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LEGEND

Item 254 - Pavement Planing, Asphalt Concrete (Thickness as Shown) Item 407 – Non Tracking Tack Coat

Item 442- Asphalt Concrete Intermediate Course, 19MM, Type A, (446) (Thickness as Shown)

Item 617 – Compacted Aggregate

Item 209 – Linear Grading

Item 442 - Asphalt Concrete Surface Course, 12.5MM, Type A, (446)

Item 209 - Preparing Subgrade for Shoulder Paving Item 441 - Asphalt Concrete - Safety Edge (See General Notes) Item 301 - Asphalt Concrete Base PG64-22 (Thickness as Shown)

Item 304 - Aggregate Base (Thickness as Shown)

Item 202 - Pavement Removed, Asphalt

Item 204 - Subgrade Compaction

(A)Existing Asphalt - 12"± (B) Aggregate Base (\mathcal{C}) Subbase

Existing Asphalt - 7″ ± (D)

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UTILITIES

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

FRONTIFR

300 WEST GYPSY LANE RD

PH: (419) 354-9452

BUCKEYE CABLEVISION 2700 OREGON RD. NORTHWOOD, OHIO 43519 BOWLING GREEN, OH 43402 PH: (419) 724-3713

TOLEDO EDISON

6099 ANGOLA RD. HOLLAND, OHIO 43528 PH: (419) 249-5218

THE LOCATION OF THE UNDERGOUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

SURVEYING PARAMETERS

USE THE FOLLOWING VERTICAL POSITIONING AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88 (ODOT VRS DERIVED) GEOID: 2012A

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)

ELLIPSOID: GRS80 MAP PROJECTION: LAMBERT CONFORMAL CONIC COORDINATE SYSTEM: OHIO STATE PLANE NORTH COMBINED SCALE FACTOR: GRID=1.0000000

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FFFT.

ROUNDING

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

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.

PROFILE AND ALIGNMENT

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURF-ACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

PLANED SURFACES

NO PLANED SURFACES SHALL BE OPEN TO THE PUBLIC FOR MORE THAN 7 DAYS. IF THE PLANED SURFACE IS OPEN FOR MORE THAN 7 DAYS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR THE PAVEMENT FAILURES THAT OCCURRED AFTER THE 7 DAY LIMIT.

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

JOINT CORING IN ACCORDANCE WITH 446.04 IS NOT REQUIRED FOR COLD LONGITURDINAL JOINTS PLACED OVER VOID REDUCING ASPHALT MEMBRANE (VRAM). CONSTRUCT COLD LONGITUDINAL JOINTS OVER VRAM USING THE SAME TECHNIQUES, EQUIPMENT, AND ROLLER PATTERNS USED FOR THE REST OF THE MAT. OBTAIN 10 MAT CORES FOR EACH LOT OF MATERIAL IN ACCORDANCE WITH 446.04. PAY FACTORS FOR EACH LOT OF MATERIAL WILL BE DETERMINED ACCORDING TO TABLE 446.04-2.

PAVEMENT REPAIRS

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED FOR PAVEMENT REPAIR ON US 6 AND AS DIRECTED BY THE ENGINEER AND ARE BASED ON THE PERCENTAGES SHOWN:

US 6 SLM 21.02 - 25.36 @ 8% STA. 1110+11 TO STA. 1339+00 = 22,889'*32'*0.5=366,224CF 366,224CF/27=13,564CY @ 8% = 1,085CY ITEM 253 - PAVEMENT REPAIR 6" 1,085 CY



NOTE: THE ENGINEER SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO THE BEGINNING OF WORK. ANY ADJUSTMENTS NECESSARY SHALL BE AS DIRECTED BY THE ENGINEER.

THE PAVEMENT REPAIRS SHALL BE DONE AFTER PAVEMENT PLANING.

ASPHALT CONCRETE - SAFETY EDGE

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED FOR THE CONSTRUCTION OF THE SAFETY EDGE. SEE SCD BP-3.2.

WOO US 6 (21.02-25.36) STA. 1110+11 TO STA. 1339+00

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING 10 MILE

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (446) 77 CY

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446) 32 CY

QUANTITIES TO BE USED FOR THE SAFETY EDGE HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

TRAFFIC CONTROL QUANTITIES

PAVEMENT MARKINGS

THE CONTRACTOR WILL BE PROVIDED THE "NO PASSING ZONE LOG" FOR THE CENTER LINE PAVEMENT MARKING UPON REQUEST.

