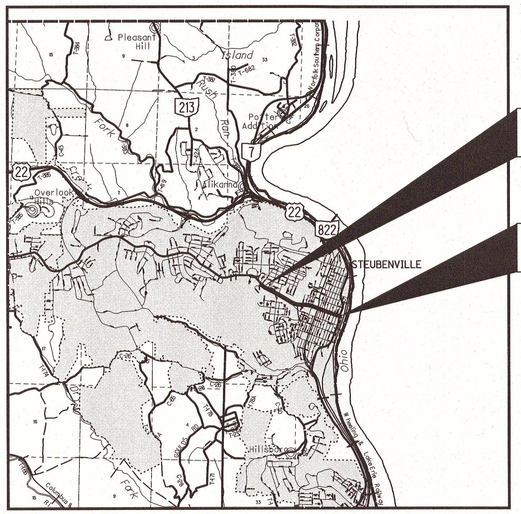
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

JEF-43-0.00

CITY OF STEUBENVILLE
CITY PROJECT NO. 2009-118
JEFFERSON COUNTY


Pleasant Hill
Island
Fork
213
Fork
Potters Addition
7
Wylie Creek
Wylie Creek
22
Overlook
Wylie Creek
Wylie Creek
Wylie Creek
Fork
Wylie Creek
Fork
22
822
STEUBENVILLE
Ohio
Wylie Creek
Fork
Wylie Creek
Fork
Wylie Creek
Fork

CALCULATED ATR
CHECKED MVJ

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DESIGN DESIGNATION

LOCATION: SLM 0.00 TO 0.24 (S.R. 7 TO FIFTH STREET)

CURRENT ADT (2011)	5,170
DESIGN YEAR ADT (2031)	5,750
DESIGN YEAR HOURLY VOLUME (2031)	517
DIRECTIONAL DISTRIBUTION	0.68
TRUCKS (24 HOUR B&C)	0.05
DESIGN SPEED	35 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	NO

LOCATION: SLM 0.24 TO 0.41 (FIFTH STREET TO SEVENTH STREET)

CURRENT ADT (2011)	6,530
DESIGN YEAR ADT (2031)	6,530
DESIGN YEAR HOURLY VOLUME (2031)	653
DIRECTIONAL DISTRIBUTION	0.55
TRUCKS (24 HOUR B&C)	0.02
DESIGN SPEED	35 MPH
LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	NO

LOCATION: SLM 0.41 TO 0.77 (SEVENTH STREET TO MARKET STREET)

CURRENT ADT (2011)	8,560
DESIGN YEAR ADT (2031)	8,560
DESIGN YEAR HOURLY VOLUME (2031)	942
DIRECTIONAL DISTRIBUTION	0.54
TRUCKS (24 HOUR B&C)	0.02
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	NO

LOCATION: SLM 0.77 TO 0.92 (MARKET STREET TO LAWSON AVENUE)

CURRENT ADT (2011)	11,950
DESIGN YEAR ADT (2031)	11,950
DESIGN YEAR HOURLY VOLUME (2031)	1,195
DIRECTIONAL DISTRIBUTION	0.55
TRUCKS (24 HOUR B&C)	0.02
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	NO

LOCATION: SLM 0.92 TO 1.06 (LAWSON AVENUE TO BELLEVIEW BOULEVARD)

CURRENT ADT (2011)	16,060
DESIGN YEAR ADT (2031)	16,060
DESIGN YEAR HOURLY VOLUME (2031)	1,606
DIRECTIONAL DISTRIBUTION	0.52
TRUCKS (24 HOUR B&C)	0.02
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	NO

BALLOON LEGEND

- (AB-#) ABANDON
- (D-#) CATCH BASINS, MANHOLES AND INLETS
- (DJ-#) CATCH BASINS, MANHOLES AND INLETS ADJUSTED/RECONSTRUCTED TO GRADE
- (DR-#) CATCH BASINS, MANHOLES AND INLETS REMOVED
- (DV-#) DRIVEWAYS
- (ET-#) EXFILTRATION TRENCH
- (FP-#) FILL & PLUG
- (GR-#) GUARDRAIL REMOVED
- (G-#) GUARDRAIL/ BARRIER
- (LS-#) LANDSCAPING
- (L-#) LIGHTING
- (MA-#) MONUMENT BOX ADJUSTED TO GRADE
- (P-#) DRAINAGE PIPES
- (PR-#) PIPES REMOVED
- (PRJ-#) PRESSURE RELIEF JOINT
- (SA-#) SANITARY MANHOLE
- (SJ-#) SANITARY STRUCTURE ADJUSTED/RECONSTRUCTED TO GRADE
- (SL-#) SANITARY LATERAL
- (SP-#) SANITARY PIPE
- (SR-#) SLAG REMOVAL
- (U-#) UNDERDRAINS
- (W-#) WATER WORK
- (WJ-#) WATER WORK ADJUSTED TO GRADE
- (WR-#) WATER WORK REMOVALS

EXISTING UTILITY SYMBOL LEGEND

- = Guy Pole
- = Flag Pole
- = Utility Pole
- = Power Pole
- = Yard Light
- = Parking Meters
- = Parking Meter
- = Air Condition Unit
- = Guy Wire w/Anchor
- = Light Pole
- = Light Pedestal
- = Electric Marker Post
- = Electric Meter
- = Electric Transformer
- = Electric Pedestal
- = Electric Tower
- = Electric Outlet
- = Electric Pull Box
- = Electric Manhole
- = Gas Valve
- = Gas Service
- = Gas Marker Post
- = Gas Meter/ Regulator
- = Tank (Gas, Propane)
- = Fire Hydrant
- = Water Valve
- = Water Manhole
- = Water Well
- = Water Meter
- = Water Spigot / Tap
- = Cistern
- = Sprinkler
- = Sprinkler Control Box
- = Monitoring Well
- = Cable TV Pole
- = Cable TV Marker Post
- = Cable TV Pedestal
- = Telephone Pole
- = Telephone Marker Post
- = Telephone Pedestal
- = Telephone Booth/or Drive-Up
- = Traffic Lighting Control Box
- = Traffic Lighting Pull Box
- = Sign
- = Curb Inlet
- = Catch Basin
- = Cleanout
- = Sanitary Manhole
- = Storm Manhole
- = Telephone Manhole

PROPOSED UTILITY SYMBOL LEGEND

- = Proposed Catch Basins
- = Proposed Manhole
- = Manhole Adjusted To Grade
- = Proposed Exfiltration Trench
- = Proposed Water Valve
- = Proposed Fire Hydrant
- = Sanitary Manhole Adjusted To Grade
- = Proposed Traffic Pullbox
- = Proposed Conventional Luminaire
- = Proposed Lighting Pullbox
- = Proposed Decorative Luminaire
- = Proposed Signal Pole Pedestal
- = Proposed Signal Pole

UTILITY LINE LEGEND

- W = Water Line
- G = Gas Line
- SAN = Sanitary Line
- E = Underground Electric
- P = Propane Line
- T = Underground Telephone
- D = Diesel
- CATV = Cable TV.
- TR = Signal Wiring

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DESIGN DESIGNATION

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(1) ℄ R/W & CONST. S.R. 43 CURVE

P.I.= Sta. 831+48.01
Δ = 4° 15′ 00″ (RT)
Dc = 1° 28′ 00″
R = 3,906.53′
T = 144.95′
L = 289.77′
E = 2.69′
C = 289.71′
C.B. = S 61° 10′ 22″ E
P.C.= Sta. 830+03.05
P.T.= Sta. 832+92.83

(3) ℄ R/W & CONST. S.R. 43 CURVE

P.I.= Sta. 856+51.02
Δ = 21° 16′ 19″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 215.20′
L = 425.44′
E = 20.03′
C = 423.00′
C.B. = S 80° 15′ 35″ E
P.C.= Sta. 854+35.82
P.T.= Sta. 858+61.27

(4) ℄ CONST. LINE D CURVE

P.I.= Sta. 7+22.25
Δ = 67° 14′ 07″ (RT)
Dc = 10° 00′ 00″
R = 572.93′
T = 380.91′
L = 672.32′
E = 115.07′
C = 634.40′
C.B. = S 26° 55′ 53″ E
P.C.= Sta. 3+41.34
P.T.= Sta. 10+13.66

(5) ℄ CONST. LINE E CURVE

P.I.= Sta. 3+12.85
Δ = 13° 59′ 05″ (RT)
Dc = 9° 00′ 00″
R = 636.62′
T = 78.08′
L = 155.39′
E = 4.77′
C = 155.00′
C.B. = N 13° 40′ 40″ E
P.C.= Sta. 2+34.77
P.T.= Sta. 3+90.16

(6) ℄ CONST. LINE A CURVE

P.I.= Sta. 1839+80.43
Δ = 9° 39′ 42″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 120.43′
L = 240.29′
E = 5.05′
C = 240.01′
C.B. = S 65° 45′ 46″ E
P.C.= Sta. 1838+60.00
P.T.= Sta. 1841+00.29
e MAX = 0.0410

(8) ℄ CONST. LINE A CURVE

P.I.= Sta. 1859+70.61
Δ = 62° 42′ 36″ (LT)
Dc = 10° 00′ 00″
R = 572.96′
T = 349.12′
L = 627.10′
E = 97.98′
C = 596.26′
C.B. = S 38° 16′ 54″ E
P.C.= Sta. 1856+21.49
P.T.= Sta. 1862+48.59
e MAX = 0.0600

(10) ℄ CONST. LINE B CURVE

P.I.= Sta. 2851+39.82
Δ = 25° 05′ 31″ (LT)
Dc = 6° 00′ 00″
R = 954.93′
T = 212.51′
L = 418.20′
E = 23.36′
C = 414.87′
C.B. = S 57° 05′ 38″ E
P.C.= Sta. 2849+27.31
P.T.= Sta. 2853+45.51
e MAX = 0.0300

(11) ℄ EX. PENN CENTRAL R.R. CURVE

P.I.= Sta. 12+96.33
Δ = 5° 47′ 11″ (RT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 144.78′
L = 289.32′
E = 3.66′
C = 289.20′
C.B. = S 10° 57′ 59″ W
S.C.= Sta. 11+51.55
C.S.= Sta. 14+40.87

(9) ℄ CONST. LINE B CURVE

P.I.= Sta. 2842+22.22
Δ = 14° 30′ 00″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 182.22′
L = 362.50′
E = 11.54′
C = 361.53′
C.B. = S 51° 47′ 52″ E
P.C.= Sta. 2840+40.00
P.T.= Sta. 2844+02.50
e MAX = 0.0420

(1)	STA. 829+28.00 ℄ R/W & CONST. S.R. 43 STA. 0+15.54 ℄ EX. STEELE AVE
(2)	STA. 2+85.21 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (S) STA. 2+89.88 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (N)
(3)	STA. 8+88.44 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (S) STA. 8+90.45 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (N)
(4)	STA. 12+18.68 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (S) STA. 12+07.39 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (N)
(5)	STA. 13+90.19 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (S) STA. 13+88.72 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (N)
(6)	STA. 16+10.97 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FOURTH ST.
(7)	STA. 18+36.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (S) STA. 18+32.32 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (N)
(8)	STA. 20+53.83 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. THIRD ST.
(9)	STA. 22+73.43 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (S) STA. 22+72.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (N)

BUILDABLE UNIT #3 WESTBOUND
℄ EX. STEELE AVE
S 63° 17′ 52″ E 825
S 60° 32′ 57″ E
℄ CONST. LINE E
DETAIL A, SEE SHEET 4 .
N 26° 42′ 08″ E
N 40° 13′ 13″ E
BEGIN WORK LINE D PC Sta. 3+41.34 = S.R. 43 Sta. 827+41.33
PC Sta. 830+03.05
PT Sta. 832+92.83
S 59° 02′ 52″ E
BEGIN WORK LINE A PC Sta. 1838+60.00 = S.R. 43 STA. 838+60.00
PT Sta. 1841+00.29
S 70° 34′ 07″ E
TS Sta. 842+89.05
SC Sta. 844+89.05
℄ CONST. LINE D
PT Sta. 10+13.66
PT Sta. 3+90.16
PC Sta. 2+34.77
BEGIN PROJECT STA. 825+32.77
BUILDABLE UNIT #5 EASTBOUND
END WORK LINE D STA. 9+70.88
BUILDABLE UNIT #5
S 6° 41′ 10″ W
N 6° 41′ 08″ E
BEGIN WORK LINE B PC Sta. 2840+40.00 = S.R. 43 Sta. 840+40.00
TS Sta. 1843+21.55
PT Sta. 2844+02.50
SC Sta. 1845+21.55
CS Sta. 1848+51.90
ST Sta. 1850+51.90
S 44° 32′ 52″ E
PC Sta. 2849+27.31
DETAIL B, SEE SHEET 4 .
PT Sta. 2853+45.51
℄ CONST. LINE B
Sta. 1852+16.82 LINE A = Sta. 2850+74.24 LINE B
STRUCTURE NO. JEF-43-0063A
PC Sta. 1856+21.49
S 6° 55′ 36″ E
END WORK LINE B STA. 2852+60.00
BUILDABLE UNIT #5
℄ CONST. LINE A
END WORK LINE A STA. 1860+84.47
BUILDABLE UNIT #3
PT Sta. 1862+48.59
STA. 858+72.35
BUILDABLE UNIT #3 WESTBOUND
BUILDABLE UNIT #5 EASTBOUND
STRUCTURE NO. JEF-43-0063
Sta. 847+80.73 S.R. 43 = Sta. 1847+97.35 LINE A
CS Sta. 849+26.00
ST Sta. 851+26.00
℄ R/W & CONST. S.R. 43
℄ CONST. LINE F
Sta. 3854+58.91
POT Sta. 3856+82.98
BUILDABLE UNIT #2
BUILDABLE UNIT #1
N 89° 06′ 16″ E
69° 37′ 25″ E
N 20° 22′ 35″ E
STA. 3+35.00
SC Sta. 11+51.55
℄ EX. PENN CENTRAL R.R.
CS Sta. 14+40.87
ST Sta. 15+20.87
S 14° 39′ 35″ W
N 20° 20′ 15″ E
EQUATION: Sta 858+87.86 BK = PT Sta. 858+61.27 AH
Sta 2+37.00 AH
N 20° 22′ 05″ E
℄ EX. N. SEVENTH ST.
STRUCTURE NO. JEF-43-0030
℄ EX. N. SIXTH ST.
℄ EX. N. FIFTH ST.
N 20° 22′ 55″ E
STA. 12+69.71
℄ EX. COMM. ALLEY
N 20° 22′ 35″ E
℄ EX. N. FOURTH ST.
N 20° 22′ 05″ E
℄ EX. COURT ST.
N 20° 14′ 45″ E
℄ EX. N. THIRD ST.
N 20° 22′ 45″ E
℄ EX. N. LAKE ERIE AVE.
N 20° 19′ 50″ E
N 20° 23′ 00″ E
N 20° 20′ 50″ E
N 20° 21′ 58″ E
N 20° 19′ 20″ E
N 20° 35′ 45″ E
S 69° 37′ 25″ E
STA. 11+70.00
BUILDABLE UNIT #1
BUILDABLE UNIT #2
BUILDABLE UNIT #4
END PROJECT STA. 24+42.60

(2) ℄ R/W & CONST. S.R. 43 CURVE

P.I.= Sta. 847+16.38
Δ = 31° 50′ 52″ (LT)
Dc = 5° 00′ 00″
R = 1,145.92′
Ls = 200.00′
f s = 5° 00′ 00″
LT = 133.39′
ST = 66.72′
x = 199.85′
y = 5.81′
k = 99.97′
p = 1.45′
D c = 21° 50′ 52″ (LT)
Lc = 436.96′
Ts = 427.33′
Es = 47.24′
C = 434.32′
C1=C2 = 199.93′
C.B.1 = S 60° 42′ 52″ E
C.B. = S 74° 58′ 18″ E
C.B.2 = N 89° 13′ 44″ W
T.S.= Sta. 842+89.05
S.C.= Sta. 844+89.05
C.S.= Sta. 849+26.00
S.T.= Sta. 851+26.00
e MAX = 0.0400

(7) ℄ CONST. LINE A CURVE

P.I.= Sta. 1847+19.85
Δ = 63° 38′ 31″ (RT)
Dc = 12° 00′ 00″
R = 477.47′
Ls = 200.00′
f s = 12° 00′ 00″
LT = 133.64′
ST = 66.95′
x = 199.12′
y = 13.92′
k = 99.85′
p = 3.49′
D c = 39° 38′ 31″ (RT)
Lc = 330.35′
Ts = 398.30′
Es = 88.56′
C = 323.80′
C1=C2 = 199.61′
C.B.1 = S 66° 34′ 12″ E
C.B. = S 38° 44′ 52″ E
C.B.2 = N 10° 55′ 31″ W
T.S.= Sta. 1843+21.55
S.C.= Sta. 1845+21.55
C.S.= Sta. 1848+51.90
S.T.= Sta. 1850+51.90
e MAX = 0.0833

(12) ℄ EX. PENN CENTRAL R.R. SPIRAL

P.I.= Sta. 14+67.54
Ls = 80.00′
f s = 0° 48′ 00″
LT = 53.33′
ST = 26.67′
x = 80.00′
y = 0.37′
k = 40.00′
p = 0.09′
C.S.= Sta. 14+40.87
S.T.= Sta. 15+20.87

FOR CENTERLINE REFERENCE TIES, SEE SHEETS 5-6.

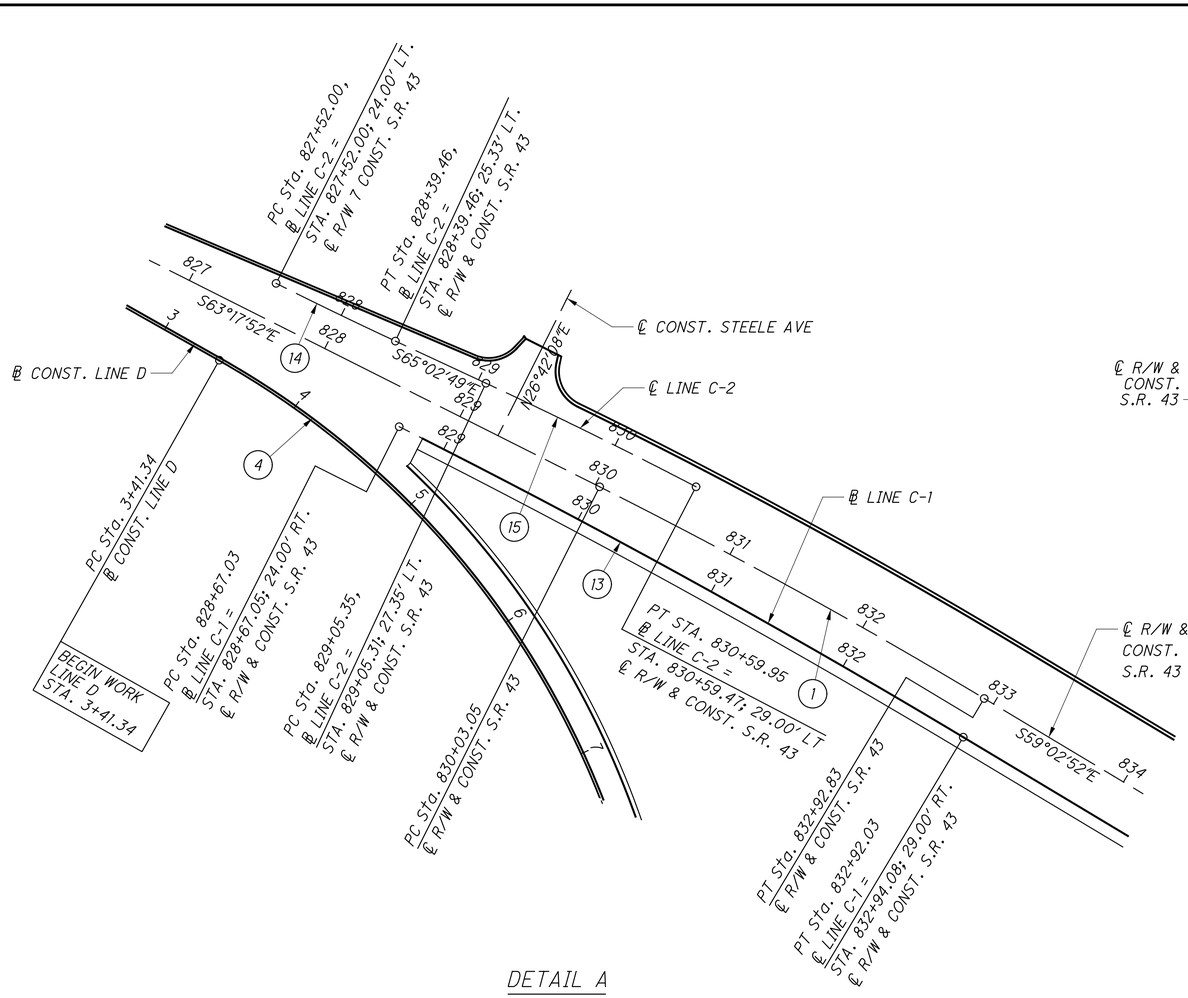
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HORIZONTAL SCALE IN FEET
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CALCULATED CWL
CHECKED MVJ

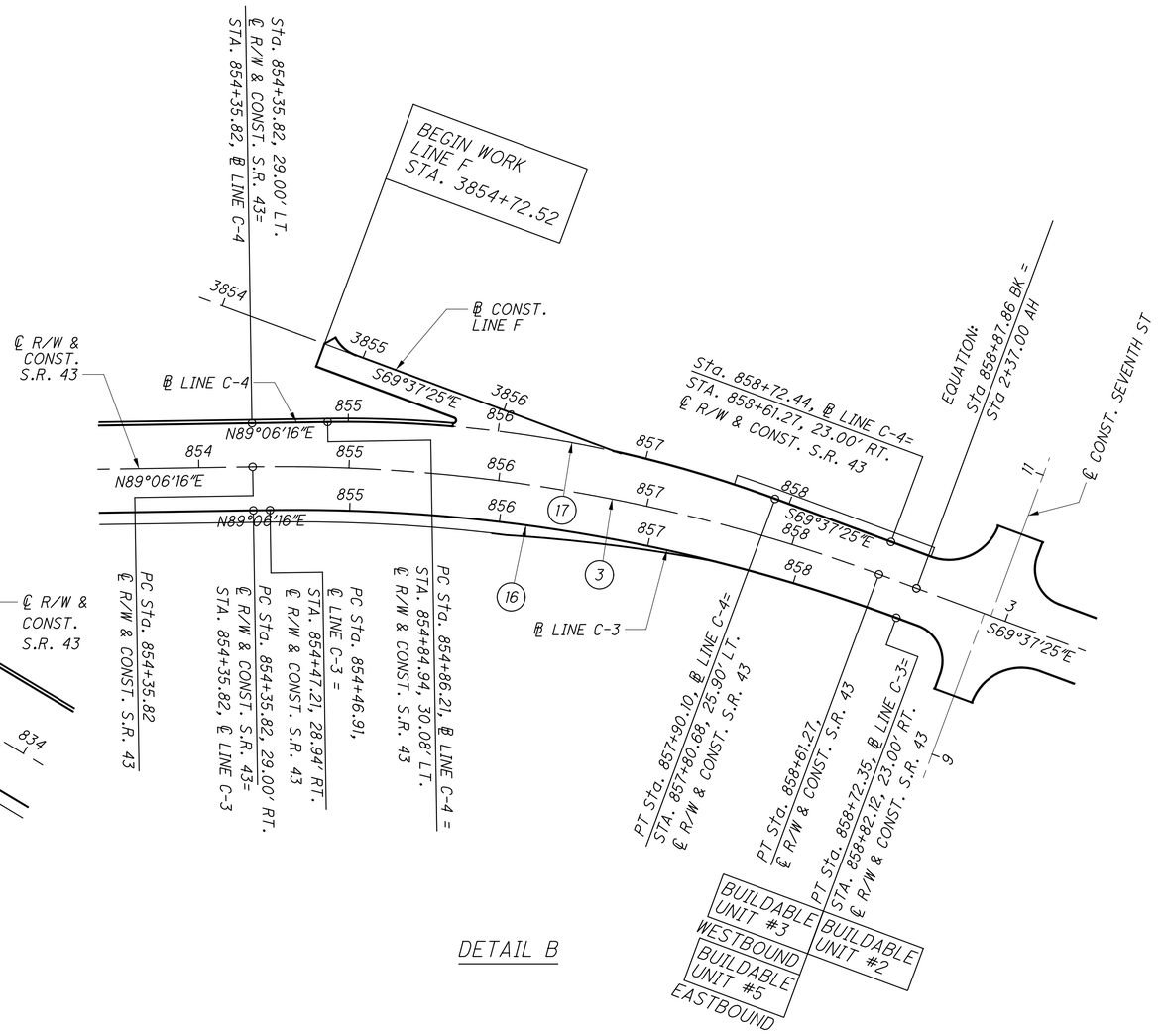
SCHEMATIC PLAN

JEF-43-0.00

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DETAIL A



DETAIL B

(13) ℄ LINE C-1 CURVE	(14) ℄ LINE C-2 CURVE	(15) ℄ LINE C-2 CURVE	(16) ℄ LINE C-3 CURVE	(17) ℄ LINE C-4 CURVE
P.I.= Sta. 830+79.63	P.I.= Sta. 827+95.73	P.I.= Sta. 829+82.66	P.I.= Sta. 856+62.11	P.I.= Sta. 856+39.93
D = 4° 15' 00" (RT)	D = 1° 44' 57" (LT)	D = 2° 34' 36" (RT)	D = 21° 16' 19" (RT)	D = 21° 16' 19" (RT)
Dc = 1° 00' 00"	Dc = 2° 00' 00"	Dc = 1° 40' 00"	Dc = 5° 00' 00"	Dc = 7° 00' 00"
R = 5,729.58'	R = 2,864.79'	R = 3,437.75'	R = 1,145.92'	R = 818.51'
T = 212.60'	T = 43.73'	T = 77.31'	T = 215.20'	T = 153.71'
L = 425.00'	L = 87.46'	L = 154.59'	L = 425.44'	L = 303.88'
E = 3.94'	E = 0.33'	E = 0.87'	E = 20.03'	E = 14.31'
C = 424.90'	C = 87.45'	C = 154.58'	C = 423.00'	C = 302.14'
C.B. = S 61° 10' 22" E	C.B. = S 64° 10' 20" E	C.B. = S 63° 45' 31" E	C.B. = S 80° 15' 35" E	C.B. = S 80° 15' 35" E
PC Sta. 828+67.03	PC Sta. 827+52.00	PC Sta. 829+05.35	PC Sta. 854+46.91	PC Sta. 854+86.21
PT Sta. 832+92.03	PT Sta. 828+39.46	PT STA. 830+59.95	PT Sta. 858+72.35	PT Sta. 857+90.10

RECORD DRAWING
12/23/11

FOR ADDITIONAL GEOMETRY, SEE SHEET 3.

SCHEMATIC PLAN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED CWL
CHECKED MVJ

JEF-43-0.00

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1	STA. 829+28.00 ℄ R/W & CONST. S.R. 43 STA. 0+15.54 ℄ EX. STEELE AVE
2	STA. 2+85.21 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (S) STA. 2+89.88 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (N)
3	STA. 8+88.44 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (S) STA. 8+90.45 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (N)
4	STA. 12+18.68 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (S) STA. 12+07.39 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (N)
5	STA. 13+90.19 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (S) STA. 13+88.72 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (N)
6	STA. 16+10.97 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FOURTH ST.
7	STA. 18+36.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (S) STA. 18+32.32 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (N)
8	STA. 20+53.83 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. THIRD ST.
9	STA. 22+73.43 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (S) STA. 22+72.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (N)

FOR CENTERLINE REFERENCE POINT TABLE, SEE SHEET 6.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED AJE
CHECKED MVJ

REFERENCE TIES (1 OF 2)

CENTERLINE

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CALCULATED AJE CHECKED MVJ

CENTERLINE REFERENCE TIES (2 OF 2)

JEF-43-0.00

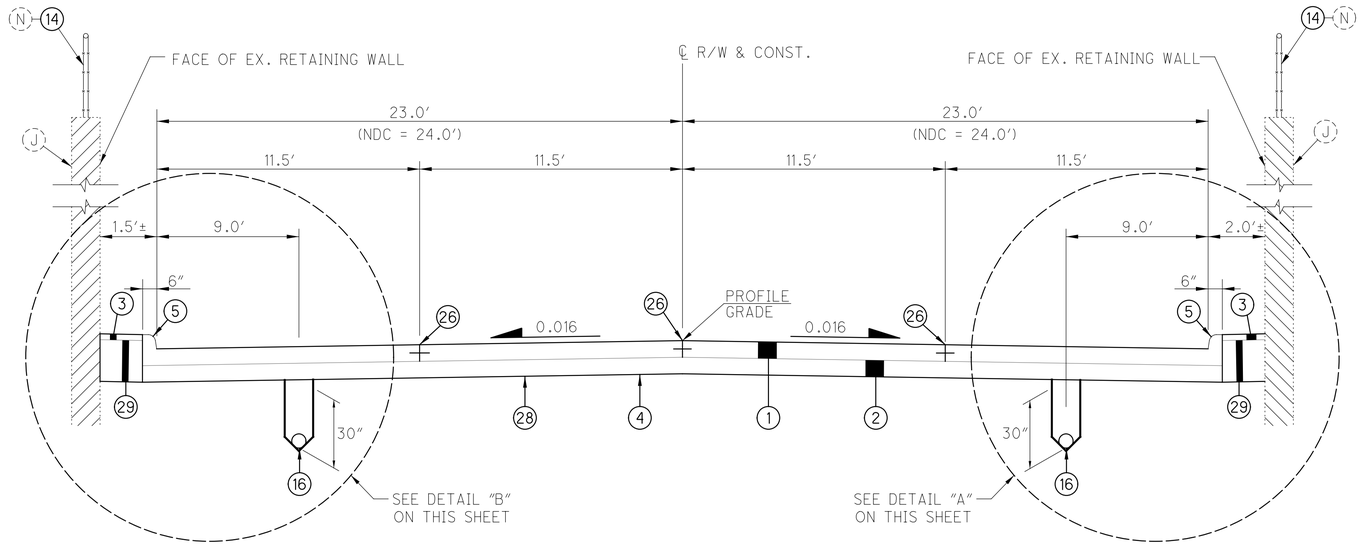
CENTERLINE REFERENCE POINT TABLE

PNT. NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
100	260353.0023	2489981.1466		STA. 829+28.00; S.R. 43 / STA. 0+15.54; STEEL AVE.
101	260319.2765	2490048.1965		PC STA. 830+03.05; S.R. 43
102	260179.5888	2490302.0017		PT STA. 832+92.83; S.R. 43
103	259667.2098	2491156.3565		TS STA. 842+89.05; S.R. 43
104	259569.4101	2491330.7358		SC STA. 844+89.05; S.R. 43
105	259456.7935	2491750.1967		CS STA. 849+26.00; S.R. 43
106	259454.1032	2491950.1109		ST STA. 851+26.00; S.R. 43
107	259458.9456	2492259.8931		PC STA. 854+35.82; S.R. 43
108	259387.3803	2492676.7966		PT STA. 858+61.27; S.R. 43
109	259378.1204	2492701.7272		STA. 858+87.86 BK. / STA. 2+37.00 AH. S.R. 43
110	259361.3343	2492746.9205		STA. 2+85.21 S.R. 43 / STA. 10+00.00 7th ST. (S.)
111	259359.7083	2492751.2982		STA. 2+89.88 S.R. 43 / STA. 10+00.00 7th ST. (N.)
112	259209.1972	2493147.2624		ST STA. 15+20.87 PENN CENTRAL R.R.
113	259151.2982	2493312.4037		STA. 8+88.44 S.R. 43 / STA. 10+00.00 6th ST. (S.)
114	259040.2444	2493611.3956		STA. 12+07.39 S.R. 43 / STA. 10+00.00 5th ST. (N.)
115	259036.3134	2493621.9791		STA. 12+18.68 S.R. 43 / STA. 10+00.00 5th ST. (S.)
116	258977.1079	2493781.3789		STA. 13+88.72 S.R. 43 / STA. 10+00.00 ALLEY (N.)
117	258976.5960	2493782.7569		STA. 13+90.19 S.R. 43 / STA. 10+00.00 ALLEY (S.)
118	258899.7236	2493989.7218		STA. 16+10.97 S.R. 43 / STA. 10+00.00 4th ST.
119	258822.6526	2494197.2209		STA. 18+32.32 S.R. 43 / STA. 10+00.00 COURT (N.)
120	258821.1555	2494201.2518		STA. 18+36.62 S.R. 43 / STA. 10+00.00 COURT (S.)
121	258745.5260	2494404.8700		STA. 20+53.83 S.R. 43 / STA. 10+00.00 3rd ST.
122	258669.3465	2494609.9694		STA. 22+72.62 S.R. 43 / STA. 10+00.00 LAKE ERIE (N.)
123	258669.0644	2494610.7287		STA. 22+73.43 S.R. 43 / STA. 10+00.00 LAKE ERIE (S.)
124	260646.5504	2489327.8969	1010.720	CONC. MONUMENT; STA. 822+12.51; 31.30' RT.
125	260471.2318	2489673.5843	1002.529	CONC. MONUMENT; STA. 826+00.11; 32.58' RT.
126	260279.2048	2490028.0371	988.750	CONC. MONUMENT; STA. 830+03.05; 44.86' RT.
127	260360.4187	2490068.9507	989.733	CONC. MONUMENT; STA. 830+03.11; 46.08' LT.
128	259787.8491	2490075.8311	1010.035	CONC. MONUMENT; STA. 2+35.04; 27.96' LT. LINE E
129	259781.4559	2490129.6338	1009.999	CONC. MONUMENT; STA. 2+34.98; 26.22' LT. LINE E
130	260219.8295	2490326.2064	969.050	CONC. MONUMENT; STA. 832+92.89; 46.96' RT.
131	259873.7072	2490708.1708	922.260	CONC. MONUMENT; STA. 837+98.48; 53.42' RT.
132	259963.3435	2490763.5434	922.671	CONC. MONUMENT; STA. 837+99.86; 51.93' LT.
133	259803.1397	2491022.6230	894.050	CONC. MONUMENT; STA. 1841+00.40; 29.89' RT. LINE A
134	259836.2353	2491034.2588	893.953	CONC. MONUMENT; STA. 1841+00.37; 5.18' LT. LINE A
135	259600.4922	2491117.6135	876.290	CONC. MONUMENT; STA. 842+90.13; 77.14' RT.
136	259709.5354	2491182.9294	876.630	CONC. MONUMENT; STA. 842+90.07; 49.97' LT.
137	259729.6305	2491231.1431	877.475	CONC. MONUMENT; STA. 1843+21.50; 29.85' RT. LINE A
138	259762.7328	2491242.9755	879.710	CONC. MONUMENT; STA. 1843+21.65; 5.30' LT. LINE A
139	259524.0102	2491309.4612	860.600	CONC. MONUMENT; STA. 844+89.75; 50.13' RT.
140	259613.8043	2491353.2024	857.883	CONC. MONUMENT; STA. 844+89.86; 49.75' LT.
141	259657.2153	2491411.4042	870.713	CONC. MONUMENT; STA. 1845+21.62; 24.78' RT. LINE A
142	259682.9092	2491427.0504	873.249	CONC. MONUMENT; STA. 1845+21.57; 5.30' LT. LINE A
143	259232.4535	2491675.4531	840.412	CONC. MONUMENT; STA. 1850+50.62; 10.92' LT. LINE A
144	258661.8680	2491708.6575	801.308	CONC. MONUMENT; STA. 1856+21.05; 24.93' RT. LINE A
145	258665.9858	2491743.5302	800.207	CONC. MONUMENT; STA. 1856+21.17; 10.18' LT. LINE A
146	259412.6625	2491747.4873	822.834	CONC. MONUMENT; STA. 849+26.44; 44.21' RT.
147	259487.9695	2491948.6900	803.710	CONC. MONUMENT; STA. 851+25.11; 33.88' LT.
148	259410.0411	2491952.5984	802.443	CONC. MONUMENT; STA. 851+27.80; 44.10' RT.
149	258204.3320	2492106.1972	759.679	CONC. MONUMENT; STA. 1862+48.59; 8.62' LT. LINE A
150	259414.8999	259414.8999	774.337	CONC. MONUMENT; STA. 854+35.83; 44.05' RT.

PNT. NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
151	259929.9007	2490813.6093		PC STA. 838+60.00 S.R. 43 / STA. 1838+60.00 LINE A
152	259831.3729	2491032.4633		PT STA. 1841+00.29 LINE A
153	259757.7646	2491241.1204		TS STA. 1843+21.55 LINE A
154	259678.3942	2491424.2723		SC STA. 1845+21.55 LINE A
155	259425.8593	2491626.9359		CS STA. 1848+51.90 LINE A
156	259229.8668	2491664.7675		ST STA. 1850+51.90 LINE A
157	258664.4340	2491733.4594		PC STA. 1856+21.49 LINE A
158	258196.3812	2492102.8621		PT STA. 1862+48.59 LINE A
159	259545.5766	2492294.8582		POT STA. 3854+58.91 LINE F
160	259467.5586	2492504.9071		POT STA. 3856+82.98 LINE F
161	259760.1389	2490921.6876		PC STA. 2840+40.00 LINE B / STA. 840+40.00 S.R. 43
162	259536.5532	2491205.7916		PT STA. 2844+02.50 LINE B
163	259162.5391	2491573.9478		PC STA. 2849+27.31 LINE B
164	258937.1569	258937.1569		PT STA. 2853+45.51 LINE B
165	260402.7927	2489797.2370		PC STA. 827+41.33 S.R. 43 / STA. 3+41.34 LINE D
166	259837.1912	2490084.5732		PT STA. 10+13.66 LINE D
167	259934.9177	2490140.2192		PT STA. 3+90.16 LINE E
168	259784.3130	2490103.5673		PC STA. 2+34.77 LINE E
169	259150.5984	2493314.2879		STA. 8+90.45 S.R. 43 / STA. 10+00.00 6th ST. (N.)

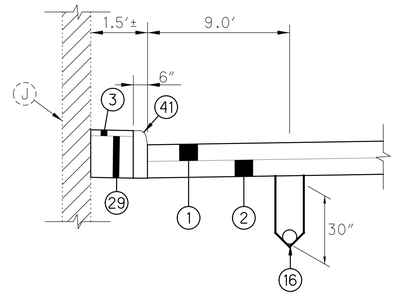
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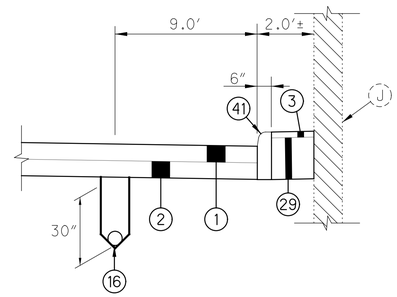
PROPOSED S.R. 43 TYPICAL SECTION (RIGID)

SECTION APPLIES:
STA. 858+72.35 TO STA. 12+69.71
(BUILDABLE UNITS #1 & #2)



DETAIL "B"

STA. 3+29.88 TO STA. 11+76.58 LT.



DETAIL "A"

STA. 3+33.04 TO STA. 11+92.88 RT.

PROPOSED LEGEND

1. ITEM 452 - 8″ NON-REINFORCED CONCRETE PAVEMENT
2. ITEM 304 - 6″ AGGREGATE BASE (8″ WHERE SUBGRADE STABILIZATION IS NEEDED)
3. ITEM 448 - 2-1/2″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
4. ITEM 204 - SUBGRADE COMPACTION
5. ITEM 609 - INTEGRAL CURB, TYPE 2A
6. ITEM 448 - 1-1/4″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22, AS PER PLAN
7. ITEM 448 - 1-3/4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
8. ITEM 407 - TACK COAT (APPLIED AT 0.075 GAL./S.Y.)
9. ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (APPLIED AT 0.040 GAL./S.Y.)
10. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3″ DEPTH)
11. ITEM 301 - VARIABLE DEPTH ASPHALT CONCRETE BASE PG64-22
12. ITEM 305 - 9″ MIN. CONCRETE BASE
13. ITEM 255 - FULL DEPTH PAVEMENT SAWING
14. ITEM 607 - FENCE, TYPE CL
15. ITEM 606 - GUARDRAIL, TYPE 5
16. ITEM 605 - 6″ SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP
17. ITEM 659 - SEEDING AND MULCHING
18. ITEM 448 - 2″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER GUARDRAIL, AS PER PLAN
19. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
20. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN A
21. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
22. ITEM 609 - CURB, TYPE 2-B
23. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
24. ITEM 301 - 9″ ASPHALT CONCRETE BASE, PG64-22
25. ITEM 203 - EXCAVATION
26. LONGITUDINAL JOINT (SEE STD. CONST. DWG. BP-2.1)
27. LONGITUDINAL JOINT WITHOUT TIE BARS
28. ITEM SPECIAL - GEOTEXTILE FABRIC, MIRAFI HP570 (WHERE SUBGRADE STABILIZATION IS NEEDED)
29. ITEM 304 - 19 1/2″ AGGREGATE BASE
30. ITEM 608 - 4″ CONCRETE WALK, AS PER PLAN
31. ITEM 304 - 3″ AGGREGATE BASE
32. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN B
33. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN C
34. ITEM 605 - 6″ BASE PIPE UNDERDRAINS WITH FABRIC WRAP
35. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN D
36. ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN E
37. ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAY, PER SS847
38. ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAY, PER SS848
39. ITEM 609 - INTERGAL CURB, TYPE 4A
40. ITEM 609 - INTEGRAL CURB, TYPE 4A, AS PER PLAN
41. ITEM 609 - CURB, TYPE 6

RECORD DRAWING
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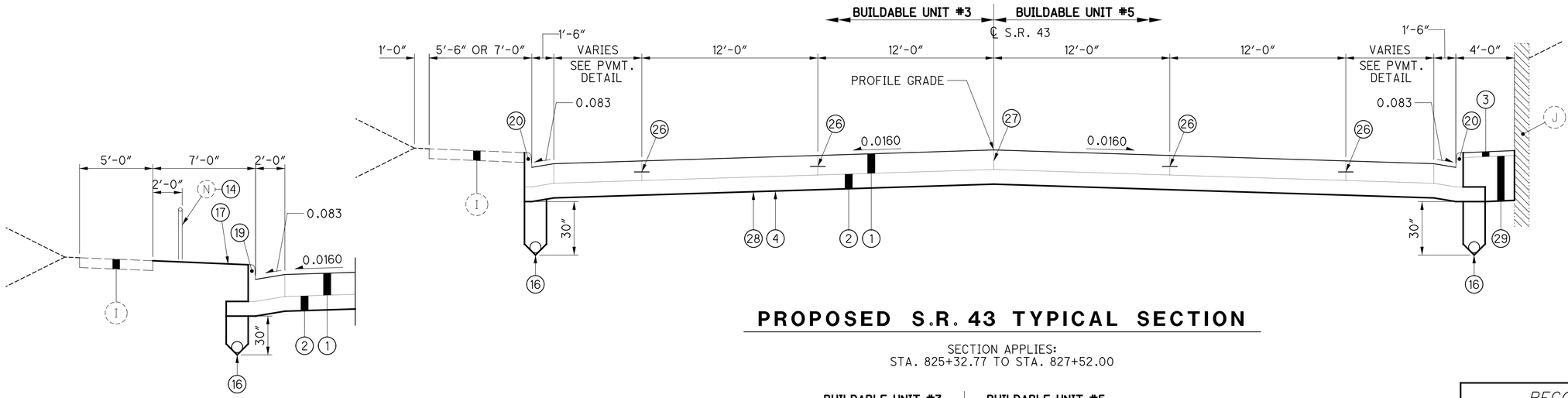
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED AJE
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

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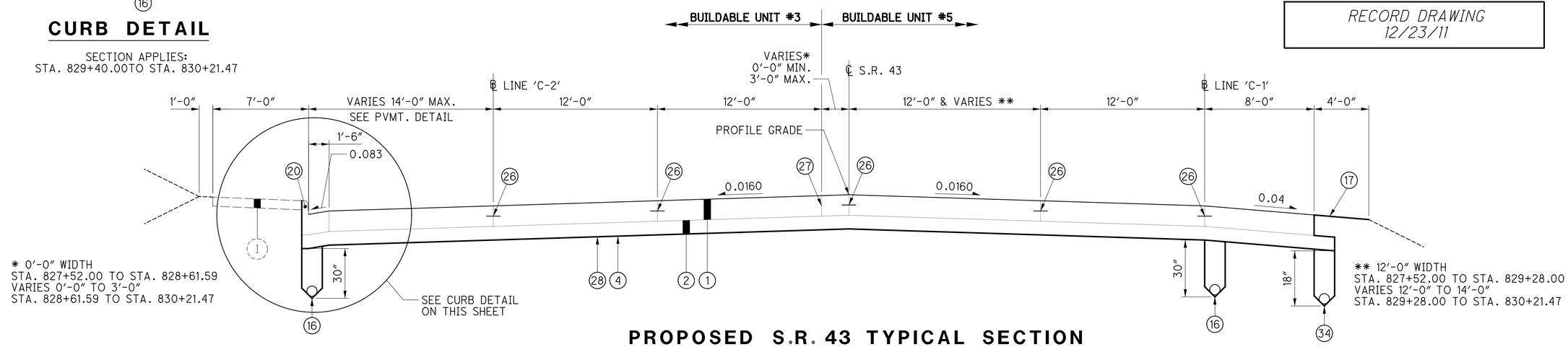
CURB DETAIL

SECTION APPLIES:
STA. 829+40.00TO STA. 830+21.47

PROPOSED S.R. 43 TYPICAL SECTION

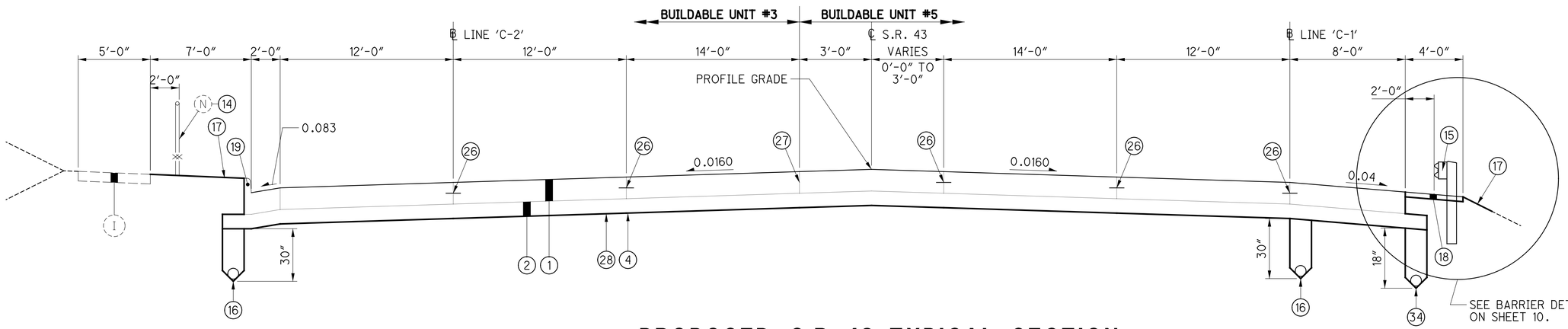
SECTION APPLIES:
STA. 825+32.77 TO STA. 827+52.00

RECORD DRAWING
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PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 827+52.00 TO STA. 830+21.47



PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 830+21.47 TO STA. 832+92.83

FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW CHECKED MVJ

PROPOSED TYPICAL SECTIONS

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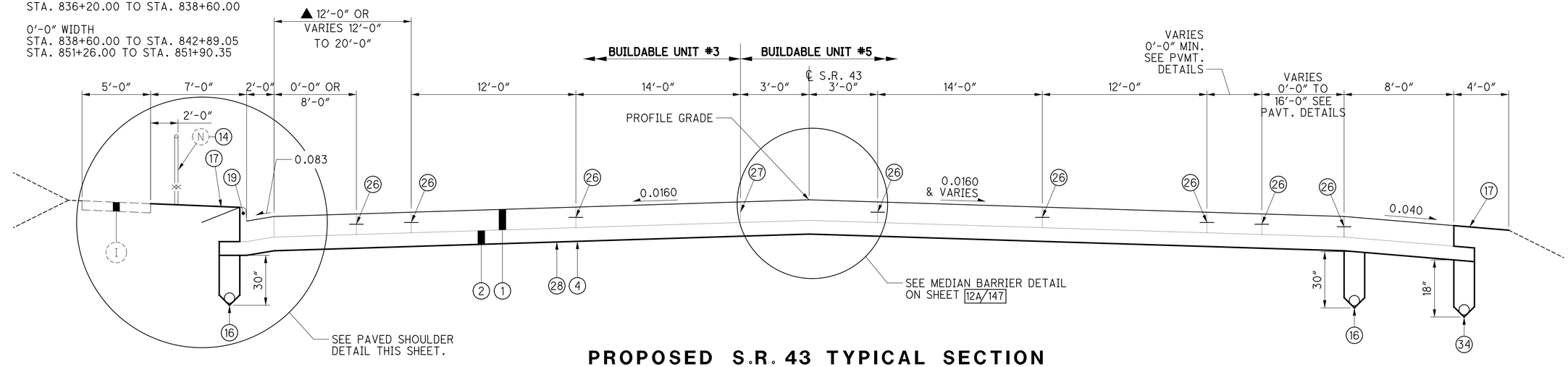
RECORD DRAWING
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CALCULATED RDW
CHECKED MVJ

▲ 12′-0″ WIDTH
STA. 832+92.83 TO STA. 836+20.00

WIDTH VARIES 12′-0″ TO 20′-0″
STA. 836+20.00 TO STA. 838+60.00

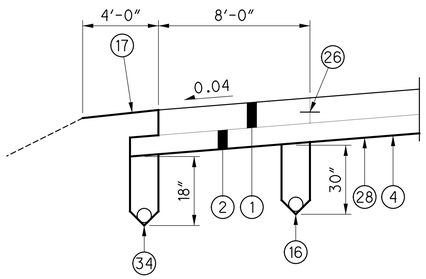
0′-0″ WIDTH
STA. 838+60.00 TO STA. 842+89.05
STA. 851+26.00 TO STA. 851+90.35



PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 832+92.83 TO STA. 842+89.05
STA. 851+26.00 TO STA. 851+90.35

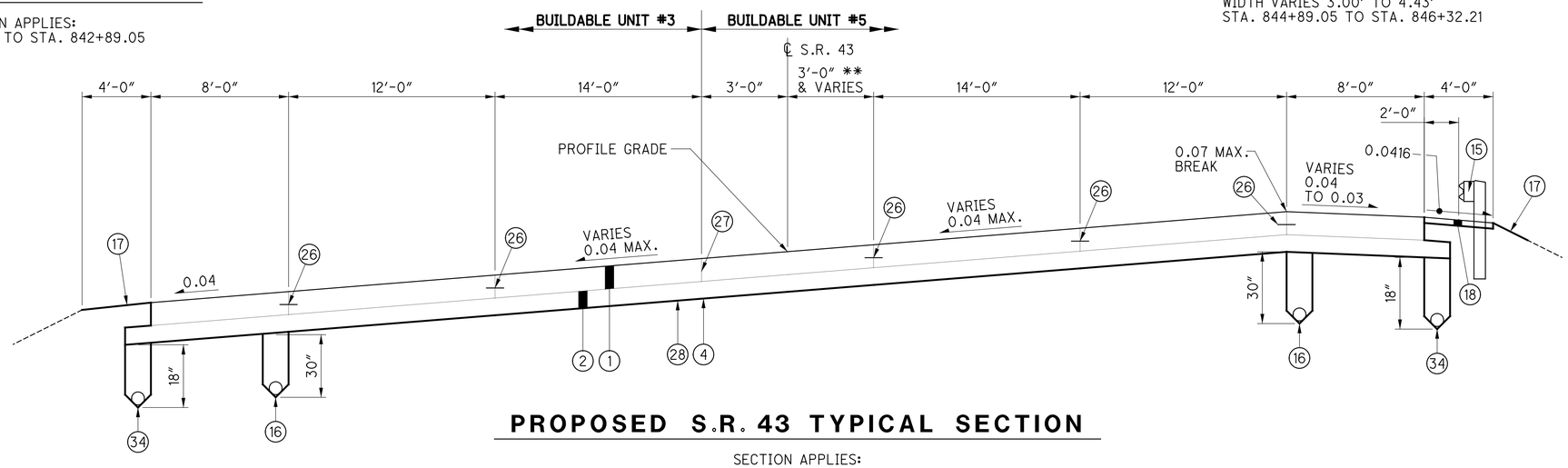
FOR PAVEMENT DETAILS, SEE SHEETS 248-258.



PAVED SHOULDER DETAIL

SECTION APPLIES:
STA. 840+40.00 TO STA. 842+89.05

** 3′-0″ WIDTH
STA. 842+89.05 TO STA. 844+89.05
WIDTH VARIES 3.00′ TO 4.43′
STA. 844+89.05 TO STA. 846+32.21



PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 842+89.05 TO STA. 846+32.21

FOR PROPOSED LEGEND, SEE SHEET 7.

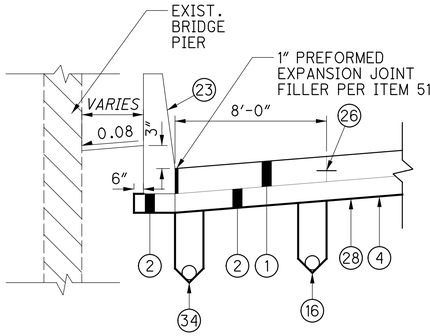
FOR EXISTING LEGEND, SEE SHEET 20.

PROPOSED TYPICAL SECTIONS

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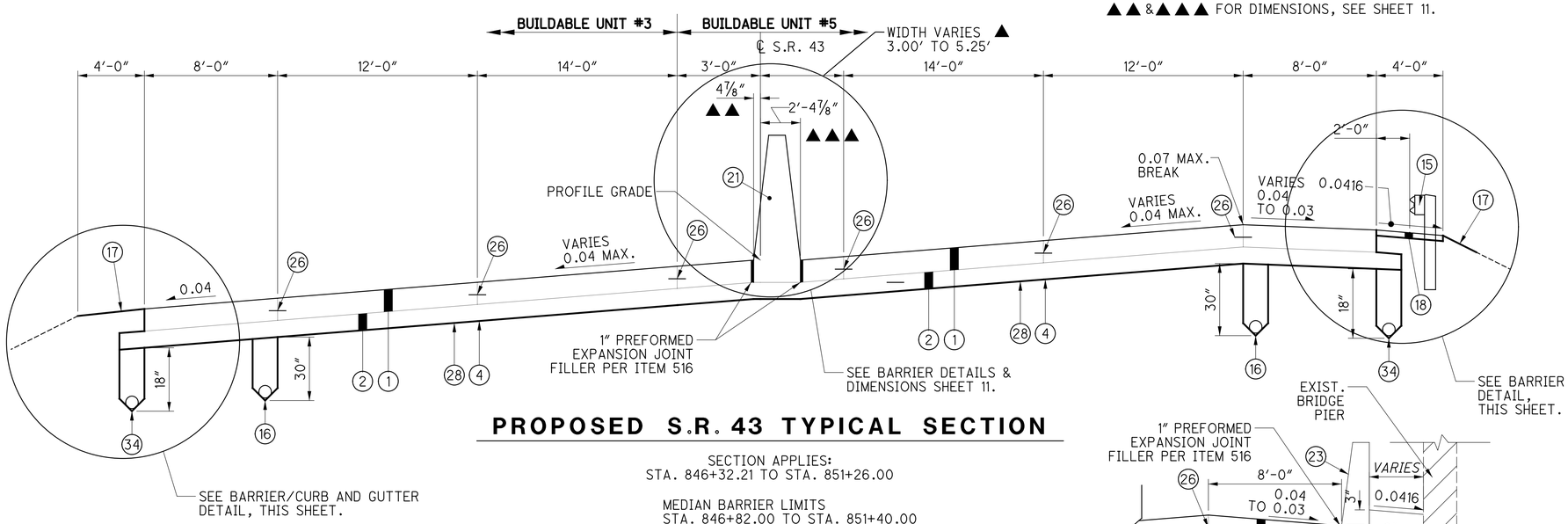
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BARRIER DETAIL

SECTION APPLIES:
STA. 846+88.42 TO STA. 847+67.10



PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 846+32.21 TO STA. 851+26.00

MEDIAN BARRIER LIMITS
STA. 846+82.00 TO STA. 851+40.00

▲ WIDTH VARIES 4.43' TO 5.25'
STA. 846+32.21 TO STA. 847+14.05

5.25' WIDTH
STA. 847+14.05 TO STA. 848+25.00

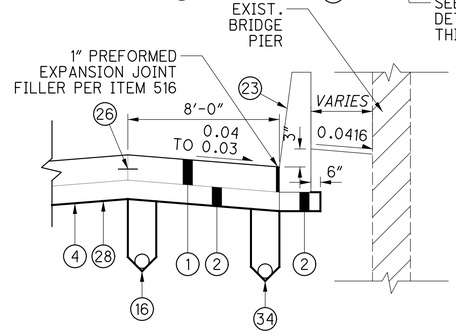
WIDTH VARIES 5.25' TO 3.00'
STA. 848+25.00 TO STA. 850+50.00

3.00' WIDTH
STA. 850+50 TO STA. 851+26

** 8.00' WIDTH
STA. 856+00.00 TO STA. 856+10.00

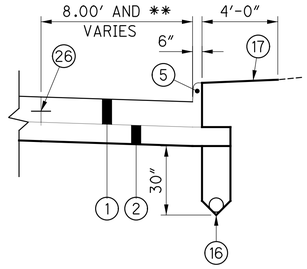
WIDTH VARIES 8.00' TO 0.00'
STA. 856+10.00 TO STA. 857+50.00

0.00' WIDTH
STA. 857+50.00 TO STA. 858+72.35
(NO JOINT AT EDGE OF PAVEMENT)



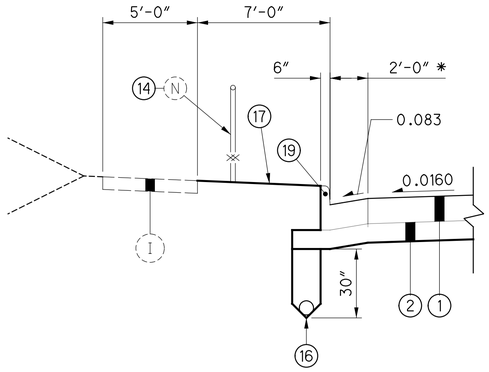
BARRIER DETAIL

SECTION APPLIES:
STA. 832+10.00 TO STA. 832+68.00 (0.04 CROSS SLOPE)
STA. 847+67.00 TO STA. 848+35.00 (0.03 CROSS SLOPE)



CURB DETAIL

SECTION APPLIES:
STA. 856+00.00 TO STA. 858+72.35

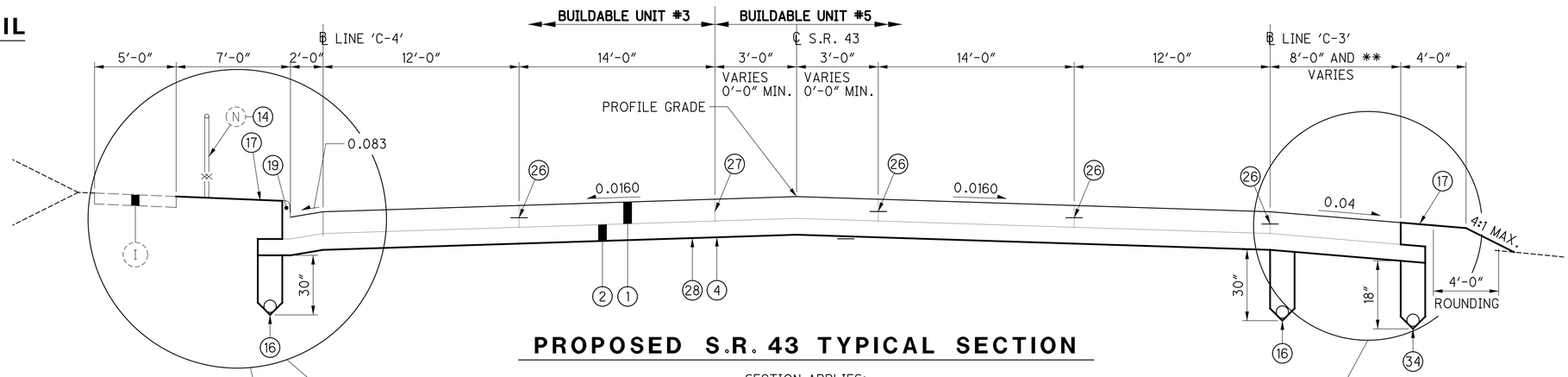


CURB AND GUTTER DETAIL

SECTION APPLIES:
STA. 848+10.00 TO STA. 851+90.35
STA. 851+90.35 TO STA. 852+06.00

* WIDTH VARIES 8'-0" TO 2'-0"
STA. 848+10.00 TO STA. 848+30.00

2'-0" WIDTH
STA. 848+30.00 TO STA. 851+90.35
STA. 851+90.35 TO STA. 852+06.00



PROPOSED S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 851+90.35 TO STA. 858+72.35

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

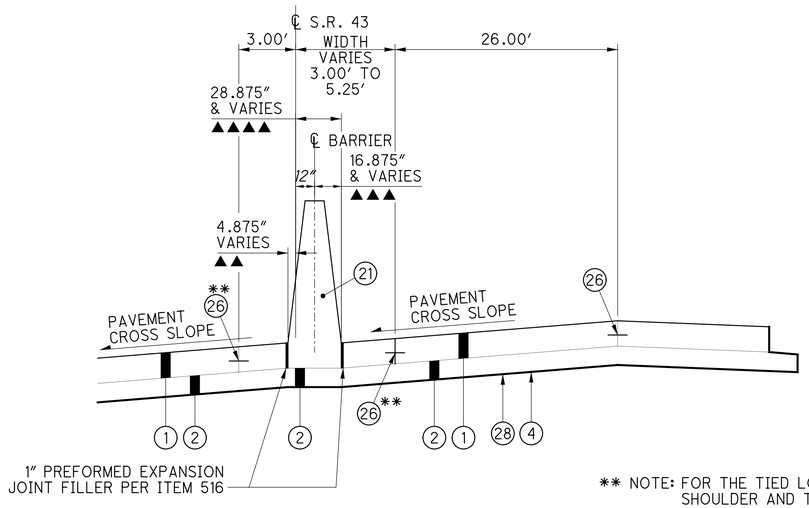
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

\\KRN03\DATA\2010\2010069.JEF\86367\ROADWAY\SHEETS\86367GY006.DGN
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** NOTE: FOR THE TIED LONGITUINAL JOINT BETWEEN THE SHOULDER AND THE MAINLINE CONCRETE ADJACENT TO THE CONCRETE BARRIER ON EITHER SIDE HOOK BOLTS WILL BE USED TO TIE PAVEMENT TOGETHER.

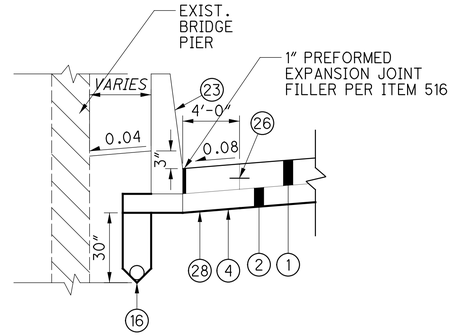
MEDIAN BARRIER DETAIL

SECTION APPLIES:
STA. 846+82.00 TO STA. 851+40.00

▲▲ 4.875″ WIDTH
STA. 846+82.00 TO STA. 847+12.00
WIDTH VARIES 4.875″ TO 22.875″
STA. 847+12.00 TO STA. 847+52.00
22.875″ WIDTH
STA. 847+52.00 TO STA. 847+95.00
WIDTH VARIES 22.875″ TO 4.875″
STA. 847+95.00 TO STA. 848+35.00
4.875″ WIDTH
STA. 848+35.00 TO STA. 851+40.00

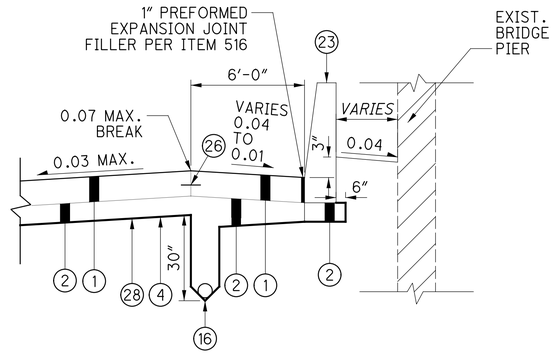
▲▲▲ 16.875″ WIDTH
STA. 846+82.00 TO STA. 847+12.00
WIDTH VARIES 16.875″ TO 34.875″
STA. 847+12.00 TO STA. 847+52.00
34.875″ WIDTH
STA. 847+52.00 TO STA. 847+95.00
WIDTH VARIES 34.875″ TO 16.875″
STA. 847+95.00 TO STA. 848+35.00
16.875″ WIDTH
STA. 848+35.00 TO STA. 851+40.00

▲▲▲▲ 28.875″ WIDTH
STA. 846+82.00 TO STA. 847+12.00
WIDTH VARIES 28.875″ TO 46.875″
STA. 847+12.00 TO STA. 847+52.00
46.875″ WIDTH
STA. 847+52.00 TO STA. 847+95.00
WIDTH VARIES 46.875″ TO 28.875″
STA. 847+95.00 TO STA. 848+35.00
28.875″ WIDTH
STA. 848+35.00 TO STA. 851+40.00



LEFT BARRIER DETAIL

SECTION APPLIES:
LINE B STA. 2850+10.00 TO STA. 2850+74.00



RIGHT BARRIER DETAIL

SECTION APPLIES:
LINE B STA. 2850+50.00 TO STA. 2851+14.00

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.
FOR EXISTING LEGEND, SEE SHEET 20.

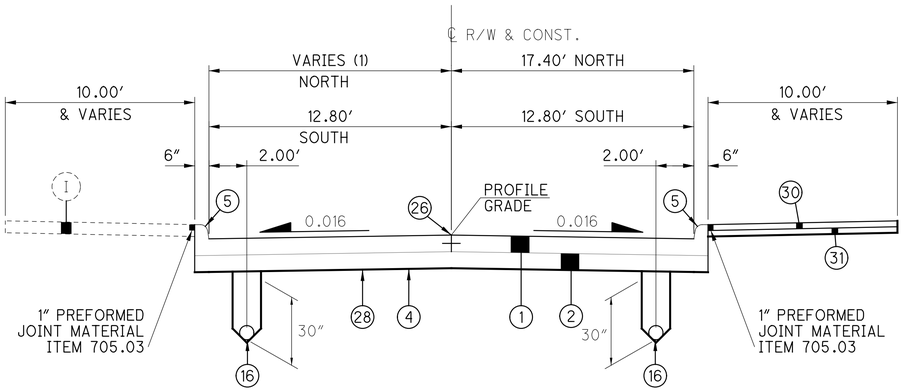
CALCULATED RDW
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

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12/15/2011
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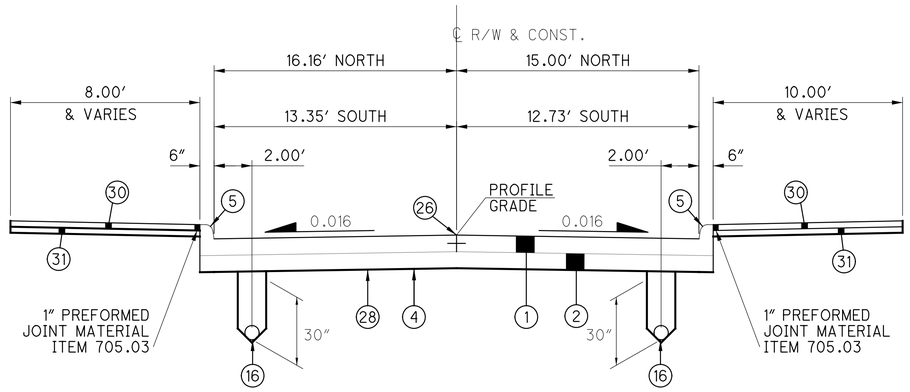
RECORD DRAWING
12/23/11



PROPOSED N. FIFTH ST. TYPICAL SECTION (RIGID)

SECTION APPLIES:
STA. 9+27.00 TO STA. 9+77.00 (SOUTH)
STA. 10+23.00 TO STA. 10+80.00 (NORTH)

(1) VARIES FROM 17.82′ AT STA. 10+37.57 TO 18.95′ AT STA. 10+80.00



PROPOSED N. SEVENTH ST. TYPICAL SECTION (RIGID)

SECTION APPLIES:
STA. 9+41.50 TO STA. 9+77.00 (SOUTH)
STA. 10+23.00 TO STA. 10+58.00 (NORTH)

FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

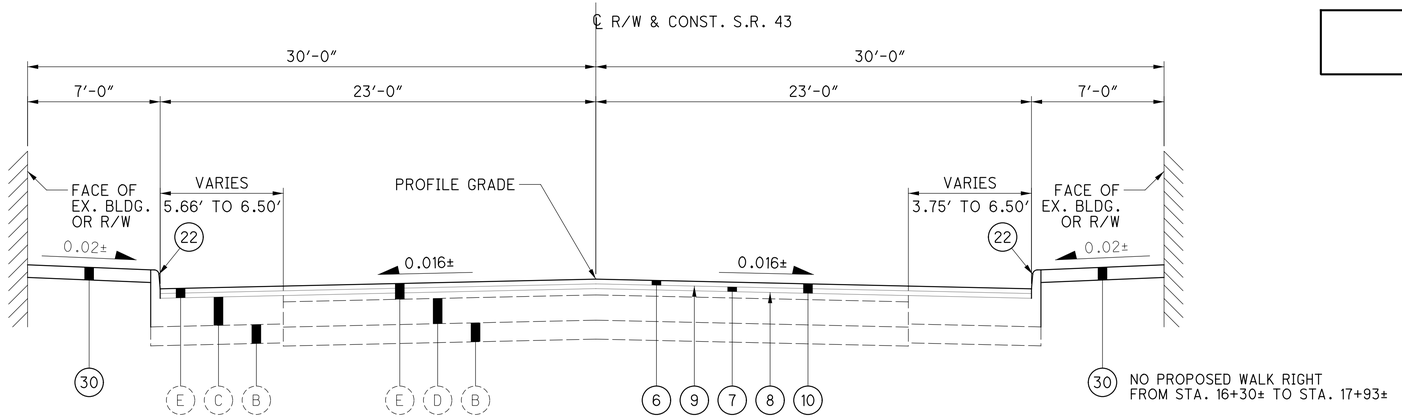
CALCULATED RDW
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

\\WRNM03\DATA\2010\20100069\JEF\86367\ROADWAY\SHEETS\86367GY003.DGN
12/15/2011
21:46:15 PM
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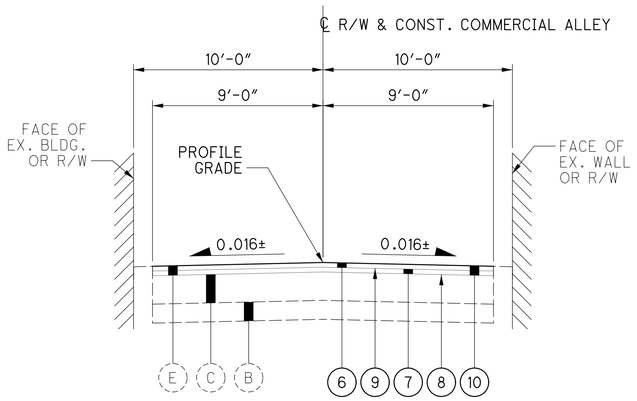
RECORD DRAWING
12/23/11



PROPOSED S.R. 43 TYPICAL SECTION

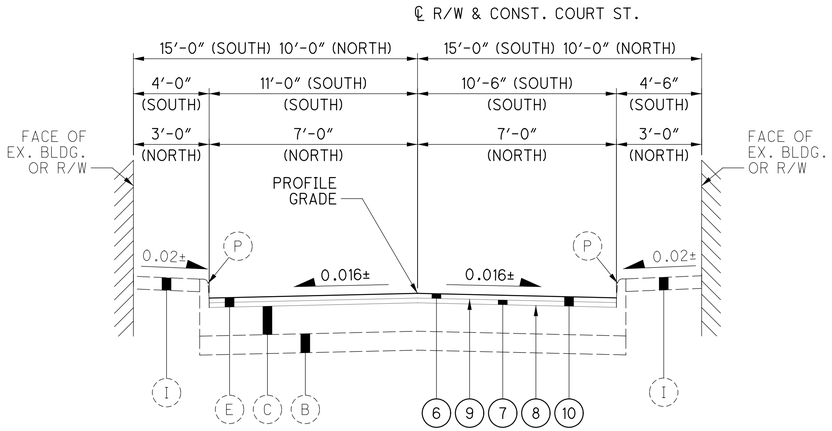
SECTION APPLIES:
STA. 12+69.71 TO STA. 24+42.60

FROM STA. 22+22± TO STA. 24+42.60
AS BUILT FULL DEPTH/FULL WIDTH PAVEMENT USING:
ITEM 452 - 8″ NON-REINFORCED CONCRETE PAVEMENT



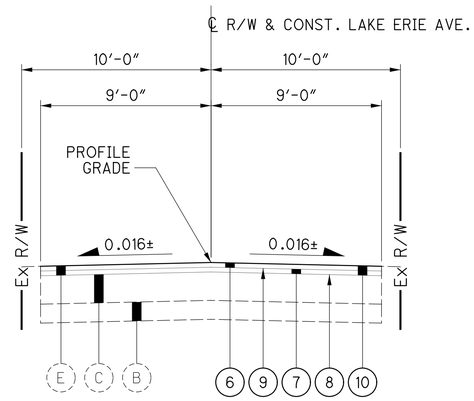
PROPOSED COMM. ALLEY TYPICAL SECTION

SECTION APPLIES:
STA. 9+69.00 (SOUTH) TO STA. 10+33.00 (NORTH)



PROPOSED COURT STREET TYPICAL SECTION

SECTION APPLIES:
STA. 9+66.00 TO STA. 10+30.00



PROPOSED LAKE ERIE AVE. TYPICAL SECTION

SECTION APPLIES:
STA. 9+77.00 (SOUTH) TO STA. 10+32.00 (NORTH)

FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

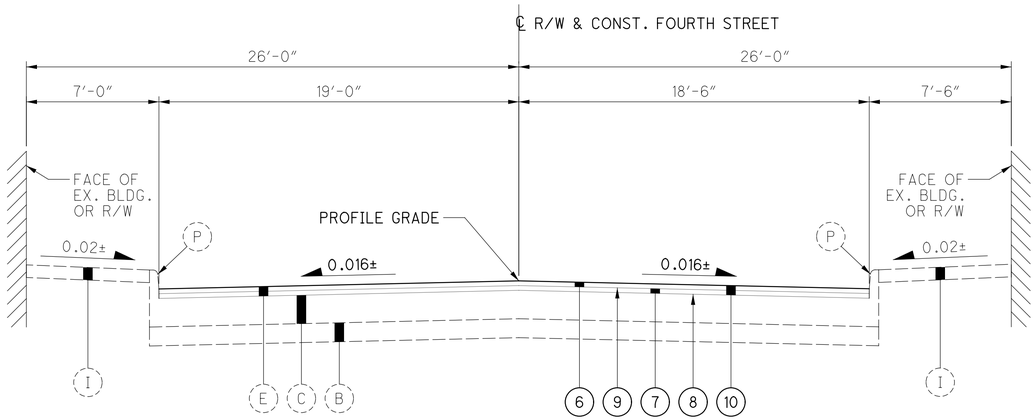
CALCULATED RDW
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

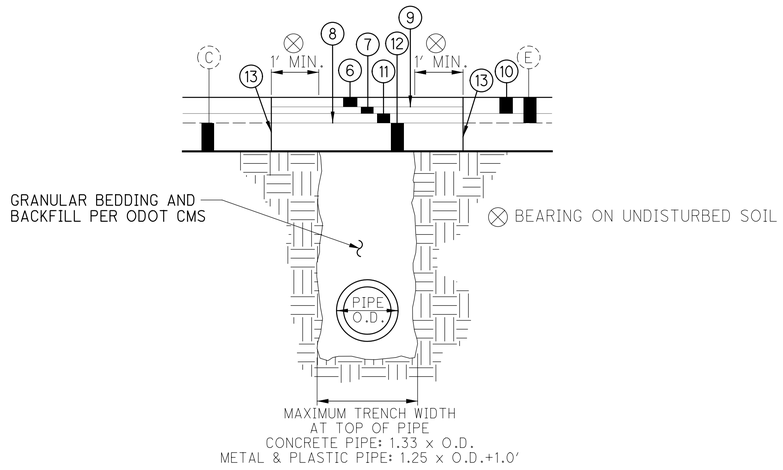
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AWOLCITZKY

RECORD DRAWING
12/23/11



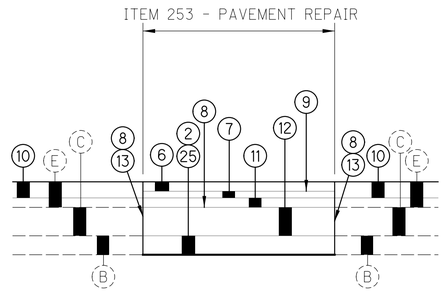
PROPOSED FOURTH STREET TYPICAL SECTION

SECTION APPLIES:
STA. 9+77.00 TO STA. 10+38.00



PAVEMENT REPLACEMENT DETAIL FOR COMBINED SEWER SEPERATION WORK

N.T.S.



ITEM 253 - PAVEMENT REPAIR DETAIL

N.T.S.

SEE GENERAL NOTE ON SHEET 31.

FOR PROPOSED LEGEND, SEE SHEET 7.

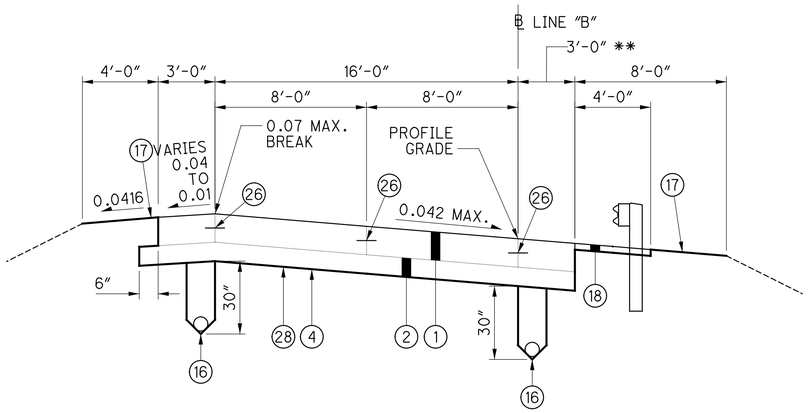
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED AJE
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

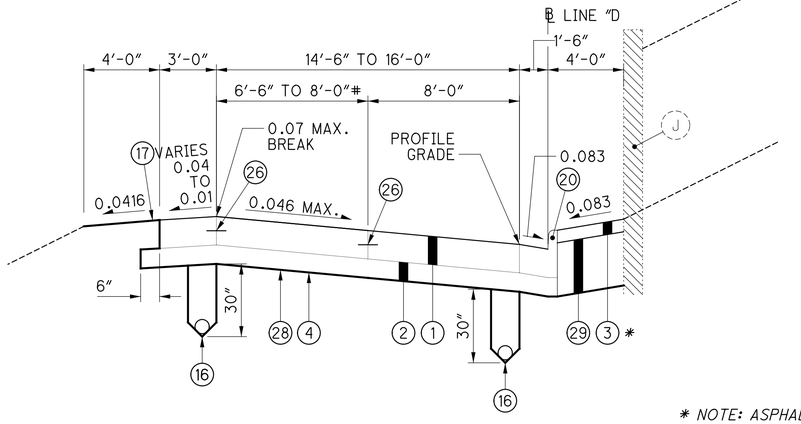
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RWOTCITZKY



PROPOSED LINE "B" TYPICAL SECTION

SECTION APPLIES:
LINE "B" STA. 2843+16.72 TO STA. 2847+47.02

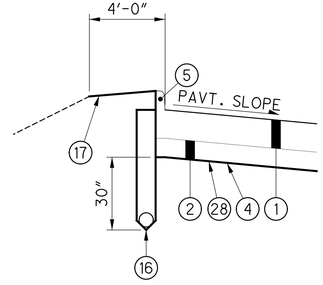
** WIDTH VARIES 8.00' TO 3.00'
STA. 2843+16.72 TO STA. 2844+16.72
3.00' WIDTH
STA. 2844+16.72 TO STA. 2847+47.02



PROPOSED LINE "D" TYPICAL SECTION

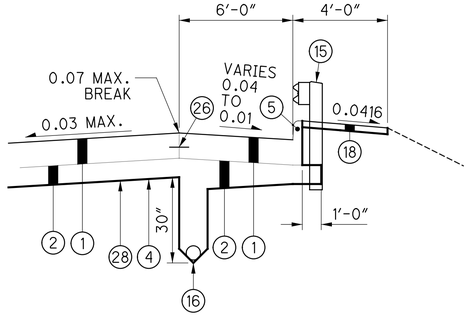
SECTION APPLIES:
LINE "D", STA. 4+83.00 TO STA. 9+70.88

8.00' WIDTH
STA. 4+83.00 TO STA. 7+70.88
WIDTH VARIES 8.00' TO 6.50'
STA. 7+70.88 TO STA. 9+70.88

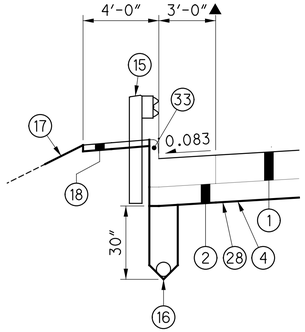


SECTION APPLIES:
LINE "D", STA. 8+70.88 TO STA. 9+70.88

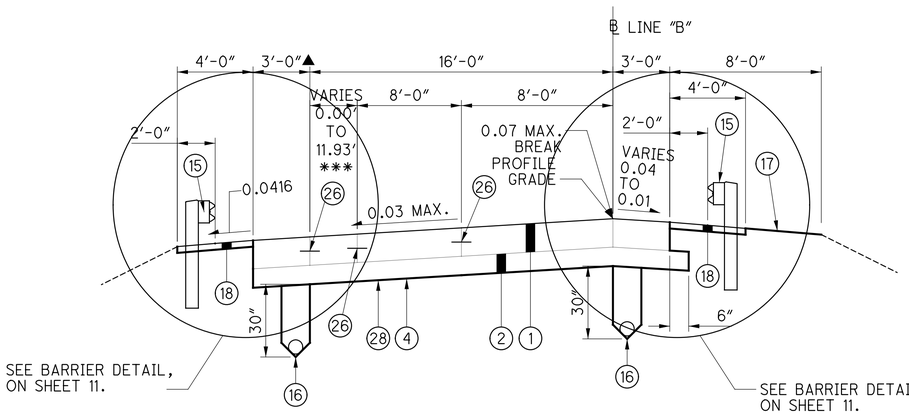
* NOTE: ASPHALT SHOULDER TREATMENT SUSPENDED FROM STA. 4+00.00 TO STA. 5+64.00 RIGHT



SECTION APPLIES:
LINE "B", STA. 2849+25.00 TO STA. 2850+50.00
LINE "B", STA. 2851+14.00 TO STA. 2852+60.00

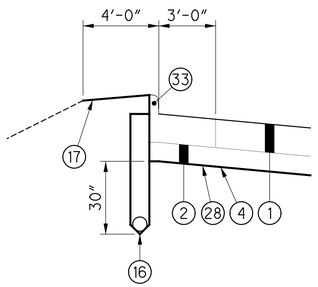


SECTION APPLIES:
LINE "B", STA. 2849+30.00 TO STA. 2850+10.00
LINE "B", STA. 2850+74.00 TO STA. 2852+60.00



PROPOSED LINE "B" TYPICAL SECTION

SECTION APPLIES:
LINE "B" STA. 2847+47.02 TO STA. 2852+60.00



SECTION APPLIES:
LINE "D", STA. 7+70.88 TO STA. 8+70.88

▲ 3.0' WIDTH
STA. 2847+47.02 TO STA. 2848+80.00
STA. 2851+00.00 TO STA. 2852+55.00
WIDTH VARIES 3.0' TO 4.0'
STA. 2848+80.00 TO STA. 2848+85.00
4.0' WIDTH
STA. 2848+85.00 TO STA. 2850+75.00
WIDTH VARIES 4.0' TO 3.0'
STA. 2850+75.00 TO STA. 2851+00.00
WIDTH VARIES 3.0' TO 3.09'
STA. 2852+55.00 TO STA. 2852+60.00

*** 0.00' WIDTH
STA. 2847+47.02 TO STA. 2852+15.56
WIDTH VARIES 0.00' TO 11.93'
STA. 2852+15.56 TO STA. 2852+60.00

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

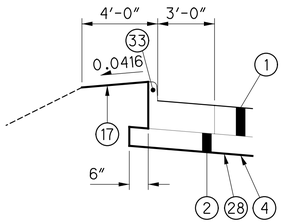
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

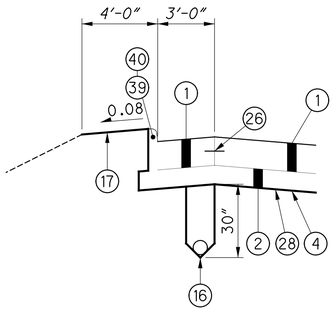
JEF-43-0.00

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12/15/2011
2:47:37 PM
RHOYCITZKY



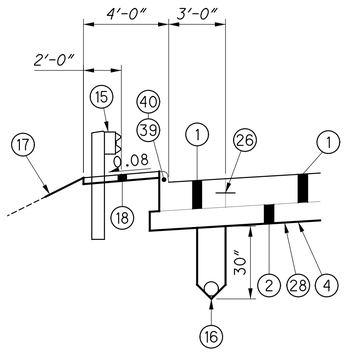
SECTION APPLIES:
STA. 1859+00 TO STA. 1860+84.47, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3



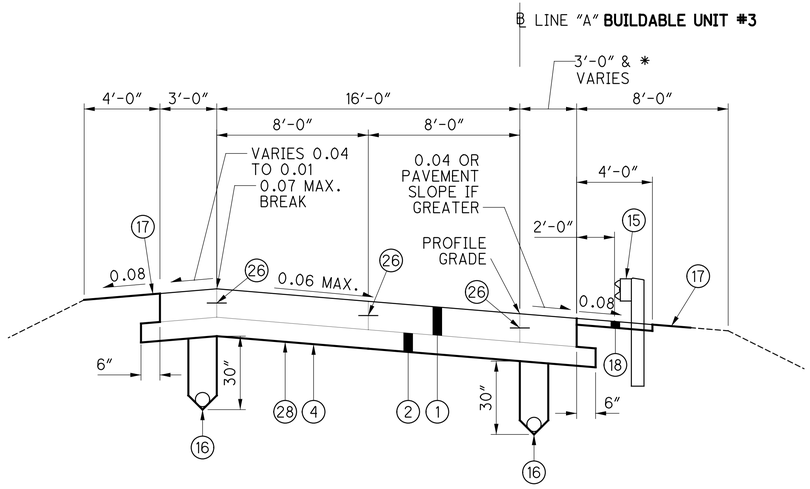
SECTION APPLIES:
STA. 1852+96.55 TO STA. 1853+16.55, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3



SECTION APPLIES:
STA. 1849+15.36 TO STA. 1849+35.36, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3



PROPOSED LINE "A" TYPICAL SECTION

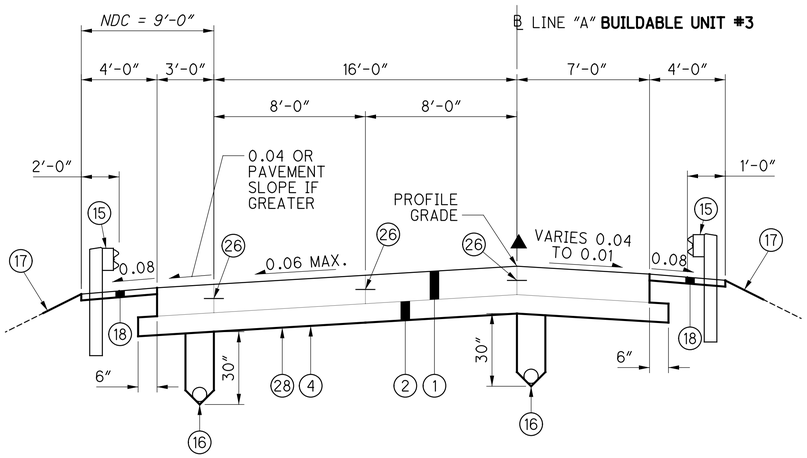
SECTION APPLIES:
LINE "A" STA. 1852+96.55 TO STA. 1860+84.47

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3

* 7′-0″ WIDTH
STA. 1853+09.37 TO STA. 1853+29.37

VARIES 7′-0″ TO 3′-0″
STA. 1853+29.37 TO STA. 1853+79.37

3′-0″ WIDTH
STA. 1853+79.37 TO STA. 1858+25.00



PROPOSED LINE "A" TYPICAL SECTION

SECTION APPLIES:
LINE "A" STA. 1849+15.36 TO STA. 1851+04.59

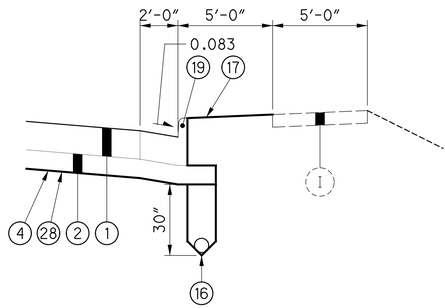
(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3

▲ 0.07 MAX. BREAK

FOR PROPOSED LEGEND, SEE SHEET 7.

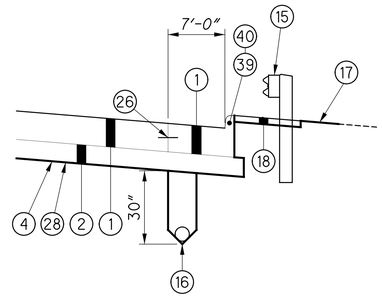
FOR EXISTING LEGEND, SEE SHEET 20.

RECORD DRAWING
12/23/11



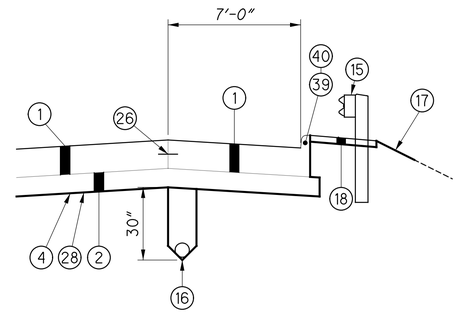
SECTION APPLIES:
STA. 1858+25.00 TO STA. 1860+84.47, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3



SECTION APPLIES:
STA. 1853+09.37 TO STA. 1853+29.37, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3



SECTION APPLIES:
STA. 1849+15.36 TO STA. 1849+35.36, LINE "A"

(SECTION VIEWED IN DIRECTION OF TRAVEL)
BUILDABLE UNIT #3

CALCULATED RDW CHECKED MVJ

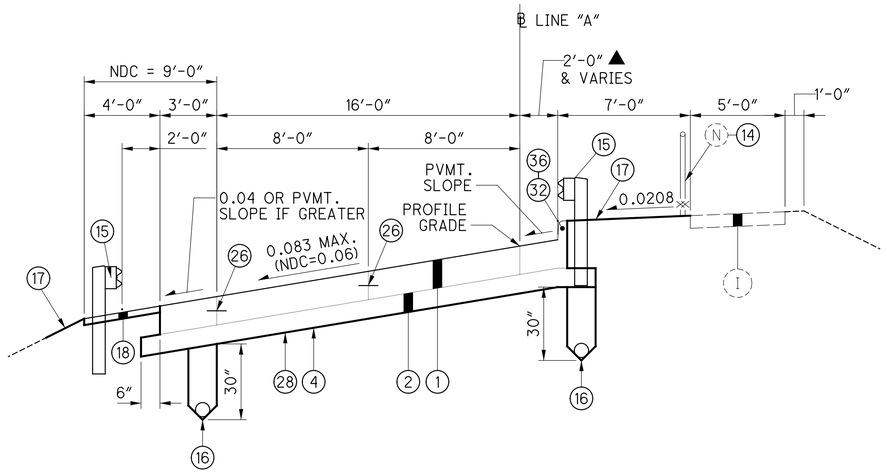
PROPOSED TYPICAL SECTIONS

JEF-43-0.00

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12/15/2011
2:48:12 PM
RWDTC1T2KY

RECORD DRAWING
12/23/11

CALCULATED RDW
CHECKED MVJ



▲ 2'-0" WIDTH
STA. 1842+25.00 TO STA. 1845+55.00

WIDTH VARIES 2'-0" TO 7'-0"
STA. 1845+55.00 TO STA. 1846+55.00

PROPOSED LINE "A" TYPICAL SECTION

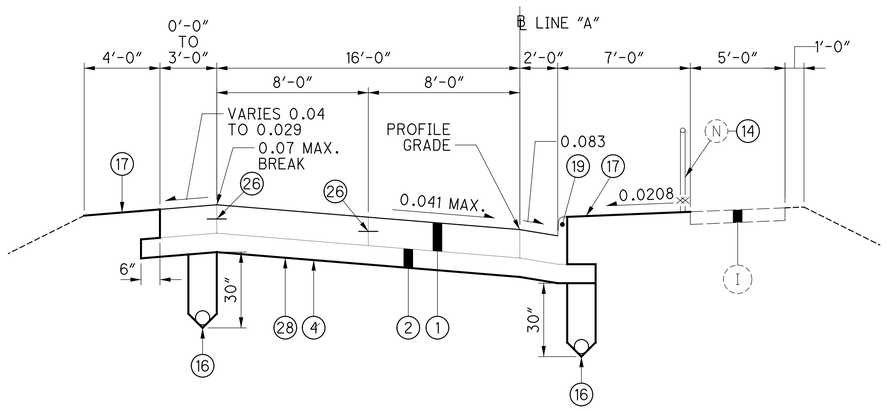
SECTION APPLIES:
STA. 1842+25.00 TO STA. 1846+52.02

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

PROPOSED LINE A BRIDGE LIMITS

STA. 1846+77.02 TO STA. 1848+90.36 - STRUCTURE NO. JEF-43-0063
STA. 1851+24.59 TO STA. 1852+76.55 - STRUCTURE NO. JEF-43-0063A

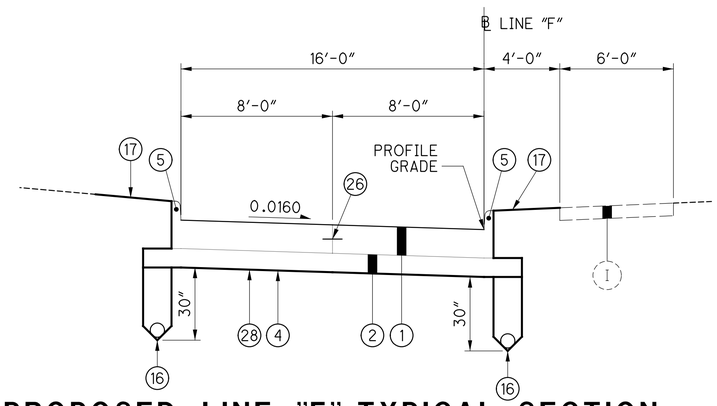


PROPOSED LINE "A" TYPICAL SECTION

SECTION APPLIES:
STA. 1838+60.00 TO STA. 1842+25.00

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3



PROPOSED LINE "F" TYPICAL SECTION

SECTION APPLIES:
STA. 3854+69.71 TO STA. 3856+82.95

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

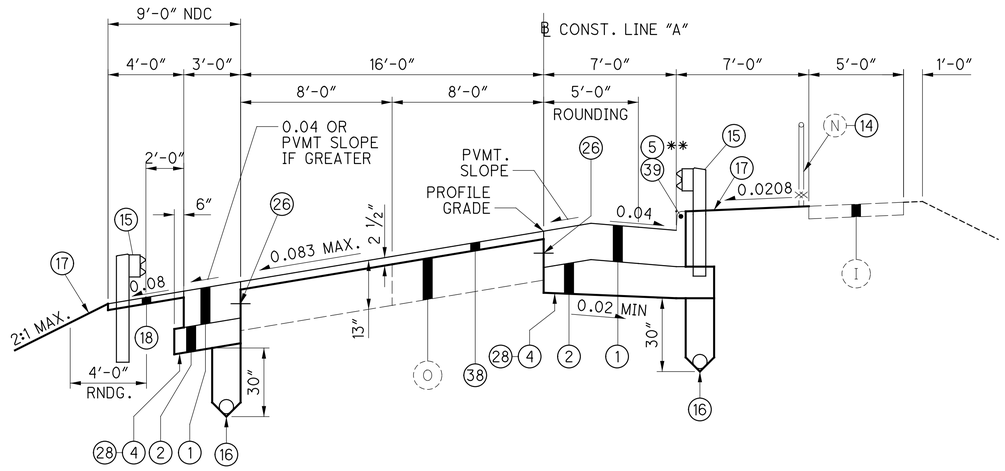
FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

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1/16/2012
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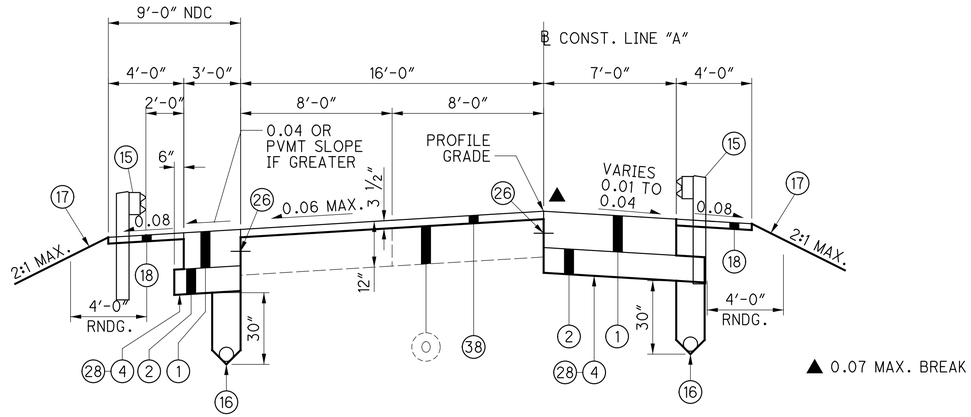


REHABILITATED APPROACH SLAB TYPICAL SECTION (JEF-43-0063)

SECTION APPLIES:
STA. 1846+52.02 TO STA. 1846+77.02
STA. 1848+90.36 TO STA. 1849+15.36

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3



REHABILITATED APPROACH SLAB TYPICAL SECTION (JEF-43-0063A)

SECTION APPLIES:
STA. 1851+04.59 TO STA. 1851+24.59
STA. 1852+76.55 TO STA. 1852+96.55

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

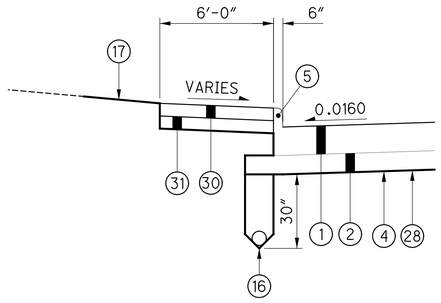
PROPOSED TYPICAL SECTIONS

JEF-43-0.00

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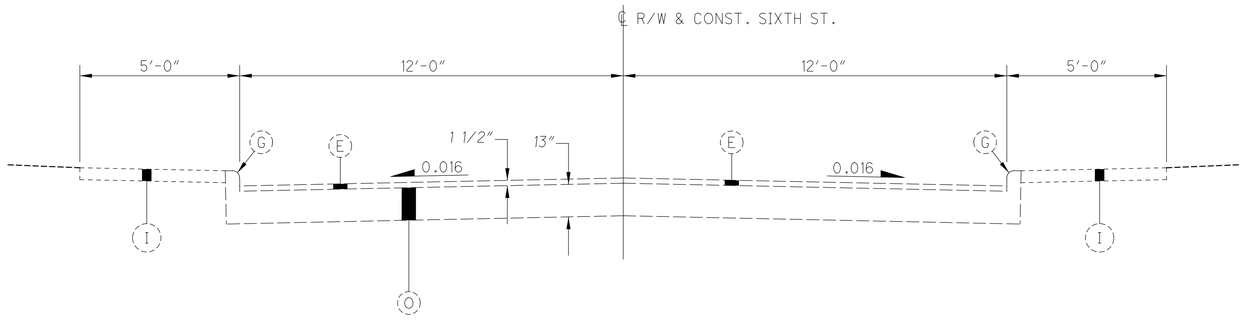
RECORD DRAWING
12/23/11

CALCULATED RDW
CHECKED MVJ



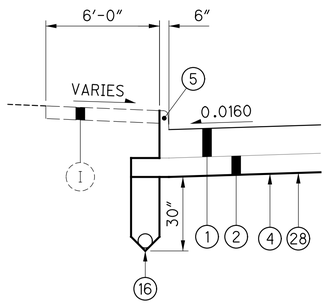
WALK REPLACEMENT DETAIL

SECTION APPLIES:
STA. 857+53.00 TO STA. 858+88.00
BUILDABLE UNIT #3



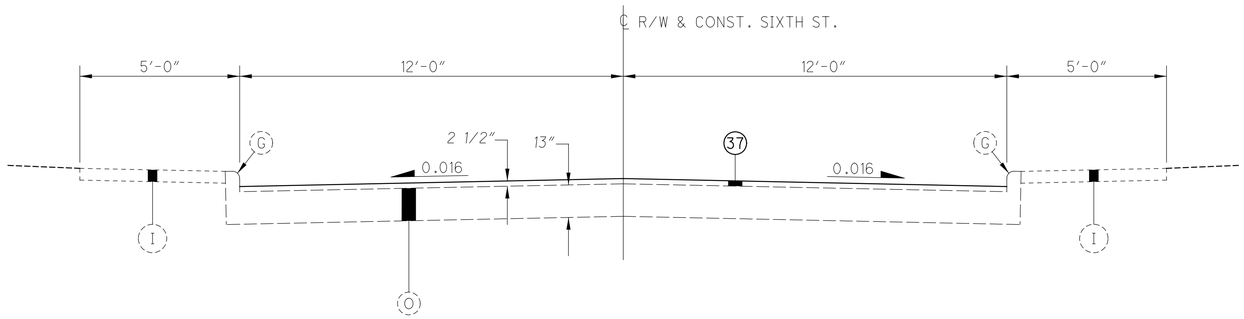
EXISTING APPROACH SLAB TYPICAL SECTION (JEF-43-0030)

SECTION APPLIES:
STA. 9+47.17 TO STA. 9+72.17 (SOUTH)
STA. 10+27.83 TO STA. 10+52.83 (NORTH)



INTEGRAL CURB DETAIL

SECTION APPLIES:
STA. 856+76.33 TO STA. 857+53.00
BUILDABLE UNIT #3



APPROACH SLAB TYPICAL SECTION (JEF-43-0030)

SECTION APPLIES:
STA. 9+47.17 TO STA. 9+72.17 (SOUTH)
STA. 10+27.83 TO STA. 10+52.83 (NORTH)

PROPOSED SIXTH ST. BRIDGE LIMITS

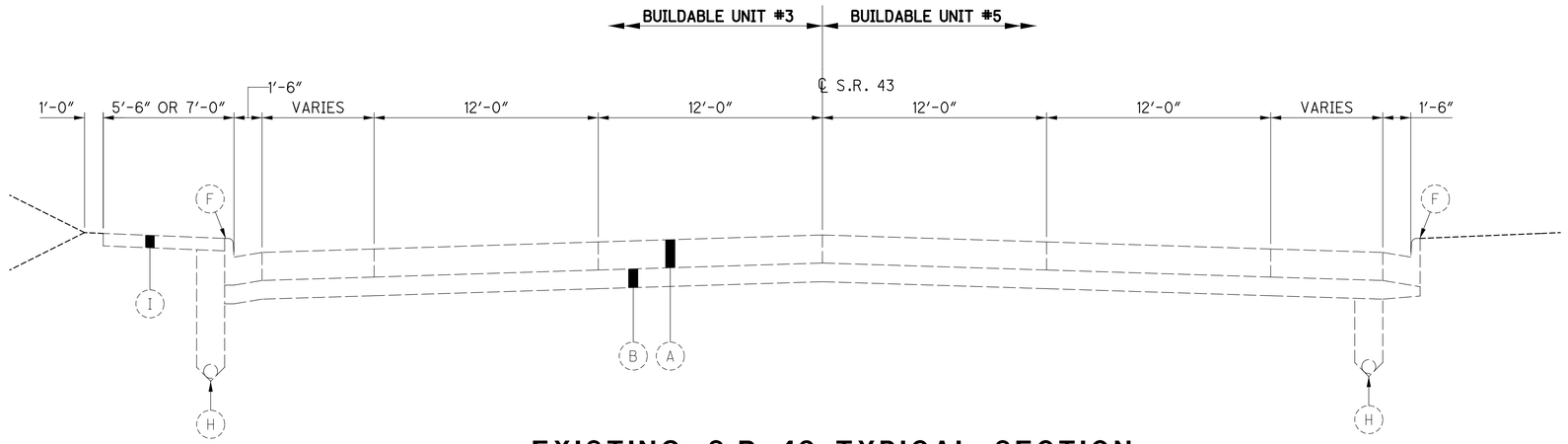
STA. 9+72.17 TO STA. 10+27.83 - STRUCTURE NO. JEF-43-0030

FOR PROPOSED LEGEND, SEE SHEET 7.
FOR EXISTING LEGEND, SEE SHEET 20.

PROPOSED TYPICAL SECTIONS

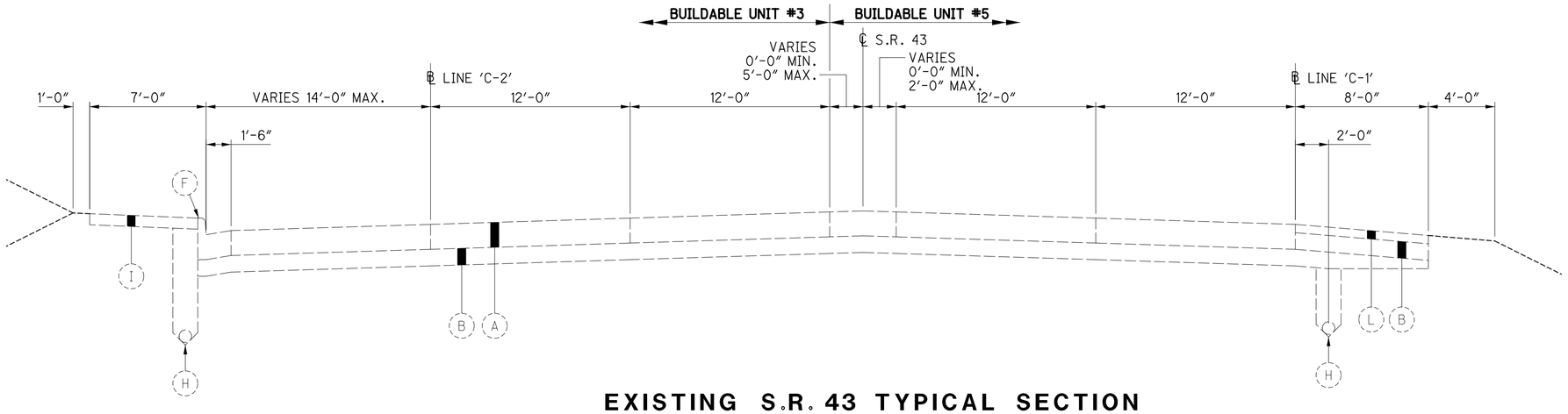
JEF-43-0.00

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12/15/2011
2:49:27 PM
ROYCITZKY



EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 825+25.00 TO STA. 827+52.00



EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 827+52.00 TO STA. 830+21.47

EXISTING ITEM LEGEND

- (A) 9″ REINFORCED CONCRETE PAVEMENT
- (B) 6″ AGGREGATE BASE
- (C) 9″ CONCRETE BASE
- (D) 8″ BRICK BASE
- (E) VARIABLE DEPTH ASPHALT CONCRETE OVERLAY
- (F) CONCRETE CURB AND GUTTER
- (G) CONCRETE CURB, TYPE 2A
- (H) 6″ PIPE UNDERDRAIN
- (I) 4″ CONCRETE WALK
- (J) CONCRETE RETAINING WALL
- (K) GUARDRAIL
- (L) 3″ ASPHALT BASE
- (M) CONCRETE TRAFFIC ISLAND
- (N) CHAIN LINK FENCE
- (O) REINFORCED CONCRETE APPROACH SLAB
- (P) CONCRETE CURB, TYPE 2B

RECORD DRAWING
12/23/11

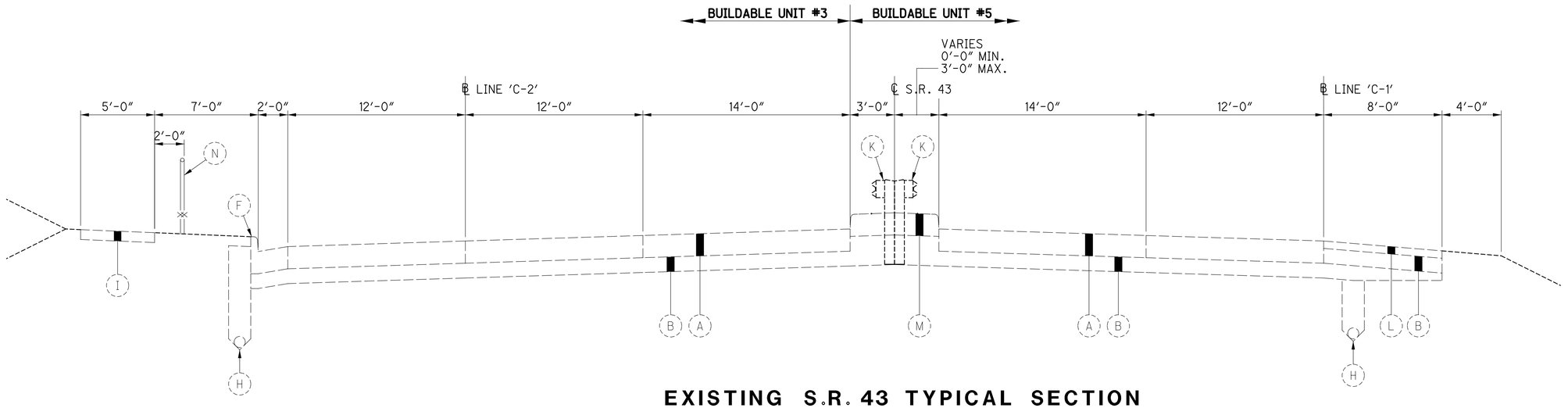
FOR PROPOSED LEGEND, SEE SHEET 7.
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

EXISTING TYPICAL SECTIONS

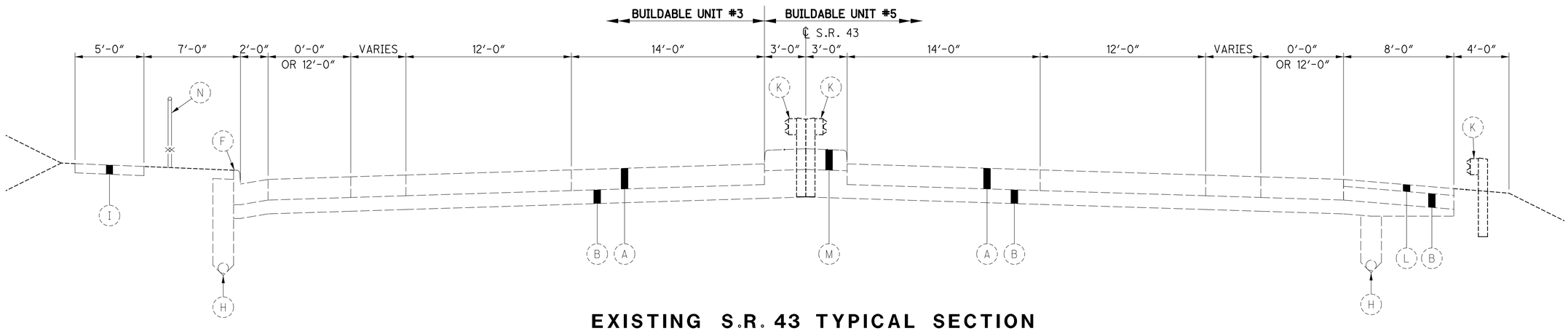
JEF-43-0.00

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EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 830+21.47 TO STA. 832+92.82



EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 832+92.82 TO STA. 843+00.00
STA. 851+26.00 TO STA. 854+35.82

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

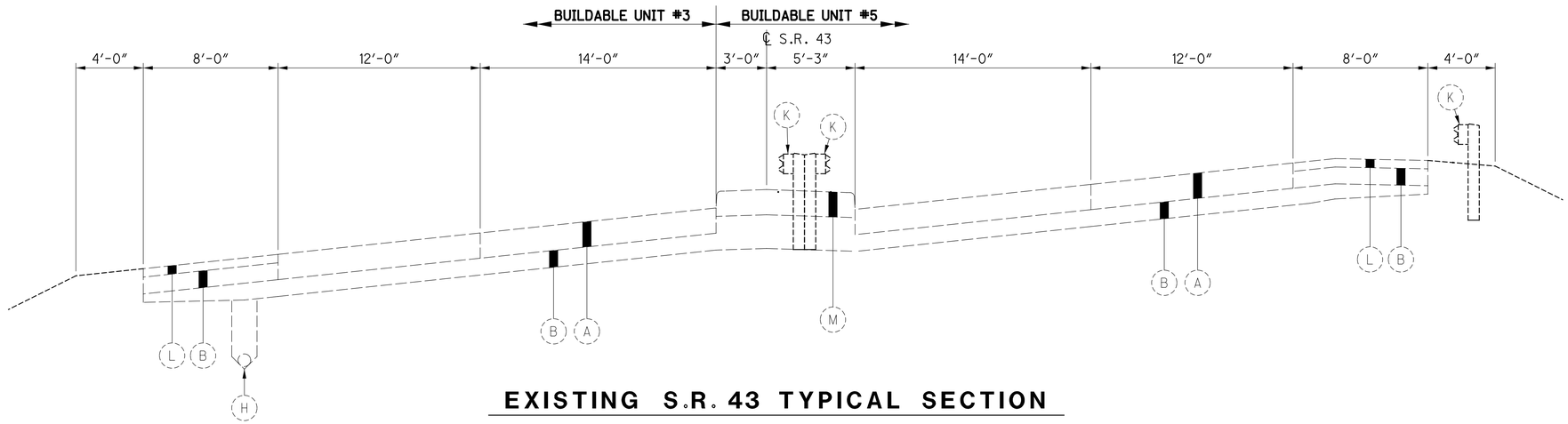
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

EXISTING TYPICAL SECTIONS

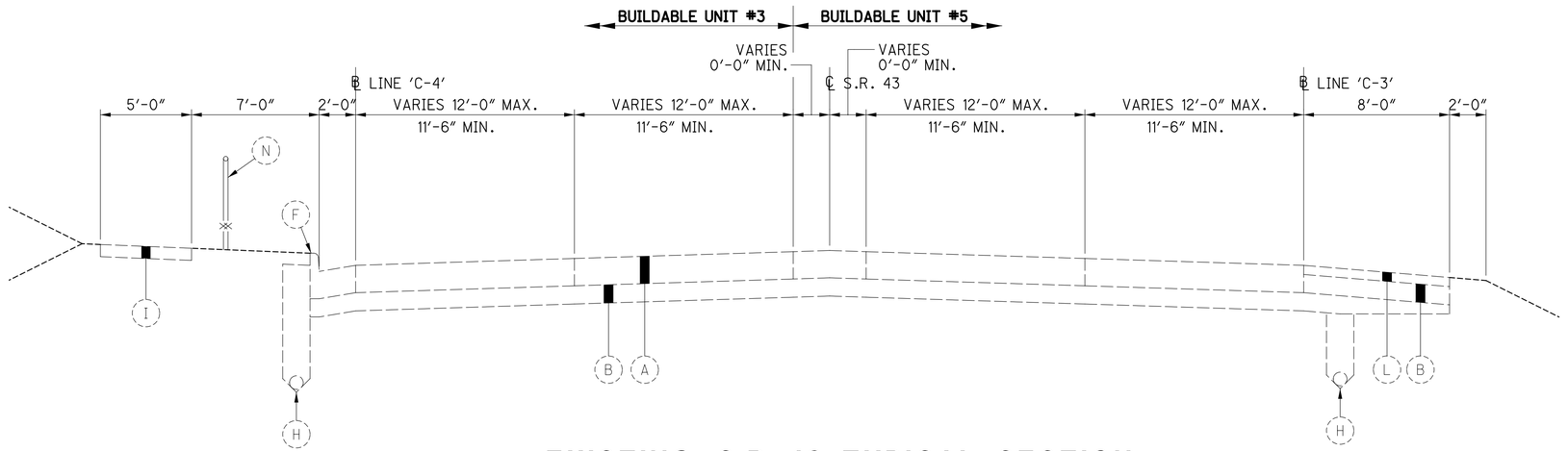
JEF-43-0.00

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EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 843+00.00 TO STA. 851+26.00



EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 854+35.82 TO STA. 858+72.35

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

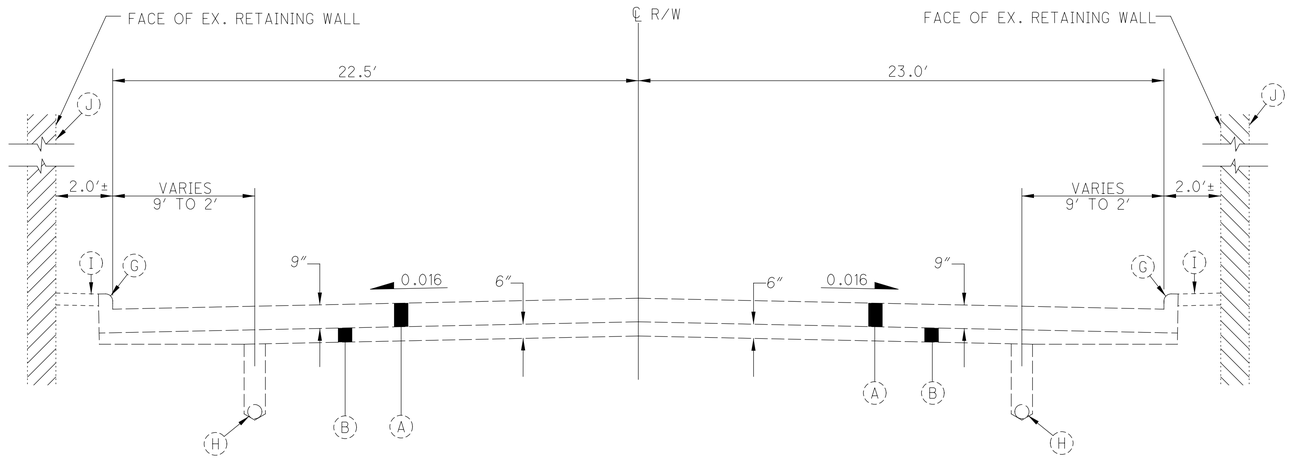
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

EXISTING TYPICAL SECTIONS

JEF-43-0.00

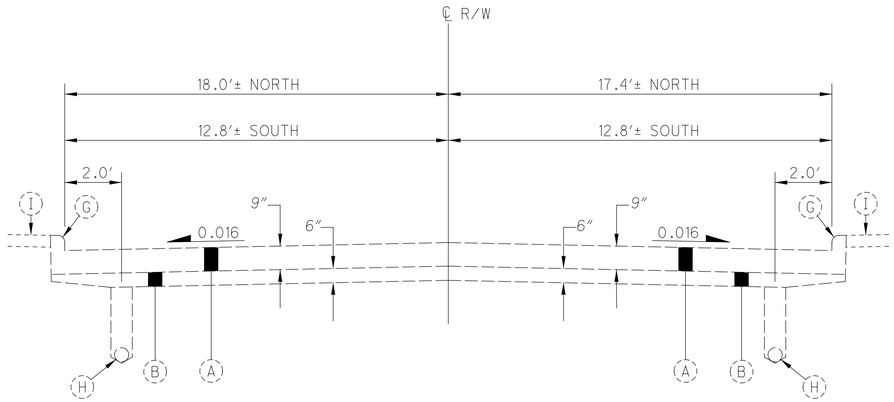
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EXISTING S.R. 43 TYPICAL SECTION

STA. 858+72.35 TO STA. 12+69.71

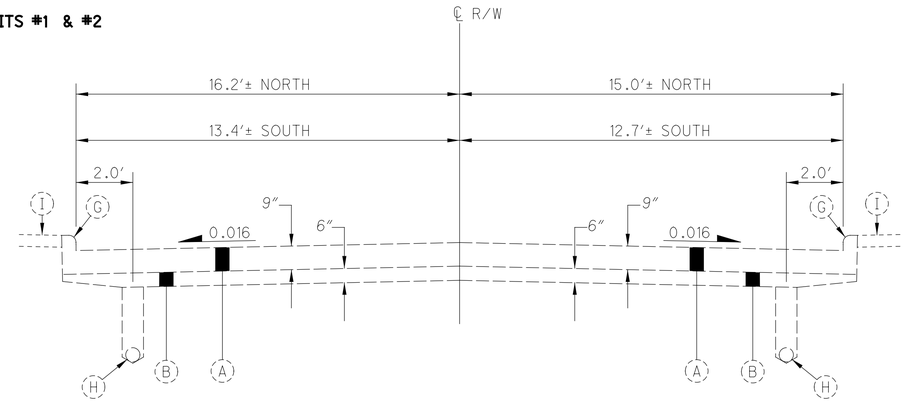
BUILDABLE UNITS #1 & #2



EXISTING NORTH FIFTH ST. TYPICAL SECTION

STA. 9+27.00 TO STA. 9+77.00 (SOUTH)
STA. 10+23.00 TO STA. 10+80.00 (NORTH)

BUILDABLE UNIT #2



EXISTING NORTH SEVENTH ST. TYPICAL SECTION

STA. 9+41.50 TO STA. 9+77.00 (SOUTH)
STA. 10+23.00 TO STA. 10+58.00 (NORTH)

BUILDABLE UNIT #2

FOR PROPOSED LEGEND, SEE SHEET 7.
FOR EXISTING LEGEND, SEE SHEET 20.

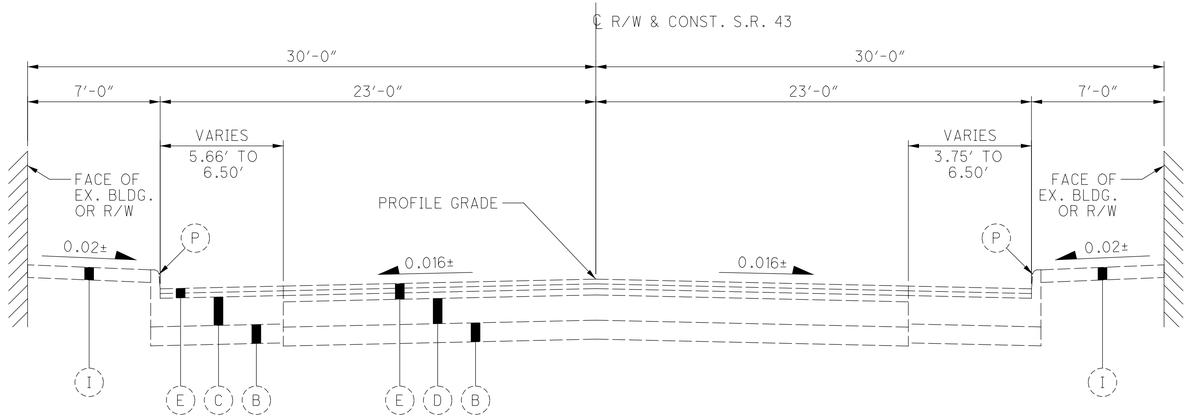
RECORD DRAWING
12/23/11

CALCULATED AJE
CHECKED MVJ

EXISTING TYPICAL SECTIONS

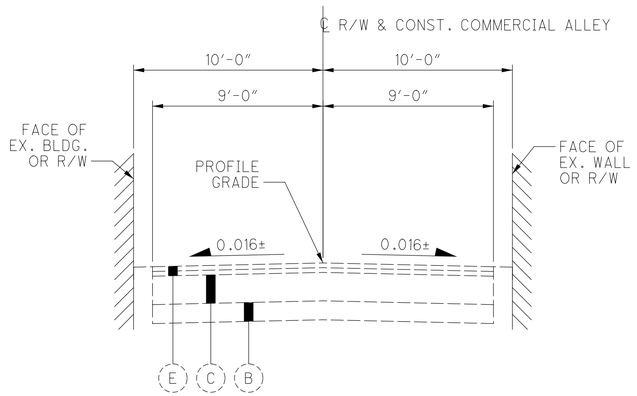
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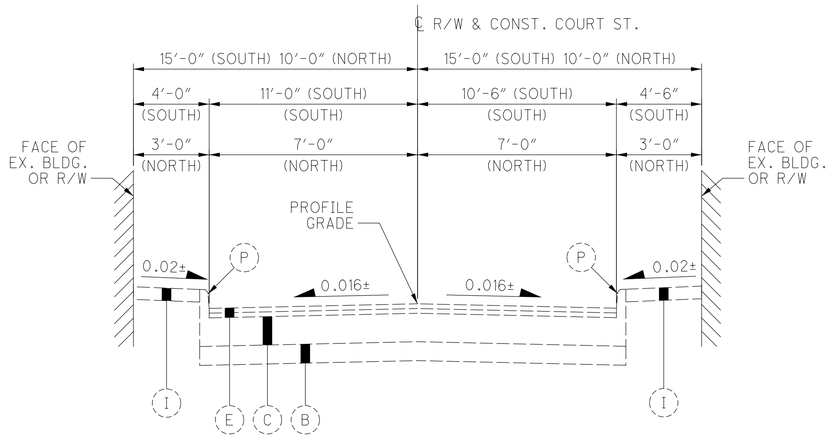
EXISTING S.R. 43 TYPICAL SECTION

SECTION APPLIES:
STA. 12+69.71 TO STA. 24+42.60



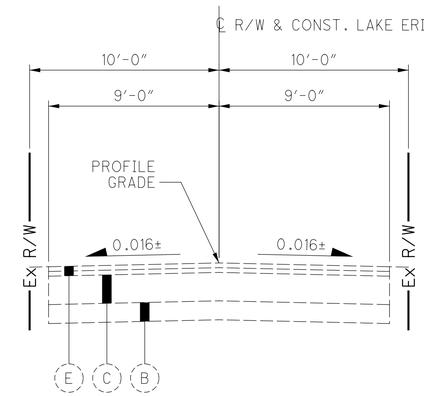
EXISTING COMM. ALLEY TYPICAL SECTION

SECTION APPLIES:
STA. 9+69.00 (SOUTH) TO STA. 10+33.00 (NORTH)



EXISTING COURT STREET TYPICAL SECTION

SECTION APPLIES:
STA. 9+66.00 TO STA. 10+30.00



EXISTING LAKE ERIE AVE. TYPICAL SECTION

SECTION APPLIES:
STA. 9+77.00 (SOUTH) TO STA. 10+32.00 (NORTH)

RECORD DRAWING
12/23/11

FOR EXISTING LEGEND, SEE SHEET 20.

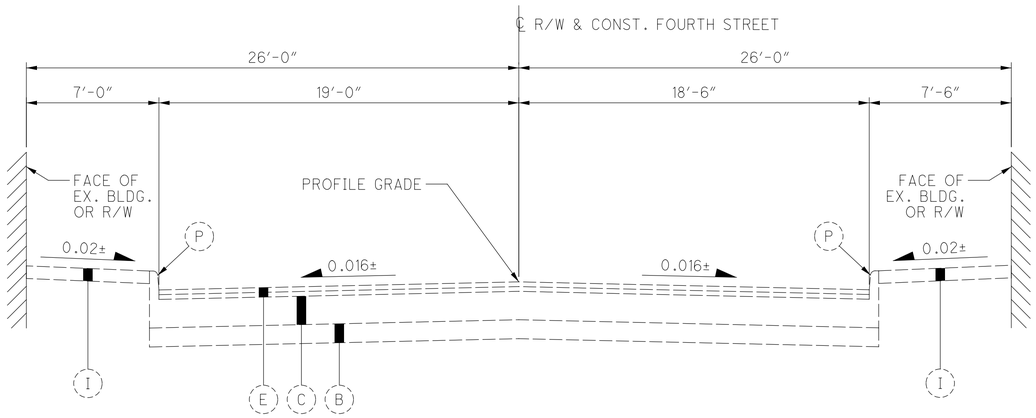
CALCULATED AJE
CHECKED MVJ

EXISTING TYPICAL SECTIONS

EXISTING

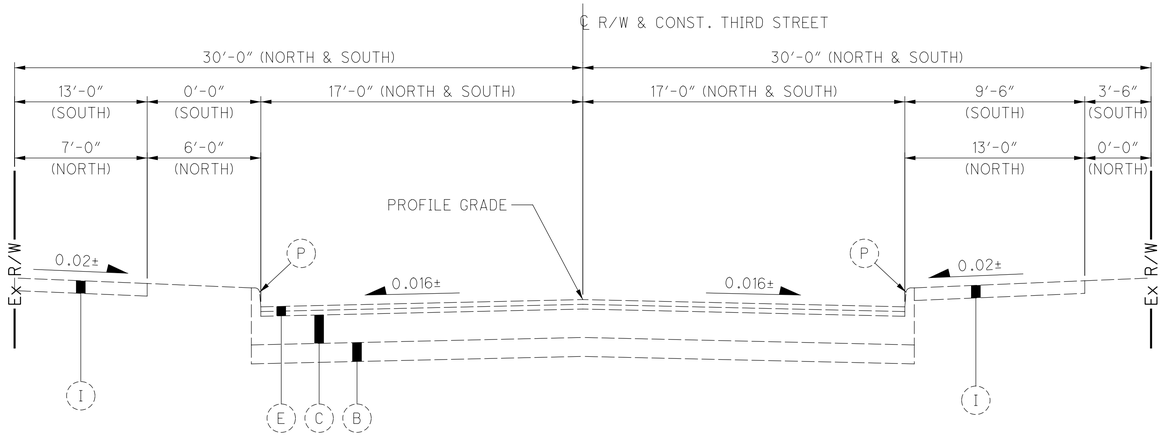
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EXISTING FOURTH STREET TYPICAL SECTION

SECTION APPLIES:
STA. 9+77.00 TO STA. 10+38.00



EXISTING THIRD STREET TYPICAL SECTION

SECTION APPLIES:
STA. 9+77.00 TO STA. 10+23.00

RECORD DRAWING
12/23/11

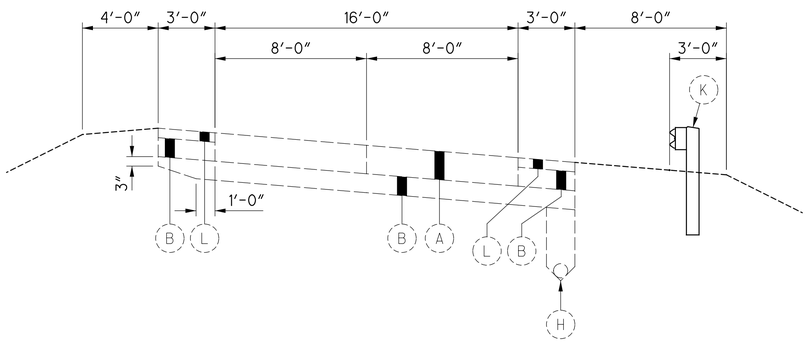
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED AJE
CHECKED MVJ

EXISTING TYPICAL SECTIONS

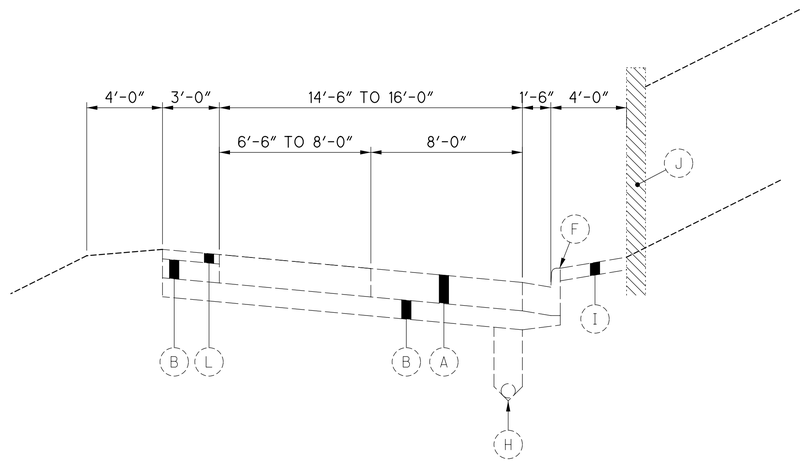
JEF-43-0.00

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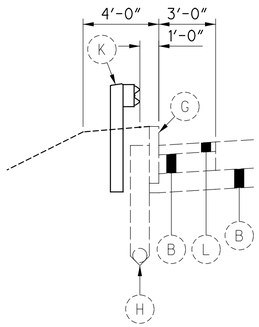
EXISTING LINE "B" TYPICAL SECTION

SECTION APPLIES:
LINE "B" STA. 844+16.72 TO STA. 847+75.00

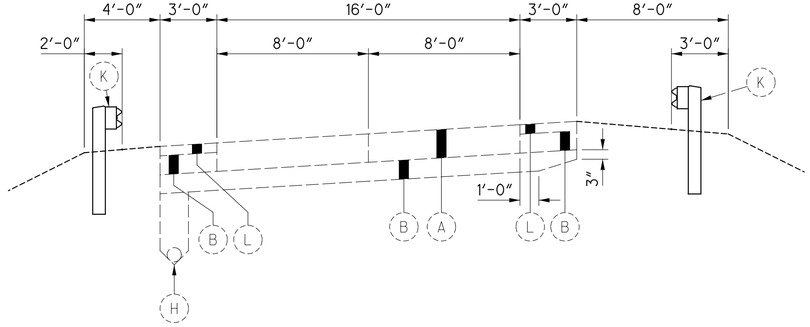


EXISTING LINE "D" TYPICAL SECTION

SECTION APPLIES:
STA. 4+83.00TO STA. 9+70.88

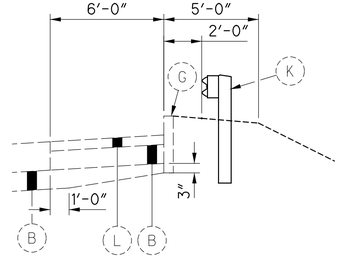


SECTION APPLIES:
STA. 2849+25.00 TO STA. 2852+13.00, LINE "B"



EXISTING LINE "B" TYPICAL SECTION

SECTION APPLIES:
LINE "B" STA. 847+75.00 TO STA. 852+61.00



SECTION APPLIES:
STA. 2849+25.00 TO STA. 2852+61.00, LINE "B"

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

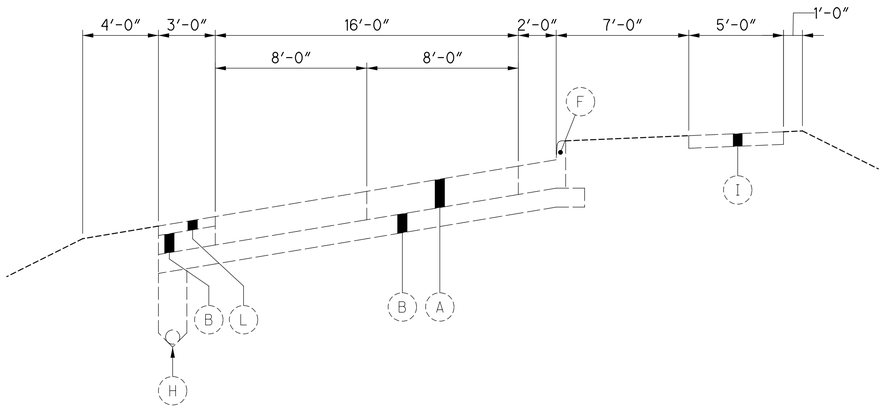
CALCULATED RDW
CHECKED MVJ

PROPOSED TYPICAL SECTIONS

JEF-43-0.00

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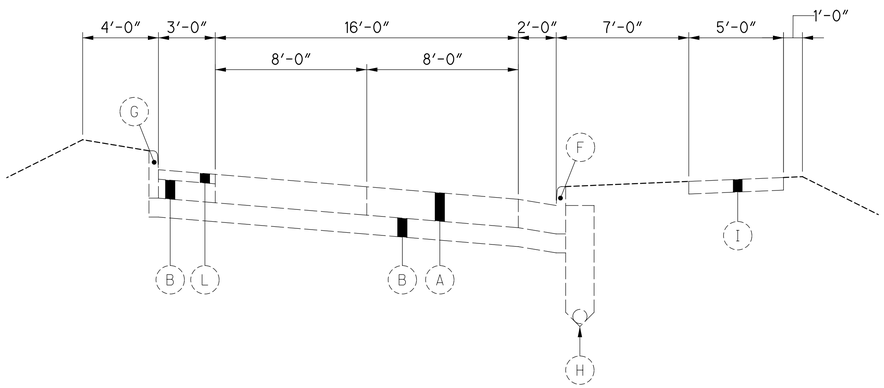


EXISTING LINE "A" TYPICAL SECTION

SECTION APPLIES:
STA. 1842+25.00 TO STA. 1846+52.02

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

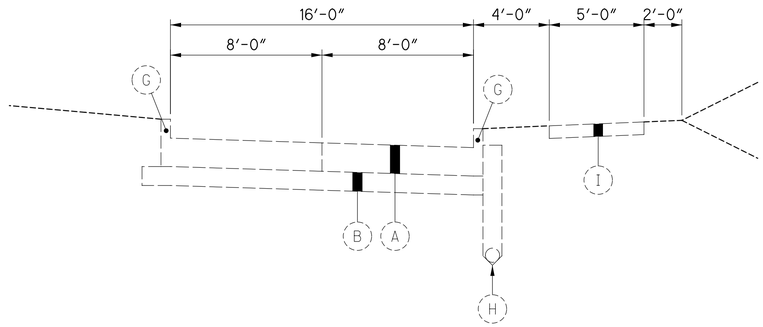


EXISTING LINE "A" TYPICAL SECTION

SECTION APPLIES:
STA. 1838+60.00TO STA. 1842+25.00

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3



EXISTING LINE "F" TYPICAL SECTION

SECTION APPLIES:
STA. 3854+72.52 TO STA. 3856+82.95

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

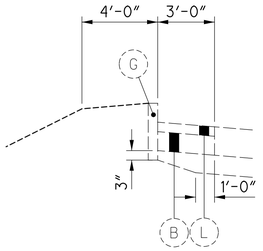
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

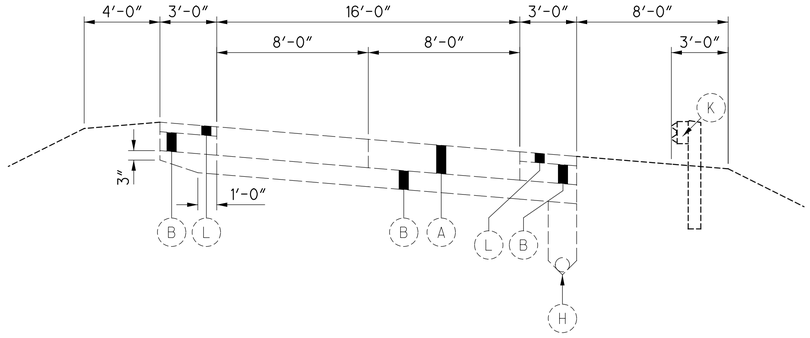
EXISTING TYPICAL SECTIONS

JEF-43-0.00

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SECTION APPLIES:
STA. 1859+00 TO STA. 1860+84.47, LINE "A"

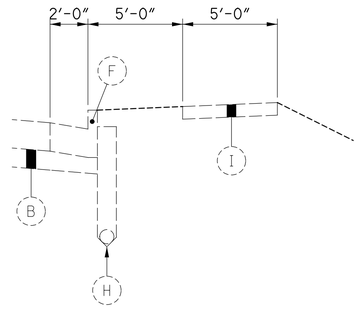


EXISTING LINE "A" TYPICAL SECTION

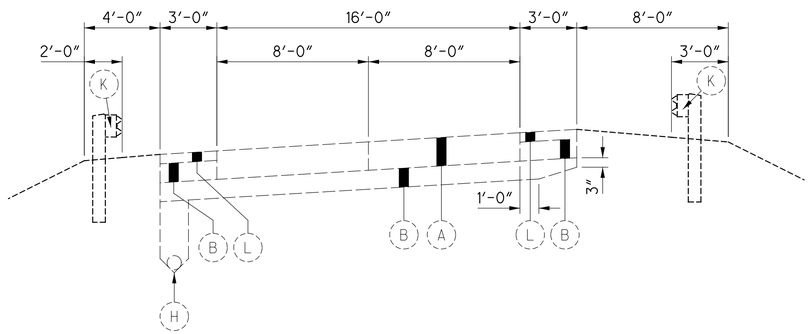
SECTION APPLIES:
LINE "A" STA. 1852+96.55 TO STA. 1860+84.47

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3



SECTION APPLIES:
STA. 1858+25.00 TO STA. 1861+23.00, LINE "A"



EXISTING LINE "A" TYPICAL SECTION

SECTION APPLIES:
LINE "A" STA. 1849+15.36 TO STA. 1851+04.59

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

RECORD DRAWING
12/23/11

FOR PROPOSED LEGEND, SEE SHEET 7.

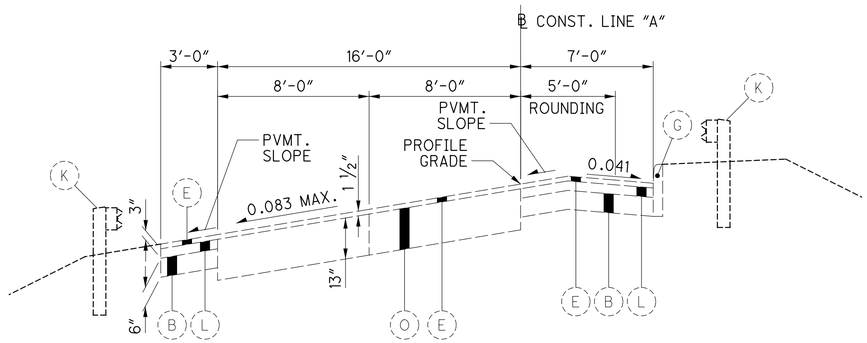
FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
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EXISTING TYPICAL SECTIONS

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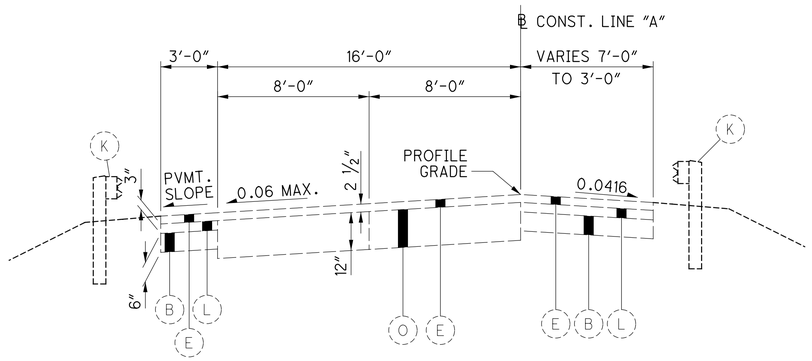


EXISTING APPROACH SLAB
TYPICAL SECTION (JEF-43-0063)

SECTION APPLIES:
STA. 1846+52.02 TO STA. 1846+77.02
STA. 1848+90.36 TO STA. 1849+15.36

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3



EXISTING APPROACH SLAB
TYPICAL SECTION (JEF-43-0063A)

SECTION APPLIES:
STA. 1851+04.59 TO STA. 1851+24.59
STA. 1852+76.55 TO STA. 1852+96.55

(SECTION VIEWED IN DIRECTION OF TRAVEL)

BUILDABLE UNIT #3

RECORD DRAWING
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FOR PROPOSED LEGEND, SEE SHEET 7.

FOR EXISTING LEGEND, SEE SHEET 20.

CALCULATED RDW
CHECKED MVJ

EXISTING TYPICAL SECTIONS

JEF-43-0.00

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GENERAL

UTILITIES

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

AT&T OHIO
160 N. SIXTH STREET; ROOM 105
ZANESVILLE, OH 43701
ATTN: SANDI RANDOLPH
740-454-3455

AMERICAN ELECTRIC POWER
110 JOHN SCOTT HIGHWAY
STEUBENVILLE, OH 43952
ATTN: GREG KING
740-266-3026

COLUMBIA GAS OF OHIO
300 LURAY DRIVE
WINTERSVILLE, OH 43953
ATTN: MICHAEL LITTLE
OPERATIONS CENTER MANAGER
740-266-2125

COLUMBIA GAS TRANSMISSION
DONEGAL COMPRESSOR STATION
9 COMPRESSOR STATION ROAD
CLAYSVILLE, PA 15323
ATTN: DARRELL TAGGART
724-223-3922

COMCAST
100 WELDAY SUITE A
WINTERSVILLE, OH 43953
ATTN: MIKE ODELL
LINE MAINTENANCE SUPERVISOR
740-346-2265 (DIRECT LINE)
740-346-2160 (OFFICE LINE)
740-346-2199 (FAX)

CITY OF STEUBENVILLE (WASTEWATER)
100 NORTH WATER STREET
STEUBENVILLE, OH 43952
CHUCK MURPHY
WASTEWATER SUPERINTENDENT
740-283-6150

CITY OF STEUBENVILLE (WATER)
1575 UNIVERSITY BOULEVARD
STEUBENVILLE, OH 43952
ROBERT RIBAR
WATER SUPERINTENDENT
740-283-6041

THE UNDERGROUND UTILITIES ON THIS PLAN HAVE BEEN LOCATED BY USING A SUBSURFACE UTILITY ENGINEERING COMPANY [SUE]. IF THERE ARE ANY DISCREPANCIES BETWEEN FIELD MARKINGS AND WHAT THE PLAN INDICATES, PLEASE CONTACT JEFF DIOSI, DISTRICT UTILITY COORDINATOR 330-308-3954, PRIOR TO ANY SUBSURFACE WORK BEING INITIATED.

ELEVATION DATUM

ALL ELEVATIONS ARE ORTHOMETRIC HEIGHTS USING THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND THE GEOID03 GEOID. HORIZONTAL POSITIONS ARE BASED ON THE OHIO STATE PLANE NORTH ZONE, A LAMBERT CONFORMAL CONIC MAP PROJECTION, THE NORTH AMERICAN DATUM OF 1983 ADJUSTED TO THE NATIONAL SPATIAL REFERENCE SYSTEM OF 2007 (NAD 83(NSRS 2007)), AND THE GRS80 ELLIPSOID.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8 PM AND 8 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

ROUNDING

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

EXISTING PLANS

EXISTING PLANS ENTITLED JEF-43-0.00, JEF-43-0.42 MAY BE INSPECTED IN THE ODOT DISTRICT 11 OFFICE IN NEW PHILADELPHIA.

WORK LIMITS

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

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE CITY OF STEUBENVILLE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY OF STEUBENVILLE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

CLEARING AND GRUBBING

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

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING 209, LINEAR GRADING AS PER PLAN, AND PAVING UNDER THE GUARDRAIL USING 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER GUARDRAIL, AS PER PLAN.

ITEM 209, LINEAR GRADING AS PER PLAN, SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTABLE GRANULAR MATERIAL CONFORMING TO 703.16 PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

HERBICIDE SHALL BE EPA APPROVED FOR PAVING UNDER GUARDRAIL. IT SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S INSTRUCTIONS.

EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE OHIO DEPARTMENT OF AGRICULTURE AS A COMMERCIAL APPLICATOR AND ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING SHALL BE LICENSED AS COMMERCIAL OPERATORS IN THE APPROPRIATE SPRAY CATEGORY.

HERBICIDE LABEL, MATERIAL SAFETY DATA SHEET AND COPY OF APPLICATORS LICENSES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION PRIOR TO COMMENCING WORK.

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.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 448 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING, METHODS:

METHOD A: 1) SET GUARDRAIL POSTS
2) PLACE ITEM 448

METHOD B: 1) PLACE ITEM 448
2) BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3) SET GUARDRAIL POSTS
4) PATCH AROUND POSTS. THE MATERIALS USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER GUARDRAIL, AS PER PLAN.

GUARDRAIL PROTECTION

NO SIGN SUPPORTS SHALL BE ERECTED BEFORE THE NECESSARY GUARDRAIL PROTECTION IS IN PLACE. SIMILARLY EXISTING GUARDRAIL WHICH PROTECTS AN OBSTRUCTION OR SLOPE, SHALL NOT BE REMOVED UNTIL THAT WORK HAS BEEN COMPLETED. EXISTING GUARDRAIL WHICH IS SCHEDULED TO BE REPLACED WITH TYPE 5 GUARDRAIL, UNDER NO CIRCUMSTANCES SHALL ANY HAZARD BE WITHOUT GUARDRAIL PROTECTION FOR MORE THAN 24 HOURS.

LOCATION OF GUARDRAIL

THE LOCATION OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS, ARE SUBJECT TO ADJUSTMENT PRIOR TO FINAL ACCEPTANCE. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

ITEM 604 - CATCH BASINS AND INLETS, AS PER PLAN

ALL NEW CATCH BASINS AND INLETS INSTALLED ON THIS PROJECT SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 604, EXCEPT THAT THE BOTTOM OF THESE STRUCTURES WILL BE SUMPED A MINIMUM OF 24 INCHES BELOW THE OUTLET INVERT.

PAYMENT FOR THE ABOVE SHALL BE PAID AT THE CONTRACT UNIT PRICE BID FOR ITEM 604, CATCH BASIN/ INLET, AS PER PLAN

ITEM 604 INLET NO. 4 SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A

ITEM 604 INLET NO. 4 SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A, SHALL FOLLOW THE SPECIFICATIONS AND THE STANDARD CONTRUCTION DRAWINGS FOR ITEM 604 INLET NO. 4 SINGLE SLOPE BARRIER, TYPE B1, EXCEPT THAT ONLY ONE DRAINAGE WINDOW WITH A FRONT ACCESS DOOR ON THE EASTBOUND SIDE OF THE BARRIER TRANSITION SHALL EXIST. ALSO AS IN ALL OTHER NEW CATCH BASINS AND INLETS ON THIS PROJECT THE STRUCTURE BOTTOM SHALL BE SUMPED A MINIMUM OF 24 INCHES BELOW THE OUTLET INVERT.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 604 INLET NO. 4 SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A.

RIGHT OF WAY FENCE REPLACEMENT

ALL OF THE EXISTING RIGHT OF WAY FENCE WITHIN THE PROJECT LIMITS SHALL BE REPLACED WITH ITEM 607 - FENCE, TYPE CL. THE FENCE REPLACEMENT LIMITS INCLUDE THE FENCE ON THE RETAINING WALLS BETWEEN FIFTH STREET AND SEVENTH STREET, THE FENCE ALONG S.R. 43 MAINLINE AND THE FENCE ALONG BOTH LINE A AND LINE B RAMPS. THE ONLY FENCE NOT TO BE REPLACED WITHIN THE PROJECT LIMITS IS THE FENCE ON THE RETAINING WALL ALONG THE SOUTH SIDE OF S.R. 43 FROM BELLEVIEW BOULEVARD TO AND INCLUDING THE LINE D RAMP. ALL FENCE SHALL BE REPLACED IN THE SAME LOCATION AS THE EXISTING RIGHT OF WAY FENCE. ALL FENCE INSTALLATIONS SHALL FOLLOW THE SPECIFICATIONS AND THE STANDARD CONSTRUCTION DRAWINGS FOR ITEM 607 - FENCE, TYPE CL.

PAYMENT FOR THE RIGHT OF WAY FENCE REPLACEMENT SHALL BE COVERED UNDER ITEM 607 - FENCE, TYPE CL REGULAR (FEET), ITEM 607 - FENCE, TYPE CL - MOUNTED ON RETAINING WALL (FEET) AND ITEM 201 - CLEARING AND GRUBBING (LUMP SUM).

RECORD DRAWING
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GENERAL NOTES

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GENERAL NOTES

PAVEMENT

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22, AS PER PLAN

MATERIALS FURNISHED FOR FINE AND COARSE AGGREGATES USED IN THIS ITEM SHALL EXCLUDE ALL STONE AND CRUSHED CARBONATE STONE.

ITEM 608 - 4" OR 6" CONCRETE WALK, AS PER PLAN

WILL CONFORM TO THE REQUIREMENTS OF ITEM 608 WITH THE FOLLOWING MODIFICATION:

ALL NEW WALK AND CURB RAMPS WILL BE INSTALLED OVER A 3" THICK LAYER OF ITEM 304 AGGREGATE BASE.

ITEM 253 - PAVEMENT REPAIR

FULL DEPTH PAVEMENT REPAIR FOR THE ASPHALT ROADWAY SECTION FROM FIFTH STREET TO S.R. 7 WILL BE AT THE DIRECTION OF THE ENGINEER. REFER TO THE DETAIL ON SHEET 9 OF THESE PLANS FOR THE THICKNESSES AND TYPE OF THE COMPONENTS FOR THE FULL DEPTH REPAIR.

DRAINAGE

UNRECORDED UNTREATED NON-STORMWATER DRAINAGE

FURNISH NO CONTINUANCE FOR ANY UNRECORDED UNTREATED NON-STORMWATER DRAINAGE SUCH AS UNTREATED SEPTIC, UNTREATED WASTEWATER, UNTREATED CURTAIN/GRADIENT DRAINS, AND UNTREATED FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. PLUG ANY UNRECORDED UNTREATED NON-STORMWATER DRAINAGE WITH CLASS C CONCRETE AT THE RIGHT OF WAY LINE. PAYMENT FOR PLUGGING SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 OR 203 ITEM.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY CITY OF STEUBENVILLE FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

ITEM 604 - MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, AS PER PLAN

ALL MANHOLES ADJUSTED/RECONSTRUCTED TO GRADE (STORM OR SANITARY) SHALL FOLLOW THE SPECIFICATIONS AND STANDARDS FOR ITEM 604, MANHOLE ADJUSTED/RECONSTRUCTED TO GRADE, EXCEPT THAT THE FRAME AND COVER SHALL BE REPLACED. STORM SEWER MANHOLE FRAMES AND COVERS ARE TO BE "HEAVY DUTY" IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MH-1.1. SANITARY SEWER MANHOLE FRAMES AND COVERS ARE TO BE "HEAVY DUTY" IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MH-1.1 EXCEPT NO PICK OR VENT HOLES AND ARE TO INCLUDE A SEALING GASKET AFFIXED TO THE BEARING SURFACE. USE NEENAH R-1772, EJIW 1022 OR APPROVED EQUAL.

ITEM 604 - JUNCTION CHAMBER RECONSTRUCTED TO GRADE, AS PER PLAN

ALL JUNCTION CHAMBERS RECONSTRUCTED TO GRADE (STORM OR SANITARY) SHALL FOLLOW THE SPECIFICATIONS AND STANDARDS FOR ITEM 604, JUNCTION CHAMBER RECONSTRUCTED TO GRADE, EXCEPT THAT THE FRAME AND COVER SHALL BE REPLACED. STORM SEWER JUNCTION CHAMBER FRAMES AND COVERS ARE TO BE "HEAVY DUTY" IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MH-1.1. SANITARY SEWER JUNCTION CHAMBER FRAMES AND COVERS ARE TO BE "HEAVY DUTY" IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MH-1.1 EXCEPT NO PICK OR VENT HOLES AND ARE TO INCLUDE A SEALING GASKET AFFIXED TO THE BEARING SURFACE. USE NEENAH R-1772, EJIW 1022 OR APPROVED EQUAL.

ITEM 604 - INLET ADJUSTED TO GRADE, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE REQUIREMENTS OF ITEM 604 WITH THE FOLLOWING MODIFICATIONS:

THE TOP SLABS OF ALL PAVEMENT INLETS SHALL BE REPLACED.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 604 - INLET ADJUSTED TO GRADE, AS PER PLAN

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN A

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN A, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, EXCEPT THAT THE GUTTER PLATE SHALL BE 1.5 FEET WIDE.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN A.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN B

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN B, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, EXCEPT THAT THE GUTTER PLATE CROSS-SLOPE WILL MATCH THE ROADWAY CROSS-SLOPE.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN B.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN C

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN C, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, EXCEPT THAT THE GUTTER PLATE SHALL BE 3 FEET WIDE AND THE GUTTER PLATE CROSS-SLOPE WILL MATCH THE ROADWAY CROSS-SLOPE.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN C.

ITEM SPECIAL - TEMPORARY SEWAGE PUMPING

SANITARY FLOW SHALL NOT BE INTERUPTED DURING THE REPLACEMENT WORK. BY-PASS PUMPING EQUIPMENT SHALL BE SIZED FOR WET WEATHER FLOW.

THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO MAINTAIN THE EXISTING SEWAGE FLOW DURING REPLACEMENT OF THE 15" CONDUIT. THE CONTRACTOR SHALL PROVIDE BY-PASS PUMPING THROUGHOUT THE DURATION OF THE REPAIR.

ALL NECESSARY PIPING, PUMPS, CONNECTIONS, FITTINGS, APPURTENANCES AND OTHER INCIDENTALS, INCLUDING SURFACE RESTORATION, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THIS ITEM.

ITEM 603 - 15" CONDUIT, 706.02, AS PER PLAN

THIS ITEM SHALL CONFORM TO THE REQUIREMENTS OF ITEM 603 WITH THE FOLLOWING MODIFICATIONS:

ALL JOINTS SHALL BE PER 706.11 OR 706.12.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 603 - 15" CONDUIT, 706.02, AS PER PLAN.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST
659, SEEDING AND MULCHING
659, REPAIR SEEDING AND MULCHING
659, COMMERCIAL FERTILIZER
659, LIME
659, WATER
659, MOWING

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

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A

THIS ITEM SHALL CONSIST OF CONSTRUCTING PRESSURE RELIEF JOINT, TYPE A AT THE LOCATIONS SHOWN IN THE PLAN PER ODOT STANDARD DRAWING BP-2.3.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN D

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN D, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, EXCEPT THAT THE GUTTER PLATE WIDTH SHALL TRANSITION FROM STANDARD WIDTH TO MEET PROPOSED 8 FT. SHOULDER WIDTH OVER THE LENGTH SHOWN IN THE PLANS.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN D.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN E

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN E, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, EXCEPT THAT THE GUTTER PLATE WIDTH SHALL TRANSITION FROM STANDARD WIDTH TO 7 FT. OVER THE LENGTH SHOWN IN THE PLAN AS WELL AS THE GUTTER PLATE CROSS-SLOPE SHALL MATCH THE ROADWAT CROSS-SLOPE.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN E.

ITEM 609 - INTEGRAL CURB, TYPE 4A, AS PER PLAN

ITEM 609 - INTEGRRAL CURB, TYPE 4A, AS PER PLAN, SHALL FOLLOW THE SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS FOR ITEM - 609 INTEGRAL CURB, TYPE 4A EXCEPT THAT THE CURB HEIGHT SHALL TRANSITION 4" TO 0" OVER THE LENGTH SHOWN IN THE PLAN.

PAYMENT FOR THE ABOVE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR ITEM 609, INTEGRAL CURB, TYPE 4A, AS PER PLAN.

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SITE SPECIFIC SEWER SEPARATION EXCAVATION NOTES

THE SOIL IN THE SEWER SEPARATION AREA IS PREDOMINENTLY "LOOSE" TO "MEDIUM DENSE" NON-COHESIVE SOILS.

EXPOSED UNDERGROUND PIPELINES MUST BE SUPPORTED IF THEY ARE SUSPENDED DURING SEWER SEPARATION CONSTRUCTION. WHERE EXCAVATIONS ARE EXTENDED ADJACENT TO OR BELOW THE FOOTINGS OF EXISTING STRUCTURES OR UTILITY PIPES, THESE STRUCTURES OR PIPES SHOULD BE PROPERLY PROTECTED AND MONITORED.

EXCAVATIONS EXTENDING BELOW THE WATER TABLE AND INTO DEPOSITS OF GRANULAR SOILS OR CRACKED BEDROCK, MODERATE TO HIGH VOLUME WATER PUMPING MAY BE REQUIRED. LOWERING THE GROUND WATER TABLE PRIOR TO EXCAVATION WILL REDUCE PORE WATER PRESSURE AND WILL TEND TO INCREASE THE STABILITY OF TRENCH SIDE WALLS.

VERTICAL TRENCH SLOPES WILL NOT REMAIN STABLE WITHOUT LATERAL SUPPORT. TRENCH BOXES OR OTHER LATERAL SUPPORT MUST BE FURNISHED DURING TRENCH EXCAVATION AND PIPE INSTALLATION.

IN NO CASE SHOULD SLOPE HEIGHT, SLOPE INCLINATION OR TRENCH EXCAVATION DEPTH EXCEED THOSE SPECIFIED IN LOCAL, STATE AND FEDERAL SAFETY REGULATIONS. SPECIFICALLY, THE CURRENT OSHA HEALTH AND SAFETY STANDARDS FOR EXCAVATIONS, 29 CFR PART 1926 SHOULD BE FOLLOWED.

MATERIALS REMOVED FROM THE EXCAVATION SHOULD NOT BE STOCKPILED IMMEDIATELY ADJACENT TO THE EXCAVATION, AS THIS LOAD MAY CAUSE A SUDDEN COLLAPSE OF THE EMBANKMENT. SOIL EXCAVATED FROM THE TRENCH SHOULD NOT BE STOCKPILED WITHIN 10 FEET FROM THE EXCAVATED TRENCH OR A DISTANCE EQUAL TO THE DEPTH OF TRENCH, WHICHEVER IS GREATER.

ALL EXCAVATIONS SHALL BE BACKFILLED AS SOON AS PRACTICABLE AFTER THE BELOW GROUND STRUCTURES ARE INSTALLED. PROPER PIPE BEDDING MAY BE SELECTED BASED ON ODOT ITEM 603.04 "BEDDING" OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS 2010 (CMS). ALL BACKFILLING SHOULD BE PERFORMED IN ACCORDANCE WITH ITEM 603.08 "BACKFILL" OF THE ODOT CMS.

ITEM 606 - ANCHOR ASSEMBLY, TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS, OR AN APPROVED EQUAL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE AT WWW.DOT.STATE.OH.US/DRRC/ UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS:

1) THE SRT-350, GUARDRAIL END TERMINAL AS MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE SRT-350 SYSTEM IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG.#	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SS444 SS444M	SLOTTED RAIL TERMINAL POST LAYOUT AND ERECTION DETAILS SRT-350 (12.5, 8 POSTS)	7/12/99 REV.1 7/12/99	8/27/99
SS425M	SLOTTED RAIL TERMINAL SRT-350 POST LAYOUT AND ERECTION DETAILS (12.5, 9 POST)	6/21/97 REV. 1	3/6/98

2) THE FLEAT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE: 330-346-0721).

ITEM 606 - ANCHOR ASSEMBLY, TYPE B (CONT'D)

THE LENGTH OF THE FLEAT-350 IS CONSIDERED TO BE 37'-6", INCLUSIVE OF THREE 12'-6" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG.#	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
FLT-M	FLARED ENERGY ABSORBING TERMINAL(FLEAT-350) ASSEMBLY	4/16/98	7/31/98
FLT HINGED CRT	FLARED ENERGY ABSORBING TERMINAL (POST 1 & 2 ARE STEEL HINGED)	5/4/06	5/23/06
FLT	FLARED ENERGY ABSORBING (A SEVEN POST OPTION USING STANDARD STEEL POSTS)	3/30/09	3/4/09

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 27-3/4-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.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19: APPROXIMATELY 36" W X 12" H FOR THE SRT-350 AND 14" W X 20" H FOR THE FLEAT.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING GUARDRAIL END TERMINALS, OR AN APPROVED EQUAL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE AT WWW.DOT.STATE.OH.US/DRRC/ UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS:

1) THE ET-2000 (1997) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE LENGTH OF THE ET-2000 (1997) SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF TWO 25'-0" LONG RAIL ELEMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG.#	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SS142	ET2000 PLUS 50'-0" PLAN, ELEVATION & SECTION 25'-0" RAIL, SLEEVE W/PL POSTS 1-4	4/12/00	7/31/00
SS141	ET2000 PLUS PLAN, ELEVATION & SECTION 25'-0" RAIL, POSTS 1-4	2/29/00	7/31/00
SS158	ET2000 PLUS 50'-0" WITH 12'-6" PANELS & HBA POSTS 1-4 PLAN, ELEVATIONS & SECTION	5/22/00	7/31/00
SS330	ET2000 PLUS 50'-0" WITH FOUR FOUNDATION TUBES AND FOUR CRT POSTS	3/28/06	3/29/06
SS373	ET2000 PLUS 50'-0" WITH 7 SYT POSTS AND ONE HBA POST	6/20/09	1/20/09

2) THE SKT-350 MANUFACTURED BY ROAD SYSTEMS, INC., 2516 MALLORY LANE, STOW, OHIO, 44224, (TELEPHONE : 330-346-0721).

THE LENGTH OF THE SKT-350 SYSTEM IS CONSIDERED TO BE 50'-0", INCLUSIVE OF FOUR 12'-6" LONG RAIL ELEMENTS, INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG.#	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SKT-4M	SEQUENTIAL KINKING TERMINAL (SKT-350) ASSEMBLY WITH 4 FOUNDATION TUBES	12/11/97	3/6/98
SKT HINGED CRT	SEQUENTIAL KINKING TERMINAL (SKT-350) FOUR POSTS ARE STEEL HINGED AND FIVE POSTS ARE CRT	4/30/96	5/23/06
SKT-SP	SEQUENTIAL KINKING TERMINAL (SKT-350) A SEVEN POST OPTION USING STANDARD STEEL POSTS	3/30/96	3/4/09

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APPOXIMATELY 18" x 18", OR 12" x 18" IF APPLIED TO A RECTANGLE ET-200 "PLUS" EXTRUDER HEAD.

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 27-3/4-INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF 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.

RECORD DRAWING
12/23/11

CALCULATED M.V.J
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GENERAL NOTES

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ITEM 606 - IMPACT ATTENUATOR, TYPE 2 [(MODEL #), (UNDIRECTIONAL OR BIDIRECTIONAL)]

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE FOLLOWING IMPACT ATTENUATORS, OR AN APPROVED EQUAL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE AT WWW.DOT.STATE.OH.US/DRRC/ UNDER ROADSIDE SAFETY DEVICES FOR APPROVED IMPACT ATTENUATORS:

1. A QUADGUARD IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750) AND DISTRIBUTED BY BALDWIN AND SOURS, INC. (614-851-8800). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. #	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
QG2TSCVR-U	QUADGUARD SYSTEM WITH TENSION STRUT BACKUP	3/19/09 Rev. C	3/6/98
QG2CBCVR-U	QUADGUARD SYSTEM WITH CONCRETE BACKUP	4/21/09 Rev. B	3/6/98
QF2TSCVR-U	QUADGUARD SYSTEM W/ 69" & 90" TENSION STRUT BACKUPS	4/22/09 Rev. C	3/6/98
QF2CBCVR-U	QUADGUARD SYSTEM W/ 69" & 90" CONCRETE BACKUPS	4/15/09 Rev. C	3/6/98
35-40-20	DEFLECTOR ASSEMBLY, CONCRETE BACKUP RETROFIT, QG	11/14/97 Rev. C	7/31/98
3540031	QUADGUARD SYSTEM BACKUP ASSEMBLY, TS, QG	3/19/99 Rev. F	8/27/99
35-40-08	QUADGUARD SYSTEM CONCRETE BACKUP, QG ON GRADE & ON EXISTING CONCRETE STRUCTURE	10/14/97 Rev. H 10/14/97 Rev. H	8/27/99 8/27/99
35-40-21	TRANSITION ASSEMBLY QUAD-BEAM TO W-BEAM	11/6/97 Rev. F 7/14/97 Rev. F	8/27/99 8/27/99
35-40-22	TRANSITION ASSEMBLY QUAD-BEAM TO THRIE-BEAM	7/15/97 Rev. C 7/11/97 Rev. C	8/27/99 8/27/99
35-40-15	QUADGUARD SYSTEM END SHOE ASSEMBLY, QG	9/11/98 Rev. I	8/27/99
3540211	QG TRANSITION ASSEMBLY QUAD-BEAM TO W-BEAM-WIDE	8/29/97 Rev. D 8/29/97 Rev. D	8/27/99 8/27/99
3540221	QG TRANSITION ASSEMBLY QUAD-BEAM TO THRIE BEAM-WIDE	8/29/97 Rev. D 8/29/97 Rev. D	8/27/99 8/27/99
3540150	QUADGUARD TRANSITION TO VERTICAL CONCRETE BARRIER	9/96	8/27/99
3540042-0000	NOSE ASSEMBLY NARROW	3/19/09 Rev. B	10/16/09
3540043-0000	NOSE ASSEMBLY WIDE	4/6/09	10/16/09

2. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR DISTRIBUTED BY ROAD SYSTEMS, INC., SALES SUPPORT, 2183 ELM TRACE, AUSTINTOWN, OH 44515 TELEPHONE: (330) 799-9291. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG. #	DRAWING NAME	DWG./REV. DATE	ODOT APPROVAL DATE
SYSTEM CAPACITY	UNIVERSAL TAU-II CRASH CUSHION SYSTEM CONFIGURATION CHART	10/6/04 V5	10/16/04
A040416	UNIVERSAL TAU-II PARTS LIST	4/22/04	10/16/04
A040420	UNIVERSAL TAU-II FOUNDATION, FLUSH MOUNT BACKSTOP - PCC PAD	4/28/04	10/16/04
A040105	UNIVERSAL TAU-II FOUNDATION, PCB BACKSTOP (Referenced ON A040420)	1/07/04	10/16/04
A040108	UNIVERSAL TAU-II FOUNDATION, WIDE FLANGE BACKSTOP	1/07/04	10/16/04
A040113	FOUNDATION SPECIFICATIONS (Referenced ON A040420 AND A040108)	1/09/04 Rev. A	10/16/04
B010537	COMPACT BACKSTOP, TAU-II	3/25/02	10/16/04
B040219	FLUSH MOUNT BACKSTOP ASSEMBLY	4/19/04	10/16/04
B040239	APPLICATION, FLUSH MOUNT BACKSTOP (TYPICAL FOR PARALLEL SYSTEM, 60 & 70 MPH, UP TO 36" WIDE HAZARD WIDTH, CONNECTED TO SCD RM-4.6)	4/21/04	10/16/04
B033004	WIDE TAU-II 60 MPH, 60" BACKSTOP (TYPICAL FOR 60 MPH COMBINATION SYSTEM)	12/21/03	10/16/04
B033101	WIDE TAU-II 70 MPH, 66" BACKSTOP (TYPICAL FOR 70 MPH COMBINATION SYSTEM)	2/13/04	10/16/04
B033009	WIDE TAU-II 60 MPH, 90" BACKSTOP (TYPICAL FOR 60 MPH FLARED SYSTEM)	11/26/03	10/16/04
B033105	WIDE TAU-II 70 MPH, 90" BACKSTOP (TYPICAL FOR 70 MPH FLARED SYSTEM)	2/17/04	10/16/04
30T110FCY	ASSEMBLY DRAWING FOR 30" WIDE, 70 MPH PARALLEL UNIT	9/15/05	10/16/06

3. THE TRINITY INDUSTRIES, INC. TRINITY ATTENUATING CRASH CUSHION DISTRIBUTED BY TRINITY INDUSTRIES, INC 1170 N. STATE ST., GIRARD, OHIO 44420, TELEPHONE: (800) 321-2755. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING SHOP DRAWINGS:

DWG.#	DRAWING NAME	DRAWING DATE
SS455	TRACC TRANSITION TO W-BEAM MEDIAN BARRIER PLAN, ELEVATION, AND SECTIONS	11/02/99
SS456	TRACC TRANSITION TO VERTICAL CONCRETE WALL PLAN, ELEVATION & SECTIONS	9/07/00
SS497	WIDETRACC - DOUBLE FLARE WING EXTENSIONS	11/22/02
SS699	WIDETRACC & TRACC ASSEMBLED MODULAR BASE UNIT	4/02/03
SS1000	CRASH CUSHION ATTENUATING TERMINAL PLAN, ELEVATION, AND SECTION ASSEMBLED UNIT, BASE AND RIP PLATE SCHEMATIC	3/30/05
SS1001	CRASH CUSHION ATTENUATING TERMINAL ASSEMBLED BASE UNIT	4/22/05
SS1002	CRASH CUSHION ATTENUATING TERMINAL PLAN, ELEVATIONS, & SECTIONS SHOP ASSEMBLY DETAILS (2 SHEETS)	5/11/05
SS1003	CRASH CUSHION ATTENUATING TERMINAL PLAN, ELEVATIONS AND SECTIONS UNIDIRECTIONAL, DIRECT ATTACHMENT (2 SHEETS)	4/25/05
SS1004	SHORTRACC CRASH CUSHION ATTENUATING TERMINAL ASSEMBLED BASE UNIT	5/16/05
SS1005	SHORTRACC CRASH CUSHION ATTENUATING TERMINAL SHOP ASSEMBLY DETAILS (2 SHEETS)	5/24/05
SS1006	SHORTRACC CRASH CUSHION ATTENUATING TERMINAL UNIDIRECTIONAL, DIRECT ATTACHMENT	5/24/05
SS1007	FASTRACC CRASH CUSHION ATTENUATING TERMINAL ASSEMBLED BASE UNIT	6/08/05
SS1008	FASTRACC CRASH CUSHION ATTENUATING TERMINAL SHOP ASSEMBLY DETAILS (2 SHEETS)	6/09/05
SS1009	FASTRACC CRASH CUSHION ATTENUATING TERMINAL UNIDIRECTIONAL, DIRECT ATTACHMENT	6/10/05
SS1010	TRACC CRASH CUSHION ATTENUATING TERMINAL 22' CONCRETE FOUNDATION PLAN	4/04/05
SS1013	SHORTRACC CRASH CUSHION ATTENUATING TERMINAL 15' CONCRETE FOUNDATION PLAN	4/04/05
SS1018	58" WIDETRAC DOUBLE FLARE PLAN, ELEVATION, & SECTIONS SHOP ASSEMBLY DETAILS (3 SHEETS)	8/08/05
SS1019	58" WIDETRAC DOUBLE FLARE PLAN, ELEVATION, & SECTIONS UNIDIRECTIONAL, DIRECT ATTACHMENT	8/12/05

4. THE SCI Products, Inc. SMART CUSHION IMPACT ATTENUATOR DISTRIBUTED BY SCI Products, INC. 2500 Production Drive St. Charles, IL 60174-9081 INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING SHOP DRAWINGS:

DWG. #	DRAWING NAME	DRAWING DATE
SCI-70GM	TL2 - 35" WIDE BY 13.5' LONG TEST LEVEL 2 UNIT	1/14/05
SCI-100GM	TL3 - 38" WIDE BY 21.5 LONG TEST LEVEL 3 UNIT.	1/14/05
TL2 FOUNDATION	TL2 FOUNDATION	1/14/05
TL3 FOUNDATION	TL3 FOUNDATION	1/14/05
TRANSITION	24" CONCRETE BLOCK TRANSITION	1/14/05
TRANSITION	WIDE HAZARD TRANSITION FROM 41" TO 133"	1/14/05

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 [(SPEED (IN MPH), HAZARD WIDTH (IN INCHES)), (UNIDIRECTIONAL OR 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.

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ENVIRONMENTAL

ENDANGERED SPECIES HABITAT

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

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES

ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AS SPECIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE IN PLACE PRIOR TO ANY EXCAVATION, GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES. THEY SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND THE AREA IS STABILIZED AS ACCEPTED BY THE ENGINEER.

BEST MANAGEMENT PRACTICES

WATER COLUMN AND SEDIMENTATION IMPACTS SHALL BE KEPT TO A MINIMUM THROUGH THE USE OF BEST MANAGEMENT PRACTICES FOR SOIL EROSION AND SEDIMENTATION CONTROL. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT ANY INCIDENTAL DISCHARGES ASSOCIATED WITH THE EXCAVATION AND HAULING OF MATERIALS. ANY AREAS DISTURBED BY EQUIPMENT ACTIVITIES MUST BE REVEGETATED AS SOON AS PRACTICABLE TO PREVENT EROSION OF SEDIMENTS.

BURNING OF CONSTRUCTION DEBRIS

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO BURN CONSTRUCTION DEBRIS WITHIN THE LIMITS OF THIS PROJECT.

REGULATED UNDERGROUND STORAGE TANKS

THE ENVIRONMENTAL SITE ASSESSMENT (ESA) SCREENING REVEALED THAT THERE IS A POTENTIAL OF ENCOUNTERING ORPHANED UNDERGROUND STORAGE TANKS (UST'S) DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES ADJACENT TO THE FOLLOWING THREE LOCATIONS:

JEFFERSON INVESTIGATIONS & SECURITY, INC.
2615 SUNSET BLVD.
STEUBENVILLE, OH 43952

FORMER AUTO FILLING/SERVICE STATION
SOUTHWEST CORNER OF WASHINGTON STREET & NORTH 7TH STREET
STEUBENVILLE, OH 43952

FORMER AUTO FILLING/SERVICE STATION
NORTHEAST CORNER OF STEELE AVENUE & SR 43 (WEST MARKET STREET)
STEUBENVILLE, OH 43952

THE CONTRACTOR SHALL ACCOUNT FOR THE POSSIBLE REMOVAL OF TWO PETROLEUM UNDERGROUND STORAGE TANKS OF UNKNOWN CAPACITY LOCATED NEAR EACH LOCATION LISTED ABOVE IN ACCORDANCE WITH ODOT CMS 202.08. THE CONTRACTOR SHALL INCLUDE FEES FOR ALL LABOR AND MATERIAL NEEDED TO ADDRESS THE UST'S IN:

ITEM 202 REGULATED UNDERGROUND STORAGE TANK REMOVED 6 EACH

PETROLEUM CONTAMINATED SOIL

THE ENVIRONMENTAL SITE ASSESSMENT (ESA) SCREENING REVEALED THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM CONTAMINATED SOIL AND/OR OTHER REGULATED SUBSTANCES DURING EXCAVATIONS FOR CONSTRUCTION ACTIVITIES AT THE FOLLOWING FOUR LOCATIONS:

AUTO BODY SUPPLY, INC.
206 NORTH 3RD STREET
STEUBENVILLE, OH 43952

JEFFERSON INVESTIGATIONS & SECURITY, INC.
2615 SUNSET BLVD.
STEUBENVILLE, OH 43952

FORMER AUTO FILLING/SERVICE STATION
SOUTHWEST CORNER OF WASHINGTON STREET & NORTH 7TH STREET
STEUBENVILLE, OH 43952

FORMER AUTO FILLING/SERVICE STATION
NORTHEAST CORNER OF STEELE AVENUE & SR 43 (WEST MARKET STREET)
STEUBENVILLE, OH 43952

THE ENGINEER WILL INITIALLY DETERMINE IF THE EXCAVATED MATERIAL APPEARS TO BE PETROLEUM CONTAMINATED SOIL OR GROUNDWATER BASED ON THE MATERIAL'S APPEARANCE, ODOR AND THE ENGINEER'S PAST EXPERIENCE. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY TESTING NECESSARY TO DETERMINE IF THE MATERIAL IS IN FACT PETROLEUM CONTAMINATED.

ANY POTENTIAL PETROLEUM CONTAMINATED MATERIALS SHALL BE TESTED FOR BENZENE, TOLUENE, ETHYLBENZENE, XYLENE (BTEX) AND METHYL TERT-BUTYL ETHER (MTBE) USING USEPA SW-846, METHOD 8060, POLYCYCLIC AROMATIC HYDROCARBONS (PAHs) USING USEPA SW-846, METHOD 8015, PER BUSTR GUIDELINES.

ONCE LAB ANALYSIS RESULTS ARE RECEIVED FOR THE MATERIAL(S), THE CONCENTRATIONS OF THE CHEMICALS OF CONCERN SHALL BE COMPARED TO BUSTR's RE-USE ACTION LEVELS IN TABLE 1 UNDER PARAGRAPH (D)(1) OF OAC 1301:7-9-16 TO DETERMINE IF THE MATERIAL IS INDEED PETROLEUM CONTAMINATED SOIL, AND TO THE GROUNDWATER INGESTION ACTION LEVELS IN (J)(3)(a) OF OAC 1301:7-9-13 TO DETERMINE IF THE MATERIAL IS REGULATED WATER. THIS FINAL DETERMINATION SHALL BE MADE BY THE ENGINEER.

IN THE EVENT PETROLEUM-CONTAMIINATED SOIL AND/OR OTHER REGULATED SUBSTANCES ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING GUIDELINES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE BID FOR THIS WORK. ALL EXCAVATIONS AT THE AFOREMENTIONED LOCATION SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. ALL MATERIAL EXCAVATED BY THE CONTRACTOR AT THIS LOCATION SHALL BE SUBJECT TO TESTING BY AN INSPECTOR PROVIDED BY THE ENGINEER.

ALL POTENTIAL PETROLEUM CONTAMINATED SOIL, WITHIN THE AFOREMENTIONED LIMITS, EXCAVATED BY THE CONTRACTOR AT THIS LOCATION MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMIABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOIL FROM COMING IN CONTACT WITH THE ORIGINAL SOIL. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS.

PETROLEUM CONTAMINATED SOIL - (CONT'D)

IF EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE, TEST THE WATER AND DISPOSE OF BY METHODS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS AND/OR AUTHORIZATIONS NEEDED TO STORE, TRANSPORT AND DISPOSE OF THE WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE OR FEDERAL REGULATIONS. DEPENDING ON THE TEST RESULTS, THE ENGINEER WILL CLASSIFY THE WATER AS REGULATED OR NON-REGULATED WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF REGULATED WATER WITH A METHOD APPROVED BY THE ENGINEER. WORK INVOLVED WITH THIS ITEM SPECIAL INCLUDES COMPLYING WITH THE HANDLING, STORAGE, AND DISPOSAL OF REGULATED AND NON-REGULATED WATER.

THIS MATERIAL SHALL BE PROPERLY TESTED, TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS AND TO TRANSPORT THE MATERIAL TO A LICENCED AND PERMITTED SOLID WASTE DISPOSAL FACILITY. THE CONTRACTOR SHALL CONTACT THE FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL AND WILL BE RESPONSIBLE FOR CONDUCTING ANY ADDITIONAL SAMPLING AND ANALYSIS OF THIS MATERIAL.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT CONTRACT PRICE BID PER TON AND/OR GALLON. THE BASIS FOR CONVERSION FROM TONS TO CUBIC YARDS IS 1.5 TON/CUBIC YARD. ALL EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. THE CONTRACTOR SHALL INCLUDE FEES FOR ALL LABOR AND MATERIAL NEEDED TO ADDRESS PCS IN THE FOLLOWING WORK ITEMS AND ASSOCIATED ASSUMED QUANTITIES:

ITEM 690 ITEM SPECIAL WORK INVOLVING SOLID WASTE 20 TON
ITEM 690 ITEM SPECIAL WORK INVOLVING PETROLEUM CONTAMINATED SOIL 200 TON
ITEM 690 ITEM SPECIAL WORK INVOLVING WATER 2000 GALLON
ITEM 690 ITEM SPECIAL WORK INVOLVING REGULATED WATER 2000 GALLON

RECORD DRAWING
12/23/11

CALCULATED M.V.J
CHECKED C.W.L

GENERAL NOTES

JEF-43-0.00

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE PROJECTED DATES AND THE TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 11
   2201 REISER AVENUE
   NEW PHILADELPHIA, OHIO 44663
   PHONE: (330)-339-6633

2. STEUBENVILLE CITY ENGINEER
   PUBLIC WORKS BUILDING
   238 SOUTH LAKE ERIE AVENUE
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 3300

3. CITY OF STEUBENVILLE BOARD OF EDUCATION
   1400 WEST ADAMS STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-3767

4. CITY OF STEUBENVILLE FIRE DEPARTMENT
   308 MARKET STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 1803 (CHIEF OF POLICE OFFICE)
   PHONE: (740)-283-6166 (NON-EMERGENCY)

5. CITY OF STEUBENVILLE POLICE DEPARTMENT
   123 SOUTH 3RD STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 2300 (NON-EMERGENCY)
   PHONE: (740)-283-5353 (DISPATCH)

6. OHIO STATE HIGHWAY PATROL
   STEUBENVILLE PATROL POST
   1377 CADIZ ROAD
   WINTERSVILLE, OHIO 43953
   PHONE: (740)-264-1641

7. JEFFERSON COUNTY SHERIFF'S OFFICE
   16001 STATE ROUTE 7
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-8600

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF S.R. 43 AS SHOWN ON THE DETOUR PLANS. AFTER S.R. 43 IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN 5TH STREET & 7TH STREET, NOT INCLUDING THE INTERSECTIONS.

RESTRICTIONS

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 1 OF CONSTRUCTION.

1. THE CLOSURE OF S.R. 43 SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

MAINTENANCE OF TRAFFIC

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

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT (COMPLETED PAVEMENT AND TEMPORARY PAVEMENT) DURING CONSTRUCTION OF THE WORK, EXCEPT AS ALLOWED BY DETOUR.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT 11 OFFICE (330)-339-6633, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE-HALF HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS.

4. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

MAINTENANCE OF TRAFFIC (CONT.)

5. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

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

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

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	LABOR DAY
NEW YEARS	THANKSGIVING
MEMORIAL DAY	DEAN MARTIN FESTIVAL, JUNE 17-19, 2010
FOURTH OF JULY	DEAN MARTIN FESTIVAL, JUNE 16-18, 2011

THE PERIOD OF THE TIME THAT THE LANES ARE TO BE OPEN 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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM 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.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORIST.



W20-H13-60

*CONTRACTOR SHALL USE ACTUAL CLOSURE DATE AND DURATION.

DETOUR DURATION

A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 10.

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 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:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT 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) SHOULD 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 LEOS' 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 8 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE ENFORCEMENT AGENCY INVOLVED.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT 11 (330)-339-6633 OFFICE AND STEUBENVILLE CITY ENGINEER (740)-283-6000 EXT. 3300 EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR (INCLUDING TEMPORARY OVERLAYS, THEIR ERECTION AND REMOVAL).

BUILDABLE UNIT NO. 1

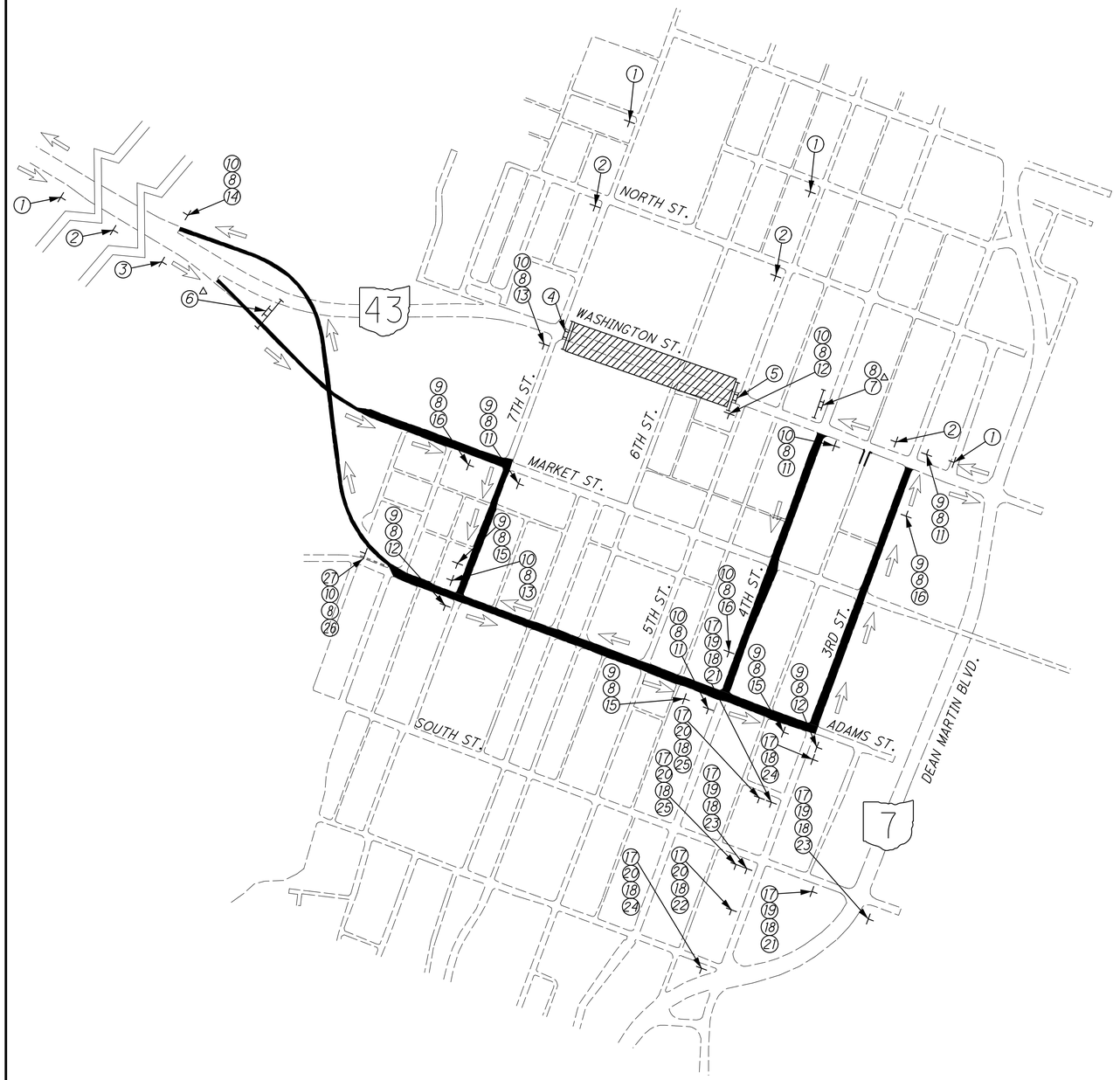
RECORD DRAWING
12/23/11

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MAINTENANCE OF TRAFFIC NOTES

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ROAD WORK AHEAD
W20-1-36 ①

DETOUR AHEAD
W20-2-36 ②

ROAD CLOSED AHEAD
W20-3-36 ③

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ④

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ⑤

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE ⑥

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE ⑦

43
M1-5-24-2 ⑧

EAST
M3-2-24 ⑨

WEST
M3-4-24 ⑩

DETOUR
M4-9R-30 ⑪

DETOUR
M4-9L-30 ⑫

DETOUR
M4-H9T-30 ⑬

END DETOUR
M4-8a-24 ⑭

DETOUR
M4-H9bL-30 ⑮

DETOUR
M4-H9bR-30 ⑯

TO
M4-5-24 ⑰

7
M1-5-24-2 ⑱

NORTH
M3-1-24 ⑲

SOUTH
M3-3-24 ⑳

M5-1L-21 ㉑

M5-1R-21 ㉒

M6-1L-21 ㉓

M6-1R-21 ㉔

M6-3-21 ㉕

M6-2R-21 ㉖

DETOUR
M4-8-24 ㉗

LEGEND

⊤	SIGN
	TYPE III BARRICADE
	WORK AREA
	DETOUR ROUTE
⇨	TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 1

RECORD DRAWING
12/23/11

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

HORIZONTAL SCALE IN FEET
0 NTS NTS NTS

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DETOUR PLAN
S.R. 43

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE PROJECTED DATES AND THE TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 11
   2201 REISER AVENUE
   NEW PHILADELPHIA, OHIO 44663
   PHONE: (330)-339-6633

2. STEUBENVILLE CITY ENGINEER
   PUBLIC WORKS BUILDING
   238 SOUTH LAKE ERIE AVENUE
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 3300

3. CITY OF STEUBENVILLE BOARD OF EDUCATION
   1400 WEST ADAMS STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-3767

4. CITY OF STEUBENVILLE FIRE DEPARTMENT
   308 MARKET STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 1803 (CHIEF OF POLICE OFFICE)
   PHONE: (740)-283-6166 (NON-EMERGENCY)

5. CITY OF STEUBENVILLE POLICE DEPARTMENT
   123 SOUTH 3RD STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 2300 (NON-EMERGENCY)
   PHONE: (740)-283-5353 (DISPATCH)

6. OHIO STATE HIGHWAY PATROL
   STEUBENVILLE PATROL POST
   1377 CADIZ ROAD
   WINTERSVILLE, OHIO 43953
   PHONE: (740)-264-1641

7. JEFFERSON COUNTY SHERIFF'S OFFICE
   16001 STATE ROUTE 7
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-8600

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF S.R. 43 AS SHOWN ON THE DETOUR PLANS. AFTER S.R. 43 IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN 5TH STREET & 7TH STREET, NOT INCLUDING THE INTERSECTIONS.

THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CONTRACTOR MAY BEGIN THE PHASE 2 INTERSECTION IMPROVEMENTS AT ANY TIME DURING THE S.R. 43 PHASE 1 CLOSURE.

PHASE 2

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 AND THE 7TH STREET/ S.R. 43 INTERSECTIONS. THE 5TH AND 7TH STREET INTERSECTIONS IMPROVEMENTS SHALL BE PERFORMED DURING THE PHASE 1 CLOSURE OF S.R. 43.

PHASE 2A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION. THE CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL TIMING, PLACE PAVEMENT MARKINGS AND SIGNAGE TO ACCOMMODATE BIDIRECTIONAL TRAFFIC ON 5TH STREET AS DETAILED ON SHEET 42.

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 5TH STREET TO THRU TRAFFIC AND PROCEED TO PHASE 2B.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION.

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 7TH STREET TO THRU TRAFFIC.

AFTER THE COMPLETION OF ALL IMPROVEMENTS TO S.R. 43 AND THE 5TH AND 7TH STREET INTERSECTIONS, THE CONTRACTOR SHALL REOPEN S.R. 43 TO THRU TRAFFIC.

RESTRICTIONS

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 2 OF CONSTRUCTION.

1. THE CLOSURE OF S.R. 43 BETWEEN 5TH STREET AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE IMPROVEMENTS TO THE 5TH AND 7TH STREET INTERSECTIONS SHALL BE PERFORMED CONCURRENTLY WITH THE PHASE 1 S.R. 43 IMPROVEMENTS AND SHALL NOT CAUSE THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET TO EXCEED SIXTY (60) CALENDAR DAYS.

3. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

4. THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

5. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION AND THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT OCCUR CONCURRENTLY.

MAINTENANCE OF TRAFFIC

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

1. THE CONTRACTOR SHALL INFORM THE DISTRICT 11 OFFICE (330)-339-6633, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

2. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

3. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

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

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

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	LABOR DAY
NEW YEARS	THANKSGIVING
MEMORIAL DAY	DEAN MARTIN FESTIVAL, JUNE 17-19, 2010
FOURTH OF JULY	DEAN MARTIN FESTIVAL, JUNE 16-18, 2011

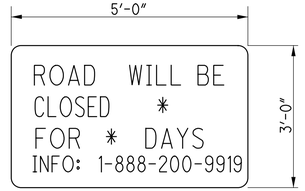
THE PERIOD OF THE TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD.

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM 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.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORIST.



W20-H13-60

*CONTRACTOR SHALL USE ACTUAL CLOSURE DATE AND DURATION.

DETOUR DURATION

PHASE 1
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 39.

PHASE 2
A MINIMUM OF (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS PER INTERSECTION, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 40-41.

BUILDABLE UNIT NO. 2

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC NOTES

JEF-43-0.00

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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 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:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT 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) SHOULD 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 LEOS' 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 16 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE ENFORCEMENT AGENCY INVOLVED.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT 11 (330)-339-6633 OFFICE AND STEUBENVILLE CITY ENGINEER (740)-283-6000 EXT. 3300 EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR (INCLUDING TEMPORARY OVERLAYS, THEIR ERECTION AND REMOVAL).

BUILDABLE UNIT NO. 2

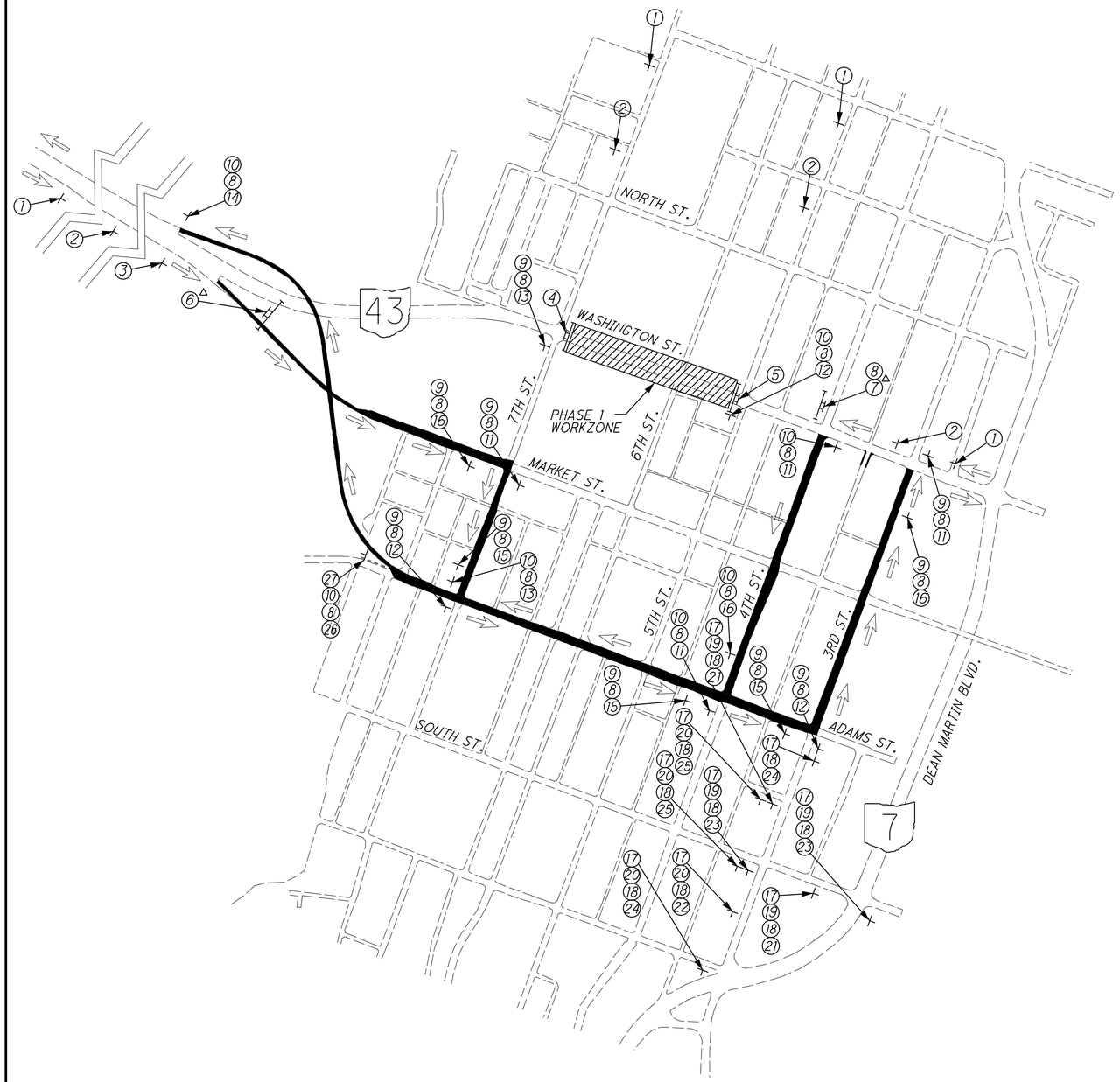
RECORD DRAWING
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CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC NOTES

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ROAD WORK AHEAD
W20-1-36 ①

DETOUR AHEAD
W20-2-36 ②

ROAD CLOSED AHEAD
W20-3-36 ③

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ④

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ⑤

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE ⑥

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE ⑦

43
M1-5-24-2 ⑧

EAST
M3-2-24 ⑨

WEST
M3-4-24 ⑩

DETOUR
M4-9R-30 ⑪

DETOUR
M4-9L-30 ⑫

DETOUR
M4-H9T-30 ⑬

END DETOUR
M4-8a-24 ⑭

DETOUR
M4-H9bL-30 ⑮

DETOUR
M4-H9bR-30 ⑯

TO
M4-5-24 ⑰

7
M1-5-24-2 ⑱

NORTH
M3-1-24 ⑲

SOUTH
M3-3-24 ⑳

M5-1L-21 ㉑

M5-1R-21 ㉒

M6-1L-21 ㉓

M6-1R-21 ㉔

M6-3-21 ㉕

M6-2R-21 ㉖

DETOUR
M4-8-24 ㉗

LEGEND

- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 2

RECORD DRAWING
12/23/11

NOT TO SCALE

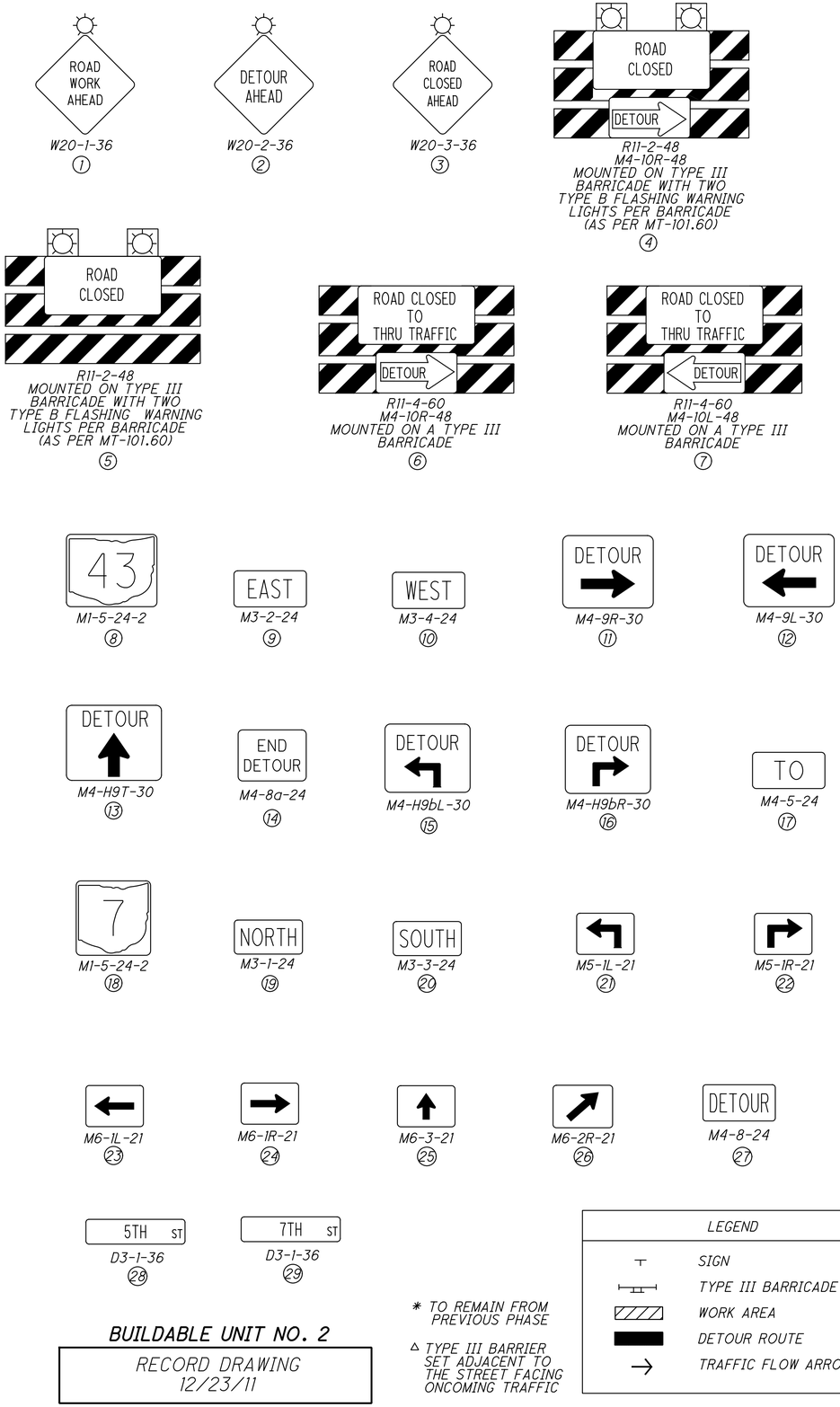
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DETOUR PLAN
S.R. 43

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NOTE: * FOR THE 5TH STREET DETOUR ROUTE, IT IS NECESSARY TO CONVERT A PORTION OF 5TH STREET TO ACCEPT BIDIRECTIONAL TRAFFIC. SEE SHEET 42 FOR PROPOSED TEMPORARY MAINTENANCE OF TRAFFIC SIGNING AND PAVEMENT MARKING DETAILS.

BUILDABLE UNIT NO. 2

RECORD DRAWING
12/23/11

* TO REMAIN FROM PREVIOUS PHASE

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

LEGEND	
⊤	SIGN
	TYPE III BARRICADE
	WORK AREA
	DETOUR ROUTE
→	TRAFFIC FLOW ARROW

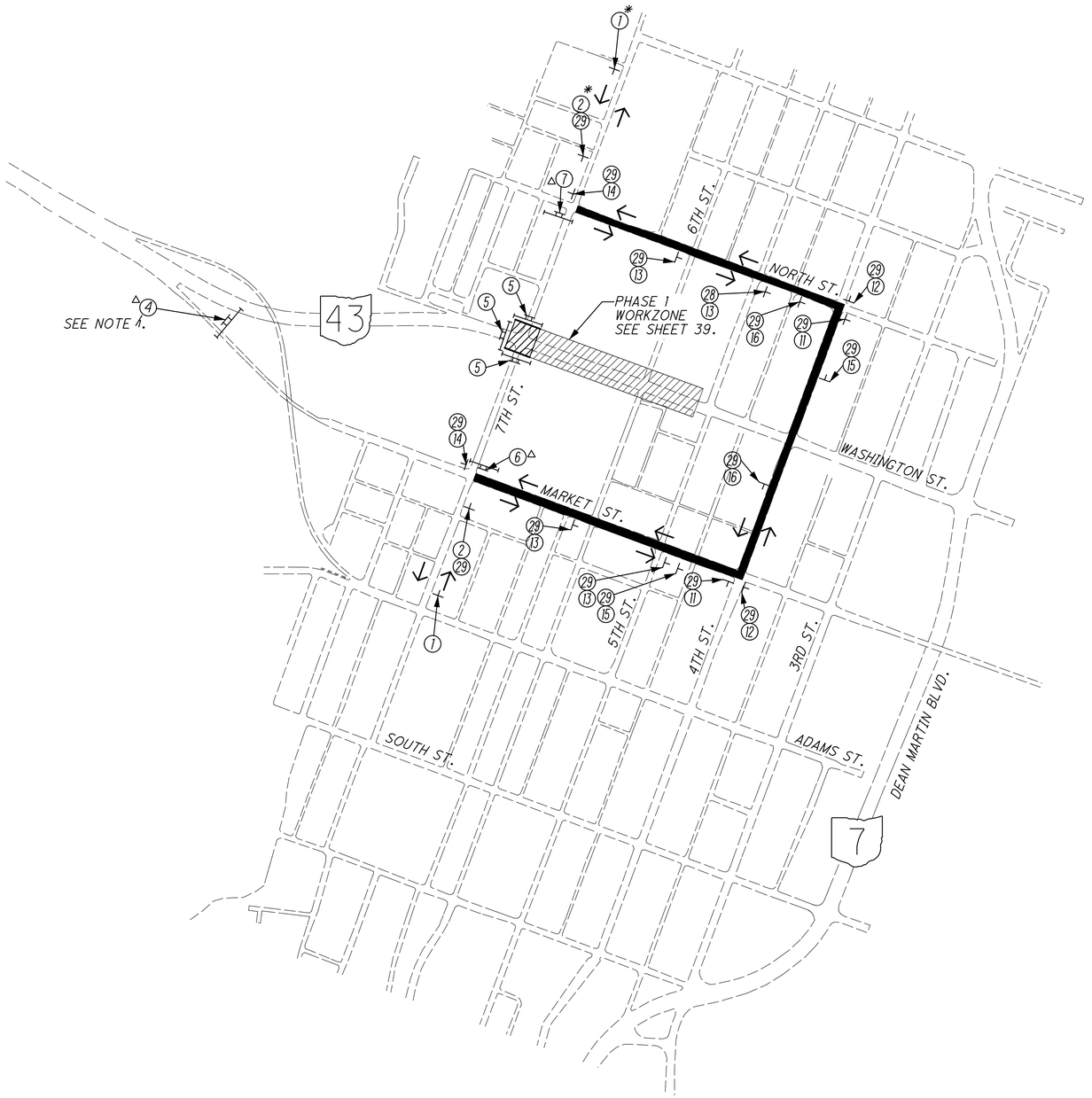
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DETOUR PLAN
5TH STREET / S.R. 43 INTERSECTION

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NOTE: 1. WHILE THE 7TH STREET DETOUR IS IN EFFECT, THE CONTRACTOR SHALL REPLACE THE SIGN ASSEMBLY ON THE BARRICADE TO MATCH SIGN REFERENCE ④.



W20-1-36 ①



W20-2-36 ②



W20-3-36 ③



R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ④



R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ⑤



R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE ⑥



R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE ⑦



M1-5-24-2 ⑧



M3-2-24 ⑨



M3-4-24 ⑩



M4-9R-30 ⑪



M4-9L-30 ⑫



M4-H9T-30 ⑬



M4-8a-24 ⑭



M4-H9bL-30 ⑮



M4-H9bR-30 ⑯



M4-5-24 ⑰



M1-5-24-2 ⑱



M3-1-24 ⑲



M3-3-24 ⑳


M5-1L-21 ㉑


M5-1R-21 ㉒


M6-1L-21 ㉓

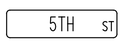

M6-1R-21 ㉔


M6-3-21 ㉕

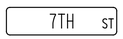

M6-2R-21 ㉖



M4-8-24 ㉗



D3-1-36 ㉘



D3-1-36 ㉙

BUILDABLE UNIT NO. 2

RECORD DRAWING
12/23/11

* TO REMAIN FROM PHASE 1

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

LEGEND	
⊤	SIGN
	TYPE III BARRICADE
	WORK AREA
	DETOUR ROUTE
→	TRAFFIC FLOW ARROW

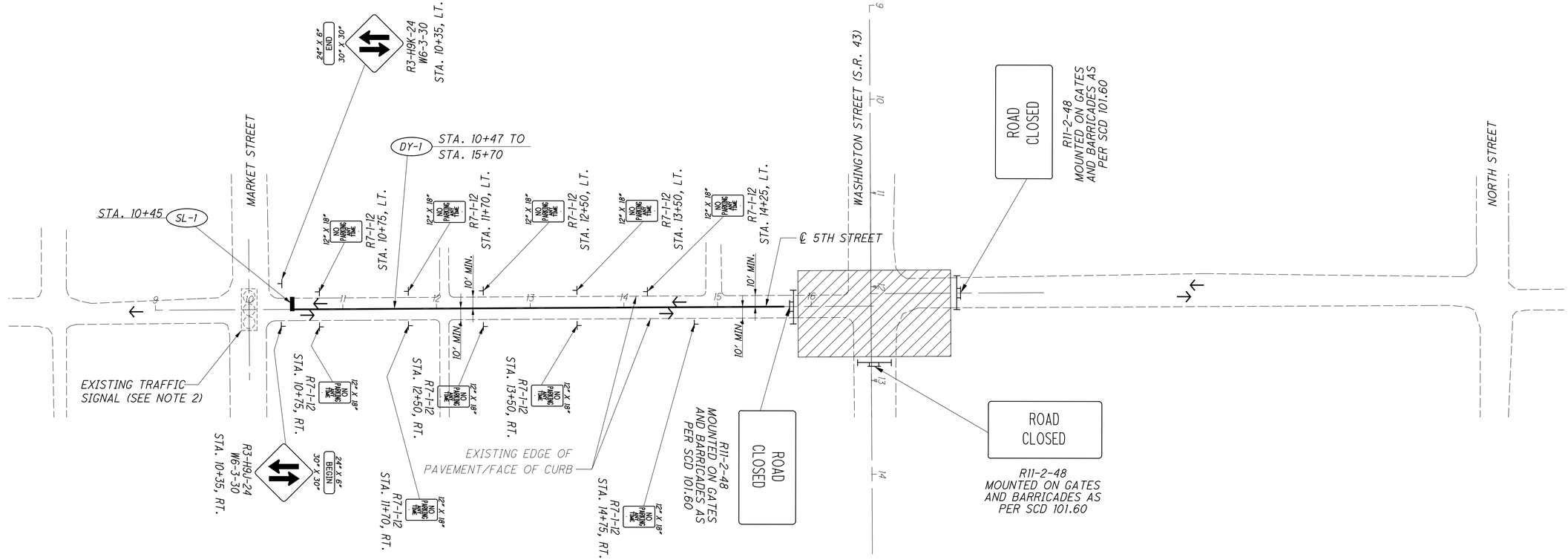
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DETOUR PLAN
7TH STREET / S.R. 43 INTERSECTION

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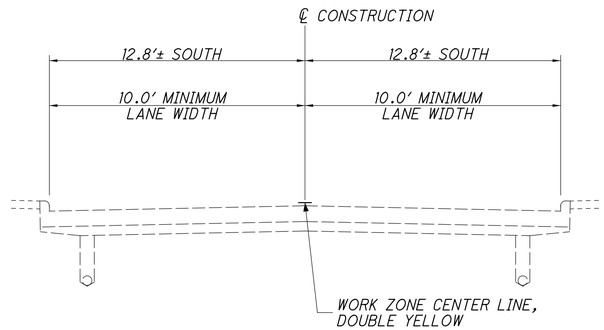


NOTES:

1. THE CONTRACTOR SHALL REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL COVER EXISTING CONFLICTING SIGNAGE PRIOR TO THE START OF CONSTRUCTION.
3. WHILE THE 5TH STREET DETOUR IS IN EFFECT, THE CONTRACTOR SHALL PROGRAM THE TRAFFIC LIGHT AT THE MARKET ST/5TH STREET INTERSECTION TO OPERATE IN A PRE-TIMED MODE.
4. WHILE THE 5TH STREET DETOUR IS IN EFFECT, ON STREET PARKING IS NOT PERMITTED ON 5TH STREET BETWEEN MARKET STREET AND WASHINGTON STREET. THE CONTRACTOR SHALL COVER ALL 5TH STREET PARKING METERS BETWEEN MARKET STREET AND WASHINGTON STREET.

LEGEND

- SIGN AND TEMPORARY SUPPORT
- TRAFFIC FLOW ARROW
- CL-# — WORK ZONE CHANNELIZING LINE
- DY-# — WORK ZONE CENTER LINE, DOUBLE YELLOW
- WORK AREA
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN



MAINTENANCE OF TRAFFIC
5TH STREET TYPICAL SECTION
N.T.S.

BUILDABLE UNIT NO. 2

RECORD DRAWING
12/23/11

MAINTENANCE OF TRAFFIC PLAN
5TH STREET - MARKET ST. TO WASHINGTON ST.

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 30 60 120

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE PROJECTED DATES AND THE TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 11
   2201 REISER AVENUE
   NEW PHILADELPHIA, OHIO 44663
   PHONE: (330)-339-6633

2. STEUBENVILLE CITY ENGINEER
   PUBLIC WORKS BUILDING
   238 SOUTH LAKE ERIE AVENUE
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 3300

3. CITY OF STEUBENVILLE BOARD OF EDUCATION
   1400 WEST ADAMS STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-3767

4. CITY OF STEUBENVILLE FIRE DEPARTMENT
   308 MARKET STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 1803 (CHIEF OF POLICE OFFICE)
   PHONE: (740)-283-6166 (NON-EMERGENCY)

5. CITY OF STEUBENVILLE POLICE DEPARTMENT
   123 SOUTH 3RD STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 2300 (NON-EMERGENCY)
   PHONE: (740)-283-5353 (DISPATCH)

6. OHIO STATE HIGHWAY PATROL
   STEUBENVILLE PATROL POST
   1377 CADIZ ROAD
   WINTERSVILLE, OHIO 43953
   PHONE: (740)-264-1641

7. JEFFERSON COUNTY SHERIFF'S OFFICE
   16001 STATE ROUTE 7
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-8600

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF S.R. 43 AS SHOWN ON THE DETOUR PLANS. AFTER S.R. 43 IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN 5TH STREET & 7TH STREET, NOT INCLUDING THE INTERSECTIONS.

THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CONTRACTOR MAY BEGIN THE PHASE 2 INTERSECTION IMPROVEMENTS AT ANY TIME DURING THE S.R. 43 PHASE 1 CLOSURE.

PHASE 2

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 AND THE 7TH STREET/ S.R. 43 INTERSECTIONS. THE 5TH AND 7TH STREET INTERSECTIONS IMPROVEMENTS SHALL BE PERFORMED DURING THE PHASE 1 CLOSURE OF S.R. 43.

PHASE 2A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION. THE CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL TIMING, PLACE PAVEMENT MARKINGS AND SIGNAGE TO ACCOMMODATE BIDIRECTIONAL TRAFFIC ON 5TH STREET AS DETAILED ON SHEET 42. (REFER TO BUILDABLE UNIT 2 PLANS).

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 5TH STREET TO THRU TRAFFIC AND PROCEED TO PHASE 2B.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION.

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 7TH STREET TO THRU TRAFFIC.

AFTER THE COMPLETION OF ALL IMPROVEMENTS TO S.R. 43 AND THE 5TH AND 7TH STREET INTERSECTIONS, THE CONTRACTOR SHALL REOPEN S.R. 43 TO THRU TRAFFIC.

PHASE 3

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE NORTHERN SIDE OF S.R. 43 BEGINNING AT THE WESTERN PROJECT LIMITS (STA. 825+25 +/-) AND ENDING AT THE 7TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS COMPLETED WITH THE PHASE 2 IMPROVEMENTS. THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO 10TH STREET.

THE CONTRACTOR SHALL ALSO PERFORM ALL IMPROVEMENTS TO THE ADAMS STREET RAMP (LINE A) BETWEEN S.R. 43 AND THE ADAMS STREET/LINE A INTERSECTION.

PHASE 3A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF STEELE AVENUE AND 10TH STREET AS SHOWN ON THE DETOUR PLANS. AFTER STEELE AVENUE AND 10TH STREET ARE CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BEGIN IMPROVEMENTS TO THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 838+60+/- AND THE 7TH STREET/S.R. 43 INTERSECTION INCLUDING THE 10TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS.

THE STEELE AVENUE DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 10TH STREET DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 6TH STREET DETOUR HAS BEEN PROVIDED. THE CONTRACTOR SHALL TREAT THE 6TH STREET DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. WHEN THE CONTRACTOR IS READY TO BEGIN THE 6TH STREET BRIDGE WORK, THE PROVIDED DETOUR PLANS SHALL BE USED.

THIS TRAFFIC PATTERN SHALL BE MAINTAINED UNTIL THE CONTRACTOR IS READY TO CLOSE THE "LINE A" RAMP TO TRAFFIC. AT THAT TIME, THE CONTRACTOR SHALL PROCEED TO PHASE 3B OF CONSTRUCTION.

PHASE 3B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE "LINE A" RAMP AS SHOWN ON THE DETOUR PLANS AND MODIFY THE PHASE 3A MAINTENANCE OF TRAFFIC METHODS AS DETAILED IN THE PHASE 3B MAINTENANCE OF TRAFFIC PLANS.

AFTER THE PHASE 3A MAINTENANCE OF TRAFFIC STRIPING AND SIGNAGE HAS BEEN MODIFIED AND THE "LINE A" RAMP HAS BEEN CLOSED TO TRAFFIC, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE "LINE A" RAMP BETWEEN S.R. 43 AND ADAMS STREET. THE CONTRACTOR SHALL CONTINUE WORK ON THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 825+25+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

ONCE ALL PHASE 3B IMPROVEMENTS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL PLACE THE PERMANENT "LINE A" RAMP PAVEMENT MARKINGS.

