL	
CR-3	25	S.R. 7 RAMP 'A'	RISDON AVE.	A-1	5	18	50	59	B3			PARALLEL	
CR-4	25	S.R. 7 RAMP 'A'	RISDON AVE.	C-1	5	20	35	38	B3			PARALLEL	
CR-5	26	S.R. 7	THIRD ST. SPUR	D-2	5	6	35	38	A2			PARALLEL	
CR-6	26	S.R. 7	WELLS ST.	C-3	6	12	36	42	A1			DIAGONAL	
CR-7	26	S.R. 7	WELLS ST.	A-1	6	11.5	35	81	B1			PARALLEL, RELOCATE AS PER SHEET 26	
CR-8	27	S.R. 7	S. THIRD ST.	D-1	5		26			8	18		
CR-9	27	S.R. 7	S. THIRD ST.	B-3	5	20	65	135	A1			PERPENDICULAR, 2 MATS	
CR-10	27	S.R. 7	SLACK ST.	A-3	5		30			8	22		
CR-11	27	S.R. 7	S. THIRD ST.	A-3	5		25			8	17		
CR-12	27	S.R. 7	S. THIRD ST.	MEDIAN (AC)	5	12	95	101	MEDIAN			RAMPED PED. REFUGE, 2 MATS	
CR-13	27	S.R. 7	S. THIRD ST.	C-1			28			8	20		
CR-14	28	S.R. 7	SOUTH ST.	A-3			30			8	22		
CR-15	28	S.R. 7	SOUTH ST.	C-3			29			8	21		
CR-16	28	S.R. 7	SOUTH ST.	D-3	4	14	56	70	B2			PARALLEL	
CR-17	28	S.R. 7	SOUTH ST.	B-3	7	13	70	77	A1			DIAGONAL	
CR-18	30	S.R. 7	LOGAN ST.	D-1			38			8	30		
CR-19	30	S.R. 7	LOGAN ST.	B-3			35			8	27		
CR-20	30	S.R. 7	LOGAN ST.	A-3	6	14	104	111	A1			DIAGONAL	
CR-21	30	S.R. 7	LOGAN ST.	C-1	6	13	64	71	A1			PERPENDICULAR	
CR-22	30	S.R. 7	LOGAN ST.	MEDIAN (CD)	4		92					BETWEEN S.R. 7 AND N. 3RD ST.	
CR-23	31	S.R. 7	ROSS ST.	A-3	5	19	128	138	A1		25	DIAGONAL	
CR-24	31	S.R. 7	ROSS ST.	C-1	4	15	162	110	A1		60	PERPENDICULAR	
CR-25	31	S.R. 7	ROSS ST.	D-1	6	20	30	33	B3		6	PARALLEL	
CR-26	31	S.R. 7	ROSS ST.	B-2	6	14	42	45	A2		7	PERPENDICULAR	
CR-27	32	S.R. 7	FRANKLIN ST.	A-1			25			8	17		
CR-28	32	S.R. 7	FRANKLIN ST.	C-1			30			8	22		
TOTALS (CARRIED TO THE GENERAL SUMMARY)						253	1525	1266		80	301	13	ALL TOTALS - 100% CITY

**CURB RAMP DETAILS**  
FOR DETAILS NOT SHOWN, SEE SCD BP-7.1.





P.I. 774+77.73  
 $\Delta = 9^{\circ}30'00''$  Rt.  
 $D = 2^{\circ}00'$   
 $L_s = 200.00'$   
 $R = 2864.79'$   
 $\theta_s = 2^{\circ}00'$   
 $P = 0.58'$   
 $K = 100.00'$   
 $L.T. = 133.34'$   
 $S.T. = 66.67'$   
 $T_s = 338.09'$   
 $L_c = 275.00'$   
 $E_s = 10.45'$   
 $X_c = 199.98'$   
 $Y_c = 2.33'$

BEGIN WORK  
STA. 770+60.24

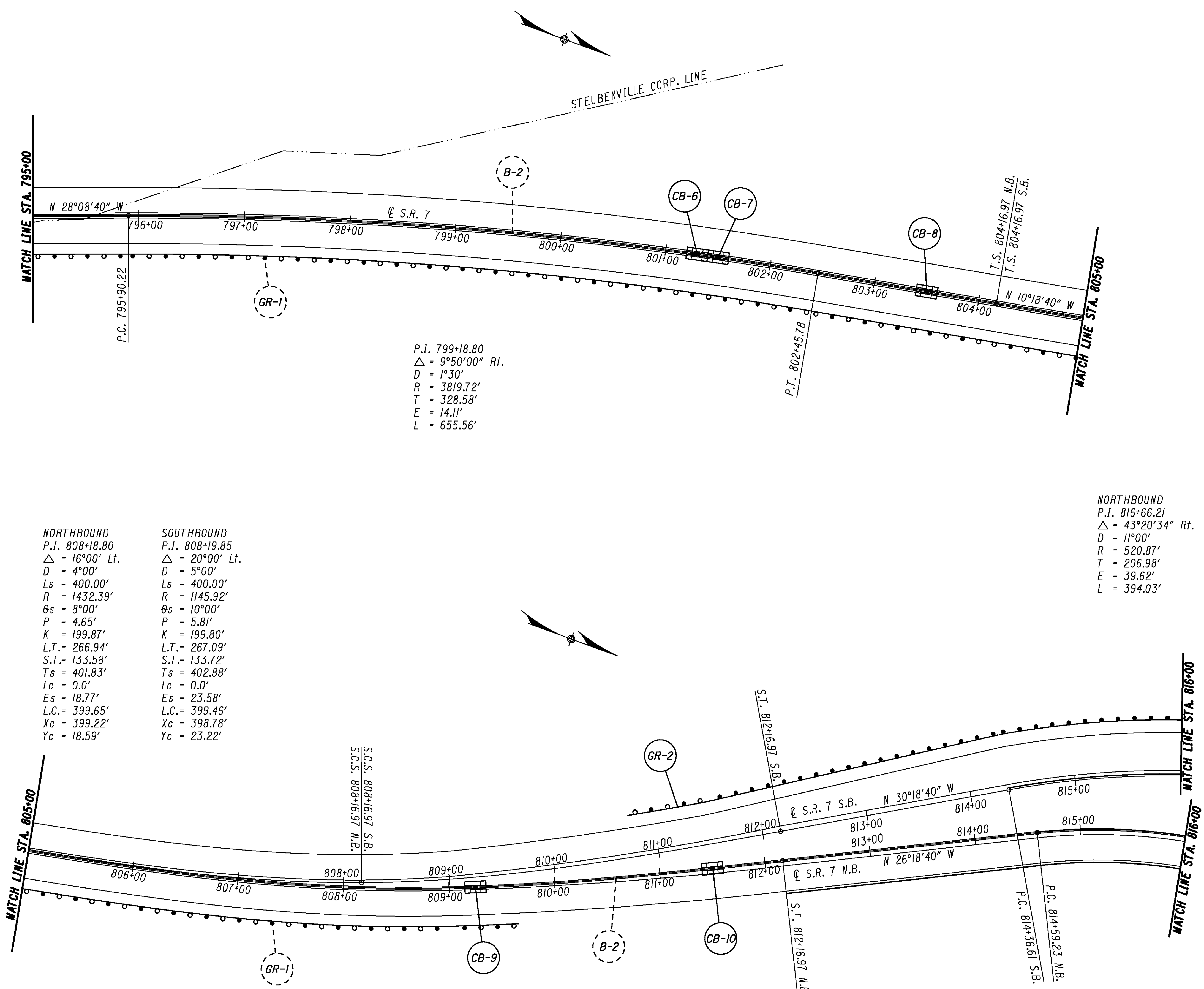
EB001548  
 BEGIN PROJECT  
 STA. 770+80.96  
 S.L.M. 14.78

Station Equation  
 P.T. 770+80.24 Bk. =  
 770+80.96 Ah.  
 (Deduct 0.72 Ft.)

Station Equation:  
 P.T. 790+31.78 Bk. =  
 P.T. 790+31.53 Ah.  
 (Add 0.25 Ft.)

P.I. 787+58.53  
 $\Delta = 8^{\circ}12'42.5''$  Rt.  
 $D = 1^{\circ}30'$   
 $R = 3819.72'$   
 $T = 274.20'$   
 $E = 9.83'$   
 $L = 547.45'$

For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.

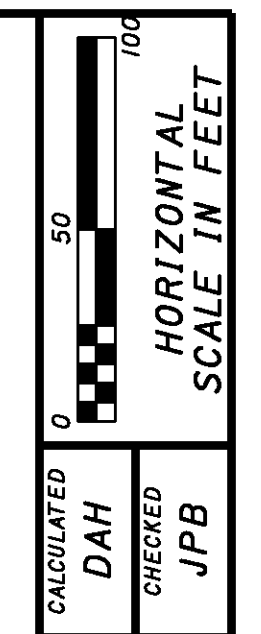


P.I. 799+18.80  
 $\Delta = 9^{\circ}50'00''$  Rt.  
 $D = 1^{\circ}30'$   
 $R = 3819.72'$   
 $T = 328.58'$   
 $E = 14.11'$   
 $L = 655.56'$

<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>
P.I. 808+18.80	P.I. 808+19.85
$\Delta = 16^{\circ}00'$ Lt.	$\Delta = 20^{\circ}00'$ Lt.
$D = 4^{\circ}00'$	$D = 5^{\circ}00'$
$L_s = 400.00'$	$L_s = 400.00'$
$R = 1432.39'$	$R = 1145.92'$
$\theta_s = 8^{\circ}00'$	$\theta_s = 10^{\circ}00'$
$P = 4.65'$	$P = 5.81'$
$K = 199.87'$	$K = 199.80'$
$L.T. = 266.94'$	$L.T. = 267.09'$
$S.T. = 133.58'$	$S.T. = 133.72'$
$T_s = 401.83'$	$T_s = 402.88'$
$L_c = 0.0'$	$L_c = 0.0'$
$E_s = 18.77'$	$E_s = 23.58'$
$L.C. = 399.65'$	$L.C. = 399.46'$
$X_c = 399.22'$	$X_c = 398.78'$
$Y_c = 18.59'$	$Y_c = 23.22'$

<b>NORTHBOUND</b>	<b>SOUTHBOUND</b>
P.I. 816+66.21	P.I. 818+76.89
$\Delta = 43^{\circ}20'34''$ Rt.	$\Delta = 56^{\circ}33'08''$ Rt.
$D = 11^{\circ}00'$	$D = 7^{\circ}00'$
$R = 520.87'$	$R = 818.51'$
$T = 206.98'$	$T = 440.28'$
$E = 39.62'$	$E = 110.90'$
$L = 394.03'$	$L = 807.89'$

For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.

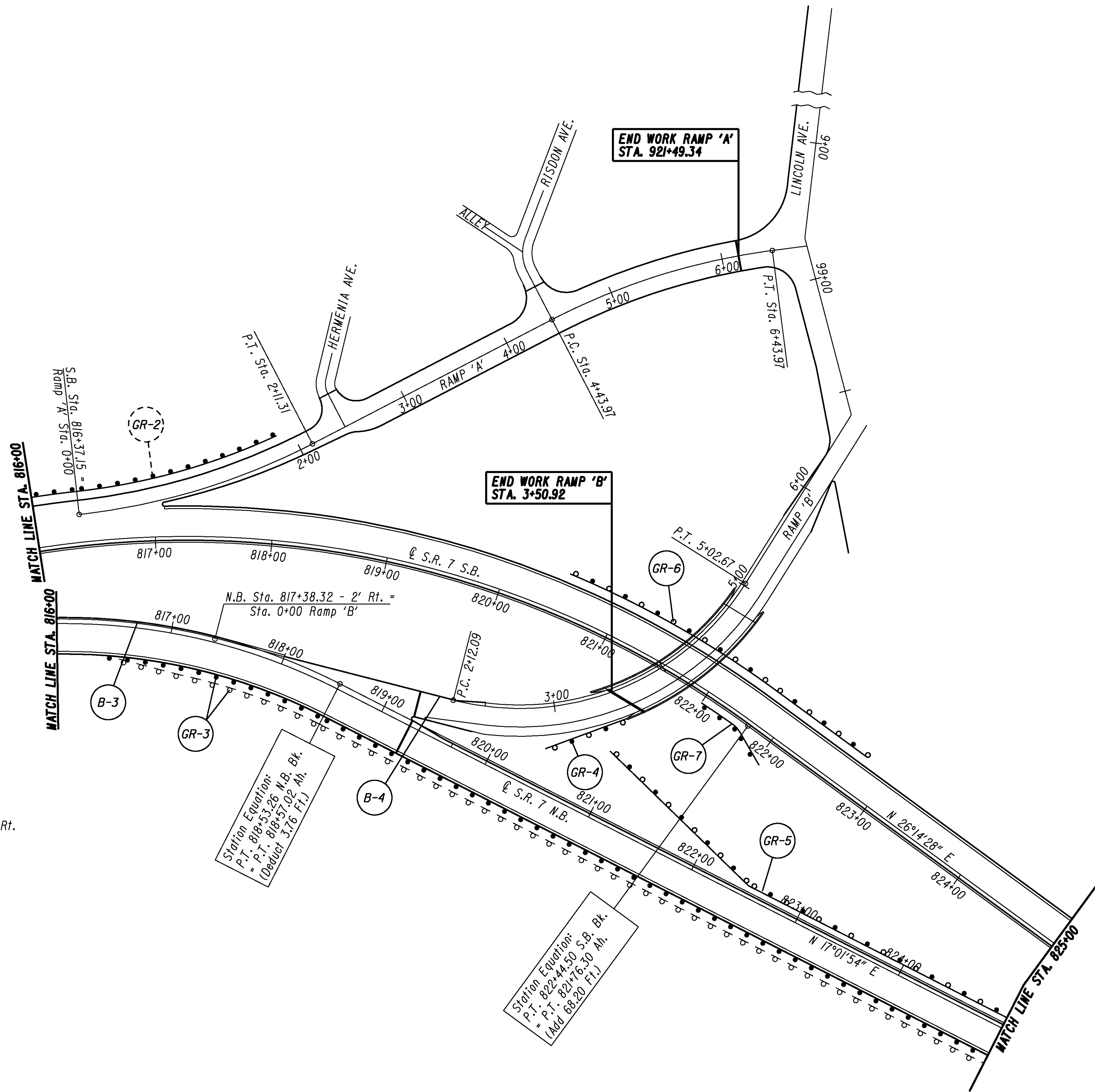
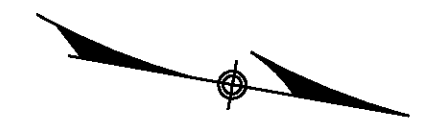


**PLAN**

**STA. 795+00 TO STA. 816+00**

**JEF-7-14.78**



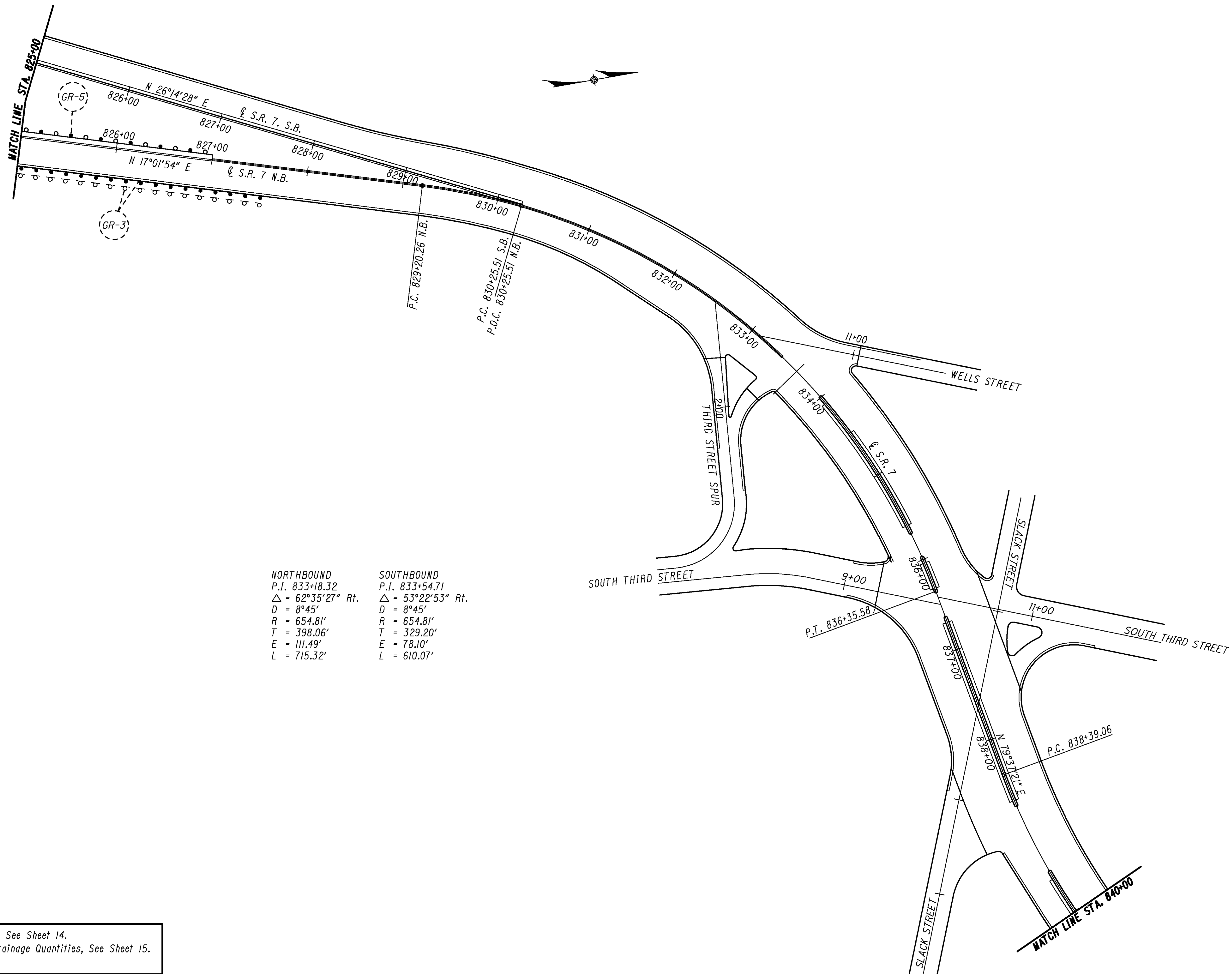


NORTHBOUND	SOUTHBOUND
P.I. 816+66.21	P.I. 818+76.89
$\Delta = 43^{\circ}20'34''$ Rt.	$\Delta = 56^{\circ}33'08''$ Rt.
D = 11^{\circ}00'	D = 7^{\circ}00'
R = 520.87'	R = 818.51'
T = 206.98'	T = 440.28'
E = 39.62'	E = 110.90'
L = 394.03'	L = 807.89'

Station Equations:  
P.I. 818+53.26 N.B. Bk.  
= P.T. 818+57.02 Ah.  
(Deduct 3.76 Ft.)

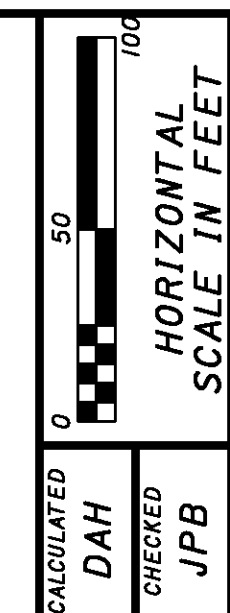
Station Equations:  
P.I. 822+44.50 S.B. Bk.  
= P.T. 821+76.30 Ah.  
(Add 68.20 Ft.)

For Guardrail Quantities, See Sheet 14.  
For Median Barrier & Drainage Quantities, See Sheet 15.



NORTHBOUND	SOUTHBOUND
P.I. 833+18.32	P.I. 833+54.71
$\Delta = 62^\circ 35' 27''$ Rt.	$\Delta = 53^\circ 22' 53''$ Rt.
D = 8°45'	D = 8°45'
R = 654.81'	R = 654.81'
T = 398.06'	T = 329.20'
E = 111.49'	E = 78.10'
L = 715.32'	L = 610.07'

For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.



**PLAN**

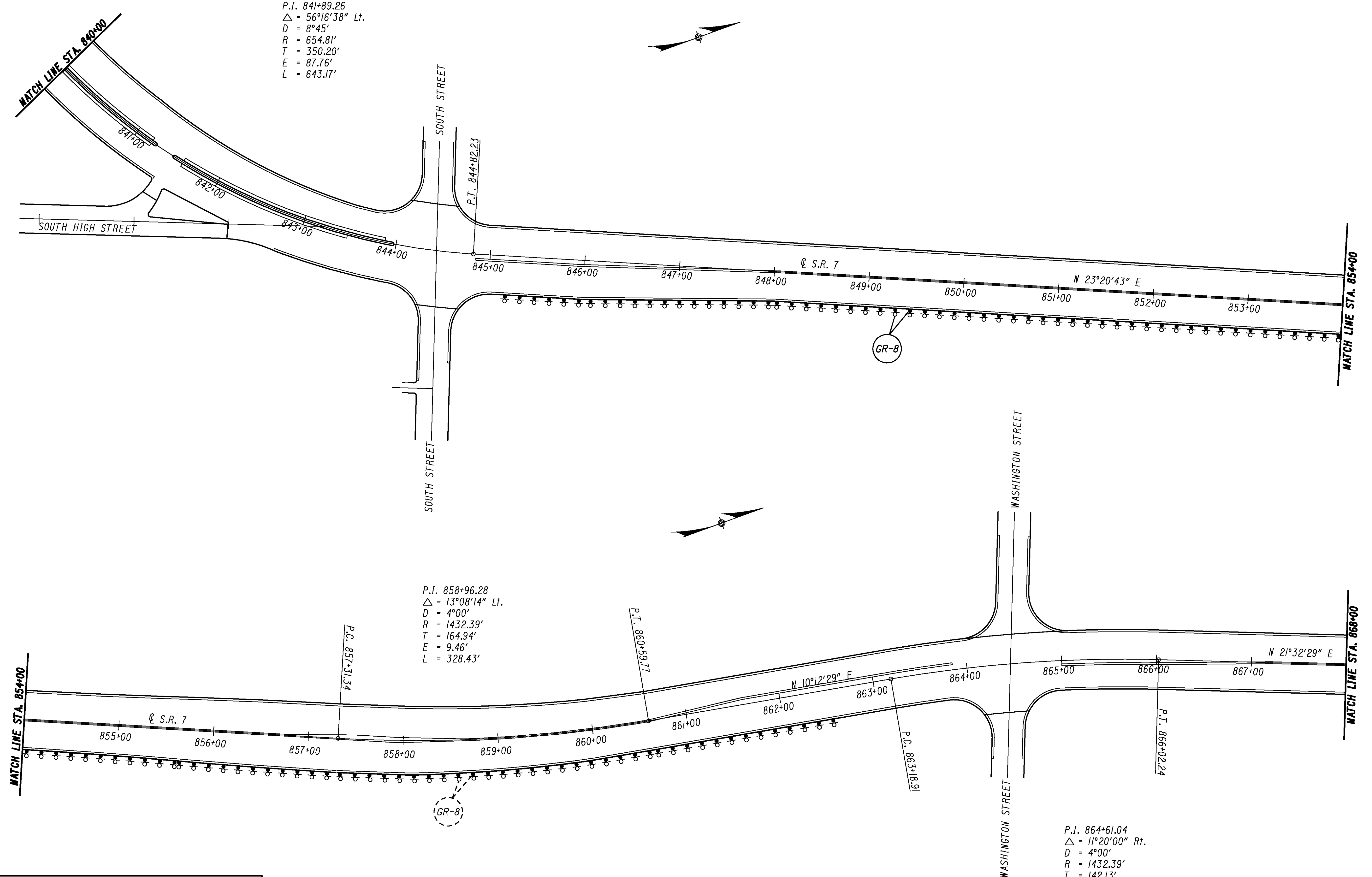
**STA. 825+00 TO STA. 840+00**

**JEF-7-14.78**

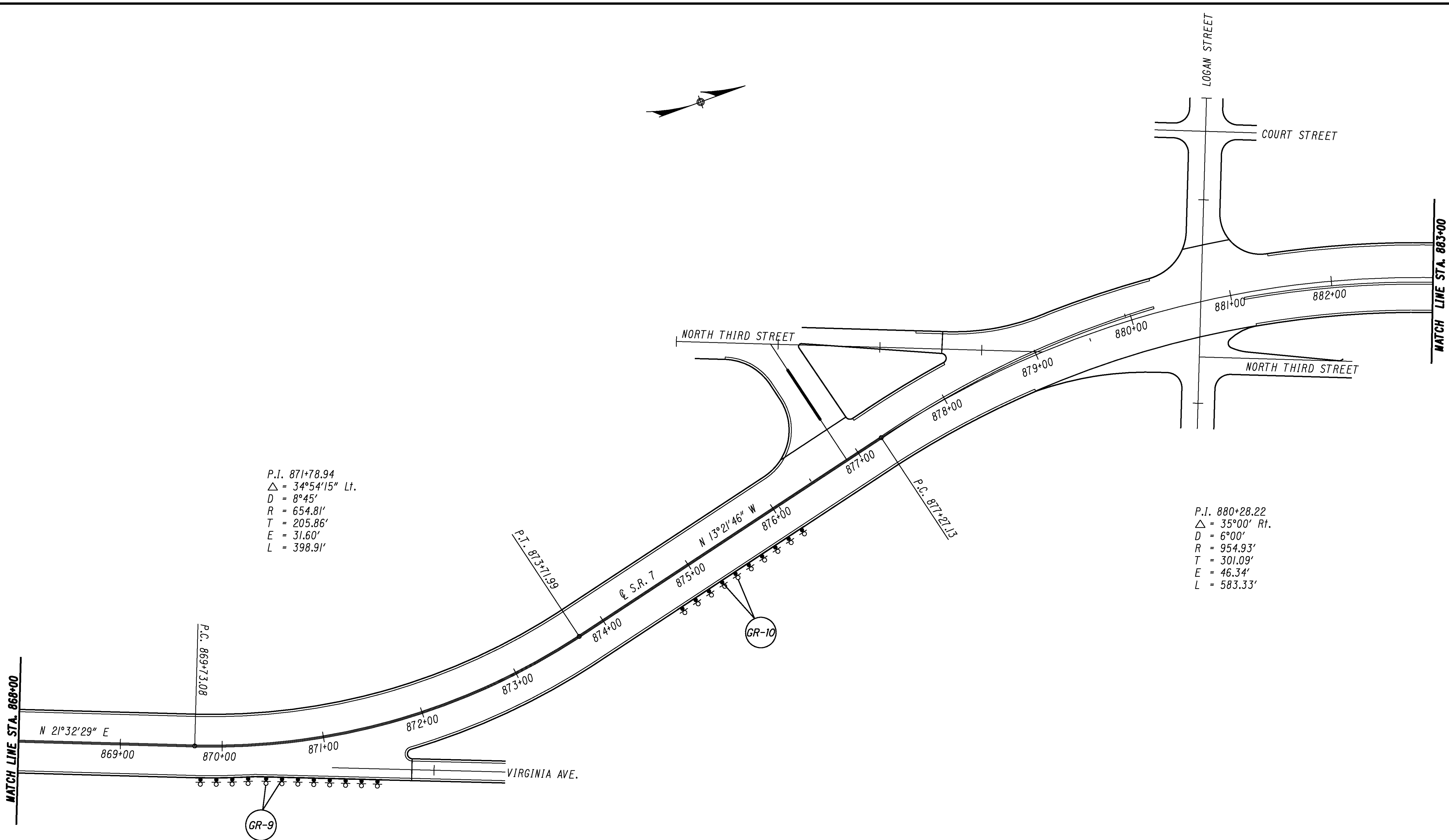
P.I. 841+89.26  
 $\Delta = 56^{\circ}16'38''$  Lt.  
 D = 8°45'  
 R = 654.81'  
 T = 350.20'  
 E = 87.76'  
 L = 643.17'

P.I. 858+96.28  
 $\Delta = 13^{\circ}08'14''$  Lt.  
 D = 4°00'  
 R = 1432.39'  
 T = 164.94'  
 E = 9.46'  
 L = 328.43'

P.I. 864+61.04  
 $\Delta = 11^{\circ}20'00''$  Rt.  
 D = 4°00'  
 R = 1432.39'  
 T = 142.13'  
 E = 7.08'  
 L = 283.33'



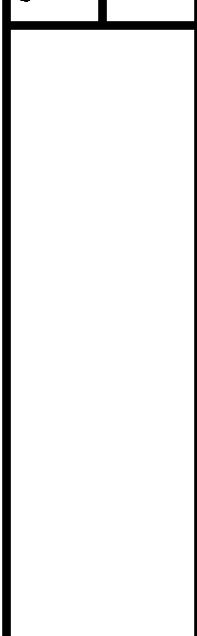
For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.



P.I. 871+78.94  
 $\Delta = 34^{\circ}54'15''$  Lt.  
 D = 8°45'  
 R = 654.81'  
 T = 205.86'  
 E = 31.60'  
 L = 398.91'

P.I. 880+28.22  
 $\Delta = 35^{\circ}00'$  Rt.  
 D = 6°00'  
 R = 954.93'  
 T = 301.09'  
 E = 46.34'  
 L = 583.33'

CALCULATED	DAH	CHECKED	JPB
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**PLAN**  
**STA. 868+00 TO STA. 883+00**

**JEF-7-14.78**  
22  
81

For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.



P.I. 898+01.65  
 $\Delta = 37^\circ 56' 50''$  Lt.  
 D = 6°00'  
 Ls = 400.00'  
 R = 954.93'  
 $\theta_s = 12^\circ 00'$   
 P = 6.97'  
 K = 199.71'  
 L.T. = 267.28'  
 S.T. = 133.89'  
 Ts = 530.42'  
 Lc = 1032.45'  
 Es = 62.23'  
 Lc = 232.45'  
 Xc = 398.25'  
 Yc = 27.84'  
 L.C. = 399.22'

P.I. 913+85.31  
 $\Delta = 26^\circ 27' 26''$  Lt.  
 D = 1°42'  
 R = 3370.34'  
 T = 792.28'  
 E = 91.87'  
 L = 1556.31'

Station Equation:  
 S.T. 903+03.68 Bk.  
 = S.T. 903+10.94 Ah.

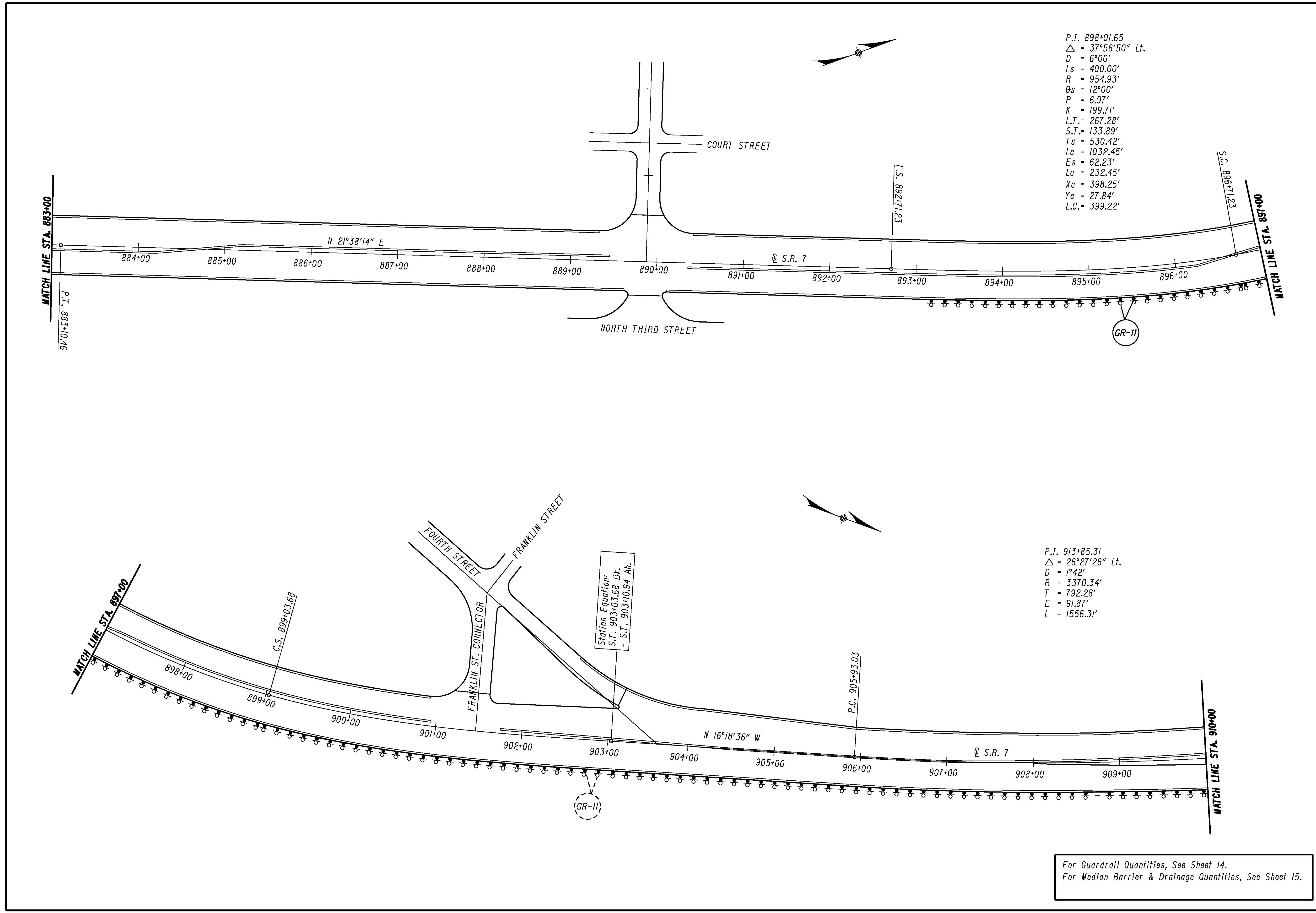
For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.

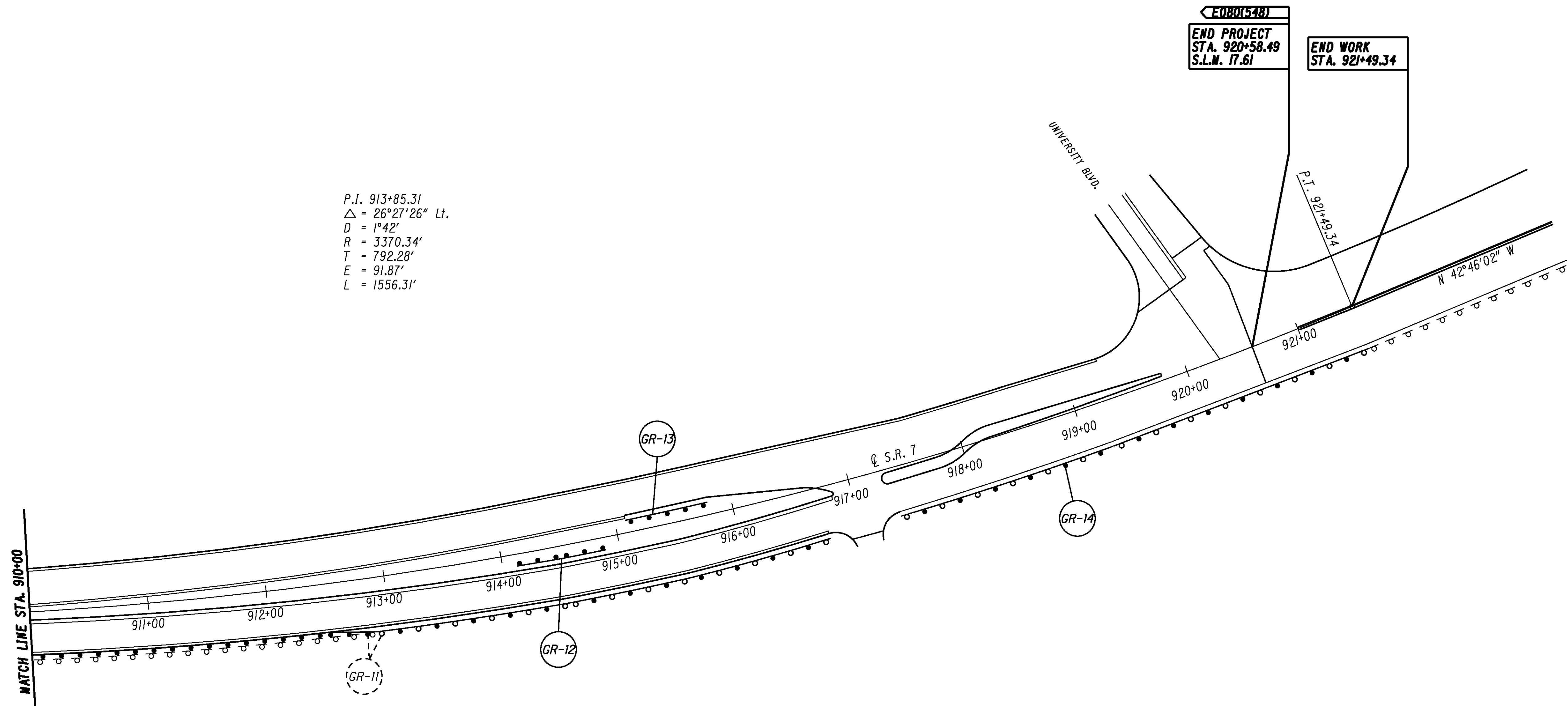


CALCULATED	DAH	CHECKED	JPB
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**PLAN**  
**STA. 883+00 TO STA. 910+00**

**JEF-7-14.78**





P.I. 913+85.31  
 $\Delta = 26^{\circ}27'26''$  Lt.  
 D = 1°42'  
 R = 3370.34'  
 T = 792.28'  
 E = 91.87'  
 L = 1556.31'

← E080(549)  
**END PROJECT**  
 STA. 920+58.49  
 S.L.M. 17.61

**END WORK**  
 STA. 921+49.34

P.I. 921+49.34

N 42°46'02" W

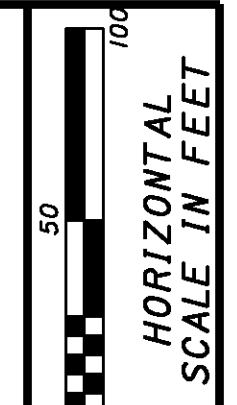
MATCH LINE STA. 910+00

For Guardrail Quantities, See Sheet 14.  
 For Median Barrier & Drainage Quantities, See Sheet 15.

CALCULATED	DAH	CHECKED	JPB
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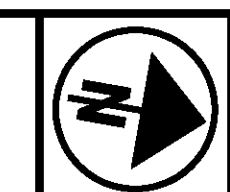
PLAN  
 STA. 910+00 TO STA. 922+00

JEF-7-14.78



FOR CURB RAMP QUANTITIES, SEE SHEET 16.