THE FOLLOWING ARE FOR INFORMATION ONLY:

| YELLOW CENTER LINE | |
|--------------------|-----------|
| DASHED | 2.97 MILE |
| DASHED SOLID | 0.89 MILE |
| DOUBLE SOLID | 0.48 MILE |

RAISED PAVEMENT MARKERS

| TWO WAY YELLOW/YEL | LOW 286 | EACH | |
|----------------------|---------------|--------------|--------|
| ONE WAY WHITE | 16* | EACH | |
| (*REPLACE TO US-23 1 | !F NECESSARY; | 7 IN PROJECT | LIMITS |

| ITEM QTY | UNIT | DESCRIPTION |
|----------|------|--------------------------------|
| 621 302 | EACH | RPM |
| 621 63 | EACH | RAISED PAVEMENT MARKER REMOVED |
| 642 8.68 | MILE | EDGE LINE, 6", TYPE 1 |
| 642 8.68 | MILE | CENTER LINE, TYPE 1 |
| 644 77 | FT | STOP LINE |

ALL TRAFFIC CONTROL QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

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 611 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 STATE.

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 STATE.

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 611 CONDUIT ITEMS.

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ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS TO CONSTRUCT THE WOO-6-2225 STRUCTURE. THE 30 DAY CLOSURE SHALL BEGIN NO SOONER THAN 6/15/20 AND SHALL BE COMPLETE NO LATER THAN 7/30/20. THIS CLOSURE IS SET UP TO OCCUR DURING THE SAME TIMEFRAME AS A CLOSURE ON AN ADJACENT PROJECT ON US 6 (PID 107690 WOO-6-14.83). THE DETOUR FOR PID 107690 WILL UTILIZE SR 25 AND SR 281.

DAMAGES IN THE AMOUNT OF \$2,500 PER DAY SHALL BE ASSESSED FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED TIMEFRAMES.

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

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

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614 - WORK ZONE MARKING SIGN 28 EACH ITEM 614 - WORK ZONE CENTER LINE, CLASS I 15 MILE

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCOR-DANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICA-TIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CON-TRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

| | NOTIFICATION TIME TA | IBLE |
|--|------------------------|---|
| ITEM | DURATION OF CLOSURE | NOTICE DUE TO PERMITS & PIO |
| | >= 2 WEEKS | 21 CALENDAR DAYS PRIOR TO CLOSU |
| RAMP AND ROAD CLOSURES | > 12 HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSU |
| | <= 12 HOURS | 4 BUSINESS DAYS PRIOR TO CLOSUR |
| | | |
| LANE CLOSURES AND | >= 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSU |
| RESTRICTIONS | < 2 WEEKS | 5 BUSINESS DAYS PRIOR TO CLOSUR |
| | | |
| START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES | | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION |

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ODOT NOTIFICATION CONTACT INFORMATION

THE ODOT PROJECT ENGINEER SHALL FORWARD THE CONSTRUCTION NOTIFICATION INFORMATION TO THE FOLLOWING DEPARTMENTS WITHIN THE TIMELINE OUTLINED IN TEM PART 642-58 TO ENSURE COMPLIANCE WITH FEDERAL NOTIFICATION REQUIREMENTS:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT: (419) 373-4428 OR EMAIL AT: D02.pio@dot.ohio.gov

DISTRICT PERMIT SECTION BY PHONE AT: (419) 373-4301 OR EMAIL AT: D02.permits@dot.ohio.gov

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. LAT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.J

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 OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

| NOT. ITEM | ICE OF CLOSURE DURATION OF CLOSURE | SIGN TIME TABLE SIGN DISPLAYED TO PUBLIC |
|--------------|--|--|
| RAMP | & >=2 WEEKS | 5 14 CALENDAR DAYS PRIOF TO CLOSURE |
| ROAD | > 12 HOURS & < 2 WEEKS | 7 CALENDAR DAYS PRIOR TO CLOSURE |
| CLOSU | IRES < 12 HOURS | 2 BUSINESS DAYS PRIOR TO CLOSURE |

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

DETOUR FOR ROAD CLOSURE

BEFORE DETOURING TRAFFIC, THE CONTRACTOR SHALL NOTIFY, IN WRITING, THE PROJECT ENGINEER, HIGHWAY MANAGEMENT ADMINISTRATOR AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND WOOD COUNTY ENGINEER TWENTY-ONE (21) WORKING DAYS IN ADVANCE PRIOR TO THE CLOSING TO NOTIFY THE PUBLIC AND ERECT DETOUR SIGNING.