BY THE END OF THE 60 DAY LINE A RAMP CLOSURE, THE CONTRACTOR SHALL HAVE COMPLETED AT A MINIMUM ENOUGH PAVEMENT TO MAINTAIN A SINGLE LANE OF TRAFFIC ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) BETWEEN THE LINE A GORE AREA AND THE WESTERN PROJECT LIMIT UTILIZING THE TRAFFIC PATTERN FROM PHASE 3A. ANY REMAINING WORK ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) WILL BE COMPLETED AT THIS TIME UNDER THE PHASE 3A TRAFFIC PATTERN. UPON COMPLETION OF ALL PHASE 3 WORK THE CONTRACTOR MAY PROCEED TO PHASE 4.

RESTRICTIONS

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 2 OF CONSTRUCTION.

1. THE CLOSURE OF S.R. 43 BETWEEN 5TH STREET AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.
2. THE IMPROVEMENTS TO THE 5TH AND 7TH STREET INTERSECTIONS SHALL BE PERFORMED CONCURRENTLY WITH THE PHASE 1 S.R. 43 IMPROVEMENTS AND SHALL NOT CAUSE THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET TO EXCEED SIXTY (60) CALENDAR DAYS.
3. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.
4. THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.
5. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION AND THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT OCCUR CONCURRENTLY.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 3 OF CONSTRUCTION.

1. THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.
2. THE CLOSURE OF 6TH STREET SHALL NOT EXCEED (60) CALENDAR DAYS.

MAINTENANCE OF TRAFFIC

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

1. THE CONTRACTOR SHALL INFORM THE DISTRICT 11 OFFICE (330)-339-6633, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
2. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.
3. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
4. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
5. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS.
6. TEMPORARY LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
7. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.
8. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
9. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

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

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

CALCULATED AKF
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MAINTENANCE OF TRAFFIC NOTES

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LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	LABOR DAY
NEW YEARS	THANKSGIVING
MEMORIAL DAY	DEAN MARTIN FESTIVAL, JUNE 17-19, 2010
FOURTH OF JULY	DEAN MARTIN FESTIVAL, JUNE 16-18, 2011

THE PERIOD OF THE TIME THAT THE LANES ARE TO BE OPEN 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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM 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.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORIST.



W20-H13-60

*CONTRACTOR SHALL USE ACTUAL CLOSURE DATE AND DURATION.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS, AS PER PLAN

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET (15 METERS). AN ESTIMATED QUANTITY OF 18 EACH OF ITEM 614 BARRIER REFLECTOR, 18 EACH ITEM 614 OBJECT MARKER, ONE-WAY HAVE BEEN PROVIDED AND CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME 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 THROUGH THE WORK SITE 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.

DETOUR DURATION

PHASE 1
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN "LINE A" TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 39. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 2
A MINIMUM OF (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS PER INTERSECTION, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 40-41. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 3
STEELE AVENUE SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. STEELE AVENUE SHALL BE DETOURED AS SHOWN ON SHEET 57.

10TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. 10TH STREET TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 55.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

6TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF BRIDGE CONSTRUCTION. THE CONTRACTOR SHALL TREAT THE 6TH STREET CONSTRUCTION AND DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. 6TH STREET SHALL BE DETOURED AS SHOWN ON SHEET 58.

A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 43. THE COMPLETE CLOSURE OF THE "LINE A" RAMP WILL BE REQUIRED FOR IT'S RECONSTRUCTION. THE CLOSURE PERIOD OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CONSECUTIVE CALENDAR DAYS. "LINE A" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 56.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 614.11, ALL CLASS 1 EDGE LINES, LANE LINES AND CENTER LINES SHALL BE 6 INCHES WIDE AND CHANNELIZING MARKINGS SHALL BE 8 INCHES WIDE. THE APPLICATION RATES FOR THE 4 INCH LINES SHALL BE 1.5 TIMES THE RATES SPECIFIED FOR 4 INCH LINES IN TABLE 614.11-1.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 10 M. GAL.

ACCESS TO PROPERTIES

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES (RESIDENTIAL AND COMMERCIAL) WITHIN THE CONSTRUCTION LIMITS AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH ODOT CMS 614.03. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF DRIVEWAYS:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE C	100 CU. YD.

TEMPORARY SIGNAL TIMINGS

BEFORE THE COMMENCEMENT OF PHASE 3, THE CONTRACTOR SHALL ADJUST THE SIGNAL TIMINGS AND PHASING AT THE 7TH STREET / SR 43 INTERSECTION TO ELIMINATE THE LEADING LEFT TURN PHASE FOR EASTBOUND SR 43 TRAFFIC. THE CONTRACTOR SHALL REMOVE THE LEADING LEFT TURN PHASE AND ALLOCATE THE ELIMINATED TIME TO THE EAST/WEST SR 43 MOVEMENT. THE CONTRACTOR SHALL BAG THE UNUSED ARROW HEADS OF THE FIVE SECTION HEAD.

IF DIRECTED BY THE ENGINEER OF RECORD, ADJUSTMENTS MAY BE MADE TO THE TIMINGS AND PHASINGS OF THE SIGNALIZED INTERSECTIONS WITHIN THE MAINTENANCE OF TRAFFIC AREA OF THE PROJECT.

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 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:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT 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) SHOULD 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 LEOS' 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 16 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE ENFORCEMENT AGENCY INVOLVED.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT 11 (330)-339-6633 OFFICE AND STEUBENVILLE CITY ENGINEER (740)-283-6000 EXT. 3300 EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR (INCLUDING TEMPORARY OVERLAYS, THEIR ERECTION AND REMOVAL).

BUILDABLE UNIT NO. 3

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SHEET NUMBER										PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	44		46	47	48	49											
																MAINTENANCE OF TRAFFIC	
	100											410	12000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	100											410	13000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE C	
	16											614	11110	16	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			2		1							614	12336	3	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
	100											614	13000	100	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	18											614	13101	18	EACH	BARRIER REFLECTOR, AS PER PLAN	44
	18											614	13351	18	EACH	OBJECT MARKER, ONE WAY, AS PER PLAN	44
												614	12420	LUMP		DETOUR SIGNING	
			0.01									614	20101	0.01	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT, AS PER PLAN	44
			0.01	0.13	0.03							614	20201	0.17	MILE	WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	44
			0.72									614	21101	0.72	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN	44
			0.31	0.09	0.22	0.22						614	21201	0.84	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	44
			0.83		0.09							614	22101	0.92	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT, AS PER PLAN	44
			0.12		0.10							614	22201	0.22	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	44
			93									614	23201	93	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, AS PER PLAN	44
			145	200	60	98						614	23401	503	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	44
			106		219							614	24400	325	FT	WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I	44
			22	64	10	44						614	26400	140	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
			2		1							614	30400	3	EACH	WORK ZONE ARROW, CLASS I, 740.06, TYPE I	
	10											616	10000	10	M GAL	WATER	
			180		600							622	40020	780	FT	PORTABLE CONCRETE BARRIER, 32"	
																MISCELLANEOUS	
												614	11000	LUMP		MAINTAINING TRAFFIC	

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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
60	DY-1	SR 43	819+00	820+00	RT							100.00										
61	DY-2	SR 43	820+00	825+00	RT							500.00										
61	CL-1	SR 43	822+06	822+94	RT												88.00					
61	LA-1	SR 43	822+20		RT																1	
61	LA-2	SR 43	822+86		RT																1	
62	LL-1	SR 43	827+30	827+68	RT				38.00													
62	DY-3	SR 43	825+00	825+32	CEN							32.00										
62	DY-4	SR 43	825+00	825+32	RT							32.00										
62	DY-5	SR 43	825+32	829+43	CEN/RT						411.00											
62	DY-6	SR 43	825+32	830+00	RT						468.00											
62	W-1	SR 43	826+25	830+00	LT								375.00									
62	Y-1	SR 43	826+25	830+00	LT									375.00								
62	CL-2	SR 43	825+25	825+32	LT												7.00					
62	CL-3	SR 43	825+32	826+25	LT											93.00						
63	DY-7	SR 43	830+00	835+00	RT						500.00											
63	W-2	SR 43	830+00	835+00	RT								500.00									
63	Y-2	SR 43	830+00	835+00	LT									500.00								
64	DY-8	SR 43	835+00	840+00	RT						500.00											
64	W-3	SR 43	835+00	840+00	RT								500.00									
64	Y-3	SR 43	835+00	837+31	LT									231.00								
65	DY-9	SR 43	840+00	845+00	RT						500.00											
65	W-4	SR 43	840+00	845+00	RT								500.00									
66	DY-10	SR 43	845+00	850+00	RT						500.00											
66	W-5	SR 43	845+00	850+00	RT								500.00									
67	DY-11	SR 43	850+00	855+00	RT						500.00											
67	W-6	SR 43	850+00	855+00	RT								500.00									
68	DY-12	SR 43	855+00	858+72	RT						372.00											
68	DY-13	SR 43	858+72	3+50	RT							128.86										
68	W-7	SR 43	855+00	858+72	RT								372.00									
68	W-8	SR 43 / 7TH ST	858+72	10+48	RT/LT										100.00							
68	W-9	7TH ST / SR 43	10+48	3+50	LT/RT										80.00							
68	DL-1	SR 43	858+80	3+35	RT													105.86				
68	SL-1	SR 43	858+80		RT														10.00			
68	SL-2	SR 43	3+35		RT/LT														11.50			
68	PCB-1	SR 43	857+00	858+80	RT	2	5	5														180.00
69	LL-2	SR 43	8+00	8+50	RT					50.00												
69	DY-21	SR 43	4+79	8+00	RT/CEN							321.00										
69	DY-14	SR 43	3+50	8+50	RT							500.00										
69	W-10	SR 43	3+50	8+00	RT/LT										450.00							
69	CL-4	SR 43	8+00	8+50	LT												50.00					
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						2	5	5	38.00	50.00	3751.00	1613.86	3247.00	1106.00	630.00	93.00	145.00	106.00	22.00	2	180.00	
MILE									0.01	0.01	0.72	0.31	0.83		0.12							

MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 3A - SHEET 1 OF 2

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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
70	LL-3	SR 43	10+50	12+70	RT					220.00												
70	LL-4	SR 43	8+50	12+70	RT					420.00												
70	DY-15	SR 43	8+50	12+70	CEN							420.00										
70	DY-16	5TH ST	10+38	10+80	CEN							42.00										
70	CL-5	SR 43	8+50	10+50	LT												200.00					
70	SL-3	5TH ST	10+36		LT														18.00			
70	SL-4	SR 43	12+48		LT														23.00			
70	SL-5	SR 43	11+78		RT														23.00			
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY										640.00		462.00					200.00		64.00			
MILE										0.13		0.09										

BUILDABLE UNIT NO. 3
RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 3A - SHEET 2 OF 2

JEF-43-0.00

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12/15/2011
3:17:45 PM
RWOYCLTZKY

SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
72	DY-17	SR 43	814+00	815+00	RT							100.00										
73	DY-18	SR 43	815+00	820+00	RT							500.00										
73	CL-6	SR 43	817+05	817+65	RT												60.00					
73	LA-3	SR 43	817+55		RT																1	
74	LL-5	SR 43	820+00	821+50	LT					150.00												
74	DY-19	SR 43	820+00	822+46	RT							246.00										
74	DY-20	SR 43	820+00	822+94	RT							294.00										
74	W-11	SR 43	820+00	823+25	LT										338.00							
74	W-12	SR 43	823+80	825+00	LT/RT										145.00							
74	DL-2	SR 43	821+96	824+15	RT													219.00				
74	SL-9	SR 43	824+15		RT														10.00			
74	PCB-2	SR 43	824+50	825+00	LT		2	2														50.00
75	W-13	SR 43	825+00	825+32	RT										32.00							
75	W-14	SR 43	825+32	830+00	RT								468.00									
75	PCB-3	SR 43	825+00	830+00	LT		10	10														500.00
76	PCB-4	SR 43	830+00	830+50	LT	1	1	1														50.00
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						1	13	13		150.00		1140.00	468.00		515.00		60.00	219.00	10.00	1	600.00	
MILE										0.03		0.22	0.09		0.10							

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 3B - SHEET 1 OF 1

BUILDABLE UNIT NO. 3
RECORD DRAWING
12/23/11

JEF-43-0.00

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12/15/2011
3:18:18 PM
RWOYCLTZKY

SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT, AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
77	DY-21	6TH ST	10+32	16+25	CEN							593.00										
77	DY-22	6TH ST	17+25	22+93	CEN							568.00										
77	CL-7	6TH ST	8+70	9+68	CEN												98.00					
77	SL-6	6TH ST	8+70		RT														20.00			
77	SL-7	6TH ST	10+30		LT														12.00			
77	SL-8	6TH ST	23+00		RT														12.00			
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY												1161.00					98.00		44.00			
MILE												0.22										

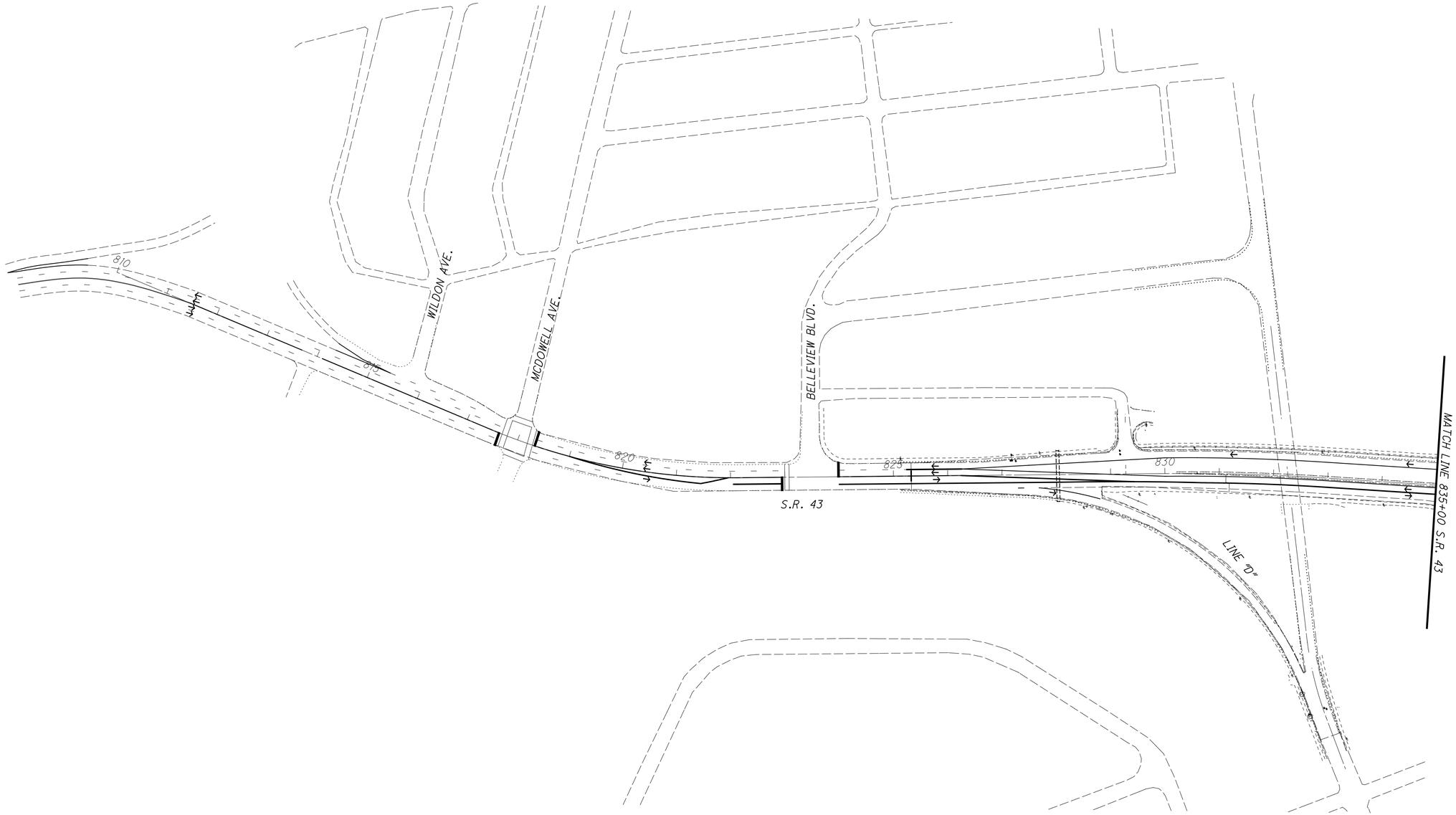
BUILDABLE UNIT NO. 3
RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC SUBSUMMARY
6TH STREET - SHEET 1 OF 1

JEF-43-0.00

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12/15/2011
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RMOTCITZKY



LEGEND

EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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RMOTICITZKY

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 3A - BEGIN TO STA. 835+00

JEF-43-0.00

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LEGEND

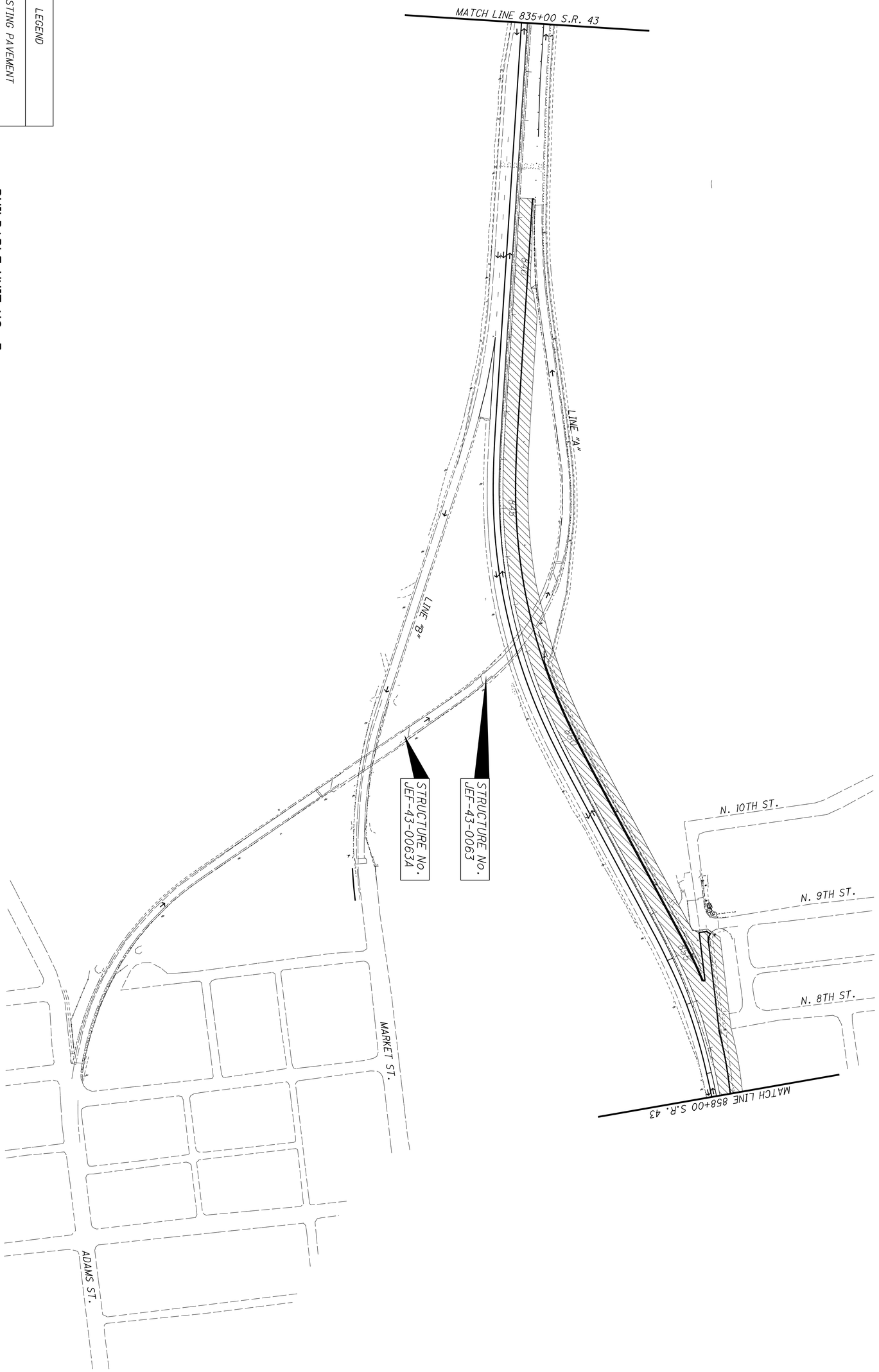
EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11



51 / 434	JEF-43-0.00	MAINTENANCE OF TRAFFIC SCHEMATIC PLAN PHASE 3A - STA. 835+00 TO STA. 858+00	CALCULATED LOB CHECKED MAH	0 100 50 200 HORIZONTAL SCALE IN FEET

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LEGEND

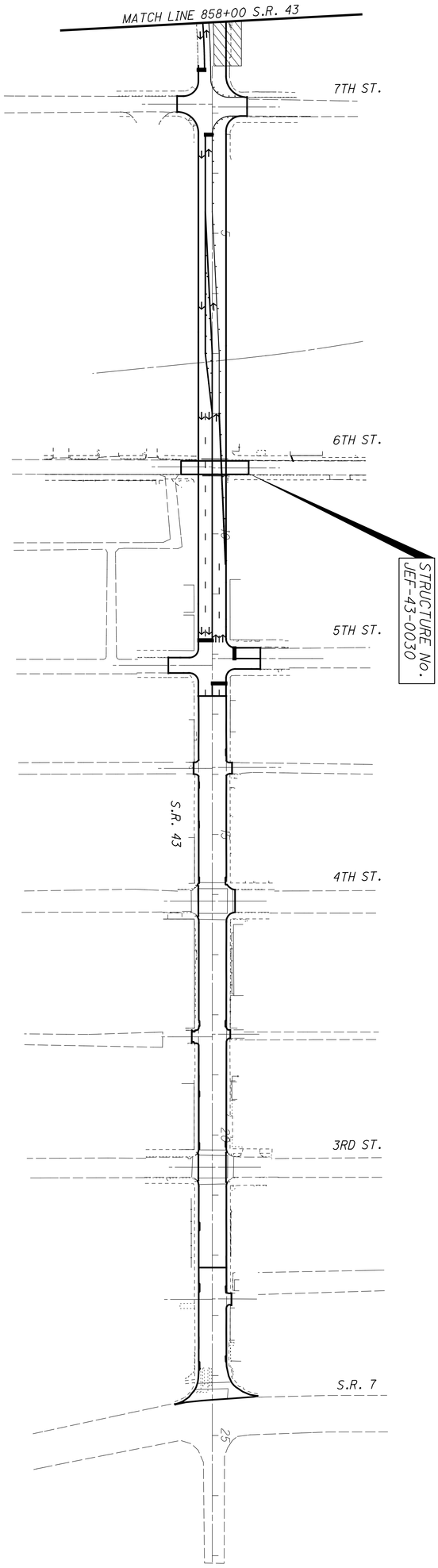
EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11



JEF-43-0.00

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 3A - STA. 858+00 TO S.R. 7

CALCULATED LOB
CHECKED MAH

0 50 100 200
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 3B - BEGIN TO STA. 835+00

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 50 100 200

JEF-43-0.00

53
434

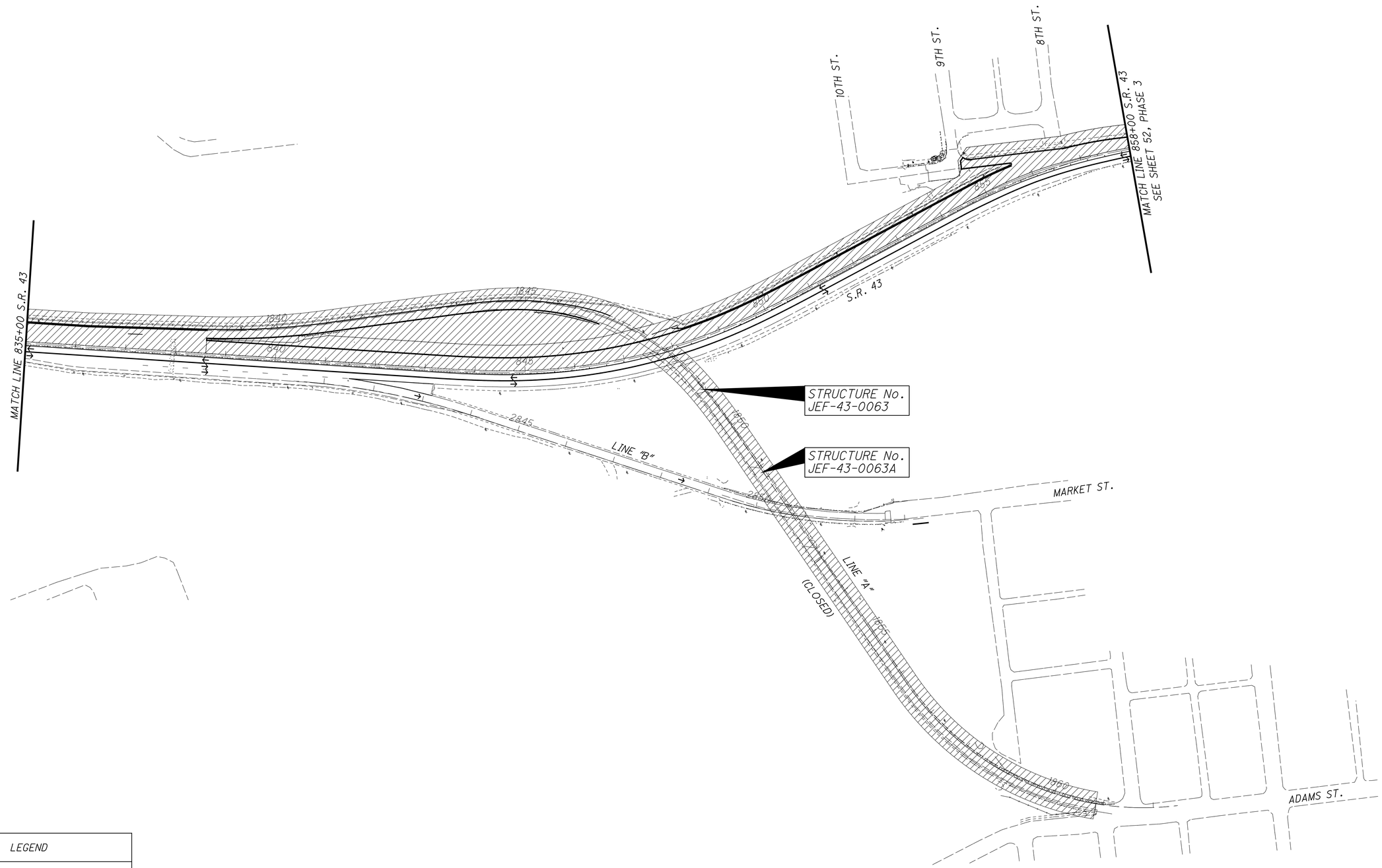
LEGEND

- EXISTING PAVEMENT
- WORK AREA
- → TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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LEGEND

- EXISTING PAVEMENT
- WORK AREA
- TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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RMOTCITZKY

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 50 100 200

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 3B - STA. 835+00 TO STA. 858+00

JEF-43-0.00



ROAD WORK AHEAD
W20-1-36 (1)

DETOUR AHEAD
W20-2-36 (2)

ROAD CLOSED AHEAD
W20-3-36 (3)

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(4)

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(5)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE
(6)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE
(7)

43
M1-5-24-2 (8)

EAST
M3-2-24 (9)

WEST
M3-4-24 (10)

DETOUR
M4-9R-30 (11)

DETOUR
M4-9L-30 (12)

DETOUR
M4-H9T-30 (13)

END DETOUR
M4-8a-24 (14)

DETOUR
M4-H9bL-30 (15)

DETOUR
M4-H9bR-30 (16)

TO
M4-5-24 (17)

7
M1-5-24-2 (18)

NORTH
M3-1-24 (19)

SOUTH
M3-3-24 (20)

M5-1L-21 (21)

M5-1R-21 (22)

M6-1L-21 (23)

M6-1R-21 (24)

M6-3-21 (25)

M6-2R-21 (26)

DETOUR
M4-8-24 (27)

5TH ST
D3-1-36 (28)

7TH ST
D3-1-36 (29)

10TH ST
D3-1-36 (30)

STEELE AVE
D3-1-42 (31)

6TH ST
D3-1-36 (32)

LEGEND
- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

* SEE PHASE 3 MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF SIGN

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

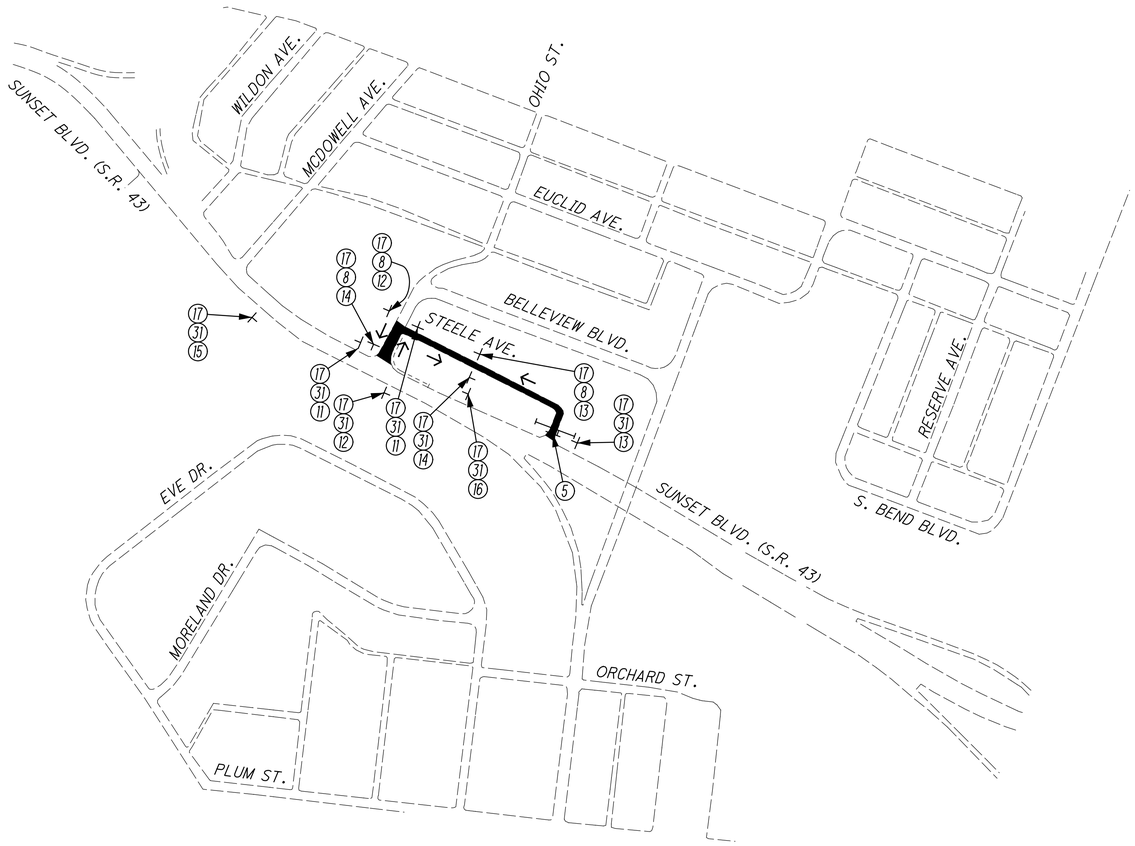
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12/15/2011
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RMOTCITZKY

NTS HORIZONTAL SCALE IN FEET

CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 3A
10TH STREET

JEF-43-0.00



ROAD WORK AHEAD
W20-1-36 ①

DETOUR AHEAD
W20-2-36 ②

ROAD CLOSED AHEAD
W20-3-36 ③

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ④

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) ⑤

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE ⑥

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE ⑦

43
M1-5-24-2 ⑧

EAST
M3-2-24 ⑨

WEST
M3-4-24 ⑩

DETOUR
M4-9R-30 ⑪

DETOUR
M4-9L-30 ⑫

DETOUR
M4-H9T-30 ⑬

END DETOUR
M4-8a-24 ⑭

DETOUR
M4-H9bL-30 ⑮

DETOUR
M4-H9bR-30 ⑯

TO
M4-5-24 ⑰

7
M1-5-24-2 ⑱

NORTH
M3-1-24 ⑲

SOUTH
M3-3-24 ⑳

M5-1L-21 ㉑

M5-1R-21 ㉒

M6-1L-21 ㉓

M6-1R-21 ㉔

M6-3-21 ㉕

M6-2R-21 ㉖

DETOUR
M4-8-24 ㉗

5TH ST
D3-1-36 ㉘

7TH ST
D3-1-36 ㉙

10TH ST
D3-1-36 ㉚

STEELE AVE
D3-1-42 ㉛

6TH ST
D3-1-36 ㉜

LEGEND
- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

* SEE PHASE 3 MAINTENANCE OF TRAFFIC PLANS FOR PLACEMENT OF SIGN

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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RWOYCIT2KY

HORIZONTAL SCALE IN FEET
NTS 0 NTS NTS

CALCULATED AKF
CHECKED MAH

DETOUR PLAN - PHASE 3A
STEELE AVENUE

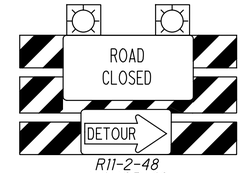
JEF-43-0.00



ROAD WORK AHEAD
W20-1-36 (1)

DETOUR AHEAD
W20-2-36 (2)

ROAD CLOSED AHEAD
W20-3-36 (3)



R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(4)



R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(5)



R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE
(6)



R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE
(7)



M1-5-24-2
(8)



M3-2-24
(9)



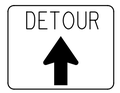
M3-4-24
(10)



M4-9R-30
(11)



M4-9L-30
(12)



M4-H9T-30
(13)



M4-8a-24
(14)



M4-H9bL-30
(15)



M4-H9bR-30
(16)



M4-5-24
(17)



M1-5-24-2
(18)



M3-1-24
(19)



M3-3-24
(20)



M5-1L-21
(21)



M5-1R-21
(22)



M6-1L-21
(23)



M6-1R-21
(24)



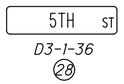
M6-3-21
(25)



M6-2R-21
(26)



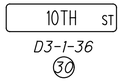
M4-8-24
(27)



D3-1-36
(28)



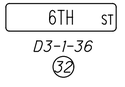
D3-1-36
(29)



D3-1-36
(30)



D3-1-42
(31)



D3-1-36
(32)

LEGEND	
⊤	SIGN
⊤	TYPE III BARRICADE
▨	WORK AREA
■	DETOUR ROUTE
→	TRAFFIC FLOW ARROW

TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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12/15/2011
3:26:06 PM
RMOTCITZKY

NTS HORIZONTAL SCALE IN FEET

CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 3A
SIXTH STREET

JEF-43-0.00



ROAD WORK AHEAD
W20-1-36 (1)

DETOUR AHEAD
W20-2-36 (2)

ROAD CLOSED AHEAD
W20-3-36 (3)

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(4)

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(5)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE
(6)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE
(7)

43
M1-5-24-2 (8)

EAST
M3-2-24 (9)

WEST
M3-4-24 (10)

DETOUR
M4-9R-30 (11)

DETOUR
M4-9L-30 (12)

DETOUR
M4-H9T-30 (13)

END DETOUR
M4-8a-24 (14)

DETOUR
M4-H9bL-30 (15)

DETOUR
M4-H9bR-30 (16)

TO
M4-5-24 (17)

7
M1-5-24-2 (18)

NORTH
M3-1-24 (19)

SOUTH
M3-3-24 (20)

M5-1L-21 (21)

M5-1R-21 (22)

M6-1L-21 (23)

M6-1R-21 (24)

M6-3-21 (25)

M6-2R-21 (26)

DETOUR
M4-8-24 (27)

5TH ST
D3-1-36
28

7TH ST
D3-1-36 (29)

10TH ST
D3-1-36 (30)

STEELE AVE
D3-1-42 (31)

6TH ST
D3-1-36 (32)

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

LEGEND
- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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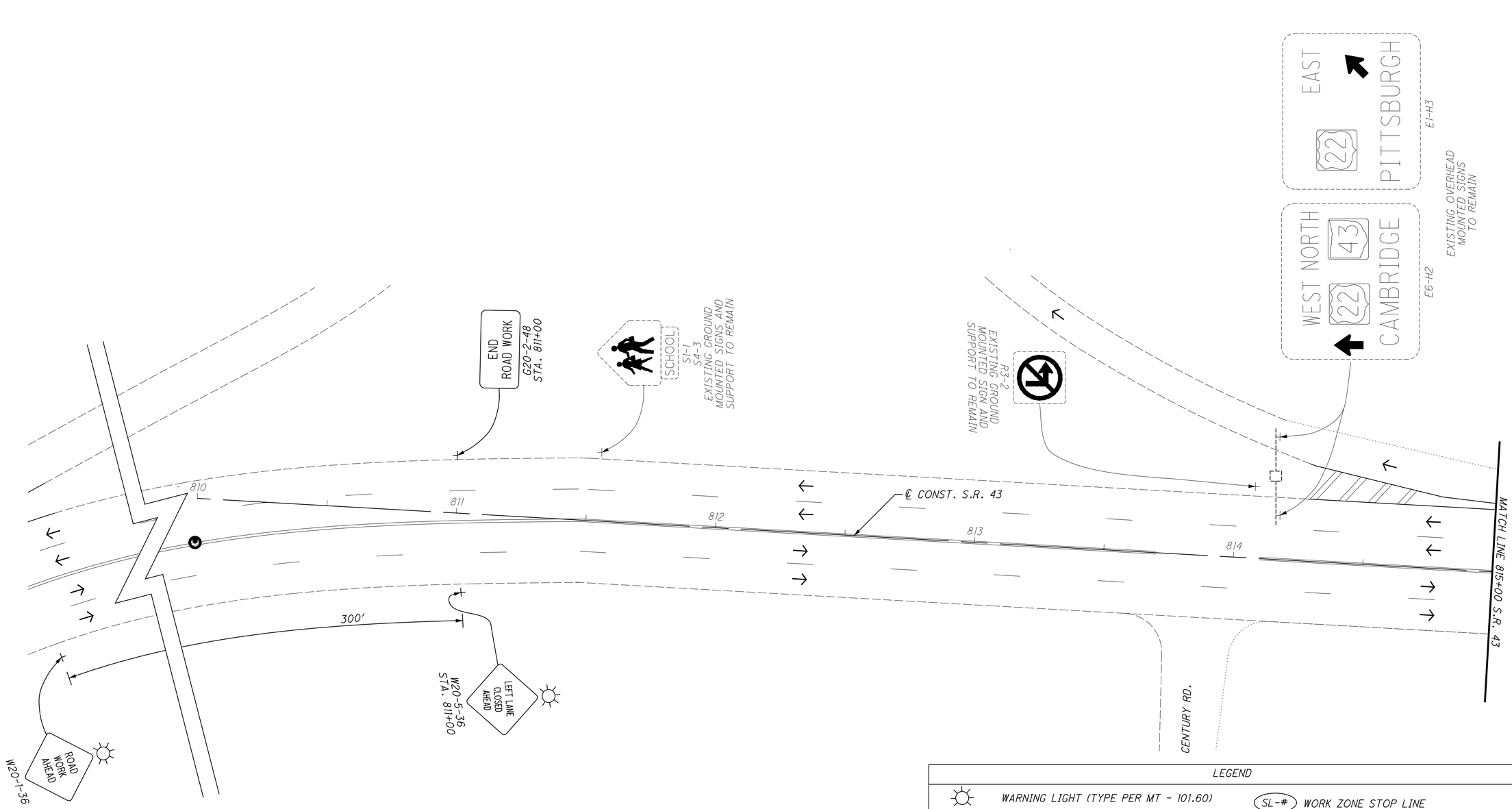
HORIZONTAL SCALE IN FEET
0 NTS NTS NTS

CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 3B
LINE "A"

JEF-43-0.00

58
434



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

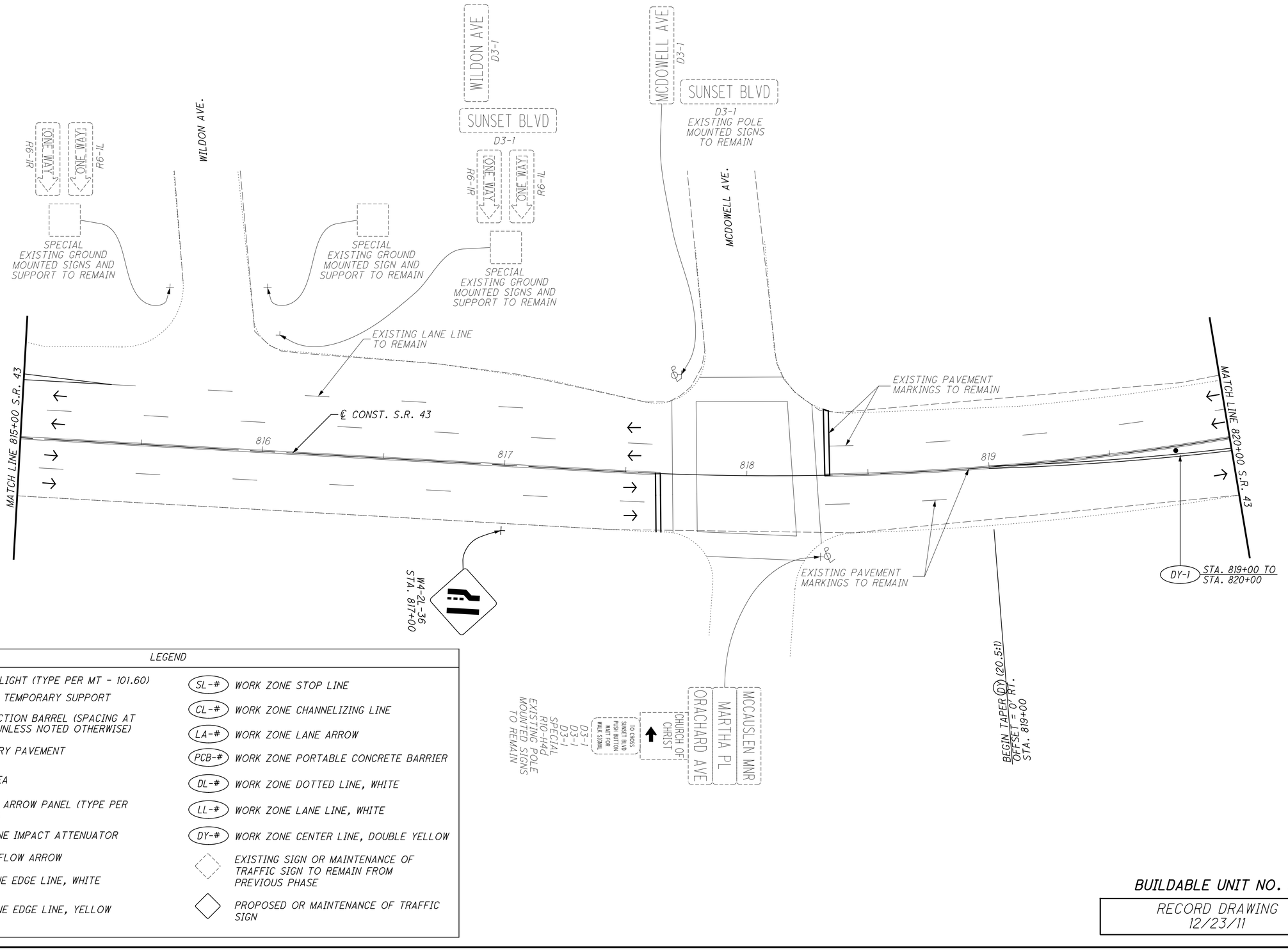
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RMOTCITZKY

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 BEGIN TO STA. 815+00

JEF-43-0.00



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
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- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
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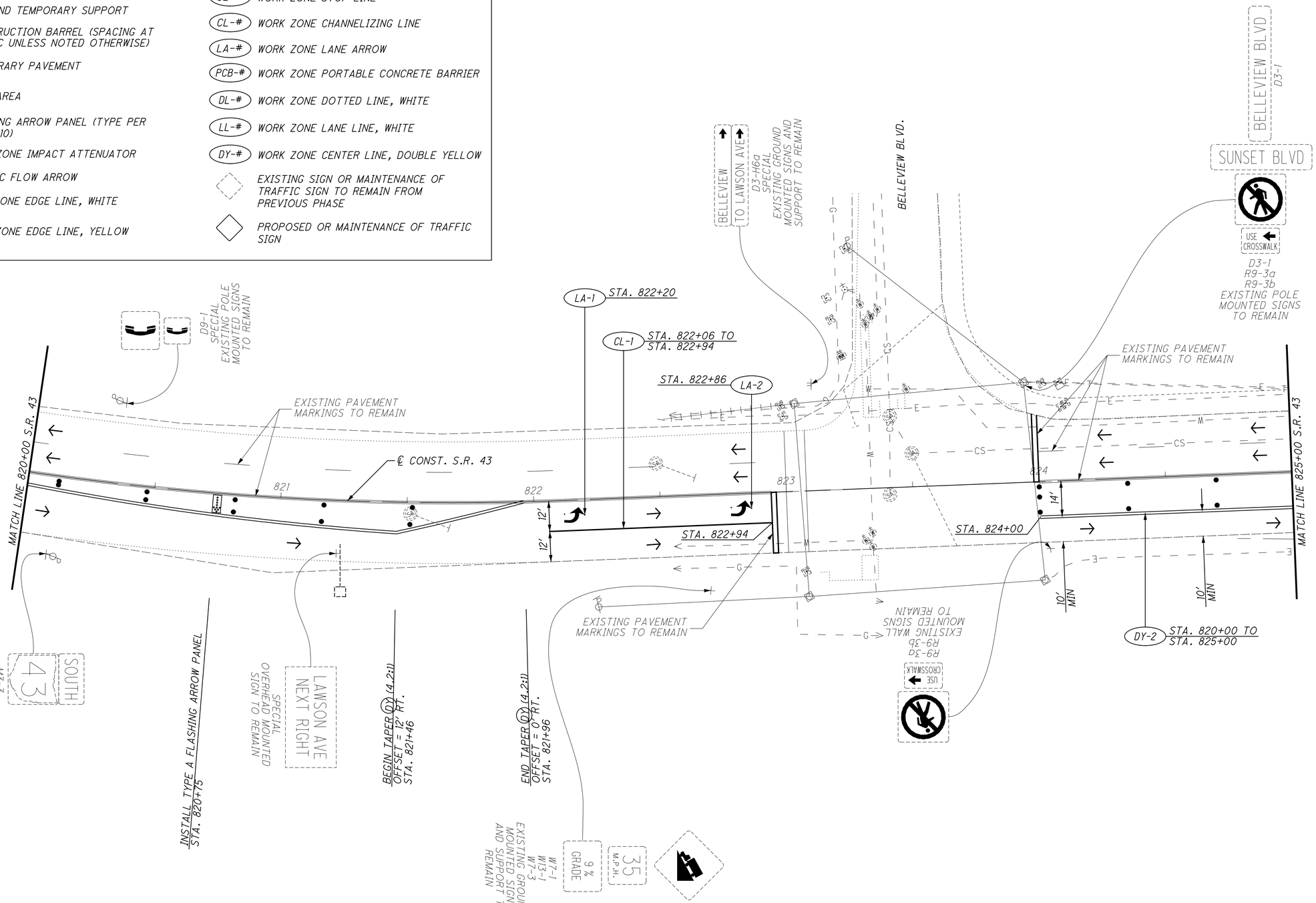
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 815+00 TO STA. 820+00

JEF-43-0.00

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN



BUILDABLE UNIT NO. 3

RECORD DRAWING
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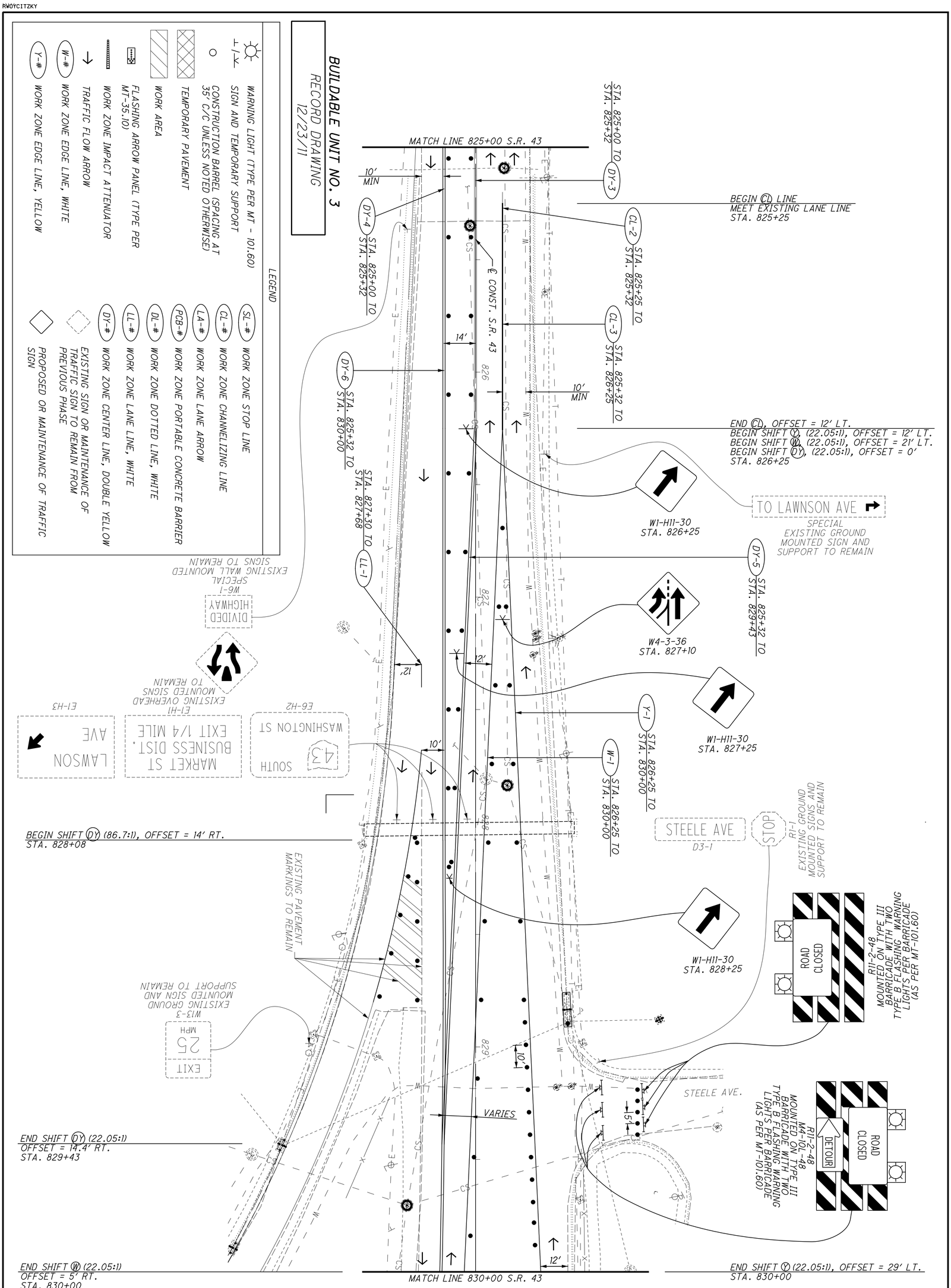
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 820+00 TO STA. 825+00

JEF-43-0.00

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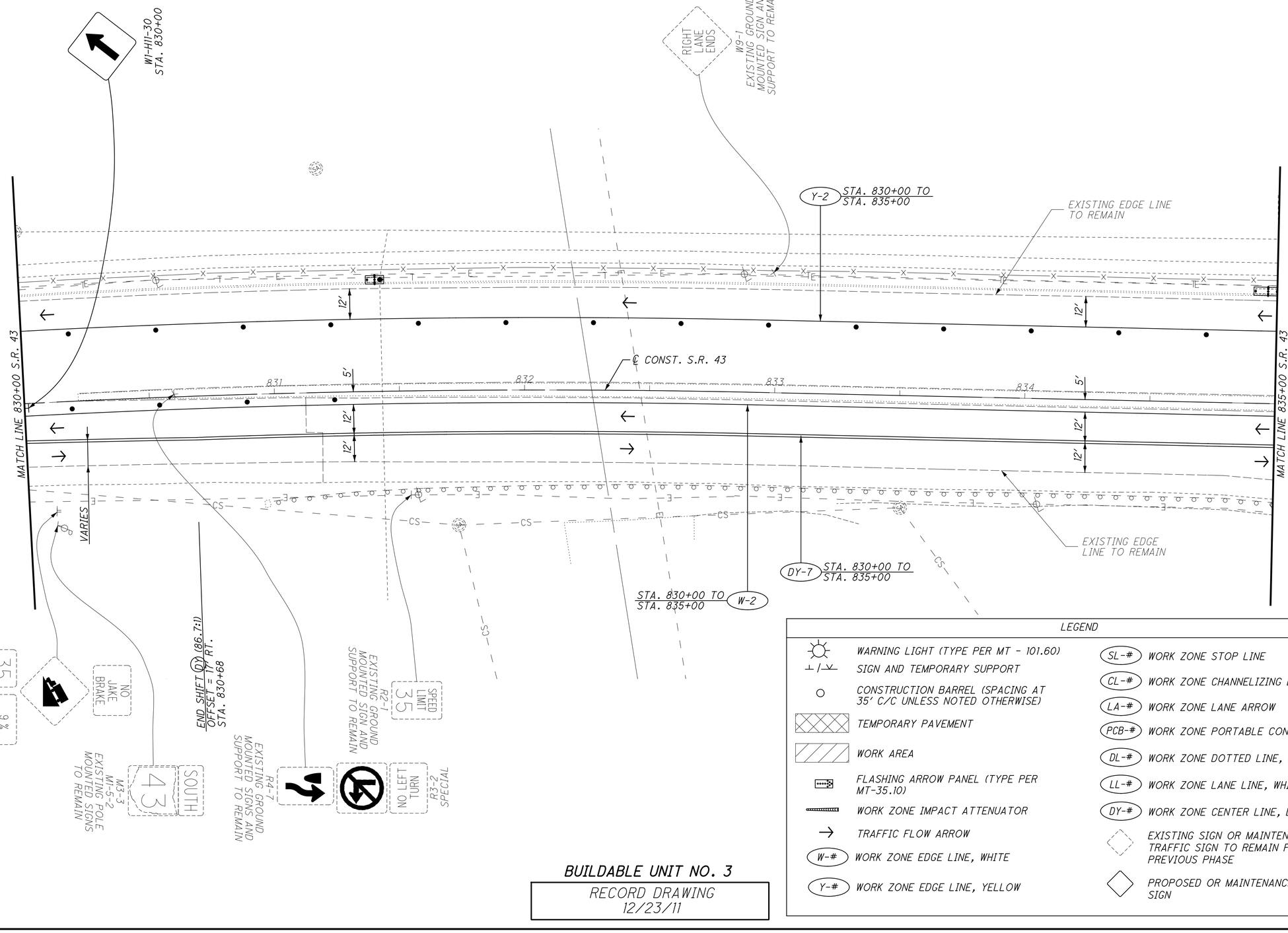
62 / 434	JEF-43-0.00	MAINTENANCE OF TRAFFIC PLAN PHASE 3A - S.R. 43 STA. 825+00 TO STA. 830+00	CALCULATED LOB CHECKED MAH	0 20 10 40 HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 830+00 TO STA. 835+00

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40

JEF-43-0.00



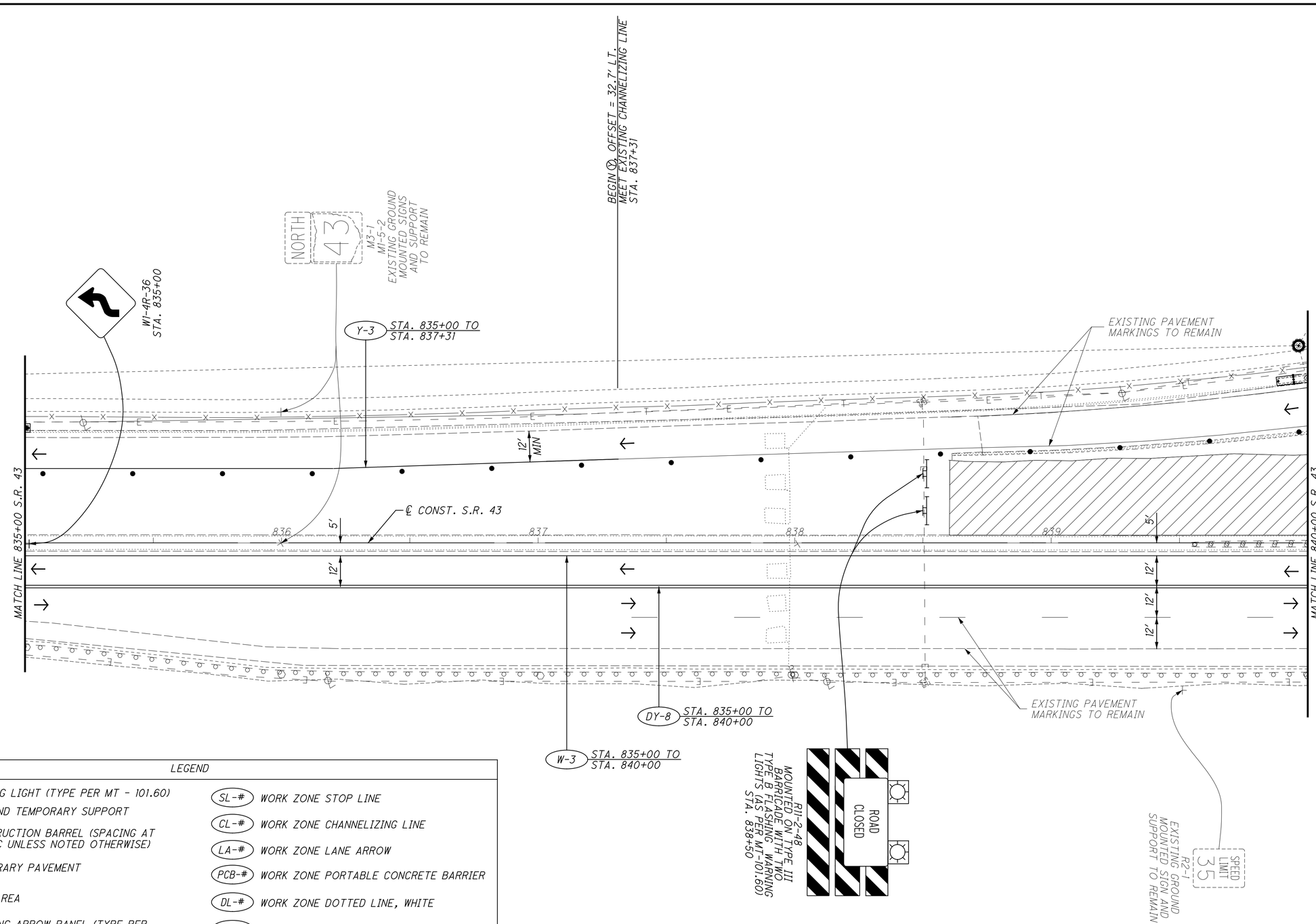
LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
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- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
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- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
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- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

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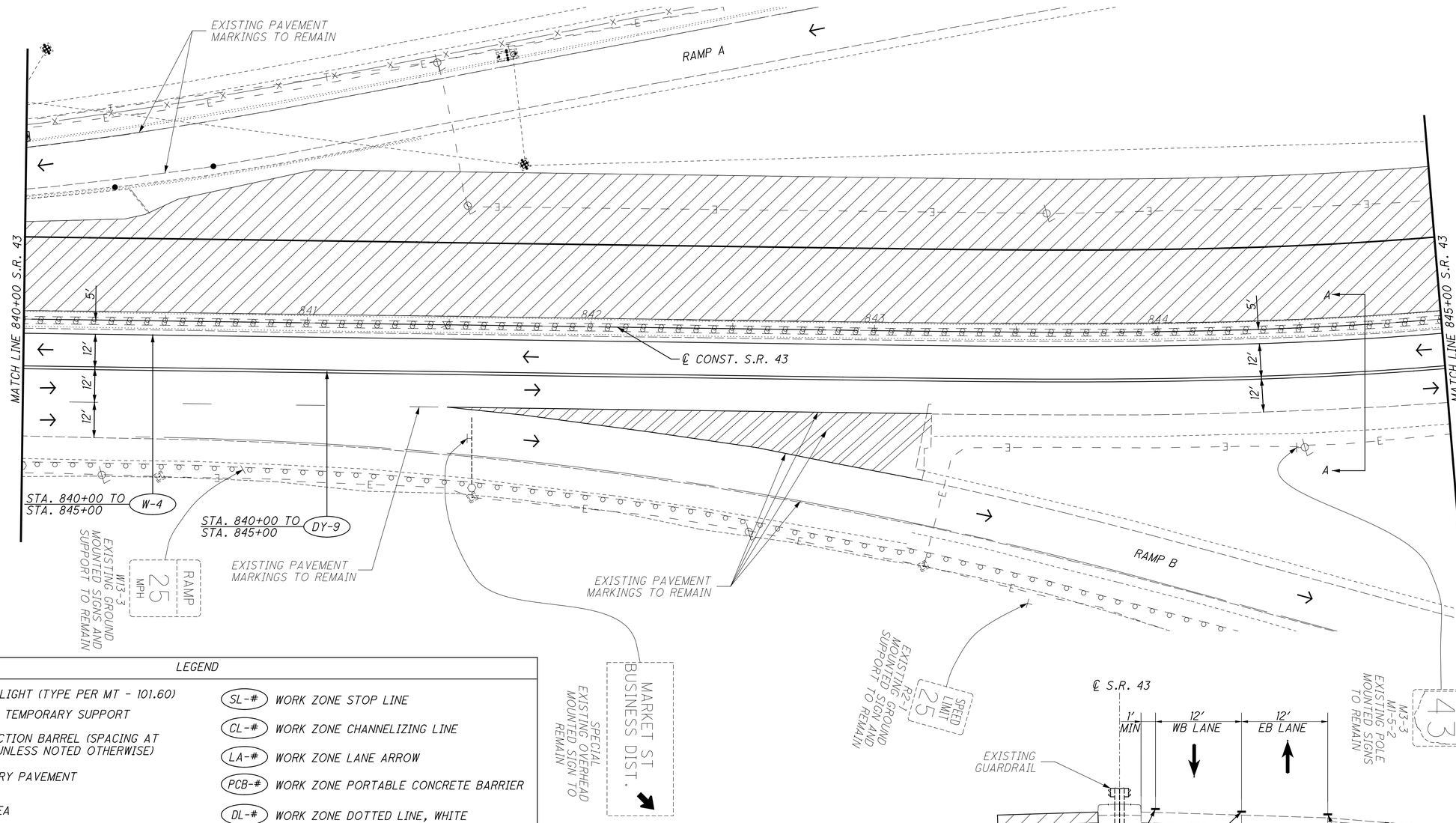
CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 835+00 TO STA. 840+00

JEF-43-0.00

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MOT TYPICAL SECTION - SR 43

SECTION A-A
N.T.S.

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

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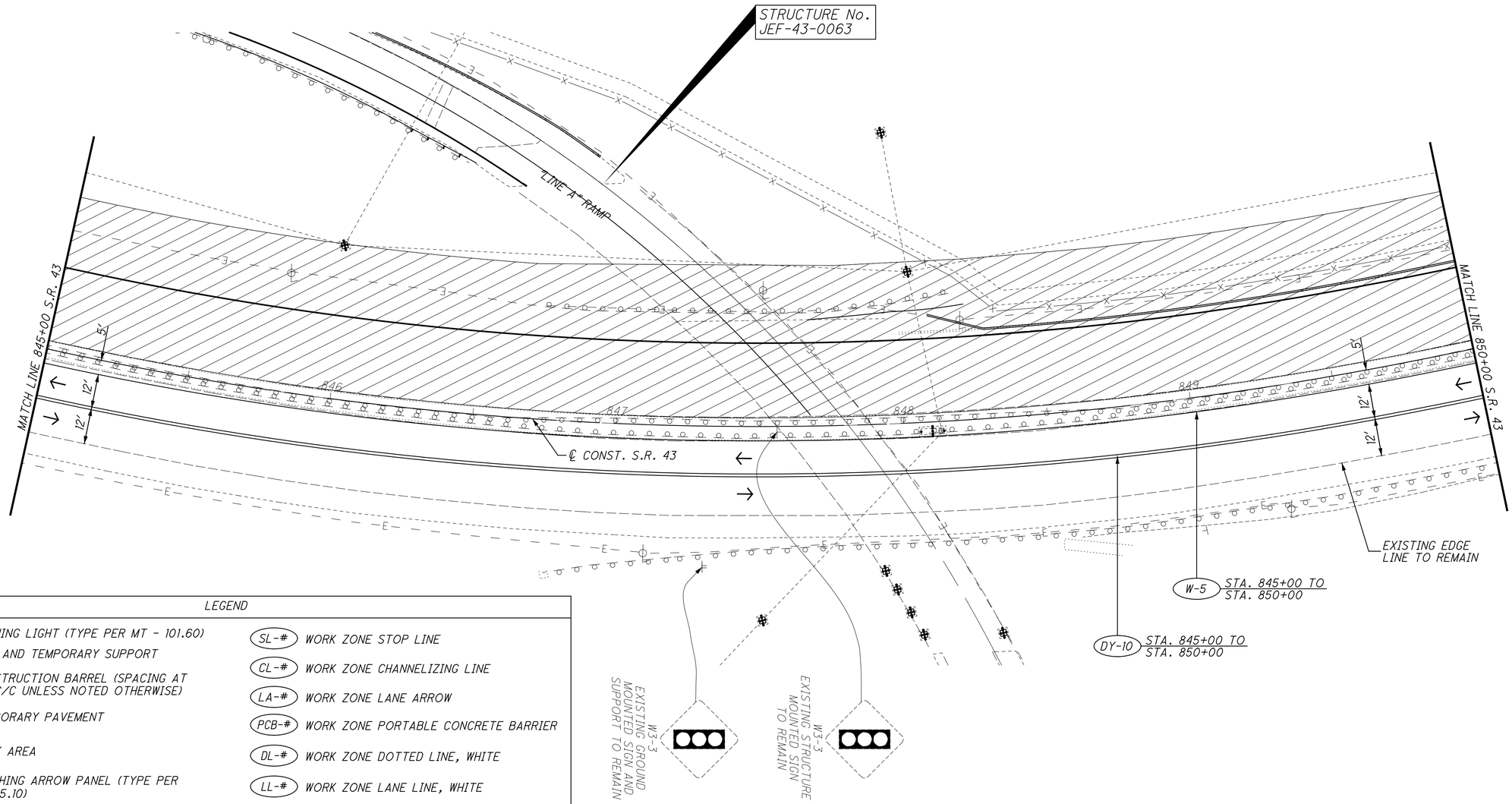
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 840+00 TO STA. 845+00

JEF-43-0.00

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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

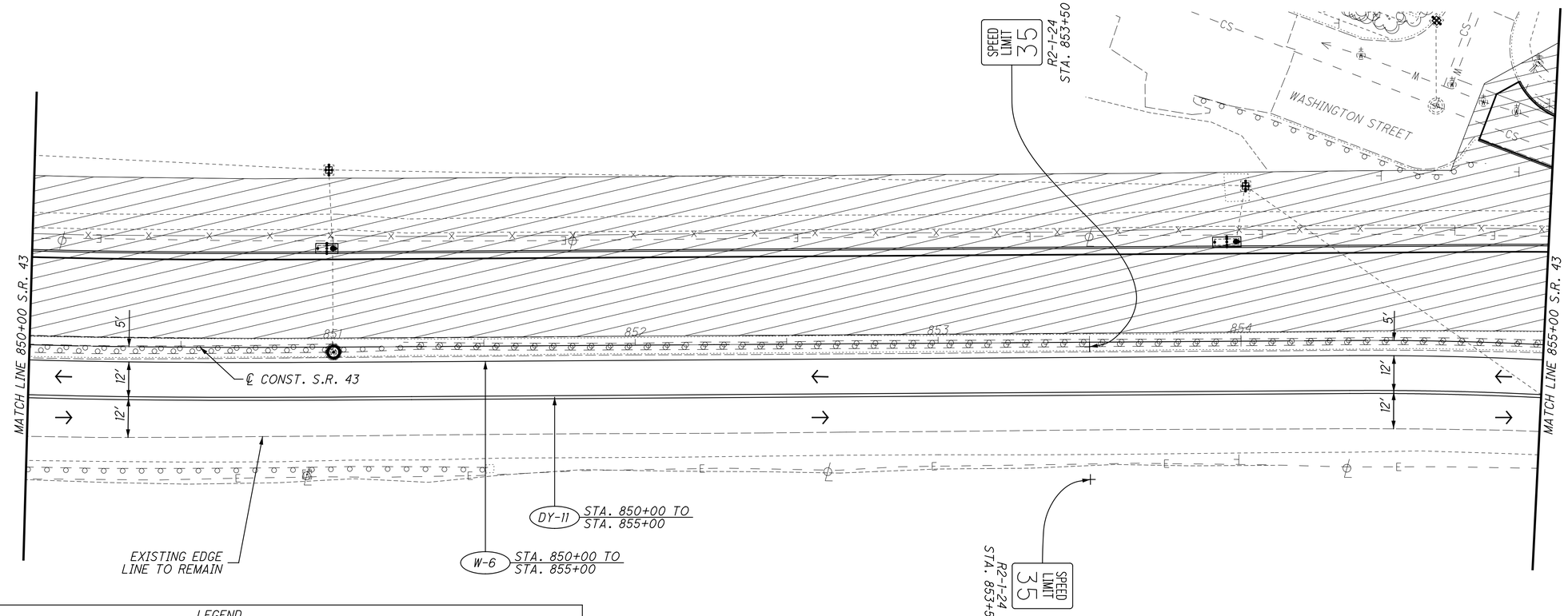
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 845+00 TO STA. 850+00

JEF-43-0.00

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434

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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
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- TRAFFIC FLOW ARROW
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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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HORIZONTAL SCALE IN FEET
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CALCULATED LOB
CHECKED MAH

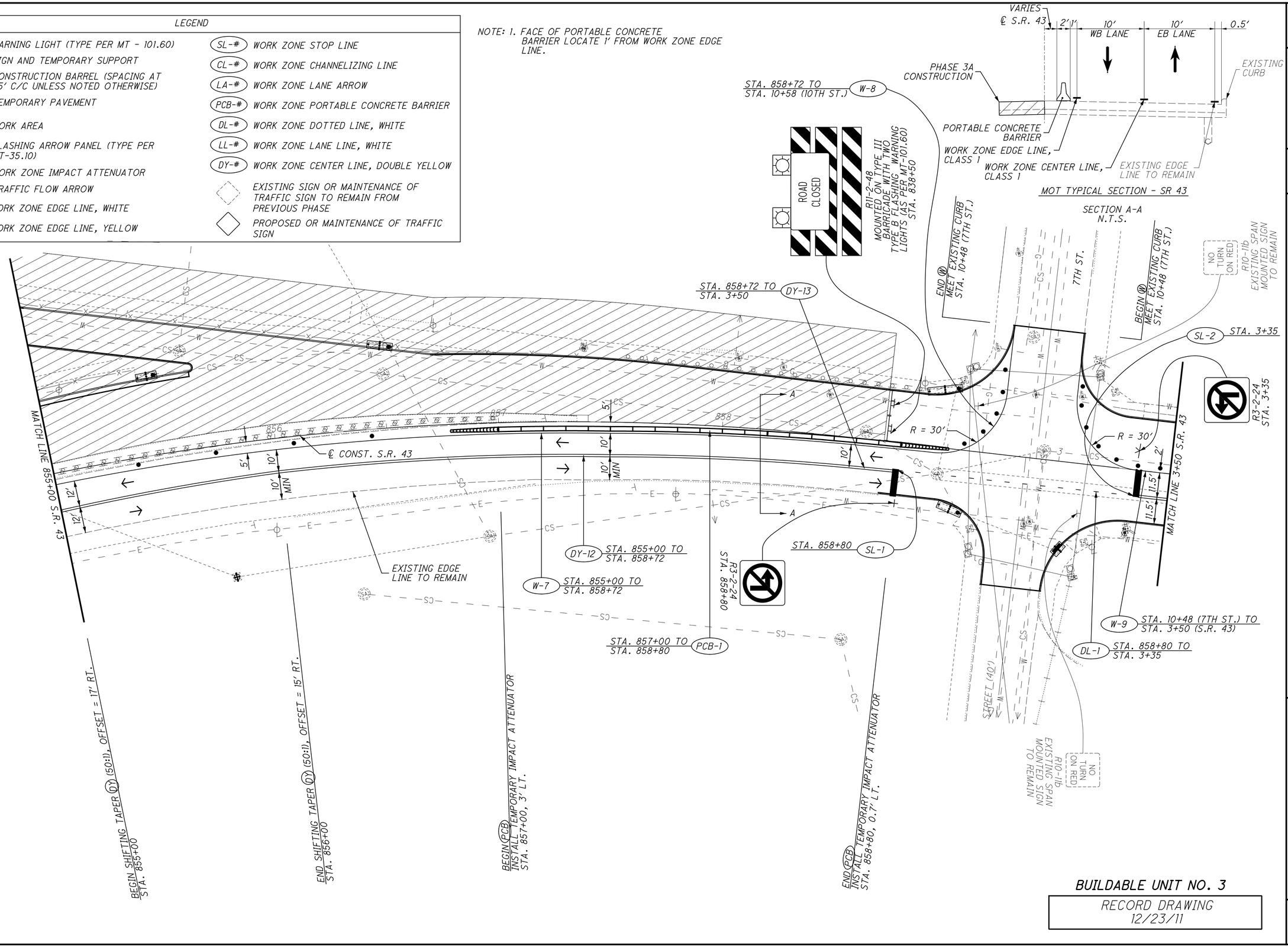
MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 850+00 TO STA. 855+00

JEF-43-0.00

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTE: 1. FACE OF PORTABLE CONCRETE BARRIER LOCATE 1' FROM WORK ZONE EDGE LINE.



BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 855+00 TO STA. 3+50

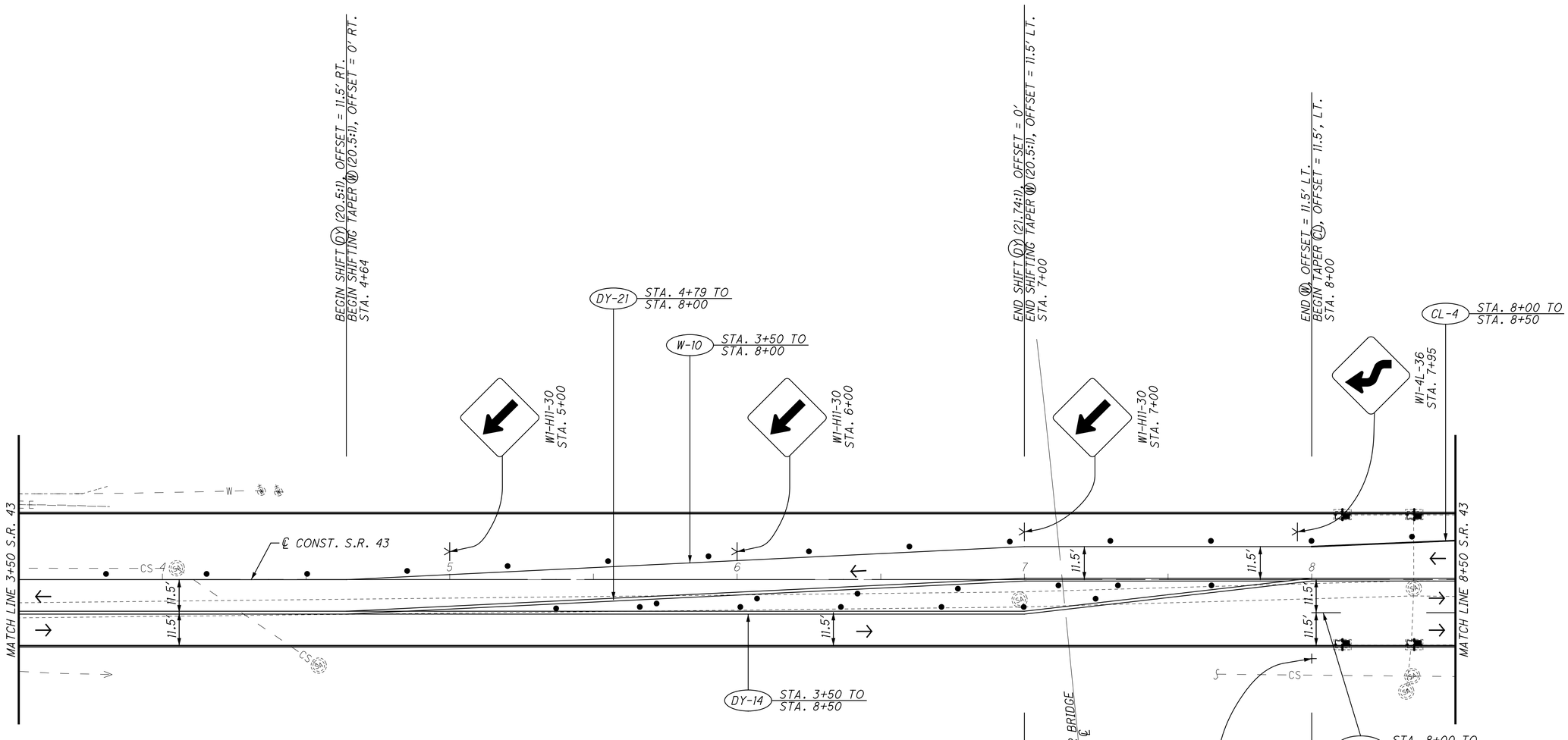
JEF-43-0.00

MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 3+50 TO STA. 8+50

JEF-43-0.00

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
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- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 8+50 TO STA. 13+50

JEF-43-0.00

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40

INSTALL TYPE A FLASHING ARROW PANEL
STA. 9+30

END TAPER Ⓒ, OFFSET = 22' LT.
STA. 10+50

6TH ST.

5TH ST.

MATCH LINE 8+50 S.R. 43

MATCH LINE 13+50 S.R. 43

℄ CONST. S.R. 43

CL-5 STA. 8+50 TO STA. 10+50

DY-15 STA. 8+50 TO STA. 12+70

LL-3 STA. 10+50 TO STA. 12+70

DY-16 STA. 10+38 TO STA. 10+80 (FIFTH ST.)

SL-3 STA. 10+36 FIFTH ST.

SL-4 STA. 12+48

R3-H8bn-36 STA. 12+48

W4-2R-36 STA. 13+00

11.5'

LL-4 STA. 8+50 TO STA. 12+70

STRUCTURE No. JEF-43-0030

R3-H8bn-36 STA. 11+80

STA. 11+78 SL-5

EXISTING PAVEMENT MARKINGS TO REMAIN

SPECIAL EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

MURAL #17

MURAL #17 SPECIAL

R6-1R-36 ONE WAY R6-1L-36

STA. 9+70, FIFTH ST.

R6-1R-36 ONE WAY R6-1L-36

STA. 9+70, FIFTH ST.

END Ⓒ, OFFSET = 11.5' LT.
END Ⓒ, OFFSET = 11.5' RT.
END Ⓒ, OFFSET = 0'
MEET EXISTING PAVEMENT MARKINGS
STA. 12+70

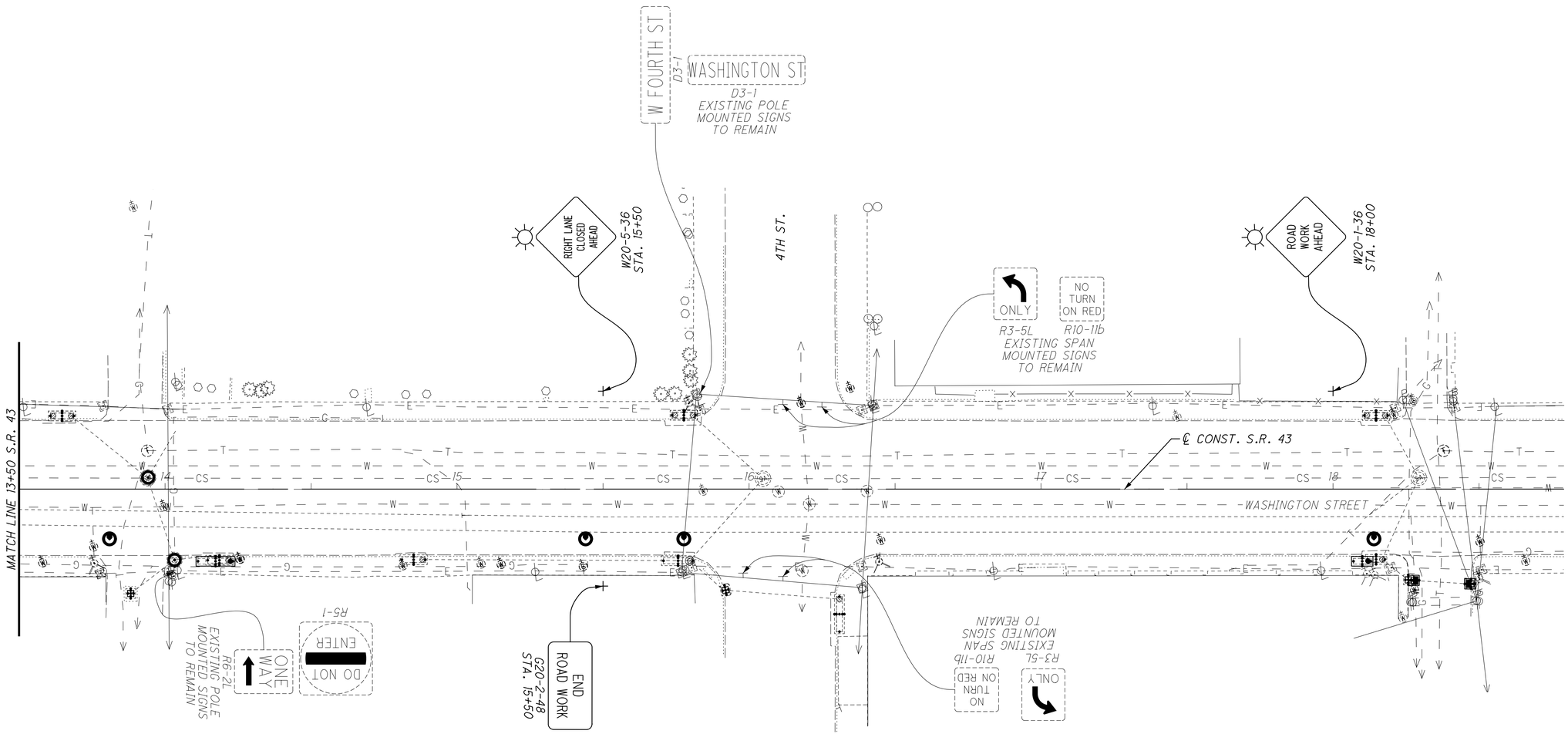
LEGEND

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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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RWOTCITZKY



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
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BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

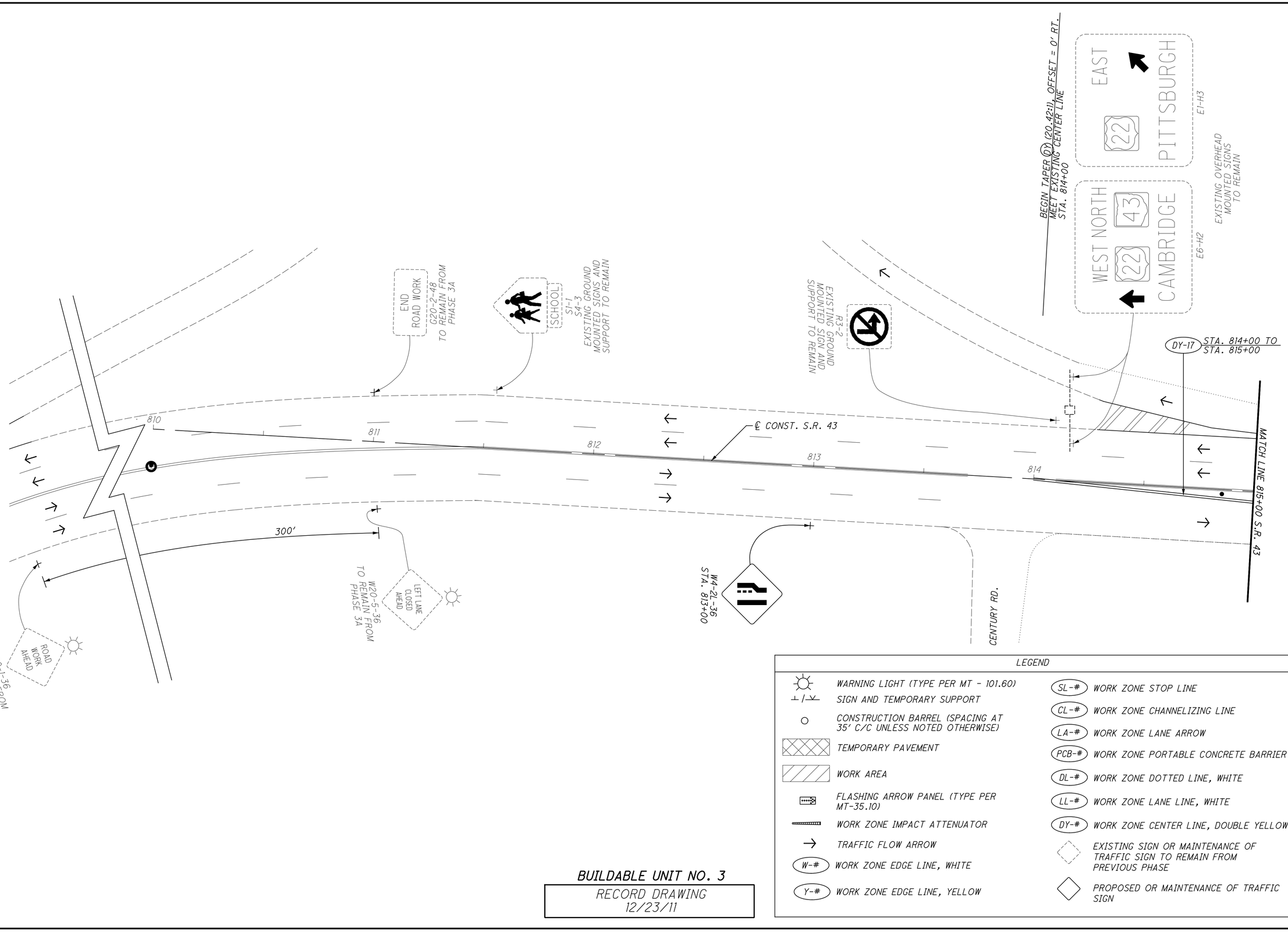
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MAINTENANCE OF TRAFFIC PLAN
PHASE 3A - S.R. 43 STA. 13+50 TO END

JEF-43-0.00



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 3

RECORD DRAWING
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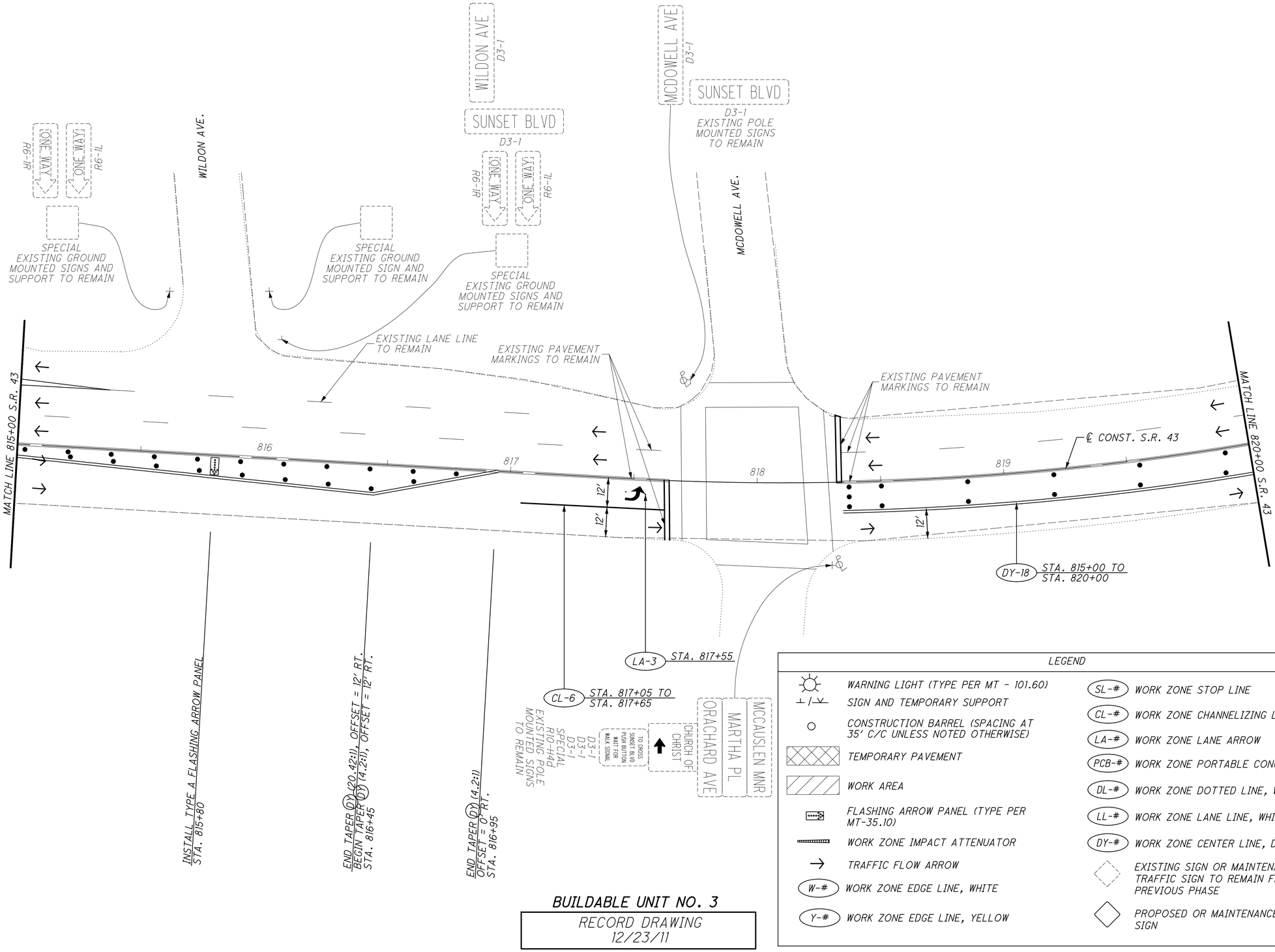
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SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN
PHASE 3B - S.R. 43 BEGIN TO STA. 815+00

JEF-43-0.00



BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

HORIZONTAL SCALE IN FEET
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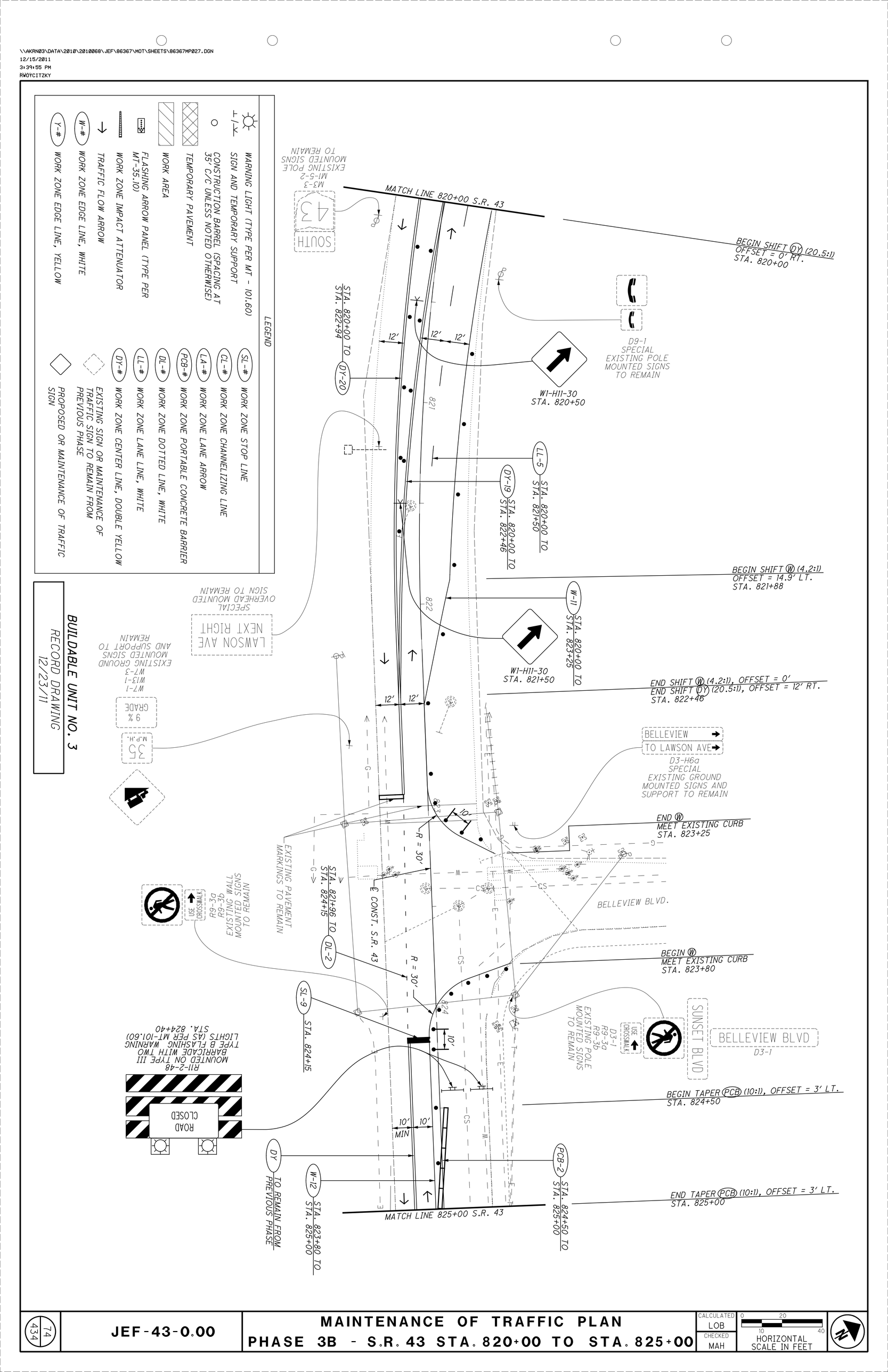
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MAINTENANCE OF TRAFFIC PLAN
PHASE 3B - S.R. 43 STA. 815+00 TO STA. 820+00

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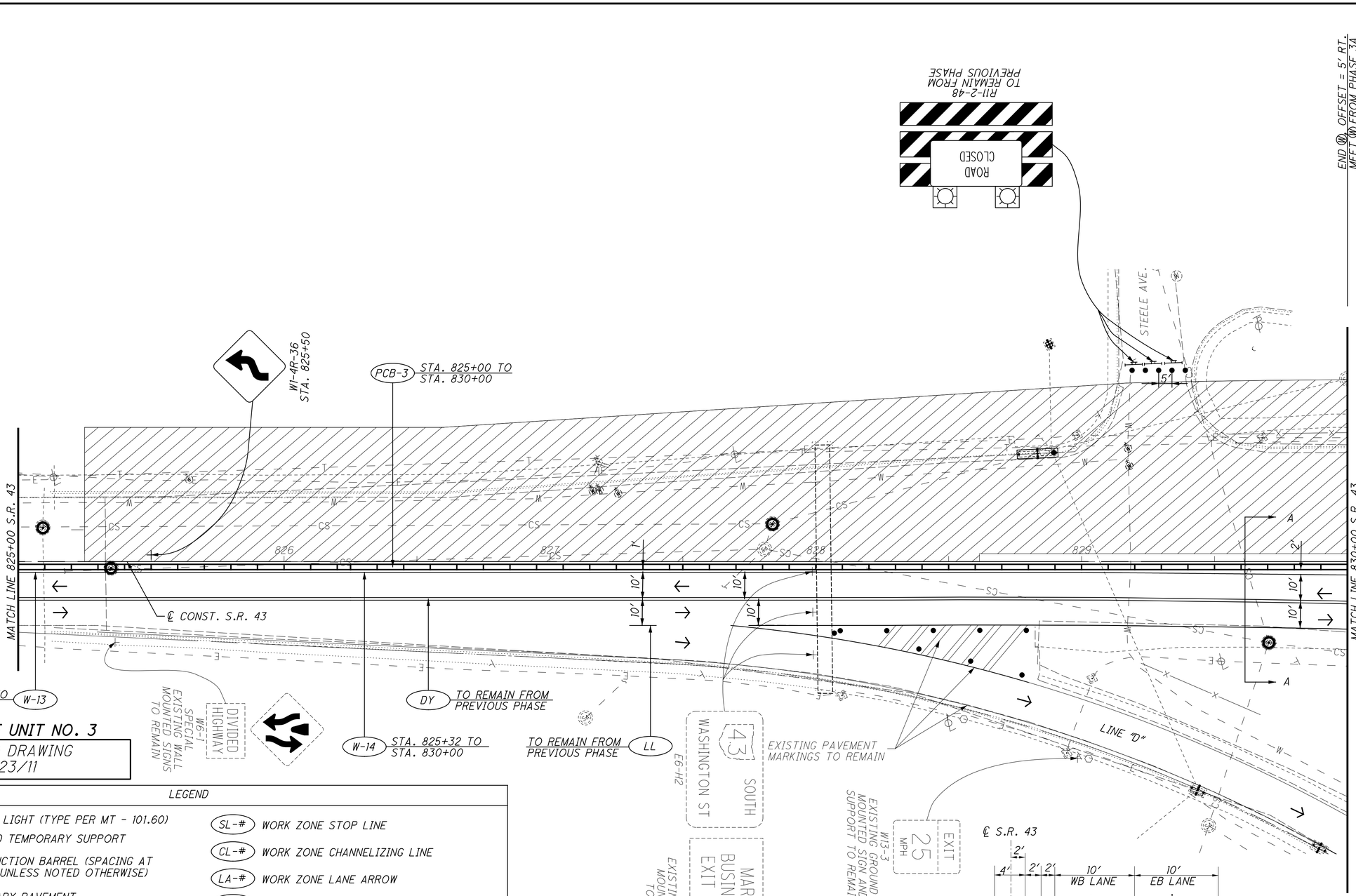
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MAINTENANCE OF TRAFFIC PLAN
PHASE 3B - S.R. 43 STA. 825+00 TO STA. 830+00

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CALCULATED LOB
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HORIZONTAL SCALE IN FEET
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MOT TYPICAL SECTION - SR 43

SECTION A-A
N.T.S.

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTERLINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

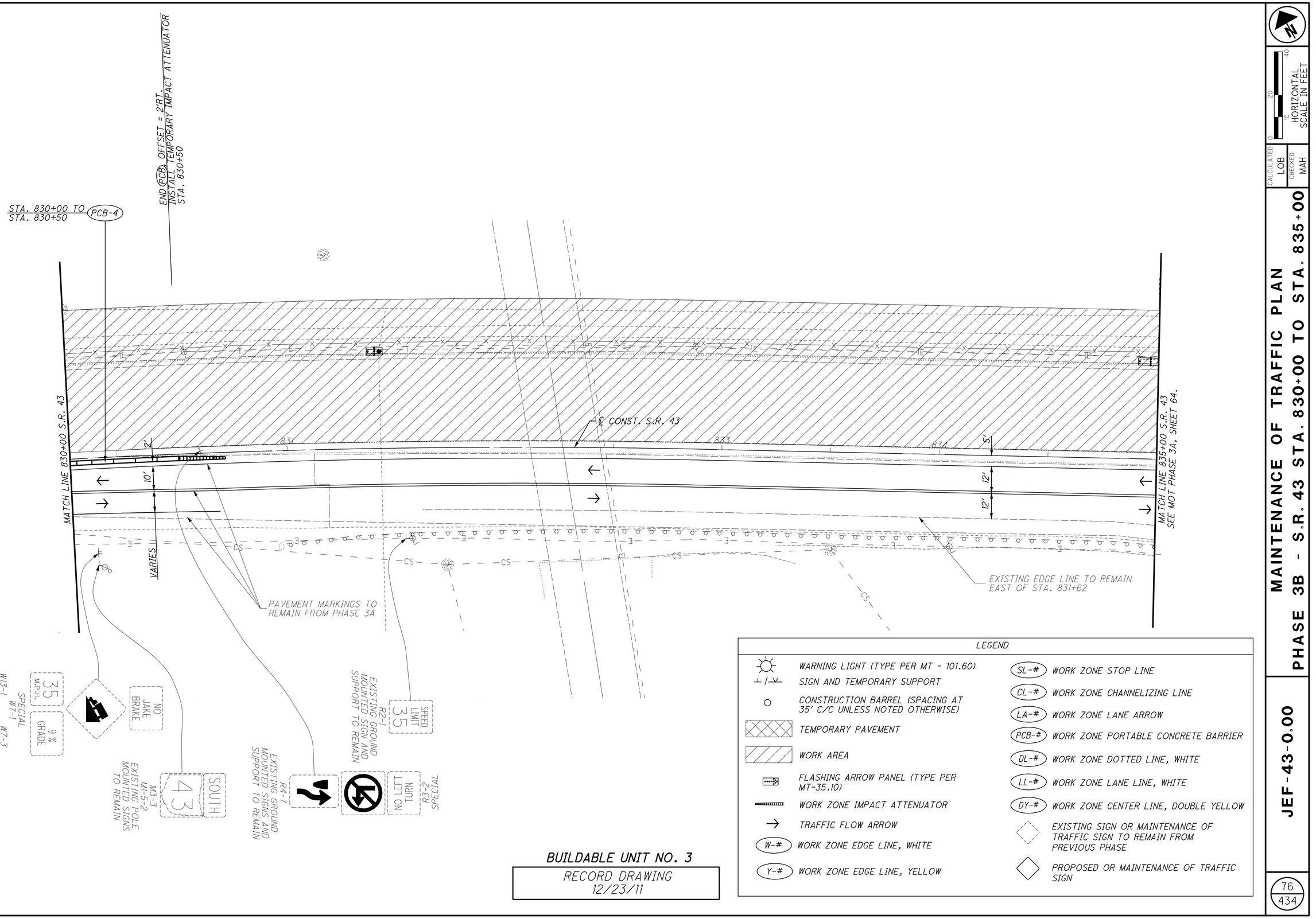
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MAINTENANCE OF TRAFFIC PLAN
PHASE 3B - S.R. 43 STA. 830+00 TO STA. 835+00

JEF-43-0.00

CALCULATED LOB
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HORIZONTAL SCALE IN FEET
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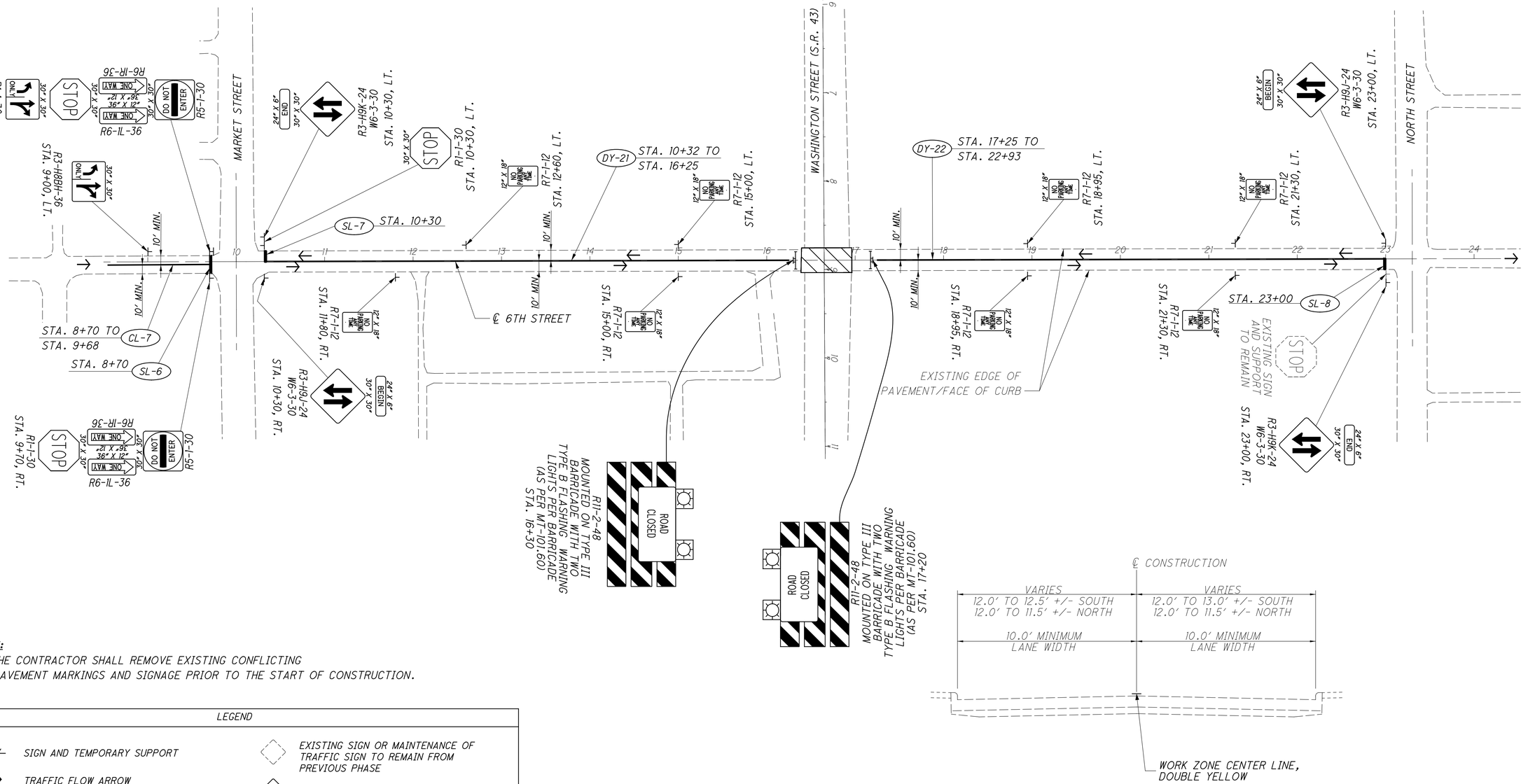
BUILDABLE UNIT NO. 3

RECORD DRAWING
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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

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NOTE:

1. THE CONTRACTOR SHALL REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE PRIOR TO THE START OF CONSTRUCTION.

LEGEND	
⊥/⊻ SIGN AND TEMPORARY SUPPORT	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
→ TRAFFIC FLOW ARROW	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
(CL-#) WORK ZONE CHANNELIZING LINE	
(DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW	WORK ZONE

MAINTENANCE OF TRAFFIC
6TH STREET TYPICAL SECTION
N.T.S.

BUILDABLE UNIT NO. 3

RECORD DRAWING
12/23/11

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SCALE IN FEET

CALCULATED LOB
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MAINTENANCE OF TRAFFIC PLAN
6TH STREET - BEGIN TO NORTH STREET

JEF-43-0.00

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE PROJECTED DATES AND THE TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 11
   2201 REISER AVENUE
   NEW PHILADELPHIA, OHIO 44663
   PHONE: (330)-339-6633

2. STEUBENVILLE CITY ENGINEER
   PUBLIC WORKS BUILDING
   238 SOUTH LAKE ERIE AVENUE
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 3300

3. CITY OF STEUBENVILLE BOARD OF EDUCATION
   1400 WEST ADAMS STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-3767

4. CITY OF STEUBENVILLE FIRE DEPARTMENT
   308 MARKET STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 1803 (CHIEF OF POLICE OFFICE)
   PHONE: (740)-283-6166 (NON-EMERGENCY)

5. CITY OF STEUBENVILLE POLICE DEPARTMENT
   123 SOUTH 3RD STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 2300 (NON-EMERGENCY)
   PHONE: (740)-283-5353 (DISPATCH)

6. OHIO STATE HIGHWAY PATROL
   STEUBENVILLE PATROL POST
   1377 CADIZ ROAD
   WINTERSVILLE, OHIO 43953
   PHONE: (740)-264-1641

7. JEFFERSON COUNTY SHERIFF'S OFFICE
   16001 STATE ROUTE 7
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-8600

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF S.R. 43 AS SHOWN ON THE DETOUR PLANS. AFTER S.R. 43 IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN 5TH STREET & 7TH STREET, NOT INCLUDING THE INTERSECTIONS.

THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CONTRACTOR MAY BEGIN THE PHASE 2 INTERSECTION IMPROVEMENTS AT ANY TIME DURING THE S.R. 43 PHASE 1 CLOSURE.

PHASE 2

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 AND THE 7TH STREET/ S.R. 43 INTERSECTIONS. THE 5TH AND 7TH STREET INTERSECTIONS IMPROVEMENTS SHALL BE PERFORMED DURING THE PHASE 1 CLOSURE OF S.R. 43.

PHASE 2A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION. THE CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL TIMING, PLACE PAVEMENT MARKINGS AND SIGNAGE TO ACCOMMODATE BIDIRECTIONAL TRAFFIC ON 5TH STREET AS DETAILED ON SHEET 42. (REFER TO
BUILDABLE UNIT 2 PLANS).

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 5TH STREET TO THRU TRAFFIC AND PROCEED TO PHASE 2B.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION.

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 7TH STREET TO THRU TRAFFIC.

AFTER THE COMPLETION OF ALL IMPROVEMENTS TO S.R. 43 AND THE 5TH AND 7TH STREET INTERSECTIONS, THE CONTRACTOR SHALL REOPEN S.R. 43 TO THRU TRAFFIC.

PHASE 3

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE NORTHERN SIDE OF S.R. 43 BEGINNING AT THE WESTERN PROJECT LIMITS (STA. 825+25 +/-) AND ENDING AT THE 7TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS COMPLETED WITH THE PHASE 2 IMPROVEMENTS. THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO 10TH STREET.

THE CONTRACTOR SHALL ALSO PERFORM ALL IMPROVEMENTS TO THE ADAMS STREET RAMP (LINE A) BETWEEN S.R. 43 AND THE ADAMS STREET/LINE A INTERSECTION.

PHASE 3A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF STEELE AVENUE AND 10TH STREET AS SHOWN ON THE DETOUR PLANS. AFTER STEELE AVENUE AND 10TH STREET ARE CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BEGIN IMPROVEMENTS TO THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 838+60+/- AND THE 7TH STREET/S.R. 43 INTERSECTION INCLUDING THE 10TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS.

THE STEELE AVENUE DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 10TH STREET DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 6TH STREET DETOUR HAS BEEN PROVIDED. THE CONTRACTOR SHALL TREAT THE 6TH STREET DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. WHEN THE CONTRACTOR IS READY TO BEGIN THE 6TH STREET BRIDGE WORK, THE PROVIDED DETOUR PLANS SHALL BE USED.

THIS TRAFFIC PATTERN SHALL BE MAINTAINED UNTIL THE CONTRACTOR IS READY TO CLOSE THE "LINE A" RAMP TO TRAFFIC. AT THAT TIME, THE CONTRACTOR SHALL PROCEED TO PHASE 3B OF CONSTRUCTION.

PHASE 3B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE "LINE A" RAMP AS SHOWN ON THE DETOUR PLANS AND MODIFY THE PHASE 3A MAINTENANCE OF TRAFFIC METHODS AS DETAILED IN THE PHASE 3B MAINTENANCE OF TRAFFIC PLANS.

AFTER THE PHASE 3A MAINTENANCE OF TRAFFIC STRIPING AND SIGNAGE HAS BEEN MODIFIED AND THE "LINE A" RAMP HAS BEEN CLOSED TO TRAFFIC, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE "LINE A" RAMP BETWEEN S.R. 43 AND ADAMS STREET. THE CONTRACTOR SHALL CONTINUE WORK ON THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 825+25+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

ONCE ALL PHASE 3B IMPROVEMENTS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL PLACE THE PERMANENT "LINE A" RAMP PAVEMENT MARKINGS.

BY THE END OF THE 60 DAY LINE A RAMP CLOSURE, THE CONTRACTOR SHALL HAVE COMPLETED AT A MINIMUM ENOUGH PAVEMENT TO MAINTAIN A SINGLE LANE OF TRAFFIC ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) BETWEEN THE LINE A GORE AREA AND THE WESTERN PROJECT LIMIT UTILIZING THE TRAFFIC PATTERN FROM PHASE 3A. ANY REMAINING WORK ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) WILL BE COMPLETED AT THIS TIME UNDER THE PHASE 3A TRAFFIC PATTERN. UPON COMPLETION OF ALL PHASE 3 WORK THE CONTRACTOR MAY PROCEED TO PHASE 4.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 4

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE SOUTHERN SIDE OF S.R. 43 BEGINNING AT THE WESTERN PROJECT LIMITS (STA. 825+25 +/-) AND ENDING AT THE 7TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS COMPLETED WITH THE PHASE 2 AND PHASE 3 IMPROVEMENTS.

THE CONTRACTOR SHALL ALSO PERFORM ALL IMPROVEMENTS TO THE EXIT RAMP TO MARKET STREET ("LINE B") AND THE LAWSON AVENUE RAMP ("LINE D").

PHASE 4A

THE CONTRACTOR SHALL BEGIN IMPROVEMENTS TO THE SOUTHERN SIDE (EASTBOUND LANES) OF S.R. 43 BETWEEN STA. 843+00+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THIS TRAFFIC PATTERN SHALL BE MAINTAINED UNTIL THE CONTRACTOR IS READY TO CLOSE THE "LINE B" RAMP AND "LINE D" RAMP TO TRAFFIC. AT THAT TIME, THE CONTRACTOR SHALL PROCEED TO PHASE 4B OF CONSTRUCTION.

PHASE 4B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE "LINE B" RAMP AND "LINE D" RAMP CLOSURES AS SHOWN ON THE DETOUR PLANS AND MODIFY THE PHASE 4A MAINTENANCE OF TRAFFIC METHODS AS DETAILED IN THE PHASE 4B MAINTENANCE OF TRAFFIC PLANS.

AFTER THE PHASE 4A MAINTENANCE OF TRAFFIC STRIPING AND SIGNAGE HAS BEEN MODIFIED AND THE "LINE B" AND "LINE D" RAMPS HAVE BEEN CLOSED TO TRAFFIC, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE "LINE B" AND "LINE D" RAMPS. THE CONTRACTOR SHALL CONTINUE WORK ON THE SOUTHERN SIDE (EASTBOUND LANES) OF S.R. 43 BETWEEN STA. 825+25+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS.

AFTER THE CONTRACTOR HAS FINISHED ALL OF THE PHASE 4B WORK, THE CONTRACTOR SHALL PROCEED TO PHASE 4C OF CONSTRUCTION.

PHASE 4C

THE CONTRACTOR SHALL CLOSE THE INSIDE LANES OF S.R. 43 BETWEEN STA. 830+00+/- AND STA. 857+50+/- AS PER STANDARD CONSTRUCTION DRAWING MT-95.30. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED MEDIAN AS SHOWN IN THE ROADWAY TYPICAL SECTIONS. ONCE ALL PHASE 4C IMPROVEMENTS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL PLACE THE PERMANENT PAVEMENT MARKINGS.

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MAINTENANCE OF TRAFFIC NOTES

JEF-43-0.00

BUILDABLE UNIT NO. 5

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RESTRICTIONS

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 2 OF CONSTRUCTION.

1. THE CLOSURE OF S.R. 43 BETWEEN 5TH STREET AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE IMPROVEMENTS TO THE 5TH AND 7TH STREET INTERSECTIONS SHALL BE PERFORMED CONCURRENTLY WITH THE PHASE 1 S.R. 43 IMPROVEMENTS AND SHALL NOT CAUSE THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET TO EXCEED SIXTY (60) CALENDAR DAYS.

3. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

4. THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

5. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION AND THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT OCCUR CONCURRENTLY.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 3 OF CONSTRUCTION.

1. THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE CLOSURE OF 6TH STREET SHALL NOT EXCEED (60) CALENDAR DAYS.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 4 OF CONSTRUCTION.

1. THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 614.11, ALL CLASS 1 EDGE LINES, LANE LINES AND CENTER LINES SHALL BE 6 INCHES WIDE AND CHANNELIZING MARKINGS SHALL BE 8 INCHES WIDE. THE APPLICATION RATES FOR THE 4 INCH LINES SHALL BE 1.5 TIMES THE RATES SPECIFIED FOR 4 INCH LINES IN TABLE 614.11-1. 11

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 10 M. GAL.

ACCESS TO PROPERTIES

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES (RESIDENTIAL AND COMMERCIAL) WITHIN THE CONSTRUCTION LIMITS AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH ODOT CMS 614.03. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF DRIVEWAYS:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B	100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE C	100 CU. YD.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT 11 (330)-339-6633 OFFICE AND STEUBENVILLE CITY ENGINEER (740)-283-6000 EXT. 3300 EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR (INCLUDING TEMPORARY OVERLAYS, THEIR ERECTION AND REMOVAL).

PHASE 1
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN "LINE A" TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 39. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 2
A MINIMUM OF (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS PER INTERSECTION, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 41-42. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 3
STEELE AVENUE SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. STEELE AVENUE SHALL BE DETOURED AS SHOWN ON SHEET 56.

10TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. 10TH STREET TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 55.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

6TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF BRIDGE CONSTRUCTION. THE CONTRACTOR SHALL TREAT THE 6TH STREET CONSTRUCTION AND DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. 6TH STREET SHALL BE DETOURED AS SHOWN ON SHEET 57.

A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 43. THE COMPLETE CLOSURE OF THE "LINE A" RAMP WILL BE REQUIRED FOR IT'S RECONSTRUCTION. THE CLOSURE PERIOD OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CONSECUTIVE CALENDAR DAYS. "LINE A" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 58.

PHASE 4
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 43. THE COMPLETE CLOSURE OF THE "LINE B" AND "LINE D" RAMPS WILL BE REQUIRED FOR ITS RECONSTRUCTION.

THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS. "LINE B" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 90.

THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS. "LINE D" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 91.

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 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:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT 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) SHOULD 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 LEOS' 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 16 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE ENFORCEMENT AGENCY INVOLVED.

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC NOTES

JEF-43-0.00

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MAINTENANCE OF TRAFFIC

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

1. THE CONTRACTOR SHALL INFORM THE DISTRICT 11 OFFICE (330)-339-6633, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

2. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

3. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

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

5. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS.

6. TEMPORARY LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

7. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

8. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

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

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

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORIST.



W20-H13-60

*CONTRACTOR SHALL USE ACTUAL CLOSURE DATE AND DURATION.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME 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 THROUGH THE WORK SITE 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.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	LABOR DAY
NEW YEARS	THANKSGIVING
MEMORIAL DAY	DEAN MARTIN FESTIVAL, JUNE 17-19, 2010
FOURTH OF JULY	DEAN MARTIN FESTIVAL, JUNE 16-18, 2011

THE PERIOD OF THE TIME THAT THE LANES ARE TO BE OPEN 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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM 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.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS, AS PER PLAN

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET (15 METERS). AN ESTIMATED QUANTITY OF 18 EACH OF ITEM 614 BARRIER REFLECTOR, 18 EACH ITEM 614 OBJECT MARKER, ONE-WAY HAVE BEEN PROVIDED AND CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY.

TEMPORARY SIGNAL TIMINGS

BEFORE THE COMMENCEMENT OF PHASE 3, THE CONTRACTOR SHALL ADJUST THE SIGNAL TIMINGS AND PHASING AT THE 7TH STREET / SR 43 INTERSECTION TO ELIMINATE THE LEADING LEFT TURN PHASE FOR EASTBOUND SR 43 TRAFFIC. THE CONTRACTOR SHALL REMOVE THE LEADING LEFT TURN PHASE AND ALLOCATE THE ELIMINATED TIME TO THE EAST/WEST SR 43 MOVEMENT. THE CONTRACTOR SHALL BAG THE UNUSED ARROW HEADS OF THE FIVE SECTION HEAD.

IF DIRECTED BY THE ENGINEER OF RECORD, ADJUSTMENTS MAY BE MADE TO THE TIMINGS AND PHASINGS OF THE SIGNALIZED INTERSECTIONS WITHIN THE MAINTENANCE OF TRAFFIC AREA OF THE PROJECT.

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC NOTES

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SHEET NUMBER										PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	79	80	82	83	84												
																MAINTENANCE OF TRAFFIC	
	100											410	12000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	100											410	13000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE C	
	16											614	11110	16	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				2	3							614	12336	5	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	
	100											614	13000	100	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		18										614	13101	18	EACH	BARRIER REFLECTOR, AS PER PLAN	80
		18										614	13351	18	EACH	OBJECT MARKER, ONE WAY, AS PER PLAN	80
												614	12420	LUMP		DETOUR SIGNING	
			0.15	0.22								614	20201	0.37	MILE	WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	79
			0.73	0.28	0.02							614	21201	1.03	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	79
			0.36									614	22101	0.36	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT, AS PER PLAN	79
			0.93	0.18	0.04							614	22201	1.15	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	79
			1064	363								614	23401	1427	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	79
			104	105	102							614	24400	311	FT	WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I	
			47	87	10							614	26400	144	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
					5							614	30400	5	EACH	WORK ZONE ARROW, CLASS I, 740.06, TYPE I	
	10											616	10000	10	M GAL	WATER	
				170	650							622	40020	820	FT	PORTABLE CONCRETE BARRIER, 32"	
																MISCELLANEOUS	
												614	11000	LUMP		MAINTAINING TRAFFIC	

BUILDABLE UNIT NO. 5
RECORD DRAWING
12/23/11

CALCULATED AKF
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MAINTENANCE OF TRAFFIC GENERAL SUMMARY

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MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 4A - SHEET 1 OF 2

CALCULATED AKF
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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
93	DY-1	SR 43	819+00	820+00	LT					100.00								
93	W-1	SR 43	819+25	820+00	RT								75.00					
93	CL-1	SR 43	819+66	820+00	RT									34.00				
94	DY-2	SR 43	820+00	822+50	LT					250.00								
94	DY-3	SR 43	820+00	825+00	LT					500.00								
94	W-2	SR 43	820+00	825+00	RT								500.00					
94	CL-2	SR 43	820+00	822+94	RT									294.00				
94	CL-3	SR 43	824+00	825+00	LT									100.00				
94	DL-1	SR 43	822+96	824+00	LT										104.00			
94	SL-1	SR 43	822+96		LT/RT											20.00		
94	SL-2	SR 43	823+98		LT											13.00		
95	LL-1	SR 43	829+66	830+00	LT				34.00									
95	DY-4	SR 43	825+00	830+00	LT					500.00								
95	W-3	SR 43	829+66	830+00	LT								34.00					
95	W-4	SR 43	825+00	825+32	RT								32.00					
95	W-5	SR 43	825+32	827+00	RT						171.00							
95	W-6	SR 43	827+50	830+00	RT						171.00							
95	Y-1	SR 43	827+50	828+80	RT							135.00						
95	Y-2	SR 43	829+88	830+00	RT							12.00						
95	CL-4	SR 43	825+00	829+66	LT									466.00				
95	CL-5	SR 43	828+18	829+88	LT									170.00				
95	SL-3	STEELE AVE	0+81		LT											14.00		
96	LL-2	SR 43	830+00	835+00	LT				500.00									
96	DY-5	SR 43	830+00	835+00	LT					500.00								
96	W-7	SR 43	830+00	835+00	LT								500.00					
96	W-8	SR 43	830+00	832+49	RT						249.00							
96	Y-3	SR 43	830+00	835+00	RT							500.00						
97	LL-3	SR 43	835+00	837+41	LT				241.00									
97	DY-6	SR 43	835+00	840+00	LT					500.00								
97	W-9	SR 43	835+00	840+00	LT								500.00					
97	W-10	SR 43	837+41	840+00	LT								259.00					
97	Y-4	SR 43	835+00	840+00	RT							500.00						
98	DY-7	SR 43	840+00	845+00	LT					500.00								
98	W-11	SR 43	840+00	845+00	LT								500.00					
98	W-12	SR 43	840+00	845+00	LT								500.00					
98	Y-5	SR 43	840+00	841+50	RT							150.00						
99	DY-8	SR 43	845+00	850+00	LT					500.00								
99	W-13	SR 43	845+00	850+00	LT								500.00					
99	W-14	SR 43	845+00	850+00	LT								500.00					
100	DY-9	SR 43	850+00	855+00	LT					500.00								
100	W-15	SR 43	850+00	855+00	LT								500.00					
100	W-16	SR 43	850+00	855+00	LT								500.00					
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY									775.00	3850.00	591.00	1297.00	4900.00	1064.00	104.00	47.00		
MILE									0.15	0.73	0.36		0.93					

BUILDABLE UNIT NO. 5
RECORD DRAWING
12/23/11

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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
101	DY-10	SR 43	855+00	3+50	LT					500.86								
101	W-17	SR 43	855+00	855+66	LT								66.00					
101	W-18	SR 43 / 7TH ST	855+00	9+53	LT/LT								464.00					
101	W-19	SR 43	3+18	3+50	RT								35.00					
101	CL-6	SR 43	3+37	3+50	CEN									13.00				
101	DL-2	SR 43	855+66	856+71	LT										105.00			
101	SL-4	SR 43	2+41		LT											10.00		
101	SL-5	SR 43	3+35		LT											11.50		
101	PCB-1	SR 43	857+05	858+75	LT/RT	2	4	4										170.00
102	LL-4	SR 43	7+00	8+50	LT				150.00									
102	LL-5	SR 43	7+00	8+50	RT				150.00									
102	DY-11	SR 43	3+50	8+50	LT/CEN					500.00								
102	W-20	SR 44	3+50	7+00	RT								350.00					
102	CL-7	SR 43	3+50	7+00	CEN/RT									350.00				
103	LL-6	SR 43	8+50	12+70	LT				420.00									
103	LL-7	SR 43	8+50	12+70	RT				420.00									
103	DY-12	SR 43	8+50	12+70	CEN					420.00								
103	DY-13	5TH ST	10+38	10+80	CEN					42.00								
103	SL-6	SR 43	11+78		RT											23.00		
103	SL-7	5TH ST	10+36		LT											19.00		
103	SL-8	SR 43	12+48		LT											23.00		
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						2	4	4	1140.00	1462.86			915.00	363.00	105.00	87.00		170.00
MILE									0.22	0.28			0.18					

BUILDABLE UNIT NO. 5
RECORD DRAWING
12/23/11

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MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 4A - SHEET 2 OF 2

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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) EACH	614 BARRIER REFLECTOR, AS PER PLAN EACH	614 OBJECT MARKER, ONE WAY, AS PER PLAN EACH	614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (YELLOW), AS PER PLAN FT	614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE), AS PER PLAN FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 740.06, TYPE I, AS PER PLAN FT	614 WORK ZONE DOTTED LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I FT	614 WORK ZONE ARROW, CLASS I, 740.06, TYPE I EACH	622 PORTABLE CONCRETE BARRIER, 32" FT
107	DY-14	SR 43	824+00	825+00	LT					100.00								
107	W-21	SR 43	822+96	825+00	RT								204.00					
107	DL-3	SR 43	822+96	823+98	LT										102.00			
107	SL-4	SR 43	823+98		LT											10.00		
107	LA-1	SR 43	820+22		RT												1	
107	LA-2	SR 43	820+88		CEN												1	
107	LA-3	SR 43	821+54		LT												1	
107	LA-4	SR 43	822+20		LT												1	
107	LA-5	SR 43	822+86		LT												1	
107	PCB-2	SR 43	823+90	825+00	RT	1	3	3										110.00
108	PCB-3	SR 43	825+00	830+00	RT	1	10	10										500.00
109	PCB-3	SR 43	830+00	830+40	RT	1	1	1										40.00
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						3	14	14		100.00			204.00		102.00	10.00	5	650.00
MILE										0.02			0.04					

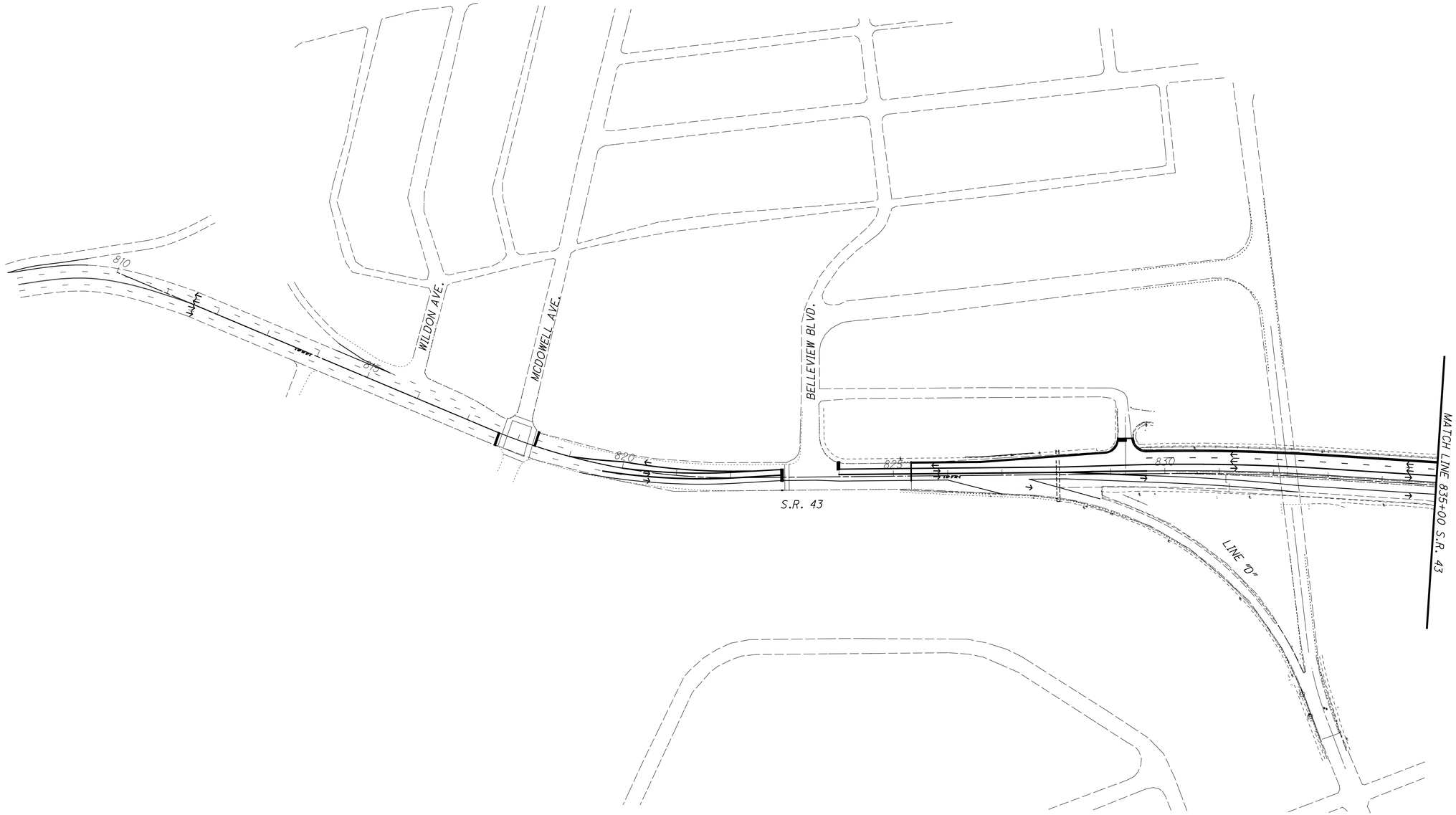
BUILDABLE UNIT NO. 5
RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 4B - SHEET 1 OF 1

JEF-43-0.00

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12/15/2011
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RMOTCITZKY



LEGEND

EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

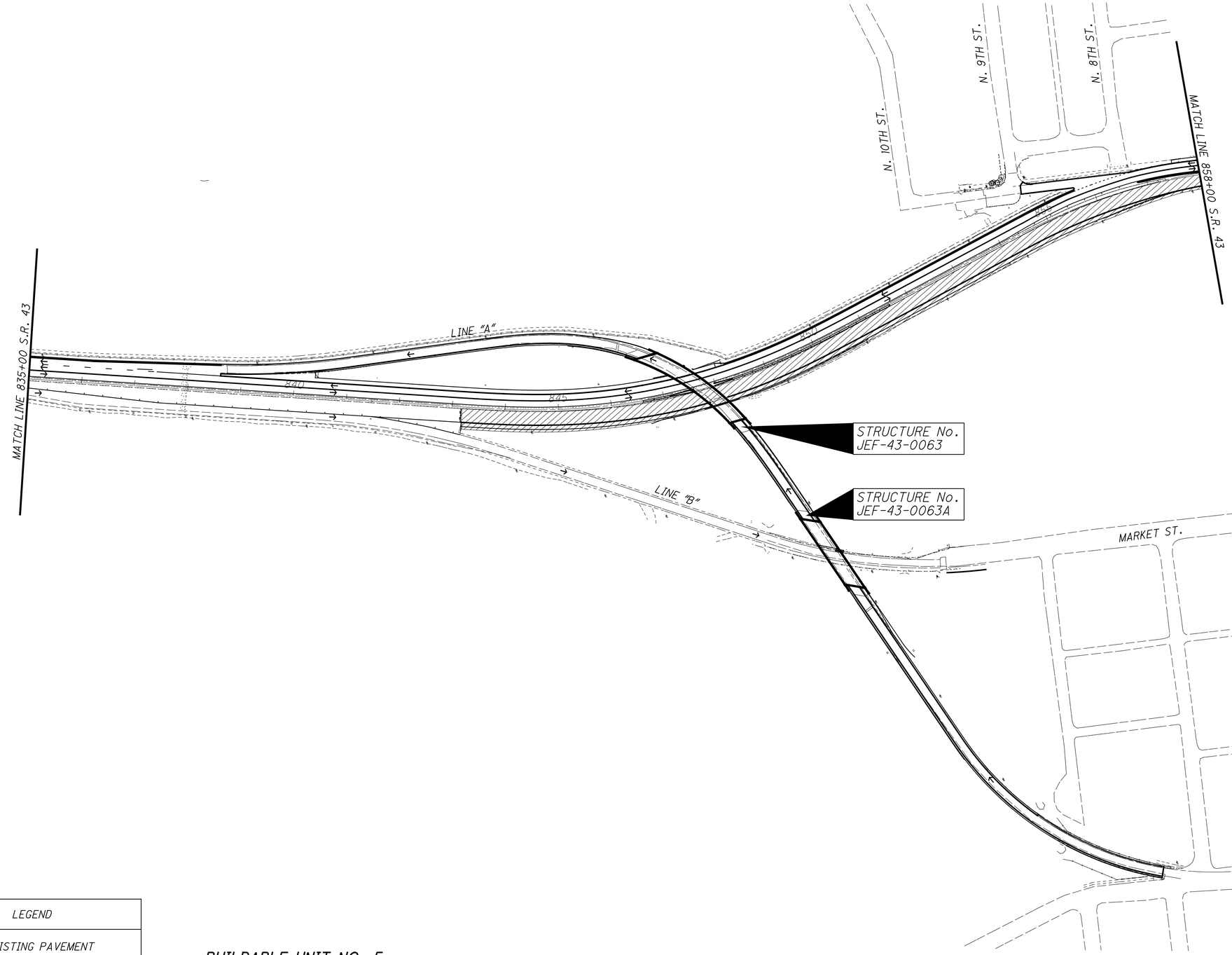
MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 4A - BEGIN TO STA. 835+00

CALCULATED LOB
CHECKED MAH

0 50 100 200
HORIZONTAL SCALE IN FEET

JEF-43-0.00

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LEGEND

- EXISTING PAVEMENT
- WORK AREA
- → TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 5

RECORD DRAWING
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MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 4A - STA. 835+00 TO STA. 858+00

CALCULATED LOB
CHECKED MAH

0 50 100 200
HORIZONTAL SCALE IN FEET

JEF-43-0.00

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LEGEND

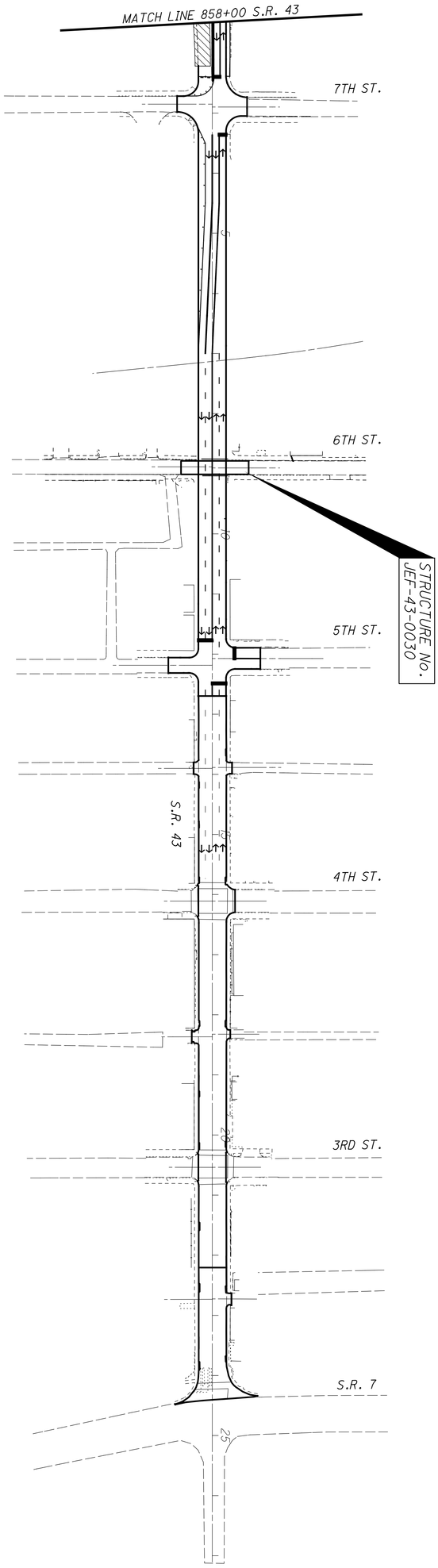
EXISTING PAVEMENT

WORK AREA

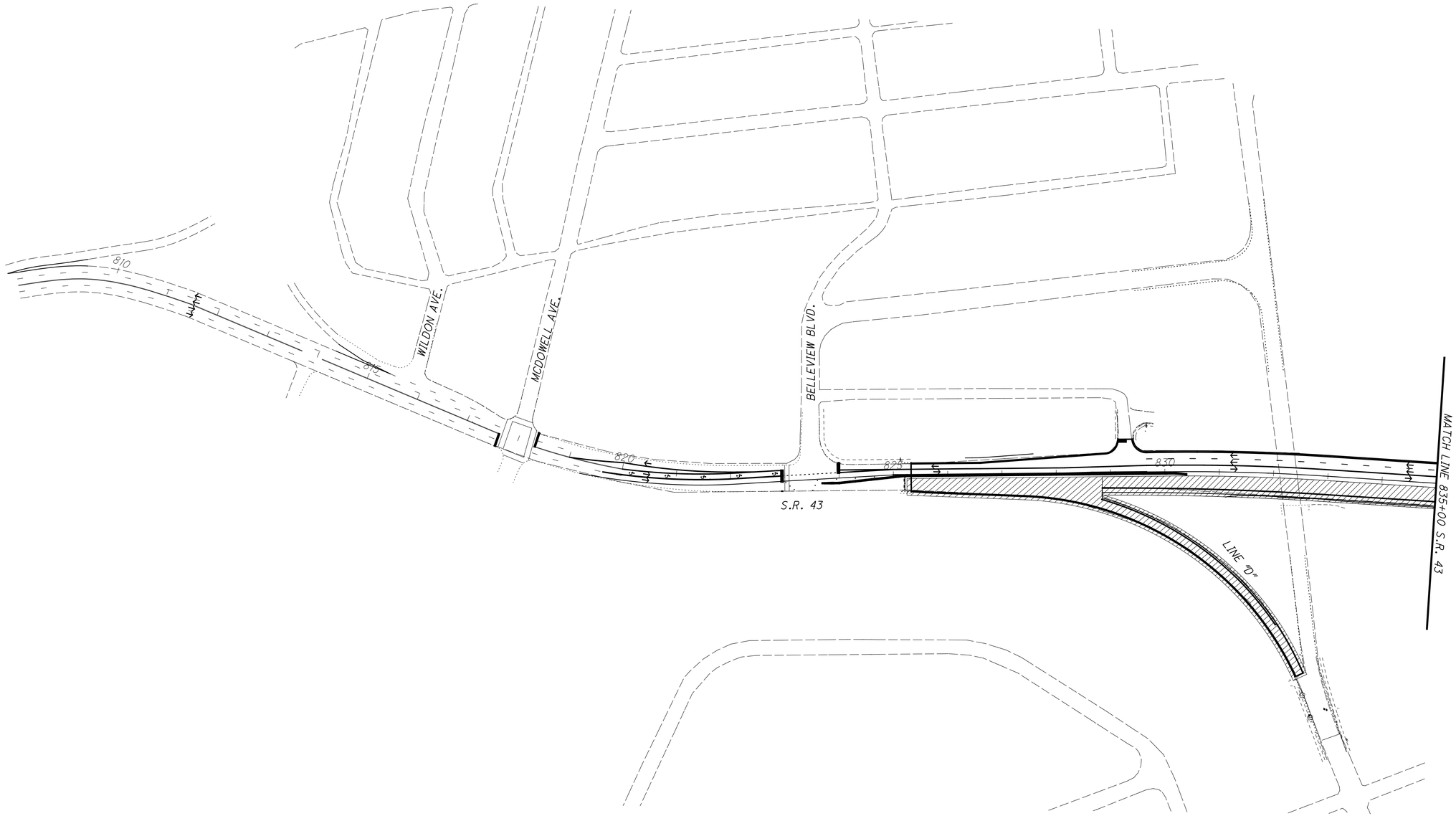
TRAFFIC FLOW ARROW

RECORD DRAWING
12/23/11

BUILDABLE UNIT NO. 5



87 / 434	JEF-43-0.00	MAINTENANCE OF TRAFFIC SCHEMATIC PLAN PHASE 4A - STA. 858+00 TO S.R. 7	CALCULATED LOB CHECKED MAH	0 100 50 200 HORIZONTAL SCALE IN FEET



LEGEND

- EXISTING PAVEMENT
- WORK AREA
- TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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12/15/2011
4:49:24 PM
RMOTCITZKY

CALCULATED LOB
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 50 100 200

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 4B - BEGIN TO STA. 835+00

JEF-43-0.00

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LEGEND

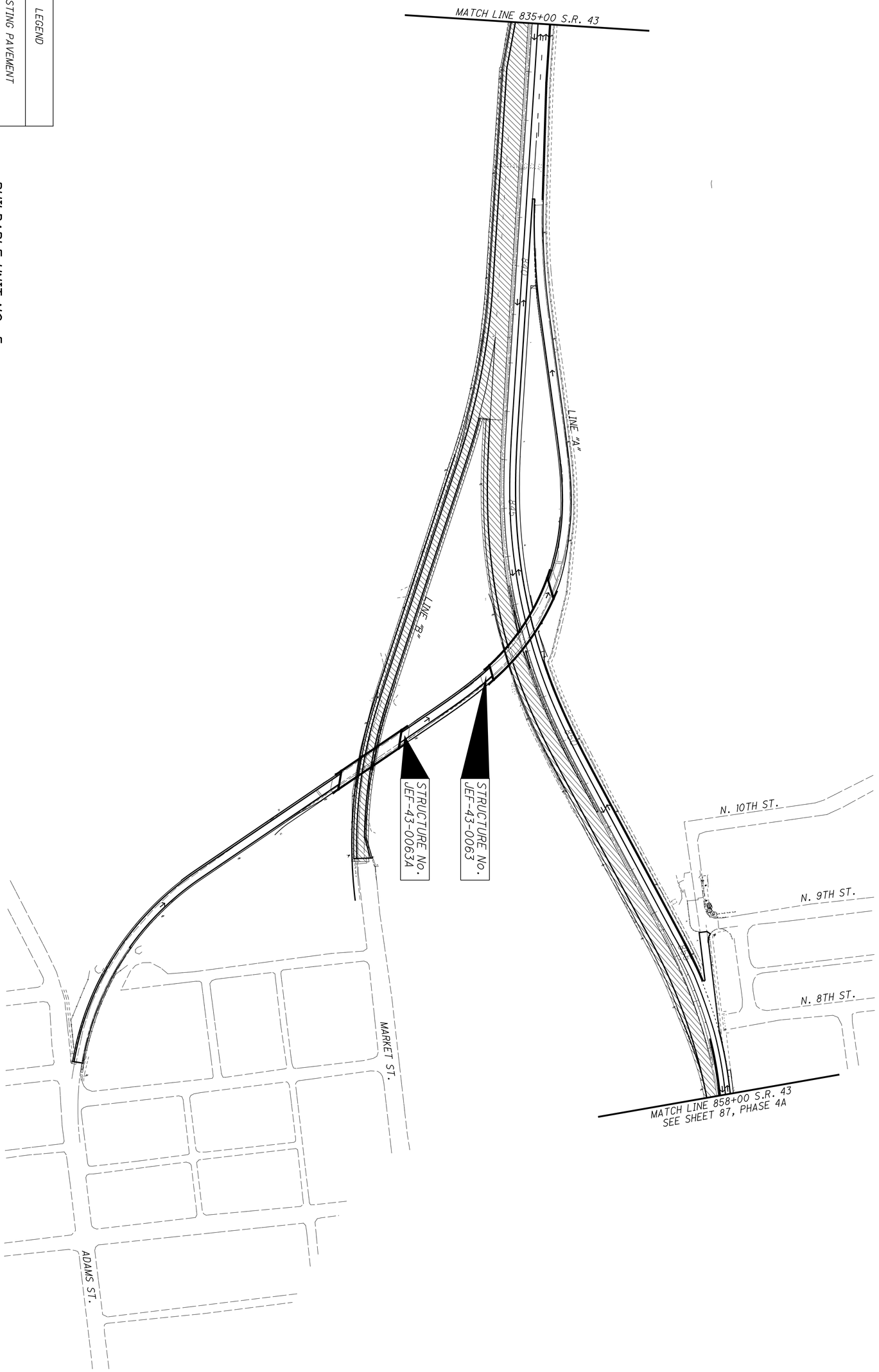
EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11



JEF-43-0.00

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 4B - STA. 835+00 TO STA. 858+00

CALCULATED LOB
CHECKED MAH

0 50 100 200
HORIZONTAL SCALE IN FEET



ROAD WORK AHEAD
W20-1-36 (1)

DETOUR AHEAD
W20-2-36 (2)

ROAD CLOSED AHEAD
W20-3-36 (3)

ROAD CLOSED / DETOUR
R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) (4)

ROAD CLOSED
R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) (5)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE (6)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE (7)

43
M1-5-24-2 (8)

EAST
M3-2-24 (9)

WEST
M3-4-24 (10)

DETOUR
M4-9R-30 (11)

DETOUR
M4-9L-30 (12)

DETOUR
M4-H9T-30 (13)

END DETOUR
M4-8a-24 (14)

DETOUR
M4-H9bL-30 (15)

DETOUR
M4-H9bR-30 (16)

TO
M4-5-24 (17)

7
M1-5-24-2 (18)

NORTH
M3-1-24 (19)

SOUTH
M3-3-24 (20)

M5-1L-21 (21)

M5-1R-21 (22)

M6-1L-21 (23)

M6-1R-21 (24)

M6-3-21 (25)

M6-2R-21 (26)

DETOUR
M4-8-24 (27)

5TH ST
D3-1-36 (28)

7TH ST
D3-1-36 (29)

10TH ST
D3-1-36 (30)

STEELE AVE
D3-1-42 (31)

6TH ST
D3-1-36 (32)

MARKET ST
D3-1-42 (33)

LAWSON AVE
D3-1-42 (34)

LEGEND
- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 5

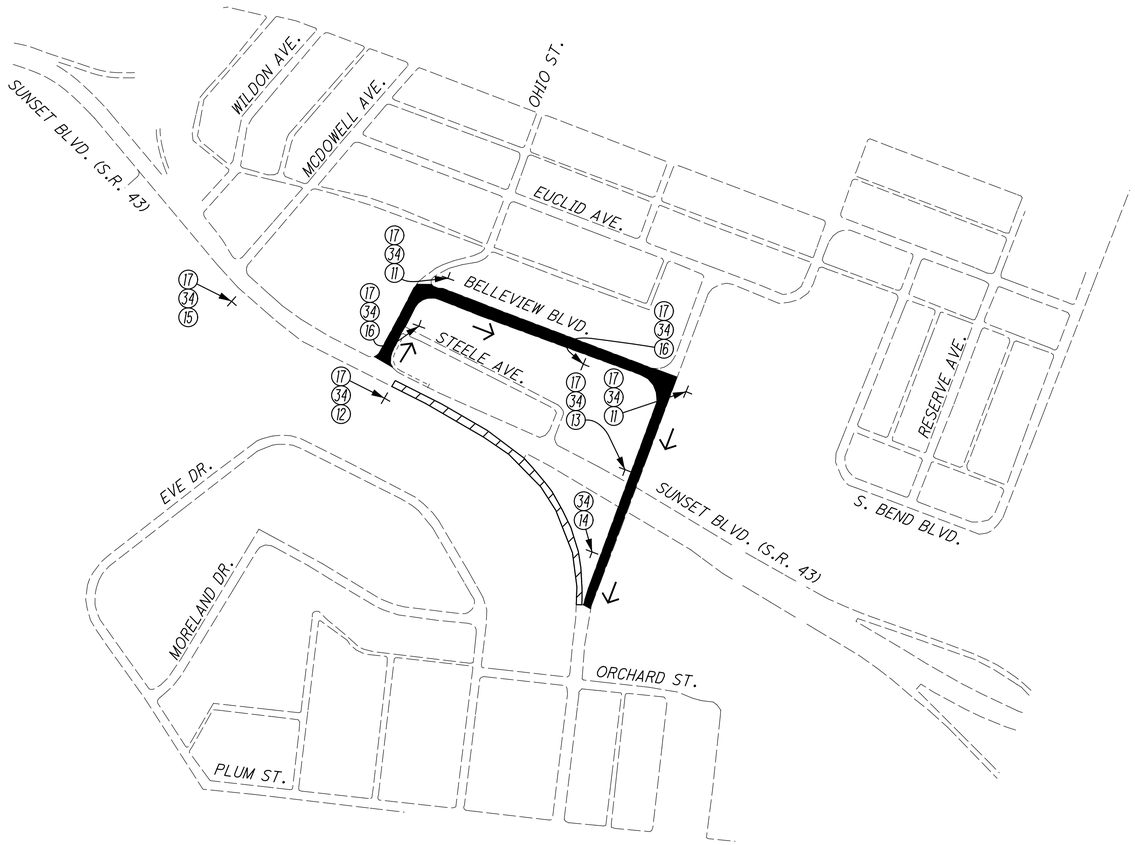
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NTS HORIZONTAL SCALE IN FEET
CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 4B
LINE "B"

JEF-43-0.00



ROAD WORK AHEAD
W20-1-36 (1)

DETOUR AHEAD
W20-2-36 (2)

ROAD CLOSED AHEAD
W20-3-36 (3)

ROAD CLOSED / DETOUR
R11-2-48 M4-10R-48 MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) (4)

ROAD CLOSED
R11-2-48 MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60) (5)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60 M4-10R-48 MOUNTED ON A TYPE III BARRICADE (6)

ROAD CLOSED TO THRU TRAFFIC / DETOUR
R11-4-60 M4-10L-48 MOUNTED ON A TYPE III BARRICADE (7)

43
M1-5-24-2 (8)

EAST
M3-2-24 (9)

WEST
M3-4-24 (10)

DETOUR
M4-9R-30 (11)

DETOUR
M4-9L-30 (12)

DETOUR
M4-H9T-30 (13)

END DETOUR
M4-8a-24 (14)

DETOUR
M4-H9bL-30 (15)

DETOUR
M4-H9bR-30 (16)

TO
M4-5-24 (17)

7
M1-5-24-2 (18)

NORTH
M3-1-24 (19)

SOUTH
M3-3-24 (20)

M5-1L-21 (21)

M5-1R-21 (22)

M6-1L-21 (23)

M6-1R-21 (24)

M6-3-21 (25)

M6-2R-21 (26)

DETOUR
M4-8-24 (27)

5TH ST
D3-1-36 (28)

7TH ST
D3-1-36 (29)

10TH ST
D3-1-36 (30)

STEELE AVE
D3-1-42 (31)

6TH ST
D3-1-36 (32)

MARKET ST
D3-1-42 (33)

LAWSON AVE
D3-1-42 (34)

LEGEND
- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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CALCULATED AKF
CHECKED MAH

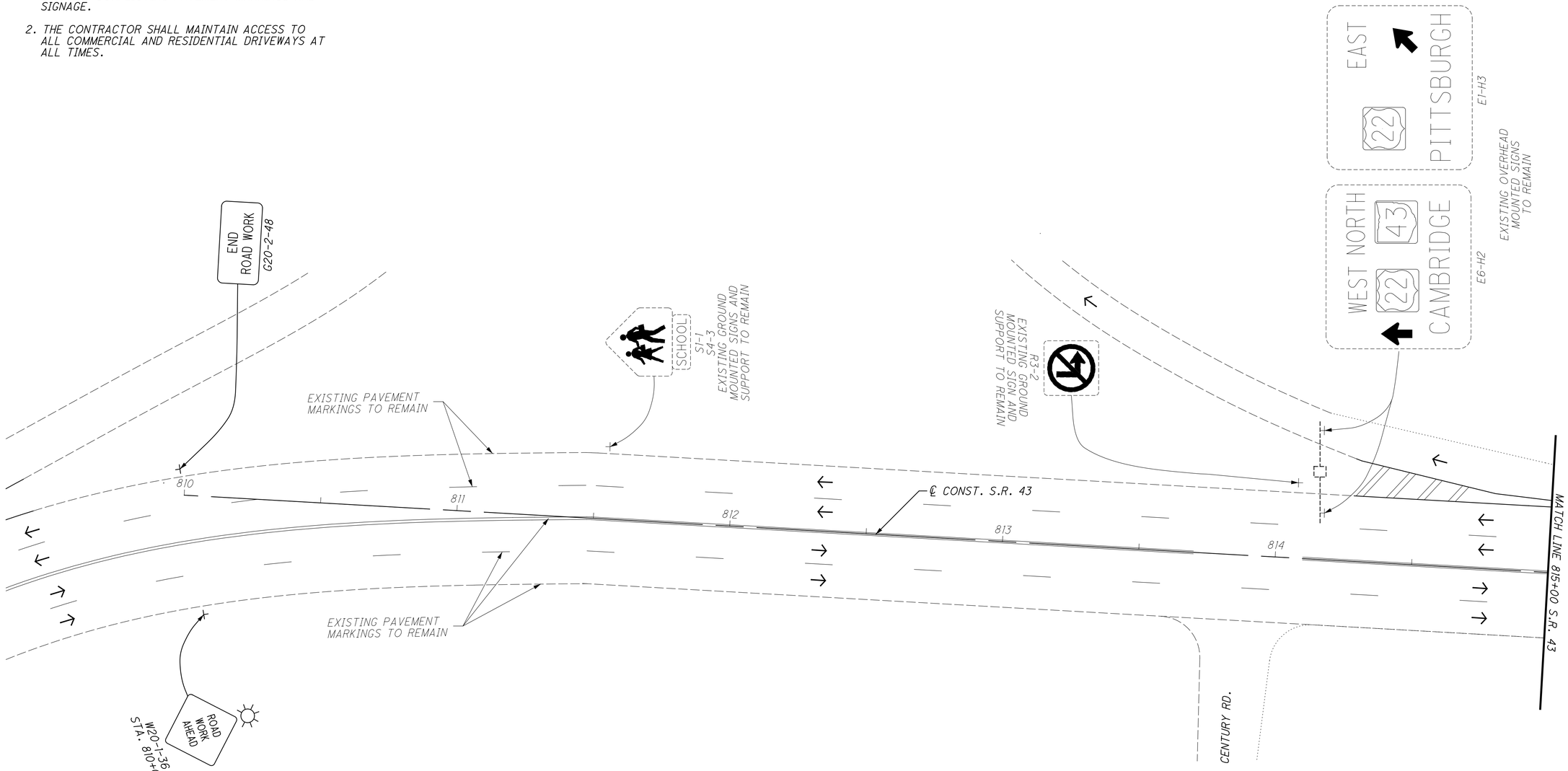
HORIZONTAL SCALE IN FEET
0 NTS NTS NTS

DETOUR PLAN - PHASE 4B
LINE "D"

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

WARNING LIGHT (TYPE PER MT - 101.60)	SL-# WORK ZONE STOP LINE
SIGN AND TEMPORARY SUPPORT	CL-# WORK ZONE CHANNELIZING LINE
CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)	LA-# WORK ZONE LANE ARROW
TEMPORARY PAVEMENT	PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
WORK AREA	DL-# WORK ZONE DOTTED LINE, WHITE
FLASHING ARROW PANEL (TYPE PER MT-35.10)	LL-# WORK ZONE LANE LINE, WHITE
WORK ZONE IMPACT ATTENUATOR	DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
TRAFFIC FLOW ARROW	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
W-# WORK ZONE EDGE LINE, WHITE	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
Y-# WORK ZONE EDGE LINE, YELLOW	

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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8:36:34 AM
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HORIZONTAL SCALE IN FEET
0 10 20 40

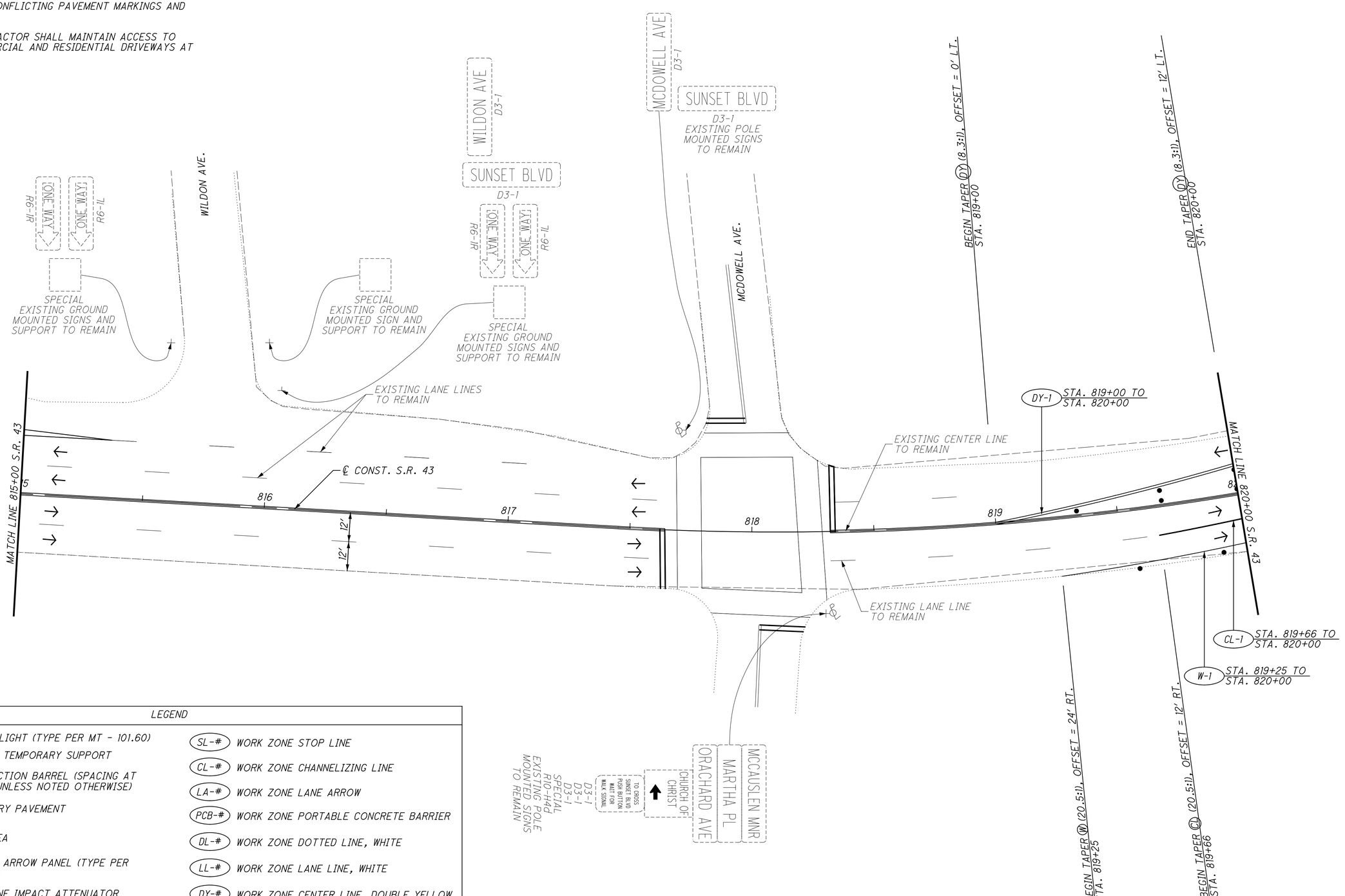
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 BEGIN TO STA. 815+00

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

WARNING LIGHT (TYPE PER MT - 101.60)	SL-# WORK ZONE STOP LINE
SIGN AND TEMPORARY SUPPORT	CL-# WORK ZONE CHANNELIZING LINE
CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)	LA-# WORK ZONE LANE ARROW
TEMPORARY PAVEMENT	PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
WORK AREA	DL-# WORK ZONE DOTTED LINE, WHITE
FLASHING ARROW PANEL (TYPE PER MT-35.10)	LL-# WORK ZONE LANE LINE, WHITE
WORK ZONE IMPACT ATTENUATOR	DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
TRAFFIC FLOW ARROW	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
W-# WORK ZONE EDGE LINE, WHITE	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
Y-# WORK ZONE EDGE LINE, YELLOW	

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 815+00 TO STA. 820+00

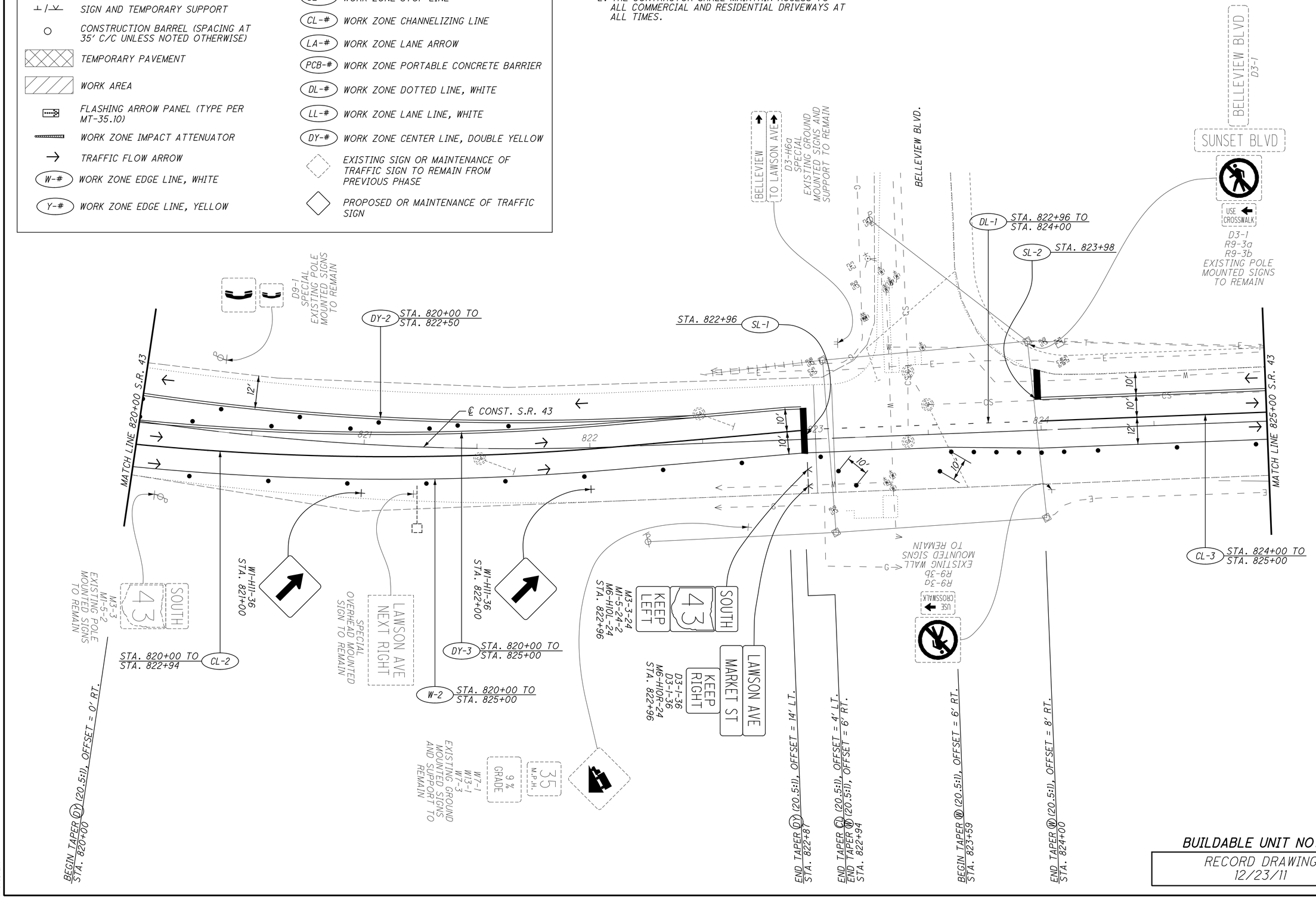
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MOTC17ZKY

LEGEND	
WARNING LIGHT (TYPE PER MT - 101.60)	SL-# WORK ZONE STOP LINE
SIGN AND TEMPORARY SUPPORT	CL-# WORK ZONE CHANNELIZING LINE
CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)	LA-# WORK ZONE LANE ARROW
TEMPORARY PAVEMENT	PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
WORK AREA	DL-# WORK ZONE DOTTED LINE, WHITE
FLASHING ARROW PANEL (TYPE PER MT-35.10)	LL-# WORK ZONE LANE LINE, WHITE
WORK ZONE IMPACT ATTENUATOR	DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
TRAFFIC FLOW ARROW	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
W-# WORK ZONE EDGE LINE, WHITE	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
Y-# WORK ZONE EDGE LINE, YELLOW	

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 820+00 TO STA. 825+00

JEF-43-0.00

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BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

TO LAWNSON AVE
SPECIAL
EXISTING GROUND MOUNTED SIGN AND SUPPORT TO REMAIN

BEGIN SHIFT (DY) (50:1), OFFSET = 14' LT.
BEGIN SHIFT (CL) (50:1), OFFSET = 4' LT.
STA. 828+16

END SHIFT (CL) (50:1), OFFSET = 5' LT.
STA. 828+66

END SHIFT (DY) (50:1), OFFSET = 17' LT.
STA. 829+66

STA. 0+81 SL-3

R1-1-30
STA. 0+79
STOP

LL-1 STA. 829+66 TO STA. 830+00

W-3 STA. 829+66 TO STA. 830+00

DY-4 STA. 825+00 TO STA. 830+00

CL-4 STA. 825+00 TO STA. 829+66

W1-H11-36
STA. 827+50

W1-H11-36
STA. 828+50

℄ CONST. S.R. 43

MATCH LINE 825+00 S.R. 43

MATCH LINE 830+00 S.R. 43

826 827 828 829

W-4 STA. 825+00 TO STA. 825+32

W-5 STA. 825+32 TO STA. 827+00

STA. 827+50 TO STA. 828+80 Y-1

Y-2 STA. 829+88 TO STA. 830+00

W-6 STA. 827+50 TO STA. 830+00

CL-5 STA. 828+18 TO STA. 829+88

BEGIN SHIFT (W) (3.7:1), OFFSET = 8' RT.
STA. 826+00

END TAPER (W) (3.7:1), OFFSET = 34.7' RT.
STA. 827+00

BEGIN SHIFT (X) (3.5:1), OFFSET = 8' RT.
STA. 827+50

BEGIN SHIFT (CL) (20.5:1), OFFSET = 4' LT.
BEGIN SHIFT (W) (20.5:1), OFFSET = 8' RT.
STA. 828+18

END SHIFT (X) (3.5:1), OFFSET = 45.4' RT.
STA. 828+80

43 SOUTH
WASHINGTON ST
E6-H2

MARKET ST BUSINESS DIST.
NEXT RIGHT
E1-H1
SPECIAL
(TEMPORARY OVERLAY 72" X 18")
EXISTING OVERHEAD MOUNTED SIGNS TO REMAIN

LAWSON AVE
E1-H3

MARKET ST
D3-1-36
M6-3-21
STA. 828+15

LAWSON ST
D3-1-36
M6-2R-21
STA. 828+15

EXISTING PAVEMENT MARKINGS TO REMAIN

LAWSON AVE.

EXIT
25 MPH
W13-3
EXISTING GROUND MOUNTED SIGN AND SUPPORT TO REMAIN

MARKET ST
D3-1-36
M6-2R-21
STA. 829+50

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

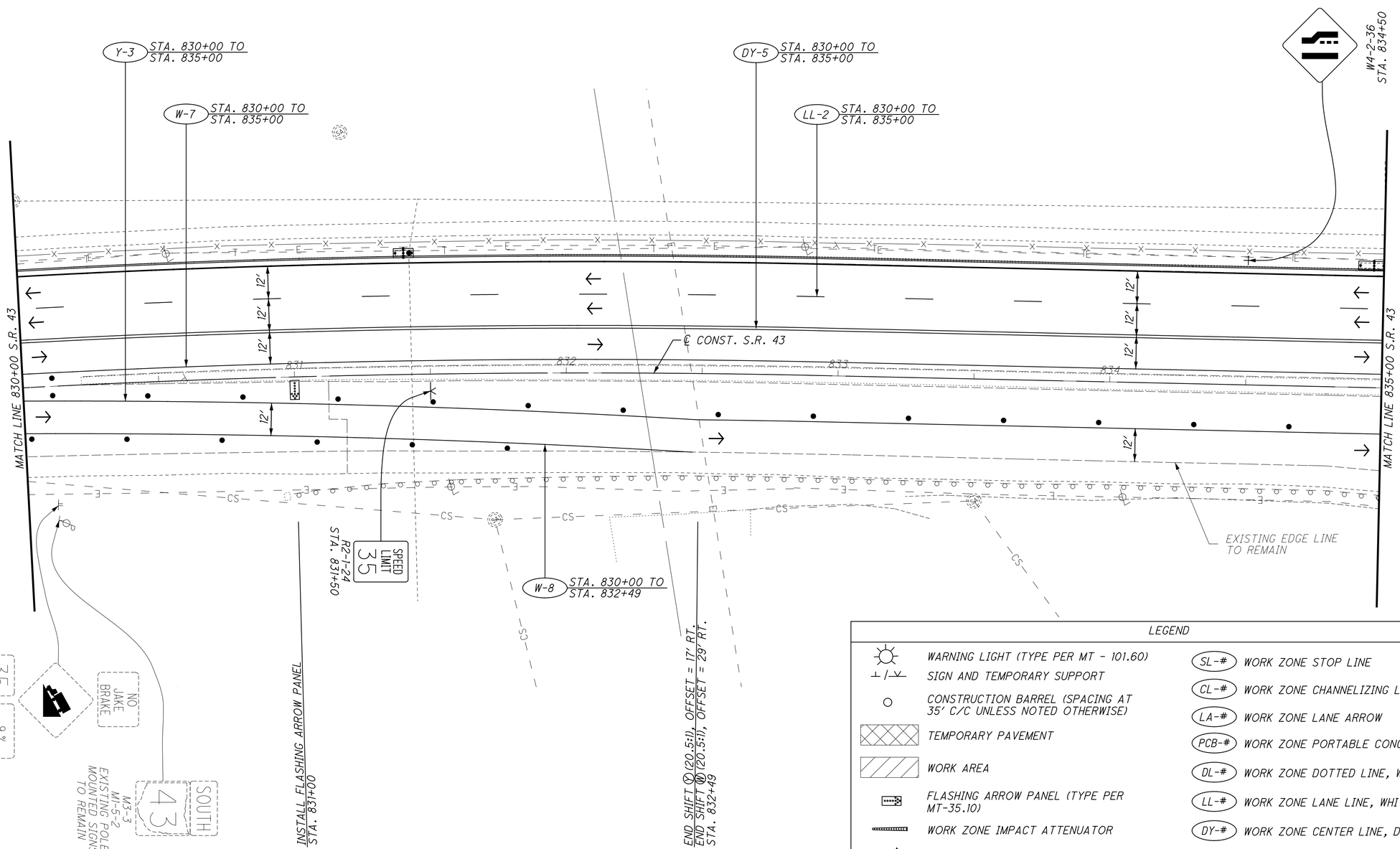
MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 825+00 TO STA. 830+00

JEF-43-0.00

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12/16/2011
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NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 830+00 TO STA. 835+00

JEF-43-0.00

96
434

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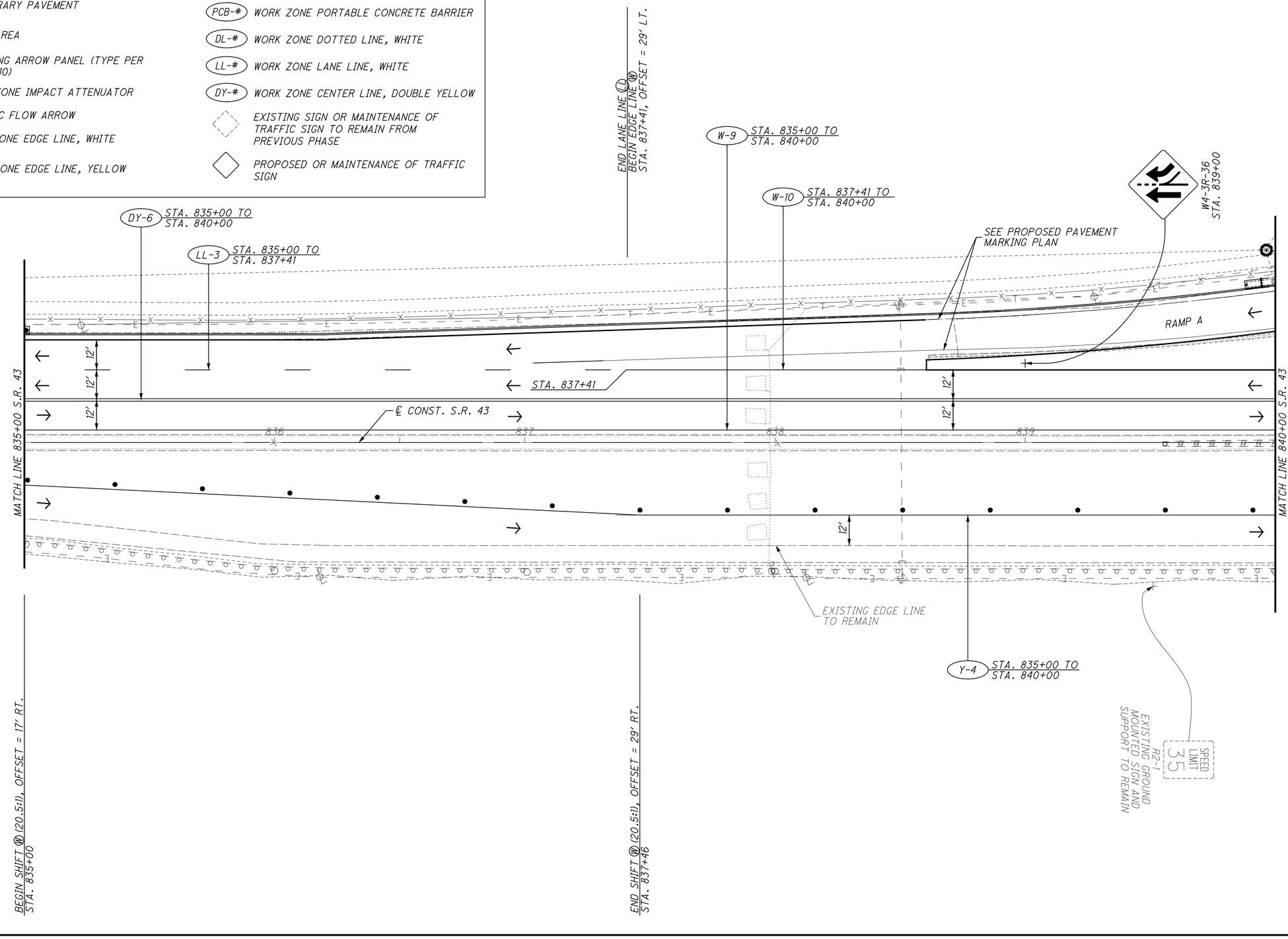
LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

NOTES:
1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

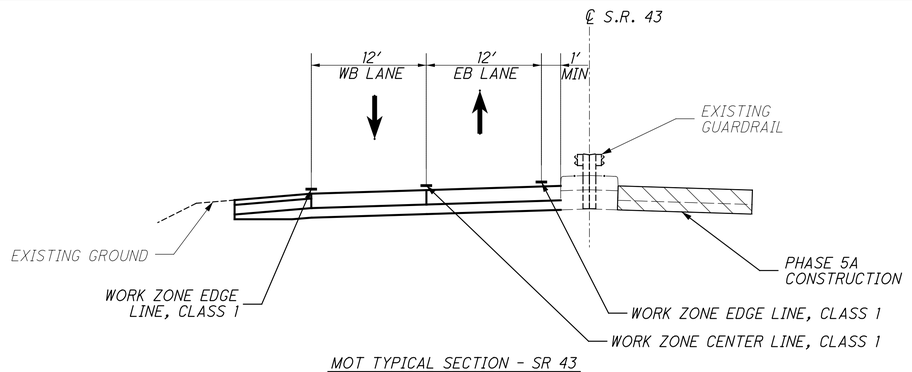
MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 835+00 TO STA. 840+00

JEF-43-0.00

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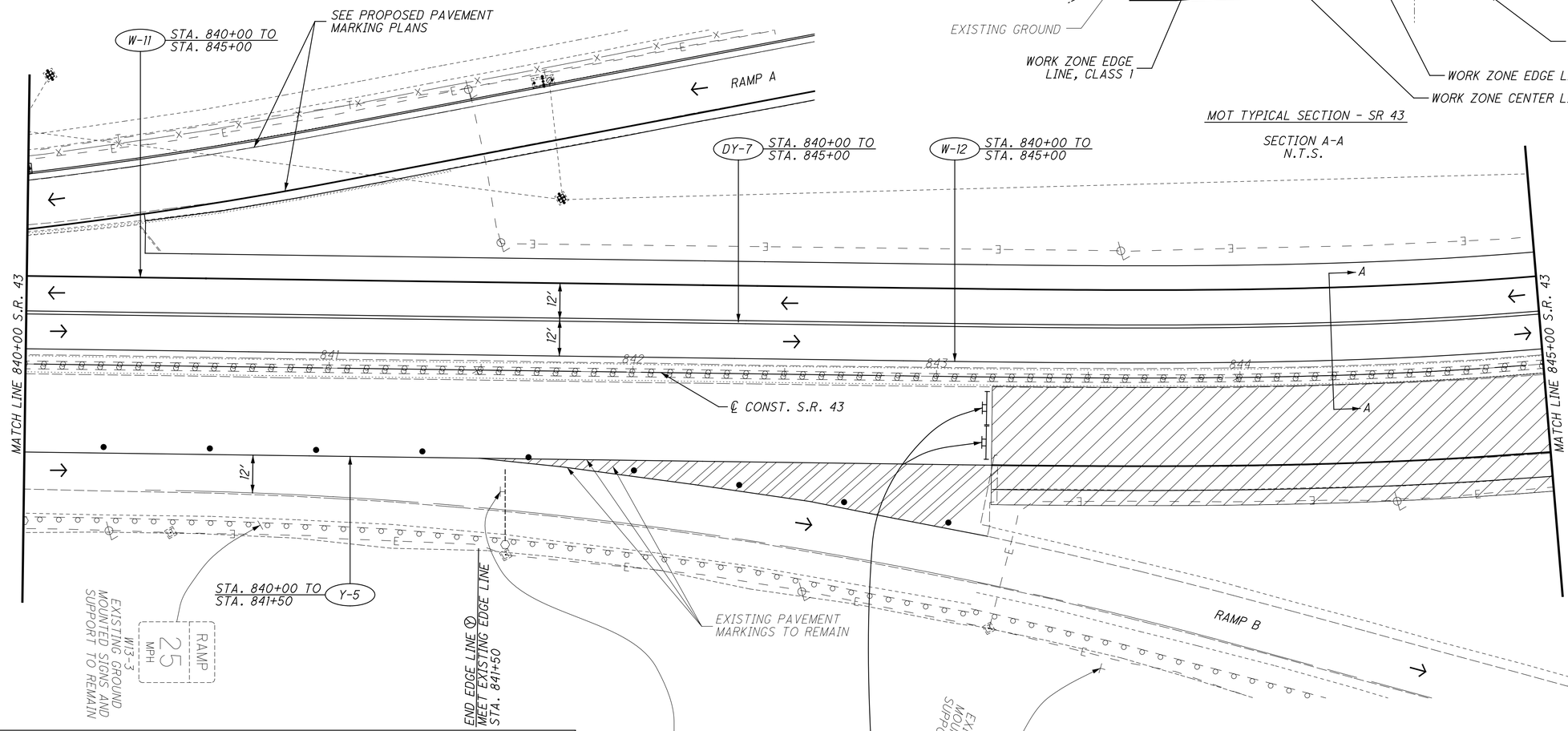
NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



MOT TYPICAL SECTION - SR 43

SECTION A-A
N.T.S.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35′ C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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HORIZONTAL SCALE IN FEET
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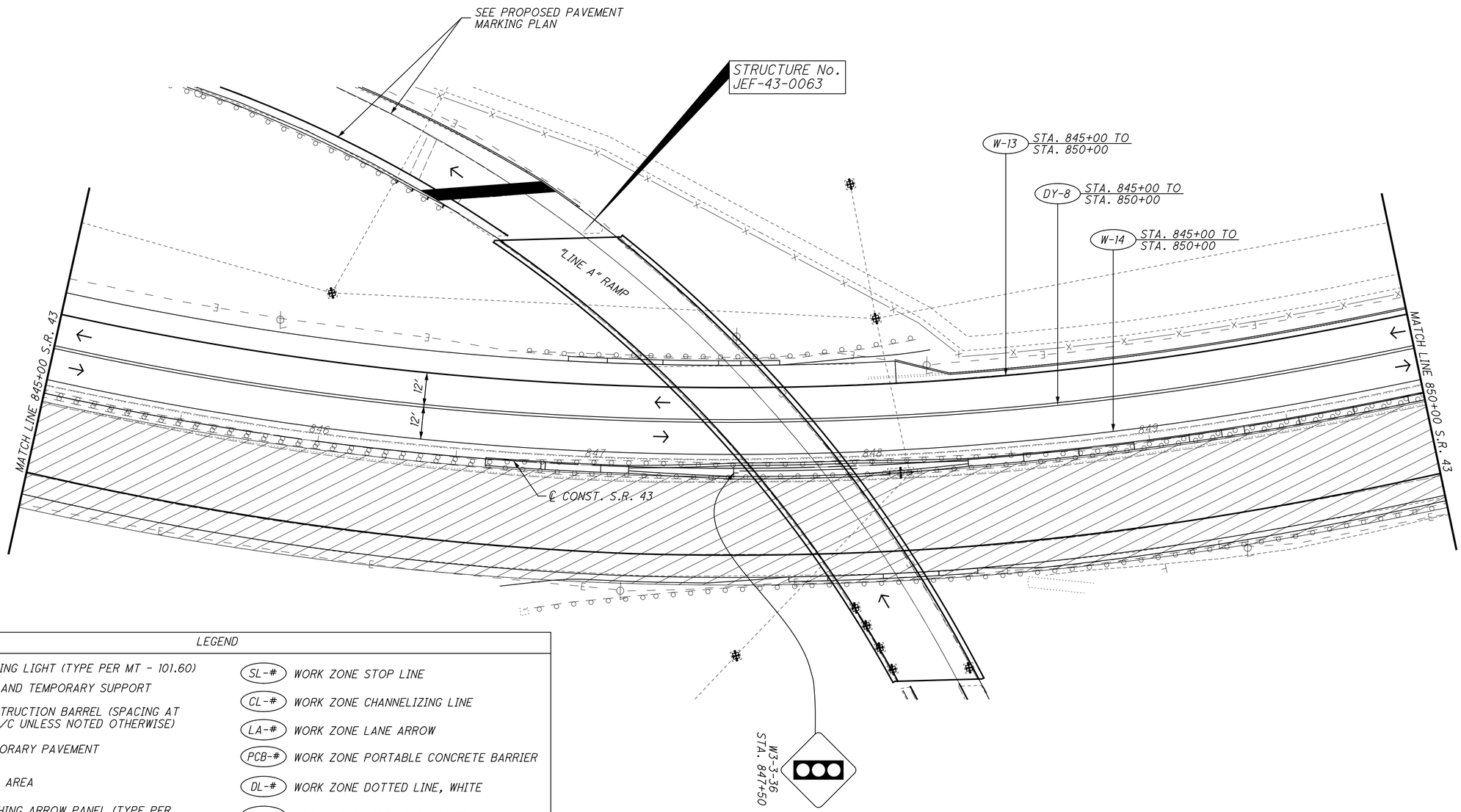
CALCULATED LOB CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 840+00 TO STA. 845+00

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

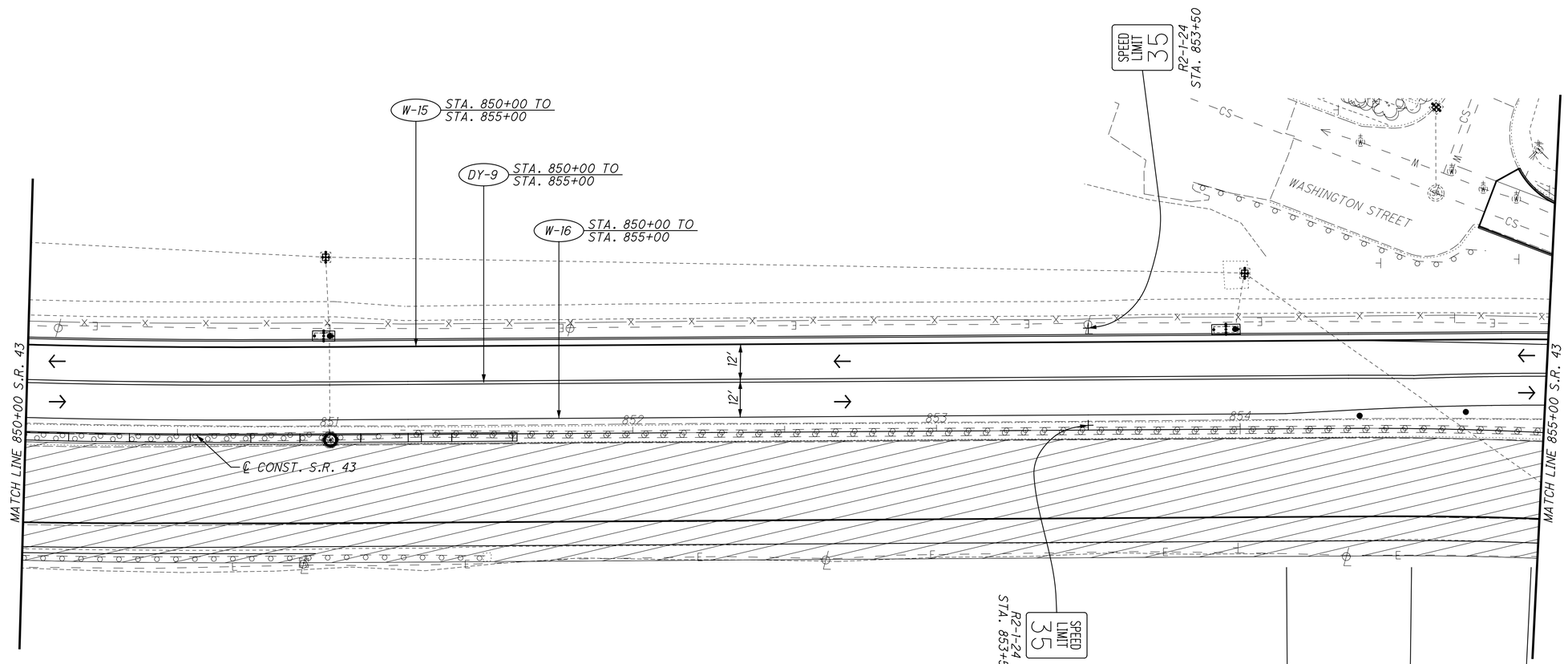
MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 845+00 TO STA. 850+00

JEF-43-0.00

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RMOTCITZKY

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 850+00 TO STA. 855+00

JEF-43-0.00

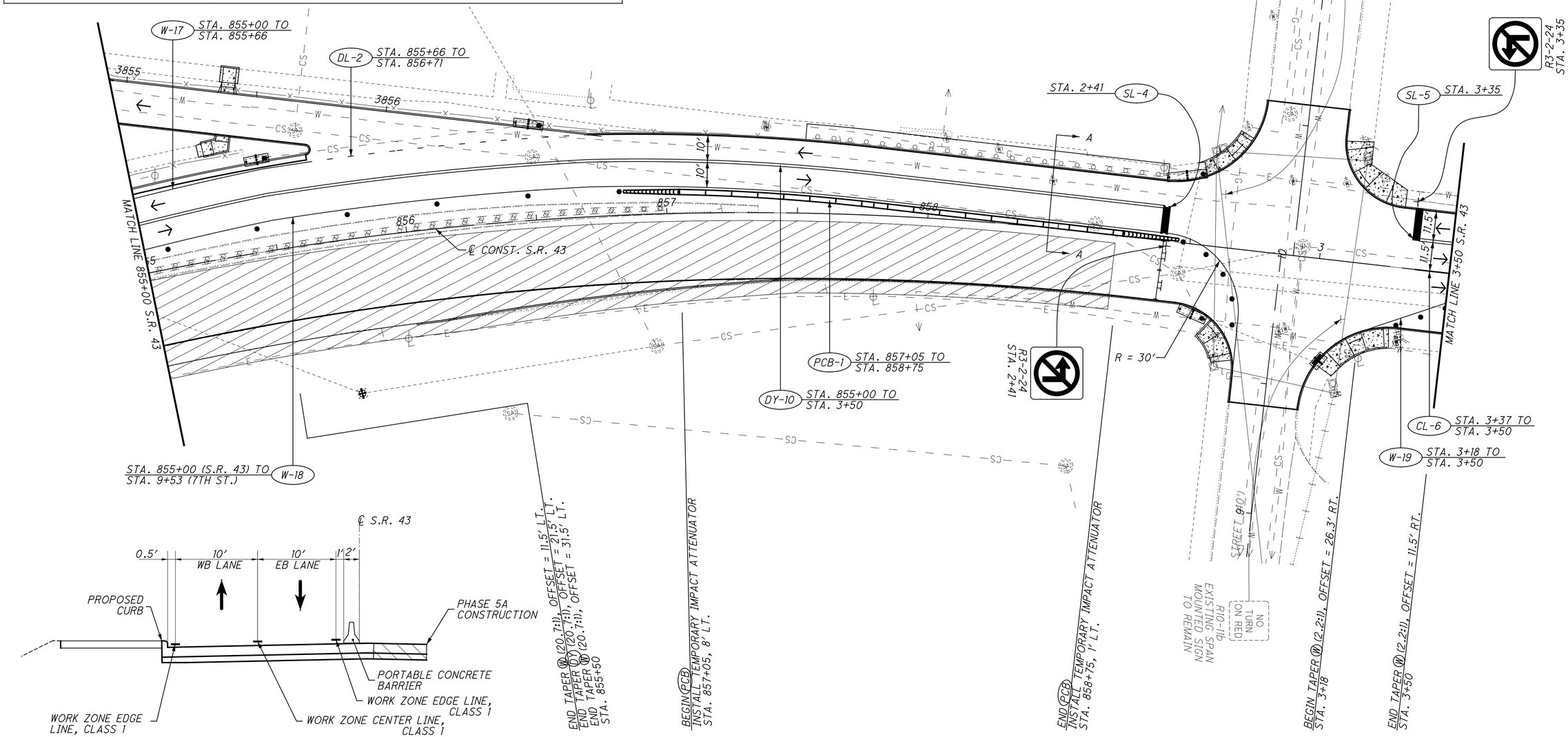
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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTES:
1. FACE OF PORTABLE CONCRETE BARRIER LOCATE 1' FROM WORK ZONE EDGE LINE.
2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



MOT TYPICAL SECTION - SR 43

SECTION A-A
N.T.S.

BUILDABLE UNIT NO. 5

RECORD DRAWING
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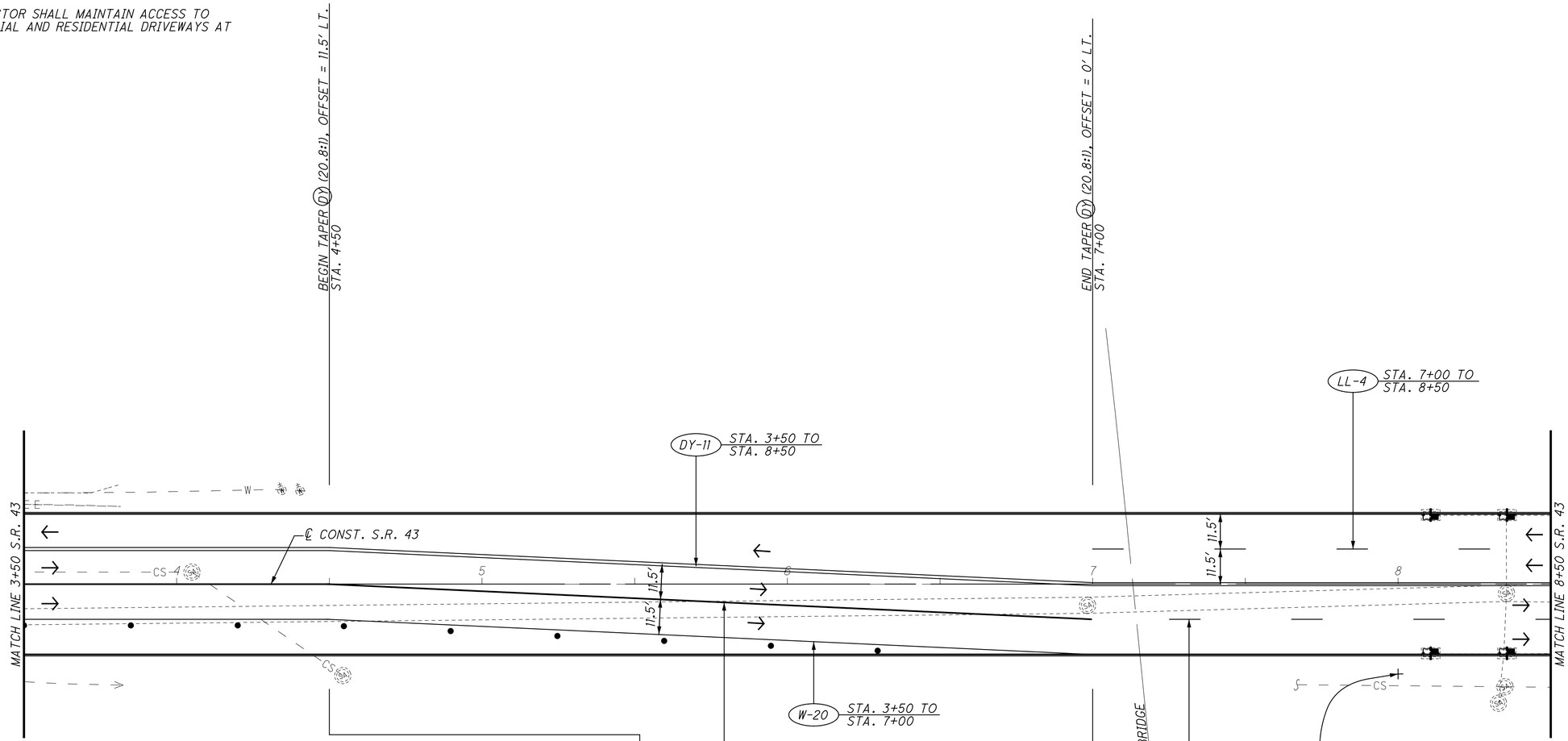
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 855+00 TO STA. 3+50

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
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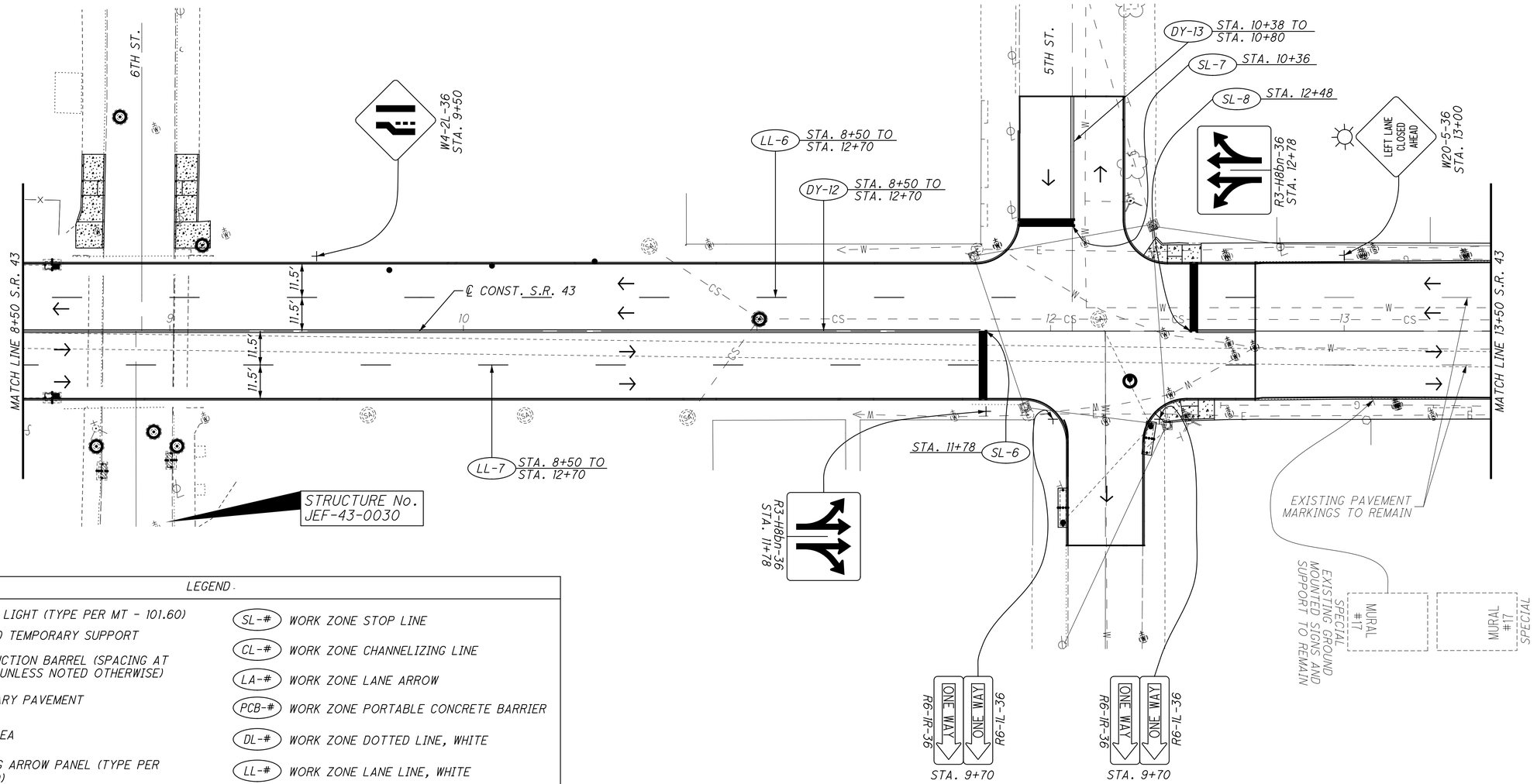
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
STA. 3+50 TO STA. 8+50
PHASE 4A - S.R. 43

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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HORIZONTAL SCALE IN FEET
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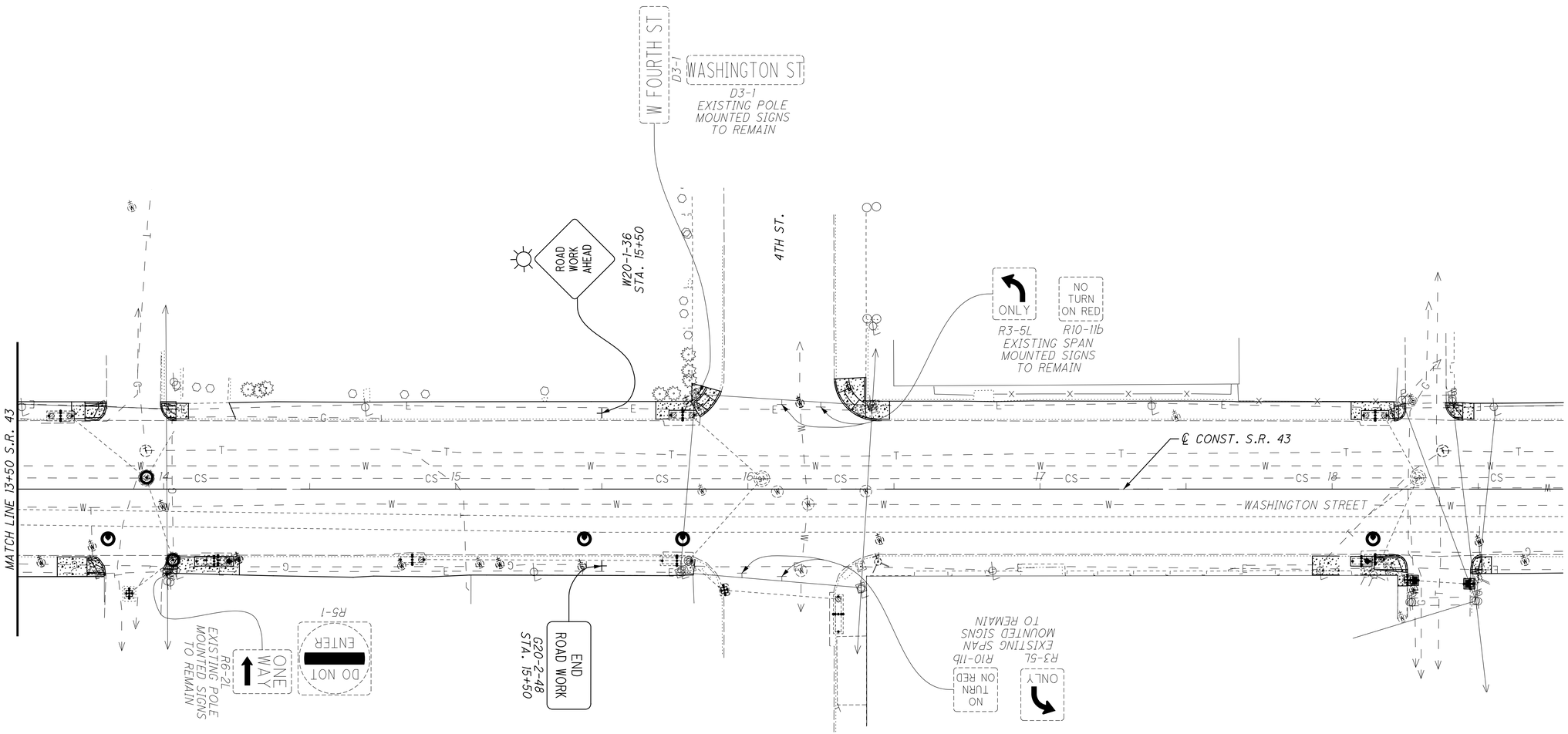
CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 8+50 TO STA. 13+50

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
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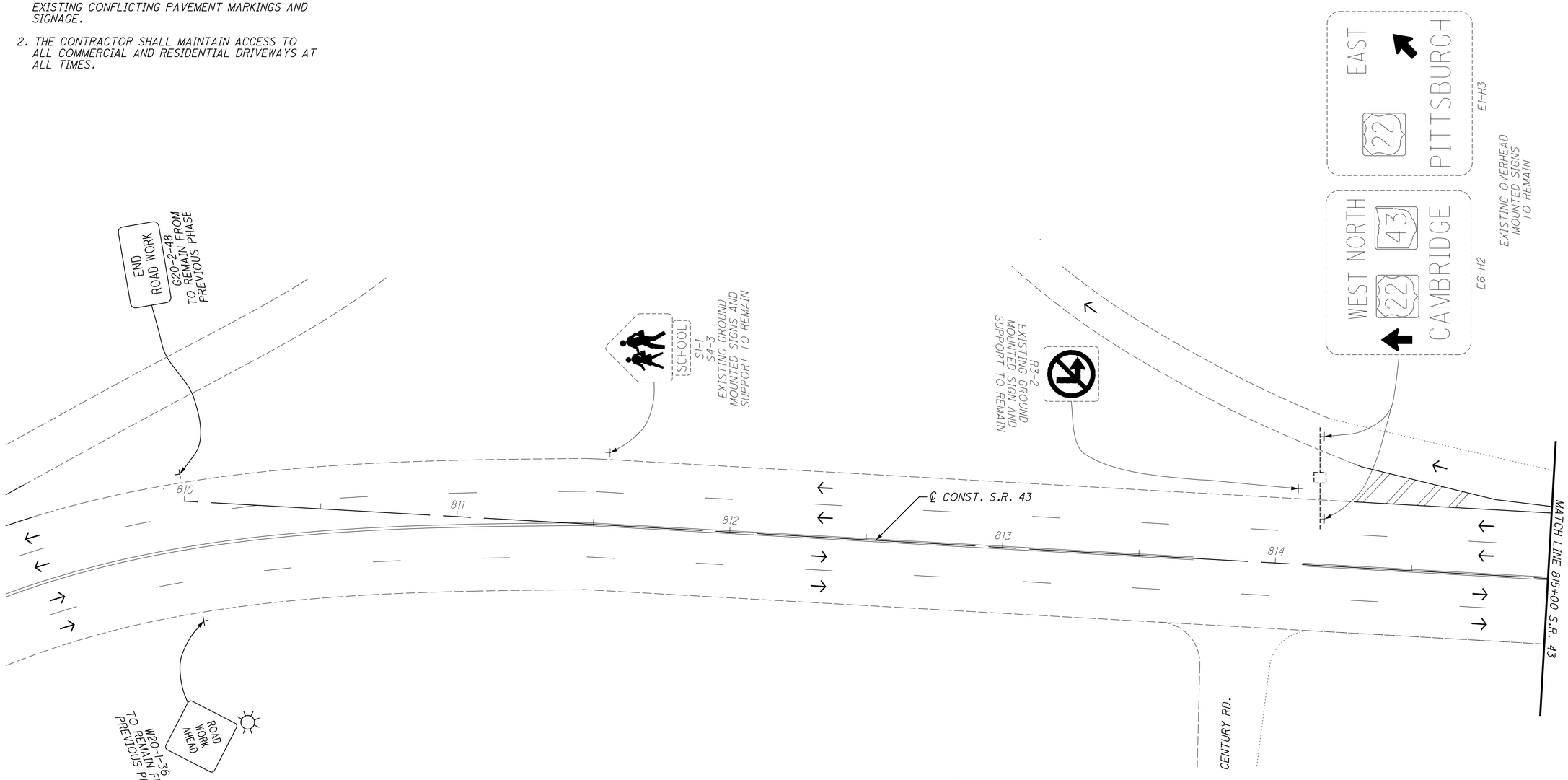
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MAINTENANCE OF TRAFFIC PLAN
PHASE 4A - S.R. 43 STA. 13+50 TO END

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

WARNING LIGHT (TYPE PER MT - 101.60)	SL-# WORK ZONE STOP LINE
SIGN AND TEMPORARY SUPPORT	CL-# WORK ZONE CHANNELIZING LINE
CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)	LA-# WORK ZONE LANE ARROW
TEMPORARY PAVEMENT	PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
WORK AREA	DL-# WORK ZONE DOTTED LINE, WHITE
FLASHING ARROW PANEL (TYPE PER MT-35.10)	LL-# WORK ZONE LANE LINE, WHITE
WORK ZONE IMPACT ATTENUATOR	DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
TRAFFIC FLOW ARROW	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
W-# WORK ZONE EDGE LINE, WHITE	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
Y-# WORK ZONE EDGE LINE, YELLOW	

BUILDABLE UNIT NO. 5

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
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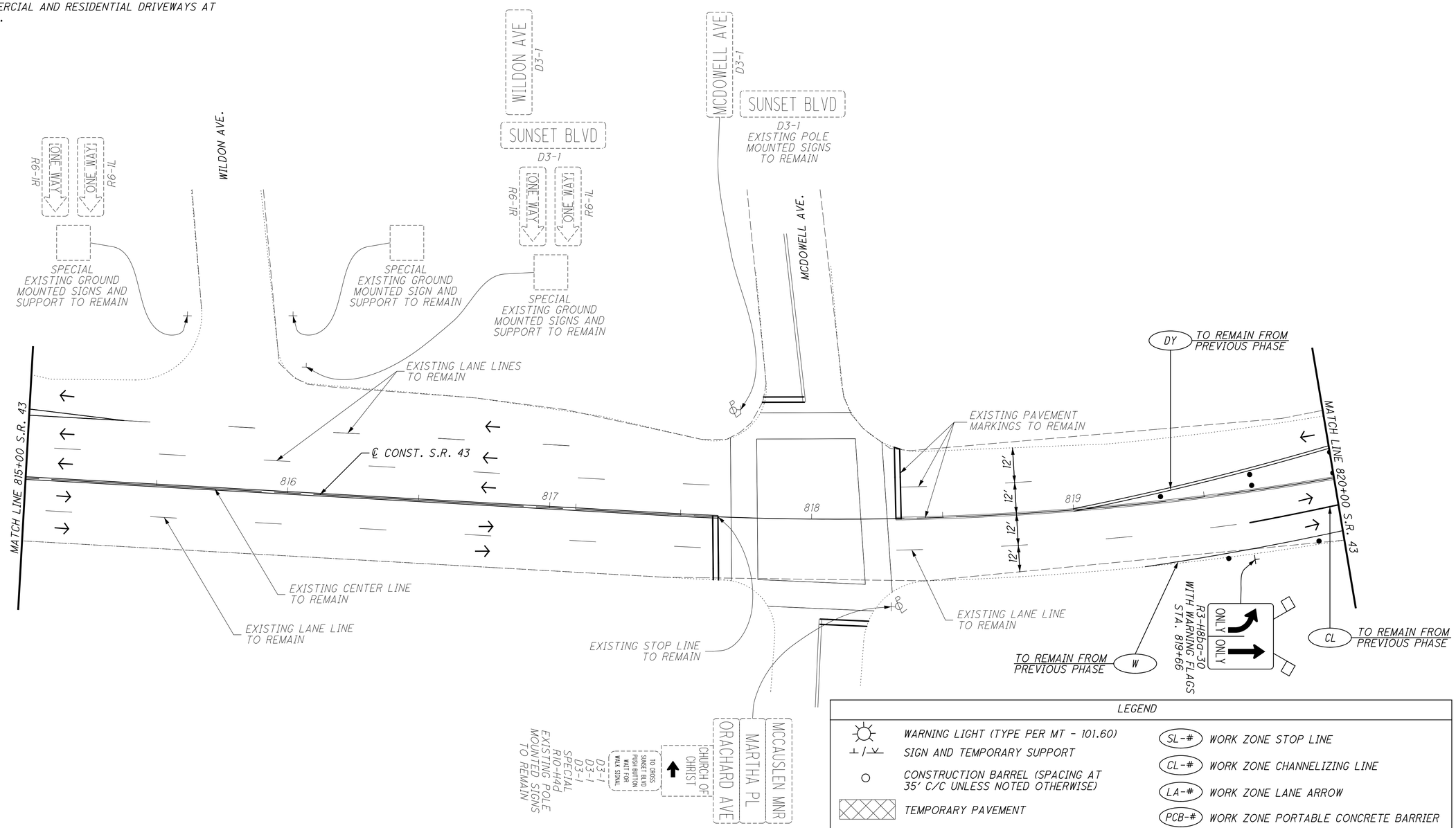
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MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 BEGIN TO STA. 815+00

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 815+00 TO STA. 820+00

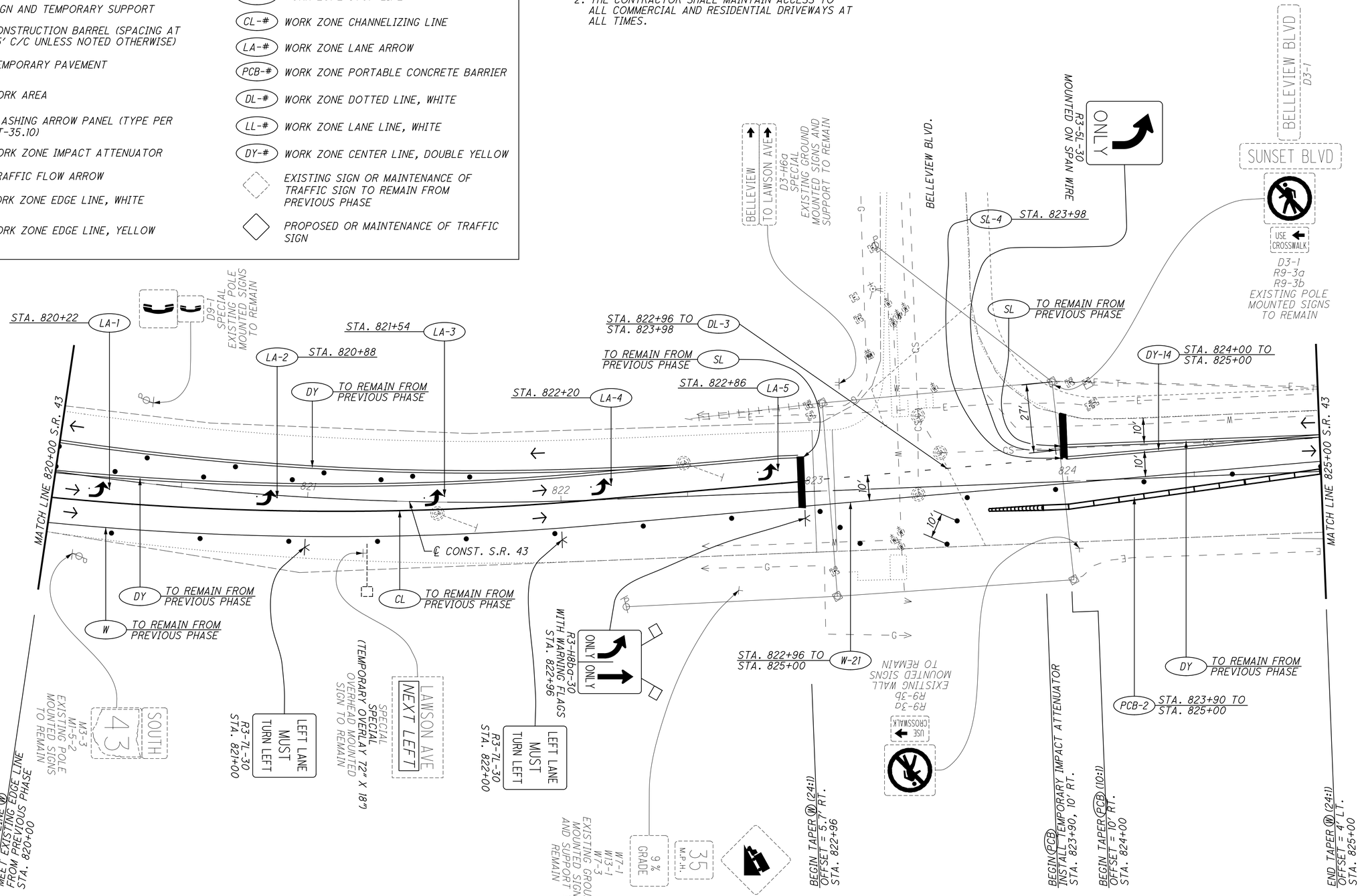
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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTES:
1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

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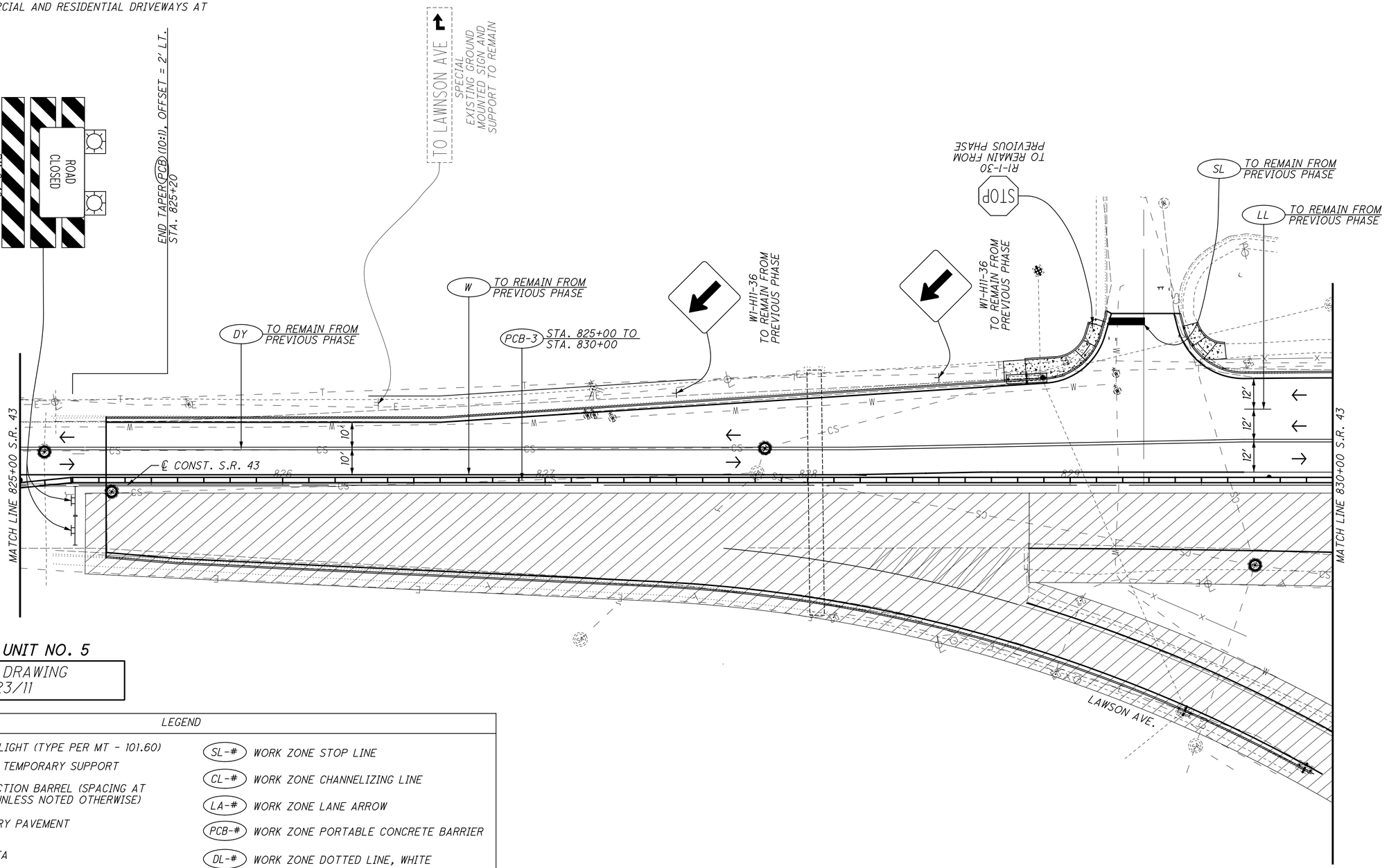
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CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 820+00 TO STA. 825+00

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 825+00 TO STA. 830+00

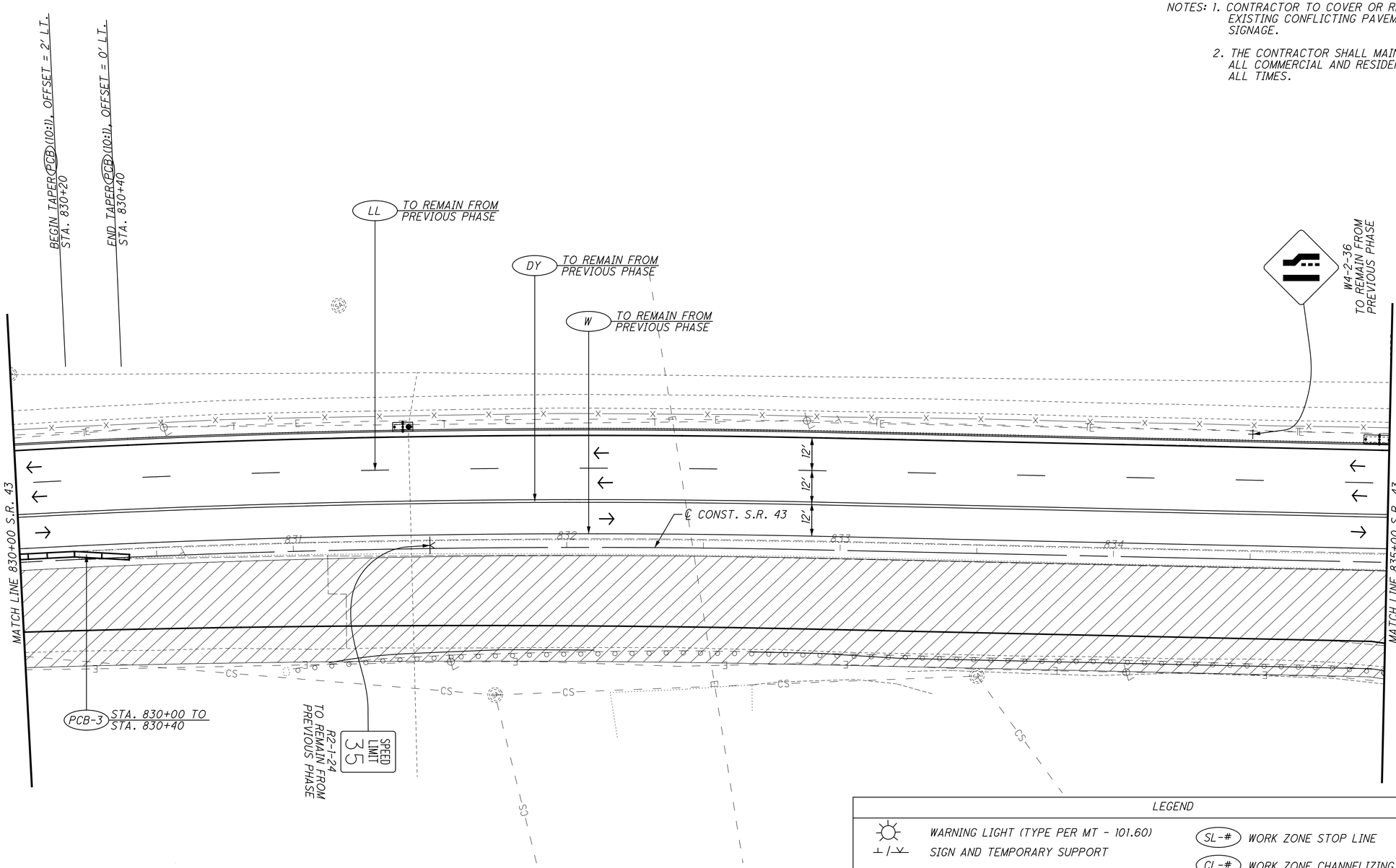
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NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

HORIZONTAL SCALE IN FEET
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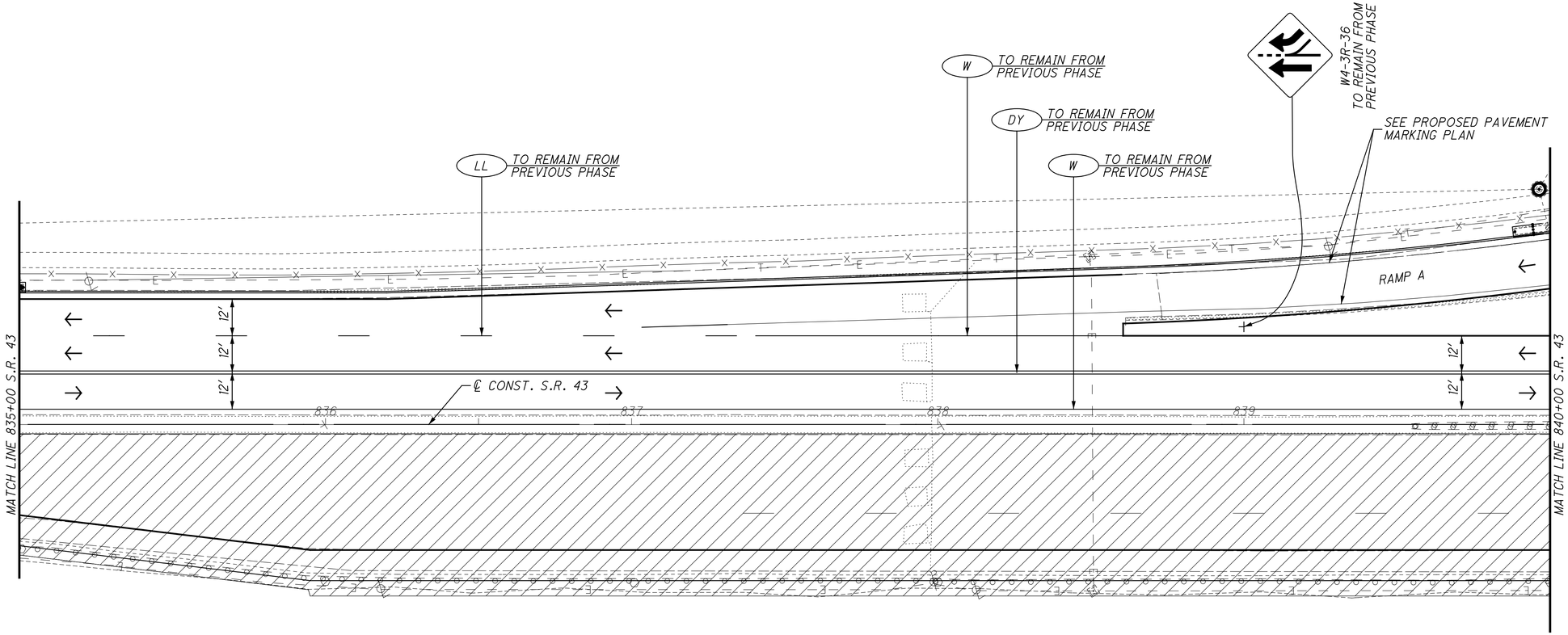
MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 830+00 TO STA. 835+00

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NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
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CALCULATED LOB
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MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 835+00 TO STA. 840+00

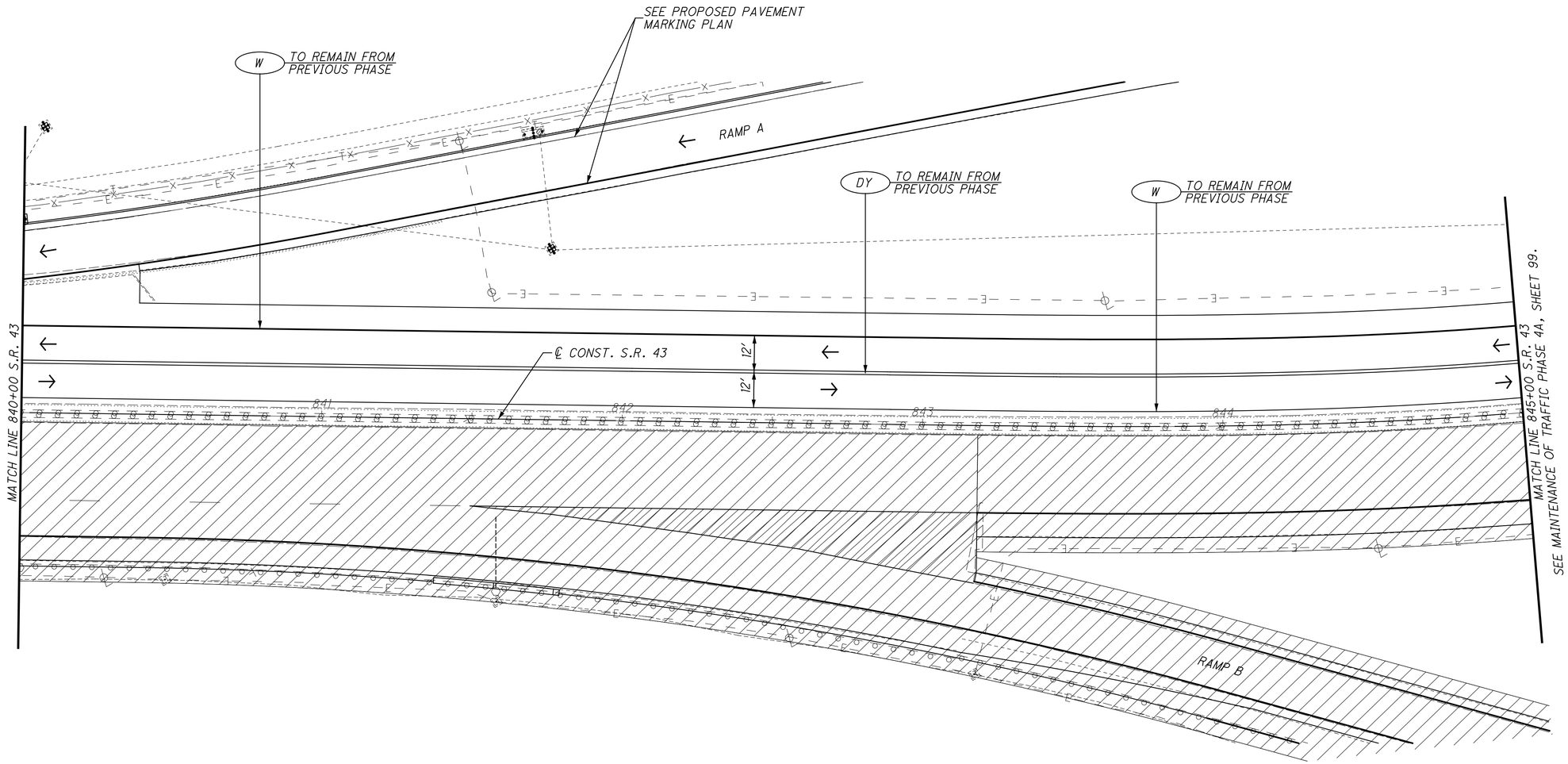
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NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS AT ALL TIMES.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 35' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 5

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
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CALCULATED LOB
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MAINTENANCE OF TRAFFIC PLAN
PHASE 4B - S.R. 43 STA. 840+00 TO STA. 845+00

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE PROJECTED DATES AND THE TIME FRAMES OF ANY ROAD CLOSURES.