CADD GENERATED AREA

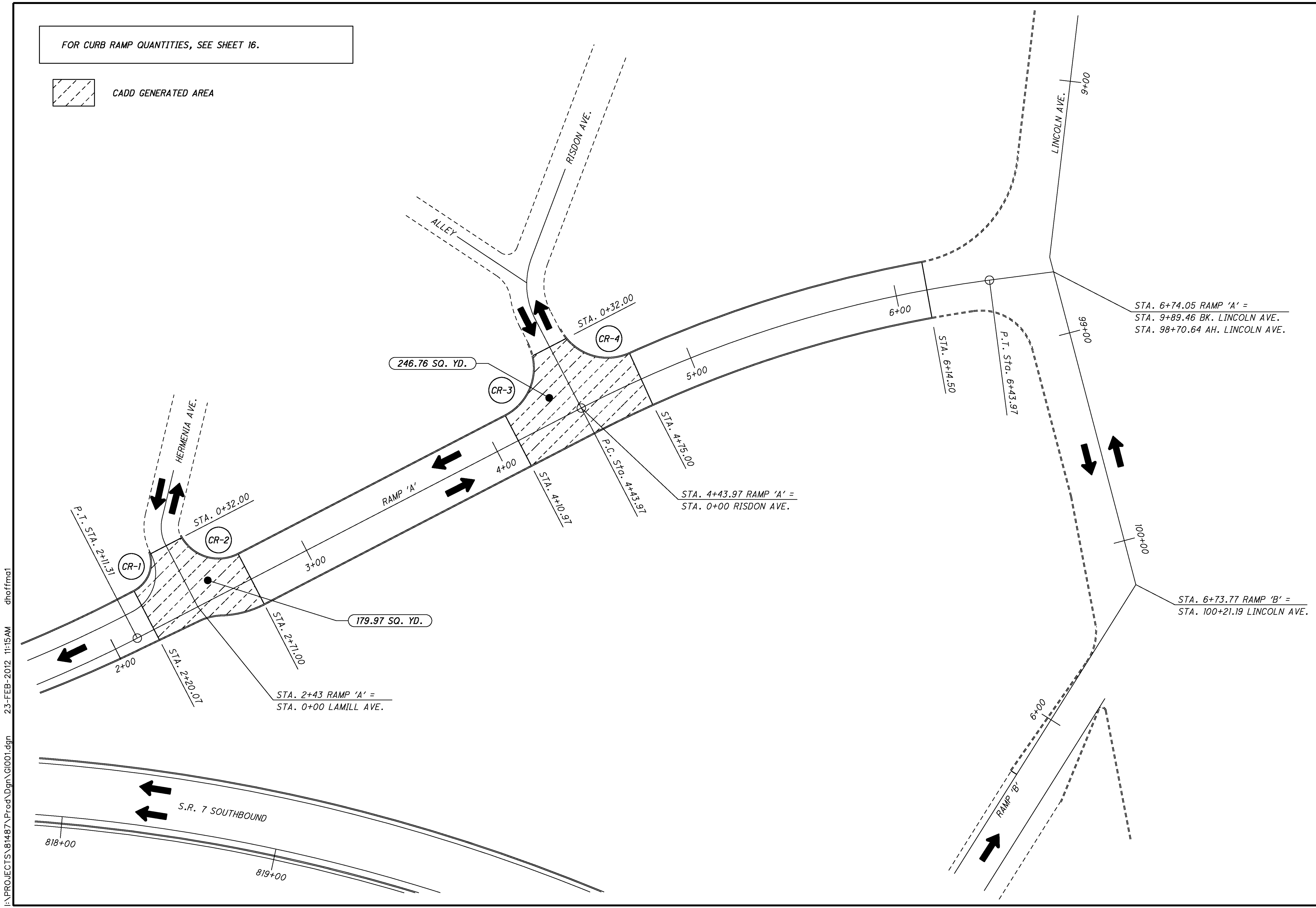


0 10 20 40  
HORIZONTAL  
SCALE IN FEET

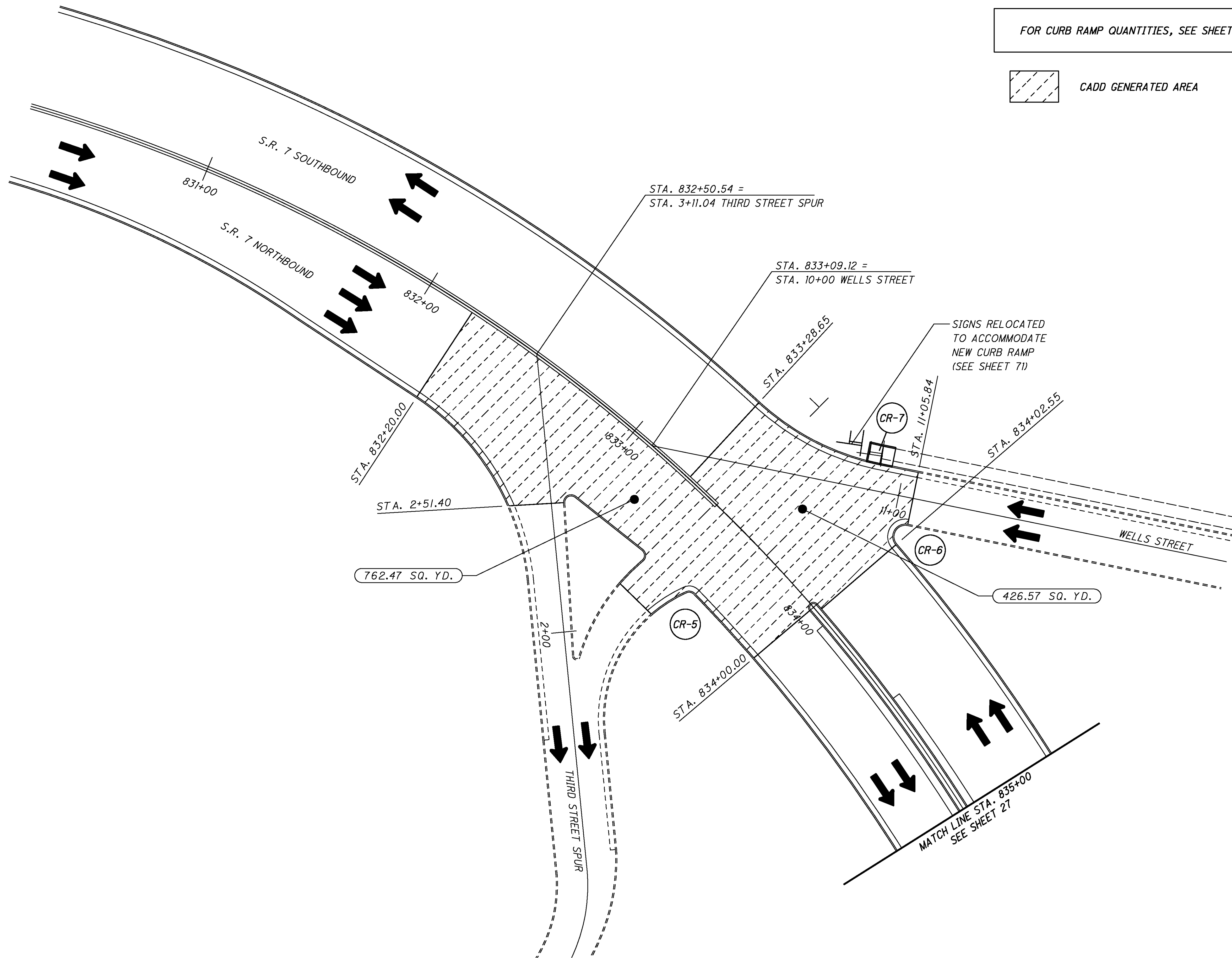
CALCULATED  
DAH  
CHECKED  
JPB

# INTERSECTION DETAILS LINCOLN AVENUE

JEF-7-14.78



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FOR CURB RAMP QUANTITIES, SEE SHEET 16.

CADD GENERATED AREA

CALCULATED  
DAH  
CHECKED  
JPB

0 20 40  
HORIZONTAL  
SCALE IN FEET

INTERSECTION DETAILS  
THIRD STREET & WELLS STREET

JEF-7-14.78



FOR CURB RAMP QUANTITIES, SEE SHEET 16.

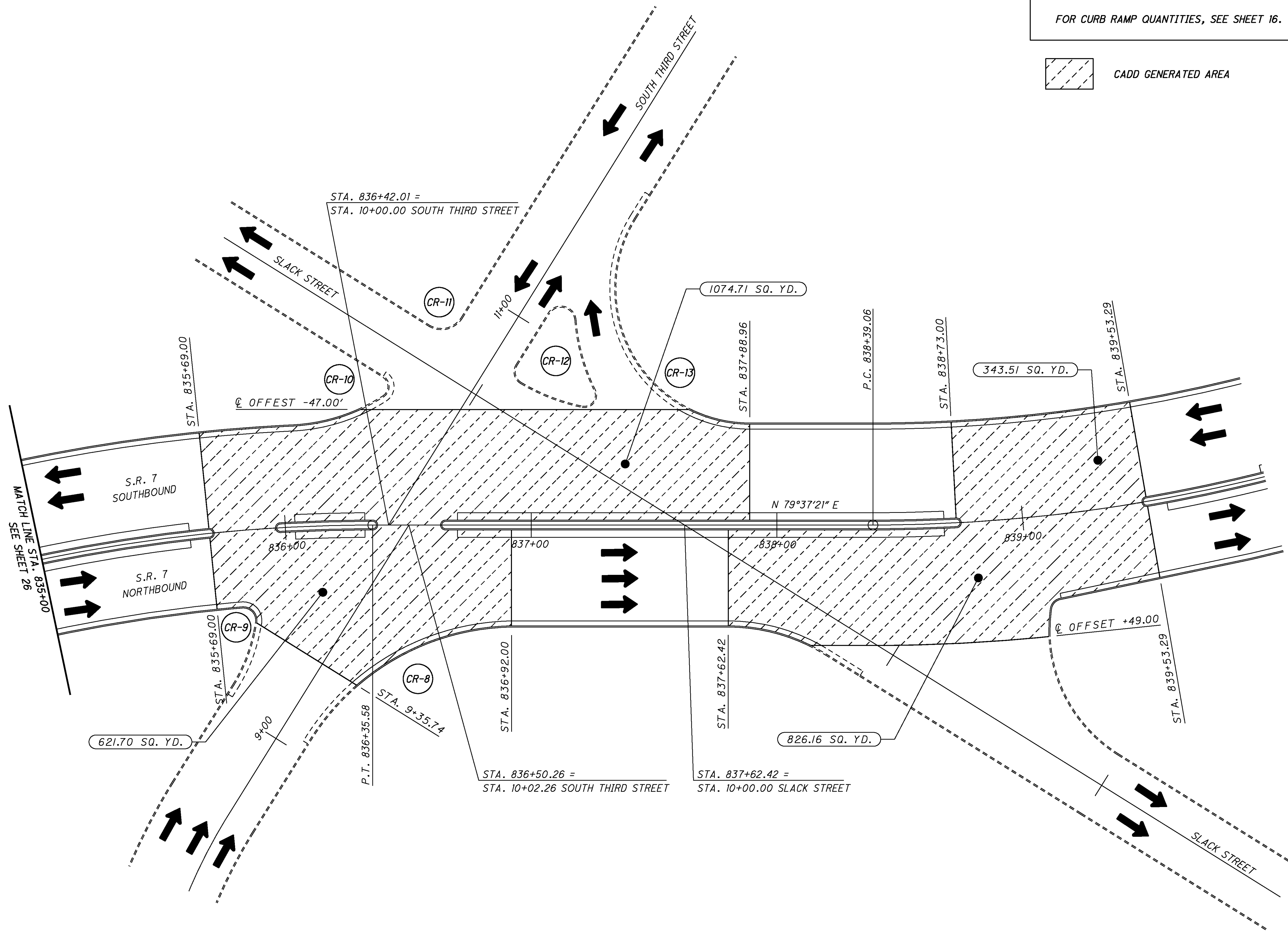
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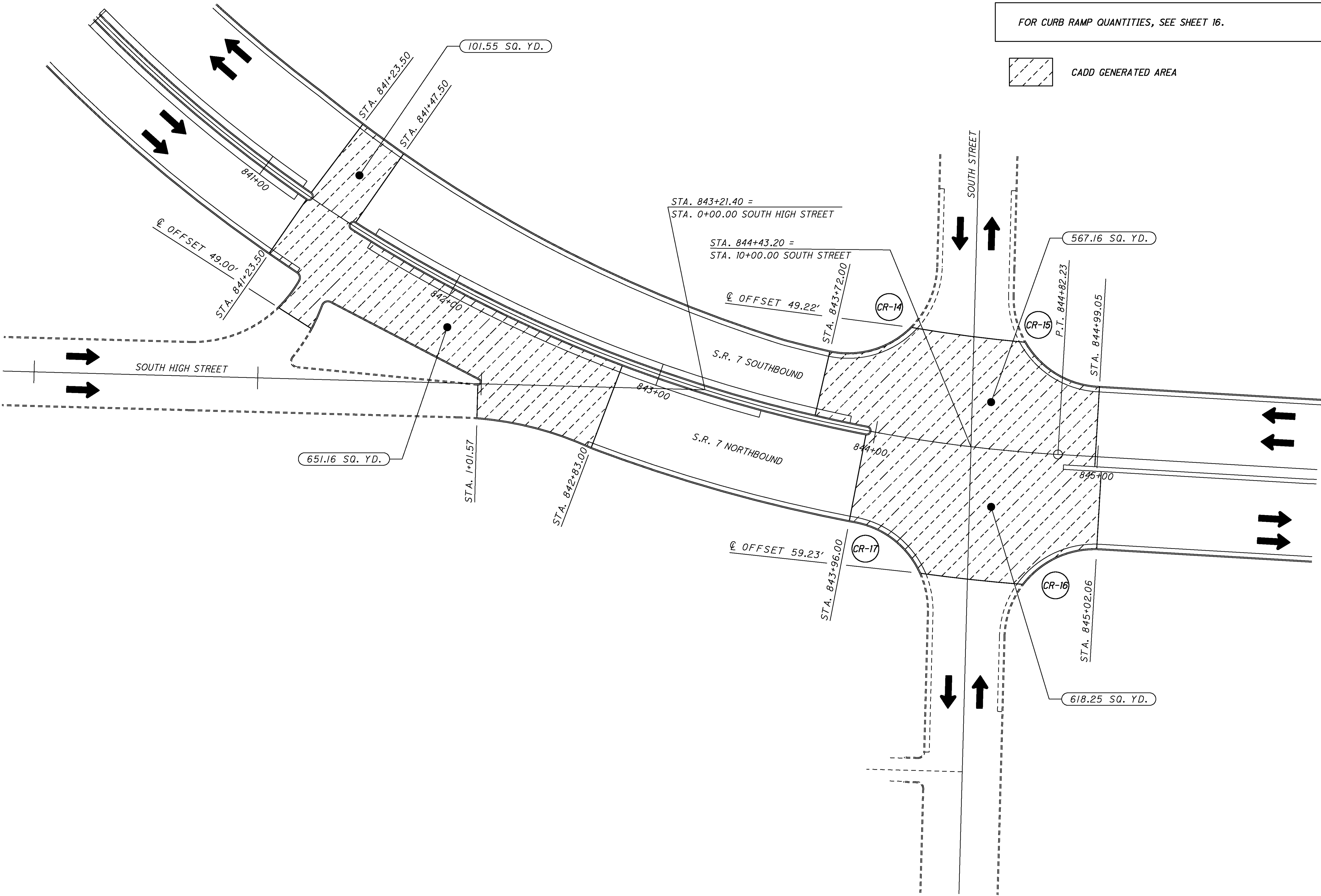
CALCULATED  
DAH  
CHECKED  
JPB

0 10 20 40  
HORIZONTAL  
SCALE IN FEET

# INTERSECTION DETAILS SLACK STREET & SOUTH THIRD STREET

JEF-7-14.78





FOR CURB RAMP QUANTITIES, SEE SHEET 16.

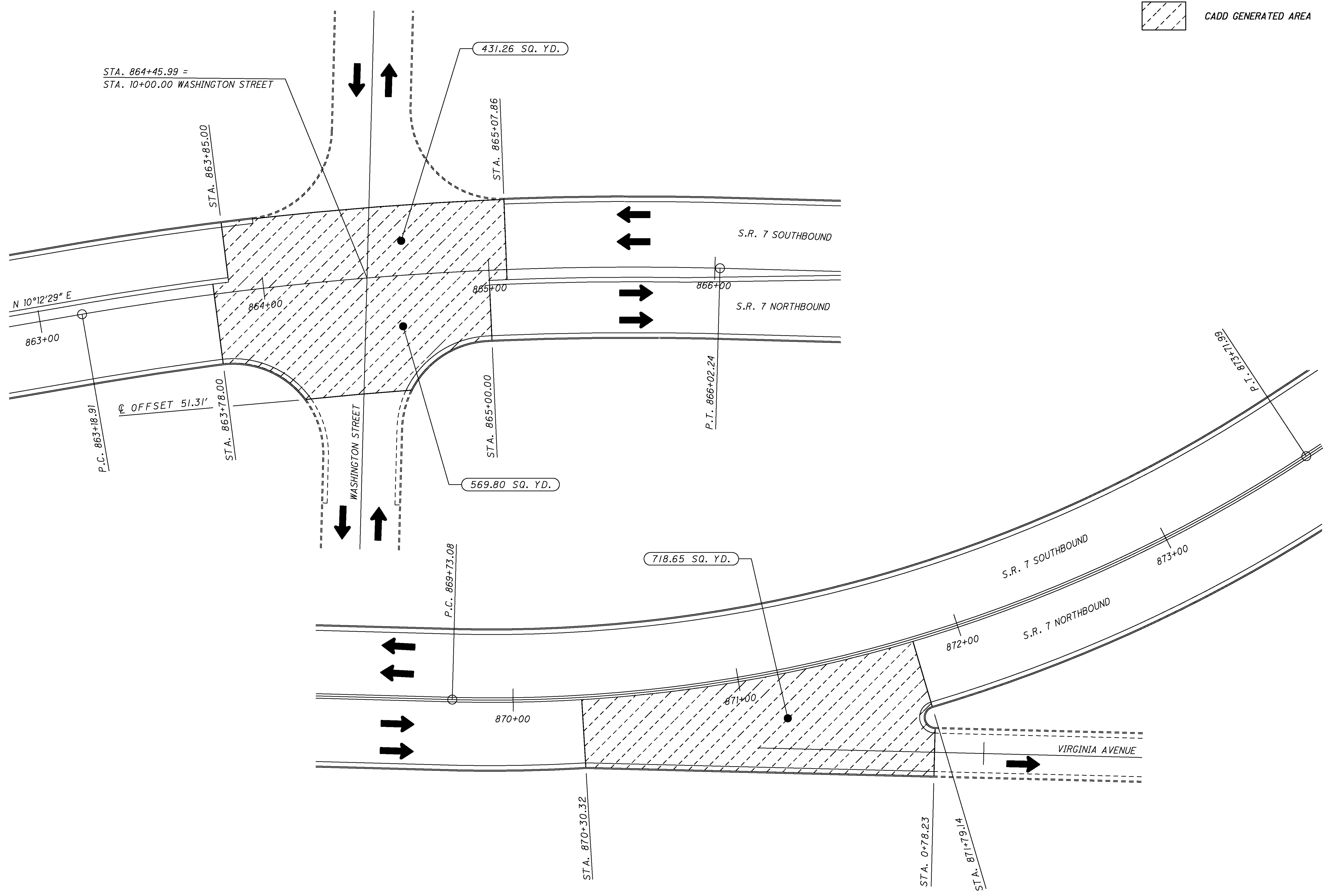
CADD GENERATED AREA

CALCULATED  
DAH  
CHECKED  
JPB

0 10 20 40  
HORIZONTAL  
SCALE IN FEET

INTERSECTION DETAILS  
SOUTH HIGH STREET & SOUTH STREET

JEF-7-14.78



CALCULATED  
DAH  
CHECKED  
JPB

0 10 20 40  
HORIZONTAL  
SCALE IN FEET

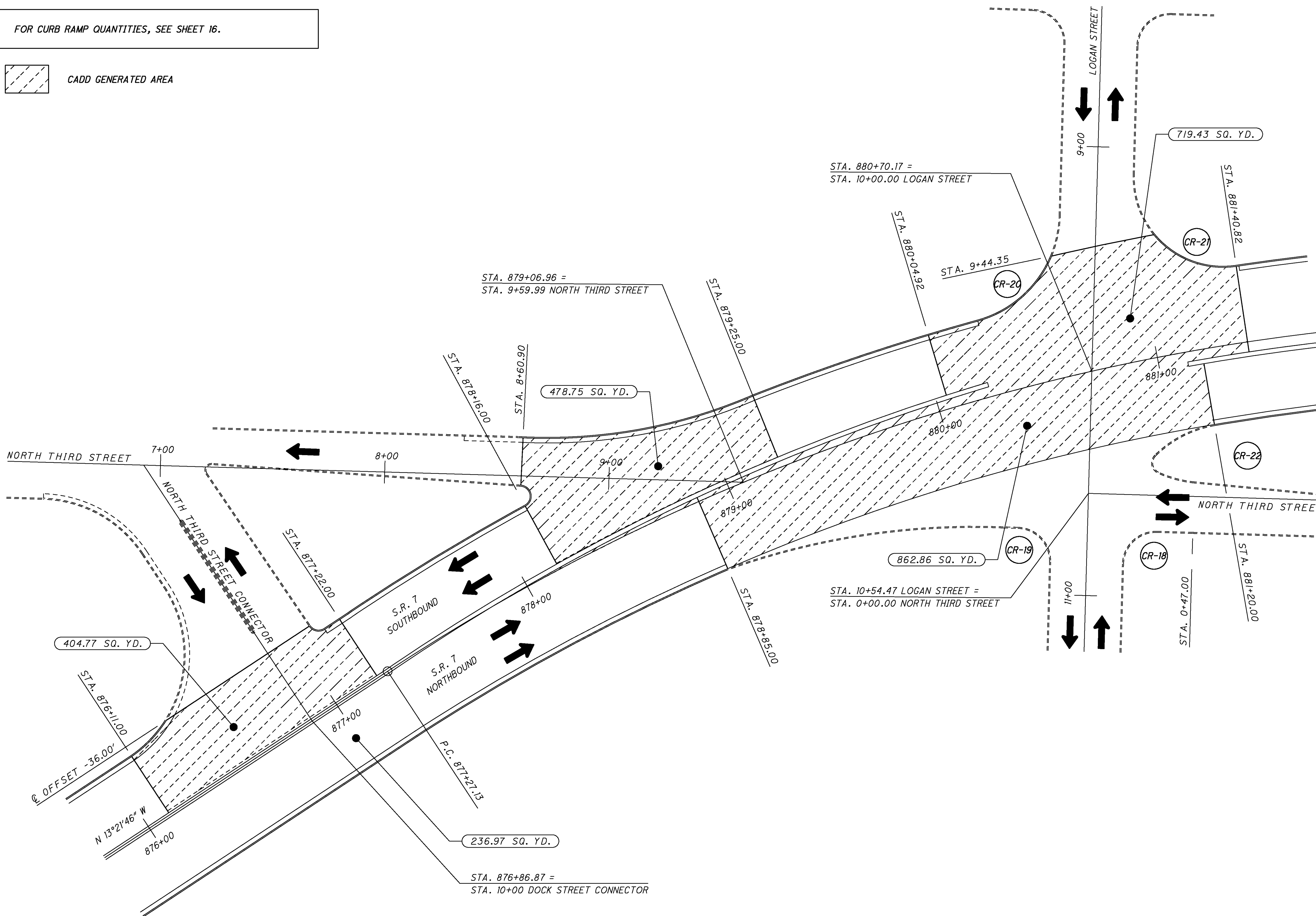
**INTERSECTION DETAILS  
WASHINGTON STREET & VIRGINIA AVENUE**

FOR CURB RAMP QUANTITIES, SEE SHEET 16.

CADD GENERATED AREA

CALCULATED  
DAH  
CHECKED  
JPB

0 10 20 40  
HORIZONTAL  
SCALE IN FEET



INTERSECTION DETAILS  
NORTH THIRD STREET

JEF-7-14.78

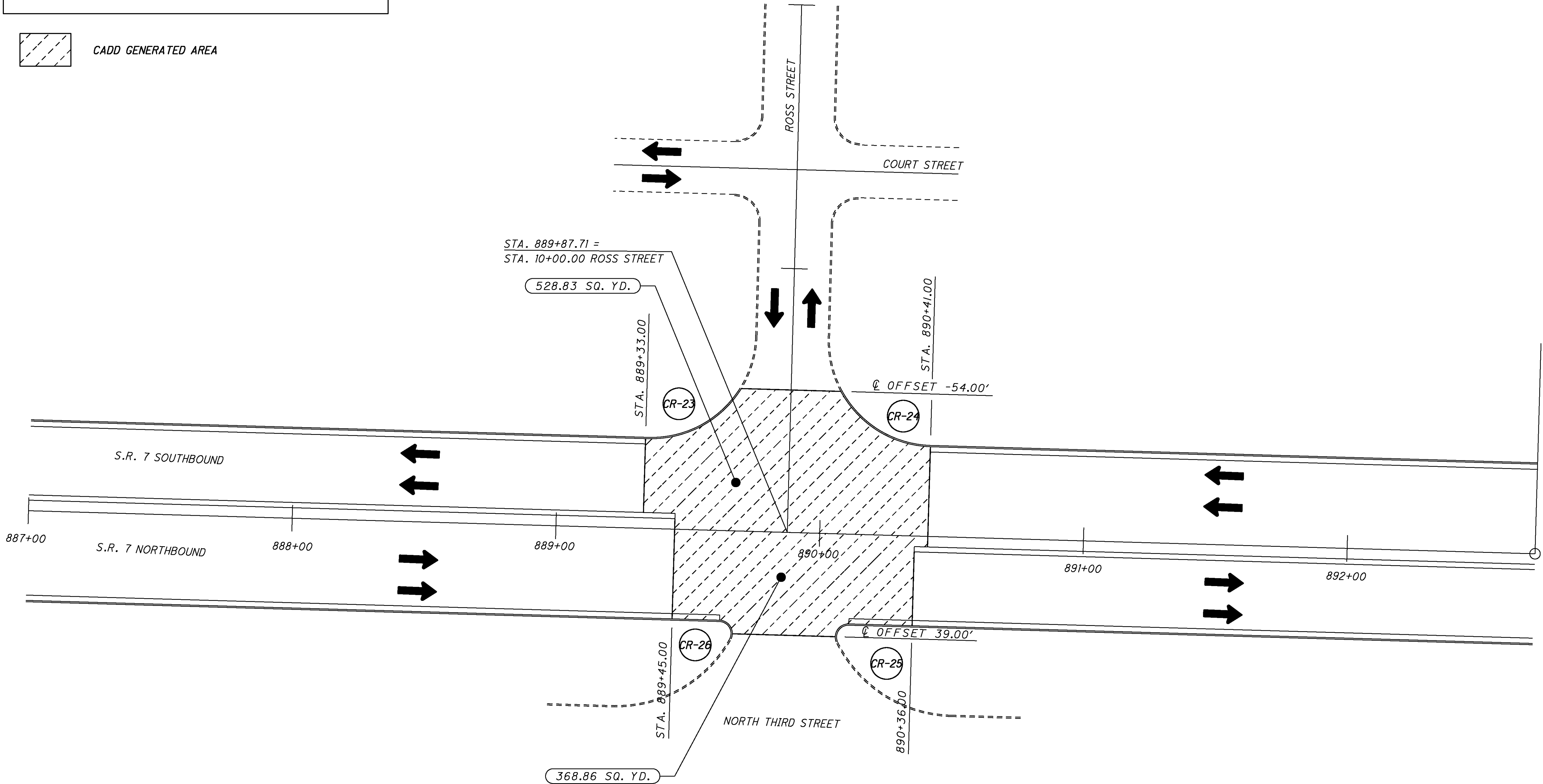
I:\PROJECTS\81487\Prod\Dgn\G1001.dgn 23-FEB-2012 11:16AM dhoffma1

FOR CURB RAMP QUANTITIES, SEE SHEET 16.

CADD GENERATED AREA

CALCULATED  
DAH  
CHECKED  
JPB

0 20 40  
HORIZONTAL  
SCALE IN FEET

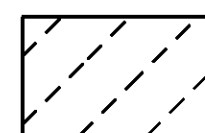


INTERSECTION DETAILS  
ROSS STREET

JEF-7-14.78



FOR CURB RAMP QUANTITIES, SEE SHEET 16.



CADD GENERATED AREA

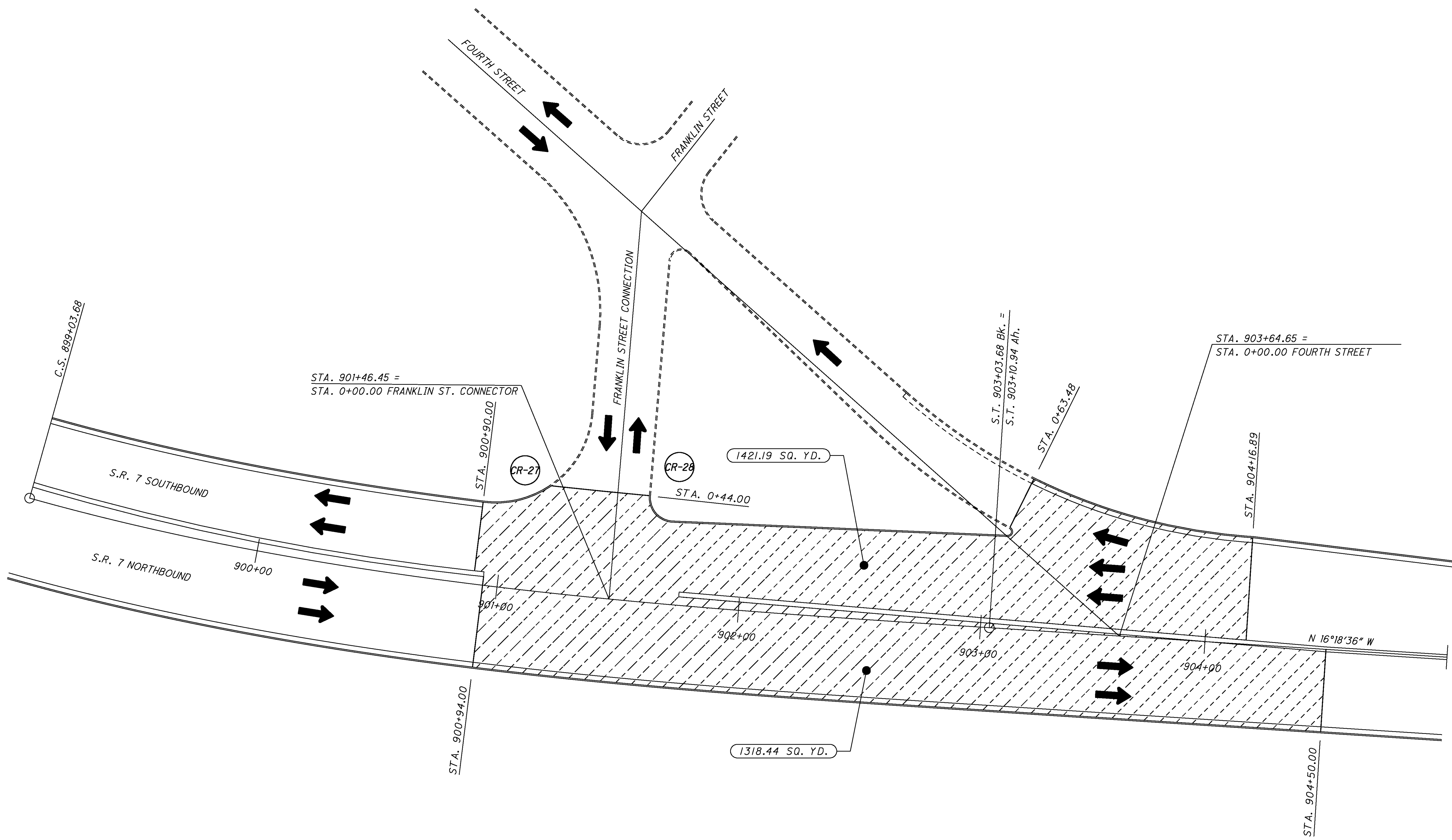
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CHECKED  
JPB

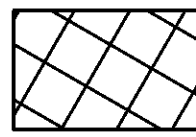
0 10 20 40  
HORIZONTAL  
SCALE IN FEET

INTERSECTION DETAILS  
FOURTH STREET & FRANKLIN STREET

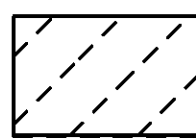
JEF-7-14.78

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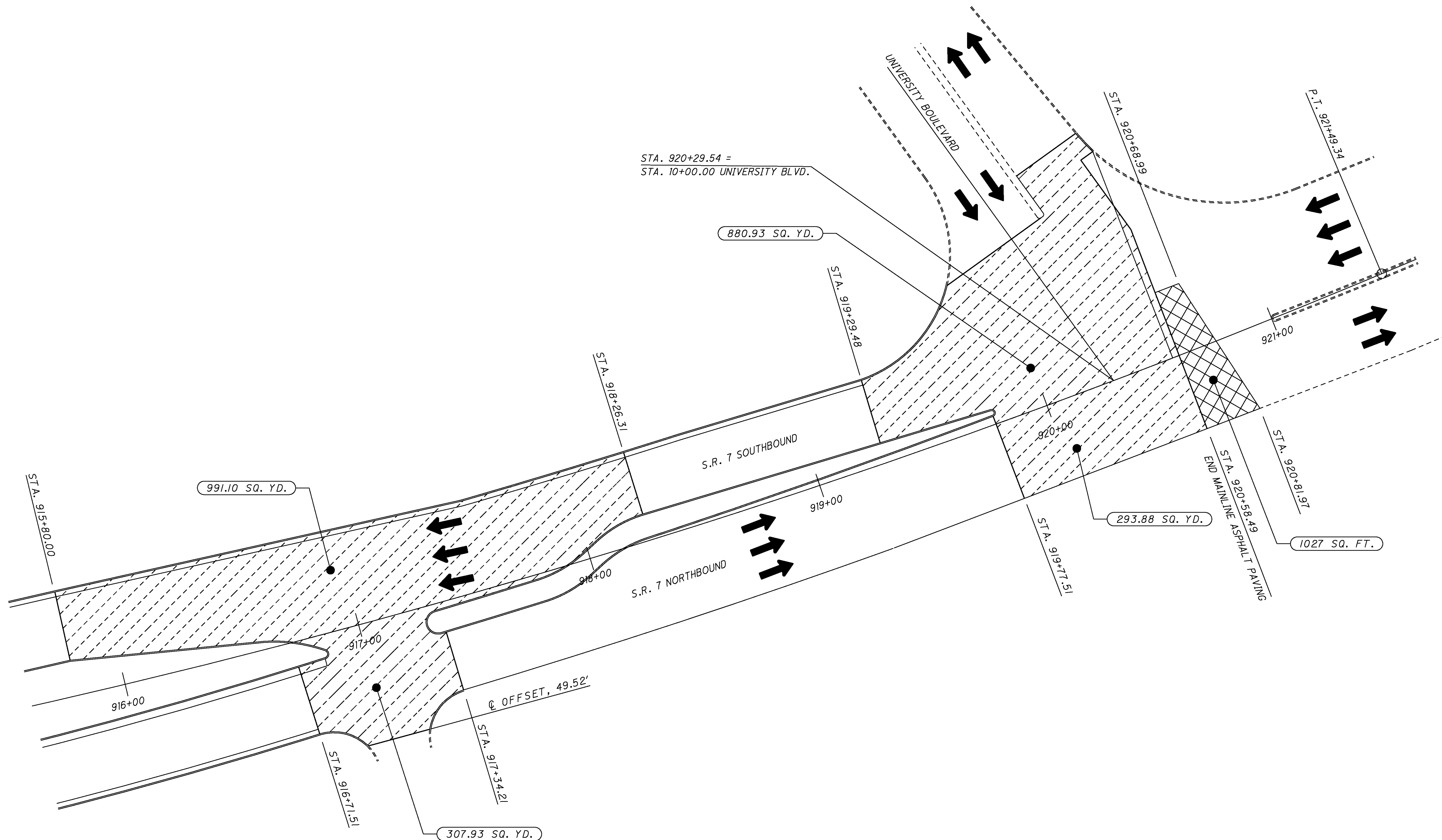


CONTINGENCY QUANTITY AREA FOR FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C (SPECIFIC LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD)



CADD GENERATED AREA

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0 10 20 40  
HORIZONTAL SCALE IN FEET