DETOUR ROUTE FOR SOUTHBOUND WAYNE RD/ EASTBOUND US-6

1. EASTBOUND ON S. RIVER RD TO PEMBERVILLE RD 2. SOUTHBOUND ON PEMBERVILLE RD TO US-6

DETOUR ROUTE FOR SOUTHBOUND WAYNE RD/ WESTBOUND US-6

1. WESTBOUND ON S. RIVER RD TO ROCHESTER RD 2. SOUTHBOUND ON ROCHESTER RD TO US-6

DETOUR ROUTE FOR NORTHBOUND WAYNE RD/ EASTBOUND US-6

1. EASTBOUND ON HOLCOMB RD TO PEMBERVILLE RD 2. NORTHBOUND ON PEMBERVILLE RD TO US-6

DETOUR ROUTE FOR NORTHBOUND WAYNE RD/ WESTBOUND US-6

1. WESTBOUND ON HOLCOMB RD TO SR-199

2. NORTHBOUND ON SR-199 TO US-6

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| 6 | 8 | 10 | 12 | 15 | 21 | | | | | | 01/NHS/PV | 02/NHS/BR | (X) | | | TOTAL | | |
| | | | | | | | | | | | | | | | | | | |
| | | 50 | | | | | | | | | 50 | | | 202 | 23000 | 50 | SY | PAVEMENT REMOVED |
| | | 1012 | | | | | | | | | | 1012 | | 202 | 23010 | 1,012 | SY | PAVEMENT REMOVED, ASPHALT |
| | | | 220 | | | | | | | | | 220 | | 202 | 38000 | 220 | FT | |
| | | | 3 | | | | | | | | | 3 | | 202 | 42000 | 3 | | |
| | | 283 | | | | | | | | | | 283 | | 202 | 42040 | 283 | | |
| | | 930 | | | | | | | | | | 930 | | 203 | 10000 | 930 | SY | SUBGRADE COMPACTION |
| | | | | | | | | | | | | 490 | | 204 | 20000 | 490 | CY | EMBANKMENT |
| | | 9 | | | | | | | | | 9 | | | 209 | 60500 | 9 | MILE | LINEAR GRADING |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 14 | | 659 | 00300 | 14 | CY | TOPSOIL |
| | | | | | | | | | | | | 1000 | | 659 | 10000 | 1,000 | SY | |
| | | | | | | | | | | | | 0.2 | | 659 | 20000 | 0.2 | | |
| | | | | | | | | | | | | 0 1000 | | 832 | 30000 | 0 | | |
| | | | | | | | | | | | | 1000 | | 002 | 30000 | 1,000 | LAON | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | 194 | | | | | | | 194 | | 611 | 04400 | 194 | FT | 12" CONDUIT, TYPE B |
| | | | | | 147 | | | | | | | 147 | | 611 | 05900 | 147 | FT | 15" CONDUIT, TYPE B |
| | | | | | 72 | | | | | | | 72 | | 611 | 07400 | 72 | FT | 18" CONDUIT, TYPE B |
| | | | | | 65 | | | | | | | 65 | | 611 | 10400 | 65 | FT FT | 24" CONDUIT, TYPE B |
| | | | | | 5 | | | | | | | 5 | | 611 | 98510 | 5 | EACH | CATCH BASIN, NO. 2-3 |
| | | | | | | | | | | | | | | | | | | |
| 1085 | | | | | | | | | | | 1085 | | | 253 | 01000 | 1.085 | sv. | |
| 1005 | | 81635 | | | | | | | | | 81635 | | | 253 | 01000 | 81 635 | SY | PAVEMENT PLANING ASPHALT CONCRETE |
| | | 296 | | | | | | | | | 296 | | | 301 | 46000 | 296 | CY | ASPHALT CONCRETE BASE, PG64-22 |
| | | 183 | | | | | | | | | 183 | | | 304 | 20000 | 183 | CY | AGGREGATE BASE |
| | | 11431 | | | | | | | | | 11431 | | | 407 | 20000 | 11,431 | GAL | NON-TRACKING TACK COAT |