1. OHIO DEPARTMENT OF TRANSPORTATION
   DISTRICT 11
   2201 REISER AVENUE
   NEW PHILADELPHIA, OHIO 44663
   PHONE: (330)-339-6633

2. STEUBENVILLE CITY ENGINEER
   PUBLIC WORKS BUILDING
   238 SOUTH LAKE ERIE AVENUE
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 3300

3. CITY OF STEUBENVILLE BOARD OF EDUCATION
   1400 WEST ADAMS STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-3767

4. CITY OF STEUBENVILLE FIRE DEPARTMENT
   308 MARKET STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 1803 (CHIEF OF POLICE OFFICE)
   PHONE: (740)-283-6166 (NON-EMERGENCY)

5. CITY OF STEUBENVILLE POLICE DEPARTMENT
   123 SOUTH 3RD STREET
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-6000 EXT. 2300 (NON-EMERGENCY)
   PHONE: (740)-283-5353 (DISPATCH)

6. OHIO STATE HIGHWAY PATROL
   STEUBENVILLE PATROL POST
   1377 CADIZ ROAD
   WINTERSVILLE, OHIO 43953
   PHONE: (740)-264-1641

7. JEFFERSON COUNTY SHERIFF'S OFFICE
   16001 STATE ROUTE 7
   STEUBENVILLE, OHIO 43952
   PHONE: (740)-283-8600

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF S.R. 43 AS SHOWN ON THE DETOUR PLANS. AFTER S.R. 43 IS CLOSED TO TRAFFIC, THE CONTRACTOR SHALL PERFORM ALL WORK BETWEEN 5TH STREET & 7TH STREET, NOT INCLUDING THE INTERSECTIONS.

THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CONTRACTOR MAY BEGIN THE PHASE 2 INTERSECTION IMPROVEMENTS AT ANY TIME DURING THE S.R. 43 PHASE 1 CLOSURE.

PHASE 2

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 AND THE 7TH STREET/ S.R. 43 INTERSECTIONS. THE 5TH AND 7TH STREET INTERSECTIONS IMPROVEMENTS SHALL BE PERFORMED DURING THE PHASE 1 CLOSURE OF S.R. 43.

PHASE 2A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION. THE CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL TIMING, PLACE PAVEMENT MARKINGS AND SIGNAGE TO ACCOMMODATE BIDIRECTIONAL TRAFFIC ON 5TH STREET AS DETAILED ON SHEET 42. (REFER TO BUILDABLE UNIT 2 PLANS).

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 5TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 5TH STREET TO THRU TRAFFIC AND PROCEED TO PHASE 2B.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION.

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED TEN (10) CALENDAR DAYS.

AFTER THE COMPLETION OF IMPROVEMENTS TO THE 7TH STREET/S.R. 43 INTERSECTION, THE CONTRACTOR SHALL REOPEN 7TH STREET TO THRU TRAFFIC.

AFTER THE COMPLETION OF ALL IMPROVEMENTS TO S.R. 43 AND THE 5TH AND 7TH STREET INTERSECTIONS, THE CONTRACTOR SHALL REOPEN S.R. 43 TO THRU TRAFFIC.

PHASE 3

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE NORTHERN SIDE OF S.R. 43 BEGINNING AT THE WESTERN PROJECT LIMITS (STA. 825+25 +/-) AND ENDING AT THE 7TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS COMPLETED WITH THE PHASE 2 IMPROVEMENTS. THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO 10TH STREET.

THE CONTRACTOR SHALL ALSO PERFORM ALL IMPROVEMENTS TO THE ADAMS STREET RAMP (LINE A) BETWEEN S.R. 43 AND THE ADAMS STREET/LINE A INTERSECTION.

PHASE 3A

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE CLOSURE OF STEELE AVENUE AND 10TH STREET AS SHOWN ON THE DETOUR PLANS. AFTER STEELE AVENUE AND 10TH STREET ARE CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BEGIN IMPROVEMENTS TO THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 838+60+/- AND THE 7TH STREET/S.R. 43 INTERSECTION INCLUDING THE 10TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS.

THE STEELE AVENUE DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 10TH STREET DETOUR SHALL REMAIN IN EFFECT UNTIL THE COMPLETION OF ALL PHASE 3 IMPROVEMENTS.

THE 6TH STREET DETOUR HAS BEEN PROVIDED. THE CONTRACTOR SHALL TREAT THE 6TH STREET DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. WHEN THE CONTRACTOR IS READY TO BEGIN THE 6TH STREET BRIDGE WORK, THE PROVIDED DETOUR PLANS SHALL BE USED.

THIS TRAFFIC PATTERN SHALL BE MAINTAINED UNTIL THE CONTRACTOR IS READY TO CLOSE THE "LINE A" RAMP TO TRAFFIC. AT THAT TIME, THE CONTRACTOR SHALL PROCEED TO PHASE 3B OF CONSTRUCTION.

PHASE 3B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE "LINE A" RAMP AS SHOWN ON THE DETOUR PLANS AND MODIFY THE PHASE 3A MAINTENANCE OF TRAFFIC METHODS AS DETAILED IN THE PHASE 3B MAINTENANCE OF TRAFFIC PLANS.

AFTER THE PHASE 3A MAINTENANCE OF TRAFFIC STRIPING AND SIGNAGE HAS BEEN MODIFIED AND THE "LINE A" RAMP HAS BEEN CLOSED TO TRAFFIC, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE "LINE A" RAMP BETWEEN S.R. 43 AND ADAMS STREET. THE CONTRACTOR SHALL CONTINUE WORK ON THE NORTHERN SIDE (WESTBOUND LANES) OF S.R. 43 BETWEEN STA. 825+25+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

ONCE ALL PHASE 3B IMPROVEMENTS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL PLACE THE PERMANENT "LINE A" RAMP PAVEMENT MARKINGS.

BY THE END OF THE 60 DAY LINE A RAMP CLOSURE, THE CONTRACTOR SHALL HAVE COMPLETED AT A MINIMUM ENOUGH PAVEMENT TO MAINTAIN A SINGLE LANE OF TRAFFIC ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) BETWEEN THE LINE A GORE AREA AND THE WESTERN PROJECT LIMIT UTILIZING THE TRAFFIC PATTERN FROM PHASE 3A. ANY REMAINING WORK ON THE NORTH SIDE OF SR 43 (WESTBOUND LANES) WILL BE COMPLETED AT THIS TIME UNDER THE PHASE 3A TRAFFIC PATTERN. UPON COMPLETION OF ALL PHASE 3 WORK THE CONTRACTOR MAY PROCEED TO PHASE 4.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 4

THE CONTRACTOR SHALL PERFORM ALL IMPROVEMENTS TO THE SOUTHERN SIDE OF S.R. 43 BEGINNING AT THE WESTERN PROJECT LIMITS (STA. 825+25 +/-) AND ENDING AT THE 7TH STREET/S.R. 43 INTERSECTION IMPROVEMENTS COMPLETED WITH THE PHASE 2 AND PHASE 3 IMPROVEMENTS.

THE CONTRACTOR SHALL ALSO PERFORM ALL IMPROVEMENTS TO THE EXIT RAMP TO MARKET STREET ("LINE B") AND THE LAWSON AVENUE RAMP ("LINE D").

PHASE 4A

THE CONTRACTOR SHALL BEGIN IMPROVEMENTS TO THE SOUTHERN SIDE (EASTBOUND LANES) OF S.R. 43 BETWEEN STA. 843+00+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THIS TRAFFIC PATTERN SHALL BE MAINTAINED UNTIL THE CONTRACTOR IS READY TO CLOSE THE "LINE B" RAMP AND "LINE D" RAMP TO TRAFFIC. AT THAT TIME, THE CONTRACTOR SHALL PROCEED TO PHASE 4B OF CONSTRUCTION.

PHASE 4B

THE CONTRACTOR SHALL ERECT DETOUR SIGNS FOR THE "LINE B" RAMP AND "LINE D" RAMP CLOSURES AS SHOWN ON THE DETOUR PLANS AND MODIFY THE PHASE 4A MAINTENANCE OF TRAFFIC METHODS AS DETAILED IN THE PHASE 4B MAINTENANCE OF TRAFFIC PLANS.

AFTER THE PHASE 4A MAINTENANCE OF TRAFFIC STRIPING AND SIGNAGE HAS BEEN MODIFIED AND THE "LINE B" AND "LINE D" RAMPS HAVE BEEN CLOSED TO TRAFFIC, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE "LINE B" AND "LINE D" RAMPS. THE CONTRACTOR SHALL CONTINUE WORK ON THE SOUTHERN SIDE (EASTBOUND LANES) OF S.R. 43 BETWEEN STA. 825+25+/- AND THE 7TH STREET/S.R. 43 INTERSECTION.

THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS.

AFTER THE CONTRACTOR HAS FINISHED ALL OF THE PHASE 4B WORK, THE CONTRACTOR SHALL PROCEED TO PHASE 4C OF CONSTRUCTION.

PHASE 4C

THE CONTRACTOR SHALL CLOSE THE INSIDE LANES OF S.R. 43 BETWEEN STA. 830+00+/- AND STA. 857+50+/- AS PER STANDARD CONSTRUCTION DRAWING MT-95.30. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED MEDIAN AS SHOWN IN THE ROADWAY TYPICAL SECTIONS. ONCE ALL PHASE 4C IMPROVEMENTS HAVE BEEN COMPLETED, THE CONTRACTOR SHALL PLACE THE PERMANENT PAVEMENT MARKINGS.

PHASE 5A

THE CONTRACTOR SHALL CLOSE THE SOUTH SIDE OF S.R. 43 AND SHIFT TRAFFIC TO THE NORTHERN SIDE OF S.R. 43 TO COMPLETE THE IMPROVEMENTS TO THE SOUTHERN SIDE OF S.R. 43 BETWEEN 5TH STREET AND S.R. 7. THE CONTRACTOR SHALL CONSTRUCT THE STORM SEWER IMPROVEMENTS, INSTALL ADA RAMPS AND REPLACE TRAFFIC LOOPS. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT AND PERFORM PAVEMENT REPAIRS TO S.R. 43 WITHIN THE PHASE 5A CONSTRUCTION LIMITS. REPAIRS TO THE EXISTING CURB AND SIDEWALK DUE TO THE STORM SEWER INSTALLATION SHALL BE CONSTRUCTED. AFTER THE COMPLETION OF PHASE 5A, THE CONTRACTOR SHALL PROCEED TO PHASE 5B CONSTRUCTION ACTIVITIES.

PHASE 5B

THE CONTRACTOR SHALL CLOSE THE NORTH SIDE OF S.R. 43 AND SHIFT TRAFFIC TO THE SOUTHERN SIDE OF S.R. 43 TO COMPLETE THE IMPROVEMENTS TO THE NORTHERN SIDE OF S.R. 43 BETWEEN 5TH STREET AND S.R. 7. THE CONTRACTOR SHALL CONSTRUCT THE STORM SEWER IMPROVEMENTS, INSTALL ADA RAMPS AND REPLACE TRAFFIC LOOPS. THE CONTRACTOR SHALL MILL THE EXISTING PAVEMENT AND PERFORM PAVEMENT REPAIRS TO S.R. 43 WITHIN THE PHASE 5B CONSTRUCTION LIMITS. AFTER THE COMPLETION OF PHASE 5B CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO PHASE 5C CONSTRUCTION ACTIVITIES.

PHASE 5C

THE CONTRACTOR SHALL PLACE THE SURFACE COURSE OF PAVEMENT, PERMANENT SIGNING AND PERMANENT PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS, UNDER FLAGGER CONTROL.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

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MAINTENANCE OF TRAFFIC NOTES

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RESTRICTIONS

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 2 OF CONSTRUCTION.

1. THE CLOSURE OF S.R. 43 BETWEEN 5TH STREET AND 7TH STREET SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE IMPROVEMENTS TO THE 5TH AND 7TH STREET INTERSECTIONS SHALL BE PERFORMED CONCURRENTLY WITH THE PHASE 1 S.R. 43 IMPROVEMENTS AND SHALL NOT CAUSE THE CLOSURE OF S.R. 43 BETWEEN 5TH AND 7TH STREET TO EXCEED SIXTY (60) CALENDAR DAYS.

3. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

4. THE CLOSURE OF THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT EXCEED (10) CALENDAR DAYS.

5. THE CLOSURE OF THE 5TH STREET/S.R. 43 INTERSECTION AND THE 7TH STREET/S.R. 43 INTERSECTION SHALL NOT OCCUR CONCURRENTLY.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 3 OF CONSTRUCTION.

1. THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE CLOSURE OF 6TH STREET SHALL NOT EXCEED (60) CALENDAR DAYS.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 4 OF CONSTRUCTION.

1. THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

2. THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS.

THE FOLLOWING RESTRICTIONS ARE ASSOCIATED WITH PHASE 5 OF CONSTRUCTION.

1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF THE INTERSECTING SIDE STREETS AND ALLEYS FOR CONSTRUCTION ACTIVITIES. THE CLOSURES SHALL OCCUR OVERNIGHT BETWEEN THE HOURS OF 5:00PM AND 7:00AM. ONLY ONE INTERSECTING STREET OR ALLEY SHALL BE CLOSED OVERNIGHT.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 614.11, ALL CLASS 1 EDGE LINES, LANE LINES AND CENTER LINES SHALL BE 6 INCHES WIDE AND CHANNELIZING MARKINGS SHALL BE 8 INCHES WIDE. THE APPLICATION RATES FOR THE 4 INCH LINES SHALL BE 1.5 TIMES THE RATES SPECIFIED FOR 4 INCH LINES IN TABLE 614.11-1.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 10 M. GAL.

ACCESS TO PROPERTIES

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES (RESIDENTIAL AND COMMERCIAL) WITHIN THE CONSTRUCTION LIMITS AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH ODOT CMS 614.03. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF DRIVEWAYS:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B 100 CU. YD.
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE C 100 CU. YD.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT 11 (330)-339-6633 OFFICE AND STEUBENVILLE CITY ENGINEER (740)-283-6000 EXT. 3300 EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR (INCLUDING TEMPORARY OVERLAYS, THEIR ERECTION AND REMOVAL).

DETOUR DURATION

PHASE 1
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS, WHEN "LINE A" TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 39. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 2
A MINIMUM OF (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS PER INTERSECTION, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 40-41. (REFER TO BUILDABLE UNIT 2 PLANS).

PHASE 3
STEELE AVENUE SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. STEELE AVENUE SHALL BE DETOURED AS SHOWN ON SHEET 57.

10TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF THE PHASE 3 IMPROVEMENTS. 10TH STREET TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 55.

THE CLOSURE OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS.

6TH STREET SHALL BE CLOSED TO TRAFFIC FOR THE ENTIRE DURATION OF BRIDGE CONSTRUCTION. THE CONTRACTOR SHALL TREAT THE 6TH STREET CONSTRUCTION AND DETOUR PLAN INDEPENDENTLY OF ANY REQUIRED WORK IN PHASE 3A. 6TH STREET SHALL BE DETOURED AS SHOWN ON SHEET 58.

A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 43. THE COMPLETE CLOSURE OF THE "LINE A" RAMP WILL BE REQUIRED FOR IT'S RECONSTRUCTION. THE CLOSURE PERIOD OF THE "LINE A" RAMP SHALL NOT EXCEED SIXTY (60) CONSECUTIVE CALENDAR DAYS. "LINE A" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 56.

PHASE 4
A MINIMUM OF 1 (ONE) LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON S.R. 43. THE COMPLETE CLOSURE OF THE "LINE B" AND "LINE D" RAMPS WILL BE REQUIRED FOR ITS RECONSTRUCTION.

THE CLOSURE OF THE "LINE B" RAMP SHALL NOT EXCEED SIXTY (60) CALENDAR DAYS. "LINE B" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 90.

THE CLOSURE OF THE "LINE D" RAMP SHALL NOT EXCEED THIRTY (30) CALENDAR DAYS. "LINE D" TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 91.

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 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:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT 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) SHOULD 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 LEOS' 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 16 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE ENFORCEMENT AGENCY INVOLVED.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

CALCULATED AKF
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MAINTENANCE OF TRAFFIC NOTES

JEF-43-0.00

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MAINTENANCE OF TRAFFIC

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

1. THE CONTRACTOR SHALL INFORM THE DISTRICT 11 OFFICE (330)-339-6633, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

2. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

3. ONLY DURING OFF-PEAK PERIODS (I.E. ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

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

5. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS.

6. TEMPORARY LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

7. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.

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

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

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD OR RAMP CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON THE RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON THE ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORIST.



W20-H13-60

*CONTRACTOR SHALL USE ACTUAL CLOSURE DATE AND DURATION.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME 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 THROUGH THE WORK SITE 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.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	LABOR DAY
NEW YEARS	THANKSGIVING
MEMORIAL DAY	DEAN MARTIN FESTIVAL, JUNE 17-19, 2010
FOURTH OF JULY	DEAN MARTIN FESTIVAL, JUNE 16-18, 2011

THE PERIOD OF THE TIME THAT THE LANES ARE TO BE OPEN 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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM 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.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS, AS PER PLAN

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEET (15 METERS). AN ESTIMATED QUANTITY OF __ EACH OF ITEM 614 BARRIER REFLECTOR, __ EACH ITEM 614 OBJECT MARKER, ONE-WAY HAVE BEEN PROVIDED AND CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY.

TEMPORARY SIGNAL TIMINGS

BEFORE THE COMMENCEMENT OF PHASE 3, THE CONTRACTOR SHALL ADJUST THE SIGNAL TIMINGS AND PHASING AT THE 7TH STREET / SR 43 INTERSECTION TO ELIMINATE THE LEADING LEFT TURN PHASE FOR EASTBOUND SR 43 TRAFFIC. THE CONTRACTOR SHALL REMOVE THE LEADING LEFT TURN PHASE AND ALLOCATE THE ELIMINATED TIME TO THE EAST/WEST SR 43 MOVEMENT. THE CONTRACTOR SHALL BAG THE UNUSED ARROW HEADS OF THE FIVE SECTION HEAD.

IF DIRECTED BY THE ENGINEER OF RECORD, ADJUSTMENTS MAY BE MADE TO THE TIMINGS AND PHASINGS OF THE SIGNALIZED INTERSECTIONS WITHIN THE MAINTENANCE OF TRAFFIC AREA OF THE PROJECT.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

MAINTENANCE OF TRAFFIC NOTES

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SHEET NUMBER										PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	113		116	117													
																MAINTENANCE OF TRAFFIC	
	100											410	12000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	100											410	13000	100	CU YD	TRAFFIC COMPACTED SURFACE, TYPE C	
	16											614	11110	16	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	100											614	13000	100	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
												614	12420	LUMP		DETOUR SIGNING	
			0.19	0.18								614	21101	0.37	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT, AS PER PLAN	113
			0.19	0.12								614	21201	0.31	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	113
			0.21	0.19								614	22101	0.40	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT, AS PER PLAN	113
			0.10	0.05								614	22201	0.15	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, AS PER PLAN	113
			40	70								614	26400	110	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
	10											616	10000	10	M GAL	WATER	
																MISCELLANEOUS	
												614	11000	LUMP		MAINTAINING TRAFFIC	

BUILDABLE UNIT NO. 4
RECORD DRAWING
12/23/11

CALCULATED AKF
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SUMMARY OF TRAFFIC GENERAL MAINTENANCE

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12/15/2011
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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE CENTER LINE, CLASS 1, 642 PAINT, AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1, 740.06, TYPE 1, AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1, 740.06, TYPE 1 (WHITE), AS PER PLAN	614 WORK ZONE STOP LINE, CLASS 1, 740.06, TYPE 1
						FT	FT	FT	FT	FT
122	DY-1	SR 43	4+50	8+44	RT		394.00			
122	W-1	SR 43	7+20	8+50	RT				130.00	
123	DY-2	SR 43	8+50	11+93	LT		343.00			
123	DY-3	SR 43	12+70	13+50	LT	80.00				
123	DY-18	SR 43	12+50	12+70	LT		20.00			
123	DY-20	SR 43	8+50	10+95	LT		245.00			
123	W-2	SR 43	8+50	11+93	RT/LT				343.00	
123	W-3	SR 43	12+70	13+50	LT			80.00		
123	W-17	SR 43	12+48	12+70	LT				22.00	
123	SL-1	SR 43	11+95		LT					10.00
124	DY-4	SR 43	13+50	15+73	LT	223.00				
124	DY-5	SR 43	16+48	18+50	LT	202.00				
124	W-4	SR 43	13+50	15+73	LT			223.00		
124	W-5	SR 43	16+46	18+50	LT			204.00		
124	SL-2	SR 43	15+75		LT					10.00
125	DY-6	SR 43	18+50	20+20	LT	170.00				
125	DY-7	SR 43	20+90	23+50	LT	260.00				
125	W-6	SR 43	18+50	20+20	LT			170.00		
125	W-7	SR 43	20+88	23+50	LT			262.00		
125	SL-3	SR 43	20+22		LT					10.00
126	DY-8	SR 43	23+50	24+08	LT	58.00				
126	W-8	SR 43	23+50	24+43	LT			125.00		
126	SL-4	SR 43	24+10		LT					10.00
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						993.00	#####	#####	495.00	40
MILE						0.19	0.19	0.21	0.10	

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MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 5A - SHEET 1 OF 1

JEF-43-0.00

BUILDABLE UNIT NO. 4
RECORD DRAWING
12/23/11

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SHEET NO.	REF. NO.	LOCATION	STATION FROM	STATION TO	SIDE	614 WORK ZONE CENTER LINE, CLASS 1, 642 PAINT, AS PER PLAN	614 WORK ZONE CENTER LINE, CLASS 1, 740.06, TYPE 1, AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (WHITE), AS PER PLAN	614 WORK ZONE EDGE LINE, CLASS 1, 740.06, TYPE 1 (WHITE), AS PER PLAN	614 WORK ZONE STOP LINE, CLASS 1, 740.06, TYPE 1
						FT	FT	FT	FT	FT
127	DY-9	SR 43	7+25	8+50	RT		125.00			
128	DY-10	SR 43	9+75	11+00	RT		125.00			
128	DY-11	SR 43	8+50	11+83	RT		333.00			
128	DY-12	SR 43	12+70	13+50	RT	80.00				
128	DY-19	SR 43	12+52	12+70	RT		18.00			
128	W-9	SR 43	9+75	11+70	LT/RT				195.00	
128	W-10	SR 43	12+70	13+50	RT			80.00		
128	W-18	SR 43	12+52	12+70	RT				18.00	
128	SL-5	SR 43	11+85		RT					10.00
128	SL-6	SR 43	12+50		RT					10.00
129	DY-13	SR 43	13+50	15+73	RT	223.00				
129	DY-14	SR 43	16+52	18+50	RT	198.00				
129	W-11	SR 43	13+50	13+60	RT			10.00		
129	W-12	SR 43	14+20	15+72	RT			152.00		
129	W-13	SR 43	16+52	18+50	RT			198.00		
129	SL-7	SR 43	15+75		RT					10.00
129	SL-8	SR 43	16+50		RT					10.00
130	DY-15	SR 43	18+50	20+13	RT	163.00				
130	DY-16	SR 43	20+93	23+50	RT	257.00				
130	W-14	SR 43	18+60	20+15	RT			155.00		
130	W-15	SR 43	20+93	23+50	RT			257.00		
130	SL-9	SR 43	20+15		RT					10.00
130	SL-10	SR 43	20+91		RT					10.00
131	DY-17	SR 43	23+50	23+63	RT	13.00				
131	W-16	SR 43	23+50	24+35	RT			149.00		
131	SL-11	SR 43	23+65		RT					10.00
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY						934.00	601.00	1001.00	213.00	70
MILE						0.18	0.12	0.19	0.05	

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MAINTENANCE OF TRAFFIC SUBSUMMARY
PHASE 5B - SHEET 1 OF 1

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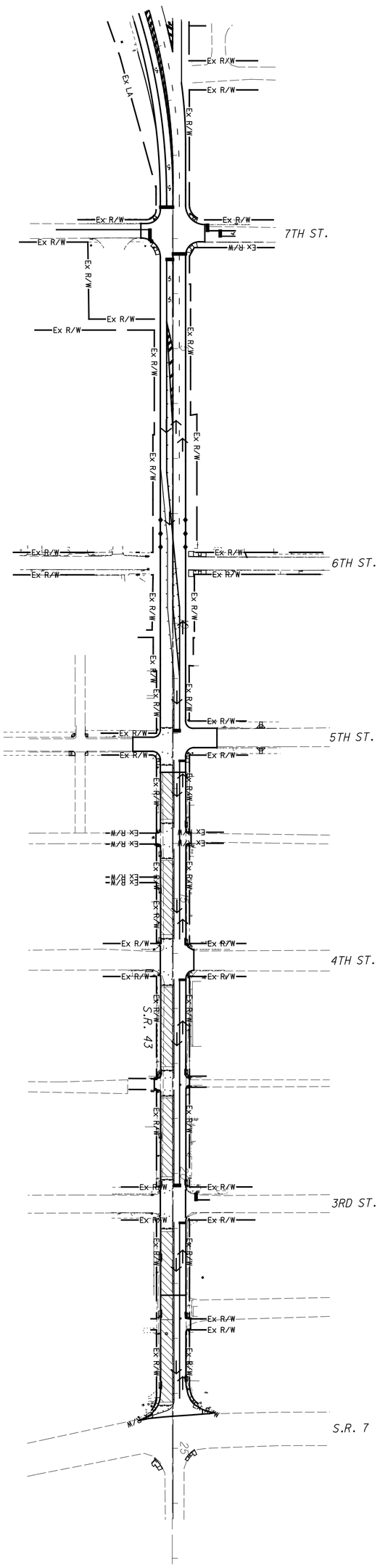
EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11



118
434

JEF-43-0.00

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 5A - 7TH STREET TO S.R. 7

CALCULATED LOB
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0 50 100 200
HORIZONTAL SCALE IN FEET

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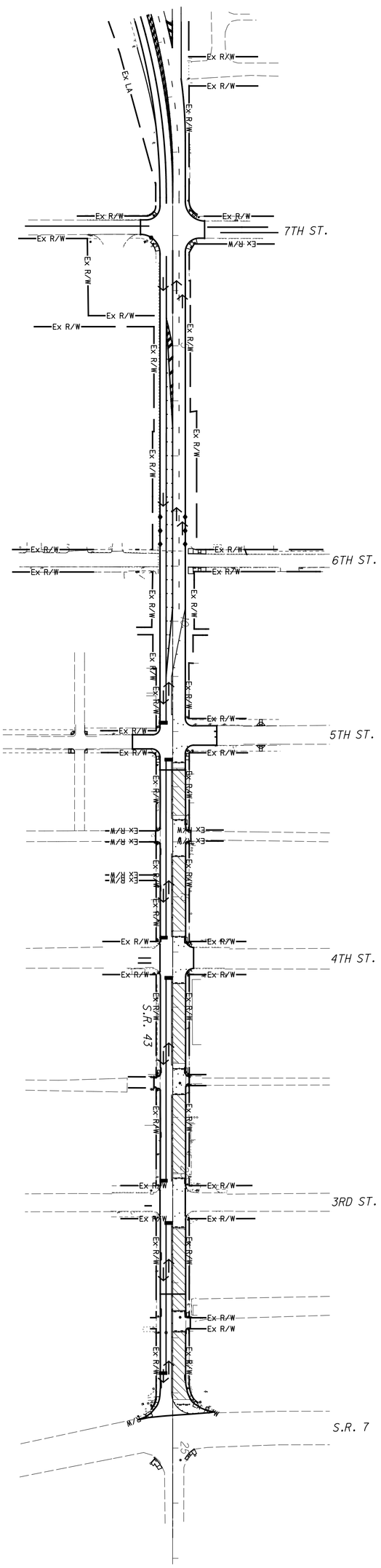
EXISTING PAVEMENT

WORK AREA

TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 4

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MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
PHASE 5B - 7TH STREET TO S.R. 7

CALCULATED LOB
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0 50 100 200
HORIZONTAL SCALE IN FEET





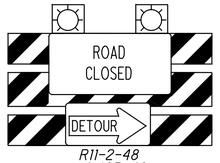
W20-1-36
(1)



W20-2-36
(2)



W20-3-36
(3)



R11-2-48
M4-10R-48
MOUNTED ON TYPE III
BARRICADE WITH TWO
TYPE B FLASHING WARNING
LIGHTS PER BARRICADE
(AS PER MT-101.60)
(4)



R11-2-48
MOUNTED ON TYPE III
BARRICADE WITH TWO
TYPE B FLASHING WARNING
LIGHTS PER BARRICADE
(AS PER MT-101.60)
(5)



R11-4-60
M4-10R-48
MOUNTED ON A TYPE III
BARRICADE
(6)



R11-4-60
M4-10L-48
MOUNTED ON A TYPE III
BARRICADE
(7)



M1-5-24-2
(8)



M3-2-24
(9)



M3-4-24
(10)



M4-9R-30
(11)



M4-9L-30
(12)



M4-H9T-30
(13)



M4-8a-24
(14)



M4-H9bL-30
(15)



M4-H9bR-30
(16)



M4-5-24
(17)



M1-5-24-2
(18)



M3-1-24
(19)



M3-3-24
(20)



M5-1L-21
(21)



M5-1R-21
(22)



M6-1L-21
(23)



M6-1R-21
(24)



M6-3-21
(25)



M6-2R-21
(26)



M4-8-24
(27)



D3-1-36
(28)



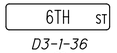
D3-1-36
(29)



D3-1-36
(30)



D3-1-42
(31)



D3-1-36
(32)



R7-1-12
TO BE MOUNTED TO
CONSTRUCTION DRUMS
OR BARRICADES
(33)

△ TYPE III BARRIER
SET ADJACENT TO
THE STREET FACING
ONCOMING TRAFFIC

LEGEND

- SIGN
- TYPE III BARRICADE
- WORK AREA
- DETOUR ROUTE
- TRAFFIC FLOW ARROW

NOTE: THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTION OF ALL SIDE STREETS AND ALLEYS WITHIN THE PHASE 5 PROJECT LIMITS FOR STORM SEWER AND RESURFACING OPERATIONS. ONLY ONE INTERSECTION MAY BE CLOSED PER NIGHT. THE INTERSECTION CLOSURE SHALL BE PERFORMED BETWEEN THE HOURS OF 5:00 PM AND 7:00 AM.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

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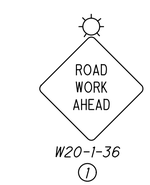
HORIZONTAL SCALE IN FEET
0 NTS NTS NTS NTS

CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 5A - S.R. 43
SIDE STREET AND ALLEYS - NIGHT CLOSURES

JEF-43-0.00





W20-1-36 (1)



W20-2-36 (2)



W20-3-36 (3)



R11-2-48
M4-10R-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(4)



R11-2-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(5)



R11-4-60
M4-10R-48
MOUNTED ON A TYPE III BARRICADE
(6)



R11-4-60
M4-10L-48
MOUNTED ON A TYPE III BARRICADE
(7)



M1-5-24-2 (8)



M3-2-24 (9)



M3-4-24 (10)



M4-9R-30 (11)



M4-9L-30 (12)



M4-H9T-30 (13)



M4-8a-24 (14)



M4-H9bL-30 (15)



M4-H9bR-30 (16)



M4-5-24 (17)



M1-5-24-2 (18)



M3-1-24 (19)



M3-3-24 (20)



M5-1L-21 (21)



M5-1R-21 (22)



M6-1L-21 (23)



M6-1R-21 (24)



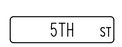
M6-3-21 (25)



M6-2R-21 (26)



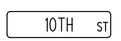
M4-8-24 (27)



D3-1-36 (28)



D3-1-36 (29)



D3-1-36 (30)



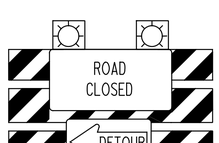
D3-1-42 (31)



D3-1-36 (32)



R7-1-12
TO BE MOUNTED TO CONSTRUCTION DRUMS OR BARRICADES
(33)



R11-2-48
M4-10L-48
MOUNTED ON TYPE III BARRICADE WITH TWO TYPE B FLASHING WARNING LIGHTS PER BARRICADE (AS PER MT-101.60)
(34)

△ TYPE III BARRIER SET ADJACENT TO THE STREET FACING ONCOMING TRAFFIC

NOTE: THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTION OF ALL SIDE STREETS AND ALLEYS WITHIN THE PHASE 5 PROJECT LIMITS FOR STORM SEWER AND RESURFACING OPERATIONS. ONLY ONE INTERSECTION MAY BE CLOSED PER NIGHT. THE INTERSECTION CLOSURE SHALL BE PERFORMED BETWEEN THE HOURS OF 5:00 PM AND 7:00 AM.

LEGEND	
⊤	SIGN
⊤	TYPE III BARRICADE
	WORK AREA
	DETOUR ROUTE
→	TRAFFIC FLOW ARROW

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

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12/15/2011
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RMOTCITZKY

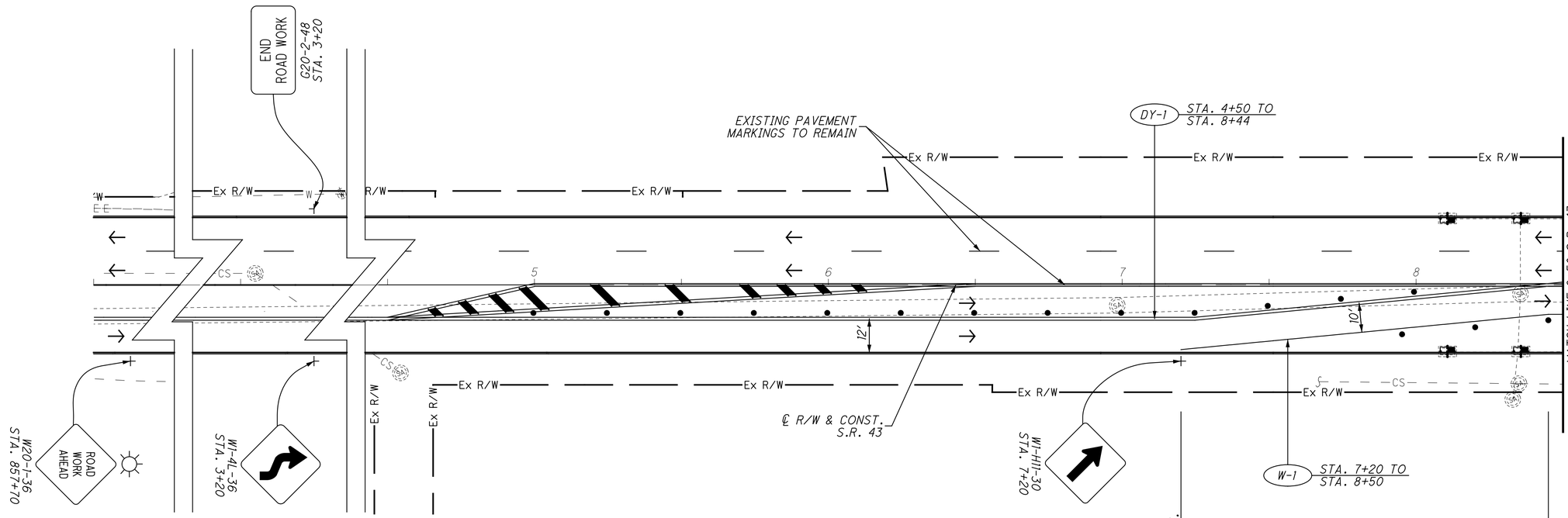
NTS HORIZONTAL SCALE IN FEET

CALCULATED LOB
CHECKED MAH

DETOUR PLAN - PHASE 5B - S.R. 43
SIDE STREET AND ALLEYS - NIGHT CLOSURES

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTE: THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5A - S.R. 43 STA. 3+50 TO STA. 8+50

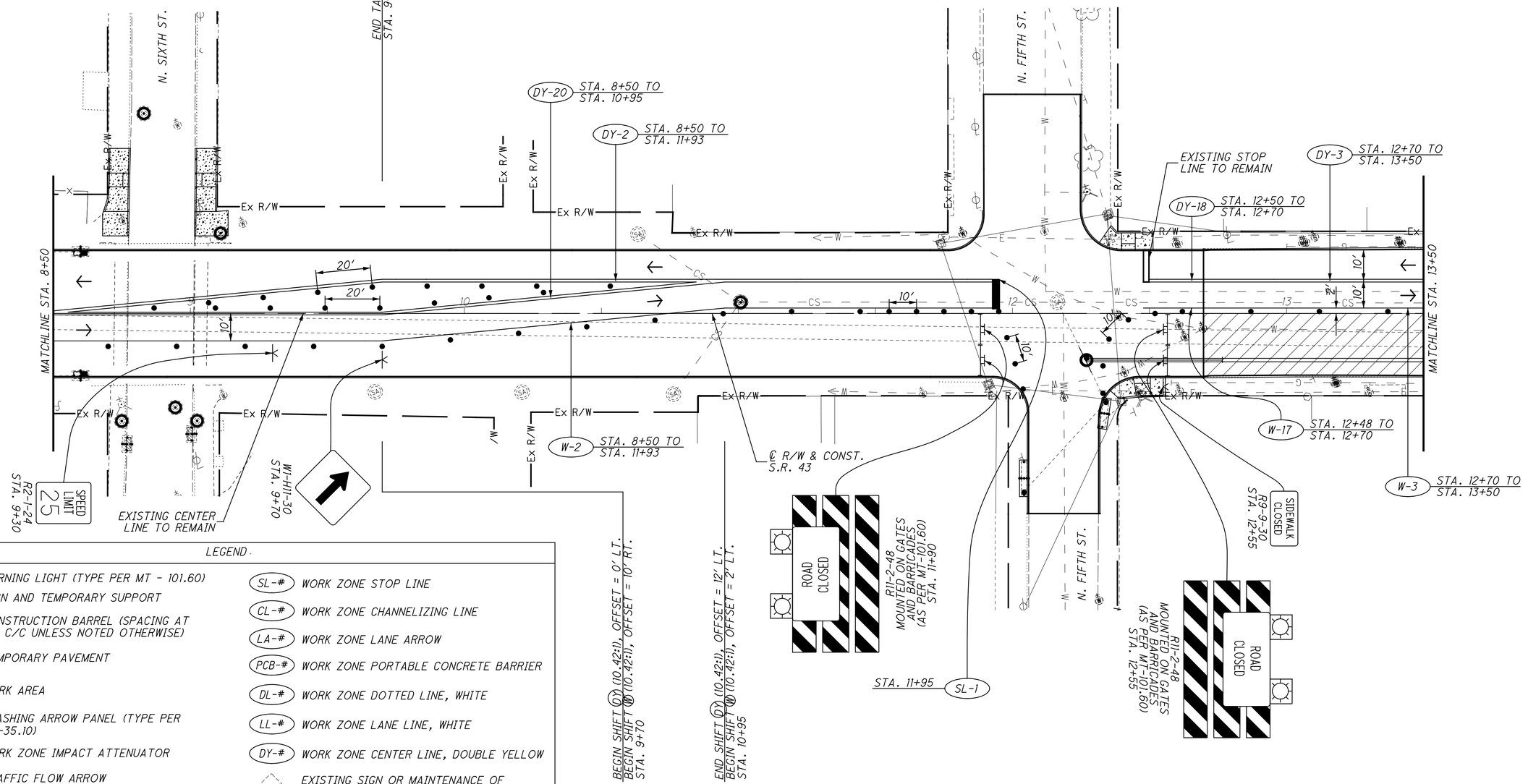
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122
434

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12/16/2011
10:09:09 AM
RWOYCIZKY

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTE: THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5A - S.R. 43 STA. 8+50 TO STA. 13+50

JEF-43-0.00

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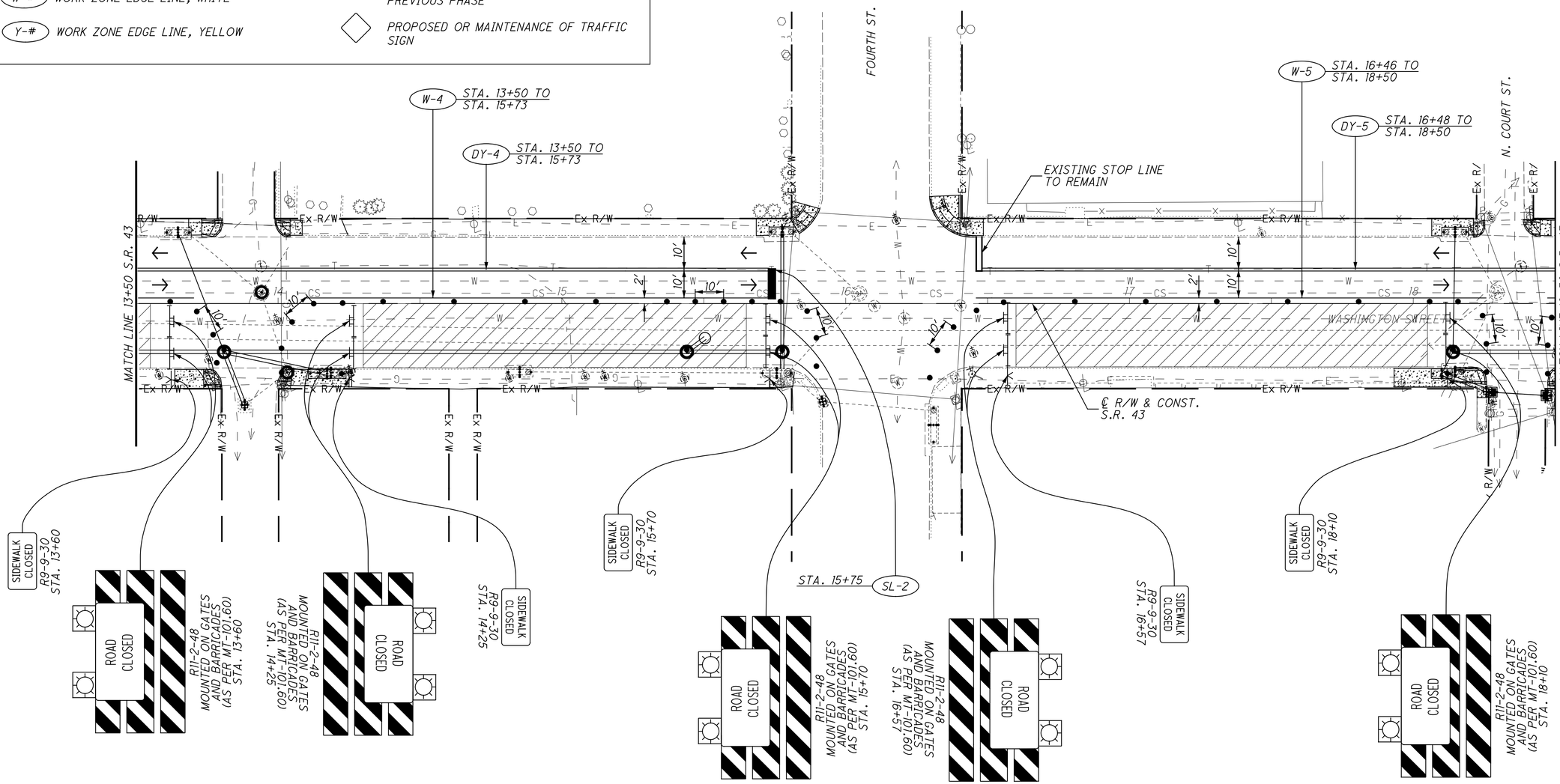
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RMOTCITZKY

LEGEND	
WARNING LIGHT (TYPE PER MT - 101.60)	SL-# WORK ZONE STOP LINE
SIGN AND TEMPORARY SUPPORT	CL-# WORK ZONE CHANNELIZING LINE
CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)	LA-# WORK ZONE LANE ARROW
TEMPORARY PAVEMENT	PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
WORK AREA	DL-# WORK ZONE DOTTED LINE, WHITE
FLASHING ARROW PANEL (TYPE PER MT-35.10)	LL-# WORK ZONE LANE LINE, WHITE
WORK ZONE IMPACT ATTENUATOR	DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
TRAFFIC FLOW ARROW	EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
W-# WORK ZONE EDGE LINE, WHITE	PROPOSED OR MAINTENANCE OF TRAFFIC SIGN
Y-# WORK ZONE EDGE LINE, YELLOW	

NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.



BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5A - S.R. 43 STA. 13+50 TO STA. 18+50

JEF-43-0.00

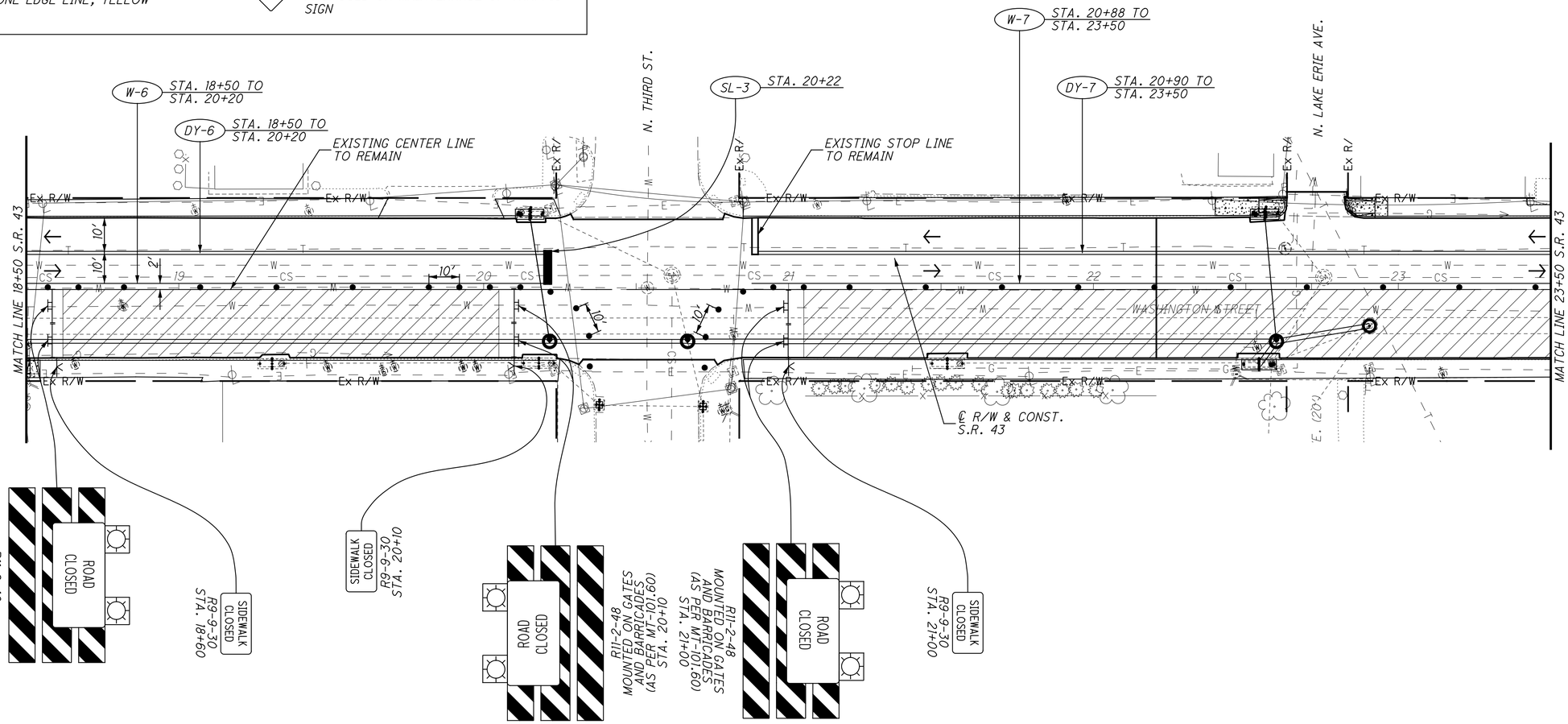
LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- W-# WORK ZONE EDGE LINE, WHITE
- Y-# WORK ZONE EDGE LINE, YELLOW
- SL-# WORK ZONE STOP LINE
- CL-# WORK ZONE CHANNELIZING LINE
- LA-# WORK ZONE LANE ARROW
- PCB-# WORK ZONE PORTABLE CONCRETE BARRIER
- DL-# WORK ZONE DOTTED LINE, WHITE
- LL-# WORK ZONE LANE LINE, WHITE
- DY-# WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.



BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5A - S.R. 43 STA. 18+50 TO STA. 23+50

JEF-43-0.00

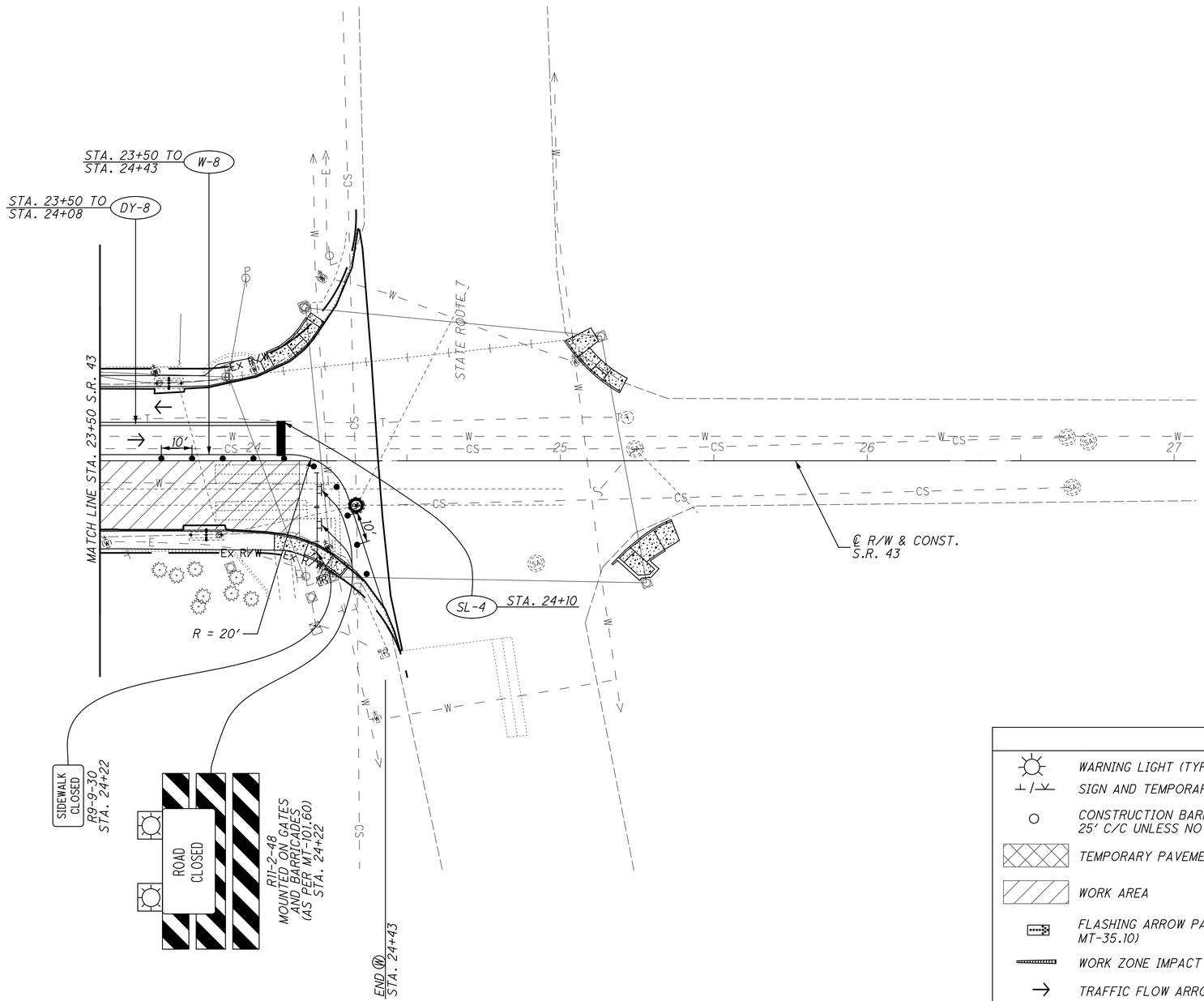
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434

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NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.



BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

N

0 10 20 40 HORIZONTAL SCALE IN FEET

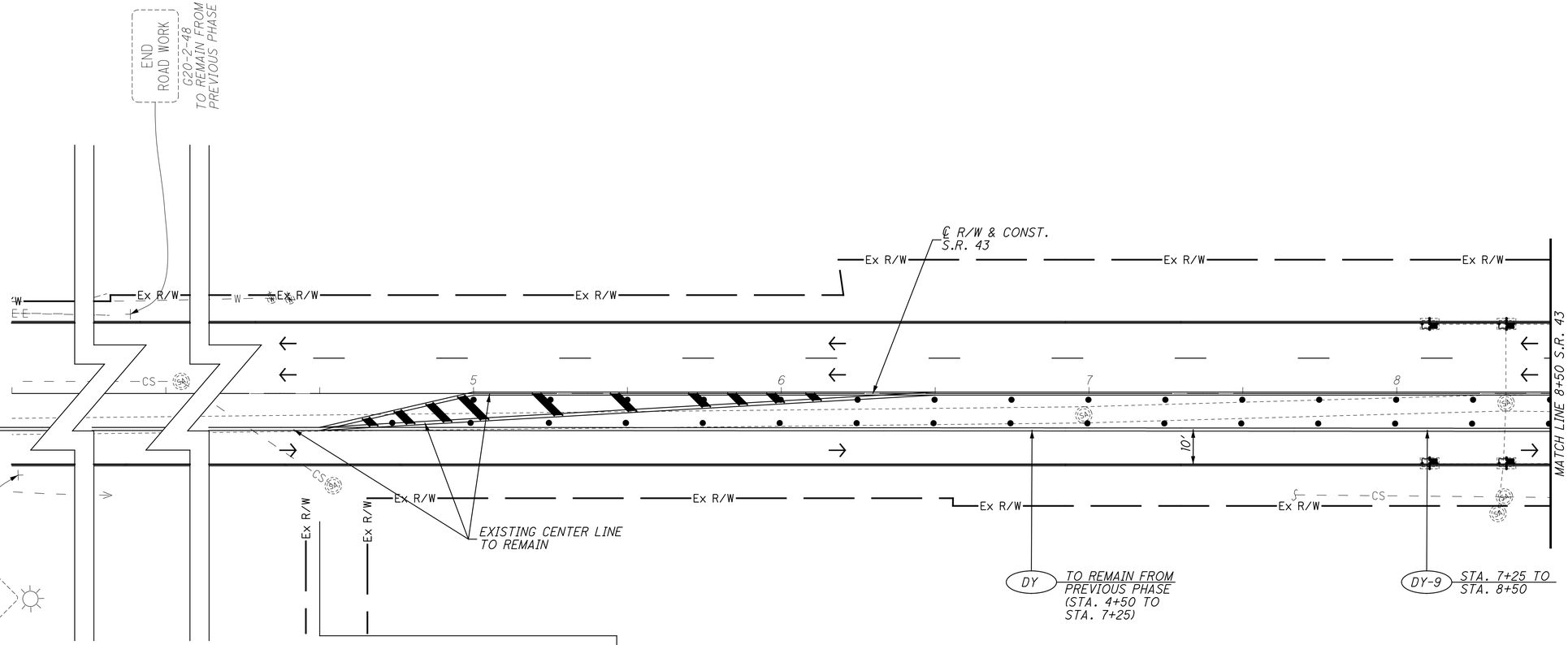
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MAINTENANCE OF TRAFFIC PLAN
PHASE 5A - S.R. 43 STA. 23+50 TO END

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NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
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NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

BUILDABLE UNIT NO. 4

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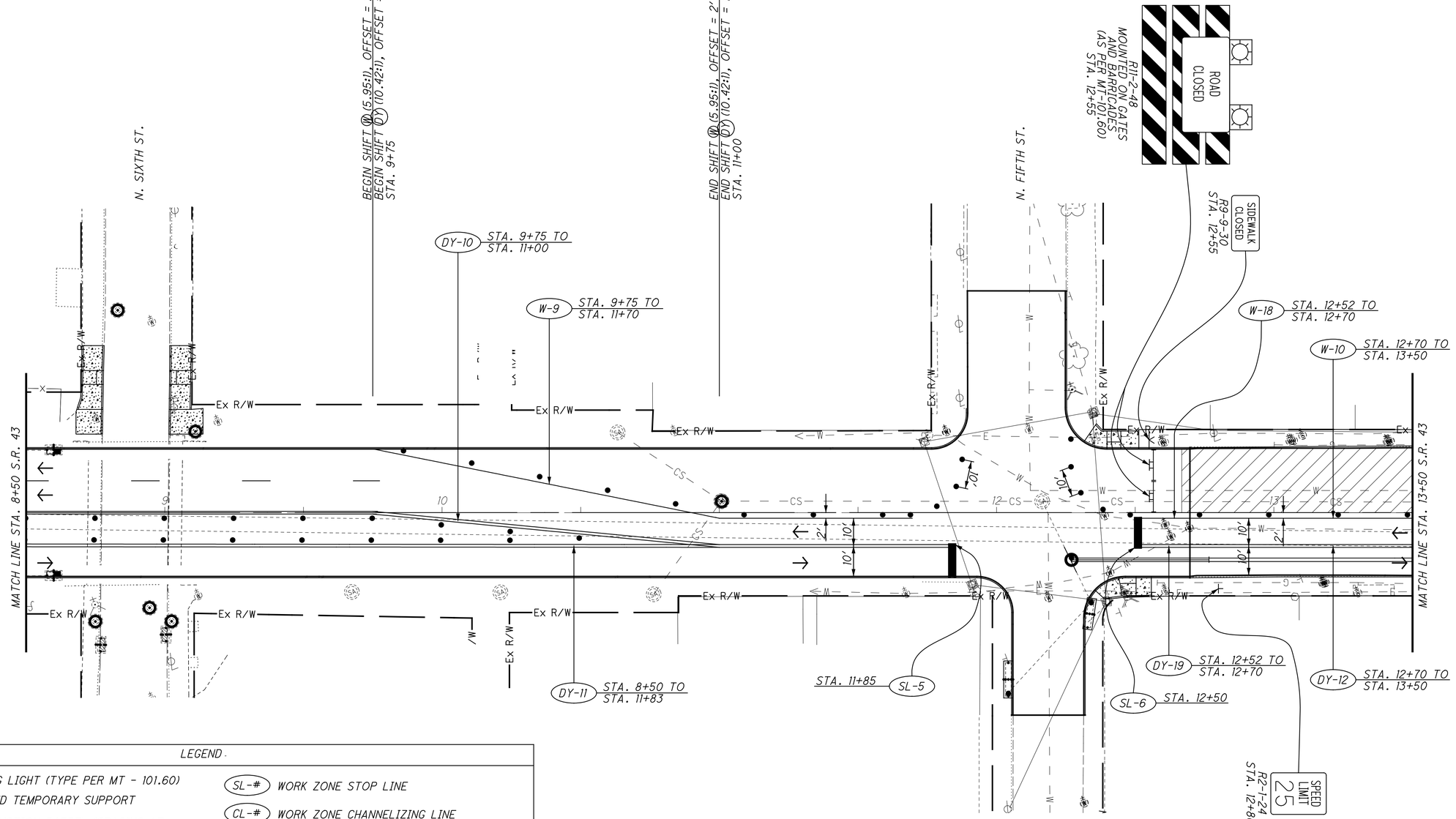
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HORIZONTAL SCALE IN FEET

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5B - S.R. 43 BEGIN TO STA. 8+50

JEF-43-0.00

NOTES: 1. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
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NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.

BUILDABLE UNIT NO. 4

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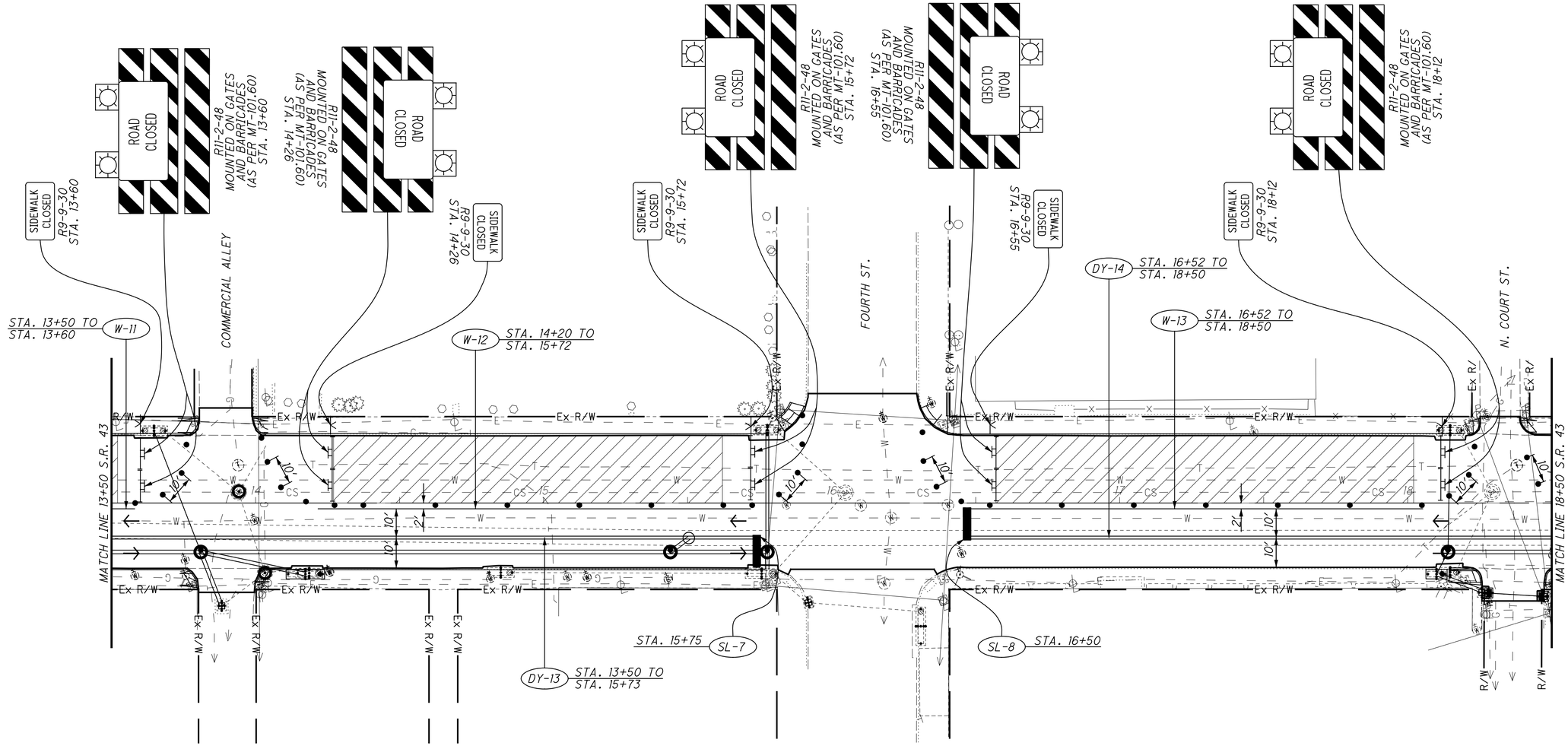
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5B - S.R. 43 STA. 8+50 TO STA. 13+50

JEF-43-0.00

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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
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- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

NOTE:
1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.
2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

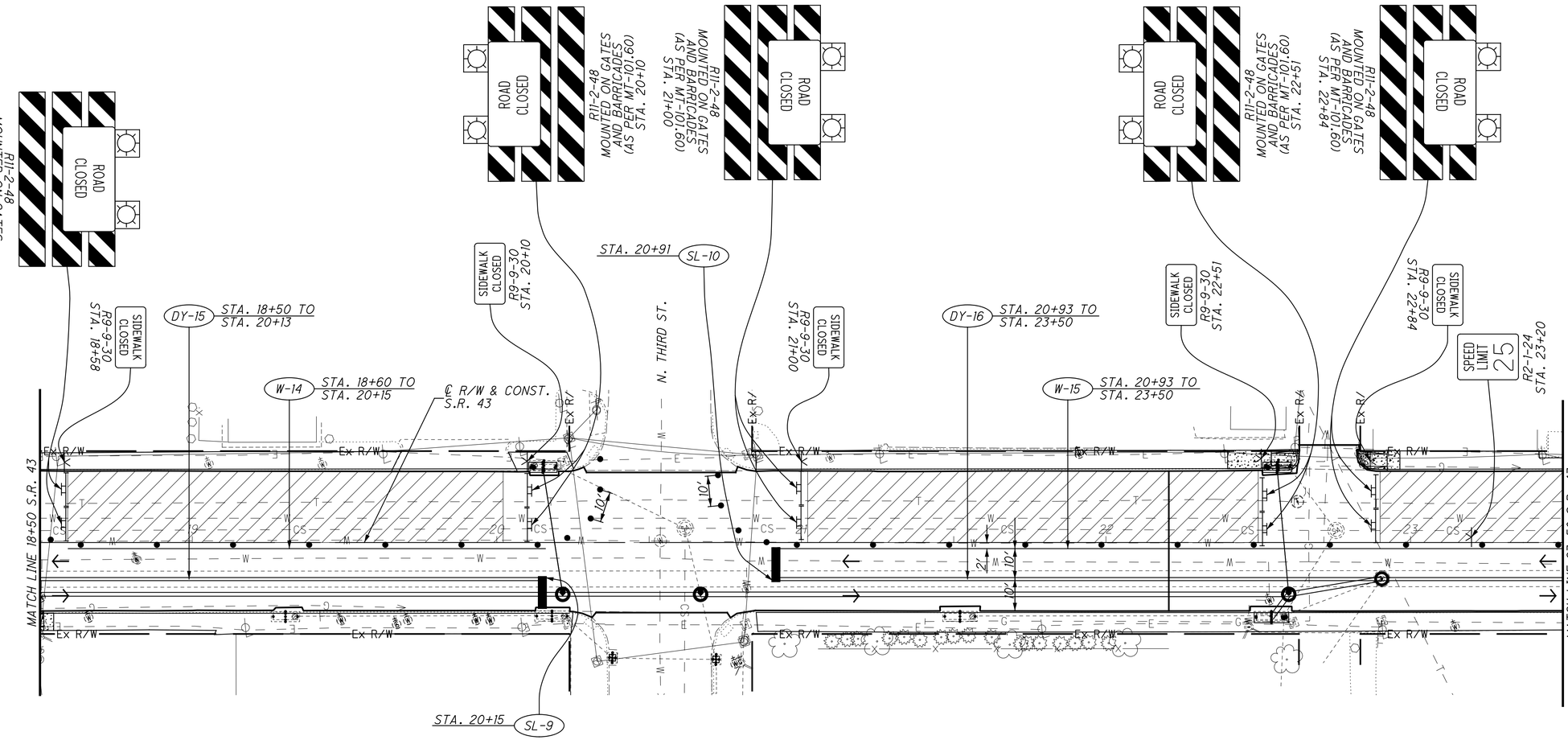
MAINTENANCE OF TRAFFIC PLAN
PHASE 5B - S.R. 43 STA. 13+50 TO STA. 18+50

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

JEF-43-0.00

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LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
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- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5B - S.R. 43 STA. 18+50 TO STA. 23+50

JEF-43-0.00

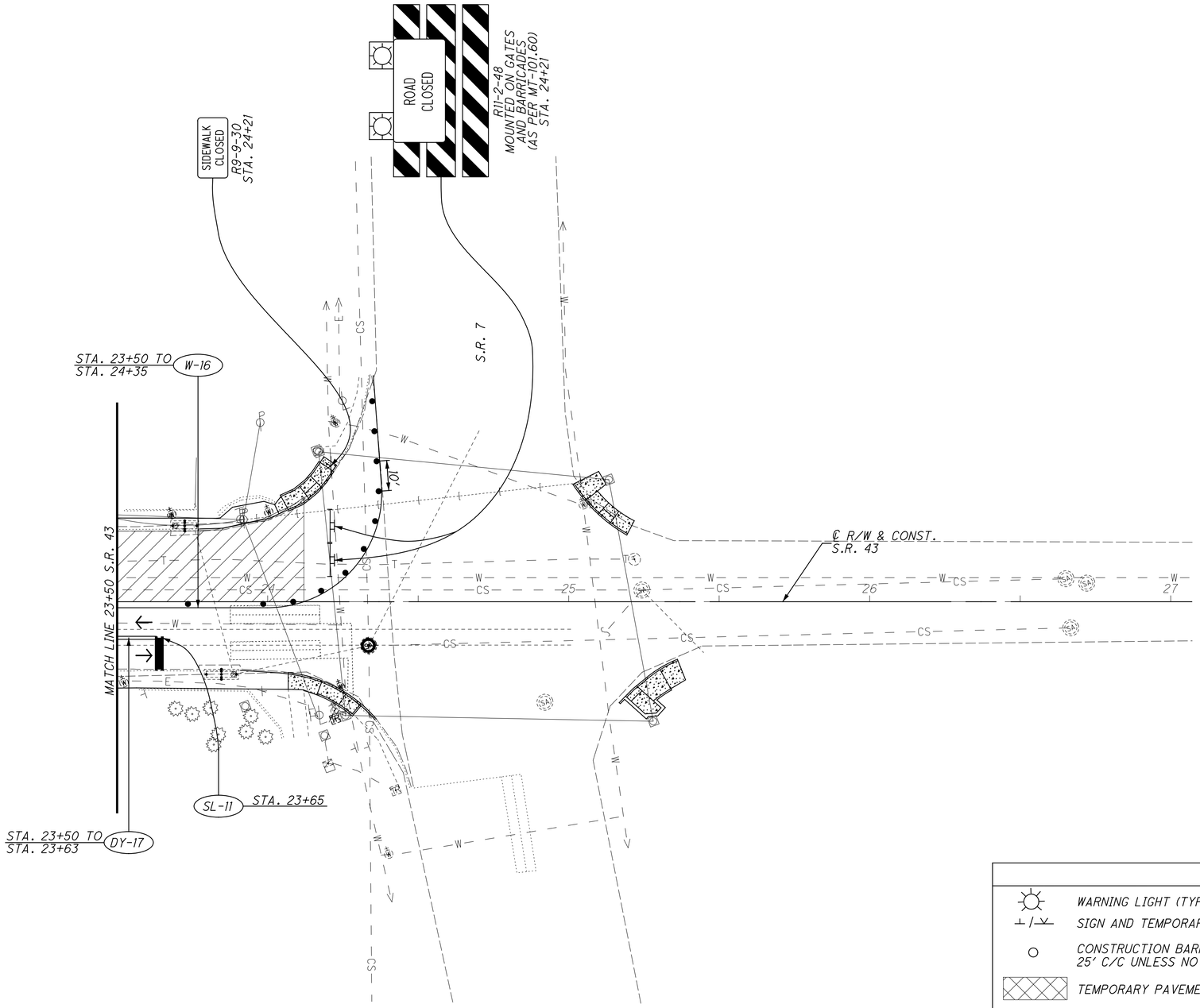
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NOTE: 1. THE CONTRACTOR IS PERMITTED A ONE-TIME CLOSURE OF EACH INTERSECTING SIDE STREET AND ALLEY FOR THE INSTALLATION OF THE PROPOSED STORM SEWERS. THIS CLOSURE MUST BE PERFORMED WITHIN THE HOURS OF 5:00 PM AND 7:00 AM. ACCESS WILL BE MAINTAINED THROUGH THE USE OF THE DETOUR ROUTES SUPPLIED IN THIS PLAN SET.

2. CONTRACTOR TO COVER OR REMOVE EXISTING CONFLICTING PAVEMENT MARKINGS AND SIGNAGE.

3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESS ACCESS POINTS DURING BUSINESS HOURS IN AREAS WHERE SIDEWALK CLOSURES ARE REQUIRED AND SAID BUSINESSES DO NOT HAVE ACCESS FROM ANOTHER PUBLIC STREET.



LEGEND

- WARNING LIGHT (TYPE PER MT - 101.60)
- SIGN AND TEMPORARY SUPPORT
- CONSTRUCTION BARREL (SPACING AT 25' C/C UNLESS NOTED OTHERWISE)
- TEMPORARY PAVEMENT
- WORK AREA
- FLASHING ARROW PANEL (TYPE PER MT-35.10)
- WORK ZONE IMPACT ATTENUATOR
- TRAFFIC FLOW ARROW
- (W-#) WORK ZONE EDGE LINE, WHITE
- (Y-#) WORK ZONE EDGE LINE, YELLOW
- (SL-#) WORK ZONE STOP LINE
- (CL-#) WORK ZONE CHANNELIZING LINE
- (LA-#) WORK ZONE LANE ARROW
- (PCB-#) WORK ZONE PORTABLE CONCRETE BARRIER
- (DL-#) WORK ZONE DOTTED LINE, WHITE
- (LL-#) WORK ZONE LANE LINE, WHITE
- (DY-#) WORK ZONE CENTER LINE, DOUBLE YELLOW
- EXISTING SIGN OR MAINTENANCE OF TRAFFIC SIGN TO REMAIN FROM PREVIOUS PHASE
- PROPOSED OR MAINTENANCE OF TRAFFIC SIGN

BUILDABLE UNIT NO. 4

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LOB
CHECKED MAH

MAINTENANCE OF TRAFFIC PLAN
PHASE 5B - S.R. 43 STA. 13+50 TO STA. 18+50

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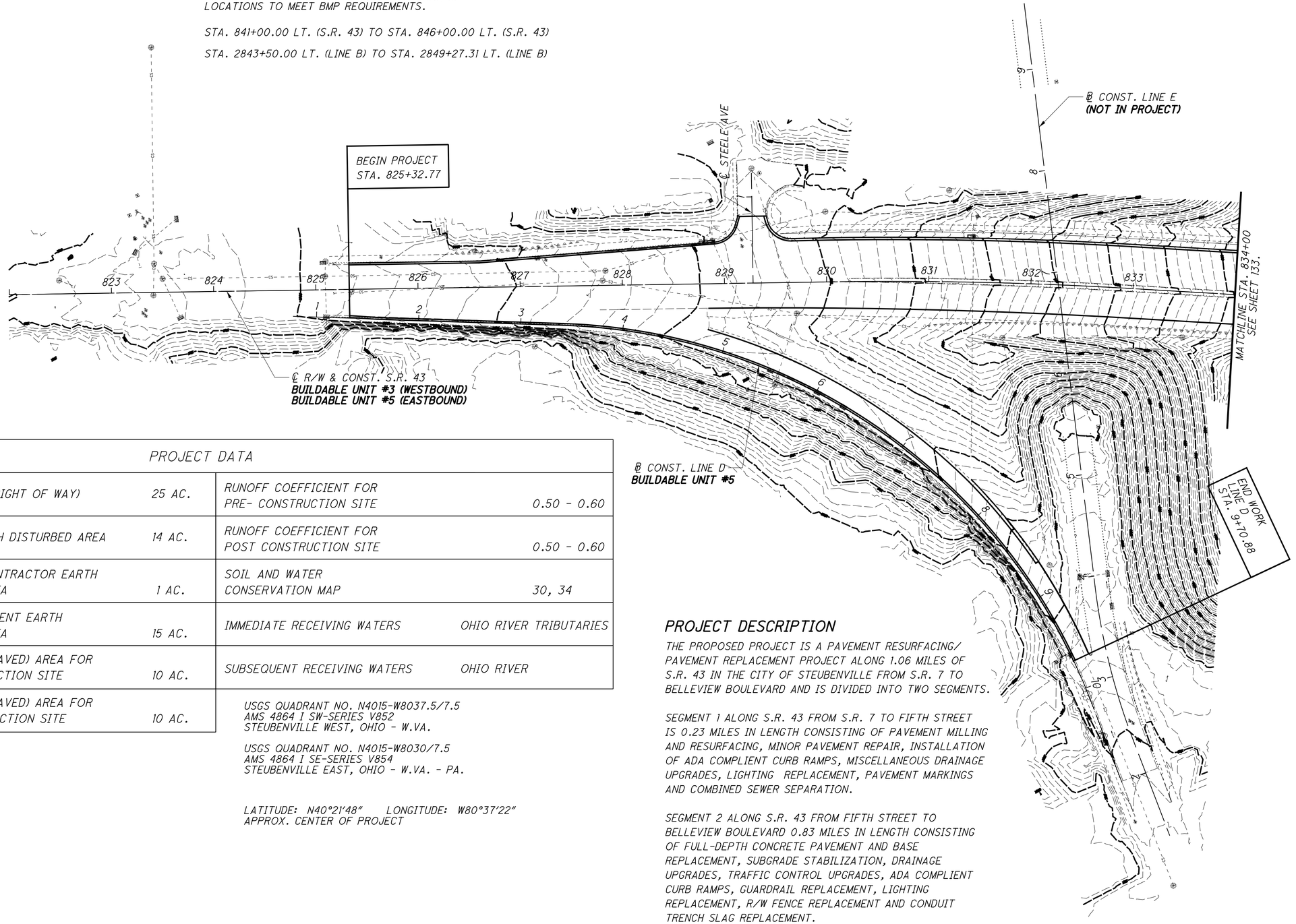
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BMP NOTES:

ALL DITCH WIDTHS MEET OR EXCEED EBW WIDTHS FOR VEGETATED BIOFILTERS IN THE FOLLOWING LOCATIONS TO MEET BMP REQUIREMENTS.

STA. 841+00.00 LT. (S.R. 43) TO STA. 846+00.00 LT. (S.R. 43)

STA. 2843+50.00 LT. (LINE B) TO STA. 2849+27.31 LT. (LINE B)



PROJECT DATA			
TOTAL AREA (RIGHT OF WAY)	25 AC.	RUNOFF COEFFICIENT FOR PRE- CONSTRUCTION SITE	0.50 - 0.60
PROJECT EARTH DISTURBED AREA	14 AC.	RUNOFF COEFFICIENT FOR POST CONSTRUCTION SITE	0.50 - 0.60
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	1 AC.	SOIL AND WATER CONSERVATION MAP	30, 34
NOTICE OF INTENT EARTH DISTURBED AREA	15 AC.	IMMEDIATE RECEIVING WATERS	OHIO RIVER TRIBUTARIES
IMPERVIOUS (PAVED) AREA FOR PRE- CONSTRUCTION SITE	10 AC.	SUBSEQUENT RECEIVING WATERS	OHIO RIVER
IMPERVIOUS (PAVED) AREA FOR POST CONSTRUCTION SITE	10 AC.		

USGS QUADRANT NO. N4015-W8037.5/7.5
AMS 4864 I SW-SERIES V852
STEUBENVILLE WEST, OHIO - W.VA.

USGS QUADRANT NO. N4015-W8030/7.5
AMS 4864 I SE-SERIES V854
STEUBENVILLE EAST, OHIO - W.VA. - PA.

LATITUDE: N40°21'48" LONGITUDE: W80°37'22"
APPROX. CENTER OF PROJECT

PROJECT DESCRIPTION

THE PROPOSED PROJECT IS A PAVEMENT RESURFACING/ PAVEMENT REPLACEMENT PROJECT ALONG 1.06 MILES OF S.R. 43 IN THE CITY OF STEUBENVILLE FROM S.R. 7 TO BELLEVIEW BOULEVARD AND IS DIVIDED INTO TWO SEGMENTS.

SEGMENT 1 ALONG S.R. 43 FROM S.R. 7 TO FIFTH STREET IS 0.23 MILES IN LENGTH CONSISTING OF PAVEMENT MILLING AND RESURFACING, MINOR PAVEMENT REPAIR, INSTALLATION OF ADA COMPLIENT CURB RAMPS, MISCELLANEOUS DRAINAGE UPGRADES, LIGHTING REPLACEMENT, PAVEMENT MARKINGS AND COMBINED SEWER SEPARATION.

SEGMENT 2 ALONG S.R. 43 FROM FIFTH STREET TO BELLEVIEW BOULEVARD 0.83 MILES IN LENGTH CONSISTING OF FULL-DEPTH CONCRETE PAVEMENT AND BASE REPLACEMENT, SUBGRADE STABILIZATION, DRAINAGE UPGRADES, TRAFFIC CONTROL UPGRADES, ADA COMPLIENT CURB RAMPS, GUARDRAIL REPLACEMENT, LIGHTING REPLACEMENT, R/W FENCE REPLACEMENT AND CONDUIT TRENCH SLAG REPLACEMENT.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

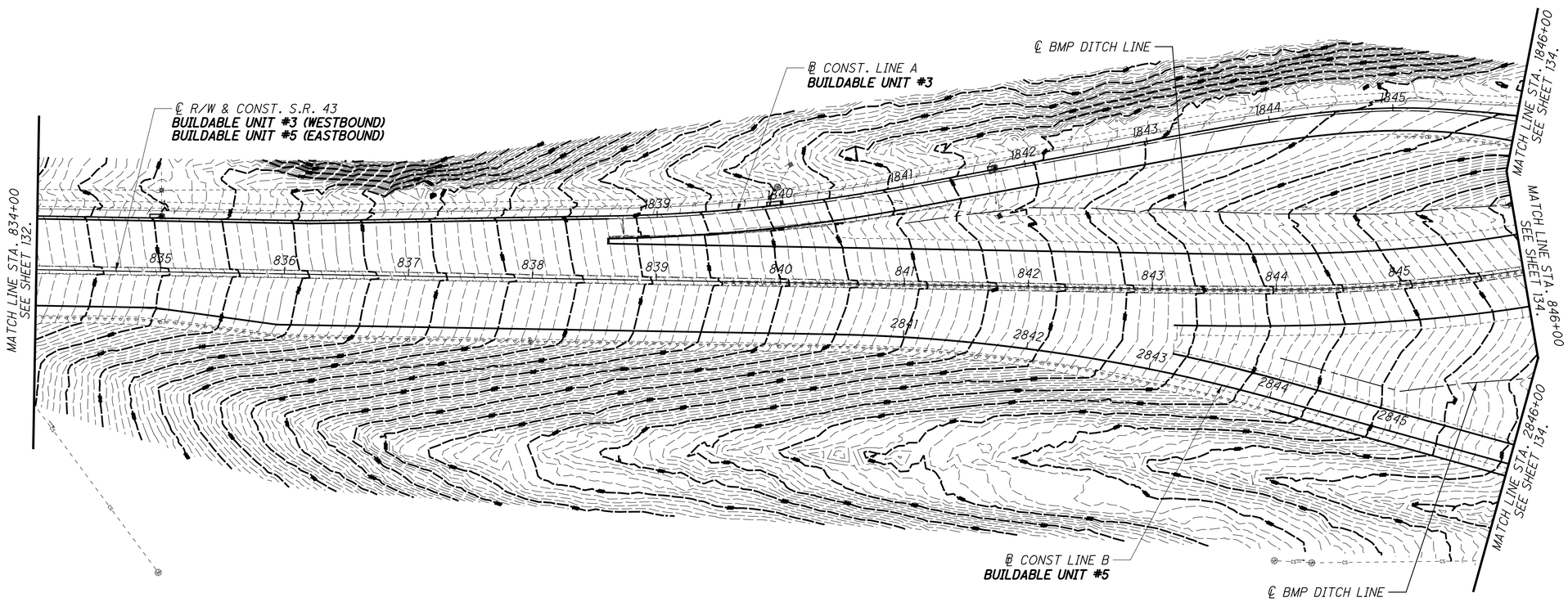
PROJECT SITE PLAN
BEGIN TO STA 834+00.00

JEF-43-0.00

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RECORD DRAWING
12/23/11



FOR PROJECT DATA, SEE SHEET 132.

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HORIZONTAL SCALE IN FEET
0 25 50 100

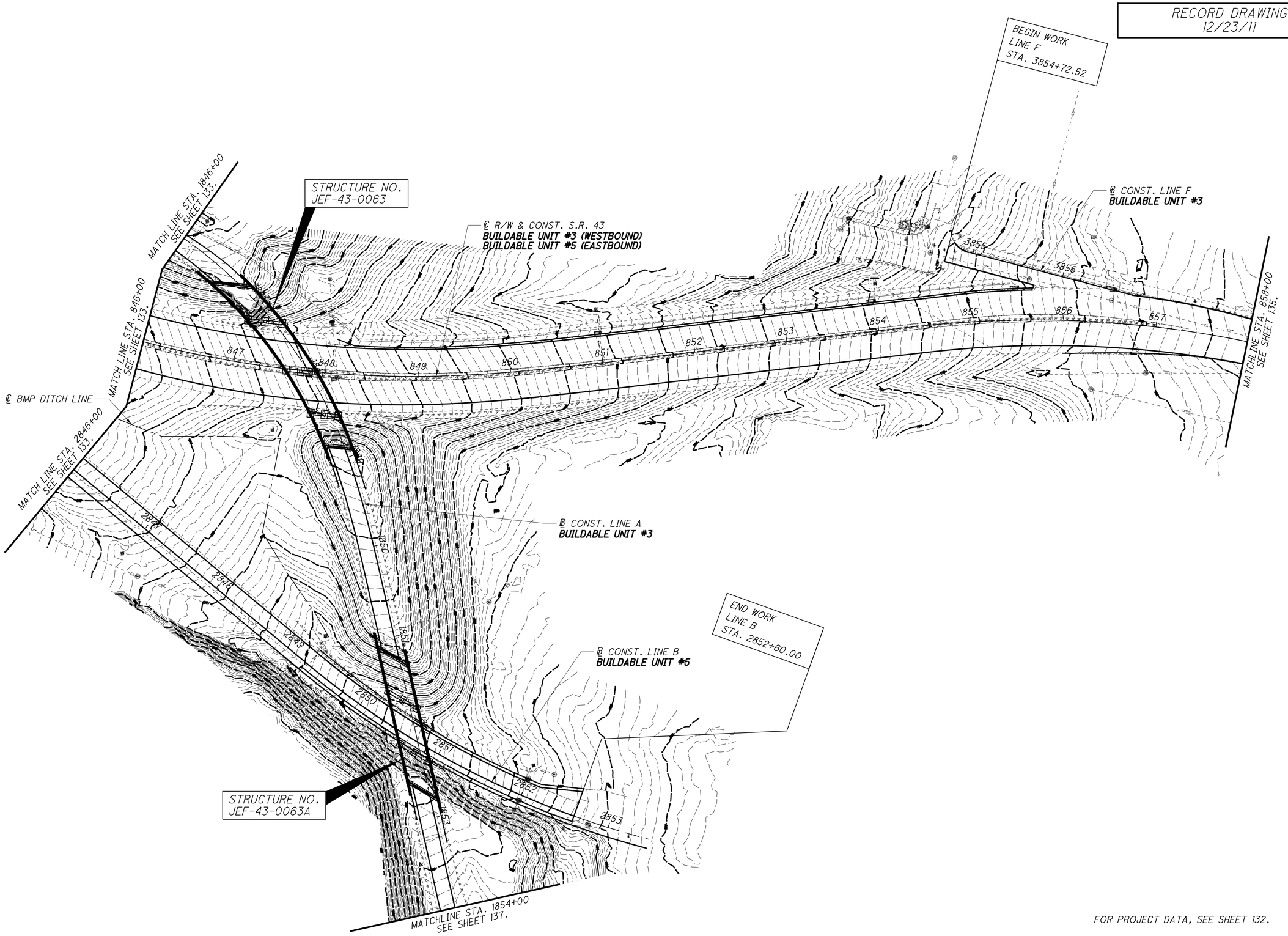
CALCULATED MVJ
CHECKED CWL

PROJECT SITE PLAN
STA. 834+00 TO STA. 846+00

JEF-43-0.00

133
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RECORD DRAWING
12/23/11



FOR PROJECT DATA, SEE SHEET 132.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

PROJECT SITE PLAN
STA. 846+00 TO STA. 858+00

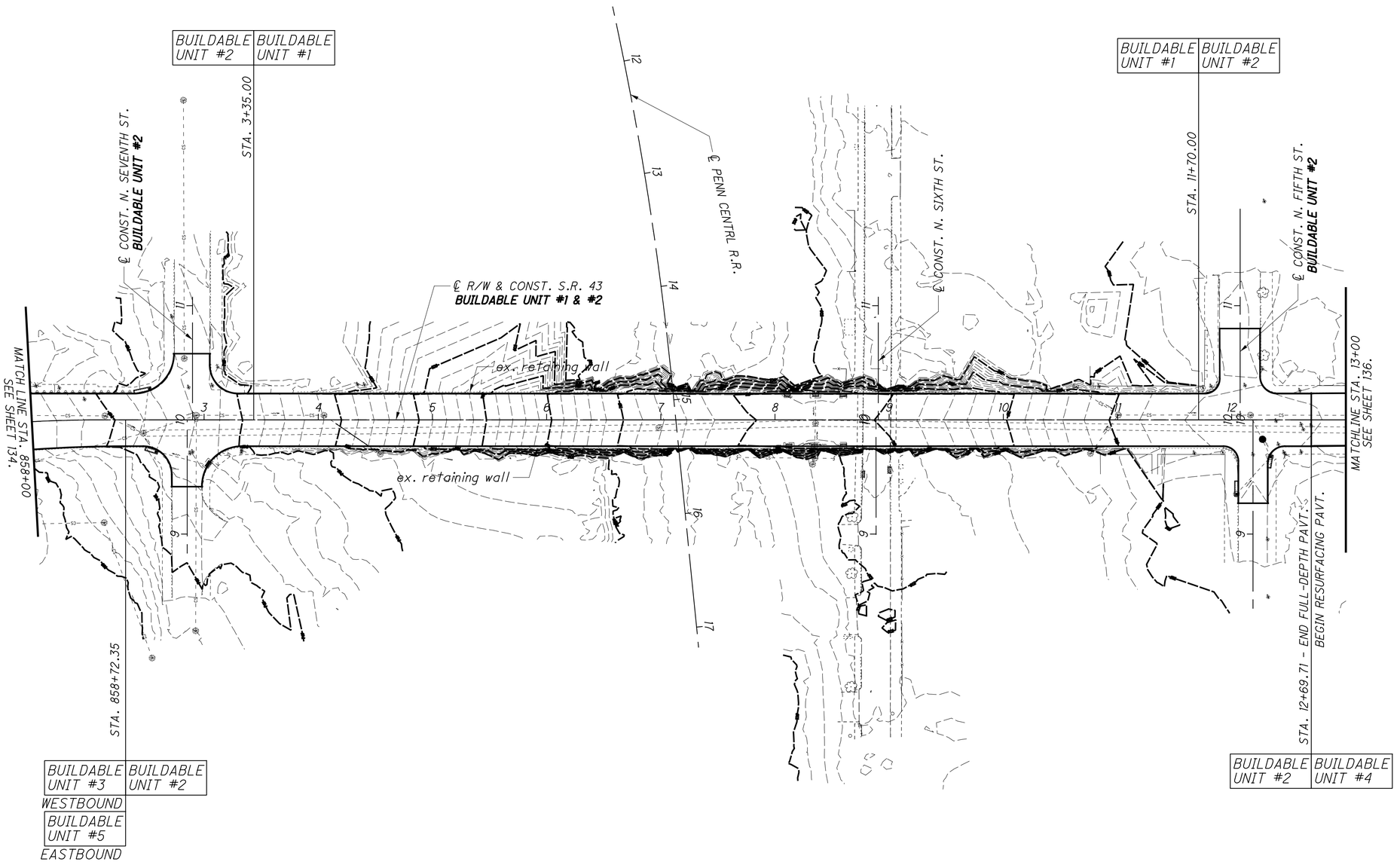
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LEGEND

INLET/MH FILTER FABRIC PROTECTION



RECORD DRAWING
12/23/11

FOR PROJECT DATA, SEE SHEET 132.

HORIZONTAL SCALE IN FEET
0 25 50 100

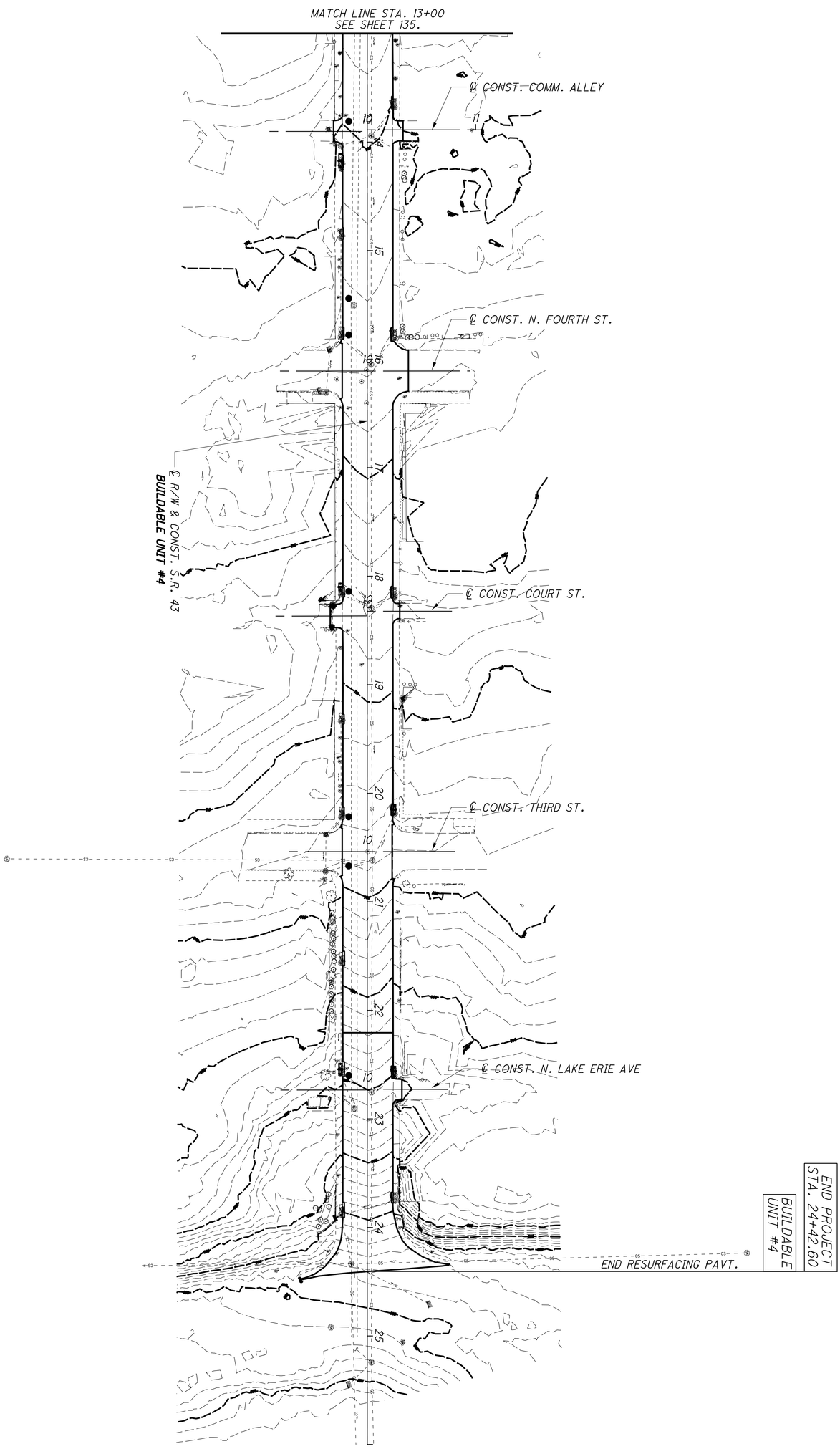
CALCULATED MVJ
CHECKED CWL

PROJECT SITE PLAN
STA. 858+00 TO STA. 13+00

JEF-43-0.00

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FOR PROJECT DATA, SEE SHEET 132.

RECORD DRAWING
12/23/11

136
434

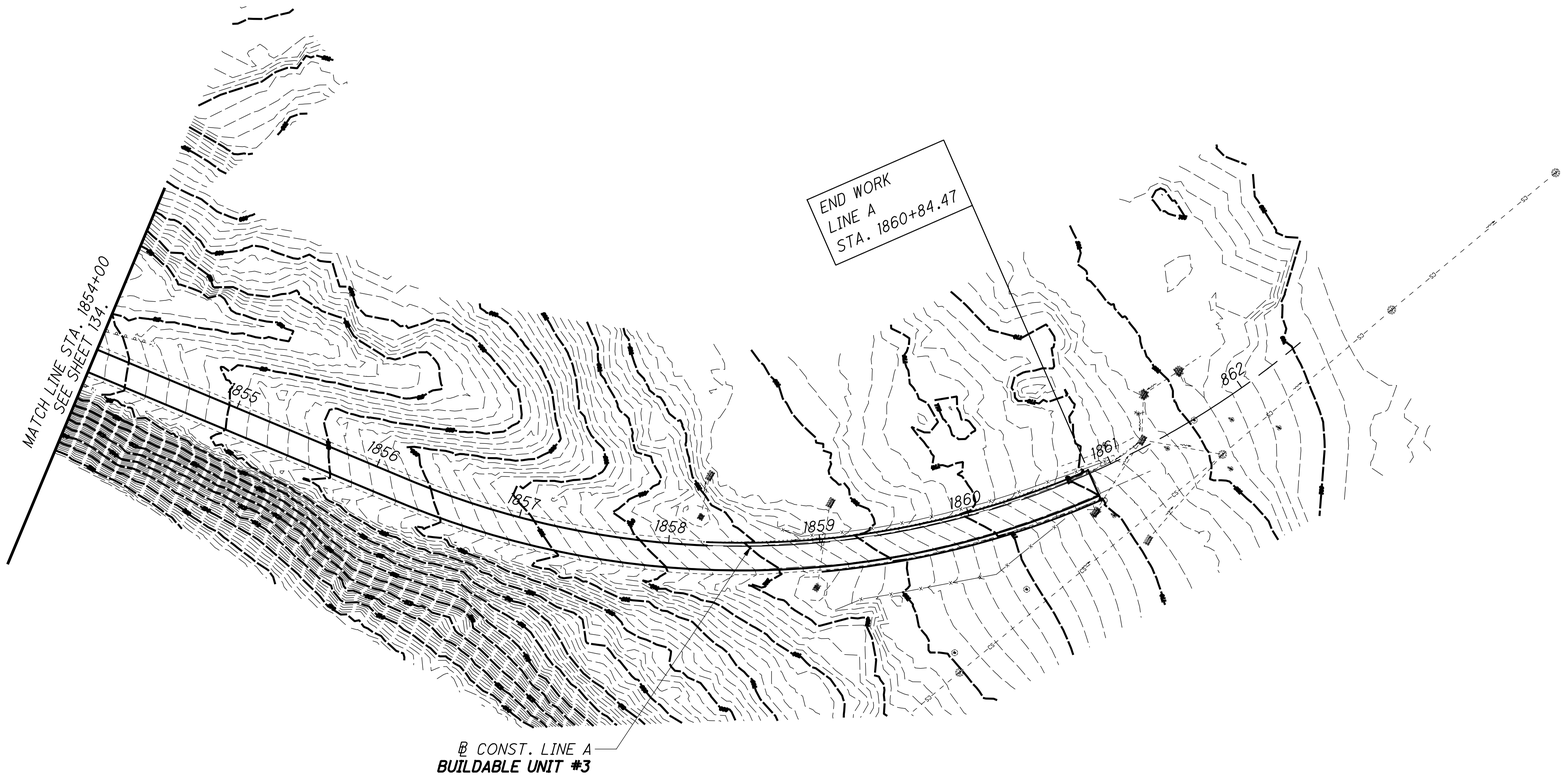
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PROJECT SITE PLAN
STA. 13+00 TO END

CALCULATED MVJ
CHECKED CWL

0 25 50 100
HORIZONTAL SCALE IN FEET

RECORD DRAWING
12/23/11



FOR PROJECT DATA, SEE SHEET 132.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

PROJECT SITE PLAN
STA. 1854+00 TO END

JEF-43-0.00

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PIPE REMOVED, 24" AND UNDER FT.	202 CATCH BASIN REMOVED EACH	603 15" CONDUIT, TYPE B, 706.02, AS PER PLAN FT.	603 12" CONDUIT, TYPE B, 706.02 FT.	SPECIAL TEMPORARY SEWAGE PUMPING LUMP			603 12" CONDUIT, TYPE B FT.		604 CATCH BASIN, NO.3 EACH	604 CATCH BASIN ADJUSTED TO GRADE EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER PLAN EACH	604 JUNCTION CHAMBER RECONSTRUCTED TO GRADE , AS PER PLAN EACH	604 INLET ADJUSTED TO GRADE, AS PER PLAN EACH	604 MONUMENT BOX ADJUSTED TO GRADE EACH		638 WATER VALVE ADJUSTED TO GRADE EACH	
SJ-1	152	4+05.05; 3.64' LT. (S.R. 43)														1						
DJ-3	152	6+98.36; 7.16' RT. (S.R. 43)														1						
DJ-4	153	8+35.56; 3.12' RT. (S.R. 43)														1						
SJ-2	153	11+00.83; 4.11' LT. (S.R. 43)														1						
DJ-5	153	8+10.78; 23.00' LT. (S.R. 43)													1							
DJ-6	153	8+35.66; 23.00' LT. (S.R. 43)													1							
DJ-7	153	8+59.91; 23.00' LT. (S.R. 43)													1							
DJ-8	153	8+10.61; 23.00' RT. (S.R. 43)													1							
DJ-9	153	8+34.83; 23.00' RT. (S.R. 43)													1							
DJ-10	153	8+59.92; 23.00' RT. (S.R. 43)													1							
SP-1	152	SJ-1	EX. MH.	RT.	35		35		LUMP													
DJ-1	152	2+51.59; 27.13' LT. (S.R. 43)																	1			
DJ-2	152	2+57.54; 27.55' RT. (S.R. 43)																	1			
DJ-11	152	3+03.76; 38.96' RT. (S.R. 43)			1		4							1								
DJ-12	153	9+41.39; 13.10' LT. (N. FIFTH)																	1			
DJ-13	153	12+34.12; 32.42' RT. (S.R. 43)																	1			
DJ-14	152	2+46.76; 11.80' RT. (S.R. 43)															1					
SJ-4	152	2+93.26; 3.95' LT. (S.R. 43)														1						
SJ-5	153	12+16.42; 4.08' LT. (S.R. 43)														1						
SJ-3	152	10+53.71; 7.23' LT. (N. SEVENTH)														1						
MA-1	152	3+50 (S.R. 43)		C/L																1		
MA-2	153	8+00 (S.R. 43)		C/L																1		
MA-3	153	12+00 (S.R. 43)		C/L																1		
WV-1	152	2+89.74; 28.25' RT. (S.R. 43)																			1	
WV-2	152	2+88.09; 29.70' RT. (S.R. 43)																			1	
WV-3	153	12+38.79; 0.58' RT. (S.R. 43)																			1	
WV-4	153	12+40.76; 21.02' RT. (S.R. 43)																			1	
WV-5	153	12+60.71; 3.63' RT. (S.R. 43)																			1	
WV-6	153	12+62.58; 7.93' RT. (S.R. 43)																			1	
WV-7	153	12+69.34; 4.94' RT. (S.R. 43)																			1	
WV-8	153	12+11.48; 30.54' LT. (S.R. 43)																			1	
P-30	153	DJ-5	DJ-6	LT.	25							25										
P-31	153	DJ-4	DJ-6	LT.	25							25										
TOTALS CARRIED TO SUB-SUMMARY					85	1	35	4	LUMP			50		1	6	7	1	4	3		8	

RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

ESTIMATED QUANTITIES

JEF-43-0.00

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PIPE REMOVED, 24" AND UNDER FT.	202 CATCH BASIN REMOVED EACH	603 15" CONDUIT, TYPE B, 706.11 OR 706.12 FT.	603 12" CONDUIT, TYPE B, 706.02 FT.	SPECIAL TEMPORARY SEWAGE PUMPING LUMP			604 CATCH BASIN, NO. 3A, AS PER PLAN EACH	604 CATCH BASIN, NO. 3, AS PER PLAN EACH	604 CATCH BASIN ADJUSTED TO GRADE EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER PLAN EACH	604 JUNCTION CHAMBER RECONSTRUCTED TO GRADE, AS PER PLAN EACH	604 INLET ADJUSTED TO GRADE, AS PER PLAN EACH		604 MONUMENT BOX ADJUSTED TO GRADE EACH		638 WATER VALVE ADJUSTED TO GRADE EACH	
SJ-6	151	858+64.02; 3.45' LT. (S.R. 43)													1							
SJ-7	151	856+50.09; 24.21' LT. (S.R. 43)													1							
SJ-8	168	3855+66.12; 11.11' LT. (LINE F)													1							
SJ-9	145	827+83.66; 14.22' LT. (S.R. 43)													1							
SJ-10	145	827+80.75; 4.68' LT. (S.R. 43)														1						
SJ-11	145	825+35.01; 2.40' RT. (S.R. 43)													1							
DJ-15	151	856+52.94; 36.75' LT. (S.R. 43)															1					
DJ-16	151	855+50.28; 35.71' LT. (S.R. 43)															1					
DJ-17	150	853+98.59; 32.90' LT. (S.R. 43)															1					
DJ-18	150	851+00.24; 32.49' LT. (S.R. 43)															1					
DJ-19	146	831+42.80; 44.68' LT. (S.R. 43)															1					
DJ-20	145	828+88.62; 42.06' LT. (S.R. 43)															1					
DJ-21	146	835+00.37; 44.81' LT. (S.R. 43)															1					
DJ-22	160	1840+00.53; 3.77' LT. (LINE A)															1					
DJ-23	160	1841+75.34; 3.77' LT. (LINE A)															1					
DJ-24		NOT USED																				
WV-9	145	827+16.00; 26.00' LT. (S.R. 43)																			1	
WV-10	145	827+19.00; 27.00' LT. (S.R. 43)																			1	
WV-11	145	827+27.00; 26.00' LT. (S.R. 43)																			1	
WV-12	145	829+19.00; 36.00' LT. (S.R. 43)																			1	
WV-13	145	829+17.00; 43.00' LT. (S.R. 43)																			1	
WV-14	151	858+48.00; 19.00' LT. (S.R. 43)																			1	
WV-15	151	3854+81.00; 3.00' RT. (LINE F)																			1	
WV-16	151	858+06.00; 31.00' LT. (S.R. 43)																			1	
WV-17	151	858+25.00; 29.00' LT. (S.R. 43)																			1	
TOTALS CARRIED TO SUB-SUMMARY															5	1	9				9	

RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

ESTIMATED QUANTITIES

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ROADWAY ESTIMATED QUANTITIES

CALCULATED MVJ
CHECKED CWL

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED FT.	202 WALK REMOVED SQ. FT.	301 6" AGGREGATE BASE CU. YD.	304 3" AGGREGATE BASE CU. YD.		448 2" ASPHALT CONC. ITER. COURSE, TYPE I PG 64-22, UNDER GUARDRAIL, A.P.P. CU. YD.	SPECIAL PRESSURE RELIEF JOINT, TYPE A FT.	606 GUARDRAIL, TYPE 5 FT.	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	606 ANCHOR ASSEMBLY, TYPE E EACH	606 ANCHOR ASSEMBLY, TYPE B EACH	606 ANCHOR ASSEMBLY, TYPE T EACH	608 4" CONCRETE WALK, AS PER PLAN SQ. FT.	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT.	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE REINFORCED TYPE D EACH	626 BARRIER REFLECTOR EACH
GR-1	161	1845+02.00	1846+33.65	RT.	125																	
GR-2	162	1849+06.69	1851+17.59	LT.	212.5																	
GR-3	162	1848+93.18	1850+90.96	RT.	200																	
GR-4	162-163	1852+95.76	1854+34.00	LT.	137.5																	
GR-5	162-163	1852+69.13	1854+08.00	RT.	137.5																	
GR-6	151	857+53.28	858+87.61	LT.	135																	
GR-7	149	846+73.00	848+19.00	LT.	143.75																	
G-1	161	1845+19.00	1846+36.00	RT.						2.78		100		1			1					3
G-2	162	1849+06.69	1851+17.92	LT.						5.25		212.5	1	1								3
G-3	162	1848+93.69	1850+90.96	RT.						4.94		200	1	1								3
G-4	162-163	1852+97.38	1854+45.00	LT.						3.7		112.5	1			1						3
G-5	162-163	1852+69.80	1854+30.00	RT.						4.01		112.5	1		1							3
G-7	149	847+81.10	848+31.10	LT.						1.23		12.5	1			1						2
G-8	149	846+88.42	847+67.10	LT.			3.57												75	1	1	2
G-30	161	1844+27.00	1846+73.00	LT.								237.5		1			1					3
SW-1	151	857+53.00	858+88.00	LT.		810		8										810				
B-1	161-162	1846+71.39	1849+06.69	LT.																		4
B-2	161-162	1846+33.98	1848+93.69	RT.																		5
B-3	162	1851+17.92	1852+97.38	LT.																		3
B-4	162	1850+90.96	1852+69.80	RT.																		3
PRJ-1	161	1846+51 LINE A		LT.-RT.							44											
PRJ-2	162	1849+14 LINE A		LT.-RT.							30											
PRJ-3	162	1851+03 LINE A		LT.-RT.							36											
PRJ-4	162	1852+96 LINE A		LT.-RT.							36											
TOTALS CARRIED TO SUB-SUMMARY					1091	810	12			21.9	146	987.5	5	4	1	2	2	810	75	1	1	37

RECORD DRAWING
12/23/11

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ROADWAY ESTIMATED QUANTITIES

CALCULATED MVJ
CHECKED CWL

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED FT.	202 WALK REMOVED SQ. FT.	301 6" AGGREGATE BASE CU. YD.	606 IMPACT ATTENUATOR, TYPE 2 EACH	606 GUARDRAIL, TYPE 5 FT.	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	606 ANCHOR ASSEMBLY, TYPE E EACH	606 ANCHOR ASSEMBLY, TYPE B EACH	606 ANCHOR ASSEMBLY, TYPE T EACH	448 2" ASPH. CONC. INTER. COURSE, TYPE 1, PG64-22, UNDER GUARDRAIL, A.P.P. CU. YD.		622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 FT	622 CONCRETE BARRIER END SECTION, TYPE B1 EACH	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT.	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE REINFORCED TYPE D EACH	626 BARRIER REFLECTOR EACH
GR-8	146-148,165	831+00.00 S.R. 43	2844+95.00 LINE B	RT.	1387.50																	
GR-9	149-150	846+75.00 S.R. 43	851+50.00 S.R. 43	RT.	487.50																	
GR-10	147-151	839+55.00 S.R. 43	857+00.00 S.R. 43	C/L	1745.00																	
GR-11	166-167	2849+37.00 LINE B	2851+20.00 LINE B	RT.	187.50																	
GR-12	166-167	2848+88.00 LINE B	2850+78.00 LINE B	LT.	187.50																	
G-9	146	831+12.10 S.R. 43	832+12.10 S.R. 43	RT.					62.5	1			1		2.47							3
G-10	146	832+10.00 S.R. 43	832+68.00 S.R. 43	RT.			2.33													40	2	2
G-11	146-148,165	832+66.00 S.R. 43	2844+95.00 LINE B	RT.					1170.5	2	1			1	30.25					14	2	13
G-12	149	846+69.10 S.R. 43	847+69.10 S.R. 43	RT.					62.5	1			1		2.47							3
G-13	149	847+67.00 S.R. 43	848+35.00 S.R. 43	RT.			2.73													40	2	2
G-14	149-150	848+33.00 S.R. 43	851+20.50 S.R. 43	RT.					275		1			1	7.1							4
G-15	149	846+67.00 S.R. 43	846+82.00 S.R. 43	C/L				1														1
G-15	149	846+82.00 S.R. 43	847+12.00 S.R. 43	C/L														1				1
G-15	149	847+12.00 S.R. 43	848+35.00 S.R. 43	C/L													103					2
G-15	149-150	848+35.00 S.R. 43	851+10.00 S.R. 43	C/L													255					4
G-15	150	851+10.00 S.R. 43	851+40.00 S.R. 43	C/L														1				1
G-15	150	851+40.00 S.R. 43	851+55.00 S.R. 43	C/L				1														1
G-16	166-167	2849+02.10 LINE B	2850+52.10 LINE B	RT.					112.5	1			1		3.7							3
G-17	166	2848+87.10 LINE B	2850+12.10 LINE B	LT.					75	1		1			3.09							3
G-18	167	2850+50.00 LINE B	2851+14.00 LINE B	RT.			2.57													50	1	1	2
G-19	167	2850+10.00 LINE B	2850+74.00 LINE B	LT.			2.57													50	1	1	2
TOTALS CARRIED TO SUB-SUMMARY					3995		10	2	1758	6	2	1	3	2	49		358	2	194	8	2	47

RECORD DRAWING
12/23/11

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	202 PIPE REMOVED, 24" AND UNDER FT.	202 CATCH BASIN REMOVED EACH	202 INLET REMOVED EACH	603 15" CONDUIT, TYPE B, 706.11 OR 706.12 FT.	603 12" CONDUIT, TYPE B, 706.02 FT.	603 24" CONDUIT, TYPE B, 706.02 FT.	SPECIAL TEMPORARY SEWAGE PUMPING LUMP	604 CATCH BASIN, NO. 3A, AS PER PLAN EACH	604 CATCH BASIN, NO. 3, AS PER PLAN EACH	604 CATCH BASIN ADJUSTED TO GRADE* EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER PLAN EACH	604 JUNCTION CHAMBER RECONSTRUCTED TO GRADE, AS PER PLAN EACH	604 INLET ADJUSTED TO GRADE, AS PER PLAN EACH	604 INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A EACH	604 INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN EACH	604 MONUMENT BOX ADJUSTED TO GRADE EACH	638 WATER VALVE ADJUSTED TO GRADE EACH	
SJ-12	145	829+70.44; 30.46' RT. S.R. 43													1							
DJ-25	149	848+13.10; 3.22' RT. S.R. 43					1			16								1				
DJ-26	150	851+00.20; 1.00' RT. S.R. 43					1		8										1			
DJ-27	167	2851+99.51; 19.00' LT. LINE B				1			16			1										
DJ-28	167	2851+99.85; 6.00' RT. LINE B				1			16			1										
DJ-29*	158	5+50.49; 0.50' RT. LINE D												1								
DJ-30*	158	6+01.12; 0.50' RT. LINE D												1								
DJ-31*	159	6+30.14; 0.50' RT. LINE D												1								
DJ-32*	159	9+64.09; 0.50' RT. LINE D												1								
		* CATCH BASIN TOPS REPLACED DURING CONSTRUCTION																				
TOTALS CARRIED TO SUB-SUMMARY						2	2		40	16		2		4	1			1	1			

RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

ESTIMATED QUANTITIES

JEF-43-0.00

142
434

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HROLLAND

REF. NO.	SHEET NO.	STATION OR REFERENCE FROM	TO	OFFSET	SIDE	LOCATION	604 INLET, NO. 2A-12, AS PER PLAN EACH	604 INLET, NO. 2A-10, AS PER PLAN EACH	604 INLET, NO. 2A-8, AS PER PLAN EACH	604 CATCH BASIN, NO. 3A, AS PER PLAN EACH	604 INLET NO. 2A-6, AS PER PLAN EACH	604 MANHOLE, NO. 3 EACH	604 MANHOLE ADJUSTED TO GRADE, AS PER PLAN EACH	604 MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN EACH	604 INLET RECONSTRUCTED TO GRADE EACH	202 CATCH BASIN REMOVED EACH	202 INLET REMOVED EACH	202 PIPE REMOVED 24" AND UNDER FT.	603 12" CONDUIT, TYPE B FT.	603 15" CONDUIT, TYPE B FT.	603 18" CONDUIT, TYPE B FT.			
SJ-13	155	13+94.06		3.75'	LT.	S.R. 43							1											
SJ-14	155	16+04.81		3.56'	LT.	S.R. 43							1											
SJ-15	156	18+29.36		3.84'	LT.	S.R. 43							1											
SJ-16	156	20+61.80		4.70'	LT.	S.R. 43							1											
SJ-17	157	22+75.56		4.70'	LT.	S.R. 43							1											
P-1	155	12+80	DJ-34		RT.	S.R. 43														115				
P-2	155	DJ-33	DJ-34		LT./RT.	S.R. 43													49					
P-4	155	DJ-34	DJ-37		RT.	S.R. 43														153				
P-5	155	DJ-37	DJ-38		RT.	S.R. 43															4			
P-6	155	DJ-37	DJ-39		RT.	S.R. 43														31				
P-7	155	DJ-40	DJ-39		LT./RT.	S.R. 43													40					
P-8	156	DJ-43	DJ-42		LT./RT.	S.R. 43													42					
P-9	156	DJ-42	DJ-46		RT.	S.R. 43														203				
P-10	156	DJ-47	DJ-46		LT./RT.	S.R. 43														42				
P-11	156	DJ-46	DJ-48		RT.	S.R. 43														45				
P-12	156-157	DJ-48	DJ-51		RT.	S.R. 43															193			
P-13	156	DJ-50	DJ-51		LT./RT.	S.R. 43													41					
P-14	156	DJ-51	DJ-52		RT.	S.R. 43															31			
P-15	155	DJ-36	DJ-34		RT.	S.R. 43														28				
P-16	157	DJ-51	DJ-49		RT.	S.R. 43															9			
P-17	156	DJ-44	DJ-41		RT.	S.R. 43														17				
P-18	156	DJ-41	DJ-42		RT.	S.R. 43														11				
P-19	155	DJ-39	DJ-54		RT.	S.R. 43														6				
P-20	155	EX. CB	DJ-34	23.00'	RT.	S.R. 43												19		19				
DJ-33	155	13+63.68		23.00'	LT.	S.R. 43									1									
DJ-34	155	13+90.98		17.00'	RT.	S.R. 43						1												
DJ-36	155	14+17.29		23.00'	RT.	S.R. 43	1										1							
DJ-37	155	15+44.02		17.00'	RT.	S.R. 43						1												
DJ-38	155	15+50.39		12.17'	RT.	S.R. 43								1										
DJ-39	155	15+75.00		17.00'	RT.	S.R. 43						1												
DJ-40	155	15+75.82		23.00'	LT.	S.R. 43									1									
DJ-41	156	18+10.00		23.00'	RT.	S.R. 43					1						1							
DJ-42	156	18+19.99		17.00'	RT.	S.R. 43						1												
DJ-43	156	18+13.72		23.00'	LT.	S.R. 43									1									
DJ-44	156	9+68.80		9.33'	LT.	COURT ST				1						1		4	4					
DJ-45	156	9+67.57		10.60'	RT.	COURT ST				1						1		4	4					
DJ-46	156	20+21.62		17.00'	RT.	S.R. 43						1												
DJ-47	156	20+15.07		23.00'	LT.	S.R. 43			1								1							
DJ-48	156	20+66.89		17.00'	RT.	S.R. 43						1						4		4				
DJ-49	157	22+54.33		23.00'	RT.	S.R. 43		1									1	8	8					
DJ-50	157	22+56.17		23.00'	LT.	S.R. 43			1								1							
DJ-51	157	22+60.00		17.00'	RT.	S.R. 43						1												
DJ-52	157	22+89.19		13.85'	RT.	S.R. 43								1										
DJ-53	157	24+33.63		13.85'	RT.	S.R. 43							1											
DJ-54	155	15+75.00		23.00'	RT.	S.R. 43									1									
TOTALS CARRIED TO GENERAL SUMMARY							1	1	2	2	1	7	6	2	4	2	5	39	188	674	237			

CALCULATED MVJ
CHECKED CWL

ESTIMATED QUANTITIES

JEF-43-0.00

RECORD DRAWING
12/23/11

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REF. NO.	SHEET NO.	STATION OR REFERENCE FROM	STATION OR REFERENCE TO	OFFSET	SIDE	LOCATION	638 WATER VALVE ADJUSTED TO GRADE EACH		638 WATER WORK MISC. WATER VAULT ADJUSTED TO GRADE EACH		638 WATER WORK MISC: WATER VALVE ABANDONED EACH													
WV-18	155	14+00.00 S.R. 43		6.00'	RT.	S.R. 43	1																	
WV-19	155	16+10.00 S.R. 43		0.00'	RT.	S.R. 43	1																	
WV-20	155	16+20.00 S.R. 43		5.00'	RT.	S.R. 43	1																	
WV-21	155	16+44.00 S.R. 43		17.00'	RT.	S.R. 43	1																	
WV-22	155	16+17.00 S.R. 43		30.00'	LT.	S.R. 43	1																	
WV-23	156	18+50.00 S.R. 43		18.00'	RT.	S.R. 43	1																	
WV-24	156	20+53.00 S.R. 43		0.00'	RT.	S.R. 43	1																	
WV-25	157	22+53.00 S.R. 43		19.00'	RT.	S.R. 43	1																	
WV-26	157	24+24.00 S.R. 43		28.00'	RT.	S.R. 43					1													
WV-27	156	18+82.00 S.R. 43		5.00'	RT.	S.R. 43	1																	
WV-28	155	13+75.00 S.R. 43		20.00'	RT.	S.R. 43	1																	
WV-29	155	14+25.00 S.R. 43		24.00'	RT.	S.R. 43	1																	
WV-30	155	16+35.00 S.R. 43		34.50'	LT.	S.R. 43	1																	
WV-31	156	18+21.00 S.R. 43		25.50'	LT.	S.R. 43	1																	
WV-32	157	22+85.00 S.R. 43		25.50'	LT.	S.R. 43	1																	
WV-33	299	10+33.50 6TH ST.CONSTC/L		14.00'	LT.	S.R. 43	1																	
WV-34	155	16+41.00 S.R. 43		0.00'	RT.	S.R. 43			1															
WV-35	155	15+81.00 S.R. 43		18.00'	LT.	S.R. 43	1																	
WV-36	152	10+30.00 N. 7TH ST.		4.00'	LT.	N. 7TH	1																	
WV-37	153	9+69.00 N. 5TH ST.		1.00'	LT.	N. 5TH	1																	
TOTALS CARRIED TO GENERAL SUMMARY							18		1		1													

CALCULATED MVJ
CHECKED CWL

ESTIMATED QUANTITIES

RECORD DRAWING
12/23/11

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TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AA	836+20.00	838+60.00	LT.	PAVEMENT	41.00′	49.00′	30:1

BEGIN PROJECT
BEGIN WORK
STA. 825+32.77

BUILDABLE UNIT #3
WESTBOUND LANES

BUILDABLE UNIT #5
EASTBOUND LANES
AND MEDIAN AREA

RECORD DRAWING
12/23/11

BENCHMARK:
CONCRETE R/W MONUMENT W/
STEEL PIN.
STA. 826+00.11; 32.58′ RT.
ELEV. - 1002.53

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281-282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEET 139, 142.
FOR GORE DETAIL, SEE SHEETS 259-260.
FOR LINE D PLANS, SEE SHEETS 158-159.

℄ CONST. STEELE AVE.
STA. 829+28.00, ℄ R/W & CONST. S.R. 43
STA. 0+15.54, ℄ EX. STEELE AVE
CURB AND GUTTER, TYPE 2
REPLACE EXIST. FENCE PER NOTE ON SHEET NO 30.
STEELE AVE.
CB
WV-13
WV-12
DJ-20
18″
15
48″
MH
5′ WALK
12.00′
N 26° 42′ 08″ E
MATCHLINE STA. 830+00 S.R. 43
SEE SHEET 146.
AA
WV-9
WV-10
WV-11
CURB AND GUTTER, TYPE 2 AS PER PLAN A
PC Sta. 827+52.00
℄ LINE C-2
STA. 827+52.00, 24.00′ LT.
℄ R/W & CONST. S.R. 43
℄ LINE C-2
14
PT Sta. 828+39.46
℄ LINE C-2
S 65° 02′ 49″ E
12.03
829
828
48″
24.00′
36″
CS
826
S 63° 17′ 52″ E
827
℄ R/W & CONST. S.R. 43
JUNCTION CHAMBER
SJ-9
SJ-10
SJ-11
PC Sta. 829+05.35
℄ LINE C-2
25.47′
MH
1
2
3
4
5
6
℄ CONST. LINE D
CURB AND GUTTER, TYPE 2, AS PER PLAN
EXIST. RETAINING WALL
PC Sta. 3+41.34 = S.R. 43 STA. 827+41.33
BEGIN WORK
LINE D
STA. 3+41.34
BUILDABLE UNIT #5
END RETAINING WALL
STA. 4+00.00
PC Sta. 828+67.03
℄ LINE C-1=
STA. 828+67.03, 24.99′ RT.
℄ R/W & CONST. S.R. 43
+84.42
10″
8.00′
SJ-12
15″
8″
℄ LINE C-1
DJ-30
3.00′
STM
16.00′
18″
DJ-29
BEGIN RETAINING WALL
STA. 5+64.00

1003.73 1003.14 1002.53 1001.90 1001.26 1000.61 999.96 999.31 998.66 998.01 997.36 996.71 996.06 995.36 994.56 993.66 992.66 991.56 990.36

1010 1005 1000 995 990 985 980 975

SJ-11
PROFILE GRADE
SJ-10
SJ-9
-2.60 %
DJ-20
SJ-12
STA 826+50.00
ELEV 1,001.26
STA 828+50.00
ELEV 996.06
400.00′ VC
P.V.I. STA 824+50.00
ELEV = 1,006.46′
K = 385
SSD = 1237′
400.00′ VC
P.V.I. STA 830+50.00
ELEV = 990.86′
K = 62
SSD = 367′
ex. elec
exist. profile
EX. 36″ RCP
EX. 48″ RCP
STA 825+09.16, 13.04′ LT
EX. SAN MH, GRATE ELEV 1004.45
EX. 36″ RCP NW 996.95
EX. 36″ RCP SE 996.95
EX. 12″ RCP SW 997.75
EX. 12″ RCP NE 998.10
BUTT JOINT
STA 825+32.77
MATCH EXIST.
1004.87 1003.62 1002.42 1001.20 999.89 998.72 997.20 995.98 994.30 992.48 990.24

825+00 826+00 827+00 828+00 829+00 830+00

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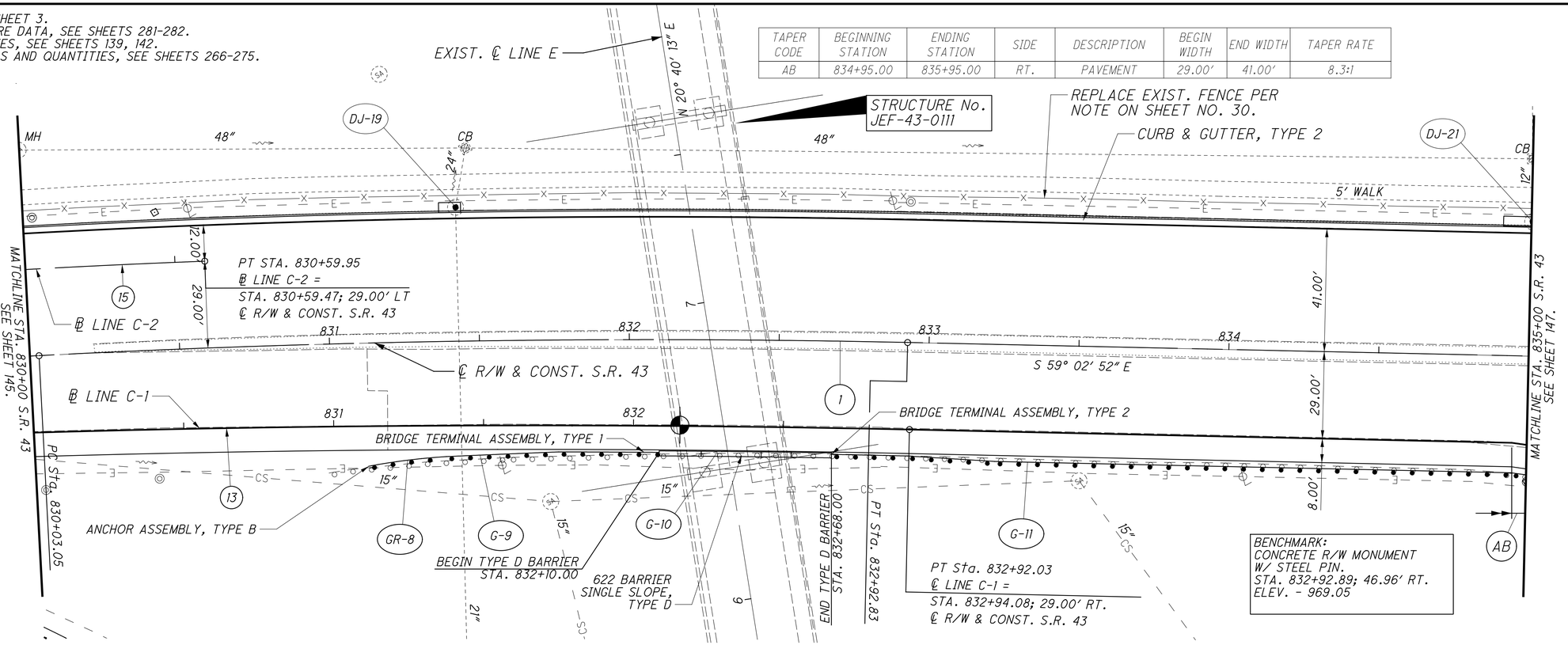
HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED CWL
CHECKED MVJ

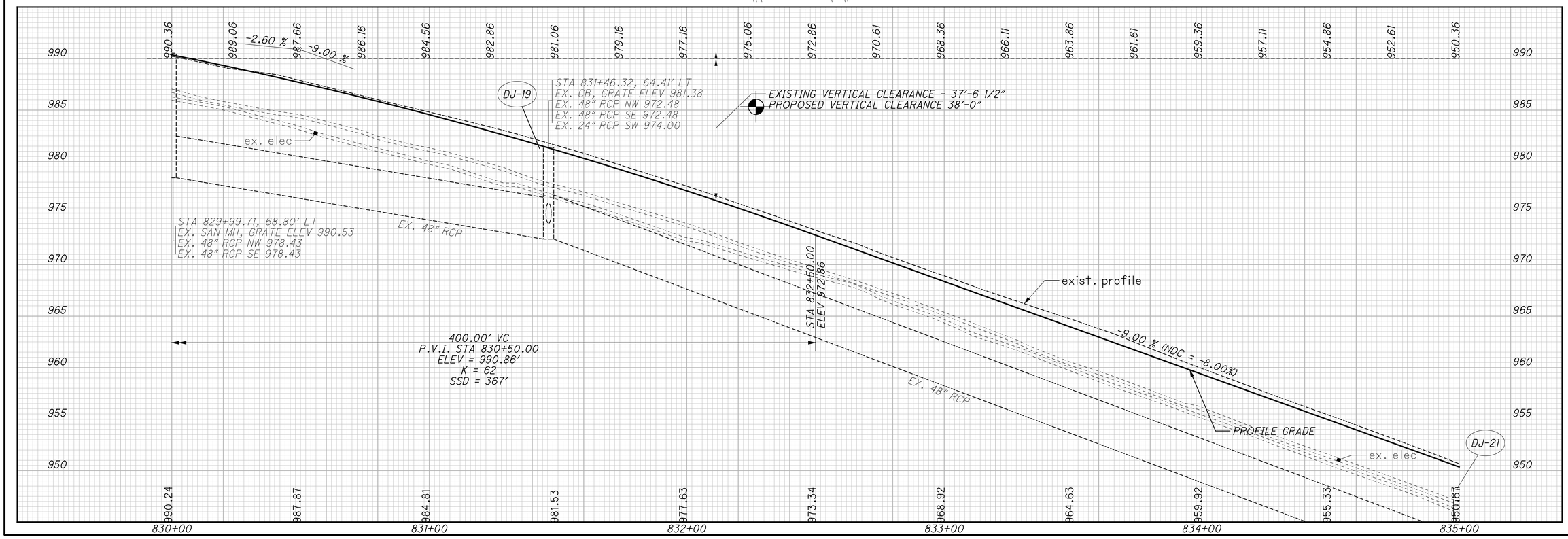
PLAN AND PROFILE - S.R 43
BEGIN TO STA. 830+00.00

JEF-43-0.00

FOR CURVE DATA, SEE SHEET 3.
FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.
FOR DRAINAGE QUANTITIES, SEE SHEETS 139, 142.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AB	834+95.00	835+95.00	RT.	PAVEMENT	29.00′	41.00′	8.3:1





RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

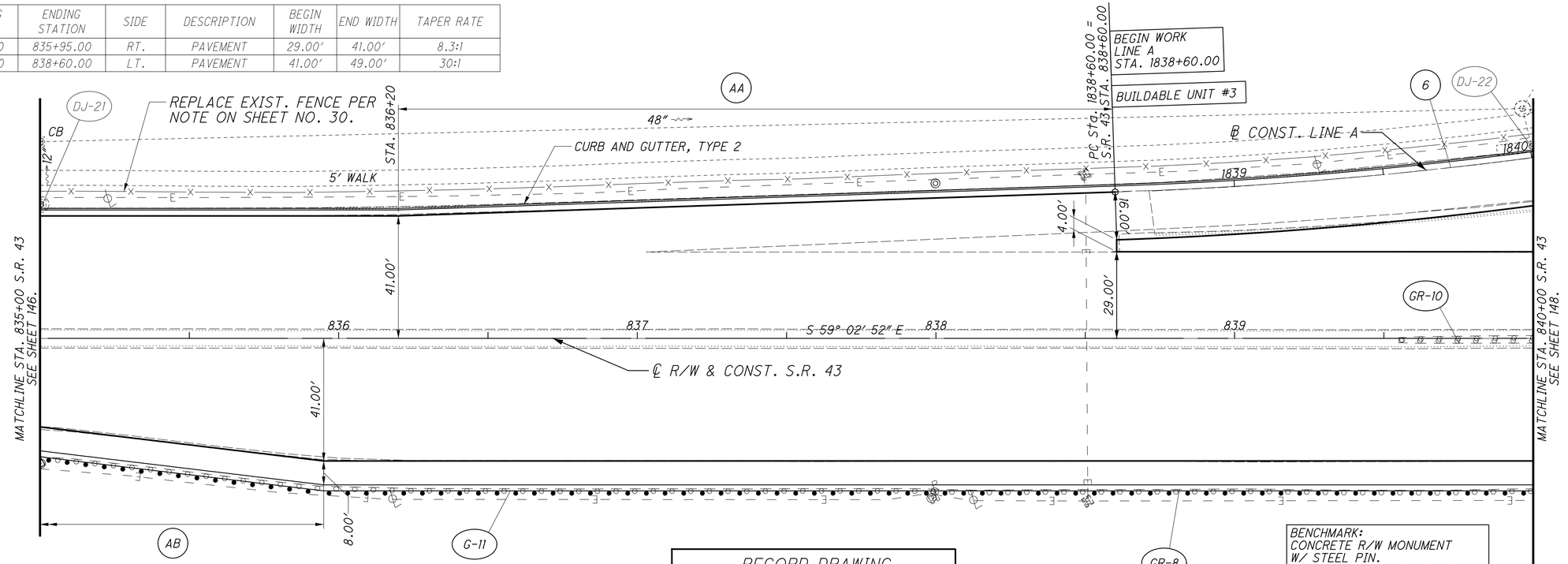
CALCULATED CWL
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 830+00.00 TO STA. 835+00.00

JEF-43-0.00

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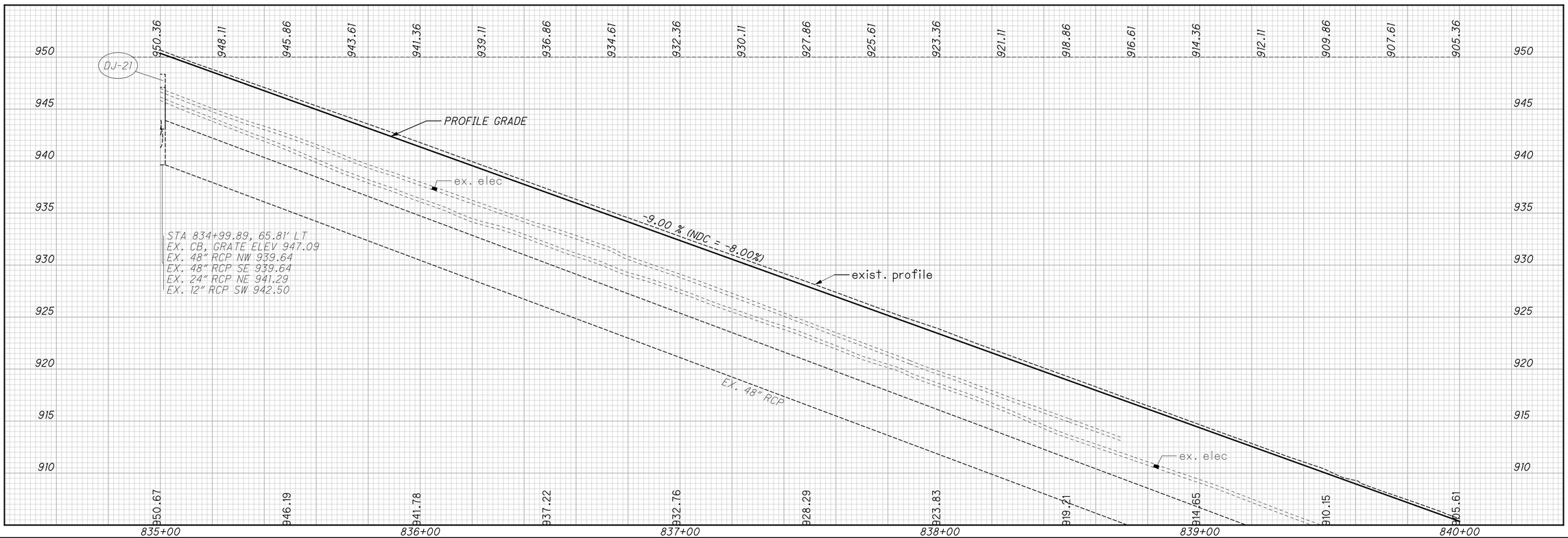
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AB	834+95.00	835+95.00	RT.	PAVEMENT	29.00′	41.00′	8.3:1
AA	836+20.00	838+60.00	LT.	PAVEMENT	41.00′	49.00′	30:1



BENCHMARK:
CONCRETE R/W MONUMENT
W/ STEEL PIN.
STA. 837+99.86; 51.93′ LT.
ELEV. - 922.67

RECORD DRAWING
12/23/11

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR GORE DETAIL, SEE SHEET 261.
FOR LINE A PLANS, SEE SHEETS 160-164.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CWL
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 835+00.00 TO STA. 840+00.00

JEF-43-0.00

147
434

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FOR GORE DETAIL, SEE SHEET 261.
FOR CURVE DATA, SEE SHEET 3.
FOR LINE B PLANS, SEE SHEETS 165-167.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR PAVEMENT TAPER TABLE, SEE SHEET 149.
FOR LINE A PLANS, SEE SHEETS 160-164.

REPLACE EXIST. FENCE PER NOTE ON SHEET NO. 30.

DJ-23

PT Sta. 1841+00.29

5' WALK

S 70° 34' 07" E

12"

48"

16.00'

3.00'

CB

℄ CONST. LINE A

TS Sta. 1843+21.55

BENCHMARK:
CONCRETE R/W MONUMENT
W/ STEEL PIN.
STA. 842+90.07; 49.97'LT.
ELEV - 876.63

RECORD DRAWING
12/23/11

TS Sta. 842+89.05

SC Sta. 844+89.05

8.00'

29.00'

29.00'

8.00'

MATCHLINE STA. 840+00 S.R. 43
SEE SHEET 147.

MATCHLINE STA. 845+00 S.R. 43
SEE SHEET 149.

GR-10

S 59° 02' 52" E

℄ R/W & CONST. S.R. 43

+18.47

℄ CONST. LINE B

PC Sta. 2840+40.00 = S.R. 43 STA. 840+40.00
SEE BUILDABLE UNIT #5

BEGIN WORK
LINE B
STA. 2840+40.00

BUILDABLE UNIT #5

3.00'

16.00'

+16.72

W.M.S.

AK

G-11

9

GR-8

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

PI Sta. 2844+02.50

S44°32'52"E

905.36 903.11 900.86 898.61 896.36 894.11 891.86 889.61 887.36 885.11 882.86 880.61 878.36 876.11 873.86 871.61 869.36 867.11 864.86 862.61 860.36

905 900 895 890 885 880 875 870 865

PROFILE GRADE

ex. elec.

STA 841+76.14, 56.51' LT
EX. CB, GRATE ELEV 885.53
EX. 48" RCP SE 877.13
EX. 48" RCP NW 877.13
EX. 12" RCP NE 879.00

EX. 48" RCP

-9.00 % (NDC = -8.00%)

exist. profile

ex. elec.

EX. 48" RCP

905.61 901.12 896.67 892.23 887.68 883.22 878.68 874.27 869.78 865.30 860.82

840+00 841+00 842+00 843+00 844+00 845+00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CWL
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 840+00.00 TO STA. 845+00.00

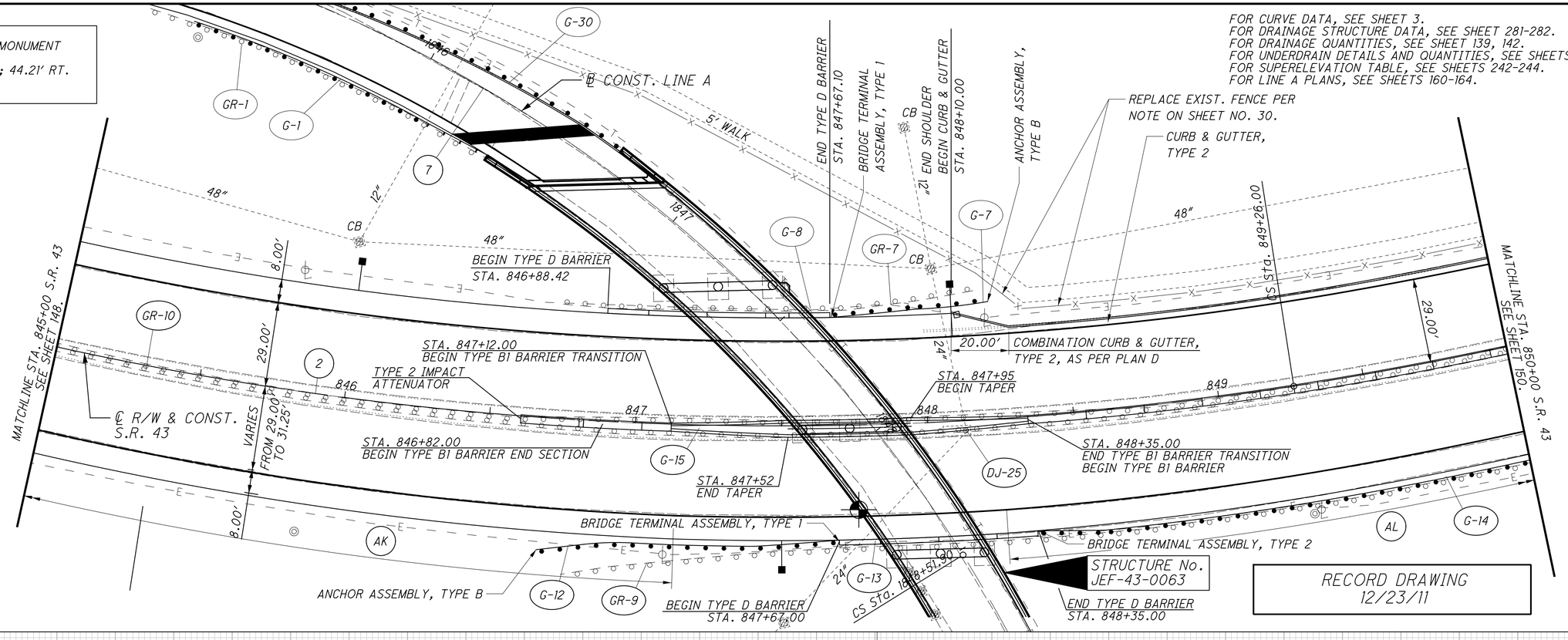
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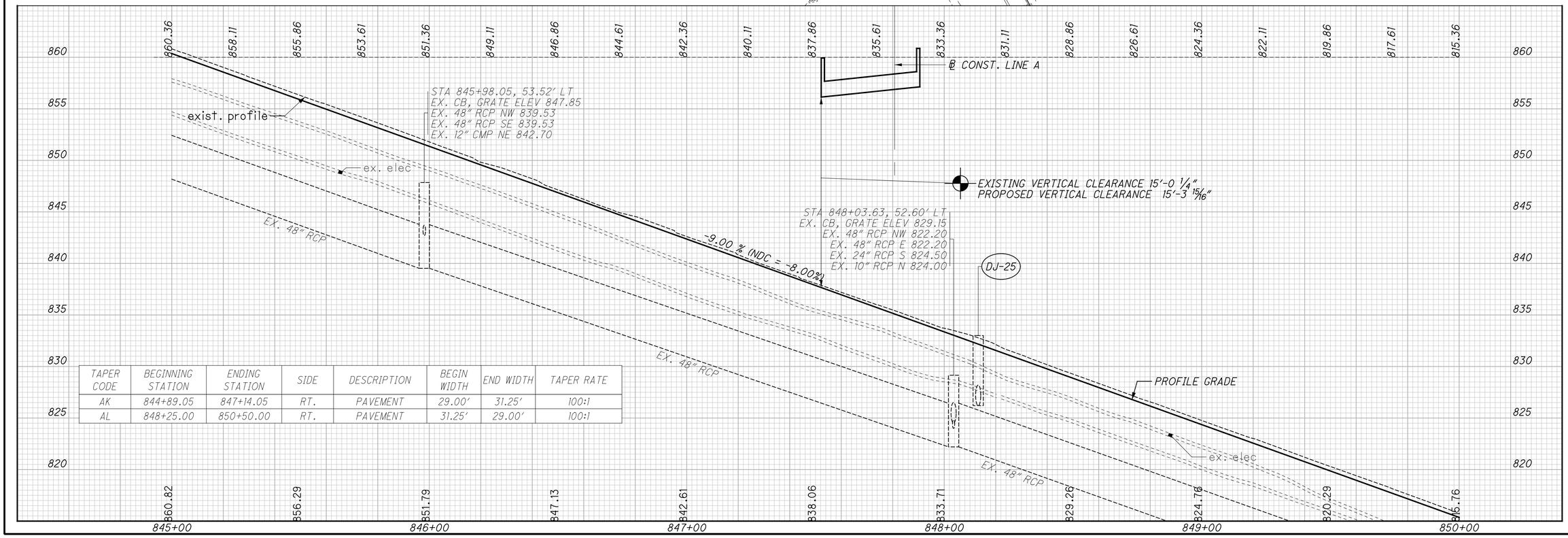
148
434

\\HKRNB3\DATA\2010\2010066\JEF\86367\ROADWAY\SHEETS\86367GP007.DGN
1/16/2012
3:31:11 PM
ARDILLAMD

BENCHMARK:
CONCRETE R/W MONUMENT
W/ STEEL PIN.
STA. 849+26.44; 44.21' RT.
ELEV. - 822.83

FOR CURVE DATA, SEE SHEET 3.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281-282.
FOR DRAINAGE QUANTITIES, SEE SHEET 139, 142.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR SUPERELEVATION TABLE, SEE SHEETS 242-244.
FOR LINE A PLANS, SEE SHEETS 160-164.





TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AK	844+89.05	847+14.05	RT.	PAVEMENT	29.00'	31.25'	100:1
AL	848+25.00	850+50.00	RT.	PAVEMENT	31.25'	29.00'	100:1

HORIZONTAL SCALE IN FEET
CALCULATED CWL
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 845+00.00 TO STA. 850+00.00

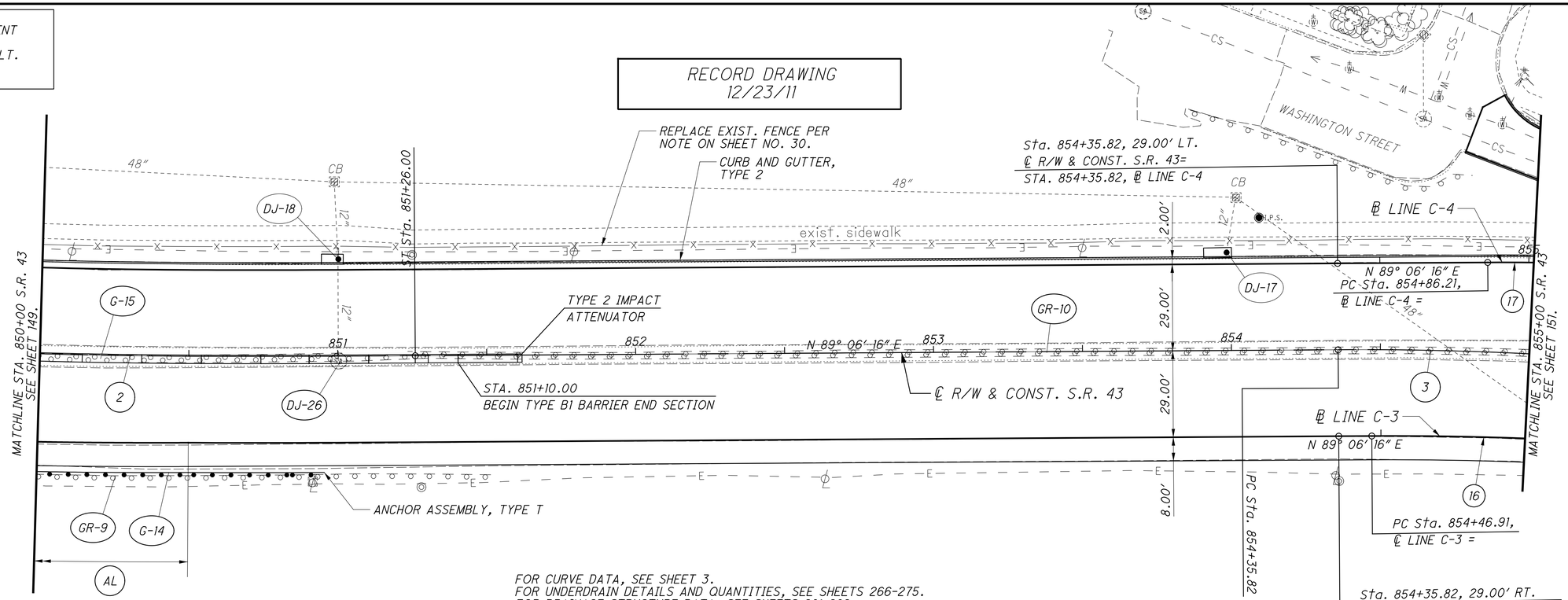
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149
434

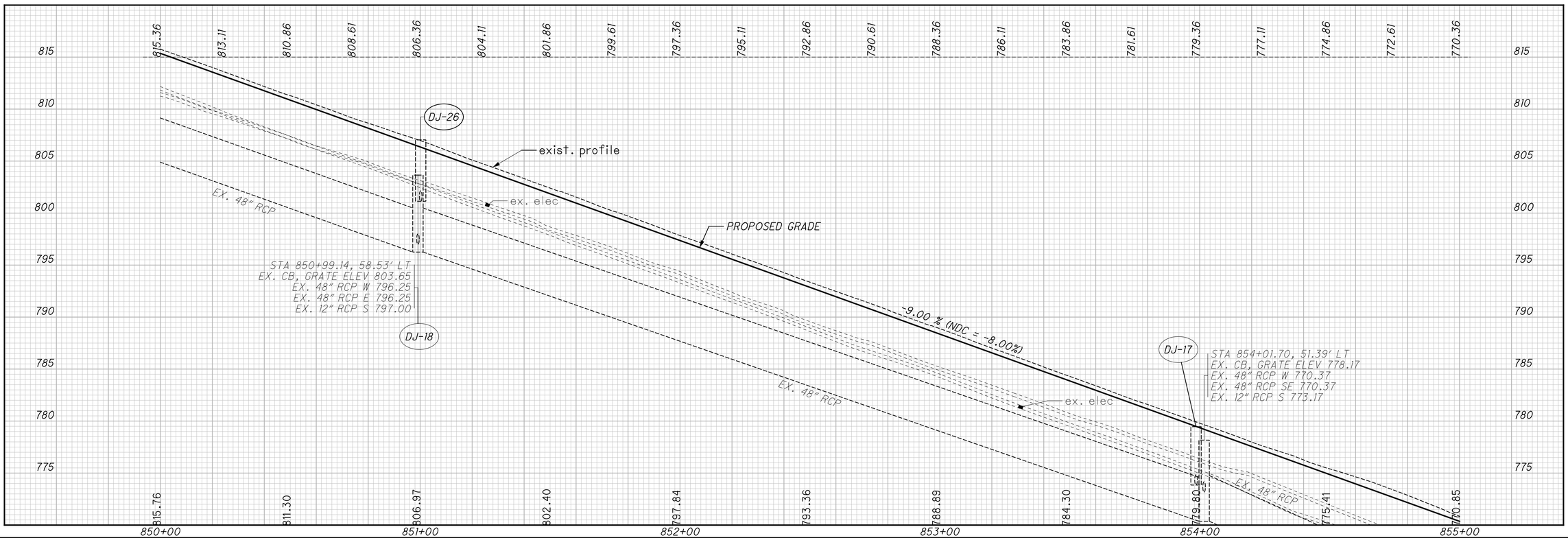
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1/16/2012
3:32:44 PM
HRGLAND

BENCHMARK:
CONCRETE R/W MONUMENT
W/ STEEL PIN.
STA. 851+25.11; 33.88' LT.
ELEV. - 803.71

RECORD DRAWING
12/23/11



FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 139, 142.
FOR PAVEMENT TAPER TABLE, SEE SHEET 149.



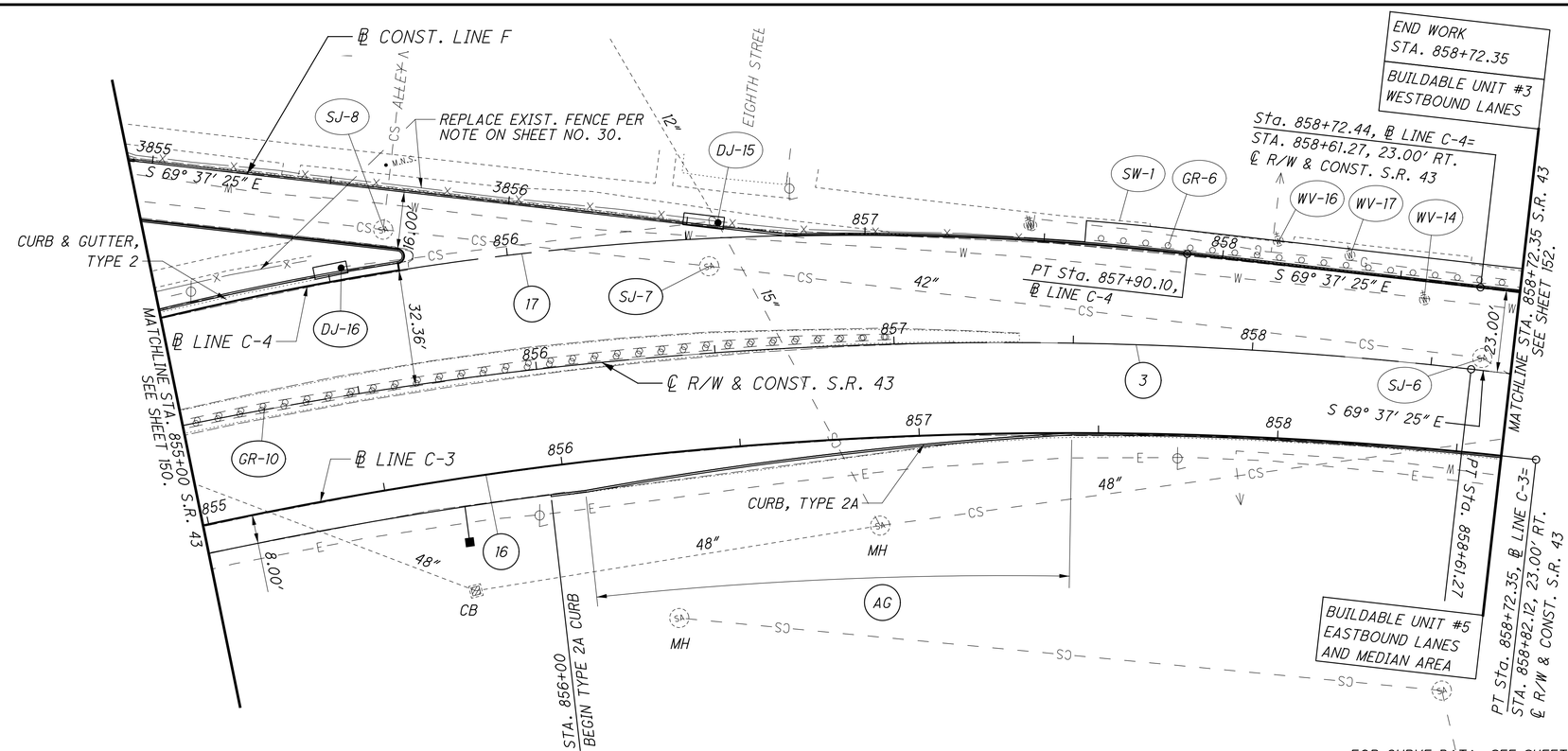
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HROLLAND

HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED CWL
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 850+00.00 TO STA. 855+00.00

JEF-43.0.00

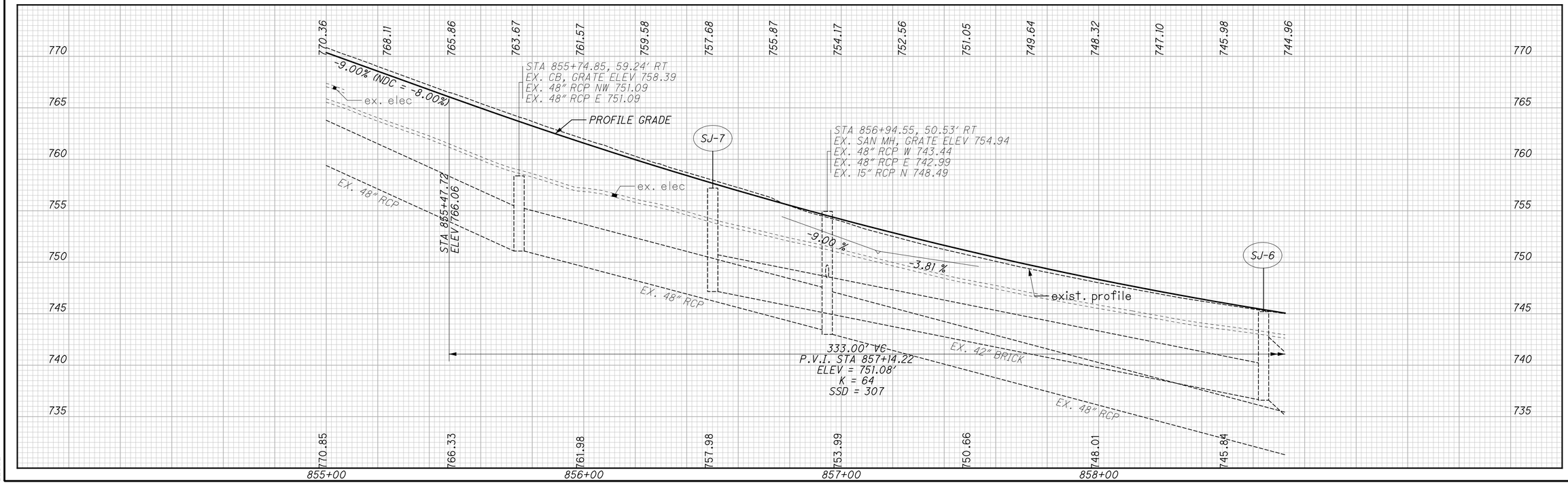
BENCHMARK:
CONCRETE R/W MONUMENT
W/ STEEL PIN.
STA. 854+35.83; 44.05' RT.
ELEV. - 774.34



TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AG	856+10.00	857+50.00	RT.	SHOULDER	8.00'	0.00	17.5:1

RECORD DRAWING
12/23/11

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 139, 142.
FOR LINE F PLANS, SEE SHEET 168.



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3:34:38 PM
#RDLEWD

PLAN AND PROFILE - S.R. 43
STA. 855+00.00 TO STA. 858+72.35

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CWL
CHECKED MVJ

JEF-43-0.00

151
434

BEGIN WORK
STA. 858+72.35

BUILDABLE UNIT NO. 2 | BUILDABLE UNIT NO. 1

RECORD DRAWING
12/23/11

MATCHLINE STA. 858+72.35
SEE SHEET 151.69

PT Sta. 858+61.27

EQUATION:
Sta 2+37.00 AH
Sta 858+87.86 BK =

S.R. 43

37° 25" E

BUTT JOINT STA. 10+58.00

BUTT JOINT STA. 9+41.50

N 20° 42' 35" E

N 20° 22' 05" E

16.16'

15'

13.35'

12.73'

STA. 3+35.00

CS Sta. 14+40.87

℄ EX. PENN CENTRAL R.R.

REPLACE EXIST. FENCE ON RETAINING WALL PER NOTE ON SHEET NO. 30.

exist. retaining wall

℄ R/W & CONST. S.R. 43

S 69° 37' 25" E

ST Sta. 15+20.87

23'

23'

36" BRICK

54" RCP

12" RCP

15" RCP

SAN

66" RCP

exist. retaining wall

MATCHLINE STA. 7+50 S.R. 43
SEE SHEET 153.

S 14° 39' 35" W

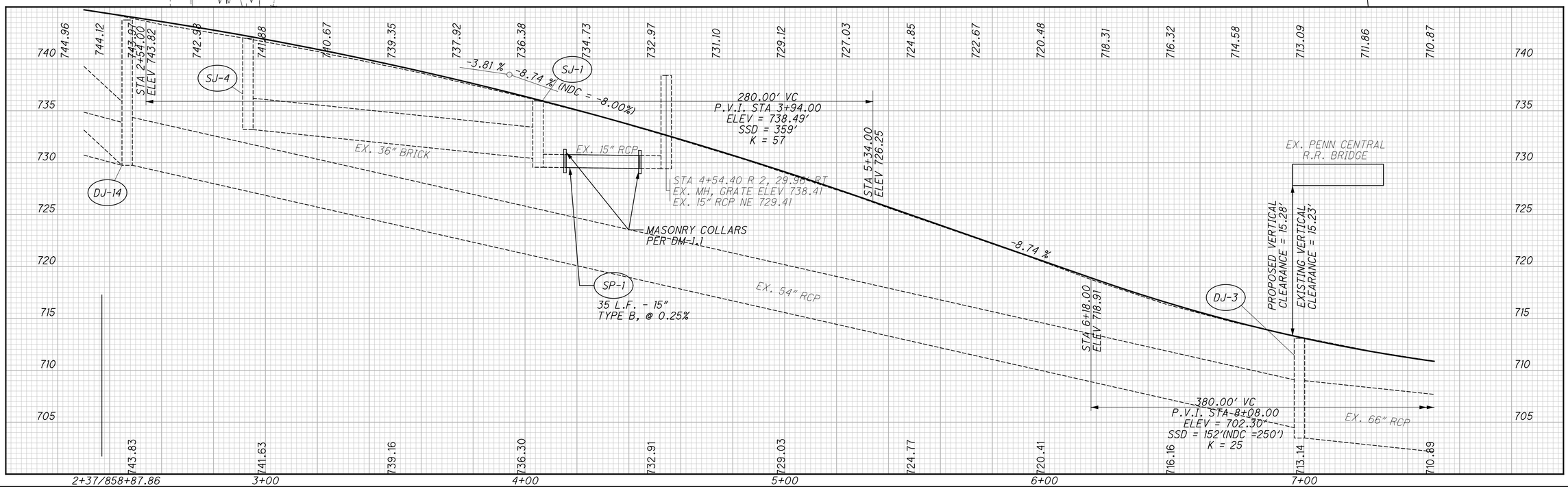
STRUCTURE No.
JEF-43-0033

℄ EX. N. SEVENTH ST.

SJ-3 SJ-4 SJ-1 MA-1 SP-1 DJ-1 DJ-2 DJ-3 DJ-11 DJ-14 WV-1 WV-2 WV-36

FOR CURVE DATA, SEE SHEET 3.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEET 138.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 276-279.
FOR CURB RAMP DETAILS, SEE SHEETS 297-298.
FOR INTERSECTION/JOINT DETAILS, SEE SHEETS 257, 293.

BENCHMARK:
CONCRETE R/W MONUMENT W/ STEEL PIN
STA. 854+35.83; 44.05' RT.
ELEV.: 774.34



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ARGILLAND

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AJE
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 858+72.35 TO STA. 7+50.00

JEF-43-0.00

152
434

RECORD DRAWING
12/23/11

BUILDABLE UNIT NO. 1	BUILDABLE UNIT NO. 2A

SEE SHEET 152
MATCHLINE STA. 7+50 S.R. 43

℄ EX. N. SIXTH ST.

N 20° 22' 35" E

N 20° 20' 15" E

REPLACE EXIST. FENCE ON RETAINING WALL PER NOTE ON SHEET NO. 30.

EX. RETAINING WALL

℄ R/W & CONST. S.R. 43

23'

23'

S 69° 37' 25" E

TUNNEL

STRUCTURE No.
JEF-43-0030

EX. RETAINING WALL

STA. 11+70.00

EX. BUILDING

STEPS

WALK

QLC

QLB

BUTT JOINT STA. 10+80.00

18.9'

17.4'

N 20° 23' 00" E

12" PEAR

STA. 12+51.30

BEGIN WALK REPLACEMENT LT. & RT.

BUTT JOINT STA. 9+27.00

12.8'

12.8'

N 20° 22' 55" E

℄ EX. N. FIFTH ST.

STA. 12+69.71

END FULL DEPTH PAVEMENT

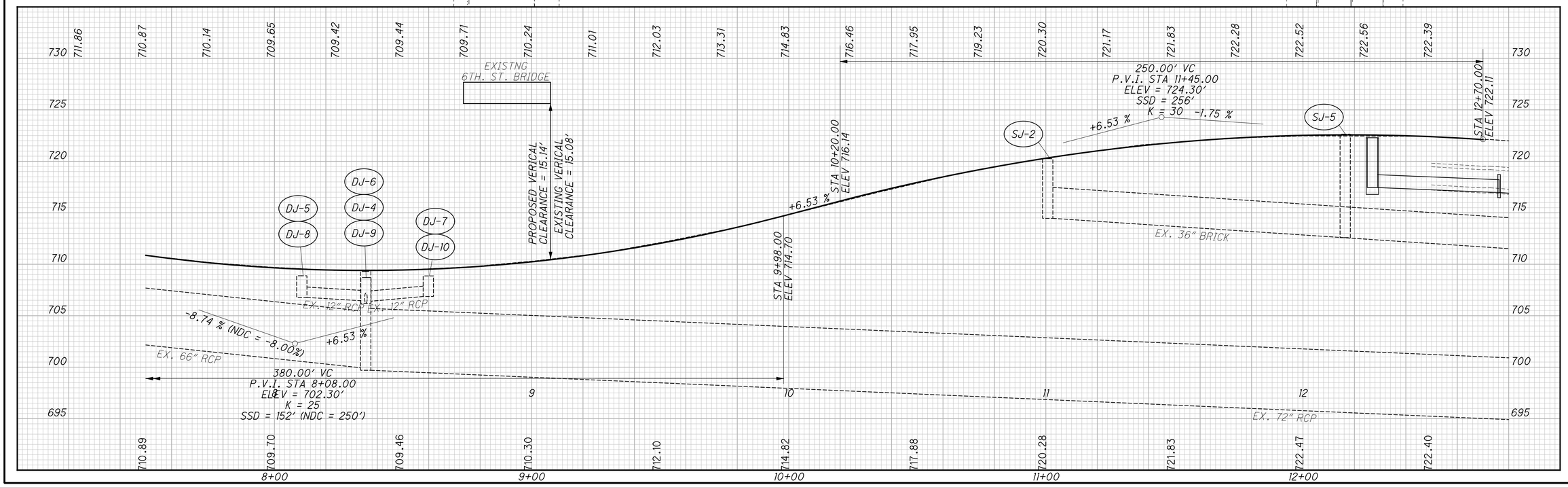
BEGIN RESURFACING

P-30, DJ-5, DJ-6, DJ-7, MA-2, DJ-4, P-31, DJ-8, DJ-10, DJ-9, SJ-2, SJ-5, WV-8, WV-3, WV-4, WV-5, MA-3, WV-7, DJ-13, WV-6, WV-37, DJ-12

12" RCP, 66" RCP, 72" RCP, 12" CMP, 30"x19" RCP, 18" CMP, 12" VCP, 27" CMP, 21" RCP, 15" RCP, 36" BRICK, OH-E, OH-E/T, M.H.S., M.N.S., CS, W, G

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEET 138.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 276-279.
FOR CURB RAMPS, SEE SHEETS 300-301.
FOR INTERSECTION/JOINT DETAILS, SEE SHEETS 258, 294.

BENCHMARK:
CONCRETE R/W MONUMENT W/
STEEL PIN
STA. 854+35.83; 44.05' RT.
ELEV.: 774.34



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AJE
CHECKED MVJ

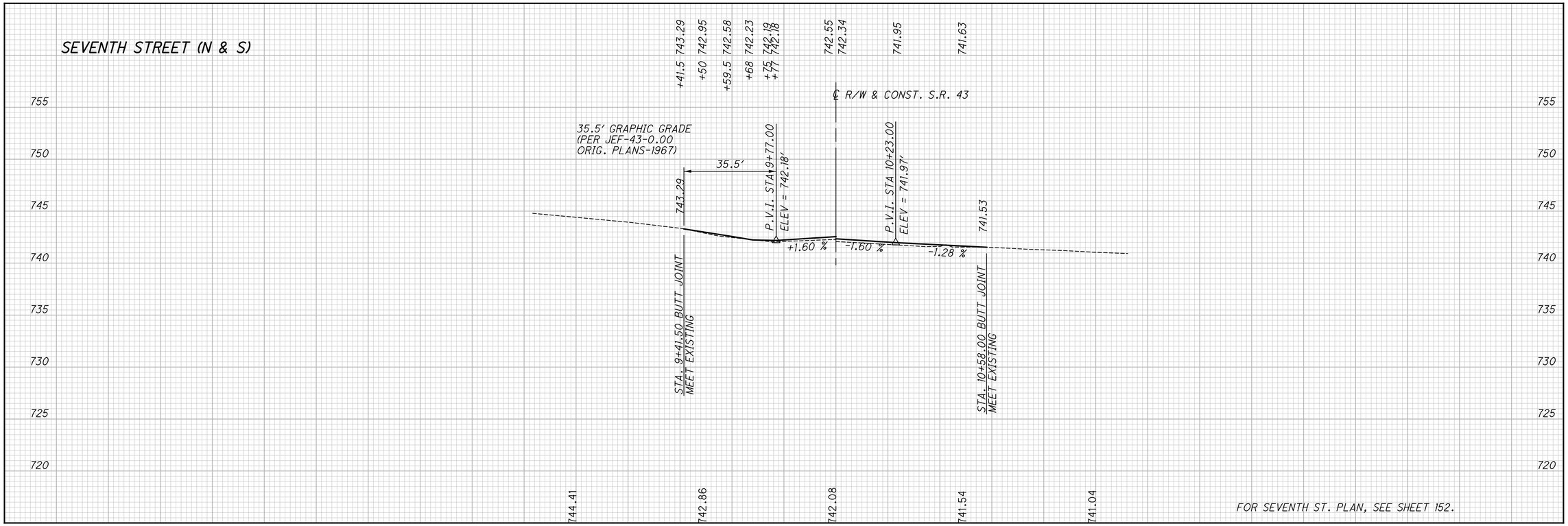
PLAN AND PROFILE - S.R 43
STA. 7+50.00 TO STA. 12+69.71

JEF-43-0.00

153
434

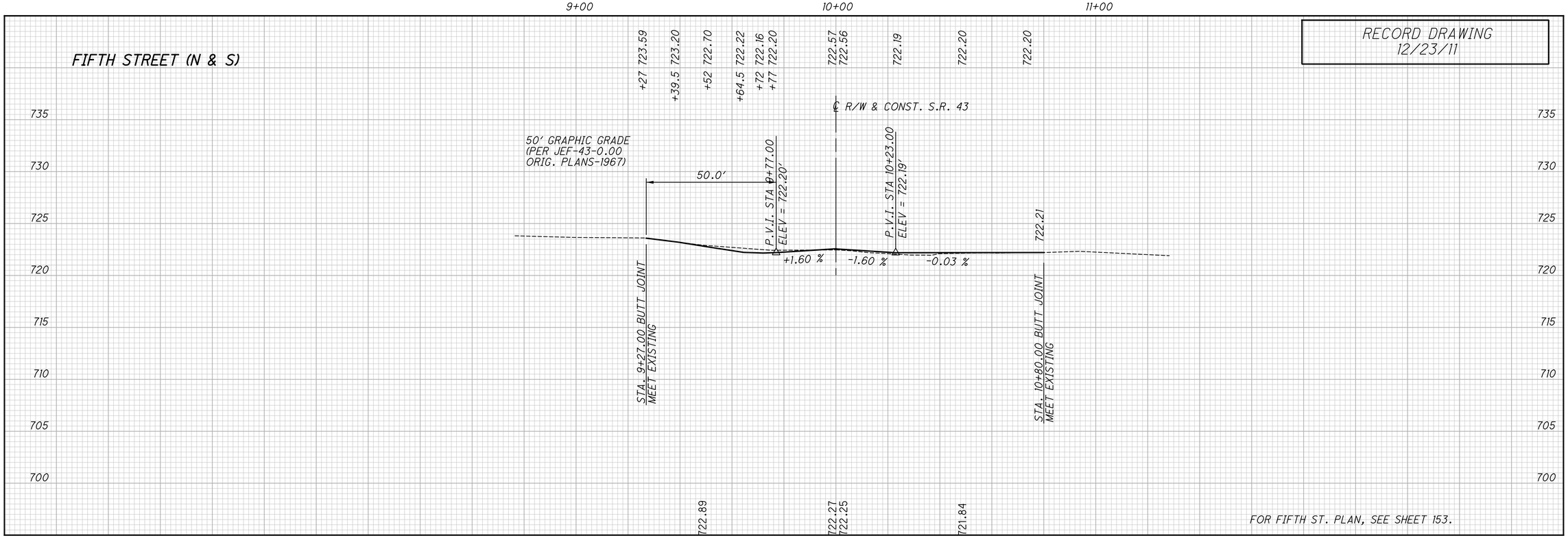
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HROLLAND

SEVENTH STREET (N & S)



FIFTH STREET (N & S)

RECORD DRAWING
12/23/11



CALCULATED CWL
CHECKED MVJ

PROFILE
FIFTH STREET & SEVENTH STREET

JEF-43-0.00

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RWOYCIT2KY

BUILDABLE UNIT #2 | BUILDABLE UNIT #4

END FULL DEPTH PAVEMENT — BEGIN RESURFACING

BUTT JOINT STA. 12+69.71

℄ EX. COMM. ALLEY (N)

N 20° 22′ 35″ E

Ⓑ STA. 13+90.19 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. COMM. ALLEY (S)

Ⓐ STA. 13+88.72 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. COMM. ALLEY (N)

Ⓒ STA. 16+10.97 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. FOURTH ST.

℄ EX. FOURTH ST.

N 20° 20′ 50″ E

BUTT JOINT STA. 10+33.00

BUTT JOINT STA. 10+38.00

℄ R/W & CONST. S.R. 43

S 69° 37′ 25″ E

72″ RCP ST

36″ BRK

BUTT JOINT STA. 9+69.00

BUTT JOINT STA. 9+77.00

CUT-IN VALVE PLACED DURING CONSTRUCTION STA. 16+50.00; 6.0′ RT.

MATCHLINE STA. 17+00 S.R. 43 SEE SHEET 156.

ex. inlet

SJ-13 SJ-14 DJ-33 DJ-34 DJ-36 DJ-37 DJ-38 DJ-39 DJ-40 DJ-54

P-1 P-2 P-4 P-5 P-6 P-7 P-15 P-19 P-20

WV-18 WV-19 WV-20 WV-21 WV-22 WV-28 WV-29 WV-30 WV-34 WV-35

NOTE: EXISTING UNDERGROUND JUNCTION BOX AT APPROX. STA. 14+00; 23.00′ RT. TO BE REMOVED AS NECESSARY DURING CURB RAMP INSTALLATION.

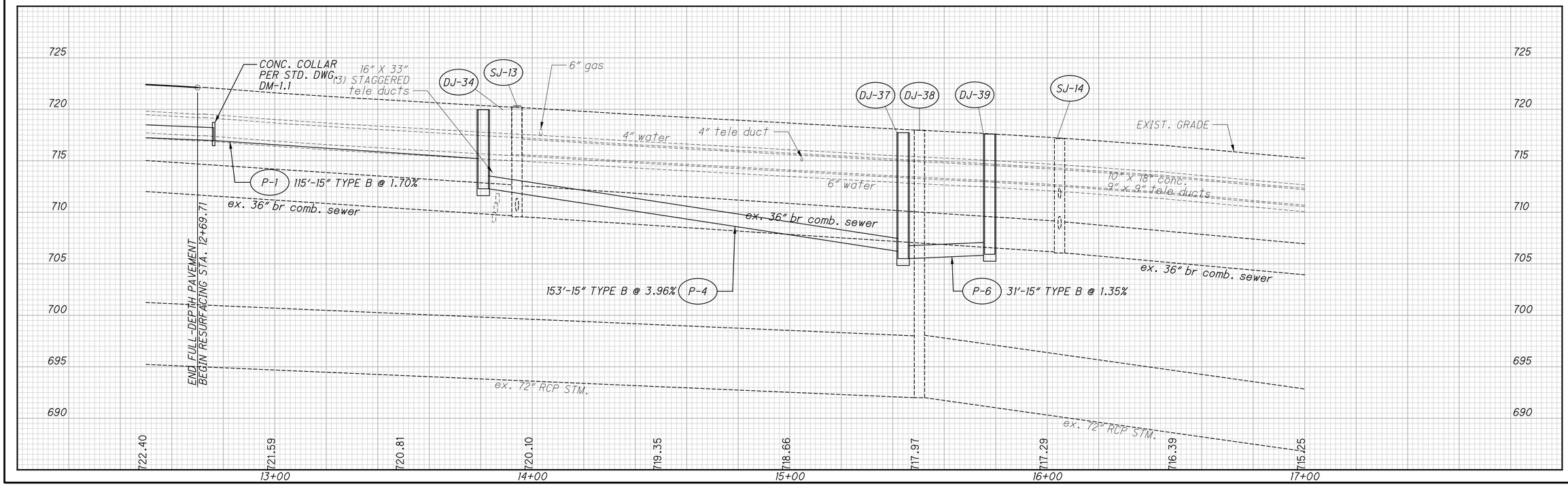
FOR DRAINAGE STRUCTURE DATTA, SEE SHEET 283.
FOR STORM SEWER PROFILES, SEE SHEETs 284-285.
FOR CURB RAMP DETAILS, SEE SHEETS 304-306.
FOR QUANTITIES, SEE SHEETS 143-144.

* PIPE TO BE ABANDONED

STA. 16+30±

WALK REPLACEMENT RT. | SUSPEND WALK REPLACEMENT RT.

RECORD DRAWING
12/23/11



PLAN AND PROFILE - S.R. 43
STA. 12+69.71 TO STA. 17.00.00

JEF-43-0.00

155
434

CALCULATED RW CHECKED MVJ

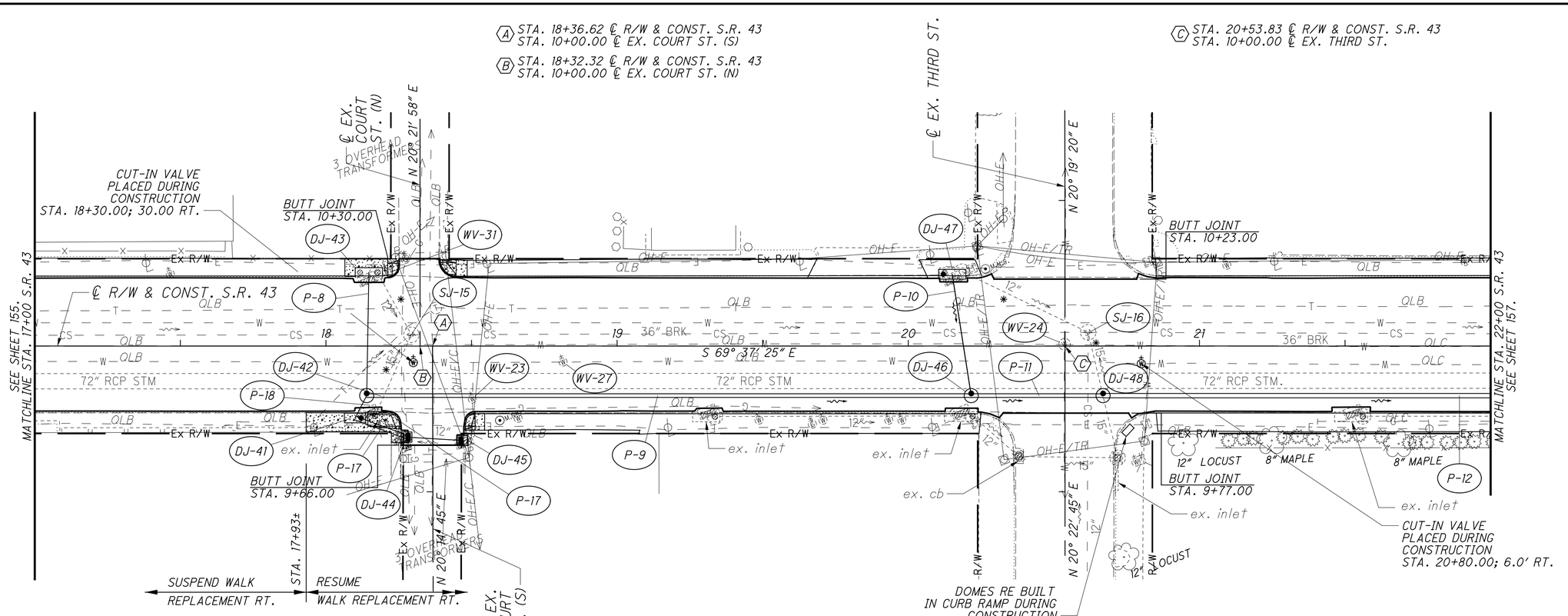
HORIZONTAL SCALE IN FEET

\\vkrnas3\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367GP011.DGN
1/16/2012
3:37:04 PM
HRGLLAND

(A) STA. 18+36.62 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. COURT ST. (S)

(B) STA. 18+32.32 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. COURT ST. (N)

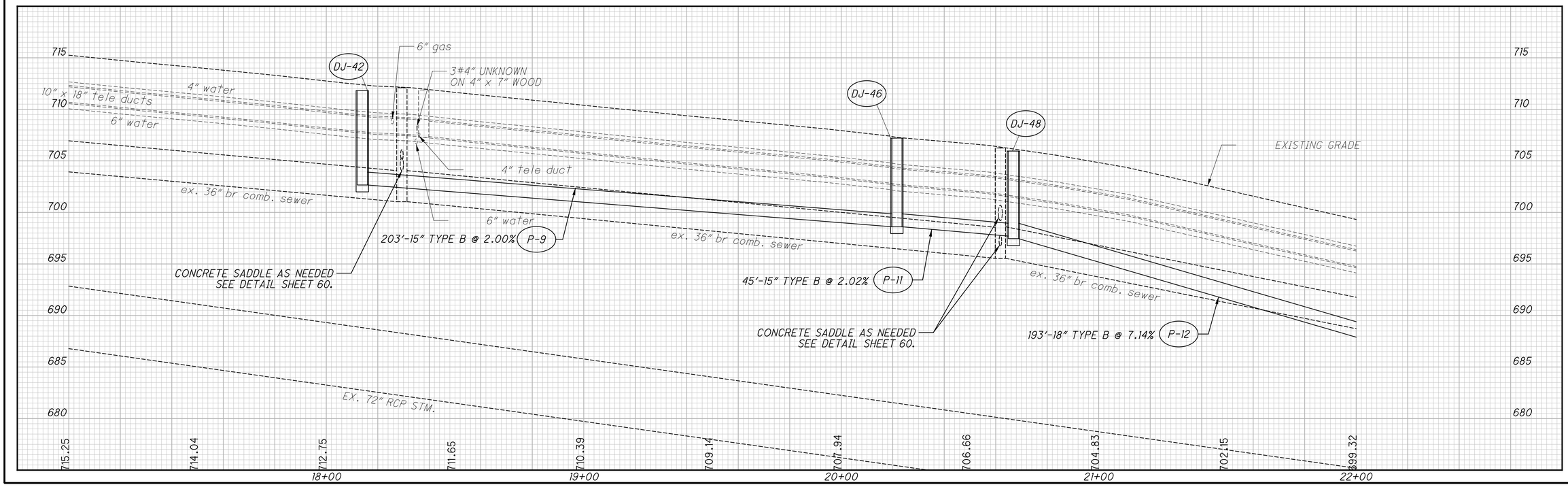
(C) STA. 20+53.83 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. THIRD ST.



FOR DRAINAGE STRUCTURE DATA, SEE SHEET 283.
FOR STORM SEWER PROFILES, SEE SHEETS 284-285.
FOR CURB RAMP DETAILS, SEE SHEETS 307-308.
FOR QUANTITIES, SEE SHEETS 143-144.

* PIPE TO BE ABANDONED.

RECORD DRAWING
12/23/11



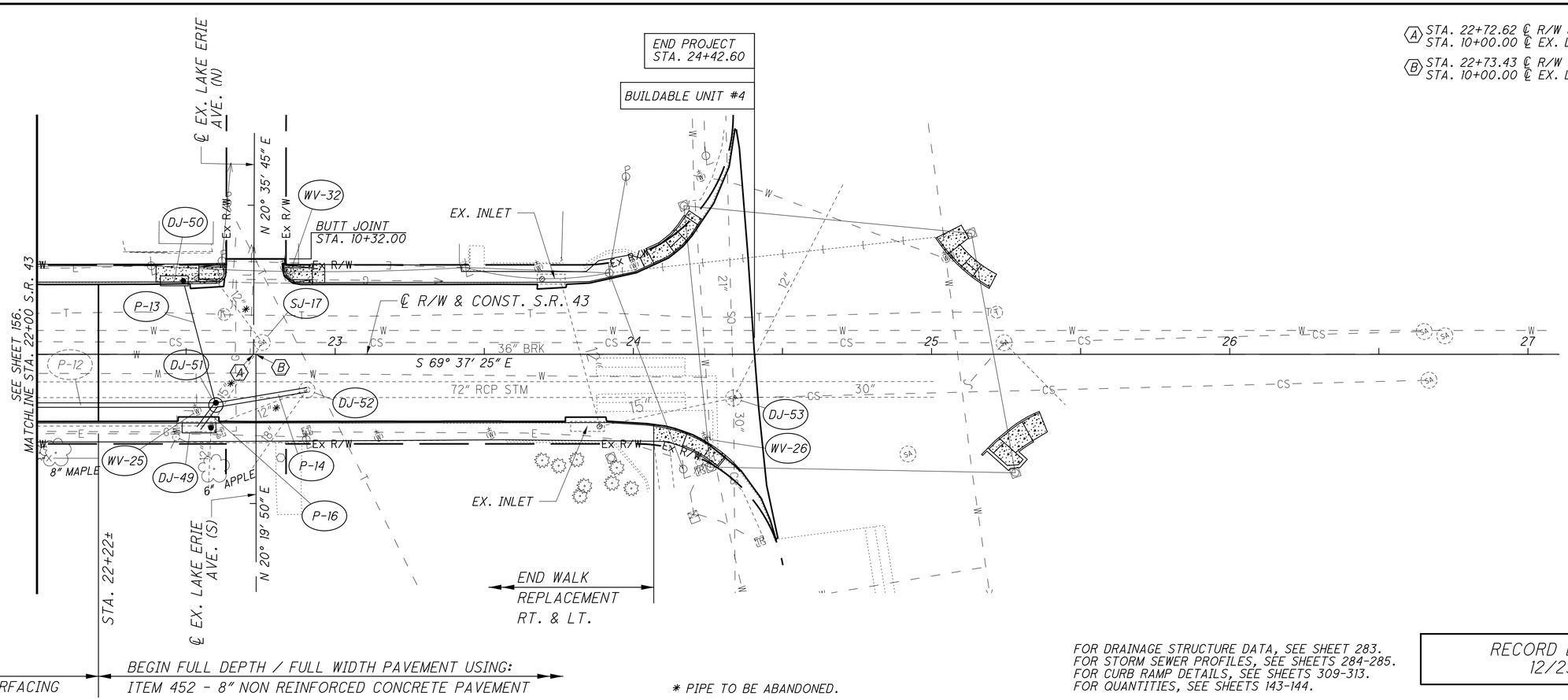
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ARDLLAND

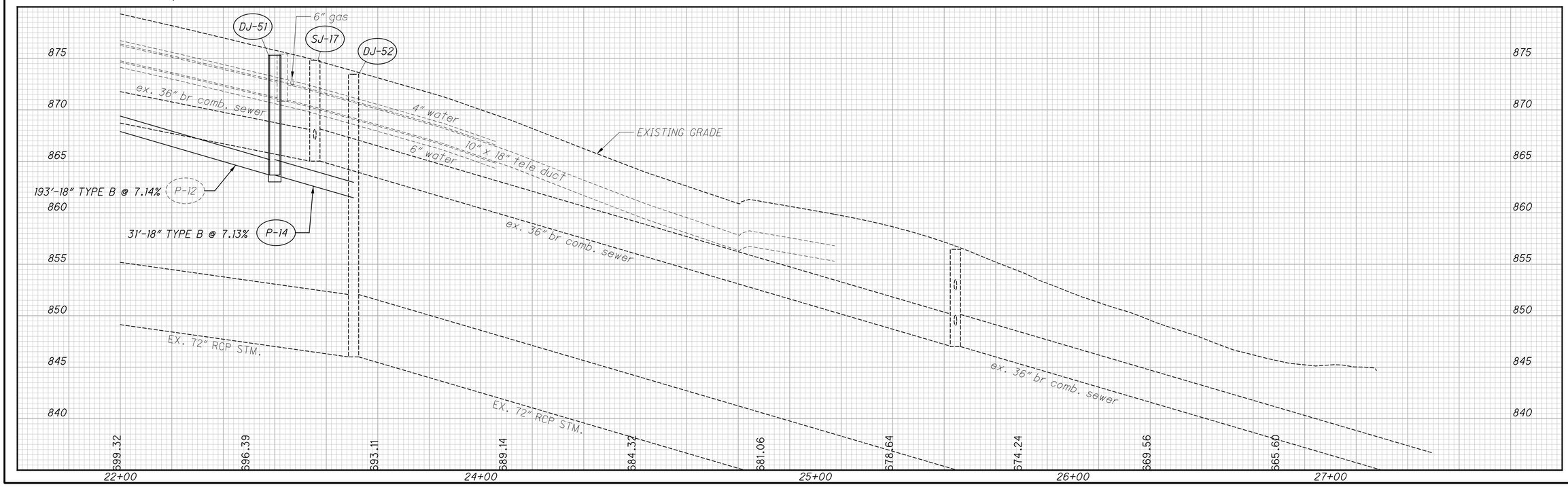
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED RW
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 17+00.00 TO STA. 22+00.00

JEF-43-0.00





FOR DRAINAGE STRUCTURE DATA, SEE SHEET 283.
FOR STORM SEWER PROFILES, SEE SHEETS 284-285.
FOR CURB RAMP DETAILS, SEE SHEETS 309-313.
FOR QUANTITIES, SEE SHEETS 143-144.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

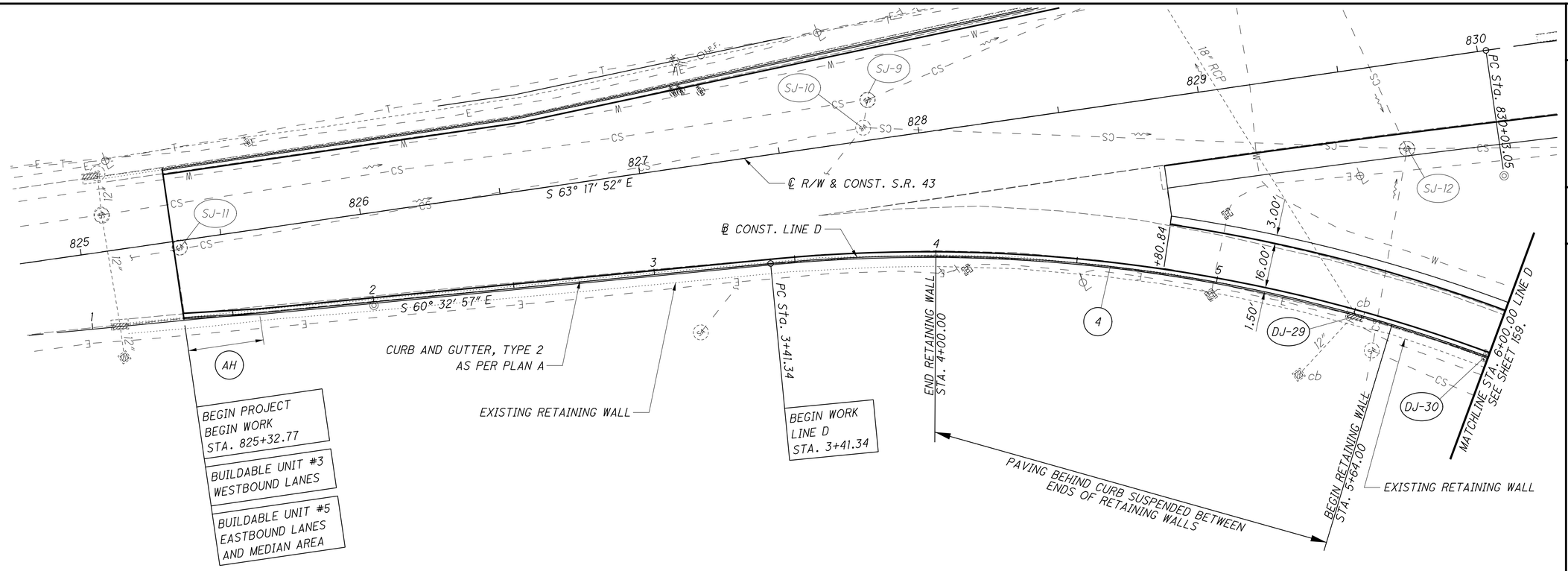
CALCULATED RW
CHECKED MVJ

PLAN AND PROFILE - S.R. 43
STA. 22+00.00 TO END

JEF-43-0.00

157
434

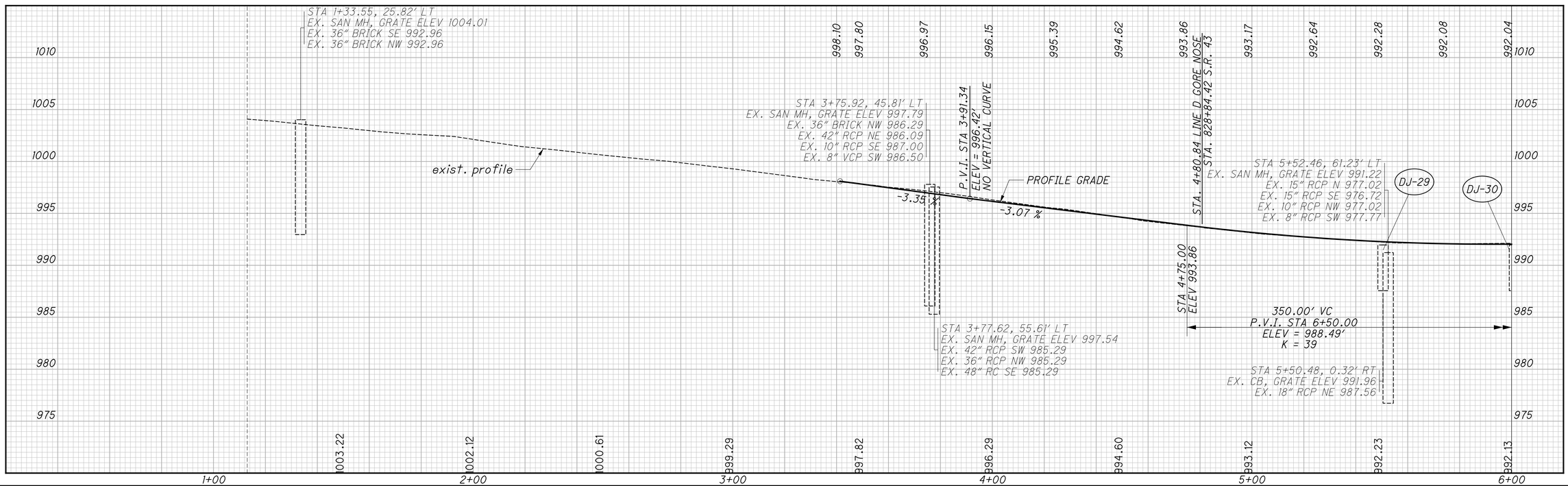
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JHOLLAND



RECORD DRAWING
12/23/11

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AH	1+32.49	1+59.16	RT.	CURB	1.00′	.00′	26.7:1

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 270-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 141-142.

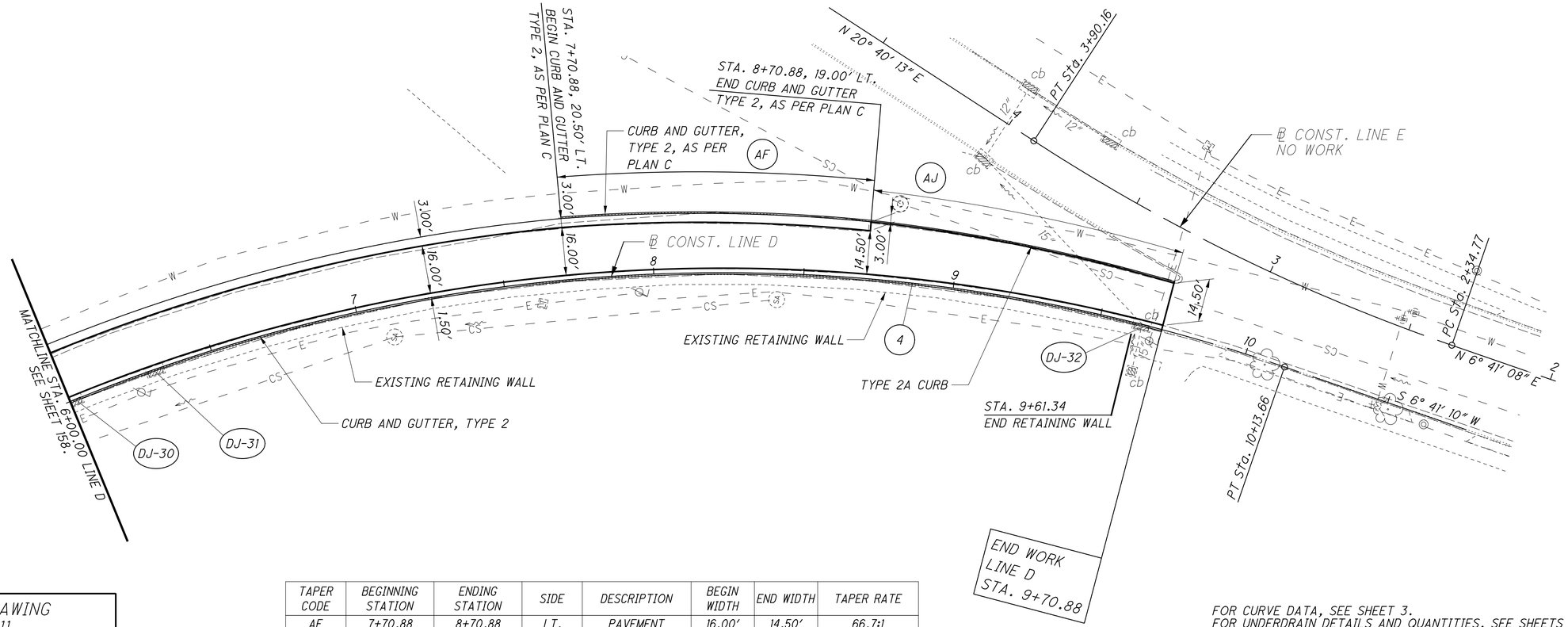


PLAN AND PROFILE - LINE D
BEGIN TO STA. 6+00.00

JEF-43-0.00

158
434

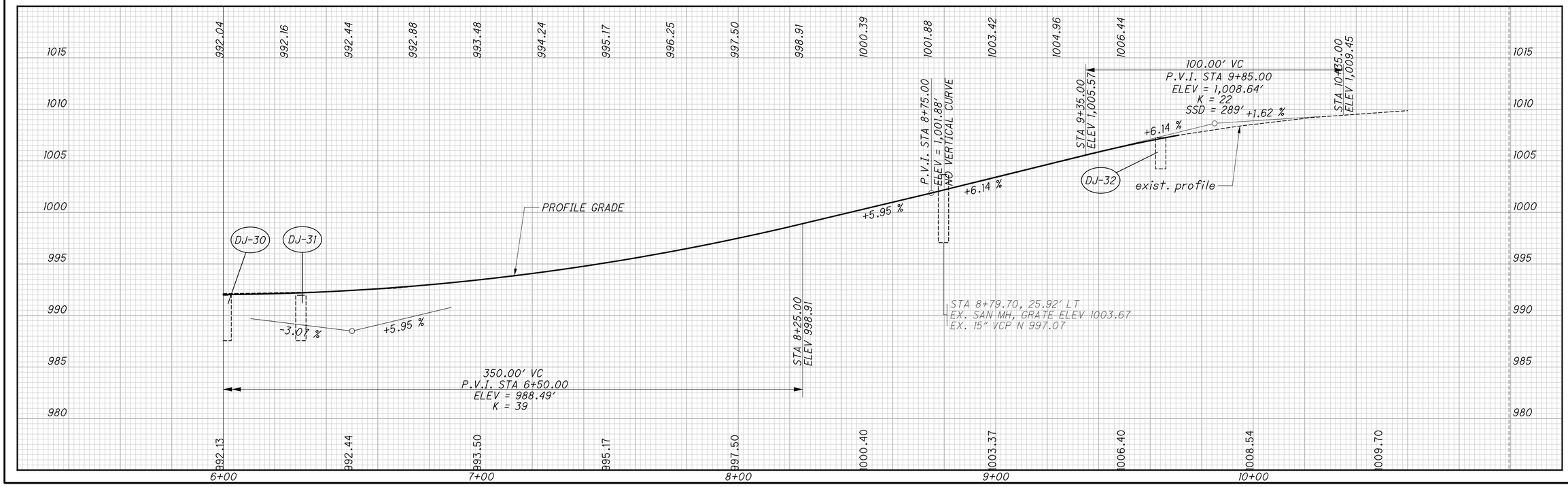
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RNOTCITZKY



RECORD DRAWING
12/23/11

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AF	7+70.88	8+70.88	LT.	PAVEMENT	16.00'	14.50'	66.7:1
AJ	8+70.88	9+70.88	LT.	PAVEMENT	17.50'	14.50'	33.3:1

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 270-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 141-142.



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12/16/2011
11:07:12 AM
RHOTCITZKY

CALCULATED ATR
CHECKED MVJ

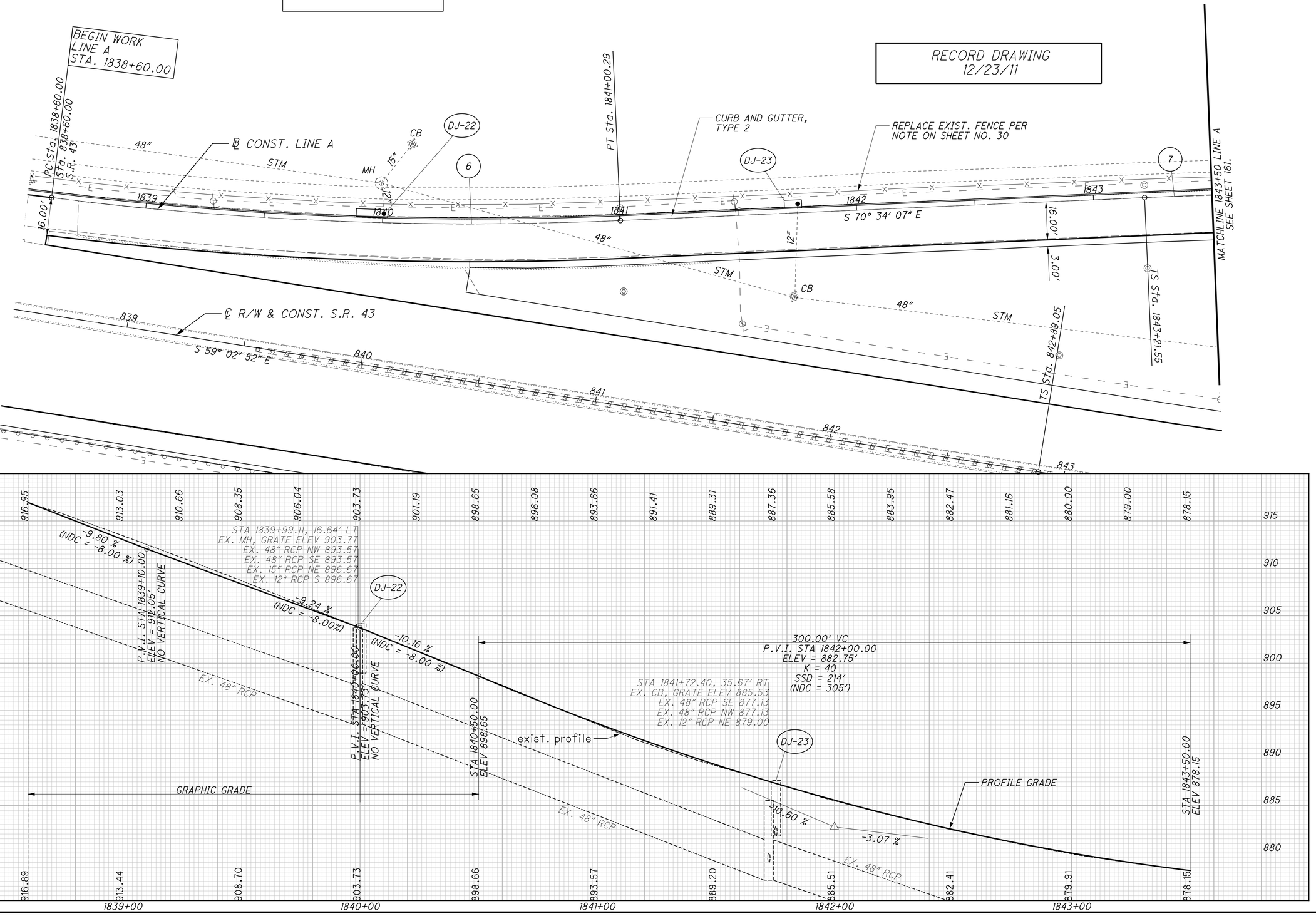
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - LINE D
STA. 6+00.00 TO END

JEF-43-0.00

FOR CURVE DATA, SEE SHEET 3.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 139-140.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-269.

BENCHMARK:
CONCRETE R/W MONUMENT W/
STEEL PIN.
STA. 842+90.07; 49.97' LT.
ELEV. - 876.63



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1/16/2012
3:39:26 PM
HOLLAND

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AJE
CHECKED MVJ

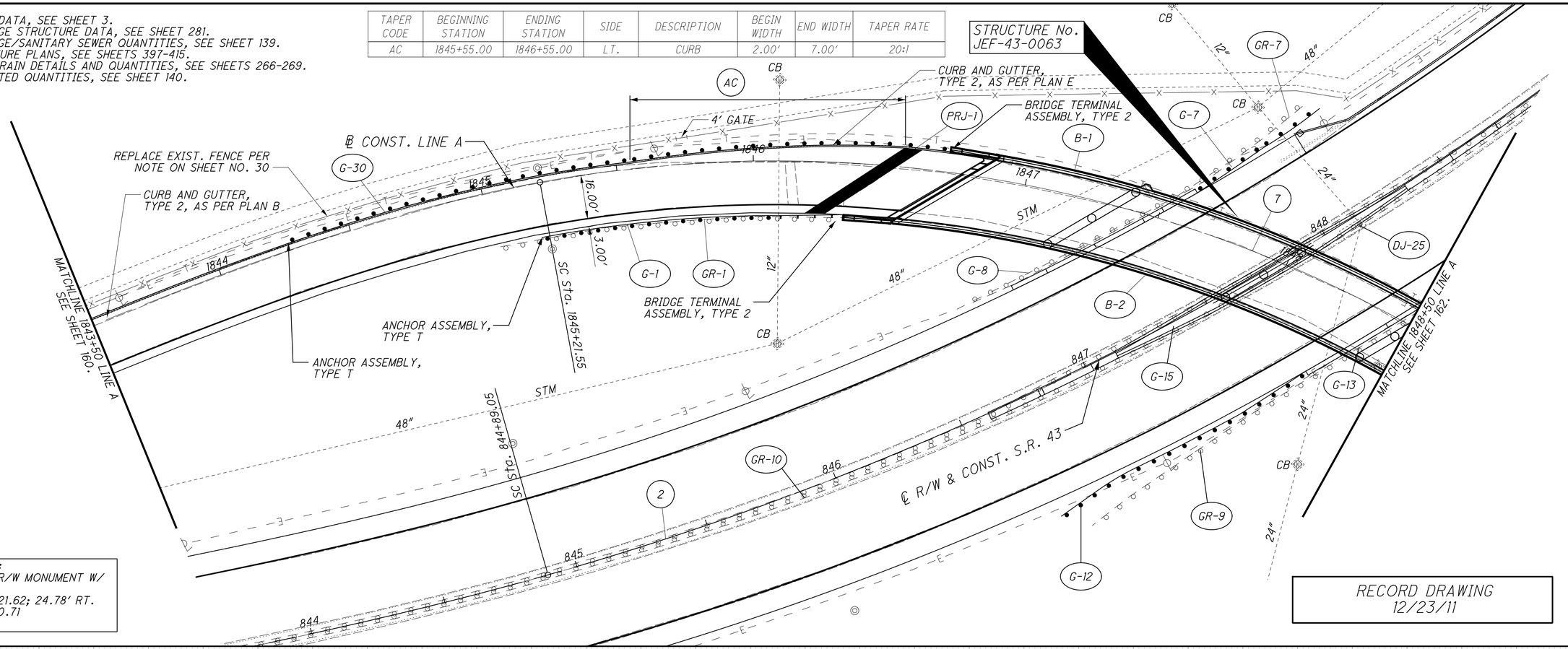
PLAN AND PROFILE - LINE A
BEGIN TO STA. 1843+50.00

JEF-43-0.00

FOR CURVE DATA, SEE SHEET 3.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEET 139.
FOR STRUCTURE PLANS, SEE SHEETS 397-415.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-269.
FOR ESTIMATED QUANTITIES, SEE SHEET 140.