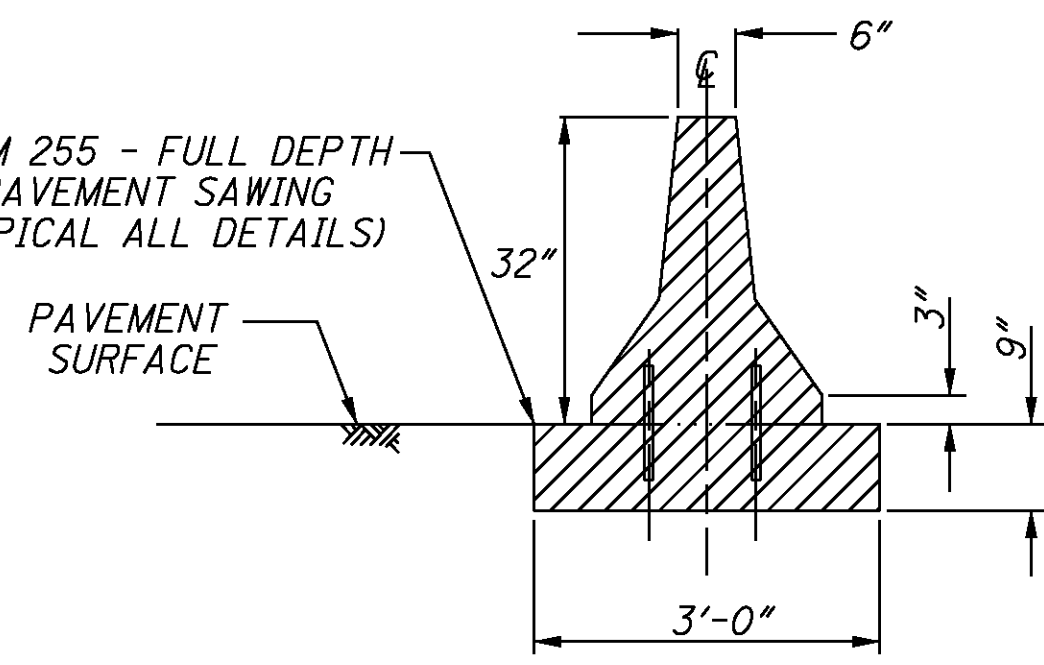
CALCULATED  
DAH  
CHECKED  
JPB

**INTERSECTION DETAILS  
UNIVERSITY BOULEVARD (S.R. 822)**

**JEF-7-14.78**

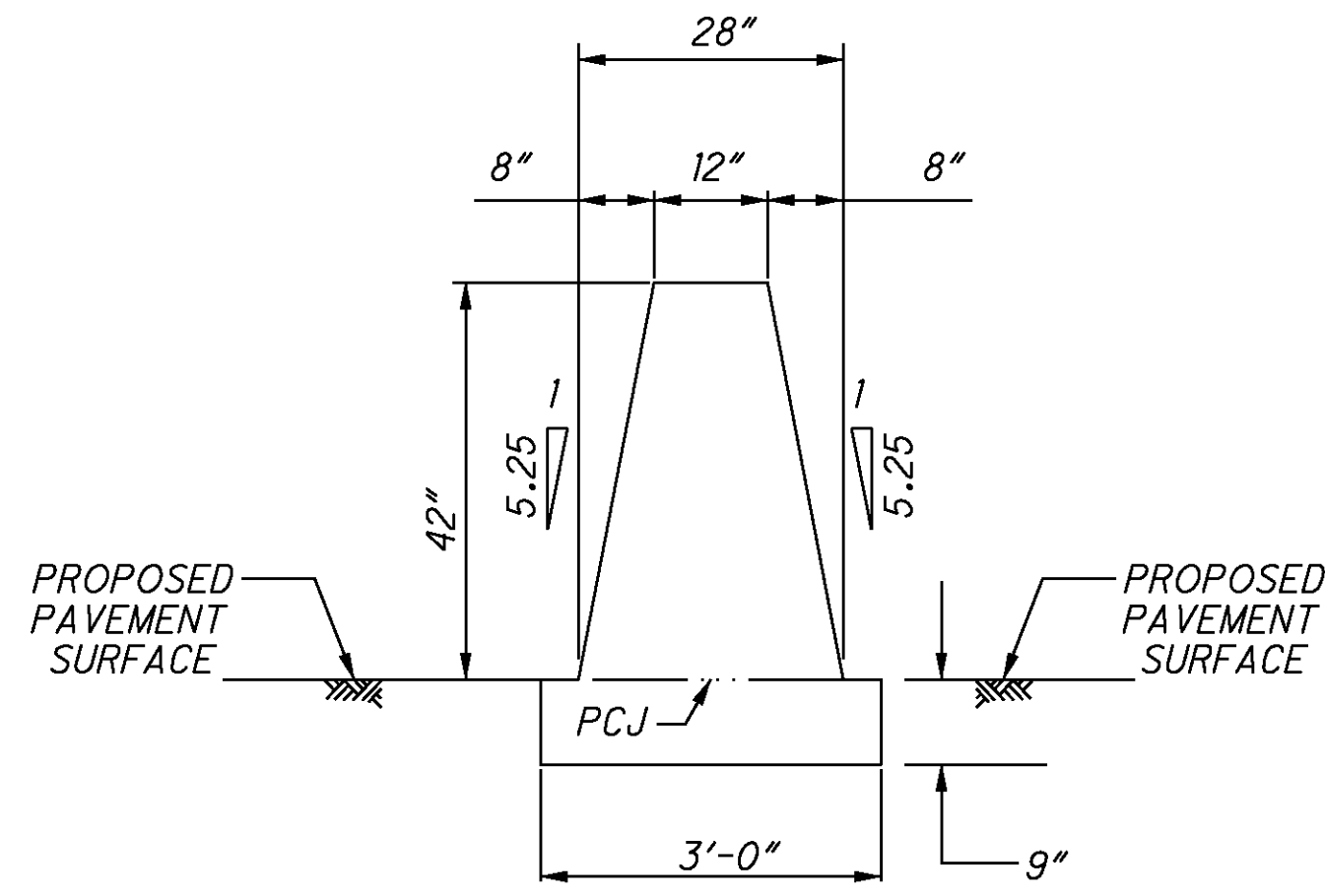
PCJ - PERMISSIBLE  
CONSTRUCTION  
JOINT

ITEM 255 - FULL DEPTH  
PAVEMENT SAWING  
(TYPICAL ALL DETAILS)



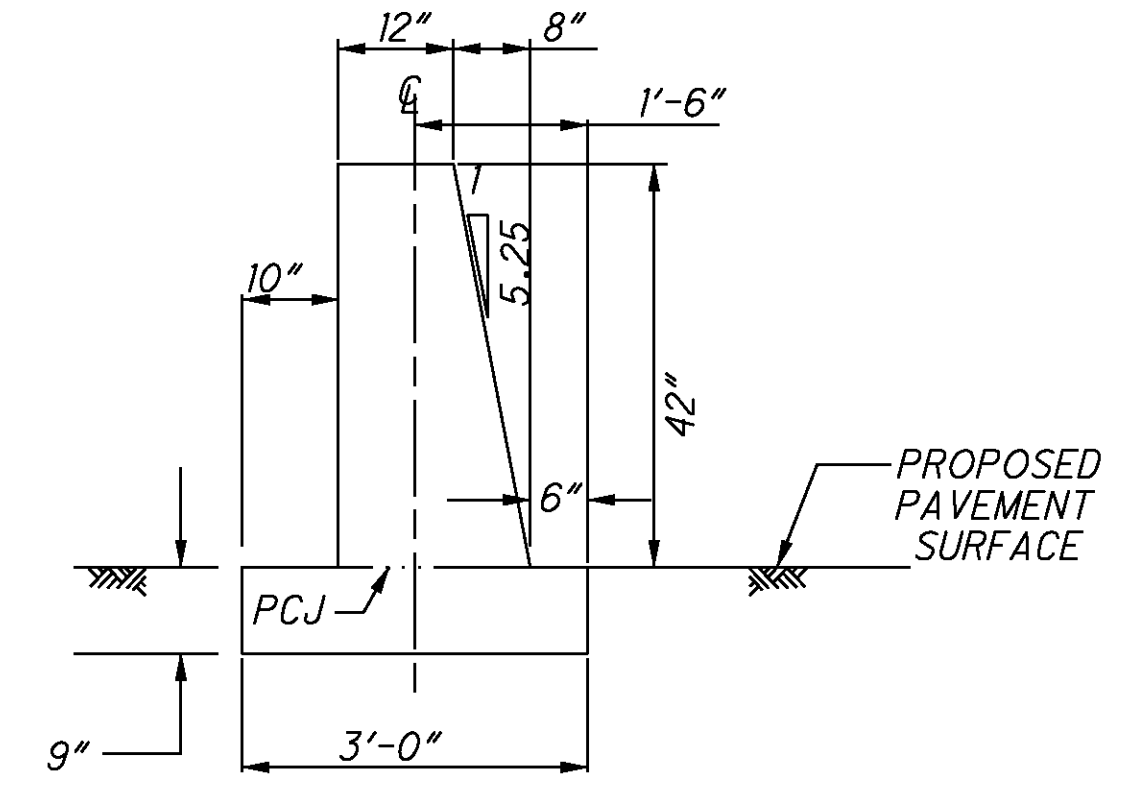
DETAIL 1

STA. 590+25 TO STA. 595+00 BACK  
(STA. 595+00 BACK = STA. 578+97.05 AHEAD)  
STA. 578+97.05 AHEAD TO STA. 622+85



DETAIL 2  
TYPE B BARRIER

SEE BARRIER QUANTITIES



DETAIL 3  
TYPE D BARRIER

SEE BARRIER QUANTITIES

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN

THIS ITEM CONSISTS OF PLACING CONCRETE BARRIER, SINGLE SLOPE, AS PER THE PROVISIONS OF THE CMS AND THE STANDARD CONSTRUCTION DRAWINGS, EXCEPT THAT THE BARRIER WILL BE PLACED ON A 36" WIDE BY 9" THICK CONCRETE BASE. IF THE BASE IS BUILT SEPARATELY FROM THE SINGLE SLOPE BARRIER, THE CONSTRUCTION JOINTS MUST BE DOWELED AS PER THE STANDARD CONSTRUCTION DRAWING DETAILS AND NOTES. THE TOP OF THE BASE MUST BE LEVEL WITH THE TOP OF THE ITEM 442 SURFACE COURSE (SEE DETAILS ABOVE).

ITEM 304 - AGGREGATE BASE

IN SOME AREAS THE BASE FOR THE EXISTING NEW JERSEY BARRIER, THAT IS BEING REMOVED, IS UP TO 5 INCHES BELOW THE EXISTING ASPHALT SURFACE AND, THEREFORE, WILL BE BELOW THE PROPOSED ASPHALT SURFACE. SINCE THE TOP OF THE CONCRETE BASE FOR THE PROPOSED SINGLE SLOPE BARRIER, ALL TYPES, IS TO BE LEVEL WITH THE PROPOSED ASPHALT SURFACE COURSE ITEM 304 AGGREGATE BASE MATERIAL WILL BE PROVIDED TO FILL THIS VOID AREA. AN ESTIMATED QUANTITY HAS BEEN PROVIDED BELOW.

ITEM 304 - AGGREGATE BASE ..... 186 CUBIC YARDS (NHS)

ITEM 255 - FULL DEPTH PAVEMENT SAWING

FULL DEPTH PAVEMENT SAWING HAS BEEN PROVIDED TO SAW CUT BOTH SIDES OF THE EXISTING MEDIAN BARRIER TO FACILITATE ITS REMOVAL. ALL PROVISIONS OF ITEM 255 APPLY.

ITEM 255 - FULL DEPTH PAVEMENT SAWING ..... 10,029 FEET (NHS)

ITEM 626 - BARRIER REFLECTOR

PROVIDE BARRIER REFLECTORS, TYPE B, ALONG BOTH SIDES OF THE MEDIAN BARRIER, AS PER CMS 626. AN ESTIMATED QUANTITY FOR THE BARRIER REFLECTORS TO BE PLACED HAS BEEN PROVIDED BELOW. AN ESTIMATED QUANTITY HAS BEEN PROVIDED BELOW TO REMOVE THE BARRIER REFLECTORS ON CONCRETE MEDIAN BARRIER ACROSS THE BRIDGES.

ITEM 202 - REMOVAL, MISC.: BARRIER REFLECTORS ..... 40 EACH (NHS)

ITEM 626 - BARRIER REFLECTOR ..... 390 EACH (NHS)

ITEM 519 - PATCHING CONCRETE STRUCTURE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PATCHING OF THE CONCRETE BARRIER AT THE LOCATIONS AS DIRECTED BY THE ENGINEER. THE PATCHING SHALL BE COMPLETED BEFORE THE ASPHALT SURFACE COURSE IS PLACED. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 519, PATCHING CONCRETE STRUCTURE AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS.

ITEM 519, PATCHING CONCRETE STRUCTURE ..... 250 SQUARE FEET (NHS)

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

ALL NEW MEDIAN BARRIER AND MEDIAN BARRIER INLETS ARE TO BE SEALED USING ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE). THIS INCLUDES THE BACKSIDE OF THE TYPE D BARRIER AND THE TOP EXPOSED SURFACE OF THE BASE. THE EPOXY SEALER SHALL BE TINTED FEDERAL COLOR STANDARD NO. 17778 (Light Neutral).

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) ..... 4,904 SQUARE YARDS (NHS)

I:\PROJECTS\81487\Prod\Bgn\Bgn\02 (Single Slope Barrier Details).dgn 23-FEB-2012 2:09PM dhoffmal

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MISCELLANEOUS DETAILS & QUANTITIES  
SINGLE SLOPE BARRIER DETAILS & QUANTITIES

JEF-7-14.78

**NOTES**

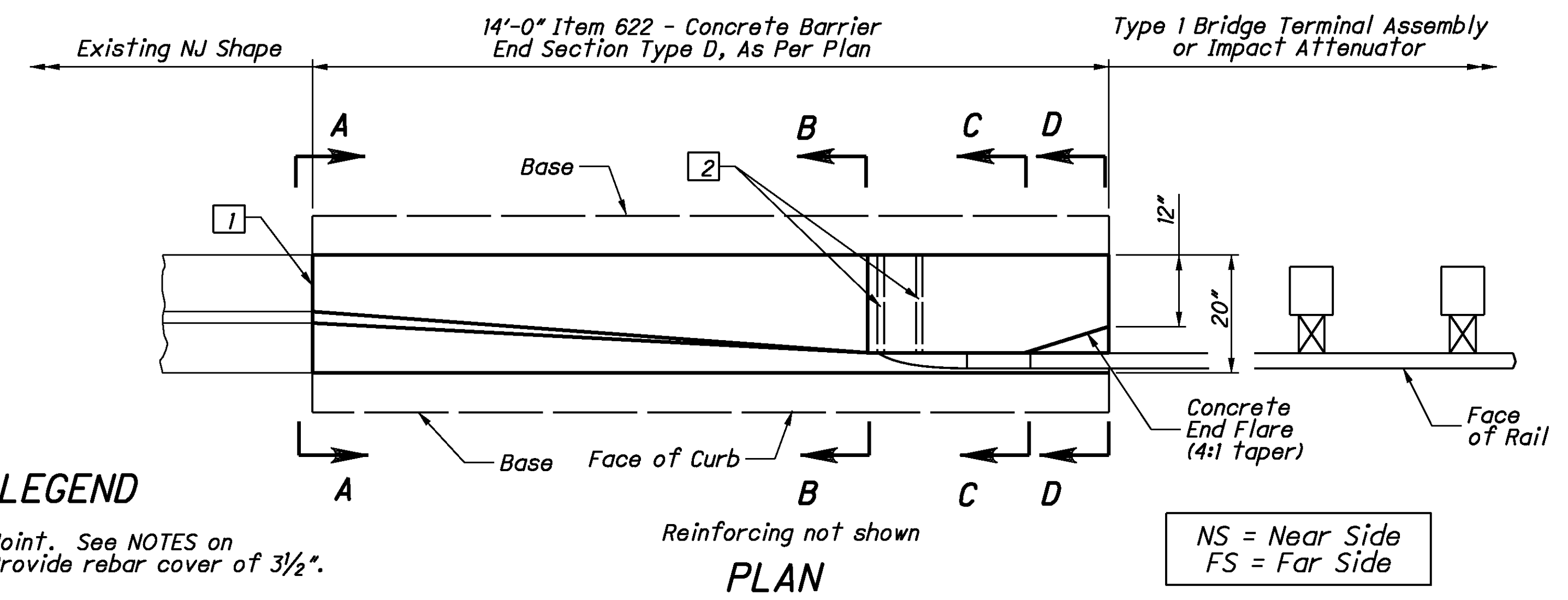
**GENERAL:** This End Section is to be used in roadside applications when traffic is only on one side. This section attaches to existing New Jersey Shape Barrier. Provide 2" concrete cover over rebar, except as noted.

**GUARDRAIL:** For Bridge Terminal Assembly and attachment details see SCD GR-3.1.

**BARRIER FACE TRANSITION:** To prevent vehicle snagging, a smooth transition from the vertical face to the single slope face are made over a 10' distance.

**PCJ:** Permissible Construction Joint.

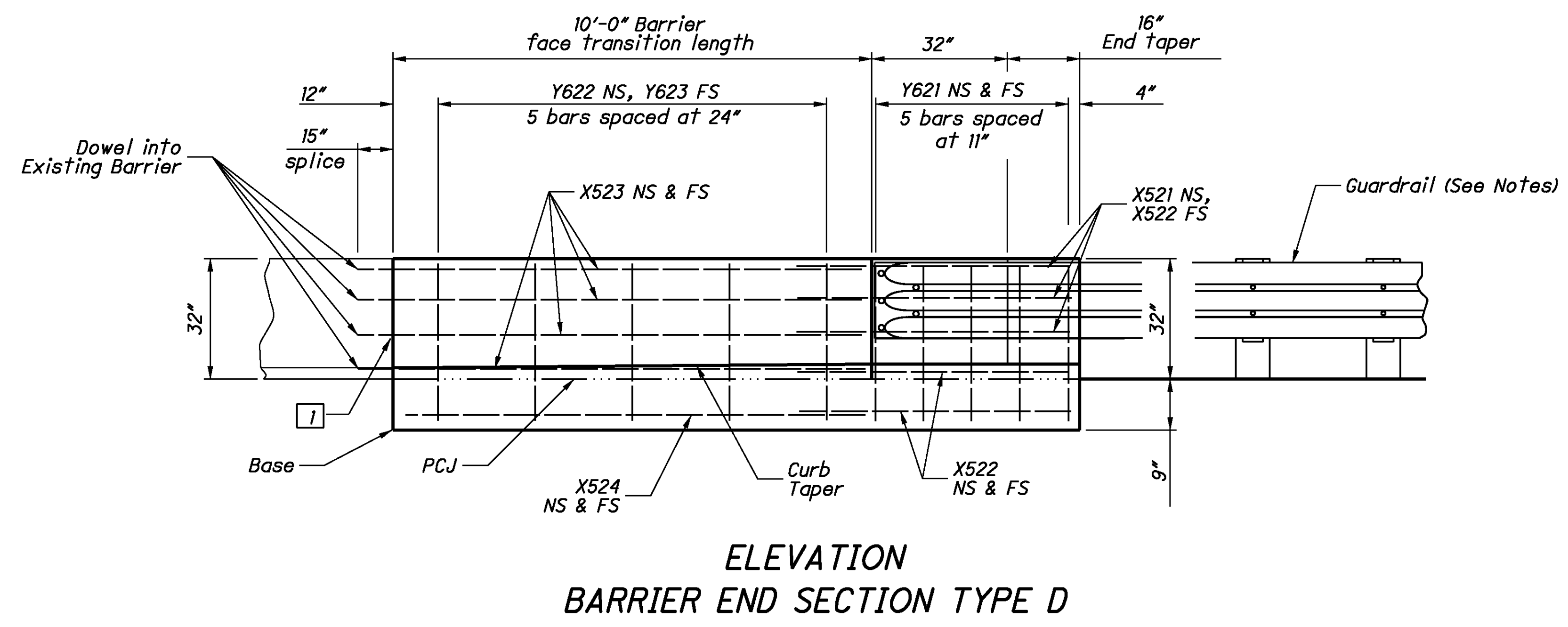
**PAYMENT:** Payment for the Concrete End Section shall be made at the unit price for Item 622 - Concrete Barrier End Section, Type D, As Per Plan, Each, and shall include all materials, labor, and reinforcing steel required to construct the barrier end as shown.



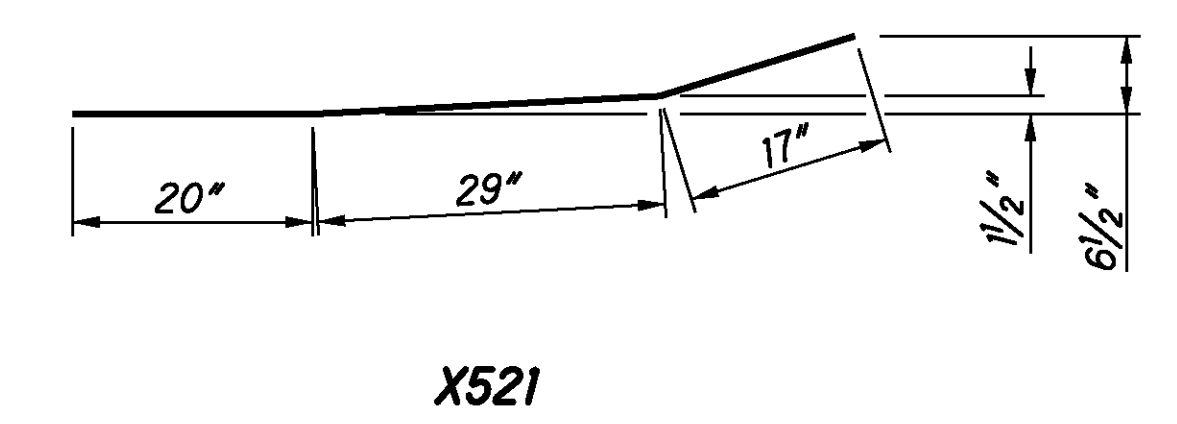
**LEGEND**

- 1 Contraction Joint. See NOTES on SCD RM-4.5. Provide rebar cover of 3/2".
- 2 Construct 1/4" bolt hole pattern as shown on GR 3.1.

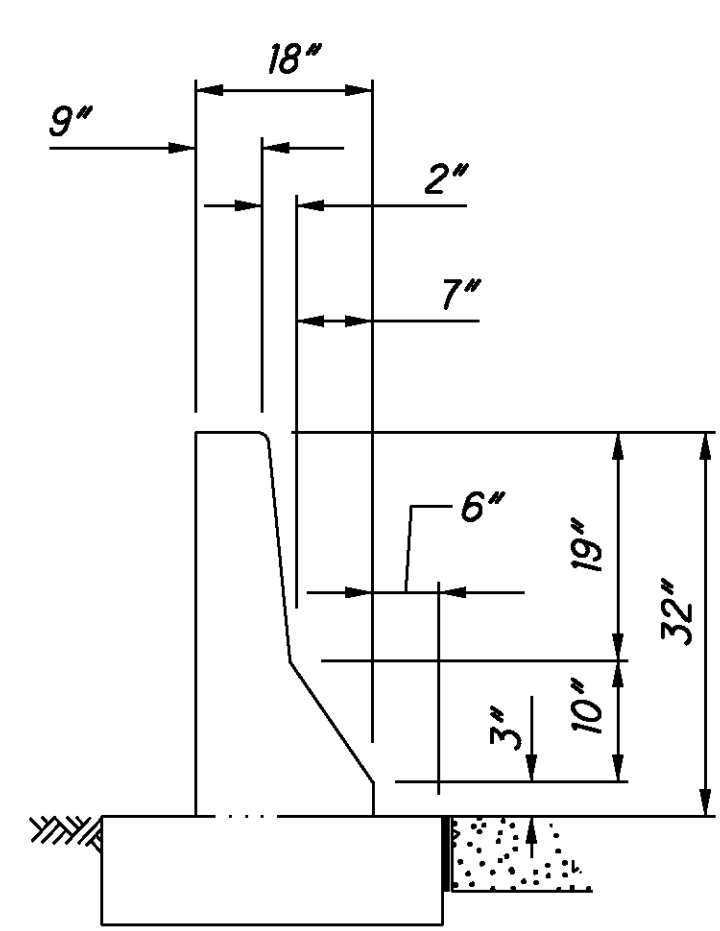
Type D STEEL LIST				
Mark	Bar	Shape	No.	Length
X521	#5	Bent	3	5'-6"
X522	#5	Str.	7	5'-6"
X523	#5	Str.	8	11'-1"
X524	#5	Str.	2	9'-8"
Y621	#6	Bent	10	3'-11"
Y622	#6	Bent	5	4'-3"
Y623	#6	Bent	5	4'-3"



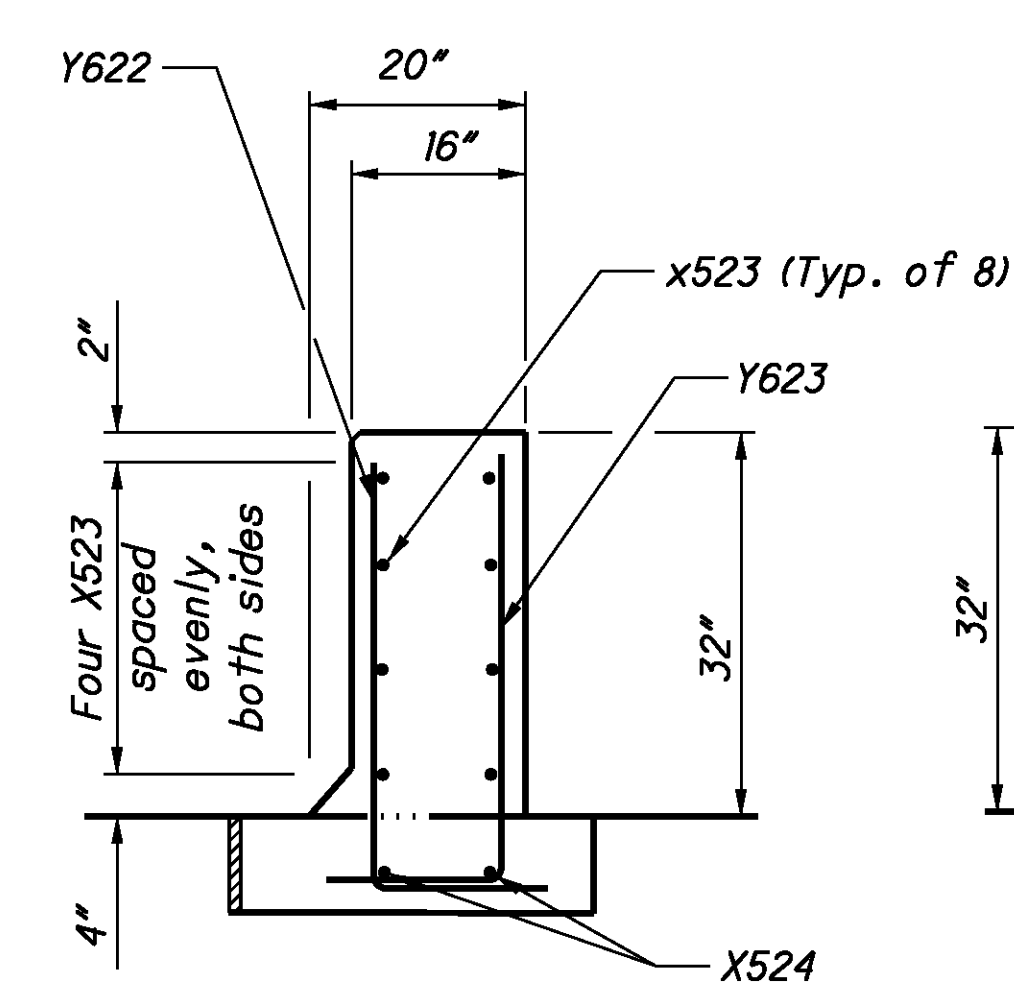
**ELEVATION  
BARRIER END SECTION TYPE D**



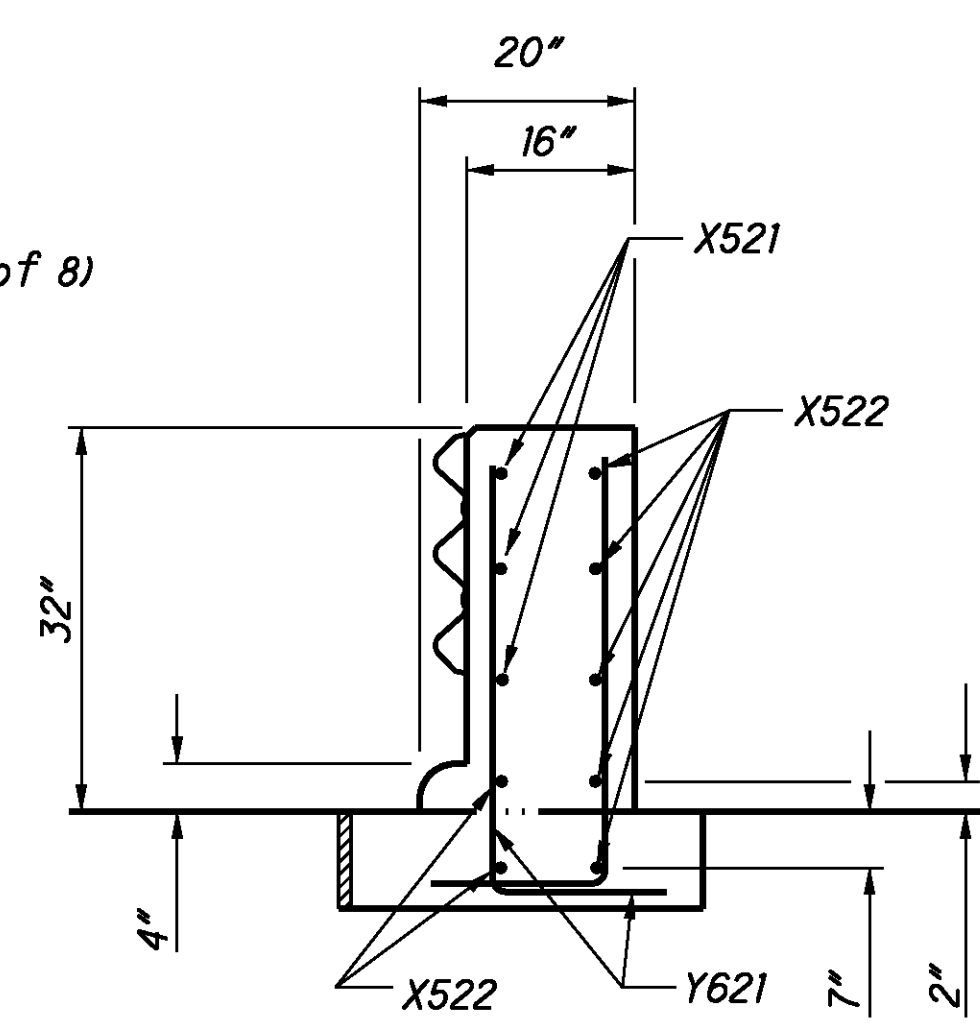
**X521**



**NJ SHAPE  
SECTION A-A**

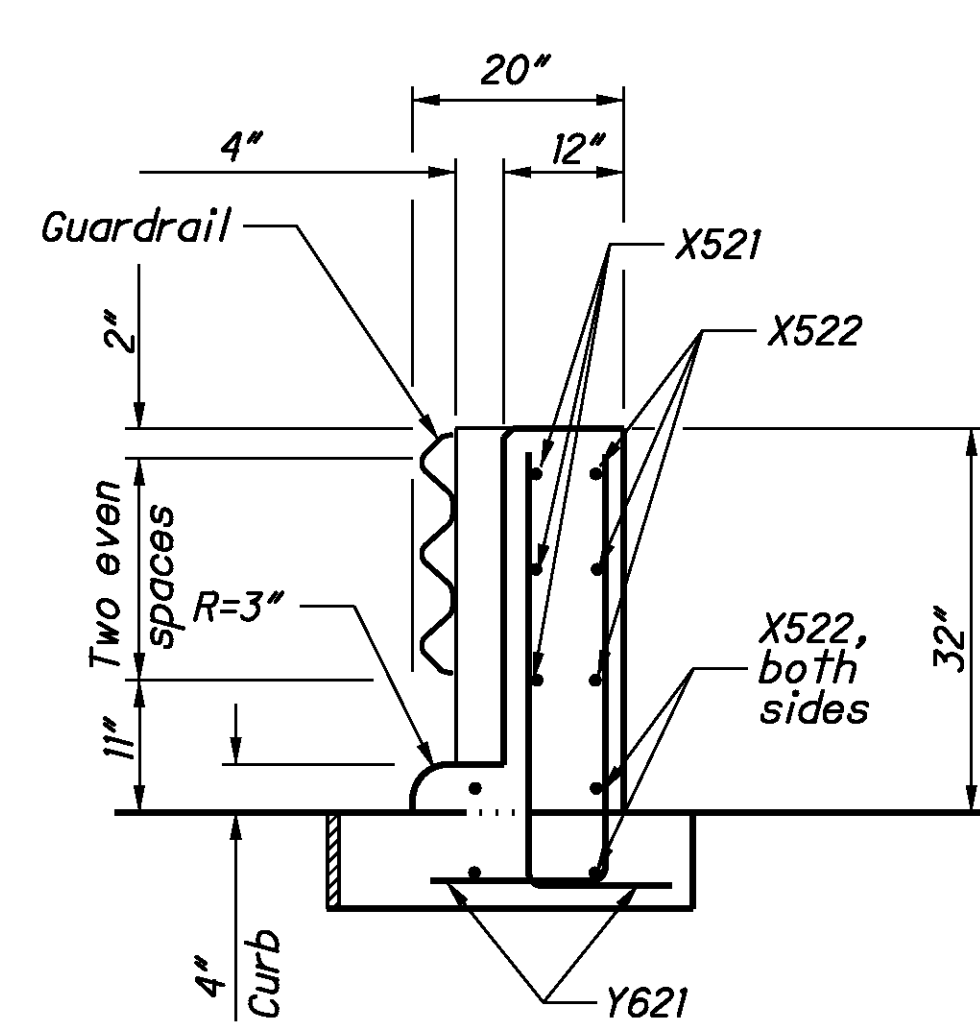


**X521, X522 and Y621 not shown  
SECTION B-B**

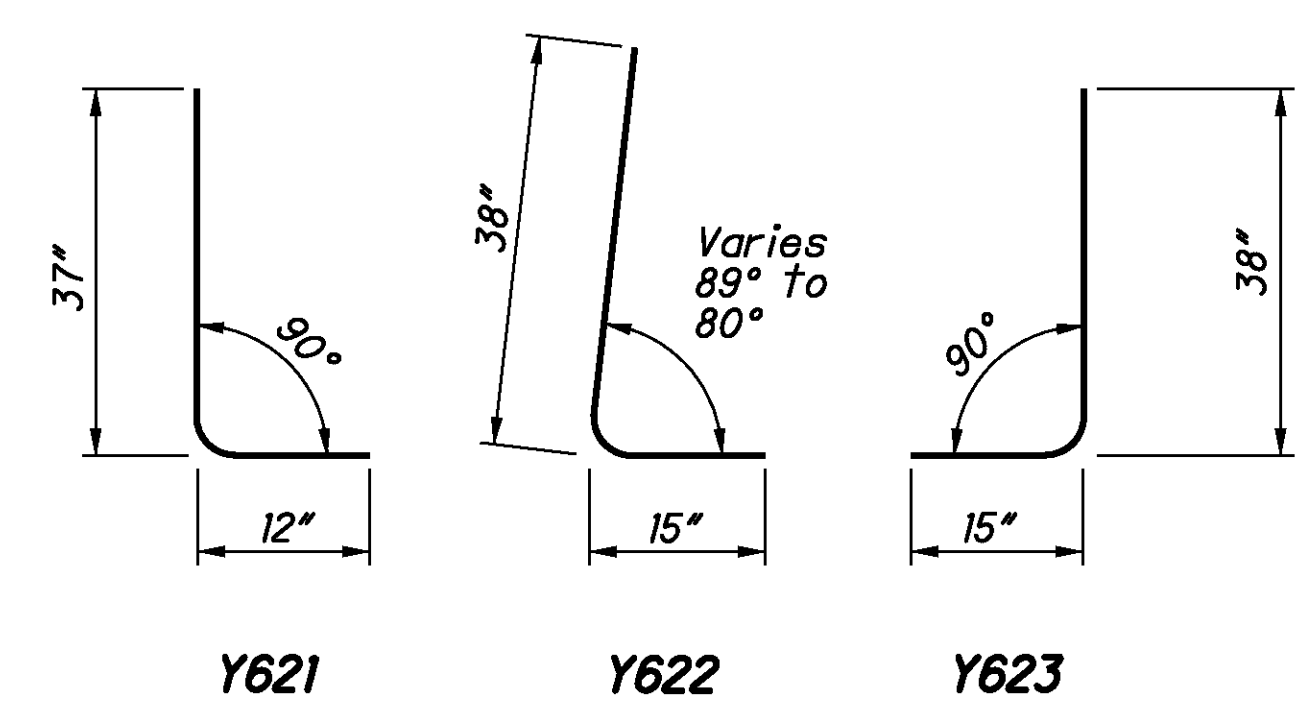


See GUARDRAIL Note concerning connection

**SECTION C-C**



**SECTION D-D**



**BENDING DIAGRAMS**

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ITEM 202 - PAVEMENT REMOVED, AS PER PLAN  
 PLANIMETERED AREA = 1238.90 SQ. FT.  
 1238.90 SQ. FT. ÷ 9 = 137.66 SQ. YD.  
 USE 138 SQ. YD.

ITEM 202 - CURB REMOVED  
 USE 80 FT.

ITEM 202 - REMOVAL MISC., PORTABLE CONCRETE BARRIER  
 USE 240 FT.

ITEM 604 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN  
 1 EACH

ITEM 659 - SEEDING AND MULCHING  
 PLANIMETERED AREA = 1238.90 SQ. FT.  
 1238.90 SQ. FT. ÷ 9 = 137.66 SQ. YD.  
 USE 138 SQ. YD.

ITEM 659 - COMMERCIAL FERTILIZER  
 $138 \text{ S.Y.} \times 9 \times (20 \text{ LBS.} + 10 \text{ LBS.}) / 1000 \text{ S.F.} \div 2000 = 0.02 \text{ TON}$   
 USE 0.02 TON

ITEM 659 - LIME  
 $138 \text{ S.Y.} \times 9 \div 43,560 \text{ S.F./ACRE} = 0.03 \text{ ACRES}$   
 USE 0.03 ACRES

ITEM 659 - WATER  
 $138 \text{ S.Y.} \times 9 \times 300 \text{ GAL./1000 S.F.} \times 2 \text{ APP./1000 S.F.} = 0.74 \text{ M GAL.}$   
 USE 1 M GAL.

ITEM 659 - TOPSOIL  
 $138 \text{ S.Y.} \times 111 \text{ C.Y./1000} = 15.32 \text{ C.Y.}$   
 USE 15 C.Y.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

UPON REMOVAL OF THE EXISTING CURB AND CONCRETE PAVEMENT AS SHOWN ON THIS SHEET, THE CONTRACTOR SHALL USE ITEM 203, EMBANKMENT TO RE-ESTABLISH THE GROUNDLINE TO APPROXIMATELY MATCH THE SURROUNDING TOPOGRAPHY. THE CONTRACTOR SHALL GRADE THE GROUND TO PROVIDE POSITIVE DRAINAGE TO THE EXISTING CATCH BASIN ADJUSTED TO GRADE.

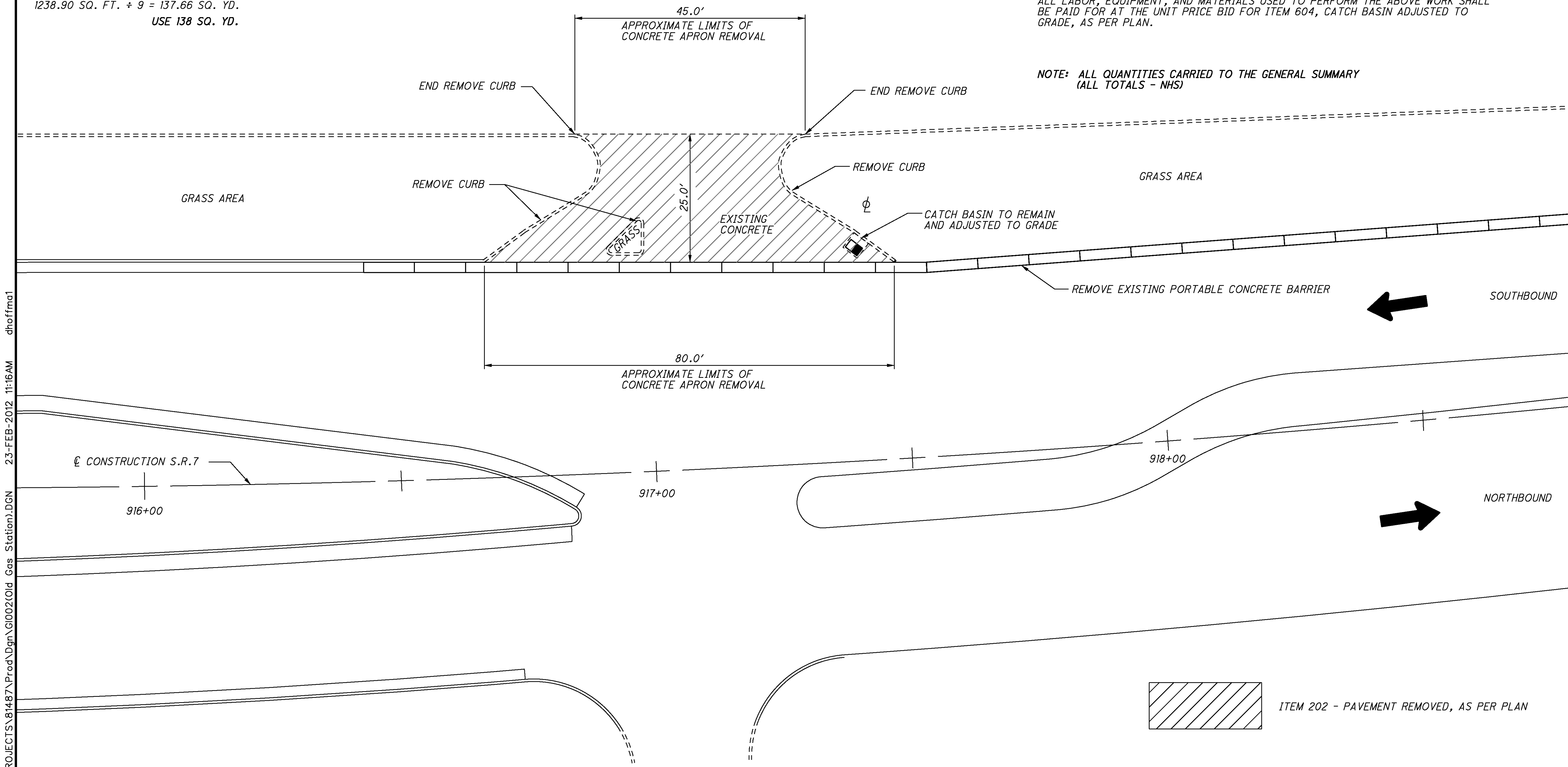
ALL LABOR, EQUIPMENT, AND MATERIALS USED TO PERFORM THE ABOVE WORK (INCLUDING THE ITEM 203, EMBANKMENT) SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 202, PAVEMENT REMOVED, AS PER PLAN.