| | | 3407 | | | | | | | | | 3407 | | | 442 | 10000 | 3,407 | CY | ASPHALT CONCRETE SURFACE COURSE, 1 |
| | | 3970 | | | | | | | | | 3970 | | | 442 | 10100 | 3,970 | CY | ASPHALT CONCRETE INTERMEDIATE COUF |
| | | 916 | | | | | | | | | 916 | | | 617 | 10100 | 916 | CY | COMPACTED AGGREGATE |
| | | | | | | | | | | | 8.68 | | | 618 | 41000 | 8.68 | MILE | RUMBLE STRIPES, EDGE LINE (ASPHALT CO |
| | | | | | | | | | | | 4.34 | | | 618 | 43000 | 4.34 | | RUMBLE STRIPES, CENTER LINE (ASPHALT |
| | | | | | | | | | | | 22001 | | | 0/4 | 20000 | 22,001 | | LONGITUDINAL JOINT PREPARATION |
| | | | | | | | | | | | 000 | | | 004 | 00400 | 000 | FAOL | 2214 |
| 302 | | | | | | | | | | | 302 | | | 621 | 54000 | 302 | EACH | |
| 8.68 | | | | | | | | | | | 8.68 | | | 642 | 00104 | 8.68 | | EDGE LINE 6" TYPE 1 |
| 8.68 | | | | | | | | | | | 8.68 | | | 642 | 00104 | 8.68 | | |
| 77 | | | | | | | | | | | 77 | | | 644 | 00500 | 77 | FT | STOP LINE |
| | | | | 2 | | | | | | | 2 | | | 644 | 01000 | 2 | EACH | RAILROAD SYMBOL MARKING |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | STRUCTURE 2 |
| | | | | | | | | | | | | LS | | 202 | 11000 | LS | | |
| | | | | | | | | | | | | | | 208 | 14001 | LS | | VIBRATION CONTROL AND MONITORING, A |
| | | | | | | | | | | | | | | 503 | 21300 | | | |
| | | | | | 13354 | | | | | | | 13354 | | 503 | 10000 | 13,354 | LB | EPOXY COATED REINFORCING STEFT |
| | | | | | 128 | | | | | | | 128 | | 511 | 46210 | 128 | CY | CLASS QC1 CONCRETE, RETAINING/WINGV |
| | | | | | 108 | | | | | | | 108 | | 512 | 10050 | 108 | SY | SEALING OF CONCRETE SURFACES (NON-I |
| | | | | | 312 | | | | | | | 312 | | 512 | 33000 | 312 | SY | TYPE 2 WATERPROOFING |
| | | | | | 48 | | | | | | | 48 | | 516 | 13600 | 48 | SF | 1" PREFORMED EXPANSION JOINT FILLER |
| | | | | | | | | ļ | | | | LS | | 518 | 21230 | LS | | POROUS BACKFILL WITH GEOTEXTILE FAB |
| | | | | | 88 | | | | | | | 88 | | 611 | 96200 | 88 | FT | 12' X 10' CONDUIT, TYPE A, 706.05 |
| | | | | | | | | | | | | | | | | | | N |
| | 28 | | | | | | | | | | 28 | | | 614 | 12460 | 28 | EACH | WORK ZONE MARKING SIGN |
| | 5 | | | | | | | | | | 5 | | | 614 | 12500 | 5 | EACH | |
| | 5 | | | | | | | | | | 5 | | | 614 | 12600 | 5 | | |
| | 10 | | | | | | - | | | | 15 | | | 014 | 21000 | 10 | | WORK ZONE GENTER LINE, GLASST |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | LS | | | 614 | 11000 | LS | | MAINTAINING TRAFFIC |
| | | | | | | | | | | | LS | | | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SUF |
| | | | | | | 1 | | | 1 | | LS | | | 624 | 10000 | LS | | MOBILIZATION |
| | | | | | | | | | | | | | | | | | | |