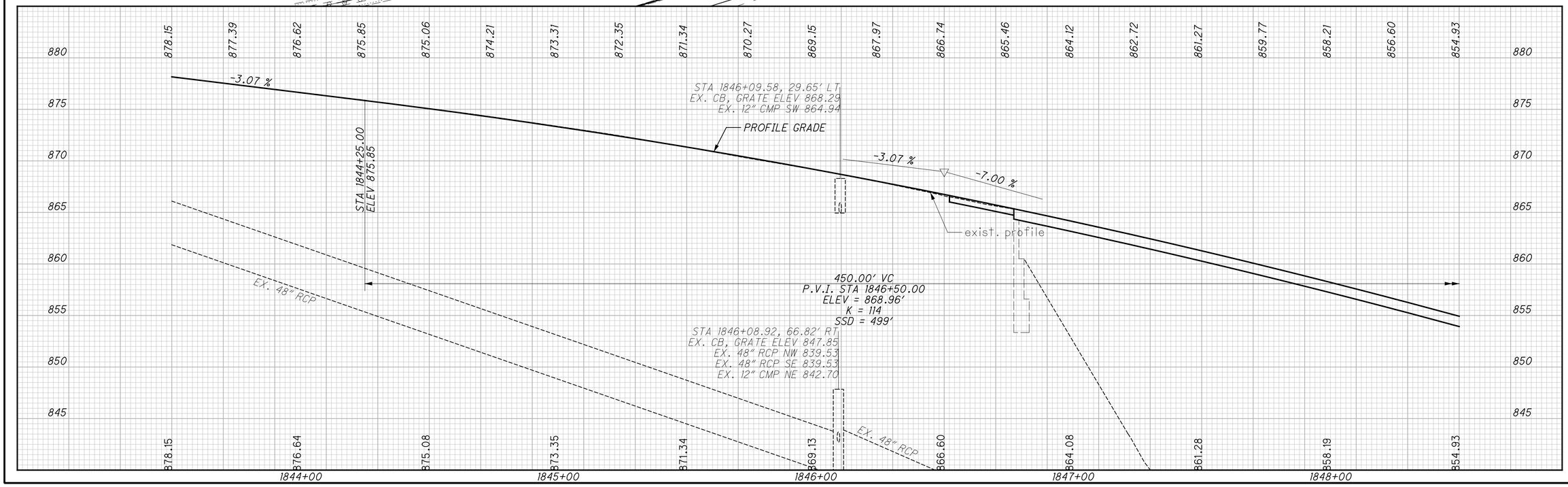
TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AC	1845+55.00	1846+55.00	LT.	CURB	2.00'	7.00'	20:1

STRUCTURE No.
JEF-43-0063



BENCHMARK:
CONCRETE R/W MONUMENT W/ STEEL PIN.
STA. 1845+21.62; 24.78' RT.
ELEV. - 870.71

RECORD DRAWING
12/23/11



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AJE
CHECKED MVJ

PLAN AND PROFILE - LINE A
STA. 1843+50.00 TO STA. 1848+50.00

JEF-43-0.00

161
434

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1/16/2012
3:40:08 PM
HROLLAND

RECORD DRAWING
12/23/11

℄ R/W & CONST. S.R. 43

BRIDGE TERMINAL ASSEMBLY, TYPE 1

PROP. TYPE 4A CURB

℄ CONST. LINE A

BRIDGE TERMINAL ASSEMBLY, TYPE 2

BRIDGE TERMINAL ASSEMBLY, TYPE 1

STRUCTURE No. JEF-43-0063

MATCHLINE 1848+50 LINE A SEE SHEET 161.

CS Sta. 1848+51.90

ST Sta. 1850+51.09

CS Sta. 2849+21.31

℄ CONST. LINE B

STRUCTURE No. JEF-43-0063A

PROP. TYPE 4A CURB

BRIDGE TERMINAL ASSEMBLY, TYPE 1

MATCHLINE 1853+50 LINE A SEE SHEET 163.

30' SHOULDER TAPER RATE 12.50:1

7' WIDE 1853+29.37

S 6° 55' 36" E

S 44° 32' 52" E

BENCHMARK:
CONCRETE R/W MONUMENT W/ STEEL PIN.
STA. 1850+50.62; 10.92' LT.
ELEV. - 840.41

FOR CURVE DATA, SEE SHEET 3.
FOR STRUCTURE PLANS, SEE SHEETS 397-434.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-275.
FOR ESTIMATED QUANTITIES, SEE SHEET 140.
FOR LINE B PLANS, SEE SHEETS 165-167.

STA 1848+75.00
ELEV 853.21

450.00' VC
P.V.I. STA 1846+50.00
ELEV = 868.96'
K = 114
SSD = 499'

P.V.I. STA 1849+25.00
ELEV = 849.71'
NO VERTICAL CURVE

PROFILE GRADE

-exist. profile

P.V.I. STA 1851+04.59
ELEV = 836.99'
NO VERTICAL CURVE

P.V.I. STA 1852+96.55
ELEV = 823.79'
NO VERTICAL CURVE

-7.00 %
-7.08 %
-6.87 %
-6.96 %

HORIZONTAL SCALE IN FEET
CALCULATED AJE
CHECKED MVJ

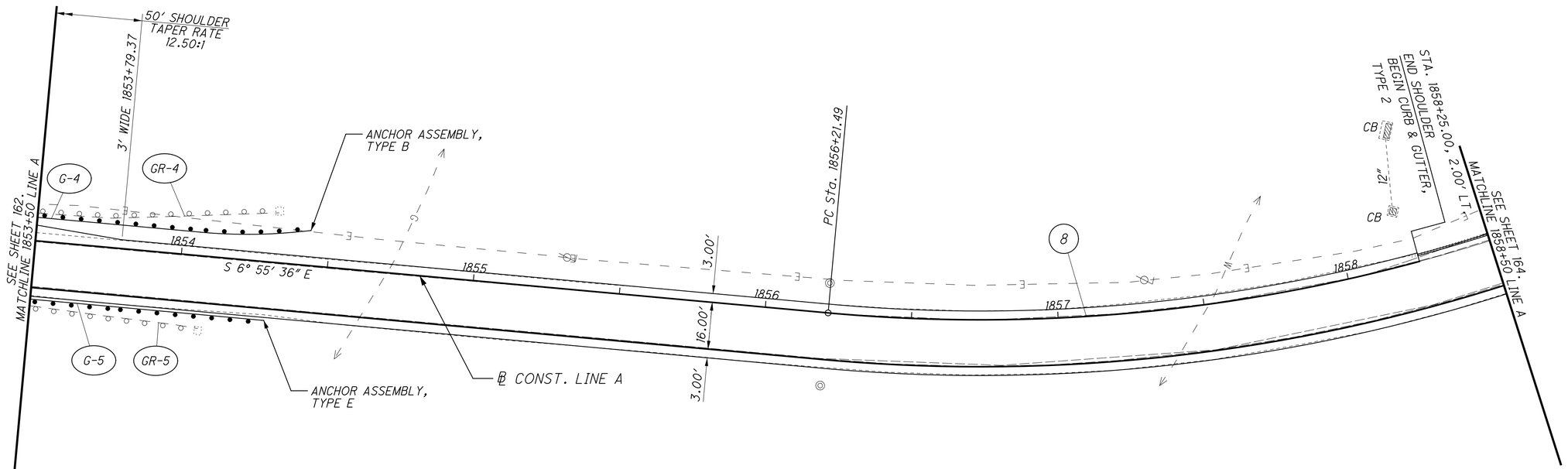
PLAN AND PROFILE - LINE A
STA. 1848+50.00 TO STA. 1853+50.00

JEF-43-0.0.00

162
434

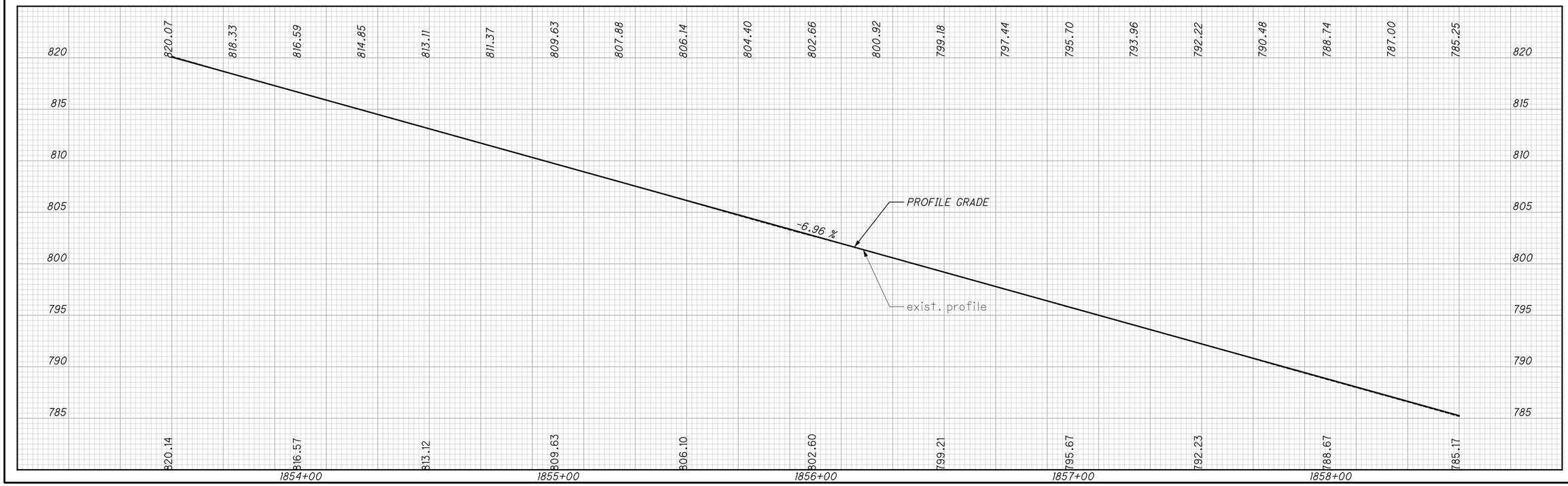
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ANDYC17ZKY

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 266-169.
FOR ESTIMATED QUANTITIES, SEE SHEET 140.



BENCHMARK:
CONCRETE R/W MONUMENT W/
STEEL PIN.
STA. 1856+21.05; 24.93' RT.
ELEV. - 801.31

RECORD DRAWING
12/23/11



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ARDILLARD

HORIZONTAL SCALE IN FEET
0 10 20 40

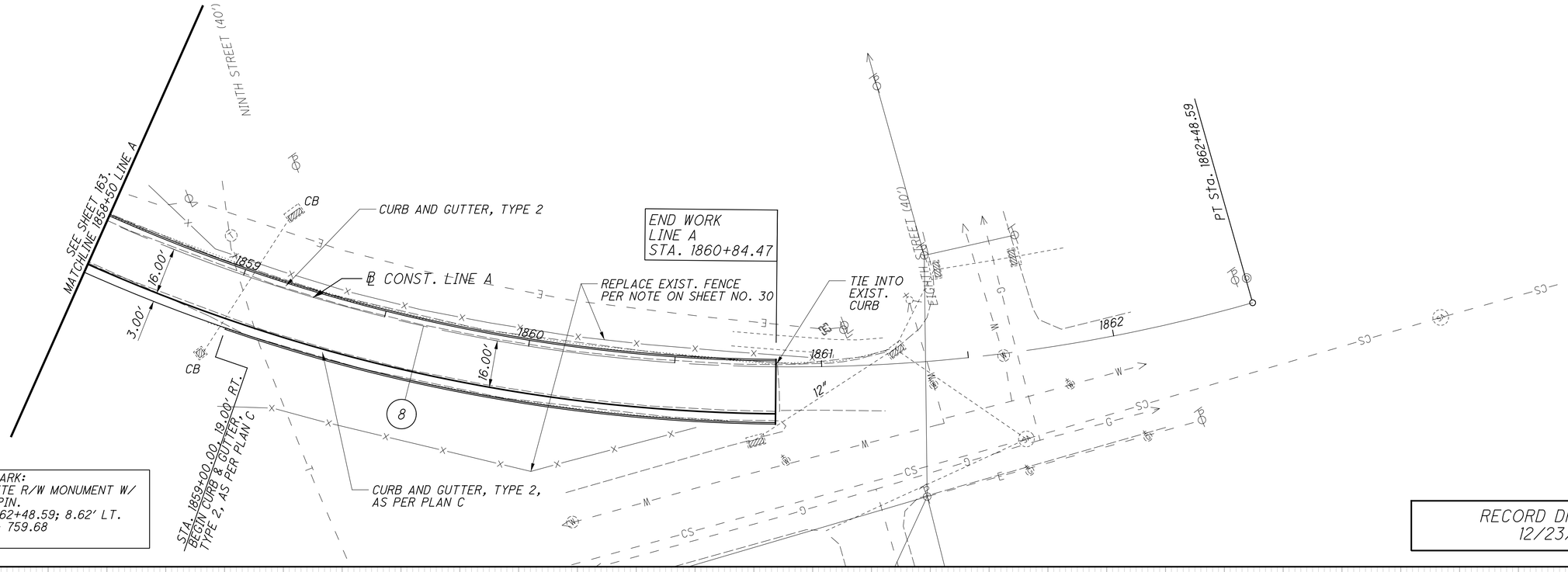
CALCULATED AJE
CHECKED MVJ

PLAN AND PROFILE - LINE A
STA. 1853+50.00 TO STA. 1858+50.00

JEF-43-0.00

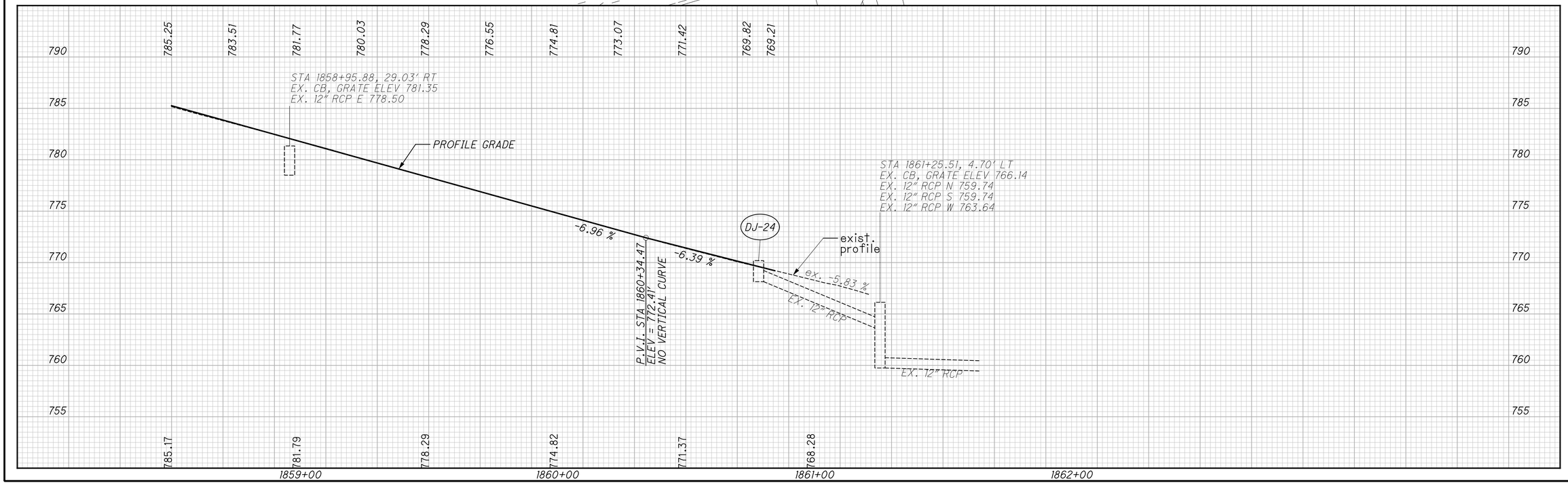
163
434

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 166-169.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.



BENCHMARK:
CONCRETE R/W MONUMENT W/
STEEL PIN.
STA. 1862+48.59; 8.62' LT.
ELEV. - 759.68

RECORD DRAWING
12/23/11



HORIZONTAL SCALE IN FEET
0 10 20 40

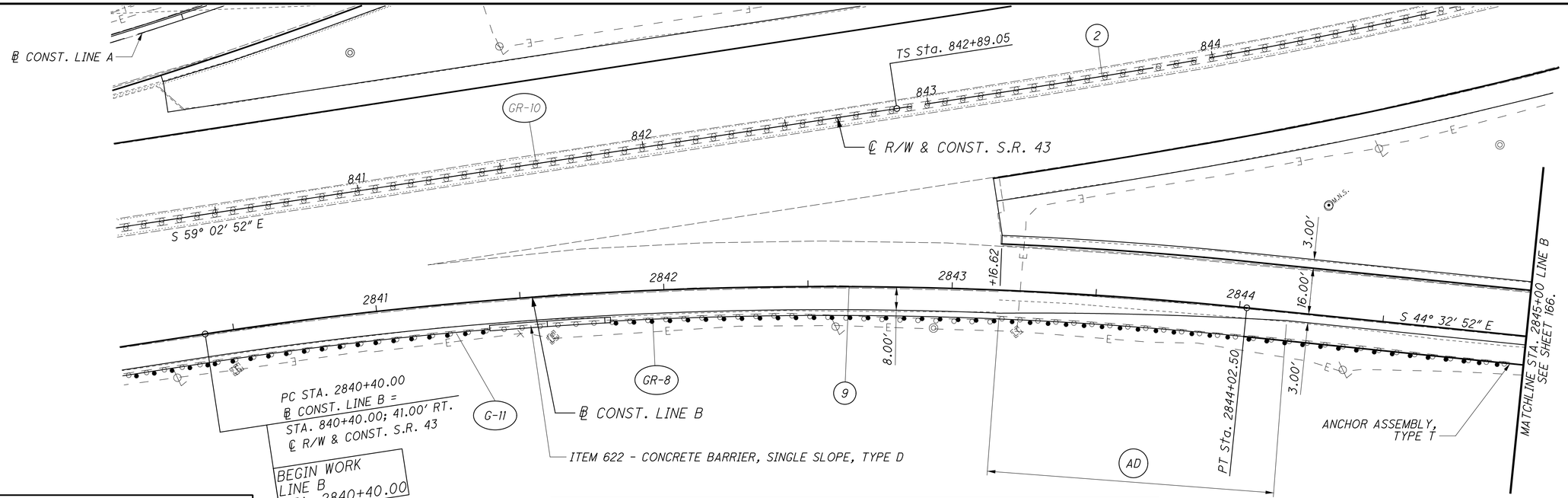
CALCULATED AJE
CHECKED CWL

PLAN AND PROFILE - LINE A
STA. 1858+50.00 TO END

JEF-43-0.00

164
434

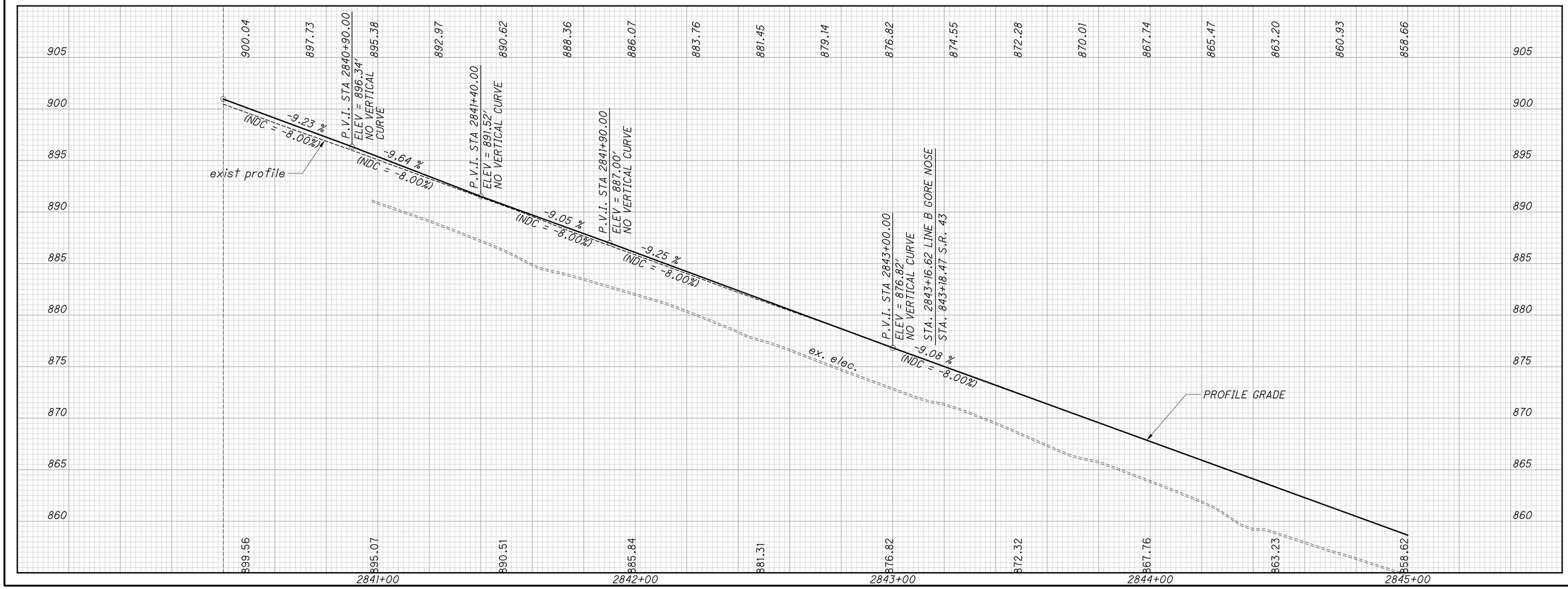
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RECORD DRAWING
12/23/11

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AD	2843+16.62	2844+16.62	RT.	SHOULDER	8.00′	3.00′	20:1

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETs 270-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETs 141-142.



HORIZONTAL SCALE IN FEET
0 10 20 40

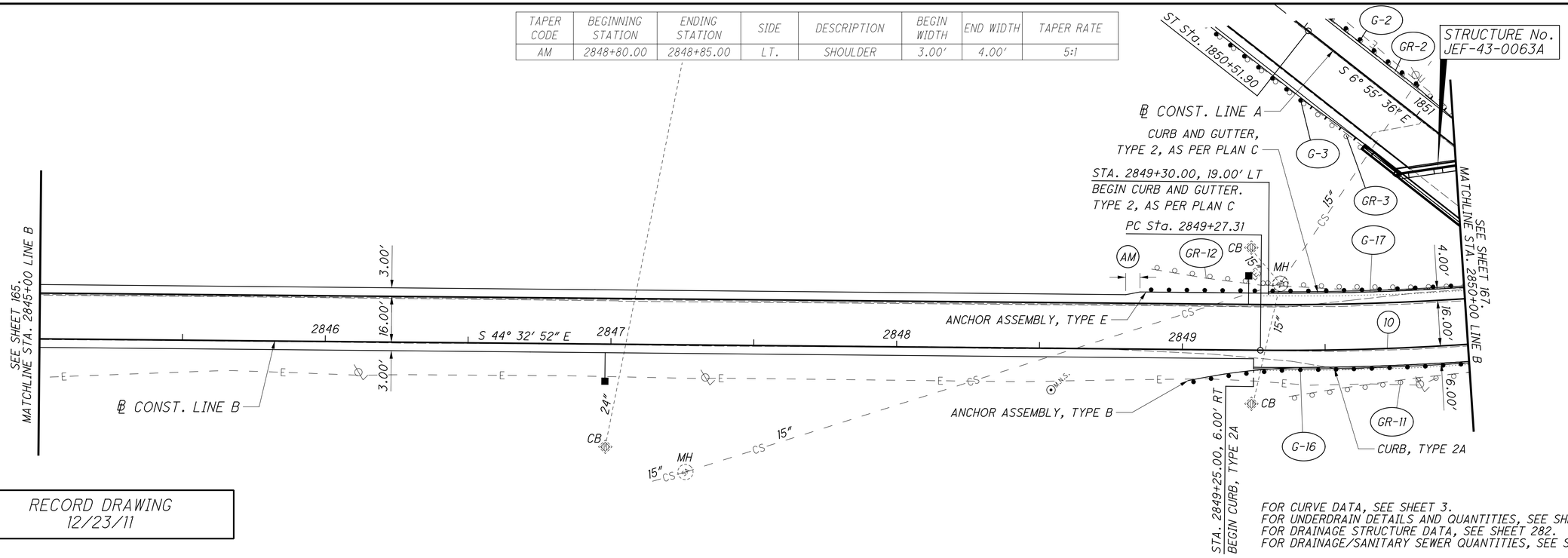
CALCULATED ATR
CHECKED MVJ

PLAN AND PROFILE - LINE B
BEGIN TO STA. 2845+00

JEF-43-0.00

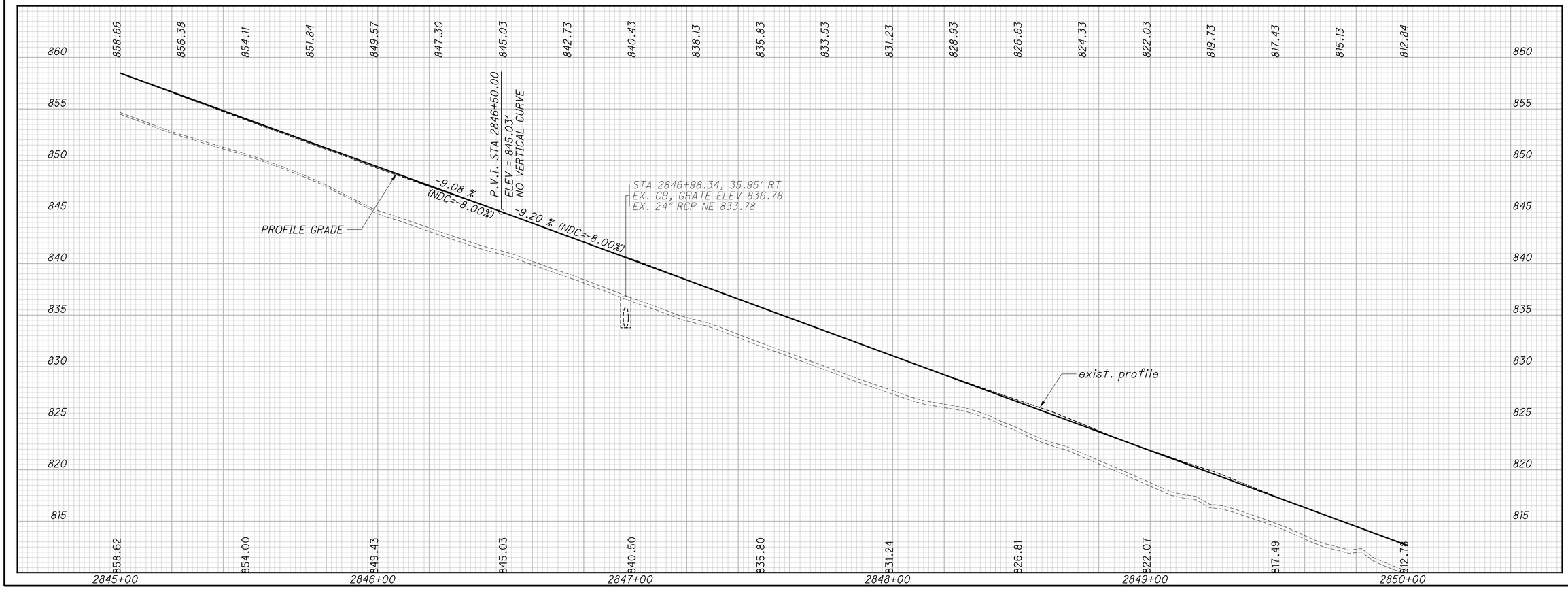
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RWOYCITZKY

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AM	2848+80.00	2848+85.00	LT.	SHOULDER	3.00'	4.00'	5:1



RECORD DRAWING
12/23/11

FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 270-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 141-142.



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JROLLAND

HORIZONTAL SCALE IN FEET
0 10 20 40

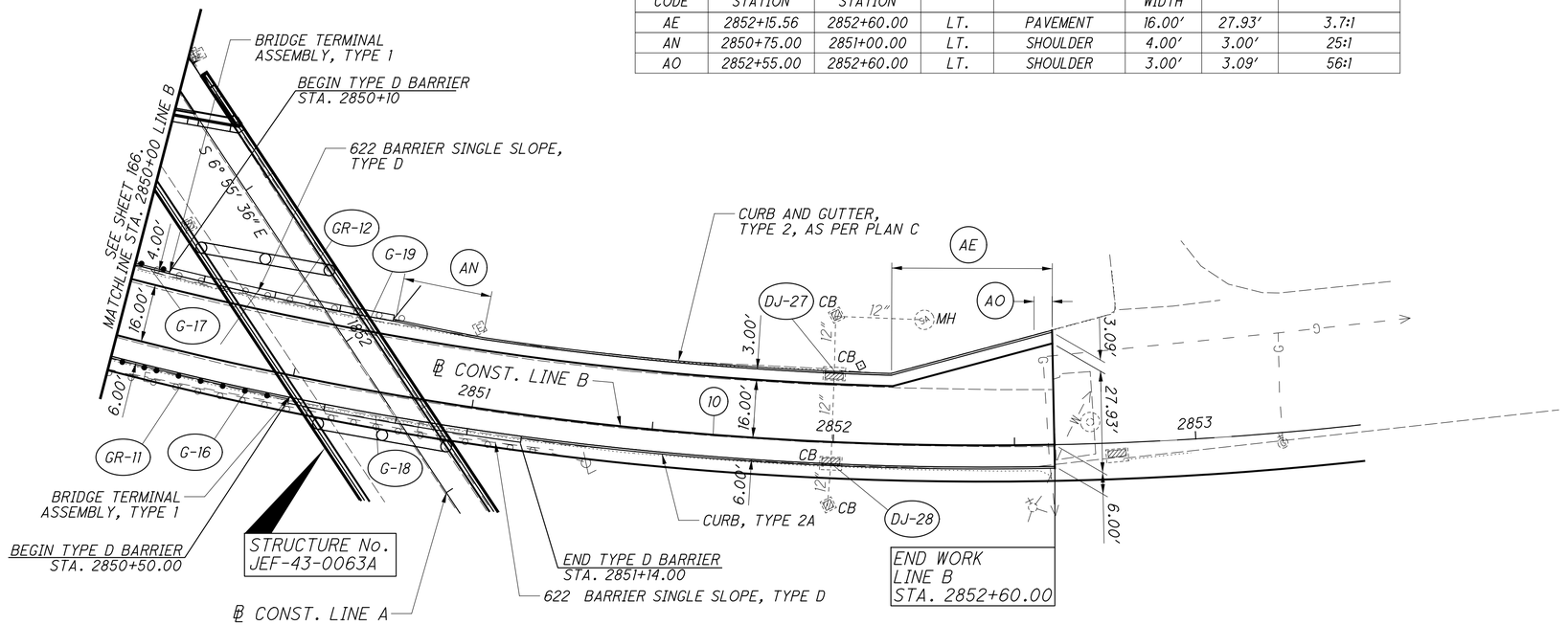
CALCULATED ATR
CHECKED MVJ

PLAN AND PROFILE - LINE B
STA. 2845+00.00 TO STA. 2850+00.00

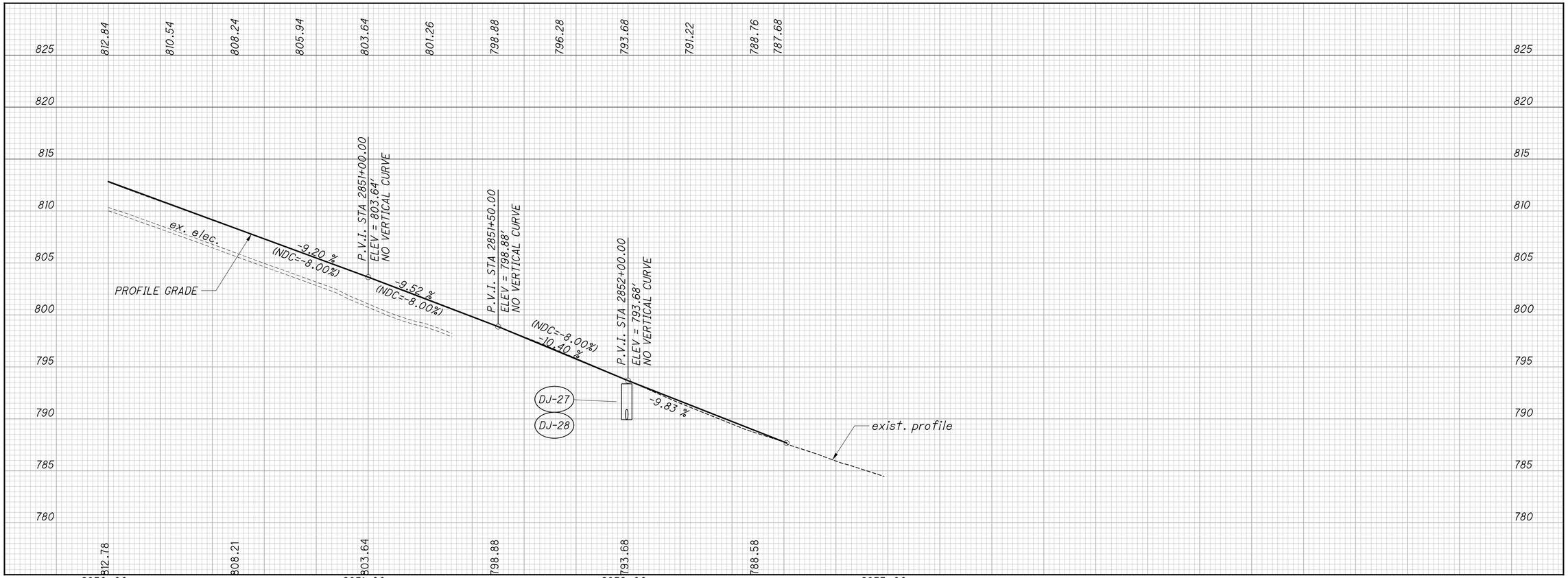
JEF-43-0.00

TAPER CODE	BEGINNING STATION	ENDING STATION	SIDE	DESCRIPTION	BEGIN WIDTH	END WIDTH	TAPER RATE
AE	2852+15.56	2852+60.00	LT.	PAVEMENT	16.00′	27.93′	3.7:1
AN	2850+75.00	2851+00.00	LT.	SHOULDER	4.00′	3.00′	25:1
AO	2852+55.00	2852+60.00	LT.	SHOULDER	3.00′	3.09′	56:1

RECORD DRAWING
12/23/11



FOR CURVE DATA, SEE SHEET 3.
FOR UNDERDRAIN DETAILS AND QUANTITIES, SEE SHEETS 270-275.
FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEETS 141-142.



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED ATR
CHECKED MVJ

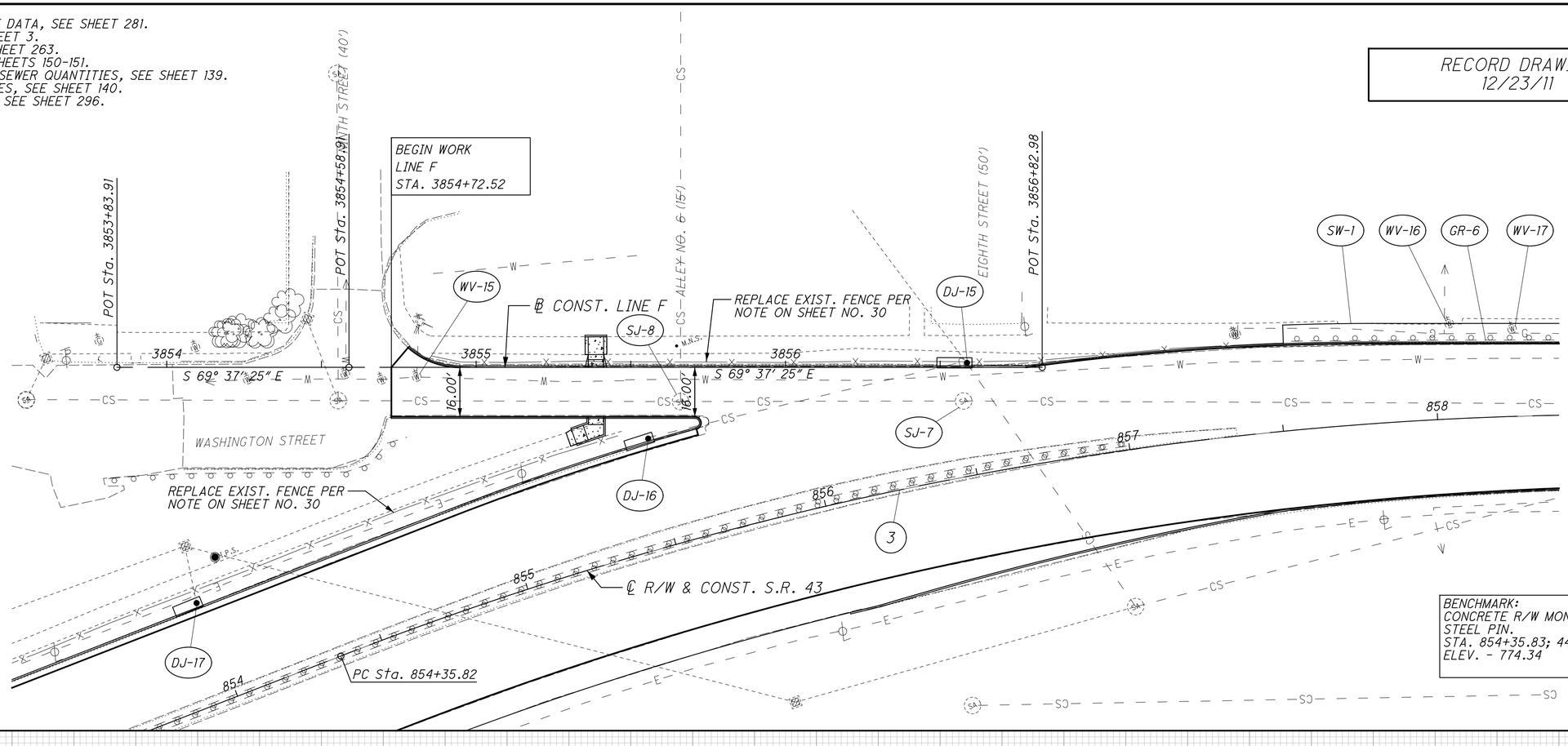
PLAN AND PROFILE - LINE B
STA. 2850+00.00 TO END

JEF-43-0.00

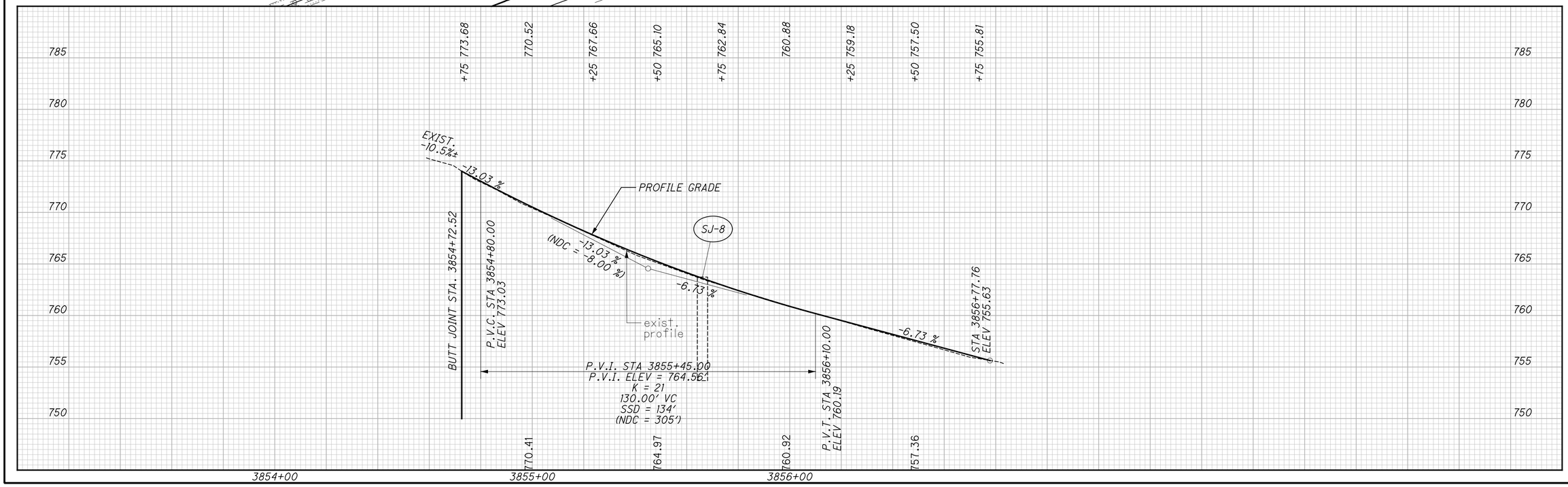
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RWOYCIZKY

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.
FOR CURVE DATA, SEE SHEET 3.
FOR GORE DETAIL, SEE SHEET 263.
FOR S.R. 43 PLAN, SEE SHEETS 150-151.
FOR DRAINAGE/SANITARY SEWER QUANTITIES, SEE SHEET 139.
FOR ESTIMATED QUANTITIES, SEE SHEET 140.
FOR CURB RAMP DETAILS, SEE SHEET 296.

RECORD DRAWING
12/23/11



BENCHMARK:
CONCRETE R/W MONUMENT W/ STEEL PIN.
STA. 854+35.83; 44.65' RT.
ELEV. - 774.34



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AJE
CHECKED MVJ

PLAN AND PROFILE - LINE F
BEGIN TO END

JEF-43-0.00

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AHOLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

1010
1005
1000
995

ex. elec
ex. water
36" RCP
36" BRICK
FACE OF RETAINING WALL

1002.53
826+00.00
1002.42

1003.73
825+50.00
1003.62

SJ-11

EXIST.
825+32.77
1004.13
BUTT JOINT
BEGIN WORK
BEGIN PROJECT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS S.R. 43
BEGIN TO STA. 826+00.00

JEF-43-0.00

169
434

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RWOTC17ZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

1005
1000
995
990

ex. elec
ex. water
36" RCP
36" BRICK
998.66
827+50.00
998.72
MATCH LINE LINE D

1005
1000
995
990

ex. elec
ex. water
36" RCP
36" BRICK
999.96
827+00.00
999.89
FACE OF RETAINING WALL

1010
1005
1000
995
990

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

ex. elec
ex. water
36" RCP
36" BRICK
1001.26
826+50.00
1001.20
FACE OF RETAINING WALL

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 826+50.00 TO STA. 827+50.00

JEF-43-0.00

170
434

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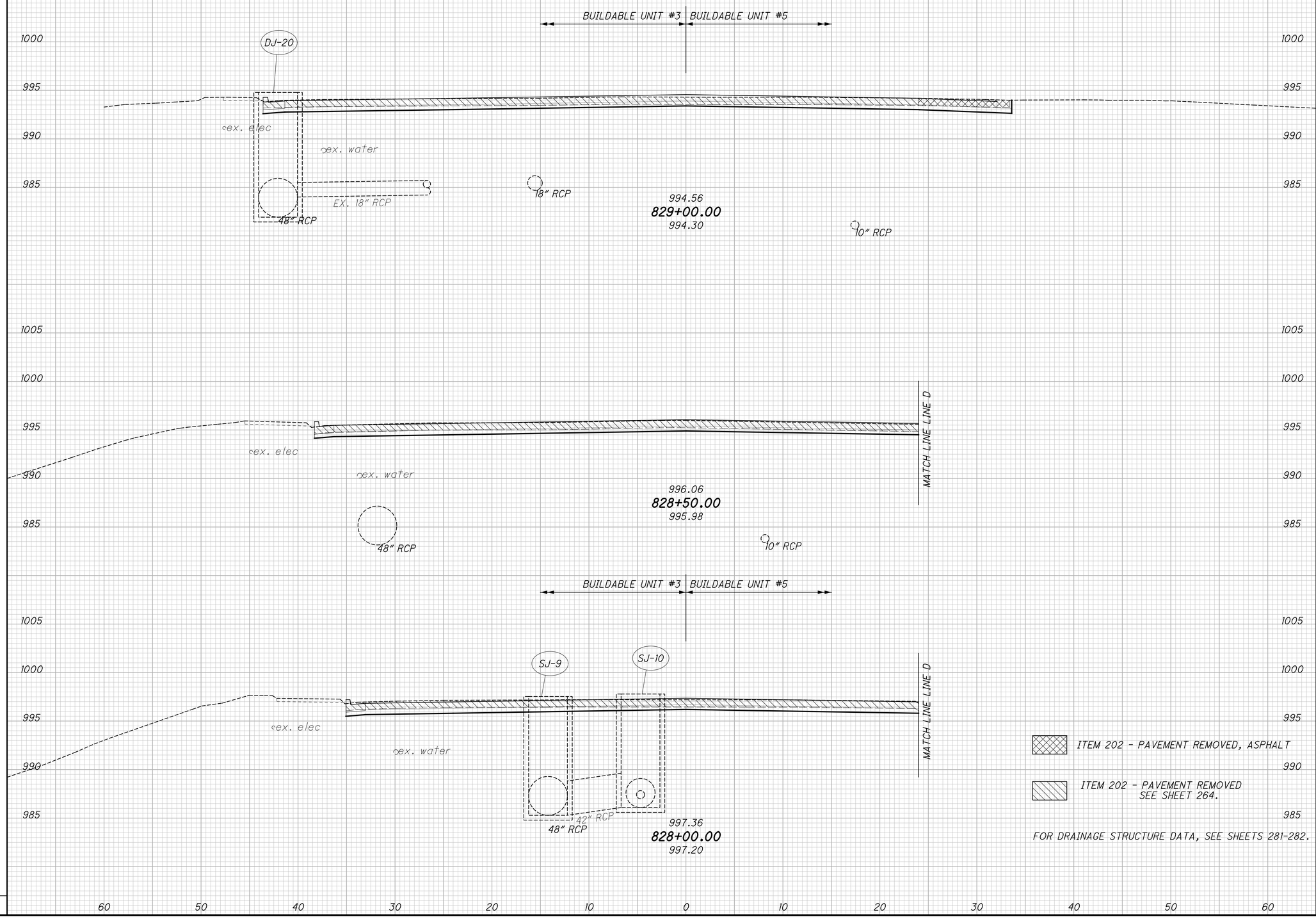
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ

RECORD DRAWING
12/23/11



ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

CROSS SECTIONS S.R. 43
STA. 828+00.00 TO STA. 829+00.00

JEF-43-0.00

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SEEDING	
END WIDTH	SQ. YDS.

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

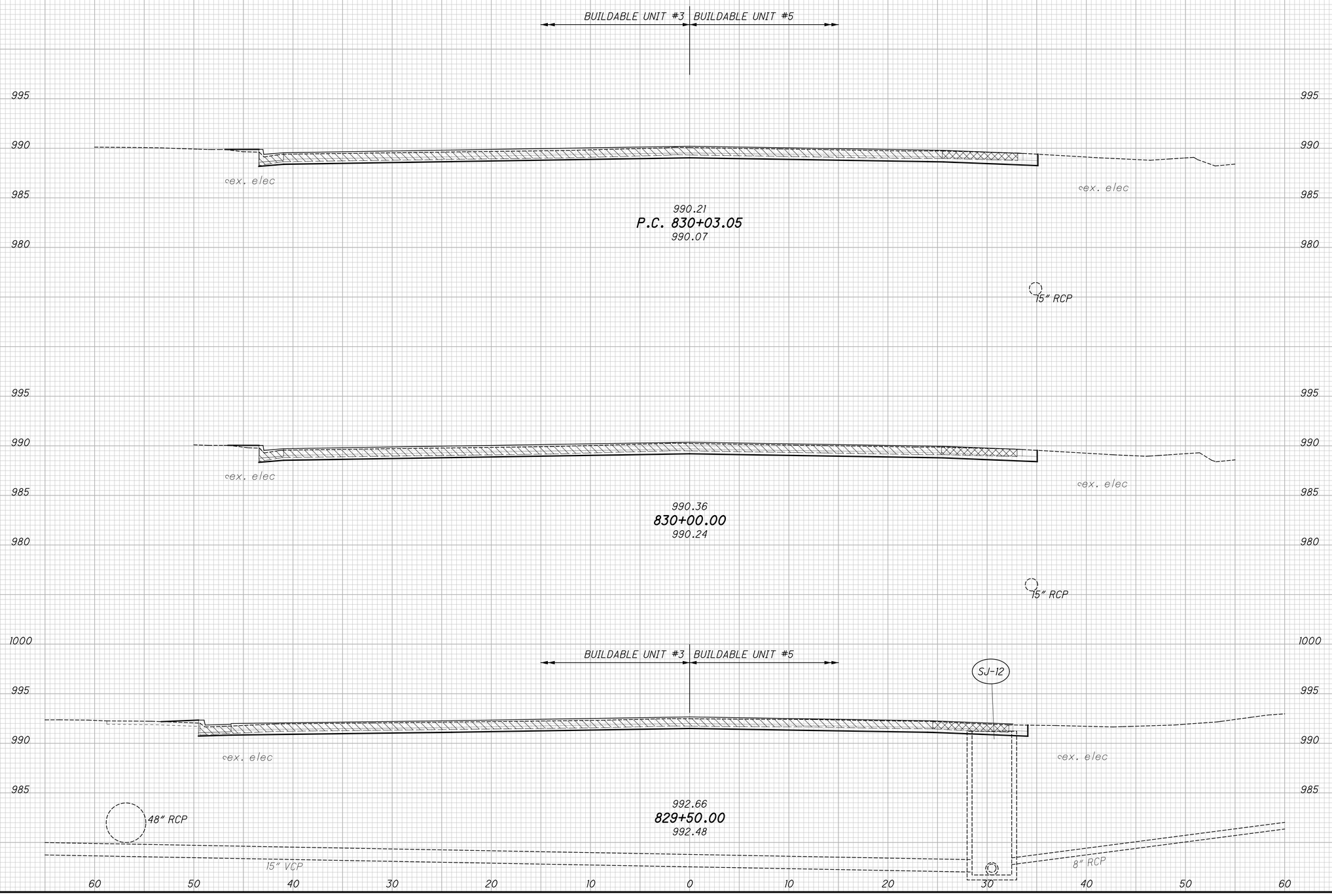
FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

ITEM 202 - PAVEMENT REMOVED, ASPHALT

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS S.R. 43
STA. 829+50.00 TO P.C. STA. 830+03.05

JEF-43-0.00

172
434

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RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED AJE

CHECKED MVJ

RECORD DRAWING
12/23/11

STA 831+46.32, 64.41' LT
EX. CB, GRATE ELEV 981.38'
48" RCP NW 972.48
48" RCP SE 972.48
24" RCP SW 974.00

DJ-19

24" RCP

ex. elec

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

981.06
831+50.00
981.53

STA 831+73.35, 53.85' RT
EX. SAN MH, GRATE ELEV 977.43'
15" RCP NW 967.08
15" VCP SE 966.78
15" VCP SW 967.08

ex. elec

15" RCP

EX. 15"

ex. elec

ex. elec

984.56
831+00.00
984.81

15" RCP

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

ex. elec

ex. elec

987.66
830+50.00
987.87

15" RCP

ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

990 985 980 975 970 995

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS S.R. 43
STA. 830+50.00 TO STA. 831+50.00

JEF-43-0.00

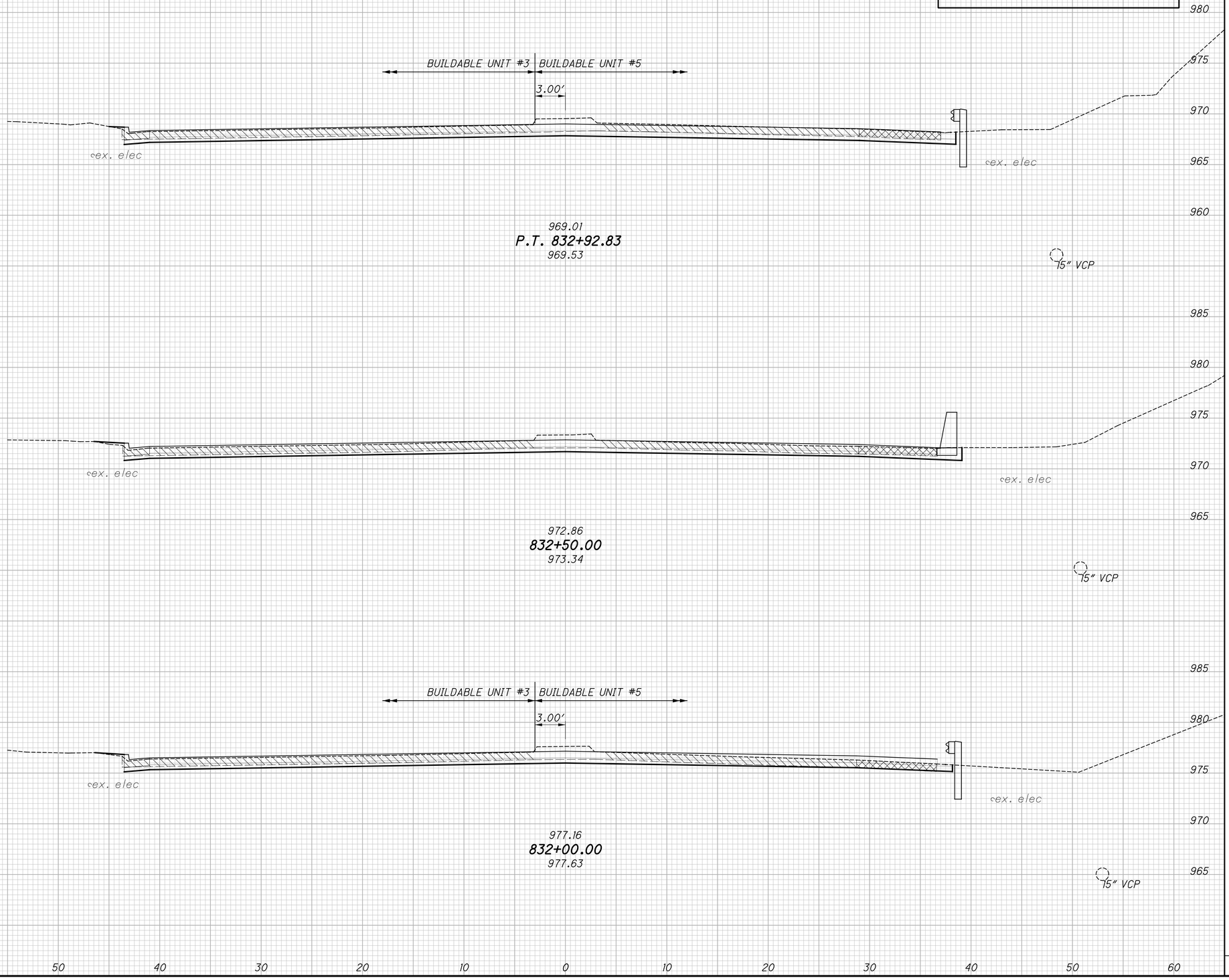
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SEEDING	
END WIDTH	SQ. YDS.
.	.

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

ITEM 202 - PAVEMENT REMOVED, ASPHALT

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL
.	.	.	.

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 832+00.00 TO P.T. STA. 832+92.83

JEF-43-0.00

174
434

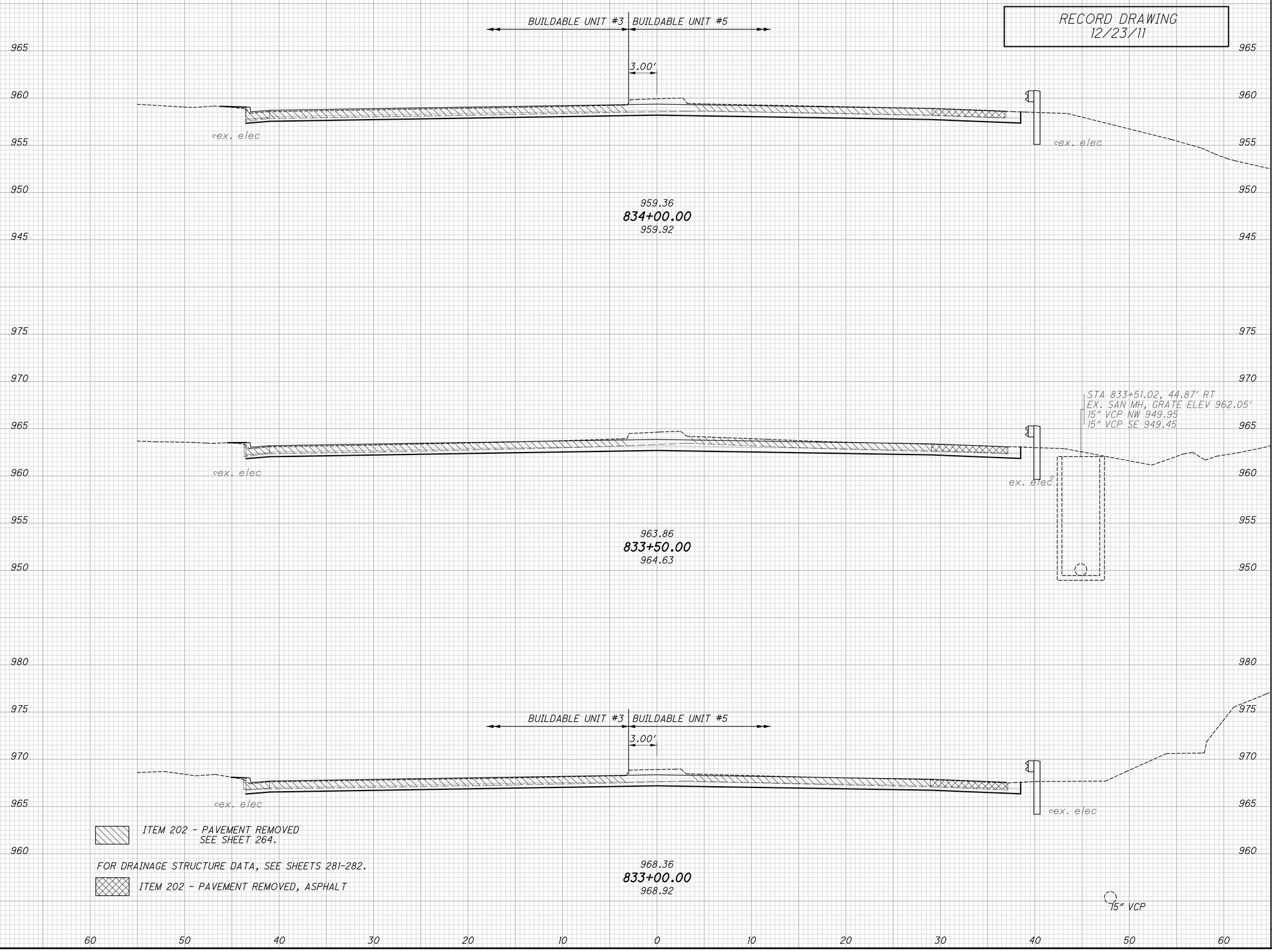
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11:22:19 AM
ROUTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



CROSS SECTIONS S.R. 43
STA. 833+00.00 TO STA. 834+00.00

JEF-43-0.00

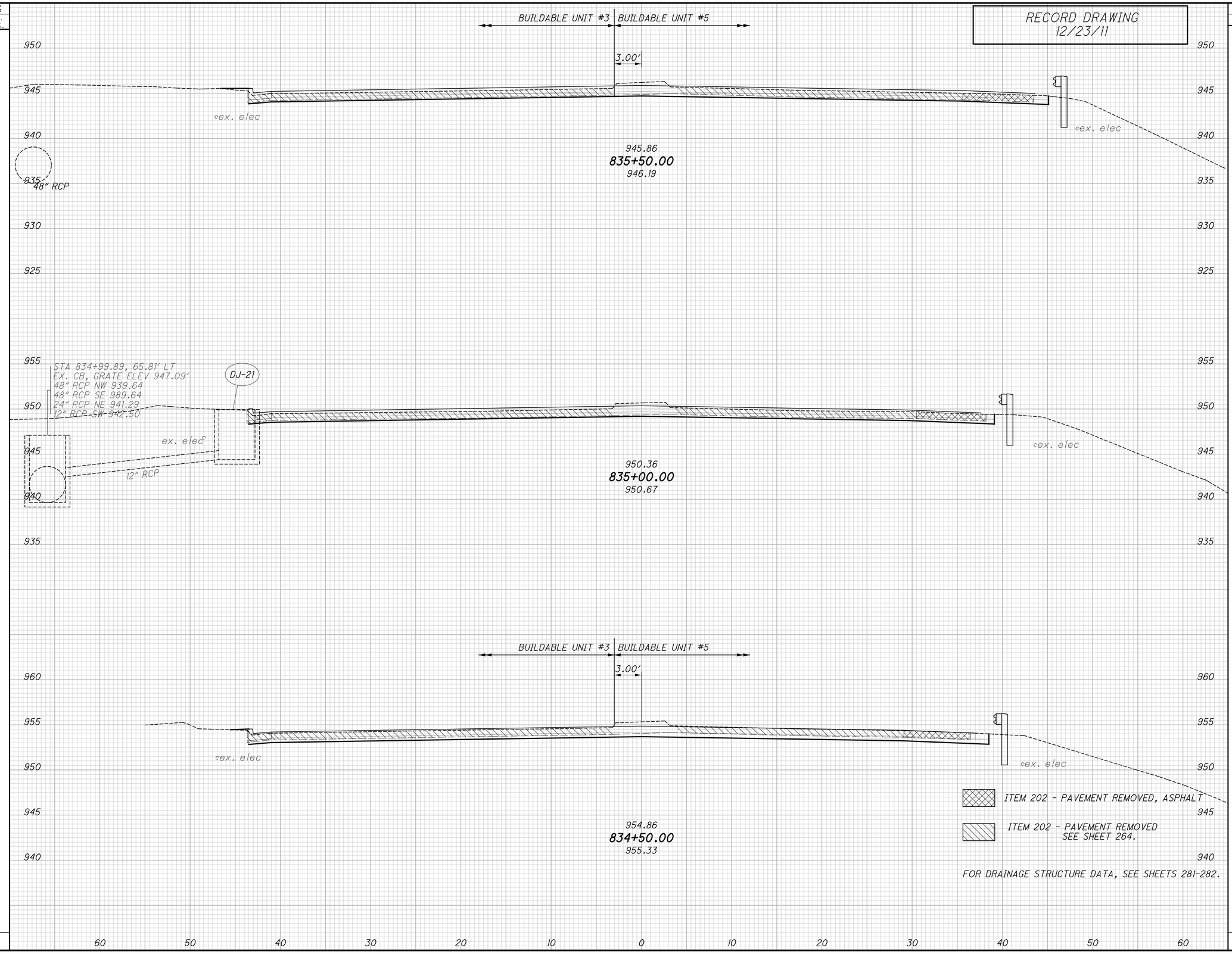
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



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RWOYCITZKY

CROSS SECTIONS S.R. 43
STA. 834+50.00 TO STA. 835+50.00

JEF-43-0.00

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

935
930
925
920
915

ex. elec

ex. elec

932.36
837+00.00
932.76

940
935
930
925
920

ex. elec

ex. elec

936.86
836+50.00
937.22

945
940
935
930
925

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

ex. elec

ex. elec

941.36
836+00.00
941.78

ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS S.R. 43
STA. 836+00.00 TO STA. 837+00.00

JEF-43-0.00

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11:22:54 AM
RWOTCLTZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

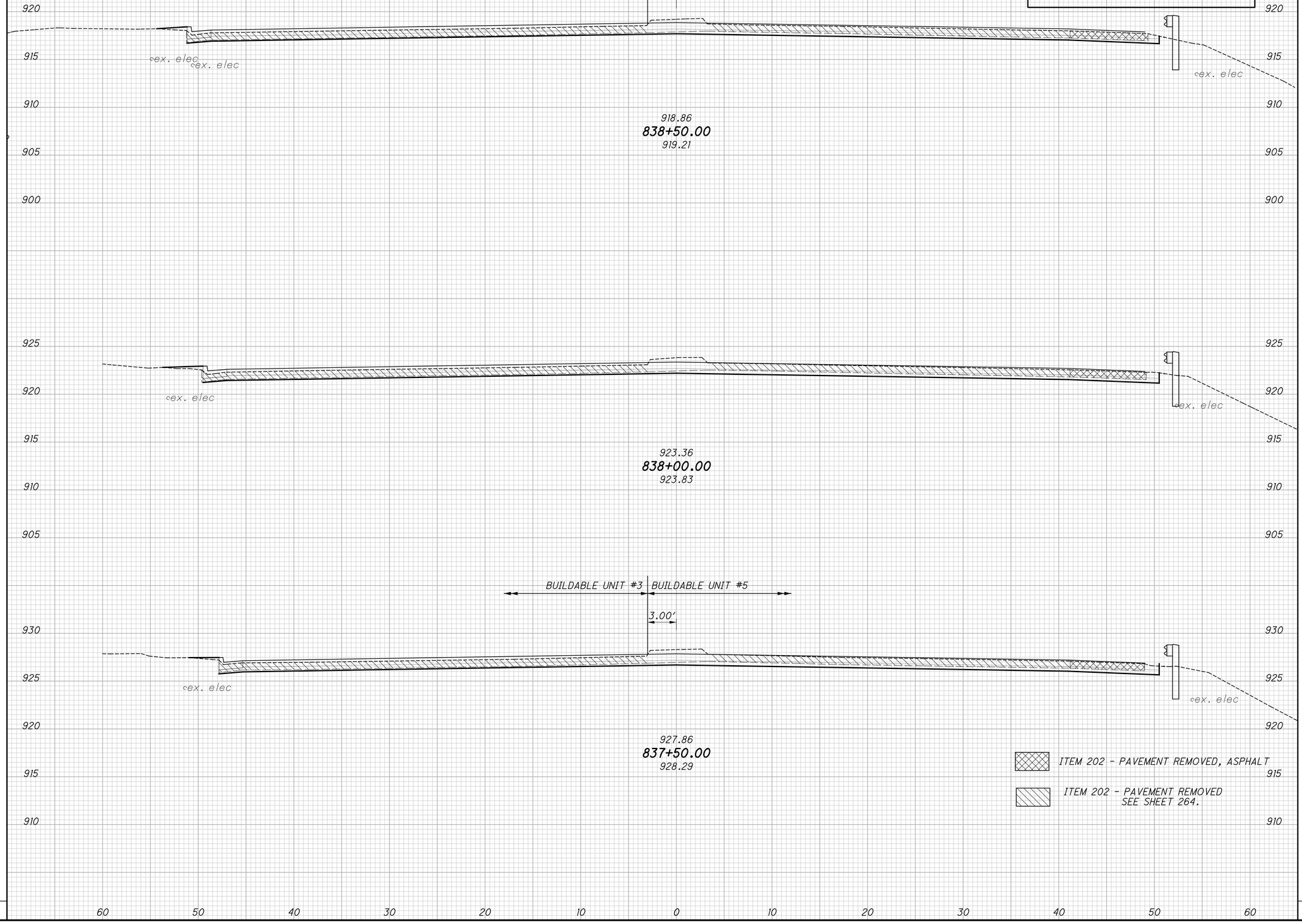
VOLUME	
CUT	FILL

CALCULATED AJE
CHECKED MVJ

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

RECORD DRAWING
12/23/11



918.86
838+50.00
919.21

923.36
838+00.00
923.83

927.86
837+50.00
928.29

ITEM 202 - PAVEMENT REMOVED, ASPHALT

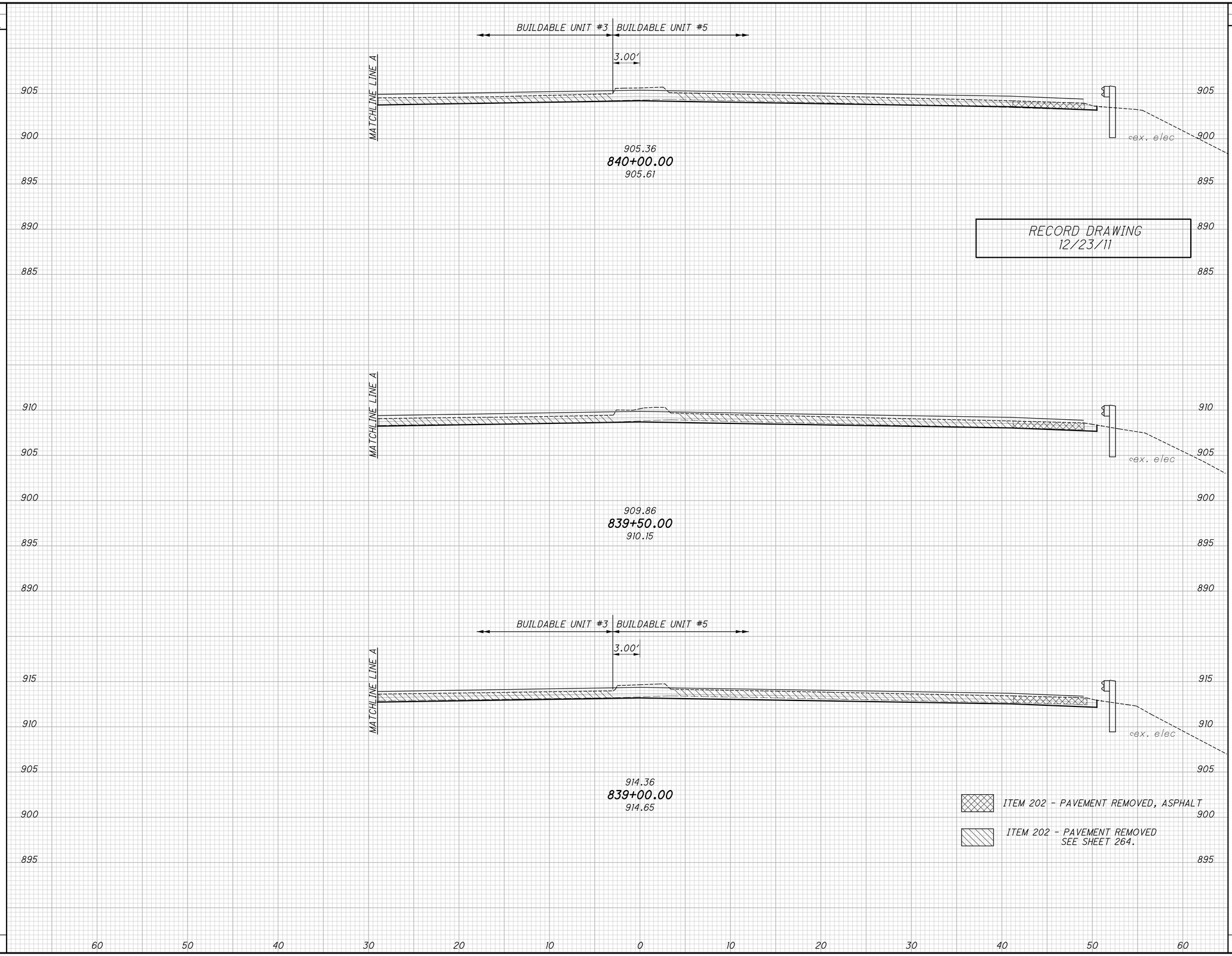
ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

CROSS SECTIONS S.R. 43
STA. 837+50.00 TO STA. 838+50.00

JEF-43-0.00

\\KRN03\DATA\2010\2010069\JEF\86367\ROADWAY\SHEETS\86367XS003.DGN
1/16/2012
3:45:36 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 839+00.00 TO STA. 840+00.00

JEF-43-0.00

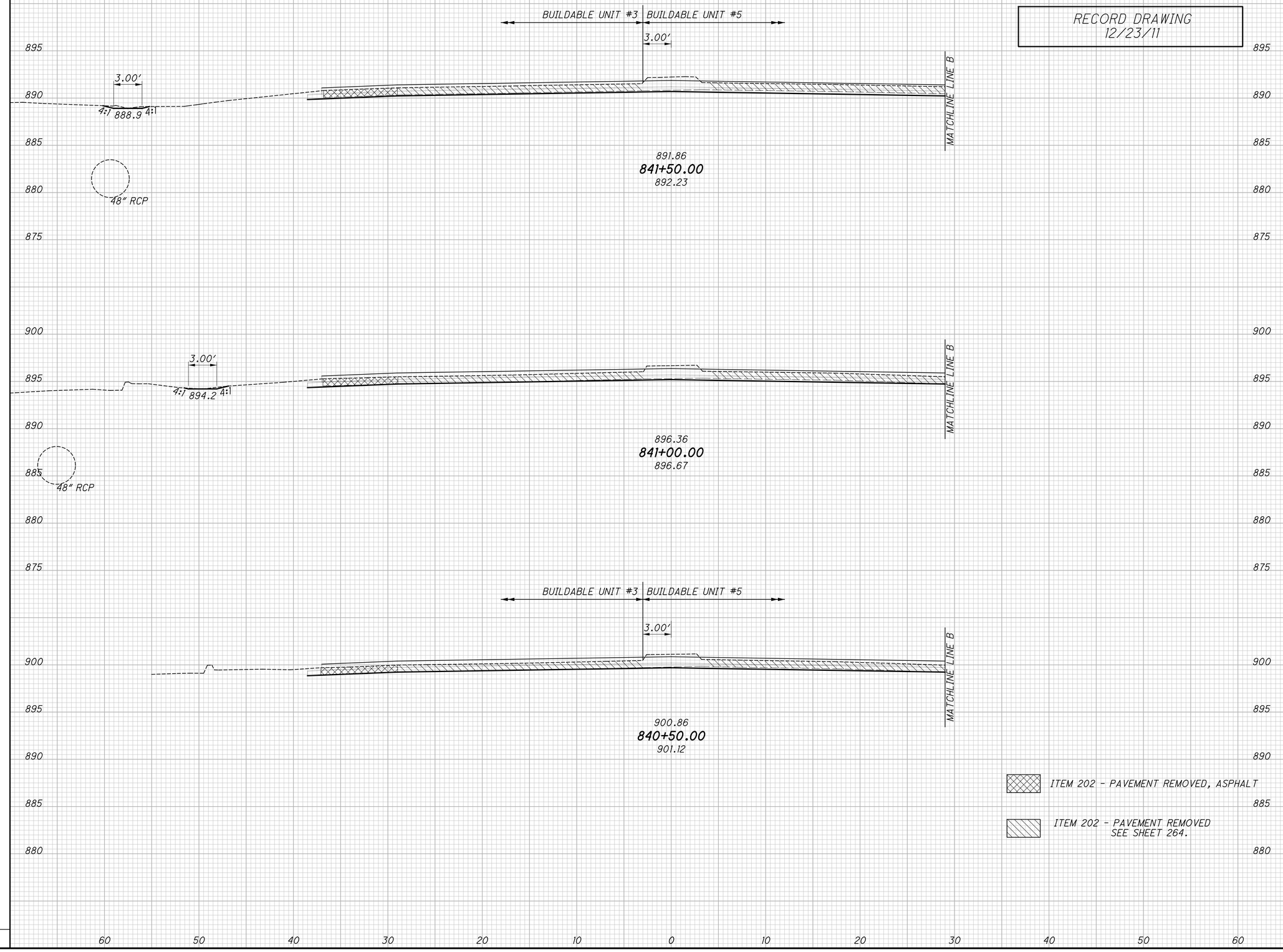
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1/16/2012
3:45:59 PM
HROLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



CROSS SECTIONS S.R. 43
STA. 840+50.00 TO STA. 841+50.00

JEF-43-0.00

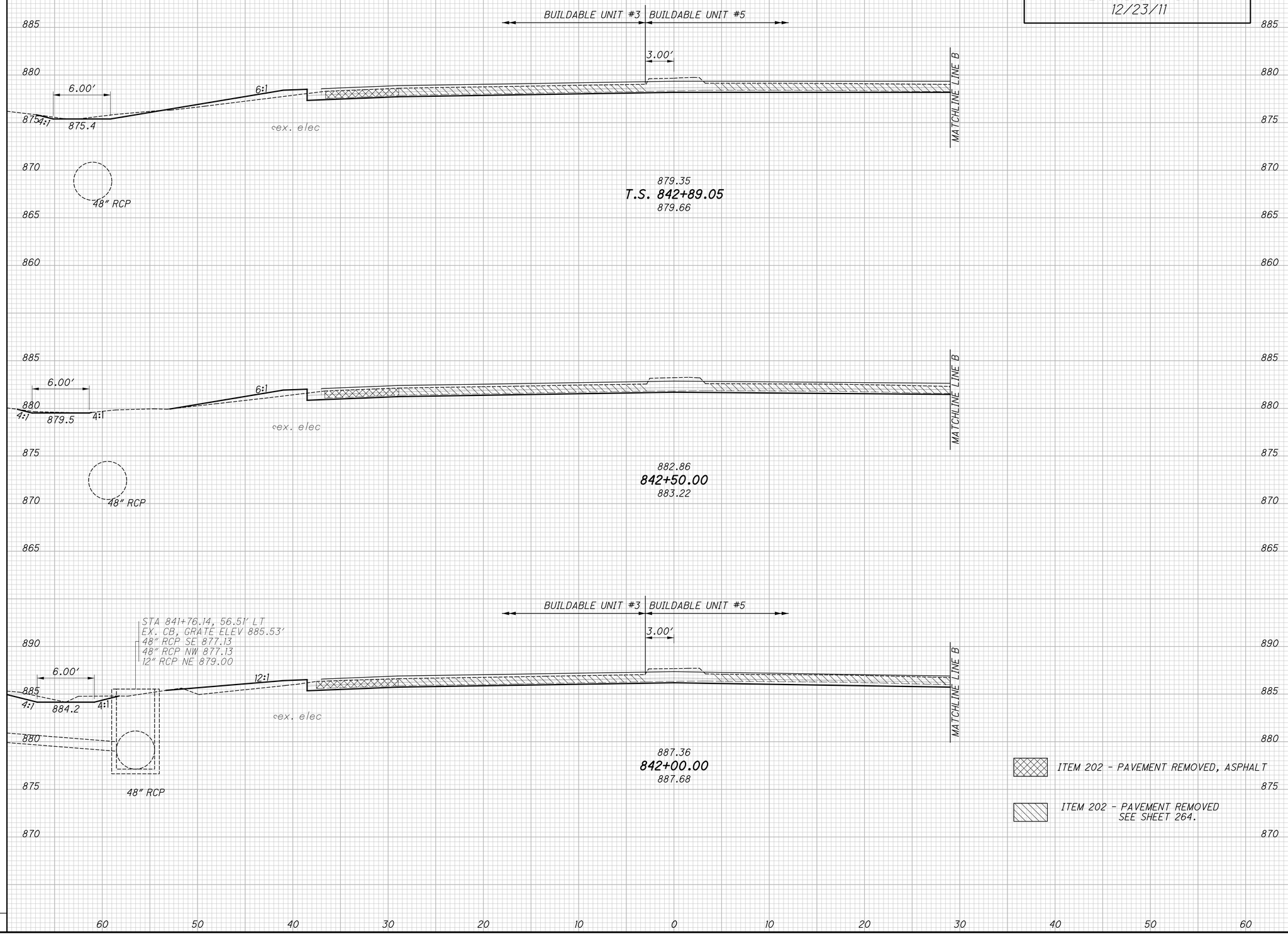
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1/16/2012
3:46:26 PM
HROLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



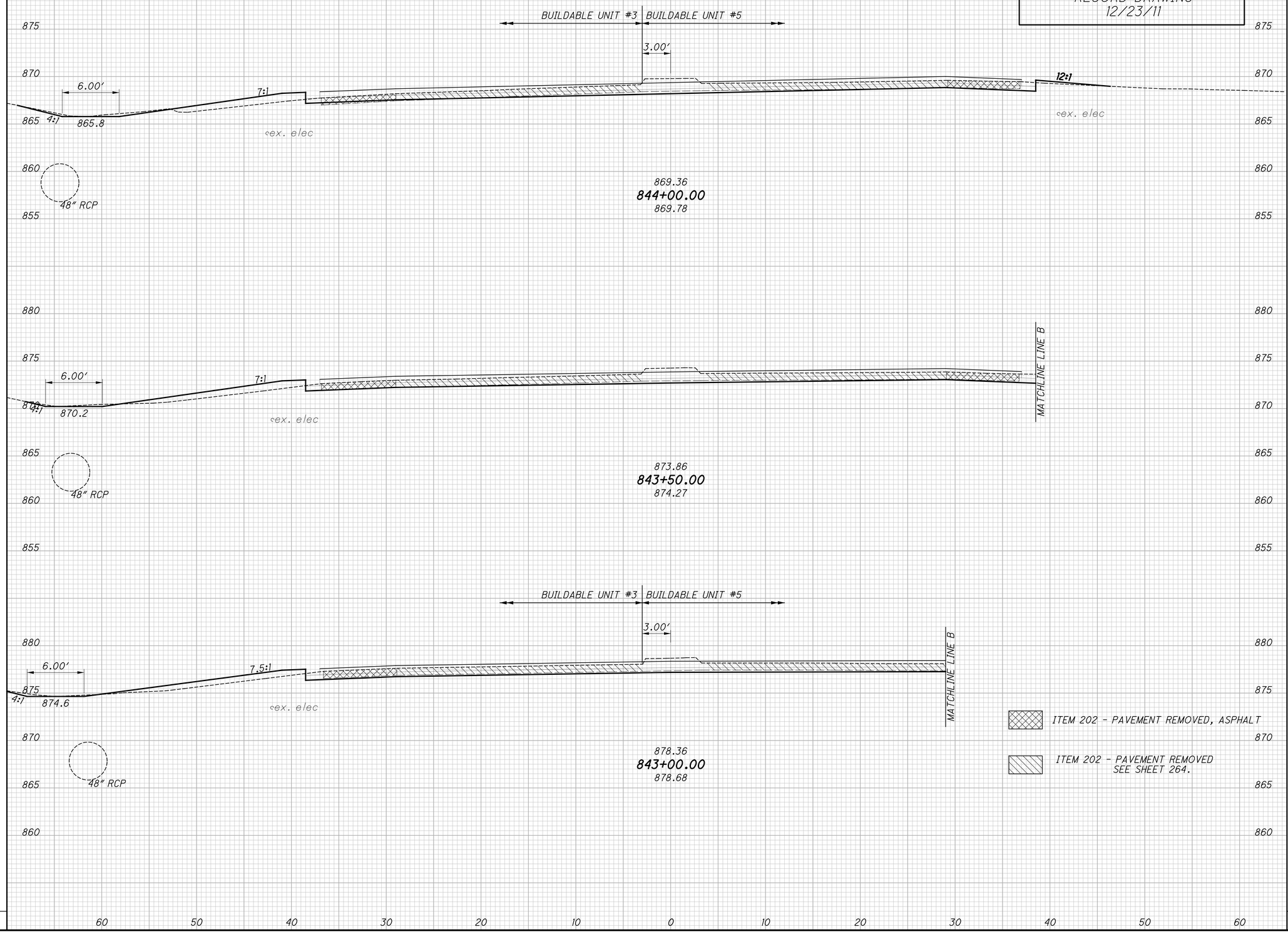
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12/16/2011
11:24:10 AM
RWOTCITZKY

CROSS SECTIONS S.R. 43
STA. 842+00.00 TO T.S. STA. 842+89.05

JEF-43-0.00

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 843+00.00 TO STA. 844+00.00

JEF-43-0.00

\\KRN03\DATA\2010\2010069\JEF\86367\ROADWAY\SHEETS\86367XS003.DGN
12/16/2011
11:24:29 AM
RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

6.00'

3:1

7:1

6:1

856.7

ex. elec

860.36
845+00.00
860.82

48" RCP

6.00'

3:1

6:1

6:1

857.4

ex. elec

861.35
S.C. 844+89.05
861.84

48" RCP

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

6.00'

4:1

8:1

6:1

861.4

ex. elec

48" RCP

ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

864.86
844+50.00
865.30

865 860 855 850 845 870

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 844+50.00 TO STA. 845+00.00

JEF-43-0.00

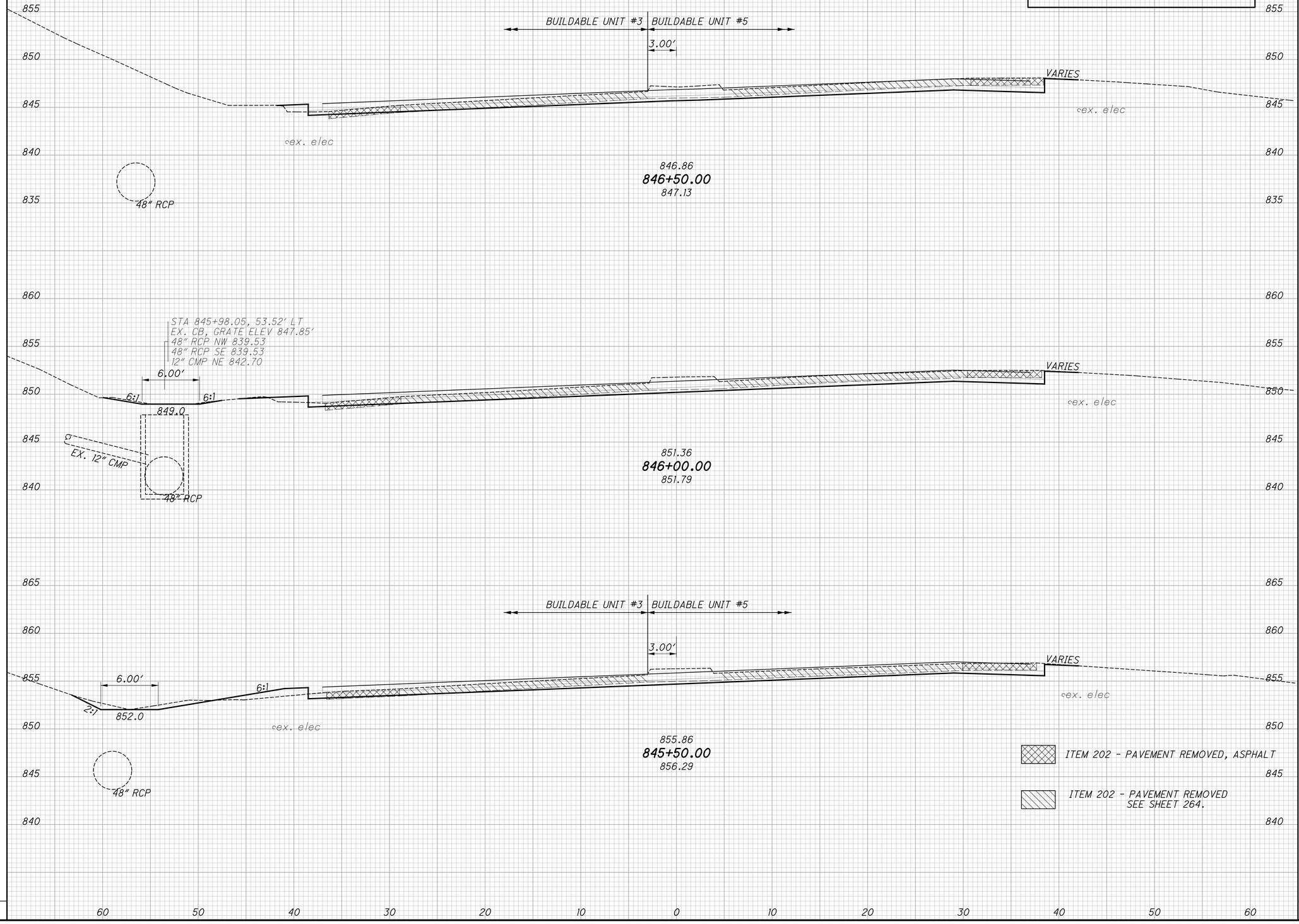
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12/16/2011
11:24:41 AM
RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



CROSS SECTIONS S.R. 43
STA. 845+50.00 TO STA. 846+50.00

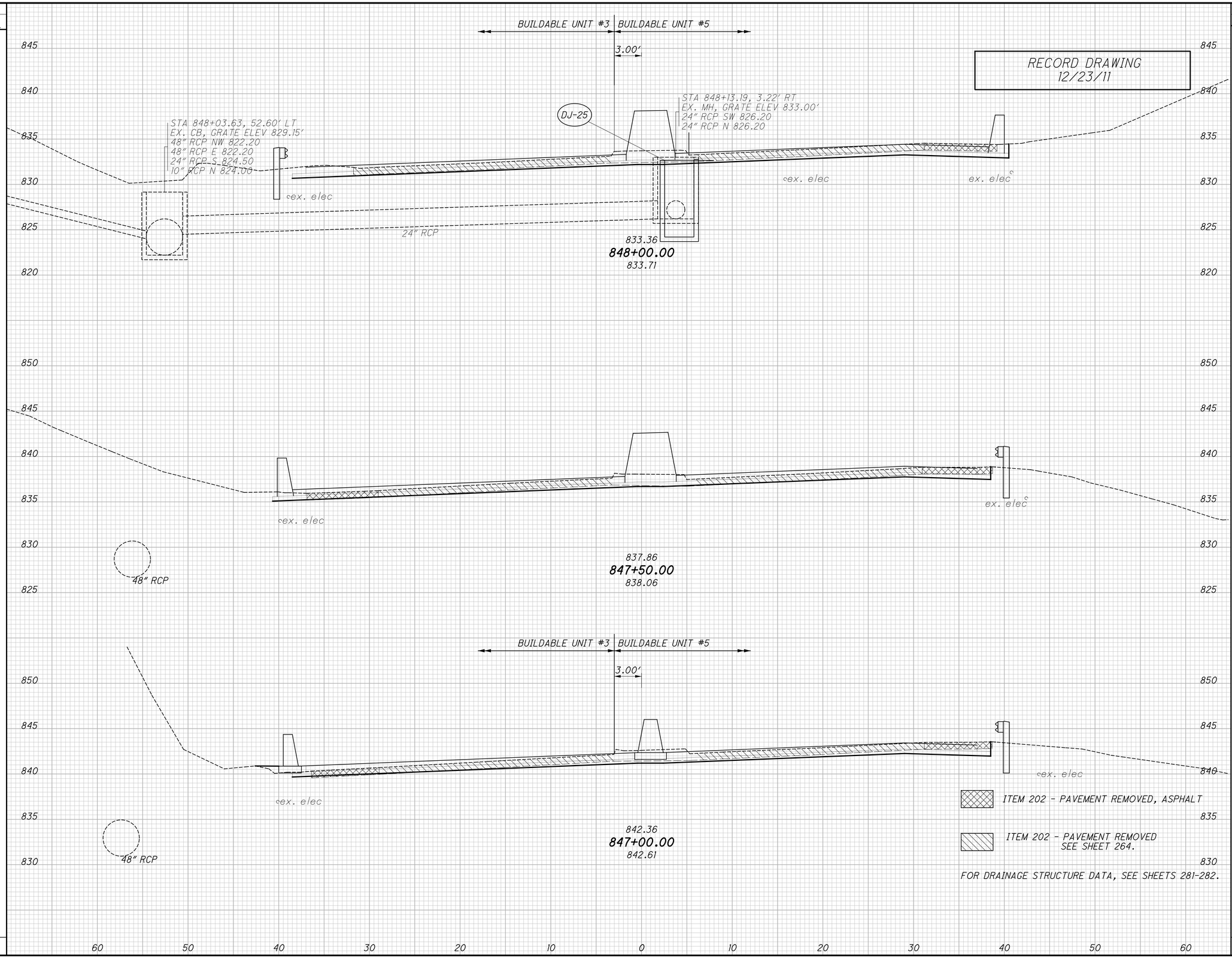
JEF-43-0.00

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1/16/2012
3:47:35 PM
HAGLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS S.R. 43
STA. 847+00.00 TO STA. 848+00.00

JEF-43-0.00

185
434

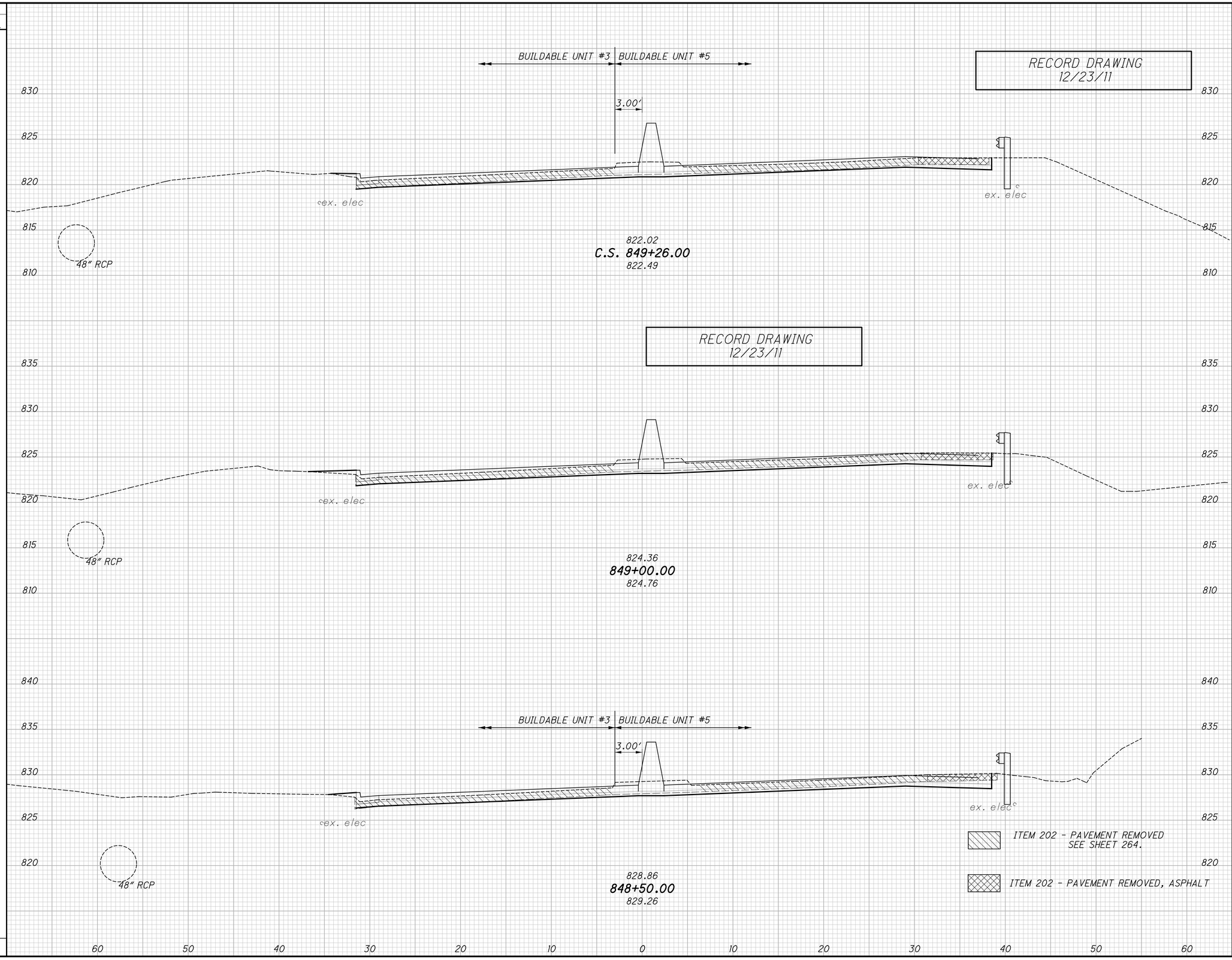
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1/16/2012
3:40:19 PM
ARGLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ



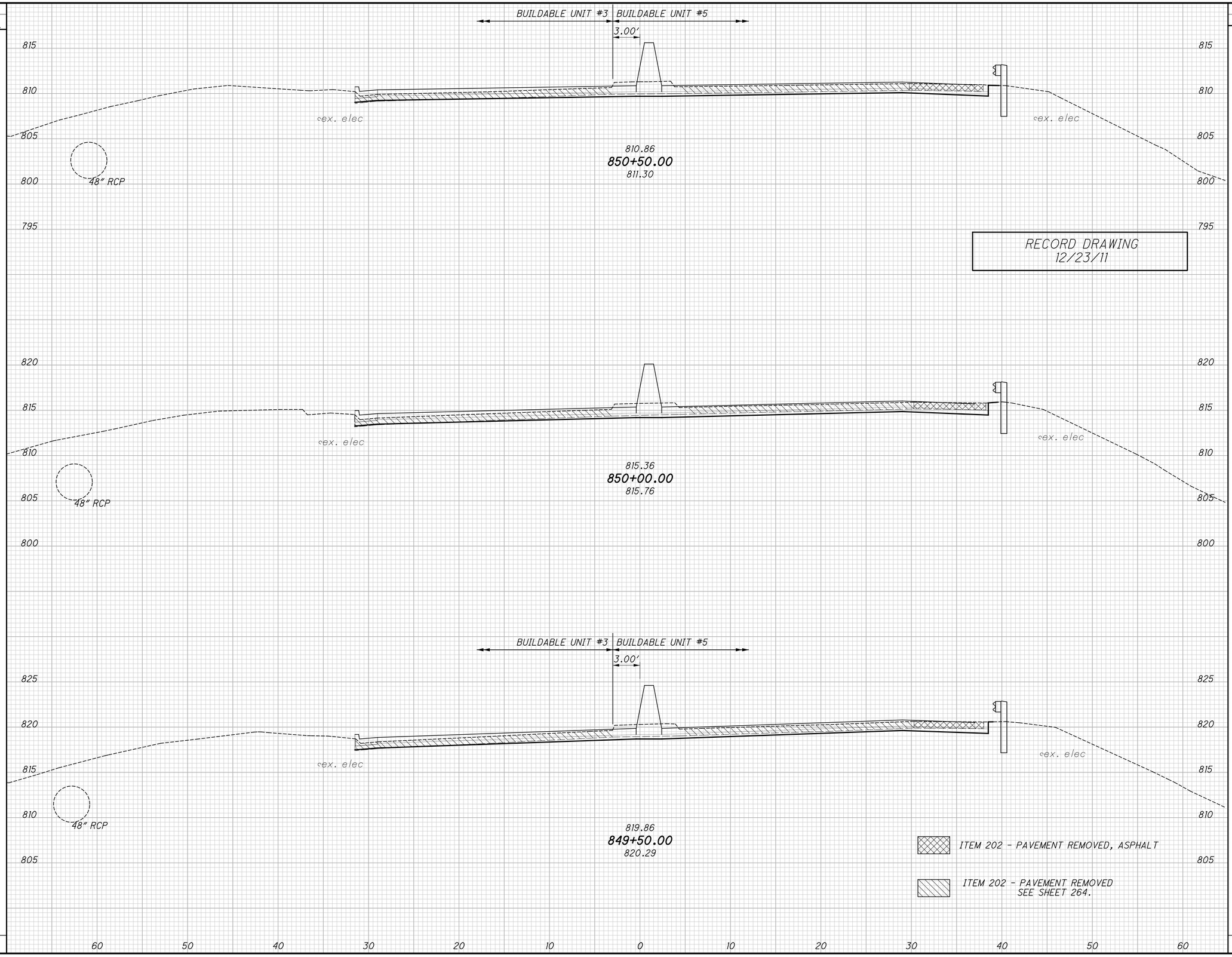
CROSS SECTIONS S.R. 43

STA. 848+50.00 TO C.S. STA. 849+26.00

JEF-43-0.00

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1/16/2012
3:48:39 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 849+50.00 TO STA. 850+50.00

JEF-43-0.00

187
434

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1/16/2012
3:40:57 PM
ARGLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5
3.00'

ex. elec

48" RCP

801.86
851+50.00
802.40

804.02
S.T. 851+26.00
804.58

DJ-18

DJ-26

STA 851+00.20, 1.00' RT.
EX. CB, GRATE ELEV 807.04
12" RCP N 801.14

12" RCP

806.36
851+00.00
806.97

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

ITEM 202 - PAVEMENT REMOVED, ASPHALT

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 851+00.00 TO STA. 851+50.00

JEF-43-0.00

188
434

\\AKRNAS\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367XS003.DGN
1/16/2012
3:49:28 PM
HOLLAND

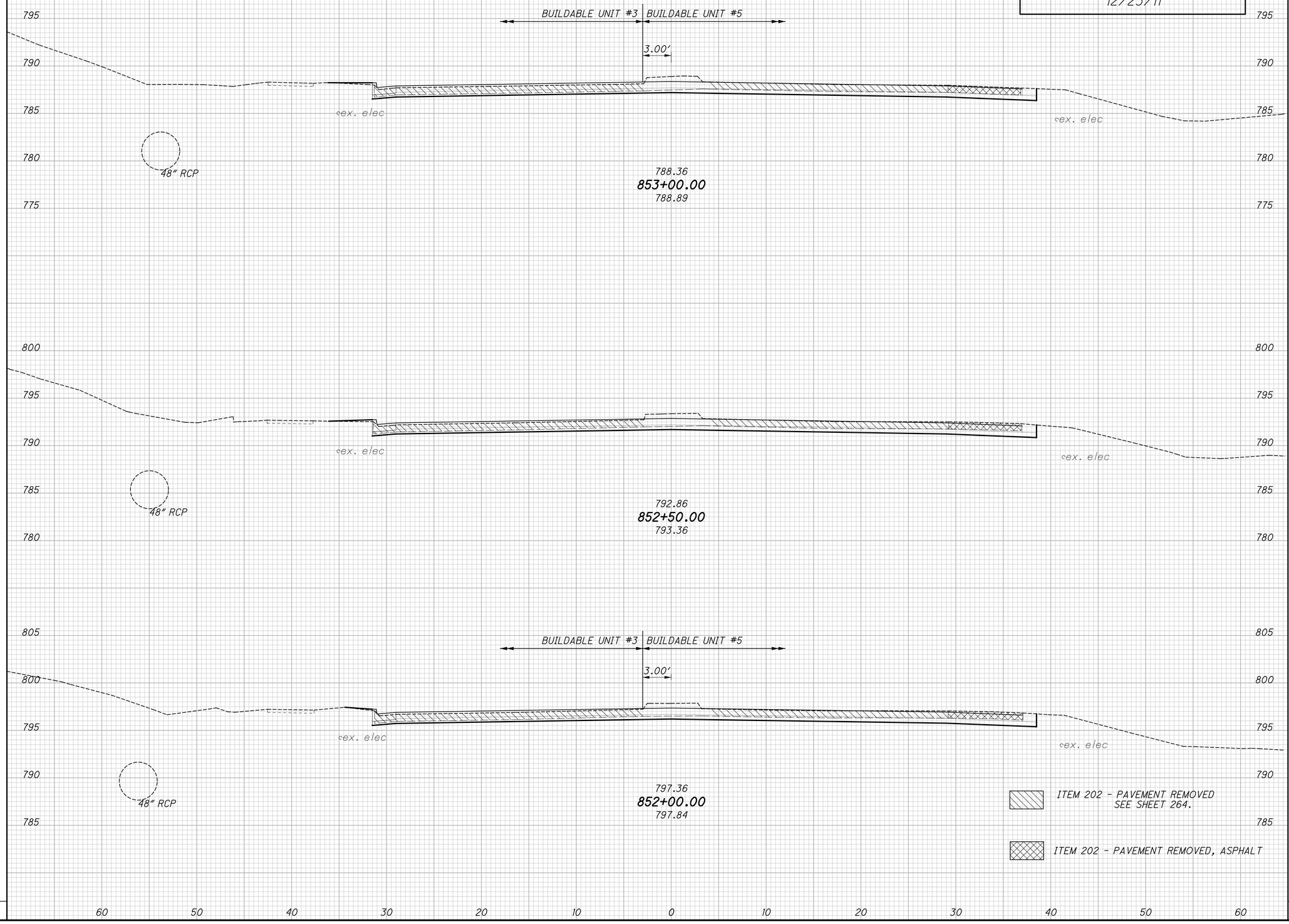
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ

RECORD DRAWING
12/23/11



ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

ITEM 202 - PAVEMENT REMOVED, ASPHALT

CROSS SECTIONS S.R. 43
STA. 852+00.00 TO STA. 853+00.00

JEF-43-0.00

\\AKRNAS\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367XS003.DGN
1/16/2012
3:49:46 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11

BUILDABLE UNIT #3 | BUILDABLE UNIT #5

3.00'

3:1

ex. elec

776.14
P.C. 854+35.82
776.65

48" RCP

STA 854+01.70, 51.39' LT
EX. CB, GRATE ELEV 778.17'
48" RCP W 770.37
48" RCP SE 770.37
12" RCP S 773.17

DJ-17

12" RCP

779.36
854+00.00
779.80

783.86
853+50.00
784.30

ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS S.R. 43
STA. 853+50.00 TO P.C. STA. 854+35.82

JEF-43-0.00

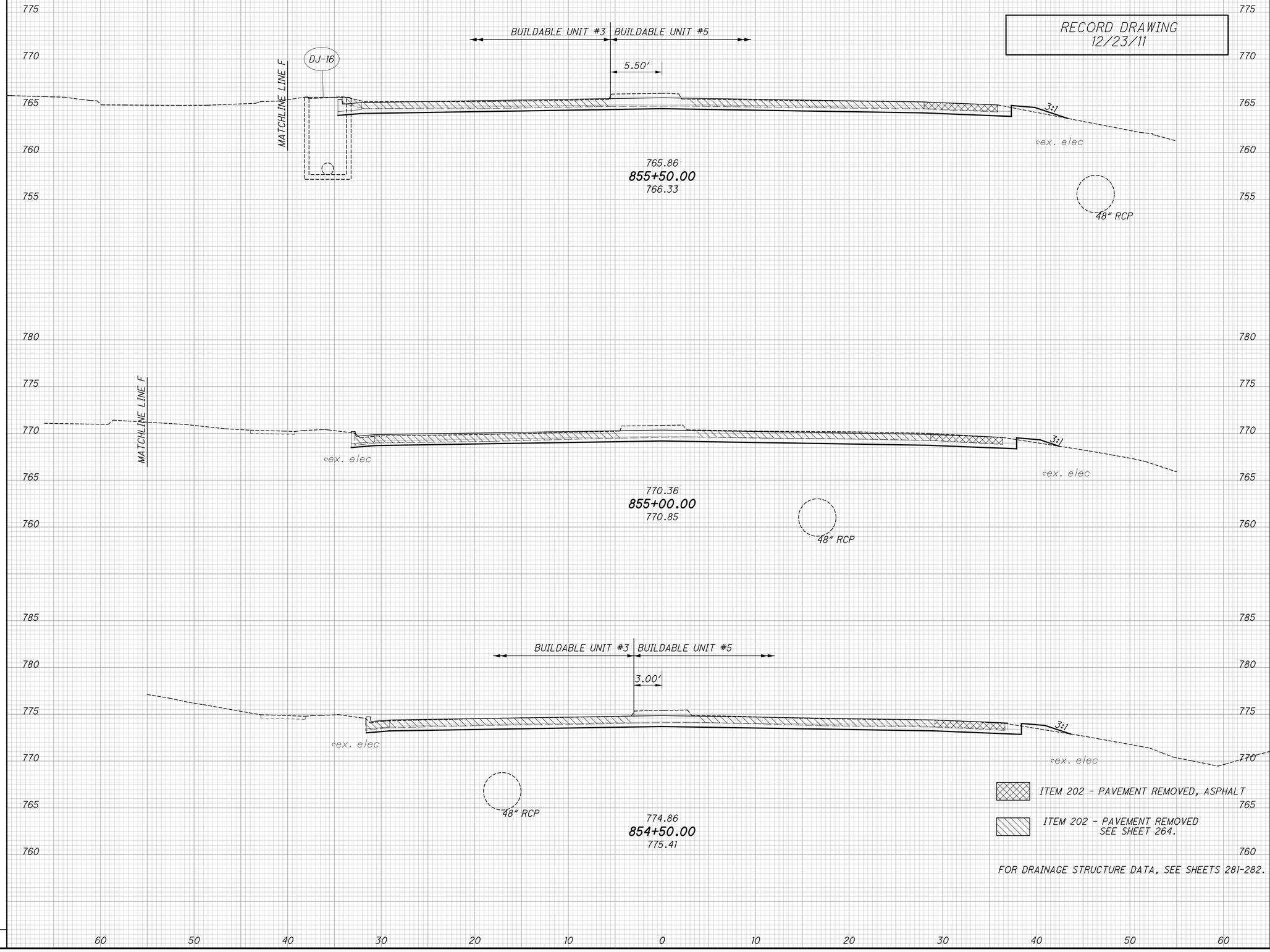
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

RECORD DRAWING
12/23/11



ITEM 202 - PAVEMENT REMOVED, ASPHALT

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

CROSS SECTIONS S.R. 43
STA. 854+50.00 TO STA. 855+50.00

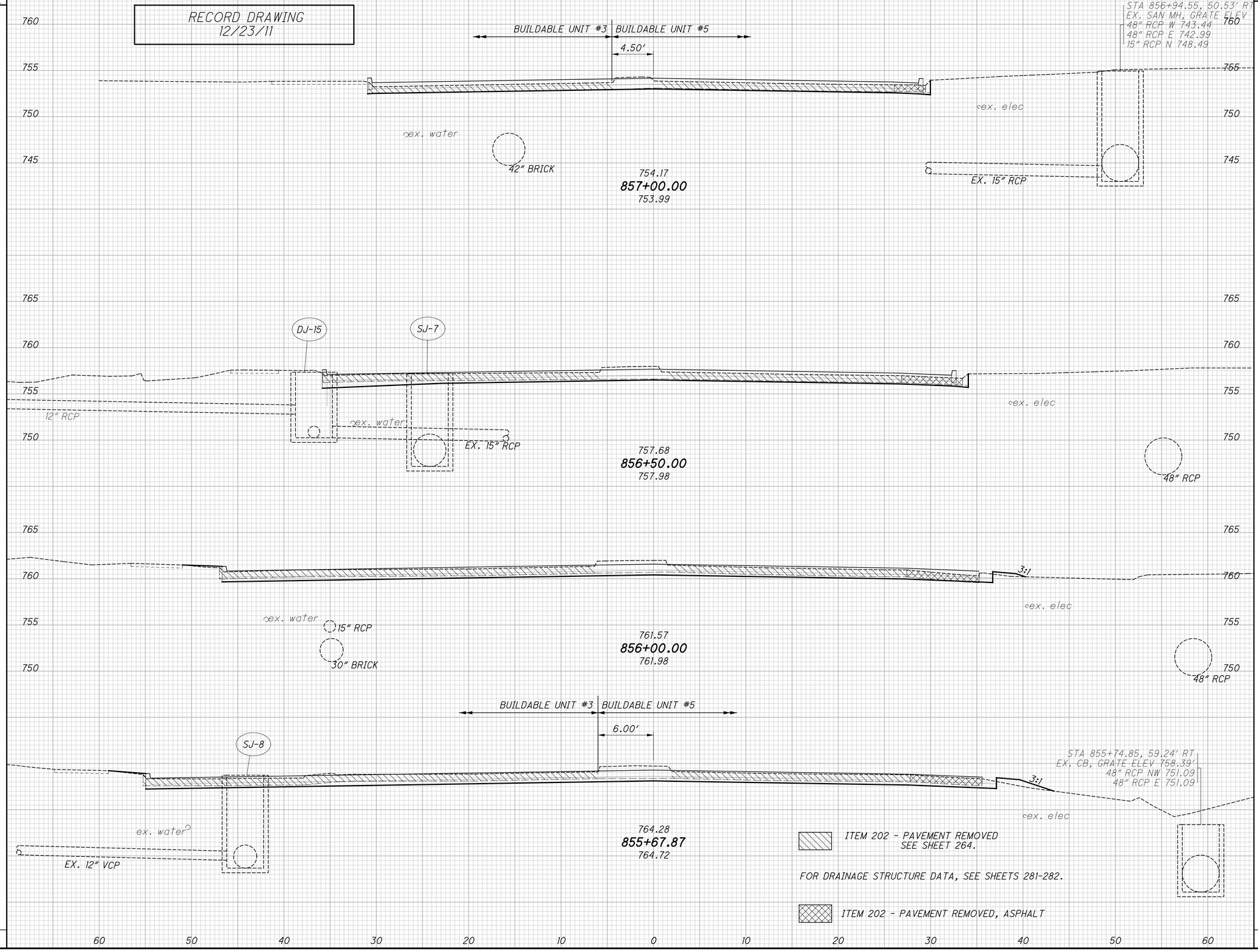
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191
434

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11:26:50 AM
RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11



ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEETS 281-282.

ITEM 202 - PAVEMENT REMOVED, ASPHALT

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 855+67.87 TO STA. 857+00.00

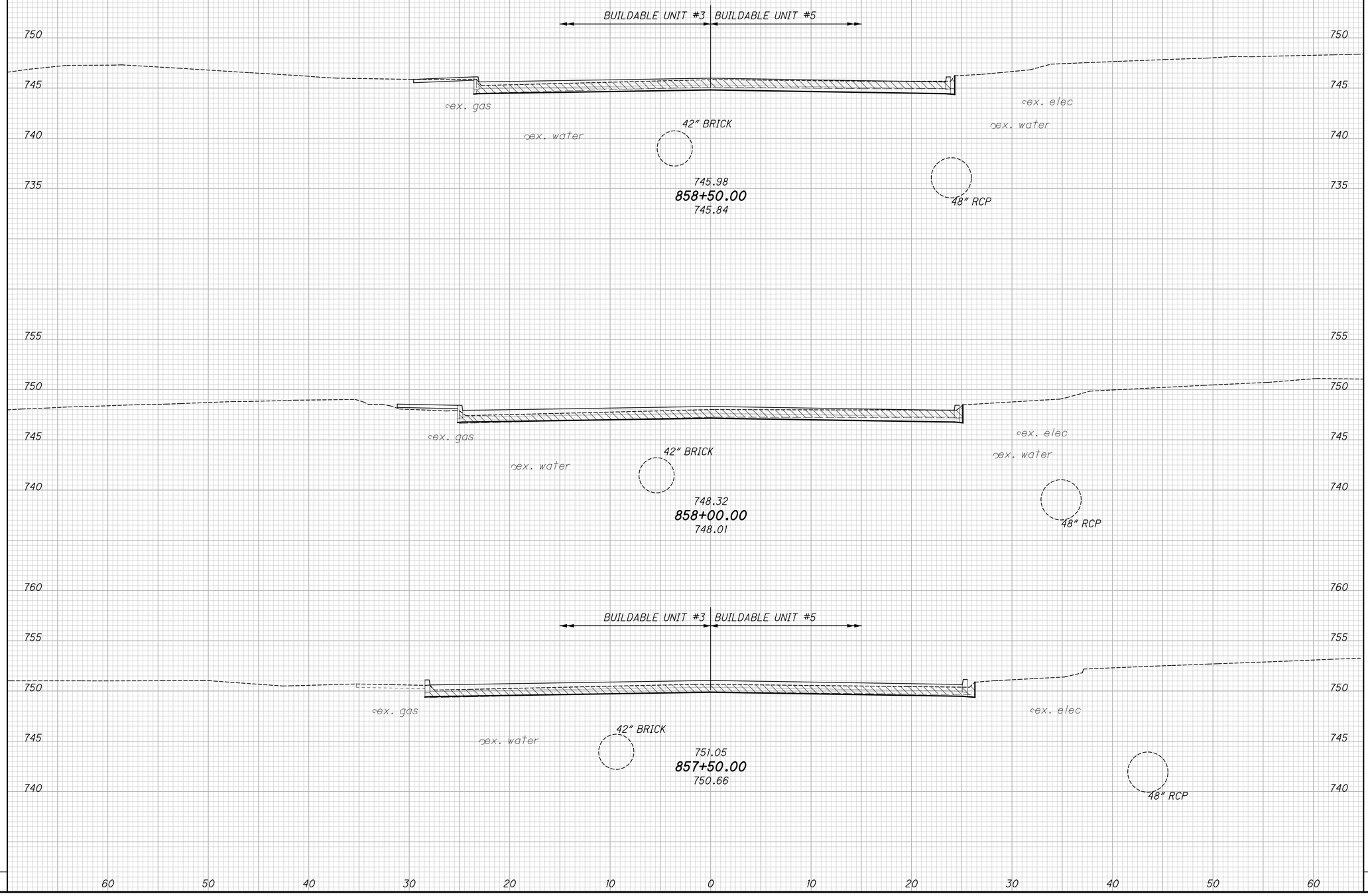
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12/16/2011
11:27:00 AM
RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.
.	.

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL
.	.	.	.

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS S.R. 43
STA. 857+50.00 TO STA. 858+50.00

JEF-43-0.00

193
434

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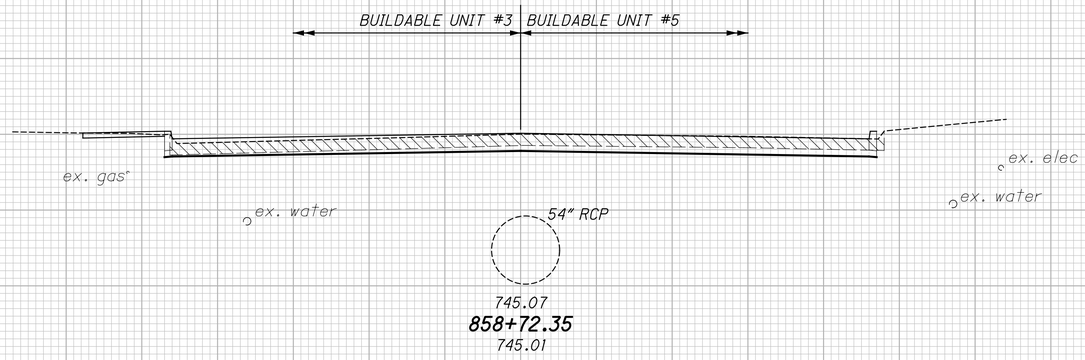
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

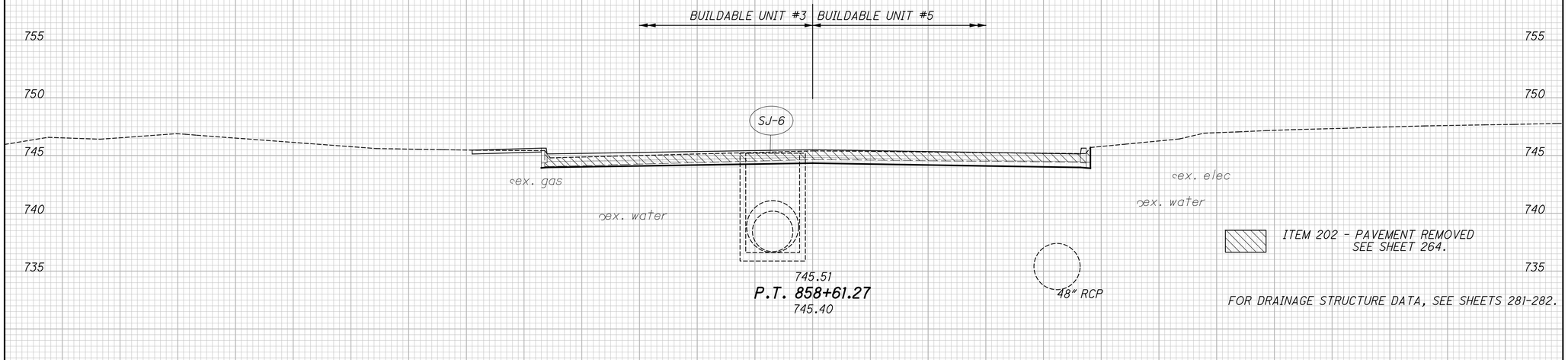
CALCULATED AJE

CHECKED MVJ

RECORD DRAWING
12/23/11



END WORK BUILDABLE UNIT #5



CROSS SECTIONS S.R. 43
P.T. STA. 858+61.27 TO STA. 858+72.35

JEF-43-0.00

194
434

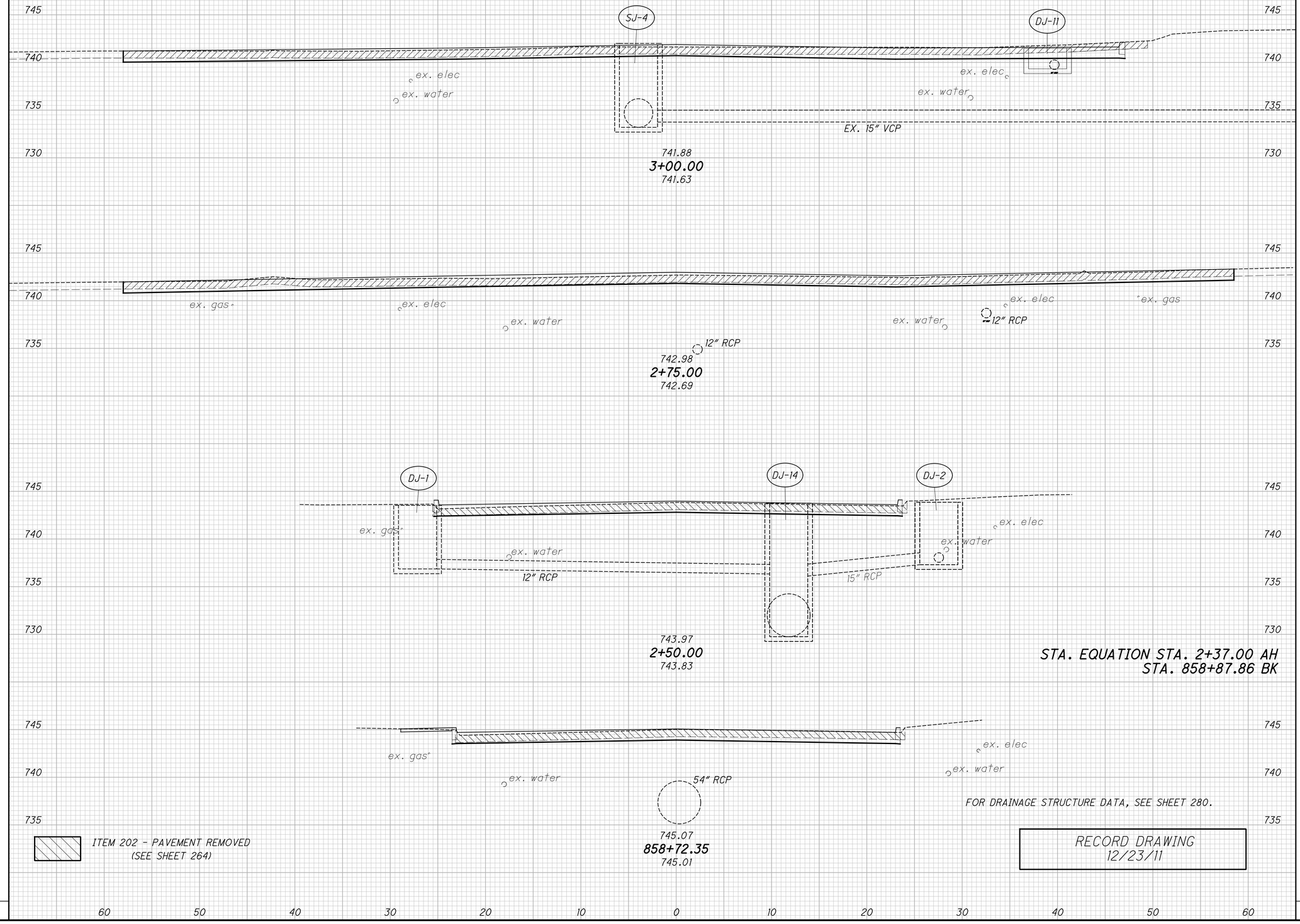
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12/16/2011
11:27:21 AM
RWOTCLTZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED ATR
CHECKED MVJ



STA. EQUATION STA. 2+37.00 AH
STA. 858+87.86 BK

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264)

RECORD DRAWING
12/23/11

CROSS SECTIONS - S.R. 43
STA. 858+72.35 TO STA. 3+00.00

JEF-43-0.00

\\AKRNB03\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367XS002.DGN
12/16/2011
11:28:58 AM
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SEEDING	
END WIDTH	SQ. YDS.

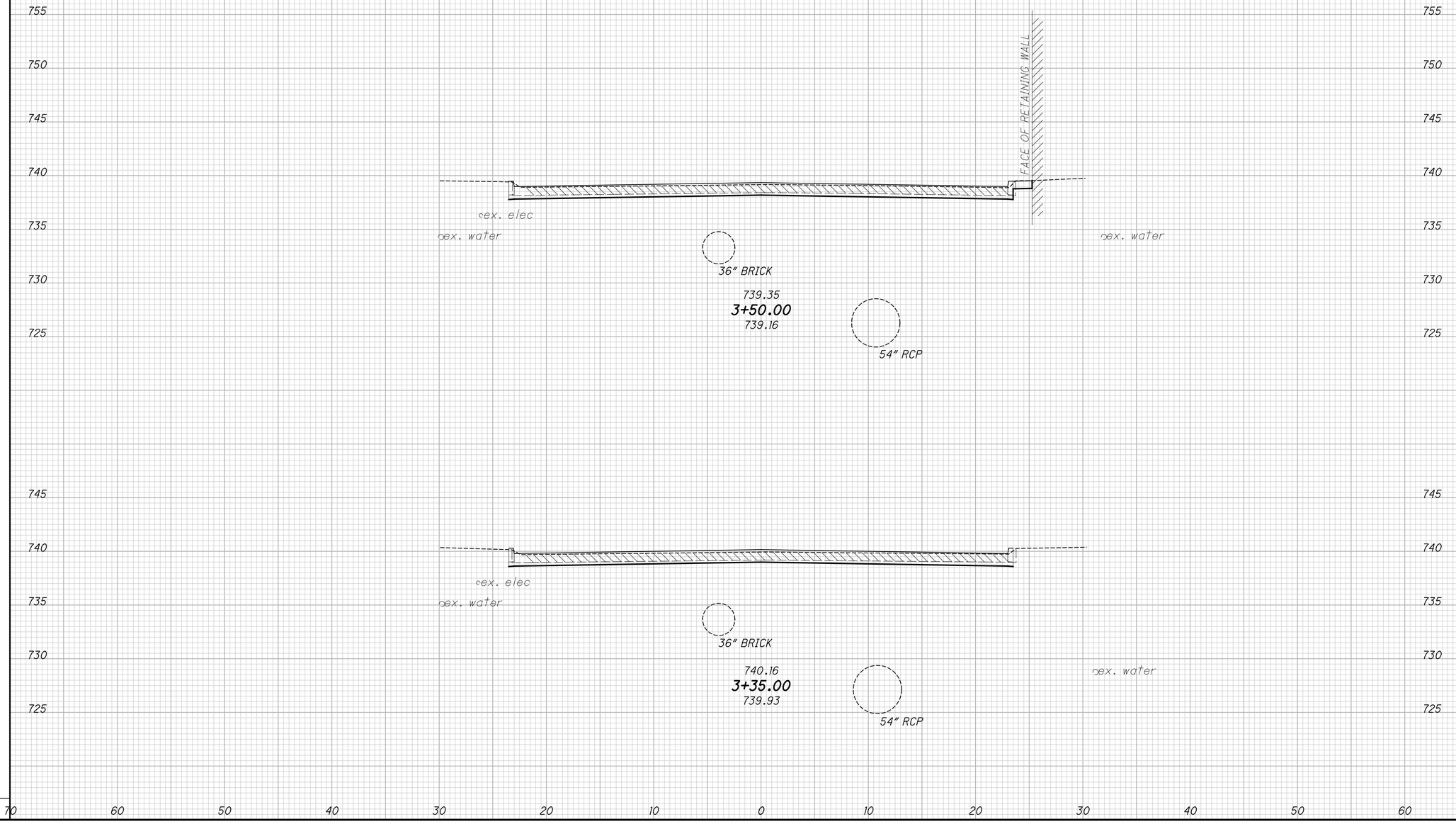
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11



CROSS SECTIONS - S.R. 43
STA. 3+35.00 TO STA. 3+50.00

JEF-43-0.00

\\AKRNB3\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367XS001.DGN
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11:31:47 AM
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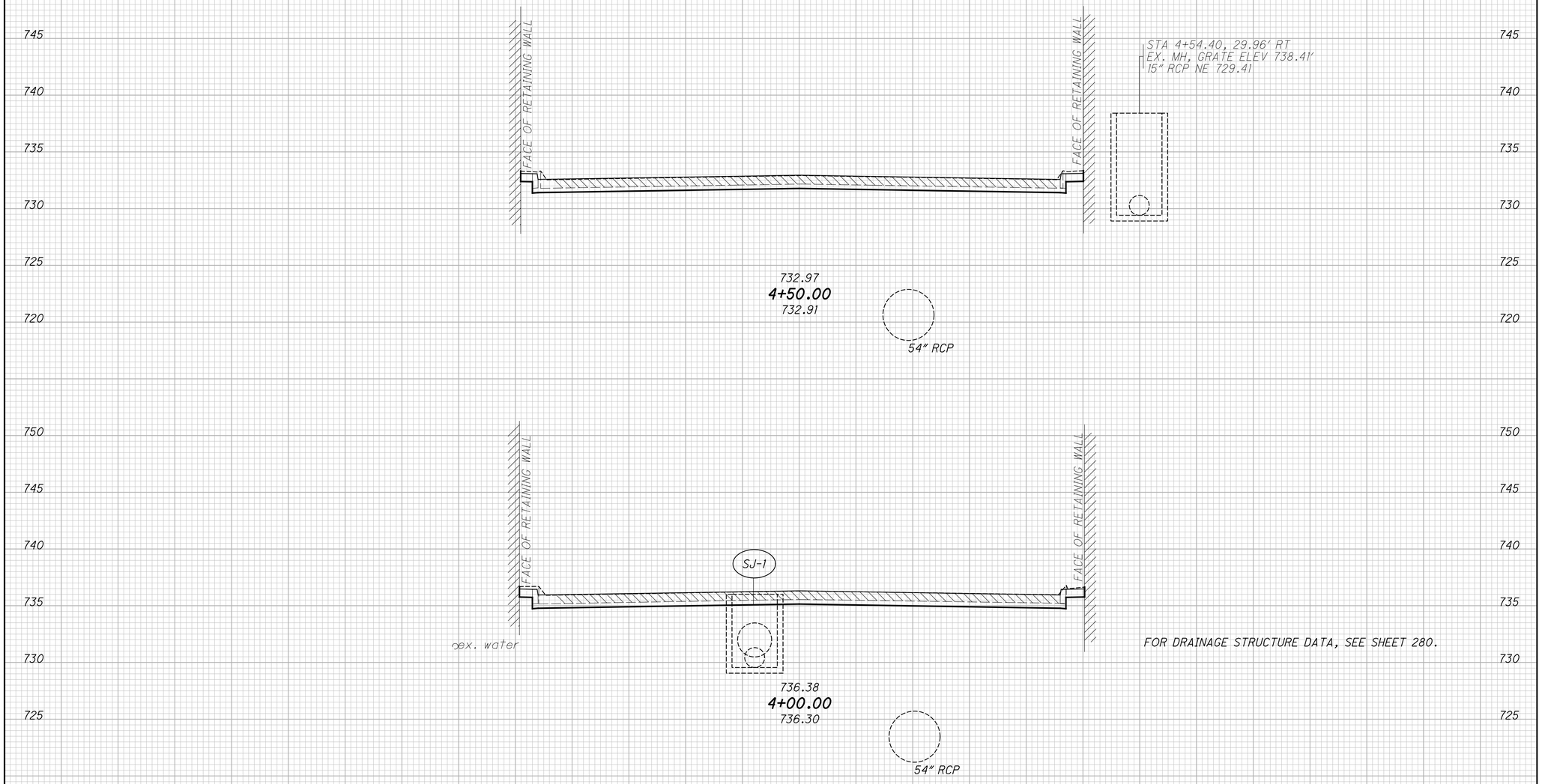
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11



FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

CROSS SECTIONS - S.R. 43
STA. 4+00.00 TO STA. 4+50.00

JEF-43-0.00

197
434

\\AKRN02\DATA\2010\20100698\JEF\86367\ROADWAY\SHEETS\86367XS001.DGN
12/16/2011
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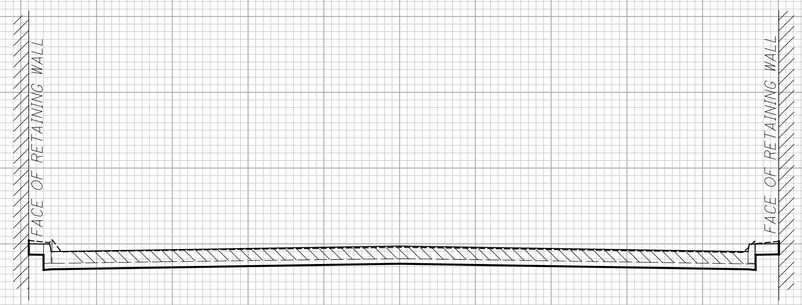
SEEDING	
END WIDTH	SQ. YDS.

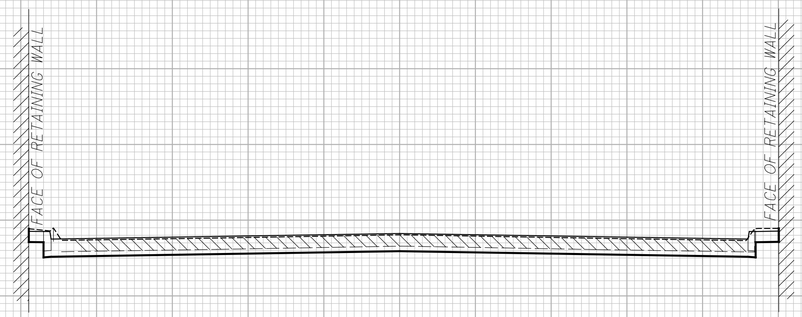
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11





70 60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - S.R. 43
STA. 5+00.00 TO STA. 5+50.00

JEF-43-0.00

198
434

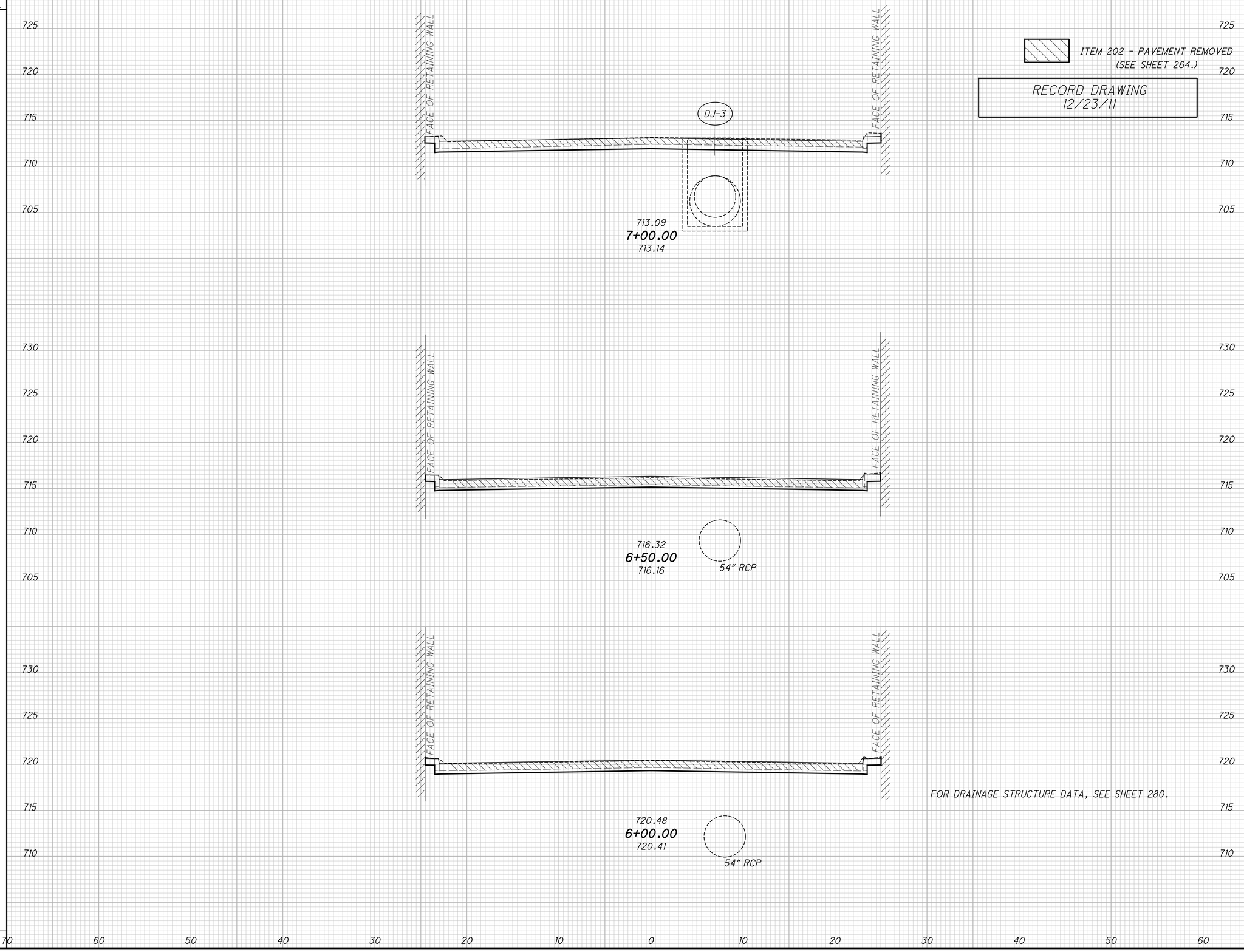
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11:32:08 AM
RNOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ



ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

70 60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - S.R. 43
STA. 6+00.00 TO STA. 7+00.00

JEF-43-0.00

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12/16/2011
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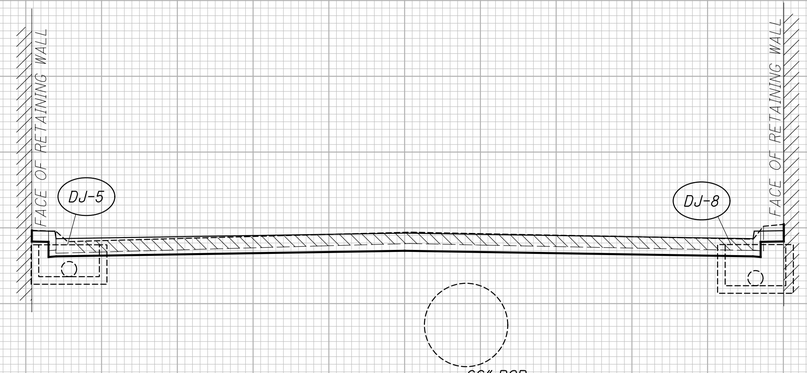
SEEDING	
END WIDTH	SQ. YDS.

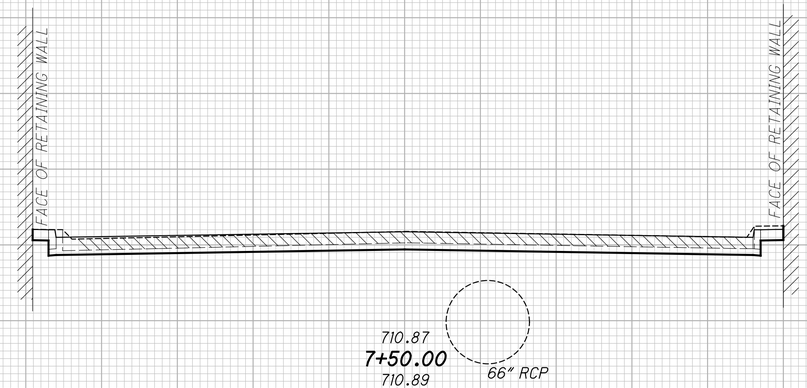
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11





720 715 710 705 700 725 720 715 710 705 700

70 60 50 40 30 20 10 0 10 20 30 40 50 60

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

CROSS SECTIONS - S.R. 43
STA. 7+50.00 TO STA. 8+00.00

JEF-43-0.00

200
434

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RKOTCI72XY

SEEDING	
END WIDTH	SQ. YDS.

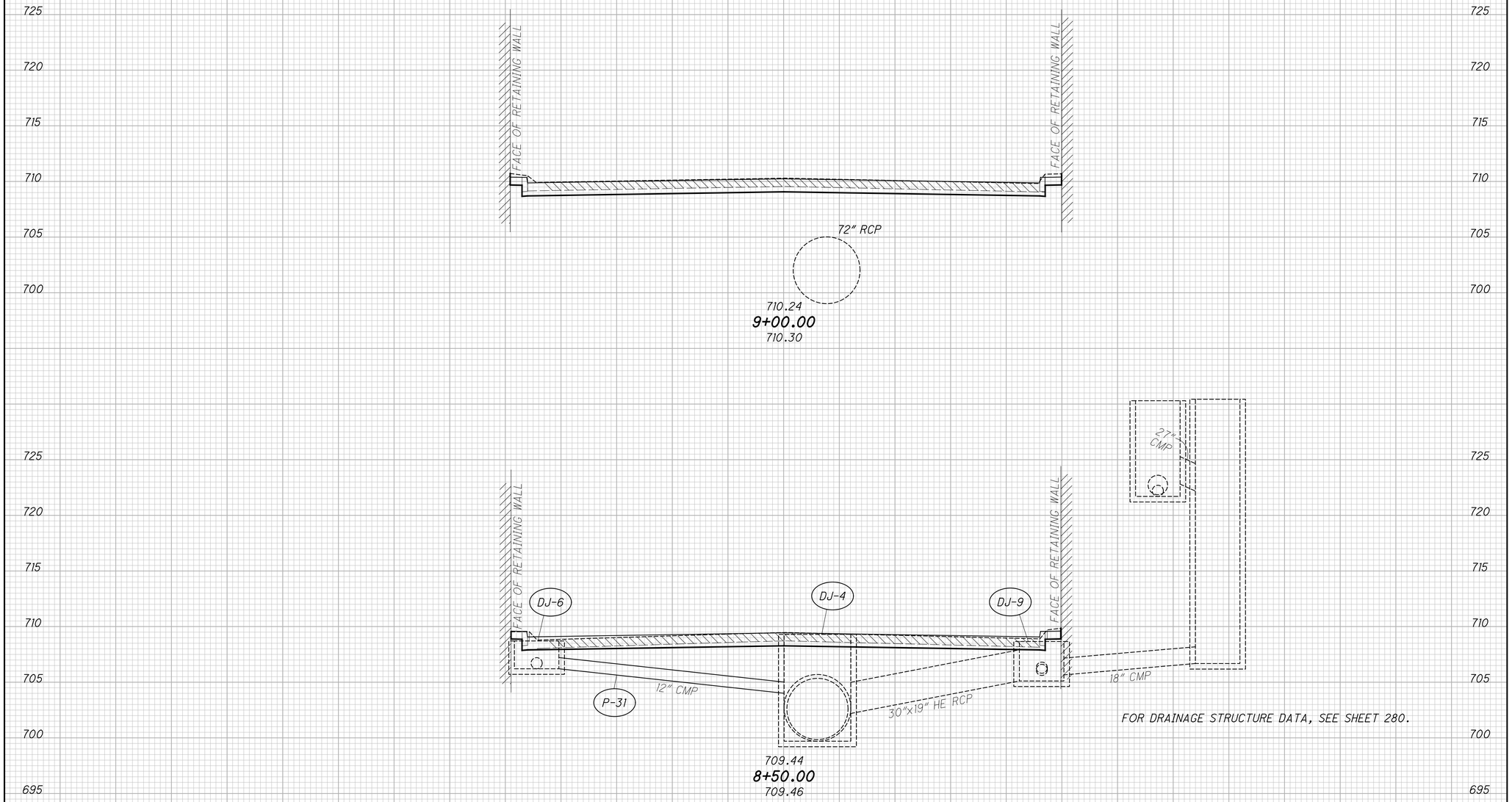
END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED (SEE SHEET 264.)

RECORD DRAWING
12/23/11



FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

CROSS SECTIONS - S.R. 43
STA. 8+50.00 TO STA. 9+00.00

JEF-43-0.00

201
434

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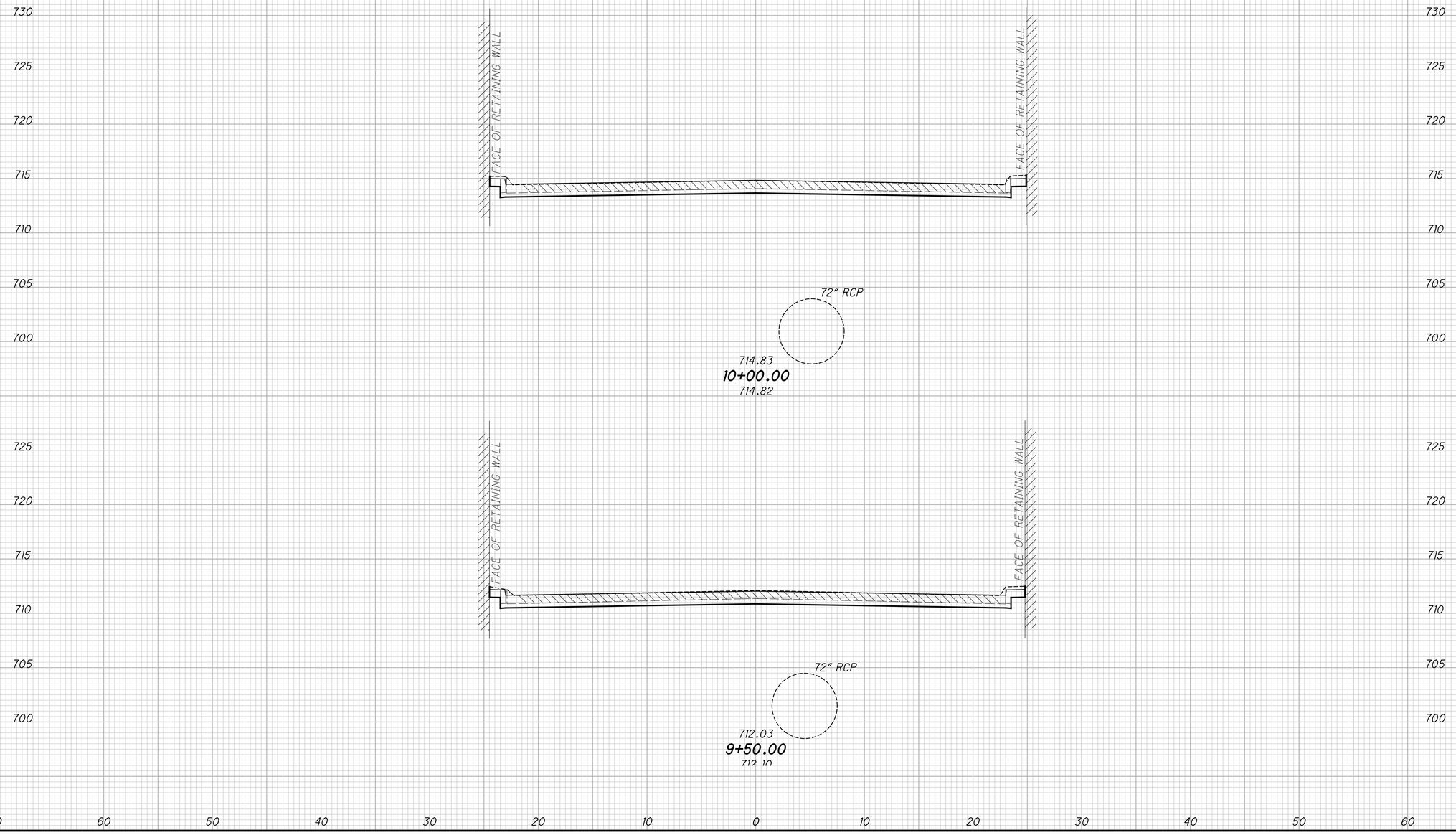
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11



CROSS SECTIONS - S.R. 43
STA. 9+50.00 TO STA. 10+00.00

JEF-43-0.00

202
434

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RWOYCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11

735 730 725 720 715 710 705

FACE OF RETAINING WALL

SJ-2

STA 10+76.33, 29.44' RT
EX. MH, GRATE ELEV 725.56'
15" RCP NE 716.26

15" RCP

FACE OF RETAINING WALL

720.30
11+00.00
720.28

72" RCP

730 725 720 715 710 705

STA 10+63.33, 28.94' LT
EX. MH, GRATE ELEV 725.20'
12" RCP SE 716.40

FACE OF RETAINING WALL

FACE OF RETAINING WALL

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

717.95
10+50.00
717.88

72" RCP

70 60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - S.R. 43
STA. 10+50.00 TO STA. 11+00.00

JEF-43-0.00

203
434

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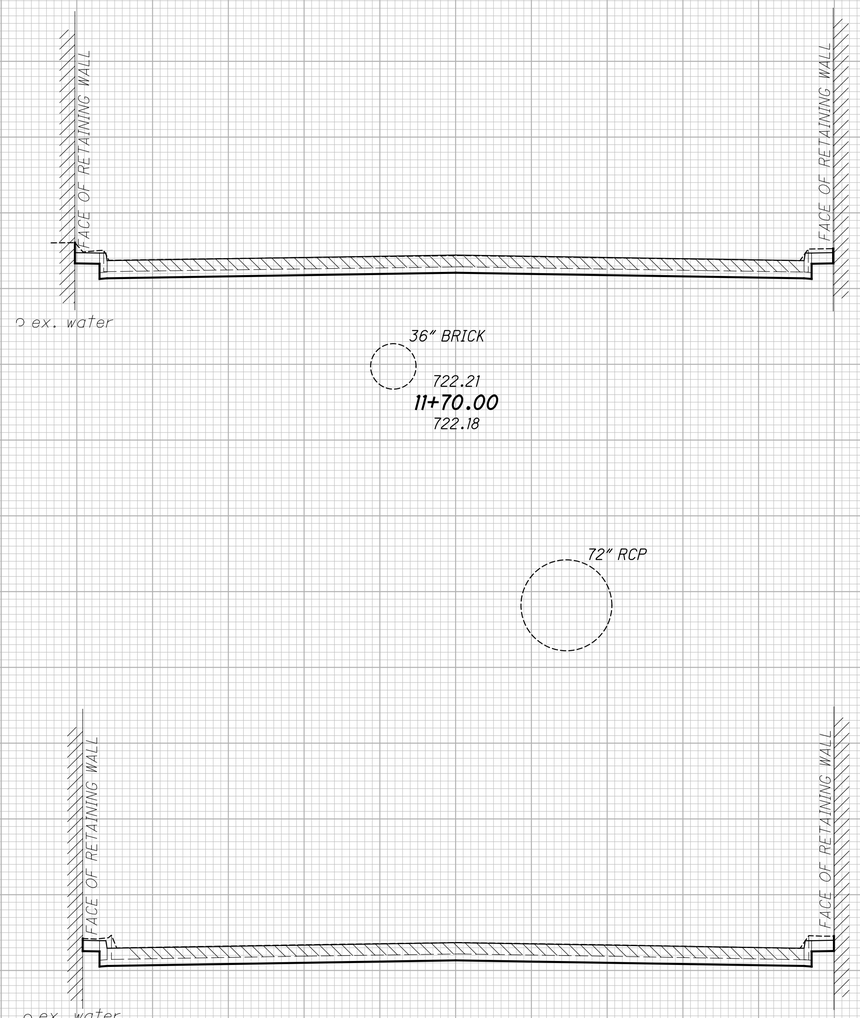
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)

RECORD DRAWING
12/23/11



CROSS SECTIONS - S.R. 43
STA. 11+50.00 TO STA. 11+70.00

JEF-43-0.00

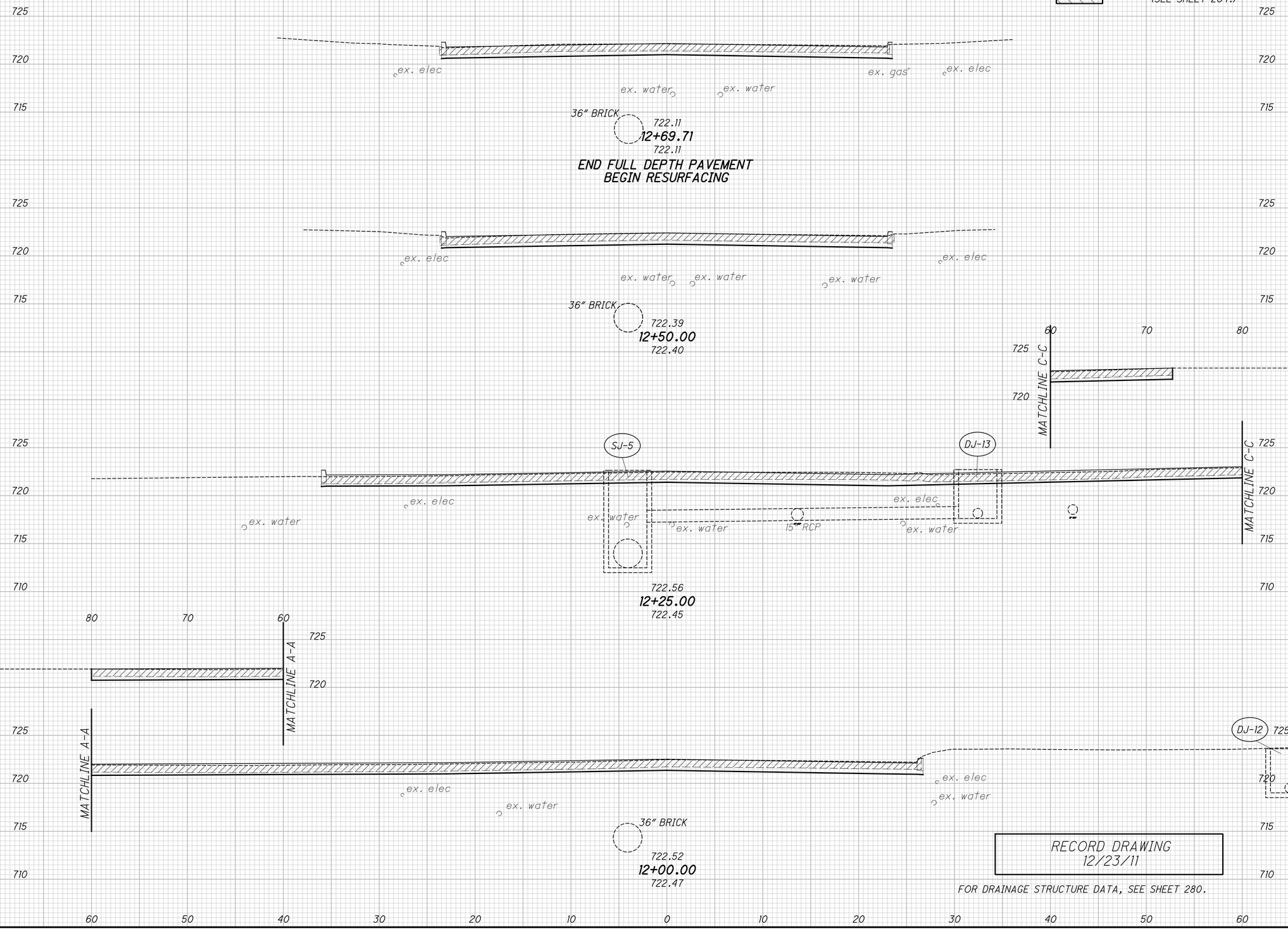
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED ATR
CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
(SEE SHEET 264.)



RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

CROSS SECTIONS - S.R. 43
STA. 12+00.00 TO STA. 12+69.71

JEF-43-0.00

205
434

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE D
STA. 3+41.34 TO STA. 3+50.00

JEF-43-0.00

\\AKRNAS\DATA\2810\2810068\JEF\86367\ROADWAY\SHEETS\86367XS007.DGN
12/16/2011
11:36:14 AM
ROTCITZKY

SEEDING	
END WIDTH	SQ. YDS.
.	.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

RECORD DRAWING
12/23/11

CROSS SECTIONS - LINE D
STA. 4+00.00 TO STA. 4+50.00

JEF-43-0.00

207
434

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RWOTC17ZKY

SEEDING	
END WIDTH	SQ. YDS.
.	.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

STA 5+52.46, 61.23' LT
EX. SAN MH, GRATE ELEV 991.22'
15" RCP N 977.02
15" RCP SE 976.72
10" RCP NW 977.02
8" RCP SW 977.77

STA 5+59.74, 10.84' RT
EX. SAN MH, GRATE ELEV 996.52'
8" RCP NE 986.22

STA 5+36.28, 25.84' RT
EX. CB, GRATE ELEV 999.75'
12" CMP NE 997.50

DJ-29

3:1
4:1
991.0

12" CMP

ex. elec
ex. water
ex. elec

8" RCP

992.28
5+50.00
992.23

ex. elec
ex. water
ex. elec

18" RCP
10" RCP

993.17
5+00.00
993.12

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

RECORD DRAWING
12/23/11

1010
1005
1000
995
990
985
980
1015

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - LINE D
STA. 5+00.00 TO STA. 5+50.00

JEF-43-0.00

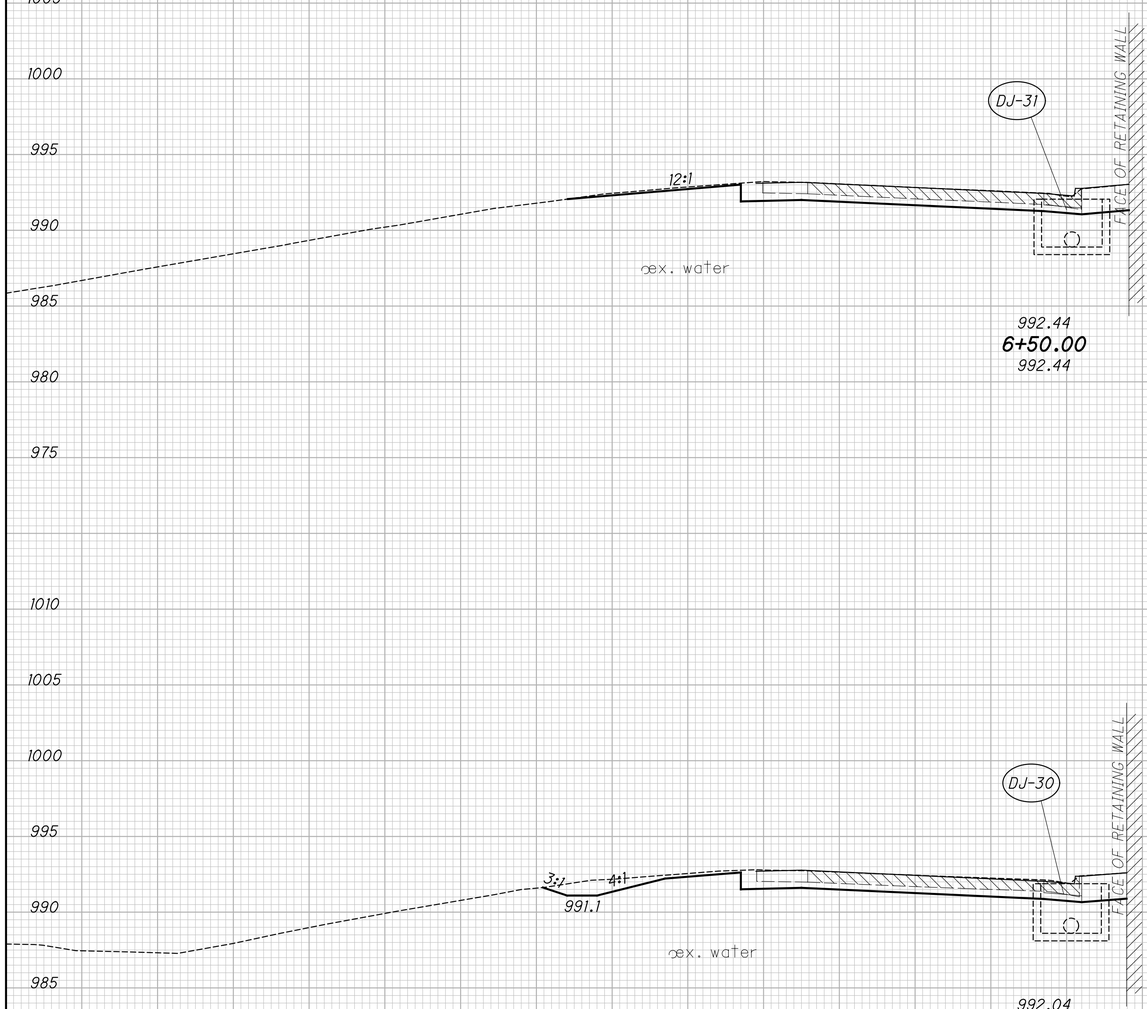
208
434

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RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

RECORD DRAWING
12/23/11

CROSS SECTIONS - LINE D
STA. 6+00.00 TO STA. 6+50.00

JEF-43-0.00

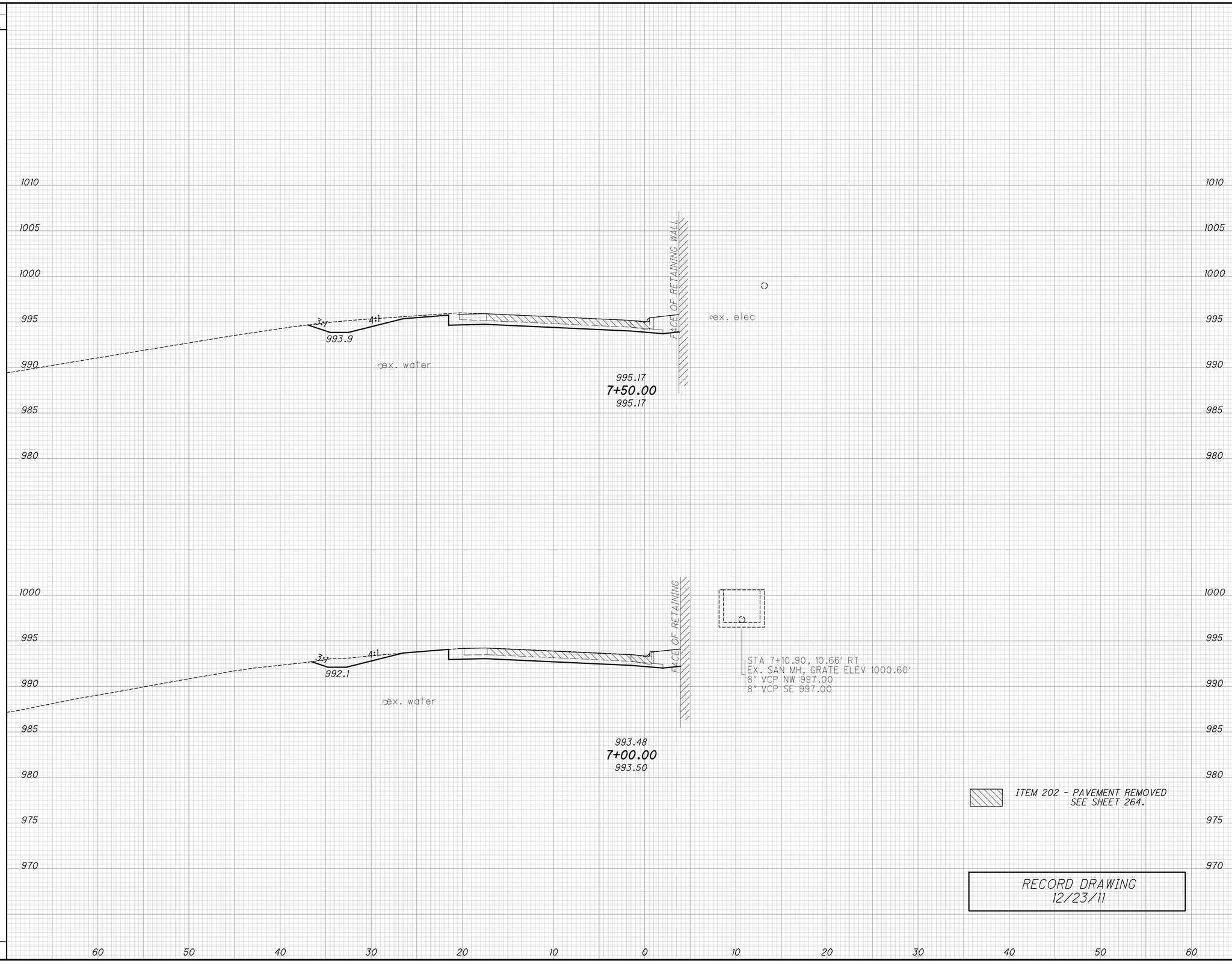
209
434

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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE D
STA. 7+00.00 TO STA. 7+50.00

JEF-43-0.00

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12/16/2011
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RWOTC17ZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

1020
1015
1010
1005
1000
995
990

STA 8+41.24, 8.70' RT
EX. SAN MH, GRATE ELEV 1007.59'
8" VCP NW 1002.59

FACE OF RETAINING WALL

ex. water

15" VCP

1000.39
8+50.00
1000.40

60 50 40 30 20 10 0 10 20 30 40 50 60

1015
1010
1005
1000
995
990
985

ex. elec
8" VCP

ex. water

15" VCP

997.50
8+00.00
997.50

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

RECORD DRAWING
12/23/11

CROSS SECTIONS - LINE D
STA. 8+00.00 TO STA. 8+50.00

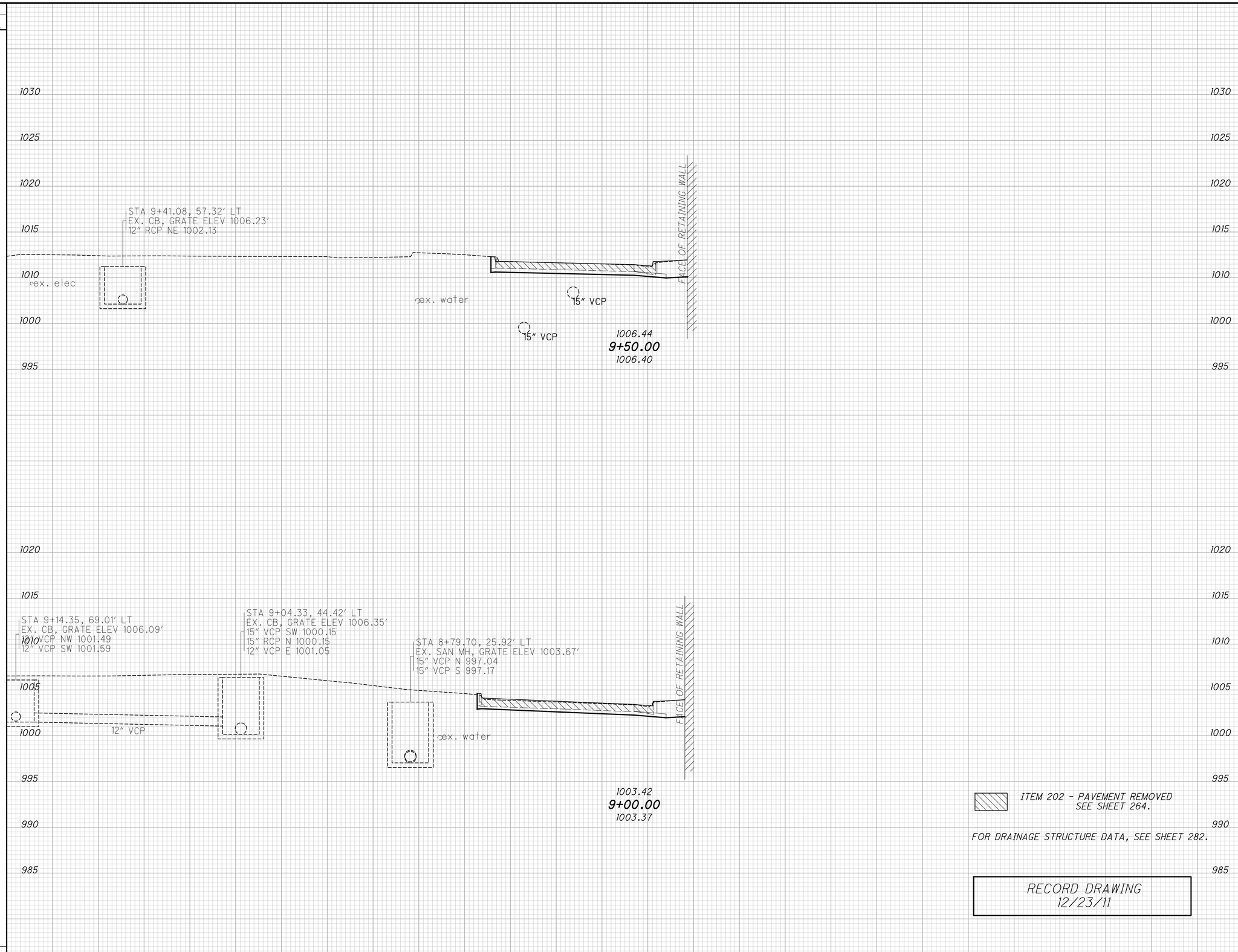
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

RECORD DRAWING
12/23/11

CROSS SECTIONS - LINE D
STA. 9+00.00 TO STA. 9+50.00

JEF-43-0.00

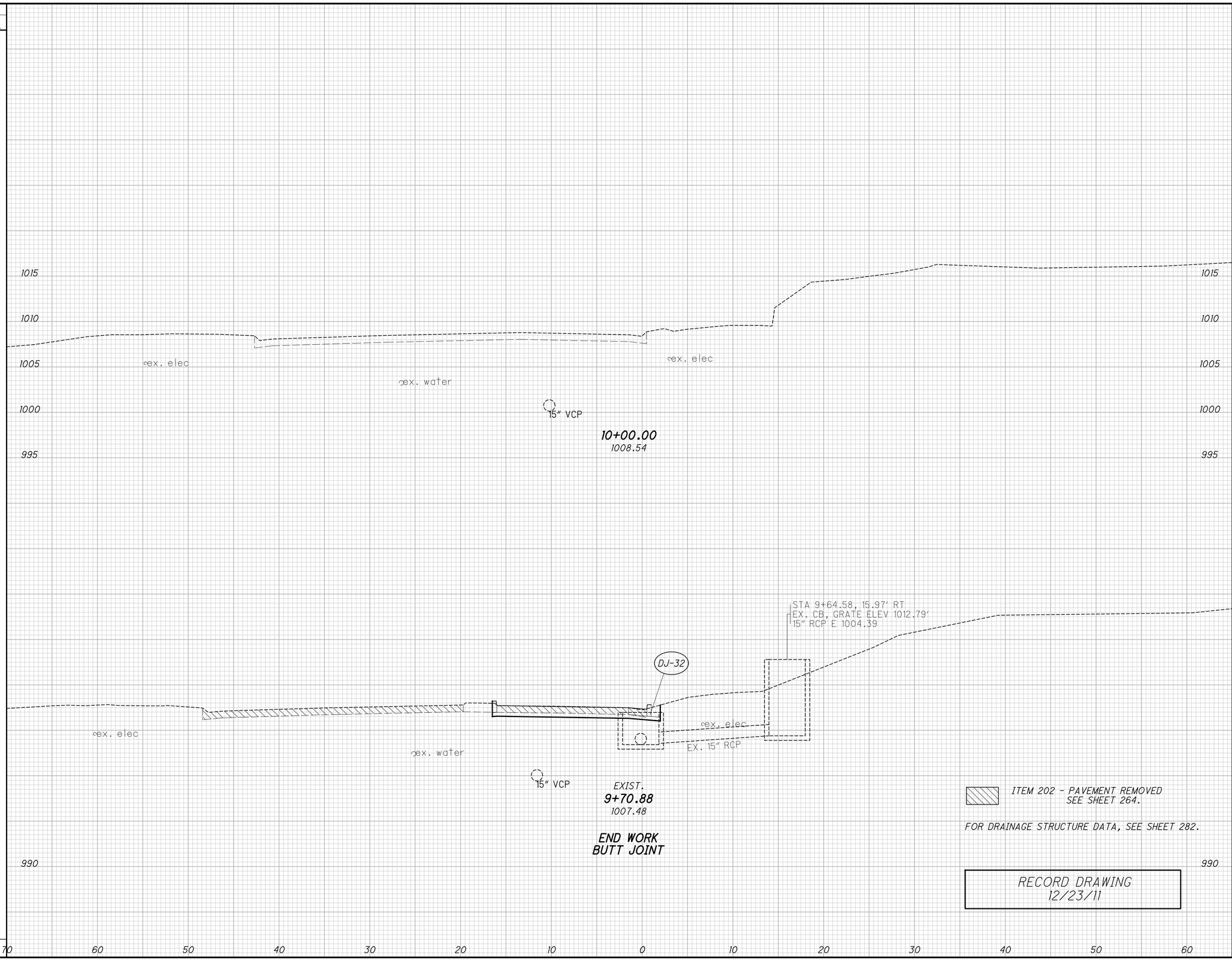
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RKOTCI72XY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE D
STA. 9+70.88 TO STA. 10+00.00



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RWOYCITZKY

JEF-43-0.00

SEEDING	
END WIDTH	SQ. YDS.
.	.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
P.T. STA. 1838+60.00 TO STA. 1839+50.00

JEF-43-0.00

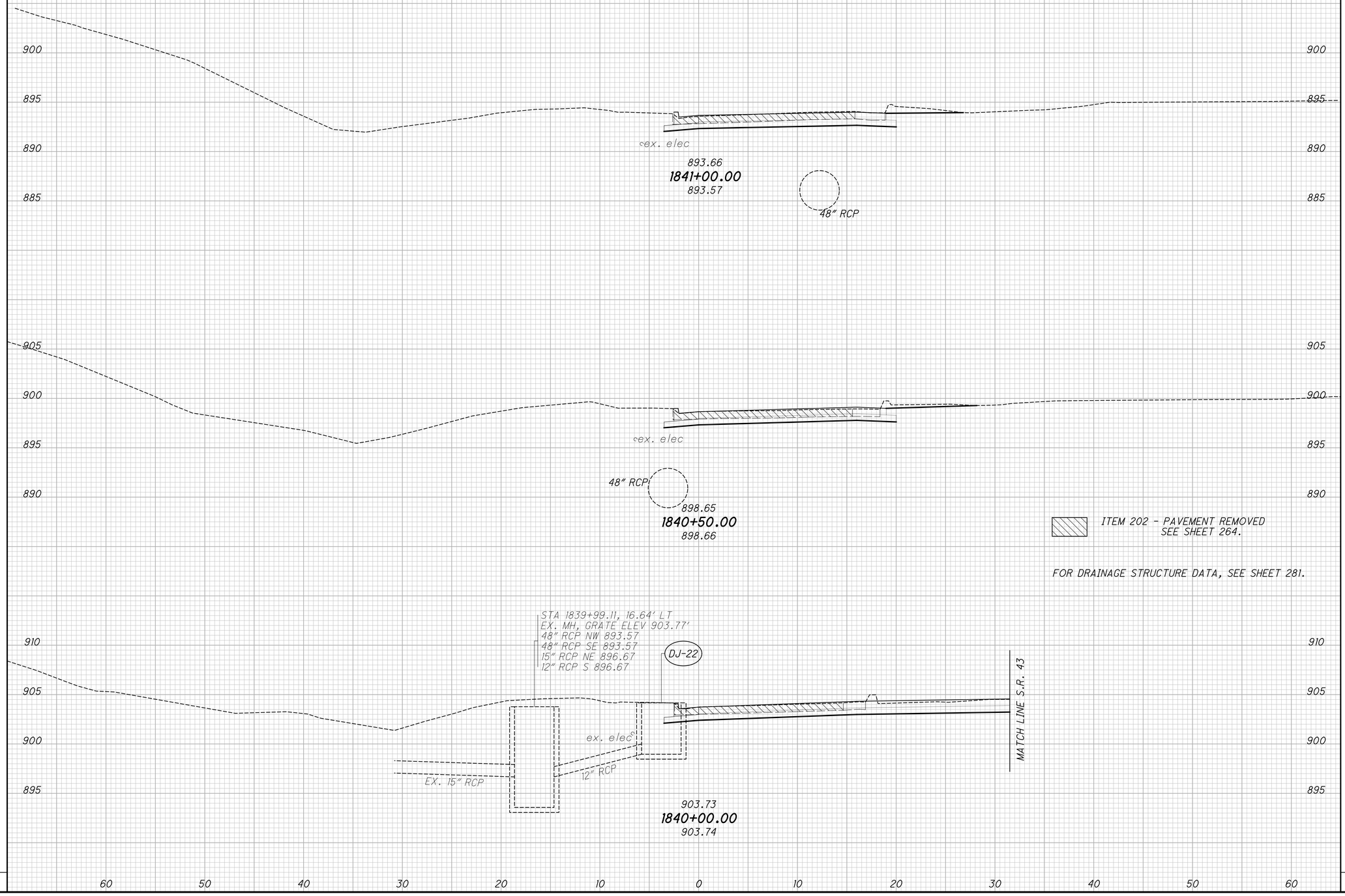
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SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1840+00.00 TO STA. 1841+00.00

JEF-43-0.00

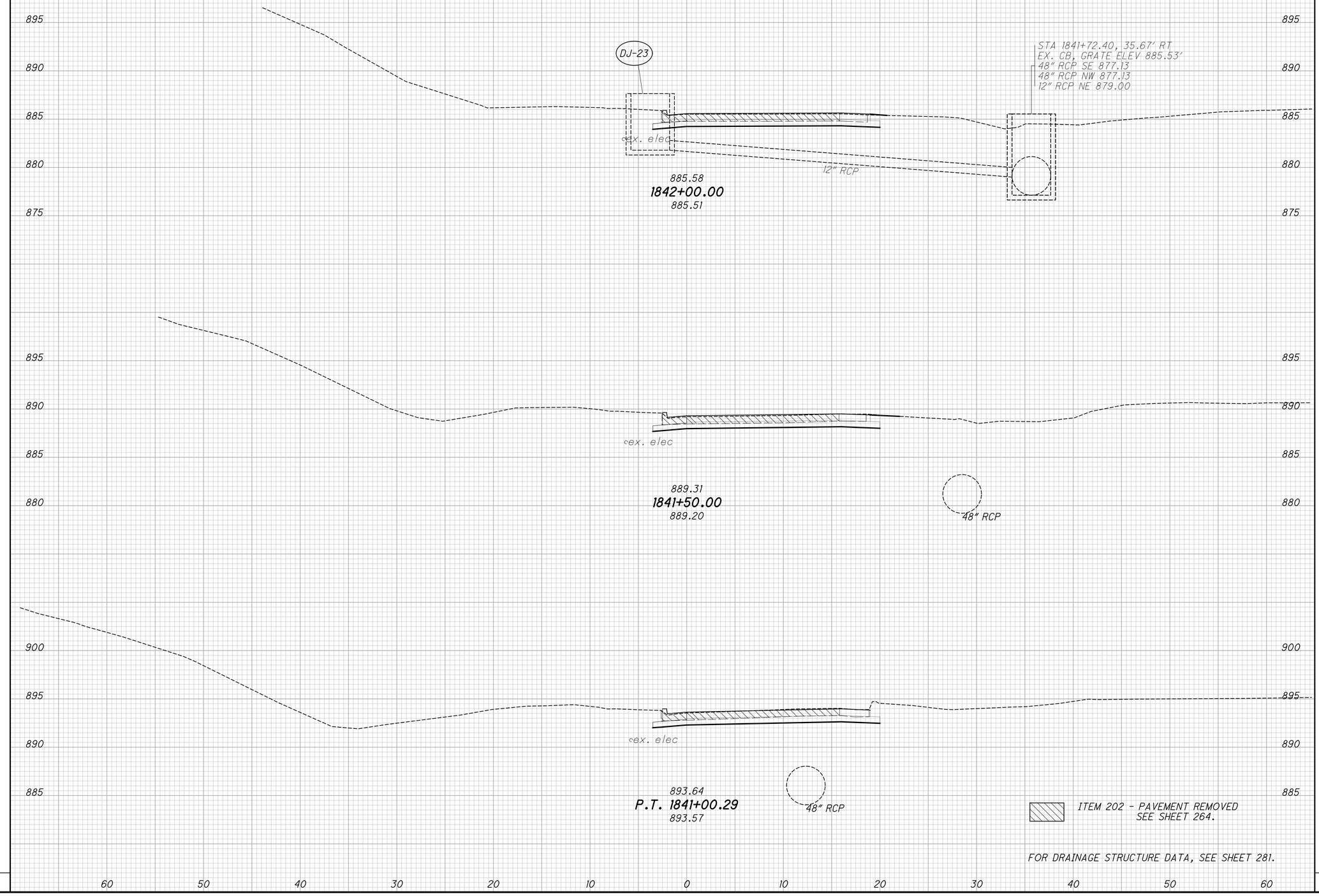
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SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.

CROSS SECTIONS - LINE A
P.T. STA. 1841+00.29 TO STA. 1842+00.00

JEF-43-0.00

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SEEDING	
END WIDTH	SQ. YDS.

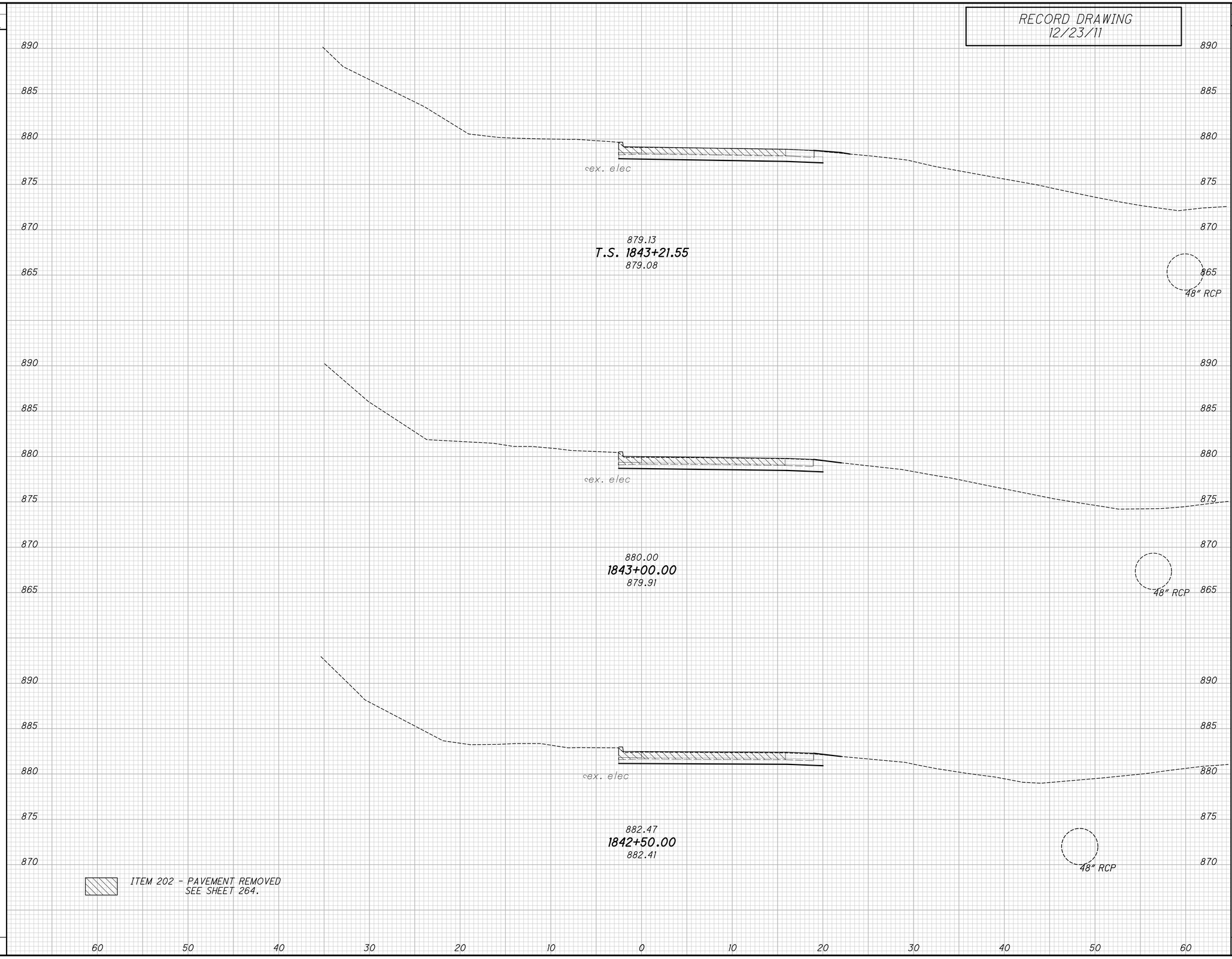
RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
STA. 1842+50.00 TO T.S. STA. 1843+21.55

JEF-43-0.00



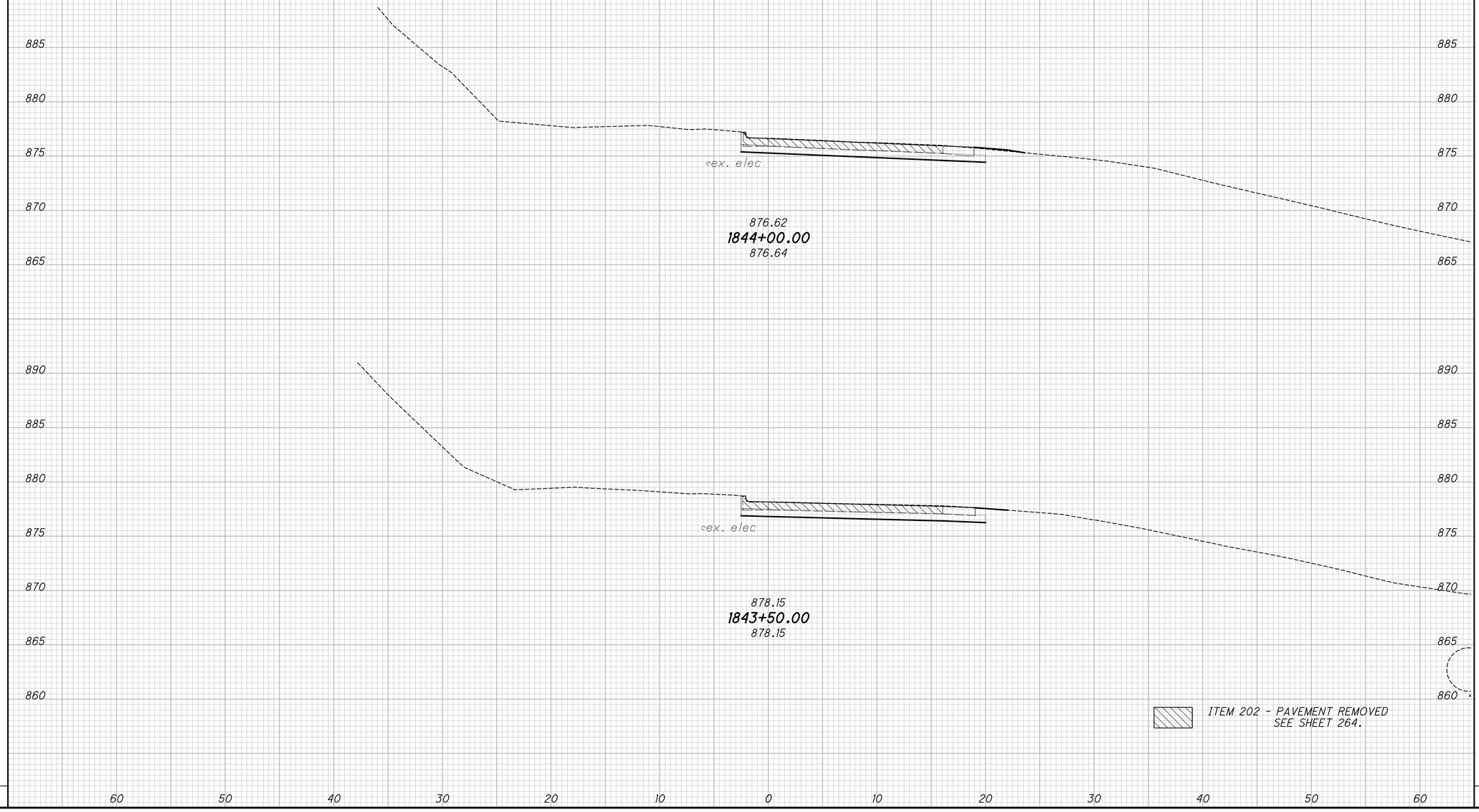
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SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



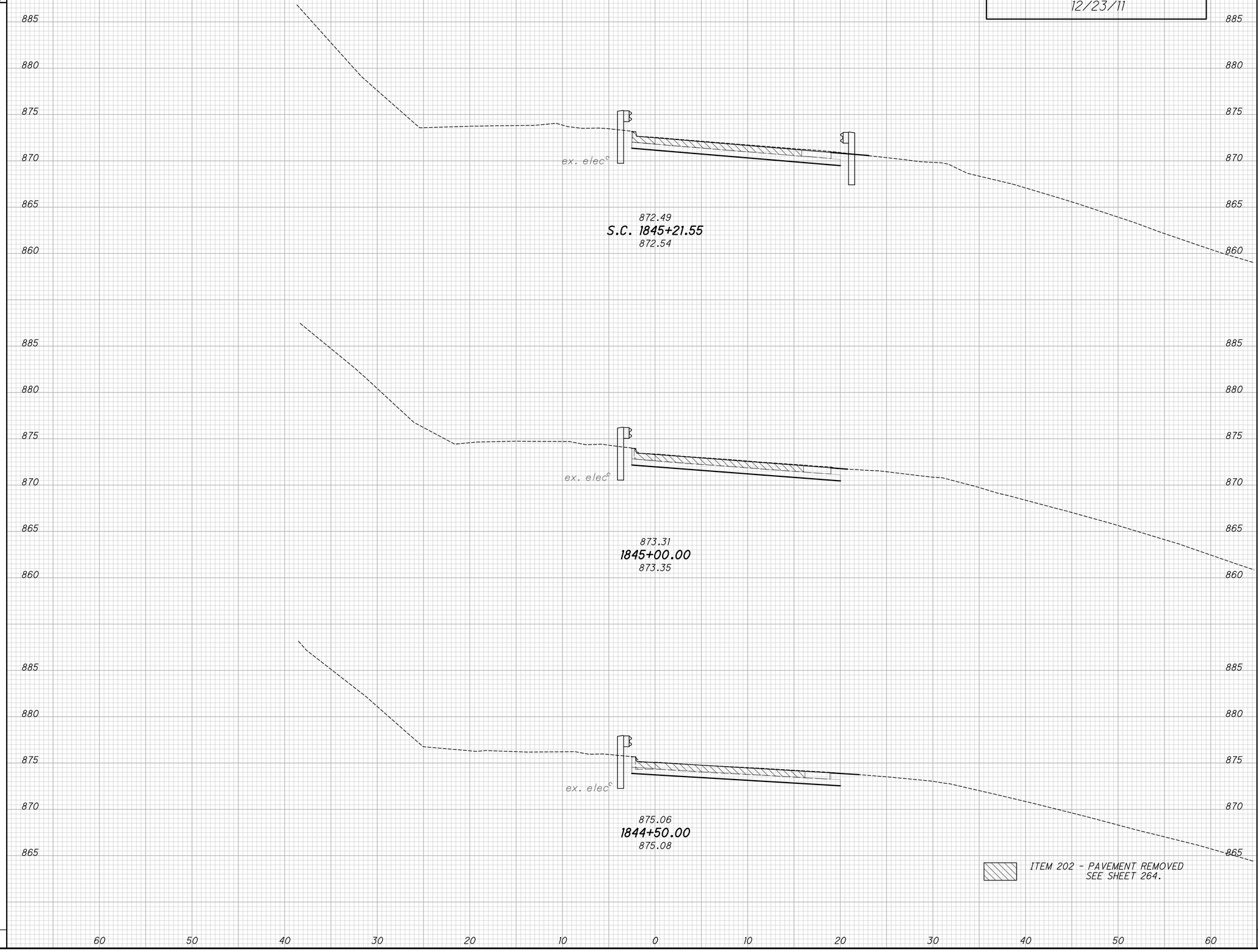
CROSS SECTIONS - LINE A
STA. 1843+50.00 TO STA. 1844+00.00

JEF-43-0.00

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RWOTC1TZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
STA. 1844+50.00 TO S.C. STA. 1845+21.55

JEF-43-0.00

219
434

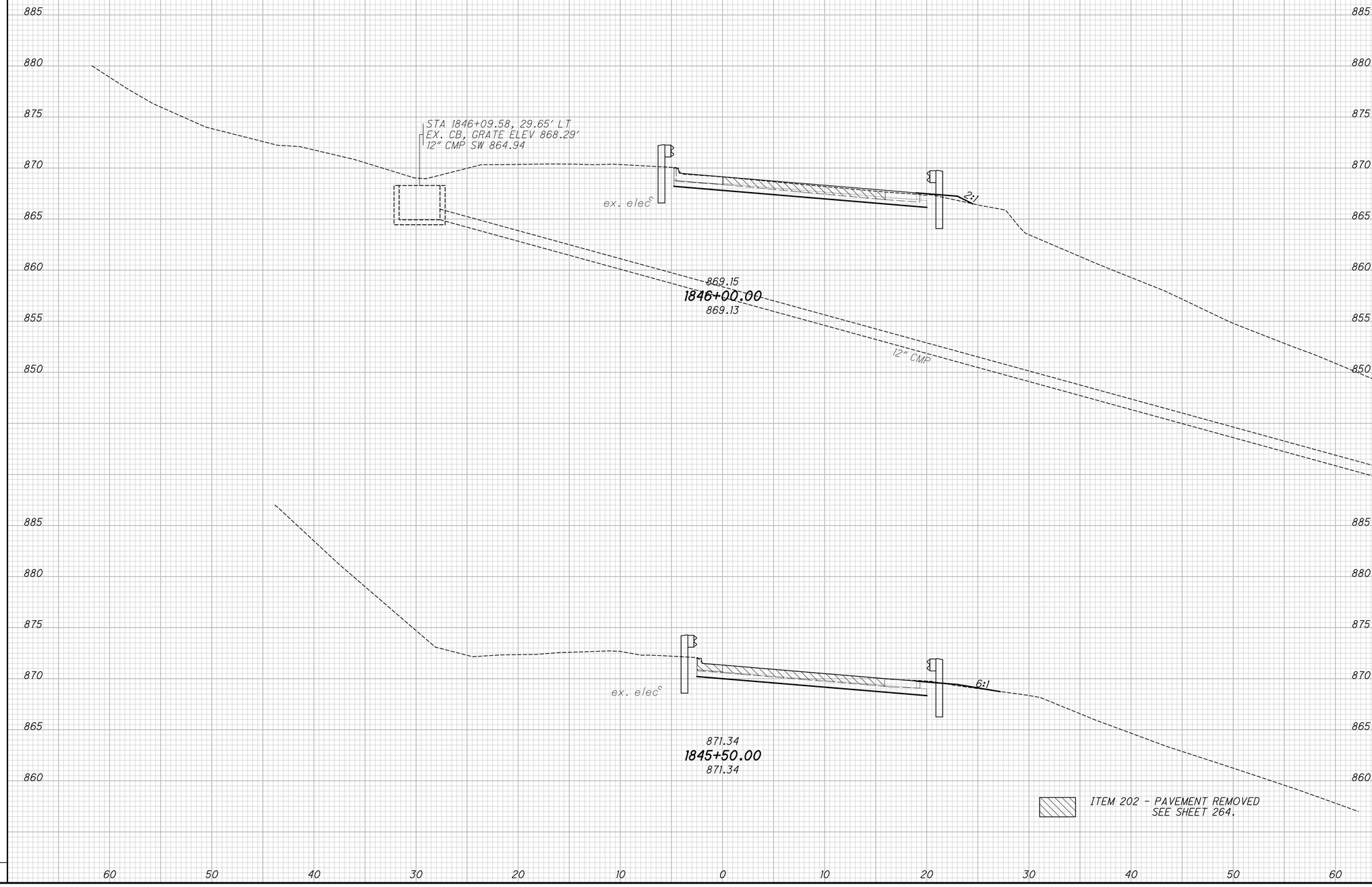
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3:54:24 PM
HROLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1845+50.00 TO STA. 1846+00.00

JEF-43-0.00

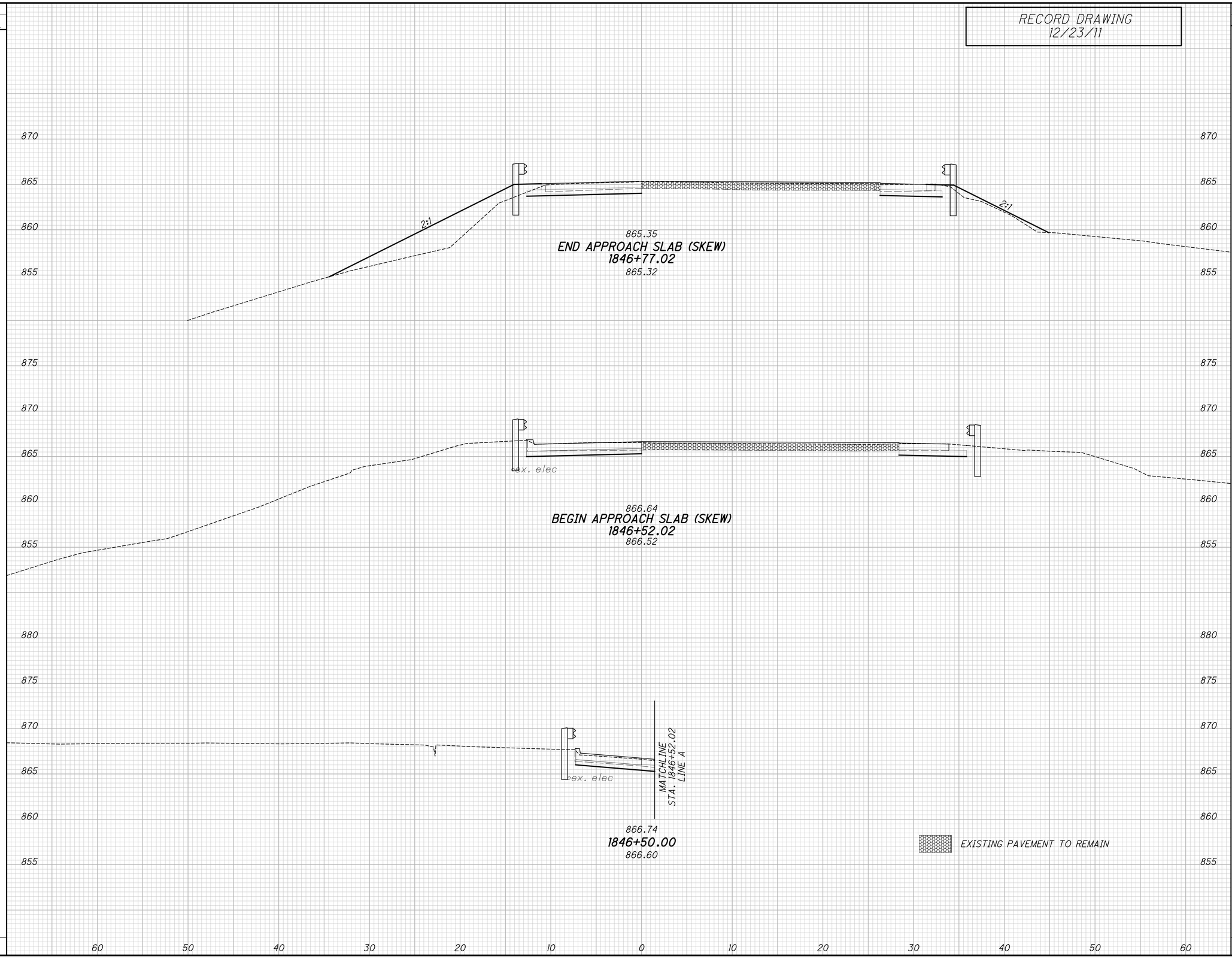
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HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1846+50.00 TO STA. 1846+77.02

JEF-43-0.00

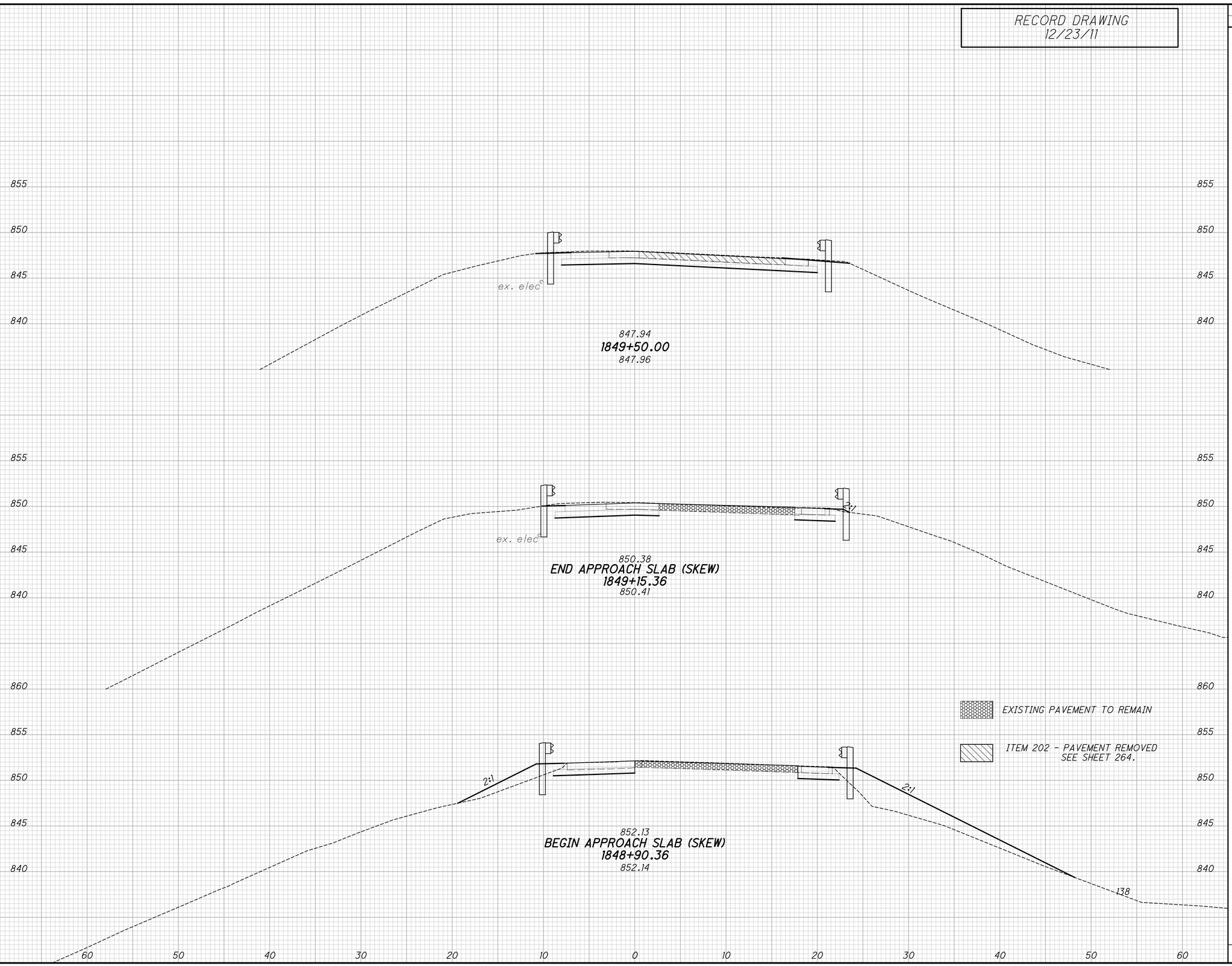
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RECORD DRAWING
12/23/11

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1848+90.36 TO STA. 1849+50.00

JEF-43-0.00

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1/16/2012
3:55:48 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
STA. 1850+00.00 TO S.T. STA. 1850+51.90

JEF-43-0.00

223
434

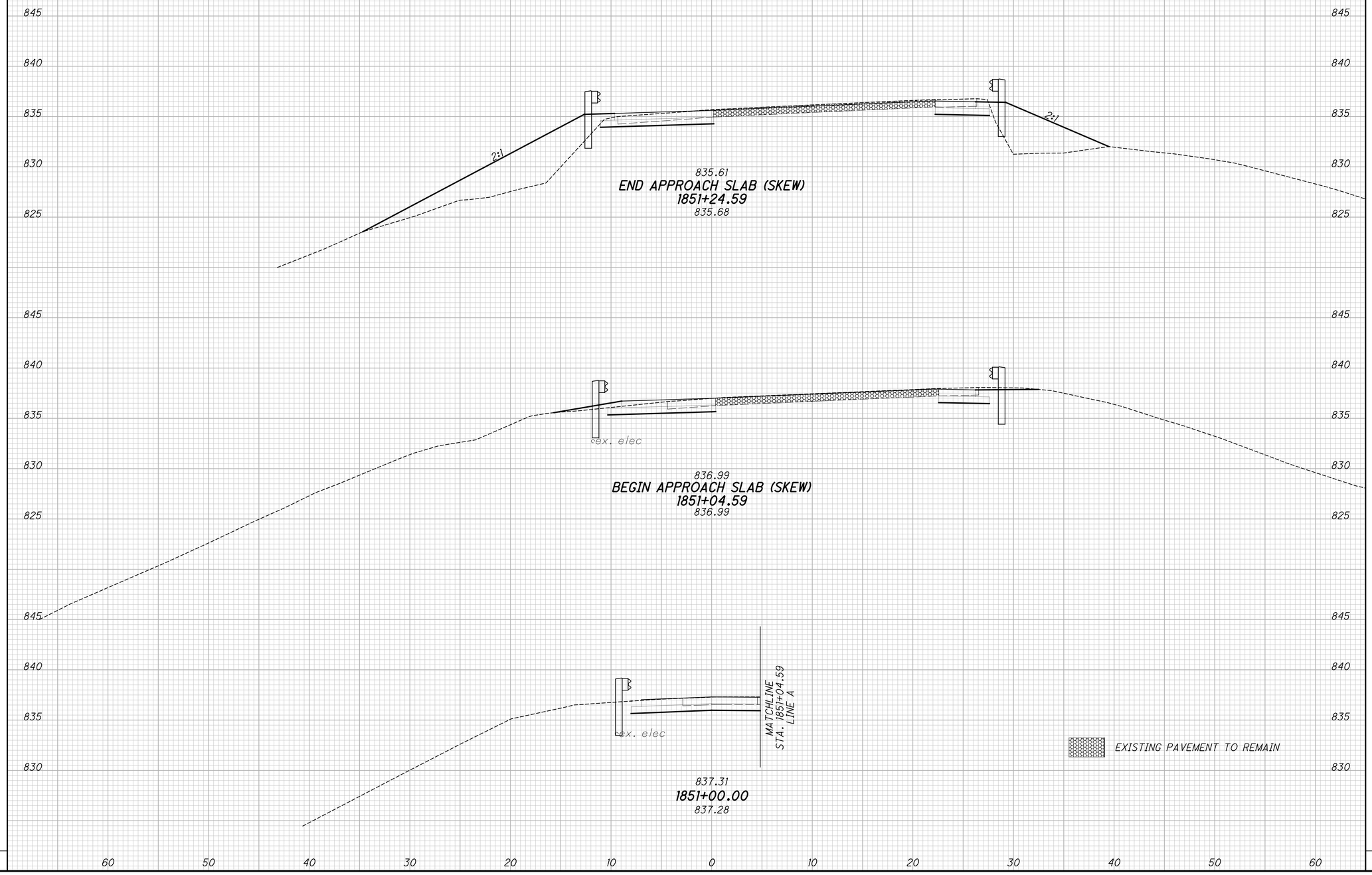
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JHOLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1851+00.00 TO STA. 1851+24.59

JEF-43-0.00

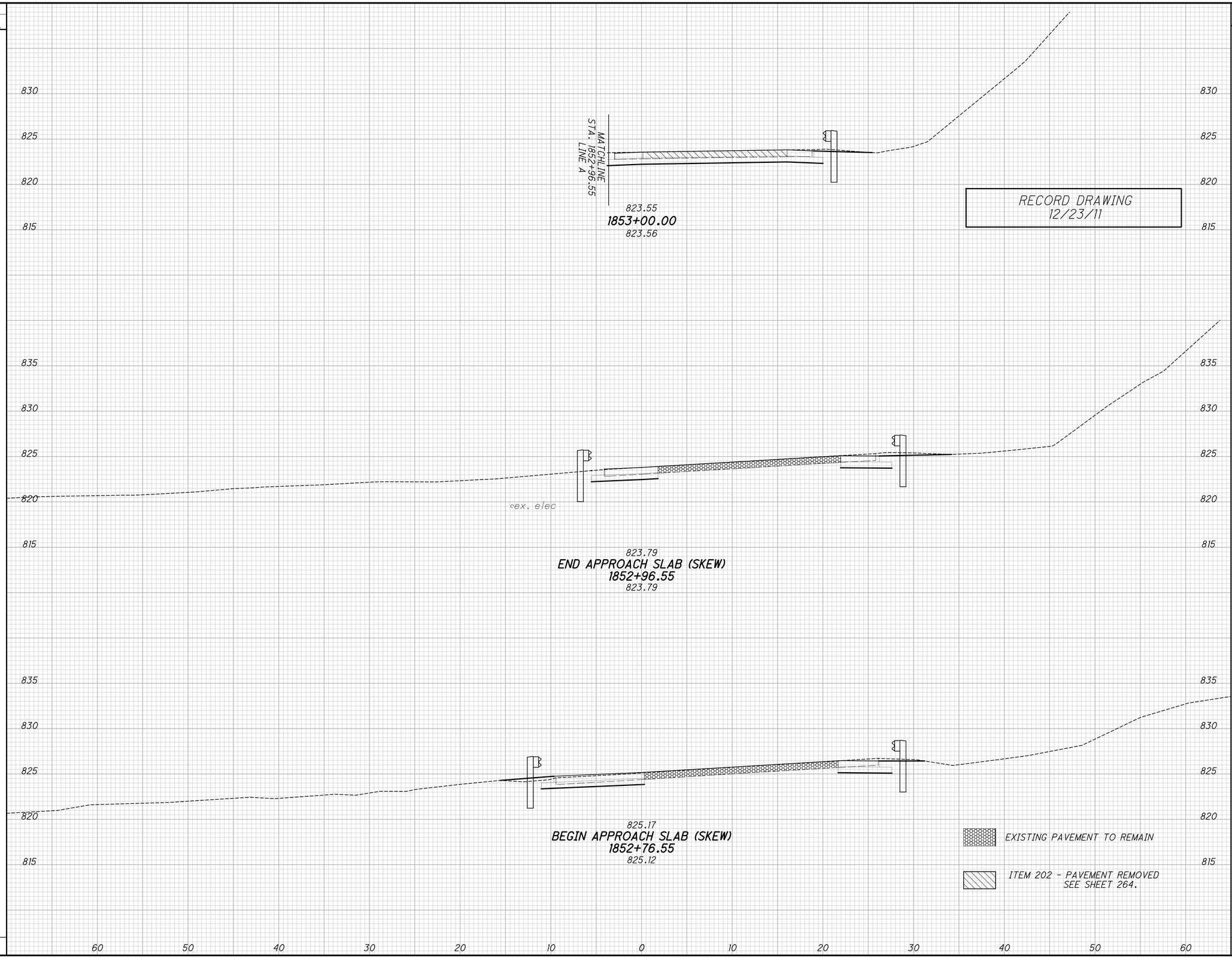
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HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE

CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1852+76.55 TO STA. 1853+00.00

JEF-43-0.00

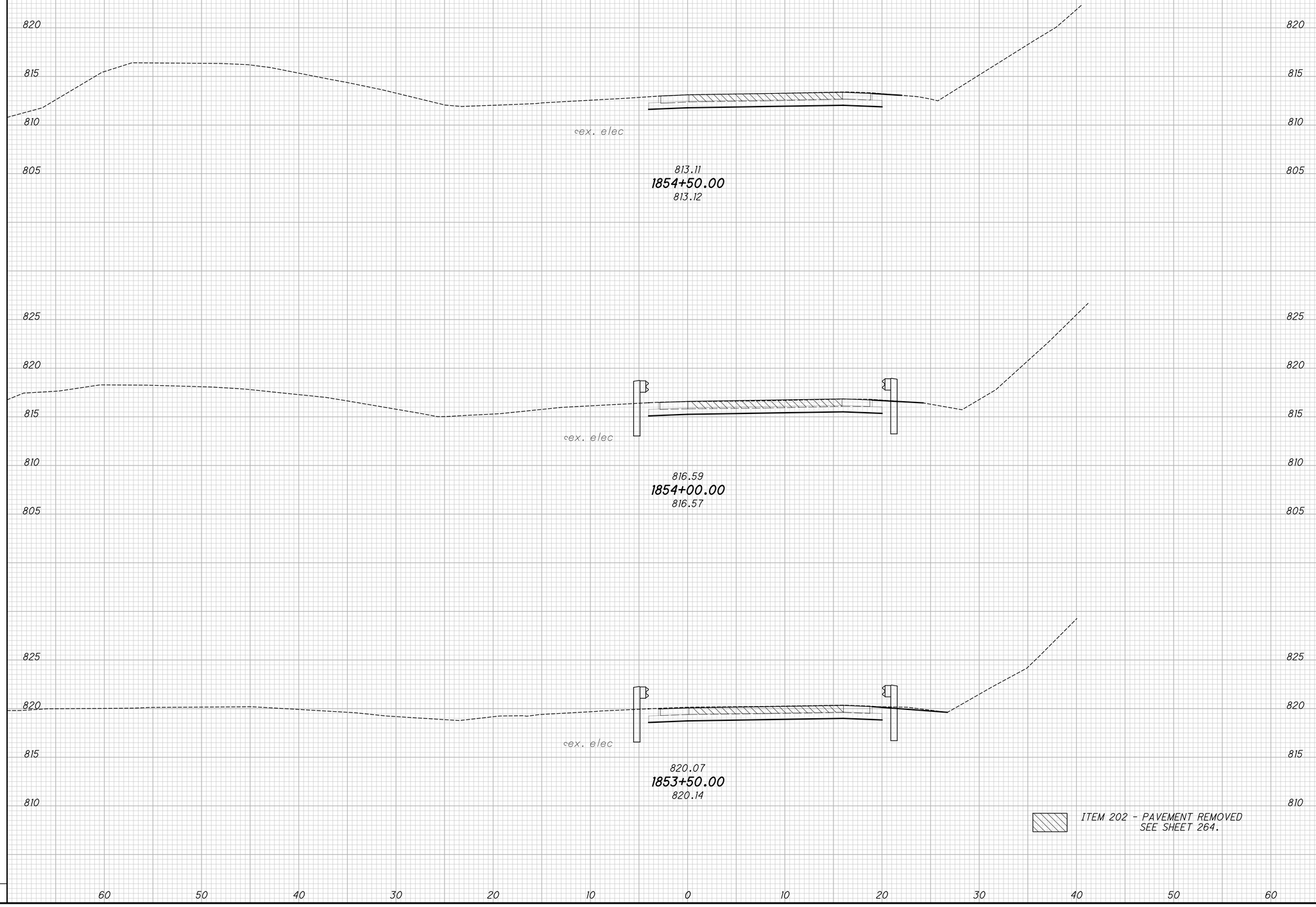
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HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



CROSS SECTIONS - LINE A
STA. 1853+50.00 TO STA. 1854+50.00

JEF-43-0.00

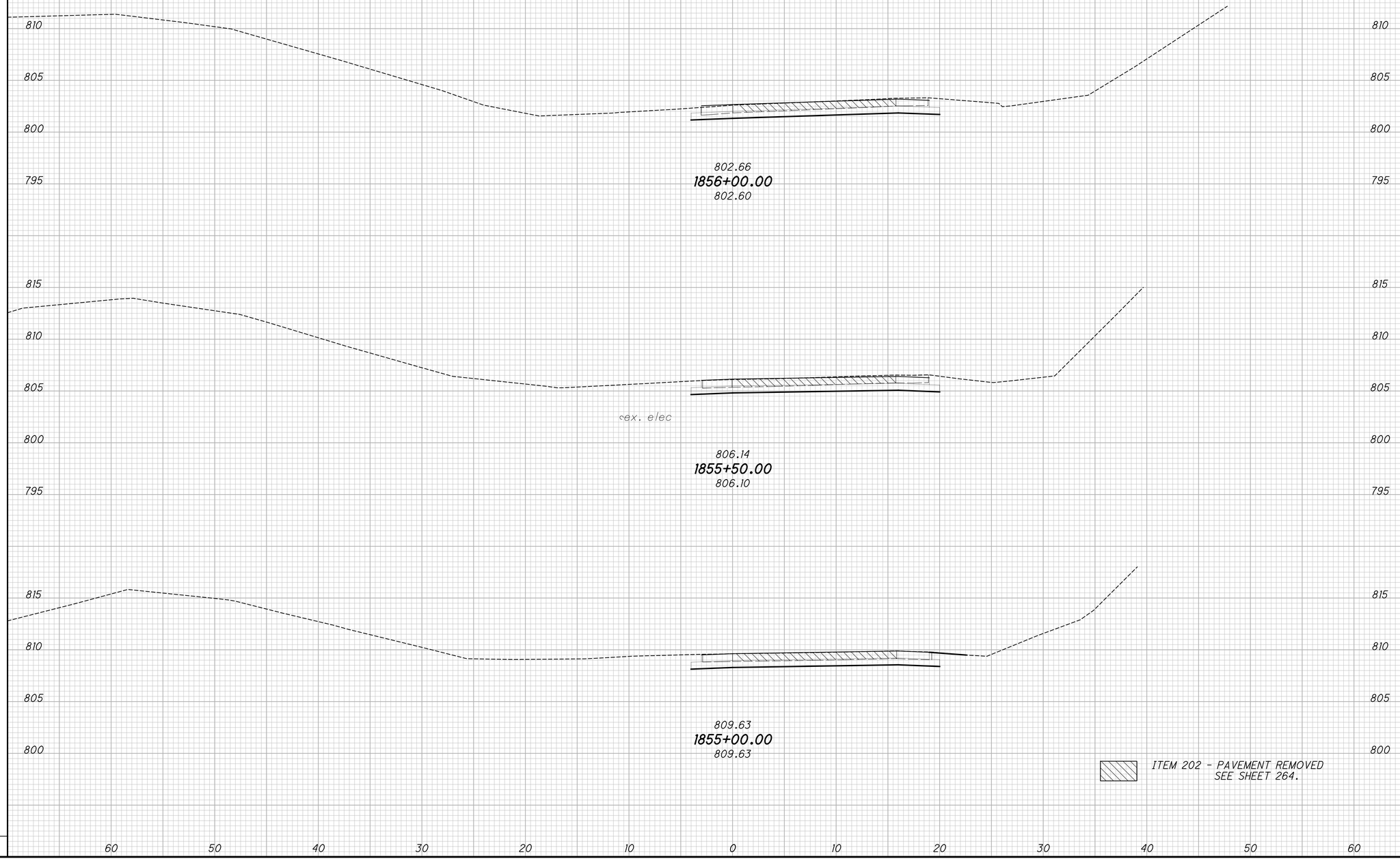
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1/16/2012
3:57:45 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.
.	.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL
.	.	.	.