ITEM 604 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN

PRIOR TO THE REMOVAL OF THE EXISTING CATCH BASIN GRATE, THE CONTRACTOR SHALL ESTABLISH A TEMPORARY BENCHMARK BASED ON THE EXISTING CATCH BASIN GRATE ELEVATION. THIS BENCHMARK ELEVATION SHALL BE USED TO ESTABLISH THE ELEVATION OF THE CATCH BASIN ADJUSTED TO GRADE. THE FINAL GRATE ELEVATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD TO PROVIDE POSITIVE DRAINAGE IN THE AREA OF THE PAVEMENT REMOVAL.

ALL LABOR, EQUIPMENT, AND MATERIALS USED TO PERFORM THE ABOVE WORK SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 604, CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN.

NOTE: ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY (ALL TOTALS - NHS)



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MISCELLANEOUS DETAILS  
 REMOVAL OF CONCRETE APRON AT STA. 917+06

JEF-7-14.78  
 36  
 81

I:\PROJECTS\81487\Prod\Dgn\G1002(Old Gas Station).DGN 23-FEB-2012 11:16AM dhoffma1



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LOCATION	STATION * MODIFIED FOR STATION EQUATION		SIDE (DIRECTION OF TRAVEL)	ITEM 642											ITEM 621			REMARKS (FUNDING)	
				EDGE LINE, TYPE 1 (YELLOW)	EDGE LINE, TYPE 1 (WHITE)	LANE LINE, TYPE 1	CHANNELIZING LINE, TYPE 1	STOP LINE, TYPE 1	TRANSVERSE/ DIAGONAL LINE, TYPE 1 (YELLOW)	TRANSVERSE/ DIAGONAL LINE, TYPE 1 (WHITE)	SCHOOL SYMBOL MARKING, 72", TYPE 1	LANE ARROW, TYPE 1	DOTTED LINE, 4", TYPE 1	RPM					
														2-WAY, WHITE/RED	2-WAY, YELLOW/RED	1-WAY, WHITE			
FROM	TO	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	EACH	EACH	FT.	FT.	FT.	EACH	EACH	EACH		
<b>S.R. 7 NORTHBOUND</b>																			
<b>MAINLINE</b>																			
	770+80.96	814+59.23	LT/CTR/RT	4378.27	4378.27	4378.27												37	RPM'S SPACED AT 120'
	814+59.23	836+38.41	LT/CTR	2179.18		2179.18												19	RPM'S SPACED AT 120'
	836+38.41	920+58.49	LT/CTR	8420.08		8420.08									106				RPM'S SPACED AT 80'
	818+66.60	819+36.30	LT				133					35			5				RPM'S EVENLY SPACED
	832+20.00	833+40.00	RT				166					39		1					
	833+40.00	833+40.00	CTR					28											
	835+56.00	835+56.00	CTR					26											
	835+84.00	836+44.00	RT					60											
	836+40.00	837+79.50	CTR			139.50										3			RPM'S EVENLY SPACED
	841+46.00	842+50.00	LT							23									
	842+77.33	843+96.00	LT				109							2					
	843+96.00	843+96.00	CTR					35											
	862+25.00	863+83.00	LT					158											
	863+83.00	863+83.00	CTR											3					
	870+30.00	871+50.00	RT												126				
	871+50.00	871+79.14	RT				62					27							
	875+25.00	875+25.00	CTR										2						
	877+73.00	879+30.00	LT							62									
	879+50.00	880+23.00	LT				71							2					
	880+23.00	880+23.00	CTR					62											
	886+00.00	889+45.00	LT				345							4					
	889+45.00	889+45.00	CTR					34											
	899+00.00	900+93.00	LT				195							3					
	900+93.00	900+93.00	CTR					39											
	901+75.00	908+50.00	LT							70									
	918+00.00	919+75.00	LT				175							3					
	919+75.00	919+75.00	CTR					36											
<b>RAMP 'B'</b>																			
	1+22.51	3+50.92	LT/RT	228.41	228.41														
<b>SUB-TOTALS (CARRIED TO SHEET 38)</b>				<b>2.88 MILE</b>	<b>0.87 MILE</b>	<b>2.86 MILE</b>	<b>1414</b>	<b>355</b>		<b>155</b>	<b>101</b>	<b>2</b>	<b>18</b>	<b>126</b>		<b>170</b>			<b>ALL SUB-TOTALS - NHS</b>

CALCULATED DAH CHECKED JPB	<b>PAVEMENT MARKING SUBSUMMARY</b>	<b>JEF - 7 - 14.78</b>	37
			81

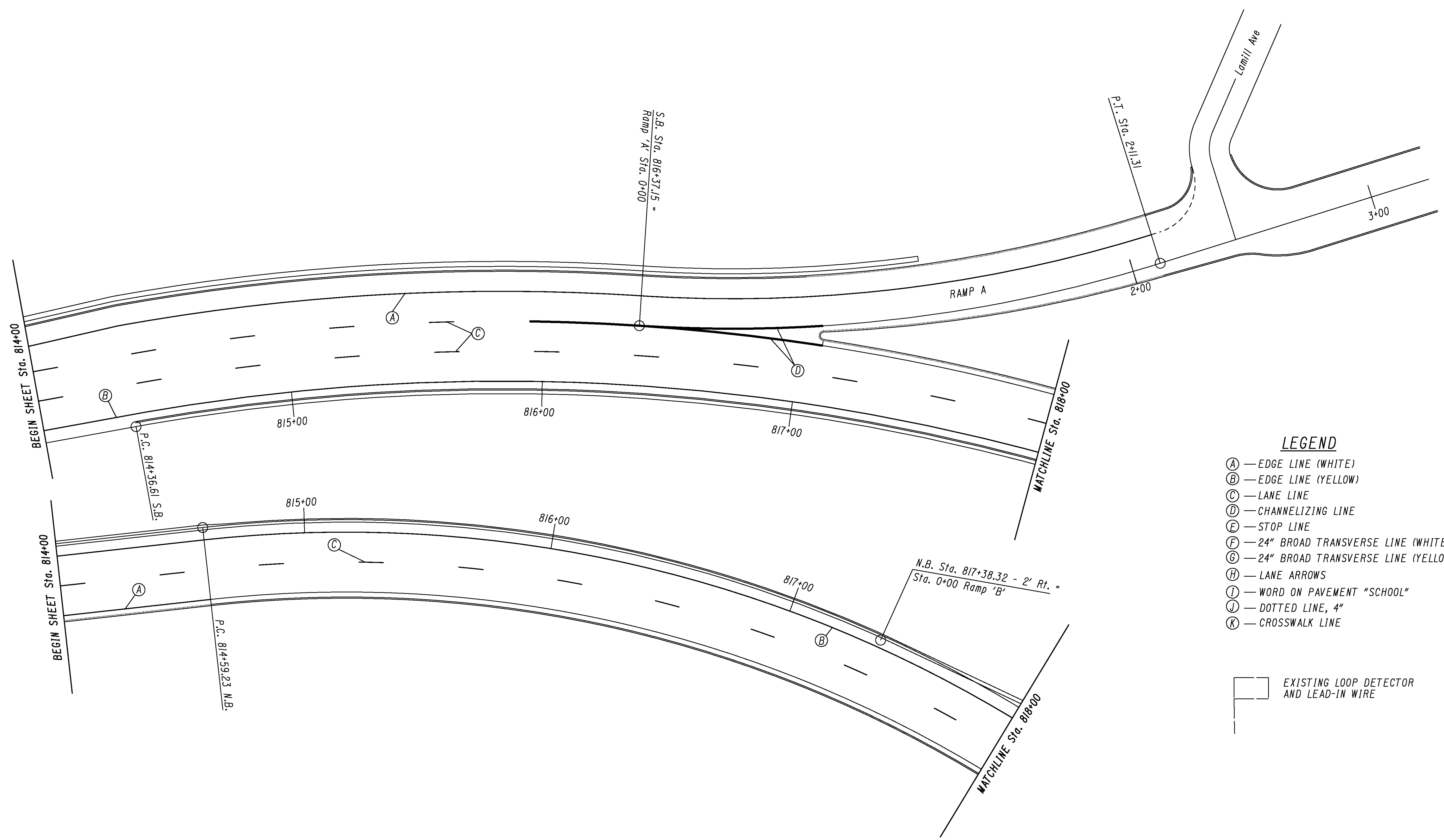
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LOCATION	STATION * MODIFIED FOR STATION EQUATION		SIDE (DIRECTION OF TRAVEL)	ITEM 642											ITEM 621			REMARKS (FUNDING)	
				EDGE LINE, TYPE 1 (YELLOW) FT.	EDGE LINE, TYPE 1 (WHITE) FT.	LANE LINE, TYPE 1 FT.	CHANNELIZING LINE, TYPE 1 FT.	STOP LINE, TYPE 1 FT.	CROSSWALK LINE, TYPE 1 FT.	TRANSVERSE/ DIAGONAL LINE, TYPE 1 (YELLOW) FT.	TRANSVERSE/ DIAGONAL LINE, TYPE 1 (WHITE) FT.	SCHOOL SYMBOL MARKING, 72", TYPE 1 EACH	LANE ARROW, TYPE 1 EACH	DOTTED LINE, 4", TYPE 1 FT.	RPM				
															2-WAY, WHITE/RED EACH	2-WAY, YELLOW/RED EACH	1-WAY, WHITE EACH		
S.R. 7 SOUTHBOUND																			
MAINLINE	770+80.96	816+37.15	LT/CTR/RT	4556.19	4556.19	4556.19												39	RPM'S SPACED AT 120'
	814+00.00	815+95.00	RT			195.00												3	RPM'S EVENLY SPACED
	815+95.00	817+10.00	RT				230								7				RPM'S SPACED AT 40'
	816+37.15	836+38.41	LT/CTR	2001.26		2001.26												18	RPM'S SPACED AT 120'
	836+38.41	920+58.49	LT/CTR	8420.08		8420.08									106				RPM'S SPACED AT 80'
	827+75.00	833+50.00	LT						640										
	834+10.00	834+10.00	CTR					38											
	834+10.00	835+50.00	LT				140					2							
	836+60.00	838+75.00	LT							342									
	836+82.00	836+82.00	CTR					31											
	839+50.00	841+25.50	LT							277									
	841+45.50	844+00.00	LT							197									
	844+90.00	844+90.00	CTR					37											
	844+90.00	845+50.00	LT				60					2							
	865+00.00	865+00.00	CTR					40											
	865+00.00	865+87.00	LT				87					2							
	881+35.00	881+35.00	CTR					38											
	881+35.00	883+50.00	LT				215					4							
	885+50.00	885+50.00	CTR										2						
	890+50.00	890+50.00	CTR					38											
	890+50.00	896+25.00	LT				461					9							
	901+75.00	901+75.00	CTR					25											
	901+75.00	916+85.00	LT							184									
RAMP A	0+00.00	2+11.31	RT			211.31													
INTERSECTION CROSSWALKS AT	WELLS ST.									200									
	SOUTH THIRD ST.									200									
	SOUTH ST.									525									
	WASHINGTON ST.									385									
	LOGAN ST.									200									
	ROSS ST.									325									
	FRANKLIN ST.									190									
SUB-TOTALS THIS SHEET				2.84 MILE	0.90 MILE	2.87 MILE	1193	247	2025	1640		2	19				173	ALL SUB-TOTALS - NHS	
SUB-TOTALS SHEET 37				2.88 MILE	0.87 MILE	2.86 MILE	1414	355		155	101	2	18	126			170	ALL SUB-TOTALS - NHS	
TOTALS (CARRIED TO GENERAL SUMMARY)				7.49 MILE	5.73 MILE		2607	602	2025	1896		4	37	126			343	ALL TOTALS - NHS	

CALCULATED  
DAH  
CHECKED  
JPB

PAVEMENT MARKING SUBSUMMARY

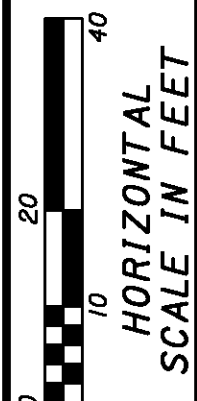
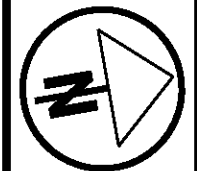
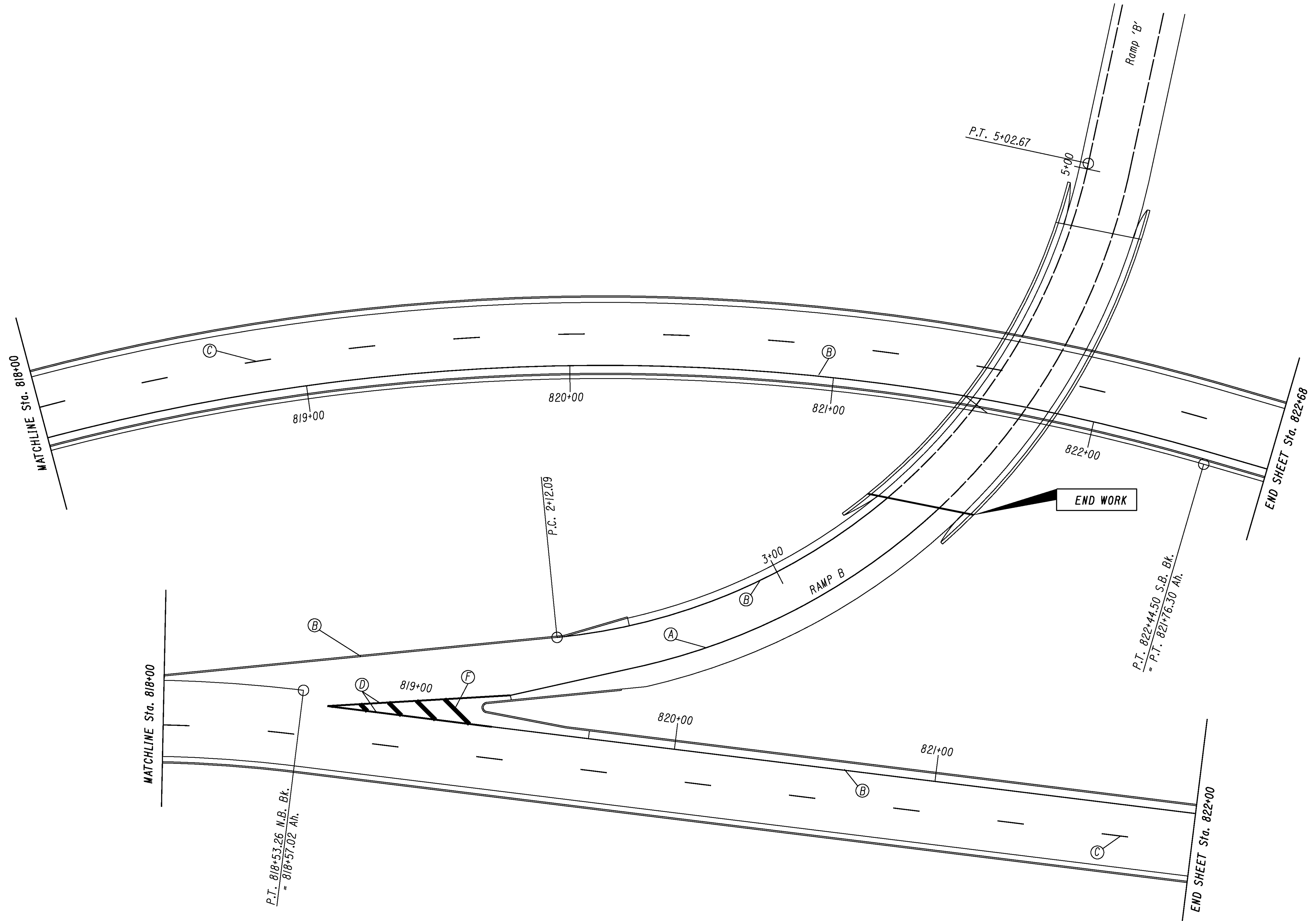
JEF-7-14.78



- LEGEND**
- (A) — EDGE LINE (WHITE)
  - (B) — EDGE LINE (YELLOW)
  - (C) — LANE LINE
  - (D) — CHANNELIZING LINE
  - (E) — STOP LINE
  - (F) — 24" BROAD TRANSVERSE LINE (WHITE)
  - (G) — 24" BROAD TRANSVERSE LINE (YELLOW)
  - (H) — LANE ARROWS
  - (I) — WORD ON PAVEMENT "SCHOOL"
  - (J) — DOTTED LINE, 4"
  - (K) — CROSSWALK LINE
- EXISTING LOOP DETECTOR AND LEAD-IN WIRE

FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

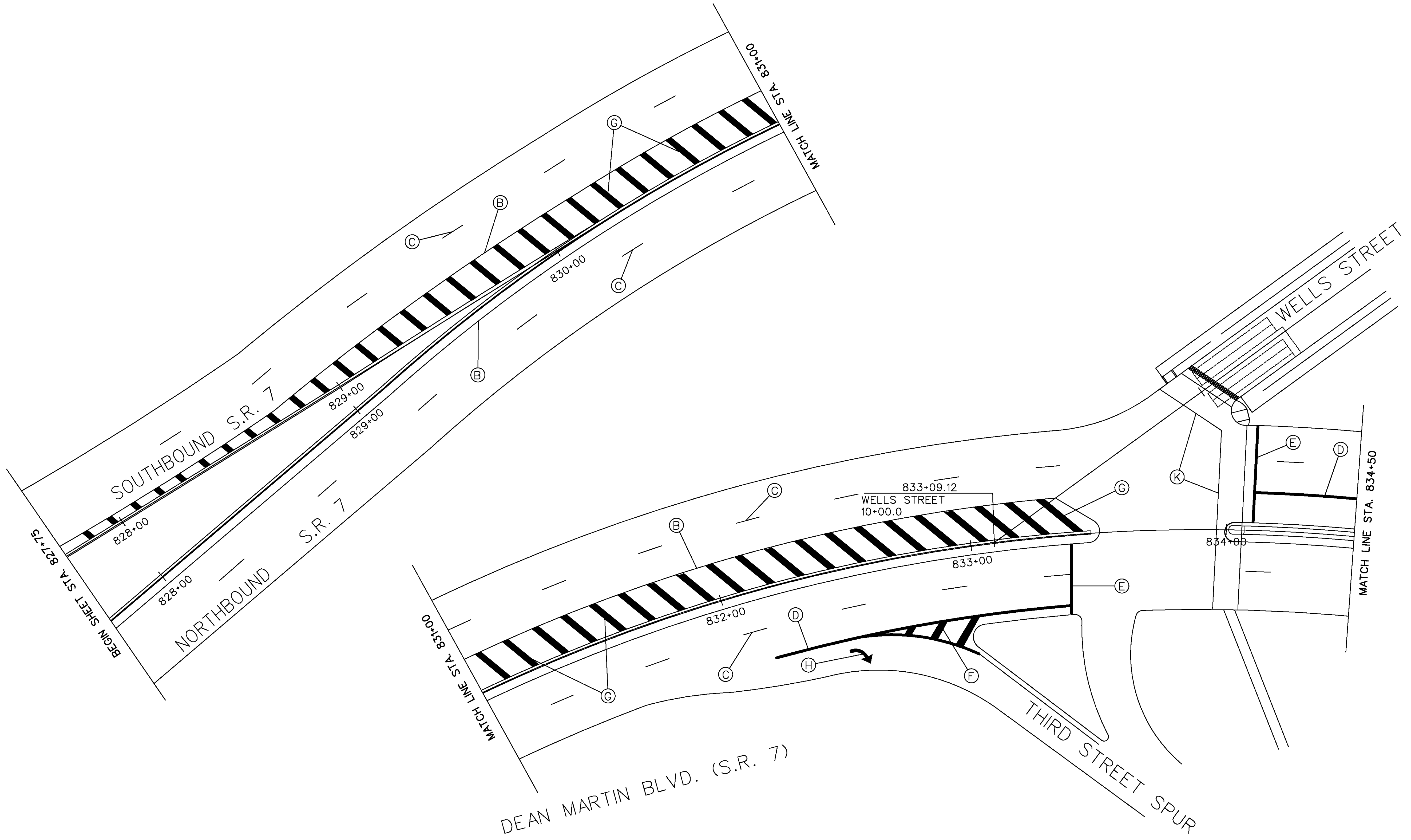


CALCULATED TMT  
 CHECKED JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 818+00 to 822+00**

**JEF-7-14.78**

FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



I:\PROJECTS\81487\Prod\Dgn\TP001.dgn 23-FEB-2012 11:16AM dhoffma1

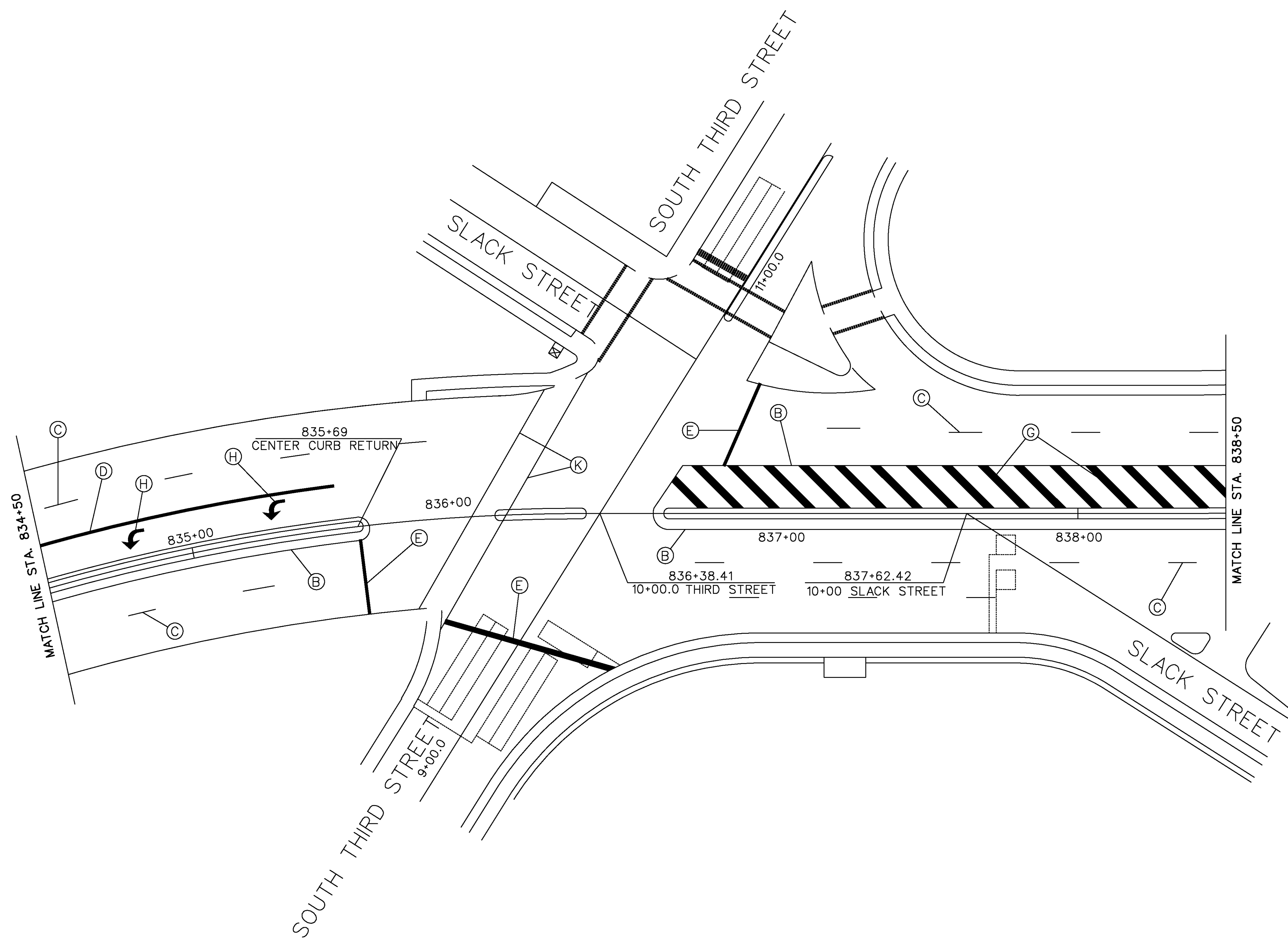
CALCULATED TMT CHECKED JPB

0 20 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 827+75 TO 834+50**

**JEF-7-14.78**



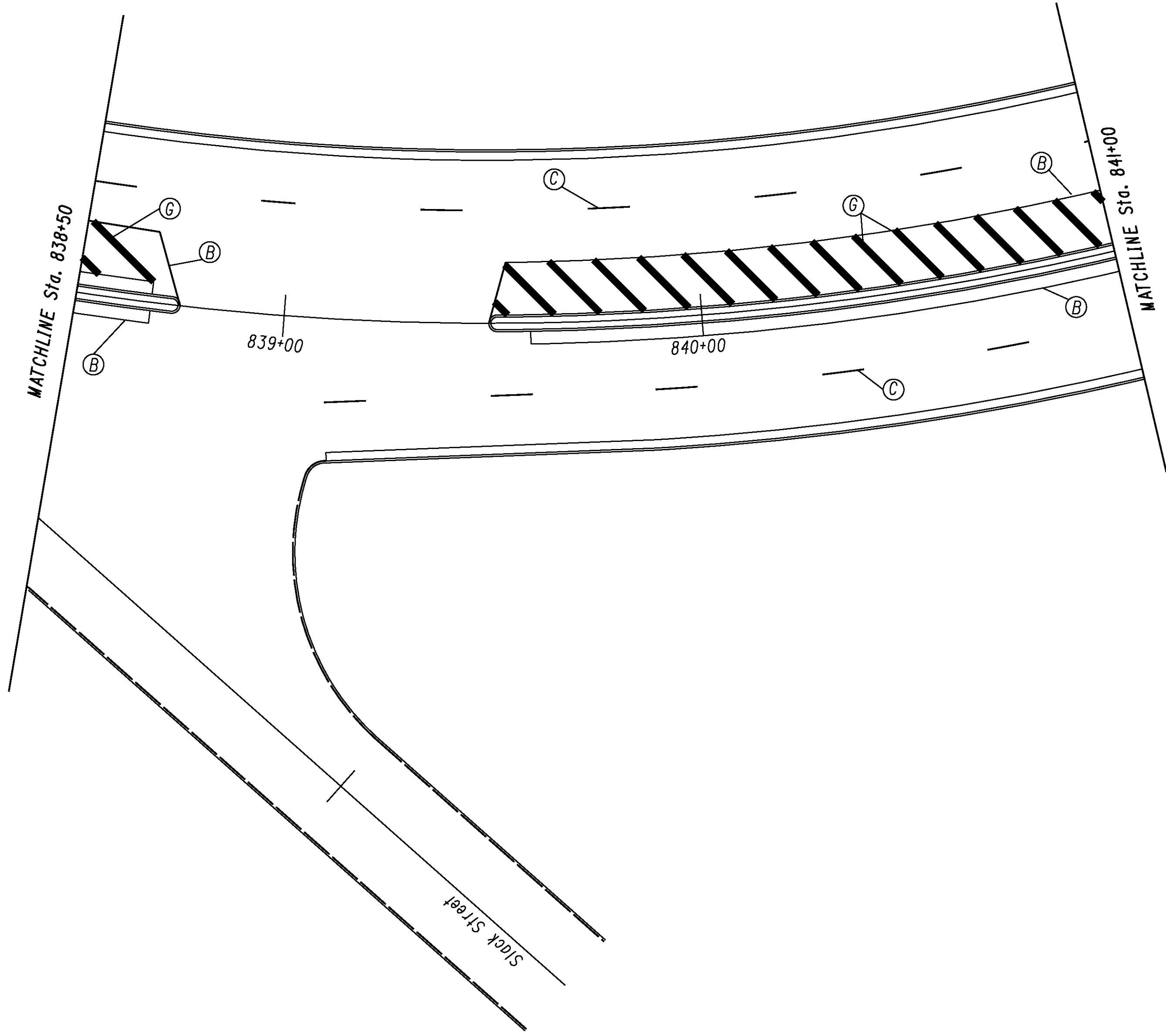


FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

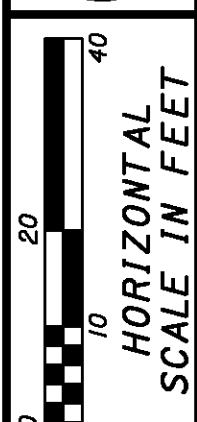
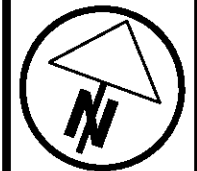
CALCULATED TMT CHECKED JPB

0 10 20 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 834+50 TO 838+50**



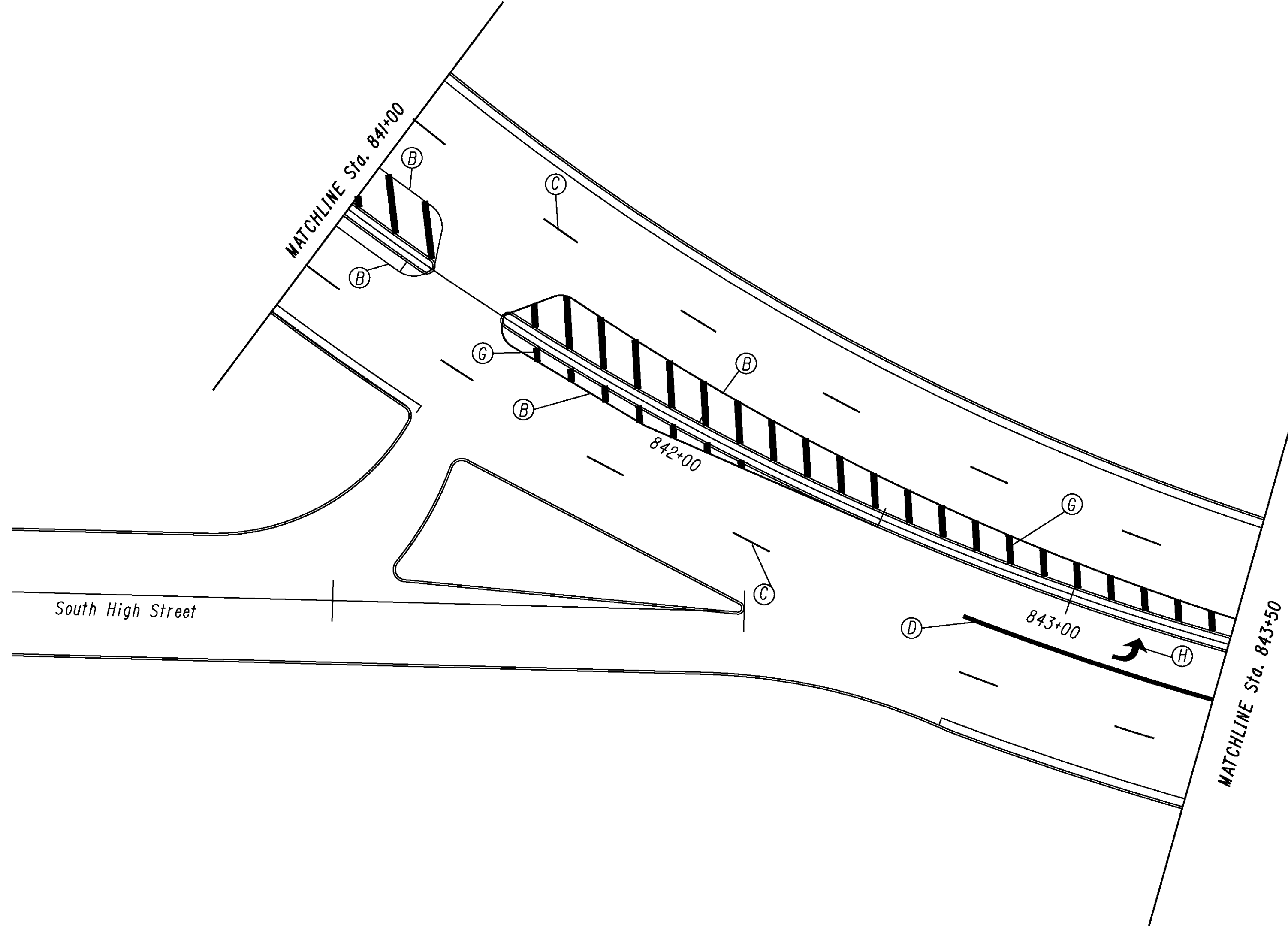
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



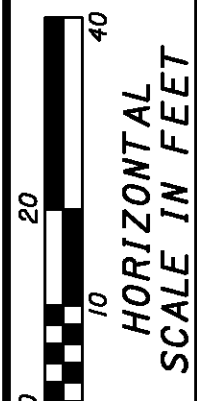
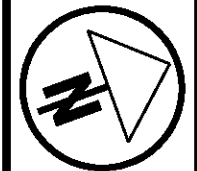
CALCULATED TMT  
 CHECKED JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 838+50 to 841+00**

**JEF-7-14.78**



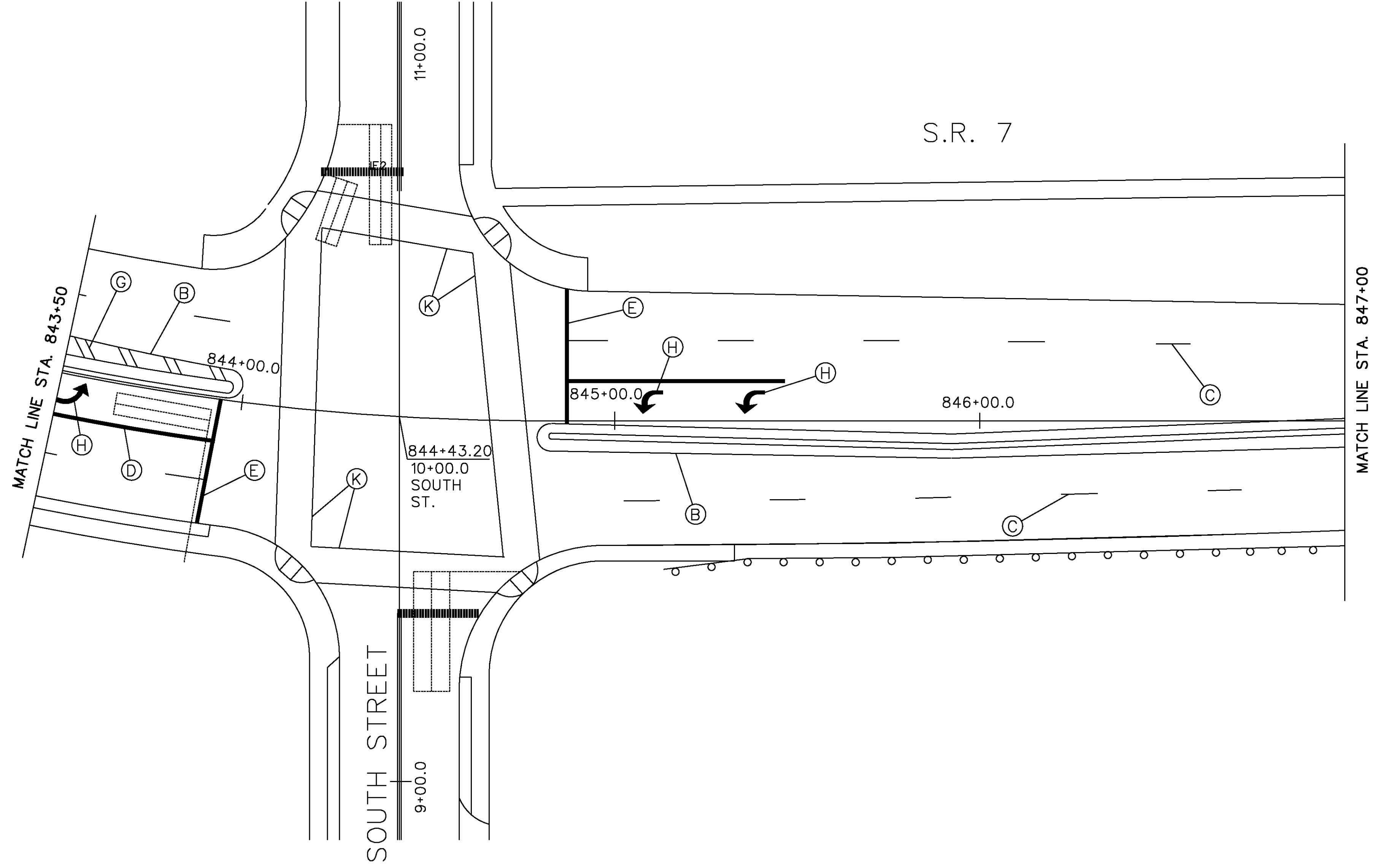
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



CALCULATED	TMT
	CHECKED
	JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 841+00 to 843+50**