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| DESCRIPTION | SEE SHEET NO. | CALCULATED MJF CHECKED DAR |
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| ROADWAY | | |
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| STATION RANGE | DISTANCE (D) | AVERAGE WIDTH (W) | CADD GENERATED AREA | PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4" THICKNESS | NON-TRACKING TACK COAT, FOR INTERMEDIATE COURSE (0.085 GAL/SQ YD) | NON-TRACKING TACK COAT,FOR SURFACE COURSE (0.055 GAL/SQ YD) | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) | COMPACTED AGGREGATE | LINEAR GRADING | SUBGRADE COMPACTION | ASPHALT CONCRETE BASE, PG64-22 | AGGREGATE BASE | PAVEMENT REMOVED, ASPHALT | EXCAVATION | EMBANKMENT | |
| | FT | FT | SY | SY | GAL | GAL | CY | CY | CY | MILE | SY | CY | CY | SY | CY | CY | 2 |
| 1110+11.00 1171+50.00 | 6139.00 | 31.76 | 21661.00 | 21661.00 | 1841.19 | 1191.36 | 1052.97 | 902.54 | 246.32 | 2.33 | | | | | | | |
| 1173+00.00 1274+52.00 | 10152.00 | 31.74 | 35807.00 | 35807.00 | 3043.60 | 1969.39 | 1740.62 | 1491.96 | 407.33 | 3.85 | | | | | | |] ∑ |
| 1275+22.00 1339+00.00 | 6378.00 | 32.00 | 22679.00 | 22679.00 | 1927.72 | 1247.35 | 1102.45 | 944.96 | 255.91 | 2.42 | | | | | | | 1 2 |
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| STRUCTURE NO. WOO-6-2225 | 150.00 | 60.72 | 1012.00 | 1012.00 | 86.02 | 55.66 | 49.19 | 42 17 | 6.02 | 0.06 | 930.00 | 281 11 | 168 67 | 1012.00 | 283.00 | 490.00 | - I |
| 1113100.00 | 130.00 | 00.72 | 1012.00 | 1012.00 | 00.02 | 55.00 | 43.13 | 42.17 | 0.02 | 0.00 | 330.00 | 201.11 | 100.07 | 1012.00 | 200.00 | 430.00 | - |
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| TOTAL | S CARRIED T | S D GENERAL | UBTOTALS SUMMARY | 81159.00 81159 | 6898.52 6899 | 4463.75 4464 | 3945.23 3946 | 3381.63 3382 | 915.58 916 | 8.64 9 | 930.00 930 | 281.11 282 | 168.67 169 | 1012.00 1012 | 283.00 283.00 | 490.00 490 | |
| TOTAL | S CARRIED T | S O GENERAL | UBTOTALS SUMMARY | 81159.00 81159 | 6898.52 6899 | 4463.75 4464 | 3945.23 3946 | 3381.63 3382 | 915.58 916 | 8.64 | 930.00 930 | 281.11 282 | 168.67 169 | 1012.00 1012 | 283.00 283.00 | 490.00 490 | |
| TOTAL | S CARRIED T | S O GENERAL | UBTOTALS SUMMARY | 81159.00 81159 254 | 6898.52 6899 6899 | 4463.75 4464 407 | 3945.23 3946 442 | 3381.63 3382 442 | 915.58 916 617 | 8.64 9 | 930.00 930 | 281.11 282 301 | 168.67 169 304 | 1012.00 1012 202 | 283.00 283.00 283.00 | 490.00 490 203 | |
| TOTAL | S CARRIED T | AVERAGE MIDTH (W) | UBTOTALS SUMMARY | 81159.00 81159 254 254 CONCRETE CONCRETE | RACKING TACK COAT, FOR GAL/SQ YD) GAL/SQ YD) | TACKING TACK COAT, FOR 4464 401 402 401 401 402 402 402 402 402 402 402 402 402 402 | ASPHALT CONCRETE 33642 33640 3366 3366 3366 3366 3366 3366 336 | IALT CONCRETE SURFACE 3381 e3 3385, 12.5 MM, TYPE A (446) 777 A (446) 777 A (446) 778 A (446) 779 A (4 | 915.58 916 617 6617 0WbACTED AGGREGATE | 8.64 9 209 209 | 204 204 BGCKADE COMPACTION | 281.11 282 282 301 2000 2694-22 bG694-22 | AGGREGATE BASE | 202 | 283.00 283.00 203 203 | 490.00 490 203 | |