CALCULATED AJE
CHECKED MVJ



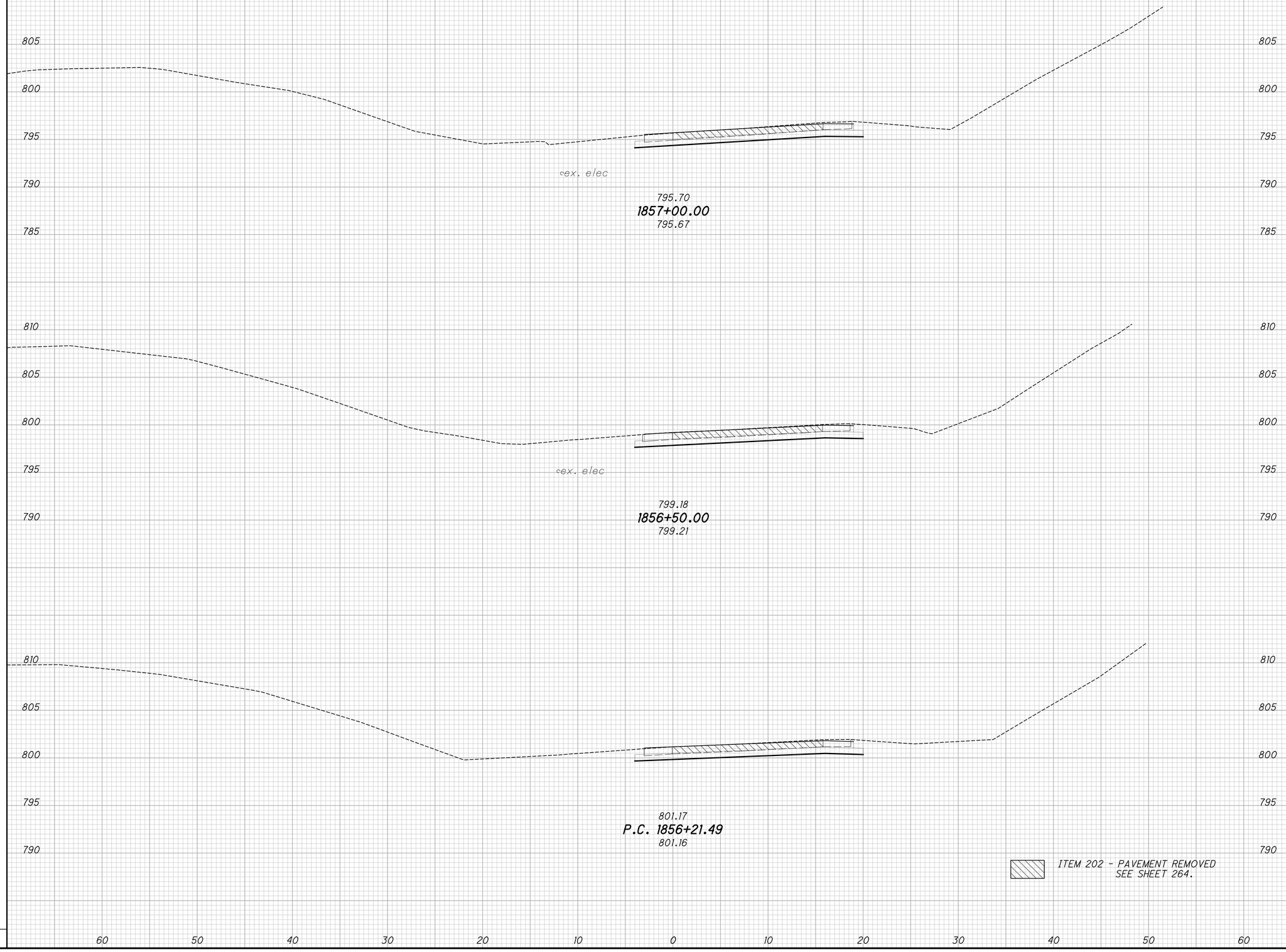
CROSS SECTIONS - LINE A
STA. 1855+00.00 TO STA. 1856+00.00

JEF-43-0.00

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12/16/2011
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RNOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
P.C. STA. 1856+21.49 TO STA. 1857+00.00

JEF-43-0.00

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12/16/2011
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RWOTC1TZKY

SEEDING	
END WIDTH	SQ. YDS.
.	.

RECORD DRAWING
12/23/11

795
790
785
780
775

ex. elec

785.25
1858+50.00
785.17

800
795
790
785

ex. elec

788.74
1858+00.00
788.67

805
800
795
790
785
780

ex. elec

ex. water

792.22
1857+50.00
792.23

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL
.	.	.	.

CALCULATED AJE
CHECKED MVJ

CROSS SECTIONS - LINE A
STA. 1857+50.00 TO STA. 1858+50.00

JEF-43-0.00

\\AKRNB3\DATA\2810\2010068\JEF\86367\ROADWAY\SHEETS\86367XS004.DGN
12/16/2011
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RWOTC17ZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ

785
780
775
770
765
790
785
780
775
770
790
785
780
775

774.81
1860+00.00
774.82

778.29
1859+50.00
778.29

ex. tele

781.77
1859+00.00
781.79

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - LINE A
STA. 1859+00.00 TO STA. 1860+00.00

JEF-43-0.00

230
434

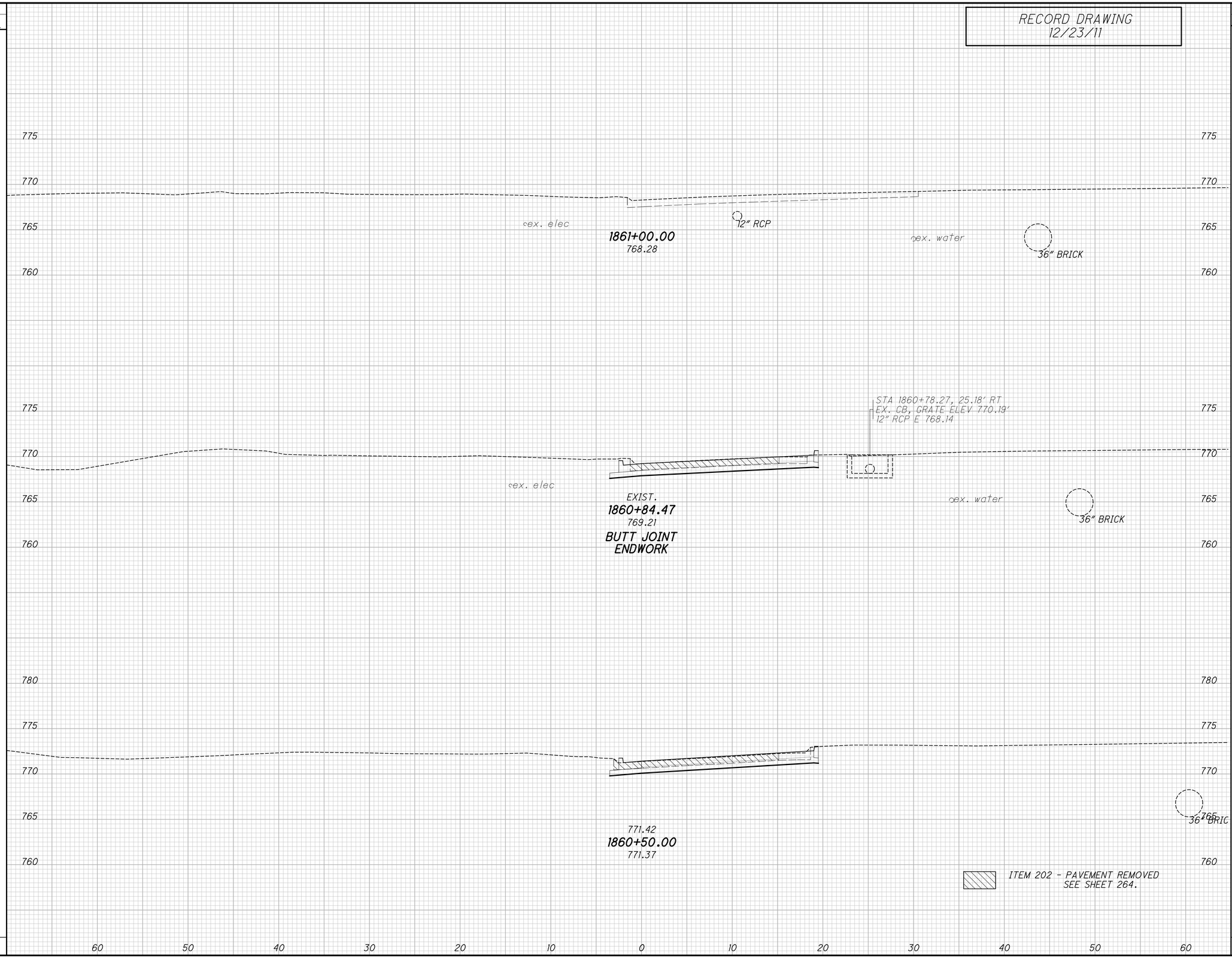
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ROTC1T2KY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MVJ



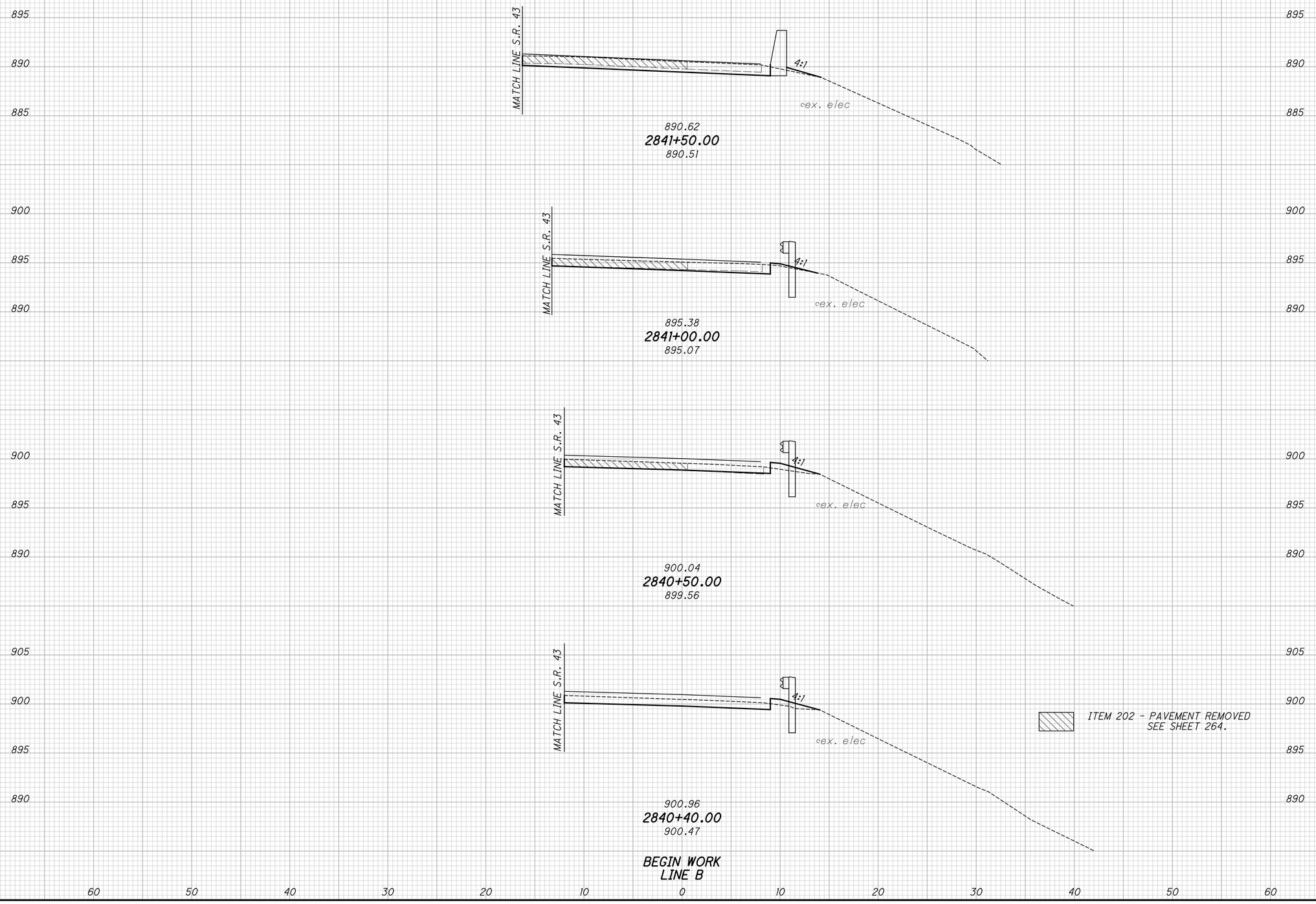
CROSS SECTIONS - LINE A
STA. 1860+50.00 TO STA. 1861+00.00

JEF-43-0.00

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12/16/2011
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RWOYCITZKY

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

CROSS SECTIONS - LINE B
STA. 2840+40.00 TO STA. 2841+50.00

JEF-43-0.00

232
434

\\AKRNAS3\DATA\2010\2010068\JEF\66367\ROADWAY\SHEETS\66367XS006.DGN
1/16/2012
3:59:50 PM
ARDLLAND

SEEDING	
END WIDTH	SQ. YDS.

RECORD DRAWING
12/23/11

875
870
865

4:1
4:1
871.41
ex. elec
10:1
ex. elec

872.28
2843+50.00
872.32

880
875
870

MATCH LINE S.R. 43
10:1
ex. elec

876.82
2843+00.00
876.82

885
880
875

MATCH LINE S.R. 43
10:1
ex. elec

881.45
2842+50.00
881.31

890
885
880

MATCH LINE S.R. 43
10:1
ex. elec

886.07
2842+00.00
885.84

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

CROSS SECTIONS - LINE B
STA. 2842+00.00 TO STA. 2843+50.00

JEF-43-0.00

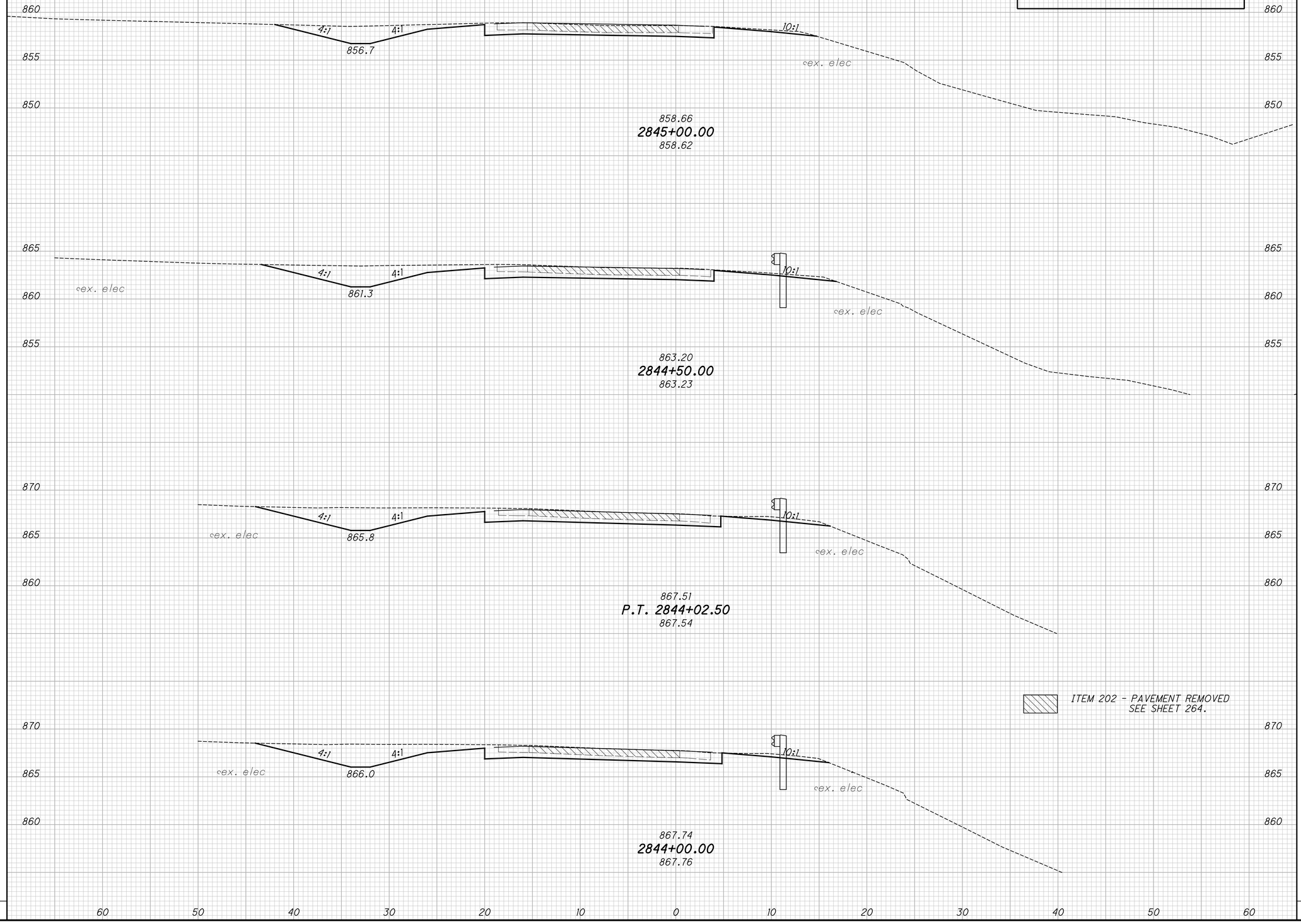
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12/16/2011
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RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

RECORD DRAWING
12/23/11



CROSS SECTIONS - LINE B
STA. 2844+00.00 TO STA. 2845+00.00

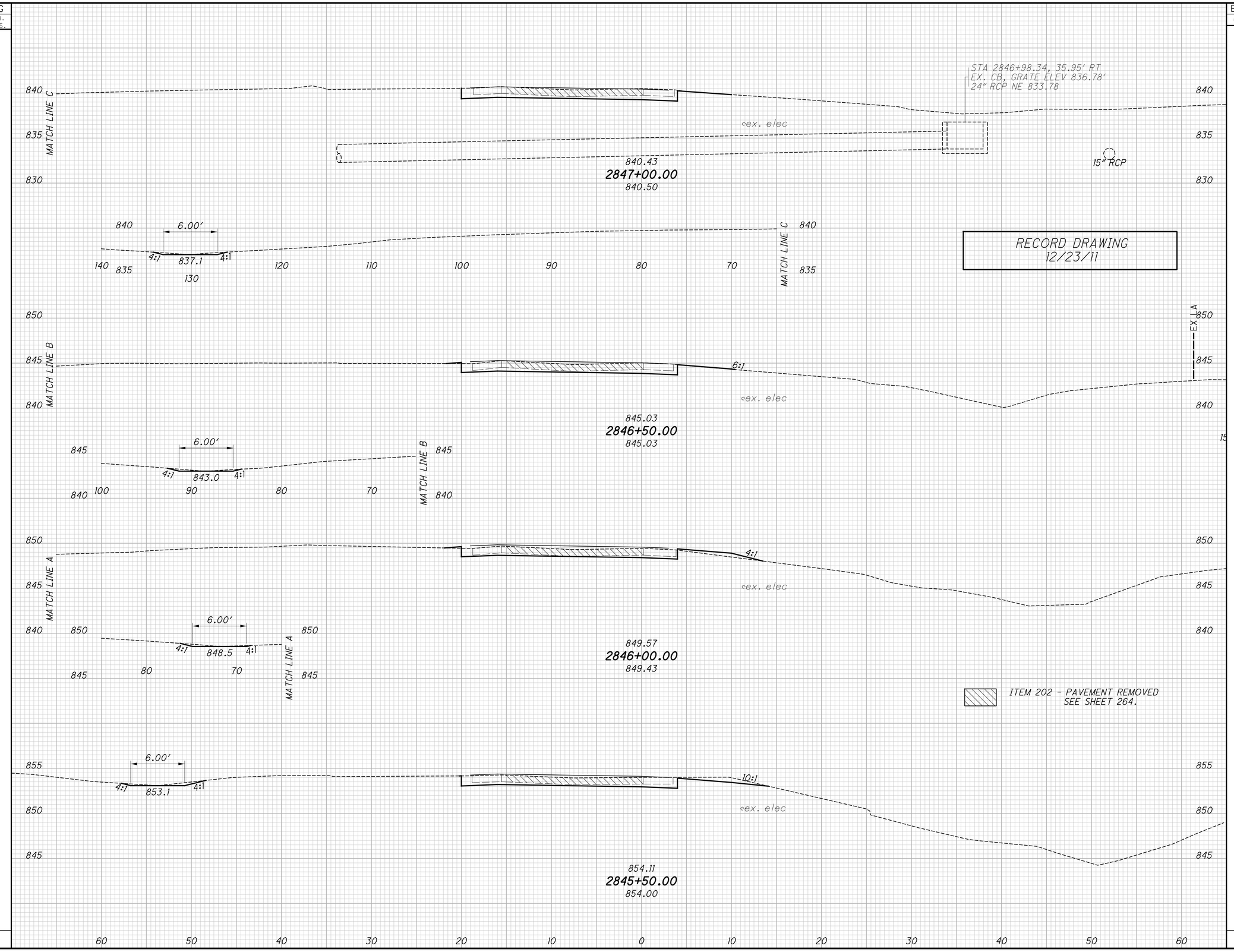
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12/16/2011
11:47:29 AM
RWOLCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ



CROSS SECTIONS - LINE B
STA. 2845+50.00 TO STA. 2847+00.00

JEF-43-0.00

\\AKRNB03\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367XS006.DGN
12/16/2011
11:47:38 AM
RWOTCITZKY

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

RECORD DRAWING
12/23/11

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

825 / 820 / 815
5.00'
3:1
819.5
4:1
4:1
ex. elec
15" RCP
822.03
2849+00.00
822.07

830 / 825 / 820
5.00'
3:1
830.2
4:1
16:1
ex. elec
826.63
15" RCP
2848+50.00
826.81

835 / 830 / 825
MATCH LINE E
16:1
ex. elec
831.23
2848+00.00
831.24
15" RCP
5.00'
4:1
830.2
4:1
90 80 70
MATCH LINE E

840 / 835 / 830
MATCH LINE D
32:1
ex. elec
STA 2847+26.51, 44.50' RT
EX. SAN MH, GRATE ELEV 835.91'
15" RCP NW 830.41
15" RCP SE 830.31
STA 2847+37.61, 169.90' LT
EX. CB, GRATE ELEV 832.36'
24" RCP NE 829.31
24" RCP SW 829.31
6.00'
4:1
835.4
4:1
835.83
2847+50.00
835.80
170 160 150 140 130 120 110 100 90 80 70
MATCH LINE D

60 50 40 30 20 10 0 10 20 30 40 50 60

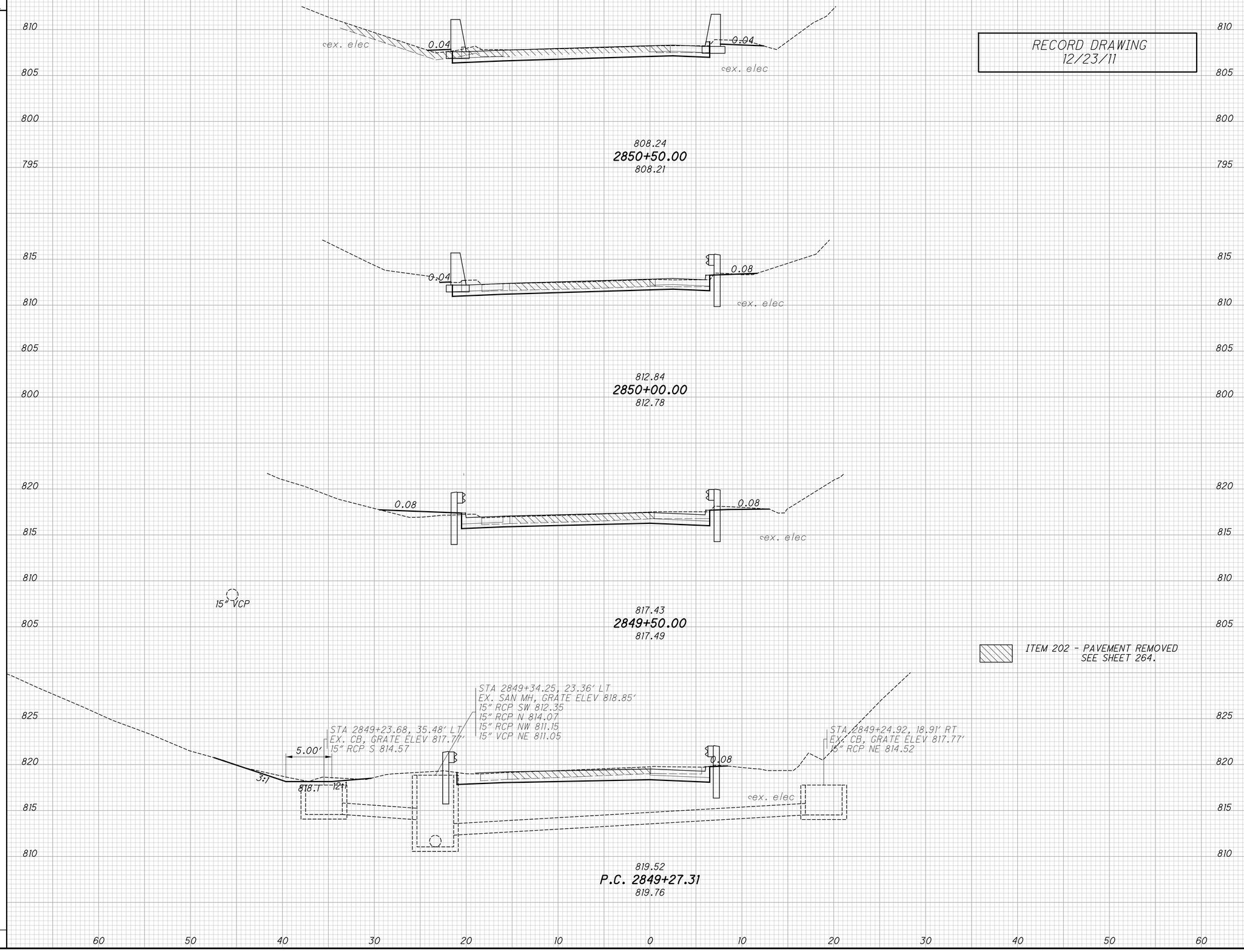
CROSS SECTIONS - LINE B
STA. 2847+50.00 TO STA. 2849+00.00

JEF-43-0.00

236
434

\\AKRN03\DATA\2010\2010806\JEF\66367\ROADWAY\SHEETS\66367XS006.DGN
12/16/2011
11:47:48 AM
RWOYCITZKY

SEEDING	
END WIDTH	SQ. YDS.



RECORD DRAWING
12/23/11

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

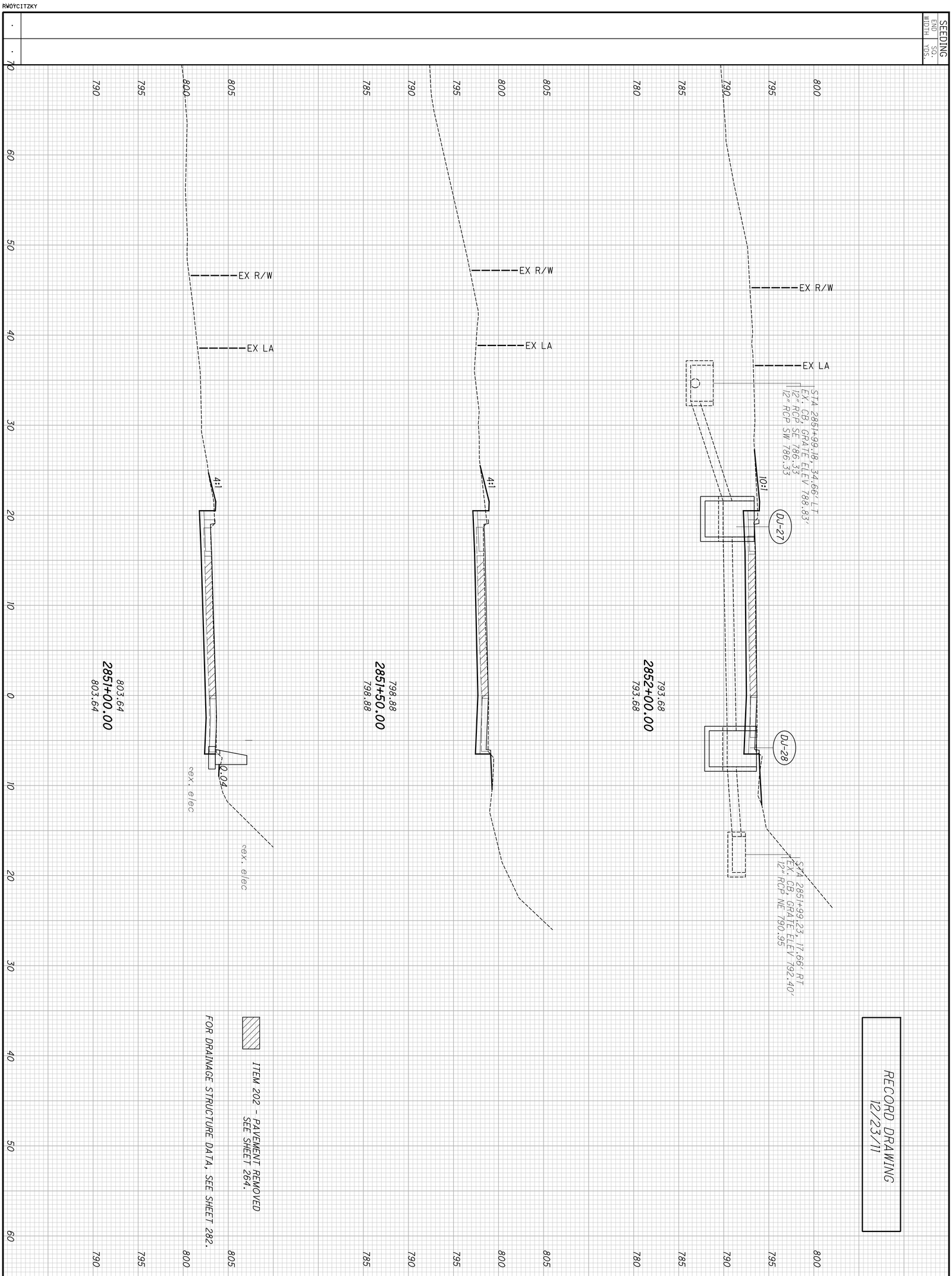
CROSS SECTIONS - LINE B
P.C. STA. 2849+27.31 TO STA. 2850+50.00

JEF-43-0.00

237
434

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12/16/2011
11:47:58 AM
RWOLCITZKY

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12/16/2011
11:48:07 AM
RWOYCITZKY



238
434

JEF-43-0.00

CROSS SECTIONS - LINE B
STA. 2851+00.00 TO STA. 2852+00.00

CALCULATED RDW
CHECKED MVJ

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED RDW
CHECKED MVJ

RECORD DRAWING
12/23/11

EX R/W

ex. gas

ex. water

EXIST.
2852+60.00
787.68
END WORK
BUTT JOINT
LINE B

EX R/W

STA 2852+24.57, 34.50' LT
EX. MH, RIM ELEV 787.16
12" RCP NW 783.36

EX LA

EX LA

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

788.76
2852+50.00
788.58

795 790 785 780 775 810 805 800 795 790 785 780 775

70 60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - LINE B
STA. 2852+50.00 TO STA. 2852+60.00

JEF-43-0.00

239
434

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1/16/2012
4:00:26 PM
HOLLAND

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED AJE

CHECKED MAVJ

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

785 780 775 770 765 790 785 780 775 770 765 790 785 780 775 770 765

ex. water

EXIST.

ex. water

3854+72.52
773.68

30" BRICK

BEGIN WORK LINE F

ex. elec

STA 3854+55.46, 10.80' RT
EX. SAN MH, GRATE ELEV 776.35'
30" BRICK NW 767.40
30" BRICK SE 767.40
12" RCP N 769.80
12" VCP NE 769.60

12" VCP

ex. water

ex. elec

3854+50.00
776.33

790 785 780 775 770 765 790 785 780 775 770 765

ex. water

ex. elec

3854+00.00
783.45

30" BRICK

RECORD DRAWING
12/23/11

60 50 40 30 20 10 0 10 20 30 40 50 60

CROSS SECTIONS - LINE F
STA. 3854+00.00 TO STA. 3854+72.52

JEF-43-0.00

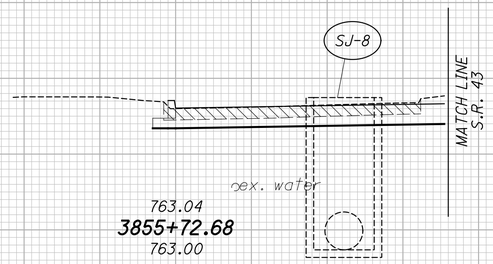
240
434

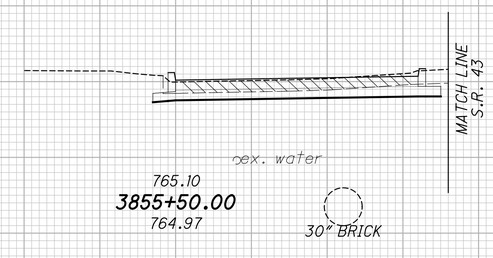
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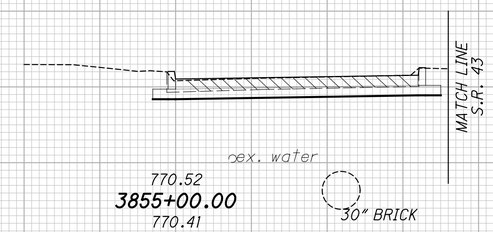
SEEDING	
END WIDTH	SQ. YDS.

ITEM 202 - PAVEMENT REMOVED
SEE SHEET 264.

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 281.







RECORD DRAWING
12/23/11

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED AJE
CHECKED MAVJ

CROSS SECTIONS - LINE F
STA. 3855+00.00 TO STA. 3855+72.68

JEF-43-0.00

241
434

\\AKRNS2\DATA\2010\20100691\JEF\66367\ROADWAY\SHEETS\66367XS005.DGN
12/16/2011
11:49:18 AM
RWOYCIT2KY

SUPERELEVATION TABLE

CURVE 2 PVI STA. 847+16.38; Dc - 5°00'00"

LEFT SIDE										CENTERLINE CONTROL		REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTON	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	
895.90		-0.46	-0.0160	29.00						841+00.00	896.36	
893.65		-0.46	-0.0160	29.00						841+25.00	894.11	
891.40		-0.46	-0.0160	29.00						841+50.00	891.86	
889.15		-0.46	-0.0160	29.00						841+75.00	889.61	
886.90		-0.46	-0.0160	29.00						842+00.00	887.36	
886.08		-0.46	-0.0160	29.00						842+09.05	886.55	N.C.
884.65		-0.46	-0.0160	29.00						842+25.00	885.11	
882.40		-0.46	-0.0160	29.00						842+50.00	882.86	
880.15		-0.46	-0.0160	29.00						842+75.00	880.61	
878.88		-0.46	-0.0160	29.00						842+89.05	879.35	T.S./H.F.
877.90		-0.46	-0.0160	29.00						843+00.00	878.36	
875.65		-0.46	-0.0160	29.00						843+25.00	876.11	
873.40		-0.46	-0.0160	29.00						843+50.00	873.86	
871.68	230	-0.46	-0.0160	29.00						843+69.05	872.15	R.C.
871.11	230	-0.50	-0.0172	29.00						843+75.00	871.61	
868.72	230	-0.64	-0.0222	29.00						844+00.00	869.36	
866.32	230	-0.79	-0.0272	29.00						844+25.00	867.11	
863.93	230	-0.93	-0.0322	29.00						844+50.00	864.86	
861.53	230	-1.08	-0.0372	29.00						844+75.00	862.61	
860.19	230	-1.16	-0.0400	29.00						844+89.05	861.35	S.C./F.S.
859.20		-1.16	-0.0400	29.00						845+00.00	860.36	
856.95		-1.16	-0.0400	29.00						845+25.00	858.11	
854.70		-1.16	-0.0400	29.00						845+50.00	855.86	
852.45		-1.16	-0.0400	29.00						845+75.00	853.61	
850.20		-1.16	-0.0400	29.00						846+00.00	851.36	
847.95		-1.16	-0.0400	29.00						846+25.00	849.11	
847.30		-1.14	-0.0400	28.59	848.44		-0.02	-0.0400	0.41	846+32.21	848.46	
845.71		-1.14	-0.0400	28.59	846.85		-0.01	-0.0258	0.41	846+50.00	846.86	
843.46		-1.14	-0.0400	28.59	844.61		0.00	-0.0058	0.41	846+75.00	844.61	
842.82		-1.14	-0.0400	28.59	843.96		0.00	0.0000	0.41	846+82.21	843.96	BARRIER
841.22		-1.14	-0.0400	28.59	842.36		0.00	0.0000	0.41	847+00.00	842.36	
838.97		-1.14	-0.0400	28.59	840.11		0.00	0.0000	0.41	847+25.00	840.11	
836.72		-1.14	-0.0400	28.59	837.86		0.00	0.0000	0.41	847+50.00	837.86	
834.47		-1.14	-0.0400	28.59	835.61		0.00	0.0000	0.41	847+75.00	835.61	
832.22		-1.14	-0.0400	28.59	833.36		0.00	0.0000	0.41	848+00.00	833.36	
829.97		-1.14	-0.0400	28.59	831.11		0.00	0.0000	0.41	848+25.00	831.11	
827.72		-1.14	-0.0400	28.59	828.86		0.00	0.0000	0.41	848+50.00	828.86	
825.47		-1.14	-0.0400	28.59	826.61		0.00	0.0000	0.41	848+75.00	826.61	
823.22		-1.14	-0.0400	28.59	824.36		0.00	0.0000	0.41	849+00.00	824.36	
820.97		-1.14	-0.0400	28.59	822.11		0.00	0.0000	0.41	849+25.00	822.11	
820.88	233	-1.14	-0.0400	28.59	822.02		0.00	0.0000	0.41	849+26.00	822.02	C.S./F.S.
818.85	233	-1.01	-0.0352	28.59	819.86		0.00	0.0000	0.41	849+50.00	819.86	
816.75	233	-0.86	-0.0302	28.59	817.61		0.00	0.0000	0.41	849+75.00	817.61	
814.64	233	-0.72	-0.0252	28.59	815.36		0.00	0.0000	0.41	850+00.00	815.36	
812.53	233	-0.58	-0.0202	28.59	813.11		0.00	0.0000	0.41	850+25.00	813.11	
810.76	233	-0.46	-0.0160	28.59	811.22		0.00	0.0000	0.41	850+46.00	811.22	R.C.
810.40		-0.46	-0.0160	28.59	810.86		0.00	0.0000	0.41	850+50.00	810.86	
808.15		-0.46	-0.0160	28.59	808.61		0.00	0.0000	0.41	850+75.00	808.61	
805.90		-0.46	-0.0160	28.59	806.36		0.00	0.0000	0.41	851+00.00	806.36	
803.65		-0.46	-0.0160	28.59	804.11		0.00	0.0000	0.41	851+25.00	804.11	
803.56		-0.46	-0.0160	28.59	804.02		0.00	0.0000	0.41	851+26.00	804.02	S.T./H.F.
802.27		-0.46	-0.0160	28.59	802.73		0.00	0.0000	0.41	851+40.35	802.73	BARRIER

SUPERELEVATION TABLE

CURVE 2 PVI STA. 847+16.38; Dc - 5°00'00"

LEFT SIDE										CENTERLINE CONTROL		REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTON	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	
801.40		-0.46	-0.0160	28.59	801.86		0.00	-0.0031	0.41	851+50.00	801.86	
799.15		-0.46	-0.0160	28.59	799.61		0.00	-0.0111	0.41	851+75.00	799.61	
797.76		-0.46	-0.0160	28.59	798.22		-0.01	-0.0160	0.41	851+90.35	798.23	
796.90		-0.46	-0.0160	29.00						852+00.00	797.36	
796.36		-0.46	-0.0160	29.00						852+06.00	796.82	N.C.
794.65		-0.46	-0.0160	29.00						852+25.00	795.11	
792.40		-0.46	-0.0160	29.00						852+50.00	792.86	
790.15		-0.46	-0.0160	29.00						852+75.00	790.61	
787.90		-0.46	-0.0160	29.00						853+00.00	788.36	

CALCULATED ATR
CHECKED CWL

SUPERELEVATION TABLE
S.R. 43 - WESTBOUND LANES

JEF-43-0.00

RECORD DRAWING
12/23/11

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12/16/2011
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SUPERELEVATION TABLE

LEFT SIDE									CENTERLINE CONTROL		CURVE 2 P.I. STA. 847+16.38					Dc = 5° 00′ 00″							RIGHT SIDE	
F				E					A					B				C					D	
INSIDE LEFT PAVT. EDGE ELEVATION	ELEVATION CORREXTION	CROSS SLOPE	BALANCE OF MEDIAN WIDTH	LEFT BARRIER FACE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	LT. BARRIER FACE	MEDIAN WIDTH LEFT SIDE	PROFILE GRADE	STATION	MEDIAN WIDTH RT. SIDE	RT. BARRIER FACE	CROSS SLOPE	ELEVATION CORRECTION	RIGHT BARRIER FACE ELEVATION	BALANCE OF MEDIAN WIDTH	CROSS SLOPE	ELEVATION CORRECTION	INSIDE RIGHT PAVT. EDGE ELEVATION	PAVEMENT WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	OUTSIDE RIGHT PAVT. EDGE ELEVATION	REMARKS
896.31	-0.05	-0.0160	3.000					3.000	896.36	841+00.00	3.000					3.000	-0.0160	-0.05	896.31	26.000	-0.0160	-0.42		895.89	
894.06	-0.05	-0.0160	3.000					3.000	894.11	841+25.00	3.000					3.000	-0.0160	-0.05	894.06	26.000	-0.0160	-0.42		893.64	
891.81	-0.05	-0.0160	3.000					3.000	891.86	841+50.00	3.000					3.000	-0.0160	-0.05	891.81	26.000	-0.0160	-0.42		891.39	
889.56	-0.05	-0.0160	3.000					3.000	889.61	841+75.00	3.000					3.000	-0.0160	-0.05	889.56	26.000	-0.0160	-0.42		889.14	
887.31	-0.05	-0.0160	3.000					3.000	887.36	842+00.00	3.000					3.000	-0.0160	-0.05	887.31	26.000	-0.0160	-0.42		886.89	
886.50	-0.05	-0.0160	3.000					3.000	886.55	842+09.05	3.000					3.000	-0.0160	-0.05	886.50	26.000	-0.0160	-0.42	230	886.08	N.C.
885.06	-0.05	-0.0160	3.000					3.000	885.11	842+25.00	3.000					3.000	-0.0128	-0.04	885.07	26.000	-0.0128	-0.33	230	884.74	
882.81	-0.05	-0.0160	3.000					3.000	882.86	842+50.00	3.000					3.000	-0.0078	-0.02	882.84	26.000	-0.0078	-0.20	230	882.64	
880.56	-0.05	-0.0160	3.000					3.000	880.61	842+75.00	3.000					3.000	-0.0028	-0.01	880.60	26.000	-0.0028	-0.07	230	880.53	
879.30	-0.05	-0.0160	3.000					3.000	879.35	842+89.05	3.000					3.000	0.0000	0.00	879.35	26.000	0.0000	0.00	230	879.35	T.S./H.F.
878.31	-0.05	-0.0160	3.000					3.000	878.36	843+00.00	3.000					3.000	0.0022	0.01	878.37	26.000	0.0022	0.06	230	878.43	
876.06	-0.05	-0.0160	3.000					3.000	876.11	843+25.00	3.000					3.000	0.0072	0.02	876.13	26.000	0.0072	0.19	230	876.32	
873.81	-0.05	-0.0160	3.000					3.000	873.86	843+50.00	3.000					3.000	0.0122	0.04	873.90	26.000	0.0122	0.32	230	874.22	
872.10	-0.05	-0.0160	3.000					3.000	872.15	843+69.05	3.000					3.000	0.0160	0.05	872.20	26.000	0.0160	0.42	230	872.62	R.C.
871.56	-0.05	-0.0172	3.000					3.000	871.61	843+75.00	3.000					3.000	0.0172	0.05	871.66	26.000	0.0172	0.45	230	872.11	
869.29	-0.07	-0.0222	3.000					3.000	869.36	844+00.00	3.000					3.000	0.0222	0.07	869.43	26.000	0.0222	0.58	230	870.01	
867.03	-0.08	-0.0272	3.000					3.000	867.11	844+25.00	3.000					3.000	0.0272	0.08	867.19	26.000	0.0272	0.71	230	867.90	
864.76	-0.10	-0.0322	3.000					3.000	864.86	844+50.00	3.000					3.000	0.0322	0.10	864.96	26.000	0.0322	0.84	230	865.80	
862.50	-0.11	-0.0372	3.000					3.000	862.61	844+75.00	3.000					3.000	0.0372	0.11	862.72	26.000	0.0372	0.97	230	863.69	
861.23	-0.12	-0.0400	3.000					3.000	861.35	844+89.04	3.000					3.000	0.0400	0.12	861.47	26.000	0.0400	1.04	230	862.51	
861.23	-0.12	-0.0400	3.000					3.000	861.35	844+89.05	3.000					3.000	0.0400	0.12	861.47	26.000	0.0400	1.04	230	862.51	S.C./F.S.
860.24	-0.12	-0.0400	3.000					3.000	860.36	845+00.00	3.110					3.110	0.0400	0.12	860.48	26.000	0.0400	1.04		861.52	
857.99	-0.12	-0.0400	3.000					3.000	858.11	845+25.00	3.360					3.360	0.0400	0.13	858.24	26.000	0.0400	1.04		859.28	
855.74	-0.12	-0.0400	3.000					3.000	855.86	845+50.00	3.610					3.610	0.0400	0.14	856.00	26.000	0.0400	1.04		857.04	
853.49	-0.12	-0.0400	3.000					3.000	853.61	845+75.00	3.860					3.860	0.0400	0.15	853.76	26.000	0.0400	1.04		854.80	
851.24	-0.12	-0.0400	3.000					3.000	851.36	846+00.00	4.110					4.110	0.0400	0.16	851.52	26.000	0.0400	1.04		852.56	
848.99	-0.12	-0.0400	3.000					3.000	849.11	846+25.00	4.360					4.360	0.0400	0.17	849.28	26.000	0.0400	1.04		850.32	
848.34	-0.10	-0.0400	2.594	848.44	-0.02	-0.0400	0.406	3.000	848.46	846+32.21	4.432	2.406	0.0400	0.10	848.56	2.026	0.0400	0.08	848.64	26.000	0.0400	1.04		849.68	IMPCT ATTEN
846.75	-0.10	-0.0400	2.594	846.85	-0.01	-0.0258	0.406	3.000	846.86	846+50.00	4.610	2.406	0.0258	0.06	846.92	2.204	0.0400	0.09	847.01	26.000	0.0400	1.04		848.05	
844.51	-0.10	-0.0400	2.594	844.61	0.00	-0.0058	0.406	3.000	844.61	846+75.00	4.860	2.406	0.0058	0.01	844.62	2.454	0.0400	0.10	844.72	26.000	0.0400	1.04		845.76	
843.86	-0.10	-0.0400	2.594	843.96	0.00	0.0000	0.406	3.000	843.96	846+82.21	4.930	2.406	0.000	0.00	843.96	2.524	0.0400	0.10	844.06	26.000	0.0400	1.04		845.10	BARRIER
842.26	-0.10	-0.0400	2.594	842.36	0.00	0.0000	0.406	3.000	842.36	847+00.00	5.110	2.406	0.000	0.00	842.36	2.704	0.0400	0.11	842.47	26.000	0.0400	1.04		843.51	BARRIER
841.18	-0.10	-0.0400	2.594	841.28	0.00	0.0000	0.406	3.000	841.28	847+12.00	5.230	2.406	0.000	0.00	841.28	2.824	0.0400	0.11	841.39	26.000	0.0400	1.04		842.43	BARRIER
841.00	-0.10	-0.0400	2.594	841.10	0.00	0.0000	0.406	3.000	841.10	847+14.04	5.250	2.483	0.000	0.00	841.10	2.767	0.0400	0.11	841.21	26.000	0.0400	1.04		842.25	BARRIER
840.01	-0.10	-0.0400	2.594	840.11	0.00	0.0000	0.406	3.000	840.11	847+25.00	5.250	2.894	0.000	0.00	840.11	2.356	0.0400	0.09	840.20	26.000	0.0400	1.04		841.24	BARRIER
837.76	-0.10	-0.0400	2.594	837.86	0.00	0.0000	0.406	3.000	837.86	847+50.00	5.250	3.831	0.000	0.00	837.86	1.419	0.0400	0.06	837.92	26.000	0.0400	1.04		838.96	BARRIER
837.58	-0.10	-0.0400	2.594	837.68	0.00	0.0000	0.406	3.000	837.68	847+52.00	5.250	3.906	0.000	0.00	837.68	1.344	0.0400	0.05	837.73	26.000	0.0400	1.04		838.77	BARRIER
835.51	-0.10	-0.0400	2.594	835.61	0.00	0.0000	0.406	3.000	835.61	847+75.00	5.250	3.906	0.000	0.00	835.61	1.344	0.0400	0.05	835.66	26.000	0.0400	1.04		836.70	BARRIER
833.71	-0.10	-0.0400	2.594	833.81	0.00	0.0000	0.406	3.000	833.81	847+95.00	5.250	3.906	0.000	0.00	833.81	1.344	0.0400	0.05	833.86	26.000	0.0400	1.04		834.90	BARRIER
833.26	-0.10	-0.0400	2.594	833.36	0.00	0.0000	0.406	3.000	833.36	848+00.00	5.250	3.719	0.000	0.00	833.36	1.531	0.0400	0.06	833.42	26.000	0.0400	1.04		834.46	BARRIER
831.01	-0.10	-0.0400	2.594	831.11	0.00	0.0000	0.406	3.000	831.11	848+25.00	5.250	2.781	0.000	0.00	831.11	2.469	0.0400	0.10	831.21	26.000	0.0400	1.04		832.25	BARRIER
830.11	-0.10	-0.0400	2.594	830.21	0.00	0.0000	0.406	3.000	830.21	848+35.00	5.150	2.406	0.000	0.00	830.21	2.744	0.0400	0.11	830.32	26.000	0.0400	1.04		831.36	BARRIER
828.76	-0.10	-0.0400	2.594	828.86	0.00	0.0000	0.406	3.000	828.86	848+50.00	5.000	2.406	0.000	0.00	828.86	2.594	0.0400	0.10	828.96	26.000	0.0400	1.04		830.00	BARRIER

FOR ELEVATION DETAIL, SEE SHEET 244.

RECORD DRAWING
12/23/11

CALCULATED ATR
CHECKED CWL

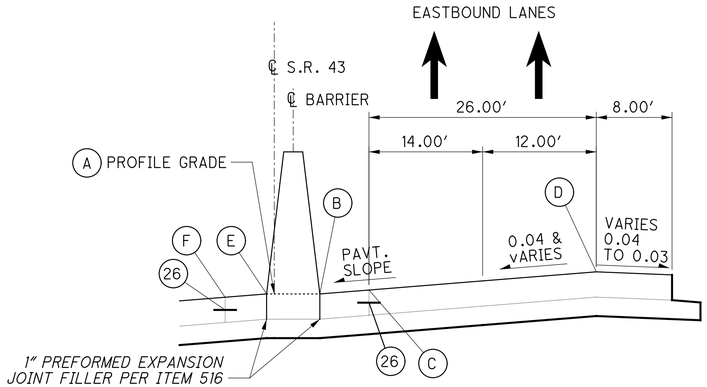
SUPERELEVATION TABLE
S.R. 43 - EASTBOUND LANES

JEF-43-0.00

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SUPERELEVATION TABLE

											CURVE 2 P.I. STA. 847+16.38							Dc = 5° 00′ 00″						
LEFT SIDE									CENTERLINE CONTROL		RIGHT SIDE													
F				E					A					B				C					D	
INSIDE LEFT PAVT. EDGE ELEVATION	ELEVATION CORREXTION	CROSS SLOPE	BALANCE OF MEDIAN WIDTH	LEFT BARRIER FACE ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	LT. BARRIER FACE	MEDIAN WIDTH LEFT SIDE	PROFILE GRADE	STATION	MEDIAN WIDTH RT. SIDE	RT. BARRIER FACE	CROSS SLOPE	ELEVATION CORRECTION	RIGHT BARRIER FACE ELEVATION	BALANCE OF MEDIAN WIDTH	CROSS SLOPE	ELEVATION CORRECTION	INSIDE RIGHT PAVT. EDGE ELEVATION	PAVEMENT WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	OUTSIDE RIGHT PAVT. EDGE ELEVATION	REMARKS
826.51	-0.10	-0.0400	2.594	826.61	0.00	0.0000	0.406	3.000	826.61	848+75.00	4.750	2.406	0.000	0.00	826.61	2.344	0.0400	0.09	826.70	26.000	0.0400	1.04		827.74	BARRIER
824.26	-0.10	-0.0400	2.594	824.36	0.00	0.0000	0.406	3.000	824.36	849+00.00	4.500	2.406	0.000	0.00	824.36	2.094	0.0400	0.08	824.44	26.000	0.0400	1.04		825.48	BARRIER
822.01	-0.10	-0.0400	2.594	822.11	0.00	0.0000	0.406	3.000	822.11	849+25.00	4.250	2.406	0.000	0.00	822.11	1.844	0.0400	0.07	822.18	26.000	0.0400	1.04		823.22	BARRIER
821.92	-0.10	-0.0400	2.594	822.02	0.00	0.0000	0.406	3.000	822.02	849+26.00	4.240	2.406	0.000	0.00	822.02	1.834	0.0400	0.07	822.09	26.000	0.0400	1.04	251	823.13	BARRIER/ C.S./F.S.
819.77	-0.09	-0.0352	2.594	819.86	0.00	0.0000	0.406	3.000	819.86	849+50.00	4.000	2.406	0.000	0.00	819.86	1.594	0.0352	0.06	819.92	26.000	0.0352	0.92	251	820.84	BARRIER
817.53	-0.08	-0.0302	2.594	817.61	0.00	0.0000	0.406	3.000	817.61	849+75.00	3.750	2.406	0.000	0.00	817.61	1.344	0.0302	0.04	817.65	26.000	0.0302	0.79	251	818.44	BARRIER
815.29	-0.07	-0.0252	2.594	815.36	0.00	0.0000	0.406	3.000	815.36	850+00.00	3.500	2.406	0.000	0.00	815.36	1.094	0.0252	0.03	815.39	26.000	0.0252	0.66	251	816.05	BARRIER
813.06	-0.05	-0.0202	2.594	813.11	0.00	0.0000	0.406	3.000	813.11	850+25.00	3.250	2.406	0.000	0.00	813.11	0.844	0.0202	0.02	813.13	26.000	0.0202	0.53	251	813.66	BARRIER
811.18	-0.04	-0.0160	2.594	811.22	0.00	0.0000	0.406	3.000	811.22	850+46.00	3.040	2.406	0.000	0.00	811.22	0.634	0.0160	0.01	811.23	26.000	0.0160	0.42	251	811.65	BARRIER
810.82	-0.04	-0.0160	2.594	810.86	0.00	0.0000	0.406	3.000	810.86	850+50.00	3.000	2.406	0.000	0.00	810.86	0.594	0.0152	0.01	810.87	26.000	0.0152	0.40	251	811.27	BARRIER
808.57	-0.04	-0.0160	2.594	808.61	0.00	0.0000	0.406	3.000	808.61	850+75.00	3.000	2.406	0.000	0.00	808.61	0.594	0.0102	0.01	808.62	26.000	0.0102	0.27	251	808.89	BARRIER
806.32	-0.04	-0.0160	2.594	806.36	0.00	0.0000	0.406	3.000	806.36	851+00.00	3.000	2.406	0.000	0.00	806.36	0.594	0.0052	0.00	806.36	26.000	0.0052	0.14	251	806.50	BARRIER
804.07	-0.04	-0.0160	2.594	804.11	0.00	0.0000	0.406	3.000	804.11	851+25.00	3.000	2.406	0.000	0.00	804.11	0.594	0.0002	0.00	804.11	26.000	0.0002	0.01	251	804.12	BARRIER
803.98	-0.04	-0.0160	2.594	804.02	0.00	0.0000	0.406	3.000	804.02	851+26.00	3.000	2.406	0.000	0.00	804.02	0.594	0.0000	0.00	804.02	26.000	0.0000	0.00	251	804.02	BARRIER
802.69	-0.04	-0.0160	2.594	802.73	0.00	0.0000	0.406	3.000	802.73	851+40.00	3.000	2.406	0.000	0.00	802.73	0.594	-0.0029	0.00	802.73	26.000	-0.0029	-0.08	251	802.65	BARRIER
801.82	-0.04	-0.0160	2.594	801.86	0.00	-0.0031	0.406	3.000	801.86	851+50.00	3.000	2.406	-0.0031	-0.01	801.85	0.594	-0.0048	0.00	801.85	26.000	-0.0048	-0.12	251	801.73	
799.57	-0.04	-0.0160	2.594	799.61	0.00	-0.0111	0.406	3.000	799.61	851+75.00	3.000	2.406	-0.0111	-0.03	799.58	0.594	-0.0098	-0.01	799.57	26.000	-0.0098	-0.25	251	799.32	
798.18	-0.04	-0.0160	2.594	798.22	-0.01	-0.0160	0.406	3.000	798.23	851+90.35	3.000	2.406	-0.0160	-0.04	798.19	0.594	-0.0129	-0.01	798.18	26.000	-0.0129	-0.34	251	797.84	IMPCT ATTEN
797.31	-0.05	-0.0160	3.000					3.000	797.36	852+00.00	3.000					3.000	-0.0148	-0.04	797.32	26.000	-0.0148	-0.38	251	796.94	
796.77	-0.05	-0.0160	3.000					3.000	796.82	852+06.00	3.000					3.000	-0.0160	-0.05	796.77	26.000	-0.0160	-0.42	251	796.35	
795.06	-0.05	-0.0160	3.000					3.000	795.11	852+25.00	3.000					3.000	-0.0160	-0.05	795.06	26.000	-0.0160	-0.42		794.64	
792.81	-0.05	-0.0160	3.000					3.000	792.86	852+50.00	3.000					3.000	-0.0160	-0.05	792.81	26.000	-0.0160	-0.42		792.39	
790.56	-0.05	-0.0160	3.000					3.000	790.61	852+75.00	3.000					3.000	-0.0160	-0.05	790.56	26.000	-0.0160	-0.42		790.14	
788.31	-0.05	-0.0160	3.000					3.000	788.36	853+00.00	3.000					3.000	-0.0160	-0.05	788.31	26.000	-0.0160	-0.42		787.89	



ELEVATION LOCATION DETAIL

FOR PROPOSED LEGEND, SEE SHEET 7.

RECORD DRAWING
12/23/11

CALCULATED ATR
CHECKED CWL

SUPERELEVATION TABLE
S.R. 43 - EASTBOUND LANES

JEF-43-0.00

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434

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12/16/2011
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SUPERELEVATION TABLE

CURVE 4 P.I. STA. 7+22.25 | Dc = 10° 00′ 00″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE (1.5' LT. OFFSET)	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	
							* DENOTES S.R. 43 DECELERATION LANE					
999.53	232	0.17	0.0160	10.74	3+00.98*	999.36						N.C.
998.91	215	0.29	0.0247	11.89	3+25.00*	998.62						
998.48	199	0.39	0.0307	12.68	3+41.34	998.10						P.C.
998.25	271	0.45	0.0340	13.17	3+50.00	997.80						
997.58	436	0.61	0.0400	15.36	3+75.00	996.97						
997.43	233	0.65	0.0408	16.00	3+80.58	996.78						
996.89		0.74	0.0460	16.00	4+00.00	996.15						F.S.
996.13		0.74	0.0460	16.00	4+25.00	995.39						
995.36		0.74	0.0460	16.00	4+50.00	994.62						
994.60		0.74	0.0460	16.00	4+75.00	993.86						
993.91		0.74	0.0460	16.00	5+00.00	993.17						
993.38		0.74	0.0460	16.00	5+25.00	992.64						
993.02		0.74	0.0460	16.00	5+50.00	992.28						
992.82		0.74	0.0460	16.00	5+75.00	992.08						
992.78		0.74	0.0460	16.00	6+00.00	992.04						
992.90		0.74	0.0460	16.00	6+25.00	992.16						
993.18		0.74	0.0460	16.00	6+50.00	992.44						
993.62		0.74	0.0460	16.00	6+75.00	992.88						
994.22		0.74	0.0460	16.00	7+00.00	993.48						
994.98		0.74	0.0460	16.00	7+25.00	994.24						
995.91		0.74	0.0460	16.00	7+50.00	995.17						
996.80		0.74	0.0460	16.00	7+70.88	996.06						
996.98		0.73	0.0460	15.94	7+75.00	996.25						
998.22		0.72	0.0460	15.56	8+00.00	997.50						
999.61		0.70	0.0460	15.19	8+25.00	998.91						
1001.07		0.68	0.0460	14.81	8+50.00	1000.39						
1002.45		0.81	0.0460	17.50	8+70.88	1001.64						
1002.68		0.80	0.0460	17.38	8+75.00	1001.88						
1003.48	172	0.78	0.0460	16.98	8+88.32	1002.70						F.S.
1004.12	172	0.70	0.0418	16.63	9+00.00	1003.42						
1005.48	172	0.52	0.0327	15.88	9+25.00	1004.96						
1006.80	172	0.36	0.0236	15.13	9+50.00	1006.44						
EXIST.				14.50	9+70.88	EXIST.						MEET EX.

SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	

RECORD DRAWING
12/23/11

CALCULATED ATR
CHECKED CWL

SUPERELEVATION TABLE
LINE D

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SUPERELEVATION TABLE

CURVES 6-8

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	
* DENOTES S.R. 43 ACCELERATION LANE					* 838+00.00	922.87	16.00	0.0160	0.26		922.61	
					* 838+28.90	920.25	16.00	0.0160	0.26	172	919.99	N.C.
					* 838+50.00	918.34	16.00	0.0236	0.38	172	917.96	
					1838+60.00	916.95	16.00	0.0273	0.44	172	917.38	P.C.
					1838+75.00	915.48	16.00	0.0328	0.52	172	916.00	
					1838+97.70	913.25	16.00	0.0410	0.66	172	913.91	F.S.
					1839+00.00	913.03	16.00	0.0410	0.66		913.68	
					1839+25.00	910.66	16.00	0.0410	0.66		911.32	
					1839+50.00	908.35	16.00	0.0410	0.66		909.01	
					1839+75.00	906.04	16.00	0.0410	0.66		906.70	
					1839+76.02	905.95	16.00	0.0410	0.66	379	906.60	F.S.
					1840+00.00	903.73	16.00	0.0370	0.59	379	904.32	
					1840+25.00	901.19	16.00	0.0329	0.53	379	901.72	
					1840+50.00	898.65	16.00	0.0288	0.46	379	899.11	
					1840+75.00	896.08	16.00	0.0247	0.39	379	896.47	
					1841+00.00	893.66	16.00	0.0205	0.33	379	893.99	
					1841+00.29	893.64	16.00	0.0205	0.33	379	893.96	P.T.
					1841+25.00	891.41	16.00	0.0164	0.26	379	891.67	
					1841+50.00	889.31	16.00	0.0123	0.20	379	889.50	
					1841+75.00	887.36	16.00	0.0082	0.13	379	887.49	
					1842+00.00	885.58	16.00	0.0041	0.06	379	885.64	
					1842+25.00	883.95	16.00	-0.0001	-0.00	379	883.94	
					1842+50.00	882.47	16.00	-0.0042	-0.07	379	882.41	
					1842+75.00	881.16	16.00	-0.0083	-0.13	379	881.02	
					1843+00.00	880.00	16.00	-0.0124	-0.20	379	879.80	
					1843+21.55	879.13	16.00	-0.0160	-0.26	186	878.87	T.S.
					1843+25.00	879.00	16.00	-0.0172	-0.27	186	878.72	
					1843+50.00	878.15	16.00	-0.0256	-0.41	186	877.74	
					1843+75.00	877.39	16.00	-0.0340	-0.54	186	876.84	
					1844+00.00	876.62	16.00	-0.0424	-0.68	186	875.94	
					1844+25.00	875.85	16.00	-0.0508	-0.81	186	875.04	
					1844+50.00	875.06	16.00	-0.0592	-0.95	186	874.11	
					1844+75.00	874.21	16.00	-0.0677	-1.08	186	873.13	
					1845+00.00	873.31	16.00	-0.0761	-1.22	186	872.09	
					1845+21.55	872.49	16.00	-0.0833	-1.33	186	871.15	S.C./F.S.
					1845+25.00	872.35	16.00	-0.0833	-1.33		871.02	
					1845+50.00	871.34	16.00	-0.0833	-1.33		870.01	
					1845+75.00	870.27	16.00	-0.0833	-1.33		868.94	
					1846+00.00	869.15	16.00	-0.0833	-1.33		867.82	
					1846+25.00	867.97	16.00	-0.0833	-1.33		866.64	
					1846+50.00	866.74	16.00	-0.0833	-1.33		865.41	
					1846+75.00	865.46	16.00	-0.0833	-1.33		864.12	
					1847+00.00	864.12	16.00	-0.0833	-1.33		862.78	
					1847+25.00	862.72	16.00	-0.0833	-1.33		861.39	
					1847+50.00	861.27	16.00	-0.0833	-1.33		859.94	
					1847+75.00	859.77	16.00	-0.0833	-1.33		858.44	
					1848+00.00	858.21	16.00	-0.0833	-1.33		856.88	
					1848+25.00	856.60	16.00	-0.0833	-1.33		855.26	
					1848+50.00	854.93	16.00	-0.0833	-1.33	186	853.60	F.S.
					1848+51.90	854.80	16.00	-0.0827	-1.32	186	853.48	C.S.
					1848+75.00	853.21	16.00	-0.0749	-1.20	186	852.01	
					1849+00.00	851.46	16.00	-0.0665	-1.06	186	850.39	
					1849+25.00	849.71	16.00	-0.0581	-0.93	186	848.78	

NDC = 0.06

SUPERELEVATION TABLE

CURVES 6-8

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	
					1849+50.00	847.94	16.00	-0.0497	-0.79	186	847.14	
					1849+75.00	846.16	16.00	-0.0412	-0.66	186	845.50	
					1850+00.00	844.39	16.00	-0.0328	-0.53	186	843.87	
					1850+25.00	842.62	16.00	-0.0244	-0.39	186	842.23	
					1850+50.00	840.85	16.00	-0.0160	-0.26	391	840.60	
					1850+51.90	840.72	16.00	-0.0157	-0.25	391	840.47	S.T.
					1850+75.00	839.08	16.00	-0.0120	-0.19	391	838.89	
					1851+00.00	837.31	16.00	-0.0080	-0.13	391	837.18	
					1851+25.00	835.58	16.00	-0.0040	-0.06	391	835.52	
					1851+50.00	833.86	16.00	0.0000	0.00	391	833.86	
					1851+75.00	832.15	16.00	0.0040	0.06	391	832.21	
					1852+00.00	830.43	16.00	0.0080	0.13	391	830.56	
					1852+25.00	828.71	16.00	0.0120	0.19	391	828.90	
					1852+50.00	826.99	16.00	0.0160	0.26	391	827.25	N.C.
					1852+75.00	825.27	16.00	0.0160	0.26		825.53	
					1853+00.00	823.55	16.00	0.0160	0.26		823.81	
					1853+25.00	821.81	16.00	0.0160	0.26		822.07	
					1853+50.00	820.07	16.00	0.0160	0.26		820.33	
					1853+75.00	818.33	16.00	0.0160	0.26		818.59	
					1854+00.00	816.59	16.00	0.0160	0.26		816.84	
					1854+25.00	814.85	16.00	0.0160	0.26		815.10	
					1854+50.00	813.11	16.00	0.0160	0.26		813.36	
					1854+75.00	811.37	16.00	0.0160	0.26		811.62	
					1855+00.00	809.63	16.00	0.0160	0.26		809.88	
					1855+25.00	807.88	16.00	0.0160	0.26		808.14	
					1855+50.00	806.14	16.00	0.0160	0.26		806.40	
					1855+50.45	806.11	16.00	0.0160	0.26	185	806.37	N.C.
					1855+75.00	804.40	16.00	0.0243	0.39	185	804.79	
					1856+00.00	802.66	16.00	0.0327	0.52	185	803.19	
					1856+21.49	801.17	16.00	0.0400	0.64	185	801.81	P.C.
					1856+25.00	800.92	16.00	0.0412	0.66	185	801.58	
					1856+50.00	799.18	16.00	0.0496	0.79	185	799.98	
					1856+75.00	797.44	16.00	0.0581	0.93	185	798.37	
					1856+80.69	797.04	16.00	0.0600	0.96	185	798.00	F.S.
					1857+00.00	795.70	16.00	0.0600	0.96		796.66	
					1857+25.00	793.96	16.00	0.0600	0.96		794.92	
					1857+50.00	792.22	16.00	0.0600	0.96		793.18	
					1857+75.00	790.48	16.00	0.0600	0.96		791.44	
					1858+00.00	788.74	16.00	0.0600	0.96		789.70	
					1858+25.00	787.00	16.00	0.0600	0.96		787.96	
					1858+50.00	785.25	16.00	0.0600	0.96		786.21	
					1858+75.00	783.51	16.00	0.0600	0.96		784.47	
					1859+00.00	781.77	16.00	0.0600	0.96		782.73	
					1859+25.00	780.03	16.00	0.0600	0.96		780.99	
					1859+50.00	778.29	16.00	0.0600	0.96		779.25	
					1859+75.00	776.55	16.00	0.0600	0.96		777.51	
					1860+00.00	774.81	16.00	0.0600	0.96		775.77	
					1860+25.00	773.07	16.00	0.0600	0.96		774.03	
					1860+50.00	771.42	16.00	0.0600	0.96		772.38	
					1860+53.09	771.22	16.00	0.0600	0.96	185	772.18	F.S.
					1860+75.00	769.82	16.00	0.0526	0.84	185	770.66	
					1860+84.47	769.21	16.00	0.0494	0.79	185	770.00	

RECORD DRAWING
12/23/11

CALCULATED ATR
CHECKED CWL

SUPERELEVATION TABLE
LINE A

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SUPERELEVATION TABLE

CURVE 9 P.I. STA. 2842+22.22 | Dc = 4° 00′ 00″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	
						* DENOTES S.R. 43 DECELERATION LANE						
903.52	172	0.19	0.0160	12.00	840+15.23*	903.33						N.C.
902.65	172	0.25	0.0207	12.00	840+25.00*	902.40						
901.30	755	0.34	0.0280	12.00	2840+40.00	900.96						P.C.
900.39	874	0.35	0.0291	12.04	2840+50.00	900.04						
898.12	471	0.39	0.0314	12.43	2840+75.00	897.73						
895.85	296	0.47	0.0354	13.27	2841+00.00	895.38						
893.57	1678	0.60	0.0412	14.55	2841+25.00	892.97						
891.61		0.67	0.0420	16.00	2841+46.48	890.94						F.S.
891.29		0.67	0.0420	16.00	2841+50.00	890.62						
889.03		0.67	0.0420	16.00	2841+75.00	888.36						
886.75		0.67	0.0420	16.00	2842+00.00	886.07						
884.43		0.67	0.0420	16.00	2842+25.00	883.76						
882.12		0.67	0.0420	16.00	2842+50.00	881.45						
879.81		0.67	0.0420	16.00	2842+75.00	879.14						
877.50		0.67	0.0420	16.00	2843+00.00	876.82						
875.22		0.67	0.0420	16.00	2843+25.00	874.55						
872.95		0.67	0.0420	16.00	2843+50.00	872.28						
871.68	172	0.67	0.0420	16.00	2843+63.97	871.01						F.S.
870.62	172	0.61	0.0380	16.00	2843+75.00	870.01						
868.20	172	0.46	0.0289	16.00	2844+00.00	867.74						
867.96	172	0.45	0.0280	16.00	2844+02.50	867.51						P.T.
865.79	172	0.32	0.0198	16.00	2844+25.00	865.47						
864.77	172	0.26	0.0160	16.00	2844+35.52	864.51						N.C.
863.45		0.26	0.0160	16.00	2844+50.00	863.20						
861.18		0.26	0.0160	16.00	2844+75.00	860.93						

SUPERELEVATION TABLE

CURVE 10 P.I. STA. 2851+39.82 | Dc = 6° 00′ 00″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTON	TRANSITION RATE	EDGE ELEVATION	
840.69		0.26	0.0160	16.00	2847+00.00	840.43						
838.39		0.26	0.0160	16.00	2847+25.00	838.13						
836.36	313	0.26	0.0160	16.00	2847+47.02	836.10						N.C.
836.08	313	0.25	0.0154	16.00	2847+50.00	835.83						
833.70	313	0.17	0.0104	16.00	2847+75.00	833.53						
831.32	313	0.09	0.0054	16.00	2848+00.00	831.23						
828.94	313	0.01	0.0004	16.00	2848+25.00	828.93						
828.73	313	0.00	0.0000	16.00	2848+27.15	828.73						
826.56	313	-0.07	-0.0046	16.00	2848+50.00	826.63						
824.18	313	-0.15	-0.0096	16.00	2848+75.00	824.33						
821.80	313	-0.23	-0.0145	16.00	2849+00.00	822.03						
819.42	313	-0.31	-0.0195	16.00	2849+25.00	819.73						
819.20	313	-0.32	-0.0200	16.00	2849+27.31	819.52						P.C.
817.04	313	-0.39	-0.0245	16.00	2849+50.00	817.43						
814.66	313	-0.47	-0.0295	16.00	2849+75.00	815.13						
814.43	313	-0.48	-0.0300	16.00	2849+77.39	814.91						F.S.
812.36		-0.48	-0.0300	16.00	2850+00.00	812.84						
810.06		-0.48	-0.0300	16.00	2850+25.00	810.54						
807.76		-0.48	-0.0300	16.00	2850+50.00	808.24						
805.46		-0.48	-0.0300	16.00	2850+75.00	805.94						
803.16		-0.48	-0.0300	16.00	2851+00.00	803.64						
800.78	230	-0.48	-0.0300	16.00	2851+25.00	801.26						F.S.
798.51	230	-0.37	-0.0232	16.00	2851+50.00	798.88						
796.02	230	-0.26	-0.0164	16.00	2851+75.00	796.28						
793.53	230	-0.15	-0.0096	16.00	2852+00.00	793.68						
791.17	230	-0.05	-0.0028	18.53	2852+25.00	791.22						
790.21	230	0.00	0.0000	21.29	2852+35.27	790.21						
788.86	230	0.10	0.0040	25.25	2852+50.00	788.76						
EXIST.				27.93	2852+60.00	EXIST.						MEET EX.

RECORD DRAWING
12/23/11

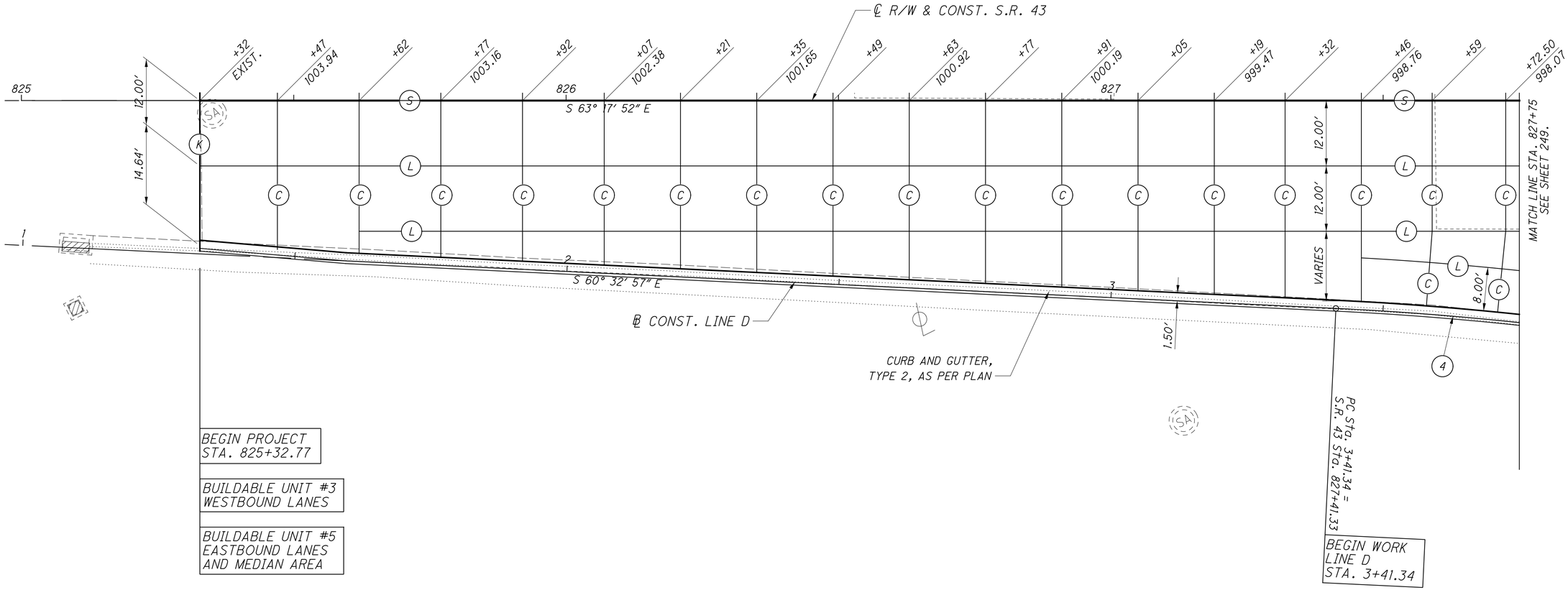
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CHECKED CWL

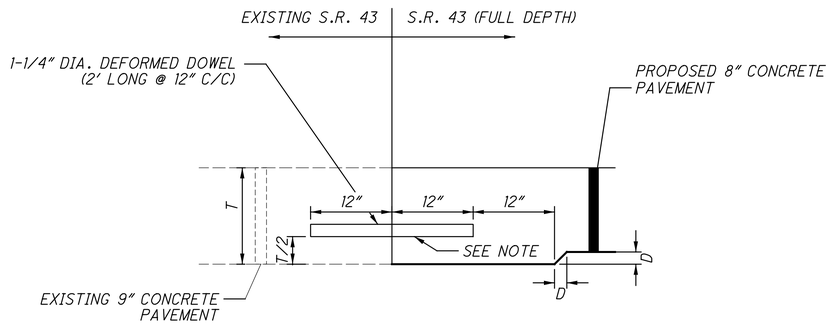
SUPERELEVATION TABLE
LINE B

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K CONTRACTION JOINT DETAIL-THICKENED JOINT
N.T.S

NOTE: GROUT ANCHORING IN ACCORDANCE WITH ODOT ITEM 510.03 USING NON-SHRINK CEMENT GROUT. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL WITHIN 30 MINUTES. NEW PAVEMENT SHALL NOT BE PLACED UNTIL GROUT AROUND DOWEL HAS HARDENED.

NOTE: THE THICKENED JOINT SHALL BE INCLUDED IN THE COST OF ITEM 452.

JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (K) CONTRACTION JOINT (SEE THIS SHEET)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

RECORD DRAWING
12/23/11

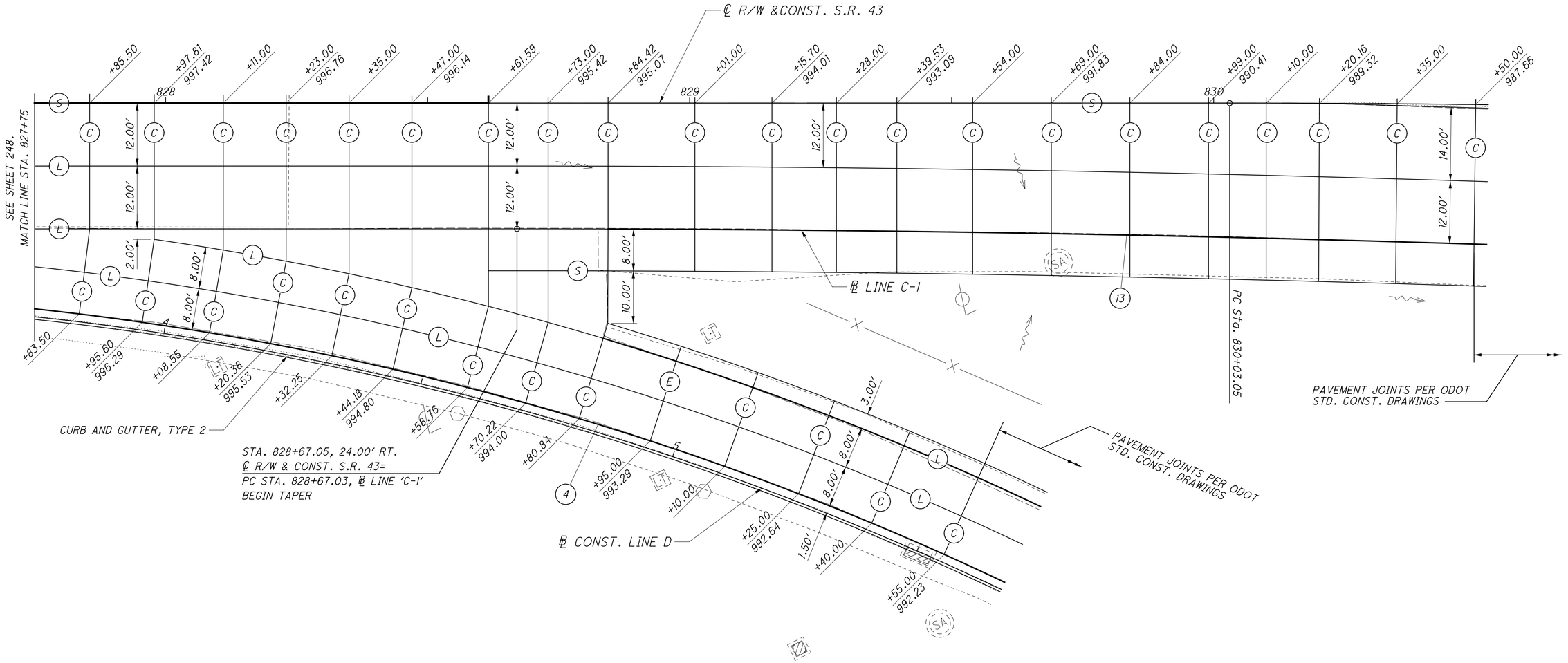
HORIZONTAL SCALE IN FEET
0 5 10 20
CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
BEGIN TO STA. 827+75

JEF-43-0.00

248
434

\\AKRN03\DATA\2010\2010806\JEF\86367\ROADWAY\SHEETS\86367DA010.DGN
12/16/2011
1:36:56 PM
RWOICIZKY



JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

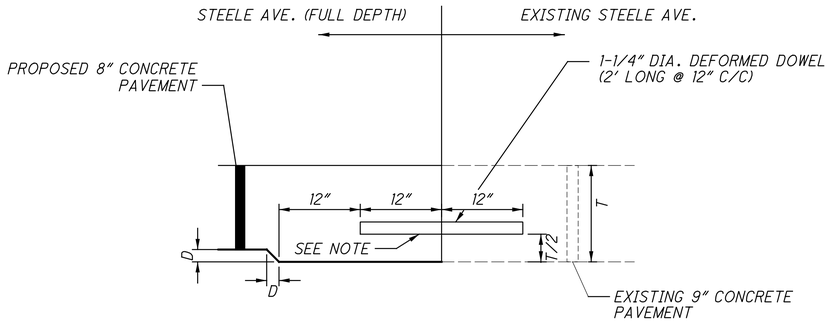
CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
STA. 827+75 TO STA. 830+50

JEFF-43-0.00

249
434

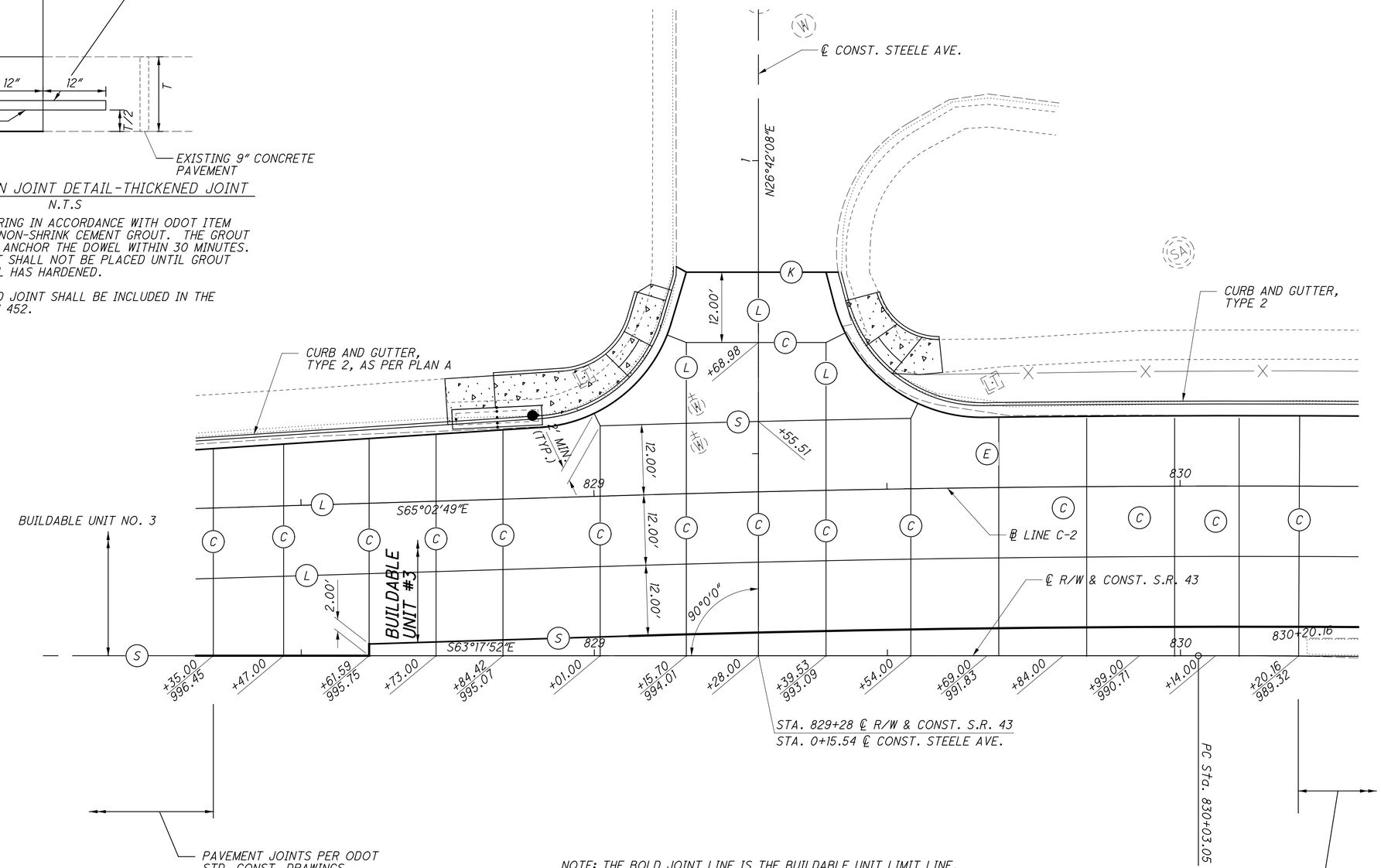
\\AKRN03\DATA\2010\2010806\JEF\66367\ROADWAY\SHEETS\663670A011.DGN
12/16/2011
11:37:29 PM
RMOYCITZKY



(K) CONTRACTION JOINT DETAIL-THICKENED JOINT
N.T.S

NOTE: GROUT ANCHORING IN ACCORDANCE WITH ODOT ITEM 510.03 USING NON-SHRINK CEMENT GROUT. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL WITHIN 30 MINUTES. NEW PAVEMENT SHALL NOT BE PLACED UNTIL GROUT AROUND DOWEL HAS HARDENED.

NOTE: THE THICKENED JOINT SHALL BE INCLUDED IN THE COST OF ITEM 452.



NOTE: THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK LEFT OF (LOOKING UP-STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 3.

JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (K) CONTRACTION JOINT (SEE THIS SHEET)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

FOR INTERSECTION DETAIL, SEE SHEET 292.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAIL
S.R. 43 AND STEELE AVE

JEF-43-0.00

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12/16/2011
1:38:09 PM
RWOYCITZKY

JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

NOTE: THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK LEFT OF (LOOKING UP-STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 3.

FOR GORE DETAIL, SEE SHEET 261.

RECORD DRAWING
12/23/11

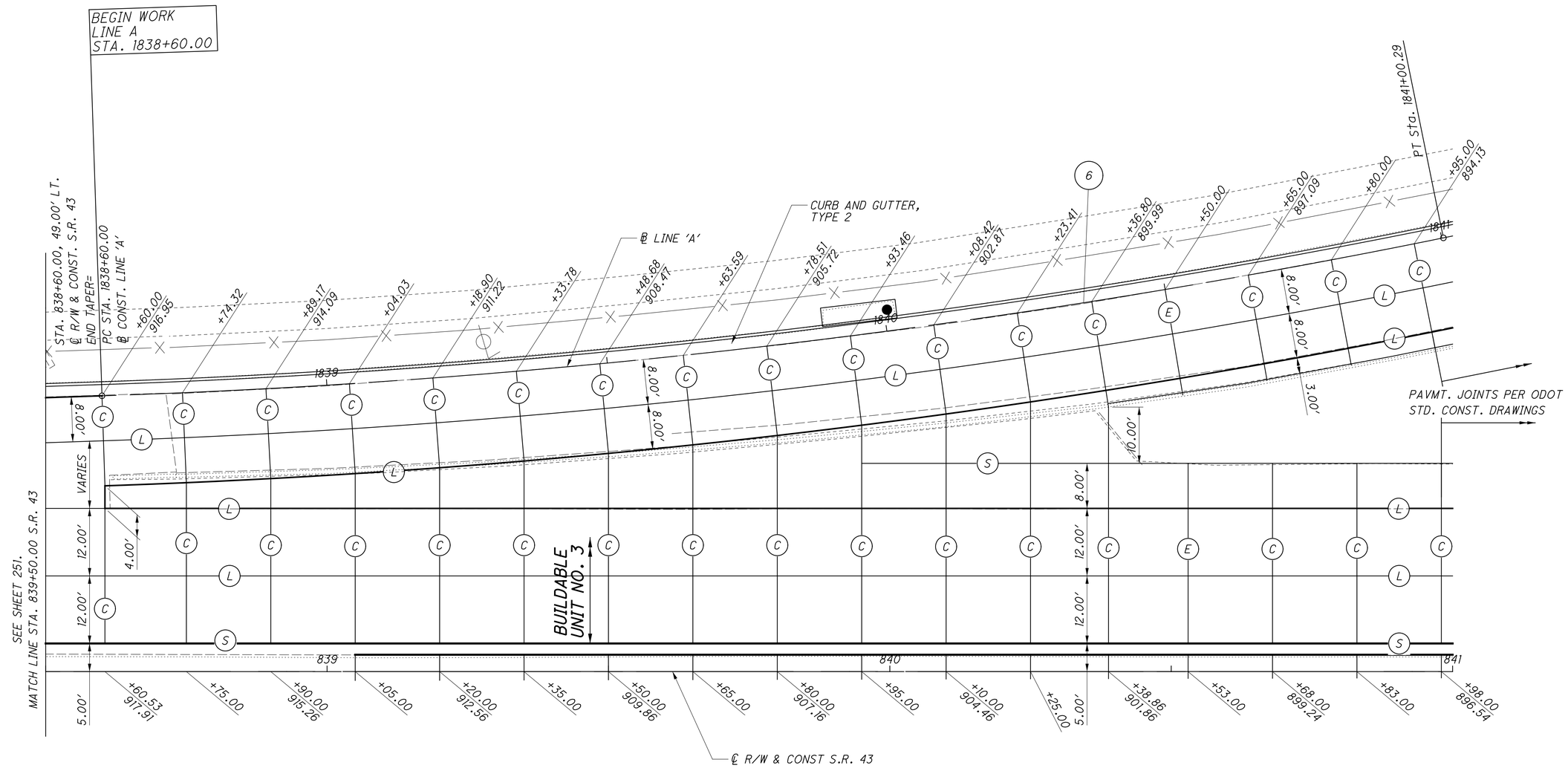
HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
S.R. 43 & LINE A

JEF-43-0.00

\\AKRN03\DATA\2010\2010066\JEF\66367\ROADWAY\SHEETS\66367GA008.DGN
12/16/2011
11:38:47 PM
RWOYCIZKY



NOTE: THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK LEFT OF (LOOKING UP-STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 3.

JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

FOR GORE DETAIL, SEE SHEET 261.

RECORD DRAWING
12/23/11

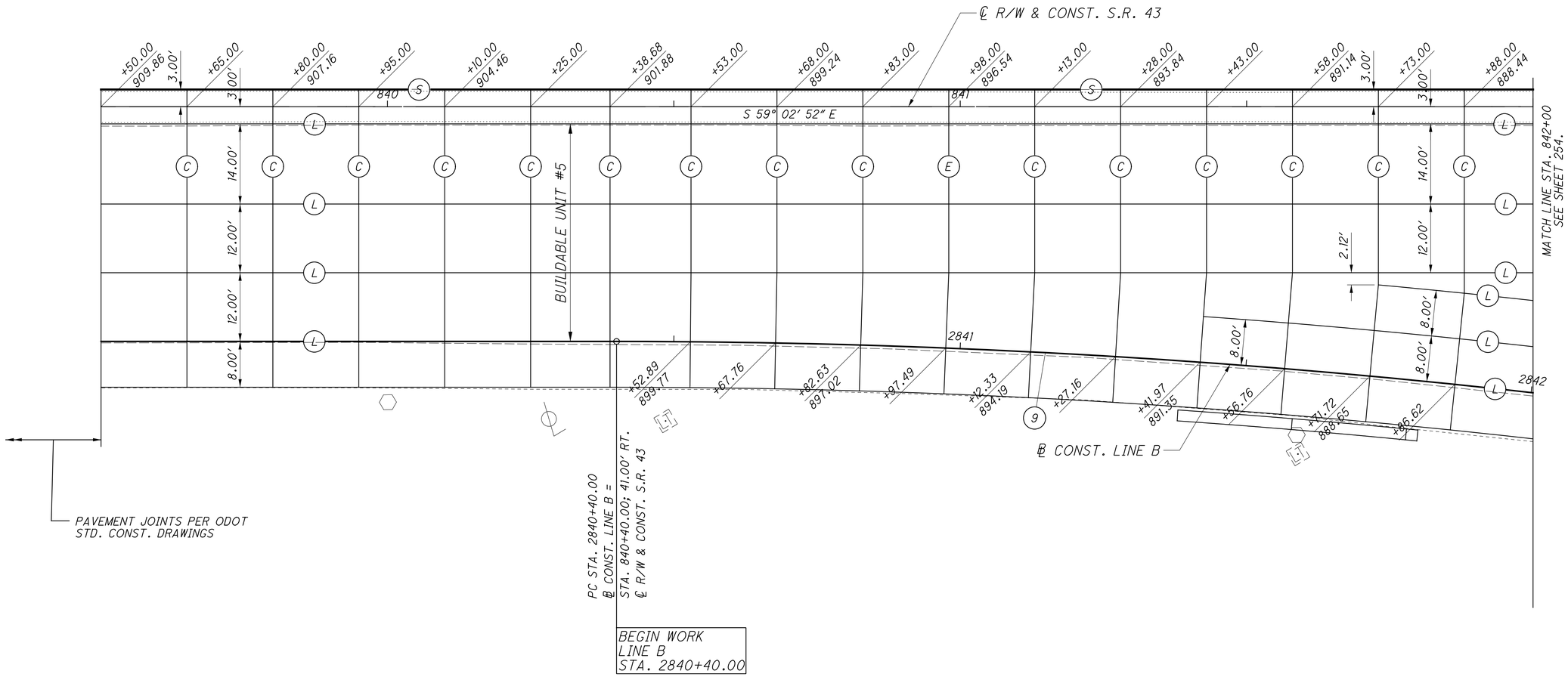
HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
S.R. 43 & LINE A

JEF-43-0.00

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12/16/2011
1:42:37 PM
RNOTCITZKY



FOR CURVE DATA, SEE SHEETS 3-4.
FOR GORE DETAIL, SEE SHEET 262.

NOTE:
THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK RIGHT OF (LOOKING UP STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 5.

JOINT LEGEND

- (C) *CONTRACTION (SEE STD. DWG. BP-2.2)*
- (L) *LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)*
- (S) *LONGITUDINAL JOINT WITHOUT TIE BARS*
- (E) *EXPANSION JOINT (SEE STD. DWG. BP-2.2)*
- (*) *JOINT PER STANDARD CONSTRUCTION DRAWINGS*

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

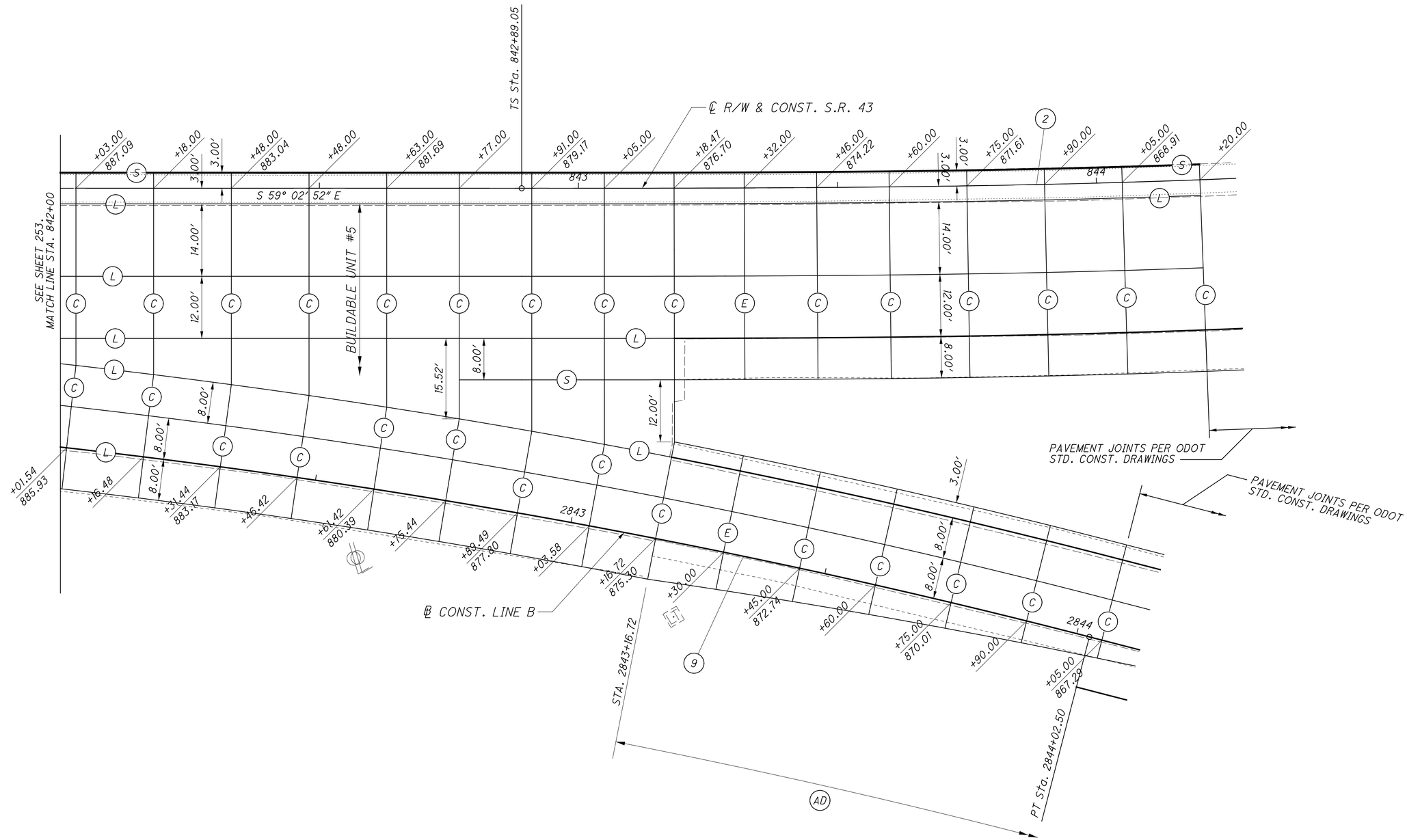
CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
STA. 839+50 TO STA. 842+00

JEF-43-0.00

253
434

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12/16/2011
1:43:18 PM
RMOTCITZKY



JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

FOR CURVE DATA, SEE SHEETS 3-4.
FOR GORE DETAIL, SEE SHEET 262.
FOR TAPER DATA, SEE SHEET 165.

NOTE:
THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK RIGHT OF (LOOKING UP STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 5.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
STA. 842+00 TO STA. 844+20

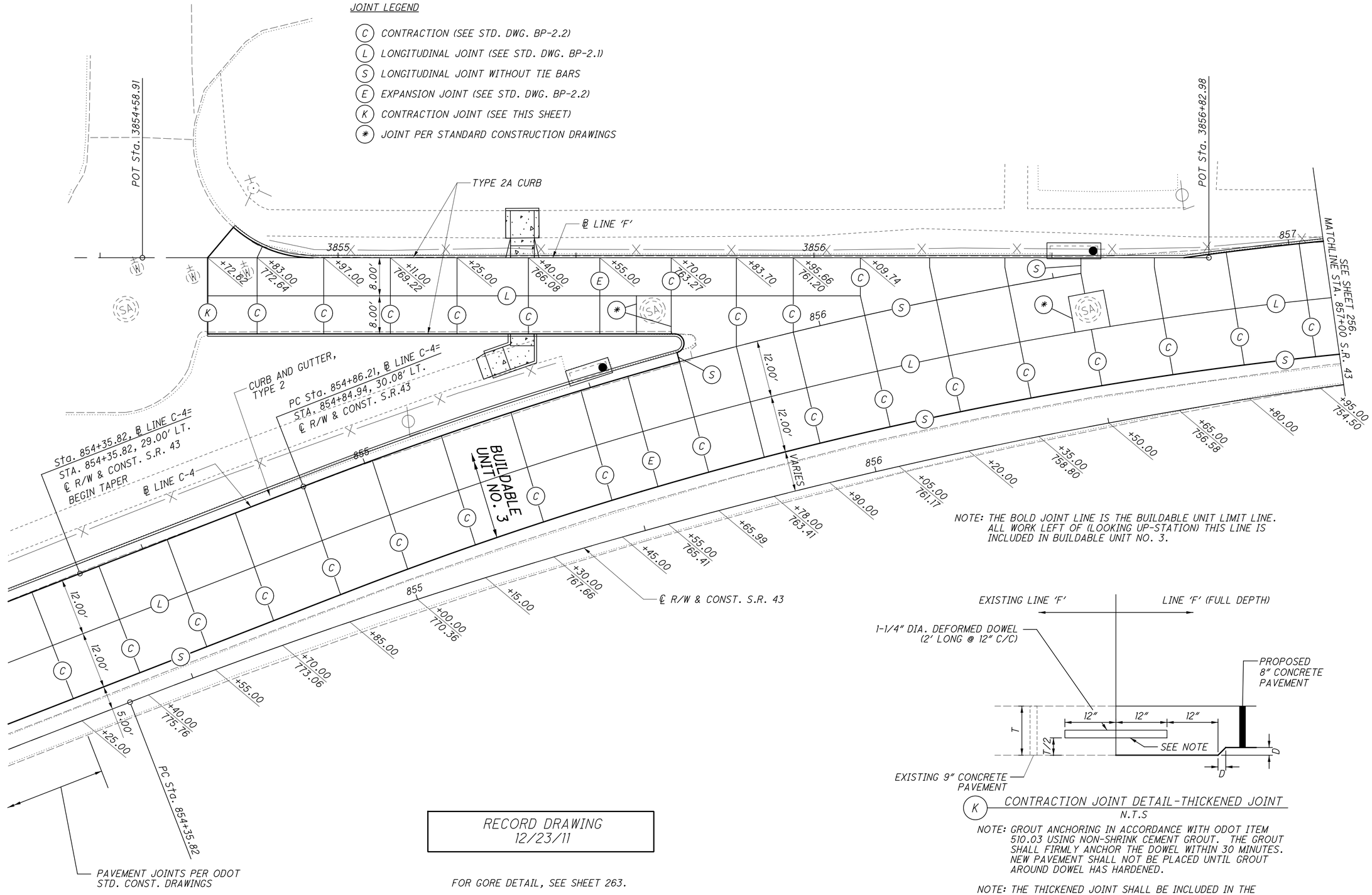
JEF-43-0.00

254
434

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12/16/2011
1:44:26 PM
RWOYCITZKY

JOINT LEGEND

(C) CONTRACTION (SEE STD. DWG. BP-2.2)
(L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
(S) LONGITUDINAL JOINT WITHOUT TIE BARS
(E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
(K) CONTRACTION JOINT (SEE THIS SHEET)
(*) JOINT PER STANDARD CONSTRUCTION DRAWINGS



PAVEMENT JOINTS PER ODOT STD. CONST. DRAWINGS

NOTE: THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK LEFT OF (LOOKING UP-STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 3.

RECORD DRAWING
12/23/11

FOR GORE DETAIL, SEE SHEET 263.

(K) CONTRACTION JOINT DETAIL-THICKENED JOINT
N.T.S

NOTE: GROUT ANCHORING IN ACCORDANCE WITH ODOT ITEM 510.03 USING NON-SHRINK CEMENT GROUT. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL WITHIN 30 MINUTES. NEW PAVEMENT SHALL NOT BE PLACED UNTIL GROUT AROUND DOWEL HAS HARDENED.

NOTE: THE THICKENED JOINT SHALL BE INCLUDED IN THE COST OF ITEM 452.

HORIZONTAL SCALE IN FEET
0 5 10 20

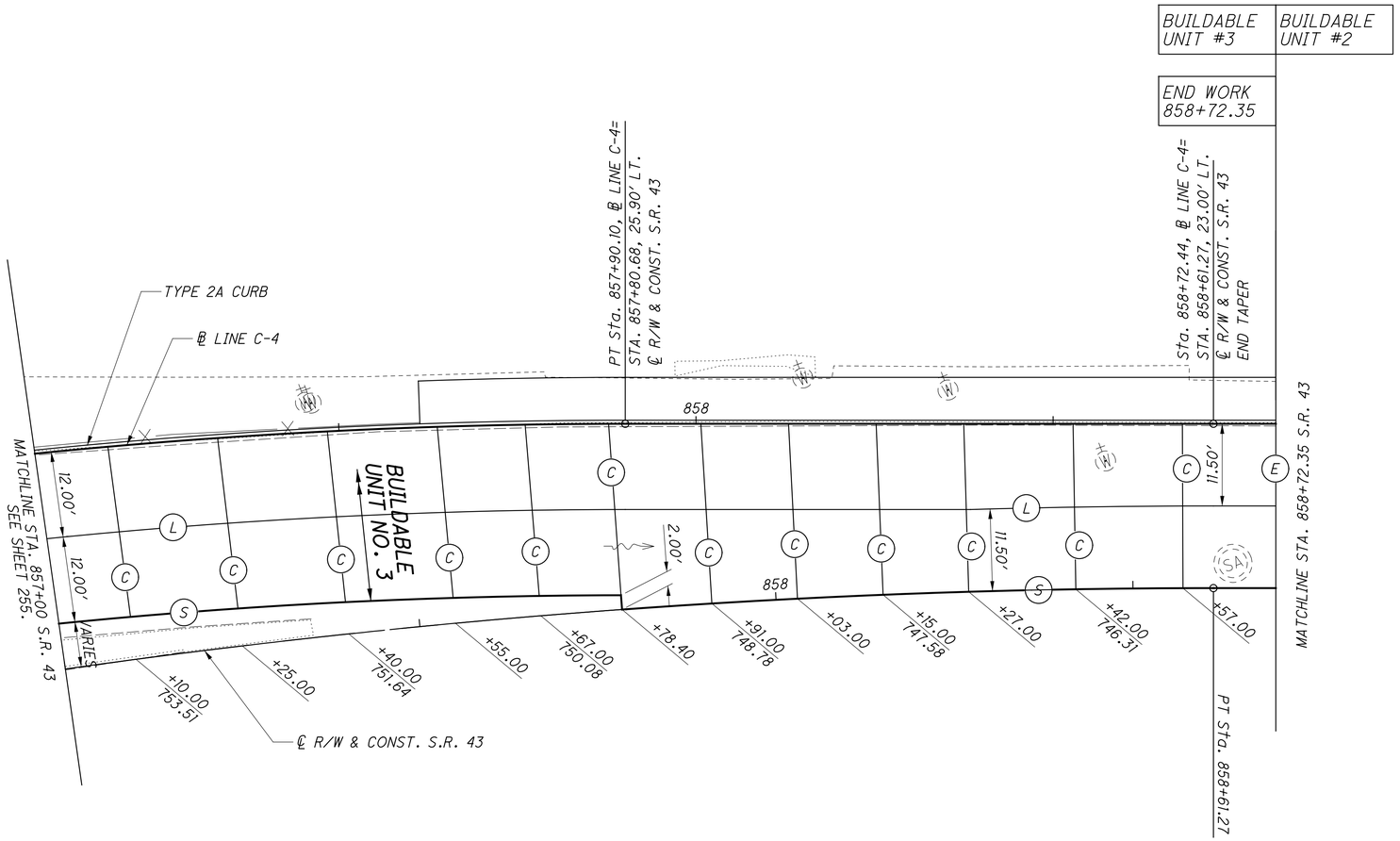
CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DETAILS
S.R. 43 & LINE 'F'

JEF-43.0.00

255
434

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12/16/2011
1:45:27 PM
RWOTCITZKY



JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

NOTE: THE BOLD JOINT LINE IS THE BUILDABLE UNIT LIMIT LINE. ALL WORK LEFT OF (LOOKING UP-STATION) THIS LINE IS INCLUDED IN BUILDABLE UNIT NO. 3.

FOR GORE DETAIL, SEE SHEET 263.

RECORD DRAWING
12/23/11

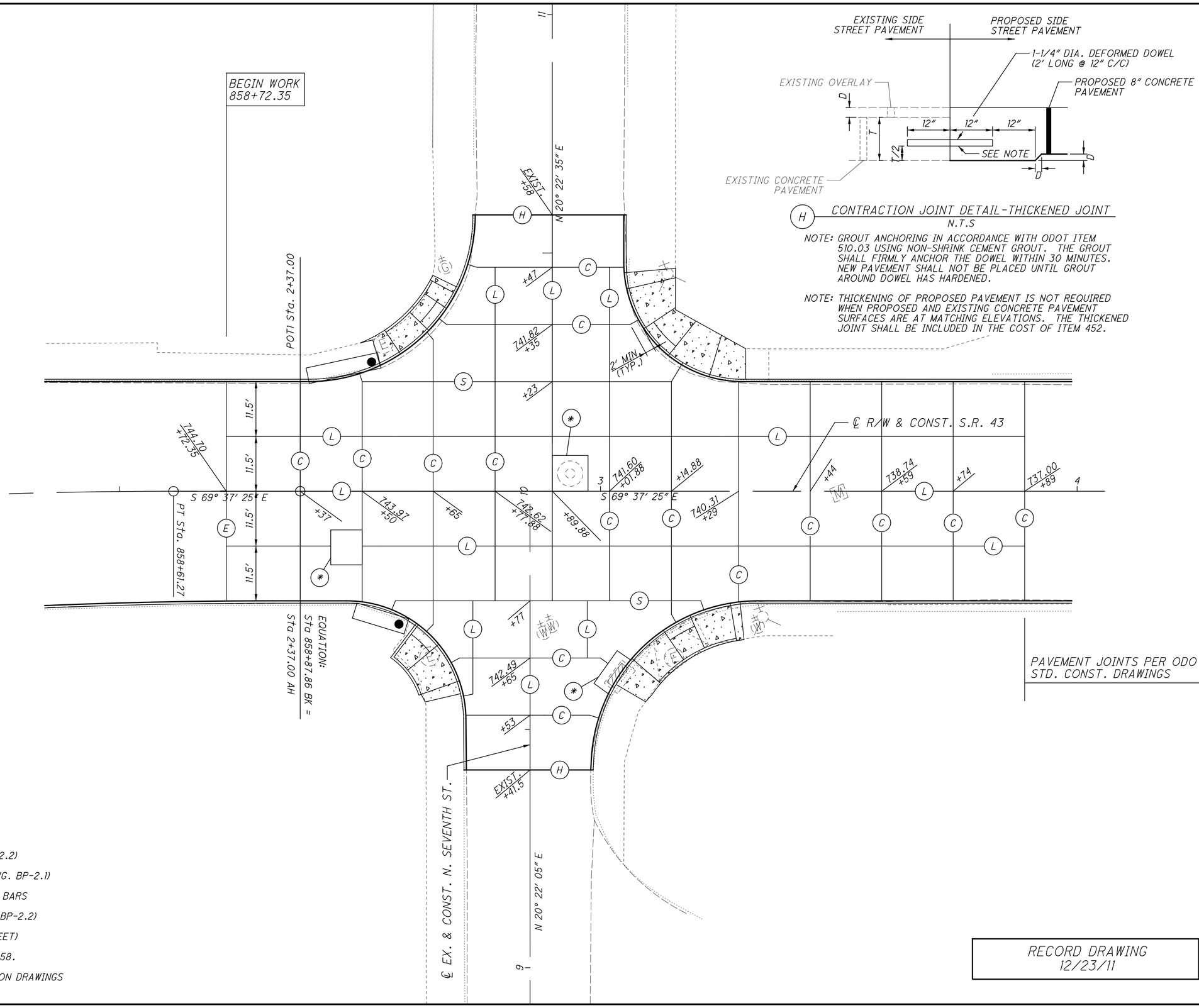
HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

PAVEMENT JOINT DEAILS STA. 857+00 TO END

JEF-43-0.00

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12/16/2011
1:46:01 PM
ROTCITZKY



(H) CONTRACTION JOINT DETAIL-THICKENED JOINT
N.T.S

NOTE: GROUT ANCHORING IN ACCORDANCE WITH ODOT ITEM 510.03 USING NON-SHRINK CEMENT GROUT. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL WITHIN 30 MINUTES. NEW PAVEMENT SHALL NOT BE PLACED UNTIL GROUT AROUND DOWEL HAS HARDENED.

NOTE: THICKENING OF PROPOSED PAVEMENT IS NOT REQUIRED WHEN PROPOSED AND EXISTING CONCRETE PAVEMENT SURFACES ARE AT MATCHING ELEVATIONS. THE THICKENED JOINT SHALL BE INCLUDED IN THE COST OF ITEM 452.

JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (H) CONTRACTION JOINT (SEE THIS SHEET)
- (K) CONTRACTION JOINT, SEE SHEET 258.
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

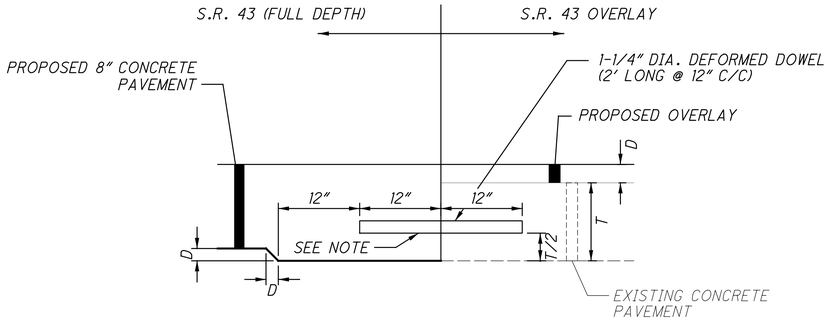
CALCULATED AJE
CHECKED MVJ

PAVEMENT JOINT DETAILS
S.R. 43 & SEVENTH STREET INTERSECTION

JEF-43-0.00

257
434

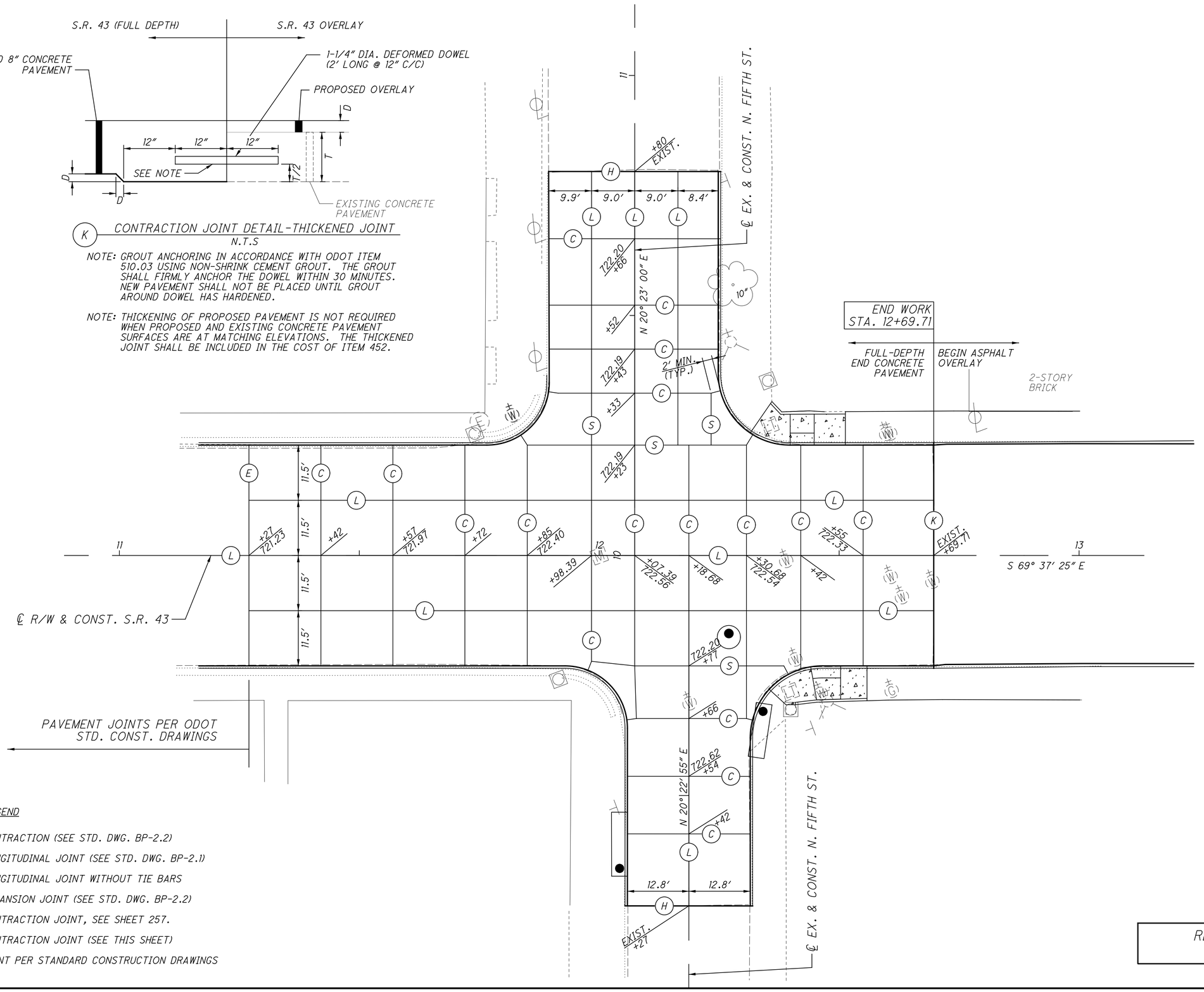
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12/16/2011
1:46:26 PM
RNOTCITZKY



K CONTRACTION JOINT DETAIL-THICKENED JOINT
N.T.S

NOTE: GROUT ANCHORING IN ACCORDANCE WITH ODOT ITEM 510.03 USING NON-SHRINK CEMENT GROUT. THE GROUT SHALL FIRMLY ANCHOR THE DOWEL WITHIN 30 MINUTES. NEW PAVEMENT SHALL NOT BE PLACED UNTIL GROUT AROUND DOWEL HAS HARDENED.

NOTE: THICKENING OF PROPOSED PAVEMENT IS NOT REQUIRED WHEN PROPOSED AND EXISTING CONCRETE PAVEMENT SURFACES ARE AT MATCHING ELEVATIONS. THE THICKENED JOINT SHALL BE INCLUDED IN THE COST OF ITEM 452.



JOINT LEGEND

- (C) CONTRACTION (SEE STD. DWG. BP-2.2)
- (L) LONGITUDINAL JOINT (SEE STD. DWG. BP-2.1)
- (S) LONGITUDINAL JOINT WITHOUT TIE BARS
- (E) EXPANSION JOINT (SEE STD. DWG. BP-2.2)
- (H) CONTRACTION JOINT, SEE SHEET 257.
- (K) CONTRACTION JOINT (SEE THIS SHEET)
- (*) JOINT PER STANDARD CONSTRUCTION DRAWINGS

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

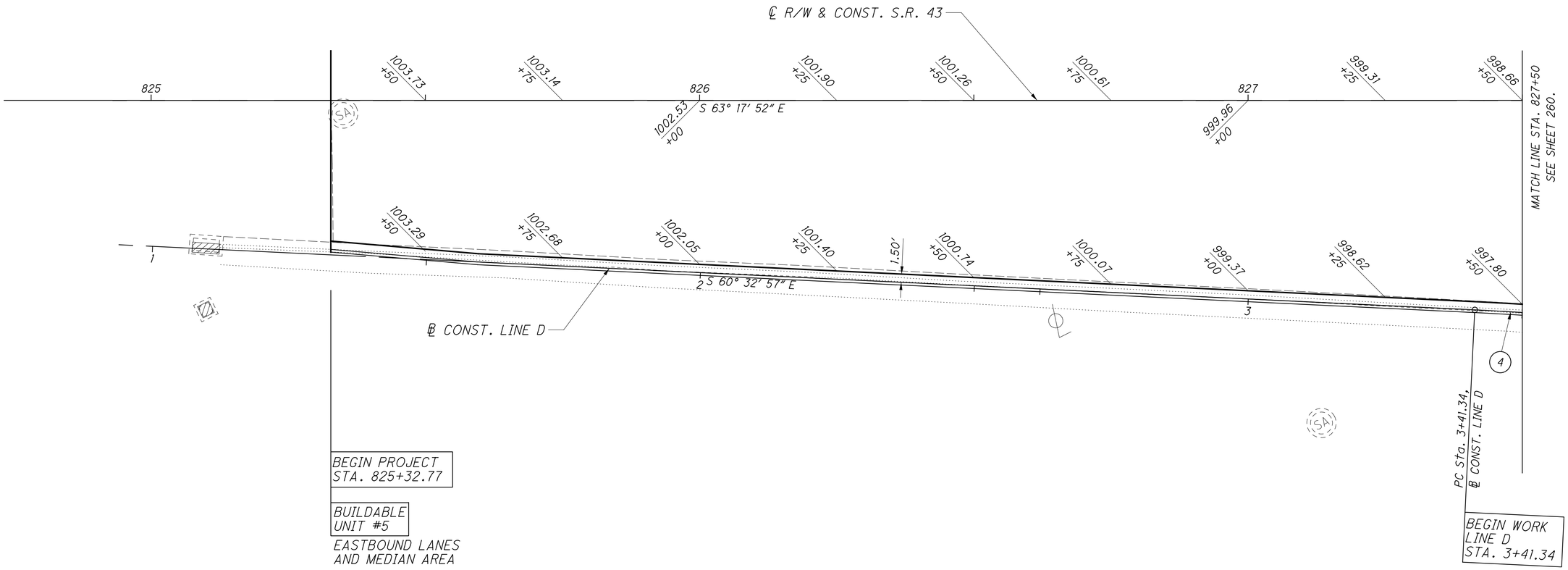
CALCULATED AJE
CHECKED MVJ

PAVEMENT JOINT DETAILS
S.R. 43 & FIFTH STREET INTERSECTION

JEF-43-0.00

258
434

\\AKRNB3\DATA\2010\2010068\JEF\66367\ROADWAY\SHEETS\66367040002.DGN
12/16/2011
1:47:07 PM
RWOTCITZKY



NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

FOR CURVE DATA, SEE SHEETS 3-4.

FOR PAVEMENT JOINT LAYOUT, SEE SHEETS 248-249.

FOR SUPERELEVATION TABLE, SEE SHEET 245.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

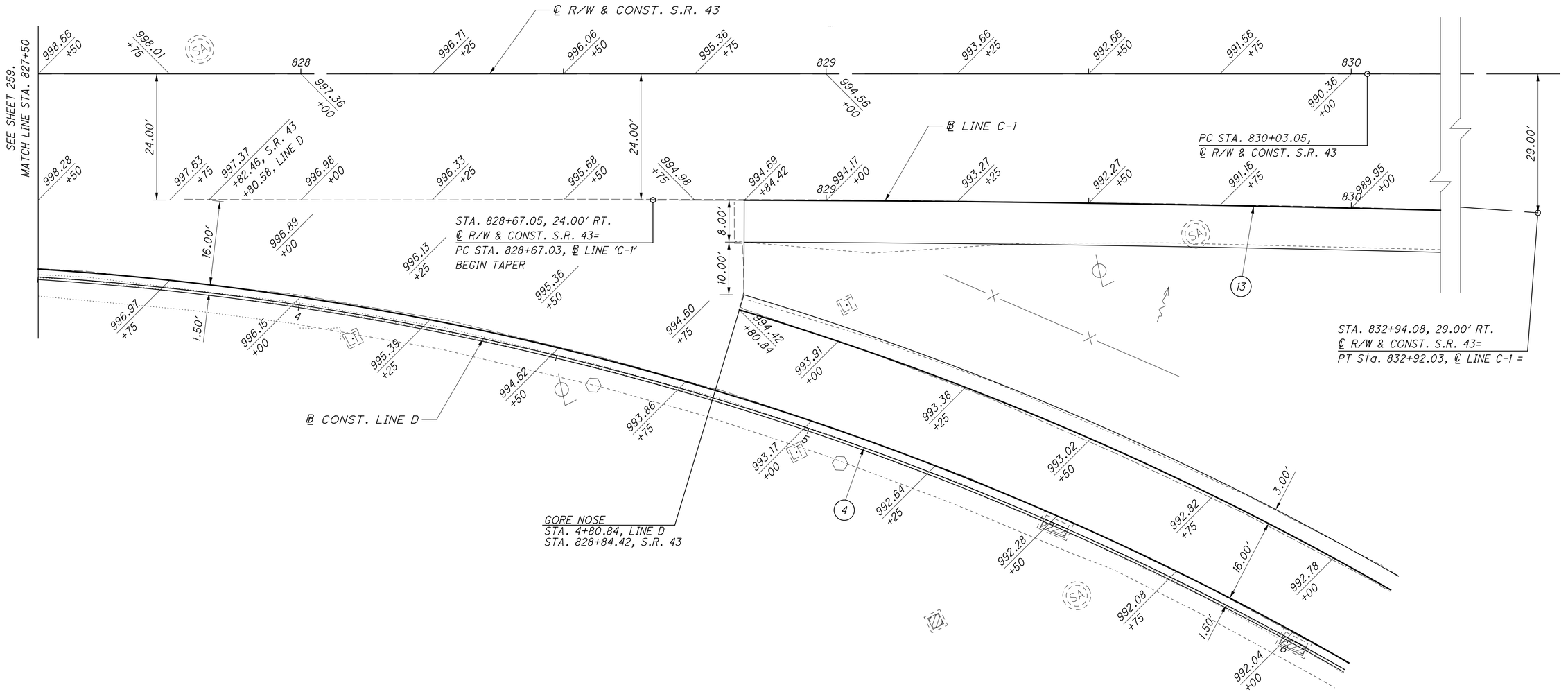
CALCULATED RDW
CHECKED MVJ

GORE DETAIL
LINE D - BEGIN TO STA. 827+50

JEF-43-0.00

259
434

\\AKRNS\DATA\2010\20100681\JEF\66367\ROADWAY\SHEETS\6636701006.DGN
12/16/2011
1:47:38 PM
RWOTCITZKY



NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

FOR CURVE DATA, SEE SHEETS 3-4.

FOR PAVEMENT JOINT LAYOUT, SEE SHEETS 248-249.

FOR SUPERELEVATION TABLE, SEE SHEET 245.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

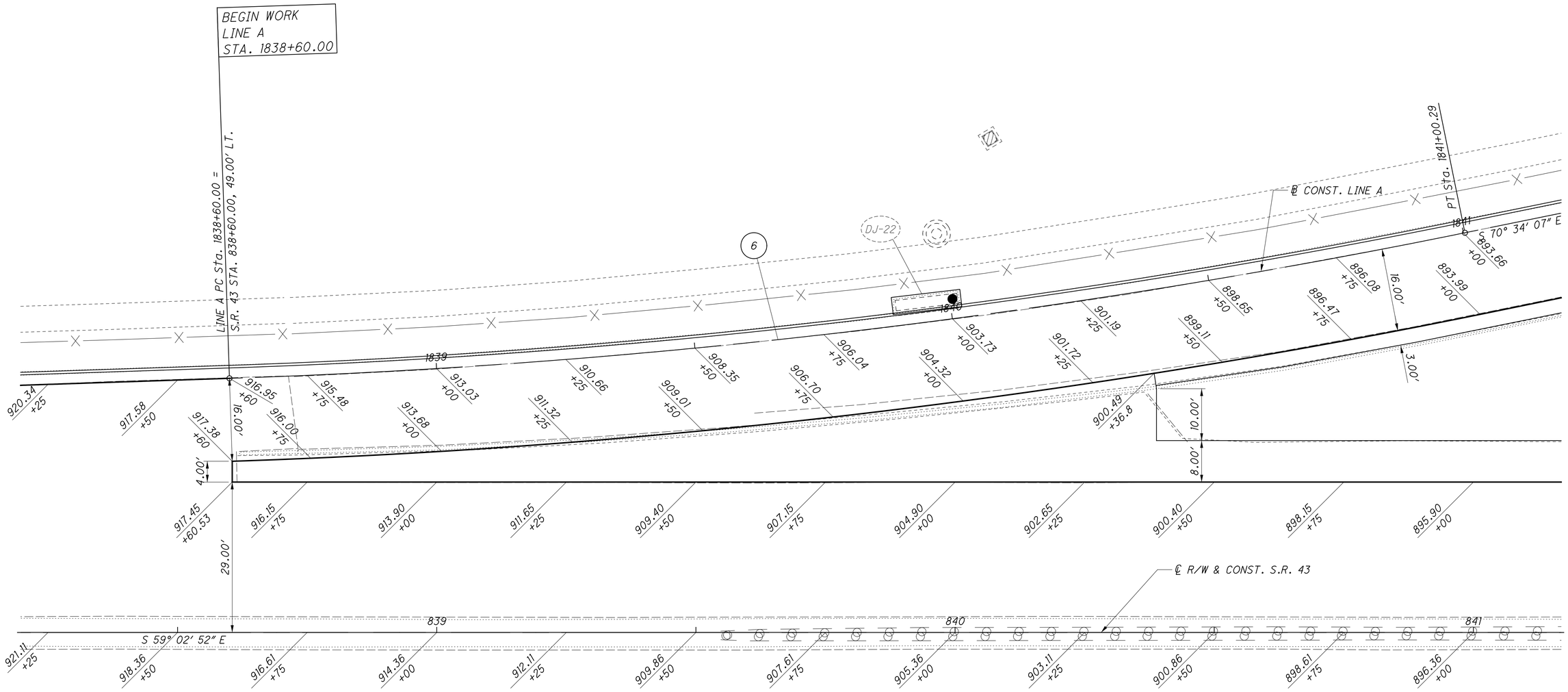
CALCULATED RDW
CHECKED MVJ

GORE DETAIL
LINE D - STA. 827+50 TO END

JEF-43-0.00

260
434

\\AKRN03\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367GI007.DGN
12/16/2011
1:48:46 PM
ROTCITZKY



FOR CURVE DATA, SEE SHEET 3-4.

FOR PAVEMENT JOINT LAYOUT, SEE SHEETS 251-252.

FOR SUPERELEVATION TABLE, SEE SHEET 246.

ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

RECORD DRAWING
12/23/11

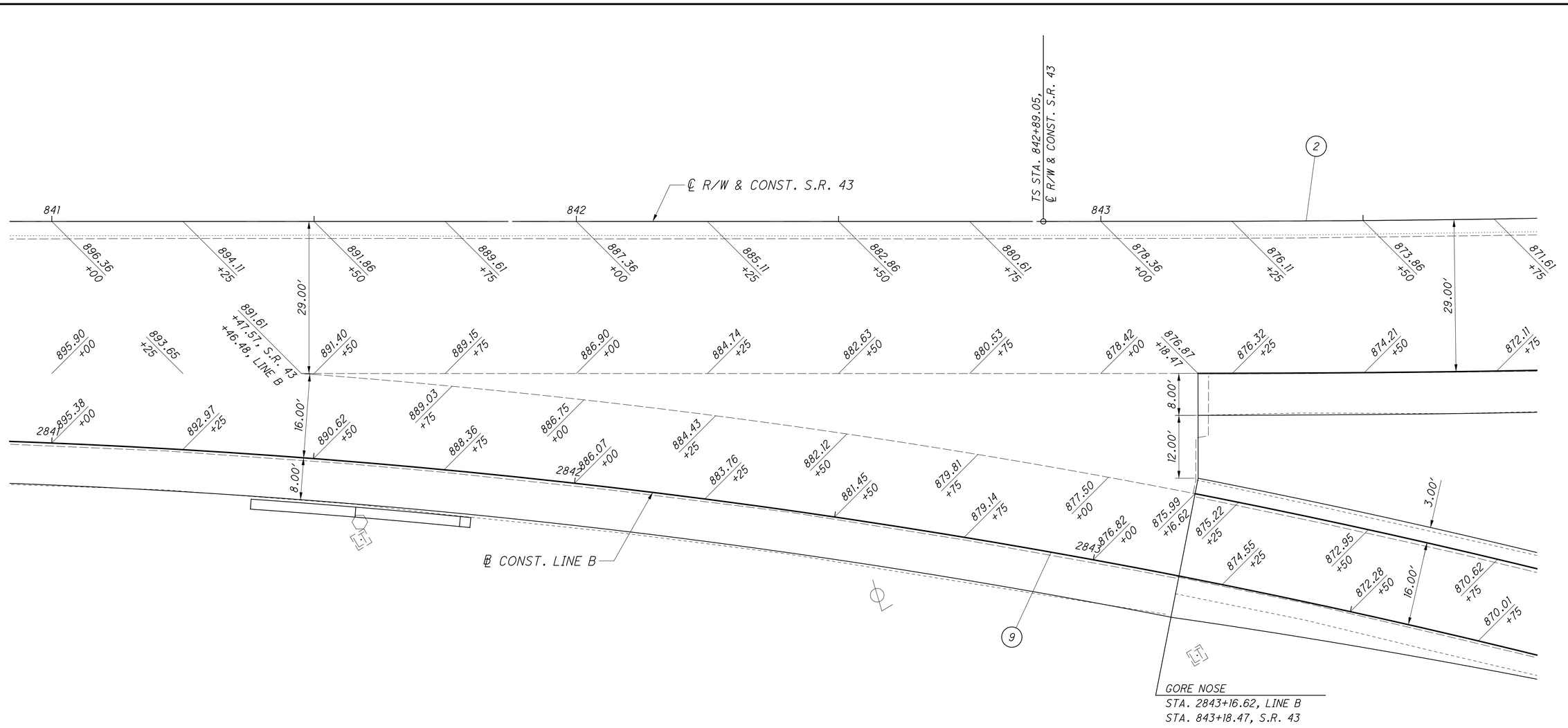
HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

GORE DETAIL
S.R. 43 AND LINE A

JEF-43-0.00

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12/16/2011
1:49:16 PM
ANDYC17ZKY



FOR CURVE DATA, SEE SHEETS 3-4.
FOR PAVEMENT JOINT LAYOUT, SEE SHEETS 253-254.
FOR SUPERELEVATION TABLE, SEE SHEET 247.

ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

RECORD DRAWING
12/23/11

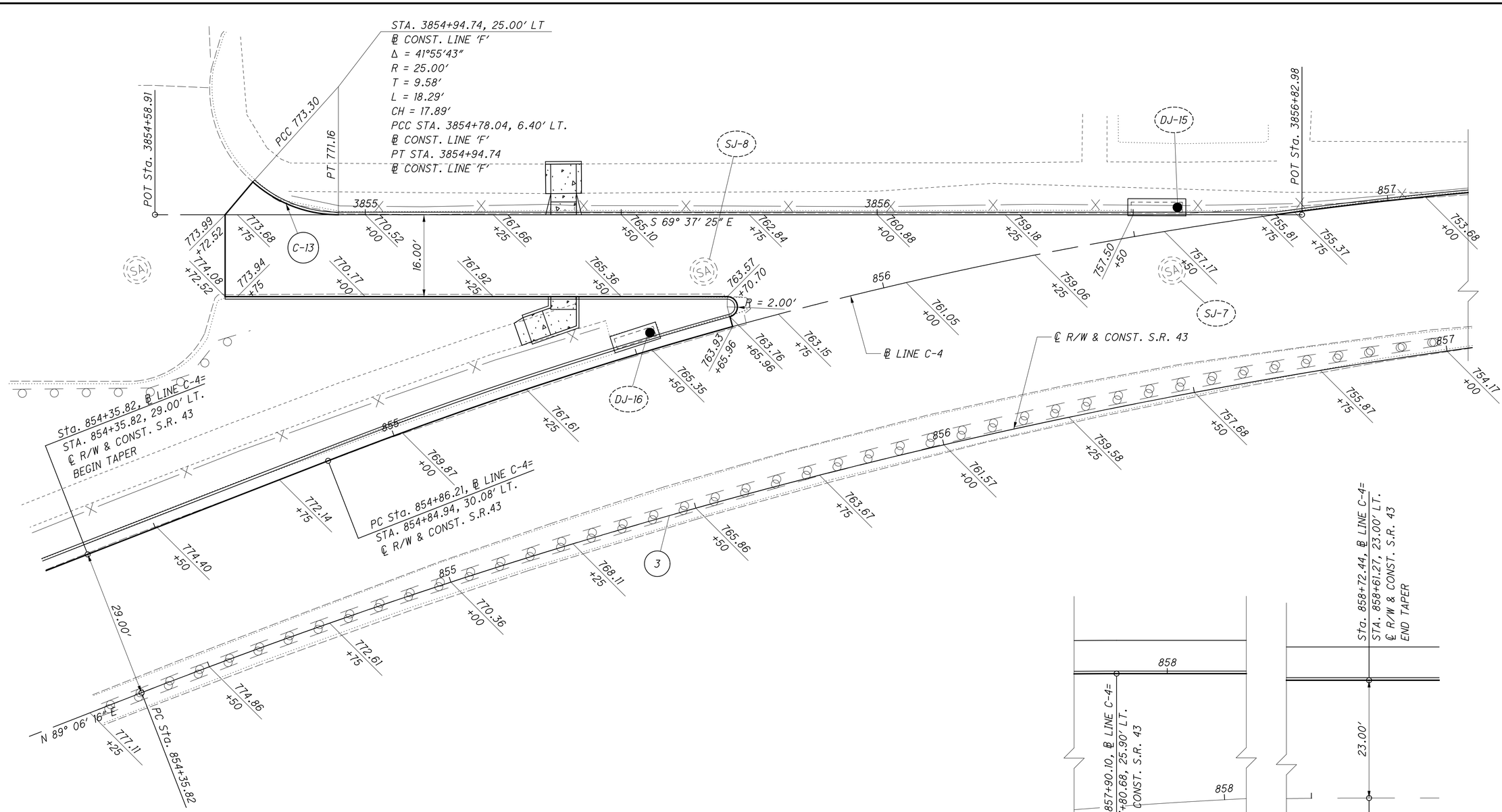
HORIZONTAL SCALE IN FEET
0 5 10 20

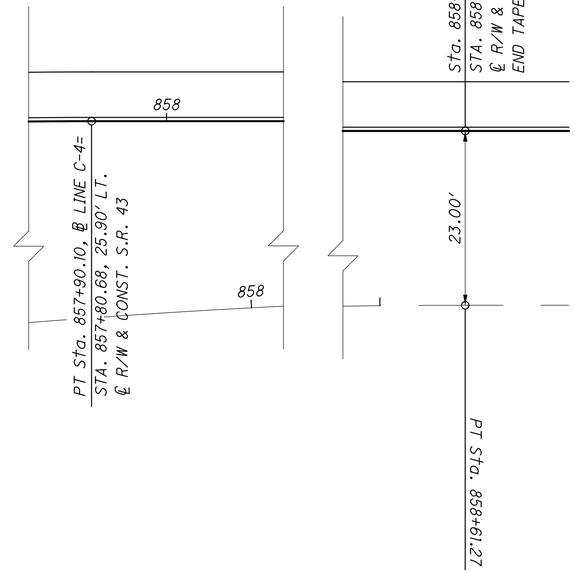
CALCULATED RDW
CHECKED MVJ

GORE DETAIL
S.R. 43 & LINE B

JEF-43-0.00

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12/16/2011
1:50:06 PM
RWOYCITZKY





RECORD DRAWING
12/23/11

NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

FOR PAVEMENT JOINT LAYOUT, SEE SHEETS 255-256.

FOR CURVE DATA, SEE SHEETS 3-4.

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

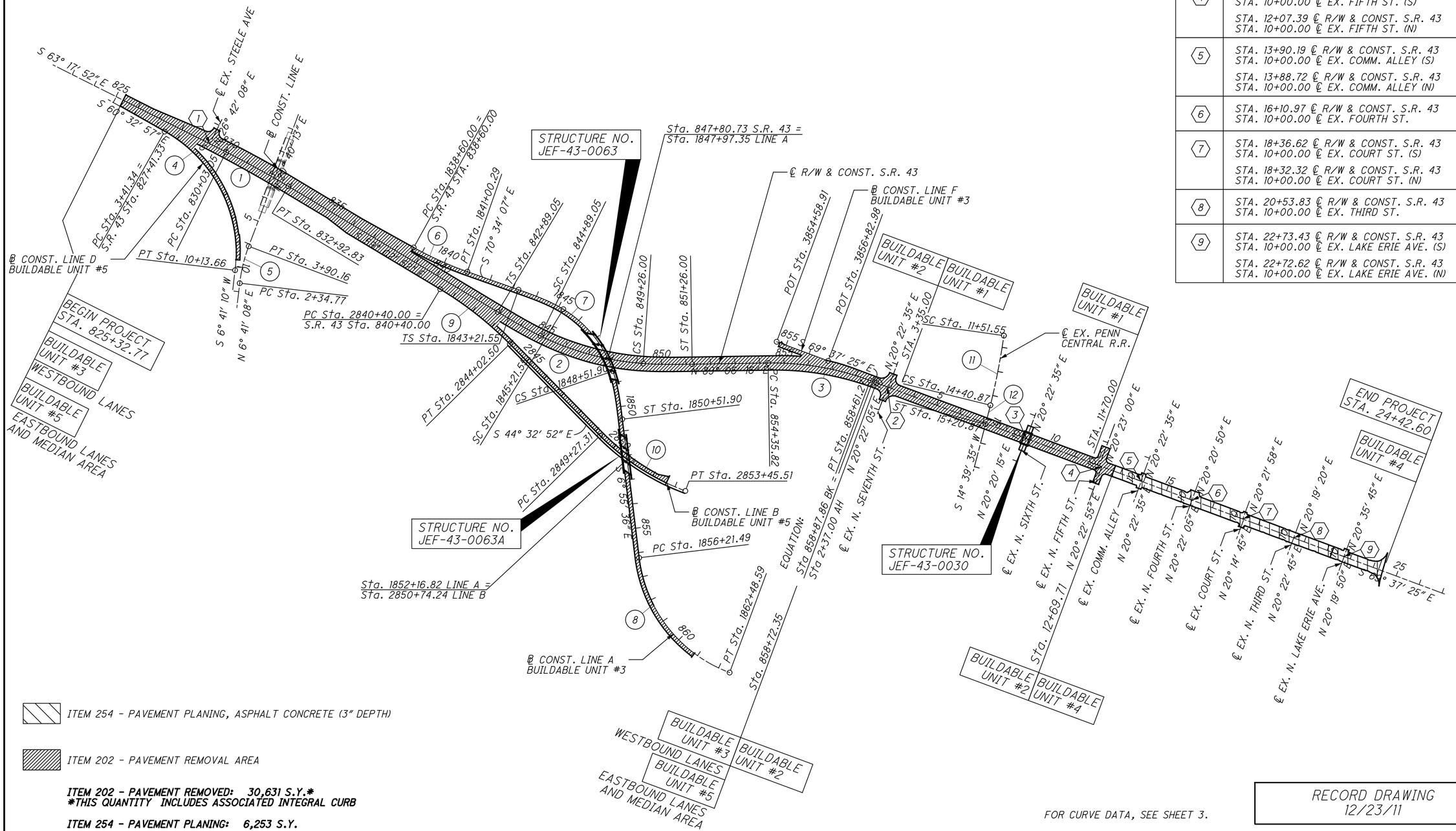
GORE DETAIL
S.R. 43 AND LINE F

JEF-43-0.00

263
434

\\AKRN03\DATA\2010\2010068\JEF\86367\ROADWAY\SHEETS\86367G1005.DGN
12/16/2011
1:50:38 PM
RWOTCITZKY

1	STA. 829+28.00 ℄ R/W & CONST. S.R. 43 STA. 0+15.54 ℄ EX. STEELE AVE
2	STA. 2+85.21 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (S) STA. 2+89.88 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SEVENTH ST. (N)
3	STA. 8+88.44 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (S) STA. 8+90.45 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. SIXTH ST. (N)
4	STA. 12+18.68 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (S) STA. 12+07.39 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FIFTH ST. (N)
5	STA. 13+90.19 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (S) STA. 13+88.72 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COMM. ALLEY (N)
6	STA. 16+10.97 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. FOURTH ST.
7	STA. 18+36.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (S) STA. 18+32.32 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. COURT ST. (N)
8	STA. 20+53.83 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. THIRD ST.
9	STA. 22+73.43 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (S) STA. 22+72.62 ℄ R/W & CONST. S.R. 43 STA. 10+00.00 ℄ EX. LAKE ERIE AVE. (N)



ITEM 202 - PAVEMENT REMOVED: 30,631 S.Y.*
****THIS QUANTITY INCLUDES ASSOCIATED INTEGRAL CURB***

ITEM 254 - PAVEMENT PLANING: 6,253 S.Y.

FOR CURVE DATA, SEE SHEET 3.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 100 200 400

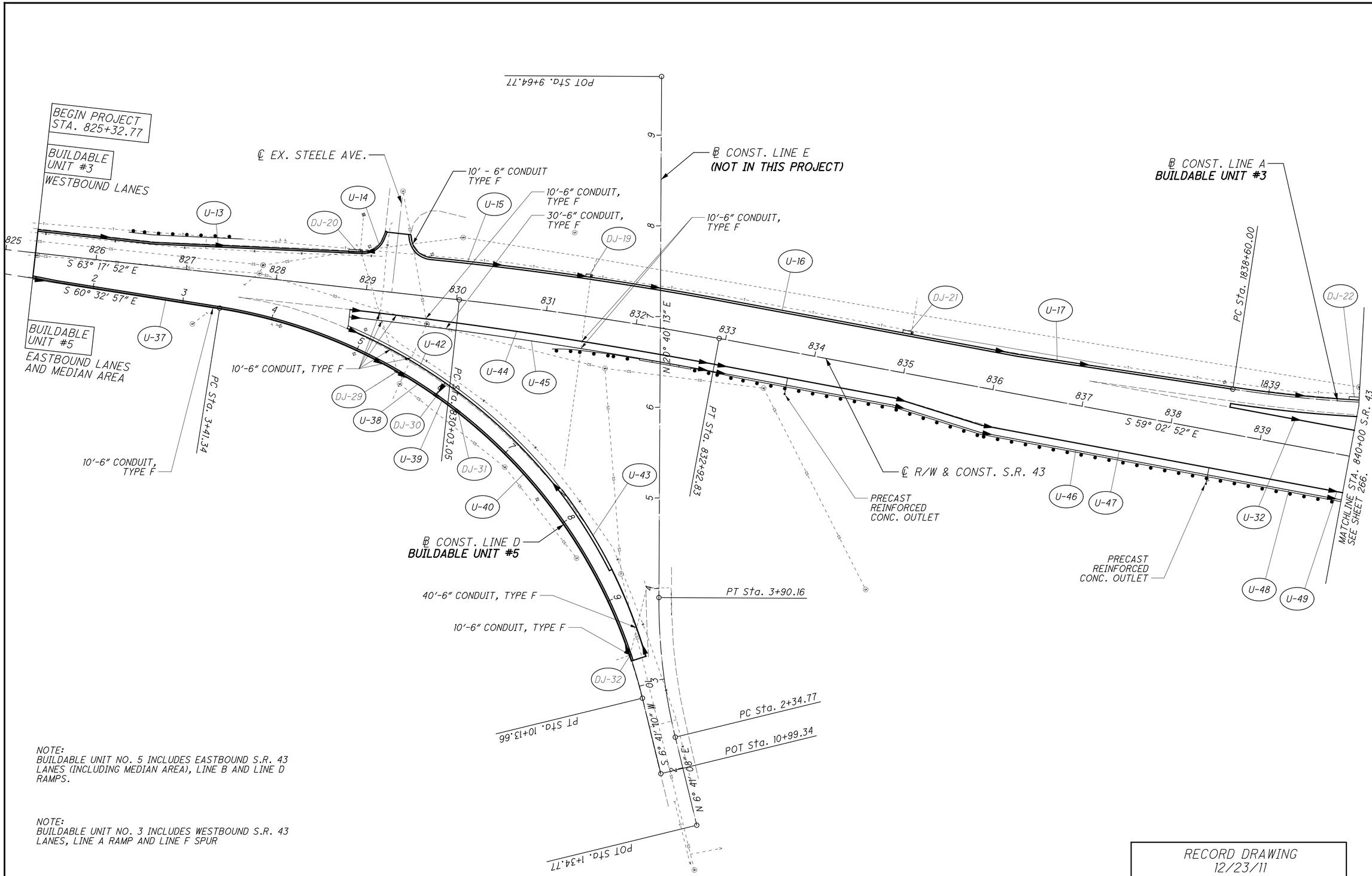
CALCULATED MVJ
CHECKED CWL

PAVEMENT REMOVAL/RESURFACING PLAN

JEF-43-0.00

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11:51:15 PM
RWOYCIT2KY

UNDERDRAIN LAYOUT



NOTE:
BUILDABLE UNIT NO. 5 INCLUDES EASTBOUND S.R. 43 LANES (INCLUDING MEDIAN AREA), LINE B AND LINE D RAMPS.

NOTE:
BUILDABLE UNIT NO. 3 INCLUDES WESTBOUND S.R. 43 LANES, LINE A RAMP AND LINE F SPUR

FOR UNDERDRAIN QUANTITIES, SEE SHEET 275.
FOR UNDERDRAIN DETAILS, SEE SHEETS 271-272.

RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

JEF-43-0.00

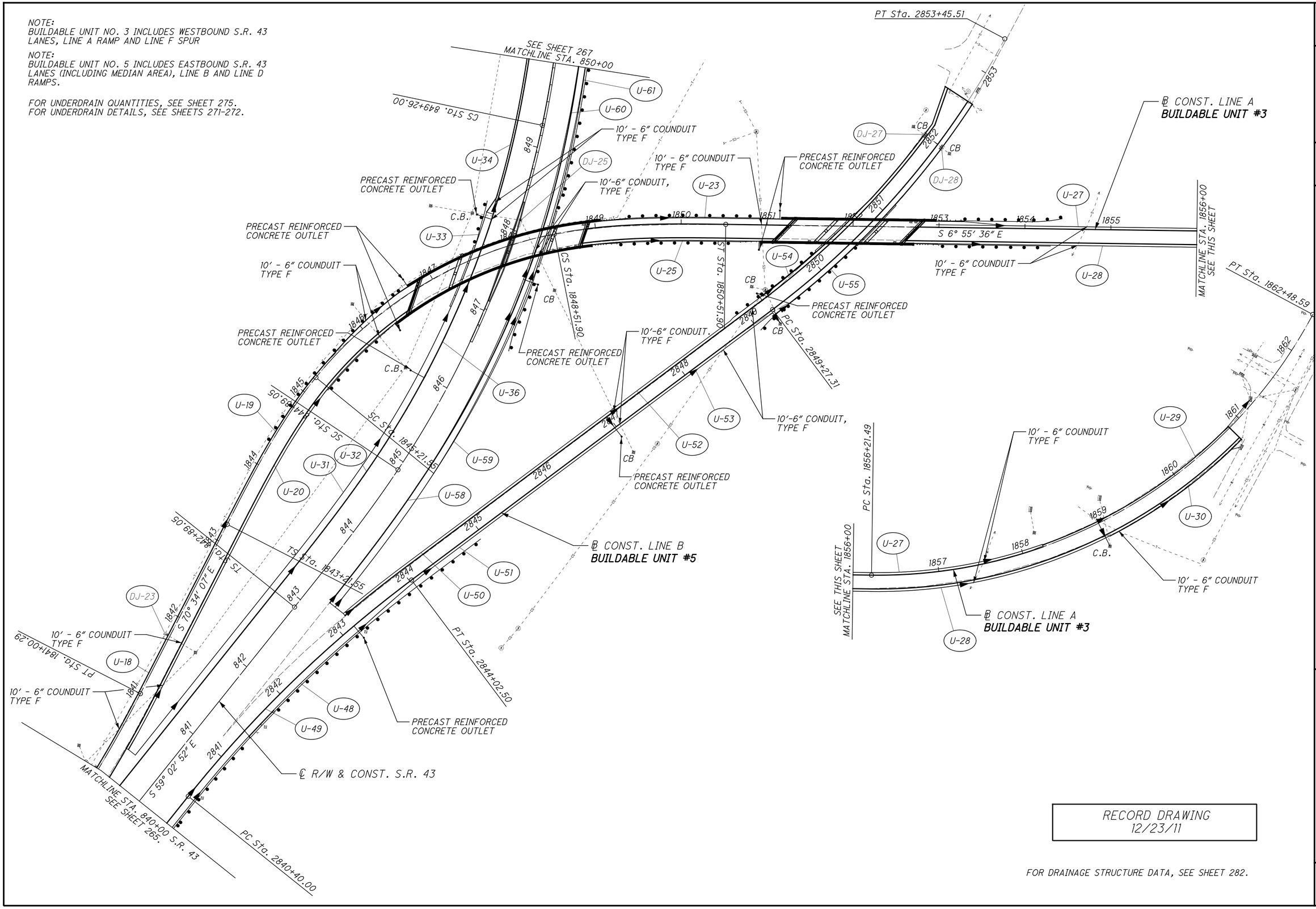
265
434

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HELLERMAN

NOTE:
BUILDABLE UNIT NO. 3 INCLUDES WESTBOUND S.R. 43 LANES, LINE A RAMP AND LINE F SPUR

NOTE:
BUILDABLE UNIT NO. 5 INCLUDES EASTBOUND S.R. 43 LANES (INCLUDING MEDIAN AREA), LINE B AND LINE D RAMPS.

FOR UNDERDRAIN QUANTITIES, SEE SHEET 275.
FOR UNDERDRAIN DETAILS, SEE SHEETS 271-272.



RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

UNDERDRAIN LAYOUT

JEF-43-0.00

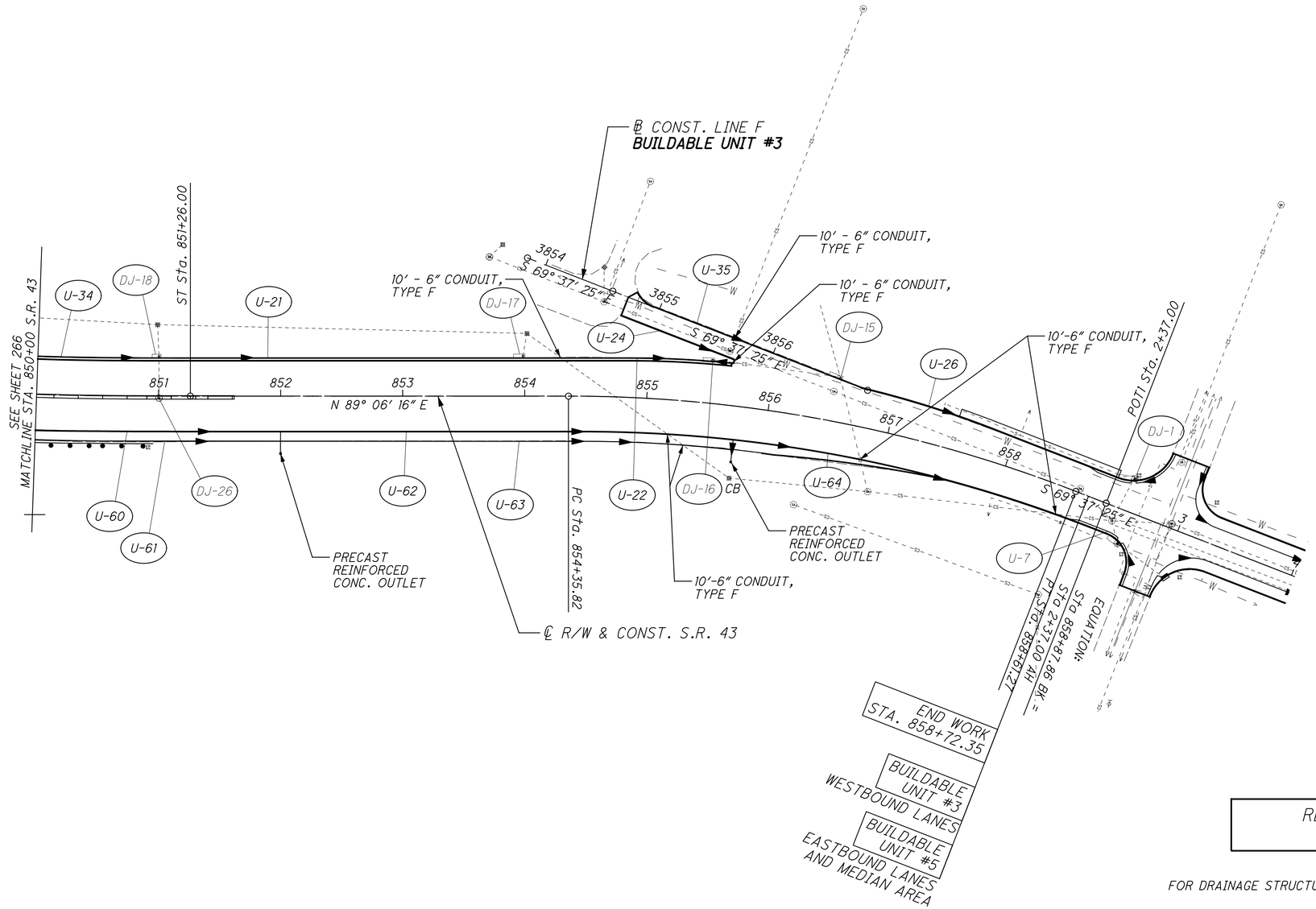
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434

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AELLERMAN

NOTE:
BUILDABLE UNIT NO. 3 INCLUDES WESTBOUND S.R. 43 LANES, LINE A RAMP AND LINE F SPUR

NOTE:
BUILDABLE UNIT NO. 5 INCLUDES EASTBOUND S.R. 43 LANES (INCLUDING MEDIAN AREA), LINE B AND LINE D RAMPS.

FOR UNDERDRAIN QUANTITIES, SEE SHEET 275.
FOR UNDERDRAIN DETAILS, SEE SHEETS 271 - 272.



RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 282.

HORIZONTAL SCALE IN FEET
0 25 50 100

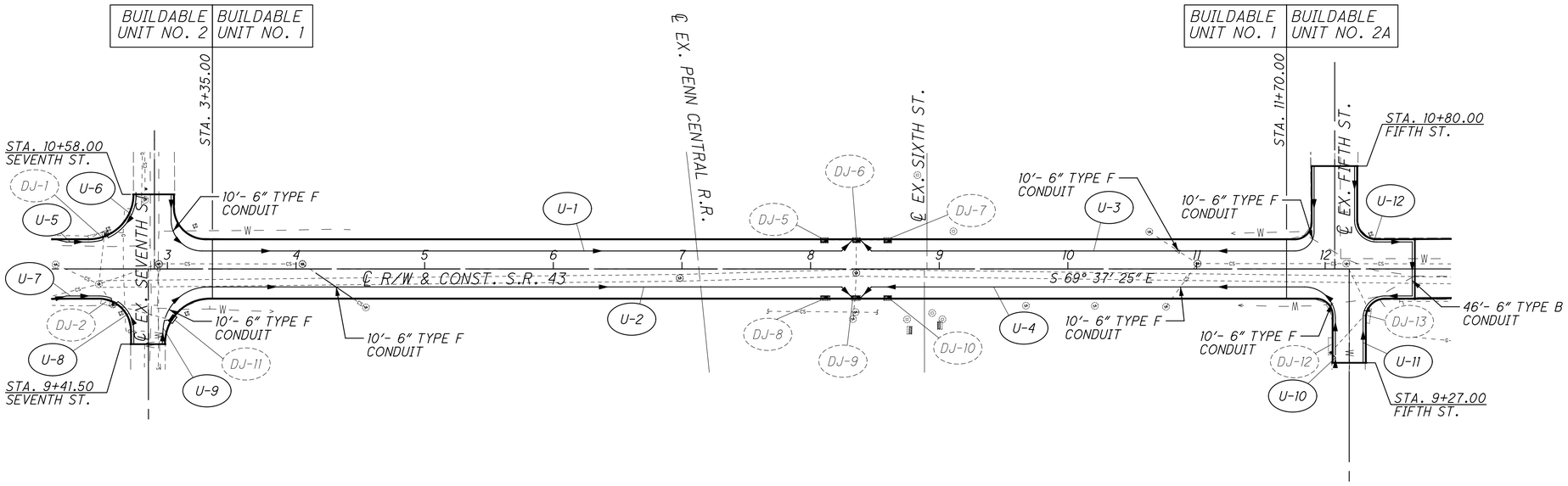
CALCULATED MVJ
CHECKED CWL

UNDERDRAIN LAYOUT

JEF-43-0.00

267
434

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AELLERMAN



FOR UNDERDRAIN QUANTITIES, SEE SHEET 273.
FOR UNDERDRAIN DETAILS, SEE SHEET 269.

RECORD DRAWING
12/23/11

FOR DRAINAGE STRUCTURE DATA, SEE SHEET 280.

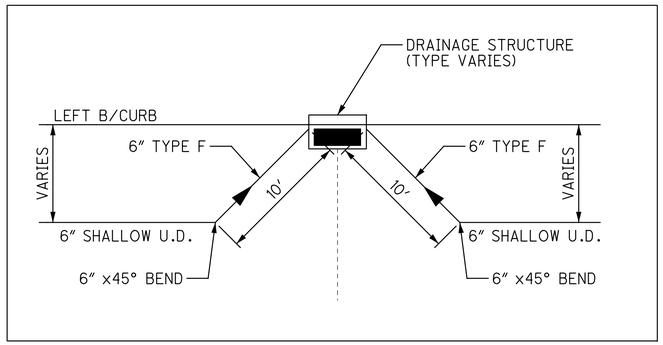
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED MVJ
CHECKED CWL

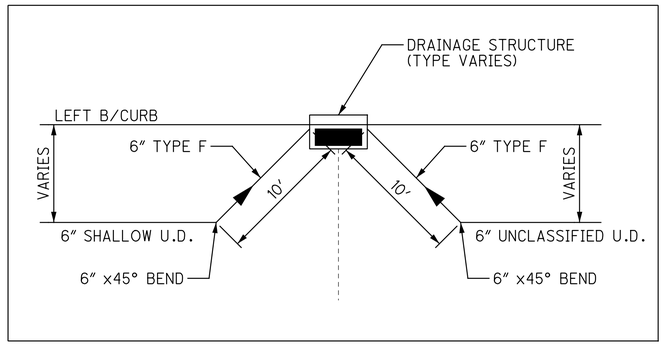
UNDERDRAIN LAYOUT

JEF-43-0.00

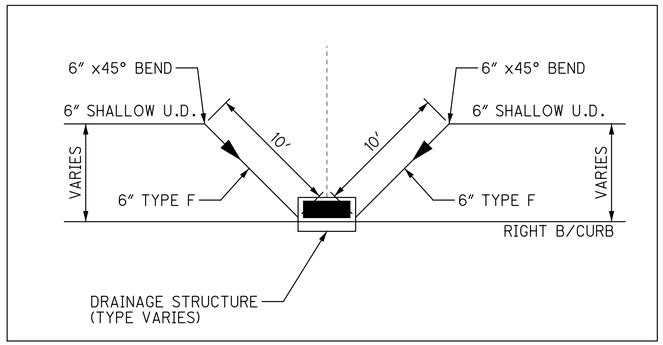
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KELLERMAN



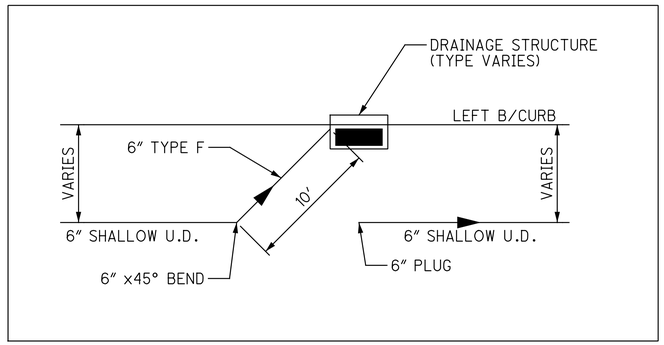
DETAIL A



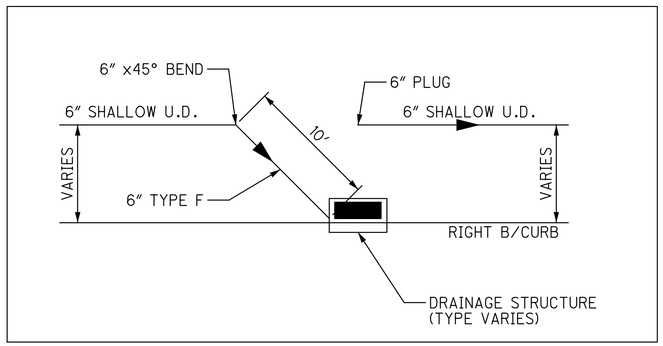
DETAIL D



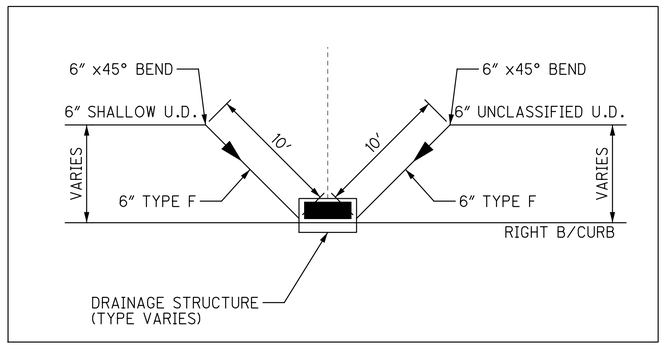
DETAIL B



DETAIL E



DETAIL C



DETAIL F

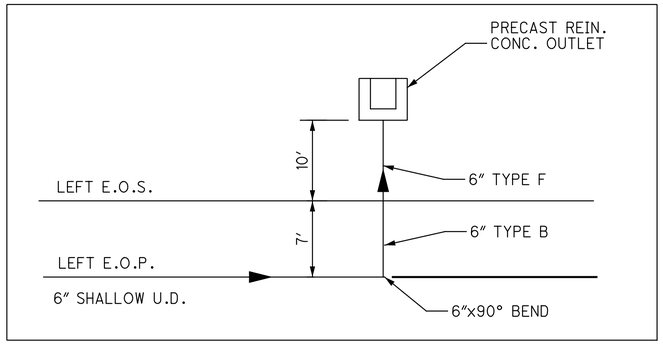
UNDERDRAIN DETAILS

CALCULATED MVJ
CHECKED CWL

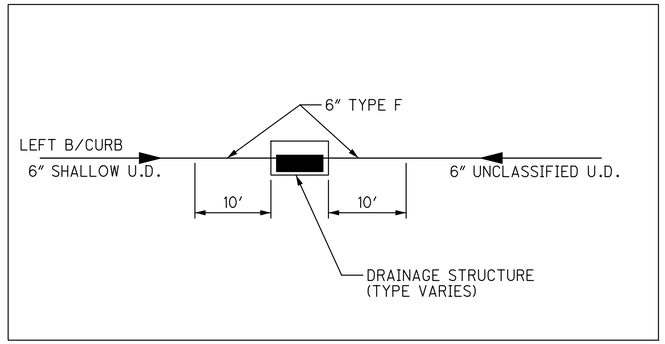
JEF-43-0.00

RECORD DRAWING
12/23/11

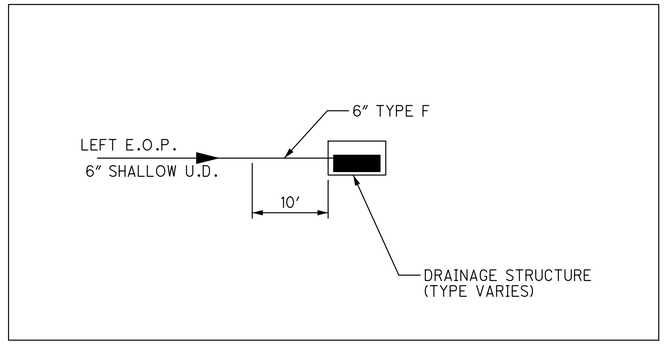
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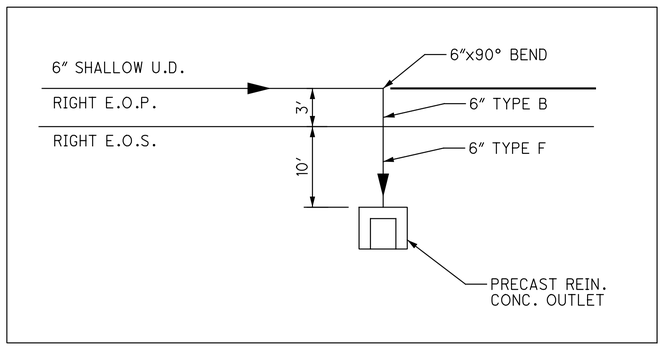
DETAIL G



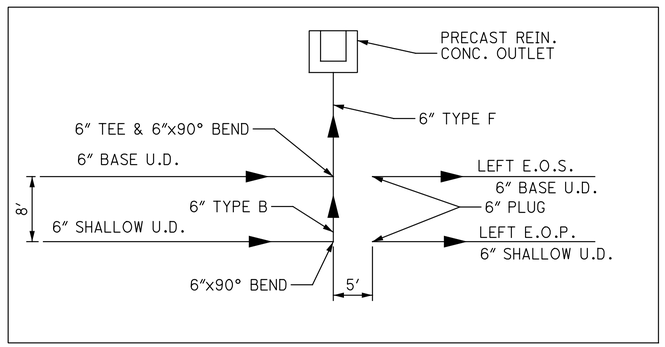
DETAIL J



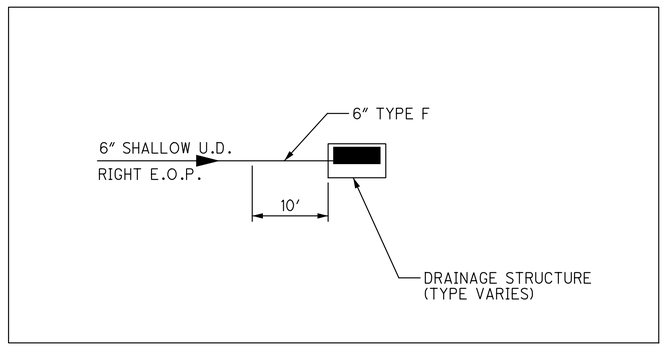
DETAIL M



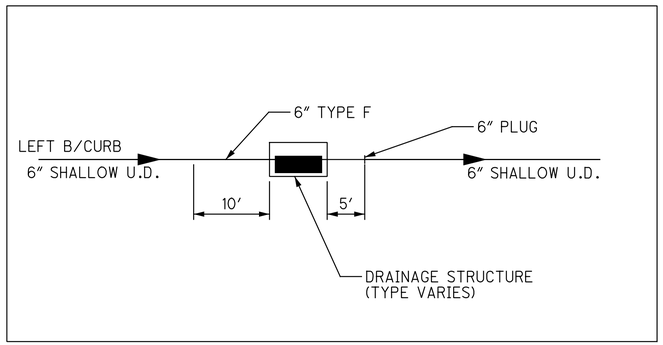
DETAIL H



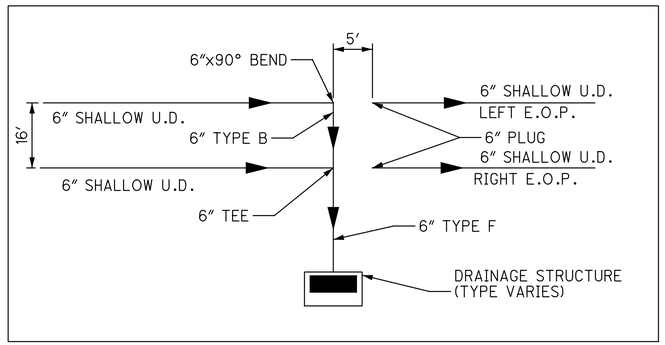
DETAIL K



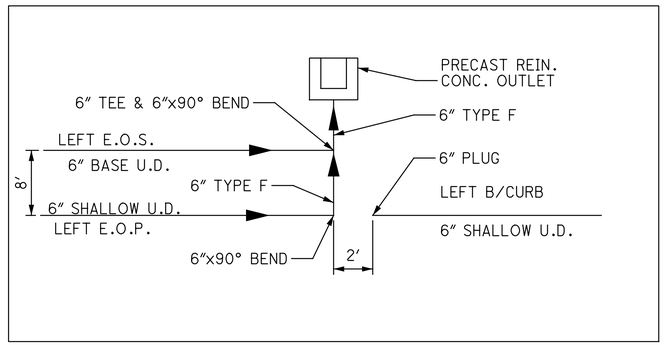
DETAIL N



DETAIL I



DETAIL L



DETAIL O

LEGEND
E.O.P. - EDGE OF PAVEMENT
E.O.S. - EDGE OF SHOULDER

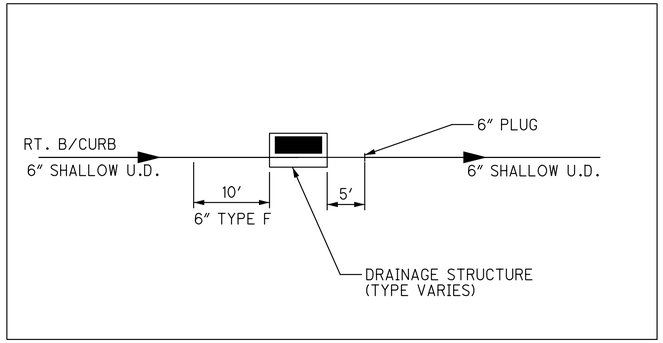
RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

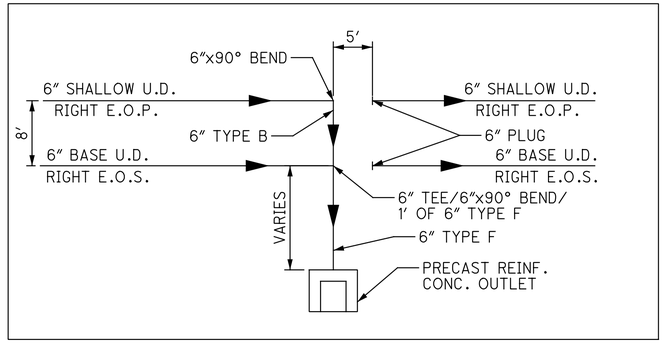
UNDERDRAIN DETAILS

JEF-43-0.00

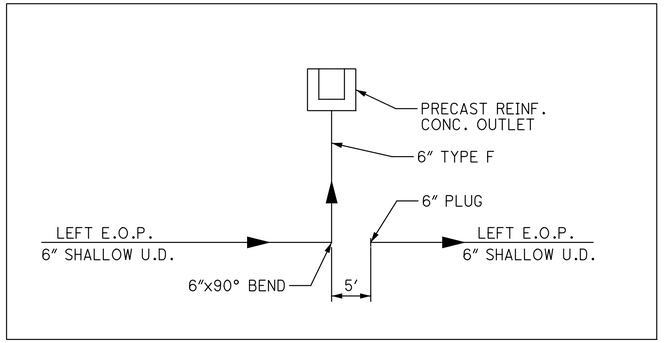
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1/16/2012
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HELLERMAN



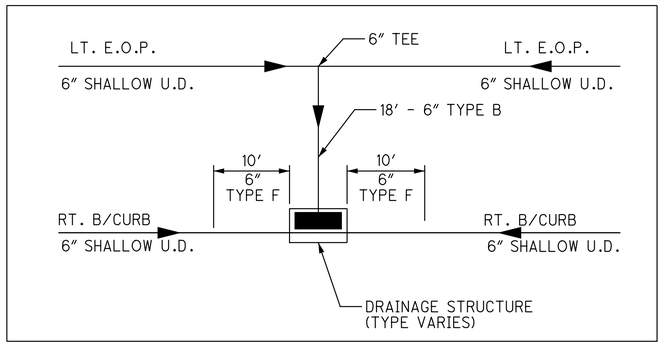
DETAIL P



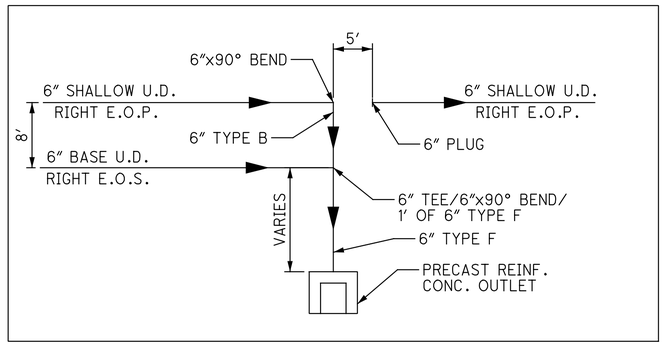
DETAIL S



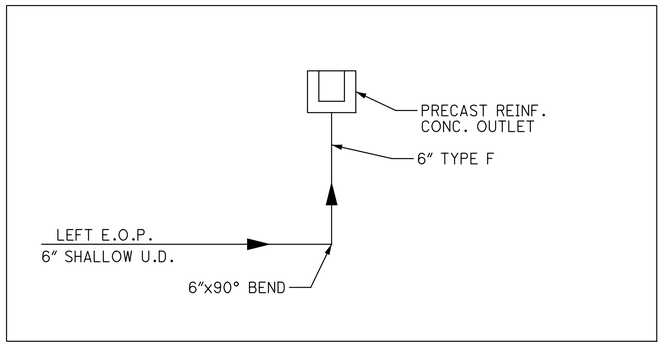
DETAIL V



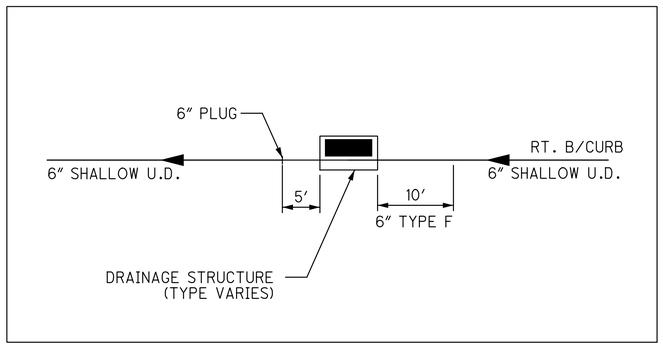
DETAIL Q



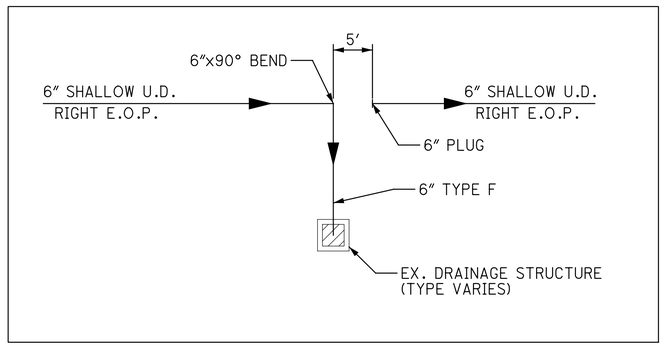
DETAIL T



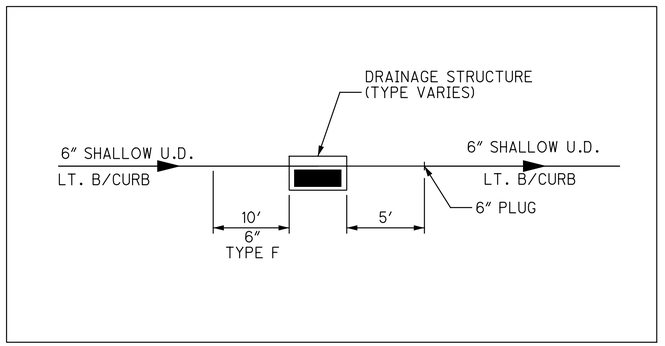
DETAIL W



DETAIL R



DETAIL U



DETAIL X

LEGEND
E.O.P. - EDGE OF PAVEMENT
E.O.S. - EDGE OF SHOULDER

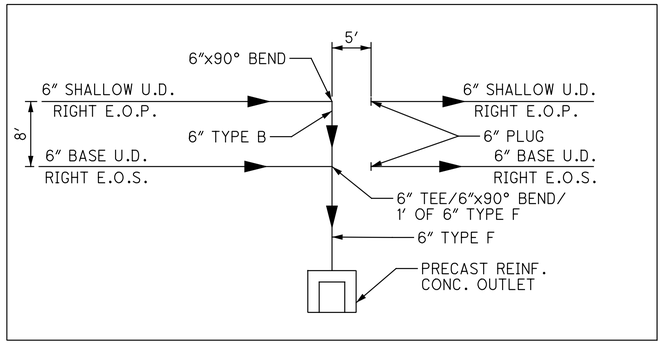
RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

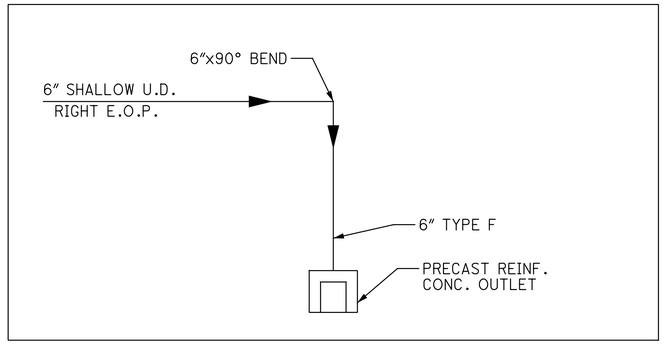
UNDERDRAIN DETAILS

JEF-43-0.00

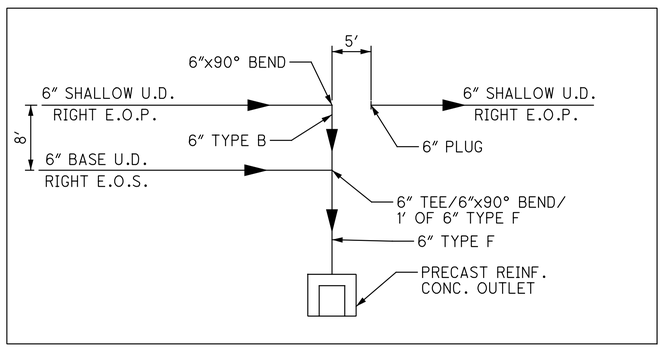
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AELLERMAN



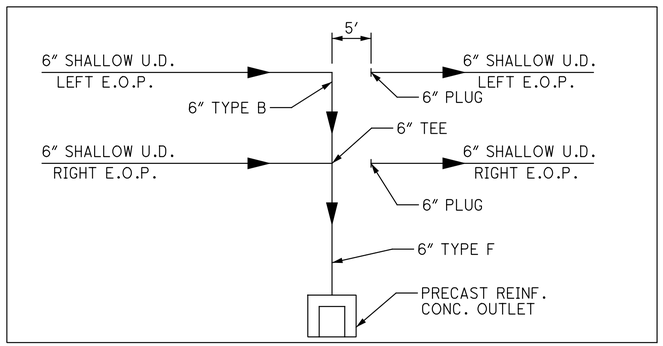
DETAIL Y



DETAIL BB



DETAIL Z



DETAIL AA

LEGEND
E.O.P. - EDGE OF PAVEMENT
E.O.S. - EDGE OF SHOULDER

RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

UNDERDRAIN DETAILS

JEF-43-0.00

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1/16/2012
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UNDERDRAIN ESTIMATED QUANTITIES

CALCULATED MVJ
CHECKED CWL

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	OUTLET DETAIL	UNDERDRAIN ELEVATION FROM	UNDERDRAIN ELEVATION TO	OUTLET DITCH OR DRAINAGE STRUCTURE	603 6" CONDUIT, TYPE B FT.	603 6" CONDUIT, TYPE F FT.	603 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET FT.	604 PRECAST REINFORCED CONCRETE OUTLET EACH	605 6" BASE PIPE UNDERDRAIN W/ FABRIC WRAP FT.	605 6" SHALLOW PIPE UNDERDRAIN W/ FABRIC WRAP FT.	605 6" UNCLASSIFIED PIPE UNDERDRAIN W/ FABRIC WRAP FT.	BENDS & BRANCHES - FOR INFORMATION ONLY: 6" X 6" TEE EACH	6" X 45° BEND EACH	6" X 90° BEND EACH	6" X 6" CROSS EACH	6" X 6" WYE EACH	6" PLUG EACH	DEPTH IN.
U-1	268	10+58.00 (7th.)	8+35.00	LT.	A			DJ-6		10	10			535			1				1	30"
U-2	268	3+03.76	8+35.00	RT.	B			DJ-9		20	10			507			1				1	30"
U-3	268	8+35.00	10+25.00 (5th.)	LT.	A		706.46	DJ-6		20	10			322			1					30"
U-3	268	10+25.00 (5th.)	10+80.00 (5th.)	LT.		718.35									55						1	VARIES
U-4	268	8+35.00	9+46.00 (5th.)	RT.	B			DJ-9		20	10			367			1				1	30"
U-5	268	858+72.35	2+51.59	LT.	D			DJ-1			10			21			1					30"
U-6	268	2+51.59	10+58.00 (7th.)	LT.	D	738.18	737.86	DJ-1			10				31		1				1	VARIES
U-7	268	858+72.35	2+57.54	RT.	B			DJ-2			10			26			1					30"
U-8	268	9+41.50 (7th.)	2+57.54	LT.	B			DJ-2			10			30			1				1	30"
U-9	268	9+41.50 (7th.)	3+03.76	RT.	C			DJ-11			10			11			1				1	30"
U-10	268	9+27.00 (5th.)	9+41.34 (5th.)	LT.	E			DJ-12			10			5			1				1	30"
U-11	268	9+27.00 (5th.)	12+34.12	RT.	F			DJ-13			10			30			1				1	30"
U-12	268	10+80.00 (5th.)	12+34.12	L-R	F	717.78	717.70	DJ-13	46		10				128		1	2			1	VARIES
TOTALS CARRIED TO DRAINAGE SUB-SUMMARY									46	70	120			1854	214							

RECORD DRAWING
12/23/11

JEF-43-0.00

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1/16/2012
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HELLERMAN

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	OUTLET DETAIL	UNDERDRAIN ELEVATION FROM	UNDERDRAIN ELEVATION TO	OUTLET DITCH OR DRAINAGE STRUCTURE	601 TIED CONCRETE BLOCK MAT, TYPE 1	603 6" CONDUIT, TYPE B	603 6" CONDUIT, TYPE F	603 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	604 PRECAST REINFORCED CONCRETE OUTLET	605 6" BASE PIPE UNDERDRAIN W/ FABRIC WRAP	605 6" SHALLOW PIPE UNDERDRAIN W/ FABRIC WRAP	605 6" UNCLASSIFIED PIPE UNDERDRAIN W/ FABRIC WRAP	BENDS & BRANCHES - FOR INFORMATION ONLY: 6" X 6" TEE	6" X 45° BEND	6" X 90° BEND	6" X 6" CROSS	6" PLUG	DEPTH
									SQ. YD.	FT.	FT.	FT.	EACH	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH	IN.
265	U-13	825+32.77	828+87.00	LT.	J			DJ-20				10			344						1	30"
265	U-14	0+80.98 STEELE AVE	828+87.00	LT.	J	988.20	988.05	DJ-20				10				31					1	VARIES
265	U-15	0+80.98 STEELE AVE	831+42.80	LT.	I			DJ-19			10	10			196						1	30"
265	U-16	831+45.00	835+00.00	LT.	I			DJ-21				10			345						1	30"
265	U-17	835+05.00	1840+00.53 LINE A	LT.	I			DJ-22				10			485						1	30"
266	U-18	1840+05.00 LINE A	1841+75.34 LINE A	LT.	I			DJ-23			10	10			150						1	30"
266	U-19	1841+80.00 LINE A	1846+50.00 LINE A	LT.	G			P.R.C.O.	1.78	7	10	10	1		460				1		1	30"
266	U-20	1840+36.00 LINE A	1846+36.00 LINE A	RT.	H			P.R.C.O.	1.78	3	30	10	1		560				1		1	30"
267	U-21	851+05.00	853+98.59	LT.	I			DJ-17				10			284						1	30"
267	U-22	854+03.00	855+50.00	LT.	J			DJ-16			10	10			127						1	30"
266	U-23	1849+15.00 LINE A	1851+03.00 LINE A	LT.	G			P.R.C.O.	1.78	7	10	15	1		178				1			30"
267	U-24	3854+72.52 LINE F	3855+70.70 LINE F	RT.	J			DJ-16			10				89						1	30"
267	U-24	3855+70.70 LINE F	855+50.00	LT.	J	759.74	759.00	DJ-16				10				11						VARIES
266	U-25	1849+08.00 LINE A	1850+92.00 LINE A	RT.	H			P.R.C.O.	1.78	3		10	1		183				1		1	30"
267	U-26	856+55.00	2+51.59	LT.	J			DJ-1				10			238						1	30"
266	U-27	1852+96.00 LINE A	1859+00.00 LINE A	LT.	L			U-28		19	20				584				1		1	30"
266	U-28	1852+83.00 LINE A	1859+00.00 LINE A	RT.	L			EX. C.B.			20	10			597		1				1	30"
266	U-29	1859+05.00 LINE A	1861+25.00 LINE A	LT.	M			EX. INLET				10			210						1	30"
266	U-30	1859+05.00 LINE A	1860+84.50 LINE A	RT.	N			DJ-24			10				170						1	30"
266	U-31	840+40.00	846+00.00	LT.	K			P.R.C.O.				16	1	560			1		1		1	18"
265-266	U-32	838+60.00	846+00.00	LT.	K			U-31		8					740				1		1	30"
266	U-33	846+05.00	848+10.00	LT.	O			P.R.C.O.				17	1	205			1		1		1	18"
266-267	U-34	848+12.00	851+00.00	LT.	I			DJ-18				10			278						1	30"
267	U-35	3854+78.04 LINE F	3856+50.00 LINE F	LT.	I			DJ-15			10	10			153						1	30"
266	U-36	846+05.00	848+10.00	LT.	O			U-33		8					205				1		1	30"
161	PRJ-1	1846+51 LINE A		LT.-RT.											44							
162	PRJ-2	1849+14 LINE A		LT.-RT.											30							
162	PRJ-3	1851+03 LINE A		LT.-RT.											36							
162	PRJ-4	1852+96 LINE A		LT.-RT.											36							
		P.R.C.O. - PRECAST REINFORCED CONCRETE OUTLET																				
TOTALS CARRIED TO DRAINAGE SUB-SUMMARY									7	55	150	218	6	765	6722	42						

CALCULATED MVJ
CHECKED CWL

UNDERDRAIN ESTIMATED QUANTITIES

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RECORD DRAWING
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UNDERDRAIN ESTIMATED QUANTITIES

CALCULATED MVJ
CHECKED CWL

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	OUTLET DETAIL	UNDERDRAIN ELEVATION FROM	UNDERDRAIN ELEVATION TO	OUTLET DITCH OR DRAINAGE STRUCTURE	601 TIED CONCRETE BLOCK MAT, TYPE 1	603 6" CONDUIT, TYPE B	603 6" CONDUIT, TYPE F	603 6" CONDUIT, TYPE F, FOR UNDERDRAIN OUTLET	604 PRECAST REINFORCED CONCRETE OUTLET	605 6" BASE PIPE UNDERDRAIN W/ FABRIC WRAP	605 6" SHALLOW PIPE UNDERDRAIN W/ FABRIC WRAP		BENDS & BRANCHES - FOR INFORMATION ONLY: 6" X 6" TEE	6" X 45° BEND	6" X 90° BEND	6" X 6" CROSS	6" PLUG	DEPTH
									SQ. YD.	FT.	FT.	FT.	EACH	FT.	FT.		EACH	EACH	EACH	EACH	EACH	IN.
		LINE D																				
265	U-37	825+32.77 S.R. 43	5+50.00	RT.	P			DJ-29			10	10			398						1	30
265	U-38	5+55.00	6+01.00	RT.	Q			DJ-30				10			35						1	30
265	U-39	6+01.00	6+25.00	RT.	Q			DJ-30				10			14						1	30
265	U-40	6+30.00	9+59.00	RT.	R			DJ-31				10			319						1	30
	U-41	NOT USED																				
265	U-42	4+83.00	6+01.00	LT.	Q			DJ-30		18	20				98		1				1	30
265	U-43	6+01.00	9+70.88	LT.	Q			U-42			40				330						1	30
		S.R. 43																				
265	U-44	828+84.40	833+75.00	RT.	S			P.R.C.O.	1.78	8	40	15	1		451				1		1	30
265	U-45	828+84.40	833+75.00	RT.	S			U-44			51			441			1		1		1	18
265	U-46	833+80.00	838+50.00	RT.	S			U-47			1			470			1		1		1	18
265	U-47	833+80.00	838+50.00	RT.	S			P.R.C.O.	1.78	8		15	1		470				1		1	30
265-266	U-48	838+55.00	2843+16.72 LINE B	RT.	T			U-49			1		1	467			1		1		1	18
265-266	U-49	838+55.00	2843+16.72 LINE B	RT.	T			P.R.C.O.	1.78	8		15			467				1		1	30
		LINE B																				
266	U-50	2843+21.00	2846+98.00	LT.	AA			U-51		16					377				1		1	30
266	U-51	2843+21.00	2846+98.00	RT.	AA			P.R.C.O.		3		35	1		377		1				1	30
266	U-52	2847+03.00	2849+23.68	LT.	V			P.R.C.O.		3	20	16	1		201				1		1	30
266	U-53	2847+03.00	2849+25.00	RT.	U			EX. C.B.		3	20	16			202				1		1	30
266	U-54	2849+28.00	2851+99.50	LT.	X			PROP. C.B.				10			262						1	30
266	U-55	2849+30.00	2851+99.50	RT.	P			PROP. C.B.				10			260						1	30
	U-56	NOT USED																				
	U-57	NOT USED																				
		S.R. 43																				
266	U-58	843+18.47	847+50.00	RT.	Y			P.R.C.O.		8		30	1		432				1		1	30
266	U-59	843+18.47	847+50.00	RT.	Y			U-58			1			432			1		1		1	18
266-267	U-60	847+55.00	852+00.00	RT.	S			P.R.C.O.	1.78	8	10	15	1		435				1		1	30
266-267	U-61	847+55.00	852+00.00	RT.	S			U-60			11			435			1		1		1	18
267	U-62	852+05.00	855+75.00	RT.	Z			P.R.C.O.		8	10	24	1		360				1		1	30
267	U-63	852+05.00	855+75.00	RT.	Z			U-62			11			360			1		1		1	18
267	U-64	855+80.00	858+72.35	RT.	-			U-7							292						1	30
TOTALS CARRIED TO DRAINAGE SUB-SUMMARY									7	91	246	241	8	2605	5780							

P.R.C.O. - PRECAST REINFORCED CONCRETE OUTLET

RECORD DRAWING
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DJ-1
STA. 2+51.59; 27.13' LT.
INLET ADJUSTED TO GRADE
PROP. WINDOW = 743.27
EXIST. WINDOW = 743.03
EXIST. 12" INV. (SE) = 736.86
UD 6" INV. (E) = 737.86

DJ-2
STA. 2+57.54; 27.55' RT.
INLET ADJUSTED TO GRADE
PROP. WINDOW = 743.08
EXIST. WINDOW = 743.35
EXIST. 12" INV. (SE) = 737.55
EXIST. 15" INV. (N) = 737.30
UD 6" INV. (E) = 739.08

DJ-3
STA. 6+98.36; 7.16' RT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 713.07
EXIST. T/C = 713.16
EXIST. 54" INV. (W) = 704.47
EXIST. 66" INV. (E) = 703.47

DJ - 4
STA. 8+35.56; 3.12' RT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP T/C = 709.35
EXIST. T/C = 709.35
EXIST. 12" INV. (NE) = 703.90
EXIST. 30"X19"HE INV. (SW) = 703.51
EXIST. 66" INV. (W) = 699.95
EXIST. 72" INV. (E) = 699.70

DJ - 5
STA. 8+10.78; 23.00' LT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.99
EXIST. GRATE = 708.85
EXIST. 12" INV. (E) = 706.78

DJ - 6
STA. 8+35.66; 23.00' LT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.87
EXIST. GRATE = 708.68
EXIST. 12" INV. (NW) = 706.46
EXIST. 12" INV. (SE) = 706.41
EXIST. 12" INV. (S) = 706.21
UD 6" INV. (W) = 706.46
UD 6" INV. (E) = 706.46

DJ - 7
STA. 8+59.91; 23.00' LT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.99
EXIST. GRATE = 708.85
EXIST. 12" INV. (W) = 706.87

DJ - 8
STA. 8+10.61; 23.00' RT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 709.01
EXIST. GRATE = 708.95
EXIST. 12" INV. (E) = 706.18

DJ - 9
STA. 8+34.83; 23.00' RT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.87
EXIST. GRATE = 708.71
EXIST. 12" INV. (NW) = 705.61
EXIST. 12" INV. (SE) = 705.81
EXIST. 18" INV. (SW) = 705.66
EXIST. 30"x19"HE (N) = 705.11
UD 6" INV. (W) = 705.61
UD 6" INV. (E) = 705.61

DJ - 10
STA. 8+59.92; 23.00' RT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.99
EXIST. GRATE = 708.94
EXIST. 12" INV. (W) = 706.57

DJ-11
STA. 3+03.76; 38.96' RT.
CATCH BASIN, NO. 3
PROP. GRATE = 741.77
EXIST. 12" INV. (NW) = 739.33
UD 6" INV. (W) = 739.83

DJ-12
STA. 9+41.39; 13.10' LT. (N. FIFTH)
INLET ADJUSTED TO GRADE
PROP. WINDOW = 722.88
EXIST. WINDOW = 723.11
EXIST. 12" INV. (NE) = 719.01
UD 6" INV. (E) = 719.51

DJ-13
STA. 12+34.12; 32.42' RT.
INLET ADJUSTED TO GRADE
PROP. WINDOW = 721.98
EXIST. WINDOW = 722.22
EXIST. 12" INV. (SW) = 717.67
EXIST. 15" INV. (N) = 717.62
UD 6" INV. (W) = 717.70

DJ - 14
STA. 2+46.76; 11.80' RT.
JUNCTION CHAMBER RECONSTRUCTED TO GRADE, AS PER PLAN
PROP. T/C = 743.91
EXIST. T/C = 743.75
EXIST. 15" INV. (S) = 736.11
EXIST. 54" INV. (NW & SE) = 729.75
EXIST. 12" INV. (N) = 736.31

SJ - 1
STA. 4+05.05; 3.64' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 735.94
EXIST. T/C = 735.94
EXIST. 15" INV. (SE) = 729.56
EXIST. 36" INV. (W) = 730.41

SJ - 2
STA. 11+00.83; 4.11' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 720.28
EXIST. T/C = 720.20
EXIST. 12" INV. (NW) = 714.71
EXIST. 15" INV. (SW) = 714.86
EXIST. 36" INV. (E) = 714.46

SJ - 3
STA. 10+53.71; 7.23' LT. (N. SEVENTH ST.)
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 741.46
EXIST. T/C = 741.43
EXIST. 12" INV. (N) = 736.27

SJ - 4
STA. 2+93.26; 3.95' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 742.13
EXIST. T/C = 741.99
EXIST. 12" INV. (NW) = 733.59
EXIST. 15" INV. (SW) = 733.74
EXIST. 36" INV. (SE) = 733.19

SJ - 5
STA. 12+16.42; 4.08' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 722.50
EXIST. T/C = 722.64
EXIST. 15" INV. (S) = 717.22
EXIST. 36" INV. (SE) = 712.64
EXIST. 36" INV. (NW) = 712.59

RECORD DRAWING
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CALCULATED MVJ
CHECKED CWL

DRAINAGE STRUCTURE DATA

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DJ - 15
STA. 856+52.94; 36.75' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 757.50
EXIST. WINDOW = 757.35
EXIST. 12" INV. (N) = 752.80
EXIST. 15" INV. (SE) = 750.25
EXIST. 15" INV. (NW) = 750.55

DJ - 16
STA. 855+50.28; 35.71' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 765.18
EXIST. WINDOW = 765.90
EXIST. 15" INV. (E) = 757.65

DJ - 17
STA. 853+98.59; 32.90' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 779.09
EXIST. WINDOW = 779.46
EXIST. 12" INV. (N) = 773.85

DJ - 18
STA. 851+00.24; 32.49' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 805.90
EXIST. WINDOW = 806.12
EXIST. 12" INV. (S) = 800.37
EXIST. 12" INV. (N) = 800.32

DJ - 19
STA. 831+42.80; 44.68' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 980.77
EXIST. WINDOW = 981.27
EXIST. 24" INV. (NE) = 975.52

DJ - 20
STA. 828+88.62; 42.06' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 994.30
EXIST. WINDOW = 994.78
EXIST. 18" INV. (NE & SW) = 984.00
EXIST. 48" INV. (NW & E) = 981.93

DJ - 21
STA. 835+00.37; 44.81' LT. ℄ S.R. 43
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 949.44
EXIST. WINDOW = 949.94
EXIST. 12" INV. (NE) = 944.39

DJ - 22
STA. 1840+00.53; 3.77' LT. ℄ LINE A
INLET ADJUSTED TO GRADE,AS PER PLAN
PROP. WINDOW = 903.19
EXIST. WINDOW = 909.77
EXIST. 48" INV. (NW & SE) = 893.57
EXIST. 15" INV. (NE) = 896.67
EXIST. 12" INV. (S) = 896.67

DJ - 23
STA. 1841+75.34; 3.77' LT. ℄ LINE A
INLET ADJUSTED TO GRADE, AS PER PLAN
PROP. WINDOW = 887.31
EXIST. WINDOW = 887.64
EXIST. 12" INV. (SW) = 881.79

DJ - 24
(NOT USED)

DJ - 6
STA. 8+35.66; 23.00' LT.
CATCH BASIN ADJUSTED TO GRADE
PROP. GRATE = 708.87
EXIST. GRATE = 708.68
EXIST. 12" INV. (NW) = 706.46
EXIST. 12" INV. (SE) = 706.41
EXIST. 12" INV. (S) = 706.21
UD 6" INV. (W) = 706.46
UD 6" INV. (E) = 706.46

SJ - 7
STA. 856+50.09; 24.21' LT. ℄ S.R. 43
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 757.29
EXIST. T/C = 757.20
EXIST. 30" INV. (NW) = 747.40
EXIST. 42" INV. (SE) = 747.15

SJ - 8
STA. 3855+66.12; 11.11' LT. ℄ LINE F
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 763.77
EXIST. T/C = 763.73
EXIST. 30" INV. (NW & SE) = 753.68
EXIST. 12" INV. (NE) = 754.53

SJ - 9
STA. 827+83.66; 14.22' LT. ℄ S.R. 43
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 997.39
EXIST. T/C = 997.54
EXIST. 36" INV. (NW) = 985.29
EXIST. 42" INV. (SW) = 985.29
EXIST. 48" INV. (SE) = 985.29

SJ - 10
STA. 827+80.75; 4.68' LT. ℄ S.R. 43
JUNCTION CHAMBER RECONSTRUCTED TO GRADE, AS PER PLAN
PROP. T/C = 997.62
EXIST. T/C = 997.79
EXIST. 36" INV. (NW) = 986.29
EXIST. 42" INV. (NE) = 986.09
EXIST. 10" INV. (SE) = 987.00

SJ - 11
STA. 825+35.01; 2.40' RT. ℄ S.R. 43
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
PROP. T/C = 1003.87
EXIST. T/C = 1004.01
EXIST. 36" INV. (SE) = 992.96
EXIST. 36" INV. (NW) = 992.96

RECORD DRAWING
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CALCULATED MVJ
CHECKED CWL

DRAINAGE STRUCTURE DATA

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SJ-12
STA. 829+70.44; 30.46' RT., ℄ S.R. 43
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. GRATE = 991.22
PROP. GRATE = 991.25
EXIST. 15" INV. (N) = 977.02
EXIST. 15" INV. (SE) = 976.72
EXIST. 10" INV. (NE) = 977.02
EXIST. 8" INV. (SW) = 977.77

DJ-25
STA. 848+13.10; 3.22' RT., ℄ S.R. 43
INLET NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A
PROP WINDOW = 832.18
EXIST. 24" INV. (N) = 826.20
EXIST. 24" INV. (SW) = 826.20

DJ-26
STA. 851+00.20; 1.00' RT., ℄ S.R. 43
INLET, NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN
PROP WINDOW = 806.34
EXIST. 12" INV. (N) = 801.14

DJ-27
STA. 2851+99.51; 19.00 LT., ℄ LINE B
CATCH BASIN NO. 3A, AS PER PLAN
EXIST. GRATE = 793.37
PROP. GRATE = 793.54
EXIST. 12" INV. (NE) = 789.92
EXIST. 12" INV. (SW) = 789.92

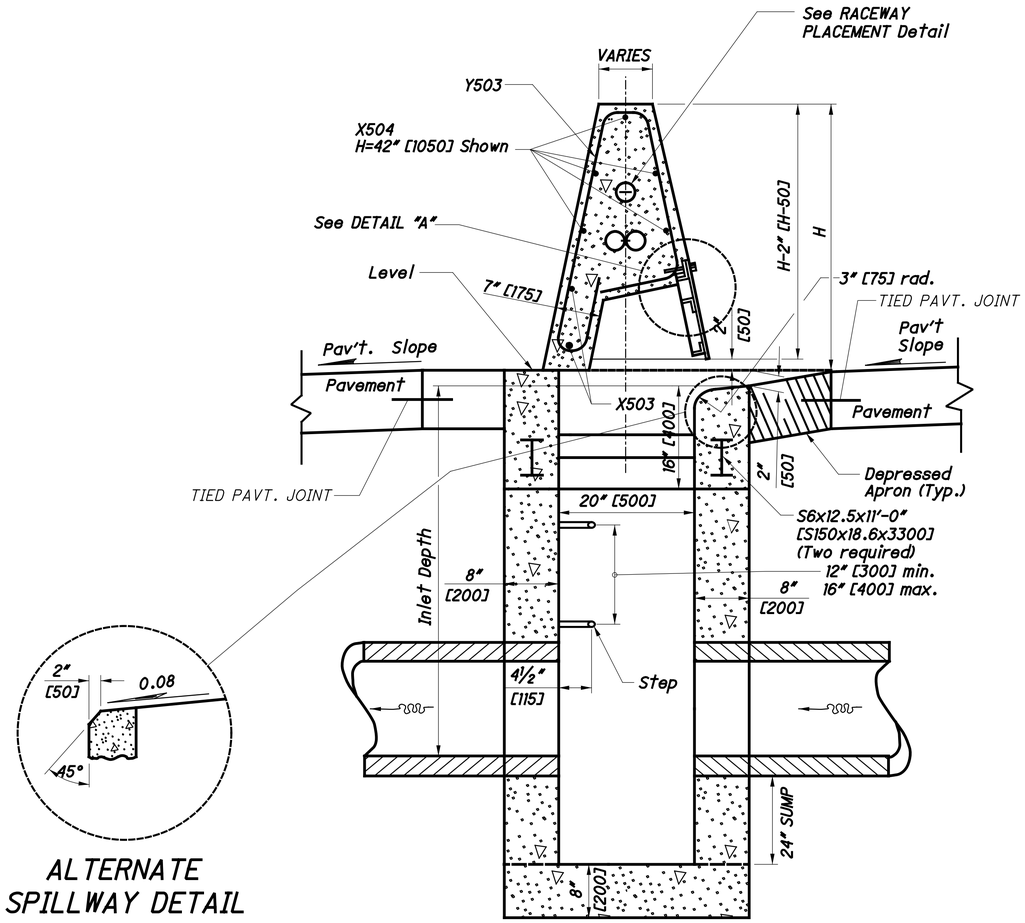
DJ-28
STA. 2851+99.85; 6.00' RT., ℄ LINE B
CATCH BASIN NO. 3A, AS PER PLAN
EXIST. GRATE = 793.63
PROP. GRATE = 793.77
EXIST. 12" INV. (NE) = 790.38
EXIST. 12" INV. (SW) = 790.38

DJ-29
STA. 5+50.49; 0.50' RT., ℄ LINE D
CATCH BASIN, ADJUSTED TO GRADE
EXIST. GRATE = 991.96
PROP. GRATE = 992.10
EXIST. 18" INV. (N) = 987.56
EXIST. 15" INV. (SE) = 988.46
EXIST. 12" INV. (SW) = 866.86

DJ-30
STA. 6+01.12; 0.50' RT., ℄ LINE D
CATCH BASIN, ADJUSTED TO GRADE
EXIST. GRATE = 991.88
PROP. GRATE = 991.87
EXIST. 12" INV. (NW) = 988.61
EXIST. 12" INV. (SE) = 988.61

DJ-31
STA. 6+30.14; 0.50' RT., ℄ LINE D
CATCH BASIN, ADJUSTED TO GRADE
EXIST. GRATE = 992.06
PROP. GRATE = 992.03
EXIST. 12" INV. (NW) = 988.90

DJ-32
STA. 9+64.09; 0.50' RT., ℄ LINE D
CATCH BASIN, ADJUSTED TO GRADE
EXIST. GRATE = 1006.97
PROP. GRATE = 1007.00
EXIST. 15" INV. (NE) = 1003.42
EXIST. 15" INV. (W) = 1003.47



ALTERNATE SPILLWAY DETAIL

INLET NO. 4 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN A

NOTE: FOR ADDITIONAL NOTES, DETAIL REFERENCES AND STEEL BENDING DIAGRAMS SEE ODOT STANDARD CONSTRUCTION DRAWING I-2.4.

RECORD DRAWING
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CALCULATED MVJ
CHECKED CWL

DRAINAGE STRUCTURE DATA

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DJ-33
STA. 13+63.68; 23.00' LT.
INLET, RECONSTRUCTED TO GRADE
EXIST. WINDOW 719.54
PROP. WINDOW 719.54
EXIST. 12" INV. (SW) = 716.17 (PLUG)
PROP. 12" INV. (S) = 716.17

DJ-34
STA. 13+90.98; 17.00' RT.
ODOT MANHOLE NO. 3
T/C - 719.95
PROP. 12" INV. (N) = 713.77
PROP. 15" INV. (NW) = 717.16
PROP. 15" INV. (SE) = 712.27
PROP. 15" INV. (SW) = 712.50
PROP. 15" INV. (SE) = 712.50

DJ-36
STA. 14+17.29; 23.00' RT.
ODOT INLET 2A-12, AS PER PLAN
WINDOW - 718.88
PROP. 15" INV. (N) = 715.91

DJ-37
STA. 15+44.02; 17.00' RT.
ODOT MANHOLE NO. 3
T/C - 717.81
PROP. 18" INV. (NE) = 705.25
PROP. 15" INV. (NW) = 706.21
PROP. 15" INV. (SE) = 705.50

DJ-38
STA. 15+50.39; 12.17' RT.
MANHOLE, RECONSTRUCTED TO GRADE,
AS PER PLAN
EXIST. T/C - 717.72
PROP. T/C - 717.72
PROP. 18" INV. (SW) = 705.17
EXIST. 72" INV. (NW) = 696±
EXIST. 72" INV. (SE) = 692±

DJ-39
STA. 15+75.00; 17.00' RT.
ODOT MANHOLE NO. 3
PROP. T/C - 717.37
PROP. 12" INV. (N) = 714.27
PROP. 15" INV. (W) = 705.92
PROP. 15" INV. (S) = 714.69

DJ-40
STA. 15+75.82; 23.00' LT.
INLET, RECONSTRUCTED TO GRADE
EXIST. WINDOW - 717.32
PROP. WINDOW - 717.32
EXIST. 12" INV. (SE) = 713.80 (PLUG)
PROP. 12" INV. (S) = 713.80

DJ-41
STA. 18+10.00; 23.00' RT.
ODOT INLET 2A-6, AS PER PLAN
PROP. WINDOW - 711.83
PROP. 15" INV. (NE & SE) = 704.66

DJ-42
STA. 18+19.99; 17.00' RT.
ODOT MANHOLE NO. 3
PROP. T/C - 711.81
PROP. 15" INV. (SW) = 702.66
PROP. 12" INV. (N) = 707.91
PROP. 15" INV. (SE) = 706.00

DJ-43
STA. 18+13.72; 23.00' LT.
INLET, RECONSTRUCTED TO GRADE
EXIST. WINDOW - 711.49
PROP. WINDOW - 711.49
EXIST. 12" INV. (SE) = 706.71 (PLUG)
PROP. 12" INV. (S) = 706.71

DJ-44
STA. 9+68.80; 9.33' LT.
℄ COURT STREET
ODOT CATCH BASIN, CB NO. 3A,
AS PER PLAN
PROP. T/G - 711.49
EXIST. 12" INV. (SE) = 708.40
EXIST. 15" INV. (NW) = 707.75

DJ-45
STA. 9+67.57; 10.60' RT.
℄ COURT STREET
ODOT CATCH BASIN, CB NO. 3A,
AS PER PLAN
PROP. T/G - 710.98
EXIST. 12" INV. (NW) = 709.03

DJ-46
STA. 20+21.62; 17.00' RT.
ODOT PROP. MANHOLE NO. 3
PROP. T/C - 707.21
PROP. 15" INV. (N) = 701.45
PROP. 15" INV. (NW) = 698.61
PROP. 15" INV. (SE) = 698.61

DJ-47
STA. 20+15.07; 23.00' LT.
ODOT PROP. INLET 2A-8, AS PER PLAN
WINDOW - 706.42
PROP. 15" INV. (S) = 700.59

DJ-48
STA. 20+66.89; 17.00' RT.
ODOT MANHOLE NO. 3
PROP. T/C - 705.95
PROP. 15" INV. (S) = 697.70
PROP. 15" INV. (NW) = 697.70
PROP. 18" INV. (SE) = 699.33

DJ-49
STA. 22+54.33; 23.00' RT.
ODOT INLET 2A-10, AS PER PLAN
WINDOW - 695.32
EXIST. 12" INV. (S) = 690.61
EXIST. 12" INV. (NW) = 690.61
EXIST. 18" INV. (NE) = 690.46 (PLUG)
PROP. 18" INV. (NE) = 690.46

DJ-50
STA. 22+56.17; 23.00' LT.
ODOT INLET 2A-8, AS PER PLAN
WINDOW - 694.78
PROP. 12" INV. (S) = 684.58

DJ-51
STA. 22+60.00; 17.00' RT.
ODOT MANHOLE NO. 3
PROP. T/C - 695.30
PROP. 12" INV. (N) = 671.00
PROP. 18" INV. (NW) = 683.67
PROP. 18" INV. (SW) = 689.67
PROP. 18" INV. (NE) = 683.67

DJ-52
STA. 22+89.19; 13.85' RT.
MANHOLE, RECONSTRUCTED TO GRADE,
AS PER PLAN
EXIST. T/C = 693.44
PROP. T/C = 693.44
EXIST. 12" INV. (SW) = 684.46 (PLUG)
EXIST. 18" INV. (SW) = 686.96
EXIST. 72" INV. (NW) = 666±
EXIST. 72" INV. (SE) = 666±
PROP. 18" INV. (W) = 681.46

DJ-53
STA. 24+33.63; 13.85' RT.
MANHOLE ADJUSTED TO GRADE,
AS PER PLAN
EXIST. T/C = 681.20
PROP. T/C = 681.20
EXIST. 12" INV. (NW) = 674.81
EXIST. 12" INV. (NE) = 671.01
EXIST. 15" INV. (W) = 677.46
EXIST. 24" INV. (N) = 669.91
EXIST. 30" INV. (S) = 668.71
EXIST. 30" INV. (E) = 668.71

DJ-54
STA. 15+75.00; 23.00' RT.
INLET RECONSTRUCTED TO GRADE,
EXIST. WINDOW = 717.60'
PROP. WINDOW = 717.60'
EXIST. 15" INV. (SE) = 711.85'
PROP. 15" INV. (N) = 711.55'
EXIST. 15" INV. (NE) = 711.55'(PLUG)
EXIST. 12" INV. (NW) = 711.70'

SJ-13
STA. 13+94.06; 3.75' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. GRATE = 720.17
PROP. GRATE = 720.17
EXIST. 6" INV. (NE) = 712.71
EXIST. 12" INV. (SE) = 712.66 (PLUG)
EXIST. 12" INV. (NW) = 712.66 (PLUG)
EXIST. 15" INV. (SW) = 710.11 (PLUG)
EXIST. 36" INV. (NW) = 709.66
EXIST. 36" INV. (SE) = 709.56

SJ-14
STA. 16+04.81; 3.56' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. T/C = 717.12
PROP. T/C = 717.12
EXIST. 12" INV. (NW) = 711.35 (PLUG)
EXIST. 15" INV. (SW) = 708.358 (PLUG)
EXIST. 36" INV. (E) = 708.05
EXIST. 36" INV. (W) = 708.15

SJ-15
STA. 18+29.36; 3.84' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. T/C = 712.10
PROP. T/C = 712.10
EXIST. 8" INV. (SW) = 704.29
EXIST. 12" INV. (NW) = 705.09 (PLUG)
EXIST. 15" INV. (SW) = 704.04 (PLUG)
EXIST. 30" INV. (NW) = 601.04
EXIST. 30" INV. (SE) = 601.04

SJ-16
STA. 20+61.80; 4.70' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. T/C = 706.20
PROP. T/C = 706.20
EXIST. 12" INV. (SW) = 696.75
EXIST. 12" INV. (NW) = 699.15 (PLUG)
EXIST. 18" INV. (S) = 699.20 (PLUG)
EXIST. 36" INV. (NW) = 695.55
EXIST. 36" INV. (SE) = 695.55

SJ-17
STA. 22+75.56; 4.70' LT.
MANHOLE ADJUSTED TO GRADE, AS PER PLAN
EXIST. T/C = 694.79
PROP. T/C = 694.79
EXIST. 12" INV. (NW) = 687.12 (PLUG)
EXIST. 36" INV. (NW) = 685.02
EXIST. 36" INV. (SE) = 685.02

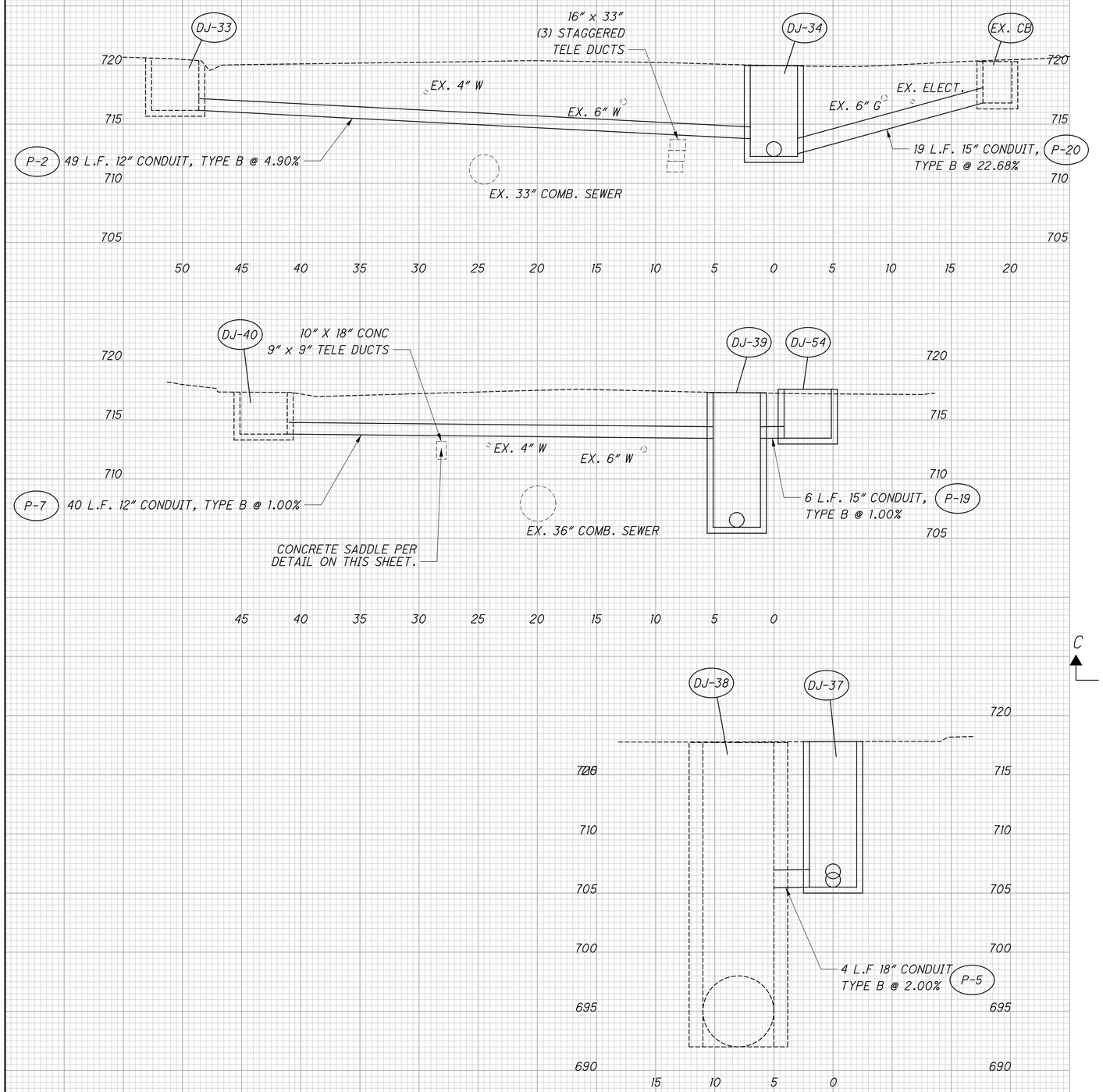
RECORD DRAWING
12/23/11

CALCULATED MVJ
CHECKED CWL

DRAINAGE STRUCTURE DATA

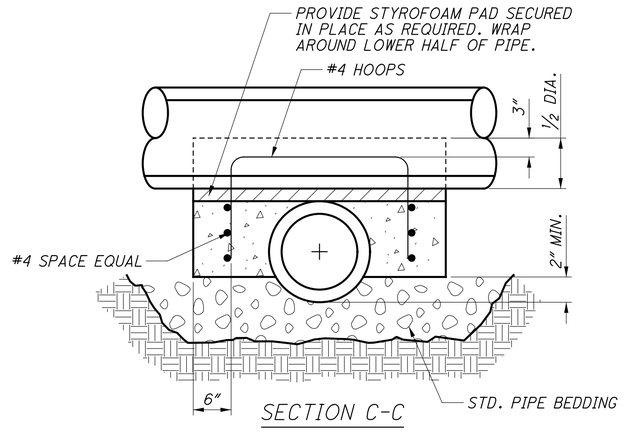
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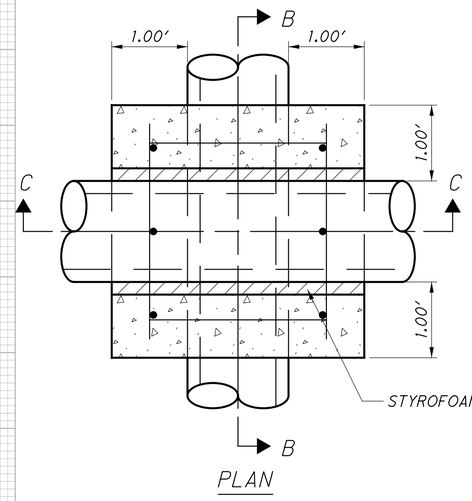


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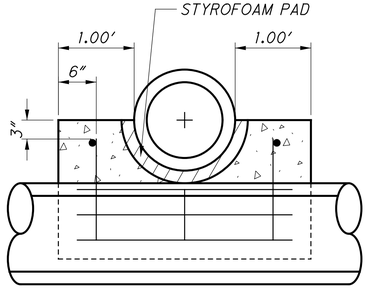
FOR STRUCTURE DATA, SEE SHEET 283.