**JEF-7-14.78**



FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

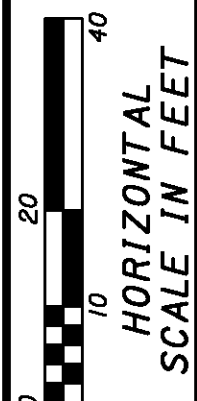
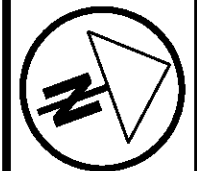
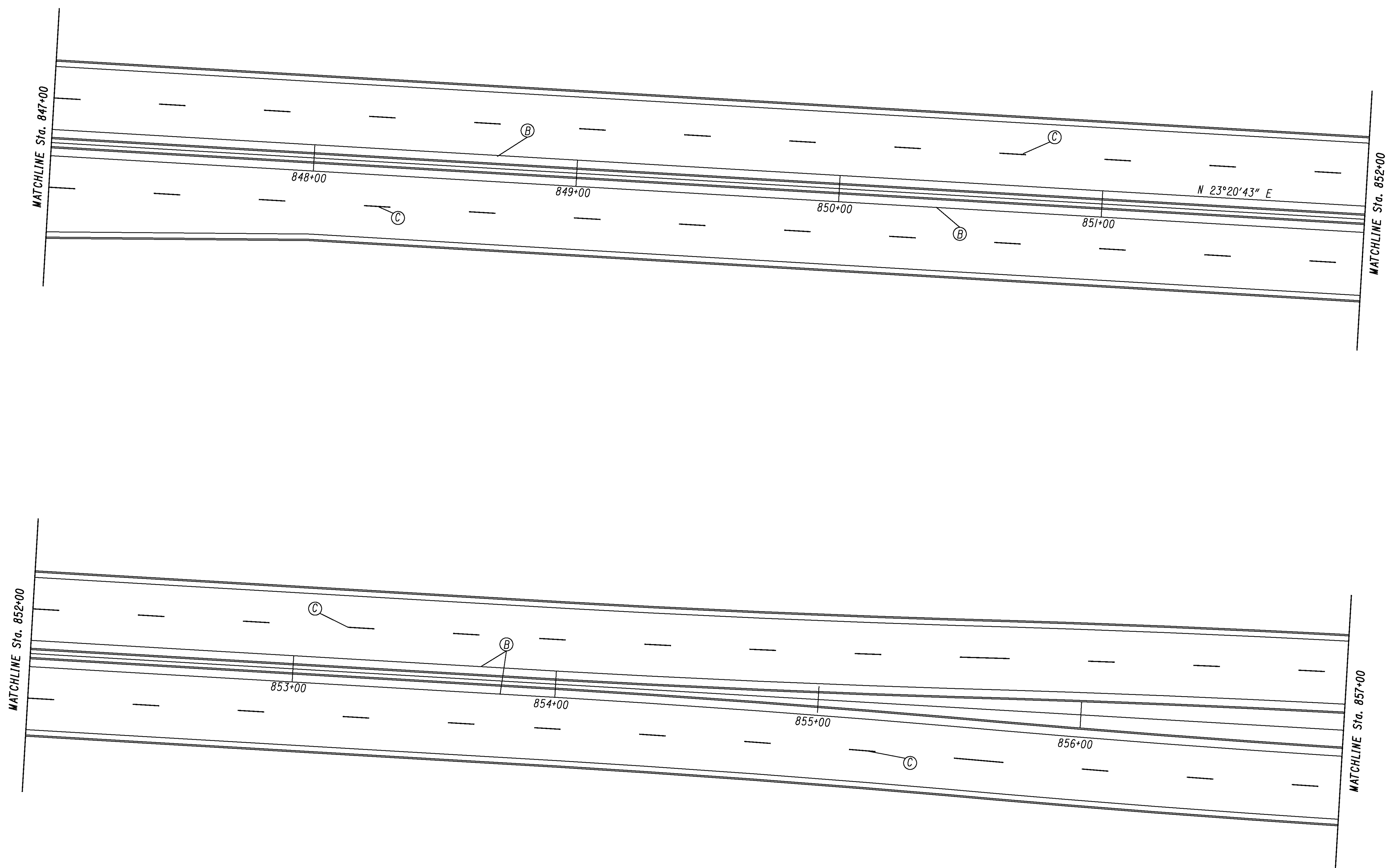
CALCULATED	TMT	CHECKED	JPB

0 10 20 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 843+50 TO 847+00**

**JEF-7-14.78**

FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

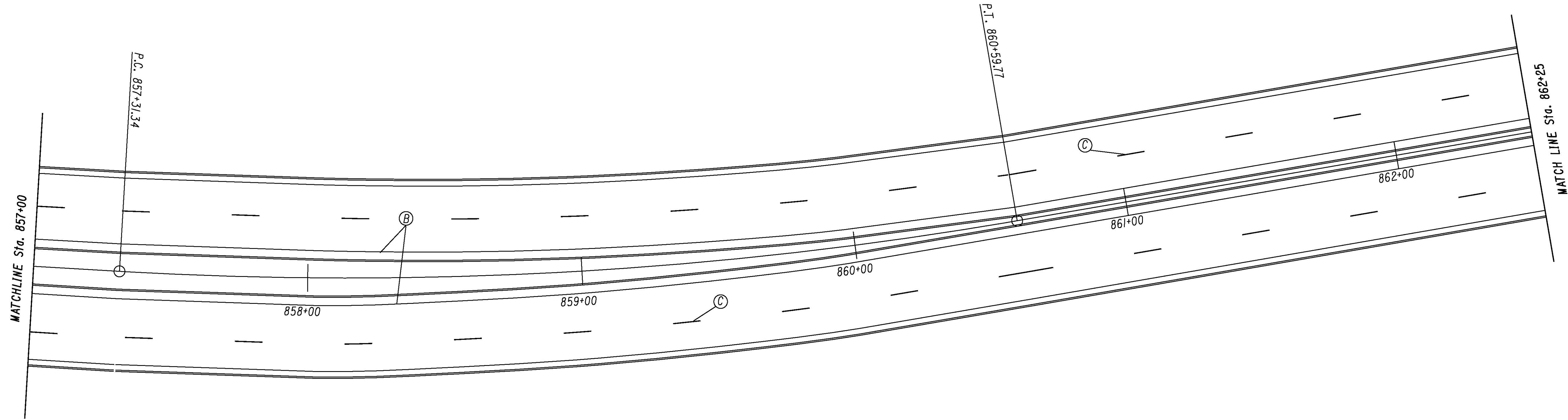


CALCULATED	TMT	CHECKED	JPB
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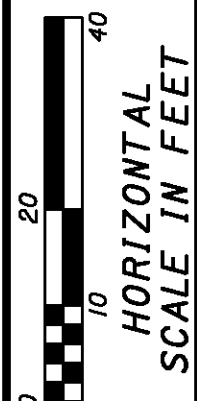
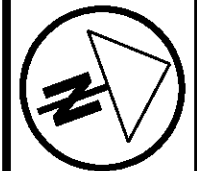
**PAVEMENT MARKING DETAILS**  
**Sta. 847+00 to 857+00**

**JEF-7-14.78**





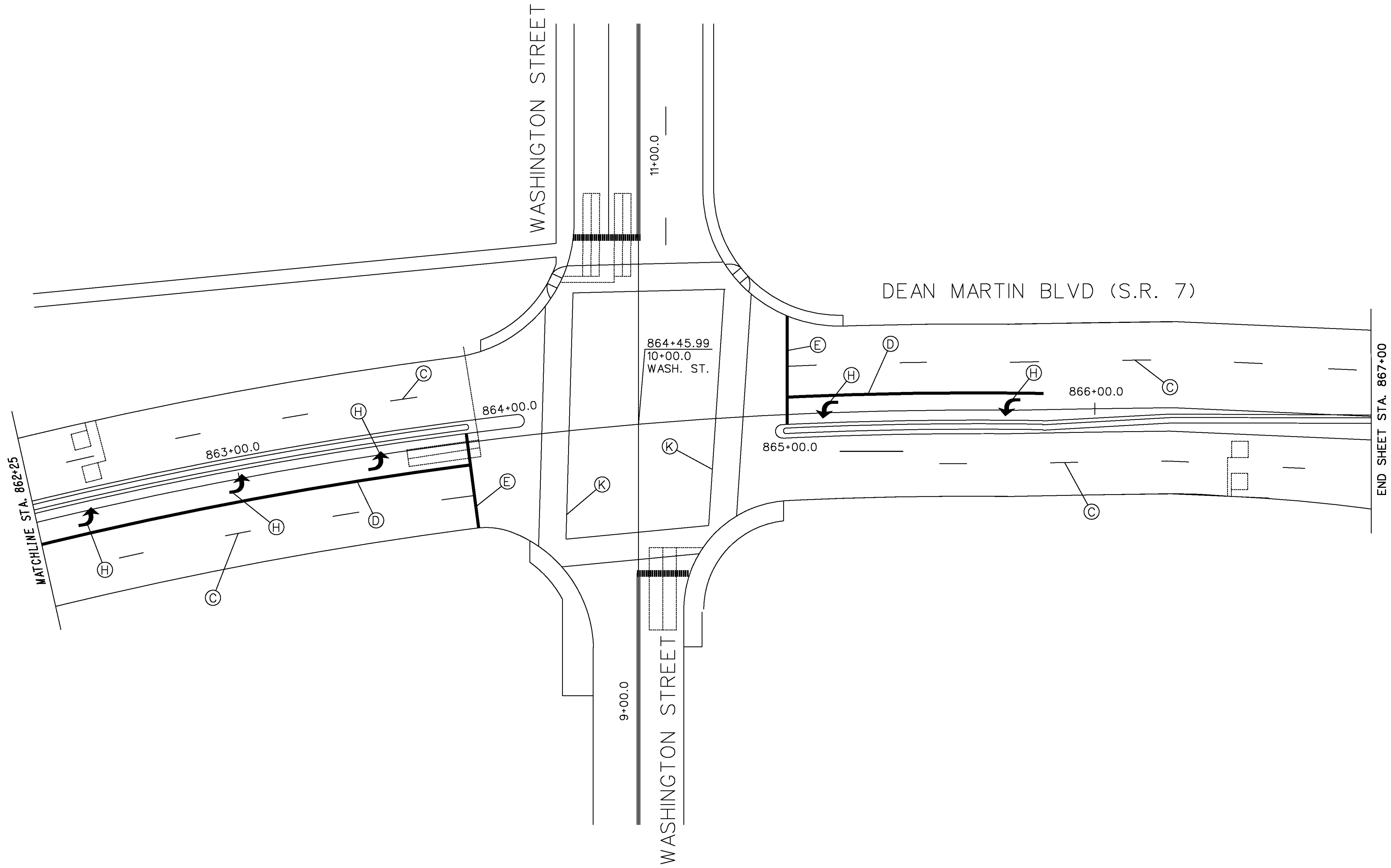
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



CALCULATED	TMT
CHECKED	JPB

**PAVEMENT MARKING DETAILS**  
 Sta. 857+00 to 862+25

JEF-7-14.78

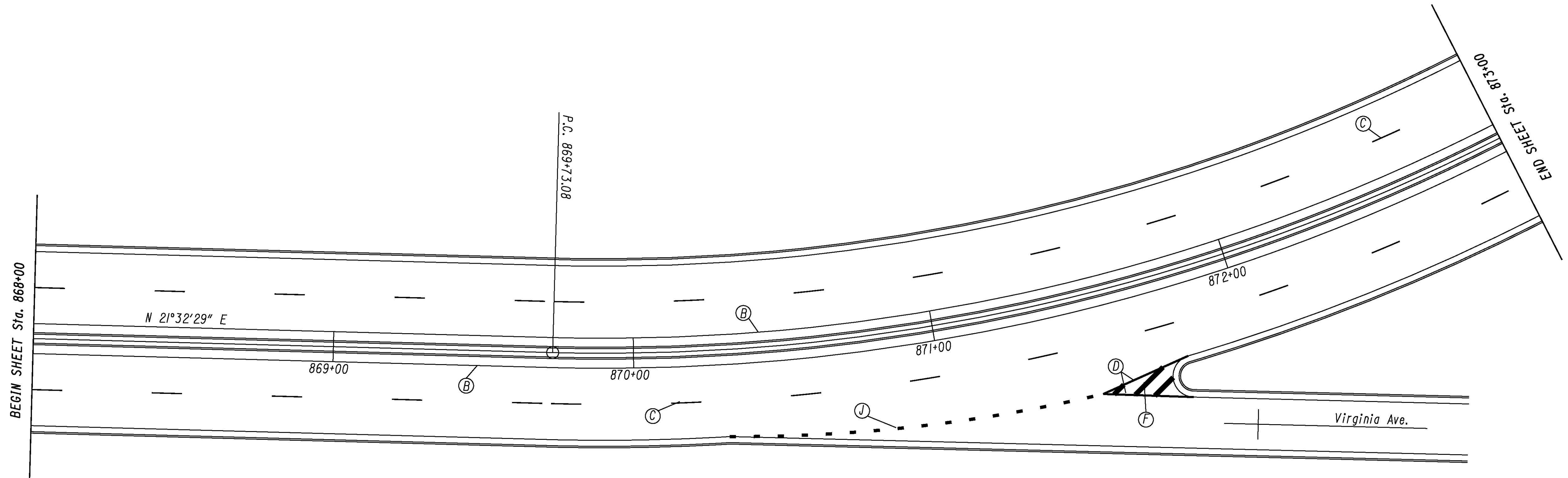


FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

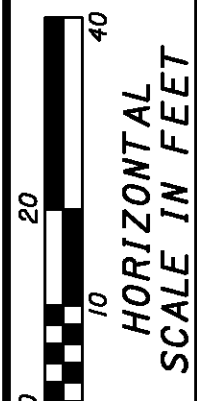
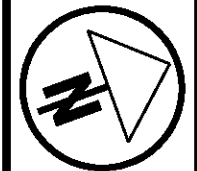
CALCULATED	TMT	CHECKED
		JPB

0 10 20 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 862+25 TO 867+00**



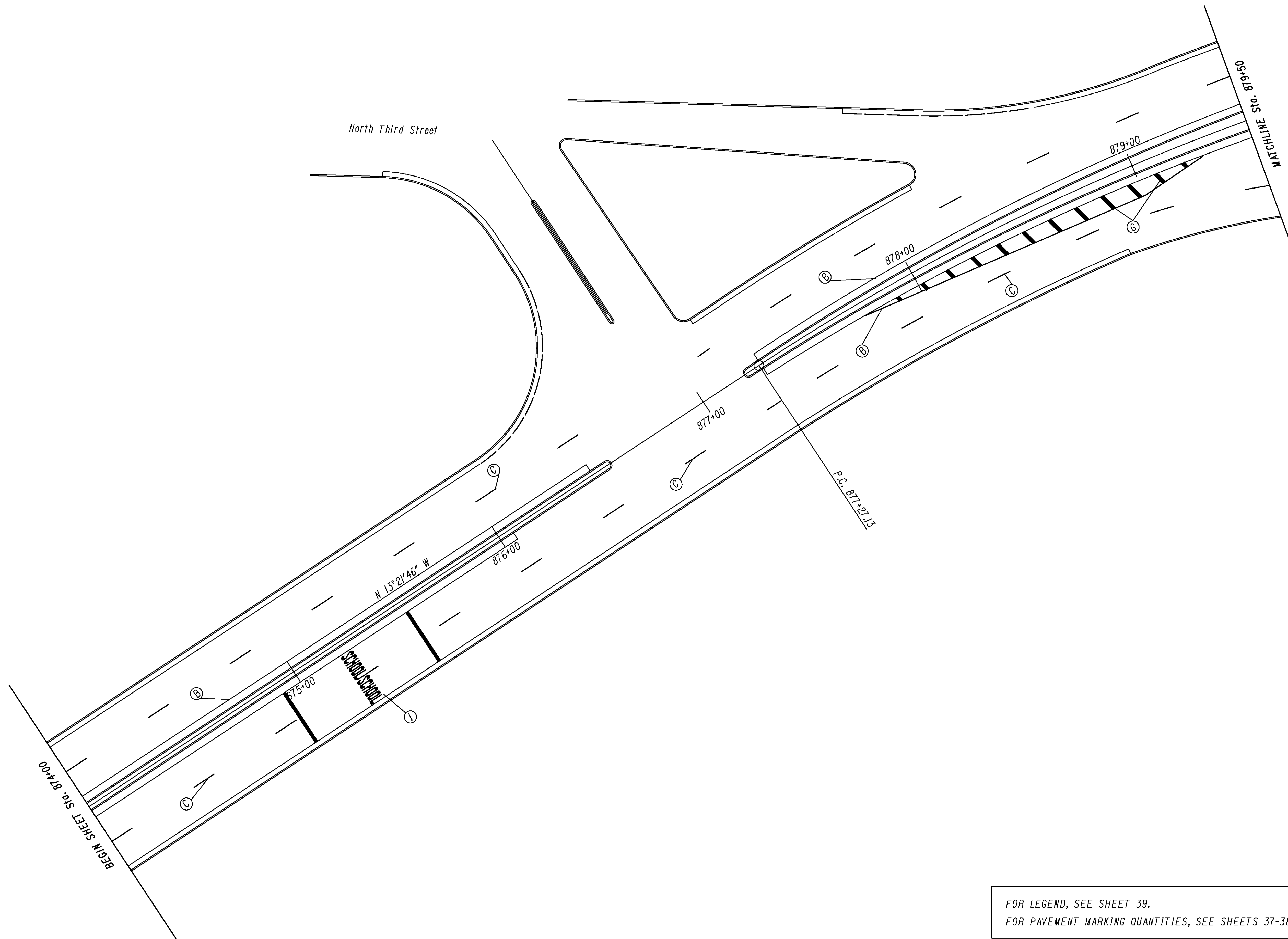
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



CALCULATED TMT  
 CHECKED JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 868+00 to 873+00**

**JEF-7-14.78**



North Third Street

BEGIN SHEET Sta. 874+00

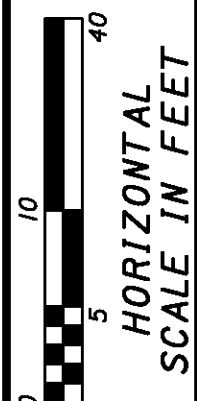
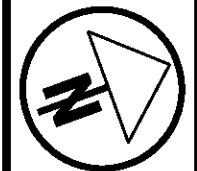
N 13°21'46" W

SCHOOL CROSSING

P.C. 877+21.13

MATCHLINE Sta. 879+50

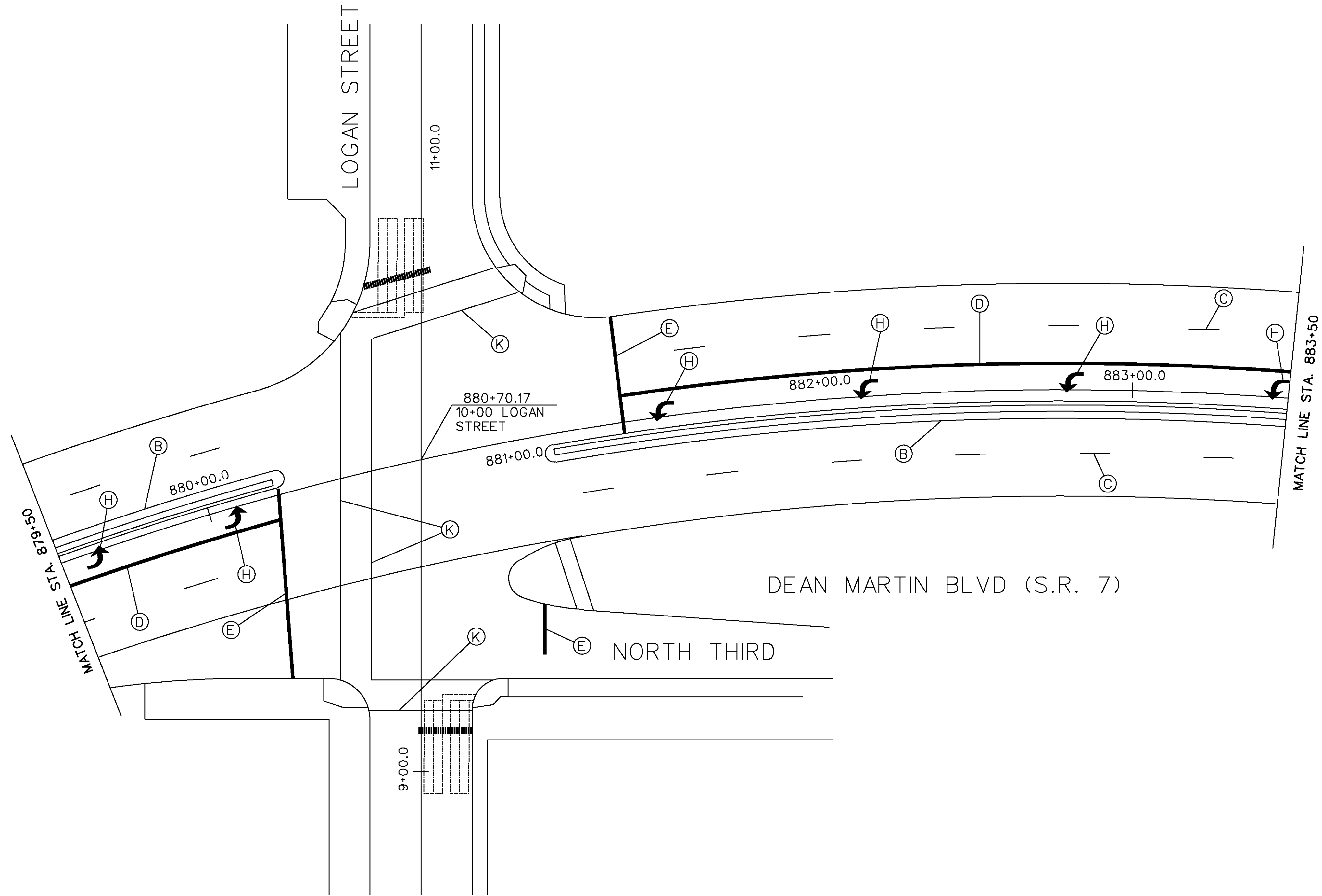
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



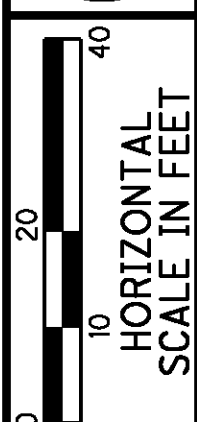
CALCULATED	TMT
CHECKED	JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 874+00 to 879+50**

**JEF-7-14.78**



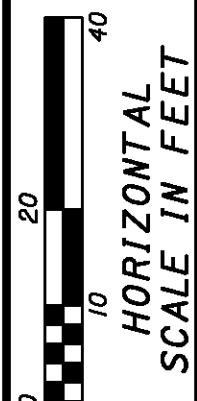
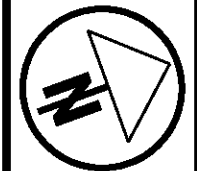
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



CALCULATED	TMT	CHECKED	JPB
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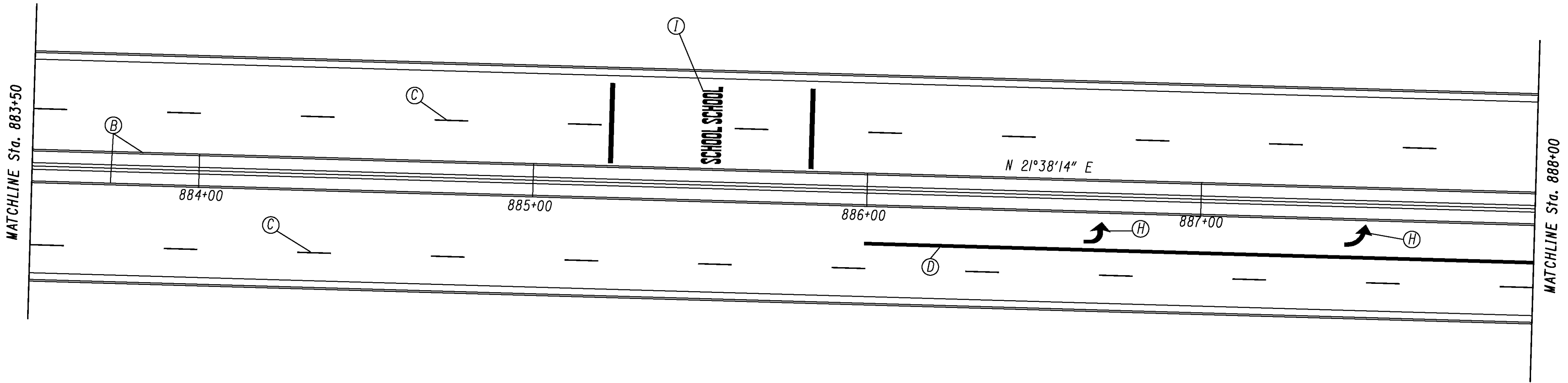
**PAVEMENT MARKING DETAILS**  
**STA. 879+50 TO 883+50**

**JEF-7-14.78**



CALCULATED  
TMT  
CHECKED  
JPB

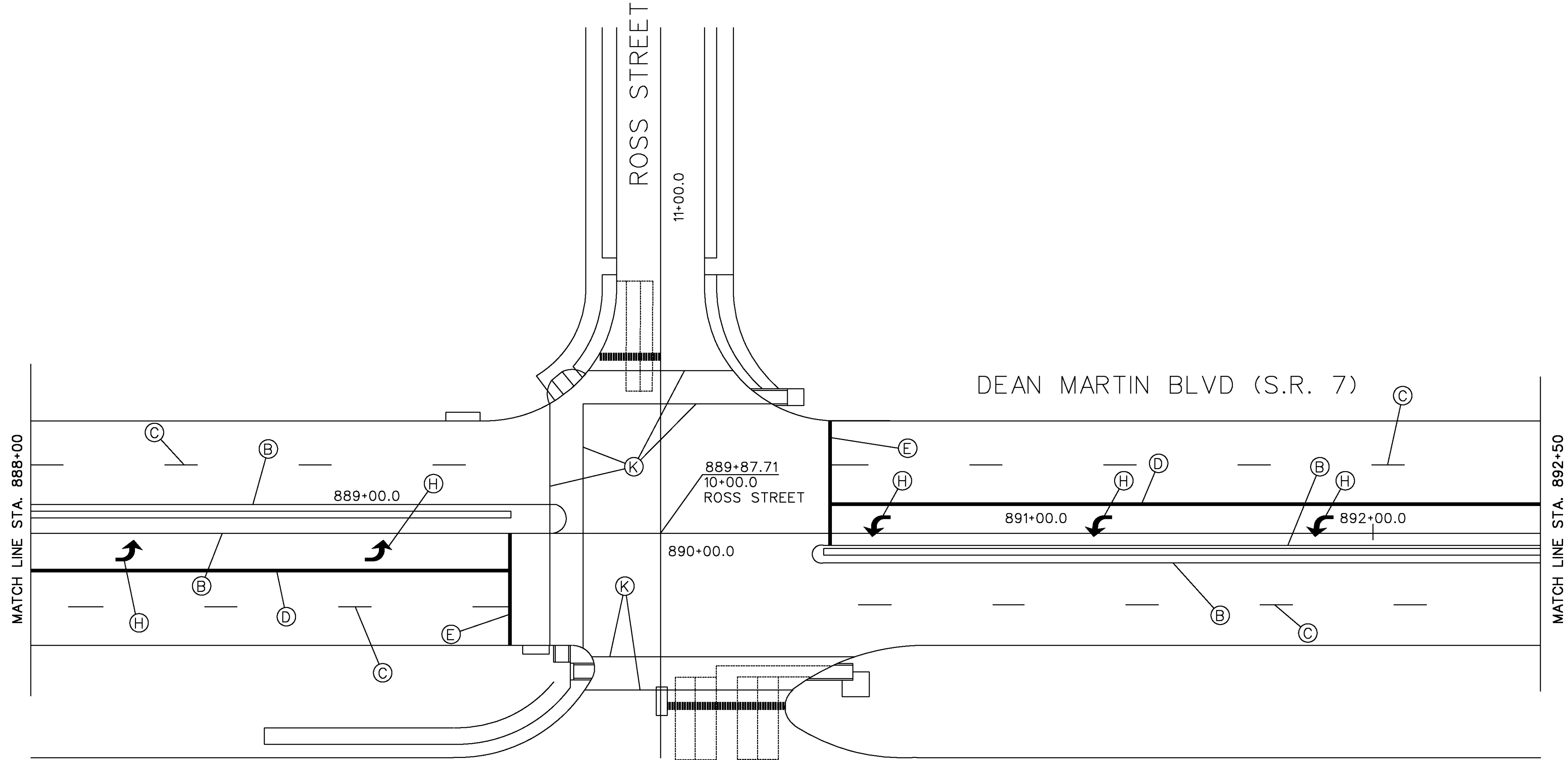
FOR LEGEND, SEE SHEET 39.  
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



**PAVEMENT MARKING DETAILS**  
Sta. 883+50 to 888+00

JEF-7-14.78





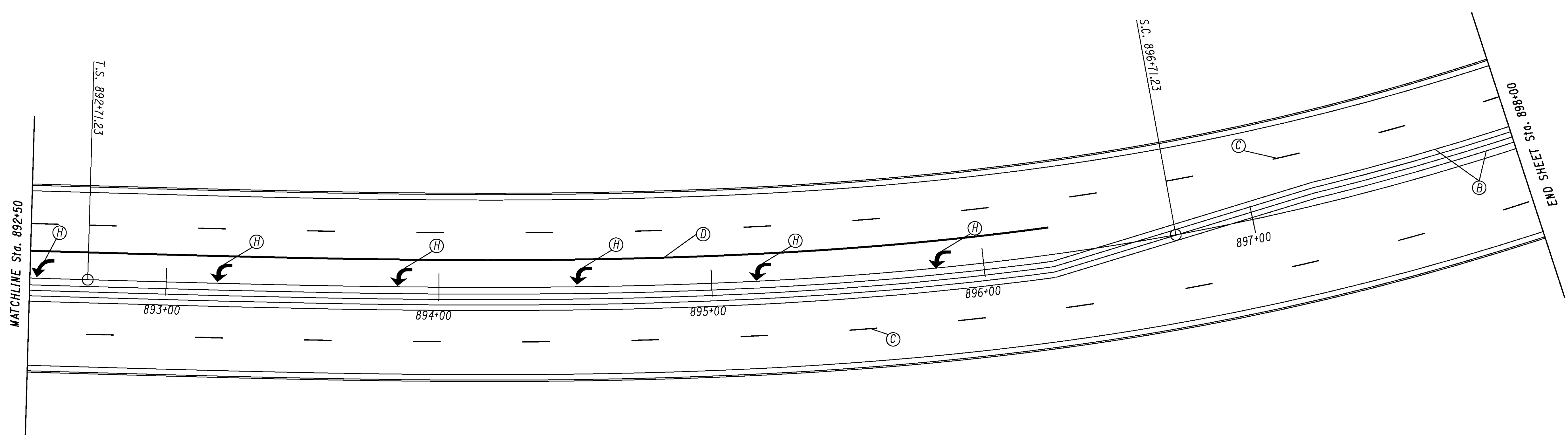
FOR LEGEND, SEE SHEET 39.  
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

CALCULATED	TMT	CHECKED	JPB

0 10 20 40  
HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 888+00 TO 892+50**

FOR LEGEND, SEE SHEET 39.  
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

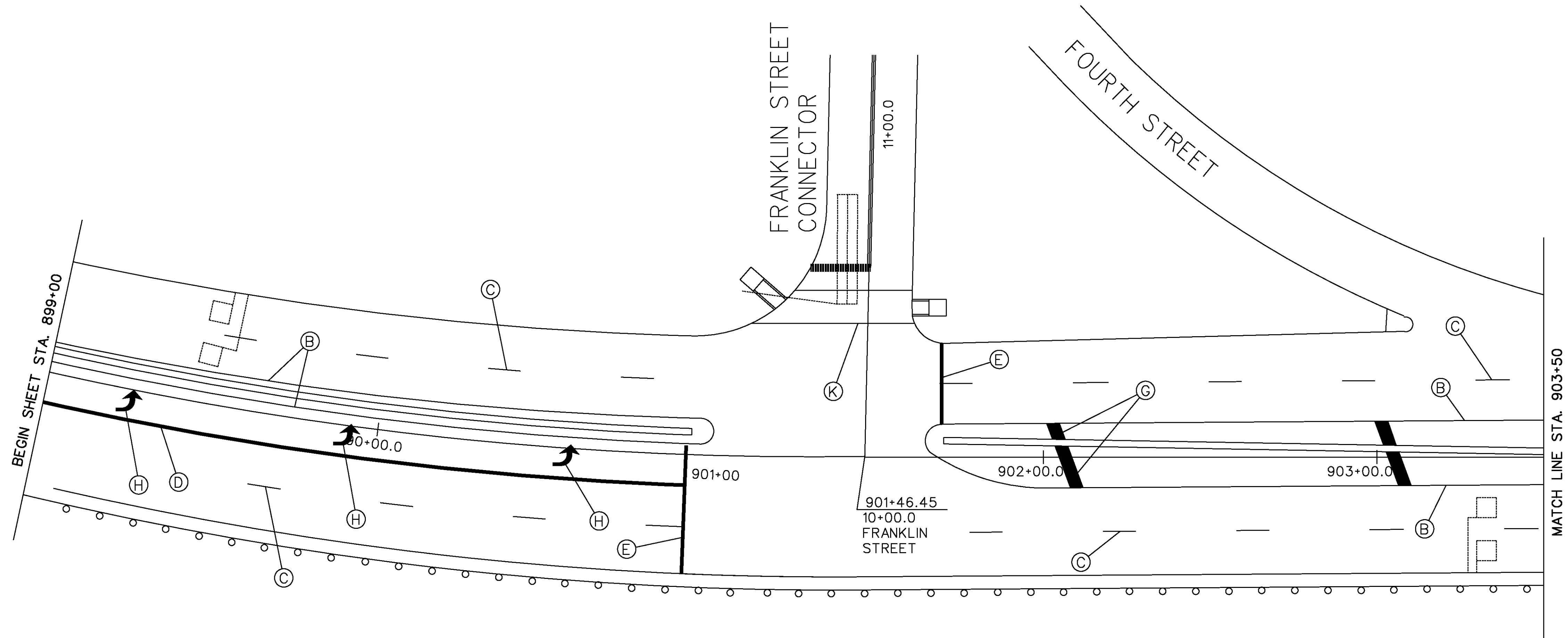


CALCULATED TMT  
CHECKED JPB

0 10 20 30 40  
HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
Sta. 892+50 to 898+00

JEF-7-14.78



FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

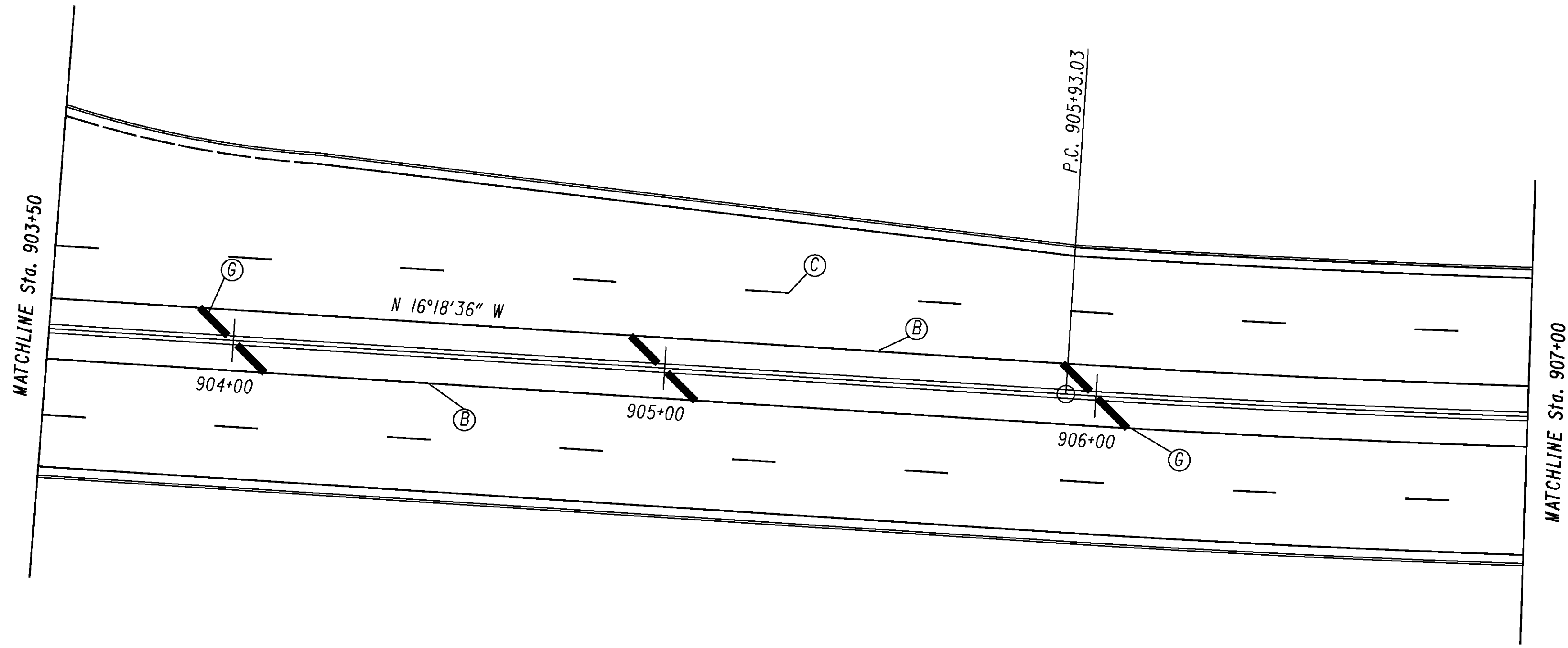
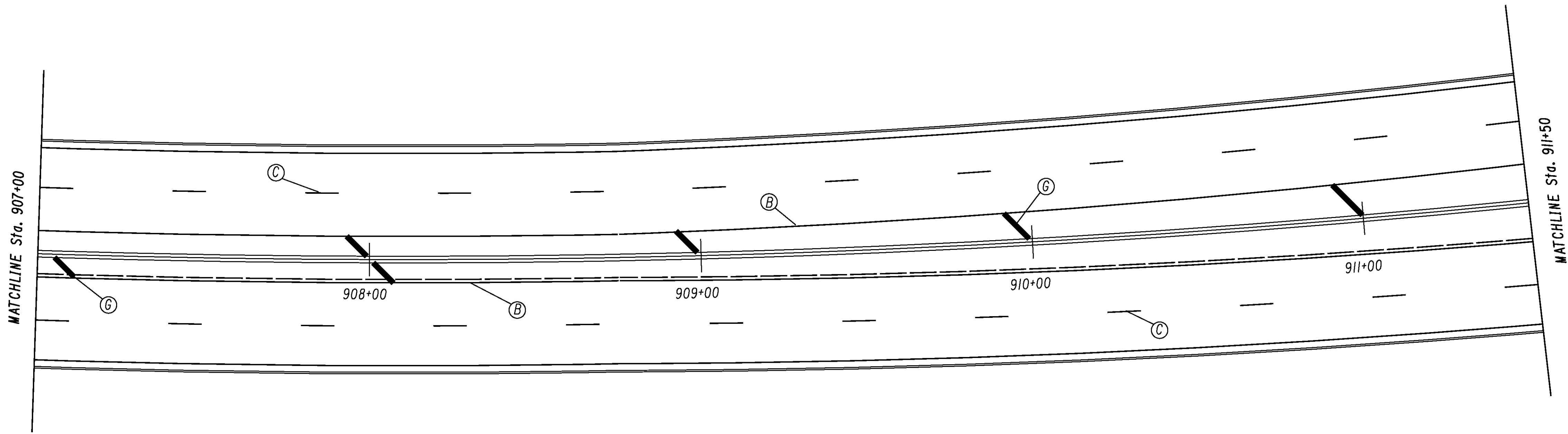
CALCULATED	TMT	CHECKED	JPB

0 10 20 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 899+00 TO 903+50**

**JEF-7-14.78**

DEAN MARTIN BLVD (S.R. 7)