| TOTAL | S CARRIED T | AVERAGE MIDTH (W) | UBTOTALS SUMMARY CADD GENERATED AREA | BAVEMENT PLANING, ASPHALT 2224 TLANING, ASPHALT CONCRETE CONCRETE | NON-TRACKING TACK COAT, FOR INTERMEDIATE COURSE (0.085 GAL/SQ YD) | NON-TRACKING TACK COAT, FOR 4464 SURFACE COURSE (0.055 GAL/SQ YD) YD) | ASPHALT CONCRETE ASPHALT CONCRETE ASPHALT CONCRETE A476) TYPE A (446) | ASPHALT CONCRETE SURFACE 23281'62 23282 COURSE, 12:5 MM, TYPE A (446) 777 777 777 777 777 777 777 7 | OWPACTED AGGREGATE | 209 209 PINC | 204 204 Regrade Subsection | ASPHALT CONCRETE BASE, PG64-22 PG64-22 | 168.67 169 304 304 | 202 BY CRUENT REMOVED | 283.00 283.00 203 203 EXCAVATION | 490.00 490 203 | |
| TOTAL | S CARRIED T | S D GENERAL MIDTH (W) ET | UBTOTALS SUMMARY CADD GENERATED AREA CADD GENERATED AREA | B1159.00 81159 254 254 CONCRETE CONCRETE SY | NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE (0.085 GALSQ YD) CALSQ YD | A463.75 4464 A464 A07 A07 A07 A07 A07 A07 A07 A07 A07 A07 | ASPHALT CONCRETE ASPHALT CONCRETE ASPHALT CONCRETE A445 TYPE A (446) TYPE A (446) | ASPHALT CONCRETE SURFACE 3381'63 3385 3385 3385 3385 3385 3385 3385 33 | 915.58 916 617 617 COMPACTED AGGREGATE | 8.64 9 209 209 Creak Grading Creak Grading | 204 204 204 204 204 STREGRADE SX | ASPHALT CONCRETE BASE ASPHALT CONCRETE BASE CA | 168.67 169 304 BASE AGGREGATE BASE | LAVEMENT REMOVED | 283.00 283.00 203 203 NOLLEY ACTION 203 | 490.00 490 203 203 EMBANKMENT | |
| TOTAL STATION RANGE | S CARRIED T | S D GENERAL WIDLH WIDLH FT | UBTOTALS SUMMARY CADD GENERATED AREA CADD GENERATED AREA CADD GENERATED AREA | 81159.00 81159 254 254 254 CONCKETE BAVEWENT PLANING SY | NON-TRACKING TACK COAT, FOR INTERMEDIATE COURSE (0.085 GAL/SQ YD) Gal/SQ YD) | 4463.75 4464 A464 A464 VON-TRACKING TACK COAT, FOR A10 A02 A02 A02 A02 A02 A02 A02 A02 A02 A0 | ASPHALT CONCRETE ASPHALT CONCRETE ASPHAL | ASPHALT CONCRETE SURFACE 3381.63 3385 3385 3385 3385 3385 3385 3385 33 | 915.58 916 617 617 920HPACTED AGGREGATE COMPACTED AGGREGATE | 8.64 9 209 209 BNORG BADING BUILE MILE | 204 204 SY SY SY | 281.11 282 301 301 ASPHALT CONCRETE BASE ASPHALT CONCRETE BASE ASPHALT CONCRETE BASE CONCRETE BASE CX | 168.67 169 304 BYRSE BYRSE BYRSE CY | AVEWORE DAVE | 283.00 283.00 283.00 203 203 203 203 203 203 | 490.00 490 203 EMBANKMBME ECX | |
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| TOTAL STATION RANGE | S CARRIED T S CARRIED T DISLANCE FT 130.00 86.00 | S D GENERAL BARGENERAL AVERAGE AVERAGENERAL MIDIH FT FT 13.64 20.30 | UBTOTALS SUMMARY SUMMARY GENERATED AREA CADD GENERATED AREA SY SY 197.00 194.00 | 81159.00 81159 81159 254 L BAVEMENT CONCRETE SY 197.00 194.00 | 6898.52 6899 6899 6899 000-LKACKING TACK COAT FOR NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE (0.085 GALSO YD) GAL COURSE (0.085 CALSO YD) CALSO YD CALSO | 4463.75 4464 407 407 407 407 407 407 407 407 407 40 | Alter and a series of the seri | 3381.63 3382 3382 442 442 442 442 442 3382 442 