SECTION C-C



PLAN



SECTION B-B

SADDLE DETAIL

GENERAL NOTES:

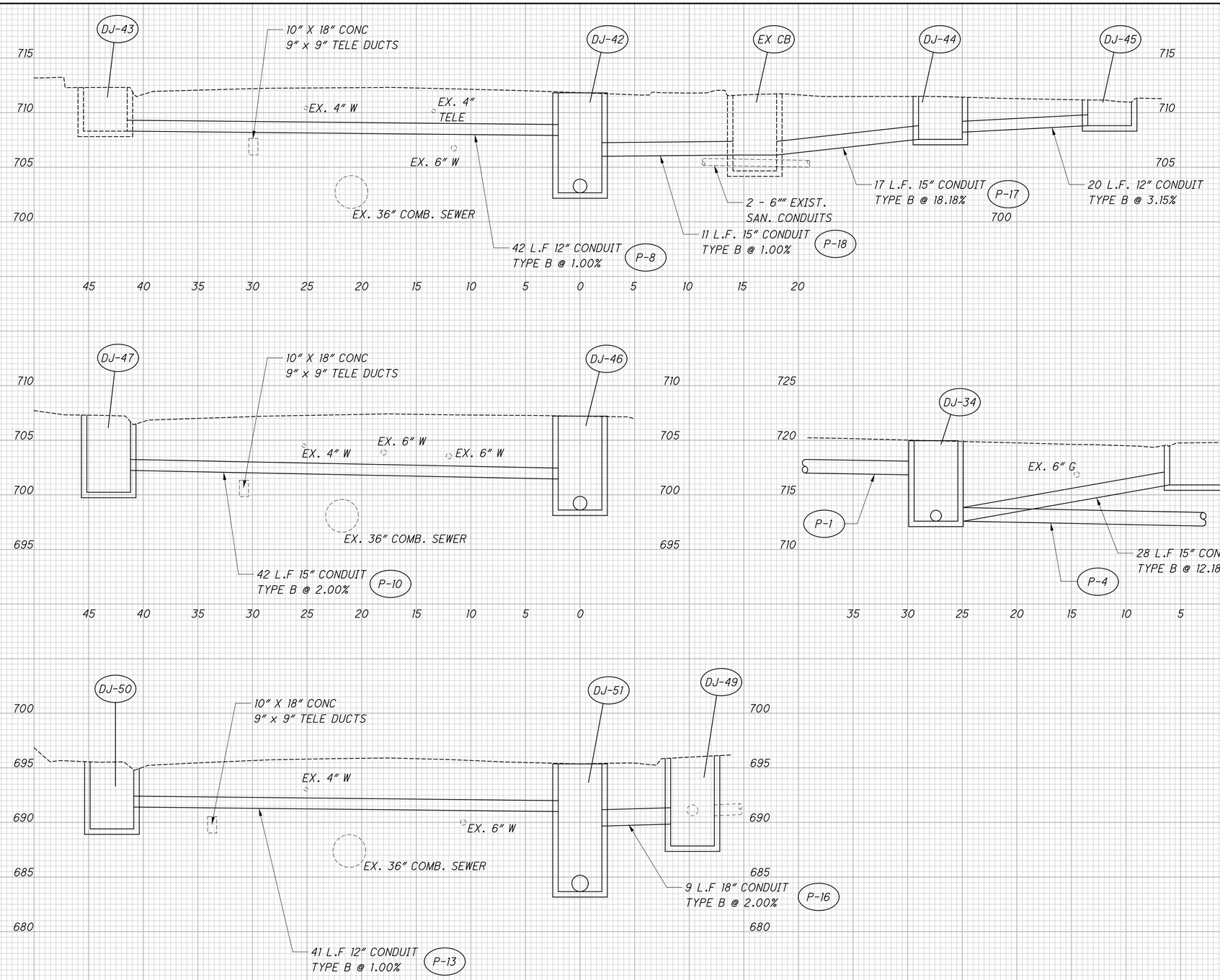
1. ALL CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE.
2. END ALL REINFORCING 3" CLEAR OF GROUND, FORMS OR TOP SURFACE.
3. TROWEL FINISH TOP SURFACE OF SADDLE.
4. REINFORCING SHALL BE #4 VERTICAL & HORIZONTAL BARS AS SHOWN.
5. COST OF SADDLE WILL BE PAID FOR AS PART OF PERTINENT 603 ITEM.

CALCULATED RW
CHECKED MVJ

STORM SEWER PROFILES (P-2, P-5, P-7, P-20)

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RECORD DRAWING
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FOR STRUCTURE DATA, SEE SHEET 283.

CALCULATED RW
CHECKED MVJ

STORM SEWER PROFILES
(P-8, P-10, P-13, P-15, P-16)

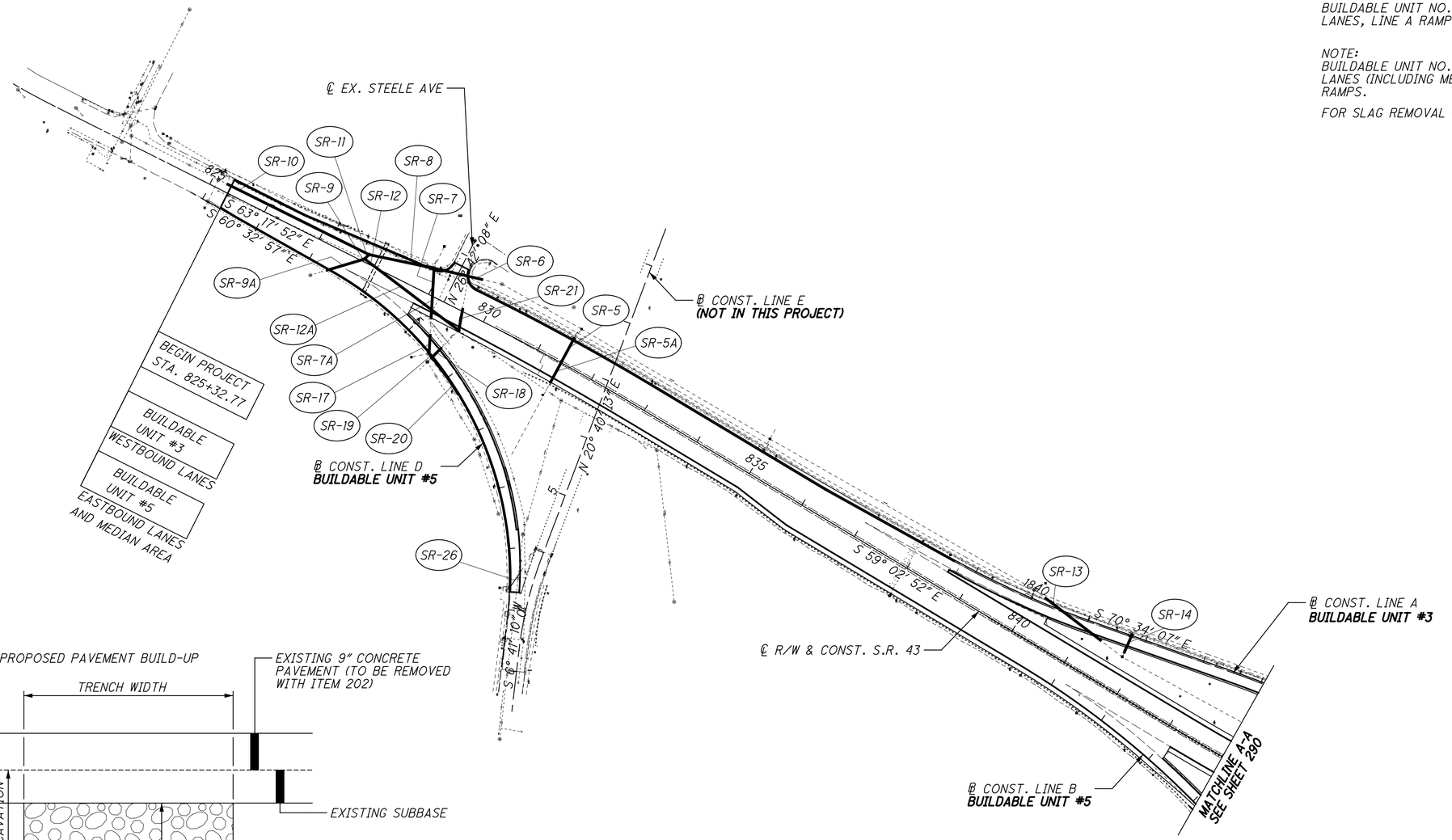
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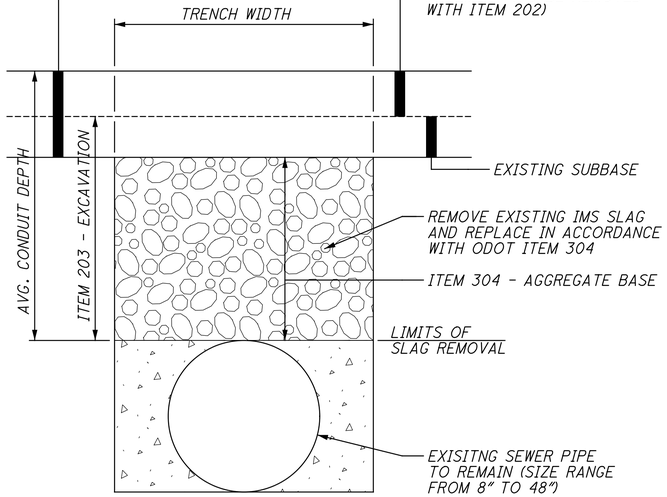
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NOTE:
BUILDABLE UNIT NO. 3 INCLUDES WESTBOUND S.R. 43 LANES, LINE A RAMP AND LINE F SPUR.

NOTE:
BUILDABLE UNIT NO. 5 INCLUDES EASTBOUND S.R. 43 LANES (INCLUDING MEDIAN AREA), LINE B AND LINE D RAMPS.

FOR SLAG REMOVAL QUANTITIES, SEE SHEET 291.





THE WORK, METHOD OF CONSTRUCTION AND MATERIALS FOR AGGREGATE BACKFILL INCLUDING EXCAVATION SHALL CONFORM TO ODOT ITEM 304.

IMS SLAG REMOVAL TRENCH DETAIL

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED ATR
CHECKED MVJ

IMS SLAG REMOVAL PLAN

JEF-43-0.00

289
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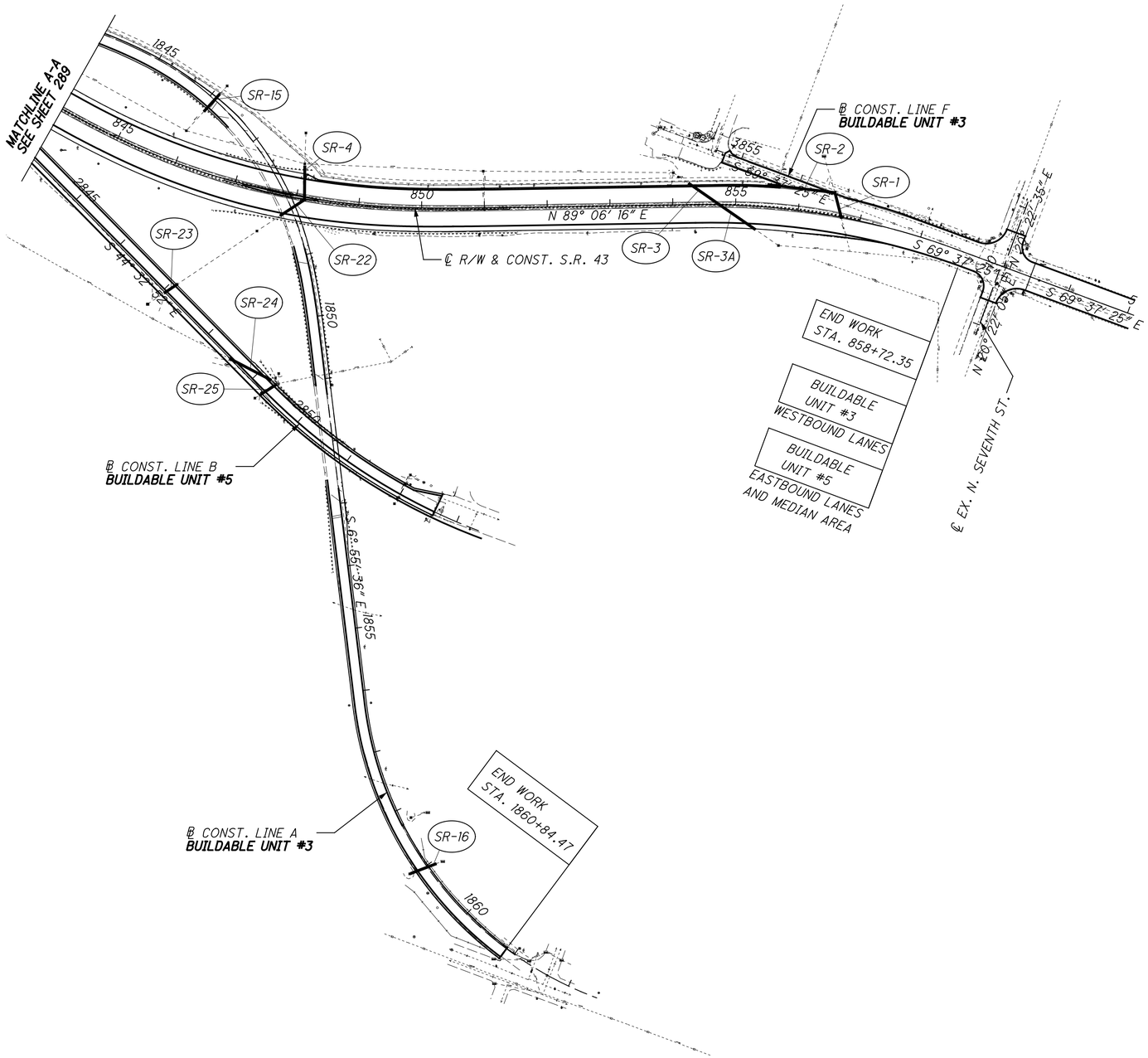
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FOR IMS SLAG REMOVAL TRENCH DETAIL, SEE SHEET 289.

FOR SLAG REMOVAL QUANTITIES, SEE SHEET 291.

NOTE:
BUILDABLE UNIT NO. 3 INCLUDES WESTBOUND S.R. 43 LANES, LINE A RAMP AND LINE F SPUR.

NOTE:
BUILDABLE UNIT NO. 5 INCLUDES EASTBOUND S.R. 43 LANES (INCLUDING MEDIAN AREA), LINE B AND LINE D RAMPS.



RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 50 100 200

CALCULATED ATR
CHECKED MVJ

IMS SLAG REMOVAL PLAN

JEF-43-0.00

290
434

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CONDUIT SIZE	AVG. CONDUIT DEPTH	TRENCH WIDTH	CONDUIT LENGTH	EXISTING PAVEMENT THICKNESS	EXISTING SUBBASE THICKNESS	PROPOSED PAVEMENT THICKNESS	PROPOSED BASE THICKNESS		203 EXCAVATION	304 AGGREGATE BASE
					INCHES	FT.	FT.	FT.	FT.	FT.	FT.	FT.		CU. YD.	CU. YD.
		BUILDABLE UNIT #3													
		S.R. 43													
SR-1	290	856+52.94	856+69.64	LT	15	2.62	3.63	45	0.75	0.50	0.67	0.50		11.31	8.77
SR-2	290	855+50.28	856+52.94	LT	12	2.17	3.33	106	0.75	0.50	0.67	0.50		18.56	13.07
SR-3	290	854+27.09	854+74.38	LT	48	5.10	6.83	60	0.75	0.50	0.67	0.50		66.02	59.65
SR-4	290	848+13.19		LT	24	2.51	4.50	52	0.75	0.50	0.67	0.50		15.25	11.61
SR-5	289	831+42.63		LT	21	2.46	4.21	45	0.75	0.50	0.67	0.50		12.00	9.05
SR-6	289	828+88.62	829+66.40	LT	48	6.33	6.83	80	0.75	0.50	0.67	0.50		112.92	104.42
SR-7	289	828+88.62	829+06.81	LT	18	5.00	3.92	46	0.75	0.50	0.67	0.50		28.38	25.58
SR-8	289	827+83.66	828+88.62	LT	48	6.77	6.83	108	0.75	0.50	0.67	0.50		164.47	152.99
SR-9	289	827+75.78	827+80.75	LT	8	9.76	3.00	7	0.75	0.50	0.67	0.50		7.01	6.68
SR-10	289	825+26.66	827+83.66	LT	36	5.50	5.67	260	0.75	0.50	0.67	0.50		259.35	236.42
SR-11	289	827+80.75	827+83.66	LT	42	7.22	6.25	22	0.75	0.50	0.67	0.50		32.95	30.81
SR-12	289	827+80.75	828+05.99	LT	10	9.60	3.14	26	0.75	0.50	0.67	0.50		26.76	25.49
		LINE A													
SR-13	289	1840+22.20	1841+29.57	L/R	48	5.00	6.83	92	0.75	0.50	0.67	0.50		98.91	89.13
SR-14	289	1841+75.35		L/R	12	3.05	3.33	31	0.75	0.50	0.67	0.50		8.79	7.19
SR-15	290	1846+09.47		L/R	12	2.50	3.33	34	0.75	0.50	0.67	0.50		7.34	5.58
SR-16	290	1858+96.60		L/R	12	1.69	3.33	40	0.75	0.50	0.67	0.50		4.64	2.57
		BUILDABLE UNIT #5													
		S.R. 43													
SR-3A	290	854+74.38	855+32.46	RT	48	5.10	6.83	70	0.75	0.50	0.67	0.50		77.03	69.59
SR-5A	289	831+42.63		RT	21	2.46	4.21	45	0.75	0.50	0.67	0.50		12.00	9.05
SR-7A	289	829+06.81	829+20.76	RT	18	5.00	3.92	44	0.75	0.50	0.67	0.50		27.15	24.47
SR-9A	289	827+34.56	827+75.78	RT	8	9.76	3.00	42	0.75	0.50	0.67	0.50		42.05	40.09
SR-12A	289	829+05.99	829+70.39	RT	10	9.60	3.14	124	0.75	0.50	0.67	0.50		127.62	121.57
SR-21	289	829+60.44	829+70.39	RT	15	11.50	3.63	34	0.75	0.50	0.67	0.50		49.14	47.22
SR-22	290	847+81.73	848+13.19	RT	24	2.51	4.50	56	0.75	0.50	0.67	0.50		16.43	12.51
		RAMP D													
SR-17	289	5+29.79	5+50.49	L/R	18	3.00	3.92	40	0.75	0.50	0.67	0.50		13.07	10.63
SR-18	289	5+58.64		L/R	8	8.83	3.00	30	0.75	0.50	0.67	0.50		26.93	25.53
SR-19	289	5+50.49	6+01.18	RT	12	2.75	3.33	50	0.75	0.50	0.67	0.50		12.33	9.74
SR-20	289	6+01.18	6+30.10	RT	12	2.22	3.33	30	0.75	0.50	0.67	0.50		5.44	3.89
SR-26	289	9+40.00	9+65.00	L/R	15	3.10	3.63	46	0.75	0.5	0.67	0.5		14.53	11.94
		RAMP B													
SR-23	290	2847+06.72		L/R	24	4.25	4.50	45	0.75	0.50	0.67	0.50		26.25	23.10
SR-24	290	2848+53.46	2849+20.67	L/R	15	4.94	3.63	98	0.75	0.50	0.67	0.50		55.21	49.67
SR-25	290	2949+27.60	2849+33.37	L/R	15	4.41	3.63	42	0.75	0.50	0.67	0.50		20.67	18.30
TOTAL														1401	1266

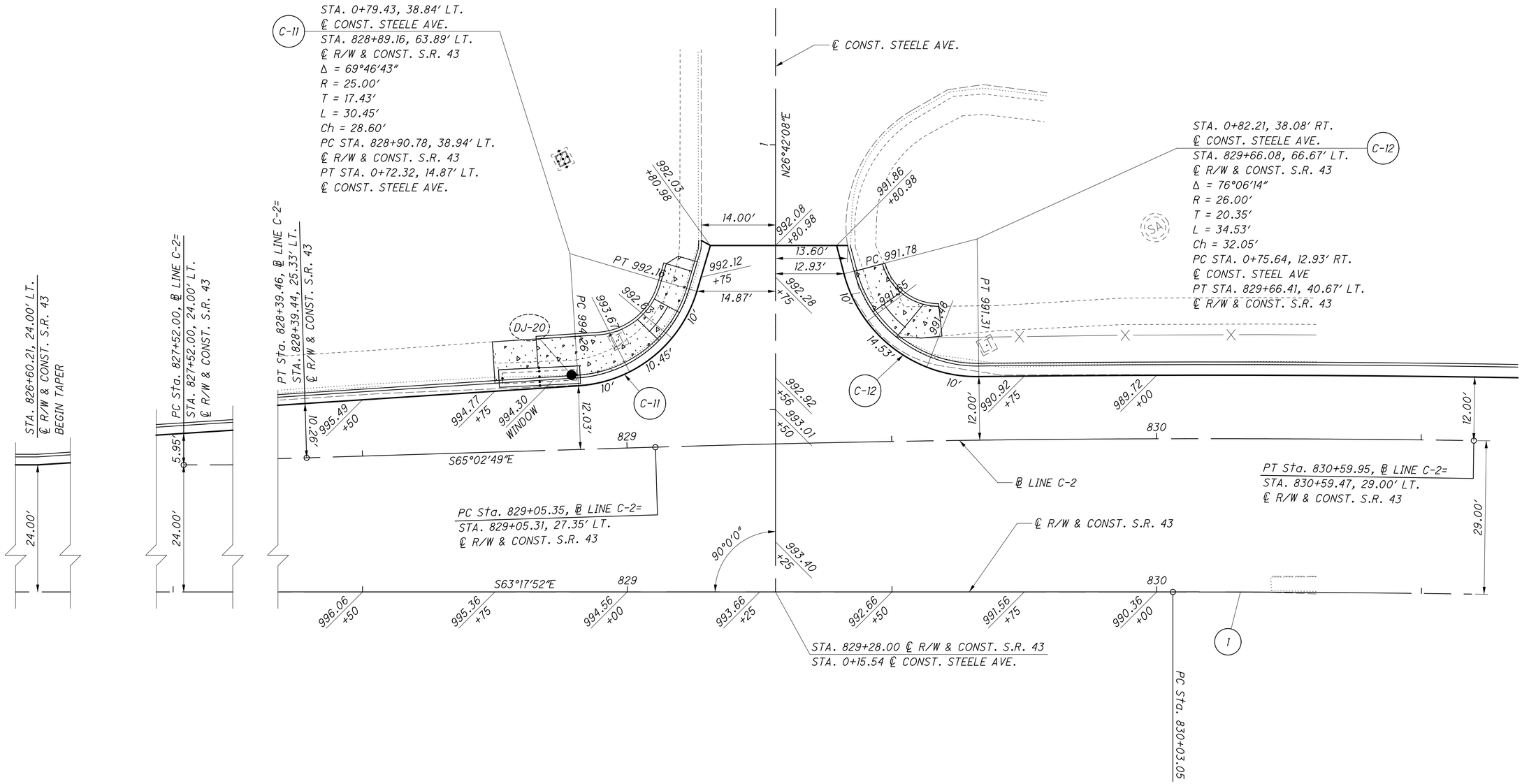
CALCULATED ATR CHECKED MVJ

IMS SLAG REMOVAL QUANTITIES

JEF-43-0.00

RECORD DRAWING
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NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS.

FOR PAVEMENT JOINT LAYOUT, SEE SHEET 250.

FOR CURVE DATA, SEE SHEETS 3 - 4.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

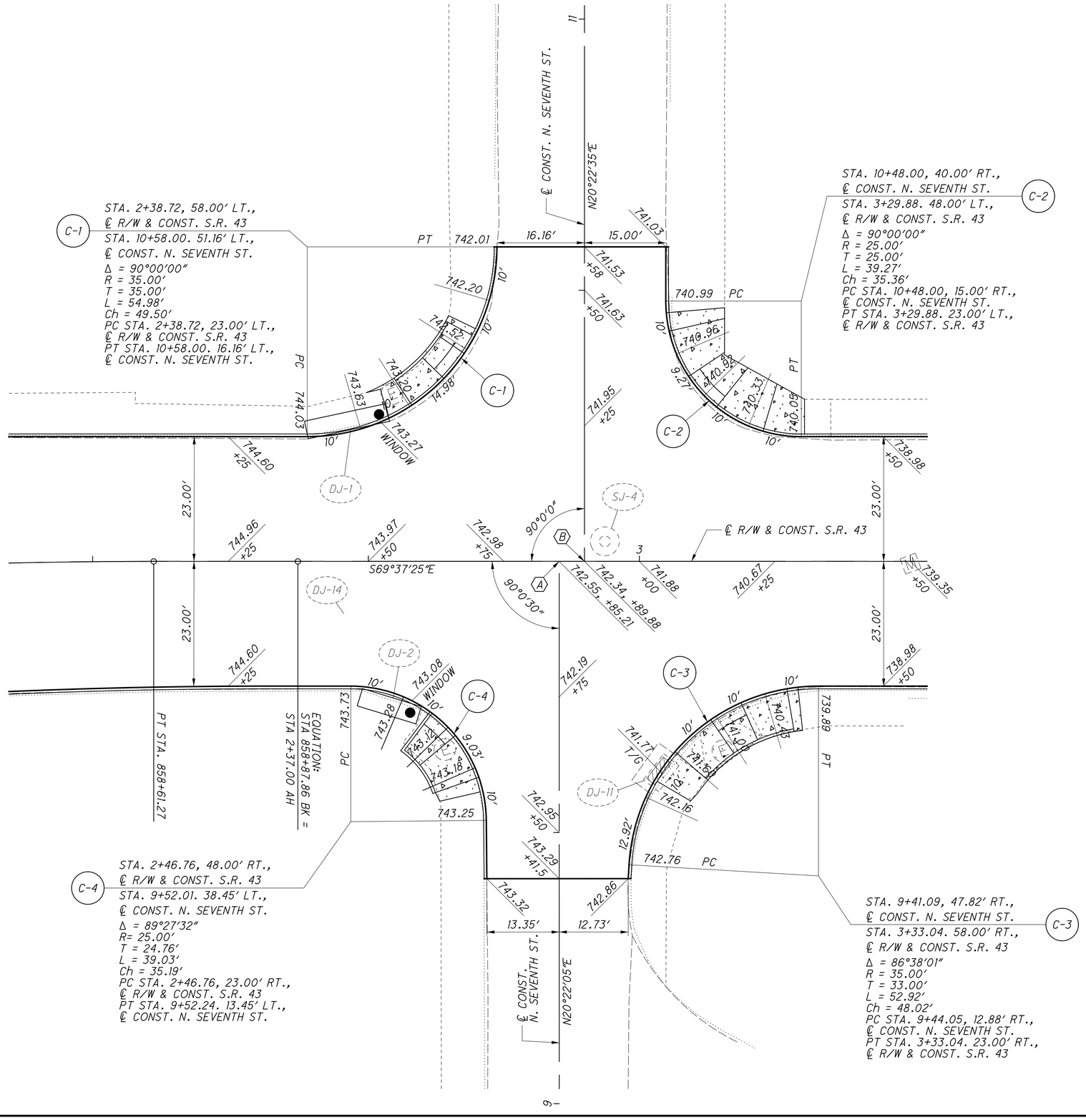
CALCULATED RDW
CHECKED MVJ

INTERSECTION DETAIL
S.R. 43 AND STEELE AVE

JEF-43-0.00

292
434

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NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS OR FACE OF GUTTER ELEVATIONS.

FOR PAVEMENT JOINT LAYOUT, SEE SHEET 257.

FOR CURB RAMP DETAILS SEE SHEETS 297-298.

ELECTRIC PULLBOXES TO BE ADJUSTED TO GRADE OR REPLACED AS NECESSARY AS PART OF ADA CURB RAMP INSTALLATION.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

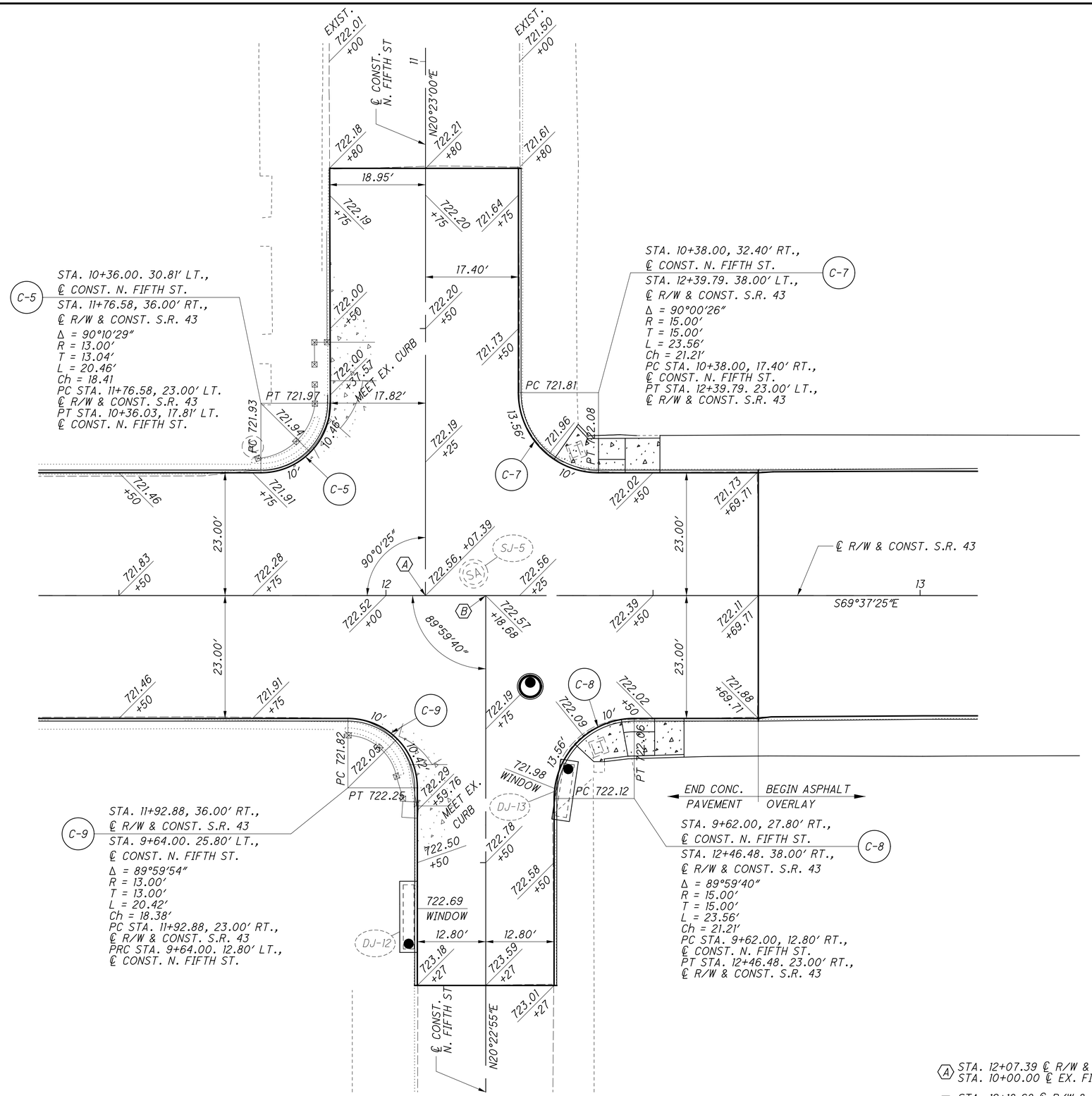
CALCULATED RDW
CHECKED MVJ

INTERSECTION DETAIL
S.R. 43 AND NORTH SEVENTH STREET

JEF-43-0.00

293
434

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RWOTCLTZKY



NOTE:

ALL ELEVATIONS SHOWN ON PAVEMENT ARE SURFACE ELEVATIONS OR FACE OF GUTTER ELEVATIONS.

FOR PAVEMENT JOINT LAYOUT, SEE SHEET 258.

FOR CURB RAMP DETAILS SEE SHEETS 300 - 303.

ELECTRIC PULLBOXES TO BE ADJUSTED TO GRADE OR REPLACED AS NECESSARY AS PART OF ADA CURB RAMP INSTALLATION.

Ⓐ STA. 12+07.39 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. FIFTH ST. (N)

Ⓑ STA. 12+18.68 ℄ R/W & CONST. S.R. 43
STA. 10+00.00 ℄ EX. FIFTH ST. (S)

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RDW
CHECKED MVJ

INTERSECTION DETAIL
S.R. 43 AND NORTH FIFTH STREET

JEF-43-0.00

294
434

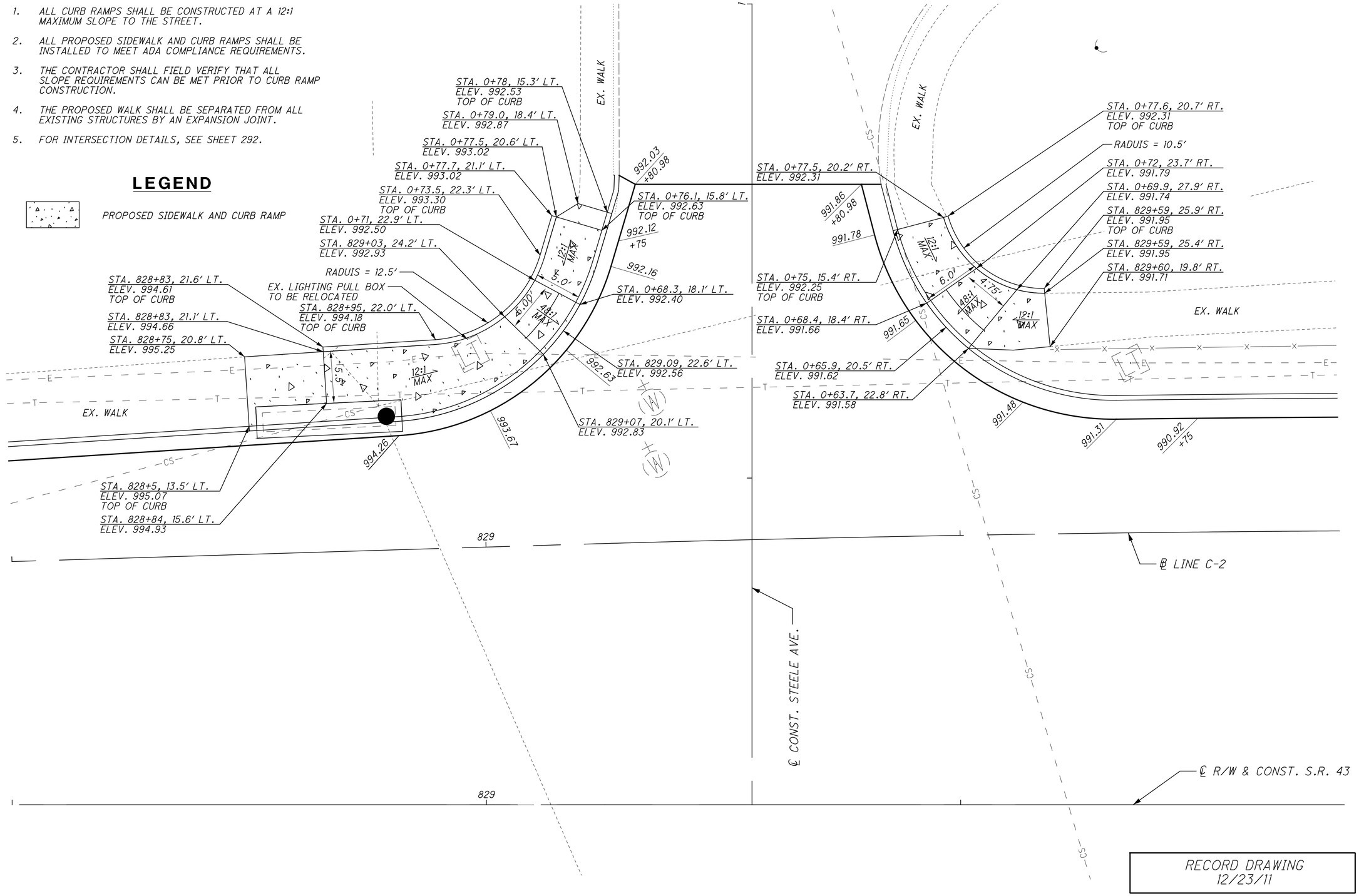
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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
3. THE CONTRACTOR SHALL FIELD VERIFY THAT ALL SLOPE REQUIREMENTS CAN BE MET PRIOR TO CURB RAMP CONSTRUCTION.
4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.
5. FOR INTERSECTION DETAILS, SEE SHEET 292.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP



RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED DAT
CHECKED MAH

CURB RAMP DETAILS
S.R. 43/ STEELE AVE INTERSECTION

JEF-43-0.00

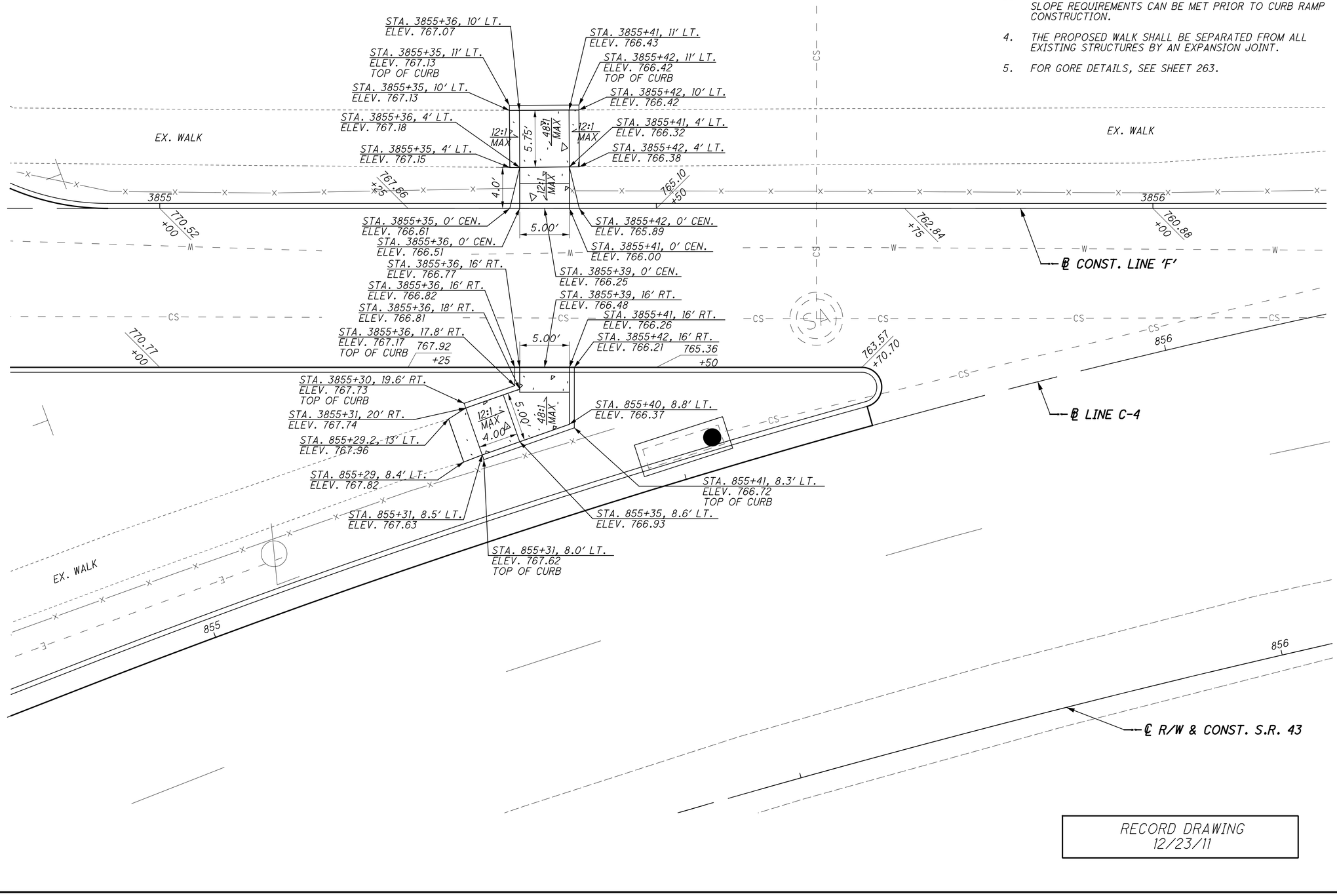
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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
3. THE CONTRACTOR SHALL FIELD VERIFY THAT ALL SLOPE REQUIREMENTS CAN BE MET PRIOR TO CURB RAMP CONSTRUCTION.
4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.
5. FOR GORE DETAILS, SEE SHEET 263.



RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 2.5 5 10

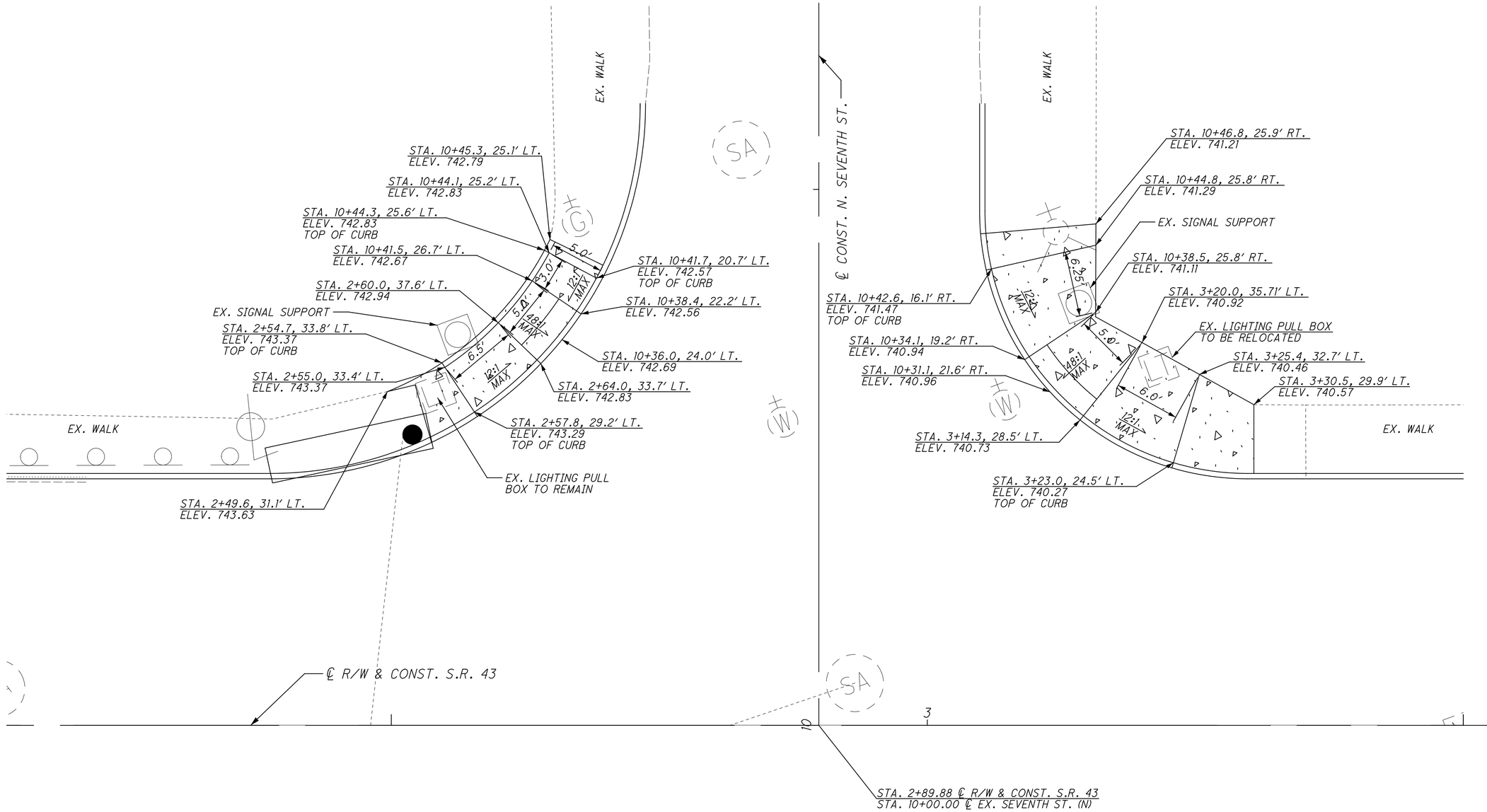
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CURB RAMP DETAILS
SR 43 / LINE F INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
3. THE CONTRACTOR SHALL FIELD VERIFY THAT ALL SLOPE REQUIREMENTS CAN BE MET PRIOR TO CURB RAMP CONSTRUCTION.
4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.
5. FOR INTERSECTION DETAILS, SEE SHEET 293.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
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CURB RAMP DETAILS
S.R. 43/ SEVENTH ST. INTERSECTION

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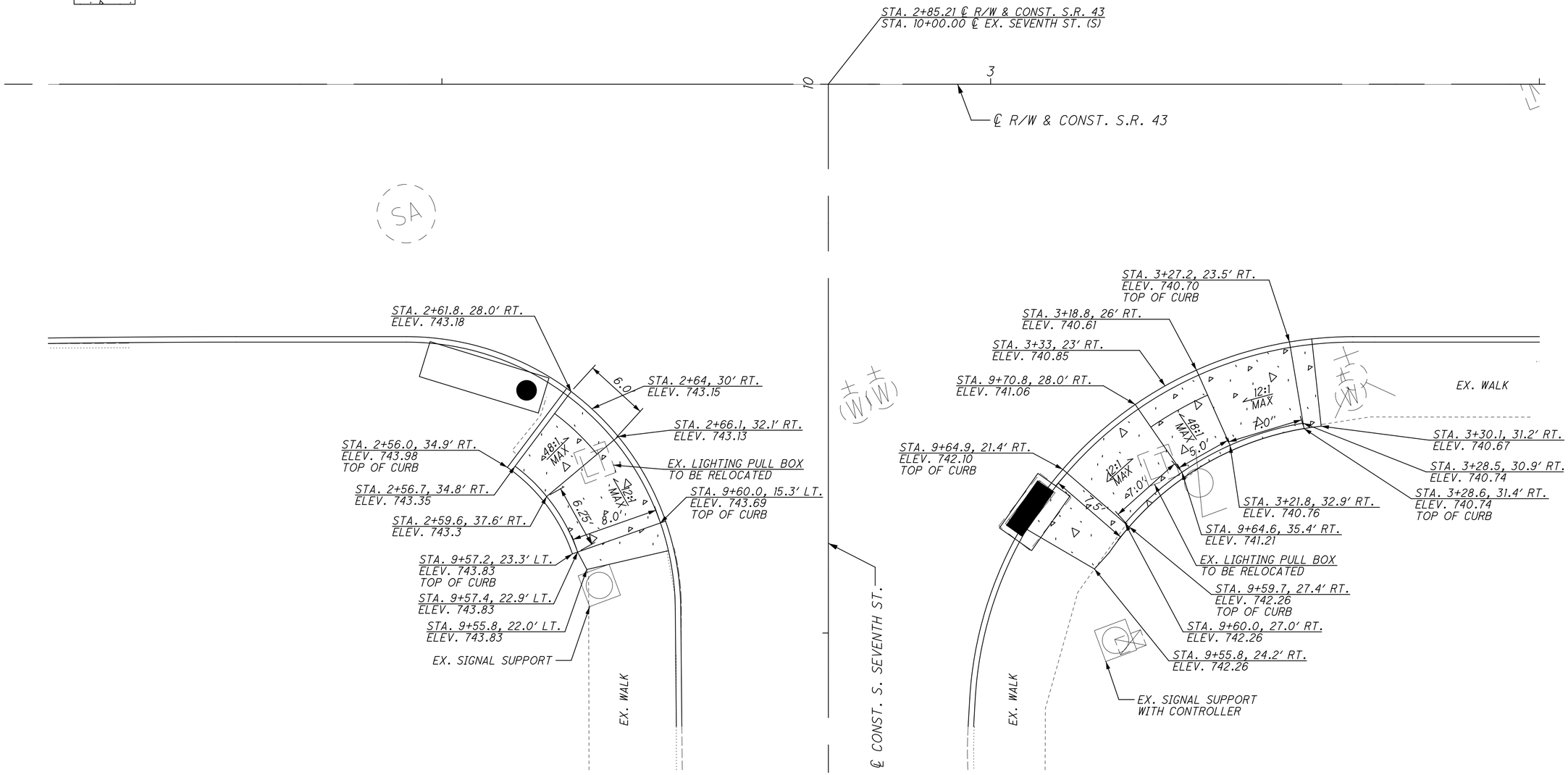
RECORD DRAWING
12/23/11

NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.
5. FOR INTERSECTION DETAILS, SEE SHEET 293.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP



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HORIZONTAL SCALE IN FEET
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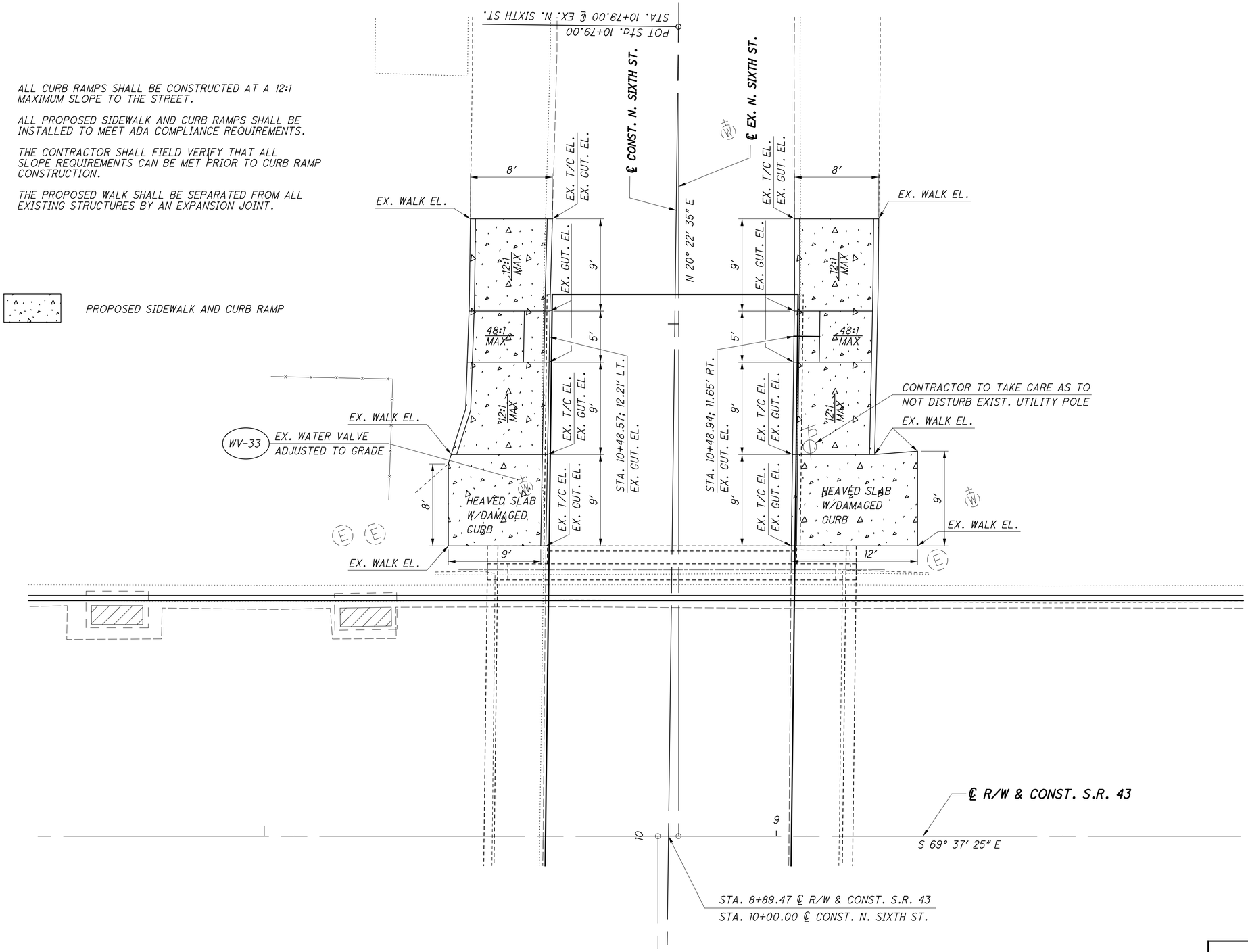
CURB RAMP DETAILS
S.R. 43/ SEVENTH ST. INTERSECTION

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1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

PROPOSED SIDEWALK AND CURB RAMP



RECORD DRAWING
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HORIZONTAL SCALE IN FEET
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CURB RAMP DETAILS
SIXTH STREET MID BLOCK CROSSING

JEF-43-0.00

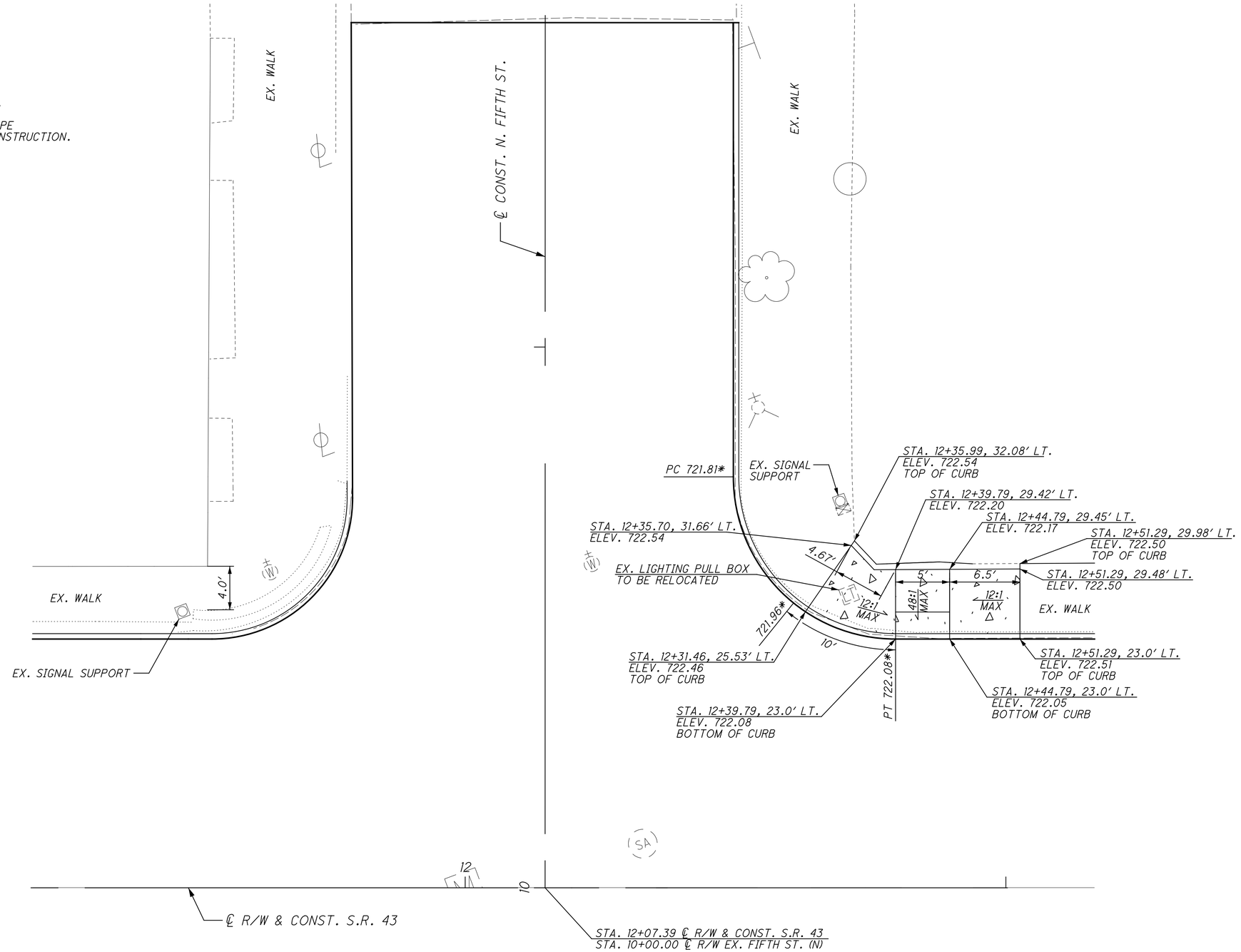
NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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5. FOR INTERSECTION DETAILS, SEE SHEET 294.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

* - DENOTES BOTTOM OF CURB ELEVATION.



RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CALCULATED DAT
CHECKED MAH

CURB RAMP DETAILS
S.R. 43 / FIFTH ST. INTERSECTION

JEF-43-0.00

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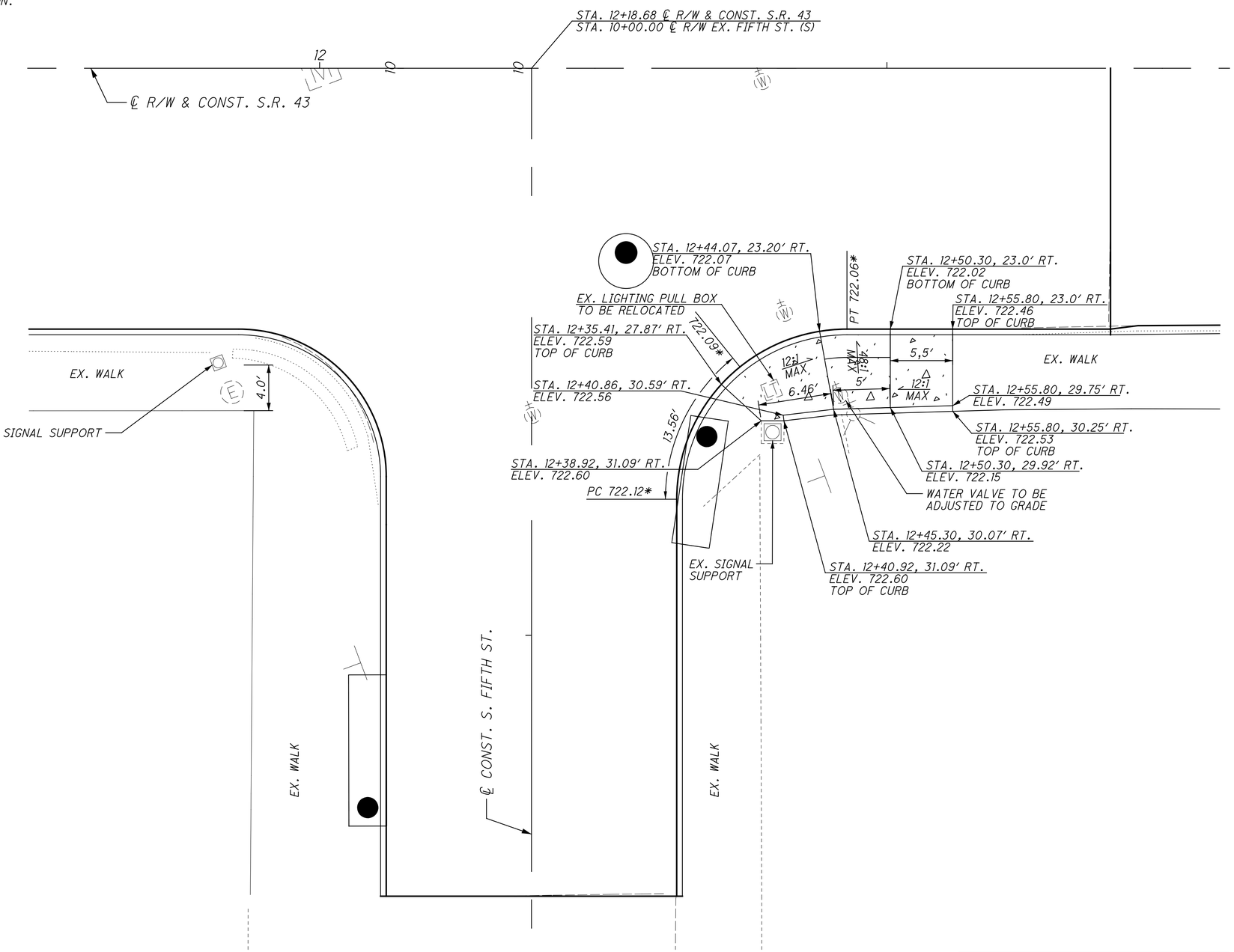
NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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5. FOR INTERSECTION DETAILS, SEE SHEET 294.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

* - DENOTES BOTTOM OF CURB ELEVATION.



RECORD DRAWING
12/23/11

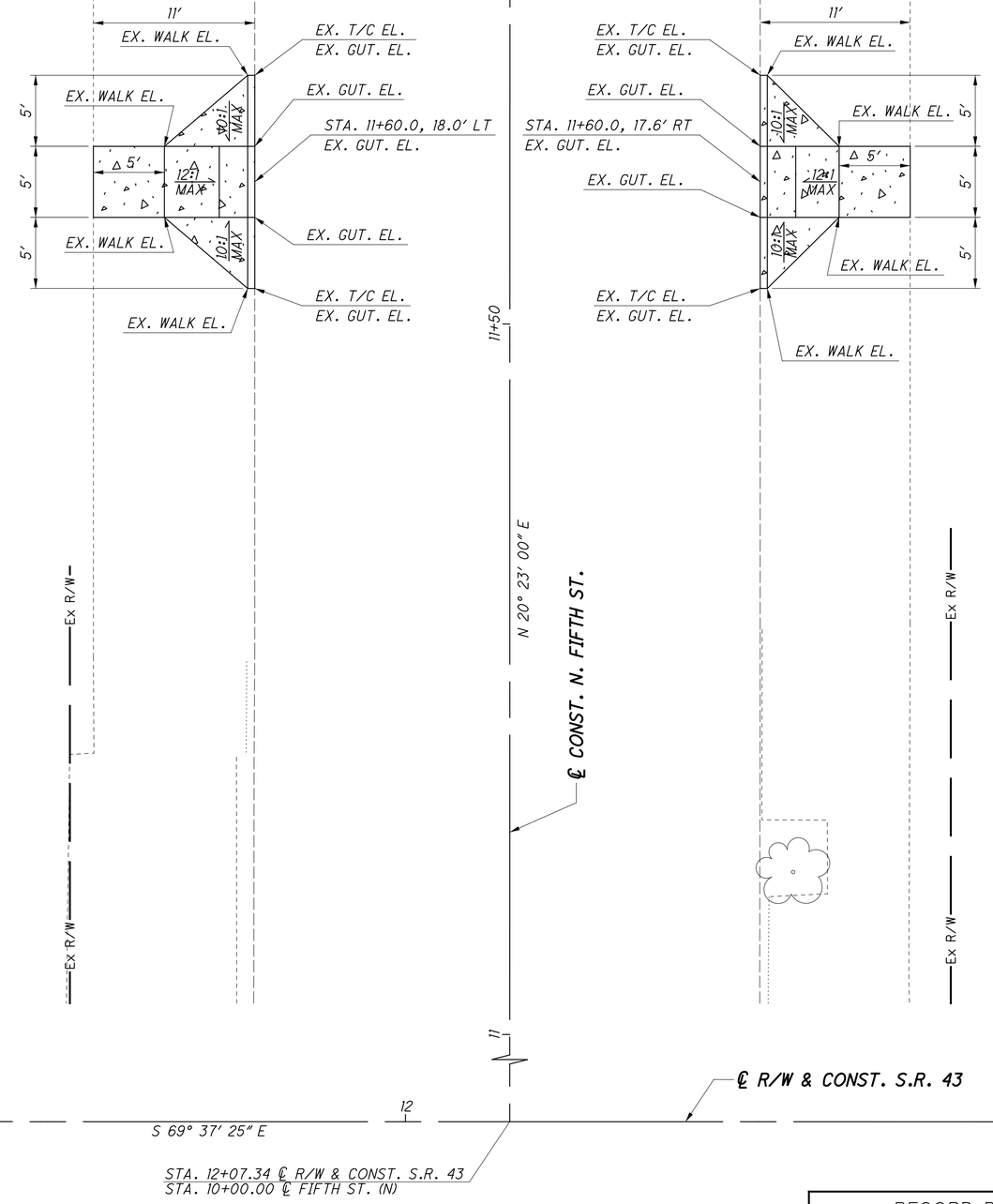
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HORIZONTAL SCALE IN FEET
0 2.5 5 10
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CURB RAMP DETAILS
S.R. 43 / FIFTH ST. INTERSECTION

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1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

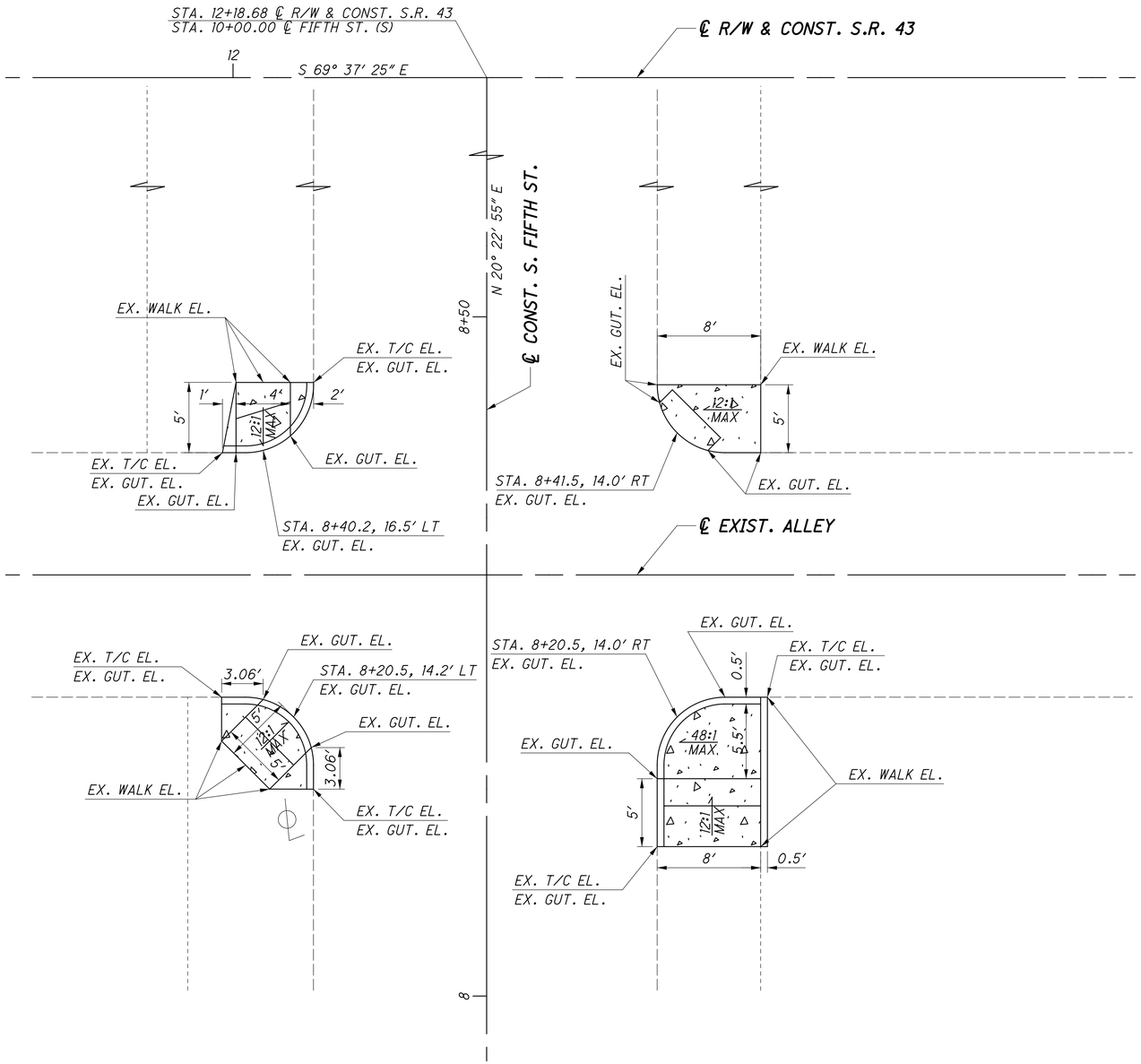
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CURB RAMP DETAILS
FIFTH STREET MID BLOCK CROSSING

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1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
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PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

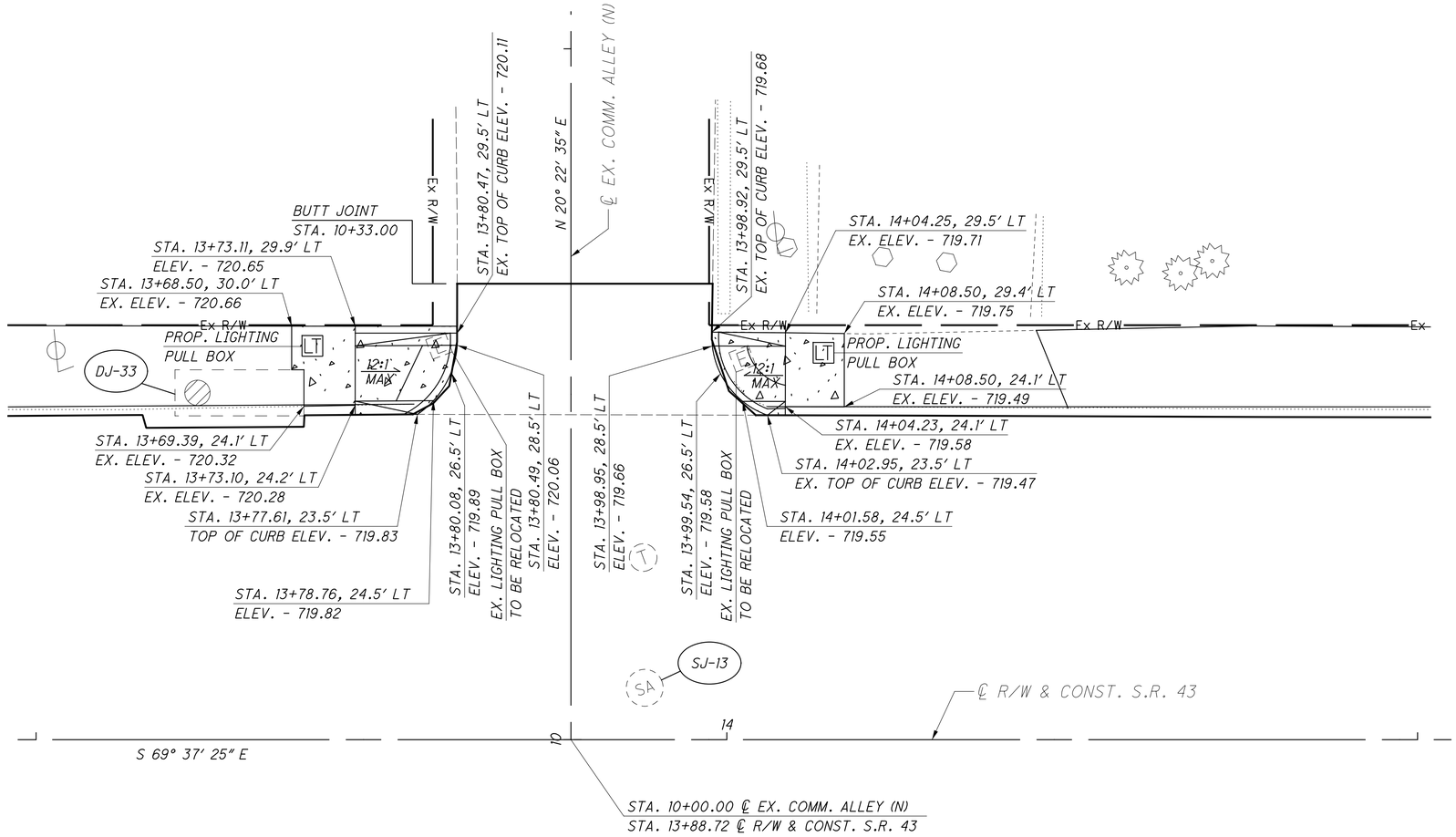
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CURB RAMP DETAILS
FIFTH ST. / EXIST. ALLEY INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

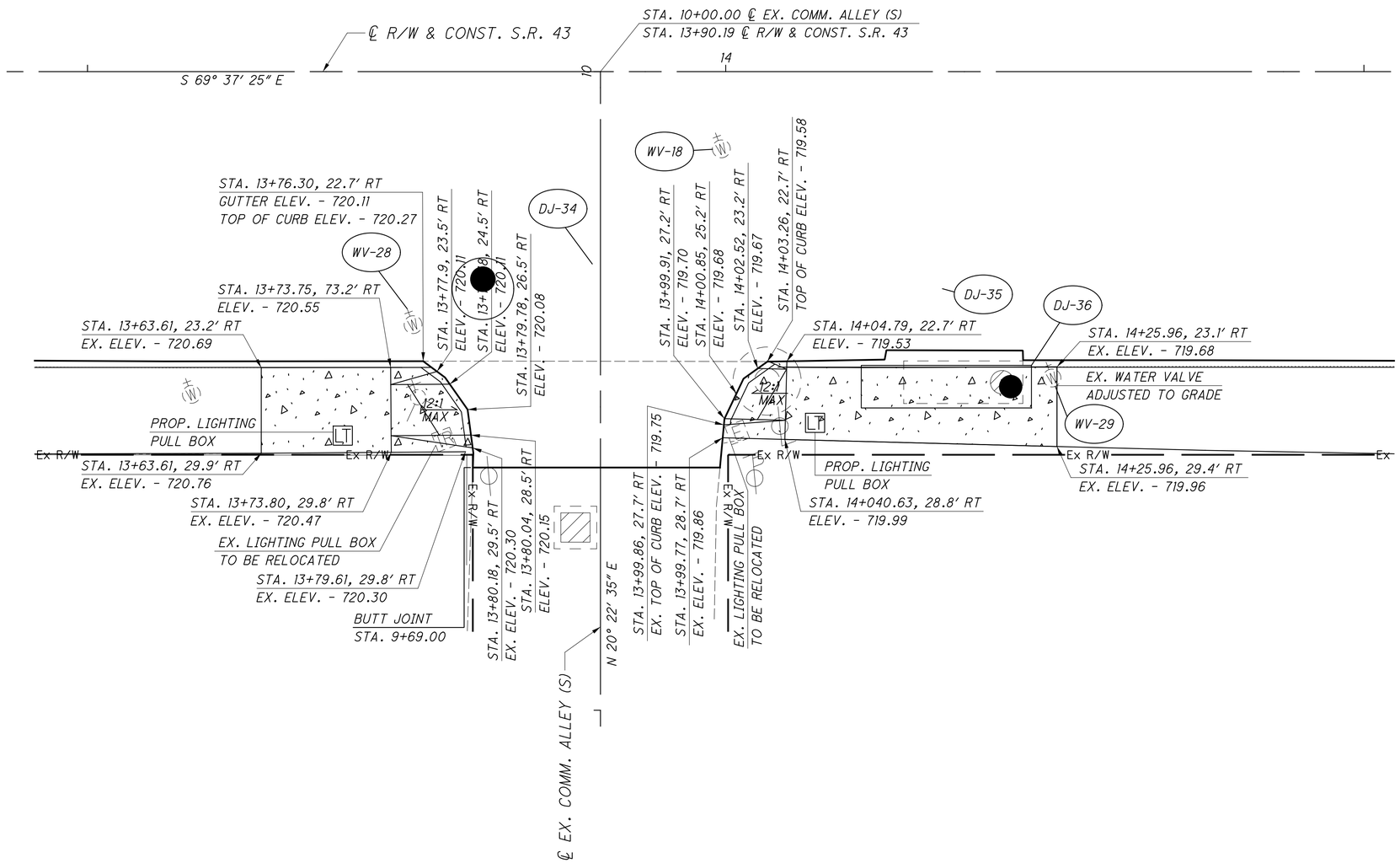
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CURB RAMP DETAILS
S.R. 43/ COMM. ALLEY (N) INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

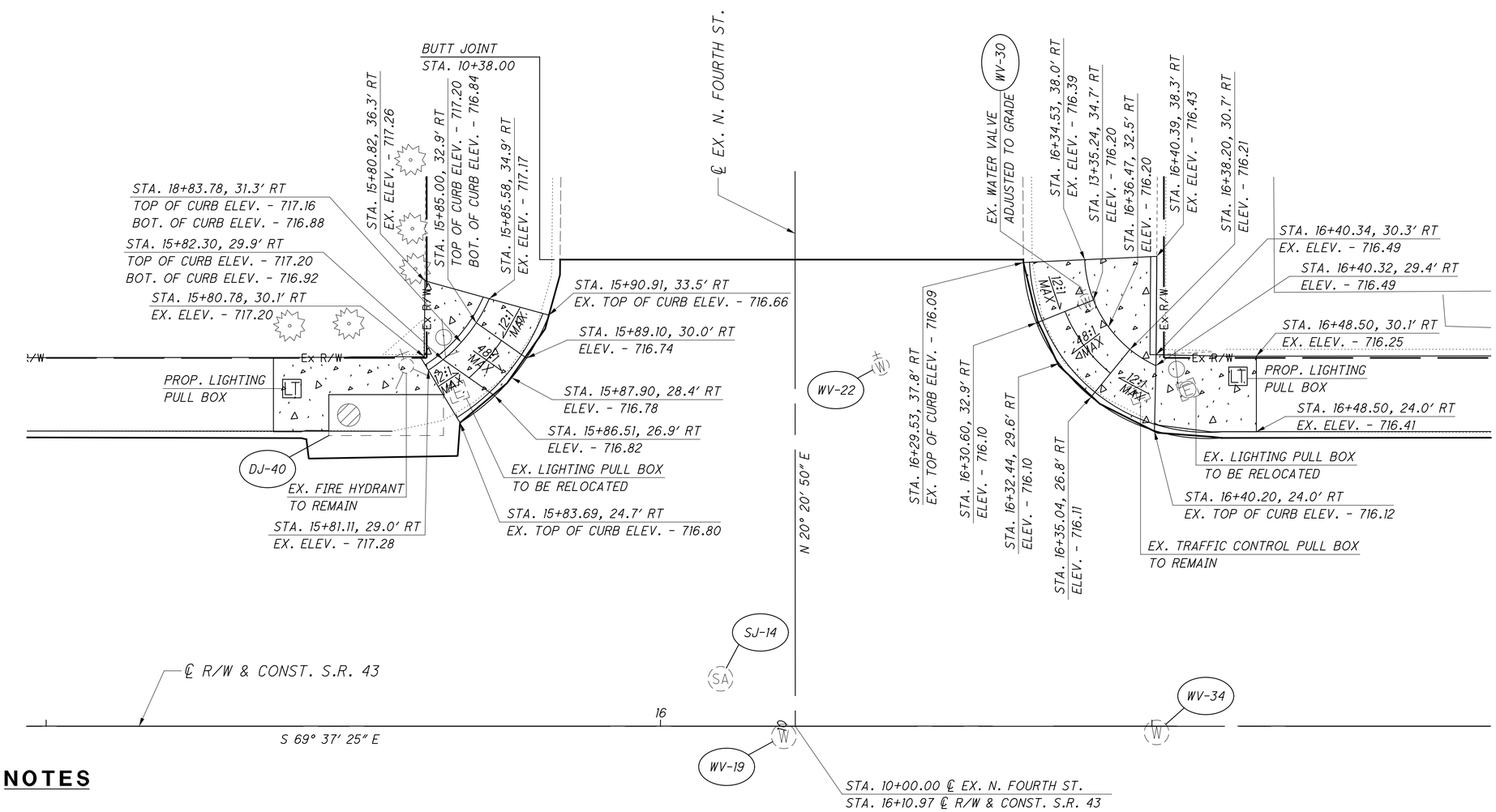
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CURB RAMP DETAILS
S.R. 43/COMM. ALLEY (S) INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
2. ALL PROPOSED SIDEWALK AND CURB RAMPS SHALL BE INSTALLED TO MEET ADA COMPLIANCE REQUIREMENTS.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

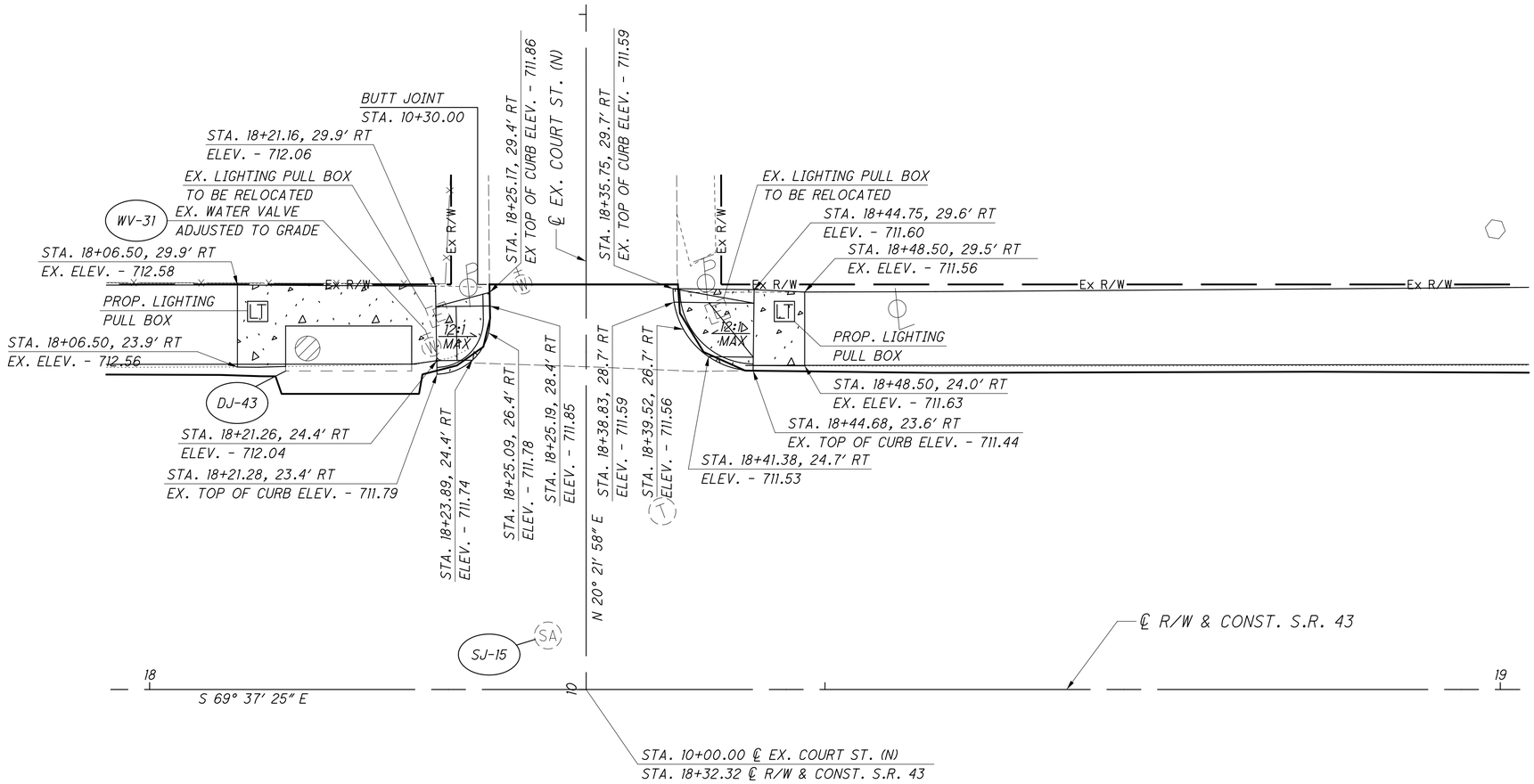
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CURB RAMP DETAILS
S.R. 43/N. FOURTH ST. INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

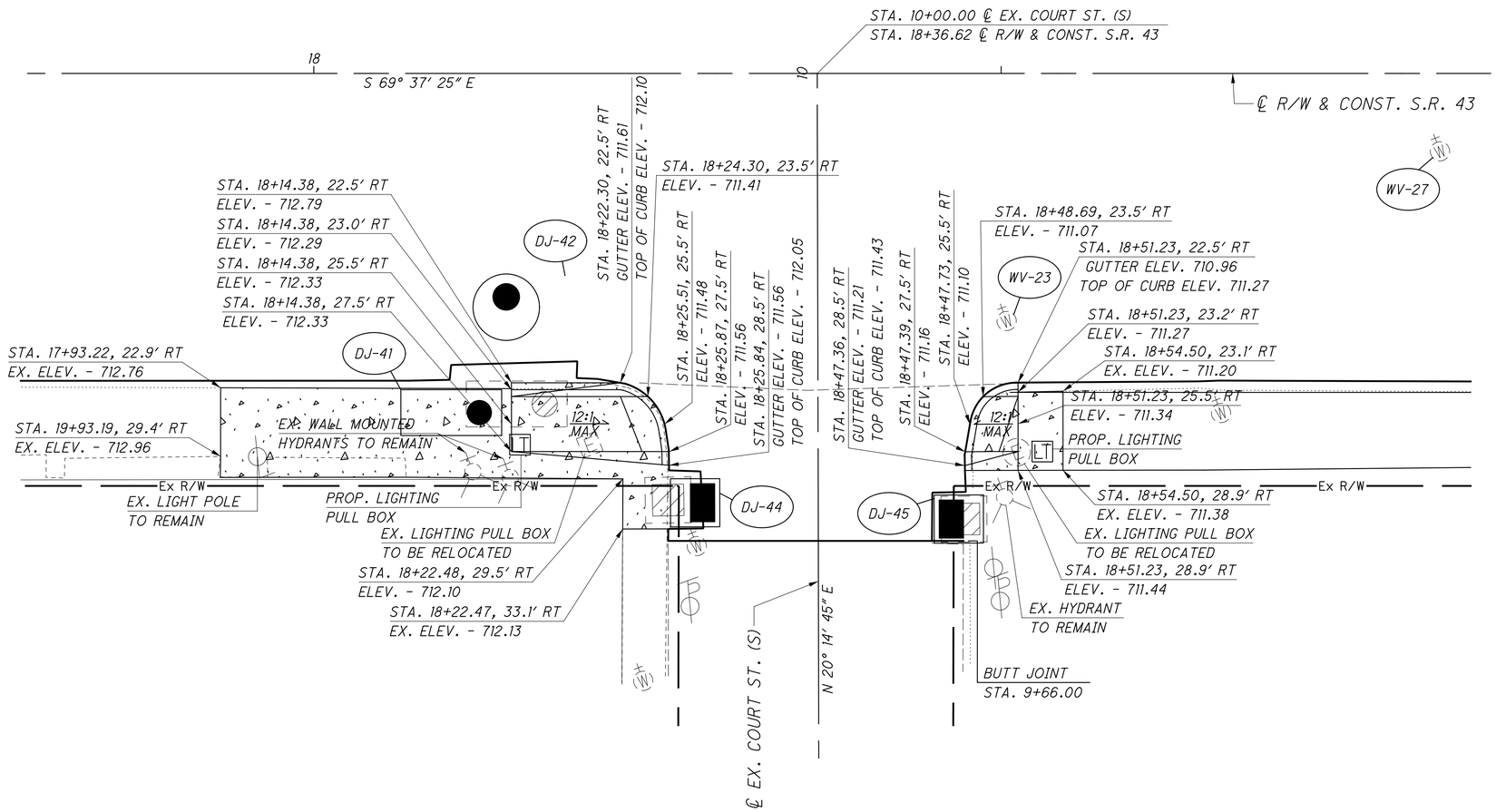
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CURB RAMP DETAILS
S.R. 43 / COURT ST. INTERSECTION

JEF-43-0.00

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

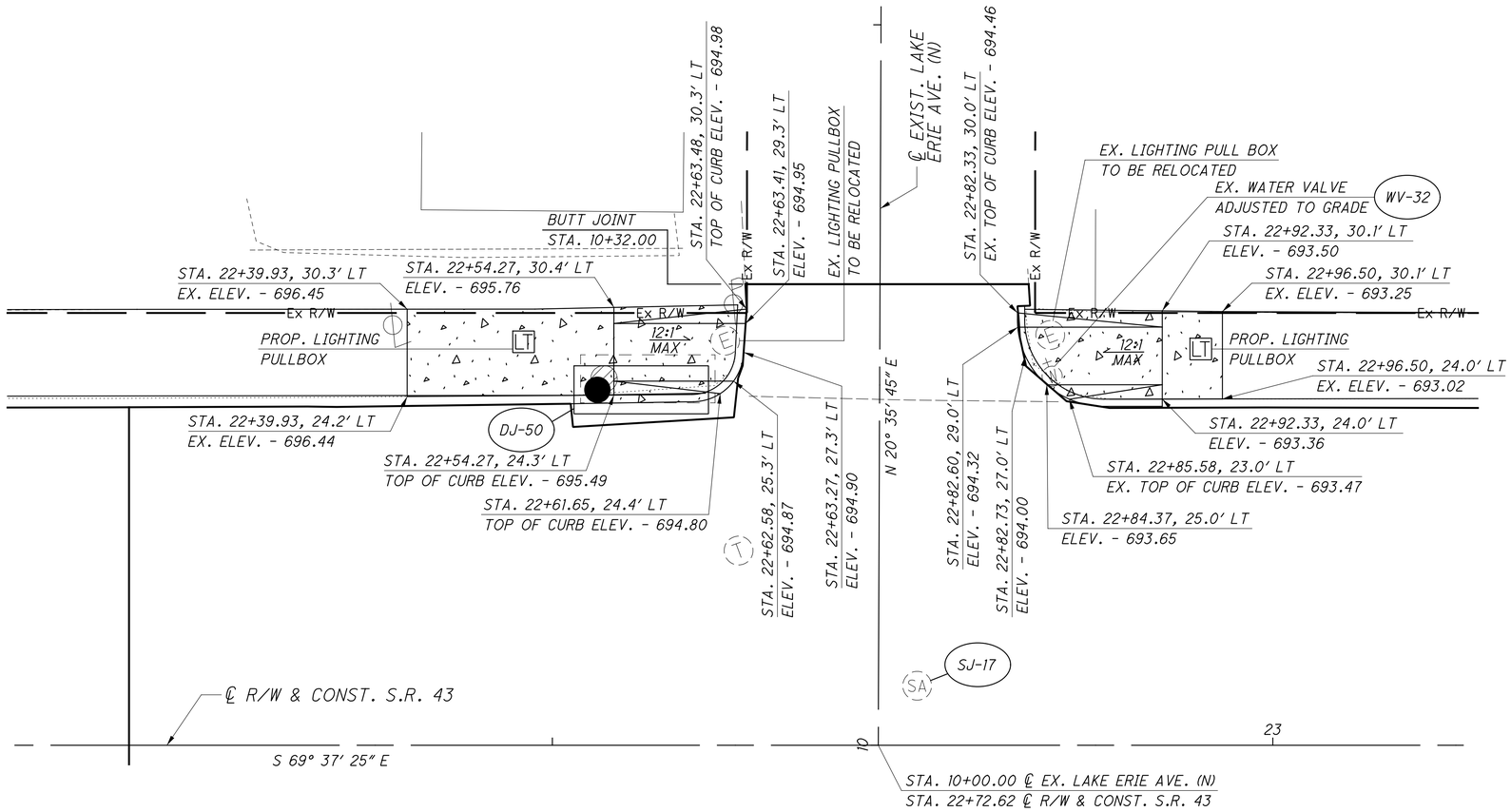
HORIZONTAL SCALE IN FEET
0 5 10

CALCULATED RW
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CURB RAMP DETAILS
S.R. 43 / COURT ST. (S) INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

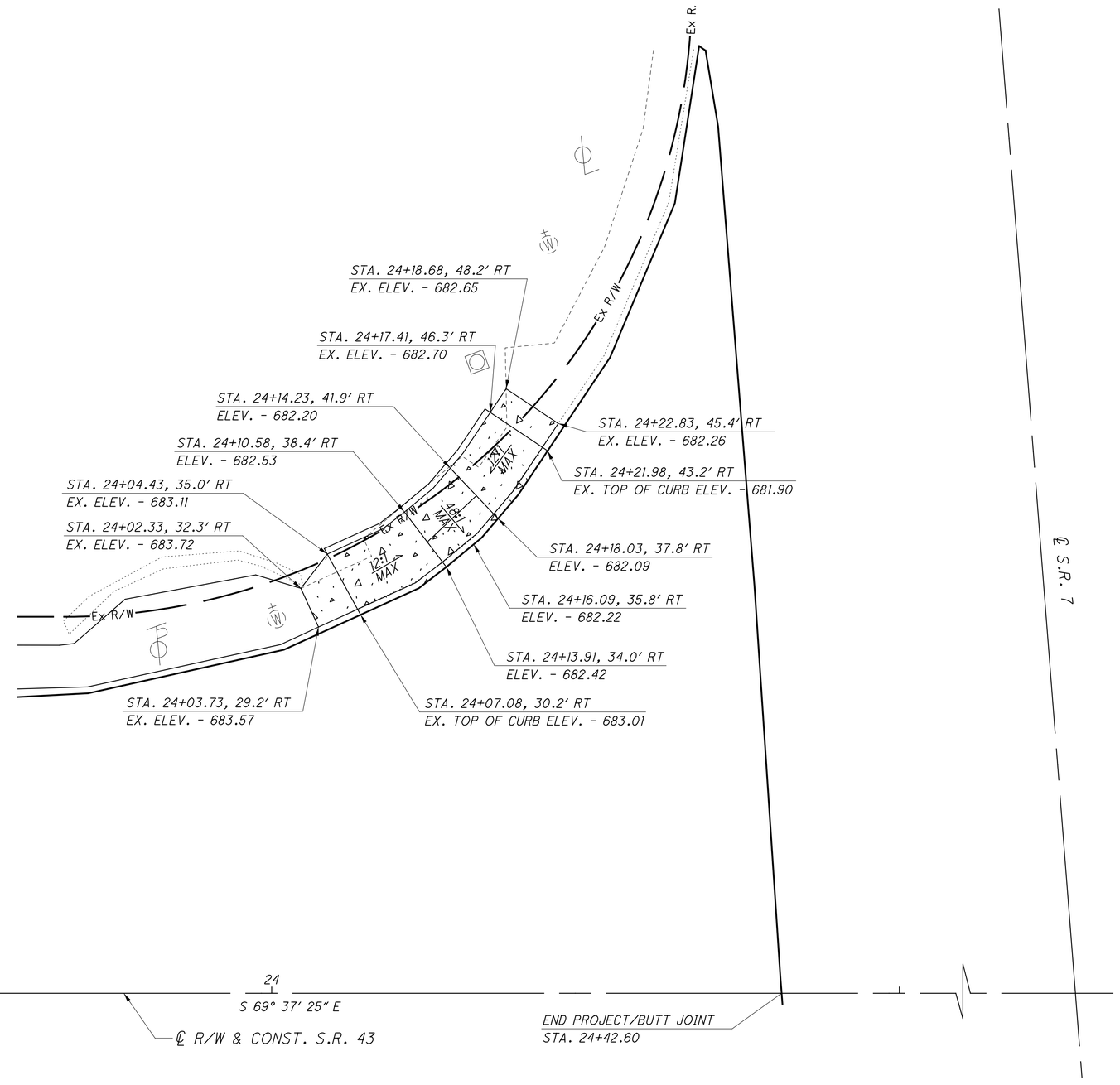
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CURB RAMP DETAILS
S.R. 43 / N. LAKE ERIE ST. INTERSECTION

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NOTES

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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

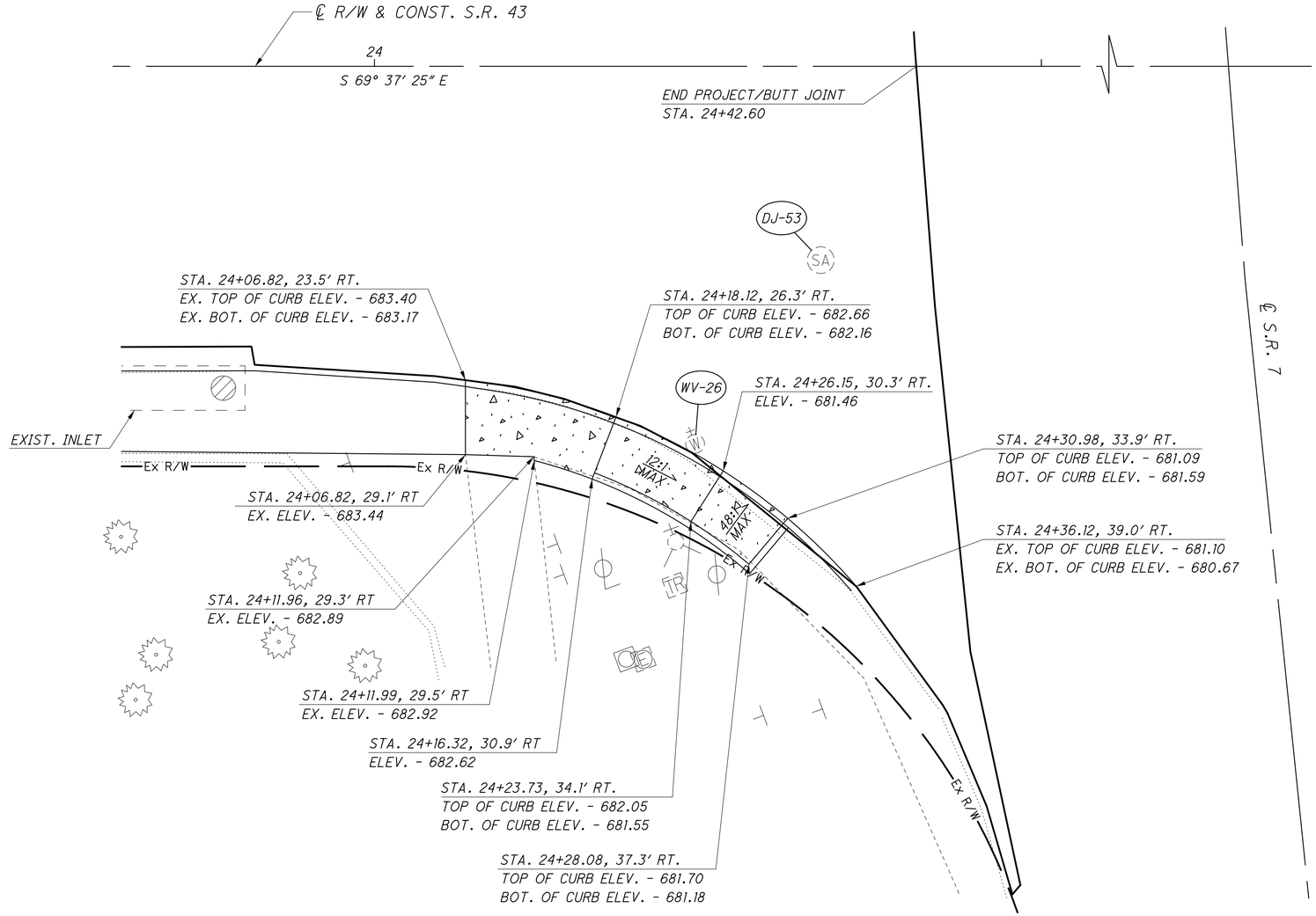
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CURB RAMP DETAILS
S.R. 43 / S.R. 7 INTERSECTION

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NOTES

1. ALL CURB RAMPS SHALL BE CONSTRUCTED AT A 12:1 MAXIMUM SLOPE TO THE STREET.
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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

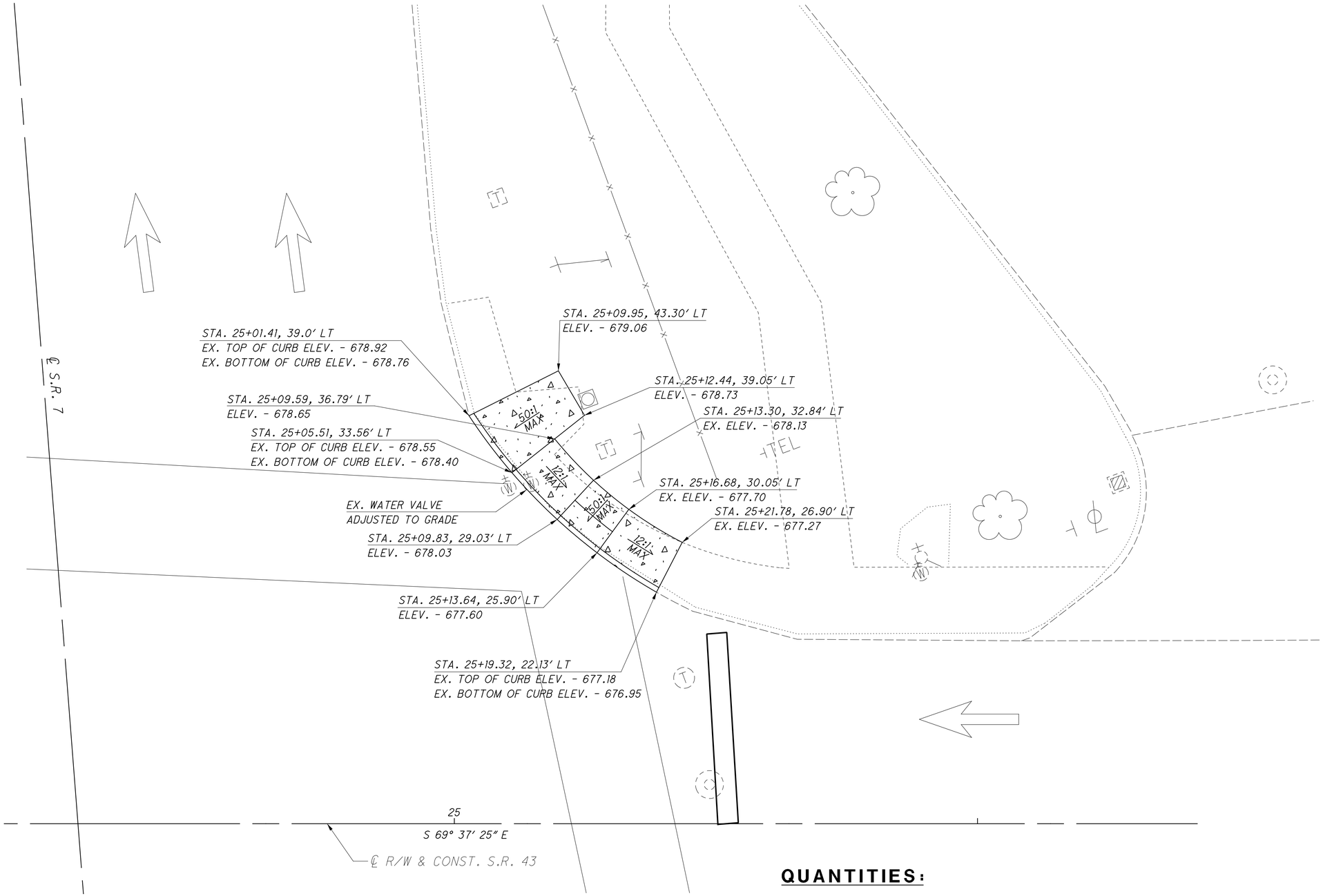
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CURB RAMP DETAILS
S.R. 43/ S.R. 7 INTERSECTION

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NOTES

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LEGEND

PROPOSED SIDEWALK AND CURB RAMP

QUANTITIES:

ITEM 202 WALK REMOVED - 117 SQ. FT.
ITEM 202 CURB REMOVED - 25 FT.
ITEM 304 AGGREGATE BASE - 1.2 CU. YD.
ITEM 608 CURB RAMP - 88 SQ. FT.
ITEM 608 WALK - 51 SQ. FT.
ITEM 609 CURB, TYPE 6 - 7 FT.
ITEM 638 VALVE BOX ADJUSTED TO GRADE - 1 EACH

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

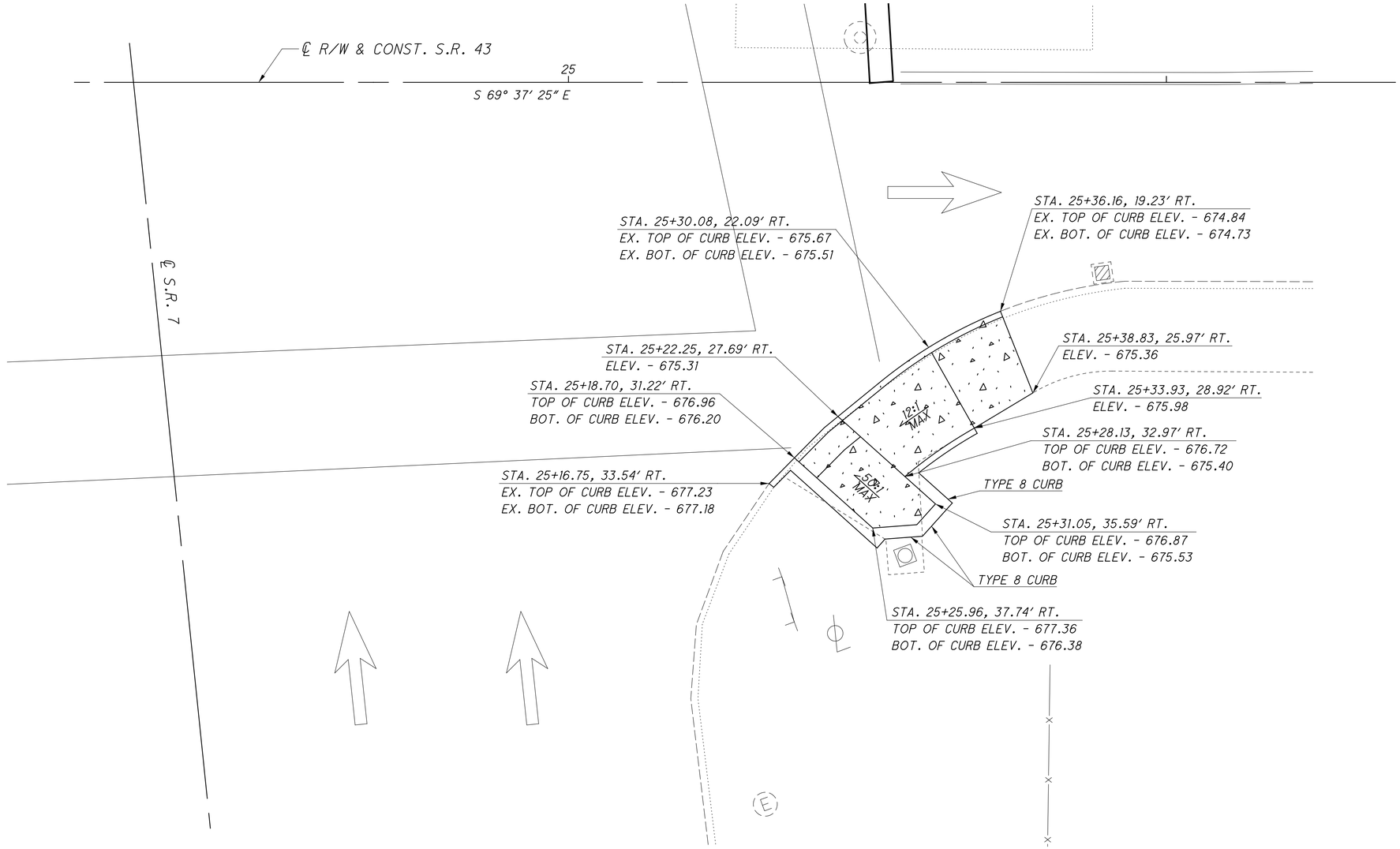
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CURB RAMP DETAILS
S.R. 43/ S.R. 7 INTERSECTION

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NOTES

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4. THE PROPOSED WALK SHALL BE SEPARATED FROM ALL EXISTING STRUCTURES BY AN EXPANSION JOINT.

QUANTITIES:

ITEM 202 WALK REMOVED - 163 SQ. FT.
ITEM 202 CURB REMOVED - 18 FT.
ITEM 304 AGGREGATE BASE - 2 CU. YD.
ITEM 608 CURB RAMP - 108 SQ. FT.
ITEM 608 WALK - 44 SQ. FT.
ITEM 609 CURB, TYPE 8 - 10 FT.
ITEM 609 CURB, TYPE 6 - 10 FT.

LEGEND

PROPOSED SIDEWALK AND CURB RAMP

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 5 10

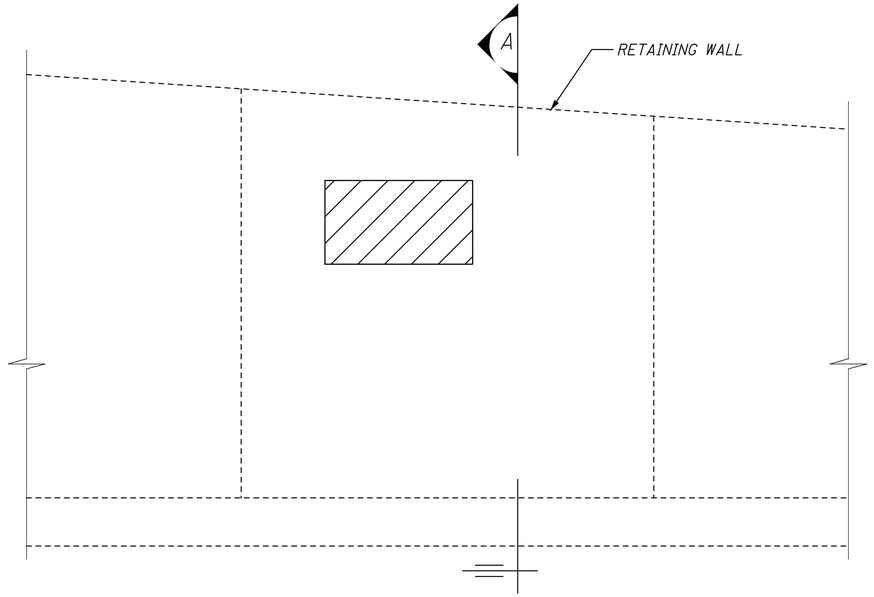
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CURB RAMP DETAILS
S.R. 43/ S.R. 7 INTERSECTION

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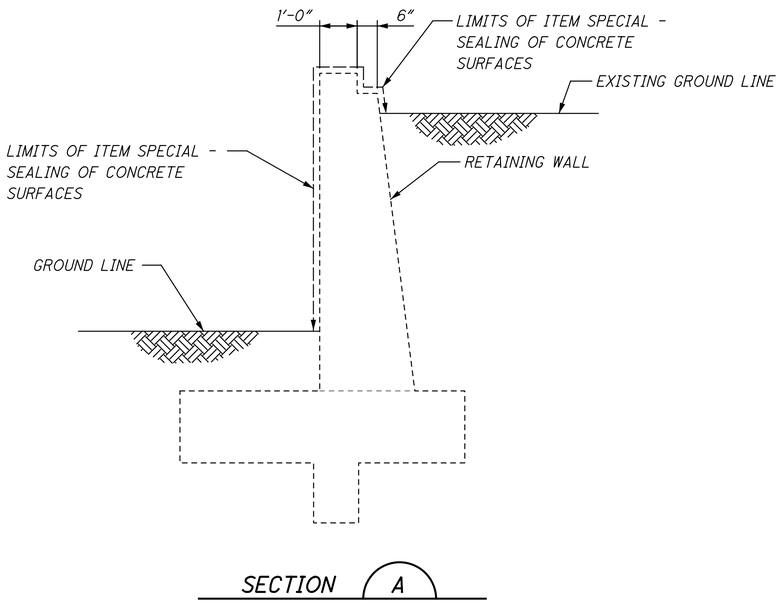
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VIEW OF NORTH AND SOUTH RETAINING WALL

WASHINGTON ST. BETWEEN FIFTH STREET AND SEVENTH STREET



LEGEND

INDICATES REMOVAL LIMITS

NOTES:

1. ITEM SPECIAL - PATCHING CONCRETE STRUCTURE, MISC.: RETAINING WALL

   ALL CONCRETE PATCHING AND REPAIR SHALL CONFORM TO ITEM 519 IN THE CMS. THE DESIGN BUILD TEAM SHALL INSPECT AND SOUND THE CONCRETE RETAINING WALL THEN MARK THE AREAS TO BE PATCHED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

   CONTRACTOR WILL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ. FT.	PATCHING CONCRETE STRUCTURE,MISC.: RETAINING WALL

2. ITEM SPECIAL - SEALING OF CONCRETE

   USE EPOXY-URETHANE SEALER PER ITEM 512, TINTED TO FEDERAL STANDARD COLOR #17778 (LIGHT NEUTRAL). REMOVE THE EXISTING FENCE ATOP THE WALL PRIOR TO SEALING, AND PATCH ALL SEALING DAMAGED BY INSTALLATION OF NEW FENCE AFTER AFTER SEALING OPERATIONS ARE COMPLETE.

   CONTRACTOR WILL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	LUMP	SEALING OF CONCRETE

ESTIMATED QUANTITIES			
ITEM CODE	DESCRIPTION	UNIT	QUANTITY
512E99000	SPECIAL - SEALING OF CONCRETE	LUMP	1
519E11600	SPECIAL - PATCHING CONCRETE STRUCTURE, MISC: RETAINING WALL	SQ FT	800

RECORD DRAWING
12/23/11

CALCULATED ATR
CHECKED GGN

RETAINING WALL PATCHING DETAILS

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PAINTING OF EXISTING MAJOR OVERHEAD SIGN SUPPORT

REPAINT OVERHEAD SUPPORTS BEING REUSED. RUST AND SCALING PAINT SHALL BE REMOVED BY POWER WIRE BRUSHING AND SCRAPING. THEN WASH THE ENTIRE SUPPORT POLE FREE OF DIRT AND DEBRIS WITH SOLVENT. PRIME BARE STEEL SURFACES. APPLY TWO COATS OF SILVER ALKYD BASED ENAMEL. APPLY EACH COAT TO A UNIFORM FINISH. FURNISH DROP CLOTHES, SHIELDS, AND PROTECTIVE METHODS TO PREVENT SPRAY OR DROPPINGS FROM DISFIGURING OTHER SURFACES. THE CONTRACTOR SHALL UTILIZE THE APPROPRIATE METHODS TO ENSURE THAT DEBRIS OR PAINT DOES NOT FALL ON VEHICLES PASSING BELOW.

CALCULATED AKF
CHECKED MAH

TRAFFIC CONTROL NOTES

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SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
317	318	319	320	321	322	323	324	325	326	327	357								
																		TRAFFIC CONTROL	
					196	117								630	02100	313	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
					217	15								630	03100	232	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							67							630	06400	67	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4x7.7	
					30	30								630	08002	60	FT	ONE WAY SUPPORT, NO. 2 POST	
					5	8								630	08600	13	EACH	SIGN POST REFLECTOR	
							4							630	09000	4	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
										6				630	09100	6	EACH	SURFACE PREPARATION, EXISTING SUPPORT SECTION	
										6				630	09106	6	EACH	COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION	
										6				630	09108	6	EACH	COATING, URETHANE TOP COAT, SUPPORT SECTION	
										6				630	09120	6	EACH	COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION	
							10							630	75000	10	EACH	SIGN ATTACHMENT ASSEMBLY	
					1									630	79600	1	EACH	SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 1	
					2									630	79610	2	EACH	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED	
					235	115								630	80100	350	SQ FT	SIGN, FLAT SHEET	
							60							630	80200	60	SQ FT	SIGN, GROUND MOUNTED EXTRUSHEET	
							491							630	80224	491	SQ FT	SIGN, OVERHEAD EXTRUSHEET	
							4							630	84500	4	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
								36	11					630	84900	47	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								22	9					630	86002	31	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								2						630	86310	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
								4	1					630	87400	5	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
								8	3					630	87500	11	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
					1									630	97700	1	EACH	SIGNING, MISC.: STREET SIGN ASSEMBLY	356
								8	1					631	94200	9	EACH	REMOVAL OF LUMINAIRE AND DISPOSAL	
								2	1					631	94304	3	EACH	REMOVAL OF DISCONNECT SWITCH AND DISPOSAL	
								8	1					631	94404	9	EACH	REMOVAL OF BALLAST AND DISPOSAL	
								4	1					631	94406	5	EACH	REMOVAL OF SIGNS WIRED	
								2	1					631	94408	3	EACH	REMOVAL OF SIGN WIRING AND DISPOSAL	
								2	1					631	94412	3	EACH	REMOVAL OF SIGN SERVICE AND DISPOSAL	
0.61	1.17	0.18		0.89										642	00090	2.85	MILE	EDGE LINE	
1.21	0.58	0.39												642	00190	2.18	MILE	LANE LINE	
0.73	0.38	0.47		0.16										642	00290	1.74	MILE	CENTER LINE	
713	525	267		72										642	00390	1,577	FT	CHANNELIZING LINE	
65		165		16										642	00490	246	FT	STOP LINE	
213		466												642	00590	679	FT	CROSSWALK LINE	
1,344	1,301	270		33										642	00690	2,948	FT	TRANSVERSE/DIAGONAL LINE	
	1	5		2										642	01290	8	EACH	LANE ARROW	
		0.01												642	30030	0.01	MILE	REMOVAL OF PAVEMENT MARKING	
		0.04	0.31											644	00200	0.35	MILE	LANE LINE	
		0.02	0.22											644	00300	0.24	MILE	CENTER LINE	
			467											644	00400	467	FT	CHANNELIZING LINE	
			194											644	00500	194	FT	STOP LINE	
		211	843											644	00600	1,054	FT	CROSSWALK LINE	
		1	11											644	01300	12	EACH	LANE ARROW	
																		SIGNALIZATION	
											2			632	26501	2	EACH	DETECTOR LOOP, AS PER PLAN	357

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

GENERAL SUMMARY

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PAVEMENT MARKING SUBSUMMARY - 1 OF 5

CALCULATED AKF
CHECKED MAH

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 EDGE LINE (WHITE)	642 EDGE LINE (YELLOW)	642 LANE LINE	642 CENTER LINE	642 CHANNELIZING LINE	642 STOP LINE	642 CROSSWALK LINE	642 TRANVERSE/DIAGONAL LINE (WHITE)	642 TRANVERSE/DIAGONAL LINE (YELLOW)	642 LANE ARROW	642 REMOVAL OF PAVEMENT MARKING	644 LANE LINE	644 CENTER LINE	644 CHANNELIZING LINE	644 STOP LINE	644 CROSSWALK LINE	644 LANE ARROW
						FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	FT	FT	FT	FT	FT	FT	EACH
328	LL-1	SR 43	813+50	815+00	LT			150.00														
328	LL-2	SR 43	813+50	815+00	RT			150.00														
328	CDS-1	SR 43	813+50	815+00	CEN				150.00													
329	LL-3	SR 43	815+00	820+00	LT			500.00														
329	LL-4	SR 43	815+00	820+00	RT			500.00														
329	CDS-2	SR 43	815+00	820+00	CEN				500.00													
330	LL-5	SR 43	820+00	825+00	LT			500.00														
330	LL-6	SR 43	820+00	825+00	RT			500.00														
330	CDS-3	SR 43	820+00	825+00	CEN				500.00													
330	SL-1	SR 43	822+93		RT						24.00											
330	SL-2	SR 43	824+01		LT						27.00											
330	CWL-1	SR 43	823+09		LT/RT							105.00										
330	CWL-2	SR 43	823+85		LT/RT							108.00										
331	ELW-1	SR 43 / STEELE AVE	825+33	0+81	LT/LT	398.00																
331	ELW-2	STEELE AVE / SR 43	0+81	830+00	LT/LT	68.00																
331	ELW-3	SR 43 / RAMP D	825+33	6+00	RT/LT	468.00																
331	ELW-4	SR 43	828+84	830+00	RT	116.00																
331	ELY-1	RAMP D	4+81	6+00	LT		119.00															
331	LL-7	SR 43	825+00	830+00	LT			500.00														
331	LL-8	SR 43	825+00	830+00	RT			500.00														
331	CDS-4	SR 43	825+00	830+00	CEN				500.00													
331	CDS-5	SR 43	828+23	830+00	CEN/LT				177.00													
331	CDS-31	STEELE AVE	0+78	1+05	CEN				27.00													
331	CL-1	RAMP D	3+85	4+81	LT					96.00												
331	CL-2	SR 43	827+87	828+84	RT					97.00												
331	SL-3	STEELE AVE	0+76		LT						14.00											
331	TLW-1	SR 43	827+87	828+84	RT								60.00									
331	TLY-1	SR 43	828+23	830+00	LT/RT									71.00								
332	ELW-5	SR 43	830+00	835+00	LT	500.00																
332	ELW-6	SR 43	830+00	835+00	RT	500.00																
332	LL-9	SR 43	830+00	835+00	LT			500.00														
332	LL-10	SR 43	830+00	835+00	LT			500.00														
332	LL-11	SR 43	830+00	835+00	RT			500.00														
332	CDS-6	SR 43	830+00	835+00	LT				500.00													
332	CDS-7	SR 43	830+00	835+00	RT				500.00													
332	TLY-2	SR 43	830+00	835+00	LT/RT									574.00								
333	ELW-7	SR 43 / RAMP A	835+00	1840+00	LT/CEN	500.00																
333	ELW-8	SR 43	835+00	840+00	RT	500.00																
333	LL-12	SR 43	835+00	837+40	LT			240.00														
333	LL-13	SR 43	835+00	840+00	LT			500.00														
333	LL-14	SR 43	835+00	840+00	RT			500.00														
333	LL-15	SR 44	837+00	840+00	RT			300.00														
333	CDS-8	SR 43	835+00	840+00	LT				500.00													
333	CDS-9	SR 43	835+00	840+00	RT				500.00													
333	CL-3	SR 43 / RAMP A	837+40	1840+00	LT/RT					260.00												
333	CL-4	SR 43	837+40	840+00	LT					260.00												
333	TLY-3	SR 43	835+00	840+00	LT/RT									639.00								
TOTALS CARRIED TO GENERAL SUMMARY						3,050	119	6,340	3,854	713	65	213	1,344									
MILE						0.61		1.21	0.73													

RECORD DRAWING
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SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 EDGE LINE (WHITE) FT	642 EDGE LINE (YELLOW) FT	642 LANE LINE FT	642 CENTER LINE FT	642 CHANNELIZING LINE FT	642 STOP LINE FT	642 CROSSWALK LINE FT	642 TRANVERSE/DIAGONAL LINE (WHITE) FT	642 TRANVERSE/DIAGONAL LINE (YELLOW) FT	642 LANE ARROW EACH	642 REMOVAL OF PAVEMENT MARKING FT	644 LANE LINE FT	644 CENTER LINE FT	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE FT	644 LANE ARROW EACH
334	ELW-9	RAMP A	1840+00	1845+00	CEN	500.00																
334	ELW-10	SR 43	840+38	845+00	LT	462.00																
334	ELW-11	SR 43	843+25	845+00	RT	175.00																
334	ELW-12	SR 43 / RAMP B	840+00	2845+00	RT/CEN	500.00																
334	ELY-2	RAMP A	1840+37	1845+00	LT		463.00															
334	ELY-3	RAMP B	2843+19	2845+00	LT		181.00															
334	LL-16	SR 43	840+00	845+00	LT			500.00														
334	LL-17	SR 43	840+00	841+48	RT			148.00														
334	LL-18	SR 43	840+00	845+00	RT			500.00														
334	CDS-10	SR 43	840+00	845+00	LT				500.00													
334	CDS-11	SR 43	840+00	845+00	RT				500.00													
334	CL-5	SR 43	840+00	840+38	LT					38.00												
334	CL-6	RAMP A	1840+00	1840+37	RT					37.00												
334	CL-7	RAMP B	2841+46	2843+19	LT					173.00												
334	CL-8	SR 43	841+48	843+25	RT					177.00												
334	TLW-2	SR 43	841+48	843+25	RT								56.00									
334	TLY-4	SR 43	840+00	845+00	LT/RT									639.00								
335	ELW-13	RAMP A	1845+00	1849+00	CEN	400.00																
335	ELW-14	SR 43	845+00	850+00	LT	500.00																
335	ELW-15	SR 43	845+00	850+00	RT	500.00																
335	ELY-4	RAMP A	1845+00	1849+00	LT		400.00															
335	ELY-5	SR 43	846+60	850+00	LT		340.00															
335	ELY-6	SR 43	846+60	850+00	RT		340.00															
335	LL-19	SR 43	845+00	850+00	LT			500.00														
335	LL-20	SR 43	845+00	850+00	RT			500.00														
335	CDS-12	SR 43	845+00	846+60	LT				160.00													
335	CDS-13	SR 43	845+00	846+60	RT				160.00													
335	TLY-5	SR 43	845+00	846+52	LT/RT									192.00								
336	ELW-16	SR 43	850+00	855+00	LT	500.00																
336	ELW-17	SR 43	850+00	855+00	RT	500.00																
336	ELW-18	WASHINGTON ST	854+88	855+00	LT	17.00																
336	ELY-7	SR 43	850+00	851+62	LT		162.00															
336	ELY-8	SR 43	850+00	851+62	RT		162.00															
336	ELY-9	WASHINGTON ST	854+77	855+00	LT		26.00															
336	LL-21	SR 43	850+00	855+00	LT			500.00														
336	LL-22	SR 43	850+00	854+00	RT			400.00														
336	CDS-14	SR 43	851+62	855+00	LT				338.00													
336	CDS-15	SR 43	851+62	855+00	RT				338.00													
336	CL-9	SR 43	854+00	855+00	RT					100.00												
336	TLY-6	SR 43	851+66	855+00	LT/RT									414.00								
336	LA-1	SR 43	854+64		RT										1							
TOTALS CARRIED TO GENERAL SUMMARY						4,054	2,074	3,048	1,996	525			1,301		1							
MILE						1.17		0.58	0.38													

CALCULATED AKF
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PAVEMENT MARKING SUBSUMMARY - 2 OF 5

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PAVEMENT MARKING SUBSUMMARY - 3 OF 5

CALCULATED AKF
CHECKED MAH

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 EDGE LINE (WHITE) FT	642 EDGE LINE (YELLOW) FT	642 LANE LINE FT	642 CENTER LINE FT	642 CHANNELIZING LINE FT	642 STOP LINE FT	642 CROSSWALK LINE FT	642 TRANVERSE/DIAGONAL LINE (WHITE) FT	642 TRANVERSE/DIAGONAL LINE (YELLOW) FT	642 LANE ARROW EACH	642 REMOVAL OF PAVEMENT MARKING FT	644 LANE LINE FT	644 CENTER LINE FT	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE FT	644 LANE ARROW FT
337	ELW-19	SR 43	855+00	855+67	LT	67.00												RECORD DRAWING 12/23/11				
337	ELW-20	SR 43	855+00	2+41	LT	410.00																
337	ELW-21	SR 43	855+00	2+41	RT	391.86																
337	ELY-10	SR 43	855+00	855+68	LT		68.00															
337	LL-23	SR 43	855+00	3+50	LT			500.86														
337	CDS-16	SR 43	855+00	3+50	LT/RT				500.86													
337	CDS-17	SR 43	855+00	858+82	RT				382.00													
337	CDS-18	7TH ST	10+87	11+00	RT				13.00													
337	CDS-19	7TH ST	9+50	9+57	CEN				7.00													
337	CL-10	SR 43	855+00	2+41	RT				391.86													
337	CL-11	SR 43	3+28	3+50	CEN					22.00												
337	CL-12	SR 43	855+68	856+14	LT					46.00												
337	CL-13	SR 43	855+65	856+14	LT					49.00												
337	CL-14	7TH ST	10+64	11+00	LT					36.00												
337	SL-4	SR 43	2+43		RT						23.00											
337	SL-5	SR 43	3+26		LT						23.00											
337	SL-6	SR 43	3+36		RT						11.50											
337	SL-7	7TH ST	10+62		LT						11.00											
337	SL-8	7TH ST	10+85		LT/RT						10.00											
337	SL-9	7TH ST	9+59		RT						20.00											
337	CWL-4	SR 43	2+70		LT/RT							114.00										
337	CWL-5	7TH ST	10+28		LT/RT							76.00										
337	CWL-6	SR 43	3+09		LT/RT							102.00										
337	CWL-7	7TH ST	9+75		LT/RT							81.00										
337	TLW-3	SR 43	855+65	856+14	LT								27.00									
337	TLY-7	SR 43	855+00	858+82	LT/RT									178.00								
337	LA-2	SR 43	856+45		RT										1							
337	LA-3	SR 43	858+24		RT										1							
337	LA-4	SR 43	858+62		RT										1							
338	LL-24	SR 43	3+50	8+50	LT			500.00														
338	LL-25	SR 43	6+50	8+50	RT			200.00														
338	CDS-21	SR 43	4+50	6+50	RT/CEN				200.00													
338	CDS-22	SR 43	3+50	8+50	RT/CEN				500.00													
338	CL-15	SR 43	3+50	4+40	CEN					90.00												
338	TLY-8	SR 43	4+50	6+50	RT									65.00								
338	LA-5	SR 43	3+68		RT										1							
338	LA-6	SR 43	4+06		RT										1							
339	LL-26	SR 43	8+50	12+70	LT			420.00														
339	LL-27	SR 43	8+50	12+70	RT			420.00														
339	LL-33	SR 43	12+70	13+50	LT												80.00					
339	LL-34	SR 43	12+70	13+50	RT												80.00					
339	CDS-23	SR 43	8+50	12+70	CEN				420.00													
339	CDS-24	5TH ST	10+61	10+80	CEN				19.00													
339	CDS-32	SR 43	12+70	13+50	RT													80.00				
339	CL-16	5TH ST	10+56	10+80	LT					24.00												
339	SL-10	SR 43	11+77		RT						23.00											
339	SL-11	SR 43	12+57		LT						23.00											
339	SL-12	5TH ST	10+44		LT						10.00											
339	SL-13	5TH ST	10+59		LT/RT						10.00											
339	CWL-8	SR 43	12+40		LT/RT							93.00										
339	CWL-9	5TH ST	11+54		LT/RT																72.00	
339	CWL-10	5TH ST	8+24	8+43	LT																38.00	
339	CWL-11	5TH ST	8+23		LT/RT																53.00	
339	LA-7	5TH ST	10+64		LT																	1
339		5TH ST	11+54	11+65	RT											12.00						
339	CWL-23	6TH ST	10+54		LT/RT																48.00	
TOTALS CARRIED TO GENERAL SUMMARY						869	68	2,041	2,434	267	165	466	270		5	12	160	80			211	1
MILE						0.18		0.39	0.47							0.01	0.04	0.02				

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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 EDGE LINE (WHITE) FT	642 EDGE LINE (YELLOW) FT	642 LANE LINE FT	642 CENTER LINE FT	642 CHANNELIZING LINE FT	642 STOP LINE FT	642 CROSSWALK LINE FT	642 TRANVERSE/DIAGONAL LINE (WHITE) FT	642 TRANVERSE/DIAGONAL LINE (YELLOW) FT	642 LANE ARROW EACH	642 REMOVAL OF PAVEMENT MARKING FT	644 LANE LINE FT	644 CENTER LINE FT	644 CHANNELIZING LINE FT	644 STOP LINE FT	644 CROSSWALK LINE FT	644 LANE ARROW FT
340	LL-28	SR 43	13+50	18+50	LT												500.00					
340	LL-29	SR 43	13+50	18+50	RT												500.00					
340	CDS-25	SR 43	13+50	18+50	CEN													500.00				
340	CDS-26	4TH ST	9+38	9+63	LT													25.00				
340	CDS-27	4TH ST	10+40	10+65	RT													25.00				
340	CL-17	4TH ST	10+40	10+65	LT														25.00			
340	CL-18	4TH ST	9+38	9+63	RT														25.00			
340	SL-14	SR 43	15+75		RT															23.00		
340	SL-15	SR 43	16+45		LT															23.00		
340	SL-16	4TH ST	10+41		LT/RT															18.00		
340	SL-17	4TH ST	9+62		LT/RT															18.00		
340	CWL-12	SR 43	15+91		LT/RT																91.00	
340	CWL-13	SR 43	16+29		LT/RT																96.00	
340	CWL-14	4TH ST	10+24		LT/RT																78.00	
340	CWL-15	4TH ST	9+78		LT/RT																78.00	
340	LA-8	4TH ST	10+63																			1
340	LA-9	4TH ST	9+40																			1
341	LL-30	SR 43	18+50	23+50	LT												500.00					
341	LL-31	SR 43	18+50	18+90	RT												40.00					
341	CDS-33	SR 43	18+50	23+50	CEN													500.00				
341	CL-19	SR 43	18+90	20+20	RT														130.00			
341	CL-20	SR 43	20+88	21+80	CEN														92.00			
341	CL-21	SR 43	22+50	23+50	RT														100.00			
341	CL-22	3RD ST	10+43	10+66	LT														23.00			
341	CL-23	3RD ST	9+50	9+61	RT														11.00			
341	SL-18	SR 43	20+21		RT															23.00		
341	SL-19	SR 43	20+88		LT															23.00		
341	SL-20	SR 43	21+11		RT															11.50		
341	SL-21	3RD ST	10+41		LT															11.00		
341	SL-22	3RD ST	9+63		RT															10.00		
341	CWL-16	SR 43	20+37		LT/RT																94.00	
341	CWL-17	SR 43	20+71		LT/RT																93.00	
341	CWL-18	3RD ST	10+25		LT/RT																69.00	
341	CWL-19	3RD ST	9+79		LT/RT																72.00	
341	LA-10	SR 43	19+15		RT																	1
341	LA-11	SR 43	19+51		RT																	1
341	LA-12	SR 43	19+89		RT																	1
341	LA-13	SR 43	21+31		RT																	1
341	LA-14	SR 43	21+59		RT																	1
341	LA-15	SR 43	22+69		RT																	1
341	LA-16	SR 43	23+07		RT																	1
341	LA-17	SR 43	23+43		RT																	1
342	LL-32	SR 43	23+50	24+13	LT												63.00					
342	CDS-28	SR 43	23+50	24+11	CEN													61.00				
342	CL-24	SR 43	23+50	24+11	RT														61.00			
342	SL-23	SR 43	24+13		RT															23.00		
342	SL-24	SR 43	24+28	24+38	LT															10.00		
342	CWL-20	SR 43	24+16		LT/RT																116.00	
342	CWL-21	SR 43	24+18	24+38	LT																34.00	
342	CWL-22	SR 43	24+22	24+43	RT																22.00	
342	LA-18	SR 43	23+81		RT																	1
TOTALS CARRIED TO GENERAL SUMMARY																	1,603	1,111	467	194	843	11
MILE																	0.31	0.22				

RECORD DRAWING
12/23/11

CALCULATED AKF
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PAVEMENT MARKING SUBSUMMARY - 4 OF 5

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SBATES

PAVEMENT MARKING SUBSUMMARY - 5 OF 5

CALCULATED AKF
CHECKED MAH

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	642 EDGE LINE (WHITE)	642 EDGE LINE (YELLOW)	642 LANE LINE	642 CENTER LINE	642 CHANNELIZING LINE	642 STOP LINE	642 CROSSWALK LINE	642 TRANVERSE/DIAGONAL LINE (WHITE)	642 TRANVERSE/DIAGONAL LINE (YELLOW)	642 LANE ARROW	642 REMOVAL OF PAVEMENT MARKING	644 LANE LINE	644 CENTER LINE	644 CHANNELIZING LINE	644 STOP LINE	644 CROSSWALK LINE	644 LANE ARROW
			FROM	TO		FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	FT	FT	FT	FT	FT	FT	FT
343	ELW-22	RAMP D	6+00	10+00	CEN	400.00																
343	ELY-11	RAMP D	6+00	10+00	LT		400.00															
343	SL-25	RAMP D	9+60		LT						16.00											
344	ELW-23	RAMP A	1849+00	1853+50	CEN	450.00																
344	ELY-12	RAMP A	1849+00	1853+50	RT		450.00															
345	ELW-24	RAMP A	1853+50	1858+50	CEN	500.00																
345	ELY-13	RAMP A	1853+50	1858+50	RT		500.00															
346	ELW-25	RAMP A	1858+50	1860+84	CEN	234.00																
346	ELY-14	RAMP A	1858+50	1860+84	RT		234.00															
347	ELW-26	RAMP B	2845+00	2850+00	CEN	500.00																
347	ELY-15	RAMP B	2845+00	2850+00	LT		500.00															
348	ELW-27	RAMP B	2850+00	2852+61	CEN	261.00																
348	ELY-16	RAMP B	2850+00	2852+61	LT		261.00															
348	TLY-9	RAMP B	2852+16	2852+61	LT									33.00								
349	CDS-29	7TH ST	6+07	9+00	CEN				293.00													
350	CDS-30	7TH ST	11+00	16+30	RT				530.00													
350	CL-25	7TH ST	11+00	11+72	RT					72.00												
350	LA-19	7TH ST	11+07		CEN										1							
350	LA-20	7TH ST	11+28		CEN										1							
TOTALS CARRIED TO GENERAL SUMMARY						2,345	2,345		823	72	16		33		2							
MILE						0.89			0.16													

RECORD DRAWING
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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 ONE WAY SUPPORT, NO. 2 POST FT	630 SIGN POST REFLECTOR (RED) EACH	630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 1 EACH	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 SIGNING, MISC.: STREET SIGN ASSEMBLY EACH
331	S-1	SR 43	826+50	LT	D3-H6a-48	48" X 8"	10.83/10.83						2.67	
331	S-2	STEELE AVE	0+81	LT	R1-1-30	30" X 30"				1			6.25	1
					SPECIAL	36" X 12"							3.00	
					SPECIAL	36" X 12"							3.00	
331	S-4	RAMP D	5+10	RT	W13-3-24	24" X 30"	13.00						5.00	
331	S-5	SR 43	829+50	RT	M3-3-30	30' X 15"		14.33					3.13	
					M1-5-30-2	30" X 30"							6.25	
331	S-6	SR 43	829+85	RT	R16-H4-24	24" X 30"		14.74/17.33					5.00	
					W7-1-36	36" X 36"							9.00	
					W13-1-18	18" X 18"							2.25	
					W7-3-24	24" X 18"							3.00	
332	S-7	SR 43	831+50	RT	R2-1-24	24" X 30"	13.00						5.00	
332	S-8	SR 43	830+50	LT	R3-2-36	36" X 36"		13.50					9.00	
332	S-9	SR 43	833+00	LT	W9-1-36	36" X 36"		14.74					9.00	
333	S-10	SR 43	835+50	LT	M3-1-30	30' X 15"		14.33					3.13	
					M1-5-30-2	30" X 30"							6.25	
334	S-11	SR 43	841+50	LT	R2-1-24	24" X 30"	13.00						5.00	
334	S-12	SR 43	843+50	LT	W4-1R-36	36" X 36"		14.74					9.00	
334	S-13	RAMP B	2840+75	RT	W13-3-24	24" X 30"	13.00						5.00	
334	S-15	RAMP B	2843+50	RT	R2-1-24	24" X 30"	13.00						5.00	
334	S-16	SR 43	844+50	RT	M3-3-30	30' X 15"		14.33					3.13	
					M1-5-30-2	30" X 30"							6.25	
336	S-17	SR 43	847+50	LT	I-H25a-12	12" X 12"	8.50						1.00	
336	S-18	SR 43	846+00	RT	R2-1-24	24" X 30"	13.00						5.00	
336	S-19	SR 43	846+85	CEN	R4-7-24	24" X 30"						1	5.00	
336	S-20	SR 43	847+70	RT	W3-3-36	36" X 36"		14.74/14.74					9.00	
					R3-7L-30	30" X 30"							6.25	
336	S-21	SR 43	847+85	RT	I-H25a-12	12" X 12"	8.50						1.00	
336	S-22	SR 43	849+00	RT	R4-H11-30	30" X 36"		13.50					7.50	
336	S-45	SR 43	847+57	RT	W3-3-36	36" X 36"					1		9.00	
336	S-23	SR 43	851+35	CEN	R4-7-24	24" X 30"						1	5.00	
336	S-24	SR 43	854+70	LT	R4-H11-30	30" X 36"		13.50					7.50	
336	S-25	SR 43	854+90	LT	R5-1-36	36" X 36"	13.50		14.58	2			9.00	
					R6-1L-36	36" X 12"							3.00	
					R6-1R-36	36" X 12"							3.00	
336	S-26	SR 43	854+90	LT	R5-1-36	36" X 36"	13.50		14.58	2			9.00	
					R6-1L-36	36" X 12"							3.00	
					R6-1R-36	36" X 12"							3.00	
336	S-27	SR 43	854+00	RT	R3-H8bh-36	36" X 30"	13.00						7.50	
336	S-28	SR 43	854+00	RT	R4-H11-30	30" X 36"		13.50					7.50	
337	S-29	SR 43	857+50	LT	R2-1-24	24" X 30"	13.00						5.00	
337	S-30	SR 43	857+50	RT	R3-7L-30	30" X 30"	13.00						6.25	
337	S-31	SR 43	857+50	RT	R3-H8bh-36	36" X 30"	13.00						7.50	
TOTALS CARRIED TO GENERAL SUMMARY							196	217	30	5	1	2	235	1

CALCULATED AKF
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SIGNING SUBSUMMARY - 1 OF 2

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RECORD DRAWING
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SBAILES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 2 POST FT	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 ONE WAY SUPPORT, NO. 2 POST FT	630 SIGN POST REFLECTOR (RED) EACH	630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 1 EACH	630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 SIGNING, MISC.: STREET SIGN ASSEMBLY EACH
339	S-32	5TH STREET	11+72	LT	W11-2-30	30" X 30"		14.03					6.25	
					W16-7pL-24	24" X 12"							2.00	
339	S-33	5TH STREET	11+47	RT	W11-2-30	30" X 30"		14.03					6.25	
					W16-7pL-24	24" X 12"							2.00	
339	S-47	6TH STREET	9+67	LT	R9-3A-18	18" X 18"	13.08						2.25	
					R9-3B-18	18" X 12"							1.50	
339	S-48	6TH STREET	9+67	RT	R9-3A-18	18" X 18"	13.08						2.25	
					R9-3B-18	18" X 12"							1.50	
339	S-49	6TH STREET	10+66	LT	W11-2-30	30" X 30"		14.03					6.25	
					W16-7pL-24	24" X 12"							2.00	
339	S-50	6TH STREET	10+37	RT	W11-2-30	30" X 30"		14.03					6.25	
					W16-7pL-24	24" X 12"							2.00	
343	S-35	RAMP D	9+15	LT	R5-1a-36	36" X 24"	12.50			1			6.00	
343	S-36	RAMP D	9+65	RT	R1-1-36	36" X 36"	13.50			1			9.00	
344	S-37	RAMP A	1849+08	LT	I-H25a-12	12" X 12"	8.50						1.00	
344	S-38	RAMP A	1853+00	LT	I-H25a-12	12" X 12"	8.50						1.00	
344	S-39	RAMP A	1853+25	LT	W8-13-36	36" X 36"		14.74					9.00	
347	S-40	RAMP B	2847+50	RT	R2-1-24	24" X 30"	13.00						5.00	
348	S-41	RAMP B	2851+30	LT	R5-1a-36	36" X 24"	12.50			1			6.00	
348	S-42	RAMP B	2851+30	RT	R5-1a-36	36" X 24"	12.50			1			6.00	
348	S-43	RAMP B	2852+60	LT	R5-1-36	36" X 36"	13.50		14.58	2			9.00	
					R6-1L-36	36" X 12"							3.00	
					R6-1R-36	36" X 12"							3.00	
348	S-44	RAMP B	2852+60	RT	R5-1-36	36" X 36"	13.50		14.58	2			9.00	
					R6-1L-36	36" X 12"							3.00	
					R6-1R-36	36" X 12"							3.00	
348	S-46	RAMP B	2850+50	RT	I-H25a-12	12" X 12"	8.50						1.00	
		NOT USED: S-34												
TOTALS CARRIED TO GENERAL SUMMARY							117	15	30	8			115	

CALCULATED AKF
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SIGNING SUBSUMMARY - 2 OF 2

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RECORD DRAWING
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SBAILES

SHEET NO.	REFERENCE NO.	LOCATION	SIDE	DETAIL PAGE	STATION	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4x7.7 FT	630 BREAKAWAY STRUCTURAL BEAM CONNECTION EACH	630 SIGN ATTACHMENT ASSEMBLY EACH	630 SIGN, GROUND MOUNTED EXTRUSHEET SQ FT	630 SIGN, OVERHEAD EXTRUSHEET SQ FT	630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION EACH
331	OSS-1	SR 43 - EASTBOUND	RT	38	828+10			2		160.00	
								2		112.00	
								2		84.00	
331	S-3	SR 43 - EASTBOUND	RT	41	829+00	16.10/16.16	2		30.00		2
334	OSS-2	SR 43 - EASTBOUND	RT	39	841+58			2		102.00	
334	S-14	SR 43 - EASTBOUND	RT	41	843+25	16.76/17.12	2		30.00		2
346	OSS-3	RAMP A	LT	40	1861+15			2		33.00	
TOTALS CARRIED TO GENERAL SUMMARY						67	4	10	60	491	4

RECORD DRAWING
12/23/11

OVERHEAD AND BEAM MOUNTED SIGNS

CALCULATED AKF
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SBAILES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH	631 REMOVAL OF LUMINAIRE AND DISPOSAL EACH	631 REMOVAL OF DISCONNECT SWITCH AND DISPOSAL EACH	631 REMOVAL OF BALLAST AND DISPOSAL EACH	631 REMOVAL OF SIGNS WIRED EACH	631 REMOVAL OF SIGN WIRING AND DISPOSAL EACH	631 REMOVAL OF SIGN SERVICE AND DISPOSAL EACH	
331	R-1	SR 43		LT	D3-H6a		1	2										
331	R-2	STEELE AVE		LT	R1-1		1	1										
					D3-1		1											
331	R-3	SR 43		RT	E6-H2					1		2	1	2	1	1	1	
					E1-H1					1		2		2	1			
					E1-H3					1		2		2	1			
331	R-4	RAMP D		RT	W13-3		1	1										
331	R-5	SR 43		RT	M3-3						1							
					M1-5-2						1							
331	R-6	SR 43		RT	SPECIAL		1	2										
					W7-1		1											
					W13-1		1											
					W7-3		1											
332	R-7	SR 43		RT	R2-1						1							
332	R-8	SR 43		LT	R4-7		1	1										
					R3-2		1											
					SPECIAL		1											
332	R-9	SR 43			W9-1													
333	R-10	SR 43		LT	W6-2		1	1										
					SPECIAL		1											
333	R-11	SR 43		LT	M3-1		1	1										
					M1-5-2		1											
333	R-12	SR 43		CEN	M3-1		1	1										
					M1-5-2		1											
333	R-13	SR 43		RT	R2-1		1	1										
334	R-14	SR 43		LT	R2-1						1							
334	R-15	SR 43		CEN	R2-1		1	1										
					R2-1		1											
334	R-16	SR 43		LT	W4-1R						1							
					SPECIAL						1							
334	R-17	SR 43		RT	W13-3		1	1										
334	R-18	RAMP B		RT	SPECIAL					1		2	1	2	1	1	1	
334	R-19	RAMP B		RT	R2-1		1	1										
334	R-20	SR 43		CEN	R3-7I		1	1										
					W16-2a		1											
334	R-21	SR 43		RT	M3-3						1							
					M1-5-2						1							
335	R-22	SR 43		LT	I-H25a				1									
335	R-23	SR 43		CEN	W3-3				1									
335	R-24	SR 43		RT	W3-3		1	1										
335	R-25	SR 43		RT	R4-H11		1	1										
336	R-26	SR 43		LT	R4-H11		1	1										
336	R-27	SR 43		LT	R5-1		1	1										
					R6-1L		1											
					R6-1R		1											
336	R-28	SR 43		LT	R5-1		1	1										
					R6-1L		1											
					R6-1R		1											
336	R-29	SR 43		RT	R3-7L		1	1										
					W16-2a		1											
336	R-30	SR 43		RT	R4-H11		1	1										
TOTALS CARRIED TO GENERAL SUMMARY							36	22	2	4	8	8	2	8	4	2	2	

RECORD DRAWING
12/23/11

CALCULATED AKF
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SIGNING REMOVAL SUBSUMMARY - 1 OF 2

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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH	631 REMOVAL OF LUMINAIRE AND DISPOSAL EACH	631 REMOVAL OF DISCONNECT SWITCH AND DISPOSAL EACH	631 REMOVAL OF BALLAST AND DISPOSAL EACH	631 REMOVAL OF SIGNS WIRED EACH	631 REMOVAL OF SIGN WIRING AND DISPOSAL EACH	631 REMOVAL OF SIGN SERVICE AND DISPOSAL EACH	
337	R-31	SR 43		LT	R4-7		1	1									
337	R-32	SR 43		LT	R2-1		1	1									
337	R-33	SR 43		RT	R3-H8bh		1	1									
337	R-34	SR 43		RT	R3-H8bh		1	1									
343	R-35	RAMP D		LT	R5-1a		1	1									
343	R-36	RAMP D		RT	R1-1						1						
344	R-37	RAMP A		LT	SPECIAL						1						
346	R-38	RAMP A		LT	E1-H3					1		1	1	1	1	1	1
347	R-39	RAMP B		RT	R2-1						1						
348	R-40	RAMP B		LT	R5-1a		1	1									
348	R-41	RAMP B		RT	R5-1a		1	1									
348	R-42	RAMP B		LT	R5-1		1	1									
					R6-1L		1										
					R6-1R		1										
348	R-43	RAMP B		RT	R5-1		1	1									
TOTALS CARRIED TO GENERAL SUMMARY							11	9		1	3	1	1	1	1	1	1

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

SIGNING REMOVAL SUBSUMMARY - 2 OF 2

JEF-43-0.00

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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	SIDE	DETAIL PAGE	STATION	630 SURFACE PREPARATION, EXISTING SUPPORT SECTION EACH	630 COATING, EPOXY INTERMEDIATE COAT, SUPPORT SECTION EACH	630 COATING, URETHANE TOP COAT, SUPPORT SECTION EACH	630 COATING, ORGANIC ZINC PRIME COAT, SUPPORT SECTION EACH
331	OSS-1	SR 43 - EASTBOUND	RT	38	828+10	2	2	2	2
334	OSS-2	SR 43 - EASTBOUND	RT	39	841+58	2	2	2	2
346	OSS-3	RAMP A	LT	40	1861+15	2	2	2	2
TOTALS CARRIED TO GENERAL SUMMARY						6	6	6	6

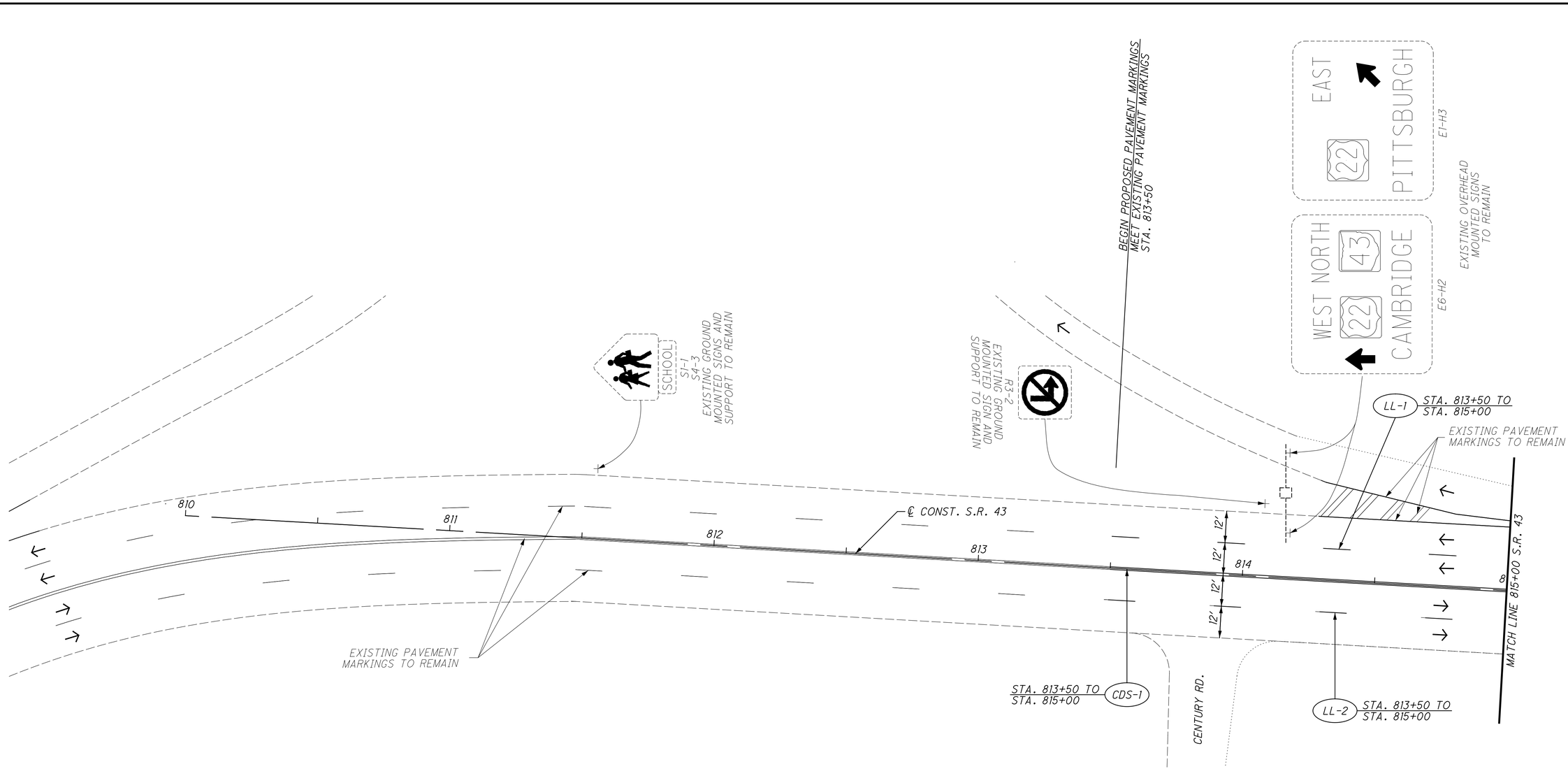
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OVERHEAD PAINTING SUBSUMMARY

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LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

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CALCULATED AKF
CHECKED MAH

0 10 20 40
HORIZONTAL SCALE IN FEET

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 BEGIN TO STA. 815+00

JEF-43-0.00

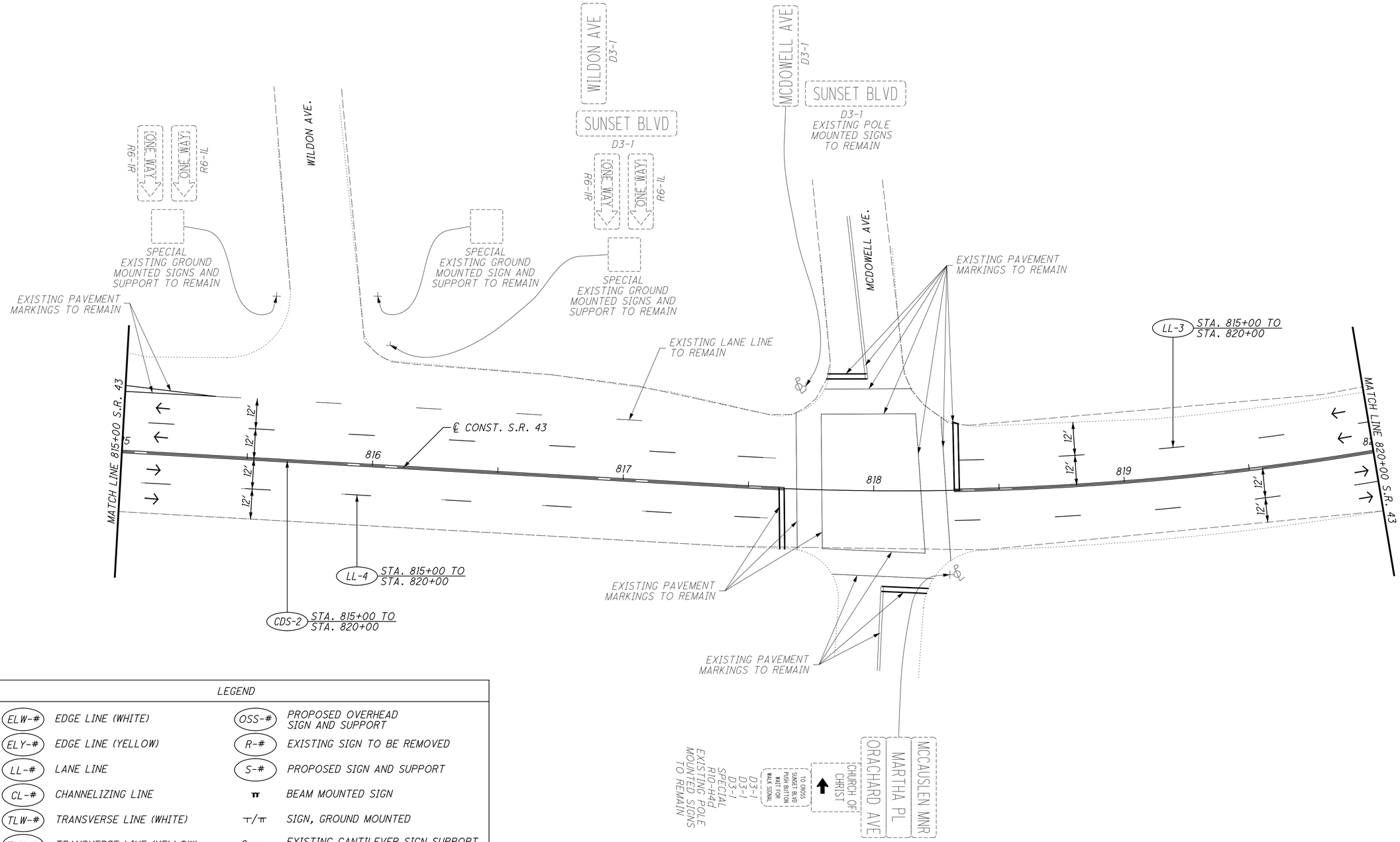
328
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SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 815+00 TO STA. 820+00

JEF-43-0.00

CALCULATED AKF
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40



LEGEND

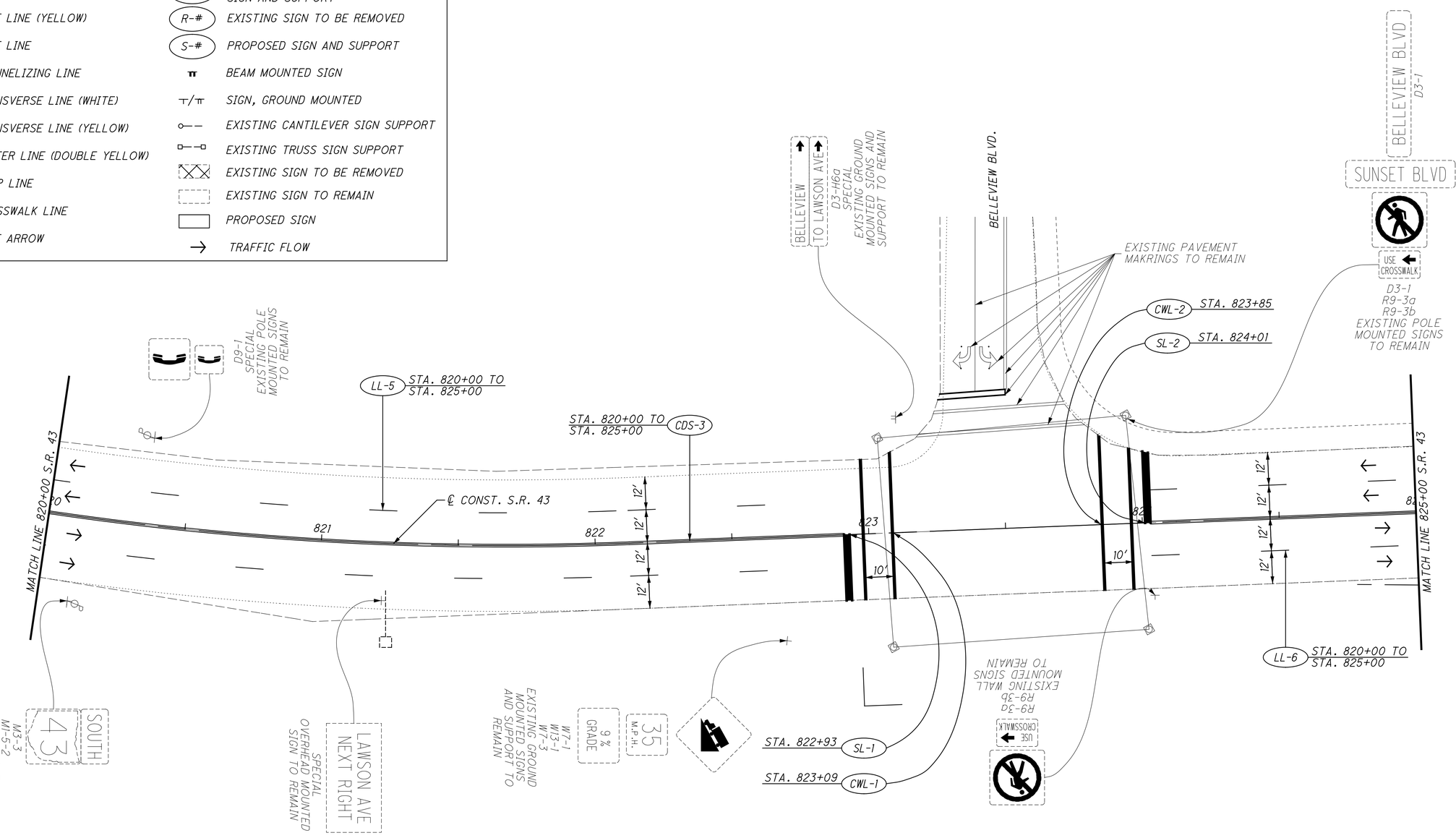
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ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

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LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11



NOTE: 1. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 820+00 TO STA. 825+00

JEF-43-0.00

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SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 825+00 TO STA. 830+00

LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
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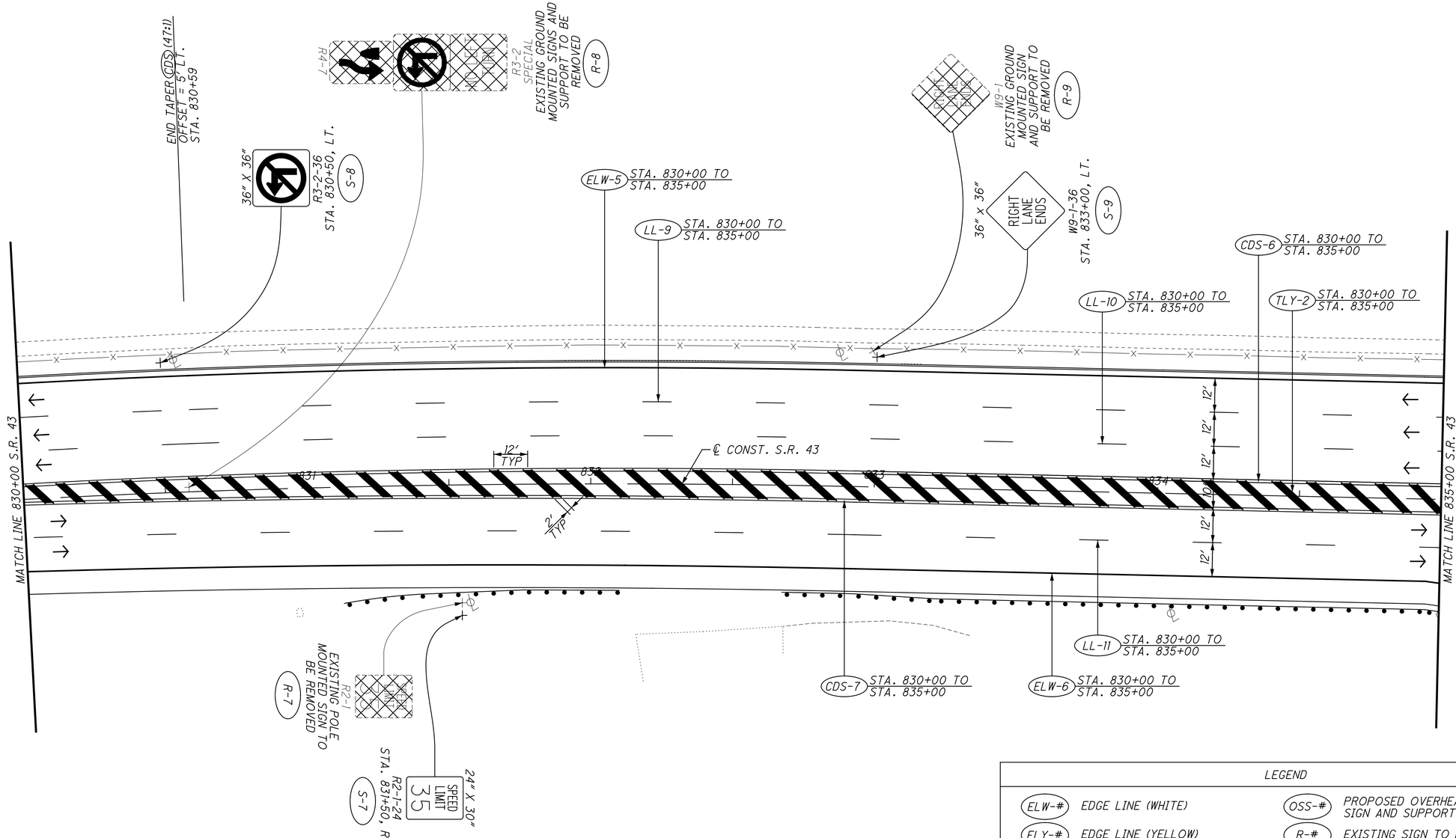
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

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RECORD DRAWING
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LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 830+00 TO STA. 835+00

JEF-43-0.00

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LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 835+00 TO STA. 840+00

JEF-43-0.00

S-14 NOT USED

ELW-9 STA. 1840+00 TO STA. 1845+00

ELY-2 STA. 1840+37 TO STA. 1845+00

CL-5 STA. 840+00 TO STA. 840+38

CL-6 STA. 1840+00 TO STA. 1840+37

24" X 30" SPEED LIMIT 35 R2-1-24 STA. 841+50, LT. S-11

MATCH LINE 1840+00 RAMP A

MATCH LINE 1845+00 RAMP A

RAMP A

1841 1842 1843 1844

16' 3'

STA. 840+00 TO STA. 845+00 TLY-4

CDS-10 STA. 840+00 TO STA. 845+00

EXISTING POLE MOUNTED SIGN TO BE REMOVED R-14

R2-1

EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO BE REMOVED R-15

STA. 840+38 TO STA. 845+00 ELW-10

LL-16 STA. 840+00 TO STA. 845+00

36" X 36" W4-1R-36 STA. 843+50, LT. S-12

W4-1R SPECIAL EXISTING POLE MOUNTED SIGNS TO BE REMOVED R-16

MATCH LINE 840+00 S.R. 43

MATCH LINE 845+00 S.R. 43

12' TYP

2' TYP

840 841 842 843 844

℄ CONST. S.R. 43

12' 12' 12' 12' 12' 10'

12' TYP 24' TYP 48' TYP

2' TYP

2841 2842 2843

LL-17 STA. 840+00 TO STA. 841+48

STA. 2841+46 TO STA. 2843+19 CL-7

STA. 841+48 TO STA. 843+25 CL-8

STA. 841+48 TO STA. 843+25 TLW-2

CDS-11 STA. 840+00 TO STA. 845+00

24" X 30" RAMP 25 MPH W13-3-24 STA. 2840+75, RT. S-13

R-17

EXISTING GROUND MOUNTED SIGN AND SUPPORT TO BE REMOVED W13-3 RAMP

LL-18 STA. 840+00 TO STA. 845+00

STA. 843+25 TO STA. 845+00 ELW-11

2844 RAMP B

3' 16'

MATCH LINE STA. 2845+00 SEE SHEET 347.

Market St Downtown

204" X 72"

E1-H3-204 PROPOSED OVERHEAD MOUNTED SIGN TO BE MOUNTED ON EXISTING SUPPORT OSS-2

EXISTING OVERHEAD MOUNTED SIGN TO BE REMOVED AND EXISTING SUPPORT TO REMAIN R-18

SPECIAL EXISTING POLE MOUNTED SIGNS TO BE REMOVED

E5-H1-72 STA. 843+25, RT. S-14

EXIT 72" X 60"

24" X 30" SPEED LIMIT 25 R2-1-24 STA. 843+50, RT. S-15

EXISTING GROUND MOUNTED SIGN AND SUPPORT TO BE REMOVED R-19

R2-1

ELW-12 STA. 840+00 (SR 43) TO STA. 2845+00 (RAMP B)

ELY-3 STA. 2843+19 TO STA. 2845+00

EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO BE REMOVED R3-7L W16-2a R-20

M3-3-30 M1-5-30-2 STA. 844+50, RT. S-16

30" X 15" 30" X 30" SOUTH 43

EXISTING POLE MOUNTED SIGNS TO BE REMOVED M3-3 M1-5-2 R-21

LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING 12/23/11

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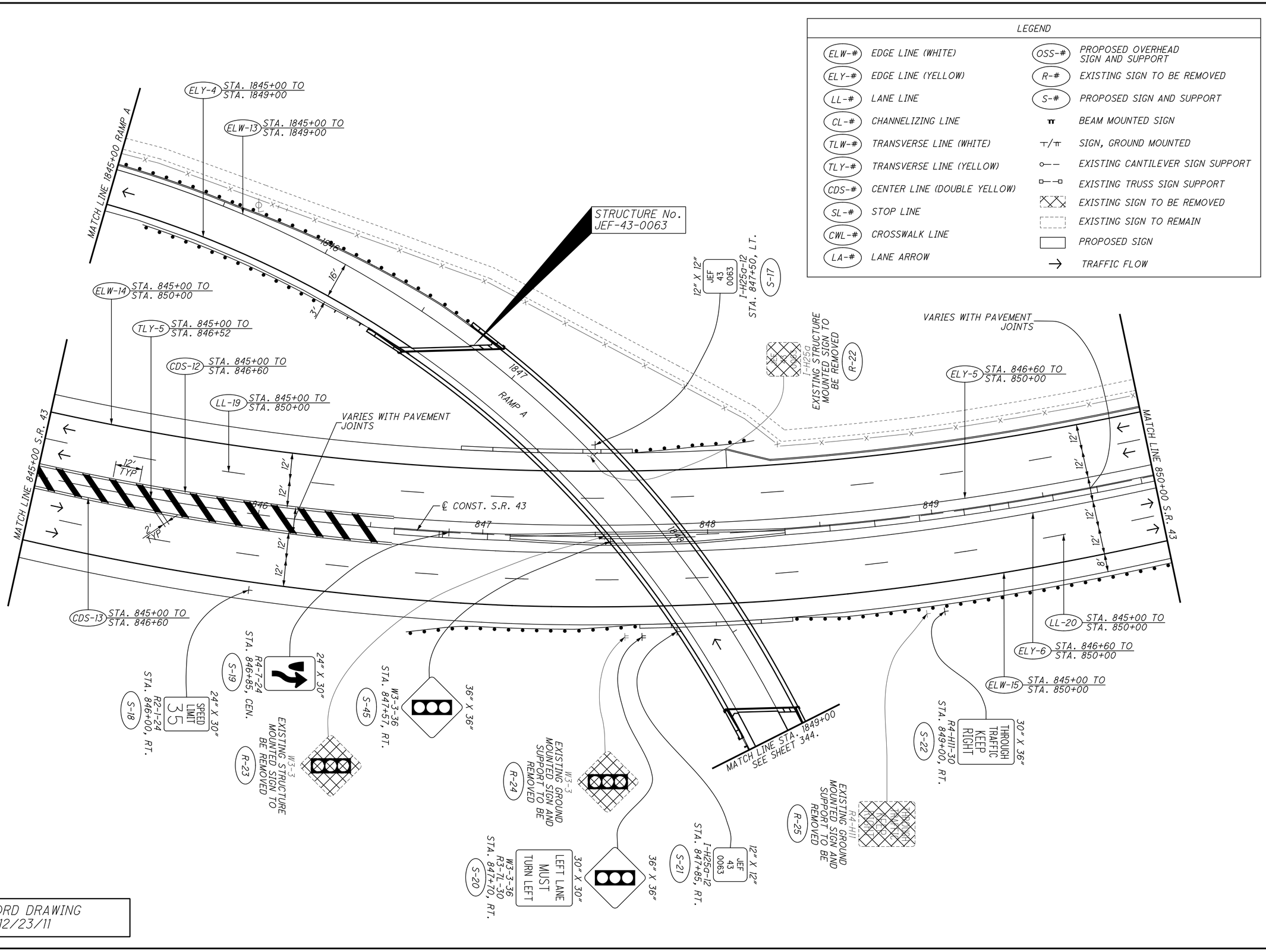
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CALCULATED AKF CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 840+00 TO STA. 845+00

JEF-43-0.00

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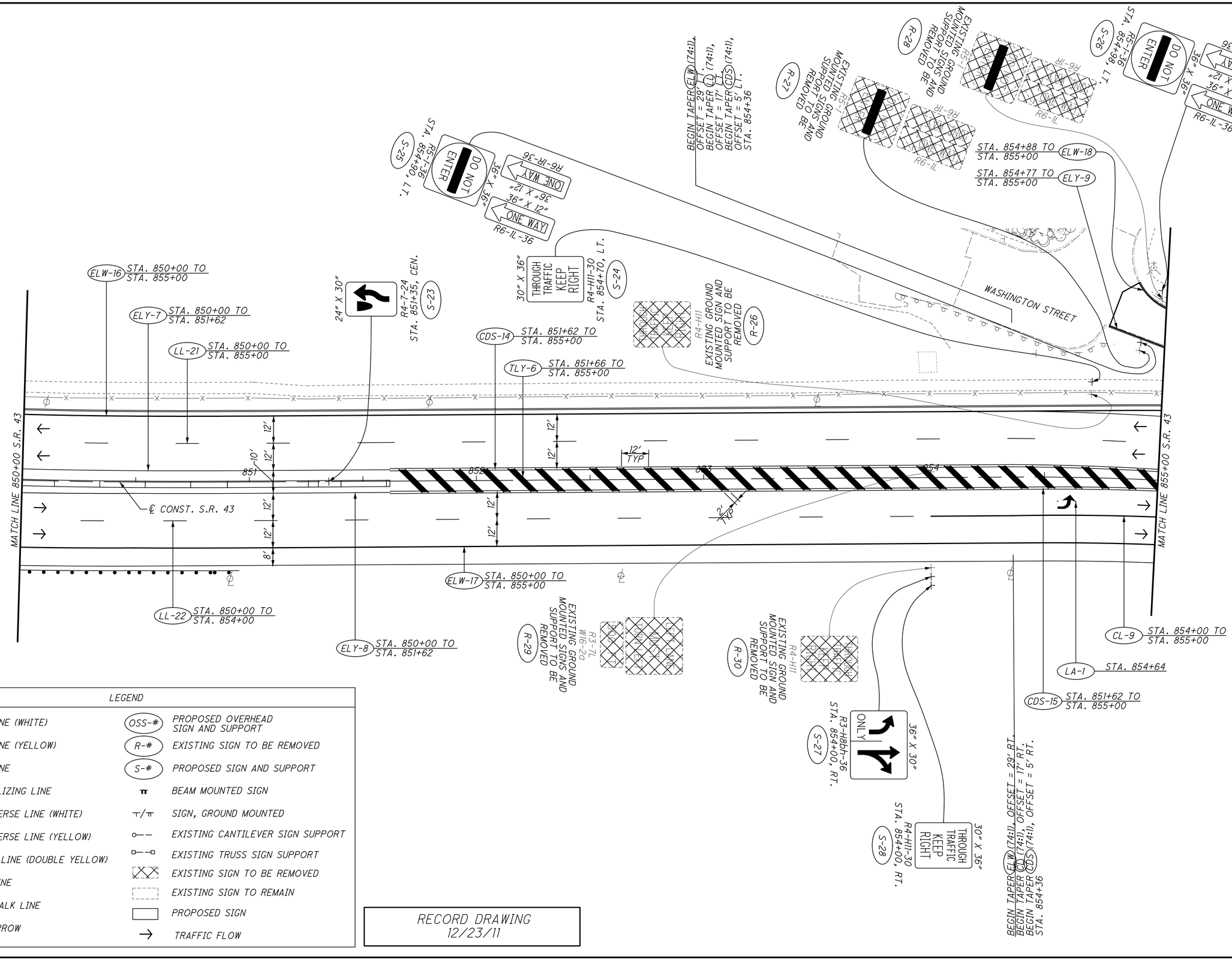

LEGEND
ELW-# EDGE LINE (WHITE)
ELY-# EDGE LINE (YELLOW)
LL-# LANE LINE
CL-# CHANNELIZING LINE
TLW-# TRANSVERSE LINE (WHITE)
TLY-# TRANSVERSE LINE (YELLOW)
CDS-# CENTER LINE (DOUBLE YELLOW)
SL-# STOP LINE
CWL-# CROSSWALK LINE
LA-# LANE ARROW
OSS-# PROPOSED OVERHEAD SIGN AND SUPPORT
R-# EXISTING SIGN TO BE REMOVED
S-# PROPOSED SIGN AND SUPPORT
BEAM MOUNTED SIGN
SIGN, GROUND MOUNTED
EXISTING CANTILEVER SIGN SUPPORT
EXISTING TRUSS SIGN SUPPORT
EXISTING SIGN TO BE REMOVED
EXISTING SIGN TO REMAIN
PROPOSED SIGN
TRAFFIC FLOW
ELY-4 STA. 1845+00 TO STA. 1849+00
ELW-13 STA. 1845+00 TO STA. 1849+00
MATCH LINE 1845+00 RAMP A
STRUCTURE No. JEF-43-0063
12" X 12" JEF 43 0063 I-H25a-12 STA. 847+50, LT.
S-17
ELW-14 STA. 845+00 TO STA. 850+00
TLY-5 STA. 845+00 TO STA. 846+52
CDS-12 STA. 845+00 TO STA. 846+60
LL-19 STA. 845+00 TO STA. 850+00
VARIES WITH PAVEMENT JOINTS
EXISTING STRUCTURE MOUNTED SIGN TO BE REMOVED
R-22
I-H25a
ELY-5 STA. 846+60 TO STA. 850+00
MATCH LINE 845+00 S.R. 43
MATCH LINE 850+00 S.R. 43
RAMP A
℄ CONST. S.R. 43
16'
12' TYP
2' TYP
12'
CDS-13 STA. 845+00 TO STA. 846+60
LL-20 STA. 845+00 TO STA. 850+00
ELY-6 STA. 846+60 TO STA. 850+00
ELW-15 STA. 845+00 TO STA. 850+00
24" X 30"
R4-7-24 STA. 846+85, CEN.
S-19
EXISTING STRUCTURE MOUNTED SIGN TO BE REMOVED
W3-3
R-23
24" X 30"
SPEED LIMIT 35 R2-1-24 STA. 846+00, RT.
S-18
W3-3-36 STA. 847+67, RT.
S-45
36" X 36"
EXISTING GROUND MOUNTED SIGN AND SUPPORT TO BE REMOVED
R-24
30" X 30"
LEFT LANE MUST TURN LEFT W3-3-36 R3-7L-30 STA. 847+70, RT.
S-20
12" X 12" JEF 43 0063 I-H25a-12 STA. 847+85, RT.
S-21
EXISTING GROUND MOUNTED SIGN AND SUPPORT TO BE REMOVED
R-25
R4-H11
30" X 36"
THROUGH TRAFFIC KEEP RIGHT R4-H11-30 STA. 849+00, RT.
S-22
MATCH LINE STA. 1849+00 SEE SHEET 344.
HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED AKF
CHECKED MAH
SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 845+00 TO STA. 850+00
JEF-43-0.00
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SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 850+00 TO STA. 855+00

JEF-43-0.00

CALCULATED AKF
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

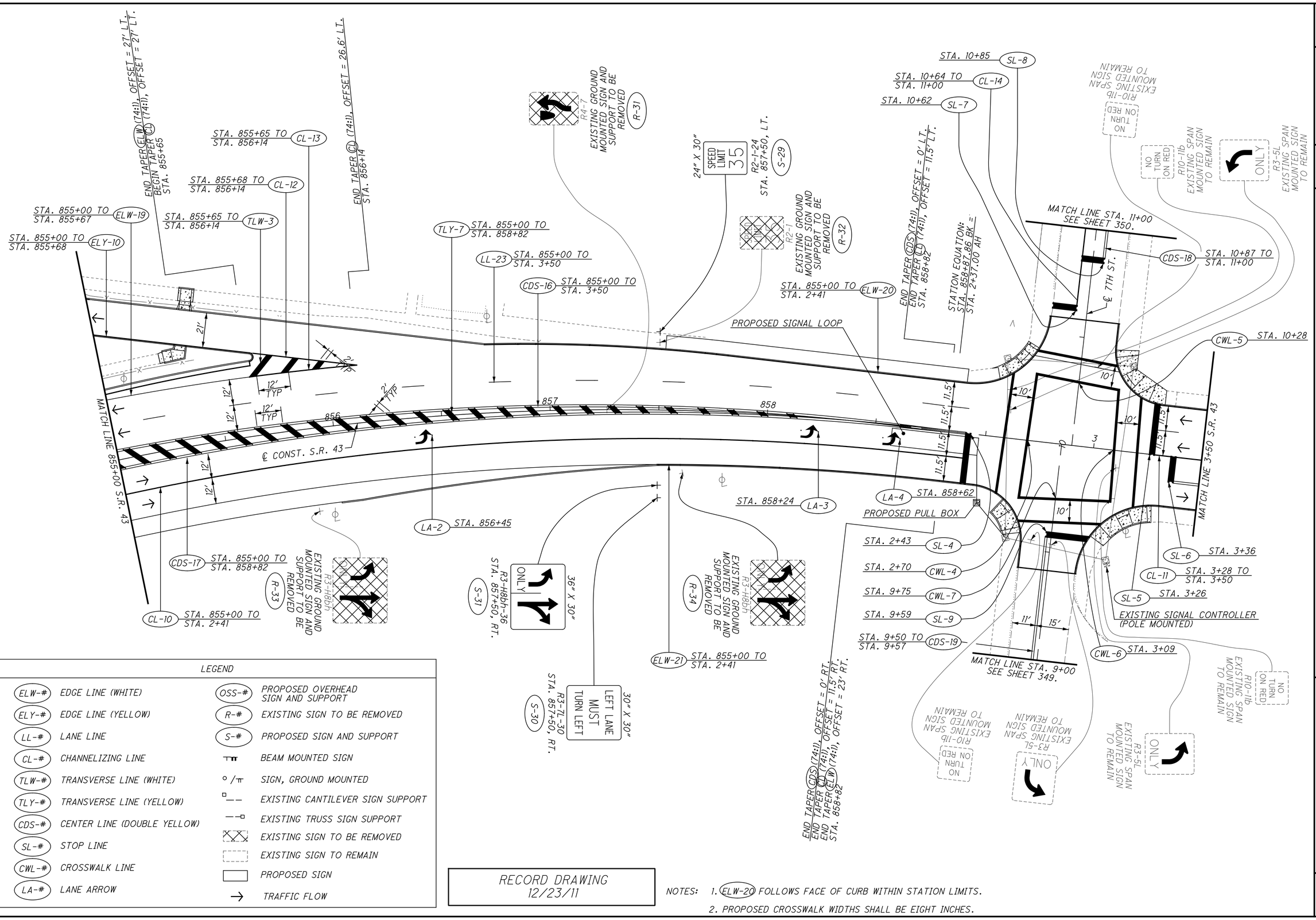
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SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 855+00 TO STA. 3+50

JEF-43-0.00

CALCULATED AKF
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40



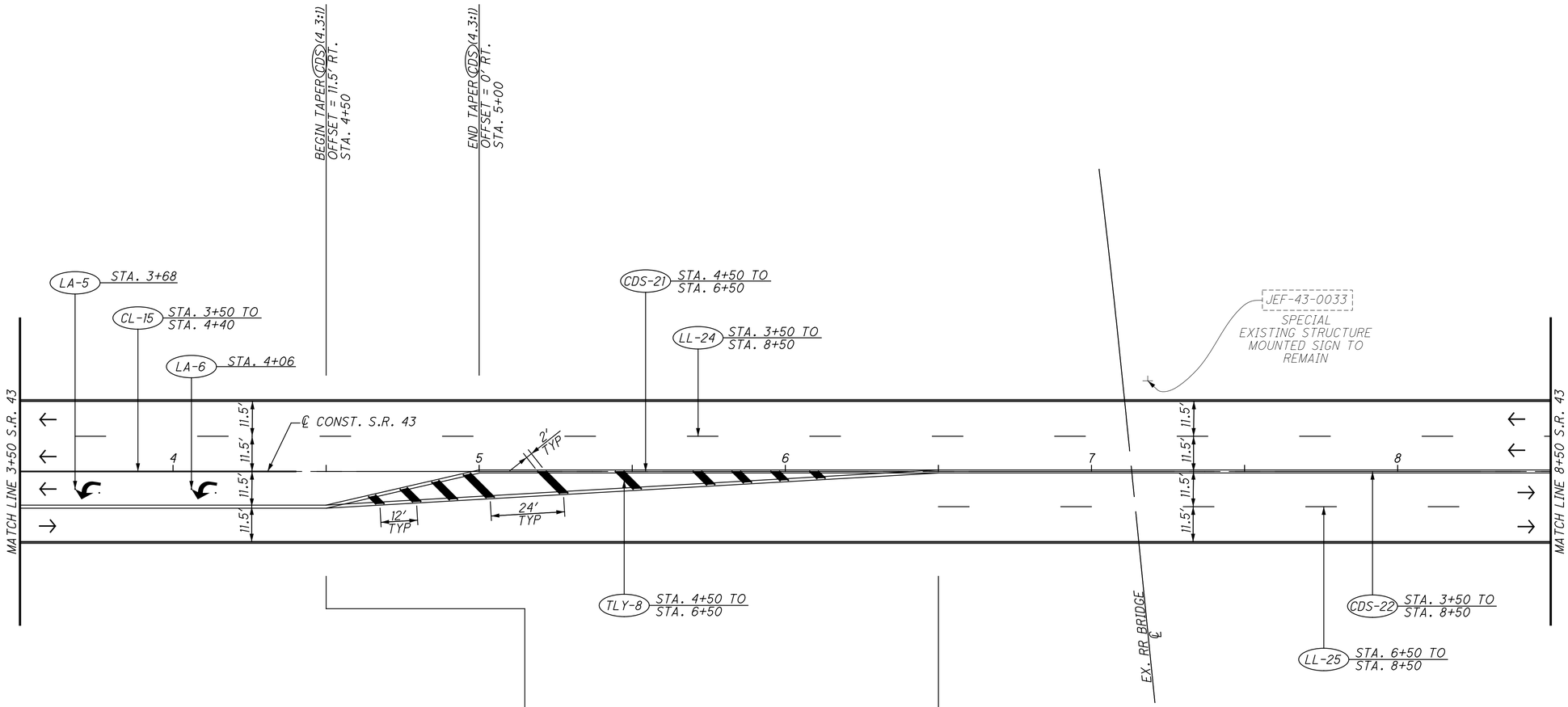
LEGEND

(ELW-#) EDGE LINE (WHITE)	(OSS-#) PROPOSED OVERHEAD SIGN AND SUPPORT
(ELY-#) EDGE LINE (YELLOW)	(R-#) EXISTING SIGN TO BE REMOVED
(LL-#) LANE LINE	(S-#) PROPOSED SIGN AND SUPPORT
(CL-#) CHANNELIZING LINE	BEAM MOUNTED SIGN
(TLW-#) TRANSVERSE LINE (WHITE)	SIGN, GROUND MOUNTED
(TLY-#) TRANSVERSE LINE (YELLOW)	EXISTING CANTILEVER SIGN SUPPORT
(CDS-#) CENTER LINE (DOUBLE YELLOW)	EXISTING TRUSS SIGN SUPPORT
(SL-#) STOP LINE	EXISTING SIGN TO BE REMOVED
(CWL-#) CROSSWALK LINE	EXISTING SIGN TO REMAIN
(LA-#) LANE ARROW	PROPOSED SIGN
	TRAFFIC FLOW

RECORD DRAWING
12/23/11

NOTES:
1. (ELW-20) FOLLOWS FACE OF CURB WITHIN STATION LIMITS.
2. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.

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LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 3+50 TO STA. 8+50

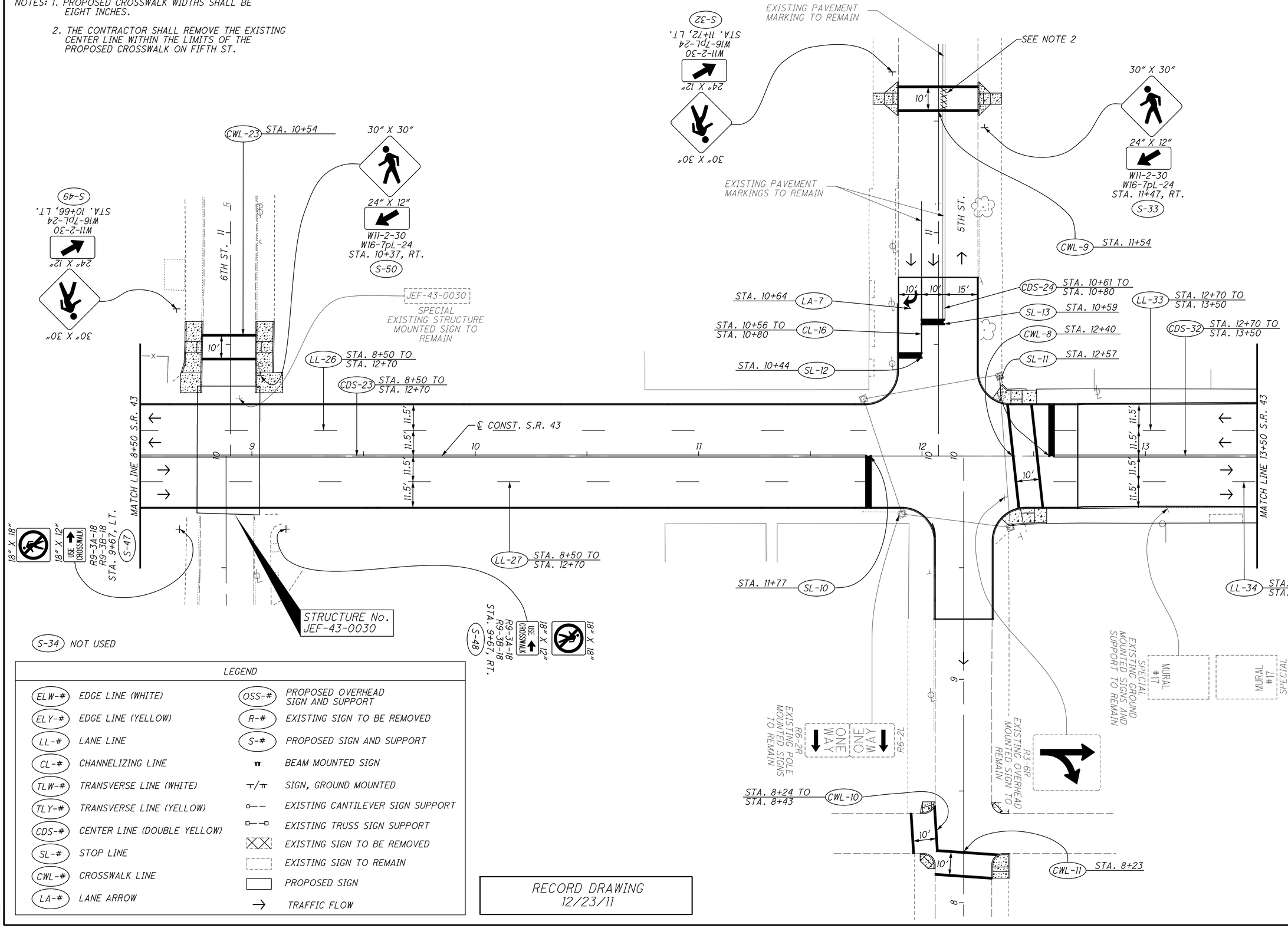
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NOTES: 1. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.

2. THE CONTRACTOR SHALL REMOVE THE EXISTING CENTER LINE WITHIN THE LIMITS OF THE PROPOSED CROSSWALK ON FIFTH ST.



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

\\WKRN03\DATA\2010\2010069\JEF\86367\TRAFFIC\SHEETS\863677P012.DGN
12/19/2011
11:10:48 AM
SBATES

HORIZONTAL SCALE IN FEET
0 10 20 40

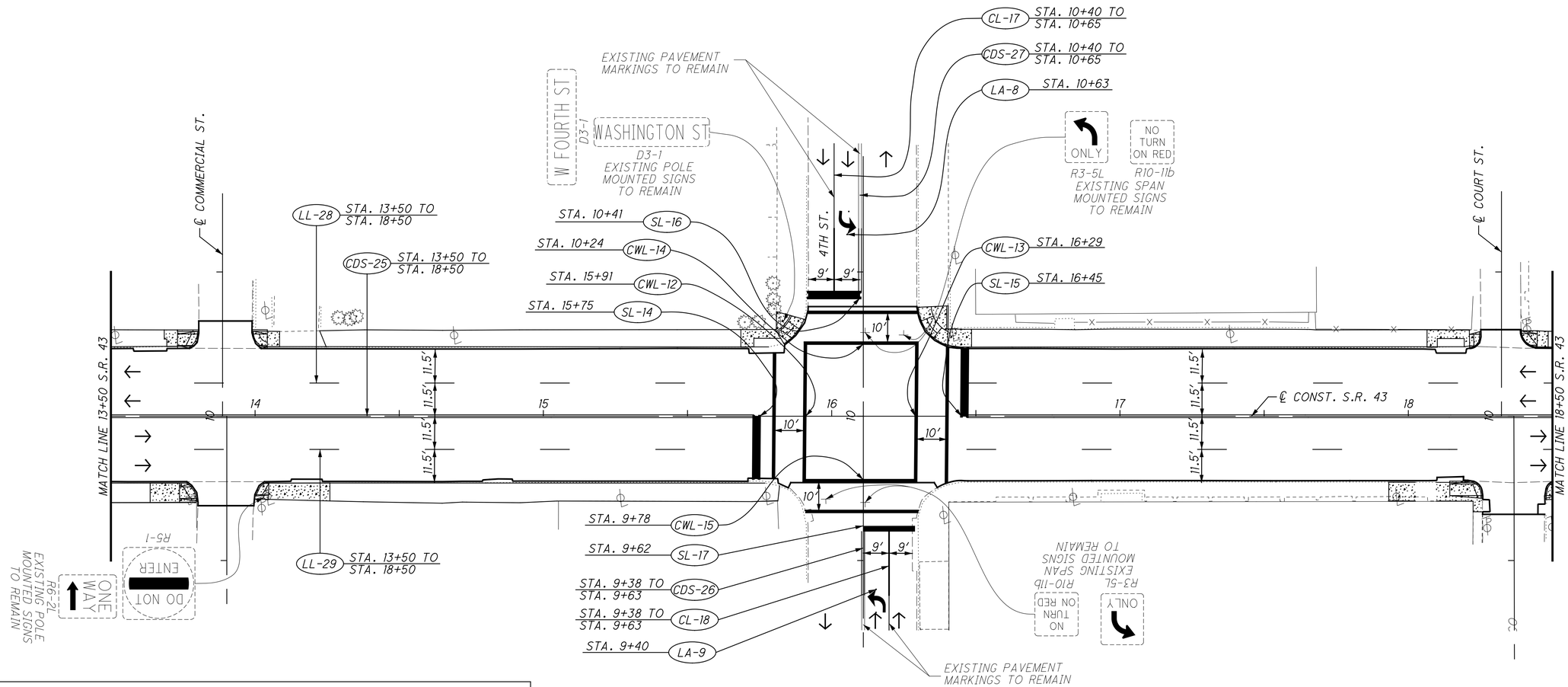
CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 8+50 TO STA. 13+50

JEF-43-0.00

339
434

NOTE: 1. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

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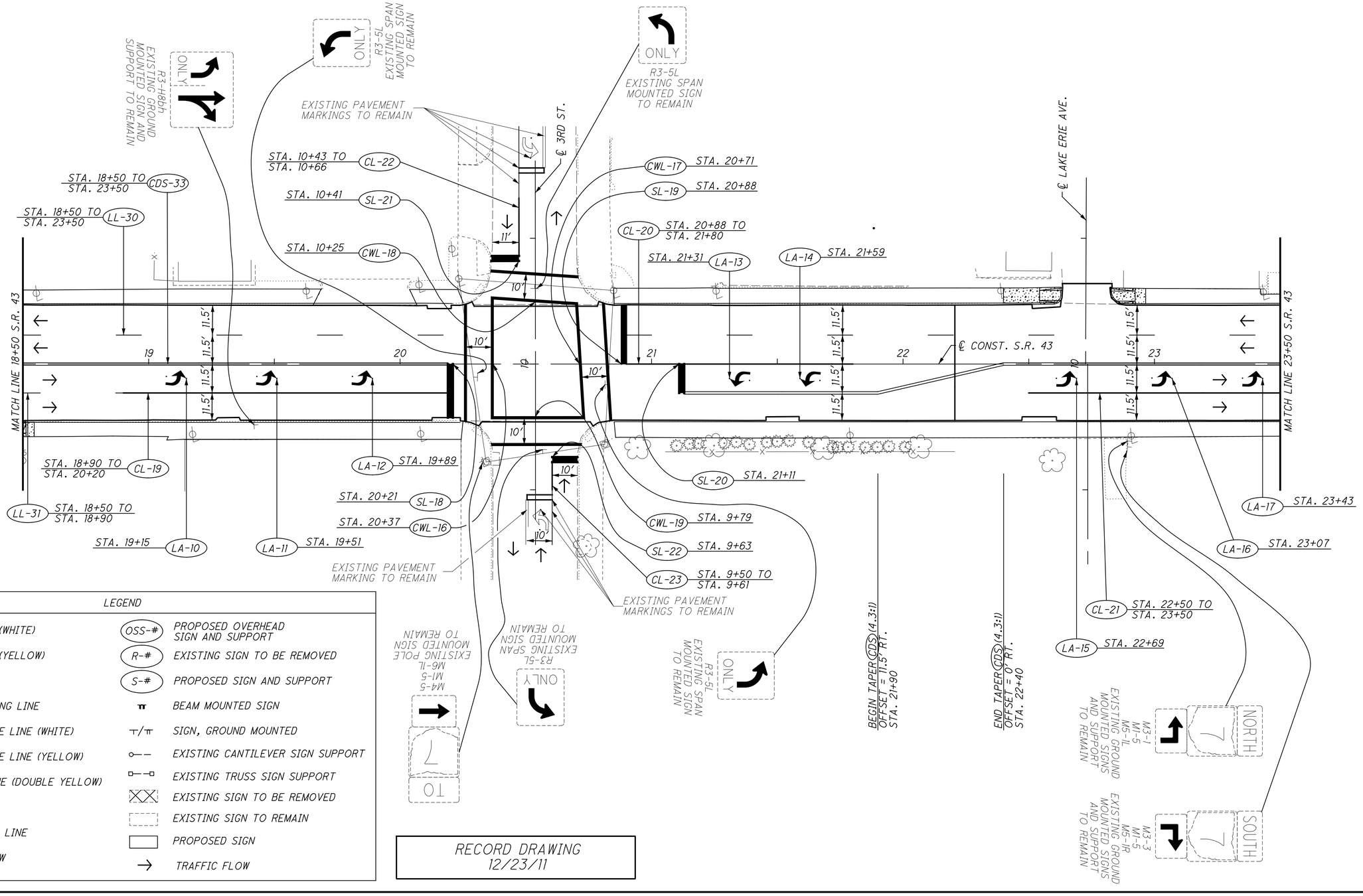
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 13+50 TO 18+50

JEF-43-0.00

NOTE: 1. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.



LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

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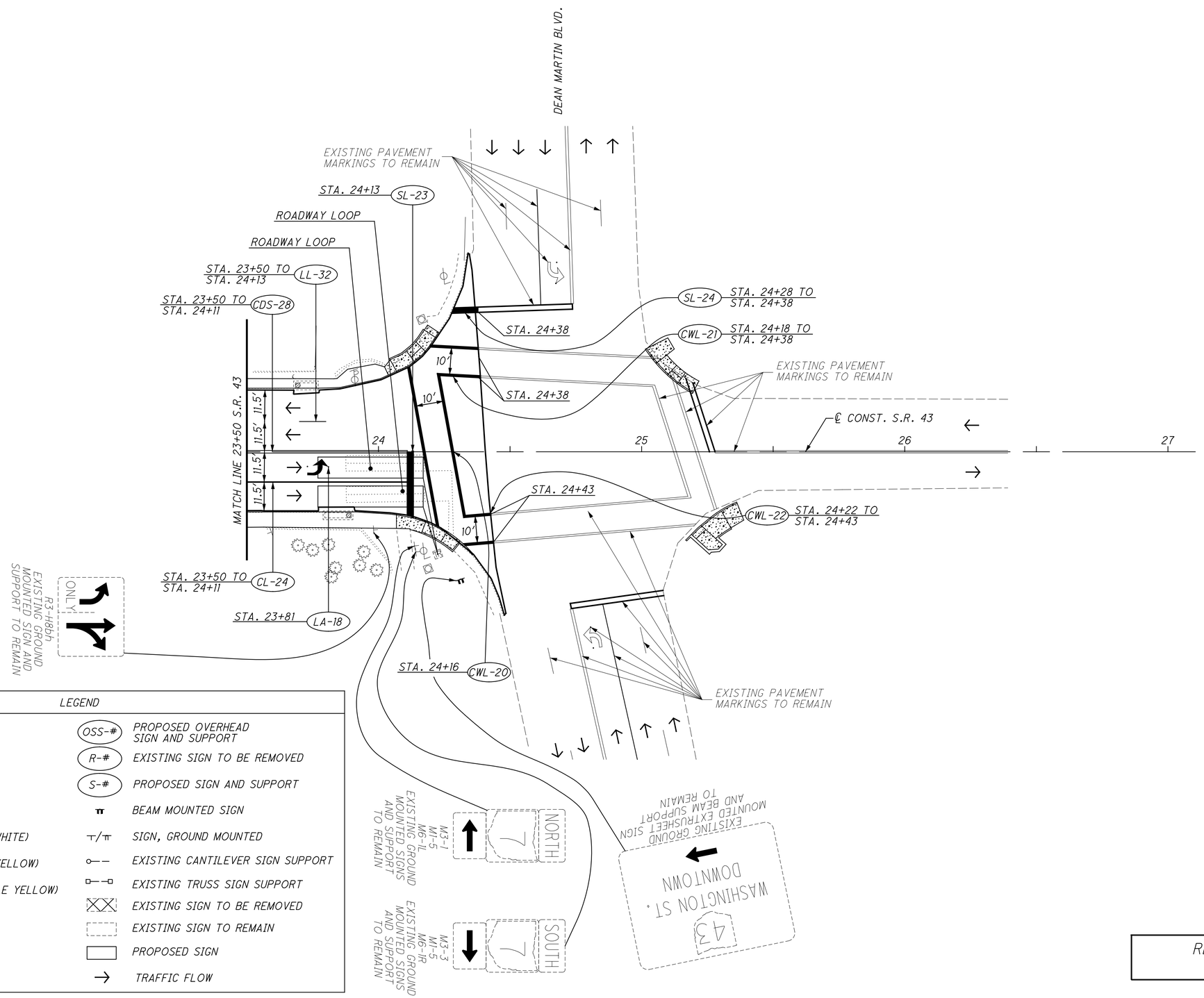
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 18+50 TO STA. 23+50

JEF-43-0.00

NOTE: 1. PROPOSED CROSSWALK WIDTHS SHALL BE EIGHT INCHES.



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
S.R. 43 STA. 23+50 TO END

JEF-43-0.00

342
434

\\AKRN03\DATA\2010\2010026\JEF\86367\TRAFFIC\SHEETS\86367TP015.DGN
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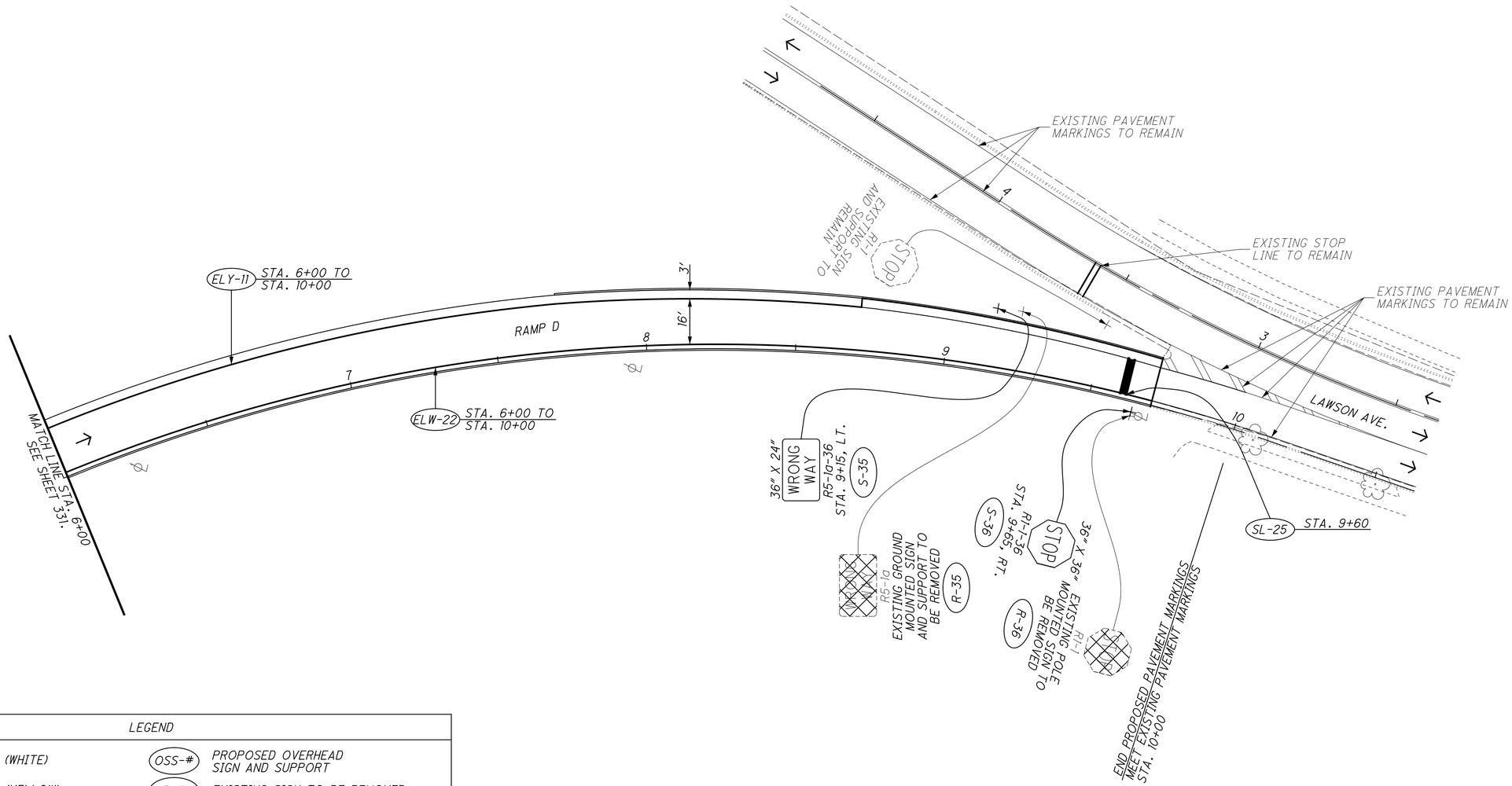
SIGNING AND PAVEMENT MARKING PLAN
RAMP D - STA. 6+00 TO END

JEF-43-0.00

343
434

CALCULATED AKF
CHECKED MAH

HORIZONTAL SCALE IN FEET
0 10 20 40



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

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12/19/2011
11:12:24 AM
SBAILES

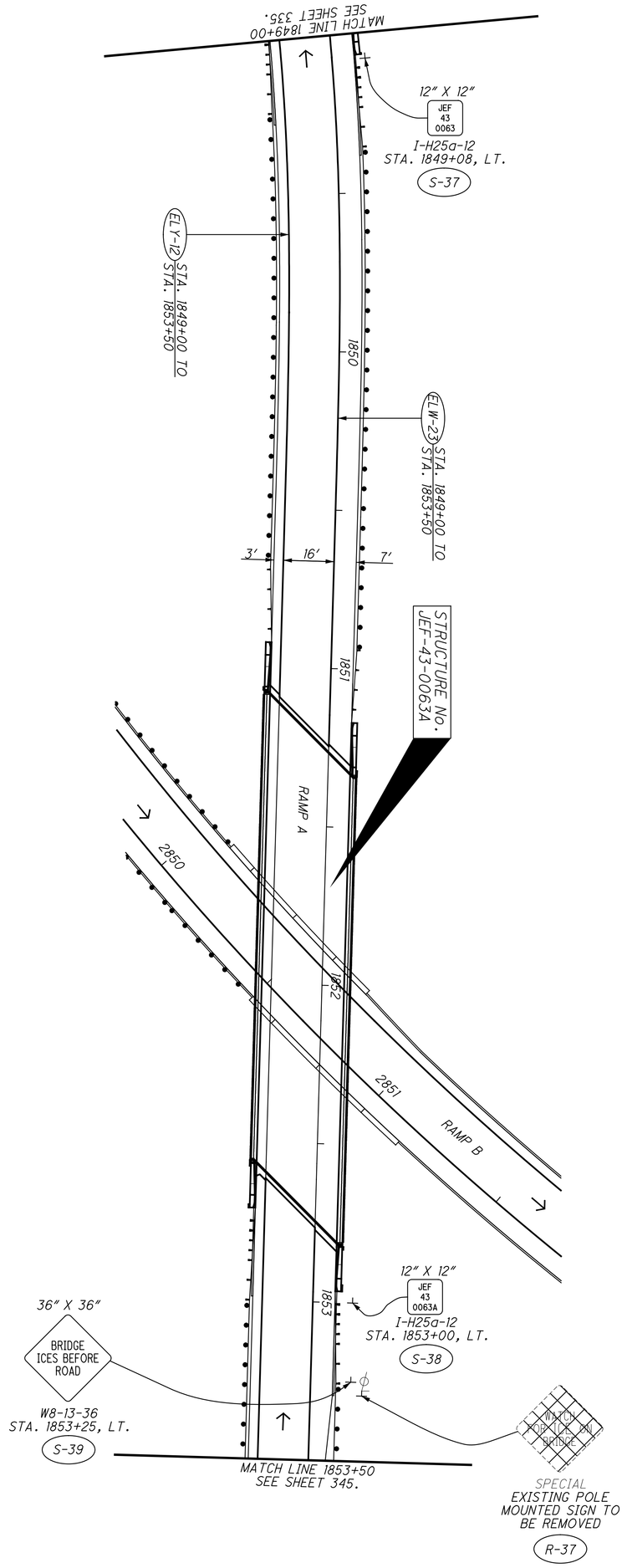
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1/13/2012
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AFORD

LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-# PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-# EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-# PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE	BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)	SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)	EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)	EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE	EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE	EXISTING SIGN TO REMAIN
LA-#	LANE ARROW	PROPOSED SIGN
		TRAFFIC FLOW

RECORD DRAWING
12/23/11

FOR PROPOSED PAVEMENT MARKINGS AND SIGNAGE PLAN FOR RAMP B, SEE SHEETS 347 AND 348.