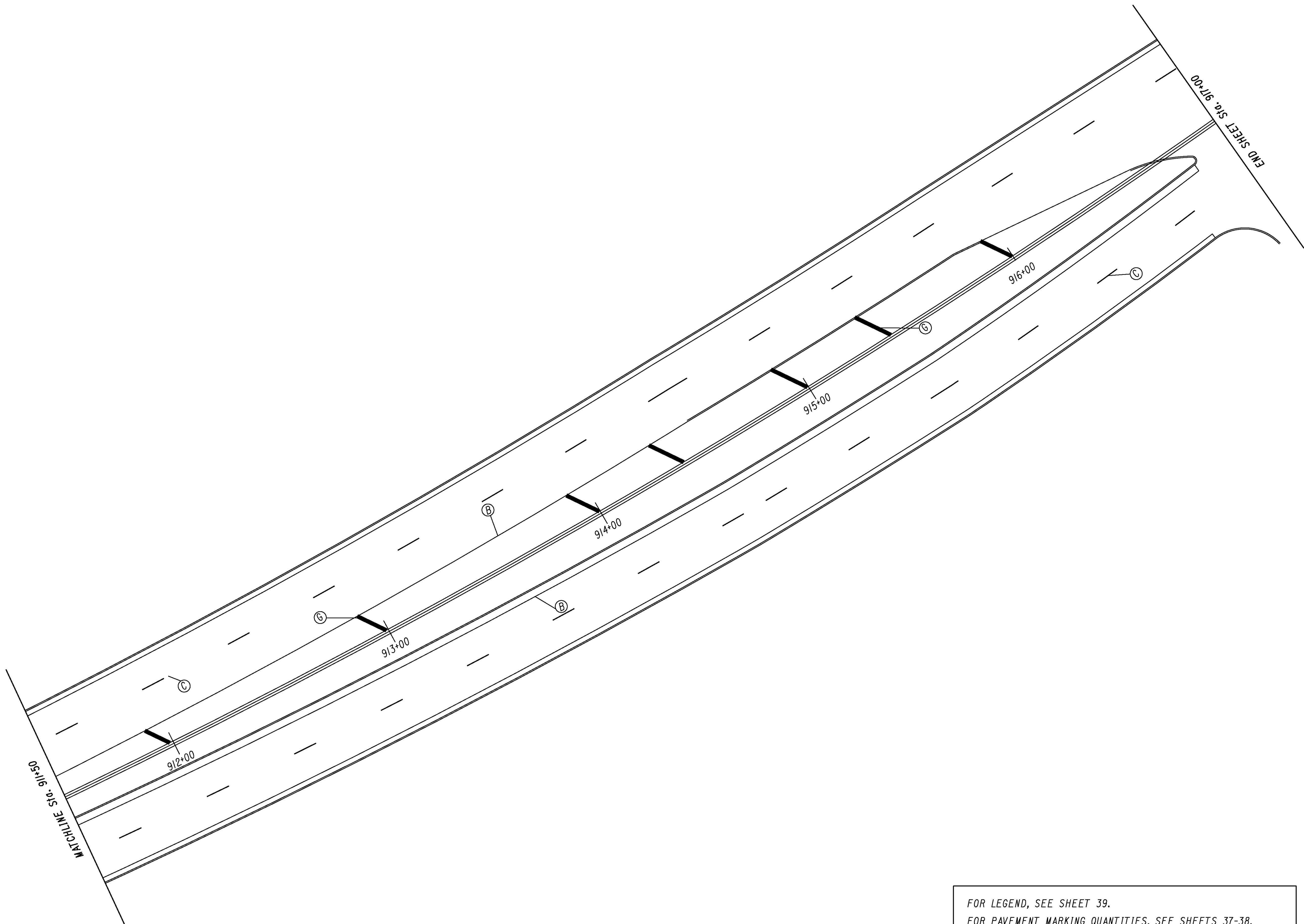
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

CALCULATED	TMT
	CHECKED JPB

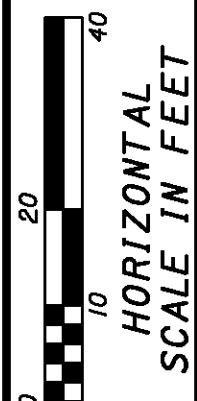
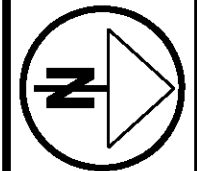
0 10 20 30 40  
 HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**Sta. 903+50 to 911+50**

**JEF-7-14.78**



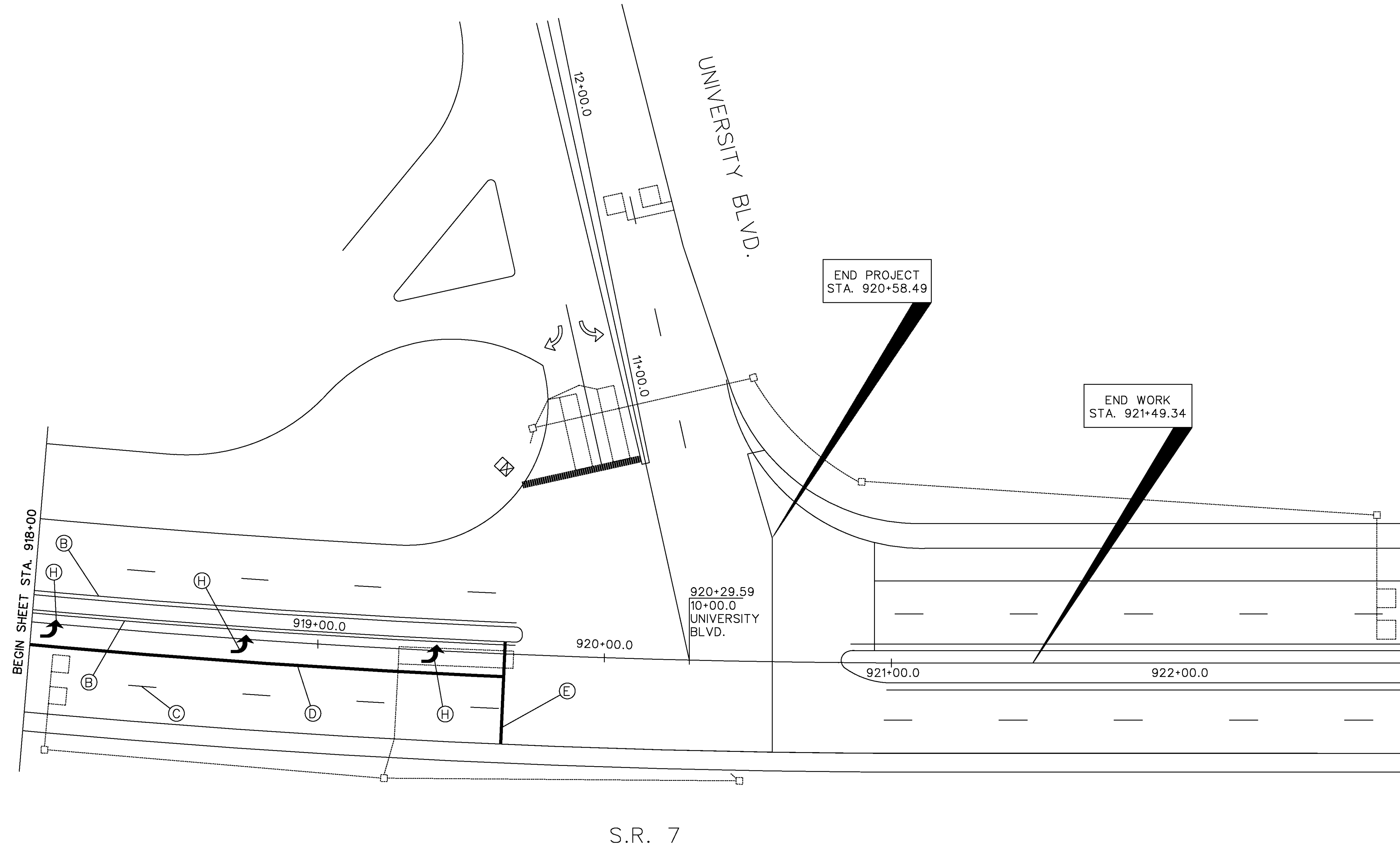
FOR LEGEND, SEE SHEET 39.  
 FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.



CALCULATED TMT  
 CHECKED JPB

**PAVEMENT MARKING DETAILS**  
**Sta. 911+50 to 917+00**

**JEF-7-14.78**



FOR LEGEND, SEE SHEET 39.  
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 37-38.

CALCULATED	TMT	CHECKED
		JPB

0 10 20 40  
HORIZONTAL SCALE IN FEET

**PAVEMENT MARKING DETAILS**  
**STA. 918+00 TO 921+49.34**

**JEF-7-14.78**



**LOCATION OF NEW SIGNS**

WHEN A NEW SIGN INSTALLATION IS SHOWN AT THE SAME STATION AS THE EXISTING SIGN INSTALLATION, THE NEW SIGN INSTALLATION SHALL BE MOVED 3 TO 5 FEET FROM THE EXISTING SIGN INSTALLATION LOCATION, WITH THE EXCEPTION OF REFERENCE LOCATION SIGNS.

**630 SIGN, EXTRUSHEET GUIDE**

THE DESIGNABLE EXTRUSHEET GUIDE SIGNS SHOWN IN THIS PLAN WERE DESIGNED USING THE FHWA STANDARD HIGHWAY ALPHABETS. THE CONTRACTOR SHALL USE CLEARVIEW FONTS FOR THESE SIGNS AS REQUIRED IN SECTION 630.04 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. DO NOT RE-VISE OVERALL SIGN SIZES FROM WHAT IS SHOWN IN THE PLANS. THE EDGE SPACE BETWEEN THE BORDER AND THE TEXT MAY BE REDUCED FROM WHAT IS NORMALLY ACCEPTABLE TO ACHIEVE THE SIGN WIDTHS SHOWN. IF THIS RESULTS IN CROWDING OF THE BORDER, A SLIGHT REDUCTION IN INTER-LETTER AND INTER-WORD SPACING MAY BE USED.

**SIGN, EXTRUSHEET (MODIFIED)**

ALL PROPOSED EXTRUSHEET SIGNS ARE TO BE ERECTED ON EXISTING BEAMS AND OVERHEAD SUPPORTS. THE PROPOSED EXTRUSHEET SIGN SIZES SHALL REMAIN THE SAME SIZE AS THE EXISTING SIGNS IN ORDER TO ACCOMMODATE THE EXISTING BEAM AND OVERHEAD SUPPORT SIZES.

LOCATIONS WHERE PROPOSED EXTRUSHEET SIGNS ARE DESIGNATED AS "MODIFIED" INDICATES THAT THE PROPOSED SIGN SIZES DIFFER FROM THE STANDARD SIZES AS SHOWN IN THE OMUTCD AND THE SIGN DESIGN MANUAL.

IN LOCATIONS WHERE PROPOSED EXTRUSHEET SIGNS ARE DESIGNATED AS "MODIFIED" AND ARE ALSO SHOWN ON SIGNING DETAILS SHEET 81, THE LETTERING HEIGHTS DIFFER FROM STANDARD LETTERING HEIGHTS. THE LETTERING HEIGHTS SHOWN ON THE SIGNING DETAILS SHEET SHALL BE FOLLOWED.

**SIGN ACCEPTANCE**

THE CONTRACTOR SHALL SUBMIT SIGN DESIGN CERTIFIED DRAWINGS FOR PROPOSED EXTRUSHEET SIGNS AS PER CMS 630.03. FOR EXTRUSHEET SIGNS DESIGNATED AS "MODIFIED", SPECIAL CARE SHALL BE GIVEN TO INSURE THAT THE EXTRUSHEET SIZE AND DIMENSIONS AND CHARACTER SIZE AND SPACING (WHERE APPLICABLE) CONFORMS TO THE SIGNING DETAILS AS SHOWN ON SHEET 81.

CALCULATED
RDA
CHECKED
JPB

**SIGNING GENERAL NOTES**

**JEF-7-14.78**

59  
81

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE * MODIFIED SIGN ** MODIFIED SIGN. SEE SHEET 81.	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REELECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	SIGN POST REFLECTOR	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	SIGN ATTACHMENT ASSEMBLY	SIGN, OVERHEAD EXTRUSHEET	SIGN BACKING ASSEMBLY			
							EACH	EACH	EACH	EACH	EACH	SQ. FT.	SQ. FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	SQ. FT.	EACH		
68	1	☐ S.R. 7	771+00	RT	E8-H2-96	96x36	1					24.0												
68	2	☐ S.R. 7	773+50	RT	R2-1-36	36x48	1						12.0			16.5/17.0								
68	3	☐ S.R. 7	773+80	LT	W8-H19-48	48x48	1		2				16.0			16.6/17.0								
68	4	☐ S.R. 7	781+40	RT	D10-H8-12	12x12	1						1.0	11.7										
68	5	☐ S.R. 7	781+40	LT	D10-H8-12	12x12	1						1.0	11.7										
68	6	☐ S.R. 7	787+00	LT	* D1-H6a	180x48	1					60.0												
68	7	☐ S.R. 7	793+33	RT	D3-H4	204x60	1					85.0												
		" "	"	"	D9-2-24	24x24	1						4.0											
69	8	☐ S.R. 7	797+00	LT	R2-1-36	36x48	1		2				12.0			14.5/14.8							1	
69	9	☐ S.R. 7	804+00	RT	D3-H4	156x60	1					65.0												
69	10	☐ S.R. 7	806+95	LT	M3-3-36	36x18	1			1			4.5				16.0							
		" "	"	"	M1-5-36-2	36x36	1						9.0											
		" "	"	"	---	--			1															
69	11	☐ S.R. 7	809+50	LT	W1-2AR-48	48x48	2						16.0			16.6/17.0								
		" "	"	RT	W1-2AR-48	48x48	2						16.0			16.6/17.0								
69	12	☐ S.R. 7	815+56	LT	** E5-H1	156x60	1					65.0												
69	13	☐ S.R. 7	815+25	LT	W1-8R-30	30x36	1			1			7.5	11.0				1						
		" "	815+75	"	W1-8R-30	30x36	1			1			7.5	11.0				1						
70		" "	816+50	"	W1-8R-30	30x36	1			1			7.5	11.0				1						
70		" "	817+00	"	W1-8R-30	30x36	1			1			7.5	11.0				1						
70		" "	817+50	"	W1-8R-30	30x36	1			1			7.5	11.0				1						
70	14	☐ S.R. 7	816+20	LT	W13-2-36	36x48	1			2			12.0			16.5/17.0								
70	15	☐ S.R. 7	819+45	LT	W4-1R-48	48x48	1						16.0				16.0							
70	16	☐ S.R. 7	819+69	LT	E5-H1	72x60	1					30.0												
70	17	Ramp 'B'	819+45	RT	W3-3-48	48x48	1			2			16.0			16.0/16.8								
70	18	☐ S.R. 7	822+50	RT	** D3-H4	120x60					1								1			50.0		
70	19	☐ S.R. 7	823+05	LT	W3-3-48	48x48	1			2			16.0			16.8/16.0								
70	20	☐ S.R. 7	823+05	RT	W3-3-48	48x48	1			2			16.0			16.0/16.8								
70	21	Ramp 'A'	1+35	RT	R1-2-48	48x48x48	1			2			6.93	15.0/15.0				2						
70	22	Ramp 'A'	4+24	RT	R1-1-30	30x30	1			1			6.25			13.5		1						
70	23	Ramp 'A'	6+15	RT	W6-3-36	36x36	1			1			9.0	13.5/13.8										
70	24	Ramp 'A'	6+37	LT	R1-1-36	36x36	1			1			9.0			14.0		1						
70	25	Ramp 'B'	5+30	RT	R5-1A-36	36x24	1			2			6.0	13.0/13.3				2						
		" "	"	LT	R5-1A-36	36x24	1			2			6.0	13.3/13.0				2						
70	26	Ramp 'B'	6+43	LT	R3-1-24	24x24	1			1			4.0	12.5										
70	27	Ramp 'B'	6+10	RT	R3-1-36	36x36	1			1			9.0			13.0								
		" "	"	"	R5-1-36	36x36	1						9.0					1						
70	28	Ramp 'B'	6+39	LT	R6-1R-36	36x12					1		3.0						2					
		" "	"	"	R5-1-36	36x36					1		9.0					1		2				
		" "	"	"	R6-1L-36	36x12					1		3.0						2					
70	29	Lincoln Ave.	7+77	RT	M3-3-24	24x12	1			1			2.0			14.8								
		" "	"	"	M1-5-24-2	24x24	1						4.0											
		" "	"	"	M5-1R-21	21x15	1						2.19											
70	30	Lincoln Ave.	9+58	LT	M4-13-24	24x12	1			1			2.0			15.8								
		" "	"	"	M3-3-24	24x12	1						2.0											
		" "	"	"	M1-5-24-2	24x24	1						4.0											
		" "	"	"	M6-1L-24	21x15	1						2.19											
<b>TOTALS CARRIED TO SHEET 67 (NHS)</b>							44	1	39	1	3	329.0	303.6	200.8	323.0	75.6		15	6		1		50.0	1

SIGNING SUBSUMMARY

JEF-7-14.78

CALCULATED  
RDA  
CHECKED  
JPB

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE * MODIFIED SIGN ** MODIFIED SIGN. SEE SHEET 81.	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	ONE-WAY SUPPORT, NO. 4 POST	SIGN POST REFLECTOR	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	SIGN HANGER ASSEMBLY, SPAN WIRE				
							EACH	EACH	EACH	EACH	SQ. FT.	SQ. FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH		
70	31	Lincoln Ave.	98+99	RT	M4-13-24	24x12	1					2.0			15.8								
	"	"	"	"	M3-1-24	24x12	1					2.0											
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-3-21	21x15	1					2.19											
	"	"	"	"	M3-3-24	24x12	1		1			2.0			14.8								
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-1R-21	21x15	1					2.19											
70	32	Lincoln Ave.	100+16	RT	M4-13-24	24x12	1		1			2.0			15.8								
	"	"	"	"	M3-1-24	24x12	1					2.0											
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-1L-21	21x15	1					2.19											
	"	"	"	"	M4-13-24	24x12	1		1			2.0			15.8								
	"	"	"	"	M3-3-24	24x12	1					2.0											
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-1R-21	21x15	1					2.19											
70	33	Lincoln Ave.	104+45	RT	M4-13-24	24x12	1		1			2.0			14.5								
	"	"	"	"	M3-1-24	24x12	1					2.0											
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
70	34	Lincoln Ave.	105+15	LT	M4-13-24	24x12	1		1			2.0			14.5								
	"	"	"	"	M3-3-24	24x12	1					2.0											
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
71	35	☉ S.R. 7	827+60	RT	D3-H3	72x60	1				30.0												
71	36	☉ S.R. 7	828+20	LT	R2-1-36	36x48	1		2			12.0		14.7/14.7									
71	37	☉ S.R. 7	829+69	LT	D10-H8-12	12x12	1		1				11.7										
71	38	☉ S.R. 7	830+68	RT	- - -	- -	1																
71	39	☉ S.R. 7	831+10	RT	R3-H8cb-48	48x30				1		10.0						2					
71	40	☉ S.R. 7	832+17	RT	** D3-H4	72x60	1				30.0												
71	41	☉ S.R. 7	833+19	RT	R10-6-24	24x36	1		1			6.0		13.5									
	"	"	"	"	D10-H8-12	12x12	1		1			1.0	11.7										
71	42	Third Street Spur	833+27	RT	R1-2-48	48x48x48	1		2			6.93	15.0/15.0				2						
71	43	☉ S.R. 7	834+40	RT	R2-1-36	36x48	1		2			12.0		14.7/14.7									
71	44	☉ S.R. 7	835+05	RT	M3-1-36	36x18	1		1			4.5			14.5								
	"	"	"	"	M1-5-36-2	36x36	1		1			9.0											
71	45	☉ S.R. 7	835+76	RT	R3-2-36	36x36				1		9.0								1			
71	46	☉ S.R. 7	833+70	LT	R6-1L-54	54x18	1		1			6.75			12.5								
71	47	☉ S.R. 7	833+46	LT	* D3-H5	72x36	1				30.0												
71	48	Wells Street	833+73	RT	M3-1-24	24x12	1		1			2.0			15.8								
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-1L-21	21x15	1					2.19											
	"	"	"	"	M3-3-24	24x12	1		1			2.0			15.8								
	"	"	"	"	M1-5-24-2	24x24	1					4.0											
	"	"	"	"	M6-1R-21	21x15	1					2.19											
71	49	Wells Street	834+10	LT	R5-1-36	36x36	1		1			9.0			14.0			1					
	"	"	"	"	R6-1L-54	54x18	1					6.75											
71	50	☉ S.R. 7	835+76	RT	R3-2-36	36x36				1		9.0								1			
71	51	Third Street Spur	834+42	RT	R5-1-30	30x30	1		1			6.25		13.0				1					
71	52	Third Street Spur	834+78	LT	R4-7B-24	24x30	1		1			5.0		13.0									
71	53	☉ S.R. 7	835+89	RT	R6-1R-54	54x18	1		1			6.75			14.0								
	"	"	"	"	R5-1-36	36x36	1					9.0						1					
	"	"	"	"	R6-1L-54	54x18	1					6.75											
<b>TOTALS CARRIED TO SHEET 67 (NHS)</b>							47		24	2	1	90.0	206.8	53.4	98.3	177.8		5	2			2	

CALCULATED RDA CHECKED JPB	<b>SIGNING SUBSUMMARY</b>	<b>JEF-7-14.78</b>	61
			81



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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE * MODIFIED SIGN ** MODIFIED SIGN. SEE SHEET 81.	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH	SIGN, GROUND MOUNTED EXTRUSHEET SQ. FT.	SIGN, FLAT SHEET SQ. FT.	GROUND MOUNTED SUPPORT, NO. 3 POST FT.	GROUND MOUNTED SUPPORT, NO. 4 POST FT.	SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	SIGN ATTACHMENT ASSEMBLY EACH	SIGN HANGER ASSEMBLY, SPAN WIRE EACH								
73	81	Ⓞ S.R. 7	848+00	RT	** E1-HI	108x78	1				58.5														
73	82	Ⓞ S.R. 7	848+00	LT	R3-H8cg-48	48x30	1	2				10.0		13.0/13.5											
73	83	Ⓞ S.R. 7	849+45	LT	D3-H3	72x36	1				18.0														
73	84	Ⓞ S.R. 7	851+98	LT	R2-1-36	36x48	1	2				12.0		14.7/14.7											
74	85	Ⓞ S.R. 7	855+40	RT	R2-1-36	36x48	1	1				12.0		14.7/14.7											
74	86	Ⓞ S.R. 7	857+20	RT	** E1-HI	108x78	1				58.5														
74	87	Ⓞ S.R. 7	859+46	RT	W3-3-48	48x48				1		16.0			2										
74	88	Ⓞ S.R. 7	860+50	RT	R3-H8cg-48	48x30	1	2				10.0		13.0/13.5											
74	89	Ⓞ S.R. 7	864+00	RT	M4-12-24	24x12	1	2				2.0		13.5/13.5						1					
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M2-H4-108	108x36	1					27.0													
74	90	Ⓞ S.R. 7	864+00	LT	** E1-HI	108x78	1				58.5														
74	91	Washington Street	864+19	RT	M4-12-24	24x12	1					2.0													
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M3-1-24	24x12	1	1				2.0			14.8					1					
	"	"	"	"	M3-3-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M6-1L-21	21x15	1					2.19													
	"	"	"	"	M6-1R-21	21x15	1					2.19													
74	92	Ⓞ S.R. 7	864+46	LT & RT	R3-5L-30	30x36			2			7.5										2			
74	93	Ⓞ S.R. 7	864+95	LT	** E1-HI	108x78	1				58.5														
74	94	Ⓞ S.R. 7	866+15	RT	M3-1-36	36x18				1		4.5			1										
	"	"	"	"	M1-5-36-2	36x36				1		9.0			1										
74	95	Ⓞ S.R. 7	867+25	LT	R2-1-36	36x48				1		12.0			2										
72	96	North Third Street	- - -	RT	M4-13-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M5-1R-21	21x15	1					2.19													
72	97	North Third Street	- - -	RT	M3-1-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M5-1L-21	21x15	1					2.19													
72	98	North Third Street	- - -	LT	M4-13-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M6-1L-21	21x15	1					2.19													
72	99	Washington Street	- - -	LT	M3-1-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M3-3-24	24x15	1	1				2.5			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M5-1L-21	21x15	1					2.19													
	"	"	"	"	M5-1R-21	21x15	1					2.19													
72	100	North Third Street	- - -	RT	M4-13-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M6-1R-21	21x15	1					2.19													
72	101	North Third Street	- - -	LT	M4-13-24	24x12	1	1				2.0			14.8										
	"	"	"	"	M1-5-24-2	24x24	1					4.0													
	"	"	"	"	M5-1L-21	21x15	1					2.19													
75	102	Ⓞ S.R. 7	868+25	LT	R3-H8cg-48	48x30	1	2				10.0		13.0/13.5											
75	103	Ⓞ S.R. 7	869+92	LT	** E1-HI	108x78	1				58.5														
<b>TOTALS CARRIED TO SHEET 67 (NHS)</b>							<b>43</b>		<b>20</b>	<b>2</b>	<b>4</b>	<b>310.5</b>	<b>216.2</b>		<b>165.3</b>	<b>133.2</b>			<b>6</b>		<b>2</b>	<b>2</b>			

<b>CALCULATED</b>	<b>RDA</b>	<b>CHECKED</b>	<b>JPB</b>												
SIGNING SUBSUMMARY															
JEF - 7 - 14.78															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> </table>															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> </table>															





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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE * MODIFIED SIGN ** MODIFIED SIGN. SEE SHEET 81.	SIZE (INCHES)	630		630		630	630	630	630	630	630	630	630	630	630																
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	SIGN POST REFLECTOR	SIGN SUPPORT ASSEMBLY, POLE MOUNTED																		
							EACH		EACH		SQ. FT.	SQ. FT.	FT.	FT.	FT.		EACH	EACH																		
77	129	Fourth Street	- - -	RT	M4-13-24	24x12	1		1				2.0			15.8																				
	"	"	"	"	M4-13-24	24x12	1		1				2.0			15.8																				
	"	"	"	"	M3-3-24	24x12	1						2.0																							
	"	"	"	"	M3-1-24	24x12	1						2.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M6-3-21	21x15	1						2.19																							
	"	"	"	"	M6-1R-21	21x15	1						2.19																							
77	130	Dock Street	- - -	LT	W3-1A-36	36x36	1		1				9.0			14.8		1																		
77	131	Fourth Street	- - -	LT	M4-13-24	24x12	1		1				2.0			14.8																				
	"	"	"	"	M3-1-24	24x12	1						2.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M6-1R-21	21x15	1						2.19																							
77	132	Fourth Street	- - -	RT	M4-13-24	24x12	1		1				2.0			15.8																				
	"	"	"	"	M4-13-24	24x12	1		1				2.0			15.8																				
	"	"	"	"	M3-3-24	24x12	1						2.0																							
	"	"	"	"	M3-1-24	24x12	1						2.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M6-3-21	21x15	1						2.19																							
	"	"	"	"	M6-1R-21	21x15	1						2.19																							
77	133	Fourth Street	- - -	LT	M4-13-24	24x12	1		1				2.0			14.8																				
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M6-1R-21	21x15	1						2.19																							
78	134	℄ S.R. 7	883+50	LT	S1-1-48	48x48	1		1				16.0			13.5/13.5																				
	"	"	"	"	W16-9p	30x18	1						3.75																							
78	135	℄ S.R. 7	883+60	RT	R3-H8cg-48	48x30				1			10.0																							
78	136	℄ S.R. 7	884+75	LT	R3-H8cg-48	48x30				1			10.0																							
78	137	℄ S.R. 7	885+00	LT	D3-H3	72x36	1				18.0																									
78	138	℄ S.R. 7	885+05	RT	D3-H3	72x36	1				18.0																									
78	139	℄ S.R. 7	887+05	LT	R2-1-36	36x48				1			12.0			14.7/14.7																				
78	140	℄ S.R. 7	887+71	RT	D10-H8-12	12x12	1		1					11.7																						
78	141	℄ S.R. 7	887+71	LT	D10-H8-12	12x12	1		1					11.7																						
78	142	℄ S.R. 7	887+95	LT	W3-3-48	48x48	1		2				16.0			16.4/16.4																				
78	143	℄ S.R. 7	888+75	LT	M3-3-36	36x18	1		1				4.5			15.3/15.3																				
	"	"	"	"	M1-5-36-2	36x36	1						9.0																							
78	144	℄ S.R. 7	889+50	LT	D3-H1-72	72x12	1						6.0																							
78	145	Ross Street	889+58	RT	M3-1-24	24x12	1		1				2.0			15.0																				
	"	"	"	"	M3-3-24	24x12	1		1				2.0			15.0																				
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M1-5-24-2	24x24	1						4.0																							
	"	"	"	"	M6-1L-21	21x15	1						2.19																							
	"	"	"	"	M6-1R-21	21x15	1						2.19																							
78	146	Ross Street	889+70	RT	R6-3-36	36x30	1		1				7.5			13.2																				
78	147	℄ S.R. 7	890+40	LT	R9-3A-24	24x24				1			4.0																							
	"	"	"	"	R9-3B-18	18x12				1			1.5																							
78	148	℄ S.R. 7	890+40	RT	R9-3A-24	24x24				1			4.0																							
	"	"	"	"	R9-3B-18	18x12				1			1.5																							
<b>TOTALS CARRIED TO SHEET 67 (NHS)</b>							41		16		7	36.0	190.3	23.4	136.0	134.6		1	12																	

CALCULATED RDA CHECKED JPB  
**SIGNING SUBSUMMARY**  
**JEF-7-14.78**  
 65  
 81

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE <i>* MODIFIED SIGN ** MODIFIED SIGN. SEE SHEET 81.</i>	SIZE (INCHES)	630		630		630		630		630		630		630		630		630		630		
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL		REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL		SIGN, GROUND MOUNTED EXTRUSHEET		SIGN, FLAT SHEET		GROUND MOUNTED SUPPORT, NO. 2 POST		GROUND MOUNTED SUPPORT, NO. 3 POST		GROUND MOUNTED SUPPORT, NO. 4 POST		SIGN POST REFLECTOR		SIGN SUPPORT ASSEMBLY, POLE MOUNTED		SIGN ATTACHMENT ASSEMBLY
							EACH		EACH		EQ. FT.	EQ. FT.	FT.	FT.	FT.		EACH	EACH			EACH						
78	149	☐ S.R. 7	891+55	RT	M3-1-36	36x18	1		1			4.5		15.3/15.3													
	"	"	"	"	M1-5-36-2	36x36	1					9.0															
78	150	☐ S.R. 7	894+00	RT	R2-1-36	36x48	1		1			12.0		14.7/14.7													
78	151	☐ S.R. 7	895+02	LT	D3-H3	72x36	1				18.0			12.8/12.8													
78	152	☐ S.R. 7	896+17	LT	R3-H8cg-48	48x30				1		10.0										2					
78	153	☐ S.R. 7	896+50	RT	* E7-H4	96x36	1				24.0																
79	154	☐ S.R. 7	897+40	RT	R3-H8ca-48	48x30				1		10.0										2					
79	155	☐ S.R. 7	900+00	LT	M3-3-36	36x18	1		1			4.5		15.3/15.3													
	"	"	"	"	M1-5-36-2	36x36	1					9.0															
79	156	Franklin St. Conn.	901+19	LT	R6-3A-36	36x30	1		1			7.5		13.2													
79	157	Fourth Street	900+89	RT	R1-1-30	30x30	1		1			6.25		13.2							1						
79	158	Fourth Street	901+85	LT	R5-1-30	30x30	1		1			6.25		13.2							1						
	"	"	"	"	R1-1-30	30x30	1					6.25									1						
79	159	Franklin St. Conn.	901+70	RT	R5-H2b-24	24x24	1					4.0	12.7														
79	160	☐ S.R. 7	901+20	RT	D3-H1-72	72x12	1					6.0	11.7														
79	161	☐ S.R. 7	901+27	RT	M3-1-24	24x12	1		1			2.0		15.2													
	"	"	"	"	M3-3-24	24x12	1		1			2.0		15.2													
	"	"	"	"	M1-5-24-2	24x24	1					4.0															
	"	"	"	"	M1-5-24-2	24x24	1					4.0															
	"	"	"	"	M6-1L-21	21x15	1					2.19															
	"	"	"	"	M6-1R-21	21x15	1					2.19															
79	162	☐ S.R. 7	901+75	RT	R9-3A-24	24x24				2		4.0									4						
	"	"	"	"	R9-3B-18	18x12				2		1.5									2						
79	163	☐ S.R. 7	903+00	RT	M3-1-36	36x18	1		1			4.5		15.3/15.3													
	"	"	"	"	M1-5-36-2	36x36	1					9.0															
79	164	☐ S.R. 7	904+75	LT	R5-H2b-24	24x24	1		1			4.0	12.2														
	"	"	"	"	I-H12-24	24x6	1					1.0															
79	165	☐ S.R. 7	905+10	LT	** E7-H4	96x48	1				32.0																
79	166	☐ S.R. 7	906+12	RT	** E6-2	60x72	1				30.0																
79	167	☐ S.R. 7	907+47	LT	* E7-H4	96x48	1				32.0																
79	168	☐ S.R. 7	909+02	RT	R2-1-36	36x48	1		1			12.0		14.7/14.7													
79	169	☐ S.R. 7	909+64	LT	W3-3-48	48x48				1		16.0										2					
80	170	☐ S.R. 7	912+60	RT	** E1-H1	72x78	1				39.0																
80	171	☐ S.R. 7	914+88	RT	W3-3-48	48x48	1		1			16.0		16.4/16.4													
80	172	☐ S.R. 7	915+50	LT	R2-1-36	36x48	1		2			12.0		14.7/14.7													
80	173	☐ S.R. 7	916+10	RT	R3-H8cg-48	48x30				1		10.0										2					
80	174	☐ S.R. 7	916+61	RT	R4-7-36	36x48	1		1			12.0															
	"	"	"	"	OM1-1-18	18x18	1					2.25															
80	175	☐ S.R. 7	919+29	LT	R16-H4-24	24x30	1					5.0	13.2														
80	176	Stony Hollow Blvd.	919+75	RT	R3-H8bq-36	36x30	1					7.5		13.2													
80	177	☐ S.R. 7	919+80	RT	** E1-H1	72x78				1	39.0											1					
	"	"	"	"	R9-3-12	12x18				1		1.5									1						
<b>TOTALS CARRIED TO SHEET 67 (NHS)</b>							34		15		10	214.0	229.9	49.8	291.2	45.1		3	15		1						

**SIGNING SUBSUMMARY**

I:\PROJECTS\81487\Prod\Dgn\TS001.dgn 23-FEB-2012 11:16AM dhoffma1

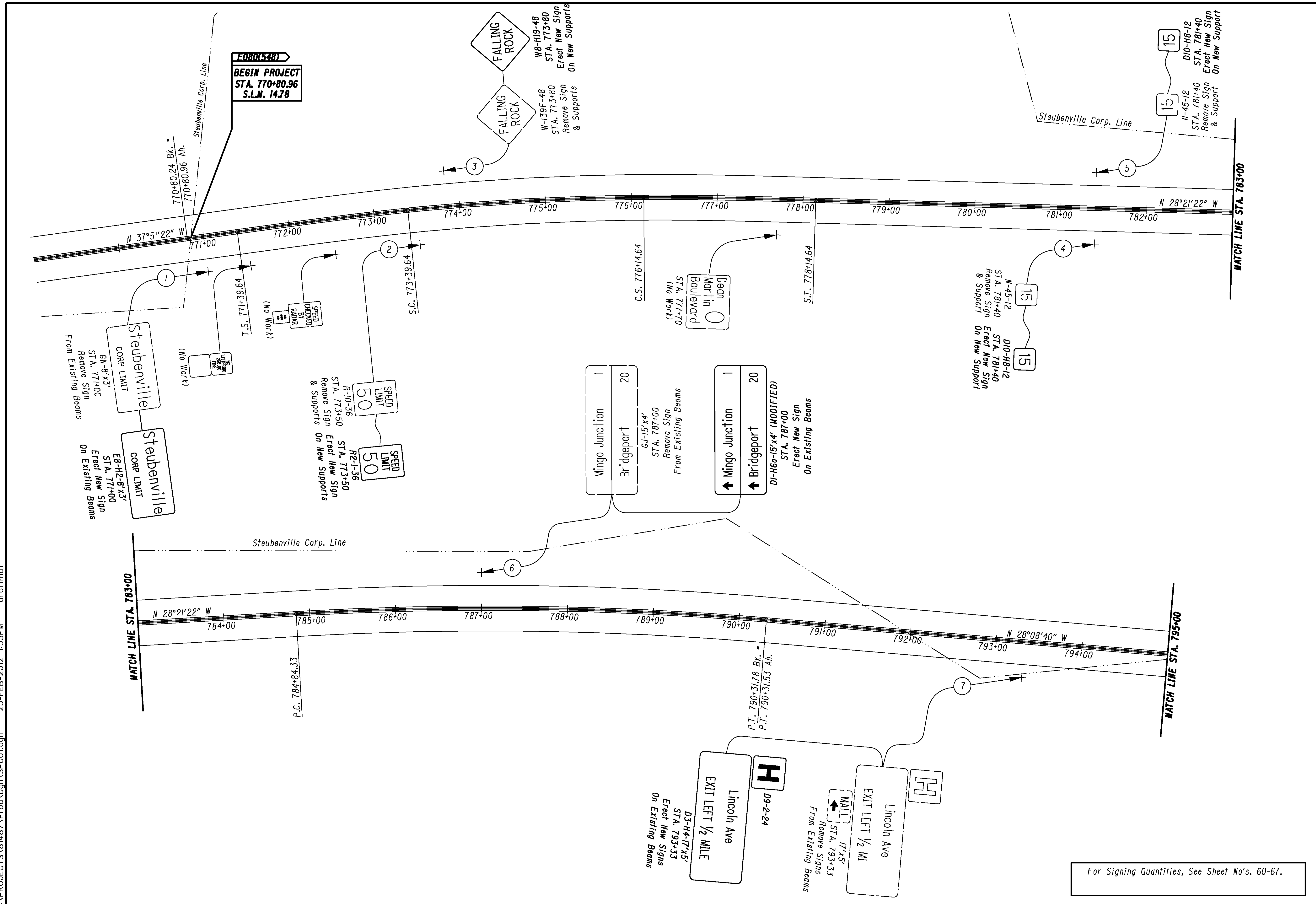
SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630	630			
							REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REELECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	SIGN, GROUND MOUNTED EXTRUSHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	ONE-WAY SUPPORT, NO. 4 POST	SIGN POST REFLECTOR	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	SIGN ATTACHMENT ASSEMBLY	SIGN HANGER ASSEMBLY, SPAN WIRE	SIGN, OVERHEAD EXTRUSHEET	SIGN BACKING ASSEMBLY				
							EACH	EACH	EACH	EACH	EACH	SQ. FT.	SQ. FT.	FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	SQ. FT.	EACH				
80	178	☉ S.R. 7	919+79	LT	R4-7-36	36x48	1		1				12.0			14.7											
	"	"	"	"	OM1-1-18	18x18	1						2.25														
80	179	☉ S.R. 7	920+00	RT	R10-6-24	24x36	1		2				5.0	13.7													
80	180	☉ S.R. 7	920+44	RT	M3-1-24	24x12	1		1				2.0											1			
	"	"	"	"	M3-2-24	24x12	1		1				2.0											1			
	"	"	"	"	M3-3-24	24x12	1		1				2.0											1			
	"	"	"	"	M1-5-24-2	24x24	1						4.0														
	"	"	"	"	M1-4-24	24x24	1						4.0														
	"	"	"	"	M1-5-24-2	24x24	1						4.0														
	"	"	"	"	M6-1L-21	21x15	1						2.19														
	"	"	"	"	M6-1L-21	21x15	1						2.19														
	"	"	"	"	M6-1R-21	21x15	1						2.19														
	"	"	"	"	D1-H7A	144x72	1					72.0															
80	181	☉ S.R. 7	920+67	RT	** E1-H1	72x78					1	39.0										1					
TOTALS FROM THIS SHEET							13		6		1	111.0	43.8	13.7			14.7					1			3		
TOTALS CARRIED FROM SHEET 60							44	1	39	1	3	329.0	303.6	200.8	323.0	75.6		15	6			1		50.0	1		
TOTALS CARRIED FROM SHEET 61							47		24	2	1	90.0	206.8	53.4	98.3	177.8		5	2								
TOTALS CARRIED FROM SHEET 62							46		30	1	2	64.0	255.5	73.5	111.5	175.9	13.5	9	4						1		
TOTALS CARRIED FROM SHEET 63							43		20	2	4	310.5	216.2		165.3	133.2			6			2		2			
TOTALS CARRIED FROM SHEET 64							44		18	2	5	94.5	257.2	13.3	69.5	194.0		7	9						2		
TOTALS CARRIED FROM SHEET 65							41		16		7	36.0	190.3	23.4	136.0	134.6		1	12					1			
TOTALS CARRIED FROM SHEET 66							34		15		10	214.0	229.9	49.8	291.2	45.1		3	15					1			
<b>TOTALS CARRIED TO GENERAL SUMMARY (NHS)</b>							<b>312</b>	<b>1</b>	<b>168</b>	<b>8</b>	<b>33</b>	<b>1249.0</b>	<b>1703.3</b>	<b>427.9</b>	<b>1194.8</b>	<b>950.9</b>	<b>13.5</b>	<b>40</b>	<b>54</b>			<b>5</b>	<b>7</b>	<b>50.0</b>	<b>4</b>		