3382 442 3382 442 3382 442 200 CONCRETE SURFACE 446 3382 200 CONRSE, 12.5 MM, TYPE A 200 CX CX 200 CX 20 CX 200 CX 200 CX 200 CX 200 CX CX 200 CX 20 CX 200 CX 20 CX 20 CX 20 CX 20 CX 20 CX 20 CX 20 CX 20 CX 20 CX 20 CX 2 | 915.58 916 617 617 916 COMPACTED AGGREGATE COMPACTED AGGREGATE | 8.64 9 209 209 CRADING CRADING CRADING MILE | 204 204 204 204 204 204 204 ST SOMPACTION SUBGRADE SALE SALE SALE SALE SALE SALE SALE SAL | 281.11 282 301 301 301 428H4LT CONCRETE BASE ASPHALT CONCRETE BASE CY | 168.67 169 304 304 BASE AGGREGATE BASE CA | 1012.00 1012 202 202 BACEMENT REMOVED BACEMENT REMOVED SY | 283.00 283.00 203 203 00 EVY CY | 490.00 490 203 203 ENBANKMEN ENBANK | |
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| TOTAL STATION RANGE INTERSECTIONS WAYNE RD (SEE STRUCTURE) BECK RD PEMBERVILLE RD BRADNER RD / SR281 DRIVEWAY STATION 1170+40 | S CARRIED T S CAR | S D GENERAL BUB S D GENERAL S S S S S S S S S S S S S | UBTOTALS SUMMARY SUMMARY Particular SUMMARY Caller SUMMARY SUMMARY SUMMARY Caller SUMMARY SUMARY SUMMARY SUMMARY SUMMARY SUMMARY SUMMARY SUMMARY SUMMARY | 81159.00 81159 254 254 January SY 197.00 194.00 85.00 | 6898.52 6899 6899 407 407 407 407 407 809 407 407 407 407 407 407 407 407 | 4463.75 4464 4464 4464 407 407 407 407 407 407 407 407 407 40 | A442 3945.23 3946 442 442 WW 4442 V 4442 V 4442 V 4442 V 4442 V 4442 V 4442 V 4442 V V 0 0 0 0 0 0 0 0 0 0 0 0 0 | 3381.63 3382 3382 3382 442 442 442 442 442 442 442 442 442 4 | 915.58 916 617 617 916 COMPACTED AGGREGATE COMPACTED AGGREGATE CCA | 8.64 9 209 209 NICE NILE MILE | 204 204 204 204 SY SY | 281.11 282 301 301 301 U U U U U U U U U U U U U U U U U U U | 168.67 169 304 304 BASE BASE ATE BASE CA CA CA CA ATE O A A A A A A A A A A A A A A A A A A A | 202 202 202 Qana Cana Cana Cana Cana Cana Cana Cana | 283.00 283.00 203 203 203 203 CY | 490.00 490 203 203 CY CY 20.00 | |
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| TOTAL TOTAL INTERSECTIONS WAYNE RD (SEE STRUCTURE) BECK RD PEMBERVILLE RD BRADNER RD / SR281 DRIVEWAY STATION 1170+40 DRIVEWAY STATION 1170+40 | S CARRIED TO S | S D GENERAL S D GENERAL S C S C S C S C S C S C S C S C S C S C S C S C S C S S S S S S S S S S S S S | UBTOTALS SUMMARY SUMMARY Parate Bundary SUMMARY SUMMARY | 81159.00 81159 254 L PHAR SY 197.00 194.00 85.00 476.00 476.00 | 6898.52 6899 6899 6899 000-1407 6002 EON COAT FOR COAT FO | 4463.75 4464 407 407 407 407 20022 GAU 407 407 407 407 407 407 407 407 407 407 | A442 3945.23 3946 442 442 WW 442 WW 442 442 WW 442 V 449 V 4413 V 4413 V 449 V 440 V | 442 442 442 442 442 442 442 449 449 | 915.58 916 617 617 00Wbacted Here Compacted Here Co | 8.64 9 209 209 MILE MILE | 930.00 930 930 204 204 NOLOURAN SY SY SY SY | 281.11 282 301 301 301 Variable Sea Concrete Base Concrete Base CY CY 12.00 12.00 | 168.67 169 304 304 BSER BASER | LINE SY 50.00 50.00 | 283.00 283.00 203 203 00 203 CY | 490.00 490 203 203 LNBWWNERWE ECY 20.00 20.00 20.00 | |

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