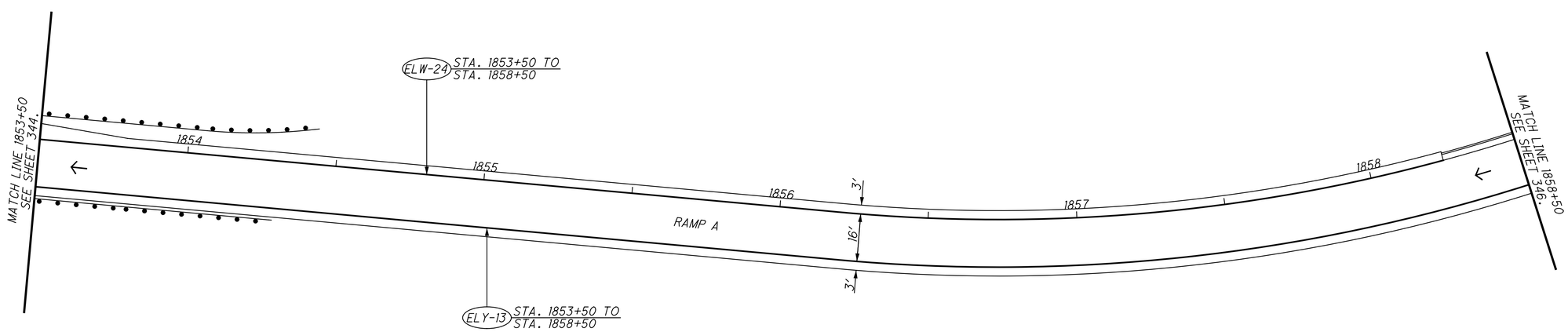


JEF-43-0.00

SIGNING AND PAVEMENT MARKING PLAN
RAMP A - STA. 1849+00 TO STA. 1853+50

CALCULATED AKF
CHECKED MAH

0 20
10 40
HORIZONTAL SCALE IN FEET



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

0 10 20 40
HORIZONTAL SCALE IN FEET

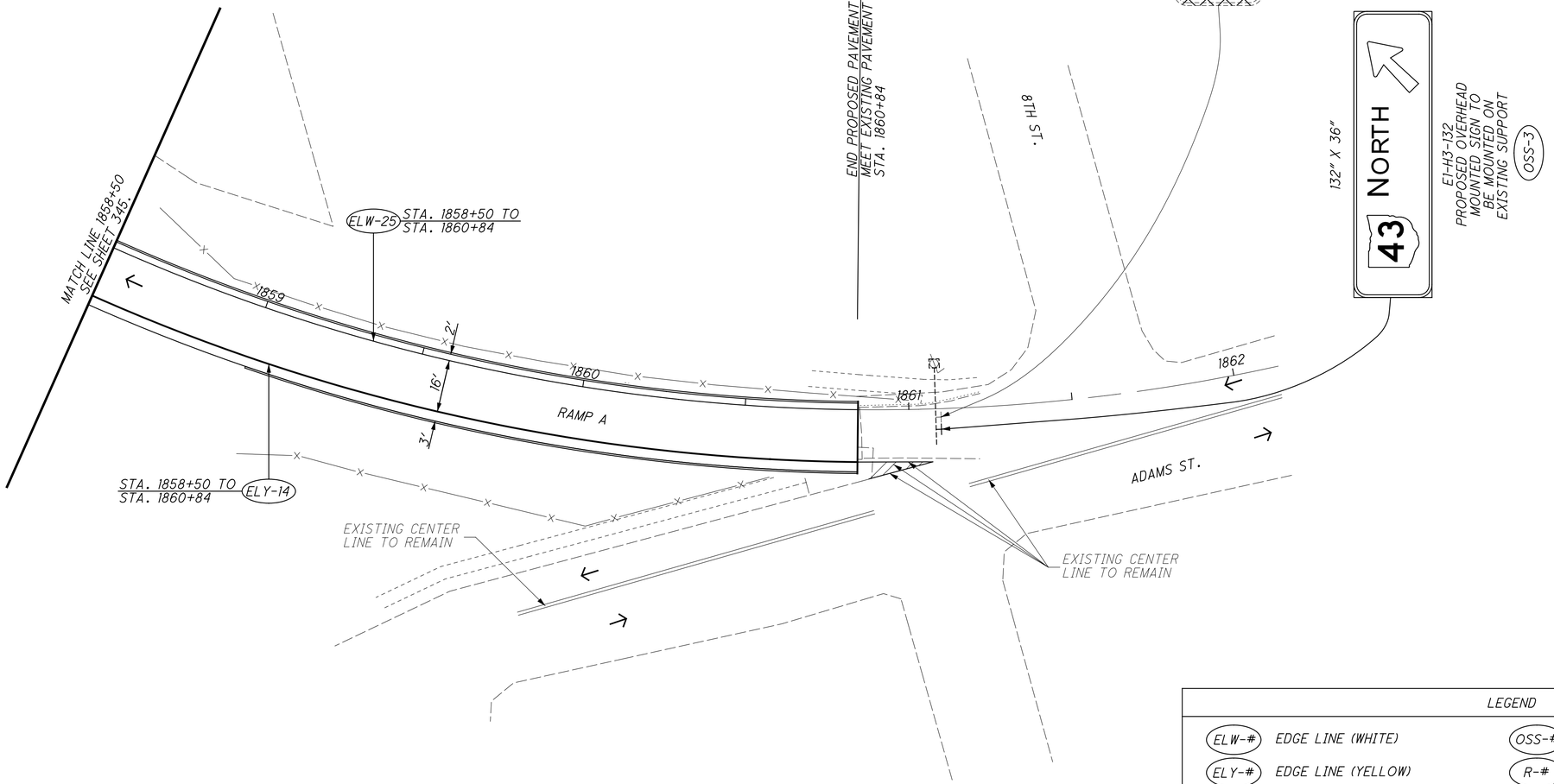
CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
RAMP A - STA. 1853+50 TO STA. 1858+50

JEF-43-0.00

345
434

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1/13/2012
9:45:23 AM
AFORD



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

0 10 20 40
HORIZONTAL
SCALE IN FEET

SIGNING AND PAVEMENT MARKING PLAN
RAMP A - STA. 1858+50 TO END

JEF-43-0.00

346
434

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1/13/2012
9:45:48 AM
JFORD

LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

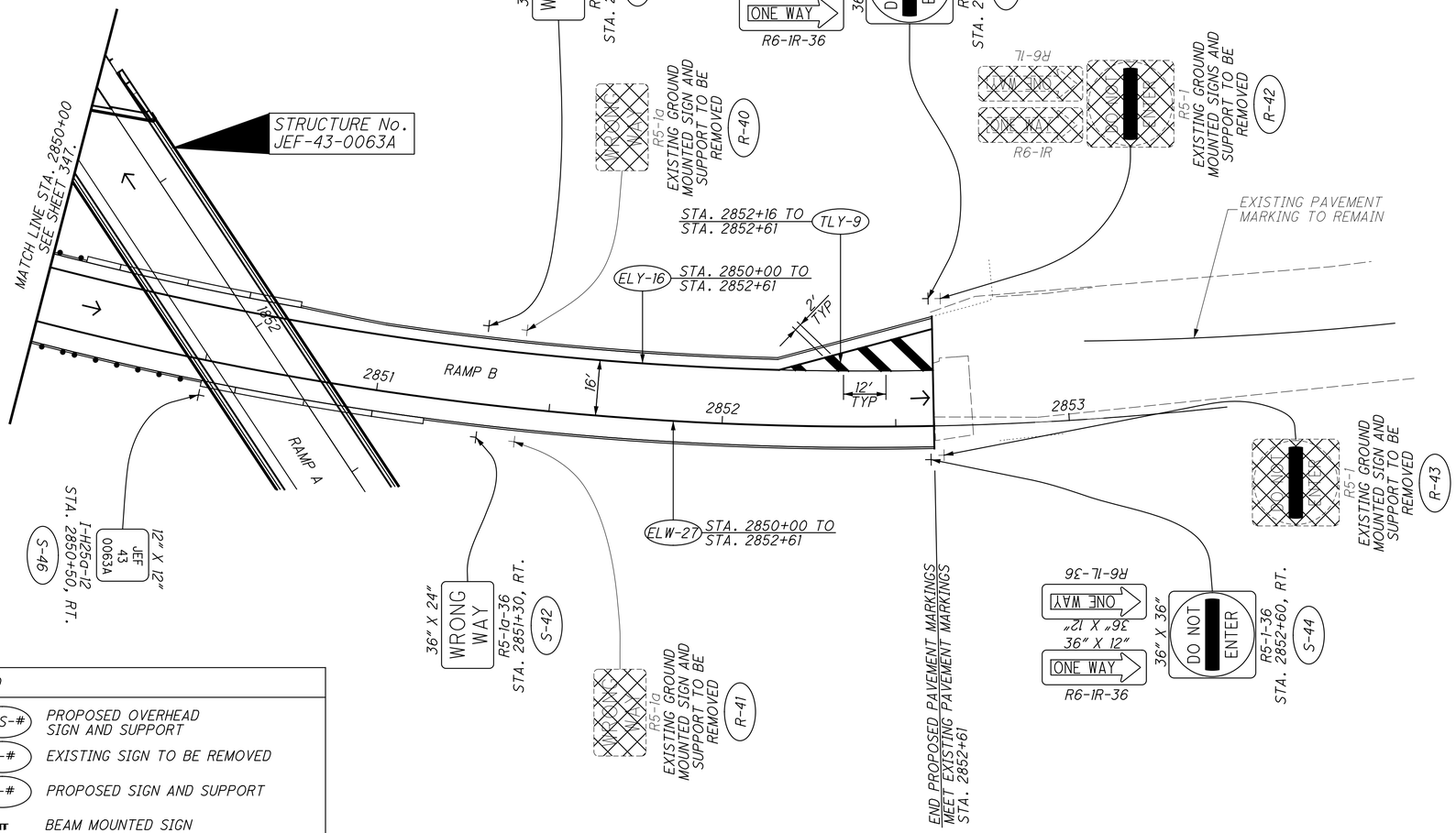
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
RAMP B - STA. 2845+00 TO STA. 2850+00

JEF-43-0.00

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1/13/2012
9:46:18 AM
AFORD



LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

FOR PROPOSED PAVEMENT MARKING AND SIGNAGE PLAN FOR RAMP A, SEE SHEET 344.

HORIZONTAL SCALE IN FEET
0 10 20 40

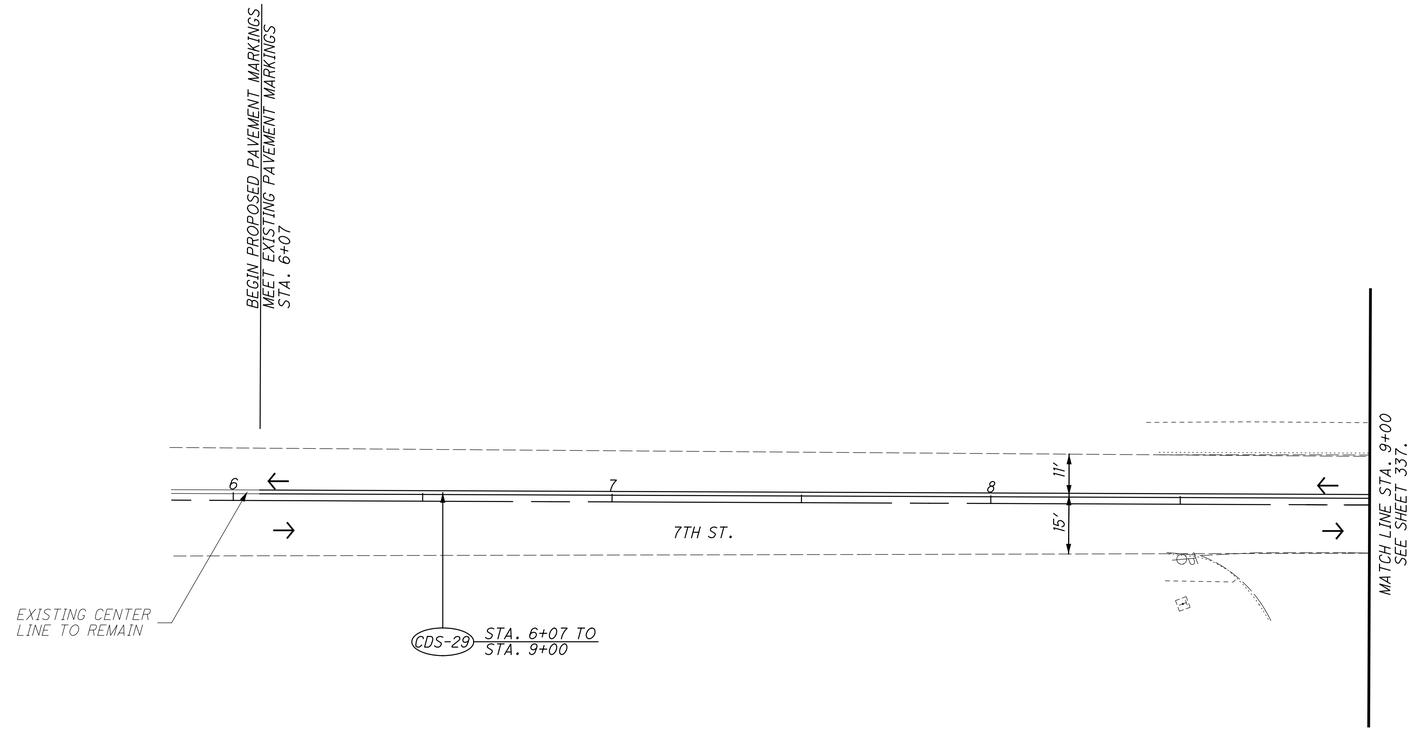
CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
RAMP B - STA. 2850+00 TO END

JEF-43-0.00

348
434

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LEGEND			
ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
			TRAFFIC FLOW

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

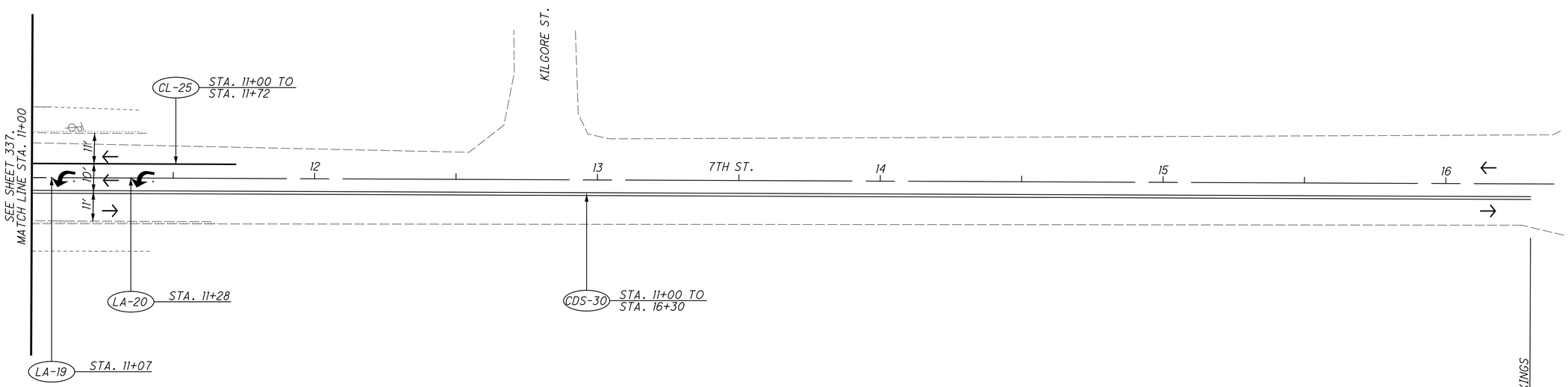
CALCULATED AKF
CHECKED MAH

SIGNING AND PAVEMENT MARKING PLAN
7TH ST. - BEGIN TO STA. 9+00

JEF-43-0.00

349
434

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SBATES



LEGEND

ELW-#	EDGE LINE (WHITE)	OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
ELY-#	EDGE LINE (YELLOW)	R-#	EXISTING SIGN TO BE REMOVED
LL-#	LANE LINE	S-#	PROPOSED SIGN AND SUPPORT
CL-#	CHANNELIZING LINE		BEAM MOUNTED SIGN
TLW-#	TRANSVERSE LINE (WHITE)		SIGN, GROUND MOUNTED
TLY-#	TRANSVERSE LINE (YELLOW)		EXISTING CANTILEVER SIGN SUPPORT
CDS-#	CENTER LINE (DOUBLE YELLOW)		EXISTING TRUSS SIGN SUPPORT
SL-#	STOP LINE		EXISTING SIGN TO BE REMOVED
CWL-#	CROSSWALK LINE		EXISTING SIGN TO REMAIN
LA-#	LANE ARROW		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

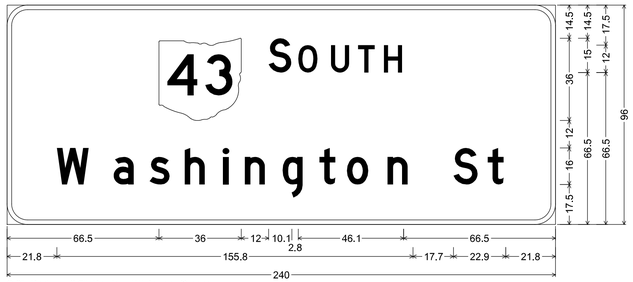
SIGNING AND PAVEMENT MARKING PLAN
7TH ST. - STA. 11+00 TO END

JEF-43-0.00

350
434

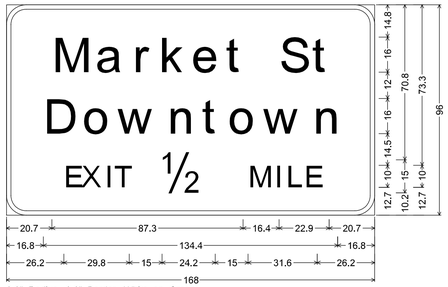
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12/9/2011
11:14:53 AM
SBATES

SIGN INFORMATION	
PANEL A	
DESIGN LEVEL:	1
TEXT FONT:	CLEARVIEWHWY
BACKGROUND:	GREEN
FILL COLOR:	WHITE
PANEL SIZE:	20′ x 8′
SIGN DESIGNATION:	E6-H2-240
ARROW:	--
PANEL B	
DESIGN LEVEL:	1
TEXT FONT:	CLEARVIEWHWY
BACKGROUND:	GREEN
FILL COLOR:	WHITE
PANEL SIZE:	14′ x 8′
SIGN DESIGNATION:	E1-H1-168
ARROW:	--
PANEL C	
DESIGN LEVEL:	1
TEXT FONT:	CLEARVIEWHWY
BACKGROUND:	GREEN
FILL COLOR:	WHITE
PANEL SIZE:	14′ x 6′
SIGN DESIGNATION:	E1-H3-168
ARROW:	A-0



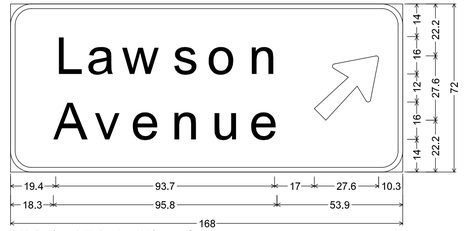
9.0" Radius, 2.0" Border, White on Green;
State Highway 43 M1-H5-36-2; [S OUTH] ClearviewHwy-4-W; [Washington St] ClearviewHwy-5-W;

SIGN DETAIL - PANEL A
N.T.S.



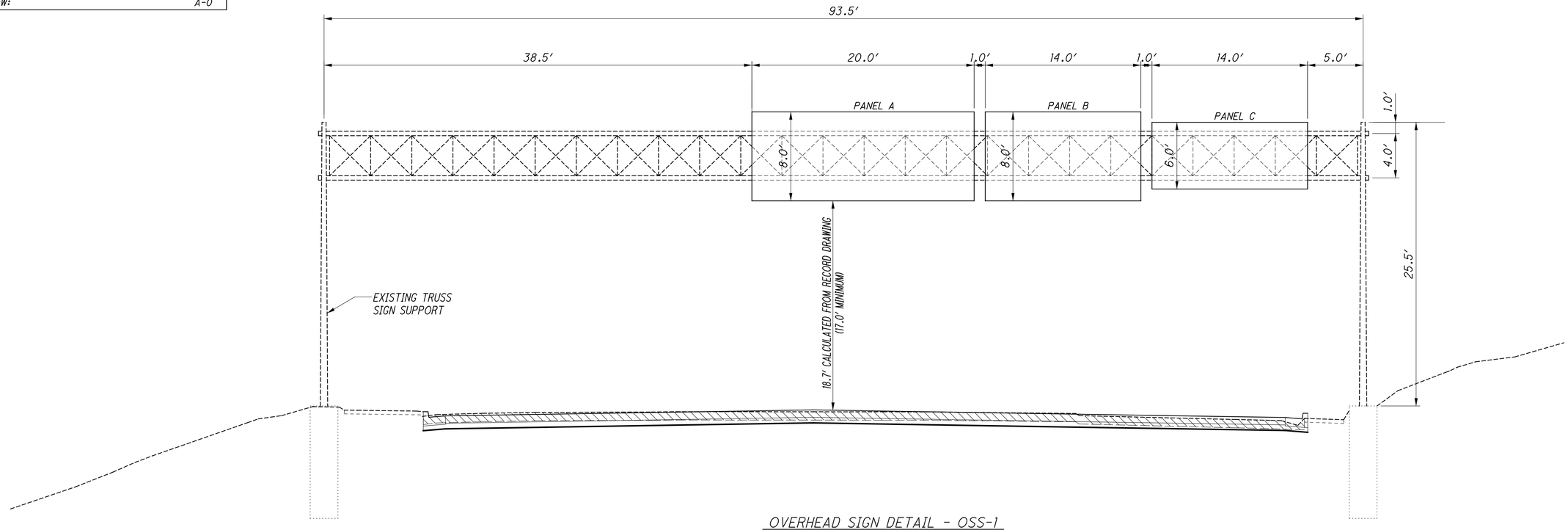
9.0" Radius, 2.0" Border, White on Green;
[Market St] ClearviewHwy-5-W; [Downtown] ClearviewHwy-5-W;
[EXIT] ClearviewHwy-4-W; [1/2] ClearviewHwy-4-W; [MILE] ClearviewHwy-4-W;

SIGN DETAIL - PANEL B
N.T.S.



9.0" Radius, 2.0" Border, White on Green;
[Lawson] ClearviewHwy-5-W; [Avenue] ClearviewHwy-5-W;
Arrow A-0 - 35.0° 45°;

SIGN DETAIL - PANEL C
N.T.S.



OVERHEAD SIGN DETAIL - OSS-1
STA. 828+10 RT., SOUTHBOUND S.R. 43
NOT TO SCALE

NOTES: 1. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS PRIOR TO THE ORDERING OF ANY MATERIALS.

2. SIGN DETAIL IS SHOWN IN THE DIRECTION OF TRAVEL.

3. ERECT NEW SIGNS ON EXISTING SUPPORT.

RECORD DRAWING
12/23/11

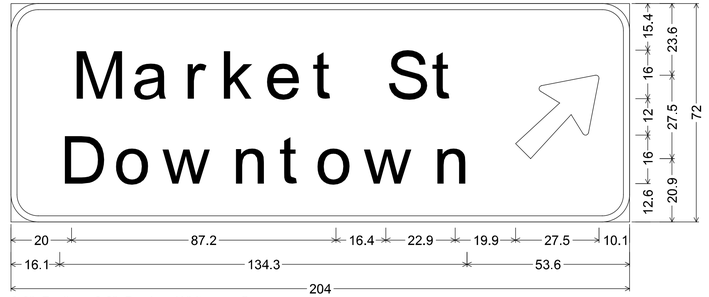
\\AKRN03\DATA\2010\2010068\JEF\86367\TRAFFIC\SHEETS\863677E001.DGN
12/19/2011
11:15:18 AM
SBATES

CALCULATED AKF
CHECKED MAH

OVERHEAD SIGN SUPPORT DETAILS

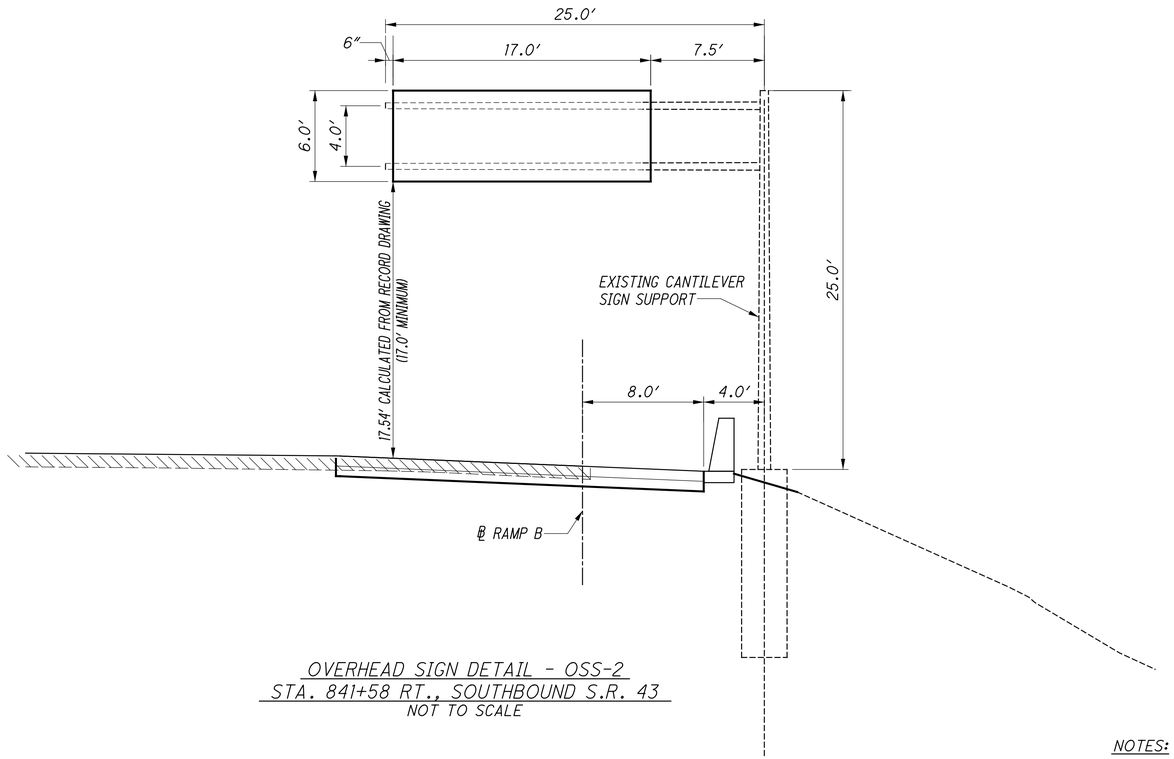
JEF-43-0.00

SIGN INFORMATION	
DESIGN LEVEL:	1
TEXT FONT:	CLEARVIEWHWY
BACKGROUND:	GREEN
FILL COLOR:	WHITE
PANEL SIZE:	17′ x 6′
SIGN DESIGNATION:	E1-H3-204
ARROW:	A-0



9.0" Radius, 2.0" Border, White on Green;
[Market St] ClearviewHwy-5-W; [Downtown] ClearviewHwy-5-W; Arrow A-0 - 35.0" 45°;

SIGN DETAIL
N.T.S.



OVERHEAD SIGN DETAIL - OSS-2
STA. 841+58 RT., SOUTHBOUND S.R. 43
NOT TO SCALE

NOTES: 1. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS PRIOR TO THE ORDERING OF ANY MATERIALS.

2. SIGN DETAIL IS SHOWN IN THE DIRECTION OF TRAVEL.

3. ERECT NEW SIGNS ON EXISTING SUPPORT.

RECORD DRAWING
12/23/11

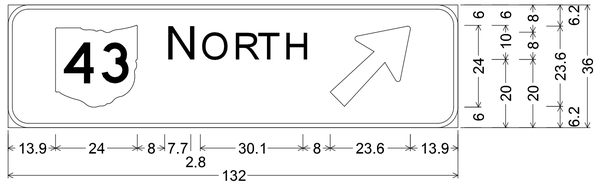
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CHECKED MAH

OVERHEAD SIGN SUPPORT DETAILS

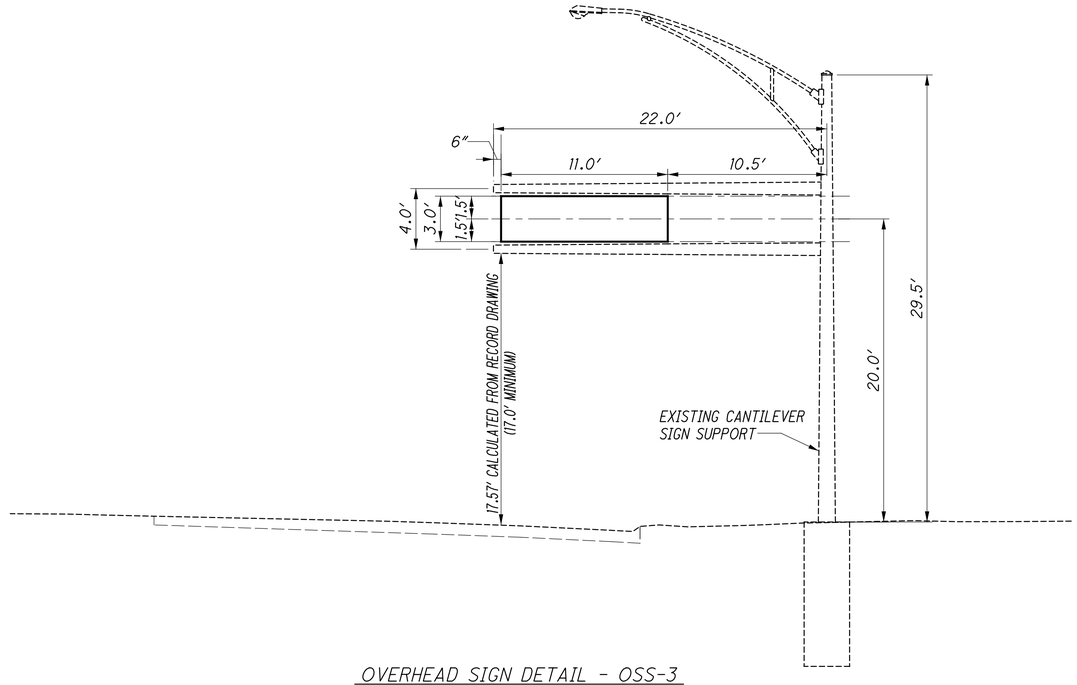
JEF-43-0.00

SIGN INFORMATION	
DESIGN LEVEL:	3
TEXT FONT:	CLEARVIEWHWY
BACKGROUND:	GREEN
FILL COLOR:	WHITE
PANEL SIZE:	11′ x 3′
SIGN DESIGNATION:	E1-H3-132
ARROW:	A-3



6.0" Radius, 1.3" Border, White on Green;
State Highway 43 M1-H5-24-2;
[N ORTH] ClearviewHwy-4-W; Arrow A-2 - 30.0" 45°;

SIGN DETAIL
N.T.S.



OVERHEAD SIGN DETAIL - OSS-3
STA. 1861+15 LT., LINE A WESTBOUND
NOT TO SCALE

NOTES: 1. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS PRIOR TO THE ORDERING OF ANY MATERIALS.

2. SIGN DETAIL IS SHOWN IN THE DIRECTION OF TRAVEL.

3. ERECT NEW SIGNS ON EXISTING SUPPORT.

RECORD DRAWING
12/23/11

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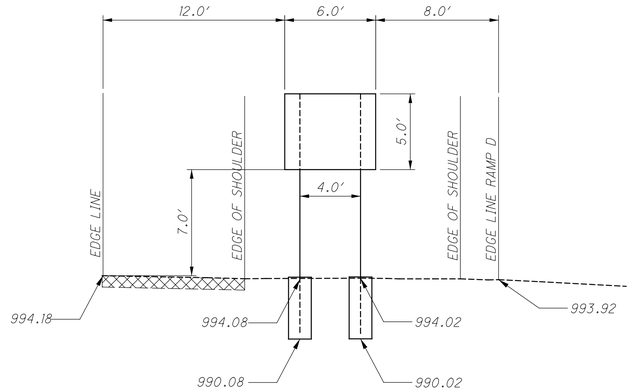
CALCULATED AKF
CHECKED MAH

OVERHEAD SIGN SUPPORT DETAILS

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E5-H1-72
SIGN DETAILS
N.T.S.

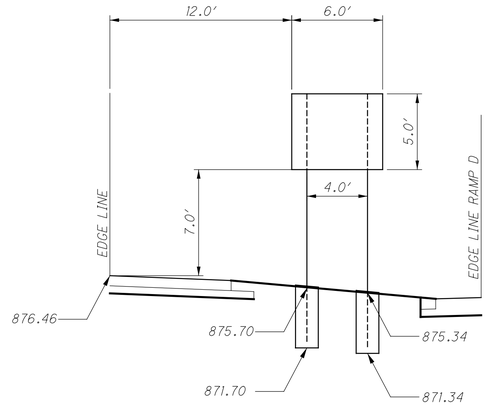


BEAM MOUNTED SIGN DETAIL - S-3
STA. 829+00, RT.
NOT TO SCALE

RECORD DRAWING
12/23/11



E5-H1-72
SIGN DETAILS
N.T.S.



BEAM MOUNTED SIGN DETAIL - S-14
STA. 843+25, RT.
NOT TO SCALE

NOTES: 1. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS PRIOR TO THE ORDERING OF ANY MATERIALS.

2. SIGN DETAIL IS SHOWN IN THE DIRECTION OF TRAVEL.

3. ERECT NEW SIGNS ON EXISTING SUPPORT.

CALCULATED AKF
CHECKED MAH

OVERHEAD SIGN SUPPORT DETAILS

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D3-1;

1.5" Radius, 0.5" Border, White on Green;

[STEELE] B [ ] ClearviewHwy-1-W [AVE] B;

Table of letter and object lefts.

S	T	E	E	L	E
4.1	7.6	10.7	13.9	17.0	20.2

A	V	E
24.8	27.4	30.2

RECORD DRAWING
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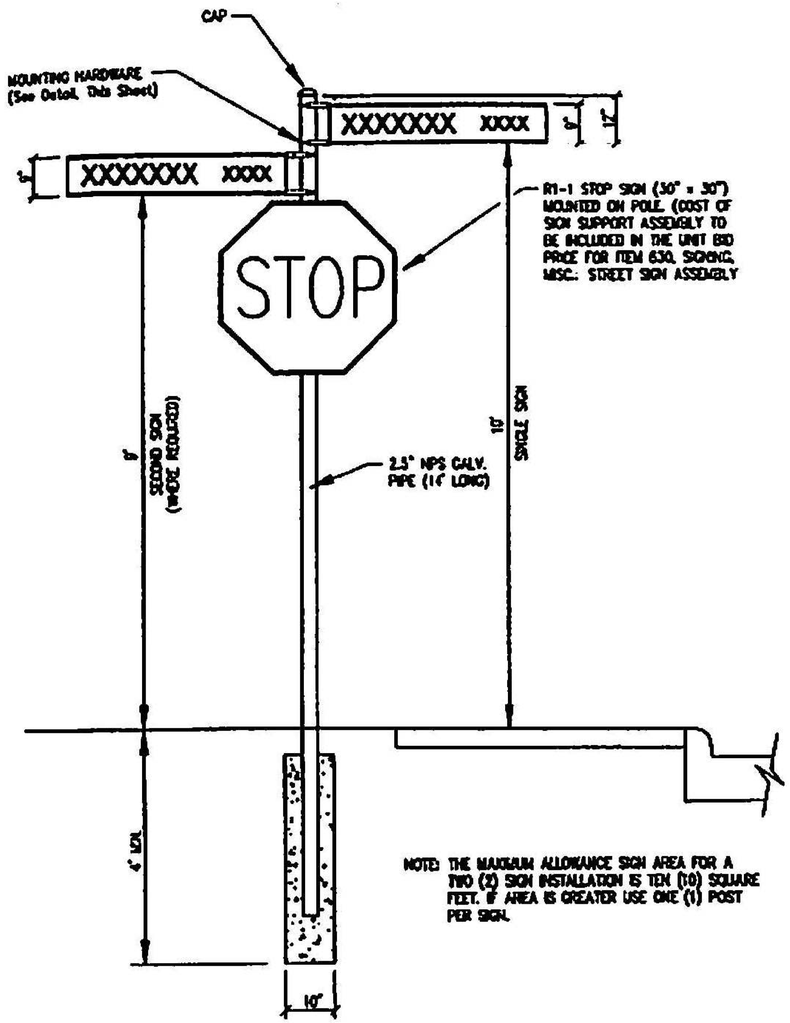
NOTES: ALL DIMENSIONS ARE SHOWN IN INCHES.

CALCULATED AKF
CHECKED MAH

SIGNING DETAILS

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NOTE: THE MAXIMUM ALLOWANCE SIGN AREA FOR A TWO (2) SIGN INSTALLATION IS TEN (10) SQUARE FEET. IF AREA IS GREATER USE ONE (1) POST PER SIGN.

ITEM 630 – SIGNING, MISC.: STREET SIGN ASSEMBLY

NOTE: STREET NAME SIGNS TO FACE AWAY OR PARALLEL TO STREET CURBS. SEE PLANS FOR SIGN LOCATION AND POSITIONING.

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED MAH

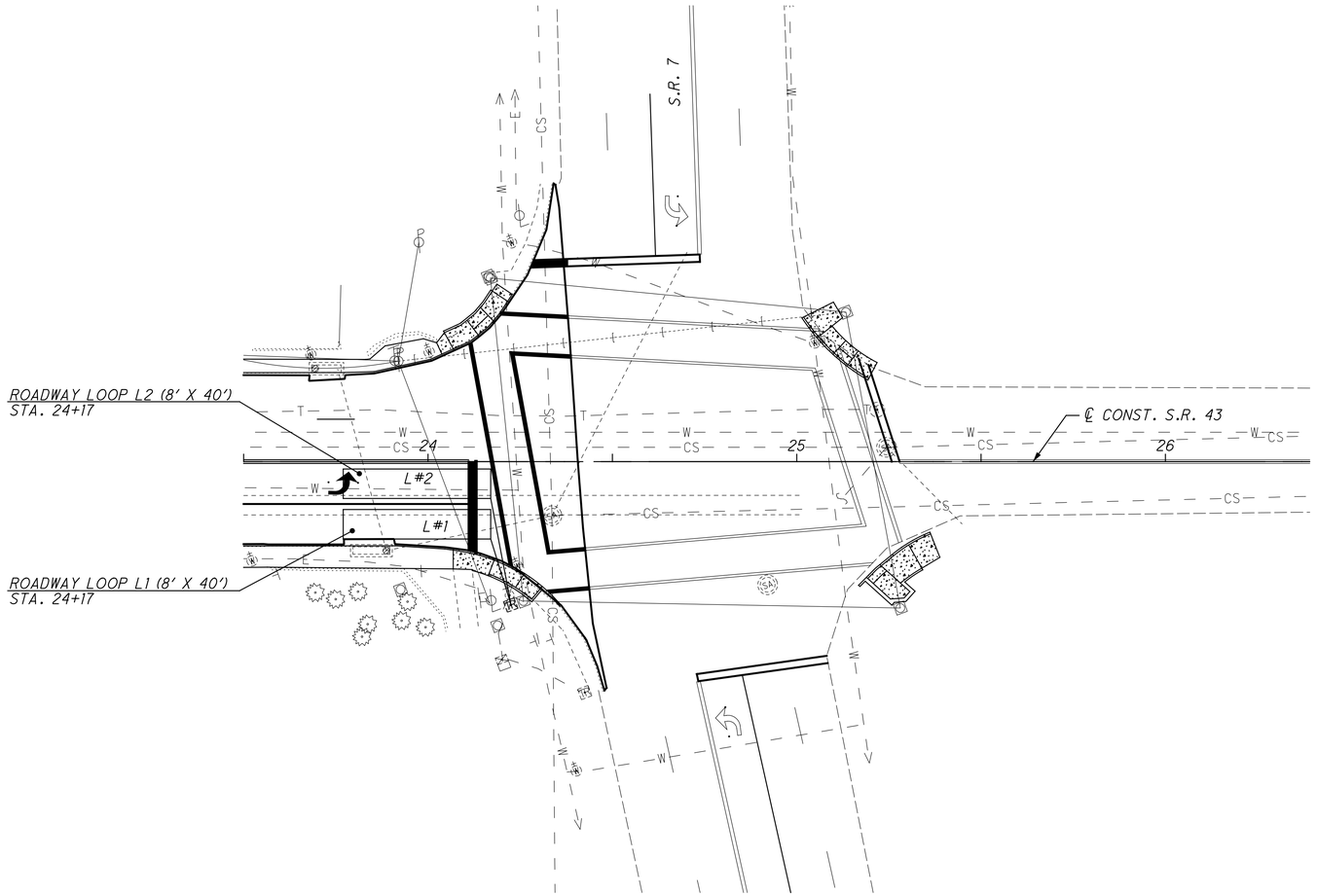
SIGNING DETAILS

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VEHICLE DETECTOR CHART

DETECTION ZONE IDENTIFICATION	LOCATION	SIZE	TYPE	DELAY (SEC.)	DELAY INHIBITED BY	DESCRIPTION
L1	S.R. 43, STA. 24+17	40' x 8'	PRESENCE	8.0	ϕ4	EB CALL
L2	S.R. 43, STA. 24+17	40' x 8'	PRESENCE	2.0	ϕ4	EB CALL



ITEM 632 - DETECTOR LOOP, AS PER PLAN

THE CONTRACTOR SHALL INSTALL THE DETECTOR LOOP AS SHOWN IN THE PLAN AS PER SECTION 632.11 OF THE CMS. THE CONTRACTOR SHALL SPLICE THE PROPOSED LOOP DETECTOR LEAD-IN CABLE INTO THE EXISTING LOOP DETECTOR LEAD-IN CABLE IN THE EXISTING PULL BOX LOCATED AT STA. 24+22, 39' RT. THE CONTRACTOR SHALL TAKE GREAT CARE TO NOT DAMAGE ANY SIGNAL EQUIPMENT TO REMAIN. IF EXISTING SIGNAL EQUIPMENT TO REMAIN IS DAMAGED, THE CONTRACTOR SHALL REPLACE IT IN LIKE KIND AS APPROVED BY THE ENGINEER. ALL WORK DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE PRICE BID EACH FOR ITEM 632 - DETECTOR LOOP, AS PER PLAN.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 632 - DETECTOR LOOP, AS PER PLAN 2 *EACH*

LEGEND

- EXISTING STRAIN POLE AND FOUNDATION
- EXISTING PULL BOX
- L# — PROPOSED ROADWAY LOOP
- PROPOSED CONDUIT (725.04)

RECORD DRAWING
12/23/11

SIGNALIZATION NOTES

1. ALL VEHICULAR LOOP DETECTORS SHALL BE PLACED IN THE CENTER OF THE LANE.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED MAH

SIGNALIZATION PLAN
S.R. 43 / S.R. 7 INTERSECTION

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SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	359	360	361																
																		TRAFFIC CONTROL	
	14	43	46											630	03100	103	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
	26													630	08004	26	FT	ONE WAY SUPPORT, NO. 3 POST	
	2													630	08600	2	EACH	SIGN POST REFLECTOR	
	20	13												630	79000	33	EACH	SIGN HANGER ASSEMBLY, SPAN WIRE	
	11	10	2											630	79500	23	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
	213	156	36											630	80100	405	SQ FT	SIGN, FLAT SHEET	
		7	10											630	84900	17	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	2													630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
	1	3	3											630	86002	7	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	5	5												630	87400	10	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
	10	9	2											630	87500	21	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	

CALCULATED AKF
CHECKED LOB

GENERAL SUMMARY

RECORD DRAWING
12/23/11

JEF-43-0.00

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12/19/2011
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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 ONE WAY SUPPORT, NO. 3 POST FT	630 SIGN POST REFLECTOR EACH	630 SIGN HANGER ASSEMBLY, SPAN WIRE EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH		
362	S-1	SR 43	12+38	RT	SPECIAL	54" X 18"				1		6.75							
					SPECIAL	54" X 18"				1		6.75							
362	S-1A	SR 43	11+77	LT	SPECIAL	54" X 18"				1		6.75							
					SPECIAL	54" X 18"				1		6.75							
362	S-1B	SR 43	12+05	RT	SPECIAL	84" X 18"				1		10.50							
					SPECIAL	84" X 18"				1		10.50							
362	S-2	SR 43	11+91	RT	R6-1L-36	36" X 12"					1	3.00							
					R6-1R-36	36" X 12"					1	3.00							
362	S-2A	SR 43	11+50	LT	R3-5R-30	30" X 36"				1		7.50							
362	S-3	SR 43	13+05	RT	SPECIAL		13.50												
					SPECIAL														
362	S-4	SR 43	11+88	RT	R3-6R-30	30" X 36"				1		7.50							
362	R-1	SR 43		LT	D3-1												1		
					D3-1												1		
362	R-2	SR 43		RT	R6-2R												1		
					R6-2L												1		
362	R-3	SR 43		RT	SPECIAL									1	1				
					SPECIAL									1					
362	R-4	SR 43		RT	R3-6R											1			
363	S-5	SR 43	14+05	LT	R6-1L-36	36" X 12"		11.50				3.00							
					R6-1R-36	36" X 12"						3.00							
363	S-6	SR 43	12+38	RT	SPECIAL	60" X 18"				1		7.50							
					SPECIAL	60" X 18"				1		7.50							
363	S-6A	SR 43	12+19	LT	SPECIAL	84" X 18"				1		10.50							
					SPECIAL	84" X 18"				1		10.50							
363	S-6B	SR 43	11+77	LT	SPECIAL	60" X 18"				1		7.50							
					SPECIAL	60" X 18"				1		7.50							
363	S-6C	SR 43	12+05	RT	SPECIAL	84" X 18"				1		10.50							
363					SPECIAL	84" X 18"				1		10.50							
363	S-7	SR 43	16+16	RT	R3-5L-30	30" X 36"				1		7.50							
363	S-7A	SR 43	16+24	LT	R10-11b-24	24" X 24"				1		4.00							
363	S-8	SR 43	18+22	LT	R6-1L-36	36" X 12"		14.08				3.00							
					R6-1R-36	36" X 12"					1	3.00							
					R5-1-30	30" X 30"			1		1	6.25							
					R1-1-30	30" X 30"			1		1	6.25							
363	S-9	SR 43	14+05	RT	R6-1L-36	36" X 12"					1	3.00							
					R5-1-30	30" X 30"					1	6.25							
					R6-1R-36	36" X 12"					1	3.00							
					R1-1-30	30" X 30"					1	6.25							
363	S-10	SR 43	16+07	LT	R3-5L-30	30" X 36"				1		7.50							
363	S-10A	SR 43	16+03	RT	R10-11b-24	24" X 24"				1		4.00							
363	S-11	SR 43	18+27	RT	R6-1L-36	36" X 12"					1	3.00							
					R6-1R-36	36" X 12"					1	3.00							
363	R-5	SR 43		LT	D3-1												1		
					D3-1												1		
363	R-6	SR 43		LT	R3-5L											1			
					R10-11b											1			
363	R-7	SR 43		RT	R6-2L												1		
					R5-1												1		
					R1-1												1		
363	R-8	SR 43		RT	R3-5L											1			
					R10-11b											1			
363	R-9	SR 43		RT	R6-1L												1		
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							14	26	2	20	11	213		2	1	5	10		

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED LOB

SIGNING SUBSUMMARY - SHEET 1 OF 3

JEF-43-0.00

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12/19/2011
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SBATES

SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 ONE WAY SUPPORT, NO. 3 POST FT	630 SIGN POST REFLECTOR EACH	630 SIGN HANGER ASSEMBLY, SPAN WIRE EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH		
364	S-12	SR 43	19+42	LT	R3-H8bh-36	36" X 30"	13.00					7.50							
364	S-13	SR 43	20+82	RT	R3-5L-30	30" X 36"				1		7.50							
364	S-14	SR 43	20+82	RT	SPECIAL	54" X 18"				1		6.75							
					SPECIAL	54" X 18"				1		6.75							
364	S-14A	SR 43	20+69	LT	SPECIAL	84" X 18"				1		10.50							
					SPECIAL	84" X 18"				1		10.50							
364	S-14B	SR 43	20+26	LT	SPECIAL	54" X 18"				1		6.75							
					SPECIAL	54" X 18"				1		6.75							
364	S-14C	SR 43	20+44	RT	SPECIAL	84" X 18"				1		10.50							
					SPECIAL	84" X 18"				1		10.50							
364	S-15	SR 43	20+21	LT	SPECIAL	24" X 24"					1	4.00							
364	S-16	SR 43	20+54	RT	R3-5L-30	30" X 36"				1		7.50							
364	S-16A	SR 44	20+65	LT	R10-11b-24	24" X 24"				1		4.00							
364	S-17	SR 43	20+85	LT	SPECIAL	24" X 12"					1	2.00							
					SPECIAL	24" X 18"					1	3.00							
364	S-18	SR 43	22+38	LT	R6-1L-36	36" X 12"					1	3.00							
					R6-1R-36	36" X 12"					1	3.00							
364	S-19	SR 43	20+08	RT	SPECIAL	24" X 30"					1	5.00							
					I-H12R-24	24" X 6"					1	1.00							
364	S-20	SR 43	2034	RT	M4-5-24	24" X 12"					1	2.00							
					M1-5-24-2	24" X 24"					1	4.00							
					M6-1L-24	24" X 12"					1	2.00							
364	S-21	SR 43	20+57	LT	R3-5L-30	30" X 36"				1		7.50							
364	S-22	SR 43	20+29	RT	R3-5L-30	30" X 36"				1		7.50							
364	S-23	SR 43	22+89	RT	M3-1-24	24" X 12"	14.92					2.00							
					M1-5-24-2	24" X 24"						4.00							
					M5-1L-21	21" X 15"						2.19							
364	S-23A	SR 43	22+89	RT	M3-1-24	24" X 12"	14.92					2.00							
					M1-5-24-2	24" X 24"						4.00							
					M5-1R-21	21" X 15"						2.19							
364	R-10	SR 43		LT	R3-H8bh								1		1				
364	R-11	SR 43		RT	R3-5L											1			
364	R-12	SR 43		LT	SPECIAL												1		
364	R-13	SR 43		LT	R3-5L											1			
364	R-13A	SR 43		LT	R10-11b											1			
364	R-14	SR 43		LT	SPECIAL												1		
					SPECIAL												1		
364	R-15	SR 43		LT	R6-2L												1		
364	R-16	SR 43		RT	SPECIAL												1		
					I-H12R												1		
364	R-17	SR 43		RT	M4-5												1		
					M1-5												1		
					M6-1L												1		
364	R-18	SR 43		RT	R3-5L											1			
364	R-19	SR 43		RT	R3-5L											1			
364	R-20	SR 43		RT	M3-1								1		1				
					M1-5								1						
					M5-1L								1						
364	R-21	SR 43		LT	M3-3								1		1				
					M1-5								1						
					M5-1R								1						
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							43			13	10	156	7		3	5	9		

RECORD DRAWING
12/23/11

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CHECKED LOB

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SHEET NO.	REFERENCE NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST FT	630 ONE WAY SUPPORT, NO. 3 POST FT	630 SIGN POST REFLECTOR EACH	630 SIGN HANGER ASSEMBLY, SPAN WIRE EACH	630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED EACH	630 SIGN, FLAT SHEET SQ FT	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF GROUND MOUNTED SIGN AND REERECTION EACH	630 REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL EACH	630 REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL EACH	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL EACH		
365	S-24	SR 43	23+98	RT	R3-H8bh-36	36" X 30"	13.00					7.50							
					R6-3-30	30" X 24"						5.00							
365	S-25	SR 43	24+16	LT	R10-H4d-9	9" X 12"					1	0.75							
365	S-26	SR 43	24+15	RT	M3-1-24	24" X 12"	14.92					2.00							
					M1-5-24-2	24" X 24"						4.00							
					M6-1L-21	21" X 15"						2.19							
365	S-27	SR 43	24+15	RT	M4-6-24	24" X 12"	18.08					2.00							
					M1-5-24-2	24" X 24"						4.00							
					M3-3-24	24" X 12"						2.00							
					M1-5-24-2	24" X 24"						4.00							
					M5-1R-21	21" X 15"						2.19							
365	S-28	SR 43	24+26	RT	R10-H4d-9	9" X 12"					1	0.75							
365	R-22	SR 43		RT	R3-H8bh								1		1				
					R6-3								1						
365	R-23	SR 43		LT	R10-H4d												1		
365	R-24	SR 43		RT	M3-1								1		1				
					M1-5								1						
					M6-1L								1						
365	R-25	SR 43		RT	M4-6								1		1				
					M1-5								1						
					M3-3								1						
					M1-5								1						
					M5-1R								1						
365	R-26	SR 43		RT	R10-H4d												1		
TOTALS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY							46				2	36	10		3		2		

RECORD DRAWING
12/23/11

CALCULATED AKF
CHECKED LOB

SIGNING SUBSUMMARY - SHEET 3 OF 3

JEF-43-0.00

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12/19/2011
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SIGNING PLAN
S.R. 43 BEGIN TO STA. 13+50
JEF-43-0.00

CALCULATED AKF
CHECKED LOB

HORIZONTAL SCALE IN FEET
0 10 20 40

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12/19/2011
11:21:30 AM
SBATES

RECORD DRAWING
12/23/11

LEGEND	
OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT
R-#	EXISTING SIGN TO BE REMOVED
S-#	PROPOSED SIGN AND SUPPORT
	BEAM MOUNTED SIGN
	SIGN, GROUND MOUNTED
	EXISTING CANTILEVER SIGN SUPPORT
	EXISTING TRUSS SIGN SUPPORT
	EXISTING SIGN TO BE REMOVED
	EXISTING SIGN TO REMAIN
	PROPOSED SIGN
	TRAFFIC FLOW

℄ CONST. S.R. 43

MATCH LINE 13+50 S.R. 43

6TH ST.

5TH ST.

STRUCTURE No. JEF-43-0030

W11-2
W16-7pL
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

W11-2
W16-7pL
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

W11-2
W16-7pL
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

JEF-43-0030
SPECIAL
EXISTING STRUCTURE MOUNTED SIGN TO REMAIN

R9-3A
R9-3B
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

R9-3A
R9-3B
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO REMAIN

S-2A
R3-5R-30
STA. 11+50, LT.
30" X 36"

D3-1
WASHINGTON ST

D3-1
EXISTING POLE MOUNTED SIGNS TO BE REMOVED
R-1

N FIFTH ST
SPECIAL

N FIFTH ST
54" X 18"
SPECIAL
STA. 11+77, LT.
S-1A

MURAL #17
SPECIAL

MURAL #17
SPECIAL
EXISTING POLE MOUNTED SIGNS TO REMAIN

S-4
R3-6R-30
STA. 11+88, RT.
30" X 36"

S-1B
WASHINGTON ST
84" X 18"
SPECIAL

WASHINGTON ST
84" X 18"
SPECIAL
STA. 12+05, RT.

S-3
SPECIAL
EXISTING SIGNS MOUNTED ON NEW SUPPORT STA. 13+05, RT.

R-3
EXISTING GROUND MOUNTED SIGNS TO BE REMOVED AND REERECTED ON NEW SUPPORT AND EXISTING SUPPORT TO BE REMOVED

S-1
N FIFTH ST
54" X 18"
SPECIAL
STA. 12+38, RT.

N FIFTH ST
54" X 18"
SPECIAL

S-2
R6-1R-36
STA. 11+91, RT.
ONE WAY
36" X 12"

ONE WAY
36" X 12"
R6-1L-36

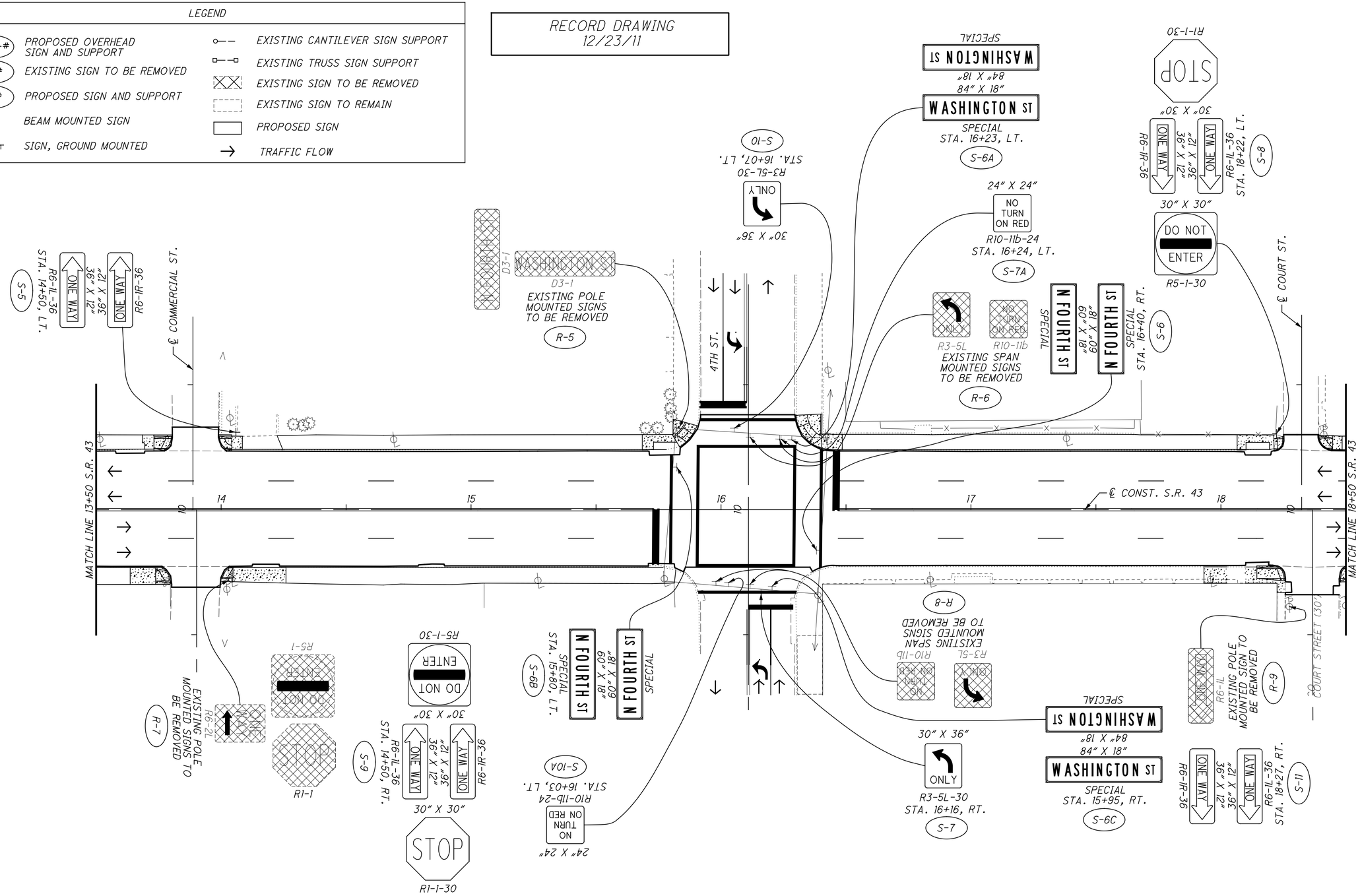
R6-2R
EXISTING POLE MOUNTED SIGNS TO BE REMOVED
R-2

R6-2L

R3-6R
EXISTING OVERHEAD MOUNTED SIGN TO BE REMOVED
R-4

LEGEND			
OSS-#	PROPOSED OVERHEAD SIGN AND SUPPORT		EXISTING CANTILEVER SIGN SUPPORT
R-#	EXISTING SIGN TO BE REMOVED		EXISTING TRUSS SIGN SUPPORT
S-#	PROPOSED SIGN AND SUPPORT		EXISTING SIGN TO BE REMOVED
	BEAM MOUNTED SIGN		EXISTING SIGN TO REMAIN
	SIGN, GROUND MOUNTED		PROPOSED SIGN
		→	TRAFFIC FLOW

RECORD DRAWING
12/23/11



HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED AKF
CHECKED LOB

SIGNING PLAN
S.R. 43 STA. 13+50 TO 18+50

JEF-43-0.00

363
434

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RECORD DRAWING
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SIGNING PLAN
S.R. 43 STA. 18+50 TO STA. 23+50

JEF-43-0.00

364
434

CALCULATED AKF
CHECKED LOB

0 10 20 40
HORIZONTAL SCALE IN FEET

MATCH LINE 18+50 S.R. 43

MATCH LINE 23+50 S.R. 43

℄ 3RD ST.

℄ LAKE ERIE AVE.

℄ CONST. S.R. 43

11.5' 11.5' 11.5' 11.5'

10'

19 20 21 22 23

R3-H8bh
EXISTING GROUND MOUNTED SIGN AND SUPPORT TO BE REMOVED
(R-10)

36" X 30"
ONLY
R3-H8bh-36
STA. 19+42, RT.
(S-12)

30" X 36"
ONLY
R3-5L-30
STA. 20+29, RT.
(S-22)

R3-5L
EXISTING SPAN MOUNTED SIGN TO BE REMOVED
(R-19)

24" X 24"
HARDING STADIUM
SPECIAL
STA. 20+21, LT.
(S-15)

HARDING STADIUM
SPECIAL
EXISTING POLE MOUNTED SIGN TO BE REMOVED
(R-12)

N THIRD ST
84" X 18"
54" X 18"
SPECIAL
STA. 20+26, LT.
(S-14B)

N THIRD ST
SPECIAL

R3-5L
EXISTING SPAN MOUNTED SIGN TO BE REMOVED
(R-13)

WASHINGTON ST
84" X 18"
SPECIAL
STA. 20+69, LT.
(S-14A)

30" X 36"
ONLY
R3-5L-30
STA. 20+82, RT.
(S-13)

TOURIST
FORT STEUBEN VISITOR CENTER
SPECIAL
SPECIAL
EXISTING POLE MOUNTED SIGNS TO BE REMOVED
(R-14)

24" X 24"
NO TURN ON RED
R10-11B-24
STA. 20+65, LT.
(S-16A)

R10-11B
EXISTING SPAN MOUNTED SIGN TO BE REMOVED
(R-13A)

24" X 12"
TOURIST
24" X 18"
FORT STEUBEN VISITOR CENTER
24" X 24"
SPECIAL
SPECIAL
STA. 20+85, LT.
(S-17)

R6-1L-36
STA. 22+38, LT.
(S-18)

ONE WAY
36" X 12"
ONE WAY
R6-1R-36

EXISTING POLE MOUNTED SIGN TO BE REMOVED
R6-2L
(R-15)

30" X 36"
ONLY
R3-5L-30
STA. 20+54, RT.
(S-16)

R3-5L
EXISTING SPAN MOUNTED SIGN TO BE REMOVED
(R-18)

R3-5L
EXISTING SPAN MOUNTED SIGN TO BE REMOVED
(R-11)

N THIRD ST
84" X 18"
54" X 18"
SPECIAL
STA. 20+82, RT.
(S-14)

N THIRD ST
SPECIAL

WASHINGTON ST
84" X 18"
SPECIAL
STA. 20+44, RT.
(S-14C)

24" X 30"
TOURIST INFO
24" X 6"
SPECIAL
I-H12R-24
STA. 20+08, RT.
(S-19)

INFO TOURIST
SPECIAL
I-H12R
EXISTING POLE MOUNTED SIGNS TO BE REMOVED
(R-16)

EXISTING POLE MOUNTED SIGNS TO BE REMOVED
(R-17)
M4-5
M1-5
M6-1L
M4-5-24
M1-5-24-2
M6-1L-24
24" X 12"
7
24" X 24"
TO
24" X 12"
STA. 20+34, RT.
(S-20)

24" X 12"
NORTH
24" X 24"
M3-1-24
M1-5-24-2
M5-1L-21
STA. 22+89, RT.
(S-23)

21" X 15"
7
24" X 24"
M3-3-24
M1-5-24-2
M5-1R-21
STA. 22+89, RT.
(S-23A)

24" X 12"
NORTH
24" X 24"
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO BE REMOVED
(R-20)
M3-1
M1-5
M5-1L

24" X 12"
SOUTH
24" X 24"
EXISTING GROUND MOUNTED SIGNS AND SUPPORT TO BE REMOVED
(R-21)
M3-3
M1-5
M5-1R

LEGEND

- (OSS-#) PROPOSED OVERHEAD SIGN AND SUPPORT
- (R-#) EXISTING SIGN TO BE REMOVED
- (S-#) PROPOSED SIGN AND SUPPORT
- BEAM MOUNTED SIGN
- SIGN, GROUND MOUNTED
- EXISTING CANTILEVER SIGN SUPPORT
- EXISTING TRUSS SIGN SUPPORT
- EXISTING SIGN TO BE REMOVED
- EXISTING SIGN TO REMAIN
- PROPOSED SIGN
- TRAFFIC FLOW

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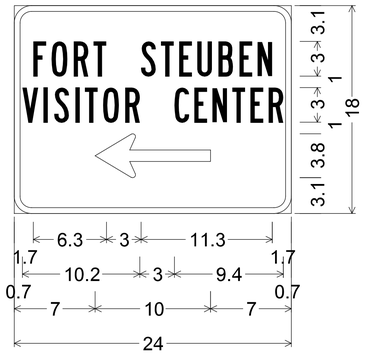
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HORIZONTAL SCALE IN FEET
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CHECKED LOB

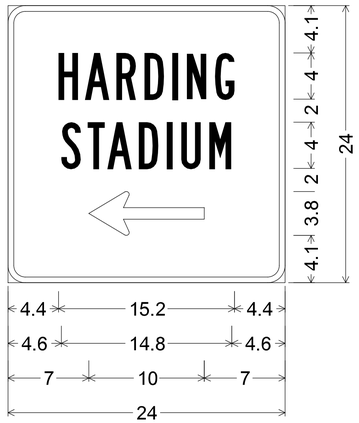
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S.R. 43 STA. 23+50 TO END

JEF-43-0.00



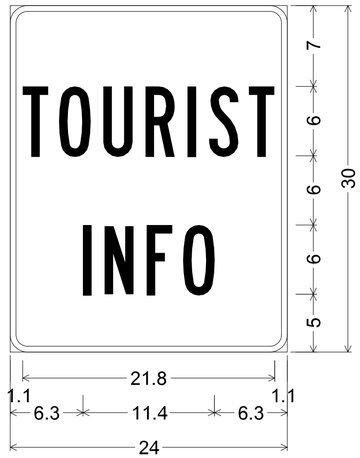
SPECIAL;
1.5" Radius, 0.5" Border, White on Green;
[FORT STEUBEN] B;
[VISITOR CENTER] B;
Standard Arrow Custom 10.0" X 3.8" 180°;
Table of letter and object lefts.

F 1.7	O 3.2	R 5.1	T 6.9				
S 11.0	T 12.7	E 14.3	U 15.9	B 17.7	E 19.5	N 21.1	
V 0.7	I 2.5	S 3.5	I 5.3	T 6.1	O 7.7	R 9.6	
C 13.9	E 15.6	N 17.2	T 18.9	E 20.5	R 22.0		
⇦ 7.0							



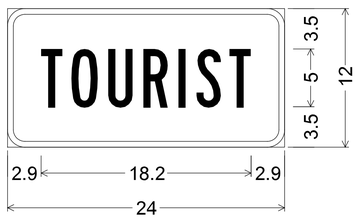
SPECIAL;
1.5" Radius, 0.5" Border, White on Green;
[HARDING] B;
[STADIUM] B;
Standard Arrow Custom 10.0" X 3.8" 180°;
Table of letter and object lefts.

H 4.4	A 6.7	R 9.4	D 11.8	I 14.3	N 15.5	G 17.9
S 4.6	T 6.9	A 8.6	D 11.3	I 13.8	U 15.0	M 17.4
⇦ 7.0						



SPECIAL;
1.5" Radius, 0.5" Border, White on Blue;
[TOURIST] B; [INFO] B;
Table of letter and object lefts.

T 1.1	O 4.2	U 8.1	R 11.7	I 15.4	S 17.2	T 20.7
I 6.3	N 8.2	F 11.8	O 15.0			



SPECIAL;
1.5" Radius, 0.5" Border, White on Blue;
[TOURIST] B;
Table of letter and object lefts.

T 2.9	O 5.5	U 8.7	R 11.8	I 14.8	S 16.4	T 19.2

RECORD DRAWING
12/23/11

NOTES: ALL DIMENSIONS ARE SHOWN IN INCHES.

CALCULATED AKF
CHECKED LOB

SIGNING DETAILS

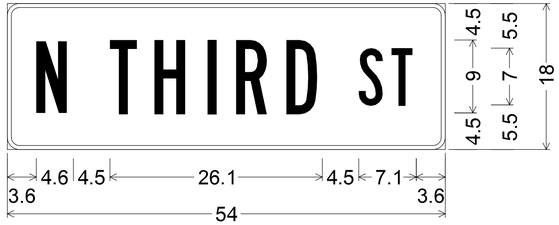
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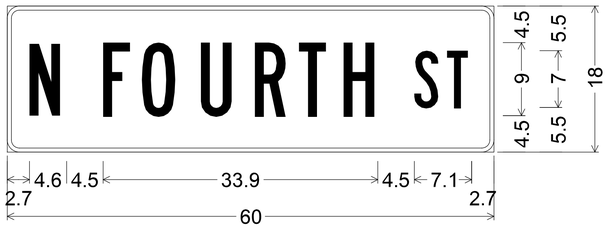
SPECIAL; 1.5" Radius, 0.5" Border, White on Green;
[WASHINGTON] ClearviewHwy-1-W; [ST] ClearviewHwy-1-W;
Table of letter and object lefts.

W	A	S	H	I	N	G	T	O	N	S	T
5.9	14.4	20.8	26.8	33.3	36.8	43.5	49.5	54.7	62.0	71.0	75.1



SPECIAL;
1.5" Radius, 0.5" Border, White on Green;
[N] ClearviewHwy-1-W;
[THIRD] ClearviewHwy-1-W;
[ST] ClearviewHwy-1-W;
Table of letter and object lefts.

N	T	H	I	R	D	S	T
3.6	12.7	18.1	24.7	28.2	34.4	43.3	47.4



SPECIAL;
1.5" Radius, 0.5" Border, White on Green;
[N] ClearviewHwy-1-W;
[FOURTH] ClearviewHwy-1-W;
[ST] ClearviewHwy-1-W;
Table of letter and object lefts.

N	F	O	U	R	T	H	S	T
2.7	11.8	16.6	23.9	30.5	36.0	41.5	50.2	54.2



SPECIAL;
1.5" Radius, 0.5" Border, White on Green;
[N] ClearviewHwy-1-W;
[FIFTH] ClearviewHwy-1-W;
[ST] ClearviewHwy-1-W;
Table of letter and object lefts.

N	F	I	F	T	H	S	T
5.4	14.5	19.5	23.0	27.3	32.8	41.5	45.5

RECORD DRAWING
12/23/11

NOTES: ALL DIMENSIONS ARE SHOWN IN INCHES.

CALCULATED AKF
CHECKED LOB

SIGNING DETAILS

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LIGHTING PLAN NOTES

ITEM 625-LUMINAIRE REMOVED, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, CONTRACTOR SHALL TURN OVER (6) SIX LUMINAIRES TO THE CITY OF STEUBENVILLE. ALL ADDITIONAL LUMINAIRES SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF OFF OF THE PROJECT SITE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LUMINAIRE REMOVED, AS PER PLAN" FOR EACH LUMINAIRE REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, CONTRACTOR SHALL TURN OVER (15) LIGHT POLES TO THE CITY OF STEUBENVILLE. THE CITY OF STEUBENVILLE SHALL FIELD MARK INDICATED POLES. ALL ADDITIONAL LIGHT POLES ARMS SHALL BE DELIVERED TO A LOCATION IN THE CITY TO BE DESIGNATED AT A LATER DATE. CONTACT THE CITY ENGINEER FOR DESIGNATED LOCATION.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN" FOR EACH LIGHT POLE REMOVED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, CONTRACTOR SHALL COORDINATE EXISTING POWER SERVICE WITH UTILITY COMPANY FOR INSTALLATION OF THE NEW CONTROL CENTER AS REQUIRED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:
- POWER COMPANY: AMERICAN ELECTRIC POWER (AEP)
- EXISTING METER #: 321-327-399
- ADDRESS: STEUBENVILLE, OHIO
- PHONE #: 740-266-3095
- CONTACT NAME: MIKE SARAVICH

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "POWER SERVICE, AS PER PLAN" FOR EXISTING POWER SERVICE COORDINATION WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIAL AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LUMINAIRE, CONVENTIONAL, 206W, LED, TYPE III, 480V, AS PER PLAN

IN ADDITION TO THE REQUIRMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING SHALL BE COOPER LIGHTING VTS-VENTUS LED CAT.#VTS-A08-LED-480-T3-AP-TH AND WILL BE PROVIDED BY THE CITY OF STEUBENVILLE AND INSTALLED BY CONTRACTOR.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LUMINAIRE, CONVENTIONAL, 206W, LED, TYPE III, 480V, AS PER PLAN" FOR EACH LUMINAIRE INSTALLED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LUMINAIRE, CONVENTIONAL, 103W, LED, TYPE III, 480V, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING SHALL BE COOPER LIGHTING VTS-VENTUS LED CAT.#VTS-A04-LED-480-T2-AP-TH AND WILL BE PROVIDED BY THE CITY OF STEUBENVILLE AND INSTALLED BY CONTRACTOR.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LUMINAIRE, CONVENTIONAL, 103W, LED, TYPE III, 480V, AS PER PLAN" FOR EACH LUMINAIRE INSTALLED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-PULLBOX, 725.06, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, PULLBOXES SHALL BE PROVIDED WITH SLIP-RESISTANT COVERS.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "PULLBOX, 725.06, AS PER PLAN" FOR EACH PULLBOX INSTALLED WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LIGHTING MISC.: BOLT HOLES, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL VERIFY EXISTING ANCHOR BOLT PATTERN ON EXISTING FOUNDATIONS AND PILASTERS PRIOR TO ORDERING NEW LIGHT POLE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LIGHTING MISC.: BOLT HOLES, AS PER PLAN" FOR EACH EXISTING FOUNDATION AND PILASTERS WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LIGHTING MISC.: EXISTING PULLBOX AND JUNCTION BOX, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL REPAIR EXISTING PULLBOXES AND JUNCTION BOXES AS DETERMINED NECESSARY BY THE CITY OF STEUBENVILLE CONSTRUCTION MANAGER CONSULTANT, INCLUDING REPLACING COVERS.

PAYMENT WILL BE MADE AT THE UNIT PRICE UNDER CMS 625, "LIGHTING MISC.: EXISTING PULLBOX AND JUNCTION BOX, AS PER PLAN" WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625- CONNECTION BY TYPE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL REMOVE EXISTING CONNECTORS FROM EXISTING CIRCUITS.

PAYMENT WILL BE MADE AT THE UNIT PRICE UNDER CMS 625, "CONNECTION, AS PER PLAN" WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LIGHTING MISC.: EXISTING OVERHEAD UTILITIES, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL FIELD VERIFY WITH THE CITY OF STEUBENVILLE CONSTRUCTION MANAGER CONSULTANT ALL EXISTING AERIAL UTILITIES INCLUDING FIBER OPTIC CABLING. CONTRACTOR SHALL REATTACH ALL EXISTING UTILITIES.

PAYMENT WILL BE MADE AT THE UNIT PRICE UNDER CMS 625, "LIGHTING MISC.: EXISTING OVERHEAD UTILITIES, AS PER PLAN" WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-LIGHTING MISC.: REPAINT EXISTING POLES AND BRACKET ARMS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL REPAINT EXISTING POLES AND BRACKET ARMS. REMOVE COVERS, GLASS BULB COVERS, ETC. PRIOR TO SURFACE PREPARATION AND PAINTING. RUST AND SEALING PAINT SHOULD BE REMOVED BY POWER WIRE BRUSHING AND SCRAPING. THEN WASH THE ENTIRE POLES AND BRACKET ARMS FREE OF DIRT AND DEBRIS WITH SOLVENT. PRIME BARE STEEL SURFACES. APPLY TWO COATS OF SILVER ALKYD BASE ENAMEL. APPLY PRODUCT TO CLEAN DRY SURFACES IN ACCORDENCE WITH MANUFACTURES INSTRUCTIONS. APPLY EACH COAT TO A UNIFORM FINISH. FURNISH DROP CLOTHES, SHIELDS, AND PROTECTIVE METHODS TO PREVENT SPRAY OR DROPPINGS FROM DISFIGURING OTHER SURFACES.

PAYMENT WILL BE MADE AT THE UNIT PRICE UNDER CMS 625, "LIGHTING MISC.: REPAINT EXISTING POLES AND BRACKET ARMS, AS PER PLAN" WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625-CONDUIT, MISC.: CONNECTION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION SPECIFICATIONS, THE CONTRACTOR SHALL CONNECT EXISTING CONDUITS TO NEW CONDUITS.

PAYMENT WILL BE MADE AT THE UNIT PRICE UNDER CMS 625, "CONDUIT MISC.: CONNECTION, AS PER PLAN" WHICH SHALL INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THIS ITEM OF SATISFACTORY AND WORKMANLIKE MANNER.

RECORD DRAWING
12/23/11

CALCULATED | CHECKED

LIGHTING GENERAL NOTES

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REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL, 206 W, LED, TYPE III, 480v, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL, 103 W, LED, TYPE II, 480v, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
1	386	822+52	RT	S.R. 43	1																					
R1	386	824+00 TO 826+65	RT	S.R. 43																						
2	386	824+00 TO 826+65	RT	S.R. 43																						
R2	386	826+65	RT	S.R. 43																						
3	386	826+65	RT	S.R. 43	1					1																
R3	386	826+65 TO 4+11 (LINE D)	RT	S.R. 43/LINE D																						
4	386	826+65 TO 4+11 (LINE D)	RT	S.R. 43/LINE D																						
R4	386	4+11	RT	LINE D																						
5	386	4+11	RT	LINE D																						
6	386	4+11 TO 4+52	RT	LINE D																						
R5/6	386	4+52	RT	LINE D	1						1															
7	386	4+52 TO 4+99	RT	LINE D																						
R6/8	386	4+99	RT	LINE D																						
9	386	4+99 TO 6+22	RT	LINE D																						
R7/10	386	6+22	RT	LINE D	1						1															
11	386	6+22 TO 7+62	RT	LINE D																						
R8/12	386	7+62	RT	LINE D																						
13	386	7+62 TO 7+95	RT	LINE D																						
R9/14	386	7+95	RT	LINE D	1						1															
15	386	7+95 TO 9+67	RT	LINE D																						
R10/16	386	9+67	RT	LINE D	1						1															
17	386	9+67(LINE D) TO 3+38(LINE E)	RT/LT	LINE D/LINE E																						
R11/18	386	3+38	RT	LINE E																						
19	386	3+38 TO 1+85	RT	LINE E																						
R12/20	386	1+85	RT	LINE E	1						1															
21	386	3+38 TO 4+85	RT	LINE E																						
R13/22	386	4+85	RT	LINE E	1								1													
23	386	4+85 TO 5+45	RT	LINE E																						
R14/24	386	5+45	RT	LINE E																						
R15/25	386	5+45 TO 6+60	RT	LINE E																						
R16/26	386	6+60	RT	LINE E	1		1																			
R17/27	386	6+60 TO 8+35	RT	LINE E																						
R18/28	386	8+35	RT	LINE E	1		1																			
R19/29	386	8+35 TO 8+85	RT	LINE E																						
R20/30	386	8+85	RT	LINE E																						
31	386	8+85 TO 9+64	RT	LINE E																						
R21/32	386	10+00	RT	LINE E																						
33	386	10+00 TO 10+00	RT/LT	LINE E																						
R22/34	386	10+00	LT	LINE E	1		1																			
35	386	10+00 TO 11+50	RT	LINE E																						
R23/36	386	11+50	RT	LINE E	1								1													
37	386	11+50 TO 11+50	RT/LT	LINE E																						
R24/38	386	11+50	LT	LINE E																						
39	386	11+50 TO 10+42(BELLVIEW)	LT	LINE E/BELLVIEW																						
R25/40	386	10+42	LT	BELLVIEW	1				1																	
41	386	4+99 TO 4+99	LT/RT	LINE D																						
R26/42	386	4+99	LT	LINE D																						
43	386	4+99 TO 829+85	RT	S.R. 43																						
R27	386	829+50	RT	S.R. 43																						
44	386	829+85	RT	S.R. 43	1							1														
45	386	829+85 TO 831+75	RT	S.R. 43																						
R28	386	831+55	RT	S.R. 43																						
46	386	831+75	RT	S.R. 43	1							1														
47	386	831+75 TO 833+87	RT	S.R. 43																						
48	386	833+87	RT	S.R. 43	1							1														
49	386	833+87 TO 835+86	RT	S.R. 43																						
R29	386	834+05	RT	S.R. 43																						
229	386	835+86	RT	S.R. 43	1							1														
50	386-387	835+86 TO 837+65	RT	S.R. 43																						
R30	386	836+18	RT	S.R. 43																						
					17		3		1	1	5		2	4												

CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 BRACKET ARM, 18' EACH				625 BRACKET ARM, 15' EACH	625 LIGHT POLE FOUNDATION, 24"x6' DEEP EACH	625 GROUND ROD EACH	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN EACH	625 CONECTION UNFUSED, PERMANENT EACH	625 CONECTION FUSED, PULL-APART EACH	625 NO. 10 AWG POLE AND BRACKET CABLE FT	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES FT	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 3", 725.04 FT	625 CONDUIT, 3", JACKED OR DRILLED, 725.04 FT	625 TRENCH, 24" DEEP FT	625 PLASTIC CAUTION TAPE FT	625 PULLBOX, 725.06, 18" EACH	625 PULLBOX, 725.06, 24" EACH	625 PULL BOX, 725.06, AS PER PLAN EACH		625 STRUCTURE GROUNDING SYSTEM EACH	625 BRACKET ARM MISC.: REMOVAL, AS PER PLAN EACH	625 LIGHTPOLE FOUNDATION REMOVED EACH	625 PULLBOX REMOVED EACH	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN EACH	625 LUMINAIRE REMOVED, AS PER PLAN EACH	625 DISCONNECT CIRCUIT EACH	625 DISTRIBUTION CABLE REMOVED FT
1	386	822+52	RT	S.R. 43	1							1		2		46																
R1	386	824+00 TO 826+65	RT	S.R. 43																												550
2	386	824+00 TO 826+65	RT	S.R. 43													825															
R2	386	826+65	RT	S.R. 43																										1	1	
3	386	826+65	RT	S.R. 43								1		2	46												1					
R3	386	826+65 TO 4+11 (LINE D)	RT	S.R. 43/LINE D																												290
4	386	826+65 TO 4+11 (LINE D)	RT	S.R. 43/LINE D													465															
R4	386	4+11	RT	LINE D																										1		
5	386	4+11	RT	LINE D									2									1										
6	386	4+11 TO 4+52	RT	LINE D												51				41	41											
R5/6	386	4+52	RT	LINE D							1	1		2	100															1	1	
7	386	4+52 TO 4+99	RT	LINE D												57				47	47											
R6/8	386	4+99	RT	LINE D									2									1								1		
9	386	4+99 TO 6+22	RT	LINE D												133				123	123											
R7/10	386	6+22	RT	LINE D							1	1		2	100															1	1	
11	386	6+22 TO 7+62	RT	LINE D													450															
R8/12	386	7+62	RT	LINE D									2									1								1		
13	386	7+62 TO 7+95	RT	LINE D													138															198
R9/14	386	7+95	RT	LINE D							1	1		2	100															1	1	
15	386	7+95 TO 9+67	RT	LINE D													546															344
R10/16	386	9+67	RT	LINE D							1	1		2	100															1	1	
17	386	9+67(LINE D) TO 3+38(LINE E)	RT/LT	LINE D/LINE E													225															130
R11/18	386	3+38	RT	LINE E									2									1								1		
19	386	3+38 TO 1+85	RT	LINE E												163				153	153											
R12/20	386	1+85	RT	LINE E							1	1		2	100															1	1	
21	386	3+38 TO 4+85	RT	LINE E												157				147	147											
R13/22	386	4+85	RT	LINE E							1	1		2	115															1	1	
23	386	4+85 TO 5+45	RT	LINE E												70				60	60											
R14/24	386	5+45	RT	LINE E									2									1								1		
R15/25	386	5+45 TO 6+60	RT	LINE E												125																230
R16/26	386	6+60	RT	LINE E								1		2	108												1			1	1	
R17/27	386	6+60 TO 8+35	RT	LINE E													555															350
R18/28	386	8+35	RT	LINE E								1		2	108															1	1	
R19/29	386	8+35 TO 8+85	RT	LINE E													180															40
R20/30	386	8+85	RT	LINE E									2									1								1		
31	386	8+85 TO 9+64	RT	LINE E												125				115	115											
R21/32	386	10+00	RT	LINE E									2									1								1		
33	386	10+00 TO 10+00	RT/LT	LINE E													165															90
R22/34	386	10+00	LT	LINE E							1	1		2	108															1	1	
35	386	10+00 TO 11+50	RT	LINE E												160				150	150											
R23/36	386	11+50	RT	LINE E							1	1		2	115															1	1	
37	386	11+50 TO 11+50	RT/LT	LINE E													209															100
R24/38	386	11+50	LT	LINE E									2									1								1		
39	386	11+50 TO 10+42(BELLVIEW)	LT	LINE E/BELLVIEW												92				82	82											
R25/40	386	10+42	LT	BELLVIEW							1	1		2	112															1	1	
41	386	4+99 TO 4+99	LT/RT	LINE D													129															66
R26/42	386	4+99	LT	LINE D									2									1								1		
43	386	4+99 TO 829+85	RT	S.R. 43												95				85	85											
R27	386	829+50	RT	S.R. 43																										1		
44	386	829+85	RT	S.R. 43						1	1			2	118															1	1	
45	386	829+85 TO 831+75	RT	S.R. 43												200				190	190											
R28	386	831+55	RT	S.R. 43																										1		
46	386	831+75	RT	S.R. 43						1	1			2	118															1	1	
47	386	831+75 TO 833+87	RT	S.R. 43												222				212	212											
48	386	833+87	RT	S.R. 43						1	1			2	118																	
49	386	833+87 TO 835+86	RT	S.R. 43												209				199	199											
R29	386	834+05	RT	S.R. 43																										1		
229	386	835+86	RT	S.R. 43						1	1			2	118															1	1	
50	386-387	835+86 TO 837+65	RT	S.R. 43												189				179	179											
R30	386	836+18	RT	S.R. 43																										1		
									4	13	13	18	34	1684	2094	3887			1783	1783	9			2		4	9	16	16		2388

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LIGHTING SUBSUMMARY

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LIGHTING SUBSUMMARY

CALCULATED CEA
CHECKED MVJ

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL 206 W, LED, TYPE III, 480v, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL 103 W, LED, TYPE II, 480v, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
51	387	837+65	RT.	S.R. 43	1									1													
52	387	837+65 TO 838+50	RT.	S.R. 43																							
R31	387	838+12	RT.	S.R. 43																							
R31/53	387	838+70	RT.	S.R. 43																							
54	387	838+50 TO 838+15	RT.	S.R. 43																							
55	387	839+15	RT.	S.R. 43	1									1													
56	387	839+15 TO 2841+00 (LINE B)	RT.	S.R. 43/LINE B																							
R32	387	840+30	RT.	S.R. 43																							
57	387	2841+00	RT.	LINE B	1									1													
58	387	2841+00 TO 2841+60	RT.	LINE B																							
R33/59	387	2841+60	RT.	LINE B																							
60	387	2841+60 TO 2841+75	RT.	LINE B																							
R34	387	2842+60	RT.	LINE B																							
63	387	2842+75	RT.	LINE B	1									1													
R35/62	387	2843+23	RT.	LINE B																							
61	387	2842+75 TO 2843+23	RT.	LINE B																							
64	387	2843+23 TO 2844+20	RT.	LINE B																							
65	387	2844+20	RT.	LINE B	1									1													
66	387	2844+20 TO 2845+80	RT.	LINE B																							
R36	387	2844+35	RT.	LINE B																							
67	387	2845+80	RT.	LINE B	1								1														
68	387	2845+80 TO 2847+50	RT.	LINE B																							
R37	387	2846+10	RT.	LINE B																							
R38	387	2846+28	RT.	LINE B																							
69	387	2847+50	RT.	LINE B	1								1														
70	387&391	2847+50 TO 2848+80	RT.	LINE B																							
71	391	2848+80	RT.	LINE B	1								1														
72	391	2848+80 TO 2850+00	RT.	LINE B																							
R39	391	2849+85	RT.	LINE B																							
73	391	2850+00	RT.	LINE B	1								1														
74	391	2850+00 TO 2851+50	RT.	LINE B																							
R40	391	2851+32	RT.	LINE B																							
75	391	2851+50	RT.	LINE B	1								1														
76	391	2851+50 TO 2852+50	RT.	LINE B																							
77	391	2852+50	RT.	LINE B	1								1														
78	387	2843+23 TO 2843+24	RT./LT.	LINE B																							
R41/79	387	2843+24	LT.	LINE B																							
80	387	2843+24 TO 844+25 (S.R. 43)	LT./RT.	LINE B/S.R. 43																							
81	387	844+25	RT.	S.R. 43	1									1													
82	387	844+25 TO 846+45	RT.	S.R. 43																							
R42	387	844+50	RT.	S.R. 43																							
83	387	846+45	RT.	S.R. 43	1									1													
84	387	846+45 TO 848+75	RT.	S.R. 43																							
R43	387	847+10	RT.	S.R. 43																							
85	387	848+75	RT.	S.R. 43	1									1													
86	387-388	848+75 TO 850+95	RT.	S.R. 43																							
R44	387	849+30	RT.	S.R. 43																							
R45	388	850+91	RT.	S.R. 43																							
87	388	850+95	RT.	S.R. 43	1									1													
88	388	850+95 TO 853+15	RT.	S.R. 43																							
R46	388	852+65	RT.	S.R. 43																							
89	388	853+15	RT.	S.R. 43	1									1													
90	388	853+15 TO 855+48	RT.	S.R. 43																							
R47	388	854+35	RT.	S.R. 43																							
91	388	855+48	RT.	S.R. 43	1									1													
92	388	855+48 TO 857+60	RT.	S.R. 43																							
R48	388	855+95	RT.	S.R. 43																							
93	388	857+60	RT.	S.R. 43	1		1																				
R49	388	857+80	RT.	S.R. 43																							
					18		1						6	11													

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HELLEMAN

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY				625 BRACKET ARM, 15' EACH	625 LIGHT POLE FOUNDATION, 24"x6' DEEP EACH	625 GROUND ROD EACH	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN EACH	625 CONECTION UNFUSED, PERMANENT EACH	625 CONECTION FUSED, PULL-APART EACH	625 NO. 10 AWG POLE AND BRACKET CABLE FT	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES FT	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 3", 725.04 FT	625 CONDUIT, 3", JACKED OR DRILLED, 725.04 FT	625 TRENCH, 24" DEEP FT	625 PLASTIC CAUTION TAPE FT	625 PULLBOX, 725.06, 18" EACH	625 PULLBOX, 725.06, 24" EACH	625 PULL BOX, 725.06, AS PER PLAN EACH		625 STRUCTURE GROUNDING SYSTEM EACH	625 BRACKET ARM MISC.: REMOVAL, AS PER PLAN EACH	625 LIGHTPOLE FOUNDATION REMOVED EACH	625 PULLBOX REMOVED EACH	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN EACH	625 LUMINAIRE REMOVED, AS PER PLAN EACH	625 DISCONNECT CIRCUIT EACH	625 DISTRIBUTION CABLE REMOVED FT
51	387	837+65.00	RT.	S.R. 43					1	1			2	118																		
52	387	837+65 TO 838+50	RT.	S.R. 43											95				85	85												
R31	387	838+12.00	RT.	S.R. 43																								1		1	1		
R31/53	387	838+70.00	RT.	S.R. 43									6									1							1			
54	387	838+50 TO 838+15	RT.	S.R. 43											75				65	65												
55	387	839+15.00	RT.	S.R. 43					1	1			2	118																		
56	387	839+15 TO 2841+00 (LINE B)	RT.	S.R. 43/LINE B											195				185	185												
R32	387	840+30.00	RT.	S.R. 43																								1		1	1		
57	387	2841+00.00	RT.	LINE B					1	1			2	115																		
58	387	2841+00 TO 2841+60	RT.	LINE B											70				60	60												
R33/59	387	2841+60.00	RT.	LINE B									3								1								1			
60	387	2841+60 TO 2841+75	RT.	LINE B											125				115	115												
R34	387	2842+60.00	RT.	LINE B																								1		1	1		
63	387	2842+75	RT.	LINE B									2																			
R35/62	387	2843+23	RT.	LINE B					1	1			2	118							1								1			
61	387	2842+75 TO 2843+23	RT.	LINE B									2		58				48	48												
64	387	2843+23 TO 2844+20	RT.	LINE B											107				97	97												
65	387	2844+20.00	RT.	LINE B					1	1			2	118																		
66	387	2844+20 TO 2845+80	RT.	LINE B											170				160	160												
R36	387	2844+35.00	RT.	LINE B																								1		1	1		
67	387	2845+80.00	RT.	LINE B					1	1			2	115																		
68	387	2845+80 TO 2847+50	RT.	LINE B											180				170	170												
R37	387	2846+10.00	RT.	LINE B																								1		1	1		
R38	387	2846+28.00	RT.	LINE B																								1		1	1		
69	387	2847+50.00	RT.	LINE B					1	1			2	115																		
70	387&391	2847+50 TO 2848+80	RT.	LINE B											140				130	130												
71	391	2848+80.00	RT.	LINE B					1	1			2	115																		
72	391	2848+80 TO 2850+00	RT.	LINE B											130				120	120												
R39	391	2849+85.00	RT.	LINE B																								1		1	1		
73	391	2850+00.00	RT.	LINE B					1	1			2	115																		
74	391	2850+00 TO 2851+50	RT.	LINE B											160				150	150												
R40	391	2851+32.00	RT.	LINE B																								1		1	1		
75	391	2851+50.00	RT.	LINE B					1	1			2	115																		
76	391	2851+50 TO 2852+50	RT.	LINE B											110				100	100												
77	391	2852+50.00	RT.	LINE B					1	1			2	115																		
78	387	2843+23 TO 2843+24	RT./LT.	LINE B												144																96
R41/79	387	2843+24.00	LT.	LINE B									2																1			
80	387	2843+24 TO 844+25 (S.R. 43)	LT./RT.	LINE B/S.R. 43											110				100	100												
81	387	844+25.00	RT.	S.R. 43					1	1			2	118																		
82	387	844+25 TO 846+45	RT.	S.R. 43											230				220	220												
R42	387	844+50.00	RT.	S.R. 43																								1		1	1		
83	387	846+45.00	RT.	S.R. 43					1	1			2	118																		
84	387	846+45 TO 848+75	RT.	S.R. 43											240				230	230												
R43	387	847+10	RT.	S.R. 43																								1		1	1		
85	387	848+75	RT.	S.R. 43					1	1			2	118																		
86	387-388	848+75 TO 850+95	RT.	S.R. 43											230				220	220												
R44	387	849+30	RT.	S.R. 43																								1		1	1		
R45	388	850+91	RT.	S.R. 43																								1		1	1		
87	388	850+95	RT.	S.R. 43					1	1			2	118																		
88	388	850+95 TO 853+15	RT.	S.R. 43											230				220	220												
R46	388	852+65	RT.	S.R. 43																								1		1	1		
89	388	853+15	RT.	S.R. 43					1	1			2	118																		
90	388	853+15 TO 855+48	RT.	S.R. 43											243				233	233												
R47	388	854+35.00	RT.	S.R. 43																								1		1	1		
91	388	855+48.00	RT.	S.R. 43					1	1			2	118																		
92	388	855+48 TO 857+60	RT.	S.R. 43											222				212	212												
R48	388	855+95.00	RT.	S.R. 43																								1		1	1		
93	388	857+60.00	RT.	S.R. 43					1	1			2	106																		
R49	388	857+80.00	RT.	S.R. 43																								1		1	1		
								18	18		12	39	2091	3120	144				2920	2920	2	1						16	4	16	16		96

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LIGHTING SUBSUMMARY

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HELLEMAN

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL 206 W, LED, TYPE III, 480v, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL 103 W, LED, TYPE II, 480v, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
94	386	822+52	LT	S.R. 43	1						1																
95	386	825+12	LT	S.R. 43	1				1																		
96	386	825+12 TO 827+69	LT	S.R. 43																							
R50/97	386	827+69	LT	S.R. 43	1				1																		
227	386	827+69 TO 828+75	LT	S.R. 43																							
98	386	828+75	LT	S.R. 43	1									1													
99	386	828+75 TO 828+98	LT	S.R. 43																							
R51/100	386	828+98	LT	S.R. 43																							
101	386	828+98 TO 829+67	LT	S.R. 43																							
R52/102	386	829+67	LT	S.R. 43																							
103	386	829+67 TO 830+65	LT	S.R. 43																							
R53	386	830+55	LT	S.R. 43																							
104	386	830+65	LT	S.R. 43	1			1																			
105	386	830+65 TO 832+75	LT	S.R. 43																							
106	386	832+75	LT	S.R. 43	1			1																			
107	386	832+75 TO 834+75	LT	S.R. 43																							
R53	386	832+90	LT	S.R. 43																							
108	386	834+75	LT	S.R. 43	1			1																			
109	386	834+75 TO 836+55	LT	S.R. 43																							
R54	386	835+25	LT	S.R. 43																							
110	386	836+55	LT	S.R. 43	1			1																			
111	386-387	836+55 TO 838+20	LT	S.R. 43																							
R55	387	837+18	LT	S.R. 43																							
112	387	838+20	LT	S.R. 43	1			1																			
113	387	838+20 TO 838+49	LT	S.R. 43																							
R126/114	387	838+49	LT	S.R. 43																							
115	387	838+49 TO 1839+75(LINE A)	LT	S.R. 43																							
R127	387	1839+29	LT	LINE A																							
116	387	1839+75	LT	LINE A	1			1																			
117	387	1839+75 TO 1841+30	LT	LINE A																							
118	387	1841+30	LT	LINE A	1			1																			
119	387	1841+30 TO 1841+40	LT	LINE A																							
120	387	1841+40	LT	LINE A																							
121	387	1841+40 TO 1842+80	LT	LINE A																							
R56	387	1841+48	LT	LINE A																							
122	387	1842+80	LT	LINE A	1			1																			
123	387	1842+80 TO 1844+36	LT	LINE A																							
R57	387	1843+68	LT	LINE A																							
124	387	1844+36	LT	LINE A	1			1																			
125	387	1844+36 TO 1845+85	LT	LINE A																							
126	387	1845+85	LT	LINE A	1			1																			
R58	387	1845+65	LT	LINE A																							
127	387	1845+85 TO 1846+65	LT	LINE A																							
128	387	1846+65	LT	LINE A																							
129	387	1846+65 TO 1847+40	LT	LINE A																							
R58/130	387	1847+40	LT	LINE A	1						1																
R59/131	387	1847+40 TO 1849+27	LT	LINE A																							
R60	387	1849+25	LT	LINE A																							
132	387	1849+27	LT	LINE A	1								1														
133	387&391	1849+27 TO 1850+80	LT	LINE A																							
134	391	1850+80	LT	LINE A	1								1														
135	391	1850+80 TO 1851+11	LT	LINE A																							
R61	391	1850+92	LT	LINE A																							
136	391	1851+11	LT	LINE A																							
137	391	1851+11 TO 1853+04	LT	LINE A																							
138	391	1853+04	LT	LINE A																							
139	391	1853+04 TO 1853+20	LT	LINE A																							
R62	391	1849+25	LT	LINE A																							
140	391	1853+20	LT	LINE A	1								1														
141	391	1853+20 TO 1854+80	LT	LINE A																							
142	391	1854+80	LT	LINE A	1								1														
					19			10	2		2		4	1													

CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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RECORD DRAWING
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KELLERMAN

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY				625 BRACKET ARM, 15' EACH	625 LIGHT POLE FOUNDATION, 24"x6' DEEP EACH	625 GROUND ROD EACH	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN EACH	625 CONECTION UNFUSED, PERMANENT EACH	625 CONECTION FUSED, PULL-APART EACH	625 NO. 10 AWG POLE AND BRACKET CABLE FT	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES FT	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE FT	625 CONDUIT, 3", 725.04 FT	625 CONDUIT, 3", JACKED OR DRILLED, 725.04 FT	625 TRENCH, 24" DEEP FT	625 PLASTIC CAUTION TAPE FT	625 PULLBOX, 725.06, 18" EACH	625 PULLBOX, 725.06, 24" EACH	625 PULL BOX, 725.06, AS PER PLAN EACH		625 STRUCTURE GROUNDING SYSTEM EACH	625 BRACKET ARM MISC.: REMOVAL, AS PER PLAN EACH	625 LIGHTPOLE FOUNDATION REMOVED EACH	625 PULLBOX REMOVED EACH	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN EACH	625 LUMINAIRE REMOVED, AS PER PLAN EACH	625 DISCONNECT CIRCUIT EACH	625 DISTRIBUTION CABLE REMOVED FT
94	386	822+52	LT	S.R. 43						1	1		2	115															1	1	
95	386	825+12	LT	S.R. 43						1	1		2	115																1	1	
96	386	825+12 TO 827+69	LT	S.R. 43											267				257	257												
R50/97	386	827+69	LT	S.R. 43						1	1		2	112																1	1	
227	386	827+69 TO 828+75	LT	S.R. 43											116				106	106												
98	386	828+75	LT	S.R. 43					1	1			2	118																		
99	386	828+75 TO 828+98	LT	S.R. 43											33				23	23												
R51/100	386	828+98	LT	S.R. 43								2									1							1				
101	386	828+98 TO 829+67	LT	S.R. 43												240																
R52/102	386	829+67	LT	S.R. 43								2									1							1				
103	386	829+67 TO 830+65	LT	S.R. 43											108				98	98												
R53	386	830+55	LT	S.R. 43																								1		1	1	
104	386	830+65	LT	S.R. 43					1	1			2	106																		
105	386	830+65 TO 832+75	LT	S.R. 43											220				210	210												
106	386	832+75	LT	S.R. 43					1	1			2	106																		
107	386	832+75 TO 834+75	LT	S.R. 43											210				200	200												
R53	386	832+90	LT	S.R. 43																								1		1	1	
108	386	834+75	LT	S.R. 43					1	1			2	106																		
109	386	834+75 TO 836+55	LT	S.R. 43											190				180	180												
R54	386	835+25	LT	S.R. 43																								1		1	1	
110	386	836+55	LT	S.R. 43					1	1			2	106																		
111	386-387	836+55 TO 838+20	LT	S.R. 43											175				165	165												
R55	387	837+18	LT	S.R. 43																								1		1	1	
112	387	838+20	LT	S.R. 43					1	1			2	106																		
113	387	838+20 TO 838+49	LT	S.R. 43											39				29	29												
R126/114	387	838+49	LT	S.R. 43								4										1							1			
115	387	838+49 TO 1839+75(LINE A)	LT	S.R. 43											135				125	125												
R127	387	1839+29	LT	LINE A																								1		1	1	
116	387	1839+75	LT	LINE A					1	1			2	106																		
117	387	1839+75 TO 1841+30	LT	LINE A											165				155	155												
118	387	1841+30	LT	LINE A					1	1			2	106																		
119	387	1841+30 TO 1841+40	LT	LINE A											20				10	10												
120	387	1841+40	LT	LINE A								2									1											
121	387	1841+40 TO 1842+80	LT	LINE A											150				140	140												
R56	387	1841+48	LT	LINE A																								1		1	1	
122	387	1842+80	LT	LINE A					1	1			2	106																		
123	387	1842+80 TO 1844+36	LT	LINE A											166				156	156												
R57	387	1843+68	LT	LINE A																								1		1	1	
124	387	1844+36	LT	LINE A					1	1			2	106																		
125	387	1844+36 TO 1845+85	LT	LINE A											159				149	149												
126	387	1845+85	LT	LINE A					1	1			2	106																		
R58	387	1845+65	LT	LINE A																								1		1	1	
127	387	1845+85 TO 1846+65	LT	LINE A											90				80	80												
128	387	1846+65	LT	LINE A																	1											
129	387	1846+65 TO 1847+40	LT	LINE A												255																150
R58/130	387	1847+40	LT	LINE A									2	110															1		1	1	
R59/131	387	1847+40 TO 1849+27	LT	LINE A												591																374
R60	387	1849+25	LT	LINE A																								1		1	1	
132	387	1849+27	LT	LINE A					1	1			2	118																		
133	387&391	1849+27 TO 1850+80	LT	LINE A											163				153	153												
134	391	1850+80	LT	LINE A					1	1			2	118																		
135	391	1850+80 TO 1851+11	LT	LINE A											41				31	31												
R61	391	1850+92	LT	LINE A																								1		1	1	
136	391	1851+11	LT	LINE A								2									1								1			
137	391	1851+11 TO 1853+04	LT	LINE A												657																418
138	391	1853+04	LT	LINE A								2									1								1			
139	391	1853+04 TO 1853+20	LT	LINE A											26				16	16												
R62	391	1849+25	LT	LINE A																								1		1	1	
140	391	1853+20	LT	LINE A					1	1			2	118																		
141	391	1853+20 TO 1854+80	LT	LINE A											170				160	160												
142	391	1854+80	LT	LINE A					1	1			2	112																		
									15	18	3	14	38	2096	2643	1743	0		2443	2443	6	1			1		11	6	15	15		942

RECORD DRAWING
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LIGHTING SUBSUMMARY

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KELLERMAN

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL 206W, LED, TYPE III, 480v, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL 103W, LED, TYPE III, 480v, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
143	391	1854+80 TO 1856+40	LT	LINE A																							
R63	391	1855+30	LT	LINE A																							
144	391	1856+40	LT	LINE A	1								1														
145	391	1856+40 TO 1857+90	LT	LINE A																							
R64	391	1857+30	LT	LINE A																							
146	391	1857+90	LT	LINE A	1								1														
147	391	1857+90 TO 1859+45	LT	LINE A																							
R65	391	1858+70	LT	LINE A																							
148	391	1859+45	LT	LINE A	1								1														
149	391	1859+45 TO 1861+07	LT	LINE A																							
150	391	1861+07	LT	LINE A	1																						
151	387	1841+40 TO 1841+40	LT/RT	LINE A																							
152	387	1841+40	RT	LINE A																							
153	387	1841+40 TO 841+65(S.R. 43)	LT	LINE A/S.R. 43																							
R65	387	841+55	LT	S.R. 43																							
154	387	841+65	LT	S.R. 43	1									1													
155	387	841+65 TO 843+30	LT	S.R. 43																							
156	387	843+30	LT	S.R. 43	1									1													
157	387	843+30 TO 845+45	LT	S.R. 43																							
R66	387	843+60	LT	S.R. 43																							
158	387	845+45	LT	S.R. 43	1									1													
159	387	845+45 TO 848+10	LT	S.R. 43																							
R67	387	845+80	LT	S.R. 43																							
160	387	848+10	LT	S.R. 43	1									1													
161	387-388	848+10 TO 849+90	LT	S.R. 43																							
R68	387	848+31	LT	S.R. 43																							
162	388	849+90	LT	S.R. 43	1			1																			
163	388	849+90 TO 852+00	LT	S.R. 43																							
R69	388	850+10	LT	S.R. 43																							
R70	388	851+80	LT	S.R. 43																							
164	388	852+00	LT	S.R. 43	1			1																			
165	388	852+00 TO 854+20	LT	S.R. 43																							
R71	388	853+50	LT	S.R. 43																							
166	388	854+20	LT	S.R. 43	1			1																			
167	388	854+20 TO 855+45	LT	S.R. 43																							
R72	388	855+10	LT	S.R. 43																							
168	388	855+45	LT	S.R. 43																							
169	388	855+45 TO 3875+50(LINE F)	LT	S.R. 43/LINE F																							
170	388	3875+50	LT	LINE F																							
171	388	3875+50 TO 3876+00	LT	LINE F																							
172	388	3876+00	LT	LINE F	1				1																		
173	388	3875+50 TO 3874+95	LT	LINE F																							
174	388	3874+95	LT	LINE F	1				1																		
175	387	838+49 TO 838+50	RT	S.R. 43																							
176	387	838+50 TO 838+52	RT	S.R. 43																							
R72/177	387	838+52	RT	S.R. 43																							
178	387	838+52 TO 838+54	RT	S.R. 43																							
179	387	838+54	RT	S.R. 43																							
180	388	2+37	LT	S.R. 43		1																					
181	388	3+18	RT	S.R. 43		1																					
182	388	4+41	RT	S.R. 43		1																					
228	388	3+83	LT	S.R. 43		1																					
229	388	5+02	LT	S.R. 43		1																					
183	389	5+63	RT	S.R. 43		1																					
230	389	6+24	LT	S.R. 43		1																					
184	389	6+85	RT	S.R. 43		1																					
185	389	7+55	LT	S.R. 43		1																					
					13	9		3	2				3	4													

CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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RECORD DRAWING
12/23/11

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KELLERMAN

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LIGHTING MISC: REPAINT EXISTING POLES AND BRACKET ARMS, AS PER PLAN			625 BRACKET ARM, 15'	625 LIGHT POLE FOUNDATION, 24"X6' DEEP	625 GROUND ROD	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN	625 CONECTION UNFUSED, PERMANENT	625 CONECTION FUSED, PULL-APART	625 NO. 10 AWG POLE AND BRACKET CABLE	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 CONDUIT, 3", 725.04	625 CONDUIT, 3", JACKED OR DRILLED, 725.04	625 TRENCH, 24" DEEP	625 PLASTIC CAUTION TAPE	625 PULLBOX, 725.06, 18"	625 PULLBOX, 725.06, 24"	625 POWER SERVICE, AS PER PLAN	625 CONNECTION BY TYPE, AS PER PLAN	625 CONTROL CENTER CABINET, COMPLETE	625 HIGH VOLTAGE TEST	625 LIGHTPOLE FOUNDATION REMOVED	625 PULLBOX REMOVED	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN	625 LUMINAIRE REMOVED, AS PER PLAN	625 DISCONNECT CIRCUIT	625 DISTRIBUTION CABLE REMOVED
					EACH			EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	LUMP	EACH	EACH	EACH	EACH	EACH	FT
143	391	1854+80 TO 1856+40	LT	LINE A											170				160	160												
R63	391	1855+30	LT	LINE A																							1		1	1		
144	391	1856+40	LT	LINE A					1	1			2	112																		
145	391	1856+40 TO 1857+90	LT	LINE A											160				150	150												
R64	391	1857+30	LT	LINE A																							1		1	1		
146	391	1857+90	LT	LINE A					1	1			2	112																		
147	391	1857+90 TO 1859+45	LT	LINE A											165				155	155												
R65	391	1858+70	LT	LINE A																							1		1	1		
148	391	1859+45	LT	LINE A					1	1			2	112																		
149	391	1859+45 TO 1861+07	LT	LINE A											172				162	162												
150	391	1861+07	LT	LINE A				1		1			2																			
151	387	1841+40 TO 1841+40	LT/RT	LINE A												120		30														60
152	387	1841+40	RT	LINE A								2									1											
153	387	1841+40 TO 841+65(S.R. 43)	LT	LINE A/S.R. 43											40				30	30												
R65	387	841+55	LT	S.R. 43																							1		1	1		
154	387	841+65	LT	S.R. 43					1	1			2	118																		
155	387	841+65 TO 843+30	LT	S.R. 43											175				165	165												
156	387	843+30	LT	S.R. 43					1	1			2	118																		
157	387	843+30 TO 845+45	LT	S.R. 43											225				215	215												
R66	387	843+60	LT	S.R. 43																							1		1	1		
158	387	845+45	LT	S.R. 43					1	1			2	118																		
159	387	845+45 TO 848+10	LT	S.R. 43											275				265	265												
R67	387	845+80	LT	S.R. 43																							1		1	1		
160	387	848+10	LT	S.R. 43					1	1			2	118																		
161	387-388	848+10 TO 849+90	LT	S.R. 43											190				180	180												
R68	387	848+31	LT	S.R. 43																							1		1	1		
162	388	849+90	LT	S.R. 43					1	1			2	106																		
163	388	849+90 TO 852+00	LT	S.R. 43											220				210	210												
R69	388	850+10	LT	S.R. 43																							1		1	1		
R70	388	851+80	LT	S.R. 43																							1		1	1		
164	388	852+00	LT	S.R. 43					1	1			2	106																		
165	388	852+00 TO 854+20	LT	S.R. 43											230				220	220												
R71	388	853+50	LT	S.R. 43																							1		1	1		
166	388	854+20	LT	S.R. 43					1	1			2	106																		
167	388	854+20 TO 855+45	LT	S.R. 43											135				125	125												
R72	388	855+10	LT	S.R. 43																							1		1	1		
168	388	855+45	LT	S.R. 43								2									1							1				
169	388	855+45 TO 3875+50(LINE F)	LT	S.R. 43/LINE F												135		35														
170	388	3875+50	LT	LINE F								2									1							1				
171	388	3875+50 TO 3876+00	LT	LINE F											60				50	50												
172	388	3876+00	LT	LINE F					1	1			2	112																		
173	388	3875+50 TO 3874+95	LT	LINE F											65				55	55												
174	388	3874+95	LT	LINE F					1	1			2	112																		
175	387	838+49 TO 838+50	RT	S.R. 43												720																460
176	387	838+50 TO 838+52	RT	S.R. 43												1044																676
R72/177	387	838+52	RT	S.R. 43																	1							1				
178	387	838+52 TO 838+54	RT	S.R. 43												819																526
179	387	838+54	RT	S.R. 43						1																1						
180	388	2+37	LT	S.R. 43	1								2	68											1					1		
181	388	3+18	RT	S.R. 43	1								2	75											1					1		
182	388	4+41	RT	S.R. 43	1								2	53											1					1		
228	388	3+83	LT	S.R. 43	1								2	75											1					1		
229	388	5+02	LT	S.R. 43	1								2	75											1					1		
183	389	5+63	RT	S.R. 43	1								2	39											1					1		
230	389	6+24	LT	S.R. 43	1								2	75											1					1		
184	389	6+85	RT	S.R. 43	1								2	24											1					1		
185	389	7+55	LT	S.R. 43	1								2	24											1					1		
					9			1	12	14	0	6	44	1858	2282	2838	0	65	2142	2142	3	1		9	1		11	3	11	20		1722

RECORD DRAWING
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CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL LED, TYPE III, 480v, 206W, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL LED, TYPE III, 480v, 103W, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
186	389	8+21	RT.	S.R. 43		1																				
226	389	9+15	RT.	S.R. 43		1																				
231	389	8+66	LT.	S.R. 43		1																				
232	389	9+65	LT.	S.R. 43		1																				
187	389	10+15	RT.	S.R. 43		1																				
233	389	10+76	LT.	S.R. 43		1																				
188	389	11+37	RT.	S.R. 43		1																				
189	389	11+73	LT.	S.R. 43		1																				
190	389	11+91	RT.	S.R. 43		1																				
191	389	12+34	LT.	S.R. 43		1																				
192	389	12+39	RT.	S.R. 43		1																				
234	389	12+82	LT.	S.R. 43		1																				
235	389	13+43	LT.	S.R. 43		1																				
R94	389	13+80	LT.	S.R. 43																						
R95	389	14+02	LT.	S.R. 43																						
R96	389	13+80	RT.	S.R. 43																						
R97	389	14+02	RT.	S.R. 43																						
193	389	13+70	LT.	S.R. 43																						
194	389	14+07	RT.	S.R. 43																						
195	389	13+70	RT.	S.R. 43																						
196	389	14+07	RT.	S.R. 43																						
197	389	13+70 TO 14+07	LT.	S.R. 43																						
198	389	13+70 TO 14+07	RT.	S.R. 43																						
199	389	14+03	RT.	S.R. 43		1																				
236	389	14+65	LT.	S.R. 43		1																				
200	389	15+26	RT.	S.R. 43		1																				
R126	389	15+84	LT.	S.R. 43																						
R127	389	16+40	LT.	S.R. 43																						
201	389	15+70	LT.	S.R. 43																						
202	389	16+47	LT.	S.R. 43																						
203	389	17+70 TO 16+47	LT.	S.R. 43																						
204	389	15+81	LT.	S.R. 43		1																				
205	389	15+76	RT.	S.R. 43		1																				
206	389	16+42	LT.	S.R. 43		1																				
207	389	16+38	RT.	S.R. 43		1																				
208	389	16+83	RT.	S.R. 43		1																				
237	389	17+39	LT.	S.R. 43		1																				
209	389	18+00	LT.	S.R. 43		1																				
R108	390	18+20	LT.	S.R. 43																						
R109	390	18+40	LT.	S.R. 43																						
R110	390	18+20	RT.	S.R. 43																						
R111	390	18+45	RT.	S.R. 43																						
210	390	18+08	LT.	S.R. 43																						
211	390	18+47	LT.	S.R. 43																						
212	390	18+15	RT.	S.R. 43																						
213	390	18+53	RT.	S.R. 43																						
214	390	18+08 TO 18+47	LT.	S.R. 43																						
215	390	18+15 TO 18+53	RT.	S.R. 43																						
238	390	18+61	LT.	S.R. 43		1																				
216	390	19+17	RT.	S.R. 43		1																				
217	390	20+08	RT.	S.R. 43		1																				
239	390	19+70	LT.	S.R. 43		1																				
218	390	20+33	LT.	S.R. 43		1																				
219	390	20+85	LT.	S.R. 43		1																				
220	390	20+81	RT.	S.R. 43		1																				
240	390	21+26	LT.	S.R. 43		1																				
228	390	21+78	RT.	S.R. 43		1																				
241	390	22+37	LT.	S.R. 43		1																				
R121	390	22+63	LT.	S.R. 43																						
R122	390	22+83	LT.	S.R. 43																						
						33																				

CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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LIGHTING SUBSUMMARY

CALCULATED CEA | CHECKED MVJ

REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LIGHTING MISC: REPAINT EXISTING POLES AND BRACKET ARMS, AS PLAN	625 CONDUIT, MISC.: CONNECTION, AS PER PLAN		625 BRACKET ARM, 15'	625 LIGHT POLE FOUNDATION, 24"X6' DEEP	625 GROUND ROD	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN	625 CONECTION UNFUSED, PERMANENT	625 CONECTION FUSED, PULL-APART	625 NO. 10 AWG POLE AND BRACKET CABLE	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE	625 CONDUIT, 3", 725.04	625 CONDUIT, 3", JACKED OR DRILLED, 725.04	625 TRENCH, 24" DEEP	625 PLASTIC CAUTION TAPE	625 PULLBOX, 725.06, 18"	625 PULLBOX, 725.06, 24"	625 PULL BOX, 725.06, AS PER PLAN	625 CONNECTION BY TYPE, AS PERP PLAN	625 STRUCTURE GROUNDING SYSTEM	625 BRACKET ARM MISC.: REMOVAL, AS PER PLAN	625 LIGHTPOLE FOUNDATION REMOVED	625 PULLBOX REMOVED	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN	625 LUMINAIRE REMOVED, AS PER PLAN	625 DISCONNECT CIRCUIT	625 DISTRIBUTION CABLE REMOVED
					EACH	EACH		EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT
186	389	8+21	RT.	S.R. 43	1								2	22											1						1		
226	389	9+15	RT.	S.R. 43	1								2	30											1						1		
231	389	8+66	LT.	S.R. 43	1								2	66											1						1		
232	389	9+65	LT.	S.R. 43	1								2	66											1						1		
187	389	10+15	RT.	S.R. 43	1								2	58											1						1		
233	389	10+76	LT.	S.R. 43	1								2	66											1						1		
188	389	11+37	RT.	S.R. 43	1								2	58											1						1		
189	389	11+73	LT.	S.R. 43	1								2	66											1						1		
190	389	11+91	RT.	S.R. 43	1								2	66											1						1		
191	389	12+34	LT.	S.R. 43	1								2	66											1						1		
192	389	12+39	RT.	S.R. 43	1								2	66											1						1		
234	389	12+82	LT.	S.R. 43	1								2	66											1						1		
235	389	13+43	LT.	S.R. 43	1								2	66											1						1		
R94	389	13+80	LT.	S.R. 43																										1			
R95	389	14+02	LT.	S.R. 43																										1			
R96	389	13+80	RT.	S.R. 43																										1			
R97	389	14+02	RT.	S.R. 43																										1			
193	389	13+70	LT.	S.R. 43								2												1									
194	389	14+07	RT.	S.R. 43								2												1									
195	389	13+70	RT.	S.R. 43								2												1									
196	389	14+07	RT.	S.R. 43								2												1									
197	389	13+70 TO 14+07	LT.	S.R. 43		1										94	20															47
198	389	13+70 TO 14+07	RT.	S.R. 43		1										94	20															47
199	389	14+03	RT.	S.R. 43	1								2	66											1						1		
236	389	14+65	LT.	S.R. 43	1								2	66											1						1		
200	389	15+26	RT.	S.R. 43	1								2	66											1						1		
R126	389	15+84	LT.	S.R. 43																										1			
R127	389	16+40	LT.	S.R. 43																										1			
201	389	15+70	LT.	S.R. 43																				1									
202	389	16+47	LT.	S.R. 43																				1									
203	389	17+70 TO 16+47	LT.	S.R. 43		1										266	20															133
204	389	15+81	LT.	S.R. 43	1								2	72											1						1		
205	389	15+76	RT.	S.R. 43	1								2	72											1						1		
206	389	16+42	LT.	S.R. 43	1								2	72											1						1		
207	389	16+38	RT.	S.R. 43	1								2	72											1						1		
208	389	16+83	RT.	S.R. 43	1								2	66											1						1		
237	389	17+39	LT.	S.R. 43	1								2	66											1						1		
209	389	18+00	LT.	S.R. 43	1								2	66											1						1		
R108	390	18+20	LT.	S.R. 43																										1			
R109	390	18+40	LT.	S.R. 43																										1			
R110	390	18+20	RT.	S.R. 43																										1			
R111	390	18+45	RT.	S.R. 43																										1			
210	390	18+08	LT.	S.R. 43								2												1									
211	390	18+47	LT.	S.R. 43								2												1									
212	390	18+15	RT.	S.R. 43								2												1									
213	390	18+53	RT.	S.R. 43								2												1									
214	390	18+08 TO 18+47	LT.	S.R. 43		1										80	20															40
215	390	18+15 TO 18+53	RT.	S.R. 43		1										80	20															40
238	390	18+61	LT.	S.R. 43	1								2	66											1						1		
216	390	19+17	RT.	S.R. 43	1								2	66											1						1		
217	390	20+08	RT.	S.R. 43	1								2	66											1						1		
239	390	19+70	LT.	S.R. 43	1								2	66											1						1		
218	390	20+33	LT.	S.R. 43	1								2	66											1						1		
219	390	20+85	LT.	S.R. 43	1								2	66											1						1		
220	390	20+81	RT.	S.R. 43	1								2	66											1						1		
240	390	21+26	LT.	S.R. 43	1								2	66											1						1		
228	390	21+78	RT.	S.R. 43	1								2	66											1						1		
241	390	22+37	LT.	S.R. 43	1								2	66											1						1		
R121	390	22+63	LT.	S.R. 43																										1			
R122	390	22+83	LT.	S.R. 43																										1			
					33	5						16	66	2106		614	100						10	33				12		33		307

RECORD DRAWING
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REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LUMINAIRE, CONVENTIONAL LED, TYPE III, 480v, 206W, AS PER PLAN EACH	625 LUMINAIRE, CONVENTIONAL LED, TYPE III, 480v, 103W, AS PER PLAN EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT8B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT18B30 EACH					625 LIGHT POLE, CONVENTIONAL, DESIGN A6B12 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A12B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A10B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A15B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN A6B30 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B26 EACH	625 LIGHT POLE, CONVENTIONAL, DESIGN AT10B20 EACH
221	390	22+50	LT.	S.R. 43																						
222	390	22+90	LT.	S.R. 43																						
223	390	22+50 TO 22+90	LT.	S.R. 43																						
224	390	22+90	RT.	S.R. 43		1																				
242	390	23+49	LT.	S.R. 43		1																				
225	390	24+16	RT.	S.R. 43		1																				
230	386	822+53 TO 823+00	LT.	S.R. 43																						
231	386	823+00 TO 824+10	LT.	S.R. 43																						
232	386	824+10 TO 825+12	LT.	S.R. 43																						
250	386-387	834+54 TO 838+54	RT.	S.R. 43																						
251	386	834+54	RT.	S.R. 43																						
252	386	4+42± TO 384+54	RT.	S.R. 43																						
253	386	4+42±	RT.	LINE E																						
254	386	4+40±	RT.	LINE E																						
						3																				

CALCULATED CEA
CHECKED MVJ

LIGHTING SUBSUMMARY

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RECORD DRAWING
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LIGHTING SUBSUMMARY

CALCULATED CEA | CHECKED MVJ

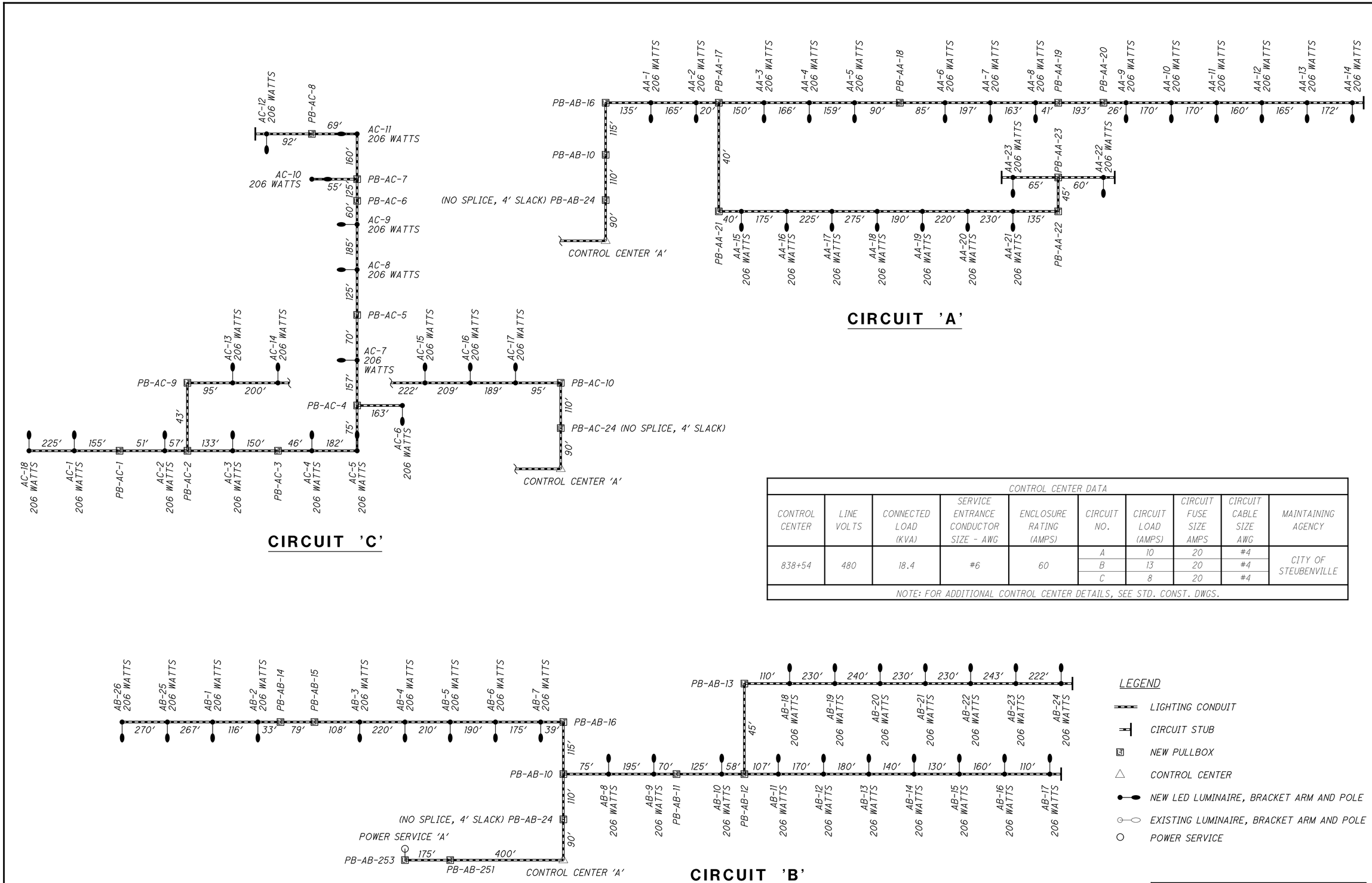
REF. NO.	SHT. NO.	STATION TO STATION	SIDE	ROADWAY	625 LIGHTING MISC: REPAINT EXISTING POLES AND BRACKET ARMS, AS PER PLAN (EACH)	625 CONDUIT, MISC.: CONNECTION, AS PER PLAN (EACH)	625 POWER SERVICE, AS PER PLAN (EACH)	625 BRACKET ARM, 15' (EACH)	625 LIGHT POLE FOUNDATION, 24"x6' DEEP (EACH)	625 GROUND ROD (EACH)	625 LIGHTING MISC.: BOLT HOLES, AS PER PLAN (EACH)	625 CONECTION UNFUSED, PERMANENT (EACH)	625 CONECTION FUSED, PULL-APART (EACH)	625 NO. 10 AWG POLE AND BRACKET CABLE (FT)	625 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES (FT)	625 NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE (FT)	625 CONDUIT, 3", 725.04 (FT)	625 CONDUIT, 3", JACKED OR DRILLED, 725.04 (FT)	625 TRENCH, 24" DEEP (FT)	625 PLASTIC CAUTION TAPE (FT)	625 PULLBOX, 725.06, 18" (EACH)	625 PULLBOX, 725.06, 24" (EACH)	625 PULL BOX, 725.06, AS PER PLAN (EACH)	625 CONNECTION BY TYPE, AS PER PLAN (EACH)	625 STRUCTURE GROUNDING SYSTEM (EACH)	625 HIGH VOLTAGE TEST (LUMP)	625 LIGHTPOLE FOUNDATION REMOVED (EACH)	625 PULLBOX REMOVED (EACH)	625 LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN (EACH)	625 LUMINAIRE REMOVED, AS PER PLAN (EACH)	625 DISCONNECT CIRCUIT (EACH)	625 DISTRIBUTION CABLE REMOVED (FT)
221	390	22+50	LT.	S.R. 43								2												1									
222	390	22+90	LT.	S.R. 43								2												1									
223	390	22+50 TO 22+90	LT.	S.R. 43		1										100	10																50
224	390	22+90	RT.	S.R. 43	1								2	66											1							1		
242	390	23+49	LT.	S.R. 43	1								2	66											1							1		
225	390	24+16	RT.	S.R. 43	1								2	72											1							1		
230	386	822+53 TO 823+00	LT.	S.R. 43											57																		
231	386	823+00 TO 824+10	LT.	S.R. 43												360																	220
232	386	824+10 TO 825+12	LT.	S.R. 43											112																		
250	386-387	834+54 TO 838+54	RT.	S.R. 43														400															
251	386	834+54	RT.	S.R. 43																			1										
252	386	4+42± TO 384+54	RT.	S.R. 43														175															
253	386	4+42±	RT.	LINE E																			1										
254	386	4+40±	RT.	LINE E			1																			1						3	
					3	1	1					4	6	204	169	460	10	575				2	2	3		1				3	3	270

RECORD DRAWING
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CONTROL CENTER DATA								
CONTROL CENTER	LINE VOLTS	CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE - AWG	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE AMPS	CIRCUIT CABLE SIZE AWG	MAINTAINING AGENCY
838+54	480	18.4	#6	60	A	10	20	#4	CITY OF STEUBENVILLE
					B	13	20	#4	
					C	8	20	#4	
NOTE: FOR ADDITIONAL CONTROL CENTER DETAILS, SEE STD. CONST. DWGS.									

NOTE: LENGTH SHOWN ARE CIRCUIT LENGTHS INCLUDING SLACK.

RECORD DRAWING
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LIGHTING CIRCUIT DIAGRAM

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HELLEMAN

CABLE SIZING (VOLTAGE DROP) CALCULATION

JEF-43-0.00 — SHEET 1 OF 1 SHEETS
POWER SERVICE "A" CIRCUIT A — NO. OF WIRES FOR CALCULATION PURPOSES: 2
SUPPLY VOLTAGE: 480V 3 WIRE GND NEU
WIRE RESISTANCES USED:
NO. 4 AWG: 0.2582 OHMS/MFT./1000

SECTION (1) (2)			AMPERS			AWG	VOLTAGE DROP			
FROM	TO	FEET	AT POINT	ACCUM	AMPERE FEET		IN SEC	ACCUM	% DROP	AT POINT
A-14	A-13	172	0.54	0.54	93	4	0.05	7.81	1.63	A-14
A-13	A-12	165	0.54	1.08	178	4	0.09	7.76	1.62	A-13
A-12	A-11	160	0.54	1.62	259	4	0.13	7.67	1.60	A-12
A-11	A-10	170	0.54	2.16	367	4	0.19	7.54	1.57	A-11
A-10	A-9	170	0.54	2.70	459	4	0.24	7.35	1.53	A-10
A-9	PB-A20	26	0.54	3.24	84	4	0.04	7.11	1.48	A-9
PB-A20	PB-A19	193	0	3.24	625	4	0.32	7.07	1.47	
PB-A19	A-8	41	0	3.24	133	4	0.07	6.75	1.41	PB-A19
A-8	A-7	163	0.54	3.78	616	4	0.32	6.68	1.39	A-8
A-7	A-6	197	0.54	4.32	851	4	0.44	6.36	1.33	A-7
A-6	PB-A18	85	0.54	4.86	413	4	0.21	5.92	1.23	A-6
PB-A18	A-5	90	0	4.86	437	4	0.23	5.71	1.19	PB-A18
A-5	A-4	159	0.54	5.40	859	4	0.44	5.48	1.14	A-5
A-4	A-3	166	0.54	5.94	986	4	0.51	5.04	1.05	A-4
A-3	PB-A17	150	0.54	6.48	972	4	0.50	4.53	0.94	A-3
A-23	PB-A23	65	0.54	0.54	35	4	0.02	6.35	1.32	A-23
A-22	PB-A23	60	0.54	0.54	32	4	0.02	6.36	1.33	A-22
PB-A23	PB-A22	45	0	1.08	49	4	0.03	6.33	1.32	PB-A23
PB-A22	A-21	135	0	1.08	146	4	0.08	6.30	1.31	PB-A22
A-21	A-20	230	0.54	1.62	373	4	0.19	6.22	1.30	A-21
A-20	A-19	220	0.54	2.16	475	4	0.25	6.03	1.26	A-20
A-19	A-18	190	0.54	2.7	513	4	0.26	5.78	1.20	A-19
A-18	A-17	275	0.54	3.24	891	4	0.46	5.52	1.15	A-18
A-17	A-16	225	0.54	3.78	851	4	0.44	5.06	1.05	A-17
A-16	A-15	175	0.54	4.32	756	4	0.39	4.62	0.96	A-16
A-15	PB-A21	40	0.54	4.86	194	4	0.10	4.23	0.88	A-15
PB-A21	PB-A17	40	0	4.86	194	4	0.10	4.13	0.86	PB-A21
PB-A17	A-2	20	0	11.34	227	4	0.12	4.03	0.84	PB-A17
A-2	A-1	165	0.54	11.88	1960	4	1.01	3.91	0.81	A-2
A-1	PB-AB16	135	0.54	12.42	1677	4	0.87	2.90	0.60	A-1
PB-AB16	PB-AB10	115	0	12.42	1428	4	0.74	2.03	0.42	PB-AB16
PB-AB10	PB-AB24	110	0	12.42	1366	4	0.71	1.29	0.27	PB-AB10
PB-AB24	CTRL CTR	90	0	12.42	1118	4	0.58	0.58	0.12	PB-AB24

1. To avoid repetition the power service designation "A" is omitted in the point designation
2. Lighting unit load and voltage drop computed only to base of support to simplify calculation.

CABLE SIZING (VOLTAGE DROP) CALCULATION

JEF-43-0.00 — SHEET 1 OF 1 SHEETS
POWER SERVICE "A" CIRCUIT B — NO. OF WIRES FOR CALCULATION PURPOSES: 2
SUPPLY VOLTAGE: 480V 3 WIRE GND NEU
WIRE RESISTANCES USED:
NO. 4 AWG: 0.2582 OHMS/MFT./1000

SECTION (1) (2)			AMPERS			AWG	VOLTAGE DROP			
FROM	TO	FEET	AT POINT	ACCUM	AMPERE FEET		IN SEC	ACCUM	% DROP	AT POINT
AB-26	AB-25	270	0.54	0.54	146	4	0.08	3.92	0.82	AB-26
AB-25	AB-1	267	0.54	1.08	288	4	0.15	3.84	0.80	AB-25
AB-1	AB-2	116	0.54	1.62	188	4	0.10	3.69	0.77	AB-1
AB-2	PB-B14	33	0.54	2.16	71	4	0.04	3.59	0.75	AB-2
PB-B14	PB-B15	79	0	2.16	171	4	0.09	3.55	0.74	PB
PB-B15	AB-3	108	0	2.16	233	4	0.12	3.46	0.72	PB
AB-3	AB-4	220	0.54	2.70	594	4	0.31	3.34	0.70	AB-3
AB-4	AB-5	210	0.54	3.24	680	4	0.35	3.03	0.63	AB-4
AB-5	AB-6	190	0.54	3.78	718	4	0.37	2.68	0.56	AB-5
AB-6	AB-7	175	0.54	4.32	756	4	0.39	2.31	0.48	AB-6
AB-7	PB-B16	39	0.54	4.86	190	4	0.10	1.92	0.40	AB-7
PB-B16	PB-B10	115	0	4.86	559	4	0.29	1.82	0.38	PB-B16
AB-24	AB-23	222	0.54	0.54	120	4	0.06	5.46	1.14	AB-24
AB-23	AB-22	243	0.54	1.08	262	4	0.14	5.40	1.13	AB-23
AB-22	AB-21	230	0.54	1.62	373	4	0.19	5.26	1.10	AB-22
AB-21	AB-20	230	0.54	2.16	497	4	0.26	5.07	1.06	AB-21
AB-20	AB-19	240	0.54	2.70	648	4	0.33	4.81	1.00	AB-20
AB-19	AB-18	230	0.54	3.24	745	4	0.38	4.48	0.93	AB-19
AB-18	PB-B13	110	0.54	3.78	416	4	0.21	4.10	0.85	AB-18
PB-B13	PB-B12	45	0	3.78	170	4	0.09	3.89	0.81	PB-B13
AB-17	AB-16	110	0.54	0.54	59	4	0.03	4.93	1.03	AB-17
AB-16	AB-15	160	0.54	1.08	173	4	0.09	4.90	1.02	AB-16
AB-15	AB-14	130	0.54	1.62	211	4	0.11	4.81	1.00	AB-15
AB-14	AB-13	140	0.54	2.16	302	4	0.16	4.70	0.98	AB-14
AB-13	AB-12	180	0.54	2.7	486	4	0.25	4.54	0.95	AB-13
AB-12	AB-11	170	0.54	3.24	551	4	0.28	4.29	0.89	AB-12
AB-11	PB-B12	107	0.54	3.78	404	4	0.21	4.01	0.84	AB-11
PB-B12	AB-10	58	0	7.56	438	4	0.23	3.80	0.79	PB-B12
AB-10	PB-B11	125	0.54	8.1	1013	4	0.52	3.57	0.74	AB-10
PB-B11	AB-9	70	0	8.1	567	4	0.29	3.05	0.64	PB-B11
AB-9	AB-8	195	0.54	8.64	1685	4	0.87	2.76	0.58	AB-9
AB-8	PB-B10	75	0.54	9.18	689	4	0.36	1.89	0.39	AB-8
PB-B10	PB-B24	110	0	14.04	1544	4	0.80	1.53	0.32	PB-B10
PB-B24	CTRL CTR	100	0	14.04	1404	4	0.73	0.73	0.15	PB-B24

1. To avoid repetition the power service designation "A" is omitted in the point designation
2. Lighting unit load and voltage drop computed only to base of support to simplify calculation.

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VOLTAGE DROP CALCULATION

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CABLE SIZING (VOLTAGE DROP) CALCULATION

JEF-43-0.00 — SHEET 1 OF 1 SHEETS

POWER SERVICE "A" CIRCUIT C — NO. OF WIRES FOR CALCULATION PURPOSES: 2

SUPPLY VOLTAGE: 480V 3 WIRE GND NEU

WIRE RESISTANCES USED:

NO. 4 AWG: 0.2582 OHMS/MFT./1000

SECTION (1) (2)			AMPERS			AWG	VOLTAGE DROP			
FROM	TO	FEET	AT POINT	ACCUM	AMPERE FEET		IN SEC	ACCUM	% DROP	AT POINT
AC-12	PB-C8	92	0.54	0.54	50	4	0.03	7.95	1.66	AC-12
PB-C8	AC-11	69	0	0.54	37	4	0.02	7.92	1.65	PB-C8
AC-11	PB-C7	160	0.54	1.08	173	4	0.09	7.90	1.65	AC-11
AC-10	PB-C7	55	0.54	0.54	30	4	0.02	7.81	1.63	PB-C7
PB-AC7	PB-AC6	125	0	1.62	203	4	0.10	7.79	1.62	PB-AC7
PB-AC6	AC-9	60	0	1.62	97	4	0.05	7.69	1.60	PB-AC6
AC-9	AC-8	185	0.54	2.16	400	4	0.21	7.64	1.59	AC-9
AC-8	PB-AC5	125	0.54	2.70	338	4	0.17	7.43	1.55	AC-8
PB-AC5	AC-7	70	0	2.70	189	4	0.10	7.26	1.51	PB-AC5
AC-7	PB-AC4	157	0.54	3.24	509	4	0.26	7.16	1.49	AC-7
AC-6	PB-AC4	163	0.54	0.54	88	4	0.05	6.90	1.44	PB-AC4
PB-AC4	AC-5	75	0	3.78	284	4	0.15	6.85	1.43	PB-AC4
AC-5	AC-4	182	0.54	4.32	786	4	0.41	6.72	1.40	AC-5
AC-4	PB-AC3	46	0.54	4.86	224	4	0.12	6.34	1.32	AC-4
PB-AC3	AC-3	150	0	4.86	729	4	0.38	6.26	1.30	PB-AC3
AC-3	PB-AC2	133	0.54	5.40	718	4	0.37	5.91	1.23	AC-3
AC-18	AC-1	275	0.54	0.54	149	4	0.08	5.76	1.20	AC-18
AC-1	PB-AC1	155	0.54	1.08	167	4	0.09	5.69	1.19	AC-1
PB-AC1	AC-2	51	0	1.08	55	4	0.03	5.61	1.17	PB-AC1
AC-2	PB-AC2	57	0.54	1.62	92	4	0.05	5.59	1.16	AC-2
PB-AC2	PB-AC9	43	0	7.02	302	4	0.16	5.54	1.15	PB-AC2
PB-AC9	AC-13	110	0	7.02	772	4	0.40	5.42	1.13	PB-AC9
AC-13	AC-14	200	0.54	7.56	1512	4	0.78	5.02	1.05	AC-13
AC-14	AC-15	222	0.54	8.10	1798	4	0.93	4.24	0.88	AC-14
AC-15	AC-16	209	0.54	8.64	1806	4	0.93	3.31	0.69	AC-15
AC-16	AC-17	189	0.54	9.18	1735	4	0.90	2.38	0.50	AC-16
AC-17	PB-AC10	95	0.54	9.72	923	4	0.48	1.48	0.31	AC-17
PB-AC1	PB-AC24	110	0	9.72	1069	4	0.55	1.00	0.21	PB-AC1
PB-AC24	CTRL CTR	90	0	9.72	875	4	0.45	0.45	0.09	PB-AC24

1. To avoid repetition the power service designation "A" is omitted in the point designation
2. Lighting unit load and voltage drop computed only to base of support to simplify calculation.

Cable Sizing Calculations (Voltage Drop)

1. Voltage drop on circuit not to exceed 5% nominal circuit voltage in steady state since equipment can generally tolerate a voltage variance of 10%.

   Because of the small wire sizes involved and the high power factor of the lighting load, the reactance is considered to be negligible in this computation. (AIEE pub. No. 952 dated October 1956)

2. Operating current for typical luminaires in ODOT Highway Lighting Systems
   Line Amperes Operating = (Lamp watt + Ballast watts)/Line voltage
   Ballast watts may be as much as 30% lamp watts for tertiary winding ballast

Lamp Wattage	Line Amps, Operating		
	480 Volts	240 Volts	120 Volts
100	0.27	0.54	1.1
150	0.41	0.81	1.6
200	0.54	1.1	2.2
250	0.68	1.4	2.7
310	0.84	1.7	3.4
400	1.1	2.2	4.3
1000	2.7	5.4	11

3. Obtain wire resistance from published data (engineering handbooks, manufacturers' data sheets, etc).

Wire Size	Ohms per 1000 ft	Ohms per 1000 meters
14	2.624	8.609
12	1.650	5.413
10	1.038	3.406
8	0.6528	2.142
6	0.4105	1.347
4	0.2582	0.8471
2	0.1624	0.5328
1/0	0.1021	0.3350
2/0	0.08097	0.2656
4/0	0.05093	0.1671

4. Voltage drop in a Lighting Circuit Section = Amperes in and beyond the section x [(Length of the Section in feet x 2 wires)/1000] x Resistance wire per 1000.

   Include in length of a section an allowance for connection at each end and slack. Frequently this is done by allowing 5-10 feet at each end and rounding up section lengths in increments of 5 feet.

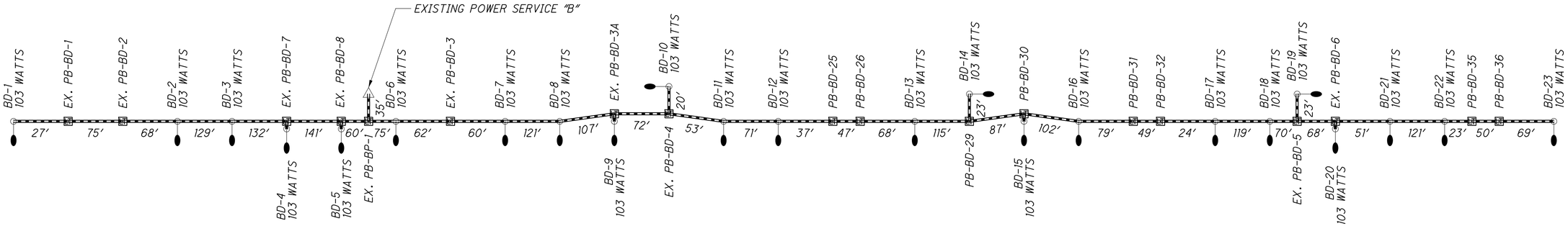
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VOLTAGE DROP CALCULATION

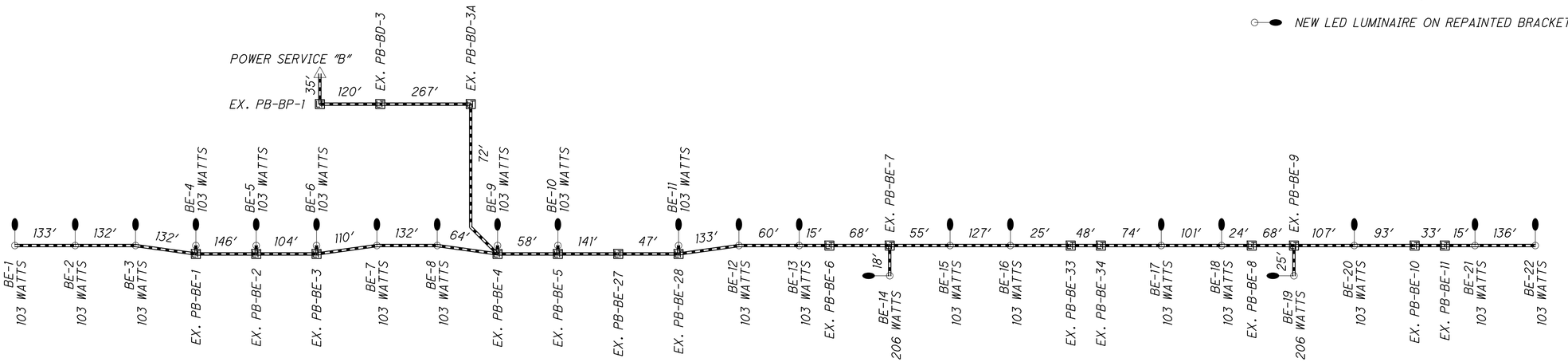
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CIRCUIT 'D'



CIRCUIT 'E'

LEGEND

- LIGHTING CONDUIT
- CIRCUIT STUB
- PULLBOX
- CONTROL CENTER POWER SERVICE
- NEW LED LUMINAIRE, BRACKET ARM AND POLE
- EXISTING LUMINAIRE, BRACKET ARM AND POLE
- NEW LED LUMINAIRE ON REPAINTED BRACKET ARM AND POLE

NOTE: LENGTH SHOWN ARE CIRCUIT LENGTHS INCLUDING SLACK.

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LIGHTING CIRCUIT DIAGRAM

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CABLE SIZING (VOLTAGE DROP) CALCULATION

JEF-43-0.00 — SHEET 1 OF 1 SHEETS
POWER SERVICE "B" CIRCUIT D — NO. OF WIRES FOR CALCULATION PURPOSES: 2
SUPPLY VOLTAGE: 480V 2 WIRE GND
WIRE RESISTANCES USED:
NO. 2 AWG: 0.1624 OHMS/MFT./1000

SECTION (1) (2)			AMPERS			AWG	VOLTAGE DROP			
FROM	TO	FEET	AT POINT	ACCUM	AMPERE FEET		IN SEC	ACCUM	% DROP	AT POINT
BD-1	EPB-1	27	0.27	0.27	7	2	0.00	0.16	0.03	BD-1
EPB-1	EPB-2	75	0	0.27	20	2	0.01	0.16	0.03	EPB-1
EPB-2	BD-2	68	0	0.27	18	2	0.01	0.15	0.03	EPB-2
BD-2	BD-3	129	0.27	0.54	70	2	0.02	0.14	0.03	BD-2
BD-3	BD-4/EPB-7	132	0.27	0.81	107	2	0.03	0.12	0.03	BD-3
BD-4/EPB-7	BD-5/EPB-8	141	0.27	1.08	152	2	0.05	0.09	0.02	BD-4/EPB-7
BD-5/EPB-8	EBP1	60	0.27	1.35	81	2	0.03	0.04	0.01	BD-5/EPB-8
BD-23	PB-36	69	0.27	0.27	19	2	0.01	1.37	0.29	BD-23
PB-36	PB-35	50	0	0.27	14	2	0.00	1.37	0.29	PB-36
PB-35	BD-22	23	0	0.27	6	2	0.00	1.37	0.29	PB-35
BD-22	BD-21	121	0.27	0.54	65	2	0.02	1.37	0.29	BD-22
BD-21	BD-20/EPB-6	51	0.27	0.81	41	2	0.01	1.35	0.28	BD-21
BD-20/EPB-6	EPB-5	68	0	0.81	55	2	0.02	1.34	0.28	BD-20/EPB-6
BD-19	EPB-5	23	0.27	1.08	25	2	0.01	1.31	0.27	BD-19
EPB-5	BD-18	70	0	1.08	76	2	0.02	1.30	0.27	EPB-5
BD-18	BD-17	119	0.27	1.35	161	2	0.05	1.28	0.27	BD-18
BD-17	PB-32	24	0.27	1.62	39	2	0.01	1.23	0.26	BD-17
PB-32	PB-31	49	0	1.62	79	2	0.03	1.22	0.25	PB-32
PB-31	BD-16	79	0	1.62	128	2	0.04	1.19	0.25	PB-31
BD-16	BD-15/EPB-30	102	0.27	1.89	193	2	0.06	1.16	0.24	BD-16
BD-15/EPB-30	PB-29	87	0.27	2.16	188	2	0.06	1.10	0.23	BD-15/EPB-30
PB-29	BD-14	23	0	2.16	50	2	0.02	1.04	0.22	PB-29
PB-29	BD-13	115	0.27	2.43	279	2	0.09	1.02	0.21	PB-29
BD-13	PB-26	68	0.27	2.7	184	2	0.06	0.93	0.19	BD-13
PB-26	PB-25	47	0	2.7	127	2	0.04	0.87	0.18	PB-26
PB-25	BD-12	37	0	2.7	100	2	0.03	0.83	0.17	PB-25
BD-12	BD-11	71	0.27	2.97	211	2	0.07	0.80	0.17	BD-12
BD-11	EPB-4	53	0.27	3.24	172	2	0.06	0.73	0.15	BD-11
BD-10	EPB-4	20	0.27	3.51	70	2	0.02	0.67	0.14	BD-10
EPB-4	BD-9/EPB-3A	72	0	3.51	253	2	0.08	0.65	0.14	EPB-4
BD-9/EPB-3A	BD-8	107	0.27	3.78	404	2	0.13	0.57	0.12	BD-9/EPB-3A
BD-8	BD-7	121	0.27	4.05	490	2	0.16	0.44	0.09	BD-8
BD-7	EPB-3	60	0.27	4.32	259	2	0.08	0.28	0.06	BD-7
EPB-3	BD-6	62	0	4.32	268	2	0.09	0.20	0.04	EPB-3
BD-6	EBP-1	75	0.27	4.59	344	2	0.11	0.11	0.02	BD-6
EBP-1	CTRL CTR	35	5.94	5.94	208	2	0.07	0.07	0.01	EBP-1

1. To avoid repetition the power service designation "B" is omitted in the point designation
2. Lighting unit load and voltage drop computed only to base of support to simplify calculation.

CABLE SIZING (VOLTAGE DROP) CALCULATION

JEF-43-0.00 — SHEET 1 OF 1 SHEETS
POWER SERVICE "B" CIRCUIT E — NO. OF WIRES FOR CALCULATION PURPOSES: 2
SUPPLY VOLTAGE: 480V 2 WIRE GND
WIRE RESISTANCES USED:
NO. 2 AWG: 0.1624 OHMS/MFT./1000

SECTION (1) (2)			AMPERS			AWG	VOLTAGE DROP			
FROM	TO	FEET	AT POINT	ACCUM	AMPERE FEET		IN SEC	ACCUM	% DROP	AT POINT
E-1	E-2	133	0.27	0.27	36	2	0.01	1.30	0.27	E-1
E-2	E-3	132	0.27	0.54	71	2	0.02	1.29	0.27	E-2
E-3	E-4/BE-1	132	0.27	0.81	107	2	0.03	1.27	0.26	E-3
E-4/BE-1	E-5/BE-2	146	0.27	1.08	158	2	0.05	1.24	0.26	E-4/BE-1
E-5/BE-2	E-6/BE-3	104	0.27	1.35	140	2	0.05	1.19	0.25	E-5/BE-2
E-6/BE-3	E-7	110	0.27	1.62	178	2	0.06	1.14	0.24	E-6/BE-3
E-7	E-8	132	0.27	1.89	249	2	0.08	1.08	0.23	E-7
E-8	PB-BE-4	64	0.27	2.16	138	2	0.04	1.00	0.21	E-8
E-22	E-21	136	0.27	0.27	37	2	0.01	1.83	0.38	E-22
E-21	PB-BE-11	15	0.27	0.54	8	2	0.00	1.82	0.38	E-21
PB-BE-11	PB-BE-10	33	0	0.54	18	2	0.01	1.82	0.38	PB-BE-11
PB-BE-10	E-20	93	0	0.54	50	2	0.02	1.81	0.38	PB-BE-10
E-20	PB-BE-9	107	0.27	0.81	87	2	0.03	1.79	0.37	E-20
E-19	PB-BE-9	25	0.27	1.08	27	2	0.01	1.76	0.37	E-19
PB-BE-9	PB-BE-8	68	0	1.08	73	2	0.02	1.75	0.36	PB-BE-9
PB-BE-8	E-18	24	0	1.08	26	2	0.01	1.73	0.36	PB-BE-8
E-18	E-17	101	0.27	1.35	136	2	0.04	1.72	0.36	E-18
E-17	PB-BE-34	74	0.27	1.62	120	2	0.04	1.68	0.35	E-17
PB-BE-34	PB-BE-33	48	0	1.62	78	2	0.03	1.64	0.34	PB-BE-34
PB-BE-33	E-16	25	0	1.62	41	2	0.01	1.61	0.34	PB-BE-33
E-16	E-15	127	0.27	1.89	240	2	0.08	1.60	0.33	E-16
E-15	PB-BE-7	55	0.27	2.16	119	2	0.04	1.52	0.32	E-15
E-14	PB-BE-7	18	0.27	2.43	44	2	0.01	1.48	0.31	E-14
PB-BE-7	PB-BE-6	68	0	2.43	165	2	0.05	1.47	0.31	PB-BE-7
PB-BE-6	E-13	15	0	2.43	36	2	0.01	1.42	0.30	PB-BE-6
E-13	E-12	60	0.27	2.70	162	2	0.05	1.41	0.29	E-13
E-12	BE-11/BE-28	133	0.27	2.97	395	2	0.13	1.36	0.28	E-12
E-11/BE-28	PB-BE-27	47	0.27	3.24	152	2	0.05	1.23	0.26	E-11/BE-28
PB-BE-27	E-10/BE-5	141	0	3.24	457	2	0.15	1.18	0.25	PB-BE-27
E-10/BE-5	E-9/BE-4	58	0.27	3.51	204	2	0.07	1.03	0.21	E-10/BE-5
E-9/BE-4	BD-3A	72	0.27	5.94	428	2	0.14	0.96	0.20	E-9/BE-4
BD-3A	BD-3	267	0	5.94	1586	2	0.52	0.82	0.17	BD-3A
BD-3	EBP-1	120	0	5.94	713	2	0.23	0.30	0.06	BD-3
EBP-1	CTRL CTR	35	0	5.94	208	2	0.07	0.07	0.01	EBP-1

1. To avoid repetition the power service designation "B" is omitted in the point designation
2. Lighting unit load and voltage drop computed only to base of support to simplify calculation.

RECORD DRAWING
12/23/11

CALCULATED | CHECKED

VOLTAGE DROP CALCULATION

JEF-43-0.00

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LEGEND

- SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
- PROPOSED GUARDRAIL
- LIGHTING CONDUIT
  CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
- CIRCUIT STUB
- NEW PULLBOX
- EXISTING CONTROL CENTER POWER SERVICE
- EXISTING POWER POLE
- NEW LED LUMINAIRE, BRACKET ARM AND POLE
- NEW LED LUMINAIRE, BRACKET ARM ON EXISTING POLE
- EXISTING LUMINAIRE, BRACKET ARM AND POLE
- AT12B30 DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

SHEET NOTES

1. ELECTRICAL CONTRACTOR SHALL MOUNT NEW POLE ON EXISTING LIGHT POLE FOUNDATION. ELECTRICAL CONTRACTOR SHALL VERIFY AND COORDINATE ANCHOR BOLT PATTERN PRIOR TO ORDERING NEW LIGHT POLE.
2. ELECTRICAL CONTRACTOR SHALL MOUNT NEW POLE ON EXISTING PILASTER. ELECTRICAL CONTRACTOR SHALL VERIFY AND COORDINATE ANCHOR BOLT PATTERN PRIOR TO ORDERING NEW LIGHT POLE.
3. ELECTRICAL CONTRACTOR SHALL MOUNT NEW POLE ON EXISTING LIGHT POLE FOUNDATION ON RETAINING WALL. ELECTRICAL CONTRACTOR SHALL VERIFY AND COORDINATE ANCHOR BOLT PATTERN PRIOR TO ORDERING NEW LIGHT POLE.
4. EXISTING 2" CONDUIT
5. EXISTING 3" RIDGID METAL CONDUIT.
6. EXISTING PULL BOX TO REMAIN

GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO NEW POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.

1 R25 40 STA. 10+42, 27.5' LT., BELLVIEW BLVD. (C-12) TYPE III 206W LED, AT12B30
R24 38 STA. 11+50, 23.0' LT., LINE E PROP. PULL BOX NO. 8
STA. 11+50, 28.0' RT., LINE E (C-11) TYPE III 206W LED, AT15B30 36 R23 1
STA. 10+00, 19.25' LT., LINE E (C-10) TYPE III 206W LED, AT8B30 34 R22 1
STA. 10+00, 28.0' RT., LINE E PROP. PULL BOX NO. 7 32 R21
46 STA. 831+75, 43.8' RT., S.R. 43 (C-14) TYPE III 206W LED, AT18B30
104 STA. 830+65.00, 45.5' LT., S.R. 43 (B-3) TYPE II, 206W LED, AT6B30
R52 102 STA. 829+67, 46.6' LT., S.R. 43 PROP. PULL BOX NO. 15
R51 100 STA. 828+98, 47.6' LT., S.R. 43 PROP. PULL BOX NO. 14
℄ CONST. STEELE
STA. 822+52, 30.5' LT., S.R. 43 (B-26) 94
98 STA. 828+75, 40.6' LT., S.R. 43 (B-2) TYPE III 206W LED, AT18B30
1 R50 97 STA. 827+69, 40.6' LT., S.R. 43 (B-1) TYPE III 206W LED, AT12B30
STA. 825+12, 32.0' LT., S.R. 43 (B-25) 95
STA. 8+85, 22.0' RT., LINE E PROP. PULL BOX NO. 6 30 R20
29 R19
110 STA. 836+55, 46.7' LT., S.R. 43 (B-6) TYPE III 206W LED, AT6B30
STA. 8+35, 20.0' RT., LINE E (C-9) TYPE III 206W LED, AT8B30 28 R18 2
STA. 832+75, 45.5' LT., S.R. 43 (B-4) TYPE III 206W LED, AT6B30 106
27 R17
108 STA. 834+75, 45.5' LT., S.R. 43 (B-5) TYPE III 206W LED, AT6B30
STA. 824+00, 38.9' RT., S.R. 43 (C-18) EXIST. COMBINATION STRAIN 1
2 R1
℄ R/W & CONST. S.R. 43
4 R3
3 R2 3 STA. 826+65, 40.1' RT., S.R. 43 (C-1) TYPE III 206W LED, AT10B12
R4 5 STA. 4+11, 4.7' RT., LINE D PROP. PULL BOX NO. 1
1 R5 6 STA. 4+52, 6.0' RT., LINE D (C-2) TYPE III 206W LED, AT10B30
R6 8 STA. 4+99, 5.0' RT., LINE D PROP. PULL BOX NO. 2
R26 42 STA. 4+99, 24.6' LT., LINE D PROP. PULL BOX NO. 9
44 STA. 829+85, 41.7' RT., S.R. 43 (C-13) TYPE III 206W LED, AT18B30
3 R7 10 STA. 6+22, 6.3' RT., LINE D (C-3) TYPE III 206W LED, AT10B26
R8 12 STA. 7+62, 7.2' RT., LINE D PROP. PULL BOX NO. 3
3 R9 14 STA. 7+95, 6.1' RT., LINE D (C-4) TYPE III 206W LED, AT10B20
254 SERVICE POLE W/ DISCONNECT SWITCH AND METER STA. 4+40± RT., LINE E
3 R10 16 STA. 9+67, 4.7' RT., LINE D (C-5) TYPE III 206W LED, AT10B30
253 STA. 4+42± RT., LINE E PROP. PULL BOX
OVERHEAD SIGN
℄ CONST. LINE D
℄ CONST. LINE E
STA. 835+86, 56.5' RT., S.R. 43 (C-16) TYPE III 206W LED, AT18B30 229
STA. 833+87, 45.5' RT., S.R. 43 (C-15) TYPE III 206W LED, AT18B30 48
STA. 834+54, 226.5' RT., S.R. 43 PROP. PULLBOX 251
STA. 6+60, 20.0' RT., LINE E (C-8) TYPE III 206W LED, AT18B30 26 R16 2
STA. 5+45, 22.0' RT., LINE E PROP. PULL BOX NO. 5 24 R14
STA. 4+85, 28.0' RT., LINE E (C-7) TYPE III 206W LED, AT15B30 22 R13 1
STA. 3+38, 28.0' RT., LINE E PROP. PULL BOX NO. 4 18 R11
STA. 1+85.00, 21.5' RT., LINE E (C-6) TYPE III 206W LED, AT10B30 20 R12
MATCHLINE STA. 837+00 S.R. 43 SEE SHEET 387

RECORD DRAWING
12/23/11

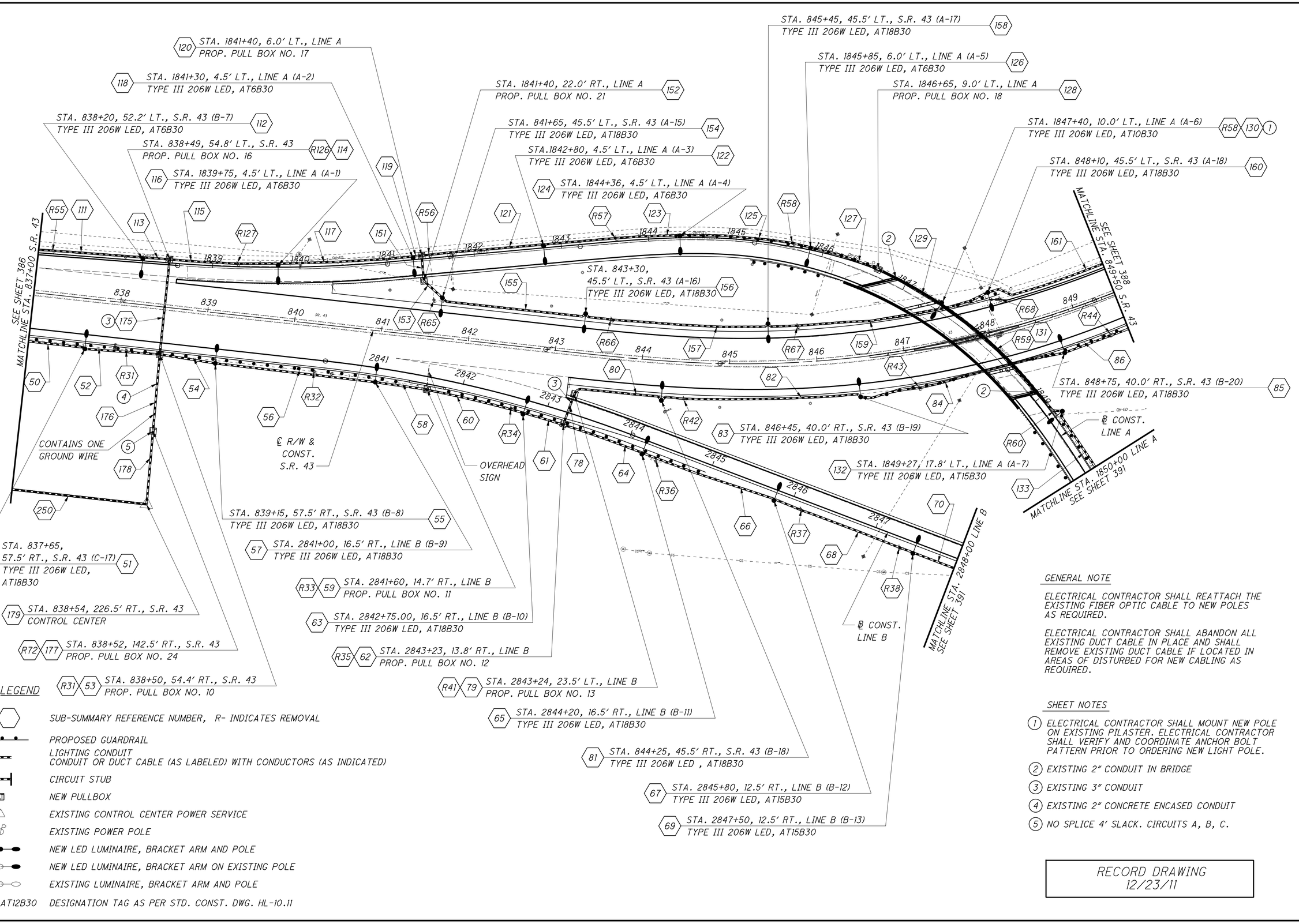
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HELLERMAN

HORIZONTAL SCALE IN FEET
0 25 50 100
CALCULATED AJE
CHECKED CEA

LIGHTING PLAN - S.R. 43
BEGIN TO STA. 837+00.00

JEF-43-0.00

386
434



LEGEND

- SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
- PROPOSED GUARDRAIL
- LIGHTING CONDUIT
  CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
- CIRCUIT STUB
- NEW PULLBOX
- EXISTING CONTROL CENTER POWER SERVICE
- EXISTING POWER POLE
- NEW LED LUMINAIRE, BRACKET ARM AND POLE
- NEW LED LUMINAIRE, BRACKET ARM ON EXISTING POLE
- EXISTING LUMINAIRE, BRACKET ARM AND POLE
- AT12B30 DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO NEW POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.

SHEET NOTES

(1) ELECTRICAL CONTRACTOR SHALL MOUNT NEW POLE ON EXISTING PILASTER. ELECTRICAL CONTRACTOR SHALL VERIFY AND COORDINATE ANCHOR BOLT PATTERN PRIOR TO ORDERING NEW LIGHT POLE.

(2) EXISTING 2" CONDUIT IN BRIDGE

(3) EXISTING 3" CONDUIT

(4) EXISTING 2" CONCRETE ENCASED CONDUIT

(5) NO SPLICE 4′ SLACK. CIRCUITS A, B, C.

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJE
CHECKED CEA

LIGHTING PLAN - S.R. 43
STA. 837+00.00 TO STA. 849+50.00

JEF-43-0.00

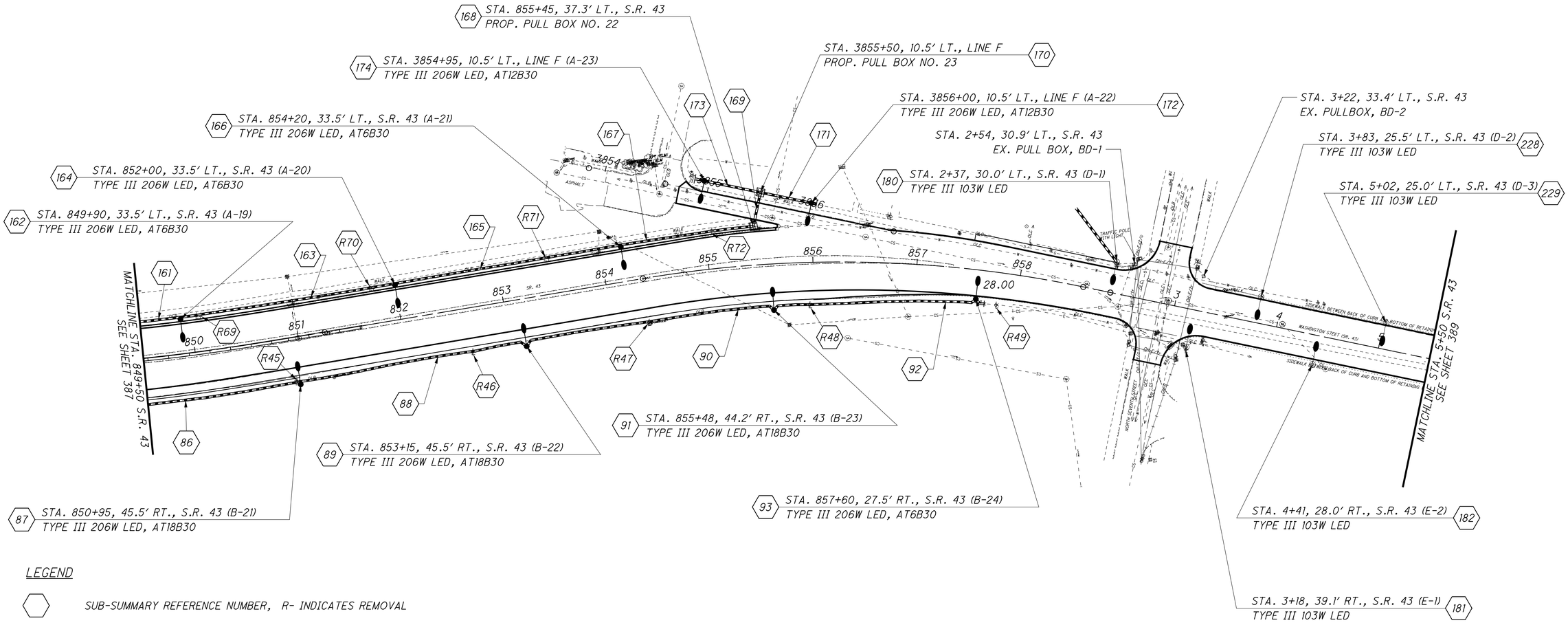
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GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO LIGHT POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.



LEGEND

⬡	SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
●–●	PROPOSED GUARDRAIL
▬	LIGHTING CONDUIT CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
⊣	CIRCUIT STUB
▣	NEW PULLBOX
△	EXISTING CONTROL CENTER POWER SERVICE
ϕ	EXISTING POWER POLE
●—●	NEW LED LUMINAIRE, BRACKET ARM AND POLE
○—●	NEW LED LUMINAIRE, ON REPAINTED BRACKET ARM AND POLE
○—○	EXISTING LUMINAIRE, BRACKET ARM AND POLE
AT12B30	DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

RECORD DRAWING
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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJE
CHECKED CEA

LIGHTING PLAN - S.R. 43
STA. 849+50 TO STA. 5+50.00

JEF-43-0.00

388
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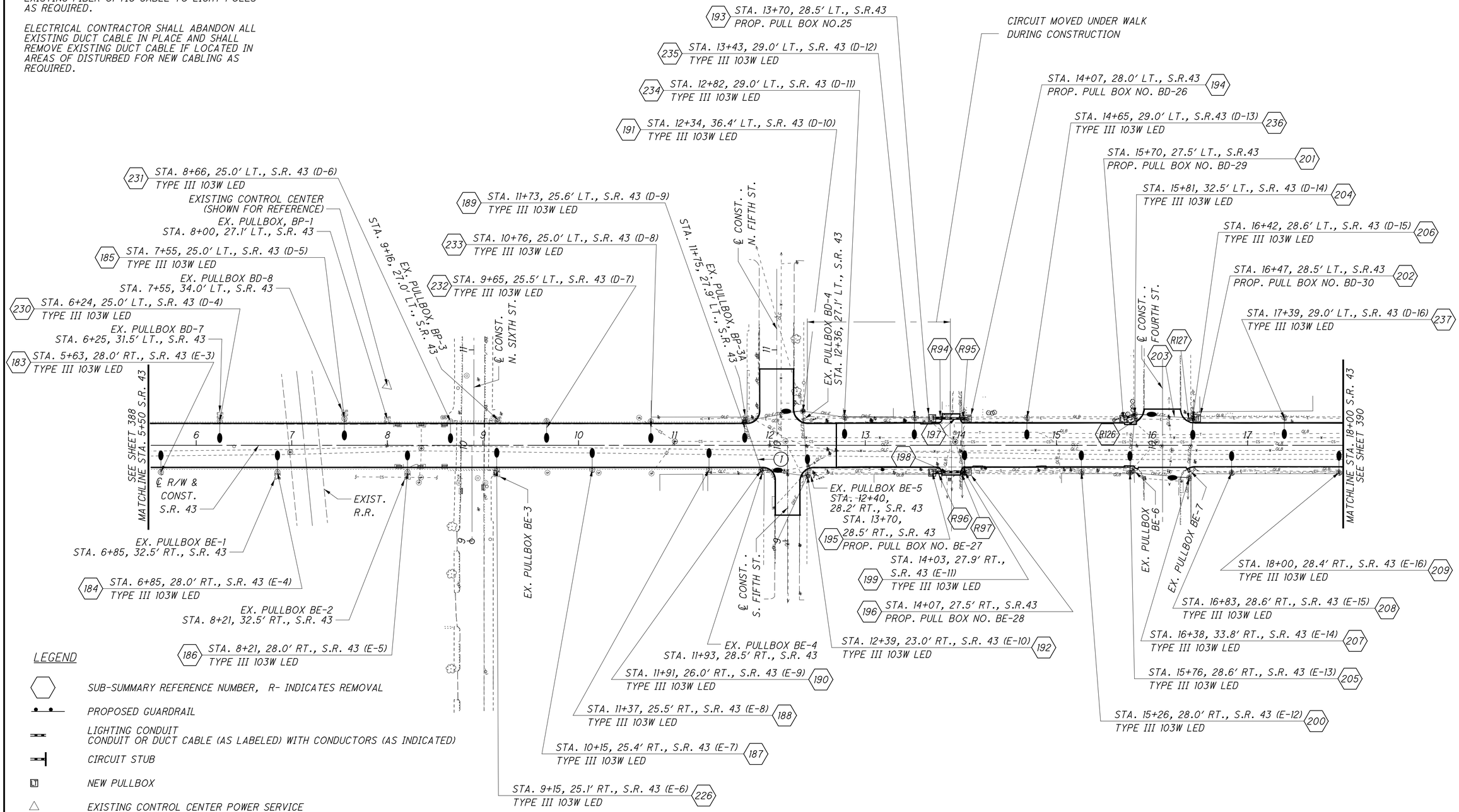
GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO LIGHT POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.

SHEET NOTES

(1) EXISTING 3" CONDUIT



LEGEND

- SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
- PROPOSED GUARDRAIL
- LIGHTING CONDUIT / CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
- CIRCUIT STUB
- NEW PULLBOX
- EXISTING CONTROL CENTER POWER SERVICE
- EXISTING POWER POLE
- NEW LED LUMINAIRE, BRACKET ARM AND POLE
- NEW LED LUMINAIRE, ON REPAINTED BRACKET ARM AND POLE
- EXISTING LUMINAIRE, BRACKET ARM AND POLE
- AT12B30 DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

RECORD DRAWING 12/23/11

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HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED AJE CHECKED CEA

LIGHTING PLAN - S.R. 43
STA. 5+50.00 TO STA. 18+00.00

JEF-43-0.00

389
434

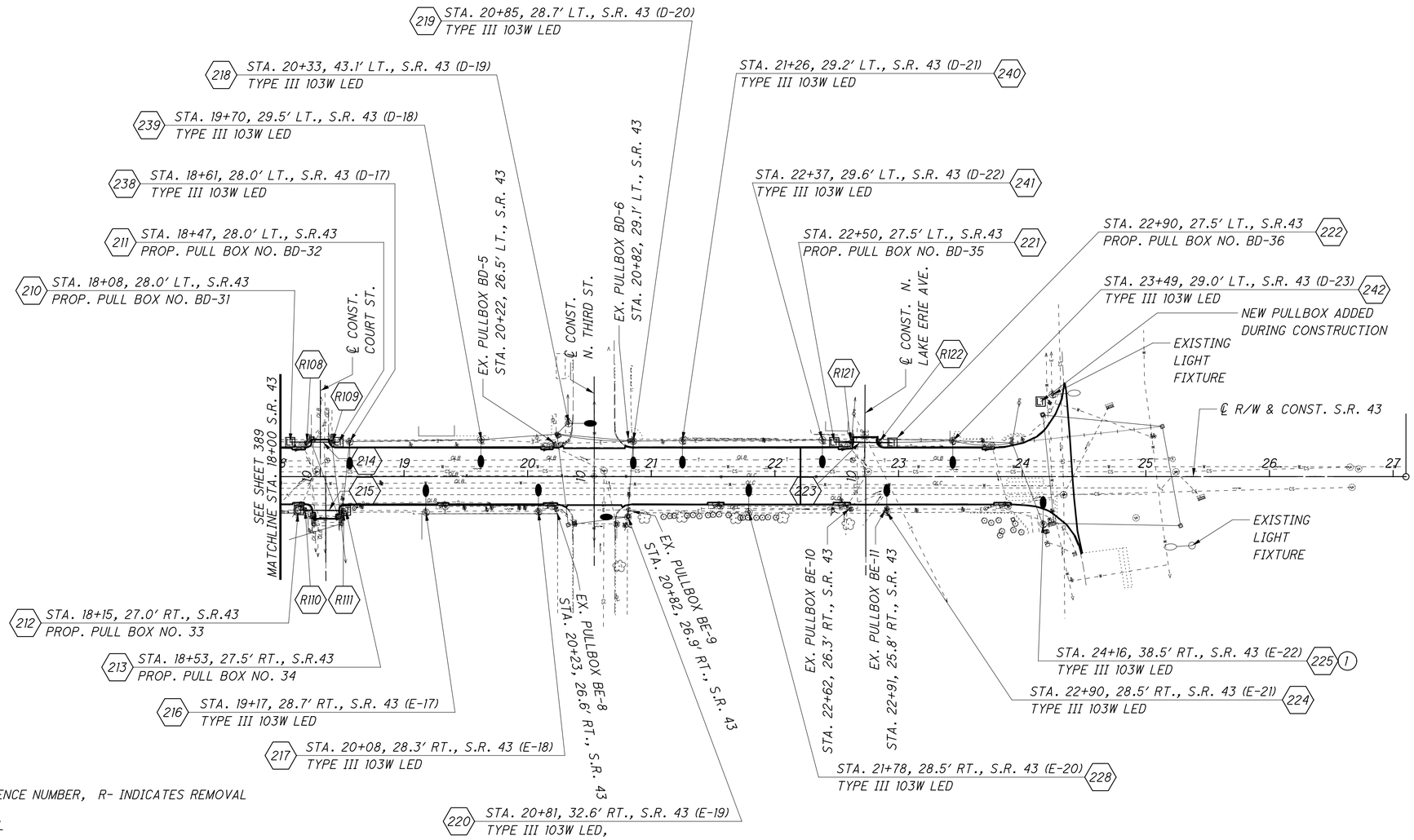
GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO LIGHT POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.

SHEET NOTES

(1) ELECTRICAL CONTRACTOR SHALL RE-ERECT EXISTING FLOOD LIGHT TO ILLUMINATE CABOOSE. ELECTRICAL CONTRACTOR SHALL MOUNT FIXTURE AT 20' ABOVE FINISHED GRADE ON POLE AS REQUIRED.



LEGEND

- SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
- PROPOSED GUARDRAIL
- LIGHTING CONDUIT CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
- CIRCUIT STUB
- NEW PULLBOX
- EXISTING CONTROL CENTER POWER SERVICE
- EXISTING POWER POLE
- NEW LED LUMINAIRE, BRACKET ARM AND POLE
- NEW LED LUMINAIRE, ON REPAINTED BRACKET ARM AND POLE
- EXISTING LUMINAIRE, BRACKET ARM AND POLE
- AT12B30 DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

RECORD DRAWING
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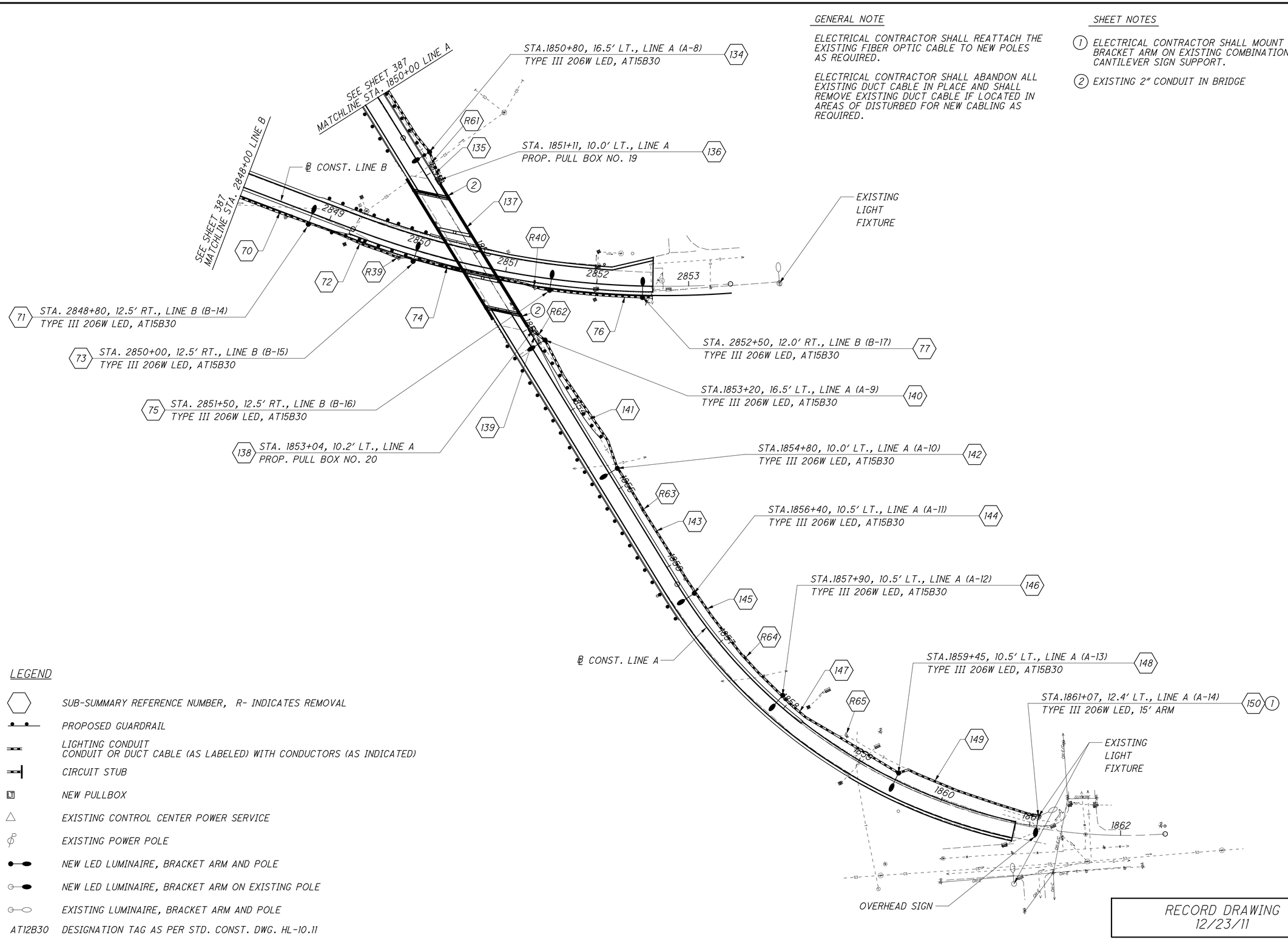
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJE
CHECKED CEA

LIGHTING PLAN - S.R. 43
STA. 18+00.00 TO END

JEF-43-0.00

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GENERAL NOTE

ELECTRICAL CONTRACTOR SHALL REATTACH THE EXISTING FIBER OPTIC CABLE TO NEW POLES AS REQUIRED.

ELECTRICAL CONTRACTOR SHALL ABANDON ALL EXISTING DUCT CABLE IN PLACE AND SHALL REMOVE EXISTING DUCT CABLE IF LOCATED IN AREAS OF DISTURBED FOR NEW CABLING AS REQUIRED.

SHEET NOTES

1. ELECTRICAL CONTRACTOR SHALL MOUNT NEW BRACKET ARM ON EXISTING COMBINATION CANTILEVER SIGN SUPPORT.
2. EXISTING 2″ CONDUIT IN BRIDGE

LEGEND

⬡	SUB-SUMMARY REFERENCE NUMBER, R- INDICATES REMOVAL
●—●	PROPOSED GUARDRAIL
▬	LIGHTING CONDUIT CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (AS INDICATED)
▬┤	CIRCUIT STUB
▭	NEW PULLBOX
△	EXISTING CONTROL CENTER POWER SERVICE
ϕ P	EXISTING POWER POLE
●—●	NEW LED LUMINAIRE, BRACKET ARM AND POLE
○—●	NEW LED LUMINAIRE, BRACKET ARM ON EXISTING POLE
○—○	EXISTING LUMINAIRE, BRACKET ARM AND POLE
AT12B30	DESIGNATION TAG AS PER STD. CONST. DWG. HL-10.11

RECORD DRAWING
12/23/11

HORIZONTAL SCALE IN FEET
0 25 50 100

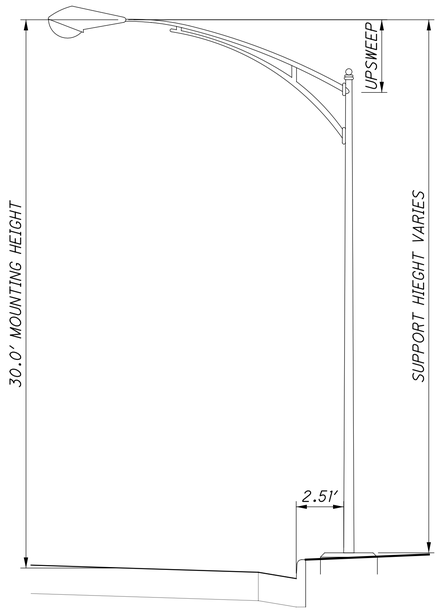
CALCULATED AJE
CHECKED CEA

LIGHTING PLAN - S.R. 43
STA. 837+00.00 TO STA. 849+50.00

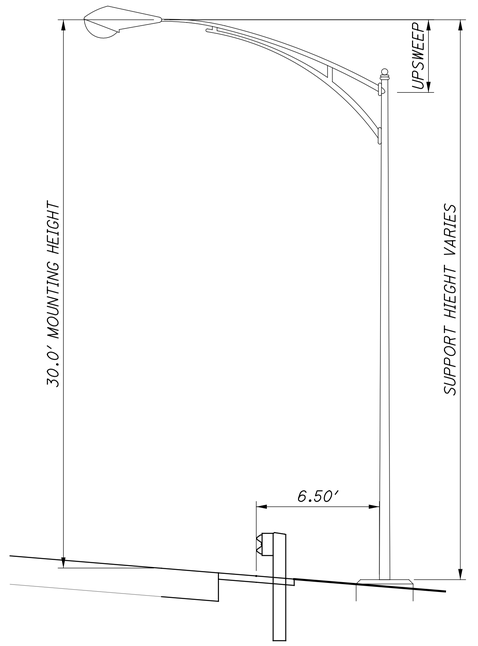
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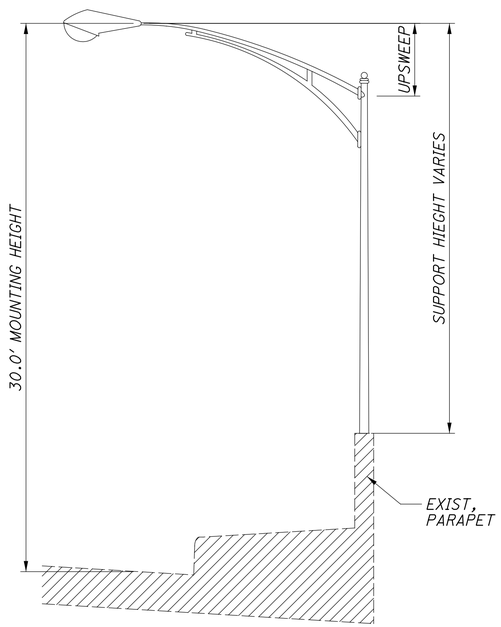
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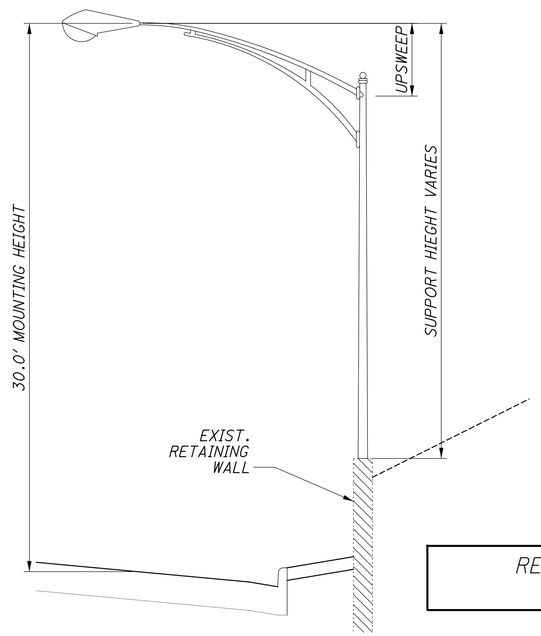
CURBED MOUNTING HEIGHT DETAIL



UNCURBED MOUNTING HEIGHT DETAIL



BRIDGE MOUNTING HEIGHT DETAIL



RETAINING WALL MOUNTING HEIGHT DETAIL

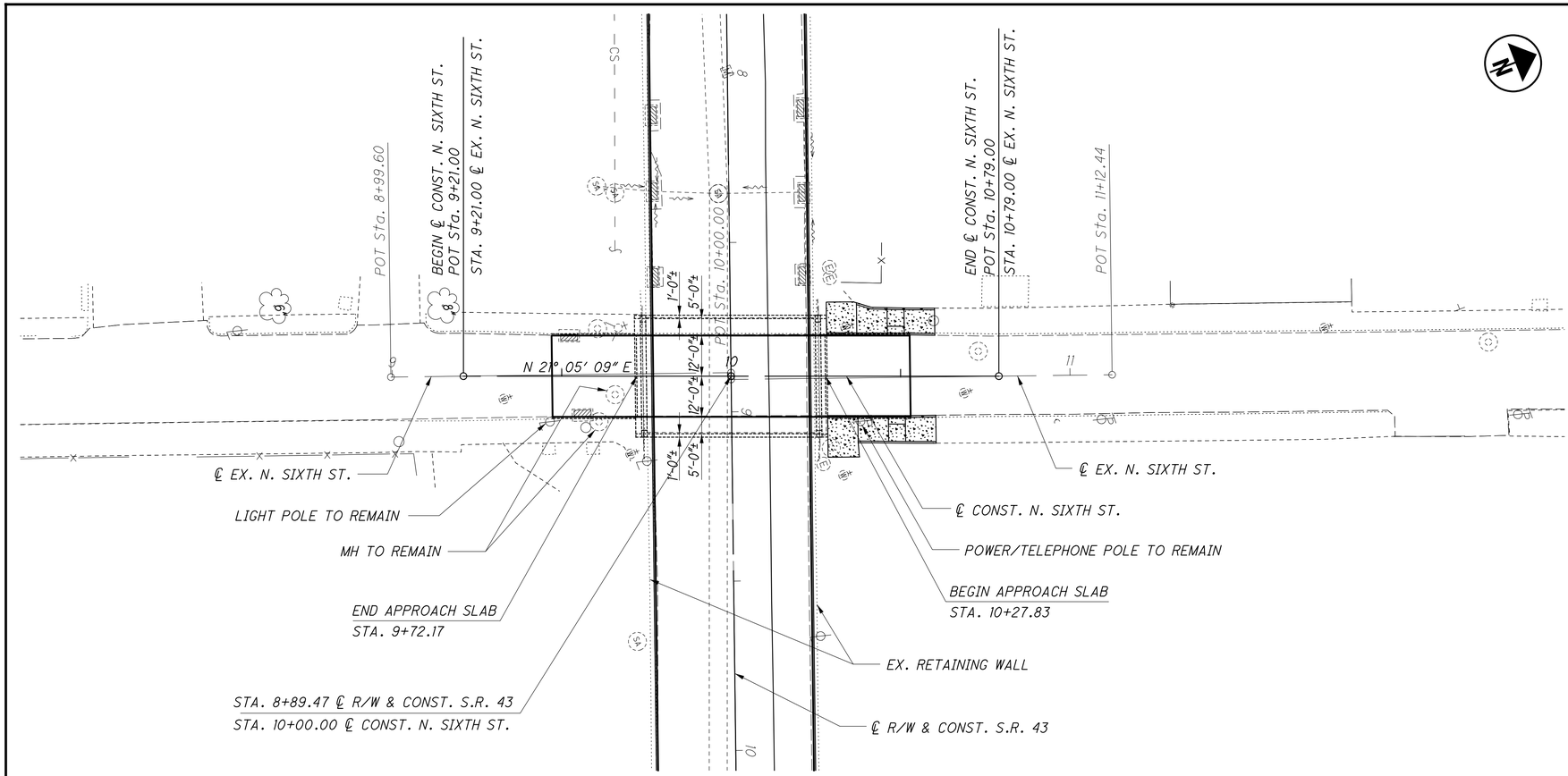
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CALCULATED | CHECKED

LIGHTING DETAILS

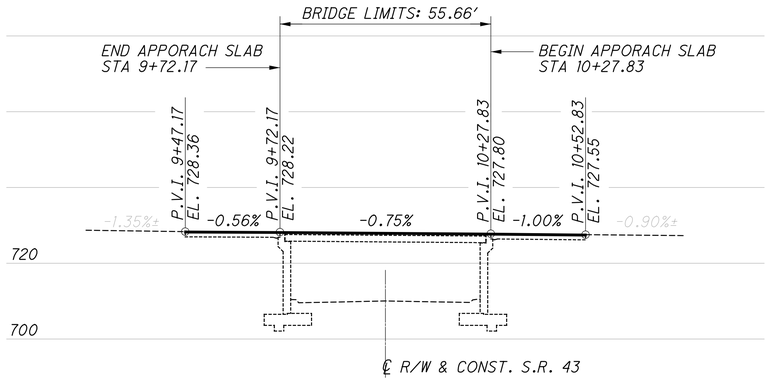
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PLAN

PROP. PROFILE	728.66	727.34	728.20	728.01	727.82	727.58
EXIST. PROFILE	728.66	728.35	728.23	727.96	727.85	727.59	727.35



PROFILE ALONG ℄ CONST. N. SIXTH ST.

EXISTING STRUCTURE

TYPE: SINGLE SPAN BOX BEAM WITH REINFORCED CONCRETE COMPOSITE DECK ON REINFORCED CONCRETE SUBSTRUCTURE

SPANS: 52'-0"± C/C BRGS.

ROADWAY: 24'-0"± F/F CURB WITH 5'-0"± SIDEWALKS EACH SIDE

LOADING: H15

SKEW: 0°40'00"±

APPROACH SLABS: 25'± LONG

WEARING SURFACE: 1 ½"± ASPHALT CONCRETE

ALIGNMENT: TANGENT

CROWN: 0.0156±

STRUCTURAL FILE NUMBER: 4102002

DATE BUILT: 1970

PROPOSED STRUCTURE

PROPOSED WORK: OVERLAY DECK WITH MICROSILICA, PATCH SIDEWALKS AND ABUTMENTS AND SEAL SUPERSTRUCTURE AND SUBSTRUCTURE UNITS

TYPE: SINGLE SPAN BOX BEAM WITH REINFORCED CONCRETE COMPOSITE DECK ON REINFORCED CONCRETE SUBSTRUCTURE

SPANS: 52'-0"± C/C BRGS.

ROADWAY: 24'-0"± F/F CURB WITH 5'-0"± SIDEWALKS EACH SIDE

LOADING: H15

SKEW: 0°40'00"±

APPROACH SLABS: 25'± LONG

WEARING SURFACE: 2 ½"± MICROSILICA CONCRETE OVERLAY

ALIGNMENT: TANGENT

CROWN: 0.0160

COORDINATES: LATITUDE N 40°21'45"
LONGITUDE W 80°37'00"

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330-572-2100, Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102002	

JEFFERSON COUNTY
STA. 9+72.17
STA. 10+27.83

GENERAL PLAN AND PROFILE
BRIDGE NO. JEF-43-0030
NORTH SIXTH STREET OVER STATE ROUTE 43

JEF-43-0.00
PID No. 86367

1 / 4

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CALCULATED: RPR DATE: 7-19-10
CHECKED: TJW DATE: 7-20-10

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

AS-1-81 REVISED: 7-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

847 DATED 4-16-10

DESIGN LOADING

DESIGN LOADING: H15

DESIGN STRESSES

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

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

DECK PROTECTION METHOD

MICRO SILICA MODIFIED CONCRETE OVERLAY

SEALING OF CONCRETE SURFACES

SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NO BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NO EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NO PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

EXISTING STRUCTURE VERIFICATION

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

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

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	DESCRIPTION	UNIT	QUANTITY	A.P.P. REFERENCE SHT. NO.
SPECIAL	847E99000	CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY	CU YD	10	
SPECIAL	847E99100	BRIDGE DECK CONCRETE OVERLAYS	LUMP	1	2/4
512	10600	CONCRETE REPAIR BY EPOXY INJECTION	FT	100	
SPECIAL	512E99000	SEALING OF CONCRETE	LUMP	1	
519	11100	PATCHING CONCRETE STRUCTURE, AS PER PLAN	SQ FT	200	2/4
SPECIAL	530E99030	STRUCTURE REHABILITATION	LUMP	1	

ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY

THIS ITEM INCLUDES THE VARIABLE THICKNESS MICORSILICA MODIFIED CONCRETE MATERIAL IN ADDITION TO THE VOLUME CALCULATED FROM THE AVERAGE UNIFORM THICKNESS OVERLAY, AS SHOWN ON SHEET 3/4 AND SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 847. CONTRACTOR SHALL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY."

ITEM SPECIAL - BRIDGE DECK OVERLAYS

THIS ITEM SHALL INCLUDE A NOMINAL 2 ½" THICK INCH MICROSILICA MODIFIED CONCRETE OVERLAY, INCLUDING REMOVAL OF EXISTING ASPHALT WEARING SURFACE AND 1 INCH OF CONCRETE DECK THROUGH MECHANICAL SCARIFICATION. ALL WORK SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 847. CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAYS."

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

CRACKS TO BE SEALED SHALL BE IDENTIFIED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. ALL REPAIRS SHALL CONFORM TO 512.07. CONTRACTOR SHALL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION."

ITEM SPECIAL - SEALING OF CONCRETE

THIS ITEM SHALL INCLUDE THE SEALING OF CONCRETE SURFACES USING EPOXY-URETHANE. AREAS TO BE SEALED SHALL INCLUDE BRIDGE SIDEWALK, RAILING AND FASCIA AS SHOWN ON SHEET 2/3 AND ABUTMENT BREASTWALLS. EPOXY SEALER SHALL BE TINTED FEDERAL STANDARD COLOR NO. 17778 (LIGHT NEUTRAL). CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - SEALING OF CONCRETE."

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

THIS ITEM SHALL INCLUDE PATCHING OF SIDEWALK AND CURBS ON THE SUPERSTRUCTURE AND PATCHING ABUTMENTS. PATCHING AREAS SHALL BE DETERMINED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. ALL REPAIRS SHALL CONFORM TO ITEM 519 WITH THE ADDITION OF THE FOLLOWING:

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

CONTRACTOR SHALL BE PAID FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN."

ITEM SPECIAL - STRUCTURE REHABILITATION

THIS WORK INCLUDES ALL STUCTURE REPAIR INDICATED IN THE PLANS AND OR NOTES WHICH IS NOT SEPERATELY LISTED FOR PAYMENT WITH OTHER ITEMS, INLCLUDING REPAIR OF DAMAGED APPROACH SIDEWALK/CURB WITH IN THE LIMITS OF THE APPROACH SLAB AT THE EAST (FORWARD) END OF THE BRIDGE. PAYMENT WILL BE MADE AT THE LUMP SUM PRICE BID.

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
2200 Victory Parkway, Suite 510 Cincinnati, Ohio 45206
513-221-1230 Fax 513-221-0707

DESIGNED RPR | DRAWN RPR | CHECKED TJW | REVIEWED GGN | DATE 9-13-10 | REVISED | STRUCTURE FILE NUMBER 4102002

ESTIMATED QUANTITIES & GENERAL NOTES

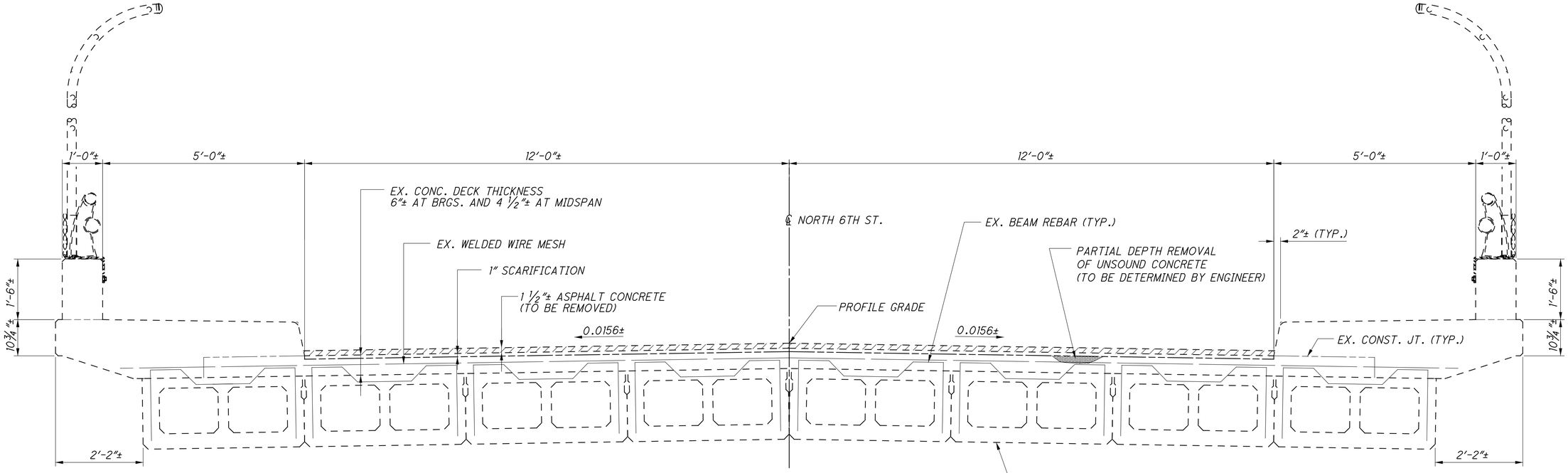
BRIDGE NO. JEF-43-0030
NORTH SIXTH STREET OVER STATE ROUTE 43

JEF-43-0.00
PID No. 86367

2 / 4

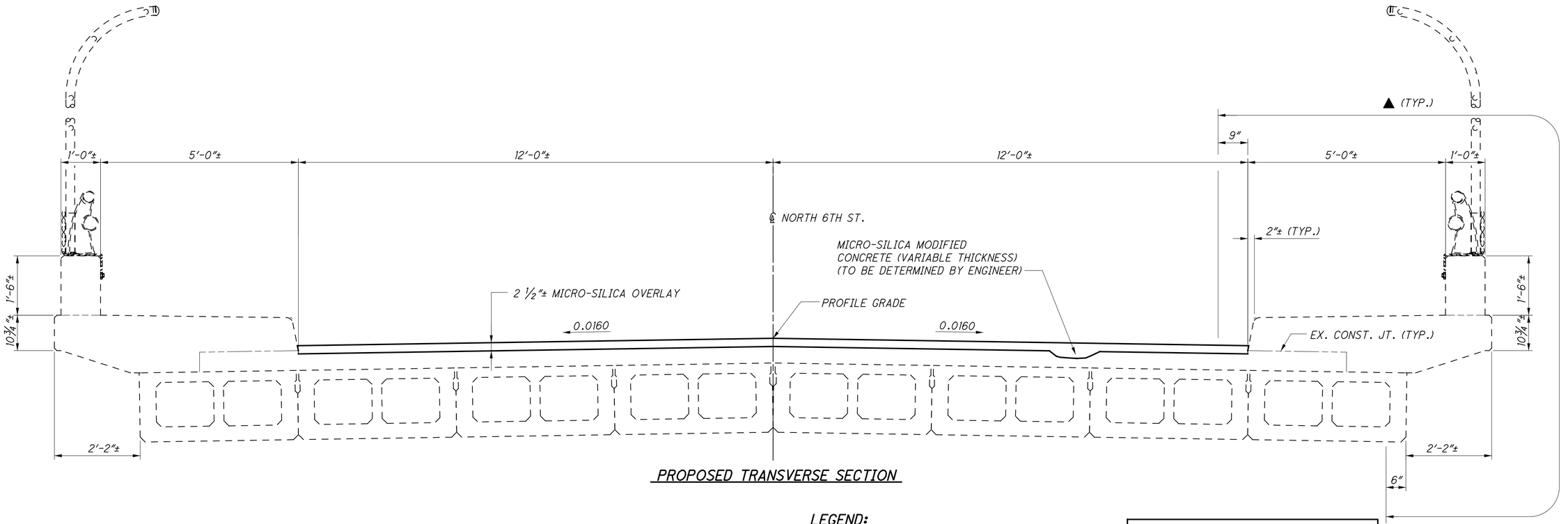
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EXISTING TRANSVERSE SECTION

EXISTING REINFORCING STEEL NOT SHOWN



PROPOSED TRANSVERSE SECTION

LEGEND:

▲ INDICATES LIMITS OF "ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

RECORD DRAWING
12/23/11

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731 , Fax 614-210-0732

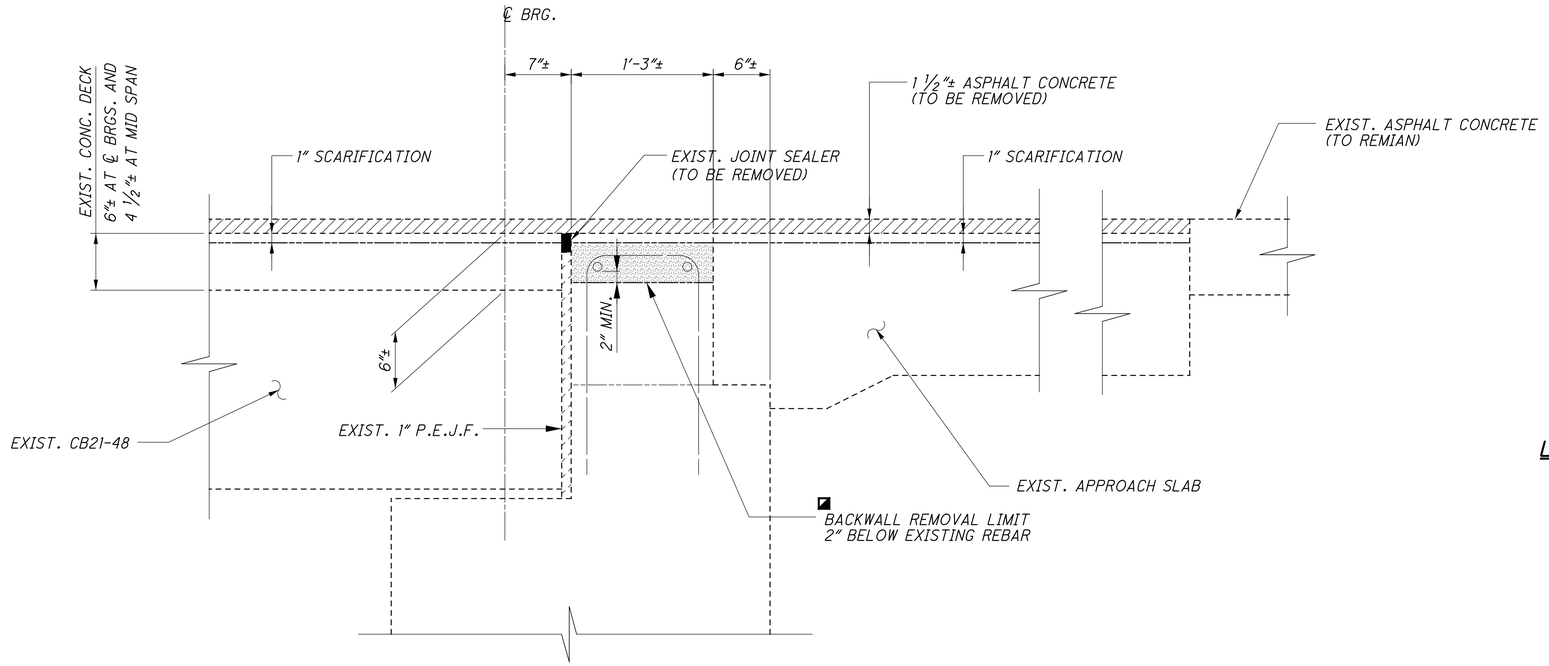
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RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102002	

TRANSVERSE SECTIONS
BRIDGE NO. JEF-43-0030
NORTH SIXTH STREET OVER STATE ROUTE 43

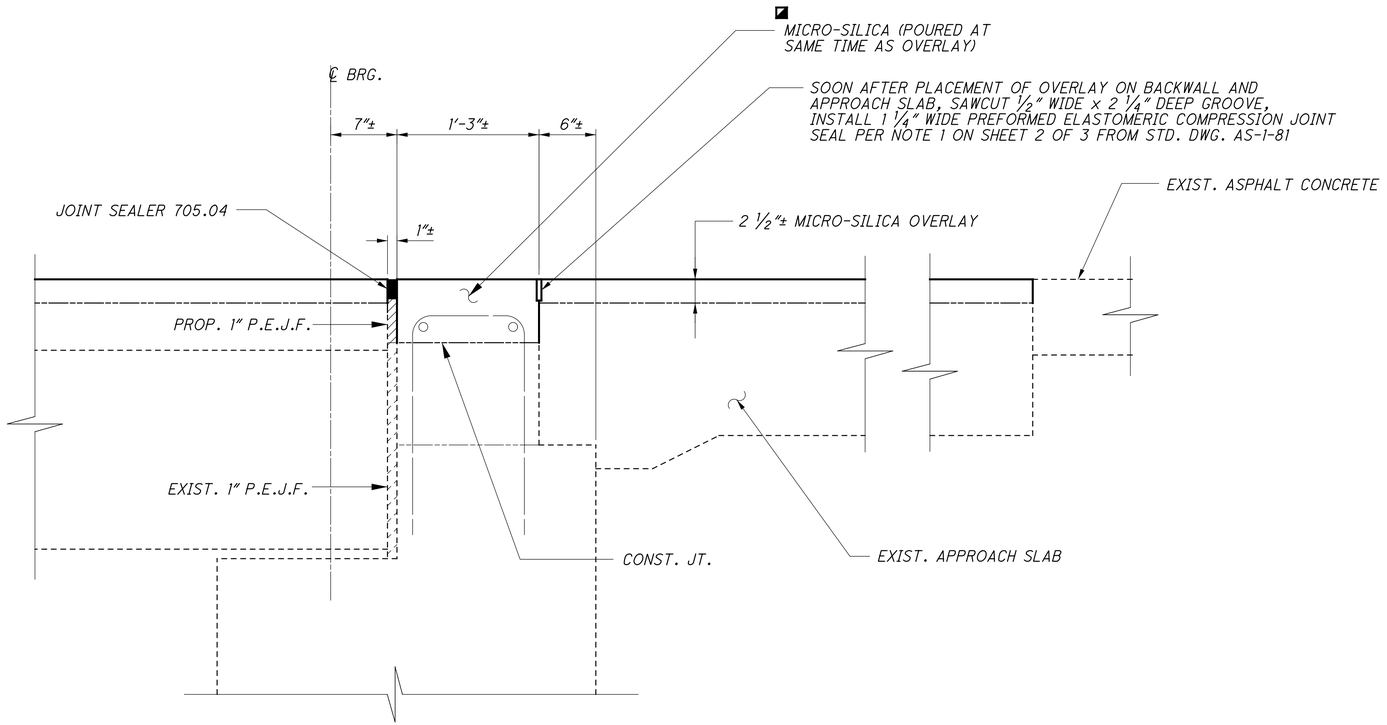
JEF-43-0.00
PID No. 86367

3 / 4

395
434



EXISTING ABUTMENT SECTION



PROPOSED ABUTMENT SECTION

LEGEND:

INDICATES CONCRETE TO BE REMOVED

THE AREA FOR REMOVAL AND CONSTRUCTION OF BACKWALL SHALL BE PAID FOR UNDER THE UNIT PRICE FOR "ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN."

THE CALCULATED AREA IS 24' x 1.25' x 2 (ABUT.) = 60 SQ FT.

RECORD DRAWING
12/23/11

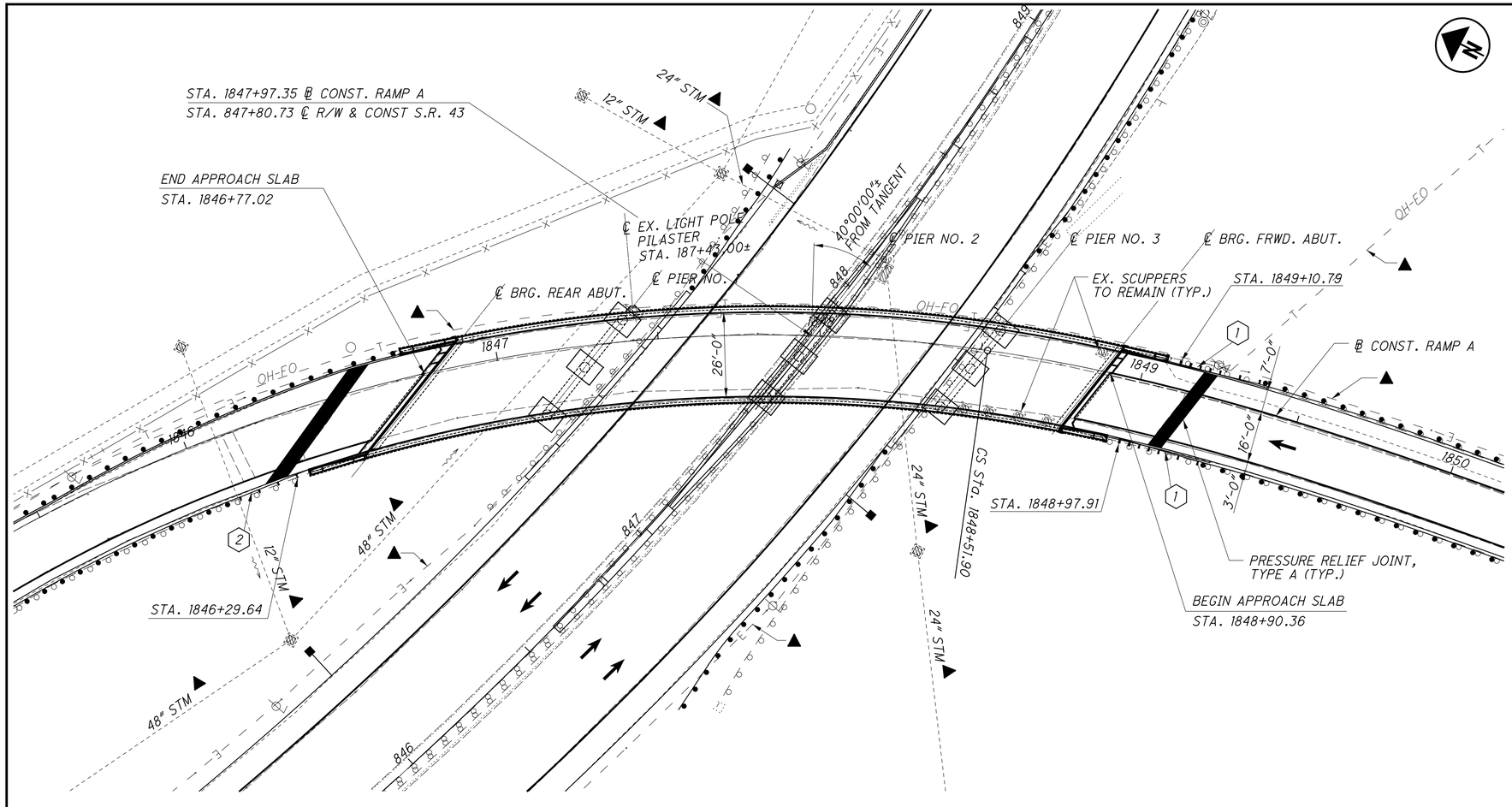
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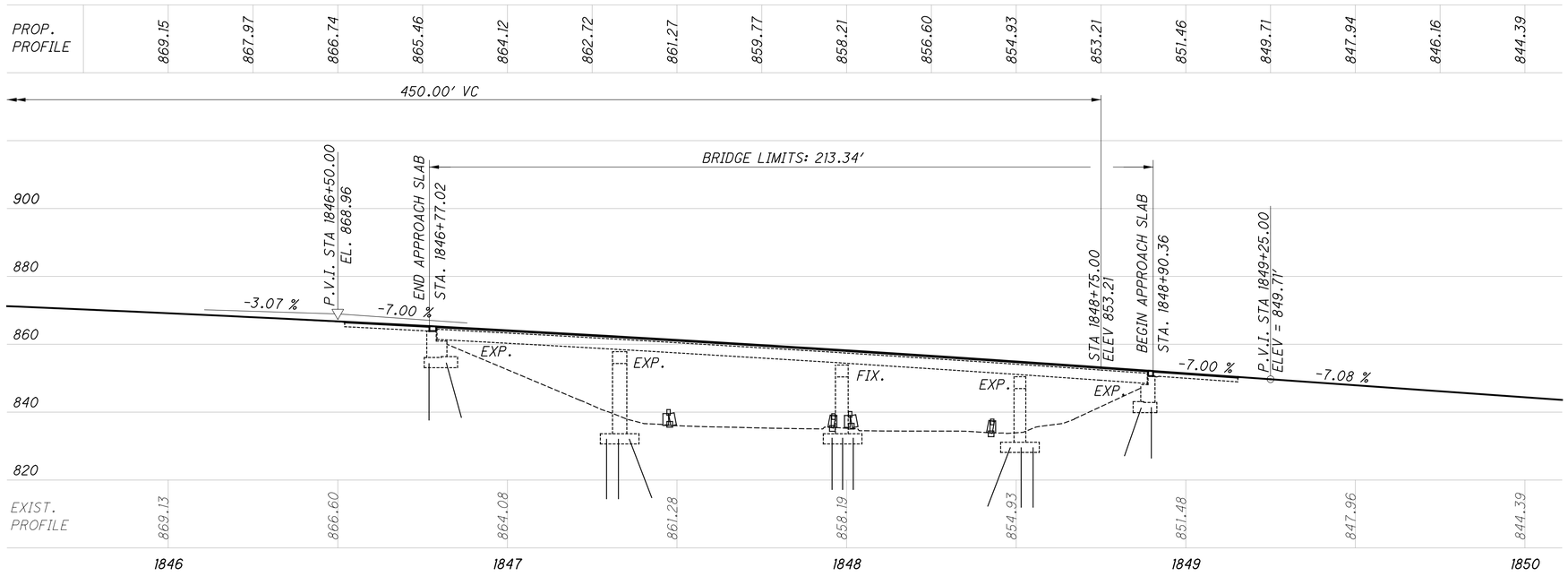
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
395 Wolfe Point Ave., Suite C, Chillicothe, Ohio 45601
614-210-0751 , Fax 614-210-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102002	

ABUTMENT SECTIONS
BRIDGE NO. JEF-43-0030
NORTH SIXTH STREET OVER STATE ROUTE 43

JEF-43-0.00
PID No. 86367





BENCHMARK DATA

BENCHMARK:	BENCHMARK:
CONCRETE R/W MONUMENT WITH STEEL PIN STA. 1845+21.62, 24.78' RT. EL. 870.71	CONCRETE R/W MONUMENT WITH STEEL PIN STA. 1850+50.62, 10.92' LT. EL. 840.41

LEGEND:

1. BRIDGE TERMINAL ASSEMBLY, TYPE 1
2. BRIDGE TERMINAL ASSEMBLY, TYPE 2
- ▲ INDICATES TO REMAIN

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 52'-6"±, 65'-6"±, 52'-6"± AND 36'-9"± C/C BRGS.

ROADWAY: 26'-0"± F/F OF SAFETY CURB

LOADING: HS20

SKEW: 40°00'00"± L.F

APPROACH SLABS: 25'± LONG

WEARING SURFACE: 1 ½"± ASPHALT CONCRETE

ALIGNMENT: CURVE RT.

SUPERELEVATION: 0.0833 MAX.

STRUCTURAL FILE NUMBER: 4102029

DATE BUILT: 1975

PROPOSED STRUCTURE

PROPOSED WORK: OVERLAY DECK WITH MICROSILICA, PERFORM PATCHING ON ABUTMENTS AND DECK UNDERSIDE, INSTALL STRIP SEAL EXPANSION JOINTS, RESET ROCKERS, FACE EXISTING SAFETY CURB WITH JERSEY SHAPED PARAPET AND SEAL SUPERSTRUCTURE AND SUBSTRUCTURE UNITS

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 52'-6"±, 65'-6"±, 52'-6"± AND 36'-9"± C/C BRGS.

ROADWAY: 26'-0" T/T BARRIER

LOADING: HS20

SKEW: 40°00'00"± L.F

APPROACH SLABS: 25'± LONG

WEARING SURFACE: 2 ½"± MICROSILICA CONCRETE OVERLAY

ALIGNMENT: CURVE RT.

SUPERELEVATION: 0.0833 MAX.