**SIGNING SUBSUMMARY**

CALCULATED  
RDA  
CHECKED  
JPB

**JEF-7-14.78**

67  
81

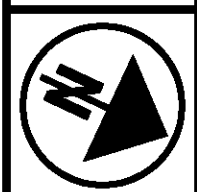


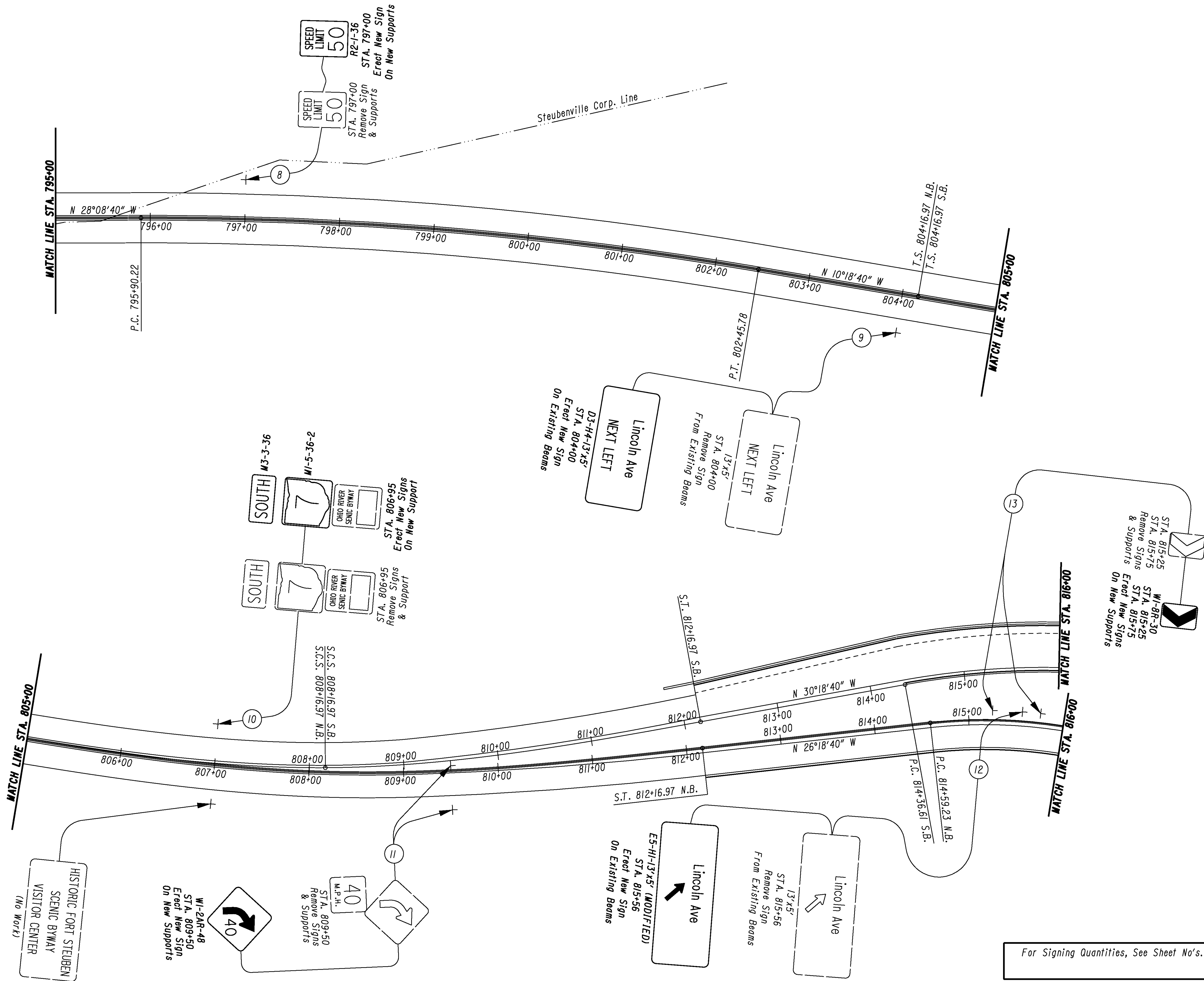
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED RDA CHECKED JPB

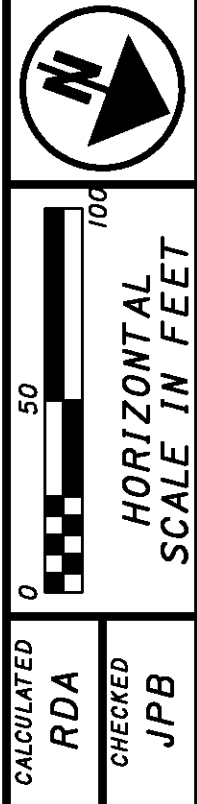
0 50 100  
HORIZONTAL SCALE IN FEET

**SIGNING PLAN**  
**STA. 769+00 TO STA. 795+00**





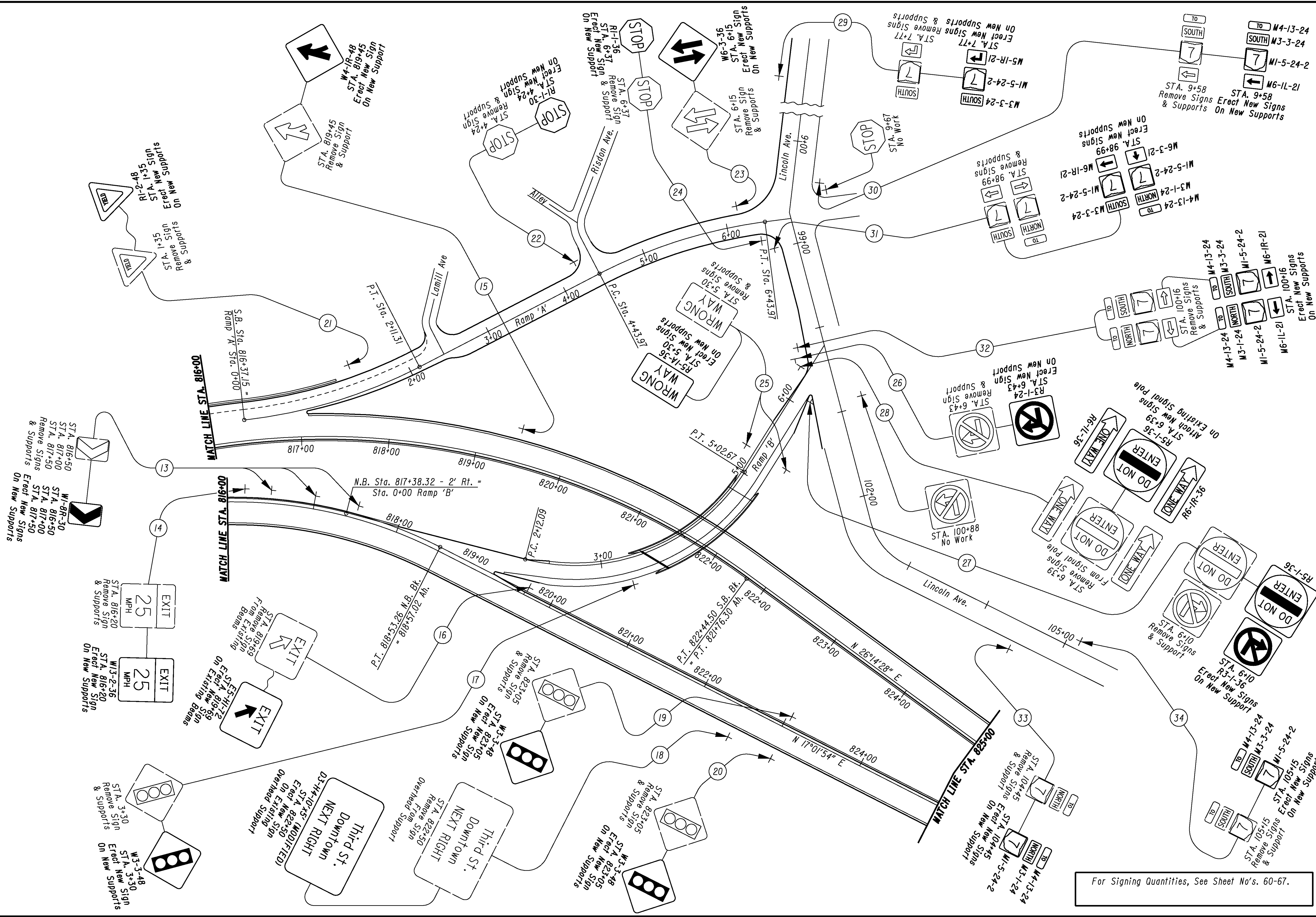
For Signing Quantities, See Sheet No's. 60-67.



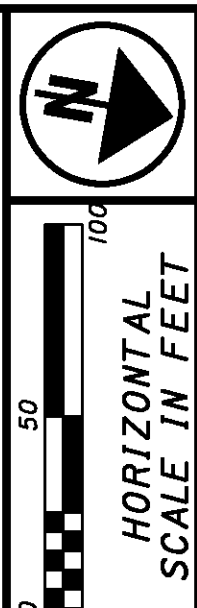
CALCULATED RDA CHECKED JPB  
**SIGNING PLAN**  
**STA. 795+00 TO STA. 816+00**







For Signing Quantities, See Sheet No's. 60-67.



CALCULATED	RDA
CHECKED	JPB

### SIGNING PLAN STA. 816+00 TO STA. 825+00

JEF-7-14.78

70
81

STA. 816+50  
STA. 817+00  
STA. 817+50  
STA. 817+00  
STA. 817+50  
Erect New Signs  
On New Supports

EXIT 25 MPH  
EXIT 25 MPH  
STA. 816+20  
Remove Sign  
& Supports  
STA. 816+20  
Erect New Sign  
On New Supports

W3-3-48  
STA. 3+30  
Erect New Sign  
On New Supports

Third St.  
Downtown  
NEXT RIGHT  
STA. 822+50  
Erect New Sign  
On Existing  
Overhead Support

Third St.  
Downtown  
NEXT RIGHT  
STA. 822+50  
Remove Sign  
From Support

W3-3-48  
STA. 823+05  
Erect New Sign  
On New Supports

STA. 823+05  
Remove Sign  
& Supports

M4-13-24  
M3-1-24  
M1-5-24-2  
Remove Sign  
& Support  
Erect New Sign  
On New Support

STA. 105+15  
Remove Sign  
& Support  
Erect New Sign  
On New Support

STA. 6+10  
Remove Sign  
& Support  
Erect New Sign  
On New Support

STA. 6+39  
Remove Sign  
From Signal Pole

Match New Sign  
On Existing Signal Pole

M4-13-24  
M3-1-24  
M1-5-24-2  
M6-1R-21  
Erect New Sign  
On New Supports

STA. 9+58  
Remove Sign  
& Supports  
Erect New Sign  
On New Supports

M4-13-24  
M3-3-24  
M1-5-24-2  
M6-1R-21

M3-3-24  
M5-24-2  
M5-1R-21  
Erect New Sign  
Remove Sign  
& Supports

M3-1-24  
M3-3-24  
M5-24-2  
M6-1R-21  
Remove Sign  
& Supports

R3-1-24  
STA. 6+43  
Remove Sign  
& Support  
Erect New Sign  
On New Support

STA. 100+88  
No Work

STA. 9+67  
No Work

W6-3-36  
STA. 6+15  
Remove Sign  
& Supports  
Erect New Sign  
On New Supports

STA. 6+37  
Remove Sign  
& Support  
Erect New Sign  
On New Support

RI-1-30  
STA. 4+24  
Remove Sign  
& Support  
Erect New Sign  
On New Support

W4-1R-48  
STA. 819+45  
Erect New Sign  
On New Support

RI-2-48  
STA. 1+35  
Erect New Sign  
On New Supports

STA. 1+35  
Remove Sign  
& Supports

S.B. Sta. 816+37.15 =  
Ramp 'A' Sta. 0+00

P.T. Sta. 2+11.3 =  
Ramp 'A'

N.B. Sta. 817+38.32 - 2' Rt. =  
Sta. 0+00 Ramp 'B'

P.T. 815+81.8 =  
N.B. Bk.  
1/4" 20' 20.2' Ar.

P.C. Sta. 4+43.97 =  
Sta. 5+30

P.T. 5+02.67 =  
Ramp 'B'

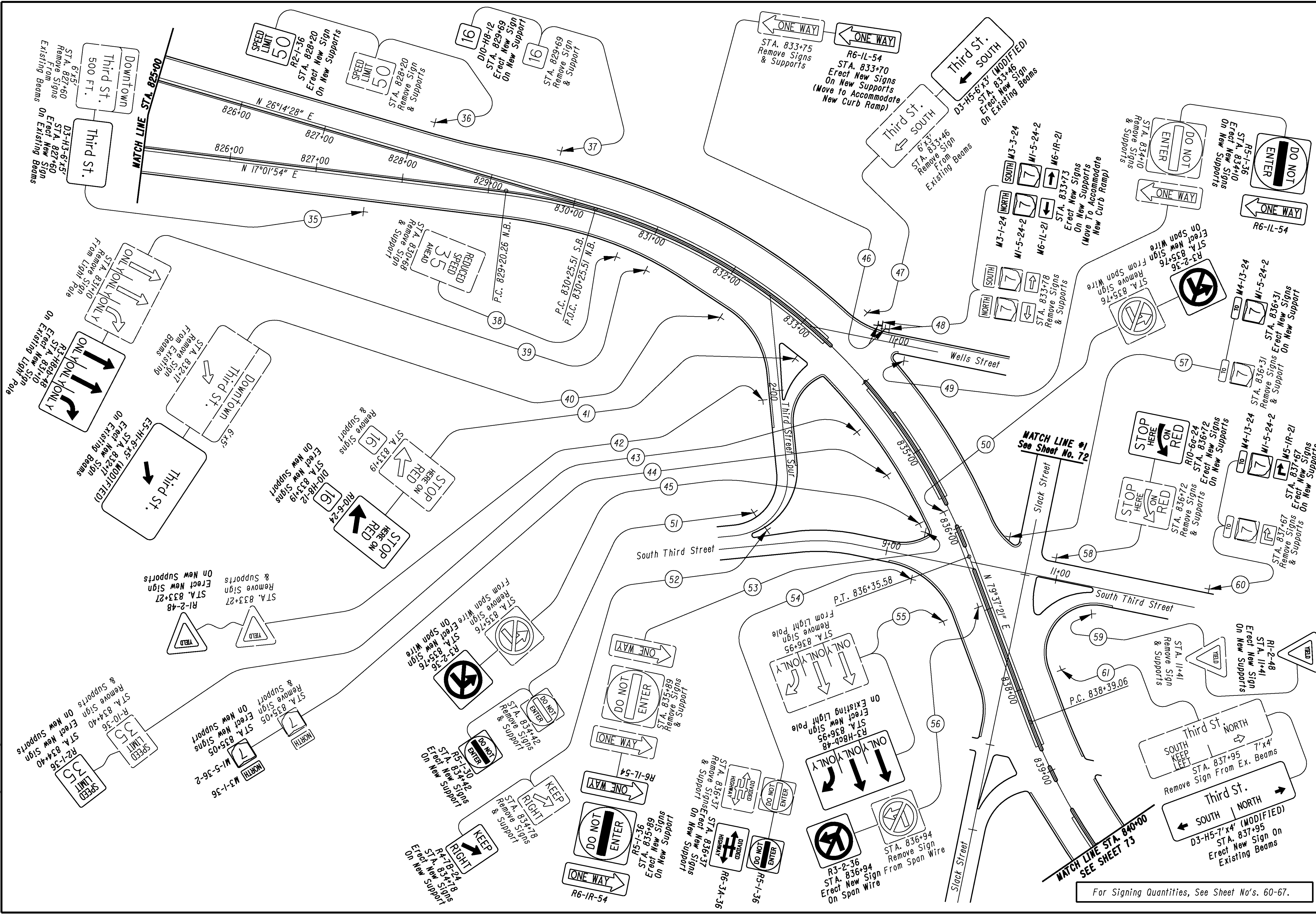
P.T. 822+44.50 S.B. Bk.  
1/4" 20' 16.30' Ar.

P.T. 822+00 =  
N 26°14'28" E

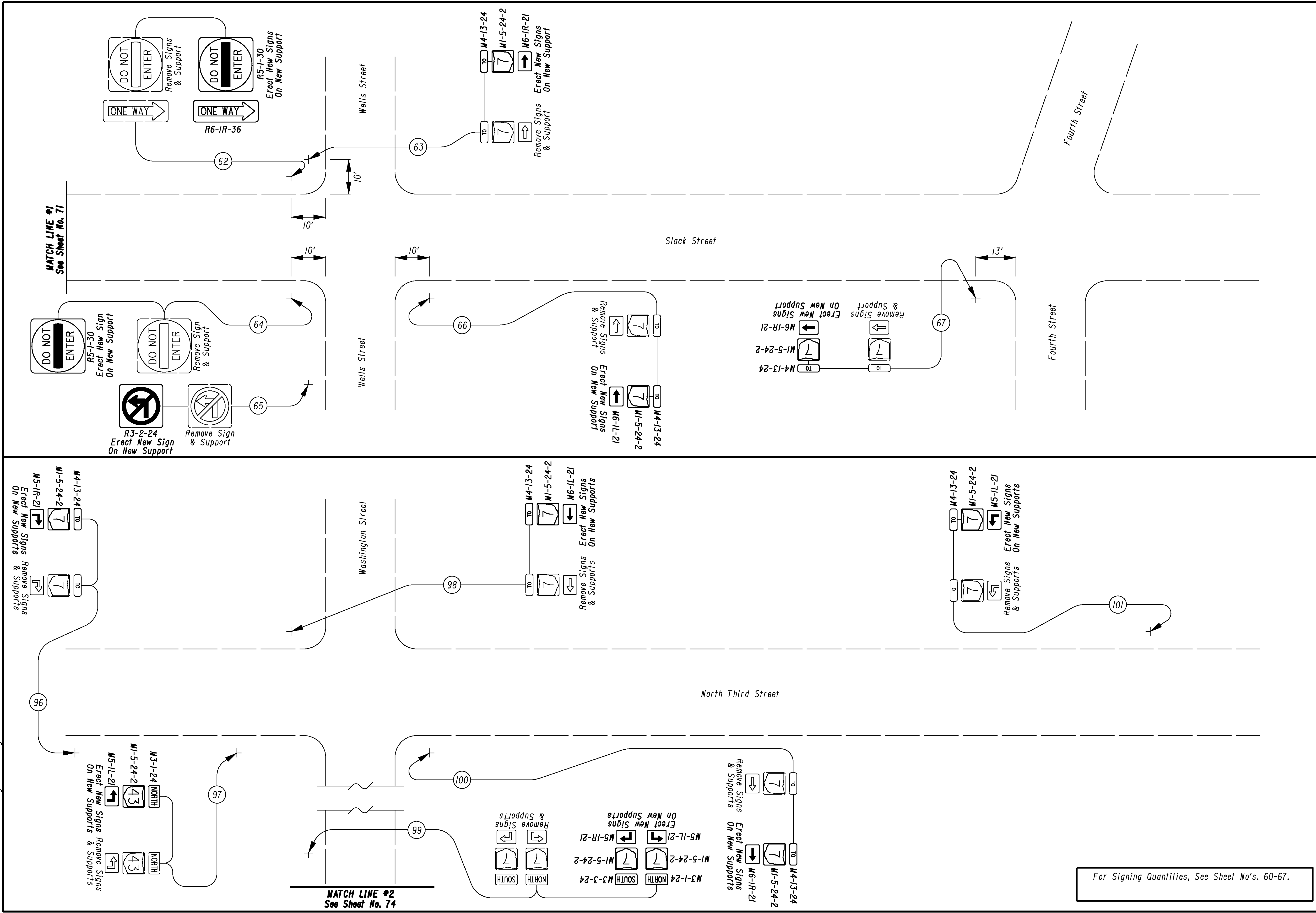
P.T. 824+00 =  
N 17°01'54" E

Match Line  
STA. 825+00





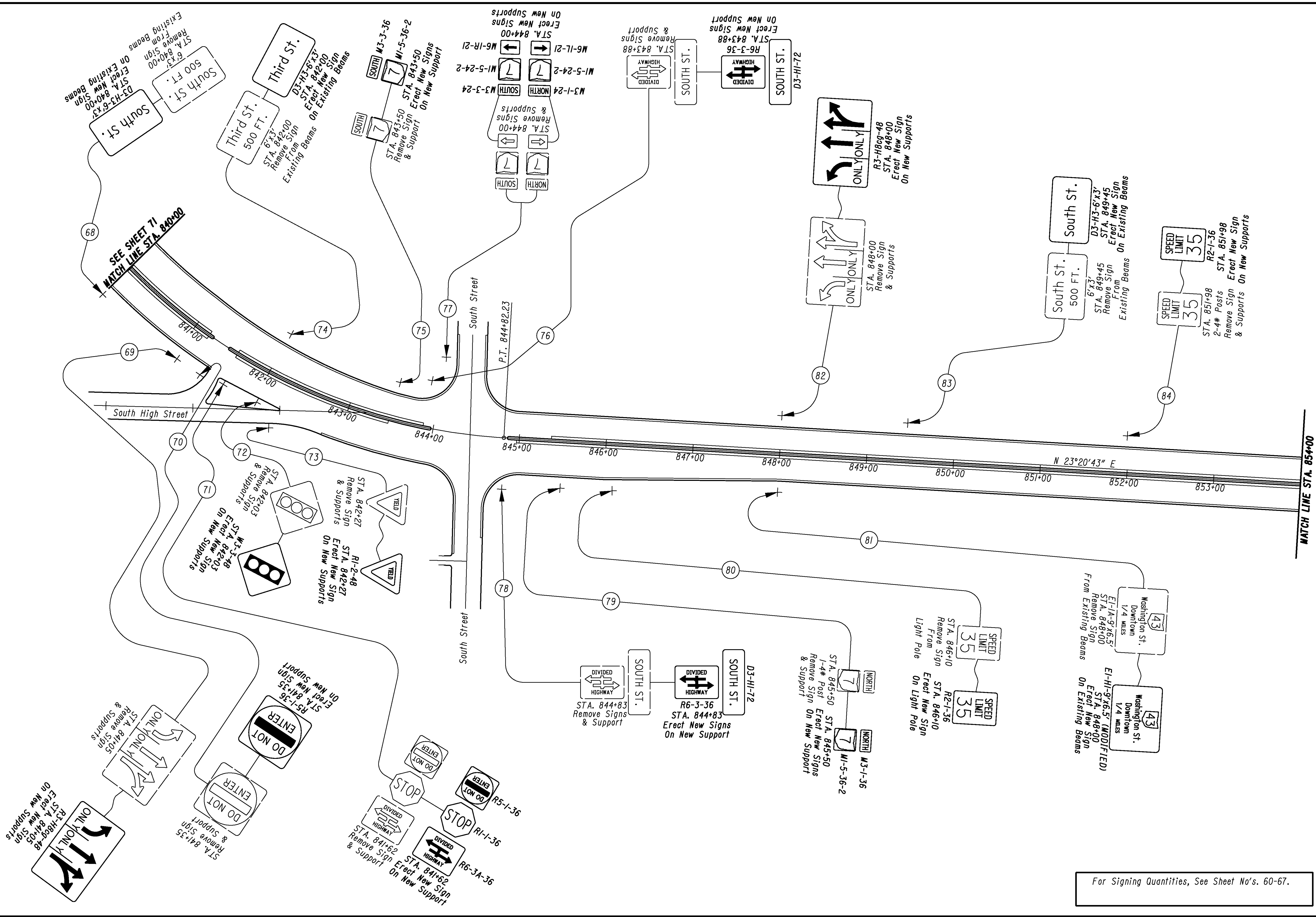
For Signing Quantities, See Sheet No's. 60-67.



For Signing Quantities, See Sheet No's. 60-67.

CALCULATED	RDA	CHECKED	JPB
HORIZONTAL SCALE IN FEET			

SIGNING PLAN



For Signing Quantities, See Sheet No's. 60-67.

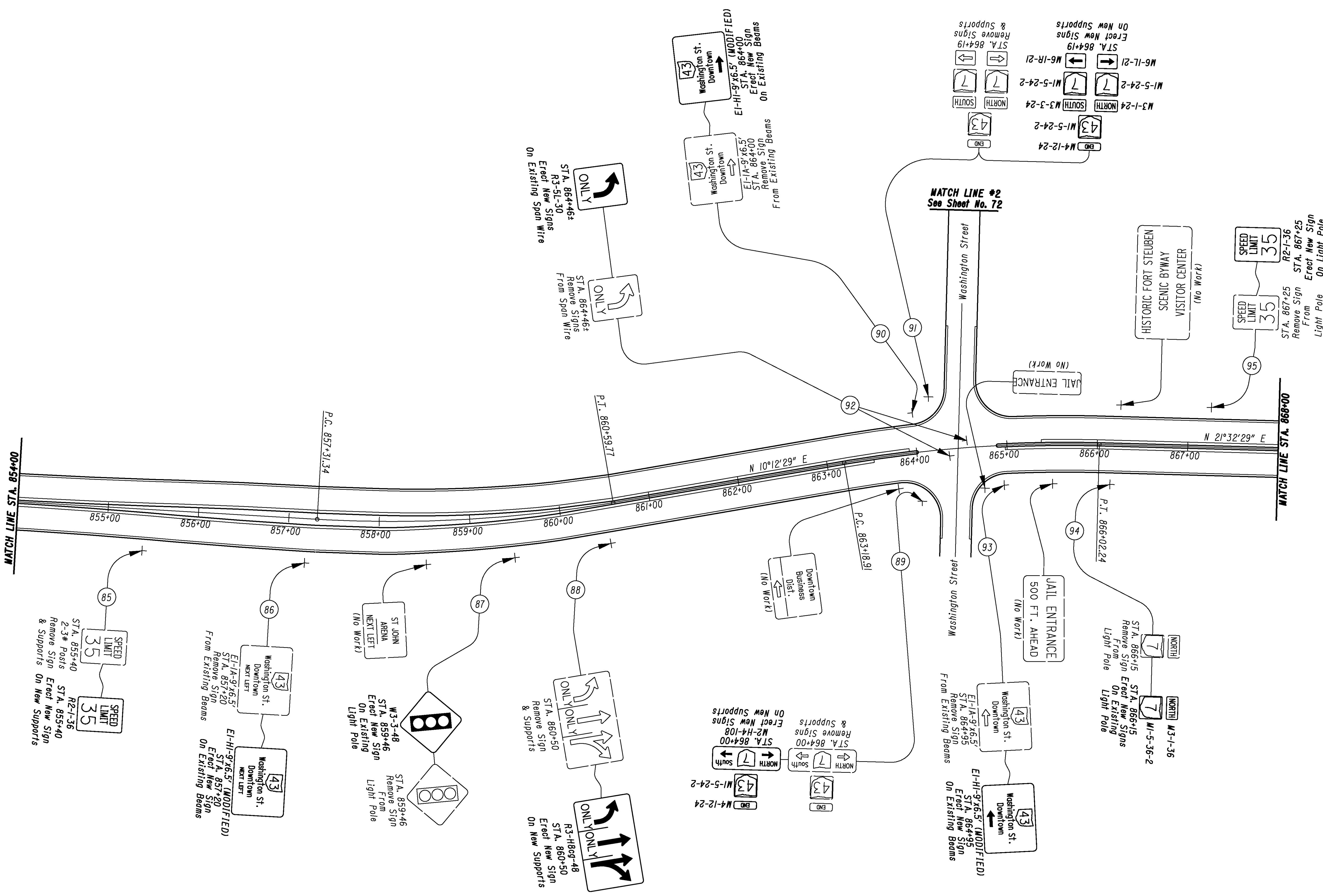
CALCULATED RDA CHECKED JPB

0 50 100  
HORIZONTAL SCALE IN FEET

**SIGNING PLAN**  
**STA. 840+00 TO STA. 854+00**

**JEF-7-14.78**





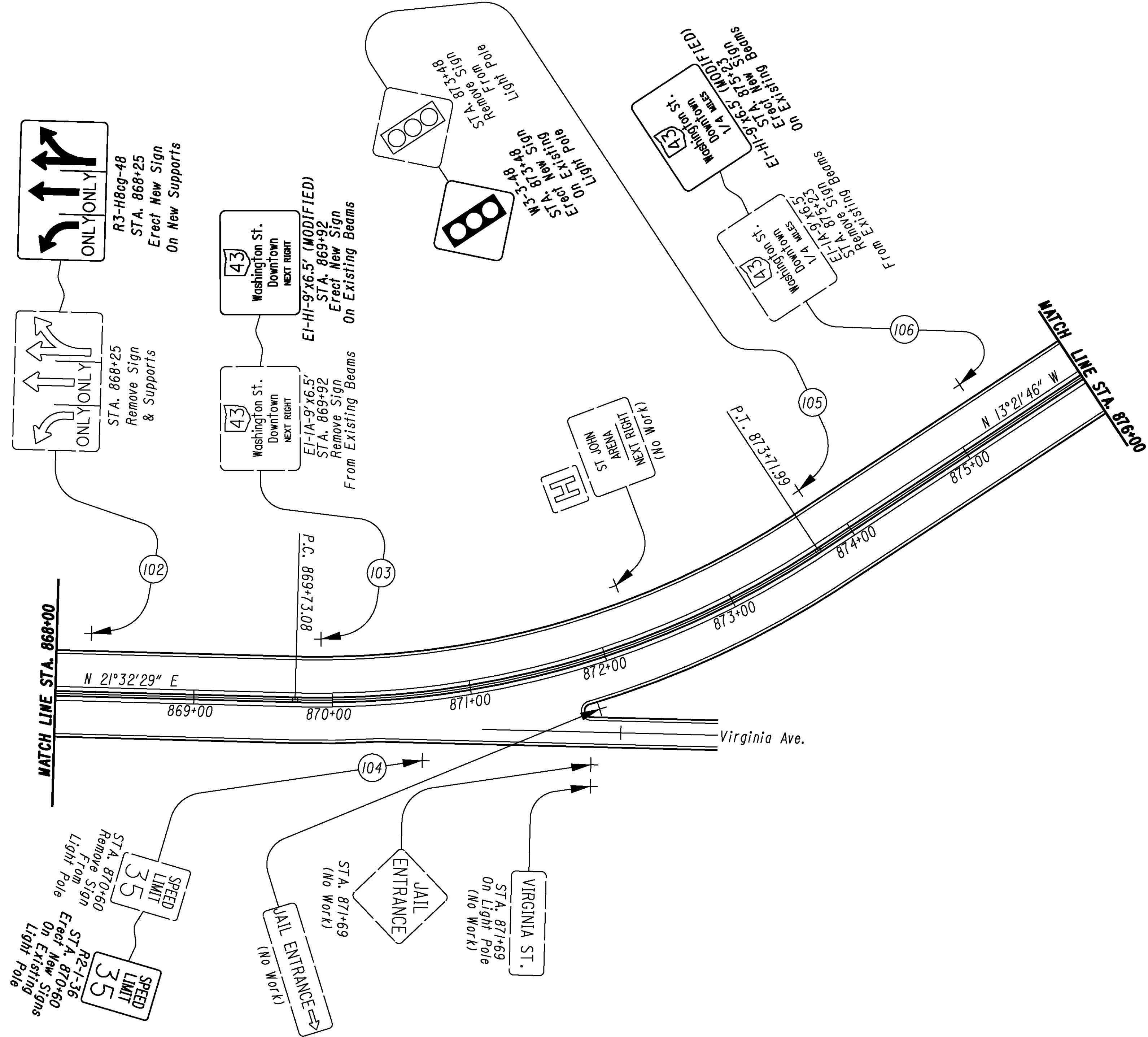
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED	RDA
CHECKED	JPB

0 50 100  
HORIZONTAL SCALE IN FEET

# SIGNING PLAN

## STA. 854+00 TO STA. 868+00



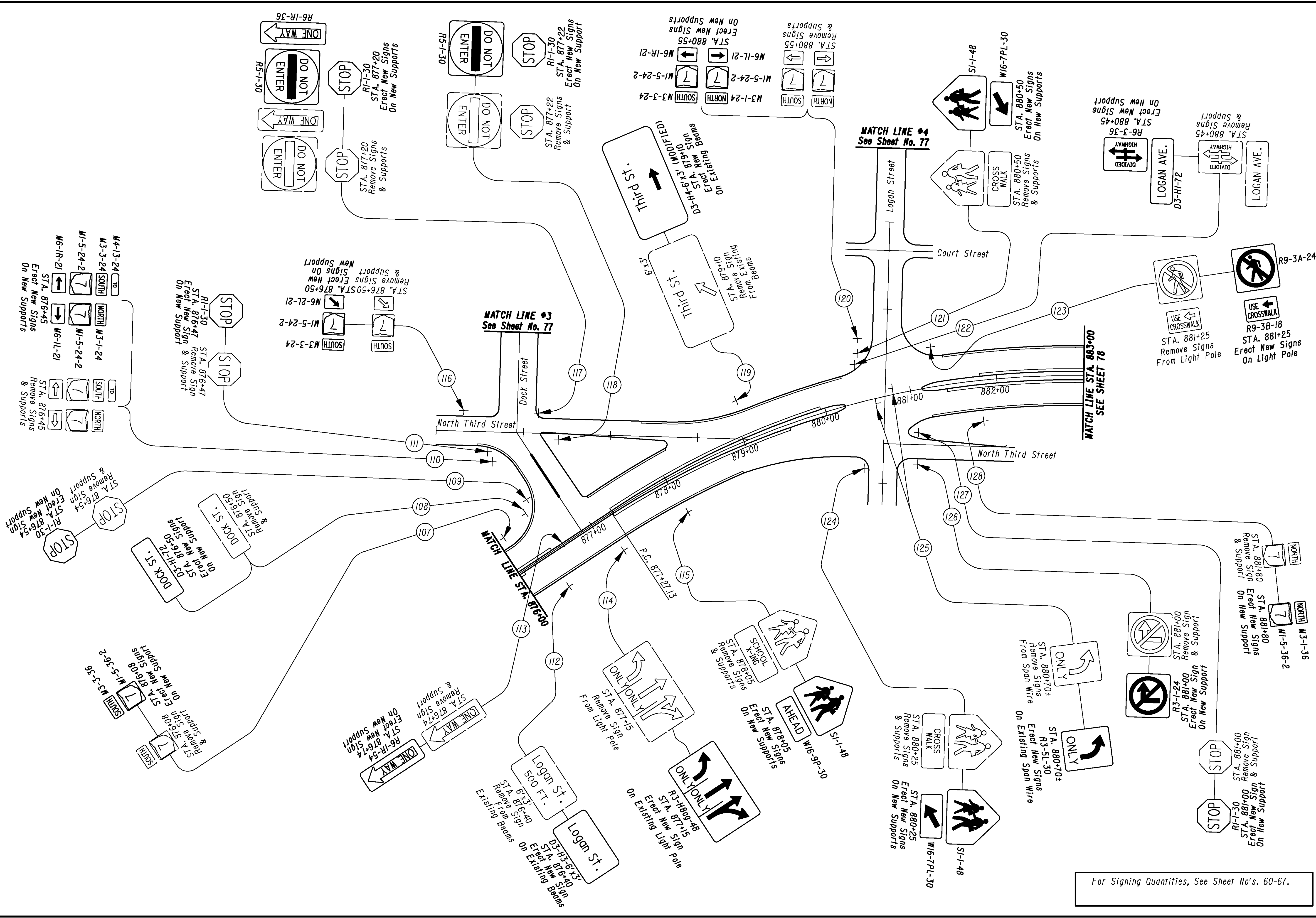
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED	RDA
CHECKED	JPB

**SIGNING PLAN**  
**STA. 868+00 TO STA. 876+00**

**JEF-7-14.78**

75
81



For Signing Quantities, See Sheet No's. 60-67.

CALCULATED RDA CHECKED JPB

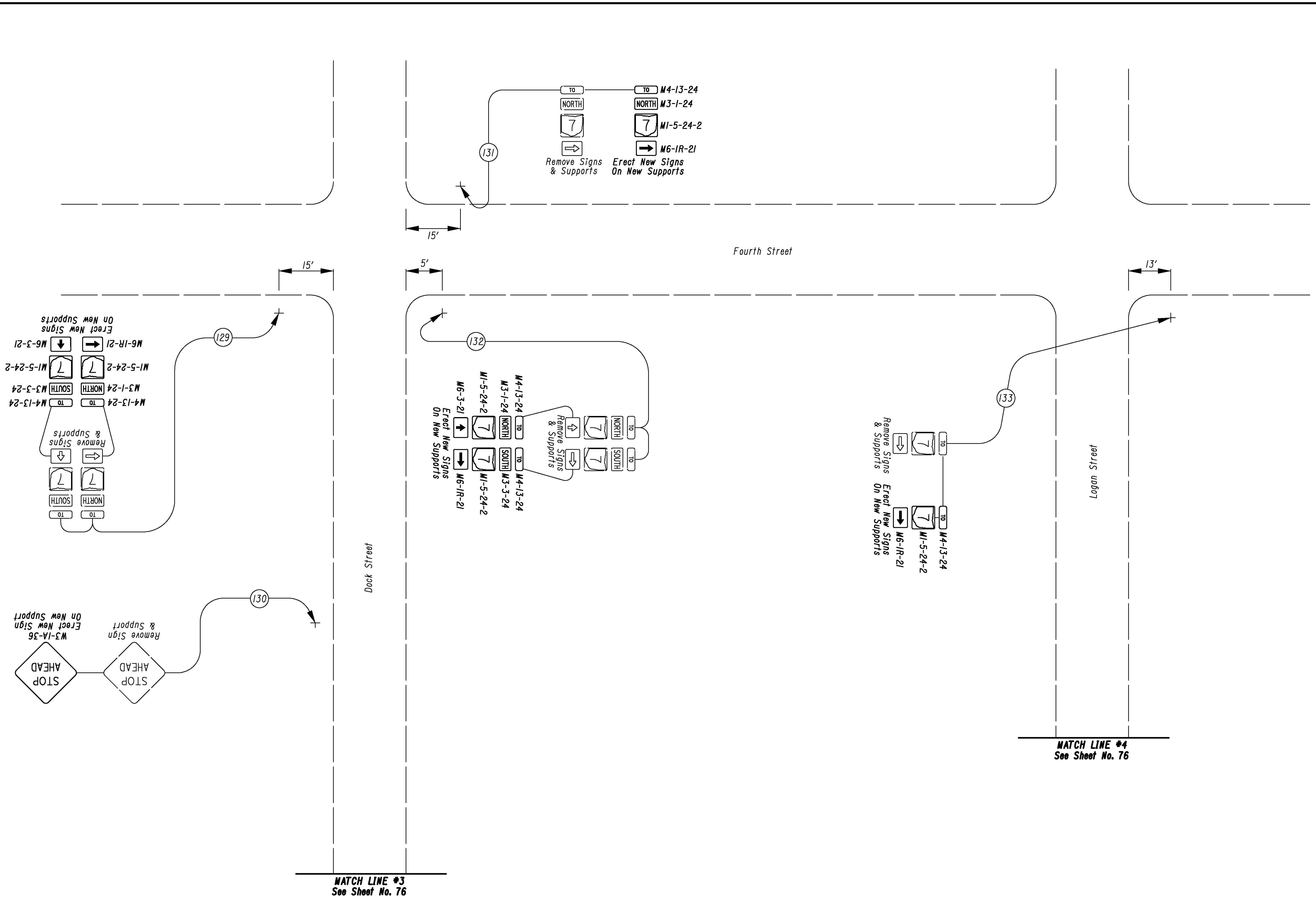
HORIZONTAL SCALE IN FEET

0 50 100

**SIGNING PLAN**

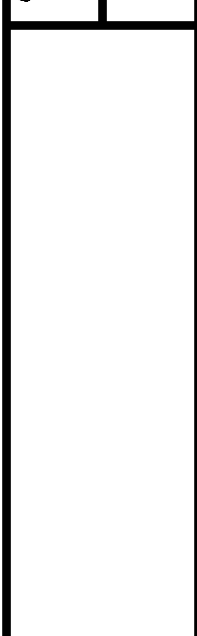
**STA. 876+00 TO STA. 883+00**





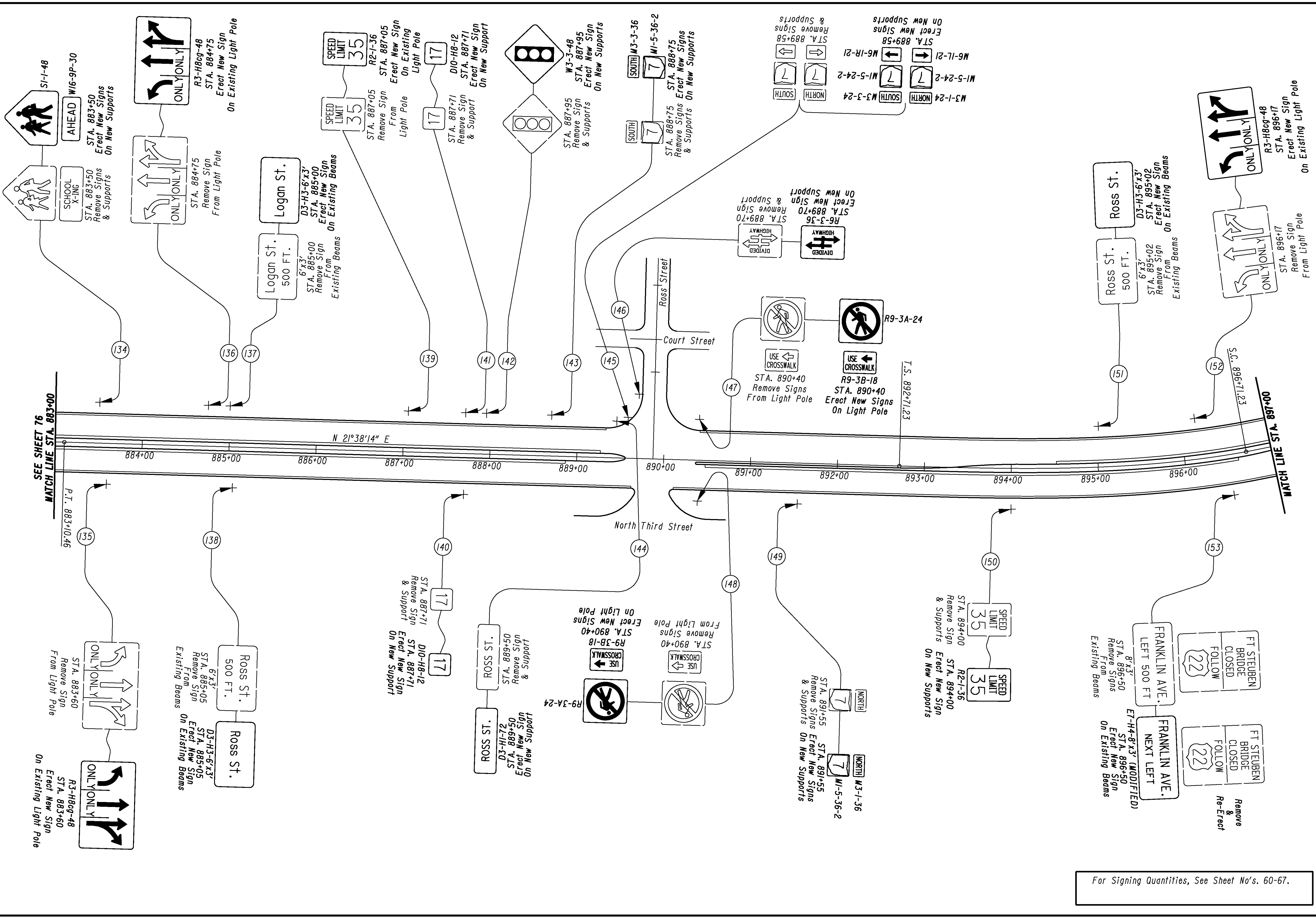
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED	RDA	CHECKED	JPB
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**SIGNING PLAN**

**JEF-7-14.78**

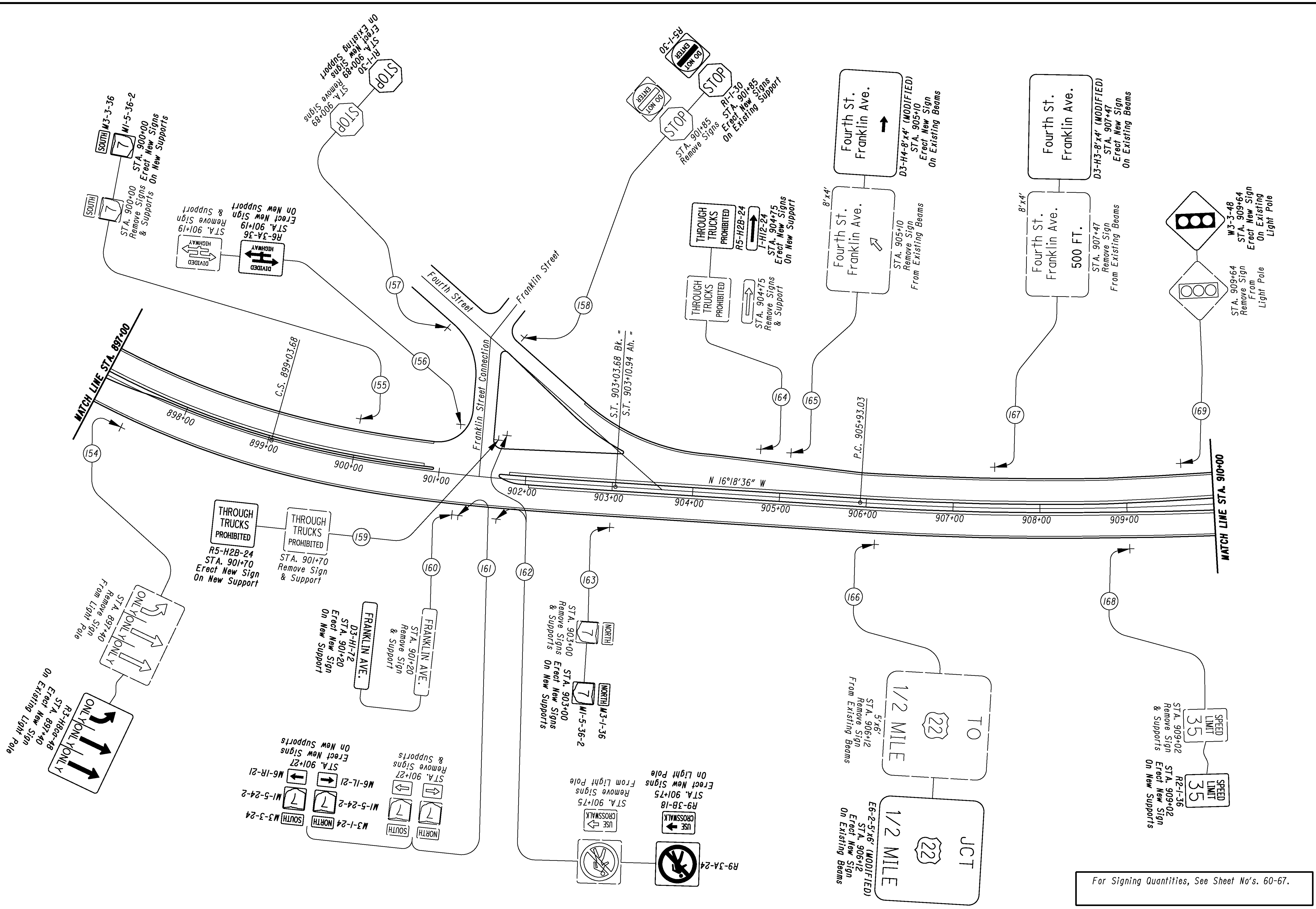


For Signing Quantities, See Sheet No's. 60-67.

CALCULATED RDA CHECKED JPB

0 50 100  
HORIZONTAL SCALE IN FEET

**SIGNING PLAN**  
**STA. 883+00 TO STA. 897+00**



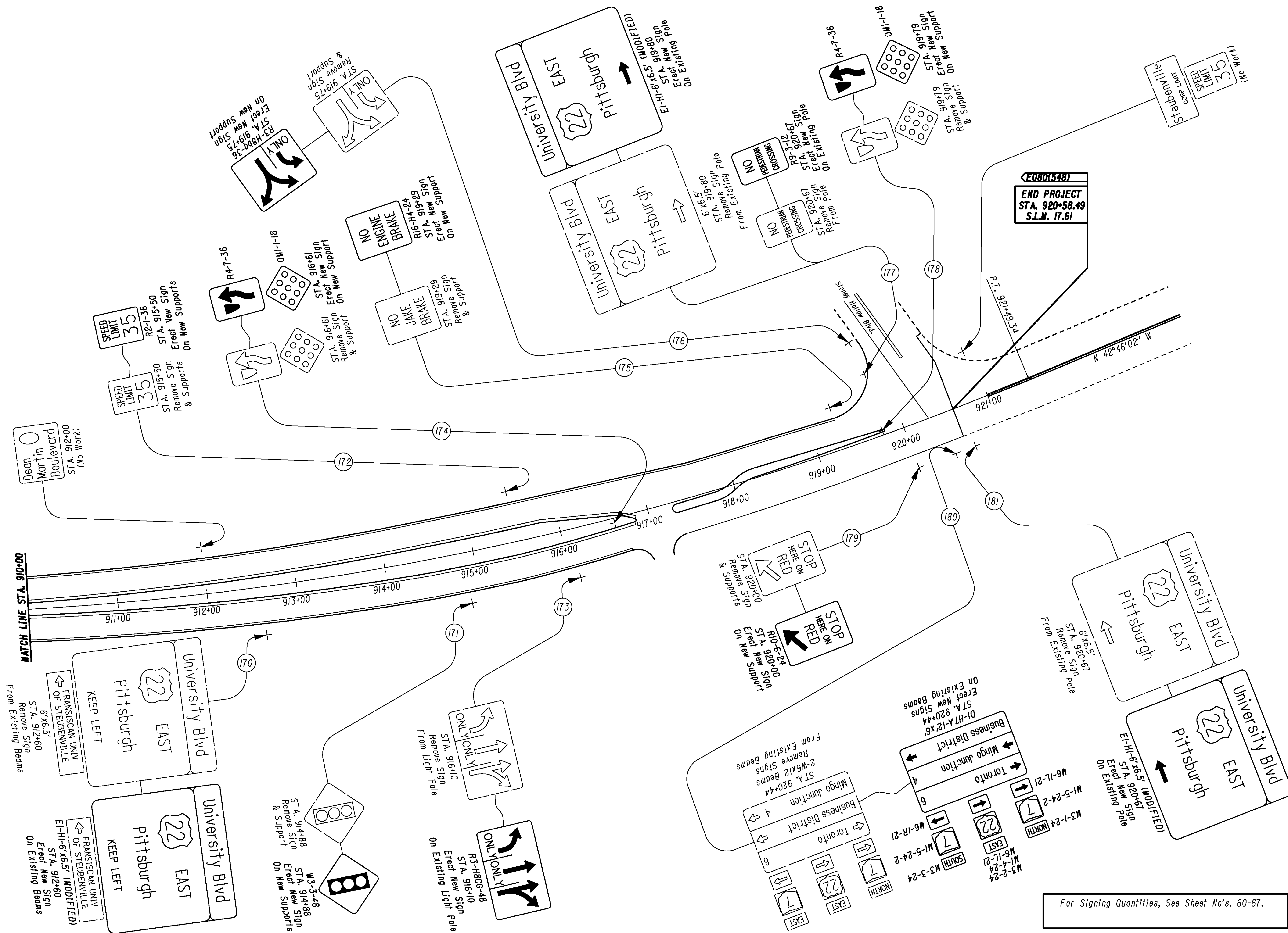
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED RDA CHECKED JPB

HORIZONTAL SCALE IN FEET

### SIGNING PLAN STA. 897+00 TO STA. 910+00

JEF-7-14.78



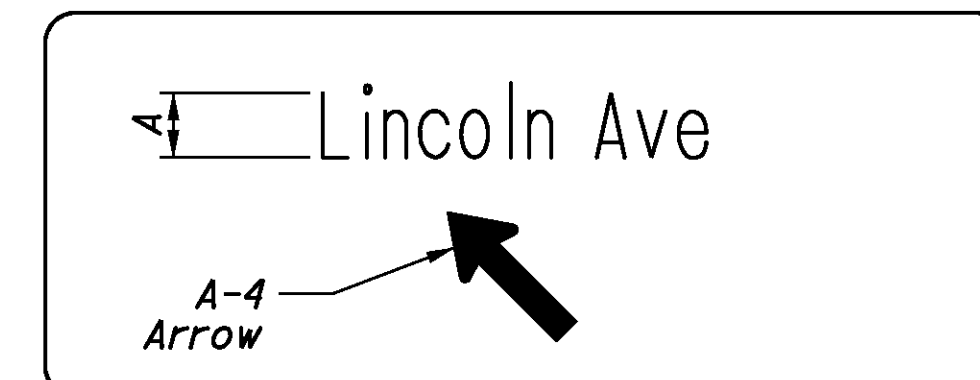
For Signing Quantities, See Sheet No's. 60-67.

CALCULATED RDA CHECKED JPB

50 100  
HORIZONTAL SCALE IN FEET

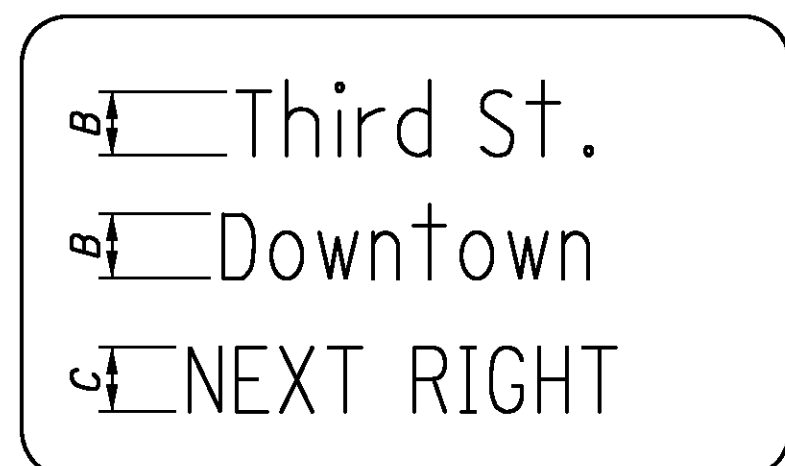
North arrow pointing up.

**SIGNING PLAN**  
**STA. 910+00 TO STA. 922+00**



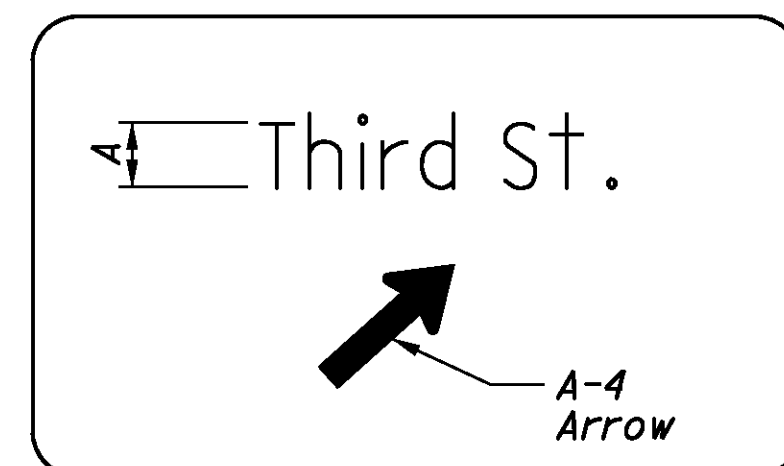
E5-HI-13'x5' (MODIFIED)  
STA. 815+56  
Erect New Sign  
On Existing Beams

12



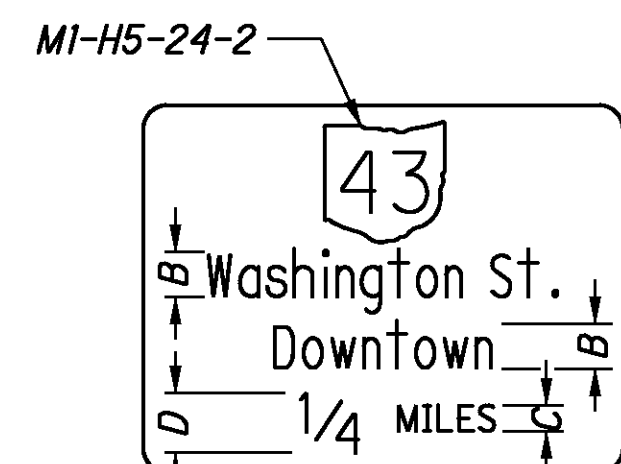
D3-H4-10'x5' (MODIFIED)  
STA. 822+50  
Erect New Sign  
On Existing  
Overhead Support

18



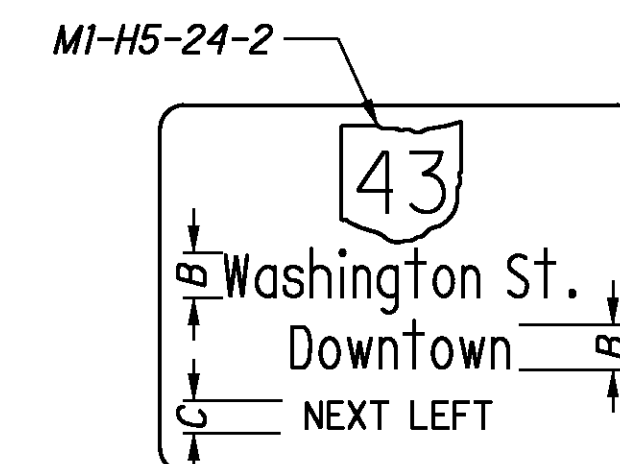
E5-HI-6'x5' (MODIFIED)  
STA. 832+17  
Erect New Sign  
On Existing Beams

40



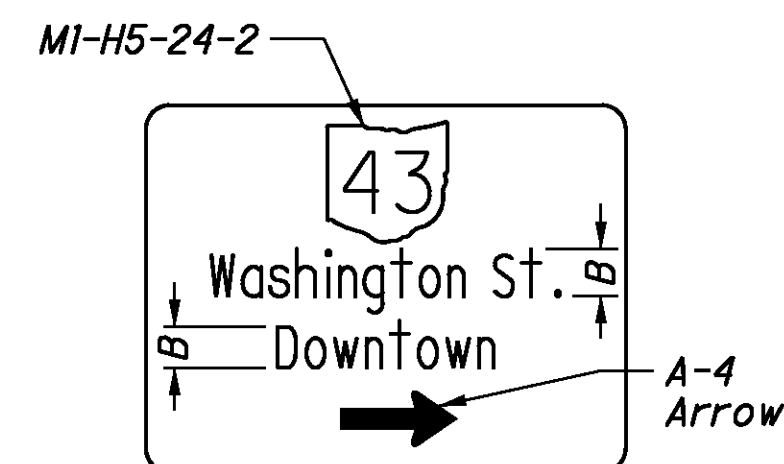
EI-HI-9'x6.5' (MODIFIED)  
STA. 848+00, STA. 875+23  
Erect New Sign  
On Existing Beams

81 106



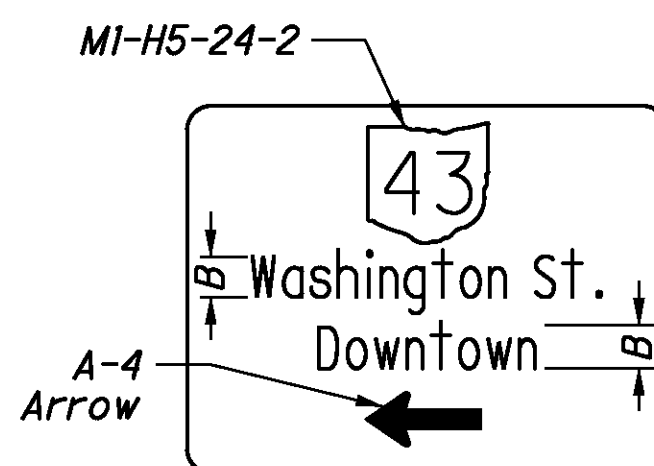
EI-HI-9'x6.5' (MODIFIED)  
STA. 857+20  
Erect New Sign  
On Existing Beams

86



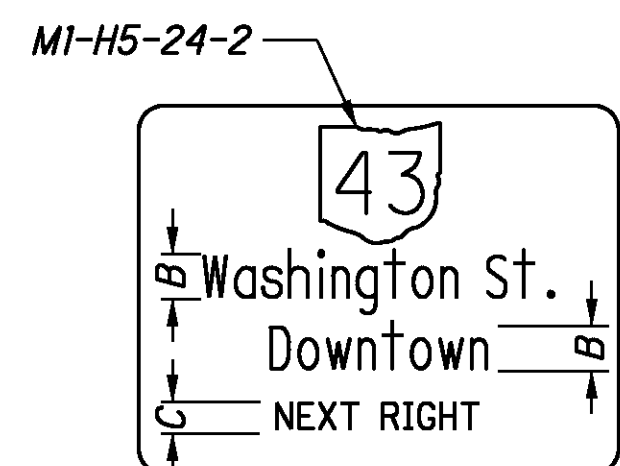
EI-HI-9'x6.5' (MODIFIED)  
STA. 864+00  
Erect New Sign  
On Existing Beams

90



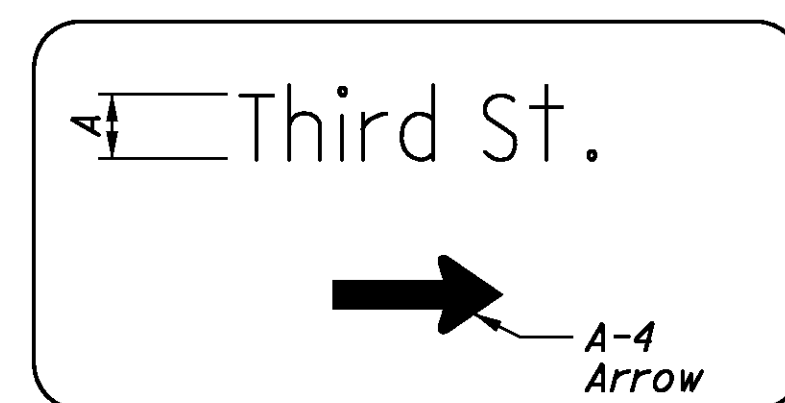
EI-HI-9'x6.5' (MODIFIED)  
STA. 864+95  
Erect New Sign  
On Existing Beams

93



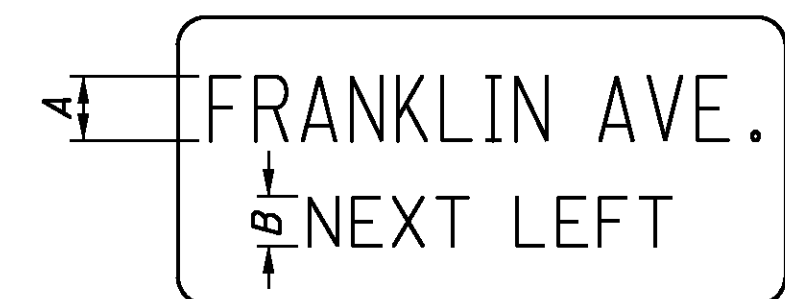
EI-HI-9'x6.5' (MODIFIED)  
STA. 869+92  
Erect New Sign  
On Existing Beams

103



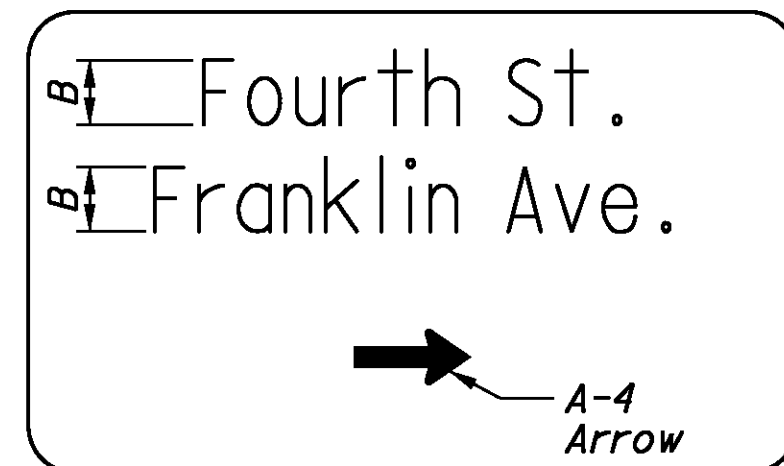
D3-H4-6'x3' (MODIFIED)  
STA. 879+10  
Erect New Sign  
On Existing Beams

119



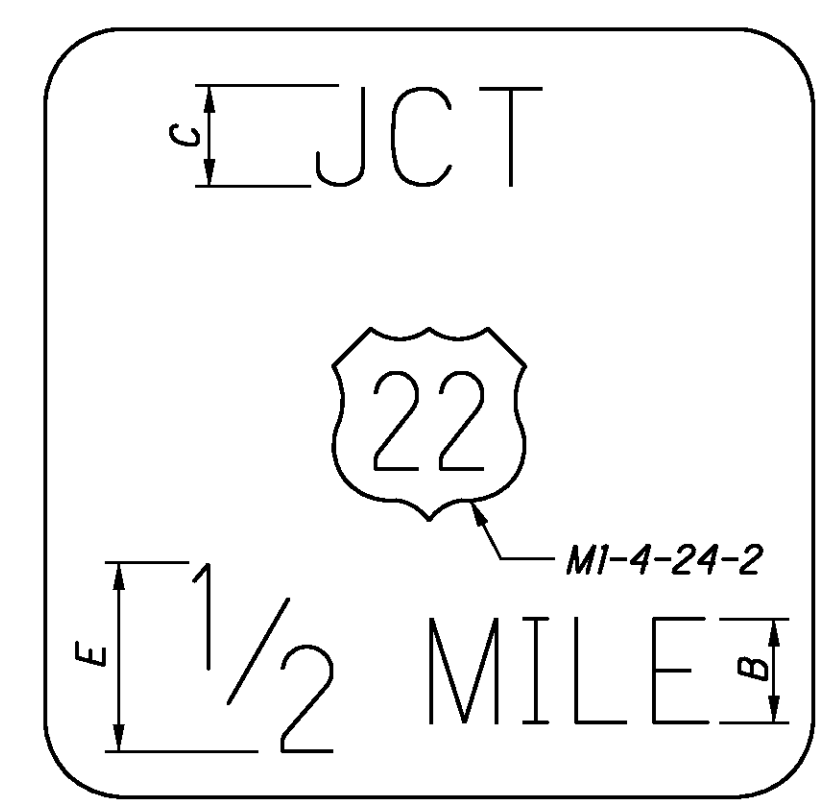
E7-H4-8'x3' (MODIFIED)  
STA. 896+50  
Erect New Sign  
On Existing Beams

153



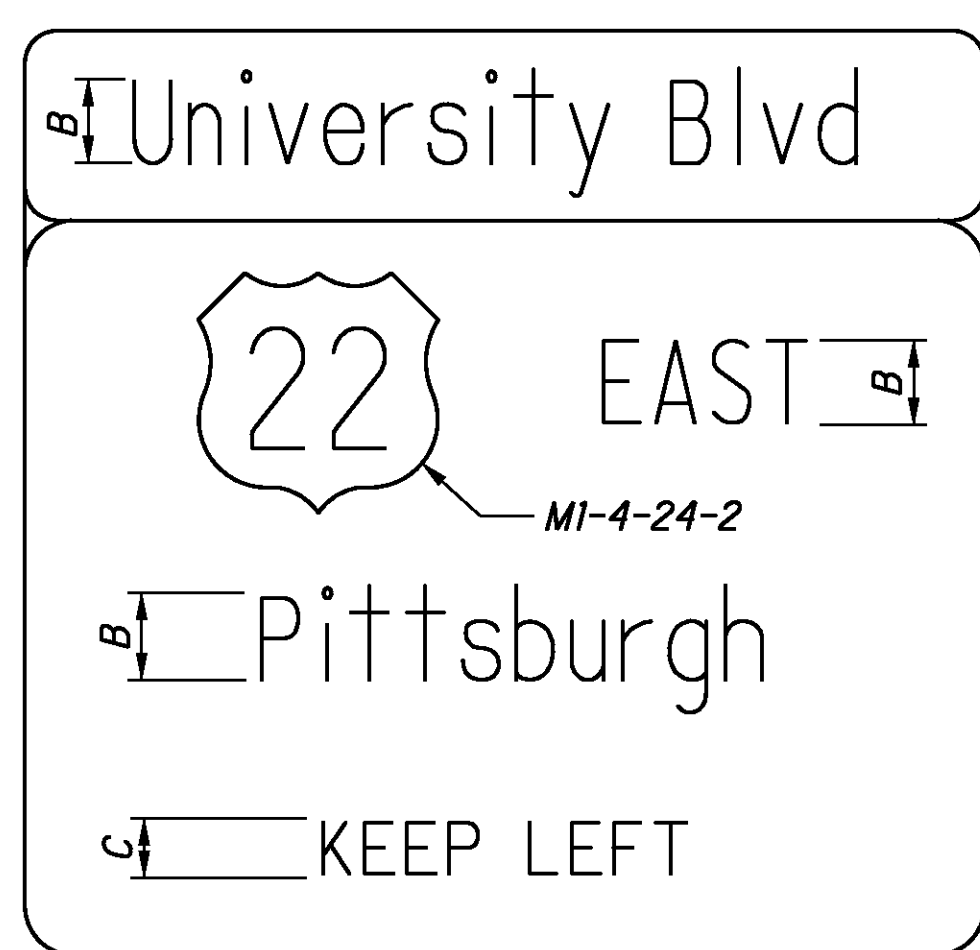
D3-H4-8'x4' (MODIFIED)  
STA. 905+10  
Erect New Sign  
On Existing Beams

165



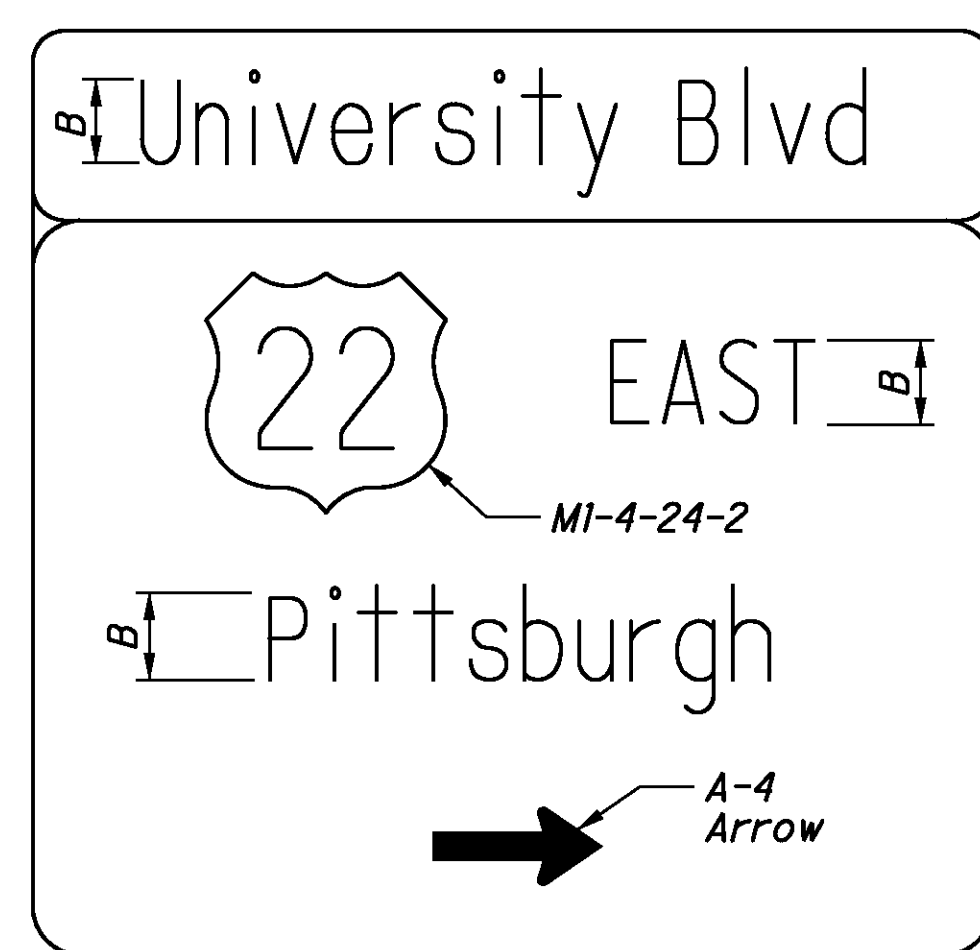
E6-2-5'x6' (MODIFIED)  
STA. 906+12  
Erect New Sign  
On Existing Beams

166



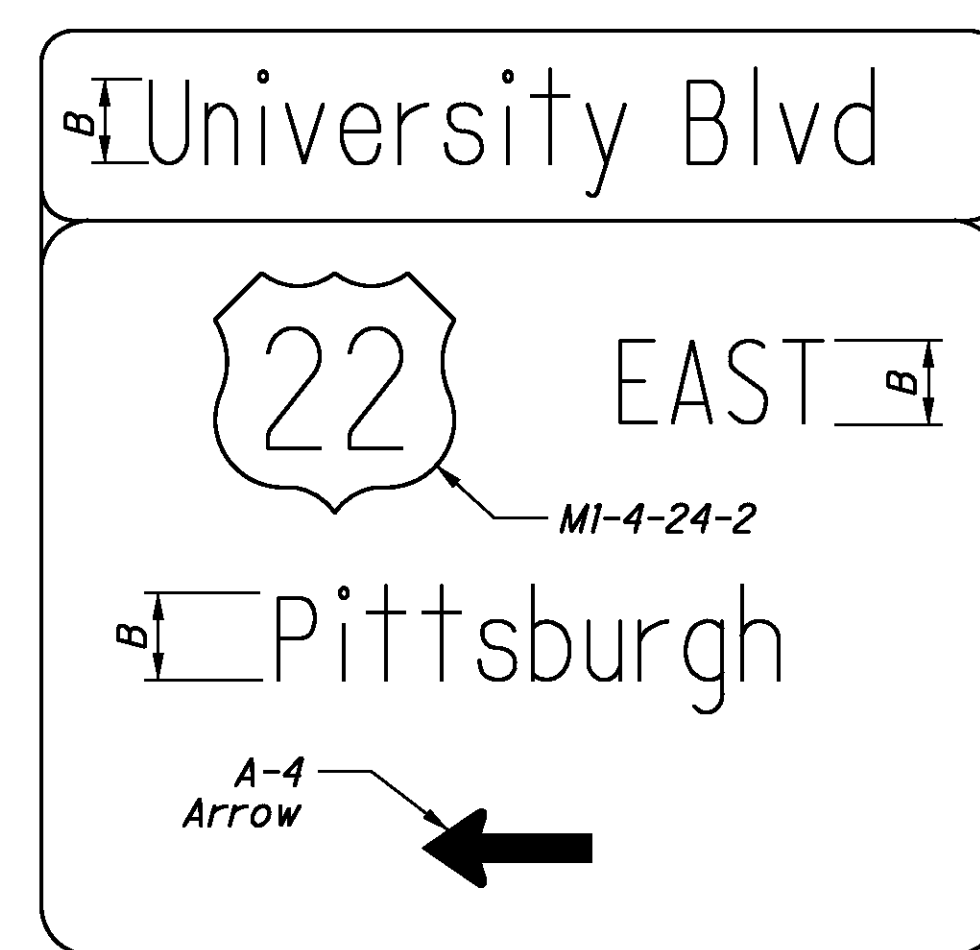
EI-HI-6'x6.5' (MODIFIED)  
STA. 912+60  
Erect New Sign  
On Existing Beams

170



EI-HI-6'x6.5' (MODIFIED)  
STA. 919+80  
Erect New Sign  
On Existing Pole

177



EI-HI-6'x6.5' (MODIFIED)  
STA. 920+67  
Erect New Sign  
On Existing Pole

181

DIMENSION	UPPER-CASE LETTER SIZE
A	13.33"
B	10.67"
C	8"
D	12"
E	15"