COORDINATES: LATITUDE N 40°21'48"
LONGITUDE W 80°37'22"

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330 West Main Street, Suite 210 Valley Plaza 44413
330-572-2100 Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED		STRUCTURE FILE NUMBER
TJW			4102029

JEFFERSON COUNTY
STA. 1846+77.02
STA. 1848+90.36

GENERAL PLAN AND PROFILE
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

CALCULATED: RPR DATE: 7-19-10
CHECKED: TJW DATE: 7-20-10

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

BR-1 REVISED: 7-19-02
EXJ-4-87 REVISED: 7-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

848 DATED 4-16-10

DESIGN LOADING

DESIGN LOADING: HS20

DESIGN STRESSES

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

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

DECK PROTECTION METHOD

MICRO SILICA MODIFIED CONCRETE OVERLAY

SEALING OF CONCRETE SURFACES

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

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

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	DESCRIPTION	UNIT	QUANTITY	A.P.P. REFERENCE SHT. NO.
SPECIAL	848E99000	CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY	CU YD	20.5	
SPECIAL	848E99100	BRIDGE DECK CONCRETE OVERLAYS	LUMP	1	2/19
SPECIAL	512E99000	SEALING OF CONCRETE	LUMP	1	
519	11100	PATCHING CONCRETE STRUCTURE, AS PER PLAN	SQ FT	200	2/19
SPECIAL	530E99030	STRUCTURE REHABILITATION	LUMP	1	

ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY

THIS ITEM INCLUDES THE VARIABLE THICKNESS MICORSILICA MODIFIED CONCRETE MATERIAL IN ADDITION TO THE VOLUME CALCULATED FROM THE AVERAGE UNIFORM THICKNESS OVERLAY, AS SHOWN ON SHEETS 14/19 AND 15/19 AND SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 848. CONTRACTOR SHALL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY."

ITEM SPECIAL - BRIDGE DECK OVERLAYS

THIS ITEM SHALL INCLUDE A NOMINAL 2 ½" THICK MICROSILICA MODIFIED CONCRETE OVERLAY, INCLUDING REMOVAL OF EXISTING ASPHALT WEARING SURFACE AND 1 INCH OF CONCRETE DECK THROUGH HYDRODEMOLITION. ALL WORK SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 848. CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAYS."

ITEM SPECIAL - SEALING OF CONCRETE

THIS ITEM SHALL INCLUDE THE SEALING OF CONCRETE SURFACES USING EPOXY-URETHANE. AREAS TO BE SEALED SHALL INCLUDE BRIDGE PARAPETS AS SHOWN ON SHEET 15/19, ABUTMENTS AS SHOWN ON SHEET 8/19, WINGWALLS AND PIERS NOT INCLUDING TOP OF PIER CAPS. EPOXY SEALER SHALL BE TINTED FEDERAL STANDARD COLOR NO. 17778 (LIGHT NEUTRAL). CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - SEALING OF CONCRETE."

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

THIS ITEM SHALL INCLUDE PATCHING OF ABUTMENT BEAMS SEATS AND UNDERSIDE OF CONCRETE DECK IN END SPANS. PATCHING AREAS SHALL BE DETERMINED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. ALL REPAIRS SHALL CONFORM TO ITEM 519 WITH THE ADDITION OF THE FOLLOWING:

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

CONTRACTOR SHALL BE PAID FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN."

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
2379 Kilgore Parkway, Suite C1 Stow, Ohio 44224
330-342-0700 Fax 330-342-0703

DESIGNED RPR | DRAWN RPR | REVIEWED GGN | DATE 9-21-10
CHECKED TJW | REVISED | STRUCTURE FILE NUMBER 4102029

ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

2 / 19

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ITEM SPECIAL - STRUCTURE REHABILITATION

A) PORTIONS OF STRUCTURE REMOVED:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER.

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

B) RAILING FACED

DESCRIPTION: THIS WORK CONSISTS OF FACING CURB STYLE PARAPETS, USING CAST IN PLACE CONCRETE, TO OBTAIN THE DEFLECTOR SHAPE AS SHOWN IN THE PLANS.

REMOVAL: CAREFULLY REMOVE THE EXISTING ALUMINUM RAILING, CURB PLATES, EXISTING CONCRETE CURB, AND BULB ANGLE GUTTER. REMOVE ALL LOOSE OR UNSOUND CONCRETE. REMOVE SOUND CONCRETE, AS NECESSARY, TO OBTAIN A MINIMUM 4-INCH THICKNESS OF NEW CONCRETE

DOWEL HOLES AND REINFORCING STEEL: DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL TO THE EITHER SIDE OF THE EXISTING BAR.

SURFACE PREPARATION:
THOROUGHLY CLEAN THE PARAPET SURFACE IN CONTACT WITH THE REFACING WITH DETERGENT TO REMOVE SURFACE CONTAMINANTS. AFTER DETERGENT CLEANING AND WITHIN 24 HOURS OF PLACING CONCRETE, BLAST CLEAN, AIR BROOM, OR POWER SWEEP ALL SURFACES IN CONTACT WITH THE REFACING TO REMOVE ALL SPALLS, LAITANCE, AND OTHER CONTAMINANTS DETRIMENTAL TO THE ACHIEVEMENT OF AN ADEQUATE BOND. ACCEPTABLE BLAST CLEANING METHODS ARE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING. USE HAND TOOLS AS NECESSARY TO REMOVE SCALE FROM ANY EXPOSED REINFORCING STEEL. MATERIALS: CONCRETE SHALL BE CLASS S WITH A COMPRESSIVE STRENGTH OF 4500 PSI. FURNISH REINFORCING STEEL ACCORDING TO 709.00, GRADE 60, WITH A MINIMUM YIELD STRENGTH OF 60,000 PSI.

CONTROL JOINTS:
SAWCUT 1-1/4 INCH DEEP CONTROL JOINTS ALONG THE PERIMETER OF THE PARAPET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE. PLACE THE JOINTSAW CUTS AT THE SAME LOCATION AS THE EXISTING DEFLECTION JOINTS. USE AN EDGE GUIDE, FENCE, OR JIB TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES ON THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4-INCH. SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH 1-INCH WITH A POLYURETHANE OR POLYMETRIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2-INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

C) STRUCTURAL EXPANSION JOINTS, INCLUDING ELASTOMERIC STRIP SEAL

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO REMOVE EXISTING EXTENSION BARS, REMOVE OR GRIND PORTION OF EXISTING STEEL PLATES, TRIM EXISTING ANGLE IF NECESSARY, INSTALLATION OF ALL ANCHOR PLATES, STUDS, STEEL PLATES, BARS, STEEL RETAINERS, ELASTOMERIC STRIP SEAL GLANDS, REMOVAL AND REPLACEMENT OF A PORTION OF THE PARAPET AND SAFETY CURB FOR JOINT PLACEMENT WITH CLASS S CONCRETE, AND ANY OTHER INCIDENTALS AS PER DETAILS SHOWN ON THE STD. DWG. OR AS DETAILED IN THE PLAN. THE PROPOSED STEEL STRUCTURAL EXPANSION JOINTS SHALL BE ASTM A36 MATERIAL.

D) REMOVAL OF SPALLED AREAS ON MIDDLE SPANS (SPANS 2 & 3) OF DECK UNDERSIDE

THIS ITEM INCLUDES REMOVING ALL SPALLED AND LOOSE CONCRETE ON DECK UNDERSIDE ON MIDDLE SPANS 2 & 3 OVER TRAFFIC LANES. AFTER REMOVAL, AREAS SHALL BE SEALED WITH EPOXY-URETHANE SEALER IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 512. REMOVE ANY LOOSE RUST ON REINFORCING STEEL BY POWER HAND TOOL CLEANING PRIOR TO SEALING.

E) RESETTING ROCKERS

RESET ALL ROCKER BEARINGS THAT ARE TIPPED OUT OF PROPER ALIGNMENT. RESET TO POSITION AS INDICATED IN CMS 516.07. JACK INDIVIDUAL BEARINGS ONLY AS REQUIRED TO REPOSITION THE ROCKER. DO NO LIFT ANY BEAM MORE THAN 1/4 INCH. BEARINGS TO BE REST SHALL BE DETERMINED IN THE FIELD WITH APPROVAL OF THE ENGINEER.

RECORD DRAWING
12/23/11

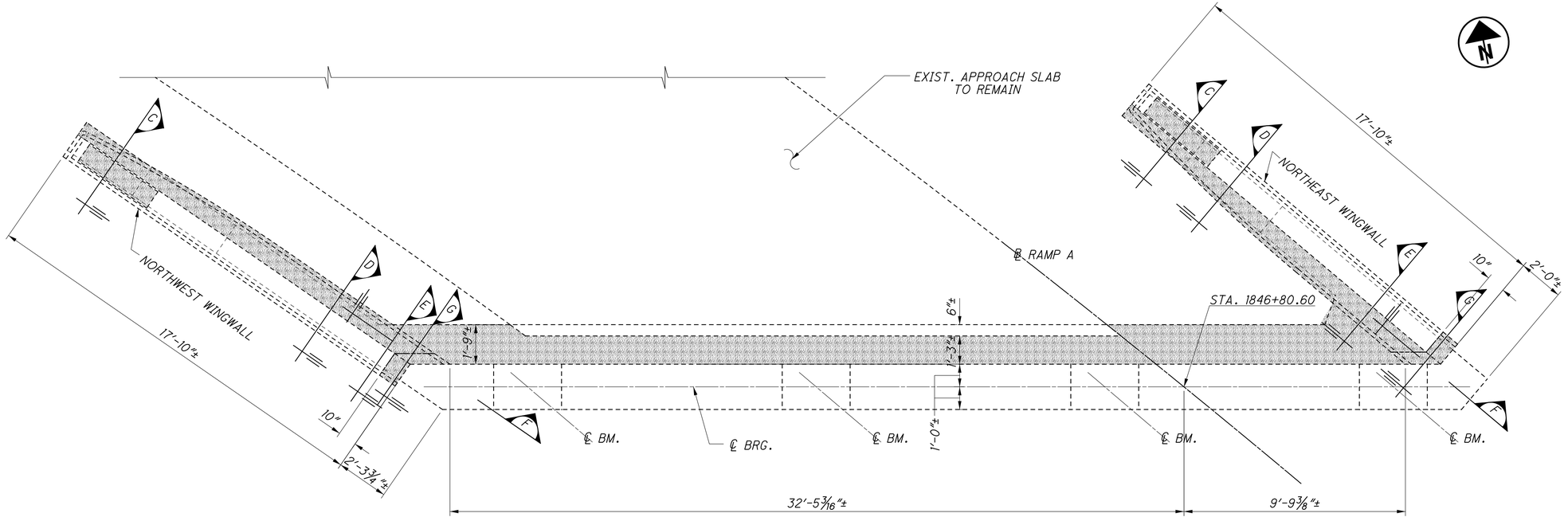
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
250 Westpark Road, Suite 110 Centerville, Ohio 45459
937-276-6789 Fax 937-276-6793

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

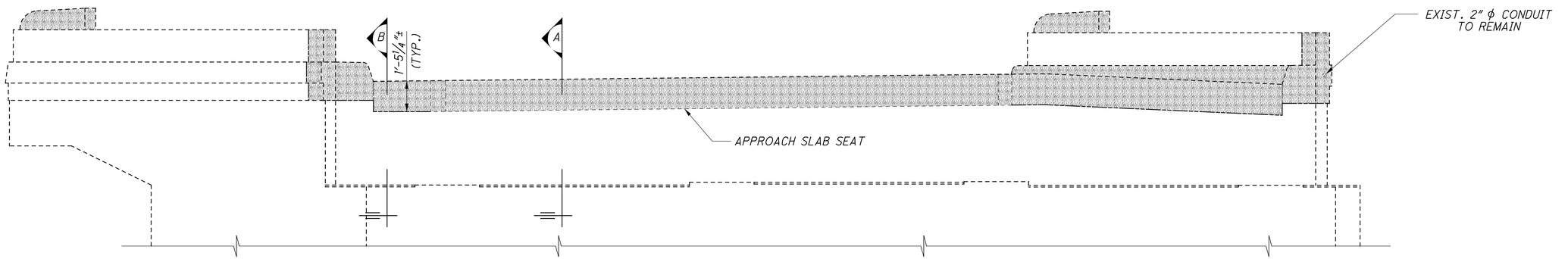
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BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

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PLAN



ELEVATION

LEGEND:

INDICATES CONCRETE TO BE REMOVED

NOTES:

FOR SECTIONS A THROUGH F, SEE SHT. NO. 6/19 .

RECORD DRAWING
12/23/11

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
537 North Main Street, Suite 211, Akron, Ohio 44310
330-572-2100 - Fax 330-572-2101

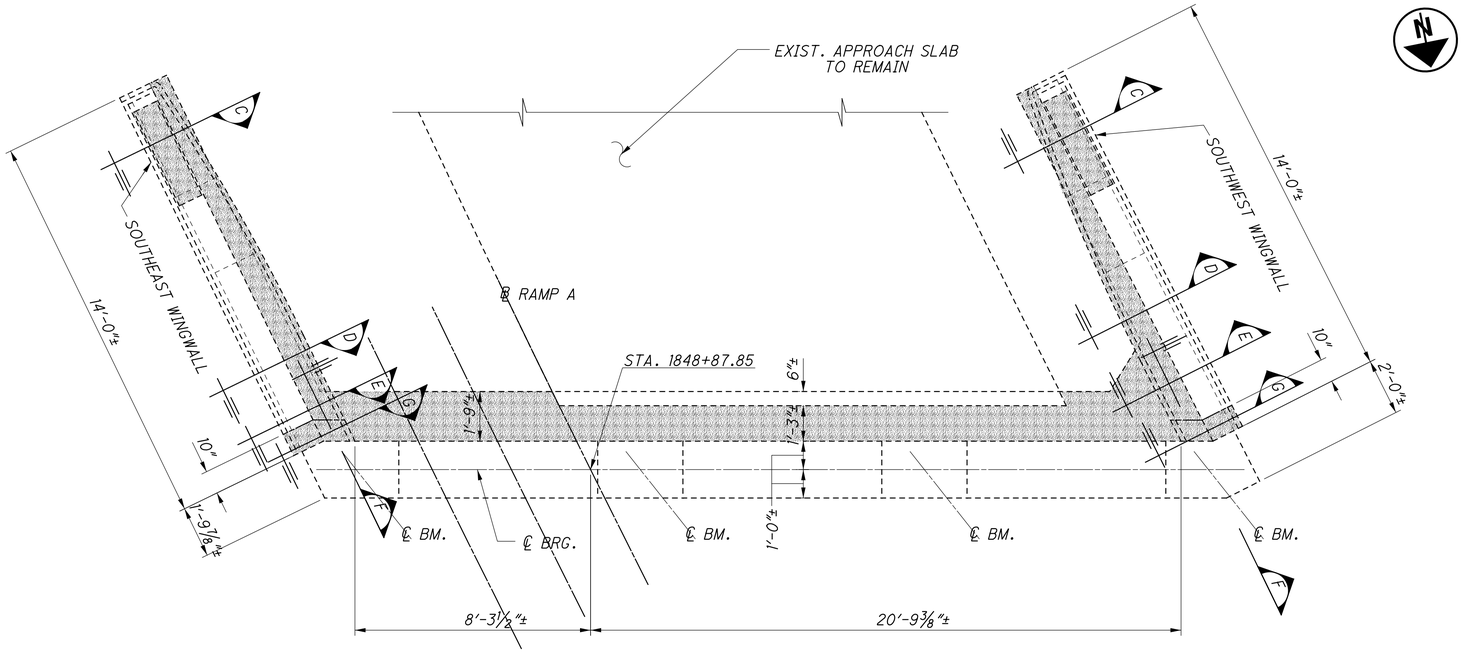
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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REAR ABUTMENT DEMOLITION
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

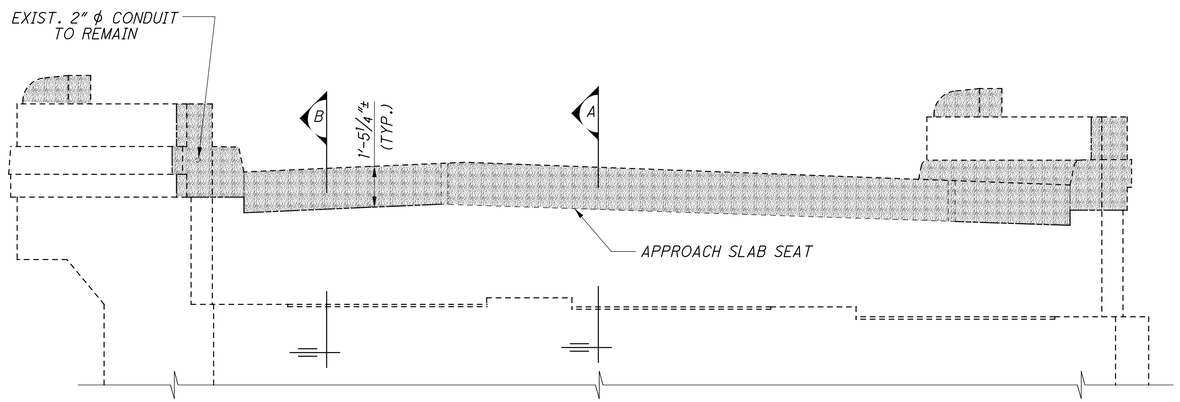
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PID No. 86367

4 / 19

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434



PLAN



ELEVATION

LEGEND:

INDICATES CONCRETE TO BE REMOVED

NOTES:

FOR SECTIONS A THROUGH F, SEE SHT. NO. 6/19 .

RECORD DRAWING
12/23/11

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
537 East Pete Rose Way, Suite 210, Kelley Place 44413
330-572-2100 , Fax 330-572-2101

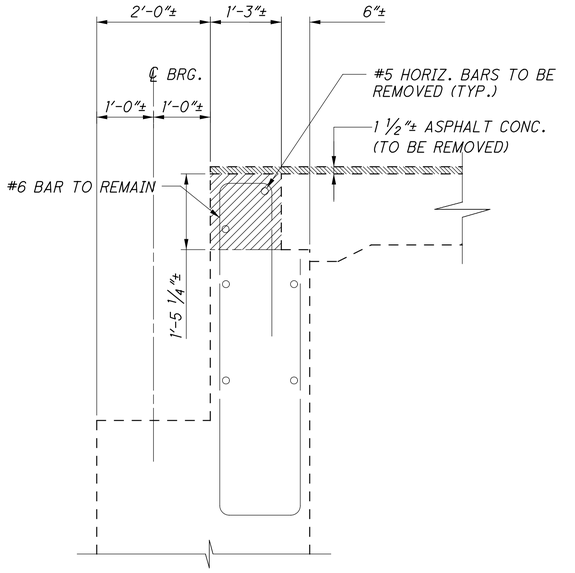
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BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

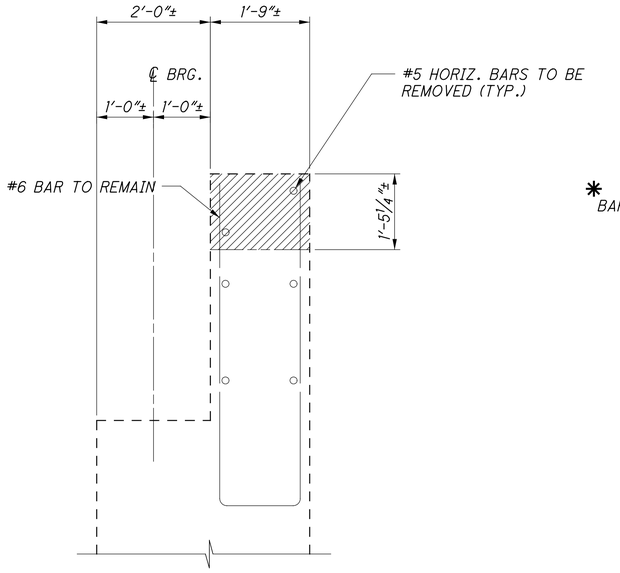
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PID No. 86367

5 / 19

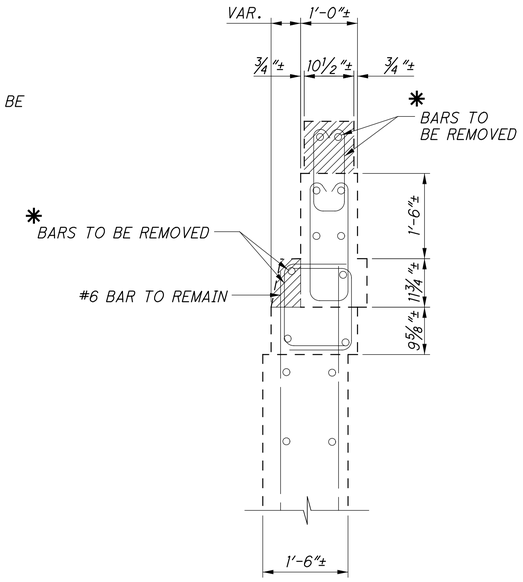
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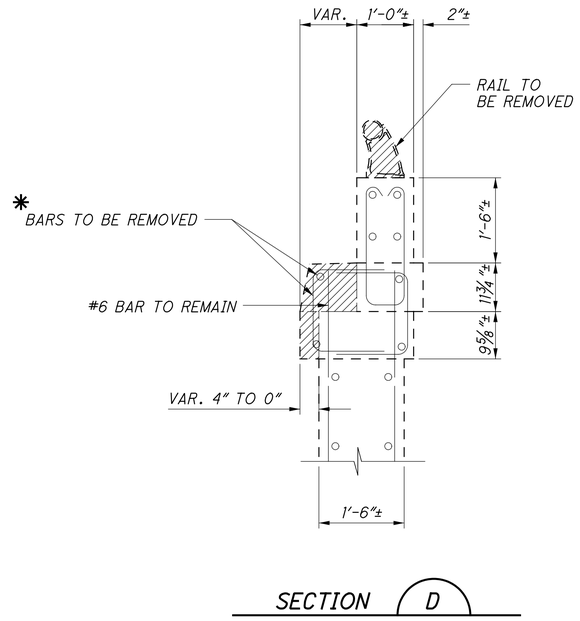
SECTION A



SECTION B

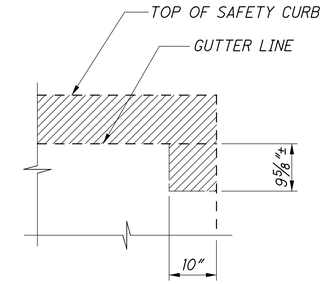


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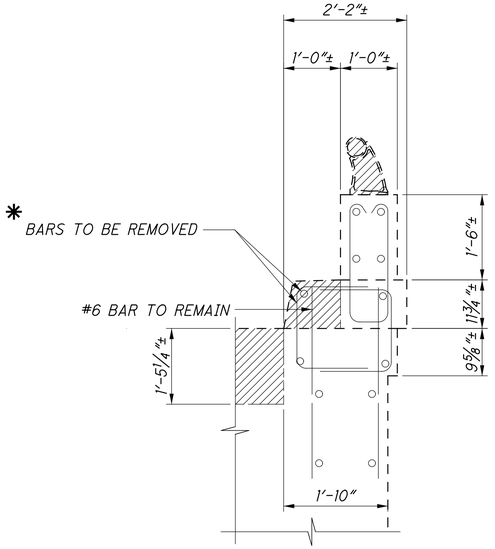


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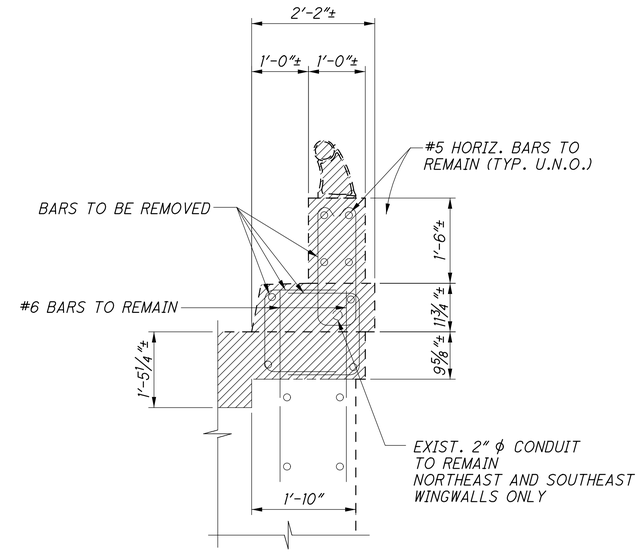
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SECTION F



SECTION E



SECTION G

RECORD DRAWING
12/23/11

INDICATES CONCRETE TO BE REMOVED

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
2999 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731 , Fax 614-210-0732

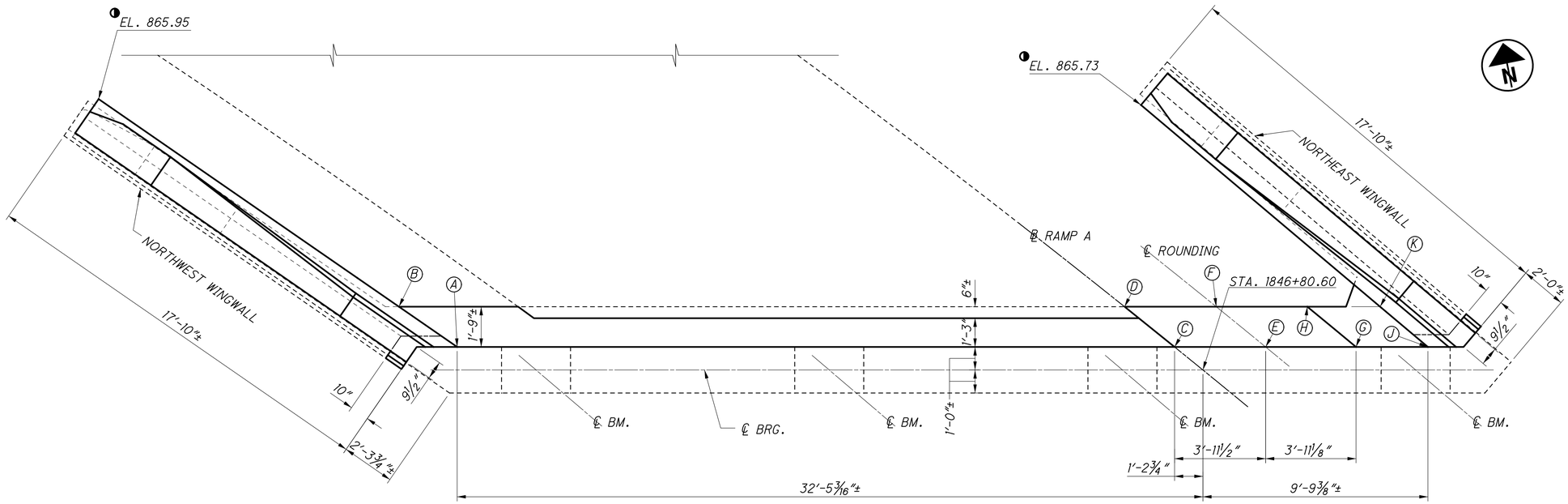
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DJC		4102029	

ABUTMENT DEMOLITION SECTIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

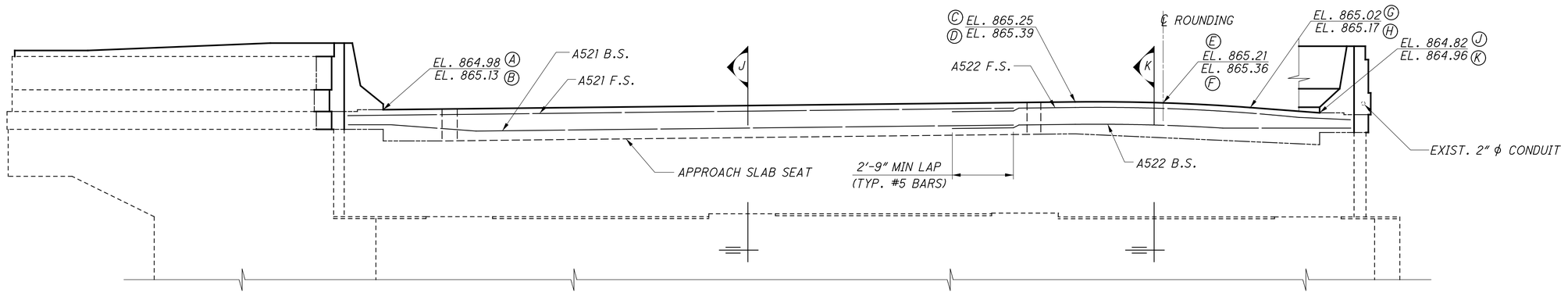
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PID No. 86367

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434



PLAN



ELEVATION

NOTES:

1. FOR SECTION J AND K, SEE SHT. NO. 8/19.
2. FOR NORTHEAST WINGWALL DETAILS, SEE SHT. NO. 10/19.
3. FOR NORTHWEST WINGWALL DETAILS, SEE SHT. NO. 9/19.
4. FOR EXPANSION JOINT DETAILS, SEE SHT. NO. 18/19.

LEGEND:

◑ ELEVATION GIVEN AT GUTTER

RECORD DRAWING
12/23/11

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
537 East Pete Rose Way, Suite 210, Kelly, Ohio 45415
330-572-2100, Fax 330-572-2101

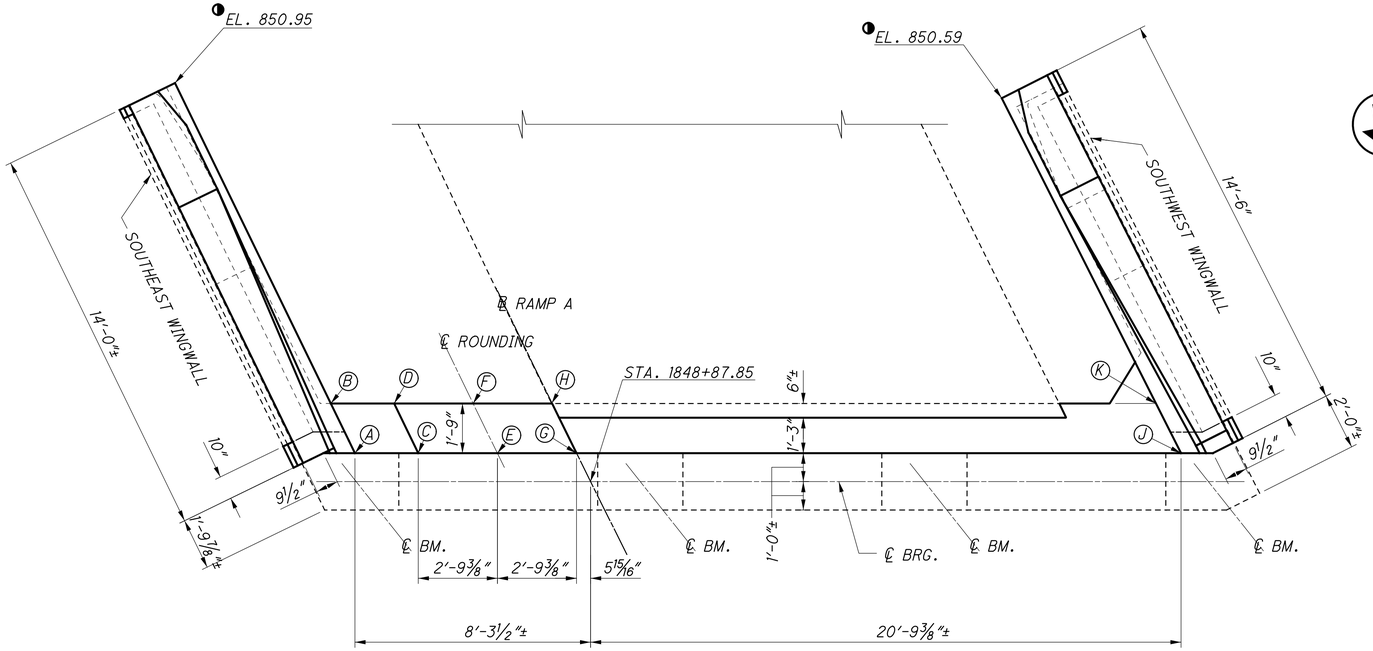
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RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

REAR ABUTMENT MODIFICATIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

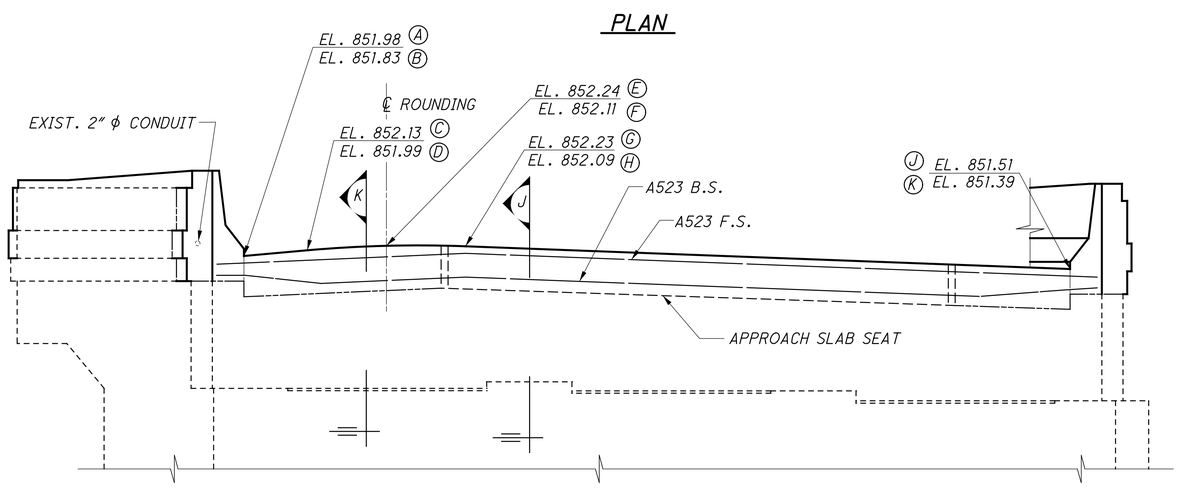
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PID No. 86367

7 / 19

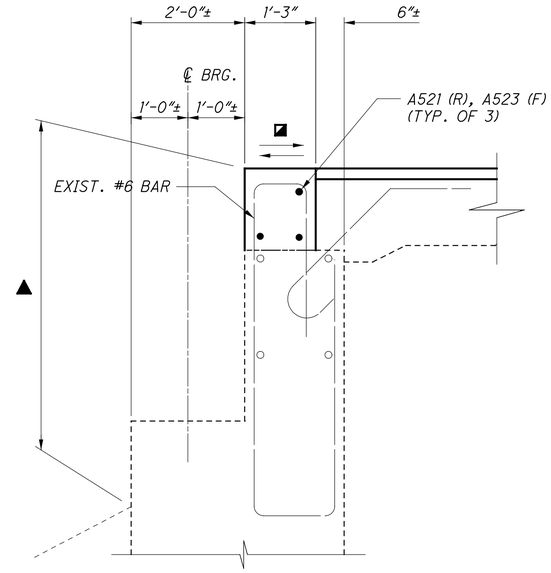
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PLAN



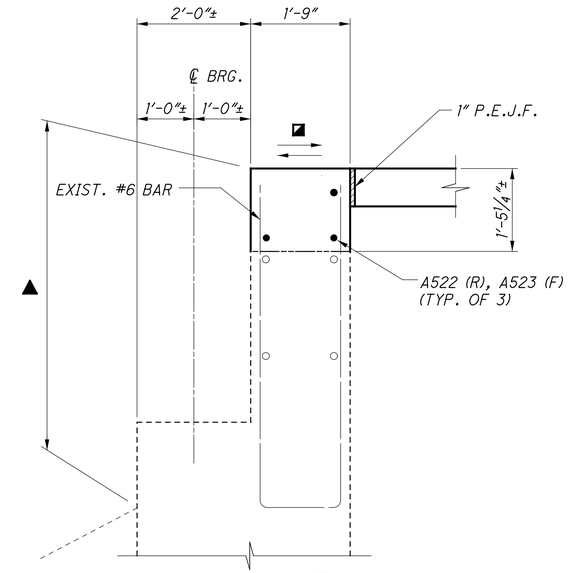
ELEVATION



SECTION J

EXPANSION JOINT ARMOR NOT SHOWN

■ SEE ABUTMENT PLAN AND ELEVATIONS FOR BACKWALL SLOPES



SECTION K

EXPANSION JOINT ARMOR NOT SHOWN

LEGEND:

(R) REAR ABUTMENT

(F) FORWARD ABUTMENT

▲ INDICATES LIMITS OF "ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)"

◑ ELEVATION GIVEN AT GUTTER

NOTES:

1. FOR SOUTHEAST WINGWALL DETAILS, SEE SHT. NO. 11/19.
2. FOR SOUTHWEST WINGWALL DETAILS, SEE SHT. NO. 12/19.
3. FOR EXPANSION JOINT DETAILS, SEE SHT. NO. 18/19.

RECORD DRAWING
12/23/11

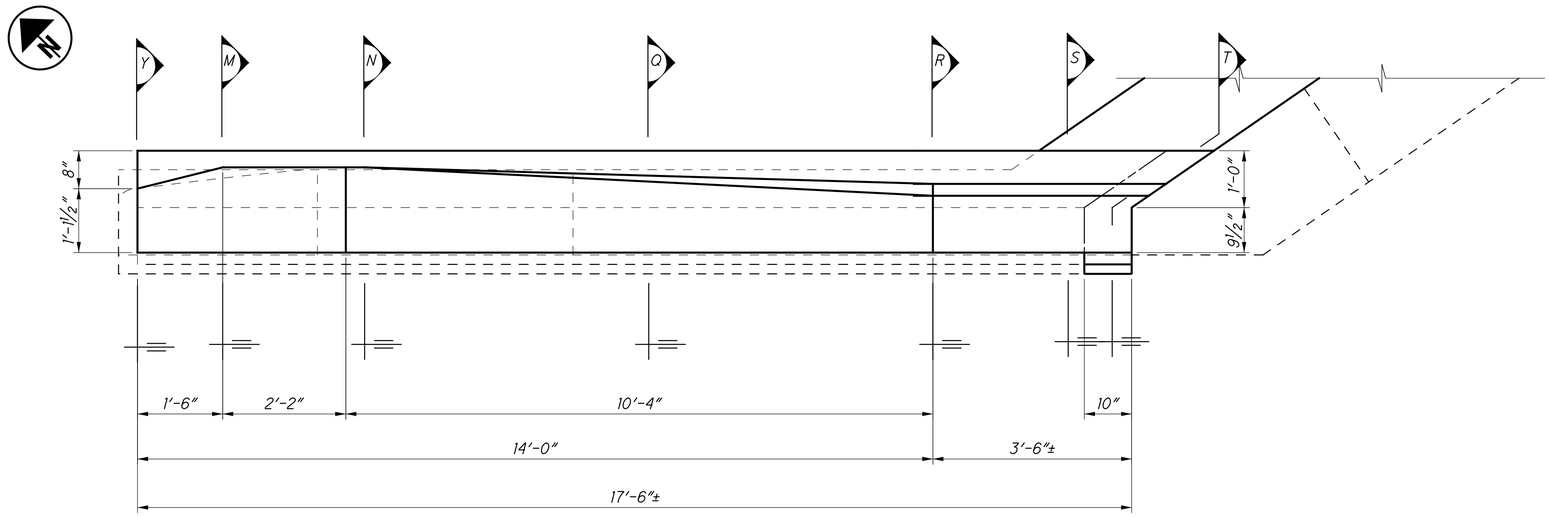
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
320 North Main Street, Suite 211 Findlay, Ohio 45839
330-572-2100 - Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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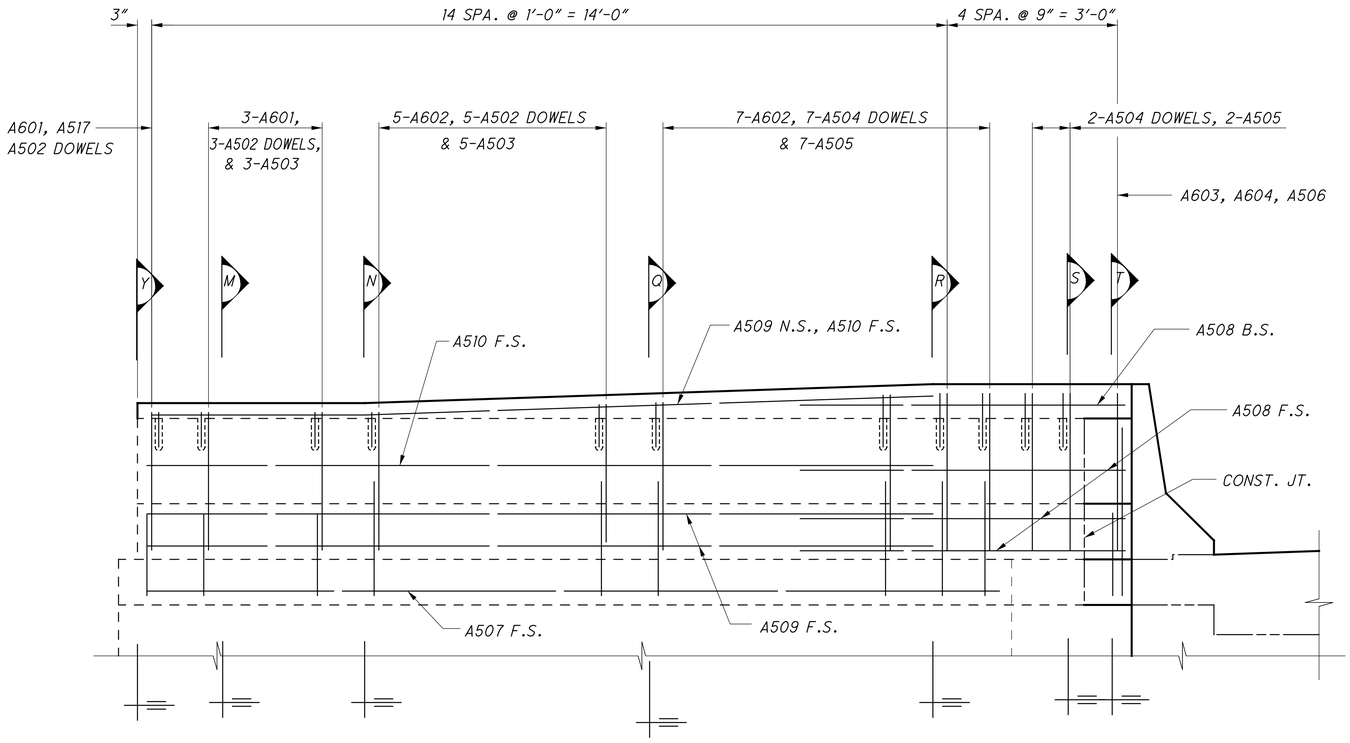
FORWARD ABUTMENT MODIFICATIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

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PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS M, N, Q, R, S, T, AND Y,
SEE SHT. NO. 13/19.

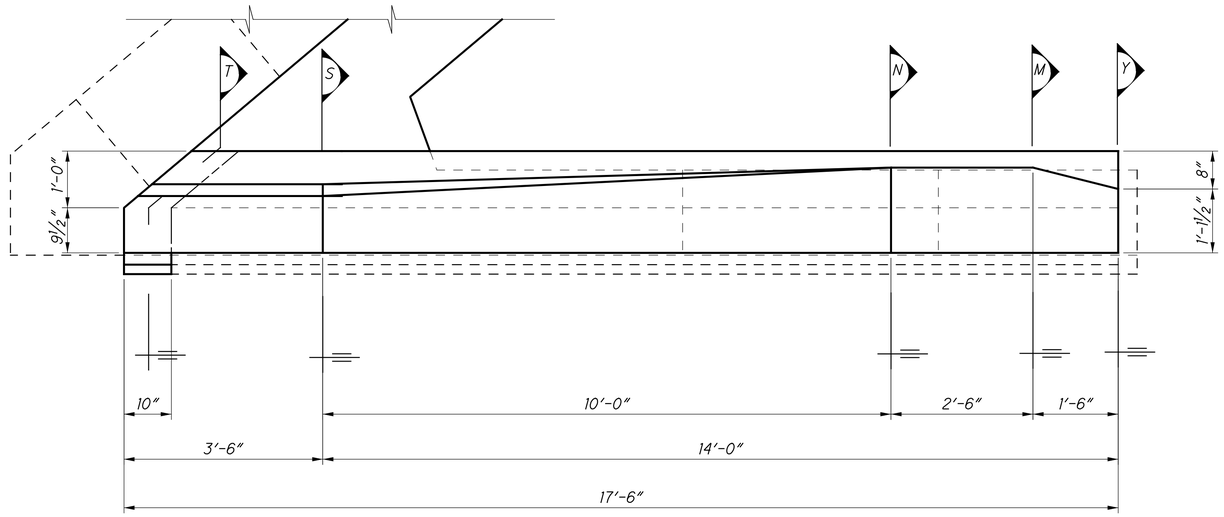
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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
395 Wilson Plaza, John C. Crabbs, Date 11/11
614-221-0731 , Fax 614-221-0752

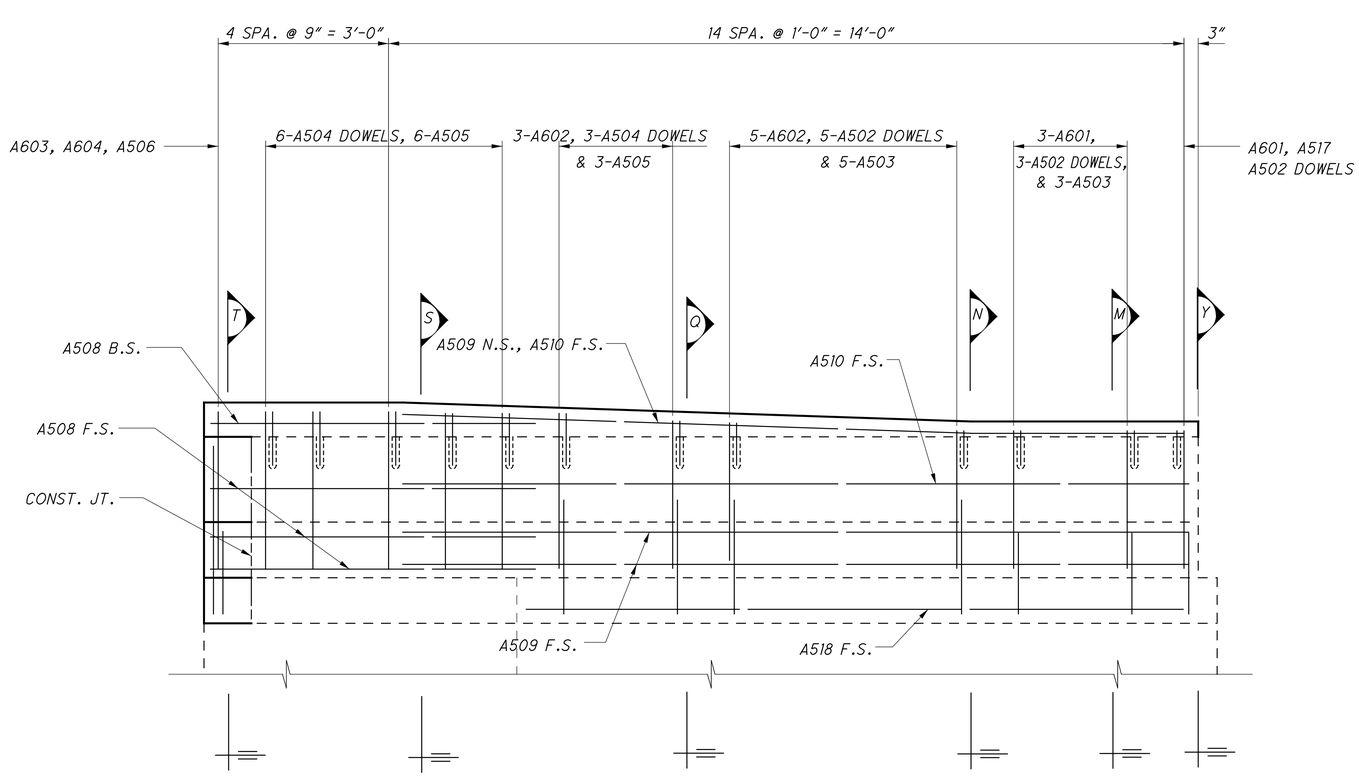
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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NORTHWEST WINGWALL MODIFICATIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367



PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS M, N, Q, S, T AND Y, SEE SHT. NO. 13/19.

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3999 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0751 , Fax 614-210-0752

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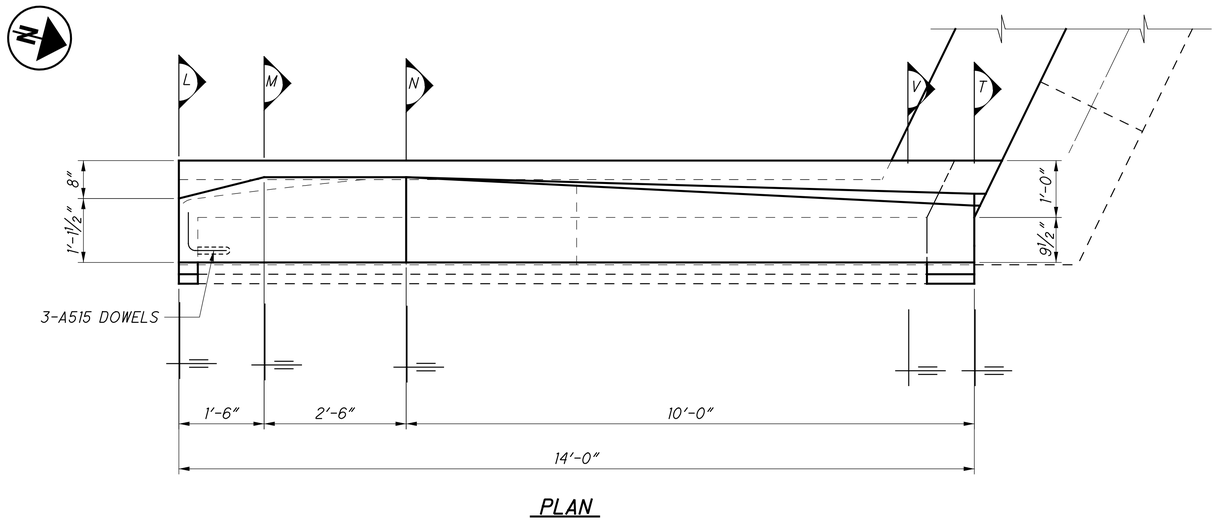
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RAMP A OVER S.R. 43

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PID No. 86367

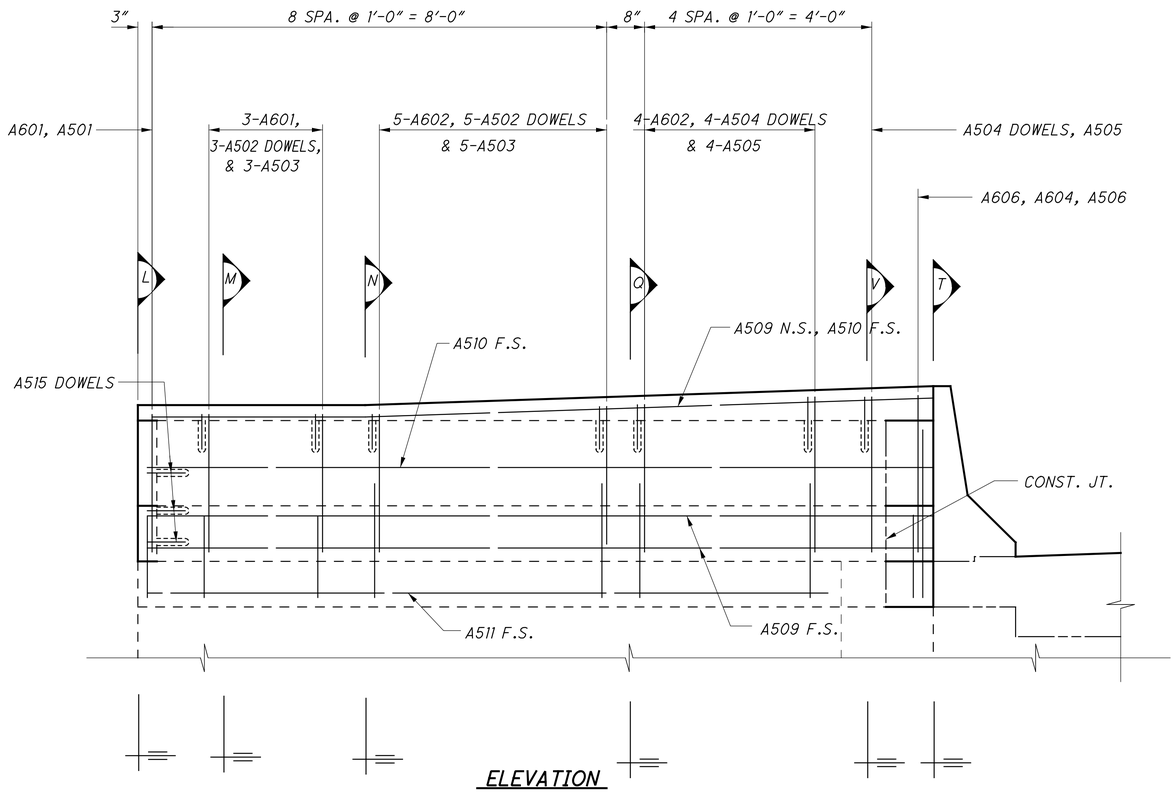
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PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS L, M, N, Q, V AND T,
SEE SHT. NO. 13/19.

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0751 , Fax 614-210-0752

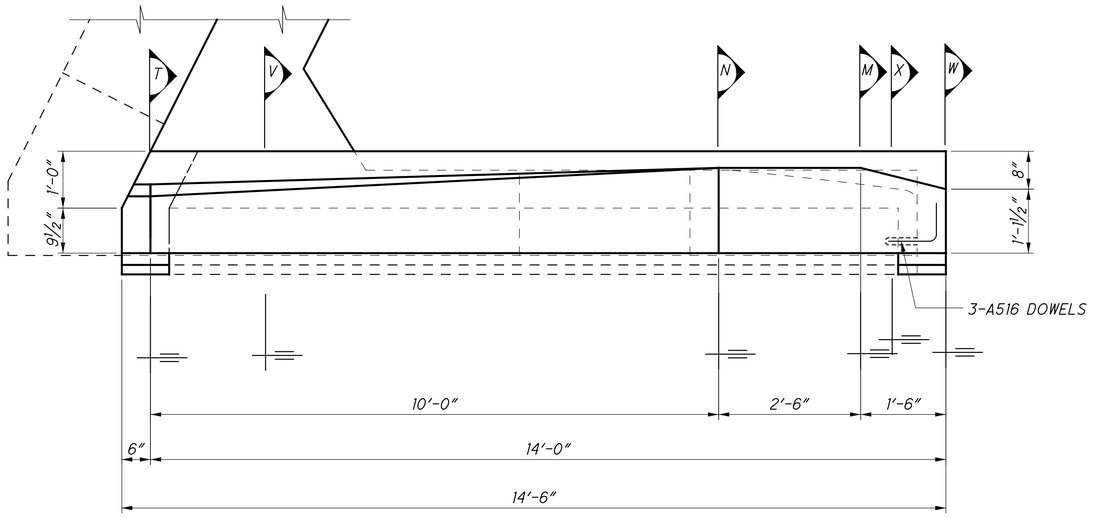
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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SOUTHEAST WINGWALL MODIFICATIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

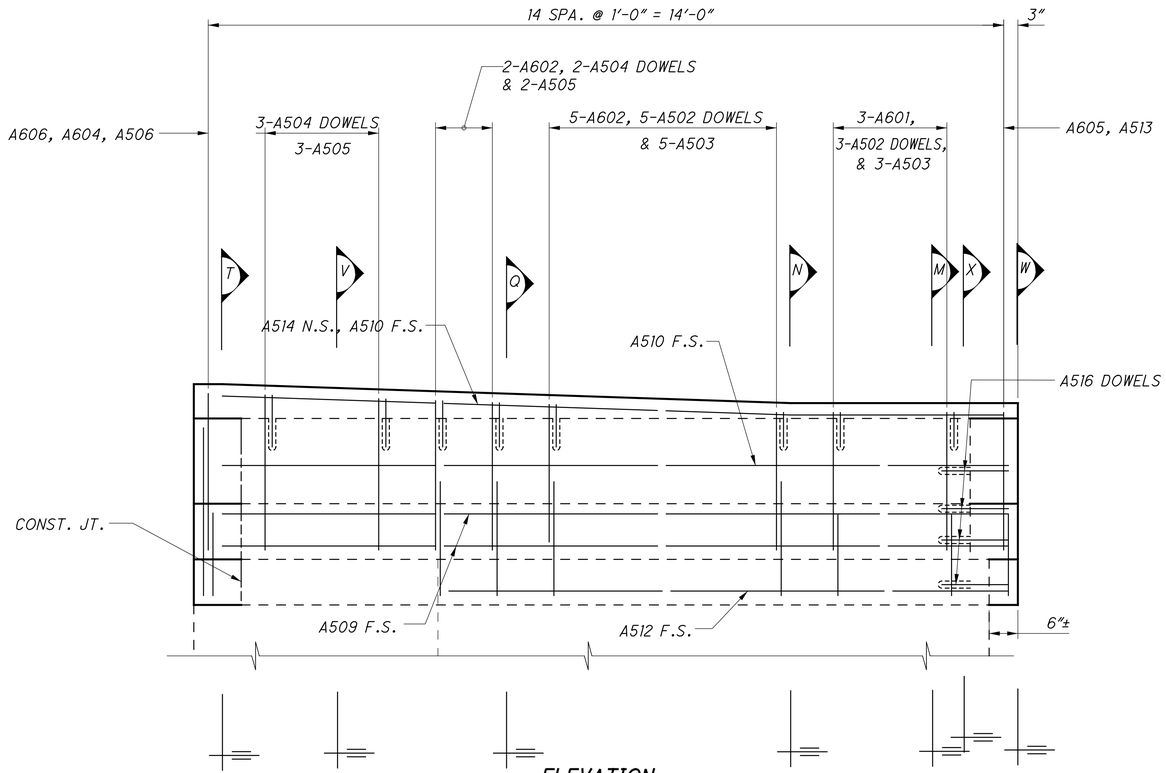
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PID No. 86367

11 / 19

407
434



PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS W, X, M, N, Q, V AND T, SEE SHT. NO. 13/19.

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731, Fax 614-210-0752

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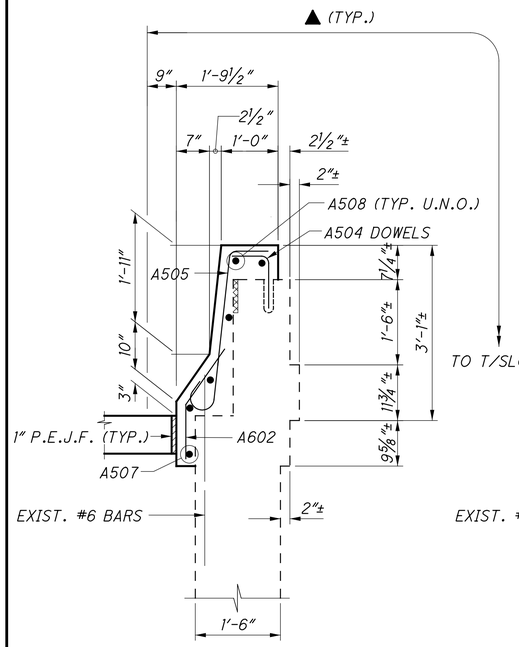
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BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

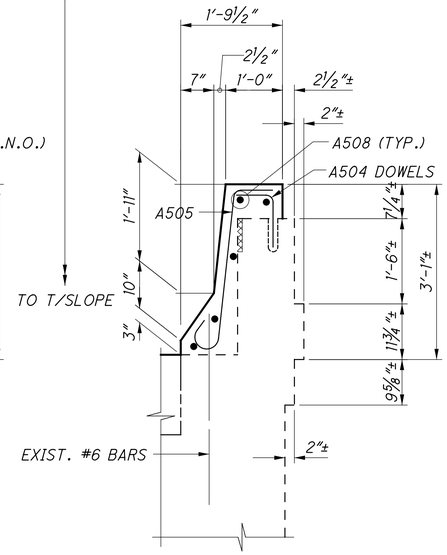
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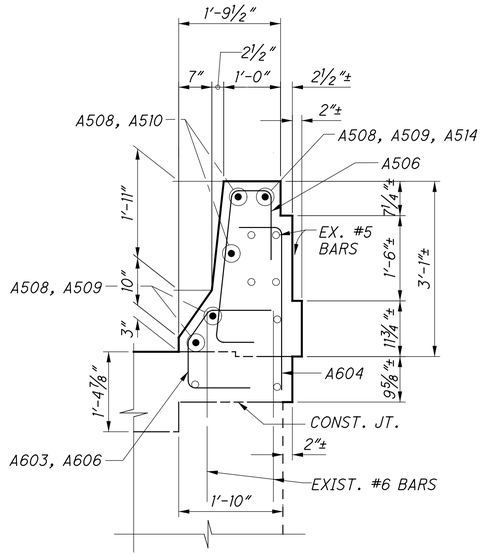
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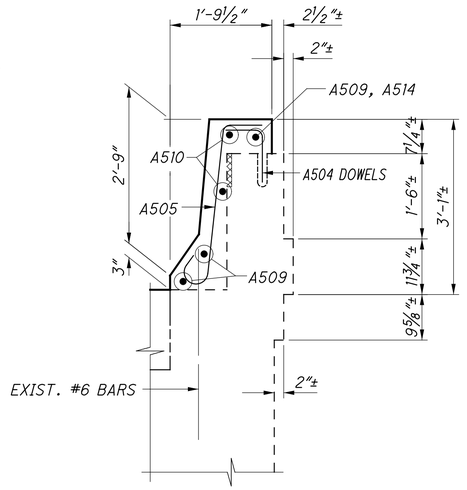
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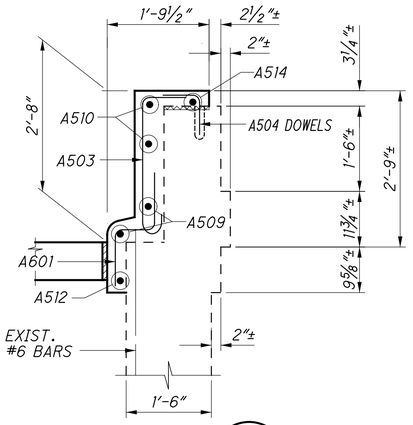
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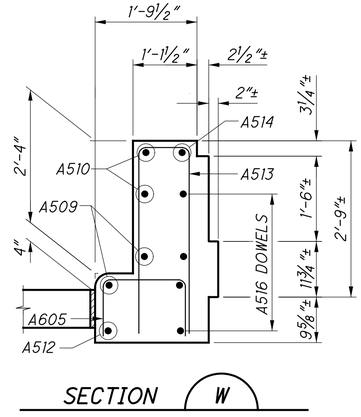
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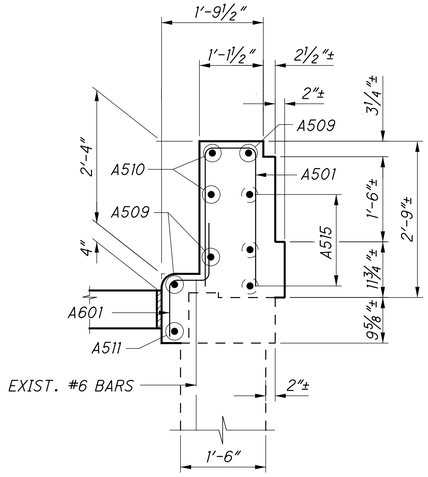
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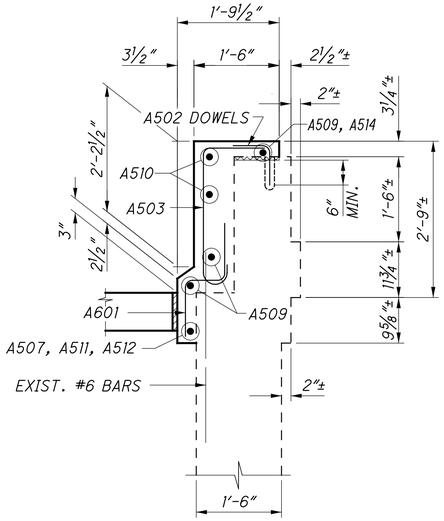
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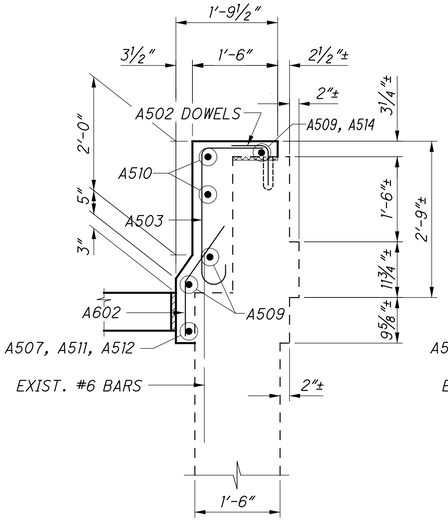
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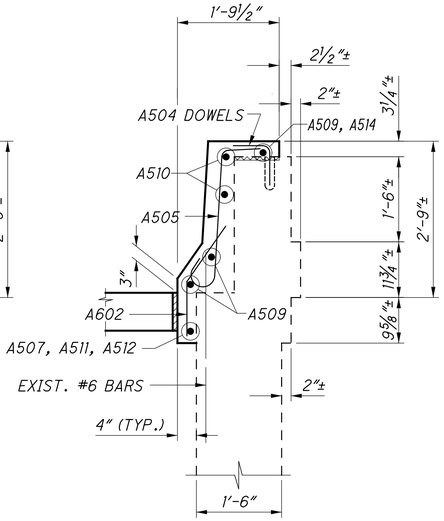
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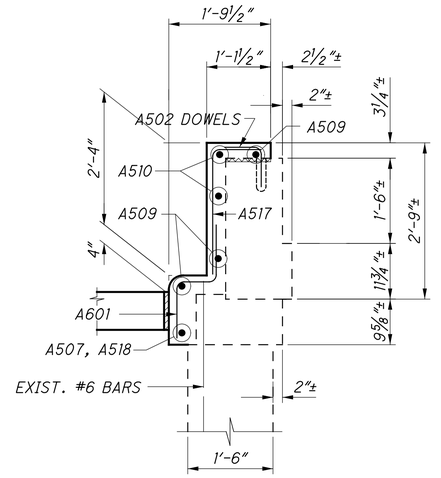
SECTION M



SECTION N



SECTION Q



SECTION Y

NOTE:

PROVIDE A MINIMUM 6" DOWEL HOLE DEPTH FOR DOWEL HOLES IN TOP OF EXISTING CONCRETE RAILING.

RECORD DRAWING
12/23/11

LEGEND:

▨ ADDITIONAL EXIST. CONCRETE TO BE REMOVED AS NECESSARY TO ALLOW FOR 4" MIN. OF NEW CONCRETE.

▲ INDICATES LIMITS OF "ITEM SPEICAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
395 Wilson Pkwy, New Albany, Ohio 43054
614-210-0751 , Fax 614-210-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

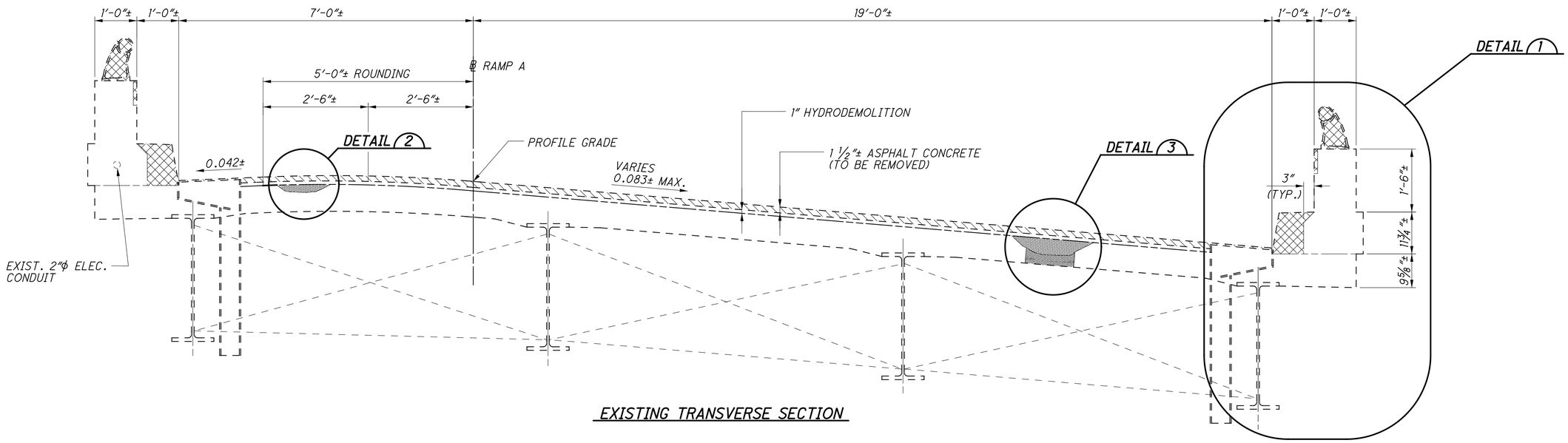
WINGWALL MODIFICATION SECTIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

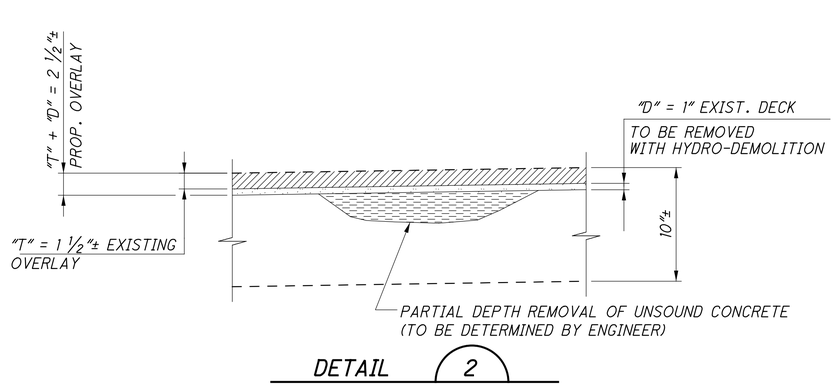
13 / 19

409
434

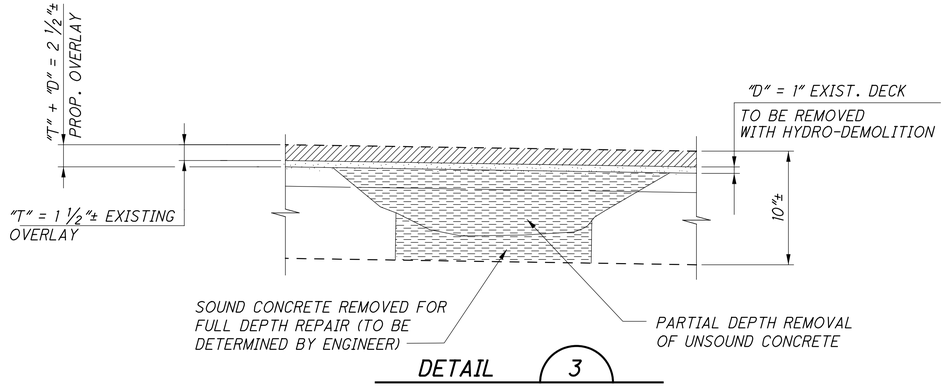
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EXISTING TRANSVERSE SECTION



DETAIL 2



DETAIL 3

NOTE: "D" AND "T" DESIGNATIONS ARE PER SUPPLEMENTAL SPECIFICATION 848.

LEGEND:

- INDICATES TO BE REMOVED
- INDICATES EXISTING ASPHALT CONCRETE TO BE REMOVED
- INDICATES CONCRETE TO BE REMOVED BY HYDRO-DEMOLITION
- INDICATES EXISTING CONCRETE TO BE REMOVED BY HAND CHIPPING

RECORD DRAWING
12/23/11

NOTE:

FOR DETAIL 1, SEE SHT. NO. 17/19.

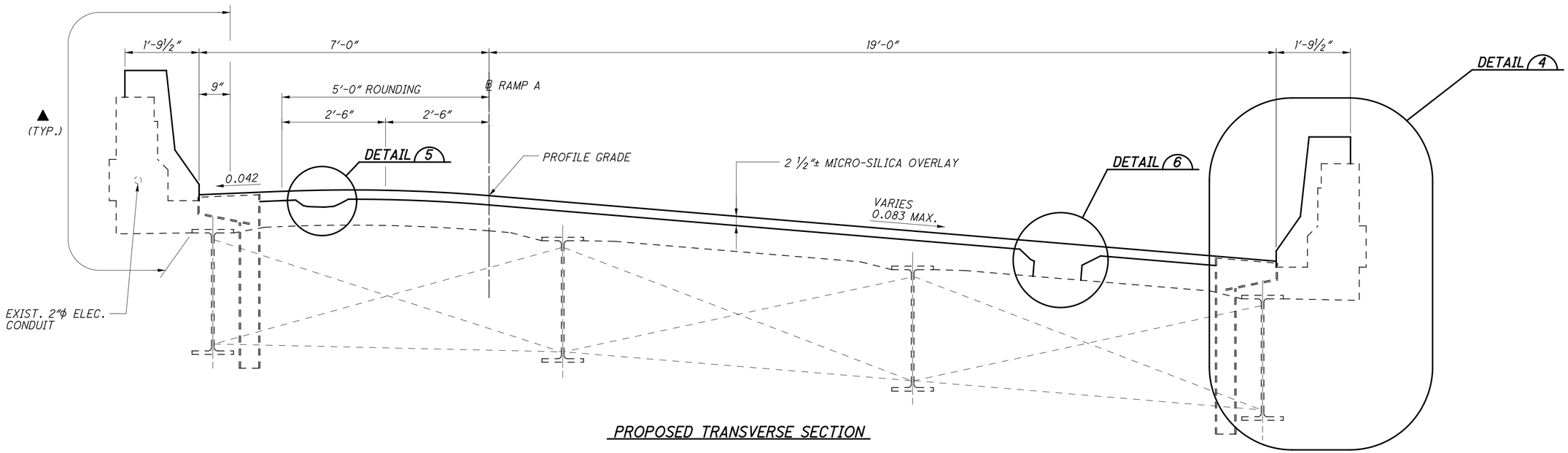
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
250 West Main Street, Suite 1400, Chillicothe, Ohio 45601
614-210-0731 , Fax 614-210-0732

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

EXISTING TRANSVERSE SECTION
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

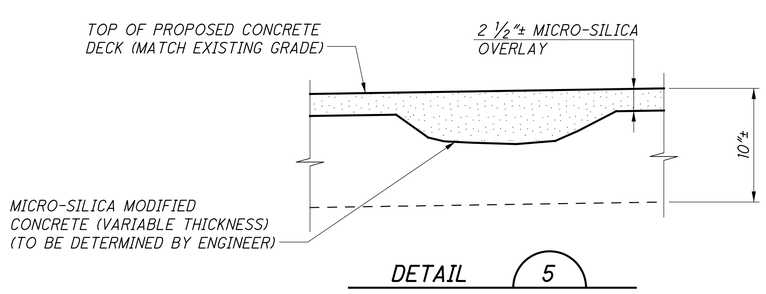
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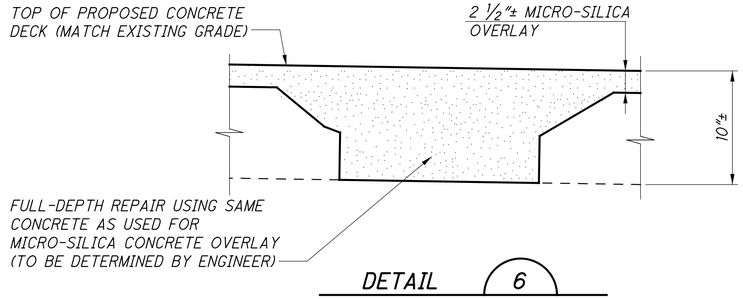
PROPOSED TRANSVERSE SECTION

LEGEND:

▲ INDICATES LIMITS OF "ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



DETAIL 5



DETAIL 6

NOTES:

1. FOR DETAIL 4, SEE SHT. NO. 17/19 .
2. FOR SUPERELEVATION TABLE, SEE SHT. NO. 246.

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3994 Wilson Road, Suite C, Okemos, Ohio 43430
614-210-6731 , Fax 614-210-6732

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

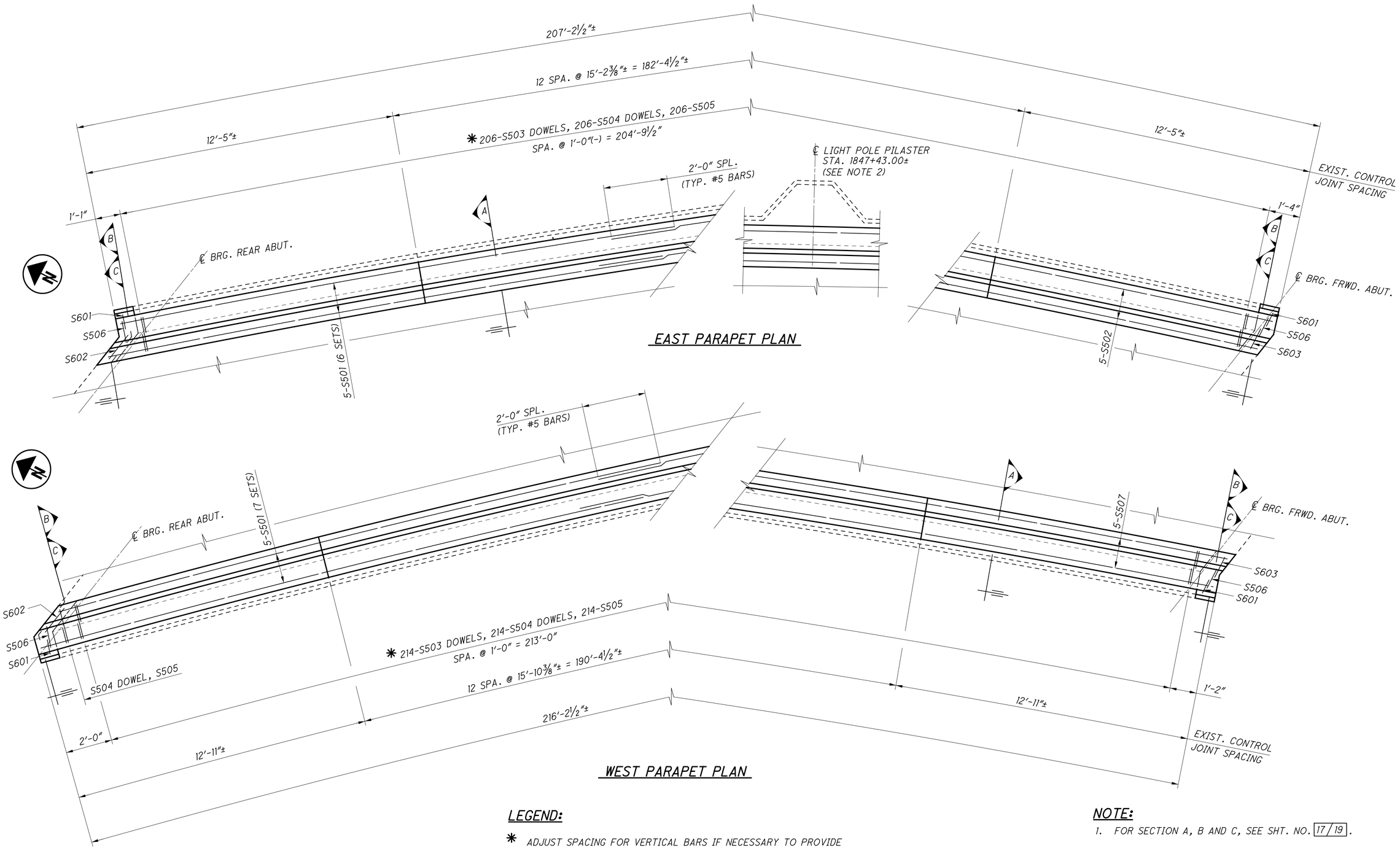
PROPOSED TRANSVERSE SECTION
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

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LEGEND:

✱ ADJUST SPACING FOR VERTICAL BARS IF NECESSARY TO PROVIDE A MINIMUM 2″ FROM CONTRACTION JOINTS

NOTE:

1. FOR SECTION A, B AND C, SEE SHT. NO. 17/19.
2. FOR PROPOSED LIGHT POLE DETAILS AND JUNCTION BOX MODIFICATIONS SEE BUIDABLE UNIT 6.

RECORD DRAWING
12/23/11

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12/16/2011
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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0751 , Fax 614-210-0752

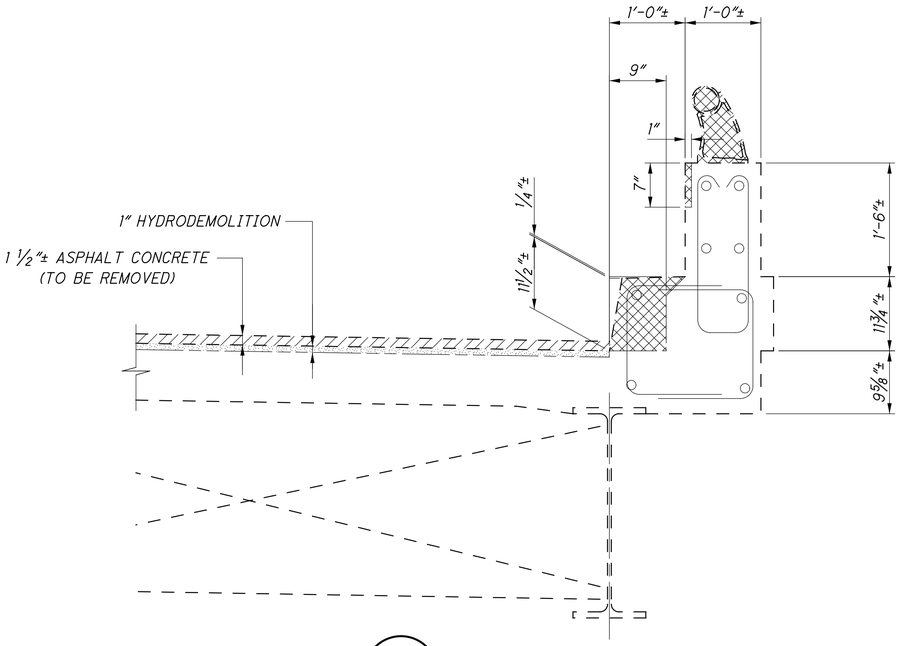
DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

DECK PARAPET DEMOLITION AND MODIFICATION SECTIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

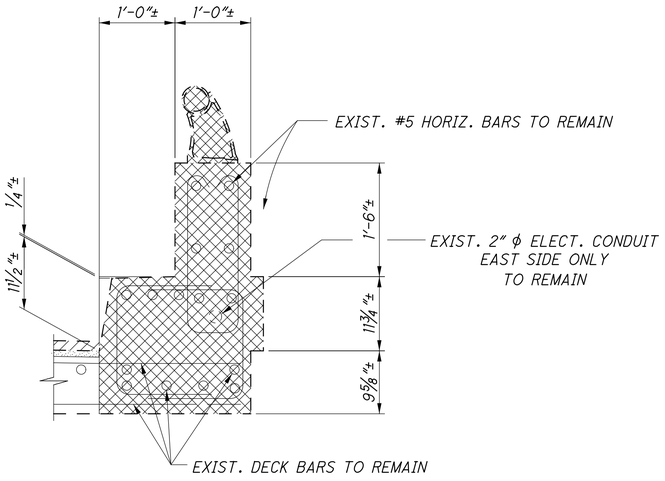
JEF-43-0.00
PID No. 86367

16 / 19

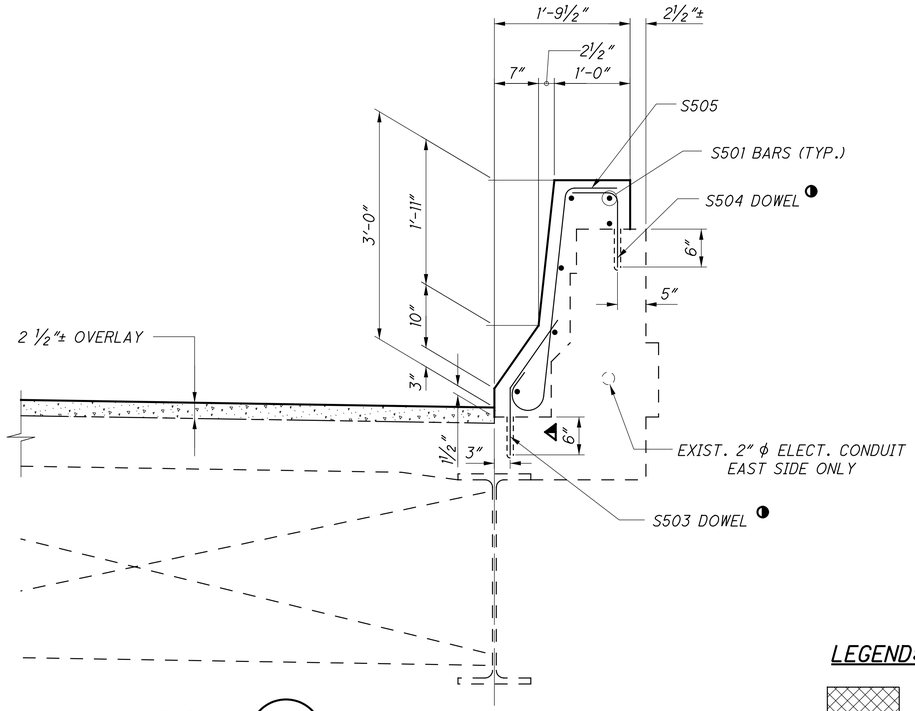
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DETAIL 1

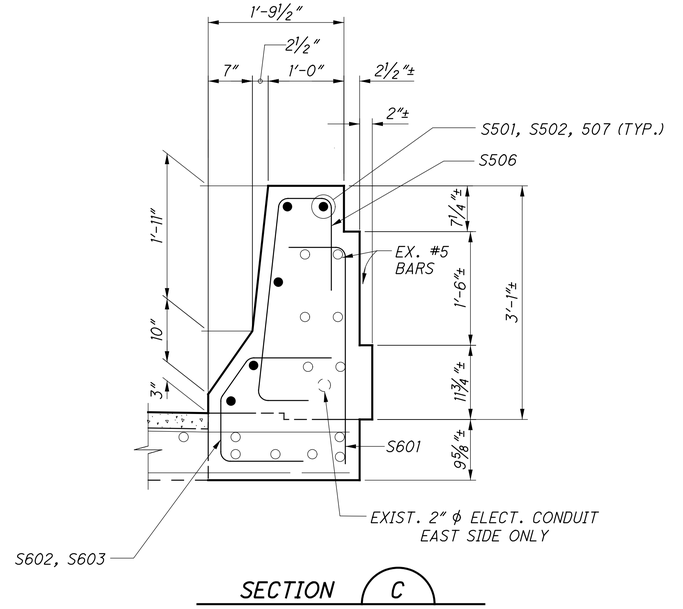


SECTION B



DETAIL 4

SECTION A



SECTION C

LEGEND:

INDICATES TO BE REMOVED

EPOXY GROUT AS PER CMS 705.20

CONTRACTOR TO PROVIDE A METHOD OF INSURING 6" DEPTH SO AS NOT TO OVERDRILL AND DAMAGE EXISTING BEAM

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3955 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0751 , Fax 614-210-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

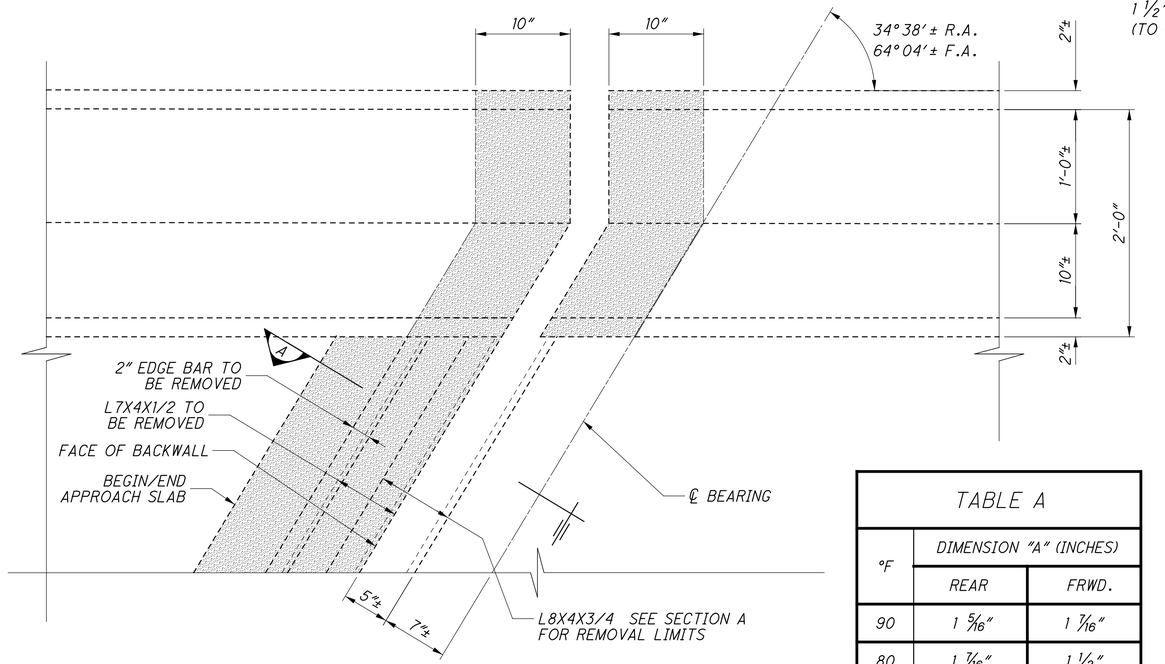
DECK PARAPET DEMOLITION AND MODIFICATIONS
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

17 / 19

413
434

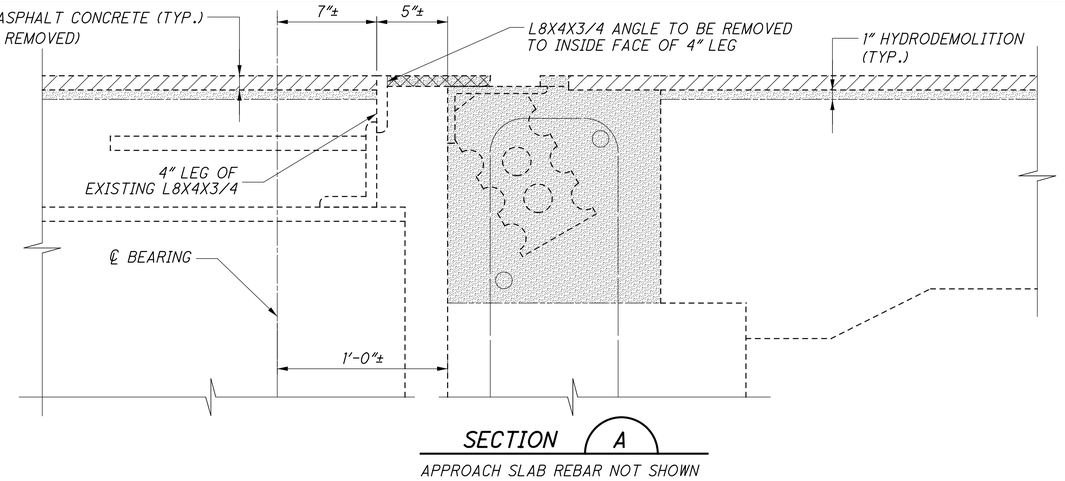
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REMOVAL PLAN OF EXISTING END DAM

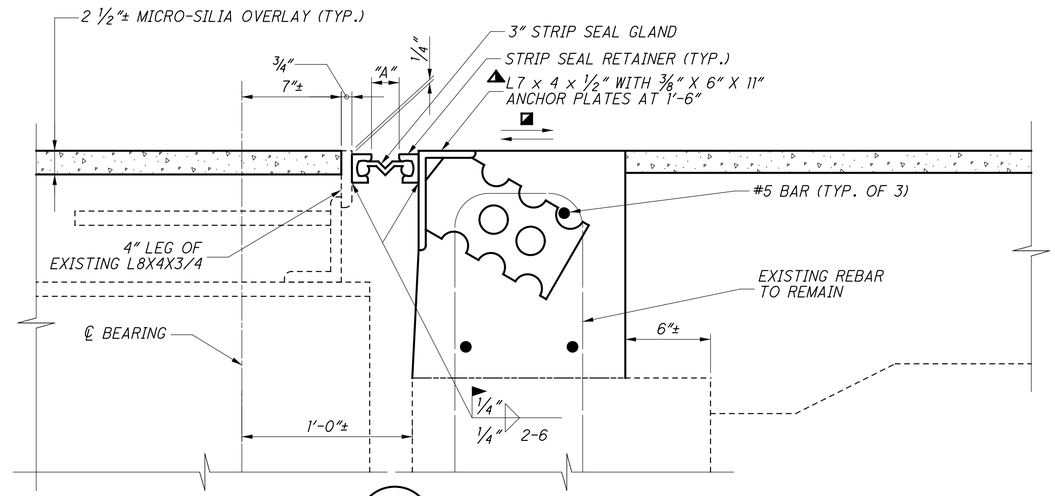
INDICATES CONCRETE TO BE REMOVED

TABLE A		
°F	DIMENSION "A" (INCHES)	
	REAR	FRWD.
90	1 5/16"	1 7/16"
80	1 7/16"	1 1/2"
70	1 1/2"	1 9/16"
60	1 5/8"	1 5/8"
50	1 11/16"	1 3/4"
40	1 13/16"	1 13/16"
30	1 7/8"	1 7/8"



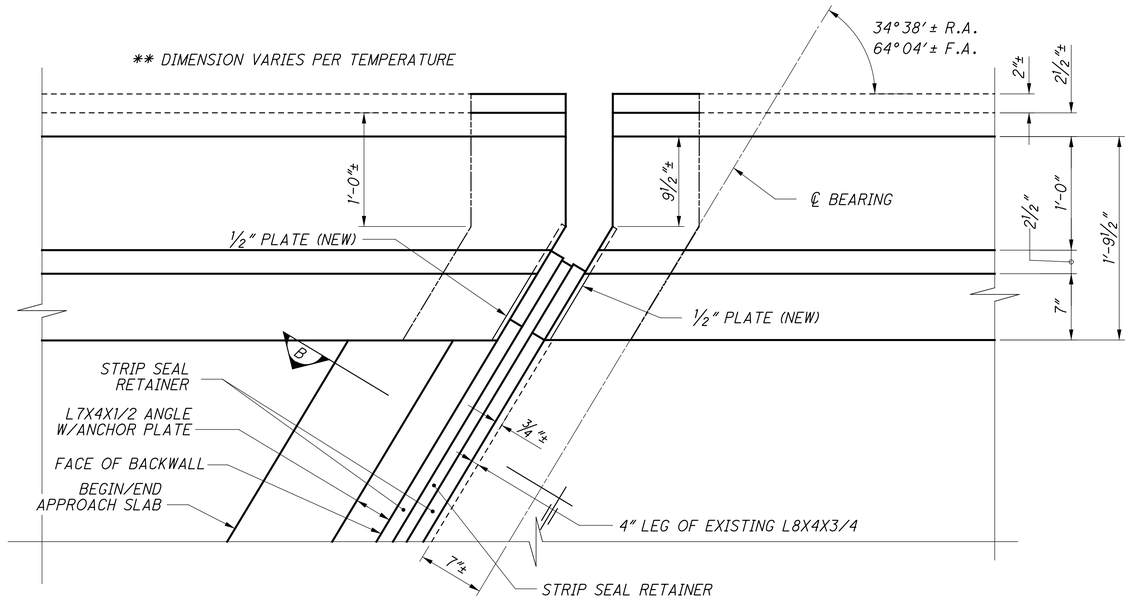
SECTION A

APPROACH SLAB REBAR NOT SHOWN



SECTION B

APPROACH SLAB REBAR NOT SHOWN



PLAN VIEW OF REPLACEMENT STRIP SEAL EXPANSION JOINT

OPTION 2 SHOWN

LEGEND:

◪ FOR BACKWALL SLOPES SEE ABUTMENT PLAN AND ELEVATION ON SHT. NOS. 7/19 AND 8/19 .

▲ PLACE ANGLE SO TOP LEG MATCHES BACKWALL GRADE.

RECORD DRAWING
12/23/11

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12/16/2011
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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3999 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0751 , Fax 614-210-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-21-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GGN		4102029	

EXPANSION JOINT DETAILS
BRIDGE NO. JERF-43-0063
RAMP A OVER S.R. 43

JEF-43-0.00
PID No. 86367

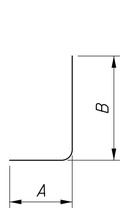
18 / 19

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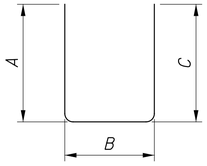
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						INC.
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	
ABUTMENTS													
A501		1	1	5′-3″	6	2	2′-5″	0′-9″	2′-4″				
A502	18	16	34	1′-3″	44	1	0′-8″	0′-9″					
A503	16	16	32	3′-11″	131	93	1′-1″	2′-4″					
A504	18	10	28	1′-5″	41	1	0′-8″	0′-11″					
A505	18	10	28	3′-11″	114	94	0′-8″	2′-9″					
A506	2	2	4	5′-1″	21	95	1′-3″	0′-8″	2′-8″	0′-10″			
A507	1		1	15′-2″	16	STR							
A508	10		10	6′-6″	68	STR							
A509	6	5	11	13′-10″	159	STR							
A510	4	4	8	13′-11″	116	25	10′-0″	2′-5″	1′-5″	0′-1 ½″	0′-5″		
A511		1	1	12′-0″	13	STR							
A512		1	1	9′-10″	10	STR							
A513		1	1	6′-10″	7	2	3′-2″	0′-9″	3′-2″				
A514		1	1	14′-2″	15	STR							
A515		3	3	1′-2″	4	1	0′-8″	0′-8″					
A516		4	4	1′-4″	6	1	0′-8″	0′-10″					
A517	2		2	3′-0″	6	1	0′-9″	2′-4″					
A518	1		1	11′-8″	12	STR							
A521	3		3	30′-0″	94	STR							
A522	3		3	18′-0″	56	STR							
A523		3	3	31′-0″	97	STR							
A601	8	7	15	2′-4″	53	8	0′-11″	0′-9″	1′-0″				
A602	20	16	36	2′-0″	108	19	0′-11″	0′-11″	0′-8″				
A603	2		2	3′-7″	11	14	1′-1″	0′-10″	0′-7″	0′-7″	1′-1″		
A604	2	2	4	3′-5″	21	1	0′-9″	2′-10″					
A605		1	1	2′-11″	4	2	0′-11″	1′-5″	0′-11″				
A606		2	2	3′-5″	10	14	1′-1″	0′-10″	0′-7″	0′-4″	1′-1″		
				TOTAL	1243								

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						INC.
					A	B	C	D	E	R	
SLAB											
S501	65	30′-0″	2034	STR							
S502	5	39′-6″	206	STR							
S503	420	2′-0″	876	19	0′-11″	0′-11″	0′-8″				
S504	420	1′-5″	621	1	0′-8″	0′-11″					
S505	420	4′-0″	1752	94	0′-8″	2′-10″					
S506	4	5′-1″	21	95	1′-3″	0′-8″	2′-8″	0′-10″			
S507	5	20′-6″	107	STR							
S601	4	3′-5″	21	1	0′-9″	2′-10″					
S602	2	3′-7″	11	14	1′-1″	0′-10″	0′-7″	0′-7″	1′-1″		
S603	2	3′-5″	10	14	1′-1″	0′-10″	0′-7″	0′-4″	1′-1″		
		TOTAL	5659								

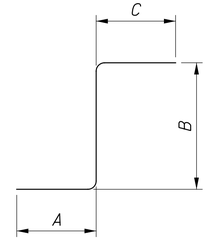
STANDARD BAR TYPES



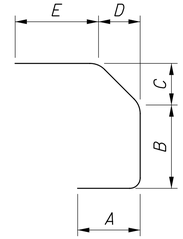
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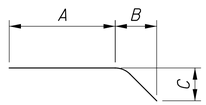
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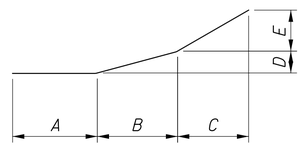
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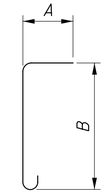
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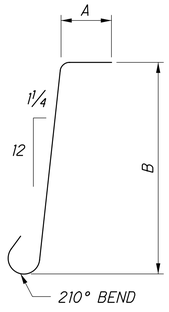
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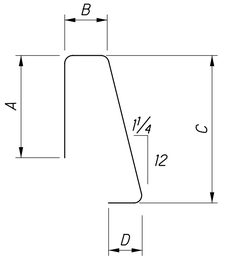
TYPE-25



TYPE-93



TYPE-94



TYPE-95

NOTES:

1. BAR DIMENSIONS ARE OUT TO OUT UNLESS NOTED OTHERWISE.
2. ALL BARS ARE EPOXY COATED.
3. BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE FIRST ALPHABETICAL LETTER INDICATES LOCATION. THE NEXT DIGIT OF THE THREE DIGIT SERIES AND THE NEXT TWO DIGITS OF THE FOUR DIGIT SERIES INDICATE BAR SIZE NUMBER.

EXAMPLES:

S 501 — NO. 5 SIZE BAR, SLAB

A 601 — NO. 6 SIZE BAR, ABUTMENT

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
537 East Main Street, Suite 210, Kelley Park 4433
330-572-2100, Fax 330-572-2101

DESIGNED RPR | DRAWN RPR | REVIEWED GGN | DATE 9-13-10 | CHECKED TJW | REVISED | STRUCTURE FILE NUMBER 4102029

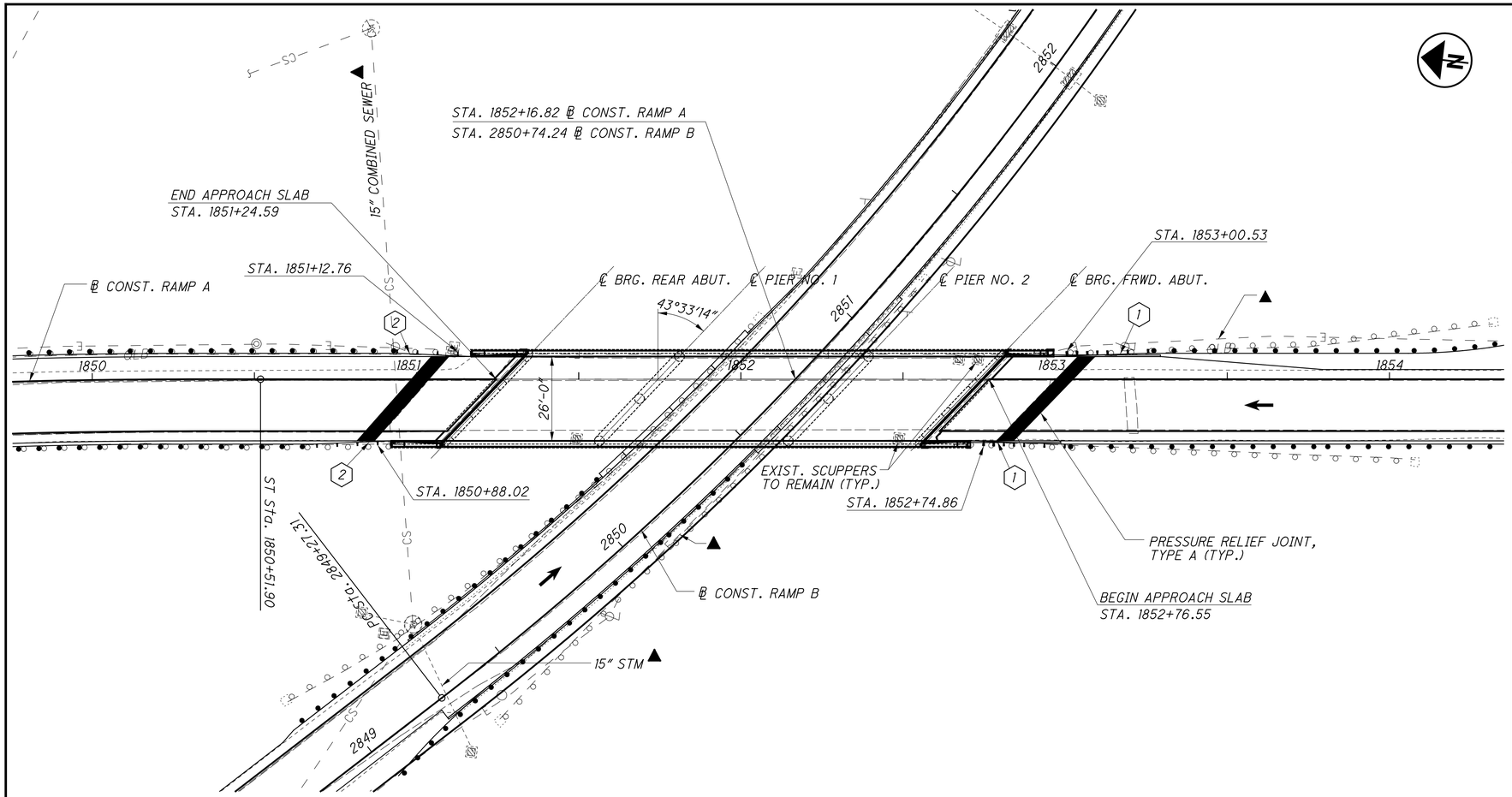
REINFORCING SCHEDULE
BRIDGE NO. JEF-43-0063
RAMP A OVER S.R. 43

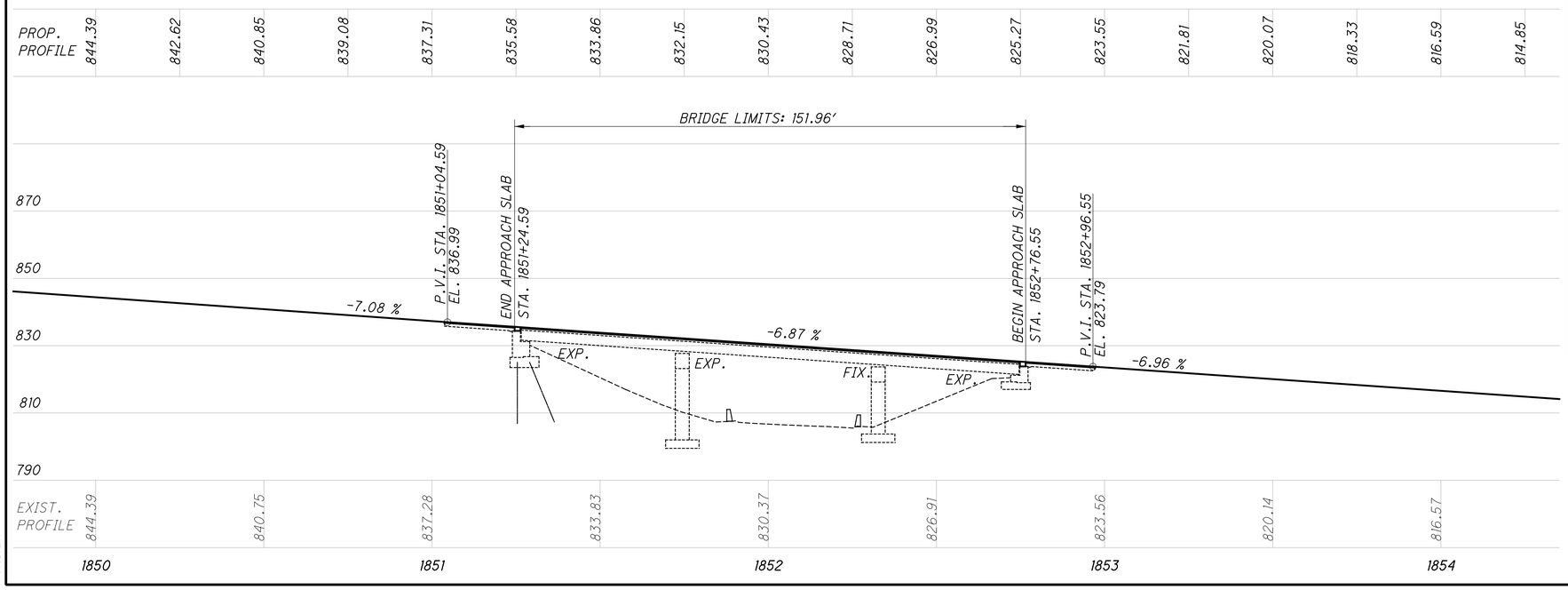
JEF-43-0.00
PID No. 86367

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12/16/2011
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BENCHMARK DATA

BENCHMARK:	BENCHMARK:
CONCRETE R/W MONUMENT WITH STEEL PIN STA. 1845+21.62, 24.78' RT. EL. 870.71	CONCRETE R/W MONUMENT WITH STEEL PIN STA. 1850+50.62, 10.92' LT. EL. 840.41

LEGEND:

1. BRIDGE TERMINAL ASSEMBLY, TYPE 1
2. BRIDGE TERMINAL ASSEMBLY, TYPE 2
- ▲ INDICATES TO REMAIN

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 46'-9"±, 58'-3"± AND 40'-9" C/C BRGS.

ROADWAY: 26'-0"± F/F SAFTEY CURB

LOADING: HS20

SKEW: 43°33'14" L.F.

APPROACH SLABS: 20'± LONG

WEARING SURFACE: 2 ½"± ASPHALT CONCRETE

ALIGNMENT: TANGENT

CROWN: VARIES

STRUCTURAL FILE NUMBER: 4101995

DATE BUILT: 1975

PROPOSED STRUCTURE

PROPOSED WORK: OVERLAY DECK WITH MICROSILICA, PERFORM PATCHING ON ABUTMENTS AND DECK UNDERSIDE, INSTALL STRIP SEAL EXPANSION JOINTS, RESET ROCKERS, FACE EXISTING SAFETY CURB WITH JERSEY SHAPED PARAPET AND SEAL SUPERSTRUCTURE AND SUBSTRUCTURE UNITS

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 46'-9"±, 58'-3"± AND 40'-9" C/C BRGS.

ROADWAY: 26'-0" T/T BARRIER

LOADING: HS20

SKEW: 43°33'14" L.F.

APPROACH SLABS: 20'± LONG

WEARING SURFACE: 3 ½"± MICROSILICA CONCRETE OVERLAY

ALIGNMENT: TANGENT

CROWN: VARIES

COORDINATES: LATITUDE N 40°21'45"
LONGITUDE W 80°37'21"

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330 West Main Street, Suite 211 Valley Plaza 44313
330-572-2100 - Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-21-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4101995	

JEFFERSON COUNTY
STA. 1851+24.59
STA. 1852+76.55

GENERAL PLAN AND PROFILE
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

1 / 19

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12/16/2011
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RHOTCITZKY

CALCULATED: RPR DATE: 7-19-10
CHECKED: TJW DATE: 7-20-10

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

BR-1 REVISED: 7-19-02
EXJ-4-87 REVISED: 7-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

848 DATED 4-16-10

DESIGN LOADING

DESIGN LOADING: HS20

DESIGN STRESSES

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

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

DECK PROTECTION METHOD

MICRO SILICA MODIFIED CONCRETE OVERLAY

SEALING OF CONCRETE SURFACES

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

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

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	DESCRIPTION	UNIT	QUANTITY	A.P.P. REFERENCE SHT. NO.
SPECIAL	848E99000	CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY	CU YD	13.5	
SPECIAL	848E99100	BRIDGE DECK CONCRETE OVERLAYS	LUMP	1	2/19
SPECIAL	512E99000	SEALING OF CONCRETE	LUMP	1	
519	11100	PATCHING CONCRETE STRUCTURE, AS PER PLAN	SQ FT	200	2/19
SPECIAL	530E99030	STRUCTURE REHABILITATION	LUMP	1	

ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY

THIS ITEM INCLUDES THE VARIABLE THICKNESS MICORSILICA MODIFIED CONCRETE MATERIAL IN ADDITION TO THE VOLUME CALCULATED FROM THE AVERAGE UNIFORM THICKNESS OVERLAY, AS SHOWN ON SHEETS 14/19 AND 15/19 AND SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 848. CONTRACTOR SHALL BE PAID FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM SPECIAL - CONCRETE OVERLAY, VARIABLE THICKNESS, MATERIAL ONLY."

ITEM SPECIAL - BRIDGE DECK OVERLAYS

THIS ITEM SHALL INCLUDE A NOMINAL 3 ½" THICK MICROSILICA MODIFIED CONCRETE OVERLAY, INCLUDING REMOVAL OF EXISTING ASPHALT WEARING SURFACE AND 1 INCH OF CONCRETE DECK THROUGH HYDRODEMOLITION. ALL WORK SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 848. CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - BRIDGE DECK CONCRETE OVERLAYS."

ITEM SPECIAL - SEALING OF CONCRETE

THIS ITEM SHALL INCLUDE THE SEALING OF CONCRETE SURFACES USING EPOXY-URETHANE. AREAS TO BE SEALED SHALL INCLUDE BRIDGE PARAPETS AS SHOWN ON SHEET 15/19, ABUTMENTS AS SHOWN ON SHEET 8/19, WINGWALLS AND PIERS NOT INCLUDING TOP OF PIER CAPS. EPOXY SEALER SHALL BE TINTED FEDERAL STANDARD COLOR NO. 17778 (LIGHT NEUTRAL). CONTRACTOR SHALL BE PAID LUMP SUM FOR "ITEM SPECIAL - SEALING OF CONCRETE."

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

THIS ITEM SHALL INCLUDE PATCHING OF ABUTMENT BEAMS SEATS AND UNDERSIDE OF CONCRETE DECK IN END SPANS. PATCHING AREAS SHALL BE DETERMINED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. ALL REPAIRS SHALL CONFORM TO ITEM 519 WITH THE ADDITION OF THE FOLLOWING:

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

CONTRACTOR SHALL BE PAID FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR "ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN."

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
2379 Kilgore Parkway, Suite C Stow, Ohio 44224
330-376-0700 Fax 330-376-0703

DESIGNED RPR | DRAWN RPR | REVIEWED GGN | DATE 9-21-10
CHECKED TJW | REVISED | STRUCTURE FILE NUMBER 4101995

ESTIMATED QUANTITIES & GENERAL NOTES

BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

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ITEM SPECIAL - STRUCTURE REHABILITATION

A) PORTIONS OF STRUCTURE REMOVED:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER.

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

B) RAILING FACED

DESCRIPTION: THIS WORK CONSISTS OF FACING CURB STYLE PARAPETS, USING CAST IN PLACE CONCRETE, TO OBTAIN THE DEFLECTOR SHAPE AS SHOWN IN THE PLANS.

REMOVAL: CAREFULLY REMOVE THE EXISTING ALUMINUM RAILING, CURB PLATES, EXISTING CONCRETE CURB, AND BULB ANGLE GUTTER. REMOVE ALL LOOSE OR UNSOUND CONCRETE. REMOVE SOUND CONCRETE, AS NECESSARY, TO OBTAIN A MINIMUM 4-INCH THICKNESS OF NEW CONCRETE

DOWEL HOLES AND REINFORCING STEEL: DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL TO THE EITHER SIDE OF THE EXISTING BAR.

SURFACE PREPARATION:
THOROUGHLY CLEAN THE PARAPET SURFACE IN CONTACT WITH THE REFACING WITH DETERGENT TO REMOVE SURFACE CONTAMINANTS. AFTER DETERGENT CLEANING AND WITHIN 24 HOURS OF PLACING CONCRETE, BLAST CLEAN, AIR BROOM, OR POWER SWEEP ALL SURFACES IN CONTACT WITH THE REFACING TO REMOVE ALL SPALLS, LAITANCE, AND OTHER CONTAMINANTS DETRIMENTAL TO THE ACHIEVEMENT OF AN ADEQUATE BOND. ACCEPTABLE BLAST CLEANING METHODS ARE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING. USE HAND TOOLS AS NECESSARY TO REMOVE SCALE FROM ANY EXPOSED REINFORCING STEEL. MATERIALS: CONCRETE SHALL BE CLASS S WITH A COMPRESSIVE STRENGTH OF 4500 PSI. FURNISH REINFORCING STEEL ACCORDING TO 709.00, GRADE 60, WITH A MINIMUM YIELD STRENGTH OF 60,000 PSI.

CONTROL JOINTS:
SAWCUT 1-1/4 INCH DEEP CONTROL JOINTS ALONG THE PERIMETER OF THE PARAPET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE. PLACE THE JOINTSAW CUTS AT THE SAME LOCATION AS THE EXISTING DEFLECTION JOINTS. USE AN EDGE GUIDE, FENCE, OR JIB TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES ON THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4-INCH. SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH 1-INCH WITH A POLYURETHANE OR POLYMETRIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2-INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

C) STRUCTURAL EXPANSION JOINTS, INCLUDING ELASTOMERIC STRIP SEAL

THIS ITEM SHALL INCLUDE THE COST OF ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO REMOVE EXISTING EXTENSION BARS, REMOVE OR GRIND PORTION OF EXISTING STEEL PLATES, TRIM EXISTING ANGLE IF NECESSARY, INSTALLATION OF ALL ANCHOR PLATES, STUDS, STEEL PLATES, BARS, STEEL RETAINERS, ELASTOMERIC STRIP SEAL GLANDS, REMOVAL AND REPLACEMENT OF A PORTION OF THE PARAPET AND SAFETY CURB FOR JOINT PLACEMENT WITH CLASS S CONCRETE, AND ANY OTHER INCIDENTALS AS PER DETAILS SHOWN ON THE STD. DWG. OR AS DETAILED IN THE PLAN. THE PROPOSED STEEL STRUCTURAL EXPANSION JOINTS SHALL BE ASTM A36 MATERIAL.

D) REMOVAL OF SPALLED AREAS ON MIDDLE SPANS (SPANS 2 & 3) OF DECK UNDERSIDE

THIS ITEM INCLUDES REMOVING ALL SPALLED AND LOOSE CONCRETE ON DECK UNDERSIDE ON MIDDLE SPANS 2 & 3 OVER TRAFFIC LANES. AFTER REMOVAL, AREAS SHALL BE SEALED WITH EPOXY-URETHANE SEALER IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 512. REMOVE ANY LOOSE RUST ON REINFORCING STEEL BY POWER HAND TOOL CLEANING PRIOR TO SEALING.

E) RESETTING ROCKERS

RESET ALL ROCKER BEARINGS THAT ARE TIPPED OUT OF PROPER ALIGNMENT. RESET TO POSITION AS INDICATED IN CMS 516.07. JACK INDIVIDUAL BEARINGS ONLY AS REQUIRED TO REPOSITION THE ROCKER. DO NO LIFT ANY BEAM MORE THAN 1/4 INCH. BEARINGS TO BE REST SHALL BE DETERMINED IN THE FIELD WITH APPROVAL OF THE ENGINEER.

RECORD DRAWING
12/23/11

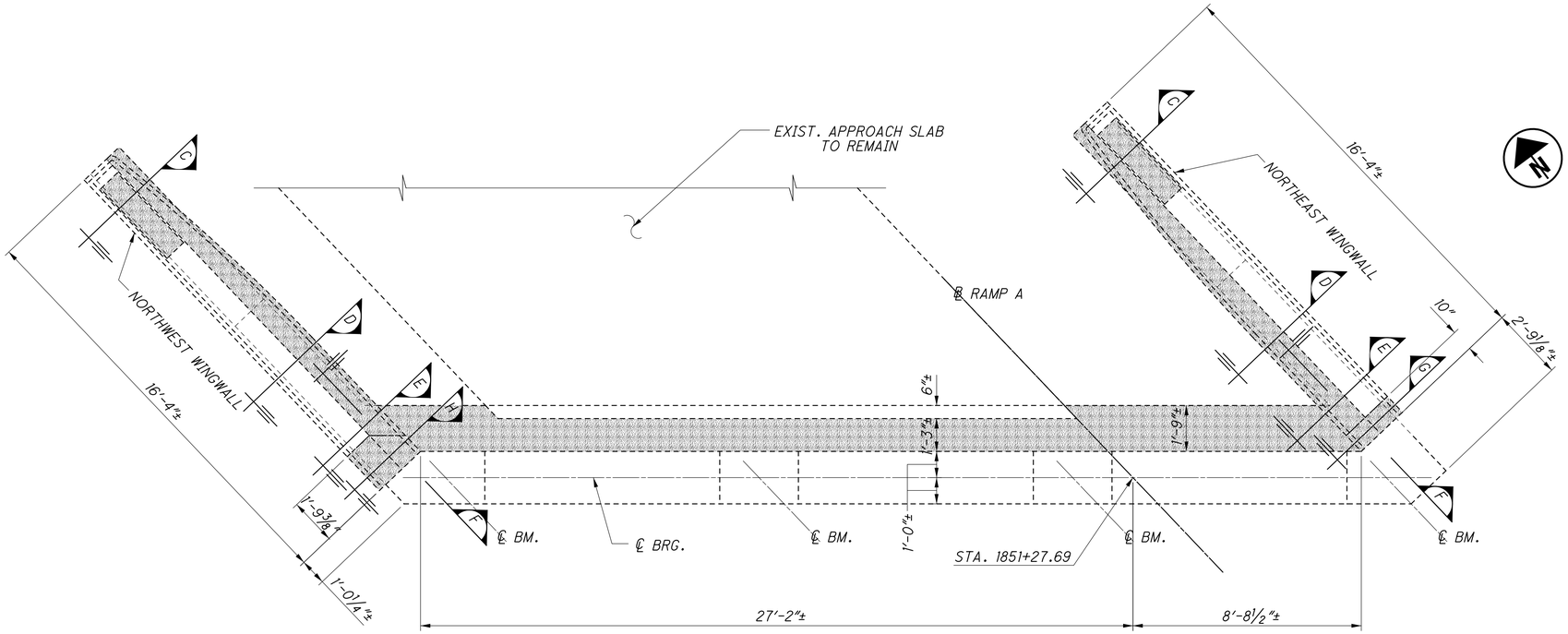
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
250 Westpark Road, Suite 410 Centerville, Ohio 45459
937-276-6789 Fax 937-276-6793

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
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TJW		4101995	

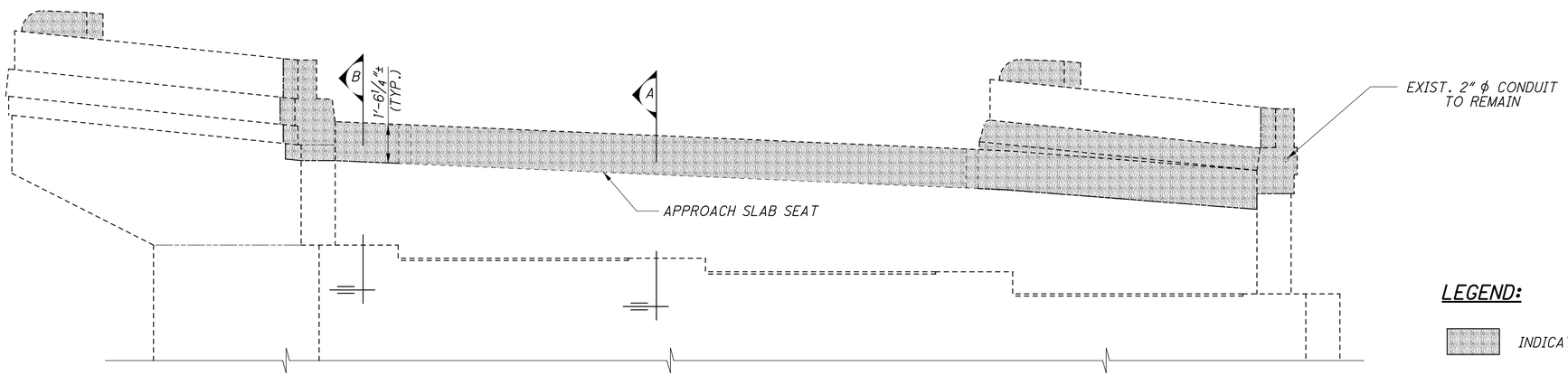
ESTIMATED QUANTITIES & GENERAL NOTES
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

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PLAN



ELEVATION

LEGEND:

INDICATES CONCRETE TO BE REMOVED

NOTES:

FOR SECTIONS A THROUGH F, SEE SHT. NO. 6/19 .

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330-572-2100 , Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
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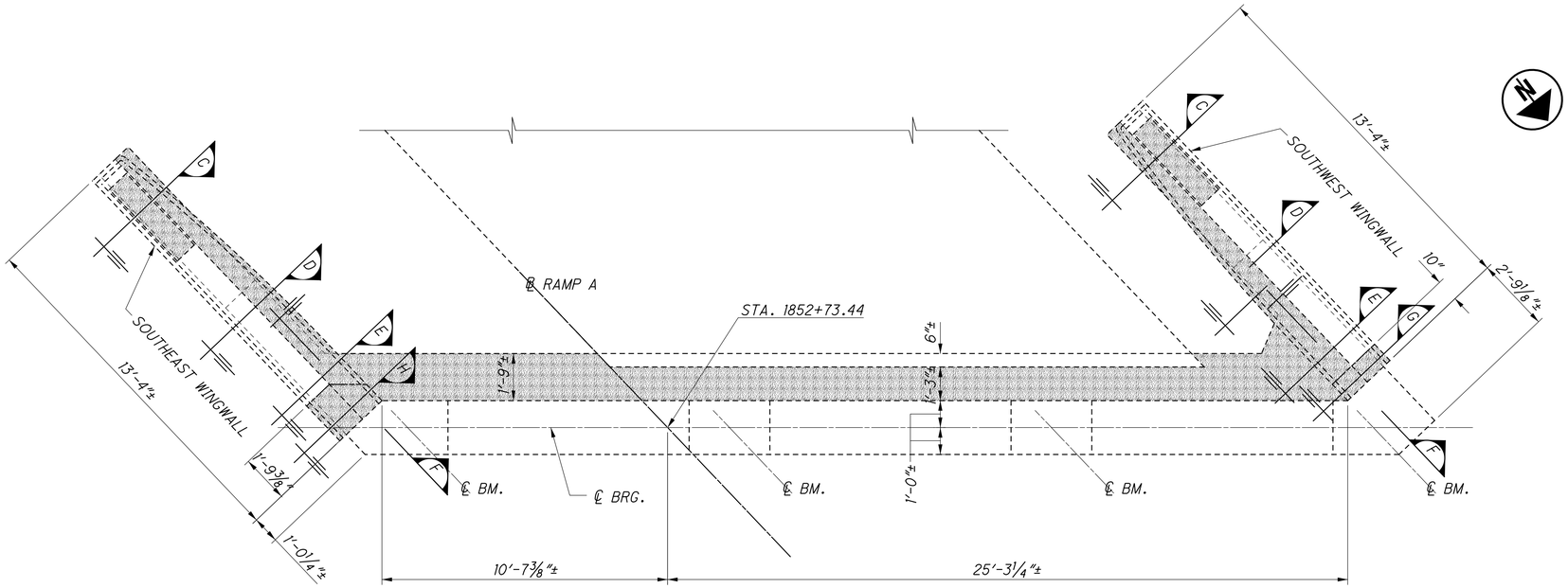
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RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

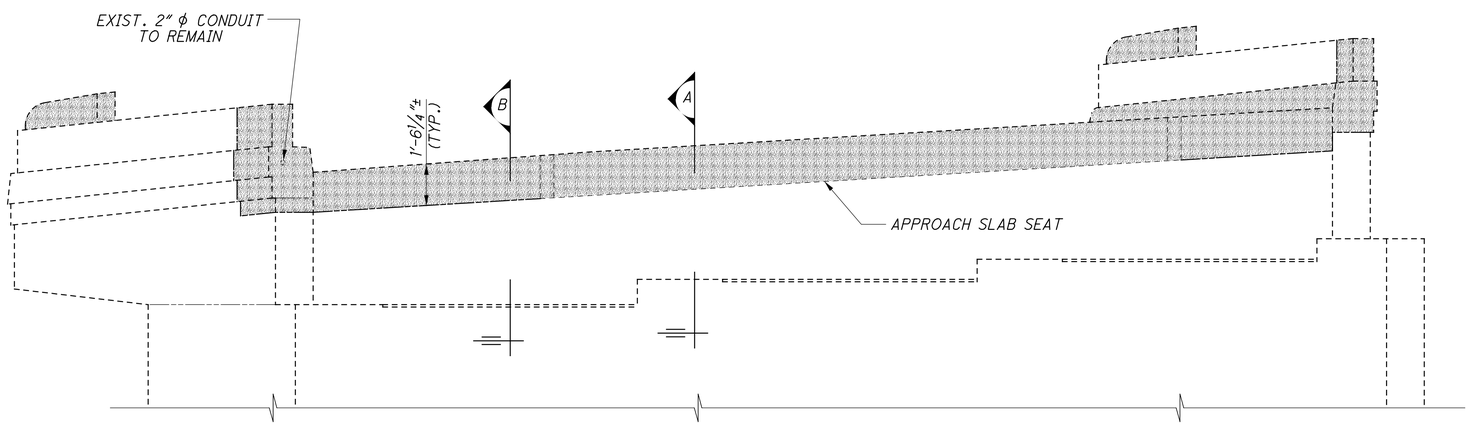
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PLAN



ELEVATION

LEGEND:

INDICATES CONCRETE TO BE REMOVED

NOTES:

FOR SECTIONS A THROUGH F, SEE SHT. NO. 6/19 .

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330 Main Street, Suite 211 Valley, Ohio 44431
330-372-2180 , Fax 330-372-2181

DESIGNED	DRAWN	REVIEWED	DATE
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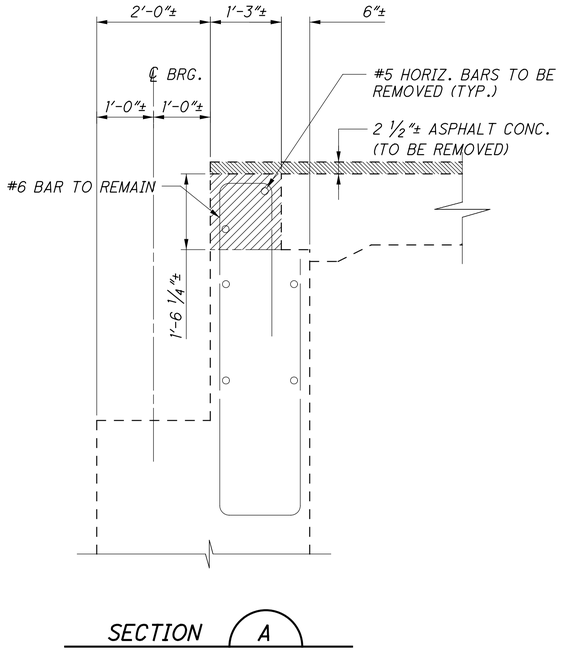
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PID No. 86367

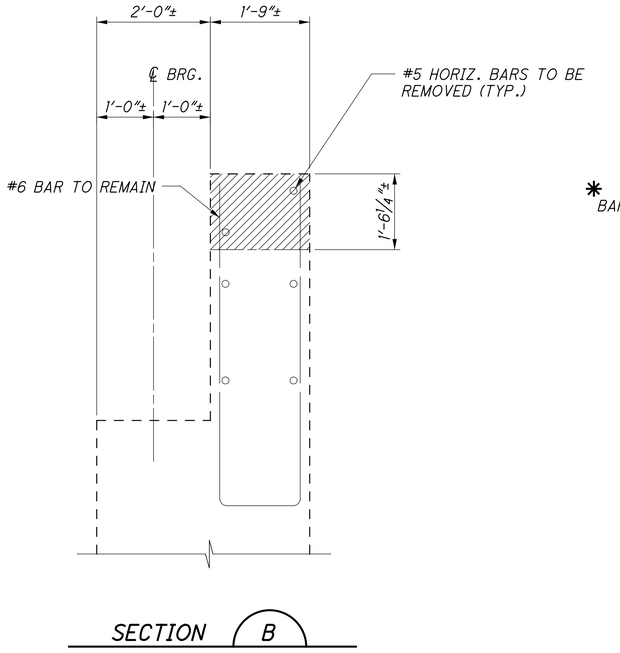
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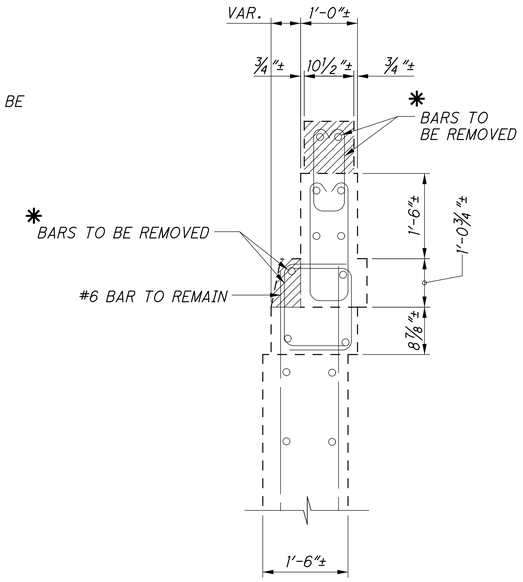
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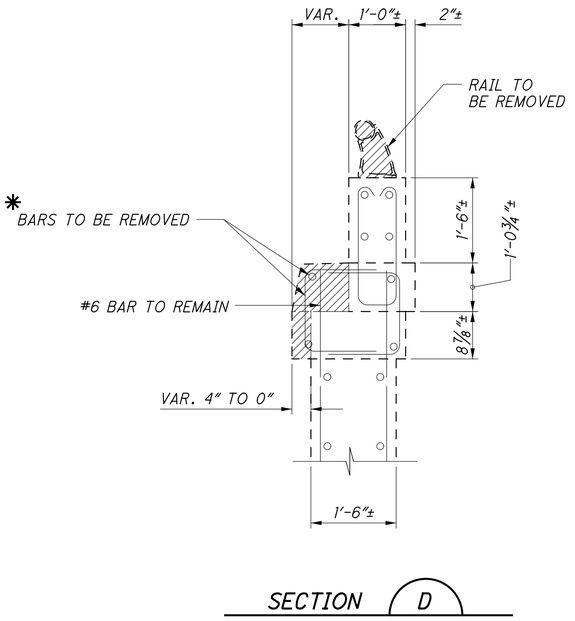
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SECTION B

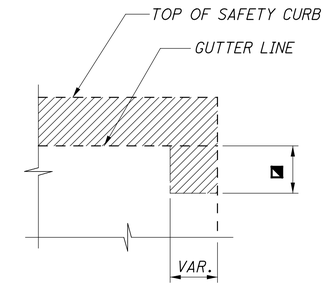


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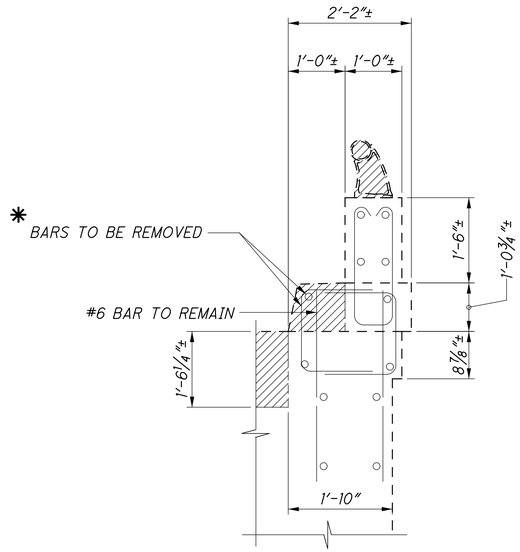
SECTION D

* CUT BARS AT REMOVAL LIMITS

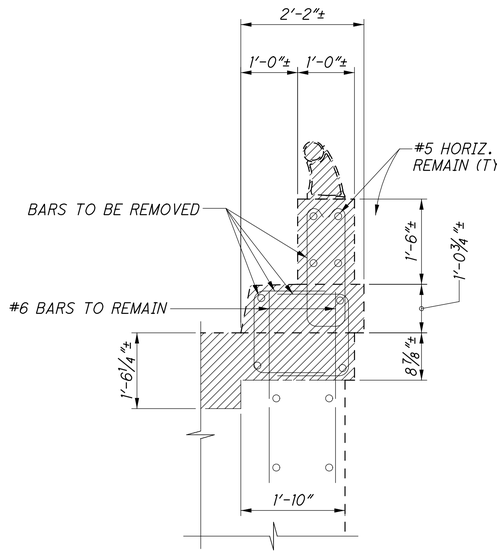


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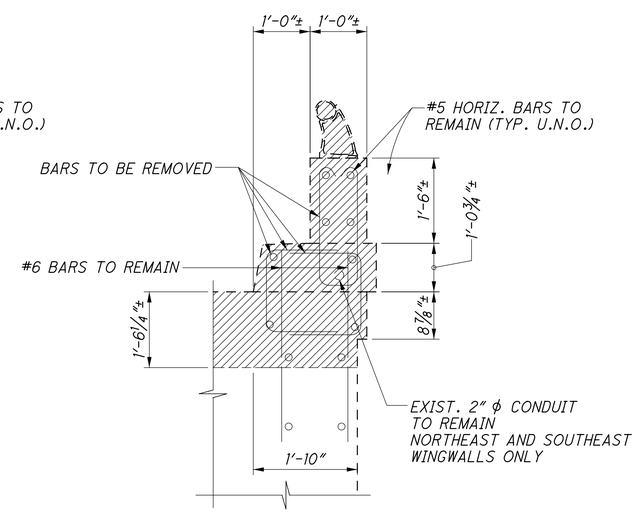
■ 1'-6¼" N.W. AND S.E. WINGWALLS
8⅞" N.E. AND S.W. WINGWALLS



SECTION E



SECTION G



SECTION H

INDICATES CONCRETE TO BE REMOVED

RECORD DRAWING
12/23/11

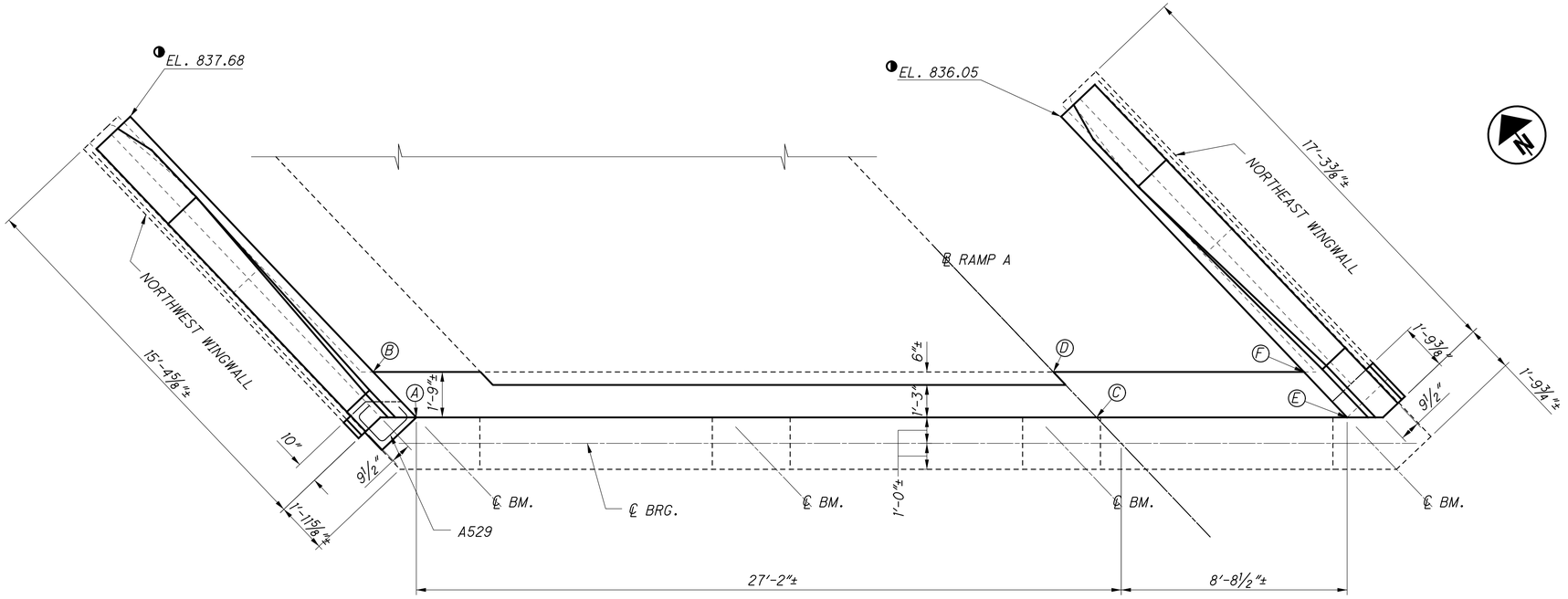
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
250 William Howard Taft Road, Suite 300, Cincinnati, Ohio 45219
614-221-6273 , Fax 614-221-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4101995	

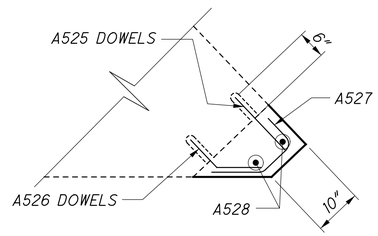
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BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

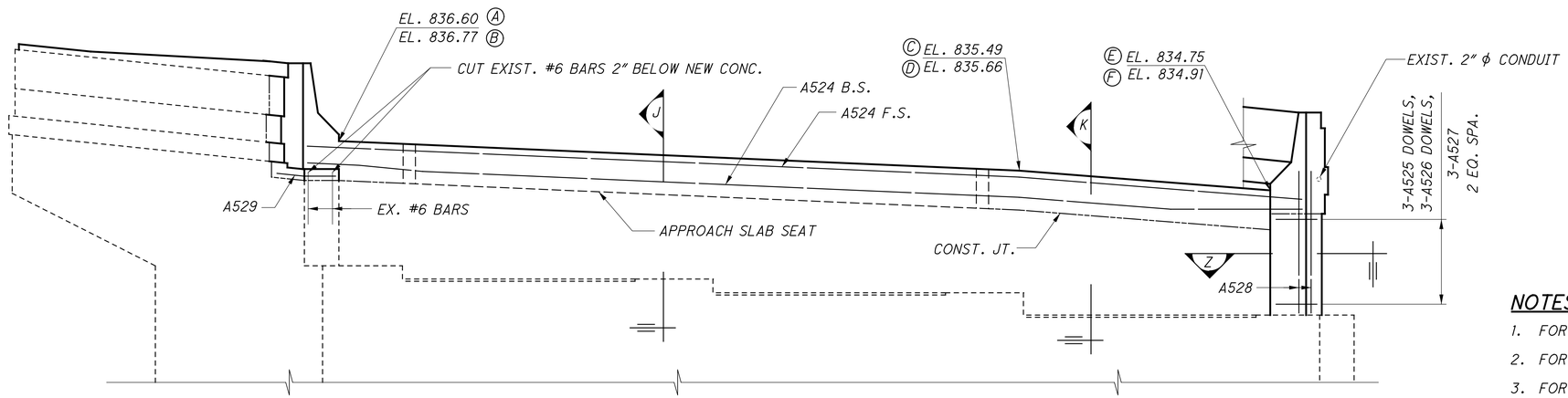
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12/19/2011
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PLAN



SECTION Z



ELEVATION

NOTES:

1. FOR SECTION J AND K, SEE SHT. NO. 8/19.
2. FOR NORTHEAST WINGWALL DETAILS, SEE SHT. NO. 10/19.
3. FOR NORTHWEST WINGWALL DETAILS, SEE SHT. NO. 9/19.
4. FOR EXPANSION JOINT DETAILS, SEE SHT. NO. 18/19.

LEGEND:

◑ ELEVATION GIVEN AT GUTTER

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330 West Spring Street, Suite 210, Columbus, Ohio 43215
330-572-2100 , Fax 330-572-2101

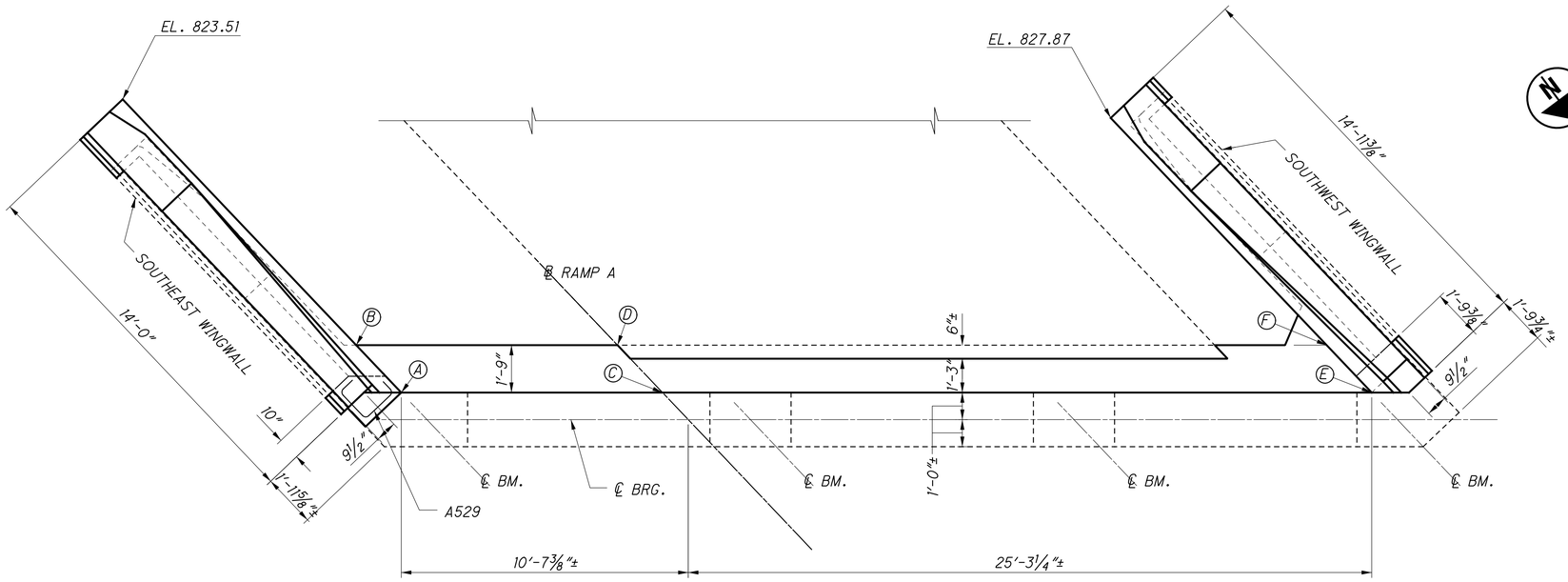
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TJW		4110995	

REAR ABUTMENT MODIFICATIONS

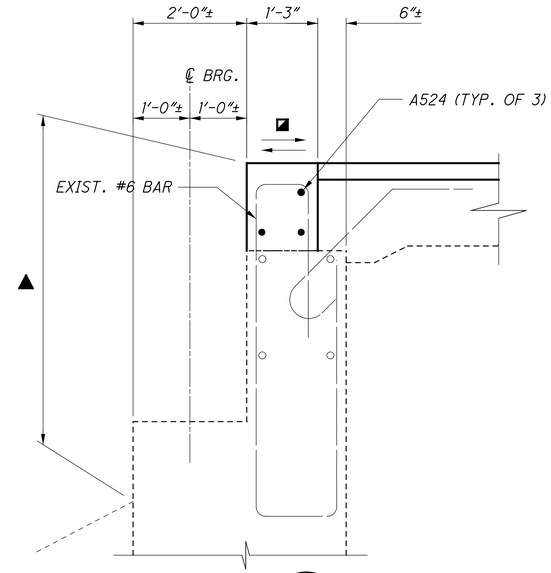
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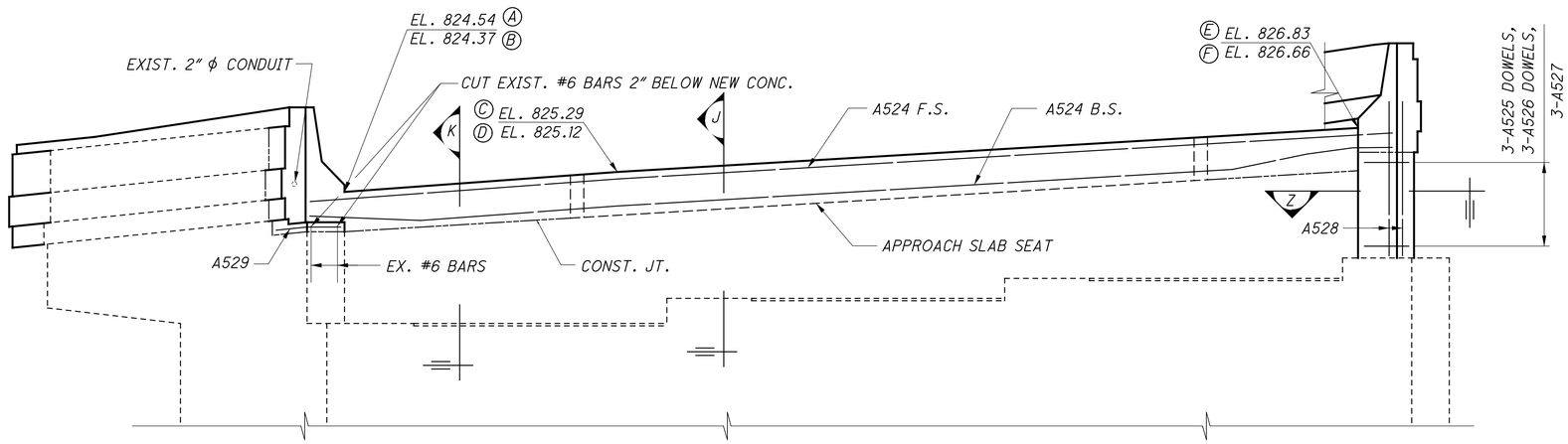
PLAN



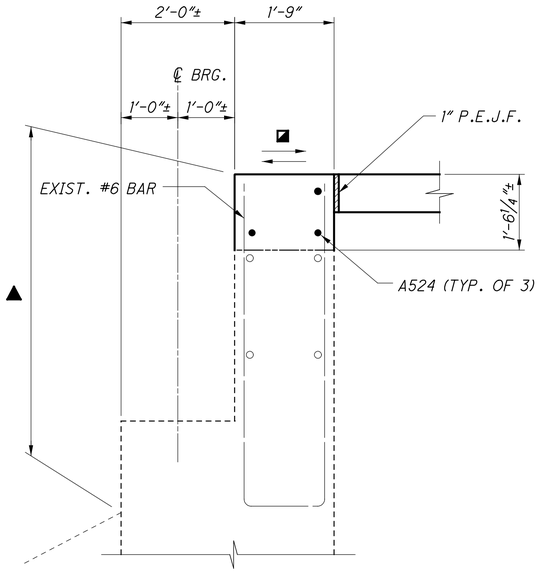
SECTION J

EXPANSION JOINT ARMOR NOT SHOWN

■ SEE ABUTMENT PLAN AND ELEVATIONS FOR BACKWALL SLOPES



ELEVATION



SECTION K

EXPANSION JOINT ARMOR NOT SHOWN

LEGEND:

◑ ELEVATION GIVEN AT GUTTER

▲ INDICATES LIMITS OF "ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)"

NOTES:

1. FOR SECTION Z, SEE SHT. NO. 7/19.
2. FOR SOUTHEAST WINGWALL DETAILS, SEE SHT. NO. 11/19.
3. FOR SOUTHWEST WINGWALL DETAILS, SEE SHT. NO. 12/19.
4. FOR EXPANSION JOINT DETAILS, SEE SHT. NO. 18/19.

RECORD DRAWING
12/23/11

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
330 West Main Street, Suite 210 Valley View 44131
330-572-2100 Fax 330-572-2101

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		410995	

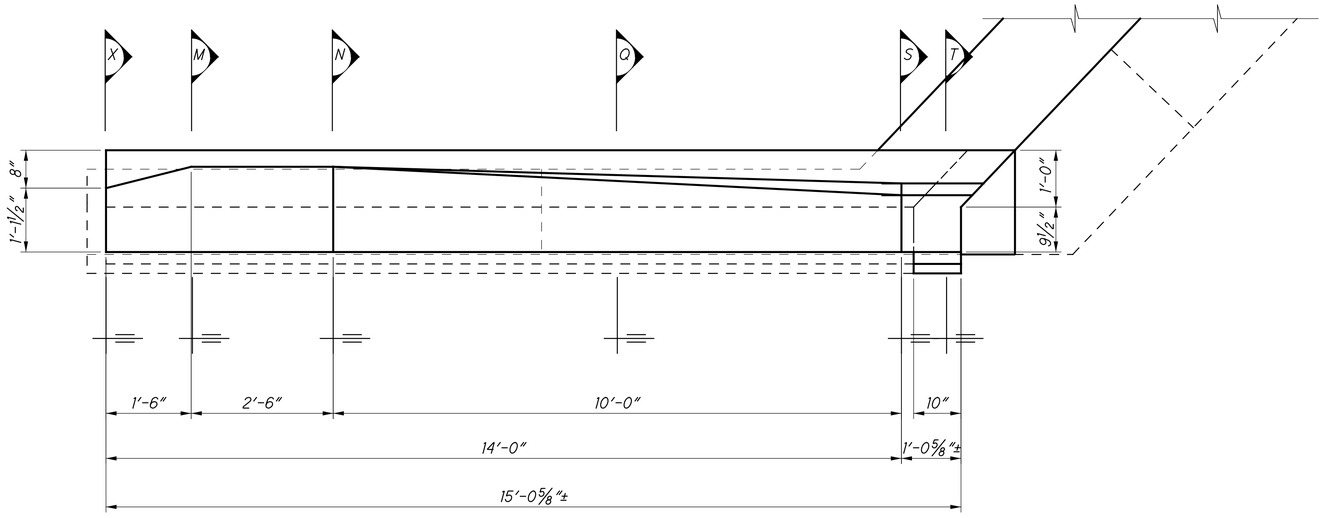
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BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

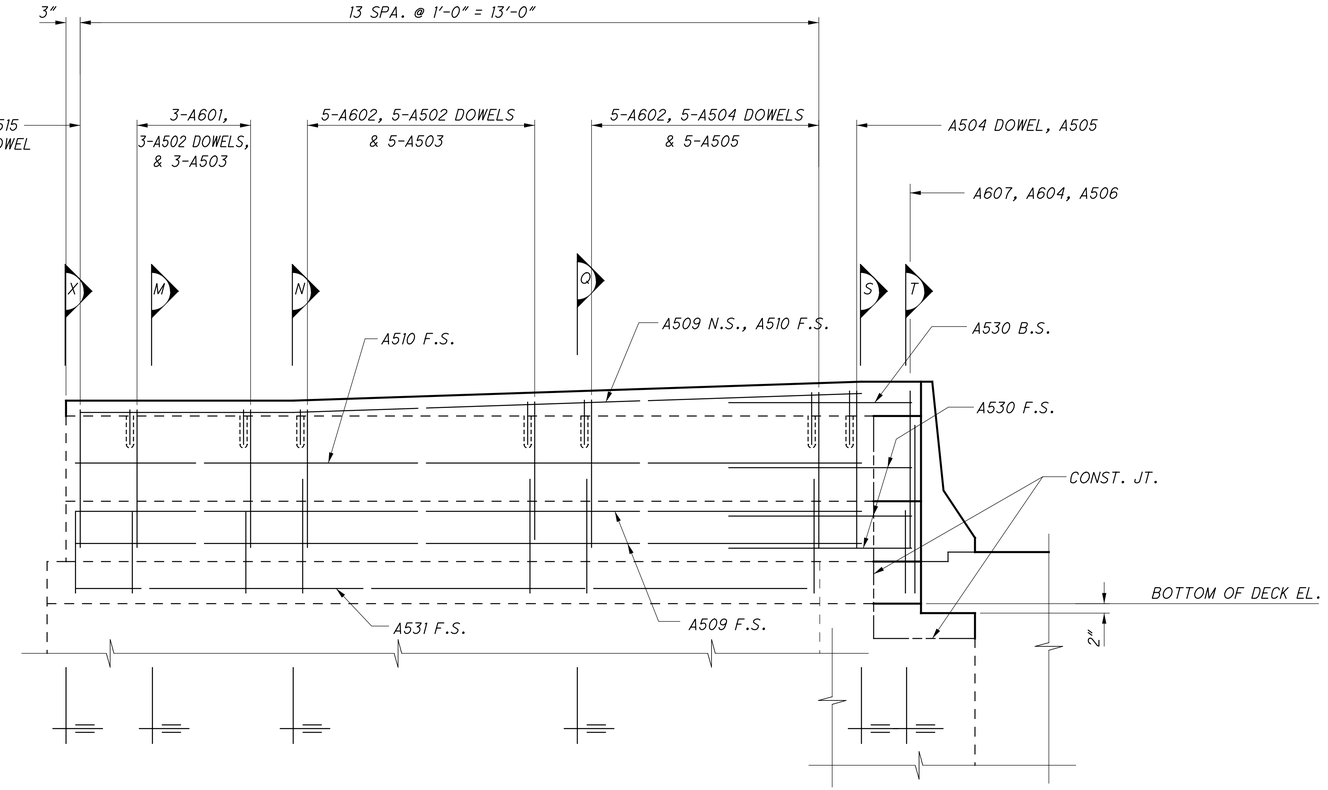
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423
434

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PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS M, N, Q, S, T AND X,
SEE SHT. NO. 13/19.

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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3999 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731 , Fax 614-210-0752

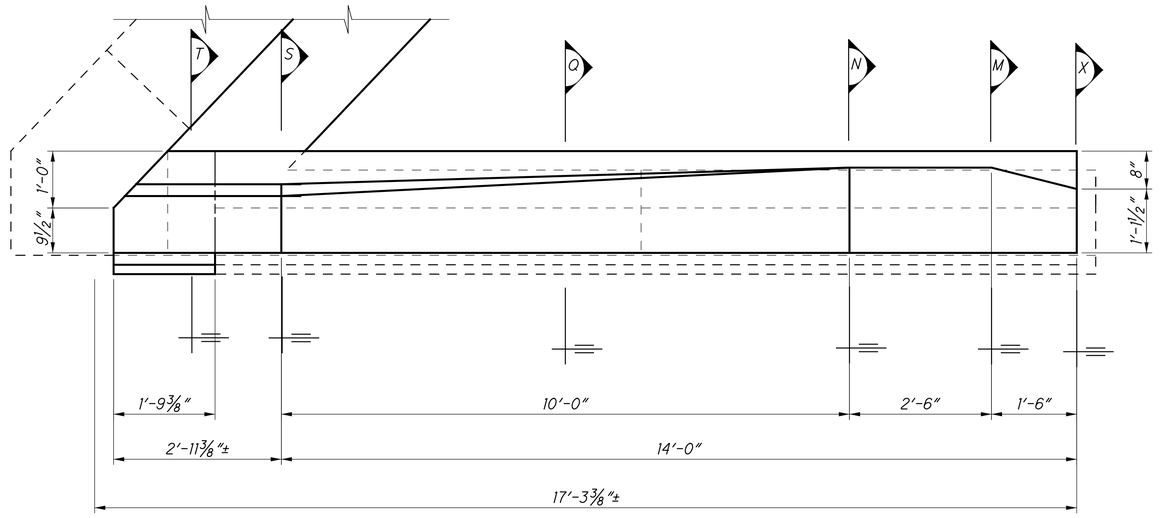
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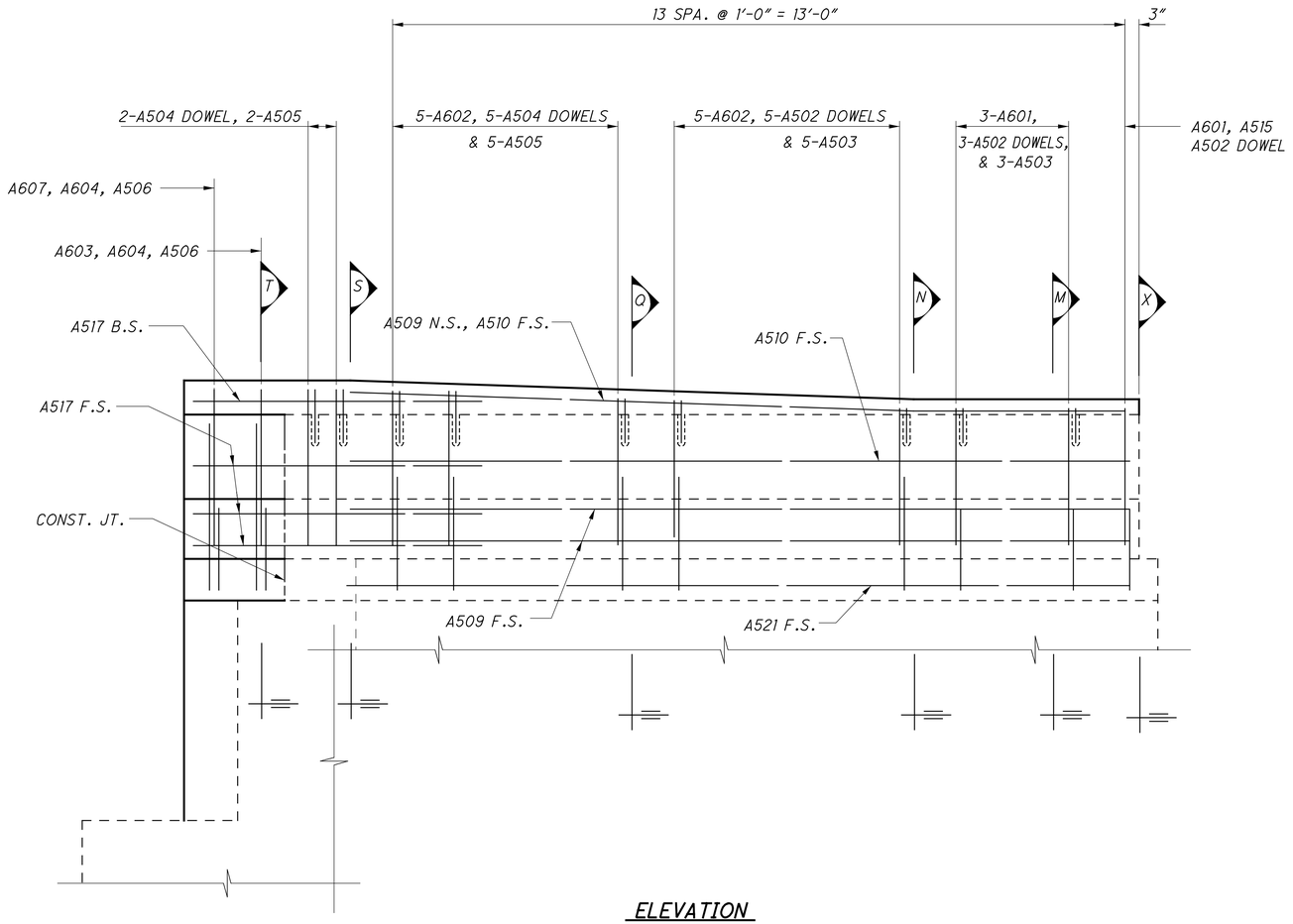
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PID No. 86367

9 / 19

424
434



PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

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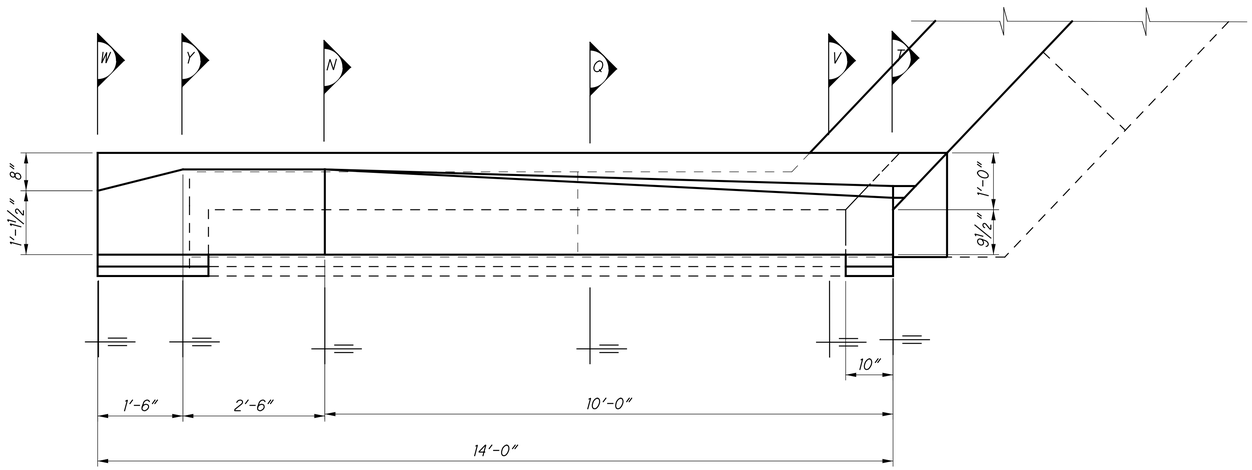
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DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3990 William Porter, Suite C, Granville, Ohio 43023
614-210-0751 , Fax 614-210-0752

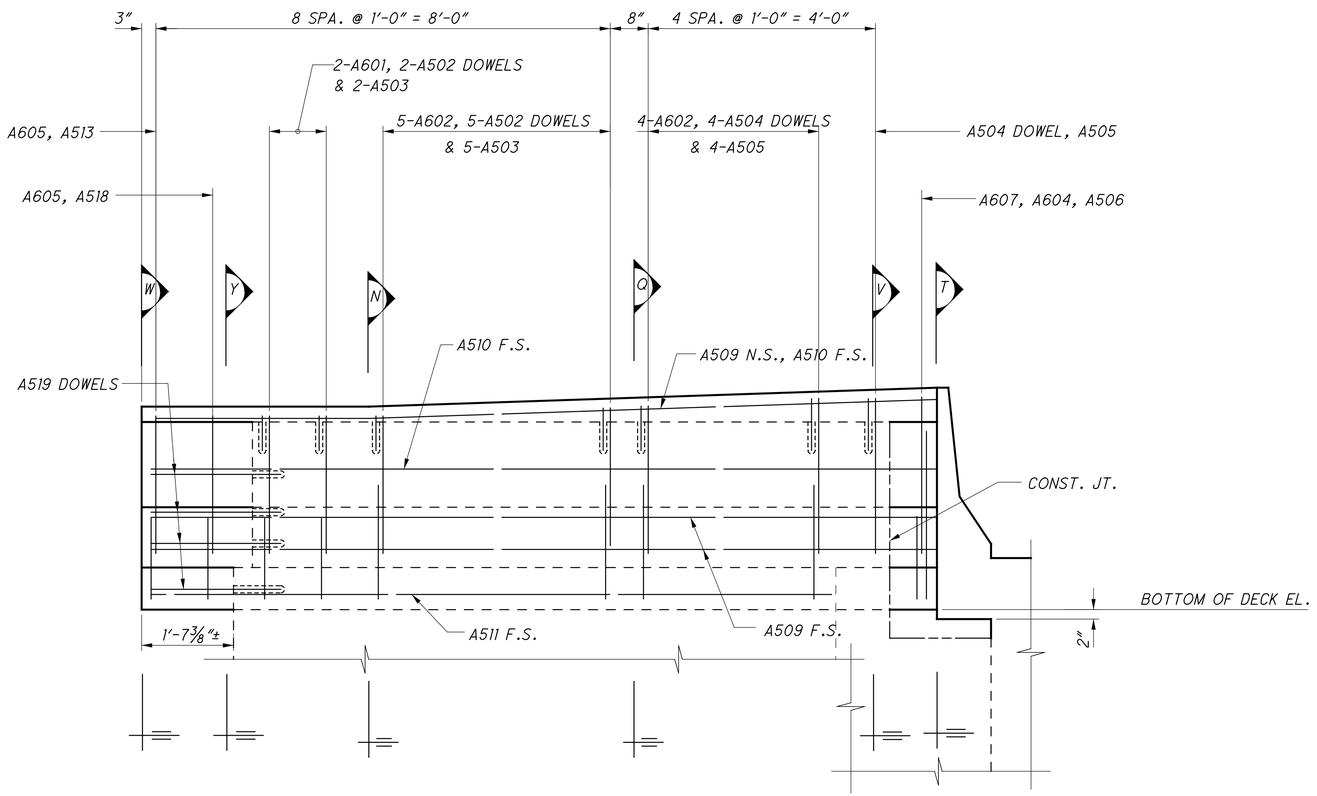
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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NORTHEAST WINGWALL MODIFICATIONS
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367



PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS W, Y, N, Q, V AND T,
SEE SHT. NO. 13/19.

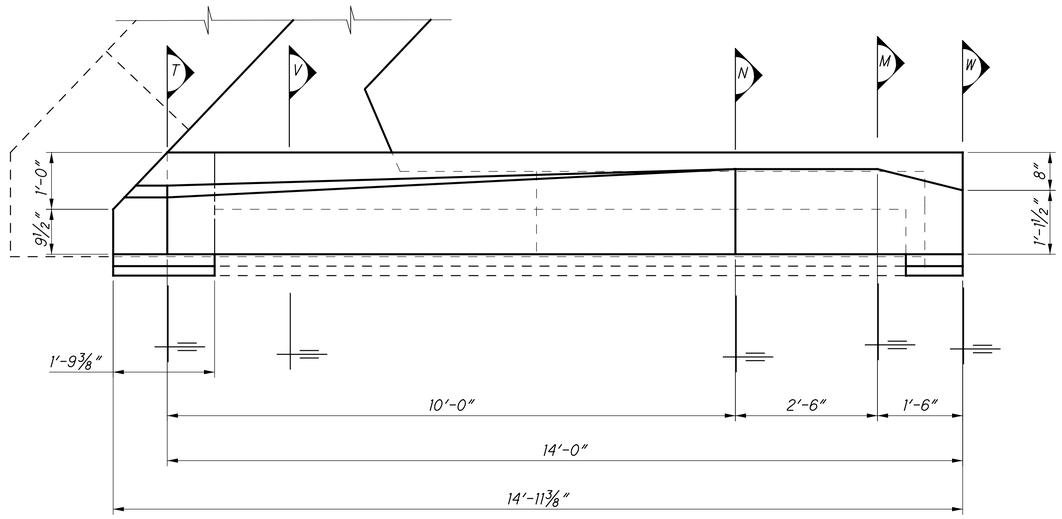
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Okemos, Ohio 43430
614-210-0751 , Fax 614-210-0752

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
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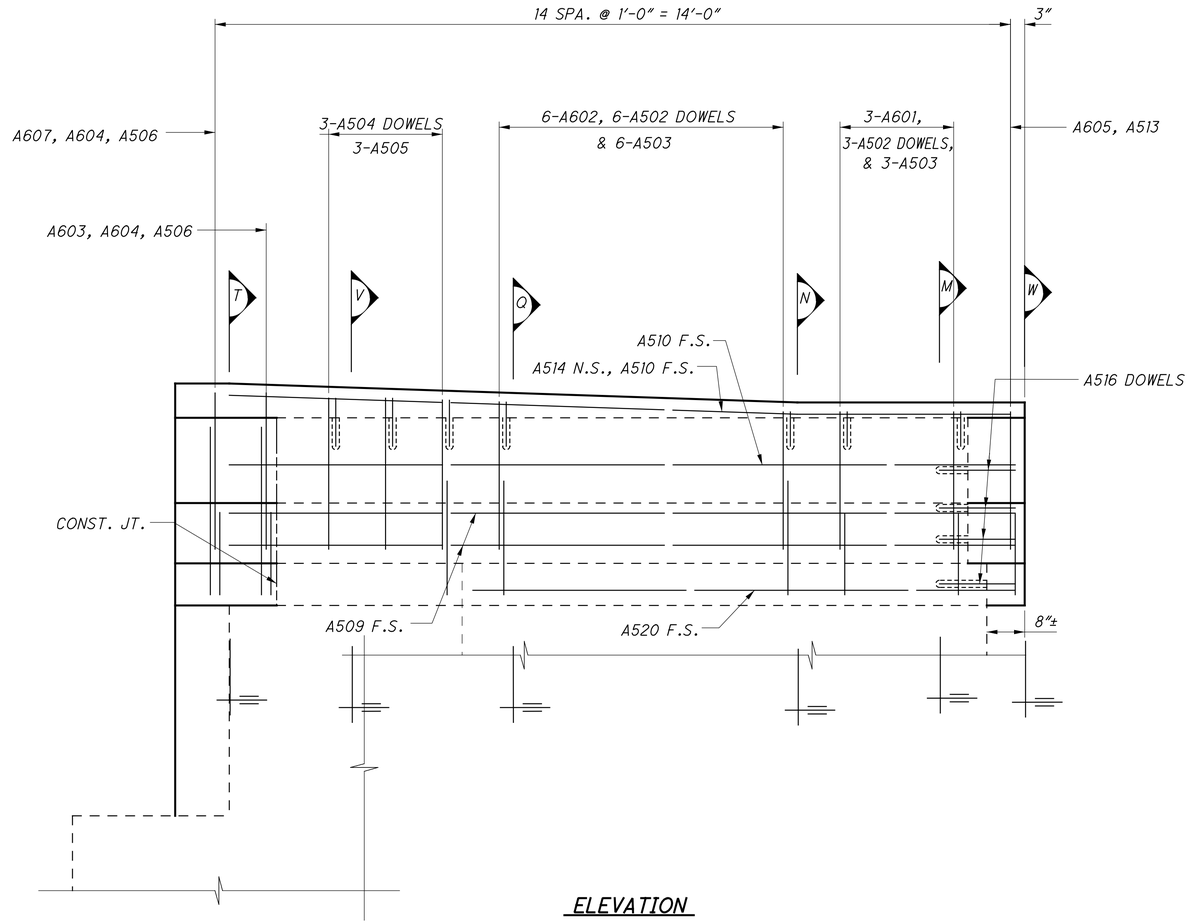
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BRIDGE NO. JEF-43-0063 A
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JEF-43-0.00
PID No. 86367

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RMOYCITZKY



PLAN



ELEVATION

RECORD DRAWING
12/23/11

NOTE:

FOR SECTIONS W, M, N, Q, V AND T,
SEE SHT. NO. 13/19.

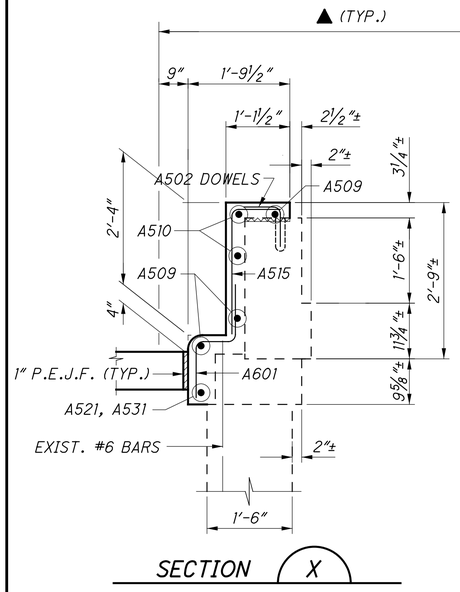
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3999 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731, Fax 614-210-0732

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
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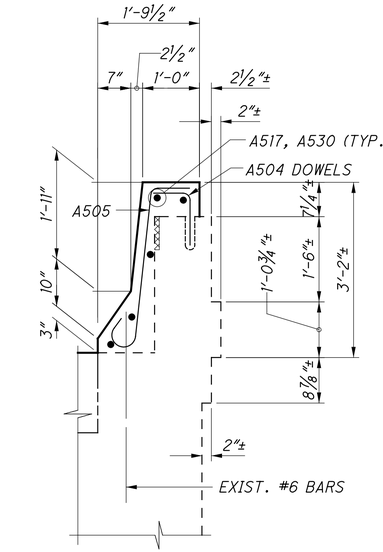
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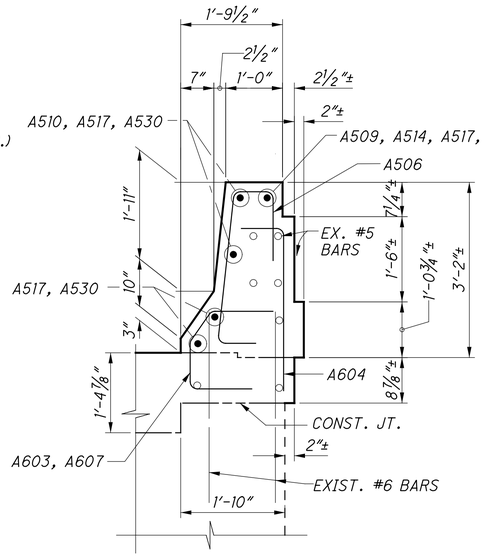
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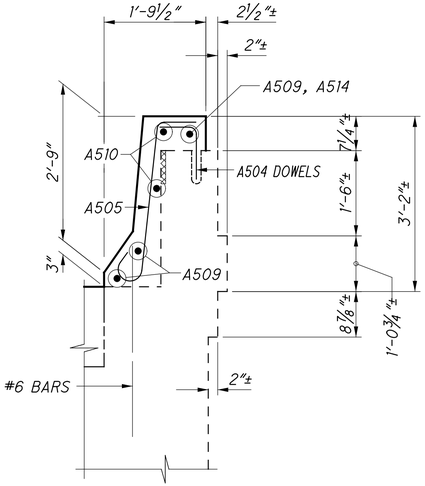
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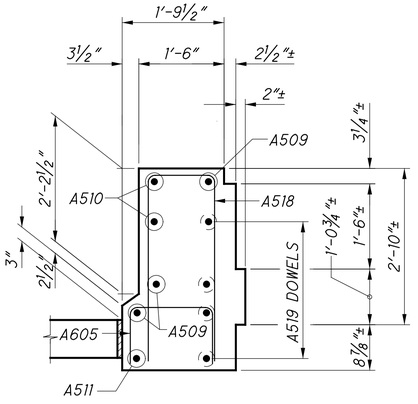
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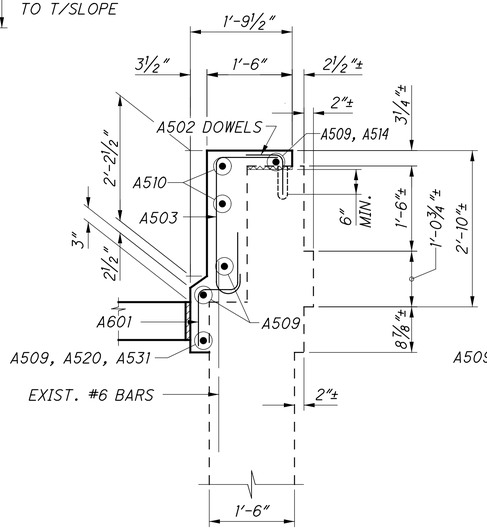
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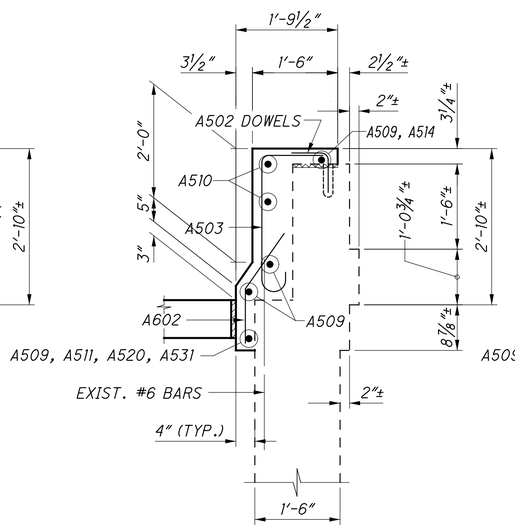
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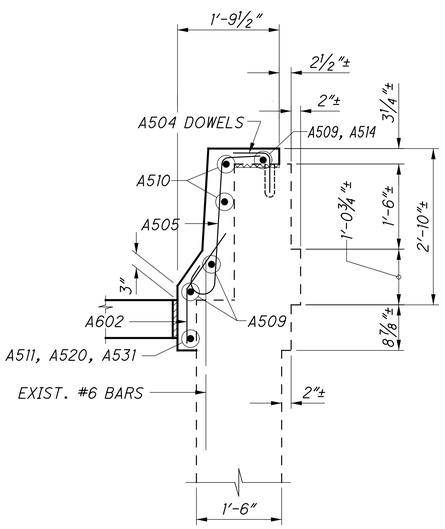
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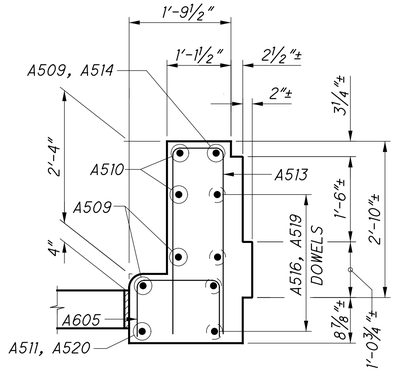
SECTION M



SECTION N



SECTION Q



SECTION W

NOTE:

PROVIDE A MINIMUM 6" DOWEL HOLE DEPTH FOR DOWEL HOLES IN TOP OF EXISTING CONCRETE RAILING.

RECORD DRAWING
12/23/11

LEGEND:

▨ ADDITIONAL EXIST. CONCRETE TO BE REMOVED AS NECESSARY TO ALLOW FOR 4" MIN. OF NEW CONCRETE.

▲ INDICATES LIMITS OF "ITEM SPEICAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

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12/19/2011
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RWOTCITZKY

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3990 William Porter, Suite C, Dublin, Ohio 43016
614-210-6731 , Fax 614-210-6732

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4102029	

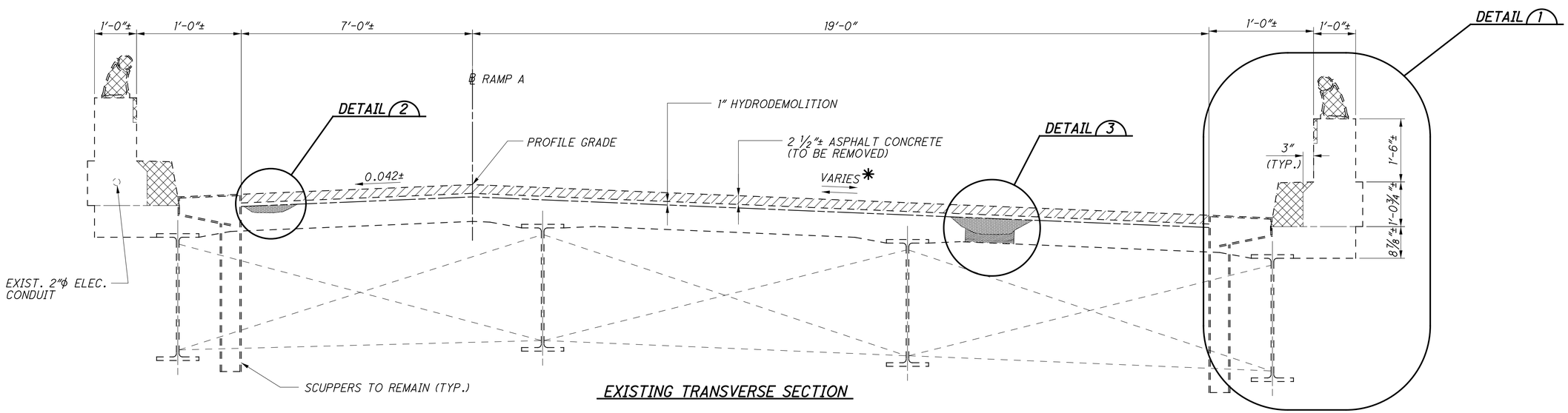
WINGWALL MODIFICATION SECTIONS

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RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

13 / 19

428
434

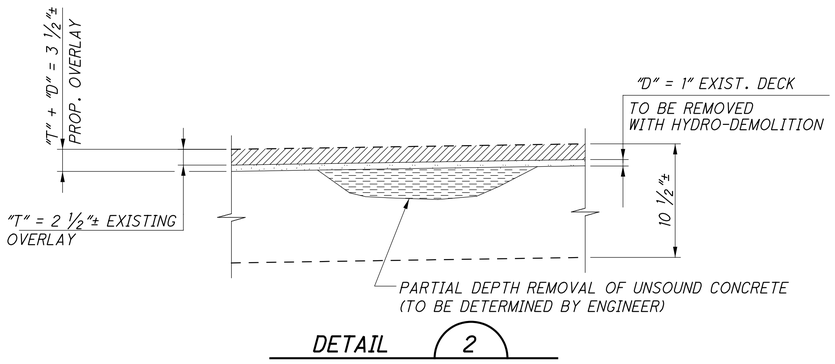


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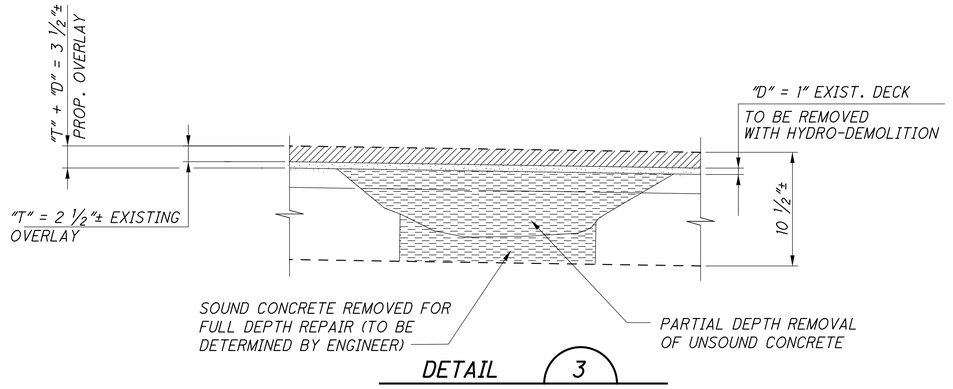
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(╲)0.083± AT STA. 1848+50 TO (╲)0.0156± AT STA. 1850+50

(╲)0.0156± AT STA. 1850+50 TO (╱)0.0156± AT STA. 1852+50



DETAIL 2



DETAIL 3

NOTE: "D" AND "T" DESIGNATIONS ARE PER SUPPLEMENTAL SPECIFICATION 848.

LEGEND:

- INDICATES TO BE REMOVED
- INDICATES EXISTING ASPHALT CONCRETE TO BE REMOVED
- INDICATES CONCRETE TO BE REMOVED BY HYDRO-DEMOLITION
- INDICATES EXISTING CONCRETE TO BE REMOVED BY HAND CHIPPING

RECORD DRAWING
12/23/11

NOTE:

FOR DETAIL 1, SEE SHT. NO. 17/19.

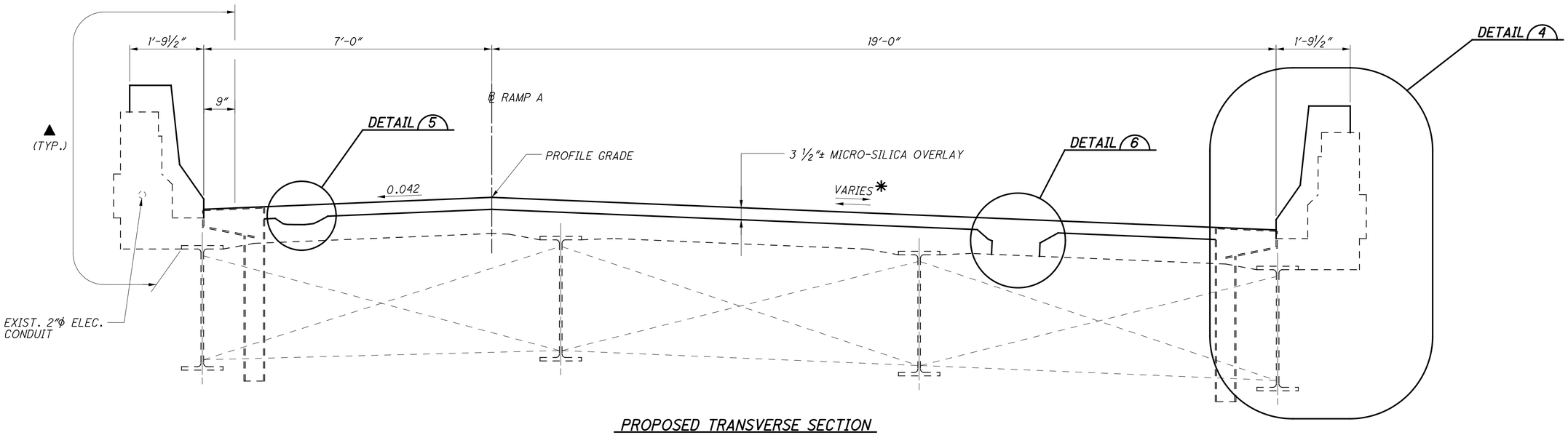
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
395 Wilson Plaza, Suite C, Chillicothe, Ohio 45601
614-210-0751 , Fax 614-210-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4100995	

EXISTING TRANSVERSE SECTION
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

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PROPOSED TRANSVERSE SECTION

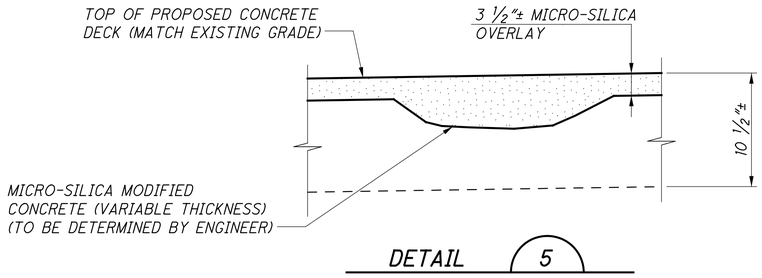
LEGEND:

▲ INDICATES LIMITS OF "ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

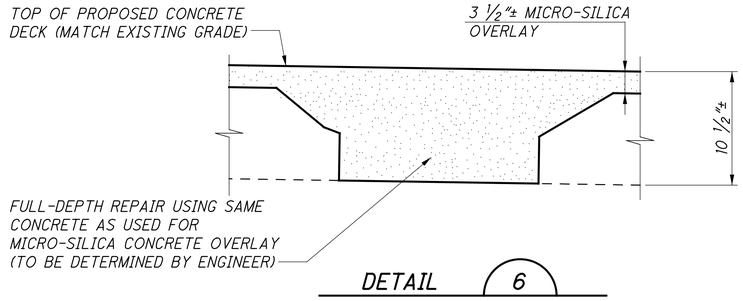
* THE SLOPE VARIES AS FOLLOWS:

(╲)0.083 AT STA. 1848+50 TO (╲)0.016 AT STA. 1850+50

(╲)0.016 AT STA. 1850+50 TO (╱)0.016 AT STA. 1852+50



DETAIL 5



DETAIL 6

NOTES:

1. FOR DETAIL 4, SEE SHT. NO. 17/19 .
2. FOR SUPERELEVATION TABLE, SEE SHT. NO. 246.

RECORD DRAWING
12/23/11

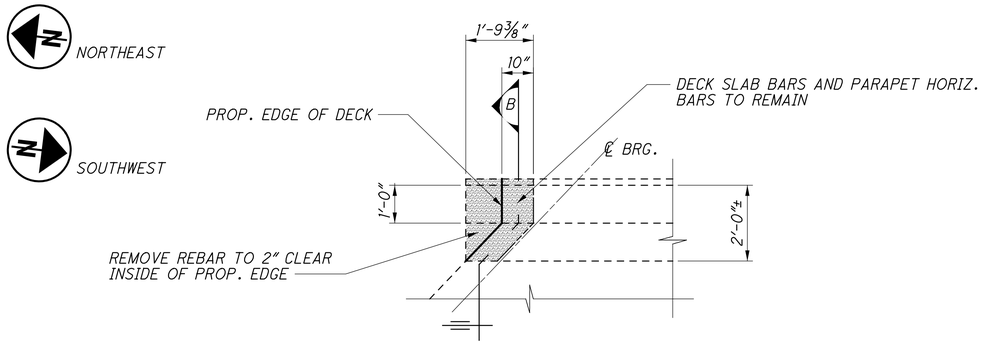
DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Dublin, Ohio 43016
614-210-0731 , Fax 614-210-0732

DESIGNED RPR | DRAWN RPR | CHECKED TJW | REVIEWED GGN | DATE 9-13-10 | REVISED | STRUCTURE FILE NUMBER 4100995

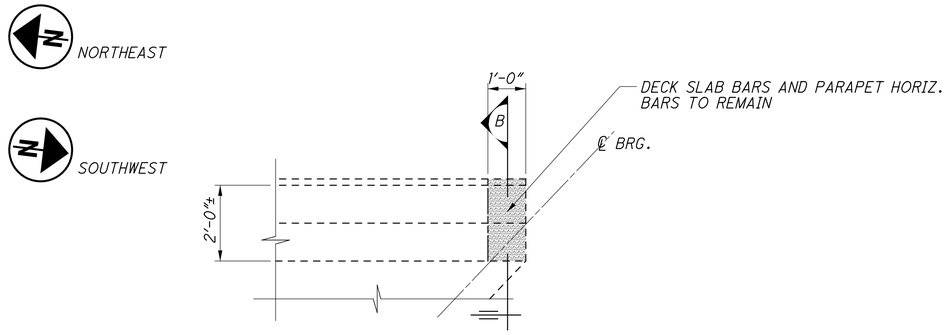
PROPOSED TRANSVERSE SECTION
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

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DECK & PARAPET DEMOLITION
NORTHEAST AND SOUTHWEST CORNERS

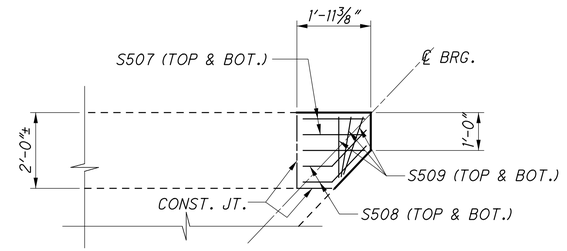


DECK AND PARAPET DEMOLITION
NORTHEAST AND SOUTHWEST CORNERS

RECORD DRAWING
12/23/11

NOTE:

FOR SECTION A, AND C, SEE SHT. NO. 17/19.

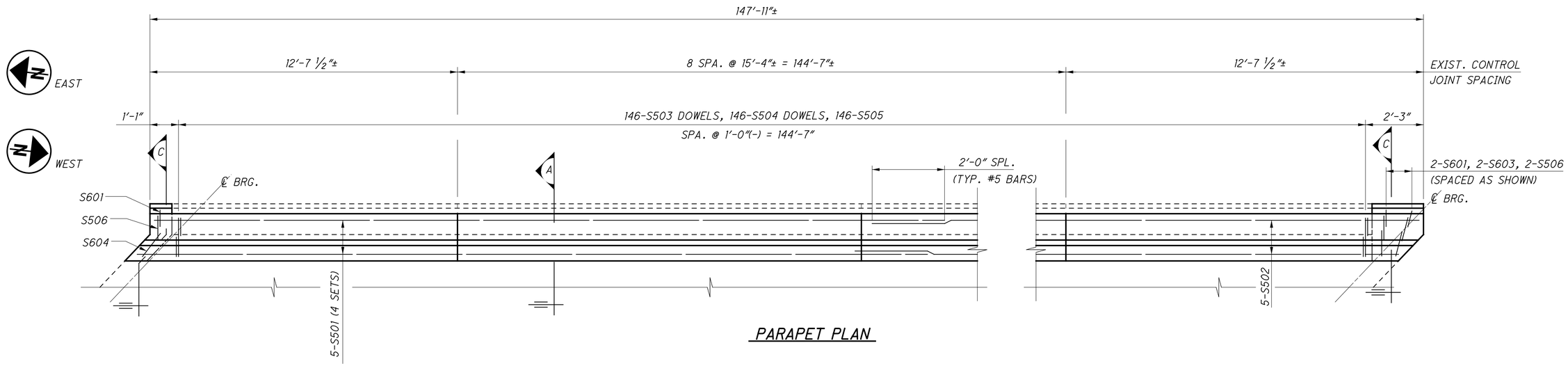


DECK MODIFICATION
NORTHEAST AND SOUTHWEST CORNERS

LEGEND:

✱ ADJUST SPACING FOR VERTICAL BARS IF NECESSARY TO PROVIDE A MINIMUM 2" FROM CONTRACTION JOINTS

INDICATES CONCRETE TO BE REMOVED



PARAPET PLAN

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
2999 Wilson Road, Suite C, Oakley, Ohio 45209
614-221-6075 , Fax 614-221-0752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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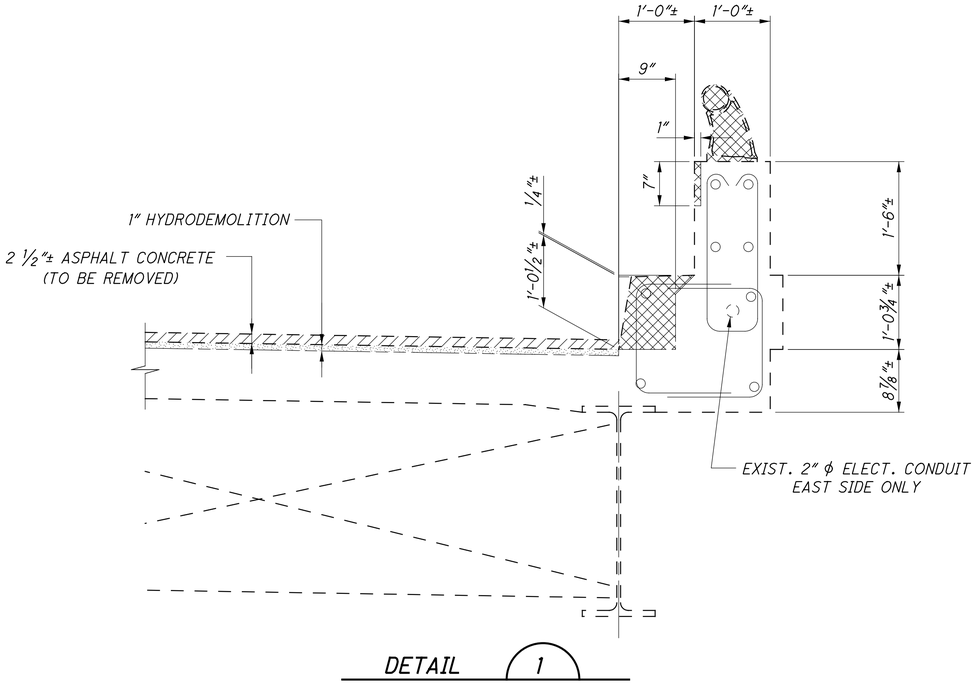
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BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

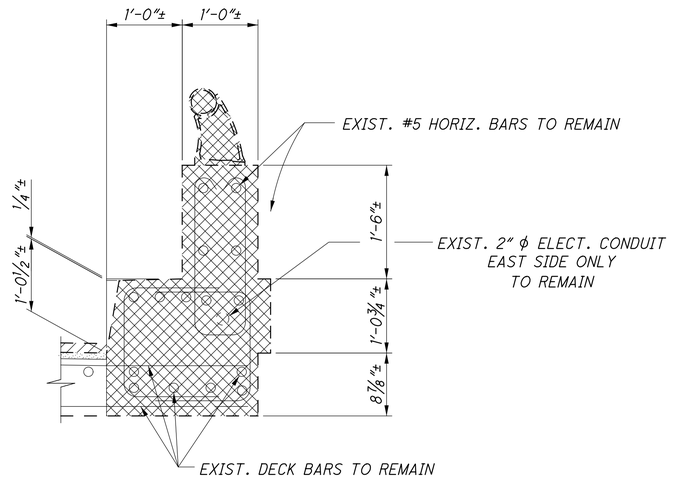
16/19

431/434

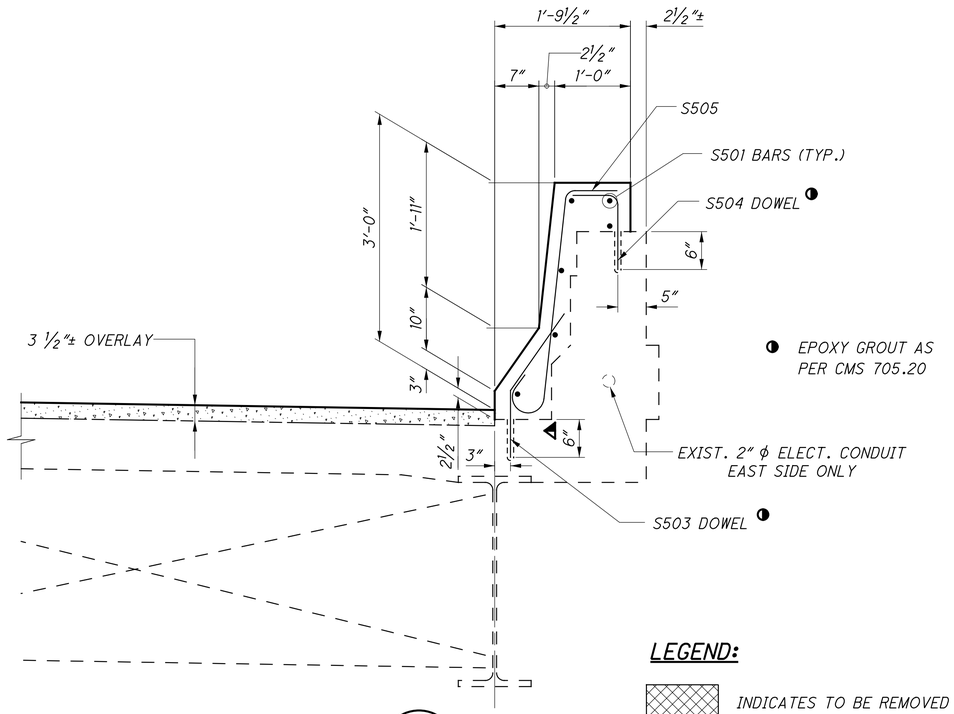
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RHOYCITZKY



DETAIL 1

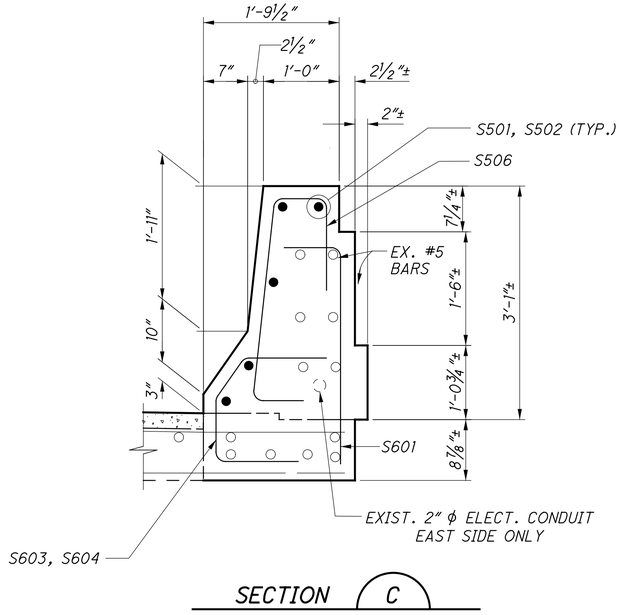


SECTION B



DETAIL 4

SECTION A



SECTION C

LEGEND:

INDICATES TO BE REMOVED

EPOXY GROUT AS PER CMS 705.20

CONTRACTOR TO PROVIDE A METHOD OF INSURING 6" DEPTH SO AS NOT TO OVERDRILL AND DAMAGE EXISTING BEAM

RECORD DRAWING
12/23/11

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12/19/2011
8:49:26 AM
ROTCITZKY

DESIGN AGENCY
GLAUS PYLE SCHOMER BURNS & DEHAVEN INC.
GPD ASSOCIATES
3995 Wilson Road, Suite C, Oakley, Ohio 45209
614-210-0731 , Fax 614-210-0732

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-13-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		410995	

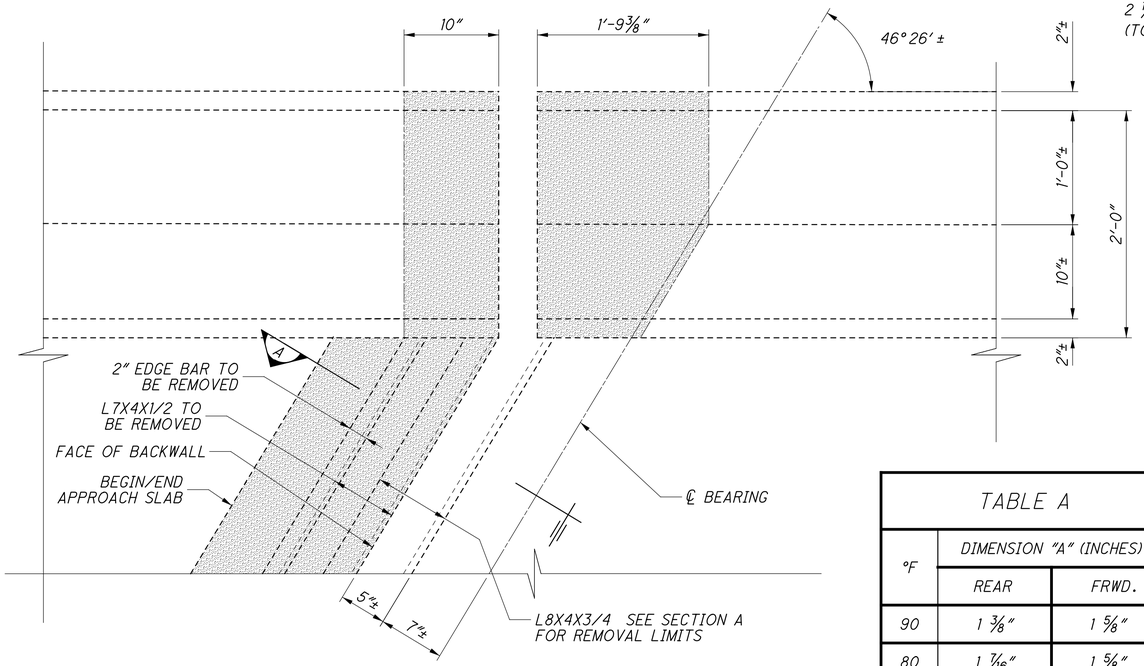
DECK PARAPET DEMOLITION AND MODIFICATION SECTIONS

BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

17 / 19

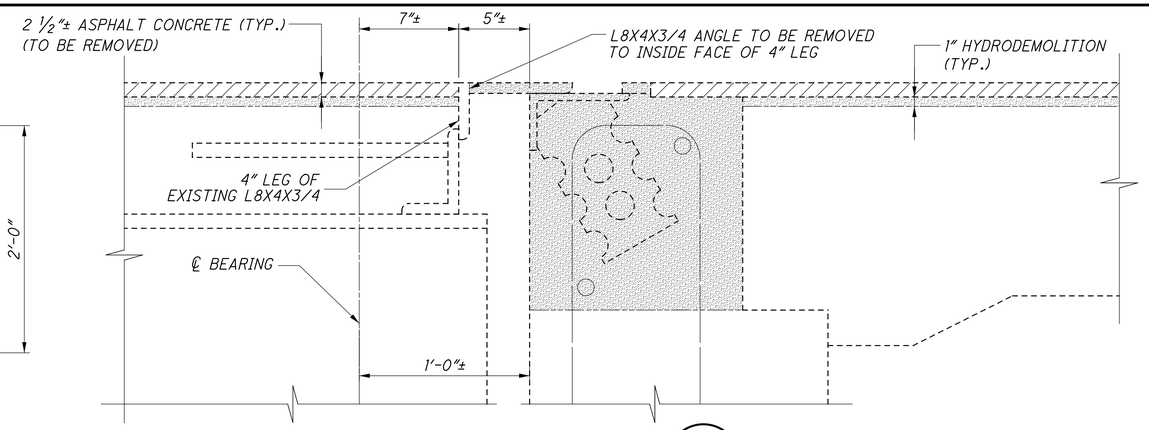
432
434



REMOVAL PLAN OF EXISTING END DAM

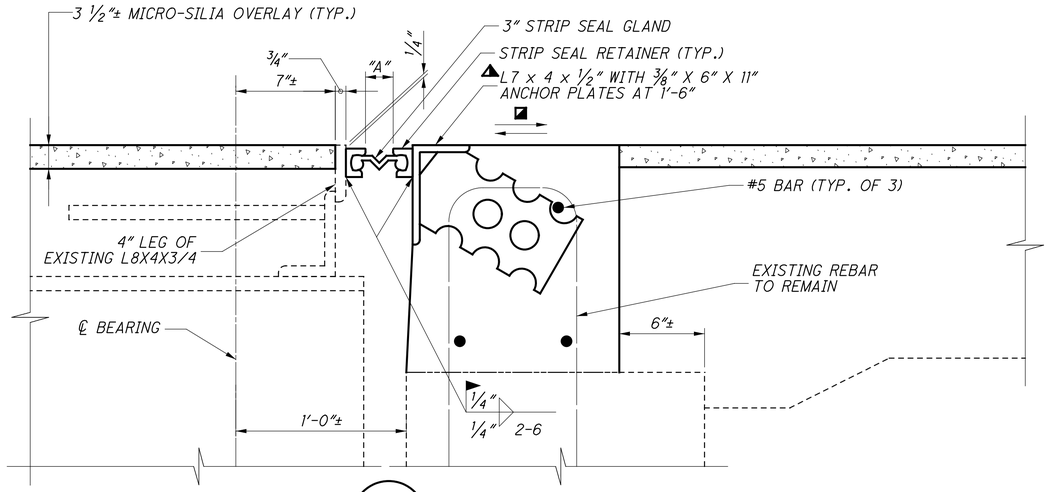
INDICATES CONCRETE TO BE REMOVED

TABLE A		
°F	DIMENSION "A" (INCHES)	
	REAR	FRWD.
90	1 ⅜"	1 ⅝"
80	1 ⅞16"	1 ⅝"
70	1 ⅜16"	1 1⅛16"
60	1 ⅝"	1 1⅛16"
50	1 1⅛16"	1 ¾"
40	1 ¾"	1 ¾"
30	1 ⅞"	1 1³⁄16"



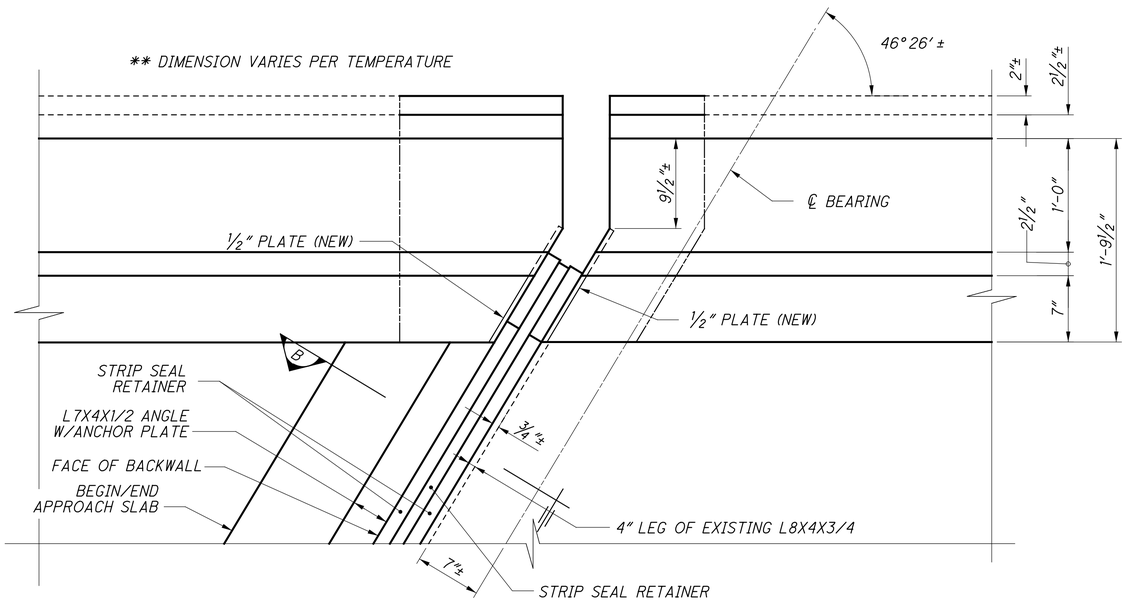
SECTION A

APPROACH SLAB REBAR NOT SHOWN



SECTION B

APPROACH SLAB REBAR NOT SHOWN



PLAN VIEW OF REPLACEMENT STRIP SEAL EXPANSION JOINT

OPTION 2 SHOWN

RECORD DRAWING
12/23/11

\\WKRN03\DATA\2010\2010069\JEF\86367\STRUCTURES\JEF43_0030C\SHEETS\JEF-EXP-JT.DGN
12/19/2011
8:52:14 AM
RWOYCITZKY

DESIGN AGENCY
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614-210-6731 , Fax 614-210-6752

DESIGNED	DRAWN	REVIEWED	DATE
RPR	RPR	GGN	9-21-10
CHECKED	REVISED	STRUCTURE FILE NUMBER	
TJW		4101995	

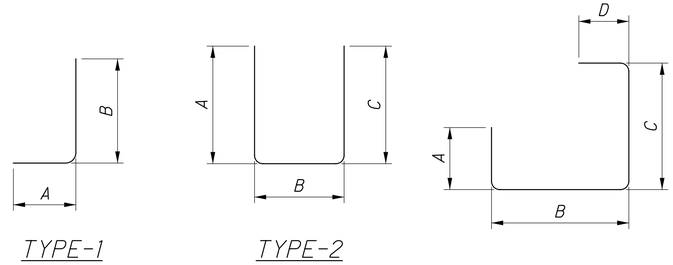
EXPANSION JOINT DETAILS
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

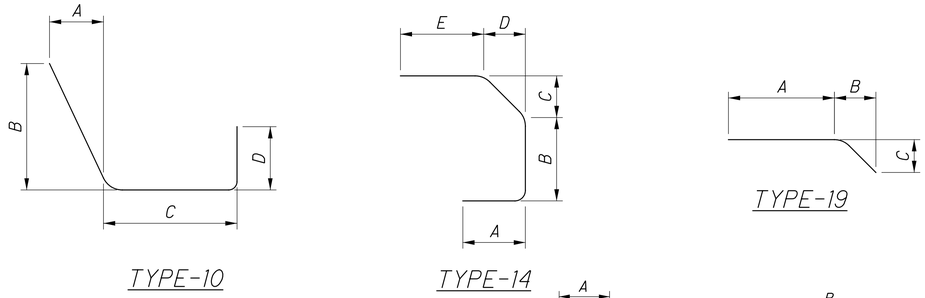
JEF-43-0.00
PID No. 86367

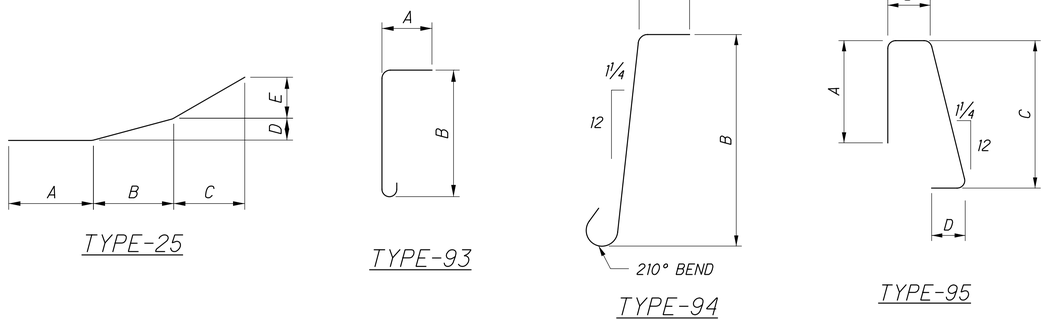
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						INC.
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	
ABUTMENTS													
									2′-4″				
A502	18	16	34	1′-3″	44	1	0′-8″	0′-9″					
A503	16	16	32	3′-11″	131	93	1′-1″	2′-4″					
A504	13	8	21	1′-5″	31	1	0′-8″	0′-11″					
A505	13	8	21	3′-11″	86	94	0′-8″	2′-9″					
A506	3	3	6	5′-1″	32	95	0′-8″	2′-8″	0′-10″				
A509	6	5	11	13′-10″	159	STR							
A510	4	4	8	13′-11″	116	25	10′-0″	2′-5″	1′-5″	0′-1 ½″	0′-5″		
A511		1	1	12′-0″	13	STR							
A513		2	2	6′-10″	14	2	3′-2″	0′-9″	3′-2″				
A514		1	1	14′-2″	15	STR							
A515	2		2	3′-0″	6	1	0′-9″	2′-4″					
A516		4	4	1′-4″	6	1	0′-8″	0′-10″					
A517	5		5	5′-2″	27	STR							
A518		1	1	4′-1″	4	1	3′-2″	1′-1″	3′-2″				
A519		4	4	2′-3″	9	STR							
A520		1	1	9′-7″	10	STR							
A521	1		1	13′-6″	14	STR							
A524	3	3	6	38′-5″	240	STR							
A525	3	3	6	1′-3″	8	STR							
A526	3	3	6	1′-6″	9	19	0′-8″	0′-7″	0′-8″				
A527	3	3	6	1′-10″	11	10	0′-7″	0′-7″	0′-7″	0′-7″			
A528	2	2	4	5′-6″	23	STR							
A529	1	1	2	3′-7″	7	7	0′-8″	1′-4″	1′-5″	0′-7″			
A530	5		5	4′-0″	21	STR							
A531	1		1	12′-11″	14	STR							
A601	8	5	13	2′-4″	46	8	0′-11″	0′-9″	1′-0″				
A602	20	15	35	2′-0″	105	19	0′-11″	0′-11″	0′-8″				
A603	1	1	2	2′-2″	7	2	1′-1″	0′-10″	0′-7″	0′-7″	1′-1″		
A604	3	3	6	3′-5″	31	1	0′-9″	2′-10″					
A605		3	3	2′-11″	13	2	0′-11″	1′-5″	0′-11″				
A607	2	2	4	3′-6″	21	14	1′-1″	0′-10″	0′-7″	0′-6″	1′-1″		
				TOTAL	1273								

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						INC.
					A	B	C	D	E	R	
SLAB											
S501	40	30′-0″	1252	STR							
S502	5	36′-0″	188	STR							
S503	292	2′-0″	609	19	0′-11″	0′-11″	0′-8″				
S504	292	1′-5″	431	1	0′-8″	0′-11″					
S505	292	4′-0″	1218	94	0′-8″	2′-10″					
S506	6	5′-1″	32	95	1′-3″	0′-8″	2′-8″	0′-10″			
S507	8	1′-7″	13	STR							
S508	8	2′-1″	17	19	0′-9″	0′-11″	1′-0″				
S509	12	1′-9″	22	STR							
S601	6	3′-5″	31	1	0′-9″	2′-10″					
S603	4	3′-5″	21	14	1′-1″	0′-10″	0′-7″	0′-4″	1′-1″		
S604	2	3′-6″	11	14	1′-1″	0′-10″	0′-7″	0′-6″	1′-1″		
		TOTAL	3845								

STANDARD BAR TYPES







NOTES:

1. BAR DIMENSIONS ARE OUT TO OUT UNLESS NOTED OTHERWISE.
2. ALL BARS ARE EPOXY COATED.
3. BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE FIRST ALPHABETICAL LETTER INDICATES LOCATION. THE NEXT DIGIT OF THE THREE DIGIT SERIES AND THE NEXT TWO DIGITS OF THE FOUR DIGIT SERIES INDICATE BAR SIZE NUMBER.

EXAMPLES:

S 501 — NO. 5 SIZE BAR, SLAB

A 601 — NO. 6 SIZE BAR, ABUTMENT

RECORD DRAWING
12/23/11

\\AKRN03\DATA\2010\2010068\JEF\86367\STRUCTURES\JEF43_0030(C)SHEETS\JEF-REBAR.DGN
12/19/2011
8:54:27 AM
RWOYCITZKY

DESIGN AGENCY
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GPD ASSOCIATES
330-572-2100, Fax 330-572-2101

DESIGNED RPR | DRAWN RPR | REVIEWED GGN | DATE 9-13-10
CHECKED TJW | REVISED | STRUCTURE FILE NUMBER 4100995

REINFORCING SCHEDULE
BRIDGE NO. JEF-43-0063 A
RAMP A OVER RAMP B

JEF-43-0.00
PID No. 86367

19 / 19

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